



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

February 15, 2016

Hillsborough County
Aviation Authority
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Dear Community Member,

We had a strong turnout at our last Community Noise Consortium (CNC) meeting on January 14, 2016, where Dennis Roberts, Regional FAA Administrator, described the FAA's Air Traffic Control flight procedures for air traffic departing and arriving at TPA. Additionally, Ted Baldwin with Harris, Miller, Miller & Hanson (HMMH), addressed the recently completed review of TPA's updated noise contour study south of Runway 1R with respect to the temporary change in traffic flow that validated the planning documents filed with the FAA.

As we have shared previously, we plan to hold CNC Meetings bi-monthly instead of quarterly, and we will continue to engage and communicate with our neighboring communities.

Before our next CNC meeting on March 10, I wanted to address the information on the airport's historical operations shared by our neighbors at recent meetings.

Statements were made that commercial jet arrivals to Runway 1R have increased every year since 2011 and that there has been a 300% increase in the use of Runway 1R by commercial jet aircraft when comparing 2014 to 2011. According to our data, commercial jet landings on Runway 1R were actually 32% lower in 2014 compared to 2011. Below are the total number of annual commercial jet arrivals between 2011 and 2015 on Runway 1R:

- 2011 2,004
- 2012 941
- 2013 3,437
- 2014 1,363
- 2015 3,730

Generally speaking, spikes in operations on 1R have been due to construction. Landings on 1R in 2011 were higher than initially thought because data from when the runway was numbered 36R, which was the case in early 2011, were not included in the total. As some of you may recall, the runway was renumbered due to a magnetic heading variation.

It was also shared that operations at the airport were 52% lower in 2015 compared to 2000 and 47% lower in 2015 when compared to 2005. In fact, total operations in 2000 were 277,863, as compared to 270,124 in 2005 and 189,865 in 2015, a 30% and 32% reduction respectively.

We fully recognize that residents south of Runway 1R have seen an increase in commercial jet landings on Runway 1R since our Taxiway J construction project began last February. As we have shared previously, this is a temporary situation and once the construction of the Taxiway J bridge is complete in September, commercial jet arrivals will return to previous arrival and departure patterns, within the guidelines of our Voluntary Noise Abatement Program.

In the coming months, we are undertaking a number of steps to further engage our airlines that operate at TPA with regard to complying with our Voluntary Noise Abatement Program and we plan to enhance our website and noise reporting software to make it easier for you to file a complaint, as well as track the actual aircraft flying overhead. We'll share more detail regarding these initiatives at our next CNC Meeting on March 10, 2016, at 5:30pm in the Aviation Authority Boardroom. We look forward to seeing you then.

Sincerely,



Lloyd Tillmann
Director of Operations