

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

October 20, 2021

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
Erin Johnson, Airport Operations Manager
Jerry Karp, Clearwater Resident
Andrew Knapp, Oldsmar Resident and City Council Member
Barbara Markley, Pinellas Park Resident
Steve Ochsner, Feather Sound Resident
John Padavich, Safety Harbor Resident
Hank Samuel, Palm Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Sean Schrader, City of Clearwater at Large Resident
Brad Schramski, Allegiant Chief Pilot
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Jeff Yost, Allegiant Air
Michael Zas, County Attorney's Office

Absent:

Randy Baugham, Federal Aviation Administration, Air Traffic Control
Tom Jewsbury, Airport Director
Joseph Lassen, US Army Reserve
CDR Jeanine Menze, U.S. Coast Guard
Deen Walker, Sheltair

Guests in Attendance:

Lou Claudio, Safety Harbor

AGENDA

1. Introduction and Opening Comments
2. Semi-Annual Report
3. Move Minutes of July 21, 2021
4. 2022 NATF Meeting Dates
5. Quarterly Noise Compliance Report & Complaint Summary
6. Flights within Voluntary Quiet Window
7. Action/Discussion Items
 - Small to large general aviation aircraft
 - New carriers on RNAV Noise Abatement Procedure
 - Pinellas County Congested Airspace Working Group
8. Citizen's Comments
9. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting. Mr. Sprague reviewed the *Semi-Annual Report* and moved the *Meeting Minutes* of July 21, 2021 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for the 3rd Quarter 2021. In July, 493 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 326 aircraft did, while 14 did not. In August, 336 aircraft arrived on Runway 18; of those able to use a NAP, 230 aircraft did, while 9 did not. In September, 199 aircraft arrived on Runway 18; of those able to use a NAP, 147 aircraft did, while 17 did not. Mr. Sprague stated that daytime compliance is in mid-90% range for Allegiant.

There were 886 complaints received during the 3rd Quarter, with 711 complaints coming from one household in Safety Harbor and 123 complaints coming from one household in Oldsmar. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Clearwater. The top three reasons for complaints were excessive noise, low flying aircraft, and did not use a NAP. Mr. Sprague recognized Mr. Andrew Knapp, Oldsmar representative, and Oldsmar Mayor, Eric Seidel, for the letter written to the Federal Aviation Administration's (FAA) Noise Ombudsman regarding voluntary quiet hours and noise mitigation.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of flights during the Voluntary Quiet Window (VQW) for the 3rd Quarter ranged between 10-17%, reducing each month of the Quarter. Some reasons for flights during the VQW were weather (Hurricane Elsa) which causes ramp closures for safety;

and ground stops from the Jacksonville Air Traffic Control Center (specifically July 27-30); both reasons can result in significant delays.

ACTION/DISCUSSION ITEMS

Small to Large General Aviation Aircraft

Mr. Sprague briefly reviewed general aviation aircraft activity at PIE ranging from approximately 35 to 98 jets per month, not including small propeller aircraft. Both small propeller aircraft and jets can reach altitude quickly; thus, not creating a lot of ground noise. General aviation aircraft cannot fly a NAP because they do not exceed 60,000 lbs.; however, PIE Air Traffic Control uses fanning, which assigns three different departure headings in a rotation to avoid one continuous path of aircraft over the same area.

New Air Carriers on RNAV Noise Abatement Procedure

Mr. Sprague advised with the assistance of Mr. Jeff Yost, with Allegiant Air, they have been working with the FAA and new airline representatives to get Swoop and Sun Country approved to fly the RNAV NAP. Mr. Sprague has spoken to the Chief Pilots with both airlines, and they are in the final phases of approval. Mr. Sprague stated Delta has also obtained approval to fly the RNAV NAP for baseball charters.

Pinellas County Congested Airspace Working Group

Mr. Sprague advised of the formation of the Pinellas County Congested Airspace Working Group, which is comprised of local FAA officials, general aviation local companies, U.S. Coast Guard, Tampa Bay Aviation, Pinellas County Airports, U.S. Air Force, Aircraft Owners and Pilots Association, and Pinellas County Sheriff's Office Aviation Unit. The Group is sponsored by the FAA Safety Team and led by Anthony Kiggins, Captain, U.S. Navy, retired; Captain, Alaska Airlines, retired.

The Group will work in the Phases below; currently in Phase 2.

- Phase 1
 - Solicit participation and collect stakeholder points of contact.
- Phase 2
 - Identify achievable objectives via email collaboration.
 - Develop a course of action to address individual objectives.
 - Break down into subgroups by airspace use and expertise to develop solutions for various types of operations.
- Phase 3
 - Conduct a series of Zoom meetings for group discussion and finalize proposed solutions.
 - In coordination with airspace managers, develop and publishable alert areas and discrete frequencies.
- Phase 4
 - Similar to military aviation operations, publish local "course rules" for local operators to utilize in deconflicting operations in operating areas.

- Phase 5
 - Conduct safety seminars or Wings events to disseminate information.

NATF MEMBERS AND CITIZEN'S COMMENTS

Mr. Lou Claudio, resident of Safety Harbor, inquired if the Coast Guard would ever fly the RNAV NAP. Mr. Sprague advised he does not have control over the military but does not believe the C-130's have the capability to fly the RNAV. Mr. Padavich stated the military did agree to be good neighbors and to fly friendly. Mr. Claudio agreed, that if they cannot fly the RNAV, they should at least fly friendly.

Mr. Claudio thanked and expressed appreciation to Allegiant for higher compliance flying the RNAV Procedure. Mr. Hank Samuel agreed with this, thanking Allegiant and the Coast Guard.

Meeting was adjourned at 4:02 p.m.