



~SANFORD AIRPORT AUTHORITY~

MINUTES OF THE REGULAR MEETING
held at the ORLANDO SANFORD AIRPORT
ONE RED CLEVELAND BOULEVARD, LEVEL II CONFERENCE ROOM
Tuesday, September 11, 2001 - 9:00 a.m.

I. CALL TO ORDER

Chairman Pennington called the meeting to order at 9:10 a.m. after which he read the mission statement of the Noise Abatement Committee. There being no quorum present.

II. NOISE REPORT

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

Total Operations – AUGUST	34,167
Total Noise Complaints	359

NOISE HOTLINE # 407 323-2604

Complaints by Time of Day			
Day	Evening	Night	No Time Given
0600 - 1900	1900 - 2200	2200 - 0600	
165	39	26	129

Complaints by Residential Area:

Heathrow	-	4	Timacuan	-	48
Hills of Lake Mary	-	1	Chase Groves	-	0
Sanford West	-	19	East of Airport	-	7
Lake Golden Area	-	2	Silver Lake Areas	-	85
Other Areas	-	32	Enterprise/Stone Island	-	0
Osteen	-	142	Undefined	-	19
New Households	-	12	Repeat Households	-	10

Comments from the Public:

Brian McDonald, a Geneva resident, inquired about the noise complaint chart and that it does not include the Geneva area. He reported that he has noticed more incoming traffic from the East, and an increase in air traffic. This increase contributes to the noise during those periods.

Bill White, Lake Golden resident, requested that the Committee establish a run-up location specifically designated for performing engine run-up. He requested clarification regarding the air traffic flow. In his opinion, the residential area located to the East of the Airport would be less impacted by the air traffic noise.

Bouchard advised that the flow of air traffic depends greatly upon the direction of the wind.

III. Old Business

+Pan Am Departure and Climb InformationCapt. Skip Monk
Capt. Monk gave a presentation on departure at runway headings, and the Sanford Departure Clearance Monitoring Program. During the 1st quarter of monitoring data on 9L, he indicated that most of the airborne clearances are being given within three miles of the departure end of the runway. Orlando Departure has been clearing the aircraft to 7,000’ after the heading is west to northwest. This clearance is usually given before the aircraft is (north) abeam Sanford.

The average rate of climb reported during the initial departure (flap 15 deg) is 2,000’ per minute. This would place the aircraft approx. 3 miles from the departure end when leveling at 2,000’. The normal noise abatement profile has the aircraft climbing at a maximum angle to 3,000’. A thrust cutback is made at 1,500’ to help reduce noise. The flaps are retracted at 3,000’ or at 2,000’ if the aircraft is required to level below the normal height on your departure clearance. The sustainable climb rate is usually 2,000+ feet per minute to the mid 20’s.

The departures off of runway 27R are usually being climbed at a distance of 5 to 10 miles west of Sanford. It would seem that the arrival to Orlando International have the greatest effect on this departure profile.

The crews have shown a willingness to provide the maximum effort to alleviate the noise concerns in the Sanford Area. Pan Am appreciates the efforts of the Sanford Tower and the Orlando Departure Control to allow their crews to use the maximum performance of the aircraft to provide maximum separation of the aircraft in the noise sensitive areas (when possible). *See attached reports.*

IV. New Business

+Helo arrival and departure procedures.....Jack Dow
Discussion regarding helicopter procedures upon arrivals and departures. Dow requested that Bouchard of SFB Air Traffic Control Tower report back at the next meeting with status update.

+Initial presentation on FAR Part 150 Noise Study.....Rick Alberts
Alberts gave a brief status report on the noise study. He will give a more thorough update at the next meeting. He advised that the study is near completion.

V. Future Meetings

Future SANAC meetings will be held **October 9, 2001 at 7:00 p.m. (Part 150 Noise Study Presentation) in the Vigilante Room, located on the 1st floor of the Domestic Terminal, and November 13, 2001 at 9:00 a.m.** in the A.K. Shoemaker International Domestic Terminal Conference Room, Level II, One Red Cleveland Boulevard, Suite 1200.

VI. Adjournment

There being no further business the meeting was adjourned at 10:00 a.m.

Respectfully Submitted,

Signed by

Jack Dow
Vice President Operations

**Unfortunately, the SANAC meeting was interrupted during the September 11th session because of Terrorist Attacks on the World Trade Center.*

Members Present:

Wes Pennington, Seminole Co. (Un-impacted)
Antonia Gerli, City of Sanford Planning
Commissioner Randy Jones
Victor White, SAA

Michael Kern, General Aviation
Stephen Bouchard, FAA ATCT
Jack Dow, SAA
J. Cockerham, SAA

Others Present:

Bill Lutrick, PBS&J
Rick Alberts, ESA
Bill White, Lake Golden resident

Mike Alberts, ESA
Capt. Skip Monk, Pan Am
Brian McDonald, Geneva resident

Members Absent:

Jack Taylor, Seminole Co. (Un-impacted)
David Johnson, City of Sanford
Nancy Roberts, Seminole Co.
Bryce Courtney, MCO ATCT

James Wilkes, Lake Mary (impacted)
David Konstan, Orlando ANAC
Bill Spivey, City of Lake Mary