



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, JANUARY 15, 2019 – 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. REVIEW OF JULY 2018 MINUTES

Minutes of the October 23, 2018 meeting were reviewed, but not approved, as we did not have a quorum. To be approved at the next meeting.

III. NOISE REPORT

Review of Data from September, October, November & December 2018

There were 334 complaints from 23 households in September, with 4 new households.

September 2018	
Total Operations	27,466
Total Noise Complaints	334
Noise Complaint Line	6
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	247
Evening (19:00 – 22:00)	62
Night (22:00 – 06:00)	25

Complaints by Residential Area – September 2018

Deltona	10
Geneva	171
Heathrow	115
Lake Mary	17
Sanford	21
New Households	4
Repeat Households	19

Complaints by Residential Area – October 2018

There were 794 complaints from 27 households in October, with 3 new households.

October 2018	
Total Operations	26,497
Total Noise Complaints	794
Noise Complaint Line	15
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	521
Evening (19:00 – 22:00)	188
Night (22:00 – 06:00)	85

Complaints by Residential Area – October 2018

Apopka	1
Deltona	6
Geneva	259
Heathrow	414
Lake Mary	72
Sanford	41
Winter Springs	1
New Households	3
Repeat Households	24

There were 330 complaints from 19 households in November, with 1 new household.

November 2018	
Total Operations	25,672
Total Noise Complaints	330
Noise Complaint Line	8
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	222
Evening (19:00 – 22:00)	62
Night (22:00 – 06:00)	46

Complaints by Residential Area – November 2018

Deltona	2
Geneva	41
Heathrow	143
Lake Mary	107
Sanford	37
New Households	1
Repeat Households	18

There were 178 complaints from 15 households in December.

December 2018	
Total Operations	23,472
Total Noise Complaints	178
Noise Complaint Line	2
Time of Complaint	Number of Complaints
Day (06:00 – 19:00)	120
Evening (19:00 – 22:00)	39
Night (22:00 – 06:00)	19

Complaints by Residential Area – December 2018

Enterprise	4
Geneva	48
Heathrow	92
Lake Mary	8
Sanford	26
New Households	0
Repeat Households	15

Review of 2018 Data

Month	No of Complaints	Operations
Jan-18	195	23,386
Feb-18	410	25,326
Mar-18	473	28,932
Apr-18	427	28,990
May-18	354	25,126
Jun-18	776	28,897
Jul-18	953	27,803
Aug-18	535	29,523
Sep-18	334	27,466
Oct-18	794	26,497
Nov-18	330	25,672
Dec-18	178	23,472
Totals	5,759	321,090

Overall, there was an increase in Operations of 4.8% and a decrease in complaints of 10.3% compared to 2017.

Chairman Harrelson asked what the projection is for Operations in 2019. Mr Schlegel advised that it is 330,000 to 350,000, as L3 is increasing their student body and fleet.

Chairman Harrelson asked if the Commercial aircraft would be increasing. Mr Reda replied that Allegiant are increasing their schedule out of here, but it's not going to be huge. Ms Crews said it might be as much as 4%. More frequency, not necessarily more destinations.

Review of Engine Run Data

Mr Thompson said that the engine runs are starting to diminish. They were mainly all MD80s, but we did have a couple of A320s doing high power engine runs. One was due to a possible bird ingestion. We had 12 high power engine runs in September, 5 in October, 11 in November and 9 in December. Although the Allegiant MD80s had their last scheduled flight on November 21, they were still shuttling them off to Birmingham for dismantling/sales. The last MD80 left Sanford in the middle of December.

Chairman Harrelson asked about the correlation between engine runs and complaints. Mr Thompson replied that we couldn't find many matches, we had a few complaints in December in the early morning hours, where community members thought they were hearing run up activity, but it was just back to back departures from 5am to 7am.

Chairman Harrelson asked what hours we allow engine runs to occur. Mr Thompson replied that engine runs are allowed at any hour, they are supposed to give us a call prior to heading out. If the tower is closed, we request that they go to certain areas to help buffer the noise. The Tower are pretty flexible and if we need them to go somewhere, they are usually able to work with us. 18/36 was closed until October for takeoff and landing because of construction, they are primarily going to Bravo, near the firehouse, on an east west direction and after October they were on a north south orientation.

Comments from Committee

Carl Reda said there is a new Chief at F11, and it sounds like we might get some results moving forward. He has indicated that he is looking forward to working with us to try and change the way we do business to get higher for the jets as a standard instead of as an option.

Krysty Carr asked if they were getting 5,000 feet from takeoff. Mr Reda stated that right now, it is 2,000 feet, 5,000 feet would be an exception, rather than the rule. Mr Reda said our LOA says that when they are able, they will give us higher. Recently it has been a lot better because they are stuck in the north flow because of the winds. That is advantageous to us, because just east of here is the arrival into MCO and when they are in a north operation, they are passing us at 12,000 feet, but if they are in a south operation they are passing us at 6,000 descending to 4,000, so we can't get higher than 3,000 feet when they are in the south flow. Lately it has been a little bit better getting higher off the ground, but the norm is 2,000 feet. We're fighting for 3,000 feet right now.

Other Liaison Reports

Allegiant Air

Rob Butler gave an update:

The transition of the all airbus fleet has been completed, he hopes this will have a measurable and timely impact on any noise issues we have. The MD80s have gone and they're not coming back.

Mr Butler said he worked with Jeff Yost. Mr Yost is a former New York City Air Traffic Controller, and the ATC liaison. He wanted to bring up a couple of things from talking to him about Sanford:

1. He has been in contact with the TRACON and they are looking at the possibility of climbing us to 3,000 feet instead of 2,000 initially. They have to work it out with the union, they may try a 90 day test run to see if that makes any impact. They are going to negotiate, that is one of the top things on his agenda. That will get us out of the terminal quicker and quieter, there will be no level off, so that might help.
2. As part of the Metroplex redesign team, see if we can piggy back onto the back of some of the arrivals into MCO. That will allow for a more gradual descent profile, and we'll be able to come in at higher altitudes and then lower speed restrictions into Sanford. That should be coming out some time towards the end of this year.

Mr Charles Carroll said he was assured that when we went from MD80s to A320s, the noise level would improve. He has gone from an engine exhaust noise over his house to a high pitched whining noise. He finds that just as, if not more irritating. He said we really need to push them to get up to a higher level. He is going to start writing a lot more complaints, he has been holding off with the change in planes thinking that would solve the problem, but he doesn't see a resolution in the near future.

Mr Butler said if they move from 2,000 feet to 3,000, that might have a positive impact, the noise would be less and for a shorter duration.

General Aviation

Not present.

FAA

Mr Reda said Allegiant may be able to have someone present if our meeting was a day off from St Pete's, they can't send someone to St Pete and then send someone here if they are a week apart. St Pete hold their meetings on Wednesdays, we hold ours on Tuesdays. Mr Speake said the dilemma is we could go back to that 2nd week, however whenever the Airport Authority moves their meeting, it would bump this meeting. Mr Speake said he and Mr Thompson had already spoken about this, and they were going to try and find a way to coordinate this.

IV. Vector Airport Systems VNOMS

Mr Thompson said at the last meeting, we reported that we were in the process of acquiring a new portal. We selected Vector Airport Systems and their VNOMS portal.

Mr Thompson gave a brief presentation and went over some points.

- The new portal was not yet live, we were just given the keys to it the day before, and there were a couple of things we would like to test.
- The Airport purchased the FAA's NextGen feed, so we will be able to track GA aircraft with better altitude information. Not all L3 aircraft are equipped with newer transponders, but by 2020 it will be mandatory for all aircraft flying into a class Bravo airspace, which we are on the boundary of.
- Our coverage with ADS-B will improve over the years, we will get more information.

- We will have accurate altitude information within 25 feet. You might see other targets, most likely L3 aircraft within 100 feet because they have older transponders.
- The public portal is on a 10 minute delay, for security purposes. The Airport will have access to a live feed from the Tower.
- The Airport bought a year's worth of history from Harris Corporation. It will take about a week to upload. For any complaints within the last calendar year, you can go back and it will match up within a 15 minute window prior to and after your complaint. It will try to detect what flight was at the point of closest approach (PCA).

Krysty Carr asked if that information will be available to the public, or just this Committee. Mr Thompson confirmed that it would be available to everybody.

Chairman Harrelson asked how the public were going to have access to the new portal. Mr Thompson said it would be on the SANAC website.

- Everyone is able to replay tracks, it won't just show Sanford traffic, it will show over flights.
- Once someone puts in a complaint, it will give them information if there is a flight plan associated. It will say where it originated and where it was heading. The algorithm is a 15 minute window prior to and after the complaint window because not everyone can remember the exact time they heard the noise.
- We can follow up, to make sure it didn't assign the wrong track.
- We will have live feed, and we get a little bit more information than the public.

Mr Thompson said the Airport have put a lot of money into this software, and he thinks it will benefit the community greatly, it will be extremely helpful in addressing complaints.

Mr Speake asked if we were able to change the color of the tracks to show which were SFB and which were MCO aircraft. Mr Thompson said we can see that on our admin login, but the public wouldn't be able to see it.

Chairman Harrelson asked what the plan is to educate the public - how will the public be aware that this is available? Mr Thompson said that when they go to the website, the old complaint entry portal will not be there, this will take it's place. He could talk to people over the phone if they have questions and educate them that way. It's pretty easy to use, he's not sure that a learning seminar would be necessary.

Chairman Harrelson said he wouldn't be aware of it unless he was sitting here at the meeting. It wouldn't do any good for us to spend all this money if no one is aware of how to look it up.

Ms Carr asked if there is an option for a tutorial where people could log into a website to learn how to use it. Ms Crews said, having just received this the day before, Mr Thompson is still in the early stages of learning how this program works. We can incorporate it into presentations when we go to the chamber and when we present around the community. Incorporating a slide or two on this system would be a good way to educate the public. We could also do a press release when we get to that point. Chairman Harrelson said Channel 13 would be a good way to

make the public aware that it's available. Ms Crews said we could do a Community Service Announcement, she could get Lauren Rowe to work on that.

Mr Buis asked why the public is on a 10 minute delay, if the Airport has a live feed? Why are we keeping some information privy, if it is out there to be accessed anyway? Mr Speake said this is a software package that we bought, this is how the product came to us. Mr Buis asked why aren't we putting the same information out to the public? Mr Thompson said that the only difference is the 10 minute delay. We will also get every departure and every arrival and we will be able to run graphs, runway usage reports etc. The public won't have access to that, but we will share it in these meetings.

V. PUBLIC COMMENT

Mr Carew read out from a letter he had sent to Chairman Harrelson dated January 3rd 2019:

It is my belief there remains unfinished business of the SANAC relating to the Subcommittee report of July 24, 2018. It was my intent to raise the matter at the October meeting, however with your absence it would not have been until the meeting was half way over, I refrained. Part of this is my own fault, for not fully confirming with Robert's Rules of Order. As I have come to understand, closing comments by the Subcommittee Chairman should state in brief the recommendations presented and to request the Committee Chairman to move for a disposition of the Subcommittee recommendations.

While the Subcommittee voted unanimously for the recommendations, which have a merit on their own, I believe the SANAC at the meeting of January 15th needs to move to adopt the recommendations of the Subcommittee, for no less than good governs and the meeting record of the minutes.

Chairman Harrelson said there was no one in opposition to the recommendations, and the recommendations are being considered by the FAA, so he doesn't see a problem with that.

Mr Carew said under the bylaws of SANAC, it says they follow Robert's Rules of Order. The Subcommittee was duly convened by SANAC, for recommendations for actions be taken by SANAC. He should have asked Chairman Harrelson to move to adopt the recommendations of the Subcommittee at the end of his presentation. He did not do that at the time, so he asked Chairman Harrelson to do that now.

Chairman Harrelson asked Mr Speake if there was a problem with that. Mr Speake said there was a problem as we didn't have a quorum.

Mr Carew asked if this should be put off until the next meeting.

Chairman Harrelson said he did not see anything in the recommendations that we would not support. Mr Speake said his understanding was that these were recommendations that were brought forward to be explored to see if they could be implemented, versus saying they will be implemented. We don't have the power to say they will be implemented.

Mr Carew said we do have the power to do two of those recommendations. It was a duly constituted Subcommittee to give recommendations to SANAC, there's nothing about adopting the recommendations that says you are accepting the recommendations. It's procedurally correct for good governance to have the Robert's Rules of Order procedures applied.

Chairman Harrelson said unless we are opposed to that, we should do it.

Mr Carew said if there is a question with that, maybe we should raise it with Mr Renton.

Mr Thompson asked what procedures Mr Carew was suggesting the Airport could implement today. Mr Carew replied 4 and 6.

Proposed Operational Procedure 4 is a 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 Operation Specifications noise abatement take-off profile for air carriers.

Mr Thompson said there is a line item in our AFD that references that, we do make that recommendation. Mr Carew said he agreed, in the presentation he indicated that the Airport Facilities Directory does have that comment, but the Airport Facilities Directory is not what professional pilots utilize, they utilize the Jeppesen system. Reference to any to any noise abatement is not available to them on the Jeppesen version of the airport information.

Ms Crews stated that this is an advisory Committee; the Subcommittee was an advisory Committee to SANAC. SANAC is an advisory Committee to the Airport Authority. The mission on the SANAC website states: It is the purpose and mission of this Committee to make recommendations to the Sanford Airport Authority for establishing noise abatement procedures and for monitoring their implementation at the Orlando Sanford International Airport. Any kind of motion or decision that is made is strictly to bring that for consideration by the Sanford Airport Authority. That would be something that, if this Committee decided to recommend what has been brought forward by the Subcommittee, if you had a quorum and you had the votes to do that, then that in turn would go forward to the Sanford Airport Authority as a recommendation from SANAC.

Chairman Harrelson said he doesn't find anything contrary to doing that.

Mr Carew said under the Pilots and Responsibilities section of the SANAC website, it says that it is up to the pilot to follow the voluntary recommended noise abatement procedures. It's an education process that the Airport puts forward. Right now, on all the documents the pilots use, there is nothing that recommends that. On the current Airport page, under Information for Pilots, there is no indication of any kind of noise abatement procedures. There is as an Airport Facilities Directory which they don't use. Mr Buis said every pilot has the responsibility of knowing that information, whether they access it or have the ability to access that, that is the question. Most pilots use Jeppesen, if you look on the back of the 10-9 or in this case the 29 page, that is where you will find the Airport is requesting noise abatement procedures. St Pete has it, Fort Myers has it, it's very easy to do.

Mr Carew said that professional pilots don't use the Airport Facilities Directory because it's a separate multi hundred page document. The advantage with Jeppesen is that any information about the Airport is on the back of the Airport page.

Mr Thompson asked if we implement that and put that in the 10-7 on the Jeppesen charts, if our jets are still getting 2,000 feet, would the NADP-2 still be effective if they are levelling at 2,000? Are they still able to meet noise abatement? Because they are getting held off on the climb, isn't that the barrier to meet the noise? Mr Carew said the issue is that they need to know that the

Airport has certain noise abatement procedures. One of the reasons we are trying to raise to 3,000 feet is so that the take-off noise abatement procedure can actually be performed.

Mr Carew said his point was that of the six procedures that we came together on, two of them were for action by the Airport Authority.

Most air carriers, when they deal with their operation specifications, adopt the noise abatement take-off procedure into their own procedure and then become up specs.

The point is that they have it there as a procedure, whether they use it or not is something else.

Proposed Operational Procedure 6 is "Keep 'em Clean" profile. On visual approaches, pilots are requested to manage the approach to landing so as to maintain a clean aircraft configuration as long as possible to delay flight selection settings and extension of landing gear until operationally necessary.

Mr Carew said that is not an ATC function. We are asking the pilot to consider not to maneuver his airplane in extension of the landing gear, in the final selection of flaps until operationally necessary. All the Airport Authority would be doing (like many other Airport Authorities do) is saying please consider a "Keep 'em Clean" profile if operationally possible.

Mr Thompson said the pilot needs to fly the plane in a safe way, and if he needs to employ the flaps, employ the landing gear, we are not going to tell him he can't do that, we have no authority to oversee that. We have come up with a program to ask Allegiant to do this on a voluntary basis. Mr Carew said all he is suggesting is that this kind of language is added to a noise abatement section on the back side of the 40-9 A page.

Mr Thompson said he would explore that, but it would still have to be approved by the Board. Mr Speake said the Airport Authority would have to adopt those procedures. Mr Carew said the whole point of 4 and 6, was to make these recommendations, they would be considered here and then forwarded on for whatever action the Airport Authority is willing to take.

Chairman Harrelson said we will vote on it next time, if we have a quorum.

Chairman Harrelson said he had not received the letter and asked for it to be re-sent. It was suggested that Mr Carew should copy in Airport Authority staff to ensure future correspondence has been seen.

VI. FUTURE MEETINGS

The next anticipated meeting will be on Tuesday, April 16th at 9:00am.

The meeting was adjourned at 10:00am.

Voting Members

Present

Kevin Thompson, SAA
Krysty Carr, Seminole County
Rocky Harrelson, Seminole County
Robert Butler, Airline Representative
(called in)

Absent

Wade Hawker, GA Representative
Robert Reed, City of Lake Mary

Non-Voting Members

Present

Carl Reda, Tower
Michael Schlegel, Tower
Jeff Hopper, Seminole County
Kendall Story, City of Lake Mary

Others Present

Al Nygren, SAA
Diane Crews, SAA
George Speake, SAA
Steve Smith, SAA Board Member
Charles Carroll, Deltona resident
Joe Carew, Heathrow resident
Peter Buis, Sanford resident

Absent

Chris Smith, City of Sanford
David Konston, MCO Noise Committee
John Ramirez, Central FL TRACON