



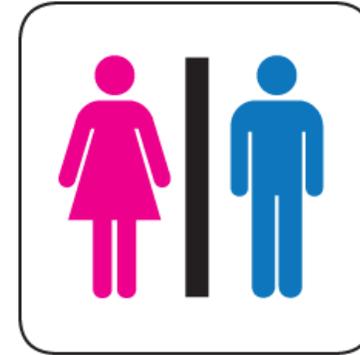
Community Noise Consortium Meeting (CNC)

November 8, 2018



Safety

- **Restrooms:**
 - Outside the door you entered on the left.
- **Emergency Exit:**
 - Door through which you entered and turn right.
 - Follow overhead announcements and/or verbal guidance.
 - Proceed down to Level 1 (baggage claim) and proceed outside.
- **Nearest AED:**
 - Guest Services Information Desk (center of the floor we are on).



Safety

- **Nearest AED:**
 - Proceed out the door you entered towards the middle of the Main Terminal building.
 - Once out of the Boardroom hallway, make a left.
 - Proceed to the center of the floor you are on.
 - AED is located on the outside of the Guest Services Information Desk.



Agenda

- Open Comments (15 minutes)
- Noise Monitoring Office Update (40 minutes)
- Metroplex (5 minutes)

This public meeting is being audio recorded



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

Open Comments



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Noise Monitoring Office Update



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September 2018 Meeting Statement Clarification

Top Complaints During the Period

September 1 – October 31, 2018

- West Runway Closure (October 8-November 4).
- Increased Operations on East Runway (ongoing Taxiway W project):
- North Flow Departures (westerly turns).



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West Runway Closures

October 8, 2018 – November 4, 2018

West Runway Closures

- A closure of the West runway from October 8 through November 4 was necessary to complete work associated with an enhanced FAA safety requirement.
 - Closed continuously from October 8 through October 27.
 - Closed during daytime hours only from October 29 through November 4.

August 17, 2018

Hillsborough County
Aviation Authority
P.O. Box 22287
Tampa, Florida 33622
phone/ 813-870-8700
fax/ 813-875-6670
TampaAirport.com

Dear CNC Participant,

At our bi-monthly Community Noise Consortium (CNC meetings) throughout this year, we have been sharing that our ongoing Taxiway W project will close the Airport's west runway for a period of time this fall. Our team has been working closely with the contractor to measure progress of the project. Through the course of these discussions, we feel we have a better sense of the dates and timeframe needed to complete the necessary work.

At this time, we anticipate a 24/7 closure of the Airport's west runway, Runway 1L/19R beginning on Monday, October 8, 2018, lasting through October 28, 2018 (three weeks). We anticipate an additional week of daytime only closures of the west runway beginning on October 29 through November 4. **During these closures, arriving and departing aircraft will use the Airports east runway, Runway 1R/19L and/or Runway 10-28, the Airport's east-west runway.**

This particular runway closure involves the removal of a taxiway that intersects the Airport's west runway, which is part of a larger taxiway project aimed at enhancing safety. In addition, runway painting work will also take place, along with replacing a number of in pavement runway lights.

The work referenced above will be completed as quickly as possible over the current dates outlined above. As always, weather conditions and other factors will contribute to how quickly this work can be completed.

Sincerely,



Lloyd Tillmann
Director of Operations

North



19R

19L

Taxiway J

10

28

1L

1R

Google South



Runway
1L/19R

Taxiway J



Runway
1L/19R

Taxiway J



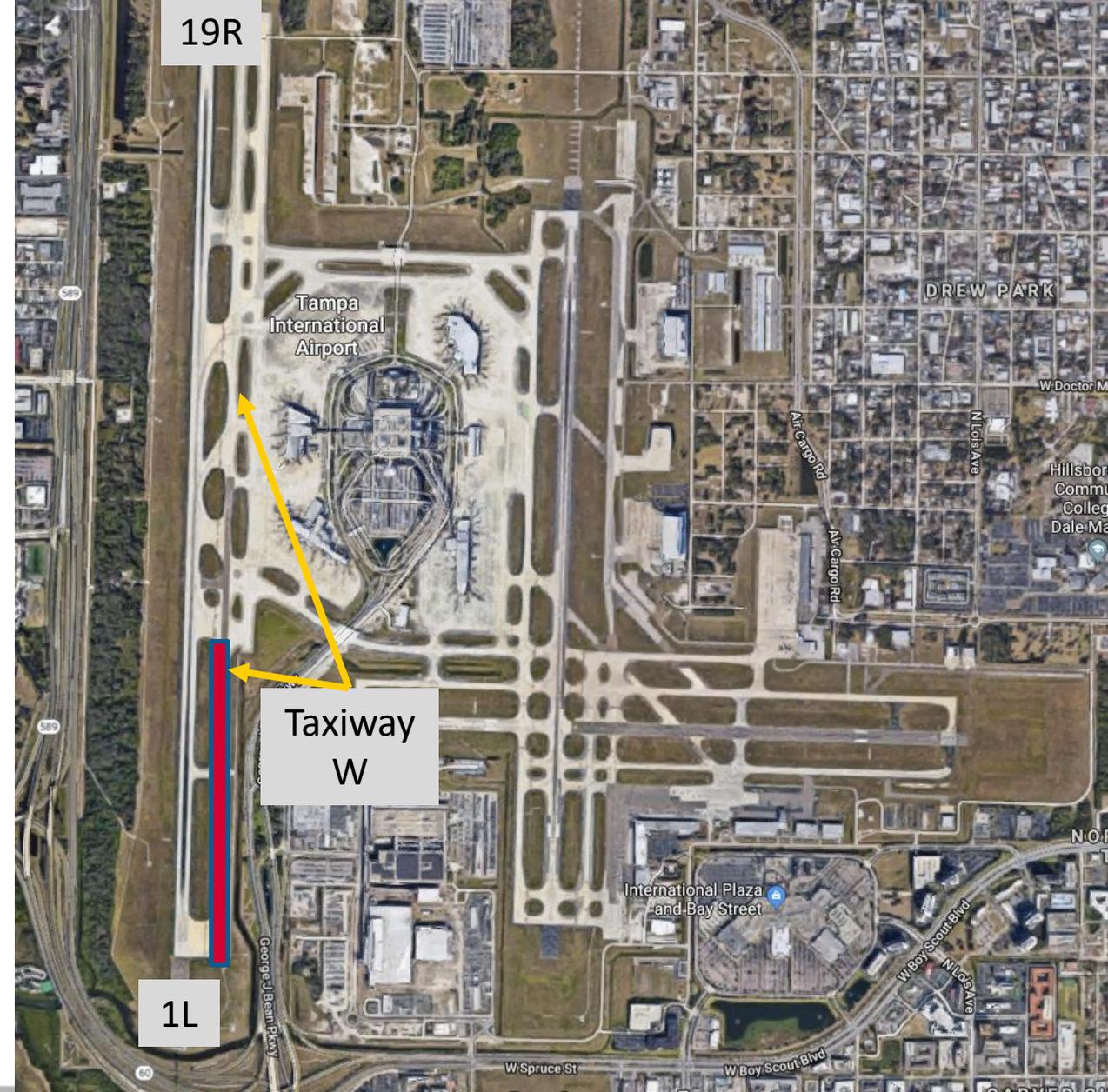


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Increased Operations on East Runway

Operational Impacts

- Beginning on April 12, 2018, an extensive taxiway project began. This work is on Taxiway W, the primary taxiway adjacent to the Airport's west runway.
- The second phase of the project is expected to run through December 2018.
- During this Taxiway work, the following is possible:
 - An increase in departures on Runway 1R in north flow operations.
 - An increase in arrivals on Runway 19L in south flow operations.
 - Runway closure(s) of the west runway will be necessary during some phases of this work. Specific dates and durations are not currently known.



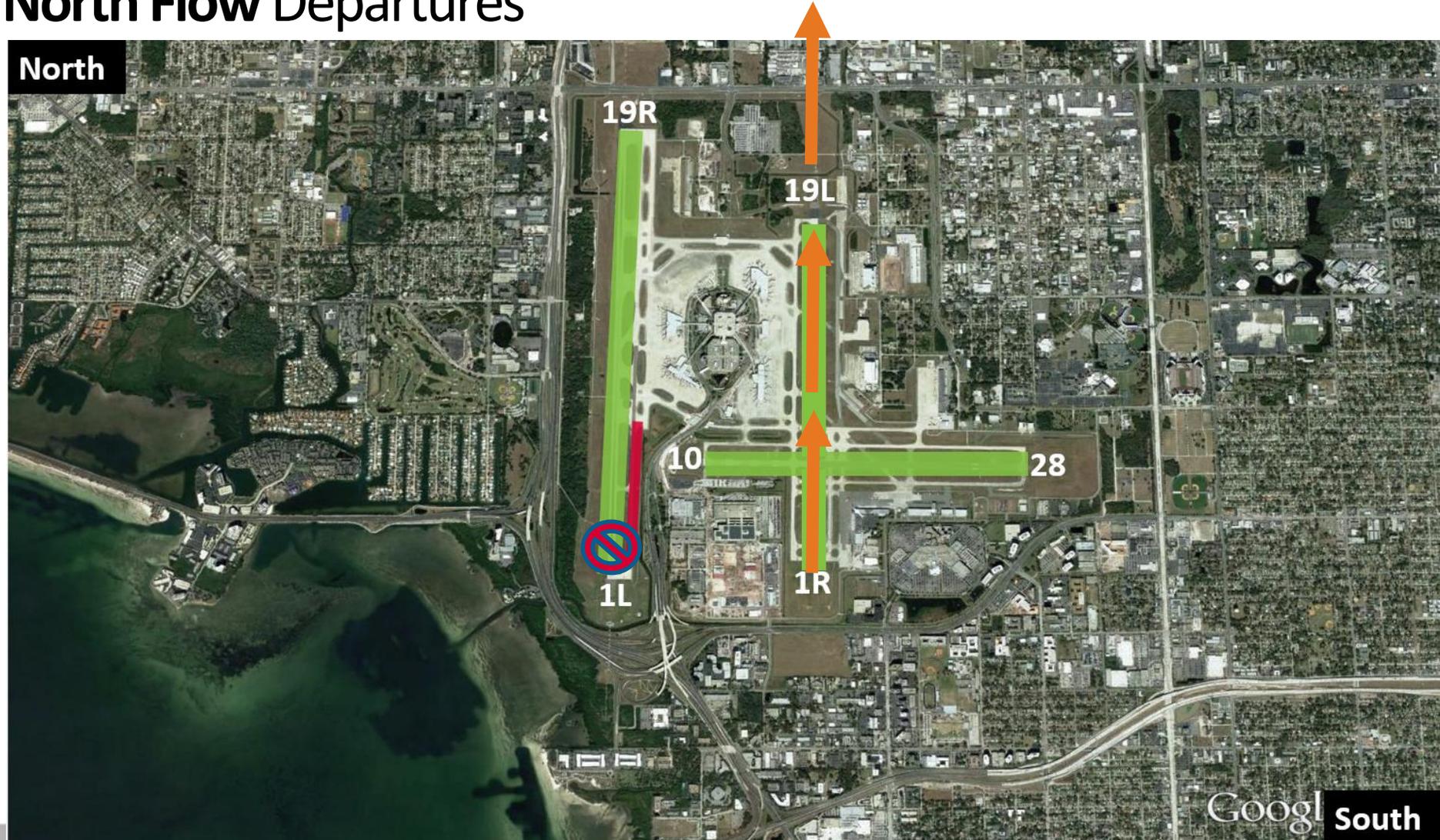
Taxiway W Project: Arrivals During **South Flow** Arrivals

- Under normal conditions, the Airport's west runway would have over 10,000 ft. available for landing aircraft.
- With the taxiway project in place, the length for landing (without the aircraft back-taxiing) in south flow is reduced to as little as 5,500 ft.



Taxiway W Project: Departures During North Flow Departures

- The taxiway project prevents aircraft from directly accessing the approach end of Runway 1L.
- As a result, the majority of departures are placed on Runway 1R for the duration of this project.





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North Flow Departures – Westerly Turns



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Voluntary Noise Program – Highlights

Tampa International Airport



- Federal legislation does not permit Tampa International Airport to have a formal (mandatory) noise program.
 - The majority of airports in the United States have voluntary noise programs like TPA's.
 - A small number of airports have formal noise programs, grandfathered in from legislation passed in the early 1990's.
- Part 150 Noise Studies completed at TPA:
 - First study completed in 1987.
 - Second study completed in 2000.
- Pilot compliance with the program is key to the success of the program.
 - Since January of 2016, 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.

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.



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Noise Abatement 101

December 12, 2018

5:30 p.m. until 6:30 p.m.

Charles Fendig Library – Community Room

RSVP Required Due to Space Restrictions (call 813-870-7843)



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FAA Reauthorization – Highlights

The FAA Reauthorization Bill Included the Following

Sec. 173. Alternative airplane noise metric evaluation deadline.

- Requires that the FAA complete an evaluation of alternative metrics to the current Day Night Level (DNL) 65 standard within one year of the date of enactment.

Sec. 174. Updating airport noise exposure maps.

- Builds on the current requirement that a noise exposure map – for those airports that have one – must be updated when there is a change in the surrounding area, such as a significant new non-compatible use, or a change in the operation of the airport would significantly reduce noise over existing non-compatible uses.

The FAA Reauthorization Bill Included the Following (cont'd)

Sec. 180. Regional ombudsmen.

- Requires the FAA to designate an individual to be the Regional Ombudsman for each region. This individual would serve as a liaison with the public to address “issues regarding aircraft noise, pollution, and safety” and make recommendations to the Regional Administrators to address concerns raised by the public. This individual would also be consulted on proposed changes in aircraft operations within the region, in order to minimize environmental impacts, including noise.

Sec. 189. Study on potential health and economic impacts of overflight noise.

- Requires the FAA to engage a university to conduct a health study in a number of metropolitan areas (Boston, Chicago, the District of Columbia, New York, the Northern California Metroplex, Phoenix, the Southern California Metroplex, Seattle, or such other area as may be identified by the FAA), focusing on “incremental health impacts on residents living partly or wholly underneath flight paths most frequently used by aircraft flying at an altitude lower than 10,000 feet, including during takeoff or landing”; and “an assessment of the relationship between a perceived increase in aircraft noise, including as a result of a change in flight paths that increases the visibility of aircraft from a certain location, and an actual increase in aircraft noise, particularly in areas with high or variable levels of non-aircraft-related ambient noise.”



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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), moving away from ground based navigation to satellite based navigation.
- South-Central Florida implementation (including TPA) not expected for at least 24-36 months.
- Majority of NextGen expected to be fully implemented by 2021.



The FAA Reauthorization Bill Included the Following on Metroplex

Sec. 176. Community involvement in FAA NextGen projects located in metroplexes.

- Requires the FAA to prepare a review (within 180 days) of FAA's community involvement practices for NextGen projects located in Metroplex. That review is to be followed by a report (within 60 days) containing: (1) recommendations for improving community involvement for NextGen projects in Metroplexes; (2) discussion of how and when the FAA will engage airports and communities in PBN proposals, and (3) lessons learned from NextGen projects.

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 October 2018.
 - Potential for public meetings in early 2019.
 - More information to be communicated once made available by FAA.
- The FAA continues their evaluation of the Florida Metroplex project and more information will be made available once communicated by FAA.
- 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.
 - We welcome the opportunity to engage with your HOA to help encourage your community to participate in public FAA meetings, when they are scheduled.





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Monthly Scheduled Runway Closures

Reminder – Scheduled Monthly Runway Closures

1st Wednesday of every month – Runway 1L-19R Closed between 7:30 a.m. – 10:30 a.m.

3rd Wednesday of every month – Runway 1R-19L Closed between 7:30 a.m. – 10:30 a.m.

Note: Runway closure dates, times and lengths are subject to change



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Next CNC Meeting:

Thursday, January 17, 2019

Times: 9:30 a.m. until 10:30 a.m. and 5:30 p.m. until 6:30 p.m.



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Effective January 1, 2019

The Community Noise Consortium will now be called the
Community Noise Forum.



Community Noise Consortium Meeting (CNC)

November 8, 2018

