

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

April 20, 2011

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 3:05 p.m. on this date with the following members present:

Present:

J.B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater Resident
John Padavich, City of Safety Harbor Resident
Scott McGuff, City of Oldsmar Resident
Jerry Karp, City of Clearwater Resident
Joseph Howard, Flight Operations Manager, Allegiant Air
William Steele, Assistant Chief Pilot (Filling in for Captain Schaffer), United Parcel Service
Noah Lagos, Airport Director*
Norm Roche, Pinellas County Commissioner
Thomas Jewsbury, Deputy Airport Director, Operation & Facilities, PIE
Lloyd Tillmann, PIE Operations Manager (Filling in for Tom Jewsbury)
Monique Savas, PIE Administrative Secretary
Lawrence Powell, FAA - PIE Air Traffic Control

Not Present:

H.D. Holland, Feather Sound Resident
Barbara Markley, City of Pinellas Park Resident
Steve Ochsner, Feather Sound Resident
Kevin McKamey, Avantair, Inc.
Deen Walker, Sheltair
Craig Peterson, Frontier Airlines
David M. Carroll, U.S. Army Reserve
Edward Sandlin, U.S. Coast Guard
Captain Stephen Schaffer, United Parcel Service (UPS)
Laurie Zugay, FAA - Tampa International Airport (TPA) ATC*
Russ Argus, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)*

*Non-Voting Capacity

AGENDA

1. Introduction and Opening Comments
2. Approval of Minutes – October 20, 2010 NATF Meeting
3. New Task Force Members
4. Florida Airports Council – 2010 Noise Abatement Award
5. Monthly & Quarterly Noise Complaint Summary
6. Noise Abatement Compliance
7. 2011 Noise Abatement Task Force Meetings
8. General Discussion – Old/New Business
9. Citizen’s Comment
10. Adjournment

INTRODUCTION AND OPENING COMMENTS

Mr. Jewsbury welcomed those present, and introduced Pinellas County Commissioner Norm Roche (At Large) to the Noise Abatement Task Force (NATF); and at Mr. Jewsbury’s request, the attendees introduced themselves. Mr. Jewsbury invited the NATF to participate in a tour of the Air Traffic Control Tower following the meeting. Mr. Jewsbury noted that the Minutes of January 19, 2011 are included in the agenda packet and available on the website together with the Fifteenth Semi-Annual Task Force Report. The Minutes were moved into the record abstaining no objections.

Regarding the new NATF members discussed at the prior meeting, Mr. Jewsbury stated that Steve Schaffer would be replacing Joe Cocker, Station Manager for United Parcel Service (UPS). Two representatives from Allegiant have been replaced; Chad Webster, former Station Manager with Allegiant Air, has been replaced with Craig Peterson, Chief Pilot, Frontier Airlines, and Joe Howard, Chief Pilot, Allegiant Air, will be stationed at PIE, replacing Chris Gillette.

MONTHLY & QUARTERLY NOISE COMPLAINT SUMMARY

Mr. Tillmann provided a summary of the noise complaints received during the First Quarter of 2011. During the first three months, there were 17 noise complaints; 13 complaints in February, of those, nine were regarding a military Boeing 707 AWAX performing touch-n-go operations.

Mr. Karp inquired about the AWAX touch-n-go operations and asked the Tower representative if announcements were made to the pilots informing them of any flight restrictions on runways. Mr. Tillmann responded that the majority of military squadrons contact the Airport prior to performing flight training to verify airfield information. Airport Operations discourages military jet training due to residential noise concerns. Mr. Jewsbury reiterated that the Airport does not have the ability to restrict these operations.

Mr. Karp affirmed the Airport may not restrict, but does advise, and was curious whether pilots are responding to the advisories. Mr. Jewsbury stated that there is no information on ATIS that restricts military training operations; when the Airport receives military flight requests, they are discouraged and asked if arrangements could be made at another airport. The Tower advised Mr. Karp that they are unable to post this information on ATIS, because it is not related to the safety of flight.

Mr. Tillmann continued to review the remaining charts with the Task Force.

NOISE ABATEMENT COMPLIANCE

Mr. Jewsbury provided statistics on the *Noise Abatement Compliance* report. Mr. Jewsbury reported that Runway 17L was used 38% of the time, from sunset to sunrise. During the month of January, of the 50 approaches to Runway 17L, 74% flew the VOR-Bravo, while the remaining 26% flew a straight-in approach. In February, of the 45 approaches to Runway 17L, 60% flew the VOR-Bravo, while the remaining 40% flew a straight-in approach. Mr. Jewsbury clarified for Mr. Karp that the VOR-Bravo Approach could only be flown when landing Runway 17L.

Mr. Jewsbury informed the Task Force that the FAA Principal Operations Inspector (POI) for UPS issued a NOTAM temporarily discontinuing the VOR-Bravo until such time that UPS verified that proper training procedures were conducted for the approach. UPS is currently working with their POI to rectify the issue so the FAA will cancel the NOTAM allowing both UPS and Allegiant to resume using the VOR-Bravo Approach. Mr. Steele concurred with the report Mr. Jewsbury shared with the Task Force. Mr. Padavich questioned when UPS' previous approval was removed. Mr. Jewsbury reported it occurred around the first week of March 2011. The POI retracted the authorization.

Mr. Jewsbury also explained that the recent change in the runway magnetic variation had some slight impacts on the VOR-Bravo procedure causing the need for UPS and Allegiant to update their respective approach charts. The new approach charts are anticipated to be approved this month so they can resume using the VOR-Bravo. Mr. Howard also concurred that Allegiant Air could not use it until the updated charts are released.

Mr. Steele reminded Mr. Jewsbury that pilots are using the North Bay Visual Approach and will continue to encourage them to use the VOR-B Approach as well.

FLY FRIENDLY PROGRAM

Mr. Tillmann reported that he recently participated and spoke at the Tampa Bay Aviation Association – Safety Stand Down Conference at Tampa Executive Airport. The Association is comprised of approximately 170 local general aviation pilots. Mr. Tillmann provided a presentation on our Fly Friendly Program and stressed the need for pilots to follow voluntary noise abatement initiatives such as avoiding late night touch-n-go's, avoiding noise sensitive areas, and adhering to the voluntary quiet window.

GENERAL DISCUSSIONS - OLD/NEW BUSINESS

At the last NATF meeting, Mike Schlensker, a representative from Feather Sound, expressed concern regarding nighttime engine run-ups. Mr. Tillmann reported that Airport Operations monitored this issue and was able to determine who was conducting the run-ups. Tillmann reported his findings to Mr. Schlensker, and stated that the Airport has a policy on engine run-ups, and that run-ups are prohibited during evening hours, and must be pre-approved by the Operations Division.

The on-duty Operations Supervisor observed an Allegiant MD-80 conducting an engine run-up that was pre-approved and necessary for a morning departure. In addition, two Avantair Piaggio aircrafts were observed conducting engine run-ups that were not pre-approved by Airport Operations. Avantair was immediately confronted that same evening and were reminded of the engine run-up policy. Mr. Tillmann provided this information to Mr. Schlensker.

Mr. Karp indicated that recently he had been observing military helicopters flying over his community of Del Oro Groves, and requests they use alternative approaches. He also acknowledged the fact that the Piaggio situation had been getting better and looked forward to future wing tip modifications as that would also help to reduce noise. Mr. Jewsbury followed up to Mr. Karp's response by stating that the Airport would continue to monitor Avantair engine run-ups at night.

Mr. Jewsbury requested from Mr. Steele, that if UPS temporarily discontinues using the VOR-Bravo in the future, as a courtesy, advise Airport Operations. Mr. Steele acknowledged his request.

CITIZEN'S COMMENTS

No citizens appeared to be heard.

ADJOURNMENT

Next meeting scheduled for Wednesday, July 27, 2011. There being no objection, the meeting was adjourned – 3:45 p.m. The Task Force proceeded to the tower for a tour.