

## MINUTES OF THE NOISE ABATEMENT COMMITTEE MEETING

HELD THURSDAY, JANUARY 20, 2010 AT 6:00 P.M.

CITY COMMISSION CHAMBERS, 210 SAMS AVE., NEW SMYRNA BEACH, FLORIDA

Mr. Speer called the meeting to order with the following answering present to roll call:

Norm Decker, Isleboro  
Arlen Stauffer, Fairgreen  
Ken Byrnes, ERAU  
Danny Perna, Epic Aviation  
Non-incorporated Resident, Vacant  
Active GA Pilot, Vacant

Jim Speer, Inlet Shores, Chairman  
Richard Abbott, Sugar Mill  
Donald Wesolowski, Turnbull Estates  
Jeffrey Mitchell, Airport Business Rep.  
Airport Business-Vacant  
Impacted Resident, Vacant

Also present was: Rhonda Walker, Asst. Public Works Director, & Renee Richards, Admin. Asst I & Mike Arnold of ESA regarding the Part 150 Noise Study

### **1. Approval of Minutes:**

- November 18, 2009 minutes were approved.

### **2. FAR Part 150 Noise Study Update:**

- **Mike** discusses what noise level that may be acceptable for residents. Would like to explore more options to develop noise compatibility program measures.
- The need to establish a cost efficient program. Different measures have to be technically and legally plausible.
- Noise concerns are mainly the direct locations of patterns. Training programs usually cause repetitiveness and that can cause more noise issues.
- A discussion on rotating runway use, limiting training on holidays, raising pattern altitude to 1000 feet. Expounding on opportunities to use other airports.
- Modifying flight patterns. Limiting the size of aircraft is one subject that should be investigated.
- Closing a runway and the implications. How would it effect population.
- Ron discusses a study to increase training pattern altitude and climb speed to lessen noise. SEL measurements were used.
- Studied the difference in noise decibels of 800 ft vs. 1000 feet. According to research people notice a difference in noise at about 3 decibels in noise levels.
- Mr. Speer said noise problem should be looked using European standards.
- Ron says standards have to be same across the country and not separate standards for NSB. European standards would be a huge cost that would have to be implemented through FAA.
- City of NSB must first approve any changes in flight patterns then the FAA.
- Must look at individual components in an effort to lower noise. A discussion ensued about the contours of noise levels per areas.
- Speaker Robert Abatisha thinks you cannot average out frequencities. The study is well intentioned but not feasible in the real world.
- Discussed DNL findings. Reviewed charts and studies on climb speed and three different contours patterns and how that would affect the noise patterns on different neighborhoods.

- Discussion on preferred runway use based on wind conditions. Used population estimates.
- Compared contours or tracks at different altitudes and distances to compare would cause the least amount of noise to the least amount of people.

### **3. Discussion of Board Member Vacancies:**

- Some locations will have a reduction of noise at 1000 ft. others will have an increase. Shows a 3 decibel reduction.
- Mr x acknowledges the amount of data that is needed to compile a thorough study.
- Raising the pattern may help in noise reduction. Having variations in the pattern may help also by giving some people a break from the noise.
- Final DNL contour study will be completed after further investigation and discussion.
- Mr. X says there is a lot of data that was discussed but not enough to give intelligent suggestion at this time. He suggests further talks at a different time.
- Mr. Abbot noise is mainly on takeoff & climb. There would be less noise coming in. wants to look into that statement.
- Normal variations in patterns should not deviate.
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### **4. Public Input:**

- **Larry Rosenburg**, Inlet Shores observes aircraft that don't abide by the flight pattern. Suggests pilot education in this matter.
- **Bill Halster**, Isleboro wants to know if flight schools are required to fly at 1000 feet ordinarily or 800. He says they are not even at 800 feet over his house.
- **Bob Calabrese**, Timber Trace. Flights over his house were 300 to 350 feet. Also a jet at 500 feet. Is there any sound recording south of 220? He feels study is theoretical. Logically you can't rely only on averages. Would like the study to focus on what actually happens.
- **Mr. X** discusses the different patterns and the randomness of patterns. How it would benefit everyone. To have a scientific study using only information that generated through averages and graphs would not be helpful in the real world of flight. Believe it would be impractical to try to put in place.
- **Mrs. Ratighan**. elevation level does not appear to have a lot of impact on when they turn. It seems that we have alot of traffic on 2-9. They are right over my house. They aren't shifting or varying. Planes are noisier in a turn than when they take off. She suggests making the pilots reduce the turn radius.
- **Alan Norris** thinks the aviation schools can help to further reduce noise. Thinks they have done a good job.
- **Mrs Walker** has attended flight school meetings with different schools in the area and found them most willing to participate with noise procedures and cooperative.

### **5. Adjournment:**

**No other business. Motion to adjourn. March 18** is date of next proposed next meeting.