

APPENDIX H

Public Outreach

This Appendix includes details of public outreach conducted for the Tampa International Airport Noise Exposure Map Update. Documentation in this Appendix includes copies of public workshop notices, workshop presentation boards and handouts, and other public outreach materials.

- Appendix H-1 October 2020 Kick-off Public Workshops
 - Meeting Notices
 - Attendance/Sign-in Sheets
 - Presentation Materials
- Appendix H-2 October 2021 Public Workshops for TPA Draft NEM Update
 - Workshop Summary Report
- Appendix H-3 Noise Abatement 101 (*Presented by HCAA*)

Appendix H-1

October 2020 Kick-off Public Information Workshops

October 2020 Kick-off Public Information Workshops

Meeting Notices

Tampa Bay Times
Published Daily

STATE OF FLORIDA
COUNTY OF Hillsborough

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Before the undersigned authority personally appeared Deirdre Almeida who on oath says that he/she is **Legal Advertising Representative of the Tampa Bay Times** a daily newspaper printed in St. Petersburg, in Pinellas County, Florida, that the attached copy of advertisement, being a Legal Notice in the matter **RE: Notice of Public Workshops English** was published in **Tampa Bay Times: 9/6/20, 9/23/20** in said newspaper in the issues of **Baylink Hillsborough**

Affiant further says the said **Tampa Bay Times** is a newspaper published in Hillsborough County, Florida and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida each day and has been entered as a second class mail matter at the post office in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper

Signature Affiant

Sworn to and subscribed before me this 09/23/2020

Signature of Notary Public

Personally known X or produced identification

Type of identification produced _____

**Notice of Public Workshops for
Part 150 Noise Exposure Map Update
Tampa International Airport**

Hillsborough County Aviation Authority (HCAA) recently began a study to evaluate the noise compatibility of Tampa International Airport with the surrounding communities. This study, a "Noise Exposure Map (NEM) Update," will follow the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning.

The HCAA invites you to attend one of three public workshops that will provide information on the NEM Update. Due to the ongoing health and safety concerns related to COVID-19, two of these workshops will be conducted virtually through an internet-based meeting platform, including a teleconference option. For those who have limited access to internet, an in-person meeting option will be held by appointment only, and will comply with all CDC guidelines. For all public workshops, there will be a 20-minute presentation reviewing information on the Study process, project schedule, an introduction to noise, and information about modeling aircraft noise exposure. The presentation will be followed by a question and answer session to provide the community an opportunity to submit questions and receive answers, in real time, from the Study Team.

To register for the virtual workshops, and obtain any updated meeting information, please visit <http://bit.ly/tpaworkshop>. The virtual workshops will be recorded, and the videos will be posted to www.tampaairport.com/part-150-study to allow the community members to view at a later time.

Community members can also call in (toll free) to listen to the scheduled virtual workshops at: 833-548-0282 or 877-853-5247.

The Conference ID Number is 865 9411 6939.

The workshops will be held on the following dates and times:

DATE: Monday, October 5, 2020 (Virtual)
TIME: 10:00 a.m. - 12:00 p.m.
REGISTER: <http://bit.ly/tpaworkshop>

DATE: Tuesday, October 6, 2020 (Virtual)
TIME: 5:30 p.m. - 7:30 p.m.
REGISTER: <http://bit.ly/tpaworkshop>

DATE: Thursday, October 8, 2020 (By appointment only)
TIME: 9:00 a.m. - 7:00 p.m.
LOCATION: Aviation Authority Boardroom at Tampa International Airport
RSVP: Reservations are required for the in-person meeting. Please email AirportMeeting@qcausa.com or call 813-397-8005 and a member of the Study Team will respond with a confirmation and meeting instructions.

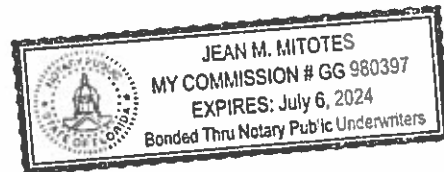
In addition to the informal question and answer process during each workshop, all interested parties are encouraged to submit formal comments in writing. To maximize the opportunity for feedback, the formal comment period will begin on September 6, 2020 and end at 5:00 p.m. on October 16, 2020. Please submit comments by mail (postmarked by October 16, 2020) to:

ESA, c/o TPA Part 150 Study, 4200 West Cypress St., Suite 450, Tampa, FL 33607

At key points during the project, updates on study progress will be posted on the project website at www.tampaairport.com/part-150-study. HCAA will also host additional outreach to provide future opportunities for input, including another series of Public Workshops in early 2021 to present the NEMs. Additionally, HCAA encourages all interested parties to monitor the project website for the latest study information and announcements.

9/6/20, 9/23/20

0000107414



Tampa Bay Times
Published Daily

STATE OF FLORIDA
COUNTY OF Hillsborough

} SS

Before the undersigned authority personally appeared Deirdre Almeida who on oath says that he/she is **Legal Advertising Representative** of the **Tampa Bay Times** a daily newspaper printed in St. Petersburg, in Pinellas County, Florida, that the attached copy of advertisement, being a Legal Notice in the matter **RE: Notice of Workshop - Spanish** was published in **Tampa Bay Times: 9/ 6/20, 9/23/20** in said newspaper in the issues of **Baylink Hillsborough**

Affiant further says the said **Tampa Bay Times** is a newspaper published in Hillsborough County, Florida and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida each day and has been entered as a second class mail matter at the post office in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid not promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.

Signature Affiant

Sworn to and subscribed before me this **09/23/2020**

Signature of Notary Public

Personally known X or produced identification

Type of identification produced _____

Aviso de Talleres Públicos para la Parte 150 de la Actualización del Mapa de Exposición al Ruido Aeropuerto Internacional de Tampa

La Autoridad del Aeropuerto del Condado de Hillsborough (HCAA) recientemente comenzó un estudio para evaluar la compatibilidad del Aeropuerto Internacional de Tampa con las comunidades circundantes. Este estudio, una "Actualización del Mapa de Exposición al Ruido (NEM)," seguirá el proceso descrito en el Título 14 del Código de Regulaciones Federales (CFR) Parte 150, Planificación de Compatibilidad de Ruido en el Aeropuerto.

La HCAA te invita a asistir a uno de los tres talleres públicos que brindarán información sobre la Actualización NEM.

Debido a las preocupaciones actuales de salud y seguridad relacionadas con COVID-19, dos de estos talleres se llevarán a cabo virtualmente a través de una plataforma de reuniones basada en línea, incluyendo una opción de teleconferencia. Para aquellos que tienen acceso limitado a la Internet, una opción de reunión en persona se llevará a cabo solo con cita previa y cumplirá con todas las pautas de seguridad de la CDC. Para todos los talleres públicos, habrá una presentación de 20 minutos sobre el proceso del estudio, el cronograma del proyecto, una introducción al ruido e información sobre el modelado de la exposición al ruido de las aeronaves. Una sesión de preguntas y respuestas seguirá a la presentación para brindar a la comunidad la oportunidad de hacer preguntas y recibir respuestas del Equipo del Estudio en tiempo real.

Para registrarse en los talleres virtuales y obtener información actualizada sobre la reunión, visite <http://bit.ly/tpaworkshop>. Se grabarán los talleres virtuales y se publicarán los videos en www.tampaairport.com/part-150-study para permitir que los miembros de la comunidad vean en cualquier momento.

Los miembros de la comunidad también pueden llamar (sin cargo) para escuchar los talleres virtuales programados al 833-548-0282 o al 877-853-5247.

El número de identificación de la conferencia es 865 9411 6939.

Los talleres se realizarán en las siguientes fechas y horarios:

FECHA: lunes, 5 de octubre de 2020 (Virtual)
HORA: 10:00 a.m. - 12:00 p.m.
REGISTRARSE: <http://bit.ly/tpaworkshop>

FECHA: martes, 6 de octubre de 2020 (Virtual)
HORA: 5:30 p.m. - 7:30 p.m.
REGISTRARSE: <http://bit.ly/tpaworkshop>

FECHA: jueves, 8 de octubre de 2020 (Por cita solamente)
HORA: 9:00 a.m. - 7:00 p.m.
LUGAR: Sala de juntas de la Autoridad de Aviación en el Aeropuerto Internacional de Tampa
RSVP: Se requieren reservaciones para la reunión en persona. Para reservar un asiento para esta reunión, por favor envíe un mensaje por correo electrónico a AirportMeeting@qcausa.com o llame al 813-397-8005 y un miembro del equipo de estudio responderá con una confirmación e instrucciones para la reunión.

Además del proceso informal de preguntas y respuestas durante cada taller, se anima a todas las partes interesadas a enviar comentarios formales por escrito. Para maximizar la oportunidad de recibir comentarios, el período de comentarios formales comenzará el 6 de septiembre de 2020 y finalizará a las 5:00 p.m. el 16 de octubre de 2020. Envíe sus comentarios por correo (con matasellos del 16 de octubre de 2020) a:

ESA, c/o TPA Part 150 Study, 4200 West Cypress St., Suite 450, Tampa, FL 33607

En los puntos clave durante el proyecto, las actualizaciones sobre el progreso del estudio se publicarán en el sitio web del proyecto en www.tampaairport.com/part-150-study. La HCAA también organizará actividades de divulgación adicionales para brindar más oportunidades para el aporte público en el futuro, incluyendo otra serie de talleres públicos a principios de 2021 para presentar el NEM. Además, la HCAA alienta a todas las personas interesadas a monitorear el sitio web del proyecto para obtener la información y anuncios más recientes del proyecto.

9/6/20, 9/23/20 0000107417



October 2020 Kick-off Public Information Workshops

Attendance/Sign-in Sheets

TPA Part 150 Study Workshop Attendee Report

Attendee Details

Attended	User Name	First Name	Last Name	Join Time	Leave Time	Time in Session (minutes)
Yes	Margaret Kirkman	Margaret	Kirkman	10/5/2020 7:01	10/5/2020 7:56	55
Yes	Callie Almond	Callie	Almond	10/5/2020 7:01	10/5/2020 8:16	75
Yes	John Few	John	Few	10/5/2020 7:00	10/5/2020 8:02	62
Yes	Becky Kratz	Becky	Kratz	10/5/2020 7:01	10/5/2020 8:03	62
Yes	Chris Nollette	Chris	Nollette	10/5/2020 7:01	10/5/2020 7:45	45
Yes	Martha Holmes	Martha	Holmes	10/5/2020 7:00	10/5/2020 8:21	81
Yes	William Mosley	William	Mosley	10/5/2020 7:01	10/5/2020 8:10	70
Yes	john fernandez	john	fernandez	10/5/2020 7:01	10/5/2020 7:58	58
No	Brandon	Brandon	Bailey	--	--	--
No	Charles	Charles	Montgomery	--	--	--
No	Jeffrey	Jeffrey	Covert	--	--	--
No	Lori	Lori	Buck	--	--	--
No	Don	Don	Niederpruem	--	--	--
No	SUSAN	SUSAN	HUSTON	--	--	--
No	Colleen	Colleen	Quinn-Adams	--	--	--
No	Charles	Charles	Reynolds	--	--	--
No	Joseph	Joseph	Sampson	--	--	--
No	Adam	Adam	Altice	--	--	--

Other Attended

User Name	Join Time	Leave Time	Time in Session (minutes)
1813#####49	10/5/2020 7:00	10/5/2020 7:20	20
1407#####94	10/5/2020 6:34	10/5/2020 8:21	107

TPA Part 150 Study Workshop Attendee Report

Attendee Details

Attended	User Name	First Name	Last Name	Join Time	Leave Time	Time in Session (minutes)
Yes	Allison Roberts	Allison	Roberts	10/6/2020 14:32	10/6/2020 15:50	79
Yes	Chantel Heitler	Chantel	Heitler	10/6/2020 14:45	10/6/2020 14:46	2
Yes	Deborah Wyko	Deborah	Wyko	10/6/2020 14:30	10/6/2020 15:21	51
Yes	Joe Simmons	Joe	Simmons	10/6/2020 14:38	10/6/2020 15:17	40
Yes	Robert Saltzman	Robert	Saltzman	10/6/2020 14:53	10/6/2020 14:53	1
Yes	Robert Saltzman	Robert	Saltzman	10/6/2020 14:54	10/6/2020 15:15	22
Yes	Jack Nerro	Jack	Nerro	10/6/2020 14:36	10/6/2020 14:52	16
Yes	Ali Arshad	Ali	Arshad	10/6/2020 14:33	10/6/2020 15:50	78
Yes	Martha Holmes	Martha	Holmes	10/6/2020 15:30	10/6/2020 15:50	21
Yes	Trey Hodapp	Trey	Hodapp	10/6/2020 14:34	10/6/2020 15:32	59
Yes	Rlc R	Rlc	R	10/6/2020 14:37	10/6/2020 15:14	37
Yes	Joan Dance	Joan	Dance	10/6/2020 14:31	10/6/2020 14:32	1
Yes	Joan Dance	Joan	Dance	10/6/2020 14:37	10/6/2020 15:50	74
Yes	Michael Steighner	Michael	Steighner	10/6/2020 14:30	10/6/2020 15:50	81
Yes	Tina Rhodes	Tina	Rhodes	10/6/2020 14:33	10/6/2020 14:39	6
Yes	Adam Altice	Adam	Altice	10/6/2020 14:31	10/6/2020 15:01	31
Yes	Holly Simmons	Holly	Simmons	10/6/2020 14:30	10/6/2020 15:50	81
No	Jason	Jason	Carter	--	--	--
No	Robert	Robert	Meade	--	--	--
No	Jenifer	Jenifer	McCoy	--	--	--
No	Yvonne	Yvonne	Casares	--	--	--
No	Gladys	Gladys	Brown	--	--	--
No	Peter	Peter	Green	--	--	--
No	Tamara	Tamara	Hunt	--	--	--
No	Nicole	Nicole	Gulledge	--	--	--
No	Kanta	Kanta	Murjani	--	--	--
No	SUSAN	SUSAN	HUSTON	--	--	--
No	Pamela	Pamela	Dato	--	--	--
No	Adam	Adam	Altice	--	--	--
No	Ralph	Ralph	Beaver	--	--	--

Other Attended

User Name	Join Time	Leave Time	Time in Session (minutes)
1813#####82	10/6/2020 14:30	10/6/2020 14:57	27
1407#####94	10/6/2020 14:00	10/6/2020 15:50	111
Call-In User_1	10/6/2020 13:43	10/6/2020 13:45	2

October 2020 Kick-off Public Information Workshops
Presentation Materials



Welcome!

**TAMPA INTERNATIONAL AIRPORT
PART 150 NOISE EXPOSURE MAP UPDATE
KICK-OFF PUBLIC WORKSHOPS**



Presentation Summary

- Tampa International Airport (TPA) Overview
- 14 CFR Part 150 Overview
- Day-Night Average Sound Level (DNL)
- Land Use Compatibility
- DNL Contour Example
- Noise Modeling
- Existing Noise Program at TPA
- Stakeholder Outreach
- Project Schedule
- Official Public Comment



TPA Overview

- TPA covers 3,300 acres at an elevation of 26 feet
- Consists of three runways:
 - Runway 1L/19R - 11,002' long by 150' wide
 - Runway 1R/19L - 8,300' long by 150' wide
 - Runway 10/28 - 6,999' long by 150' wide
- TPA is served by approximately 20 different airlines flying to more than 70 domestic and international destinations
- Amazon, FedEx, and UPS are the primary cargo carriers operating at TPA
- Air travel has decreased in 2020 due to COVID-19



TPA Overview



Florida Department of Transportation (FDOT) estimates that TPA supports 80,000 direct and indirect jobs in the Tampa area



TPA served 217,502 operations and approximately 22.4 million passengers in 2019



FDOT estimates that TPA has an economic impact of \$14.45 billion



Over 200,000 tons of cargo activity at TPA in 2018

Monthly Activity Profile



14 CFR Part 150 Overview

- The Part 150 process is an Airport Sponsor’s official mechanism to understand and improve land use compatibility
- Establishes methodology to prepare aircraft Noise Exposure Maps (NEMs) and Noise Compatibility Programs (NCPs)
- Noise studies must adhere to 14 CFR Part 150 guidelines to be accepted or approved by FAA
- Why conduct a Part 150 noise study?
 - Determine existing and future noise around an airport
 - Evaluate flight procedure/land use changes
 - Educate stakeholders about the process and what can and cannot be done to address aircraft noise concerns



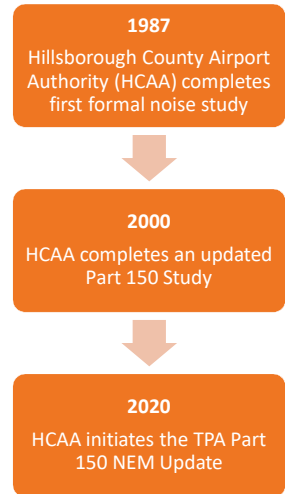
This Part 150 study involves an update to the TPA Part 150 Noise Exposure Maps



14 CFR Part 150 Overview

Key Considerations for this Part 150 NEM Update

- Aircraft technology has improved and aircraft are quieter; however, noise concerns continue
- Existing NEMs are nearly 20 years old
- Increased nighttime cargo operations since the 2000 Part 150 Study; likely to decrease once Amazon moves its cargo operations from TPA to Lakeland Linder in 2021
- Aircraft upgauging (utilizing larger aircraft) has offset the increase in passenger activity, but larger aircraft are perceived as flying lower, which raises community concerns
- Community concerns related to air emissions, soot, oily substances, fuel, safety, and health impacts are often contributing factors to concerns about noise, but are outside of the Part 150 Study process



14 CFR Part 150 Overview

Regulatory Framework

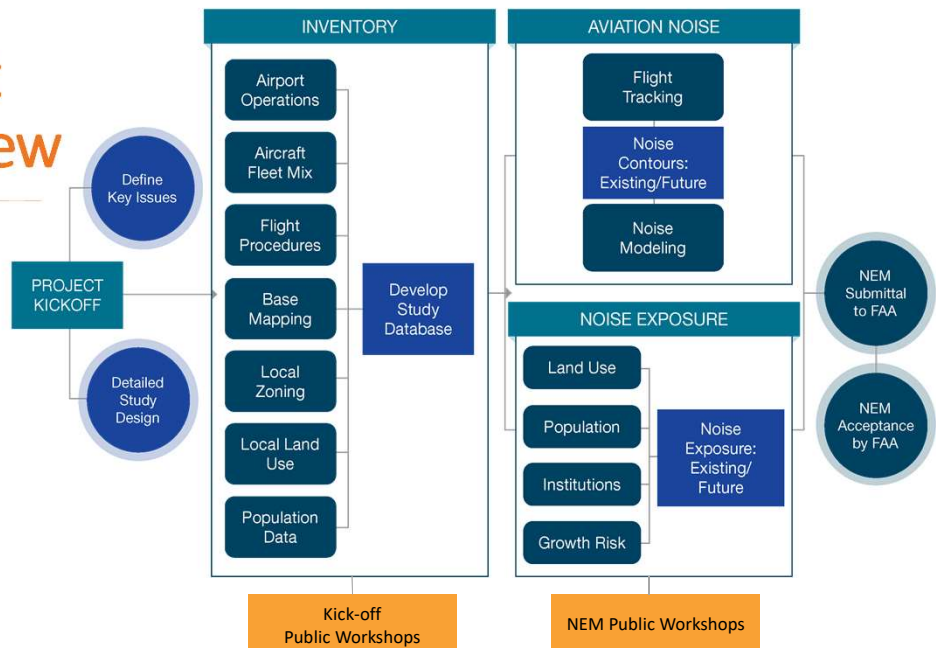
- Federal law sets aircraft noise standards, operating rules, the compatibility planning process, and limits an airport's ability to restrict aircraft operations
- State law sets forth zoning compatibility planning guidelines
- Local noise ordinances set noise standards, but aircraft are exempt

Who Can Regulate Airport Noise?

- Federal Aviation Administration
 - Controls aircraft while in flight
 - Controls noise at its source (i.e., aircraft engines)
 - Certifies aircraft and pilots
- Airport Proprietors/HCAA
 - Very limited authority to adopt local restrictions
 - Responsible for airport infrastructure
- Local Governments and States
 - Promote compatible land use through zoning
 - Require real estate disclosure
 - Mandate sound-insulating building materials

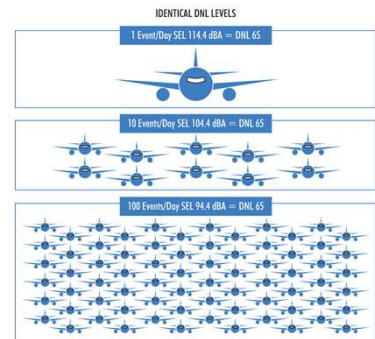
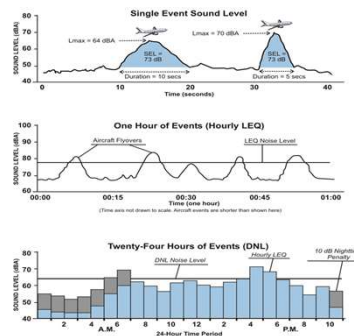


14 CFR Part 150 Overview



Day-Night Average Sound Level (DNL)

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10 p.m. to 7 a.m. is adjusted by 10 dB to account for the higher sensitivity to noise during nighttime hours
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels
- FAA requires the use of DNL for all airport noise assessments and environmental studies conducted nationally



Land Use Compatibility

Table 1 in Appendix A of 14 CFR Part 150 provides regulatory guidelines for noise and land use compatibility

Deems levels below DNL 65 to be compatible with all land uses

Allows for the adoption of appropriate local land use standards for land use compatibility planning purposes

The 14 CFR Part 150 process is the Airport's mechanism to improve the compatibility between the Airport and surrounding communities



Land Use Compatibility

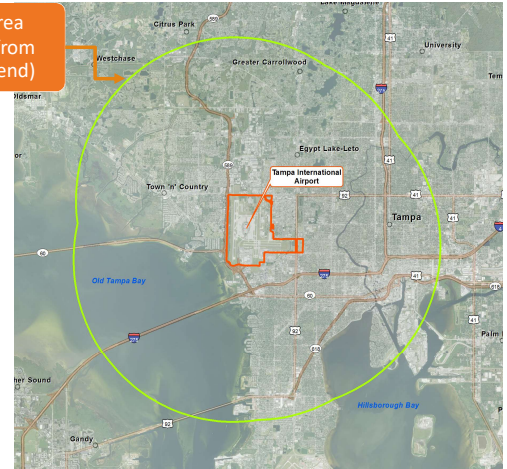
Existing and Future Land Uses

- Parcel data (if different from land use)
- Zoning
- Jurisdictional boundaries and neighborhoods

Noise Sensitive Uses

- Residential
- Places of worship
- Schools, colleges and universities
- Libraries/cultural institutions
- Hospitals and residential healthcare facilities
- Daycare and assisted living facilities
- Historic properties (i.e., properties listed, or eligible for listing, in the National Register of Historic Places)

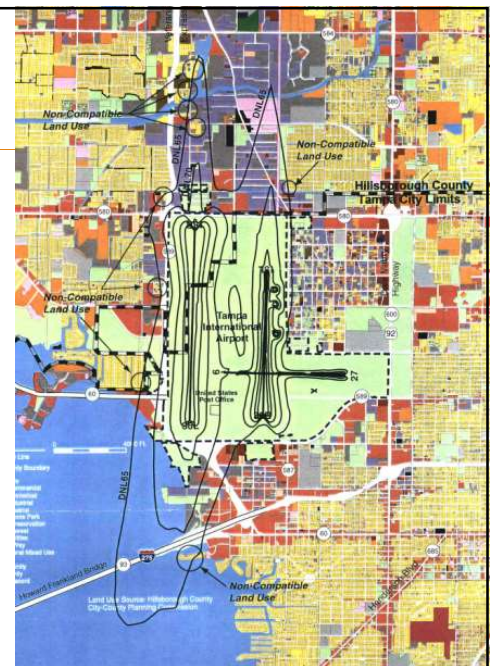
TPA Study Area
(i.e., 30,000' from
each runway end)



DNL Noise Contour Example

Official Noise Exposure Maps for TPA

- Base year (existing condition) and future conditions 5 years in the future
- Year of submittal must be consistent with base year
- Existing Condition: 2021
- Future Condition: 2026
- Existing Condition based on recent 12 months of operational data applied to 2021 projected activity level



Modeling

Noise Modeling

- Aircraft noise modeling allows:
 - Calculation of noise exposure at any point
 - Depicting annual average aircraft noise exposure
 - Predicting future aircraft noise exposure
 - Assessing changes in fleet mix and/or operations
 - Evaluating operational procedures
 - FAA’s Aviation Environmental Design Tool (AEDT) Version 3C will be used for the Part 150 Study



Model Inputs

- The Amount of Noise Exposure is determined by:
 - Aircraft types
 - Stage length
 - Number of average annual day operations
 - Nighttime weighting (1 nighttime operation is equivalent to 10 daytime operations)
- The Noise Exposure Distribution is determined by:
 - Runway configuration and use
 - Flight track locations
 - Flight track use
- Other Factors
 - Meteorological conditions



Existing Noise Program

Voluntary Noise Abatement Program Measures

- To reduce noise from jet aircraft:
 - South operations depart 19R preferred
 - North operations arrive 1L preferred
- Prevent overflight of residential areas – jet aircraft are vectored south of MacDill’s Runway 4
- Initial headings for jet aircraft: 1L/1R: 360°, 19R: 200°, 19L: 210°, 28: 280°, and 10: 100°
- Turboprop aircraft:
 - Departing 1L/1R not permitted to turn more than 20-degrees from the runway heading (7 p.m.–7 a.m.) until 3NM
 - Corporate jet departures may depart 19L at any time, emulating 19R departure path
- Staffing of an airport noise office
- Bi-monthly Community Noise Forum meetings and a “Noise Abatement 101” presentation
- Regular meetings with homeowner’s associations, airlines, fixed based operators (FBOs), and private jet operators

HCAA has a comprehensive and proactive noise management program with very high compliance



Existing Noise Program

- Meetings with other airport noise offices on best management practices
- Handouts for FBOs and pilots about the program
- Publicly released monthly Noise Monitoring Office Report and monthly Community Noise Monitoring Report
- Review and categorization of every deviation from the preferential runway use program
- Reporting of program (runway use) deviation information on TPA’s website daily
- Airport noise monitoring system and flight tracking website
- Online noise complaint portal
- Website updates containing scheduled runway closure information



Stakeholder Outreach

Public Outreach

Initial Public Workshops
October 5-8, 2020
 (Three workshops: Two virtual and one in-person by appointment)

Community Noise Forum Presentation
TBD
 (Four briefings)

Small Community Meetings
TBD
 (Four meetings)

Draft NEM Report Public Workshop
TBD
 (Four workshops)

At key points during the project, newsletters will provide updates on study progress, and will be posted on the project website:

www.tampaairport.com/part-150-study

HCAA will also host additional outreach to provide future opportunities for input. HCAA encourages all interested parties to monitor the project website for the latest study information and announcements.



To maintain public safety, HCAA will be holding public workshops according to guidelines issued by the CDC.



Project Schedule*

- Fall 2020 - Develop Noise Contours
- Spring 2021 – Complete Draft NEM Report and Public Outreach
- Spring 2021 – Respond to Comments on Draft NEM Report
- Late Spring 2021 – Complete Final Draft NEM Report
- Summer 2021 – FAA Completes Review
- Summer 2021 – Complete Final NEM Report
- Late Summer 2021 – FAA Acceptance of NEM Report

**Project Schedule Subject to Change*

HCAA encourages interested parties to use the project website for project updates, study announcements, and educational material

Project Website

[www.tampaairport.com
/part-150-study](http://www.tampaairport.com/part-150-study)



How to Provide Official Public Comments

Questions submitted via the Q&A feature are not considered official public comments. If you would like to submit an official comment, please send your written comments by email to AirportMeeting@qcausa.com or by mail to:

Tampa International Airport
C/O Part 150 Study - Airport Operations
PO Box 22287
Tampa, FL 34622

Please submit your comments by 5PM on October 16, 2020.

Thank You for Your Participation!



Appendix H-2

October 2021 Public Workshops for TPA Draft NEM Update

October 2021 Public Workshops for TPA Draft NEM Update

Workshop Summary Report



Tampa
International
Airport



PART 150 NOISE EXPOSURE MAP (NEM) UPDATE

Public Workshops, October 11 - 14, 2021

SUMMARY REPORT

Submitted to: ESA | Environmental Science Associates
Submitted by: Quest



Purpose:

The Hillsborough County Aviation Authority (HCAA or Aviation Authority) is conducting a study to evaluate the noise compatibility of Tampa International Airport with the surrounding communities. This study, a “Noise Exposure Map (NEM) Update,” follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning.

Date & Times:In-Person Public Workshops**Tuesday, October 12, 2021**

6:30 p.m. – 8:00 p.m.

Jan Kaminis Platt Regional Library, 3910 S Manhattan Ave, Tampa, FL 33611

Wednesday, October 13, 2021

10:00 a.m. – 12:00 p.m.

Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

Wednesday, October 13, 2021

5:00 p.m. – 7:00 p.m.

Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

Virtual Public Workshop:**Thursday, October 14, 2021**

5:30 p.m. – 7:00 p.m.

Attendance:

In-Person Public Workshops: 16

Virtual Public Workshop: 8

Consultant Team:

Mike Arnold	ESA
Autumn Ward	ESA
Jeff Covert	ESA
Olivia Smith	Quest



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Public Workshop Description

The Hillsborough County Aviation Authority (HCAA) is conducting a study to evaluate the noise compatibility of Tampa International Airport (TPA) with the surrounding communities. This study, a “Noise Exposure Map (NEM) Update,” follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, Airport Noise Compatibility Planning. As required by 14 CFR Part 150, HCAA has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, noise contours, and land use.

To engage and gather feedback from the surrounding communities, four public workshops were planned to provide information on the Draft NEMs including an overview of the Part 150 study process, noise metrics, the draft noise exposure maps, and next steps. The updated NEM is designed to clearly identify TPA’s present and future noise exposure, and the land uses which are not compatible with that exposure.

To allow for maximum participation, three in-person and one virtual public workshop were hosted in-person and one workshop was hosted virtually. Members of the HCAA and ESA Study Team were available to answer questions on the Draft NEMs at each of the four workshops. The in-person workshops were conducted in an open house style with a series of information stations to allow members of the community to ask questions. For the virtual workshop, an overview presentation was followed by a question-and-answer session to provide the community an opportunity to submit questions and receive answers, in real-time.

Workshop Notifications

A series of newspaper ads were published in English and Spanish in the Tampa Bay Times and LaGaceta Newspaper. These ads and the publishing affidavits can be found in **Appendix A**.

Attendance and Comments

The public was encouraged to RSVP to attend one of four public workshops that will provide information on the Draft NEMs including an overview of the Part 150 study process. Comment forms were made available during the workshops for public comments. The RSVP list, workshop sign in sheets and written public comments can be found in **Appendix B**.

Workshop Materials

A handout was provided at each of the in-person workshops and a pre-recorded presentation was presented to attendees at the virtual workshop to explain the Draft Noise Exposure Map (NEM) Update. These materials can be found in **Appendix C**.

Workshop Photos

Photos from each of the in-person workshops can be found in **Appendix D**.



Appendix A: Workshop Notifications

Newspaper Ads – Affidavits

Outreach Emails

Notice of Public Workshops For Part 150 Study Noise Exposure Map Update Tampa International Airport

The Hillsborough County Aviation Authority (HCAA) is conducting a study to evaluate the noise compatibility of Tampa International Airport with the surrounding communities. This study, a “Noise Exposure Map (NEM) Update,” follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. As required by 14 CFR Part 150, HCAA has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, noise contours, and land use.

HCAA invites you to attend one of four public workshops that will provide information on the Draft NEMs including an overview of the Part 150 study process, noise metrics, the draft noise exposure maps, and next steps. Due to the ongoing health and safety concerns related to COVID-19, one of these workshops will be conducted virtually and the others will be conducted in-person, in compliance with current U.S. Center for Disease Control and Prevention (CDC) guidelines; the Aviation Authority and ESA Study Team members will be wearing masks and masks are strongly recommended for the wellbeing of all attendees. Those wishing to attend any of the in-person workshops must RSVP in advance by e-mailing airportmeeting@qcausa.com or calling 727-277-4965. For those wishing to attend the virtual public workshop, a registration link and call-in information are provided below. For updates on the status of the public workshops and for additional information, please visit the noise webpage at <https://www.tampaairport.com/part-150-study>. The Draft Noise Exposure Map Report will be available for download on the same website beginning September 26, 2021.

Members of the Aviation Authority and ESA Study Team will be available to answer questions on the Draft NEMs at each of the four workshops. The in-person workshops will be conducted open house style with a series of information stations to allow members of the public to ask questions of the study team. For the virtual workshop, an overview presentation will be followed by a question and answer session to provide the community an opportunity to submit questions and receive answers, in real-time. The workshops will be held on the following dates and times:

In-Person Public Workshops (RSVP required):

DATE: Tuesday, October 12, 2021

TIME: 6:30PM – 8:00PM

LOCATION: Jan Kaminis Platt Regional Library, 3910 S Manhattan Ave, Tampa, FL 33611

DATE: Wednesday, October 13, 2021

TIME: 10:00AM – 12:00PM

LOCATION: Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

DATE: Wednesday, October 13, 2021

TIME: 5:00PM – 7:00PM

LOCATION: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

RSVP: To observe COVID-19 protocols, reservations are required for in-person workshop attendance. To register for one of the in-person workshops, please contact airportmeeting@qcausa.com or 727-277-4965.

Virtual Public Workshop:

DATE: Thursday, October 14, 2021

TIME: 5:30PM – 7:00PM

LOCATION: <https://bit.ly/tpanoiseexposureworkshop> or participants can also call in (toll-free) to listen to the virtual workshop at 877-853-5247. The Conference ID Number is 897 7896 3862.

Any person with a disability requiring auxiliary aids or services to participate in the public workshop may contact airportmeeting@qcausa.com or 727-277-4965, with requests at least five business days before the desired meeting.

Aviso de talleres públicos

Por actualización del mapa de exposición al ruido del estudio Parte 150 Tampa International Airport

La Autoridad de Aviación del Condado de Hillsborough (HCAA) está realizando un estudio para evaluar la compatibilidad del ruido del Aeropuerto Internacional de Tampa con las comunidades circundantes. Este estudio, una “Actualización del Mapa de Exposición al Ruido (NEM)”, sigue el proceso descrito en el Título 14 del Código de Regulaciones Federales (CFR) Parte 150, Planificación de la compatibilidad con el ruido de los aeropuertos. Como lo requiere 14 CFR Parte 150, HCAA ha preparado Borradores de Mapas de Exposición al Ruido (NEM) que representan el aeropuerto, los contornos del ruido y el uso de la tierra.

La HCAA lo invita a asistir a uno de los cuatro talleres públicos que brindarán información sobre los borradores de NEM, incluida una descripción general del proceso de estudio de la Parte 150, métricas de ruido, el borrador de mapas de exposición al ruido y los próximos pasos. Debido a las preocupaciones actuales de salud y seguridad relacionadas con COVID-19, uno de estos talleres se llevará a cabo virtualmente y los otros se llevarán a cabo en persona, de conformidad con las pautas actuales del Centro para el Control y la Prevención de Enfermedades (CDC) de EE. UU. la Autoridad de Aviación y los miembros del Equipo de Estudio de la ESA llevarán máscaras y se recomienda encarecidamente usar máscaras para el bienestar de todos los asistentes. Aquellos que deseen asistir a cualquiera de los talleres en persona deben confirmar su asistencia con anticipación enviando un correo electrónico a airportmeeting@qcausa.com o llamando al 727-277-4965. Para aquellos que deseen asistir al taller público virtual, a continuación, se proporciona un enlace de registro e información de llamada. Para obtener actualizaciones sobre el estado de los talleres públicos y para obtener información adicional, visite la página web sobre ruido en <https://www.tampaairport.com/part-150-study>. El borrador del informe del mapa de exposición al ruido estará disponible para su descarga en el mismo sitio web a partir del 26 de septiembre de 2021.

Los miembros de la Autoridad de Aviación y el Equipo de Estudio de la ESA estarán disponibles para responder preguntas sobre los Borradores de NEM en cada uno de los cuatro talleres. Los talleres presenciales se llevarán a cabo al estilo de casa abierta con una serie de estaciones de información para permitir que el público haga preguntas al equipo de estudio. Para el taller virtual, una presentación general será seguida por una sesión de preguntas y respuestas para brindar a la comunidad la oportunidad de enviar preguntas y recibir respuestas, en tiempo real. Los talleres se llevarán a cabo en las siguientes fechas y horarios:

Talleres públicos en persona (se requiere RSVP):

FECHA: Martes 12 de octubre de 2021

HORA: 6:30 PM - 8:00 PM

UBICACIÓN: Biblioteca Regional Jan Kaminis Platt, 3910 S Manhattan Ave, Tampa, FL 33611

FECHA: Miércoles 13 de octubre de 2021

HORA: 10:00 AM - 12:00 PM

UBICACIÓN: Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

FECHA: Miércoles 13 de octubre de 2021

HORA: 5:00 PM - 7:00 PM

UBICACIÓN: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

RSVP: Para cumplir con los protocolos COVID-19, se requieren reservaciones para asistir al taller en persona. Para registrarse en uno de los talleres en persona, comuníquese con airportmeeting@qcausa.com o al 727-277-4965.

Taller público virtual:

FECHA: Jueves, 14 de octubre de 2021

HORA: 5:30 PM - 7:00 PM

UBICACIÓN: <https://bit.ly/tpanoiseexposureworkshop> o los participantes también pueden llamar (sin cargo) para escuchar el taller virtual al 877-853-5247. El número de identificación de la conferencia es 897 7896 3862.

Cualquier persona con una discapacidad que requiera ayuda o servicios auxiliares para participar en el taller público puede comunicarse con airportmeeting@qcausa.com o al 727-277-4965, con solicitudes al menos cinco días hábiles antes de la reunión deseada.

Notice of Draft Noise Exposure Maps and Notice of Public Workshops For Part 150 Study Noise Exposure Map Update Tampa International Airport

The Hillsborough County Aviation Authority (HCAA or Aviation Authority) is conducting a study to evaluate the noise compatibility of Tampa International Airport with the surrounding communities. This study, a “Noise Exposure Map (NEM) Update,” follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*.

Draft Noise Exposure Map Update Report

As required by 14 CFR Part 150, HCAA has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, noise contours, and land use. HCAA has made the Draft NEMs and supporting documentation available for public review and comment. After review and consideration of comments, HCAA will submit the NEMs to the Federal Aviation Administration (FAA) for the agency’s determination that the maps comply with applicable requirements.

Digital copies of the NEMs and NEM Update Report will be available for download from the project website (www.tampaairport.com/part-150-study) beginning September 26, 2021. The comment period begins on September 26, 2021 and ends on October 26, 2021 at 5:00PM; all comments must be received or postmarked by October 26, 2021. Anyone wishing to submit comments may do so at any time during the comment period. Comments on the Draft NEM Update Report may be submitted to airportmeeting@qcausa.com or by mail using the address below.

ESA, c/o TPA Part 150 Study, 5404 Cypress Center Drive, Suite 125, Tampa, FL 33609

Please note that comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask to have your personal identifying information withheld from public review, it cannot be guaranteed.

Public Workshops

HCAA invites you to attend one of four public workshops that will provide information on the Draft NEMs including an overview of the Part 150 study process, noise metrics, the draft noise exposure maps, and next steps. Due to the ongoing health and safety concerns related to COVID-19, one of these workshops will be conducted virtually and the others will be conducted in-person, in compliance with current U.S. Center for Disease Control and Prevention (CDC) guidelines; the Aviation Authority and ESA Study Team members will be wearing masks and masks are strongly recommended for the wellbeing of all attendees. Those wishing to attend any of the in-person workshops must RSVP in advance by e-mailing airportmeeting@qcausa.com or calling 727-277-4965. For those wishing to attend the virtual public workshop, a registration link and call-in information are provided below. For updates on the status of the public workshops and for additional information, please visit the noise webpage at www.tampaairport.com/part-150-study.

Members of the Aviation Authority and ESA Study Team will be available to answer questions on the Draft NEMs at each of the four workshops. The in-person workshops will be conducted open house style with a series of

information stations to allow members of the public to ask questions of the study team. For the virtual workshop, an overview presentation will be followed by a question and answer session to provide the community an opportunity to submit questions and receive answers, in real-time. The workshops will be held on the following dates and times:

In-Person Public Workshops (RSVP required):

DATE: Tuesday, October 12, 2021

TIME: 6:30PM – 8:00PM

LOCATION: Jan Kaminis Platt Regional Library, 3910 S Manhattan Ave, Tampa, FL 33611

DATE: Wednesday, October 13, 2021

TIME: 10:00AM – 12:00PM

LOCATION: Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

DATE: Wednesday, October 13, 2021

TIME: 5:00PM – 7:00PM

LOCATION: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

RSVP: To observe COVID-19 protocols, reservations are required for in-person workshop attendance. To register for one of the in-person workshops, please contact airportmeeting@qcausa.com or 727-277-4965.

Virtual Public Workshop:

DATE: Thursday, October 14, 2021

TIME: 5:30PM – 7:00PM

LOCATION: <https://bit.ly/tpanoiseexposureworkshop> or participants can also call in (toll-free) to listen to the virtual workshop at 877-853-5247. The Conference ID Number is 897 7896 3862.

Any person with a disability requiring auxiliary aids or services, including translation, to participate in the public workshop may contact airportmeeting@qcausa.com or 727-277-4965, with requests at least five business days before the desired meeting.

Aviso de Talleres Públicos Para Actualización del Mapa de Exposición al Ruido del Estudio Parte 150 Aeropuerto Internacional de Tampa

La Autoridad de Aviación del Condado de Hillsborough (HCAA) está realizando un estudio para evaluar la compatibilidad del ruido del Aeropuerto Internacional de Tampa con las comunidades circundantes. Este estudio, una "Actualización del Mapa de Exposición al Ruido (NEM)", sigue el proceso descrito en el Título 14 del Código de Regulaciones Federales (CFR) Parte 150, Planificación de la compatibilidad con el ruido de los aeropuertos.

Borrador del Informe de Actualización del mapa de Exposición al Ruido

Como lo requiere 14 CFR Parte 150, HCAA ha preparado Borradores de Mapas de Exposición al Ruido (NEM) que representan el aeropuerto, los contornos del ruido y el uso de la tierra. La HCAA lo invita a asistir a uno de los cuatro talleres públicos que brindarán información sobre los borradores de NEM, incluida una descripción general del proceso de estudio de la Parte 150, métricas de ruido, el borrador de mapas de exposición al ruido y los próximos pasos. Debido a las preocupaciones actuales de salud y seguridad relacionadas con COVID-19, uno de estos talleres se llevará a cabo virtualmente y los otros se llevarán a cabo en persona, de conformidad con las pautas actuales del Centro para el Control y la Prevención de Enfermedades (CDC) de EE. UU. la Autoridad de Aviación y los miembros del Equipo de Estudio de la ESA llevarán máscaras y se recomienda encarecidamente usar máscaras para el bienestar de todos los asistentes. Aquellos que deseen asistir a cualquiera de los talleres en persona deben confirmar su asistencia con anticipación enviando un correo electrónico a airportmeeting@qcausa.com o llamando al 727-277-4965. Para aquellos que deseen asistir al taller público virtual, a continuación, se proporciona un enlace de registro e información de llamada. Para obtener actualizaciones sobre el estado de los talleres públicos y para obtener información adicional, visite la página web sobre ruido en <https://www.tampaairport.com/part-150-study>. El borrador del informe del mapa de exposición al ruido estará disponible para su descarga en el mismo sitio web a partir del 26 de septiembre del 2021.

Los miembros de la Autoridad de Aviación y el Equipo de Estudio de la ESA estarán disponibles para responder preguntas sobre los Borradores de NEM en cada uno de los cuatro talleres. Los talleres presenciales se llevarán a cabo al estilo de casa abierta con una serie de estaciones de información para permitir que el público haga preguntas al equipo de estudio. Para el taller virtual, una presentación general será seguida por una sesión de preguntas y respuestas para brindar a la comunidad la oportunidad de enviar preguntas y recibir respuestas, en tiempo real. Los talleres se llevarán a cabo en las siguientes fechas y horarios:

Talleres públicos en persona (se requiere reservación):

FECHA: Martes, 12 de octubre del 2021

HORA: 6:30 PM - 8:00 PM

UBICACIÓN: Biblioteca Regional Jan Kaminis Platt, 3910 S Manhattan Ave, Tampa, FL 33611

FECHA: Miércoles, 13 de octubre del 2021

HORA: 10:00 AM - 12:00 PM

UBICACIÓN: Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

FECHA: Miércoles, 13 de octubre del 2021

HORA: 5:00 PM - 7:00 PM

UBICACIÓN: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

Reservación: Para cumplir con los protocolos COVID-19, se requieren reservaciones para asistir al taller en persona. Para registrarse en uno de los talleres en persona, comuníquese con airportmeeting@gcausa.com o al 727-277-4965.

Taller Público Virtual:

FECHA: Jueves, 14 de octubre del 2021

HORA: 5:30 PM - 7:00 PM

UBICACIÓN: <https://bit.ly/tpanoiseexposureworkshop> o los participantes también pueden llamar (sin cargo) para escuchar el taller virtual al 877-853-5247. El número de identificación de la conferencia es 897 7896 3862.

Cualquier persona con una discapacidad que requiera ayuda o servicios auxiliares para participar en el taller público puede comunicarse con airportmeeting@gcausa.com o al 727-277-4965, con solicitudes al menos cinco días hábiles antes de la reunión deseada.

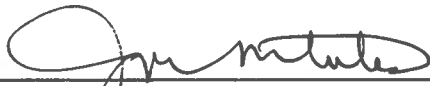
**Tampa Bay Times
Published Daily**

STATE OF FLORIDA
COUNTY OF Hillsborough

} ss

Before the undersigned authority personally appeared **Jean Mitotes** who on oath says that he/she is **Legal Advertising Representative** of the **Tampa Bay Times** a daily newspaper printed in St. Petersburg, in Pinellas County, Florida; that the attached copy of advertisement, being a Legal Notice in the matter **RE: Public Workshop** was published in **Tampa Bay Times: 9/12/21** in said newspaper in the issues of **Baylink Hillsborough**

Affiant further says the said **Tampa Bay Times** is a newspaper published in Hillsborough County, Florida and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida each day and has been entered as a second class mail matter at the post office in said Hillsborough County, Florida for a period of one year next preceding the first publication of the attached copy of advertisement, and affiant further says that he/she neither paid not promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.



Signature Affiant

Sworn to and subscribed before me this 09/12/2021



Signature of Notary Public

Personally known X or produced identification

Type of identification produced _____

 **JESSICA ATTARD**
Commission # GG 308688
Expires March 28, 2023
Banded thru Budget Notary Services

Notice of Public Workshops For Part 150 Study Noise Exposure Map Update Tampa International Airport

The Hillsborough County Aviation Authority (HCAA) is conducting a study to evaluate the noise compatibility of Tampa International Airport with the surrounding communities. This study, a "Noise Exposure Map (NEM) Update," follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. As required by 14 CFR Part 150, HCAA has prepared Draft Noise Exposure Maps (NEMs) that depict the airport, noise contours, and land use.

HCAA invites you to attend one of four public workshops that will provide information on the Draft NEMs including an overview of the Part 150 study process, noise metrics, the draft noise exposure maps, and next steps. Due to the ongoing health and safety concerns related to COVID-19, one of these workshops will be conducted virtually and the others will be conducted in-person, in compliance with current U.S. Center for Disease Control and Prevention (CDC) guidelines; the Aviation Authority and ESA Study Team members will be wearing masks and masks are strongly recommended for the wellbeing of all attendees. Those wishing to attend any of the in-person workshops must RSVP in advance by emailing airportmeeting@qcausa.com or calling 727-277-4965. For those wishing to attend the virtual public workshop, a registration link and call-in information are provided below. For updates on the status of the public workshops and for additional information, please visit the noise webpage at <https://www.tampaairport.com/part-150-study>. The Draft Noise Exposure Map Report will be available for download on the same website beginning September 26, 2021.

Members of the Aviation Authority and ESA Study Team will be available to answer questions on the Draft NEMs at each of the four workshops. The in-person workshops will be conducted open house style with a series of information stations to allow members of the public to ask questions of the study team. For the virtual workshop, an overview presentation will be followed by a question and answer session to provide the community an opportunity to submit questions and receive answers, in real-time. The workshops will be held on the following dates and times:

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3910 S Manhattan Ave, Tampa, FL 33611

DATE: Wednesday, October 13, 2021
TIME: 10:00AM – 12:00PM
LOCATION: Carrollwood Cultural Center
4537 Lowell Road, Tampa, FL 33618

DATE: Wednesday, October 13, 2021
TIME: 5:00PM – 7:00PM
LOCATION: Scottish Rite Masonic Center
5500 Memorial Hwy, Tampa, FL 33634

RSVP: To observe COVID-19 protocols, reservations are required for in-person workshop attendance. To register for one of the in-person workshops, please contact airportmeeting@qcausa.com or 727-277-4965.

Virtual Public Workshop:

DATE: Thursday, October 14, 2021
TIME: 5:30PM – 7:00PM
LOCATION: <https://bit.ly/tpanoiseexposureworkshop> or participants can also call in (toll-free) to listen to the virtual workshop at 877-853-5247. The Conference ID Number is 897 7896 3862.

Any person with a disability requiring auxiliary aids or services to participate in the public workshop may contact airportmeeting@qcausa.com or 727-277-4965, with requests at least five business days before the desired meeting.

Publisher's Affidavit

LA GACETA

PUBLISHED WEEKLY
Tampa, Hillsborough County, Florida

State of Florida

County of Hillsborough,

Before the undersigned authority personally appeared

Patrick Manteiga

who under oath says he is the Publisher of La Gaceta, a weekly newspaper published in Tampa, Hillsborough County, Florida, that the attached copy of advertisement, being a

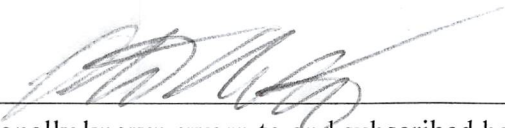
NOTICE

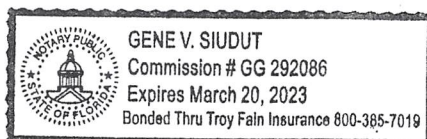
in the matter of NOTICE OF PUBLIC WORKSHOPS

Legal Advertisement
Attached To
Reverse Side

In the Thirteenth Judicial Circuit Court, was published in said newspaper in the issues of 09/17/2021

Affiant further says that the said La Gaceta is a newspaper published in Tampa, in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each week and has been entered as second class mailing matter at the post office in Tampa, in said Hillsborough County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.


personally known sworn to and subscribed before me
on this 17TH day of SEPTEMBER, A.D. 2021



Aviso de talleres públicos
Por actualización del mapa de exposición al ruido del estudio Parte 150
Tampa International Airport

La Autoridad de Aviación del Condado de Hillsborough (HCAA) está realizando un estudio para evaluar la compatibilidad del ruido del Aeropuerto Internacional de Tampa con las comunidades circundantes. Este estudio, una "Actualización del Mapa de Exposición al Ruido (NEM)", sigue el proceso descrito en el Título 14 del Código de Regulaciones Federales (CFR) Parte 150, Planificación de la compatibilidad con el ruido de los aeropuertos. Como lo requiere 14 CFR Parte 150, HCAA ha preparado Borradores de Mapas de Exposición al Ruido (NEM) que representan el aeropuerto, los contornos del ruido y el uso de la tierra.

La HCAA lo invita a asistir a uno de los cuatro talleres públicos que brindarán información sobre los borradores de NEM, incluida una descripción general del proceso de estudio de la Parte 150, métricas de ruido, el borrador de mapas de exposición al ruido y los próximos pasos. Debido a las preocupaciones actuales de salud y seguridad relacionadas con COVID-19, uno de estos talleres se llevará a cabo virtualmente y los otros se llevarán a cabo en persona, de conformidad con las pautas actuales del Centro para el Control y la Prevención de Enfermedades (CDC) de EE. UU. La Autoridad de Aviación y los miembros del Equipo de Estudio de la ESA llevarán máscaras y se recomienda encarecidamente usar máscaras para el bienestar de todos los asistentes. Aquellos que deseen asistir a cualquiera de los talleres en persona deben confirmar su asistencia con anticipación enviando un correo electrónico a airportmeeting@qcausa.com o llamando al 727-277-4965. Para aquellos que deseen asistir al taller público virtual, a continuación, se proporciona un enlace de registro e información de llamada. Para obtener actualizaciones sobre el estado de los talleres públicos y para obtener información adicional, visite la página web sobre ruido en <https://www.tampaairport.com/part-150-study>. El borrador del informe del mapa de exposición al ruido estará disponible para su descarga en el mismo sitio web a partir del 26 de septiembre de 2021.

Los miembros de la Autoridad de Aviación y el Equipo de Estudio de la ESA estarán disponibles para responder preguntas sobre los Borradores de NEM en cada uno de los cuatro talleres. Los talleres presenciales se llevarán a cabo al estilo de casa abierta con una serie de estaciones de información para permitir que el público haga preguntas al equipo de estudio. Para el taller virtual, una presentación general será seguida por una sesión de preguntas y respuestas para brindar a la comunidad la oportunidad de enviar preguntas y recibir respuestas, en tiempo real. Los talleres se llevarán a cabo en las siguientes fechas y horarios:

Talleres públicos en persona (se requiere RSVP):

FECHA: Martes 12 de octubre de 2021

HORA: 6:30 PM - 8:00 PM

UBICACIÓN: Biblioteca Regional Jan Kaminis Platt, 3910 S Manhattan Ave, Tampa, FL 33611

FECHA: Miércoles 13 de octubre de 2021

HORA: 10:00 AM - 12:00 PM

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FECHA: Miércoles 13 de octubre de 2021

HORA: 5:00 PM - 7:00 PM

UBICACIÓN: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

RSVP: Para cumplir con los protocolos COVID-19, se requieren reservaciones para asistir al taller en persona. Para registrarse en uno de los talleres en persona, comuníquese con airportmeeting@qcausa.com o al 727-277-4965.

Taller público virtual:

FECHA: Jueves, 14 de octubre de 2021

HORA: 5:30 PM - 7:00 PM

UBICACIÓN: <https://bit.ly/tpanoiseexposureworkshop> o los participantes también pueden llamar (sin cargo) para escuchar el taller virtual al 877-853-5247. El número de identificación de la conferencia es 897 7896 3862.

Cualquier persona con una discapacidad que requiera ayuda o servicios auxiliares para participar en el taller público puede comunicarse con airportmeeting@qcausa.com o al 727-277-4965, con solicitudes al menos cinco días hábiles antes de la reunión deseada.

9/17/21LG 1T

Publisher's Affidavit

LA GACETA

PUBLISHED WEEKLY
Tampa, Hillsborough County, Florida

State of Florida

County of Hillsborough,

Before the undersigned authority personally appeared

Patrick Manteiga

who under oath says he is the Publisher of La Gaceta, a weekly newspaper published in Tampa, Hillsborough County, Florida, that the attached copy of advertisement, being a

NOTICE OF PUBLIC WORKSHOPS

in the matter of UPDATE THE NOISE EXPOSURE MAP

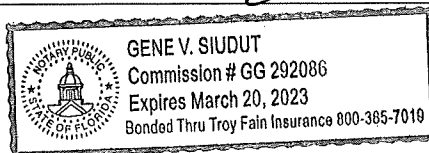
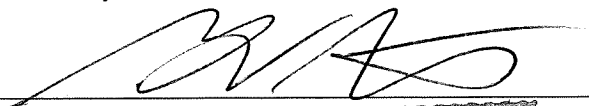
Legal Advertisement
Attached To
Reverse Side

In the Thirteenth Judicial Circuit Court, was published in said newspaper in the issues of 10/01/2021

Affiant further says that the said La Gaceta is a newspaper published in Tampa, in said Hillsborough County, Florida, and that the said newspaper has heretofore been continuously published in said Hillsborough County, Florida, each week and has been entered as second class mailing matter at the post office in Tampa, in said Hillsborough County, Florida, for a period of one year preceding the first publication of the attached copy of advertisement; and affiant further says that he has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.



personally known sworn to and subscribed before me
on this 1ST day of OCTOBER, A.D. 2021



Aviso de Talleres Públicos Para Actualización del Mapa de Exposición al Ruido del Estudio Parte 150 Aeropuerto Internacional de Tampa

La Autoridad de Aviación del Condado de Hillsborough (HCAA) está realizando un estudio para evaluar la compatibilidad del ruido del Aeropuerto Internacional de Tampa con las comunidades circundantes. Este estudio, una "Actualización del Mapa de Exposición al Ruido (NEM)", sigue el proceso descrito en el Título 14 del Código de Regulaciones Federales (CFR) Parte 150, Planificación de la compatibilidad con el ruido de los aeropuertos.

Borrador del Informe de Actualización del mapa de Exposición al Ruido

Como lo requiere 14 CFR Parte 150, HCAA ha preparado Borradores de Mapas de Exposición al Ruido (NEM) que representan el aeropuerto, los contornos del ruido y el uso de la tierra. La HCAA lo invita a asistir a uno de los cuatro talleres públicos que brindarán información sobre los borradores de NEM, incluida una descripción general del proceso de estudio de la Parte 150, métricas de ruido, el borrador de mapas de exposición al ruido y los próximos pasos. Debido a las preocupaciones actuales de salud y seguridad relacionadas con COVID-19, uno de estos talleres se llevará a cabo virtualmente y los otros se llevarán a cabo en persona, de conformidad con las pautas actuales del Centro para el Control y la Prevención de Enfermedades (CDC) de EE. UU. la Autoridad de Aviación y los miembros del Equipo de Estudio de la ESA llevarán máscaras y se recomienda encarecidamente usar máscaras para el bienestar de todos los asistentes. Aquellos que deseen asistir a cualquiera de los talleres en persona deben confirmar su asistencia con anticipación enviando un correo electrónico a airportmeeting@qcausa.com o llamando al 727-277-4965. Para aquellos que deseen asistir al taller público virtual, a continuación, se proporciona un enlace de registro e información de llamada. Para obtener actualizaciones sobre el estado de los talleres públicos y para obtener información adicional, visite la página web sobre ruido en <https://www.tampaairport.com/part-150-study>. El borrador del informe del mapa de exposición al ruido estará disponible para su descarga en el mismo sitio web a partir del 26 de septiembre del 2021.

Los miembros de la Autoridad de Aviación y el Equipo de Estudio de la ESA estarán disponibles para responder preguntas sobre los Borradores de NEM en cada uno de los cuatro talleres. Los talleres presenciales se llevarán a cabo al estilo de casa abierta con una serie de estaciones de información para permitir que el público haga preguntas al equipo de estudio. Para el taller virtual, una presentación general será seguida por una sesión de preguntas y respuestas para brindar a la comunidad la oportunidad de enviar preguntas y recibir respuestas, en tiempo real. Los talleres se llevarán a cabo en las siguientes fechas y horarios:

Talleres públicos en persona (se requiere reservación):

FECHA: Martes, 12 de octubre del 2021

HORA: 6:30 PM - 8:00 PM

UBICACIÓN: Biblioteca Regional Jan Kaminis Platt, 3910 S Manhattan Ave, Tampa, FL 33611

FECHA: Miércoles, 13 de octubre del 2021

HORA: 10:00 AM - 12:00 PM

UBICACIÓN: Carrollwood Cultural Center, 4537 Lowell Road, Tampa, FL 33618

FECHA: Miércoles, 13 de octubre del 2021

HORA: 5:00 PM - 7:00 PM

UBICACIÓN: Scottish Rite Masonic Center, 5500 Memorial Hwy, Tampa, FL 33634

Reservación: Para cumplir con los protocolos COVID-19, se requieren reservaciones para asistir al taller en persona. Para registrarse en uno de los talleres en persona, comuníquese con airportmeeting@qcausa.com o al 727-277-4965.

Taller Público Virtual:

FECHA: Jueves, 14 de octubre del 2021

HORA: 5:30 PM - 7:00 PM

UBICACIÓN: <https://bit.ly/tpanoiseexposureworkshop> o los participantes también pueden llamar (sin cargo) para escuchar el taller virtual al 877-853-5247. El número de identificación de la conferencia es 897 7896 3862.

Cualquier persona con una discapacidad que requiera ayuda o servicios auxiliares para participar en el taller público puede comunicarse con airportmeeting@qcausa.com o al 727-277-4965, con solicitudes al menos cinco días hábiles antes de la reunión deseada.

10/1/21LG 1T

From: Adam Bouchard <ABouchard@TampaAirport.com>

Sent: Thursday, October 7, 2021 8:45 AM

To: Adam Bouchard <ABouchard@TampaAirport.com>

Subject: Reminder: Upcoming Public Workshops for Noise Exposure Map Update Project

Importance: High

Dear Community Noise Forum Participant,

Good morning!

Please be reminded of the upcoming public workshops associated with the Airport's Noise Exposure Map update project taking place next week. The attached includes information on how to access the draft report as well as information on the locations and meeting times for each workshop.

Thank you!

Adam

Adam Bouchard, C.M. / Tampa International Airport / Vice President of Operations

Email: abouchard@TampaAirport.com

***** Important Notice *****

The Hillsborough County Aviation Authority is a public agency subject to Chapter 119 of Florida Statutes concerning public records.

E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our server and kept as a public record.

From: Adam Bouchard <ABouchard@TampaAirport.com>

Sent: Thursday, September 30, 2021 8:42 AM

To: Adam Bouchard <ABouchard@TampaAirport.com>

Subject: Reminder: Upcoming Public Workshops for Noise Exposure Map Update Project

Importance: High

Dear Community Noise Forum Participant,

Good morning!

Please be reminded of the upcoming public workshops associated with the Airport's Noise Exposure Map update project. The attached includes information on how to access the draft report as well as information on the locations and meeting times for each workshop coming up in October.

Thank you!

Adam

Adam Bouchard, C.M. / Tampa International Airport / Vice President of Operations

Email: abouchard@TampaAirport.com

***** Important Notice *****

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E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our server and kept as a public record.

From: Adam Bouchard <ABouchard@TampaAirport.com>
Sent: Monday, October 11, 2021 7:52 AM
To: Adam Bouchard <ABouchard@TampaAirport.com>
Subject: Final Reminder: Upcoming Public Workshops for Noise Exposure Map Update Project
Importance: High

Dear Community Noise Forum Participant,

Good morning!

Please be reminded of the upcoming public workshops associated with the Airport's Noise Exposure Map update project taking place **this week**. The attached includes information on how to access the draft report as well as information on the locations and meeting times for each workshop.

Thank you!

Adam

BCC: Community Noise Forum Participants / Noise Group

Adam Bouchard, C.M. / Tampa International Airport / Vice President of Operations

Email: abouchard@TampaAirport.com

***** Important Notice *****

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Appendix B: Attendance and Comments

RSVP List

Workshop Sign-in Sheets

Written Public Comments

Part 150 Study Noise Exposure Map Update - RSVP List - Public Workshops

Tuesday, October 12, 2021 / Jan Kaminis Platt Regional Library / 6:30PM – 8:00PM

Name	Attendees	Email	Phone	RSVP Method
John Few	1	jfew84@mac.com	813-765-5339	Email
Ron Sparks & Jennifer Sparks	2	ron.sparks@vantix-realty.com	813-503-7234	Email
Tony Rodriguez	1	james.rodriguez.8.ctr@us.af.m	813-828-0836	Phone

Wednesday, October 13, 2021 / Carrollwood Cultural Center / 10:00 AM – 12:00 PM

Name	Attendees	Email	Phone	RSVP Method
Mark Bauer	1	mbauer5@yahoo.com	N/A	Email
Raymond Clark	1	Raymond.Clark@dot.state.fl.us	(813) 975-6235	Email
Mike Brown	1	Michael.Brown@dot.state.fl.us	(813) 975-6643	Email

Wednesday, October 13, 2021 / Scottish Rite Masonic Center / 5:00PM – 7:00PM

Name	Attendees	Email	Phone	RSVP Method
Dr. Eli Rose	1	docsjanel@verizon.net	N/A	Email
Dr. Janet Marley	1	N/A	N/A	Email
Allison Roberts	1	aroberts@genesismgt.com	N/A	Email
Brian Roberts	1	broberts@genesismgt.com	N/A	Email
Callie Almond	1	cealmond@att.net	N/A	Email

Thursday, October 14, 2021 / Virtual / 5:30PM – 7:00PM

Name	Attendees	Email	Phone	RSVP Method
Suzanne Kirkman	1	skirk217@gmail.com	N/A	Virtual
Karin Augat	1	klda@att.net	N/A	Virtual
David Roberts	1	david.roberts@dot.state.fl.us	N/A	Virtual

Michael Steightner	1	michaelsteighcrna@gmail.com	N/A	Virtual
Brian Roberts	1	br@captbcharters.com	N/A	Virtual

Part 150 Study Noise Exposure Map Update - Virtual Public Workshop Attendee Report

Thursday, October 14, 2021 / Virtual / 5:30PM – 7:00PM

Attended	First Name	Last Name	Email	Country/Region Name
Yes	Deborah	Wyko	dmwyko@yahoo.com	United States
Yes	Marietta	Landon	marietta.landon@ailevonpacific.com	United States
Yes	Karin	Augat	klda@att.net	United States
Yes	Michael	Rogers	nascara@bellsouth.net	United States
Yes	Lynn	Seck	Secklynn@gmail.com	United States
Yes	Roger	Watts	wattsr1@hotmail.com	United States
Yes	Marilyn	Gauthier	Mgauthier@tampaairport.com	United States
Yes	David	Roberts	david.roberts@dot.state.fl.us	United States
Yes	18133683674	N/A	N/A	United States



Public Workshop - Part 150 Noise Exposure Map Update

Wednesday, October 13, 2021 - 10 a.m.

Carrollwood Cultural Center

(Please Print)

Name (Nombre)	Address (Dirección)	Phone Number (Número de Teléfono)	Email Address (Dirección de Correo Electrónico)
Mike Brown	FDOT District 7	813-975-6643	Michael.Brown@DOT.STATE.FL.US
MARK BARN	14044 ELLESMERE LANE	925-464-9875	MBAVER5@YAHOO.COM
Nadine Jones	16104 W. Course Dr	813 960 2674	ZKER1@AOL.COM
JOHN W. KING	13901 Lake Bluff Ct	813-481-9128	John.king.109@hotmail.com
Joseph Sampson	4305 Middle Lake Dr	858.922.8377	Joseph@sampson.com
RAYMOND CLARK	11201 N. McKinley DR Tampa	813/975-6235	RAYMOND.CLARK@DOT.STATE.FL.US.

Note: This is public record. Public participation is not to be based on race, color, national origin, age, sex, religion, disability or family status.



Public Workshop - Part 150 Noise Exposure Map Update

Wednesday, October 13, 2021 - 5 p.m.

Scottish Rite Masonic Center

(Please Print)

Name (Nombre)	Address (Dirección)	Phone Number (Número de Teléfono)	Email Address (Dirección de Correo Electrónico)
Michael + Donna Long	4206 Saltwater Blvd	813-881-1547	mdgator4@tampabay.rr.com
Ed + Janet Rose	3905 E. EDEN AVE CIR	813-886-7265	DocSTANLEY@VERIZON.NET
Michael Bush	3915 W. EDEN AVE CIR	813-965-2735	michaelbush02@gmail.com
Eugene Ledford	3906 W Eden Ave Cir	813 884 5420	ELELFORD@TAMPA LAW GROUP.COM
Oliver Gattait	4104 CROSSWATER DR	813-213-5693	FGATTSS@HOTMAIL.COM
John Garthwaite	3925 Versailles Dr. Tampa, FL	813 484 -1436	JohnGarth@aol.com
BRIAN ROBERTS	3926 AMERICANA DR	813 335-8936	BR@ARTSCHARITY.COM
ALLISON ROBERTS	3926 AMERICANA DR	813 335-8936	AROBERTS@GEMERUS.MT.COM

Note: This is public record. Public participation is a right and does not depend on race, color, national origin, age, sex, religion, disability or family status.



Draft Noise Exposure Map Comment Form

Please use the space below to provide your comments regarding the assumptions used in the development of the updated Draft Noise Exposure Maps (NEMs) for the Title 14 of the Code of Federal Regulations (CFR) Part 150 Study at Tampa International Airport (TPA). Your comments will be reviewed and considered in the Final NEM Update Report submitted to the Federal Aviation Administration (FAA) for review and approval. If you wish to receive future project updates, please provide your contact information on the other side of this form. Thank you for joining us—your participation is appreciated.

To Whom it may concern.

Thank you for your time and effort in conducting this study and for making this presentation. Even though it is unlikely to result in any significant changes, I do think it is a worthwhile effort, to educate and inform the public, particularly those living in the approaches to TPA, doing so may result in fewer complaints. I am confident ^{the FAA} TPA and the aircraft industry will, over time, do what it can to mitigate and abate aircraft noise over residential areas.

John W. King

Please drop this form in the Comment Box at the Workshop, or submit it by October 26, 2021 via email to airportmeeting@qcausa.com or mail to:

ESA
c/o TPA Part 150 Study
5404 Cypress Center Drive, Suite 125
Tampa, FL 33609

813-481-9128
johnking109
@hotmail.com

Please note: All comments will be made publicly available.



Appendix C: Workshop Materials

Workshop Handout

Virtual Workshop Presentation



Welcome to the Hillsborough County Aviation Authority Public Workshop for the Tampa International Airport Part 150 Noise Exposure Map (NEM) Update

INTRODUCTION

The Hillsborough County Aviation Authority (HCAA) welcomes and thanks you for attending this Public Workshop for the Draft Noise Exposure Map (NEM) Update for Tampa International Airport (TPA).

This Study, known as an NEM Update, follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. The updated NEM is designed to clearly identify TPA's present and future noise exposure, and the land uses which are not compatible with that exposure.

HCAA has been active in addressing aircraft noise concerns and previously completed Part 150 Studies to gain a better understanding of the TPA's noise exposure. HCAA completed its first Part 150 Study in 1987. The most recent Part 150 Study was completed in 2000. From these studies, HCAA has developed multiple programs to reduce noise impacts, including the establishment of a noise officer position, installing a noise monitoring system, and creating an on-line noise complaint portal.

HCAA decided to update the existing NEMs to further the understanding of current and long-term noise exposure at TPA. This Part 150 Study was initiated in late 2019 but was delayed due to the COVID-19 pandemic. In October 2020, the HCAA held a series of public workshops to educate the community on the Part 150 Study process and to solicit feedback. Since then, the Draft NEM Update Report was prepared, which details the assumptions and methodologies used to develop the 2021 Existing Conditions and 2026 Future Conditions NEMs. The Draft NEM Update Report can be found on the study website at www.tampaairport.com/part-150-study. The workshops are being held to gain feedback from the Tampa community on the inputs used to develop the Draft NEM Update Report. This meeting is designed as an "open house" format with no formal presentation so that attendees have maximum opportunity for one-on-one interaction to help answer questions.

Members of the study team are available to answer any questions. The study team is led by Environmental Science Associates (ESA)—the consulting firm hired by HCAA to perform the NEM Update. ESA is an environmental consulting and planning firm with 50 years of experience in all aspects of project planning, environmental assessment, and regulatory compliance. ESA has over 35 years of experience in environmental analysis for more than 150 commercial service and general aviation airports throughout the United States, including Part 150 Studies for Fort Lauderdale International, LaGuardia, and JFK International Airports. ESA is the industry's leading expert in providing noise compatibility planning and public outreach to airport communities.

This handout serves as a guide to the topics that are covered by the boards presented at this Public Workshop. We encourage you to visit each informational board and review the materials provided. A summary of the board content is provided below.

Tampa International Airport Overview

A general overview of TPA as well as data and statistics regarding the operational history and growth of the Airport.

Part 150 Overview

An outline of the study process dictated by 14 CFR Part 150, which establishes the methodology to be followed when determining aircraft noise exposure on the surrounding communities as well as developing a program to ensure the compatibility of surrounding land uses with the anticipated noise exposure.

Existing Noise Program

HCAA's on-going noise-reduction efforts at TPA.

Noise Modeling

A brief introduction to the noise modeling process required by 14 CFR Part 150 to be used in an NEM Update, including the data collection process.

Understanding Noise and Sound Level Metrics

The science behind acoustics and the various sound level metrics used in a Part 150 Study and information regarding land uses and noise sensitive sites according to 14 CFR Part 150.

Noise Modeling Assumptions

The assumptions used in noise modeling to develop the Draft 2021 Existing Conditions and 2026 Future Conditions NEMs. Information includes operational activity, runway use, stage length, engine run-ups, and flight tracks used to develop the NEMs.

Draft NEMs

A depiction of the modeled noise exposure at TPA and number of properties within the Day-Night Average Sound Level (DNL) 65 contour for the 2021 Existing Conditions and 2026 Future Conditions.

Project Schedule and Submitting Comments

The next steps in the NEM Update process. Also included is how you can submit an official comment for consideration in developing the Final NEM Update Report. You may provide written comments either during this meeting or via mail following the meeting. Comment forms are available at this meeting to submit here, via email to airportmeeting@qcausa.com, or by mail to:

ESA
c/o TPA Part 150 Study
5404 Cypress Center Drive, Suite 125
Tampa, FL 33609

All comments must be postmarked by **October 26, 2021 at 5:00PM**.

Part 150 Study updates and additional information are provided on the project website at:
www.tampaairport.com/part-150-study

Thank You for Your Participation!

Welcome!

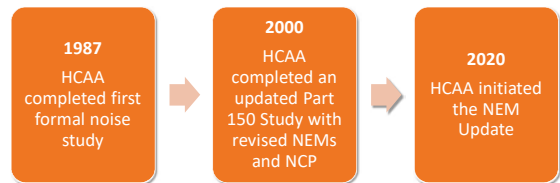
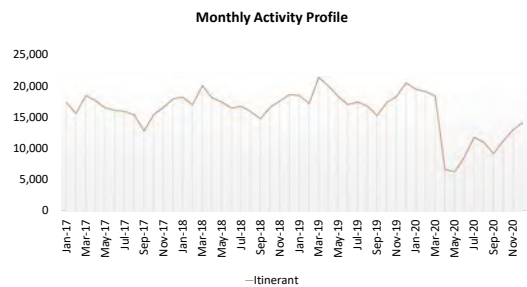
TAMPA INTERNATIONAL AIRPORT DRAFT NOISE EXPOSURE MAP UPDATE OCTOBER PUBLIC WORKSHOP SERIES



TPA Overview

Key Considerations for this NEM Update

- Aircraft technology has improved and aircraft are quieter; however, noise concerns continue
- Existing NEMs are nearly 20 years old
- Increased nighttime cargo operations since the 2000 Part 150 Study; likely to decrease once Amazon moves its cargo operations from TPA to Lakeland Linder in 2021
- Aircraft upgauging (utilizing larger aircraft) has offset the increase in passenger activity, but larger aircraft are perceived as flying lower, which raises community concerns
- Community concerns related to air emissions, soot, oily substances, fuel, safety, and health impacts are often contributing factors to concerns about noise, but are outside of the Part 150 Study process



For more information, please see Chapter 2 and Appendix C of the Draft NEM Update Report



14 CFR Part 150 Overview

The Part 150 process is an airport sponsor's official mechanism to understand and improve land use compatibility

Regulatory Framework

- Federal law sets aircraft noise standards, operating rules, the compatibility planning process, and limits an airport's ability to restrict aircraft operations
- State law sets forth zoning compatibility planning guidelines
- Local noise ordinances set noise standards, but aircraft are exempt

This Part 150 Study involves updating TPA's existing Noise Exposure Maps

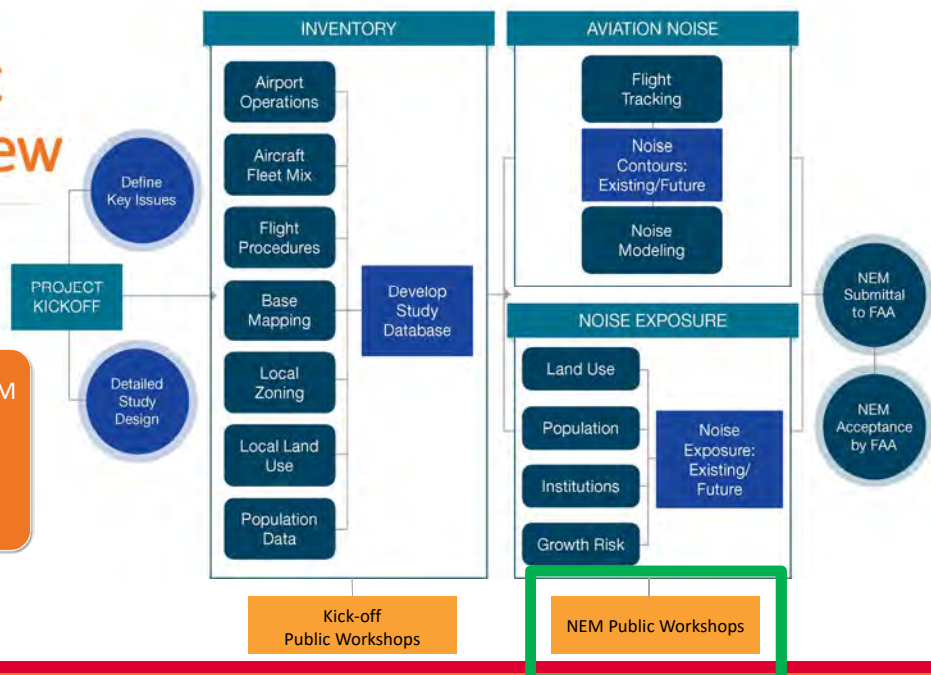
Who Can Regulate Airport Noise?

- Federal Aviation Administration
 - Controls aircraft while in flight
 - Controls noise at its source (i.e., aircraft engines)
 - Certifies aircraft and pilots
- Airport Proprietors/Hillsborough County Airport Authority (HCAA)
 - Very limited authority to adopt local restrictions
 - Responsible for airport infrastructure
- Local Governments and States
 - Promote compatible land use through zoning
 - Require real estate disclosures
 - Mandate sound-insulating building materials



14 CFR Part 150 Overview

We are currently in the "NEM Public Workshop" Phase to solicit input and comment from the public on the Draft NEMs.



Existing Noise Program

Example Voluntary Noise Abatement Program Measures

- Preferential runway use to reduce noise from jet aircraft
- Specific departure headings for jet aircraft to reduce noise
- Staffing of an airport noise office with monthly Community Noise Monitoring Report
- Bi-monthly Community Noise Forum meetings and regular meetings with homeowner’s associations, airlines, fixed based operators (FBOs), and private jet operators
- Airport noise monitoring system, flight tracking website, and an online noise complaint portal
- Sound insulation of homes within the DNL 65 contour (Mariners Estate subdivision)
- Handouts for FBOs and pilots about the Voluntary Noise Abatement Program

HCAA has a comprehensive and proactive noise management program with very high compliance



For more information, please see Chapter 2 of the Draft NEM Update Report

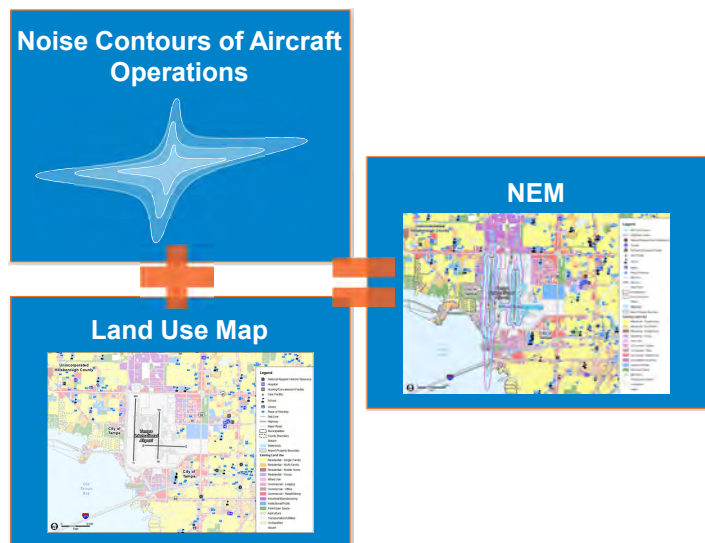


Aircraft Noise Modeling

Allows us to:

- Calculate and depict annual average day aircraft noise exposure
- Predict future aircraft noise exposure
- Assess changes in noise impacts resulting from runway configuration changes
- Assess changes in fleet mix and/or number of operations
- Evaluate operational procedures

Noise modeling is performed to generate noise contours and are overlaid on a land use map to identify noncompatible land uses.

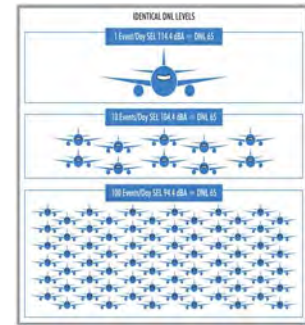
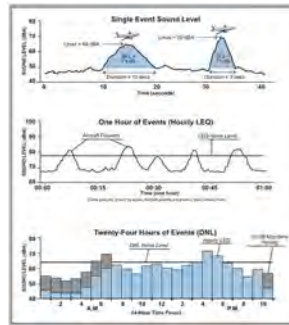


For more information, please see Chapter 4 of the Draft NEM Update Report



Day-Night Average Sound Level (DNL)

- 24-hour time weighted energy average noise level based on A-weighted decibels (dBA)
- Noise occurring between 10:00 p.m. to 6:59 a.m. is adjusted by 10 dB to account for the higher sensitivity to noise during nighttime hours
- Average Annual Day aircraft noise exposure is calculated over a broad area and then depicted using contour lines of equal noise levels
- FAA requires the use of DNL for all airport noise assessments and environmental studies conducted nationally



For more information, please see Appendix D of the Draft NEM Update Report



Land Use Compatibility

Table 1 in Appendix A of 14 CFR Part 150 provides regulatory guidelines for noise and land use compatibility

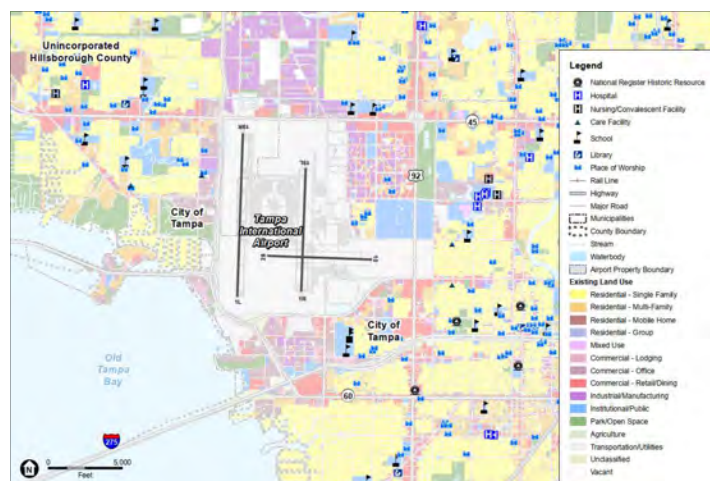
Deems levels below DNL 65 to be compatible with all land uses

Allows for the adoption of appropriate local land use standards for land use compatibility planning purposes

Noise Sensitive Uses

- Residential
- Places of worship
- Schools, colleges and universities
- Libraries
- Hospitals and healthcare facilities
- Daycare facilities
- Historic properties

The 14 CFR Part 150 process is HCAA's mechanism to improve the compatibility between the Airport and surrounding communities



For more information, please see Chapter 3 and Appendix E of the Draft NEM Update Report



TPA Operational Activity

- Study Team used the FAA's 2020 Terminal Area Forecast (TAF) released in May 2021 which considers the impacts of COVID-19
- Data from 2020 was used to determine the types of aircraft (fleet mix) in operation at TPA
- Factors affecting fleet mix include:
 - Industry-wide up-gauging
 - The number of new technology narrowbody aircraft (e.g., Airbus neo and Boeing MAX)
 - Aircraft retirements and total fleet size driven by COVID-19 related reductions
 - Replacement of Boeing 757 and 767

Aircraft Category	Operations	
	2021	2026
Widebody	5,629	8,669
Narrowbody	118,229	183,218
Regional Jet	8,084	8,393
Business Jet	20,279	25,255
Turboprop	10,316	13,980
Piston	3,989	4,968
Helicopter	1,353	1,685
Total	167,878	246,167

NOTE: An Aircraft operation is equivalent to one arrival/landing or one departure/takeoff.
SOURCE: Environmental Science Associates and Ricondo & Associates, 2021. Casper data for calendar year 2020. Forecast data provided by FAA 2020 Terminal Area Forecast, May 2021.



For more information, please see Chapter 4 and Appendix B of the Draft NEM Update Report



Runway Use

Arrivals

Arrivals (Time of Day)	Runway End					
	1L	19R	1R	19L	10	28
2021						
Daytime	41.3%	16.9%	10.6%	28.3%	0.2%	2.8%
Nighttime	52.6%	18.7%	5.3%	20.9%	0.6%	1.9%
2026						
Daytime	42.2%	20.6%	9.5%	25.1%	0.1%	2.4%
Nighttime	53.8%	20.1%	4.4%	18.8%	1.4%	1.5%

NOTE: Runway use is for all jet, turboprop, and propeller aircraft; does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2021. Casper data for calendar year 2019.

Departures

Departures (Time of Day)	Runway End					
	1L	19R	1R	19L	10	28
2021						
Daytime	18.6%	33.1%	33.6%	12.1%	1.1%	1.5%
Nighttime	22.1%	33.1%	31.0%	7.7%	3.7%	2.3%
2026						
Daytime	21.7%	34.9%	30.4%	10.8%	1.0%	1.3%
Nighttime	23.1%	33.9%	32.3%	6.2%	2.8%	1.6%

NOTE: Runway use is for all jet, turboprop, and propeller aircraft; does not include helicopter operations. Values may not add to 100 percent due to rounding.
SOURCE: Environmental Science Associates, 2021. Casper data for calendar year 2019.



For more information, please see Chapter 4 and Appendix B of the Draft NEM Update Report



Stage Length Analysis

Stage length is the distance an airplane flies directly from one airport to another.

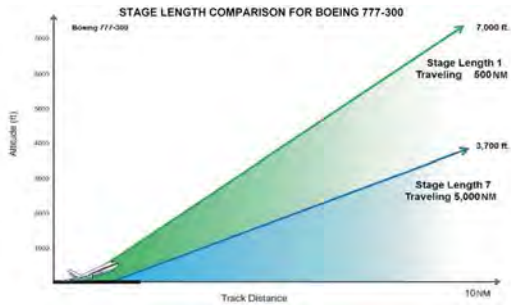


Figure is for illustrative purposes only and is not representative of all aircraft in operation at TPA.

Study Year	Stage Length Category						
	1	2	3	4	5	6	7
2021	34.8%	39.8%	18.0%	6.1%	1.1%	0.1%	0.1%
2026	33.0%	41.4%	16.6%	8.0%	0.9%	0.001%	0.1%

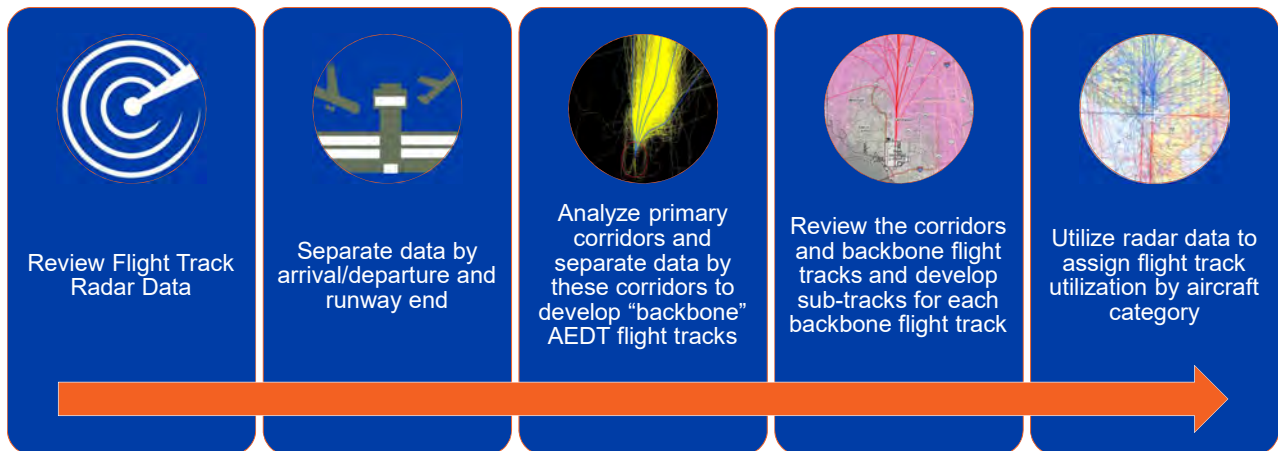
NOTE: Values may not add to 100 percent due to rounding. No aircraft exceeded a departure stage length of 7.
SOURCE: Environmental Science Associates and Ricondo & Associates, 2021. Casper data for calendar year 2020.



For more information, please see Chapter 4 and Appendix B of the Draft NEM Update Report



Flight Track Analysis



Flight Tracks – South Flow



Flight Tracks – North Flow

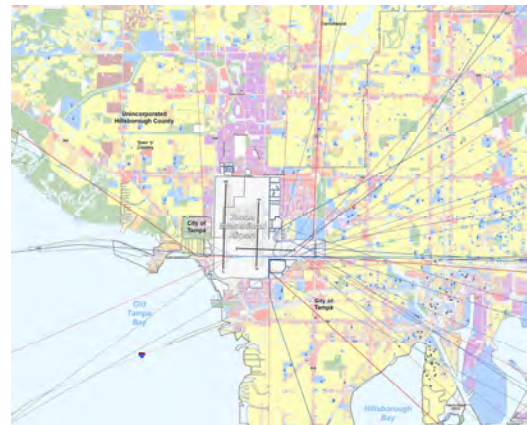


For more information, please see Chapter 4 and Appendix F of the Draft NEM Update Report



Helicopter Flight Tracks

- Flight corridors utilized by helicopters to and from each runway end and helicopter operating areas were reviewed and a series of centerlines of the flight corridors (backbone tracks) were for modeling in AEDT
- Similar to fixed-wing aircraft, the 2026 flight tracks are expected to remain the same as the 2021 flight tracks
- A total of 1,353 and 1,685 helicopter operations were included for the 2021 Existing Conditions and the 2026 Future Conditions, respectively
- Two areas used by helicopters were identified on the eastern/southeastern portions of the airfield
 - Primarily used to support general aviation operations and local law enforcement



Helicopter Use	Time of Day	
	Day	Night
General Aviation	81%	19%
Law Enforcement	50%	50%

SOURCE: Environmental Science Associates, 2021. Casper data for calendar year 2019.



For more information, please see Chapter 4 and Appendix F of the Draft NEM Update Report

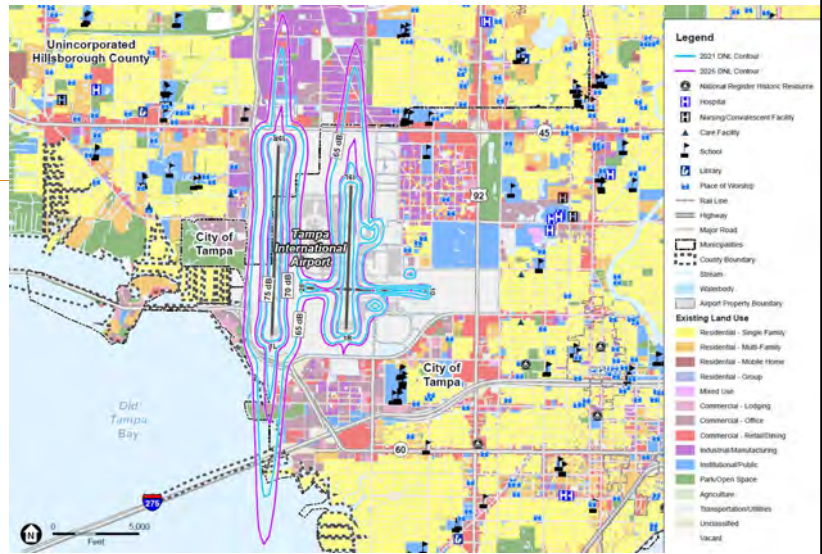


2021 and 2026 Draft NEMs

Noise sensitive sites exposed to DNL 65 and higher:

2021: 14 housing units

2026: 22 housing units



For more information, please see Chapter 5 and Appendix J of the Draft NEM Update Report



Properties within 2021 and 2026 DNL Contour

Draft 2021 DNL 65 Contour



All 14 housing units within the Draft 2021 DNL 65 contour have received sound insulation.

Draft 2026 DNL 65 Contour



21 out of 22 housing units within the Draft 2026 DNL 65 contour have received sound insulation.




For more information, please see Chapter 5 and Appendix J of the Draft NEM Update Report




Anticipated Schedule and How to Provide Official Public Comments

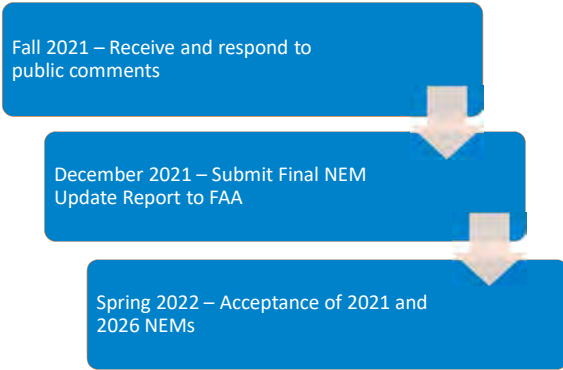
Please send comments using one of the methods identified below

 **E-mail**
airportmeeting@qcausa.com

 **Web**
www.tampaairport.com/part-150-study

 **Regular Mail**
ESA
c/o TPA Part 150 Study
5404 Cypress Center Drive, Suite 125
Tampa, FL 33609

Anticipated schedule after completion of the public workshops is below



Visit www.tampaairport.com/part-150-study for more information on the Draft NEM Update Report

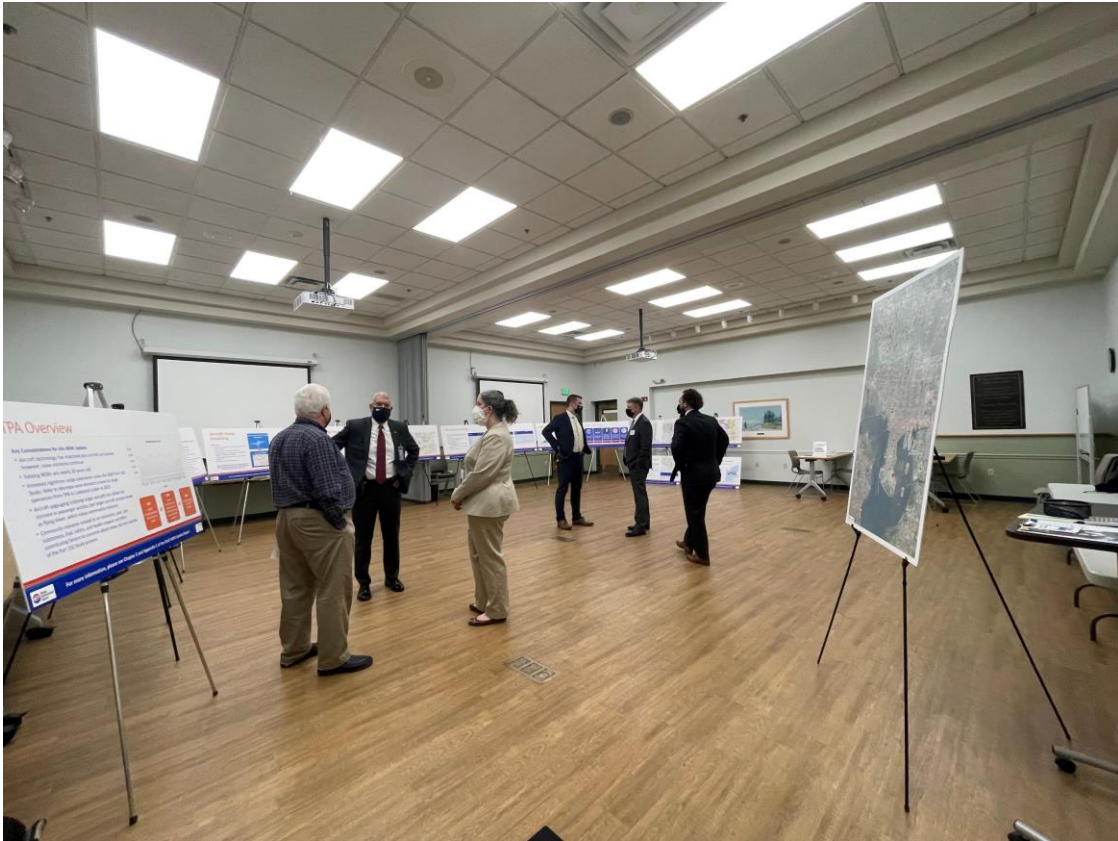




Appendix D: Photos

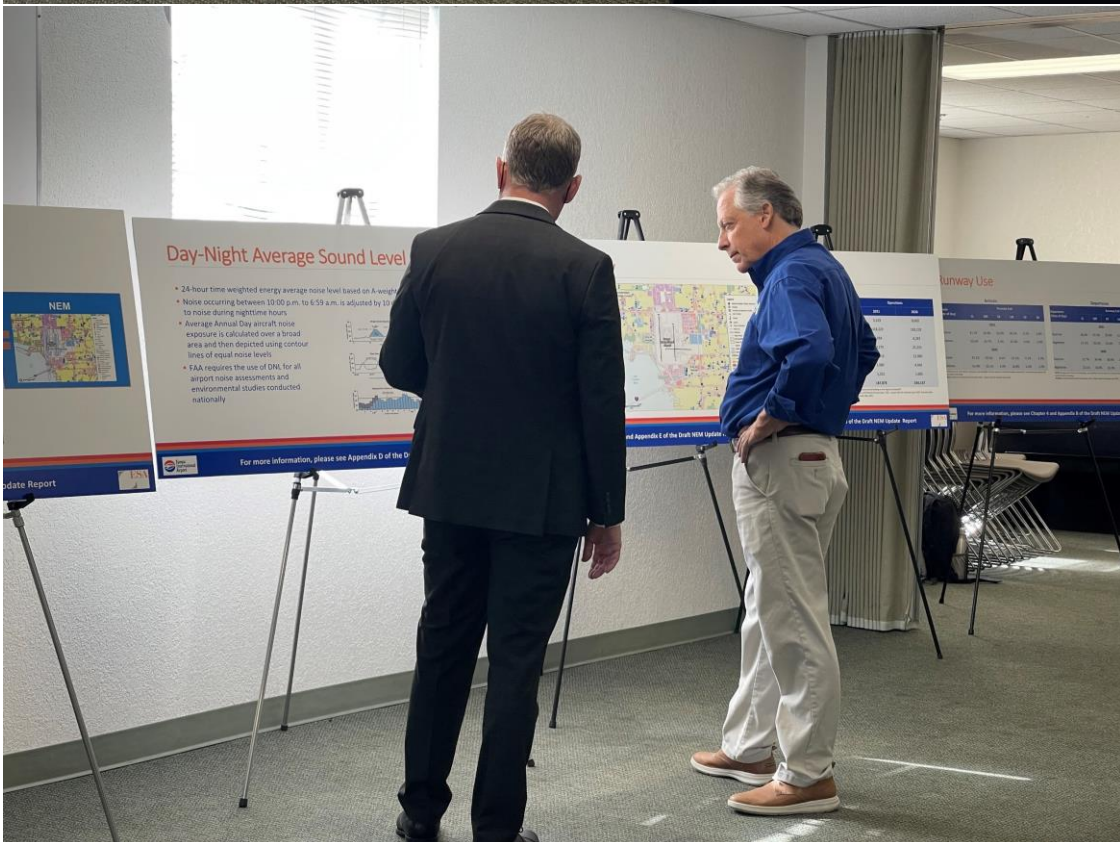
Workshop Photos

Jan Kaminis Platt Regional Library Tuesday, October 12, 2021





Carrollwood Cultural Center Wednesday, October 13, 2021





Scottish Rite Masonic Center Wednesday, October 13, 2021







End of Summary Report

Appendix H-3
Noise Abatement 101



Noise Abatement 101

December 2, 2019

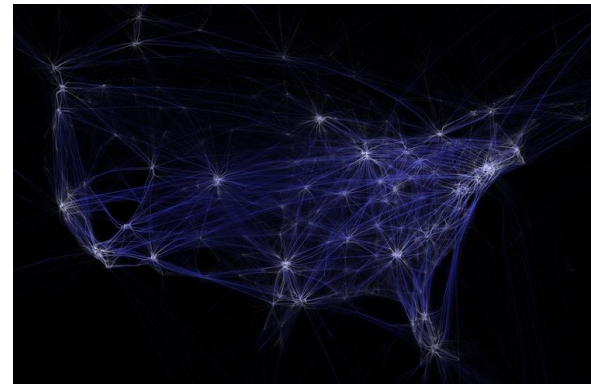


Objectives

- Provide context and a better understanding for how and why flights operate at Tampa International Airport.
- Provide an overview of laws, regulations and other factors that limit airports in implementing restrictions, curfews or fines.
- Review the steps the Hillsborough County Aviation Authority takes on a daily basis to engage and educate stakeholders in an effort to maintain the highest level of compliance possible to the Airport's Voluntary Noise Abatement Program.

U.S. Aviation – Brief Overview

- 532 airports in the nation certified for commercial air service.
- 5,000 aircraft in the air at any given moment.
- Over 600 million passengers fly every year in the U.S.
- 50% increase in U.S. air traffic is projected by 2025.
- Aviation accounts for 11.5 million jobs:
 - Accounting for \$396 billion in annual wages
 - Contributes \$1.3 trillion to the U.S. Economy
 - Accounts for approximately 5.6% of U.S. GDP



Source: FAA Next-Gen 101 Video

Tampa International Airport – Highlights

- Tampa International Airport is one of 29 large hub airports in the nation.
- 22,285,829 passengers served (12 months ending October 2019).
- 214,814 operations (12 months ending October 2019).
- Generates approximately \$14.5 billion in economic activity each year.
- TPA Air Service:
 - 18 Airlines
 - 3 Air Cargo Operators
 - 2 Fixed Based Operators (serving General Aviation)
- Supports over 81,000 jobs in the community.



TPA's Voluntary Noise Abatement Program

Tampa International Airport

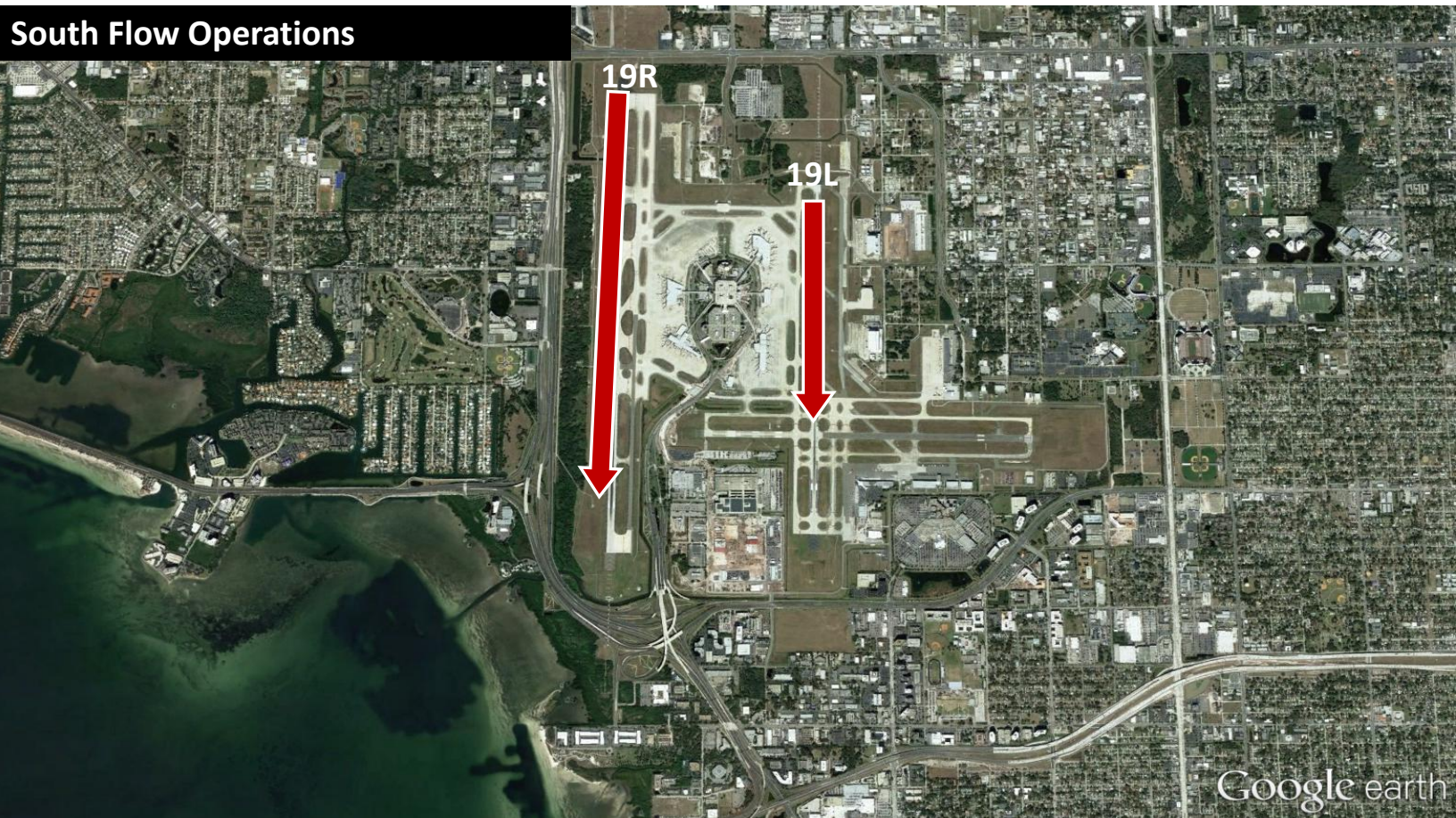


- Part 150 Noise Studies:
 - First completed in 1987.
 - Second completed in 2000.
 - The Airport is in the process of updating the Noise Exposure Map for Tampa International Airport. Public meetings are expected in 2020.
- Pilot compliance with the program is key to the success of the program.
 - Commercial pilots have complied with the Airport's Voluntary Noise Abatement Program over **99%** of the time.
 - The Authority continues to educate corporate jet pilots on the Airport's Noise Program to gain further compliance.
 - On a combined basis, year-to-date corporate and commercial jet pilot compliance is 99%.
 - This is a Voluntary Noise Abatement Program and ultimately, it is up to the pilot and the FAA on how flights are flown over the community.

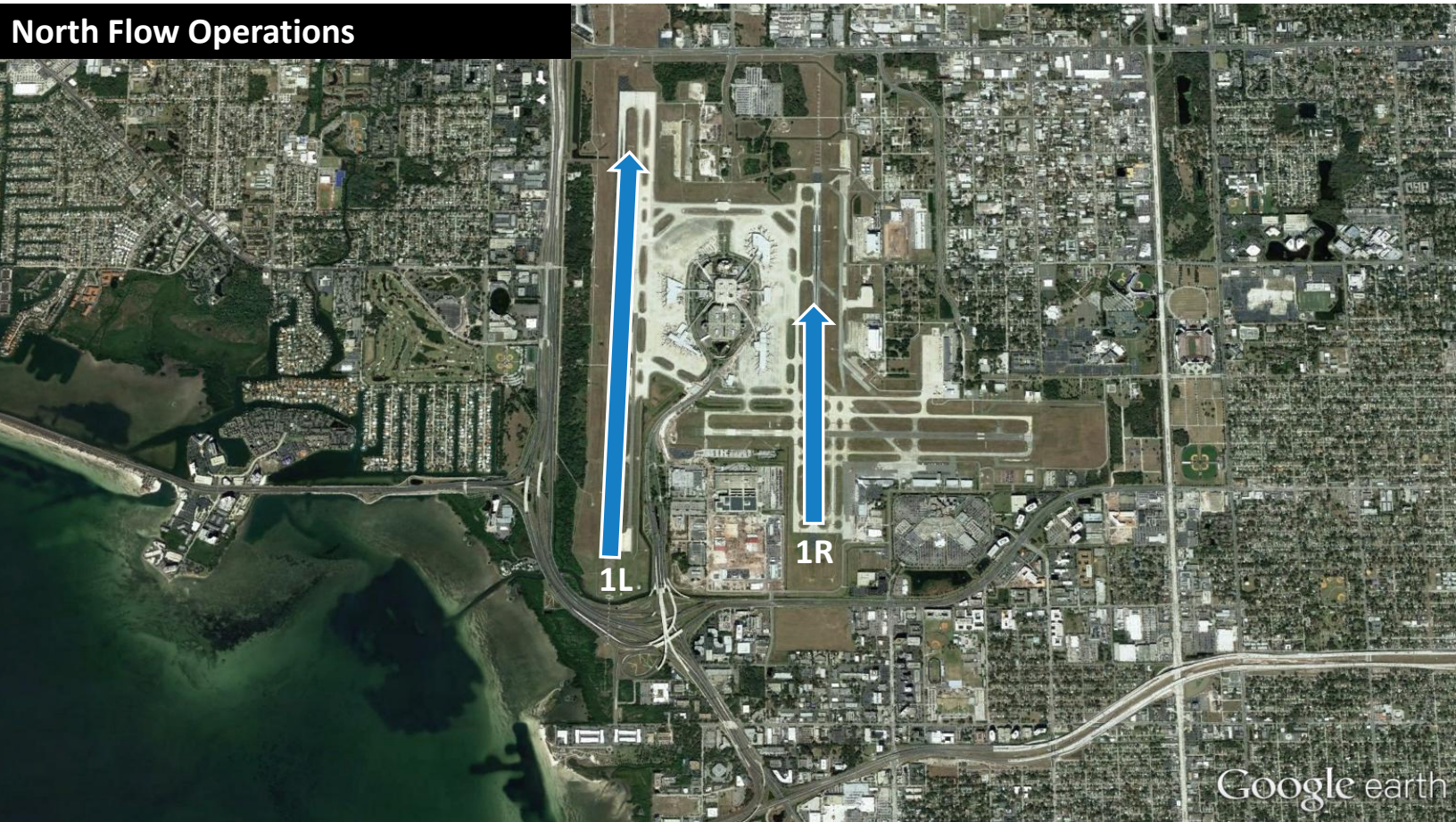
TPA Part 150 Recommendation Highlights

- Preferential Runway Use:
 - Goal is to maximize flights over water to the greatest extent possible.
 - South Flow: Runway 19R is the preferred runway for commercial jet departures, maximizing flights over water.
 - North Flow: Runway 1L is the preferred runway for jet arrivals, maximizing flights over water.
 - There is no stated preference to runway arrivals for south flow arrivals or north flow departures.
- North flow departures are to fly assigned headings to 3,000 ft. before turning on course.
- Full Part 150 study is available online.

South Flow Operations

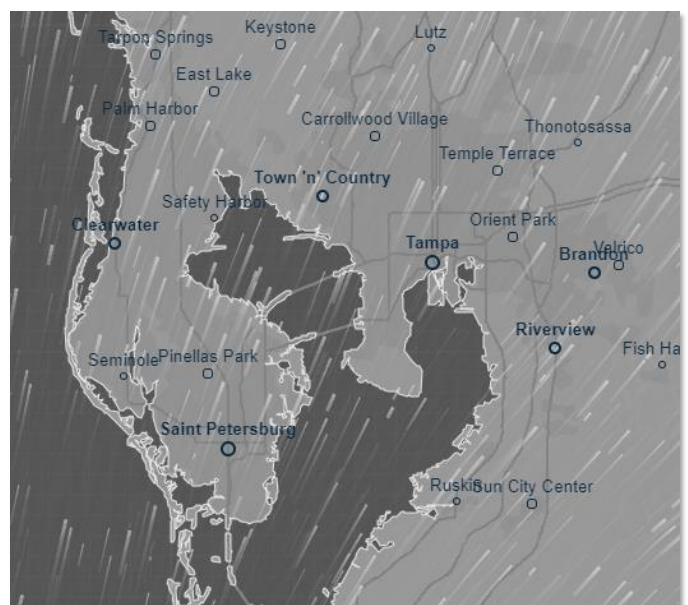


North Flow Operations



Recent Arrival/Departure Flow

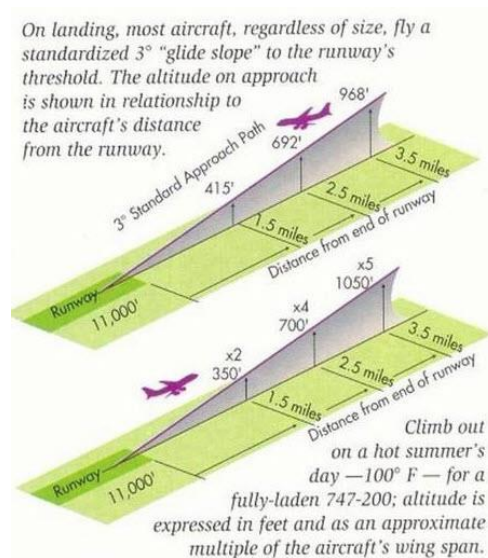
- August 62.4% South Flow
- September 76% North Flow
- October 57% North Flow
- November 79% North Flow



A Stabilized Approach and Why It Matters

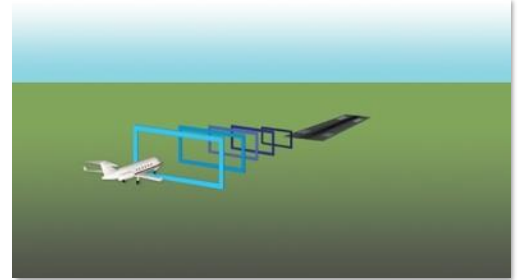
What is a Stabilized Approach?

- A pilot will establish and maintain a constant angle glidepath towards a predetermined point on the landing runway.
- An optimum glidepath follows the 3:1 principle.
 - The last 500 feet to 1000 feet are critical



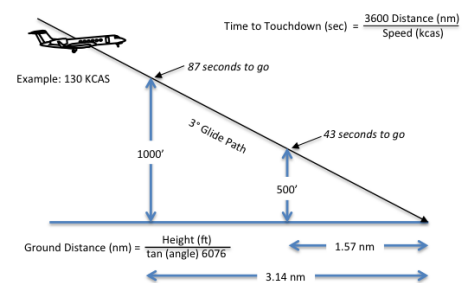
Stabilized Approach (cont'd)

- Stabilized for safety
 - Maintains alignment with the Runway
 - Prevents landing too fast
 - Prevents landing too high
- These situations can result in loss of control of the aircraft and runway surface departure.

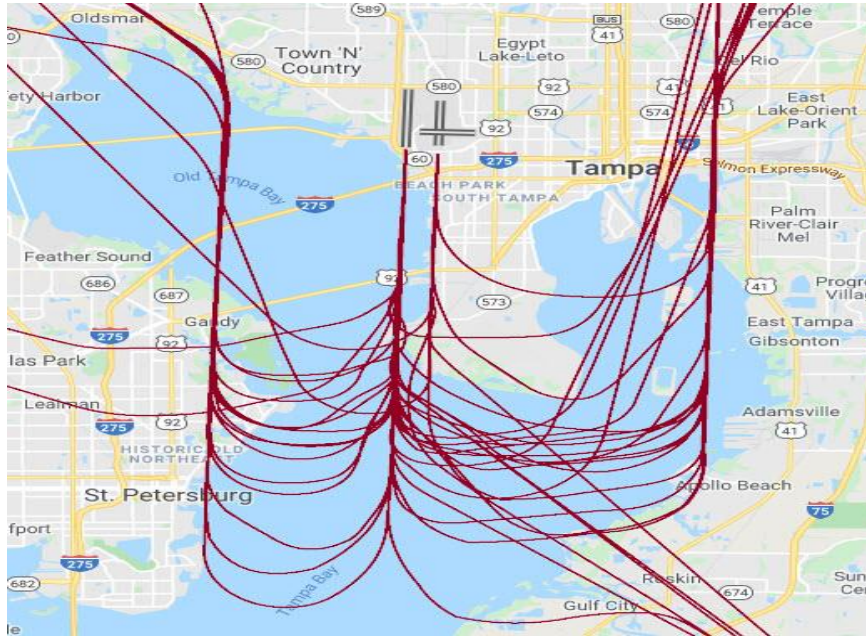


Stabilized Approaches and TPA

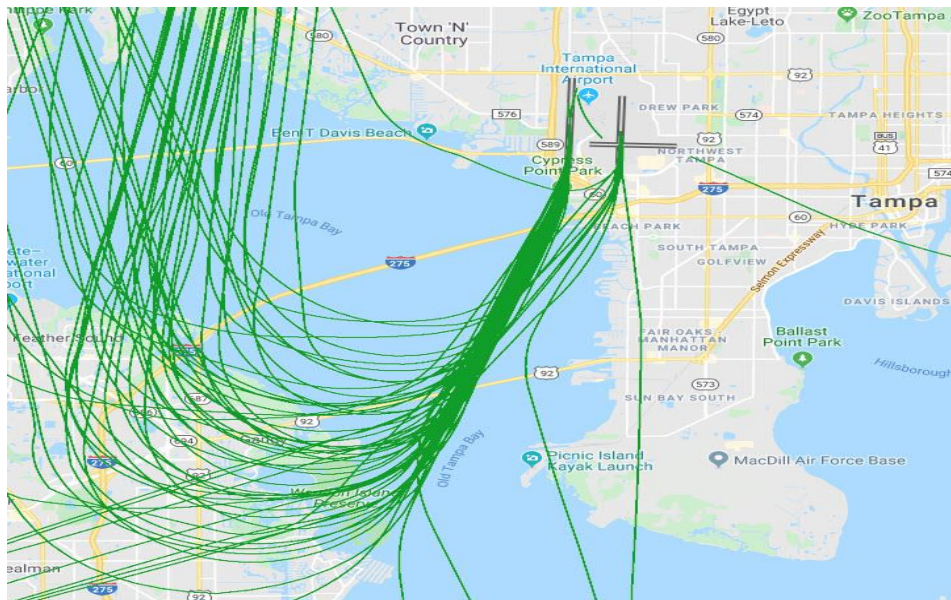
- Typically stabilized approaches begin south of MacDill which is approx. 9 miles from TPA.
 - At MacDill aircraft are 2,600 feet and less than 3 minutes from touchdown.
 - At the Gandy Bridge aircraft are 1,500 feet and less than 90 seconds from touchdown.
 - At the Howard Franklin Bridge aircraft are at 500 feet and 30 seconds from touchdown.



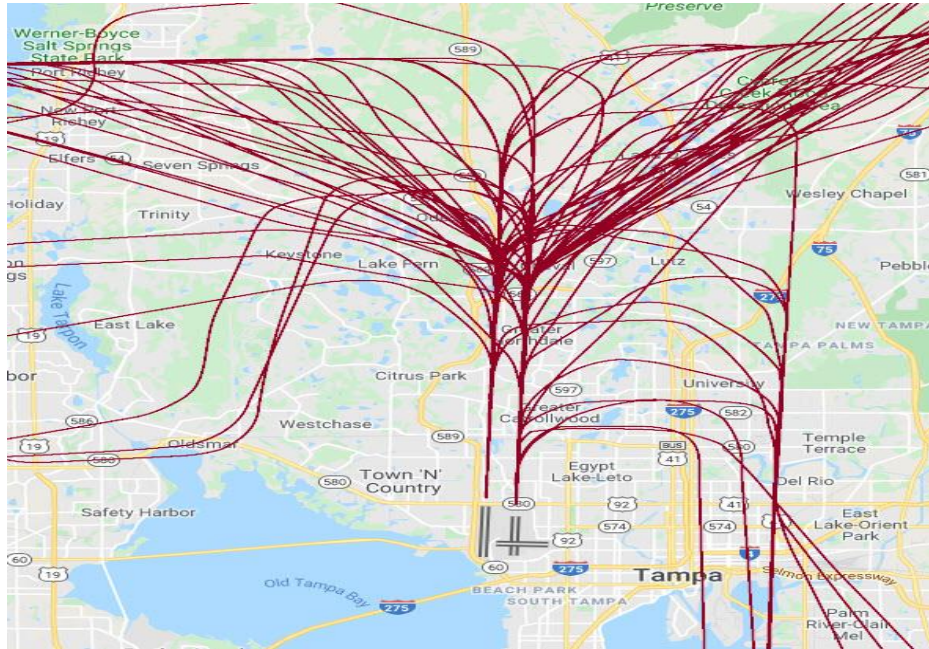
TPA Arrivals North Flow



TPA South Flow Departures



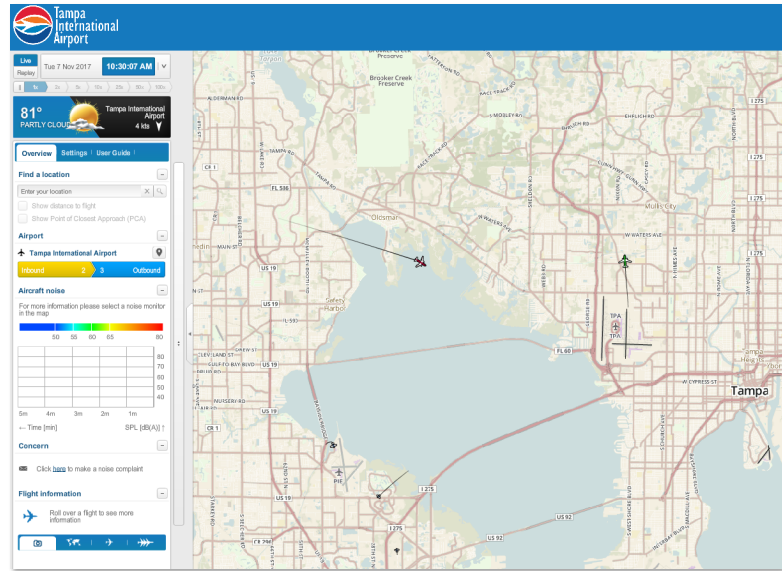
TPA South Flow Arrivals



Noise Monitoring Office Systems

Noise Monitoring Office Systems

- The Noise Monitoring Office uses advanced flight monitoring and tracking tools provided by Casper Airport Solutions.
- The Casper System was brought online effective October 1, 2017 and replaced a system used by the Airport for many years, provided by the Harris Corporation.
- The tools available to our community may be accessed by visiting www.TampaAirport.com/noise-abatement



Daily Deviations

- The Airport began posting daily deviation information on the Airport's website.
 - All commercial jet departures on Runway 19L and stated deviation cause.
 - All jet arrivals to Runway 1R and stated deviation cause.
 - All jet departures on Runway 28 and stated deviation cause.
 - All jet arrivals to Runway 10 and stated deviation cause.
- TPA is the only airport in the nation to proactively post such information on daily basis.

Daily Deviations (cont'd)

Deviation Categories:

- Pilot Request: Refers to instances where pilots request to deviate from Use Program.
- FAA Assigned: Refers to instances where air traffic controllers (FAA), of aircraft in the air and on the ground, make decisions to assign runways that differ from the Airport's Voluntary Noise Abatement Program due to operational requirements.
- Runway Unavailable: Refers to instances where the Airport's noise program is suspended or impacted due to scheduled or unscheduled closures and/or impacts rendering the noise program inapplicable for arriving and/or departing aircraft.

December 9, 2018

- [Runway 1R Jet Arrivals - December 9, 2018.pdf](#)
- [Runway 28 Jet Departures - December 9, 2018.pdf](#)

callsign	ac_type	registrator	dep_af	des_af	dep_time	des_time	dep_rwy	des_rwy	jet_type	deviation_cause
EJA111	GLST	N111QS	KIAD	KTPA	12/9/2018 11:37		01R		CORPORATE	FAA ASSIGNED
N550DX	GLF5	N550DX	KSGJ	KTPA	12/9/2018 17:47		01R		CORPORATE	FAA ASSIGNED
N26HH	C550	N26HH	MYNN	KTPA	12/9/2018 18:21		01R		CORPORATE	FAA ASSIGNED



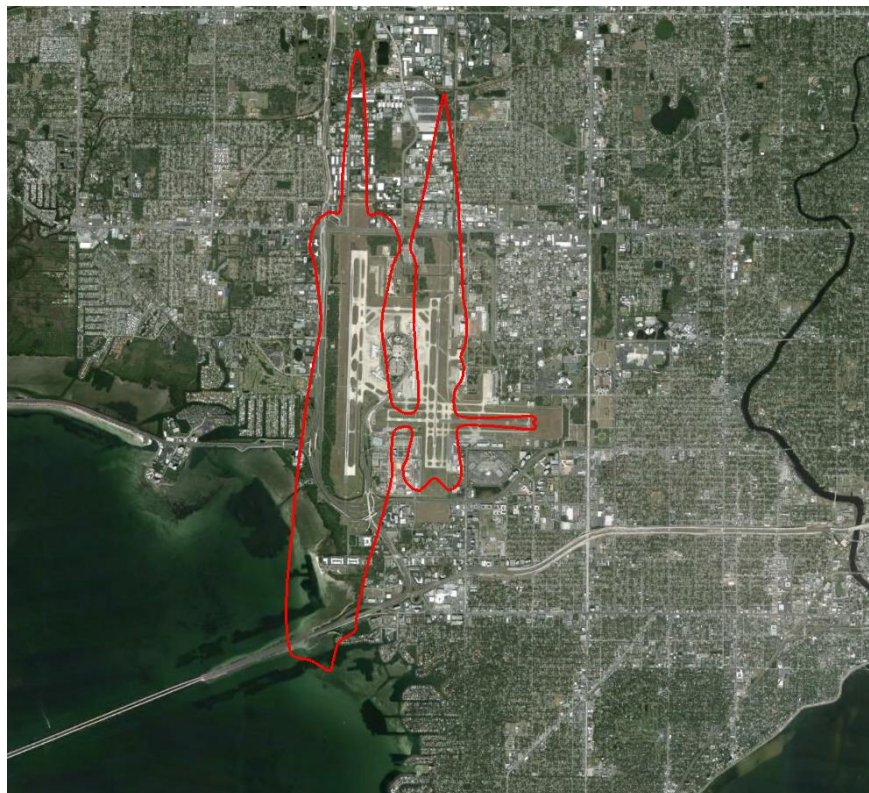
Laws and Regulations on Aircraft Noise

Aviation Safety and Noise Act (ASNA)

- This legislation was passed in 1979.
- 14 C.F.R (Code of Federal Regulation) Part 150 resulted from this legislation.
 - A Part 150 study is optional for airports (not mandatory).
- Created federal framework for FAA review of noise compatibility:
 - Day-Night Level (DNL) noise metric.
 - Established 65 DNL compatibility threshold.
- A Part 150 study establishes a plan that:
 - Is a vehicle for funding.
 - Provides means of supporting noise control measures, but tied to FAA's DNL 65 threshold.
 - Provides recommendations on noise abatement procedures.

Retrieved from presentation by John E. Putnam, Kaplan, Kirsch, and Rockwell.

Tampa International Airport – 65 DNL Noise Contour (Part 150 Study)



Represents Projected 2005 Noise Exposure Map
From Part 150 Study.

Airport Noise and Capacity Act (ANCA)

- This legislation was passed in 1990.
- Phased out noisiest large aircraft.
- Restricts an airports ability to adopt access restrictions.
- For restrictions on Stage 3 aircraft, airport must complete study *and* secure FAA approval.



History of Airport Noise Restrictions

- Since 1990, **many** airports have tried to adopt new use restrictions. **Only two have been successful; both restrictions were Stage 2 aircraft that have since been prohibited by Congress from operating nationwide:**
 - **Naples Municipal Airport (APF)**
 - **Van Nuys Airport (VNY)**
- Part 161 requires six conditions be met:
 - Reasonable, non-arbitrary and non-discriminatory.
 - **No undue burden on interstate or foreign commerce.**
 - **This condition necessitates benefits of a proposed restriction outweigh potential cost. Because no residents south of Runway 1R live within the 65 DNL, the benefit would be considered \$0, meaning that benefits would not outweigh the cost. On this one condition alone, the Airport would be unable to meet the required conditions of a Part 161 study.**
 - Maintain safe and efficient use of navigable airspace.
 - Does not conflict with existing federal statute or regulation.
 - Adequate opportunity for public comment.
 - No undue burden on national aviation system.

Overview of Deviation Causes

Deviation Categories – Pilot Request

- Pilot Request:
 - 14 C.F.R. (Code of Federal Regulation) 91.3 states:
 - “The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.
 - A pilot in command of their aircraft may request an alternative runway from what is assigned, which may deviate from the Airport’s Voluntary Noise Abatement program. If the requested runway is available, Air Traffic Control cannot prohibit an aircraft from landing on that runway.
 - The Noise Office contacts air carriers in writing when a pilot request deviation occurs, **whether a complaint is received or not.**
 - Through continued airline partnership, commercial pilot request deviations have totaled less than 1% of the total operations at TPA.

Deviation Categories – FAA Assigned

- FAA Assigned (Air Traffic Control):
 - Air traffic control is responsible for the safe movement of aircraft in the air and on the ground.
 - Air Traffic Control has full authority over ensuring safety throughout the National Airspace System and may assign an aircraft instructions that deviate from recommendations in the Airport’s Noise Abatement Program.

Deviation Categories – Aircraft Emergencies

- Aircraft Emergencies:
 - Any aircraft experiencing a reported mechanical issue or a medical emergency will take priority. The pilot and Air Traffic Control will determine the most suitable runway for the arrival. Noise abatement procedures are not a consideration when managing an emergency.
 - Emergency arrivals may, depending on the circumstances, require a closure of the runway used for arrival. During such closure(s), arriving and departing aircraft may use the Airport’s noise sensitive runway until the noise preferred runway is reopened.

Deviation Categories – Runway Closures

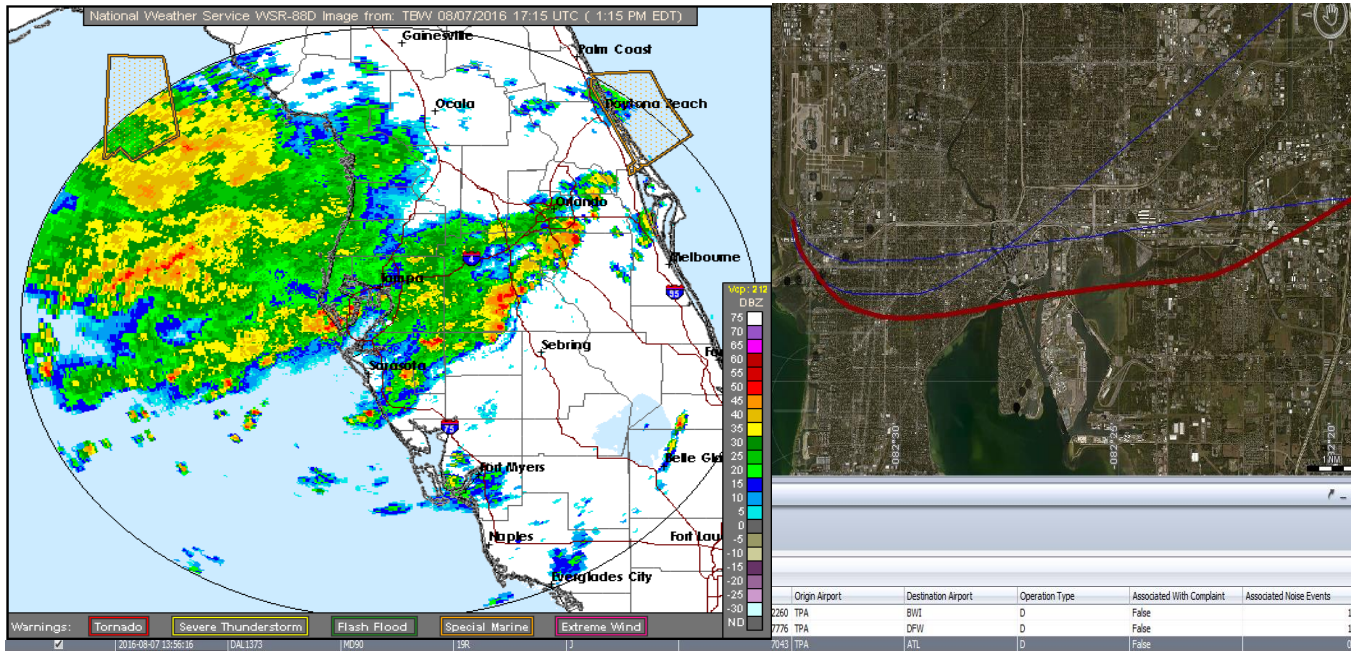
- Scheduled Runway Closures:
 - Are communicated in advance to those on the Airport’s CNC email distribution list.
 - Each of the Airport’s runways are closed at least once a month for scheduled monthly maintenance.
 - West runway generally the first Wednesday of each month.
 - East Runway generally the third Wednesday of each month.
 - Additional maintenance requirements throughout any given month may require additional closures. The maximum amount of work is coordinated to take place during each closure.
- Unscheduled Runway Closures:
 - Aircraft emergencies.
 - Wildlife strike reports.
 - FOD (foreign object debris).
 - Other safety matters that must be addressed immediately.

Deviation Categories – Weather

- Weather:
 - Wind direction dictates whether aircraft arrive and depart to the south (south flow) or arrive and depart to the north (north flow).
 - Air Traffic Control continuously monitors weather conditions and assigns instructions to crews based on numerous factors - all to ensure safety.



Deviation Categories – Weather (cont'd)



Deviation Categories – Weather (cont'd)

- Runway 1L and Runway 1R:
 - Distance between the two runways is less than 1 mile.
 - Advanced technology used by Air Traffic Control monitors for strong winds, including wind shear.
 - Wind shear alerts may be received for the approach to one runway but not the other.
 - As a result, aircraft will be vectored to the safest runway during inclement weather events.

Exempt Aircraft

- The following aircraft do not fall within the guidelines of the Airport's Voluntary Noise Abatement program:
 - Military.
 - Law Enforcement.
 - Medivac.



FAQ

Can Tampa International Airport Force Planes to Stop Using The Noise Sensitive/East Runway?

The Airport Noise and Capacity Act of 1990 **prohibits** the Airport from implementing any restriction on runway use ***without completing a Part 161 application and receiving FAA approval of the application and the restriction.***

One of six conditions set forth in Part 161 necessitates benefits of a proposed restriction outweigh potential cost. Because no residents south of Runway 1R live within the 65 DNL, the benefit would be considered \$0, meaning that benefits would not outweigh the cost. On this one condition alone, the Airport would be unable to meet the required conditions of a Part 161 study.

Can Tampa International Airport Implement a Curfew?

The Airport Noise and Capacity Act of 1990 **prohibits** the Airport from implementing a curfew ***without completing a Part 161 application and receiving FAA approval of the application and the restriction.***

One of six conditions set forth in Part 161 necessitates benefits of a proposed restriction outweigh potential cost. Because no residents south of Runway 1R live within the 65 DNL, the benefit would be considered \$0, meaning that benefits would not outweigh the cost. On this one condition alone, the Airport would be unable to meet the required conditions of a Part 161 study.

Do Residents of Hillsborough County Pay Ad Valorem Property Taxes That Support The Airport?

No.

Although empowered to levy ad valorem property taxes, the Authority has not collected any tax funds since 1973.

The Authority is a self-supporting organization and generates revenue from airport users. Capital projects are funded through generated revenue, grants, facility charges, various forms of financing and bonds.

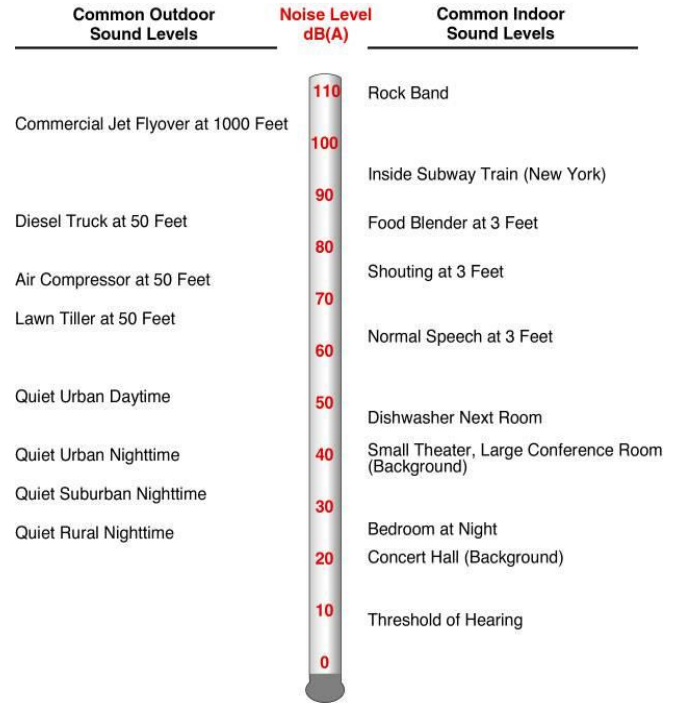
What is the Difference Between *a Noise Level of 65 dB During an Aircraft Flyover* and 65 DNL?

We use so-called “single event” noise metrics to measure individual events; those metrics only take into account the noise associated with that specific event.

DNL is a measure of cumulative noise exposure over a 24-hour period (or any number of 24-hour periods; e.g., a week, month, quarter, or year). To account for human sensitivity to noise between the hours of 10 p.m. and 7 a.m., noise events occurring during these hours receive a “penalty” when the DNL is calculated. Each nighttime event is measured as if ten daytime events occurred.

What is the Difference Between 65 dB and 65 DNL? (cont'd)

- Human auditory system not equally sensitive to all frequencies.
- To be a useful environmental analysis tool, we need a way to measure sound the same way the ear 'hears' it.
- The A-weighted level achieves this goal
Consistent with EPA's recommendation, the A-weighted level is used by federal, state, and local agencies for environmental noise analyses.



Retrieved from presentation by HMMH – Basic Aircraft Noise Terminology.

Conclusion



Noise Abatement 101

December 2, 2019

