

On Thursday, July 9, 2015 the **Aviation Noise Abatement Committee (ANAC)** of the Greater Orlando Aviation Authority met in regular session at University of Florida IFAS Extension, South Conway Road, Orlando, Florida. The meeting was posted in accordance with Florida Statutes and a quorum was present.

ANAC Members: David Konstan, Chairman
Richard Aldinger
Tony Enright
Sarah Goodwin
Ronald N. Lewis
Edwin Haas
Raul Socarras
Eric Spaulding

Authority Staff: Phil Brown, Executive Director
Stan Thornton, Chief Operating Officer
Cyrus Callum, GOAA Staff
Larry Ell, GOAA Staff
Bradley Friel, GOAA Staff
Marquez Griffin, GOAA Staff
Judith-Ann Jarrette, GOAA Staff
Jihyun Park, Recording Secretary

Others: Craig Chandler, NFL Hub Manager, Eastern Terminal Services Unit
Boyd Martin, Central Florida TRACON Manager
Debbie Kies, Orlando ATCT Manager
Residents of the Conway Community

CALL TO ORDER

1. Chairman Konstan called the meeting to order at 6:30 p.m.

INTRODUCTION OF NEW ANAC MEMBER

2. Chairman Konstan introduced Mr. Edwin Hass of Lufthansa Airlines and Mr. Eric Spaulding as the new ANAC members; however, neither will be eligible to vote until officially appointed at the upcoming Board Meeting.

APPROVAL OF MINUTES FROM MAY 2015

3. Upon motion by Ms. Goodwin, second by Mr. Aldinger, vote carried to approve the minutes of the May, 2015 ANAC meeting as written.

RESULTS OF MEETING WITH FAA

4. The Chairman summarized a recent meeting he had with local members of the FAA in June, during which the FAA acknowledged that they had strayed from the flight tracks they had originally agreed to follow, and that they would take steps to correct the situation. The FAA also stated that north flow departures would be directed to the noise abatement marks. The Chairman recognized the presence of Commissioner Clarke, and thanked him and his staff for setting up this meeting.

NOISE ABATEMENT STAFF REPORT

5. Orlando Executive Airport (OEA)

Ms. Jarrette reported that during the month of May 2015, there were 11,048 operations at OEA, with three households submitting a total of six inquiries/complaints. These complaints were related to the departure of a B-737-200; an arrival to RWY 07; and an aircraft on extended approach to RWY25.

Ms. Jarrette reported that during the month of June 2015, there were 10,367 operations at OEA, with seven households submitting a total of fourteen inquiries/complaints. These complaints were related to helicopter operations and approaches to runways 07 and 25. Ms. Jarrette further stated that the complaints were

described in more detail in the summary document that was provided to the ANAC members prior to this meeting.

Ms. Jarrette reported a summary of inquiries/complaints at OEA for years 2014 and 2015, and stated that statistical data shows there were fewer complaints in 2014.

Orlando International Airport (OIA)

Ms. Jarrette reported that during the month of May 2015, there were 27,079 operations at OIA, with thirty-four households reporting a total of 177 inquiries/complaints; however, 99 complaints were from one household. With respect to flow at the time, 56% of operations were to the north and 44% were to the south. Ms. Jarrette stated that the complaints were reported from various locations, and the nature of the complaints was described in more detail in the summary document that was provided to the ANAC members prior to this meeting.

Ms. Jarrette reported that during the month of June 2015, there were 26,398 operations at OIA, with 37 households reporting a total of 91 inquiries/complaints; however, 39 complaints were from two households. With respect to flow at the time, 17% of operations were to the north and 83% were to the south.

Ms. Jarrette reviewed runway usage for both north and south flow from May through June 2015. For May 2015, runway usage was predominantly to the north; however, it shifted to the south in June 2015.

Ms. Jarrette showed a comparison of complaints received for 2014 and 2015, and stated that complaints by household from January through June have increased in 2015.

Ms. Jarrette discussed the nature of complaints received. Ms. Jarrette presented an image depicting abnormal departure paths on Wednesday, May 6, 2015. Ms. Jarrette stated that although the weather was good in Orlando at that time, for safety, the FAA issued modified departure paths in order to avoid a weather system to the northeast, beyond the immediate Orlando area.

Ms. Jarrette stated that multiple complaints were reported by one resident who claimed that low-flying jets had been dropping toxic waste from the sky. This case was transferred to the City of Orlando Police Department for further investigation; it was determined that his claims were unfounded.

REPORT ON CONWAY/BELLE ISLE ISSUES

6. Ms. Jarrette presented an overview of air traffic and aircraft operations at the Orlando International Airport. Ms. Jarrette noted that a number of changes have occurred including: (1) the cancellation by the FAA of opposite direction operations in 2012 due to safety issues. Previously, between the hours of 11:00 PM and 7:00 AM, when conditions permitted, all arrivals approached from the south and all departures were conducted to the south. During opposite direction operations, residents to the north of the airport were less impacted by late evening and early morning traffic; and (2) runway 18R/36L was closed on January 6, 2014 for six-month period for a major rehabilitation project. Runway 18R/36L was re-opened on June 3rd, 2014 for normal operations. Ms. Jarrette further noted that north flow at the Orlando International Airport has steadily increased since 2011 and it reached 50% in 2014.

Ms. Jarrette offered several explanations for increased north flow at the airport including: seasonal wind variations; changes in aircraft performance characteristics to maximize fuel efficiency; and FAA changes in acceptable tailwind components for landing aircraft. Ms. Jarrette explained that previously, the control tower staff had some flexibility in runway assignments based on a published chart of tailwind components. New FAA regulations require that when the wind exceeds 5 knots, aircraft must land on the runway that is most closely aligned with the wind direction.

Ms. Jarrette reported inquiries/complaints received by residents of the Conway area. Ms. Jarrette first reported statistics on use of the West Airfield versus East Airfield at Orlando International Airport from 2008 - 2015. Arrivals to the West Airfield have increased since 2010 and constitute approximately 55% of total arrivals to OIA, while arrivals to the East Airfield have decreased. Departures from the East Airfield had outnumbered those from the West Airfield until 2014. Since then, West Airfield departures have increased to approximately 53% of total departures from OIA. Ms. Jarrette noted that there are many factors at play in determining where aircraft will be placed at the airport. In general, aircraft to and from the east will use the East Airfield; aircraft to and from the west will use the West Airfield, but operational necessities may require deviations from the norm. Ms. Jarrette stated that GOAA assigns gates to airlines based on the need for Federal Inspection Services and the size of the airframe, among other factors. In general, narrow body international flights use gates on the West Airfield; wide body international flights use gates on the East Airfield. Ms. Jarrette also stated that OIA now receives more international flights, most of which use the West Airfield gates.

Ms. Jarrette further reported on additional complaints received by residents in Conway area regarding aircraft that missed the noise abatement marks during north flow operations. Ms. Jarrette stated that the FAA had acknowledged that departures to the north had not consistently been directed to the noise abatement marks, and that the FAA had agreed to direct aircraft to the noise abatement marks when conditions permit.

Ms. Jarrette discussed complaints regarding arriving aircraft operating lower than normal over the Conway area for the past six months. Ms. Jarrette provided statistical information from July 2014 through May 2015 which showed that the average altitude of arrivals crossing Gatlin Rd. in the Conway area did not vary by more than 100 ft., and the aircraft were consistently at slightly higher than the published approach altitude.

Ms. Jarrette referred to complaints regarding aircraft on arrival to 18R that would overfly Lake Conway Woods, which the residents referred to as "cutting the corner." Ms. Jarrette provided statistical information from July 2014 through May 2015 that showed that the frequency of "cutting the corner" to 18R had decreased between July 2014 and November 2014; however, it had increased significantly starting in February 2015. Ms. Jarrette stated that the FAA had been made aware of these complaints and had provided additional training to staff members to address this issue. Ms. Jarrette stated that the Greater Orlando Aviation Authority will continue to communicate with the local community and the FAA regarding noise abatement. Ms. Jarrette summarized the OIA noise abatement measures requested of the FAA: (1) direct north flow departures to the noise abatement marks, conditions permitting; (2) south flow arrivals lined up on final approach by the Orlando Executive Airport, conditions permitting; and (3) south flow operations during calm winds.

QUESTIONS AND COMMENTS FROM CONWAY SUBCOMMITTEE

7. There were no questions or comments.

QUESTIONS AND COMMENTS FROM OTHER ATTENDEES

8. Chairman Konstan fielded questions from the audience.

Question 1: Do the pilots know if they are hitting the noise abatement marks?

Answer 1: No. Air traffic controllers assign appropriate headings to direct aircraft to the noise abatement marks.

Question 2: How was the ANAC formed?

Answer 2: The Aviation Noise Abatement Committee was formed in 1978 in response to concerns from the Conway community. The ANAC members represent a mix of impacted and non-impacted communities.

Question 3: Is Dick Aldinger no longer representing Conway?

Answer 3: Mr. Aldinger's term on the ANAC has come to an end and Mr. Eric Spaulding has been recommended by Commissioner Clarke as Mr. Aldinger's replacement.

Comment 4: After the Conway meetings held in March and April 2015, a subcommittee of Conway residents was formed by Commissioner Clarke to meet with the ANAC prior to their monthly meetings to review the data that would be presented. The subcommittee was given only one day's notice by Commissioner Clarke's Office prior to their first meeting, which was unsatisfactory.

Answer 4: Chairman Konstan stated that the ANAC could not meet privately because of the Sunshine Law.

Question 5: How was the Conway Subcommittee formed, and who decided who the members would be and how they would communicate? I wanted to be a part of it but was not informed.

Answer 5: Commissioner Clarke stated that at the last Conway meeting held on April 23, 2015, he announced that anyone who wanted to get involved should email him. The subcommittee is made up of those persons who emailed him. He also took responsibility for the short notice given for the pre-meeting.

Comment 6: I live in Lake Anderson and we have noticed in the last year that there are a lot of Southwest Airlines planes flying directly over our lake when in the past year there were none at all. The increase in traffic started in November, 2014. Also, in the past year I have never been able to get through to the GOAA Noise Hotline, including in the last two to three weeks.

Answer 6: Ms. Jarrette stated that the hotline had not been out of service, and other attendees called the Noise Hotline at that time and alerted the Chairman that the calls were going through. Ms. Jarrette offered to gather historical data on the number of flights over her home, and Chairman Konstan also offered to have the portable noise monitor set up at her home.

Question 7: Will the South Terminal expansion impact aircraft noise?

Answer 7: The South Terminal expansion is only to accommodate increased passengers.

PRESENTATION BY THE FAA

Chairman Konstan introduced members of the FAA: Mr. Craig Chandler, NFL Hub Manager of Eastern Terminal Services Unit; Ms. Debbie Kies, MCO Tower Manager; and Mr. Boyd Martin, Terminal Radar Approach Control Facilities (TRACON) Manager, to discuss the results of a series of meetings with GOAA and the ANAC Chairman regarding noise complaints.

Mr. Chandler stated that the meetings were held to address concerns and comments reported by local residents regarding aircraft noise levels in local areas. He further stated that the FAA intends to work closely with local residents in order to resolve these issues and to be a good neighbor to the local communities.

Ms. Kies stated that the FAA has conducted additional training including: (1) assigning departure headings to keep aircraft east of Conway Rd.; (2) taxi for direction, with departures off the East Airfield for eastern destinations and departures off the West Airfield for western destinations; and (3) during north flow operations, cargo aircraft at the West Ramp now depart 36R instead of 36L. Ms. Kies stated that these procedures are subject to change in accordance with safety concerns and operational necessity. Regarding the missed noise abatement marks, Ms. Kies stated that there had been no policy changes from air traffic perspectives, but rather that there had been some drift.

Mr. Martin stated that additional training had been conducted for TRACON staff to tighten up approach paths to avoid "cutting the corner" during south flow arrivals.

Mr. Chandler fielded questions and discussed local ATC procedures. He stated that the FAA uses noise abatement targets only on departure, and only for turbojets; propeller aircraft are not subject to these noise abatement measures. Mr. Chandler also explained that in this informal noise abatement agreement, north departures were assigned runway heading during instrument meteorological conditions, which meets EIS requirements. However, runway heading began to be assigned during visual meteorological conditions as well, and the FAA has since briefed their workforce to follow the informal agreement to hit the noise marks. Mr. Chandler explained that the FedEx flights veer west of the standard north flow departure path because they use Jeppesen navigation charts, which are different to FAA published charts. He stated that the cargo companies are addressing this issue, but it will take time to brief all of their flight crew.

Mr. Chandler stated that the state of Florida is the only area in the US that has seen traffic growth, and the Central Florida TRACON is one of the busiest in the country. He acknowledged that residents are seeing more aircraft because more are flying, and that in September OIA would receive an A380, the largest commercial passenger aircraft in the world. The A380 will land and depart on the West Airfield because of runway weight restrictions. Mr. Chandler cautioned that in north flow operations the FAA might not be able to turn such a large aircraft in time to hit the noise abatement marks because an aircraft that large needs flying time to stabilize before it can turn.

Mr. Chandler stated that OIA consistently exceeds 900 operations per day, and although we are not at maximum capacity, we are seeing bigger planes and more passengers.

A member of the Conway Subcommittee thanked the FAA for their presentation and stated that the Subcommittee is looking forward to receiving data on OIA traffic.

OLD BUSINESS

9. Nothing to report at this time.

ADJOURNMENT

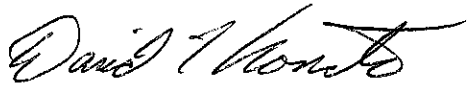
10. Mr. Phil Brown, Executive Director of the Greater Orlando Aviation Authority, expressed his appreciation to local residents, FAA, staff members, and other partners in the community for their efforts to address community concerns. He further stated that Orlando International Airport continues to grow, with approximately 36.6 million passengers in the past 12 months, and air traffic is expected to increase moving forward. He noted that the Greater Orlando Aviation Authority encourages local residents to contact the Noise Abatement Office regarding noise level concerns and comments.

Mr. Tony Enright asked that Ms. Jarrette discuss the concerns of the Waterford Lakes area at the next ANAC meeting.

There being no further business to conduct, Chairman Konstan adjourned the meeting at 8:00 p.m.

NEXT SCHEDULED MEETING

11. The next ANAC meeting is scheduled for August 14, 2015.

A handwritten signature in cursive script, appearing to read "David Konstan". The signature is written in black ink and is positioned above a horizontal line.

David Konstan, Chairman