



1200 Red Cleveland Blvd, Sanford, FL 32773



Phone: (407) 585-4000 Fax: (407) 585-4045

**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, JULY 18, 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 April 12, 2017 meeting were reviewed. Motion to approve the minutes by Mr Speake and seconded by Mr Harrelson. The minutes were approved as submitted.

III. NOISE REPORT

Review of Data from April, May & June 2017

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

For April there were 569 complaints from 24 individuals, 528 were from Heathrow and there was 1 from Geneva. There were some new people but they were from the same areas. Chairman Van Gaale asked Ms Marsden if she had entered just one complaint for the whole month. Ms Marsden confirmed that she had, as it was discussed at the last meeting that it doesn't matter how many complaints she made, as long as she gets on the map.

April 2017	
Total Operations	26,331
Total Noise Complaints	569
Noise Complaint Line	17
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	367
Evening (19:00 – 22:00)	131
Night (22:00 – 06:00)	71

Complaints by Residential Area – April 2017

Geneva	1
Heathrow	528
Lake Mary	28
Sanford	12
New Households	5
Repeat Households	19

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

For May there were 419 complaints from 23 individuals. 317 of those were from Heathrow, and 55 were from Geneva. Chairman Van Gaale asked Mr Speake if there had been contact with any of the people from Heathrow who had made a large number of complaints. Mr Speake replied that he called anyone who asked for a call and he has spoken to approximately 60% of the people who have made complaints at some point in time, but he does not call them every month.

Mr Konstan asked how many of the 27,000 operations in May would have been commercial. Mr Speake said it would be around 24,000 operations a year, the monthly totals are shown on the website. Ms Marsden said the average total number of commercial flights was 462 per week for this period.

Mr Schlegel suggested that we might put pictures of the planes on the website, so the type of plane could be associated with each complaint. He said he would assume that most of the complaints were coming from the MD88s, and they will be gone by mid-2018.

Mr Speake said there are quite a few people that complain about the A320s as well and when he speaks to someone he is able to identify the plane by where the engine is located. He said there are very few complaints from the international flights. Mr Petito said, speaking as a resident, the A320s are an improvement. Chairman Van Gaale said he is impacted too, and the A320s are quieter.

May 2017	
Total Operations	27,821
Total Noise Complaints	419
Noise Complaint Line	5
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	254
Evening (19:00 – 22:00)	70
Night (22:00 – 06:00)	95

Complaints by Residential Area – May 2017

Geneva	55
Heathrow	317
Lake Mary	8
Sanford	39
New Households	5
Repeat Households	18

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

For June there were 451 complaints from 24 individuals, 360 from Heathrow and 64 from Geneva. It was a lighter month in terms of operations. Mr Speake said he can provide a breakdown of operations each month (i.e. GA/Commercial and International/Domestic), in the stats if required.

Chairman Van Gaale observed that the numbers had gone up from a year ago. Mr Speake said although the number of complaints had gone up, the amount of people is around the same.

Mr Petito said there had been just over 1,400 complaints in the last quarter and he wanted to know if there had been any of those that Mr Speake believed could have some alteration or change of methodology that would help. Mr Speake said the only way he could do what Mr Petito was asking would be to ask the Tower for a flight track on every single complaint and every aircraft flying at that time, which would be impossible to accomplish. He said he had looked at the comments and the map and for the most part he did not see any anomalies. He mentioned one complaint from 12th June just to the north east of the Airport, where the plane was off the typical flight path, so he could take that one complaint and find out what happened. The Tower would be able to give him an answer. There could be a totally legitimate reason for that plane being there; it could be an emergency, birds, a storm. This is the sort of thing that would catch his attention.

Mr Speake stated that when there are a group of complaints south of the Airport, he looks to see when the engine run ups were, as that is typically what those people complain about.

Therefore, to answer Mr Petito's question, Mr Speake said he had not picked up on anything that needs to be changed.

Chairman Van Gaale asked how the recommendations get to the Airport Authority, and wanted to know if there is a quarterly report on the noise complaints provided at the monthly Board Meetings.

Mr Speake replied that this Committee handles the noise complaints, he does discuss them with the Chairman occasionally, but beyond that, there is nothing.

Chairman Van Gaale suggested that, as there is a regular Board Meeting, it might be helpful to provide some sort of an update. Mr Speake said it would not add anything to the discussion. Chairman Van Gaale asked David Konstan if ANAC ever speak to the Airport Authority at the Orlando Airport.

Mr Konstan replied that they do not, as it is the FAA that set the flight patterns; the Airport has nothing to do with it. If there is a pattern where they can suggest something that might help, they would go to the FAA.

Chairman Van Gaale said that he wouldn't want to see people approaching the Airport Board members when they are out in the community and for them not to be aware of how many complaints there had been for that quarter.

Mr Speake asked Chairman Van Gaale if he had a recommendation he would like to put forward, Chairman Van Gaale replied that he was just talking it through, as the complaints are getting higher and the activity is getting higher. Mr Speake said what you have to consider is that the number of people are the same and that one person could turn the complaints into 3,000 per month, it does not mean that the problem has got any worse. He could find 100 airports that would be happy to swap the amount of noise complaints this airport has, and Orlando would be one of them. Mr Konstan agreed and said that the ultimate deciding factor on where a plane will fly rests with the FAA.

Chairman Van Gaale said that the Committee may be just wasting their time and asked why we don't go straight to the FAA instead. Mr Speake replied that the Committee is a voluntary effort that the Airport makes, there is no requirement to have a noise committee, and it is a forum for the community to voice their concerns and for the Airport to be able to provide information back. If there is an opportunity to change something, they will, working with the FAA.

Mr Speake said that things have changed; there have been times when he has been able to help someone, or at least provide education.

Mr Carew said he would like to support Chairman Van Gaale's position. He said he had been in contact with a number of airports throughout central Florida, and in every case there is communication between the noise abatement committee, or parts of the Board that do that same job for the Airport, simply because it is a community function. He said that Mr Konstan's position is absolutely correct, but he wants to separate the working function of the business relationship with the ATC from the Committee's responsibility to coordinate what it is doing for the people it works for.

Ms Marsden said she has spoken with the FAA numerous times. She has been told by the Airport that we fly where the FAA tell us to, but the FAA have told her that it is the Airport who recommend the preferred flight path to them. Mr Speake replied that no one from the FAA would have told Ms Marsden that, because planes fly where they have to fly based on safety, and no information has gone from this Airport to the FAA with a recommendation of where planes should fly. Mr Konstan said that everything originates with the TRACON; the Tower only picks it up once the TRACON puts the plane in a particular location. The TRACON is covering 23 airports, so they are meshing the flights from 23 airports.

Mr Carew said where the complaints are is one issue, but that issue relates only to mandatory rules under 150. The number of complaints that come from a certain area should represent additional irritation to the public that airport boards should consider in a non-regulatory (voluntary) environment. He said a number of airports have done this; this Airport did this between 1998 and 2000. He said that other airport boards have noise abatement committees, they have working groups that make suggestions in coordination with air traffic facilities in other parts of the State of Florida and they have done very well. He added that this particular Airport had those kinds of operations, but somehow they were dissipated.

June 2017	
Total Operations	25,573
Total Noise Complaints	451
Noise Complaint Line	15
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	214
Evening (19:00 – 22:00)	126
Night (22:00 – 06:00)	111

Complaints by Residential Area – June 2017

Geneva	64
Heathrow	360
Lake Mary	10
Sanford	13
Timacuan	4
New Households	4
Repeat Households	20

Presentation on Noise Monitoring Data from 2681 Shad Lane, Geneva

A presentation was made of the data from a noise study carried out from June 14th to June 19th at Ms Marsden’s property by Kevin Thompson, Operations Supervisor.

- The duration of the test was 120 hours, 2 minutes and 46 seconds.
- The loudest event was recorded at 98.1 dB on 19th June at 6:27am.
- The lowest was recorded at 30.6 dB on 17th June at 4:23am.
- There were 12 different events where sound was captured above 85 dB and those 12 events accumulated to 49.5 seconds.
- The DNL was at 59.9 (including the weighted penalty).

Ms Marsden said Mr Thompson had told her that the reason he came out to do the 2nd study was because he hadn’t been able to capture enough information on the first test, due to either equipment error or human error. Mr Thompson confirmed that we had not been able to capture sound levels and associate them with specific moments in time on the first test, so we were unable to associate times with individual noise complaints.

Mr Speake said the equipment the Airport had been using was old and wasn’t working properly so he had decided to rent some equipment (which was \$1,500 for the month). The Airport has already budgeted to buy new equipment costing around \$12,000 in the upcoming financial year which starts on October 1st.

Mr Speake said we had 30 days to get the equipment, learn how it worked, put it in place and get the results. Initially it didn’t do exactly what we wanted it to, so it was taken back for another attempt. Unfortunately there was another problem. Mr Speake offered to do another noise study for Ms Marsden once the new equipment has been purchased. He said it would not change the overall numbers, but it would provide Ms Marsden with more information.

Mr Speake said he also had some paperwork he could show Ms Marsden from another test carried out in her area (Lemon Bluff) within the last 5 years where the result had been around 51.

Mr Speake said it was a very accurate piece of equipment, it took roughly 100 noise measurements per second and it was far more accurate than the equipment we had in the past, but we need to learn all the outputs that are available to be able to provide more information.

As part of the presentation, Mr Thompson talked about the noise exposure map from 2011. Mr Speake advised that the Airport currently owns everything inside the 65 DNL. He said the Airport are entering the master plan process next year, and as part of that process the noise exposure maps will be updated, but he does not anticipate any large changes. The noise exposure maps are updated each time there is a master plan. Ms Marsden asked if a noise study was done in 2011. Mr Speake replied that the noise exposure maps were updated, but it was not a full-blown 150 study. Chairman Van Gaale asked when the last 150 study was done. Mr Speake replied that they are voluntary and the Airport last did one in 2000. Chairman Van Gaale asked if the study had been done to get the funds to purchase property in 2000. Mr Speake replied that this was correct and that doing a full-blown 150 study would not make any sense, it is the noise exposure map that is important.

Ms Marsden said she understood that we used an outside company to perform the study, and they monitored the noise for several months. She wanted to know why her area was not factored in as being part of the noise exposure map. Mr Speake explained that the noise exposure map is a scientific map that is done; a computer based program comes up with the data.

Ms Marsden stated that when the study was done on her property, the expected amount of flights didn't come. She went on FlightAware and saw where the planes had turned early and made sharp right turns. When she noticed this and asked Mr Thompson about it, he told her that they were trying a different flight path at the time. Ms Marsden asked why we would do that, when we are supposed to be doing a noise study. Mr Thompson said he did not recall saying anything of that nature, the Airport does not control flight patterns, it is all based on the FAA, and they were not trying anything new to his knowledge.

Chairman Van Gaale asked Ms Marsden if she was insinuating that we modified the flight patterns because the equipment was on her property.

Rick Privette from the Tower advised that he does not listen to Mr Speake when it comes to moving the planes, the Tower do their own thing.

Mr Carew said he would like to ask the Tower a question and asked for the first slide from the presentation to be put back up, which showed the area and the red line that extended from the runway. He said the standard instrument departure off that runway which is 9L says maintain runway heading and 2,000 altitude. What is the point to turn that aircraft departing on 9L? Rick Privette said all turbo jet aircraft leaving Sanford airspace under the control tower's jurisdiction will receive an 80 degree heading. Mr Carew asked where that puts that aircraft over Ms Marsden's property. Mr Privette said he does not look to see where Ms Marsden lives. Mr Carew said it doesn't take a lot of geography to realize that air carrier aircraft generally do not make a turn before 800 ft. Somewhere along the way there was a deviation and he cannot find who authorized the deviation between the Sanford SID and the heading you give to air carrier aircraft.

This is one of the kinds of things that are operational issues, that can be altered to place aircraft over less populated airspace. If the SID was actually followed as it exists, Ms Marsden wouldn't have this problem. He said he is not for or against the scenario, he is just saying that somewhere along the way, someone made a decision. He has spoken to the tower people, they don't know where it came from, he suggested Mr Speake might know. Mr Speake said that the Tower people were at the meeting, Mr Schlegel and Mr Privette. Mr Carew said this is not a combined TRACON tower facility. Mr Speake agreed that it is not. Mr Carew said somewhere along the way, if it was a combined facility, (where the up and down was split several years ago), who knows what happened. These are the kinds of things that are operational issues that noise abatement committees should take into consideration that can resolve some issues that have nothing to do with 65 DNL.

Other Liaison Reports

Allegiant Air

Not present. Chairman Van Gaale wanted to state for the record that he would like to request that Allegiant have a representative at the quarterly meetings.

General Aviation

Not present. Chairman Van Gaale said he would also like to request that the General Aviation representative be present at the quarterly meetings.

Mr Speake said that the Allegiant representative and Mr Hawker had notified us that they were not going to be present at the meeting, and Mr Hawker has been at almost every single meeting.

FAA

Mike Schlegel stated that Operations have increased from around 25,000 to 28,000 per month, and he would guess that Allegiant will be working here more with their new flight training facility.

Mr Speake said that Allegiant have notified the Airport that they are going to do everything they can to speed up the transition from the MD80s to the A320s and that maybe by the mid part of next year, all the MD80s will be gone.

Comments from Committee

David Konstan stated that NexGen is coming soon (NexGen is an entirely new air traffic control system). He has no idea where it is going to take place for this area, but before anything happens there will be public hearings, and that would be the time for the public to give their comments. It will involve not just Sanford and Orlando, but 23 airports in the area. The concept is that the planes will get on to one track and will arrive in Sanford at a predetermined time on a predetermined flight path. It will reduce delays, and all airlines will be coming in on this one track. At the airports where it has been implemented so far, it has generated a great number of complaints from some citizens as the flight path is directly over them, but it has reduced complaints from a lot of others.

Mr Konstan said he will advise Mr Speake of where and when it will take place as soon as he finds out, if he is not already aware of it by that time.

IV. PUBLIC COMMENT

Mr Petito said as he has been coming to the meetings for a year now and there have been approximately 5,000 noise complaints made in that time, he would like to put another article into the Heathrow Living magazine of what has been attempted and accomplished so far. He asked if the Committee would be able to provide an official one page article.

Chairman Van Gaale said he would be happy to talk to Mr Speake and Ms Crews about putting something together.

Mr Carew said the mission statement says that the purpose of this Committee is to “make recommendations to the Sanford Airport Authority for establishing noise abatement procedures and for monitoring their implementation at the Airport”. He asked when the Committee last met any objectives.

Mr Speake said he did look into the “Keep em high” and “Keep em clean” initiatives as previously requested, he had discussed that with the Tower, but it could not be done.

Chairman Van Gaale said the Airport is also purchasing new noise equipment at a cost of \$12,000.

Mr Carew said that all the other airports he contacted have some kind of voluntary, non-regulatory program and this Airport established the same program. Mr Konstan and Mr Wilkes were a part of that and it did generate some accomplishments, but none of the procedures are still in effect now. Other airports have adopted voluntary operational procedures. He said that this Committee is nothing more than a recording group, and a working group is needed.

Mr Carew suggested that the Airport copied information from the Southwest Florida International Airport website, and said we cannot use information from another website which is not factually true.

Mr Speake replied that we took some frequently asked questions and modified them for this Airport, they are an educational tool.

Mr Carew said there is a statement on the website under Roles & Responsibilities which is not true which was copied from the Southwest Florida International Airport, where it states:

“..... The SAA has developed a voluntary aircraft noise abatement program designed to minimize the effects of noise on residents of the surrounding area. The SAA will continue to evaluate actions that balance the needs of Airport users with the residents of Seminole County.”

Mr Speake said this is a true statement, we are trying to minimize noise and we do have a voluntary aircraft noise abatement program.

Mr Carew said this is a reporting group, not a working group.

The meeting was adjourned at 10:20am

V. FUTURE MEETINGS

The next meeting is scheduled for Tuesday, October 17th, 2017 at 9:00 a.m. in the Boardroom.

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

Absent

Robert Butler, Airline Representative
Wade Hawker, GA Representative

Non-Voting Members

Present

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

Absent

Chris Smith, City of Sanford
Charles Lindsey, FAA Orlando Approach
Matthew Davidson, Seminole County

Others Present

Al Nygren, SAA
Jackie Lauterbach, SAA
Julie Sawyer, SAA
Kevin Thompson, SAA
Rick Shea, SAA
Fred Petito, representing Heathrow
Jane Marsden, Geneva resident
Joe Carew, Heathrow resident