

**AIRCRAFT NOISE ABATEMENT TASK FORCE  
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT  
SEMI-ANNUAL REPORT  
(October 2017 & January 2018)**

Since the last report was submitted, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (October 4, 2017 and January 18, 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.

**TASK FORCE MEMBERSHIP**

At the October meeting, Mr. Sprague reported that UPS Airlines will no longer be attending the NATF meetings since moving to Tampa International Airport on October 16, 2017. In addition, Environmental Science Associates gave a presentation to the Task Force regarding the Master Plan and announced the public meeting. Master Plan update information will be given at each Task Force meeting.

At the January meeting, Lt. Tucker Rodeffer, U.S. Coast Guard, gave a brief presentation on Air Station Clearwater and its operations, including its mission to the U.S. Government.

**NOISE ABATEMENT COMPLIANCE REPORT**

The *Noise Abatement Compliance Report* for the months of July through December 2017 was reviewed with the Task Force. The overall compliance rate reflected high during the day, and lower at night time (sunset to sunrise).

To increase the night time compliance rate, Mr. Sprague advised that he has been in contact with Mr. Jeff Yost, Allegiant's Air Traffic Control Coordinator and re-emphasized that the pilots must request the Noise Abatement Procedures (NAP's) from Tampa Terminal Radar Approach Control (TRACON) in order for Tampa to assign the Approach. However, Mr. Yost stated he would like for the NAP's to be assigned as opposed to the pilots having to request them to increase compliance. Meetings have been scheduled between the Airport, Allegiant, and Tampa TRACON; however, a resolution is pending.

The number of flights during the Voluntary Quiet Window ranged between 1-5% for October through December 2017. In 2017, 296 out of 7,403 flights (4%) flew outside the Voluntary Quiet Window. The main reasons for delays were: mechanical, weather, air traffic control delays, ground stops, and relocation of aircraft, etc.

## **NOISE COMPLAINT SUMMARY**

During the *3rd Quarter 2017*, there were 199 complaints received from 11 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 NAP's, late night or early morning flight activity, and low flying aircraft.

During the *4th Quarter 2017*, there were 142 complaints received from 14 different households, with the largest volume of complaints coming 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.

## **VOR-BRAVO APPROACH AND RNAV VISUAL APPROACH UPDATE**

### **VOR-Bravo Approach:**

Mr. Sprague provided an update on the status of the VOR-DME B Approach converting from a "Special" to a "Public" Procedure; the current timeframe is September 2018. Once converted, any aircraft will be able to fly the Procedure, including corporate aircraft, when requested.

### **RNAV Visual Approach:**

Mr. Sprague advised that as of December 2017, Allegiant has been approved to fly the RNAV Visual Approach; therefore no longer being reliant only on the VOR-DME B Approach.

## **GENERAL DISCUSSIONS/ CITIZENS COMMENTS**

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

Mr. Sprague advised the Fly Friendly Outreach Program is a continuous process reaching out to the Allegiant pilots reviewing NAP's, obtaining feedback from pilots, and providing PIE promotional items.

No comments were given from Citizens.