

~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
ONE RED CLEVELAND BOULEVARD, LEVEL II CONFERENCE ROOM
Tuesday, January 11, 2000 - 9:00 a.m.

Present:

Wes Pennington, Seminole County (un-impacted)
James Wilkes, Lake Mary (impacted)
Jack Taylor, Seminole County (un-impacted)
David Johnson, City of Sanford (impacted)
David Konstan, Orlando ANAC
Jack Dow, SAA
Jacqueline Cockerham, SAA

Jack Taylor, Seminole County
Bill Spivey, City of Lake Mary
Kevin Fall, Seminole County
Denny White, SFB FAA ATCT
Bryce Courtney, FAA OIA
Jean LeMoine, SAA Admin.
Stephanie Weidner, SAA Mktg.

Others Present:

Nancy Roberts, Seminole County
Joseph Lunday, Sr. Dir./Regal Airways
Donna Everhart, Golden Lake resident
Kevin Fall, Seminole County

Nick Nesta, HNTB
Paul Belardo, PAN AM
Hobart Livingston, PAN AM

Absent:

Jay Marder, City of Sanford Planning
A. A. McClanahan, City of Sanford

Andrew Reeves, COMAIR

I. CALL TO ORDER

The meeting was called to order at 9:00 a.m. by Chairman Pennington. There being a quorum present. The Chairman requested review of the minutes of October 12, 1999 and November 16, 1999 meetings.

Motion by Jack Dow, seconded by David Johnson, to approve the minutes of October 12, 1999. Motion passed.

The minutes of the November 16, 1999 meeting will be on file. There was not an official meeting due to a quorum not being present.

Chairman Pennington introduced Mr. Bill Spivey, who was recently appointed to the SANAC committee as an impacted citizen from the City of Lake Mary.

The Chairman opened the floor for nominations for the position of Vice Chairman to the SANAC committee. Jack Dow nominated Mr. Jack Taylor for Vice Chairman. Mr. Taylor declined the nomination.

II. NOISE REPORT

Jack Dow presented the Noise Report for October, 1999. The summary of operations for the month of October and cumulative for the year. There were **30,772** operations for the month of October and **306,955** for the year, as compared to October, 1998 at **320,180** operations.

Domestic passengers for the month were **4,967** and **48,093** passengers for the year, as compared to October, 1998

at **61,628** passengers. The International passenger count was **103,969** for the month for a total of **777,562** for the year, as compared to October, 1998 with a total of **1,020,532**.

The amount of cargo handled for October, 1999 was **1,387** tons. A total of **9,434** tons for the year, as compared to October, 1998 at **13,714** tons. There were **157** noise complaints for the month of **October**.

Complaints by Time of Day are as follows:

Day	- between the hours of 0600 and 1900	- 61 complaints
Evening	- between the hours of 1900 and 2200	- 6 complaints
Night	- between the hours of 2200 and 0600	- 1 complaints
No time given		- 89 complaints

III. Old Business

+ Part 150 Noise Study Presentation – Nick Nesta, HNTB

Nick Nesta introduced Ms. Rebecca Lentz who recently came on board with HNTB, and will be assisting with the Part 150 Noise Study. HNTB is currently updating the Airport Layout Plan based on the comments and revisions received from the Executive Director, Victor White. This portion of the study should be completed within the next 2-3 weeks. They have provided the airport with a revised scope and cost to include the PAN AM revisions which need to be made, as requested by FAA. Those revisions will change the existing contours and the report itself, and will require a redo. HNTB is also working with Vernon Rupinta, of FAA, to determine where the funding will come from to complete the project.

Victor White advised that Congress has not approved the funding for this quarter. Congress will adjourn tomorrow. If this funding is not approved tomorrow, the decision may not be made until next year. It is possible that the FAA already has the funds. Persons can voice their opinion regarding the funding by contacting Congressman Mica.

+ Technology improvements

Stephanie Weidner gave a brief update on the web site. She has made a change to the web site address which will enable persons to go to the SANAC site without being forced to visit the airport's main page. This address is www.orlandosanfordairport/sanac.htm.

Jack Dow gave a report on Issue Paper #'s 4, 6 and 8, *see attachments*. Issue Paper #4 – Limit the number of Stage II aircraft using the airport. The federal government has subdivided large transport aircraft (75,000 lbs. gross weight) into three basic divisions based on the amount of noise they generate. Those divisions are Stage I, Stage II, and Stage III aircraft. The federal government has established rules on use of the above types of aircraft. The entire fleet of air carrier transport aircraft is to be Stage III compliant by January 1, 2000. No transport aircraft over 75,000 of gross weight will be allowed to fly in the United States without conforming to the federal government rules. The recommendation is to ensure that all air carriers using this airport comply with the federal rules.

Issue Paper #6 – Increase the glide slope angle and reduce aircraft power settings. The glide slope for the Instrument Landing System (ILS) at Sanford Airport is three degrees. Three degrees is also the national standard for instrument approaches nationwide. An attempt was

made by the Sanford Airport Authority to increase the glide slope to three and one-half (3½) degrees. This increased glide slope would provide additional altitude at every point along the entire length of the final approach and allow aircraft to carry a reduced power setting, therefore reducing aircraft generated adverse noise. A request was forwarded to the FAA for consideration and approval.

Unfortunately, the FAA disapproved our request based on the fact that three degrees is the national standard for final approach glide slopes. The conclusion of the SANAC Committee is to continue to work with the community to find alternate means to reduce aircraft generated noise.

Issue Paper #8 – Control flight schedule from point of origin. This issue is most easily divided into three groups.

The groups are international, domestic and general aviation (COMAIR). International flights originate in the United Kingdom in the early morning and fly westward to the United States. These flights generally follow the north Atlantic routes and are consistent with other westbound traffic. Late afternoon flights generally reverse this direction and most fly eastbound in the late afternoon. About 85% of our international flights arrive and depart during daylight hours. Domestic – the vast majority of our domestic flights also arrives and departs during the daylight hours. General Aviation (COMAIR) – COMAIR is a flight training school. They have about 75 airplanes based here and about 400 students in the training pipeline. In order to get the greatest use of their assets and to minimize the total length of time a student spends in training, they tend to fly extended hours, usually from 6:00 a.m. to about 11:00 p.m. daily.

We have management principles in place with COMAIR that assists in scheduling and with assignment to the GA runway for repetitive training periods. In conclusion, the SANAC Committee will continue to influence schedule development of both international and domestic air carriers, work with COMAIR on the four basic management principles of a) pattern management, b) landing in the first third of the runway, c) establishing proper climb schedule for the C-172 RG, and d) starting the repetitive training later in the morning, especially on Saturday and Sundays.

Discussion of the issue papers ensued.

IV. NEW BUSINESS

None.

V. Future Meetings

Future SANAC meetings will be held **February 8th at 9:00 a.m.** and **March 14th at 9:00 a.m.** in the A. K. Shoemaker International Domestic Terminal Conference Room, Level II, at One Red Cleveland Boulevard.

There being no further business, the meeting was adjourned at 9:40 a.m.

The meeting was re-opened @ 9:43 a.m. David Konstan gave a brief report on the new development at the Orlando International Airport that contributed to an increased amount of noise complaints. As a result of this, residential overlay zoning was established. Chairman Pennington requested that Mr. Konstan give a report on Residential Overlay Zoning at the next meeting.

NOISE HOTLINE # 407 323-2604