

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(October 2023 and January 2024)**

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (October 18, 2023 and January 17, 2024). 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 July through December 2023 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 3 - 18%, averaging at 11% for the quarter. Some reasons for flights during the VQW this quarter were: scheduled flights, local weather, thunderstorms across the country, Hurricane Idalia, and Air Traffic Control ground stops.

The number of flights during the Voluntary Quiet Window (VQW) for the 4th Quarter ranged between 7-9%, averaging at 8% for the quarter. Some reasons for flights during the VQW this quarter were: scheduled flights, local weather, thunderstorms across the country, and fog causing diversions.

For 2023, the number of flights during the VQW averaged at 11%. This is down 1% compared to 2022.

NOISE COMPLAINT SUMMARY

There were 561 complaints received during the 3rd Quarter, with 525 complaints from one household in Safety Harbor, representing 94% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Oldsmar, and "Other"; with the top three reasons for complaints being excessive noise, low flying, and flying over home.

There were 594 complaints received during the 4th Quarter, with 538 complaints coming from two households in Safety Harbor, representing 91% of the complaints this quarter. The top three cities submitting complaints were Safety Harbor, Pinellas Park, and Palm Harbor; with the top three reasons for complaints being excessive noise, late night or early morning, and low flying.

For the year of 2023, there were 2,599 complaints received. This is 721 less complaints than were received in 2022, with 729 additional Allegiant commercial flights scheduled. There were complaints received from 44 different households. The top three cities submitting complaints were Safety Harbor (2,404 complaints representing 92% of annual complaints), Oldsmar (79 complaints representing 3% of annual complaints), and Pinellas Park (43 complaints representing 1.65% of annual complaints).

2023 YEAR IN REVIEW

Mr. Sprague went over the 2023 Year in Review, which is attached to the minutes.

ACTION/DISCUSSION ITEMS

Review Charts & Graphs

Mr. Sprague reviewed the current charts and graphs provided to the Noise Abatement Task Force at each meeting. The Task Force discussed the Charts & Graphs provided along with the data presented at the meetings. The Task Force seemed to agree that the data is covered well without all the graphs, to trim down to focus areas, and if there are any issues, the information can easily be added back. There was a suggestion to focus more on the city and less on the individual.

Aircraft Type Category

This topic was covered in the discussion above and determined to eliminate obsolete categories.

FOXAR departure waypoint shift west – Publication Date 3/21/2024

Mr. Sprague shared with the Task Force that the “community driven” project of shifting the FOXAR waypoint to the west on the BAYPO ONE Departure from PIE will be published on March 21, 2024. This will keep aircraft over the mouth of Tampa Bay when departing as opposed to hugging the Oldsmar coastline. *UPDATE: The publication date has been pushed to May 16, 2024 due to an FAA scheduling issue.*

2023 Action Items Year in Review

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. In 2021, 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. *UPDATE: The MAEKO ONE Departure was published in 2023.*

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. *UPDATE: This is ongoing.*

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. *UPDATE: No further concerns.*

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 requesting 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.

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 rerouted; 4,300 passengers to be affected; 300 minutes of delays; and 1,500 extra miles flown due to rerouting.

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.