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## **VOLUNTARY NOISE ABATEMENT PROGRAM**

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The Ormond Beach Municipal Airport has a voluntary noise abatement program. The program is considered voluntary because The Ormond Beach Municipal Airport is a public-use general aviation facility, thus all flight activity is governed by the Federal Aviation Administration. City officials and staff members are not empowered to regulate or restrict flight activities in contravention of federal regulations. Air Traffic Control Tower personnel support noise abatement measures whenever practicable, however their priority and primary responsibility is to manage and maintain the safe separation of aircraft over Ormond Beach.

Noise abatement procedures are designed to minimize the exposure of residential areas to aircraft noise, while ensuring the safety of flight operations. Pilots are asked to be aware that there are residents and neighborhoods which are noise sensitive and to follow these noise abatement procedures during flight operations in Ormond Beach.

# Ormond Beach Municipal Airport

## Noise Abatement Procedures

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Updated 03/03/2009

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### **PREFERRED PROCEDURES**

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- Please refrain from flight activities between the hours of 10 p.m. and 8 a.m.
- Early morning flight operations are discouraged. Engine run-ups in the morning and in the latter hours of the evening should be conducted for operational necessity only.
- Pilots are requested to operate their aircraft at the most reduced power settings while in or while entering the airport traffic pattern, consistent with safety and the aircraft POH.
- Runway 17/35 is the designated calm wind runway, and preferred noise abatement runway.
- When departing Runway 8, maintain runway heading and climb expediently (minimum of Vy) to traffic pattern altitude before turning to the crosswind leg or proceeding on course. Use crab angles as needed to maintain extended runway heading. Use the Tomoka River as a visual cue; by keeping the river in sight off the right wing until above the US-1 bridge, over-flight of noise-sensitive areas will be avoided.
- Climb as high as possible before leaving the airport boundaries, taking care not to penetrate the Daytona Beach Class "C" Airspace overlying the field at 1200 feet MSL. Fly no lower than 1000 feet above any area of Ormond Beach, including the rural residential areas west of Interstate 95 and the communities south of the Tomoka River. Aircraft transiting Ormond Beach airspace on approach to Daytona Beach International Airport may be required to descend below 1000 feet AGL in order to comply with published FAA approach procedures.
- Please fly high and tight patterns. Extended patterns greatly impact noise sensitive areas.
- Left hand traffic pattern on Runway 35 and Runway 8.
- Right hand traffic pattern on Runway 26 and Runway 17.
- Helicopter pilots should utilize designated arrival and departure corridors to minimize noise impacts.
- The ATCT may periodically modify established traffic patterns to afford safe separation of aircraft.
- Pilots are requested to review and use the AOPA "Noise Awareness Steps" when practicable.

Compliance with recommended noise abatement procedures is at the discretion of the PIC.

**SAFETY ALWAYS COMES FIRST**

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## A.O.P.A. NOISE AWARENESS STEPS

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- If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when over flight cannot be avoided.
- Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
- Familiarize yourself and comply with airport noise abatement procedures.
- On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
- Use PAPI if available. This will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
- Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
- Avoid low-level, high-powered approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
- Flying between 10 p.m. and 8 a.m. should be avoided whenever possible. *(Note: the Ormond Beach Municipal Airport is open to air traffic 24 hours a day, 7 days a week. The City supports voluntary compliance with the AOPA Noise Awareness Steps whenever possible.)*

**Note:** These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.

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## FAQ

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### **WHAT TYPE OF AIRPORT IS ORMOND BEACH MUNICIPAL AIRPORT (OMN)?**

OMN is defined as a General Aviation Reliever Airport. The term General Aviation refers to all civil aircraft that are not classified as air carrier, commuter, or military in nature. A Reliever Airport pulls private aircraft away from the air carrier airports to reduce air traffic delays and increase safety. An air carrier airport is an airport that provides regularly scheduled passenger and freight service.

### **WHY ARE PLANES ALLOWED TO TAKE OFF AND LAND LATE AT NIGHT?**

OMN is a public use airport and obligated by the Federal Aviation Administration to be open 24 hours, available to all aircraft.

### **WHY DO I NOTICE INCREASES AND DECREASES IN THE NUMBER OF AIRPLANES THAT FLY OVER MY HOUSE?**

Residents near the airport may notice fluctuations in air traffic activity because OMN has four runways pointing in different directions. Aircraft will use the runway that allows for the safest take off or landing. Aircraft generally need to take off and land into the wind, and smaller aircraft are more sensitive to wind conditions. Therefore, depending upon the direction and intensity of the wind on any given day, residents may not see a single plane overhead, and on other days they may see quite a few. The active runway for OMN is dictated by the direction of the wind along with the active runway at other airports in the area. Pilots flying into OMN will not be allowed to use an approach that would conflict with the approach being used at nearby airports, like Daytona Beach International Airport. Safety and aircraft separation are the Air Traffic Controller's main priorities.

### **HOW DOES THE WEATHER AND SEASON AFFECT AIRCRAFT NOISE?**

Individuals will usually notice an increase in aircraft noise during warmer months, when windows are open and people are outside. During hot and muggy summer days, aircraft climb performance decreases. They stay lower longer and more power is required to climb. A low cloud ceiling will also insulate the noise, especially apparent during helicopter operations. As air density increases and the air is cooler and dryer, air molecules are closer together resulting in the sound conducting better, traveling longer, and sounding louder.

### **AREN'T THERE REGULATIONS ON HOW LOW AIRCRAFT CAN BE?**

There are three scenarios for aircraft: departure, landing, and en route. When aircraft are taking off or landing there are no minimum altitude requirements. When en route, fixed wing aircraft must maintain at least 1000' over congested areas and 500' over other areas. Helicopters have no minimum altitude requirements.

### **WHAT LIMITATIONS PROHIBIT OMN FROM ESTABLISHING RESTRICTIONS ON AIRPORT OPERATIONS?**

On November 5, 1990 the U.S. Congress enacted legislation known as the Airport Noise and Capacity Act. As a result, Federal Aviation Regulation (FAR) 161 was established to limit the ability of airports to restrict access to an airport based on noise. Congress enacted the legislation to balance the interests of the aviation industry and airport neighbors. In addition, Interstate Commerce Laws prohibit anyone to "in any way or degree obstruct, delay, or affect commerce or the movement of any article or commodity in commerce". 18 U.S.C. Sec. 1951(a).

### **HOW CAN I MAKE A NOISE COMPLAINT?**

1.) Call the Airport Manager, Steven Lichliter, at (386) 615-7019. If the Airport Manager is not available to speak with you, please leave a message containing the following information: your name, address, and phone number, the time of day that you were disturbed, the type of aircraft (jet, propeller, helicopter), and any additional descriptions of the event .

2.) Send an e-mail to [lichliter@ormondbeach.org](mailto:lichliter@ormondbeach.org) that includes the above information.

**WHAT HAPPENS WHEN I PLACE A NOISE COMPLAINT? WHAT DOES THE AIRPORT DO WITH THAT INFORMATION?**

We research all complaints. When we receive multiple complaints from one operation we will notify the operator, inform them of the complaint, and review our noise abatement procedures. We log all complaints and use the information to identify areas in the noise program where modifications are needed.