

# SANAC

Sanford Aviation Noise Abatement Committee

**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 27, 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 9:00 a.m. by George Speake.

**II. APPROVAL OF APRIL 20, 2021 MINUTES**

Motion to approve the minutes of the SANAC meeting held on April 20, 2021 made by Ms Carr, seconded by Mr Hawker. Minutes approved as read, motion passed.

**III. NEW MEMBERSHIP & CHAIRMAN**

Mr Speake announced that Dave Hazel left Sanford Airport Authority around two months ago and there is no one available to fill the SANAC position at this time, therefore he has been re-appointed as SAA liaison to SANAC as well as Chairman by the Chairman of the Airport Authority Board. He will remove himself from the SANAC board as soon as he is able to do so because SANAC falls under the Sunshine Laws, therefore he cannot speak to other Committee members about noise related issues.

**IV. NOISE REPORT: REVIEW OF APRIL, MAY & JUNE DATA**

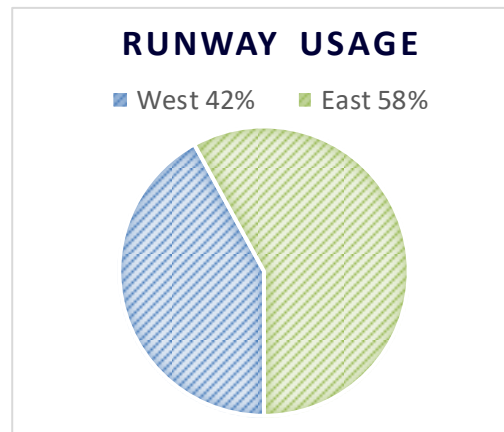
**April 2021**

Total Complaints:	376	(2020: 4)
Total Operations:	15,420	(2020: 9,530)

Complaints by Location:

Geneva	295
Heathrow	48
Sanford	28
Lake Mary	3
Winter Springs	2

Number of Households:	16	(2020: 3)
New Households:	7	(2020: 0)

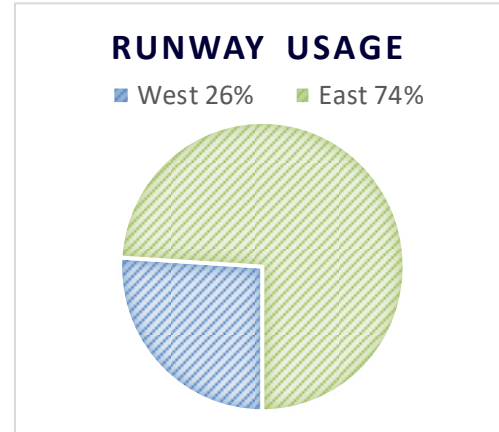


**May 2021**

Total Complaints: 290 (2020: 39)  
 Total Operations: 17,104 (2020: 16,564)

Complaints by Location:  
 Geneva 201  
 Heathrow 61  
 Lake Mary 21  
 Sanford 7

Number of Households: 9 (2020: 6)  
 New Households: 1 (2020: 2)

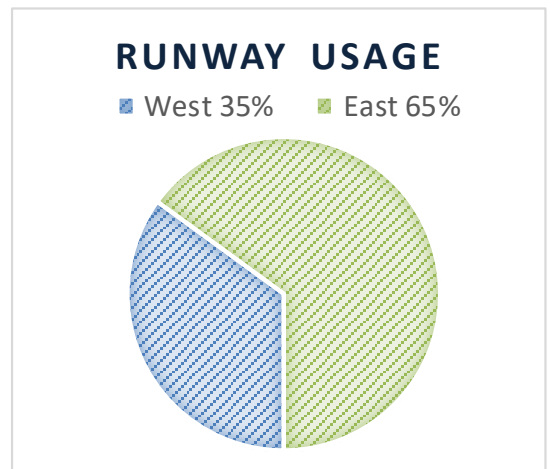


**June 2021**

Total Complaints: 383 (2020: 111)  
 Total Operations: 15,070 (2020: 17,969)

Complaints by Location:  
 Geneva 330  
 Heathrow 27  
 Lake Mary 20  
 Sanford 6

Number of Households: 9 (2020: 15)  
 New Households: 0 (2020: 5)



Ms Carr asked if the new complainers in April were from the new developments that have been built around the Airport. Mr Speake said complaints were probably higher because flights picked up considerably in April. Mr Speake said he will provide more information and pull tracks for the next meeting.

Mr Austin asked if all the Geneva complaints were from the same person. Mr Speake confirmed that it is Ms Marsden making the majority of the Geneva complaints. She is directly in the flight path, a little to the north, about 6 miles from the end of the runway, and we have taken noise monitoring equipment out to her property before.

Mr Buis said we should stop flying over Ms Marsden’s house. Mr Speake said we have tried a 10° heading change before, but Ms Marsden had stated that there was no difference.

Mr Runkel said Mr Buis had invited everyone to go out to his property at the last meeting, and he inquired if anyone had done this. Mr Speake said Dave Hazel had previously gone out there several times. This is on the Air Traffic side, there is nothing the Airport can do, other than have conversations with ATC.

Mr Speake advised Mr Smith from F11 that we were discussing a property where the power plant is on St John's River, the west side of I4. It is primarily arrivals on 9L coming in over that general area and cutting in early on the approach to 9L. Mr Speake asked Mr Smith why that has to occur versus them being able to go further out to the west and take a more straight in approach. Mr Smith said some of the factors they have to take into consideration are weather, the traffic and the type of approach they are on, as well as which direction they are coming from.

Mr Buis said he is seeing Approach Control clear Allegiant for a visual approach, and then hand them off to the Tower. It is the mindset of Allegiant pilots when they are cleared for a visual approach, no matter how far away they are from the airport, they descend to 1,500 ft over the top of his neighborhood, which is 10 miles out. It's getting lost between Approach Control and the Tower. He said he also sometimes sees them doing what they should be doing, at 3,000 ft downwind, flying out, around, power off, configured slow. They have the ability to do that.

Mr Buis said most of these complaints come from four or five houses, so stop flying over those houses if you can. Mr Speake said we have tried on the west and on the east with Ms Marsden and Heathrow. We have done what we can do, working with Air Traffic, but wherever the planes go it's going to be over someone and it's going to generate complaints.

Mr Speake announced that air traffic is likely to increase from October 14th – 18th due to the airshow.

### **Florida Metroplex Update**

Mr Speake said he had been unable to listen in to the Florida Metroplex meeting the previous week as he had a conflict. His understanding is that everything is affecting Orlando International, there is nothing impacting this Airport, except for at 10,000 ft and above. Everything has already been determined on how it's going to change, and they are now implementing those changes. Every new procedure has been environmentally assessed already. The remainder of the Metroplex will be going in on August 12.

Mr Yost said he has been involved with the Metroplex initiative since the start and there is nothing too drastic that he is aware of. There were no changes to the two arrivals from the north. On August 12 there are going to be changes coming in from the south and coming in off the ocean.

### **Comments from Committee**

Mr Runkel inquired about the new airlines at the Airport. Mr Speake said that starting in October, we will have two new Canadian airlines: Swoop and Flair. There are 8 destinations, and it will be a year-round, daily service between the two airlines. The noise will be comparable, they are newer aircraft with quieter engines.

Mr Runkel said he had noticed more westerly departures over the last two weeks. Mr Speake said July has been very busy, Allegiant's schedule is full and runs from early morning until late evening. There have been some delays due to weather and other things, which have resulted in some very late arrivals and departures. Mr Tucker said he believes there were more westerly departures, he will look into that and report back.

Mr Speake said east versus west is determined by the weather. Mr Austin asked if we could fly intentionally that way to mitigate complaints over Heathrow. Mr Speake said if the winds are neutral, that is really the Tower's decision.

Mr Yost said he would look at the designation of a calm wind runway in the fall. There has been horrific weather this summer, which has caused constant delays due to storms. It pushes the schedule into the evening and there is nothing they can do. As the weather improves in the fall, we will see a reduction in late arrivals. Mr Speake said he would put a calm wind runway down for discussion at the next meeting.

Mr Carew asked what the default calm wind runway is now. Mr Speake said default would be to the east.

### **Other Liaison Reports**

#### **Allegiant Air**

Mr Yost said passenger loads are up.

Allegiant have asked their flight crews to ask F11 for the ILS approach after 11:00pm.

Mr Speake said he had heard that the Owensboro flights won't be ramping down as much as they have in the past. Is that something that can be expected across the board with other destinations? Mr Yost said the planning teams look at that very carefully. Frequency of flights is changed dependent on usage; they may drop the frequency down if not profitable. Flight loads at Sanford are very heavy. Mr Logan said the schedule has changed, and the frequency of departures after 5:00pm has increased. The decrease won't be as significant going into September as we have seen in the past, pre-COVID.

#### **General Aviation**

Wade Hawker said L3 are trying to make a comeback. They are down to 72 aircraft; he was unsure of the number of students.

#### **FAA**

Mr Tucker advised that he will be the Tower representative and Mr Smith will represent F11. They will join SANAC meetings for the foreseeable future. Mr Reda has transferred to Washington.

## **V. PUBLIC COMMENT**

Mr Carew said the aggravating factor is the long-term letter of agreement between F11 and Sanford ATCT. That agreement says when air traffic control using 9L (using 27R as well) the aircraft in visual conditions will be vectored to a 5 nautical mile final. He has been working with F11 for the past three years. The issue for the dense residential area on the west side of the Airport deals with the LOA that has been in existence since the mid-1990s.

Mr Tucker said vector to the 5-mile approach is standard at almost every airport in the nation. The Tower don't want them earlier because of pattern traffic. He does not think that could be changed. Sanford Tower has a little bit of say and F11 would be the bigger drill to affect the change.

Mr Smith said their responsibility is to provide 5 mile final. Often Allegiant will come in from the north, they typically come in over Ormond to Runway 9L. At some point they have got to turn base. They need a stable flight. If they choose to turn it in prior to that, that's on them. There are a lot of factors that affect how they handle traffic on any particular day because of volume, additional traffic coming in, or weather. They do strive to provide them with at least 5 mile final, if not further.

Mr Carew said he would like to reintroduce the subject in the October meeting.

Mr Buis said if Allegiant could extend the downwind to 5 miles or greater and keep it high on the downwind, they would stop flying over 10,000 to 15,000 people and there would be far fewer complaints. With two new airlines, this is something that is going to have to be addressed.

Mr Carew said he lives almost directly under the 9L arrivals at about 5 ¼ miles. For the late-night flights, most of the planes are doing the straight in from around 10 miles, and for the most part, he is noticing they are at 2,000 ft instead of descending to 1,600 ft, so the power is off over Heathrow at night.

## **VI. FUTURE MEETING DATES**

- October 26, 2021 (moved due to the Airshow)
- January 18, 2022
- April 19, 2022

The meeting was adjourned at 9:50 a.m.

### **Voting Members**

George Speake, Chairman  
Krysty Carr, Seminole County  
Mark Austin, Seminole County  
Scott Runkel, City of Lake Mary  
Wade Hawker, GA Representative

### **Non-Voting Members**

Gary Tucker, Tower Representative (dialed in)  
Anne Marie Sillaway for Jeff Hopper, Seminole County  
David Konstan,  
Bill Smith, TRACON (dialed in)

### **Others Present**

Tom Nolan, SAA  
Jason Watkins, SAA  
Jeff Yost, Allegiant (dialed in)  
Dave Logan, OSI  
Mr Carew, Heathrow resident  
Mr Buis, Sanford resident  
Mr Moody, Heathrow resident  
Mr Carroll, Enterprise resident