

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

January 17, 2024

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:**

CDR Michael Feltovic, U.S. Coast Guard  
H.D. Holland, Feather Sound Resident (via teleconference)  
Tom Jewsbury, Airport Director  
Erin Johnson, Airport Operations Manager  
Andrew Knapp, Oldsmar Resident and City Council Member (via teleconference)  
Barbara Markley, Pinellas Park Resident  
Steven Santamaria, Airport Operations  
Sean Schrader, City of Clearwater at Large Resident (via teleconference)  
Cheryl Soszka, Airport Administration  
Mark Sprague, Deputy Director, Operations and Facilities  
Deen Walker, Sheltair  
Cody Ward, County Attorney's Office (via teleconference)  
Jeff Yost, Allegiant Air (via teleconference)

**Absent:**

Jason Driskill, U.S. Army  
Chris Heden, Federal Aviation Administration, Air Traffic Control TPA  
Steve Ochsner, Feather Sound Resident  
John Padavich, Safety Harbor Resident  
Hank Samuel, Palm Harbor Resident  
Anibal Velazquez, Federal Aviation Administration, Air Traffic Control PIE

**Guests in Attendance:**

Donald Casey, Del Oro Groves  
Reece Nanfito, Del Oro Groves  
Shane Jackson, FAA Community Engagement Officer

## AGENDA

1. Introduction & Opening Comments
2. 2024 NATF Meeting Dates
3. Move Meeting Minutes of October 18, 2023
4. Quarterly Noise Compliance Report & Complaint Summary
5. Flights within Voluntary Quiet Window
6. 2023 Year in Review
7. Action Items
  - Review Charts & Graphs
  - Aircraft type category - all types required?
  - FOXAR waypoint shift west - publication date March 21, 2024
8. Citizen's Comments
9. Adjournment

## INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting, including Shane Jackson, FAA Community Engagement Officer. Mr. Sprague then reviewed the *2024 NATF Meeting Dates* and moved the *Meeting Minutes of October 18, 2023* into the record with Mr. Nanfito's requested change acknowledged.

## QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 4<sup>th</sup> Quarter 2023. In October, 73 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 18 aircraft did, while two did not. In November, 102 aircraft arrived on Runway 18; of those able to use a NAP, 76 aircraft did, while one did not. In December, 180 aircraft arrived on Runway 18; of those able to use a NAP, 124 aircraft did, while 18 did not. Average overall compliance for the 4<sup>th</sup> Quarter was 91%.

For the year of 2023, 3,142 aircraft arrived on Runway 18; of those able to use a NAP, 2,434 aircraft did, while 127 did not, for an average compliance of 94% of NAP for the year.

There were 594 complaints received during the 4<sup>th</sup> Quarter, with 538 complaints coming from two households in Safety Harbor, representing 91% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Pinellas Park, and Palm Harbor; with the top three reasons for complaints being excessive noise, late night or early morning, and low flying.

For the year of 2023, there were 2,599 complaints received. This is 721 less complaints than were received in 2022, with 729 additional Allegiant commercial flights scheduled. There were complaints received from 44 different households. The top three cities

submitting complaints were Safety Harbor (2,404 complaints representing 92% of annual complaints), Oldsmar (79 complaints representing 3% of annual complaints), and Pinellas Park (43 complaints representing 1.65% of annual complaints).

### **FLIGHTS WITHIN VOLUNTARY QUIET WINDOW**

The number of flights during the Voluntary Quiet Window (VQW) for the 4<sup>th</sup> Quarter ranged between 7-9%, averaging at 8% for the quarter. Some reasons for flights during the VQW this quarter were: scheduled flights, local weather, thunderstorms across the country, and fog causing diversions.

For 2023, the number of flights during the VQW averaged at 11%. This is down 1% compared to 2022, with an additional 729 scheduled commercial Allegiant flights in 2023.

### **2023 YEAR IN REVIEW**

Mr. Sprague went over the 2023 Year in Review, which is attached to the minutes.

### **ACTION/DISCUSSION ITEMS**

#### **Review Charts & Graphs**

Mr. Sprague reviewed the current charts and graphs provided to the Noise Abatement Task Force at each meeting. The Task Force discussed the Charts & Graphs provided along with the data presented at the meetings. The Task Force seemed to agree that the data is covered well without all the graphs, to trim down to focus areas, and if there are any issues, the information can easily be added back. There was a suggestion to focus more on the city and less on the individual.

#### **Aircraft Type Category**

This topic was covered in the discussion above and determined to eliminate obsolete categories.

#### **FOXAR departure waypoint shift west - Publication Date 3/21/2024**

Mr. Sprague shared with the Task Force that the “community driven” project of shifting the FOXAR waypoint to the west on the BAYPO ONE Departure from PIE will be published on March 21, 2024. This will keep aircraft over the mouth of Tampa Bay when departing as opposed to hugging the Oldsmar coastline.

### **NATF MEMBERS AND CITIZEN’S COMMENTS**

Don Casey, resident of Del Oro Groves, stated he has not heard the Coast Guard helicopters flying over his home as much lately.

CDR Michael Feltovic, U.S. Coast Guard, provided an update on their fleet and the transition from the C-130H's to the C-27's.

Reece Nanfito, resident of Del Oro Groves, expressed concern about the Task Force seeming to focus on chronic complainers when the focus should be on the four scheduled flights per week during the VQW between 11:01 p.m. and 11:48 p.m. as this impacts sleep and health. Mr. Nanfito inquired how many of these specific flights are further delayed. Mr. Sprague stated we do not have a mechanism to track that statistic.

Meeting was adjourned at 3:50 p.m.

## **2023 Action Items Year in Review**

### **Metroplex Standard Instrument Departure (SID)**

When using Runway 4/22, particularly Runway 4, aircraft head directly to Tampa International Airport. PIE's Air Traffic Control Tower (ATCT) controls the airspace up to 1,600 feet only; then the aircraft is handed over to Tampa's ATCT. There was a verbal agreement in place to use various departure headings, comparable to the St. Pete 9 Departure used on Runway 18. In 2021, Mr. Sprague contacted the Southern Region Federal Aviation Administration (FAA) staff, and they met with Mr. Sprague and ATCT staff at Tampa International Airport. They reviewed all departure headings and air traffic in the area. The FAA is going to utilize a current SID to construct a Procedure for Runway 4/22, which will join the SID from 18/36 and will be assigned by the Tower. *UPDATE: The MAEKO ONE Departure was published in 2023.*

### **U.S. Coast Guard Fleet**

CDR Menze, U.S. Coast Guard, advised that the C-130H's are being phased out of the PIE Coast Guard Air Station and are being replaced with C-27's. The C-27's will arrive beginning in summer 2023. The first C-130H will depart in January 2024. The C-27's have two engines, as opposed to the C-130H's four engines, which in itself is quieter. *UPDATE: This is ongoing.*

### **U.S. Naval Air Station Jacksonville letter**

Based on observation of the Poseidon P8 (Boeing 737) performing low altitude traffic pattern approaches, Mr. Sprague sent a letter to the U.S. Naval Air Station in Jacksonville reminding them not to fly low altitude traffic patterns over residential areas. The Airport nor FAA can govern military aircraft except to remind them of noise sensitive areas. *UPDATE: No further concerns.*

### **Sun Country and Air Traffic Control confusion on RNAV assignment**

Due to a misunderstanding at Tampa Terminal Radar Approach Control Facilities (TRACON), Sun Country pilots were not being assigned the RNAV NAP by the Tampa TRACON. The Chief Pilot from Sun Country contacted Mr. Sprague questioning why the RNAV was not being assigned, even when the pilot was requesting for it. Mr. Sprague met with Air Traffic Controllers and the matter was resolved.

### **Added additional airlines to noise complaint form for charter flights**

Additional airlines have been added to the noise complaint form for baseball charter flights/airlines.

### **Federal Aviation Administration (FAA) Corridor & Space X**

Mr. Sprague discussed the FAA announcement that after extensive research, they have redesigned the Temporary Flight Restriction (TFR) around NASA's Kennedy Space Center and Cape Canaveral Space Force Station areas during space launches. The increased frequency of the launches causes usual arrival and departure routes to be interrupted, creating delays, wasted fuel, missed connecting flights, and inconveniences to thousands of airline passengers. According to research conducted by the FAA, each

launch would typically cause: 36 flights to be rerouted; 4,300 passengers to be affected; 300 minutes of delays; and 1,500 extra miles flown due to rerouting.

The old TFR was typically active from the surface to 18,000 feet. After conducting joint research with the U.S. Space Force, NASA, SpaceX, United Launch Alliance, and other launch operators, the FAA concluded the old TFR was too large and could be reduced with no impact on operational safety. The changes impact traffic to and from Sarasota-Bradenton International Airport (SRQ), Tampa International Airport (TPA), St. Pete-Clearwater International Airport (PIE), and Orlando Airports. This change was implemented in April 2023.

### **Noise Complaint Form Modified**

The noise complaint submission form on the website has been modified to add “activity disturbed” as an optional field for complaints, as requested by a citizen.