

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

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (April 19 and July 19, 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 January through July 2023 was reviewed and reported to the Task Force. The overall compliance rate reflected an average of 95%.

The number of flights during the Voluntary Quiet Window (VQW) for the 1<sup>st</sup> Quarter ranged between 11 - 14%. Some reasons for flights during the VQW this quarter were: scheduled flights, winter weather in northern destinations, and fog and weather locally.

The number of flights during the Voluntary Quiet Window (VQW) for the 2<sup>nd</sup> Quarter ranged between 9 - 16%, averaging at 12.4%. Some reasons for flights during the VQW this quarter were: scheduled flights, thunderstorms across the country, and Air Traffic Control ground stops.

Mr. Sprague confirmed there are scheduled flights between 11:01 p.m. and 11:48 p.m. Mr. Sprague stated he has been very transparent about those scheduled flights since the second Quarter of 2019. Mr. Jewsbury is consistently working with Allegiant to move those flights outside of the VQW. Since 2022, Allegiant has not added new scheduled flights within the VQW.

**NOISE COMPLAINT SUMMARY**

There were 815 complaints received during the 1<sup>st</sup> Quarter, with 661 complaints from one household in Safety Harbor and 73 complaints from another household in Safety Harbor, representing 90% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Pinellas Park; with the top three reasons for complaints being excessive noise, low flying, and flying over home.

There were 629 complaints received during the 2<sup>nd</sup> Quarter, with 596 complaints from one household in Safety Harbor, representing 95% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Oldsmar, and Pinellas Park;

with the top three reasons for complaints being low flying, excessive noise, and flying over home.

## **ACTION/DISCUSSION ITEMS**

### **Runway 18/36 Repair**

Runway 18/36 repair has been completed.

### **U.S. Naval Air Station Jacksonville letter**

Based on observation of the Poseidon P8 (Boeing 737) performing low altitude traffic pattern approaches, Mr. Sprague sent a letter to the U.S. Naval Air Station in Jacksonville reminding them not to fly low altitude traffic patterns over residential areas. The Airport nor FAA can govern military aircraft except to remind them of noise sensitive areas.

### **Sun Country and Air Traffic Control confusion on RNAV assignment**

Due to a misunderstanding at Tampa Terminal Radar Approach Control Facilities (TRACON), Sun Country pilots were not being assigned the RNAV NAP by the Tampa TRACON. The Chief Pilot from Sun Country contacted Mr. Sprague questioning why the RNAV was not being assigned, even when the pilot was asking for it. Mr. Sprague met with Air Traffic Controllers and the matter was resolved.

### **Added additional airlines to noise complaint form for charter flights**

Additional airlines have been added to the noise complaint form for baseball charter flights/airlines. You can now select: Air Canada, Delta, and United. These are for charter flights only.

### **Federal Aviation Administration (FAA) Corridor & Space X**

Mr. Sprague discussed the FAA announcement that after extensive research, they have redesigned the Temporary Flight Restriction (TFR) around NASA's Kennedy Space Center and Cape Canaveral Space Force Station areas during space launches. The increased frequency of the launches causes usual arrival and departure routes to be interrupted, creating delays, wasted fuel, missed connecting flights, and inconveniences to thousands of airline passengers. According to research conducted by the FAA, each launch would typically cause: 36 flights to be re-rerouted; 4,300 passengers to be affected; 300 minutes of delays; and 1,500 extra miles flown due to re-routing.

The old TFR was typically active from the surface to 18,000 feet. After conducting joint research with the U.S. Space Force, NASA, SpaceX, United Launch Alliance, and other launch operators, the FAA concluded the old TFR was too large and could be reduced with no impact on operational safety. The changes impact traffic to and from Sarasota-Bradenton International Airport (SRQ), Tampa International Airport (TPA), St. Pete-Clearwater International Airport (PIE), and Orlando Airports. This change was implemented in April 2023.

**Noise Complaint Form Modified**

The noise complaint submission form on the website has been modified to add “activity disturbed” as an optional field for complaints, as requested by a citizen.