

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

January 20, 2010

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
J.B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater 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*
Adam Jensen, Federal Aviation Administration (FAA) PIE Air Traffic Control*
Ward Sandlin, US Coast Guard

Not Present:

Barbara Markley, City of Pinellas Park Resident
Joe Cocker, United Parcel Service (UPS)
Kevin McKamey, Avantair, Inc. (General Aviation Liaison)
U.S. Army Reserve
Laurie Zugay, FAA - Tampa International Airport (TPA) ATC*
Russ Argus, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)*
Michele Routh, Community and Media Relations Director, PIE

*Advisory Capacity Only (Non-Voting Member)

Also Present:

Lloyd Tillmann, PIE Operations Manager
Monique Savas, PIE Administrative Secretary
Chris Gillette, Chief Pilot, Allegiant Air (via Polycom)
William Allbright, Chief Pilot, Avantair
Beth White, Assistant Chief Pilot, Avantair

AGENDA

1. Introduction and Opening Comments
 - o Approval of Minutes from October 28, 2009 Meeting
 - o 2010 Meeting Calendar
2. Quarterly Noise & Year End Noise Complaint Summary
3. VOR-B Approach Update
4. Fly Friendly Program
5. Avantair
6. General Discussion – Old/New Business
7. Citizen’s Comment
8. 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 Minutes are included in the agenda packet and available on the website. Mr. Jewsbury asked the Minutes to be approved by the Task Force. Mr. Karp objected to the Minutes of October 28, 2009 as it pertained to discussions regarding noise nuisance.

Mr. Karp recalled a consensus was reached that the Task Force would not take a vote asking the County Attorney to prepare a response on noise nuisance because a county ordinance would be pre-empted by existing FAA regulations. In addition, Mr. Karp requested a copy of the County Noise Ordinance (#03-3) Michael Zas discussed be included in the Minutes of October 28, 2009.

Mr. Lagos recalled a statement was made about whether the Task Force wanted to ask the County Attorney for an opinion. Mr. Lagos continued and stated that the County Attorney gave an opinion verbally, and the Task Force agreed that it was unnecessary to pursue it further. Mr. Lagos asked Mr. Karp if that was what he perceived. Mr. Karp stated that he would accept that wording; however, he would want the County Ordinance that Mr. Zas referred to, cited. Mr. Lagos stated that we can amend the Minutes to reflect that.

At the request of Mr. Karp, Pinellas County Ordinance No. 03-3 will be included in the Minutes of January 20, 2010.

(Note: Any conversations that occur after a meeting has been officially adjourned are off the record.)

Mr. Jewsbury made a motion to accept the Minutes as amended, all Task Force Members agreed.

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 next upcoming meeting dates are scheduled for April 21, July 21, and October 20, 2010, and will be posted on the website; no objections were noted.

Mr. Lagos stated that the Terminal Renovation is scheduled for completion some time in April, and that the Airport would be holding an open house titled "Renovation Celebration". Mr. Lagos stated that invitations will be sent out via email and extended a personal invitation to the Task Force.

QUARTERLY REPORT & YEAR END NOISE COMPLAINT SUMMARY

Referring to a document titled Quarterly Noise Complaint Summary, 4th Quarter 2009, of which a copy has been made a part of the record, Mr. Tillmann indicated for the Fourth Quarter, 39 noise complaints were logged for October, November, and December; in the same quarter in 2008, there were 29. A total of 170 complaints were received in 2009, down 20% from 204 complaints received in 2008. Excessive noise or late night/early morning flights contributed by UPS represented 29% of the overall complaints for 2009, while military operations represented 20%.

Mr. Tillmann noted that the number of households submitting noise complaints was down in 2009, reporting 72 households, versus 87 in 2008. In response to an inquiry by Mr. Karp, Mr. Tillmann explained that of the 39 complaints received in the 4th Quarter of 2009, 10 of those complaints were received between 8:00 a.m. – 5:00 p.m.

Mr. Jewsbury provided a noise complaint comparison to the number of aircraft operations for 2009. During calendar year 2009, there were a total of 143,930 aircraft operations (representing either a takeoff or landing), representing a 7% decline over 2008. Of that total, the breakdown is comprised of 82% general aviation, 13% military, and 5% air carrier.

VOR-B APPROACH UPDATE

The VOR-Bravo (Approach) was approved by the Air Traffic Control Tower on December 1, 2009 giving Allegiant and UPS the authorization to begin flying the Approach. The Airport has been monitoring the Approach for compliance. Mr. Jewsbury reported having continued dialogue with the airlines regarding compliance.

Mr. Jewsbury stated that pilots have reported that Tampa Air Traffic Control appears to be unfamiliar with the Approach when requested. In addition pilots were unaware that Tampa Control Tower would not automatically assign the Approach. Mr. Jewsbury is working with Allegiant, UPS, Tampa Control Tower, and PIE Air Traffic Control Tower to resolve this issue. Mr. Gillette stated that he will reemphasize with Allegiant pilots the need to request

this Approach. Mr. Jewsbury offered to place posters in the PIE Pilot Briefing Rooms, as well as in Sanford and Ft. Lauderdale Airports, to help encourage the use of this Approach.

Discussions continued regarding Approach procedures, distribution of Approach plates, and how new airlines are notified of the Approach.

FLY FRIENDLY PROGRAM

Mr. Jewsbury reported that during the last meeting Mr. Padavich inquired about attempts to revive the "Fly Friendly Program". Mr. Jewsbury reiterated that the program temporarily went idle because the Airport did not fill the Noise Officer vacancy, though he did state that the Airport intends on filling the vacant Operations Supervisor position.

Mr. Jewsbury stated that PIE Air Traffic Control Tower hosted a Runway Safety Area Team Meeting for the aviation community and local users. The Airport took the opportunity at the meeting to review the Airport's "Fly Friendly Program".

AVANTAIR

At the request of Mr. Karp at the October 28, 2009 Task Force Meeting, Bill Allbright, Chief Pilot for Avantair, accepted an invitation to provide an overview of Avantair and discuss the actions they have taken to help reduce noise impacts to the community. As Mr. Jewsbury introduced Mr. Allbright, he specifically asked him to address the flight simulators that their pilots use that reduce the number of training flights.

Mr. Allbright reported that at the end of the first quarter in 2010, Avantair will have signed an agreement with Flight Safety, Inc. that will allow them to begin to supplement about half of their flight training using simulators. Flight training is currently based out of Albany, New York, and PIE.

Approximately two-thirds of the flight training based out of PIE, actually occurs at other airports such as Sarasota-Bradenton, and Brooksville in an effort to help reduce the number of training flights here at PIE. Avantair is considering opening additional bases that will allow base training out of other airports as well. Mr. Allbright informed the Task Force that as Avantair continues to grow, they will be hiring additional pilots that will require training.

Mr. Allbright reviewed the noise abatement technique that Avantair uses by reducing the propeller RPMs shortly after take off. He reported that most pilots use this noise abatement technique. When weather minimums are low that require pilots to fly the ILS Approach, they will reduce the throttle to 2,000 RPM. In response to an inquiry by Mr. Karp, Mr. Allbright provided an overview of the various approach and departure procedures used from PIE, particularly as it relates to "visual" approaches. During training, when pilots are flying a visual approach from the south, they attempt to keep it within one mile to avoid the community south of the airport. When coming from the north, pilots are advised to keep south of the Highway 60 Causeway to avoid Safety Harbor. The only time you will see a

“visual” approach used would be during flight training. When the aircraft is carrying passengers, they utilize the straight-in ILS Approach for safety purposes.

Mr. Allbright stated that Avantair is interested in obtaining authorization from the FAA to fly the VOR-Bravo Approach so they can incorporate it into their training procedures.

Mr. Jewsbury asked Mr. Gillette to explain to the Task Force how Allegiant acquired approval from their Federal Aviation Administration (FAA) Principal Operations Inspector (POI) to fly the VOR-Bravo Approach. Mr. Gillette offered to assist Mr. Allbright by informing Avantair on how they went about obtaining approval from their FAA POI.

GENERAL DISCUSSIONS - OLD/NEW BUSINESS

Mr. Karp expressed his appreciation for the statistics that were gathered for the middle of the day flyovers that Mr. Tillmann reported and requested that the collection of mid-day statistics continue to be gathered. Mr. Tillmann stated that he would work with staff to develop a less time consuming method of tracking these flights so he could continue to add this data to the quarterly reports.

Mr. Johnson asked Mr. Jewsbury for an explanation of the Coast Guard’s training activities and approach altitudes as it relates to MacDill’s upcoming air show in March. Mr. Jewsbury stated that he does not anticipate any additional military flights arriving at PIE.

Mr. Ochsner stated that the Feather Sound community appreciates the County and Airport’s support to maintain a buffer area along the east side of Airco Golf Course.

CITIZEN’S COMMENTS

No citizens appeared to be heard.

ADJOURNMENT

There being no objection, the meeting was adjourned at 4:03 p.m.