

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(April & July 2018)**

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (April 18, 2018 and July 25, 2018). 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 January through June 2018 was reviewed with the Task Force. The overall compliance rate was between 78% - 91%.

The number of flights during the Voluntary Quiet Window (11:00 p.m. - 6:00 a.m.) ranged between 3%-9% for January through June 2018. The main reason for the increase to 9% was Allegiant scheduled arrivals between 11:00 p.m. and 11:45 p.m. This was a temporary condition due to the ongoing effort in retiring the MD-80's from their entire fleet by the end of 2018. Therefore, instead of canceling flights into PIE, Allegiant adjusted their current schedule causing arrivals as late as 11:45 p.m. August 14, 2018 was the last day of scheduled flights after 11:00 p.m. It is anticipated there will be a few intermittent scheduled flights after 11:00 p.m. through the end of 2018.

NOISE COMPLAINT SUMMARY

During the *1st Quarter 2018*, there were 382 complaints received from 27 different households, with the largest volume of complaints coming from Safety Harbor, followed by Oldsmar. The primary reasons given for complaints were aircraft not flying the Noise Abatement Procedures (NAP's), low flying aircraft and excessive noise.

During the *2nd Quarter 2018*, there were 403 complaints received from 18 different households, with 304 of the complaints coming from one household in Safety Harbor (Lou Claudio). The largest volume of complaints were from Safety Harbor, Clearwater, and Oldsmar. The primary reasons given for complaints were aircraft not flying the NAP's, excessive noise, and late night or early morning flight activity.

ACTION/DISCUSSION ITEMS

After receiving complaints of a Navy P-8 (B737) aircraft flying 700 feet over neighborhoods in Safety Harbor, Mr. Sprague wrote a letter to the U.S. Navy regarding the incident and how it impacted the community. The Navy's response to this was that PIE would not be used for training flights. The Navy plane has not returned to PIE since the letter was sent.

Mr. Yost, Allegiant Air Traffic Control Coordinator, and Mr. Butler, Allegiant Chief Pilot - PIE, provided an update on the status of Tampa Terminal Radar Approach Control (TRACON) signing a Letter of Agreement to assign the RNAV Visual "Special" Approach, as opposed to the pilots requesting it. The ruling by FAA Flight Standards in Atlanta was to deny this request based on liability. Due to this decision, Allegiant pilots will still have to request the Approach. Allegiant has taken an educational stance with their pilots on requesting the Approach in their training, discussions with their pilots, bulletins, internal 10-7 form, and on their Chief Pilot hotline. Further, Tampa TRACON has also taken an educational stance to their controllers using NAP's.

GENERAL DISCUSSIONS/ CITIZENS COMMENTS

Mr. Sprague advised that Master Plan Updates can be found on the Master Plan Website at <http://piemasterplan.com> and the Task Force will be notified when public meetings will be held.

A total of three residents attended the NATF meeting. The Largo resident inquired about the height of which the U.S. Coast Guard aircrafts fly over residential homes. LCDR Sheppard, U.S. Coast Guard, advised that training is never done over land or neighborhoods. Federal regulation allows flying as low as 500 feet; however, over land, they do not fly lower than 1,000 feet, unless they are on a rescue mission.

The couple from Oldsmar inquired about aircraft flying over their home versus the Bay. Allegiant Air representatives researched their inquiry and found out that Tampa Approach was giving the aircrafts short cuts and starting the NAP at Oldsmar versus at the beginning of the approach which is at the mouth of Old Tampa Bay. Allegiant and Tampa Approach Control agreed to have the aircrafts start the NAP at the beginning versus any shortcuts.