

Pinellas County Aircraft Noise Abatement Task Force

**Ninth Semiannual Report
January 2008**

Prepared by the Office of Noise Affairs
727.453.7880





A Pinellas County Government Service

AIRCRAFT NOISE ABATEMENT TASK FORCE

Committee Members:

Cocker, Joe	United Parcel Service (UPS)
Conza, Tony	USA 3000 Airlines
Dickinson, Jim	FAA - PIE Air Traffic Control*
Holland, H.D.	Feather Sound Resident
Jewsbury, Thomas	Deputy Airport Director
Johnson, J.B.	Clearwater Resident
Markley, Barbara	Pinellas Park Resident
McGuff, Scott	Oldsmar Resident
McKamey, Kevin	Avantair, Inc (General Aviation Liaison)
Ochsner, Steve	Feather Sound Resident
Padavich, John	Safety Harbor Resident
Sokalzuk, Captain Todd	U.S. Coast Guard
Stepler, Lt. Aaron	U.S. Army Reserve
Weltzien, Russ	FAA - PIE National ATC Association*
Williams, Douglas	Clearwater Resident **
Zugay, Laurie	FAA - TPA Air Traffic Control*
VACANT	Corporate Aviation Liaison

* Air Traffic Control representatives will serve in an advisory capacity to the Task Force.

** Resignation pending appointment of replacement representative

**AIRCRAFT NOISE ABATEMENT TASK FORCE
NINTH SEMI-ANNUAL REPORT
January 2008**

Since the last report was submitted in July 2007, the Aircraft Noise Abatement Task Force (Task Force) has met on one occasion (October 2007). This was due to the transition to a quarterly format, as decided by the Task Force at the June 27, 2007 meeting. The purpose of this report is to briefly outline initiatives taken by the Task Force and St. Petersburg-Clearwater International Airport (Airport) to address public concerns regarding aircraft noise impacts on surrounding communities.

VOR-B APPROACH

Following the Board Resolution on May 1, 2007 directing the Airport to pursue the implementation of a new VOR-B approach procedure to Runway 17L, the Airport has engaged the Airspace Study consultants, Jeppesen Dataplan, Inc., to prepare and submit a formal application to the FAA.

We are continuing with the FAA review and approval process on the proposed approach. According to Jeppesen Dataplan, no problems have been noted so far and the Airport expects a decision on implementation in 2008.

This approach will allow all air carrier aircraft in Visual Flight Rule (VFR) conditions to fly a route similar to the existing North Bay Visual Approach (NBVA) between sunset and sunrise. The VOR-B Approach is anticipated to give noise relief to north county residents, particularly with the early morning cargo arrivals and delayed passenger airline flights which are unable to use the daylight-only NBVA. In cooperation with our airlines' chief pilots, the Airport's Office of Noise Affairs is currently developing an education program to help promote the new approach and encourage compliance.

NEW AIRLINE ACTIVITY

Myrtle Beach Direct Air (MBDA) began operating on December 19, 2007. Xtra Airways owns, operates and maintains the aircraft used to service MBDA. Prior to initiating service, the Office of Noise Affairs reviewed the Airport's noise abatement program and engine run-up policy with their chief pilots and mechanics.

CHANGES IN TASK FORCE MEMBERSHIP

- Bart Gray of Jet ICU resigned due to the company relocating to Hernando County. We are currently searching for a new corporate aviation liaison.
- Due to a number of complaints from the unincorporated areas of High Point, the Task Force has considered adding representation from that area. The Office of Noise Affairs has contacted a homeowners' association which has been vocal with the Airport to see if there would be interest in participating.

- Mr. Doug Williams from the City of Clearwater continues to indicate that he will resign due to scheduling conflicts once the City of Clearwater nominates a replacement. The City has not yet nominated anyone to fill this role yet.

NOISE ABATEMENT COMPLIANCE AND AIR CARRIER RUNWAY USAGE

Air carriers operating at the Airport continue to be proactive in their use of noise abatement procedures. The Airport's Office of Noise Affairs provides monthly compliance updates to the airlines and air traffic control.

There was an increased use of Runway 35R for air carrier and corporate operations during the fall months because of the seasonal change in wind direction. Runway 35R does not have a specified noise abatement procedure due to airspace conflicts with airports south and east of the Airport. However, compliance has been good when Runway 17L is in use. In November 2007, 97% of all daylight VFR arrivals to Runway 17L used the NBVA and avoided the Countryside and Safety Harbor areas. On average, approximately 85% of all air carrier arrivals to Runway 17L during daylight VFR conditions have used the NBVA over the past six months. Most of the 15% that did not were due to air traffic conflicts or other legitimate reasons.

VOLUNTARY QUIET WINDOW OPERATIONS

The majority of flights that have occurred within the Airport's Voluntary Quiet Window (VQW) of 11:00 p.m. – 6:00 a.m. were operationally necessary (i.e. air ambulance flights, U.S. Coast Guard search and rescues, or law enforcement flights). Winter weather and mechanical delays have accounted for some commercial flights arriving during the VQW.

The Office of Noise Affairs is working in cooperation with Avantair to ensure that their flight operations occur outside the VQW. Since Avantair is a fractional ownership, the owners of the aircraft dictate the times they operate and not the company.

In 2007, 86 complaints were taken regarding flights that operated within the VQW (27.65% of all complaints received). A total of 69 complaints (22.19% of all received) were regarding flights that residents perceived to be too early in the morning or late at night; although they may have occurred outside of the prescribed VQW hours.

UNUSUAL NOISE INCIDENTS

- The Starfighters, based at the Airport, restore and operate F-104 fighter jets. These continue to be an ongoing concern for residents due to their exceptional loudness and distinct sound. In October 2007, the Starfighters conducted another round of flight training and check rides required by the FAA which resulted in 31 residential complaints. The Airport continues to request operational information from the Starfighters so we may post flight operations on the Airport's noise website (www.fly2pie.com/noise). The Starfighters have indicated that they intend to relocate their operations to the Kennedy Space Center to support a research contract for the National Aeronautics and Space Administration, but an exact date is not yet known.

- In October 2007, two U.S. Marine Corps AV-8B Harrier “Jump Jet” fighters operated over several days. On Saturday, October 14, 2007 at 10:45 p.m. the aircraft landed on Runway 09, which precipitated 20 resident complaints. This runway is primarily a general aviation runway used for smaller aircraft and residents were not accustomed to hearing jet fighter aircraft. A letter was addressed to the squadron commander requesting that pilots use the primary runway and avoid flying in the late evening and early mornings if possible.
- In November 2007, Avantair conducted live flight training in their Piaggio P-180 aircraft. This was closely coordinated with the Airport to avoid flying during the VQW. When feasible flight trainings were performed to outlying airports; eight complaints were received. Avantair continues to do most of their training in simulators, but some hours must be completed flying in the actual aircraft.
- During December 16-24, 2007, United Parcel Service (UPS) operated additional flights due to the shipping demand leading up to the Christmas holiday. One of these flights was scheduled to arrive at 3:00 a.m. and depart at 4:00 a.m. The Airport did speak to UPS management regarding the operation within the VQW, but the airline did not have the operational ability to reschedule the flight due to the tight schedule demands of that week.

COMMUNITY OUTREACH

At the request of a Feather Sound homeowner, the Office of Noise Affairs wrote an informational article for the Feather Sound newsletter and their community website (www.feathersound.org). This article provided an update on current noise projects and specifically addressed the F-104 and Harrier flights that occurred in October 2007. There were some concerns from residents that the Harriers were going to be based at the Airport, which is not the case.

FLY FRIENDLY PROGRAM

The Office of Noise Affairs completed initial work on the Fly Friendly program this year. Fly Friendly is a pilot education program primarily targeted at general and corporate aviation. Information pamphlets on noise abatement issues specific to the Airport were developed for helicopter, general aviation and corporate users. Pamphlets are distributed to local flight schools, Fixed Base Operators, and neighboring airports located within Pinellas County. Fly Friendly presentations will be made to local flight schools and pilot groups. The first presentation is scheduled for January 2008 in Clearwater.

2008 MEETING SCHEDULE

The Task Force has scheduled its quarterly meetings to be held on the following dates at 3:00 p.m.:

January 23, 2008	July 23, 2008
April 23, 2008	October 22, 2008

Note; additional meetings may be scheduled on an as-needed basis.

NOISE COMPLAINT REPORT

Appendix A to this document is a copy of the final 2007 Noise Complaint Report. This includes the number of complaints broken down by community, household, aircraft type and reason.

The total number of complaints received in 2007 was 311 from 128 households, which was approximately a 32% increase from 2006, which had 235 total complaints. However, 66 of this year's complaints were directly related to F-104 Starfighters. If it were not for those, the total number of complaints received would have been essentially the same as last year. A comparison of 2007 data to that of 2006 is listed in Table 1.

Although the Airport experienced approximately a 42% increase in air carrier operations from 2006 until 2007, the total number of combined complaints for Passenger and Cargo Airlines remained essentially the same (90 complaints in 2006, 91 in 2007).

As noted earlier in this report, Avantair has begun conducting most of their flight training in simulators instead of aircraft. This has resulted in approximately a 45% decrease in Piaggio P-180 related complaints from 2006 to 2007.

Table 1 - Complaints Received by Specific Aircraft Type

Aircraft Type	2006	2007
Passenger Air Carrier	49	52
Cargo Air Carrier	41	39
Corporate Jets	50	41
General Aviation	30	2
Helicopter (GA & PCSO)	31	36
Military (Local)	11	32
Military (Itinerant)	0	21
F-104 Starfighter	0	66
Other	10	15
Undetermined	13	7
TOTAL	235	311

APPENDIX A – 2007 YEAR END NOISE COMPLAINT REPORT



**St. Petersburg-Clearwater
International Airport**

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Yearly Complaint Summary For 2007

I. Total Number of Complaints:

311

II. Number of Households Submitting Complaints:

Name	City/Subdivision	# Complaints	Percentage
Altoff	Pinellas Park	1	0.32%
Ames	Feather Sound	2	0.64%
Arnez	Clearwater	2	0.64%
Bach	Largo	1	0.32%
Baker	Indian Rocks Beach	1	0.32%
Bender	High Point	1	0.32%
Bishop	Pinellas Park	4	1.29%
Bleau	Clearwater	1	0.32%
Bunn	High Point	1	0.32%
Caesber	Clearwater	2	0.64%
Capelli	Pinellas Park	1	0.32%
Clark	Largo	1	0.32%
Clark	Safety Harbor	2	0.64%
Claudio	Safety Harbor	9	2.89%
Clinton	Safety Harbor	2	0.64%
Cohen	Pinellas Park	1	0.32%
Conger	Clearwater	1	0.32%
Corbino	Safety Harbor	13	4.18%
Corbitt	Unspecified	1	0.32%
Colasurdo	Pinellas Park	1	0.32%
Dabnor	Clearwater	9	2.89%
Dapp	High Point	1	0.32%
Dechardt	Pinellas Park	1	0.32%
Desmond	Del Oro Groves	1	0.32%
Dickman	Safety Harbor	1	0.32%
Diehl	Feather Sound	36	11.58%
Dieterle	Feather Sound	2	0.64%
Dolan	Seminole	1	0.32%
Dorian	Unspecified	1	0.32%
Dunbar	Clearwater	7	2.25%
Dunham	High Point	1	0.32%
Dupre	High Point	1	0.32%
Durvin	Clearwater	1	0.32%
Dutchess	Largo	1	0.32%
"Eddie"	High Point	1	0.32%
Eichelberger	Largo	1	0.32%
Ellingsworth	Unspecified	1	0.32%
"Eloise"	High Point	1	0.32%
Elways	St. Petersburg	1	0.32%
Fox	Clearwater	1	0.32%
Garrison	Largo	1	0.32%
Godfried	Clearwater	1	0.32%
Gomez	Clearwater	1	0.32%
Hall	Largo	5	1.61%
Hamilton	Clearwater	1	0.32%
Hammond	Del Oro Groves	1	0.32%
Hardy	Clearwater	1	0.32%
Harib	Clearwater	1	0.32%
Hawthorne	Clearwater	1	0.32%
Hicks	Feather Sound	2	0.64%
Hildebrand	Safety Harbor	1	0.32%
"Jerry"	Largo	2	0.64%
"Joan"	Clearwater	2	0.64%
"Joan"	Largo	2	0.64%
Jones	Clearwater	1	0.32%
Jones	Pinellas Park	6	1.93%
Kapili	Pinellas Park	1	0.32%
"Kevin"	Safety Harbor	1	0.32%
Kirkland	Pinellas Park	1	0.32%
Kotter	Brooksville	1	0.32%
Lawlor	High Point	1	0.32%

Name	City/Subdivision	# Complaints	Percentage
Lawrence	Safety Harbor	3	0.96%
Leiser	Safety Harbor	6	1.93%
Ledford	Pinellas Park	1	0.32%
Lemke	Feather Sound	3	0.96%
LeNeau	Pinellas Park	1	0.32%
Lyons	Del Oro Groves	1	0.32%
MacDonald	Clearwater	1	0.32%
Magee	Safety Harbor	1	0.32%
Malatino	Feather Sound	1	0.32%
Manning	Largo	1	0.32%
Morrow	Clearwater	1	0.32%
Marshall	Largo	1	0.32%
Martin	Clearwater	1	0.32%
Martindale	Pinellas Park	1	0.32%
McCarthy	Clearwater	1	0.32%
McCulley	Unspecified	1	0.32%
McPeek	Clearwater	2	0.64%
Means	High Point	5	1.61%
Mesa	Feather Sound	1	0.32%
Miller	Feather Sound	2	0.64%
Miller	Oldsmar	1	0.32%
Minteer	Oldsmar	10	3.22%
Morris	Clearwater	1	0.32%
Myer	Del Oro Groves	1	0.32%
"Nancy"	Clearwater	1	0.32%
Nece	Pinellas Park	3	0.96%
Nicco	High Point	1	0.32%
Oldaker	Clearwater	1	0.32%
Parker	Largo	1	0.32%
Phillips	High Point	13	4.18%
Pollitt	Clearwater	12	3.86%
Pristup	Pinellas Park	1	0.32%
Profitt	High Point	1	0.32%
Pudya	Largo	3	0.96%
Raines	High Point	1	0.32%
Register	Feather Sound	1	0.32%
Reilly	Safety Harbor	1	0.32%
Reithel	Pinellas Park	1	0.32%
"Rick"	Clearwater	1	0.32%
Robinson	Pinellas Park	1	0.32%
Salachak	Feather Sound	1	0.32%
Sheen	Largo	2	0.64%
Shrout	Pinellas Park	1	0.32%
Smith	Feather Sound	1	0.32%
Sokolowski	Seminole	1	0.32%
Soltis	Clearwater	1	0.32%
Spiegel	Feather Sound	3	0.96%
Straight	High Point	4	1.29%
Taylor	Clearwater	1	0.32%
Thomas	Palm Harbor	1	0.32%
Tobin	Feather Sound	1	0.32%
Unspecified	Feather Sound	3	0.96%
Unspecified	Unspecified	4	1.29%
Unspecified	Pinellas Park	3	0.96%
Unspecified	High Point	4	1.29%
Unspecified	St. Petersburg	4	1.29%
Unspecified	Clearwater	3	0.96%
Unspecified	Largo	3	0.96%
Wagner	Clearwater	1	0.32%
Walmsley	High Point	3	0.96%
Weining	Clearwater	1	0.32%
Whiteaker	Clearwater	16	5.14%
Wilson	Clearwater	1	0.32%
Yellin	Clearwater	1	0.32%
Volz	Indian Rocks Beach	2	0.64%
Yates	Citrus County	2	0.64%
128 Total Households		311 Total Complaints	

	Contributed more than 5% of complaints
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III Number of Complaints by City or Subdivision:

City/Subdivision	# Complaints	Percentage
Clearwater	82	26.37%
Crystal Beach	0	0.00%
Del Oro Groves	4	1.29%
Feather Sound	59	18.97%
High Point	38	12.22%
Largo	25	8.04%
New Port Richey	0	0.00%
Oldsmar	11	3.54%
Palm Harbor	1	0.32%
Pinellas Park	30	9.65%
Safety Harbor	40	12.86%
Spring Hill	0	0.00%
St. Petersburg	5	1.61%
Other	8	2.57%
Unspecified	8	2.57%
Total:	311	

More than 10% of Total Received

IV. Number of Complaints Related To Events Within Voluntary Quiet Window

86 | 27.65% of total received

V. Number of Complaints by Aircraft Type:

Aircraft Type	# Complaints	Percentage
Airline (Passenger)	52	16.72%
Airline (Cargo)	39	12.54%
Corporate (Piston)	0	0.00%
Corporate (Jet)	41	13.18%
General Aviation	2	0.64%
Helicopter (GA)	29	9.32%
Helicopter (PCSO)	7	2.25%
Military (Local)	32	10.29%
Military (Itinerant)	21	6.75%
Other	15	4.82%
Undetermined	7	2.25%
F-104 Starfighter	66	21.22%
Total	311	

More than 10% of Total Received

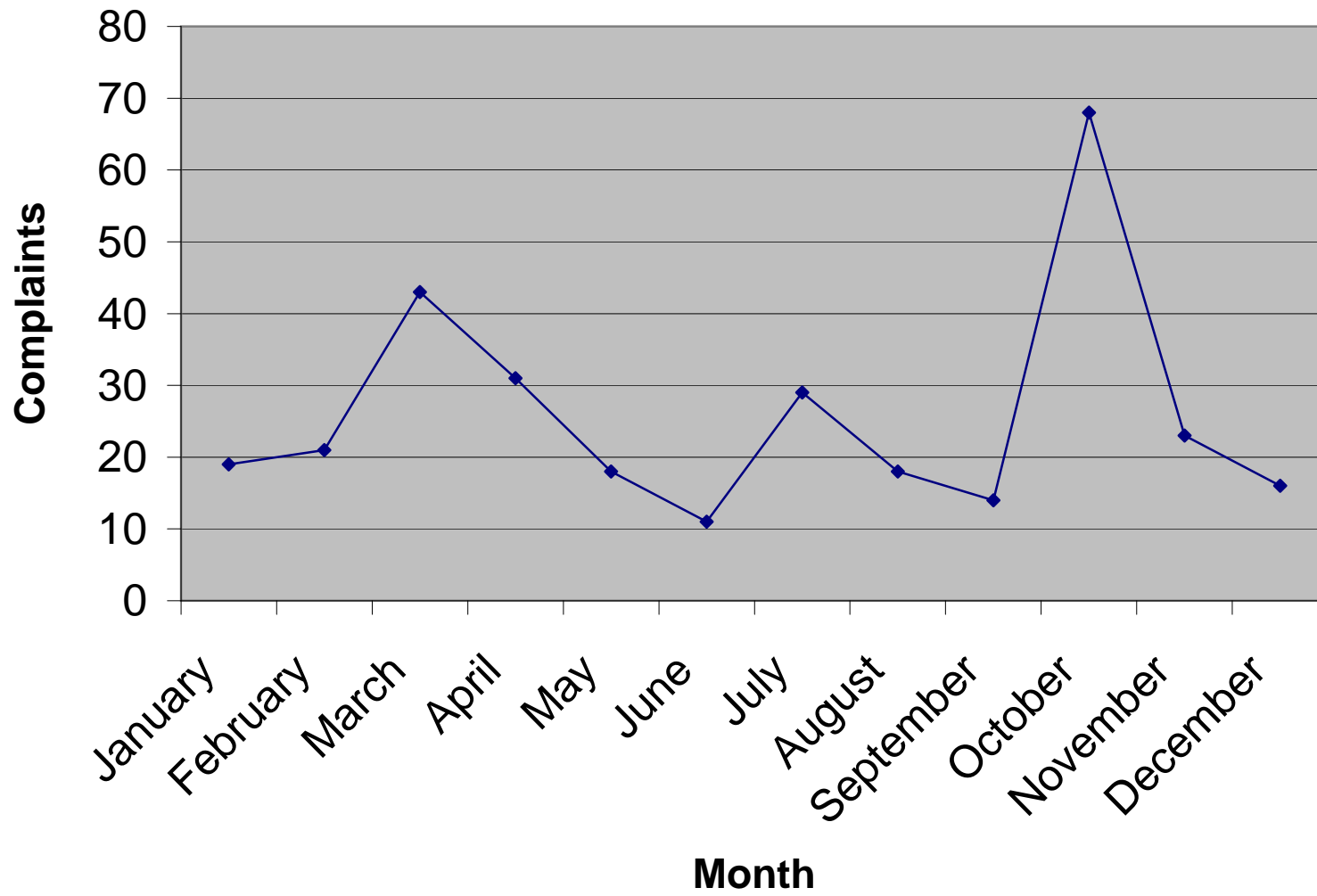
VI. Nature of Complaints

Nature of Complaint	# Complaints	Percentage
Excessive Noise	93	29.90%
Did not use N.A.P.s	11	3.54%
Flying Over Home	3	0.96%
Frequency of Flights	43	13.83%
Ground Noise	6	1.93%
Late Night or Early Morning	69	22.19%
Low Flying	81	26.05%
Vibration	5	1.61%
Unspecified	0	0.00%
Total	311	

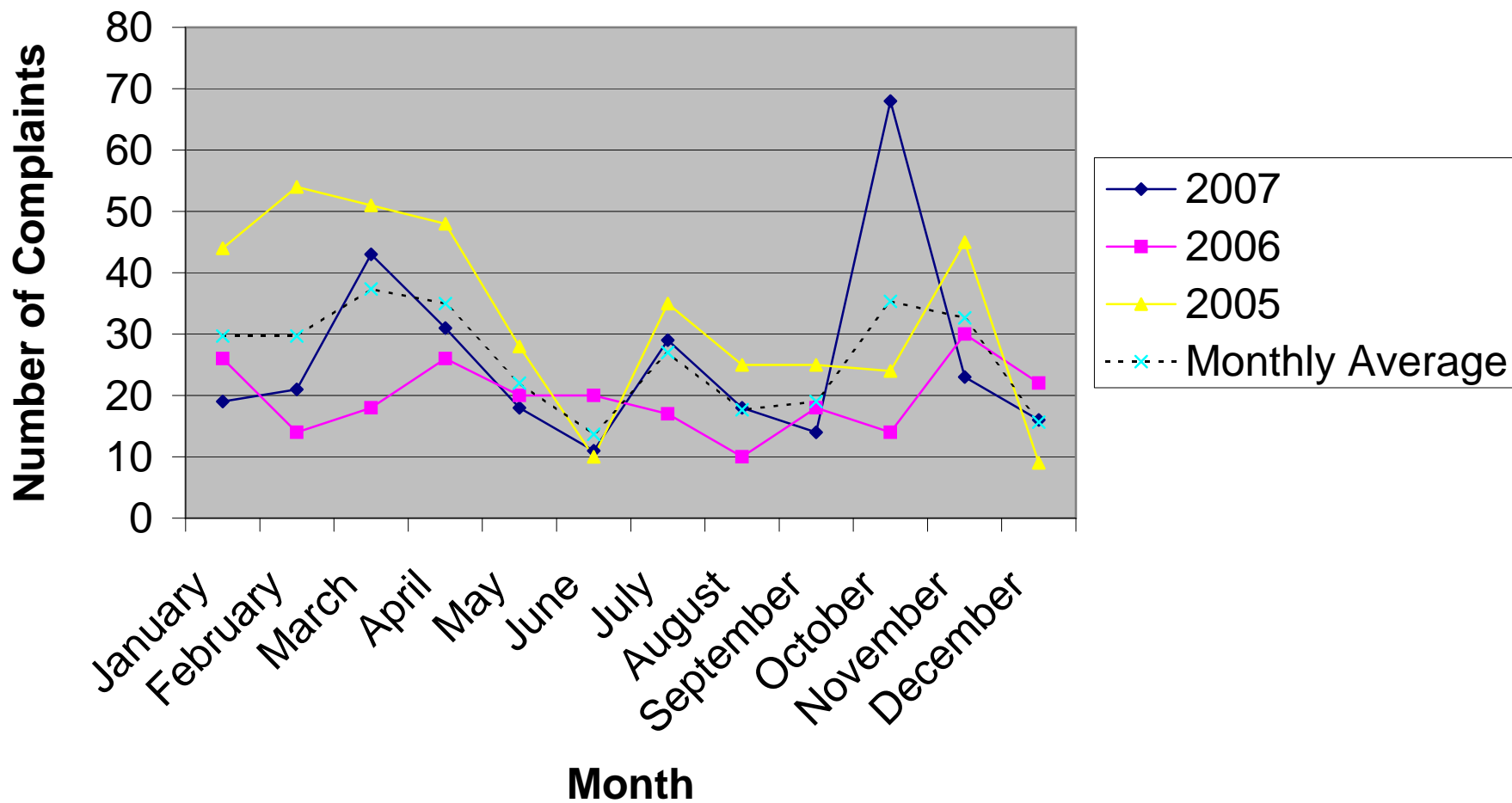
VII. By Month

Month	# Complaints
January	19
February	21
March	43
April	31
May	18
June	11
July	29
August	18
September	14
October	68
November	23
December	16
Total	311

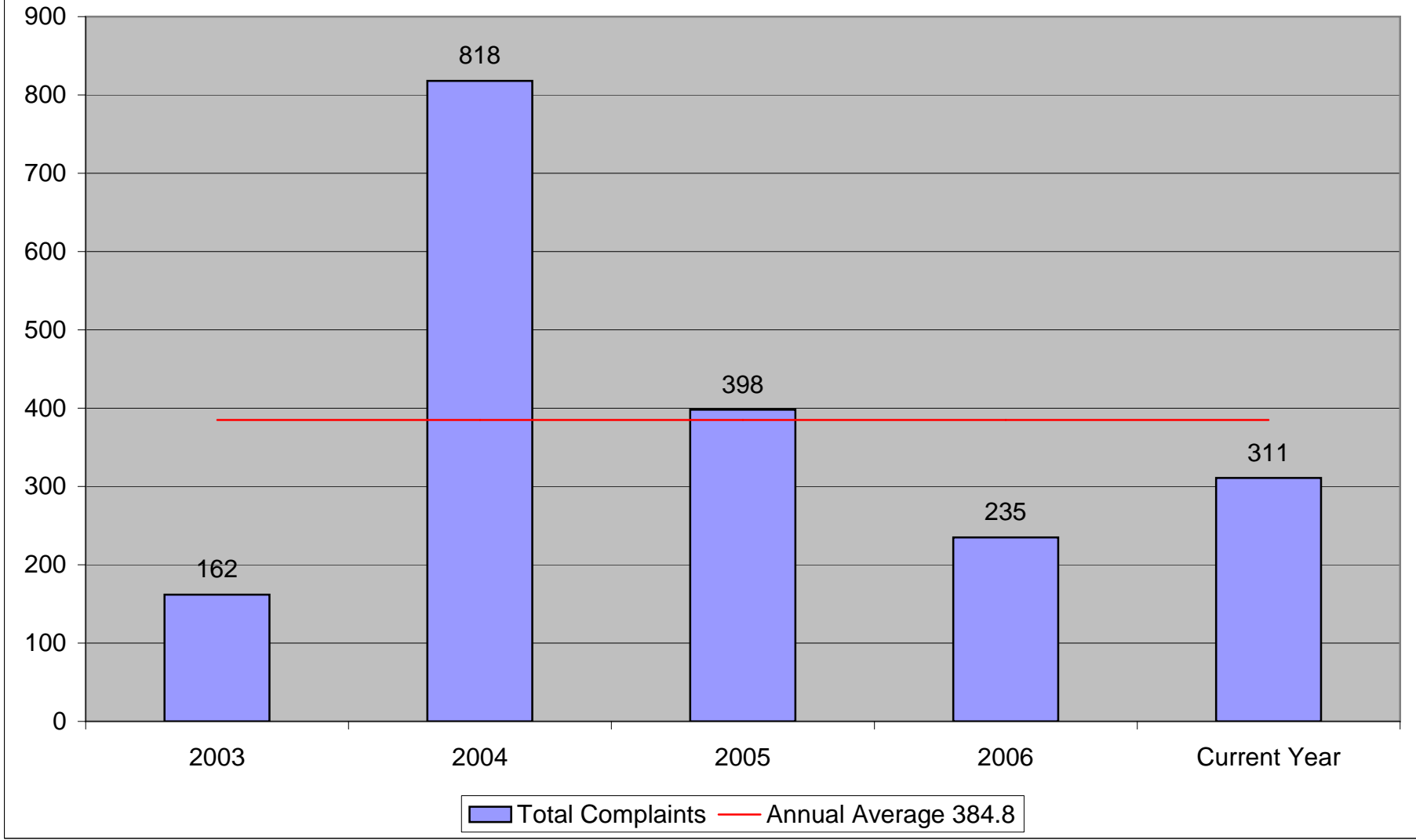
2007 Complaints



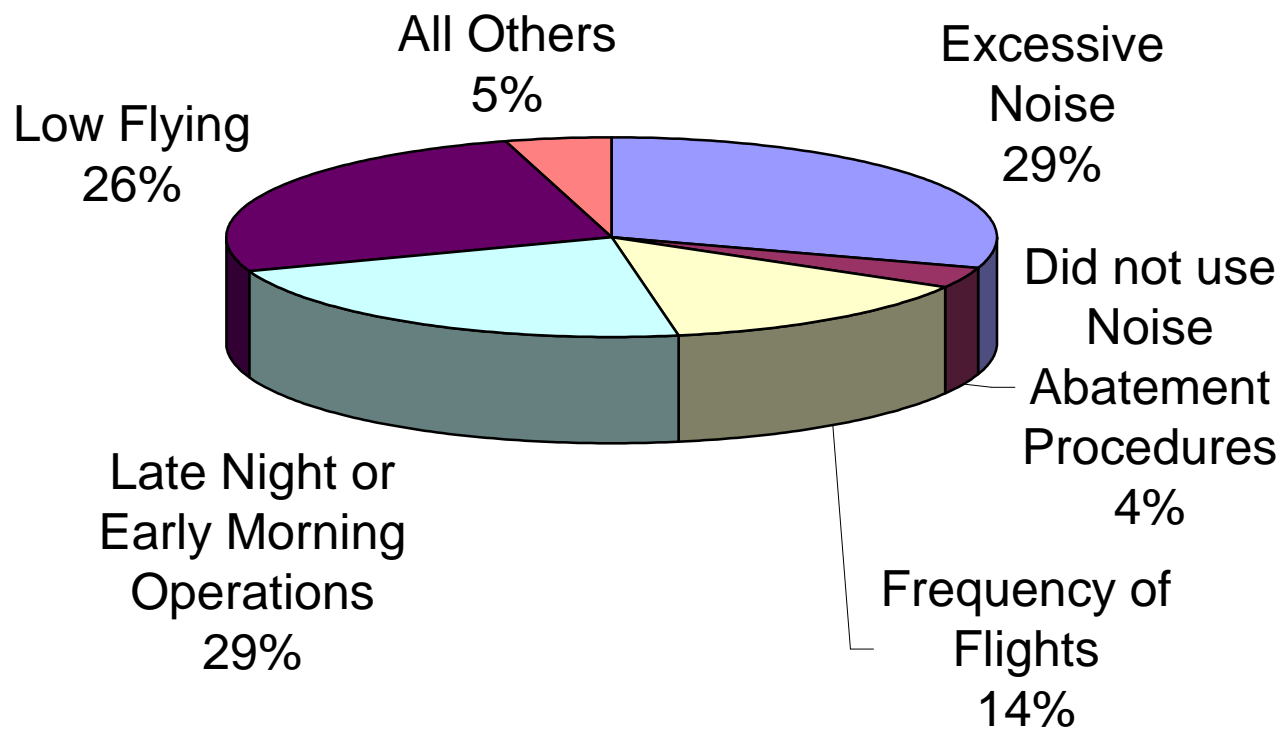
Monthly Comparison of Complaints to Previous Two Years



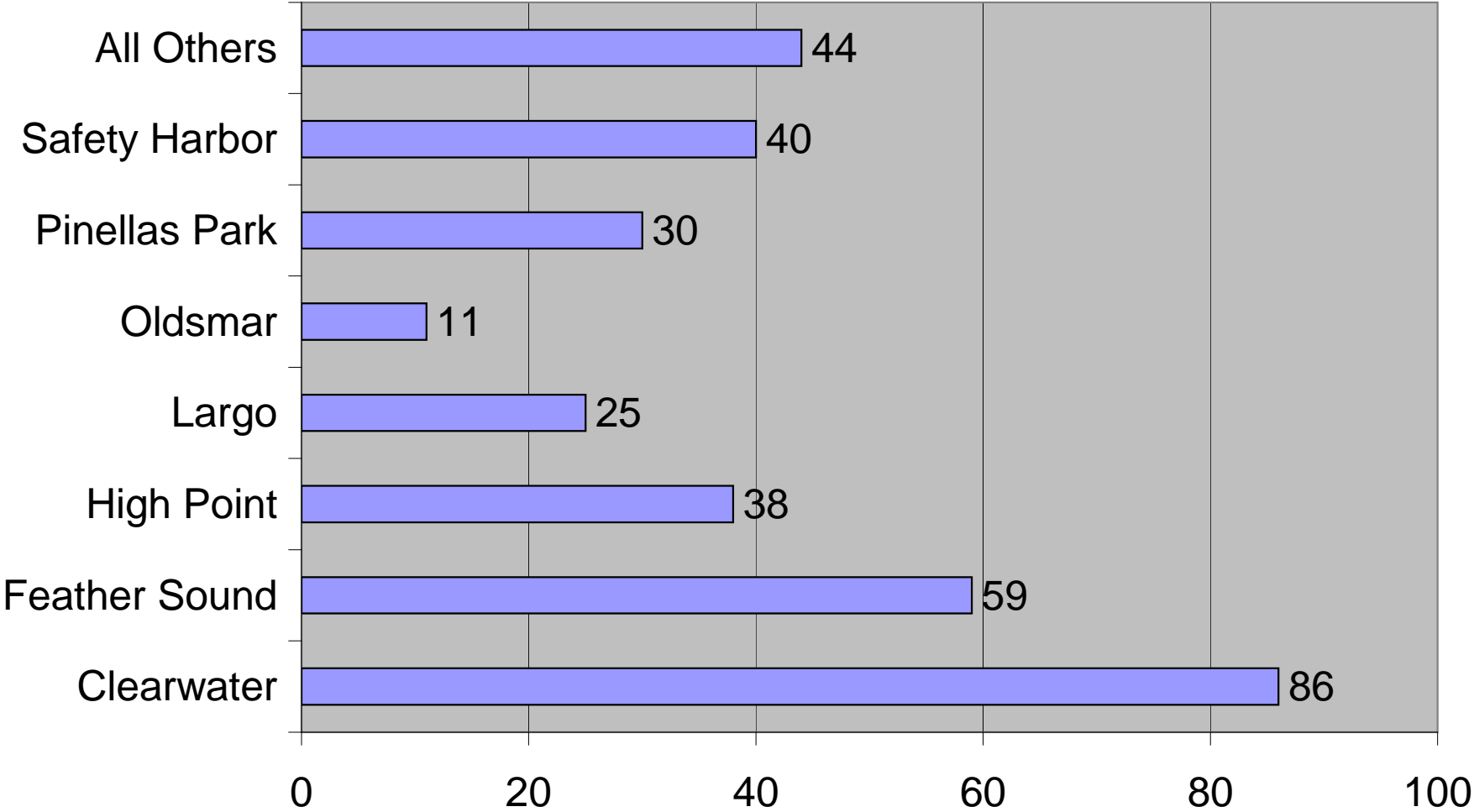
Total Complaints 2003-



Primary Reasons For Complaints YTD



Location of Noise Complaints YTD



Number of Complaints by Aircraft Type

