

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(October 2022 and January 2023)**

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (October 19, 2022 and January 25, 2023). The purpose of this report is to briefly outline initiatives taken by the Task Force and St. Pete-Clearwater International Airport (Airport, PIE) to address public concerns regarding aircraft noise impacts on surrounding communities.

NOISE ABATEMENT COMPLIANCE REPORT

The *Noise Abatement Compliance Report* for the months of June through December 2022 was reviewed and reported to the Task Force. The overall compliance rate reflected an average of 93%.

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 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.

The number of flights during the Voluntary Quiet Window (VQW) for the 4th Quarter ranged between 17-32% (290 out of 1,410 flights), which is up from the previous Quarter. Some reasons for flights during the VQW this Quarter were: Hurricane Nicole causing severe delays; increased flight traffic for the holidays; fog in the area in November and December; and major winter storms in the central and northern part of the United States, where our air carrier cities/flights arrive and depart.

For 2022, the number of flights during the VQW was 12%, which represented 931 out of 7,505 flight operations. The Federal Aviation Administration prohibits PIE from imposing penalties or fines on pilots or air carriers for flying during VQW or for not flying a Noise Abatement Procedure.

NOISE COMPLAINT SUMMARY

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.

There were 691 complaints received during the 4th Quarter, with 506 complaints from Safety Harbor, 369 complaints coming from one household and 137 complaints coming from another household in the Rainbow Farms subdivision, representing 73% of complaints for the Quarter. The top three cities submitting complaints were Safety Harbor, including Rainbow Farms (514), Del Oro Groves in Clearwater (154), and Pinellas Park (8); with the top three reasons for complaints being excessive noise, late night or early morning flights, and flying over home.

For the year of 2022, there were a total of 3,320 complaints, with 2,156 complaints coming from one household in Safety Harbor and 820 complaints coming from one household in the Rainbow Farms subdivision in Safety Harbor; this represents 90% of the complaints submitted in 2022. The top three cities submitting complaints in 2022 were Safety Harbor, including Rainbow Farms subdivision, Del Oro Groves in Clearwater, and Oldsmar; with the top three reasons for complaints being excessive noise, low flying aircraft, and flying over home.

ACTION/DISCUSSION ITEMS

Metroplex Standard Instrument Departure (SID)

When using Runway 4/22, particularly Runway 4, aircraft head directly to Tampa International Airport. PIE's Air Traffic Control Tower (ATCT) controls the airspace up to 1,600 feet only; then the aircraft is handed over to Tampa's ATCT. There was a verbal agreement in place to use various departure headings, comparable to the St. Pete 9 Departure used on Runway 18. Mr. Sprague contacted the Southern Region Federal Aviation Administration (FAA) staff, and they met with Mr. Sprague and ATCT staff at Tampa International Airport. They reviewed all departure headings and air traffic in the area. The FAA is going to utilize a current SID to construct a Procedure for Runway 4/22, which will join the SID from 18/36 and will be assigned by the Tower. The goal is to have this in place ASAP.

Runway 18/36 Repair

Runway 18/36 repair was mostly completed before Thanksgiving. However, there are finishing touches that will require nightly closures between January 31 and February 6. The work being done overnight includes 1,200 feet of grooving, replacing center line lights, and final markings.

U.S. Coast Guard Fleet

CDR Menze, U.S. Coast Guard, advised that the C-130H's are being phased out of the PIE Coast Guard Air Station and are being replaced with C-27's. The C-27's will arrive beginning in summer 2023. The first C-130H will depart in January 2024. The C-27's have two engines, as opposed to the C-130H's four engines, which in itself is quieter.

Recap of 2022

Air Carriers on RNAV Noise Abatement Procedure Update

On December 16, 2021, Swoop received approval; on January 3, 2022, Delta Airlines received approval, and on January 27, 2022, Sun Country received approval to fly the RNAV Procedure. Air Canada and United Airline approvals are still in progress.

RNAV Procedure assigned effective April 13, 2022

On April 13, 2022, the RNAV Procedure will now be assigned to pilots. We will no longer have to rely on a pilot asking for the RNAV NAP. This will apply to Allegiant, Sun Country, Swoop, and Delta (baseball charters).

Metroplex Standard Instrument Departure (SID)

On March 14, 2022, Mr. Sprague filed an Instrument Flight Procedure (IFP) to FAA determining that the Metroplex Standard Instrument Departure (SID) did not mirror the St. Pete 9 Departure and the NAP Arrival as it should have. On August 24, 2022, Tampa reviewed and approved the IFP. The SID will be put back to the middle of Tampa Bay where it should be; the effective date is TBD (summer to fall 2023).