



~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
1200 RED CLEVELAND BOULEVARD, LEVEL II - BOARD ROOM
Tuesday, December 13, 2005 - 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 October 11, 2005 meeting. There being no meeting held in November. Motion by Jack Dow, and seconded by Michael Kern to approve the minutes of October 11, 2005 meeting. Motion carried.

The minutes for the October 11, 2005 meeting were approved as submitted.

Jack Dow announced that the Sanford Airport Authority Board of Directors re-appointed Wes Pennington as Chairman for the Sanford Aviation Noise Abatement Committee (SANAC) for another four-year term.

Mr. Dow stated that appointments or re-appointments of Board members did not take place as scheduled in October and that the November meeting was canceled. Appointments or re-appointments would be done during this meeting in December. Mr. Dow nominated Mike Kern to serve for another term as Vice-Chairman. Chairman Pennington asked if there were any other nominations. Mr. Dow made a motion to close the nominations seconded by James Wilkes. Mr. Dow stated that there were three other nominations that needed to take place. One of which was David Johnson who is an elected official and whose term had expired. The SANAC by-laws prohibit an elected official from being a member. Mr. Johnson represents an impacted member of the community on the committee. Chairman Pennington made a recommendation in accordance with the by-laws to have Mr. Johnson continue to serve as an observer until the City of Sanford can provide the committee with a replacement. Mr. James Wilkes agreed to serve for another term and Mr. Dow will contact Jack Taylor regarding his willingness to serve for another term

Mr. Kern asked how does the committee go about making a formal request to the City of Sanford for a representative on the committee. Mr. Dow stated that a letter would be sent to the City Commission requesting the name of a representative. The City will provide the name of the representative. Mr. Dow stated he would draft the letter to be sent to the City Commission.

II. NOISE REPORT

Mr. Dow presented the Noise Reports for **October and November 2005**. He informed the committee that two months of noise complaints would be covered at this meeting.

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

Total Operations – October 2005	23,470
Total Noise Complaints	26
Noise Complaint Hotline	26

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - October 2005			
Day 0600 - 1900	Evening 1900 - 2200	Night 2200 - 0600	No Time Given
10	9	7	0

Complaints by Residential Area:

Heathrow	-	3	Timacuan	-	0
Hills of Lake Mary	-	4	Chase Groves	-	0
Sanford West	-	2	East of Airport (Geneva)	-	0
Lake Golden Area	-	0	Other Areas	-	5
Silver Lake Areas	-	-	Osteen	-	0
Enterprise	-	10	Unknown	-	1
New Households	-	7	Repeat Households	-	5

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

Total Operations – November 2005	24,143
Total Noise Complaints	6
Noise Complaint Hotline	6

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - November 2005			
Day 0600 - 1900	Evening 1900 - 2200	Night 2200 - 0600	No Time Given
2	3	1	0

Complaints by Residential Area:

Heathrow	-	0	Timacuan	-	0
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford	-	4	East of Airport (Geneva)	-	0
Lake Golden Area	-	0	Other Areas	-	2
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	0			
New Households	-	3	Repeat Households	-	3

+ Presentation and comments from Committee/Public

Mr. Dow stated that with the end of the summer flying season for British air carriers, the number of air carriers dropped substantially. On the domestic side, only one air carrier, Allegiant Air, is currently operating. Flights that were operated by Vacation Express on Mondays, Fridays and Saturdays have temporarily stopped due to the hurricanes and some other circumstances. Those flights should be returning in February 2006. The low level of air carriers has resulted in a market reduction in the number of noise complaints, along with the closing of center runway for repair work that will extend over the next couple of months. There should be a substantial reduction in noise complaints until the April/May time period when the runway would be back in service and air carriers resume their schedule. He noted that there were only six noise complaints during the month of November.

Larry Dale inquired about a complaint he received from Ms Labree who lives on the Sanford Avenue and wanted to speak to him personally. Mr. Dow stated that he called and told her there would be a reduction in air traffic over the next few months.

+ Air Carrier Report

George Moss stated that Pan Am resumed flights to San Juan in November and December. Currently, they are in the process of firming up some Vacation Express flights that will start in February 2006. Noise complaints may increase because of the additional flights. Pan Am still has three airplanes and has petitioned the Department of Transportation (DOT) for four airplanes. The DOT has them in a holding pattern but they have gone back and asked for two more airplanes. Mr. Moss was optimistic that they should have a response from DOT in early 2006.

Mr. Moss introduced Dick Gazda, Director of Pan Am 142 School. Mr. Gazda stated that Pan Am training services center is a full fledged 142 school operating seven days a week and they also train other airlines.

+ FAA Report

Steve Bouchard reported a reduction of the number of 727 during October and November. Discussions are currently centered on having a few charter flights, probably between six or eight flights in a two-month period.

+ General Aviation Report

Vice Chairman Kern reported they are experiencing an influx of new Chinese students. Last month, students were finishing up English language refresher training and 737 training. Enrollment is excellent. New Fleet opportunities are on the horizon although no decision has been made they are close to making a public announcement.

III. OLD BUSINESS

Mr. Dow stated 9C and 27C runways would be closed for another two months. The contractors are in the process of putting additional asphalt pavement to overlay the runway. However, a decision has not been made to replace the island with pavement. With the closure of the runway, the problem of noise complaints from the Sanford Avenue residents should go away in the short term.

Purdue University students visited several weeks ago. They had plans to fill in the data points they had not collected previously, which they were able to do on this visit. The students wanted to meet

with a few people to discuss noise and traffic management around the Airport and come up with ways to address the problem. They also wanted to review several months of noise complaints. Their initial goal was to reduce the noise and try to find ways that the airport and the community could better understand the problem. Their next goal is to try to figure out, with some technical assistance from the engineering department, frequency spectrums in turbo jet engines that can be engineered out so that some of the irritating spectrum could be taken away. They seem to be making progress in that area. The mechanical school at Purdue is involved and eager to have results the next time they come to talk to us.

The students wanted to talk to a couple of key individuals in the community regarding the City of Sanford aviation easement among other things and get some feedback. Arrangements were made for them to meet with the developer of Cameron Heights and the Pastor of St. James House of Prayers. Unfortunately, when the students went to meet with them they did not show up. The students also placed calls to these individuals but did not receive a call back. Mr. Dow mentioned that the FAA has an outstanding \$2,000 scholarship for people to do research on technical issues, noise being one of them. The students are writing a paper trying to compete for the scholarship.

IV. NEW BUSINESS

David Konstan of the Orlando International Airport stated that the number of noise complaints were minimal. He stated that the most significant issue discussed at their last meeting and which would affect the Sanford Airport as well was a policy that was adopted 25 years ago from the standpoint of noise abatement. The policy stated that they would not move airplanes from one neighborhood to another in order to mitigate noise in the first neighborhood. Over the years, it did not matter much because the southern part of the airport was primarily agricultural. Occasionally, something would be built and they would move the airplanes away and share the wealth and change direction. They operated about 85 percent to the south at that time. The subject has come back up now because the southern part of the airport extending to the Osceola County line, is now starting to rapidly develop and at the last meeting they took up the question of whether they will reaffirm the policy of not moving airplanes from one area to satisfy another. He stated that SANAC has never had this policy of that type, it has not been required until now, but with the potential for development that goes to the east of the airport, the time has come when the airport would want to look into adopting this as a written policy.

Chairman Pennington thought that the committee had touched on that issue before but had no policy of sharing the wealth.

Mike Kern thought that we might be opened up to more public ridicule if it does not work for them. He thought if you make a policy like that and it has the same thing written in the 150 study. The person latches on to the one the committee puts together, and then we would have to fend them off, if they latch on to the 150 study, we have the federal approval on that also.

Mr. Dale stated that the eight bullets published in the national register that were recommended by the FAA as part of the NCP, has to do with compatibility for land usage as well as from departure and arrival routing that was done that is incorporated in the 150 study which the tower follows. He stated

if we stick to that and state this is going to be done based on updates on the 150 study, not based on development because the City and County now has some good guidelines on what is compatible within the 65 DNL with contours and they require aviation easement associated with development

order for example Hagan Homes which the City of Orlando is annexing. Mr. Dale pointed out we would not have the density that Orlando is having because of the designated rural area and he thought

the committee should consider sticking to the guidelines of the NCP. He noted that back in the 80's the County adopted some compatibility guidelines specifically for this airport. Discussion followed

Mr. Konston stated that this airport would develop, a lot of people would be moving in. It would be nice if everyone on the committee could be comfortable with the policy the committee adopted.

Chairman Pennington called the committee's attention to SANAC Project 38 #10 regarding "shared noise with other communities" the recommendation was "the sub committee recommends a policy that it will not cause another community to be impacted by aircraft noise as a result of attempting to reduce noise in one community." He stated that the committee has addressed this issue and short of anything else, the committee passively agreed to these SANAC project 38 papers. Chairman Pennington stated he would go back and review the minutes. It was suggested that the list be reviewed at the next meeting. Discussion followed.

Mr. Dale stated that Lake Mary is built out. He acknowledged that growth is going to occur in Seminole County including Sanford. He thought that there was a good plan in place for the growth. He stated that the policy prohibits single-family houses within the 60 DNL and multi-family within the 65DNL. Industrial and commercial and other mix use is compatible within that. He also stated that he did not see anything wrong with the policy.

Chairman Pennington inquired if the committee, in blanket form, accepted the recommendation from Project 38 #10. Mr. Dow stated the recommendations were presented and accepted. He was unsure if an additional motion was made. Chairman Pennington stated that he would review if we have it collectively, or if we need someone to engineer one all encompassing not only for Project 38, but also for the 150 study. Mr. Dale suggested calling it the NCP. Mr. Kern suggested that the committee consider including these additional definitions within that Project 38 and keep our initial ideas within the same grouping as before and make a modification to Project 38 to include the 150 study verbiage. Keep Project 38 as a standardized policy so we don't generate something new. Chairman Pennington suggested reviewing Project 38 issues at the next meeting and will do the research. Jack suggested both he and the Chairman do the research.

Mike Kern recommended inviting Allegiant Air to future SANAC meeting as they have increased their traffic out of Sanford. Mr. Dow stated that Allegiant Air does not have decision makers based at this airport. Chairman Pennington suggested they extend an invitation to Allegiant Air to attend SANAC and User Group meetings whenever they are available.

Mr. Dow reported he received two complaints. One complaint was about high power turn-up between 7:00 – 8:00 a.m. from Allegiant Air. The airport's policy apart from the Noise Abatement is air that carriers can do any turn-ups at the southwest ramp or at the gate if they do idle power only. If they need to do any higher setting, they work with the tower and ground patrol. They did not violate any airport policies. The first noise complaint came from Washington Avenue at Route 46 and Mellonville and the other from five blocks away. Mr. Dow stated that he brought the complaints up in order to identify the problem and to make recommendations in this regard in the future. He asked should the committee establish hours?

Mr. Dale stated that the policy has been to discourage run-ups during night hours. He stated that he would hate to change the policy or receive recommendations to change because the airport does very well and have received very few complaints. He stated he would like to keep the policy we have now which is to discourage turn-ups during the quiet hours but not to prohibit them. Mr. Wilkes suggested doing something in the future to address the problem. Mr. Dale stated that building hush houses

would not solve the problem and would be costly and take up a lot of real estate. Mr. Wilkes suggested community education over a period of time.

Chairman Pennington thanked the volunteers for their contribution to the committee. He also acknowledged the professionalism shown on the part of the FAA and the SAA.

V. Future Meetings

The next SANAC meeting was scheduled to be held on **January 10, 2006 at 9:00 a.m.** in the Board Room, Level I, 1200 Red Cleveland Boulevard.

VI. Adjournment

Motion by Jack Dow, and seconded by Mike Kern
to adjourn the meeting. Motion carried.

There being no further business the meeting was adjourned.

JD:pg

Members Present:

Stephen Bouchard – SFB ATCT
Larry Dale - SAA
Jack Dow - SAA (V)
Antonia Gerli – City of Sanford
Michael Kern – Delta Connection Academy as Vice Chairman General Aviation (V)
David Konstan – ANAC
Bruce Knobbs – MCO TRACON
George Moss – BMA, Director of Safety
Juan “John” Omana – City of Lake Mary
Tony Matthews – Seminole County
Wes Pennington – SANAC Chairman – Seminole County non-impacted (V)
James Wilkes – Lake Mary impacted (V)

Others Present:

Richard Gazda, BMA
Krysty Kress – South East Ramp
Phyllis Gibson– SAA

Members Absent:

Bryce Courtney – MCO ATCT

David Johnson –City of Sanford impacted (V)

Jack Taylor – Seminole County Non-impacted (V)

Tony Walter – Seminole County