

**AIRCRAFT NOISE ABATEMENT TASK FORCE MEETING
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT**

April 18, 2018

St. Pete-Clearwater International Airport (PIE), Aircraft Noise Abatement Task Force (NATF) Committee, a/k/a Task Force, met at 3:00 p.m. in Conference Room 234, Airport Terminal Building, with the following members present:

Present

Russ Argus, Federal Aviation Administration, Air Traffic Control PIE
Carl Brody for Michael Zas, County Attorney's Office
Robert Butler, Allegiant Air
Louis Claudio, Safety Harbor Resident
Austin Fay, Airport Operations Supervisor
H.D. Holland, Feather Sound Resident (via Polycom)
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
Steve Ochsner, Feather Sound Resident
David Sheppard for Matthew Furlong, U.S. Coast Guard
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Deen Walker, Sheltair

Absent:

Steve Fox, Clearwater Aviation
Tom Jewsbury, Airport Director
Joseph Lassen, US Army Reserve
Scott McGuff, Oldsmar Resident
John Padavich, Safety Harbor Resident
Michael Short, Clearwater Resident
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Sheree Amar, Southwest Largo
Donald Casey, Del Oro Groves
Cathy Minter, Oldsmar
Mark Mullis, Safety Harbor
Steven Santamaria, Airport Operations Supervisor
Jeff Yost, Allegiant Air

AGENDA

1. Introduction & Opening Comments
2. 2018 Task Force Meeting Dates
3. Semi-Annual Task Force Report
4. Move Meeting Minutes of January 17, 2018
5. Quarterly Noise Compliance Report & Complaint Summary
6. Flights within Voluntary Quiet Window
7. Action/Discussion Items
8. Citizen's Comments
9. Adjournment

INTRODUCTION AND OPENING COMMENTS

Mr. Sprague welcomed those present to the NATF Meeting and everyone introduced themselves.

MEETING DATES, SEMI ANNUAL REPORT, AND MEETING MINUTES

Mr. Sprague announced the *NATF 2018 Meeting Dates*, reviewed the *Semi-Annual Task Force Report*, and approved the *Task Force Meeting Minutes* of January 17, 2018.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 1st Quarter 2018. The overall compliance rate reflected high compliance during the day, with a night time (sunset to sunrise) rate that is lower than daytime, but has definitely improved as compared to 2017 (ranging between 78% - 91%).

Mr. Sprague reported on the 1st Quarter 2018 *Noise Complaint Summary*. Mr. Sprague reviewed a summary of the complaints by city, reason for the complaint, and what action was taken by the Airport to correct the issue when possible.

There were 382 complaints received during the 1st Quarter from 27 different households. The top three cities submitting complaints were Safety Harbor, Clearwater, and Oldsmar. The top three reasons for complaints were aircraft not flying the Noise Abatement Procedures (NAP), low flying aircraft, and excessive noise.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window was 62, or 3%, for the 1st Quarter. The main reasons for delays are: mechanical, weather, air traffic control delays, ground stops, and relocation of aircraft.

ACTION/DISCUSSION ITEMS

After receiving a complaint of a Navy P-8 (B737) aircraft flying 700 feet over neighborhoods in Safety Harbor, Mr. Sprague wrote a letter to the U.S. Navy regarding the incident and how it impacts the community. The Navy's response to this was that PIE would only be used when Runway 36 is in use and limit the number of touch and go's.

Mr. Sprague clarified the role of the PIE Air Traffic Control Tower (ATCT) as compared to the Tampa ATCT. For arrivals, PIE ATCT receives aircraft when they have already been assigned an Approach by Tampa ATCT. For departures, PIE ATCT assigns departure Approaches and controls airspace within five miles and up to 1,600 feet; then the Tampa ATCT takes over.

Mr. Sprague discussed the topics of mini MD-80's and P-180's and their impact on noise. Mr. Sprague will review with PIE ATCT and Sheltair Aviation to see what can be done to have them fly the NAP.

Mr. Sprague provided an update on the next Master Plan Meeting. The next Public Workshop meeting should be scheduled in May or June and the NATF will be notified. *Update: On April 23, 2018, an email was sent to the NATF advising the meeting will be held on May 30, 2018.*

Mr. Yost, Allegiant Air Traffic Control Coordinator, and Mr. Butler, Allegiant Chief Pilot - PIE, provided an update on the status of Tampa Terminal Radar Approach Control (TRACON) signing a Letter of Agreement to assign the RNAV Visual "Special" Approach, as opposed to the pilots requesting it. The ruling by FAA Flight Standards in Atlanta was to deny this request based on liability. Due to this decision, Allegiant pilots will still have to request the Approach. Allegiant has taken an educational stance with their pilots on requesting the Approach in their training, discussions with their pilots, bulletins, internal 10-7 form, and on their Chief Pilot hotline. Further, Tampa TRACON has also taken an educational stance to their controllers using NAP.

Mr. Sprague provided an update on the NavAid Software playback feature. The link provided to the NATF is operable, but it has not been placed on the website yet because we are in the process of switching servers. It should be available to the public on the PIE website very soon.

NATF MEMBERS AND CITIZEN'S COMMENTS

Mark Mullis, resident of Safety Harbor, inquired if aircraft on an Instrument Landing System Approach are being dropped to an altitude lower than 1,600 feet and slowing down to configure over Safety Harbor. Russ Argus, PIE ATCT, stated the average altitude would be about 2,600 feet; for an altitude of 1,600, it would have to be a unique circumstance due to a traffic issue.

Sheree Amar, resident of Largo, stated the Coast Guard and other aircraft are flying low over her home and why aren't they flying over the water. Mr. Sprague explained when aircraft are landing toward the north, Tampa ATCT is bringing them in over the water at an altitude of approximately 2,500 to 3,000 feet and the aircraft have to cut over and head east somewhere. LCDR Sheppard, U.S. Coast Guard, advised that training is never done over land or neighborhoods. Federal regulation allows flying as low as 500 feet, however over land, they do not fly lower than 1,000 feet; unless they are on a rescue mission.

Cathy Minter, resident of Oldsmar, stated planes are coming in at an altitude of 1,500 feet over her home and inquired if they could be kept over the Bay. Mr. Sprague indicated the Approach is published to keep the aircraft over the Bay. Mr. Yost and Mr. Argus will discuss with Tampa ATCT.

Meeting was adjourned at 4:37 p.m.