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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, OCTOBER 24, 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 acting Chairman James Wilkes, as new Chairman Rocky Harrelson, previous Chairman Andrew Van Gaale and Vice Chairman Krysty Carr were not present. There was not a quorum.

II. REVIEW OF JULY MINUTES

The minutes of the July 18, 2017 meeting were reviewed, to be approved at the next meeting. To be posted on the website, but noted as unapproved.

III. NOISE REPORT

Mr Speake presented an article that the FAA had posted on their website which stated that from January 1, 2018, the FAA is going to require newly designed aircraft to be quieter (Stage 5 Airplane Noise Standards). He explained that when requirements like this are passed, it takes a long time before the benefits are realized, as the requirements are only on new aircraft. The result will be around a 7 decibel drop in the noise created.

Review of Data from July, August & September 2017

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

For July there were 260 complaints from 20 individuals, 189 were from Heathrow and 40 from Geneva. The groupings around the Airport on the map were all from engine runs. 4 of the new complaints were regarding engine runs. Mr Speake said he had spoken to most of the new people, but unfortunately sometimes there are operational requirements to have the engine runs at night, although they try to keep them during the day time. It's hit and miss as to when they are going to happen, and when the planes are flying more, the engine runs happen more often with the older MD80s. Mr Speake said that Allegiant still has a plan in place to phase out the MD80s. The bad news is that Sanford will be the last of all the bases that Allegiant flies into that will have the MD80s. As they replace other locations with the A320s, the MD80s will come here. We will have as many as 34 aircraft at one point, not all flying; some of those will be parked until they can be disposed of. Because there will be that many aircraft here, there will be fewer A320s until that transition is complete. That will take us to the end of 2018 with the MD80s, but hopefully by the beginning of 2019, we will see all of the MD80s gone and replaced with A320s.

That will help people who are experiencing the engine runs as, because the A320s are newer, they don't break down as often and the engine runs are quieter in general because the aircraft are quieter. Once the MD80s are replaced, that will also help people who live further out because they will be replaced with quieter aircraft.

July 2017	
Total Operations	28,340
Total Noise Complaints	260
Noise Complaint Line	12
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	121
Evening (19:00 – 22:00)	74
Night (22:00 – 06:00)	65

Complaints by Residential Area – July 2017

Geneva	40
Heathrow	189
Lake Mary	9
Longwood	1
Sanford	16
Timacuan	5
New Households	6
Repeat Households	14

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

For August there were 217 complaints from 22 individuals. 171 of those were from Heathrow, and 18 were from Geneva. Ms Marsden was on vacation during the month of August, which contributed in part to the drop in complaints. There were 6 new complaints, one complaint was actually for MCO, and there were more complaints from engine runs.

August 2017	
Total Operations	26,755
Total Noise Complaints	217
Noise Complaint Line	11
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	108
Evening (19:00 – 22:00)	74
Night (22:00 – 06:00)	35

Complaints by Residential Area – August 2017

Geneva	18
Heathrow	171
Lake Mary	5
Longwood	2
Sanford	19
Winter Springs	2
New Households	6
Repeat Households	16

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

For September there were 266 complaints from 11 individuals, 249 from Heathrow and 7 from Geneva. There were 2 new complaints and one of those was an engine run from Deltona.

September 2017	
Total Operations	19,918
Total Noise Complaints	266
Noise Complaint Line	10
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	147
Evening (19:00 – 22:00)	92
Night (22:00 – 06:00)	27

Complaints by Residential Area – September 2017

Deltona	1
Geneva	7
Heathrow	249
Lake Mary	8
Sanford	1
New Households	2
Repeat Households	9

Mr Speake concluded that the majority of the new complaints for the past three months were due to engine runs.

Other Liaison Reports

Allegiant Air

Mr Butler said he had also heard that the MD80s will be coming to this Airport before they are replaced. He said he is not sure how that will impact locally short term, but the final plan is to get the Airbuses up and running as quickly as possible.

General Aviation

Mr Hawker stated that L3 are increasing flights, both in the number of flights and also the hours of the day. They anticipate growth of up to 130 aircraft by the end of 2018. They are up to about 100 aircraft right now, and will get another by the end of the month with 9 more to come in January. Twin engined Diamond aircraft (DA42) will be coming here and they are a lot quieter.

FAA

Mike Schlegel said he had nothing to add. Rick Privette said that a noise environmental study has been submitted as part of a larger study to explore moving the departure headings 10 degrees to the north when we are on an East operation. This may help to alleviate some of the current problems in Geneva. This will put them out over the river more, although ATC is not sure exactly how it will work yet. Mr Speake said if that is being looked at, he would like to make sure that we aren't creating problems for someone else.

Mr Privette said it's going to be further out over the river and the turn will be higher, so hopefully it won't affect that many more people. The planes are still in the powering up phase as they are gaining altitude. The Orlando Metroplex airspace has been redesigned and getting our aircraft higher with the overflying traffic to/from Executive, Kissimmee or Orlando is just not going to happen. So, 2,000ft is where our aircraft are going to be held down to, unless there is nothing out there and they tell us we can fly them higher.

Mr Privette said he has been trying to get the 70 degree heading for over a year, and they have finally submitted paperwork back saying it is being evaluated; he is looking for a waiver. He didn't have to do any paperwork to start the 80 degree heading, but they do need to do some paperwork to move it. We are not bound by the decision, but it does give us the opportunity to experiment and see if it is going to work better.

Mr Privette said they have implemented some new procedures, which enable Orlando to pick the planes up on radar more quickly. They can immediately see the airplane, say radar contact, turn and climb. That goes into effect November 1, assuming that everything else that is happening on that day works. All the airspace in this area has been redesigned, we are getting new maps, new radar feeds, new control positions, and everything is happening between midnight and 6:30am for them. They do not know if it is going to work, but he hopes it will work. If it doesn't work straight away, it will work within a week or two. That will also alleviate some of the noise because the planes can climb higher, leaving here quicker, and that is in both directions.

Comments from Committee

No comments

IV. PUBLIC COMMENT

Ali Kadir, a resident from Magnolia Plantation, said he bought his house in July last year. Mr Kadir lives approximately 7 miles away from the Airport. Up until February, he had not noticed any air traffic over his house, but since February he has noticed between 5 and 10 planes per hour coming into the Airport. They are flying really low over his house, so low that he can see Allegiant clearly on the planes. Mr Kadir asked if he could have a noise meter installed on his property because the noise is considerable and it is constant, 24 hours a day. Mr Speake said he can put a meter out there, but it will show within the levels allowed by the FAA.

Mr Kadir asked what the meter looked like. Mr Speake replied that it's not big, and we put it on a tripod in the back yard. We don't have the equipment right now, the one we had was aging, and we are purchasing a new one. Once we have it, we can take it to Mr Kadir's house. Mr Kadir said he would also like to know the height of the planes over his house.

Mr Privette said he could see where there would be more propeller traffic over Mr Kadir's house, as he is right in line with the south runway and the propeller planes are being shifted to the south runway because of all the jets that come into the north runway. The south runway was built and given an approach specifically for that reason back in 1999/2000. Mr Privette said that the planes should be at 2,000 ft flying over Mr Kadir's house and descending to 1,600 – 1,700 ft, depending on the speed.

Mr Privette said he does not understand why Mr Kadir can see Allegiant planes over his house, other than looking north you can see them, as they are $\frac{3}{4}$ of a mile north of the final for 9R, and normally they are kept in tighter.

Mr Speake asked Mr Kadir to call in or send an email the next time he sees an Allegiant plane over his house, stating the exact date and time of the incident. Typically Mr Kadir's complaints state that there were 8 planes, or 10 planes. Having one specific date and time will help the Tower to look into that.

Debbie Whalen, a Heathrow resident, said that she has lived at her address for around 9 years, and her complaints started around 1½ or 2 years ago. She doesn't have a problem with the small planes, it is the Allegiant planes that are the problem, and they fly right over her house. Ms Whalen said she would also like to have the noise meter installed on her property to see if the results are within the limits, as the noise rattles her house sometimes, she has to stop conversations, and she can't hear the TV. She would also like to know how high the planes need to fly above her house; she has looked into it, but has been unable to find the answer, because if they are supposed to be over a certain height, who checks that?

Mr Schlegel stated that planes are required to fly at a certain altitude and asked for specific dates and times, and offered to track them for Ms Whalen.

Mr Privette said that small, uncontrolled planes are allowed in the area above Ms Whalen's house, and they have to be 1,000 ft above an obstacle. The planes that are coming into this Airport that are talking to Approach Control, the lowest they would be in her area is 1,600 ft. The jets are normally descending at about 2,000 ft about there; they are probably approaching the 1,600 ft mark at that point.

Ms Whalen said she would give the Tower some dates and times after the meeting.

Ms Marsden said she appreciated the Tower telling her about the positive changes. She said she has noticed recently that there is a new flight pattern directly over her house, where they turn to the south and then go west. It is only a small percentage, but she has never noticed that before. Mr Privette replied that this would have been because of a weather event, probably thunderstorm activity. Mr Privette confirmed that nothing has changed in the flight pattern.

Charles Carroll, a Deltona resident, said he lives right off Lake Monroe, and he gets jets almost directly over his house. They are ascending, they are at full throttle and the noise comes right down to his house. He estimated that the noise experienced at his house is probably at least 85 decibels or above. He said he has been in his house for 20 years, and it seems to be a new flight

pattern which came in about 3 ½ years ago. He said there are around 15 – 20 jets a day and it is very troublesome for him. He said he did talk to someone from the Airport several months ago, and they invited him to come to the meeting. He asked what occurred 3 years ago to change the traffic patterns, as it was never a problem before.

Mr Speake asked Mr Carroll if he had filed any complaints recently as he could not see any over the last 3 months. Mr Carroll said he had, and said he had spoken to Mr Speake and a lady from the Airport. Mr Carroll said he had gone to his Congressman, and asked if they could help him with it, and they told him they had talked to people, but nothing happened. He said he filed a complaint with the FAA; he did a lot of different things. Mr Speake said that was a while ago. Mr Carroll confirmed it was about a year ago. He said he understands that we are under FAA guidelines, but the noise level is too loud and there is so much direct traffic over his house, it is definitely a major route pattern.

Mr Speake asked Mr Carroll if the planes are due north when they are overhead or still heading west. Mr Carroll replied that they are ascending over the back of his house, very low.

Mr Privette said the airspace hasn't changed and the configurations haven't changed, he does not have an explanation as to why it has got louder, the only thing that has changed is that there are more aircraft, i.e. frequency. Because of our airspace situation, we are between Daytona and Orlando, that is the path they use (it's only about 3 miles wide). They are taken out, and as soon as they get about 5,000 ft they are given a right-hand turn and join an airway at 7,000 ft. Mr Carroll said they are definitely not turning, they are ascending straight. Mr Privette said the change could be that they are given a higher altitude at 7,000 ft, they used to stop everybody at 5,000 ft, and then they were getting them to 7,000 ft, he will have to check with Daytona. Mr Carroll said the planes are not above 2,000 ft over his house.

Mr Privette asked Mr Carroll to send in exact dates and times to Mr Speake, and said he would get him the exact specifics. Mr Carroll agreed to do this and asked for the noise meter to be placed at his house.

Mr Carew said he had sent a letter and an email to the former Chairman, Andrew Van Gaale, earlier this week, and Mr Van Gaale had replied to say that he was no longer going to be at the meetings. Mr Carew presented the letter to the acting Chairman and wanted it noted in the minutes that he had done so.

Mr Speake said that a new Chairman had been appointed to the Committee; this happens at the direction of the Airport Authority Chairman; the new Chairman is Rocky Harrelson. Mr Harrelson was unable to attend the meeting. Krysty Carr who was the Vice Chairman could not be at the meeting either (we would have had elections at this meeting if we had a quorum).

Mr Speake read the letter out. Mr Speake said it would be included as part of the minutes, there was no need to discuss the letter at this meeting as it has come up in several meetings before, but he will put together a response to the letter and share that with the Committee if they would like to see it.

V. FUTURE MEETINGS

The future meeting dates were announced as:

November 21, 2017 – 9:00 a.m.

December 19, 2017 – 9:00 a.m.

January 16, 2018 – 9:00 a.m.

Mr Speake advised that the next meeting is expected to take place on Tuesday, January 16, 2018 at 9:00 a.m. in the Boardroom. At this meeting, we will have the election for the Vice Chairman.

The meeting was adjourned at 10:00am.

Voting Members

Present

George Speake, SAA
James Wilkes, City of Lake Mary
Robert Butler, Airline Representative
(called in)
Wade Hawker, GA Representative

Absent

Andrew Van Gaale, City of Sanford
Krysty Carr, Seminole County
Rocky Harrelson, Seminole County

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

Julie Sawyer, SAA
Rick Privette, Tower

Ali Kadir, Magnolia Plantation resident
Charles Carroll, Deltona resident
Debbie Whalen, Heathrow resident
Jane Marsden, Geneva resident
Joe Carew, Heathrow resident