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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, JULY 24, 2018 – 9:00 A.M.**

I. CALL TO ORDER & INTRODUCTION OF GUESTS

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

II. SUNSHINE LAW

Brett Renton talked briefly about the Sunshine Law as it pertains to the SANAC Committee and Subcommittee.

Mr Speake said that Mr Renton is willing to speak to anyone about any issues regarding the Sunshine Law. He asked that anyone wanting to speak to Mr Renton should first check with Diane Crews, as it would be the Airport Authority who pay the bills.

Mr Renton said he had put together a short memo on the Sunshine Law and offered to hand it out to anyone who would like to see it.

Mr Speake said that, because he is unable to have a conversation with Committee and Subcommittee members, he and Ms Crews had discussed removing him from the SANAC Board, and that will happen as of October 1st. If the Airport Authority Board does not object, Kevin Thompson will take his place as a voting member. That will then give him the freedom to discuss what happens at the Airport relating to noise. He added that he will still attend the meetings and he will still pay attention to the data.

III. REVIEW OF APRIL 2018 MINUTES

Minutes of the April 17, 2018 meeting were reviewed. Motion to approve the minutes by Mr Speake and seconded by Wade Hawker. The minutes were approved as submitted.

IV. RESULTS OF NOISE MONITORING AT 151 SAXON BLVD, DELTONA, FL

A presentation was given by Mr Thompson of the results of a study carried out for Mr Carroll at 151 Saxon Blvd, Deltona from April 25th – April 30th, 2018.

Summary

Start: Wednesday, April 25th at 1:48pm
Stop: Monday, April 30th at 2:10pm
Total Run Time: 120 Hours, 22 minutes, 30.188 seconds

Results

LAeq: 50.9dBA
DNL: 52.7

Mr Carroll's property is primarily affected by SFB air carrier departures towards the east (Runway 09L). Most of Mr Carroll's complaints line up with departure traffic from Sunday, April 29th and Monday, April 30th.

Mr Carroll said out of the 4½ days when the study was carried out, 4 of the days were very quiet, there was no air traffic over his house, therefore the study was skewed. Mr Thompson replied that the FAA had directed the flights east instead of west because of wind direction, and that the study was not skewed in the sense that the DNL is valid for the time period.

Mr Speake offered to take the equipment out to Mr Carroll's property again to conduct another study if required.

Mr Speake said we are planning to purchase some new software that will allow us to see real time where an aircraft is and the altitude when our new budget starts on October 1st. There is also the potential to have a feature on our website where members of the public can log in to see this, depending on which company we choose. It will cost around \$50,000 per year.

V. NOISE REPORT

Review of Data from April, May & June 2018

Mr Speake presented the noise complaint data for the month of April. There were 427 complaints from 28 households. It was a busy month, with almost 29,000 operations. There were 4 new people.

April 2018	
Total Operations	28,990
Total Noise Complaints	427
Noise Complaint Line	22
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	213
Evening (19:00 – 22:00)	94
Night (22:00 – 06:00)	120

Complaints by Residential Area – April 2018

Deltona	11
Enterprise	1
Geneva	134
Heathrow	173
Lake Mary	41
Sanford	65
Winter Springs	2
New Households	4
Repeat Households	24

Mr Speake presented the noise complaint data for the month of May. There were 354 complaints from 42 households, and around 25,000 operations. There were a lot of new complaints in May, primarily due to us moving where some of the engine run ups occurred on the airfield, we put them on Taxiway A because of construction. We very quickly realized that was a mistake for the downtown Sanford area and some others as well. Engine runs are still occurring, but they are not happening on Taxiway A any longer and for the most part, the people who had complained about these engine runs have not made any more complaints.

May 2018	
Total Operations	25,126
Total Noise Complaints	354
Noise Complaint Line	16
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	144
Evening (19:00 – 22:00)	108
Night (22:00 – 06:00)	102

Complaints by Residential Area – May 2018

Enterprise	1
Heathrow	271
Lake Mary	15
Sanford	67
New Households	23
Repeat Households	19

Mr Speake presented the noise complaint data for the month of June. There were 776 complaints from 31 households, and almost 29,000 operations.

June 2018	
Total Operations	28,897
Total Noise Complaints	776
Noise Complaint Line	34
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	591
Evening (19:00 – 22:00)	124
Night (22:00 – 06:00)	61

Complaints by Residential Area – June 2018

Deltona	9
Geneva	603
Heathrow	84
Lake Mary	25
Sanford	54
Winter Springs	1
New Households	7
Repeat Households	24

For all 3 months, there was a pocket of new complaints on the engine runs on the north east corner of the Airport. Mr Speake said he has talked to numerous people over there and told them what is going on, but it hasn't necessarily made anyone happy.

Review of Engine Run Data

Mr Speake said we are still trying to figure out how we are going to provide this information to the Committee. We have tried to compare engine runs with complaints, and they are not always matching up. Mr Speake said he is going to keep working on these reports.

He said that the fleet switch out with Allegiant is going to happen by November 26th, so if we can get to November, the A320s don't require the engine runs nearly as often because they are newer aircraft. They have a different type of engine, so they don't have the same maintenance needs.

Mr Speake said he would like to put the noise monitoring equipment out on a property near the Airport to see what noise is being generated by the engine runs.

Jennifer Oliver, a Sanford resident, offered to have the noise equipment put on her property, she has noticed aircraft flying low over her property as well as night time engine runs. Mr Speake suggested that she spoke to Mr Thompson to schedule this.

Comments from Committee

No comments.

Other Liaison Reports

Allegiant Air

Mr Butler said as they draw down the MD80 fleet, which is still on track for the last week in November, as they close other bases, they are bringing them to Sanford. They are here for spare parts; the maintenance is here. The engine runs are all MD80s.

The headings and altitudes are assigned by Air Traffic Control. They had changed the initial heading off at night by 10 more degrees, he doesn't know if that had any significant impact. Jeff Yost is the Air Traffic Control specialist, he would follow up to see if that has made any difference.

They do use a noise abatement profile, which has become their standard departure procedure.

Mr Speake brought up the 10-degree change. The Tower said it had been stopped.

General Aviation

Mr Hawker said that personnel are decreasing a little bit. The aircraft are increasing, but they are having a hard time finding pilots. Students are up to 600 now and they would like to be up to 800 by the end of the year, but it is impossible to get it up to that point if you don't have the instructors.

Mr Speake said this is not affecting Operations.

FAA

Normal operations, seeing an increase monthly. Nothing further to add.

VI. SANAC SUBCOMMITTEE REPORT

Mr Carew gave a presentation of the recommendations that the Subcommittee had come up with for the SANAC to consider (see Proposed Operational Procedures attached).

Mr Carew stated that the recommendations are not entirely new, some had been submitted to the FAA by the SANAC and approved in 1998 and they would have value if reinstated in the current environment.

Mr Carew said that research was conducted on noise abatement programs at airports around Florida and across the country. This involved reviewing operational procedures at other airports similar to this Airport. Drawing from these resources, the Subcommittee had discussed and

agreed on several operational procedures with the potential to mitigate aircraft noise exposure. They fall into 4 general categories:

1. Take off performance profiles
2. Revised routing
3. Revised altitudes
4. Landing configurations

Mr Carew said that the Subcommittee are looking for a general improvement over time with the problems they are having due to growth at the Airport.

Chairman Harrelson thanked Mr Carew, he said he had done an excellent job and the Subcommittee had obviously put in a lot of work and had come up with some very good recommendations.

Mr Fletcher asked if there is an order of priority for the proposed operational procedures. Mr Carew stated that 1 and 5 are the priorities.

Mr Renton recommended that the Subcommittee should be dissolved as it had now served its purpose, there was no further mission. It was now for SANAC to decide if/how they use the recommendations. There were no objections from the Board, so Chairman Harrelson dissolved the Subcommittee.

Mr Carew suggested that the Subcommittee could be open to reinstitution if there was a need.

VII. PUBLIC COMMENT

Ms Marsden said she had already sent an email to everyone and would like to discuss her concerns about the DNL zone and the noise where she lives. The result of the last noise study done on her property was 59.9, and flights have increased considerably. The aircraft are potentially at their loudest over her house, but she has never been included in any noise studies.

Mr Speake replied that when the studies and updates are done, they are defining the 65DNL contour. We don't put noise monitoring equipment out in neighborhoods, the contour is developed through software, therefore Ms Marsden is included in the study. Ms Marsden said they never actually came out to do a study. Mr Speake said that is not the definition of what the study is, it's defining the noise contour through that software and the fleet mix. Ms Marsden asked, if we admit that aircraft are potentially at their loudest point at her property, why is that not a factor? Mr Speake replied that when he says their loudest point, that does not mean they are exceeding the 65DNL, and having the noise equipment at her property had shown that to be the case. Ms Marsden said that when the last study was done, they did not receive 100% of the flights they typically do, and it was at 59.9, flights have increased since then.

Mr Speake said we are getting ready to start our new Master Plan next year, we will be doing an update to the Part 150 study and those contours will be adjusted based on our fleet at that point. He said that there is no way that the 65DNL would ever reach out to Ms Marsden's property. Mr Thompson said that the 65DNL has been shrinking at every airport in the US since the 1970s, and the odds are it will continue to shrink here.

VIII. FUTURE MEETINGS

Mr Speake said the next anticipated meeting will be on October 16th at 9:00am. The October meeting is when we normally elect our Chairman, we will have nominations at the October meeting. For voting and non-voting members, there are a few people who need to be re-appointed, so we will be sending letters out to the appropriate Cities/Counties/other agencies for re-appointments prior to the October meeting.

Chairman Harrelson said he would like to have a conversation with the Tower about NextGen, but the public were free to leave if they wished to do so.

The meeting was adjourned at 10:40 a.m.

Voting Members

Present

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

Absent

Krysty Carr, Seminole County

Non-Voting Members

Present

Carl Reda, Tower (for Michael Schlegel)
David Konstan, MCO ANAC
Kendall Story, City of Lake Mary

Absent

Matthew Davidson, Seminole County
Chris Smith, City of Sanford

Others Present

Brett Renton, Shutts & Bowen
Clay Fletcher, FAA (TRACON)
Dave Logan, AWW
Judith-Ann Jarrette, GOAA
Julie Sawyer, SAA
Kevin Thompson, SAA
Leeann Carter, Tower
Rick Shea, SAA
Commissioner Art Woodruff, City of Sanford
Blaine Darrah, Heathrow resident
Charles Carroll, Deltona resident
Fred Petito, Heathrow resident
Jane Marsden, Geneva resident
Jennifer Oliver, Sanford resident
Joe Carew, Heathrow resident
Peter Buis, Sanford resident

PROPOSED OPERATIONAL PROCEDURES

- OP-1. Change the Standard Instrument Departure (SID) Top Altitude to 3,000 feet for turbojet aircraft.

Amend the SID Top Altitude to 3,000 feet for turbojets while retaining the 2,000 feet restriction for all other aircraft. The current 2,000 feet level off and subsequent climb to higher altitude is a considerable noise generator and places a higher after take-off workload on pilots of turbojet aircraft. A 3,000 feet Top Altitude is more compatible with the intended noise mitigation designed into the noise abatement take-off procedures. In addition, this change will allow the TRACON to turn turbojet and general aviation aircraft on course sooner due to the altitude separation.

- OP-2. Amend the airport traffic pattern altitude for turbojet aircraft to 2,000 feet.

Currently, this is the published intercept altitude for the ILS to Runway 9L. This change will provide relief to residents because an aircraft on approach to landing will intercept the visual glide path farther away from the airport (about 7 nautical miles on straight-in approach) and be in a descending profile using less engine thrust. Furthermore, aircraft arriving from the west to land on Runway 27R will be higher over residential Deltona on the downwind leg.

- OP-3. Promote Continuous Descent to Land operations.

With the eventual arrival of NextGen, the concept of Continuous Descent to Land should be pursued as the preferred descent and approach maneuver by all arriving turbojet aircraft. This is essentially an idle power descent from altitude to a point on the runway center line extended where configuration for landing is initiated.

- OP-4. Noise abatement take-off profile.

The Sanford Airport Authority should request that all pilots of turbojet aircraft utilize either the NBAA Standard Noise Abatement Take-off profile for business jets or the FAA Advisory Circular 91-53A Distant Noise Abatement Departure Profile (NADP-2), or comparable Operations Specifications noise abatement take-off profile for air carriers.

- OP-5. Eight (8) nautical mile final for turbojets.

For visual approaches, ensure turbojet aircraft are turned and instructed to join at least an eight (8) nautical mile final to Runways 9L and 27R and to maintain 2,000 feet until established on final. Adopting this procedure places aircraft maneuvering for the base leg, with the higher thrust-noise exposure due to turning flight, to overfly conservation areas.

- OP-6. "Keep 'em Clean" profile.

On all visual approaches, pilots are requested to maintain a clean aircraft configuration as long as possible and to delay extending the landing gear until operationally necessary.

SANAC MEETING
TUESDAY, JULY 24, 2018, 9:00AM

SIGN IN SHEET

PLEASE PRINT

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