

SANAC

Sanford Aviation Noise Abatement Committee

**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 14, 2020 – 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 Krysty Carr.

II. NEW MEMBER INTRODUCTION

John McSpadden is the new voting member from the City of Lake Mary. He lives in the Timacuan Subdivision in Lake Mary, and he is an impacted citizen.

Mr Speake announced that Krysty Carr has been appointed as the Chairman of SANAC for the next year by the Chairman of the Airport Authority Board.

III. ELECTION OF A VICE CHAIRMAN

A motion to elect Wade Hawker as Vice Chairman was made by Dave Hazel, seconded by Mr McSpadden. Motion approved and passed.

IV. APPROVAL OF OCTOBER 2019 MINUTES

Minutes of the October 2019 SANAC meeting were reviewed. Motion to approve the minutes made by Mr Hawker, seconded by Mr Hazel. Minutes approved as read.

NOISE REPORT

Review of October, November & December Data

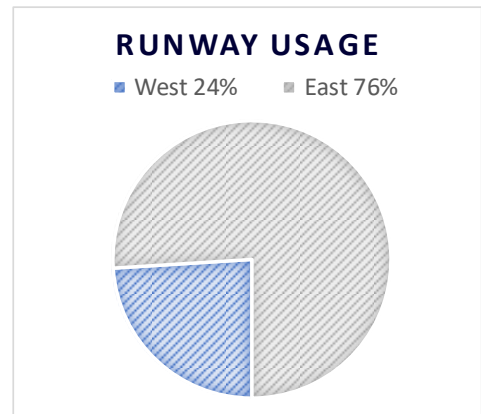
October 2019

Total Complaints: 58 (2018: 794)
 Total Operations: 30,472 (2018: 26,497)

Complaints by Location:

Heathrow 36
 Sanford 7
 Deltona 6
 Geneva 5
 Lake Mary 4

Number of Households: 12 (2018: 27)
 New Households: 3



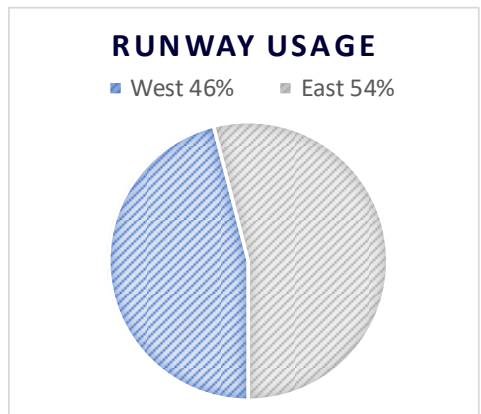
November 2019

Total Complaints: 95 (2018: 330)
 Total Operations: 30,951 (2018: 25,672)

Complaints by Location:

Heathrow 80
 Sanford 8
 Lake Mary 7

Number of Households: 10 (2018: 19)
 New Households: 3



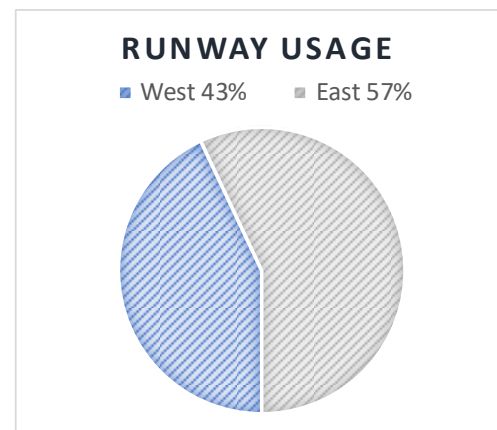
December 2019

Total Complaints: 75 (2018: 178)
 Total Operations: 28,041 (2018: 23,472)

Complaints by Location:

Heathrow 54
 Lake Mary 14
 Sanford 6
 Geneva 1

Number of Households: 7 (2018: 15)
 New Households: 0



Review of Engine Run Data (Mid - High Power)

In October there were 4 engine runs, there were none in November and there was only 1 in December.

Mr Hazel said this is mainly due to the use of airbuses instead of MD80s, they are a lot less maintenance intensive. He said this is the first year where we have had a full year of data for the airbuses, and it has made a drastic difference to the engine runs. The MD80s being retired has solved a lot of problems.

Mr Hazel said that he will not report on engine runs going forward as they are now so low, they are almost non-existent, there have been no engine run complaints at all in the last 6 months.

There were 259 engine runs in 2018 and there were only 18 engine runs in 2019.

Review of 2019 Data

In summary, the number of complaints were down 75%, the number of households were down 55%, engine runs were down 93% and operations were up 11% on the previous year.

Mr McSpadden asked why the complaints have dropped off so significantly from 2018 to 2019. Mr Hazel explained there were several reasons for this:

- Newer planes (retirement of the MD80s).
- Engine runs have been mostly eliminated.
- TRACON has been giving aircraft clearances up to 5,000ft. They are getting higher faster, which also helps with the noise problem.

Comments from Committee

No comments.

Other Liaison Reports

Allegiant Air

Nothing new to report.

General Aviation

L3Harris brought in 10 to 12 new planes in November and December and got rid of some of the old planes. They are replacing, not increasing. They are at around 135 planes now, and they have almost 800 students and 150 instructors. They surpassed 10,000 flight hours in the month of October.

FAA

Not present.

V. PUBLIC COMMENT

Mr Carew said he would like to reiterate what he brought up in the October meeting. Several years ago, the Chairman Harrelson had recommended that there be a Subcommittee study group to come up with Operational Flight Procedures that would benefit the community. As a result of that Subcommittee, there were 6 recommendations. The first procedure that was approved dealt with departures, and the fact that the departure system at that time was very restrictive as to initial altitude on takeoff. He said it was unfortunate that no one from Air Traffic Control was at the meeting as he had wanted to tell them that they have done a very good job in the last year of modifying the departures so that we have pretty much eliminated concerns for Heathrow. His association has monthly meetings on the same day as the quarterly SANAC meetings, and he often prepares for those meetings by reviewing the plotting that the Airport Authority has on the VNOMS program and listening to ATC Communications, so that he can follow the controller instructions and the path of the airplanes. This program has been very beneficial to him and to other members of the community.

Mr Carew said John Ramirez & Carl Reda deserve a pat on the back, it has been particularly beneficial for the early morning departures to the east. Almost every aircraft is getting a clearance for 5,000 ft, and once they depart, they are getting almost an immediate turn. They are almost immediately after that getting 11,000 feet. About 10% of departures a day go west, 90% of them go north. Even with the heavyweight airplanes going to places like Des Moines, Iowa, they are crossing I4 at 4,000 feet, so they are climbing above Heathrow and the impact has been much less.

Mr Carew said a lot of the time, the problem is due to the normal work habits of individual controllers. There is a certain controller who likes to bring the airplanes in tight and have them join a 5-mile final. He said the coordination that we need with Mr Ramirez and others at TRACON is to show them the benefit of having a more standardized procedure regarding arrivals to 9L.

Mr Buis said he would like to thank the previous Chairman, Rocky Harrelson for doing a great job, and he said he has full confidence in the new Chairman, Krysty Carr. He said we have made some changes and he has seen some improvement in arrivals. He does still get the occasional test pilot that comes over and scares his goats back into the barn. He does not understand why they can do this ground track out over Lake Monroe, pass the power plant way down there, out around the sewer treatment plant 60-80% of the time, so why they can't do that every time?

Mr Buis said the whole area where he lives is exploding, so we will start to get a lot more complaints, there will be 5,000 more houses in that area in the next 3 years.

Mr Buis asked why there was no FAA representative at the meeting. It was noted that SAA requests ATC attendance at each meeting, but attendance is voluntary.

Mr Hazel spoke to Mr Buis regarding the examples he had sent in of good tracks. Mr Hazel said he tracked those flights and sent an email to TRACON. He had not heard anything back yet, but his idea is to send that as an example of what to follow and suggests that maybe they can do it more often.

VI. FUTURE MEETING DATES

- April 21, 2020
- July 28, 2020
- October 20, 2020

The meeting was adjourned at 9:30am.

Voting Members

Present

Dave Hazel, SAA
John McSpadden, City of Lake Mary
Krysty Carr, Seminole County
Wade Hawker, GA Representative

Absent

Robert Butler, Airline Representative
Mark Austin, Seminole County

Non-Voting Members

Present

David Konston, MCO Noise Committee (called in)
Jeff Hopper, Seminole County
Kendall Story, City of Lake Mary
Jeff Yost, Allegiant

Absent

Carl Reda, Tower Representative
Chris Smith, City of Sanford
John Ramirez, Central FL TRACON

Others Present

George Speake, SAA
Charles Carroll, Deltona resident
Joe Carew, Heathrow resident
Peter Buis, Sanford resident