

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

October 21, 2020

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
Tom Jewsbury, Airport Director
Erin Johnson, Airport Operations Manager
Jerry Karp, Clearwater Resident
Barbara Markley, Pinellas Park Resident
John Padavich, Safety Harbor Resident
Hank Samuel, Palm Harbor Resident
Steven Santamaria, Airport Operations Supervisor
Sean Schrader, City of Clearwater at Large Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Deputy Director, Operations and Facilities
Deen Walker, Sheltair
Jeff Yost, Allegiant Air

Absent:

Russ Argus, Federal Aviation Administration, Air Traffic Control PIE
Joseph Lassen, US Army Reserve
Linda Norris, Oldsmar Resident/City Council
Steve Ochsner, Feather Sound Resident
David Sheppard, U.S. Coast Guard
Michael Yuska, Federal Aviation Administration, Air Traffic Control
Michael Zas, County Attorney's Office

Guests in Attendance:

None

AGENDA

1. Introduction and Opening Comments
2. 2021 Task Force Meeting Dates
3. Move Meeting Minutes of January 15, 2020
4. Quarterly Noise Compliance Report & Complaint Summary
5. Flights within Voluntary Quiet Window
6. Action/Discussion Items
 - Welcome Sean Schrader, City of Clearwater at Large
 - Update on Air Carrier Operations/COVID-19
 - Runway Construction Update
 - Metroplex
 - Superbowl LV 2021
7. Citizen's Comments
8. Adjournment

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed those present to the NATF Meeting and Cheryl Soszka conducted roll call. Mr. Sprague reviewed the *2021 NATF Meeting Dates* and moved the *Meeting Minutes* of January 15, 2020 into the record.

QUARTERLY NOISE ABATEMENT COMPLIANCE REPORT AND COMPLAINT SUMMARY

Mr. Sprague referred to the *Noise Abatement Compliance Report* for July 1-13, 2020. The Runway 18-36 Rehabilitation Project required the closure of Runway 18-36 beginning July 14, 2020, requiring the need to temporarily shift all flight operations to its northeast/southwest runway, Runway 4-22. For July 1-13, 210 aircraft arrived on Runway 18; of those able to use a Noise Abatement Procedure (NAP), 170 aircraft did, while 24 did not.

There were 893 complaints received during the 3rd Quarter from 76 different households, with 504 complaints coming from one household in Safety Harbor and 101 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 late night or early morning flights, excessive noise, and low flying aircraft.

FLIGHTS WITHIN VOLUNTARY QUIET WINDOW

The number of scheduled flights during the Voluntary Quiet Window (VQW) pre-COVID-19 ranged between 22-29% for July through September 2020; the actual number of flights arriving during the VQW, after cancellations due to COVID-19, varied between

22-23%. Mr. Sprague and Mr. Jewsbury are consistently communicating with Allegiant to reduce scheduled flights during the VQW.

On February 11, 2020, Mr. Jewsbury met with Allegiant's planning and scheduling department to reinforce the need to try to schedule flights outside the VQW when feasible. They reiterated their commitment to strive to avoid scheduling flights during the VQW when feasible so long as it doesn't result in a need to cancel flights.

In March 2020, 95% of flights were cancelled through Memorial Day as a result of the COVID-19 Pandemic. When flights started to slowly resume in June, Allegiant initiated a deep cleaning service of the aircraft between flights which increased turn-around times, pushing scheduled flights into the VQW until 11:45 p.m. Mr. Jewsbury met again with Allegiant executives in October, reiterating the importance to avoid the VQW.

Since July, we have experienced a decline in the number of scheduled flights within the VQW. For the month of August, there was a reduction of 30% from the previous month; for September, a reduction of 45% from the previous month; for October, a reduction of 44% from the previous month; and for November, a reduction of 9% from the previous month.

ACTION/DISCUSSION ITEMS

Welcome Sean Schrader, City of Clearwater at Large

Mr. Sprague welcomed Sean Schrader to the Task Force as the representative for the City of Clearwater at Large. Mr. Schrader replaced Michael Short who resigned due to moving to Dunedin. Mr. Schrader briefly introduced himself and expressed excitement in joining the Task Force.

Update on Air Carrier Operations/COVID-19

Nationally air carriers have had an overall reduction in service by 70%, most of that being international service. PIE is down approximately 35%.

When the Pandemic began at the end of March, Allegiant reduced operations 95% through Memorial Day. At this time, the demand started to increase, so the flight operations started to increase as well; however, it is still down approximately 35%.

Runway Construction Update

On July 14, 2020 the shift to utilize Runway 4-22 occurred while the primary runway rehabilitation continues to be under construction. These phases allowed extensive use of the runway to remove the old asphalt, reconstruct portions of the sub-base, widen the shoulders, layout new lighting, and resurface the closed portion. The runway is currently being resurfaced with asphalt each day. On approximately November 16, 2020, Runway 18-36 is slated to re-open with the Noise Abatement Procedures in place.

UPDATE: Due to unforeseen construction delays, Runway 18-36 is scheduled to open the week of December 14-18, 2020. The Task Force was notified by email on November 20, 2020.

A Press Release was issued on July 10, 2020 stipulating these closures, and another Press Release will be issued when the runway is completed. Substantial completion for the project is scheduled for February 2021 as final permanent painting, grooving, and new lights will be installed.

H.D. Holland inquired if it is possible to depart Runway 4-22 (instead of taking the departure heading of 350 degrees) to join the normal departure track. Mr. Sprague advised Allegiant attempted to utilize this departure heading but was unable to accomplish this safely in their flight simulator.

Metroplex

The South-Central Florida Metroplex project introduces new Performance Based Navigation (PBN) procedures, which use satellite-based technology, and conventional procedures, which use ground-based navigational aids, to make the airspace more efficient and improve access.

The FAA published the Draft Environmental Assessment (EA) on May 11, 2020 and opened a 74-day public comment period which ended July 24, 2020. The FAA held a series of 12 virtual workshops, two for both Tampa International and PIE Airports, on June 4 & 5 to give the public the opportunity to learn about the Draft EA and ask questions.

The Noise Abatement Procedures nor the Instrument Arrival/Departure Procedures will be altered or voided.

UPDATE: On October 26, 2020, the FAA issued a Finding of No Significant Impact-Record Decision for the South-Central Florida Metroplex and the Task Force was notified by email.

Superbowl LV 2021

The planning of the Superbowl is continuing but is paused until the Superbowl Commission and Stadium give a clear indication if or how many fans will be able to attend.

UPDATE: Since the meeting, it has been announced capacity will be limited to 25%.

NATF MEMBERS AND CITIZEN'S COMMENTS

Jerry Karp inquired if he was supposed to receive reports in the mail. Mr. Sprague indicated the reports were emailed to him but will be resent.

John Padavich stated he sent an email to the states noise ombudsman in Tallahassee. You must go through the ombudsman to get to the FAA. Mr. Padavich suggested we put a link somewhere that people can complain directly to the FAA. Mr. Padavich inquired if the runway construction is on schedule. Mr. Sprague advised it is. Mr. Padavich further inquired if the NAP's will go back into use as soon as Runway 18-36 is in use. Mr. Sprague confirmed they would.

Hank Samuel thanked Mr. Sprague for his presentation and his honesty with the Task Force and general public.

Jerry Karp inquired about modifying the NAP's so that general aviation could utilize the procedures. Mr. Sprague advised the FAA denied this request. Mr. Jewsbury added that the NAP's could not be expanded to general aviation because the coordination between the Tampa Air Traffic Control Tower (ATCT) and PIE ATCT would not be able to keep up with the volume of general aviation traffic. This has been addressed with the FAA ATCT in the past.

Jeff Yost thanked Mr. Sprague and the PIE team for everything they do to support reducing noise. Mr. Yost also advised that he will be reminding his pilots of the RNAV-Visual procedure (requires 5,000 altitude and 5-mile visibility) and to utilize the St. Pete 9 Departure once Runway 18-36 opens.

Meeting was adjourned at 3:57 p.m.