



## **Welcome to the Hillsborough County Aviation Authority Public Workshop for the Tampa International Airport Part 150 Noise Exposure Map (NEM) Update**

### **INTRODUCTION**

The Hillsborough County Aviation Authority (HCAA) welcomes and thanks you for attending this Public Workshop for the Draft Noise Exposure Map (NEM) Update for Tampa International Airport (TPA).

This Study, known as an NEM Update, follows the process outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. The updated NEM is designed to clearly identify TPA's present and future noise exposure, and the land uses which are not compatible with that exposure.

HCAA has been active in addressing aircraft noise concerns and previously completed Part 150 Studies to gain a better understanding of the TPA's noise exposure. HCAA completed its first Part 150 Study in 1987. The most recent Part 150 Study was completed in 2000. From these studies, HCAA has developed multiple programs to reduce noise impacts, including the establishment of a noise officer position, installing a noise monitoring system, and creating an on-line noise complaint portal.

HCAA decided to update the existing NEMs to further the understanding of current and long-term noise exposure at TPA. This Part 150 Study was initiated in late 2019 but was delayed due to the COVID-19 pandemic. In October 2020, the HCAA held a series of public workshops to educate the community on the Part 150 Study process and to solicit feedback. Since then, the Draft NEM Update Report was prepared, which details the assumptions and methodologies used to develop the 2021 Existing Conditions and 2026 Future Conditions NEMs. The Draft NEM Update Report can be found on the study website at [www.tampaairport.com/part-150-study](http://www.tampaairport.com/part-150-study). The workshops are being held to gain feedback from the Tampa community on the inputs used to develop the Draft NEM Update Report. This meeting is designed as an "open house" format with no formal presentation so that attendees have maximum opportunity for one-on-one interaction to help answer questions.

Members of the study team are available to answer any questions. The study team is led by Environmental Science Associates (ESA)—the consulting firm hired by HCAA to perform the NEM Update. ESA is an environmental consulting and planning firm with 50 years of experience in all aspects of project planning, environmental assessment, and regulatory compliance. ESA has over 35 years of experience in environmental analysis for more than 150 commercial service and general aviation airports throughout the United States, including Part 150 Studies for Fort Lauderdale International, LaGuardia, and JFK International Airports. ESA is the industry's leading expert in providing noise compatibility planning and public outreach to airport communities.

This handout serves as a guide to the topics that are covered by the boards presented at this Public Workshop. We encourage you to visit each informational board and review the materials provided. A summary of the board content is provided below.

### **Tampa International Airport Overview**

A general overview of TPA as well as data and statistics regarding the operational history and growth of the Airport.

### **Part 150 Overview**

An outline of the study process dictated by 14 CFR Part 150, which establishes the methodology to be followed when determining aircraft noise exposure on the surrounding communities as well as developing a program to ensure the compatibility of surrounding land uses with the anticipated noise exposure.

### **Existing Noise Program**

HCAA's on-going noise-reduction efforts at TPA.

### **Noise Modeling**

A brief introduction to the noise modeling process required by 14 CFR Part 150 to be used in an NEM Update, including the data collection process.

### **Understanding Noise and Sound Level Metrics**

The science behind acoustics and the various sound level metrics used in a Part 150 Study and information regarding land uses and noise sensitive sites according to 14 CFR Part 150.

### **Noise Modeling Assumptions**

The assumptions used in noise modeling to develop the Draft 2021 Existing Conditions and 2026 Future Conditions NEMs. Information includes operational activity, runway use, stage length, engine run-ups, and flight tracks used to develop the NEMs.

### **Draft NEMs**

A depiction of the modeled noise exposure at TPA and number of properties within the Day-Night Average Sound Level (DNL) 65 contour for the 2021 Existing Conditions and 2026 Future Conditions.

### **Project Schedule and Submitting Comments**

The next steps in the NEM Update process. Also included is how you can submit an official comment for consideration in developing the Final NEM Update Report. You may provide written comments either during this meeting or via mail following the meeting. Comment forms are available at this meeting to submit here, via email to [airportmeeting@qcausa.com](mailto:airportmeeting@qcausa.com), or by mail to:

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

All comments must be postmarked by **October 26, 2021 at 5:00PM**.

Part 150 Study updates and additional information are provided on the project website at:  
[www.tampaairport.com/part-150-study](http://www.tampaairport.com/part-150-study)

**Thank You for Your Participation!**