

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

July 19, 2017

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
Louis Claudio, Safety Harbor Resident
Brad Dye, Allegiant Air (for Robert Butler)
Tom Jewsbury, Airport Director
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
Scott McGuff, Oldsmar Resident
Bethany Miller, UPS (for Reed Potecha) (via Polycom)
John Padavich, Safety Harbor Resident
John Poley, U.S. Coast Guard (for Matthew Furlong)
Michael Short, Clearwater Resident (via Polycom)
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Matt Weaver, Airport Operations Manager
Michael Zas, County Attorney's Office

Absent:

Steve Fox, Clearwater Aviation
H.D. Holland, Feather Sound Resident
Joseph Lassen, US Army Reserve
Steve Ochsner, Feather Sound Resident
Deen Walker, Sheltair
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Mike Arnold, ESA
Austin Fay, Airport Operations Supervisor
Jeff Hunt, East Lake Woodlands
Autumn Ward, ESA

AGENDA

1. Introduction and Opening Comments
2. Presentation from ESA “Categorical Exclusion for Rehabilitation of Runway 18-36 and Related Actions”
3. 2017 NATF Meeting Dates
4. Meeting Minutes of April 19, 2017
5. Quarterly Noise Abatement Compliance Report
6. Quarterly Noise Complaint Summary
7. Open Discussion Topics
 - News article on interrupted sleep
 - Aircraft flying after 11:00 p.m. and why PIE does not have a curfew
 - Increase in late arrivals & northbound flights flying directly over Safety Harbor
 - Satisfactory level of Noise Abatement Compliance
8. Citizen’s Comments
9. Adjournment

INTRODUCTION AND OPENING COMMENTS

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

PRESENTATION FROM ESA “CATEGORICAL EXCLUSION FOR REHABILITATION OF RUNWAY 18-36 AND RELATED ACTIONS”

Environmental Science Associates (ESA) gave a presentation which assesses the environmental effects of the rehabilitation and resurfacing of Runway 18/36. The project will commence in the year 2020 and will take approximately nine months. Runway 4/22 will be temporarily used as the primary runway during this time.

MEETING DATES AND MEETING MINUTES

Mr. Sprague reviewed the *2017 Task Force Meeting Dates* and included the NATF meeting minutes of April 19, 2017. Mr. Claudio stated he would like the record to reflect the four new Allegiant routes announced since the April meeting. Mr. Sprague confirmed those four new year-round routes as: Norfolk, Virginia beginning October 4, 2017; Milwaukee, Wisconsin beginning October 13, 2017; Providence, Rhode Island beginning October 27, 2017; and Ogdensburg, New York beginning November 16, 2017. In addition, there is one new seasonal service route to Phoenix/Mesa, Arizona beginning November 15, 2017.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 2nd Quarter 2017. The overall compliance rate for the Quarter ranged between 71% and 74%, with a high compliance rate during the day. However the night time (sunset to sunrise) compliance rate was lower and will be a focus area for improvement. Mr. Sprague continues to provide these reports to the Chief Pilots.

QUARTERLY NOISE COMPLAINT SUMMARY

Mr. Sprague reported on the 2nd Quarter 2017 *Noise Complaint Summary*. There were 387 complaints received during the 2nd Quarter from 45 different households. The top three cities submitting complaints were Safety Harbor, Clearwater, and the Del Oro Groves subdivision. The top three reasons for these complaints were aircraft not flying the Noise Abatement Procedures, late night and early morning operations, and excessive noise.

OPEN DISCUSSION TOPICS

- News article published by the New York Times on June 13, 2017 regarding interrupted sleep, provided by NATF member, Louis Claudio <https://www.nytimes.com/2017/06/13/well/live/noise-may-raise-blood-pressure-risk.html>
- Aircraft flying after 11:00 p.m. and why PIE does not have a curfew - Mr. Sprague reported that aircraft are permitted to arrive/depart anytime because PIE is a public/military primary commercial service airport, and the Federal Aviation Administration (FAA) prohibits PIE from implementing a curfew.

NATF member, Scott McGuff, questioned if the Compliance Report, which indicates a lower compliance rate during nighttime hours, means that the arrival was during the Voluntary Quiet Window. Mr. Sprague stated the Compliance Report nighttime period is defined as sunset to sunrise, whereas the Voluntary Quiet Window is from 11:00 p.m. to 6:00 a.m.

The Task Force Members expressed interest in seeing the compliance rate at nighttime before the Voluntary Quiet Window begins compared to the compliance rate during the Voluntary Quiet Window. Mr. Sprague indicated that information can be provided to the NATF via email. *Update:* This information was emailed to the NATF on July 27, 2017.

- NATF member, Lou Claudio, requested discussion regarding an increase in late arrivals and in northbound flights flying directly over Safety Harbor. Mr. Sprague stated air carriers avoid scheduling arrivals/departures during the Voluntary Quiet Window. Arrivals during this time are anomalies and are due to a number of factors, with the main one during the Spring/Summer being thunderstorms.

Mr. Sprague stated he would provide the flights that flew during the Voluntary Quiet Window at the next meeting.

- Satisfactory level of Noise Abatement Compliance was discussed as to whether a satisfactory level of compliance should be set for the airlines. Mr. Sprague, along with the NATF, determined a consensus on a number could not be reached due to its arbitrary nature.

NATF MEMBERS AND CITIZEN'S COMMENTS

NATF member, Jerry Karp, requested an agenda item entitled "Actionable Items" be added to the quarterly meeting agenda. This will address what actions airport staff has taken to improve noise. Mr. Sprague acknowledged he would modify the agenda accordingly.

Mr. Sprague indicated the Allegiant Airbus transition is on track with six Airbuses currently stationed at PIE, and four more remaining to transition, on schedule, by the end of 2017. *Update:* On August 3, 2017, an email update was provided to the NATF that Allegiant has completed the transition to an all Airbus fleet at PIE.

Mr. Sprague provided an update on MetroPlex. The FAA had to revert back to Phase I which results going back to flight procedures, air traffic controllers, and internal processes, before they can present it to the airports. After this is completed, Phase II will have the FAA hold community outreaches inviting public officials; this will occur sometime in the summer of 2018.

Mr. Sprague announced that the VOR-DME Bravo will be converted to a Public Procedure. It has been approved by the FAA and is scheduled to be published within approximately six months.

Jeff Hunt, Eastlake Woodlands resident, reported aircraft flying at a low altitude over his neighborhood. Mr. Sprague indicated aircraft are flying at a safe altitude of approximately 1,600 feet.

Meeting was adjourned at 4:50 p.m.

Categorical Exclusion for
Rehabilitation of
Runway 18-36 and
Related Actions
at
St. Pete-Clearwater
International Airport

July 19, 2017



ESA is where
solutions and
service meet.

NEPA Overview

National Environmental Policy Act of 1969

- Established broad national policy to protect and enhance the quality of the human environment
- Requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions.
- Provides opportunity for public review and comment.
- Subsequent federal regulations provide instructions to agencies on how to comply with NEPA.



Cuyahoga River fire (1969)



Air quality - Birmingham, AL (1960s)



Minimally-regulated waste disposal



Santa Barbara oil spill (1969)



Public outcry

Types of NEPA Review

CATEX Categorical Exclusion	Certain actions found to not cause significant impacts may be categorically excluded from a more detailed environmental review. (See FAA Orders 1050.1F and 5050.4B)
EA Environmental Assessment	An EA is prepared for proposed actions with expected minor or uncertain environmental impacts.
EIS Environmental Impact Statement	An EIS is prepared for major federal actions, which are expected or known to significantly affect the quality of the human environment.

Proposed Project

- A CATEX is required to assess the environmental effects of the Proposed Project.
- The Proposed Project consists of the rehabilitation and overlay of Runway 18/36. The rehabilitation project would not extend Runway 18/36 or increase the capacity of the runway or airfield.
 - During the 9 month closure of Runway 18/36, all commercial and general aviation aircraft will temporarily use Runway 4/22. The Proposed Project will bring Runway 4/22 to a usable runway length of 6,000 feet for Airlines and Cargo operators.





Environmental Analyses

Potential impacts were considered for the following topics:

- Historic Resources
- DOT Action: Section 4(f) and 6(f)
- Threatened and Endangered Species
- Fish and Wildlife Coordination Act
- Wetlands and Other Waters of the U.S.
- Floodplains
- Coastal Resources
- National Marine Sanctuaries
- Wilderness Areas
- Farmlands
- Energy Supply and Natural Resources
- Wild and Scenic Rivers
- Solid Waste Management
- Disruption of an Established Community
- Environmental Justice
- Surface Transportation
- Noise
- Air Quality
- Water Quality
- Highly Controversial on Environmental Grounds
- Consistency with Federal, State, Tribal or Local Law
- Light Emissions and Visual Effects
- Hazardous Materials
- Indirect/Secondary/Induced Impacts

Temporary Noise Impacts

- During the 9 month closure of Runway 18/36, all commercial and general aviation aircraft will temporarily use Runway 4/22
- After the Proposed Project is implemented and complete, runway utilization will return to the existing levels
- Noise analysis was conducted using FAA's approved noise model, the Aviation Environmental Design Tool (AEDT) to model various scenarios:
 - 2016 (existing condition)
 - 2020 Proposed Project (year of construction)
 - 2020 No-Action Alternative



Aircraft Activity Levels and Runway Utilization

PIE ANNUAL AIRCRAFT OPERATIONS

Year	Alternatives	Itinerant				Local		Total
		Air Carrier	Air Taxi	General Aviation	Military	General Aviation	Military	
2016	Existing Condition	13,479	3,503	41,115	8,672	35,783	6,003	108,555
2020	No Action / Proposed Project	16,378	3,645	40,517	8,672	35,462	6,003	110,677
2025	No Action / Proposed Project	17,681	3,831	40,931	8,672	35,677	6,003	112,795

Sources: 2016 Existing Condition - FAA Air Traffic Activity Data System (ATADS). 2020 and 2025 - FAA 2017 Terminal Area Forecast (TAF).

Note: Numbers may not add up due to rounding

RUNWAY USE BY AIRCRAFT CATEGORY

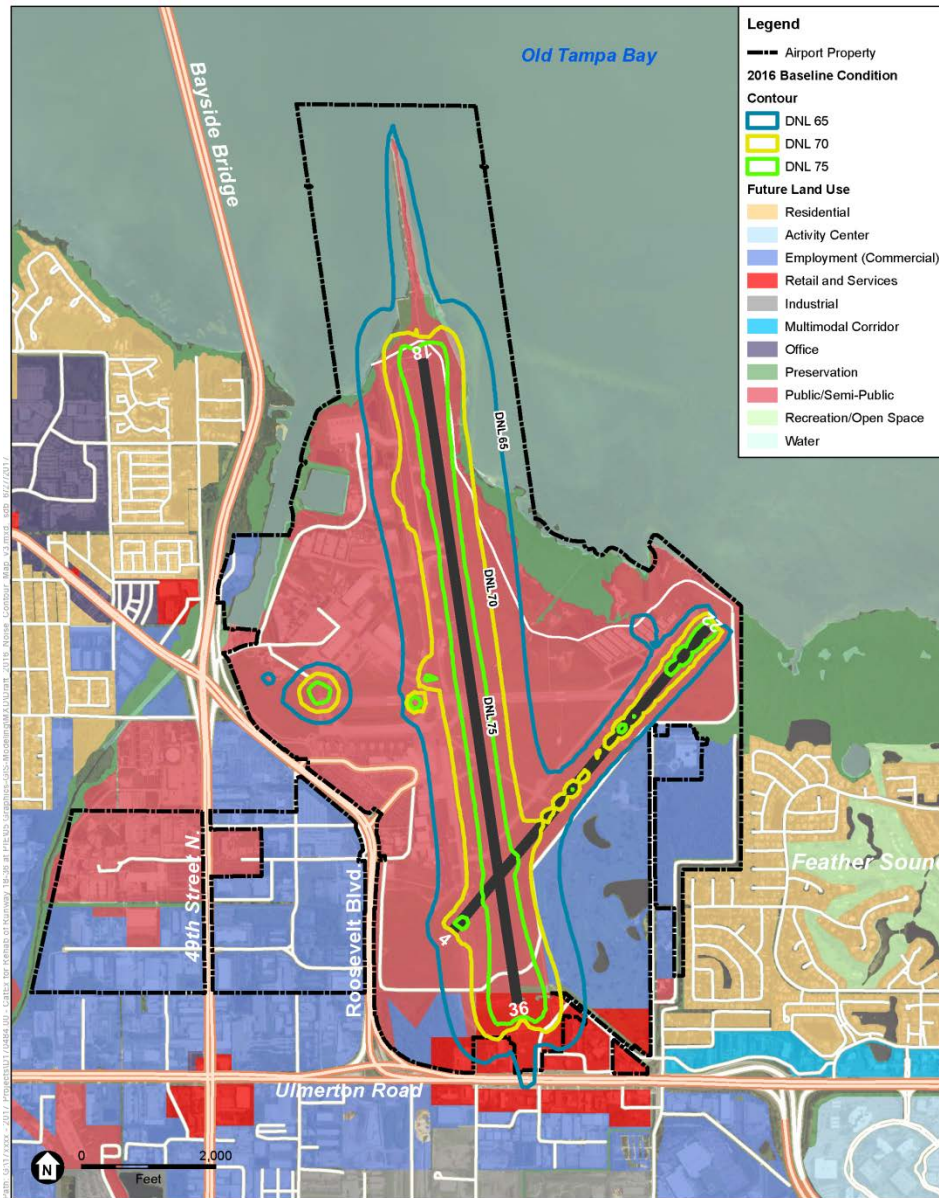
Runway	Jet	Turboprop	Single/Multi-Engine Propeller
2016 Existing Condition, 2020 No-Action, and 2025 No-Action & Proposed Project			
04/04X	1%	1%	12%
22	3%	1%	13%
18	38%	34%	29%
36	58%	64%	46%
2020 Proposed Project			
04X	59%	65%	58%
22	41%	35%	42%
18	--	--	--
36	--	--	--

Source: *Near Term Development Program Categorical Exclusion* (March 2008).

Notes: 04X represents the runway end of 04 extended by 97 feet for the 2020 and 2025 Proposed Project.

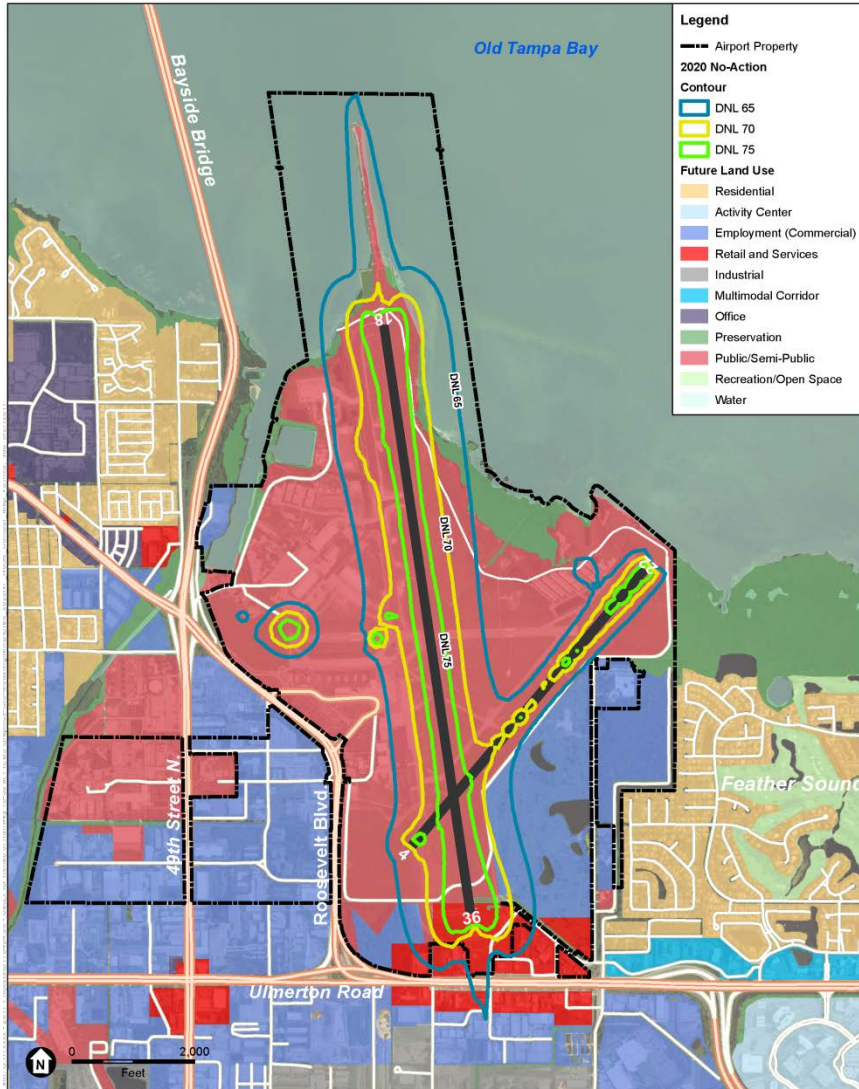
Numbers may not add up 100% due to rounding.

2016 Existing Condition Noise Contours

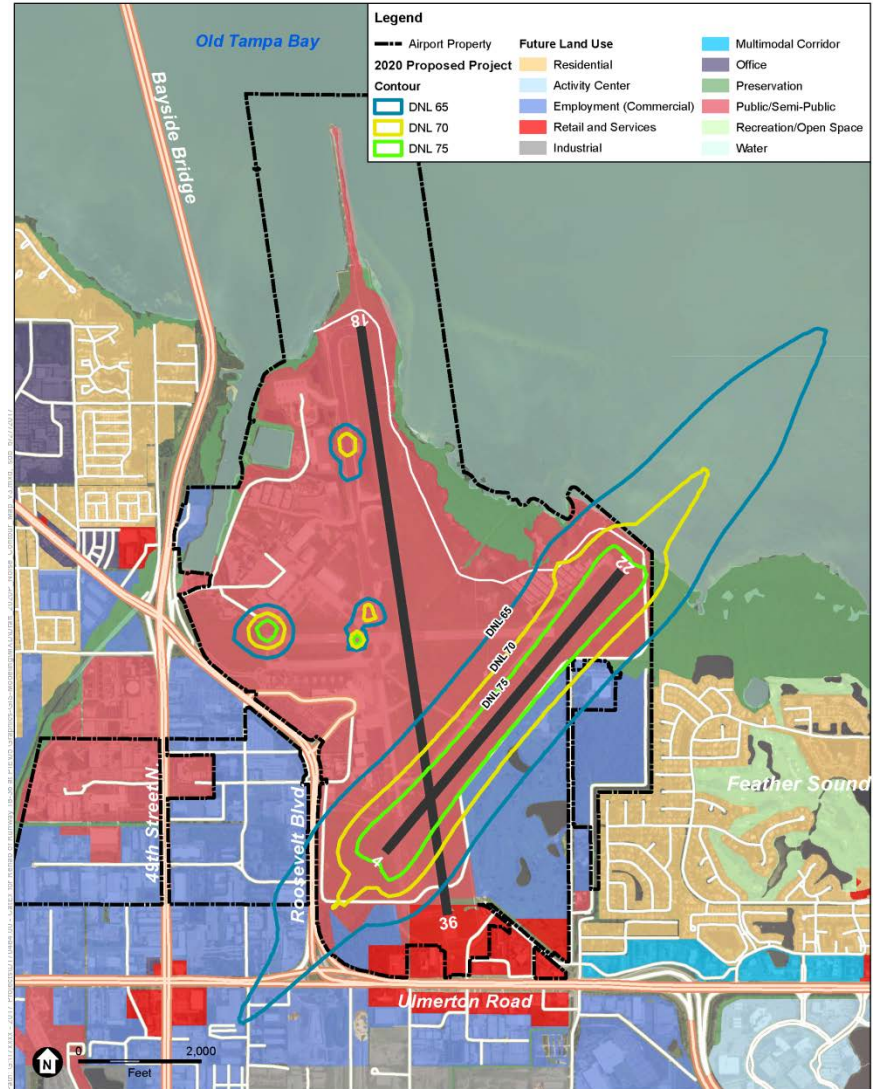


2020 Noise Contours

No-Action Alternative



Proposed Project Alternative



2016 & 2020 Land Use Within DNL 65+

- **2016 Existing Condition:** There are no housing units and no people exposed to DNL 65+
- **2020 No-Action Alternative:** There would be no housing units and no people exposed to DNL 65+
- **2020 Proposed Project:** There would be no housing units and no people exposed to DNL 65+
- In all scenarios, there are no noise-sensitive land uses within the DNL 65+ contour:
 - No residential land use
 - No noise-sensitive sites such as schools, churches, hospitals, parks

QUESTIONS?

