

**ORMOND BEACH
AVIATION 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