



~SANFORD AIRPORT AUTHORITY~

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

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**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 April 11, 2006 meeting. Motion by Jack Dow and seconded by Oscar Redden to approve the minutes of April 11, 2006. Motion carried.

The minutes for the April 11, 2006 meeting were approved as amended under the following section: Absent: Wes Pennington – Chairman. Michael Kern, Vice Chairman, chaired the meeting.

**II. NOISE REPORT**

Mr. Dow presented the noise report for April and noted an unusually large number of noise complaints from Sanford. Many of these complaints were from the Port of Sanford and unincorporated areas with a Sanford mailing address, including Silver Lake and Stargazer Terrace. A few complaints came from the County Services Building area downtown and the Lake Golden area.

<b>Total Operations – April 2006</b>	25,746
<b>Total Noise Complaints</b>	40
<b>Noise Complaint Hotline</b>	40

**NOISE HOTLINE # 407 323-2604**

<b>Complaints by Time of Day - April 2006</b>			
<b>Day</b>	<b>Evening</b>	<b>Night</b>	<b>No Time Given</b>
0600 - 1900	1900 - 2200	2200 - 0600	
21	16	3	0

**Complaints by Residential Area:**

Heathrow	-	<b>9</b>	Timacuan	-	<b>0</b>
Hills of Lake Mary	-	<b>0</b>	Chase Groves	-	<b>0</b>
Sanford West	-	<b>29</b>	East of Airport (Geneva)	-	<b>0</b>
Lake Golden Area	-	<b>0</b>	Other Areas	-	<b>1</b>
Silver Lake Areas	-	<b>0</b>	Osteen	-	<b>0</b>
Enterprise	-	<b>1</b>	Magnolia Plantation	-	<b>0</b>
New Households	-	<b>0</b>	Repeat Households	-	<b>12</b>

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

+ **Air Carrier Report**

George Moss reported that Boston-Maine Airlines expect to have information soon regarding the expansion in their number of 727 aircrafts. It is expected that approval would be given to increase the current fleet by four more aircraft.

Mr. Dow stated that Boston-Maine Airlines would have scheduled flights to Puerto Rico that would return here twice a week (Monday and Friday) at 2:45 a.m. beginning on May 25th to August. The flights would originate from Sanford in the afternoon and travel to San Juan and Aguadilla, Puerto Rico. These additional flights may result in an increase in noise complaints.

+ **General Aviation Report**

None

+ **FAA Report**

None

### **III. OLD BUSINESS**

None

### **IV. NEW BUSINESS**

Mr. Dow stated that when the Airport transitioned to Class C air space, he was asked to look at noise complaints with respect to the two arrival points as airplanes return to the pattern. This is the second month of reviewing it and he has found no correlation, or any associated increase in noise complaints from the northern or southern entry points that most instructional training aircrafts funnel through to return to the Airport. He stated that he would continue to monitor it periodically. However, it appears that we would not have any increase in noise complaints because we are funneling the training traffic through a couple of points. The increase in altitude appears to be the positive factor in the no increase reported in noise complaints.

Mr. Dow stated that he expects to cover about two-thirds of the proposed 38 Issues affecting the Airport by the end of this meeting. He stated that by and large, the issues are solved or almost solved to the benefit of the users, the community, the Airport and the operators.

#### Issue Paper #19 – Liaison with other Airports noise committees

This Airport ought to touch base with other Airports and make sure the things that they do we ought to consider and those things that we do, we ought to publicize and share with other Airports. The Orlando Sanford International Airport maintains a consistent and strong working relationship with the Orlando International Airport Aviation Noise Abatement Committee (ANAC). We have conducted

joint meetings of ANAC and SANAC at this Airport and also at the Orlando International Airport and our efforts sharing information back and forth have been effective.

Issue Paper #20 More Power and Funding to SANAC

This issue states Sanford Airport Authority ought to consider giving more structure and more specific decision making power and funding to SANAC in order to get their mission accomplished. The emphasis is that SANAC ought to have the ability to accomplish their mission regardless to whatever limitation that was imposed, whether it is funding or access. Collectively, this committee has never suffered from a lack of funding. For example, we have worked on problems and asked for assistance from our Board of Directors and have always been supported. We have an excellent IT Department who created a great website. In addition to the administrative, we have recently applied for a federal grant to acquire property that was inside our 65 DNL contour. We are currently purchasing residential homes in the Frogg Alley section of Midway at a cost of about \$4.7 million. More properties would be purchased consistent with the Airport's Master Plan and when air traffic conditions warrant the expenditure of federal funds.

Larry Dale stated that the original grant was \$4.725 million. The new grant is \$2.75 million. Of the \$4.725 million, \$4 million has been spent and the FAA has asked us to close out that grant. We would be receiving a new grant in the amount of \$2.75 million to continue the noise mitigation purchase program. The total budget the Airport is seeking for the properties in the noise impacted area and the most the FAA would fund is about \$24 million. We would have funded about \$7 million when this phase is completed, with \$17 million remaining to be spent. So far, we have closed on 21 of 38 properties in Frogg Alley and Beardall.

Mr. Dow asked if there is a plan for the west side of the Airport on 9 Left. Mr. Dale stated that we have updated the Part 150 Study and when it is approved, properties on the west side on the approach on 9 Left would be eligible and the Airport would purchase those properties.

David Konstan asked what would be done with the properties once they are purchased. Mr. Dale stated that those buildings would be demolished and the properties would be added to the Master Plan for whatever development opportunities there are in those locations.

Mr. Dale asked about a similar program at the Orlando International Airport. Mr. Konstan stated that that OIA has identified some properties within the 65 DNL that is approximately one block long. Some very old homes are being upgrading by taking them apart and adding new double pain windows, sound improve them and adding central air conditioning. The objective is to lower the noise level by 5 decimals.

Chairman Pennington stated that the genesis of Issue Paper #20 was focused on giving this committee the power to do something. That is one reason he reads the purpose at every SANAC meeting in case there is anyone in the audience or general public who does not understand it. This committee does not have any power to do something, but offers suggestions and monitors what is going on.

Issue Paper #21—Establish a buyer awareness program to ensure that new buyers in the area are aware of noise pattern existing around the Orlando Sanford International Airport.

This Issue Paper is a continuation of the general team. By awareness, the Airport should not only do things to reduce the noise but also make that information public. The Airport's Master Plan and the Noise Compatibility Study (Part 150 Study) are available to the public. In addition, they are part of the City of Sanford and Seminole County's Comprehensive Plan. The

three entities plan together for expansion and community development. The City of Sanford requires notification to property purchasers of the location of the Airport and the probability of aircraft over flight. Mr. Dale stated that this Airport was the first Airport to have this implemented.

Issue Paper # 22 – Increase Impacted SANAC Membership

The committee thought that we should have more voting members on SANAC that were impacted. When the By-Laws were written and the committee was first organized, the composition of the voting members comprised of seven members which included one impacted member from Lake Mary affected from aircraft noise; one from the City of Sanford; two non-impacted members from Seminole County, one from Aviation Authority; one from General Aviation and one airline representative. Over the course of time, we observed that basic formula works very well. There are also non-voting members that are advisory in nature and they are the key participants, the planners from the City of Sanford and Lake Mary and FAA membership.

Issue Paper #23 - Buy Out Residents Severely Impacted by Noise

Our first property acquisition program was started on the Frogg Alley Section of the Midway community. A total of 28 residential properties were considered for buy-out and we expect this \$2.7 million project to be completed in the near future. Future plans for Airport expansion could include other residential purchase programs. Mr. Dale stated that this is a very good program and because of the rising cost of property the FAA has given its approval . The residents got fair market value for their property along with moving and relocation assistance of over \$22,000.

Issue Paper #24 – Stop measuring noise by decibel level.

The population could not understand the metric of decibel, which is difficult to use, but it is the only one we have. Sound is measured in decibels and in order to communicate effectively in our technical society, the correct unit of measurement must be used.

Issue Paper #25 – Establish building restrictions or reduce development in the local area.

Arbitrary applications of any building restrictions in the local area are not considered appropriate. When available, current noise contours should be provided to the public to make all aware of the existence of adverse noise conditions. Recently, the Airport's Master Plan has been folded into the County's Comprehensive Development Plan in an effort to manage growth in the County.

Issue Paper #27 – Use Orlando International and Daytona Beach International Airports to absorb all of Orlando Sanford Airport's after hour's operations.

Defer late night airplane noise to other Airport but this is the airlines call. Since this Airport gets federal funding for grants to improve our capital base, we are required not to restrict operations here. We have encouraged airlines to operate schedules that are consistent with the Airport and we have had reasonable success.

Issue Papers #30, #32, #33, #36 and #37 – Establish a community outreach program, publish monthly newsletter, raise trust levels between SANAC and the community, hold more evening meetings, publish meetings widely.

These final five Issue Papers were grouped together. The Issue Papers deal primarily with information flow. The Sanford Airport Authority has an outreach program and we do respond to civic and community invitations to talk at various meetings. We have a website and information is posted on the website. The Part 150 and Noise Compatibility Study and the Master Plan are both public documents.

The big concern was to put the information out to the community. Occasionally, items relating to Airport noise are placed on the Airport 's Authority Board of Directors agenda for discussion. We also have a couple of evening meetings and would schedule an evening meeting in the near future.

#### **IV. Future Meetings**

Chairman Pennington informed the committee that the next meeting is scheduled to be held on June 13, 2006 at 9:00 a.m. in the Board Room, Level II, 1200 Red Cleveland Boulevard. Chairman Pennington also stated that no meeting would be held in July and he would be out of town for the August meeting and that the Vice-Chairman, Michael Kern would conduct the meeting.

#### **V. 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  
Bruce Knobbs – MCO TRACON  
David Konstan – ANAC  
George Moss – BMA, Director of Safety (V)  
John Omana – City of Lake Mary  
Wes Pennington – SANAC Chairman (V)  
Oscar Redden – City of Sanford Impacted (V)  
James Wilkes – Lake Mary 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  
Michael Kern – Delta Connection Academy *as Vice Chairman (V)*  
Jack Taylor – Seminole County Non-impacted (V)  
Tony Matthews – Seminole County