



~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
ONE RED CLEVELAND BOULEVARD, LEVEL II CONFERENCE ROOM
Tuesday, June 12, 2001 - 9:00 a.m.

I. CALL TO ORDER

Chairman Pennington called the meeting to order at 9:00 a.m., after which he read the mission statement of the SANAC committee. There being a quorum present. The Committee was requested to review the minutes of May 15, 2001.

*Motion by Jack Taylor, and seconded by Jack Dow,
to approve the minutes of the May 15, 2001 meeting.
Motion carried.*

II. NOISE REPORT

Jack Dow presented the Noise Report for **May 15, 2001**. The summary of operations for the month of May and cumulative for the year is as follows:

Total Operations	37,737
Total Noise Complaints	496

Complaints by Time of Day			
Day	Evening	Night	No Time Given
0600 - 1900	1900 - 2200	2200 - 0600	
133	20	9	334*

Complaints by Residential Area:

Heathrow	-	28	Timacuan	-	38
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford West	-	11	East of Airport	-	32
Lake Golden Area	-	2	Silver Lake Areas	-	384
Other Areas	-	1	Enterprise/Stone Island	-	0
 New Households	-	4	 Repeat Households	-	6

Comments from the Public:

V. White suggested that a new chart be created with a graph that reflects the noise complaints and the operations from month to month, also new and/or repeat households.

**** (A line that shows the complaints and another line that shows the operations that the complaints were tracked from. Create another column on the chart to reflect the new & repeat households.)**

Dow commented that the bottom line is we know there is noise in the community, but unless we have taken action and have controlled or modified the noise, the variation from month to month is irrelevant. If we have not taken a management step the noise is still out there.

The Chairman agreed that managing the noise is very important. He advised that the Committee has taken steps to make a change in the past. Those actions were tracked, and have proven that they made a significant difference.

Boothe thanked Dow for his comments and concerns regarding noise issues. She commented that years ago she and members of her community came to the SANAC Committee and requested that the airport not build a runway near their homes. She feels that they have been ignored because the runway has been built just adjacent to her community and their homes. She has numerous complaints regarding the Comair flights on a daily basis, which are well over 300 plus. The revving of aircraft engines is still a big problem. Often times, there is no one to answer the noise hotline to record complaints. The noise is very disruptive to their lives, and no one seems to be concerned. She would hope that since this is a noise abatement committee that she and her neighbors would be afforded some method of resolution. Boothe suggested that if the Committee wanted scientific data just ask Comair to do the research, because any time a Comair flight instructor takes off it indicates the number of flights over her residence and the Silver Lake community.

Chairman Pennington assured the public that this committee is dedicated to doing what it can to mitigate the noise, and by no means are trying to cover anything up.

Barber commented that she really does not have any complaints regarding the large jets, but does have concerns with the Comair flight path. For the past three months, there has been a big problem with helicopters hovering and circling over her residence. The helicopters are very noisy.

Kirchhoff commented that they have gone through a small area study with the County and the City to determine if they wanted to change their zoning to something other than residential. In those meetings, a Lake Onora homeowner showed interest in changing his property to industrial zoning. Kirchhoff asked if there is some type of buffer that can be used to eliminate the ground noise.

The Chairman advised that in some areas there have been buffers utilized to reduce the noise. Some types of those buffers include reflectors, berms, and vegetation. He is unaware of any budget that is in place to fund such projects.

G. Wilson commented that his reason for not attending the SANAC meetings is because he has reached a conclusion that it does not do any good. The major complaints from the Wilson household are regarding the helicopters, and Comair aircraft.

Davis resides off of S.R. 46 (known as Frog Alley). He commented that revving of the aircraft engines is a major complaint. The commercial planes are flying much too low, and the noise generated from the planes vibrate his entire house. Since the community in which

he resides is so close to the airport, he asked if anything could be done to abate the noise? Can the airport buy those residents out, so they can relocate?

Some questions that were raised included; what are the safety limits according to FAA guidelines? What is the next step after the noise study has been completed? And, where do we go from here?

Discussion ensued.

III. Old Business

+Technology improvements

Stephanie Weidner gave a status report on the SANAC web site. The update provided is for a two-week period dating from May 29 through June 11, 2001.

The number of hits is as follows:

Airport web site	3,300	Mission Statement	17
SANAC web site	57	Meeting Schedule	18
Noise Form	22	Minutes	13
Noise 38	18		

She advised that due to the switch from using an outside web hosting company to installing our own web server on site, the statistical data from May 1st to May 28th was lost. The noise form was also off-line for approximately two weeks while it was being recreated for our new server. Our new statistical data shows that the SANAC site is the 36th most visited page on the entire web site of more than 250 pages. The full reports will resume at the next meeting.

+Pan Am/Orlando Approach data

Captain Monk gave a presentation on how Pan Am can rework its approach.

IV. New Business

+Initial presentation on FAR Part 150 Noise Study - ESA, Michael Alberts Steve Walker

ESA (Environmental Science Associates) has been selected to complete the Part 150 study update. The presentation included; 1) The operations numbers (fleet mix, stage length and time of day/night) 2) the eastern & western flow flight corridors 3) the northern & southern flow on Runway 18-36 4) Local training patterns 5) Noise Contours (to be developed) 6) Noise Abatement operational considerations 9) Land use compatibility options

The timeline for completion of the study is approximately twelve (12) months.

Discussion ensued.

V. Future Meetings

The next SANAC meeting will be held **August 14, 2001** at **9:00 a.m.** in the A.K. Shoemaker International Domestic Terminal Conference Room, Level II, One Red Cleveland Boulevard.

*PLEASE NOTE:

The July Noise Abatement meeting has been cancelled.

V. Adjournment

There being no further business the meeting was adjourned at 10:25 a.m.

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

NOISE HOTLINE # 407 323-2604

Respectfully submitted,

Signed by

Jack Dow
Vice President of Operations

JD:jc

Members Present:

Wes Pennington, Seminole Co. (Un-impacted)
Michael Kern, General Aviation
Antonia Gerli, City of Sanford Planning
David Johnson, City of Sanford
Bruce Knobbs, Orlando ATCT (*for Bryce Courtney*)
Jack Dow, SAA
Jacqueline Cockerham, SAA

Jack Taylor, Seminole Co. (Un-impacted)
David Konstan, Orlando ANAC
Stephen Bouchard, FAA ATCT
John Omana, City of Lake Mary
Nancy Roberts, Seminole Co.
Victor White, SAA
Stephanie Weidner, SAA

Others Present:

Marilynn Hall, Osteen resident
Sheelagh Barber
Carole Kirchoff
Beverly Baird Boothe
Robert Perez, Orlando Sentinel
Michael Alberts, ESA
George & Norma Wilson

Brenda Williams
Theodore Davis
Elise Cornell
Donna Everhart
Steve Walker, ESA
Capt. John Monk, PAN AM

Members Absent:

James Wilkes, Lake Mary (impacted)
Randy Jones, Sanford City Commission Liaison