



**MINUTES OF THE REGULAR MEETING OF THE  
SANFORD AVIATION NOISE ABATEMENT COMMITTEE  
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM  
TUESDAY, DECEMBER 19, 2023 – 9:00 A.M.**

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

The regular meeting of the Sanford Aviation Noise Abatement Committee (SANAC) was called to order at 9:07 a.m. by Chairman George Speake.

**II. COMMITTEE MEMBER UPDATE**

Chairman Speake advised that previous SANAC Committee member Wade Hawker has moved on. Tyler Sterkel is the new Head of Safety at L3 Harris, and he has been appointed to this Committee.

The City of Lake Mary appointed Michael Lopez to take a non-voting position.

**III. REVIEW OF THE SUNSHINE LAW**

Brief overview of the Sunshine Law from Brett Renton of Shutts & Bowen LLP. Mr Renton is General Counsel for the Sanford Airport Authority.

Handout attached.

Mr Renton advised that members of the Committee are welcome to contact him if they have any Sunshine Law questions relating to the Committee.

Chairman Speake said he would like to caveat the offer for Committee Members to contact Mr Renton with one thing: If someone has a desire to have a conversation with our Attorney which is noise specific, or something outside of the Sunshine Law, please go to our CEO Nicole Martz first, as it does cost the Airport Authority money to speak to Mr Renton. Ms Martz would then advise whether that would be appropriate.

Chairman Speake advised that Mr Renton would join future SANAC meetings as his schedule allows.

#### IV. APPROVAL OF SEPTEMBER 19, 2023, MINUTES

Motion to approve the minutes of the SANAC meeting held on September 19, 2023, made by DJ Staub, seconded by Mark Austin. Minutes approved as submitted, motion passed.

Chairman Speake reminded everyone that the minutes are not a transcript, they are a summary of the meeting. He added that we keep the detail there because some of the conversations are worthy of being able to go back and read.

#### V. NOISE REPORT: REVIEW OF SEPTEMBER, OCTOBER & NOVEMBER 2023 DATA

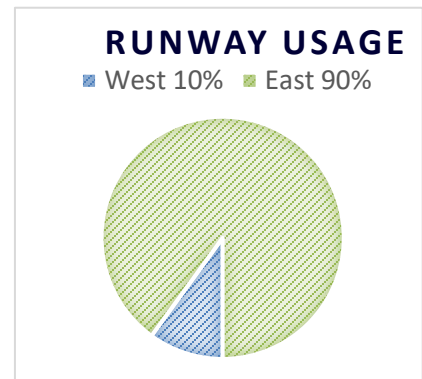
##### September 2023

<b>Total Complaints:</b>	221	(2022: 142)
<b>Total Operations:</b>	22,378	(2022: 13,862)

##### Complaints by Location:

Deltona	2
Geneva	217
Heathrow	1
Sanford	1

<b>Number of Households:</b>	5	(2022: 4)
<b>New Households:</b>	1	(2022: 0)



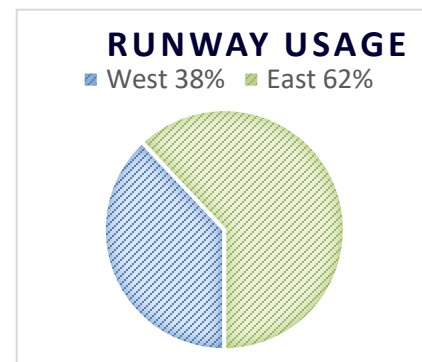
##### October 2023

<b>Total Complaints:</b>	319	(2022: 225)
<b>Total Operations:</b>	24,526	(2022: 16,219)

##### Complaints by Location:

Geneva	317
Heathrow	1
Sanford	1

<b>Number of Households:</b>	3	(2022: 12)
<b>New Households:</b>	1	(2022: 6)



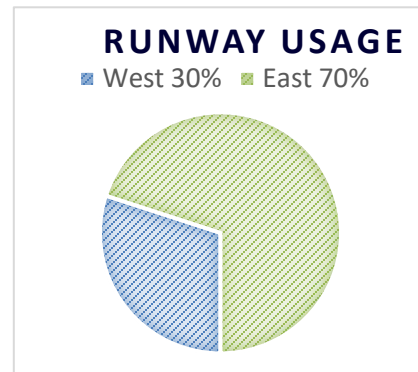
## November 2023

<b>Total Complaints:</b>	325	(2022: 268)
<b>Total Operations:</b>	23,610	(2022: 15,488)

### Complaints by Location:

Geneva	315
Heathrow	1
Sanford	9

<b>Number of Households:</b>	6	(2022: 6)
<b>New Households:</b>	1	(2022: 1)



Chairman Speake said the Airshow in October did not have a huge impact on the noise complaints.

Chairman Speake referenced the new complaints, 1 each from September, October, and November. He advised he had reached out to all three of the new complainers during this period.

Chairman Speake said our primary runway (9L/27R) was having some survey work and some maintenance work done during this last quarter, so we had to use 18/36. The Midway neighborhood had some concerns during that period, and he spoke with Emory Green, who is a community leader there, and made him aware that there is going to be a project to re-do that runway (overlay it) in around a year. We will shut down the main runway around 9pm or 10pm, and it will remain closed until 6am.

Chairman Speake displayed flight tracks and data for the 6 complaints made by Peter Buis during November, as promised in the last meeting. They were all arrivals, and the altitudes ranged from 1,550 feet to 2,650 feet.

Mr Buis stated that 1,500 feet to 1,600 feet out there is not acceptable.

Ms Staub said that is one thing we could ask F11 about.

Mr Buis said he can tell when that Controller is working. More often than not they are at 3,000 feet on a downwind, flying the airplane like they should be.

Ms Staub said Mr Buis may well be right because everybody has a different technique, but 1,600 feet is the lowest altitude that ATC can give them, that is the minimum vectoring altitude. She said there is no reason we couldn't ask ATC to stay at 3,000 feet for as long as possible.

Mr Carew said the recommendation the Subcommittee originally made was 2,000 feet, and Brad Schramski also said he would prefer 2,000 feet instead of 3,000 feet.

Mr Carew said it's not only 400 feet. As discussed at the last meeting, it extends the point of descent further out. He said he understands from Ms Staub that the 1,600 feet minimum vectoring altitude is not an absolute. Ms Staub said that is as low as they can go.

Mr Carew asked if it would be feasible to approach F11 at some point about a vectoring altitude of 2,000 feet.

Mr Buis said when they are down that low, they are level flying, the power is up, he has seen them with the gear and flaps down. Ms Staub said because they are so low, they are dirty. Mr Buis said it is terribly fuel inefficient.

Mr Austin asked if they can fly 3,000 feet until they intercept the glide pattern. Ms Staub said yes, they just have to do it further out.

Mr Carew said when airplanes are arriving from the western arrival fix over Leesburg, they are generally descended to 2,000 feet, because that is the altitude for the initial approach fix. Because the pilot is now looking at the runway, although it's probably 15 miles away in visual conditions, he will call the airport in sight at that point and he's cleared a visual approach, but he's at 2,000 feet, so to him it is workable. If it happens for arrivals from the west, why can't it happen for arrivals from the north?

Chairman Speake said unfortunately we did not have anyone from the Tower present at the meeting, and F11 have had manpower shortages so they have not been able to attend meetings. Ms Staub said she has a contact down there, so she could call them up as a fact finding mission. She talked to them since the last meeting, so she has a report about what was discussed.

Ms Staub asked if anyone else on the Committee had any input on whether we should ask for 2,000 feet or 3,000 feet. Chairman Speake said he would caution Ms Staub on taking any action today because we did not have anyone from Air Traffic Control at the meeting, and there are a lot of other issues happening out there to the west, it's not just aircraft coming into this Airport.

Ms Staub said she was an Air Traffic Controller for 30 years. Mr Buis said it can be done. Ms Staub agreed.

Chairman Speake displayed jet flight tracks for the Thanksgiving week. He said it was a busy week, so it was extraordinary versus typical. Ms Staub asked if we could show data that is aggregated, so it could show a colored shape where most of the arrivals and departures are over the year.

Chairman Speake said if you were to show a year's worth of flight tracks, you would not see the Airport. Ms Staub said she represents continuing complaints, there are a group of people who live right underneath, and they tell her "I can't hear anything, and "I can't have people in the back yard...," so she would like to see where most of the noise is, for arrivals and departures.

Mr Buis said if Ms Marsden was just off the center line of the runway, there is nothing that can be done for her, she is just in a bad spot.

Mr Austin said he is curious about what the actual decibel reading is at Ms Marsden's property, is it deafeningly bad or just annoyingly bad?

### **Comments from Committee**

Ms Staub said she visited F11, and she spoke with Randy to find out if the things we were asking for are possible. For example, if we ask for a climb out to 5,000 feet with a turn on course. He explained it can't be done.

Ms Staub said the real problem is the Orlando International Airport, Sanford is a secondary airport, or even a third tier airport, and they are flying over this airport and they want to descend as low as they can, they want to complete their arrivals, so that is really not possible. She even asked for 4,000 feet or 3,000 feet. She said it's not that it can't be done at 3,000 feet, it's more that they have always done it this way. Randy also said if departures are climbing at 2,000 feet only, when you have to level off at 2,000 feet, it is noisy, and you have to start slowing down way before 2,000 feet, so there is definitely noise.

Ms Staub said where she lives, she hears them turn a lot, they turn and climb off the runway all the time. But you can always tell when there's that one controller, he just keeps them at 2,000 feet and straight out. She said that's our problem, if they are busy at F11, and they can't even take the time to look to see if they can give the tower 5,000 feet, they depart at 2,000 feet straight out. Part of the problem is staffing, they currently have 49 people there, but they are entitled to 60.

She also asked, "What if we keep them at 2,000 feet, is there any way we can turn on course?" He said if we want to keep them at 2,000 feet, they can give them that turn right away. They can do a built in departure. Ms Staub said she would try to speak to Randy about the descent, that might be possible.

Mr Carew asked if he could join Ms Staub the next time she visits F11. He said as a result of the original recommendations of July 2018, one of the things Mr Salazar from F11 said to him at the time was that they were going to try to pick the low fruit first, which was the take-off altitude. One of the things Mr Carew was able to show him was the FAA recommended noise abatement take off procedure, and that procedure terminates at 3,000 feet. Mr Carew said that has been incorporated by almost every airline that he is aware of in their operations specifications. When the pilot sets up his computer for a flight, part of that set up is that it includes the procedure for the noise abatement departure.

Mr Carew said if the pilot is mandated to a level of 2,000 feet, they have to come out of that procedure, they can't perform it, and not only is it a disadvantage to the airline because of the fuel consumption, it's also a disadvantage to the community. Mr Salazar said they couldn't make this formal, so they would try to make it informal, and starting in March of 2019 (Mr Carew has monitored flights from then on), there has been an informal procession of clearances that have included the 5,000 feet. He said in the early mornings before the Tower is open, the clearance is given by F11, and they often give them 5,000 feet.

Mr Carew said the reason he mentioned this is that as time goes along and people move from F11 and they have shortages, the informality may get lost. When the Tower opens, they have to give them 2,000 feet, but as soon as the Tower switches to departure control, departure control immediately give them 5,000 feet and the turn. He said every one of the morning departures got 5,000 feet this week.

Ms Staub summarized that Mr Carew is asking that it's informal, but maybe it could be in their requirements, if possible. Mr Carew said we know that it will never be a chartered procedure. The reason he would like to visit F11 with Ms Staub is so he can bring the charts. He said this is an FAA recommended procedure, and if they don't allow people to have 3,000 feet or above, they negate the procedure.

Ms Staub said she went there, and they said it can't be done because "we have always done it this way."

Chairman Speake said we have been told that this will never go into writing as a procedure. When the Metroplex Initiative was going on, we went to those meetings, Jeff Yost was part of those meetings, and all this came up then. It is of interest to the airlines, because the faster they can get higher, the more fuel they are going to save. It was discussed, and it's not possible because all the other things that occur with the other traffic heading north and south from the other airports prevent us from being able to do some of the things that we would like to do.

Ms Staub suggested we could ask them to train on it once a year, and that it's an informal policy.

Mr Carew said he is aware that it is not going to be a published procedure, but in his career, there have been things that have been informally done, and they are known to be informally done by certain ATC facilities. He asked if there is a possibility that there could be some kind of recognition of an informal procedure.

Ms Staub said they have a thick book of rules, and we could ask to have it put in there and also ask for that to be a training item once a year.

Chairman Speake asked Jeff Yost when Allegiant pilots are getting their clearances, do they always request 5,000 feet? Is that something that could be done? Mr Yost said they could ask for that, but generally they would be cleared for the destination airport with a top altitude of 2,000 feet. It would be incumbent on the crew to do that.

Chairman Speake asked if Mr Yost could push that out, because it used to happen when the international guys were here, every time he would hear them on the radio, they would request 5,000 feet. He said that is going to help the Controllers keep that in mind.

Mr Yost said there is a difference when the Tower is open to when the Tower is closed. If they ask for 5,000 feet on departure, it would require manual coordination with the Tower Control to F11. That would be incumbent on the Sanford Tower, it is up to them how that is managed.

Chairman Speake recalled that Mr Tucker or Mr Reda from the Tower committed that the Controllers would be asking for that at the last meeting.

Ms Staub said we talked about Runway 9C at the last meeting, and she contacted the Airport District Office on a fact finding mission and tried to coordinate with them but she got a letter from Chairman Speake which she thought was unprofessional and inappropriate. She said Chairman Speake forbade her from going there to ask for information, so she stopped there and she is going

to try to find that information elsewhere. She said if Runway 9C does close, it is really going to move traffic to 9L/27R, so it is something that we really need to stay on top of.

Chairman Speake said the planning of the Airport and what is going to happen in the future is absolutely an Airport function, and it is something that we coordinate with the ADO on routinely. We meet with them quarterly, sometimes more often depending upon what is going on.

Chairman Speake said we do not want 9C to close either, and he believes that the ADO had told Ms Staub that they would not talk to her about this, it's not just that he said it is inappropriate for Ms Staub to be contacting them. He said he will go back and read what she had said, but it was beyond just contact. Ms Staub said it was fact finding. Chairman Speake said he would go back and read what was said, and he could bring the email to the next meeting and read it aloud.

Chairman Speake said he has expressed in this meeting long before Ms Staub was here, and since she has been here as well, that we are concerned about 9C closing, but if we get told that we have to close it, he does not have a choice. He said we have just had to close the taxiway that leads to that runway, we received a letter from FAA headquarters in DC, not regional. It said you must close that taxiway. He said that the letter for that runway is coming, and we are going to do everything we can to try and prevent that. He said the Tower is not in favor of it, and we are not in favor of it. The only way it could possibly happen is if we can move the flight school to the south runway, and that would cost around \$30 million. We don't have that amount sitting in our pocket, the flight school isn't going to spend that, and the FAA isn't going to give it to us. So, as long as we can keep that runway open, we have every desire to do so, but if it comes down to a safety issue, he cannot control what the FAA tells us we must do.

Chairman Speake advised that the FAA have already pulled funding from that runway. He said we don't get a penny from the FAA for that runway. It needs an overlay, so we are hopefully going to be able to work with the FDOT to get a 50/50 grant for that, assuming that the FAA will allow us to leave it open, but we are not going to sink \$3 million or \$4 million into something if the FAA are going to tell us we must close it.

Ms Staub said she wanted to make sure that Chairman Speake understood that the Sunshine Law allows individuals on this Committee to do fact finding, and it is really important that information about 9C be in the Sunshine, and not hidden away in some Executive Office. Chairman Speake said nothing is hidden away, nothing has ever been hidden, and he will bring the emails back to the next meeting and read both of them, and if Ms Staub would like to get the ADO on the phone at the next meeting, we can do that as well.

Ms Staub responded she doesn't think we necessarily need to do that. Chairman Speake confirmed he will bring both emails to the meeting and read them as she had called him unprofessional. He said he could assure Ms Staub that he has the best interests of this Airport at heart all the time, as well as the community to the extent we are able to.

#### **April Airshow**

Chairman Speake advised that the Airshow will be held on April 20<sup>th</sup> and 21<sup>st</sup> this year. It will feature the Blue Angels for the demo team, and it will be similar to the October show in terms of when the aircraft arrive and depart.

### **Other Liaison Reports**

#### **Allegiant Air**

Jeff Yost said Allegiant are getting ready for the 737 Max jets, we should start seeing some of those airplanes in March. Chairman Speake said he understood that the first Boeing should show up here in January, not necessarily hauling passengers yet, but doing some test flights and pattern work.

#### **General Aviation**

Chairman Speake said L3Harris are continuing to increase their student base and flights. Right now, they are at 450 students, and that should reach 600 students if they continue to evolve as they predict. It has recently been announced that L3Harris will be selling to a private equity group. They say they still plan to keep it here and operate it as a flight school.

#### **FAA**

Chairman Speake advised that the Tower were unable to attend the meeting due to the holidays.

#### **VI. PUBLIC COMMENT**

No comment.

#### **VII. FUTURE MEETING DATES**

- March 26, 2024
- June 18, 2024
- September 17, 2024

Meeting adjourned at 10:00am.

#### **Voting Members**

D J Staub, Seminole County  
Chairman George Speake, SAA  
Mark Austin, Seminole County  
Scott Runkel, City of Lake Mary

#### **Non-Voting Members**

Maya Athanas, Seminole County

#### **Others Present**

Mr Carew, Heathrow resident  
Pete Buis, Sanford resident  
Steve Smith, SAA Board Member  
Brett Renton, Shutts & Bowen (dialed in)  
Jeff Yost, Allegiant