

**AIRCRAFT NOISE ABATEMENT TASK FORCE
TENTH SEMI-ANNUAL REPORT
July 2008**

Since the last report was submitted in January 2008, the Aircraft Noise Abatement Task Force (Task Force) has met on two separate occasions (January 23 and April 23, 2008). The purpose of this report is to briefly outline initiatives taken by the Task Force and St. Petersburg-Clearwater International Airport (Airport) to address public concerns regarding aircraft noise impacts on surrounding communities.

VOR-B APPROACH

The Airport has entered into a Letter of Agreement with the Federal Aviation Administration for financial obligation to maintain the proposed VOR-B approach procedure to Runway 17L. The tentative publication date of July 2008 has been moved to October 2008. This approach will allow all air carrier aircraft in Visual Flight Rule (VFR) conditions to fly a route similar to the existing North Bay Visual Approach (NBVA) between sunset and sunrise. The VOR-B Approach is anticipated to give noise relief to north county residents, particularly with the early morning cargo arrivals and delayed passenger airline flights which are unable to use the daylight-only NBVA.

AIRLINE ACTIVITY

Record high fuel prices have forced USA 3000 Airlines to discontinue service as of August 18th. USA 3000 Airlines enplanements account for approximately one-third of the Airport's annual passenger traffic.

In addition, Myrtle Beach Direct Air discontinued service on June 1, 2008 after six months of operation.

CHANGES IN TASK FORCE MEMBERSHIP

- John Collette, Airport Operations Supervisor of Noise Affairs, resigned in April 2008 to accept a new position with Philadelphia International Airport, overseeing Philadelphia International Airport's Noise Affairs Department. In the interim, Airport Operations will continue to respond within 24-hours to residence complaints and monitor noise abatement compliance.
- Doug Williams from the City of Clearwater continues to indicate that he will resign due to scheduling conflicts once the City of Clearwater nominates a replacement. The City has not yet nominated anyone to fill this role.

NOISE ABATEMENT COMPLIANCE

UPS flight from Miami which arrives around 4:30 p.m. Tuesday through Friday, has been observed on occasion turning early over Safety Harbor to line up with North Bay Visual Approach. This issue has been addressed with UPS and Air Traffic Control and may be attributable to the actions of Tampa approach control. Airport Operations will continue to track these flights for compliance.

VOLUNTARY QUIET WINDOW OPERATIONS

During the first half of 2008, 43 complaints, or 29%, were received regarding flights that operated within the Voluntary Quiet Window between the hours of 11:00 p.m. and 6:00 a.m.

UNUSUAL NOISE INCIDENTS

In January 2008, a majority of the complaints related to a jet-car that is outfitted with a Learjet engine housed in a hangar at the north end of the airfield. This issue has since been addressed and resolved with the tenant.

F-104 Starfighter operations ceased for the season on April 28, 2008. In November 2008 operations will either resume at PIE or move to the Space Coast. The Starfighters have indicated that they intend to relocate their operations to the Kennedy Space Center to support a research contract for the National Aeronautics and Space Administration, but an exact date has not been determined.

The Starfighters, based at the Airport, restore and operate F-104 fighter jets. These continue to be an ongoing concern for residents due to their exceptional loudness and distinct sound. The Airport continues to request operational information from the Starfighters so we may post flight operations on the Airport's noise website (www.fly2pie.com/noise).

COMMUNITY OUTREACH

On January 15, 2008 the Noise Affairs Department conducted a Fly Friendly Presentation for the local Chapter-99's Aviation Association in Clearwater to review and discuss local noise abatement issues and procedures for general aviation pilots.

The Airport Operations Manager met with a resident from Safety Harbor to review his concerns about noise impacts he believed were associated with Airport Operations. After researching his complaints, it was determined that approximately 60% of the flights were related to Tampa International Airport traffic at altitudes between 7,000 and 11,000 feet.

NOISE COMPLAINT REPORT

There were a total of 146 complaints received for the first half of 2008, compared to 143 complaints received during the same period in 2007. Many of the complaints received during the spring are usually attributed to open windows due to the onset of warmer weather. The largest percentages of complaints were received from the Del Oro Groves and Safety Harbor.

ENVIRONMENTAL ASSESSMENT FOR NEW GENERAL AVIATION RUNWAY

At this time, the Airport is no longer pursuing the proposed construction of a 3,200 foot parallel general aviation runway. This is primarily due to the unused capacity of the existing airfield coupled with the lack of funding for such a project in the near future. At such time, as the operational capacity rises to a level that indicates the need for the new runway, this issue will be revisited.