

**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 17, 2017 – 9:00 A.M.**

I. CALL TO ORDER

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

Mr Speake explained that Rob Butler, the new Airline Representative and the newest addition to the Committee, was unable to make the meeting in person, but had called in. Mr Butler introduced himself and outlined his responsibilities.

II. APPROVAL OF DECEMBER MINUTES

The minutes for December were approved as submitted.

III. NOISE REPORT

Review of December Data

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

For December there were 590 complaints from 41 different individuals. Mr Speake advised that the complaints from Sanford were mainly generated as a result of night time runs.

December 2016	
Total Operations	22,683
Total Noise Complaints	590
Noise Complaint Line	7
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	388
Evening (19:00 – 22:00)	156
Night (22:00 – 06:00)	46

Complaints by Residential Area – December 2016

Geneva	275
Heathrow	240
Lake Mary	31
Longwood	1
Osteen	1
Sanford	42
New Households	13
Repeat Households	28

Discussion Regarding Letters to and from Mr Petito & Mr Carew (Heathrow)

Mr Speake asked if Mr Petito or Mr Carew had any questions or comments on the response to the letters he had provided.

Mr Petito said he was very pleased to hear Mr Speake’s response that the “Keep em high” and “Keep em clean” programs would be two areas which he would be willing to take a harder look at to see if something could be done.

Mr Speake replied that, now he had had a chance to do some research, it seems that he may not be able to do as much as he had hoped. The feedback he got from talking to one of the Supervisors at the Tower, is that it the “Keep em clean” program would probably be almost impossible to do at this Airport because of the mix of traffic we have here. Mr Speake said he needs to talk to Air Traffic, but he thinks that this is going to be the hardest to accomplish.

Mr Speake said that the “Keep em high” program has been looked at here in the past, and TRACON and others thought that there may be some safety issues with it, so he would just like to leave it at that. He said he would like to discuss this further with the appropriate people, and asked Mike Schlegel to help with this.

Mr Carew advised the Committee that that he and Mr Petito came together because he read the article in the Heathrow Living magazine and he knew, because of his professional background, that unless there was some kind of educational process to Mr Petito, he would probably go off on an avenue that was not productive. He volunteered to give him some education about the process, so they would have a better standing when they came to speak to the Committee.

Mr Carew said he based his initial conversations with Mr Petito on the information provided on the website, he had already raised the issue that the website data is 16 to 18 years old, but that was all he had to go on at the time. Based on the proposal list and the accomplishments list, he was led to believe that the current Committee was knowledgeable of all of those items. Therefore, in his initial letter to Mr Petito, he was trying to distinguish between the requirements of the Committee and the Airport under Part 150, which clearly have been met. He said they would like to find out if, based on what has happened post information of the legal regulatory requirements on 150, the FAA had reached out to operators and users to try to find other means to mitigate noise, because there were other efforts made to try to mitigate noise.

Mr Carew pointed out that in 1998 - 2000, the Committee moved on some of the ideas that were presented. He said that six of the eleven accomplishments listed on the website came directly from opportunities that came out of this collaboration in which there were a number of

tools and each airport could select what might work for them, tailor it and submit it to the FAA for approval. This was what he was trying to explain to Mr Petito.

Mr Carew said that after his visit to the Tower, it seems apparent that in the intervening years some of that knowledge base got lost here, and the basis of his questions to Mr Petito, which he directed to the Committee, was to find out what particular tools the Airport had used back then that are still in effect today. He said that many of those procedures seem to have fallen by the wayside.

Mr Speake replied that they have not fallen by the wayside, but things have changed in what Air Traffic are able to do. For instance, the preferred traffic runway is not something that can be done, as he had described in his letter. Mr Speake said he is going to clean up the website, and the lists will get shorter.

Mr Carew said that Mr Speake's understanding of a preferred runway operation is not the same as his, or the same as other airports in Florida or around the country that utilize it, it's not the same concept as Mr Speake explained to him in the letter. He said he has learned that the airspace around Orlando is going to be completely revamped, the Air Traffic Control people have told him it is in preparation for what they call Next Gen. He suggested that this would be the perfect time to reconsider some of the tools in the tool box.

Mr Speake replied that this had been covered in previous meetings. He explained that he and Ms Crews went to the Next Gen meeting, there is very little to nothing changing at Sanford, inbound or outbound, and there is very little that Air Traffic can do at Sanford, based on what is happening elsewhere.

Mr Carew said he would like to go and speak to TRACON, because he thinks there are still tools that could be used. From talking with the Tower, he does not see that there is an understanding of the kind of tools that are being widely used at other airports. He had brought some copies he had printed to the meeting of the websites of other airports and what they do and offered to share them with Mr Speake.

Mr Speake asked Mr Carew to explain what his opinion of the preferred runway is. Mr Carew said that the preferred runway is not just a singular runway, but a preferred runway operation and it is generally used in a calm air environment, between 10:00 p.m. and 6:00 a.m. and it is primarily a noise abatement tool. He added that in the original accomplishments at Sanford there was a preferential runway.

Mr Speake asked Mr Carew if he had read his response to this in the letter he had sent. Mr Carew confirmed that he had. Mr Carew said that a preferential runway is an operational direction, it does not have take offs in one direction and landings in another. He said a preferential runway is take offs and landings always in the same direction, therefore you can't have conflicting traffic, because the preferential runway describes a preferential direction.

Mr Speake explained that the preferential runway here was 27R, when the weather allowed it. 9L is the preferred landing runway, based on predominant winds. He said about 70% of landings are going to end up being 9L. The Tower has the ability to put 27R in place, however because of the fleet mix at the Airport, an aircraft that might be able to take 27R on a calm day, can't take it at 8 knots, therefore the entire Airport is turned around for 9L because of that. He said that in the past, the Tower had the ability to land opposite direction traffic, and that preferential runway use was a lot higher than it is now, because they can no longer land opposite direction

traffic. So the preferential runway has not been abandoned, it is not able to be used as often as it was in the past.

Mr Carew said that the reason he used his aside about Orlando International is because he was under the impression that many of these answers were going to come from the Air Traffic Control representative, he assumed that would not be Mr Speake's area of expertise. He said that for a long time, starting at around 9:30 p.m. -10:00 p.m., Orlando International Airport went to a North operation, depending on safety and weather permitting.

Mr Speake said that in his response, he had advised that he needed more information on where Mr Carew was headed with that question.

Mr Carew said he was told years ago that this was a noise abatement tool to avoid the Conway area, he knows about this because he had to fly it. When Orlando went to a North operation, the runways were a north operation, there was no south operation, no opposing traffic. The North operation became the preferential runway operation. His understanding of a runway operation is that when an airport goes to a noise abatement preferred runway operation, it does so only when weather permits, the runway operation is for landing and take-off, and approach control is part of this.

Mr Speake suggested that the Tower and Approach should get an opportunity to talk. Mike Schlegel introduced Jeff Holmes and announced that he would be taking over from Patrick Sugrue for the TRACON, as Mr Sugrue had retired. Mr Holmes said he had not had a chance to read any of the notes yet, so he did not want to comment, but offered Mr Carew his card and his contact information.

Mike Schlegel said as far as preferential runways go, they normally select the runway most aligned with the wind when it's 5 knots or greater.

Mr Carew said he knows that safety is the number one condition and that preferential runway is a noise abatement tool usable when weather conditions allow. He said that part of the reason Orlando went to a 9:30 operation, was because the penalty under the DNL increases after 10:00 p.m., they were relieving the noise over the Conway area at night, and it seemed to work well. They built all the runways on the east side, and now it is all the Lee Vista people complaining.

Mr Speake said that we have people living on the east that complain as well, and the other issue is that we close at 11:00 p.m. Although the Orlando approach is still there, the approach lighting is left on the runway that is preferred for that night based on what the last controller in place believes is best.

Mr Carew said that once the Tower closes, it's a free for all. Mr Speake said it is a free for all, except for Orlando approach knows which runway has been left in operation by the Tower. Mr Carew said what he means by that is they would then go on to a common traffic advisory system, so a person could do whatever they want as long as they announce it the normal way.

Mr Speake said they can, except for an air carrier. Ms Carr said that air carriers are the biggest issue. Mr Carew agreed.

Mr Carew suggested that the Airport could have a preferential runway that air carriers would have to comply with, but not anyone else, even after the Tower closes.

Mr Speake said they were back to the issue of Aerosim and the smaller aircraft. He said the majority of the aircraft flying here are operating under IFR conditions, because they are doing flight training. That means they are talking to Orlando approach. Mr Carew asked how much training we do between 11:00 p.m. and 6:00 a.m., Wade Hawker advised that most of the time the training has ceased by 11:00 p.m.

Mr Carew said that six of the nine airports he researched are similar to Sanford and did have noise abatement committees. All six of those airports had a noise abatement preferential runway, it was the only common tool to all six. He had brought screenshots of the websites for three of those airports to the meeting and offered to leave them with Mr Speake.

Mr Speake said that our Airport Facility Directory states that 27R is the preferred runway for noise sensitive communities. That does not mean that 27R can be in operation every night, and he has people from the east complaining as well. He cannot take what he perceives to be the issue for Heathrow and flip it on Geneva, as he already has problems in Geneva. He said that based on the weather conditions is the fairest thing for all involved.

Mr Petito said in an earlier session going back to 1998, one of the things reviewed as a committee was the distribution of noise, and it was elected not to distribute noise, they were not going to move noise complaints from one area to another. Mr Petito asked if this is still the same, Mr Speake confirmed that it is, Mike Schlegel said it is actually law.

Jane Marsden said that is stated in the conclusion that the commission decided to direct traffic to less populated areas of Seminole county, in one paragraph it states we are not going to hurt one area to affect another area, but right here it says that we were directing traffic to a less populated area.

Mr Speake re-iterated that he is going to clean up the website, and said he has not had any conversations with the Tower or anybody else at the Airport about flying over unpopulated areas. He said it would be preferred if you could fly over a totally unpopulated area, but there is no such thing around this Airport. As Seminole County is 27 to 28 miles wide, you cannot fly out of this Airport without hitting some portion of Seminole County.

Ms Marsden said that there are a lot of times when she is getting 100% of the flights. Mr Speake confirmed that on some days when the wind dictates, she probably does get 100% of flights, but that on other days she doesn't. Ms Marsden asked for a percentage, Mr Speake replied that he couldn't give her a percentage, because it is based on the winds. He said that because of where she lives, when they are on a 9L operation, which is 70% of the year, she probably is getting all the traffic.

Ms Marsden said that on the website, it states that it was our goal to put the traffic over a less populated area. Mr Speake replied that because the runway is oriented the way it is, and her house is where it is, the traffic is going to go over her house. Ms Marsden said that was not the case before, and that it changed because our goal was to put the traffic over a less populated area.

Mr Hawker said that this was put in place 18 - 20 years ago, and things have changed a lot since then. Mr Speake said that we have fewer operations now than we had in 1998, in 1998 there were almost 400,000 operations at the Airport. 395,000 of those were Aerosim and other GA aircraft. The Airport is now at about 20,000 operations a year and because of how much we have each day and the way it is spread out throughout the day, it changes considerably what Air Traffic can do.

Mr Harrelson asked if arrivals or departures were worse for the Heathrow residents. Mr Petito replied that arrivals are the problem for Heathrow.

Mr Carew said that during his visit to the Tower, he raised an issue which may affect Ms Marsden. We have a standard instrument departure, the departure is modified by the actual clearance that the pilots receive, so it is not true that to maintain 2,000 ft on take-off is always the case, though it is often the case. In the accomplishments, it was said the SID had been changed so the initial level off was 3,000 ft, but the current SID is 2,000 ft. He said as soon as you take off and you switch over the departure, they are going to figure the higher altitude. There are performance things going on, configuration changes to the airplane, an after take-off checklist to do, and there is still communication. There are things that take priority because safety is the first criteria, so if he has to level off at 2,000 ft, this is a really busy time for him. Then, once he gets clearance, he has to add power to climb again, which probably causes residents underneath him to get very upset.

Mr Carew said he also learned at the Tower that jet airplanes off 9L are given a heading of 080 instead of 95 degrees, which is on the SID. He is wondering how that affects Ms Marsden. He said that Mr Sugrue had told him that one of the things they are doing is departures off into the north of Orlando from the east side are getting 060 heading towards OUC to try to avoid Seminole, so headings after take-off and assignments after take-off are important considerations as tools for noise abatement. He said he knows that there are constraints to the airspace, but solutions are being accomplished at other airports, and he suggested that we should perhaps take another look.

Mr Petito asked if there is an ongoing program that provides education from the noise abatement committee to the pilots relating to the ideas and procedures that can minimize noise.

Mr Speake replied that this is why the Committee usually has an Allegiant Air representative, so he can take this information back to the pilots. Mr Petito asked if the training had reduced the number of complaints received in the past. Mr Speake replied that it had not, the only thing that reduced the number of complaints in the past has been education and when someone lives under the approach to the Airport, there is very little that can be done. Mr Petito asked if Heathrow is in a non-negotiable, non-improving position, because of where they are situated. Mr Speake replied that in his opinion, they are in a mostly non-improving area, but there are some things mentioned in the letter that he would be happy to take a look at.

Mr Petito asked Mr Speake if there is anything he has seen, heard, reviewed or discussed that leads him to believe that he can in some way minimize the effects of noise on someone who has complained in the past. Mr Speake said that he has had people who have complained in the past who do not complain any more, and that was after they had attended a meeting and discussed some issues. He assumes that this is either because things got better, they moved or they just don't care.

Mr Petito asked if there is anything that the Committee is actively trying to do that could alleviate noise over Heathrow. Mr Speake and Ms Crews said that is why they were having this discussion, in response to the letter from Mr Carew. Ms Crews said that they are looking at the points that had been raised, and will definitely be looking at anything they can do. She said that an extraordinary amount of time is spent on this topic, they do think it is worthwhile listening to the community and they do try to respond.

Mr. Petitto asked what his summary statement should be at the Heathrow Board meeting. Ms. Crews replied that she and Mr. Speake met with the people from TRACON at a meeting in Orlando. They asked for assistance to see if there was anything that could be done to alleviate the situation in Heathrow, and they were told at that time that there was nothing that could be done, due to the constraints on air traffic by our neighbors, mostly Orlando International. Ms. Crews said that they would work with the Tower and take a look at some of the things Mr. Speake said they would look into, and would do whatever they could.

Mr. Speake said he would be happy to look at the print outs that Mr. Carew had brought to the meeting. He said that Florida Airports have a group called Florida Airports Council, the Airport are members of that group and he knows most of the people who deal with noise complaints at those airports. He said he could reach out to them and get the fine details of what they have put in place and find out how well it's working.

Mr. Carew said that he wouldn't have taken the direction he did if he had known that the information on the website was incorrect. Mr. Speake acknowledged that and said he was going to fix the issue.

Mr. Speake said he took the stance when he arrived at the Airport, that when someone called in and made a complaint, they probably needed a person to reach out to them. So he spent a lot of time making phone calls. A lot of people don't get home until after 6:30 p.m. – 7:00 p.m. after work, which meant that he had to stay late to make those phone calls. Many people said they had been calling to complain for years and had never received a phone call back. Therefore the phone call back and the conversation about what was happening meant more to them than the website. He said he didn't keep up with the website like he should have done, because he was making personal contact with most of these people. Mr. Speake said he had probably spoken to 75% of people who have complained, that didn't mean he had solved their problems, and it didn't always make them happy, but at least they understood.

Ms. Crews said that the updating of the website is not happening just in reaction to Mr. Carew's observations, it was already planned and there are other areas of the website that needed attention, a lot of work has been done on the website over the last year and a half.

Discussion Regarding Changes to Noise Database & Complaint Hotline

Mr. Speake said he would like to review the changes and make sure that everybody is in agreement on how we deal with the complaints:

1. People should have up until the end of the first day after the month ends to enter a complaint for that month, and should have the ability to file a complaint for that month at any time during the month.
2. Anonymous entries do not add anything to the database. The name, address and telephone number are needed. Anonymous complaints will be removed from the database.
3. A complaint filed for an address must be in the name of the residents of that address, or from a person at that address.
4. If it appears that someone is trying to artificially build complaints, they will be reduced to one complaint.

5. The call center have been provided a script to follow and we will continue to request 5 calls a month to listen to, to make sure they are not giving out false information and ensure they are following the script.
6. Where a complaint is entered on the website once, but lists several other complaint times in the comments, it will only be counted as one complaint.

Mr Speake said that once these recommendations have been approved, it is his intention to list them on the website where the telephone number and form are located.

Mr Petito asked if it is worthwhile information if someone enters multiple dates and times in the comments section under one complaint. Mr Speake replied that it is worthwhile information, but because of the way the database is set up, it does not calculate all those dates and times, it is only counted as one entry.

Ms Marsden asked if the website could be amended so someone would be able to enter one complaint with multiple times (and for it to be counted as multiple complaints), as she files all of her complaints separately and it does take up a lot of her time. Mr Speake said he would speak to IT to see if this would be possible.

Ms Carr inquired if the Committee had any questions regarding items 1 thru 6. There were no questions. Mr Speake asked for a motion to approve these recommendations. Motion to approve the recommendations regarding changes to the noise database and complaint hotline by Mr Harrelson, seconded by Mr Hawker. Vote taken, none opposed, motion passed.

Comments from Committee

Mr Harrelson said that Mr Speake is doing a great job with the recommendations.

Other Liaison Reports

Allegiant Air

Mr Butler apologized for not being present at the meeting in person. He said Allegiant are still on track to become all airbus by the latter half of 2018, which should alleviate noise.

General Aviation

Wade Hawker announced that Aerosim have been sold to L3 Technologies. Their plan is to grow, and this will increase the amount of flights every day. However, as they are small aircraft, they do not produce as much noise.

FAA

Mike Schlegel said it had been a very informative meeting and stated that our safety record is among the best in the nation, which is very commendable, and we will work towards reducing noise.

IV. PUBLIC COMMENT

Mr Petito asked Mr Speake what primary data is required to enable us to determine whether we can minimize noise. Mr Speake said it is the location and the comments. Ms Crews said that time is also relevant.

Mr Petito asked what the normal end of the day is, other than delayed aircraft. Mr Speake replied that the Tower's hours are 6:30 a.m. to 11:00 p.m., the Airport does not close, so there is no end of the day as such. He said that Allegiant are generally scheduled up until 10:30 p.m. to 11:00 p.m., unless there is another issue, such as unusual weather.

V. FUTURE MEETINGS

Mr Speake asked if the Committee thought they should meet more often, or continue to meet up quarterly. It was decided that quarterly is sufficient. The next meeting is scheduled for Tuesday, April 11th at 9:00 a.m.

The meeting was adjourned at 10:30 a.m.

Voting Members

Present

George Speake, SAA
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
James Wilkes, City of Lake Mary

Non-Voting Members

Present

John Omana, City of Lake Mary
Michael Schlegel, Tower

Absent

Chris Smith, City of Sanford
David Konstan, SMCO ANAC
Matthew Davidson, Seminole County

Others Present

Julie Sawyer, SAA
Jeff Holmes, FAA (F11)

Fred Petito, Representing Heathrow Community
Joe Carew, Heathrow resident
Jane Marsden, Geneva resident