

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

February 26, 2003

The Aircraft Noise Abatement Task Force for the St. Petersburg-Clearwater International Airport met at the St. Petersburg-Clearwater International Airport Administration Building, Conference Room 234, at 3:00 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)  
Captain James H. Fitzgerald, U.S. Army Reserves  
Rick Cortez, Signature Flight Support  
Peter Cunzolo, ExecuJet Charter Service, Inc.  
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  
H. D. Holland, Chief Pilot, Banker Financial Corp., Feather Sound  
Resident  
Timothy F. Robinson, City of Pinellas Park Resident  
Debbie White, Citizen at Large  
Michael Yuska, Federal Aviation Administration (FAA) - Tampa Air  
Traffic Control Tower (ATCT)  
Richard Peiffer, Tampa ATCT [FAA - National Air Traffic Controllers  
Association (NATCA)]  
Russ Weltzien, ATCT, Airport

Absent:

Sandy Bathon, FAA, ATCT, Airport  
Commander Paul Ratte, U.S. Coast Guard

Also Present

Rich Lesniak, Airport Operations  
Alan Clendenin, ATCT Operations, Airport  
Stephen Torpey, U.S. Coast Guard  
Neil Brickfield, City of Safety Harbor Resident  
Louis Claudio, City of Safety Harbor Resident

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Leon Tucker, St. Petersburg Times  
Thomas Decker, City of Clearwater Resident  
Ron DeWitt, U.S. Coast Guard  
Thomas Jewsbury, Director of Airport Operations  
Norris Rickey, County Attorney's Office  
Michael Thompson, URS, Inc.  
Monique M. Savas, Administrative Secretary, Airport  
Dawn Rubio, Board Reporter

#### AGENDA

- Introductions
- Opening Comments
- Overview of Noise Abatement Procedures
- Open Discussion
- Confirm Dates/Times of Future Meetings  
(May 28, August 27, and November 26, 2003 at 3:00 P.M.)
- Adjournment

#### INTRODUCTIONS AND OPENING COMMENTS

Mr. Metz welcomed those in attendance and reviewed historical background information related to the formation of the Aircraft Noise Abatement Task Force; whereupon, he distributed a list of committee members and a copy of the resolution which established the Task Force, copies of which have been filed and made a part of the record. At his direction, those in attendance introduced themselves.

#### OVERVIEW OF NOISE ABATEMENT PROCEDURES/OPEN DISCUSSION

Mr. Jewsbury presented an overview of current existing procedures pertaining to noise abatement and related the following information:

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- explained the North Bay visual approach used by aircraft arriving from the north and heading south and the St. Pete II departure for aircraft departing the airport to the north;
- stated that departing aircraft turn to a degree heading which keeps the plane over the bay as much as possible and attempts to avoid the Safety Harbor and Del Oro Groves neighborhood, although this brings the aircraft over the power plant which is located in a less populated residential area;
- indicated that the North Bay visual approach is operational only during daylight hours when the control tower is open and explained use of the visual clue of the power plant for arriving aircraft; and
- described the instrument landing system (ILS) and its use of navigational aids, including the inner marker of the approach lighting used for the runway.

During discussion, Mr. Robinson expressed concerns regarding excessive noise related to approaching aircraft when they descend to an altitude of 1,000 feet; whereupon, Mr. Jewsbury related that the 1,000 foot level has been deemed a safe operating level by the FAA for any type of aircraft, especially general aviation aircraft, if they are doing maneuvers.

Mr. Thompson presented a synopsis of the limited noise study which was commissioned by Pinellas County in response to the specific request of Del Oro Groves residents, reviewed noise abatement procedures, and related that:

- Real time noise measurements taken at Del Oro Groves which were compared to model noise predictions using an FAA-approved model validated that noise abatement procedures are effective.
- Operations of air traffic control at St. Petersburg-Clearwater International Airport are governed primarily by operations at Tampa International Airport and are necessary to ensure safety.
- The existing beacon in Safety Harbor could be moved a total of three degrees left or right but it would not result in a significant change in flight paths over Safety Harbor and will not be possible when the new upgraded ILS is in place.

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At the direction of Mr. Metz, a question and answer period ensued wherein the following information was related:

- Mr. Clendenin explained the procedures followed by the air traffic control tower, noting that the controller's primary responsibility is to prevent a collision between two airplanes and the pilot's responsibility is to maintain safe operation of the aircraft.
- Mr. Thompson discussed the minimum altitude for fixed-wing and rotor aircraft over populated areas and use of the ILS approach under visual flight rule conditions by appropriately equipped aircraft and qualified pilots.
- Mr. Weltzien indicated that the operating hours of the tower are from 6:00 A.M. to 11:00 P.M.
- Mr. Thompson explained government regulations regarding noise reduction requirements for engine manufacturers and mandated time lines, the day/night noise level, and possible eligibility of residents for some type of federal assistance in obtaining noise mitigation home improvements when noise levels are determined by the FAA to be incompatible for the area.
- Mr. Metz stated that there is no flexibility regarding the time of the ATA early morning flights; and indicated that information regarding the environmental assessment has been posted on the County's website.
- Mr. Thompson indicated that a six-degree runway realignment would result in safety concerns; and confirmed that the proposed runway extension will allow larger aircraft to depart on nonstop flights to Europe.

#### CONFIRMATION OF FUTURE MEETING DATES

Referring to the dates indicated on the agenda, Mr. Metz confirmed that future meetings will be held on May 28, August 27 and November 26, 2003 at 3:00 P.M.

Mr. Jewsbury indicated that the next meeting will include a presentation regarding use of the website to obtain information.

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Responding to query by Mr. Padavich, Mr. Metz indicated that the committee members may submit additional questions by e-mail; and that staff will continue to respond to incoming questions and comments.

ADJOURNMENT

The meeting was adjourned at 4:23 P.M.