

**AIRCRAFT NOISE ABATEMENT TASK FORCE
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
SEMI-ANNUAL REPORT
(April & July 2020)**

Since the last report, and the ongoing Pandemic-COVID-19, the Aircraft Noise Abatement Task Force (Task Force, NATF), in-person meetings were not approved by the County Attorney. Therefore, this report will provide the compliance and summary reports of the 1st and 2nd Quarter 2020.

TASK FORCE MEMBERSHIP

As of this date, no changes to the Task Force.

NOISE ABATEMENT COMPLIANCE REPORT

The *Noise Abatement Compliance Report* for the months of January-June 2020, was reviewed and reported with the Task Force. The overall compliance rate reflected 96.77% daytime and 92.96% nighttime compliance.

The number of flights during the Voluntary Quiet Window (VQW) ranges between 3-23%. The significant rise in flights operating within the VQW is due to extra time Allegiant requires to board and clean the aircraft to Center of Disease Control – COVID19 Guidelines. The latest scheduled flight after the VQW is 11:45 p.m.

In February 2020, Tom Jewsbury, Director, met with Allegiant executives regarding scheduled flights within the VQW. Allegiant was receptive and sensitive to the need to avoid scheduled flights within the VQW when possible.

In March 2020, 95% of flights were canceled through Memorial Day as a result of the COVID-19 pandemic. When flights started to slowly resume in June, Allegiant initiated a deep cleaning service of the aircraft between flights which increased turn-around times, pushing scheduled flights within the VQW until 11:45 p.m. Tom met again with Allegiant executives in October, reiterating the importance to avoid the VQW.

Since July, we have experienced a decline in the number of scheduled flights within the VQW. For the month of August, there was a reduction of 30% from the previous month; for September, a reduction of 45% from the previous month; for October, a reduction of 44% from the previous month; and for November, a reduction of 9% from the previous month.

NOISE COMPLAINT SUMMARY

During the *1st Quarter 2020*, there were 1,493 complaints received from 38 different households, with 728 complaints coming from two households in Safety Harbor/Rainbow Farms, and 290 complaints coming from one household in Oldsmar. The top three cities submitting complaints were Oldsmar, Safety Harbor, and Rainbow Farms subdivision. The top three reasons for complaints for the Quarter were excessive noise, low flying, and not using Noise Abatement Procedures.

During the *2nd Quarter 2020*, there were 1,600 complaints received from 50 different households, with 436 complaints coming from two households in Safety Harbor/Rainbow Farms and 449 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, late night or early morning flights, and low flying aircraft.

RUNWAY 18/36 REHABILITATION AND CONSTRUCTION

A Press Release was sent on July 10, 2020 and posted on the Airport's website.

Media Release stated:

St. Pete-Clearwater International Airport (PIE) is currently in the middle of rehabilitating the asphalt on its primary and longest runway, Runway 18-36. The next phase of construction for Rehabilitation Project will require the temporary closure of Runway 18-36, requiring the need to temporarily shift all flight operations to its northeast/southwest runway, Runway 4-22, beginning July 14, 2020. This phase of construction will take approximately four months from July-November.

During this phase, Runway 4-22 will be used as the primary runway for a few months while Runway 18-36 is closed and create a temporary shift in airline traffic patterns. The construction project was phased in a manner that would minimize the use of Runway 4-22 to reduce potential aircraft noise exposure to surrounding communities of the airport. Communities that may be temporarily impacted by the change in flight paths include Clearwater, Pinellas Park, Largo, Seminole, Redington Shores, Redington Beach, and North Redington Beach. Once this phase of construction is completed, all airline operations revert to using Runway 18-36 as the primary air carrier runway.