

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(April 2017 & July 2017)**

Since the last report was submitted, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (April 19, 2017 and July 19, 2017). 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.

NOISE ABATEMENT COMPLIANCE REPORT

The *Noise Abatement Compliance Report* for the months of January through June 2017 was reviewed with the Task Force. The compliance rate is ranging between 70-80%. Some reasons why pilots may be unable to fly a Noise Abatement Procedure are bad weather, fog, high winds, or medical alerts. A high compliance rate is adhered to during the day; however the night time (sunset to sunrise) compliance rate is lower and will be a focus area for improvement. Mr. Sprague continues to provide these reports to the Chief Pilots to encourage the Noise Abatement Procedures.

NOISE COMPLAINT SUMMARY

During the 1st Quarter 2017, there were 427 complaints received from 28 households, with the largest volume of complaints coming from Safety Harbor, Clearwater, and Pinellas Park. 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.

During the 2nd Quarter 2017, there were 387 complaints received from 45 different households, with the largest volume of complaints coming from 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.

Mr. Sprague confirmed new Allegiant routes announcing 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.

Allegiant's commitment to upgrade their fleet at PIE to an all Airbus A320 series was provided to the NATF; it was confirmed and announced that Allegiant has completed this transition.

VOR-BRAVO APPROACH UPDATE

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

METROPLEX UPDATE

An update on MetroPlex was provided to the Task Force. 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.

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

At the July 19, 2017 meeting, 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 2020 and will take approximately nine months. Runway 4/22 will be temporarily used as the primary runway during this time.

GENERAL DISCUSSIONS/ CITIZENS COMMENTS

Discussion of comments included: Standard Instrument Departure (SID) Procedures; clarification on when the PIE Air Traffic Control Tower closes; the ability of the A320 series aircraft to follow the Noise Abatement Procedures; New York Times news article regarding interrupted sleep; and why aircraft fly during the Voluntary Quiet Window.