

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

January 25, 2023

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:

H.D. Holland, Feather Sound Resident
Jerry Karp, Clearwater Resident
Andrew Knapp, Oldsmar Resident and City Council Member (via teleconference)
CDR Jeanine Menze, U.S. Coast Guard
LCDR Timothy Nicolet, U.S. Coast Guard
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident (via teleconference)
Sean Schrader, City of Clearwater at Large Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Cody Ward, County Attorney's Office (via teleconference)
Deen Walker, Sheltair

Absent:

Chris Heden, Federal Aviation Administration, Air Traffic Control PIE
Tom Jewsbury, Airport Director
Erin Johnson, Airport Operations Manager
Joseph Lassen, US Army Reserve
Barbara Markley, Pinellas Park Resident
Hank Samuel, Palm Harbor Resident
Brad Schramski, Allegiant Chief Pilot
Jeff Yost, Allegiant Air

Guests in Attendance:

Donald Casey, Del Oro Groves
Louis Claudio, Safety Harbor
Catherine Morahan, Del Oro Groves
Reece Nanfито, Del Oro Groves

AGENDA

1. Introduction & Opening Comments
2. Move Meeting Minutes of October 19, 2022
3. Quarterly Noise Compliance Report & Complaint Summary
4. Flights within Voluntary Quiet Window
5. Action Items
 - Metroplex Standard Instrument Departure (SID)
 - Runway 18/36 Repair
 - USCG Fleet
 - Recap of 2022
6. Citizen's Comments
7. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting. Mr. Sprague moved the *Meeting Minutes* of October 19, 2022 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 4th Quarter 2022. In October, 83 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 83 aircraft did, while 0 did not. In November, 71 aircraft arrived on Runway 18; of those able to use a NAP, 70 aircraft did, while 1 did not. In December, 137 aircraft arrived on Runway 18; of those able to use a NAP, 133 aircraft did, while 4 did not. Overall compliance for the Quarter was 99%; for 2022, average compliance was 93%.

There were 691 complaints received during the 4th Quarter, with 506 complaints from Safety Harbor, 369 complaints coming from one household and 137 complaints coming from another household in the Rainbow Farms subdivision, representing 73% of complaints for the Quarter. The top three cities submitting complaints were Safety Harbor, including Rainbow Farms (514), Del Oro Groves in Clearwater (154), and Pinellas Park (8); with the top three reasons for complaints being excessive noise, late night or early morning flights, and flying over home.

For the year of 2022, there were a total of 3,320 complaints, with 2,156 complaints coming from one household in Safety Harbor and 820 complaints coming from one household in the Rainbow Farms subdivision in Safety Harbor; this represents 90% of the complaints submitted in 2022. The top three cities submitting complaints in 2022 were Safety Harbor, including Rainbow Farms subdivision, Del Oro Groves in Clearwater, and Oldsmar; with the top three reasons for complaints being excessive noise, low flying aircraft, and flying over home.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) for the 4th Quarter ranged between 17-32% (290 out of 1,410 flights), which is up from the previous quarter. Some reasons for flights during the VQW this quarter were: Hurricane Nicole causing severe delays, increased flight traffic for the holidays, fog in the area in November and December, and major winter storms in the central and northern part of the United States, where our air carrier cities/flights arrive and depart.

For 2022, the number of flights during the VQW was 12%, which represented 931 out of 7,505 flight operations.

ACTION/DISCUSSION ITEMS

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. 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. The goal is to have this in place ASAP.

Runway 18/36 Repair

Runway 18/36 repair was mostly completed before Thanksgiving. However, there are finishing touches that will require nightly closures between January 31 and February 6. The work being done overnight includes 1,200 feet of grooving, replacing center line lights, and final markings.

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.

Recap of 2022

Air Carriers on RNAV Noise Abatement Procedure Update

On December 16, 2021, Swoop received approval; on January 3, 2022, Delta Airlines received approval, and on January 27, 2022, Sun Country received approval to fly the RNAV Procedure. Air Canada and United Airline approvals are still in progress.

RNAV Procedure assigned effective April 13, 2022

On April 13, 2022, the RNAV procedure will now be assigned to pilots. We will no longer have to rely on a pilot asking for the RNAV NAP. This will apply to Allegiant, Sun Country, Swoop, and Delta (baseball charters).

Metroplex SID

On March 14, 2022, Mr. Sprague filed an Instrument Flight Procedure (IFP) to FAA determining that the Metroplex Standard Instrument Departure (SID) did not mirror the St. Pete 9 Departure and the NAP Arrival as it should have. On August 24, 2022, Tampa reviewed and approved the IFP. The SID will be put back to the middle of Tampa Bay where it should be; the effective date is TBD (summer to fall 2023).

NATF MEMBERS AND CITIZEN'S COMMENTS

Lou Claudio, Safety Harbor citizen, confirmed with CDR Menze when the C-130H departs. CDR Menze advised in January 2024. Clearwater Air Station is the last station to be flying the C-130H models, although some stations still fly C-130J models.

Reese Nanfito, Del Oro Groves citizen, stated he believes the airport is continuing to grow and inquired if there is a limit on the number of aircraft that can fly over a given neighborhood. There is no limit on traffic in air space and PIE does not control the air space. Mr. Nanfito indicated there are general aviation aircraft flying over his home every five minutes on a Sunday afternoon and inquired if there are any decibel meters stationed locally around the airport. Mr. Sprague advised there are not permanent decibel meters in place. When the Master Plan was developed in 2019, an updated noise study was done with updated noise contours. Mr. Nanfito inquired if there are repeat offenders not following the NAP. Mr. Nanfito believes the impact of aircraft noise on quality of life should be researched further. Mr. Nanfito inquired if there is a penalty for not flying the NAP or if the pilot can be fined. The FAA prohibits PIE from imposing penalties or fines on pilots or air carriers.

Catherine Morahan, Del Oro Groves citizen, inquired what she can do when aircraft fly directly over her home. She works remotely five days a week and must stop her conversation when the aircraft fly over. She has called here previously and spoken to individuals stating that the Allegiant pilot turnover was significant, and it may be a lack of training. Mr. Sprague explained that the pilots are aware of the NAP and must train in a simulator every six months.

Mr. Sprague stated that the NAP compliance averages in the 90%'s now, which has increased significantly as it used to be 30%. We would like it to be 100% all the time. When NAP's are not used and can be, Mr. Sprague reviews why and speaks with the Chief Pilots when a problem is identified. The goal is always 100% compliance, weather permitting.

Meeting was adjourned at 4:30 p.m.