

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

July 19, 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:

CDR Michael Feltovic, U.S. Coast Guard
H.D. Holland, Feather Sound Resident (via teleconference)
Erin Johnson, Airport Operations Manager
Jerry Karp, Clearwater Resident
Andrew Knapp, Oldsmar Resident and City Council Member (via teleconference)
Barbara Markley, Pinellas Park Resident
Steve Ochsner, Feather Sound Resident (via teleconference)
John Padavich, Safety Harbor Resident
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)
Michael Zas, County Attorney's Office (via teleconference)

Absent:

Jason Driskill, U.S. Army
Chris Heden, Federal Aviation Administration, Air Traffic Control TPA
Tom Jewsbury, Airport Director
Hank Samuel, Palm Harbor Resident
Anibal Velazquez, Federal Aviation Administration, Air Traffic Control PIE

Guests in Attendance:

Steven Santamaria, Airport Operations
Donald Casey, Del Oro Groves
Louis Claudio, Safety Harbor
Cristi Cola, Safety Harbor
W. Jeff Cotter, Aviation Property Network
Cathy and Mark Minter, Oldsmar
Reece Nanfито, Del Oro Groves

AGENDA

1. Introduction & Opening Comments
2. Move Meeting Minutes of April 19, 2023
3. Quarterly Noise Compliance Report & Complaint Summary
4. Flights within Voluntary Quiet Window
5. Action Items
 - FAA Corridor & Space X
 - Noise Reports - added "activity disturbed"
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 April 19, 2023 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 2nd Quarter 2023. In April, 386 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 290 aircraft did, while 14 did not. In May, 168 aircraft arrived on Runway 18; of those able to use a NAP, 137 aircraft did, while 9 did not. In June, 406 aircraft arrived on Runway 18; of those able to use a NAP, 289 aircraft did, while 18 did not. Average overall compliance for the 2nd Quarter was 94%.

There were 629 complaints received during the 2nd Quarter, with 596 complaints from one household in Safety Harbor, representing 95% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Pinellas Park; with the top three reasons for complaints being low flying, excessive noise, and flying over home.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) for the 2nd Quarter ranged between 9 - 16%, averaging at 12.4%. Some reasons for flights during the VQW this quarter were: scheduled flights, thunderstorms across the country, and Air Traffic Control ground stops.

ACTION/DISCUSSION ITEMS

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 re-routed; 4,300 passengers to be affected; 300 minutes of delays; and 1,500 extra miles flown due to re-routing.

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.

NATF MEMBERS AND CITIZEN'S COMMENTS

Lou Claudio, resident of Safety Harbor, asked for clarification that he heard there are scheduled flights within the VQW. Mr. Sprague confirmed that is correct; there are scheduled flights between 11:01 p.m. and 11:48 p.m. Mr. Sprague stated he has been very transparent about those scheduled flights, and that Mr. Jewsbury is consistently working with Allegiant to move those flights outside of the VQW.

John Padavich, Task Force Member representing Safety Harbor, was very concerned Allegiant is scheduling within the VQW and inquired if the Task Force can get a report about what Allegiant is doing to get these scheduled flights out of the VQW.

Mr. Sprague again reiterated this has been going on for the past few years (since the second Quarter of 2019) and the Airport works with Allegiant to compress schedules where we can. Since 2022, Allegiant has not added new scheduled flights within the VQW.

Jeff Yost, Allegiant Air, stated Allegiant is very aware of the VQW and promotes the RNAV Procedure heavily. Mr. Yost also indicated that Allegiant is purchasing 100 new Boeing 737's within the next few years, which are quieter aircraft. He is not aware when or how many will come to PIE.

Andrew Knapp, Task Force Member representing Oldsmar, inquired if it is possible to show a breakdown of scheduled versus non-scheduled flights during the VQW. Mr. Sprague indicated that we could report that information.

Don Casey, resident of Del Oro Groves, stated when Allegiant departs, they are much further out over the Bay than when they arrive. Mr. Casey indicated that residents with three pane windows in Del Oro Groves do not hear the noise as much as those with single pane windows. Mr. Casey complimented the Airport on the Honor Flight welcome home celebration.

Reece Nanfito, resident of Del Oro Groves, read a prepared statement to the Task Force and emailed a PowerPoint to Airport Administration that he requested to be shared with the Task Force. This was emailed to the Task Force. Mr. Nanfito stated that the static map on the noise website is deceptive and is not an accurate depiction of the RNAV Procedure. Mr. Sprague removed the map.

Cathy Minter, resident of Oldsmar, stated they need some relief over the peninsula. They are bearing the burden of air traffic between 11 p.m. and 6 a.m. Mrs. Minter indicated that the noise of the departures seems to be louder as they are trying to climb in altitude, and it is also louder when the aircraft are turning as opposed to gliding.

Meeting was adjourned at 4:19 p.m.