

**AIRCRAFT NOISE ABATEMENT WORKING GROUP MEETING
ST. PETE-CLEARWATER INTERNATIONAL AIRPORT
MINUTES (JULY - DECEMBER 2025)
January 28, 2026**

The Aircraft Noise Abatement Working Group (Working Group) met on January 28, 2026, at 3:00 p.m. in the Airport Conference Room #234. The purpose of this report is to briefly outline initiatives taken by the Working Group and St. Pete-Clearwater International Airport (Airport, PIE) to address public concerns regarding aircraft noise impacts on surrounding communities.

The following individuals were present:

Present:

CDR Elroy Allen, U.S. Coast Guard
Jason Driskill, U.S. Army
H.D. Holland, Feather Sound Resident
Shane Jackson, Federal Aviation Administration (via teleconference)
Erin Johnson, Airport Operations Manager
Barbara Markley, Pinellas Park Resident
Cathy Minter, Oldsmar Resident (via teleconference)
Steven Otterness, Allegiant Air
John Padavich, Safety Harbor Resident
Cheryl Soszka, Airport Administration
Mark Sprague, Interim Director and Deputy Director, Operations and Facilities
Deen Walker, Sheltair
Cody Ward, County Attorney's Office
Shirley Westfall, Airport Administration

Absent:

Don Casey, Clearwater/Del Oro Groves Resident
Hank Samuel, Palm Harbor Resident
Steve Ochsner, Feather Sound Resident
Anibal Velazquez, Federal Aviation Administration, Air Traffic Control PIE
Jeff Yost, Allegiant Air

Guests in Attendance:

Coleen Chaney, Commissioner Scott's Executive Aide
Lou Claudio, Safety Harbor resident

INTRODUCTION, MEETING DATES, AND MEETING MINUTES

Mr. Sprague welcomed all attendees to the semi-annual Noise Abatement Working Group (NAWG) meeting.

Mr. Sprague informed the group that he is currently serving as Interim Airport Director in addition to his role as the Deputy Director of Operations and Facilities. He expressed his commitment to maintain momentum as the group continues to progress and explore options to reduce noise impacts.

The minutes from the July 30, 2025 meeting were included in the agenda packet for review. The next NAWG meeting is scheduled for July 29, 2026.

NOISE ABATEMENT COMPLIANCE REPORT & VOLUNTARY QUIET WINDOW

The *Noise Abatement Compliance Reports* for the months of July through December 2025 were reviewed and reported to the Working Group. The overall compliance rate reflected an average of 93%. Some of the issues that created unusual noise included a security threat, medical and aircraft emergencies, and diversions due to weather and fog.

Mr. Sprague reviewed the number of flights during the Voluntary Quiet Window (VQW) for the last two quarters, ranging between 12-26%. The annual average for 2025 was 16%.

NOISE COMPLAINT SUMMARY

There were 826 complaints received during the 3rd Quarter, with 812 complaints from one household in Safety Harbor, representing 98% of the complaints for this quarter. The top two cities submitting complaints were Safety Harbor (814) and Clearwater (4); while the top three reasons for complaints include late night or early morning, excessive noise, and low flying.

There were 396 complaints received during the 4th Quarter, with 363 complaints coming from one household in Safety Harbor, representing 92% of the complaints this quarter. The top two cities submitting complaints were Safety Harbor (366) and Clearwater (9); while the top three reasons for complaints include late night and early morning, excessive noise, and low flying.

ACTION/DISCUSSION ITEMS

RNAV Visual RWY 36

Allegiant PIE Regional Chief Pilot Steven Otterness provided an update on a new approach procedure into the Airport that has been under development for the past three years. The proposed approach would route aircraft over the Gulf of Mexico at a higher altitude, followed by an idle descent to Runway 36, subject to wind and weather

conditions. This initiative is expected to deliver multiple benefits, including fuel savings for airlines, reduced noise for nearby residents, and another visual approach option to PIE. Once approved, the procedure will be shared with other airline carriers operating at PIE.

Mr. Sprague expressed his gratitude to Allegiant for assuming financial responsibility and for fostering a strong, collaborative relationship as a valued partner and community neighbor.

Working Group members H.D. Holland, John Padavich, and Cathy Minter expressed their appreciation and support regarding this dedicated approach for Runway 36, noting the potential reduction in noise this may bring.

Merger of Allegiant (AAY) and Sun Country (SCX)

Mr. Sprague shared that Allegiant is pursuing the acquisition of Sun Country Airlines, pending approval from the Department of Justice. He noted that this merger is not expected to significantly increase traffic at PIE, as Sun Country's operations are primarily based in Minnesota.

Geofencing

Operations Manager Erin Johnson reviewed flight activity at or below 2,000 feet using Geofencing technology, focusing on areas in Safety Harbor and Oldsmar. Chief Pilot Steven Otterness explained that low-altitude flying is required by the FAA as part of pilot training.

Feather Sound resident H.D. Holland expressed concern regarding helicopters flying at altitudes between 250 and 500 feet over neighborhoods, noting that such low levels leave little margin for error in the event of an emergency. CDR Elroy Allen, U.S. Coast Guard, acknowledged that a few pilots had not followed proper procedures but confirmed that the issue has been addressed. CDR Allen also questioned whether Air Traffic Control (ATC) is fully aware of the noise abatement routes, as ATC assigns altitudes to pilots, which the pilots are required to follow. Airport staff suggested that the situation may be due to a combination of new pilots and controllers, which could explain the inconsistencies.

OTHER BUSINESS

Mr. Sprague informed the group that the Airport's new vision prioritizes addressing the current parking challenges with the construction of an approximately 1,500-space parking garage at the existing Strawberry Lot. Additionally, he provided an update on the Terminal Improvement Project. The design and scope are being revised to address current infrastructure needs and add new functionality. Since the terminal was originally built in 1957, plans include significant upgrades to resolve inefficiencies such as outdated plumbing and structural issues, as well as modernizing the facility with

improvements like boarding bridges and other enhancements to meet current standards.

CITIZEN'S COMMENTS

Public Comments were made by Safety Harbor resident Lou Claudio.

The meeting was adjourned at 4:33 PM.