

MINUTES OF THE NOISE ABATEMENT COMMITTEE MEETING
HELD MONDAY, SEPTEMBER 22ND, 2008 AT 6:00 P.M.
DEBERRY ROOM, 200 CANAL ST., NEW SMYRNA BEACH, FLORIDA

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

Robert Tetrault for Danny Perna
Frank Ayers
Robert Abbaticchio
Richard Abbott

Marissa McCoy for Arlen Stauffer
Donald Wesolowski
Randall Hitchcock

Absent- Gibb Dannehower
Jeff Mitchell
Norm Decker

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

1. Approval of Minutes:

The minutes for July 17, 2008, July 24th, 2008, & August 16th, 2008 were approved

2. OLD BUSINESS:

Review of the August 16th, 2008 Workshop Exercise

- Board members reviewed and discussed the potential implementation of some of the proposed exercises that took place during the Field Workshop on August 16th.
- Mr. Hitchcock stated that he believes a displaced threshold and or a 1000' pattern would be beneficial to the residents around the airport. He also suggested using left hand traffic pattern at the airport since it was used prior to the control tower.
- Mr. Dobbelaar said that left hand traffic pattern would be a problem for the traffic controllers during multiple runway operations.
- Mr. Ayers said that he believed that the airport could try left hand traffic pattern and keep as many options open for experimentation to see what noise mitigation operations might provide.
- Mrs. Walker presented the committee with a proposed schedule for the part 150-noise study.
- Mr. Hitchcock objected to the start of any noise monitoring during the time frame of runway 7/25 being closed due to the ongoing project, as the noise levels would not be accurate.
- Mrs. Walker said that she believed no monitoring would take place during the closure of runway 7/25.
- Mr. Hitchcock asked that the committee members provide their recommendation on the voluntary noise Abatement policy flyer that will be proposed to the AAB and the City Commission.
- Mr. Ayers let the committee know about the monthly meetings that Embry Riddle has with the flight schools and said that he would encourage them to attend a NAC meeting.

3. Public Input:

- Roger Kempton of Bayview Dr complained about the excessive noise citing late night activity, low flying aircraft and the excessive frequency. He said that NSB stands for No Sound Barrier.
- Robin Remmey of Islesboro expressed her feelings and concerns about the late night flying.
- Mrs. Walker that she has spoken with Ms. Remmey and told her she had spoken with the flight school involved in the incident and that they were working out the issue.
- Mr. Abbott read an email from Bruce Mackey with the following suggestions:

A. APPROACH TO LANDING RUNWAY 7

1. Maintain 800 ft. pattern altitude – many aircraft stray below 800 feet passing over SME and must apply full power about the time they pass over and “drag” the aircraft to the runway. At 2 ½ miles from end of the runway & at proper altitude, rpm’s should be reduced.
2. Too many straight in approaches often from 3 or more miles out – why can’t pilots be required to enter the pattern as prescribed for an uncontrolled field and stay “tight” near the airport? Naples recommends keeping traffic pattern within ½ mile to 1 mile of the airport.
3. Touch & Go or Take Off & Full Stop Landings procedures regularly extend out from the end of the runway for 3 or more miles over SME (past Pioneer Road)– even when only 2 to 4 aircraft in the pattern – again I was taught (by a USAF Instructor Pilot) to fly patterns close to the runway which does not exist @ NSB. Also, the OMA control tower would often remind us to stay close.

B. TAKE OFFS RUNWAY 25

1. Full power take offs straight out (and over us) are very unnerving!! (Particularly the twins) Recommend that ANY straight out takeoff require a power reduction to the best rate of climb power setting (Vy)
2. Limit straight out take offs & recommend a 45 degree right turn at pattern altitude (800 feet) when leaving the airport area – eliminates any pass over SME and places aircraft over very sparsely developed areas.

C. EARLY MORNING HELICOPTER TRAFFIC

On a daily basis, we have one and sometimes more helicopters passing over us to land at the Airport – between the hours of 4:00 a.m. and 5:30 a.m. and then taking over us before 7:00 a.m. Why can’t they approach the airport from a less populated area and maintain higher altitudes at lower power settings until over the airport? They wake us up!!!!!!!!!!!!

D. NAPLES AIRPORT HAND OUTS (previously sent you)

Strongly suggest that the Committee adopt most of the recommended procedures that the Naples Airport has in place – it has been most successful!!!

4. Next Meeting Date:

Regular Meeting Monday October 27th, 2008 @ 6:00 pm

5. Adjournment:

- a. Meeting adjourned at 8:00 pm