

New Smyrna Beach Municipal Airport

FAR Part 150 Study

Study Advisory Committee Meeting Summary

Meeting Date: April 19, 2011 Location: New Smyrna Beach City Hall
Meeting Time: 1:00 PM

Attendees:

Management/Consultants

1. Rhonda Walker, City of NSB
2. Mike Arnold, ESA Airports
3. Ron Seymour, ESA Airports
4. Scott Sindel, ESA Airports

Study Advisory Committee Members

1. Norm Decker, Isleboro
2. Ken Petrie Jr., Bayview Dr.
3. Edward Charbonneau, Fairgreen
4. Jeffrey Mitchell, Airport Business Rep
5. Al Alznauer, Turnbull Estates
6. Jim Speer, Inlet Shores
7. Richard Abbott, Sugar Mill
8. Flight School Reps, ERAU

Summary

Jim Speer, Chairman of the Noise Abatement Committee, called the meeting to order at 1:00 pm on April 19, 2011 at New Smyrna Beach City Hall. Roll call was taken and then Mr. Speer asked if there was any old business that needed to be acknowledged. The meeting was then turned over to Ron Seymour with ESA Airports to discuss the recommendations from the Noise Compatibility Plan (NCP) portion of the FAR Part 150 Study.

Mr. Seymour indicated that the purpose of the presentation was to review the status of the Study, discuss the final operational, land use, and administrative recommendations from the NCP portion of the Study, as well as address the future steps for Study completion. Mr. Seymour then went through a PowerPoint presentation to discuss the NCP recommendations in detail. Mr. Seymour indicated that the final report with FAA determinations of the recommendations would most likely occur sometime in 2012. This time frame includes a two week time period for the public to make comments on the Draft Report following the Public Hearing, which has been on the City website as well as the Airport manager's office for more than 30 days, time for the City of New Smyrna Beach to approve the NCP recommendations, and the mandatory 180 day Federal Aviation Administration review period. During and after the presentation, members of the board and Airport management were allowed to ask questions regarding the recommendations. The main comments/questions were as follows:

Mr. Speer stated that the European 172 mufflers had not been addressed in the Study as previously discussed. The prior discussion included comments from Embry-Riddle where it was stated the new propellers and mufflers would have to get certified by the FAA and the cost would be considerable. Mr. Speer stated he realized the request for new mufflers

on aircraft was not likely something that could be addressed in this Study, but would like the issue to be raised to bring awareness. Mr. Seymour stated that Mr. Speer should fill out a comment card regarding this issue and it would be included in the Study documentation that will be submitted to the FAA.

Mr. Petrie brought up several issues of new resident notification and overlay zones as well as discussed the traffic patterns that were used in the Study. Mr. Seymour stated that the Study was recommending the use of the 2028 50 DNL contour to be used for new resident notification, however, it would be up to the local jurisdictions to implement the recommendation. Other airports in Florida were pointed out that had adapted similar overlay zone programs. He also stated that the 50 DNL contour is rather large and could involve the multiple jurisdictions working together. Mr. Petrie then asked if all airport overlay zones would be included in the notification of which Mr. Seymour responded that the Study is only involved with noise and noise overlay zones and it would be up to the local jurisdictions to determine which notifications to include. Mr. Petrie then asked if the traffic patterns used for the Study were those found on the back of the voluntary noise abatement procedures guide. Ms. Walker stated that those patterns were not the ones used in the Study and that they were not to scale, just for reference. Mr. Seymour indicated the training patterns modeled in the Study could be found on Page 5-20 of the document and likely encompassed the area displayed on the brochure as well as additional area to account for the natural variability in flight tracks. Mr. Petrie asked if the Study looked in to moving the pattern farther north for Runway 07-25 of which Mr. Seymour replied the Study did, but found moving the pattern would simply be moving noise from one community to another and not really addressing any of the concerns of the residents.

A question was asked if citizens would be able to submit comments on the Study after tonight's public hearing. Mr. Seymour explained that comments will be accepted until May 4th, which is two weeks after the Public Hearing.

A member of the Advisory Committee asked "*if the City would purchase a flight tracking system as recommended by the Study?*" Ms. Walker replied that the City would have to look into the matter from a budget standpoint to see if there was money available.

Mr. Speer stated that the irritation level from airport operations was down for most of the New Smyrna Beach communities except for those off of the ends of the runways. He asked "*if or when would the voluntary procedures be implemented by the FAA?*" Ms. Walker responded not until the FAR Part 150 Study was completed and approved, but that the voluntary noise abatement procedures have been in effect for some time. Ms. Walker also commented that Embry-Riddle at some expense made a video for all of their flight students and other flight schools that addresses all of the noise abatement procedures at airports in the surrounding area.

Mr. Speer asked "*if there was a new jet charter operation at the Airport?*" Ms. Walker responded that there was. The new charter operation would be based at EVB, but would operate from Daytona Beach International Airport.

There was a question for Mr. Seymour, "*Is the \$30,000 (flight tracking) equipment attached to radar since the Airport does not have radar?*" Mr. Seymour responded that the flight tracking system would get radar information from Daytona and that the flight tracking software could be accessible to both Airport personnel and the general public to research noise concerns.

Mr. Speer made the suggestion that Mr. Seymour should inform the City on how to implement the flight tracking system of which Mr. Seymour went into detail as to how the flight tracking system worked. The Embry-Riddle representative confirmed what Mr. Seymour said.

Mr. Speer then let the meeting open for public comments. A resident stated that the airport operations are not quiet and that they come right over her house. She said she had noticed that pattern had changed with greater variance that puts more operations over her house and that she had night overflights at 1:30 am. She asked the board to make pilots abide by the voluntary noise abatement procedures. She said she had noticed that Embry-Riddle has been trying to fly quieter of which the Embry-Riddle representative stated the Airport could be seeing more operations over the next several months due to runway construction at Daytona Beach International Airport. The resident stated that the twin stars aircraft are her greatest concern used by Embry-Riddle of which the Embry-Riddle representative replied that they were not the only flight school that flew the twin stars, but that their twin stars were louder due to the type of engine. The resident asked, "*If the board had given consideration to changing the times of the voluntary noise abatement procedures, especially the 7:00am start time for flight training activities?*" The board stated they would.

The Embry-Riddle noise abatement video was then played for everyone in attendance to see. It was over all very pleasantly received by the board.

Mr. Speer adjourned the meeting at 2:08 pm.