



**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, JANUARY 18, 2022 – 9:00 A.M.**

I. CALL TO ORDER/QUORUM CALL

The regular meeting of the Sanford Aviation Noise Abatement Committee (SANAC) was called to order at 9:04 a.m. by Chairman George Speake.

Chairman Speake said the SANAC Airline Representative was previously Ernie Nevin from Allegiant Airlines, but he is no longer able to fill the position. The new Chief Pilot is Brad Schramski, and Mr Schramski is willing to take over as the SANAC Airline Representative. If the Committee agree, it has to go to the Board to approve at the February Board Meeting.

Motion to recommend Mr Schramski as Airline Representative made by Krysty Jones, seconded by Wade Hawker. All in favor, motion passed. Chairman Speake will present to the Board and if approved, Mr Schramski will be able to participate in the April meeting.

II. APPROVAL OF OCTOBER 26, 2021 MINUTES

Motion to approve the minutes of the SANAC meeting held on October 26, 2021 made by Ms Jones, seconded by Noelle Lamonth. Minutes approved as read, motion passed.

III. NOISE REPORT: REVIEW OF OCTOBER, NOVEMBER & DECEMBER DATA

October 2021

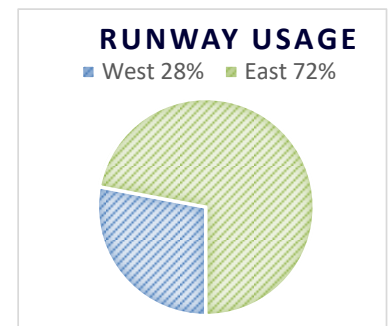
Total Complaints: 387 (2020: 47)
Total Operations: 13,024 (2020: 18,515)

Complaints by Location:

Deltona	1
Geneva	304
Heathrow	66
Lake Mary	6
Sanford	10

Number of Households: 15 (2020: 7)
New Households: 8 (2020: 1)

The Airshow generated a few complaints from Sanford.



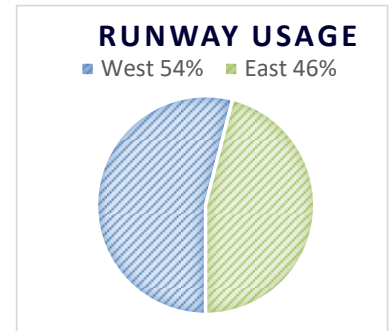
November 2021

Total Complaints: 389 (2020: 35)
Total Operations: 13,170 (2020: 14,545)

Complaints by Location:

Geneva 343
Heathrow 37
Lake Mary 2
Sanford 7

Number of Households: 7 (2020: 6)
New Households: 2 (2020: 0)



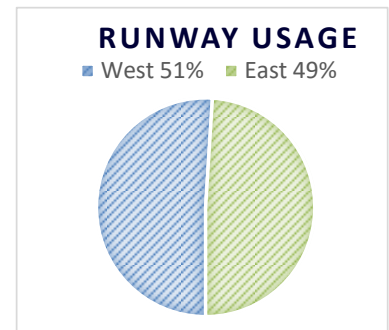
December 2021

Total Complaints: 494 (2020: 123)
Total Operations: 13,693 (2020: 17,709)

Complaints by Location:

Geneva 453
Heathrow 36
Lake Mary 3
Sanford 2

Number of Households: 7 (2020: 10)
New Households: 2 (2020: 3)



Chairman Speake said he had spoken with a couple of residents from the new neighborhoods around the Airport regarding noise issues. He believes that noise complaints may increase from these neighborhoods, as a lot of people have moved in during the last two years while the Airport has not been as busy (due to Covid). There is an aviation easement in those neighborhoods, but people may be surprised with the increase in activity when we get back to normal.

Review of 2021 Data

	<u>2021</u>	<u>2020</u>
Total Operations	172,533	235,420
Total Complaints	4,295	580
Total Households	47	50

Vector Website Update

Chairman Speake gave a presentation on recent changes to the VNOMS website.

Mr Carew said he has used the website since the update and it seems slow to load, but it may be his equipment. The map will come up, but it is very slow for each aircraft to be identified. Also,

sometimes it freezes, and you have to close the entire program and re-open it. Chairman Speake said we will let Vector know about that.

Mr Carew said he thinks that the database only lasts for 30 days. Chairman Speake said there is a limit on how far back a person can go.

Ms Lamonthe said she is unable to get the website to work on her cell phone and wondered if they could come up with an app. Chairman Speake said he would ask that question.

Chairman Speake asked for any comments or concerns to be emailed to him, and we will pass them on to Vector.

Comments from Committee

Mark Austin said he had visited Ms Marsden and spoken with her regarding her noise complaints. He also spoke with Ms Marsden's neighbors. Mr Austin said he has a friend who is a neighbor of Ms Marsden, and he does not notice the noise; he has no issues. He states that the air boats are louder than the planes, as it is very busy on the river.

Chairman Speake said he and previous Chairman Andrew Van Gaale have also visited Ms Marsden's property in the past.

Other Liaison Reports

Allegiant Air

Jeff Yost said they are starting to see delays in and out of Sanford due to Covid issues, and they have had to cancel a few flights here and there. Jacksonville have had some major staffing problems. Over the last 3 or 4 weeks, we have seen a lot of flights coming in way over their scheduled arrival times, as the Jacksonville center are inundated with Covid.

Allegiant will be adding some additional aircraft next year. They announced that they are going to buy one hundred 737 Max aircraft. The first fifty will be delivered between now and 2024, and then there will be a second fifty that they have committed to.

Tom Nolan asked Chairman Speake to talk about the noise profile of the new aircraft versus what they currently fly. Chairman Speake said he was not prepared to talk about that, as it was just announced 10 days ago. He asked Mr Yost if he would like to talk about the noise profile. Mr Yost said he does not have anything on that yet.

General Aviation

Mr Hawker said there's not a lot going on, not a lot has changed. When the borders open, they will be able to get students back in. They are at around 200 students right now, there were at 750 in 2019.

FAA

Gary Tucker had nothing from the Tower. Mr Tucker said F11 were on the line but were not able to respond.

IV. PUBLIC COMMENT

Mayor Woodruff asked if the complaints from the new neighborhoods outside the Airport are regarding general aviation or commercial aircraft. Chairman Speake replied that it was general aviation. He had explained to the residents that when the pattern on the south runway gets full (7-8 aircraft), and it hasn't been full for a while, the pattern has to stretch out. It goes further east/west and sometimes further south in order to accommodate everybody.

L3's heavier days have been Tuesdays, Wednesdays and Thursdays and the last person he spoke to acknowledged that they were seeing more activity on those days. This particular person works from home, so that was something that was concerning for them.

Mayor Woodruff asked if L3 could ask their pilots to alter their paths a little bit each time, because it becomes annoying when you get several aircraft all using the same path over and over again.

Mr Hawker said he would reach out to his pilots and talk to them about that. Mayor Woodruff said he has not noticed an issue lately.

Mr Carew said he will be meeting with the Homeowners Association of Heathrow this week, and he shared some observations and radar tracks from VNOMS that he will be presenting at that meeting with Tom Nolan and Chairman Speake.

Mr Carew said there is some good news. Earlier this year there was a complete change to the two arrival routes we have had for the last several years. They raised the altitude at the end of the arrival route for the north arrival that comes from south of Jacksonville. Before it was at 4,000 ft at a point just east of downtown Deltona. They reallocated that route with a new name. At the same time, they reconstructed the route that comes from the northwest, that originally came from Valdosta just west of Gainesville, Ocala, Leesburg and then in. They added two new entry points to that particular arrival, it's called the Shrek arrival. The new one from the north of Jacksonville is called Thor. The advantage of adding two new arrival points is that in the past, as operations in Sanford increased, the northwest arrival route was also serving Orlando International Airport, so it was a fairly heavily trafficked route in. As operations at Sanford increased, air traffic control had to move more and more traffic coming into Sanford to the eastern arrival route. That meant that more aircraft were coming down over Deltona and having to make a left and right turn to landing (whether it was a 27 operation or a 9L operation). Many of those aircraft were maneuvering turns over residential property.

The advantage of adding two new arrival routes is that more aircraft are accommodated, which means that more aircraft are coming into 9L straight from the Leesburg area. The other issue is that they have raised the initial altitude, so some of the complaints about the aircraft coming down to 1,600 ft closer to the airport are still true, but they are actually doing that from a higher altitude, so they are in the descent for longer, which is power off. It's not a perfect solution, but there has been some improvement.

Mr Carew said he is going to try and provide more information for the April meeting because he would like to engage with F11 TRACON to see if we can get a little bit of extension (which is based on the Subcommittee's original Operational Procedure 5) to get some relief from aircraft maneuvering over residential areas to the west of the Airport.

Mr Carew said the increase of the terminus altitude of the arrival route before approach controllers vector their headings so they can land, they are starting 1,000 feet higher. So now, when they are cleared for that 1,600 ft, they are in the descent for longer. When the airplane is in descent, the noise exposure is less.

Mr Nolan said that is a great observation and asked if F11 could confirm this.

Chairman Speake said that is all part of the Metroplex Initiative that just got implemented.

V. FUTURE MEETING DATES

- April 19, 2022
- July 19, 2022
- October 18, 2022

Ms Jones made a motion to adjourn the meeting, seconded by Ms Lamonthe. The meeting was adjourned at 9:54 a.m.

Voting Members

George Speake, Chairman
Krysty Jones, Seminole County
Mark Austin, Seminole County
Noelle Lamonthe, City of Sanford
Scott Runkel, City of Lake Mary
Wade Hawker, General Aviation (dialed in)

Non-Voting Members

Christopher Carson, City of Lake Mary (dialed in)
Chris Smith, City of Sanford (dialed in)
Gary Tucker, Tower (dialed in)
Jeff Hopper, Seminole County

Others Present

Tom Nolan, SAA
Mayor Art Woodruff (dialed in)
Jeff Yost, Allegiant (dialed in)
Brad Schramski, Allegiant (dialed in)
Dave Logan, OSI
Mr Carew, Heathrow resident
Robert Smith, Tower (dialed in)