



Community Noise Consortium Meeting (CNC)

November 10, 2016



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

Agenda

- Open Comments (25 minutes)
- CNC Survey (15 minutes)
- Metroplex (5 minutes)
- Noise Office Update (15 minutes)

This public meeting is being audio recorded



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Open Comments



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CNC Survey

Survey Size

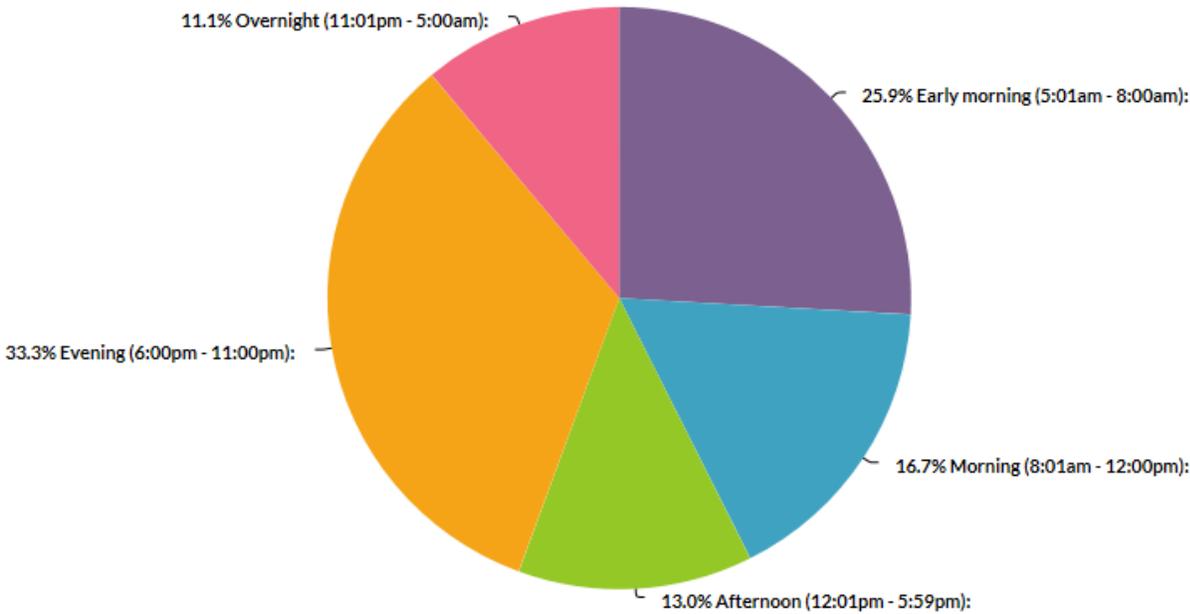
- Over 200 recipients by email.
- 60 completed responses received.
- 7 partially completed surveys.

Survey Results

- 98.4% of respondents reside in Hillsborough County.
- 76.5% of respondents reside south of the Airport.
 - 21.9% north of the Airport.
 - 1.6% east of the Airport.
- 69.5% of respondents shared they have filed a noise complaint.
 - 42.5% more than 5 times.
 - 5% more than 4 times.
 - 20% more than 3 times.
 - 20% more than 2 times.
- 75.6% of respondents shared they are familiar with the Letter to Airmen, issued by the FAA.
- 46.7% of respondents who have attended a CNC meeting shared they have attended 3 or more CNC meetings.
- 54.8% of respondents who have attended a CNC meeting shared they found the meetings to be 'not at all valuable' or 'not very valuable'.

3. Which of the following would you say is the most problematic time of day for aircraft noise from aircraft arriving to, or departing from Tampa International Airport for your neighborhood?

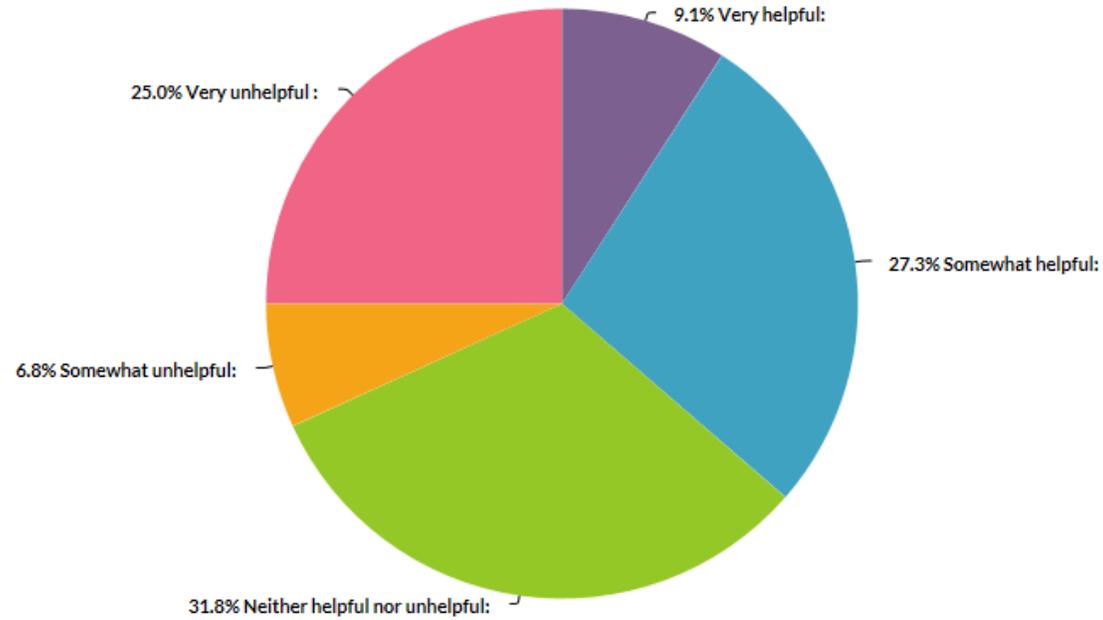
Nearly 60% of respondents stated 6:00 p.m. to 11:00 p.m. and 5:00 a.m. to 8:00 a.m. were the most problematic times of day for aircraft noise.



Value	Percent	Count
Early morning (5:01am - 8:00am)	25.9%	14
Morning (8:01am - 12:00pm)	16.7%	9
Afternoon (12:01pm - 5:59pm)	13.0%	7
Evening (6:00pm - 11:00pm)	33.3%	18
Overnight (11:01pm - 5:00am)	11.1%	6
Total		54

7. How helpful would you say you found the website regarding the Airport's Voluntary Noise Abatement Program?

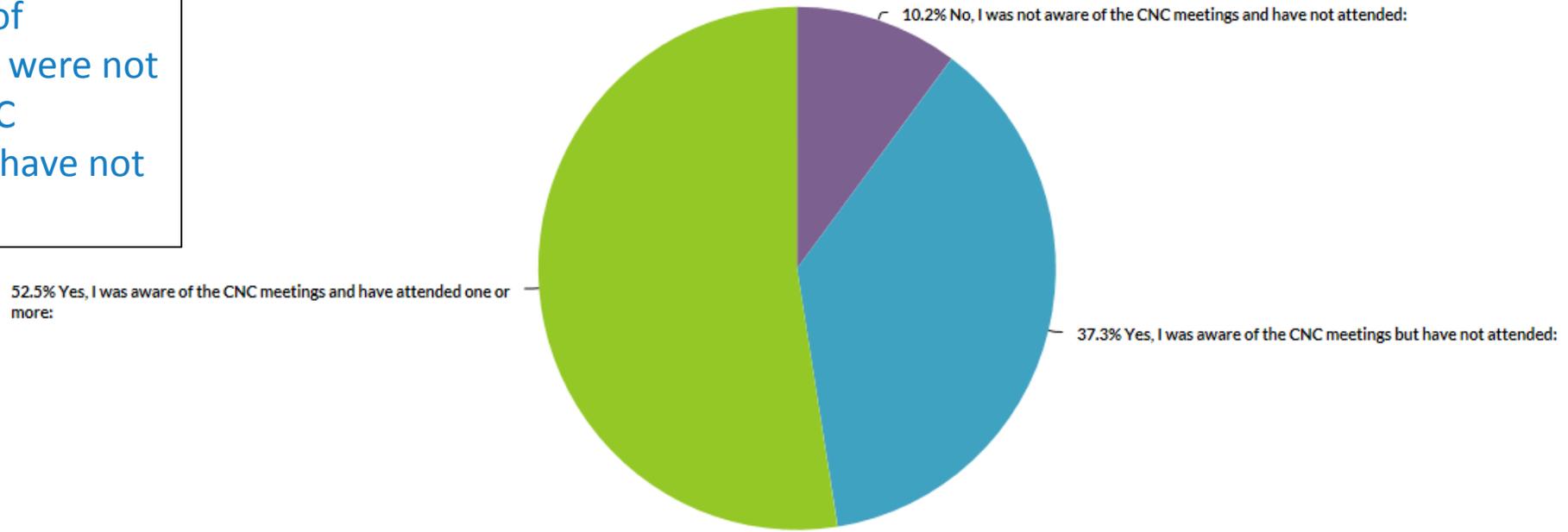
90% of respondents shared that the Noise Abatement section of TampaAirport.com could be improved.



Value	Percent	Count
Very helpful	9.1%	4
Somewhat helpful	27.3%	12
Neither helpful nor unhelpful	31.8%	14
Somewhat unhelpful	6.8%	3
Very unhelpful	25.0%	11
Total		44

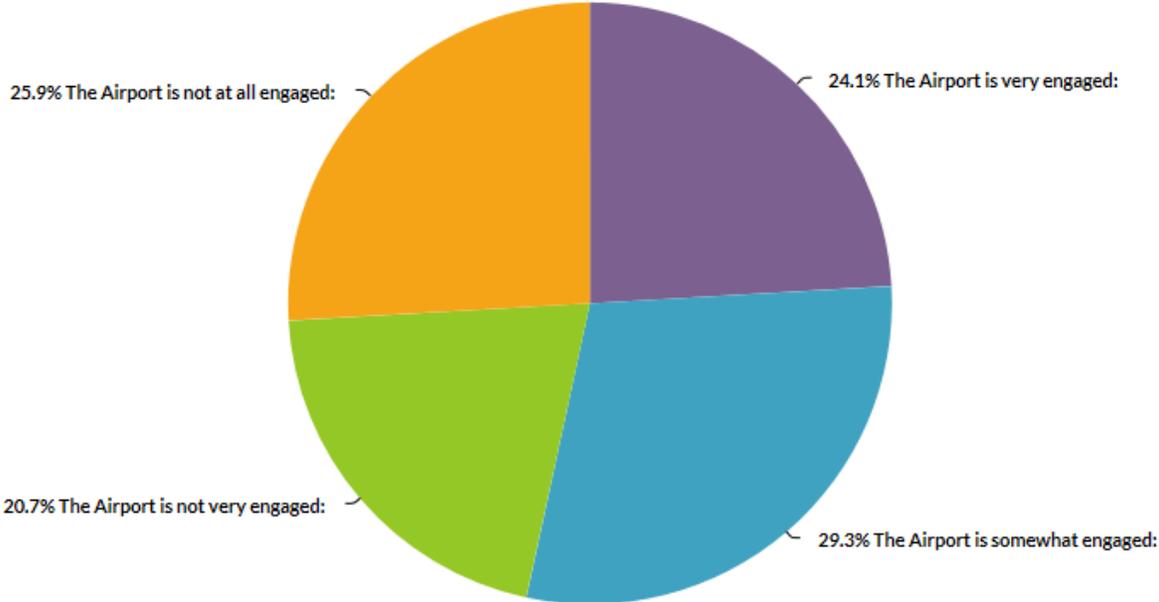
9. Were you aware of, and have you attended any of the Airport's facilitated public Community Noise Consortium (CNC) meetings?

Nearly 50% of respondents were not aware of CNC meetings or have not attended.



Value	Percent	Count
No, I was not aware of the CNC meetings and have not attended	10.2%	6
Yes, I was aware of the CNC meetings but have not attended	37.3%	22
Yes, I was aware of the CNC meetings and have attended one or more	52.5%	31
Total		59

12. How would you rate Tampa International Airport's level of engagement with the community with respect to noise related issues?



Value	Percent	Count
The Airport is very engaged	24.1%	14
The Airport is somewhat engaged	29.3%	17
The Airport is not very engaged	20.7%	12
The Airport is not at all engaged	25.9%	15
	Total	58

Survey Summary

- Establishes baseline for future surveys and results.
- Identifies areas for improvement.
- Assists with future community outreach efforts.





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Metroplex (NextGen)

Metroplex (NextGen) – Key Facts



- Congressional mandate to the Federal Aviation Administration (FAA) to transform the National Airspace System.
- Primary component is implementation of Performance Based Navigation (PBN).
 - Moves away from ground based navigation to satellite based navigation.
- South-Central Florida implementation (including TPA) not expected for at least 18-24 months.
- Majority of NextGen expected to be fully implemented by 2020.

More to Come on Metroplex...

- FAA is the agency implementing congressionally mandated modernization of the National Airspace System.
- Airport last met with the FAA regarding Metroplex in September.
- FAA has not provided a formal timeline for community engagement and outreach.

- Hillsborough County Aviation Authority is committed to:
 - Community engagement on Metroplex.
 - Making sure residents and stakeholders are involved in the process to the greatest extent possible allowed by the FAA.





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Noise Office Update

Taxiway J – Reopened

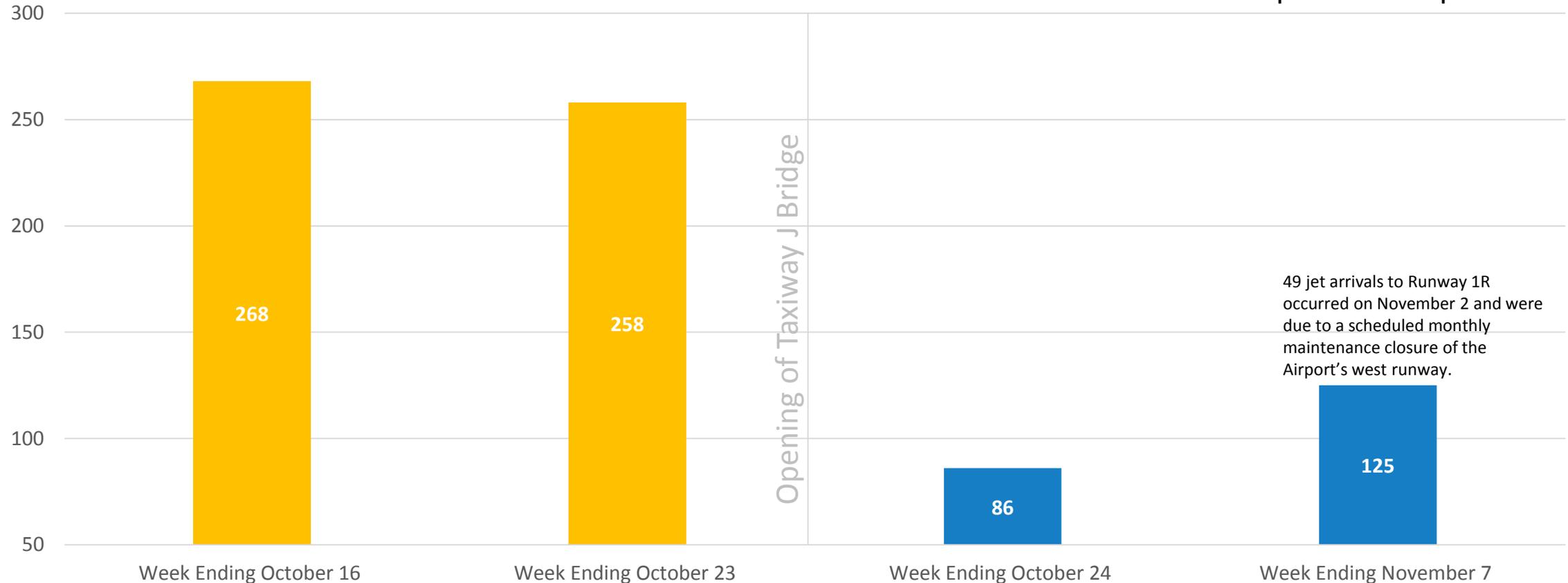
- Reopened on Monday, October 24, 2016.
- The FAA issued a revised Letter to Airmen on October 24, 2016 and the letter is available on the Airport's website.



Runway 1R Jet Landings

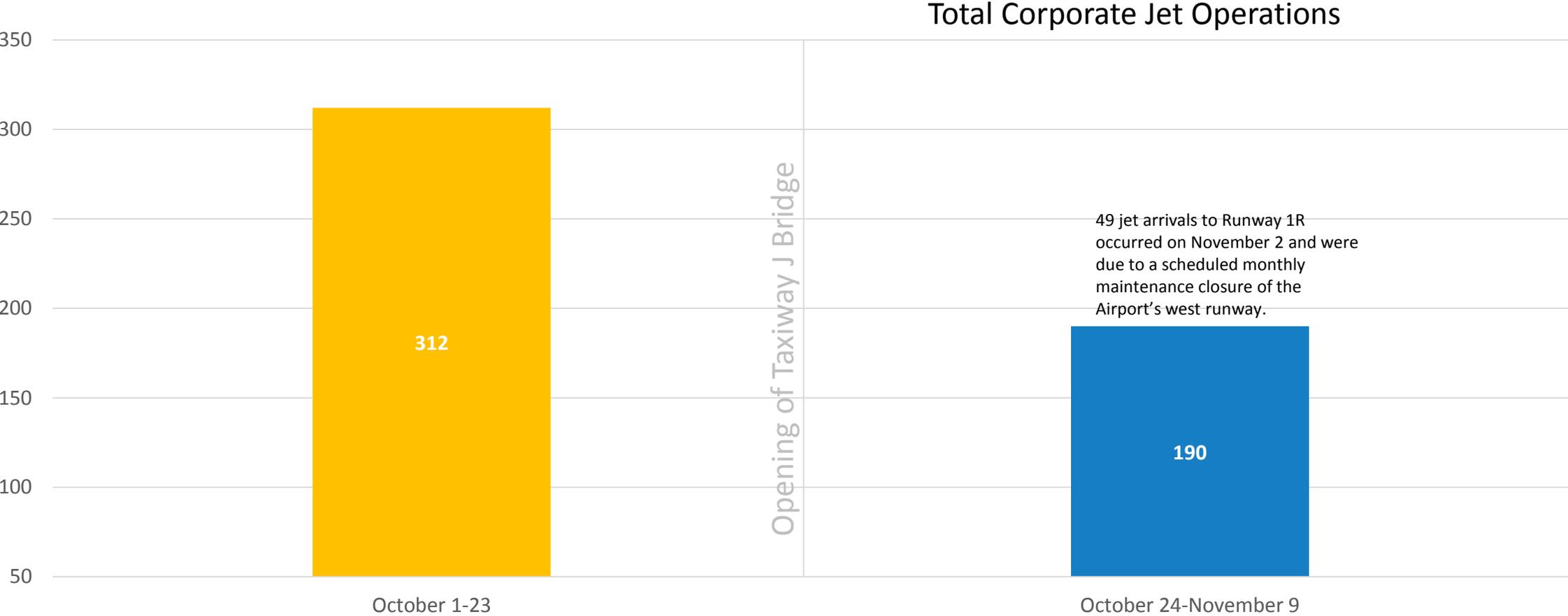
The FAA Tower cleared 60% fewer landings on Runway 1R after taxiway bridge opening

Total Commercial and Corporate Jet Operations



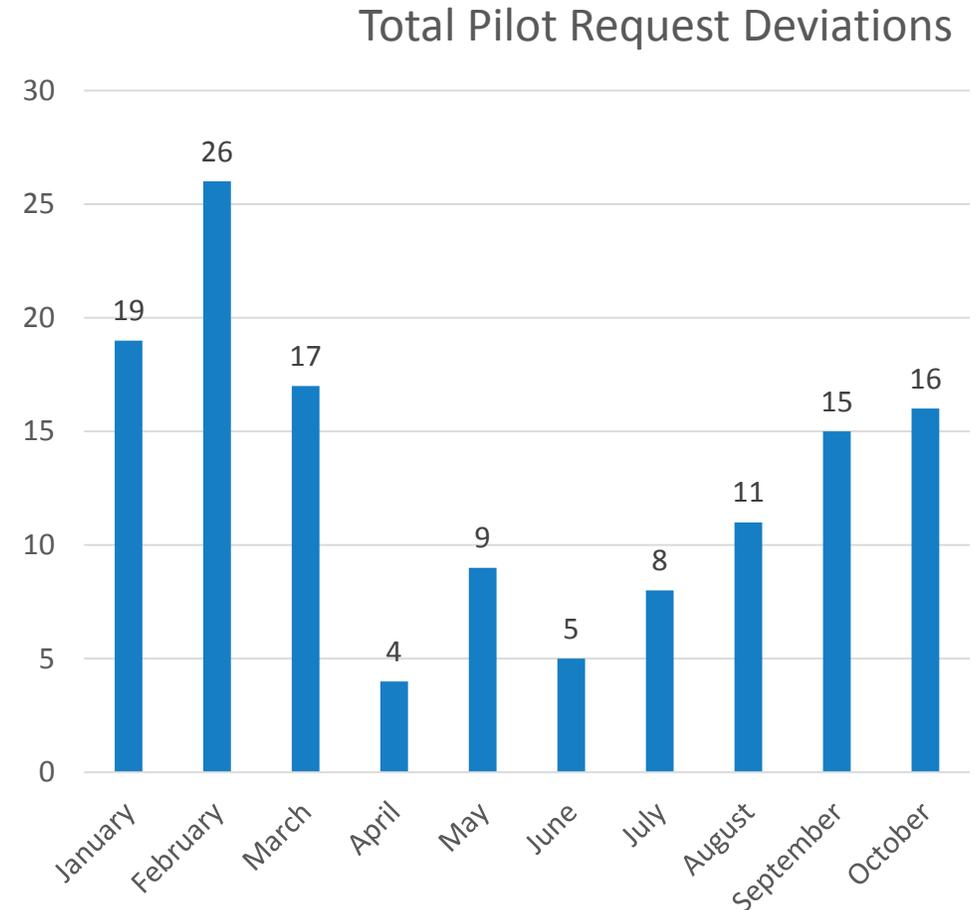
Runway 1R Corporate Jet Landings

The FAA Tower cleared 40% fewer corporate jet landings after taxiway bridge opening.



Commercial Pilot Compliance

- September and October 2016, commercial pilot compliance was 99%.
 - The FAA Tower cleared 31 pilot request deviations out of 21,738 arrivals and departures for the period.



Note: Deviations are for all air carriers which include requests to depart Runway 19L and arrive Runway 1R arrivals.

Corporate Jet Pilot – 1R Arrival Compliance

- From October 24, 2016 through November 7, 2016 corporate jet aircraft were **53% compliant** with landing on Runway 1L.
 - 192 arrivals out of 365 arrivals were cleared by the FAA Tower to land in compliance with the Airport's Voluntary Noise Abatement Program.



Ongoing Noise Office Initiatives

- Corporate Jet Pilot Compliance:
 - Automated Terminal Information Service (ATIS) shares the Airport's Preferential Runway Use Program with pilots and all pilots must acknowledge having received the ATIS before landing or departing the Airport.
 - Ongoing engagement of larger private jet operators on educating their pilots and complying with the Airport's Voluntary Noise Abatement Program.
 - Ongoing initiatives to engage and communicate effectively with owner-operated corporate jet aircraft, which account for the majority of corporate jet traffic landings on Runway 1R, based on data over the past 12 months.
 - Updating postings in crew areas at Fixed-Based Operators (FBO's).
 - Handout for pilots by FBO personnel.
 - Increasing the presence of the Airport's Voluntary Noise Abatement Program to sources used by general aviation pilots for flight planning.

Ongoing Noise Office Initiatives (cont'd)

- Charter Operator Compliance:
 - Hockey season historically creates a higher frequency of late night/overnight charter arrivals.
 - Ongoing efforts to engage with these charter operators regarding the Airport's Voluntary Noise Abatement Program.

Potential Runway Impacts



On January 9, 2017, Tampa will be hosting the National College Football Playoff game at Raymond James Stadium. This event is likely to draw a significant amount of General Aviation traffic to Tampa International Airport. Though the Federal Aviation Administration does not anticipate assigning additional traffic to the Airport's east runway, there is a greater potential for increased traffic on the Airport's east runway due to volume, sequencing and pilot request deviations between January 7, 2017 and January 10, 2017.

Reminder - Scheduled Runway Closures

Required, twice yearly runway rubber removal activity is scheduled for December 4-10, 2016. Based on feedback from the community, these runway closures will be coordinated to take place during daytime hours. Information on the specific day(s) and time(s) for the closures will be communicated in late November/early December.

1st Wednesday of every month – Runway 1L-19R Closed between 7:30 a.m. – 9:30 a.m.

3rd Wednesday of every month – Runway 1R-19L Closed between 7:30 a.m. – 9:30 a.m.

Note: Runway closures are subject to change



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NEXT MEETING

January 12, 2017 from 5:30 p.m. – 6:30 p.m.

AVIATION AUTHORITY BOARDROOM



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