

From: normanechelberry@cfl.rr.com
Sent: Monday, October 27, 2025 4:03 PM
To: absolutehealth@gmx.com; Andrew Schneider; Brantley Hill; Bruce Manne Vice Chairman O.B. Aviation Advisory Board; Douglas Widhall O.B. Aviation Advisory Board Member; Dr. Kenneth Byrnes; George Palmer; Harold Briley; Ivan Grau - ERU Flight Opeerations; J Brower County Manager; Jaime Broere; Jarleene Ormond Beach Observer; Jason Leslie; Joyce Shanahan City of O.B. Manager; Kristin Deaton; Lori Tolland; Michelle Widick Chairman O.B. Aviation Advisor Board; Phoenix East Aviation; Simon Heaster O.B. Aviation Board Member; Steven Lichliter Airport Manager; Sunrise Aviation; Tim Cone Tomoka Estates; Todd Philips; Travis Sargent
Subject: Noise Abatement Complaints Ormond Beach Airport from Oct. 22 to Oct. 25 (3 days)
Attachments: Log-Oct-22-to-Oct-25-2025-Noise Complaints.pdf

Attached is my log of noise complaints on incursions into the Tomoka Estates residential area for Oct. 22 to 25.

Notables:

Two of the days in my log showed a large lack of following the voluntary noise abatement path. Also, in my logs, one column is marked with less than 5 minutes between aircraft. The schools don't realize how aggravating it is to hear one after another after another.

Oct. 24, 2:29 pm Phoenix East BPX209 completed its 6th pass over Tomoka Estates

Oct. 24, 5:46 pm Phoenix East BPX256 completed its **9th pass** over Tomoka Estates. The last few while we were trying to enjoy a quiet dinner.

Oct. 25, 10:44 am Embry Riddle ERU453 completed its 6th pass over Tomoka Estates

A few pictures below also show some pilots cutting north almost as soon as they leave the airport ground.

Transponders going on and off:

Also, I am noticing more and more something I had not seen much in the past. Two flight schools, Phoenix East and ERU on flightradar24.com occasionally where they turn off their transponder over our neighborhood and then back on. I did a little research and it appears that connecting with a transponder is a requirement for both schools., My google search was: is there any faa requirements for flight schools to use transponders like flightradar24 or ADSB gen

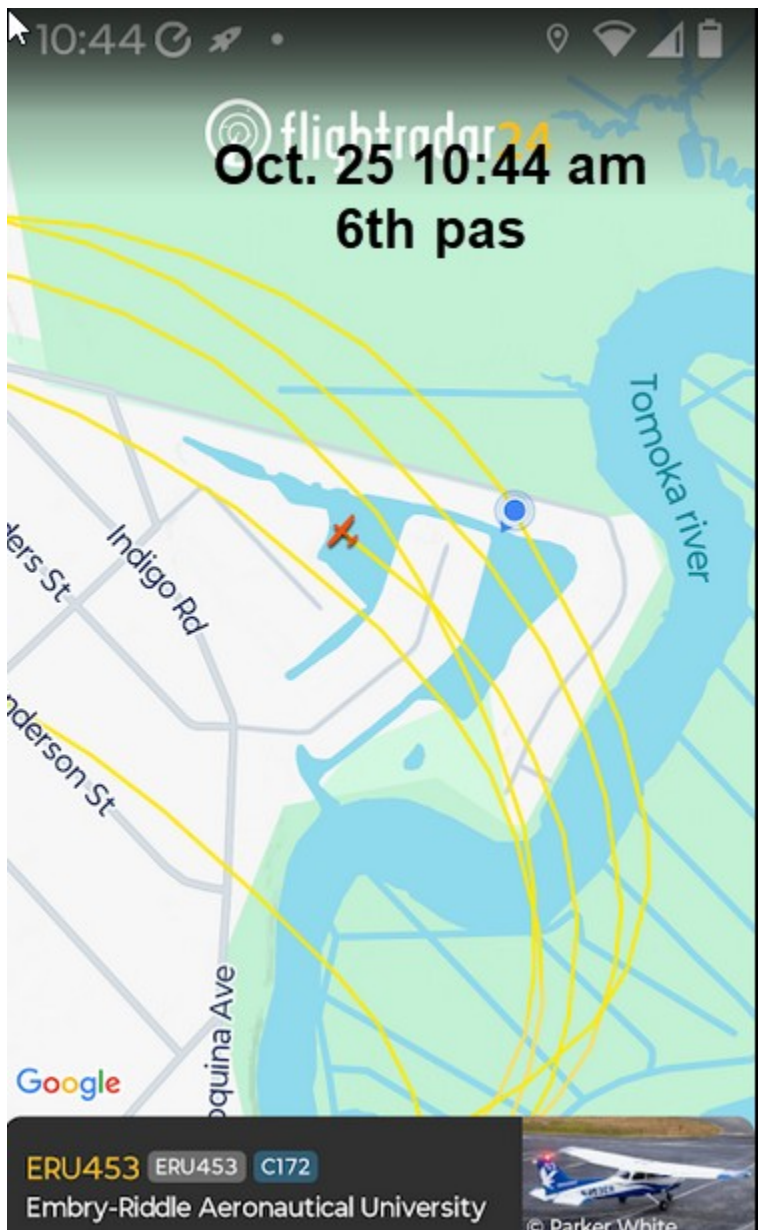
I have been documenting the schools doing this recently and will be collecting data and screenshots to send to the FAA. One of the features for being connected is in the event of an emergency the plane can be located. I believe the schools instructors are doing this intentionally to distract anyone monitoring with a flight radar app. Sometimes they do this several times while training at O.B. airport. To a person monitoring, like me, I might come home, and see an aircraft over my house. If I check, it might show as the first flight, when in reality, they may have been turning it off and on to make it looks like less flights.

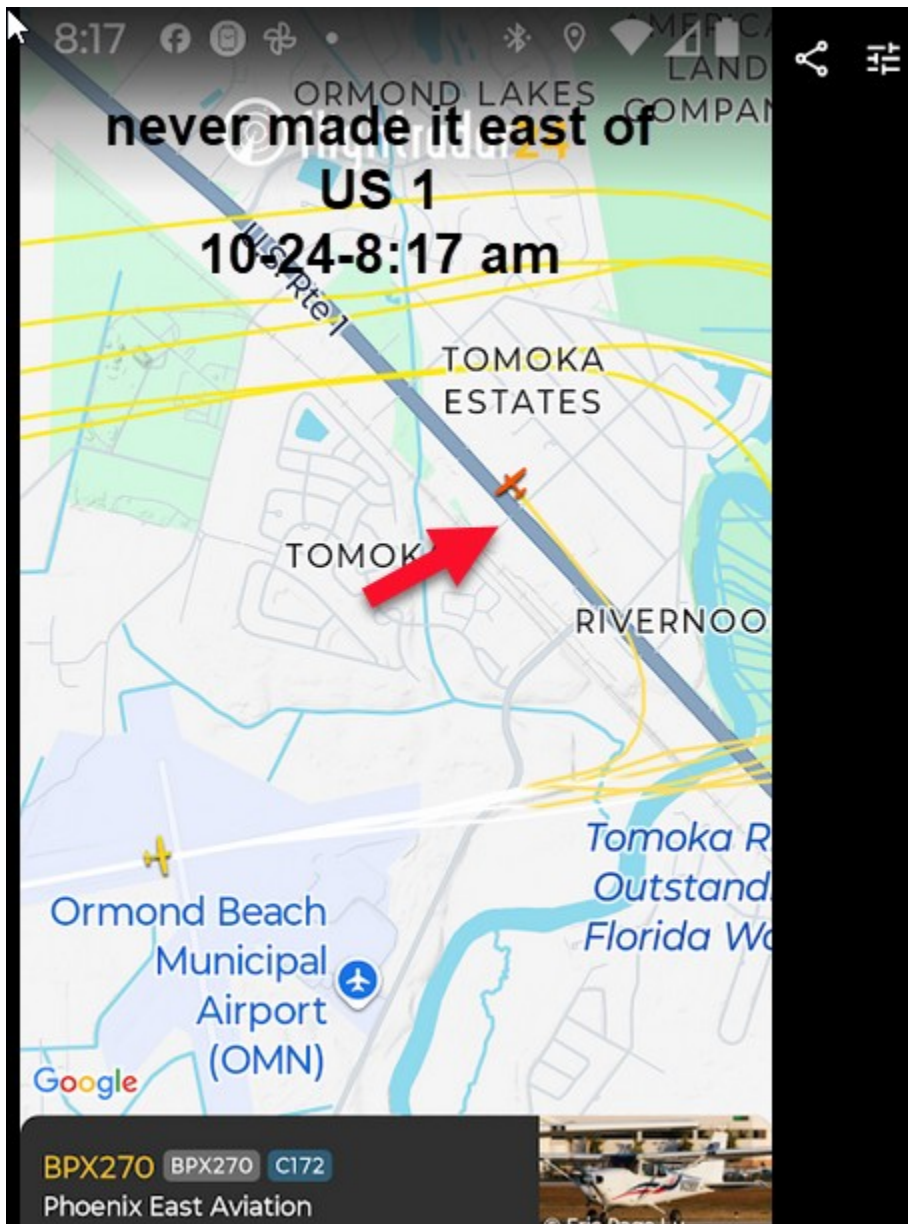
I posted some of these examples on my noise abatement web site:

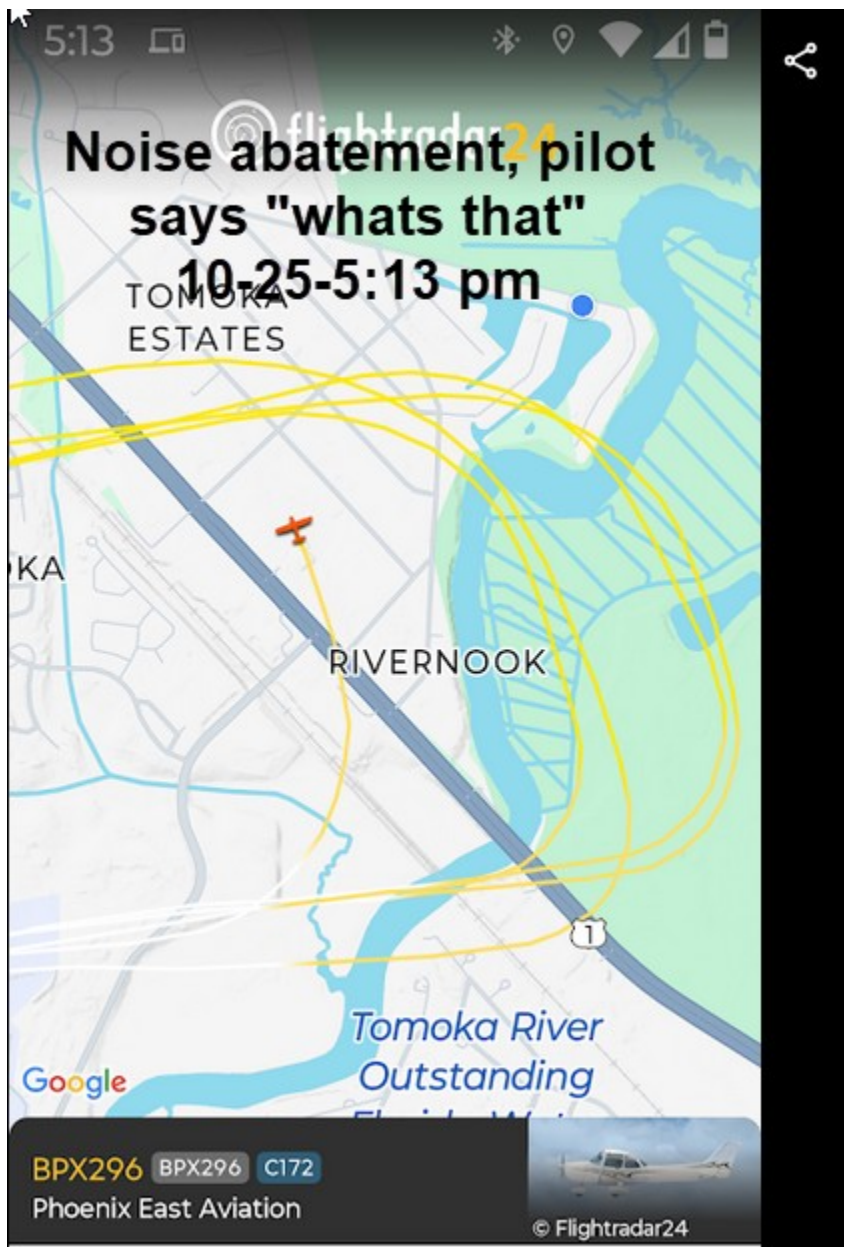
Below, screenshots noted for this email

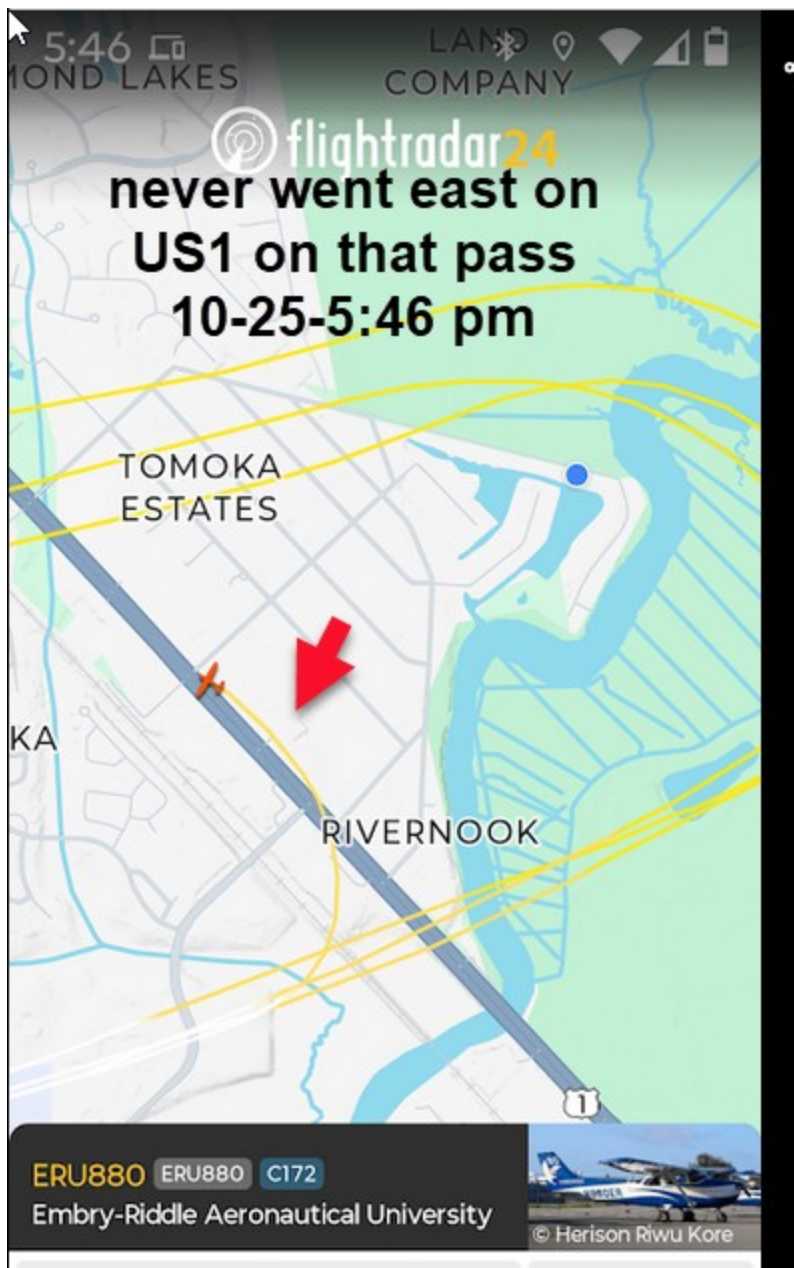


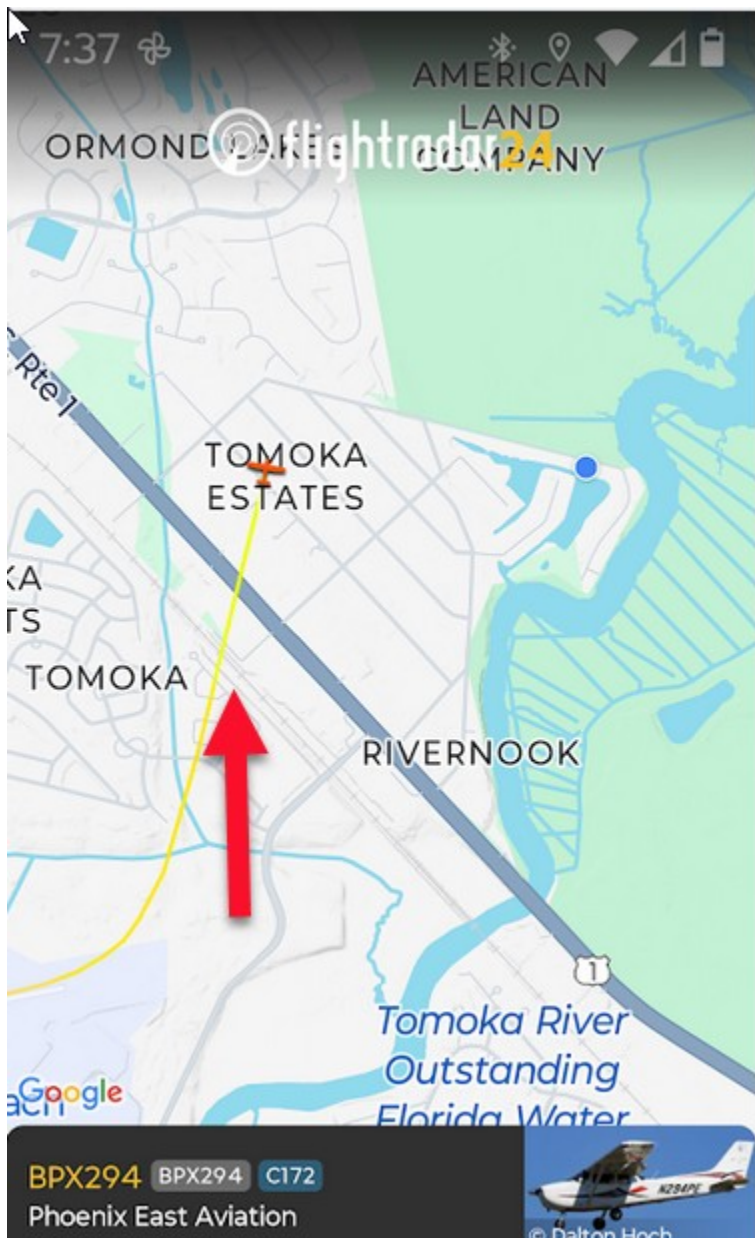












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10/21
LASTOBSERVATIONS, MOSTLY AIRCRAFT NOT OBSERVING
ORMOND BEACH NOISE ABATEMENT PATHPAGE # 1

PHOENIX EAST

L/O Loud/Overhead

MINUTES BETWEEN AIRCRAFT IF LESS THAN 5 MIN'S

ERU



WED

DATE	TIME	AIRCRAFT ID	COMMENT
OCT 22	1243 pm	BPX 767	FLYING N to S OVER MY HOUSE AT 825' L/O TWIN
	1245	" "	LOOPE D COUNTERCLOCKWISE & DID IT AGAIN
	327	" 256	1st L/O
	331	" "	2nd L/O
	336	" "	3rd L/O Reset transponder after pass above.
	339	" "	4th L/O
	344	" "	5th L/O
	412	NAP28A	1st L/O
	415	N89438	2nd L/O
	452	ERU 472	1st L/O + 4 Before OK
	457	" 820	1st L/O Turned on transponder over Tomoka Estates
	5:37	BPX 256	1st L/O + 6 Before OK
	608	ERU 476	1st L/O
	617	BPX 273	1st L/O
	627	" "	3rd
	651	N1479E	2nd L/O
	655	" "	3rd L
	905 pm	BPX 210	1st *DB,
FRI	OCT 24	BPX 282	1st L/O
	742	" 270	1st L/O
	749	ERU 811	1st
	755	" "	2nd
	756	BPX 276	1st - Transponder cut off - back on over US1
	758	" 282	3rd L/O + 1 Before OK
	758	ERU 414	1st L/O
	802	BPX 270	2nd L/O + 3 before OK
	802	ERU 811	3rd L
	813	BPX 282	4th L
	816	" 272	1st Never went over US1 Bridge
	817	" 270	3rd " " " "
	820	ERU 811	4th
	859	" 958	1st + 2 before OK
	911	" 414	1st
	934	" "	2nd L/O
	938	" "	3rd L/O
	951	" "	4th L

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OBSERVATIONS, MOSTLY AIRCRAFT NOT OBSERVING
ORMOND BEACH NOISE ABATEMENT PATH

PAGE # 2

PHOENIX EAST

L/O Loud/Overhead

MINUTES BETWEEN AIRCRAFT IF LESS THAN 5 MIN'S

ERU

CONT
WED

DATE	TIME		AIRCRAFT ID	COMMENT
OCT 24	1019AM		BPX262	1st L/O
	1133		ERU958	1st L/O
	1138		" "	2nd L/O
	1139	1	N89438	1st L/O
	1145		BPX212	1st L/O
	1148	3	N89438	2nd L/O Reset transponder after 11:39AM.
	1158		BPX212	2nd L/O
	1211		ERU827	1st L/O
	1114		BPX276	1st L
	1125		" "	2nd L
	1130		" "	3rd L
	229		" 209	6th L/O
	233	4	" 209	7th Reset transp. after previous pass over Kentonika Estates
	315		" 217	1st L/O
	329		" 290	1st L/O
	333	4	" "	2nd
	354		" "	3rd L/O
	522		" 256	4th
	526	4	" "	5th L
	531		" "	6th L/O
	536		" "	7th L/O
	541		" "	8th
	546		" "	9th L/O
	835AM		" 290	FLYING E to W OVER ORMOND LAKES 800'
	840		ERU 965	FLYING E to W OVER ORMOND LAKES 800'
	843	3	BPX290	1st Reset transponder over Tomoka Estates
	847	4	ERU 965	1st Turned on " after turning west
	855		" "	2nd " " "
SAT	OCT 25		3 NOT ON RADAR - HEARD IT ABOVE HOUSE	
	748		BPX256	1st L
	753		" "	Reset transponder previous loop
	754	1	" "	2nd L/O
	756	1	" 253	1st L/O
	803		" 262	1st Turned early
	806	3	" 256	2nd L/O
	813		" "	3rd L/O

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OBSERVATIONS, MOSTLY AIRCRAFT NOT OBSERVING
ORMOND BEACH NOISE ABATEMENT PATH

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PHOENIX EAST

L/O Loud/Overhead

MINUTES BETWEEN AIRCRAFT IF LESS THAN 5 MIN'S

ERU

CONT

SAT

DATE	TIME		AIRCRAFT ID	COMMENT
OCT 25	816 AM		BPX 291	1st L/O
	817	1	N534HF	1st L/O
	818	1	BPX 253	1st Transp. Came on start of this loop
	823		" 291	2nd L
	827	4	" 276	1st L
	829	2	" 291	3rd L/O
	831	2	" 253	Turned on transp as leaving airport
	833	2	N529ND	1st L/O Not on flight radar 24 - on ADSB Gen
	833	0	BPX 267	Turned on transp. over Tomolca Estates W. bound
	835	2	" 291	4th
	836	1	" 262	3rd Never crossed US 1 E. bound Image
	838	2	" 267	1st L
	839	1	" 276	1st L/O
	844		" 267	2nd L
	848	4	" 213	1st L/O
	849	1	" 267	3rd L
	850	1	" 276	1st L/O Transp. turned off - back on over Tomolca Estates
	8:53		FIRST AIRCRAFT TO FLY THE NOISE ABATEMENT PATH TODAY	
	940		ERU 908	1st L/O
	1014		" 453	1st
	1016	2	BPX 296	1st L/O 1 Before OK
	1020	4	ERU 453	2nd L/O
	1021	1	? NO AIRCRAFT ON RADARS HEARD ABOVE ME	
	1023	2	BPX 296	2nd L/O
	1025	2	? SAME	AS 10:21 AM ↑
	1028	3	ERU 453	3rd L/O
	1030	2	BPX 296	3rd L/O
	1034	4	ERU 453	4th L/O
	1037	3	BPX 296	4th
	1039	2	ERU 453	5th L/O ME BY DUCK
	1044		" "	6th L/O
	1045	1	? SAME	AS 10:21 & 10:25
	1053		BPX 291	1st L Tuned on transponder after going over my house
	1055	2	BPX 277	1st L/O ON ADSB Gen
	1110		" "	2nd
	1113		N481A	1st
	1114	1	N/A P28A	2nd on ADSB Gen N481A

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OBSERVATIONS, MOSTLY AIRCRAFT NOT OBSERVING
ORMOND BEACH NOISE ABATEMENT PATH

PAGE # 4
PHOENIX EAST

L/O Loud/Overhead

↓ MINUTES BETWEEN AIRCRAFT IF LESS THAN 5 MIN'S

ERU

CONT

DATE	TIME		AIRCRAFT ID	COMMENT
OCT 25	11:15	1	BPX 232	3rd
	11:17		" 291	4th
	11:21	4	" "	5th
	1:40 APPROX		" 291	1st Reset transp on previous loop
	143	3	" "	3rd " " after passing Tomoka takes 9
	213		ERU 462	1st
	218		" "	2nd L/O turned on transponder over Tomoka takes 10
	222	4	" "	3rd L/O
	229		" 413	1st L
	232	2	" 856	1st + 1 Before OK - Did not go past of US 1
	243		BPX 267	1st L/O Power down over my house
	246	3	N277KE	Set took off NO COMPLAINT Went straight East
	247	1	ERU 877	1st
	255		BPX 267	2nd
	354		" 294	1st L/O
	411		" 291	1st L/O
	412	1	" 292	1st Cut short turn
	456		" 296	1st L/O
	501		" "	2nd L/O Directly over my house
	505	4	" "	3rd
	510		" "	4th Reroded?
	513		" "	5th short turn at us 1
	527		" "	6th Reset transponder after passing my house 11
	540		ERU 885	1st L/O
	546		" 880	1st 3 before OK - this one never past of US 1*
	549	3	BPX 288	1st L/O Started transponder over my house 12
	556		ERU 880	2nd L/O
	607		N/A P44	1st LOUD TWIN - WHILE EATING DINNER
	610		BPX 288	Possibly N3104C on ADSB Gen
	619		BPX 288	2nd L/O
	620		N/A P44	1st L/O N3104C on ADSB Gen
	632		" "	Reset L/O Possibly N3104C "
	708		BPX 293	1st L/O
	737		" 294	1st Cut real short after takeoff
	906 PM		ERU 459	1st L - Turned off transponder - then back on

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