

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

April 22, 2009

The Aircraft Noise Abatement Task Force (NATF) for the St. Petersburg-Clearwater International Airport (PIE) met at the U.S. Army Reserve Facility, 16100 Fairchild Drive, Clearwater, at 3:02 P.M. on this date with the following members present:

Noah Lagos, Airport Director*
Thomas Jewsbury, Deputy Airport Director, Operations and Facilities, PIE
Lieutenant Jeff Bolling, U.S. Coast Guard, representing Richard Lorenzen
Chris Gillette, Allegiant Air
Jerry Karp, City of Clearwater resident
Barbara Markley, City of Pinellas Park resident
John Padavich, City of Safety Harbor resident
Captain Nicholas Steele, U.S. Army Reserve
Michael Zas, County Attorney's Office*

Not Present:

Russ Argus, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)*
Joe Cocker, United Parcel Service (UPS)
H. D. Holland, Feather Sound resident
J. B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater resident
Richard Lorenzen, U.S. Coast Guard
Scott McGuff, City of Oldsmar resident
Steve Ochsner, Feather Sound resident
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
Chief Warrant Officer David Carroll, U.S. Army Reserve
Other interested individuals
Arlene Smitke, Deputy Clerk

AGENDA

1. Introduction and Opening Comments
 - Meeting Minutes from January 28, 2009
 - 11th Semi-Annual Task Force Report
2. Air Service Update
3. Quarterly Noise Complaint Summary
4. VOR-B Approach Update
5. Citizens' Comments
6. Tour of Army Reserve Facility
7. Adjournment

INTRODUCTIONS AND OPENING COMMENTS

Mr. Jewsbury called the meeting to order at 3:02 P.M. and welcomed those present; whereupon, following a self-introduction of those in attendance, he thanked the U.S. Army Reserve representatives for hosting today's meeting and offering to provide a tour of the facility. He indicated that the Airport is producing a video that provides an overview of its operations; that Mr. Padavich appears as a representative of the Noise Abatement Task Force; and that the video should be completed in time for presentation at the next Task Force meeting.

Referring to the agenda package, Mr. Jewsbury stated that the Semi-Annual Report and January meeting minutes were previously distributed to the members via e-mail; and no comments or questions were noted.

AIR SERVICE UPDATE

Mr. Jewsbury indicated that Allegiant Air has continued to add destinations and increase its level of service at the St. Petersburg-Clearwater Airport; that approximately 20 flights were added to the Voluntary Quiet Window in the month of March to accommodate Spring Break travelers; that the community was notified of the activity via the Airport's website; that he does not anticipate the flights will continue past the end of this month; and that Mr. Lagos has written a letter to Allegiant's corporate headquarters reminding them that, although compliance with the quiet window is voluntary, the airline's agreement with the Airport contains a commitment to limit operations between the hours of 11 P.M. and 6:00 A.M.

Mr. Lagos stated that the flights in question predominantly took place between the hours of 11:00 and 12:00 P.M.; that the airline had also experienced delays due to bad weather and mechanical problems, resulting in unscheduled encroachment into the quiet window; and that Allegiant representative Brian Davis has indicated that the airline will continue to strive to comply with the quiet window; whereupon, Pam Perry, Allegiant Air, stated that, with the

increased frequency of flights, any irregular operations tend to push into the quiet window; and that the airline is working with its summer and fall schedule in hopes of avoiding quiet window operations.

Mr. Jewsbury introduced Chris Gillette, Chief Pilot for Allegiant Air's Florida operations, and acknowledged his commitment for attending today's meeting.

QUARTERLY NOISE COMPLAINT SUMMARY

Referring to a document titled *Quarterly Noise Complaint Summary, 1st Quarter 2009*, a copy of which has been filed and made a part of the record, Mr. Tillman reported that seven complaints were received in January, four in February, and 32 in March this year, down from 24, 26, and 37 in the same periods of 2008. He noted that the number of complaints typically jumps during March, when the weather changes and people tend to open their doors and windows; and that less than 20 complaints have been received in April.

Mr. Tillman reported that a total of 43 complaints were received during the quarter, down approximately 50 percent from the first quarter of last year; that nearly half of the complaints cited excessive noise; and that late night or early morning operations was the second largest reason for complaints; whereupon, he noted that a majority of those complaining do not provide their location; and that most are not knowledgeable enough to identify the specific aircraft type. In response to query by Mr. Gillette, Mr. Tillman indicated that the Airport does not track whether the complaints pertain to approaches or departures; and Mr. Padavich stated that the people he has talked to complained about aircraft approaching the airport low and slow from the north.

VOR-B APPROACH UPDATE

Mr. Jewsbury provided an update regarding the VOR-B approach, relating that the approach was approved by the FAA in November 2008; that the Airport has conferred with the chief pilots, St. Petersburg-Clearwater ATC, and Tampa Approach Control, and their concerns were minimal and easily addressed; and that, because it is classified as a Special procedure, the airlines are required to work with the FAA Principal Operations Inspector to get authorization before they can fly the approach. He indicated that UPS has requested minor changes to the approach plate, stating ceiling and visibility minimums and noting the requirement that a visual approach slope indicator be operational; and that once completed, the approach plate will be provided by Jeppesen to UPS.

Mr. Gillette related that Allegiant Air has received verbal approval for use of the approach; that approximately 75 percent of their pilots have been trained; and that it expects to be ready to

implement the procedure by the second week of May; whereupon, responding to queries by Mr. Karp, he provided information regarding the airline's training procedures, and Mr. Jewsbury provided input.

Mr. Jewsbury related that he recently became aware that air traffic controllers do not automatically receive copies of approach plates for Special procedures; that the sponsoring airline, UPS, must contact the FAA regional office to release authority for Jeppesen to provide the procedure to the controllers; and that he is spearheading an effort to ensure that happens in a timely manner, as the approach cannot be flown until the controllers receive the information. Mr. Gillette indicated that Allegiant Air wishes to be a good neighbor; that it will do everything in its power to implement the procedure in a timely fashion; and that it will exercise the program, except when weather conditions require use of the ILS approach.

Discussion ensued wherein Mr. Gillette provided information pertaining to navigation equipment utilized by the airline, and Messrs. Jewsbury and Tillman provided input, noting that the VOR-B is not a true instrument procedure; that a 1,000-foot ceiling and 3-mile visibility are required; and that the approach does not line the aircraft directly up with the runway, but requires a slight adjustment prior to landing.

CITIZENS' COMMENTS

Mr. Karp expressed concern that the noise complaint reports do not provide the time of day that the noise incidents occurred, indicating that a large number of Pinellas County residents are retired and are subjected to noise caused by mid-day flight operations; and in response, Messrs. Jewsbury and Tillman indicated that the Airport does have the information but has not included it due to time and workload constraints; that it has never received a request for statistics pertaining to the time of day or day of the week that incidents have occurred; and that, while systems are available that automatically compile information and provide reports, Airport staff tabulates each complaint by hand, utilizing an Excel spreadsheet.

Mr. Lagos cited several factors that affect the number of complaints received and noted that the Airport does not discount the concerns of those impacted during the day, but that the largest number of complaints relate to operations occurring early in the morning and late at night.

Mr. Gillette related that Allegiant Air has begun encouraging its pilots to implement a new approach procedure using a flap setting of 28 degrees, rather than 40 degrees; that the aircraft will use significantly less power for the approach; and that the noise should be reduced.

Later in the meeting, Pinellas Park resident Danny Hamilton expressed concern regarding Coast Guard training operations occurring over his house during daytime hours; and reported that he was awakened today at 4:50 A.M. by a large unidentified aircraft. In response, Lieutenant

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Bolling provided information regarding training operations, noting that the Coast Guard conducts training at Hernando, MacDill, and Albert Whitted airports, as well as at PIE. He indicated that early morning flights typically relate to search and rescue or law enforcement operations; and recommended that Mr. Hamilton continue to notify the Coast Guard of any disturbances.

UPCOMING MEETING DATE

Mr. Jewsbury reminded the members that the next Task Force meeting will be held on July 22, 2009.

TOUR OF ARMY RESERVE FACILITY

Captain Steele related that his company has been in the mobilization process since the beginning of the year; that an event will take place at the facility in July prior to their deployment to Iraq; that Airport personnel will receive invitations; and that he does not anticipate additional air activity in connection with the event.

Captain Steele indicated that a medevac company has recently been assigned to this location; that the new unit currently operates six Blackhawk helicopters having extended-range fuel tanks, with the possibility of an additional six to nine aircraft; that the new unit rents one of the Sheltair hangars at the Airport; and that the two companies are heavily intertwined at the current time, as the medevac unit does not yet have its full support and command structure in place.

Responding to query by Mr. Padavich, Captain Steele discussed noise abatement procedures in place, noting that an effort is made to avoid the noise-sensitive areas of Safety Harbor and Feather Sound; and that operations take place at a minimum altitude of 500 feet, with the majority at 1,000 feet or greater within ten miles of the Airport. Chief Warrant Officer Carroll noted that a minimal amount of instruction takes place in the traffic pattern, with most taking place at other airfields in order to minimize the noise impact to the local community; and Captain Steele related that there is an Army National Guard unit that flies out of Brooksville in Hernando County, and that the unit has recently returned from Iraq.

Captain Steele indicated that the Army Reserve personnel wish to be good neighbors and incorporate themselves more into the community, but they have been absorbed in training and operational aspects, having been “stood up” in 2002, then deployed for two years, and soon to be deployed again.

During discussion, Mr. Lagos stated that Pinellas County is fortunate to have the Coast Guard and both of the Army Reserve units, which could provide assistance in the case of a hurricane or

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other national emergency; and noted that the medevac unit is awaiting an appropriation which would allow it to occupy additional land at the airport in lieu of the rented hangar space; whereupon, Captain Steel related that both his company and the medevac company are specifically outfitted to provide disaster and emergency relief. He further indicated that his company is scheduled for a one-year tour; that the medevac unit will likely be deployed soon thereafter; and that the current rotation cycle calls for a one-year deployment every five years.

Thereupon, Captain Steele conducted a tour of the facility, including the hangar area where he provided information about a Blackhawk helicopter and invited the members to board the aircraft.

ADJOURNMENT

Upon return from the facility tour, there being no objection, the meeting was adjourned at 4:21 P.M.