

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

January 18, 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
Robert Butler, Allegiant Air (via Polycom)
Louis Claudio, Safety Harbor Resident
Steve Fox, Clearwater Aviation (via Polycom)
Matthew Furlong, U.S. Coast Guard (via Polycom)
H.D. Holland, Feather Sound Resident
Thomas Jewsbury, Airport Director
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
Scott McGuff, Oldsmar Resident
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident
Reed M. Potecha, UPS (via Polycom)
Monique Savas, Airport Administration
Michael Short, Clearwater Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Deen Walker, Sheltair
Michael Zas, County Attorney's Office

Absent:

Joseph Lassen, US Army Reserve
Matt Weaver, Airport Operations Manager
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Mike Alberts, Feather Sound
Bill Breckinridge, Assistant County Administrator
Austin Fay, Airport Operations Supervisor
Dr. Gil Jannelli, Clearwater
Bentley Lipscomb, Del Oro Groves
Ronald Pond, Imperial Cove
Karen Seel, Pinellas County Commissioner
Pat Sielski, Del Oro Groves
Dave Smith, Del Oro Groves

AGENDA

1. Introduction and Opening Comments
2. 2017 Task Force Meeting Dates & Members
3. Meeting Minutes of October 19, 2016 & Semi-Annual Task Force Report
4. Annual Task Force Member Review of Resolution 02-51
5. Quarterly Noise Complaint Summary
6. Quarterly Noise Abatement Compliance Report
7. Noise Abatement Procedures Update
8. Citizen's Comments
9. Adjournment

INTRODUCTION AND OPENING COMMENTS

Mr. Sprague welcomed those present to the Noise Abatement Task Force Meeting and everyone introduced themselves. Mr. Sprague reviewed: 1) 2017 Task Force Meeting Dates, 2) Task Force Member List, 3) Task Force Meeting Minutes of October 19, 2016, and 4) Semi-Annual Task Force Report for April and July 2016.

ANNUAL TASK FORCE MEMBER REVIEW OF RESOLUTION

Michael Zas, Senior County Attorney, gave a brief overview of Resolution 02-51 and Sunshine Law Requirements since the Noise Abatement Task Force is an Advisory Board to the Board of County Commissioners. Note - Recently, there was a string of emails between several Task Force Members that are attached to these minutes for public review.

The importance of Task Force Member attendance at the Quarterly meetings was reiterated. Task Force Members will receive a reminder of upcoming meeting(s) via email, prior to and the day of the meeting.

QUARTERLY NOISE COMPLAINT SUMMARY

Mr. Sprague reported on the 4th Quarter 2016 Noise Complaint Summary. There were 251 complaints received during the 4th Quarter from 28 different households. The top three cities submitting complaints were Safety Harbor, Pinellas Park, and Clearwater. The top three reasons for these complaints were aircraft not flying the Noise Abatement Procedures, excessive noise, and late night or early morning flight activity.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT

Mr. Sprague referred to the Noise Abatement Compliance Report for the months of October through December 2016. The compliance rate has improved as a result of the following efforts: 1) air carriers being more proactive with pilots; 2) Coast Guard varying

their approach when possible; and 3) Tampa and PIE Air Traffic Controllers being reminded of our Noise Abatement Procedures.

NOISE ABATEMENT PROCEDURES UPDATE

The VOR/DME-Bravo Approach was implemented on May 26, 2016; however the compliance rate was still minimal. Mr. Sprague took the "PIE Fly Friendly Program" one step further by individually speaking with Allegiant's pilots, which resulted in actionable feedback. Mr. Sprague reviewed a pilot's perspective of how weather conditions impact the pilot's decision to fly a Noise Abatement Procedure. This communication between an airport and airline signifies an unprecedented level of trust. Mr. Sprague will provide an update at the next meeting.

The RNAV Visual was implemented on January 10, 2017 by UPS. This Procedure is essentially the same as the VOR/DME-Bravo Approach, with the exception that it uses satellite equipment as opposed to land based navigation equipment (the VOR). Mr. Sprague thanked UPS for taking the initiative in developing a new approach.

Mr. Sprague reviewed the aircraft engine run-up policy again and locations on the airfield with buffers surrounding them. It was reiterated that Allegiant intends to transition to an all Airbus fleet at PIE, which have quieter engines, by the end of 2017.

NATF MEMBERS AND CITIZEN'S COMMENTS

Mr. Karp, Clearwater Task Force Member, raised the question of how many meetings per year are necessary. Mr. Sprague stated that Resolution 02-51 requires quarterly meetings.

John Padavich, Safety Harbor Task Force Member, requested an update on the MetroPlex Study. Mr. Sprague stated he would monitor the progress and keep the Task Force advised.

Commissioner Karen Seel was in attendance and thanked Airport staff for the efforts made to reduce aircraft noise.

A resident asked if the departure path shifted to the west. Russ Argus, PIE Air Traffic Control, stated the St. Pete 7 Departure did not change as a result of the VOR equipment.

A resident inquired about the possibility of changing flight patterns and/or shifting the runway to alleviate noise. Mr. Sprague explained why this is not possible.

Meeting was adjourned at 4:32 p.m.

Soszka, Cheryl

From: Sprague, Mark E
Sent: Wednesday, February 01, 2017 11:38 AM
To: Soszka, Cheryl
Subject: FW: Allegiant zero attendance in 2016



Mark Sprague, C.M.
Deputy Director - Airport Operations and Facilities
727-453-7802 ofc
msprague@fly2pie.com
www.fly2PIE.com

Follow the Airport:



All government correspondence is subject to the public records law.

From: Jerry Karp [mailto:jkarp11@knology.net]
Sent: Thursday, January 05, 2017 12:38 AM
To: Sprague, Mark E <msprague@fly2pie.com>; Lou Claudio <lou.sea@verizon.net>
Cc: Morroni, John <jmorroni@co.pinellas.fl.us>; Seel, Karen <kseel@co.pinellas.fl.us>; Long, Janet C <JanetCLong@co.pinellas.fl.us>; Welch, Kenneth <kwelch@co.pinellas.fl.us>; Gerard, Pat <pgerard@co.pinellas.fl.us>; Eggers, Dave <deggers@co.pinellas.fl.us>; Justice, Charlie <cjustice@co.pinellas.fl.us>; (NATF / SH) John Padavich <jpadavich@aol.com>; (NATF / Clwr) Michael Short <mmtshort@yahoo.com>; (NATF / Oldsmar) Scott McGuff <swmcguff@gmail.com>; (NATF / Feather Sound) Steve Ochsner <steve.ochsner@stpete.org>; (NATF / Pin Park) Barbary Markley <barbmark54@yahoo.com>; (NATF / Feather Sound) H.D. Holland <n5133y@verizon.net>; Jewsbury, Thomas R. <jewsbury@fly2pie.com>
Subject: Re: Allegiant zero attendance in 2016

It seems the NATF does well between meetings due in major part to Mark's good work and Lou's diligence. I was invited last month to address the Del Oro Groves annual meeting where the Board was complimentary as to noise improvements over the last year. That was a little surprising in that 2016 was a year without use of the quieter approaches/departures, but the community sentiment was nevertheless appreciated and well received.

I begin to wonder if we should be considering a reduction in the number of meetings of the NATF in favor of greater monitoring and frequency of reporting by airport staff. It seems like the two major commercial airlines at PIE, too, do not need the meetings to do the right things.

The mission of the NATF was set years ago by two resolutions of the County Commission. It would help in considering a reduction of the number of meetings, as a springboard for discussion, to review those two county resolutions. Such discussion would be a great addition to the next NATF agenda.

Thanks for the good work.

From: Sprague, Mark E

Sent: Wednesday, January 04, 2017 6:27 PM

To: Lou Claudio

Cc: Morroni, John ; Seel, Karen ; Long, Janet C ; Welch, Kenneth ; Gerard, Pat ; Eggers, Dave ; Justice, Charlie ; (NATF / SH) John Padavich ; (NATF / Del Oro) Jerry Karp ; (NATF / Clwr) Michael Short ; (NATF / Oldsmar) Scott McGuff ; (NATF / Feather Sound) Steve Ochsner ; (NATF / Pin Park) Barbary Markley ; (NATF / Feather Sound) H.D. Holland ; Jewsbury, Thomas R.

Subject: RE: Allegiant zero attendance in 2016

Good Evening Lou

First, Happy New Year and again, welcome to the Noise Abatement Task Force Team.

After reading your e-mail, I can highlight on some of the questions.

You are correct in Allegiant Airlines presence at the Noise Abatement Task Force meeting with the last one being July 2015 and here is why. In the fall of 2015, Allegiant Airlines dedicated Chief Pilot to PIE Airport was taken off the management duties (Chief Pilot) and placed back on the full time flying; unfortunately, leaving an interim Chief Pilot until a new one was assigned to PIE. In the Spring of 2016, a new Regional Chief Pilot was permanently assigned to PIE airport whom also serves two other nearby Florida airports; splitting his time equally among the three bases. (Not uncommon for air carriers to do this). In the Fall of 2016, PIE's Chief Pilot was awarded to fly the Airbus Aircrafts than the current aircraft he was flying. On an education point, just because a pilot works for a company, does not make that pilot able to fly all the airplanes that company has. Therefore, the training to learn a very sophisticated new airplane involves approximately 12-16 weeks of intense classroom, computer based training, and full motion simulator training before the pilot ever steps onto the actual airplane. Every pilot that learns a new airplane regardless what company they fly with, undergoes these intense weeks of training. Consequently, although it seems the Chief Pilot did not show up at meetings or we think does not care about PIE Airport, he truly does and as Chairmen of the NATF Committee, I assured we discussed his responsibilities to PIE Airport.

Allegiant has not ignored our voices with complaints. Each month, whether by e-mail or phone, I discuss the airplanes who could of flown the Noise Abatement Procedures yet did not and asked Allegiant to investigate, which they have. Since I was not getting the compliance I want (100%); Allegiant allowed me to talk with every pilot based at PIE Airport to understand what other actions are necessary to get better compliance with the Noise Abatement Procedures. This is an unprecedented action from any Air Carrier to agree to allow airport management to discuss policies or procedures to their professional pilots but Allegiant knowing my professional background, allowed me to do this which in return gained better insight for me to solve issues I did not know. The other item that Allegiant has committed to the St. Pete-Clearwater Airport is the upgrade to the quieter all Airbus Aircraft by the end of 2017, replacing the MD-80's based aircraft. While it may seem Allegiant does not commit to the community, they do in fact are doing things.

As for UPS Airlines, they too received a new Chief Pilot for PIE Airport and he is based in Miami, Fl. This is not unique and I can further explain this in the next task force meeting educating how the airlines schedules and flight crews operate in the business. Nevertheless, UPS has upgraded avionics to its aircraft and on some of the airplanes, the equipment will not allow them to fly a 'VOR' approach. However, with its commitment to nearby PIE communities, UPS built a procedure that all of its aircraft could fly called the RNAV. Since this was a brand new procedure, many steps were involved in the approval process. This January 10, 2017 is the latest date I received from UPS that they can start flying that approach.

As for persons missing meetings, I will be resending a memo/letter reminding them of the task force quarterly meeting dates.

In summary, although it may seem no regards are being put forth to the community from the air carriers or members, I am making certain results are executed! We can certainly discuss this at the next Noise Abatement Task Force meeting. Thank You again for your warranted concerns.

Truly
Mark



Mark Sprague, C.M.
Deputy Director - Airport Operations and Facilities
727-453-7802 ofc
msprague@fly2pie.com
www.fly2PIE.com

Follow the Airport:



All government correspondence is subject to the public records law.

From: Lou Claudio [<mailto:lou.sea@verizon.net>]
Sent: Tuesday, January 03, 2017 11:16 AM
To: Sprague, Mark E <msprague@fly2pie.com>
Cc: Morroni, John <jmorroni@co.pinellas.fl.us>; Seel, Karen <kseel@co.pinellas.fl.us>; Long, Janet C <JanetCLong@co.pinellas.fl.us>; Welch, Kenneth <kwelch@co.pinellas.fl.us>; Gerard, Pat <pgerard@co.pinellas.fl.us>; Eggers, Dave <deggers@co.pinellas.fl.us>; Justice, Charlie <cjustice@co.pinellas.fl.us>; (NATF / SH) John Padavich <jpadavich@aol.com>; (NATF / Del Oro) Jerry Karp <jkarp11@knology.net>; (NATF / Clwr) Michael Short <mntshort@yahoo.com>; (NATF / Oldsmar) Scott McGuff <swmcguff@gmail.com>; (NATF / Feather Sound) Steve Ochsner <steve.ochsner@stpete.org>; (NATF / Pin Park) Barbary Markley <barbmark54@yahoo.com>; (NATF / Feather Sound) H.D. Holland <n5133y@verizon.net>; Lou <lou.sea@verizon.net>
Subject: Allegiant zero attendance in 2016

Greetings, Mark...noticing their absence from my first meeting on NATF in October, and upon reviewing PIE Noise Abatement Task Force minutes from meetings prior to my assuming my seat, I was troubled to see that Allegiant Air had not attended *a single one* of the 4 quarterly meetings during 2016 - in fact, upon further review, I found that the last meeting they attended was in July 2015. Considering that Allegiant is by far the largest contributor to the noise problem the NATF has been trying to address, this raises a concern - in my mind, anyway - regarding their commitment to this process. UPS is not much better, attending only 1 meeting during 2016. In fact, of the top 3 primary sources of PIE-related noise, only the Coast Guard has 100% attendance during the last year (my compliments and thanks to USCG).

Actually, I note that attendance by other NATF members bears review, as well...Army (Joseph Lassen) and FAA / ATC (Michael Argus) haven't attended all year, either. I don't know if this has been dealt with before my appointment to NATF, but I'd like an explanation from Allegiant and UPS for their chronic absences and I'd like some comment as to their commitment to the NATF process. I do not ask this in a prosecutorial manner...I simply believe the rest of us attending deserve some answers. Will you ask Allegiant & UPS for that explanation, or shall I? If you prefer me to ask, please give me the appropriate names and contact information. In the meantime, thank you, Mark, for your time and attention...and for all your commendable effort and progress with NATF.

BTW / FYI...on 12/12, I invited the Pinellas County Board of Commissioners to the 1/18 meeting of the NATF - which the BCC, itself, established. As of this writing, only Commissioner Eggers has replied with a schedule-conflict. Having worked with the BCC for 29 years, I appreciate that they're very busy people, but hope they're find room for a NATF meeting this year.

Louis A. Claudio, Safety Harbor representative
PIE Noise Abatement Task Force

Sprague, Mark E

From: Lou Claudio <lou.sea@verizon.net>
Sent: Wednesday, January 04, 2017 7:39 PM
To: Sprague, Mark E
Cc: Morrioni, John; Seel, Karen; Long, Janet C; Welch, Kenneth; Gerard, Pat; Eggers, Dave; Justice, Charlie; (NATF / SH) John Padavich; (NATF / Del Oro) Jerry Karp; (NATF / Clwr) Michael Short; (NATF / Oldsmar) Scott McGuff; (NATF / Feather Sound) Steve Ochsner; (NATF / Pin Park) Barbary Markley; (NATF / Feather Sound) H.D. Holland; Jewsbury, Thomas R.
Subject: Re: Allegiant zero attendance in 2016

Greetings, Mark...thank you for your comprehensive - and prompt - reply and explanations regarding chronic absences from NATF meetings - explanations which make some sense. Having said that, it still seems to me that if the Coast Guard can attend every meeting in 2016 - even when they've had to send a replacement representative - then Allegiant and UPS, too, can find *someone* to send for 1 hour just four times a year to represent. There's the matter of optics to the rest of us they might want to consider. I will certainly take you at your word that - despite their absences - Allegiant and UPS are committed to the noise-abatement issue, and I will even concede there's been some significant progress and better compliance with the noise abatement procedures by both - much of that through your steadfast and commendable efforts. So, thank you for that, and - again - for your reply...my compliments, sir. See you on the 18th.

Louis Claudio
PIE NATF - Safety Harbor representative

Sprague, Mark E

From: Michael Short <mntshort@yahoo.com>
Sent: Wednesday, January 04, 2017 7:24 PM
To: Sprague, Mark E; Lou Claudio
Cc: Morroni, John; Seel, Karen; Long, Janet C; Welch, Kenneth; Gerard, Pat; Eggers, Dave; Justice, Charlie; (NATF / SH) John Padavich; (NATF / Del Oro) Jerry Karp; (NATF / Oldsmar) Scott McGuff; (NATF / Feather Sound) Steve Ochsner; (NATF / Pin Park) Barbary Markley; (NATF / Feather Sound) H.D. Holland; Jewsbury, Thomas R.
Subject: Re: Allegiant zero attendance in 2016

Good Evening Mark,

Thanks for the detailed feedback related to Allegiant and UPS. This is excellent news about the Allegiant commitment to upgrade their fleet to the Airbus equipment.

Can you advise if you have seen an improvement in the Allegiant pilots flying the Noise Abatement procedures after you met with their pilots? When did you complete your meetings with them? It would be helpful to understand this as we look and more recent reports.

Regards,
Mike Short

From: "Sprague, Mark E" <msprague@fly2pie.com>
To: Lou Claudio <lou.sea@verizon.net>
Cc: "Morroni, John" <jmorroni@co.pinellas.fl.us>; "Seel, Karen" <kseel@co.pinellas.fl.us>; "Long, Janet C" <JanetCLong@co.pinellas.fl.us>; "Welch, Kenneth" <kwelch@co.pinellas.fl.us>; "Gerard, Pat" <pgerard@co.pinellas.fl.us>; "Eggers, Dave" <deggers@co.pinellas.fl.us>; "Justice, Charlie" <cjustice@co.pinellas.fl.us>; (NATF / SH) John Padavich <jpadavich@aol.com>; (NATF / Del Oro) Jerry Karp <jkarp11@knology.net>; (NATF / Clwr) Michael Short <mntshort@yahoo.com>; (NATF / Oldsmar) Scott McGuff <swmcguff@gmail.com>; (NATF / Feather Sound) Steve Ochsner <steve.ochsner@stpete.org>; (NATF / Pin Park) Barbary Markley <barbmark54@yahoo.com>; (NATF / Feather Sound) H.D. Holland <n5133y@verizon.net>; "Jewsbury, Thomas R." <jewsbury@fly2pie.com>
Sent: Wednesday, January 4, 2017 6:27 PM
Subject: RE: Allegiant zero attendance in 2016

Good Evening Lou

First, Happy New Year and again, welcome to the Noise Abatement Task Force Team. After reading your e-mail, I can highlight on some of the questions.

You are correct in Allegiant Airlines presence at the Noise Abatement Task Force meeting with the last one being July 2015 and here is why. In the fall of 2015, Allegiant Airlines dedicated Chief Pilot to PIE Airport was taken off the management duties (Chief Pilot) and placed back on the full time flying; unfortunately, leaving an interim Chief Pilot until a new one was assigned to PIE. In the Spring of 2016, a new Regional Chief Pilot was permanently assigned to PIE airport whom also serves two other nearby Florida airports; splitting his time equally among the three bases. (Not uncommon for air carriers to do this). In the Fall of 2016, PIE's Chief Pilot was awarded to fly the Airbus Aircrafts than the current aircraft he was flying. On an education point, just because a pilot works for a company, does not make that pilot able to fly all the airplanes that company has. Therefore, the training to learn a very sophisticated new airplane involves approximately 12-16 weeks of intense classroom, computer based training, and full motion simulator training before the pilot ever steps onto the actual airplane. Every pilot that learns a new airplane regardless what company they fly with, undergoes

these intense weeks of training. Consequently, although it seems the Chief Pilot did not show up at meetings or we think does not care about PIE Airport, he truly does and as Chairmen of the NATF Committee, I assured we discussed his responsibilities to PIE Airport.

Allegiant has not ignored our voices with complaints. Each month, whether by e-mail or phone, I discuss the airplanes who could of flown the Noise Abatement Procedures yet did not and asked Allegiant to investigate, which they have. Since I was not getting the compliance I want (100%); Allegiant allowed me to talk with every pilot based at PIE Airport to understand what other actions are necessary to get better compliance with the Noise Abatement Procedures. This is an unprecedented action from any Air Carrier to agree to allow airport management to discuss policies or procedures to their professional pilots but Allegiant knowing my professional background, allowed me to do this which in return gained better insight for me to solve issues I did not know. The other item that Allegiant has committed to the St. Pete-Clearwater Airport is the upgrade to the quieter all Airbus Aircraft by the end of 2017, replacing the MD-80's based aircraft. While it may seem Allegiant does not commit to the community, they do in fact are doing things.

As for UPS Airlines, they too received a new Chief Pilot for PIE Airport and he is based in Miami, Fl. This is not unique and I can further explain this in the next task force meeting educating how the airlines schedules and flight crews operate in the business. Nevertheless, UPS has upgraded avionics to its aircraft and on some of the airplanes, the equipment will not allow them to fly a 'VOR" approach. However, with its commitment to nearby PIE communities, UPS built a procedure that all of its aircraft could fly called the RNAV. Since this was a brand new procedure, many steps were involved in the approval process. This January 10, 2017 is the latest date I received from UPS that they can start flying that approach.

As for persons missing meetings, I will be resending a memo/letter reminding them of the task force quarterly meeting dates.

In summary, although it may seem no regards are being put forth to the community from the air carriers or members, I am making certain results are executed! We can certainly discuss this at the next Noise Abatement Task Force meeting. Thank You again for your warranted concerns.

Truly
Mark



Mark Sprague, C.M.
Deputy Director - Airport Operations and Facilities
727-453-7802 ofc
msprague@fly2pie.com
www.fly2PIE.com

Follow the Airport:



All government correspondence is subject to the public records law.

From: Lou Claudio [mailto:lou.sea@verizon.net]
Sent: Tuesday, January 03, 2017 11:16 AM
To: Sprague, Mark E <msprague@fly2pie.com>

Cc: Morroni, John <jmorroni@co.pinellas.fl.us>; Seel, Karen <kseel@co.pinellas.fl.us>; Long, Janet C <JanetCLong@co.pinellas.fl.us>; Welch, Kenneth <kwelch@co.pinellas.fl.us>; Gerard, Pat <pgerard@co.pinellas.fl.us>; Eggers, Dave <deggers@co.pinellas.fl.us>; Justice, Charlie <cjustice@co.pinellas.fl.us>; (NATF / SH) John Padavich <jpadavich@aol.com>; (NATF / Del Oro) Jerry Karp <jkarp11@knology.net>; (NATF / Clwr) Michael Short <mntshort@yahoo.com>; (NATF / Oldsmar) Scott McGuff <swmcguff@gmail.com>; (NATF / Feather Sound) Steve Ochsner <steve.ochsner@stpete.org>; (NATF / Pin Park) Barbary Markley <barbmark54@yahoo.com>; (NATF / Feather Sound) H.D. Holland <n5133y@verizon.net>; Lou <lou.sea@verizon.net>

Subject: Allegiant zero attendance in 2016

Greetings, Mark...noticing their absence from my first meeting on NATF in October, and upon reviewing PIE Noise Abatement Task Force minutes from meetings prior to my assuming my seat, I was troubled to see that Allegiant Air had not attended a *single one* of the 4 quarterly meetings during 2016 - in fact, upon further review, I found that the last meeting they attended was in July 2015. Considering that Allegiant is by far the largest contributor to the noise problem the NATF has been trying to address, this raises a concern - in my mind, anyway - regarding their commitment to this process. UPS is not much better, attending only 1 meeting during 2016. In fact, of the top 3 primary sources of PIE-related noise, only the Coast Guard has 100% attendance during the last year (my compliments and thanks to USCG).

Actually, I note that attendance by other NATF members bears review, as well...Army (Joseph Lassen) and FAA / ATC (Michael Argus) haven't attended all year, either. I don't know if this has been dealt with before my appointment to NATF, but I'd like an explanation from Allegiant and UPS for their chronic absences and I'd like some comment as to their commitment to the NATF process. I do not ask this in a prosecutorial manner...I simply believe the rest of us attending deserve some answers. Will you ask Allegiant & UPS for that explanation, or shall I? If you prefer me to ask, please give me the appropriate names and contact information. In the meantime, thank you, Mark, for your time and attention...and for all your commendable effort and progress with NATF.

BTW / FYI...on 12/12, I invited the Pinellas County Board of Commissioners to the 1/18 meeting of the NATF - which the BCC, itself, established. As of this writing, only Commissioner Eggers has replied with a schedule-conflict. Having worked with the BCC for 29 years, I appreciate that they're very busy people, but hope they're find room for a NATF meeting this year.

Louis A. Claudio, Safety Harbor representative
PIE Noise Abatement Task Force