

APPENDIX I

Public Comments and Responses

This Appendix contains public comments received during the Kick-off Public Workshops in October 2020 and public comments received during the Draft Noise Exposure Map (NEM) Update comment period. Public comments include written comments received by mail and in-person, and comments sent by electronic mail (i.e., e-mail). Responses to comments are also included in this Appendix. Items included are listed below.

- Appendix I-1 Comments and Responses
 - Public Comments at October 2020 Kick-off Public Workshops
 - Public Comments on the Draft NEM Update Report

APPENDIX I-1

Comments and Responses

Comment Responses

This sub-appendix contains a list of all parties that submitted comments throughout the Tampa International (TPA) Airport Noise Exposure Map (NEM) Update, the comment letters, and Hillsborough County Aviation Authority (HCAA) responses. For the purposes of the Final NEM Update report, all comment formats (e.g., comment forms and e-mails) are referred to as comment “letters.”

It should be noted that the comment letters included in this Appendix are presented exactly as they were received and may contain typographical errors and/or misspellings. They have not been edited in any way and are provided in this manner to show that they were quoted exactly as they were in their original form. Additionally, it is worth noting that comments were received either in-person, through the project website or by electronic mail (e.g., e-mail).

Comment Letter Coding

The enclosed table includes a list of public comment letters, with the name(s) of each party that provided a comment. Each comment letter was assigned a unique Letter Code to catalog the submittal. Public comments are generally organized in the order they were received, as practicable. For each comment letter, an individual response was developed based on the nature of the comment received. The HCAA received a total of 6 public comments.

Letter Codes consist of a character and a number to identify each comment letter. The first character identifies the type of commenter (affiliation code):

- KO – Comments at October 2020 Kick-off Public Workshops
- NEM – Draft NEM Update Report Public Comment

The number identifies the specific comment letter. For example, a Letter Code “KO-5” describes the comment letter as being the 5th letter received during the Kick-off Public Workshop Comment period.



INDEX OF PUBLIC COMMENT LETTERS

Commenter	Letter Code(s)
Public Comments	
Allison Roberts	KO-1
Eli Rose, M.D.	KO-4
Janet Marley, M.D.	KO-3, KO-5
Jim Montrym	KO-2
John King	NEM-1

Comments and Responses

Public Comments at October 2020 Kick-off Public Workshops

KO-1

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>

Response to Comment KO-1

Dear Allison Roberts,

Thank you for submitting your comments regarding the Tampa International Airport (TPA or the Airport) Draft Noise Exposure Map (NEM) Update. Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, provides airport operators with a formal process for addressing airport noise and noncompatible land uses. Part 150 studies are voluntary and are typically prepared by airport operators interested in improving land use compatibility in local communities.

The health effects of noise were considered when the Federal Aviation Administration (FAA) was required by Congress, through the Aviation Safety and Noise Abatement Act of 1979, to select one metric for describing aircraft noise levels. The FAA selected the use of Day-Night Average Sound Level (DNL), which is required for all Part 150 studies and continues to review its policy periodically based on ongoing research. While impacts on property values are beyond the scope of 14 CFR Part 150, there are more than 100 factors that influence home value. Studies conducted at other airports have concluded that airport noise only has a slight impact on property values within the DNL 65 decibel and greater contours, which is the threshold used by FAA to determine land use compatibility.

While it is beyond the scope of this Study, the Hillsborough County Aviation Authority (HCAA) is aware of the Dana Shores community concerns and independent of this NEM Update is evaluating what, if any, benefits that a sound barrier located between the Dana Shores and the Airport could provide. HCAA is currently unaware of Florida Department of Transportation plans to build a barrier in the vicinity of the Airport. Based on Federal regulations, if the noise study conducted as part of improvements to the Veterans Highway/Memorial Highway/SR 60 interchange determined that abatement was warranted, met noise reduction requirements as well as the cost benefit analysis, and all engineering constraints were resolved, then it would have been constructed as part of the roadway project.

KO-2

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

Response to Comment KO-2

Dear Jim Montrym,

Thank you for submitting your comments regarding the Tampa International Airport (TPA) Draft Noise Exposure Map (NEM) Update. The purpose of the NEM Update is to determine the current (2021) and projected future (2026) noise exposure conditions and determine if there are land uses that are not compatible with that noise exposure. If noncompatible land uses are identified, a second phase of the study would review measures to address those noncompatible land uses. The findings of the NEM report are included in Chapter 5.

Hillsborough County Aviation Authority (HCAA) manages and maintains TPA but has no control over aircraft in flight. The Federal Aviation Administration (FAA) has the primary role of ensuring safe and efficient use of the National Airspace System. The FAA is responsible for the movement of aircraft on the airfield and in the air and has the sole authority to implement noise abatement operational procedures. Any noise abatement procedures considered by the FAA must be consistent with air safety, all legal requirements, and demonstrate a reduction in noise for noncompatible land uses. Commercial service airports, such as TPA, are generally prohibited from restricting runways for reasons other than safety. As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to support aircraft arrival and departure operations at all times. If a pilot requests use of a specific runway, the FAA must accommodate that request if it is able based on the operational conditions.

KO-3

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:

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: 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.

Response to Comment KO-3

Dear Janet Marley, M.D.,

Thank you for submitting your comments regarding the Tampa International Airport (TPA or the Airport) Noise Exposure Map (NEM) Update. In accordance with Title 14 Code of Federal Regulations (CFR) Part 150, the Draft NEMs were prepared for two scenarios: existing conditions (2021 Existing Condition) and a five-year future year (2026 Future Condition). The NEMs include consideration of the current and future expected aircraft fleet and the specific performance and noise characteristics of those aircraft.

The NEMs for the 2021 Existing Conditions and 2026 Future Conditions depict the Day-Night Average Sound Level (DNL) 65 and higher contours on land use maps to identify areas that are either compatible or noncompatible. A “noncompatible land use” is a land use exposed to aircraft noise in excess of the thresholds established in Appendix A, Table 1 of 14 CFR Part 150. DNL 65 is the threshold used by Federal Aviation Administration (FAA) for land use compatibility planning purposes and is the threshold used in this Draft NEM Update. As shown in the NEMs (see Appendix J), the DNL 65 contours on the west side of Runway end 1L do not cross Veterans Highway into the Dana Shores community in either the 2021 Existing Condition or the 2026 Future Condition NEMs. Therefore, the Dana Shores community is considered compatible in accordance with 14 CFR Part 150 guidelines.

While it is beyond the scope of this Study, the Hillsborough County Aviation Authority is aware of the Dana Shores community concerns and independent of this NEM Update is evaluating what, if any, benefits that a sound barrier located between the Dana Shores and the Airport could provide.

KO-4

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

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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
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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:

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

Response to Comment KO-4

Dear Eli Rose, M.D.,

Thank you for submitting your comments regarding the Tampa International Airport (TPA) Noise Exposure Map (NEM) Update.

Day-Night Average Sound Level (DNL) is the standard required metric for quantifying aircraft noise exposure. As a result of the 1979 Aviation Safety and Noise Abatement Act (ASNA), Congress required the Federal Aviation Administration (FAA) to select a single metric to standardize the evaluation of aircraft noise. In response to ASNA and through Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*, the FAA formally adopted DNL as its primary metric for evaluating aircraft noise to ensure consistency across the country.

DNL is the 24-hour average sound level in A-weighted decibels. In order to comply with Part 150 regulations, this average is derived from all aircraft operations and represents an airport's average annual operational day during a 24-hour period. In calculating DNL, sound events that happen at nighttime (10:00:00 P.M. and 6:59:59 A.M.) receive an additional 10 decibel weighting. Due to the logarithmic nature of noise, this means that each operation occurring at nighttime counts as 10 daytime operations for the purposes of determining cumulative noise exposure. This extra weight represents the greater annoyance that nighttime sounds typically cause for most people. The Hillsborough County Aviation Authority (HCAA) has implemented a number of measures to reduce noise exposure to communities surrounding TPA. For example, HCAA currently implements a nighttime preference for Runway 1L arrivals and Runway 19R departures to all aircraft.

As required by 14 CFR Part 150, the DNL metric is used to determine the noise exposure for current conditions and a forecast year five years in the future. The TPA NEM Update was based on actual 2020 operational data as well as 2021 and 2026 projected activity, which includes operations during both morning and nighttime hours.

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

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

On Friday, October 16, 2020, airportmeeting@qcausa.com <airportmeeting@qcausa.com> wrote:

Resending to be safe.

Janet A. Marley, MD

Sent from AOL Mobile Mail

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

Dear Committee Members:

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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.

Response to Comment KO-5

Dear Janet Marley, M.D.,

Thank you for submitting your comments regarding the Tampa International Airport (TPA) Draft Noise Exposure Map (NEM) Update. The purpose of the NEM Update is to determine the current (2021) and projected future (2026) noise exposure conditions and determine if there are land uses that are not compatible with that noise exposure. If noncompatible land uses are identified, a second phase of the study would review measures to address those noncompatible land uses. The findings of the NEM report are included in Chapter 5.

Hillsborough County Aviation Authority (HCAA) manages and maintains TPA but has no control over aircraft in flight. The Voluntary Preferential Runway Use Program at TPA has continually evolved since the late 1950s as a voluntary cooperative agreement between the HCAA and the Tampa Federal Aviation Administration (FAA) Air Traffic Control Tower. That agreement seeks to voluntarily limit use of Runway 1R for arrivals and 19L for departures by commercial aircraft to reduce overflights of densely populated areas to the south. Commercial service airports, such as TPA, are generally prohibited from restricting runways for reasons other than safety. As a condition of receiving funding from the FAA, an airport is obligated to keep its runways open and available to support aircraft arrival and departure operations at all times. Any noise abatement procedures considered by the FAA must be consistent with air safety, all legal requirements, and demonstrate a reduction in noise for noncompatible land uses. If a pilot requests use of a specific runway, the FAA must also accommodate that request if it is able based on the operational conditions.

Comments and Responses

Public Comments on Draft NEM Update Report



Draft Noise Exposure Map Comment Form

Please use the space below to provide your comments regarding the assumptions used in the development of the updated Draft Noise Exposure Maps (NEMs) for the Title 14 of the Code of Federal Regulations (CFR) Part 150 Study at Tampa International Airport (TPA). Your comments will be reviewed and considered in the Final NEM Update Report submitted to the Federal Aviation Administration (FAA) for review and approval. If you wish to receive future project updates, please provide your contact information on the other side of this form. Thank you for joining us—your participation is appreciated.

To Whom it may concern.

Thank you for your time and effort in conducting this study and for making this presentation. Even though it is unlikely to result in any significant changes, I do think it is a worthwhile effort, to educate and inform the public, particularly those living in the approaches to TPA, doing so may result in fewer complaints. I am confident ^{the FAA} TPA and the aircraft industry will, over time, do what it can to mitigate and abate aircraft noise over residential areas.

John W. King

Please drop this form in the Comment Box at the Workshop, or submit it by October 26, 2021 via email to airportmeeting@qcausa.com or mail to:

ESA
c/o TPA Part 150 Study
5404 Cypress Center Drive, Suite 125
Tampa, FL 33609

813-481-9128
johnking109
@hotmail.com

Please note: All comments will be made publicly available.

Response to Comment NEM-1

Dear John King,

Thank you for submitting your comments regarding the Tampa International Airport (TPA) Draft Noise Exposure Map (NEM) Update.

The Hillsborough County Aviation Authority (HCAA) implemented a proactive consultation and public involvement program that exceeded the requirements of Title 14 Code of Federal Regulations (CFR) Part 150 and provided opportunities for meaningful public engagement and participation in development of the Draft NEMs. The Study website (www.tampaairport.com/part-150-study) made study-related information and documents available to stakeholders, agencies, and the general public.

Independent of the Part 150 process, the TPA Noise Office holds regular Community Noise Forum (CNF) meetings on a bi-monthly basis where the public is encouraged to join. Current members of the CNF consist of people from all areas surrounding TPA that are interested in noise. All presentations and information reviewed at the bi-monthly meetings are provided on HCAA's webpage (www.tampaairport.com/community-noise-forum-and-noise-monitoring-office-reports), including monthly Noise Monitoring Office Reports, Community Noise Monitoring Reports, and daily runway use deviation information. We encourage for all individuals who are interested to participate in the CNF to reach out to the TPA Noise Office using that contact information listed at <https://www.tampaairport.com/noise-abatement>.