

Part 150: Records of Approval

Tampa International Airport, Tampa Bay, Florida

Approved on 2/1/01

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. The FAA has provided technical advise and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of measures in this ROA will be subject to applicable environmental or other procedures or requirements.

The operational and land use control measures below summarize as closely as possible the airport operator's recommendations in the Noise Compatibility Program (NCP) and are cross-referenced to the program. The statements contained within the summarized operational and land use control measures and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

OPERATIONAL MEASURES

1. Maximize Daytime South Flow Preferential.

This measure recommends maximizing the daytime (6:00 a.m. to 12:00 midnight) south flow preferential based on improved language in the existing ATCT Letter to Airmen No. 98-05 to better define assignment practices. (pages 7-2, 7-5, 7-6, 7-23, 7-24 and 9-1; Tables 7.1, 7.2 and 9.2; and Appendix D).

FAA Action: Approved.

2. Preferential Order of Runway Use Adoption.

This measure recommends adopting the runway use in order of priority in the existing ATCT Letter to Airmen consistent with operating conditions and reasonable attention to delay to reduce non-compatible land use impacts. (pages 7-2 and 9-1; Table 9.2; and Appendix D).

FAA Action: Approved.

3. Extend Night Preference of Runway 36L Arrivals and 18R Departures to All Aircraft.

This measure recommends that when wind, weather, field, and traffic conditions permit, and no excessive delays will result, the preference for 36L arrivals and 18R departures for turbojet operations from 12:00 midnight to 6:00 a.m. in the current ATCT Letter to Airman be extended to all aircraft, not just turbojets, to reduce non-compatible land use impacts. (pages 7-2, 7-3, 7-7, 7-

8 and 9-1; Figure 7-19; Tables 7.1, 7.3 and 9.2; Appendix D; and letter dated November 29, 2000).

FAA Action: Approved.

4. Initial Turbojet Departure Headings.

This measure recommends that departing turbojet aircraft be assigned initial departure headings as indicated in the existing ATCT Letter to Airmen No. 98-05 and that the aircraft remain on the designated track until reaching an altitude of 3,000 feet, unless operationally required to turn. These headings are Runways 36L or 36R – track 360, Runway 18R – track 200, Runway 18L – track 210, Runway 27 – track 270 and Runway 9 – track 090. This measure prevents turns over noise sensitive areas at low altitude. (pages 7-2, 7-3, 7-8, 7-9 and 9-1; Figures 7-1 to 7-10; Tables 7.1 and 9.2; and Appendix D).

FAA Action: Approved.

5. Noise Abatement Propeller Aircraft Flight Paths for Runway 36L and 36R Departures.

This measure recommends a change to minimize turns greater than 20 degrees for propeller aircraft departures off Runways 36L and 36R (less than 360° M (magnetic) on Runway 36L and greater than 20° M on Runway 36R) as permitted by operating conditions to reduce impact to non-compatible land uses. (pages 7-3, 7-20 to 7-23, 9-1, 9-3, and 9-4; Figures 7-28 and 7-29; Tables 7.1 and 9.2; Appendix D; and letter dated November 29, 2000).

FAA Action: Approved as an informal process whenever traffic and other operational conditions permit.

6. Limit Base Legs for Runway 36L Arrivals North of MacDill AFB.

This measure recommends that when wind, weather, field, and traffic conditions permit, and no excessive delays will result, turbojets will not conduct base legs on east downwind approaches to Runway 36L north of MacDill Air Force Base to prevent overflight of residential areas. (pages 7-3, 7-19, 7-20, 7-23, 7-24, 9-1 and 9-2; Figures 7-26 and 7-27; Tables 7.1, 7.9 and 9.2; and Appendix D).

FAA Action: Approved as an informal process whenever traffic and other operational conditions permit.

7. Helipad on East Side of Airport.

This measure recommends the helipad location continue to be on the east side of the Airport to help separate helicopter traffic from fixed wing flows, and thereby reduce unnecessary overflights of areas adjacent to the Airport. (pages 7-1, 7-2, 7-12 and 9-2; Tables 7.1 and 9.2; and Appendix D).

FAA Action: Approved.

8. Turbojet Use of Distant Noise Abatement Departure Procedures.

This measure recommends that operators of turbojet aircraft be encouraged to use the “distant” Noise Abatement Departure Procedure (NADP) profiles, as recommended in FAA Advisory Circular 91-53A for turbojets over 75,000 pounds, or by National Business Aviation Association

(NBAA) or manufacturers for corporate jets to complement existing departure procedures. (pages 7-2, 7-10, 7-16 to 7-18, 7-23 and 9-2; Figures 7-11 to 7-14 and 7-23 to 7-25; Tables 7.1, 7.7 and 9.2; Appendix D; AC 91-53A; and letter dated November 29, 2000).

FAA Action: Approved.

9. Turbojet Use of ATA Noise Abatement Arrival Procedures.

This measure recommends that operators of turbojet aircraft be encouraged to use Air Transport Association (ATA) recommended noise abatement arrival procedures to complement existing arrival procedures. (pages 7-2, 7-10, 7-22 and 9-2; Tables 7.1, 7.10 and 9.2; and Appendix D).

FAA Action: Approved.

10. Shared Runup Enclosure for Turbojet Maintenance Runups Above Idle Power.

This measure recommends that an engine maintenance runup enclosure be constructed at the north end of the existing Delta Air Lines maintenance ramp, with the opening oriented to the south, with the requirement that operators share the facility and use it for all maintenance runups above idle power. Idle runups would continue at previously approved locations. This enclosure will reduce the number of people exposed to runup noise in residential areas adjacent to the airport. (pages 7-2, 7-11, 7-18, 7-19, 7-23 and 9-2; Figures 6-1, 6-2 and 7-15; Tables 7.1, 7.8 and 9.2; and letter dated November 29, 2000).

FAA Action: Approved.

11. Amend Tower Letter to Reflect Revised NCP.

This measure recommends that the existing ATCT Letter to Airman No. 98-05 be amended to reflect the recommended NCP changes identified above. (pages 7-23, 7-24 and 9-2; Table 9.2; and Appendix D).

FAA Action: Approved.

LAND USE MEASURES

1. Zoning for Compatible Land Use. (Pages 8-1 to 8-3, 9-2 and 9-3; Figures 3-6R and 6-4; and Tables 6.1R and 9.3) Zoning to promote compatible land use in airport noise zones and to allow only low density uses in noise zones.

FAA Action: Approved.

2. Overlay Zoning. (Pages 5-4, 5-5, 8-1 to 8-3, 9-2 and 9-3; figure 5-3; and Table 9.3) Overlay zoning to require noise reduction construction techniques for land uses permitted in noise zones.

FAA Action: Approved.

3. Public Information Program. (Pages 8-1, 8-3, 9-2, 9-3 and 9-9; and Table 9.3) Public information program to provide information on aircraft noise zones and noise impacts.

5. Soundproofing/Climate Control Program (Pages 8-1, 8-3, 8-4 and 9-3, Figures 6-3R and 6-4; and Tables 6.1R, 8.2, and 9.3) Reduce the interior noise levels to 45 dBA for all existing residences in the Mariners Estate Subdivision and in the vicinity of Bridal Veil Path located within the DNL 65 dBA contour.

FAA Action: Approved. Thirty-four (34) single family residences, 22 within the Mariners Estate Subdivision, fall within the geographic coverage of this measure. The FAA is aware that the city council, representing the local land use jurisdiction, incorporated restrictive covenants as part of plat approval for development of the Mariners Estate Subdivision. The covenant states that no property owner in the subdivision has the right to damages on account of aircraft noise, vibrations, aircraft lights, or other nuisances resulting from aircraft overflights and runs with the land. (See attached letter from L. Miller, Tampa International Airport to FAA Program Manager dated October 17, 2000.)

Even though the City Council incorporated restrictive covenants in the plat approval for development of this subdivision, soundproofing in this neighborhood would enhance land use compatibility. FAA policy recognizes that soundproofing may be combined with other mitigation measures. FAA encourages airport proprietors to combine measures such as aviation easements with soundproofing. While easements provide legal compatibility, they are not desirable alone because easements do not diminish actual noise impacts on people. To the extent that it is unclear whether the plat restriction is a conclusive bar to legal recovery under Florida law, soundproofing would also provide additional protection for the airport. There is no federal prohibition on the airport operator's obtaining easements in exchange for soundproofing.

CONTINUING PROGRAM MEASURES

1. Noise Abatement Officer Staffing.

This measure recommends that the Hillsborough County Aviation Authority continue to provide Noise Abatement Office Staffing to support the program. (pages 9-4 and 9-9; and Table 9.4).

FAA Action: Approved.

2. Airport Noise and Operations Monitoring System.

This measure recommends that the existing airport noise and operations monitoring system be upgraded and expanded to have the capability to monitor, record, analyze, and report actual flight track geometry and runway utilization to provide a basis for determining compliance with the program and responding to citizen inquiries. The system would include operations and noise monitoring software, two permanent noise monitors, two portable noise monitors, passive radar systems, data storage, and a direct connection with the TRACON ARTS system. (pages 9-4, 9-8 and 9-9; and Table 9.4).

FAA Action: Approved.

3. Periodic Evaluation of Noise Exposure, and NEM and NCP Revision.

This measure recommends that periodic evaluation and review of noise exposure be continued and that the NEM and NCP be revised as necessary. (pages 9-4 and 9-9; and Table 9.4).

FAA Action: Approved.

4. Noise Abatement Committee.

This measure recommends that the Noise Abatement Advisory Committee be continued to provide regular review and input to the Hillsborough County Aviation Authority. (pages 9-4 and 9-9; and Table 9.4).

FAA Action: Approved.