

**AIRCRAFT NOISE ABATEMENT TASK FORCE  
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT  
SEMI-ANNUAL REPORT  
(October 2018 & January 2019)**

Since the last report, the Aircraft Noise Abatement Task Force (Task Force, NATF) met on two separate occasions (October 17, 2018 and January 23, 2019). 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**

Scott McGuff, NATF representative for the City of Oldsmar, announced his resignation from the Task Force effective January 23, 2019. Mr. McGuff stated he enjoyed his time on the Task Force and Mr. Sprague thanked him for his service.

**NOISE ABATEMENT COMPLIANCE REPORT**

The *Noise Abatement Compliance Report* for the months of July through December 2018 was reviewed with the Task Force. The overall compliance rate reflected 92% or higher.

Mr. Sprague advised the higher compliance rate is contributed to Allegiant management by: 1) educating the pilots through the Captain Call-in Hot Line; 2) education of the Tampa Air Traffic Controllers; 3) the local pilots are familiar with the approach; and 4) the pilots are encouraged to fly PIE's Noise Abatement Procedure (NAP) in every recurrent training class.

The number of flights during the Voluntary Quiet Window in July 2018 was 17%, then significantly dropped to 2-3% for August through December 2018. The reason for the higher percentile in July was due to Allegiant shifting its fleet nationwide as the rest of the MD-80 aircraft retired. Although PIE was already an all Airbus fleet, other cities were not; therefore, Allegiant adjusted its flight schedules to 11:40 p.m. After July, the flight schedule returned to its normal schedule in respect to the Voluntary Quiet Window. In 2018, 502 out of 7,537 flights (7%) flew outside the Voluntary Quiet Window. Besides the retiring of the MD-80 fleet, the main reasons for delays were mechanical, weather, air traffic control delays, and ground stops, etc.

**NOISE COMPLAINT SUMMARY**

During the *3rd Quarter 2018*, there were 640 complaints received from 9 different households, with the largest volume of complaints coming from Safety Harbor, followed by Oldsmar; 607 of the 640 complaints came from one household in Safety Harbor. The top three reasons for complaints were excessive noise, late night or early morning flights, and aircraft not flying the NAP.

During the *4th Quarter 2018*, there were 565 complaints received from 20 different households, with 281 complaints from one household in Safety Harbor and 270 complaints from one household in Oldsmar. The top three reasons for complaints were excessive noise, late night or early morning flights, and frequency of flights. It is important to note that not flying the NAP is no longer among the top three complaints.

### **VOR-BRAVO APPROACH UPDATE**

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 February 2019.

### **GENERAL DISCUSSIONS/ CITIZENS COMMENTS**

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

An Oldsmar resident stated that aircraft are still arriving over the City of Oldsmar. The aircraft are coming in over the water, but very close to the shoreline. The resident inquired if the angle of the NAP could be changed to fly directly in the middle of the Bay, bypassing PPLNT (part of the approach) altogether. Mr. Sprague and Mr. Holland advised this is a Federal Aviation Administration approved NAP and it cannot be changed.