



Fourth Quarter, 2015

Community Noise Consortium Meeting
January 14, 2016 – 5:30 p.m. – 6:30 p.m.



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

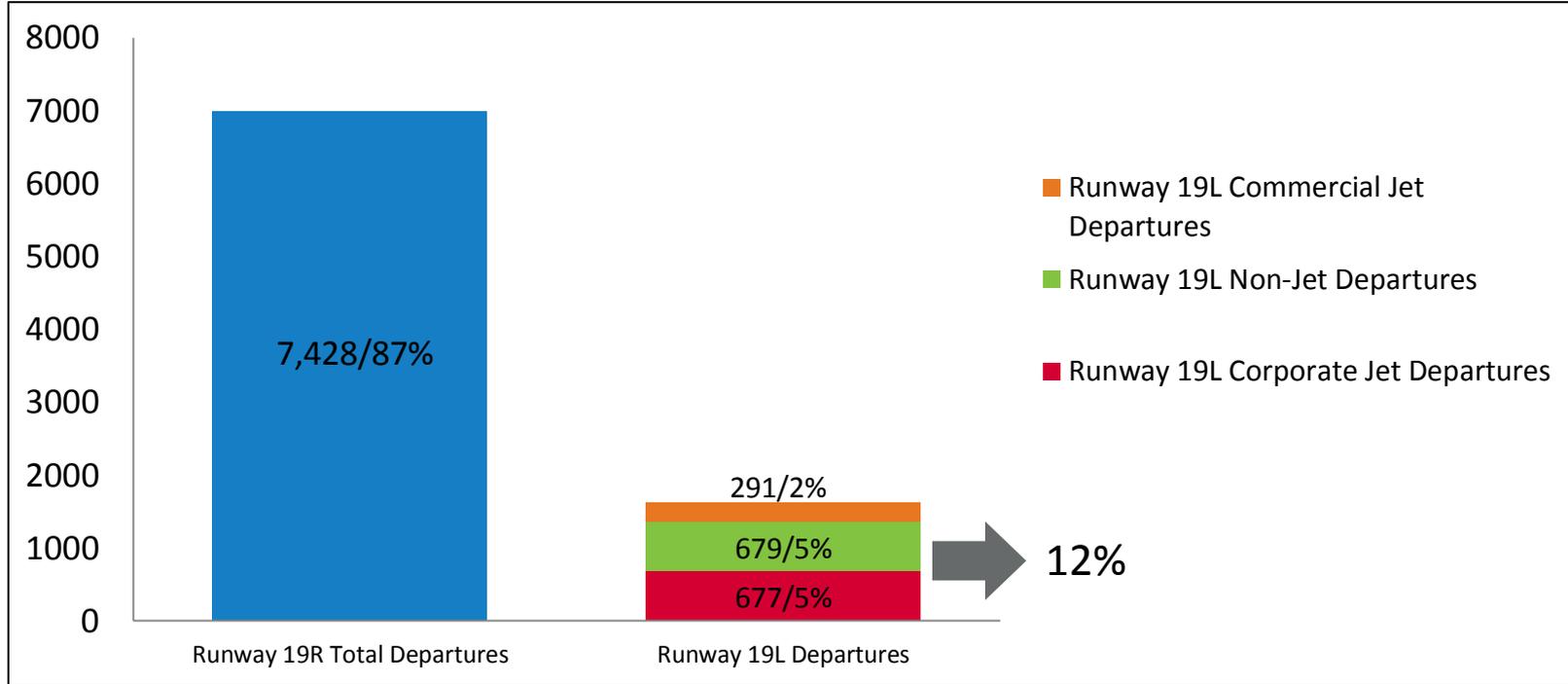
Agenda

- Introductions (5 Minutes)
- Fourth Quarter Noise Review (5 minutes)
- Dennis Roberts – FAA Presentation (10 minutes)
- Ted Baldwin – Runway 1R/19L Noise Analysis Results (10 minutes)
- Open Discussion (30 minutes)

This Public Meeting is Being Audio Recorded

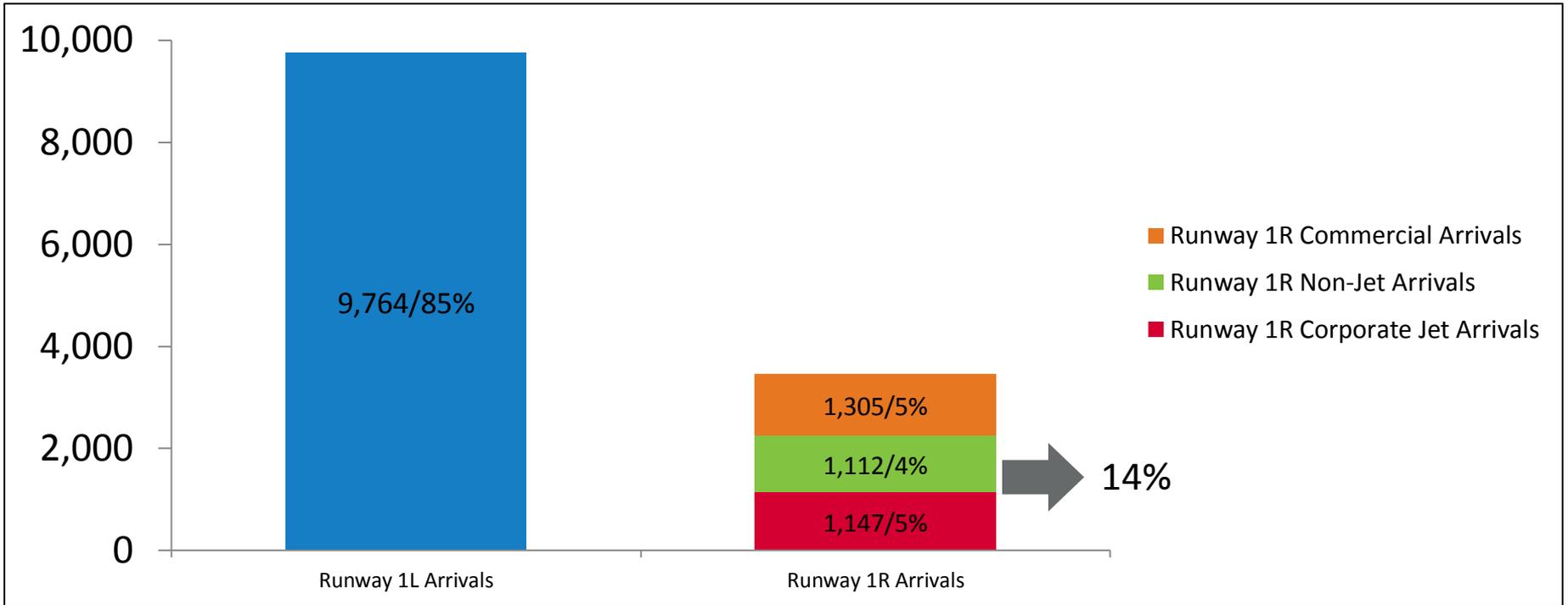
Runway 19L and 19R Fourth Quarter – Departures

Fourth Quarter, 2015



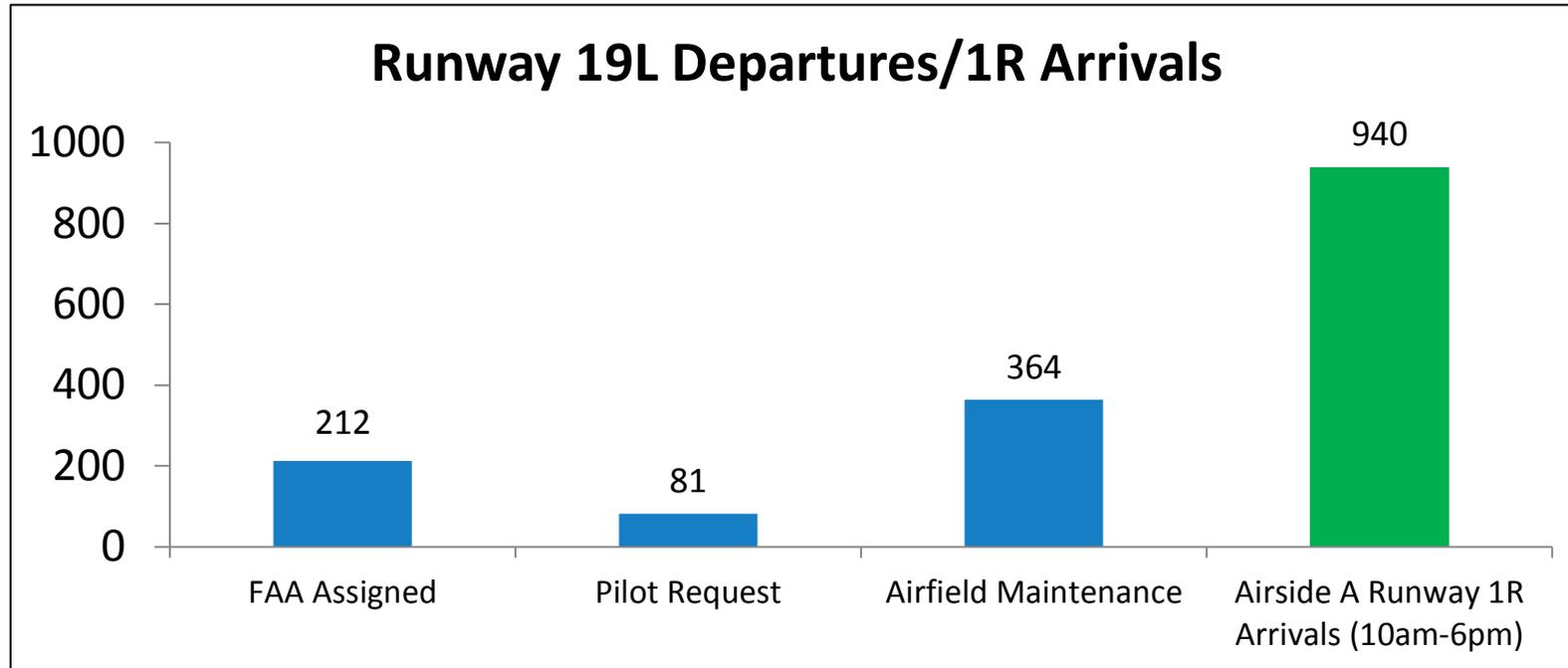
Runway 1R and 1L Fourth Quarter - Arrivals

Fourth Quarter, 2015



Noise Abatement Deviations By Cause

Fourth Quarter, 2015



Dennis Roberts – Federal Aviation Administration



- Regional Administrator, FAA Southern Region.
- Graduate of Central Missouri State University.
- 39 years experience in the aviation industry.
- Principal executive representative for the FAA Administrator and the Agency in the states of Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, the territories of Puerto Rico and the Virgin Islands along with the FAA's Air Traffic Organization's Eastern Service Area.

Ted Baldwin - HMMH



- Senior Vice President – HMMH.
- Graduate of Cornell and Harvard Universities.
- Has assisted 80+ airports on noise and environmental matters over the past 30 years.
- Recognized for his expertise on environmental and noise related analysis.

Tampa International Airport Taxiway J Bridge Closure Aviation Noise Analysis

Presentation to:

TPA Community Noise Consortium

January 14, 2016

Presentation by:

Ted Baldwin

Summary of Aviation Noise Analysis Scope

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Did changes in aircraft operations during the temporary closure of the Taxiway J Bridge lead to an increase in noise exposure that the FAA considers significant?

There is particular interest in the effect of the change in FAA control tower runway use that increased landings on Runway 01R (i.e., from the south on the east runway).

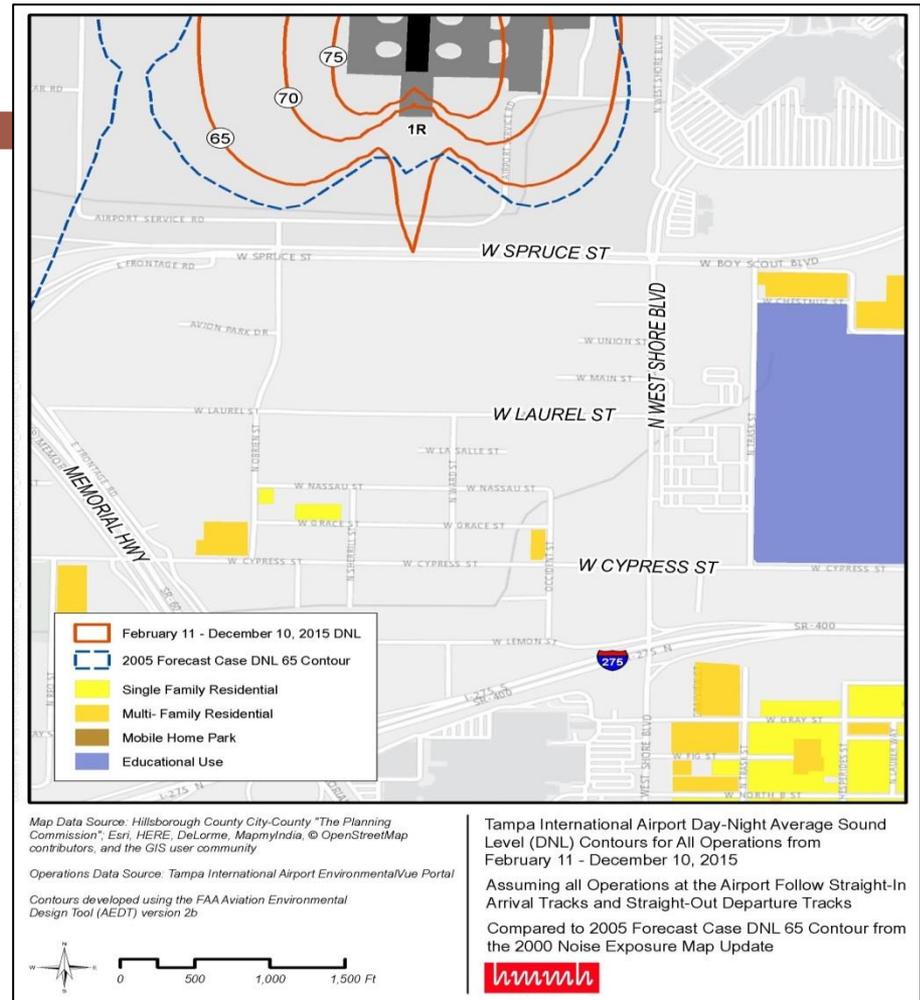
- **FAA requires use of the Aviation Environmental Design Tool (AEDT) to estimate noise exposure in terms of the Day-Night Average Sound Level (DNL).**
- **FAA defines a significant change as a DNL 1.5 dB or more increase in exposure over a noise-sensitive area exposed to noise at or above DNL 65 dB.**
- **The HMMH report provides further detail on noise-related FAA policies and procedures.**

Summary of Technical Approach

- **HMMH obtained airport operations data from TPA's existing noise and operations monitoring system for the first 10 months of the Taxiway J closure (Feb. 11 - Dec. 10, 2015), for input into the AEDT.**
- **Operations on all runway ends were modeled on straight-in and straight-out tracks.**
 - Provides a conservatively high estimate of noise exposure off the south end of Runway 01R-19L; i.e., for the Runway 01R arrivals of particular interest and for Runway 19L departures over the same area.
 - Helicopter operations were too limited and dispersed to affect the contours and were not modeled.
 - Complete data were available to model 150,808 fixed-wing operations.
- **The HMMH report provides further technical detail.**

Results

- Figure shows DNL 65, 70 and 75 dB contours for the first 10 months of the Taxiway J bridge closure period.
- The DNL 65 dB contour ends at West Spruce Street, directly south of TPA.
- The closest potentially sensitive land use is more than 1,500' from the DNL 65 dB contour (Modera Westshore Apartments).
- Blue dashed line is the 2005 forecast case DNL 65 dB from the 2000 Part 150 update.



Conclusions

- **Changes in FAA control tower Runway 01R use during the first 10 months of the Taxiway J closure did not cause a significant change in noise exposure over any noise sensitive area that exceeds the FAA's threshold for identifying a significant impact.**
- **The Authority's Categorical Exclusion document, approved by the FAA Orlando ADO on November 21, 2013, accurately described the potential aviation noise impacts of the Taxiway J Bridge Reconstruction project.**

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Ted Baldwin

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Open Discussion



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NEXT MEETING

Thursday, March 10, 2016 AT 5:30 P.M.
AVIATION AUTHORITY BOARDROOM