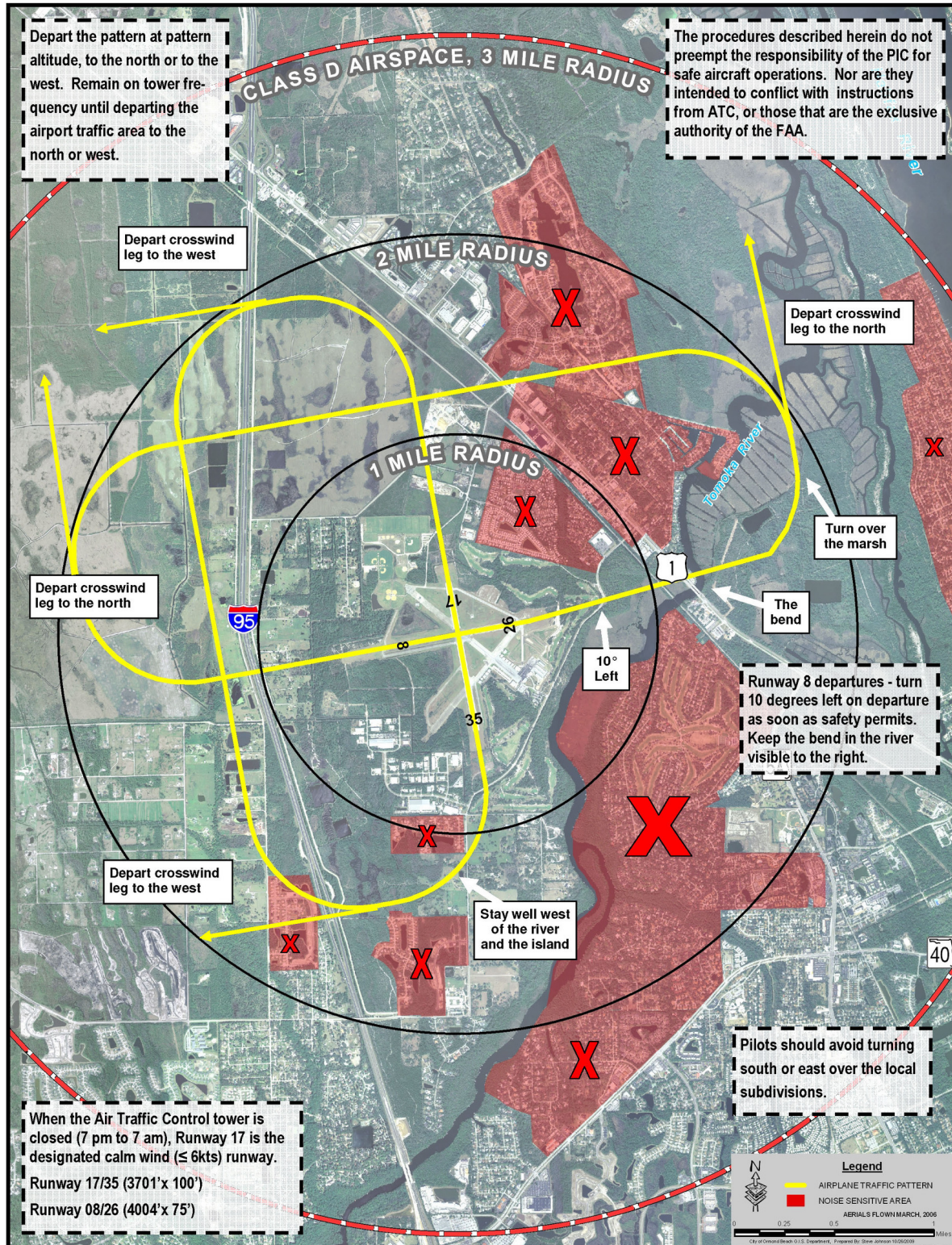


KOMN
Ormond Beach Muni Airport
 Ormond Beach, Florida, United States

 Noise
 Sensitivity
 Level:

MEDIUM
Diagram #1: Noise Abatement Procedures Map

Runways: 08, 17, 26 & 35

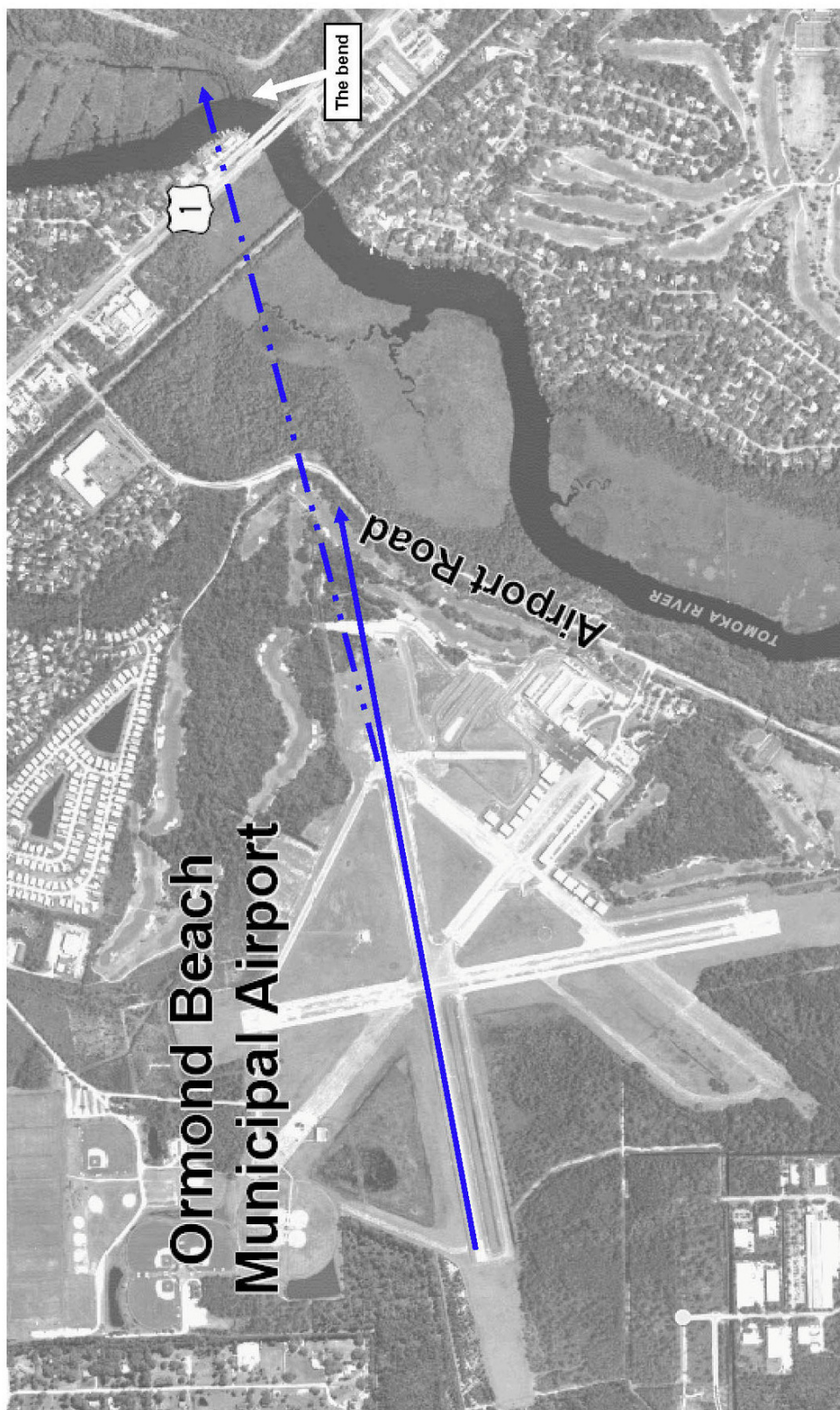


KOMN**Ormond Beach Muni Airport**

Ormond Beach, Florida, United States

Noise
Sensitivity
Level:**MEDIUM****Diagram #2: Runway 8 Departure**

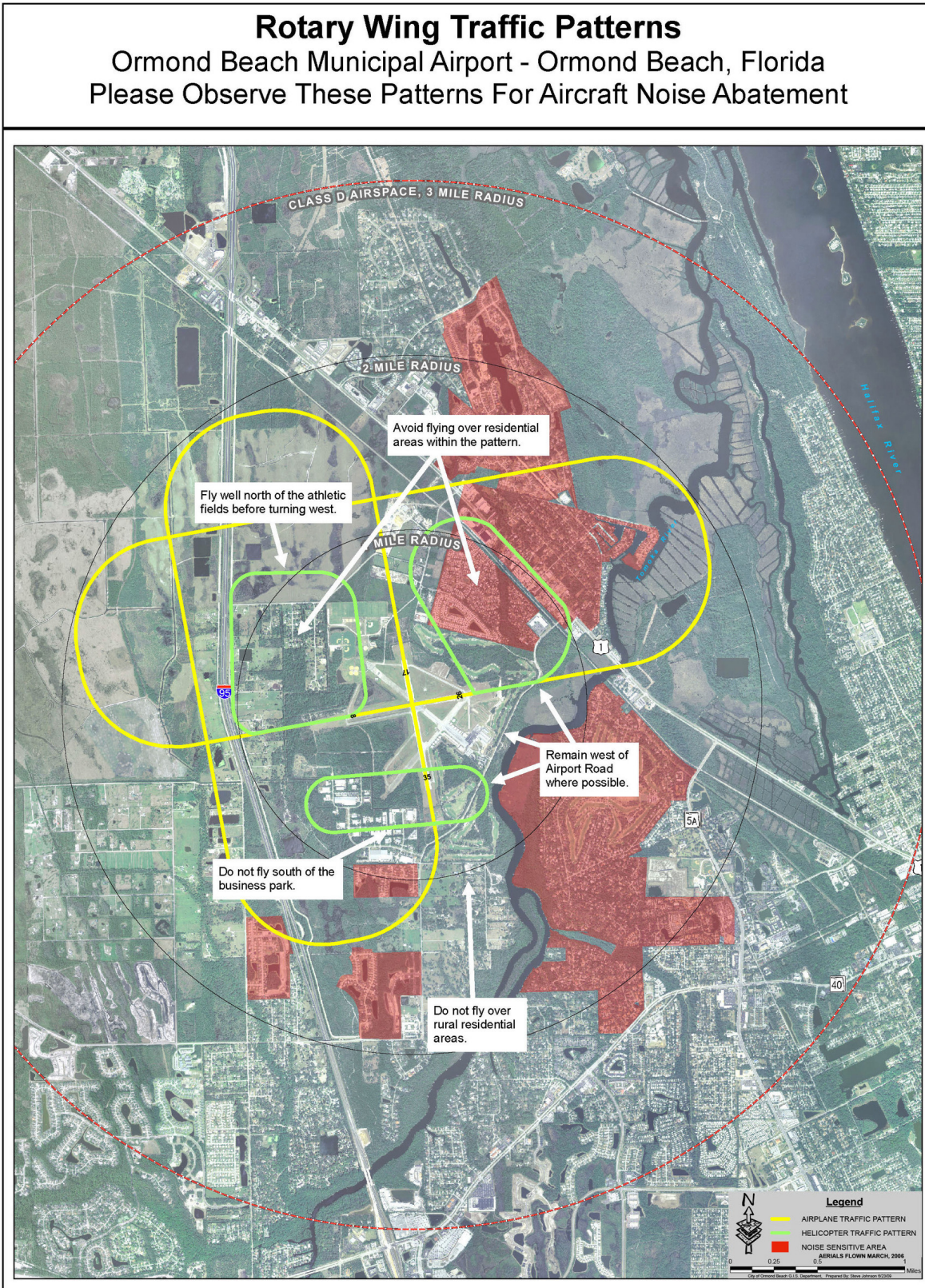
Runway 08



When departing Runway 8, turn 10 degrees left as soon as safety permits, and cross the Tomoka River/US1 Bridge at a point that equalizes the distance between the two communities to the north and south. Climb expediently (minimum of Vy) to traffic pattern altitude before turning to the crosswind leg or proceeding on course. Use the Tomoka River as a visual cue; by keeping the bend in the river in sight off the right wing when above the US1 bridge, over-flight of noise-sensitive areas will be avoided.

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Aircraft Category HELI



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**OVERVIEW**

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 in flight 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 noise-sensitive residents and neighborhoods and to follow these noise abatement procedures during flight operations in Ormond Beach.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

Runways: 08, 17, 26 & 35
1027'

VOLUNTARY NOISE ABATEMENT PROCEDURES

When the Air Traffic Control tower is closed, runway 17 is the designated calm wind runway.

Runway 8 departures – turn 10 degrees left on departure as soon as safety permits, and cross the Tomoka River/US1 Bridge at a point equalizing the distance between the two communities to the north and south. The bend in the Tomoka River as it passes east of the bridge should be visible to the right (as depicted on the in-flight guide map).

Fly the approved traffic patterns on Runways 26, 17, and 35, turning to the crosswind leg as soon as altitude and airspeed permit.

Departures from the traffic pattern should depart at pattern altitude, to the north or to the west. Remain on the tower frequency until departing the airport traffic area to the north or west.

Pilots should avoid turning south or east over the local subdivisions (as depicted on the in-flight guide map).

Departing aircraft should climb out at Vy (best rate of climb). Reduce power after takeoff as soon as safe and practicable.

Please fly high and tight patterns, remaining clear of the Class C airspace beginning at 1200' MSL. 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.

As a courtesy to the residents of local neighborhoods, please refrain from repetitive flight activities between the hours of 10 p.m. and 8 a.m.

Helicopter pilots should utilize designated arrival and departure corridors to minimize noise impacts.

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

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

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Ormond Beach Muni Airport
P.O. Box 277
Ormond Beach FL 32175-0277

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)**MANDATORY RESTRICTIONS (NONE)****CURFEWS (NONE)**

<div>KOMN</div>	<div>Ormond Beach Muni Airport</div> <div>Ormond Beach, Florida, United States</div>	<div>Noise Sensitivity Level:</div> <div>MEDIUM</div> <div></div>
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Level:**MEDIUM**
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DEPARTURES (NOT SPECIFIED)

PREFERENTIAL RUNWAYS (NO PREFERENCE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

INTERSECTION TAKEOFFS (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

ENGINE RUNUP (NO RESTRICTIONS)

FLIGHT TRAINING (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

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Ormond Beach, Florida, United StatesNoise
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AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. 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 the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. 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.
8. 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.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. 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.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

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