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

August 10, 2005

The Aircraft Noise Abatement Task Force for the St. Petersburg-Clearwater International Airport (PIE) met at the St. Petersburg-Clearwater International Airport Administration Building, Conference Room 234, at 3:03 P.M. on this date with the following members present:

Noah Lagos, Airport Director*
Thomas Jewsbury, Director of Airport Operations
Sandra Bathon, Federal Aviation Administration (FAA)
  - PIE Air Traffic Control (ATC)*
John Padavich, City of Safety Harbor resident
H. D. Holland, Feather Sound resident
J.B. Johnson, Del Oro Groves Homeowners Association,
  City of Clearwater resident
Scott McGuff, City of Oldsmar resident
Phil McNiff, United Parcel Services (UPS)
Steve Ochsner, Feather Sound resident
Timothy F. Robinson, City of Pinellas Park resident
Jim Swanson, ExecuJet Aviation (representing Peter Cunzolo
  and Claudette Baldt)
Doug Williams, City of Clearwater resident

Absent:
Tony Conza, USA 3000 Airlines
Captain Jim Fitzgerald, U.S. Army Reserve
Richard Peiffer, FAA – TPA, National ATC Association*
Lieutenant Commander Eric Riepe, United States Coast Guard
Russ Weltzien, FAA – PIE, National ATC Association*
Michael Yuska, FAA - TPA ATC*
Michael Zas, County Attorney’s Office*

* Advisory capacity only (nonvoting members)

Also Present:

John Morroni, County Commissioner
Karen Williams-Seel, County Commissioner
Kara Bauer, City of Safety Harbor Commissioner
AGENDA

1. Introductions and Opening Comments
2. Quarterly Noise Complaint Report
3. UPS Schedule Change
4. Airspace Study Presentation – Phase I
5. Airport Use Restrictions Report / Naples Stage 2 Ban / Sound Initiative
6. Environmental Assessment for Proposed Parallel Runway
7. Citizens’ Comments
8. Adjournment

INTRODUCTIONS AND OPENING COMMENTS

Mr. Jewsbury introduced County Commissioner Karen Williams Seel and Commission Chairman John Morroni, who thanked the members for their service and introduced City of Safety Harbor Commissioner Kara Bauer; whereupon, the remaining attendees introduced themselves.

Mr. Jewsbury indicated that general aviation representative Claudette Baldt has left Signature Flight Support; and suggested that the seat be filled by Kevin McCabe, Manager of Avantair. Following discussion, it was the consensus of the members that a recommendation be forwarded to the County Administrator to appoint Mr. McCabe to serve on the task force.

Mr. Jewsbury called attention to various items included in the agenda packet, copies of which have been filed and made a part of the record, and referring to a letter from Congressmen Young and Billirakis to Secretary of Transportation Norman Mineta
requesting the FAA’s participation in the noise study, noted that local and Tampa ATC have responded positively and taken a partnership role in the study; whereupon, Mr. Lagos indicated that he and Commissioner Seel had met with Secretary Mineta last year; and that the Commissioner has been active with the Congressional Delegation on behalf of the airport’s needs.

QUARTERLY NOISE COMPLAINT REPORT

Mr. Schwartz reviewed the Quarterly Noise Complaint Summary for the second quarter of 2005, a copy of which has been filed and made a part of the record, and indicated that a total of 86 complaints had been received, down from 219 from the second quarter of last year; that the year-to-date total is down over 50 percent from last year; that an average of 17 households filed complaints, as opposed to 30 last year; that a breakdown of the number of complaints by community shows a shift from Safety Harbor to Feather Sound, primarily due to traffic pattern operations; that complaints resulting from flights in the quiet window were down to 27 from 82 last year; and that no complaints have been received regarding UPS operations for the past two months; whereupon, he indicated that the reduction in airline passenger activity has resulted in a shift in complaints by aircraft type, as well as a reduction in total complaints received.

UPS SCHEDULE CHANGE

Referring to the May 1 UPS flight schedule change, Mr. Jewsbury noted that three flights are scheduled to arrive prior to 6:00 A.M. but generally do not; that he and Commissioner Morroni had requested reconsideration of the schedule; and that UPS has indicated a lack of flexibility to do so at this time. Responding to query by Commissioner Morroni, Mr. Schultz related that the majority of UPS complaints have been from Safety Harbor; and Mr. Jewsbury stated that the North Bay Visual (NBV) approach cannot be used during hours of darkness, resulting in a straight-in approach over the city; that no complaints have been received since the schedule change; and that he will continue to monitor the situation.

AIRSPACE STUDY PRESENTATION – PHASE I

Mr. Withers referred to the report titled St. Petersburg-Clearwater International Airport Airspace and Instrument Approach Analysis and conducted a PowerPoint presentation, copies of which have been filed and made a part of the record. Displaying maps of the area, he identified airports, current PIE runways, terminal airspace, airways, and ground-
based navigational aids; and highlighted the goals and constraints of the study, the review process, and findings; and Mr. Rogers provided an analysis of Visual Flight Rule (VFR) traffic pattern alternatives.

Referring to Section V of the report, Mr. Withers presented the following recommendations and stressed the importance of safety considerations, as well as the needs and concerns identified by the airport and task force members.

- Pursue acceptance of a new high performance turboprop and turbojet departure procedure for Runway 35R.
- Pursue with Tampa Terminal Radar Approach Control (TRACON) and other stakeholders acceptance and development of a “Special” VOR-A instrument approach procedure.
- Pursue development of VFR traffic pattern restrictions during specified periods.

Mr. Withers further indicated that timelines for implementation of the recommendations are based on decisions to be made by the airport and other stakeholders, on negotiations with the FAA and other agencies, and consideration of potential environmental issues.

Referring to the proposed GPS RNAV approach, Mr. Jewsbury noted that the approach will likely be approved; that it would allow use of the NBV on a 24-hour basis; that due to equipment requirements, it would have limited use; and that the proposed Special VOR-A approach is nearly identical and could be utilized by all airlines and the corporate community on a 24-hour basis, as long as an instrument approach is not required; whereupon, Mr. Lagos noted that the VOR-A approach would require an airline sponsor; that UPS has committed to be the sponsor; and that the airport would pay various related costs until the Special designation is removed and the FAA assumes responsibility.

Items of discussion included various approach and departure configurations and their impacts in light of airspace congestion caused by the proximity of the Tampa, Albert Whitted and MacDill Airports. Ms. Bathon described an imaginary box surrounding the Tampa airport; and noted that PIE and Albert Whitted traffic must stay 1.5 miles outside of the box; and that the protected area extends to less than three miles from the center of the PIE runways; whereupon, the members indicated an interest in seeing a graphic overlay showing the box and protected airspace. Mr. Lagos noted that federal environmental regulations exist regarding the shifting of existing noise to other neighborhoods; and that investigation will continue into possible options for traffic to and from the south.
Responding to query by Mr. Holland, Mr. Jewsbury indicated that the next step is to provide direction to Jeppesen as to which options to pursue; and simultaneously, to provide the Jeppesen report to Wyle Laboratories; whereupon, Mr. Johnson moved that the recommendations outlined in the report be pursued, and Mr. Holland seconded.

During discussion and in response to query by Mr. Holland, Mr. Rogers referred to a charted visual approach from the south and various southbound departure routes and noted that the recommendations represent those things he believes can be achieved in the shortest amount of time; and that with the exception of a turn to the southeast on departure, all other options may still be possible.

Thereupon, Mr. Johnson restated his motion to accept the recommendations as presented today and in the report, and to continue to pursue departure and approach procedures from the south as discussed at today’s meeting. Upon call for the vote, the motion carried unanimously.

AIRPORT USE RESTRICTIONS REPORT / NAPLES STAGE 2 BAN / SOUND INITIATIVE

Referring to a Briefing Paper titled *Naples Stage 2 Corporate Jet Ban*, a copy of which has been filed and made a part of the record, Mr. Lagos provided an overview of the case in which the U.S. Court of Appeals upheld a ban on Stage 2 operations at the Naples airport. He noted that the FAA retained the right to suspend discretionary grant funding; presented comparative information regarding operations at PIE and Naples; and discussed possible implications should the airport pursue a Part 161 study.

Mr. Lagos related that PIE has joined Sound Initiative, a coalition of airports to support a legislative agenda of banning Stage 3 corporate jets across the United States; that the group is seeking funding in the amount of $200,000.00; that he plans to attend a briefing with other airport directors in mid-August; and that he will present a report to the task force at its November meeting.
ENVIRONMENTAL ASSESSMENT FOR PROPOSED PARALLEL RUNWAY

Mr. Lagos related that the BCC had discussed the possibility of conducting an economic analysis before making a decision to move forward with the environmental assessment; that the FAA has advised that federal funding will be available only if both the analysis and environmental assessment are completed; that the assessment is not a commitment to build the runway, only to determine the need; that the Master Plan and the tower indicate that the airport capacity is restrained; that the airport would like to close runway 9/27 but cannot do so without considering building the runway; and that the matter will again come before the Board at its September 6, 2005 meeting.

Responding to queries by Messrs. Ochsner and Johnson regarding proposed T-hangars, Mr. Lagos indicated that environmental issues relate to permitting and will not require an environmental assessment; and that the contract for design services will come before the Board for approval on August 16.

CITIZEN COMMENTS – NONE

ADJOURNMENT

There being no objection, the meeting was adjourned at 5:12 P.M.