

APPENDIX I

Public Comments and Responses

This Appendix contains public comments received during the Kick-off Public Workshops in October 2020. Public comments received during the Draft Noise Exposure Map (NEM) Update comment period will be included in this appendix along with their response before submission of the Final NEM Update Report to the Federal Aviation Administration. Items included in this appendix are listed below.

- Appendix I-1 Public Comments at October 2020 Kick-off Public Workshops
- Appendix I-2 Public Comment on Draft NEM Update Report

**COMMENTS AND RESPONSES WILL BE COMPILED FOLLOWING THE
COMPLETION OF CONSULTATION AND CORRESPONDENCE ACTIVITIES**

Appendix I-1

Public Comments at October 2020 Kick-off Public Workshops

From: Jim Montrym <brokerschool2@gmail.com>
Sent: Tuesday, October 13, 2020 11:45 AM
To: Airport Meeting <airportmeeting@qcausa.com>
Subject: Formal Comments - Part 150 Study

Corporate jets(Bank of America/Wells Fargo Etc...) should not be allowed to fly the East-West runway at ALL times.

Jim Montrym
3943 East Eden Roc Cir
Tampa FL. 33634

Sent from my iPhone

From: Adam Bouchard <ABouchard@TampaAirport.com>
Sent: Monday, October 19, 2020 8:12 AM
To: Autumn Ward
Subject: FW: Comments -Part 150 study.

Dear Committee Members:

I attended the Oct. 8th meeting at 4 p.m. I do not want to take up your time - just a few points.

1. Tampa has grown by leaps and bounds since the year 2000- when the last NEM was updated. So has TIA - Commercial Traffic / Air Cargo / private and Corp. air traffic.

2. The N/W section of the County which includes the N/W area of the airport has also grown from a rural area to a large urban- suburban population.

3. The ONLY and CLOSEST residential area to the airport is Dana Shores. It is literally adjacent to the TIA on the West side.

4. We have remained on the edge of the 60 DNL for a very long time. It is now time for this study to recognize the growth of TIA and our proximity - and for us to be seriously considered in this update.

5. Back in the 1970s when 1L/ 19R was much shorter (when we first moved to Tampa) there was a WALL that was erected between that runway and Hillsborough Ave. Obviously, even then it was recognized, that there was a noise issue - despite what I consider - that this area was still Rural.

6. This wall was taken down in order to expand the West Runway.

7. If there was a noise issue then with a shorter runway in a Rural Community — then let us seriously consider the noise impact NOW on a very large N/W community / longer runway / bigger planes / and major expansion of TIA.

8. Points have been made re. bigger planes / more capacity / therefore less number of landings and takeoffs etc. This still does NOT take away from the fact that each plane produces a lot of noise.

9. Hopefully, having made my case for serious inclusion into this NEM update- we want you to understand that we love our TIA. We take several International trips a year (unfortunately not this year) .

There is NO better airport than TIA and NO better city than Tampa.

We wish TIA and its Executives the very best. We just need to write off 2020.

Thank you for your time.

Janet A. Marley, M.D. F.A.C.O.G.

aka: Janet A. Rose

3905 East Eden Roc Circle

Tampa, Fl. 33634.

P.S. In my opinion, the West Runway needs to be 'Noise Sensitive Inclusive' like the East Runway. Due to its physical boundaries, SE Tampa has reached its maximum growth capacity. Expansion is now in the NW sector. We should share air traffic.

From: J Rose <docsjanel@verizon.net>
Sent: Friday, October 16, 2020 9:38 AM
To: Airport Meeting <airportmeeting@qcausa.com>
Subject: Fwd: Comments -Part 150 study.

Resending to be safe.
Janet A. Marley, MD

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

On Thursday, October 15, 2020, Adam Bouchard <abouchard@TampaAirport.com> wrote:

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From: J Rose <docsjanel@verizon.net>

Sent: Thursday, October 15, 2020 5:55 PM

To: Airport Meeting <airportmeeting@qcausa.com>

Cc: ABouchard@TampaAirport.com; aroberts@genesismgt.com; JDarrell@TampaAirport.Com

Subject: Comments part 150 study

Dear committee members,

I believe the DNL does not accurately portray how disruptive noise from airplanes taking off and landing can be. Our community of 300 homes in Dana Shores, which is just West of the airport, is most concerned about very noisy airplanes late at night and very early in the AM. One or two very noisy planes can wake everyone up and that is not reflected by DNL.

I am a surgeon. If I have a patient die or almost die from blood loss it is much more serious than if I average in the previous 20 patients where I lost much less blood and makes light of that very serious problem. I believe you need to look at noise from 11PM to 7AM. If you average all events, including those events which are several standard deviations from the mean, it diminishes the severity of the truly bad event i.e. a very noisy plane in the middle of the night.

Thank you for your time.

Eli Rose, M.D., FACOG

Sent from AOL Mobile Mail

Get the new AOL app: mail.mobile.aol.com

From: J Rose <docsjanel@verizon.net>
Sent: Friday, October 16, 2020 9:44 AM
To: Airport Meeting <airportmeeting@qcausa.com>
Subject: Fwd: Comments part 150 study

Resending to be safe.
Eli L. Rose, MD

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

On Thursday, October 15, 2020, Thomas.McNiff@QCAusa.com <Thomas.McNiff@QCAusa.com> wrote:

Dear Mr. McNiff , I received a failure notice so I am trying another email address.
Thank you for your time.
Eli Rose, MD

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

On Thursday, October 15, 2020, airportmeeting@qcausa.com <airportmeeting@qcausa.com> wrote:

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From: J Rose <docsjanel@verizon.net>

Sent: Friday, October 16, 2020 5:56 PM

To: Adam Bouchard <abouchard@TampaAirport.com>; Jade Darrell <JDarrell@TampaAirport.com>; Airport Meeting <airportmeeting@qcausa.com>

Subject: Fwd: Comments -Part 150 study.

I hope I am not too late. Thought of one more reason to include the West Side in the NEM Update and to evenly distribute landings and take offs on both runways.

The East Runway is capable of handling large planes.

Air Force One routinely lands on 1R / 19L when Presidents come to Tampa. I have photos of the same. President Obama / President Trump.

Therefore we can share runways equally and make the West Runway a noise sensitive runway as well.

Thank you for your time.

Janet A. Marley, M.D.

Sent from AOL Mobile Mail

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From: [Allison Roberts](#)
To: [Airport Meeting](#)
Cc: [Adam Bouchard](#); [Tom McNiff](#); info@danashores.com
Subject: Tampa International Airport -- Party 150 Study - Formal Comments
Date: Friday, October 9, 2020 4:13:39 PM

CAUTION: THIS EMAIL ORIGINATED FROM OUTSIDE OF THE QUEST ORGANIZATION. 1. DO YOU KNOW THE SENDER? 2. WOULD THERE BE A VALID REASON FOR THIS SENDER TO SEND YOU THIS EMAIL? 3. VERIFY THE USER'S ADDRESS IS A VALID ADDRESS, (NOT SPOOFED).

Good day –

I'd like to thank Adam and the entire team working on Tampa International Airport's Part 150 Study. Tuesday evening's presentation was fact filled, the question and answer session was helpful, and I learned a great deal. I am thankful for the team's level of expertise and professionalism, as this study is of great importance to our community, Dana Shores.

Dana Shores is the closest residential community to the airport. Our residents' quality of sleep, overall health, daily moods, and property values are directly affected by airport-related noise.

As we step back and consider both the future of this community and the long-term growth in Tampa Airport's air traffic, we think about our connection with one another. Dana Shores and Tampa Airport have been long-term neighbors, and we have worked side by side as we have grown together. What opportunities then could help us embrace and support our joint future?

We believe a true win-win opportunity may exist. Low-altitude and ground-level operations seem to have the greatest noise impact on our community. Could a sound barrier reduce the spread of noise generated during take off and landing, offering immediate relief for residents and additional long-term flexibility around the airport's use of runway 19R/1L? If so, could this also translate into additional relief for communities south of the airport who prefer use of runway 19R/1L?

It seems likely that temperature inversion during the cooler seasons would boost the efficacy of a noise barrier precisely when it is most needed – when travel volume reaches its peak and wind speed, wind direction, and cooler temperatures move more noise in the Dana Shores community's direction.

With the above in mind, I would like to ask the team to consider the efficacy, costs, and benefits of erecting a sound barrier between the airport and the Dana Shores community to reduce noise associated with takeoffs and landings.

I know this is not a simple request, as there are multiple designs, materials, and locations (e.g., parallel and in proximity to 19R/1L or elevated along the shoulder of the Veteran's southbound lanes (see picture below)) to consider. One option might even be to work with FDOT. Alice Price, who formerly worked at Tampa Airport and now works for FDOT District 7 in the Planning and Environmental Management Office, informed me earlier this year that FDOT had considered a sound barrier in the same vicinity. Although I am not aware of any plans by FDOT to move this forward based on their individual study perspective, I wonder if it would be possible for this Study Group and FDOT to share their individual noise models, evaluate the total noise impact to our community, and evaluate the possibility of jointly erecting a single barrier that manages both airport and highway noise. A joint project might not only offer a more comprehensive solution to the community, it might also allow Tampa Airport and FDOT to share costs and achieve something that might be difficult to justify or cost prohibitive to do on their own.

As I write this, FDOT is actively working on changes to the major roadways in the surrounding area, so there may be a window of opportunity. I recognize that I am neither a noise expert nor a construction expert. So it is with all due respect that I ask that even if a joint construction project with FDOT is not feasible, the team consider whether positioning the barrier along the west side of the Veterans Highway could allow a smaller but still highly effective barrier to be erected by taking advantage of the natural barrier that already exists via the roadway overpass and the smaller footprint of the neighborhood vis-à-vis the airport.

Some of the noise barriers, as shown below, could even be designed to support branding and marketing of Tampa Airport.

Your consideration in this matter would be greatly appreciated. I am also available to talk about this further, meet team members on site to share our thoughts about the area, or provide Ms. Price's contact information.

Best regards,

Allison Roberts

President, Dana Shores Civic Association

3926 Americana Drive
Tampa, FL 33634
(813) 335-8931



<https://www.multivario.co.uk/transparent-noise-barrier-panels>

Appendix I-2

Public Comment on Draft NEM Report

**DOCUMENTATION TO BE ADDED
FOLLOWING DRAFT NEM COMMENT PERIOD**