

**AIRCRAFT NOISE ABATEMENT TASK FORCE  
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT  
SEMI-ANNUAL REPORT  
(April & July 2016)**

Since the last report was submitted, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (April 13, 2016 and July 13, 2016). The purpose of this report is to briefly outline initiatives taken by the Task Force and St. Pete-Clearwater International Airport (Airport, PIE) to address public concerns regarding aircraft noise impacts on surrounding communities.

**TASK FORCE MEMBERSHIP**

- Reed Potecha was appointed to the Task Force to represent United Parcel Service, previously occupied by R.E. "Bud" Potts.
- Matthew Furlong was appointed to the Task Force to represent the U.S. Coast Guard, previously occupied by Scott Phy.
- Louis Claudio was appointed to the Task Force to represent the City of Safety Harbor.

**NOISE ABATEMENT COMPLIANCE REPORT**

The *Noise Abatement Compliance Report* for the months of April through July 2016 was reviewed with the Task Force. The report revealed daytime noise abatement compliance is effective, however, the night time noise abatement is ineffective. A further explanation is discussed below under Noise Complaint Summary.

**NOISE COMPLAINT SUMMARY**

During the *1<sup>st</sup> Quarter 2016*, there were 573 complaints received from 44 households, with the largest volume of complaints coming from Safety Harbor. This is an extremely high number of complaints to receive in one Quarter, due to the fact that the Federal Aviation Administration (FAA) had not signed off on reestablishing the VOR-Bravo Approach Procedure that is utilized for noise abatement at night.

During the *2<sup>nd</sup> Quarter 2016*, there were 344 complaints received from 19 households with the largest volume of complaints coming from Safety Harbor. In comparing the 1st and 2nd Quarter of 2016, there were minimal complaints received on departures, with again the majority of complaints pertaining to arrivals.

### **VOR-BRAVO APPROACH AND RNAV VISUAL APPROACH**

**VOR-Bravo Approach:** Although the VOR navigation equipment has been back in service since August 17, 2015, the VOR-Bravo Special Approach allowing Allegiant Airlines to fly the Procedure is still not approved. The open items to restore the VOR-Bravo Approach Procedure are: 1) approval from Allegiant's Principal Operations Inspector (POI); and 2) the Air Traffic Controllers' formal training at PIE and Tampa International Airport.

**Update:** On April 18, 2016, Allegiant's POI approved the procedure and authorized Allegiant to begin flying the VOR-Bravo Special Approach. On May 26, 2016, the Air Traffic Controllers were trained and Allegiant is able to fly the Approach. The Airport anticipates this Approach will once again reduce the number of complaints because there is no day/night restrictions.

**RNAV Visual Approach:** The RNAV Visual Approach Procedure is with the FAA for approval. The open items for this Approach to be approved are: 1) The Air Traffic Controllers need to be formally trained at PIE and Tampa International Airport; and 2) UPS needs to demonstrate in their flight simulators that this Approach is safe to fly.

Upon completion of the two items above, UPS will be permitted to fly the Procedure when: 1) the FAA publishes the new Approach chart to upload into the airlines' Flight Management System computers on each airplane; and 2) UPS trains all the pilots on this new Procedure.

### **GENERAL DISCUSSIONS/ CITIZENS COMMENTS**

Discussion of comments included concerns with increased flight activity, aircraft engine run-ups, low flying planes, U.S. Coast Guard helicopter activity, air traffic control procedures, and aircraft noise abatement compliance enforcement.