

~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
ONE RED CLEVELAND BOULEVARD, LEVEL II CONFERENCE ROOM
Tuesday, February 13, 2001 - 9:00 a.m.

I. CALL TO ORDER

Chairman Pennington called the meeting to order at 9:00 a.m., and read the mission statement of the SANAC committee. There being a quorum present. The Committee was requested to review the minutes of January 16, 2001.

*Motion by Jack Dow, and seconded by Michael Kern,
to approve the minutes of the January 16, 2001 meeting.
Motion passed.*

II. NOISE REPORT

Jack Dow presented the Noise Report for **January 2001**. The summary of operations for the month of January and cumulative for the year are as follows:

OPERATIONS DATA	January 2001	NOISE COMPLAINTS
Total Operations	35,909	372

Complaints by Time of Day are as follows:			
Day 0600 - 1900 22	Evening 1900 - 2200 1	Night 2200 - 0600 4	No Time Given 345

Complaints by Residential Area:

Heathrow	-	4	Timacuan	-	14
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford West	-	4	East of Airport	-	3
Lake Golden Area	-	0	Silver Lake Areas	-	343
Other Areas	-	4	Enterprise, Stone Island	-	0
New Households	-	3	Repeat Households	-	6

NOISE HOTLINE # 407 323-2604

Chairman Pennington advised that currently we have not reached a consensus as far as the Stone Island area is concerned. Dow advised that Capt. Morin has data to share with the Committee that will explain more detail of the noise generated in the Stone Island community.

Commissioner Jones advised that he has received complaints from residents regarding late night departing flights. Dow advised that those departures are not Pan Am flights, but International flights returning from Mexico to refuel. Jones indicated that he had also received a call requesting that he make a motion during the City Commission meeting to discontinue commercial flights all together. The caller indicated that they would like for the Airport to go back to military use.

III. Old Business**+Technology improvements**

Stephanie Weidner reported that the Airport web page has generated a large increase in the number of hits,

whereas the SANAC page has remained fairly consistent. Noise complaints from the web are down and this is probably due to decreased Pan Am traffic now that the holiday season has ended.

+Update on Noise Reduction Ideas (Project 38)

Chairman Pennington requested that the Committee review Issue Paper #25.

*Motion by Jack Taylor, seconded by Michael Kern
to approve Issue Paper #25.
Motion passed.*

+Status of ILS for 27R

Dow gave a status update on the ILS for 27R. He advised that some of the minor issues have been completed. The safety issues regarding the MALSAR have been accomplished. One of the safety issues includes the installation of a wire control. The takeover agreement has been resolved, and the lease agreement has been delineated, so that they are acceptable to both the Airport and FAA.

Dow indicated that there are approximately 101 line items of spares, some with multiple complete pieces, totaling up to \$100,000. As of Friday afternoon, Oklahoma City FAA Logistics Center had not completed the pricing. Funding of this project completion will present another issue. The Airport currently has \$40,000 left in the budget that is authorized for the use of this system. There is no other money available. Assistance from the Airport District Office is being sought to purchase the test equipment, and Daytona Beach Maintenance to re-refine the spare parts list to reduce the cost to the \$40,000 range.

The bottom line is that a system is in place and is available, but the Airport has been prevented from utilizing it since the first week in December. This multi-million dollar system that is not in service, cannot provide increased safety to flight crews for tailwind component landings in poor weather conditions, therefore a liability exists.

There is currently no estimate as to when this system will be in operation. A letter has been submitted to the Southern Region Administrator, yet we await a response. Donna Gropper advised that she would be speaking with the Airport District Office Manager and the Regional Office this afternoon regarding a response to the ILS issue. Taylor suggested that a letter (from the City of Lake Mary and City of Sanford, jointly) be composed and submitted to the appropriate personnel. Jones suggested that we take advantage of Mayor Dale's position and some of his contacts while he is in office. It was agreed that Jones would speak with Mayor Dale regarding this issue.

+Status of Part 150 Study

Dow advised that since Pan Am began flying at this Airport, there has been an increase in numbers and frequencies of commercial flights, specifically in Stage II modified equipment coming into the field. We have contracted with a new company to perform a Part 150 update that will include Pan Am and the idea of extending a couple of the runways that were not included in the previous 150 Study. Rick Alberts, of Noise Solutions, and a renowned noise expert is working on the Study. Dow advised that the Airport is comfortable with Alberts services and all he has to offer to resolve the noise issues.

All the GIS data, noise contours, and overhead photography will be updated. 40 – 50% of the old data will be refined.

**+Pan Am/Orlando Approach interim data.....Capt. Morin/
.....Donna Gropper Orlando Air Traffic Manager/Bruce Knobbs**

Captain Morin presented data from Pan Am pilots regarding a recently established departure clearance-monitoring program.

Discussion ensued regarding the collected data.

Dow indicated that when this departure clearance was initially instituted about 2 or 3 years ago, numbers were up 70 or 80%. He advised that maybe the numbers will go up again, at a later time, as before. It would be a key element to drive those numbers up.

Bruce Knobbs explained the inability to get higher altitudes more often. He advised that it is just a factor of the congestion in the area. Often flights in the Sanford, Daytona, or OIA area are at 3, 4, and 5,000ft. That sector is very busy, and probably the busiest sector in the area, with flight training, as well as, itinerant traffic. Donna Gropper advised that there might be a need for heightened awareness.

Captain Morin commended Orlando International FAA Air Traffic Control for the outstanding performance in controlling the traffic, considering the amount of traffic in this area. He advised that Pan Am plans to make Sanford one of their major hubs. In doing so, Pan Am would do what is necessary, as an airline, to work with the residents who are impacted, and work as closely with the FAA on any project. He advised that Pan Am is open for suggestions.

Knobbs commented that he appreciates the positive comments.

Discussion ensued.

John Omana, on behalf of Commissioner Gary Brender and the City of Lake Mary, requested that a flight schedule for Pan Am be provided to the City of Lake Mary on a monthly basis as well as any other technical information. The City of Lake Mary is concerned about the Pan Am flight patterns, specifically the 11:45 p.m. arriving flights. It raises a question of whether there should be hours of operations in light of these flight patterns. The City of Lake Mary expresses an interest in meeting with Pan Am representatives to address the noise issue.

Discussion ensued regarding climb altitude corridor.

Dow advised that the departing 727 aircraft are a problem. Commissioner Jones advised that he isn't sure that re-routing traffic over 17-92 in the Sanford area is the best option. Gropper advised that she will brief the Controllers on higher altitude awareness, but it would be helpful to know if the pilots are leveling off or not.

IV. New Business

+Local Noise Measurement Data.....**Jack Dow**

Dow gave a brief update on the local noise measurement data that was collected at El Portal Avenue in Sanford.

He advised that the Airport is involved in a project to commemorate and memorialize the Naval Air Station Sanford. The memorial will be located at the front entrance of the Airport. There are interests in this project and contributions have been made toward the memorial. The type of aircraft that would be mounted is a RA-5C Vigilante.

V. Future Meetings

Future SANAC meetings will be held **March 13, 2001** and **April 10, 2001** at **9:00 a.m.** in the A.K. Shoemaker International Domestic Terminal Conference Room, Level II, One Red Cleveland Boulevard.

VI. Adjournment

*Motion by Jack Dow, seconded by Jack Taylor
to adjourn the meeting.
Motion passed.*

There being no further business the meeting was adjourned at 10:15 a.m.

Respectfully submitted,

Jack Dow
Director of Operations and Maintenance

Members Present:

Wes Pennington, Seminole Co. (Un-impacted)
David Konstan, Orlando ANAC
Antonia Gerli, City of Sanford Planning
Randy Jones, Sanford City Commission Liaison
David Johnson, City of Sanford (impacted)
Nancy Roberts, Seminole Co.
Jacqueline Cockerham, SAA

Jack Taylor, Seminole Co. (Un-impacted)
Michael Kern, General Aviation
Stephen Bouchard, FAA ATCT
James Wilkes, Lake Mary (impacted)
Bill Spivey, City of Lake Mary
Jack Dow, SAA
Stephanie Weidner, SAA

Others Present:

Capt. Ron Morin, Pan Am
Donna Gropper, OIA FAA ATCT
Tom Callihan, OIA FAA ATCT
Carole Kirchhoff

Capt. Russ Jester, Pan Am
Bruce Knobbs, MCO TRACON
John Omana, City of Lake Mary
Steve Abar

Members Absent:

Joe Massaro, Pan Am