

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

October 22, 2008

The Aircraft Noise Abatement Task Force (NATF) for the St. Petersburg-Clearwater International Airport (PIE) met at the St. Petersburg-Clearwater International Airport Administration Building, Conference Room 234, at 3:04 P.M. on this date with the following members present:

Thomas Jewsbury, Deputy Airport Director, Operations and Facilities, PIE
Noah Lagos, Airport Director*
Lieutenant Josue Maldonado, U.S. Coast Guard, representing Captain Todd Sokalzuk
Jerry Karp, City of Clearwater resident
Barbara Markley, City of Pinellas Park resident
John Padavich, City of Safety Harbor resident
Michael Zas, County Attorney's Office*

Absent:

Joe Cocker, United Parcel Service (UPS)
Tony Conza, USA 3000 Airlines and Sunwing Airlines
Jim Dickinson, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)*
H. D. Holland, Feather Sound resident
J. B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater resident
Scott McGuff, City of Oldsmar resident
Kevin McKamey, Avantair, Inc. (General Aviation Liaison)
Steve Ochsner, Feather Sound resident
Lieutenant Aaron Stepler, U.S. Army Reserve
Michael Thompson, URS, Inc., Consultant*
Laurie Zugay, FAA – Tampa International Airport (TPA) ATC*

*Advisory capacity only (non-voting members)

Also Present:

Lloyd Tillman, PIE Operations Manager
Other interested individuals
Arlene Smitke, Deputy Clerk

AGENDA

1. Introduction and Opening Comments
 - Meeting Minutes from August 20, 2008
 - New Task Force Appointment
2. Monthly and Quarterly Noise Complaint Summary
3. VOR-B Approach Update
4. Super Bowl XLIII Impacts
5. Winter Flight Schedule
6. Upcoming Meeting Dates
7. Citizens' Comments
8. Adjournment

INTRODUCTIONS AND OPENING COMMENTS

Mr. Jewsbury welcomed those present and introduced new Task Force member Jerry Karp, who replaces Doug Williams as the Community Representative from the City of Clearwater; and the remaining attendees introduced themselves; whereupon, noting the poor attendance, Mr. Jewsbury indicated that a letter will be sent out reminding members of their obligations.

Mr. Jewsbury indicated that the August meeting's minutes are included in the agenda packet; and that all minutes are posted to the website as they become available.

MONTHLY AND QUARTERLY NOISE COMPLAINT SUMMARY

Referring to a document titled *Quarterly Noise Complaint Summary, 3rd Quarter 2008*, a copy of which has been filed and made a part of the record, Mr. Jewsbury reported that 7 complaints were received in August, down from 18 in 2007; that 5 were received in September, down from 14 in 2007; that the majority of complaints related to general aviation operations; and that there were no complaints related to compliance with the voluntary quiet window.

Mr. Jewsbury indicated that a total of 29 complaints were received during the third quarter, down from 61 in the same period of 2007; and that year-to-date complaints total 175, down from 204 in 2007, which represents a 14 percent decrease.

Responding to query by Mr. Karp, Mr. Jewsbury indicated that the nature of complaints, such as *low flying*, is listed as reported by the complainant and is not necessarily based on actual conditions; that citizens can register complaints by telephone, either in a discussion with the Operations Supervisor or by leaving a recorded message on the Noise Complaint Hotline; and that a complaint form is available on the Airport website that can be filled in and submitted

online. He further indicated that if a response is requested, staff will contact the individual within 24 hours to acknowledge the complaint and initiate an investigation.

Responding to Mr. Karp's query regarding trends, Messrs. Jewsbury and Lagos provided the following information:

- Many of the 2007 complaints related to military issues and the F-104 Starfighters, private fighter jets used for airshows, which were based at the airport.
- Because of a reduction in traffic and financial constraints, the position of Noise Abatement Supervisor has been eliminated, with operations supervisors assuming the duties, and as a result, the statistical information has not received as much scrutiny as in the past.
- There was a significant downturn in air carrier passenger traffic during September, as opposed to a year ago, and most flights took place during a reasonable part of the day.
- There is usually an upturn in complaints in the spring and fall, as residents tend to have windows open and air conditioning units off.
- As a result of the Airport's outreach efforts over the past several years, members of the community are aware that air traffic operations are controlled by the FAA and have a better understanding of the Airport's restrictions in implementing programs to address their concerns, possibly leading to a reduction in complaints.

At the suggestion of Mr. Lagos, Mr. Tillman agreed to meet with Mr. Karp to provide additional historical information regarding the work of the Task Force.

VOR-B APPROACH UPDATE

Mr. Jewsbury provided an update regarding the VOR-B approach. He explained that he had initially anticipated approval by the FAA by the end of October, but that he now speculates it will be another four to eight weeks; that because it is classified as a Special approach, the FAA will approve it, but it will be the responsibility of the Airport to publish the approach plate and distribute it to the airlines and cargo carriers; that the chief pilots have agreed to use the approach; and that there will be an educational process once approval is granted.

Responding to queries by the members regarding the approval process, Mr. Jewsbury indicated that a flight check was performed and passed; that the approach is currently in Flight Standards for review; and that the final step will be approval by All Weather Operations. Discussion continued, and Messrs. Lagos and Jewsbury provided information regarding the requirements for a Special approach and the existing GPS approach; and noted that use of the VOR-B approach will always be voluntary; that it can be used only in Visual Flight Rules (VFR) conditions; and that the Airport will work with the chief pilots and the controllers to encourage its use.

Later in the meeting, Mr. Jewsbury informed the Task Force members that he will notify them via e-mail as soon as he receives confirmation from the FAA regarding the approval status.

SUPER BOWL XLIII IMPACTS

Mr. Jewsbury related that the Super Bowl will be held in Tampa on February 1, 2009; and that Tampa Bay area airports anticipate an additional 1,100 to 1,200 aircraft specifically for the event, the majority arriving on Saturday and departing on Monday. He explained that the Transportation Security Administration (TSA) will impose a Temporary Flight Restriction on general aviation operations within a ten-mile radius of the stadium for two to four hours prior to and following the game; and that a large number of corporate aircraft are likely to use the St. Petersburg-Clearwater Airport, located 11 miles from the stadium, to avoid a timely TSA screening process at Tampa International Airport.

Responding to queries by Mr. Padavich, Mr. Jewsbury indicated that the Airport anticipates the need to accommodate approximately 400 aircraft; that the noise impact to nearby residents will be significant; and that he will speak to control tower personnel regarding the possibility of fanning out the departures to minimize the impact to any particular area of the community. He stated that the planning process is still underway; that the Task Force is scheduled to meet the Wednesday before the Super Bowl and will be given an update at that time; and that information will be provided to the community on the Airport's website and through its e-mail distribution list.

WINTER FLIGHT SCHEDULE

Mr. Tillman stated that the Airport will soon be going into its busy season, with approximately 42 flights per week starting the first week in December, as compared to 16 during the current week; that the number of scheduled flights is down from 69 during the first week of December 2007, primarily due to the reduction in service from USA 3000 and Sun Country; and that there will be a large increase in flights for the Thanksgiving, Christmas, and New Year holidays;

whereupon, responding to query by Mr. Padavich, he indicated that 42 flights per week will continue through January, with peak increases for the holidays, and that as many as 74 flights per week are scheduled for the March-April timeframe.

Referring to the Voluntary Quiet Window, Mr. Tillman related that there will be a total of 11 flights during the holidays that are scheduled to operate between 11:00 P.M. and 6:00 A.M., noting that there may be additional Quiet Window traffic due to the impact of weather delays on the air traffic system. Responding to queries by Mr. Karp, Messrs. Jewsbury and Tillman related that Tampa International Airport has specific noise abatement procedures in place, but does not have an actual Quiet Window like that at PIE; whereupon, Mr. Jewsbury pointed out that due to FAA regulations, because it accepts federal funds, the Airport does not have the authority to close, restrict flights, or impose fines for noncompliance; and that the Airport depends on federal funds to survive, as it operates as an enterprise and does not receive any tax revenue generated by the County.

UPCOMING MEETING DATES

Mr. Jewsbury indicated that the meeting dates for 2009 will follow the pattern of every fourth Wednesday each quarter; and that the dates are currently scheduled for January 28, April 22, July 22, and October 28, 2009, and will be posted on the website.

CITIZENS' COMMENTS

Former PIE Noise Affairs Supervisor Jonathan Collette commented on his experiences in his new position as Noise Manager for the City of Philadelphia.

ADJOURNMENT

There being no objection, the meeting was adjourned at 3:57 P.M.