



**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 16, 2019 – 9:00 A.M.**

I. CALL TO ORDER & INTRODUCTION OF GUESTS

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

II. NEW MEMBER INTRODUCTION

George Speake introduced Dave Hazel. Mr Hazel was recently promoted to Assistant Director of Operations, and he was also given responsibility as the voting member of SANAC. Mr Speake said he will work with Mr Hazel over the next couple of months to get him acclimated to what SANAC involves.

III. REVIEW OF APRIL 2019 MINUTES

Minutes of the April 2019 SANAC meeting were reviewed. Motion to approve the minutes made by Krysty Carr, seconded by Robert Reed. Minutes approved as read.

IV. NOISE REPORT

Review of April, May & June Data

Chairman Harrelson said there had been a number of clearances for around three weeks going to 5,000 ft, and they were headed west, turning over the power plant, going over commercial areas. However, on June 29th they started going back to the 2,000 ft clearance. He asked if the controller had changed. Mike Schlegel said it is TRACON driven. It could be due to many reasons: There was a large military exercise recently that might have had an impact on it, it could be traffic, a VFR aircraft, birds, or the weather.

Chairman Harrelson said he thought that the initial clearance to 5,000 ft would go a long way towards solving the problem. Turning them early and bringing them in over the power plant on the returns is also helping as it avoids Heathrow. Mr Schlegel said that is preferable, and he is sure they strive to do that all the time, but there are mitigating factors out there and different circumstances. Chairman Harrelson asked if that is the procedure. Mr Schlegel said 2,000 ft is the set procedure. Chairman Harrelson asked about the recovery, he said you must be turning them in when you bring them in over the power plant, you must be telling them to clear visual. Mr Schlegel said that is TRACON driven, and that is likely. Their procedures for turning on visual approaches are 8 to 10 miles out.

Jeff Yost said he agreed with Mr Schlegel, it is TRACON driven, TRACON is the IFR controlling authority feeding Sanford Tower. It would be our preference to be turned in 7 to 10 miles out for stabilized approach criteria, but it depends. It could be a million things, traffic driven being number one for the Airport. We may turn planes in early, that is totally TRACON driven.

Chairman Harrelson said stabilized approach shows the configuration not straight out, and asked if he could be on a stabilized approach in the turn. Mr Yost said generally we would like to be established on final. Chairman Harrelson asked if that is the FAA rule. Mr Yost said that is the airline preference, the FAA clears the plane for the visual approach, it is up to the crew to get to the runway.

Chairman Harrelson said Allegiant should get recognition for these two things.

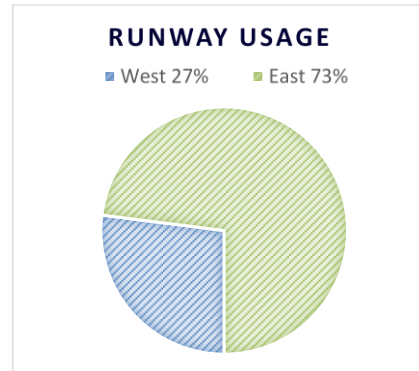
Mr Yost said the letter of agreement is 2,000 ft, but we have asked them for 3,000 ft. It is a work in progress, it would be their goal to get to 3,000 ft. Mr Speake said Mr Ramirez is working on that. It has been 2,000 ft, 5,000 ft if possible for decades, he is sure it will be 3,000 ft, 5,000 ft if possible now.

Mr Speake said he would contact John Ramirez and introduce him to Mr Hazel, and bring this to his attention.

Mr Hazel presented the April, May and June data:

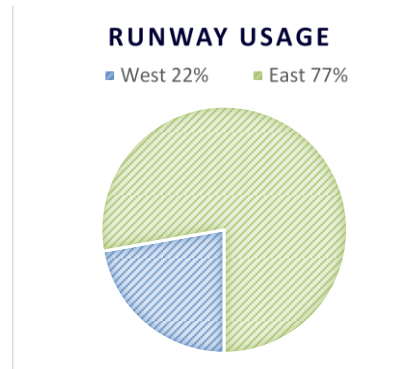
APRIL 2019

Total Complaints:	202	(2018: 427)
Total Operations:	31,464	(2018: 28,990)
Complaints by Location:	Enterprise	1
	Lake Mary	7
	Heathrow	167
	Sanford	18
	Geneva	9
Number of Households:	13	(2018: 28)
New Households:	2	



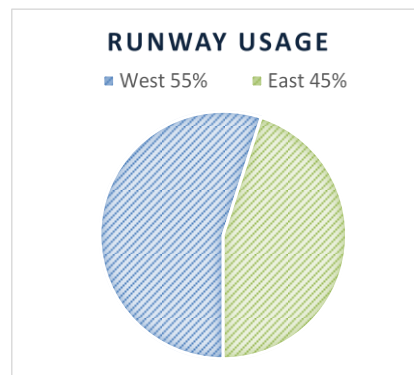
MAY 2019

Total Complaints:	118	(2018: 354)
Total Operations:	35,016	(2018: 25,126)
Complaints by Location:	Lake Mary	6
	Heathrow	95
	Sanford	3
	Geneva	14
Number of Households:	8	(2018: 42)
New Households:	2	



JUNE 2019

Total Complaints:	107	(2018: 776)
Total Operations:	29,780	(2018: 28,897)
Complaints by Location:	Lake Mary	1
	Heathrow	91
	Sanford	1
	Geneva	12
	Deltona	1
	Debary	1
Number of Households:	8	(2018: 31)
New Households:	2	



Review of Engine Run Data

Mr Hazel stated that the engine runs had been significantly lower this quarter, probably due to the MD80's not being around.

Comments from Committee

Jane Marsden said part of the reason the complaints are going down is that the new system is a lot more time consuming than the previous one. She has more complaints, but she does not have the time to enter them one by one any more.

Pete Buis said he agreed with Ms Marsden. He has stopped making complaints as he does not have the time to spend 20 to 30 minutes on the computer, therefore our data is not accurate.

Mr Hazel said the new system is intuitive. The most important parts are the dates and the times of the flights. If those are accurate, we are easily able to find the tracks.

Mr Speake said we had previously used our own in-house system, which we had somewhat modelled to do whatever the complainers had requested; however, it did not provide the output that we get now. We get more data out of the new system, which is helping us work with Air Traffic. Before, when there was a complaint where you didn't like what the plane was doing, we had to go to the Tower to request the tracks, and the Tower had to pull them. We weren't allowed to have the data ourselves unless we did a freedom of information request. Now, when you have a complaint, we can take that data and go to the Tower, they can look at it, and we can compare notes.

Mr Buis said he does not have the time to enter all that data, all he needs to do is to call and say here's an airplane, it just flew over my house at this time. He suggested that maybe we all need to work together to simplify the system. For the last 3 months, he has made no complaints, so the data is not correct.

Mr Speake told Mr Buis it is very hard for us to do anything if we are not getting the data. Mr Buis said we need to make the system easier to put the data in. Mr Speake said we bought the new system, we are using it, and it's giving us more data than we ever had. It's a proprietary system, we can't go to them and say change this, change that, make it ours.

Mr Speake asked Mr Buis to give us 12 instances that are representative of the majority of his complaints, then we can go to the Tower and say this is what he is seeing every month, is there

anything we can do? We may have to come back to him in the next three months and say we need more, because it may not have been down to Allegiant, it may be because of what the Tower or what TRACON was doing. Mr Speake said Mr Hazel will be able to work on this between meetings, he can talk to the Tower and then call Mr Buis to let him know what was going on.

Ms Marsden asked if Mr Speake could do this for her complaints as well. Mr Speake agreed that he could, but because we are a very busy airspace, we are still within the restrictions of what the FAA says, this is really an FAA issue and not an Airport issue.

Chairman Harrelson asked Mr Buis if his complaints would be down, as he does not know what else we can do other than turn short and go to 5,000 ft, there's only so much we can do here. Mr Buis said we should stop giving them the visual approach clearances, and make them fly a pattern. There is no reason for them to be down at 1,600 ft flying away from the Airport with the gear and flaps down.

Mr Yost said that is total crew preference, so every visual approach is different. Mr Buis said flying away from the Airport fully configured is not fuel efficient. Mr Yost said you don't know what the speed is.

Chairman Harrelson asked Mr Buis if he was talking about takeoff or recovery. Mr Buis replied landings, visual approaches.

Mr Yost said the TRACON is a very busy facility, they may have us at higher altitudes based on traffic. The altitude will vary on every single airplane. It is controller driven, it is their preference. These airplanes have already been cleared for the approach, and they have already been cleared to enter the airspace before the Tower gets them. Mr Speake said they are our middle man to the TRACON. Mr Buis asked why there was not a representative from TRACON at the meeting. Mr Ramirez was invited, but was unable to attend the meeting

Mr Speake said that Allegiant have worked very closely with St Pete and improved things down there, but it doesn't happen overnight.

Chairman Harrelson asked if there is a minimum altitude at LEESE, and how low do they clear them after they pass LEESE? Mr Yost said they cross LEESE at 7,000 ft and they go down to 2,000 or 3,000 ft, or they could clear them for the visual approach out there, then they own to the ground. They could clear them as soon as the pilot reports the Airport in sight. Chairman Harrelson said that's probably 40 miles away. Mr Yost said he believes that 35 miles out is the cut off for their crews.

Chairman Harrelson said maybe that is something else to consider, maybe we shouldn't clear them at 35 miles. If we're trying to avoid noise complaints, keeping them higher until they get into the traffic pattern would be preferable.

Mr Yost said he agreed, however if the airplane is reporting the Airport in sight, the normal protocol for that is to continue. If there's additional sequence in there we'd have to deal with the Tower or an approach clearance. That's generally the sequence of events. Some controllers may elect to wait a little bit, but there's nothing in the FAA order 7110.65 that prohibits that. Chairman Harrelson said there's nothing that requires the pilot to descend because he's given that clearance. Mr Yost said once you get a visual approach clearance, it's a pilot discretion descent. Chairman Harrelson said Allegiant could brief the pilots, he is sure there are fuel

savings for them, they probably have a power saving that's optimum descent setting. He suggested that Allegiant could perhaps talk about that at one of their pilot meetings.

Mr Yost said that is totally pilot driven, but all of the pilots are local and they do want to be good neighbors. From both the FAA and the airline standpoint, the visual approach procedure is the most efficient, expeditious entry into an airport, and it is done at every single airport in this Country. It is totally TRACON driven when that approach clearance is given and unfortunately the airline has no control over that.

Other Liaison Reports

Allegiant Air

Mr Yost said Allegiant have added four or five new cities for the fall. Some of the flights are seasonal, so we may not see too much additional activity, schedule wise.

ILS approach procedures after 11:00pm have been instituted.

Allegiant are hiring additional pilots, Florida is very busy for them.

General Aviation

General Aviation representative not present.

FAA

Mr Schlegel said the Tower are training up three new people, and they are looking at expanding the hours for traffic.

V. SANAC WEBSITE UPDATE: SUBCOMMITTEE OP-4 & OP-6 PROCEDURES

Mr Hazel said OP-4 and OP-6 were approved by the SAA Board at the June Board Meeting and had been posted on the website.

VI. REAPPOINTMENT OF AIRLINE REPRESENTATIVE

Mr Speake said the Airline Representative is appointed by SANAC, and then confirmed by the Airport Authority. He had not yet had a chance to ask Mr Butler if he would like to continue, or whether Mr Yost would like to take over. Mr Yost said he would speak to Mr Butler about who would be most appropriate to serve on this committee.

Ms Crews said we really do appreciate Mr Butler and Mr Yost taking the time out of their busy schedules to be here with us at the SANAC meetings.

VII. NOISE EXPOSURE MAP/AEDT PRESENTATION – JONATHAN HAND, ATKINS

Mr Hand explained that Atkins are in the process of updating the Airport's Master Plan, and it is likely to be completed by the end of 2020.

Mr Hand gave a Noise Exposure Map/AEDT Presentation:

- Atkins will be performing an assessment of existing and potential future noise impacts for the Airport Master Plan Update (AMPU).
- The AEDT software will be utilized for the analysis.
- No physical noise monitors will be deployed for this AMPU noise analysis.
- Current and future activity levels will be assessed for noise impact.
- The SFB AMPU Noise Analysis will be conducted as an average day (24 hrs) exposure using the DNL metric.
- Contours depicting the 65, 70, and 75 DNL levels will be overlaid on the airport map to identify any noise related issues.
- Airport Environmental Design Tool (AEDT) will be utilized to conduct the analysis. It replaced INM as of 2015.
- AEDT models aircraft performance in space and time to estimate airport noise exposure.
- A massive leap in terms of model accuracy, most notably in the number aircraft models available for analysis, and the rich analysis options.
- Designed to model emissions, fuel burn, and aircraft performance. However, for the AMPU only noise will be modeled.
- AEDT has thousands of aircraft / engine types available (INM had only 247)
- AEDP Inputs & Outputs

Inputs

- Average Annual Day
- Airport Information
- Weather
- Runway Layout
- Aircraft Operations
 - Aircraft Models
 - Time of Day
 - Number of Operations
 - Flight Tracks

Outputs

- Noise Contours
- Noise Metrics

Mr Hand said the FAA will mitigate to a 65 DNL. Mr Speake said the Airport owns everything in the 65 DNL line, apart from one piece of property where the owners refused to sell and were happy to keep their land.

Mr Hand said there have been several changes since the last Master Plan: Allegiant retiring the MD80's has had a huge impact on noise, we are seeing a lot more (older) International traffic, and we have more operations (but quieter equipment).

Chairman Harrelson asked if the number of operations would increase the area of the 65 DNL. Mr Speake said it depends on the aircraft type, 90% of our traffic is small, single engine aircraft.

Chairman Harrelson asked where it gets to 55 DNL on the map.

Mr Hand said 55 DNL would be fairly close to the 65 DNL. The closer to the runway you are, the louder the average sound is going to be. 55 DNL is the lowest it goes, it is modelled on what the FAA requires. Mr Speake said he believes that the FAA will never lower the 65 DNL, when you look at places like LA, DC, JFK, all those places where you have got so much residential property right around the airport, they are never going to change it, because it would be too expensive. As soon as they say we are going to go to a 55 DNL, it would be billions upon billions of dollars they would have to come up with to purchase or soundproof those properties.

VIII. PUBLIC COMMENT

Ms Marsden asked if there is a radius cut off with the map and how far out from the Airport they go when doing the study. Mr Hand replied that they go out at least 10 miles with the tracks. The contours that get generated are pretty close to the Airport, so the longer the tracks go out, it doesn't make much difference in the software. Something that far out is not going to produce an average DNL that you would notice.

Ms Marsden said the last noise study done at her property reflected a 59.9 DNL but she had not received the number of flights she typically has, and there were still some problems with the programming.

Mr Speake said that noise equipment would not be put out as part of this study. Mr Hand said that software is used, a 3 degree path from the runway out. The higher it is, the less you can hear.

Ms Marsden asked how do they know that is accurate? Chairman Harrelson said you are required to do 3 degrees that is standard.

Chairman Harrelson asked the public if the departures for May and June had been better than previously. Mr Carew said it had been better. Mr Buis said it had been better for April and May, but it had got worse in June. Ms Marsden said there were some days when the departures were fine, and other days where they were not, and she asked what's the difference, and who controls that? Chairman Harrelson said Mr Schlegel had already addressed that, some days they don't have a choice, other days the controller may decide to assign the agreed to altitude.

Mr Speake said during April and May, we were primarily on an east operation, in June we started moving back towards a more westerly operation, and that is probably why Mr Buis had said it was great for April and May and then it changed. Mr Buis said he is outside all the time working, and recently he has seen more and more and they had been lower, flying right over the top of his property. He admitted that they were not as noisy as the MD80's had been.

Mr Carew said it had been a year since the Subcommittee recommendations had been put forward, and he would like to make the public and the committee aware of some of the limitations they had at the time.

At the time SANAC did not have a TRACON representative, so when the Subcommittee was formed, that element was not present. It became obvious to the members of the Subcommittee that they would have to research what TRACONS in other airports had coordinated to create flight operational noise procedures. Mr Carew said he would like to thank Ms Crews because before the 3rd meeting the Subcommittee had enquired if somebody from the TRACON could attend. The subcommittee were coming to some resolutions and wanted to have some kind of presentation/representation? to get a response from them if there would be any way of refining the conditions that they were working with? Ms Crews had communicated with the head of the TRACON but at the last minute, that person could not attend due to a schedule conflict. Therefore, the recommendations were generic, they were not tailored to this Airport.

Mr Carew said Mr Speake and the rest of the group have done a very good job in regard to land based measures. We have made a lot of progress in the last year with the flight operational procedures.

Mr Carew said he had been exchanging emails with Mr Ramirez from the TRACON regarding the positive results of the altitude increases on departure. Mr Carew said there is a lot of work going on here and we are looking forward to more of it. He would like to see continued cooperation and collaboration between the Committee, the Airport Authority and the TRACON.

Mr Speake said he appreciated Mr Carew's comments, but we have always had participation from the TRACON. At the point that Mr Carew started coming to the meetings, the TRACON was going through about a year long transition, it took a long time to fill those positions. Mr Carew said he was aware there was a staffing problem, his point was that they had to generate a generic system of resolutions and recommendations because they did not have the opportunity to come up with any kind of tailored recommendations.

IX. FUTURE MEETINGS

The next anticipated meeting will be on Tuesday, October 15th at 9:00am.

The meeting was adjourned at 10:00am.

Voting Members

Present

Dave Hazel, SAA
Krysty Carr, Seminole County
Rocky Harrelson, Seminole County
Robert Reed, City of Lake Mary

Absent

Robert Butler, Airline Representative
Wade Hawker, GA Representative

Non-Voting Members

Present

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

Absent

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

Others Present

Jeff Yost, Allegiant
Al Nygren, SAA
Diane Crews, SAA
George Speake, SAA
Steve Smith, SAA Board Member
Jonathan Hand, Atkins
Commissioner Art Woodruff, City of Sanford
Charles Carroll, Deltona resident
Jane Marsden, Geneva resident
Joe Carew, Heathrow resident
Peter Buis, Sanford resident
Jessie Harrelson
Ruth Leibbrandt