

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, MARCH 26, 2024 – 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 9:17 a.m. (due to some technical difficulties) by Chairman George Speake.

II. COMMITTEE MEMBER UPDATE

New Committee member Tyler Sterkel introduced himself. Mr. Sterkel is the new Head of Safety at L3 Harris and the new General Aviation representative on the Committee.

III. APPROVAL OF DECEMBER 19, 2023, MINUTES

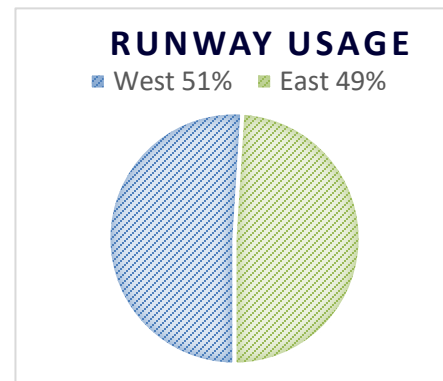
Motion to approve the minutes of the SANAC meeting held on December 19, 2023, made by Scott Runkel, seconded by Tyler Sterkel. Minutes approved as submitted, motion passed.

IV. NOISE REPORT: REVIEW OF DECEMBER 2023 AND JANUARY 2024 DATA

Data was presented for December 2023 and January 2024. Chairman Speake said we will catch up in the June SANAC meeting where we will include data from February, March, April, and May, 2024.

December 2023

Total Complaints:	405	(2022: 337)
Total Operations:	20,744	(2022: 18,835)
Complaints by Location:		
Geneva	400	
Lake Mary	1	
Sanford	4	
Number of Households:	4	(2022: 6)
New Households:	0	(2022: 1)

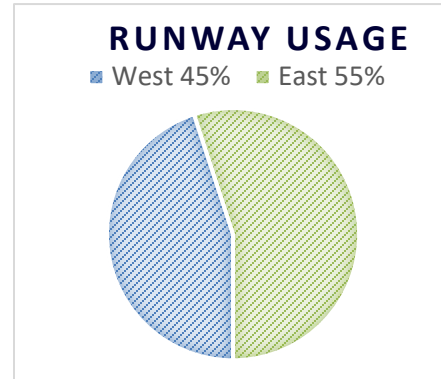


January 2024

Total Complaints: 294 (2023: 442)
Total Operations: 25,370 (2023: 20,140)

Complaints by Location:
Geneva 290
Lake Mary 1
Sanford 3

Number of Households: 3 (2023: 5)
New Households: 0 (2023: 1)



Chairman Speake presented the tracks (jet traffic only) for the week commencing December 20, 2023, as the Christmas week was the busiest week during the month of December.

Mr. Sterkel offered to produce flight data for general aviation traffic. Chairman Speake explained that we are able to pull that data, but he would be interested to see how it compares to the Vector Systems data that we use. He said the majority of our complaints come from the jet traffic, but general aviation traffic does impact the jet traffic because it stretches out the pattern, and there are some people who are concerned about the smaller aircraft, so it may be beneficial.

Chairman Speake said we will begin work to mill and overlay our main runway in around a year. We will do that at nighttime, and it will route a lot of the traffic to land on 18. It will be landings only, and it will be from 9pm or 10pm until the final recoveries. It will be 4/5/6 flights a night potentially coming in over Midway, and he has been in communication with the community and they are aware of it, as they will be impacted differently than they are now.

Comments from Committee

Ms. Staub said she had received a long letter from Nicole Martz who is the head of the Sanford Airport Authority, and Ms. Martz had promised that the SAA would kick Ms. Staub off the Committee in the April Board Meeting. Ms. Staub said she has been on the Committee for less than a year and she wanted everybody to know.

Ms. Staub said this Committee’s job is to make recommendations to the Sanford Airport Authority for establishing noise abatement procedures; the Committee are not necessarily supposed to have all these presentations. They are nice, but there are no noise abatement procedures. Ms. Staub said there haven’t been any noise abatement procedures put on the FAA website in 16 years. This Committee hasn’t done its job in those 16 years. If you look at the FAA website at Palm Beach Airport and Orlando Airport, all these different airports have noise abatement procedures. Sometimes 5 or 6, and sometimes pages and pages. Ms. Staub said this Airport should have some noise abatement procedures on the FAA website and they don’t.

Ms. Staub said she worked for 30 years as an Air Traffic Controller. She worked at Daytona Beach Airport, and at Orlando International Airport. She worked the 60 miles of Daytona Beach airspace

up to 12,000 feet, and she worked the Orlando airspace, so she knows how these airspaces work and what we can and can't do.

Mr. Buis asked why Ms. Staub was being removed.

Mr. Brett Renton responded that the by-laws call for certain individuals to be put into positions based upon whether or not they are in impacted or non-impacted areas. Ms. Staub was appointed by Seminole County, and under their appointment procedures, they are supposed to find somebody with an address that is not in the contoured layout of the impacted area. So, when the Airport is provided names that have been appointed by Seminole County, it doesn't get that information, it's not an application to us. Seminole County says we have someone we believe has met the by-laws.

Mr. Renton said the Airport had done an audit. Ms. Staub responded and provided her address, which turned out to be in the impacted area, meaning she was ineligible for appointment by Seminole County. Therefore, we are verifying everybody's addresses for this component. It does not mean Ms. Staub is ineligible to serve on this Committee, it means that Seminole County should not have appointed her because of where she resides.

Mr. Renton said there are Cities that could appoint Ms. Staub if she would like to get back on the Committee, and she is free to do so. She is also free to be here at the meetings and voice any statements or anything else she would like to the Board as it is a public meeting. The point being, Ms. Staub is ineligible under the by-laws to serve in the position that she is in.

Ms. Staub said the letter she received from Ms. Martz had an attachment (diagram) that was from 1996, 28 years ago. The copy of the by-laws that she received when she joined the Committee did not include that diagram.

Ms. Staub said the by-laws show the term and whether the member is impacted or non-impacted and state that the Authority shall determine whether a citizen member is impacted or non-impacted in its absolute discretion. So, the definition is ambiguous and she did not receive the diagram, it was not an attachment to the by-laws, so she does not know if she even received the correct copy of the by-laws. Ms. Staub said if she were a mile south of where she is, she would be okay.

Mr. Buis said Ms. Staub's experience and expertise is exactly what we need on this Committee, and it seems to him that someone is going off into the nitnoy here to get rid of Ms. Staub. He asked "why did this come up all of a sudden? Why didn't this come up when Ms. Staub was appointed"? Mr. Buis said we need somebody like Ms. Staub on the Committee, as she knows what she is talking about.

Mr. Renton responded that the information wasn't provided by Seminole County with all the individual addresses.

Mr. Carew said should Ms. Staub's position be inappropriate, he would encourage her to participate because, just like himself, he is not a member of this Committee, but he has been coming here for 6 years and there are some things that he has contributed that have been valuable. Mr. Carew said he would encourage Ms. Staub to participate, because she is the other

side of the aviation requirements that we need to pursue. Mr. Carew said he and Mr. Buis are on the pilot side, and Ms. Staub is on the ATC side, and it is important to have her contribution.

Chairman Speake said a string of emails between the FAA, Ms. Staub and himself were included in the package for everyone to read as promised during the last meeting.

Other Liaison Reports

Allegiant Air

Allegiant were not at the meeting. Chairman Speake said summer is on the horizon, so their schedule will pick up. Flair will stop flying in May, and we anticipate them coming back in October.

General Aviation

Mr. Sterkel said L3 Harris are going to be ramping up their operations. They are seeing an uptick in UK students, and they will be going from 450 to 600/650 students (they can't handle more than 700). Mr. Sterkel said that would utilize 100% of their fleet, they are at about 90% right now. They are currently flying every other Saturday, but it's looking like almost every Saturday, and there is conversation about going to a 7 day flight operations schedule. Chairman Speake commented that prior to Covid, that was a regular occurrence.

Mr. Sterkel advised that the sale of L3 Harris got delayed due to some legal issues. The sale was supposed to be on April 1st, they are pushing it month by month until the issues are resolved.

FAA

Chairman Speake said Gary Tucker was in Louisville, so he was unable to be at the meeting, and there was nobody from F11 at the meeting.

V. ANNUAL DATA FOR 2023

Chairman Speake presented the annual data for 2023.

	2022	2023
TOTAL OPERATIONS	188,302	267,566
TOTAL COMPLAINTS	3,741	4,269
TOTAL HOUSEHOLDS	24	27

Chairman Speake said he fully expects this year's numbers to reach around 300,000 operations as L3 Harris continue to expand their schedule. There has not been a large growth in commercial operations; Allegiant expect to have a small amount of growth here. The first Boeing 737 has been doing trial runs and should be delivered to them very shortly. That plane will be coming here along with 4 others behind it. The whole Boeing production line has slowed down from what it was. Those 5 aircraft will be adding flights to our base.

Chairman Speake presented the top complainers of 2023.

NAME	ADDRESS	# OF COMPLAINTS
Jane Marsden	2681 Shad Ln, Geneva, FL 32732	4,151
Dawn Kruger	1752 Cherry Ridge Dr, Heathrow, FL 32746	37
Phoebe Bowers	2688 Shad Ln, Geneva, FL 32732	15
Sarah Lardizabal	3355 Hammond Pt, Sanford, FL 32771	10
Peter Buis	5376 Ohio Ave, Sanford, FL 32771	9
Mary Ellen Brower	165 Rosedale Dr, Deltona, FL 32738	6
Lisa Harrison	1331 Bi Wood Dr, Geneva, FL 32732	5
Lawrence Harasym	586 Broadoak Loop, Sanford, FL 32771	4

Chairman Speake advised that all other complainers made 3 or less complaints each, and there were a total of 27 complainers in 2023.

Mr. Sterkel asked if there is someone making 12 complaints a day. Chairman Speake replied that Ms. Marsden was present at the meeting, and she averages 11.37 complaints per day. Ms. Marsden replied that she would make more, but it is very time consuming.

VI. PUBLIC COMMENT

Ms. Marsden said she has asked this before, and a good example would be the past Thursday and Friday when they had departures, and the majority of the flights turned before they reached her property. It was a totally different scenario, not loud. And then on Sunday, they all came. What is the difference on the days where almost all flights turn before they reach her property? Chairman Speake said it would be very helpful to let him know when she is experiencing that. Ms. Marsden said she had done that, she even sent him emails and gave him particular dates, but she never hears anything back.

Chairman Speake said he had not received anything from Ms. Marsden for months and months. Ms. Marsden said she sends them to Julie, and Julie forwards them to him. Chairman Speake said Julie has been out of the office. Ms. Marsden said this was before that. She said Thursday and Friday of this past week were much better and then on Sunday they got hit again. Chairman Speake said he would look into that for Ms. Marsden and let her know what he finds.

Mr. Buis said he has to agree with what Ms. Marsden was saying, there is no consistency. He said we have been coming to these meetings for a long time now and we started to make some improvements and then everything just goes to pot. Why?

Chairman Speake said there have been no agreements. Mr. Buis interrupted "Why? Why have we not got to the point where we start making some headway"? Chairman Speake responded that Mr. Buis should know better than anyone that airspace is not always the same. There are a lot of factors on any given day as to why ATC, not the Airport... Mr. Buis interrupted again, he said he can tell when a different controller gets in, because all of a sudden, they are not doing what they should be doing, or what we have asked them to do. There is no consistency and we have been sitting here and talking about this for year after year, after year, and nothing changes.

Mr. Waters said he is new to these meetings, but he had a look around the FAA website, and that refers you to another website so you can see the noise abatement procedures. They exist for MCO, but you go to SFB and you get “not found.” There are documents on the FAA website from 2002 with noise abatement procedures, and then in 2006 they go away. He said this is the Sanford Noise Abatement Committee, but there are zero noise abatement procedures.

Mr. Waters said the FAA owns this Airport. Chairman Speake said the FAA does not own the Airport; it is a public airport, and the FAA does not own the runways. The Airport is owned by the City of Sanford, and it is leased to the Sanford Airport Authority, which is the governing body for this Board.

Mr. Waters asked what the purpose of SANAC is. Chairman Speake responded SANAC is here to take comments from the public, it is not a requirement of the FAA. It is a voluntary Committee of the Airport Authority, which is a result of a Part 150 study that was done back in the 1990s (and has been updated). Out of that Part 150 study, one of the recommendations was to create this Committee.

Mr. Waters asked if it would be easier to disbar the Committee. Chairman Speake said it may be easier, but that would not provide a forum for the community, and things have been done over the years to make things better for some of our community. There are certain people that we are never going to be able to do anything for, as you have people living at the end of the runways, and on the approaches and on the departures.

Ms. Marsden said to Chairman Speake, “You talk about your updated maps that you exhibited to the FAA, but you never included the increase that we have experienced in road traffic, other airlines, even on the river. We have so much more noise than we had before, but that is not included”.

Chairman Speake said we have had people come in and do presentations on how those noise contours are developed. Ms. Marsden responded that they said at that time that they did not take the increase into consideration. Chairman Speake said it is not that they don’t, the FAA tells us how to develop our contours, and we follow those requirements. We cannot create those contours any other way because the FAA say that is how we have to create them. The FAA pays for the creation of those.

Ms. Marsden asked, “So they don’t require you to update based on the noise”? Chairman Speake said we just did in our last Masterplan update, and those contours were updated at that point. Chairman Speake asked Ms. Marsden to keep in mind that the FAA is concerned about up to the 65 DNL, and we own all of that property right now. If changes happen at the Airport, there is potential that we would have to acquire more land, but it is all very close to the Airport.

VII. FUTURE MEETING DATES

- June 18, 2024
- September 17, 2024
- December 17, 2024

Meeting adjourned at 9:52am.

Voting Members

D J Staub, Seminole County
Chairman George Speake, SAA
Scott Runkel, City of Lake Mary (dialed in)
Tyler Sterkel, General Aviation

Others Present

Nicole Martz, President & CEO, SAA
Bob Waters
Mr. Carew, Heathrow resident
Pete Buis, Sanford resident
Jane Marsden, Geneva resident
Steve Smith, SAA Board Member
Brett Renton, Shutts & Bowen

Non-Voting Members

Chris Smith, City of Sanford
Tyler Reed (for Maya Athanas), Seminole County