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**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, JANUARY 30, 2018 – 10:30 A.M.**

I. CALL TO ORDER

The regular meeting of the Sanford Airport Authority Noise Abatement Committee was called to order at 10:30 a.m. by Chairman Rocky Harrelson.

II. REVIEW OF JULY AND OCTOBER MINUTES

Chairman Harrelson said there were some issues that needed to be brought up regarding the July minutes before they could be approved. Chairman Harrelson asked Mr Carew if he would like to address his concern about the July minutes. Mr Carew said he thought that his comments in his email to Chairman Harrelson were sufficient; he did not want to take any more time. Chairman Harrelson said he thought Mr Carew's intent was to have some of the minutes either revised or struck. Mr Carew said that was the case, but he made any kind of direction that he asked the Committee to consider in the email he had sent to Chairman Harrelson. Chairman Harrelson said the Committee didn't know that, and he asked Mr Carew to tell the Committee what he would like to have changed in the minutes. Mr Carew started to read from the email he had sent to Chairman Harrelson on January 25th:

"To assist the SANIAC in a more effective use of all attendees time at the meeting of January 30th, I am submitting several items in advance to be presented the committee for consideration and appropriate action.

It was brought to my attention at the SANIAC meeting of October 24th, 2017 that the draft minutes of the July 18th SANIAC meeting may have errors and omissions.

It was noted that my comment to the Committee regarding the possible altering of the 9L take off heading was not included in the minutes. My comment was relevant to the discussion between committee members and Ms Marsden about her continued noise complaints. Ms Marsden's property is roughly 3.5 miles from the end of 9L, so she will always have some higher level of noise exposure than most. However, in the interest of seeking any possible relief for Ms Marsden, which should be the Committee's objective in concert with its Mission Statement, I postured an observation utilizing Mr Kevin Thompson's overhead projection presentation of the Airport as an aid. My observation was that the currently assigned take off heading for turbo jets is 080 degrees, an exception to the Sanford Seven Departure (a runway heading of 090) for which the tower has no record of its purpose, and which places aircraft overhead Ms Marsden's property with most every take off.

Looking at the geography of the area east of the Airport it is reasonable to see that an assigned take off heading to place aircraft over the St. John's River would likely reduce noise to all residents of that area.

My point, though perhaps not as distinct and clear as I would have preferred, was that since the currently assigned take off heading appears to be arbitrary, perhaps this is a subject for consideration by the Committee for resident relief to the east of the Airport."

Chairman Harrelson interrupted Mr Carew to ask if he was suggesting that the minutes did not address the 10 degree heading change and it should be included. Mr Carew said there should be some consideration of that concept, but he was not basing any correction on his observation, he was basing that on the recorded minutes.

Chairman Harrelson said if that is correct, if that was said (he did not recall if it was said), we have to amend the minutes. Mr Speake said he did remember the conversation, now it has been brought up, and we acknowledged in October that the recording of the July meeting did cut off 3 minutes into the Public Comment period. Mr Carew said that this particular discussion was in the recorded portion that was not affected.

Mr Speake said we will go back and pick it up, it should be there and we will include it.

Ms Crews said that it is important for everyone on the Committee to know that we don't do verbatim minutes. We have gone a little beyond what would actually be required as far as doing motions; a lot of boards just do motions. But we have somebody who has read our minutes and would like something that was said to be included in the minutes. Mr Speake remembers that it was said, and it is on the tape that it was said, so it is for the board to consider whether they want to make an amendment to the minutes. Mr Speake said the minutes are not a transcript, but something like that was a very valid point and it should have been included, he remembers the conversation with the tower. Mr Carew said no one expects a transcript, but we do anticipate that when discussion is included that it be relevant and correct. Mr Harrelson suggested that the Committee do not vote to accept the July minutes until they are corrected, or until this information is added, and that this be done at the next board meeting.

Mr Speake said it would be helpful if Mr Carew's letter could be forwarded to him, so we have something to work from to make sure that we capture it the way Mr Carew feels it needs to be captured. Mr Carew said he addressed it to the Chairman, he didn't know that it would not be disseminated from him. He said professionally, from his background, he sends communication to the Chairman and then he determines whether dissemination should take place. Chairman Harrelson said he would do that in the future if that is what his expectations are. His attitude was that it was a personal communication between himself and Mr Carew, and he would never not honor a private communication. He did not understand that Mr Carew wanted it disseminated, or he would have done that. Mr Carew said he didn't want to feel as if he was going beyond his authority as Chairman to speak to the other Committee members, it needed to go to the Chairman. Chairman Harrelson said we have now got that straight, and told Mr Carew to feel free to speak to any Committee member, but he would like to be cc'd. Mr Carew asked Chairman Harrelson, instead of taking up more time, and since you are going to defer the minutes until the next time, wouldn't it be more time efficient if we just made copies and left it with the Committee? Chairman Harrelson said that would be fine, and said that Mr Speake is the only one who needs this, as everyone else is in agreement that the conversation occurred, so we just need to rectify the minutes.

Mr Speake said we now need to approve the October minutes. Chairman Harrelson asked if there were any comments on the October minutes. Krysty Carr made a recommendation to approve the minutes, Mr Speake seconded it and the minutes were approved.

III. ELECTION OF VICE-CHAIRMAN

Mr Speake said because there was not a quorum in the October meeting, we could not have an election of the Vice Chairman, so that needed to happen. He said Krysty Carr has been serving in that role for a while and doing a fine job, so he would like to make a motion that we re-elect Ms Carr as Vice Chairman. Wade Hawker seconded that. There were no other nominations and Ms Carr was re-elected as Vice-Chairman.

IV. NEW PUBLIC COMMENT FORM/PUBLIC SUBMITTED AGENDA ITEMS

Mr Speake advised the Committee that we are going to introduce a new Public Comment form. It has been designed to capture information for anyone that wants to speak and the subject they want to speak on. On the back there is some basic information about what we are expecting of that person and the form. It is essentially the same form that is used at the board meetings, modified to apply to SANAC. Anything that is on the form as far as rules, the Chairman always has the ability to go beyond this. We are not instituting the form from this meeting, as it has not yet been presented to the Committee. Copies were handed to the public. Ms Carr asked if the form would be available to download. Mr Speake said it wouldn't, but it would be available on a table outside the boardroom, as it is in the board meetings. It can be filled out and handed to him or the Chairman as the meeting starts, or even during the meeting, and then we will know that those subjects are going to need to be dealt with.

Chairman Harrelson asked if the public had any questions or recommendations regarding the form.

Chairman Harrelson said he wanted to talk about publicly submitted agenda items, which is in line with the form that is being introduced. He would like to have an agenda for each meeting; one of those items would be speaking from the public. Mr Speake said they could either fill out the form on the day of the meeting, or if they would like something specific discussed on the agenda, they can contact himself or Julie Sawyer prior to the meeting and we will make sure that subject gets added to the agenda.

Chairman Harrelson said he would like to know in advance if someone would like to speak, we may have to limit it as we only have an hour in the room. Mr Speake said the Chairman had said we would have to limit that subject matter by the public to a about a 4 minute presentation, and then we would be able to discuss the subject.

Mr Petito asked if the form had been designed to evoke more public comment, or designed to put more control in. Mr Speake said it has been designed to coordinate it, because right now when we get the public comment, the meetings go into a variety of different directions. If we know we are going to have 3 subjects, or if 3 people walk in with the same subject, the Chairman is then able to open it for public comment and say we have this subject that has been brought forward and we are going to discuss that first, and then after that it can be opened up to something else.

Ms Crews said it can also provide us with additional contact information to follow up.

NOISE REPORT

Review of 2017 Data

Mr Speake stated that in 2017 there had been 6,421 complaints from 129 different households, and he listed the names and locations of the top 10 complainers.

No of Complaints	Name	Location
1,795	Jane Marsden	Geneva
1,263	Dawn Kruger	Heathrow
773	Debbie Whalen	Heathrow
389	Michael Dissinger	Heathrow
333	Ali Kadir	Lake Mary (Magnolia Plantation)
233	Debra Turner	Heathrow
230	Philip Castle	Heathrow
167	Stephen Stankovics	Lake Mary (Hills of Lake Mary)
94	Deborah Accordino	Sanford
90	William & Susan Tutwiler	Heathrow

Mr Petito said he had a question from the Heathrow board of directors, he wanted to reference a letter Mr Speake had sent him dated January 12th, 2017, where one of his responses was:

“Along with other staff, I review all data collected by public reporting of aircraft noise on the noise complaint form each month. The same data is presented to each Committee member during the SANAC meetings. There have been no specific objectives set in relation to this data, other than when we believe we can minimize the effects of noise on someone, we will.”

Mr Petito asked Mr Speake, you have got 6,000 data points in your review. Was there a belief that there was an opportunity to minimize the effects of the noise? Or are we in kind of a "we review, but we really can't move forward with any of that data?" Mr Speake replied that in his opinion, the majority of the complaints are coming from aircraft that are in the traffic pattern, they are on the approach, they are on the departure, and there is not much that can be done to move those aircraft. He asked the Tower to concur or disagree with him, Leeann Carter from the Tower agreed. Mr Petito concluded that it seems like whether it is 6,000 or 12,000, the results will be as they are; we're not going to get much movement. Mr Speake said with the exception that some of those complaints are about engine run ups, and we have some things that are on the horizon and some things that we are looking to do that will potentially help some of those people.

Chairman Harrelson said he would like to ask the tower what is going on with the 10 degree heading change. Mr Privette said the 10 degree heading change has to do with aircraft departing to the east, out over towards Geneva. He said we had talked a lot about the Sanford departure, how it states runway heading or 095 degrees coming off the Sanford, going in that direction. But because of the dynamics of Cedar Knoll aircraft that are always in the area, we turn our planes to the north. At night, when this place is closed, and they take the Sanford eight departure, they fly the runway heading. They fly the 095 heading unless approach see something or there's nothing out there and they can give them a direct turn to get them on course.

He said it's not a highway to speak of, because it's just airspace and we try to get planes between point A and B as quickly as possible. The 10 degree heading change to the east has to do with, right now, we are sending every turbo jet that comes off the Sanford onto a heading of 080.

Chairman Harrelson said we were talking about turning them to 070. Mr Privette confirmed that is the plan, they got approval through environmental during the month of December. They are working with Orlando to get the implementation of this new heading, they were hoping to have it started by last Monday, but it hasn't happened yet. There is a lot of coordination that has to happen between the tower and the TRACON tower and Daytona, because they send us planes which come in this direction. We have to make sure all these conflicts are out of the way, and he believes they are. We just have to get things implemented and it takes time, you have to brief everybody.

Chairman Harrelson asked Mr Privette, by looking at the map of where the complaints are, would a 070 heading occur before Ms Marsden's property? Mr Privette confirmed that it would, a 080 heading occurs before Ms Marsden's property. Mr Privette said there are a couple of things that have happened since November that the Committee/the public do not know about. In the October meeting, it was discussed that Sanford was in the middle of an airspace design. All over the Orlando area, we've redesigned all the airspace and how we deal with our departures and how quickly Orlando can identify the aircraft and get them on course. From what he has noticed on the radar track, they are getting turned sooner than they were 4 months ago. Instead of travelling out on a 080 heading, stopping at 2,000, getting identified and then powering up again and starting a turn, they are able to turn them sooner, depending on the traffic to the north and north east of the Airport. He hasn't talked to Ms Marsden about it, but he would like to know if that has helped.

The second thing that is going to help is the fact that 10 degrees to the north is going to shift those planes roughly 2,000 to 3,000 ft to the north in those turns, plus they will be higher. But if they are turning sooner now than they were before, that is also helping. So there's a couple of things at play, if you're at an 80 heading, you get turned sooner, that puts you on course. If you're on a 70 heading and get turned sooner, that's even further away. Chairman Harrelson suggested we may be moving the problem; we may have a different Ms Marsden at the next meeting. Mr Privette replied that they did an environmental study (which is why it took so long) and right now it is an unpopulated area. The only kickback he can see is that exhaust noise may be closer to the Airport now. Chairman Harrelson said that we should share the wealth as Ms Marsden is very tired of it, so we should do anything we can to help. Mr Privette said Orlando were supposed to be at the meeting, but they couldn't be there. Chairman Harrelson asked Mr Privette what his best guess would be. Mr Privette replied that we should have had an answer today, as we could have talked to Orlando, but he would guess that 14 days from when we can get them to say we are going to start. It takes two weeks to get everything off the ground from when we get the yes from them. We should have had a yes in December, but they are concerned with some things and wanted to make sure that we did everything correctly. We have done more than we should have done, so we are ready to go and he is confident it is going to help. Ms Carter said she would be contacting Orlando straight after the meeting.

Mr Privette asked Ms Marsden if she had noticed any changes at all in what's going on to the east. Ms Marsden replied that she is getting more arrivals than departures right now, they are lot more frequent. Mr Privette said arrivals are harder to move than departures.

Ms Marsden said she would like to ask Mr Privette about how low the arrivals are coming in. Mr Privette said he does not have an answer for her, our minimum altitude out to the east is 1,600 ft. Ms Marsden said she can see where some are coming in at 500 ft, she took pictures through FlightAware, and a lot of times when that happens you have 3 or 4 coming in at one time. She has done print screens from FlightAware showing what the level is. Ms Whalen said she had brought a report with her with lower numbers as well. Ms Carter said that seemed inaccurate, and she would not consider that a reliable source. Ms Marsden said the reason she can say that it is fairly reliable is because she is witnessing it. The ones that are higher are not nearly as loud. Ms Carter asked Ms Marsden if she knew what 500 ft above her head looked like. Ms Marsden replied that she can tell you what is louder versus what's not as loud.

Mr Privette said that FlightAware uses a GPS signal and they have a 2 – 3 minute lag time, they are not getting their data from the tower. He doesn't know how FlightAware get their data, but the tower use the real radar. Mr Privette said he gave Mr Speake some information about altitudes that people had questioned. Mr Speake confirmed he had spoken with Mr Kadir and Ms Whalen to share that information. Ms Carter suggested they pull the radar data, because the radar data would have an altitude read out, and they can get that at any time. Ms Whalen said she would love to see the radar data. Ms Carter said if someone is 500 ft, 10 miles east of the Airport, that is a huge problem, they are crashing.

Chairman Harrelson said he is a general aviation pilot, and he feels perfectly safe flying under 1,600 ft because the tower guarantee him that he is safe. If they are letting people go below 1,600 ft, he wants to know about it. Ms Carter said they do, it's called a low altitude alert. If you are below the minimum vectoring altitude, she immediately has to key up and say their call sign, low altitude alert, check your altitude immediately, etc. Otherwise if they crash, she would be in court.

Chairman Harrelson asked Ms Whalen if she had a report of lower aircraft also. Ms Whalen said she doesn't use FlightAware, she uses ADS-B Exchange which is probably similar, so maybe it's not accurate. She had printed out some copies, she had done a sampling of 4 different dates. The first date is in December (the other 3 are in January) and it shows 4 different times below 1,500 ft. It is just a sample of what goes on a lot. Ms Whalen said that Mr Speake was kind enough to give her a radar height, she looked at that plane and it said 1,500 ft, they are low over at her house. Some are worse than others; a lot are higher than 1,500 ft.

Ms Carter said MD80s are the major noise maker, air buses are not nearly as loud, the MD80s are old and that is the problem.

Mr Speake asked Mr Privette if the tower could go back and look at the same tracks for the dates in January and see if they differ. That would tell us whether or not the print outs are correct according to the tower's radars.

Chairman Harrelson asked Mr Privette if an aircraft goes below 1,500 ft, how quickly does he get an alert on that? Mr Privette said the radar sweep is roughly 4.5 seconds around and it would depend on how many hits it takes for it to realize it's happening, it happens rather quickly; he would say within 12 seconds. Chairman Harrelson asked if an alarm would go off if you see a plane at 1,400 ft. Mr Privette replied no. Chairman Harrelson said 1,500 ft is what we expect him to be at, but obviously people can be 50 or 100 ft low, it's not unheard of. Mr Privette said if the plane was at 10 ft and the radar could pick it up, they wouldn't get an alarm. The alarm measures the rate of descent, if it sees you coming down fast and it anticipates you are going to go below where you are supposed to be, it will go off.

Chairman Harrelson asked at what altitude below 1,500 ft you tell them they have to climb. Ms Carter replied that she thought that as you are descending on the approach, it is not necessarily going to go off, because at this mileage they are supposed to be here. Chairman Harrelson said out here where they are maneuvering is what he is asking, he's not asking about the approach, because obviously that is changing. But out here where this guy is at 1,200 ft and he ought to be at 1,500 ft, how long? Mr Privette asked why he should be at 1,500 ft. Chairman Harrelson said he thought he should be at 1,600 ft, because that is the limit. Mr Privette said if they are talking to approach control, yes. If they are not talking to approach control, you can go at any altitude you want that you deem safe.

Mr Speake said at this point they are about 6 to 7 ½ miles out, so they should be talking to approach, not the tower. Ms Carter said if we are talking about Allegiant, yes. Chairman Harrelson asked if Allegiant would ever not have contact with either ATC or the tower, they are required to go from one to the other.

Mr Privette confirmed that was correct. Ms Carter said that when the tower is closed at 11:00pm, approach cancels their clearance once they know that they have the Airport in sight and they are talking to the CTAF. That is the only time they are ever not talking to an air traffic controller. Chairman Harrelson said he was wondering how they could get below 1,600 ft without somebody knowing it, can they only do that at night?

Ms Carter said at 7 miles out, it is possible they are talking to Orlando approach still and not talking to us. Our letter of agreement with them says they will be talking to us no later than 5 miles. So approach is calling traffic, trying to make sure that the sequence is appropriate between other aircraft on final, they are trying to make sure all the conflict is resolved before handing over communications. It is possible that they are not talking to him yet at 7 miles, every aircraft is different.

Review of Data from October, November & December 2017

Mr Speake presented the noise complaint data for the month of October.

For October there were 507 complaints from 21 households. Two of them were new and they both lived in Sanford. One of them was Commissioner Art Woodruff.

October 2017	
Total Operations	26,172
Total Noise Complaints	507
Noise Complaint Line	8
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	287
Evening (19:00 – 22:00)	154
Night (22:00 – 06:00)	66

Complaints by Residential Area – October 2017

Geneva	72
Heathrow	397
Lake Mary	21
Sanford	17
New Households	2
Repeat Households	19

Mr Speake presented the noise complaint data for the month of November.

For November there were 1,228 complaints from 33 households. Eight were new, one from Deltona (which did not show up on the map), one was from Heathrow and the rest were from Sanford. Most of the Sanford complaints were due to the engine runs.

November 2017	
Total Operations	27,213
Total Noise Complaints	1,228
Noise Complaint Line	16
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	801
Evening (19:00 – 22:00)	294
Night (22:00 – 06:00)	133

Complaints by Residential Area – November 2017

Deltona	1
Geneva	366
Heathrow	383
Lake Mary	440
Sanford	38
New Households	8
Repeat Households	25

Mr Speake presented the noise complaint data for the month of December.

For December, there were 554 complaints from 21 households. One of those was new, from Sanford, again due to engine runs.

December 2017	
Total Operations	22,753
Total Noise Complaints	554
Noise Complaint Line	11
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	332
Evening (19:00 – 22:00)	158
Night (22:00 – 06:00)	64

Complaints by Residential Area – December 2017

Deltona	1
Geneva	226
Heathrow	214
Lake Mary	71
Longwood	1
Sanford	41
New Households	1
Repeat Households	20

Mr Speake said the majority of the Sanford complaints were due to engine runs, they have crept up in the last few months both in frequency and duration. People hear it for 15 to 45 minutes, sometimes at 2:30 am, that is obviously a concern.

Mr Speake said that the good news is that the MD80s that create the majority of the noise will be gone from service by November 28th, 2018. They may still be physically here at the Airport, as this will be their final destination before a decision is made on whether they are being sold to an overseas airline or being demolished. The A320s are newer technology so they are much quieter. They will still have to do engine runs occasionally, but they will be much quieter (they are lower profile). The frequency will be a lot less because of the fact that they are newer, they should not break down as often, but there will still be engine runs. There are engine runs from A320s now, he hasn't been able to break out how many complaints we get for A320s versus MD80s, Kevin Thompson might be able to help him with that at some point. Mr Thompson said he didn't think he had ever seen an A320 go to 18/36 for a run, they usually do idle runs on the ramp, so you have some protection from the building.

Mr Speake said we ask our airlines to run engines on the taxiway right by the terminal at night when we can and that somewhat protects people to the south, not so much to the north. The aircraft have to run into the wind, so if the wind is from the north or south they are going to 18/36 and there's not a lot we can do there. We also have in our capital improvement program to have a Ground Run-up Enclosure (GRE). It's a building enclosure that the aircraft would taxi into; they would run their engines there. That reduces the level by 7 dB. It doesn't mean that people won't still hear the engine runs, but those are the things we are working on.

Ms Crews said we are talking about an 8 million dollar expenditure, putting them on our JACIP, our capital improvement program through the State, doesn't ensure that we are going to get the funding. But without it being on that plan, we can't get the funding. And they're also having our lobbyist look to see if there are any alternate strings of revenue that might facilitate that.

Commissioner Woodruff said he lives nearby and the 4:30 am engine runs bother him. He wakes up at 5:00 am, so the 5:00 am ones don't bother him. He has heard a significant number of complaints, starting in November, either directly or on social media. He does not know if it was a change in the weather, but November seemed to be particularly bad. Mr Speake asked if it was early November. Commissioner Woodruff said it was the week before Thanksgiving. Mr Speake said there were a lot of maintenance issues that week, he talked to the Maintenance Director several times that week about what was going on and they just had a lot of maintenance problems. They try to keep their engine runs between 6:30 am and 10:00 pm, but sometimes operational requirements are that they need to run those engines for the next day's flights, or else you would have an unsafe aircraft or not enough aircraft for that day.

Mr Speake said that the Operations Department is notified before they go out so that they can make sure they are going to the proper locations. A lot of times, these are things (as Mr Thompson was saying) that are just an idle engine run, which you probably don't hear. There are lots of other engine runs that you don't hear, but when they have to go full power, you're obviously hearing those. They are typically longer engine runs as well, at least 15 minutes is about as short as you are going to hear when they are doing that.

Commissioner Woodruff asked if it would be possible for him to get a report of the times and dates of the engine runs.

Mr Speake said he has asked the Operations Department to start tracking the engine runs a little bit differently. The engine runs are included on the daily log, so he can see the engine runs and he can look at the complaints and match them up to try and get a trend. They schedule their staff based on the maintenance they know they are going to have to do on the aircraft. He does not believe there is a reason they should need to run aircraft engines on Monday night, because Tuesday is essentially a no-fly day, except that they bring a heavy amount of staff in because that is when they can work on the aircraft, because they are not flying. But, if we are seeing a higher trend on Monday nights than we are on Wednesday nights, that would be an issue. On Wednesday night, Thursday is a heavy fly day, so there should only be what is necessary on a Wednesday night for an engine run to get ready for the next day. Operations are going to start putting it all on a log sheet, so we will be able to look at the total engine runs for the month and see if there is a trend that makes sense.

Chairman Harrelson asked Commissioner Woodruff if he was asking for a record of what happened in January. Commissioner Woodruff said he would be happy going forward. Mr Speake said that his intent would be that this would become part of the Noise Committee report going forward.

Chairman Harrelson said he would like it recorded that Commissioner Woodruff had not asked for anything up to this date.

Chairman Harrelson asked if anyone else had any comments. Charles Carroll said it was his second meeting; he was trying to understand some of the things that we are doing. Rather than just sending in his complaints, he thought he would get educated. He has noticed some difference of late comparatively. There are still a lot of noise problems and there are still a lot of planes flying low, but he doesn't have any equipment to tell him the height they are at.

Mr Privette asked Commissioner Woodruff if he lives north or south of the Airport. Commissioner Woodruff replied that he lives on Mellonville, south of the Airport. Mr Speake said the engine run complaints come from all around the Airport.

Mr Privette said the wind plays a big part of where the sound goes. Krysty Carr mentioned that cloud cover will also affect things. Mr Speake said there is a person on the other side of Lake Jessup who also makes complaints; the water will carry that noise as well.

Chairman Harrelson asked Fred Ganas, Jr if he would like to comment, as he was the only member of the public that had not yet commented. Mr Ganas said it was his first meeting, he is here for the same issue and he has lived on the other side of Golden Lake all his life, even when the Naval Air Station was here.

Mr Speake said that we have now purchased the new noise monitoring equipment. Mr Thompson has tested it at the Airport and Mr Kadir had requested for it to be brought out to his property, we are planning on doing that next Friday. We will present the results to the Committee in the April meeting, and present it to Mr Kadir prior to that. Mr Speake asked Ms Whalen if she would still like to have the noise equipment brought to her property, as she had previously requested this. Ms Whalen said that she had heard that it was 24 hour continuous, so as the planes are only 8 or 10 seconds a piece, for the other 23 hours it's not going to register anything, so it would not be necessary. She did not want the expensive equipment on her property.

Mr Carroll said he would still like the equipment to be taken out to his property and confirmed he does have a fenced in area. Mr Speake said Mr Thompson or Ms Sawyer would reach out to Mr Carroll to coordinate a date for this after the equipment comes back from Mr Kadir's house.

Other Liaison Reports

Allegiant Air

Nothing to add.

General Aviation

Wade Hawker said L3 are still increasing and getting busier. They are at around 520 – 530 students and they are looking at expanding up to Jacksonville a lot more. They are increasing the fleet here; they have received several new aircraft. They should be at 130 aircraft by the end of it all.

Chairman Harrelson asked if L3 are getting any turbo equipment. Mr Hawker replied that they have King Airs which are turbo props (prop driven jet engines), but they are not as loud as the MD80s.

Mr Speake said that is good because we do have people who have complaints regarding the small planes as well.

FAA

Nothing to add.

Comments from Committee

No comments.

V. PUBLIC COMMENT

Mr Petito said it is referenced in the July minutes that he had asked for a document listing the SANAC accomplishments, so that when he puts the next Heathrow Living article in place, it's not misrepresenting what has been done. He would like it to be accurate and clear so there is no confusion. It was said that Ms Crews and Mr Speake would both take a look at putting something together, but he hasn't seen anything yet. He wanted to know if that was still in process. Mr Speake said the goal was to put that on the website, he did not remember that Mr Petito wanted that for the magazine, although he did remember that Mr Petito had requested him to write some information for the Heathrow Living magazine. Mr Speake said he would defer to Ms Crews as to whether or not that is something we should be doing. Ms Crews said we could provide Mr Petito with a list of accomplishments. Mr Speake said the list was being put off because they are redoing our website and it is taking longer than we thought it would, the website in general, not just the SANAC portion.

Debbie Whalen asked, if the planes are flying lower than they should be, what is the next step? How do you get them to fly higher? Is there a correction? How does that correction get made? What steps are taken? Is there a process?

Mr Privette replied yes, they should be crossing a certain point at a certain altitude at the same place every time: 1,600 ft. Depending on the wind, the pilot, all sorts of things. The plane, when it gets down below 2,000 ft on an approach, is roughly being hand flown at this time.

Rob Butler said that the pilots are very cognizant of the altitude that is assigned to them, it's not like they get to waiver around it and get to the general vicinity of 1,600 ft, they go for exactly 1,600 ft. The auto pilot goes on pretty quick, so it will level off at exactly 1,600 ft. The pilot wants to be at 1,600 ft. If he's flown it off too high and gets an altitude deviation, that gets flagged with the FAA and there could be recriminations on that up to and including suspension, time off and so on. They do everything they can to stay within those boundaries.

Ms Whalen asked what the internal tracking mechanism for them is. Chairman Harrelson said that Mr Privette would report them if they got off altitude, and the FAA would take their license. Mr Speake said the starting point for this would be for the tower to go back and review the data that Ms Whalen had provided, to see if the aircraft were at that height.

Ms Carter said she would like to add that they have a less than 300 ft tolerance. So if she assigns an altitude of 1,600 ft and you are within less than 300 ft on either side, that would be considered compliance. Ms Whalen said that is a great answer, because if we are setting this value at 1,600 ft and it's not 1,600 ft, it's 1,300 ft, a lot of these (there's a 1,250 and a 1,275), are within 1,300 ft. So now the value is 1,300 ft and not 1,600 ft, that's huge.

Mr Butler said they don't say anywhere within 300 ft is good enough; they always go exactly for the assigned altitude. There is a little bit of a buffer on either side of it, but it's not like they have the latitude to go well let's just level off at 1,400 ft or 1,500 ft, because I really don't want to level at 1,600 ft.

Mr Speake told Mr Butler that the tower will go back and review the data from Ms Whalen, and when he gets the responses on the particular ones that she has presented, he will forward the information from the ADS-B Exchange along with what the tower had to him.

Ms Carter said when she talks about the 200 ft on either side, that is a radar display issue; it also makes sure that the equipment is functioning properly. If one of the pilots comes back and says I've got my altimeter plugged in here and I'm showing I'm at this, but we're not displaying that, we may have a malfunction on our end.

The meeting was adjourned at 11:30 a.m.

Voting Members

Present

George Speake, SAA
James Wilkes, City of Lake Mary
Krysty Carr, Seminole County
Robert Butler, Airline Representative (called in)
Rocky Harrelson, Seminole County
Wade Hawker, GA Representative

Absent

Andrew Van Gaale, City of Sanford

Non-Voting Members

Absent

Chris Smith, City of Sanford
Charles Lindsey, FAA Orlando Approach
David Konstan, MCO ANAC
Krystal Clem/ John Omana, City of Lake Mary
Matthew Davidson, Seminole County
Michael Schlegel, Tower

Others Present

Diane Crews, President/CEO, SAA
Jackie Lauterbach, SAA
Julie Sawyer, SAA
Kevin Thompson, SAA
Leeann L Carter, Tower
Rick Privette, Tower

Commissioner Art Woodruff, City of Sanford
Charles Carroll, Enterprise resident
Debbie Whalen, Heathrow resident
Fred Ganas, Jr, Airport neighbor
Fred Petito, Heathrow Resident
Jane Marsden, Geneva resident
Joe Carew, Heathrow resident