



**MINUTES OF THE REGULAR MEETING OF THE
SANFORD AVIATION NOISE ABATEMENT COMMITTEE
HELD AT THE ORLANDO SANFORD INTERNATIONAL AIRPORT VIGILANTE ROOM
TUESDAY, SEPTEMBER 17, 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 9:00 a.m. by Chairman George Speake.

II. COMMITTEE MEMBER UPDATE

- **New Voting Members**
 - Kenneth Starnes, City of Sanford, Impacted
 - Captain Ryan Johannsen, Regional Chief Pilot, Allegiant, Airline Representative
 - Erin Archey, Seminole County, Non-impacted (unable to be at the meeting today)
- **New Non-Voting Member**
 - Jay Buch, F11 Representative
- **Voting Member Resignation**
 - Mark Austin, Seminole County, Non-impacted

There are still two open positions: the Seminole County non-impacted position (replacing Mark Austin), and the General Aviation Representative, as Tyler Sterkel is no longer with L3. Chairman Speake said we will work on trying to get someone appointed for that position.

Chairman Speake advised that several Committee Members are due for renewal, as their terms all expire in September, and he would contact the City of Sanford and Seminole County to get them reappointed:

- Kenneth Starnes, City of Sanford
- Erin Archey, Seminole County
- Maya Athanas, Seminole County
- Chris Smith, City of Sanford

Scott Runkel has already been reappointed by the City; we will need to get formal Board approval of his reappointment; the SAA Board will also need to formally approve the appointment of Mr. Buch.

Chairman Speake advised that he was reappointed as Chairman by the SAA Board at the last meeting, so that will continue through 2027.

III. APPROVAL OF MARCH 26, 2024, MINUTES

Motion to approve the minutes of the SANAC meeting held on March 26, 2024, made by Scott Runkel, seconded by Kenneth Starnes. Minutes approved as submitted, motion passed.

IV. NOISE REPORT: REVIEW OF MARCH, APRIL, MAY, JUNE, JULY & AUGUST 2024

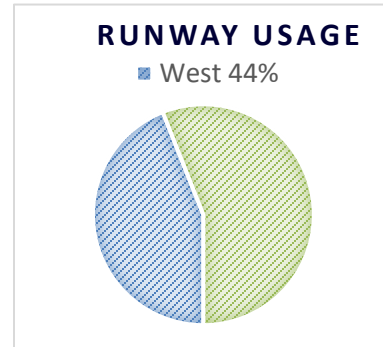
Chairman Speake stated that the June meeting had been canceled due to unforeseen circumstances, so he would be presenting 7 months of data.

February 2024

Total Complaints: 327 (2023: 456)
Total Operations: 22,310 (2023: 19,240)

Complaints by Location:
 Debary 1
 Geneva 320
 Heathrow 2
 Lake Mary 1
 Sanford 3

Number of Households: 7 (2023: 6)
New Households: 3 (2023: 1)

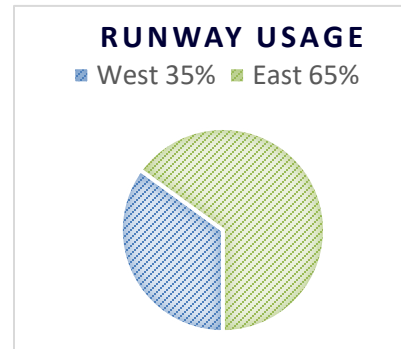


March 2024

Total Complaints: 328 (2023: 419)
Total Operations: 23,913 (2023: 22,428)

Complaints by Location:
 Deltona 1
 Geneva 315
 Heathrow 4
 Lake Mary 1
 Sanford 7

Number of Households: 7 (2023: 8)
New Households: 0 (2023: 2)

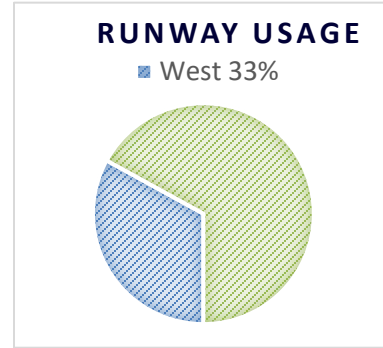


April 2024

Total Complaints: 262 (2023: 272)
Total Operations: 24,762 (2023: 19,902)

Complaints by Location:
 Deltona 2
 Geneva 243
 Heathrow 14
 Sanford 3

Number of Households: 6 (2023: 4)
New Households: 0 (2023: 1)

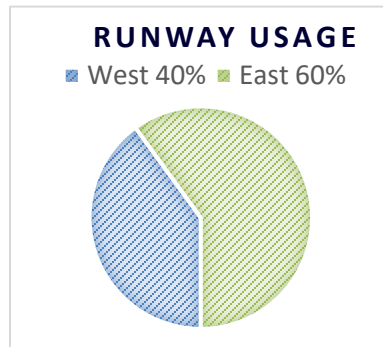


May 2024

Total Complaints: 262 (2023: 272)
Total Operations: 28,076 (2023: 23,175)

Complaints by Location:
 Geneva 249
 Heathrow 12
 Sanford 1

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



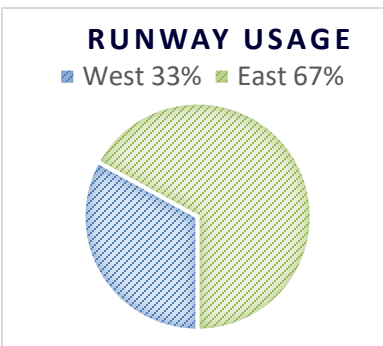
Chairman Speake said the Airport is having days where we are approaching 1,300 operations. 1,000 operation days are becoming more commonplace Monday to Friday; weekends are not as high because the flight school are not flying as much as they do during the week.

June 2024

Total Complaints: 239 (2023: 410)
Total Operations: 24,718 (2023: 23,520)

Complaints by Location:
 Geneva 222
 Heathrow 16
 Lake Mary 1

Number of Households: 4 (2023: 7)
New Households: 0 (2023: 2)



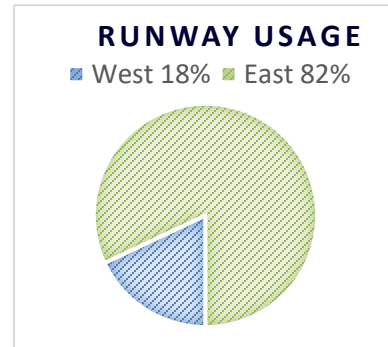
July 2024

Total Complaints: 175 (2023: 516)
Total Operations: 29,063 (2023: 23,098)

Complaints by Location:

Deltona 1
Geneva 166
Heathrow 6
Sanford 2

Number of Households: 4 (2023: 7)
New Households: 0 (2023: 1)



Chairman Speake suggested that one reason that the complaints were down in July is because it is hot, the windows are closed and the a/c is on, so there is a lot more internal noise in the house.

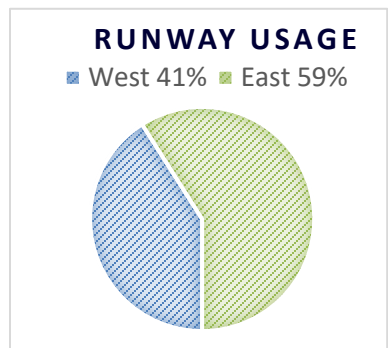
August 2024

Total Complaints: 163 (2023: 212)
Total Operations: 20,617 (2023: 24,805)

Complaints by Location:

Geneva 158
Heathrow 3
Sanford 2

Number of Households: 4 (2023: 4)
New Households: 1 (2023: 1)



Chairman Speake explained that Operations were down in August as we had a lot of afternoon storms coming through, which curtails activity for L3. He anticipates the number of operations will go back up for the rest of the year.

Mr. Runkel asked Chairman Speake if he follows up on any new complaints that are made. Chairman Speake said we had 4 new complainers during this period: 2 from Sanford, 1 from Lake Mary, and 1 from Debary. He said he does not call all new complainers unless they specifically request a call back.

Chairman Speake referenced the new complainer from the Heathrow area of Lake Mary. He said it is the same group of houses that we have had complaints from before.

The new complainer from Debary said they would like Allegiant to start departing to the east at least every other weekend. He said that is a personal desire and there is not much he would be able to say to them to solve their issues; the planes are going to fly where Air Traffic tell them to fly and swapping them around isn't going to make everybody happy.

The first new complainer from Sanford said that between 9:00pm and 11:30pm, 6 jets arrived at Sanford, and they asked why the planes are coming in that direction when the winds are 3 mph, SSE. Chairman Speake said that this is common, and that would be an Air Traffic issue, he can't dictate to Air Traffic where they bring the planes in.

The last new complaint from Sanford was that they have flight training traffic flying repeatedly over their home. It was from one of the new houses that has been built.

Comments from Committee

Mr. Runkel asked if there has been any general change in flight direction, as it seems more have been coming in from the north and straight across from Heathrow on the landings. He asked if that is intentional, or if anyone has spoken to them. Chairman Speake said it really depends on what else Air Traffic is having to contend with. In order for traffic to change on a permanent basis, it requires what we went through before with the Metroplex Initiative to change the airspace, and nothing like that has happened. It would depend on the daily activity that Air Traffic are experiencing.

Other Liaison Reports

Allegiant Air

The first new 737 of the fleet should be here in late September and it will be doing some proving runs here and then it will go into operation. We will receive 5 new planes in the 1st quarter of 2025. The engines are quieter, and we are looking forward to having them here.

General Aviation

L3 continue to increase their student population, though the increase has slowed down from what it was a year ago. They currently have 500 to 550 students. The cost of housing is their primary constraint.

L3 has been sold, the name (L3Harris Flight Academy) will change at some point. They have told us that nothing is going to change here, and we will continue to see a high volume of traffic.

FAA

Chairman Speake advised that Sanford ATCT were unable to attend the meeting, and asked Mr. Buch for an update.

Mr. Buch said he was new to the area, and he asked where Geneva was on the map, as that was where the most complaints were from. Chairman Speake pointed out Geneva on the map. Mr. Buch said it sounds like it is mainly departures causing the complaints. Chairman Speake said the majority of the complaints from Geneva come from Ms Marsden, and it is departures and arrivals.

Mr. Buch said generally the majority would depart to the east. He said traffic at MCO is picking up more and more since Covid. He said all Air Traffic decisions on which way they depart and land are

based on safety and efficiency. Not just MCO, but Sanford, and other facilities that they serve. Direction of flight traffic is based on safety and efficiency.

Mr. Carew asked Mr. Buch what his position is at F11. Mr. Buch said he is the Support Manager for Airspace and Procedures. Mr. Carew asked Mr. Buch what the staffing is for fully rated controllers now. Mr. Buch said they are currently at around 46. Mr. Carew asked if the normal complement is the mid 60's. Mr. Buch said he believed that is correct. Mr. Carew asked if they have new controllers in training. Mr. Buch said they are assigned to pick up more pace on the individuals coming in too.

Chairman Speake said the staffing shortages and some of the operational issues in Jacksonville and on down the chain affect the flow and the placement of air traffic as well, especially when there are storms. They have to put flow control in place, and that tends to change the efficiency component. Mr. Buch said safety is always the number one consideration. Weather plays a big role when the storms build in the afternoon, and how people have to be vectored in. All those things have to be accounted for before a decision can be made on how many arrivals come in. Mr. Buch stated that he has been at the TRACON facility for about 5 months.

Peter Buis referred to the new complaint from Sanford on February 26th, and he asked Mr. Buch how he would answer that complaint: why the planes are landing to the east over populated areas when a west operation is possible. He added that this is occurring at 9pm, 10pm and 11pm. Mr. Buch said the decisions are based on safety and the efficiency of the operation. They want to make sure they are providing the best possible service. The winds are a decision factor into the configuration because they always want to take off and land into the wind, generally speaking.

Mr. Buis said it is possible to land with a tail wind. Mr. Buch said we try to avoid that as much as possible. Mr. Buis said it is possible for noise abatement procedures, up to a certain limit. Mr. Buis said this is late at night and everybody is sleeping. He said this happens to him, and he asked why they have to be so low. He said he sees them all the time at 1,500ft, 15 miles away from the Airport. He has also seen them flying away from the Airport with gear and flaps down, and it makes no sense. He said this is the problem we have when they are landing to the east.

Chairman Speake said that is not really a reasonable question to ask Mr. Buch, as the flight in question was on February 26th, and he has not had any time to look into what was happening on that specific date and time. Mr. Buis said this is a typical problem. Chairman Speake said asking him to comment on why this happened on that specific day is really not reasonable.

Mr. Buis said he was asking how Mr. Buch would answer this complaint, regardless of what day it was. The time was probably more important than anything else, and it can't be that windy that late at night, unless there is a storm, and he has always said if there's a storm, all bets are off. Chairman Speake said it is still very busy, so without him being able to look at the traffic on that evening to know what was happening, it's a bit difficult for him to answer that question.

V. ELECTION OF VICE CHAIRMAN

Chairman Speake said the by-laws require the election of a Vice Chairman annually at the September Meeting. It is a one year term, and the Vice Chairman would assume the duties and responsibilities of the Chairman in the absence of the Chairman (and it must be a voting member).

Kenneth Starnes made a motion to nominate Scott Runkel for Vice Chairman. Mr. Runkel said he would be happy to accept. All in favor. Motion passed.

VI. PUBLIC COMMENT

Jane Marsden asked Chairman Speake for a response to her enquiry about the departures that had been turning before they reached her property in March. Ms Marsden had reported that on March 21 and 22, most of the flights had turned before they reached her property, but it had returned to normal on March 23 and 24. She wondered why they couldn't continue doing that. She said there were even a few months where the majority of the flights were turning before her property, and it was much quieter, and now they are back to coming all the way out again. Ms Marsden said there were a couple of months (May and June?) where her complaints were down because the majority of them turned before coming all the way out, and the weather was fine.

Chairman Speake said he had looked at those particular dates and that would be an Air Traffic Control decision. It will happen sometimes and it depends on what else is going on in the air; it is not an Airport decision. Mr. Buch added there are other facilities in the area they are concerned about, with the operations into Orlando Executive and MCO, and Sanford as well. They want to fly the best, most efficient routes, and again they always put safety number one, all the time. Ms Marsden said she agreed with safety being the number one concern. Mr. Buch said decisions are based on weather, winds, the flow, where the majority of flight traffic was coming from (e.g., Jacksonville, Miami). There are multiple variables that get put into the equation, they don't just say "we want to land east today."

Ms Marsden said she understands that part, but she is talking about the consistency where she has seen them do that on a regular basis, so why don't they do it on a regular basis?

Mr. Buch said it is hard for him to answer that question. Ms Marsden said that is why she gave those dates to Chairman Speake for him to be able to look at them and see what was different. Why were they able to do it then, but they are not able to do it all the time?

Chairman Speake said it boils down to Air Traffic, they can't do it all the time, it's different conditions out there. To compare two days and put that across 365 days. Ms Marsden said it wasn't just two days. Chairman Speake said that is what he had to look back at.

Mr. Runkel asked if it had happened recently, in the last couple of months.

Ms Marsden said her complaints were down because the majority of flights turned before her property, and all of a sudden in the last month or so, they stopped turning early and started coming all the way back out again. Ms Marsden said she thought there would be somebody that Chairman Speake could talk to and ask what the difference is and why is there a difference; why are they able to do this?

Chairman Speake said he pulled a couple of days, but he couldn't begin to say why two months are different than the rest of the year. Ms Marsden said he should be able to talk to people and ask people.

Ms Marsden said she wasn't at the December meeting, but she noticed in the minutes that Mark Austin had asked what the actual decibel readings were at her property; was it deafeningly bad

or just annoying? and she saw where nobody answered that question. This Airport knows what the readings are at her property because Airport staff conducted a study at her property in June 2017, and the meeting minutes show that the loudest events were at 98 decibels. Chairman Speake said it's not decibel readings, and he has explained to Ms Marsden before, it's DNL, and they are not the same thing; decibels and DNL are entirely different.

Ms Marsden said she has documents from meeting minutes and a letter from Chairman Speake where he had stated that aircraft going over her property are at their loudest, potentially at their noisiest and loudest. Chairman Speake said he has already corrected that before and said it is one of the loudest points, it is not the loudest point.

Ms Marsden said the reason the Airport are allowed to have loud flights over her property is because of the 65 DNL, which allows you to take the noise level over a 24 hour period versus the actual event, and because there is little to no noise at her property it lowers the noise levels. However, road traffic has increased tremendously, and when the Airport updated the plan, they did not include any increase from road traffic, river traffic or traffic from other airports; Mr. Buch just stated that Orlando has increased tremendously. When the Airport update the map and they don't accurately reflect the actual noise, and they still say that they own all the land in the 65 DNL zone, but they really haven't updated the correct information, or the correct noise levels.

Chairman Speake said he brought a gentleman into a SANAC meeting to explain all that.

Mr. Renton advised Chairman Speake that as this was Public Comment, Ms Marsden could say whatever she wanted to and he did not need to address it or respond.

Ms Marsden said the guy stated that they did not include all the increased noise levels in the area along with the updated map; they weren't required to. Which doesn't make sense to her if it is supposed to be a noise level for a whole period, then why is that not supposed to be included in it as well?

Chairman Speake said he has already explained that. Ms Marsden said he hasn't. She said the Airport are playing with the numbers and manipulating the numbers to their favor without recording and putting down what has actually happened and she has to deal with the abuse.

Chairman Speake said he had already responded to Ms Marsden, we brought an expert in here to talk to her, and he is not sure what else he can explain to her.

Ms Marsden said she is pointing out the things that are wrong with what the Airport did, and Chairman Speake is not addressing that part of it.

Mr. Runkel asked if street noise is supposed to be accounted for in the noise level for a location, and the trains going by, as that has nothing to do with the Airport. Chairman Speake replied that the calculations take all noise into consideration.

Ms Marsden said to Chairman Speake, the Airport hasn't done that, when you did your updated map you didn't take in all noise, you even admitted it. Why are the Airport allowed to get away with that?

Mr. Renton advised that the report was approved by the FAA; it was done by a consultant who was paid to do it. They did it in compliance with the obligations that they were supposed to, and the report came back to us. Mr. Renton advised Ms Marsden that the Airport does not doctor reports, they do not have any influence, it is a third party consultant that comes out and they then present their findings.

Mr. Renton advised Ms Marsden that if she disagrees, she is free to hire whoever she would like and present whatever she would like to present.

Ms Marsden asked for a name and number for a contact person so she could verify all that information. Mr. Renton said it is in the report, whatever public record Ms Marsden would like, it's an open obvious government entity.

Ms Marsden said she would like to know who the information was sent to at the FAA, so she could talk to them. Chairman Speake said Ms Marsden could go to our website and she would find our Airport Layout Plan and our Master Plan. It is approved (signed off on) by the FAA, which is proof that it has been done properly.

Ms Marsden said she wants to make them aware of what has actually been omitted from it, she thinks they should be made aware of that part.

Chairman Speake said he knows (because he has had to respond to it) that Ms Marsden has already been to the FAA Ombudsman with her complaints twice, and she has been advised that everything has been done as it should be. Ms Marsden said that was years ago. Chairman Speake said nothing has changed; if anything we went through a quieter period, and now we are getting back to where we were in 1998. He said the Ombudsman told Ms Marsden both times that everything is being done properly at the Airport.

Ms Marsden said that is not what they told her, they told her she needed to come to these meetings and present this information, and that was around 10 years ago. She said the more she learns about what is going on, the more frustrating it gets to see how things are being operated.

Ms Marsden asked if Chairman Speake wasn't going to give her that information either, as to who she should contact.

Chairman Speake advised that it is public information, it is out there on the internet. Ms Marsden said she has gone on there, there is nobody's name or anything. Chairman Speake said there is public information out there, and he suggested Ms Marsden go that route.

Mr. Renton said we don't have that here right now. He advised Ms Marsden to make a public records request via the website, and then we will look through everything. He asked Ms Marsden if she was making a public records request at the meeting. Ms Marsden said yes, she is trying to find out who the Airport sent this information to so she could verify it. Chairman Speake said it would have been sent to the Airport's District Office, Orlando ADO.

Mr. Renton advised Ms Marsden that it would not be a specific person, it would be sent to the FAA and they would have someone internally review it and issue a formal response on behalf of the organization. We may not have the name of the person who approved the report. He said the

response letter from the FAA would be public record, and Ms Marsden is entitled to see it, we are not trying to hide anything.

Mr. Renton advised Ms Marsden that there is a public records request on the website where she can ask for any documents, and we will of course turn them over, no issue. If she has a specific document that she is asking for, we are happy to address it and get her whatever she would like. So, we are not trying to prevent her from any access to any information, we are just trying to understand what the request is. We don't have a person at the FAA to say here's the person who reviewed this report, we would never as the Airport Authority know that. We would get a letter from the FAA saying this is acceptable.

Ms Marsden said somebody would have signed that letter. Mr. Renton said Ms Marsden can have the letter. If that is the request, we are happy to take care of it after the meeting, but none of us have it as we are sitting here today.

VII. FUTURE MEETING DATES

- December 17, 2024
- March 25, 2025
- June 17, 2025

Motion to adjourn by Mr. Runkel. Meeting adjourned at 9:41am.

Voting Members

Chairman George Speake, SAA
Kenneth Starnes, City of Sanford
Ryan Johannsen, Allegiant
Scott Runkel, City of Lake Mary

Non-Voting Members

Jay Buch, Central FL TRACON
Jeff Yost, Allegiant (called in)
Maya Athanas, Seminole County

Others Present

Mr. Carew, Heathrow resident
Pete Buis, Sanford resident
Jane Marsden, Geneva resident
Steve Smith, SAA Board Member
Brett Renton, Shutts & Bowen
Warda Yakub, SAA Operations