

# News Release

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**St. Petersburg-Clearwater  
International Airport**

® A Pinellas County Government Service

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**For Immediate Release**

May 9, 2007

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## **Pinellas County Board of County Commissioners passes resolution to submit application to the Federal Aviation Administration for approval of a new flight path reducing noise to north Pinellas County residents**

On May 1, 2007, the Pinellas County Board of County Commissioners (BCC) approved a resolution directing the St. Petersburg-Clearwater International Airport to make application to the Federal Aviation Administration (FAA) for approval of a new arrival flight path that would reduce aircraft noise over north Pinellas County communities. The proposed procedure enables aircraft to fly over Old Tampa Bay as they approach the airport from the north during favorable weather conditions instead of over residential communities. This procedure may be flown only by air carrier aircraft and is not restricted to daylight hours of operation unlike existing noise abatement procedures. The potential result of this new procedure is a reduction in nighttime noise exposure for communities north of the airport, such as Safety Harbor and Del Oro Groves.

An Airspace Study was commissioned by the BCC in February 2005 to evaluate the existing airspace constraints associated with the Tampa Bay area and to identify and pursue implementation of new or improved approach and departure procedures to reduce aircraft noise exposure on surrounding communities. The Airspace Study was completed by consultant Jeppesen Dataplan, Inc., a leader in the aviation industry since 1934.

The resolution, approved by the BCC, was recommended by the Airport Noise Abatement Task Force (ANATF). The ANATF is comprised of representatives of the airport, airlines, airport users, the military, and residents of nearby communities, all of whom share a common concern about aircraft noise. Goals of the ANATF are to explore methods of reducing aircraft noise and its impact on residential neighborhoods surrounding the airport and to improve communications between the community and airport users.

While there is no guarantee the new procedure will be approved, the airport is in the process of submitting a formal application to the FAA. The FAA's review process may take between 12-24 months. United Parcel Service (UPS), as a member of the ANATF, has agreed to serve as the local air carrier sponsor of the application, a requirement of the FAA. The airport will work closely with airlines to promote use of this procedure (if approved) as the FAA prohibits airports from imposing mandatory noise abatement procedures.

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