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- 2014 Noise Exposure Map
  - Noise Compatibility Program
  - Operational Procedures (Abatement)
  - Land Use Measure (Mitigation)
  - Developing Management Alternatives
  - Primary Issues Identified
  - Measures to be Evaluated
  - Next Steps

Throughout the presentation, several important points were made regarding the analysis that was completed. These points are discussed below.

Mr. Arnold indicated that the Noise Exposure Maps are what the FAA will use to establish noise impact significance and noise mitigation funding eligibility. No residences were determined to fall within either the 2009, 2014 or even the long term 2028 65 DNL noise contours. The 65 DNL contour is the level below which all land uses are considered compatible by the FAA. He further stated that while the 65 DNL is the level that the FAA uses to determine significance, it does not mean that measures cannot be implemented on a voluntary basis to help minimize noise impacts to the community in the vicinity of the Airport.

It was noted that the primary issue at the Airport continues to be the high frequency of overflights by training aircraft. A variety of measures were discussed with the potential to help address this issue.

A number of measures were discussed as outlined in the slideshow and Mr. Arnold suggested that additional field noise measurements be conducted during the NCP to evaluate some of the measures. Both Embry Riddle and Epic Aviation were open to assisting with the testing, but noted that they had already conducted some testing. Ms. Walker indicated that this would provide an opportunity to get additional data using a more formal approach.

Measures discussed for evaluation during the NCP phase of the Study include:

- Increase pattern altitude
- Pattern altitude before turning
- Preferential runway use or rotating runway use
- Left hand patterns for all runways
- Limit training on Sundays and national holidays
- Establish training periods (8am to 8pm, etc.)
- Limit number of aircraft in pattern or number of touch and goes by a single aircraft
- Full stop procedures
- Engine run-up procedures
- Fixed distance markings
- Pilot education program (handouts...)
- Airfield signage

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- Community education program
  - Post and publish noise contours
  - Land use controls
  - AOPA and NBAA recommended noise abatement procedures

The railroad effect of training aircraft (repetitive overflights over a single point) was discussed at some length. It was noted by a SAC representative that his perception of varying visual cues to alter flight paths by as little as two to three houses could provide relief from repetitive training activities.

Concerns were raised about the altitude of aircraft overflights. It was noted that precision approach path indicator lights (PAPI's) would be installed before year end on Runway 07-25. These would help keep the aircraft at the appropriate height during their approach to the Airport.

Both Embry Riddle and Epic Aviation received recognition from numerous SAC representatives on the efforts that they have undertaken to reduce noise impacts on the surrounding community.

Throughout the presentation, questions were asked by the SAC members. These questions are listed below along with the responses given. Some of the questions are paraphrased to better capture the heart of the question being asked.

*The noise situation seems to be getting better at the Airport – is this because traffic has dropped due to the slowing economy or because new voluntary procedures by the flight schools are working?* It is likely that both are having an effect on aircraft noise. Activity was down by as much as a third in recent months and the larger training operators have established a variety of measures with their training instructors to minimize noise impacts at the Airport. Each of these has likely resulted in a noise reduction in the communities around the Airport.

*Do we have a noise problem in the City of New Smyrna Beach?* The noise experienced in the residential areas around New Smyrna Beach Municipal Airport does not meet or exceed Federal significance criteria. Therefore, the noise condition at the Airport would not be classified as a “problem”. However, it is recognized that some individuals are annoyed at noise exposure levels much lower than those established by the FAA. The NCP phase of the Study will be used as an opportunity to evaluate measures that could benefit areas experiencing noise levels below those considered significant by the FAA.

*How will the opening of the new air traffic control tower at Flagler Airport in October affect noise and aircraft training at New Smyrna?* This is difficult to say. The increased safety in the operating environment around Flagler airport may make it desirable for certain types of training activities. However, some operators and pilots prefer operating in a non-towered environment.

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*Why does New Smyrna Beach Municipal Airport receive such a large amount of activity when it's just a small community airport?* The Airport is classified as a Reliever Airport in FAA's National Plan of Integrated Airport Systems (NPIAS) for Daytona Beach International Airport. Inclusion in NPIAS indicates an airport is considered "significant to national air transportation and therefore, eligible to receive grants under the Federal Aviation Administration Airport Improvement Program (AIP)." The role of a reliever airport is generally to "relieve" demand at commercial service airports by accommodating smaller GA aircraft. Activities typically include a wide variety of community, business and recreational related uses as well as flight training. There are only roughly 3,400 airports included in the NPIAS. Approximately 420 of these provide some level of commercial service while the balance serves GA aircraft. Of the nearly 3,000 GA airports, only 270 airports are classified as reliever airports. This classification places New Smyrna Beach Municipal Airport in the top ten percent in relative importance to the national transportation system of all GA airports nationally.

*How long has New Smyrna Beach Municipal Beach had this classification?* The exact date is unknown, but the Airport had this classification for at least the past 10 years.

*Why does it seem like aircraft are flying directly over me at the beach and my home on the same day?* Wind conditions along the ocean tend to shift mid day as the sea breeze comes on shore. This has the potential to change the operating flow of the Airport, particularly during certain seasons.

*Can we look at implementing left turn patterns for training aircraft operating on Runway 11 or 20?* This will be evaluated as part of the NCP phase of the Study.