

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

October 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:

H.D. Holland, Feather Sound Resident
Erin Johnson, Airport Operations Manager
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
John Padavich, Safety Harbor Resident
Sean Schrader, City of Clearwater at Large Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Michael Zas, County Attorney's Office (via teleconference)

Absent:

Chris Heden, Federal Aviation Administration, Air Traffic Control PIE
Tom Jewsbury, Airport Director
Andrew Knapp, Oldsmar Resident and City Council Member
Joseph Lassen, US Army Reserve
CDR Jeanine Menze, U.S. Coast Guard
Steve Ochsner, Feather Sound Resident
Hank Samuel, Palm Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Brad Schramski, Allegiant Chief Pilot
Deen Walker, Sheltair
Jeff Yost, Allegiant Air

Guests in Attendance:

Reece Nanfito, Del Oro Groves

AGENDA

1. Introduction & Opening Comments
 - FAA ATO Summit Orlando
2. 2023 Meeting Dates
3. Semi-Annual Report
4. Quarterly Noise Compliance Report & Complaint Summary
5. Flights within Voluntary Quiet Window
6. Action Items
 - Metroplex Standard Instrument Departure (SID)
 - Runway 18/36 Repair
7. Citizen's Comments
8. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting. Mr. Sprague reviewed the 2023 Meeting Dates and moved the *Semi-Annual Report* into the record.

FAA ATO SUMMIT ORLANDO

Mr. Sprague briefly reviewed the Federal Aviation Administration (FAA) Air Traffic Organization (ATO) Summit being held in Orlando. This summit's main topic was the Jacksonville Terminal Radar Approach Control Center (TRACON) and the delays that have been occurring in Florida. Airlines are dissatisfied with these delays and are demanding answers from the FAA. The Jacksonville TRACON handles one third of all aircraft in the U.S., military aircraft, and now more rocket launches.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 3rd Quarter 2022. In July, 526 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 507 aircraft did, while 19 did not. In August, 292 aircraft arrived on Runway 18; of those able to use a NAP, 283 aircraft did, while 9 did not. In September, 120 aircraft arrived on Runway 18; of those able to use a NAP, 112 aircraft did, while 8 did not. Overall compliance for the Quarter was 95%.

There were 686 complaints received during the 3rd Quarter, with 672 complaints from Safety Harbor, 589 complaints coming from one household and 83 complaints coming from another household, representing 98% of complaints for the Quarter. The top three cities submitting complaints were Safety Harbor (672), Oldsmar (7), and Palm Harbor (5); 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 3rd Quarter ranged between 6-12% (186 out of 1,869 flights), which is down from the previous quarter. Some reasons for flights during the VQW this Quarter were weather (fog) on several occasions, fog diversion from Punta Gorda to PIE by air traffic control; and in late February, Jacksonville TRACON issued a ground stop due to heavy congestion for flights going north in concentrated areas; severe weather shut down one of the Air Traffic Control sectors which resulted in significant delays and/or cancellations.

ACTION/DISCUSSION ITEMS

Metroplex SID

Mr. Sprague announced that it was determined that the Metroplex Standard Instrument Departure did not mirror the St. Pete 9 Departure and the NAP Arrival as it should have. Mr. Sprague noticed this and had to file the error with the Metroplex to get it corrected. Tampa reviewed and approved it. The FAA approved the correction, and the flight path is now in their system. The SID will be put back to the middle of the Bay where it should be; the effective date is TBD.

Runway 18/36 Repair

There is a slight depression in the Runway that causes a dip. For 27 days, from October 24 through November 19, Runway 18/36 will be closed for maintenance to correct this. Runway 4/22 will be used as the primary Runway during this closure. During this time, there will be no NAP in place.

NOTE: Runway 18/36 opened on November 16 at 1:25 p.m.

NATF MEMBERS AND CITIZEN'S COMMENTS

Reece Nanfito, Del Oro Groves Citizen, stated flights are flying directly over his home, they are very loud, and very low. He believes the impact of aircraft noise on quality of life should be researched further. Mr. Sprague advised Mr. Nanfito may also contact the FAA Ombudsman regarding noise complaints, in addition to PIE. Mr. Sprague offered Mr. Nanfito a tour of the airport, airfield, and Coast Guard, for further knowledge of aviation practices.

Meeting was adjourned at 4:40 p.m.