

From: normanechelberry@cfl.rr.com
Sent: Monday, March 31, 2025 8:37 AM
To: Steven Lichliter Airport Manager
Cc: Joyce.Shanahan- Ormond Beach City Manager; 'Leslie, Jason'; 'kristin.deaton@ormondbeach.org'; Lori Tolland; Harold Brileyh; J Brower County Manager; 'jarlleene@observer.localnews.com'; Tim Cone Tomoka Estates; 'jaime.broere722@gmail.com'; 'DEBBIE CHANDLER'
Subject: Airplane Noise Information about the O.B. Airport. with a little past history A noise complaint will be made on the next email I send

Follow Up Flag: Follow up
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Some of you may wonder why I keep making complaints about airplanes not observing the Ormond Beach Airport Voluntary Noise Abatement Path. I have been monitoring and making complaints about the noise since before 2009. I also attended almost all the O.B. Noise Abatement Committee Task Force meetings in 2009. Minutes from the meetings are on the city's webpage:

<https://www.ormondbeach.org/78/Aircraft-Noise-Abatement-Task-Force>

Since those meetings concluded the situation with noise from flight schools really hasn't changed at all and became worse. The end result was the City of O.B. does not have any control concerning flights once they leave the airport ground. The FAA will not do anything about noise complaints. Back in 2022, I filed 42 noise complaints on the FAA web site for complaints with details on each flight. Below is the answer I received from the FAA that they would not review any future complaints or the ones I made based on their reasoning in their email response below and no one even signed it, just the "office". They referred me to the local airport manager to handle noise complaints.

So the end result is that the only thing the City of O.B. can do to reduce noise complaints is to voluntarily request the schools to comply with the path. It is quite obvious that it doesn't work with especially two flight training schools/companies: Embry Riddle University and Phoenix East Aviation (aircraft now identified with the prefix BPX on flightradar24.com) If these two entities had any interest in being cooperative or have any courtesy to the residents they would have their flight managers monitor the flights like I do and other neighbors. Flightradar24.com did not exist years ago and I would go out and take zoomed in photos to identify the aircraft and then have to look them up for who they belonged to. Flightradar24.com does that all now and also shows the altitude and you can also take a aircraft ID number and go back and see past flights they took.

Back in the days of the noise abatement committee meetings we were given a tour of the O.B. control tower at the airport. What interested me was seeing their radar system. It did not show any streets or neighborhoods, just a black and white screen with aircraft in the area and you could see where the ocean was and the airport. I doubt they are allowed now to use it in the tower or they could see the planes going over the residential area the City requests they avoid. Maybe they are not that sophisticated still?

I also have been doing these complaints because I could not attend some Aviation Board meetings by the City and would read the minutes later. I would see sometimes there were no noise complaints. Neighbors I talked to said it didn't do any good to make a complaint because nothing was being done about them.

Some cities have webpages and software to allow citizens to enter complaints and collect data on them. Ormond Beach has never had anything like this.

If you look at the image included of the airport area and requested flight paths, if an aircraft takes off from the west to the east the path requests they fly out over the Tomoka State Park and River..almost all swamp area and no homes. From the homes in Tomoka Estates on Shockney Drive to the other side of the "swamp:" is about one mile. The yellow line shows the requested path and from the point where the aircraft should turn north to then go back west is also about a mile.

The east west runway at the O.B. airport is about a mile long and 670 feet wide from the grass edge on the north side to the south side grass edge. I don't understand why instructors and student pilots have a problem with avoiding the homes on their left side when they take off. If they can manage to see the runway from their west approach to land or to do a touch and go, why can't they avoid the houses. My answer, because they don't care. If they did they would monitor it and ask their aircraft to go farther out before heading back to the airport. Take a look at the image with the "NO HOMES IN GREEN AREA". Why do they continually make the turn as soon as they take off and fly over Tomoka Estates? To me, the answer is obvious twofold, one to get back to the airport for their next landing and take off to get credit and also to save fuel.

And last, I am also building up documentation to make a complaint with the EPA concerning aircraft exhaust fumes for flights going over our homes. There is too much existing information online about this issue and I am not going to go into it now. Sometimes I wonder if aircraft landing at O.B could be required to make a stop and show their aircraft is certified to fly. If a landing fee software is used I believe that N numbers could be retrieved and ran to see if the aircraft is certified to fly.

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FAA EMAIL TO ME:

9-ASO-Noise (FAA) <9-ASO-Noise@faa.gov>

Dear Mr. Echelberry,

Thank you for your email. We appreciate you taking the time to share your concerns with this office. We understand aircraft noise may be disruptive. The Federal Aviation Administration's (FAA) mission is to ensure the safe and efficient use of our nation's navigable airspace.

Your complaint concerns noise generated from aircraft flown by recreational pilots. Recreational and/or flight school aircraft generally fly under visual flight rules (VFR) and are not under the control of Air Traffic Control (ATC). VFR is a set of regulations under which a pilot operates an aircraft in weather conditions generally clear enough to allow the pilot to see where the aircraft is going. As a result, ATC does not control where these aircraft may fly or their altitude. Pilots operating under VFR use the "see and avoid" method to conduct their flights. This is where they are responsible for separating themselves from other aircraft and any obstacles and terrain. Also, flying under VFR does not require a filed flight plan. Because of the lack of flight plan, historical flight track data is often not available to help identify aircraft by their registration numbers. In addition, there are no restrictions prohibiting any aircraft from flying over or in proximity to your residence.

We understand that aircraft generate noise, but the FAA does not determine the number of operations at an airport. Voluntary noise abatement procedures are developed by the airport, typically designed to minimize exposure of residential areas to aircraft noise while ensuring the safety of flight operations. Even so, they remain voluntary procedures. We believe airports are well-suited

to respond to the noise impact of their operations on the communities they affect. Therefore, we recommend that you contact Ormond Beach Municipal Airport (OMN) at (386) 615-7019. More information about aviation noise is available on the FAA website and the ASCENT NoiseQuest website:

<https://www.faa.gov/noise> and <http://www.noisequest.psu.edu/>.

The Federal Aviation Administration (FAA) reviewed your correspondence and appreciates your taking the time to share your concerns. If you file future complaints that are the same or similar to one you have already submitted, and the FAA has no new or additional information to provide, these subsequent similar complaints will likely not receive a response.

We realize this response may not provide the relief your are seeking, but we hope it proves helpful in addressing your concerns regarding aircraft noise. The FAA is continuing to manage the national airspace system in a safe and efficient manner while also continuing to explore measures to reduce noise from aircraft in the future.

Regards,

Office of the Regional Administrator, Southern Region



