

City of Ormond Beach Aircraft Noise Abatement Task Force



Report on Findings and
Recommendations

November 5, 2009

Table of Contents

Topic	Page
Introduction	1
Task Force Charge	1
Task Force Membership	2
Task Force Meetings	3
Staff Observations	3
Recommendations	6
Appendices	
Appendix A. City Commission Resolutions	8
1. Number 2009-60 Establishing the Task Force	9
2. Number 2009-61 Appointing Task Force Members	13
3. Number 2009-71 Appointing a New Task Force Member	15
4. Number 2009-85 Appointing a New Task Force Member	16
5. Number 2009-101 Appointing a New Task Force Member	17
6. Number 2009-109 Extending the Term of the Task Force	18
7. Number 2009-142 Appointing a New Task Force Member	20
Appendix B. Task Force Meeting Agendas and Minutes	21
8. June 11, 2009 Task Force Meeting Agenda and Minutes	22
9. June 18, 2009 Task Force Meeting Agenda and Minutes	27
10. June 25, 2009 Task Force Meeting Agenda and Minutes	32
11. July 14, 2009 Task Force Workshop Agenda and Minutes	39
12. July 16, 2009 Task Force Meeting Agenda and Minutes	42
13. August 13, 2009 Task Force Meeting Agenda and Minutes	48
14. August 27, 2009 Task Force Meeting Agenda and Minutes	54
15. September 10, 2009 Task Force Meeting Agenda and Minutes	61
16. September 24, 2009 Task Force Meeting Agenda and Minutes	65
17. October 3, 2009 Task Force Workshop Agenda and Minutes	71
18. October 8, 2009 Task Force Meeting Agenda and Minutes	81
19. November 5, 2009 Task Force Meeting Agenda and Minutes	92
Appendix C. Information and Supplemental Materials Packet	97
Appendix D. Volusia Council of Governments Noise Abatement Meeting Summary	148
Appendix E. October 3, 2009 Task Force Workshop Presentation	154
Appendix F. In-Flight Guide and Current Noise Abatement Procedures	175
Appendix G. Supplemental Illustrations and Background Material	180

Report of the Aircraft Noise Abatement Task Force

Introduction

On April 21, 2009, during a meeting of the Ormond Beach City Commission, Mayor Fred Costello suggested the formation of a task force consisting of citizens who reside near the airport, tenants of the airport, and representatives from flight schools that utilize the airport. The task force would be a fact-finding body, similar in composition to a previous task force formed in 2005 to address the subject of aircraft noise.

In response to this suggestion, and in an effort to provide relief to citizens beleaguered by the perceived impact of aircraft noise, the City Commission approved Resolution 2009-60, a resolution establishing an Aircraft Noise Abatement Task Force. Subsequent resolutions established and maintained the membership of that task force (Appendix A).

Task Force Charge

In Resolution 2009-60, the City Commission specified that the task force was formed to "perform studies and evaluations regarding aircraft and airport operations at Ormond Beach Municipal Airport and develop recommendations to manage the noise associated with aircraft activity in and around Ormond Beach for the City Commission." To carry out this responsibility, the City Commission directed the task force to serve in an advisory capacity, vested with certain powers and duties;

- Review existing data regarding the current noise abatement program, and the past, current, and future use of the Ormond Beach Municipal Airport in terms of annual operations.
- Seek information from officials with the Florida Department of Transportation and the Federal Aviation Administration;
- Identify policies and programs established in other communities and research their applicability to Ormond Beach;
- Identify alternatives that could be incorporated into the City's current noise abatement plan; and
- Identify specific recommendations to the City Commission that would improve and further enhance the practice of aircraft noise abatement in the City of Ormond Beach, to be presented to the City Commission by the task force chairman.

Task Force Membership

Resolution 2009-61 established the initial membership of the task force, which was to be comprised of five individuals representing communities in close proximity to the airport, and four individuals representing the users of the airport. The composition of the task force was modified four times, via Resolutions 2009-71, 2009-85, 2009-101, and 2009-142. The task force, in its final incarnation, is composed of nine members:

- Vince Kinsler (Chairman), resident of Ormond Lakes
- Lee Fannell, resident of Bear Creek
- Kim Nichols, resident of Tomoka Oaks
- Larry Volenec, Chairman of the Aviation Advisory Board
- Ty Wilson, resident of The Trails
- Joe Wisniewski, aircraft owner, pilot, and resident of Tomoka Oaks
- Terry Perkins, aircraft owner, pilot, and local resident
- Trish Sundblad, resident of Pine Trails
- Ken Byrnes, Chairman of the Flight Training Department of Embry-Riddle Aeronautical University

Three individuals appointed to the task force resigned, or were otherwise unable to complete their terms:

- Jeff Lefever, President of Sunrise Aviation
- Adrian Thompson, President of Ormond Beach Aviation
- Frank Ayers, Chairman of the Flight Training Department of Embry-Riddle Aeronautical University

Task Force Staff Support

Staff support for the task force was provided by:

- Joyce Shanahan - City Manager
- Joe Mannarino - Economic Development Director
- Ann-Margret Emery – Deputy City Attorney
- Steven Lichliter – Airport Manager
- Terri Hamsher – Administrative Assistant

Representatives from the Leisure Services Department and the Ormond Beach Police Department also provided support services to the task force.

Task Force Meetings

The task force held twelve public meetings, from June 11, 2009 through November 6, 2009. These included two workshops, held on July 14, 2009 and October 3, 2009.

The task force heard presentations and testimony from individuals who were invited or requested the opportunity to speak. Members of the general public frequently engaged task force and staff members in a sometimes robust discourse on the topic of aircraft noise. Appendix B reflects the formal agenda, scheduled speakers, and minutes for each of the task force meetings.

Additionally, the task force utilized workshops to gain additional experience and information. The first, developed and conducted by Dr. Frank Ayers of Embry-Riddle Aeronautical University, focused on the implementation of new flight patterns to mitigate the noise impacts of repetitive flight training activity on local communities. The second, developed and presented by Mr. Ted Baldwin of the aviation consulting firm Harris, Miller, Miller, and Hanson, Inc., afforded the task force an overview of noise abatement fundamentals as they apply to the subject of aircraft noise abatement at general aviation airports.

Staff Observations

Concerns about aircraft noise are not uncommon in communities that have been developed in the vicinity of an airport. In most cases, such concerns are focused on aircraft operations from large, commercial airports. Less typical are complaints arising from the operations of small general aviation aircraft, utilizing airport facilities not suited for business or commercial aviation activity.

In those areas of the United States where good weather affords year-round flying conditions suitable for small aircraft, flight training schools often take roost. This is the case in Central Florida, where a high level of flight training activity has resulted in some general aviation airports having annual traffic statistics that rank among the highest in the nation. Such an increase in traffic is perhaps the proximate cause of recent concerns over aircraft noise in the vicinity of the Ormond Beach Municipal Airport. (OMN Monthly Operations – Appendix G)

It thus became clear to the task force that in order to successfully address the topic of aircraft noise abatement, effort would need to be focused on engaging the flight schools utilizing the airport for training, and in particular those flight schools in residence at or near the airport. Dr. Frank Ayers and his successor on the task force, Mr. Ken Byrnes, were both instrumental in helping to build a dialogue between the local flight training community, City staff, and the task force. This increase in discourse assisted the task force in exploring new procedures and operational changes designed to mitigate aircraft noise by routing traffic away from residential areas as much as possible. A hands-on

workshop conducted by Dr. Ayers and facilitated by flight instructors and aircraft from Embry-Riddle Aeronautical University afforded two task force members an opportunity to witness from the air the efficacy of proposed changes to the traffic pattern. The dialogue was further expanded when representatives from local governments came together with members of the flight training community at meetings of the Central Florida Flight Training Group, and the Volusia Council of Governments. (Appendix D)

One of the challenges faced by the task force was gaining sufficient familiarity with the myriad laws and regulations governing airports and aircraft operations, as well as the programs and procedures already in use by the City. The learning curve was made more acute by suggestions from citizens and task force members that technology might provide an answer to some of the concerns under investigation. (Appendix G) Each of the task force members was provided with a packet of information and materials at the beginning of his or her term (Appendix C), for use as a basis from which to conduct further research. The most complete and concise overview of the regulations that pertain to aircraft noise abatement, as well as some of the technologies that have been developed to detect, measure, and address aircraft noise was provided to the task force at a workshop conducted by Mr. Ted Baldwin of Harris, Miller, Miller, and Hanson, Inc., an aviation consulting firm with an exceptional degree of experience in aircraft noise mitigation. Mr. Baldwin's interactive presentation gave the task force invaluable guidance and a better posture from which to refine and finalize their ultimate recommendations to the City Commission. (Appendix E)

The list of recommendations presented herein was derived via processes both abstract and deliberate. Task force members posited recommendations and suggestions based on individual research, information provided by staff and guest speakers, and the public deliberations of the task force. Citizens frequently offered their thoughts during the audience comments portion of the task force meetings, which were recorded and taken under consideration. Finally, each of the task force members was asked to provide a list of their individual recommendations, to be organized and presented to the task force for adjudication.

Staff organized the submissions into four categories; Flight Procedure Recommendations, Noise Abatement Procedures and Monitoring, Airport Operations and Financial Recommendations, and Miscellaneous Recommendations. A total of fifty six individual recommendations were presented to the task force for discussion. In an effort to aid the task force with the job of prioritizing the recommendations, each of the category lists were rendered on large presentation boards, designed to afford a graphic representation of the priority assigned to each recommendation by the task force members. Each of the task force members were provided thirty self-adhesive dots; ten each of the colors red, yellow, and green. Red dots were to indicate a high priority, yellow dots a medium priority, and green dots a low priority. Each of

the task force members placed a colored dot next to those recommendations to which he or she wished to indicate a particular priority. The results were tabulated by staff, and used by the task force to condense and edit the original set of fifty six recommendations based on the relative importance of each to the task force majority. The remaining recommendations were a central topic of discussion at the second task force workshop, where Mr. Ted Baldwin offered his professional assessment of the merits of each recommendation, based upon his knowledge of aircraft noise abatement practices, and the laws and regulations that apply thereto.

The final list of recommendations, ultimately bound for presentation to the City Commission, was derived by the task force members at their meetings on October 8 and November 5, 2009. Chairman Vice Kinsler led the discussion, offering each remaining recommendation for discussion in those public forums. The product of that crucible is the list of twenty six recommendations presented herein.

The Task Force Recommends:

Flight Procedures

- Request pilots to fly “high and tight” traffic patterns.
- Request pilots departing to the south to stay as far west of the river as possible.
- Request pilots to call for use of the least noise sensitive runway whenever wind conditions permit.
- Request that all flight schools provide aircraft registration (“N”) numbers to the City for identification purposes.
- Request pilots to use alternate airports for flight training when OMN is busy.
- Request pilots to reduce power as soon as safe and practicable after takeoff.
- Request flight schools to minimize night “touch-and-go” training at airports in residential areas.
- Request pilots to practice night operations at major airports, where a smaller airplane's sound is less obtrusive.
- Request pilots flying constant-speed-prop aircraft to not use high rpm settings while in the traffic pattern.

Noise Abatement Procedures and Monitoring

- Conduct random checks in noise sensitive neighborhoods to verify that noise abatement procedures are being followed.
- Provide an aircraft noise complaint hotline/website/database, or other.
- Explore and consider an ANOMS system for the airport.
- Request flight schools to work with instructors and customers to implement voluntary noise abatement procedures.
- Initiate pilot education programs to teach and explain the rationale for noise abatement procedures and positive community relations.
- Request flight schools to post noise abatement procedures in a prominent area, and encourage all pilots to adhere to them.
- Request that flight instructors know noise-sensitive areas, and point them out to students.
- Request that flight schools assure instructors are teaching safe noise abatement techniques.
- Monitor noise abatement education with the flight schools.
- Develop a helicopter noise abatement form (similar to fixed-wing), and use to discuss with all helicopter schools.
- Publish noise abatement procedures in local newspapers, and in aviation publications like the Airport Facilities Directory, SIDS, and STARS. Supplement this effort with appropriate signage on airport property.

- Educate air traffic control personnel on noise abatement procedures, and encourage ATC to assist pilots with compliance.
- Request flight instructors to endorse student's logbooks for landing at remote fields, to reduce "touch-and-go" activity at local airports.
- Explore the prospect of contacting the FAA to see if a daily mosaic of flight tracks can be produced to verify use of noise abatement procedures.

Miscellaneous Recommendations

- Review land use zoning and building codes for compatible land use around the airport.
- Traffic patterns, approach, and departure paths should be designated on city zoning and planning maps.
- Establish a quantifiable benchmark to objectively gauge the effectiveness of the aircraft noise abatement program.

Report of the Aircraft Noise Abatement Task Force

Appendix A

City Commission Resolutions

RESOLUTION NO. 2009-60

A RESOLUTION ESTABLISHING AN AIRCRAFT NOISE ABATEMENT TASK FORCE; ESTABLISHING PURPOSE, FUNCTION AND DUTIES; ESTABLISHING TERMS AND CONDITIONS FOR MEMBERSHIP; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, the City Commission desires to create an Aircraft Noise Abatement Task Force to perform studies and evaluations regarding aircraft and airport operations at Ormond Beach Municipal Airport and develop recommendations to manage the noise associated with aircraft activity in and around Ormond Beach for the City Commission; and

WHEREAS, the City Commission has determined that the establishment and utilization of a task force will serve the interests of the health, safety and welfare of the general public; now therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA:

SECTION ONE. *Purpose and creation.* An Aircraft Noise Abatement Task Force is hereby established and shall have such membership, powers, duties, responsibilities, and limitations as provided herein. It shall serve in an advisory capacity to the City Commission relative to studies and evaluations regarding aircraft and airport operations in Ormond Beach. Its purpose is to (1) review existing data regarding the current noise abatement program, and the past, current, and future use of the Ormond Beach Municipal Airport in terms of annual operations; (2) identify alternatives that could be incorporated into the City's current noise abatement plan; and (3) identify specific recommendations to the City Commission that would improve and further enhance the practice of aircraft noise abatement in the City of Ormond Beach, to be

presented to the City Commission by the task force chairman. Its actions, decisions, and recommendations shall not be final or binding upon the City Commission.

SECTION TWO. Membership. The task force shall consist of no more than nine (9) members, which shall consist of at least four individuals representing users of the airport, and five individuals representing the communities located in close proximity to the airport, namely:

- The Trails;
- Tomoka Oaks;
- Bear Creek;
- Ormond Lakes;
- Pine Trails.

Unless extended by Resolution, the Aircraft Noise Abatement Task Force shall exist for a period of ninety (90) days from the effective date of this Resolution, and shall automatically expire and terminate without further action by the city commission. The members of the task force shall serve without compensation and shall serve at the pleasure of the city commission.

SECTION THREE. Powers and duties. Unless otherwise specified herein or unless otherwise directed by the City Commission, the task force shall have the following powers and duties:

- (a) Review existing data regarding the current noise abatement program, and the past, current, and future use of the Ormond Beach Municipal Airport in terms of annual operations.
- (b) Seek information from officials with the Florida Department of Transportation and the Federal Aviation Administration;
- (c) Identify policies and programs established in other communities and research their applicability to Ormond Beach;
- (d) Identify alternatives that could be incorporated into the City's current noise abatement plan; and
- (e) Identify specific recommendations to the City Commission that would improve and further enhance the practice of aircraft noise abatement in

the City of Ormond Beach, to be presented to the City Commission by the task force chairman.

SECTION FOUR. Meetings and procedures. The task force shall hold its initial meeting as soon as is practicable after its creation. The Support Services Division or other office designated by the City Manager shall provide a person to act as recording secretary for the task force. The initial meeting shall be called to order by the Airport Manager, who shall call for nominations for chairman from among the task force's membership. The chairman shall be elected by majority vote of those members who are present and voting. The duly elected chairman shall then call for nominations for vice-chairman from among the task force's membership, who shall likewise be elected by majority vote of those members who are present and voting. The task force shall adopt reasonable rules of procedure to govern the conduct of its business. Meetings may be scheduled by the chairman or by majority vote of the members then present and voting.

SECTION FIVE. Application of Code of Ordinances. Members of the task force shall comply with Article VI, Chapter 2, *Code of Ordinances*.

SECTION SIX. Application of sunshine law and public records act. The task force shall be further governed by the requirements of the Florida Sunshine Law as contained in *Chapter 286, Florida Statutes*, and the Public Records Act as contained in *Chapter 119, Florida Statutes*. All meetings and deliberations of the task force shall be conducted in public with prior notice thereof and the minutes of such meetings and deliberations shall be maintained by the recording secretary.

SECTION SEVEN. Effective date. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED, this 5th day of May, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-61

A RESOLUTION APPOINTING MEMBERS TO SERVE ON THE AIRCRAFT NOISE ABATEMENT TASK FORCE; APPOINTING AT-LARGE MEMBERS; SETTING FORTH TERMS AND CONDITIONS OF SERVICE; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The following are hereby appointed to serve as members of the Aircraft Noise Abatement Task Force, as the at-large appointees of the City Commission:

1. Frank Ayers;
2. Herb Ford;
3. Vince Kinsler;
4. Jeff LeFever;
5. Kim Nichols;
6. Adrian Thompson;
7. Larry Volenec;
8. Ty Wilson;
9. Joe Wisniewski.

SECTION TWO. The said appointees shall each serve a term of ninety (90) days, and shall serve without compensation for such service in accordance with Article VI, Chapter 2, of the City of Ormond Beach *Code of Ordinances*.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 5th day of May, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-71

A RESOLUTION APPOINTING A MEMBER TO SERVE ON THE AIRCRAFT NOISE ABATEMENT TASK FORCE; SETTING FORTH TERMS AND CONDITIONS OF SERVICE; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. Lee Fannell is hereby appointed to serve as a member of the Aircraft Noise Abatement Task Force, as the at-large appointee of the City Commission.

SECTION TWO. The said appointee shall complete the ninety-day term of Herb Ford and shall serve without compensation for services in accordance with the provisions of Article VI, Chapter 2, City of Ormond Beach *Code of Ordinances*.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 19th day of May, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-85

A RESOLUTION APPOINTING A MEMBER TO SERVE ON THE AIRCRAFT NOISE ABATEMENT TASK FORCE; SETTING FORTH TERMS AND CONDITIONS OF SERVICE; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. Trish Sundblad is hereby appointed to serve as a member of the Aircraft Noise Abatement Task Force, as the at-large appointee of the City Commission.

SECTION TWO. The said appointee shall complete the ninety-day term of Jeff LeFever and shall serve without compensation for services in accordance with the provisions of Article VI, Chapter 2, City of Ormond Beach *Code of Ordinances*.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 16th day of June, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-101

A RESOLUTION APPOINTING A MEMBER TO SERVE ON THE AIRCRAFT NOISE ABATEMENT TASK FORCE; SETTING FORTH TERMS AND CONDITIONS OF SERVICE; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. Terry Perkins is hereby appointed to serve as a member of the Aircraft Noise Abatement Task Force, as the at-large appointee of the City Commission.

SECTION TWO. The said appointee shall complete the ninety-day term of Adrian Thompson and shall serve without compensation for services in accordance with the provisions of Article VI, Chapter 2, City of Ormond Beach *Code of Ordinances*.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 21st day of July, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-109

A RESOLUTION REINSTATING THE AIRCRAFT NOISE ABATEMENT TASK FORCE FOR A TERM OF NINETY (90) DAYS; REAPPOINTING MEMBERS SERVING ON THE TASK FORCE; AND SETTING FORTH AN EFFECTIVE DATE.

WHEREAS, on May 5, 2009 the City Commission approved Resolution 2009-60, creating an Aircraft Noise Abatement Task Force ("the Task Force"), and

WHEREAS, members constituting the Task Force were subsequently appointed by Resolutions 2009-61, 2009-71, 2009-85, and 2009-101, and

WHEREAS, the Task Force, and terms of office for the members appointed there, expired on August 4, 2009, and

WHEREAS, the City Commission desires to reinstate the Task Force for another ninety (90) day term to allow the Task Force to complete its findings and present final recommendations to the City Commission, now therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. The City Commission hereby reinstates the Aircraft Noise Abatement Task Force for a term that shall automatically expire on November 2, 2009.

SECTION TWO. The members of the Task Force who were previously appointed by Resolutions 2009-61, 2009-71, 2009-85, and 2009-101 are hereby reappointed, and those members shall serve a term that shall automatically expire on November 2, 2009.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 5th day of August, 2009.

ATTEST:

FRED COSTELLO
Mayor

VERONICA PATTERSON
City Clerk

RESOLUTION NO. 2009-142

A RESOLUTION APPOINTING A MEMBER TO SERVE ON THE AIRCRAFT NOISE ABATEMENT TASK FORCE; SETTING FORTH TERMS AND CONDITIONS OF SERVICE; AND SETTING FORTH AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ORMOND BEACH, FLORIDA, THAT:

SECTION ONE. Ken Byrnes is hereby appointed to serve as a member of the Aircraft Noise Abatement Task Force, as the at-large appointee of the City Commission.

SECTION TWO. The said appointee shall complete the ninety-day term of Frank Ayers and shall serve without compensation for services in accordance with the provisions of Resolution 2009-60 and Article VI, Chapter 2, City of Ormond Beach *Code of Ordinances*.

SECTION THREE. This Resolution shall take effect immediately upon its adoption.

APPROVED AND AUTHENTICATED this 8th day of September, 2009.

FRED COSTELLO
Mayor

ATTEST:

VERONICA PATTERSON
City Clerk

Report of the Aircraft Noise Abatement Task Force

Appendix B

Task Force Meeting Agendas and Minutes

NOISE ABATEMENT TASK FORCE

Thursday, June 11, 2009

5:30 p.m.

City Hall Training Room
22 S. Beach Street
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

- I. CALL TO ORDER/ROLL CALL/INTRODUCTIONS
- II. ELECTION OF CHAIRMAN AND VICE CHAIRMAN
- III. PRESENTATION OF SUNSHINE LAWS- LEGAL DEPARTMENT
- IV. MEMBER COMMENTS
- V. AUDIENCE COMMENTS
- VI. NEXT MEETING DATE
- VII. ADJOURNMENT

**ORMOND BEACH
AVIATION NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

June 11, 2009

5:30 p.m.

**City Hall Training Room
22 South Beach Street
Ormond Beach, Florida**

I. Call to Order/Roll Call/Introductions

The meeting was called to order at 5:32 p.m. Lee Fannell, Vince Kinsler, Jeff LeFever, Kim Nichols, Adrian Thompson, Larry Volenec, Ty Wilson and Joe Wisniewski were present. Mr. Ayers was absent. Each member of the task force introduced themselves and provided some general information as to who they were and why they were there. Staff members present were Joyce Shanahan, City Manager, Joe Mannarino, Economic Development Director, Steven Lichliter, Airport Manager, Ann-Margret Emery, Deputy City Attorney, and Terri Hamsher, Recording Secretary.

II. Election of Chairman and Vice Chairman

Mr. Wilson nominated Mr. Kinsler as chairman. Mr. Kinsler asked what the role of the chairman was and stated that before he accepted the nomination he had concerns regarding the representatives on the task force. The task force should consist of five members from the community and four from the aviation field as was noted in the resolution the Commission adopted. There was more representation from the aviation field than from the residential communities and there was no representation from the Pine Trails subdivision. Mr. Kinsler refused himself from the nomination until this was resolved. A discussion ensued.

Mr. Kinsler nominated, and Mr. LeFever seconded, Mr. Thompson as chairman. The motion passed unanimously.

Ms. Nichols nominated, and Mr. Wilson seconded, Vince Kinsler as vice-chairman. The motion passed unanimously.

III. Presentation of Sunshine Laws – Legal Department

Ms. Ann-Margret Emery distributed the Rules of Procedure and Sunshine Law documents to the task force members. She provided an overview of the two documents, explained why the documents applied to this task force and its members, and cited examples for them. A discussion ensued.

IV. Member Comments

The members discussed operating under the Roberts Rules of Order. Mr. Fannell motioned and Mr. Wilson seconded that the Aircraft Noise Abatement

Task Force adopt the Roberts Rules of Order as listed in the packet. All were in favor.

Mr. LeFever resigned from the task force so as to allow a resident from the Pine Trails subdivision to be present on the task force. The task force agreed to have the Commission appoint a resident from the Pine Trails subdivision to the task force. Mr. Kinsler motioned, and Mr. Wilson seconded, that at the next task force meeting there would be a member from the Pine Trails community as a representative on the task force. The motion passed unanimously.

Mr. Thompson reviewed the tentative future meeting dates with the task force. The task force discussed the meetings date and agreed that they would meet at 5:30 p.m. on the following dates: June 18, 2009, June 25, 2009, July 16, 2009, July 30, 2009, August 13, 2009 and August 27, 2009.

V. Audience Comments

Charles Russell, 14 Cotton Mill Court, stated that Mr. Thompson said the bulk of the noise was coming from overflying planes. Mr. Russell stated that was incorrect and it was from the planes that were repeatedly returning. He stated that Mr. Thompson said that planes flying at night could not be stopped. He stated that when he had called to file a complaint about a plane that almost hit his home; he was told by the FAA representative that cities had the right to set hours of operation for flight schools.

Mr. Thompson replied that what he had said was in his belief the majority of aircraft causing the noise problem were not based at the airport, they may use it, but were not based there. He stated he did not believe the City could regulate when aircraft operated at an airport, but he would research it and get an answer to that.

Linda Wilson, 7 Circle Oaks Trail, asked why did the task force have to end.

Ms. Shanahan stated that the City Commission set a 90 day limit and if the task force was unable to reach a solution or provide a list of recommendations within that time period, then they should let staff know and staff would ask the Commission to reevaluate the resolution to extend the timeframe.

Norman Echelberry, 1032 Shockney Drive, stated that his community of Tomoka Estates was not in the City of Ormond Beach and he did not want them to be left out and have this issue pushed into his neighborhood. He had been doing a lot of documentation and asked who he should provide this documentation to?

Mr. Lichliter stated that Mr. Echelberry should provide the documentation to him.

Sean Daly stated that he was a resident of Northbrook and that he was directly on the east-west flight and had concerns about the traffic. He stated that staff

seemed to indicate there was a lot that could not be done and if the contract the FAA has with the City regulated this?

Mr. Lichliter stated that when the government deeded the land to the City it limited the City's ability to control the airport and that it must be maintained as a public facility, the same as it would a public road.

Mr. Daly stated that his limited research indicated that the City could put reasonable regulations on the use of the airport. He stated that some airports had landing fees and some did not, and that touch and go's could be limited, that they had land and taxi regulations. The traffic he has seen at his home were the same five planes flying overhead, and asked if touch and go's were recorded as landings and take offs? He asked if touch and go's could be limited? Was the contract the FAA has with the City available to be looked at?

Mr. Lichliter stated that touch and go's were recorded as landings and take offs and that the deed was a public record and could be looked at.

Ms. Shanahan stated that the questions were all good, and the purpose of the task force was to look into all options such as landing fees and touch and go's and present that information, but they were not there to answer those questions tonight; the main purpose was to organize this meeting.

Alfred Perkins, 15 Cotton Mill Court, asked the task force to look into the financing of the airport, he was curious if he as a taxpayer were underwriting the cost of the airport and was told there was no operating statement that made clear the income and expenditure of the airport.

Ms. Shanahan stated that that was not in the purview of this task force and that the Finance Director would be discussing the airport finances at the July 13, 2009, Airport Advisory Board meeting.

VII. Next Meeting Date

The next meeting date is scheduled for June 18, 2009, at 5:30 p.m.

VIII. Adjournment

There being no further business, the meeting adjourned at 6:45 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Adrian Thompson, Chairman

NOISE ABATEMENT TASK FORCE

Thursday, June 18, 2009

5:30 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

- I. CALL TO ORDER/ROLL CALL
- II. DISCUSSION OF DEEDS AND COVENANTS THAT APPLY TO COMMUNITIES NEAR THE AIRPORT
- III. MEMBER COMMENTS
- IV. AUDIENCE COMMENTS
- V. NEXT MEETING DATE
- VI. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

June 18, 2009

5:30 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 5:32 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Trish Sundblad, Adrian Thompson, Larry Volenec, Ty Wilson and Joe Wisniewski were present. None were absent. Staff members present were Joyce Shanahan City Manager, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes

Mr. Ayers motioned and Mr. Wisniewski seconded the approval of the June 11, 2009, minutes. The motion was passed unanimously.

III. Discussion of Deeds and Covenants That Apply to Communities Near the Airport

Mr. Lichliter reviewed his research for the deeds and covenants for communities near the airport. He stated that with the exception of the Pine Trails community, none of the communities made any reference in their covenants and restrictions to the proximity of their communities to the airport.

The task force discussed the details of the Pine Trails covenants and which phases of Pine Trails this included. They also discussed the Ormond Lakes and Bear Creek communities' covenants and the ownership of the land in Bear Creek.

IV. Member Comments

The task force discussed changing the meeting time to 6:00 p.m., as it is difficult for those who work to arrive for the meeting by 5:30 p.m. The task force members agreed to change the time to 6:00 p.m.

The task force discussed their authority as concerns safety and noise abatement, how many flight hours, including night hours, a student pilot was required to fly to obtain a private pilot's license, and how pilots were trained, when instructors were flying with pilots, instrument training and paths that student pilots fly.

The task force questioned where the student pilots were from. They discussed that the student pilots were U.S. citizens and international students, and that

eight percent of the student pilots at Embry Riddle were international students and the majority of Ormond Beach Aviation's student population was from Europe.

The task force discussed the planes that circled in the northwest training area, the navigation aid at the airport tower, pilots who practiced maneuvers, and high altitude traffic flying in a holding pattern for other airports

The task force was concerned as regards the high turnover of instructors and pilots and educating them on the voluntary noise abatement procedures. The members discussed the training Embry Riddle instructors and pilots received, simulator training, and time commitment required for the training. Also discussed were the new hangars at the business park, airport tower recordkeeping and tracking of flights, who employed the tower personnel, flight schools' tracking of their flights, noise abatement for New Smyrna Beach, where students came from who attend the flight schools, their security clearance process, how flight schools implemented the voluntary noise abatement, flight traffic at Flagler airport and whether municipalities could limit flights at the airports.

The task force reviewed different aspects of the noise abatement procedure and discussed altitudes that the planes fly, how the volume and noise of aircraft flying had increased, the pattern of flight schools' increase and decrease of student enrollment and the role of the Airport Manager.

The task force questioned if the airport received additional funding or grant funds from the FAA for increased traffic activity to be used for improvements or expansion at the airport? Staff replied that there is a certain amount of activity required for the FAA to fund the control tower, but they were not aware of any funding tied with the number of operations that would be used for the airport.

The task force was concerned that the lighting improvements on the runways would increase the number of night flights. Staff explained the runway lighting projects at the airport and indicated the improvements would not increase the number of night flights.

The task force questioned which runways brought flights over the different communities in the area; staff explained the different air traffic patterns and the noise contours and referred to the Aircraft Noise Abatement Task Force Information and Supplemental Materials booklet with the noise contours of the maps. Staff invited the members to visit the airport tower and explained how the tower personnel keep track of the flight traffic.

Staff suggested that a list of informational items be created for the task force to review and have different aviation representatives provide a presentation or take a field trip to the airport to refine the issues and make suggestions.

The task force requested that staff ask the airport tower manager if they were conducting down winds, which would increase capacity at the airport, and put traffic into areas that would normally not have traffic.

The task force discussed the DeLand noise abatement committee, its history and how it solved the noise issues.

The task force requested the following information for the next meeting: a month by month breakdown for 2009 of types of operations at the airport; April 13, 2009, Aviation Advisory Board meeting minutes; ~~installing sidewalks on Airport Road for the safety of pilot students who walk or ride bikes from the Pine Trails subdivision to the airport;~~ a very large geographical map showing the subdivisions and typical traffic patterns at the airport; a list of possible education issues for the task force to select and discuss.

V. Audience Comments

Linda Wilson, 7 Circle Oaks Trail, referenced the Aircraft Noise Abatement Task Force Information and Supplemental Materials document and asked if maps 2 (current noise complaints) and 3 (current noise contours) could include the Tomoka Oaks, The Trails and Ormond Lakes communities with their noise complaints.

Mr. Lou Lumaghi, 1 Cliffside Drive, requested that the task force open the meeting for audience comments earlier and allow them time to speak.

The task force agreed to move audience comments to the beginning of the meeting.

Annette Tutera, 121 Shady Branch Trail, stated that she has lived in her home for 31 years and that Embry Riddle stated they lowered their footprint and asked how much did they grow during that time and that the noise increased in the past four years. She stated that the only way to change the noise would be to get rid of the flights or close the airport. She asked how was the noise abated at other airports?

Mr. Ayers replied that enrollment at Embry Riddle was down and lowered the footprint and explained what was done to abate noise in other areas.

David Nichols, 36 Pebble Beach, stated that the meeting had a positive end and noted that safety and health was involved with the issues of the planes flying overhead and that Mr. Volenec had great suggestions regarding tracking the flights. He stated that he had lived in his home for four years and it was on the market because of the safety issue, if the task force could resolve the issue then he would stay there. He had seen numerous near misses over his home and a catastrophic event would happen. Noise issues could be addressed and asked the task force not to discount the safety aspect.

VI. Next Meeting Date

The next meeting date is scheduled for June 25, 2009, at 6:00 p.m.

VII. Adjournment

There being no further business, the meeting adjourned at 7:46 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Vice-Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, June 25, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the June 18, 2009 meeting.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. Discussion of airport traffic patterns, monthly operations data, and noise sensitive areas in the vicinity of the airport.
- b. Steven Brockett, ATC Tower Manager, will participate.

V. FUTURE AGENDA TOPICS

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

June 25, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:02 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Trish Sundblad, Adrian Thompson, Larry Volenec, Ty Wilson and Joe Wisniewski were present. None were absent. Staff members present were Ted MacLeod Assistant City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes of the June 18, 2009 Meeting

Ms. Nichols requested that on page two of the minutes the statement "installing sidewalks on Airport Road for the safety of pilot students who walk or ride bikes from the Pine Trails subdivision to the airport" be struck from the minutes.

Mr. Kinsler asked to have the minutes amended to include the discussion of who the student pilots in flight training were as a composite of the overall issue of concern of noise abatement, and that the majority of the students, as least as best as they could determine, were not citizens of Ormond Beach nor the United States.

Mr. Kinsler also requested to have included the question as regards increased flights at the airport, if that would increase the prospect of funding or grant monies from the FAA to the airport and that Mr. Lichliter had responded that to the best of his knowledge that was not the case, but that a minimum of 100,000 operations predicated getting funding for the control tower, which the airport far exceeds that amount.

Mr. Wilson motioned and Mr. Ayers seconded the approval of the June 18, 2009, minutes with changes noted above. The motion passed unanimously.

III. Audience Comments

Mr. Nichols, 36 Pebble Beach Drive, asked how long was runway 17/35 shut down last year for repaving? He also asked the task force to give thought to this as regards flight traffic and patterns. He expressed his concern with safety as regards the pilots.

Mr. Newell Thornhill, 493 Airport Road, expressed his concern regarding the noise and number of aircraft flying overhead and asked that something be done about it.

Steve Packard, 9 Cypress Point Court, asked for a solution as regards planes flying over neighborhoods. He questioned Mr. Thompson's role on the task force.

Gordon Arbeitman, 91 Ridgefield Place, stated that the only possible conflict of interest would be if a member had a hidden agenda and not want the two sides to get together.

Norman Echelberry, 1032 Shockney Drive, stated he wished to speak later in the meeting after the flight patterns were discussed.

Wim Castricum, 10 Waterfront Court, handed the task force a copy of Embry Riddle's flight guide for operations at Ormond Beach and spoke of his dissatisfaction of the planes that flew over his house.

Ray Blastic, 212 Riverbluff Drive, stated that the voluntary noise abatement did not work in the past and suggested the task force come up with an enforcement plan.

Al Perkins, 15 Cotton Mill Court, expressed his concern on the plans to enhance the lighting at the airport. He asked for the project to be put on hold until the task force completed its work and the commission had a chance to respond to the recommendations.

IV. Discussion

a. Discussions of airport traffic patterns, monthly operations data and noise sensitive areas in the vicinity of the airport.

Mr. Lichliter explained on the large map, how it showed the proper traffic patterns and noise sensitive communities near the airport and that this would be provided to the flight schools as an additional tool.

b. Steven Brockett, ATC Tower Manager

Mr. Brockett explained that the tower was an FAA contract tower and explained how the contract works. He discussed the control tower personnel and their responsibilities, traffic patterns used prior to 2004, and voluntary noise abatement procedures. He explained that anything legally binding should be submitted to the FAA for approval, and who to forward noise concerns to.

Mr. Lichliter explained the flight patterns in detail, and how the task force was working on recommendations on flight patterns for noise sensitive

areas and his focus was to educate the flight schools on the flight patterns. He learned recently that some of the night flights came from a flight school in Vero Beach, so he will contact flight schools that are conducting cross country operations at the airport. He stated that he has seen improvement and the flight schools were cooperating.

The task force discussed the flight patterns, the contractors who worked with the FAA, the rules, regulations, and training that are FAA initiatives, runways that were used and why, and helicopter traffic.

Mr. Brockett explained the yellow areas on the map, and how pilots land and take off.

The task force asked about helicopters, touch and go's, where the subdivisions were on the map and how the flights did not agree with flight patterns.

The task force discussed in detail the Embry Riddle flight guide and that a new procedure that was developed would be given to the pilots. The members then discussed wording to be included in the new procedures.

Mr. Ayers offered to bring Embry Riddle airplanes to the airport to work with the tower on patterns for take offs and landings.

The task force discussed pilots turning after departure, winds affecting the direction of take offs, taxiway lighting for night operations, student pilots' crosswind training, how turning a tighter pattern could alleviate noise, and how they should work on the new procedures.

The task force asked if the tower could tell which planes were flying over houses. Mr. Brockett stated that the controllers could not and explained the controllers' responsibilities, how the tower works and how planes are tracked.

The task force discussed aircraft flight patterns, what the pilots could see, adjustment of flight patterns to move aircraft from flying over subdivisions, the tower's communication with helicopters, and helicopter flight patterns.

The task force requested seeing the training schools' flight pattern for helicopters. Staff showed on the map the helicopter patterns.

The task force asked about the number of planes flying in a flight pattern, based on the current growth. A discussion ensued.

The task force asked if Embry Riddle could proceed as soon as possible with new procedures. Whereby, Mr. Ayers recommended the task force

have a workshop. The task force discussed meeting in a public forum to recommend changes for flight patterns.

Mr. Brockett invited the task force to visit the tower to see how the controllers handle flights.

Mr. Ayers invited the task force to fly with the pilots from Embry Riddle. The task force agreed that they would like to do this.

The task force discussed the suggestion from the June 18 meeting the idea of the marking off or placing a template on the tower's radar showing the sensitive flight areas. Mr. Brockett stated that they could try that, explained who the radar belonged to and when the task force members visited the airport they could see the radar display. The task force asked Mr. Brockett to update them regarding the template on the radar.

The task force asked regarding flights patterns and runways used for flights heading to and from Daytona. Mr. Brockett explained the flight pattern with the current noise abatement procedures.

The task force asked who would enforce the new procedures. Mr. Lichliter discussed how that would be handled. Mr. Thompson explained the actions he would take as regards the new noise abatement procedures.

The task force asked if the tower could extend its hours at night past 7 p.m. Mr. Brockett explained that the City would need to make that request in writing to the FAA. A discussion ensued regarding the New Smyrna Beach and Flagler towers.

The task force asked regarding flight training being restricted to tower hours. A discussion ensued regarding landing and handling fees, restricting student flight hours, safety concerns with pilots and increased flights, new procedures, how the flight schools could get involved, what flight schools currently do to self-impose restrictions and how long it would take for a pilot to acquire the 35 hour flight training.

The task force asked about the markings on the flight school planes and how to identify them. A discussion ensued.

The task force discussed hours the student trains prior to flying solo, and how the planes fly behind each other in a pattern.

Staff distributed the OMN Monthly Operations for 2004-2009 and reviewed the information with the task force.

Mr. Thompson then opened the meeting for audience comments:

David Nichols, 36 Pebble Beach, asked about the distance between planes, what are the rules and how often did planes fly too close and must veer off. He stated that the task force should come up with some sort of penalty for violating rules.

Wim Castricum, 10 Waterfront Court, asked if the flight patterns could be moved or extended.

Sean Daly, Northside Drive, expressed his concern regarding the planes that flew over his home. He asked whether other airports had land or taxi requirements and not allow touch and go's. He spoke about landing fees and hiring people to monitor the flights and enforce the fees.

Norm Echelberry, 1032 Shockney Drive, discussed the flight patterns on the map and how the planes flying in a different direction would keep them from flying over the neighborhoods. He asked about including a requirement on airport leases that if the noise abatement rules were violated the lease would be cancelled.

V. Future Agenda Topics

Mr. Ayers made a motion to set up a date and time for the workshop to be held near the airport. A discussion ensued. The task force agreed to hold a one hour discussion to decide options they would test and then fly those options with Embry Riddle pilots. The task force agreed to hold the workshop on July 14, at 5:00 p.m.

VI. Member Comments

The task force agreed to work on new noise abatement procedures and recommend landing fees at the airport.

The task force requested to have a copy of the financial information before their next meeting and a mission statement for the airport.

The task force asked regarding enhancing the airport tower's radar system or purchasing a new one. A discussion ensued.

The task force requested that helicopter flight patterns be addressed.

The task force asked about the terminology 'as soon as practical' after the pilot takes off and planes flying over The Trails subdivision. A discussion ensued.

VII. Staff Comments

Ms. Emery advised the task force that the Sunshine Laws also applied to workshops and cautioned the members as regards email communications.

VIII. Next Meeting Date

The next meeting date is scheduled for July 16, 2009, at 6:00 p.m.

IX. Adjournment

There being no further business, the meeting adjourned at 8:45 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Vice-Chairman

**AIRCRAFT NOISE ABATEMENT TASK FORCE
WORKSHOP**

Tuesday, July 14, 2009

5:00 p.m.

Shuffleboard Clubhouse
Ormond Beach Sports Complex
700 Hull Road
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

- I. CALL TO ORDER/ROLL CALL**
- II. WORKSHOP PRESENTATION**
 - a. Presentation of flight patterns, and methods of testing to be employed.*
 - b. Aircraft passenger orientation and safety briefing.*
- III. NEXT MEETING DATE – July 16, 2009**
- IV. ADJOURNMENT**

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
WORKSHOP**

July 14, 2009

5:00 p.m.

**Sports Complex
Shuffle Board Court Facility
700 Hull Road
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 5:03 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Larry Volenec, Ty Wilson and Joe Wisniewski were present. Mrs. Sundblad was absent. Staff members present were Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Workshop Presentation

Mr. Ayers reviewed flight patterns and runways currently used by pilots and discussed practice patterns that Embry Riddle pilots would fly that evening. Two volunteers from the task force would fly with the pilots while members from the community would be in various neighborhoods to observe where the planes were flying and listen for the volume of noise. The information would then be compiled for review at the July 16 regular meeting. A discussion ensued.

III. Next Meeting Date

The next meeting date is scheduled for July 16, 2009, at 6:00 p.m.

IV. Adjournment

There being no further business, the meeting adjourned at 5:44 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Vice-Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, July 16, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. ELECTION OF CHAIRMAN

III. APPROVAL OF MINUTES of the June 25, 2009 task force meeting and the July 14, 2009 workshop.

IV. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

V. DISCUSSION

- a. Discussion of the data derived from the July 14 ANATF Workshop.
- b. Discussion of the current and future development of the airport.

VI. FUTURE AGENDA TOPICS

VII. MEMBER COMMENTS

VIII. STAFF COMMENTS

IX. NEXT MEETING DATE

X. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

July 16, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:01 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Trish Sundblad, Adrian Thompson, Larry Volenec, and Ty Wilson were present. Joe Wisniewski was absent. Staff members present were Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Charles Cino Attorney, and Terri Hamsher Recording Secretary.

II. Election of Chairman

This item was tabled until the July 30, 2009 meeting.

III. Approval of Minutes

Mr. Wilson motioned and Mr. Volenec seconded the approval of the June 25, 2009, minutes. The motion passed unanimously.

The approval of the July 14, 2009, workshop minutes were tabled until the July 30, 2009, meeting.

IV. Audience Comments

Louis Lumaghi, 1 Cliffside Drive, expressed his dissatisfaction of planes flying over his home and waking him up during the night. He distributed to the task force a document listing prior suggestions and his suggestions to reduce the flights at the airport.

David Nichols, 36 Pebble Beach Drive, thanked Dr. Ayers for the workshop Tuesday, expressed his opinions regarding the quarterly safety meetings area flight schools attend and requested the task force consider making noise abatement mandatory.

Terry Perkins, 108 Heritage Circle, explained what FAA teaches pilots, and his experience with take offs and landings. He discussed an airport overlay area and noise abatement.

Larry Stout, 677 North Beach Street, discussed the four test patterns and his experience flying an open cockpit bi-plane.

Wim Castricum, 10 Waterfront Court, shared with the task force the problem he had with planes flying over his home all day long and how the noise decreased with the test patterns.

Linda Wilson, 7 Circle Oaks Trail, asked if different flight patterns could be tested using runway 17/35 as subdivisions in that flight path have aircraft noise problems. She also asked regarding the Ormond Beach Aviation pilot teachers who were previously with Embry Riddle, whether they were still under Embry Riddle authority.

Jane Clausen, 120 Bear Creek Path, asked about the airspace pilots fly, noise abatement policy and requested the task force consider the issue of helicopter noise.

Charles Russell, 14 Cotton Mill Court, expressed his concerns on low flying planes over his home and the voluntary noise abatement procedure.

Al Perkins, 15 Cotton Mill Court, shared his dissatisfaction with planes flying over his home during the night and requested the task force to find ways for enforcement.

Norman Echelberry, 1032 Shockney Drive, asked regarding a curfew, if the airport could be closed after a certain hour.

V. Discussion

a. Data derived from the July 14, 2009, ANATF Workshop

The task force reviewed the four test patterns that were flown right after the July 14, 2009, workshop. They discussed how wind/weather patterns affected airplanes taking off and landing, what pilots were able/unable to see from the cockpit, headings pilots could use on take off and published noise abatement procedures. The task force also listened to the observers who witnessed the flight patterns.

The task force also discussed the message pilots hear prior to take off, runway heading versus centerline, what area flights schools do with noise abatement procedures, the use of runway 17, the quarterly flight school meeting, providing a visual to pilots for take offs and reporting of low flying planes to FAA.

Dr. Ayers motioned that they form a subcommittee to sit down with maps from the Airport Manager, Dr. Ayers from Embry Riddle, and the Airport Tower to get together and draw up and resubmit to the task force a new look as far as the map that might be on the lap of the pilots as they take off. Mrs. Nichols seconded the motion, which was passed unanimously. The task force agreed that Steven Lichliter Airport Manager, Steve Brockett Airport Tower Control Manager, Dr. Ayers, and David Nichols, citizen, would be on the subcommittee.

b. Current and future development of the airport.

Steven Lichliter reviewed the Airport Layout Plan and what must be done to it to satisfy FAA requirements. He explained that the Southeast Quad was the majority of the airport and the middle of the quad was available for lease but there was no interest at that time. The Southwest Quad was vacant and a request for proposal would be considered sometime in the future for development and the only activity that would take place was for security purposes. He discussed the safety measures that would be taken as regards the runways and the heliport. A discussion ensued.

Mrs. Nichols requested a copy of the leases, plane descriptions and "N" numbers for Ormond Aviation and Sunrise Aviation. She also requested a copy of the financials for the airport.

VI. Future Agenda Topics

Future topics the task force agreed upon were noise abatement regarding helicopters, election of a chair, the cost of noise monitoring systems, and the economic impact of the airport.

VII. Member Comments

Mr. Volenec stated that he appreciated Embry Riddle's participation and their professionalism.

Mrs. Nichols thanked Dr. Ayers and addressed Mrs. Wilson regarding her aircraft noise concerns.

Mrs. Sundblad stated she appreciated having the task force and thanked everyone for their hard work.

Mr. Fannell stated that he learned a lot and appreciated the cooperation from Steven and Dr. Ayers.

Mr. Kinsler thanked Embry Riddle for their hospitality. He suggested that flight training be kept to weekdays only and eliminate weekend flight training due to noise and safety concerns. He shared his concerns as regards certain flight schools that did not attend the flight training group quarterly meetings. There was still an issue with non-compliance of airplanes with the noise abatement procedure, which was confirmed at the June 25th task force meeting and that when Mr. Brockett made an unannounced visit to neighborhoods he also planes out of compliance. He asked if there was a way to scheduling planes differently that were taking off and admitted that it could be a logistical problem.

VIII. Staff Comments

Mr. Lichliter thanked Embry Riddle for its participation at the workshop and that he looked forward to working with the subcommittee and fine tuning the noise abatement procedures.

Ms. Shanahan stated that she was proud of how the task force was working together and noted the great citizen participation. She acknowledged that cooperation was needed from the flight schools and thanked Dr. Ayers/Embry Riddle for their efforts.

IX. Next Meeting Date

The next meeting date is scheduled for July 30, 2009, at 6:00 p.m.

X. Adjournment

The meeting adjourned at 8:25 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Vice-Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, August 13, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the July 14th and July 16th meetings.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. Seating and introduction of new member, Terry Perkins.
- b. Nomination and election of Chairman.
- c. Discussion of proposed traffic patterns derived from workshop data.
 - i. Embry Riddle Aeronautical University
- d. Discussion of pilot information initiative.
 - i. Chart
 - ii. Automated Terminal Information System (ATIS)
- e. Discussion of helicopter operations at the airport.

V. FUTURE AGENDA TOPICS

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

August 13, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:04 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Larry Volenec, Ty Wilson and Joe Wisniewski were present. Staff members present were Ted MacLeod Assistant City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes

Ty Wilson motioned and Kim Nichols seconded approval of the minutes for the July 14, 2009, workshop and July 16, 2009, regular meeting. All were in favor.

III. Audience Comments

Louis Lumaghi, 1 Cliffside Drive, provided the task force a handout of an airport noise and operations monitoring system (ANOMS) and discussed his research of same. He asked that a committee explore the feasibility of this type of system for the airport.

David Nichols, 36 Pebble Beach Drive, requested that the tower manager, Steve Brockett, attend the next task force meeting. He expressed his opinion of the flight patterns, enforcement and monitoring of the planes.

Wim Casticum, 10 Waterfront Court, expressed his concern on the airplane noise and the tower controllers' phone skills.

Linda Wilson, 7 Circle Oaks Trail, discussed the map on the noise abatement brochure and asked regarding written documents of the FAA's responses to questions on airplane traffic and noise.

Mike Pratez, 38 Pebble Beach Drive, shared his concerns on the airplane traffic and noise issue.

IV. Discussion

a. Seating and introduction of new member, Terry Perkins.

Mr. Kinsler welcomed Mr. Perkins to the task force. Mr. Perkins introduced himself and shared his background with the task force.

- b. **Nomination and Election of Chairman.**
Mr. Kinsler was nominated Chairman and Mr. Volenec was nominated Vice-Chair for the task force. All were in favor.
- c. **Discussion of proposed traffic patterns derived from workshop data**
 - i. **Embry Riddle Aeronautical University**
- d. **Discussion of pilot information initiative.**
 - i. **Chart**
 - ii. **Automated Terminal Information System (ATIS)**

Mr. Lichliter stated that the information he was going to discuss would include items c and d. He then shared the data from the workshop with the task force. He added that the Central Florida Flight Training Group and Volusia Council of Governments were working on noise abatement on a regional scale. He distributed a draft of the Voluntary Noise Abatement Procedures brochure and an aerial map of the airport with instructions for departing on Runway 8. He stated that when the brochure was finalized it would be distributed to the flight schools, FBO's, and posted on the City and aviation websites. The aerial map of the airport with instructions for departing Runway 8 was already posted on the City's website. He then asked the task force for their input on these items.

The task force discussed the schools that did not attend the Central Florida Flight Training Group meetings, Sunrise Aviation and Ormond Beach Aviation, how they could be encouraged to attend the meetings and follow the noise abatement procedures and enforcement of the procedures. They also discussed helicopter flight patterns, noise, traffic, training and the helipad. In addition they discussed the radar at the tower and how it worked.

The task force reviewed in detail the information on the Voluntary Noise Abatement brochure. The task force agreed on the following changes to the instructions in the blue box on the brochure: the first bullet, they would runway "17" removed and replaced with runway "35," if the tower agrees to that change; the second bullet, remove reference to turn 5 degrees; the second bullet, remove to "the center of" the Tomoka River/US1 and replace with "to the left of the bend"; the third bullet, remove "all other runways" and list the other three runway numbers. Mr. Lichliter stated that the aerial map of the airport that is on the City's website would also have the updated instructions on it.

The task force agreed on the following changes to the map on the reverse side of the brochure: the orange arrows should be replaced with yellow arrows indicating the pilot to depart north or west; the green arrows removed; large X's drawn over the noise sensitive neighborhoods and add a legend that instructs pilots to avoid flying over those areas; and, highlight/mark the bend in the Tomoka River and label it "the bend"; remove

the yellow line that is adjacent to the blue arrow on Runway 8, change the color of the blue arrow to yellow and make a notation to turn 10 degrees. The task force agreed to the following changes to the instruction boxes at the bottom of the map: the second box from the right that lists Runway 8 instructions, remove reference to turn 5 degrees; the box on the far right indicating the calm runway as runway 17, to change to runway 35, provided the tower agreed to the change.

V. Future Agenda Topics

Future topics the task force agreed upon were helicopter noise abatement, Airport Noise and Operations Monitoring System (ANOMS), revised Voluntary Noise Abatement Procedures brochure, list of recommendations to be brought to the City Commission.

VI. Member Comments

Mr. Wilson asked the task force to think about for a future meeting to recommend to the City Commission to add a couple of citizen appointments to the Aviation Advisory Board.

Mr. Perkins stated that there were two different concepts that were discussed, voluntary noise abatement procedures that were developed and discussion of policing or an ordinance for involuntary noise abatement and these should not be confused as one.

Mr. Wisniewski stated that he agreed with Mr. Perkins and that the task force was not a police action that they were there only to develop noise abatement procedures.

Mr. Fannell stated that the task force was headed in the right direction, he would like the helicopter noise issue discussed at the next meeting and there should be something more firm they could present to someone and appreciated what has been done so far.

Mr. Ayers suggested that the task force should turn into a committee that would meet once a month to follow up on what they recommended. He would provide the students with the voluntary noise abatement procedures and would ask the pilots to let him know if procedures were not being followed at the airport.

Mrs. Nichols stated that the noise abatement procedures must be enforced and the flight schools that were not following the procedures should be held accountable. She asked if Ms. Emery could research an ordinance to what the City could do to regulate activities at the airport.

Mr. Volenec encouraged Mr. Lichliter to work with the flight schools at Ormond to establish a relationship with them to ensure they comply with the procedures.

VII. Staff Comments

Mr. Mannarino congratulated Mr. Kinsler on how he ran the meeting as the new Chair.

Mr. Lichliter stated he would work on the brochure tomorrow and speak with Ms. Emery as well.

VIII. Next Meeting Date

The next meeting date is scheduled for August 27, 2009, at 6:00 p.m.

IX. Adjournment

The meeting adjourned at 7:55 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, August 27, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the August 13th meeting.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. Discussion of revised noise abatement brochure
 - i. ATIS
 - ii. ATC Tower
- b. Discussion of ANOMS
 - i. Overview of technology
 - ii. Review of use at other airports
- c. Discussion of helicopter operations at OMN
- d. Discussion of recommendations to be brought before the City Commission
 - i. Develop master list

V. FUTURE AGENDA TOPICS

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

August 27, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:02 p.m. Frank Ayers, Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Larry Volenec, Ty Wilson and Joe Wisniewski were present. Staff members present were Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes

Kim Nichols requested that the August 13, 2009, minutes include the names of the two flight schools from the Ormond Beach Municipal Airport, Ormond Beach Aviation and Sunrise Aviation, which do not attend the Central Florida Flight Training Group meetings.

Ty Wilson motioned and Joe Wisniewski seconded approval of the minutes, with the aforementioned changes, for the August 13, 2009, meeting. All were in favor.

III. Audience Comments

David Nichols, 36 Pebble Beach Drive, asked if the new flight patterns were in effect and put on the automated system. He talked about the flight schools that did not comply with noise abatement procedures and recommended punitive damages for violators.

Lou Lumaghi, 1 Cliffside Drive, requested a copy of the map of the airport and discussed flight patterns and low flying planes. He suggested investigating ANOMS systems from St. Augustine to Ft. Myers and have the systems installed co-operatively.

Charles Russell, 14 Cotton Mill Court, discussed planes that flew over his home and the lack of consequences to flight schools that did not comply with the noise procedures.

Dave Gaughan, 38 Pebble Beach Drive, talked about planes that flew over his home.

Al Perkins, 15 Cotton Mill Court, asked if the head of all the flight schools were approached as regards the new procedures. He discussed the tracking system in the flight school planes and airport management having access to those systems.

Robert Bruscoe, 55 Timberlake Lane, shared his experience with planes that flew over his home. He asked about statistics on complaints and suggested a report being made available to citizens.

Linda Wilson, 7 Circle Oaks Trail, asked questions on the map and runways 17 and 35.

Mike Prater, 38 Pebble Beach Drive, asked about the runways and take-off patterns.

IV. Discussion

a. Discussion of revised noise abatement brochure

i. ATIS

Mr. Lichliter explained the purpose of ATIS, its recorded message, what information could be recorded and the recent change to the recording. The task force discussed ATIS, its old and new messages, and the flight schools' response to the brochure. The task force requested the recording be changed to include instructions to pilots to follow posted noise abatement procedures.

ii. ATIS Tower

Mr. Lichliter discussed the airport tower's support of the new procedures. He shared that he would be in the subdivisions to monitor planes and report the ones not following the new procedures.

The task force discussed the flights over the subdivisions, and suggested additional changes to the noise abatement brochure. They also discussed the time required for the new procedures to have an affect on noise, and the Volusia Council of Governments (VCOG) aircraft noise abatement efforts.

The task force agreed on the following changes to the map on the noise abatement brochure: re-orient the map so that north is at the top of the page; expand the red area in The Trails to include the island and other areas both west and southwest areas in The Trails; yellow departure arrows on the north and west end of the runways; rotate the text boxes 90° clockwise.

b. Discussion of ANOMS

- i. Overview of technology, and,**
- ii. Review of use at other airports**

Mr. Lichliter explained the ANOMS technology, and the purchase and maintenance costs. The task force discussed ANOMS, its expenses, other airports that use ANOMS, how information could be extracted from Daytona's system to track planes, possible grant opportunities, Embry Riddle's tracking system, the radar system at the airport, co-op possibilities for ANOMS with other airports. They also discussed an on-line form to report noise complaints.

c. Discussion of helicopter operations at OMN

The task force discussed helicopters operations, flights over the Bear Creek subdivision, noise abatement procedures, flight schools' contracts/leases and parking fees.

Mr. Neal Tomlinson, Tomlinson Aviation, discussed past task force meetings he attended, and how he has complied with noise abatement. He explained the training his business was involved in, which was a small part of his business and that the majority of his clients were in law enforcement or other public protection agencies and his involvement with disaster relief and firefighting. He discussed how his helicopters were confused with helicopters from another flight school that would fly out of compliance. He offered to answer any questions the task force members had.

The task force discussed flight training, helicopter flight paths, and the length of time flight schools trained student pilots.

d. Discussion of recommendations to be brought before the City Commission

i. Develop master list

This item was tabled to the next meeting.

V. Future Agenda Topics

Develop a master list of recommendations and ancillary fees for the airport.

VI. Member Comments

Mr. Perkins shared that most student pilots and instructors would follow rules provided to them. He discussed that there was a different process for involuntary procedures which was not for this task force and penalizing those out of compliance was counterproductive. He stated that a monitoring system was not needed, hearing citizens say there was a problem was enough. He suggested having an airport overlay and the current problems when pilots used runways 8 and 17 and potential future problems if pilots used runways 35 and 26.

Ms. Sundblad thanked Mr. Tomlinson for attending and Mr. Lichliter for going out next week to take pictures of planes flying out of the patterns.

Mr. Wisniewski reiterated that Mr. Lichliter is a part time employee working a 90 hour week and suggested that he be made a full time employee.

Mr. Fannell stated that Mr. Lichliter was going above and beyond, he thanked Mr. Tomlinson for attending and the task force could move forward and bring something firm to the commission.

Dr. Ayers stated that there had been a noise abatement procedure for 10 years that they discovered did not work, and with the new procedures results should start being seen and they should give the experiment time to work and that pilots were professionals who wanted to do the right thing.

Mr. Volenec reviewed Mr. Lichliter's assignments for the next meeting: the airport facility directory would be updated; follow up on ATIS for the message to indicate the pilots should follow noise abatement procedures; tower ingress and egress; looking to see how the procedures are being followed; check with Mr. Brockett on the calm wind runway when the tower was open and there was not an issue with instrument approaches, the runway used could be 35. He thanked Mr. Tomlinson for attending and Mr. Lichliter on building relationships. He would like a form, one each for rotary wing and fixed wing aircraft, with noise abatement procedures for Mr. Lichliter to hand out to flight schools he visited. He would like to get some sort of data from the existing system to get tracks of aircraft.

Ms. Nichols shared that the brochure was nice but could be complicated for student pilots while flying. She had an Ormond Beach airport facility book that had a page from Embry Riddle's manual in it. Once this page was implemented in that book, and if the tower assisted in implementing the procedures, that would help with compliance. She asked if Mr. Brockett could attend the next meeting. She discussed student pilots, their compliance to rules and timeframe for compliance to noise abatement procedures.

Mr. Wilson stated that the brochure was a snapshot and a lot of work went into it. He discussed how the commission could make noise abatement effective and asked about Flagler's noise abatement and parking fees. He requested that ancillary fees be discussed at the next meeting.

Mr. Kinsler thanked the community for their attendance and shared that this was a work was in progress and would take time. He thanked the task force and staff for their work and commitment to this issue.

VII. Staff Comments

Ms. Emery stated that staff was looking into what Mr. Wilson was discussing.

VIII. Next Meeting Date

The next meeting date is scheduled for September 10, 2009, at 6:00 p.m.

IX. Adjournment

The meeting adjourned at 8:48 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, September 10, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the August 27th meeting.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. Discussion of recommendations to be brought before the City Commission
 - i. Develop master list

V. FUTURE AGENDA TOPICS

- a. Approval of final report and recommendations to be brought before the City Commission

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

September 10, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:05 p.m. Ken Byrnes, Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Ty Wilson and Joe Wisniewski were present. Larry Volenec was excused. Staff members present were Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes

The August 27, 2009, meeting minutes were approved as typed.

III. Audience Comments

Lou Lumaghi, 1 Cliffside Dr., spoke on planes flying low over his home. He discussed the comp plan and master plan and the 2004 proposed runway extension.

Al Perkins, 15 Cotton Mill Court, spoke regarding the airport budget, fuel sold at the airport, leases, fees and the airport loan.

Dave Gaughan, 38 Pebble Beach, asked for a copy of the minutes and PowerPoint presentation on the airport budget that was discussed at the Aviation Advisory Board meeting.

Charles Russell, 14 Cotton Mill Court, spoke on a letter the FAA wrote in 2004 to the City regarding issues at the airport. He suggested having photos of airplanes on a database for citizens to access when lodging a complaint. He recommended that deeds for land surrounding the airport could include a stipulation to notify buyers of aircraft noise.

Norman Echelberry, 1032 Shockney Dr., talked about the size of "N" numbers on airplanes and using these numbers in complaints.

Robert Bruscoe, 55 Timberlake Lane, discussed an on-line form and database to track noise complaints and offered to help with this effort.

IV. Discussion of recommendations to be brought before the City Commission – Develop master list

Mr. Lichliter read the recommendations submitted by task force members. The members discussed the recommendations, sending the recommendations to the FAA for a response prior to presenting them to the City Commission, helicopter noise/traffic, landing fees, collecting landing fees, touch and go's, making voluntary noise abatement procedures mandatory, penalties for non-compliance, keeping the task force active or having some of its members on the Aviation Advisory Board, ANOMS/monitoring devices to track planes, how to have Sunrise Aviation, Ormond Beach Aviation and out of town flight training schools comply with the procedures. They also discussed fuel sales at the airport, landing/parking fees, Flagler airport's fees, airport overlay and possible future growth off the end of runway 35.

Ms. Nichols provided two hand outs, one was the Airport Policy and Security Newsletter #27 and the other was on restricting touch and go's. Mr. Kinsler provided a hand out of the 2008 Florida Statutes, Title XXV, Chapter 332, Airports and Other Air Navigation Facilities.

Ms. Shanahan explained that after the meeting was adjourned, the members would prioritize the list of recommendations by using the dots provided to them, the red dots were first/highest priority, yellow dots were second priority and green dots were third priority. The results would be tabulated and brought to the next meeting.

V. Future Agenda Topics

The task force did not request additional topics to be discussed at the next meeting.

VI. Member Comments

Mr. Perkins expressed his concern with making the noise abatement procedures mandatory, that it would reduce the task force's efforts.

Ms. Nichols stated that the noise abatement needed to be enforced in order to have effective implementation. She shared her experience with planes continuing to fly low over her house.

Mr. Wilson stated that he agreed with Mr. Perkins, they should focus on making the procedures work; they should give it a shot. They may end up with fees, but he did not want more flight schools.

Ms. Sundblad shared that there was a change in Pine Trails, except for Labor Day; the flights were over the trees, not the houses. She would like the task force to continue.

Mr. Fannell compared the original task force with the current task force and added that there needed to be a broader scope to handle the issues.

Mr. Byrnes stated that Embry Riddle is committed to the procedures, all the pilots were briefed on them, and those who did not follow the procedures were held accountable.

Mr. Kinsler stated that Embry Riddle showed leadership and that the highest number of flight training was for students who were not U.S. citizens. Noise was a symptom and not the issue, that the underlying issues causing the noise was increased flight training operations which cause the willy-nilly flights we're currently experiencing which are caused in part by what we perceived to be cheap gas, cheap rents, lax regulations at the airport and that airport funding and financials are also a key component to the noise abatement. Additionally, which he underlined, the increased traffic also increases the safety risks.

VII. Staff Comments

Mr. Lichliter stated that he had been monitoring planes and there was some compliance, and the current task force had gone farther than the previous one. He acknowledged Embry Riddle's professionalism and leadership with the procedures.

VIII. Next Meeting Date

The next meeting date is scheduled for September 24, 2009, at 6:00 p.m.

IX. Adjournment

The meeting adjourned at 8:25 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, September 24, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the September 10th meeting.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. Discussion of prioritized recommendations proposed for presentation to the City Commission*
- b. Discussion of proposed web-based complaint form*
- c. Discussion of proposed aircraft noise abatement workshop
 - i. Ted Baldwin - HMMH**

V. FUTURE AGENDA TOPICS

- a. Discussion of final report and recommendations to be brought before the City Commission*

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
REGULAR MEETING**

September 24, 2009

6:00 p.m.

**Senior Center
351 Andrews St.
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:05 p.m. Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Ty Wilson and Larry Volenec were present. Ken Byrnes and Joe Wisniewski were excused. Staff members present were Ted MacLeod Assistant City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Secretary.

II. Approval of Minutes

The September 10, 2009, meeting minutes were approved with the following revisions. Mr. Kinsler requested that the minutes include his discussion that noise was a symptom and not the issue, that the underlying issues causing the noise was increased flight training operations which cause the willy-nilly flights we're currently experiencing which are caused in part by what we perceived to be cheap gas, cheap rents, lax regulations at the airport and that airport funding and financials are also a key component to the noise abatement. Additionally, which he underlined, the increased traffic also increases the safety risks.

III. Audience Comments

Sean Daly, Northbrook, spoke on the flights over his home and requested that Northbrook and Oak Forest were colored red on the map. He requested that at the workshop the consultant provide the authority for his answers when asked questions, and, which airports he was involved with.

Charles Russell, 14 Cotton Mill Court, voiced his frustration on the continuous and low flights over his home the past three months and rules that are not enforced.

David Gaughan, 38 Pebble Beach Drive, spoke about the constant flights and noise from airplanes and helicopters flying over his home and asked for an update on planes taking off on runway 8.

Mike Prater, 38 Pebble Beach Drive, agreed that there is a noise problem and asked about another citizen's request for information in writing from the FAA on what could and could not be done and spoke about the flight patterns not being followed.

Al Perkins, 15 Cotton Mill Court, spoke about the flights over his home that he tracked in the past 48-50 hours and the financial aspect of the airport.

IV. Discussion

a. Prioritized recommendations proposed for presentation to the City Commission

Mr. Mannarino explained the spreadsheets with the recommendations listed and prioritized. The task force discussed mandatory and voluntary noise abatement procedures, the frustration with the airplane noise and which questions should be submitted to the FAA. Also discussed were foreign student pilots and concerns on possible terrorist activities. They reviewed the recommendations and agreed to submit all the recommendations to the consultant for the workshop.

b. Proposed web-based complaint form

Mr. Lichliter explained the complaint form and sample website that Mr. Bruscoe designed. He added that he was looking for other samples and would have the task force review them. He thanked Mr. Bruscoe for his work and said the City's web servers could do this. The task force discussed privacy concerns when identifying repeat offenders or those who entered complaints, eliminating bogus complaints, a process for citizens to call in complaints, and posting "N" numbers or pictures of the planes on the website. They agreed that Mr. Lichliter would make the recommendation to the task force about the web based form and they would decide whether to make a recommendation to the City Commission.

c. Proposed aircraft noise abatement workshop (Ted Baldwin, HMMH)

Mr. Lichliter discussed the background on the workshop, and reviewed the consultant's, Ted Baldwin of Harris Miller Miller & Hanson, Inc., resume and background information. He added that Mr. Baldwin toured the airport and surrounding areas and was impressed with what the task force had accomplished so far. The task force discussed Mr. Baldwin's qualifications, 150 and 161 studies, methods of tracking flights and the date and time of the workshop. They also discussed that the consultant should cite the regulations for questions asked. The task force agreed to hold the workshop on October 3, 2009, 8:30 a.m. at the South Ormond Neighborhood Center, 176 Division Ave., Ormond Beach.

V. Future Agenda Topics

Discussion recommendations to be brought before the City Commission.

VI. Member Comments

Mr. Perkins stated that regarding the workshop that rules for Ormond Beach airport differ from airports constructed, or donated, by a City and that the consultant be made aware of the status of the facility.

Ms. Sundblad thanked Mr. Bruscoe for his hard work; that the task force was there for the citizens and hoped that if the voluntary procedures did not work they could be made mandatory.

Mr. Fannell stated that they were making good strides and the workshop could provide answers as to what to recommend to the City Commission. He also thanked Mr. Bruscoe for his efforts.

Mr. Volenec discussed the relationship between Sunrise Aviation and Ormond Beach Aviation. He spoke on rotary wing traffic patterns, adding specific routes to traffic leaving Ormond Beach and airplane traffic over the Northbrook subdivision.

Ms. Nichols discussed the hand out she provided at the last meeting as regards companies that monitor/track planes, which would be paid landing fees and requested for it to be presented to the consultant. She spoke on the FAA granting the airport to the City and if researched, there were ways around it. She asked the Assistant Flight Instructor from Embry Riddle who was in attendance if the procedures were not voluntary for their pilots and if the new procedures were easy to follow.

Mr. Wilson stated that they were making progress and that there was some wiggle room with what they could do and implementing those would be a challenge. He stated that at the workshop there needed to be a semblance of order.

Mr. Kinsler stated that the word was out there and he was starting to hear from more people with complaints. He discussed that an acquaintance in Tomoka Oaks that previously didn't have a problem now had one and there was a bigger issue. He stated that he suspects that no one wanted the airport shut down, but it was out of balance. It was not just the number of planes but the constant approaches and appreciated the community involvement.

VII. Staff Comments

Mr. Lichliter stated that he was glad the task force agreed to have the workshop and that he had been out monitoring planes. He stated that some flight schools had contacted him for the procedures and added that pilots were not intentionally antagonizing citizens.

Ms. Emery stated that at the workshop there needed to be a sense of decorum and they needed to let go of things they could not do and move in the direction of what they could do.

VIII. Next Meeting Date

The next meeting date is scheduled for October 8, 2009, at 6:00 p.m.

IX. Adjournment

The meeting adjourned at 7:50 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE WORKSHOP

Saturday, October 3, 2009

8:30 a.m.

South Ormond Neighborhood Center
176 Division Avenue
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

- I. CALL TO ORDER/ROLL CALL
- II. INTRODUCTIONS OF TASK FORCE MEMBERS AND MR. BALDWIN
- III. DISCUSSION OF WORKSHOP FORMAT, AGENDA, PURPOSE
- IV. PRESENTATION BY TED BALDWIN
- V. ADJOURN MEETING FOR LUNCH BREAK (12 p.m.)
- VI. RECONVENE MEETING (12:30 p.m.)
- VII. DISCUSSION OF TASK FORCE RECOMMENDATIONS
- VIII. NEXT MEETING *October 8, 2009*
- IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE
WORKSHOP**

October 3, 2009

8:30 a.m.

**South Ormond Neighborhood Center
176 Division Avenue
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 8:37 a.m. Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Ty Wilson and Larry Volenec were present. Ken Byrnes and Joe Wisniewski were excused. Staff members present were Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Secretary. Also present was Ted Baldwin, of Harris Miller Miller & Hanson, Inc.

II. Introductions of Task Force Members and Mr. Baldwin

The task force members introduced themselves and explained which subdivisions they represented. A brief history was provided on the task force.

Mr. Baldwin introduced himself, provided his work history, experience, and information on the firm he is employed with, Harris Miller Miller & Hanson, Inc.

III. Discussion of Workshop format, agenda, purpose

Mr. Lichliter reviewed the workshop agenda, explained the purpose of the workshop, and what information would be discussed.

IV. Presentation by Ted Baldwin

Mr. Baldwin reviewed a Powerpoint presentation with the task force. He discussed his experience in working with 70 airports, he knew what was legal or illegal as regards noise abatement, what was feasible or not feasible, and what methods other airports used. He commended the task force on their progress.

Mr. Baldwin explained that the City had to follow the rules set by the FAA. He discussed land use compatibility guidelines and explained noise terminology, and federal noise regulation basics. Mr. Baldwin listed the general aviation airports in Florida that he had worked with on noise abatement. He reviewed FAR Parts 36 and 91 and gave a brief explanation of the Ormond Beach airport as a Federal government surplus property, and that the City as the proprietor had a special obligation; as with many airports on the east coast of Florida, it was built by the U.S. Navy during World War II, and was turned over to local jurisdictions to use for aviation purposes and the City was obligated to use the land for aviation purposes and needed to get permission from the FAA if they wanted to stop using the property or a portion of the property for non-aviation purposes. The

airport had to operate under FAA regulations, and FAA grants the City acquired further obligated the City to use the airport under FAA regulations.

A question arose as regards state laws usurping federal laws. Mr. Baldwin explained that federal regulations, FAA specifically, always trumped local laws. He then cited the example of the Naples airport that challenged the FAA regulations; it was very costly and went to court in Washington, D.C. After five years Naples won and received a check for grants.

A question arose on limits of volume of noise and constant low grade sound. Mr. Baldwin discussed Part 36 and how it dealt with noise limits. He explained how jets were categorized as regards noise and explained how FAR Parts 36, 91, and 150 applied to noise limits. He explained the Florida Statutes, Chapter 333, which required local communities to adopt compatible land use plans. He added that the State piggybacked on the federal regulations, but did not overrule it.

Mr. Baldwin spoke on Part 150, it was a costly process, FAA grants were available for it and the Orlando office would help in obtaining the grant. He added that the 150 was a voluntary process, it would set out a process to work within federal guidelines and would get them more recognition from the federal government, and there might be an advantage to undertake it. There were approximately 250 airports in the country that went through this process, the firm he worked for handled about one-third of them, and many of the airports were in Florida, such as Vero Beach, Ft. Pierce, Boca Raton, Naples, and one was being started in Stuart.

Mr. Baldwin discussed FAR Part 161 and the Airport Noise Capacity Act (ANCA). He added that ANCA and Part 161 grandfathered all noise abatement rules and regulations that were in place when ANCA was adopted in 1990. Also exempted were use restriction rules which were proposed but not yet adopted at the end of 1990. A discussion ensued regarding Part 161, what was considered stage two and three aircraft and how it applied to these aircrafts. Also discussed were the Naples airport lawsuit, and the San Jose airport which had a successful 161 process.

A discussion arose as regards Naples' lawsuit, the consequences if an airport challenged FAA regulations because it affected the community, whether the FAA would pull the funding and the airport would be in disrepair and close. Mr. Baldwin explained that if this happened they would be in violation of the grant funding, and there would be personal responsibility, such as fines. He could not recommend the City violate federal law or their contract with the federal government. He explained that Part 161 was complicated, and Naples was the only airport in the last 20 years that had gone fully through the process. He explained there were other Part 161 processes at air carrier airports, such as San Jose in California, which was a successful process because they were able to demonstrate to the community and City Council that the use restriction rule did

not make sense from a cost benefit. The rule would cost the local economy more than the benefit of less noise. The Council and local community agreed, and the community dropped their lawsuit against the airport.

Mr. Baldwin related the situation with the San Francisco airport, which submitted a Part 161 to extend the night time curfew, which affected large cargo operations. The cargo operators agreed to comply with the rule and sign a legal agreement if the airport would withdraw the Part 161 application. The airport agreed.

Mr. Baldwin spoke on the Naples airport which received the FAA's response as regards Part 161 and the Stage 2 ban. He explained how the Part 161 was considered a safe harbor in relation to the grant assurances, that the 161 was a federal process to go through if they wanted to do something that the grant assurances would not allow. The FAA disagreed and replied that it was not demonstrated that there would be a noise benefit. The attorneys for the airport authority challenged this, which cost several million dollars. This went to the U.S. Court of Appeals in Washington, D.C., circuit, which ruled in favor of the FAA that 161 was not a safe harbor, and ruled in favor of Naples Airport Authority that they demonstrated on a factual basis the benefits were greater than the costs and ruled that Naples was not in violation of their grant assurances and they could implement the rule.

Mr. Baldwin explained the Part 150 process; he added that it was a voluntary process and a complex one and would take approximately 18 months of work that would include technical work, an advisory committee, and public meetings. He added that in the 150 study airport operations would be reviewed, such as, types of aircraft operating, the time of day they would be operating, flight tracks being used, runways used, and as much factual information that could be collected. The best way to collect this information was from radar data. The cost for this study would be approximately \$250,000. Mr. Baldwin added that there might be faster and more effective processes the task force might want to consider. A discussion arose as regards radar capability, the Naples airport 150 study, monitoring planes, low flying planes and airplane transponders. Mr. Baldwin explained that Part 150 studies helped make things better. A discussion arose on implementing noise abatement actions prior to or during the 150 study.

Mr. Baldwin explained how noise exposure maps described noise problems, such as noise contours, runways used and height of planes flying, how the consultant collected noise measurements and the different phases of collecting information. A discussion arose as regards requiring pilots to do touch and go's at another airport which would be in violation of FAA grants.

Mr. Baldwin discussed airports with preferential runways for touch and go's and how the tower would direct pilots to use that runway, that pilots could request to use another runway and what would happen if they did. He spoke on the flight training schools at Ft. Pierce and Vero Beach airports where he did a Part 150

study and the decline in flight training. He explained how the FAA made flights safer which could make it noisier.

Mr. Baldwin provided the example of Ft. Pierce's Airport Manager in the 1970's/1980's who started to expand the airport and built a new runway which was later used for noise abatement, and mentioned that this was rare. He added that airports extended runways to move the traffic pattern around and reduce noise and how it affected neighborhoods near the airport for take-offs and landings. A discussion ensued regarding runway lengths. Mr. Baldwin advised that to shorten a runway would be considered discriminatory as it would prevent certain aircraft from landing.

Mr. Baldwin spoke on noise abatement flight tracks to minimize noise over communities and raising the traffic pattern to alter noise, which would have pilots use a higher power setting longer, and that the cost/benefits of any measure should be looked at. He added that what he found helpful was doing a second round of measurements and cockpit measurements which would include task force members riding in the cockpit when this was done and it was critical to have participation from pilots and the flight schools. A discussion ensued on Naples flight schools signing documents, and airports that charged landing fees. Mr. Baldwin spoke on Ft. Lauderdale part 150 studies, Ft. Lauderdale Executive website, and advertising of noise abatement procedures.

A discussion arose on foreign student pilots, flight training overseas, the decrease of flight training in other areas, the need for pilots of small aircraft in other countries, and the increased flight training in Ormond Beach.

Pat Murphy, Sunrise Aviation, spoke on Pan Am flight training moving to Arizona and the downturn of the flight safety industry.

Mike Prater, 38 Pebble Beach, commented on overseas students training in this country.

Lou Lumaghi, 1 Cliffside Drive, spoke on runway extensions and increased noise with jets.

Mr. Mannarino discussed a letter that was sent to the FAA that the runway would not be extended and the long range plan in 2010 would remove the runway extension.

Mr. Baldwin explained that usually FAA's approval or commitment to support was needed for changes at the airport, and if the runway extension was on the long range plan, it was not a commitment to build it. He added that before an airport operator implemented changes, there must first be an environmental assessment process.

Charles Russell, 14 Cotton Mill Court, spoke on citizens financially supporting the Ormond Beach airport and pilots not following procedures.

Mr. Baldwin explained that it was about training and communication and cited the Groton/New London, Connecticut, airport Part 150 study and extending the runway; he added that it was rare that general aviation airports generate revenue on their own.

Mr. Baldwin discussed the presentation he did recently on the Naples' Part 150 update, which included the 2008 Presidents' Day weekend flight tracking he conducted as regards jet flight traffic and noise abatement procedures and compared it to the flight tracking he conducted there earlier this year.

The task force asked if a 150 was done what the advantage would be with the FAA cooperating with implementing the noise abatement procedure. Mr. Baldwin explained depending on the procedure, such as designating a runway as a calm wind runway, the tower more likely would go with the calm wind designation. If a 150 process was done, it would be more of a basis for getting the FAA to participate.

Mr. Baldwin discussed that once a 150 process was done it should reduce the noise and move the noise to places where it should be, and explained what would happen if the noise was not reduced. He added that did not apply to a general aviation airport, and cited the example of Palm Beach International that still had significant noise over residential communities, and how it handled sound mitigation. He discussed other airports that had avocation easements. He explained the FAR Part 150 process, FAA possible funding, and costs of the study and listed the benefits of considering one and why it would not work for the Ormond Beach airport.

Linda Wilson, 7 Circle Oaks Trail, asked for a list of the 15 airports in Florida that Mr. Baldwin did the 150 studies. Mr. Baldwin provided this information.

Mr. Baldwin discussed that noise abatement measures required funds and that it was critical to get the aviation community and the tower involved with a 150 study. He then cited the two examples of mandatory rules, the Naples Stage 2 restriction and their lawsuit with the FAA and Boston airport's mandatory rule that was done in 1978.

Mr. Baldwin reviewed the Powerpoint slide listing the noise terminology and explained that the Ormond airport had single event metrics and the FAA would not base Part 150 approvals on single event metrics. He explained the different decibel levels, sound exposure levels, FAA guidelines, FAA day/night sound levels (DNL) and EPA noise levels. He shared the experience of the City of Naples and Collier County, the db level they adopted, FAA guidelines and FAA's response to the noise issues.

Mr. Baldwin reviewed the slides for noise contours for Ft. Lauderdale Executive Airport and Naples, explained how the contours were determined, and the FAA's response, and compared them with Ormond Beach. A discussion arose as regards the noise contour map for Ormond. Mr. Baldwin spoke on the 150 study, running different contours and obtaining examples of planes not flying properly.

Mike Prater, 38 Pebble Beach, commented on the noise contour map and planes not flying the contours.

Mr. Baldwin spoke on the FAA Perspective and Policies in Practice slide and indicated that the FAA almost always used voluntary measures. He discussed airports with rules that were adopted in the 1970's and 1980's and others that advertised that they had rules but did not enforce them. He explained when Part 161 could be triggered regarding potential restrictions, such as curfews, noise limits, and activity limits.

Sean Daly, Northbrook, asked about Part 161, litigation and fees and shared information on Ormond Beach ordinance restricting banner planes.

Mr. Baldwin discussed how Naples restricted for noise and explained how an FBO could file a Part 16. He talked on how airport funds could not be used to subsidize non-aviation uses. He spoke on the agreement the City signed with the Navy at the end of World War II and if the City wanted to sell part of the property it needed to get FAA approval and must get market rate rent. He shared the experience of Stuart airport that had owned the airport property, leased it to the FAA and after the lease terminated, Stuart had sold large amounts of property which was developed. The FAA had used the surplus properties language but it did not apply as Stuart had owned the airport property. A discussion ensued on land deeded by the FAA and used for purposes other than aviation and reasonable terms, and the Part 16 process.

Mr. Baldwin discussed landing fees and what they could fund. He shared that landing fees for airport tenants would be a double whammy. He spoke on fees based on an aircraft's weight. He shared the experience of Naples airport putting a curfew on older/noisier jets, adopted a ban and then was sued.

V. Adjournment for Lunch

VI. Reconvene for Meeting

Mr. Baldwin reviewed the "Formal" Noise Abatement Procedure slide. He explained that when the FAA approved procedures, it was on a voluntary, informal basis. If the FAA had a formal procedure, it had specific meaning, it was an FAA order or law, and an order was how FAA implemented things. He spoke on Boston/Logan airport being a good example of non-conforming. He described the Ft. Lauderdale Executive problem with helicopters, different ingress and

egress routes, and had the base pilots sign a letter of agreement on departures. He mentioned this may be what Ormond Beach might want to look at, but pilots from across the state might not want to do this.

Mr. Baldwin described the difference between landing fees and penalties. He added that if there was reasonable data, landing fees could be imposed. In order to do a noise based landing fee, they would need to be prepared for a Part 16 challenge. He explained that research was done on every airport in the country that advertised landing fees and found only two or three that did it. There was one in Florida that had an environmental impact fee structure for departures and arrivals, the fees were raised in the 1990's, and now almost no money is collected as no one wants to pay the fee. He explained there were a few airports in California that had single event noise limits, but those rules were adopted prior to Part 161 and ANCA.

Mr. Baldwin reviewed the Useful References slide with the task force members. He spoke on noise monitors and FAA advisory circulars. He commented on the Burbank, California, airport where pilots could not pay to come in but would pay a penalty if they did fly in. He shared the example of the Naples airport where pilots were given one warning on flying in. A charter plane flew in but did not pay the penalty. The next time the charter flew in, the passenger was not allowed to get back on the plane until the penalty was paid. The pilot was instructed to fly to Marco Island and the airport director drove the passenger to Marco Island after the penalty was paid. He did not know of a single operational measure that had been implemented with charges or penalties in the United States. There may be some who have it on their books, but none have collected on them.

Mr. Baldwin explained that fees to direct a pilot which runway to fly were dangerous and that a pilot might do something dangerous to avoid paying a fee. He added that the FAA had in an advisory circular that procedures like that were dangerous. He added that if Ormond Beach charged fees for not flying runway heading, it would be the first airport in the country to do this and it would be in violation of grant assurances.

Mr. Baldwin spoke on the Florida G.A. Airport Precedents slide; he mentioned that Ft. Pierce and St. Lucie County International continued to have noise problems and that at Stuart training is down because of the jets. Ft. Lauderdale mixed in many types of traffic which could overwhelm student pilots. He shared that there were no airports he knew of that were surplus airports that received FAA permission to stop operating as an airport, there might be some, but not in recent times. Vero Beach and Ft. Pierce were good examples, and Boca Raton was a one-runway airport. He indicated that pilot training and awareness was where general aviation airports would solve the noise problem. He spoke on DNL contours, what the FAA approved, pattern altitudes, voluntary restriction of hours and right/left hand traffic. A discussion arose on formal/mandatory procedures, and the FAA not approving formal or mandatory procedures. Mr.

Baldwin added that the FAA would support financial methods to educate and advertise procedures.

On the Useful References slide, Mr. Baldwin shared that the websites listed would provide information on what other airports had done or adopted and mentioned that all procedures were voluntary, with the exception of a few airports that established their procedures prior to the 1990's, and that charges were never collected. He spoke on HUG and Dept. of Defense, noise measure standards and appropriate land use compatibility. He explained the FAA noise website had a lot of information, including federal regulations, guidelines, policies, Part 150 studies and who did them, and what measures the FAA approved, which he recommended the task force members review.

VII. Discussion of Task Force Recommendation

Mr. Baldwin reviewed and discussed each recommendation the task force developed and noted which ones the FAA would or would not support. On recommendations that were not noise related, Mr. Baldwin did not provide an opinion as he did not deal with those types of issues. He added that the recommendations would have to be submitted by the City, not the task force, a consultant or third party, as the FAA would challenge that.

Norman Echelberry, 1032 Shockney Drive, spoke on the noise of ultra-lights.

A discussion arose on closing the airport, the cost to the City in legal fees, and repayment of grant funds. Also discussed were implementation of procedures, adopting 60 DNL and land use plans, flight schools, noise officers, radar, transponders, noise abatement education, and fees.

Mr. Baldwin discussed what next steps that could be taken, low cost activities such as inviting monitoring systems operators to do a presentation, contacting the ADO to visit or asking specific questions, collecting data without doing a 150 study and explained the benefits of doing a 150 study.

Mr. Baldwin commended the task force on their work and advised them to reach out to the aviation community. He thanked the task force for having him there.

Mr. Kinsler thanked Mr. Baldwin for his presentation and Sunrise Aviation for attending the workshop and encouraged Sunrise to attend the task force meetings as their counterparts did not. He also thanked the City for putting on the workshop.

VIII. Adjournment

The meeting adjourned at 2:55 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, October 8, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

I. CALL TO ORDER/ROLL CALL

II. APPROVAL OF MINUTES of the September 24th meeting.

III. AUDIENCE COMMENTS

Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.

IV. DISCUSSION

- a. October 3, 2009 workshop
- b. Recommendations to be brought before the City Commission

V. FUTURE AGENDA TOPICS

VI. MEMBER COMMENTS

VII. STAFF COMMENTS

VIII. NEXT MEETING DATE

IX. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE**

October 8, 2009

6:00 p.m.

**Senior Center
351 Andrews Street
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:02 p.m. Ken Byrnes, Vince Kinsler, Terry Perkins, Larry Volenec, Ty Wilson and Joe Wisniewski were present. Kim Nichols and Trish Sundblad were excused. Lee Fannell was absent. Staff present was Joyce Shanahan City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Secretary.

II. Approval of Minutes

The minutes of the September 24, 2009, meeting were approved as submitted.

III. Audience Comments

Lou Lumaghi, 1 Cliffside Drive, spoke on low flying planes and the October 3rd workshop.

Sean Daly, Northbrook, commented on planes flying over his subdivision and requested that the Northbrook and Oak Forest subdivisions were noted on the traffic pattern map as noise sensitive areas. He also spoke on riders on deeds and overlay districts.

Robert Bruscoe, 55 Timberlake Lane, requested the Hidden Hills subdivision also be noted on the map as a noise sensitive area.

IV. Discussion

a. October 3, 2009 Workshop

The task force discussed the workshop and ideas that were presented for noise abatement.

b. Recommendations to be brought before the City Commission

The task force reviewed and discussed each recommendation and determined which ones they would present to the City Commission. The task force discussed a letter of commitment for flight schools. The voting on the recommendations is noted below:

Supported Recommendations

Category 1: Flight Procedure Recommendations

1. Request pilots to fly high and tight traffic patterns.

Motion: Mr. Perkins, Second: Mr. Wisniewski

Motion passed unanimously.

2. Request pilots to stay as far west of the river as possible. This recommendation was amended to read: Request pilots departing to the south to stay as far west of the river as possible.

Motion: Mr. Perkins, Second: Mr. Wisniewski

Motion passed unanimously as amended.

3. Request pilots to call for use of the least noise sensitive runway whenever wind conditions permit.

Motion: Mr. Perkins, Second: Mr. Wisniewski

Motion passed unanimously.

4. Request flight schools to practice maneuvers over unpopulated areas, and at varied locations.

The task force agreed they would not bring this recommendation before the Commission.

5. Have FAA state specifically what the City can and cannot do to regulate flight training operations.

The task force agreed they would not bring this recommendation before the Commission.

6. Request that pilots avoid prolonged run ups, and do them inside the airport area, rather than perimeter areas.

The task force agreed they would not bring this recommendation before the Commission.

7. Request that all flight schools provide information and mark aircraft for identification purposes. This recommendation was amended to read: Request that all flight schools provide their "N" numbers to the City for identification purposes.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously as amended.

8. Request that pilots refrain from intersection departures.

The task force agreed they would not bring this recommendation before the Commission.

9. Establish maximum number of aircraft that may be in the pattern at any one time. This recommendation was amended to read: Request pilots to use alternate airport for flight training when Ormond Airport is busy.

Motion: Mr. Wisniewski, Second: Mr. Byrnes

Motion passed unanimously as amended.

10. Request pilots to reduce to climb power as soon as safe and practical after takeoff.

Motion: Mr. Wisniewski, Second: Mr. Perkins

Motion passed unanimously.

11. Request pilots to climb after liftoff at best-angle-of-climb speed until crossing the airport boundary, then climb at best rate.

The task force agreed they would not bring this recommendation before the Commission.

12. Request pilots to climb straight following departure procedures to pattern altitude.

The task force agreed they would not bring this recommendation before the Commission.

13. Request flight instructors to stress that high rpm prop settings are reserved for takeoff and for short final but not for flying the pattern.

The task force agreed they would not bring this recommendation before the Commission.

14. Request flight schools to minimize night touch-and-go training at airports in residential areas.

This recommendation was combined with recommendation #16 below.

15. Request pilots flying constant-speed-prop aircraft to not use high rpm settings in the pattern.

Motion: Mr. Perkins, Second: Mr. Wilson

Motion passed unanimously.

16. Request pilots to practice night operations at major fields where a smaller airplane's sound is less obtrusive. Recommendation #14 above and this recommendation were combined and amended to read: Minimize night operations training at Ormond and practice night operations at major fields.

Motion: Mr. Perkins, Second: Mr. Wilson

Motion passed unanimously as amended.

17. Request pilots to try low-power approaches, and avoid low, dragged in approaches.

The task force agreed they would not bring this recommendation before the Commission.

Category 2: Noise Abatement Procedures and Monitoring

1. Conduct random checks in noise sensitive neighborhoods to verify noise abatement procedures are being followed.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

2. Provide an aircraft noise complaint hotline/website/database or other.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

3. Acquire ANOMS for the airport. This recommendation was amended to read: Explore/consider the prospect of ANOMS.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously as amended.

4. Request flight schools to work with instructors and customers to implement voluntary noise abatement procedures.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

5. Initiate pilot education programs to teach and explain the rationale for noise abatement procedures and positive community relations.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

6. Request flight schools to post noise abatement procedures in a prominent area, and encourage all pilots to adhere to them.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

7. Request that flight instructors know noise-sensitive areas, and point them out to students.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

8. Request that flight schools assure instructors are teaching safe noise abatement techniques.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

9. Monitor noise abatement education with the flight schools.

Motion: Mr. Kinsler, Second: Mr. Perkins

Motion passed unanimously.

10. Request flight schools to include noise abatement as a standard part of their curriculum.

The task force agreed they would not bring this recommendation before the Commission.

11. Develop helicopter noise abatement form (similar to fixed wing) and use to discuss with all helicopter schools.

Motion: Mr. Wisniewski, Second: Mr. Wilson

Motion passed unanimously.

12. Publish noise abatement procedure in local newspapers and in aviation publications like the Airport Facilities Directory, SIDS, and STARS. This recommendation was amended to read: Publish and display noise abatement procedures at airport and as appropriate.

Motion: Mr. Wisniewski, Second: Mr. Perkins

Motion passed unanimously.

13. Make noise abatement committee permanent. This recommendation was amended to read: Make noise abatement a permanent part of the Aviation Advisory Board agenda.

Motion: Mr. Byrnes, Second: Mr. Perkins

Motion passed unanimously as amended.

13. b. Addendum to #13: Make a recommendation to have two citizens from noise sensitive areas be appointed to the Aviation Advisory Board.

Motion: Mr. Wilson, Second: Mr. Wisniewski

In favor: Mr. Byrnes, Mr. Kinsler, Mr. Perkins, Mr. Wilson, Mr. Wisniewski

Opposed: Mr. Volenec

Motion passed.

14. Mail copies of noise abatement procedures with monthly hangar and tie-down bills. Make copies available for transient pilots.

The task force agreed they would not bring this recommendation before the Commission.

15. Request that flight instructors assure that students fly at or above the recommended pattern altitude.

The task force agreed they would not bring this recommendation before the Commission.

16. Request flight instructors to endorse students' logbooks for landing at remote fields, to reduce touch-and-go activity at local airports.

The task force agreed they would not bring this recommendation before the Commission.

17. Contact FAA to see if a daily mosaic of flight tracks can be produced to verify use of noise abatement procedures. This item was amended to read: Explore the prospect of obtaining a daily mosaic of flight tracks to verify noise abatement procedures are being followed.

Motion: Mr. Kinsler, Second: Mr. Byrnes

Motion passed unanimously as amended.

Category 3: Airport Operations and Financial recommendations

1. Implement landing fees. This recommendation was amended to read: Explore implementing appropriate airport fees.

Motion: Mr. Wilson, Second: Mr. Kinsler

In favor: Mr. Kinsler, Mr. Wilson

Opposed: Mr. Byrnes, Mr. Perkins, Mr. Volenec, Mr. Wisniewski

Motion did not pass.

2. Pursue grant money for ANOMS.

The task force agreed they would not bring this recommendation before the Commission.

Category 4: Miscellaneous Recommendations

1. Review land use zoning and building codes for compatible land use around the airport.

Motion: Mr. Perkins, Second: Mr. Wisniewski

Motion passed unanimously.

2. Patterns, approach and departure paths should be designated on city zoning and planning maps.

Motion: Mr. Perkins, Second: Mr. Wisniewski

Motion passed unanimously.

3. Request that flight schools log all flights for each aircraft, including their exact locations and amount of time in the air.

The task force agreed they would not bring this recommendation before the Commission.

4. Establish a quantifiable baseline prior to project implementation to objectively gauge effectiveness. This item was amended to read: Establishing benchmarks to objectively quantify noise abatement procedure effectiveness.

Motion: Mr. Volenec, Second: Mr. Perkins

Motion passed unanimously as amended.

5. Rank Noise Abatement projects by Cost (H=1, M=2, L=3), Effectiveness in Reducing Noise (H=3, M=2, L=1), Ease of implementation (H=3, M=2, L=1).

The task force agreed they would not bring this recommendation before the Commission.

6. Sum rankings for each project and rank projects highest sum to lowest sum. Goal is to implement projects that are low cost, high effectiveness, and easy to implement.

The task force agreed they would not bring this recommendation before the Commission.

Non-supported Recommendations

Category 1: Flight Procedure Recommendations

1. Mandate specific hours of operations for flight training.

The task force agreed they would not bring this recommendation before the Commission.

2. Ban touch and go operations.

The task force agreed they would not bring this recommendation before the Commission.

Category 2: Noise Abatement Procedures and Monitoring

1. Explore making voluntary noise abatement procedures mandatory w/penalty.

The task force agreed they would not bring this recommendation before the Commission.

2. Investigate penalties for non-compliance with noise abatement procedures.

The task force agreed they would not bring this recommendation before the Commission.

Category 3: Airport Operations and Financial recommendations

1. Investigate actual cost to close the airport.

The task force agreed they would not bring this recommendation before the Commission.

Category 4: Miscellaneous Recommendations

1. Establish a moratorium on additional flight schools.

The task force agreed they would not bring this recommendation before the Commission.

Recommendations Mr. Baldwin Did Not Comment On

Category 2: Noise Abatement Procedures and Monitoring

1. Provide periodic noise abatement compliance updates.

The task force agreed they would not bring this recommendation before the Commission.

Category 3: Airport Operations and Financial recommendations

1. Require airport to make money.

Mr. Kinsler agreed to write a statement that the task force voiced specific concerns about financial operations at the airport relative to the increase in traffic or operations at the airport.

2. Engage an outside firm to audit the finances of the airport, and determine the airport's actual economic benefit to the city.

The task force agreed they would not bring this recommendation before the Commission.

3. Establish a moratorium on improvements at the airport until noise abatement issues are settled.

The task force agreed they would not bring this recommendation before the Commission.

4. Produce a copy of the actual deed to the airport.

The task force agreed they would not bring this recommendation before the Commission.

5. Determine cost benefit ratio, based on loss of tax revenue versus increased income from airport.

The task force agreed they would not bring this recommendation before the Commission.

6. Review existing lease agreements.

The task force agreed they would not bring this recommendation before the Commission.

Category 4: Miscellaneous Recommendations

1. Mandate growth management of airport.

The task force discussed this issue; an overlay district currently existed and the overlay district was discussed at a planning meeting where residents spoke against it. Ms. Shanahan agreed to have this looked into and obtain the overlay zone.

V. Future Agenda Topics

There were no future agenda topics discussed.

VI. Member Comments

Mr. Byrnes discussed new technology, that there may be a way to get mosaics on flights and he would look into this.

Mr. Volenec spoke on the workshop and Mr. Baldwin's optimism in getting things accomplished.

Mr. Wilson asked about the timeline on the software system. Mr. Lichliter replied that they are researching this.

VII. Staff Comments

There were no staff comments.

VIII. Next Meeting Date

November 5, 2009, 6:00 p.m.

IX. Adjournment

The meeting adjourned at 8:32 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

AIRCRAFT NOISE ABATEMENT TASK FORCE

Thursday, November 5, 2009

6:00 p.m.

Senior Center
351 Andrews St.
Ormond Beach, Florida 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, SUCH PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDINGS IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

AGENDA

- I. CALL TO ORDER/ROLL CALL
- II. APPROVAL OF MINUTES October 3rd workshop and October 8th meeting
- III. AUDIENCE COMMENTS
Anyone wishing to make a comment should sign in. Comments are limited to 3 minutes for items that are not on the agenda and audience remarks will conclude after 30 minutes. Please clearly state your name and address for the record. Audience members are not permitted to speak without coming forward.
- IV. DISCUSSION
 - a. Final report and recommendations to be brought before the City Commission.
 - b. Presentation to Commission
- V. MEMBER COMMENTS
- VI. STAFF COMMENTS
- VII. ADJOURNMENT

**ORMOND BEACH
AIRCRAFT NOISE ABATEMENT TASK FORCE**

November 5, 2009

6:00 p.m.

**Senior Center
351 Andrews Street
Ormond Beach, Florida**

I. Call to Order/Roll Call

The meeting was called to order at 6:02 p.m. Ken Byrnes, Lee Fannell, Vince Kinsler, Kim Nichols, Terry Perkins, Trish Sundblad, Larry Volenec, and Joe Wisniewski were present. Ty Wilson was excused. Staff members present were Ted MacLeod, Assistant City Manager, Joe Mannarino Economic Development Director, Steven Lichliter Airport Manager, Ann-Margret Emery Deputy City Attorney, and Terri Hamsher Recording Secretary.

II. Approval of Minutes

The minutes of the October 8, 2009, meeting, were approved as submitted.

III. Audience Comments

Lou Lumaghi, 1 Cliffside Drive, spoke on how the information would be presented to the City Commission and the need for public input.

Dave Gaughan, 38 Pebble Beach Drive, shared his opinion on the City and Airport as regards noise, where airplanes were flying, and voting at the last meeting.

Pat Murphy, Sunrise Aviation, discussed his business concerns if they did not train pilots on the weekends and flight schools regulating their student pilots to fly properly.

IV. Discussion

a. Final report and recommendations to be brought before the City Commission

Mr. Kinsler expressed his concern of a conflict of interest on the part of four task force members who voted against the landing fees at the October 8, 2009, meeting, and distributed a memo and a copy of the Florida Statutes to the task force members on such. He requested the landing fees to be included in the recommendations that would be presented to the City Commission. A discussion ensued. It was agreed that Ms. Emery would research this and provide a written response to the task force members.

The task force members discussed the draft of the final report and made the following revisions on the recommendations to reflect what was voted upon at the October 8, 2009, meeting:

The Task Force Recommends: Flight Procedures

(line 237) the statement Request pilots to stay as far west of the river as possible, was amended to read Request pilots departing to the south to stay as far west of the river as possible.

(line 240) Request that all flight schools provide information and mark aircraft for identification purposes, was amended to read Request that all flight schools provide their "N" numbers to the City for identification purposes.

(line 242) Request to establish a maximum number of aircraft that may be in the traffic pattern at any one time, was amended to read Request pilots to use alternate airport for flight training when Ormond Airport is busy.

The Task Force Recommends: Noise Abatement Procedures and Monitoring

(line 272) Publish noise abatement procedures in local newspapers, and in aviation publications like the Airport Facilities Directory, SIDS, and STARS. Supplement this effort with appropriate signage on airport property. Mr. Perkins moved, and Mr. Kinsler seconded, that Mr. Lichliter prepare appropriate language for the purpose of airport tower supervisors be provided a copy of noise abatement procedures and be familiar with them. The motion passed unanimously.

(line 286 & 287) Request that flight schools log all flights for each aircraft, including their exact locations and amount of time in the air. Mr. Perkins moved, and Mr. Fannell seconded, that the recommendations to the Commission were changed to reflect the recommendations that were voted on October 8th, which would be elimination of line numbers 286 & 287. The motion passed unanimously.

The task force discussed flight schools self-regulating their student pilots and not flying on the weekends. Mr. Byrnes distributed samples of mosaics of flights from a presentation he did in the past and explained what the lines and figures represented. A discussion ensued regarding technology to track flights.

Mr. Perkins moved the task force approve the recommendations as contained in the City's report subject to the amendments they made tonight. All were in favor.

b. Presentation to Commission

The task force discussed who would present the recommendations to the City Commission, the December 15 commission meeting the recommendations would be presented at, and the process for citizens to speak at the commission meeting. They also discussed having Mr. Lichliter make the presentation as he had the technical knowledge and this would

allow Mr. Kinsler speak as a citizen regarding his concerns on the recommendations.

Mr. Perkins moved and Mr. Wisniewski seconded, to authorize Mr. Lichliter to make the presentation to the City Commission of the task force's recommendations as they voted on at this meeting. The motion passed unanimously.

V. Member Comments

Mr. Perkins complimented staff on the presentation and Ms. Emery for her guidance.

Mr. Wisniewski thanked the other task force members for their participation.

Mr. Fannell stated he liked what they accomplished and some good would come out of it.

Ms. Sundblad thanked the City and the task force for their commitment.

Mr. Volenec spoke on noise concerns and that they were moving in the proper direction. He expressed appreciation for the task force members and Pat Murphy from Sunrise. He added that identifying aircraft was key in finding not flying the proper patterns.

Ms. Nichols spoke on her disappointment with the end result. She stated she hoped that implementation and enforcement would be better. She thanked the task force for their time and Embry Riddle for their efforts.

Mr. Byrnes thanked Mr. Lichliter for his hard work for the community. He discussed the noise issue and the continuing work on it.

Mr. Kinsler thanked Mr. Lichliter for his professionalism. He added that they would continue to monitor the situation, and there were other outlets if things did not improve. He expressed appreciation for the task force members and staff for their work.

VI. Staff Comments

Mr. Mannarino thanked Mr. Kinsler for serving as chair on the task force and the task force members for their hard work.

Mr. Lichliter stated he understood the frustration and agreed with Mr. Fannell that something good would come out of it. He thanked the task force for their input and Mr. Kinsler for chairing the meetings.

Ms. Emery shared that the task force had done a wonderful job.

Mr. MacLeod stated that the task force and Mr. Lichliter did a terrific job.

VII. Adjournment

The meeting adjourned at 7:26 p.m.

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Vince Kinsler, Chairman

Report of the Aircraft Noise Abatement Task Force

Appendix C

Information and Supplemental Materials Packet



Ormond Beach Municipal Airport

P.O. Box 277 Ormond Beach, FL 32175 Office: (386) 615-7019 Fax: (386) 676-3330

Aircraft Noise Abatement Task Force

Information & Supplemental Materials

June 11, 2009

Aircraft Noise Abatement Task Force
Suggested Schedule and Agenda Topics

Schedule:

Meetings will be held throughout the 90 day term of the task force. The meetings will be conducted on Thursday evenings, and will commence at 5:30 PM in the Human Resources Training Room. The suggested dates of the meetings are as follows:

June 11th, June 18th, July 2nd, July 16th, July 30th.

Agenda:

June 11th:

1. Initial meeting and call to order. City Attorney will distribute documentation and conduct a discussion the Sunshine Laws.
2. Organizational matters will be discussed, and the task force chairman and vice-chairman will be elected.
3. Information gathered to date will be distributed to the members for review and discussion at the next meeting.
4. Discussion of future presentations will take place.

June 18th:

1. Review existing data regarding the current noise abatement program, and the past, current, and future use of the Ormond Beach Municipal Airport in terms of annual operations.
2. ATC tower manager Steve Brockett will present data on airport and control tower operations.

July 2nd:

1. Presentations and information from the Aircraft Owner's and Pilot's Association will reviewed. Task force member Larry Volenec is the designated AOPA Airport Support Network Volunteer for Ormond Beach, and has agreed to contact AOPA to provide presentations and material germane to the matters before the task force.
2. FAA and/or FDOT will be invited to discuss aircraft noise issues before the task force.

July 16th:

1. Identify alternatives that could be incorporated into the City's current noise abatement plan. Begin to formulate recommendations for the City Commission.
2. Airport Manager to prepare and forward memo and agenda submittal form to City Attorney by July 22nd deadline for the August 18th City Commission meeting

July 30th

1. Review draft report identifying specific recommendations to the City Commission that would improve and further enhance the practice of aircraft noise abatement in the City of Ormond Beach, to be presented to the City Commission by the task force chairman at the August 18th or September 1st City Commission meeting.

Ormond Beach Municipal Airport Traffic Report

This data is being presented pursuant to a request from the City Commission for a report on annual airport traffic figures. Accurate airport traffic data has been collected since the air traffic control tower opened in mid-September of 2004.

2004 - 38,869 (9/15 through 12/31)

2005- 136,700

2006- 148,987

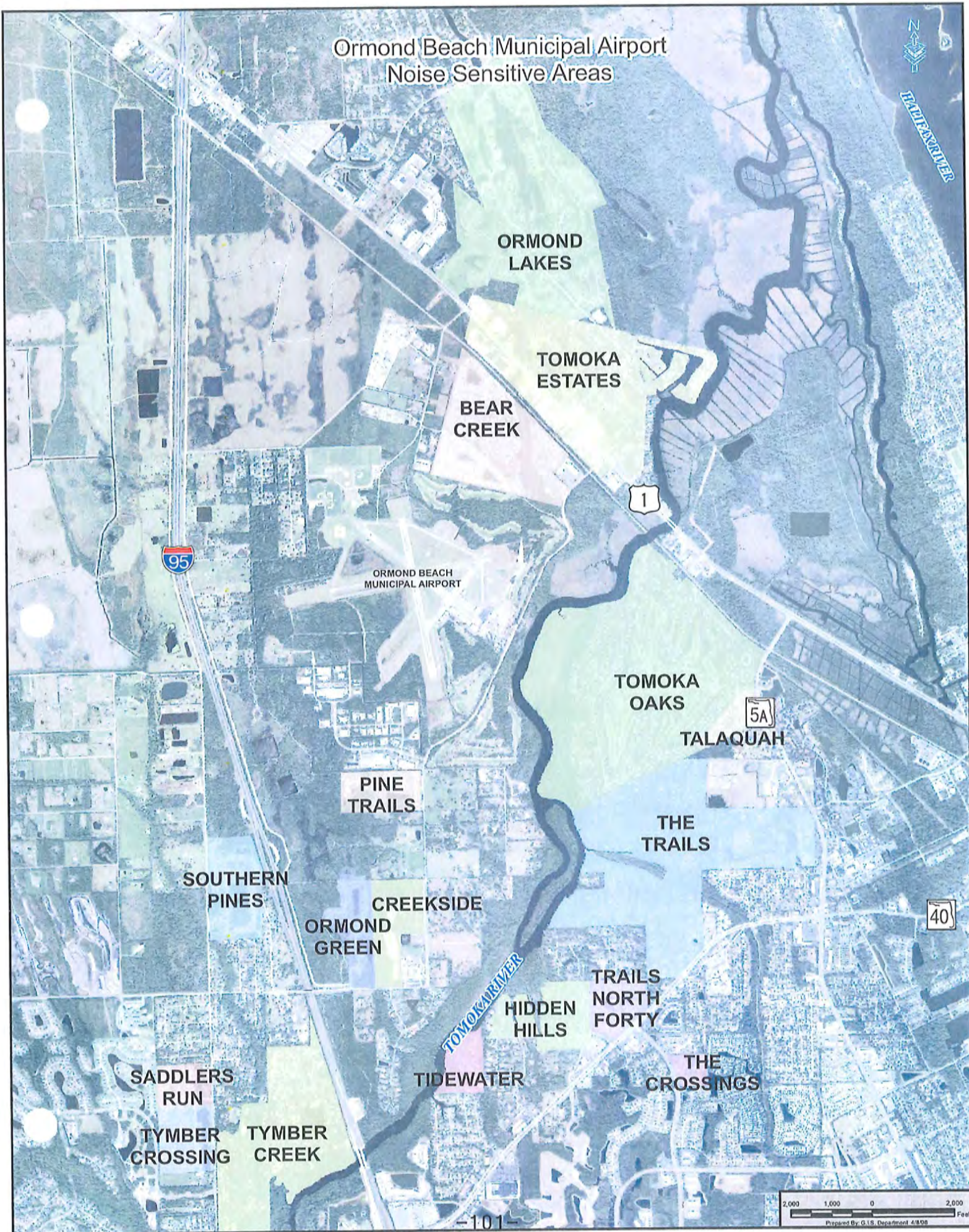
2007- 145,924

2008- 162,352

These figures include over flights of the Ormond Beach airport through the Daytona Beach International Airport's Class Delta airspace, not landing at or departing from OBMA.

The totals indicate 16,428 more operations recorded in 2008 versus 2007. Taking into account the control tower hours of operation, this figure represents an average of about 4 more operations per hour at OBMA.

Ormond Beach Municipal Airport
Noise Sensitive Areas

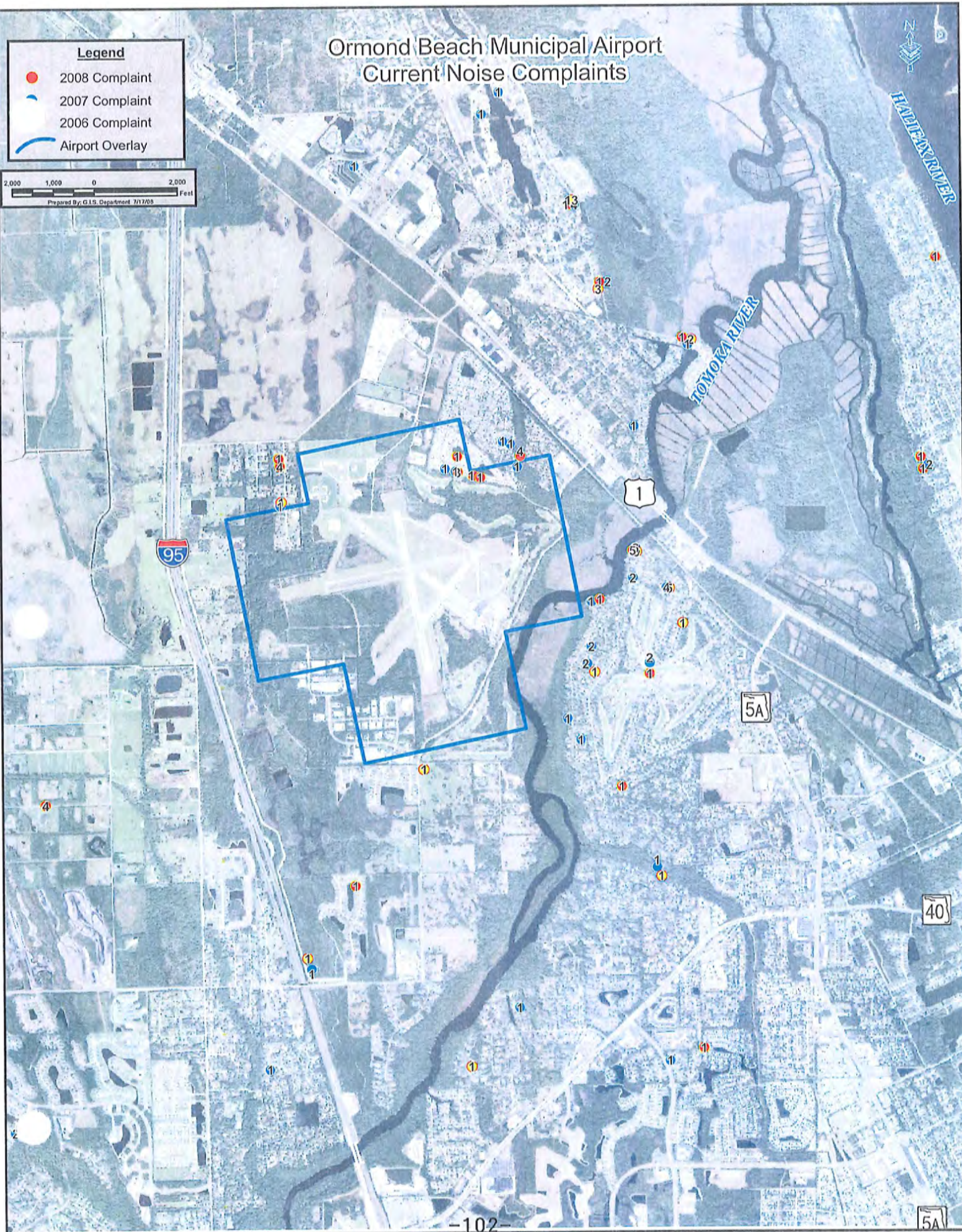


Ormond Beach Municipal Airport Current Noise Complaints

Legend

- 2008 Complaint
- 2007 Complaint
- 2006 Complaint
- Airport Overlay

2,000 1,000 0 2,000 Feet
Prepared By: GIS Department 7/17/08

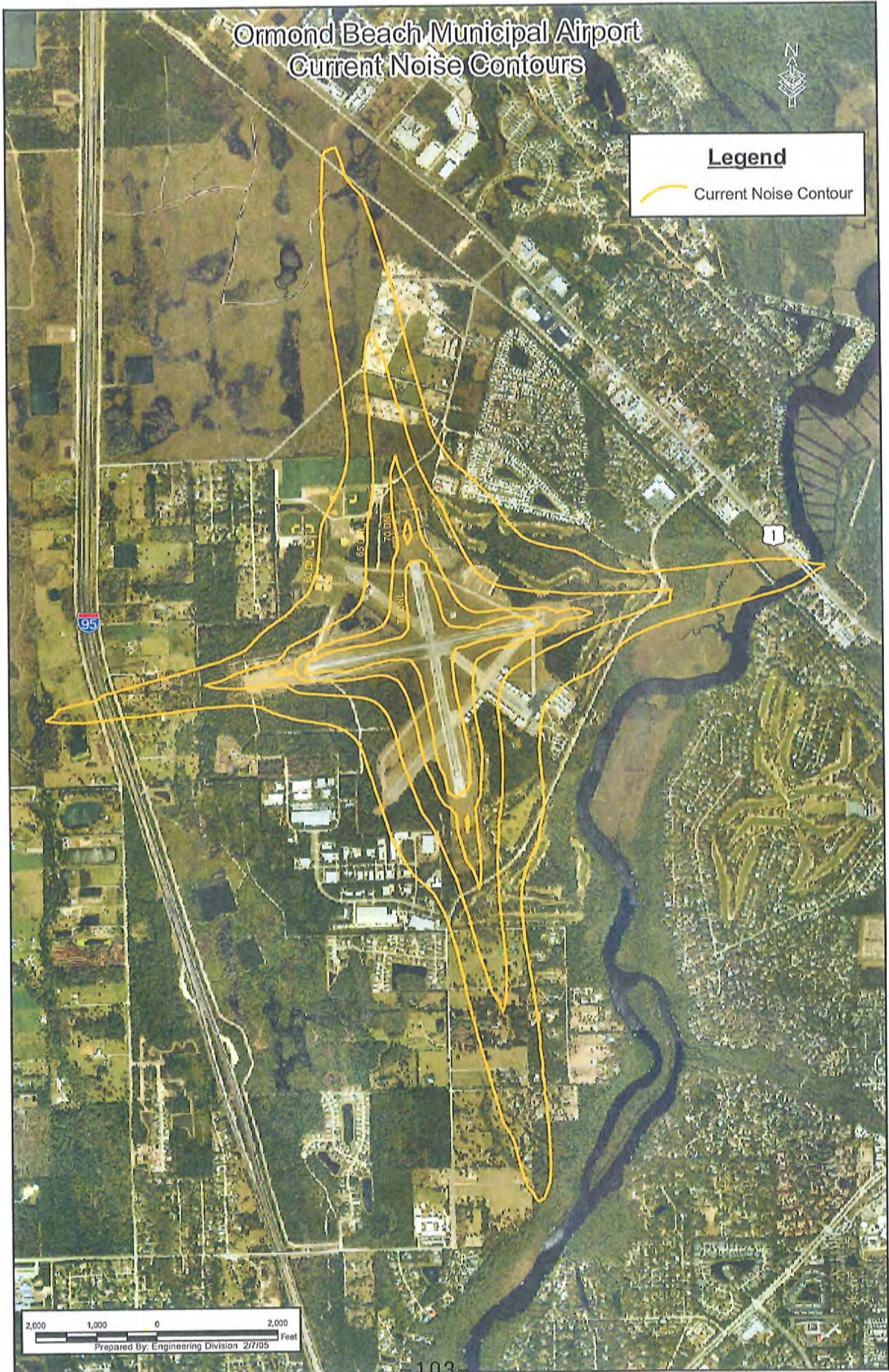


Ormond Beach Municipal Airport Current Noise Contours



Legend

Current Noise Contour



2,000 1,000 0 2,000 Feet
Prepared By: Engineering Division 2/7/05

VOLUNTARY NOISE ABATEMENT PROGRAM

The Ormond Beach Municipal Airport has a voluntary noise abatement program. The program is considered voluntary because The Ormond Beach Municipal Airport is a public-use general aviation facility, thus all flight activity is governed by the Federal Aviation Administration. City officials and staff members are not empowered to regulate or restrict flight activities in contravention of federal regulations. Air Traffic Control Tower personnel support noise abatement measures whenever practicable, however their priority and primary responsibility is to manage and maintain the safe separation of aircraft over Ormond Beach.

Noise abatement procedures are designed to minimize the exposure of residential areas to aircraft noise, while ensuring the safety of flight operations. Pilots are asked to be aware that there are residents and neighborhoods which are noise sensitive and to follow these noise abatement procedures during flight operations in Ormond Beach.

Ormond Beach Municipal Airport

Noise Abatement Procedures

Updated 04/07/2009

PREFERRED PROCEDURES

- As a courtesy to the residents of local neighborhoods, please refrain from flight activities between the hours of 10 p.m. and 8 a.m.
- Early morning flight operations are discouraged. Engine run-ups in the morning and in the latter hours of the evening should be conducted for operational necessity only.
- Pilots are requested to operate their aircraft at the most reduced power settings while in or while entering the airport traffic pattern, consistent with safety and the aircraft POH.
- Runway 17/35 is the designated calm wind runway, and preferred noise abatement runway.
- When departing Runway 8, fly the extended runway centerline and climb expediently (minimum of Vy) to traffic pattern altitude before turning to the crosswind leg or proceeding on course. Use crab angles as needed to stay on the extended centerline. Use the Tomoka River as a visual cue; by keeping the river in sight off the right wing until above the US-1 bridge, over-flight of noise-sensitive areas will be avoided.
- Fly standard traffic patterns on all other runways, turning to the crosswind leg as soon as altitude and airspeed permit.
- Please fly high and tight patterns. Extended patterns greatly impact noise sensitive areas. Aircraft in the pattern at OBMA must at all times remain west of the Tomoka River.
- Left hand traffic pattern on Runway 35 and Runway 8.
- Right hand traffic pattern on Runway 26 and Runway 17.
- Climb as high as possible before leaving the airport boundaries, taking care not to penetrate the Daytona Beach Class "C" Airspace overlying the field at 1200 feet MSL. Fly no lower than 1000 feet above any area of Ormond Beach, including the rural residential areas west of Interstate 95 and the communities south of the Tomoka River. Aircraft transiting Ormond Beach airspace on approach to Daytona Beach International Airport may be required to descend below 1000 feet AGL in order to comply with published FAA approach procedures.
- Helicopter pilots should utilize designated arrival and departure corridors to minimize noise impacts.
- ATC may periodically modify established traffic patterns to afford safe separation of aircraft.
- Pilots are requested to review and use the AOPA "Noise Awareness Steps" when practicable.

Compliance with recommended noise abatement procedures is at the discretion of the PIC.

SAFETY ALWAYS COMES FIRST

AIRCRAFT OWNER'S AND PILOT'S ASSOCIATION

NOISE AWARENESS STEPS

- If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when over flight cannot be avoided.
- Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
- Familiarize yourself and comply with airport noise abatement procedures.
- On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
- Use PAPI if available. This will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
- Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
- Avoid low-level, high-powered approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
- Flying between 10 p.m. and 8 a.m. should be avoided whenever possible. *(Note: the Ormond Beach Municipal Airport is open to air traffic 24 hours a day, 7 days a week. The City supports voluntary compliance with the AOPA Noise Awareness Steps whenever possible.)*

Note: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

WHAT TYPE OF AIRPORT IS ORMOND BEACH MUNICIPAL AIRPORT (OMN)?

OMN is defined as a General Aviation Reliever Airport. The term General Aviation refers to all civil aircraft that are not classified as air carrier, commuter, or military in nature. A Reliever Airport pulls private aircraft away from the air carrier airports to reduce air traffic delays and increase safety. An air carrier airport is an airport that provides regularly scheduled passenger and freight service.

WHY ARE PLANES ALLOWED TO TAKE OFF AND LAND LATE AT NIGHT?

OMN is a public use airport and obligated by the Federal Aviation Administration to be open 24 hours, available to all aircraft.

WHY DO I NOTICE INCREASES AND DECREASES IN THE NUMBER OF AIRPLANES THAT FLY OVER MY HOUSE?

Residents near the airport may notice fluctuations in air traffic activity because OMN has four runways pointing in different directions. Aircraft will use the runway that allows for the safest take off or landing. Aircraft generally need to take off and land into the wind, and smaller aircraft are more sensitive to wind conditions. Therefore, depending upon the direction and intensity of the wind on any given day, residents may not see a single plane overhead, and on other days they may see quite a few. The active runway for OMN is dictated by the direction of the wind along with the active runway at other airports in the area. Pilots flying into OMN will not be allowed to use an approach that would conflict with the approach being used at nearby airports, like Daytona Beach International Airport. Safety and aircraft separation are the Air Traffic Controller's main priorities.

HOW DOES THE WEATHER AND SEASON AFFECT AIRCRAFT NOISE?

Individuals will usually notice an increase in aircraft noise during warmer months, when windows are open and people are outside. During hot and muggy summer days, aircraft climb performance decreases. They stay lower longer and more power is required to climb. A low cloud ceiling will also insulate the noise, especially apparent during helicopter operations. As air density increases and the air is cooler and dryer, air molecules are closer together resulting in the sound conducting better, traveling longer, and sounding louder.

AREN'T THERE REGULATIONS ON HOW LOW AIRCRAFT CAN BE?

There are three scenarios for aircraft: departure, landing, and en route. When aircraft are taking off or landing there are no minimum altitude requirements. When en route, fixed wing aircraft must maintain at least 1000' over congested areas and 500' over other areas. Helicopters have no minimum altitude requirements.

WHAT LIMITATIONS PROHIBIT OMN FROM ESTABLISHING RESTRICTIONS ON AIRPORT OPERATIONS?

On November 5, 1990 the U.S. Congress enacted legislation known as the Airport Noise and Capacity Act. As a result, Federal Aviation Regulation (FAR) 161 was established to limit the ability of airports to restrict access to an airport based on noise. Congress enacted the legislation to balance the interests of the aviation industry and airport neighbors. In addition, Interstate Commerce Laws prohibit anyone to "in any way or degree obstruct, delay, or affect commerce or the movement of any article or commodity in commerce". 18 U.S.C. Sec. 1951(a).

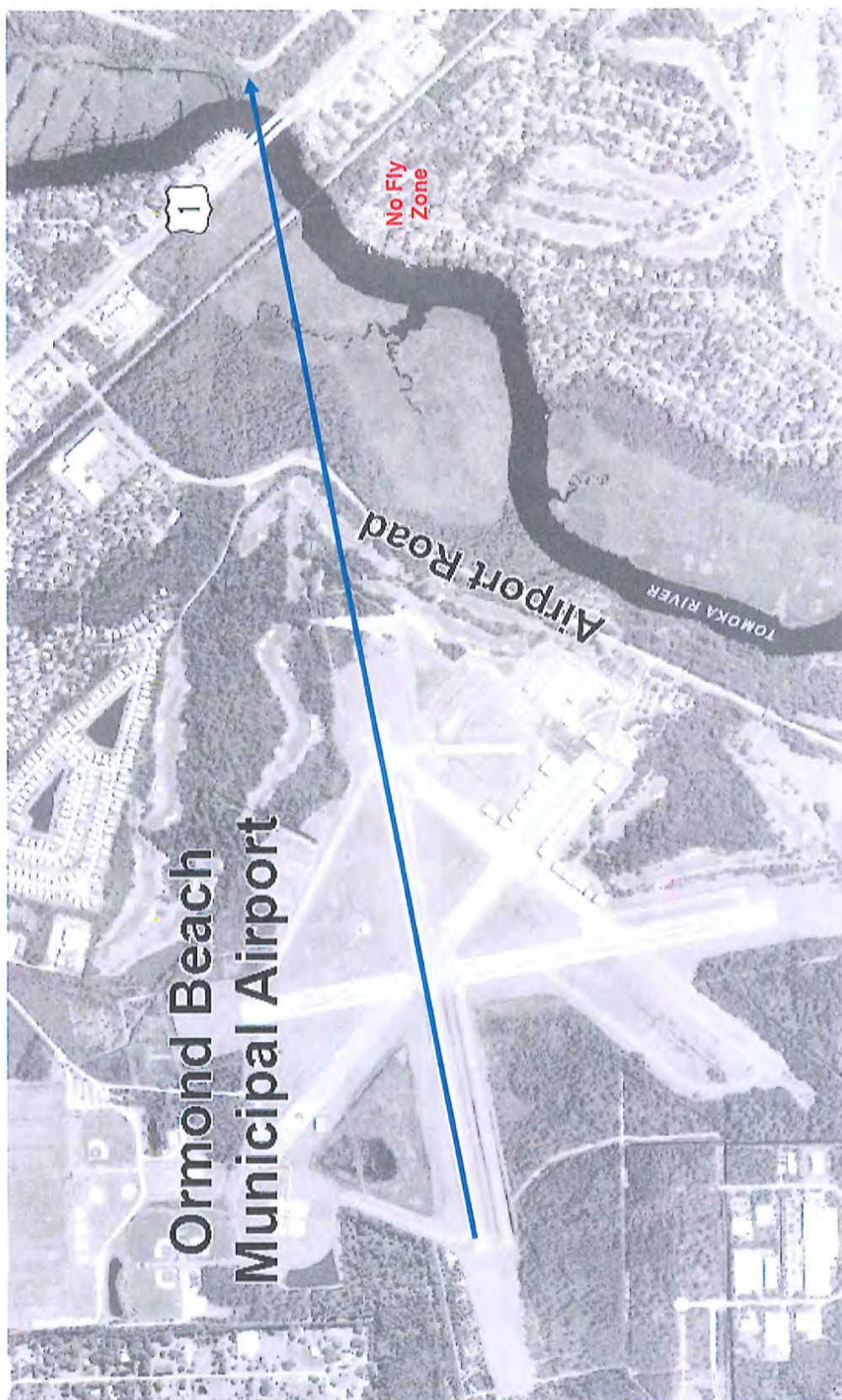
HOW CAN I MAKE A NOISE COMPLAINT?

1.) Call the Airport Manager, Steven Lichliter, at (386) 615-7019. If the Airport Manager is not available to speak with you, please leave a message containing the following information: your name, address, and telephone number, the time of day that you were disturbed, the type of aircraft (jet, propeller, helicopter), the tail number of the aircraft, and any additional description of the event.

2.) Send an e-mail to lichliter@ormondbeach.org that includes the above information.

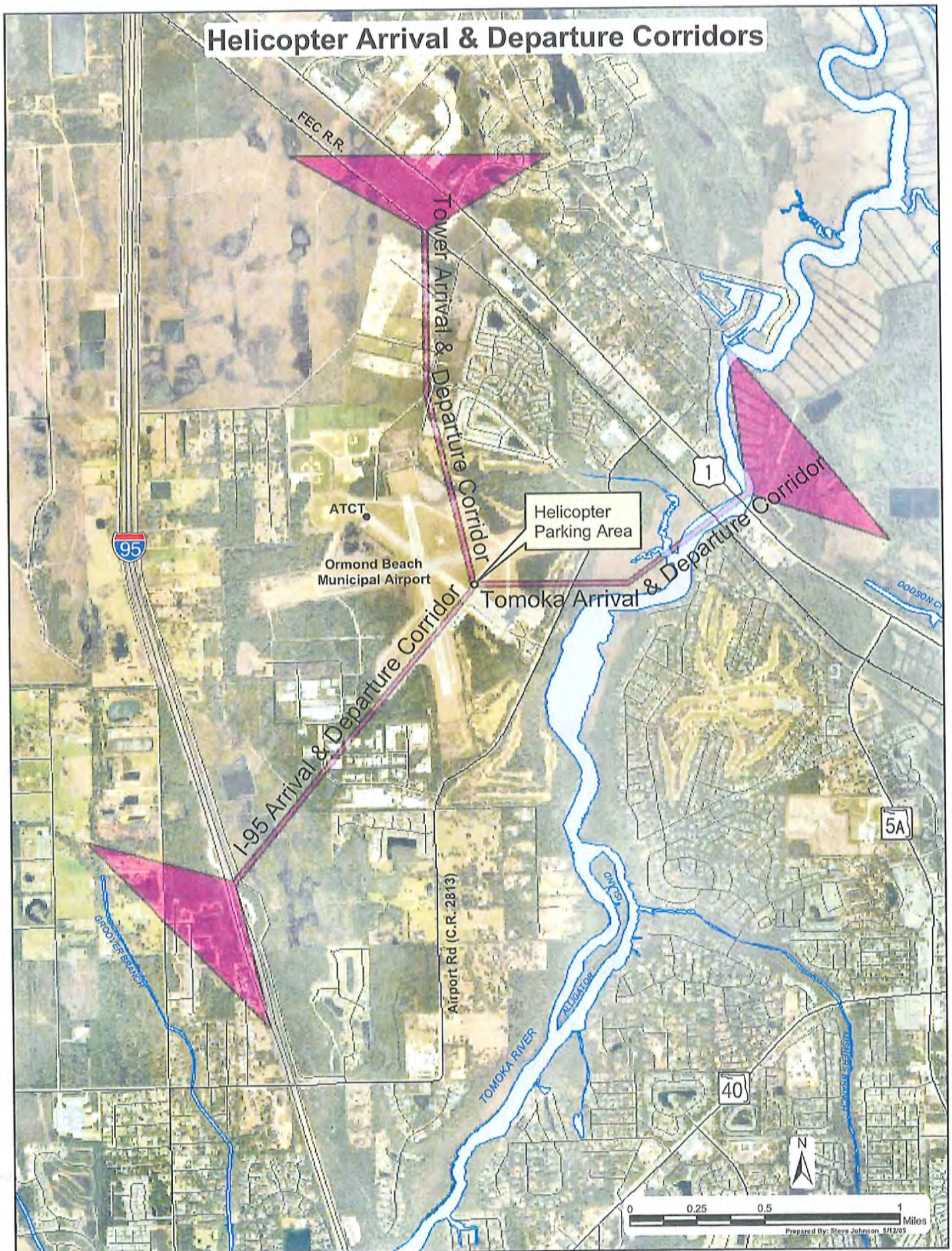
WHAT HAPPENS WHEN I PLACE A NOISE COMPLAINT? WHAT DOES THE AIRPORT DO WITH THAT INFORMATION?

We research all complaints. When we receive multiple complaints from one operation we will notify the operator, inform them of the complaint, and review our noise abatement procedures. We log all complaints and use the information to identify areas in the noise program where modifications are needed.



When departing Runway 8, fly the extended runway centerline and climb expediently (minimum of Vy) to traffic pattern altitude before turning to the crosswind leg or proceeding on course. Use crab angles as needed to stay on the extended centerline. Use the Tomoka River as a visual cue; by keeping the river in sight off the right wing until above the US1 bridge, over-flight of noise-sensitive areas will be avoided. *Unless instructed otherwise by ATC, execute no turns until reaching traffic pattern altitude and until past the US1 bridge.*

Helicopter Arrival & Departure Corridors



REPORT UNAUTHORIZED LOW-FLYING AIRCRAFT

The Federal Aviation Administration (FAA) is responsible for aviation safety in the United States and its territories. To help ensure the safety of persons and property on the ground and those onboard an unauthorized low-flying aircraft, the FAA asks anyone seeing an unauthorized low-flying aircraft to report that sighting to the nearest FAA Flight Standards District Office (FSDO), the preferred notification point.

TO REPORT LOW-FLYING AIRCRAFT IN ORMOND BEACH

Call the FAA Flight Standards District Office in Orlando at: 407-812-7700

The FAA takes seriously any complaint of an alleged violation of Federal Aviation Regulations. The FAA FSDO aviation safety inspector assigned to the case will require as much information as possible to help identify the aircraft in the alleged incident.

Please keep a record of any information you provide to the FAA. You may want to write out a brief statement describing what you saw before you contact FAA, to ensure that you can provide as much information as possible and to help you better organize the information. If your complaint results in an enforcement action, you may be required to testify or provide a written statement.

DESIRED INFORMATION

Provide the FAA with as much of the following information as possible. A brief summary of what happened, where it happened, when it happened, how it happened, and who did it (if known), will be important. The FSDO will use the information to determine if a regulatory violation occurred, and to help identify and locate the aircraft involved.

Please remember that not all low-flying aircraft are in violation of a regulation.

LOW-FLYING AIRCRAFT REPORTING CHECKLIST

- What happened? Describe in detail.
- What was your estimate of the aircraft's altitude or height? How did you determine this estimate?
- Where did it happen? Describe the location in detail.
- When did it happen? Provide the date and time.
- What were the weather conditions at the time?
- How many times did the aircraft appear to be low? Did it continue to fly low in the area?
- What was the direction of flight?
- Who did it? List the name of the pilot or aircraft owner, if known.
- What was the aircraft's registration number?
- List all who witnessed the event. List names, telephone numbers, and addresses.
- Has the local police department been notified? Did a police officer witness the alleged incident? If so, list the name of the police department and the officer involved.
- Did you feel threatened?
- Was more than one aircraft involved? If so, provide data on each aircraft involved.

AIRCRAFT IDENTIFICATION AIDS

- What was the type of aircraft? (fixed wing airplane, helicopter, glider, balloon, airship, ultralight vehicle, seaplane)
- Was it military or civilian?
- Did you see a registration number? If so, what was it?
- List partial numbers if the complete number is not known.
- Was it a high-wing type aircraft or low-wing aircraft?
- What color was it? Did it have one or more other colors?
- Did it have any distinct markings, designs, or logos?
- Was it a jet powered aircraft or piston-powered aircraft?
- Did it have propellers?
- How many engines or propellers did it have?
- How large was the aircraft?
- If it was a helicopter, how many rotors did it have?
- If it was a helicopter, how many main rotor blades did it have?
- Was there anything unusual about the aircraft?

SUPPORTING DOCUMENTATION

- Did you take any photographs or video of the event? If so, what type and focal length of lens was used? If a zoom type lens was used, was the lens zoomed in or out?
- Were you able to zoom in on the aircraft's registration number to help identify the aircraft?
- Did you try to photograph or video the aircraft against a background that would show height such as against a tall building, tower, hill, mountain, or other such object to aid in determining the aircraft's altitude? Please note, it is preferable to photograph the aircraft using a "normal" lens setting to avoid any misleading images caused by the compressive effects of a zoom or telephoto lens.
- If an object is included in the photograph or video to help show the aircraft's height, do you know the object's height?
- If you photographed or videotaped the aircraft in flight from another aircraft, what was your aircraft's altitude when the photograph was taken or the video was made?
- If film was used to photograph the aircraft, it is better if the negatives are not cut into smaller sections. You can ask your photo lab not to cut the film.
- It is important to keep positive control of any type of recording media used to record the incident.

THE REGULATION

Title 14 Code of Federal Regulations, Section 91.119, Minimum safe altitudes, prohibits low flying except under the following conditions:

"Sec. 91.119 Minimum safe altitudes: General. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

- (a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- (b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
- (c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
- (d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) or (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator."

Municipal Airport Noise Abatement Study

Executive Summary

Objective

In an effort to determine if noise abatement procedures proposed for implementation at Ormond Beach Municipal Airport (OBMA) are both appropriate and in keeping with established practices at similar facilities, a comparative study of ten municipal airports has been conducted.

Sample Group

These facilities were selected because they are municipal facilities with operational air traffic control towers and published noise abatement procedures. The regionally diverse nature of this sample affords an understanding of the subject from a nationwide perspective.

Renton Municipal Airport – Renton, Washington
Manassas Regional Airport – Manassas, Virginia
Prescott Municipal Airport – Prescott, Arizona
Beverly Municipal Airport – Beverly, Massachusetts
Vero Beach Municipal Airport – Vero Beach, Florida
Vance Brand Municipal Airport – Longmont, Colorado
Livermore Municipal Airport – Livermore, California
Craig Airport – Jacksonville, Florida
New Smyrna Beach Municipal Airport – New Smyrna Beach, Florida
Nashua Municipal Airport – Nashua, New Hampshire

Background

Responding to reports of increased noise impacts upon residential communities in the vicinity of OBMA, staff developed and published a more comprehensive set of noise abatement procedures for aircraft utilizing OBMA and/or transiting the airspace above Ormond Beach. Some residents have asserted that the new procedures are not sufficiently restrictive, and have suggested that OBMA emulate policies in use at other airports, most notably Naples Municipal Airport and Fort Lauderdale Executive Airport.

Naples Municipal Airport is an extremely noise sensitive facility, as over the years the airport has become surrounded by residential and business development; areas that have been impacted by an increase in jet aircraft operations. Recommended procedures have been published for jet aircraft, single and multi-engine piston aircraft, and rotary-wing (helicopter) aircraft. It has been asserted that Naples Municipal has also successfully banned certain types of noisy aircraft, and that OBMA should take similar action. As a result of multiple studies and other efforts, Naples Municipal was able to ban operations of Stage 1 and

Stage 2 aircraft. Stage 1 aircraft are the oldest and the noisiest, and are not permitted to operate in the United States if their certified weight level exceeds 75,000 pounds. The earliest Learjets are examples of Stage 1 aircraft. Stage 2 includes aircraft such as the Boeing 727 and the Boeing 737-200. Stage 2 aircraft were required by law to be modified with "hush kits" to meet more restrictive Stage 3 noise levels or be phased out of service by January 1, 2000. A small number of Stage 1 aircraft operate from OBMA, but such operations are very much in the minority. Stage 2 aircraft do not and will likely never operate at OBMA. Banning certain types of aircraft at OBMA is impracticable, as environmental and land use compatibility studies conducted at OBMA do not support FAA funding of larger studies, such as those conducted by Naples Municipal to justify a ban on the aforementioned types of aircraft. Absent justifying data to trigger FAA funding, the City of Ormond Beach would be required to finance the larger studies without federal or state aid, the cost of which could easily exceed \$250,000.00. The City of New Smyrna Beach spent almost that amount to fund such expanded studies, and managed only to corroborate their existing noise contours and compatible land use data. As a result, New Smyrna Beach is still obliged to work with a voluntary noise abatement program, very much like the program recently developed for OBMA.

Fort Lauderdale Executive Airport is one of the busiest general aviation airports in the country. Over 400 hangars house more than 700 aircraft, including 115 jets and 37 helicopters. In addition to voluntary noise abatement procedures, Fort Lauderdale Executive has implemented a noise abatement departure turn for jet aircraft. North and westbound jets are assigned a turn over the local industrial corridor by I-95, which has significantly reduced aircraft noise over residential areas. In order to implement these jet departure changes for noise abatement, Fort Lauderdale Executive was required to conduct and later update their Part 150 noise compatibility study and noise exposure maps, which were then submitted to the FAA. Part 150 of the Federal Aviation Regulations establishes rules and guidelines and authorizes Federal assistance for the preparation of airport noise compatibility programs. A Part 150 study provides for the preparation of two types of information; noise exposure maps, which describe existing noise conditions and projected future conditions in the airport area, and a noise compatibility program, which provides guidelines for the mitigation of existing incompatible land uses and the prevention of development that would introduce new incompatible land uses. Similar action at OBMA is again impracticable, as environmental and land use compatibility studies already conducted at OBMA do not support FAA funding of the required Part 150 study. It should also be noted that OBMA hosts only a small number of light jet aircraft, and jet operations at OBMA are considered incidental.

Summary

A review of the noise abatement procedures in use by the sample group of airports illustrates that the noise abatement procedures developed for OBMA are reasonable and in accordance with governing regulations. In at least one instance a member of the sample group lists a restriction on one or more flight operations that is not enforceable under current regulations. Although such hollow restrictions may provide a degree of visceral satisfaction to residents of noise sensitive areas, as a matter of good public policy it is not recommended that OBMA employ such restrictions. It is recommended that OBMA staff maintain regular communication with the principal users of the airport in order to consistently address the topic of noise abatement, and utilize available mechanisms such as the proposed noise abatement task force to receive constructive feedback from residents of noise sensitive areas in the vicinity of OBMA.

Municipal Airport Noise Abatement

Renton Municipal Airport – Renton, Washington

Noise abatement procedures at the Renton Municipal Airport are voluntary measures by pilots to "fly friendly" and be good neighbors to the citizens who live under aircraft flight paths. Pilots should deviate from these procedures only when necessary to comply with any Air Traffic Control requests or in the interest of safety. Pilots of large or turbine-powered aircraft must comply with the provisions of FAR 91.129(e), rather than these procedures.

Departures

1. For aircraft with a constant speed propeller: After takeoff, pilots should reduce power and propeller RPM when at a safe altitude at or below 700'. The power and propeller may be increased when clear of noise sensitive areas or 2,000'. On approach for landing, pilots should not increase the propeller to full RPM until the power has been reduced to final approach power.
 2. For departures which remain in the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, to at least 700' before turning crosswind, reduce pitch to Cruise Climb speed during crosswind, reduce power to pattern power at 1,000', and fly a close-in downwind West of I-405. Pilots should avoid descent over Kenndale and Renton East Hill below 800', turning base before these areas or maintaining altitude as necessary to fly over them at or above 800'.
 3. For departures leaving the traffic pattern: Pilots should climb at Best Rate of Climb (Vy) or Best Angle of Climb (Vx), or a combination thereof, until reaching 1,000' and thereafter at Cruise Climb speed to departure altitude.
- **North Flow East Channel Departures:** Pilots should fly the centerline of the East Channel to the East Channel Bridge.
 - **North Flow Downwind Departure:** Pilots should fly the centerline of the East Channel to 1,000' before turning crosswind.
 - **South Flow Southeast Departure:** Pilots should fly runway centerline to 1,000', then left heading 130 degrees and continue to climb to at least 1,500' before turning on course.
 - **South Flow Downwind Departure:** Pilots should fly runway centerline to 1,000' before turning crosswind.

Approach and Landing

For approach and landing: Pilots should approach the traffic area as high as practical at minimum power and minimum prop RPM, descending to arrive at the traffic pattern at traffic pattern altitude.

- **South Flow arrivals from the North:** Pilots should cross the East Channel bridge at or above 1,500', maintain the centerline of the East Channel until South Tip of Mercer Island, descend to intercept final approach course at 1,000', and avoid any over flight of Mercer Island.
- **South Flow arrivals from the South:** Pilots should enter the traffic pattern at 1,000' on the ATC designated path or location and fly a close-in downwind, West of I-405. Pilots should avoid descent over Kenndale below 800'. Turn base before Kenndale or maintain altitude as necessary to fly over Kenndale at or above 800'.
- **North Flow arrivals from the South:** Pilots should maintain 1,500' until intercept of visual glideslope and then fly at or above the glideslope to a straight-in landing.
- **North Flow arrivals from the North:** Pilots should maintain at at-least 1,500' as long as practical, descending to cross over the "white water tower" at 1,200' or Kenndale at 1,000', as designated by ATC. Pilots should fly a close-in downwind, West of I-405. Pilots should avoid descent over Renton East Hill below 800'. Turn base before the hill or maintain altitude as necessary to fly over the hill at or above 800'.

Manassas Regional Airport – Manassas, Virginia

Forward

It is the policy of the Manassas Regional Airport Office to promote the following Voluntary Good Neighbor Noise Abatement Policy in order for the Airport to continue its role as a vital part of the local community. This program is intended to be considerate of the Airport's residential neighbors while also balancing the operational needs of our own tenant population.

The Voluntary Good Neighbor Noise Abatement Policy is comprised of suggestions for pilots, fixed-base operators, and maintenance facilities. It is recognized that the F.A.A. Air Traffic Control Tower and the dictates of aviation safety are the overriding influences on flight operations; however the Airport's tenants are encouraged to follow the guidelines of the Voluntary Good Neighbor Plan whenever allowed by the F.A.A., Air Traffic Control Tower, and the dictates of safe flight operations.

SECTION 1 – FLIGHT TRAINING

Flight instructors should teach their students these voluntary noise abatement procedures, including pilots which are taken up for biennial flight reviews. Treat noise abatement as you would any other element of instruction. Be aware of the noise sensitive areas, and point them out while riding with your students. Make sure that your students fly at the recommended pattern altitude of 1,200 ft. msl. for airplanes and 800 ft. msl. for rotorcraft. When possible, make sure to practice maneuvers over unpopulated areas and use various practice areas so the same community isn't constantly subjected to noise from flight training operations. Be mindful of noise sensitive areas when doing ground-reference maneuvers. Stay away from doing these maneuvers around houses, schools, or anything that would classify as a noise sensitive area. Stress the importance about the use of high power r.p.m. settings only when necessary. For example high r.p.m. settings should only be used during takeoff or short final when altitude/speed adjustments are needed.

SECTION 2 – FIXED WING FLIGHT OPERATIONS

General Vicinity: Familiarize yourself with the location of noise sensitive areas, particularly the Great Oaks subdivision located to the east across the Route 234 Bypass, the Moor Green Estates neighborhood located to the south of the Airport in the approach path of Runway 34R, and the residential neighborhoods of the Nokesville area to the west and southwest. The preferred way to avoid the noise sensitive areas are to follow major roads and railroad tracks located near the Airport. These roads include the Route 234 by-pass and the Norfolk/Southern railroad tracks. A recent aerial photograph that depicts these preferred roads and railroad tracks near the Airport will be available for study in the Airport Director's Office. When arriving and departing from the Northwest/West/Southwest direction, it is preferred to use the Norfolk and Southern Railroad tracks located north of the Airport. When departing from any of the runways, unless in conflict with the Tower's instructions climb to at least 900 ft. msl. prior to making a turn on course, or before you make a turn for your crosswind leg while conducting traffic pattern work. 2,400 is the recommended R.P.M. setting to be used while in the traffic pattern for any of the runways. This will help alleviate aircraft engine noise. While operating in the 16L/34R traffic pattern and aircraft type permitting, try to keep your downwind legs on the west side of the Route 234 by-pass. The purpose of this is to help lessen the amount of noise for the surrounding residential communities.

SECTION 3- ARRIVAL AND DEPARTURES PROCEDURES

If the Airport is in a north operation: Outbound traffic shall stay north of the Norfolk/Southern railroad tracks at an altitude of 2,500 ft. msl. The inbound traffic shall stay south of the Norfolk/Southern railroad tracks at an altitude of 2,000 ft. msl.

Preferred North Operation Procedures - Map

If the Airport is in a south operation: Outbound traffic shall stay south of the Norfolk/Southern railroad tracks at an altitude of 2,500 ft. msl. Inbound traffic shall stay north of the Norfolk/Southern railroad tracks at an altitude of 2,000 ft. msl.

Preferred South Operation Procedures - Map

SECTION 4- HELICOPTER OPERATORS

Unless in conflict with the Control Tower's instructions, climb to the helicopter traffic pattern altitude of 800' msl. prior to crossing the Airport boundary. When approaching the Airport, maintain as high an altitude as practical and conduct as much of your descent within the Airport boundary as allowed by safe flight operations. When possible, over fly industrial areas, rail & utility corridors and roadways so as to avoid direct over flight of residential areas. When operating in the helicopter traffic pattern maintain as high an altitude as possible and attempt to avoid over flight of residential areas. If allowed by your flight profile and traffic conditions (i.e. low fixed wing traffic volume), please consider arriving and departing via the standard traffic pattern and active runway.

SECTION 5- PREFERRED HELICOPTER ROUTES

The following routes are to be used to avoid noise sensitive areas surrounding the Manassas Regional Airport.

Arrivals from the Northeast: (Tracks Route) An extension of existing helicopter Route 10 from Manassas to follow Route 28 South to intercept the Norfolk and Southern Railroad tracks west bound to Manassas Regional Airport.

Arrivals from the North: Helicopters arriving from the north should proceed over the Route 234 Bypass southbound to the Airport.

Arrivals from the South and Southeast: (Lake Route) Helicopters inbound from the south, utilizing the recommended reporting point of Independent Hill and upon receiving clearance from ATC, should proceed direct to Lake Jackson, then proceed over the Route 234 Bypass and direct Manassas Regional Airport. Helicopters inbound from the east through southeast utilizing the recommended reporting point of Lake Jackson, should proceed direct Manassas Regional Airport upon receiving clearance from ATC.

Arrivals from the West and Southwest: (Catlett Route) Helicopters utilizing the recommended reporting points of Bend or Nokesville should follow Norfolk and Southern Railroad tracks, east to the Manassas Regional Airport.

Departures to the Northeast: (Tracks Route) Helicopters departing to the north should follow the Norfolk and Southern Railroad tracks east to intersection of the railroad split (approximately two miles) before proceeding on course.

Departures to the North: Helicopters departing to the north should follow the Route 234 Bypass northbound.

Departures to the West and Southwest: (Catlett Route) Helicopters departing west or southwest bound depart north following the Norfolk and Southern Railroad tracks west to Nokesville, before proceeding on course.

Departures to the East and Southeast: When Manassas Regional Airport is in a north operation, helicopters departing east or southeast bound, should depart via (Tracks Route) following the Norfolk and Southern Railroad tracks east to intersection of the railroad split (approximately two miles) before proceeding on course. When Manassas Regional Airport is in a south operation, helicopters departing east or southeast bound should depart direct (Lake Route) Lake Jackson before proceeding on course.

Helicopter Closed Traffic: Helicopters requesting touch and go, stop and go or low approach operations may be restricted to the east side of the Airport during peak air traffic operations. These operations may be executed on either the parallel taxiway or Runway 16L/34R.

Autorotation: Helicopters requesting autorotation practice may be restricted to the east side of the Airport, to Taxiway Bravo when Manassas Regional Airport is in a south operation or the proposed helipad abeam the T-hangars when in a north operation.

Preferred Helicopter Routes - Map

SECTION 6- ENGINE RUN-UP OPERATIONS FOR ALL AIRCRAFT

Engine run-ups for maintenance and pre-flight purposes should be conducted in one of designated run-up pads which are adjacent to the ends of every runway on the Airport. If possible, attempt to orient the aircraft so that the majority of the sound produced is directed to the north, over the gateway business park. Avoid engine run-ups between 10:00 p.m. and 6:00 a.m. whenever possible. Conduct run-ups at the minimum permissible r.p.m. and be mindful of propeller synchronization when applicable.

SECTION 7- NOISE COMPLAINT PROCEDURES

When a noise complaint is received, the Airport will document it in a noise complaint log. A member of the Airport Staff will call the person who filed the complaint. The noise complaint log will be kept up to date and will include the following information:

- Date of the noise complaint
- Time of the noise complaint
- Method of notification
- Type of disturbance
- Weather and runway conditions
- Callers remarks
- Information provided to caller
- If possible, the name and address of the person with the complaint

The noise complaints will be tracked with the Maps and Streets software which is used by Airport Operations.

SECTION 8- NOISE ABATEMENT AWARENESS

Signs will be installed near the runways on the Airport to remind pilots of the voluntary noise procedures. This will help reinforce the importance of flying neighborly, for the consideration of the noise sensitive areas surrounding the Airport. Posters will be displayed in visible spots throughout various buildings including the Main Terminal. This will serve as a reminder of the Voluntary Noise Policy for persons using the Airport. The preferred departure and arrival routes for aircraft will be put into a brochure, which can be distributed to pilots of rotorcraft or fixed-wing aircraft. The brochure can be kept inside the aircraft acting as a visual aide showing where the noise sensitive areas are located.

SECTION 9- NOISE ABATEMENT HOTLINE

Manassas Regional Airport has a 24-hour noise abatement hotline. Please notify the Airport staff of a noisy aircraft event at (703) 257-2576. The hotline will ask the residents to leave the following information:

- Name
- Address
- Phone number if a returned call is desired
- Neighborhood
- Time of disturbance
- Type of aircraft noise (engine, over-flight, small, large, helicopter, etc)
- Additional information as required

SECTION 10- GENERAL CONSIDERATION

Adhere to the standard traffic pattern procedures whenever possible. Avoid "flat hatting" and non-standard departures (i.e. a low-altitude, high speed turn-out to the east over residential areas). Closely monitor r.p.m. settings to avoid excessive engine noise while in the traffic pattern. Most importantly please remember to fly safely and neighborly.

Prescott Municipal Airport – Prescott, Arizona

The Prescott Municipal Airport is one of the nations busiest General Aviation airports. During 2004, approximately 273,000 aircraft operations occurred at the airport. An "operation" is defined as either one takeoff or one landing by an aircraft. This level of operations made Prescott the 8th busiest general aviation airport and the 40th busiest airport in the country overall during 2004. Designated by the Federal Aviation Administration (FAA) as a General Aviation airport, Prescott is utilized by light aircraft, helicopters, corporate aircraft (propeller & jet), commercial airline and military aircraft. A primary factor affecting aviation activity is the growth, both residential and commercial, in the tri-city area. This growth has and will continue to cause aviation activity to increase at a rate that is somewhat proportionate to the rate of growth.

Until recently, the airport was located away from the population centers of Prescott, Prescott Valley and Chino Valley. As the population of the tri-city area continues to grow, moving residential development closer to the airport, the natural buffer zone that once protected the airport is gradually disappearing. Adding to the aviation activity in our area is the weather. The abundance of clear skies in the Arizona area has fostered a worldwide reputation for excellent flying conditions. So the same reason that so many people decide to locate in the tri-city area has brought about a high level of aviation activity.

Much of the traffic comes from flight training activities conducted by Embry-Riddle Aeronautical University and other flight schools. Other activity includes personal aviation, scheduled airline service, corporate & business aviation, and the military. The community benefits of these activities include medical flights, search & rescue flights, law enforcement, fire bomber operations during the summer months, air tours to the Grand Canyon, etc.

The Prescott Municipal Airport is an integral part of the local, regional and national air transportation system providing essential aviation services. Regional population and economic growth are anticipated to increase all segments of aviation at the airport.

In an effort to help minimize the potential impact upon the airport from residential encroachment and to allow for the development of the surrounding areas, the Airport and the City of Prescott initiated an Airport Study Area Plan (ASAP). For further area information you may wish to contact the City's Planning Services office at 928-777-1207 and/or check the [Arizona Department of Real Estate website](#).

For further information relating to the noise abatement policies of the airport, please feel free to contact airport management at 928-777-1114.

Noise Abatement Policies

The procedures described below are designed to minimize aircraft noise disturbance to homes near the Prescott Airport. Your compliance with our noise abatement procedures is extremely important in maintaining goodwill between the airport and the surrounding communities. These procedures as Voluntary - No noise abatement procedure should compromise safety. Please take a few moments to become familiar with the procedures, and keep this sheet in your flight case for future reference. Thank you for your cooperation and support.

Traffic Pattern Altitudes

Small Single-Engine & Multiengine Airplanes

(maximum certificated takeoff weight less than 12,500 lbs.)

1,000 Feet Above Ground Level (AGL) – ALL RUNWAYS

Turbojet & Large Multiengine Airplanes

(maximum certificated takeoff weight over 12,500 lbs.)

1,500 Feet Above Ground Level (AGL) – ALL RUNWAYS

The airport currently has the following noise abatement policies in place:

1. Runway 21L is designated "calm wind" runway.
2. When Runway 21L is in use – Maintain runway heading until crossing Highway 89.
3. When Runway 30 is in use – Left traffic for aircraft in closed traffic.
4. When Runway 12 is in use – Right traffic for aircraft in closed traffic.
5. Departure from Runways 12, 30 and 03R will be discouraged during the following times:
 - o Monday through Friday prior to 7:00 a.m.
 - o Weekends and holidays prior to 8:00 a.m
6. Piston aircraft operators are requested to use AOPA "Noise Awareness Steps"
7. Turbine/Jet aircraft operators are requested to use NBAA "Noise Abatement Program" procedures or comparable procedures of aircraft manufacturer.
8. Helicopter operators are requested to use HAI "Recommended Noise Abatement Measures"

Complaints

To register an official aircraft complaint with the airport please call 928-777-1150 and leave the following information:

- Your name, address and telephone number
- The date and time of the occurrence
- A brief description of the event including: Nature of complaint (noise, low flying, traffic, safety, etc.); Aircraft type (propeller, jet, helicopter); Aircraft description (color, number of engines, high wing/low wing, etc.); Type of operation (takeoff, landing, overflight, aerobatics, etc.)
- Please indicate if you would like a staff member to return your call

Management staff is available to respond to complaints during normal business hours Monday through Friday, however, Airport Operations staff will investigate complaints received after normal business hours and weekends with airport traffic control tower staff and pass that information to Management for follow-up. Complaints that contain vulgar or threatening language will not be acted upon.

A.O.P.A. Noise Awareness Steps (Aircraft Owners & Pilots Association)

These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

1. If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Familiarize yourself and comply with airport noise abatement procedures.
5. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
6. Use Precision Approach Path Indicator (PAPI). This will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
7. Retract the landing gear either as soon as landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacle. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and the propeller governor.
10. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
11. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible.

Arizona Revised Statutes

28-8485. Airport influence areas; notice

- A. After notice and hearing, this state or the governing body of a political subdivision that has established or operates an airport may designate as an airport influence area all property that is in the vicinity of the airport, that is currently exposed to aircraft noise and overflight and that either has a day-night average sound level of sixty-five decibels or higher or is within such geographical distance from an existing runway that exposes the area to aircraft noise and overflights as determined by the airport owner or operator.
- B. If this state or the governing body of a political subdivision establishes an airport influence area, this state or the governing body shall prepare and file a record of the airport influence area in the office of the county recorder in each county that contains property in the airport influence area. The record shall be sufficient to notify owners or potential purchasers of property in the airport influence area that property in the area is currently subject to aircraft noise and aircraft overflights.

28-8486. Public airport disclosure; definitions

- A. The state real estate department shall have and make available to the public on request a map showing the exterior boundaries of each territory in the vicinity of a public airport. The map shall clearly set forth the boundaries on a street map. The state real estate department shall work closely with each public airport and affected local government as necessary to create a map that is visually useful in determining whether property is located in or outside of a territory in the vicinity of a public airport.
- B. Each public airport shall record the map prepared pursuant to subsection A in the office of the county recorder in each county that contains property in a territory in the vicinity of the public airport. The recorded map shall be sufficient to notify owners and potential purchasers of property that the property is located in or outside of a territory in the vicinity of a public airport.
- C. For the purposes of this section:
 - 1. "Public airport" means an airport that is owned by a political subdivision of this state or that is otherwise open to the public.
 - 2. "Territory in the vicinity of a public airport" means property that is within the traffic pattern airspace as defined by the federal aviation administration and includes property that experiences a day-night average sound level as follows:
 - a. In counties with a population of more than five hundred thousand persons, sixty decibels or higher at airports where such an average sound level has been identified in either the airport master plan for the twenty year planning period or in a noise study prepared in accordance with airport noise compatibility planning, 14 Code of Federal Regulations part 150.
 - b. In counties with a population of five hundred thousand persons or less, sixty-five decibels or higher at airports where such an average sound level has been identified in the airport master plan for the twenty year planning period.

Beverly Municipal Airport – Beverly, Massachusetts

This Noise Abatement Program for the Beverly Municipal Airport was developed by the Beverly Airport Commission with input from airport FBO's, users, the air traffic control tower, and from the Aircraft Owners and Pilots Association (AOPA) noise awareness recommendations.

The following voluntary measures are part of the Noise Abatement Program for the Airport.

1. Adoption of Preferential Runway Use Program
2. Promotion of quiet flying procedures when possible
3. Publication and update as necessary of a noise abatement procedures pamphlet
4. Review of changes in noise exposure as necessary
5. Publication of noise sensitive areas map
6. Periodic review of the noise complaint procedure
7. Advise neighbors and public officials when air shows or other public aviation events will occur

FLIGHT PROCEDURES

This pamphlet identifies noise sensitive areas in the vicinity of Beverly Municipal Airport and outlines procedures to minimize noise impact in these areas. Your cooperation with these noise abatement efforts is appreciated.

1) NOISE SENSITIVE LAND USERS

When possible, please avoid overflight of the close-in noise sensitive areas shown on map.

2) PRIORITY OF RUNWAY USE

- a) Runway 16/34 is the preferred runway.
- b) When the control tower is closed, Runway 16/34 is the calm wind noise abatement runway, unless wind direction warrants using Runway 9/27.
- c) If a pilot requests another runway to be used, Beverly Tower, to the extent traffic and other conditions permit, will assign that runway. Workload permitting, the pilot will be informed if the requested runway is noise sensitive. In addition, it is recognized that Beverly Tower personnel, when safety, traffic, or other conditions require such an assignment, may have to assign a runway that is other than the preferred runway.
- d) Be aware that Runways 9 and 16 are the most noise sensitive for aircraft arrivals and Runways 27 and 34 are most noise sensitive for aircraft departures.

3) AIRCRAFT FLIGHT TRACK PROCEDURES

The following are some guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground. These AOPA recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be done that would compromise flight safety. Recommendation guidelines are subject to Air Traffic Control instructions.

- a) If practical, avoid noise sensitive areas, such as residential areas and open-air assemblies (e.g. sporting events, graduations, concerts). Make every effort to fly at or above 1,100 feet MSL with conventional piston type aircraft and 1,600 feet for turbo-prop and turbo-jet aircraft over the surface of such areas when overflight cannot be avoided.
- b) Consider using reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce the aircraft's noise level substantially.
- c) On takeoff, gain altitude as quickly as possible without compromising safety.
- d) Retract the landing gear as soon as a landing straight ahead on the runway can longer be accomplished. If practical, maintain best angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
- e) Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- f) Use Runway 16 PAPI. It will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- g) If possible, do not adjust the propeller control for flat pitch on the downward leg; instead, wait until short final. This practice provides a quieter approach.
- h) Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

4) TURBO-JET BUSINESS AIRCRAFT

Pilots of turbo-jet business aircraft are requested to use NBAA-recommended noise abatement procedures developed for takeoff over close-in residential communities and for VFR and IFR approaches (the NBAA procedures manual is available in the Airport Manager's Office).

5) HELICOPTERS

Helicopter operators are requested to use HAI-recommended noise abatement measures.

6) MAINTENANCE RUN-UPS

Maintenance run-ups should be conducted between the hours of 7:00AM and 9:00PM.

7) TOUCH-AND-GO OPERATIONS

Touch-and-go aircraft use best rate-of-climb to pattern altitude as soon as possible.

8) AIRCRAFT COMPLAINTS

To register an official aircraft complaint, please call 978-921-6072 or, via electronic form found on our website, www.BeverlyAirport.com. Forms may also be faxed or picked up at the Airport Manager's Office. The following information shall be provided:

- a) Your name, address, and telephone number
- b) The date and time of the occurrence
- c) A brief description of the event including:
 - Nature of complaint (e.g. noise, low-flying, safety, etc.)
 - Aircraft type (e.g. propeller, jet, helicopter)
 - Aircraft description (e.g. color, number of engines, high or low wing, registration numbers, etc.)
 - Type of operation (e.g. takeoff, landing, overflight, aerobatics, etc.)
 - Also, please indicate if you would like a return telephone call.

Note: Management is normally available to respond to complaints during normal business hours, Monday through Friday, however, the Airport will investigate complaints received after normal business hours and weekends as soon as possible. Complaints that contain vulgar or threatening language will not be acted on.

9) OTHER AIRPORT CLASSIFICATION

a) Airport Classification

Beverly Municipal Airport is classified as a general utility, general aviation/reliever airport. This means it can accommodate all small aircraft and larger corporate-type aircraft. Its designation as reliever means it is available to relieve Logan International Airport of small general aviation type aircraft during Logan's peak traffic times.

b) Flying Activities

Traffic at Beverly Municipal Airport can be grouped into five (5) categories:

- Recreational
- Instructional (There is one based BVY flight school offering private pilot, multi-engine, commercial, and instrument pilot ratings.)
- Business (typified by corporations who either own or lease their own aircraft)
- Commercial (whose activities include charters, tours, aerial photography, aerial advertising, power line inspections, traffic reporting, and fish spotting)
- Military (comprised mostly of U. S. Coast Guard helicopters)

c) Public Perception/Noise

Portions of the public tend to regard airports as noisy, undesirable neighbors. Yet, at the time when airports were built, the only neighbors airports had were trees and meadows and not humans. Over the years though, developers chose to build closer and closer to airports. This has been true at Beverly, where housing and other developments have occurred despite warnings from other airports and the Massachusetts Aeronautics Commission. Aircraft noise at Beverly Municipal Airport has declined due to decreases in the number of aircraft operations, aircraft that are being built with quieter engines, and the noise abatement procedures put in effect by airport management. Such procedures include preferential runway use in which flights cross the least populated areas, a best rate-of-climb policy, and compliance with Federal Air Regulations pertaining to noise.

d) Importance of the Airport

Beverly Municipal Airport, like most airports, provides an economic benefit to the community. Businesspersons have quick, convenient access to visit customers or attend meetings. Corporate users of the Beverly Municipal Airport range from the very small companies to Fortune 500 companies.

The airport attracts industry that, in turn, provides the community with jobs. One of the reasons Cherry Hill Industrial Park was built adjacent to the airport was because the developer wanted airport accessibility. The businesses (and employees) also pay taxes to the communities and inject payroll and business dollars into the community.

Airport commercial activities and grants also inject money into the community. A recent Beverly Municipal Airport economic analysis estimated the total dollar impact in excess of 14 million dollars per year.

Commercial business deliveries also help businesses like manufacturers, auto dealerships, and others receive parts and specialized equipment. Local hospitals can receive timely delivery of organs, blood, and medicine and patients can be transported when minutes count. The Airport is also important to search and rescue and relief efforts including our Beverly Municipal Airport based Civil Air Patrol Squadron. Lastly, the Airport can provide enjoyment to the community with air shows and aircraft displays.

e) Mission Statement

The primary mission of the Beverly Municipal Airport is to provide aerial access to Beverly and the North Shore region for private and business aircraft.

A secondary mission is to enhance the desirability of Beverly and the North Shore as a location for businesses, outlets, offices, tourism, and manufacturing facilities by providing direct corporate access for executive visits, raw materials/components, finished products and the continued support of recreational and instructional flying.

Vero Beach Municipal Airport – Vero Beach, Florida

It is the desire and the intention of the city of Vero Beach to operate the Vero Beach Municipal Airport in a safe, efficient and environmentally responsible manner. Vero Beach is a noise sensitive community, and the noise-related concerns of the community should be considered at all times.

The airport's noise abatement procedures are voluntary, as required by federal regulations. However, all pilots are requested to remain sensitive to the issue of aircraft noise, and to follow these noise abatement procedures when using the Vero Beach Municipal Airport.

FLIGHT OPERATIONS

Jet Aircraft: Use NBAA Noise Abatement Procedures

Traffic Pattern Altitudes: Piston Engine - 1000 AGL (1024 MSL)

Turboprop and Jet - 1500 AGL (1524 MSL)

No Touch and Go Operations: Between 10:00 PM and 7:00 AM, or prior to 12:00 Noon on Sundays

Intersection Departures: By ATC Request Only

Runway 11R Departures, Right Turn out or Right Closed Traffic: Turn right 15 degrees as soon as safely able, climb on that heading until turning crosswind.

All Departures, All Runways: When practical, expedite climb to pattern altitude as safety of flight allows.

MAINTENANCE ENGINE RUN-UPS

NOTE: These guidelines apply to maintenance run-ups only. Normal pre-flight engine run-ups should be conducted at the departure runway's run-up area.

Airport tenants should establish maintenance engine run-up areas on their leased property in the safest, most practical and least objectionable location. Maintenance engine run-ups should be conducted at the tenant's established run-up area if:

- The run-up will last no more than 15-20 minutes.
- The run-up is conducted between 7:00AM and 9:00 PM

Maintenance engine run-ups should be conducted at either the Runway 11R run-up area or the Runway 22 run-up area (see map below) if:

- The run up will exceed 20 minutes.
- The run-up is conducted after 9:00 PM and before 7:00 AM.
- The frequency of several run-ups results in a continuous level of noise that could disrupt the normal operations of the tenant's neighbors, either on or off the airport.

Aircraft performing maintenance engine run-ups should be oriented to face a Northerly direction if wind conditions and other safety factors permit.

Vero Beach Municipal Airport Part 150 Noise Study NOISE COMPATIBILITY PLAN (NCP)

On September 6, 2002, the City initiated a formal noise study under Part 150 of Federal Aviation Regulations (FAR). The MEA Group and Harris Miller Miller and Hanson were brought under contract to assist the City with this effort. On January 28, 2004, the noise study Citizens Advisory Committee (CAC) conducted its final meeting and public workshop at the Vero Beach Community Center. The noise study is now approximately 90% complete.

EXECUTIVE SUMMARY – The MEA Group and Harris Miller Miller & Hanson are proud to have worked with the City on this important planning study. Below are a few of the Consultant Teams principal observations, conclusions and recommendations:

Principal Observations

- Since notice to proceed was issued in September 2002, the project has progressed on schedule and within the allowable budget.
- The Citizens Advisory Committee (CAC) that the City Council established was an essential and effective element of the study process. The CAC provided critical input and guidance. The CAC formally voted its support of all study conclusions and recommendations presented in this summary and in the full study documentation.
- The FAA has found the first volume of Part 150 documentation (the "Noise Exposure Maps" for 2003 and 2008) to be in full compliance with all applicable requirements.
- While Part 150 does not require noise measurements in a Part 150 study and the FAA was unwilling to fund any measurements in this study, the City-funded measurement program was critical to obtaining public confidence in the study process, was a significant data source, and validated the modeling of noise exposure. The measurement program included over 1,600 hours of measurements at 26 locations over five weeks.

Principal Conclusions

- The CAC recommended that the City and County adopt the FAA's Part 150 land use compatibility guidelines, which consider all uses to be compatible with aircraft noise exposure outside the 65 decibel "Day-Night Average Sound Level" ("DNL") noise "contour". Based on the CAC recommendation, there are no non-compatible schools, residences or other potentially noise-sensitive land uses identified in either 2003 or 2008.
- The noise measurement program and other data collection confirmed that pilots are complying with existing noise abatement measures to a relatively high degree; any non-compliance is largely related to lack of familiarity by non-based pilots.
- The existing noise abatement program is largely comprehensive; the study identified areas where minor adjustments can improve effectiveness with little or no impact on airport users.

Principal Recommendations

- With CAC guidance, the Part 150 noise abatement effort focused on controlling noise exposure associated with particularly loud individual events. The compatible land use control effort focused on establishment and publicity of a buffer around the airport, to the extent feasible, and on providing residents with adequate notice of areas where aircraft noise might be a concern.
- New or revised noise abatement measures, approved by the CAC, include:
 - o Reorientation of aircraft conducting runups to reduce noise levels in the community. Consider noise barriers in the future, if this operational approach is not successful.
 - o Continue existing voluntary touch-and-go training procedures, with modification to identify Runway 11R/29L as the preferred runway for multi-engine training.
 - o Recommend jet pilots use "close-in" noise abatement departure profiles.
 - o Study the development of a Runway 11R straight-out noise abatement departure flight track for jet aircraft when FAA resolves existing airspace issues.
- New or revised land use compatibility measures include:
 - o Adoption of revised airport noise impact zones for zoning purposes.
 - o Implement disclosure program within a three-mile radius of the airport.
- Adopt program implementation and monitoring measures to maximize effectiveness, including:
 - o Periodic noise, operations and flight track monitoring (only if future changes in fleet mix or operational levels go beyond levels predicted in the 2008 noise exposure contours).
 - o Pilot education program.
 - o Community information program
 - o Annual program review.
 - o Recommend FAA incorporate abatement measures in an Air Traffic Control Tower order.

Vance Brand Municipal Airport – Longmont, Colorado

GENERAL PROCEDURES

Traffic pattern altitude **6,050 MSL**

Pilots are requested to operate their aircraft at the most reduced power settings in the airport traffic pattern or while entering the pattern consistent with safety. This should result in a reduced number of extended final approaches.

Pilots should climb to at least 500 hundred feet AGL after takeoff before turning crosswind.

Runway 29 should be used for most operations and recommended when the wind is less than 5 knots from the east and expected to remain less than 5 knots, at the pilot's discretion and consistent with safe operating procedures.

Pilots are requested to avoid making touch and go landings at the Longmont Municipal Airport before 8AM and after 8PM.

Early morning departures before 7 a.m., are requested to depart straight out reducing power setting consistent with safe operating procedures.

For those with controllable pitch propellers, reduce RPM as soon as feasible to minimize your noise footprint.

Fly a tight pattern. RY 29 downwind leg should be approximately 1/2 to 3/4 mile south of the runway.

RY 11 downwind leg approximately 1/2 to 3/4 mile north of the runway.

When on approach, fly the VASI.

When departing RY 29 do not make immediate turns to the north. Climb straight out on runway heading one mile to gain additional altitude before turning

Avoid flying over the city and outlying residential areas as much as possible.

FAR Part 91 requires 1,000 FT/AGL when flying over congested areas. If you can fly an additional 500 to 1,000 feet in addition to FAR Part 91 requirements, it will further lessen the airport's impact on the community.

Community Concerns

The airport receives numerous complaints each year regarding flight operations over the City. Many of these complaints can be avoided with some common courtesy and practical adherence to the noise abatement procedures. The following acts of flying cause the greatest concern to the community and harm the airport's relationship with the community:

Flying in circles around the community over housing areas.

Flying lower than 1,000 FT/AGL over the city.

Performing aerobatics maneuvers over houses.

Continual late night operations of touch and go's after 9 p.m.

Flying low over farm land to the west and north of the airport.

Remember, not everyone in and around the community is an aviation enthusiast. Please keep in mind the impact you will be causing to those on the ground. By avoiding the above mentioned community concerns and adhering to the Noise Abatement Procedures, we will have much better support from the community.

Livermore Municipal Airport – Livermore, California

Noise Sensitivity Areas

The Livermore Airport has noise sensitive areas 3/4 miles to the east in the City of Livermore and 2 miles west and northwest in the City of Pleasanton and the City of Dublin.

Any **safe** efforts and quiet-flying techniques that pilots can apply to reduce the noise impact on those areas are much appreciated and help the Airport to maintain a positive relationship with our neighbors.

Voluntary Restraint from Night Flying

In an effort to mitigate noise complaints resulting from increasing night operations and to foster public relations, the Airport Advisory Commission of the Livermore Municipal Airport issued the following policy statement and request for distribution and publication effective January 14, 2002:

"Aircraft operators, especially those operating jet aircraft, are requested to adhere to the "Livermore Airport Voluntary Restraint from Night Flying Time Period" and refrain from flying between 2200 hours and 0600 hours local time."

Cooperation with the above policy is urgently needed to preserve quiet time for the community residing adjacent to the airport. Please call us at (925) 373-5280 if you have any questions or desire additional information.

Craig Airport – Jacksonville, Florida

Craig Airport (CRG), located just minutes from downtown Jacksonville, Florida, is ideally situated for quick access to the city's beaches and downtown business district-and even to Jacksonville Jaguars football games at nearby Jacksonville Municipal Stadium.

Because of its location, size and capacity, Craig airport (CRG) helps to divert general aviation traffic away from Jacksonville International Airport (JAX) and its large commercial planes. In 2005, Craig reported roughly 162,000 operations (take-offs and landings).

Since the airport is located near a number of residential areas, Craig (CRG) has become a noise sensitive airport. As a result, the airport continues its efforts to be a good neighbor and has established a Noise Abatement Program.

One of Craig's main functions is to be a good neighbor to the surrounding community. JAA officials have been meeting with community members for the past year, and the following joint initiatives have been implemented:

- Created the Craig Airport Citizen Advisory Committee.
- Continuing to meet with neighborhood groups and associations.
- Commissioned a comprehensive noise abatement study.
- Implemented a Noise Abatement Program.
- Commissioned an airport economic benefit study.
- Commissioned a neighborhood property values report.

To reduce noise in the area, JAA; in conjunction with concerned citizens, airport users and the Federal Aviation Administration (FAA), has extensively investigated various noise abatement options and developed a workable program.

The noise abatement procedures at Craig (CRG); which include arrival, departure, and helicopter routes, are voluntary and pertain to VFR traffic only. However, JAA strongly urges pilots to participate in the Noise Abatement Program and expects procedural compliance to the maximum extent possible. The IFR services provided by Jacksonville TRACON remain unchanged.

Jacksonville Aviation Authority (JAA) leases space to two Fixed Base Operators (FBOs) at Craig (CRG): Craig Air Center and Sky Harbor. They and their tenants provide hangar, tie down and fueling services to more than 300 aircraft based at the airport. A wide range of support companies operate at the airport, including Aviation College Classes and Aviation Maintenance Training as well as those involved with aircraft sales, service and maintenance, avionics repair, complete airframe and power plant maintenance, electronics and instrument sales, aerial advertising, aircraft charter services, flight training and aircraft and automobile rentals.

Additionally, Craig Airport (CRG) is adjacent to Mill Cove Golf Club, an 18-hole Arnold Palmer Signature Golf Course that is open to the public year-round.

New Smyrna Beach Municipal Airport – New Smyrna Beach, Florida

Voluntary Noise Abatement Procedures

The New Smyrna Beach Municipal Airport Management understands that pilot education and cooperation is key to a successful noise abatement program. Compliance with noise abatement procedures is requested unless deviations are made necessary by weather, ATC instructions, clearances, an in-flight emergency or other safety considerations.

The procedures described are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

- Avoid flying over residential areas when possible.
- Departing aircraft should climb out at VY (best rate of climb). Reduce power from takeoff climb power as soon as safe and practical.
- No low altitude, high RPM approaches (dragging it in) on extended downwind, base, and final.
- Utilize VFR runway markings including fixed distance markers 1,000 ft. past the threshold for flight training.
- No touch and go operations between 5:00 pm and 8:00 am.
- No repetitive flight training operations at the airport between 10:00 pm and 7:00 am.
- No more than 8 touch and go's without coming to a full stop or departing the pattern.
- No repetitive flight training operations on Sundays and national holidays.
- No engine maintenance run-ups between 10:00 pm and 8:00 am.

Nashua Municipal Airport – Nashua, New Hampshire

Noise Abatement Procedures

Nashua Airport is located close to the city of Nashua, New Hampshire and is situated within a mixed residential and commercial area. In an effort to reduce the impact of aircraft noise on the environment in this area, Nashua Airport has certain procedures for aircraft operating in and around the airport. By following these guidelines as well as exercising care when operating during off hours, we can assure the quality of the surrounding areas and work together in keeping the Nashua Airport and the surrounding community in harmony.

- Runups for normal takeoffs are not restricted
- High power runups for maintenance purposes, which would cause excessive run up times will:
 - a. Be restricted to the Runway 14 holding apron;
 - b. These runups are restricted to between 7:00 AM to 9:00 PM
- All aircraft departing on Runway 14 will climb at runway heading to at least 1000 feet MSL if able and turn on course over the F.E. Everett Turnpike.
- All aircraft departing Runway 32 will climb at runway heading to 1000 feet MSL before turning on course.
- The traffic pattern altitude at Nashua Municipal Airport shall be 1200 feet MSL for light aircraft.
- All turbo-prop, turbo jet and heavy aircraft shall operate in a pattern altitude of 1700 MSL.
- The calm wind runway at Nashua Municipal airport will be Runway 32.

City Noise Ordinance

Chapter 14, Article II
Code of Ordinances, City of Ormond Beach

ARTICLE II. NOISE*

***Cross references:** Code enforcement board, § 2-211; code enforcement, § 2-251 et seq.; nuisance animals, § 5-10; mufflers required for boats, § 7-16; noisy conduct by peddlers, § 12-256.

Sec. 14-29. Loud and disturbing noises, prohibited.

It shall be unlawful, except as expressly permitted herein, to make, cause or allow the making of any noise or sound which exceeds the limits set forth in this article.

(Code 1958, § 18-9; Ord. No. 83-11, § 1, 3-15-83)

Sec. 14-30. Reserved.

Editor's note: Ord. No. 83-11, § 2, enacted March 15, 1983, repealed § 18-10 of the 1958 Code, relative to specific noises, which section was codified as § 14-30 of this Code.

Sec. 14-30.1. Sound limitations.

(a) *Terminology and standards* All terminology used in this article not defined below shall be in conformance with applicable publications of the American National Standards Institute (ANSI) or its successor body.

(1) A weighted sound level means the sound pressure level in decibels as measured on a sound level meter using the A-weighting network. The level so read is designated dBA.

(2) Decibel (dB) means a unit for describing the amplitude of sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of pressure of the sound measured to the reference pressure, which is twenty (20) micronewtons per square meter.

(3) Sound pressure level means twenty (20) times the logarithm to the base ten (10) of the ratio of the RMS sound pressure level to the reference of twenty (20) micronewtons per square meter.

(4) Sound level meter means an instrument which includes a microphone, amplifier, RMS detector, integrator or time averager, output meter, and weighing networks used to measure sound pressure levels. The output meter reads sound pressure level when properly calibrated, and the instrument is of Type 2 or better, as specified in the American National Standards Institute Publication S1.4-1971, or its successor publications.

(5) Sound level means the weighted sound pressure level obtained by the use of a metering characteristic and weighting A, B, or C as specified in the American National Standards Institute specifications for sound level meters, ANSI S1.4-1971, or in successor publications. If the weighting employed is not indicated, the A-weighting shall apply.

(6) Person means any individual, association, partnership, or corporation, and includes

any officer, employee, department, agency or instrumentality of the United States, the State of Florida, or any political subdivision thereof.

(7) Emergency work means any work performed for the purpose of preventing or alleviating physical trauma or property damage threatened or caused by an existing or eminent peril.

(b) *Classification of use occupancies.* For purposes of defining the "use occupancy," all premises containing habitually occupied sleeping quarters shall be considered in residential use. All premises containing transient commercial sleeping quarters shall be considered tourist use. All premises containing business where sales, professional, or other commercial use is legally permitted shall be considered commercial use. All premises where manufacturing is legally permitted shall be considered manufacturing use. In cases of multiple use, the more restrictive use category shall prevail. Hospitals, nursing homes, schools, libraries, and church uses shall be considered residential uses. Any area not otherwise classified shall conform to commercial standards.

(c) *Measurement of sound.* Standards, instrumentation, personnel, measurement procedures, and reporting procedures to be used in the measurement of sound as provided for in this article shall be those as specified in section 14-30.5 hereof.

(d) *Maximum permissible sound levels by use occupancy.* No person shall operate or cause to operate any source of sound from any occupancy in such a manner as to create a sound level which exceeds the limits set forth for the use occupancy category in Table 1, more than ten (10) per cent of any measurement period, which shall not be less than ten (10) minutes when measured at or beyond the property boundary of the land use from which the sound emanates.

TABLE 1

TABLE INSET:

<i>Use Occupancy Category</i>	<i>Time</i>	<i>Sound Level Limit dBA</i>
<i>Residential</i>	<i>7:00 a.m.-10:00 p.m.</i>	<i>60</i>
	<i>10:00 p.m.-7:00 a.m.</i>	<i>55</i>
<i>Commercial or tourist</i>	<i>7:00 a.m.-10:00 p.m.</i>	<i>65</i>
	<i>10:00 p.m.-7:00 a.m.</i>	<i>60</i>
<i>Manufacturing</i>	<i>At all times</i>	<i>75</i>

(e) *Exemptions.* The following uses and activities shall be exempt from noise level regulations except as listed in Table 1.

(1) Air conditioners are exempt from provisions of Table 1 of this section when this equipment is functioning in accord with the manufacturer's standard mufflers and noise reducing equipment in use and in proper operating condition according to standards promulgated by the American Refrigeration Institute. The same exception shall apply to lawn mowers and agricultural equipment during daylight hours.

(2) Nonamplified crowd noises resulting from the activities such as those planned by student, governmental or community groups.

(3) Construction operations for which building permits have been issued, or construction operations not requiring permits due to ownership of the project by an agency of government; providing all equipment is operated in accord with the manufacturer's specifications and with all standard equipment, manufacturers' mufflers and noise reducing equipment in use and in proper operating condition.

- (4) Noises of safety signals, warning devices, emergency pressure relief valves and bells and chimes of churches.
 - (5) Noises resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of emergency.
 - (6) Noises resulting from emergency work as defined in subsection (a)(7).
 - (7) Any other noise resulting from activities of a temporary duration permitted by law and for which a license or permit therefor has been granted by the city in accordance with subsection (f). Regulation of noises emanating from operations under permit shall be according to the conditions and limits stated on the permit and contained in subsection (f).
 - (8) Noises made by persons having obtained a permit to use the streets.
 - (9) All noises coming from the normal operations of aircraft (not including scale model aircraft).
 - (10) All noises coming from the normal operations of railroad trains.
 - (11) Those motor vehicles controlled by Florida Statutes, Section 316.293 (1981), as may be amended, but not those motor vehicles exempted from coverage.
 - (12) Motor vehicles defined in Florida Statutes, Section 316.293(6) (a) and (b).
- (f) *Special permits.* Applications for a permit for relief from the maximum allowable noise level limits designated in this article, and/or the regulations set forth in section 14-30.6(a) hereof, may be made in writing to the city manager or his duly authorized representative. Any permit granted by the city manager hereunder must be in writing and shall contain all conditions upon which said permit shall be effective. The city manager, or his duly authorized representative, may grant the relief as applied for under the following conditions;
- (1) The city manager may prescribe any reasonable conditions or requirements as he deems necessary to minimize adverse effects upon the community or the surrounding neighborhood, including use of mufflers, screens or other sound-attenuating devices.
 - (2) Permits for entertainment. Permits may be granted for the purpose of entertainment under the following conditions:
 - a. The permit will be given for only four (4) hours in one twenty-four-hour day.
 - b. The function must be staged between the hours of 9:00 a.m. and 12:00 midnight.
 - (3) Other. Special permits for nonentertainment special purposes may be issued under the following conditions:
 - a. 1. If the special purpose relates to the operation of a trade or business that the special purpose not be in the ordinary course of that trade or business; or
 - 2. If the special purpose does not relate to the operation of a trade or business that the special purpose not be an ordinary event in the affairs of the applicant; and
 - b. If the special purpose be a recurring purpose that it not recur more often than four (4) times each calendar year; and
 - c. 1. That the special purpose be absolutely necessary to the operation of the applicant's trade or business; or
 - 2. If the special purpose does not relate to the operation of the trade or business, that the special purpose be compatible with the ordinary

activities of the neighborhood in which the special purpose is to occur;
and

d. Except in emergency situations, as determined by the city manager, the special permit may be issued only four (4) hours between 7:00 a.m. and 11:00 p.m. on weekdays; and

e. Special permits may be issued for no longer than fifteen (15) consecutive days, renewable by further application to the city manager.

(4) No permit may be issued to permit the use of any loud speaker or sound-amplifying device on the exterior of any building which at any time exceeds the sound level limits in Table 1 except those used for emergency warnings.

(Ord. No. 83-11, § 3, 3-15-83)

Editor's note: Ord. No. 83-11, §§ 3--7 and 9 adopted March 15, 1983, added new §§ 18-10--18-10.6 to the former Code, which provisions, at the discretion of the editor, have been included as §§ 14-30.1--14-30.6 of this Code.

Sec. 14-30.2. Noises prohibited; unnecessary noise standard, standard or intent; sworn complaint required.

(a) With the exception of those exemptions provided by state law, noises prohibited by this section are unlawful, notwithstanding the fact that no violation of section 14-30.1 is involved, and notwithstanding the fact that the activity complained about is exempted in section 14-30.1 (e).

(b) The following acts, among others, are declared to be loud, disturbing and unnecessary noises in violation of this article, but said enumeration shall not be deemed to be exclusive, namely:

(1) The sounding of any horn or signaling device on any automobile or other vehicle, except as a danger warning; the creation by means of any signaling device of any unreasonably loud or harsh sound; the sounding of any signaling device for any unnecessary or unreasonable period of time; and the unreasonable use of any signaling device.

(2) The willful making, continuing or causing to be made or continued any loud and raucous noise, which term shall mean any sound which, because of its volume level, duration and character, annoys, disturbs, injures or endangers the comfort, health, peace or safety of reasonable persons of ordinary sensibilities within the limits of the city. The term shall be limited to loud and raucous noise heard upon the public streets, in any public park, in any school or public building or upon the grounds thereof while in use, in any church or hospital or upon the grounds thereof while in use, upon any parking lot open to members of the public as invitees or licensees, or in any occupied residential unit which is not the source of the noise or upon the grounds thereof.

(3) The using, operating or permitting to be played, used or operated any radio, amplifier, musical instrument, phonograph or other device for the producing or reproducing of sound in such manner as to cause loud and raucous noise.

(4) The playing, use or operation, or permitting the playing, use or operation, of any radio, musical instrument, phonograph or other machine or device for the producing or reproducing of sound, if such sound is for the purpose of entertainment or is used for that purpose and can be heard from the distances stated in subsection 14-30.2(b)(4)a. or violates the parameters set forth in subsection 14-30.2(b)(4)b.

a. A violation will occur if the noise source is located within a motor vehicle, in or

upon a public street, highway, building, sidewalk, park, thoroughfare or other public area, or is located in or upon a public access area, such as a shopping mall, parking lot, etc., or on any private property and the sound is plainly audible at a distance of one hundred (100) feet or more from its source; or if the noise is in a building or other structure and the sound is plainly audible at a distance of one hundred (100) feet or more from the building or structure.

b. It shall be prima facie evidence of a violation of this section if the sound can be heard outside the limits described in subsection 14-30.2(b)(4)a.

c. This subsection shall not apply to events for which a special permit has been issued pursuant to subsection 14-30.1(f), to law enforcement and emergency motor vehicles equipped with any communications device necessary in the performance of law enforcement or emergency duties, or to the noise made by a horn or other warning device required or permitted by Florida Statutes Section 316.271.

d. The term "plainly audible" shall be defined and measured in accordance with the applicable rules promulgated by the Department of Highway Safety and Motor Vehicles, as required by Florida Statutes Section 316.3045(4).

(c) Any person making a complaint under section 14-30.2(b)(2) or 14-30.2(b)(3) shall be required to sign a sworn affidavit prior to a subpoena being issued from the code enforcement board. Otherwise no such complaint will be honored.

(Ord. No. 83-11, § 4, 3-15-83; Ord. No. 89-35, § 1, 6-20-89; Ord. No. 90-63, § 1, 11-6-90)

Note: See the editor's note following § 14-30.1.

Sec. 14-30.3. Violations; penalties.

(a) Any person violating any of the provisions of this article shall be brought before the city code enforcement board and be subject to a fine not exceeding two hundred fifty dollars (\$250.00) for each day thereafter on which a violation of this article occurs.

(b) The owner of property, a tenant, a lessee, a manager, an overseer, an agent, corporation, or any other person or persons entitled to lawfully possess or who claims lawful possession of such property at the particular time involved shall be responsible for compliance with this article and each may be punished for violation of this article. It shall not be lawful defense to assert that some other person caused such sound, but each lawful possessor or claimant of the premises shall be responsible for operating or maintaining such premises in compliance with this article and shall be punished whether or not the person actually causing such sound is also punished.

(Ord. No. 83-11, § 5, 3-15-83)

Note: See the editor's note following § 14-30.1.

Sec. 14-30.4. Additional remedy; injunction.

The operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions hereof which endangers the comfort, repose, health and peace of residents in the area is declared to be a public nuisance and the city is authorized to pursue any and all remedies therefor. Nothing herein shall be construed to limit any private right of action.

(Ord. No. 83-11, § 6, 3-15-83)

Note: See the editor's note following § 14-30.1.

Sec. 14-30.5. Enforcement standards.

Standards for enforcement of this article shall be in accordance with those adopted by reference in this article and as may be amended from time to time.

(Ord. No. 83-11, § 7, 3-15-83)

Note: See the editor's note following § 14-30.1.

Sec. 14-30.6. Sound amplification.

(a) No loud speaker, sound truck, sound-amplifying device, or public address system used to produce sound signals from any source for either advertising or other purposes shall be permitted, either temporarily or permanently, on any city owned or maintained premises, including those areas designated as public rights-of-way and also including the Atlantic Ocean Beach.

(b) Exceptions to subsection (a) above:

(1) Speakers contained in the interior of vehicles as long as they are operated in accordance with subsection 14-30.2(b).

(2) Equipment used by law enforcement and Volusia County and city beach safety personnel and city employees acting in an official capacity.

(3) Special permits granted pursuant to subsection 14-30.1(f) hereof.

(Ord. No. 83-11, § 9, 3-15-83)

Note: See the editor's note following § 14-30.1.

Sec. 14-31. Reserved.

Editor's note: Ord. No. 83-11, § 8, adopted March 15, 1983, repealed Code 1958, § 3-5, relative to sound trucks and amplifiers, which provisions had been codified as § 14-31 of this Code.

Secs. 14-32--14-41. Reserved.

Report of the Aircraft Noise Abatement Task Force

Appendix D

**Volusia Council of Governments
Noise Abatement Meeting Summary**



AIRPORT NOISE ABATEMENT MEETING SUMMARY

July 20, 2009

Daytona Beach International Airport
Volusia Room, Second Floor
700 Catalina Drive, Daytona Beach, Florida

VCOG Committee:

VCOG CHAIR - Mayor Robert F. Apgar, City of DeLand
Nickolis Landgraff, Airport Manager/City of DeLand
Council-member Ted Cooper /for/ Mayor Thomas, City of Edgewater
Tracey Barlow, City Manager/City of Edgewater
Mayor Sally Mackay, City of New Smyrna Beach
Rhonda Walker, Airport Manager/City of New Smyrna Beach
Mayor Fred Costello, City of Ormond Beach
Joyce Shanahan, City Manager/City of Ormond Beach
Steve Lichliter, Airport Manager/City of Ormond Beach
County Chair Frank Bruno, County of Volusia
Susan Jackson, Planner III, County of Volusia
Ivan Grau /for/ Frank Ayers, Embry-Riddle Aeronautical University
Absent: Mayor Green & Ken Parker, City of Port Orange

Others Attending:

Steve Cooke, Daytona Beach International Airport
Paul Rooy, Friends of New Smyrna Beach Airport Inc.
Robert Dobbelear, EVB ATC
Roy Sieger, Flagler County
Stuart Ochs, Epic Aviation
Brad Schramski, Delta Connection
Bruce Blair, FAA/Daytona Beach Air Traffic Control Tower
Craig Chandler, FAA North Florida District Manager
Bonnie Baskin, FAA-Eastern Service Center
Sean Clyne, Epic Aviation
Steven Brockett, Ormond Beach ATC Manager
Herb Gardner, New Smyrna Beach Airport Advisory Board
Ron Vickrey, Citizen
Larry Volenec, Ormond Beach Aviation Advisory Board
Alan Norris, New Smyrna Beach Airport Advisory Board
Gary Norville, American AeroServices
Mary Lightfine, Friends of NSB Airport
Mary Swiderski, VCOG Executive Director
Mary Curran, Recorder

Call to Order / Roll Call

At 12:35 PM, the VCOG Chair, Mayor Robert Apgar called to order the Airport Noise Abatement meeting. It was noted that the Attendance Sign-in sheet will be used in place of a verbal roll call.

Comments & Suggestions from the Technical Advisory Committee-Dr. Frank Ayers, Flight Manager/Embry-Riddle Aeronautical University

- In the absence of Dr. Ayers, Ivan Grau presented a summary report:
 - A meeting was held in early July with representatives of Flight Training Schools; FAA reps also attended; reps of municipal airports (New Smyrna Beach, Ormond Beach, DeLand, and Flagler) were also invited to attend
 - At the meeting, safety, training, evacuation procedures, etc. were discussed
 - Representatives of each municipal airport talked about some noise complaints and issues within their community
 - Embry Riddle recently conducted tests of flight patterns [normal and altered], with citizens on board, in Ormond Beach and New Smyrna Beach. Results of those test flights are anticipated to be completed soon.
- Council-member Cooper and Ivan discussed possibility that other flight schools could utilize Embry-Riddle simulators for some part of training.
 - It is something each flight school will have to work out individually.
 - Embry Riddle operates under a certificate that mandates 30% of training has to be done in Level 6 simulators. The other flight schools operate under different certification.
 - Embry Riddle is willing to allow other schools to utilize its simulators; Embry Riddle used to rent time to Delta and others.
 - FAA has stringent regulations for simulators. Each Flight School would have to talk to its FAA representative about allowing them to do some training on simulators.
- Ivan made comments that Embry Riddle has to work with the community; he thinks all flight schools in the area are willing to work with Embry Riddle to help the community on some issues.
- Ivan pointed out something people do not understand is there are a lot of transient planes that come through this area.
- Mary Lightfine and Ivan discussed about what types of student pilots are using simulators and the cost factor of a simulator for training.
 - Mary Lightfine suggested this (cost) be made clear to the public.
 - Simulators are expensive – not every flight school can afford to have one for its students.
- Mayor Costello presented an idea and he wanted to know if it would work; if so, what can be done to make it workable?
 - Suppose local governments get together and allocate funds
 - Hire a retired air traffic controller
 - Next year he goes around to towers, unannounced; observes planes and identifies any that are off course
 - Jurisdictions then assess a fine to the pilot of "x" amount; if a student pilot, the fine may be a different amount. Schools will know students need to stay on course or they are going to get fined.
- Ivan did not think FAA will allow assessing a fine to a pilot that deviates some in flight; there are many variables of why a pilot had to deviate. In talking about fining a school, that is also not a good idea.
- Mayor Costello clarified he was primarily talking about repeat offenders; not assessing a fine for first, second... or maybe 5 time offenders.
- Herb Gardner, Chair of NSB Airport Advisory Board, made a comment that pilots take noise abatement complaints seriously.
 - New Smyrna Beach logs every call and complaint. At the last Airport Advisory meeting, members got copies of the log; it was found that numerous complaints came from just 3 individuals; so there is a need to check how many people are lodging complaints.
- Rhonda picked up on Mayor Costello's idea and suggested if notices could be sent to a particular flight school, with follow-up phone calls.
 - She could see the benefit if there was some type of volunteer committee, they go to different airports; maybe follow-up with Airport staff; then staff could follow-up with flight schools.

- Rhonda recalled from the meeting she attended, that all the flight schools that attended seemed receptive to following a policy; the flight schools acknowledged getting the City of New Smyrna Beach's brochure and were willing to work with the community.
- Ivan pointed out that Embry-Riddle issues that to all of their pilots and students
- Rhonda recalled from the meeting, it was suggested taking New Smyrna Beach's voluntary noise abatement policy and some of the other voluntary noise abatement policies to come up with one general policy that would fit all the local airports in Volusia; so regardless of what airport it is, pilots would have one general noise abatement policy that they would follow.
- Mayor Mackay made comments that in the last 9 months, complaints in New Smyrna Beach have decreased. She also mentioned:
 - New Smyrna Beach reformed the Noise Abatement Committee and they met; the public viewed the City was behind that and nobody brushed it off.
 - New Smyrna Beach got terrific support from EPIC and Embry-Riddle.
 - The noise abatement notice that went out was voluntary request.
- Tracey Barlow remarked of one the complaints in Edgewater at Massey Airport is of the repetitive flights; it is like a constant all day. He asked for suggestions.
- Herb Gardner indicated that only half of the complaints in New Smyrna Beach relate to repetitive operation.
- Ivan Grau mentioned that a lot of flights going into New Smyrna Beach fly over Massey Airport
- Rhonda made a comment that if there is a standard policy for all airports, that would also include Massey.
- Mayor Apgar thanked Ivan for his report.

Mayor Apgar introduced Bonnie Baskins, FAA Eastern Service Center, to talk about Air Traffic Controllers – what role do they play with whole noise abatement issue and process.

- Bonnie indicated from the Air Traffic Controllers' standpoint, their number 1 priority is safety; if they can do noise abatement procedures that are recommended through Part 150 they will do that
- Council-member Cooper [expanding a little on Mayor Costello's idea] wanted to know if there is a committee [citizen and political rep] to do a check up and follow-up on flight schools, would FAA also participate. His preference was that it would be a publicized meeting. He thought it would be opportunity also to see if we really have a problem. Citizens would know somebody else is following up for them.
- Bonnie pointed out that FAA only works on noise issues through Part 150 Process; it is up to a local community to do a study under Part 150 Process
 - If there is a level of significant noise, the local community would have to come up with a set of recommendations based on actually improving the noise, then would make recommendation to FAA for managers that would reduce noise
- Herb remarked that they have been talking about voluntary noise abatement procedures; he indicated there is a process, as New Smyrna Beach did:
 - Once a procedure is agreed on, it can be submitted to FAA – FAA publishes an airport guide that a pilot is required to refer to – if FAA deems it appropriate, it will publish it in that airport guide and the procedure becomes a part of that airport guide [even though the procedure is voluntary]
 - The move would be for a universal noise abatement policy for all airports
- Bonnie stressed that very rarely does FAA approve a mandatory procedure; that any procedure that FAA would entertain at this point would be based on safety, weather, and air traffic efficiency. Even if a municipal airport goes through a Part 150 Process and comes up with a recommendation, it is going to be a voluntary measure
- Gary Norville posed a question, that citizens have asked at City meetings, of, "Every time you use this runway, the airplanes fly over my house, why can't you just move the pattern?"
 - Bonnie Baskin replied that there are standards pilots have to adhere to
- Craig Chandler brought up about the pattern of traffic
 - Look at the dynamics of the New Smyrna Beach Airport; before they put in a control tower, there was not as much traffic as there is now. When you put an air traffic control tower in a facility, more people will come.

- Traffic patterns are set up for safety first; then handle maximum amount of air traffic because there are people demanding use and provision has to be made for that use; that is why traffic patterns are set up the way they are.
- Even if you change traffic patterns at airports, you are moving that noise somewhere, it does not decrease noise. Where you locate an air traffic control tower could dictate how these patterns flow; a lot of things go into which way patterns go – can controllers see and can they separate the airplanes.
- * Mayor Costello brought up concept of an out of the way somewhere airstrip for repetitive flights to be done.
 - Craig replied that has been done with approaches; there is an approach called “the approach to nowhere” because there is no airport there, there is no runway
- * Craig Chandler pointed out the airspace in Central Florida is extremely congested and there are just so many places you can put airports; there are only so many airplanes you can put in the airspace. There is a large number of general aviation aircraft flying in Central Florida and that is the majority of the air traffic.
 - He gave, as an analogy, that separation standards are 3 miles between aircraft, now can you imagine motorists on I-95 having to stay 3 miles from every car on the highway.

Mayor Apgar called on airport managers to comment:

- * Nickolis Landgraff mentioned DeLand is doing an environmental impact study. He remarked of the need for an education process.
- * Steve Lichliter made comments of the meeting he had attended of Embry Riddle that was encouraging and showed flight schools willing to work cooperatively.
 - He mentioned an upcoming meeting of a group working on a map and working on a list of procedures; once they can condense procedures into something the pilots can use and take with them on flights, it is really going to help.
- * Herb Gardner made comment that it seems everyone is involved in some noise abatement procedures but is enough being done to publicize these things to the non-flying public. He inquired if there has ever been an article in the newspaper in New Smyrna Beach or News Journal about the noise abatement procedures.
 - Rhonda Walker indicated newspapers are aware of procedure but she did not know if they published anything. She stated that New Smyrna Beach's procedure is on its website.
- * Mayor Apgar concurred that the whole education process is a big part of this.
 - The challenge of this committee is really, where do they go next and what do they do.
 - It is good, as a county, that they work together to try to affect solutions; what do elected officials see as the next step in the process in terms of moving this along.
 - If they are going to continue to meet, he thought they need to have a purpose and objectives. It may be as simple as another meeting to talk about developing of public education in terms of what we might do collectively to let communities know what we are doing and what we can do if there is any resolution.
 - Maybe have technical people find out how close or different existing noise abatement policies are and if we tweak those so that we can uniformity, within Volusia County, of the noise abatement policies.
- * Joyce Shanahan made comment that one of the issues is terminology; citizens that are complaining do not like to hear the word “voluntary”. She indicated that is something they have to overcome when talking about noise abatement procedures.
- * Ivan Garu repeated that Embry Riddle makes it mandatory for its pilots and flight students.
- * Mayor Apgar made comment to Mary Swiderski that they have some brainstorming to do.
 - He suggested having the elected officials that are members of this committee get back together at least one more time and try to work with the technical people on standardizing a noise abatement procedure within Volusia County and of some kind of public relations effort on an ongoing basis.
- * Mayor Costello recommended waiting until we get recommend from technical people and then talk about it. He felt it important to get more input from the rest of the group for further discussion.
- * Mayor Mackay concurred and expressed that she would like to wait until New Smyrna Beach gets results of its Part 150 study.

- Reported mentioning to Dr. Ayers of hearing about a "French" propeller which is quieter. She suggested maybe it is something Embry Riddle can investigate; that maybe they could be manufactured in Volusia County.
- Ivan Garu remarked that he will let Dr. Ayers handle that.
- Council-member Cooper noted the consensus seems to be that all flight schools do honor noise abatement studies. He emphasized though that citizens need to have some kind of proof; he suggested if they can put something together that shows all flight schools are on-board.
- Herb Gardner indicated the key is if they can get the public to believe something is being done; that for most people the noise is part of their frustration and the other is feeling that nothing is being done.

Next meeting (if necessary)

Mayor Apgar directed Mary Swiderski to schedule meeting of airport technical people about standardization of noise abatement procedures and some of the other issues that have been discussed.

- After technical people have worked through the issues, their recommendations can be brought back to this subcommittee and then can also go to the VCOG Board.

Adjournment

Mayor Apgar thanked everyone for attending. There being nothing further, the meeting adjourned at 1:48 P.M.

Report of the Aircraft Noise Abatement Task Force

Appendix E

**October 3, 2009
Task Force Workshop Presentation**

Noise Abatement Fundamentals Related to General Aviation Airports and Their Relevance and Application at Ormond Beach Municipal Airport

Presentation to:

Ormond Beach Aircraft Noise Abatement Task Force

October 3, 2009

Presentation by:

Ted Baldwin



HARRIS MILLER MILLER & HANSON INC.

Topics

www.hmmh.com

- **Workshop overview**
 - Participant introductions
 - Agenda review
 - Ground rules
- **Airport noise compatibility planning basics**
 - Federal noise regulation
 - Noise terminology
 - Land use compatibility guidelines
- **General aviation airport noise abatement in practice**
 - FAA perspective and policies
 - Recent Florida comparables
- **Lunch**
- **Discussion**
 - Task Force recommendations in light of morning briefing
 - Next steps

HMMH Introduction

www.hmmh.com

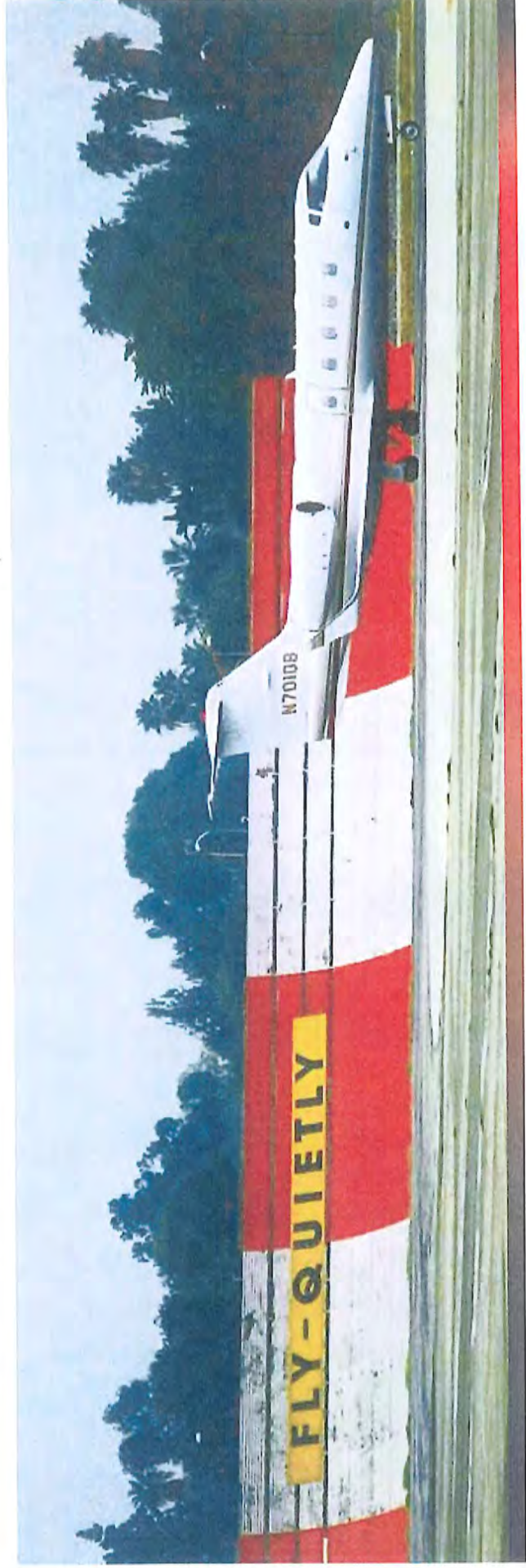
- Multi-disciplinary environmental and energy consulting firm
- Airport noise consulting to over 200 airports worldwide
- Currently on-call noise consultant at over 20 airports
- Active in “cutting-edge” areas; e.g., Part 161, FICAN
- Provide related airport and airspace planning services
- Consulting to over 30 Florida airports – 10 current clients



Ted Baldwin - Personal Introduction

www.hmmh.com

- 32 years practice in the field
- Noise abatement officer for Massachusetts Port Authority
- 27 years consulting to over 70 airports – 20+ in Florida
- Consulting to over 20 g. a. airports – 9 in Florida
- Assisted 35+ airports with monitoring systems – 8 in Florida
- Over 30 Part 150 studies – 12 in Florida



Federal Noise Regulation Basics

www.hmmh.com

- **FAR Part 36, “Noise Standards”**
 - Sets limits for aircraft “type certification”
- **FAR Part 91, Subpart I – “Operating Noise Limits”**
 - Bans operations of older, noisier jet aircraft
- **FAR Part 150, “Airport Noise Compatibility Planning”**
 - Sets standards for conducting *voluntary* noise studies
 - Most applicable guidance (and opportunity) for OMN situation
- **FAR Part 161, “Notice and Approval of Noise and Access Restrictions”**
 - Limits restrictions affecting Part 36 “Stage 2 and 3” aircraft
 - Costly, complex, controversial
 - FAA reauthorization likely to make moot for general aviation jets
 - Does not apply to propeller-driven aircraft under 12,500 pounds
 - Only full Part 161 process was for Naples (FL) Stage 2 jet ban

FAR Part 150, “Airport Noise Compatibility Planning”

www.hmmh.com

- **Voluntary FAA-defined process for airport noise studies**
 - **Over 250 airports have participated with FAA grants**
 - 80 with HMMH assistance
 - **Two primary elements**
 - Noise Exposure Map – FAA “accepts”
 - Noise Compatibility Program – FAA “approves” individual measures
- **NEM – comprehensive description of airport operations and noise / land-use compatibility situation**
 - Based on modeled annual noise exposure
 - May not use measurements
- **NCP – package of measures proposed to reduce non-compatible land uses:**
 - Noise abatement (airport layout, aircraft operational, etc.)
 - Land use mitigation (corrective, compensatory, and preventive)

FAR Part 150, “Airport Noise Compatibility Planning”

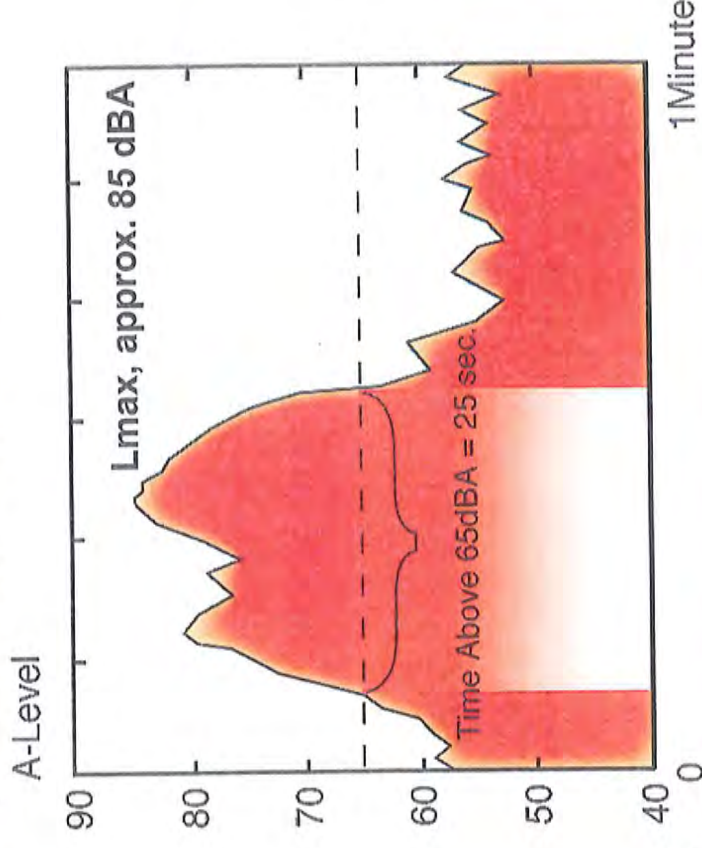
www.hmmh.com

- **Why consider a Part 150?**
 - Benefit from well-defined and recognized process
 - FAA is more likely to fund study than an ad hoc approach
 - Provides access to FAA funding of some approved measures
 - Increases likelihood FAA will cooperate with implementation
- **Focus on cumulative (annual) exposure is disadvantage**
 - OMN interests largely relate to “single event” issues
 - FAA only will approve measures that reduce non-compatible use
 - G.A. airports rarely produce sufficient noise to result in significant non-compatible land use from FAA perspective
- **Many Florida general aviation airports have found Part 150 studies valuable (including six HMMH clients)**
 - Largely resulted in voluntary noise abatement procedures
 - The open process itself was a key benefit

Noise Terminology

www.hmmh.com

- **A-weighted decibel (dBA)**
 - Reflects the manner humans hear different pitches of sound
 - All federal agencies have adopted dBA for environmental studies
- **Single event metrics are most relevant at OMN**
 - **Maximum sound level (Lmax)**
 - Easiest to understand
 - “How loud did it get?”
 - **Time-Above threshold (TA)**
 - “How long will it affect me?”
 - Outdoor speech interference starts at about 65 dBA
 - **Sound Exposure Level (SEL)**
 - Noise “dose” over entire event
 - Compresses noise into one second

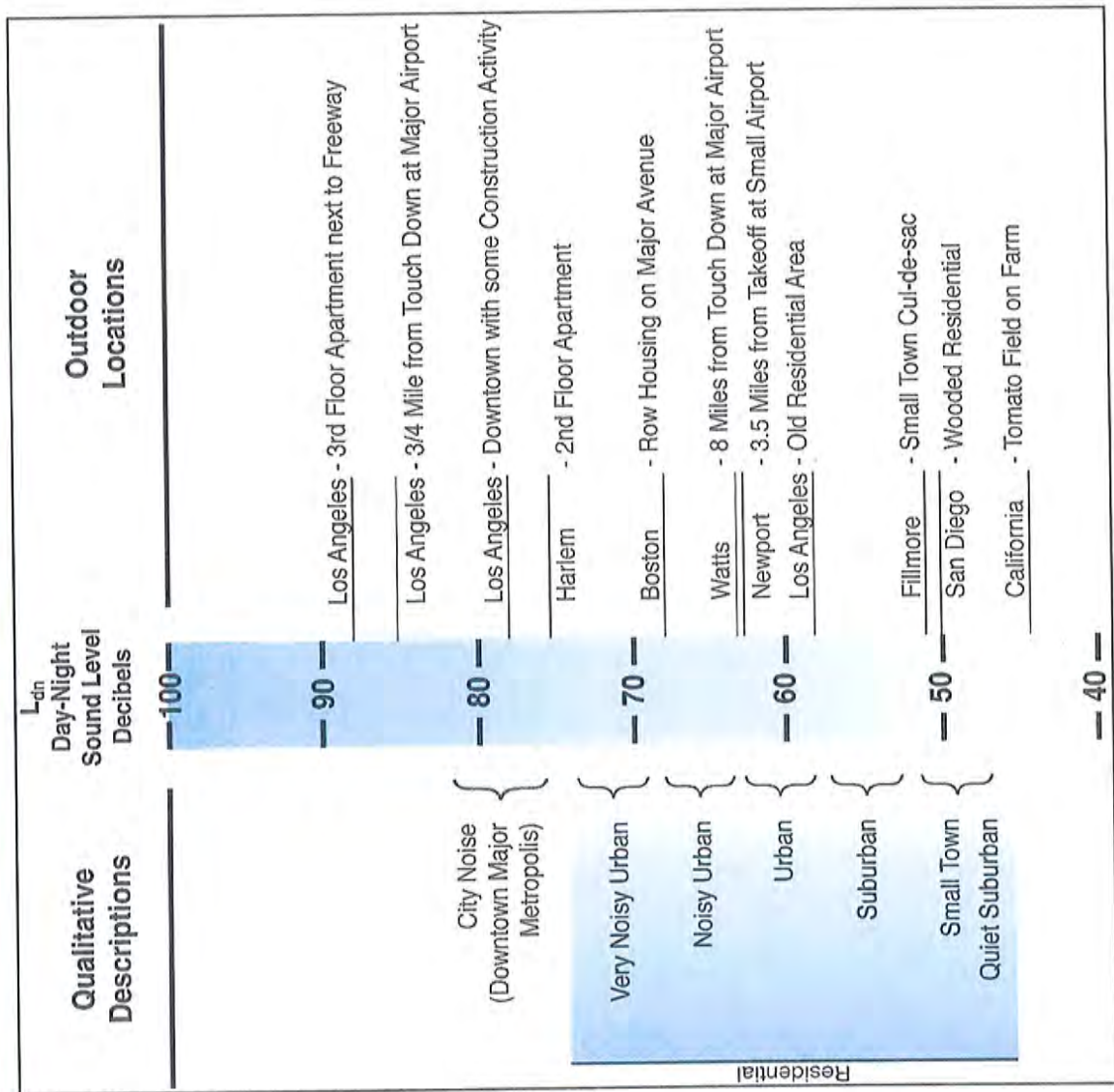


▪ **FAA will not base Part 150 approvals on single event metrics**

Day-Night Average Sound Level (“DNL” or “Ldn”)

www.hmmh.com

- Measures cumulative noise
- Equal to steady level that contains same energy as the actual time-varying sound
- Increases sounds from 10 p.m. to 7 a.m. 10-fold
- Used by all federal agencies that deal with aviation noise
- Basis for FAA approval of noise abatement measures



Federal Land Use Compatibility Guidelines

www.hmmh.com

- Part 150 provides FAA “guidelines”
 - All uses generally compatible below 65 dB DNL
 - Local responsibility for determining acceptability
 - FAA only approves measures that reduce incompatible land uses
- EPA “Noise Levels Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety” (March 1974)
 - Ignored economic and technological feasibility
 - Represents idealistically sensitive criteria

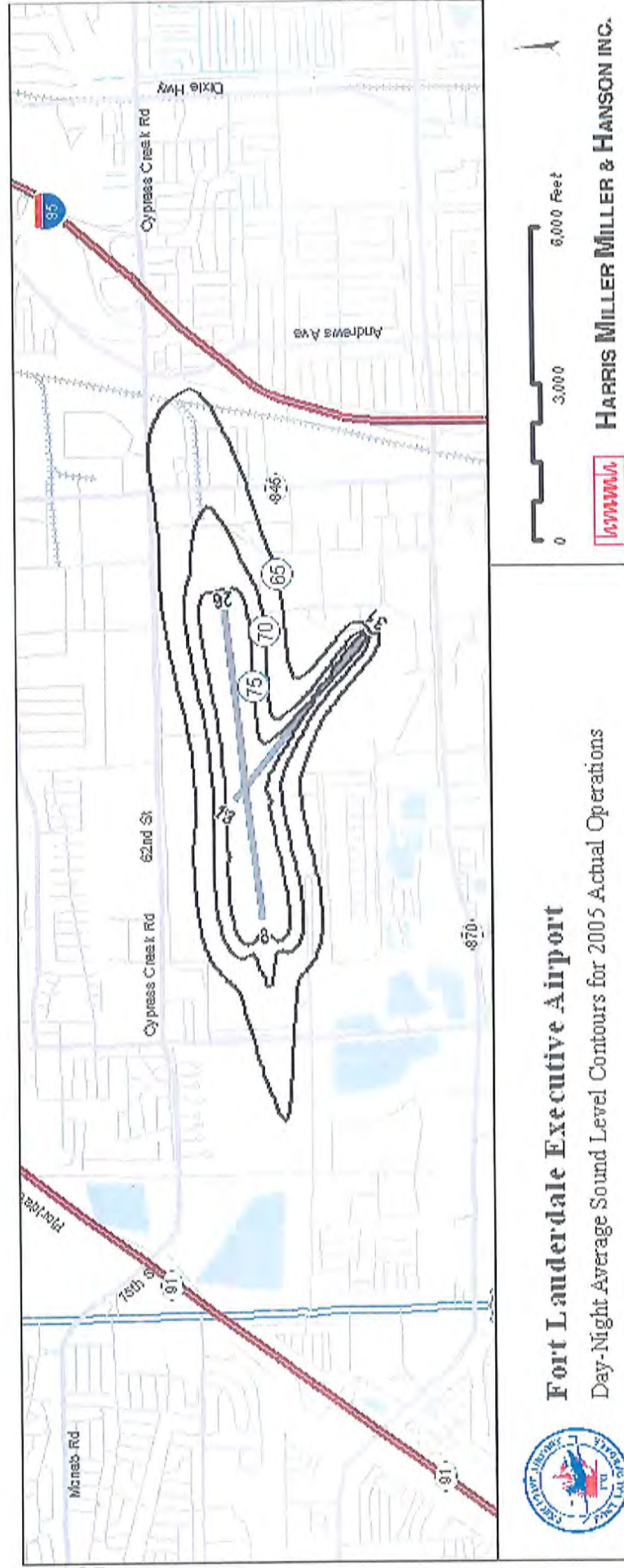
Residential Activity Interference and Annoyance	Protective Level with Five Decibel Margin of Safety
Outdoor	DNL > 55 dB
Indoor	DNL > 45 (55 to 65 dB outdoor)

- 65 dB DNL rarely leaves boundaries of G.A. airports

Florida G.A. Airport DNL Contour Examples

www.hmmh.com

- Fort Lauderdale Executive Airport, 2005
 - 197,000 annual operations
 - 23,000 annual jet operations
 - No residential population within DNL 65



Florida G.A. Airport DNL Contour Examples

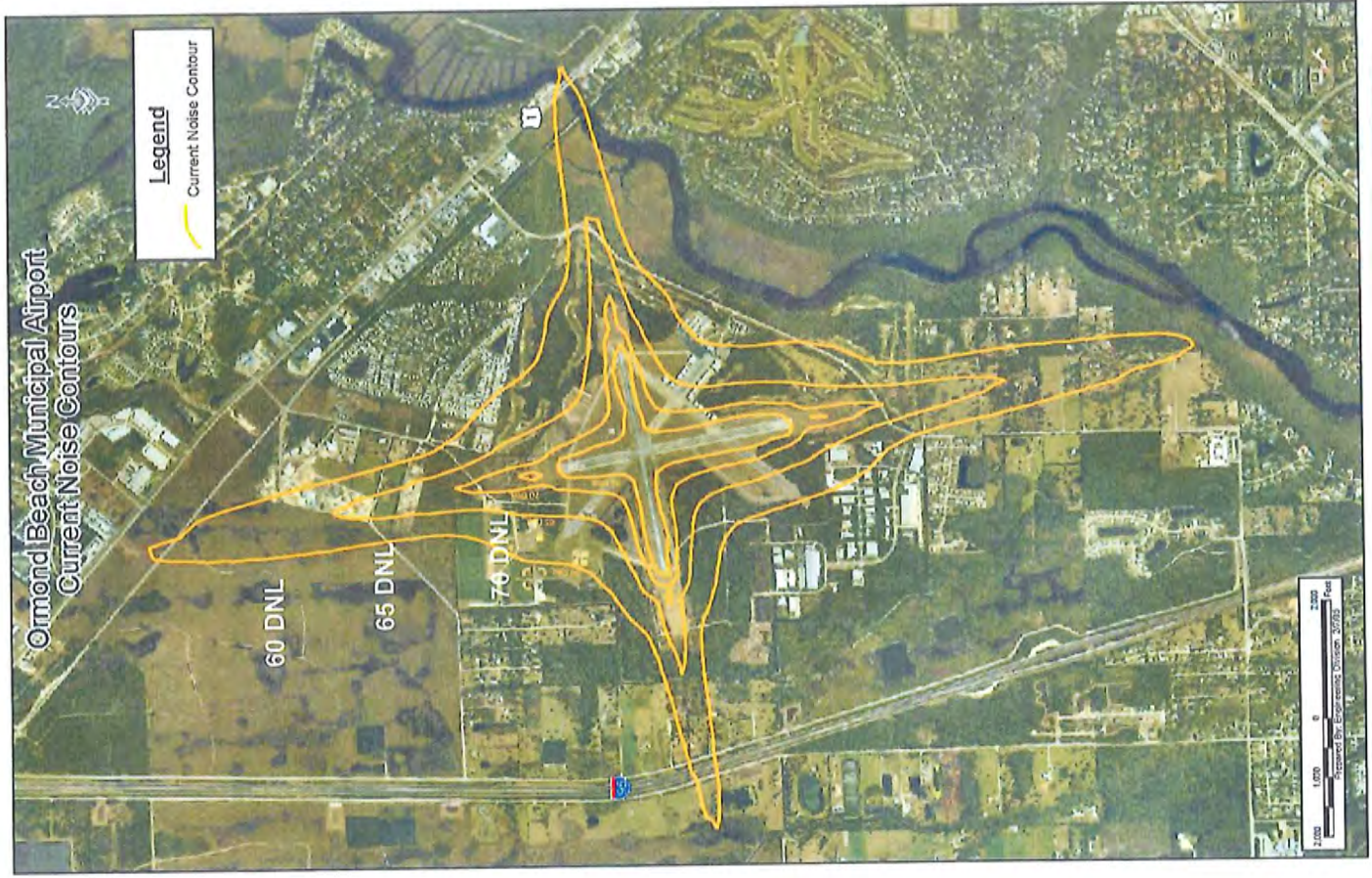
www.hmmh.com

- **Naples Municipal Airport, 2005**
 - 135,000 annual operations, 25,000 annual jet operations
 - No residents within DNL 65, Approximately 400 within DNL 60



Ormond Beach Contours

- 2004 forecast
- Prepared prior to opening of air traffic control tower
- Based on approximately 140,000 annual operations
- Actual tower counts for Oct. 2004 – Sep. 2005: 136,770
 - Does not include counts for hours when tower was closed



FAA Perspective and Policies in Practice

www.hmmh.com

- Noise problem “ends” at DNL 65
 - Unless local communities have stringently enforced a lower threshold
 - Only approve measures that reduce non-compatible use
- Almost always approve noise abatement operating measures as “voluntary” and “wind, weather, and traffic permitting”
- Do not approve “formal” noise abatement operating measures
 - The last formal noise abatement procedure approved by the FAA was the Boston-Logan preferential runway use program (approx. 1980)
- Take broad view of application of Part 161 to any potential restrictions; e.g. curfews, noise limits, activity limits, etc.
 - Even for measures that do not trigger Part 161, consider that Sponsor Grant Assurance 22A, “Economic Nondiscrimination” requires essentially the same level of analysis and justification:

“[Sponsor] will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities...”

What is a “Formal” Noise Abatement Procedure?

www.hmmh.com

- The only definition is implied by FAA Order 8400.9, which defines a “Formal Runway Use Program” as follows:
 - An approved noise abatement program which is defined and acknowledged in a Letter of Understanding between Flight Standards, Air Traffic Service, the airport proprietor, and the users. Once established, participation in the program is mandatory for aircraft operators and pilots as provided in FAR Section 91.129(h).
- **FAR Section 91.129(h), “Noise abatement,” states:**
 - Where a formal runway use program has been established by the FAA, each pilot of a turbine-powered airplane and each pilot of a large airplane, assigned a noise abatement runway by ATC, shall use that runway. However, consistent with the final authority of the pilot in command concerning the safe operation of the aircraft as prescribed in §91.3(a), ATC may assign a different runway if requested by the pilot in the interest of safety.
- **The existence of a letter of understanding is critical**

Noise-Related Charges or Penalties

www.hmmh.com

- Many airports advertise noise charges or penalties
 - Few airports actually enforce them
- Most financial implementation mechanisms are fines
 - Most fines are used as threats
 - Most airports provide pilots with at least one “warning”
 - Most pilots respond well to warnings
- Fines that are collected are almost exclusively used to enforce use restrictions implemented prior to Part 161
- There are no identifiable operational measures implemented with charges or penalties in the U.S.
 - Runway use, flight track use, pattern altitude, etc.
- FAA almost certainly would consider any effort to apply fines, charges, or legal penalties to be a violation of grant assurances or Part 161

Florida G.A. Airport Precedents

www.hmmh.com

- **Recent HMMH Part 150 studies addressed similar issues:**
 - Naples Municipal Airport (APF)
 - Boca Raton (BCT)
 - St. Lucie County International (FPR – Fort Pierce)
 - Fort Lauderdale Executive (FXE)
 - Martin County / Witham Field (SUA – Stuart)
 - Vero Beach (VRB)
- **Issues in common with OMN included:**
 - Interest in limiting days, hours, numbers of training operations
 - Interest in raised pattern altitudes
 - Interest in revised pattern geometry
 - Interest in limits on intersection departures
 - Recognition of importance of pilot training, awareness, sensitivity

Florida G.A. Airport Precedents

www.hmmh.com

▪ FAA responses

- Pattern altitude increases generally disapproved for operational safety reasons or for lack of benefit within DNL 65 (APF, FXE)
- Training restrictions generally approved as *voluntary* measures (FPR, FXE, SUA, VRB)
- Flight track geometry changes generally disapproved, because benefit is outside DNL 65 (BCT, FXE, VRB), unless FAA has another reason to approve (e.g., right-hand traffic approved on one runway at BCT, because of tower visibility issue)
- All requests for designation of measures as “formal” disapproved (APF, BCT, FXE)
- **FAA generally supportive of pilot training “in concept”**
- ***Airports have generally found that cooperative efforts with aviation users (pilots, flight schools, fixed base operators, etc.) produce the most benefit***

Useful References

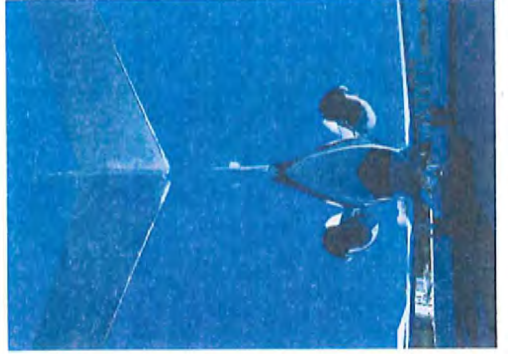
www.hmmh.com

- **Boeing airport noise regulation website**
 - www.boeing.com/commercial/noise/airport_info.html
 - Caution: Describes all procedures as “restrictions,” while the majority are voluntary, informal measures
- **Federal Interagency Committee on Aviation Noise – “FICAN”**
 - www.fican.org
 - “Forum for debate over future research needs to better understand, predict, and control the effects of aviation noise”
- **FAA noise website**
 - www.faa.gov/airports/environmental/airport_noise/
 - Regulations, guidelines, policies, Part 150 information, and more
- **Other airport websites**
 - www.ci.ftlaud.fl.us/FXE/noise.htm
 - www.flynaples.com/index.php/noise-abatement/noise-abatement
 - www.bocaairport.com/noise-abatement.shtml
- **HMMH**
 - www.hmmh.com
 - tbaldwin@hmmh.com

Discussion

www.hmmh.com

- Task Force Recommendations
 - Flight procedure recommendations
 - Noise abatement procedures and monitoring
- Next steps?



Report of the Aircraft Noise Abatement Task Force

Appendix F

**Pilot's In-Flight Guide and
Current Noise Abatement Procedures**

Noise Abatement Procedures

- When the ATC tower is closed, Runway 17 is the designated calm wind runway.
- Runway 8 departures - turn 10 degrees left on departure as soon as safety permits, and cross the Tomoka River/US1 Bridge at a point equalizing the distance between the two communities to the north and south. The bend in the Tomoka River as it passes east of the bridge should be visible to the right (as depicted on the map).
- Fly the approved traffic patterns on Runway 26, 17, and 35, turning to the crosswind leg as soon as altitude and airspeed permit.
- Departures from the traffic pattern should depart at pattern altitude, to the north or to the west. Remain on tower frequency until departing the airport traffic area to the north or west.
- Pilots should avoid turning south or east over the local subdivisions (as depicted on the map).
- Departing aircraft should climb out at V_r (best rate of climb). Reduce power after takeoff as soon as safe and practicable.
- Please fly high and tight patterns, remaining clear of the Class C airspace beginning at 1200' MSL. Extended patterns greatly impact noise sensitive areas.
- Left traffic on Runway 35 and Runway 8.
- Right traffic on Runway 26 and Runway 17.
- Please refrain from repetitive flight activities between the hours of 10:00 PM and 8:00 AM.

-176-



Ormond Beach
Municipal Airport

Voluntary Noise Abatement Procedures



PILOTS WORKING WITH COMMUNITIES

Airport Office

725 Hull Road
Ormond Beach, FL 32174
Phone 386-615-7019



Tower Operations:	7 AM to 7 PM
ATIS:	118.475
AWOS:	118.475
VORTAC:	112.6
CTAF:	119.075
Ground Control:	121.625
Clearance Delivery:	121.625
DAB Approach:	125.8
UNICOM:	123.05
PIE FSS:	122.4
LAT:	29.18.02 N
LON:	81.06.49 W



For more information, visit our website at:
www.ormondbeach.org/Airport/ormondairport.htm

Depart the pattern at pattern altitude, to the north or to the west. Remain on tower frequency until departing the airport traffic area to the north or west.

CLASS D AIRSPACE, 3 MILE RADIUS

The procedures described herein do not preempt the responsibility of the PIC for safe aircraft operations. Nor are they intended to conflict with instructions from ATC, or those that are the exclusive authority of the FAA.

Depart crosswind leg to the west

Depart crosswind leg to the north

Depart crosswind leg to the north

Turn over the marsh

The bend

10° Left

Runway 8 departures - turn 10 degrees left on departure as soon as safety permits. Keep the bend in the river visible to the right.

Depart crosswind leg to the west

Stay well west of the river and the island

Pilots should avoid turning south or east over the local subdivisions.

When the Air Traffic Control tower is closed (7 pm to 7 am), Runway 17 is the designated calm wind (≤ 6 kts) runway.

Runway 17/35 (3701'x100')

Runway 08/26 (4004'x100')

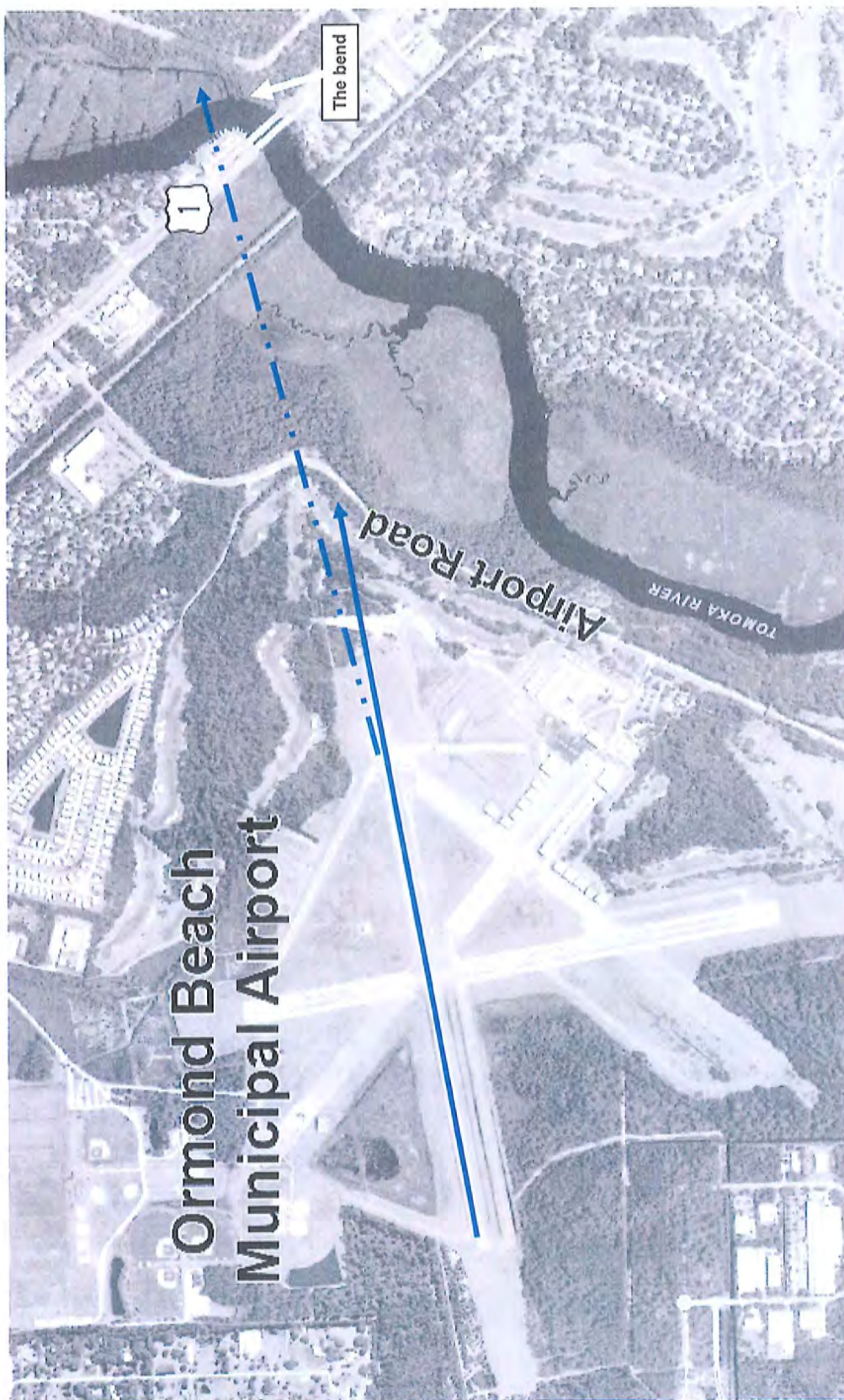
Legend

- AIRPLANE TRAFFIC PATTERN
- NOISE SENSITIVE AREA

AERIAL'S FLOW/1 MARCH, 2005

0 0.25 0.5 1

City of Miami Beach © U.S. Department, Prepared By: Steve Johnson 10/06/05



When departing Runway 8, turn 10 degrees left as soon as safety permits, and cross the Tomoka River/US1 Bridge at a point that equalizes the distance between the two communities to the north and south. Climb expediently (minimum of Vy) to traffic pattern altitude before turning to the crosswind leg or proceeding on course. Use the Tomoka River as a visual cue; by keeping the bend in the river in sight off the right wing when above the US1 bridge, over-flight of noise-sensitive areas will be avoided.

Ormond Beach Municipal Airport

Noise Abatement Procedures

Updated 08/13/2009

GUIDELINES & PROCEDURES

- When the Air Traffic Control tower is closed, runway 17 is the designated calm wind runway.
- Runway 8 departures – turn 10 degrees left on departure as soon as safety permits, and cross the Tomoka River/US1 Bridge at a point equalizing the distance between the two communities to the north and south. The bend in the Tomoka River as it passes east of the bridge should be visible to the right (as depicted on the in-flight guide map).
- Fly the approved traffic patterns on Runways 26, 17, and 35, turning to the crosswind leg as soon as altitude and airspeed permit.
- Departures from the traffic pattern should depart at pattern altitude, to the north or to the west. Remain on the tower frequency until departing the airport traffic area to the north or west.
- Pilots should avoid turning south or east over the local subdivisions (as depicted on the in-flight guide map).
- Departing aircraft should climb out at V_y (best rate of climb). Reduce power after takeoff as soon as safe and practicable.
- Please fly high and tight patterns, remaining clear of the Class C airspace beginning at 1200' MSL. Extended patterns greatly impact noise sensitive areas.
- Left hand traffic pattern on Runway 35 and Runway 8.
- Right hand traffic pattern on Runway 26 and Runway 17.
- As a courtesy to the residents of local neighborhoods, please refrain from repetitive flight activities between the hours of 10 p.m. and 8 a.m.
- Helicopter pilots should utilize designated arrival and departure corridors to minimize noise impacts.
- Pilots are requested to review and use the AOPA "Noise Awareness Steps" when practicable.

Compliance with recommended noise abatement procedures is at the discretion of the PIC.

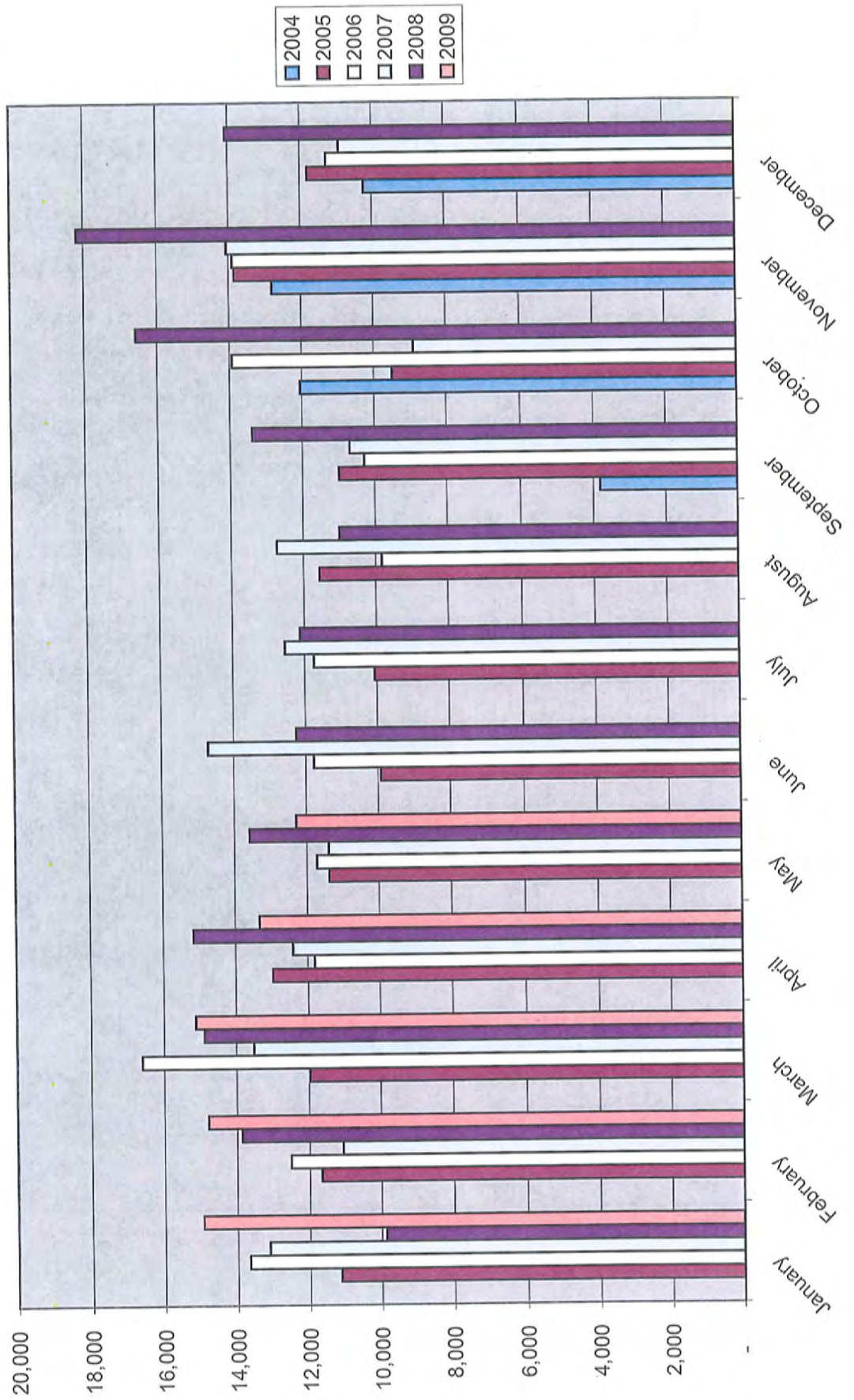
SAFETY ALWAYS COMES FIRST

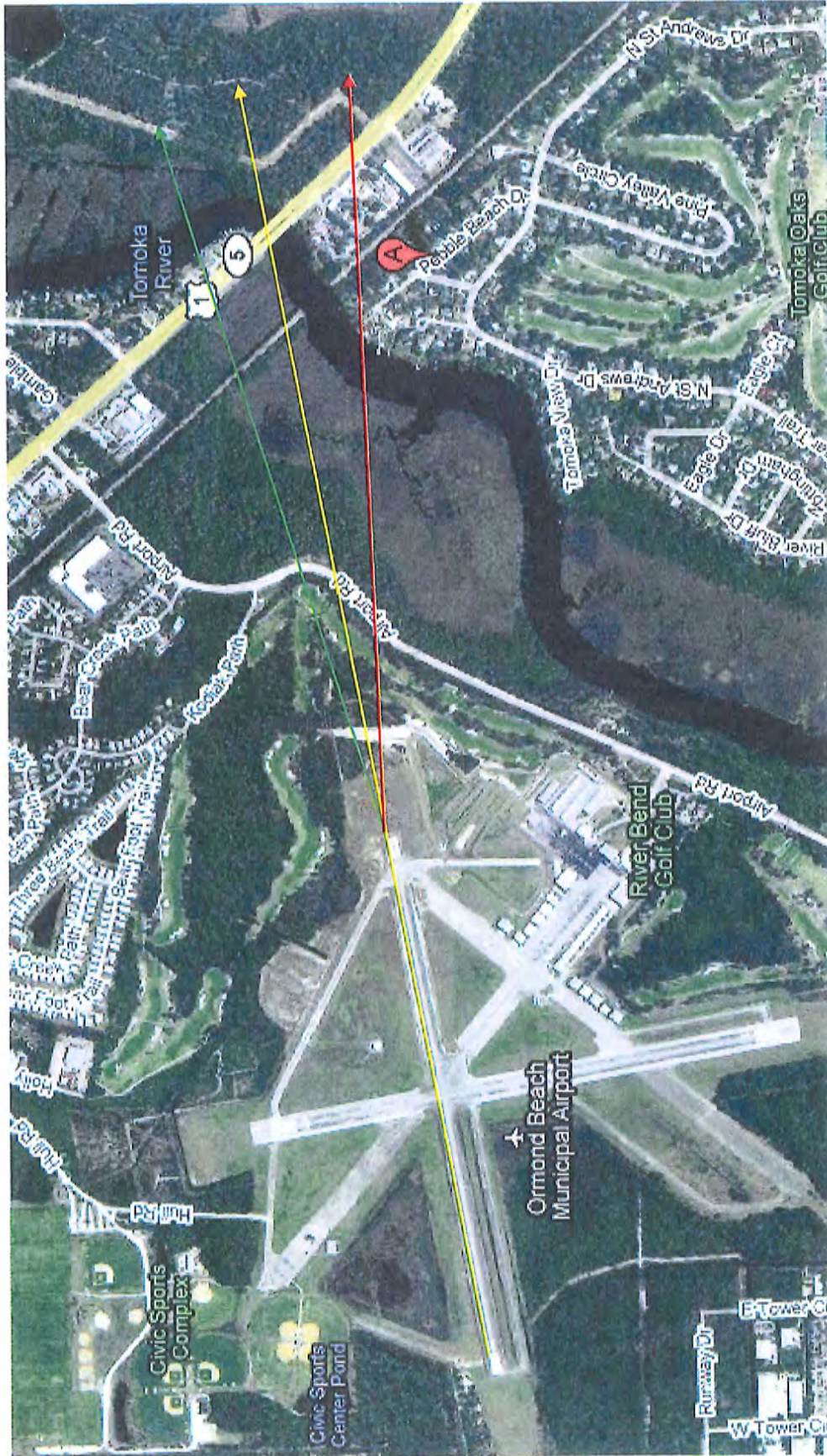
Report of the Aircraft Noise Abatement Task Force

Appendix G

**Supplemental Illustrations and
Background Material**

OMN Monthly Operations





Desired departure path. 10 degree left turn and Vy for noise abatement.

Runway centerline departure path.

Incorrect departure path. Typically a failure to compensate for crosswind.



Automatic Terminal Information Service, or ATIS, is a continuous broadcast of recorded *noncontrol* information in busier terminal (i.e. airport) areas. ATIS broadcasts contain essential information, such as weather information, which runways are active, available approaches, and any other information required by the pilots, such as important NOTAMs. Pilots usually listen to an available ATIS broadcast before contacting the local control unit, in order to reduce the controllers' workload and relieve frequency congestion.

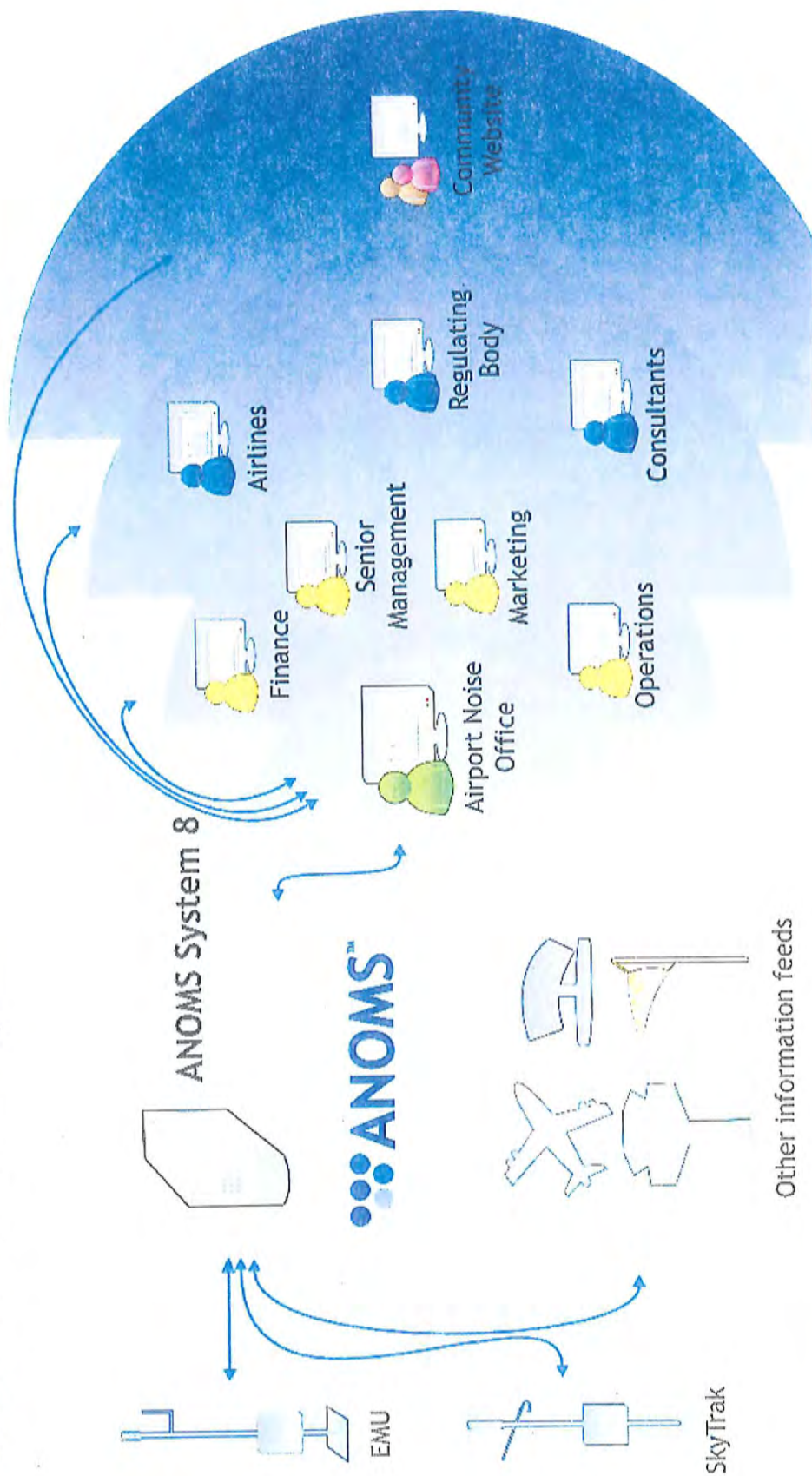
In its simplest form, the ATIS is a continuously playing recording of a person reading the message aloud. Because the message needs to be re-recorded at every update (which can be several times per hour at worst), this is quite cumbersome. Many busier airports now use a more automated system that uses a speech synthesizer, also known as TTS (Text To Speech) Software. With this system, a computer voice speaks the message. This allows a busy air traffic controller to quickly type a new ATIS message instead of making a time-consuming voice recording. During normal operation, these systems are fully automated and do not require a controller to intervene. This is only necessary in case of sensor failures or other unusual activities, provided that the weather data processing on that airport is automated.

The recording is updated when there is a significant change in the information, like a change in the active runway. It is given a letter designation (e.g. *bravo*), from the Phonetic Alphabet. The letter progresses down the alphabet with every update and starts at Alpha each day. When contacting the control tower or ground station, a pilot will indicate he/she has "information" and the ATIS identification letter to let the controller know that the pilot is up to date with all current information.

“NOMS 101” – Major Components and Uses

www.hmmh.com

NOMS = Noise and Operations Monitoring System



(Graphic courtesy of Locharnd Corporation)

Noise Monitoring Options

www.hmmh.com

Fixed monitors provide trend data at the most sensitive locations



Most systems include both monitor types

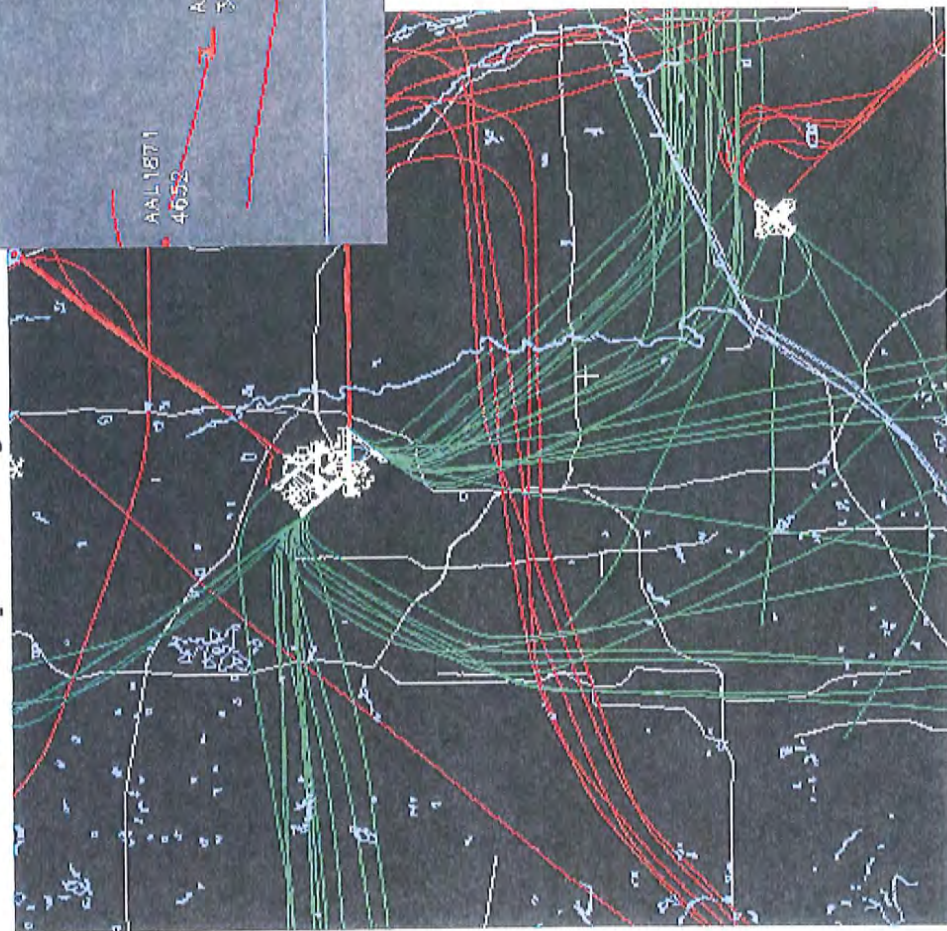


Portable monitors provide flexible, comprehensive geographic coverage

Operations Monitoring - "Flight Tracking"

www.hmmh.com

Generally the most
valuable capability



Horizontal, vertical, and
3-dimensional display

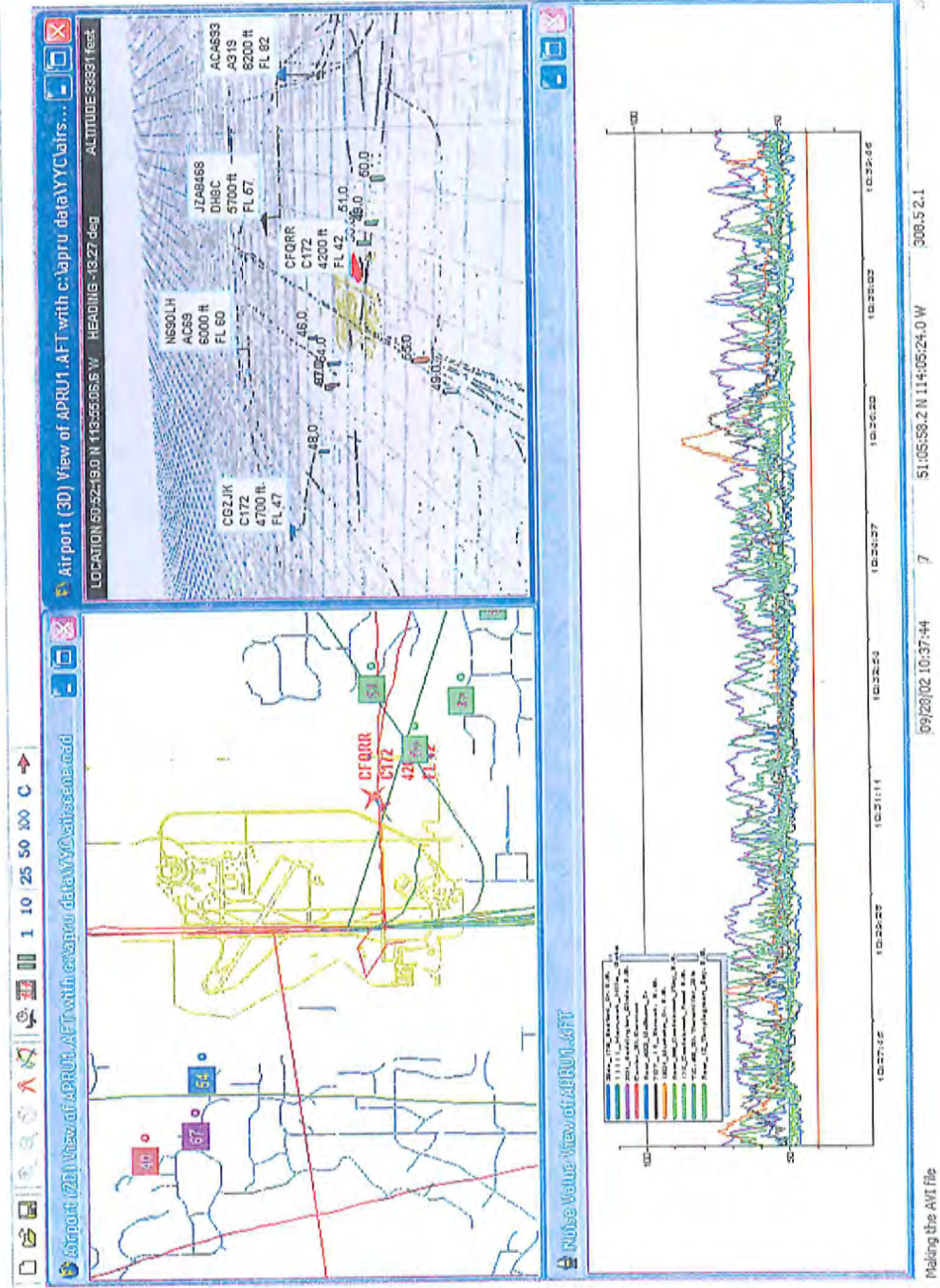
Systems permit static plots
and animated replay

Accurate, automated data correlation

www.hmmh.com

Correlation is a primary benefit and challenge

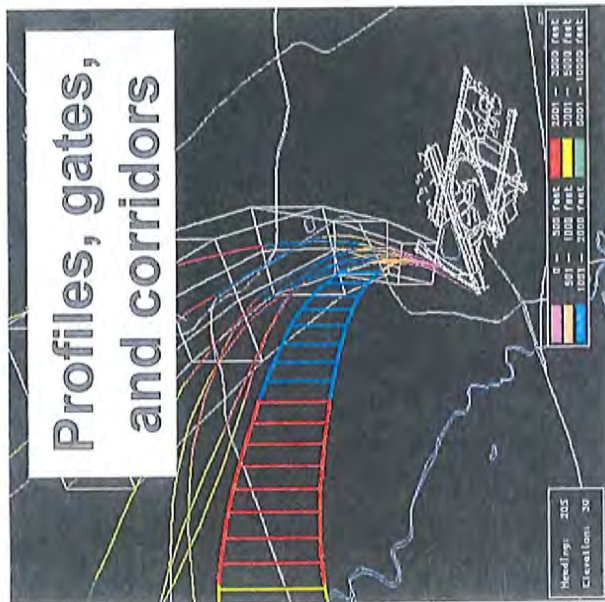
- Noise
- Tracks
- Flight i.d.
- Complaints
- Weather
- Runway use



(Graphic courtesy of Rannoch Corporation)

Systems Offer Extensive Features

www.hmmh.com



Custom and standard reports

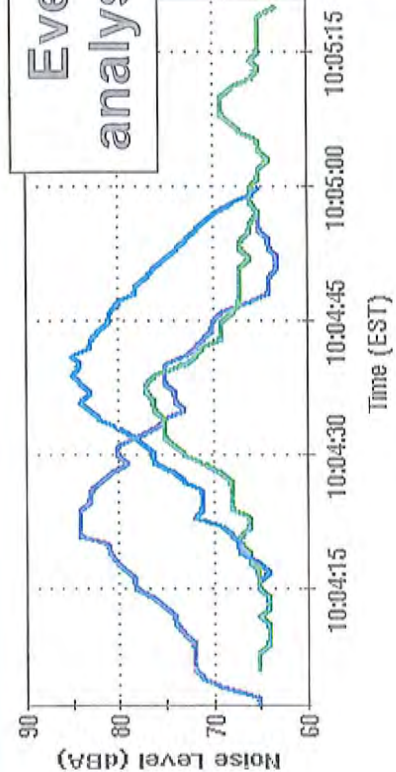


Site: 1
Location 3640 SW 55th Ave., Davie, 33314
Period: 2006 Q2

Loud Events above 85 dB (Max Level)

Date Time	Max Level	SEL	A/D/O	Runway	Aircraft Type	Flight No.	Airline	Altitude (ft.)	Wind Dir.
6/2/2006 19:08	88	95	A	9L				1030	112
6/2/2006 19:20	85	93	A	9L				1050	112
6/2/2006 7:20	85	93	A	9L				1020	0
6/4/2006 6:51	87	95	D	27R				1995	270
6/4/2006 7:13	85	94	D	27R				2139	247
6/5/2006 17:00	87	90	A	9L	B737	SWA624	SWA	1129	180
6/5/2006 12:25	85	95	D	27R	B732	BHS202	BHS	2484	337
6/6/2006 14:25	88	95	D	27R	MD88	DAL1584	DAL	2014	202
6/6/2006 17:28	89	96	A	9L	MD10	FDX3008	FDX	1040	67

Event analysis



Modeling support





LOCHARD

 **WebTrak™**

Enabling the World to Fly

Enhance Community Engagement

Improve the public perception of your airport with WebTrak

Positive community engagement is having an increasing impact on the ability of airports to operate effectively and to grow. The challenge is how to manage this continuous engagement to deliver the best results for both external stakeholders and the airport.

Lochard's WebTrak is a proven solution, implemented at over 30 airports. WebTrak enables airports to:

- engage positively with the local community;
- demonstrate awareness of its environmental impact;
- build community trust;

ultimately resulting in a happier community.

WebTrak provides near live and replayed aircraft movements. It gives the community access to flight information and noise data (where available), and reduces the need and time for airport employees to explain where aircraft actually fly, how often, who they are and where they go.

WebTrak is provided as a hosted service and is:

- low cost
- easily and rapidly deployed, with minimal overhead required from the airport
- continually enhanced to provide incremental benefits to the community
- accessible 24/7 for constant transparency
- designed to free staff from reactive tasks and enables them to focus on strategic activities

"Aircraft noise will continue to represent the most significant environmental impediment to airport expansion in the U.S. Despite an exceptional record over the past three decades, reducing the number of Americans exposed to significant aircraft noise by over 90%, aircraft noise remains a principal focus for community concerns and opposition for airport expansion".

- Carl Eurlison Director, FAA Office of Environment and Energy in Airport Noise Report, December 19 2008.



How Does This Make Life Easier?

WebTrak gives the community access to real flight and noise data, educating them about actual airport operations and improving the perception of the airport to the public. This ability to self-investigate empowers stakeholders with facts. It gives them the knowledge they need to have higher quality dialog with the airport and thereby reduces conflict.

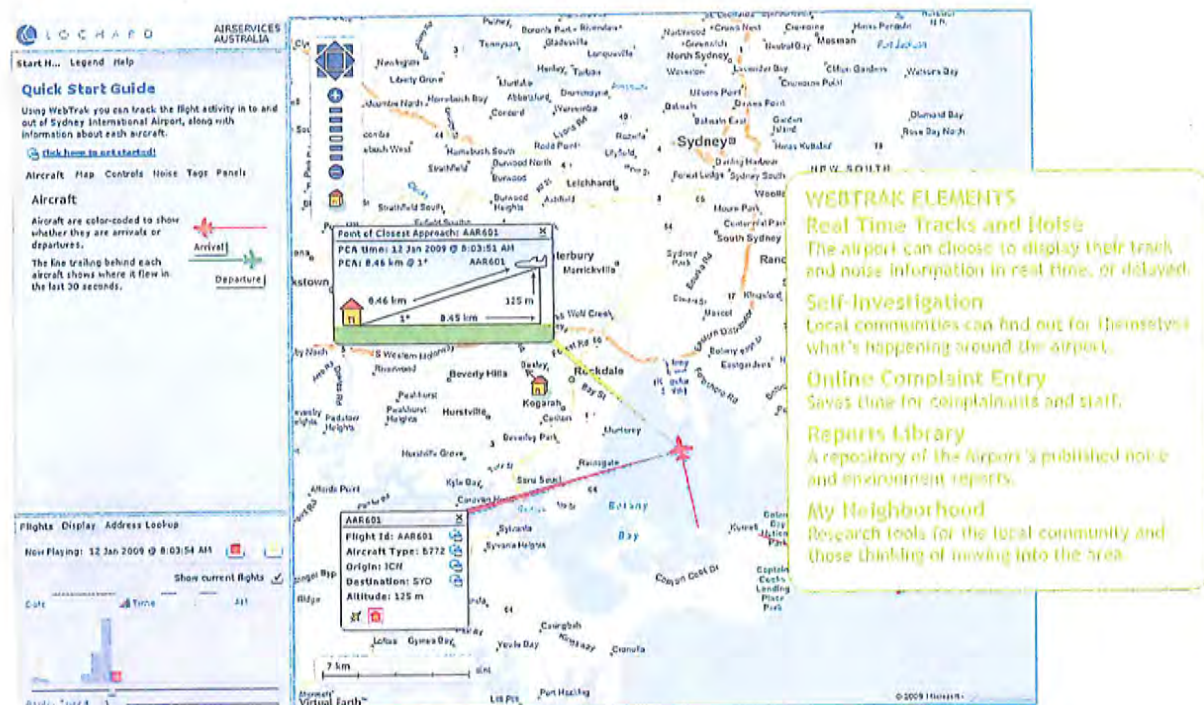
Unlike paper based or downloadable reports, WebTrak is dynamic, live and interactive enabling ANY user to replay, pause, accelerate, zoom and pan all on a map down to street level. It is user-friendly and designed to integrate simply into your current public access website

WebTrak is continually enhanced, with recent rollouts including:

- satellite and hybrid maps
- the ability to publish WebTrak in languages other than English
- Digital Elevation Model support which shows the actual height of aircraft above ground
- user interface changes to enhance the attractiveness and functionality for the community
- the ability for authorized users to instantly filter out specific flights for security or other reasons, either by time, SSR code or, in an emergency situation, for all flights

TRACKING THE WORLD

- 8 Australian Airports
- Boca-Raton
- Bournemouth
- Columbus
- East Midlands
- Long Beach
- Gatwick
- Heathrow
- Oakland
- Portland
- Seattle
- San Jose
- Stansted
- Sacramento
- Southampton
- 13 Swedish Airports



For more information go to : www.lochard.com or e-mail enquiries to: info@lochard.com

LOCHARD Expanding Environmental Capacity

1050 Fulton Avenue, Suite 213
Sacramento CA 95825
United States
Tel +1 (916) 265-7700
Fax +1 (916) 265-7719

69 Kooyong Road
Caulfield North
Victoria 3161 Australia
Tel +61 (0) 3 9500 1017
Fax +61 (0) 3 9500 1191

Haarlemmerstraat 5
2182 HA Hillegom
The Netherlands
Tel +31 (0) 252 240 180
Fax +31 (0) 252 526 695

WebTrak

PRINT 

Airports are increasingly realizing that community engagement is more and more important to the operations of the airport. The growing challenge is how to manage this continuous engagement to realize the best results for both the general public and the airport.

Lochard has launched the first in a series of low-risk subscription services aimed at improving and maintaining valuable dialogue with the airport's external stakeholders. This takes the pressure off your operations team and eases the pressure for your management team.



WebTrak provides live aircraft movements. It gives the community access to flight and noise data and reduces the need and time for airport employees to explain where aircraft actually fly, how often, who they are and where they go.

These services, called WebTrak, are:

- low cost;
- easily and rapidly implemented, with minimal overhead required from the airport;
- continually evolving and accessible to create an ongoing aura of transparency;
- designed to allow staff to focus on strategic activities, reducing reactive responses; and thus

significantly improves communications between the airport and the general public, as well as other key stakeholders, such as political representatives, resulting in a better relationship and much less conflict.

Lochard can work with you to incorporate a Community Engagement Plan into your airport long term noise mitigation plan and leverage the initiatives that you already have planned. These services will ultimately aid in increasing environmental capacity and streamlining operations.

WebTrak allows your local community and other key stakeholder groups to access real flight track information online, dynamically displaying:

- flight movements and;
- noise levels on the web.

This service will significantly enhance the public opinion of the airport within its constituency, resulting in advanced levels of communication with stakeholders. This in turn will entail a reduced workload and easier life for:

- management;
- marketing; and
- operational staff.

How Does This Make Life Easier?

WebTrak gives the community access to flight and noise data and reduces the need and time for airport employees to explain where aircraft actually fly, how often, who they are and where they go. More importantly, stakeholders will realize that the airport is utilizing technology to enhance community relations, fostering a more open dialogue and improving the perception of the airport to the public.

The WebTrak family shows the data collected and verified by your existing Lochard System - one data set, one picture, one message. Displaying noise in conjunction with the flight will considerably assist in increasing community knowledge of airport operations by providing them with factual evidence; giving users an objective measure of the environmental impact relative to their specific situation.



Unlike paper based or downloadable reports, WebTrak is dynamic, live and interactive enabling ANY user to replay, pause, accelerate, zoom and pan all on a map down to street level. It is user-friendly and designed to integrate simply into your current public access website.

WebTrak is the first step in your Community Engagement service offering. WebTrak - making your life easier.

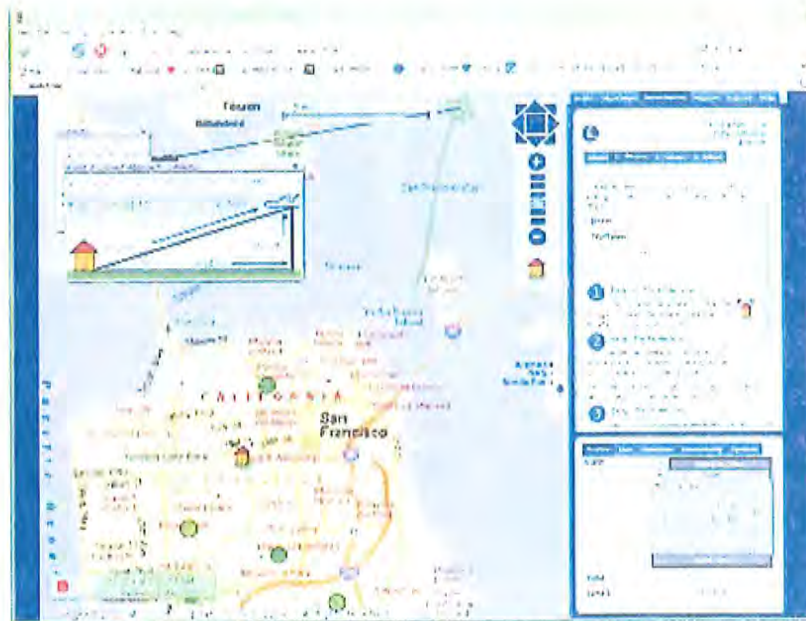
WebTrak Investigate

WebTrak Investigate provides users with the opportunity to search in more detail about flights and noise as it relates to their situation, and lodge complaints online if desired. It personalizes the information at a user level, shifting the focus from general to very specific information, really making the user feel involved and part of the process.

How Does This Make Life Easier?

By allowing investigation of flight and noise data, airports will:

- enhance the public perception through transparency and interaction;
- reduce the level of operational support required for enquiries;
- engage in more meaningful dialogue with the community; thus
- lowering the temperature of the initial interaction with community



WebTrak Investigate adds the ability for the user to:

- Locate an address on the map
- Select a specific flight
- Display a graphic showing the distance from the aircraft to the address
- Display operational details about the aircraft, including noise measured by your Noise Monitoring Terminal
- Submit an inquiry and include details about the aircraft and noise event
- Receive confirmation that the inquiry has been received and
- for the airport to immediately investigate the exact view that the complainant has seen and respond accordingly

The ability to locate their house on the map and search for flights and noise in the vicinity gives stakeholders an opportunity to find details that the airport would otherwise spend time answering. And if users cannot find the answers, WebTrak Investigate guides them through a sequence of steps in which accurate information about their contacts and the details and nature of enquiry is sent to airports by e-mail.

WebTrak Investigate is fun to use and builds on the transparency offered by WebTrak, enabling users to truly interact using factual evidence. Airport staff will be able to discuss incidents using exactly the same data your community member is seeing. The result will be **reduced workload for airport staff from Noise Management through to Senior Management in dealing with and responding to complaints**, along with much more valuable dialogue with stakeholders through their access to objective data.

WebTrak Investigate - interacting to improve Community Engagement; making your life easier.

WebTrak MyNeighborhood

WebTrak MyNeighborhood presents environmental impact data for neighborhoods. Using this service, residents, home buyers, and Government can learn about actual impacts and anticipated changes in impacts by the airport on their specific regional area over time.

WebTrak MyNeighborhood places the individual flight operations shown in WebTrak into an overall context showing the long term flight and noise impact on the communities immediately surrounding the airport.

WebTrak MyNeighborhood shows easy to understand alternative noise metrics and noise contours, placed in the context of average daily impacts throughout the region.

How Does This Make Life Easier?

Providing this sort of specific information to users will:

- assist in user understanding of airport operations over a longer term; thus
- minimizing the amount of direct communication needed with the public; and
- further improving the airport standing in the community.

WebTrak MyNeighborhood allows for the provision of comparative data specific to user neighborhoods; making your life easier.

WebTrak Flyquiet

Effective communication with airlines, pilots, aircraft operators and Air Traffic Control is at the heart of any noise management program. WebTrak FlyQuiet enables airports to deliver specific flight and noise impact information direct to these stakeholders. This improves the timely flow of information and the effectiveness of communication to and within these groups.

Examples of specific types of information are:

- Airline fleet noise impact reports
- Flight track and noise violations for specific aircraft and/or operators
- Noise levels for single operations for a pilot to learn about his noise impacts

How Does This Make Life Easier?

Rather than providing reports and explaining their compliance with airports noise management programs, WebTrak FlyQuiet interactively informs airlines and pilots how they performed and how this performance relates to others.

This in turn:

- stimulates better behaviour of airlines and pilots; and
- forges a better understanding of compliance among all stakeholders;

- all with minimum overhead from airport staff, freeing them up to focus on strategic activities.

WebTrak FlyQuiet enhances self-compliance through communication; making your life easier.

WebTrak Library

WebTrak Library is where the public can view environment office reports, studies and programs. WebTrak Library integrates the information within the context of the entire WebTrak family.

WebTrak Library assists you with publishing ANY appropriate publicly available data:

- instantaneously;
- cost effectively; and
- easily.

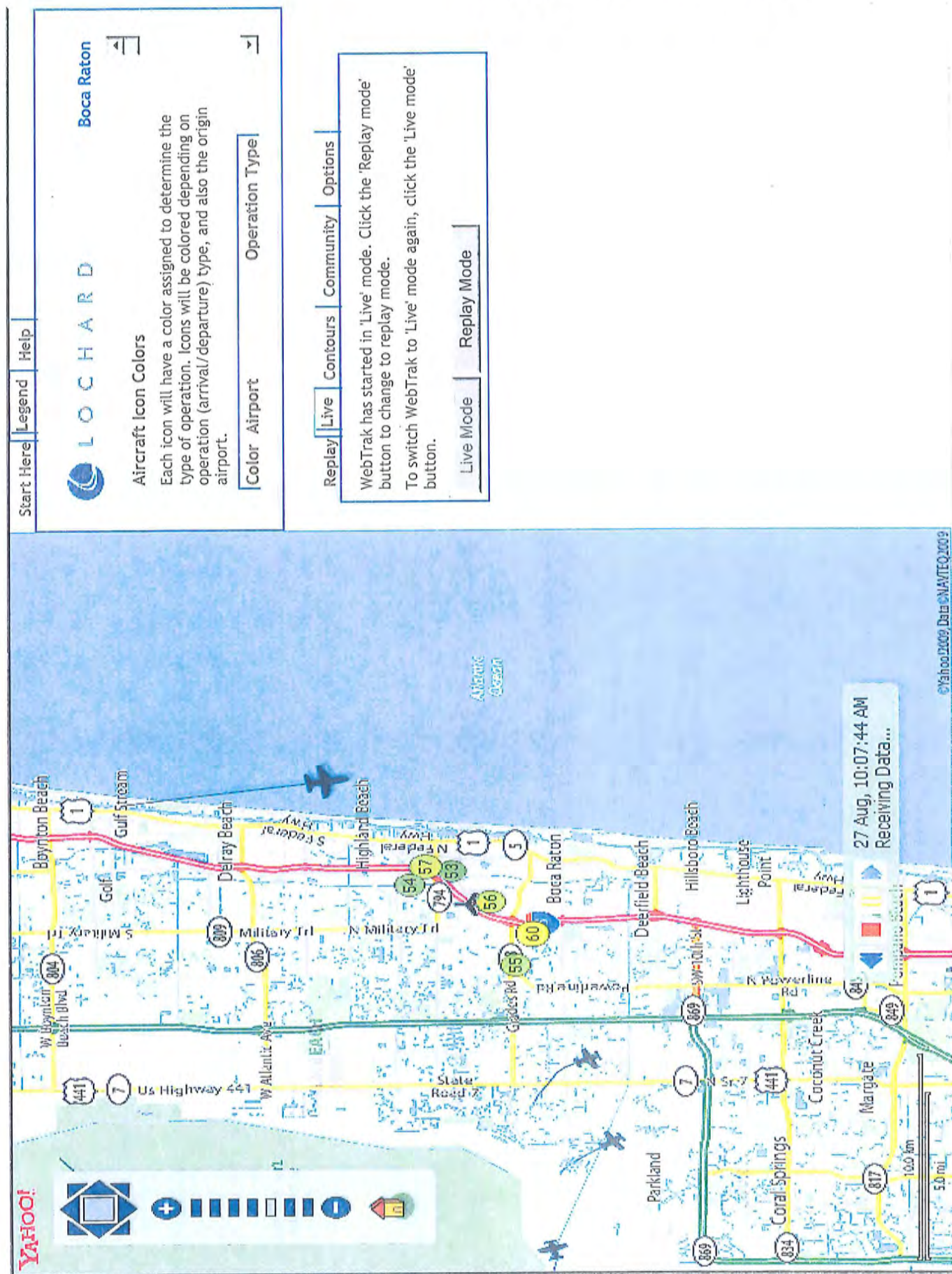
How Does This Make Life Easier?

By providing a "one stop" dynamic information repository, communication with community members will be enhanced through their own education. This will enable informed and productive primary communication between airport staff and community stakeholders. Often users will find everything that they need to know is in the WebTrak library, removing the need for direct communication with airport employees.

- WebTrak Library provides the following features:
- Routine report distribution
- Direct link to place Airport Noise and Operations Monitoring System (ANOMS) reports on the website
- Basic educational information on airport noise and environment issues
- Announcements
- Specific airport Community Engagement program information

WebTrak Library provides stakeholders with dynamic airport information; making your life easier.

Close Window





LOCHARD

 **WebTrak FlyQuiet**
Noise Abatement Program Management

Helping Make Your Airport Quieter

Encourage your aircraft operators to:

Fly Friendly, Fly Neighborly, Fly Quietly

Today, many airports have noise abatement procedures in place; but how effective are they? Sure, feedback on compliance goes back to operators but seldom does it get to pilots and if it does, it is so long after the event that it is of little use and very rarely acted on.

Now, by using Lochard's WebTrak FlyQuiet to work with aircraft operators, pilots can review their performance in a timely manner while the flight is still fresh in their mind, enabling them to better understand how their performance can be improved. WebTrak is the most efficient way to manage flight track and noise compliance procedures.

WebTrak FlyQuiet:

- identifies flights that don't comply with noise abatement procedures
- promptly communicates this to the aircraft operator
- provides an online dashboard for airlines and pilots to investigate and explain deviations
- delivers a rapid feedback loop that drives improved compliance, resulting in a quieter airport

Oh and - just by the way - FlyQuiet saves your airport time and money.



So how does it work? WebTrak FlyQuiet is an online tool that displays information about how well an aircraft operator is doing at meeting your noise abatement program goals. A secure website is provided for each operator to review their flights, noise levels and associated ATC audio recordings, and also monitor performance trends and summaries. The website encourages healthy dialog between the aircraft operator and the airport about noise issues.

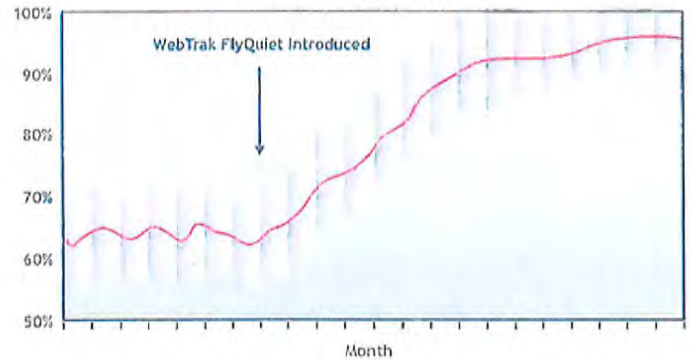
WebTrak FlyQuiet audits every flight against noise abatement procedures. Exceptions are flagged and airlines are alerted and directed to the secure WebTrak FlyQuiet dashboard to investigate and explain the deviation.

The dashboard delivers rich information including:

- flight information
- abatement procedure deviation
- noise measurements
- weather conditions
- ATC instructions
- nearby flights
- and begins an instant dialog between the aircraft operator and the airport.

WebTrak FlyQuiet encourages improved performance by giving airlines access to their noise abatement performance. WebTrak FlyQuiet gives your noise abatement program traction; delivering real reductions in aircraft noise.

Track Keeping Performance



Why not enhance FlyQuiet with Lochard's Managed Services? Talk to us about how Lochard can manage the entire process for you.

LOCHARD *Expanding Environmental Capacity*

1050 Fulton Avenue, Suite 213
Sacramento CA 95825
United States
Tel +1 (916) 265-7700
Fax +1 (916) 265-7719

69 Kooyong Road
Caulfield North
Victoria 3161 Australia
Tel +61 (0) 3 9500 1017
Fax +61 (0) 3 9500 1191

www.lochard.com

Haarlemmerstraat 5
2182 HA Hillegom
The Netherlands
Tel +31 (0) 252 240 180
Fax +31 (0) 252 526 695



LOCHARD

FlightOps™

Flight Activity Monitoring & Noise Complaints

Manage Your Airport...

And quickly respond to aircraft noise complaints

Lochard FlightOps enables airport operations staff to respond effectively to community noise complaints with the kind of detailed flight operations information typically available from comprehensive noise and track monitoring systems.

FlightOps records all flight operations at the airfield and provides a valuable resource of detailed airport activity. Not only does this help in responding to community noise issues, it also yields useful summary information for use in maintenance, planning and marketing.

The same information can be used for incident analysis and training of operations staff about airport procedures.

FlightOps uses Lochard's network of Secure Radar Gateways (SRGs) to receive flight information. Where an airfield is not covered, an additional SRG may be deployed. The flight data is processed, delayed several minutes for security reasons, and then made available to the airport through a standard web browser connected to the internet, making it accessible on all airport computers with appropriate credentials.

FlightOps enables airports to actively respond to noise complaints without the need for significant investment in technology and the dedicated staff that are required to operate classic noise monitoring systems.

Lochard has distilled its experience of nearly 20 years in airport environment management to provide a platform for reporting airfield activity and responding to noise complaints for smaller airports without a separate environment management department.

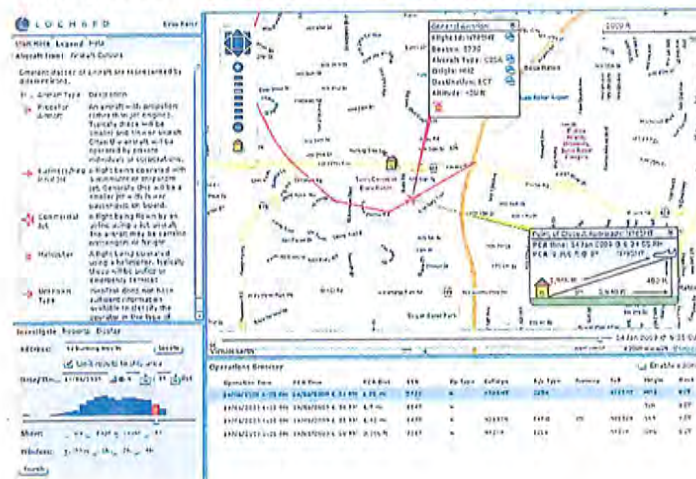


1. Noise

2. Reporting of flight activity

The FlightOps Display can also be used by airfield maintenance staff to aid in the selection of time periods used to perform FOD or airfield lighting checks.

Airports can use FlightOps to look at specific flight operations that have raised an amber or red alert. Clear displays with underlying map data enable airports to view what happened and how to improve procedures; both to limit the number of incidents, and improve incident responses. Data is available in the system a short time after the occurrence, eliminating the lengthy delays associated with reviewing historical information on typical radar systems.



By displaying actual operations at the airfield through an attractive interface the airport is able to use FlightOps as part of its training program to employees.

FlightOps' capabilities are accessible from anywhere via a simple and secure web-based application. FlightOps typically requires no additional hardware, making it low cost and easy to deploy, and is available on a subscription basis for a modest monthly fee.

If the noise situation at the airport grows, Lochard has a range of additional solutions and services to continue helping the airport manage environmental impact and community response.

FlightOps is the latest module in Lochard's family of value-adding, low-cost, web-based solutions for airport environment management.

These modules utilise flight and noise data for a range of applications including:

- Local community engagement
- Noise compliance and abatement
- Greenhouse Gas emissions
- Operational procedures.

For more information go to : www.lochard.com or e-mail enquiries to: info@lochard.com

LOCHARD *Environment Management Solutions*

1050 Fulton Avenue, Suite 213
Sacramento CA 95825
United States
Tel +1 (916) 265-7700
Fax +1 (916) 265-7719

69 Kooyong Road
Caulfield North
Victoria 3161 Australia
Tel +61 (0) 3 9500 1017
Fax +61 (0) 3 9500 1191

Haarlemmerstraat 5
2182 HA Hillegom
The Netherlands
Tel +31 (0) 252 240 180
Fax +31 (0) 252 526 695

Summary of Florida Airport ANOMS Utilization Sample

Martin County Airport – Stuart, Florida

Flight Tracking/Noise Monitoring System

2 permanent and 1 portable monitor, aircraft voice transmission recorder, flight tracking software, customized reports.

\$550,000.00, plus reoccurring service and maintenance fees.

Boca Raton Airport Authority

Full Noise Monitoring and Flight Tracking System

6 permanent and 1 portable monitor, flight tracking software, Lochard WebTrak public reporting.

\$800,000.00, plus reoccurring service and maintenance fees.

WebTrak system may be accessed at www.bocaairport.com

Palm Beach International Airport

Upgraded existing Lochard ANOMS with WebTrak.

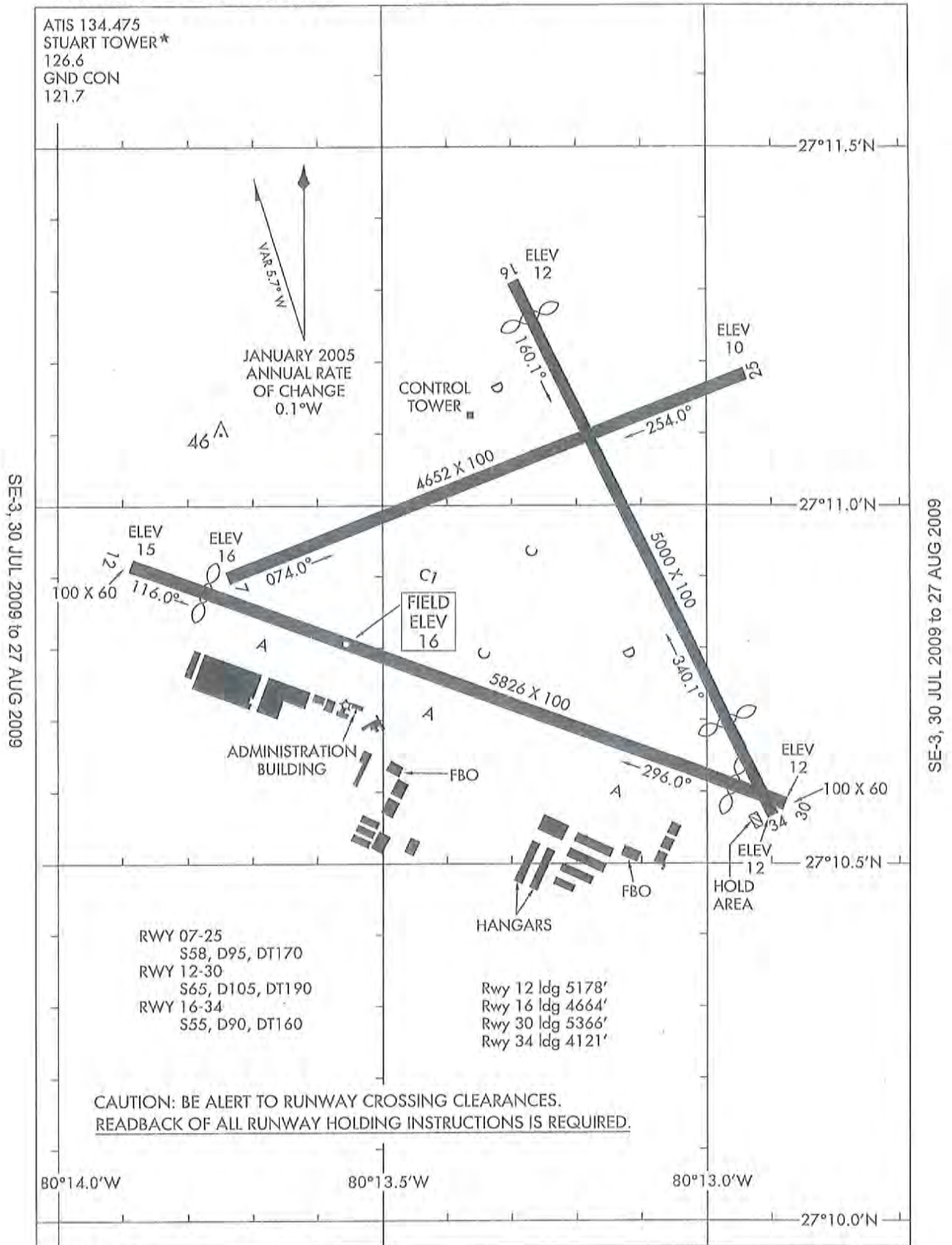
Cost to upgrade was \$90,000.00, plus reoccurring service and maintenance fees. Annual service and maintenance fees for the entire system exceed \$1,000,000.00.

Jacksonville Aviation Authority

Lochard ANOMS purchased to monitor aircraft operations at Craig Airport, which is a GA facility. Expandable to enable monitoring of the other three airports in the JAA system.

Final configuration not yet determined. Cost estimated to be between \$300,000.00 and \$900,000.00, plus reoccurring service and maintenance fees.

ATIS 134.475
STUART TOWER★
126.6
GND CON
121.7



AIRPORT DIAGRAM

08157

STUART, FLORIDA
STUART/WITHAM FIELD (SUA)

09183

AIRPORT DIAGRAM

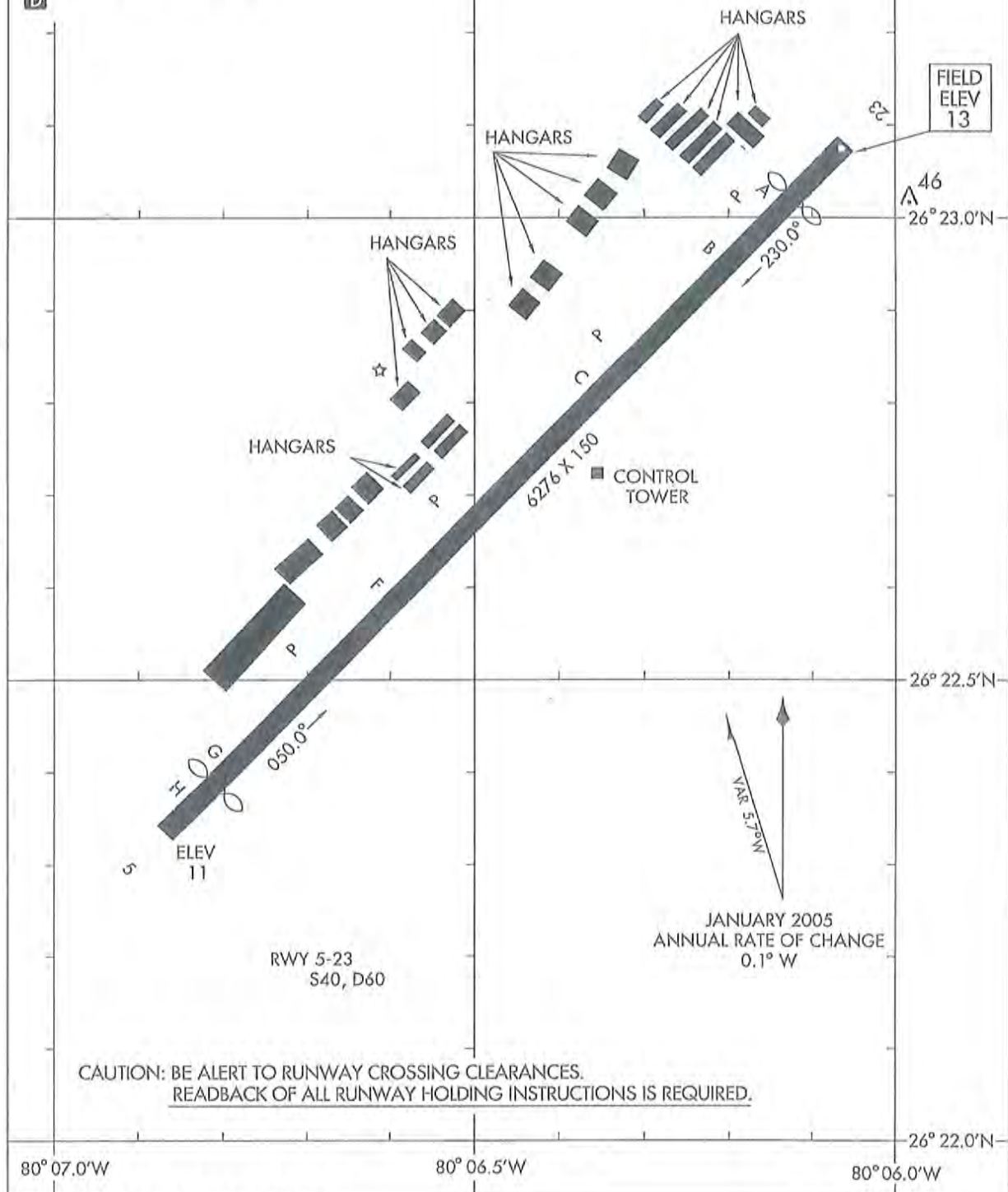
AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA

AWOS-3
121.125
BOCA RATON TOWER *
118.425
GND CON
121.8
CLNC DEL
121.8
127.35 (When Tower Closed)

D

SE-3, 30 JUL 2009 to 27 AUG 2009

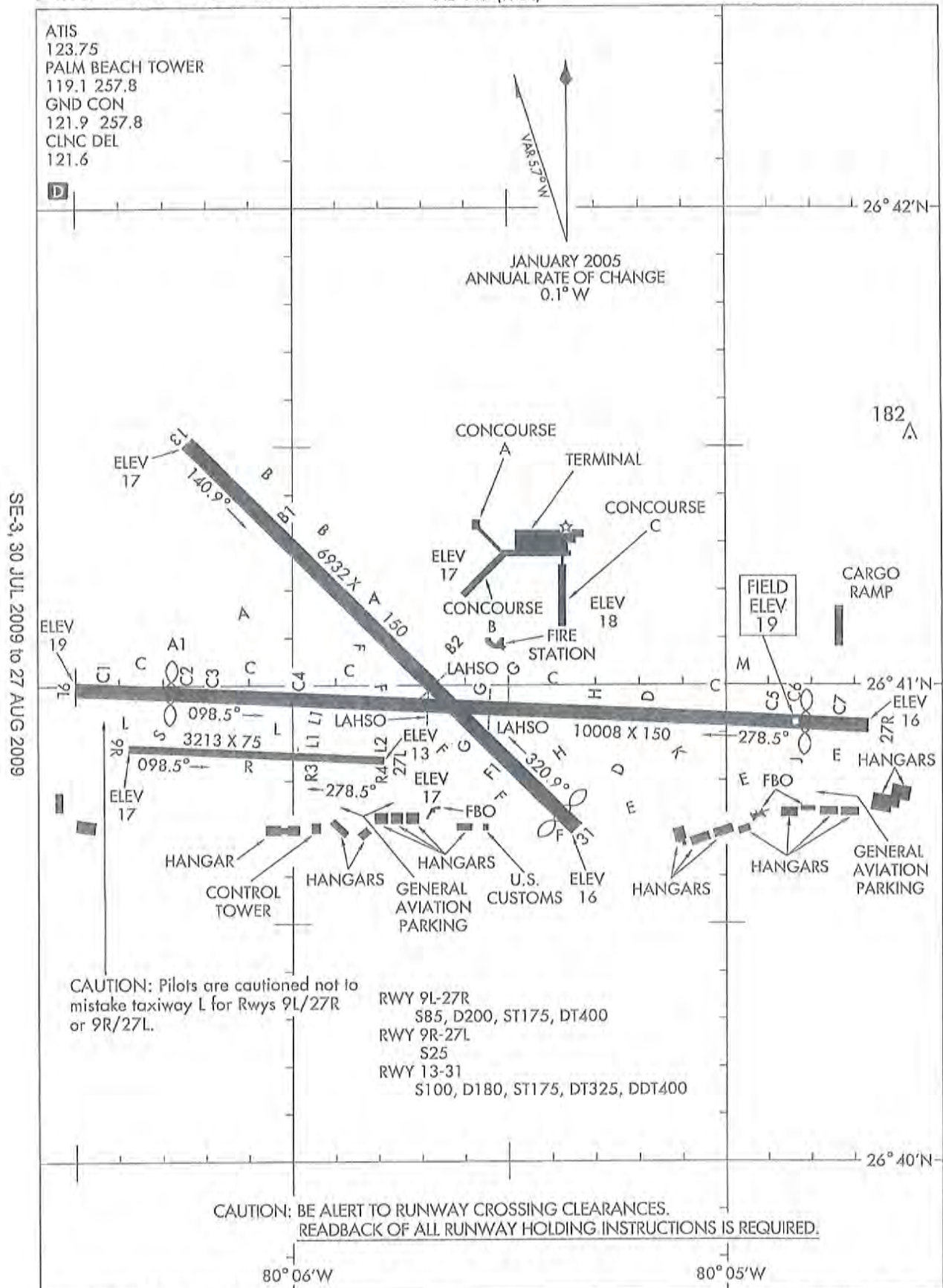


SE-3, 30 JUL 2009 to 27 AUG 2009

AIRPORT DIAGRAM

09183

BOCA RATON, FLORIDA
BOCA RATON (BCT)



07354

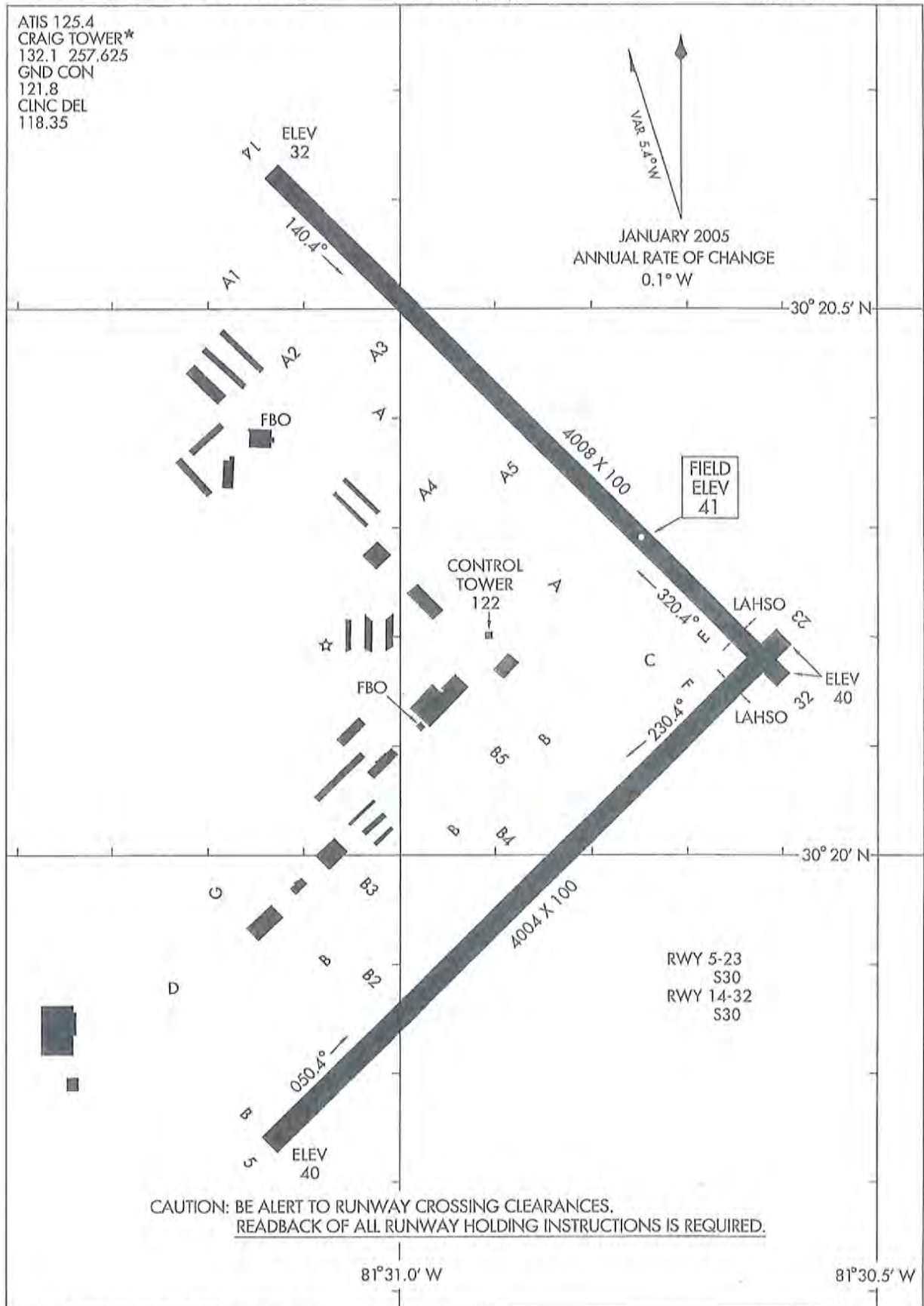
AIRPORT DIAGRAM

AL-208 (FAA)

JACKSONVILLE/CRAIG MUNI (CRG)
JACKSONVILLE, FLORIDA

ATIS 125.4
CRAIG TOWER*
132.1 257.625
GND CON
121.8
CINC DEL
118.35

SE-3, 30 JUL 2009 to 27 AUG 2009



SE-3, 30 JUL 2009 to 27 AUG 2009

AIRPORT DIAGRAM

07354

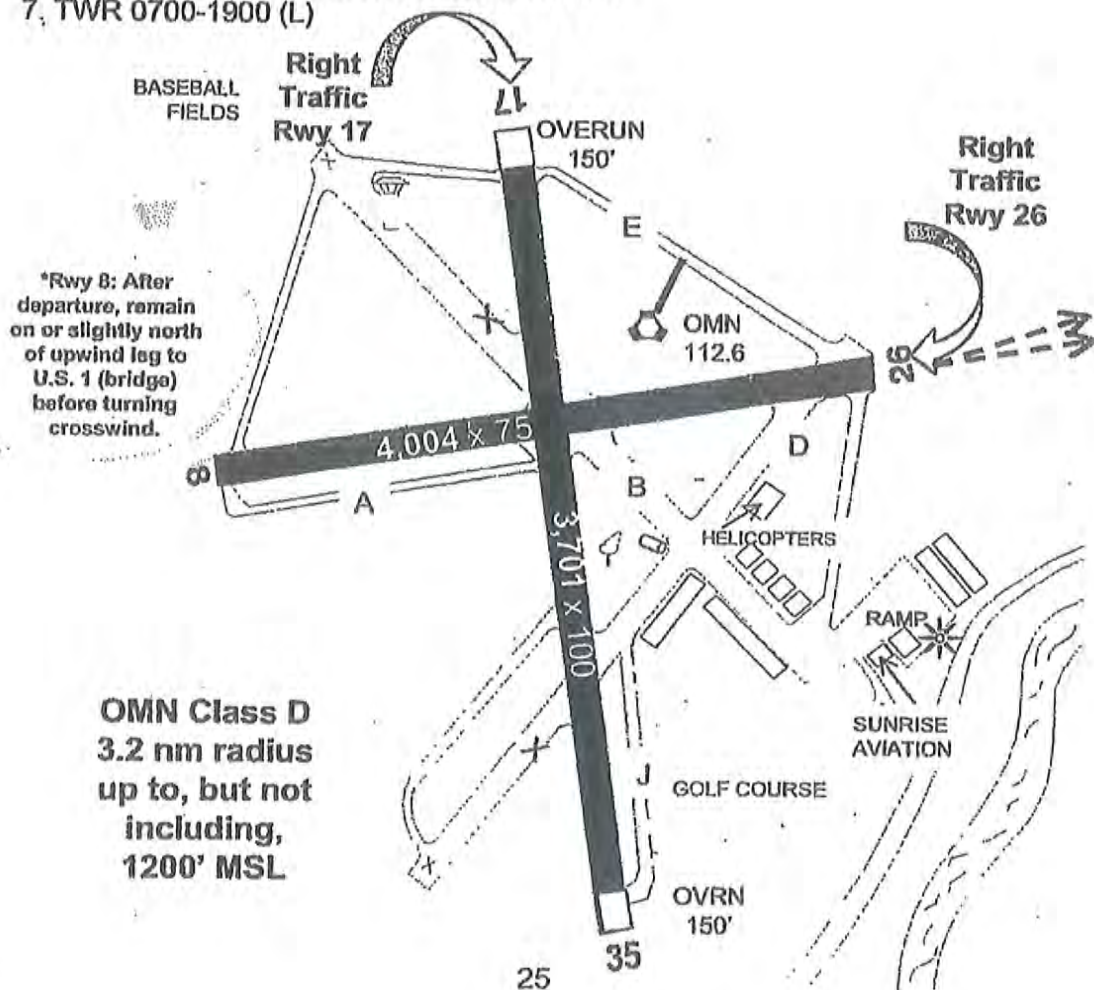
JACKSONVILLE, FLORIDA
JACKSONVILLE/CRAIG MUNI (CRG)

ORMOND BEACH MUNICIPAL (KOMN)

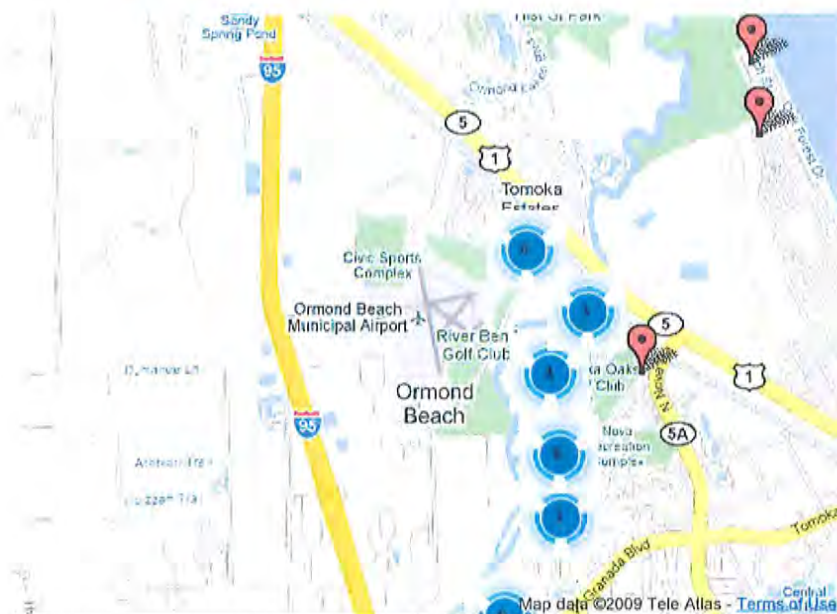
N29° 18.03' W81° 06.82'



- | | |
|----------------------------------|--------------------|
| 1. RWY 8: | ELEVATION: 28' MSL |
| 0800-2100 | TPA: 1,028' MSL |
| SEE NOTE BELOW * | AWOS-3: 118.475 |
| 2. RWY 17: DAY ONLY | (386) 615-7084 |
| 3. WINDS < 5KTS = RWY 35 | TWR/CTAF: 119.075 |
| 4. FUEL OBTAINED WITH SIGNATURE | GND CTRL: 121.625 |
| 5. HELICOPTER OPS 500' AND BELOW | |
| 6. RETURNING TO KDAB: | |
| RWY 7 – FLY WESTBOUND | |
| RWY 25 – FLY NORTH ALONG RIVER | |
| 7. TWR 0700-1900 (L) | |



Noise Abatement Task Force (NATF) Ormond Beach Airport

[Login](#)[Home](#) [Noise Report](#) [More Info](#)

NATF Noise Report Map (since Sept 10, 2009)

The Airport Noise Problem

Ormond Beach Airport is situated very near residential housing and the airport is also home to several flight schools. Student pilots fly patterns, circling the field, doing many take-offs and landings while accumulating flight training time needed for certifications. Currently, the number of flight operations per year at the airport is estimated at 130,000.

In May 2009, a task force was formed by the City of Ormond Beach to respond to the increasing number of aircraft noise complaints. As part of our ongoing effort to mitigate the noise problem, we set up this web site to collect reports from homeowners and provide information about our noise abatement activities.

The NATF is committed to working with homeowners, the city, airport management, the FAA and flight schools. Only by working together on an ongoing basis can we get the airport noise problem under control. You can help by letting us know if the problem, as you see and hear it, is getting better or worse.

On this web site you can [find out more](#) about the airport noise problem and NATF and the abatement measures under development or already in place. You can also file a report with the NATF using our new online [Noise Report](#) form. The map (left) depicts the number of noise reports received to date and how they are clustered around specific locations.

Noise Abatement Task Force (NATF) Ormond Beach Airport

[Login](#)[Home](#) [Noise Report](#) [More Info](#)

Aircraft Noise Report

* Your First and Last Name

* Date and Time (when the noise problem occurred)

 / / :

* Street Address (where the noise problem occurred)



* Aircraft Type

☒ Prop ☐ Helicopter ☐ Jet ☒ Single Engine ☐ Multi Engine

Aircraft Identification: special markings on wings, numbers, etc. (optional)

Telephone Number (optional)

E-Mail Address (optional)

Your Comments (optional)

Help us to help you.

If you think aircraft using the Ormond Beach Airport are causing too much noise in your neighborhood, file a noise report with the Noise Abatement Task Force. Simply fill out this online form whenever a noise problem occurs. The information requested helps the NATF better understand how airport noise is affecting the community. We also use it to evaluate the effectiveness of noise abatement measures already in force.

Noise Abatement Task Force (NATF) Ormond Beach Airport

[Login](#)

[Home](#) [Noise Report](#) [More Info](#)

Frequently Asked Questions

1. Why so many airplanes, and why so low?
2. I called the control tower. Why can't they help us?
3. Why can't Ormond Beach force the pilots to avoid flying over residential areas?
4. How can I present my case to the NATF?
5. Can I complain to the FAA?
6. What measures have NATF actually taken to stop the noise?
7. What do you do with our Noise Reports?

How to Identify Aircraft

Current Noise Abatement Procedures

Minutes from NATF Meetings

Questions asked by Residents, Staff, and City Officials.
We are asking for an official response to be provided by the FAA

1. How will the FAR Part 150 Noise Study really help and benefit the airport?

FAA Response: The FAR Part 150 Program was developed specifically to create a balance between aviation and non-aviation interests. As a result of the Airport Noise and Capacity Act of 1990 (the Act) the FAA determined that noise restrictions have to balance the needs of local communities noise concerns against the needs of the national air transportation industry. In the Act Congress found that, among other things, "airport noise management is crucial to the continued increase in airport capacity" and "community noise concerns have lead to uncoordinated and inconsistent restrictions on aviation which could impede the national air transportation system."

It is the mechanism where all affected people, including local governments, pilots and communities together develop a plan that will meet the needs of the airport users while reflecting the residents' interests in reducing aircraft noise.

It will identify whether or not there are incompatible land uses within the 65 DNL (average day night level) noise contour. If there are some incompatible land uses in the 65 DNL, then the city can identify mitigation measures. If there are no incompatible land uses in the 65 DNL, then from an FAA perspective and federal standard, then there are no noise impacts.

2. Would a FAR Part 150 Noise Study benefit the residence around the airport as well?

FAA Response: See response to question 1 above. The benefit received by the community is first an education on how the FAA evaluates aircraft noise and secondly, if the study shows incompatible land uses within the 65 DNL noise contour, then learning about the types of mitigation measures that are available to the community. Another benefit would be to understand how the airport is operated from an air traffic point of view within the airspace surrounding the airport.

3. Can we change the traffic pattern altitude to 1,000 feet?

FAA Response: Any request for change of a traffic pattern needs to be coordinated with the FAA Orlando ADO. The ADO will be the focal point to coordinate with other FAA Divisions, like Air Traffic. The city needs to identify the benefits of any proposed change.

4. Can we change the pattern to avoid overflight of residential areas?

FAA Response: See response to question 3 above.

5. Can we limit the number of aircraft in the pattern and therefore decrease noise exposure?

FAA Response: FAA Air Traffic Division determines the number of aircraft that can safely operate within the pattern. Any proposed restrictions on aeronautical activity for noise purposes would have to be reviewed by the FAA to determine if they were reasonable, nonarbitrary, and not unjustly discriminatory. If any type of restrictions on aircraft operations is proposed as part of the airport's Part 150, then a Part 161 study would have to be prepared to determine the impact those restrictions would have on the operation of the airport in terms of access, interstate commerce, etc.

6. Can we build a landing strip for flight schools only, in a non-incorporated/non-residential area of the county?

FAA Response: Yes. File notice with FAA in accordance with FAR Part 157.

7. If a flight training strip is constructed by the City can limits then be placed on the flight training operations at New Smyrna Beach airport?

FAA Response: No. This would be in conflict with the terms and conditions the city agreed to when the city accepted federal assistance in the form of Airport Improvement Program (AIP) grant funds and Surplus Property. These terms and conditions included the obligation to make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds, and classes of aeronautical activities.

8. Can we restrict operations at New Smyrna Beach airport?

FAA Response: See response to question 7. Any flight restrictions proposed would have to be reviewed by the FAA to determine if they were reasonable, nonarbitrary, and not unjustly discriminatory. If any type of restrictions on aircraft operations is proposed as part of the airport's Part 150, then a Part 161 study would have to be prepared to determine the impact those restrictions would have on the operation of the airport in terms of access, interstate commerce etc.

9. Can we implement a rule for no touch and go operations except between 9:00-5:00?

FAA Response: See response to question 7. However, establishing a voluntary measure would not be in conflict of the city's federal obligations, so as long as there is no penalty assessed to a pilot/tenant if they could not comply with the voluntary measure.

10. Can we implement landing fees?

FAA Response: Yes, if the fees can be justified as part of the city's airport business plan to make the airport as self sufficient as possible. Further, landing fees must be reasonable and should be used to cover the capital and operating costs of the airport. A substantial revenue surplus at the airport may indicate rates are higher than just cost recovery. The FAA would not opine on the reasonableness of landing fees unless a complaint was filed. If the purpose of the landing fees is to discourage and restrict use of the airport, this would be in conflict with the terms and conditions of the city's federal obligations as mentioned in response to question 7. Today, many general aviation airports recover the costs of the airfield through the assessment of "fuel flowage fees." and revenues derived from lease of airport property.

11. Are we allowed to implement volume noise restrictions around the airport?

FAA Response: See response to question 7. Any flight restrictions proposed would have to be reviewed by the FAA to determine if they were reasonable, nonarbitrary, and not unjustly discriminatory. If any type of restrictions on aircraft operations is proposed as part of the airport's Part 150, then a Part 161 study would have to be prepared to determine the impact those restrictions would have on the operation of the airport in terms of access, interstate commerce etc.

12. Can we relocate the airport?

FAA Response: Yes. The replacement airport needs to be constructed first and have at least the same facilities as the existing airport. FAA would not participate in the funding of the replacement airport since in our opinion there is no justification to move the airport. The city can reimburse themselves for the cost of constructing the replacement airport from the sale of

the existing airport. FAA has criteria in how far the replacement airport can be located from the existing airport.

13. Can residents get bought out of their home and get full accommodation for relocation?

FAA Response: If the airport prepares a Part 150 study and proposes as one of the measures that noise impacted residences be acquired and that measure was approved in a Part 150 record of approval, then yes the residents would be eligible to receive relocation benefits in compliance with the Uniform Relocation Assistance Act. (There are certain length-of-residency requirements that apply)

14. Can we allow the first landing at no charge and then charge surcharge for any additional landing?

FAA Response: As discussed in question 10 above, the FAA would not determine if a fee is reasonable until we received a complaint. On the surface, this proposal does not sound reasonable. It sounds as though the sponsor may be attempting to discriminate against touch and go traffic.

15. Can landing fees be used to relocate the airport?

FAA Response: Landing fees should be used for the capital and operating costs of the airport. If it were in the airport's capital improvement plan to relocate the airport, it may be appropriate to use funds collected from landing fees for relocation. However, if a complaint were received by a user, the FAA would investigate the reasonableness of the fee.

16. Can flight schools be closed on Sundays to reduce flight operations?

FAA Response: See response to question 7. If the flight school were to close on Sundays voluntarily and at their sole discretion, then the city would not be in conflict with federal obligations. A mandatory closure would in all likelihood be found unreasonable.

17. Can we increase fuel flowage charge to pay for projects?

FAA Response: Yes, but see responses to questions 7, 10 & 15.

18. Would FAA pay for sound insulation to reduce noise penetration to residence?

FAA Response: If the airport prepared a Part 150 study and a measure for sound insulation was included that reduced the noise impact on those residences was approved, then the measure could be funded through the Part 150 program as an eligible cost.

19. Can we restrict the use of a runway at different times during the year when prevailing winds are likely to shift to other wind directions?

FAA Response: See response to question 7.

20. If the Airport were to reimburse the FAA with all grant money they have received in the past can the city/airport be released from the grant assurances restrictions?

FAA Response: No, that proposal would not be acceptable to the FAA. The law that authorizes the AIP does not have a payback provision.

Prepared by the Orlando Airports District Office on June 12, 2008