



**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, AUGUST 18, 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 9:05 a.m. by Chairman Krysty Carr.

II. NEW MEMBER INTRODUCTION

Dave Hazel introduced Noelle Lamonthé who is the new SANAC voting member for Sanford (impacted).

III. APPOINTMENT OF AIRLINE REPRESENTATIVE AND NON-VOTING MEMBER APPOINTMENTS

- Mr Hazel made a motion to appoint Ernie Nevin, Allegiant Regional Chief Pilot, to fill the voting member position of Airline Representative to SANAC for a four-year term to commence on October 1, 2020 to September 30, 2024. Seconded by Ms Lamonthé.
- Mr Hazel made a motion to reappoint David Konstan, Chairman of Orlando International Airport ANAC, to fill the non-voting advisory member position of Orlando Aviation Noise Abatement for a four-year term to commence on October 1, 2020 to September 30, 2024. Seconded by Wade Hawker.
- Mr Hazel made a motion to appoint Carl Reda, Operations Supervisor, to fill the non-voting advisory member position of Federal Aviation Administration Representative Sanford Tower Designee for a four-year term to commence on October 1, 2020 to September 30, 2024. Seconded by Mr Hawker.
- Mr Hazel made a motion to appoint Fernando Salazar, Operations Supervisor, to fill the non-voting advisory member position of Federal Aviation Administration Approach Control for a four-year term to commence on October 1, 2020 to September 30, 2024. Seconded by Mr Hawker.

All were approved.

IV. APPROVAL OF JUNE 2020 MINUTES

Minutes of the June 2020 SANAC meeting were reviewed. Motion to approve the minutes made by Wade Hawker, seconded by Mr Hazel. Minutes approved as read.

V. NOISE REPORT

Review of June & July Data

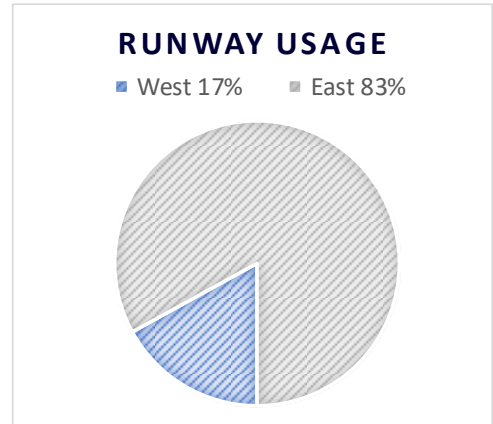
June 2020

Total Complaints: 111 (2019: 107)
 Total Operations: 17,969 (2019: 29,780)

Complaints by Location:

Heathrow 54
 Lake Mary 24
 Geneva 18
 Sanford 12
 Deltona 3

Number of Households: 15 (2019: 8)
 New Households: 5



Mr Hazel said there had been more complaints in June, possibly due to:

- There was an uptick in flights. There were a lot less air carrier operations the previous month (almost half) and people have probably been getting used to it being quiet.
- More people at home due to COVID-19.
- Four or five C-17s (military transport aircraft) came in at the beginning of June, and they are very loud and noisy.

Most of the complaints for June were in the evening (10pm until 6am), they would have been arrivals as we don't have a lot of departures after 10pm.

There hadn't been any complaints from runs ups.

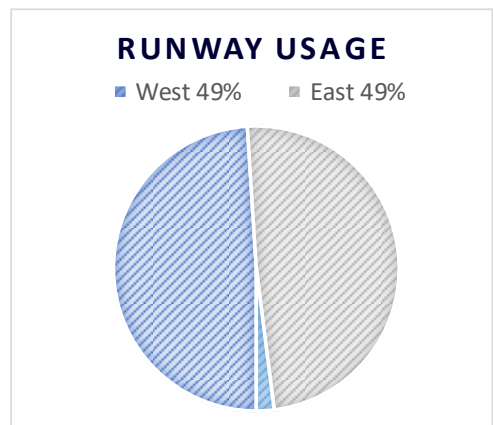
July 2020

Total Complaints: 20 (2019: 142)
 Total Operations: 17,328 (2019: 29,621)

Complaints by Location:

Heathrow 5
 Sanford 5
 Lake Mary 4
 Geneva 3
 Deltona 3

Number of Households: 10 (2019: 12)
 New Households: 3



In July, there were only 20 complaints, a lot less than July last year.

East and west were at 49% each, and south was at 2%. Normally it doesn't register, but since we started closing the main runway at night on July 5th, all those arrivals were coming into 18/36 mostly from the north.

Chairman Carr asked if those complaints were from the new subdivision. Mr Hazel replied that the complaints had mostly come from north of us.

Mr Speake said they were primarily arrivals coming in from the north. Because of the Orlando traffic, there's not too much heading south. They were closing the runway at 10pm, so we were catching some of those arrivals.

Mr Hazel said this is the second time we did a closure like this; we had another one in February this year. A lot of the residents that called in February and March knew this would be happening again, as he and Mr Speake had already spoken with them. Mr Speake said one of the complainers is the President of one of the homeowner's associations, so she would be able to spread the word to the entire community.

The Deltona complaints were due to the construction.

Comments from Committee

Mr Hazel said voting members have been assigned new email accounts, so they won't have to use their personal email addresses for SANAC related emails. These will be posted on the SANAC website.

Mr Speake said Committee members are unable to email each other due to Sunshine Laws. Chairman Carr said any correspondence that goes through the system is public record, and you are not permitted to delete emails or forward them to other Committee members. Mr Speake said emails can be forwarded to the Airport President, himself, or Julie Sawyer.

David Konstan said everything would be digital under Next Gen. Planes would be assigned a track, and all planes would fly that exact same track. There have been public hearings about it, and the final report will be coming out soon. There will be more public hearings once the final report comes out. It should not affect Sanford at all other than international traffic, which might come in slightly higher or lower. Miami, Fort Lauderdale, Palm Beach, Tampa, and Orlando will all be affected.

Mr Speake said it will consolidate air traffic into a much narrower path.

Carl Reda said passengers in and out of Sanford will be on a more direct route to their destination or back to Sanford.

Mr Konstan suggested that everyone go to the website floridametroplexworkshops.com and enter their home address in. This will show what effect Next Gen will have on their address in the future and what the noise impact will be.

Other Liaison Reports

Allegiant Air

Mr Yost said that passenger loads were at 75% to 80% occupancy on a lot of flights.

Ms Crews said Allegiant have a commitment to fly all their routes through the end of September in return for the CARES act funding that was provided, and everyone is wondering what will happen at the end of September when that commitment is no longer in place. Ms Crews said Allegiant are

doing so much better than a lot of other carriers, so everyone is anxious to see what that change might be.

Mr Yost said they can reduce the number of flights, but they have to keep the routes, and Corporate would be looking at that. They have been doing some triangle flights, where they would combine passengers going from Sanford to two different destinations, as that allows a more efficient operation.

Ernie Nevin said Allegiant's primary goals and objectives are to be good neighbors, but there are complexities to the airspace system. They have made many changes over the years relative to airspace. They have a challenge with the low altitude level offs as a result of the traffic in the area, they want to get them up and out as soon as they can, but sometimes they are unable to do that. He said they do listen, and they are open minded to make any changes they can to be as efficient and quiet as possible.

General Aviation

Mr Hawker said numbers are not really increasing at this time, and it will remain slow for the foreseeable future.

FAA

Mr Reda had nothing to add.

VI. PUBLIC COMMENT

Jane Marsden said her biggest complaint would be that the noise complaint form is now much harder to complete and is more time consuming. She has noticed that even if she lists additional times in the comments box, it only counts as one complaint.

Ms Marsden said she has seen an improvement in departures, but the arrivals are still very loud and very low. Some of them come in just above the trees. It doesn't make sense why some don't follow the straight line. Most come over the house, some are very low and very loud, but some do come in quietly. Ms Marsden said what concerns her is that it is only going to get busier, therefore the noise will get worse.

Ms Marsden said the purpose of the meeting is for people to come and voice concerns, but she doesn't understand a lot of the terminology. Mr Speake said he and Ms Marsden have talked for years, and unfortunately, she does live in a difficult location in terms of noise. Short of the airport closing, things are not going to improve for her. Ms Marsden said the planes are potentially at their loudest point over her property, so how is that not an important factor? Mr Speake said it is an important factor, the Tower and Approach have worked to try and get the aircraft up to a higher altitude sooner, which certainly helps. They have also worked on the degree of departure to see if that would reduce the noise, but it hadn't had any effect in Ms Marsden's opinion. Ms Marsden said she never said that, she was told by Kevin Thompson that TRACON didn't like it, and they didn't even finish the study. At the time the study was going on she was getting mostly arrivals, so she wouldn't have been able to tell. Mr Speake said Rick Privette had been working on departures over Ms Marsden's property, and he asked Mr Reda if that could be resurrected with the TRACON. Mr Reda said when they tried the new heading for jets, Ms Marsden had not noticed any difference in noise. Ms Marsden said at that time, she wasn't getting departures, so it couldn't be put to the test. Mr Speake asked Mr Reda to discuss whether this could be resurrected with the new TRACON Manager and the Tower manager.

Mr Reda said during that period they were east 60/40. In normal circumstances, we generally run east more than west.

Mr Carew said he had recommended a change of 10 degrees. At that time, it didn't seem to be effective. Mr Reda said there was a 120-day test. They tried it; they probably ran east a bit more than 50% of the time during that period.

Mr Speake said Mr Carew has not just looked out for Heathrow, he has also sought to help Ms Marsden over the last several years.

Charles Carroll said because of the Airport runway issue, there have been a lot of very low flights over his house. The whining and whistling of the engines is worse than the loud noise of the MD80s. There are a lot of flights that still go in a straight line out, he is sure it is for energy savings, but that needs to change as it is affecting his quality of life. He said it even happens when there is nothing else in the sky.

Chairman Carr said it may seem like there is a clear sky, but you may not be able to see everything that is out there.

Mr Yost said in defense of Allegiant, these aircraft are given headings on departures, they are mandated by federal regulations to fly these headings. They are under the guidance of the Tower or the TRACON. They cannot turn until they are told to do so. They are flying assigned headings by the Tower that are coordinated through the Central Florida TRACON. The altitude is governed by the FAA, they climb to the altitude that is assigned by Sanford Tower and then level off.

Mr Reda said you are generally going to get close to runway heading out of Sanford, it's only 5° off the runway. It's runway heading, climbing to 2,000 ft. Occasionally the TRACON will give us a higher altitude. Depending upon how busy the TRACON is, we are going to transfer communications to the Central Florida TRACON within 1 mile of the airport. They may have to wait 30 to 60 seconds before they can start talking. And then the TRACON has to give a new set of instructions, so they could be stuck on a heading in altitude for 3 – 5 minutes before they can even start turning if it's really busy.

Mr Yost said it can be clear and you can have 100 miles visibility, but the FAA is mandated to have separation requirements of either 1,000 ft or 3 miles in the terminal environment. It's 5 miles up higher in the center environment. They have rules and regulations they must abide by.

Ms Crews said there have been huge strides made in reducing noise here with regulations restricting the type of aircraft, we have seen the MD80s being retired.

Chairman Carr said she would like to address to several emails that had been received from Mr Carew a day or two prior to the meeting.

Chairman Carr said she does appreciate what Mr Carew does and we can take what he says into consideration. She can see that he works very hard on this, and sometimes the information is very beneficial.

- Mr Carew has asked us to respond and reply to his emails, but we typically receive them a day or two before the meetings. Unfortunately, this does not give us enough time to address any issues before the meetings.

- Mr Carew asked for some of his emails to be added to the agenda. Chairman Carr said we are unable to do this. What he is sending can only be a recommendation, there cannot always be action taken, and some things have changed. Everything Mr Carew has sent is public record so anyone can see his comments.
- Mr Carew had made a reference to a contributor from an airline. Chairman Carr said we have had a pilot contributor in place on SANAC for years. Mr Carew said his comment about professional aviators is that we also have access to other career professional aviators in the community who are willing to contribute.

Mr Carew said in the information he provided at the June meeting and also sent to members, he was putting forth a couple of proposals on observations he had made which would be beneficial, and they wouldn't take a lot of effort to implement.

Mr Carew said when he makes a recommendation, it is not just from him, it is sent on behalf of the 7,500 people he represents at Heathrow. There is an expectation that we will take action on it.

The first recommendation was to discuss with the Chief Pilot for Allegiant to have them add a noise abatement paragraph to their -7 page.

The second proposal is very easy to do and it's something that is already occurring. He looks at the VNOMS program a couple of weeks prior to his town advisory council meetings, so he can brief them. He has observed that for at least 12 of the typical flight patterns that he presented in documents at the last meeting, these Allegiant pilots are already doing some of this. It's beneficial, so why wouldn't it be reasonable for SANAC to recommend a way that we could encourage Allegiant to do this?

Mr Carew said there are some technical issues that do require some interchange, and it would be better to discuss them at the meeting, otherwise we would be affected by the Sunshine Laws. He is not a perfectionist on Roberts Rules of Order, but he assumed there could be a discussion among members, to see what kind of response we get to these proposals.

Mr Speake said sending emails a day or two before means that we are not ready to discuss issues in the meetings. He asked Mr Carew to speak to himself or Mr Hazel a month or two months prior to the meeting. That way, he can get the Tower, TRACON and Allegiant in on the conversation leading up to the meetings. It could then be presented at the next meeting and voted on if necessary.

Mr Carew said he had a very good relationship with Mr Hazel, but he has felt that there hasn't always been a receptive voice at the airport in the past. It is only the last year or two that SANAC has moved away from defending the 65 DNL and moved for flight operational procedures. He has encouraged the work because there have been positive results on departures.

Mr Speake said there is a new tower manager, and Mr Reda has now been reappointed. There is also a new TRACON manager, he has been trying to get someone from the TRACON to this meeting on a routine basis as it needs to be consistent, so we can now have conversations.

Mr Speake said he would set up another meeting with Mr Carew in 4 – 5 weeks to discuss the proposals.

Chairman Carr thanked Mr Carew for his input and said his work has not gone un-noticed.

Ms Crews said this would be her last SANAC meeting as she is retiring at the end of September. She said we really do appreciate the efforts and input of the people who serve on this Committee and what they do. She said Chairman Carr and Mr Hazel both do an awesome job, and as volunteers, they don't get shown a lot of appreciation.

Ms Crews said she would like to acknowledge everything Allegiant have done over the years to work with this airport to curtail noise, including the tremendous effort made to get rid of the MD80s.

Ms Crews said the Tower have worked just as hard over the years to try to accommodate our many requests.

Chairman Carr announced that she has a new job which is keeping her very busy. She has enjoyed being Chairman but would like to step down. She would still like to continue being a part of the Committee. Mr Speake said the Airport Authority will need to appoint a new Chairman, and said if anyone is interested, to let him know. Mr Speake said he will contact all the voting members to discuss.

VII. FUTURE MEETING DATES

- October 20, 2020
- January 19, 2021
- April 20, 2021

The meeting was adjourned at 10:35am.

Voting Members

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

Non-Voting Members

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

Others Present

Diane Crews, SAA
George Speake, SAA
Jeff Yost, Allegiant (dialed in)
Ernie Nevin, Allegiant (dialed in)
Charles Carroll, Deltona resident
Jane Marsden, Geneva resident
Peter Buis, Sanford resident