

# 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  
VIGILANTE ROOM  
TUESDAY, OCTOBER 26, 2021 – 9:00 A.M.**

---

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

The regular meeting of the Sanford Aviation Noise Abatement Committee was called to order at 9:03 a.m. by Chairman George Speake.

**II. APPROVAL OF JULY 27, 2021 MINUTES**

Motion to approve the minutes of the SANAC meeting held on July 27, 2021 made by Krysty Jones, seconded by Noelle Lamonthe. Minutes approved as read, motion passed.

**III. NOISE REPORT: REVIEW OF JULY, AUGUST & SEPTEMBER DATA**

At the last meeting Ms Jones had asked whether the 7 new complainers in April were calling from the new developments that have been built around the airport. Chairman Speake said that only one had come from the new areas. We don't get a lot of complaints from the new areas, as the noise is not that bad immediately north and south of the Airport.

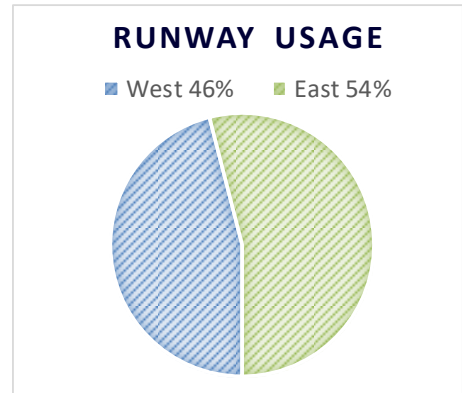
**July 2021**

Total Complaints: 423 (2020: 20)  
Total Operations: 14,071 (2020: 17,328)

Complaints by Location:

Geneva 291  
Heathrow 114  
Lake Mary 17  
Longwood 1

Number of Households: 6 (2020: 10)  
New Households: 1 (2020: 3)



Chairman Speake said last year was very different in terms of activity at the Airport due to COVID. There was a lot less jet traffic, but we did have more operations as L3 were a lot busier then.

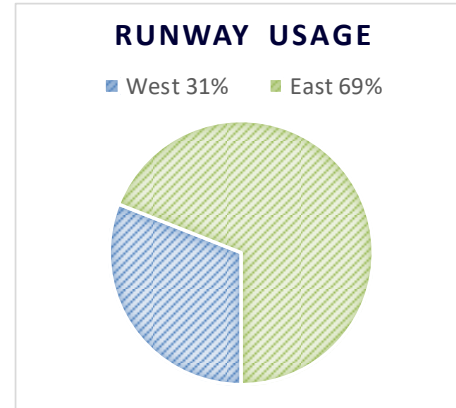
**August 2021**

Total Complaints: 348 (2020: 41)  
Total Operations: 12,350 (2020: 15,960)

Complaints by Location:

Geneva 248  
Heathrow 95  
Lake Mary 2  
Sanford 2  
Deltona 1

Number of Households: 5 (2020: 6)  
New Households: 1 (2020: 0)



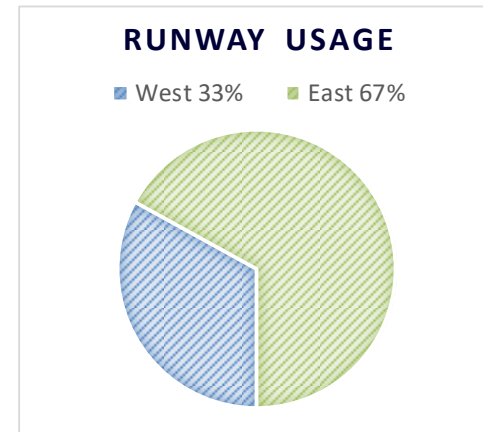
**September 2021**

Total Complaints: 175 (2020: 19)  
Total Operations: 12,539 (2020: 17,002)

Complaints by Location:

Geneva 118  
Heathrow 39  
Lake Mary 13  
Sanford 5

Number of Households: 9 (2020: 6)  
New Households: 4 (2020: 1)



The new complaints in September were all from Sanford in the Lake Ave., Palm Way area and were due to the north/south operation in use during this period. The work that caused us to use that north/south runway is for the most part done, there may be a night or two coming up.

**New International Flights**

Some new international flights have started up; Swoop flights started on October 9<sup>th</sup>, and Flair flights will commence at the end of October. Between the two of them, 7 Canadian cities are being served, with 1 or 2 flights a day from this Airport. They are relatively quiet aircraft (737-800), and we don't expect them to generate a lot of new noise complaints.

**Comments from Committee**

Chairman Speake said the Terminal expansion was partly to accommodate Allegiant's current flights. Some days they have up to 17 departures in an hour and a half. Allegiant are changing their schedule; they are opening other bases out in the country. Flights will originate there, which will stretch the day out from 6:30am to 11:00pm. This is good for the operability of the Airport, but not necessarily for people who are concerned about noise.

Chairman Speake said David Konstan will not be joining us for any more meetings. He has been a huge asset to this Committee over the years and will be greatly missed.

### **Other Liaison Reports**

#### **Allegiant Air**

Jeff Yost said Allegiant are busy, they are constantly adding new cities. We have started to get into the holiday season, and there has been an uptake in bookings. Chairman Speake said as the holidays get closer, Tuesdays and Wednesdays will also start to pick up (they are typically our slow days).

#### **General Aviation**

Wade Hawker not present. Chairman Speake said general aviation is down, and the majority of our general aviation traffic comes from the L3 flight school. The businesses on the field are doing well and the hangars are full. L3 are working on new contracts; most of their students come from overseas, the bulk of them used to come from China and Taiwan, and those students aren't coming over as the borders are closed.

#### **FAA**

Gary Tucker said traffic was down tremendously last year and the year before, hopefully it will pick up.

Bill Smith from F11 asked if Swoop and Flair are going to be seasonal carriers or 12-month operations. Chairman Speake said the expectation is that they will be year-round, we should see a Canadian Carrier at the Airport at least once a day.

### **Airshow**

Chairman Speake said it had been a successful Airshow; although it generates noise for the surrounding area, it does bring a lot of attention to Seminole County and the Airport. The Airport does not make any money out of the Airshow directly, but our costs are covered by the promoters. The primary reason we host the Airshow is to promote the Airport; there were roughly 30,000 people here over 2 days. The Airshow cannot interrupt commercial service, so it was also good publicity for Allegiant and Swoop as they had planes taking off and landing during the event. This year, we also had a VIP event where we brought business and community leaders as well as airlines to the Airport and gave them a tour of the terminal renovation, a nice brunch and lunch, and were able to highlight development opportunities at the Airport.

We have signed another contract with the Airshow promoter for 5 more years. The Thunderbirds will be at the next 2 Airshows.

Gary Tucker and Bill Smith both said the Airshow went smoothly and was very successful.

## **IV. PUBLIC COMMENT**

Chairman Speake said Mr Carroll had emailed a query regarding a number of flights over his house, he wanted to know if the flight patterns had changed. He had looked at the tracks, and there had been a lot of flights going directly over Mr Carroll's property that day. Using our VNOMS system, he was able to look at the tracks and see that the lowest was at 3,500 ft, but most were between 4,000

ft and 5,000 ft. Chairman Speake said VNOMS is very useful to look up the tracks for complaints. Mr Carew said it is very useful to see the destination, as he can pass information on to the Heathrow residents if it is a MCO flight. Chairman Speake said the company that operates this software are constantly adding to and improving the website, so we can expect to see changes every now and then.

Bill Smith asked what noise monitoring equipment the Airport Authority has to take out and validate some of these complaints. Chairman Speake said we have top of the line portable noise monitoring equipment that we can take out to properties if requested. It is around 3 years old. We have left it at houses for up to 72 hours before.

Gary Tucker stated if we are dealing with a person's perception, it does not matter how much noise monitoring equipment we have, how state of the art it is, or how effective or accurate it is, he is not sure that we are ever going to satisfy those folks. Perceptions vary.

Mr Tucker said the FAA want to be good neighbors to the surrounding communities, but it would seem to be that if we could validate the person's perception with the equipment, not to negate their complaint, but help them understand that it could be environmental and routine activities around the house, or if you have someone coming in at 3,000 ft that noise typically will be louder when we are vectoring in an aircraft below a hard deck.

Tom Nolan said the purpose of the noise committee is for engagement with the general public, for them to take back this type of dialog and explain to the neighbors that there are x number of cloudy days a year and noise is a physical function that will bounce off clouds and be contained. The Airport is going to grow, and there's no relief on the horizon, MCO is still going to be cranking out aircraft going over, he can see them outside his office, he does not know why they are that low, but he is sure there is a legitimate reason. It's important for the community to know that it's about commerce, it's about what Orlando Metro is all about. He said the FAA does an exquisite job with the safe management of the air traffic system; he couldn't remember the last time there was a fatal crash.

Mr Nolan concluded that a lot of it is perception. If the citizens around this Airport understood we're not doing this to be an annoyance, we're doing this to satisfy their needs which is to jump a flight, maybe eventually a legacy carrier here that has 4 – 5 flights to one of the hubs so you can fly anywhere in the world and then 75 destinations.

Mr Carew said he would like to meet face to face with Mr Smith. Mr Speake said it would have to be a virtual meeting, as the FAA are still not meeting up in person at the moment due to COVID.

Mr Petite said the 6 elements that were raised by the Subcommittee several years ago were pretty well done, and well agreed to and have been discussed and moved forward with this organization, and if the residents had access to the movement/lack of movement for whatever reason, of those 6 elements, that would at least give them some confidence and/or faith that things are improving, can improve or this is as good as it's going to get, so get used to it, whether it's motorcycle noise or lawn mower noise. For instance, one of the elements was that Allegiant was upgrading its fleet, and so if that's been completed already, and Allegiant are flying the latest and greatest models, then that's it. Whatever's coming over your house today, that's as little noise you're going to get out of that flight for the foreseeable future.

Mr Speake said he would like to discuss the emails Mr Carew had sent to previous Chairman Dave Hazel just before the last meeting. Mr Carew had asked Mr Speake to review those emails and be prepared to discuss them in this meeting. The Subcommittee that was formed 3 years ago came up with some suggestions for things that could be implemented at the Airport and by the FAA that would help with noise mitigation. One of those was "Vectoring VFR turbine-powered aircraft conducting visual approaches, so they are established on at least a 5-mile final at 170 knots". There has been some follow-on conversation since that time.

The recommendation for noise abatement when Runway 9L is in use was "Vector VFR turbine-powered aircraft conducting visual approaches, so they are on at least a 7-mile final and at 170 knots at 5 miles".

Mr Carew had requested an explanation of the purpose and composition of an Environmental Assessment (EA). It has been reported that an EA was done relating to the test procedure for a possible heading change on takeoff from Runway 9L. He wanted to know if an EA has ever been performed for this Letter of Agreement (LOA), especially as it relates to increased flight operations since its inception in the 1990's and he would like to know what it would take to move things forward.

Mr Tucker said he did not have a record of any environmental impact studies, he was sure this was done many, many years ago.

Chairman Speake asked if a procedure is going to be modified by the FAA, would an EA have to be accomplished before that could happen? The Tower said that is correct. Chairman Speake said as far as the LOA that is currently in place, if someone could go back and do some research to determine whether an EA was done prior to the LOA, although whatever EA was done back then was drastically different to what's in place now.

Mr Carew said when we were testing the heading change off 9L several years ago, an EA was done as part of the process. The LOA was established 30 years ago, and there was a significant increase in operations in 2015/2016, so would an EA need to be done now? Could the LOA be re-investigated due to the increase in flights?

Chairman Speake said we have no idea if an EA was ever done when the LOA was put in place. Mr Carew said the LOA requires most aircraft to turn over a highly dense residential area, and the increase in flights increases that factor, maybe another EA could be done, which might modify the LOA. Chairman Speake said, as it was indicated when the Subcommittee met and we went through the suggestions that they came up with, there are some things the Airport has control over, and we implemented as many as we could. This is one of the things that the FAA has control over. Mr Carew said he is asking the FAA (F11 & ATCT) what an EA is composed of. He is asking Chairman Speake to be an intermediary between the community and the FAA to have that addressed.

Mr Tucker said it is not a prerequisite to have an EA to change the LOA; EAs are performed whenever we are going to assess the impact of the current noise footprint or alter a heading of the Airport and modify or change that noise track and introduce noise over a different area. A new runway which alters the flight path would quite likely warrant an EA, a change to a LOA with no modification to the headings does not necessitate an EA.

Mr Carew said when the LOA was created in the 1990s, there was no requirement for an EA, because there was no airline traffic here to speak of. He understands that the LOA was created because of wake turbulence for training aircraft. There was an increase from nearly 0 to over 600 flight operations a week by October 2019, which impacted the community. It impacts the community because the LOA has aircraft in visual conditions making a turn at 5 miles, 170 knots. Therefore around 60% of aircraft are turning right over Heathrow. The 5-mile final (because of where it is) generates a considerable amount of noise with the increase in traffic since 2015, which has nothing to do with its original intent, which was wake turbulence separation. Therefore, the LOA is causing a noise problem. What can we do to mitigate that?

Mr Tucker said the LOA was never designed specifically for wake turbulence separation. We have procedures that we utilize to provide wake turbulence separation. Mr Carew said that was what he had been told. Mr Tucker said LOAs are established between 2 independent facilities to establish coordination procedures in flight on the handling of arrival/departing aircraft and predetermine routes and headings coming off that airport that have already been established and in use for years. The wake turbulence aspect of it is separate from an LOA.

Mr Tucker said there are a variety of factors that can affect the traffic flow, including the weather, and we cannot compromise safety. The safe transition in and out of the Airport is the number 1 priority.

Mr Carew said he brought the issue up because the LOA was created in the 1990s, and the situation has changed. That procedure in the current environment allows a significantly higher noise footprint. Chairman Speake said 1998 was the busiest ever year at this Airport (398,000 operations). We had heavy international traffic, and because our flight training activity was so heavy, you had the 747s much further out, flying over that neighborhood, and that's why that LOA got put in place, because they had to put in the proper separation. The pattern was a lot longer than it is now.

Mr Carew said he understands that safety comes first, but as operations have increased, that turn over dense residential areas has created more complaints. Is there a way we can mitigate that? Mr Carew said he thinks that has been answered, it's a process and he is happy to go home with the process. He is doing his best to educate his community. He re-explained the process we have here and asked them to make complaints when they are considered over and above disturbance, considering that we are an extension of the airspace from the Airport.

Peter Buis said the 10-mile arc out puts you out over nobody, and at 3,000 ft that's a 3:1 descent into the Airport. He has seen these flights over his house, gear and flaps down flying away from the Airport. He agrees with what Mr Carew is saying, this is easily resolved. Mr Nolan asked what the response had been from the FAA on that. Mr Buis said he and Mr Carew had never got an answer.

Mr Nolan said the FAA process for determining what is safe goes beyond his and Mr Buis' ability to understand. It is more complicated than you imagine. It is a suggestion, but he does not think there is an easy answer. Mr Buis said go back to that bar chart in the presentation, what runway generates the most complaints? It was going east. Stop using those runways all the time. Mr Nolan said he would like to meet up with Mr Buis and Mr Carew to discuss further.

Chairman Speake said he had looked at the 2 instances Mr Buis had pointed out where the aircraft had been around 1,000 ft over his house. He had spoken with Mr Tucker, and the aircraft were

unknown. Both of these aircraft were doing a single departure, they did a pattern, and then landed. Chairman Speake said he will continue to investigate any more of these very low flying aircraft, but many of the aircraft that Mr Buis complains about are over 1,500 ft.

**V. FUTURE MEETING DATES**

- January 18, 2022
- April 19, 2022
- July 19, 2022

The meeting was adjourned at 10:00 a.m.

**Voting Members**

George Speake, Chairman  
Krysty Jones, Seminole County  
Mark Austin, Seminole County  
Noelle Lamonthe  
Scott Runkel, City of Lake Mary

**Non-Voting Members**

Chris Smith (dialed in)  
Gary Tucker, Tower Representative (dialed in)  
Jeff Hopper, Seminole County  
Bill Smith, F11 (dialed in)

**Others Present**

Tom Nolan, SAA  
Art Woodruff (dialed in)  
Jeff Yost, Allegiant (dialed in)  
Dave Logan, OSI  
Mr Carew, Heathrow resident  
Mr Petito, Heathrow resident  
Mr Buis, Sanford resident