

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, APRIL 19, 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 9:00 a.m. by Chairman George Speake.

II. APPROVAL OF JANUARY 18, 2022 MINUTES

Motion to approve the minutes of the SANAC meeting held on January 18, 2022 made by Krysty Jones, seconded by Noelle Lamonthé. Minutes approved as read, motion passed.

III. NOISE REPORT: REVIEW OF JANUARY, FEBRUARY & MARCH DATA

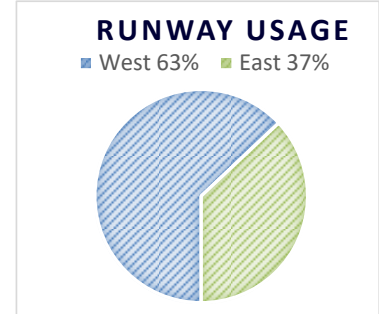
January 2022

Total Complaints: 447 (2021: 203)
Total Operations: 11,788 (2021: 15,145)

Complaints by Location:

Geneva 412
Heathrow 27
Lake Mary 8

Number of Households: 3 (2021: 6)
New Households: 0 (2021: 0)



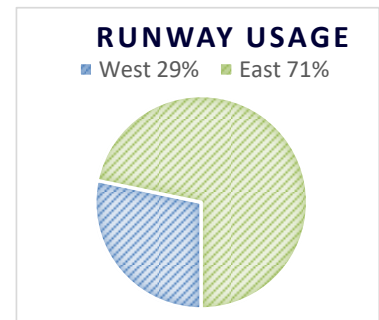
February 2022

Total Complaints: 481 (2021: 366)
Total Operations: 13,569 (2021: 13,235)

Complaints by Location:

Geneva 380
Heathrow 89
Lake Mary 3
Sanford 9

Number of Households: 5 (2021: 11)
New Households: 0 (2021: 1)



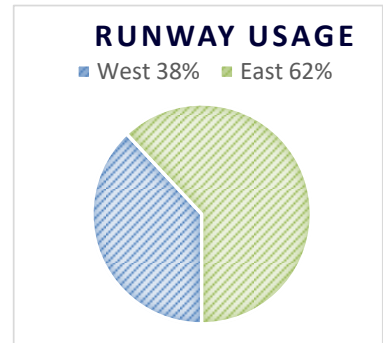
March 2022

Total Complaints: 475 (2021: 461)
Total Operations: 15,167 (2021: 17,712)

Complaints by Location:

Deltona 1
Geneva 408
Heathrow 47
Lake Mary 8
Sanford 11

Number of Households: 8 (2021: 8)
New Households: 1 (2021: 2)



Chairman Speake said he would like to be able to produce a chart to show activity on all runways. There is an issue with that at the moment and Vector are working on it.

Our operations are down considerably from 2019, even from 2021. In 2019, we were 22nd busiest airport in the country, we are now around 67th, primarily due to the drop in flight school activity. L3Harris are working on getting additional students from England, India, and some other contracts.

Chairman Speake said Allegiant are not too far from what their commercial operations were in 2019, we have picked up Swoop and Flair, and there is a new international carrier starting late May through early August from Portugal and Spain that will have about 10 flights (one per week). We are also working on attracting some other airlines, but he does not anticipate the commercial traffic growing drastically.

Allegiant are in a bit of a lull right now, but that will come back up around the end of May/beginning of June and last through August.

Vector Website Follow-up

Chairman Speake said he had spoken with Vector regarding issues brought up at the last meeting and they had responded as follows:

- Use Google Chrome where possible to prevent the website from freezing.
- The database can go back as far as we have had a contract with Vector (not just 30 days).
- When entering a complaint, all four fields have to be entered before you can submit:
 - First name
 - Last name
 - Date and time
 - Street name
- The website does work on cell phones.

Chairman Speake asked members of the public to let us know if they encounter any other problems with the website, and we will follow up with Vector if we need to.

Comments from Committee

Other Liaison Reports

Allegiant Air

Jeff Yost said he has a request in for information on the noise profile of the 737 versus the A320/A321 (which was requested at the last meeting).

General Aviation

Wade Hawker said L3Harris are looking to start increasing on a monthly basis. They are currently under 200 students but are hoping to double that this year.

Chairman Speake said one of the big issues L3 are facing is housing, as rental costs have increased dramatically.

Ms Jones asked if L3 had discussed building their own accommodation with the Airport Authority. Chairman Speake said it had been discussed but would not be moving forward at this time. L3 do have a dormitory, but it only holds about 70 students and requires some renovations before it can be used again. They are looking for apartments/hotels/dormitories, more of a college type atmosphere. They are looking at some extended stay hotels and working with Orlando North.

FAA

The Tower had nothing to add.

F11 not present.

IV. PUBLIC COMMENT

Ms Marsden handed members of the Committee a document she had put together outlining her concerns regarding Airport noise over her property.

Ms Marsden said she understands that safety is first and foremost where flights are concerned, and she would in no way suggest anything other than safety first. Over the years she has accumulated a massive amount of information and documentation and would like to address some of the issues.

1. It is stated that the Airport owns all the land in the 65 DNL zone. When the original Noise Exposure Map was created, the Airport hired an outside company to do the noise study. This company put monitoring equipment throughout various areas of the county for several months. They also advised that the kind of noise monitoring they are performing is taken from a single event. This information can then be extrapolated into the noise contours of peak density periods to validate the study. Ms Marsden stated that her property was never included in that study, and the fact that the NEM is now all updated by computer raises a lot more questions.

Ms Marsden said it has been stated numerous times that flights are at their loudest when flying over her property, yet it is not considered to be in the 65 DNL zone, and it was not included in the initial noise study. She was told the reason for this is that (even though the flights are at their loudest over her property) the Airport is permitted to take the percentage of all noise levels at the property over a 24-hour period. There is little to no noise in between those flights because it is a very quiet rural area, except for the flights from this airport. That lowers the total noise level of the flights.

Ms Marsden said with the increased number of flights and airlines flying into and out of the Airport, the DNL zone needs to be re-evaluated. Flights have increased tremendously over the years, especially since the actual noise study was done (not the computer generated one). She understands that the airport hopes to continue to grow and increase the number of flights and add additional airlines.

2. Ms Marsden said the Airport performed noise monitoring at her property twice in June 2017. They came up with a noise level of 59.9 over a 24-hour period. SAA performed the noise monitoring over a 4-day period. She was told that the first study did not work, as they were unable to capture the time of the incidents, so were unable to apply the 10% penalty for early and late flights. The Airport Authority asked if they could conduct a second study, but that did not work either, so they went with the results from the first study. It was reported at the July 18, 2017 SANAC meeting that the DNL was 59.9 (including the weighted penalty). Ms Marsden asked how the weighted penalty was added if they were unable to capture sound levels and associate them with specific moments in time.

Ms Marsden told Kevin Thompson that she had not seen as many flights over her property as she typically would during the first study. She was advised by Mr Thompson that the Airport was trying a different flight path. Mr Thompson said he did not remember saying that to Ms Marsden at the July SANAC meeting.

Ms Marsden said she thinks it is a conflict of interest for the Airport to conduct their own noise monitoring. She feels that the airport needs to do an updated noise study to redefine the 65 DNL zone, performed by an independent company (not by a computer program) and also that when flights are at their loudest, it should be required to occur inside the 65 DNL zone, not outside.

3. Ms Marsden raised concerns regarding the Noise Exposure Map being updated by computer:

What standard instrument departure is being used? Records show that the currently assigned takeoff heading for turbo jets is 80 degrees, which is an exception to the Sanford departure (a runway heading of 90) for which the Tower has no record of the purpose, and which places aircraft overhead Ms Marsden's property with most every take off (stated by previous SANAC Chairman Rocky Harrelson during the January 2018 SANAC meeting).

For arrivals, the Airport does not have a set flight path for pilots, so how is it entered into the computer what flight path these pilots are flying? Ms Marsden said she believes that the Airport uses the same setting for arrivals, having all the flights arrive on the same path with the same elevation. When there are numerous flights arriving a minute to a few

minutes apart, the flights come in at different elevations and speeds. This causes the pilots to fly very low, which makes it extremely loud. Ms Marsden said if the same elevation and same flight path are used, this would not be a true representation of what actually occurs.

Ms Marsden said she lives on a beautiful 20-acre parcel and the only noise she typically hears is the birds, but this is continually interrupted by extremely loud departures and arrivals. For example, on March 13, 2022, she was conducting a riding lesson and there were 7 departures within 17 minutes.

Ms Marsden said the Airport has taken away from her quality of life, her health, and affected her business. She can provide affidavits and statements where clients and family are shocked, startled, and surprised as to how loud the flights are over her property. It is not unusual for her to be awakened in the middle of the night with late arrivals/departures, only to be awakened again early in the morning with departures.

Chairman Speake said Ms Marsden had provided a lot of information, and he would provide her with a formal response once he had time to look at it. He does not think there is going to be anything revealing coming out of that response.

Chairman Speake said there were new Noise Exposure Maps completed as part of the Master Plan update. They are computer generated, as that is how it is done now. He would be happy to bring the engineer into these meetings to explain how they determine the 65 DNL. It does not leave Airport property, the 65 DNL will not extend beyond that point. Ms Marsden asked if the FAA only requires computer generated programs now. Chairman Speake confirmed this.

Ms Marsden asked why it isn't required that the loudest flights should be inside the DNL? Chairman Speake said he would read Ms Marsden's document and go back and listen to some recordings. It is a loud point in the flight when they are flying over Ms Marsden's property, when they are turning and they are on the power, there is a lot of noise being generated, but there are other points in the flight that are just as noisy. There are neighborhoods under the flight path a little to the west of the Airport, where the flights are at 400 feet, and it is very noisy there for departures and arrivals.

Chairman Speake said he had looked at tracks from some of Ms Marsden's recent complaints and could see that the aircraft were lower than they normally are, so he worked with the Tower, and they verified that they were above 1,000 ft, which is what they are required to be at that point.

Ms Marsden asked about the increased number of flights. Chairman Speake said we are still below 2019 figures currently. We are back to 2016/2017 figures right now. Ms Marsden said the plan is to increase. Chairman Speake said we are an airport, and we provide passenger services, so we are trying to attract new service here, but it is not likely we will reach 2019 figures this year.

Ms Marsden said the Airport are taking advantage of the fact that she has little to no noise in between the flights, that is the reason the Airport are able to lower the reported DNL. Chairman Speake said it is a formulaic process which is dictated through advisory circulars from the FAA as to how those studies are done.

Chairman Speake said he is aware that Ms Marsden had reached out to the FAA Ombudsman at least twice, and that is the ultimate level of filing noise complaints.

Chairman Speake said he continues speak to Allegiant and the Tower to see if things can be done any differently over Ms Marsden's property.

Ms Marsden said she knows that when she is not at the meetings, Chairman Speake has said that the 70° heading did not work. She stated that she has never said that. Chairman Speake said it went from an 80° to a 90° heading. There was a 10° heading change, and Ms Marsden said she felt the traffic wasn't in place when that was done to justify. They made a change; those changes are not done quickly or easily; it takes a lot of work to get that put in place. He cannot control what the FAA does, and the FAA heard the same comment from Ms Marsden, so it was rescinded, they changed it back to what it was before. He has asked if we can do that again, but he has been told there is no way to go through that process again.

Mr Speake said arriving and departing traffic has to follow prescribed patterns, and that is exactly what it is doing.

Chairman Speake said he would be happy to bring the equipment out to Ms Marsden's property, and leave it out for a week, several weeks, or a month, but the DNL would not change. Ms Marsden said if the noise she is receiving is primarily based on airplanes, when you add more airplanes, is that not going to change that?

Chairman Speake said it factors in all noise over a 24-hour period. Ms Marsden said she has little to no noise in between flights. Chairman Speake said he does not set the policies or procedures. Even if the traffic tripled, it would still come in below the 65 DNL. Ms Marsden is 4 miles away, and the 65 DNL does not extend that far.

Chairman Speake said we have been very open with Ms Marsden over many years. Ms Marsden said nothing changes, it's only got worse. Chairman Speake said because of where Ms Marsden is located, there is not much that can be changed. It is a specific point in the flight, we tried to modify things at one point in time, although we disagree on the results of that.

Scott Runkel asked Ms Marsden if she is proposing a new study, what action does she want?

Ms Marsden said if a new study comes out, they can determine what is going on at her property. The Airport should be required to fly at their loudest inside the DNL zone, isn't that the purpose of the zone? Chairman Speake said the purpose of the 65 DNL zone is Housing and Urban Development (HUD) and the FAA have determined that the noise level inside the 65 DNL would not be a livable condition. Therefore, the Airport has to purchase the property or provide some sort of noise dampening. We worked with our FAA ADO to purchase all affected properties. The 65DNL is so close to the runways, and the aircraft that are being flown now are so much quieter, that the 65 DNL does not leave Airport property.

Ms Marsden said they are not quieter. They have a shrill, high-pitched screaming noise.

Chairman Speake said he is happy to bring the noise equipment out to Ms Marsden's property if required. Ms Marsden said the Airport doing their own noise study is a conflict of interest, and an

outside company should be used. Chairman Speake said Ms Marsden is welcome to hire someone herself to carry out a noise study. The equipment we use measures single events, it is not a comprehensive noise study. The only way that that can be done at this point is through the computer generated noise exposure maps.

Ms Marsden asked how we are inputting the information into the computer, when all the flights are on different paths and at different elevations. Chairman Speake said they take our overall traffic, the number of operations that we have, and plug all that information into a program, and it provides the noise contours.

Ms Marsden said what's plugged into the computer determines the outcome, so if you're doing the same flight path, same elevation, for the arrivals or whatever, that is not what happens. It does not reflect what is truly happening.

Mr Speake said every study that is done is an outside study, we don't do them ourselves. A consultant who is an expert in this field gets hired to update these maps for us. We did a part 150 study many years ago, it's a voluntary program encouraged by the FAA in certain circumstances. We have continued to update and maintain that to this day. This Committee is also voluntary on behalf of the Airport, it is not a requirement of the FAA.

Chairman Speake said he looks at Ms Marsden's property every month, occasionally more often than that.

Ms Marsden said if she doesn't complain (and she could file a lot more complaints than she does), the Airport says that complaints are down that month, and things are going well.

Chairman Speake said we know where Ms Marsden is, and that she has a concern where she is, that doesn't change whether she files 0, 1 or 1,000 complaints. He said in general, complaints are down. In January there were only 3 households, 5 in February and 8 in March. There were 447 complaints in the month of January from 3 people. 481 from 5 people in February, and 475 from 8 people in March.

Ms Marsden said she had wanted to bring her computer to the meeting and show everyone what is involved in filing a complaint, but she was not able to. You have to enter individual times, if you try to enter multiple times, they consider it to be 1 complaint.

Chairman Speake said we have never had a complaint system that Ms Marsden was satisfied with, we have tried and tried to change our complaints system and most of the changes have been to try and help Ms Marsden. Most recently we spoke to Vector about the fact that we want the data that has to be entered into every complaint to remain; the name, address etc. There is a process now where you don't have to input all that information every time. All you have to input is the time, date, and comment, all the rest remains. He does not know how it could be made any easier.

Ms Marsden said she has to enter her complaints one by one; she would like to file multiple complaints at once, and there was a time when that was possible. Chairman Speake said that was our old system, the new system provides more information and contains live data from the FAA. Ms Marsden said she uses FlightAware to see live data, as it is much easier to understand.

Chairman Speake asked Ms Marsden to let us know what we can do to make it easier for her. It would skew our data if we allowed Ms Marsden to file it a different way. Ms Marsden said she would rather not have to be here, she would rather she did not have to file complaints, but she has a right to live where she does in peace and quiet.

Chairman Speake said he has done everything he possibly can to try and help Ms Marsden; he's been out to her property; he's spoken with the FAA. Ms Marsden said when Chairman Speake came out to the property, he had told her to move. Chairman Speake said he had not told Ms Marsden to move, the previous Chairman may have done so.

Ms Lamonthe asked Ms Marsden if she lives by the river, as a lot of times the noise is from the airboats. Ms Marsden said it is the planes, it is not her interpretation of noise. She said Chairman Speake has even admitted that they are at their loudest going over her property.

Scott Runkel asked Ms Marsden what else the Airport could do.

Mark Austin asked if Ms Marsden could sell the property through a realtor and buy another, why does the Airport have to buy the property? Property values in Geneva are quite good right now, they went up 25% in the last year. We cannot move the Airport, but there are other pieces of property with horses on.

Ms Marsden asked who is going to buy it? Mr Austin said he knows Ms Marsden has neighbors who have no problem with the noise. Some people are more susceptible to noise than others.

Mr Austin asked Ms Marsden if she wants to shut down the Airport. Ms Marsden said the Airport should be responsible for what they are doing.

Steve Smith said the Airport Authority Board will not agree to the Airport buying any more properties.

Ms Lamonthe advised Ms Marsden to put her property up for sale, move and then she would not have to deal with the Airport noise anymore. Ms Marsden said she has had her property for over 20 years. Ms Lamonthe said the Airport has been here since 1956. Ms Marsden said she has put money, time, and work into the property, it is a beautiful place.

Mr Austin said if Ms Marsden sold her property, she would get a fair price, and there are other places that don't have airplanes flying over them.

Ms Marsden asked if the noise would affect the value. Ms Lamonthe said probably not. You don't have to disclose that, people know when they are looking that they will be living near the Airport.

Ms Marsden said they did not originally have the number of flights they do now. She was going to bring a comparison from when the initial study was done, how many flights we had then compared to now. Chairman Speake said the busiest year ever at the Airport was in 1998, when there were 398,000 operations. We had 747s at that point, which are the largest and loudest planes, along with MD80s.

Ms Marsden said flights have increased tremendously on the commercial side. Chairman Speake agreed that commercial operations have increased, but the largest, loudest planes we have ever had at this Airport were the 727s, 747s and MD80s, and they have all gone now.

Chairman Speake said he would work on a response and mail it or email it to Ms Marsden so she has time to look at it before our next meeting and then we can discuss it further, if required.

Ms Jones asked Ms Marsden when she bought her property, was there any flight activity that caused alarm, knowing how busy the numbers were back then? Ms Jones said she lives around here too, and it is much less now than it was back then, Ms Marsden had to have seen the effect when she was developing her property. Ms Marsden said she did not see anything that caused alarm, the noise started around 2001/2002.

Ms Lamonthe said she lives around a mile away from the Airport and the only time she ever hears anything (and she has to be outside of her home) is during the airshow.

Ms Marsden said her property is so much further out, so why should the noise be at its worst over her property? Chairman Speake said it depends upon where the aircraft are flying. The noise to the side of a runway is not as loud as it is underneath the flight path.

Ms Marsden said the airshow was bad, and she should have been informed. Chairman Speake said it was discussed in the meetings. Ms Marsden said she doesn't pay attention to that, they broke the sound barrier going over her property, and they did practice days as well.

Pete Buis said he lives 8 miles out and there has been some improvement in departure noise. He sees companies that fly 737s (Flair and Swoop) and they fly completely differently to how Allegiant flies. They fly how it should be done. They are some good days and some bad days. He is frustrated, and he does not get it because things can be done. He knows that we are dealing with the FAA, but it can be done.

Ms Lamonthe said she completely understands the frustration, but she agrees with Mr Austin that the only solution for Ms Marsden is to sell and move away from the Airport, as there is nothing that we can do. Mr Buis said we can still attempt to change the way they fly.

Chairman Speake said there has been a general increase in air traffic in Florida, so it is difficult for the FAA to implement a change. The Metroplex Initiative was a comprehensive look at the Central Florida airspace. They optimized safety first, and the least impact to the least amount of people, but there will always be someone who is impacted by all those processes all through the State.

Chairman Speake said he is not advising Ms Marsden to sell her property, but if she goes that route, he would encourage her to look very hard at where she decides to move to.

Ms Marsden there was a 4 day stretch recently where she got no flights at all. Chairman Speake said that does seem unusual and asked Ms Marsden to call and let us know if that happens again, so we can investigate. It may have been when they used 18/36 while we were doing some work on the east/west runways. Ms Marsden asked if they could do that more often. Chairman Speake explained that it is a short runway, it's not our primary runway, and the FAA does not support it in terms of funding etc. It is in our current Master Plan to close that runway (it may not happen

for 10 – 12 years, as funding comes along) because it is only used 2% of the time due to the prevailing winds, so the aircraft can't use it on a regular basis. We looked at extending it, but the FAA denied it.

V. FUTURE MEETING DATES

- July 19, 2022
- October 18, 2022
- January 17, 2023

Motion to adjourn the meeting made by Ms Jones, seconded by Ms Lamonthe. The meeting was adjourned at 9:56 a.m.

Voting Members

Chairman George Speake, SAA
Brad Schramski, Allegiant
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)
Maya Athanas for Jeff Hopper, Seminole County
Robert Smith for Gary Tucker, Tower (dialed in)

Others Present

Jeff Yost, Allegiant
Jane Marsden, Geneva Resident
Mr Carew, Heathrow resident
Peter Buis, Sanford resident
Sean Mahany, Sanford resident
Steve Smith, SAA Board Member
Theodore Richardson, SAA Operations Supervisor