

February 4, 2009

«AddressBlock»

«GreetingLine»

The Ormond Beach Municipal Airport has recently experienced an increase in noise complaints. I request that you review with your students and instructors the noise abatement strategies provided below, in order to reduce the impact of aircraft noise upon the neighborhoods adjacent to the airport.

As you may already know, representatives of the neighborhoods adjacent to the airport have partnered with representatives of the aviation community to identify strategies to reduce noise. We have three neighborhoods near the Ormond Beach Municipal Airport that are particularly noise sensitive. The Bear Creek community is located northeast of the airport, the Ormond Lakes community rests north of the airport, and the neighborhood of Tomoka Oaks is located southeast of the airport.

Runway 17-35 is the preferred runway for takeoff and landing, unless crosswind conditions dictate otherwise. The air traffic control tower will of course direct runway use during normal hours of operation. The frequency of noise complaints during the hours in which the tower is closed (after 7:00 pm) suggests the need to emphasize the use of 17-35 whenever possible, though. A left traffic pattern is standard when Runway 35 is in use, and a right traffic pattern is standard when Runway 17 is in use. These patterns, when flown correctly, will help to mitigate the amount of aircraft noise perceived by the neighborhoods in the vicinity of the airport.

The voluntary practice of maintaining runway heading, climbing to 1,000 feet, and not initiating a turn into the pattern until after crossing the Tomoka River/US-1 Bridge when departing Runway 8 is another measure that significantly reduces noise impacts. Please note that the departure corridor along the runway heading is extremely narrow near the intersection of the Tomoka River and US-1; if pilots "drift" southward to even a small degree, they will fly over portions of Tomoka Oaks. Observations of eastbound departures revealed that as much as 25% of departing aircraft are drifting south. This is not characteristic of any single flight school, but rather seems to be a factor challenging all such eastbound operations.

Your continued use of these protocols will be greatly appreciated. Please contact me at 615-7019 if you have any questions. Thank you for your assistance in helping to reduce noise impacts to the neighborhoods adjacent to the Ormond Beach Municipal Airport.

Sincerely,

Steven R. Lichliter
Airport Manager