

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

January 15, 2020

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
H.D. Holland, Feather Sound Resident
Tom Jewsbury, Airport Director
Erin Johnson, Airport Operations Manager
Barbara Markley, Pinellas Park Resident
Linda Norris, Oldsmar Resident/City Council
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident
Hank Samuel, Palm Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Michael Short, Clearwater Resident (via Conference Call)
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:

Robert Butler, Allegiant Air
Jerry Karp, Clearwater Resident
Joseph Lassen, US Army Reserve
David Sheppard, U.S. Coast Guard
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Louis Claudio, Safety Harbor citizen
Mark Owen, Safety Harbor citizen
Dallas & Kay Rose, Oldsmar citizens

AGENDA

1. Introduction & Opening Comments
2. 2020 Task Force Meeting Dates
3. Move Meeting Minutes of October 2, 2019
4. Quarterly Noise Compliance Report & Complaint Summary
5. Flights within Voluntary Quiet Window
6. Action/Discussion Items
 - Metroplex – tentative June meeting
 - Allegiant reduction noise on aircraft
 - Moving Noise Abatement Procedure
 - U.S.C.G. Complaints 4th Quarter – December 20th
 - Scheduled Voluntary Quiet Window Flights
7. Citizen’s Comments
8. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting and everyone introduced themselves. Mr. Sprague reviewed the *2020 NATF Meeting Dates* and moved the *Meeting Minutes* of October 2, 2019 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 4th Quarter 2019. In October, 207 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 116 aircraft did, while 19 did not. In November, 93 aircraft arrived on Runway 18; of those able to use a NAP, 90 did, while 9 did not. In December, 232 aircraft arrived on Runway 18; of those able to use a NAP, 127 did, while 7 did not.

There were 948 complaints received during the 4th Quarter from 40 different households, with 321 complaints coming from one household in Safety Harbor, 231 complaints coming from one household in the Rainbow Farms subdivision in Safety Harbor, and 278 complaints coming from one household in Oldsmar. The top three cities submitting complaints were Safety Harbor (including the Rainbow Farms subdivision), Oldsmar, and Clearwater. The top three reasons for complaints for the Quarter were excessive noise, low flying aircraft, and did not use NAP’s. There were zero complaints received in the Quarter regarding ground noise for aircraft engine run-ups.

In 2019, there were 3,415 complaints submitted from 75 different households, with 2,817 of complaints (82%) coming from two households, one in Safety Harbor and one in Oldsmar. The top three reasons for complaints for the year were excessive noise, late night/early morning flights, and low flying aircraft.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) ranged between 11-15% for October through December 2019. There were some scheduled operations during the VQW, between 5-8% of the flights. Some of the other reasons for flights during the VQW were flight delays, weather, mechanical, and ATCT mandated ground stops. Mr. Sprague reiterated once again that the VQW is from 11:00 p.m. – 6:00 a.m. and that it is voluntary, not mandatory. The airlines are not required to follow it; however, we do request that they comply as much as possible. As discussed at the previous meeting, Mr. Sprague stated he is reviewing scheduled arrivals outside of the VQW and working with the airlines' planning department to reduce the number of scheduled arrivals during the VQW in future months. Mr. Sprague presented data for the first four months of 2020, which shows that scheduled arrivals during the VQW have been reduced considerably (between 1-5%), except for March, due to Spring Break. Mr. Sprague advised that these flights are scheduled to arrive by 11:30 p.m.

On February 11, 2020, Mr. Jewsbury met with Allegiant's planning and scheduling department to reinforce the need to try to schedule flights outside the VQW when feasible. They reiterated their commitment to strive to avoid scheduling flights during the VQW when feasible so long as it doesn't result in a need to cancel flights.

ACTION/DISCUSSION ITEMS

In reference to recent news in Los Angeles regarding an aircraft dumping fuel over a neighborhood, Mr. Sprague reassured everyone the aircraft flying in and out of PIE are narrow bodied jets that do not have the capability to dump fuel.

The next Metroplex Public Meeting is tentatively scheduled for June 2020. The Metroplex looks to improve air traffic flow and efficiency and reduce congestion in major metropolitan areas with multiple airports. Mr. Sprague will provide the exact date of the meeting and encourages all Task Forces Members to attend.

Allegiant is looking at a recommended procedure of a Flaps 3 landing configuration. This reduces fuel consumption, as well as lowers noise levels. Flaps full is Allegiant's current landing configuration and they are looking to roll this new landing configuration out in the next few weeks. This is a recommended guidance to flight crews and it is not mandatory, as there will be times and variables requiring a landing with a full flap configuration. This is a recommended procedure issued by Airbus manufacturers to all Airbus aircraft.

Mr. Sprague stated based on his discussion with NATF Member, Linda Norris, he looked at the RNAV Procedure flown by Allegiant and the hypothetical shifting of the Procedure to the west, approximately 0.5 nautical mile. Mr. Sprague stated his concern is that if the track shifted this small distance, it would not resolve the problem and people in Oldsmar would still hear the aircraft. In addition, there would continue to be complaints from

Oldsmar and the complaints from Safety Harbor would increase as the Procedure would move closer to different households. Ms. Norris inquired if it was possible to obtain demographics on how many households would be impacted if the Procedure shifted. Mr. Jewsbury stated that this has been done previously and the findings were presented to the Oldsmar City Council, who agreed to this Procedure as it would have less impact on Oldsmar and more beneficial to the community as a whole.

Mr. Sprague stated he had a meeting with U.S. Coast Guard on December 20, 2019 regarding the noise complaints received in the 4th Quarter about helicopters and C-130's. Mr. Sprague asked for alternate routes when possible and not on life saving missions.

Mr. Sprague reviewed that both he and Mr. Jewsbury have been working with Allegiant on getting scheduled flights during VQW eliminated. Mr. Sprague advised they have been successful in getting scheduled flights arriving during the VQW reduced, with the exception of March 2020, due to Spring Break; these flights are scheduled to arrive no later than 11:30 p.m.

NATF MEMBERS AND CITIZEN'S COMMENTS

Steve Oschner, NATF Member, requested an update on the Runway 18-36 Rehabilitation project. Mr. Sprague stated the construction begins on February 4; however, there will be no change to the flight paths during the first phase. Mr. Oschner inquired about the noise of the construction and was advised it would take place during the daytime. Mr. Sprague advised it will be around the end of May when all air traffic will be directed to Runway 4-22. At that time, there will be communication relayed to citizens via various methods, such as email notification, press releases, PIE's website, and the Feather Sound newsletter.

Mr. Oschner also requested an update on the Airport Master Plan. Mr. Sprague advised the Master Plan is mostly complete and he would keep the Task Force informed on additional information and dates as they become available.

Mr. Mark Owen, Safety Harbor citizen, stated he does not like citizens having to hold their questions and comments until the end of the Task Force meeting. Mr. Owen presented a handout of an assessment scale of how complaint processing can be done as a way of measuring the performance of the Task Force each year. In addition, Mr. Owen provided a handout of acoustic day night noise level measures. The FAA has used the DNL 65 dBA threshold as the basis for expecting essentially no noise complaints. Mr. Owen stated that the Environmental Protection Agency says the dB should be 55 for humans, as noise has health issues. Currently, there are many studies available about how noise negatively impacts health for both adults and children.

Louis Claudio, Safety Harbor citizen, appreciated Mr. Owen bringing up health issues as related to noise. Mr. Claudio stated he is very disturbed and disappointed to see the

number of scheduled flights coming in during the VQW, particularly in March 2020. He believes it represents a disrespect to the community.

Dallas and Kay Rose, Oldsmar citizens, also believe there are health concerns related to noise. Ms. Rose asked Mr. Sprague to revisit the slide regarding hypothetically moving the RNAV Procedure 0.5 mile to the west and suggested that they move the Approach to the east instead. This would bring the RNAV Approach over Brooker Creek, which is not residential. Mr. Rose and Mr. Owen agreed that moving the Approach to the east would be beneficial to both Oldsmar and Safety Harbor residents. Mr. Padavich asked if another "what-if" analysis could be done on moving the Approach to the east. Mr. Sprague stated it could be looked at.

Mr. Owen asked Mr. Sprague if he could provide a summary of the business/corporate jets at the next meeting. Mr. Sprague agreed.

Meeting was adjourned at 4:38 p.m.