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, JULY 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 9:02 a.m. by Chairman George Speake.

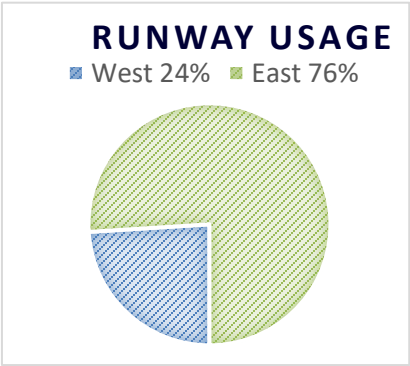
II. APPROVAL OF APRIL 19, 2022, MINUTES

Motion to approve the minutes of the SANAC meeting held on April 19, 2022 made by Scott Runkel, seconded by Wade Hawker. Minutes approved as read, motion passed.

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

April 2022

Total Complaints:	216	(2021: 376)
Total Operations:	15,691	(2021: 15,420)
Complaints by Location:		
Deltona	2	
Geneva	185	
Heathrow	13	
Lake Mary	3	
Sanford	13	
Number of Households:	7	(2021: 16)
New Households:	0	(2021: 7)

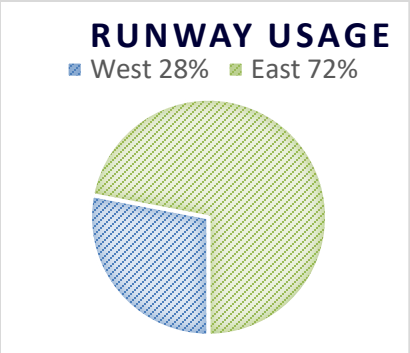


Chairman Speake said we are still working with Vector Systems on activity by runway. It may never get to the point where we need it to be, where it shows that properly through the software. The Runway 36 operations are shown in error. Because of the flight training activity that happens on the south runway when they are in the pattern, they take that turn tight, and there's an algorithm based on what happens in that box in the software. Because of that tight turn, it picks it up as a landing on 36, but in reality it's someone in the pattern for 9R. They have narrowed the box to try and capture that properly. It's not a big deal in terms of collecting data or assisting folks that live around the area, it is just going to be one of those things. Nonetheless, the runway usage is still correct +/-

a percentage. We are going to keep working on it, but there's a probably going to be a point where we say it is what it is, the bar chart isn't going to show 18/36 correctly.

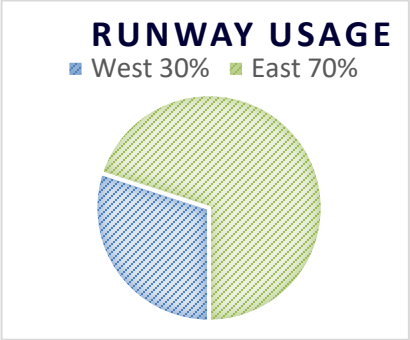
May 2022

Total Complaints:	265	(2021: 290)
Total Operations:	17,041	(2021: 17,104)
Complaints by Location:		
Geneva	251	
Heathrow	12	
Lake Mary	1	
Sanford	1	
Number of Households:	6	(2021: 9)
New Households:	1	(2021: 1)



June 2022

Total Complaints:	347	(2021: 383)
Total Operations:	16,977	(2021: 15,070)
Complaints by Location:		
Deltona	2	
Geneva	308	
Heathrow	13	
Lake Mary	19	
Sanford	5	
Number of Households:	8	(2021: 9)
New Households:	2	(2021: 0)



<u>Comments from Committee</u>

Mr Runkel asked about the Lake Mary complaints, as they had risen to 19 in June. Chairman Speake said all these complaints were from one person, Stephen Stankovics, who lives in the Hills of Lake Mary Subdivision. He is concerned with late and early flights. Chairman Speake has spoken with him numerous times. There is nothing that we can do to adjust his situation.

<u>Other Liaison Reports</u>

Allegiant Air

Jeff Yost said there has been an uptick in staffing issues on the air traffic control side at the Jacksonville center, which has caused some major delays getting in and out of Florida.

The weather has been hitting hard here, the ramp has been closed for an hour to an hour and a half at a time some days this year. The closed ramp means that no planes are getting processed in or out during that time, and that affects the whole schedule.

General Aviation

Mr Hawker said L3 are averaging about 80 scheduled flights a day. They have just finished getting some approvals from the UK and they are in the process of setting up flight training with Indigo in India.

Wade Hawker said they are still at around 200 students, and they are hoping to get to 400 - 450 at some point.

FAA

Tower not present. Chairman Speake said the Tower have a new Manager, Theo Aftonomos. Gary Tucker the previous Tower Manager will be on another assignment for at least a year.

Chairman Speake said the FAA are looking at moving our Tower. It will be a 5 – 7 year process to see that come to fruition. That is important because there are certain areas of the airfield that have blind spots for the Tower Controllers, so it will improve safety and efficiency at the Airport. The new Tower will be located over by our Fire Station, it's roughly at the center of the airfield, and they will be able to see everything.

F11 not present.

IV. PUBLIC COMMENT

Mr Carroll said most of the descending Allegiant jets he sees are at the same height, but 2 or 3 times a week, he is getting buzzed by a low flying Allegiant jet. Mr Carroll wanted to know if that was just a rogue pilot. Chairman Speake said it would not be a rogue pilot, they should still be following directions from the ATC, and he asked Mr Carroll to give him specifics (date and time) next time that occurs, so we can look into why that is happening. We can see the altitude and what they are doing if it's a test flight etc. Mr Carroll agreed to do that.

Mr Buis said we meet here every 3 months, and we hash all this stuff out, but what is the accuracy of the data? Mr Buis said he has stopped calling in. He's been on the Subcommittee and put together recommendations, and the reason we really need to be concerned and start making a plan is this Airport is only going to get busier.

Mr Buis asked Mr Yost why we can't establish some kind of visual approach. Why are the Allegiant pilots descending down to 1,500 feet 20 miles away from the Airport? Mr Buis said he eventually sees what Mr Carroll sees, as he is on the other side of the lake. We have recommended a visual approach out over the river, over the swamp, Seminole Forest, Wekiva River, they come in, power off approach, that is how an airplane is supposed to be flown. Sometimes Allegiant are doing what they are supposed to do, nice and high, downwind, out, and around, and another time the guy has gear and flaps down flying right over the top of his house with the power all the way up.

Mr Yost said Allegiant have a very diverse pilot group. The pilots are very highly trained, and they do exactly what the airplane tells them to do. This airplane is so sophisticated, that when we come off the Stars, on the Shrek arrival and the Thor arrival from the north, those airplanes get pre-determined altitude and air traffic control constraints. When they get cleared for the visual approach into this Airport, the airplane is set to go to jet pattern altitude of 1,500 feet, the thrust and power settings are controlled by the airplane. If we left a little bit high, the airplane would have to adjust to meet that altitude constraint to get to the pattern altitude of 1,500 feet (our target altitude). That airplane flies in nice straight lines and it's very sophisticated.

Mr Carew said pilots are in command of the airplane, the airplane is not in command of the pilots. Mr Carew said a pilot could make an approach on the same runway every day of his career, and no two approaches would be the same. Part of the issue is that the Airport Authority and this Committee act as a facilitator between the community and Air Traffic Control. Air Traffic Control is part of the problem here. We've tried to address that a number of times before. We recognize the limitations that the Airport has, but the bottom line is that there is a professional way you learn to fly the airplane. It's not just to benefit the bottom line of the company, it's to benefit the people that pay to sit immediately behind you. It takes time and experience to learn how to manage an airplane as a pilot.

Chairman Speake said the data is accurate, he has tested it with our Tower, and they have clarified the data. Mr Buis said he's not saying that. The calls we are getting are not accurate. He does not believe we are getting the calls from people who don't like what's happening. He doesn't call anymore because it's useless.

Ms Marsden said she agrees with what Mr Carew and Mr Buis had said. Ms Lamonthe asked Ms Marsden how her property has been. Ms Marsden said it has been terrible, fortunately the flights aren't like they typically are, but she doesn't get a break, they either get arrivals or departures one after the other. She doesn't complain with the storms, but then they have to cluster them all in, or these arrivals that come in one after the other 1 minute apart, late at night, and early in the morning departures.

Mr Nolan said there are 2 fundamental issues. The Airport is going to grow, look at the Master Plan online. Ms Marsden agreed. Mr Nolan said if Ms Marsden doesn't like the frequency, there is nothing the Airport can do about frequency. The economic benefit of this Airport is multiple times more than about compatibility. These gentlemen raise the issue about pilots acknowledging the responsibility to be a good neighbor, and to fly the aircraft not only most efficiently for their needs, but also compatible with the community.

Ms Marsden said her position is that we have this 65 DNL zone, and she is supposedly outside that, but the planes are at their loudest over her property, and the only reason they are able to get away with that is that she has little to no noise in between flights, and they are allowed to take a 24-hour average. As it continues to increase, that is obviously going to change. Mr Nolan said the DNL is an algorithm that is applied as a 24-hour average over a period of time. You cannot look at an aircraft and say it's flying out of that DNL and it's creating extra noise, it doesn't work that way. It is a fundamental scientific method to force an airport when there is incompatible land, to look at compatibility. There was a big acquisition here years ago with the extension of the runway. If in the future those noise contours do grow with the growth of the Airport, and the growth of the Airport

is good for the entire county and the area, the Airport will look at the DNLs again. If they do expand, there will be more potential acquisition if it's incompatible.

Ms Marsden said she understands safety is foremost, and that is why she doesn't complain when the weather is bad. Her complaint is that they have changed the pattern so wherever they fly, departures are turning over her property, so they are at their loudest. But she was never included in that study, she has never been factored in, and now it's all done by computers. The same with arrivals, she was told it was all done by computer, but they can do the same level, the same path for every arrival. But that's not the case, because if they have 4 or 5 coming in, some have to come lower, some have to go higher. And then they all come at different paths as well, so how can that be accurate?

Mr Nolan said the FAA have methodology they use to take into account the variables in a metropolitan area. When you've got this, and weather and the more humid the air, the less lift there is on aircraft, that's why you see a differential in the winter months here in Florida, there's not as much humidity therefore they don't need as much power to stay airborne. It isn't that they are trying to do it differently, it's just the function of the aircraft. When you take into account all of those things, to try and make it the safest and most efficient method to get to and from point A and B.

Ms Marsden said the standard instrument departures are supposed to be 90° in the books. It was changed to 80°, which brings it over her property, but there's no record of why it changed.

Mr Nolan said you have to be careful not to question the wisdom of the FAA. Ms Marsden said it wasn't the FAA that did it. Chairman Speake said it was the FAA, it wasn't him. Mr Nolan said when the FAA does those things, it isn't one person or one individual, there's methodology to incorporate it into all the air traffic in this area.

Mr Nolan asked Ms Marsden what she would recommend. Ms Marsden said buy her land or fly a different pattern.

Mr Buis asked what the difference was to Ms Marsden when they were using the 90° heading. Ms Marsden said when it was changed to 70°, it made a difference.

Chairman Speake said when that changed, Ms Marsden said at a meeting that it did not make a difference, and therefore the FAA made a decision to change it back. Ms Marsden said she did not say that, she can go back to those meeting minutes and show Chairman Speake where every time he says that, her one statement at that time was, they weren't getting the departures, so she couldn't tell if it was working. Her understanding was that they cut it short, as TRACON didn't like the 70° heading departure.

Chairman Speake said the Airport will not be able to buy Ms Marsden's property as she is 4 miles away from the Airport. We would then be looking at having to buy property 4 miles away all around the Airport.

Ms Marsden said the airplanes should be at their extreme loudest inside the DNL zone. If the flights keep increasing, and noise level from the last study was 59.9, it will reach 65. Ms Marsden said she thought it is already at 65DNL.

Ms Lamonthe asked how many of Ms Marsden's neighbors also have this issue. Ms Marsden said she is on 20 acres, so they pretty much come over her property, especially the arrivals. The guy next to her has 150 acres, and he has a private landing strip. Chairman Speake said he has been out to Ms Marsden's house, and she does have neighbors immediately next to her. Ms Lamonthe said you would think that the airplane noise would cover everyone, but there are not many complaints coming from that area.

Ms Marsden said two of her neighbors came to her property when Chairman Speake and the other gentleman came to have a meeting. Both neighbors are older gentlemen and have lived there for maybe 30 years, and they both said it's too loud. Chairman Speake and the other gentleman said you all just need to move. Chairman Speake said he has never told Ms Marsden that she should move. Ms Marsden said that's what everyone told her at the last meeting.

Chairman Speake said it was suggested by others, and he specifically said in the meeting he was not saying she should sell her property. Ms Lamonthe said she was asking if Ms Marsden had thought about selling her property and moving further away from an airport, because this Airport has been here since 1942.

Chairman Speake said he has stated many times that nothing is going to change over Ms Marsden's property. Ms Marsden said it needs to change because if it does increase, how is she not going to end up in the DNL zone? Chairman Speake said it does not stretch that far from the Airport contours.

Ms Marsden said it was at 59.9 the last time the study was done, and even then, it was skewed. Chairman Speake said he knows that Ms Marsden is very upset, but he has done everything he possibly can to help Ms Marsden understand the situation she is in. He has never once told her he is going to be able to do anything to make things better for her or do any of the things she would like to see happen out there.

Ms Marsden said Chairman Speake had said he would try to reinstate the 70° heading. Chairman Speake said he did try, but the FAA told him it's not going to happen. Mr Nolan said at least he made the effort. Chairman Speake said everything Ms Marsden has asked him to, if it's something that could be done, he has tried. There is a limit to what he can do, and what the FAA can do. On the study, what he offered her from the first time he met her, was to take the noise measuring equipment out to her property to give her an idea of what was happening as the FAA dictates it will be calculated. It's not a study. Ms Marsden said Chairman Speake had called it a study, and he had also said he was sure it would not be above 55.

Chairman Speake said he was not going to continue the conversation with Ms Marsden. Mr Nolan said a spot check on using a handheld or even a fixed noise meter doesn't really compare with the algorithm the FAA uses. Ms Marsden said she agrees. Mr Nolan said Chairman Speake was being a good steward going out to Ms Marsden's property and trying to help her understand, but she was implying that Chairman Speake has control of this, he does not, and neither does he.

The FAA work on behalf of the all the citizens in the area, for the betterment of safety and so forth. Ms Marsden said Mr Nolan was suggesting she just has to accept it. Mr Nolan said Ms Marsden has to be the one to make the decision. Mr Nolan said Ms Marsden was getting to the point where she wanted the whole world to change around her for her benefit, and she has to get out of that myopic viewpoint. She has to take a look at the realities of what's happening here.

Mr Carew said five years ago, he was the person who first raised a possible change to 70°, and the FAA was very responsive to that. They were originally going to do it for 90 days. The problem came up when later on they found out that there was a conflict. If the airplanes couldn't get a higher altitude right away from takeoff, there would be conflict with the Daytona Beach airspace. Mr Carew said he was the initiator of it, and he would have liked it to be kept that way, it would have solved a lot of problems, moving the airplanes over the wilderness area. 80° was the best they could do and it's still much better than the 90° that was originally there.

Ms Marsden said the 80° turn is over her property and that's when they power up and they are at their loudest.

Mr Buis advised Ms Marsden not to give up and to keep coming to the meetings.

Mr Yost said coming in off the STARS, especially on the north west side, we're extended below the class bravo airspace, which is very restricted. Once we've descended below that we get the airplane to 200 knots very quicky. The airplane does not speed up and come down at the same time, it's one or the other. You have to lose that airspeed to get below that shelf of class B because that's federal air regulations. We have to get that airplane from 250 to 200 knots and descend approximately 5,000 feet within a 20 mile span, so the airplane is not going to speed up coming into Sanford. Then when we get to a 5 mile final, we are looking at being 160/170 knots max, so that airplane is not accelerating coming into the terminal area, if anything it's decelerating because we have to get the airplane down. Because of the constraints of the airspace there, that airplane has to slow first before it comes down. On the Thor arrival, there is a little more wriggle room to get the airplane down. If we don't get that airplane down to 200 knots, we are in violation of federal air regulations and we would have pilot deviations. We do not get those pilot deviations because we meet that requirement.

Mr Runkel said Mr Carroll and Mr Buis say planes are coming in faster and lower than they should be, or they think that they should be. If we could agree on what they are supposed to be, if it's 1,500 feet at that level, it's probably higher than that on the other side of Lake Monroe. You have the data that shows what we are doing, and if we have a 5% deviation from that data wise, then we talk to Mr Yost and say your pilots are coming in lower than they are supposed to. Let's get the facts. There seems to be a disagreement, you're saying that they are coming in too low and we're saying they can't come in lower than 1,500 or 1,000 or whatever the FAA says they can. If we can at least get an agreement on facts, we can solve the problem. What does the FAA say it should be?

Mr Buis said it should be a 3:1 ratio. Mr Carew said one of the things most people that aren't pilots here don't know, is that the standard STARS (Standard Terminal Arrival Routes) have defined routing and defined altitudes and speeds, at certain places along the route. The 1,500 feet criteria is general criteria within 5 miles of the Airport. It's not 1,500 feet sea level, it's 1,500 feet AFE (Above Field Elevation). This Airport is considered to be at 100 feet, therefore the clearance has got to be 1,600 feet. Not only do we have STARS, but there is an agreement between the Tower and the FAA and the training schools here that their VFR arrival routes, both on the north and south of the Airport (one is called the Jesup arrival and one is called the Monroe arrival) and what they do is bring VFR airplanes, training airplanes, to a point about 5 miles north and south. Mr Carroll presented some evidence to Mr Carew and he looked it up, Mr Carroll is about ½ a mile to a mile from the north

arrival route. Mr Carew is wondering if some of the traffic he is getting is the training traffic, right at 1,500 feet right over him.

Chairman Speake said Mr Carroll's complaints are for commercial traffic, although he does occasionally have concerns with the small planes. Chairman Speake said a lot of Mr Carroll's complaints are for departures, he's getting them after they go over….. Mr Carew said if he was piloting a plane taking off east, he would want as tight a turn as possible, and the issue is that generally they are getting an immediate climb to 5,000 feet and a good left turn to the first fix they go to which is called worms. So, it's possible he's getting them when they're being assigned a 2nd altitude after 5,000 feet and they're over the top of him.

Mr Buis said initially it was lower and we got the FAA to change it. Mr Carew said in our post Subcommittee discussions, we got that changed. We have not been able to get that published yet, but the FAA has a lot more ability to do things ad hoc.

Chairman Speake said to publish it, they would have to go through an EA, and that really complicates the process. Mr Carew said when he was monitoring this, for the most part they were getting the immediate turn, and they were getting the higher altitude almost immediately. Mr Carew said he realizes it is difficult for Ms Marsden, because she is on the departure side of the airport 70% of the time, but overall, we are at a far better place than we were 4 years ago for departures.

Mr Yost said Allegiant instituted a procedure about 3 years ago where the airplanes would be turned on to the ILS localizer by Central Florida TRACON, and they would receive an actual instrument approach, there would be no visual approaches after 11pm at night. That is in our documentation to our crews, and that cost us around $60,000 a year in fuel. Mr Carew said that is correct, but we also saved you money by getting you a higher altitude on departure. Mr Carew said he hopes that the Allegiant pilots who live in this area would be considerate of the residents who live in this area.

Jeff Yost said we are generally cleared to 1,600 feet. Mr Carew said we are dealing with a Committee that has very limited understanding of what we are talking about. It doesn't matter which arrival route we come in on, depending on the weather conditions at the time. If it is usual flight conditions, the pilot may want to get his visual clearance approach as soon as possible. He's in control of everything he does. If his last assigned altitude coming in on the new western arrival was at 2,000 feet and he gets clearance for the visual approach from 2,000 feet, he doesn't have to come down. Any time a pilot gets cleared for a visual approach, he controls the airplane himself. He can go down to 1 foot. On the Thor arrival, the way they have been doing it lately, they are still reverting to the old controlling habits, they are giving them a heading off their arrival, if they are landing to the east, a heading of 260 and having to descend to 3,000 feet. Most airplanes are 3,000 feet over Debary. If the pilot is not advocating for himself and saying I see the airport, the controller is not going to give him clearance for a visual until he either asks the pilot does he have the airport, or the pilot advocates I have the airport. He wants to get control of the airplane as soon as possible. If that doesn't happen, then at some point in time the Air Traffic Controller must assign him the next lower altitude. A lot of this is a very teamwork kind of scenario which you learn in your career. Mr Carew said he has never flown into Sanford, but he has flown into Orlando a lot. He has never met any of those controllers out there, but he can identify them by their voice.

Mr Runkel said there still seems to be a disagreement as to what's actually happening, Mr Buis said 1,500 feet 10 to 20 miles away from the Airport. Mr Buis said they must be, because he sees them coming in level from way over the other side of the river.

Mr Runkel said we need to get agreement on facts, if the problem seems to be that they are coming in at 1,500 feet 10 or 20 miles away from the Airport and they are not supposed to be, we could track that and see if that's fact or not.

Chairman Speake said this goes back to the data, and asked Mr Runkel if he trusts our system, because that is all we have. For Chairman Speake to get tracks from the Tower, he would have to do a freedom of information request, just as anyone else would have to. By the time you have done that, we are three or four months down the road, so it's not worth it. We bought the Vector system because it can pull the tracks. When we have pulled them in the past and we have had other people look at them, they are generally doing what they are supposed to be doing. There are a lot of other factors that go into why those one-offs might happen; storms, other traffic, flight training aircraft mixing and business jets mixing into the pattern, that changes a lot of things.

Mr Runkel asked Mr Buis if he would be happy if we can show him that there have only been 5 flights that came in under 2,000 feet in a month. Mr Buis said there is a very simple solution to this whole problem. Devise a visual approach where they go on a downwind at 3,000 feet, turn out and turn around final 8 to 10 miles, come around, intercept the glide slope, intercept the localizer, power is at idle and the airplane just comes slowly out of the sky.

Mr Runkel said he has listened for 1 ½ years to the same thing, what is fact and what is perception? He sees some with flaps down coming over his house. He is trying to figure out if perception isn't the problem. If they are at 1,600 feet 20 miles out, they shouldn't be. If it's 10 miles out, he is not sure what it should be. It should be 3,000 feet until when? Mr Buis said it should be 3:1, so 10 miles out.

Mr Buis said for clarification purposes, they are not violating anything. Mr Runkel said I'm not saying they are violating a law, but if the Committee said would communities be happier if it's 3,000 ft, can that be done practically, reasonably, safely, legally? Ms Lamonthe said not every time, because it depends on weather, traffic etc.

Mr Runkel said everybody agrees exception to the rule for legitimate reason, but if it's just because it's a cowboy pilot coming in fast because he's late. If we can show that we as a Committee will try and solve your problems, we've got 3,000 feet, there's only been 5 violations over the last month, those 5 were due to x, y and z, would that help satisfy your problem?

Mr Buis said if they would fly the airplane the way it is supposed to be flown, efficiently, there would be no problem.

Ms Lamonthe asked Mr Buis if he has flown any of the newer planes, as every year they are coming out with new technology. Mr Buis said a pilot still flies his airplane. Mr Carew said the problem that we are trying to deal with here is a very complicated mixture of the community, the airlines and the FAA. If the airline has SOPs that recommend that pilots do certain things, everyone who works at that airline goes to the training, they have that kind of procedure. If TRACON doesn't have a complicated airspace, they can probably do a lot for us. When there's complicated airspace, it's a

very difficult mix. Mr Carew said it has nothing to do with the technology of the airplane. Pilots still fly the airplane.

Steve Smith said it's not going to get any better as construction gets closer and closer to the Airport, A five-story apartment is going to be built at the end of the 9L runway. We are not expanding the Airport out to Geneva; everything is getting built closer and closer to the Airport, so we are going to get more and more complaints.

Mr Runkel asked if Chairman Speake had sent a written response to Ms Marsden. Chairman Speake confirmed that he had. Mr Runkel asked if he could see the response. Chairman Speake said he would send a copy out to the Committee, as well as the response from Ms Marsden.

V. FUTURE MEETING DATES

- October 18, 2022
- January 17, 2023
- April 18, 2023

Motion to adjourn the meeting made by Mr Runkel, seconded by Ms Lamonthe. The meeting was adjourned at 10:21 a.m.

Voting Members

Chairman George Speake, SAA
Noelle Lamonthe, City of Sanford
Scott Runkel, City of Lake Mary
Wade Hawker, General Aviation

Non-Voting Members

Christopher Carson, City of Lake Mary (dialed in)
Tyler Reed for Jeff Hopper, Seminole County

Others Present

Charles Carroll, Enterprise resident (dialed in)
Dave Logan, OSI
Jeff Yost, Allegiant (dialed in)
Jane Marsden, Geneva resident
Mr Carew, Heathrow resident
Peter Buis, Sanford resident
Steve Smith, SAA Board Member
Theodore Richardson, SAA
Tom Nolan, SAA