

MINUTES OF THE NOISE ABATEMENT COMMITTEE MEETING
HELD THURSDAY, JULY 24th, 2008 AT 6:00 P.M.
DEBERRY ROOM, 200 CANAL ST., NEW SMYRNA BEACH, FLORIDA

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

Shannon Lytle for Danny Perna
Frank Ayers
Robert Abbaticchio
Richard Abbott
Gibb Dannehower
Jeff Mitchell

Arlen Stauffer
Donald Wesolowski
Norm Decker
Randall Hitchcock

Absent- Patricia Doyle

Also present was: Rhonda Walker, Asst. Public Works Director, Richard Genge, Airport Intern & Amy Thomas, Admin. Asst II

1. Introduction Guests:

Ivan Grau – Embry-Riddle Chief Pilot
David Peck – Assistant Training Manager/CAPT Program (Flagler County Airport)
Adam A. Rempe – Delta Connection Academy (Sanford)
Jim Speers – Alternate Inlet Shores
Al Alznauer – Alternate Turnbull Estates
Robert Dobbelaar

2. NAC Member Discussion:

- Frank Ayers: Explained flight schools procedures and the in-flight guide. That is guide that is developed by airport to give pilot precise guidance for flying around an airport. He gives the examples of Deland and Ormond Beach airport. For example, in Deland to stay inside US 92 when doing pattern work there. He also makes the suggestion to fly patterns and see how we can change them on a voluntary basis and to give pilots guidance for New Smyrna Beach airport.
- Randall Hitchcock is asking what flight schools are expecting from this committee and what they think can be done in terms of reducing the frequency of flights and not just shift the pattern and shift the problem?
- Ivan Grau gave example of Ormond Beach where lake is used as a landmark for approach path to mitigate direct noise impact for residents because they are not flying directly over their house.
- Frank Ayers mentions that 2 runways have displaced thresholds which raise the altitude of planes when they over fly houses in the approach path
- Randall Hitchcock asked Ms. Walker where the majority of complaints come from.
- Ms. Walker stated that complaints are received from Tara Trails, Turnbull Bay, Sugar Mill, Fairgreen, Inlet Shores, Faulkner, and Ilesboro.
- Frank Ayers states that in the area of turning base of runway 7 seems to be one of the more problematic areas and says that maybe increasing the threshold of runway 7 could raise the approach path altitude.
- Ms. Walker was asked and responded on which runway received the least amount of complaints and stated that would be runway 2/20.
- Robert Dobbelaar stated that runway 7/25 is the runway most used. He also stated that the best operations in terms of efficiency is when we have winds from the west that

airplanes depart runway 25 for pattern work, land on 29 and depart 20. And if winds are from the east then it would result in pattern work off 7, depart runway 11 and land runway 2.

- Frank Ayers asks what would be a preferred calm wind runway?
- Mr. Dobbelaar answered that there can't be a specific calm wind runway because runways have different features and some are more or less equipped. Runway 2 is a good calm wind runway in the morning but not if the tower runs 60-70 operations an hour.
- Mr. Dobbelaar explains setup of the tower (to the west) and explains that patterns are setup so that tower can have a visual on traffic.
- Ivan Grau suggests trying a left pattern of runway 20.
- Ms. Walker states that housing is much more dense when doing left pattern on 20.
- Mr. Speers suggest that traffic can make an immediate right turn over the bay when departing runway 7. He also suggests a RPM reduction by 200 RPM when taking off as the airlines do to mitigate noise. He recommends that left traffic on 11 identify Inlet Shores as guidance and go around neighborhood and not start the turn before 1000 traffic pattern altitude.
- Frank Ayers recommends trying left hand traffic on runway 20 and try during exercise using landmarks as for turning point.
- Mr. Dobbelaar opposes putting the threshold on 7/25 further down because that would mean declared distances and some airport users could not use the runway anymore (jets that require longer runway length). He suggests an unofficial aiming point for flight schools further down the runway to increase altitude on approach. For example on runway 7 planes could turn crosswind over the bay and not fly over houses. Downside is that the PAPI's are set for regular touchdown zone.
- Frank Ayers and Shannon Lytle raise concerns about throttle back on take off because there is a difference if you reduce power on a Boeing 757 or on a small Cessna 172, there would be not much power left for the Cessna 172.
- Jeffrey Mitchell raises concern that later touchdown point could create longer roll out (instead of turning onto taxiway A planes would have to go to E), which could result in a safety hazard.
- Shannon Lytle is also concerned about turning before reaching traffic pattern altitude.
- Mr. Dannehower asks what is so wrong with using 2/20 for pattern work since there is nobody living underneath approach path of runway 20?
- Mr. Dobbelaar responds that the prevailing winds do not favor the runway and that the runway does not have the best equipments (lighting, PAPI) Mr. Dobbelaar also adds that he is currently in the process of compiling data on how much Runway 2/20 is used in the summer time (approximately 15%, but different in the winter due to prevailing winds) and right now New Smyrna Beach is averaging 600 operations a day and noise is dispersed fairly even.
He also suggests that there can be a notice out there that says not turn below 800 feet. But he has a problem with assigning headings because in aviation procedures need to be standardized and a GA pilot from Orlando might not be familiar with procedures at New Smyrna and therefore creates safety hazard.
- Adam Remppe suggested having a letter of agreement between flight schools and New Smyrna Tower on what flight school procedures are incorporated.
- Mr. Dobbelaar states that this might be a doable solution to standardize flight school operation and to make it a safer environment. Some of those procedures might result in noise mitigation.
- Frank Ayers makes a proposal for a 1000 feet pattern altitude.

- Mr. Dobbelaar raises concern because Daytona Beach airspace is at 1200 feet, which gives him less margin to vector traffic entering and leaving the pattern.
- Ms. Walker mentions that there might be a possibility on approach for runway 11 to fly over the bay and then turn to heading 11, vice versa for takeoffs on runway 29.
- Mr. Hitchcock raises concerns if flying over water would increase noise due to the Doppler effect.

3. Public Input:

- Mrs. McCoy likes idea about letter of agreement but would like to see Spruce Creek pilots and airport to get involved in noise abatement at NSB.
- Unknown: Is there a possibility for flight schools to be done with flying by 5:00 – 6:00 PM or maybe take days off
- Shannon Lytle states that EPIC is not flying on Sundays anymore.
- Randall Hitchcock also states that FAA dictates the rules and there is no time limitation for flights to and from New Smyrna Beach Airport.
- Ivan Grau states that Sunday is the day off for Embry-Riddle flight operation, however students can rent planes fly down here as well.
- Delta Connection is currently off on Saturday and Sunday.
- Capt. Program (Flagler County Airport) is flying 7 days a week and airplanes are twin-engine cirrus.

4. Discussion continued:

- Robert Dobbelaar states that Touch & Go policy is a false assumption policy and it is starting to become a safety issue.
- Randall Hitchcock recommends that the word “restriction” in Noise Abatement Restriction letter should be removed and recommends that it would be worded “Voluntary Noise Abatement” to get more compliance through positive wording.
- Mr. Speers is asking again for timeframe when flight schools don’t fly and he mentions that traffic has significantly increased over the years.
- Frank Ayers responses that Embry-Riddle in fact reduced operations at New Smyrna Beach and put that time into the simulator.
- Richard Abbott asks if the airport needs to have a control tower to do touch & go’s? Workshop group answer was no.
- Randall Hitchcock suggests that airport has a phone line for noise complaints, but in the form of a voice line to give complainer time to cool off until airport management calls him back.
He summarizes what the goal of residents is:
 1. If residents can get break for a certain time period of the day?
 2. If we could have a day off from repetitive flights?
- Al Alznauer is asking about modifications on aircraft to reduce the noise distribution.
- Frank Ayers states that with the power reduction of 200 RPM will probably reduce noise because noise is mostly coming from prop tip (going 650 mph).
- Shannon Lytle is wondering if it would be possible to put a blast shield at the end of a runway to reduce noise from the initial take off?
- Mrs. Walker states that she would like to have the workshop done before the next AAB meeting on the 8/4/2008 or 8/5/2008 to present the results.
- After discussion the NAC determines workshop time to try out proposals on 8/16/08 at 9:00 AM at EPIC. Alternate day is 8/17/08 if Saturday meeting needs to be canceled

due to weather conditions.

Embry-Riddle will provide airplanes and some radios (3-4).

- Meeting will start in a meeting room, then spread out to neighborhood or flying in planes, then coming back to meeting room to evaluate findings.
- Mayor Mackay made suggestion to invite press in order to meet sunshine law standard
- Group came to a consensus that maps need to be prepared by the Airport Manager for the workshop with neighborhoods, normal traffic patterns, and runway identifiers. One map per participant.

Randall Hitchcock summarizes ideas:

- **Can flight schools cease operations by 10:00 pm?**
- **Can the community get one day per week off from flight school traffic.**
- **Have slot for flight schools to operate at an airport (Embry-Riddle has rule that there are not more than 4 airplanes allowed at any airport at the same time).**
- **Have left traffic on runway 20.**
- **Reduce power by 200 RPM at take offs on all runways when possible.**
- **Changing vectors on take off and landings to fly over less populated areas.**
- **Changing traffic pattern altitude to 1000 feet.**
- **No turn until 800 feet of any given runway.**
- **All ideas that indicate noise mitigation will be included in letter of agreement between flight schools and tower.**
- **Having noise abatement phone line to record noise complaints.**
- **Doing research on engine, muffler, or prop modifications to reduce noise exposure.**
- **Use landmarks for turns to standardize operations for flight school.**
- **Implement touchdown points to raise approach altitude over housing. (Move touchdown point further down the runway).**

5. Adjournment:

- a. Meeting adjourned at 8:00 pm.