

On Friday, October 14, 2016, the **Aviation Noise Abatement Committee (ANAC)** of the Greater Orlando Aviation Authority met in regular session in the Carl T. Langford Board Room of the Aviation Authority at Orlando International Airport (MCO), One Jeff Fuqua Boulevard, Orlando, Florida. The meeting was posted in accordance with Florida Statutes and a quorum was present.

ANAC Members: David Konstan, Chairman
Bill Prather
Simon Snyder
Ronald N. Lewis
Anthony Enright
Sarah Goodwin
David Crespo

Authority Staff: Tom Draper, GOAA Staff
Kevin McNamara, GOAA Staff
Cyrus Callum, GOAA Staff
Judith-Ann Jarrette, GOAA Staff
Larry Ell, GOAA Staff
Millie Fragosa, Recording Secretary

Others: Laura Kaplan, FAA
Donald Romberg, FAA
Liselotte Lindaran, Lufthansa
Richard Aldinger

CALL TO ORDER

1. Chairman Konstan called the meeting to order at 9:06 am.

APPROVAL OF MINUTES FROM APRIL 2016

2. Upon motion by Ms. Goodwin, second by Mr. Enright, vote carried to approve the minutes of the July 2016 ANAC meeting as written.

NOISE ABATEMENT STAFF REPORTS

3. A. July, August, and September Noise Reports

Orlando Executive Airport (ORL)

Ms. Jarrette reported that during the month of July 2016, there were 9,273 operations at ORL. Two households submitted a total of two complaints.

During the month of August 2016, there were 8,524 operations at ORL. Three households submitted a total of thirteen complaints, several regarding helicopter operations that were believed to have disregarded the noise abatement tracks during nighttime hours. Ms. Jarrette reminded the Committee that noise abatement procedures for helicopters only apply when the tower was manned, and only to signatories. However, working with the FAA and local operators, a "Fly Friendly" initiative regarding nighttime helicopter operations is in progress.

All noise complaints were investigated, and the majority of the complaints were deemed unsubstantiated for the month of August. *Note: subsequent to this meeting, an anomaly in the flight track program was identified regarding helicopter tracks, and although there were not always visible flight tracks to substantiate helicopter complaints, some of the complaints may have been valid.*

During the month of September 2016, there were 8,361 operations at ORL. Four households submitted a total of sixteen complaints, with the majority coming from one household. It was determined that the aircraft flying over the Ramos home were operating in accordance with published procedures.

It was mentioned that scheduled maintenance work at ORL required the closure of runway 07-25 for several nights. One complaint was filed during this period because of arrivals on runway 13-31, however, the homeowner was very understanding when the situation was explained.

A detailed report is on file.

Orlando International Airport (MCO)

Ms. Jarrette reported that during the month of July 2016, there were 28,065 operations at MCO, with 15 households submitting a total of 120 complaints. It was noted that 75 of those complaints were from the Ramos household. Operations were 13% north flow, and 87% south flow.

During the month of August 2016, there were 26,088 operations at MCO, with 10 households submitting a total of 101 complaints. It was noted that 88 of those complaints were from the Ramos household. Operations were 26% north flow, and 74% south flow.

A discussion ensued regarding how to accurately represent a large volume of complaints from a single household during a recorded month. It was requested by the Committee that large volumes of complaints from a single household would be fully investigated to ensure the flights comply with all FAA and government requirements, and then recorded as a footnote in the report. This was to ensure an accurate snapshot of flight and complaint activity throughout the month in question, while maintaining the integrity of representing all received complaints.

During the month of September 2016, there were 22,803 operations at MCO, with 8 households submitting a total of 54 complaints. It was noted that 43 of those complaints were from one household. Operations were 23% north flow, and 77% south flow.

A detailed report is on file.

Nature of Complaints (See my suggested paragraph spacing modification for this and other sections of the report)

Ms. Jarrette presented a summary of the nature of the complaints received from July to September 2016. Most of the complaints received were for aircraft performing within published procedures, flying at proper altitudes, and following standard noise abatement tracks.

Ms. Jarrette stated that many complaints were received during this time period due to aircraft performing circuits as part of flight training.

Ms. Jarrette also stated that many complaints occurred due to helicopters flying at night. After an investigation of the complaints, it was determined that the majority of helicopter flights followed the published flight paths along Colonial Drive.

It was also mentioned that many complaints were issued regarding early turns over Lake Nona. These complaints were investigated with full assistance from the FAA and resolved.

Community Outreach

Ms. Jarrette presented results of flight data analyses and outreach visits to the Conway Road Community. A detailed report is on file.

Ms. Jarrette provided a summary of the NextGen Program. The intent of the program is to accommodate increasing flight traffic in the National Airspace System. This program was designed to provide an increase in capacity and efficiency in airspace usage, reduce aircraft track mileage, reduce fuel consumption, and reduce CO2 emissions. Performance Based Navigation (PBN) which includes Area Navigation (RNAV) and Required Navigation Performance (RNP), enable aircraft to fly more precise paths, but could concentrate more flights over fewer homes, which could lead to complaints from the homes on the selected routes.

OLD BUSINESS

4. Nothing to report at this time.

NEW BUSINESS

5. A. Orlando International Airport Update

General Update

Mr. Draper provided an update on Orlando International Airport and its various projects.

Mr. Draper stated that 2015 was a record year for MCO with forty million passengers, and an average of 109,000 passengers passing through the terminal on a daily basis. The anticipated number of passengers for 2016 is estimated at forty-two million.

South Terminal Complex Update

Mr. Draper provided a brief update on the South Intermodal Terminal Facility (ITF) and Automated People Mover (APM) construction. The project is currently installing the barrel truss roofing on the Intermodal center, and finishing many of the new roadways. This will house the APM traveling from the north terminal to the ITF. The ITF and new 2,500 space parking garage should be open as of August 2017.

Design for Phase II of the South Terminal should be completed by the end of 2016, with construction beginning as early as January 2017. The current design of the South Terminal provides a total of sixteen swing gates for international or domestic use. The international customers will travel on an elevated path above the hold rooms to reach the Federal Inspection Stations (FIS), from there to a Customs and Border Protection area, and then to baggage claim. This eliminates double bag handling.

Passengers will arrive on Level 3 near the baggage claim. Departures will take place on Level 2.

Mr. Lewis and Mr. Draper indicated that the Aviation Authority Board Meeting for November will deal exclusively with the South Terminal Complex.

North Terminal Complex Update

Mr. Draper provided a brief update on the North Terminal, stating that the Airside 4 FIS Renovation and Expansion project has begun. This expansion will provide more queuing and entry space before the passport control area, as well as elongate current baggage claims to accommodate larger loads. Additionally, this project will renovate four gates on the 90's wing. Gate 90 will be integrated with the three-bridge capacity in order to accommodate the A380 super jumbo aircraft.

Mr. Draper further stated that the APMs at Airsides 1 and 3 will be replaced. The project should take one year per airside, with each APM requiring six months to complete. The replacement trains will switch from a Bombardier system to a new Mitsubishi system, along with a new running surface beneath. The Airsides will be able to function with only one APM at a time, and contingency plans are in place for unexpected interruptions in service.

Mr. Draper indicated that Ticket Counter Lobby project has begun. This expansion will provide more queuing and entry space by expanding the current building by thirty feet. This will place the elevator corridors within the building, and provide two-way traffic flow at the ticket counters. The majority of the airlines will move curbside service inside the terminal, with self-service bag tags and check-in kiosks available for customer convenience.

Mr. Draper announced the opening of the USO Welcome Center located on level one of the main terminal. The USO is open for active service and veterans, and their families.

5. B. Orlando Executive Airport Update

Mr. McNamara provided an update on Orlando Executive Airport.

National Business Aviation Association (NBAA)

Mr. McNamara informed the Committee that the NBAA Convention will take place November 1st, 2nd, and 3rd of 2016. This is the tenth time in the last twenty years that the NBAA selected Orlando as its host city. Notices have been sent out to all elected officials and will be posted to the website and email lists to inform the community of any increase in aviation noise.

Members of the ANAC Committee were invited to attend the NBAA Conference.

5. C. Airline Update

Chairman Konstan invited Ms. Liselotte Lindaran of Lufthansa Airlines to provide an Airline update. Ms. Lindaran stated that on the weekend of October 29th and 30th, most airlines will go to the winter schedule. Most international carriers will reduce traffic during the winter schedule.

Ms. Lindaran also stated that as we switch from Daylight Savings Time to Standard Time, there will be a lag of one week before the international carriers amend their schedules accordingly.

5. D. FAA Update

Ms. Kaplan discussed track data from Las Vegas, NV, based on their latest Area Navigation (RNAV) procedures. Ms. Kaplan indicated that the program, as currently designed, works well in achieving its goals.

Ms. Kaplan also confirmed that implementing RNAV procedures did increase the number of complaints due to the large concentration of turns in some localized areas. A second path for turns was subsequently implemented to reduce the noise complaints.

Ms. Kaplan stated that a full environmental assessment was performed in each new proposed track area prior to the implementation of any RNAV procedures.

6. E. Presentation to Mr. Richard Aldinger

Chairman Konstan presented a plaque to Mr. Aldinger and congratulated him on ten years of outstanding service to the Aviation Noise Abatement Committee.

7. F. Public Comments

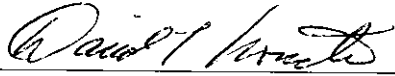
Ms. Jarrette stated that Mr. Winterhoff prepared a summary of September aviation noise in the Conway community. This summary was attached to the agenda and is on file. Ms. Jarrette clarified that the summary provided by Mr. Winterhoff addresses hitting the noise abatement marks during north flow departures.

ADJOURNMENT

8. There being no further business to conduct, Chairman Konstan adjourned the meeting at 10:54am.

NEXT SCHEDULED MEETING

9. The next ANAC meeting is scheduled to be held on December 9, 2016, at 9:00am in the Carl T. Langford Board Room.



David Konstan, Chairman