

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

August 27, 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:

Thomas Jewsbury, Interim Airport Director  
Connie Bardgett, American Trans Air (ATA)  
James E. Swanson, Execujet Charter  
Phil McNiff, United Parcel Service (UPS)  
J. B. Johnson, Del Oro Groves Homeowners Association, City of  
Clearwater Resident  
Saundra Curry, 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  
Alan Clendenin, PIE ATCT  
Russ Weltzien, PIE ATCT

Absent:

Captain Jim Fitzgerald, U.S. Army Reserve  
Commander Paul Ratte, U.S. Coast Guard  
Rick Cortez, Fixed Base Operator  
Peter Cunzolo, Execujet Aviation  
Debbie White, Citizen at Large  
H. D. Holland, Feather Sound Resident  
Richard Peiffer, Tampa Air Traffic Control Tower (ATCT),  
National Air Traffic Controllers Association (NATCA)  
Michael Yuska, Federal Aviation Administration (FAA) – TPA Air  
Traffic Control

Also Present:

Karen Seel, Chairman, Board of County Commissioners (BCC)  
Susan Latvala, Vice-Chairman, BCC  
Stephen M. Spratt, County Administrator  
Rich Lesniak, PIE Operations  
Jason Schwartz, Airport  
Sara Pleso, Airport

Norris Rickey, County Attorney's Office  
Jerry Meaders, County Attorney's Office  
Michael Thompson, URS, Inc.  
Diane Kendron, City of Safety Harbor Resident  
Don Casey, Del Oro Groves Resident  
Robert P. Blair, Megadata Corporation  
Monique M. Savas, Airport  
Barbara Harb, Board Reporter

AGENDA

- I. Introduction
- II. Meeting Dates - 2004
- III. Master Plan Update Public Information/Public Hearing
- IV. New Airline Service
- V. Noise Abatement Brochure & Web Site Update
- VI. Flight Track Presentation
- VII. New Business
- VIII. Open for Public Comment & Questions

INTRODUCTION

Mr. Jewsbury informed the Task Force that David Metz is no longer with the Airport; that he has been appointed as Interim Director; and introduced Commissioner Latvala.

MEETING DATES - 2004

Mr. Jewsbury stated that the next scheduled meeting is November 26, 2003, which is the day before Thanksgiving, and inquired if the members desired to change the date; whereupon, the majority indicated by a show of hands that they favored changing the date of the meeting to November 19, 2003.

Thereupon, Mr. Jewsbury introduced Commissioner Seel. Commissioner Seel thanked the members for their participation.

Mr. Jewsbury stated that the meeting dates for 2004 would be February 25, May 26, August 25 and November 24 at 3:00 P.M.

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MASTER PLAN UPDATE PUBLIC INFORMATION/PUBLIC HEARING

Mr. Jewsbury provided background information relative to a previous meeting concerning the proposed rezoning and future redevelopment of the Airco Golf Course; and stated that two additional presentations on the subject of the Airport Master Plan will be held from 7:00 P.M. to 9:00 P.M. as follows:

September 10, 2003 at the Radisson Hotel & Convention Center  
12600 Roosevelt Boulevard, St. Petersburg; and

September 17, 2003 at the Countryside High School Auditorium  
3000 State Road 480, Clearwater.

Mr. Robinson suggested that in the future the community could be notified of public information meetings via the local churches, homeowners associations and clubs such as the Kiwanis. In response to query by Mr. Padavich, Mr. Jewsbury indicated that two video message signs would be used to advertise the meetings.

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NEW AIRLINE SERVICES

Mr. Jewsbury reported the following new airline services.

- Ñ TransMeridian Airlines - year-round direct service to Syracuse, New York beginning August 28, 2003 with one daily flight, except Tuesdays, arriving at 6:40 P.M. and departing at 7:40 P.M.
- Ñ Jetsgo - seasonal direct service to Toronto beginning October 18, 2003 with one flight per week and, beginning December 23 until May, increasing to two flights per week at 12:40 P.M. and 1: 40 P.M.
- Ñ Southeast Airlines - year-round service to Columbus, Ohio beginning October 9, 2003 (confirmation of flight times to be provided at a later date).
- Ñ USA3000 - six destinations on a seasonal basis with the majority of flights taking place between 7:00 P.M. and 9:00 P.M.

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## NOISE ABATEMENT BROCHURE & WEB SITE UPDATE

Mr. Jewsbury advised that a web site is being developed to communicate to the residents what procedures the airport has put in place to abate noise and what the limitations are. He also referred to a brochure, which has been filed and made a part of the record, outlining noise abatement procedures.

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## FLIGHT TRACK PRESENTATION

Mr. Jewsbury introduced Robert Blair, Megadata Corporation, who provided a demonstration of a web-based flight tracking application and noted that the system can be used for the airport's internal purposes to enforce noise abatement procedures as well as serve as an educational tool for the community. In response to queries by the members, he indicated that the application tracks commercial, corporate, general aviation and military flights; that any aircraft using an active transponder will be tracked; that the application does not provide reports; that three months of data are archived; that Tampa uses the data from the flight track antenna to support an internal system within its noise office; that local Coast Guard personnel will be contacted regarding security issues before including their flights on the web page; and that the application runs on a monthly subscription basis of \$1,500.00 per month with a one-time development fee of \$2,500.00 plus \$75.00 per month for an Internet Service Provider (ISP).

Responding to query by Commissioner Latvala, Mr. Blair stated that other applications that use Aircraft Situation Display (ASD) are not the same as his firm's application; whereupon, in response to query by Ms. Curry, he indicated that the program operates on Internet Explorer and can be run by any web browser.

The Task Force indicated its support for further consideration of linking the flight tracking application to the airport's web site; whereupon, Mr. Spratt stated that the County supports the idea because it will inform the public; and that citizens can provide helpful information about what they are seeing and hearing.

Commissioner Seel suggested that several information sessions be held to educate the public as to how to use the application; and in response to her query, Mr. Blair indicated that the application does not have e-mail capability, but that a screen print can be cut and pasted into a Word document as an e-mail attachment.

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## NEW BUSINESS

Mr. Robinson provided a proposal to alleviate the noise problem from aircraft departing Runway 17L to the south and arriving Runway 35R from the south, a copy of which has been filed and made a part of the record.

During discussion, Mr. Clendenin indicated that the St. Pete Two Departure heading is issued to all air carrier traffic and, with the exception of the Coast Guard, they all conform; and that winds can cause the aircraft to drift. Mr. Jewsbury stated that staff would review Mr. Robinson's proposal and provide a response; whereupon, Mr. Spratt indicated that he is prepared to visit Safety Harbor, Oldsmar and Mr. Robinson's area in order to observe what the residents are seeing and hearing.

Mr. Rickey noted that the FAA created the departure procedure; and that even when the prescribed heading is maintained, the possibility of wind drift has to be taken into account.

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## PUBLIC COMMENT AND QUESTIONS

Mr. Casey expressed his concerns about early morning flights; related an incidence of engine noise in the late evening; and suggested that the planes fly over the water; whereupon, Mr. Jewsbury indicated that morning arrivals during hours of darkness cannot fly the North Bay Visual (NBV) approach due to the possibility of the pilot experiencing spatial disorientation; that new technology relative to noise abatement has been discussed with the FAA; that the air carriers have to be consulted to see if they have the equipment to support the technology; that ATA has adjusted the arrival time of its early morning west coast flight by 30 minutes, but that prevailing west coast winds may result in a tail wind forcing an aircraft to arrive earlier; and that cargo flights that are arriving earlier than scheduled are being addressed.

In response to query by Mr. Robinson, Mr. Jewsbury stated that the tower has to be open in order to use the NBV; whereupon, Mr. Haddock interjected that the NBV can only be used during the daylight with visibility and weather permitting and the tower being open.

Mr. Jewsbury advised that ATA will discontinue its 5:27 A.M. San Francisco flight beginning September 1; whereupon, Ms. Bardgett added that the flight that currently arrives between the hours of 10:00 and 11:00 P.M. is being adjusted in mid October. In response to query by Mr. Padavich, Ms. Bardgett indicated that significant changes to the arrival time of the San Francisco flight would impact connecting flights that transpire upon return to the west coast; whereupon, Mr. Jewsbury stated that there would be a huge domino effect to ATA's entire system and a disruption of every other scheduled flight throughout the nation; that further discussions are scheduled with ATA to explore other opportunities for more flexibility; that no additional disruptions during the early morning hours will be allowed; and that efforts to have current carriers scale back are continuing. Mr. Spratt stated that he and a commissioner are scheduled to meet with the chairman of ATA to further discuss its schedule.

In response to query by Mr. Padavich, Mr. Jewsbury indicated that ATA operates 60 percent of flights other than private aviation; and that deviations due to weather conditions are determined by the controller; whereupon, Mr. Haddock stated that 43 percent of the deviations coming from 60 percent of the flights does not seem out of line. Mr. Jewsbury stated that if the tower does not substantiate a deviation due to weather, the pilot is contacted.

Commissioner Seel noted that staff has been directed to address hours of operation with the FAA; and that the BCC has requested that no additional flights be added in the early morning or late evening.

In response to query by Mr. Padavich, Mr. Spratt indicated that there have been no discussions with Plane Station Wiggins Group relative to leasing the airport.

Ms. Curry submitted a communication from Lucille Casey, which has been filed and made a part of the record, relating concerns about hours of operation, altitudes and noise.

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ADJOURNMENT

The meeting was adjourned at 5:02 P.M.