



~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
1200 RED CLEVELAND BOULEVARD, LEVEL II - BOARD ROOM
Tuesday, January 10, 2006 - 9:00 a.m.

I. CALL TO ORDER

The Sanford Airport Noise Abatement Committee meeting was called to order at 9:00 a.m. by Chairman Pennington after which the mission statement was read. There being a quorum present.

Review of minutes of December 13, 2005 meeting
 Motion by Jack Dow and seconded by Michael Kern
 to approve the minutes of the December 13, 2005 meetings.
 Motion carried.

The minutes for the December 13, 2005 meeting were approved as amended under the following section # IV. NEW BUSINESS

Insert “ of the Orlando International Airport”(OIA) after David Konstan. The sentence should read “David Konstan of the Orlando International Airport stated the number of noise complaints were minimal”.

II. NOISE REPORT

Jack Dow presented the Noise Reports for December 2005.

The summary of operations for the month of December 2005 and cumulative for the year is as follows:

Total Operations – December 2005	20,444
Total Noise Complaints	2
Noise Complaint Hotline	2

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - December 2005			
Day 0600 - 1900	Evening 1900 - 2200	Night 2200 - 0600	No Time Given
1	0	1	0

Complaints by Residential Area:

Heathrow	-	0	Timacuan	-	0
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford West	-	2	East of Airport (Geneva)	-	0
Lake Golden Area	-	0	Other Areas	-	0
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	0	Magnolia Plantation	-	0
New Households	-	1	Repeat Households	-	1

+ Presentation and comments from Committee/Public

Mr. Dow reported that December was a low activity month based on 20,000 total operations. He stated that the two noise complaints received in December were based on normal activity on the runway and not as a result of Allegiant Air's high engine power turn up on one Saturday during December. Mr. Dow informed the committee that the center runway was still closed and would remain closed for another six weeks.

Chairman Pennington stated that because of the low number of noise complaints in December no meeting would be held in February. The committee would look at the 1038 study and discuss the remaining Issue Papers at the next SANAC meeting in March.

+ Air Carrier Report

George Moss reported that Boston Maine is flying for Vacation Express and would begin air service to Atlanta operating four flights a week starting on February 5, 2006. Boston-Maine would also operate chartered flights out of Atlanta to Cancun.

+ General Aviation Report

Michael Kern reported that forty new Chinese students would start flight training. Twenty-one students are scheduled to start training this week. The remaining students will begin training the following week. These students are college graduates and well versed in English. The students will be housed in student housing. Mr. Kern also informed the committee that another Chinese training contract has been signed bringing in a total of forty additional Chinese nationals for training.

+ FAA Report

Steve Bouchard reported that Class C airspace would become effective as of February 16, 2006.

Mr. Kern asked if the committee would consider adding a category in the noise report that would reflect the Class C change.

II. OLD BUSINESS

None

III. NEW BUSINESS

Mr. Dow reported that Runway 9C – 27 C was about six weeks from completion. The Center Runway should be back in operation by March 1, 2006. In the meantime, runway flight operations would be restricted on this runway.

Chairman Pennington asked the committee to take a look at the way the Issue Papers were laid out and noted that the same format was repeated throughout all of the Issue Papers. He stated that in a parallel manner they reflect the thinking that went into the issue papers. He

suggested that the committee begin making notes regarding wording changes they would like to discuss at the March meeting. He also stated that the Part 150 Study should be worked in the overall approval of the 38 issues.

Mr. Dow gave a summary of SANAC Issue Papers 1-10 as follows:

Issue Paper #1 – Extend Runway 18-36

This issue paper has been overcome by events because the airport made a decision not to extend runway 18-36. This was changed in the Master Plan and several other documents. Runway 18-36 is now locked into 6,000 ft. Issue Paper #1 can be deleted.

Issue Paper #2 – Develop SIDs and STARs that will help reduce the noise impact to the neighbors of Orlando Sanford Airport

This issue paper has been overcome by events because in the interim between 1999 when it was written and today, we have essentially managed that problem, over the course of time, and have made arrangements to account for this sort of standard.

Issue Paper #3 – FAR Part 150 Noise Study

In 1999 there was concern that the Airport did not have a current 150 Noise Study. HNTB did a study in 1994-1995 but it became outdated due to growth at the airport. In late 1999, the HNTB completed the study but at the same time Pan AM Airways started scheduled service at the Airport changing the fleet mix dramatically. In 2004 the study was updated with a grant from the Federal Government.

Issue Paper #4 - Limit the number of stage II aircraft using the airport

This issue paper has been overcome by events because Stage II aircraft received the technology by which they became compliant with the Stage III aircraft noise standard and most of the Stage II operators applied the technology to their airplanes, improved airflow over the wing and changed lap setting. This issue paper deals with eliminating Stage II since the Federal Government established rules on use of these types of aircrafts. "The entire fleet of air carrier transport aircraft are to be Stage III compliant by January 2000. No transport aircraft over 7,5000 lbs of gross weight will be allowed to fly in the United States without conforming to the federal government rules." Mr. Dow stated that he plans to attend a meeting at the end of this week that would address Stage II restrictions for aircrafts less than 7,500 lbs and would bring information back from that meeting.

Issue Paper #6 - Increase the glide slope angle and reduce aircraft power settings.

Issue Paper #6 dealt with modestly reducing the noise on final approach by increasing the glide slope angle from three to three and one half (3 1/2) degrees. Mr. Dow thought this was a viable option. However, the Federal Government declined for several reasons. Mr. Dow asked the committee to mark this issue as rejected by the FAA from the Airport proposal to look at raising the angle of the glide scope.

Issue Paper #7 - Help aircraft avoid flying over populated areas

This was accounted for by the updated 150 Noise Study by funneling arrivals and superimposing departures over less densely populated areas near the Greenway. The Airport

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has essentially complied with this issue by reducing over flying over densely populated areas. Also a "Letter to Airman" was written regarding helicopter operations. The Airport has managed helicopters so they do not over fly over populated areas also.

Issue Paper #8 - Control flight schedules from point of origin

After 1998, discussions started on how to control flight schedules from point of origin and for the first time in 2004 and 2005 we were able to modestly adjust this issue. During the summer of 2005 there were a few air carriers including Monarch and a couple others who adjusted their flight schedule in order to spread it out. It has improved flight activity by spreading out the airplanes instead of locking them in all between 3:00 p.m. – 4:00 p.m. on Thursday, Friday and Saturday. Personnel have been sent to conferences this year so there should be a modest increase in that spreading. The second half of this was management scheduling of the domestic flights. A lot of work has been done by DCA and Avion Flight Academy scheduling departures and arrivals. This has worked out very well.

Issue Paper #9 - Appoint a noise sensitive Executive Director

This has been overcome due to the hiring of Victor White. Mr. White made some substantial end roads with respect to noise and when Larry Dale was hired three years ago to assume that responsibility, he has done the same. Mr. Dale has rejuvenated the outreach program. Some local visits have been made to the local community residential association to talk about airport noise.

Issue Paper #10 –Attempt to share noise between communities

Since the beginning of the SANAC Committee, the general feeling has been not to just change arrival and departure procedures just to move noise from one area of the Airport or neighboring communities to another. The real solution to a noise problem is to manage to remove the irritating noise all together. The concept of sharing the noise around the airport is not beneficial nor an effective way to deal with aircraft generated noise.

Mr. Pennington thought that the committee should preserve the original information on the Issue Papers by retaining the history and adding an update to reflect the changes once the changes are voted upon.

Mr. Pennington stated that since the committee had gone over the first ten (10) issues at this meeting, they would go over the remaining twenty-eight (28) at the next meeting and come up with some verbiage to attach and hopefully accept them at the next meeting.

IV. Future Meetings

The next SANAC meeting will be held on **March 14, 2005 at 9:00 a.m.** in the Board Room, Level II, 1200 Red Cleveland Boulevard.

V. **Adjournment**

There being no further business the meeting was adjourned.

JD:pg

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Members Present:

Wes Pennington – SANAC Chairman (V)
Stephen Bouchard – SFB ATCT
Jack Dow – SAA (V)
Antonia Gerli – City of Sanford
Michael Kern – Delta Connection Academy *as Vice Chairman (V)*
Bruce Knobbs – MCO TRACON
David Konstan – ANAC
George Moss – BMA, Director of Safety (V)
James Wilkes – Lake Mary impacted (V)

Others Present:

Phyllis Gibson - SAA
J. Eric Kendrick – City of Lake Mary for Juan “John” Omana – City of Lake Mary
Krysty Kress – Southeast Ramp

Members Absent:

Bryce Courtney – MCO ATCT
Larry Dale – S AA
David Johnson – City of Sanford (V)
Jack Taylor – Seminole County Non-impacted (V)
Tony Matthews – Seminole County