

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(October 2016 & January 2017)**

Since the last report was submitted, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (October 19, 2016 and January 18, 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.

TASK FORCE MEMBERSHIP

At the January meeting, 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. This briefing will be conducted annually to remind Task Force members of the importance of complying with the Sunshine Law Requirements.

NOISE ABATEMENT COMPLIANCE REPORT

The *Noise Abatement Compliance Report* for the months of July through December 2016 was reviewed with the Task Force. The report revealed daytime noise abatement compliance is effective; and the nighttime compliance improved since last quarter.

NOISE COMPLAINT SUMMARY

During the *3rd Quarter 2016*, there were 545 complaints received from 30 households, with the largest volume of complaints coming from Safety Harbor, followed by Pinellas Park. The primary reasons given for complaints were aircraft not flying the Noise Abatement Procedures, and excessive noise. There was a downward trend in the number of complaints this quarter compared to last quarter.

During the *4th Quarter 2016*, there were 251 complaints received from 28 different households, with the largest volume of complaints coming from Safety Harbor, Pinellas Park, and Clearwater. The primary reasons given for complaints were aircraft not flying the Noise Abatement Procedures, excessive noise, and late night or early morning flight activity.

VOR-BRAVO APPROACH AND RNAV VISUAL APPROACH UPDATE

VOR-Bravo Approach:

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 directly with Allegiant pilots based at PIE, 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.

RNAV Visual Approach:

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 Federal Aviation Administration (FAA) navigation equipment.

INTRODUCTION TO METROPLEX

Mr. Sprague introduced the FAA’s *MetroPlex* (interchangeable with the term NextGen) as a term that is taking airspace around certain airports in metropolitan areas of the United States from ground based to satellite based air traffic management. Mr. Sprague shared a short video with the Task Force that covered the following: 1) PIE and Tampa International Airport are in the study phase of the project; 2) the project moves away from land based navigation to satellite based navigation; 3) changes impact enroute and high altitude flight paths; 4) Noise Abatement Procedures will not be impacted; and 5) FAA will hold public hearings over the next couple of years in which the Task Force will be invited to attend.

GENERAL DISCUSSIONS/ CITIZENS COMMENTS

Discussion of comments included Allegiant’s fleet mix transition from MD-80 to A320, military pilots flying alternative routes in non-emergency situations, update of the Florida Department of Transportation’s Gateway Project, aircraft engine run-ups, and flight patterns.