

## **AIRCRAFT NOISE ABATEMENT TASK FORCE SIXTEENTH SEMI-ANNUAL REPORT**

Since the last report was submitted, the Aircraft Noise Abatement Task Force (Task Force) has met on three separate occasions (January 19, April 20, and July 27, 2011). The purpose of this report is to briefly outline initiatives taken by the Task Force and St. Petersburg-Clearwater International Airport (Airport, PIE) to address public concerns regarding aircraft noise impacts on surrounding communities.

### **TASK FORCE MEMBERSHIP**

The County Administrator appointed the following individuals to serve on the Task Force:

- Captain Stephen Schaffer, Chief Pilot for United Parcel Service (UPS), replaced Joe Cocker, Station Manager for UPS.
- Craig Peterson, Chief Pilot for Frontier Airlines, replaced Chad Webster, former Station Manager for Allegiant Air.
- Joe Howard, Chief Pilot for Allegiant Air, will be stationed at PIE, replacing Chris Gillette, former Chief Pilot for Allegiant Air.

### **NOISE COMPLAINT SUMMARY**

A total of 70 complaints were received in 2010, down 59% from 170 complaints received in 2009. This represents a 91% decrease in the number of complaints compared to 2004 when the Airport received its highest number of noise complaints (818 complaints).

During the First Quarter of 2011 the Airport received a total of 13 complaints. Of that total, the majority of complaints were regarding a military Boeing 707 AWAX aircraft that was performing “touch-n-go” operations. While the Airport discourages military training due to residential noise concerns, it does not have the authority to restrict them. Usually military squadrons contact the Airport prior to conducting flight training to verify airfield information, at which time Airport Operations requests that training be conducted at an alternate airport.

During the Second Quarter of 2011, a total of 20 complaints were received, representing a year-to-date total of 37, compared to 48 during the first half of 2010. Again, the majority of complaints were due to military aircraft. The rise in military complaints during the Second Quarter was directly related to an increase in Army helicopter training at night in preparation for a deployment later this fall. Airport Operations has met with the Army Reserve Unit to discuss and review approach and departure procedures to ensure pilots avoid noise sensitive areas.

### **AIR SERVICE UPDATE**

Vision Airlines inaugurated scheduled service to Destin, Fort Walton Beach, Florida, on March 25, 2011. Arrival and departure times occur outside the “Voluntary Quiet Window” (11:00 p.m. – 6:00 a.m.). Scheduled time of arrival is between 2:00 p.m. and 3:30 p.m., with a departure time between 3:00 p.m. and 4:45 p.m., allowing them to use the North Bay Visual Approach. Frequency of service is currently four times a week, Sunday, Monday, Thursday, and Friday, utilizing a 30-seat Dornier 328 and B-737 aircraft.

**NOISE ABATEMENT COMPLIANCE**

The following percentages represent the airline and cargo carrier arrivals to Runway 17L that complied with Noise Abatement Procedures, when not required to use the Instrument Landing System (ILS) during inclement weather:

<u>Month</u>	<u>%</u>
Jan	74%
Feb	77%
Mar	76%
Apr	69%
May	79%
Jun	<u>60%</u>
Total	73%

Percentage of flights, by airline, that used the VOR/DME-B Approach to Runway 17L at night, when not required to use the ILS during inclement weather:

<u>Month</u>	<u>Allegiant</u>	<u>UPS</u>
Jan	77%	50%
Feb	65%	67%
Mar	34%	0%
Apr	54%	5%
May	60%	10%
Jun	31%	21%

Airport staff continues to work diligently with Allegiant Air and UPS to promote the use of the VOR/DME-B Approach to help alleviate aircraft noise at night. Monthly Noise Abatement Compliance Reports are shared with chief pilots to inform them of their respective pilot’s performance, and adherence to noise abatement procedures.

FAA Tech Ops will be temporarily decommissioning the VOR navigational aid for refurbishment for a period of three weeks. The date of the outage was delayed until funding issues could be resolved. When the date is confirmed, Airport Operations will be posting the outage on the Airport’s Noise Abatement webpage to inform the community that the VOR/DME-B Approach is unavailable during this period of time.

**VOR/DME-B APPROACH**

In March 2011, the FAA Principal Operations Inspector (POI) for UPS issued a NOTAM temporarily discontinuing the use of the VOR/DME-B Approach procedure until they could verify that UPS conducted the proper training needed to fly the approach. The training issues were resolved and the POI cancelled the NOTAM in April 2011 reinstating the VOR/DME-B Approach.

Both Allegiant Air and UPS were required to update their respective approach charts for the VOR/DME-B to reflect the new runway designation for the primary runway, from 17/35 to 18/36, as a result of shifting in Earth's magnetic poles. The approach charts were approved by Air Traffic Control on May 9, 2011. The VOR/DME-B Approach was unusable for approximately two months while training records and approach charts were being updated.

The FAA has designated the VOR/DME-B as a "Special" procedure which limits it to air carriers only (Allegiant Air and UPS). On March 30, 2011, a formal request was made to the FAA Eastern Flight Procedures Office to convert the approach from a "Special" to a "Public" procedure, releasing any restrictions on who can fly the VOR/DME-B. This allows the procedure to be used by general aviation, military, as well as commercial air carriers. On June 29, 2011, PIE received confirmation from the FAA that the VOR/DME-B is scheduled to be converted to a "Public" procedure on January 13, 2013.

### **FLY FRIENDLY PROGRAM**

PIE 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. Airport Operations Manager, Lloyd Tillmann, provided a presentation on PIE's Fly Friendly Program, focusing on the need for pilots to adhere to local voluntary noise abatement initiatives such as avoiding late night "touch-n-go's" and noise sensitive areas, as well as adhering to the "Voluntary Quiet Window".

### **GENERAL DISCUSSIONS**

- The St. Petersburg-Clearwater International Airport was the recipient of the 2010 Noise Abatement Award for the "VOR-B Approach" Noise Abatement Procedure, presented by the Florida Airports Council. The award is in recognition of a noise abatement project that reduces noise impacts on neighboring communities. The Project Team included the Noise Abatement Task Force, St. Petersburg-Clearwater International Airport, Federal Aviation Administration, Allegiant Air, Jeppesen Data Plan, Inc., United Parcel Service, and Wyle Laboratories, Inc.
- Shifting in Earth's magnetic poles require changing the runway designation for Runway 17/35 to Runway 18/36. The remarking and new designation will occur in the fall of 2011. The magnetic variation had a slight impact on the VOR-Bravo procedure requiring updates to the approach charts.
- The Republican National Convention scheduled for August 27 - 31, 2012 will result in a significant increase in aircraft operations as the result of a Temporary Flight Restriction (TFR) imposed within a ten-mile radius of the event (St. Pete Times Forum). Because PIE sits outside the TFR, general aviation operations are unrestricted unlike Tampa International, Tampa Executive, and Peter O' Night Airports that fall inside the TFR.

### **CITIZEN'S COMMENTS**

Mike Schlensker representing the Feather Sound Alliance addressed the Task Force at the January 19, 2011 meeting to ask for assistance with identifying who is conducting aircraft engine run-ups during

early morning hours between 2:00 a.m. - 3:00 a.m. Airport Operations was able to confirm that Avantair was conducting engine run-ups. Avantair assured Airport Operations that they would brief their mechanics on the Airport's run-up policy, prohibiting routine engine run-ups between 11:00 p.m. - 7:00 a.m., unless required for morning departure.

#### **TASK FORCE MEETING SCHEDULE**

Frequency of Task Force meetings was a point of discussion at the October 20, 2010 meeting as to whether the Task Force should continue meeting on a quarterly basis. Mr. Jewsbury stated that should it be the desire of the Task Force Committee to reduce the number of meetings annually, it would require the approval of the Board of County Commissioners. Should the Task Force desire to decrease the number of yearly meetings, the Airport will prepare a draft resolution. After discussion, the Task Force decided to continue to have the quarterly meetings.