

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

May 28, 2003

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 3:04 P.M. on this date with the following members present:

David M. Metz, Airport Director
Connie Bardgett, American Trans Air (ATA)
Phil McNiff, United Parcel Service (UPS)
J. B. Johnson, Del Oro Groves Homeowners Association, City of
Clearwater Resident
John Padavich, City of Safety Harbor Resident
Bruce Haddock, City of Oldsmar Resident
Timothy F. Robinson, City of Pinellas Park Resident
Lieutenant Commander Jeffrey McCullars, U.S. Coast Guard
Lieutenant Commander Mark Russell, U.S. Coast Guard
Debbie White, Citizen at Large
Richard Peiffer, Tampa Air Traffic Control Tower (ATCT),
National Air Traffic Controllers Association (NATCA)
Alan Clendenin, PIE ATCT
Russ Weltzien, PIE ATCT

Absent:

Captain Jim Fitzgerald, U.S. Army Reserve
Commander Paul Ratten, U.S. Coast Guard
Rick Cortez, Fixed Base Operator
Peter Cunzolo, Execujet Aviation
H. D. Holland, Feather Sound Resident
Michael Yuska, Federal Aviation Administration (FAA) – TPA

Air

Traffic Control

Also Present:

Rich Lesniak, PIE Operations
Diane Kendron, City of Safety Harbor Resident
Thomas Jewsbury, Director of Airport Operations
Norris Rickey, County Attorney's Office
Michael Thompson, URS, Inc.
MaryAnn Penhale and Barbara Harb, Board Reporters

OPENING COMMENTS

Mr. Metz stated that today's meeting will be conducted as an open forum pursuant to the disposition of the several housekeeping and new business items; whereupon, he made the following announcements related to housekeeping items:

- A copy of a noise study by URS, Inc. has been mailed to the members.
- The USA3000 Flight Schedule for October through December 2003 was distributed, a copy of which has been filed and made a part of the record.
- A copy of correspondence to and from Timothy Robinson was handed out, a copy of which has been filed and made a part of the record.
- The sign-in sheet was circulated together with a request for e-mail addresses in order to facilitate electronic distribution of information.
- Sandra Curry, City of Clearwater, has been appointed as a new member of the Task Force.

Referring to new business items, Mr. Metz indicated that a new dedicated telephone line has been installed for reporting aircraft noise complaints; that a web page regarding aircraft noise will be forthcoming in the near future; that a noise abatement procedure brochure is in production; and that the Army and Coast Guard have offered to present an overview of their operations.

Referring to the minutes of the meeting of February 26, 2003, Mr. Clendenin stated that Sandy Bathon is no longer on the Task Force; whereupon,

Mr. Metz stated that the minutes will be accepted for the record with the aforementioned change; and no objections were noted.

OPEN FORUM

Mr. Metz stated that Michael Thompson, URS, Inc., is available to answer the members' questions; whereupon, he opened the floor for discussion in open forum format.

Mr. Robinson stated his concerns regarding noise caused by aircraft coming in too low at a distance of 3.5 miles from the Airport where the Mainlands, the Lakes and Golden Gate Mobile Home Park are located; the voluntary nature of the noise abatement program; and pilots not following the flight patterns for arrivals which were published in the expansion survey.

Responding to Mr. Robinson's query as to whether the flight pattern for Runway 35R/A2 could be moved approximately 100 to 200 feet to the east, Mr. Thompson displayed an exhibit and explained the various environmental factors considered in the report, noting that the generalized flight tracks shown are for modeling purposes only; and that pilot variability is understandable. He described the role of the Air Traffic Control Tower and its responsibility for the orderly flow into and out of the airport for safety and air traffic purposes. During discussion, Mr. Clendenin noted the infinite number of possibilities for arrival routes; and Messrs. Jewsbury and Thompson discussed the three-degree approach path and operational considerations.

Responding to queries by Mr. Johnson, Mr. Thompson indicated that the implementation of the instrument landing system (ILS) approach from the south should not significantly change the assessment of noise at present; and also discussed the approximate percentage of north versus south landings. Referring to noise generated by early morning flights and the corresponding concerns of residents of Del Oro Groves and the area to the north extending as far as Countryside, Mr. Metz related that recent discussions with UPS indicate that the company does not intend to increase its presence at the Airport; that the ATA early morning flights cannot use a visual approach; and that any proposed curfews which might be suggested would probably be limited to new traffic.

Discussion ensued regarding compliance with the North Bay Visual (NBV) approach, weather requirements and safety concerns related to the complexity of air space and volume of traffic. Messrs. Jewsbury and Metz indicated that incidents of noncompliance are infrequent but are addressed by

obtaining follow-up information regarding weather, traffic and related conditions and sending a letter to the air carrier, if necessary.

Mr. Haddock indicated that not everyone would benefit from increasing traffic to the NBV approach; and Ms. White also expressed concerns about the early morning ATA flights.

Responding to queries related to the concerns of City of Safety Harbor residents as stated by Mr. Padavich, who submitted a document regarding the issues for the record, Mr. Metz indicated that the Airport Master Plan will be presented to the Board of County Commissioners at its meeting of June 24, 2003; that several public meetings have been held regarding the Airport Master Plan Update and the environmental assessment process; that the environmental assessment has been submitted to the Federal Aviation Administration (FAA) for review and comment; that authorization has been granted by the Board of County Commissioners for URS, Inc. to complete a federal permit application to start the permitting process and design of the runway extension project; that 90 percent of the Airport expansion will be funded through federal dollars, together with five percent from the Florida Department of Transportation and five percent provided by Airport operating revenue; and that the Airport has a significant economic impact on the community as the employer of approximately 1,700 individuals as well as approximately 10,000 individuals employed by Airport-related businesses.

Referring to Mr. Padavich's question regarding the phase three report and increased domestic and international flights at PIE, Mr. Thompson discussed the parameters of the limited noise study measuring real time noise conducted at Del Oro Groves, the use of hush kits on some aircraft, and noise contour assessments.

In response to queries by Mr. Padavich, Mr. Metz indicated that he could provide a list of flights during April and May 2003 which physically deviated from the NBV approach; and Mr. Thompson discussed minimum altitudes utilized on approach which are set by flight standards and are safety driven.

Mr. Haddock noted for the record that the City of Oldsmar's position is that it would not be in favor of changing any requirements which would divert more aircraft over the City of Oldsmar.

Discussion ensued regarding the Airport Noise Capacity Act of 1990, stage three noise compliance criteria, and the suggested realignment of Runway 17L/35R which has been described as not being possible due to operational costs and environmental impacts.

CONCLUDING COMMENTS AND ADJOURNMENT

Mr. Metz indicated that he and Mr. Thompson can meet with members of the public in attendance to address their concerns; and that the minutes of today's meeting will be sent to the members in the near future.

The meeting was adjourned at 4:37 P.M.