



~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
1200 RED CLEVELAND BOULEVARD, LEVEL II - BOARD ROOM
Tuesday, April 11, 2006 - 9:00 a.m.

I. CALL TO ORDER

Vice-Chairman Michael Kern called the Sanford Airport Noise Abatement Committee meeting to order at 9:00 a.m., in the absence of Chairman Pennington, after which the mission statement was read. There being a quorum present.

Review of minutes of January 10, 2006 meeting. A meeting was not scheduled in February and there was no meeting in March due to lack of a quorum. Motion by Michael Kern and seconded by Jack Dow to approve the minutes of the January 10, 2006 meetings. Motion carried.

The minutes for the January 10, 2006 meeting were approved as amended under the following sections: NOISE REPORT: Enterprise: 1 Replace with 0; New Household: 4 Replace with 1.

Members Absent: Page 5: Tony Matthews has replaced Tony Walter as the representative for Seminole County and has been attending the SANAC meetings for the past several months.

Wes Pennington – Chairman

Others Present: Page 5

J. Eric Kendrick, City Engineer attended January's meeting as the alternate for Juan "John" Omana – City of Lake Mary.

Mr. Dow welcomed Oscar Redden who replaced David Johnson whose term has recently expired. Mr. Redden is an impacted resident in Sanford and would serve as a voting member.

Mr. Dow introduced himself and gave an overview on how the SANAC membership is formed and stated that SANAC comprises of seven voting members and several advisory members. Mr. Dow stated that Mr. Redden was provided with a copy of the By-Laws and copies of the SANAC minutes from previous meetings. Mr. Dow explained that part of what the committee does is listens to the community noise complaints and tries to address them. He also outlined the areas impacted by airport noise from the Orlando Sanford International Airport.

Mr. Dow asked each member of the committee to introduce themselves. Mr. Redden was also asked to introduce himself and stated that he was grateful to be part of the committee.

II. NOISE REPORT

Mr. Dow presented the Noise Reports for January, February and March 2006. He stated that February 16, 2006, marked the start of modified Class C airspace. He was asked to look at Class C arrival points to see if there was any impact. March was the first full month with Class C air space and 35 complaints were documented with the standard number of operations of 30,000+. The most complaints came from Sanford. The approach points for the new Class C airspace for the training school are due north of the

field and due south of the field. For the second half of February and March the change in air space and arrival procedure did not adversely affect the noise complaints. Mr. Dow reported the spread on the month of March complaints shows for the first 10 days of March we received 15 complaints, the middle part of March 10 complaints and the last part of March 10 complaints.

The summary of operations for the month of **January** 2006 and cumulative for the year is as follows:

Total Operations – January 2006	25,087
Total Noise Complaints	4
Noise Complaint Hotline	4

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - January 2006			
Day 0600 - 1900	Evening 1900 - 2200	Night 2200 - 0600	No Time Given
3	0	1	0

Complaints by Residential Area:

Heathrow	-	0	Timacuan	-	0
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford West	-	4	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	-	0	Repeat Households	-	4

The summary of operations for the month of **February** 2006 and cumulative for the year is as follows:

Total Operations – February 2006	24,877
Total Noise Complaints	9
Noise Complaint Hotline	9

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - February 2006			
Day 0600 - 1900	Evening 1900 - 2200	Night 2200 - 0600	No Time Given
2	6	1	0

Complaints by Residential Area:

Heathrow	-	5	Timacuan	-	0
Hills of Lake Mary	-	2	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	-	0	Repeat Households	-	0

The summary of operations for the month of **March** 2006 and cumulative for the year is as follows:

Total Operations – March 2006	30,486
Total Noise Complaints	35
Noise Complaint Hotline	35

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day - March 2006			
Day	Evening	Night	No Time Given
0600 - 1900	1900 - 2200	2200 - 0600	
20	14	1	0

Complaints by Residential Area:

Heathrow	-	2	Timacuan	-	0
Hills of Lake Mary	-	3	Chase Groves	-	0
Sanford West	-	21	East of Airport (Geneva)	-	4
Lake Golden Area	-	0	Other Areas	-	0
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	5	Magnolia Plantation	-	0
New Households	-	0	Repeat Households	-	0

+ **Presentation and comments from Committee/Public** - None

+ **Air Carrier Report**

George Moss reported Pan Am Clipper Connection would start flights from Atlanta to Sanford in May 2006. Vacation Express would start operating four days a week starting on May 2 out of Atlanta to Tunica, Mississippi. Mr. Moss stated that the possibility exists for Vacation Express to fly from Sanford to Tunica Mississippi in the future. Pan Am has resumed flights to San Juan and Aguadilla.

Mr. Dow stated that Iceland Air began operations two weeks ago from this Airport and would be flying four 757's a week to Iceland with connecting flights to Europe. Mr. Dow stated that these aircrafts tend to whistle on final approach and this may result in an increase in noise complaints. This new service is the first scheduled international service from our Airport. Mr. Dale added FlyGlobespan Airline would start nonstop flights to Glasgow, Scotland on June 2, 2006. The Orlando Sanford International Airport now serves 14 countries.

Our total air traffic in March on all levels was 30,000+. This is the first time since last April that we have 30,000 operations. This is with the implementation of Class C airspace.

+ **General Aviation Report**

Mike Kern reported Delta Connection Academy have received another group of Chinese Cadets. Current enrollment in this program is 51. The students are going through English Language training and other refresher courses. Delta Connection Academy is continuing its fleet selection process to update its fleet of aircraft.

Air, the largest 402 Operator in the United States, has asked Delta Connection Academy to start up

their training program. They also fly to Florida and the Caribbean. Delta Academy would be doing their initial pilot training. It would be a segmented process that would start off with initially and then transition into the 402. Afterwards, they would do all the pilot training and act as their contract training division.

+ FAA Report

Steve Bouchard reported an impasse on contract negotiations between the FAA Management and the National Air Traffic Control Association (NATCA). Both parties have been working on the contract on the national level for about a year, but came to an impasse last week. The normal contract procedures are: The contract goes to Congress; Congress has sixty days on which to act on it. If Congress chooses not to act, the last offer for management would stand as the new contract. Mr. Dale asked if the issues was over controllers, pay or benefits. Mr. Bouchard stated the issue was over both pay and benefits.

III. OLD BUSINESS

Mr. Dow stated that we did a pavement overlay on Runway 9C. The runway was out of service for about 10 – 12 weeks. He stated that we knew that this runway was going to be out of service and therefore the tower managed all the traffic between Runways 9 Left and 9 Right. We anticipated that we would have fewer noise complaints in this general area because of the additional traffic. In January when we only had four complaints, three of the four noise complaints were from this general area. In February and March when the runway opened, we did not get any noise complaints in this general area; which was backward from what was planned. The noise complaint numbers were very small, and it was difficult to draw a comparison. Now that the three runways are opened the tower is sharing traffic amongst the three to achieve the best utilization.

Mr. Dow stated that he would review the Point Papers that were done in May 1998. When we were getting started, a couple sessions were put together which allowed the community to come in and make comments. We then developed Papers on 38 different topics now called Project 38. Mr. Dow was given the task of providing some update on these Point Papers and so far has updated eighteen of them.

Mr. Dow summarized and presented an update of Issue Papers 1-18. An overview and summary of Issue Papers 1-10 was reported in January's minutes. Following is a review and update of Issue Papers 11-18.

Issue Paper 11- Construct a parallel runway for T & G operations

Construct a parallel runway for T and G operations. During that year Runway 9R was constructed and recently for the benefit of the community we have added a full-length taxiway of 3,500 ft. We are now planning to extend runway 9R to about 5,500 ft of length and shift the threshold to the East. We wanted a slightly longer runway so that airplanes would be higher as they fly over populated areas such as Silver Lake and Lake Golden. That was the mutual design to increase efficiency in the runway and to reduce noise in the local area.

Issue Paper 12 – Re-view the concept of opposing traffic on 9L –27R and 9R –27L after the construction of the new runway and taxiway is complete

The Point Paper suggested that after hours - we ought to take off to the East and land from the East. This would work if the Control Tower were operational 24 hours each day. However, the Control Tower is not

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manned from 11:00 p.m. to 6:30 a.m. Therefore, this could compromise safety if we had

opposing traffic with the tower not manned. This issue has been tabled until such time we have 24-hour service in the tower.

Issue Paper 13 – Develop an Orlando Sanford Noise Overlay Zoning Plan, which is consistent with and in support of City of Sanford and Seminole planning

Essentially the Airport is managing noise and the county and the city are managing growth, we have a Master Plan that is now part of the Comprehensive Plan at the County. We meet on building issues, development issues, county projects, city projects, airport projects to make sure that all three entities are consistent with the development of the county and the development of the Airport. This is the first Airport in Florida that has done so.

Issue Paper 14 – Residential Mitigation

Addresses how noisy it is around the Airport. There are rules sponsored by the FAA, which discuss how and when it can be done. We have buy-out plans going for the Frogg Alley residential area and end of Beardall. There are 38 homes in this program and we are in the final phase of the buy out and it has to be inside the 65 DNL, which that community was, we asked for a waiver to include the whole community and the FAA granted our request for a waiver and we are in the final process of buying and relocating the residents of Frogg Alley.

Mr. Dale stated that we received \$4.7 million and \$2.7 million to complete the buy out. We would be receiving other grants for the West side and Beardall area. The new 150 Study would include more properties.

Oscar Redden asked what was the average cost of relocation. Mr. Dale responded that it has increased over the past two years to approximately \$120,000. There are 19 houses left for buyout in the Beardall and Frogg Alley area.

Issue Paper 16 – Develop a strategic plan for SANAC

The Airport is trying to do something about noise but has no long-range plan - Four sub-committees were formed to approach the liaison community. Since then we have developed the final edition of the Part 150 Noise Compatibility Plan. Integrated that with the Master Plan and the Comprehensives.

Issue Paper 17 – Reduce Power Settings on take-off and landing.

Too loud on taking off and landing - The group discussed whether it would be possible to have aircraft reduce power setting on take-off and departure in order to reduce noise and establish a procedure for taking off and landing. The solution to reducing noise around the airport is getting them to altitude quickly. We have been successful over 70% of the time preventing turbo jet hold down and therefore achieved a quieter local fly area.

Issue Paper 18 – Review federal guidelines on noise abatement

Pay close attention to the federal government noise guidelines - We are looking at ways we can reduce airport noise and when the community asks us and if complaints warrant, we have the handout noise

meter and the tripod battery powered Larsen-Davis 820 that can go into the community and make a continuous noise record over the course of time.

Mr. Dow stated that his intention is to take another handful of the Issue Papers at the next meeting and

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provide an update in respect to the 38 Issues and would follow up on some more at the next scheduled

meeting. Michael Kern requested an addendum be made to Issue Paper #16. He noted that in the listing of major accomplishments from the general aviation community, it would be appropriate to mention the single engine run-up area constructed at Bravo 1 and also run-up area 3 for the twin-engine aircraft. Those two construction projects have greatly improved the general aviation noise in the community.

IV. NEW BUSINESS

Tony Matthews stated that he had a comment on Issue Paper #9. He stated that a gentleman in Osteen was interesting in building a 20-story condominium and have we thought of proactively reaching out to him. Mr. Dale stated he had not given it any thought and suggested that Mr. Matthews set up a meeting with the planner from Volusia County to meet with Mr. Dale, Diane Crews and himself to discuss the proposed project.

V. Future Meetings

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

VI. Adjournment

There being no further business the meeting was adjourned.

JD:pg

Members Present:

Stephen Bouchard – SFB ATCT

Larry Dale – S AA

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)

Tony Matthews – Seminole County

John Omana – City of Lake Mary

Oscar Redden – City of Sanford Impacted (V)

Jack Taylor – Seminole County Non-impacted (V)

Others Present:

Richard Gazda – Pan AM Services Training

Phyllis Gibson - SAA

SAA Krysty Kress – South East Ramp

Members Absent:

Bryce Courtney – MCO ATCT

James Wilkes – Lake Mary impacted (V)

Wes Pennington - Chairman (V)