

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(April & July 2019)**

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (April 17, 2019 and July 17, 2019). 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.

TASK FORCE MEMBERSHIP

Mr. Sprague announced two new members of the Task Force, Linda Norris, representing the City of Oldsmar, and Hank Samuel, representing the City of Palm Harbor. Mr. Sprague announced the last meeting date for 2019 will be October 2.

NOISE ABATEMENT COMPLIANCE REPORT

The *Noise Abatement Compliance Report* for the months of January - June 2019 was reviewed with the Task Force. The overall compliance rate reflected 97.28% daytime and 92.70% nighttime compliance. Between February 21 - March 5, 2019, the Federal Aviation Administration (FAA) denied use of the RNAV Visual Noise Abatement Procedure due to an internal FAA clerical error. The airport was not notified until March 4 and immediately worked with the FAA to get the Procedure reinstated within 24 hours.

The number of flights during the Voluntary Quiet Window (VQW) ranges between 3-12%. The reason for the higher percentile is mostly weather related, air traffic control delays including ground stops, and the scheduling of a couple flights after the VQW of 11:00 p.m. The latest scheduled flight after the VQW is 11:45 p.m.

NOISE COMPLAINT SUMMARY

During the *1st Quarter 2019*, there were 773 complaints received from 23 different households, with 343 of the complaints coming from one household in Safety Harbor and 363 of the complaints coming from one household in Oldsmar. The top three cities submitting complaints were Oldsmar, Safety Harbor, and Clearwater. The top three reasons for complaints for the Quarter were excessive noise, low flying aircraft, and late night or early morning flights. There were zero complaints received in the Quarter regarding ground noise for aircraft engine run-ups.

During the *2nd Quarter 2019*, there were 897 complaints received during the 2nd Quarter from 20 different households, with 661 of the complaints coming from one household in Safety Harbor and 137 of the 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 for the Quarter were excessive noise, late night or early morning flights, and low flying aircraft. There were zero complaints received in the Quarter regarding ground noise for aircraft engine run-ups.

GENERAL DISCUSSIONS/ CITIZENS COMMENTS

Mr. Sprague reported that he and the Airport Director, Mr. Jewsbury, were able to visit the training facility for Allegiant in Sanford, Florida. The training tour consisted of how the pilots get trained from classroom to static cockpits and finally to the full motion flight simulator. The tour concluded with Allegiant flying the Noise Abatement Procedure to educate us on their view point from the cockpit of flying the Noise Abatement Approach (NAP) in relation to the nearby communities.

Lengthy discussion was raised with the Omega Air Tanker, a retrofitted Boeing 707, four-engine commercial air carrier jet that is designed to carry fuel and perform in-flight refueling for aircraft in support of the U.S. Armed Forces. It was at PIE for three weeks in June, specifically supporting the U.S. Navy, resulting in an increase in noise complaints. The Omega Tanker departed and arrived three times per day, typically flying its' missions between 8:00 a.m. - 6:00 p.m. daily. The Omega Tanker is the first and only commercial company in the world that provides air-to-air refueling services; therefore, it is not a Department of Defense certified aircraft and utilized PIE for its' mission as opposed to MacDill Air Force Base. The Omega Tanker could not fly the NAP because it needs a precision approach coming into the Airport.