

## Recommendations:

Table 1: TPA Noise Assessment Recommendations

<b>TPA Noise Assessment Recommendations</b>		
<b>1</b>	<b>Maximizing daytime South flow preferential to minimize noncompatible land use and noise impacts</b>	
1.1	Report North and South Flow for all operations and measure performance to the 73% South flow goal	
1.2	Request FAA TPA ATCT to review and revise as necessary wind related runway assignment guidance to assist controllers in maximizing South flow when traffic, wind, weather and field conditions permit	
<b>2</b>	<b>Board Resolution and formally request FAA's cooperation in implementing it and measuring compliance performance</b>	
2.1	Report and measure performance to the Preferential Order of Runway Use per the runway use assumed to generate the 2005 Contour	
2.2	Report runway use for all aircraft on all runways for arrivals and departures	
2.3	Request the FAA to include transport category turboprop in the preferential order of runway use	
2.4	Request the FAA TPA ATCT to supplement approvals to pilot requests deviating from the preferential runway use order with an appropriate advisory	
2.5	Remove the language allowing turbojet departures on 19L from the LTA and FAA ATCT internal guidance and comply with the intent of the FAA TPA Part 150 Update ROA dated 02/01/01	
2.6	Request the FAA TPA Air Traffic Control Tower (ATCT) to develop internal procedures to reduce use of Runway 01L for departures when it can create the need to change arrivals to Runway 01R.	
2.7	Request the FAA Local and Regional offices to review arrival routes and procedures to minimize potential conflicts with departure traffic regardless of runway configuration	
<b>3</b>	<b>Extend night preference of Runway 01L arrivals and 19R departures to all aircraft from 10:00 PM to 7:00 AM to reduce noncompatible land use impacts</b>	
3.1	Report nighttime (10:00PM to 7:00 AM) operations and total operations monthly and annually by runway	
3.2	Request the FAA ATCT to consider placing runway 01R/19L in an inactive status at night to reduce the unessential use or pilot requests	
<b>4</b>	<b>Request the FAA to revise the Letter to Airmen (LTA) to adhere to the standards identified in the Part 150 Update and approved in the FAA ROA to reduce non-compatible land use including:</b>	
4.1	Maximizing daytime South flow preferential with a goal of achieving 73%	
4.2	Adhere to the Preferential Order of Runway Use Program for all corporate and commercial aircraft	
4.3	Extend night preference of Runway 01L arrivals and 19R departures to all aircraft from 10:00 PM to 7:00 AM	
4.4	Initial turbojet departure heading assignments	
4.5	Noise abatement program propeller aircraft flight paths for Runway 01L and 1R departures	
4.6	Research and correct conflict in language of the FAA ROA, the LTA and the FAA Tower/TRACON SOP referring to limiting base legs for Runway 01L arrivals North (ROA) or South (LTA, SOP) of MacDill AFB to prevent overflight of residential areas	
4.7	Turbojet use of distant noise abatement departure profiles	
4.8	Distribute the revised LTA to the FAA Facility Directory, Airline Flight Operation Publications, Jeppesen and other widely available pilot airport references including AirNav.com and AOPA Airports.com;	
<b>5</b>	<b>Formally request the City and County to adopt overlay zoning to limit noncompatible land use and require noise reduction construction technique for land uses permitted in noise zones.</b>	
<b>6</b>	<b>Develop a robust public Information program by leveraging the new TPA Casper Flight Tracking System</b>	
6.1	Update noise monitoring system 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	
6.2	Utilize Casper's near real time web interface to maximize automated reporting of noise information to the public	
<b>7</b>	<b>Request the FAA ATCT to review and revise all TPA ATCT standard operating procedures and training materials as necessary to adhere to the noise abatement measures and compliance with the FAA ROA of the TP 2000 Part 150 Update Study</b>	
<b>8</b>	<b>Establish an Noise Abatement Committee of noise impacted community stakeholders formalized with bylaws to represent and act on community interests as the relate to the committees evaluation TPA noise abatement performance management and provide advisory recommendations to HCAA;</b>	
<b>9</b>	<b>TPA and surrounding communities should monitor the Florida Metroplex Airspace redesign efforts currently underway and ensure that local officials maximize the opportunity for public involvement and disclosure of any changes to the new flight procedures and resulting flight paths</b>	