

**ORMOND BEACH
AVIATION ADVISORY BOARD
REGULAR MEETING**

October 17, 2011

7:00 p.m.

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

I. Roll Call

The meeting was called to order at 7:00 p.m. Bob Behnke, Larry Stout and Sam Hamilton were present. Larry Volenec and Keith Riger were excused. Staff members present were Airport Manager Steven Lichliter and Recording Secretary Sha Moss.

II. Approval of Minutes

Mr. Stout moved, seconded by Mr. Hamilton to approve the minutes of the July 11, 2011, meeting. The motion passed unanimously.

III. Noise Issues

Mr. Lichliter stated the only consistent area of concern was Ormond Lakes, one resident in particular complained about aircraft circling. Whenever there was a complaint, he discussed the issue with the tower and the flight schools to make sure there was nothing unusual going on. If the tower can assist by tightening the pattern, they will. There was also a complaint about the banner plane circling over the Iron Horse during Biketoberfest, but by the time the tower was notified, they had cleared the area.

Air traffic was down because of economic issues, and the new tower in Flagler County was pulling traffic. Embry Riddle discussed noise abatement at a meeting, and a research project to test and modify propeller design and exhaust system, which if successful would reduce aircraft noise. It would probably be a year before testing was complete. Mr. Lichliter stated that 30% of all the flight training that occurred nationwide occurs in Central Florida. Noise complaints have decreased dramatically since 2009. He will provide a traffic report at the January meeting.

Mr. Behnke stated when aircraft fly over his house, they are not following traffic pattern. He noted there has been a white under body aircraft making about 3 to 5 approaches from the east recently over Bear Creek, which was obviously not in the flight pattern.

Mr. Lichliter stated there has been an issue with turnover for flight instructors, so some training may be necessary for the instructors.

Mr. Behnke stated there could be several reasons for ignoring the flight patterns. It could be that the flight school management was ignoring the patterns or the instructors and students were ignoring the patterns, or the flight patterns weren't being enforced. He also stated Tomlinson helicopters were flying loud and low. He asked Mr. Lichliter to reinforce this to the flight schools.

Mr. Lichliter stated he met with the schools regularly and would reiterate the need for staying in the flight patterns. He would email results from his discussions. He stated if he needed to go further to schedule workshops so that everyone was informed, he was available to do that.

IV. Projects Update

Airport Security

Mr. Lichliter stated there was a 100% FDOT grant for security at the airport to install perimeter fencing, gate and security camera, all of which was completed. The grant was to expire on October 1, but was asked by FDOT if the City wanted to extend the grant, so we could use all the grant funds. There was money left over from the project and could be used for additional security projects. Mr. Lichliter noted that the pedestrian gate by SaltAire would be replaced. The grant is extended to February 2012. The cameras are working, with the exception of the web capability, and the City's IT Department was working on installing that.

Mr. Lichliter stated it was possible the City would receive another security grant, but he didn't have a lot of information on it yet. If the grant was received, he would like to obtain additional cameras and replacing the light post for the general aviation ramp. A lot of the light post are in bad shape and could be replaced with concrete posts, but if the Board have any other ideas of project, to please let him know.

Mr. Lichliter stated the JPA for the obstacle clearing project was executed. There were a lot of trees on runway 26, and City crews have cleared a lot, but the approach needed to be cleared to be FAA compliant, according to the inspection in September. He will request quotes for the clearing. The trees will be cut and chipped, but not removed. If funds were available there were trees on the 35 approach and the 17 approach which blocked the view of the aircraft and the tower. He discussed with the Public Works Department to use some tree clearing as training for the City workers.

Taxiway Alpha

Mr. Lichliter stated the taxiway Alpha was moving slow but proceeding. The grant request has been submitted to the FAA, the application to SJRWMD, and the bid for the project was awarded to Halifax Paving. The delay was due to FAA funding and the choice was to trim the project, or wait until early next year to fully fund the project and the City decided to wait until next year. He noted the Compass Rose would be located on Taxiway Bravo, across from the new fuel farm. Mr. Lichliter noted quite a bit of the pavement would also be removed and he wanted to use the removed material to create a paved road from the new FBO1 gate to the ramp area, as well as resurfacing the tower parking lot. He also wanted parking behind the hangars at the SE Quad, as previously designed.

Taxiway Golf Project

Mr. Lichliter stated the taxiway golf project would cost about \$700,000, with the City's contribution of \$17-18,000. The City was in the process of reviewing all contracts. Previously there were 13 RFQs submitted and 4 were chosen for the airport. The top two were Hoyle Tanner and AVCON. The contract for the design of Taxiway Golf would be awarded to AVCON.

V. SW Quad RFP

Mr. Lichliter noted that he was on the selection committee for the SW Quad RFP, so he was unable to provide details, but noted they were still evaluating. One proposal was received from Arnie Green and Associates, which was evaluated by staff. More information was requested by the City and once it was received, there would be another public meeting and that information discussed. Once everything was received, it would go to the Commission for their consideration.

Mr. Hamilton disclosed that his company represented the civil engineering area for Arnie Green and Associates.

VI. Audience Comments

Al Jorczak, 679 N Beach Street, asked whether ERAU has equipped their aircraft with the new tracking device.

Mr. Lichliter stated ERAU has that capability, as well as Phoenix, but was not sure if all the aircraft had the tracking device.

VII. Member Comments

Vehicle Traffic on the Ramp

Mr. Lichliter stated there were two issues, derelict aircraft and vehicle traffic on the ramp. He noted there was a well known set of access codes for the airport, so there was no control on entry and noted it was a safety and security concern. Therefore, the codes were changed and new cards were issued. Airport safety, vehicle traffic, remote vendor delivery and parking were discussed with the

airport users. Keeping vehicles off the ramp was important. Cameras were in place by the gates for safety as well as to capture illegal activities.

Airport Clean-up

Mr. Behnke asked about the derelict aircraft clean-up.

Mr. Lichliter stated that Euro American School of Aviation has had derelict aircraft and the CEO has been cooperative in rectifying that problem by having them removed. The definition for derelict aircraft in the City Code is not sufficient and read that any aircraft that has a valid air worthiness certificate was not derelict. According to the Code even if the aircraft was without an engine or instrument it can still have a valid air worthiness certificate. Mr. Lichliter researched other airports and compiled some updated Code language for review by the Commission for approval on what was considered a derelict aircraft.

Tower Construction

Mr. Lichliter stated the City has been contacted by Tower Com to lease a small parcel of land at the perimeter of the airport to construction a communications tower. There was a piece of land by the CAP building. He noted it would be a stable source of income for the airport and would assist with the communication holes in the Tomoka Oaks area.

Mr. Behnke asked about the height and location of the tower.

Mr. Lichliter stated it would be located between the pump house and the CAP building, it would be about 150'. He noted an airspace study has been completed. The proposal was favorable, and it would be a pole tower with red lights. Flagler tower earn about \$7, to \$8,000 monthly for their tower lease. Those funds could be used for projects.

Security Cameras

Mr. Lichliter stated there were 3 cameras on the tower, 2 on the general aviation ramp and one in the parking lot. As the SW Quad expands, more cameras would be installed. He wanted one by taxiway and parking area near Foxtrot. Once the light posts were replaced, he would like a camera at the far end of the ramp and on the new tower.

Mr. Lichliter asked if the board had any thoughts about security to let him know.

Mr. Lichliter stated he would like to have an airport user group meeting. The tower cameras would be running 24 hours a day and images can be stored for 30 days, once it was set up.

**VIII. Next Meeting Date: January 9, 2012
Adjourned 7:55 p.m.**

Respectfully Submitted:

Sha Moss, Recording Secretary

Attest:

Larry Volenec, Chairman