

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

July 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

Russ Argus, Federal Aviation Administration, Air Traffic Control PIE
Carl Brody for Michael Zas, County Attorney's Office
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
Linda Norris, Oldsmar Resident/City Council
John Padavich, Safety Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Hank Samuel, Palm Harbor Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Deen Walker, Sheltair
Jeff Yost, Allegiant Air

Absent:

Robert Butler, Allegiant Air
H.D. Holland, Feather Sound Resident
Tom Jewsbury, Airport Director
Joseph Lassen, US Army Reserve
Steve Ochsner, Feather Sound Resident
David Sheppard, U.S. Coast Guard
Michael Short, Clearwater Resident
Michael Yuska, Federal Aviation Administration, Air Traffic Control

Guests in Attendance:

Donald Casey, Del Oro Groves
Louis Claudio, Safety Harbor

AGENDA

1. Introduction & Opening Comments
2. 2019 Task Force Meeting Date Remaining - October 2
3. Task Force Member List
4. Move Meeting Minutes of April 17, 2019
5. Quarterly Noise Compliance Report & Complaint Summary
6. Flights within Voluntary Quiet Window
7. Action/Discussion Items
 - Omega Tanker
 - Weather delays due to lightning
 - FAA Inspection - relocation of Noise Abatement sign
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 announced two new members of the Task Force, Linda Norris, representing the City of Oldsmar, and Hank Samuel, representing the City of Palm Harbor. Mr. Sprague announced the last meeting date for 2019 will be October 2. In addition, Mr. Sprague moved the *Meeting Minutes* of April 17, 2019 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 2nd Quarter 2019. In April, 347 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 272 aircraft did, while 22 did not. In May, 313 aircraft arrived on Runway 18; of those able to use a NAP, 231 did, while 16 did not. In June, 462 aircraft arrived on Runway 18; of those able to use a NAP, 254 did, while 13 did not.

There were 897 complaints received during the 2nd Quarter from 20 different households, with 661 of the complaints coming from one household in Safety Harbor and 137 of the complaints coming from one household in Oldsmar. When extracting the complaints from these two households, the 2nd Quarter adjusted number of complaints is 99 from 18 households. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Clearwater. The top three reasons for complaints for the Quarter were excessive noise, late night or early morning flights, and low flying aircraft. 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 8-12% for April through June 2019. There are some scheduled operations during the

VQW; however, the main reasons for flights during the VQW are 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

Action Item #1 - The Omega Tanker is a retrofitted Boeing 707, four-engine commercial air carrier jet that is designed to carry fuel and perform in-flight refueling for aircraft in support of United States Armed Forces. It was at PIE for three weeks in June, specifically supporting the U.S. Navy, resulting in an increase in noise complaints. The Omega Tanker departed and arrived three times per day, typically flying its' missions between 8:00 a.m. - 6:00 p.m. daily. The Omega Tanker is the first and only commercial company in the world that provides air to air refueling services, therefore it is not a Department of Defense certified aircraft and utilized PIE for its' mission as opposed to MacDill. The Omega Tanker could not fly the NAP because it needs a precision approach coming into the Airport. Mr. Sprague stated that many citizens, including Lou Claudio and Mark Owen, Ph.D., voiced several concerns over the Omega Tanker flying into PIE. Mr. Owen also provided a list of concerns to Mr. Padavich via email (attached) to have addressed at today's meeting.

Mr. Padavich began reviewing Mr. Owen's concerns as follows:

1. The biggest concern regarding the Omega Tanker is safety. Mr. Owen suggests a safety officer at PIE. Mr. Deen Walker, Sheltair Aviation, the Fixed Based Operator servicing the Omega Tanker, stated that it was coming to PIE for very specific reasons as PIE is a DOD fueling station, due to the U.S. Coast Guard and U.S. Army being based here. Mr. Padavich stated the Omega Tanker aircraft had a serious crash in 2011 in California, which was a major safety concern; and asked what safety considerations could be implemented beyond what is normally done as it is a highly explosive aircraft. According to Mr. Owen, the Omega Tanker is under an experimental flight certification by the FAA due to the NTSB report. Mr. Walker stated when the Omega Tanker aircraft arrived it could not perform flight operations until an FAA inspector came to Sheltair and certified the aircraft to operate. The FAA does the safety inspection on the Omega Tanker for every operation.
2. Growth of the Airport over the years was a concern and it was questioned if growth is limited and whether the Master Plan will reflect this. Mr. Sprague advised the Master Plan will provide what our aircraft operational forecast will be over the course of 20 years.
3. How can we make the RNAV approach mandatory? The FAA will not permit airports to make NAPs mandatory as it is up to the pilot's discretion to determine the safest approach into the airport for the safety of the aircraft and passengers. Mr. Padavich inquired if the Omega Tanker could utilize the St. Pete 9 Departure. Mr. Sprague advised it could.

4. The noise complaint webpage is too complicated to complete, and could it be simplified? Mr. Sprague advised he would get with our webmaster and see what changes might be able to be made.
5. Can we raise ticket prices? We do not have authority to raise airline ticket prices.
6. Can the VQW Hours be made more restrictive and implement fines if in violation? No, the Quiet Window is voluntary, not mandatory, per the FAA.

The NATF inquired why the Omega Tanker was coming into PIE as opposed to another airport. In addition to the above-mentioned reasons, Mr. Sprague advised he does not have authority to say no to any aircraft. Mr. Walker indicated that this is a public use airport, which allows any aircraft to land here as this airport accepts federal funding. Mr. Sprague advised that individuals may write their Congressmen regarding military aircraft as the Airport has no authority over military usage. Mr. Padavich stated Mr. Owen had filed a complaint with the FAA. Mr. Sprague advised to visit https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/noise/#man for information on aircraft noise, specifically, military aircraft noise.

Action Item #2 - Weather delays due to thunderstorms impacts incoming and outbound passengers. Flights can land safely, however, at times, passengers cannot deplane when there is lightning in the area and the ramp is closed. Allegiant closes the ramp if there is lightning detected within five miles for the safety of the ramp crew and the passengers. This impacts/delays all flights.

Action Item #3 - As a result of the FAA Inspection, the Noise Abatement sign will be relocated to a new location, that is more visible to pilots.

NATF MEMBERS AND CITIZEN'S COMMENTS

Mr. Samuel, Palm Harbor Task Force member, stated since this is his first meeting, he is impressed with the knowledge and handling of the meeting. He believes there is a lot of information and believes the public needs to be educated.

Ms. Norris, Oldsmar Task Force member, agreed with Mr. Samuel. She believes education is the key and getting the citizens accurate information will go a long way in getting complaints answered.

Mr. Claudio voiced concern that it is irresponsible to allow the Omega Tanker to fly with 20,000 gallons of fuel on board over communities in the most densely populated county in Florida. He has a concern about safety in his home with this aircraft flying over his home. Mr. Padavich concurred he is not the only one with a safety concern due to the Omega Tanker. Mr. Claudio stated he has written the Board of County Commissioners and he is looking for political intervention and input regarding this matter.

Meeting was adjourned at 4:04 p.m.

ATTACHMENT

Hi John,

Thanks for the reply. I'm out of town, otherwise I would attend. Below is a partial list of issues/questions/suggestions. As you can see they are not all about Noise:

1. Can we appoint a Safety Officer at PIE that represents citizens' safety? For example, someone to push-back when the FAA rubber-stamps anomalous flights into PIE.
 - In my opinion Omega is misusing the Experimental (Market Survey) flight certification for their standard refueling missions. I think they were banned from landing at Navy bases after the 2011 crash, according to the NTSB report. Omega also had inaccurate maintenance records, yet the FAA let's them fly ~50-year-old converted aircraft that are likely less AW than 737 MAX 8's. I've spoken to the FSDO in Tampa and they recommended I file a formal complaint with the FAA, because the FSDO did not have access to the approved "list of experiments" that Omega used to apply for the airworthiness certification.
 - Ideally someone at PIE should be reviewing each flight in and out and authoring documentation as to how that flight performed. Did it fly RNAV on a clear day? Did it come in via ILS too low?

2. When will growth at PIE stop?
 - The current op-tempo of flights over my house in Rainbow Farms North is unsatisfactory. At some point the noise and air pollution from the flights will affect human and animal health
 - At some point the noise and air pollution will adversely affect property values.
 - I have not yet read the draft masterplan

3. How can we make the northern RNAV (GPS) approach mandatory?
 - DCA has no northern ILS route. Pilots have to fly in and out over water.
 - Do we need to raise ticket prices to afford RF beacons?

4. The Noise Complaint Webpage is too complicated for the average person. I believe it oppresses and improperly characterizes some noise complaints.
 - Personally, I can work with the current detailed, strict-formatting form, so I don't recommend removing it.
 - Can an additional Quick Complaint form be added that just requires Name, Address, Email and Phone Number (in any format)?
 - The time it is filed should be used as the time of the noise complaint. Yes...this has inaccurate info, but...
 - Ticket prices could be raised to fund a person to sort through complaints and determine if a complaint was likely attributed to a PIE flight or a TPA flight.

5. Can we raise ticket prices to hire a law firm to represent PIE against the FAA?
 - Many of the responses I get from PIE complaints state there's nothing that can be done because of the FAA. In reality, nobody working for PIE is motivated to push back on the FAA. That's how we got Omega Stage 2 noise planes at PIE. That's how we got Experimental AW planes at PIE jeopardizing citizens' safety.

6. How can the Voluntary Quiet Hours be made more restrictive?
 - Can the hours be changed to 9 pm to 9 am, for example?
 - How can we put fines in place for violations (see law firm suggestion above) so that late flights are cancelled rather than completed?

Regards,

Mark Owen, Ph.D.