

SANAC

Sanford Aviation Noise Abatement Committee

**SANFORD AIRPORT AUTHORITY
MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT
1200 RED CLEVELAND BOULEVARD, LEVEL II - BOARD ROOM
TUESDAY, JUNE 23, 2020 – 9:00 A.M.**

I. CALL TO ORDER & INTRODUCTION OF GUESTS

The regular meeting of the Sanford Aviation Noise Abatement Committee was called to order at 9:00 a.m. by Chairman Krysty Carr.

II. APPROVAL OF JANUARY 2020 MINUTES

Minutes of the January 2020 SANAC meeting were reviewed. Motion to approve the minutes made by Wade Hawker, seconded by John McSpadden. Minutes approved as read.

III. NOISE REPORT

Review of January, February, March, April & May Data

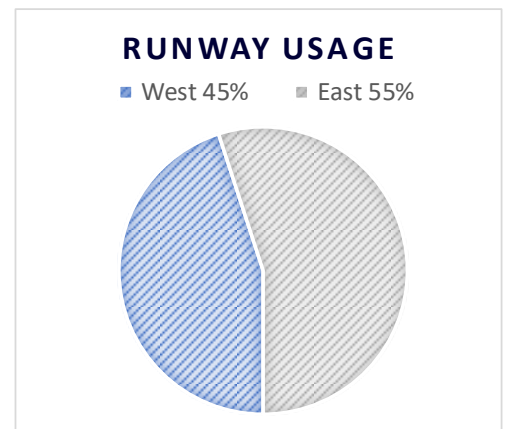
January 2020

Total Complaints:	27	(2019: 171)
Total Operations:	32,792	(2019: 27,376)

Complaints by Location:

Heathrow	17
Sanford	6
Lake Mary	2
Geneva	1
Longwood	1

Number of Households:	10	(2019: 16)
New Households:	4	



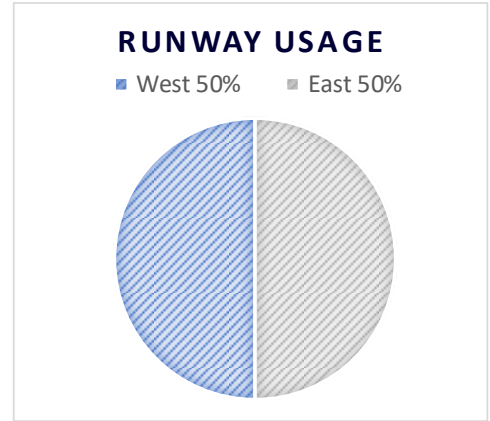
February 2020

Total Complaints: 63 (2019: 131)
 Total Operations: 28,092 (2019: 26,229)

Complaints by Location:

Heathrow 29
 Winter Springs 1
 Sanford 18
 Deltona 1
 Lake Mary 9
 Geneva 3
 Longwood 2

Number of Households: 14 (2019: 13)
 New Households: 6



Dave Hazel explained that there had been a spike in complaints in February as that is when we started our Taxiway Bravo rehab project, which changed the aircraft landing patterns after 10pm. We had planes landing and taking off from 18/36, which we don't normally use, so people that weren't used to experiencing aircraft noise late at night were getting it, and this created the increase in complaints from Sanford. Mr Speake said both he and Mr Hazel had spoken with the President of the homeowner's association of Celery Estates in Sanford, and she understood that this issue was due to the construction and the light outage that we had at one point on 9L, and she knows that there will be another period of construction coming up. Mr Hazel said he would call her again, to remind her that it would start up again on Sunday night.

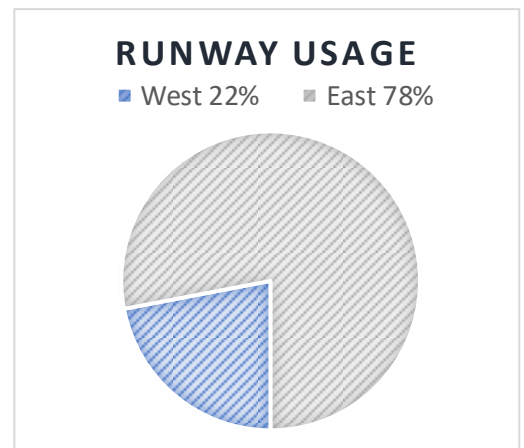
March 2020

Total Complaints: 51 (2019: 249)
 Total Operations: 29,414 (2019: 31,525)

Complaints by Location:

Sanford 33
 Heathrow 16
 Lake Mary 1
 Geneva 1

Number of Households: 12 (2019: 12)
 New Households: 3

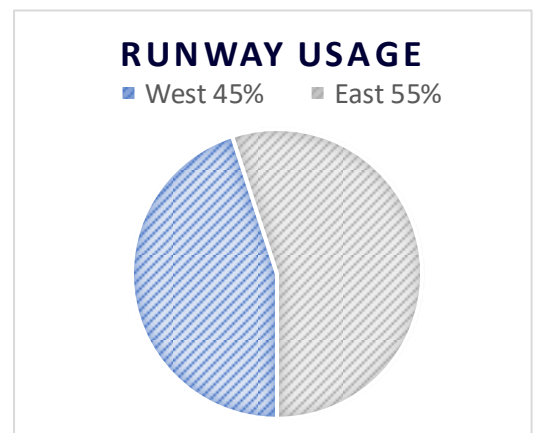


April 2020

Total Complaints: 4 (2019: 202)
 Total Operations: 9,530 (2019: 31,464)

Complaints by Location:

Heathrow 2
 Sanford 1
 Lake Mary 1



Number of Households: 3 (2019: 13)
New Households: 0

Mr Hazel explained that operations and complaints were down significantly in April due to the pandemic.

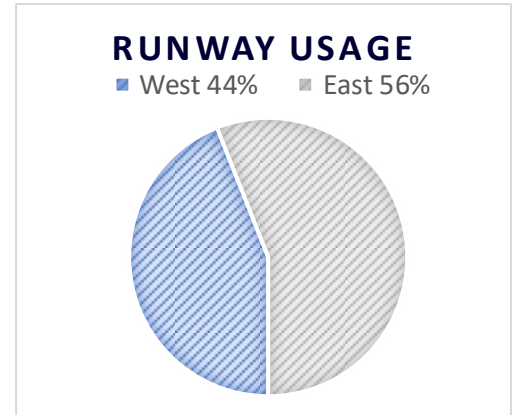
May 2020

Total Complaints: 39 (2019: 118)
Total Operations: 16,564 (2019: 35,016)

Complaints by Location:

Heathrow 23
Lake Mary 13
Sanford 2
Geneva 1

Number of Households: 6 (2019: 8)
New Households: 2



South-Central Florida Metroplex Update

Mr Hazel gave a brief overview of the South-Central Florida Metroplex Update.

- Project intended to increase safety and efficiency in the National Airspace System (NAS)
- New procedures make use of GPS satellite-based technology
- Increases flight path predictability
- Decreases frequency of communications between pilots and controllers
- Enables use of OPDs (Optimized Profile Descents)
- Proposed action implemented no earlier than spring 2021

Draft Environmental Assessment (EA)

- No significant impact in noise for both the proposed action and no action plans
- A significant impact is defined as an increase of DNL 1.5 dB in areas exposed to DNL 65 dB or greater
- No reportable noise increases which are defined as:
 - A DNL 3.0 dB increase in areas exposed to DNL 60 - 65 dB
 - A DNL 5.0 dB increase in areas exposed to DNL 45 – 60 dB
- The draft EA can be found at <http://metroplexenvironmental.com/>
- Workshop recordings for June 8th and 12th can be found at <https://floridametroplexworkshops.com/>
- Noise tool demonstration
- 60-day public comment period closes July 10, 2020

Diane Crews asked Mr Hazel if there were any potential changes to flight paths around our communities. Mr Hazel said there are no significant changes to flight paths below 10,000 ft. They

tried to keep the flights paths essentially the same with minor tweaks, to minimize the impact on the public.

Ms Crews asked if anyone in the Sanford or Lake Mary areas would have any change at all. Mr Hazel replied that there would be slight changes. Mr Hazel demonstrated how to make a public comment and showed where to send an email or a written comment. Ms Crews asked if you could see what the other public comments were, Mr Hazel replied that he had not been able to do that. Mr Speake said when the results come out, you would then be able to see all the comments and the responses.

Mr Hazel then demonstrated the noise tool, where people can go and look up their own address and see what they can expect as far as a change in noise.

Comments from Committee

Mark Austin said he lives in Geneva and a few weeks back there was an airliner that came down low over his area, and it made him understand why some people get upset.

Other Liaison Reports

Allegiant Air

Not present.

General Aviation

Mr Hawker said things have been a lot quieter due to the pandemic. Flights have decreased substantially. It started to come back up, then a lot of their contracts grounded their students again, so they are back down until July 1st.

FAA

Gary Tucker, the new Tower Manager, said that traffic is down a little bit from L3Harris this week, but up from Allegiant. Nothing else to report.

IV. PUBLIC COMMENT

Pete Buis said 60% of the time they are doing fine, and the departures are doing well. He does not understand why some arrivals come out over the St John's River at 3,000 ft on the downwind, come around and power off and glide all the way in, and then other times he will be attacked by aircraft flying 1,500 ft over the top of him, flying away from the airport with gear and flaps down. This tells him that this pilot has no idea how to fly a visual approach. That has been his complaint every time he comes to these meetings. Why is there such a difference? Why can't they do that all the time? He said he is noticing more and more chattering complaints about noise on the neighborhood website. Mr Buis said he does appreciate the work that everyone does, and he thanked Mr Hazel.

Chairman Carr said we hope to have someone from Allegiant at the August meeting, so we can have a discussion. Ms Crews asked Mr Hazel to reach out to Allegiant to tell them it is important that we have someone from Allegiant at the meetings.

Mr Hazel said he did ask a question at one of the workshops. With the Metroplex implementation, did they expect a decrease in the number of low altitude levels offs and vectoring for traffic separation? They said they are expecting that to occur, as with the technology that's coming, they

can have aircraft that are closer together. Mr Hazel asked Mr Buis to keep doing what he is doing, so we will be able to see that trend.

Mr Carew said the constant descent program is going to take a little while and it was one of the recommendations of the Subcommittee to promote the constant descent program. Mr Carew said John Ramirez (who was the representative for F11 TRACON) had established a management committee to proceed on the recommendations. He did a marvelous job with departures, beginning in March of last year.

Mr Carew advised that he does a two-week period of observations using the VNOMS program on a regular basis, and he links it to ATC communications. For the first 15 days of June, he only saw one departure in which the level off occurred at 2,000 ft, and that was a 27R departure. Because the controller had given him an immediate right turn to WORMS intersection, the aircraft was over light industrial area. In all the observations he has made this year, the departures scenario seems to have been solved.

In Geneva, the departures are predominantly to the east, and from 5:50am until 7:00am in the morning, there are probably a dozen departures, so he would assume that they would be the real noise complainers. He would think that there are less complaints now, but almost every departure coming off the east side is going up to St John's Wilderness area, so he sees a benefit there.

He said what disappoints him is the management team who developed that successful outcome have not attempted to approach anything with arrivals, and he is hopeful that we will have time to discuss that at the next meeting. He would like the opportunity to bring up the google map of the area and explain some of the things that are going on.

Mr Carew referred to his recent emails to Chairman Carr and Mr Hazel. He mentioned that two of the six recommendations were pilot education, and one of those has been successful, as we did get a 40-9 Jeppesen page comment. He said that technically, it needs a little cleaning up.

Mr Carew said there are also what are known as proprietary -7 pages. Every airline has a -7 page to almost every station they go in. It deals directly with company-based information for pilots. This is another place where you can have information which is more specific that wouldn't be appropriate for the -9A page.

Chairman Carr said she appreciated all of Mr Carew's hard work and the information that he had put together and said that everybody would need to read the emails and take consideration. Therefore, she did not want to go into too much detail. Mr Hazel was going to reach out to Allegiant to make sure we have someone here to discuss this, as well as someone from the Tower, at the August meeting.

Mr Carew said there was an observation in the second email that he would like to present and see if there was another way to reach out between the Pilot Corps and Air Traffic Control. More than 50% of Allegiant's pilots are based at this Airport. Several pilots perform a certain maneuver that he thinks would be very beneficial to minimizing noise. There are a few things they do that totally reduce noise over Timacuan.

Mr Carroll said there had been some improvement in the height of the planes that take off over his house, there are a lot of planes that go high enough so they aren't a problem for him. But there are certain pilots who are flying very low, and it's loud and very annoying and it takes away from his quality of life. It was getting better, but he has seen it sliding back. He said he knows that sometimes it is up to pilot discretion, it's a problem for him, and it just doesn't seem to be going away.

V. FUTURE MEETING DATES

- August 18, 2020
- October 20, 2020

The meeting was adjourned at 9:55am.

Voting Members

Present

Dave Hazel, SAA
John McSpadden, City of Lake Mary (dialed in)
Krysty Carr, Seminole County
Mark Austin, Seminole County
Wade Hawker, GA Representative

Non-Voting Members

Present

David Konstan, MCO Noise Committee (dialed in)
Jeff Hopper, Seminole County
Kendall Story, City of Lake Mary (dialed in)
Carl Reda, Tower Representative (dialed in)
Chris Smith, City of Sanford

Absent

John Ramirez, Central FL TRACON
Jeff Yost, Allegiant

Others Present

Diane Crews, SAA
George Speake, SAA
Steve Smith, SAA Board Member
Mayor Art Woodruff (dialed in)
Gary Tucker, FAA (dialed in)
Charles Carroll, Deltona resident
Joe Carew, Heathrow resident
Peter Buis, Sanford resident