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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
WEDNESDAY, APRIL 12, 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 Chairman Andrew Van Gaale.

II. APPROVAL OF JANUARY MINUTES

The minutes of the January 17, 2017 meeting were reviewed. Motion to approve the minutes by Chairman Van Gaale and seconded by Vice Chairman Krysty Carr. The minutes were approved as submitted.

III. NOISE REPORT

Review of Data from January, February & March 2017

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

For January there were a total of 378 complaints from 32 people and there were a total of 25,429 operations. 213 of those complaints were from Ms Marsden and one other person from the Geneva area and 121 were from Heathrow. There were 7 new people, all spread out. Mr Speake added that some of the complaints from the Lake Golden and Silver Lake area were primarily due to early morning engine runs.

Chairman Van Gaale said typically what is happening now is that there is an avigation easement in place throughout Seminole County and when you buy a property in this area, it makes purchasers and owners aware that they are in an airport environment; this would be a part of their package of closing documents. He said that this is one of the things that they have been trying to accomplish over the years to make people aware of where they are buying property.

Mr Petito asked if that was a voluntary document. Chairman Van Gaale replied that it would be part of the title and development order these days and would address schools, traffic, conservation, airport noise etc.

Mr Speake advised that the avigation easement area does not go as far as Heathrow.

Diane Crews stated that every realtor has an obligation to disclose that type of information to their client.

January 2017	
Total Operations	25,429
Total Noise Complaints	378
Noise Complaint Line	12
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	260
Evening (19:00 – 22:00)	79
Night (22:00 – 06:00)	39

Complaints by Residential Area – January 2017

Chase Groves	1
DeBary	1
Deltona	1
Enterprise	1
Geneva	213
Heathrow	121
Osteen	1
Sanford	38
Winter Springs	1
New Households	7
Repeat Households	25

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

For February there were a total of 354 complaints from 34 people and there were a total of 21,971 operations. 145 of those complaints were from Ms Marsden and 170 were from Heathrow. Mr Speake advised that Sanford and Winter Springs were showing up primarily due to engine runs. He did not have an explanation as to why Winter Springs are experiencing this noise and said that it may be Lake Jessup carrying the noise.

Mr Speake said that if the wind is on the North or the South, the engine run ups typically happen on the North - South runway and that may be what Winter Springs are hearing, although he has had complaints from 11 miles away, and he can't believe that someone is hearing engine run ups 11 miles away. For an East - West run up they go on Taxiway Bravo, east of Runway 18/36. However, at night, they are asked to use Taxiway Charlie in front of the Terminal Building, so that the Terminal building blocks some of the noise. Unfortunately for the North – South engine runs there is nothing to block any of the noise, as the aircraft have to be facing into the wind.

Mr Speake said that even with the aviation easement, with all the new houses being built, the engine runs are going to create more complaints.

Mr Carew asked if the Airport might consider budgeting for an engine run up test cell in the future, as they can be very effective. Chairman Van Gaale said it had been mentioned in the past, but he wondered if it would deflect the noise somewhere else. Mr Speake said it would be very expensive as well.

February 2017	
Total Operations	21,971
Total Noise Complaints	354
Noise Complaint Line	22
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	260
Evening (19:00 – 22:00)	75
Night (22:00 – 06:00)	19

Complaints by Residential Area – February 2017

Chase Groves	4
Deltona	3
Geneva	147
Heathrow	170
Lake Mary	14
Longwood	2
Sanford	10
Timacuan	1
Winter Springs	3
New Households	13
Repeat Households	21

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

For March there were a total of 1,218 complaints from 44 people and there were a total of 27,966 operations. 606 of those complaints were from Ms Marsden. Heathrow and Ms Marsden were the bulk of the complaints; there were also some from Magnolia Plantation. There were a lot of new people making complaints in March. It was a very busy month with almost 28,000 operations. Rodney Taylor confirmed that it was probably the busiest month the Airport has had for 4 years. Mr Speake said he thought that the traffic would probably continue at that level, the majority of that is GA traffic, but commercial operations are increasing as well and it is only going to get busier as we head into the summer months.

Mr Speake said he would like to remind everybody that right now the Airport is averaging 294,000 operations a year. There was a point when the Airport was at 398,000 operations a year, so it is actually around 100,000 operations slower than it was at its busiest in 1998 – 2001. Even in 2007, it was at 330,000 to 340,000 operations.

Ms Crews asked Wade Hawker if the student population is increasing. Mr Hawker confirmed that it is and added that in July there would be several new groups of students coming in. Ms Crews asked how much the flight activity will increase. Mr Hawker replied that they are getting some new groups in from India and Japan and that would add to the workload. He said they would also be getting upwards of around 20 new aircraft. Ms Crews asked which type of aircraft. Mr Hawker replied that they would be newer aircraft, and they would also be getting some Diamond aircraft for the Japanese groups as they require Diamond aircraft.

Mr Speake said he sees complaints all the time that say they are not worried about the small aircraft, but because of the total mix of traffic at the Airport, the more smaller aircraft that are introduced, the more they have to stretch out the approach, which means that the smaller aircraft are affecting them.

Mr Petito asked what Mr Speake meant by the term “stretch out”. Mr Speake suggested that the Tower should answer that question.

Rodney Taylor from the Tower said that if it came to a point where they were getting overwhelmed, they might ask for more room on those extensions. Right now they do try to keep the aircraft in as close in as possible for a variety of reasons. But at some point, when you get too crowded, you lose choices and they have to work out more airspace and extend it downwards. Right now they are already extending some of them, which requires coordination between the Tower and Approach. Sometimes they will do a blanket coordination and sometimes an individual one. Individual ones take a lot of time, so you don’t gain a lot by doing them, but at some point, he does envision them saying they are going to need a cut out, so they might go a little further out.

Roberta Watt said that people in her neighborhood (Magnolia Plantation) have been reporting to her and have had problems with the telephone complaint line, where they are only recording it as one complaint even if people are calling about more than one issue. Therefore people aren’t bothering to call in, and she has sheets and sheets of complaints. She wanted to know where people should go to enter their complaints. Mr Speake said that the hotline is an answering service, so they are not going to take down 12 different complaints from one phone call; they are going to take that call as one complaint. If someone wants to file multiple complaints, they need to use the website to do that, and there have been online complaints from Magnolia Plantation. Ms Watt said that the numbers we are quoting are wrong because of this. Mr Speake said that he has got every single complaint that has been called in, some people list many different times in the description, but this would count as a single complaint. We cannot take all of those times that someone has entered and change it into different complaints; they would need to enter them individually themselves.

Mr Petito asked how each complaint is methodically reviewed. He wanted to know what is done in terms of a working group and what level of investigation takes place. Mr Speake said that the maps are the best thing that the SANAC group and the Airport ever did, as he can take a look at the map and very quickly see where there is something happening that is not normal. If that site is on the approach, there is very little that can be done, he does not need to do any investigation. Mr Petito said he has one new person who reported 139 occasions to him from March 17th to March 23rd. He asked, because whether she reported 1 occasion or 1,000 it would still show up on the map, whether it would help if the Heathrow residents stopped reporting all those frequencies, i.e. once the address is logged, does that provide enough information to enable us to do the investigation we need to do? Mr Speake replied that he is never going to tell anyone that they should or shouldn’t file a complaint, but it is the location that matters and he has been pretty clear about that.

David Konstan asked Jeffrey Yost what the mix is of MD80s vs Airbus. Mr Yost replied that he did not have the exact number, but it is quite a bit more Airbuses than MD80s and the MD80s are being phased out by the 1st quarter of 2019. Mr Konstan said it is very important that everyone understands that as the MD80s are very noisy. Ms Marsden interrupted to say that she is now able to distinguish between the old and the new aircraft and the new aircraft are just as loud. Mr Petito said speaking for Heathrow, it will be an improvement, as it will reduce the noise level.

Rocky Harrelson asked if anyone knew at what altitude noise becomes a problem. Mr Konstan said it depends on the plane, the engine setting, the flaps, there are many factors involved. Mr Harrelson asked if a plane is above 3,000 feet, does anybody hear it. Mr Speake said they might hear it, in his opinion it wouldn't be a problem, but it might be to someone else.

Roberta Watt brought up an incident where an Allegiant plane was very loud and it was so low that you could see the top of the plane as it went over, it could not have been at 2,000 feet. Mr Speake and Mr Taylor agreed that it would not be at 2,000 feet out near her property for the arrivals, they had talked about that for departures, but arrivals are a different matter. Mr Speake said that they are probably around the range of 1,500 to 1,600 feet out near Magnolia Plantation and they may have been as low as 1,200 feet, but they are at the altitude range they should be at, he has already looked into that.

David Konstan asked, on average, what percentage is going to the East versus West. Mr Speake replied that it has been 70%-30% for years, but is now probably closer to 65% East, 35% West.

Mr Konstan said that the landings are definitely quieter than the takeoffs, as with the takeoffs you have full power; the flaps are out, everything is happening, the takeoffs are definitely noisier. Ms Marsden said the landings are just as loud, she has been looking at a program called FlightAware and at night they are a lot lower, averaging 600 – 800 feet above the house. During the day it might be 800 to 1,100 feet, but they are very loud.

Mr Speake said that Ms Marsden sees the arrivals as well, but for the departures, the turn happens almost right over her house. Mr Konstan said that the turn has to happen there, or it would interfere with arrivals and departures at other airports. Mr Taylor confirmed that would be where they have to make the turn. Ms Marsden said that she sometimes sees planes turn away before they get to her house, and she can see on FlightAware that there are no other planes in the air above her house when they are making that turn. Mr Taylor said there are a couple of things going on there, it depends on how long it takes to switch them on to approach, how long Approach takes to contact them and anything else going on, which might not even be at this Airport. Ms Marsden said she understands that they might be too busy, but it does not make her feel any more comfortable. Mr Taylor says it is not too busy, but the minute an airplane calls, he has to react to whatever is more important at the time, he has to use his judgement to make that course of action happen.

Mr Harrelson asked if the Airport is ever busy enough that they need to put someone in a holding pattern. Mr Taylor replied that we do not normally do this; it might happen if there was an emergency at the Airport or bad weather, but there is not a planned hold area. Mr Harrelson asked at what altitude the holding pattern is. Mr Taylor replied that it would depend on how far out they stop the plane, it would have to be a TRACON answer, but it would be above 3,000 feet. Wade Hawker said there are no holds right over the Sanford area, the closest hold is over by Apopka and they are usually no less than 7,000 feet.

March 2017	
Total Operations	27,966
Total Noise Complaints	1218
Noise Complaint Line	8
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	858
Evening (19:00 – 22:00)	223
Night (22:00 – 06:00)	137

Complaints by Residential Area – March 2017

Deltona/Enterprise	3
Geneva	606
Heathrow	545
Lake Mary	34
Orlando	1
Sanford	29
New Households	23
Repeat Households	21

Website Update

Mr Speake said that a lot of work has been done on the website. The Proposal List and the SANAC Accomplishments are under review and it does state that now. A Frequently Asked Questions section has been added; parts have been copied from other Airports and changed to make it applicable to this Airport. Mr Speake said that for a new complainer, this should answer most of their questions without him having to have a discussion with them.

Mr Speake said he met with the Airport IT department to find out what would be the best way to collect the data needed on noise. They decided on a login, so you now need to create an account to enter a complaint. This was implemented in March and you can now enter a complaint at any time during the month for that month, plus 24 hours after the month ends.

Mr Petito said that in the past he had volunteered to enter information for the residents of Heathrow, and asked if this meant that he would no longer be able to do this. Mr Speake confirmed that he would not be able to do this unless he created a new login for each person. Mr Petito said he would have to get that communicated to the residents of Heathrow.

Mr Speake advised that the Airport will be starting their Master Plan process in 2018, they will do a noise exposure map update in that process and there will be public meetings. He does not anticipate there being a lot of change in the maps. The most that could happen is the 65 DNL could stretch out a little bit based on additional Commercial traffic, but it still won't leave Airport property. If it did leave Airport property, they would have to buy any property that would be eligible for purchase, but he is confident that is not going to happen.

Mr Speake said he would like to show everyone a National Transportation noise map (aviation noise and vehicle noise) that was put together by USDOT, he explained that the purpose of the

map is to show what level of noise people are experiencing nationally. Mr Speake quoted from an article he had read that stated that 97% of the population in the US are generally exposed to no more background noise from aviation and interstate highways than you would hear from a humming refrigerator. Less than one tenth of the population is exposed to 80 decibels or more, which is roughly equivalent to the sound of a garbage disposal. He then zoomed in on Florida on the map, and pointed out the Airport, Heathrow and Geneva.

Ms Marsden said she thought it was very interesting that the loudest maneuvers are done outside the DNL zone, and she would have thought that if the map was accurate, this would show up. Mr Speake said he is not sure where they are pulling the data from, but as he had said in his response to her email, he had taken the noise measuring equipment out to her area before (Lemon Bluff) and it measured around 51 from a Friday afternoon to a Monday morning, therefore he thought that the average would be around 53 – 55 DNL in her area. Mr Speake offered to arrange a noise study for Ms Marsden. Ms Marsden confirmed that she would like this to be done. There was discussion about when would be the best time to leave the equipment at Ms Marsden's property and Mr Speake agreed to set up a time with Ms Marsden after the meeting.

Discussion on Letters to and from Ms Marsden

Mr Speake asked Ms Marsden if she had any questions on his response to her email. Ms Marsden asked where she would be able to go to find the noise contour map. Mr Speake said he would be able to provide her with a copy. She also had a question regarding where to find statistics. Mr. Speake said she would only need to look under Aircraft Operations to find what she was looking for.

Comments from Committee

No further comments.

Other Liaison Reports

Allegiant Air

Mr Yost said that Sanford is the busiest base for Allegiant and they seem to be adding flights weekly, they are just growing and growing. He added that the change to an all Airbus fleet should help with the noise.

General Aviation

Nothing further to add.

FAA

Chairman Van Gaale asked Mr Konstan if he would like to share anything from Orlando. Mr Konstan said there was nothing new, apart from the new garage being built as an overflow. He said the noise complaints are generally the same and from generally the same areas, it is just a factor of living close to an airport, and he does not know of an easy solution.

IV. PUBLIC COMMENT

Ms Marsden said she understands what is being said about living close to an airport, but when she first bought her property, they were not subjected to this noise, and on the website it had stated that our original goal was to move the traffic to the East, to more rural areas. She said that this is taking advantage of those living in a rural neighborhood and it is only going to get worse.

Mr Speake replied that this was something on the website 15 years ago and we have not shifted traffic to the East. He said that Air Traffic can no longer do opposite direction traffic, as discussed at previous meetings. If they are on an East operation, they are on an East operation, if they switch the Airport around to a West operation, they are on a West operation. They do not ever say they are going to switch the Airport because of noise, it is 100% based on traffic and weather.

Chairman Van Gaale said it is unfortunate, but we are in Central Florida where everything is growing, whether it is a toll road, a rail system, interstates, airports, it is a whole mix of commerce and industry. Ms Marsden said that she understands, but we are making money and we are taking away from her quality of life, it should be even.

Mr Petito asked Mr Speake if he had been able to review the program to “Keep em High” and “Keep em Clean” as he stated he would do in his January 17th letter. Mr Speake said that he had spoken to Ms Crews and Mike Schlegel about that back in January and the outcome was that we would not be able to “Keep em High” or “Keep em Clean”.

Mr Taylor confirmed that it would be hard for Allegiant, and it would also be hard for the Tower as they would come in fast and if they were coming in too fast, he would not be able to work the small planes in. Then they would have to extend them out and there would be more complaints. Mr Speake said the big difference here is the amount of small air traffic that we have mixed in, the mix we have at this Airport makes it very complex.

Mr Yost said that high and fast is not really an option, from a TRACON standpoint as well as from a flight crew standpoint, as it's an unstable approach, it would have to be stabilized.

Randy Moody had a question for the Tower, he said that he lives in Heathrow and sometimes an aircraft comes in at 2,000 feet with flaps dropped and gear dropped, but then another will come in at 3,000 feet with gear up and flaps up, so a lot of this seems to be pilot discretion. He would like to speak to the Tower to find out if they could exercise some type of an attitude of keeping them a little higher, because if they are 6 – 6 ½ miles out at 3,000 feet, they could drop the gear and the flaps, but some planes are coming out beyond his house around 10 or 15 miles out and are dropping the gears 7 or 8 miles out and creating a lot more noise than is necessary because of too much drag.

Mr Taylor said that it's a judgement call and also how the approach sets up, and how the wind and speed affects them; they're trying to stabilize their approach.

Mr Yost said that dropping the gear is a flight crew option and if the approach control leaves them a little bit high, they may drop the gear a little bit earlier and drop the flaps a little bit quicker, because they have been left high. It is a pilot decision and they are very rarely touching the throttles at that point.

Mr. Petitto asked if we will be publishing a final statement on the website, and suggested that it might be proactive and informative to put "there is nothing we can do" on the website.

Ms. Crews said that a conclusion will be published on the website. Mr. Speake said he could produce a map which would indicate that if you are living in this area, you are going to experience noise.

Mr. Carew asked Mr. Speake to bring up the SANAC website on the screen. He said he would like to comment that he spent a considerable amount of time researching at least 20 regional airports around the Southeast of the United States, and he discovered that Southwest Regional International Airport in Fort Myers was the golden standard for what he considers to be an advocate for the public and an educational process. He said that he appreciates the fact that we took his advice and copied from them and he hoped that we had some conversations with them as well. He asked Mr. Speake to bring up Roles & Responsibilities and said he would like to make sure that those motivations are met on this Committee.

Mr. Carew said that the Fort Myers area have adopted several voluntary noise abatement procedures, so obviously they had some sort of study committee in the past that came up with some recommendations and put them in place. He said that from 1998 to 2000, SANAC had the same thing and they came up with 6 recommendations that were put into practice, but somewhere along the line they were abandoned and there is no record of how that occurred. He said had they still been in place today, we probably would not have the effects that we are having on the community now, because those kinds of procedures, the kind of procedures that are being used at other airports in the country, are having effect. He said he hoped that we would, at some point in time, create a subcommittee to evaluate all the tools that are available and go from there, because that is the only way we are going to be able to effectively execute the mission statement.

V. FUTURE MEETINGS

The next meeting is scheduled for Tuesday, July 18th, 2017 at 9:00 a.m. in the Boardroom.

The meeting was adjourned at 10:15 a.m.

Voting Members

Present

Andrew Van Gaale, City of Sanford
George Speake, SAA
James Wilkes, City of Lake Mary
Krysty Carr, Seminole County
Rocky Harrelson, Seminole County
Wade Hawker, GA Representative

Absent

Robert Butler, Airline Representative

Non-Voting Members

Present

David Konstan, MCO ANAC
Krystal Clem representing
John Omana, City of Lake Mary

Absent

Chris Smith, City of Sanford
Jeff Holmes, FAA Orlando Approach

Matthew Davidson, Seminole County
Michael Schlegel, Tower

Others Present

Diane Crews, President/CEO, SAA

Jeffrey Yost, Allegiant

Julie Sawyer, SAA

Lauren Rowe, Director of Communications, SAA

Rodney Taylor, Tower

Fred Petito, representing

Heathrow Community

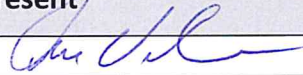
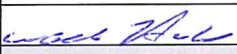


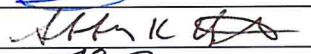

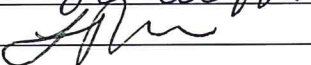
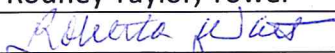
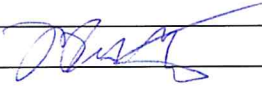
Jane Marsden, Geneva resident

Joe Carew, Heathrow resident

Randy Moody, Heathrow resident

Roberta Watt, Magnolia Plantation resident

SANAC MEETING ATTENDANCE SHEET
WEDNESDAY, APRIL 12, 2017 – 9:00 A.M.

Voting Members	Present
Andrew Van Gaale, City of Sanford	
George Speake, Executive VP/COO, SAA	✓
James Wilkes, City of Lake Mary	✓
Krysty Carr, Seminole County	✓
Rocky Harrelson, Seminole County	✓
Robert Butler, Airline Representative	
Wade Hawker, GA Representative	
Non-Voting Members	
Chris Smith, City of Sanford	
David Konstan, SMCO ANAC	✓
Jeff Holmes, FAA Orlando Approach	
Krystal Clem representing John Omana, City of Lake Mary	
Matthew Davidson, Seminole County	
Michael Schlegel, Tower	
Others Present	
Diane Crews, President/CEO, SAA	
Jeffrey Yost, Allegiant	
Julie Sawyer, SAA	
Lauren Rowe, Director of Communications, SAA	
Rick Privette, Tower	
Rodney Taylor, Tower	
	
RANDY MOODY	
JOE CARFU	
FRED PETITO	
JANE MARSDEN	
RODNEY J TAYLOR	