



~SANFORD AIRPORT AUTHORITY~

**MINUTES OF THE REGULAR MEETING**  
*held at the ORLANDO SANFORD AIRPORT*  
**1200 RED CLEVELAND BOULEVARD, LEVEL II - BOARD ROOM**  
*Tuesday, August 8, 2006 - 9:00 a.m.*

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**I. CALL TO ORDER**

The regular meeting of the Sanford Airport Noise Abatement Committee was called to order at 9:05 a.m. by Vice Chairman Michael Kern, after which the mission statement was read. There being no quorum present.

Review of minutes of May 9, 2006. Due to no quorum being present, approval of the May 9, 2006 minutes will take place during the September 12<sup>th</sup> meeting.

Vice Chairman Kern asked Jack Dow to address the last meeting's issue of any potential decrease in noise reports related directly to class C airspace. Mr. Dow reported that this is the fourth consecutive month there have been no noise complaints correlated to the change to Class C airspace. Dow began to look at this specifically in January.

**II. NOISE REPORT**

Mr. Dow presented the noise report for May, June, and July.

<b>Total Operations – May 2006</b>	27,904
<b>Total Noise Complaints</b>	28
<b>Noise Complaint Hotline</b>	28

<b>Complaints by Time of Day - May 2006</b>			
<b>Day</b>	<b>Evening</b>	<b>Night</b>	<b>No Time Given</b>
0600 - 1900	1900 - 2200	2200 - 0600	
13	13	0	2

**Complaints by Residential Area:**

Heathrow	-	0	Timacuan	-	0
Hills of Lake Mary	-	0	Chase Groves	-	0
Sanford West	-	21	East of Airport (Geneva)	-	6
Lake Golden Area	-	1	Other Areas	-	0
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	0	Magnolia Plantation	-	0
New Households	-	1	Repeat Households	-	9

**JUNE 2006 DATA:**

<b>Total Operations – June 2006</b>	25,163
<b>Total Noise Complaints</b>	16
<b>Noise Complaint Hotline</b>	16

<b>Complaints by Time of Day - June 2006</b>			
<b>Day</b> 0600 - 1900	<b>Evening</b> 1900 - 2200	<b>Night</b> 2200 - 0600	<b>No Time Given</b>
11	5	0	0

**Complaints by Residential Area:**

Heathrow	-	1	Timacuan	-	0
Hills of Lake Mary	-	1	Chase Groves	-	0
Sanford West	-	12	East of Airport (Geneva)	-	1
Lake Golden Area	-	0	Other Areas	-	1
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	0	Magnolia Plantation	-	0
New Household	-	2	Repeat Households	-	8

**JULY 2006 DATA:**

<b>Total Operations – July 2006</b>	27,553
<b>Total Noise Complaints</b>	32
<b>Noise Complaint Hotline</b>	32

<b>Complaints by Time of Day - July 2006</b>			
<b>Day</b> 0600 - 1900	<b>Evening</b> 1900 - 2200	<b>Night</b> 2200 - 0600	<b>No Time Given</b>
19	9	3	1

**Complaints by Residential Area:**

Heathrow	-	9	Timacuan	-	0
Hills of Lake Mary	-	3	Chase Groves	-	0
Sanford West	-	8	East of Airport (Geneva)	-	12
Lake Golden Area	-	0	Other Areas	-	0
Silver Lake Areas	-	0	Osteen	-	0
Enterprise	-	0	Magnolia Plantation	-	0
New Households	-	3	Repeat Households	-	7

**+ Air Carrier Report –**

Moss reported that they are still flying three charters & have increased the jet stream by 1 aircraft.

**+ Committee/Public - None****+ General Aviation Report**

Kern reported that Delta Connection Academy received approval from Delta Airlines to acquire a new fleet of 55 new aircraft. The Academy is also gaining momentum on Delta Airlines' Level 6 simulation, with positive news that the first airplanes be in place by the end of the year.

**+ FAA Report**

Bouchard introduced Karen Reid who is a new addition to staff at OSIA. Ms. Reid will be a new supervisor for the SFB ATCT. Bouchard will be leaving the airport to take on a position in Pensacola, Florida. Mr. Hal Hewitt will assume the position of acting manager.

**III. OLD BUSINESS**

Gerli gave a review of the Avigation Easement for the vicinity of the airport. She will check on whether developments have been required to have an Avigation Easement, and report back to the Committee at the next meeting.

Dale advised that before the plat is approved the avigation easement must be in place. Kern asked if nothing is done what do we do?

Konstan asked for an explanation of the avigation easement, and what it provides. He also wanted to know if the homeowner is requested to sign a waiver.

Dale commented that the easement basically states that the homeowner, or prospective homeowner, is made aware that they are within vicinity of a commercial airport, and airplanes will over fly the area.

Dale added that if the checks & balances are not done, it is easy for things to fall through the cracks. There are several other things that can be done. If a subdivision was built years ago, the attorney or homebuyer is responsible for checking into the Avigation Easement requirements.

Konstan asked if noise contours were used.

Dale advised, that according to state law and the airport zoning board, a residential dwelling cannot be built within the 65dnl. The airport vicinity is outlined. Dale asked Matthews and Gerli to check on this and report back at the next meeting.

Matthews reported that there have only been two projects since the Avigation Easement. He has notified Florida Association of Realtors and the HBA. It is incumbent upon the attorney and/or the buyer to look out for these issues.

Discussion ensued regarding Avigation Easement procedures.

Dale explained the three dimensional view of imaginary surfaces.

Kern asked Gerli to bring information regarding the properties to the next meeting.

Dow provided updates on the following issue papers:

**Issue Paper #5.** The public wanted consideration to restrict the hours of airport operations to less than 24 hours each day. During the May 12, 1998 SANAC meeting this issue was one of thirty-eight issues brought forward as a noise reduction idea by the attending public. Basically, local residents were not in favor of aircraft generated noise from the airport, especially during the evening hours. The main focus was on the ground maintenance.

It was recommended that the noise problem at the airport continue to be monitored, and that research for additional ways to reduce the noise problem also be continued.

As of August 2006, the airport and SANAC Committee continue to look for ways to mitigate or eliminate unnecessary noise originating from the airport. With respect to noise mitigation for ground maintenance, SAA has encouraged minimum night maintenance consistent with the requirements of the airline schedule and implemented the following:

- 1) Developed air carrier engine turn-up procedures that mitigate noise by moving the aircraft around to different locations on the field.
- 2) Developed procedures for using the terminal building as a noise block when gates 4 through 9 are open and available.
- 3) Restricted high power engine turn-ups on the southwest ramp.

**Issue Paper #15.** The public favors changing the airport back to its original status. During the May 12, 1998 SANAC meeting, this issue was one of the thirty-eight issues brought forward as a noise reduction idea by the attending public. The recommendation is that the airport would continue to work with the community to develop air traffic that meets federal standards on noise and ground maintenance procedures that are sensitive to our local neighbors.

As of August 2006, recent increases in air carrier service to the community include both domestic and international scheduled service. This is new business to the central Florida area and appropriately positioned in our market area of Sanford.

**Issue Paper #28.** The airport arranged to acquire and install noise monitors. At the May 12, 1998 SANAC meeting this issue was one of the thirty-eight issues brought forward as a noise reduction idea by the public. Since that meeting the airport acquired a tripod mounted Larson Davis battery powered noise receiving and recording monitor. The intent is that the equipment be used to monitor and record off property aviation noise in the community. In addition, the airport has purchased a hand-held digital Radio Shack sound level meter. The recommendation is that the monitors be used in accordance with direction from the SANAC Committee.

As of August 2006, the two devices have been very instrumental in identifying noise in the local community, and assisting to mitigate when and where possible. In addition, over the last two years Purdue University has been studying noise at our airport with a federal grant. They have tried to focus on various issues, but most recent is their focus on the more irritating noise

coming from turbine engines (not just the general noise). They are expected to distribute their reports in the future. Hopefully these reports will be published and can be forwarded to engine manufacturers, and the aviation industry to help develop airplanes, in particular, engines that are less quiet. Many airports, such as OIA, have fixed noise sensors. The fixed noise sensors have a strict number of flights that go over them, and the amount of noise that can be registered.

Dow advised that SAA has a handle on aircraft noise. With regards to fixed noise sensors, Dow asked Konstan about the effectiveness of them. Konstan commented that OIA currently has the ability to actually look at the complaint on the screen when it is called in.

**Issue Paper #31.** The airport would provide more air service that citizens can utilize. At the May 12, 1998 SANAC meeting this issue was one of the thirty-eight issues brought forward as a noise reduction idea by the public. Many of the people who attended the meeting were upset that they were subjected to aviation noise from the airport but not able to take advantage of any carrier service. It was recommended that the airport be marketed to establish and start up airlines with the intention of developing robust air carrier service.

Just recently, the Authority has been successful in the marketing effort and now have both international, as well as, domestic air carrier services. Iceland Air and FlyGlobespan provide air service to Western Europe. Allegiant Air provides air service to sixteen US cities in the eastern half of the country.

**Issue Paper #34.** Improve the answering service. At the May 12, 1998 SANAC meeting this issue was one of the thirty-eight issues brought forward as a noise reduction idea by the public. In 1998, the airport struggled with trying to figure out how to effectively report noise complaints. It was recommended that the airport acquire and install a voice-recording device for call-in noise complaints.

Shortly after acquiring a voice-recording device the limitations of such a machine became obvious. For example, on three-day weekends or during particular periods of heavy flight activity, the recording machine would become overwhelmed and filled to capacity. When this occurred, no additional complaints could be recorded, and as a result the persons who called in became frustrated.

A better alternative was selected in 2001. We now have a telephone answering service with a real person answering our noise hotline. In addition, we have provided an online form for the service to use to better identify the type and location of the complaint. This is still not perfect but provides an opportunity for local residents to voice complaints. When requested, Mr. Dow will return a call to the person who complained to further discuss the detail of the complaint.

#### **IV. NEW BUSINESS**

Konstan commented that he recently visited the houses near the Orlando International Airport that were upgraded with FAA Noise Discretionary Funding. There are 15 houses scheduled for the upgrade. The average cost is \$55,000 per house and must be located inside the 65dnl area.

Dale commented that if the property is located inside the 65dnl, it is also available for purchasing and relocating.

Matthews advised that Seminole County has been working on the zoning overlay and is therefore required to notify residents that they will be impacted. The anticipated schedule is to begin in October, 2006. There is potential that unrelated issues would be brought up by the property owners, who may be contacting the County and/or the Airport.

Matthews also commented that global warming is an issue that could be brought up in the future.

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

The next SANAC meeting will be held on September 12, 2006 at 9:00 a.m.

#### **V. Adjournment**

There being no further business the meeting was adjourned.

JD:jc

#### **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)*

David Konstan – ANAC

Tony Matthews – Seminole County

George Moss – BMA, Director of Safety (V)

J. Eric Kendrick *for* John Omana – City of Lake Mary

#### **Others Present:**

Phyllis Gibson - SAA

Richard Gazda, Pan Am Training Center

Karen Reid, Sanford FAA ATCT

#### **Members Absent:**

Bryce Courtney – MCO ATCT

Bruce Knobbs – MCO TRACON

Wes Pennington – SANAC Chairman (V)

Oscar Redden – City of Sanford Impacted (V)

Jack Taylor – Seminole County Non-impacted (V)

James Wilkes – Lake Mary impacted (V)

