

**AIRCRAFT NOISE ABATEMENT TASK FORCE MEETING  
FOR THE ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT**

October 28, 2009

The Aircraft Noise Abatement Task Force (NATF) for the St. Petersburg-Clearwater International Airport (PIE) met at the St. Petersburg-Clearwater International Airport Terminal Building, Conference Room 234, at 3:10 p.m. on this date with the following members present:

Noah Lagos, Airport Director\*  
Thomas Jewsbury, Deputy Airport Director, Operation & Facilities, PIE  
Russ Argus, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)\*  
J.B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater Resident  
Barbara Markley, City of Pinellas Park Resident  
H.D. Holland, Feather Sound Resident  
Scott McGuff, City of Oldsmar Resident  
Steve Ochsner, Feather Sound Resident  
John Padavich, City of Safety Harbor Resident  
Jerry Karp, City of Clearwater Resident  
Michael Zas, County Attorney's Office\*

Not Present:

Joe Cocker, United Parcel Service (UPS)  
Chris Gillette, Allegiant Air  
Kevin McKamey, Avantair, Inc. (General Aviation Liaison)  
U.S. Army Reserve  
U.S. Coast Guard  
Laurie Zugay, FAA - Tampa International Airport (TPA) ATC\*

\*Advisory Capacity Only (Non-Voting Member)

Also Present:

Lloyd Tillmann, PIE Operations Manager  
Ravi Gokool, PIE Air Traffic Control\*  
Monique Savas, PIE Administrative Secretary  
Michele Routh, Community and Media Relations Director, PIE

## AGENDA

1. Introduction and Opening Comments
  - o Meeting Minutes from July 22, 2009
  - o 12<sup>th</sup> Semi-Annual Task Force Report
  - o 2010 Meeting Calendar
2. Quarterly Noise Complaint Summary
  1. 3<sup>rd</sup> Quarter Report
  2. Monthly Reports (July-September 2009)
3. Air Service Update
4. VOR-B Approach Update
5. General Discussions - Old/New Business
6. Citizen's Comments
7. Adjournment

### **INTRODUCTIONS AND OPENING COMMENTS**

Mr. Jewsbury welcomed those present and, at his request, the attendees introduced themselves; whereupon he noted that the previous meeting's minutes are included in the agenda packet and available on the website.

### **UPCOMING MEETING DATES**

Mr. Jewsbury indicated that the meeting dates for 2010 will follow the pattern of every third Wednesday, each quarter; and that the dates are currently scheduled for January 20, April 21, July 21, and October 20, 2010, and will be posted on the website; and no objections were noted.

### **QUARTERLY NOISE COMPLAINT SUMMARY**

Referring to a document titled Quarterly Noise Complaint Summary, 3<sup>rd</sup> Quarter 2009, a copy of which has been filed and made a part of the record, Mr. Tillmann indicated that for the Third Quarter, 43 noise complaints were logged for July, August, and September; that in the same quarter last year there were 29, a slight increase; that year-to-date there were 131 noise complaints compared to this time last year when there were 175; overall, and that the complaints are down 25% in the course of the year.

Mr. Tillmann indicated that there was a large change in the number of households submitting complaints, noting that in 2008 there were 18 households; this time there are 43; that Safety Harbor, Clearwater, Del Oro Groves, Largo, and Feather Sound, accounted for a majority of all documented complaints; and that complaints identified as “Other” and “Unspecified” are a result of insufficient information to identify the location of the complainant.

In response to a request by Mr. Padavich for an update on the “Fly Friendly Program”, Mr. Jewsbury reported that the “Fly Friendly Program” has not been active since the Noise Officer position has been vacant, though the Airport intends on reviving the program; whereupon, Mr. Tillmann indicated that 60 percent of the complaints are received via the website, and the remaining 40% via telephone.

### **AIR SERVICE UPDATE**

Mr. Jewsbury addressed the recent announcement of new service by Locair, noting that it will be using a 19 seater, Beechcraft-1900, serving Abaco Islands, specifically Marsh Harbour and Treasure Cay; that Locair commences service on December 18<sup>th</sup> with four flights daily operating between the hours of 9:00 a.m. and 7:40 p.m.; and that there will be no conflicts with the “Voluntary Quiet Window” program. He noted that Allegiant currently provides direct service to 20 cities. USA 3000, and international Canadian airlines, Canjet and SunWing, will resume service in mid-December.

### **VOR-B APPROACH UPDATE**

Mr. Jewsbury provided an update on the VOR-B Approach (Approach) procedure. He indicated that since the July NATF meeting, the Airport held discussions with United Parcel Service (UPS) and Allegiant Air about the implementation of that approach; that PIE Air Traffic Control Tower reported that in order to proceed, the weather minimums and minimum descend altitude would have to be identical for both airlines; and that both Allegiant and UPS agreed to these conditions and revised their respective approach plates to coincide with one another.

In response to query by Mr. Karp regarding UPS’ idea to have this VOR-B and their motivation to sponsor the approach, Mr. Jewsbury responded that it was not UPS’ idea; it was a product of the Airspace Study and direction by the Task Force. He indicated that this type of approach is a “special procedure” which means an airline has to apply to the FAA to be able to use the procedure. Mr. Lagos explained that UPS was under a lot of criticism from the community for the time of day they were flying and impacts on the people who live in the proximity of the Airport; and that their motivation was to be a “good neighbor”.

In response to Mr. Holland's query whether there has been communication with the international carriers of their ability to fly the Approach when service begins this winter, Mr. Jewsbury responded that USA 3000's preference is to fly the RNAV which mirrors the VOR-B Approach.

## **GENERAL DISCUSSIONS - OLD/NEW BUSINESS**

Mr. Karp provided the Task Force with an article regarding Avantair on the success and growth of their business. There were further discussions as to the "fractional ownerships where companies and individuals can buy time on an aircraft". Mr. Lagos stated that Corporate Eagle has entered into a lease with the Airport for approximately nine acres of property near the National Aviation Academy; that Corporate Eagle also provides fractional ownership, potentially using Halkers, Falcon 50, and Gulfstream II/III, aircraft; and that Corporate Eagle is in the process of trying to obtain financial funding.

In response to query by Mr. Johnson, Mr. Jewsbury confirmed that the level of noise generated by the Piaggio aircraft is no different than any other aircraft of similar size, but the pitch is much higher, which makes the aircraft noise more pronounced.

In response to Mr. Padavich's query regarding large simulators being used for training, Mr. Jewsbury responded by confirming that simulators were purchased for flight training approximately two years ago which reduces the number of flights required.

Mr. Karp provided background on the history of the Task Force and results of the Noise Study conducted in 2007. Mr. Jewsbury explained that general aviation currently cannot use the VOR-B due to its limitation as a "special procedure", but may be able to be flown in the future if the FAA adopts the VOR-B as a "public procedure."

Mr. Lagos reported that there was an analysis completed on the banning of Stage 1 jets; that it has been discussed how it related to laws that were passed in 1990 called the Airport Noise and Capacity Act; that there has been significant discussion in the past with the Task Force about general aviation and what its impacts are; and that the discussions were taken into consideration in the noise metrics that were created or the samplings that were done when the Noise Study took place.

At the request of Mr. Karp, Mr. Jewsbury indicated that he will request Avantair to make a presentation at the next Task Force meeting to discuss their current noise abatement measures. Mr. Karp stated that most cities have a Nuisance Ordinance; and inquired whether or not the County, as a government entity, would have a Nuisance Ordinance that could be used in that regard; whereupon Mr. Lagos stated that federal law does not allow for this. Mr. Zas interjected and stated that Pinellas County does have a Noise Ordinance which specifically exempts aircraft as preempted by federal law. Discussions continued regarding federal definition of noise nuisance.

Mr. Karp queried regarding imposing a possible Nuisance Ordinance; and Mr. Lagos explained how federal limitations would prohibit such an ordinance; whereupon, Mr. Karp requested a legal opinion from the County Attorney. Mr. Lagos said that he would leave it up to the Task Force to determine if they wish the County Attorney to give them a legal opinion. Mr. Karp said that if we were to get an opinion from the Attorney, it would be on the subject of nuisance and whatever penalty would be appropriate on nuisance; whereupon, Mr. Karp confirmed that noise is what he is attempting to regulate; and suggested that the whole preemption issue that the federal law has mandated be addressed; whereupon, Mr. Lagos indicated that if that is what the Task Force would like, then he would direct the Attorney to prepare a response; and that while it is a reasonable request, the entire Task Force would need to support the request to the County Attorney.

### **CITIZENS' COMMENTS**

No Citizen's to be heard.

### **ADJOURNMENT**

There being no objection, the meeting was adjourned at 4:22 p.m.