

**ORMOND BEACH
AVIATION 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 forced 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 Tuter, 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.

Aircraft Noise Abatement Task Force
June 18, 2009
Page 4

Respectfully Submitted:

Terri Hamsher, Recording Secretary

Attest:

Adrian Thompson, Chairman