

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

July 21, 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 3:05 p.m. on this date with the following members present:

Members Present:

Noah Lagos, Airport Director\*  
J.B. Johnson, Del Oro Groves Homeowners Association, City of Clearwater Resident  
John Padavich, City of Safety Harbor Resident  
Jerry Karp, City of Clearwater Resident  
Edward Sandlin, U.S. Coast Guard  
Chris Gillette, Chief Pilot, Allegiant Air

Members Not Present:

Thomas Jewsbury, Deputy Airport Director, Operation & Facilities, PIE  
Barbara Markley, City of Pinellas Park Resident  
Scott McGuff, City of Oldsmar Resident  
H.D. Holland, Feather Sound Resident  
Steve Ochsner, Feather Sound Resident  
Joe Cocker, United Parcel Service (UPS)  
Capt. Nicholas Steele, U.S. Army Reserve  
Kevin McKamey, Avantair, Inc.  
Laurie Zugay, FAA - Tampa International Airport (TPA) ATC\*  
Russ Argus, Federal Aviation Administration (FAA) PIE Air Traffic Control (ATC)\*

\*Advisory Capacity Only (Non-Voting Member)

Also Present:

Lloyd Tillmann, PIE Operations Manager (Filling in for Tom Jewsbury)  
Michael Zas, County Attorney's Office  
Monique Savas, PIE Administrative Secretary  
Curtis Miller, Director, Operations, Avantair  
Chuck White, Vice President, Operations, Avantair

## AGENDA

1. Introduction and Opening Comments
  - o Approval of Minutes - April 21, 2010, NATF Meeting
2. Monthly & Quarterly Noise Complaint Summary
3. VOR-B Approach Compliance
4. Avantair Update
5. Pilot Motivation
6. General Discussion – Old/New Business
7. Citizen’s Comment
8. Adjournment

### **INTRODUCTION AND OPENING COMMENTS**

In Tom Jewsbury’s absence, Lloyd Tillmann, Manager of Operations, introduced himself to the Task Force and welcomed those present. Chris Gillette, Chief Pilot, with Allegiant Air, was joining in via telephone. At his request, the attendees introduced themselves whereupon he requested the approval of the meeting minutes.

Noah Lagos interjected and stated that Mr. Karp raised the question of whether or not we need a quorum to approve the meeting Minutes. Mr. Lagos requested Michael Zas to address the Task Force with this inquiry. Mr. Zas stated in order to make motions or approve motions we need to have a quorum. Mr. Tillmann acknowledged and stated that approval of the April 21, 2010 Minutes would be deferred and moved to the next meeting of October 20, 2010.

### **MONTHLY & QUARTERLY NOISE COMPLAINT SUMMARY**

Referring to a document titled *Quarterly Noise Complaint Summary, 2<sup>ND</sup> Quarter 2010*, a copy of which has been made a part of the record, Mr. Tillmann indicated that 25 complaints had been received in April, May, and June 2010, as opposed to the 2<sup>nd</sup> Quarter in 2009; there were 45 complaints. Mr. Tillmann reported the largest amount of complaints continue to come from the City of Clearwater and City of Safety Harbor.

There was a large reduction in the number of complaints related to the Voluntary Quiet Window. Year-to-date, out of 48 complaints, six were related to events within the Voluntary Quiet Window. Last year at this time there were over 30 complaints related to the Voluntary Quiet Window. Mr. Tillmann reported on the remaining charts, which have been made a part of the record.

Mr. Karp questioned the chart, *Location of Noise Complaints*, and asked for clarification, whereby Mr. Tillmann provided an overview describing the location of surrounding communities and how it is used to identify location of complaints and determine if complaints are associated with arrival or departures.

Mr. Tillmann provided a summary of the types of approaches flown by air carriers and cargo carriers used to help track compliance with noise abatement procedures; 55% of the arrivals were from the south and 45% from the north. Discussions pursued regarding locations of residential and industrial areas that surround the Airport to the north and south, and the number of complaints.

Mr. Karp stated that the complaints are hard to analyze and questioned whether compiling noise complaints was meaningful, and if the Airport should continue documenting complaints. Mr. Johnson interjected and indicated that it appears to be the same people that complain. Mr. Karp again questioned if it was worthwhile to spend the Airport's money to continue with this, whereby Mr. Lagos stated that it is worthwhile for the community because they know there is a vehicle for them "to be heard". Mr. Tillmann assured Mr. Karp that the noise complaint reports are automated and do not take a lot of time for the Airport to compile.

In response to an inquiry by Mr. Johnson, discussion pursued regarding "touch-n-go" operations at PIE. Mr. Johnson feels that most of the complaints from Del Oro Groves are generated due to the US Coast Guard performing "touch-n-go" operations.

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

Mr. Tillmann began by providing an overview on how Airport Operations track air carrier and cargo carrier compliance with voluntary noise abatement procedures (i.e. VOR-B, NBVA, etc.). The VOR-B Approach accounted for approximately 14% of all approaches to Runway 17L, where as one of the three noise abatement procedures during daylight hours of operation accounted for 38% of all approaches to Runway 17L.

Mr. Tillmann explained that he was unable to account for all the reasons why the noise abatement approach was not flown (i.e. conflicting traffic, pilot request, inclement weather, etc.). Mr. Karp stated that pilots should be questioned about the type of approach they choose. Mr. Gillette indicated that he would poll Allegiant Air pilots to determine why they choose certain approaches. Mr. Gillette also indicated that the new noise abatement posters were very beneficial in reminding pilots to use the VOR-B Approach.

### **AVANTAIR UPDATE**

Chuck White, Vice President of Operations, with Avantair, reported that effective June 1, 2010, Avantair conducted 100% of all their flight training using flight simulators with Flight Safety in West Palm Beach. Mr. White advised that Piaggio has been conducting studies on the prop design and have determined that modifications to the tip of the prop have the ability to reduce aircraft noise. It is Avantair's intent to modify the props on its entire fleet of Piaggios within two years. It requires approval from the Federal Aviation Authority (FAA), which can take up to a year.

Mr. Tillmann inquired about the possibility of Avantair utilizing the VOR-B Approach. Mr. White indicated that Avantair is seeking FAA approval, but is currently having difficulty with their FAA Inspector and still waiting for final FAA approval.

## PILOT MOTIVATION

At the request of Mr. Karp, Mr. Tillmann explained that all noise abatement procedures at PIE are voluntary, including the VOR-B Approach. Ultimately, it is completely at the discretion of the pilot in command whether or not they choose to utilize the VOR-B Approach. Mr. Tillmann continued that limited staffing and other responsibilities prohibit the Airport Operations Supervisors from monitoring every commercial arrival and being available to interview pilots.

Mr. Karp requested clarification from the County Attorney regarding the Sunshine Law. Mr. Karp asked if the Sunshine Law prohibits his ability to communicate with Airport staff outside of regularly scheduled Noise Abatement Task Force (Task Force) Meetings. Mr. Zas explained that one-on-one discussions with Airport staff could take place outside of the meetings as long as it is not about a subject matter that is going to be acted or voted upon. Discussions with Airport staff outside of the meetings need to be documented so a public record is made available.

In response to a question posed by Mr. Johnson, Mr. Zas clarified that discussions with other Task Force members can take place about upcoming issues, but you cannot decide how the committee is going to act upon it; otherwise, it needs to be conducted in a public forum and documented.

## GENERAL DISCUSSIONS - OLD/NEW BUSINESS

No old/new business.

## CITIZEN'S COMMENTS

No citizens appeared to be heard.

## ADJOURNMENT

Mr. Tillmann informed the Noise Abatement Task Force of the next meeting scheduled for October 20, 2010. There being no objection, the meeting was adjourned at 3:48 p.m.

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