



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

TPA's Voluntary Noise Abatement Program

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 (i.e. implement curfew or runway use restriction).



TPA's Voluntary Noise Abatement Program

- The Authority does not control aircraft in flight. This important work falls to the Federal Aviation Administration.
- Because of the Airport Noise and Capacity Act (ANCA), the Authority **cannot** impose restrictions on the use of the Airport's east runway nor take any punitive or monetary action against airlines or pilots.
- The Hillsborough County Aviation Authority has maintained a Voluntary Noise Abatement Program for decades, which seeks to maximize arrivals on Runway 1L and departures on Runway 19R, depending on the flow of air traffic.



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Pilot Communications

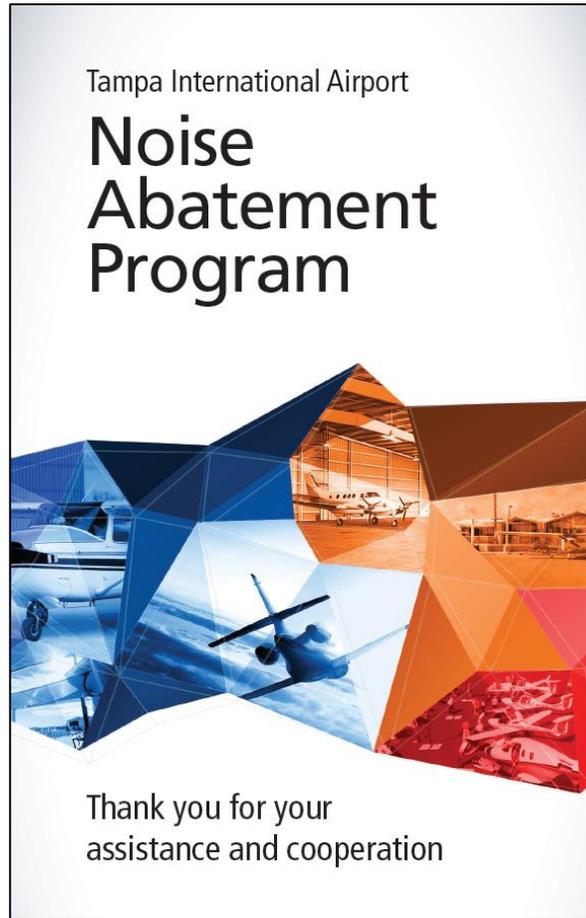
Pilot Communication Tools



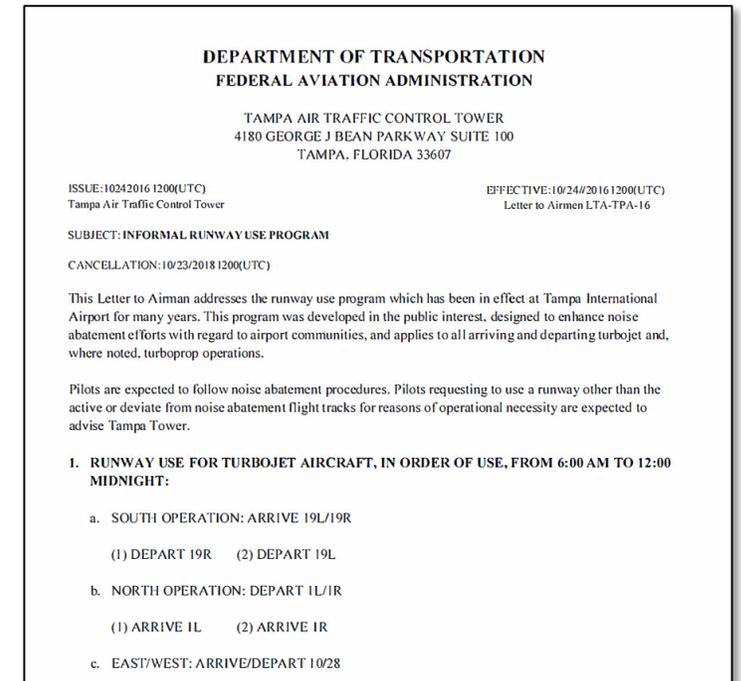
Automated Terminal Information Service (ATIS)



Noise Program Information – General Aviation Flight Planning Outlets



Handout to General Aviation Pilots



Letter to Airmen (Issued by FAA)



Internal Airline Communications

Excerpts of Letter to Airmen - Issued by the FAA

2000:

“Pilots requesting to use a runway other than the active are expected to advise the control tower. **These requests will be honored;** however, the **Tower will advise that the requested runway is a deviation from the Noise Abatement Runway Use Program** and will advise of any expected delay. These deviations from the Informal Runway Use Program shall be noted in the Facility Record of Operations (FAA 7230-4).”

2004:

“Pilots requesting to use a runway other than the active or deviate from noise abatement flight tracks for reasons of operational necessity are expected to: 1) **advise the control tower of an operational necessity;** 2) **advise acceptance of all responsibility.** The **Tower will honor these requests** and advise of any expected delay. Pilots should not expect to deviate from preferential runway use or noise abatement flight track procedures.”

2016:

“**Pilots are expected to follow noise abatement procedures.** Pilots requesting to use a runway other than the active or deviate from noise abatement flight tracks for reasons of operational necessity are expected to advise Tampa Tower.”



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Noise Monitoring Office Initiatives

Noise Monitoring Office Initiatives (Pre 2015)

- Quarterly Community Noise Consortium (CNC) meetings.
- Quarterly Noise Monitoring Office report shared with community.
- Regular dialogue with local airline management only on noise compliance.

New and Enhanced Noise Monitoring Office Initiatives – 2015 to Present

- Frequency of CNC meetings increased from 4 to 6 each year.
- Airport staff presented to 12 HOAs at community meetings.
- Enhancements to Airport noise monitoring webpages for easier public use.
- Launched online portal for flight tracking and complaint filing.
- Visited Chief Pilots at the 4 largest air carriers on the east airfield.
- Increased frequency of community noise monitoring report from quarterly to monthly.
- Increased frequency of updates to residents on scheduled runway closures.

New and Enhanced Noise Monitoring Office Initiatives – 2015 to Present

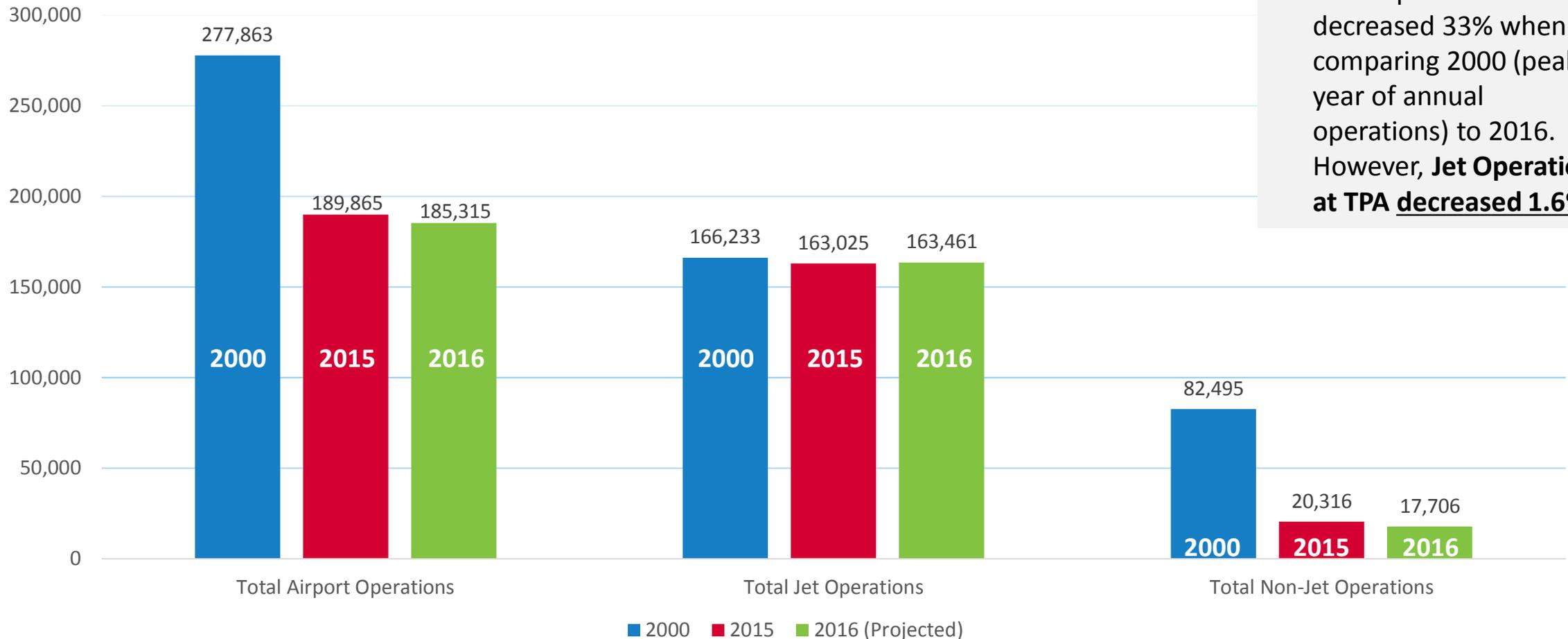
- Daily posting of deviations by jet aircraft operating on the noise sensitive runway.
 - TPA is the only airport that posts this type of information on a daily basis.
- Engagement with other airport Noise Monitoring Offices on best practices.
- Online survey sent to the CNC to enhance community engagement.
- Held a ‘Noise Abatement 101’ educational offering for residents.
- Collaboration with Fixed-Based Operators (FBOs) and engagement of private jet operators.
- Development of a handout for FBOs to provide to private jet pilots.
- The Authority continues to update and refresh information posted in and around corporate jet pilot lounge areas at TPA, which outlines the Airport’s Voluntary Noise Abatement Program.



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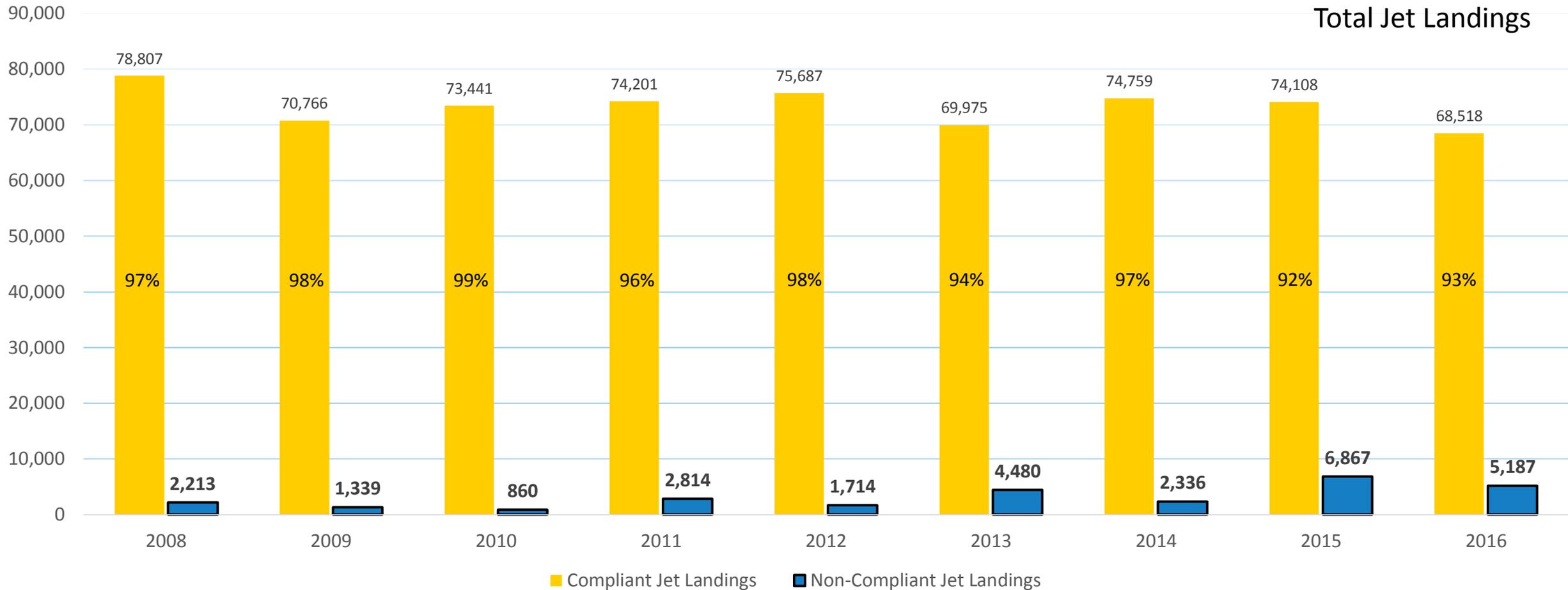
Historical Overview

Total Operations are Down 33% Due to Reduction in Non-Jet Operations. However, Jet Operations are Flat

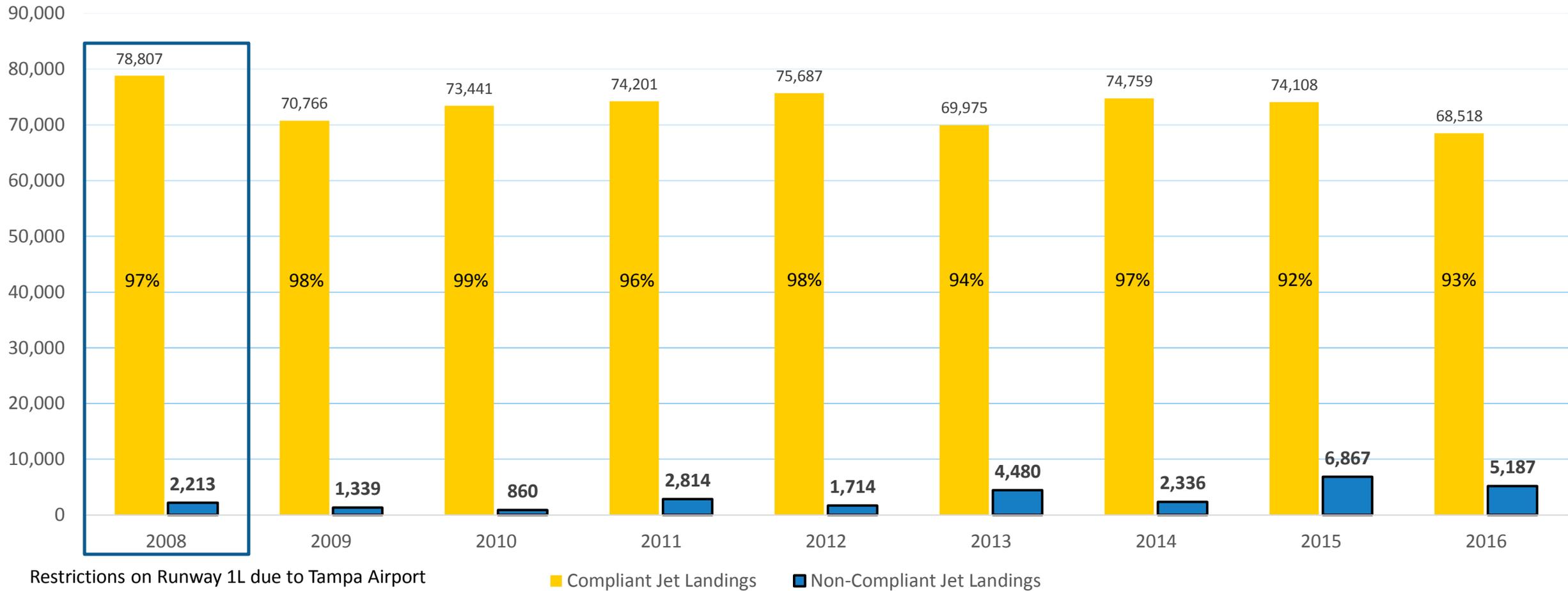


- Total Operations at TPA decreased 33% when comparing 2000 (peak year of annual operations) to 2016. However, **Jet Operations at TPA decreased 1.6%.**

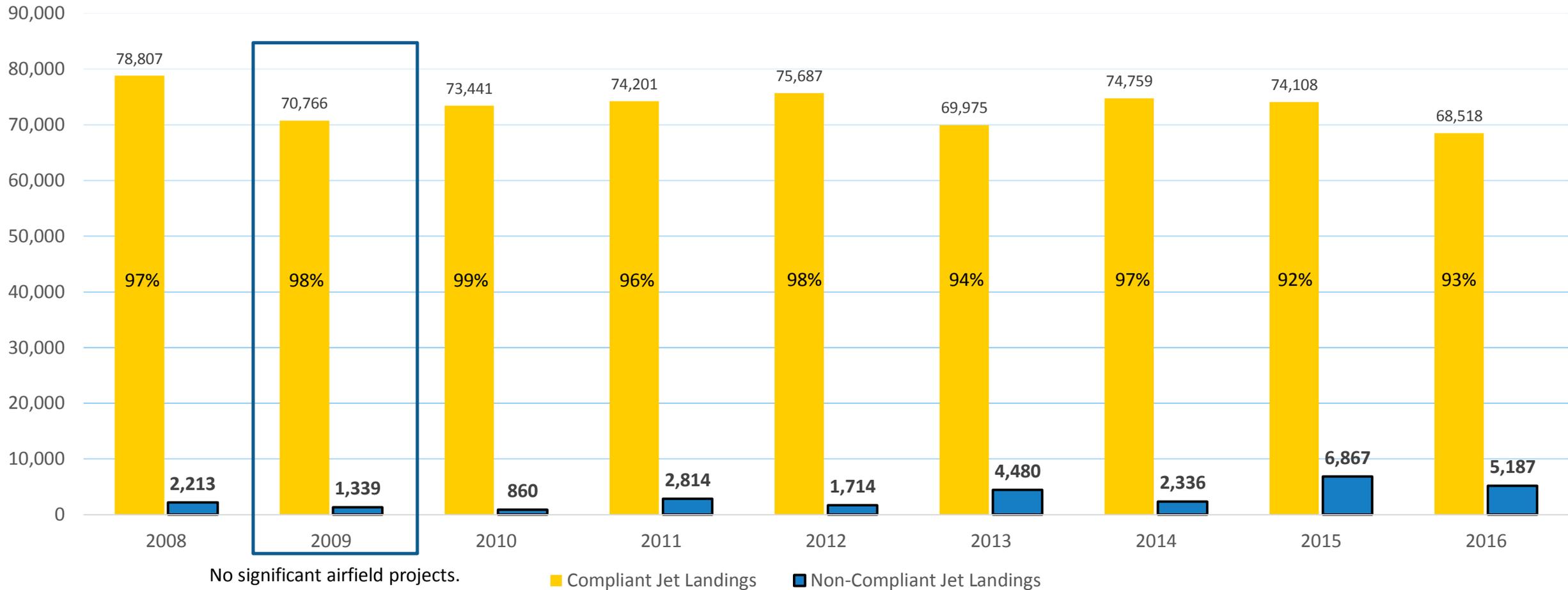
Jet Landings on Runway 1R Amount to 4% of all Jet Landings



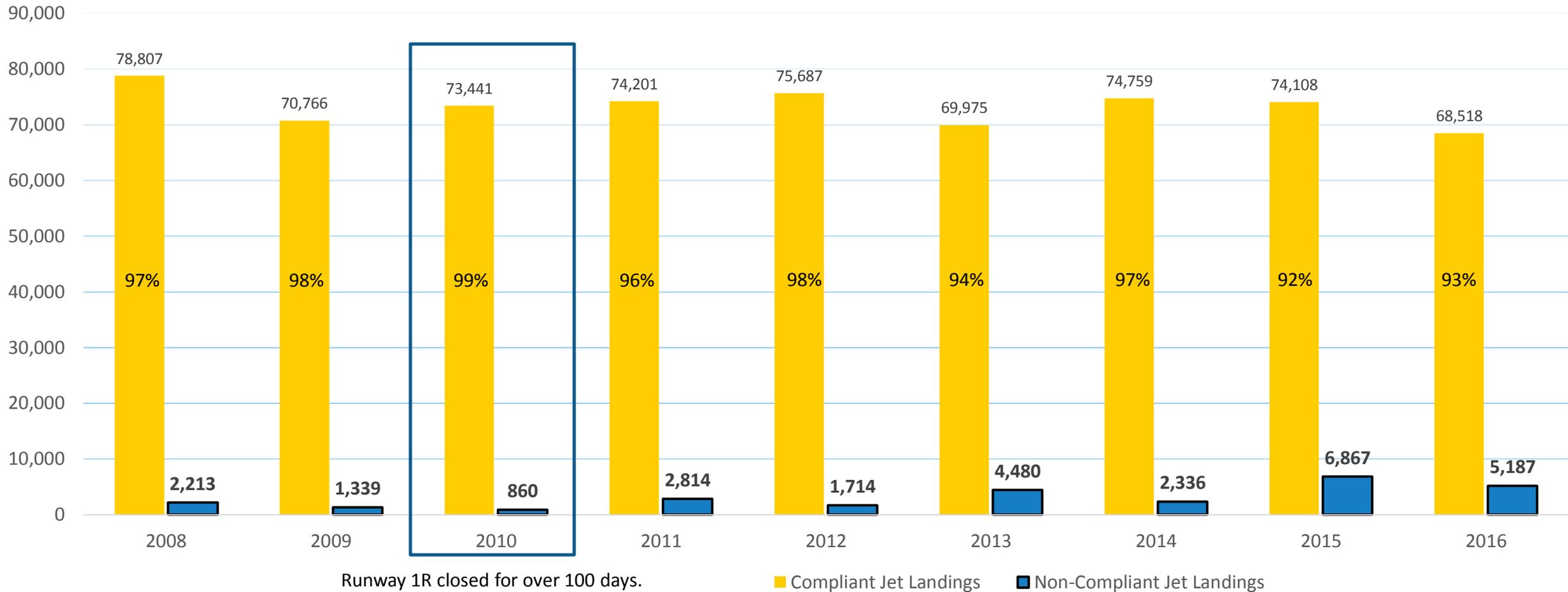
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



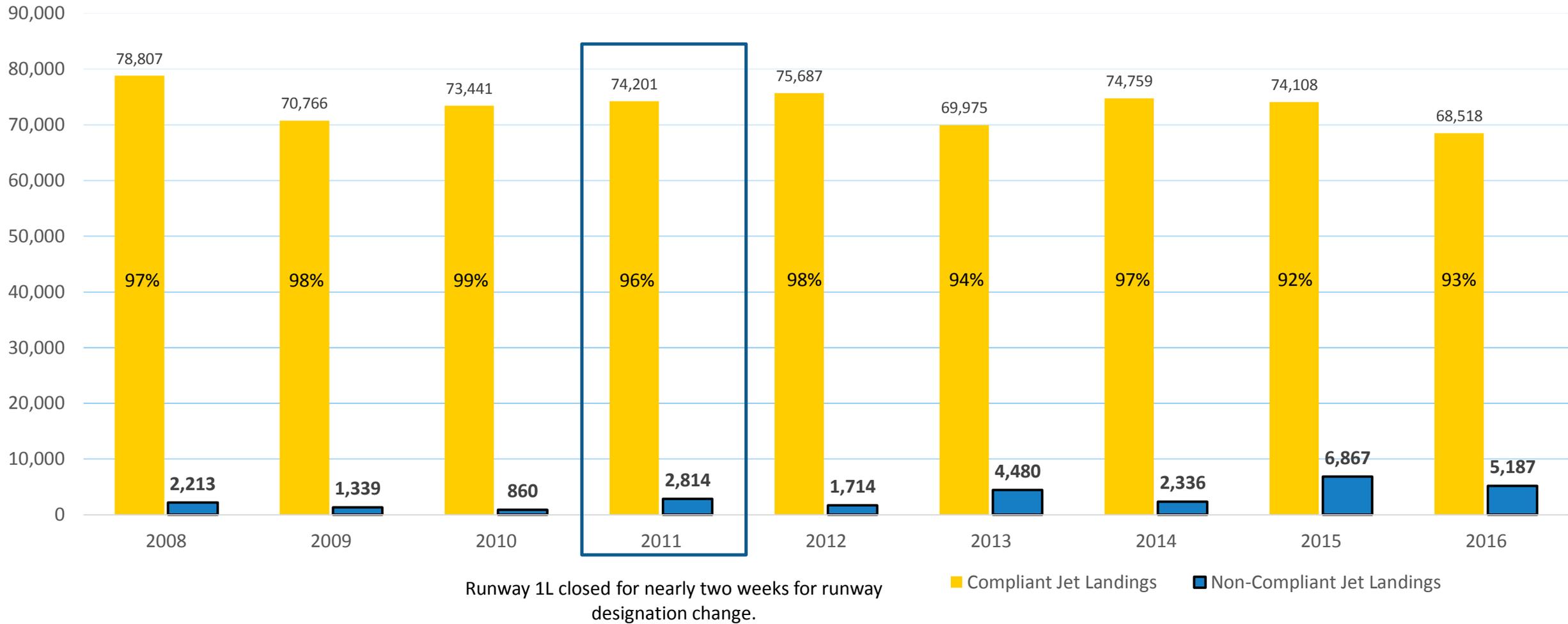
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



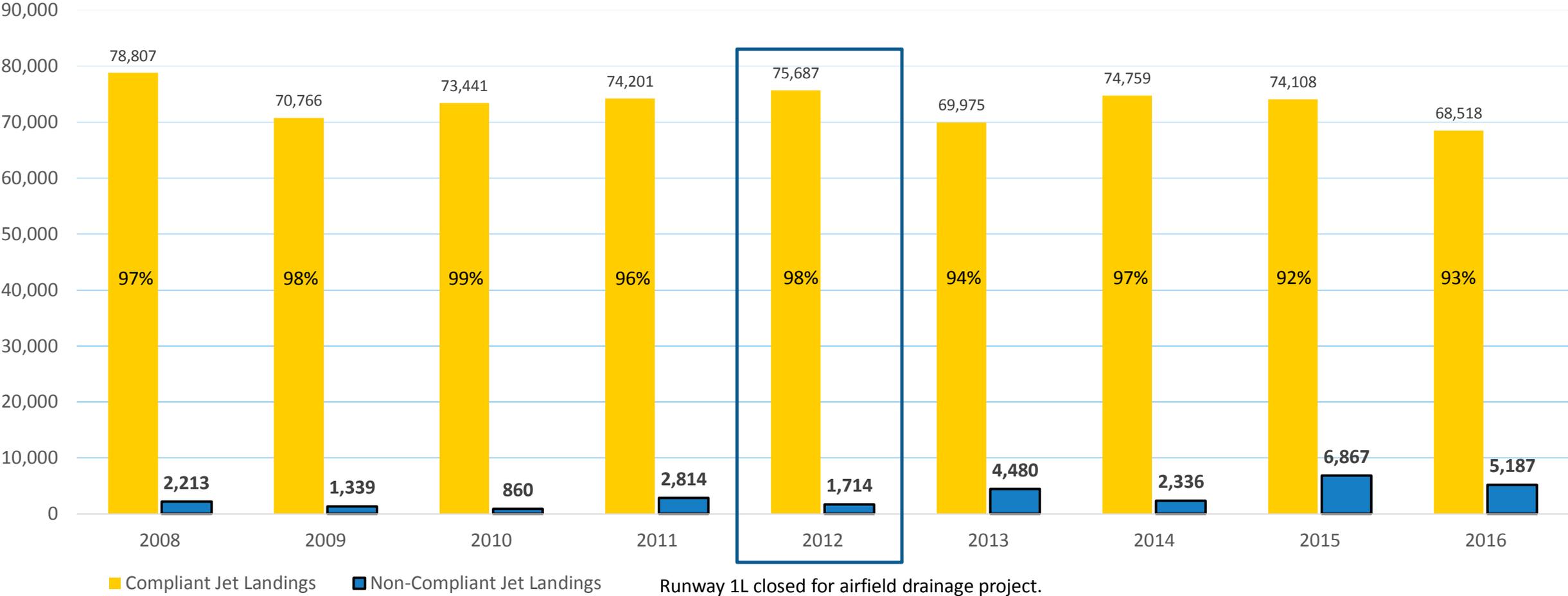
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



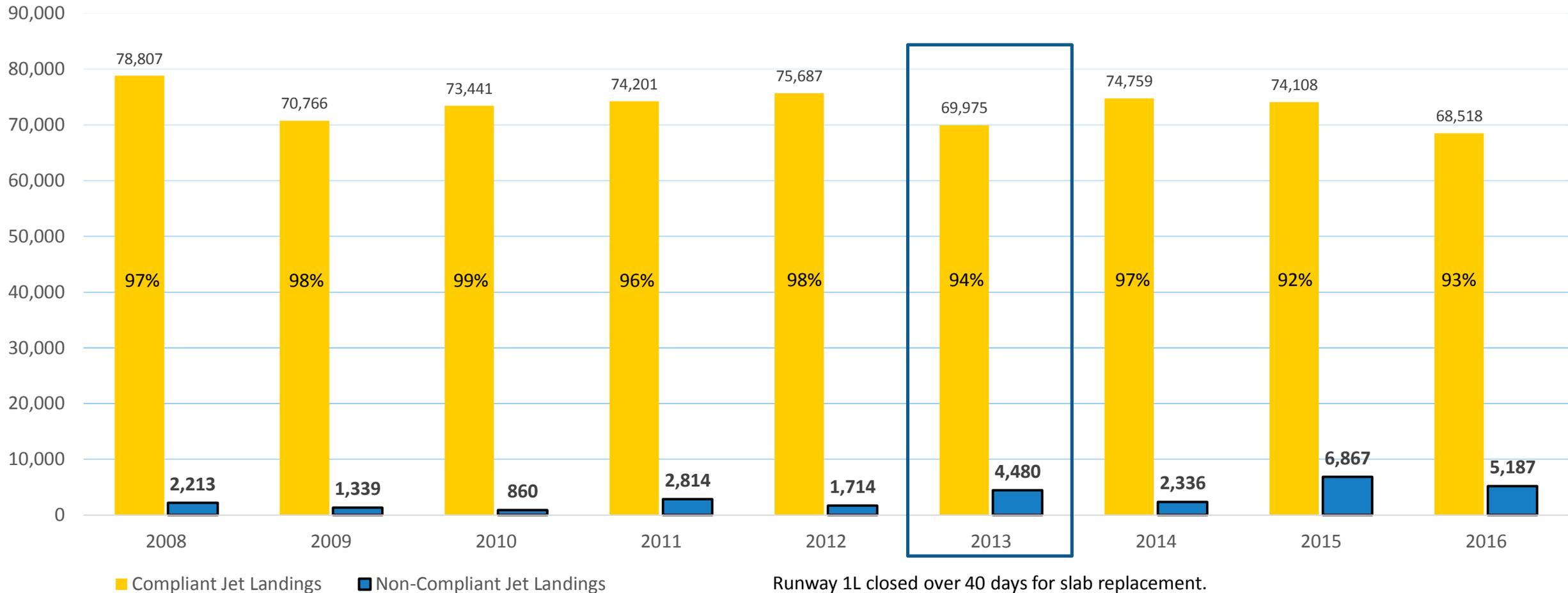
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



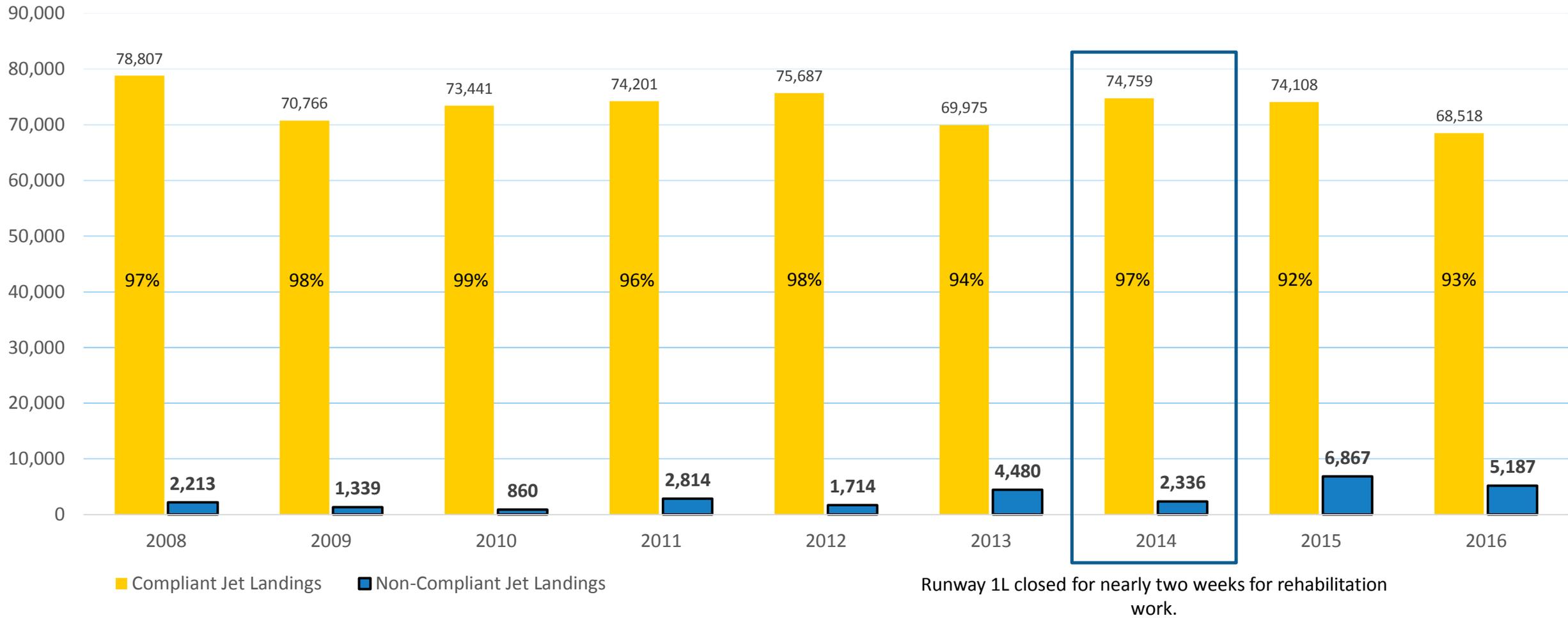
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



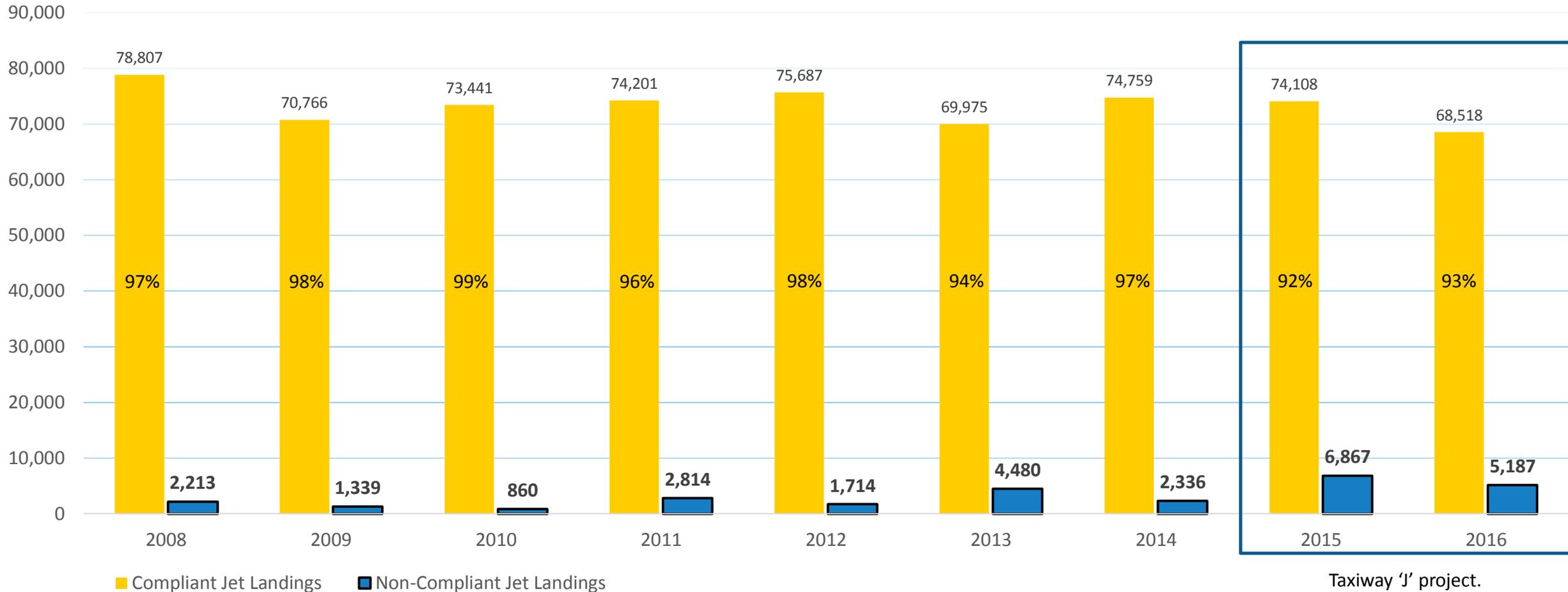
Airfield Development and Runway Maintenance Impact the Use of Runway 1R



Airfield Development and Runway Maintenance Impact the Use of Runway 1R



Airfield Development and Runway Maintenance Impact the Use of Runway 1R

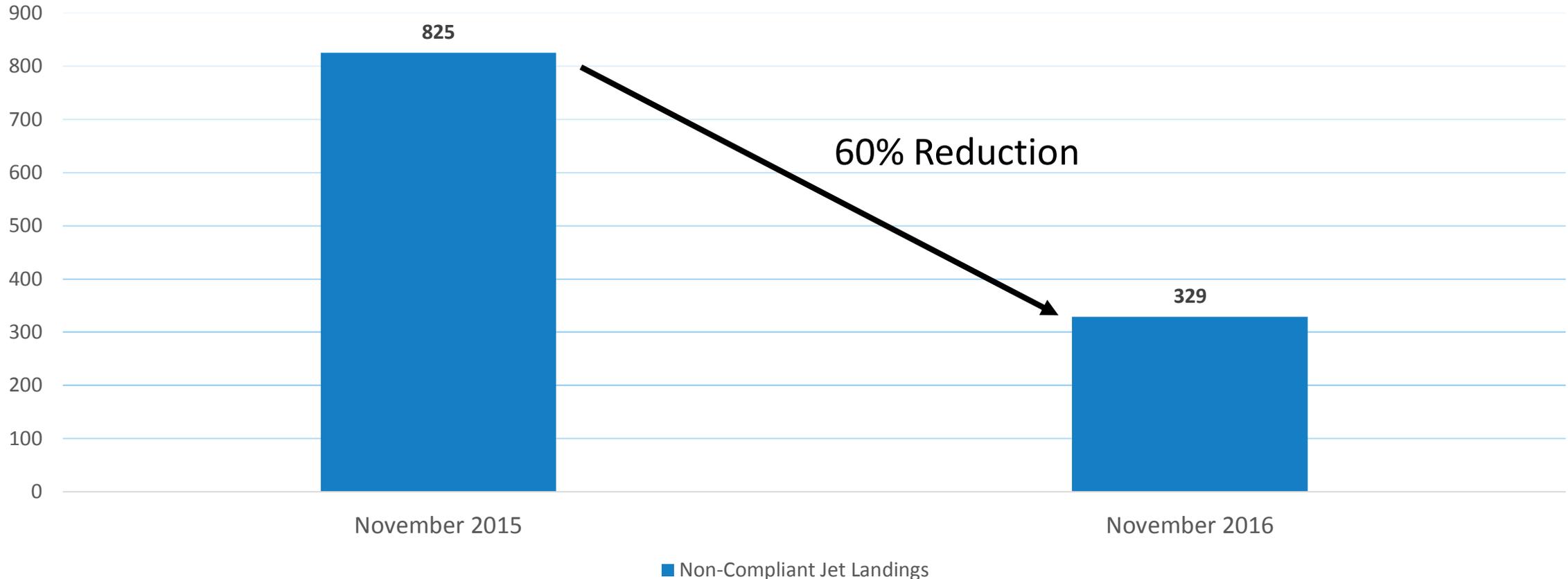


Taxiway 'J' Project Impacts

- The FAA mandated a temporary change in operations due to the Taxiway 'J' project, which caused a noticeable change in aircraft operations to Runway 1R.
- TPA management was successful in collaborating with the FAA to make the following changes to help mitigate the noise impacts:
 - Airside A air carrier operations between the hours of 10:00 a.m. and 6:00 p.m.
 - Early morning and late night cargo operators moved back to the noise preferred runway.
 - Adjustments for holidays and weekends.
 - Increased the use of the noise preferred runway by corporate jet operators.

Runway 1R Jet Landings Have Decreased by 60% Since the Re-opening of the Taxiway 'J' Bridge

YOY – November 2015/2016



By The Numbers....

2008-2016

South Flow:

- During 'south' flow operations, jet arrivals are split between Runway 19R and Runway 19L.

North Flow:

- During 'north' flow operations, jet arrivals are concentrated to Runway 1L.

