

MINUTES OF THE AIRPORT ADVISORY BOARD MEETING  
HELD WEDNESDAY, AUGUST 10, 2005  
THE DEBERRY ROOM, 200 CANAL ST, NEW SMYRNA BEACH, FLORIDA

Mr. Perry called the meeting to order with the following answering present to roll call:

Robert Perry, Chairman  
Richard Snyder, Vice Chairman  
Gary Norville  
Stuart Madson

Members Absent:  
John Strong  
Linda Crevasse

**APPROVAL OF MINUTES**

The May 10, 2005 minutes were approved as written.

**NEW BUSINESS – Proposed change to voting member section of Noise Abatement Committee**

Mr. Robert Perry proposed a change to the voting member section of the NAC by-laws; allow 5 members from the city affected neighborhoods which includes 1 impacted citizen, along with 5 members from the airport community for a total of 10 members. Current members will represent those neighborhoods that don't have a member on the committee. Every year when office comes up, then a different neighborhood's representative can be chosen if so elected. No additional discussion.

**MOTION was made by Stuart Madson, SECONDED by Gary Norville to approve change in Noise Abatement Committee By-laws**

**AYE: Perry, Snyder, Madson, Norville**

**Nay:**

**MOTION CARRIED 4-0**

**Proposed vote regarding Tyler Mayo no longer being a resident, being replaced by Roxy Karchner representing Epic Aviation on the NAC.**

**MOTION by Robert Perry, SECONDED by Gary Norville to elect Roxy Karchner to the NAC.**

**AYE: Madson, Snyder, Perry, Norville**

**Nay:**

**MOTION CARRIED 4-0**

**STATUS REPORT FROM THE NOISE ABATEMENT ADVISORY COMMITTEE**

Chairman Fred Gunter, reported that 4 focal point concerns were being reviewed and have been formed into subcommittees for research.

- Federal Aviation Authority Noise Study criteria led by John Baker
- Touch and Go policy review by Wendy Michels
- Airman discipline and curfew policies used by other airports, notice to airmen policies – and how it would be communicated, led by Greg Arnette and Andrei Raevsky
- General Policy review for real estate proximity statements to buyers and sellers to be incorporated by zoning in the city reviewed by Norm Decker and Steve Zeh.

Other questions raised at meeting to be discussed for solutions included:

- When lighted runway occurs - how the usage of the runways will be mitigated and the impact of such for all involved.
- Will there be an increase in the night traffic and how will the noise be mitigated?
- Are there plans for an additional runway to be lighted to help even out the usage of just one lighted runway.

Mr. Gunter stated that he hopes to come back after next meeting set for September 15, 2005 with recommendations. Mr. Perry asked that as soon as any recommendations are ready to please let him know.

Another concern addressed was as to low flying planes in the pattern over the rural county area and will be studied by the discipline policy subcommittee for solutions. Mr. Perry also asked if anyone had recommended raising the traffic pattern altitude to 1000 feet. Mr. Gunter stated that after discussion everyone, even those concerned, felt it would only exacerbate the noise problem at takeoff because of the necessary acceleration to achieve the additional 200 feet. At this time the pattern will stay at 800 feet. Mr. Perry voiced that it seemed that 1000 feet would be a solution for the rest of the traffic pattern. Fred Gunter further stated that Chuck Criswell and the tower determines, according to wind direction and flight safety, which runways are used and when.

Question posed by Mr. Norville about possibility of looking into noise complaints for a particular property being made available when it comes up for sale.

Mr. Gunter stated that he didn't have enough information at this time, but is looking into city and county zoning along with policies of the Board of Realtors to bring the awareness to any prospecting sales in a specific noise area. Looking at compelling the realtors to disclose such as part of a real estate contract. Mr. Perry thanked Mr. Gunter for the good job and research being done.

## **UPDATE ON AIRPORT MATTERS**

Update on airport matters given by Rhonda Walker

- The STARS program is currently being installed and should be operational by the end of October. This will allow the tower to monitor the height of incoming traffic to within 10 feet and will give them an accurate reading.
- The AWOS lighting project AIP Grant has been approved for 95% funding by the FAA to include the electric vault, the lighting on 7-25, back-up generator and lighting for taxiways B&C.
- A back-up generator that was given to the airport was not feasible to use for the airport because there were no schematics supplied, but in the event that it is needed in an emergency, it will be used at the Public Works office.
- The Master Plan was completed and approved by the City Commission and we now have printed copies along with a summary - handed out – no changes were made and was approved by the FAA and FDOT and all drafts can now be discarded.
- The balance of the fencing project and the apron will be bidding as two separate packages for better pricing and control of project, even though it is on one grant.
- Fence north of the Epic building to where it connects at entrance of the BC&D Hangars. Black 6' commercial wrought iron fence and decorative fencing in some areas.
- Roof for the Admin. Building received a grant and should be completed by the first of September.
- Budget went before the Commission, but the final hasn't been approved yet. Follows the Master Plan exactly with no over and above expenses in it. Per request and discussion by Mr. Perry and Mr. Norville, will get budget copy to committee for review before submitted next year.
- Renaming airport to Jack Bolt Airport was approved by the commission, but still in the process of obtaining a CorsAir to be displayed in front of the airport. Comment from Gary Norville, none are available unless fiberglass. Suggested obtaining an old F-86, which he flew in Korea, and will be much easier to obtain and paint like his was. Said he would set an appointment to discuss with the City Manager and assist in project.
- Fence line will be sprayed as soon as possible and weather permitting. Only one person available and also working on 2-20. All available money for chemicals has been spent to bring runway up to operable condition. Extra funding was requested for resurfacing and alternates have been

researched. Gripflex, a sealant, was suggested, but after checking with Titusville Airport and checking with other consultants, it was determined not to be a solution at all. Cost would be \$800,000 to \$900,000 to resurface and there is no FAA grant money available, but plans are to keep chemicals on it so no further asphalt breaks up from the grass.

- Questions from Gary Norville and Robert Perry to Mrs. Walker:  
When is year end for funding of the control tower?  
Or when will we know how much will be paid for next year?  
Is traffic count ok?  
Are we responsible for the upkeep of the tower?
- Answer: Hasn't heard anything from them, but assuming we have full funding for all of next year. Don't have a full year to work with as far as traffic count – next year they may make a different determination. We are responsible for the upkeep of the building structure and we provide janitorial service. They pay for all the manpower and equipment – paying for 100% of the STARS including phone lines and installation.

## **PUBLIC PARTICIPATION AND COMMENTS**

Mr. Leibowitz who lives at the end of 6-24, stated that the Air Traffic Control Tower has been doing a great job of substituting the other runways into the wind for the planes over Tara Trails, but expressed concern with the amount of higher performance planes “roaring” in at tree top level over his house.

Mr. Perry stated that the normal glide slope for coming in at approximately 1 mile from the runway (for landing), would be at a height of about 300 feet, and that everybody seems to be on much better behavior when there is a tower with radar and a violation pad, but being too low is a subjective thing especially when they are in traffic pattern.

Mr. Gunter reminded that Andre Raevsky and Greg Arnette of the NAC are researching the various forms of violations that can be imposed.

Ms. Tyner mentioned that there is possible development in the Fairgreen area near the airport and wonders why they should even be allowed to build and cause further problems.

Mr. Perry stated according to the city building code, Section 22-99, that any developers are supposed to record a navigation easement that states clearly that the airport can continue operations as it has, regardless of any further developments being done in and around the area of the existing airport and runways. If the building is in the noise overlay zone, Section 22-97, that the developer shall certify to the city that the proposed buildings are designed to achieve an outdoor to indoor noise reduction level of at least 25 decibels. Rhonda Walker stated that the realtor along with the owner of Fairgreen (golf course) visited the Airport office and asked for documentation. Copies of the

ordinances that Mr. Perry referred to were given to them along with the same being sent to the members of the NAC along with response from Hoyle Tanner & Associate, Doug DiCarlo, who did the airport Master Plan. Mrs. Walker stated that the property in discussion is county property and hasn't currently asked for annexation.

Suggestion by Mr. Perry for a city ordinance that requires the Board of Realtors to disclose any noise information before a transaction takes place. It wouldn't do any good to just establish a "policy" for the Board of Realtors to follow, because it wouldn't be legally binding unless there is a city ordinance. After research is completed, then a recommendation can be made to the city council for such an ordinance if there isn't one already.

Discussion: What would be the distance from the airport that would determine the noise disclosure policy? Nothing determined at this time.

#### NEW BUSINESS FROM BOARD MEMBERS

Question: Gary Norville asked Mrs. Walker if the airport would be getting any new signs for the front of the airport by South Street near American Aero.

Discussion by members said it would be a good idea.

Answer: Mrs. Walker said she would look into it.

No further business.

#### ADJOURNMENT

Meeting adjourned at 3:20 P.M.

MOTION TO ADJOURN by Mr. Perry, SECONDED by Gary Norville.