

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

January 19, 2022

St. Pete-Clearwater International Airport (PIE), Aircraft Noise Abatement Task Force (NATF) Committee, a/k/a Task Force, met at 3:00 p.m. virtually via the GoToMeeting platform, with the following members present:

Present:

Chris Heden, Federal Aviation Administration, Air Traffic Control PIE
H.D. Holland, Feather Sound Resident
Tom Jewsbury, Airport Director
Erin Johnson, Airport Operations Manager
Andrew Knapp, Oldsmar Resident and City Council Member
LCDR Grant Langston on behalf of CDR Jeanine Menze, U.S. Coast Guard
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Sean Schrader, City of Clearwater at Large Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Matt Tolnay on behalf of Michael Zas, County Attorney's Office
Deen Walker, Sheltair
Jeff Yost, Allegiant Air

Absent:

Randy Baugham, Federal Aviation Administration, Air Traffic Control
Jerry Karp, Clearwater Resident
Joseph Lassen, US Army Reserve
Barbara Markley, Pinellas Park Resident
Hank Samuel, Palm Harbor Resident
Brad Schramski, Allegiant Chief Pilot

Guests in Attendance:

Lou Claudio, Safety Harbor
Cathy Minter, Oldsmar
Dallas and Kay Rose, Oldsmar

AGENDA

1. Introduction and Opening Comments
2. Move Minutes of October 20, 2021
3. 2022 NATF Meeting Dates
4. Quarterly Noise Compliance Report & Complaint Summary
5. Flights within Voluntary Quiet Window
6. Action/Discussion Items
 - Air Carriers on RNAV NAP Update
 - PIE List of General Aviation Jet Aircraft under 60K
 - FAA Optimized Profile Descents
 - Allegiant Announcement of 50 confirmed & 50 optional B-737's
 - Airports and 5G Rollout
 - Recap of 2021
7. Citizen's Comments
8. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting. Mr. Sprague moved the *Meeting Minutes* of October 20, 2021 into the record and reviewed the 2022 Noise Abatement Task Force Meeting Dates.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 4th Quarter 2021. In October, 179 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 116 aircraft did, while 7 did not. In November, 64 aircraft arrived on Runway 18; of those able to use a NAP, 60 aircraft did, while 4 did not. In December, 301 aircraft arrived on Runway 18; of those able to use a NAP, 203 aircraft did, while 13 did not. Mr. Sprague stated that daytime compliance has remained in mid-90% range for Allegiant.

There were 563 complaints received during the 4th Quarter, with 425 complaints coming from one household in Safety Harbor and 94 complaints coming from one household in Oldsmar. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Palm Harbor; with the top three reasons for complaints being late night/early morning, excessive noise, and low flying aircraft.

For the year of 2021, there were a total of 4,593 complaints, with 2,386 complaints coming from one household in Safety Harbor and 729 complaints coming from one household in Oldsmar. The top three cities submitting complaints in 2021 were Safety Harbor,

Oldsmar, and Clearwater; with the top three reasons for complaints being excessive noise, low flying aircraft, and did not use NAP.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) for the 4th Quarter ranged between 11-15%. Some reasons for flights during the VQW were in October and December, Air Traffic Flow Control in the North caused delays due to COVID at the Jacksonville TRACON Center; and in December, several foggy days caused delays and unusual flight patterns; both of which resulted in significant delays.

ACTION/DISCUSSION ITEMS

Air Carriers on RNAV Noise Abatement Procedure Update

Mr. Sprague provided an update on the status of the airlines that have obtained FAA approval to fly the RNAV Procedure. On December 16, 2021, Swoop Airlines received approval; on January 3, 2022, Delta Airlines received approval, and on January 27, 2022, Sun Country received approval. All commercial air carriers and some charter carriers can fly the RNAV Procedure. Next, Mr. Sprague will work with charter air carriers United and Air Canada to get them approved on the RNAV Procedure.

PIE List of General Aviation Jet Aircraft under 60K

Mr. Sprague provided a list of the different general aviation aircraft that can fly the MAEKO Departure. This list was created with the assistance of the Fixed Based Operators at PIE.

FAA Optimized Profile Descents (OPD)

The FAA has implemented new, more efficient descent procedures that will reduce fuel burn and emissions. These new OPD's will allow aircraft to glide from cruising altitudes to runway safely in a smooth arc instead of using the stair-step procedure. Additional information can be found here: [Optimized Profile Descents - YouTube](#).

Airports and 5G Rollout

PIE was identified as an airport within the radius of a 5G cellular tower. PIE has spoken with all air carriers and identified that it will not affect the approaches they fly or their service. The impacts of the 5G rollout are affecting larger, wide-bodied aircraft, which do not fly into PIE.

Recap of 2021

See attached list for a 2021 Year End Review.

News in 2022

Allegiant will be purchasing 50 new Boeing 737 Max Jets and will have the option to purchase an additional 50 more aircraft. They will operate a mixed fleet since they will continue to operate their Airbus aircraft fleet.

NATF MEMBERS AND CITIZEN'S COMMENTS

John Padavich, Safety Harbor NATF Member, clarified the new departure method and whether it goes over Safety Harbor. Mr. Padavich inquired if Mr. Sprague could send a map over. Mr. Sprague advised it is an instrument approach procedure, but he would send it over.

Kay and Dallas Rose, residents of Oldsmar, inquired about the number of complaints and the number of flights in 2021. Mr. Rose confirmed with Mr. Sprague that five airlines were added, and Mr. Sprague stated that only one airline was added. Mr. Rose began asking questions about the meeting in Oldsmar City Council Meeting in 2007 when City Council approved the RNAV Approach as acceptable.

Mr. Jewsbury reviewed the action taken in 2007 included an airspace study, paid for by the airport. The study introduced a procedure identified as the RNAV Procedure. The goal is to keep the aircraft over the Bay as much as possible but would require a slight shift to the east. Mr. Jewsbury stated he presented this study and the RNAV Procedure at an Oldsmar City Council Meeting and City Council did not oppose the Procedure.

Cathy Minter, resident of Oldsmar, inquired about the MAEKO departure and the aircraft not increasing altitude as quickly as possible as she is seeing aircraft leveling off at the Courtney Campbell before climbing again at the Oldsmar peninsula. Mr. Sprague advised once the aircraft takes off, aircraft is handed over to Tampa Air Traffic at 1,600 feet and PIE has no control of the airspace from there. Mr. Sprague stated that we are not seeing the aircraft level off. Ms. Minter stated she needs help getting the aircraft at a higher altitude faster on departures.

There was discussion about how low aircraft can be over homes in Oldsmar. Mr. Sprague advised the minimum altitude at Power Plant is 1,700 feet. It must be the density altitude, which accounts for the amount of moisture in the air. Accurate information on density altitude can be found on our portal.

Meeting was adjourned at 4:19 p.m.

NATF 2021 Year End Review

1. Federal Aviation Administration (FAA) Southern Region Administrator, Michael O'Hara provided an update on Metroplex which went into effect April 22, 2021, and a panel of experts answered questions from NATF Members and citizens.
2. Major League Baseball (MLB), Toronto Blue Jays, began using the Dunedin Stadium for all home games due to the COVID restrictions between borders. This generated the need for MLB Charters to get Air Carriers on the Noise Abatement Procedures (NAP).
3. Updated the FLY2PIE website including a newly designed Noise Page reducing the former three pages into the one current page. New software was added to efficiently track aircraft matching up to address where the complaint was submitted.
4. Updated the Noise Complaint Form adding three new fields (Weather, Activity Disturbed, and Time Disturbed).
5. Added New NAP Airfield Signage
6. Updated the NAP Brochures to include the Metroplex.
7. Once the Metroplex went into effect, the Airport monitored the departures and found minor inconsistencies on when they were being flown. The FAA admitted it was a software issue that was being resolved. The local Air Traffic Control Tower, as well as the Airport, monitored compliance and issued the back-up St. Pete 9 Departure when the Metroplex wasn't being flown.
8. Announced the termination of Sun Wing Airlines but added Swoop Airlines will be moving operations from TPA to PIE. Also, Sun Country Airlines, who solely provided charter service at PIE announced Scheduled Air Service. Both Carriers started in Fall 2021.
9. Airport along with Allegiant started the process of adding Swoop, Sun Country, and Delta Airlines (who flies about 90% of the MLB charters) onto the NAP RNAV Visual.
10. NAP are for air carriers over 60,000 pounds. A need was identified for a NAP for smaller general aviation jets under 60,000 pounds. Mr. Sprague worked with the Fixed Based Operators (Sheltair Aviation and Signature Flight Support) to identify these smaller jets. Mr. Sprague worked with the FAA Metroplex and the FAA introduced the MAEKO departure for these general aviation jets.
11. Airport is a part of the Pinellas County Congested Airspace Working Group, sponsored by the FAA Safety Team.