

SANAC

Sanford Aviation Noise Abatement Committee

**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, JUNE 20, 2023 – 9:00 A.M.**

I. CALL TO ORDER/QUORUM CALL

The regular meeting of the Sanford Aviation Noise Abatement Committee (SANAC) was called to order at 9:00 a.m. by Chairman George Speake.

II. APPROVAL OF APRIL 25, 2023, MINUTES

Motion to approve the minutes of the SANAC meeting held on April 25, 2023, made by DJ Staub, seconded by Mark Austin. Minutes approved as submitted, motion passed.

III. NOISE REPORT: REVIEW OF APRIL & MAY 2023 DATA

There are only two months of data, as we are changing the dates of SANAC meetings to avoid conflict with the Airshow and Aviation Day. There will be three months of data at our next meeting in September.

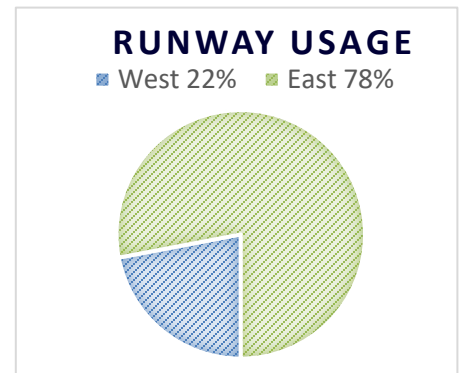
April 2023

Total Complaints: 272 (2022: 216)
Total Operations: 19,902 (2022: 15,691)

Complaints by Location:

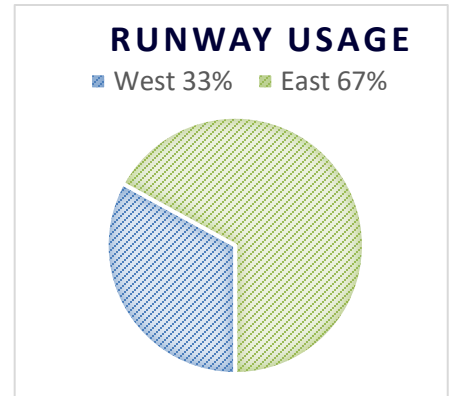
Debary	1
Geneva	263
Lake Helen	1
Sanford	7

Number of Households: 4 (2022: 7)
New Households: 1 (2022: 0)



May 2023

Total Complaints:	272	(2022: 265)
Total Operations:	23,175	(2022: 17,041)
Complaints by Location:		
Geneva	270	
Heathrow	2	
Number of Households:		
	3	(2022: 6)
New Households:	1	(2022: 1)



Chairman Speake referenced the slides showing new complaints for April and May and tracks for each day of the week commencing Sunday, May 21, 2023.

Chairman Speake said L3 have stated that their weekend flight activity is going to be slower, but it did not look slower that week. L3 are concerned about safety at night (after hours) if we get busier, so maybe they are steering some of that traffic to the weekends.

Scott Runkel asked to see the location of Ms Marsden’s property. Chairman Speake showed Ms Marsden’s property on the slide showing all tracks for Thursday, May 25, 2023. Mr Runkel asked if that traffic can’t go south because of the Orlando airport. Chairman Speake said the destinations are north and west primarily, so that is why they are making that turn, there are some tracks going south, but most (if not all) of it is not Allegiant. It is very limited to the south.

Chairman Speake said he can keep pulling a weeks’ worth of tracks to show for each meeting (he will try to select holiday weekends/higher traffic), if required, and we will continue to show the new complaints every month. He was hoping Ms Marsden was going to be at the meeting today, as we told her we would pull this for her, so from that standpoint, we will do it again.

Mr Runkel said he lives in the west, and he is surprised how many different flight patterns there are coming in. Ms Staub said these are all small non-jets, they don’t turn in any which way. Instead, they are on regular, repetitive flight paths that they use over and over. They do not turn in random ways. Chairman Speake said we can pull tracks for jet traffic only, which will still pull in Corporate jets, we don’t get a massive amount, but we get a decent amount of them, and that would provide a better view of the jet traffic (Allegiant plus others). Mr Runkel said they are the noisier ones. Chairman Speake said small planes are the concern for some people. That would remove all the pattern work stuff, there may be something occasionally, when Avocet or Allegiant are doing a test flight, it wouldn’t be a tight pattern.

Mr Schramski asked if there was any way to show the total flights we had that day to see the departures and arrivals for that day. Chairman Speake said if he went to the system itself, that may be possible, but he didn’t want to do it live. Mr Reda said there were 475 flights that day, but he couldn’t break it down into departures and arrivals. That was a slow day. Chairman Speake said bear in mind that air carrier operations are down, we are around 3,000 operations a year below what we were in 2019, so they are not as high as they were. He still thinks we will hit about

260,000 to 280,000 this year if L3 continues to ramp up. In 2019 we were at around 365,000/368,000 operations and L3 had around 725 students. L3 still say they are going to get back to 600 students, which would put the Airport in the 330,000 operations range for 2024.

Mr Austin said at the last meeting, Ms Marsden seemed uncomfortable with the way that they came up with the decibel levels at her property and averaging it. He was wondering if it would be possible for him to buy a decibel meter, go to Ms Marsden's property and see exactly what those readings are. Are they really loud for a short period of time, or are they just standard noise?

Chairman Speake asked what that would achieve. Mr Austin said he's not sure, but we (and Ms Marsden) would have some information to go by. If it turns out there are short periods of time when the noise is very loud, it may help. He can't imagine the noise being that loud as many times as she's complained, but to try and get a grasp on what is really happening there. Put a number on it, say that's the sound of a lawnmower, or the same kind of sound as this, to get a grasp on if it's just her perception, or if there is something else going on there.

Chairman Speake said his hesitancy is we are introducing data into something that has no relevancy for the FAA. He said if Mr Austin wants to go out there, he is welcome to, but it would be outside of accepted FAA data.

Mr Austin said he was thinking he would offer this to Ms Marsden to help her get a grasp on it, to show what is really going on. It would also help him; he is on the SANAC board to try and help both the Airport and people who live in Geneva.

Mr Austin said he would imagine that Ms Marsden has filed tens of thousands of complaints over the years, and that's a lot of time and energy, and it would be some evidence of what is really going on there. Mr Austin said he has been to Ms Marsden's house, and it is nice and quiet out there, and he knows people that live around there, right across the street, and everybody has a different take on it. He thinks getting a decibel number, the little readers are very cheap (around \$100), and you actually download it, if it was okay with SANAC, and if it would be okay with Ms Marsden to do something like that.

Chairman Speake said as the Airport representative, it would not be something that the Airport would say is a good idea. Steve Smith said he does not think it would be something that the Airport could get involved in, we have been out there. Chairman Speake said we have, but it's not the straight decibel meter, it is the DNL measurement, which means it's averaged out. Mr Smith said we have done extensive measuring out there. Mr Austin said to say something is averaged out, that doesn't change the impact of the moment that it's happening, you can take a very loud noise and spread it over 24 hours, and all of a sudden, it's not a loud noise at all, where in reality it was a thunderclap.

Mr Austin asked if it would be acceptable for him to approach Ms Marsden, as he does not know about the Sunshine Laws and all the different restrictions. Mr Smith said Mr Austin could do that on his own. Mr Austin said he has to deal with Ms Marsden and her neighbors, and they ask what is going on and why SANAC aren't doing anything, if he had some information, he could say this is what is going on here. Ms Staub said she thought that would be useful information. Mr Austin said it would give him some information to go by. Mr Austin said when he is considering these things, he doesn't have any information to go by, he does not know what the actual numbers are,

and he doesn't know how to get that except for going out there with a decibel meter and writing down what it is. It may turn out that the lawnmower next door makes more noise, and for longer durations. Chairman Speake said the meter we have records the noise, so if there is an incident that goes above 65 DNL, it records the noise, and he has offered to take it back out to Ms Marsden's property many times, but she has not taken us up on that.

Mr Austin asked if there was any way for him to get that information about what time it was, and how many decibels it was. Chairman Speake said it produces a report by the minute. Mr Austin asked if the Committee members could see that because that is the same thing that he is talking about doing. Chairman Speake said it is not the decibel, it is an algorithm. Mr Austin said it is the actual, per incident decibel. Chairman Speake said even in that minute, it is an average of all the noise in 1 minute, it's not the single incident.

Ms Staub said the Part 150 talks about noise abatement and noise plans at an airport, we are not restricted to that day/night noise average. As a Committee, we can say for example that we have people who are on the final approach course who are experiencing noise and we want to do something about it, so this is what we are going to do. The FAA totally allows that, we are not restricted in any way to that day/night noise average.

Chairman Speake said our Part 150 study was done using that day/night noise average, and so that is what this Airport is using at this point. Ms Staub said the FAA does not restrict any Committee to that, we do not have to use just that, we can use anything.

Chairman Speake said single incident decibels is not something that we can govern our noise by. Ms Staub said she is not saying what Mr Austin comes up with is what should be used, she is just saying that as a Committee, we are not restricted to that.

Chairman Speake said the FAA are wrestling with this right now, they are considering what they want to do with additional changes to the noise requirements. The problem they are running into, using San Diego as an example, it is surrounded by residences. If you took that airport alone, and you increased the DNL allowance to 70, you would purchase property into billions of dollars at that one airport, and then you would multiply that across all the airports in the country.

Mr Runkel asked if it would not be an official action if Mr Austin did it on his own. Chairman Speake said it would not be the Airport doing it. Board Director Smith said under the Sunshine Laws, if Mr Austin did decide to do this, he could not discuss it with anyone until the next meeting.

Comments from Committee

Other Liaison Reports

Allegiant Air

Mr Schramski said Allegiant are in the busy season right now. It is not as busy as it has been, but they are hoping it will pick up soon. The 737s should be on track for the end of the year, but next year is when they will really start to ramp up.

All the training is going to be done here in Sanford, right now there are 2 simulators over in the training center. They are starting to train the additional instructors on that, and hopefully have them start training pilots at the end of the year in the actual airplane.

Chairman Speake asked how many simulators they have. Mr Schramski said there are 4 right now, 2 Airbus and 2 737s, as well as fixed training devices (which are simulators, they just don't move).

Board Director Smith asked if the new planes will be quieter. Mr Schramski said they are much quieter. Chairman Speake said they use a similar technology to the 787s.

Mr Yost said Allegiant are starting to see an uptick in Summer travel out of Sanford. The weather has been awful in Florida, especially in the northern tier of the Jacksonville center. From an Air Traffic Control perspective, they have to mitigate the delays as much as possible with the weather, they take the routes as they become available, and try to keep the system safe.

Chairman Speake said our other commercial traffic comes from our Canadian carriers. In the data that was shown, we still had 2 Canadian carriers, Swoop is no longer flying with us, they are out of Orlando now and just one destination. Flair has suspended their service until October (as they do every summer). In October, we should see Flair return.

General Aviation

Wade Hawker not present.

Chairman Speake said L3 Harris is continuing to grow their student population, and hangars are full. There are no hangars available at the Airport, so we could not squeeze another GA plane in if we tried to. Constant Aviation have gone through a sale, Flexjet have now taken over (they are a sister company), and they are going to be doing all of their service work out of the Constant Aviation facility, so that will increase some of the corporate jet aircraft traffic out of here, they currently do around 8 planes a month.

FAA

Chairman Speake said we have not been able to get anyone from F11 to consistently attend SANAC meetings, he will keep trying and that's all we can do. Mr Aftonomos from the Tower has also asked for someone.

IV. PUBLIC COMMENT

Chairman Speake said Ms Staub had asked to have some information shared at the last meeting. What Ms Staub handed out was emailed out to Committee members, and there is some new information that she has sent since then. Ms Staub asked if Chairman Speake could display an east operation on the screen.

Ms Staub said she had been an Air Traffic Controller for many years in Daytona, F11, and MCO and was actually on this Committee representing F11 for a while.

Ms Staub handed out the noise abatement procedures for Sanford, the old version dated 2002 (a lot of what was in effect is what her proposal talks about), as well as what is in effect now. She said we were actually doing a lot more in the past, and things that were issues back then are still issues now.

Ms Staub said what the Committee can do is not just speak to the people who complain; she represents the people of Seminole County, and she knows that we are usually an east operation. What that means is that the planes are headed west, the wind is mostly out of the east, so the line that you see that lands on 9L, that is where the noise is, because any jet airplanes, especially below 800ft – 1,000ft, make a noise. If you live under that final approach, you can't sit in your back yard and have people over because it's too noisy. So, even though not everybody is complaining, we do represent those people.

The people on the final approach course on any of the runways, but mostly 9L and 9R, that is where most of the noise is. Just like Chairman Speake displayed on the screen, 67% of the traffic is for 9L and 9R, so that is where most of our noise is.

There is nothing we can do about the fact that the majority of the arrivals come in on 9L and 9R, the Allegiant jets are coming into 9L/27R. That's where all the instrument approaches are, so the best we would do as a Committee is to say most of the noise is on the approaches, what can we do to minimize that?

Right now, jet departures are restricted to 2,000 ft, and that is low and noisy. If we can get them climbing right away, a lot of them do already. Ms Staub asked if the Tower calls Orlando and asks for a higher altitude. Mr Reda said they don't ask us anymore because we have told them we are always looking for a higher altitude. F11 will call us when we request a release, they will say you can have higher, 3,000 ft or 5,000 ft. Ms Staub said that is specifically requested, you didn't take any action.

Ms Staub said she thinks we should try to because she has been watching the planes. The only traffic for a departure like that would be somebody overflying. If we were to ask Orlando if we could have everybody depart at 4,000 ft or 5,000 ft, they would then restrict any overflight to 6,000 ft automatically. Why haven't we done that? She doesn't think anyone has asked.

Mr Reda said he has asked; every year they go through a review of their LOA with F11, and he is always asking for 3,000 ft for two reasons; Jets are restricted on their speed, it has to be slower below 2,500 ft, so up to 3,000 ft would enable them to accelerate faster. Ms Staub said and that is money. Mr Reda said it is money, and at 3,000 ft they can turn, because they are 1,000 ft above the current assigned altitude. Ms Staub asked why we shouldn't ask for 5,000 ft.

Chairman Speake said we had a Subcommittee that was put together and Mr Carew and Mr Reda were both part of that. That was one of the things that was requested, and F11 said they could not put that into the procedures.

Ms Staub surmised that Sanford is being suppressed for Orlando Executive. Mr Reda said it is for safety, because people coming from the north have to get into Executive. Orlando Executive is restricted by Orlando International, so we are at the bottom of the pile going north.

Ms Staub said altitude saves money, and it is also safer.

Mr Carew said he was the Chairman of the Subcommittee, and they were told that it couldn't be a chartered change to the Sanford departure. That Committee was in July 2018, by March of 2019, F11 had informally allowed aircraft to climb. There is nothing procedurally involved in this. Mr

Carew said one of the things he impressed with Salazar at F11 was that the FAA noise abatement procedure for any aircraft (including the A320) cannot be achieved if we don't have initial clearance above 3,000 ft. The FAA noise abatement departures for all turbo jet aircraft deteriorates at 3,000 ft. If you are assigned 2,000 ft, and you have to cut off your noise abatement departure by levelling off at 2,000 ft, you have now completely eliminated the whole purpose of having a noise abatement departure, and he thinks that Salazar understood that. Mr Carew said at that time, 8 out of 10 turbo jet departures were getting 5,000 ft. That's not the procedure that was approved, but they were getting it. Mr Carew said the Subcommittee recommendation was that the departure should be at 3,000 ft because he knew that the noise abatement departure terminated at 3,000 ft, but they were working to give us 5,000 ft. Mr Carew said he does not have that many departures to the west, but when he does, 5,000 ft really solves his noise problems.

Mr Carew said he would like to see it formalized. Ms Staub said she thinks that is where we are going; it's up to the Committee.

Jeff Yost said they tried to negotiate a higher altitude with F11 for years, with previous managers over there. That ship has sailed, they have asked, and they will not change the letter of agreement above 2,000 ft. They would try to get us climbing as quickly as they could, but they would not agree to anything higher than that procedure wise. That was pre-Covid, and he remembers working on that specific issue.

Chairman Speake said we can renew the effort and go through it again, and we can see where it goes. Ms Staub said as an Air Traffic Controller, and as a person who has been watching the flight tracks, all they have to do is restrict these guys to 6,000 ft and we can have 5,000 ft.

Mr Reda said they can't do 6,000 ft to Orlando Executive, because 6,000 ft is what Orlando is descending to. You've got 4,000 ft for arrivals and 5,000 ft departures for Executive, so all that is left is 3,000 ft.

Ms Staub said the reason Orlando can only go to 6,000 ft is because Daytona owns that airspace. Mr Reda said the arrivals coming straight down are descending to 6,000 ft, you can't use 5,000 ft, because that is what Orlando Executive has.

Ms Staub said we are on an east operation, most of the arrivals on the presentation are 9L, of course the jets have to be, so you have a lot of traffic that these households and businesses have to endure no matter what, you can't change that. Jets are going to be coming in 9L straight in, so if we could take some of the noise off 9L and put it on 9R by saying practice approaches are restricted to the little runway. She asked who else is using that runway.

Chairman Speake said we have 120 tenants at the SE Ramp, so there are many other people using that runway. Ms Staub said we can take some of the pressure off 9L and bring it on to 9R, just say that little guys have to be in the pattern. It's a pattern runway.

Mr Runkel said that would be closer to Heathrow.

Chairman Speake said keep in mind that when you change something, you may be fixing something for one person, but you are adding to another. We would have another group of people sitting here asking why we moved the traffic over them. He said one of Ms Staub's comments is

spreading the pain of noise, and by having flight training activity on both runways, you are spreading the pain of the noise because jets are not the only thing that people are complaining about, we have lots of people complaining about small planes too.

Ms Staub said another potential item to consider is that we are mostly east. Everybody to the west is getting most of the noise, so if we could change some more of the traffic to the east, that might be useful. One way we can do that is designating a calm wind runway. What that means is, when the wind is calm as defined by the FAA, we could have a specific runway designated on 27R/27L. That would be one way to move the slower traffic to the east.

Another way to do it would be to say it's actually a noise abatement runway. Pilots of jets can land in the opposite direction to the wind up to 8 knots. We could say that the wind is below 8 knots, we would be on a 27 operation, we would be on a west operation. Just trying to take some of the 70% – 80% of the noise to the west and bring some of it to the east. That would be a way to spread the pain.

Mr Reda said 90% of our traffic can't take an 8 knot tail wind. The bug smashers would be into the wind which is their preferred choice no matter how slow it is. We can't go in opposite directions with jets and prop aircraft. It would have to be below 5 to even consider it.

Ms Staub said we would have to discuss this with L3, it's too bad they weren't at the meeting today. But even below 5 is something.

Mr Reda said jets only make up around 10% of our traffic. The west is the more populated area, and if you are taking departures out over more populated areas, you are making more noise where there is population. He has been at the Airport 15 years, and we have always had 9s as our calm wind, because we want to make noise out where it is less populated.

(Member of the public asked a question) You said that departures are the noisiest, but they climb out, they are not going to be as noisy as the approaches. Mr Reda said he would agree to disagree, he understands what he is saying, that they are going to get higher, faster. Member of the public said he lives at Mayfair Country Club. Mr Runkel said he is at Timucuan, which is also on the west side, and it seems like on the departures there is a varied pattern that they leave on, rather than just coming straight in, whereas most of the arrivals come right over his house and the golf course, so for him noise wise, it seems that the arrivals are noisier.

Chairman Speake said they are turning sooner too, so that probably has something to do with it. The software we use has some features that we have live (that are not available to the public), you can pull up an address, and a track, and you can follow it all the way along the track. Every so often, you can see that blip move, and it will give you the altitude, speed, and some other data. From the climb standpoint, and from the approach, you can see exactly where that aircraft is as it relates to an address. Chairman Speake said he will demonstrate that at the next meeting.

Mr Runkel said one of the proposals talks about extending hours, obviously the winds are typically quieter in the morning and late at night, as far as the knots he's not sure, but could these take offs be changed during the day? Can you take off going west early in the morning, and if the wind kicks up you have to change? Mr Reda said yes, that's what they do.

Mr Runkel asked if most of the complaints are early and late complaints (other than Geneva). Chairman Speake said it's all over the place. Mr Runkel said when one comes in at midnight, that can be more annoying than during the day for him.

Chairman Speake said looking at the first page, on April 5th, there were complaints at 7.16am, 7.36am, 8.03am, 9.21am, 9.33am, it runs all the way through. At 3:00pm it stops, and then it continues on through 10:30pm, 10:50pm, 11:00pm; it's all throughout the day. The complaints are from two people, one is concerned about jets, and the other is concerned about the light aircraft.

Mr Carew said Vector/VNOMS is back to being an excellent provider. For about 15 – 18 months there were some issues. Before SANAC meetings he generally observes the heaviest days, and it's back where it's providing the kind of information that SAA are paying for. Chairman Speake said we had taken Mr Carew's comments to them, and they have continued to tweak it. They will be taking it down again tonight for some service.

Mr Carew said with this informal adoption of giving a clearance to 5,000 ft on departure, he has noticed that we are almost getting an immediate turn on course, where before they weren't. So, departures are not as noisy in any direction as they were before. It used to be published on airport charts (it's not any longer) that on any runway, 15% either side of the center line on departure up to 5 miles was considered noise sensitive. That used to be published in charts because we had stage 2 airplanes back then that were very noisy, and we did not have the kind of control we have now. So, while departures are generally noisier for the time and space that they occupy than arrivals, there has been much improvement.

Chairman Speake said the departures is the easy one. The practice approaches, we are going to continue to get busier, and you're not going to fit the amount of traffic that L3 has onto 1 runway, and it's not just L3. We also get Embry Riddle, Ormond Beach, Flagler, and Melbourne flight schools here.

Ms Staub asked if they would block up both runways, 24/7. Chairman Speake said he is not saying they would block up both runways, he is saying that shifting all the flight training to the south runway would stretch the approach out to Sorrento.

Mr Reda said one of the things the Tower does is to keep the fast movers on the north side and the slower movers on the south side, so they don't have to constantly keep peeling them apart. They keep the Cessnas and Cherokees on the south side as they are all a similar speed, and the Seminoles and Cirrus on the north side because they are a similar speed, but they are faster than the Cherokees and Cessnas.

Chairman Speake said you see a much heavier concentration on the south runway for about half the week. There are some days where it's roughly equal, but, that south runway is getting the majority of that.

Ms Staub said she would like to have the Committee consider it.

Chairman Speake said we will have to consider the calm wind runway. There are some safety issues with that. We can certainly consider all these things; all of this is up to Air Traffic. The

Airport can support them, but it is ultimately up to Air Traffic. As for the Tower being open for longer, that is something that he and Mr Reda worked on prior to Covid. With Covid and the drastic reduction in service and operations, it really put any argument that we had to bed. Things are starting to get busier, one of the big issues was safety, which he mentioned earlier, between the large planes and the small planes. Primarily that was affecting things after 11:00pm, not so much in the morning, because the flight training pattern guys returning from cross country aren't occurring at 6:00am. We were looking for 24 hours; but we were getting some traction for a 2 hour or a 1 hour extension. Mr Reda said one of the biggest concerns was that 30 minutes alone means the Tower would need 4 or 5 more employees, because we lose the overlap, so now we need to have a midday crew just to get over that shift change. Right now, all the shifts cross over, but if we even add 30 minutes, we lose that crossover.

Ms Staub asked if Mr Reda has to ask the FAA for more staff. Mr Reda said he was counting traffic from 11:00pm to 12:00am and 12:00am till 1:00am. Chairman Speake said we average around 100 to 130 commercial operations a month after hours (either before 6:30am or after 11:00pm). To him, that is a high number considering the amount of flight training activity that is occurring here as well. Most of those are after 11:00pm.

Chairman Speake said he believes as we continue to get busier with our operations, that will be a conversation that can be started again, and it may carry a little traction. Mr Reda said he will start counting again, he has been gone for a while.

Mr Carew said everyone recognizes (at least in the communities he has talked to) that SANAC is a facilitator. They bring all of us together and we share some ideas and then we look for people to take the lead on certain things. Of the things that DJ has raised today, the one thing that he thinks has some immediate possibility, and he thinks that it's in the control of the Tower (it doesn't have to go to F11), is something about a calm wind runway.

Mr Reda said it has always been 9s since he has been here, and that is probably because the MD80s were definitely noisier on departure. Mr Carew said of all the things that Ms Staub had presented, the one thing that is in lawful control is the calm wind runway. Since we are coming together in facilitation, is that something that is feasible? Mr Reda said we can definitely look into that.

Mr Runkel said that's not going to reduce the sound, just spread it to a different direction, more take offs going west. Ms Staub said that's what it used to be, so people have looked at this already.

Chairman Speake said as Mr Carew had said, Air Traffic would have to push certain things, and he asked Mr Reda if this was something he could take on. Mr Reda confirmed he would be happy to look into it.

Chairman Speake asked if Mr Reda or Mr Aftonomos would be able to bring something back to the next meeting in September to discuss further, or at least contact F11, or whoever is appropriate. Mr Reda confirmed that he would be able to bring something back to the next meeting.

Chairman Speake said this is what they said they would try to do. Mr Reda said yesterday he was working in the north tower, and he flashed 4 Allegiants that were waiting to take off, and all 4 of them got 5,000 ft. Then another one 10 minutes later got 5,000 ft, so while he was working, 100%

of the departures got 5,000 ft, but that's because there was nothing going in and out of Orlando Executive.

Mr Carew said the first consideration for anything talked about in the SANAC meeting is safety.

V. FUTURE MEETING DATES

- September 19, 2023
- March 19, 2024
- June 18, 2024

Chairman Speake said bylaws state that elections are supposed to occur (the new Chairman is set by the Airport Authority Board) in the October Board Meeting, and the SANAC meeting will follow. In the bylaws, the October SANAC meeting is a mandatory meeting. Therefore, he is going to propose that we move the mandatory meeting from October to September, because otherwise the change he has tried to make won't work. He is going to put an amendment to the Board to change our bylaws.

Motion to present to the Airport Authority Board to propose to move the mandatory meeting from October to September made by Mr Runkel, seconded by Ms Staub. Chairman Speake said he would present that at the July Board Meeting.

Meeting adjourned at 10:15am.

Voting Members

Brad Schramski, Airline Representative, Allegiant
D J Staub, Seminole County
Chairman George Speake, SAA
Mark Austin, Seminole County
Scott Runkel, City of Lake Mary

Non-Voting Members

Maya Athanas for Jeff Hopper, Seminole County
Chris Carson, City of Lake Mary (dialed in)

Others Present

Mr Carew, Heathrow resident
Bob Waters
Steve Smith, SAA Board Member
Kayla Boccuzzo, Allegiant