

# 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, APRIL 20, 2021 – 9:00 A.M.**

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**I. CALL TO ORDER/QUORUM CALL**

The regular meeting of the Sanford Aviation Noise Abatement Committee was called to order at 9:05 a.m. by Vice Chairman Wade Hawker.

**II. APPROVAL OF JANUARY 19, 2021 MINUTES**

Motion to approve the minutes of the SANAC meeting held on January 19, 2021 made by Ms Carr, seconded by Mr Runkel. Minutes approved as read, motion passed.

**III. NOISE REPORT**

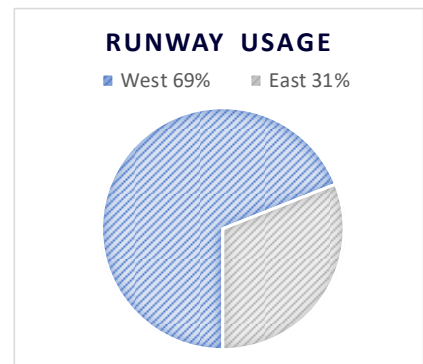
**Review of January, February & March Data**

**January 2021**

Total Complaints:	203	(2020: 27)
Total Operations:	15,145	(2020: 32,792)

Complaints by Location:	
Geneva	190
Heathrow	6
Sanford	6
Lake Mary	1

Number of Households:	6	(2020: 10)
New Households:	0	

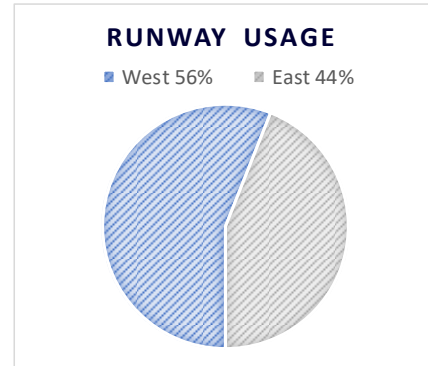


## February 2021

Total Complaints: 366 (2020: 63)  
Total Operations: 13,235 (2020: 28,092)

Complaints by Location:  
Geneva 268  
Heathrow 75  
Sanford 12  
Lake Mary 11

Number of Households: 11 (2020: 14)  
New Households: 1

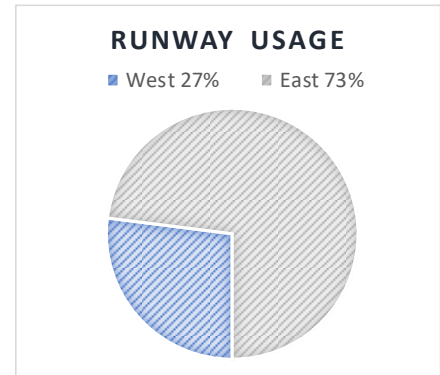


## March 2021

Total Complaints: 461 (2020: 51)  
Total Operations: 17,712 (2020: 29,414)

Complaints by Location:  
Geneva 297  
Heathrow 136  
Deltona 15  
Sanford 12  
Lake Mary 1

Number of Households: 8 (2020: 12)  
New Households: 2



Mr Runkel said looking at the January to March figures, there seems to have been a huge increase in complaints so far this year.

Mr Speake said the Geneva complaints were all from one person, and the number of complainers has actually gone down. The operations were considerably down, so people may have got used to it being quieter over the past year. Allegiant are still flying to all destinations, but there are less flights and L3 operations were down by around half. Business jet traffic has increased, as some people are flying corporate instead of commercial, which has added jet traffic.

Mr Austin observed that although operations shifted from west to east between January and March, Geneva complaints were high either way. Mr Reda said the Tower tries to use east for as long as they can, because it is beneficial to everybody, but once safety is being compromised, they turn it to the west. Typically, there are fewer noise complaints in an east operation.

Mr Austin said it seems odd that Geneva would be complaining a lot both ways. Mr Speake said the person making the majority of the Geneva complaints was Ms Marsden, and she has stated before that arrivals and departures disturb her equally.

Mr Reda gave an update on the 90 day test of a 70° heading; the request has been sent to an environmental specialist in the Southern Region. He will provide an update when more information is available. Mr Speake asked Mr Reda to let him and Chairman Hazel know when it starts, so they can advise Ms Marsden.

## **Webinar on Aviation Noise Effects & Mitigation Research**

The FAA periodically looks at noise and its effects on populations. It has been around 30 years since they have conducted any research into this.

Mr Thompson (Aviation Noise Abatement Coordinator for the Greater Orlando Aviation Authority) and Chairman Hazel had both listened in to the webinar. The outcome was that there was a higher percentage of people being annoyed by noise levels.

The FAA will use this research to consider policy changes, but it would cost trillions of dollars to make changes such as expanding the properties that airports could buy or noise insulation programs etc.

Mr Thompson said the noise environmental survey was conducted back in 2015/2016. The FAA went out to airports and communities, but the only Florida airport involved in the study was Miami, which is the most noise impacted airport in the state.

The comment period ended on April 14. At this point, airports are waiting for further guidance from the FAA.

## **Comments from Committee**

Mr Runkel said he noticed there had been more military aircraft at the airport recently. Mr Speake said Million Air have a government fuel contract. There were 12-14 military aircraft operations last month, the airport averages 300 – 400 military operations per year.

## **Other Liaison Reports**

### **Allegiant Air**

Mr Yost said Allegiant are ramping up operations, passenger counts are up. All Florida airports are busy now coming out of the COVID situation, and things are looking up from a business standpoint.

### **General Aviation**

Mr Hawker said L3 are at a low point right now. It is expected to pick up as the airlines come back. The outlook is to maintain and have some small growth. They hope to have 400+ students by the end of next year. They are going back to a 7 days/week schedule, but that is to help with the aircraft usage, to spread the students out. International travel restrictions are also hurting L3. They are not expecting any new contracts until around September.

### **FAA**

Mr Reda said the Tower are doing what they can to be good neighbors.

## **IV. PUBLIC COMMENT**

Mr Buis said he has seen an improvement with departures, but he feels that there is a general ambivalence towards residents regarding noise.

Every time he calls to complain, it is because of the arrivals. About 6 months ago Mr Carew had tried to implement a short turn over the Expressway, make the quick turn in. He said at the time they weren't going to be able to do that, and they don't. They fly over Sanford Farms and Lake Forest anywhere from 1,200 – 1,600 ft, he witnesses it every day. He has been coming to these meetings for years trying to get somebody to do something, but nothing changes and he gets frustrated. Keep them high, downwind over the Wekiva river, turn around, power off, all the way down to 1,000 ft, configure, power up.

Mr Yost said Allegiant pilots are very highly trained and highly skilled, they all go through the same training. He had an in depth discussion with the Allegiant Fleet Manager and the training representatives after the last SANAC meeting regarding pattern altitude. When they are cleared for the visual approach, they are descending to a target altitude of 1,500 ft above the ground at about 5 miles out. He has looked at the tracks and he has not seen them down to 1,000 ft. The airplane is fully automated, its pilot settings are based on speed. Allegiant want to continue to be a good neighbor, but they have to follow the rules. We don't know if the Tower is telling pilots to extend the down winds.

Mr Reda said it would not be the Tower, it would be the TRACON and he would make an educated guess that pilots are preparing for the slam dunk, so they are getting their gear down because they are preparing for an early turn in and then they don't get it, so they end up getting dragged further out.

Mr Yost said they are sometimes on the downwind for 9L, coming off the CORAL arrival, waiting to get slam dunked into the airport, if it doesn't work out it's very difficult to be a straight in. At that point they are looking to target 1,500 ft.

Mr Buis said stop doing the slam dunk into the airport. Go out over the other side of the Wekiva River, come over, power off and glide right on down until you have to be configured and power it up off the end of the runway, not over the top of Lake Forest, which is nowhere near the end of the runway.

Mr Yost said the airplane will adjust power settings based on down speed, tracks and information, the airplane will calculate the speed. Every situation is different from a power setting standpoint. The altitude should be the same. If the TRACON slam dunks them in, they have got to lose altitude and speed really quick.

Mr Speake said SANAC is a voluntary committee and unfortunately, we have not been able to get anyone to consistently participate from the TRACON over the last 3 years. He said that is the missing piece in this conversation.

Mr Buis said approach control is going to hand them off to the Tower, they have cleared them for the visual, they could say cancel the visual approach, and fly such and such a heading and maintain this altitude. They have the power to do this.

Mr Reda said they cannot do this; the TRACON doesn't transfer communications to the Tower until they are pointing at the airport, they would have to make a right 270° turn to continue the downwind. They are on at least base or directly at the airport when they are transferred to the Tower.

Mr Buis said he does not see that from where he is. He invited Mr Reda to come out to his property to get a better understanding of what is happening.

Mr Speake said one thing to remember is that we have a very complex environment at this airport. If you are strictly a commercial airport and 90% of your operations are commercial, with maybe some corporate traffic mixed in there as well, what Mr Buis is suggesting might be easily achievable. But when you mix in the flight training activity and the private planes, and the corporate and commercial jets, it makes it a lot more difficult.

Mr Speake said he would reach out to the TRACON and request that they have someone at the next meeting. Mr Hawker said he would also give them a call.

**V. FUTURE MEETING DATES**

- July 27, 2021
- October 19, 2021
- January 18, 2022

The meeting was adjourned at 9:50am.

**Voting Members**

Krysty Carr, Seminole County  
Mark Austin, Seminole County  
Noelle Lamonthe, Sanford  
Scott Runkel, City of Lake Mary  
Wade Hawker, GA Representative

**Non-Voting Members**

Carl Reda, Tower Representative (dialed in)  
Anne Marie Sillaway for Jeff Hopper, Seminole County  
Chris Smith, Sanford

**Others Present**

George Speake, SAA  
Steve Smith, SAA Board Member  
Jeff Yost, Allegiant (dialed in)  
Mayor Art Woodruff, City of Sanford (dialed in)  
Dave Logan, OSI (dialed in)  
Kevin Thompson, GOAA  
Mr Carew, Heathrow resident  
Mr Buis, Sanford resident  
Mr Moody