

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

April 17, 2019

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

Robert Butler, Allegiant Air
H.D. Holland, Feather Sound Resident (via Polycom)
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident
Steven Santamaria, Airport Operations Supervisor
David Sheppard, U.S. Coast Guard
Michael Short, Clearwater Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Deen Walker, Sheltair
Jeff Yost, Allegiant Air
Michael Zas, County Attorney's Office

Absent:

Russ Argus, Federal Aviation Administration, Air Traffic Control PIE
Tom Jewsbury, Airport Director
Joseph Lassen, US Army Reserve
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Ken Brisman, Metroplex, Federal Aviation Administration (via Polycom)
Louis Claudio, Safety Harbor
Richard Danielson, Tampa Bay Times
Jeff Gillquist, Signature Flight Support
Mark Minter, Oldsmar

AGENDA

1. Introduction & Opening Comments
2. 2019 Task Force Meeting Dates
3. Semi-Annual Task Force Report
4. Move Meeting Minutes of January 23, 2019
5. Quarterly Noise Compliance Report & Complaint Summary
6. Flights within Voluntary Quiet Window
7. Action/Discussion Items
 - Suspension of N.A.P.
 - FAA Metroplex Public Workshop – Monday, April 29th
 - Jerry Karp Concerns
 - Corporate jets, ownership, reason to use PIE, frequency of arrivals, Noise Abatement Procedures, and PIE Tenancy
 - Alternative ways NATF can lessen corporate jet noise
8. Citizen's Comments
9. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting and everyone introduced themselves. Mr. Sprague reviewed the *2019 NATF Meeting Dates*; the October 16 meeting was rescheduled to October 2 as agreed upon by the Task Force. In addition, Mr. Sprague moved the *Semi-Annual Task Force Report* and *Meeting Minutes* of January 23, 2019 into the record.

Ken Brisman, Metroplex, Federal Aviation Administration (FAA), discussed the Metroplex Public Workshop being held on April 29, 2019, 6:00 p.m. – 9:00 p.m. at the Clarion Inn & Suites located at 20967 U.S. 19 N, Clearwater, FL 33765, to gain public input regarding the proposed designs. As previously discussed, the FAA is launching this Metroplex initiative to improve air traffic flows over South-Central Florida, including the Tampa area. This initiative, called the South-Central Florida Metroplex, will include several airports in addition to Tampa International. The initiative will also examine airspace flows across the state, at areas in and around Ft. Lauderdale, Tampa, Orlando, West Palm Beach, and Miami.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 1st Quarter 2019. In January, 152 aircraft arrived on Runway 18; 97 aircraft used a Noise Abatement Procedure (NAP), while 9 did not. [Note: Between February 21 – March 5, 2019, the FAA denied use of the RNAV Visual Procedure due to an internal FAA clerical error, see email for documentation]. In February, 277 aircraft arrived on Runway 18; 217 used a NAP, while 22 did not (7 did not when considering the inability to use the RNAV Visual Procedure).

In March, 292 aircraft arrived on Runway 18; 280 used a NAP, while 19 did not (7 did not when considering the inability to use the RNAV Visual Procedure).

There were 773 complaints received during the 1st Quarter from 23 different households, with 343 of the complaints coming from one household in Safety Harbor and 363 of the complaints coming from one household in Oldsmar. The top three cities submitting complaints were Oldsmar, Safety Harbor, and Clearwater. The top three reasons for complaints for the quarter were excessive noise, low flying aircraft, and late night or early morning flights. There were zero complaints received in the Quarter regarding ground noise for aircraft engine run-ups.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) ranged between 3-7% for January through March 2019. The main reasons for flights during the VQW were flight delays, weather, mechanical, and ATCT mandated ground stops. Mr. Sprague reiterated that the VQW is from 11:00 p.m. – 6:00 a.m.

ACTION/DISCUSSION ITEMS

Mr. Karp expressed a concern of a low number of complaints (3) received regarding corporate jets in the 1st Quarter reports. It was discussed that some of these jets may have been reported as general aviation complaints (46) as opposed to corporate jets. Mr. Karp stated concerns regarding corporate jets as previously discussed in the meetings may not be as much of a problem as previously thought to be.

Mr. Karp inquired if the military report numbers are strictly U.S. Coast Guard. Mr. Sprague advised it would include Army as well, but most complaints marked military this quarter were U.S. Coast Guard helicopters. LCDR Sheppard advised the minimum altitude they fly is 1,000 feet. The only time they fly below 1,000 feet is on a life saving mission, which is very rare over populated areas. Lou Claudio stated there was a helicopter that flew over his home at an altitude of less than 500 feet. LCDR Sheppard will research this.

Mr. Sprague showed a video of an Allegiant pilot in an Airbus 320 flight simulator landing at PIE using the RNAV Visual Approach. The NAP's are loaded into the aircraft's flight management system. Mr. Minter, Oldsmar resident, stated that he does not see aircraft following this procedure; but rather coming in directly over Oldsmar. Chief Pilot Robert Butler, Allegiant, advised that the aircraft is on auto-pilot for the Procedure, but may be impacted by heavy winds and/or banking, which the pilot manually corrects. Mr. Minter inquired about moving the NAP path more toward the west. Again, Mr. Minter inquired if the angle of the NAP could be changed to fly directly in the middle of the Bay as it seems Oldsmar is getting all the traffic to appease Safety Harbor. Mr. Sprague advised that this NAP, which has aircraft flying in over the center of Tampa Bay was created as a measure to alleviate noise for both Oldsmar and Safety Harbor. Mr. Sprague advised this is an FAA approved NAP and it will not change.

NATF MEMBERS AND CITIZEN'S COMMENTS

Mr. Karp inquired about corporate jet activity, ownership, frequency of arrivals, and tenancy at PIE. Mr. Karp stated he did some research learning there were only three corporate jets based at PIE. Mr. Sprague introduced Deen Walker, Sheltair Aviation, and Jeff Gillquist, Signature Flight Support, as the Fixed Based Operators at PIE. H.D. Holland stated all corporate aircraft can utilize PIE as it is a public airport. Mr. Holland further stated, as a corporate pilot himself, corporate pilots do their best to fly any published NAP's; however, reminded everyone that these procedures are not mandatory, but voluntary. Deen Walker stated there are no Stage 3 jets based at Sheltair, nor at Signature, with Mr. Gillquist agreeing. It was stated new corporate jets are quieter than the smaller general aviation aircraft. More information about FAA Noise Levels and Stages can be found at: https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/levels/.

Meeting was adjourned at 4:00 p.m.

Soszka, Cheryl

From: Soszka, Cheryl
Sent: Tuesday, March 05, 2019 4:23 PM
To: Soszka, Cheryl
Subject: FW: Noise Abatement Procedure Error

NATF Members

On February 21, 2019; the FAA suspended the Noise Abatement Procedure Arrival (RNAV Visual Runway 18) due to an internal paperwork error and NOT due to the safety of the approach. Unfortunately, I nor Mr. Jeff Yost, Allegiant Air Traffic Liaison, was made aware of this suspension until yesterday, see e-mail below. Amidst my dissatisfaction that none of us were informed, Jeff and myself made several phone calls to the FAA demanding them to turn back on the Noise Abatement Procedure. At 3:00pm today, I received confirmation the procedure is turned back on even though the FAA will continue to work internally to fix their paperwork errors. Mr. Jeff Yost will be making sure the Allegiant Pilots are made aware as well as the Tampa Air Traffic Controllers.

We can further discuss this at the April Noise Abatement Task Force Meeting but wanted to make sure all the Task Force Members were made aware of this situation.

Thank You for your continued support.
Mark



Mark Sprague, C.M.
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Follow the Airport:



All government correspondence is subject to the public records law.

From: Matthew.Leeser@faa.gov [mailto:Matthew.Leeser@faa.gov]
Sent: Monday, March 04, 2019 4:18 PM
To: Sprague, Mark E <msprague@fly2pie.com>
Subject: PIE RVFP 18, ORIG-A

Mr. Sprague, I wanted to follow up with you on our discussion.

During a recent audit FAA Flight Standards found multiple document errors that must be corrected to continue a safe operation. The FAA has temporarily suspended the St Petersburg RNAV Visual RW18 procedure until these errors can be corrected. The FAA apologizes for this temporary inconvenience, and is working to reactive the procedure as soon as possible. We will be in contact with your office with a proper timeline.

Let me know if you have any questions.

Best Regards, Matt

Matthew Leeser
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