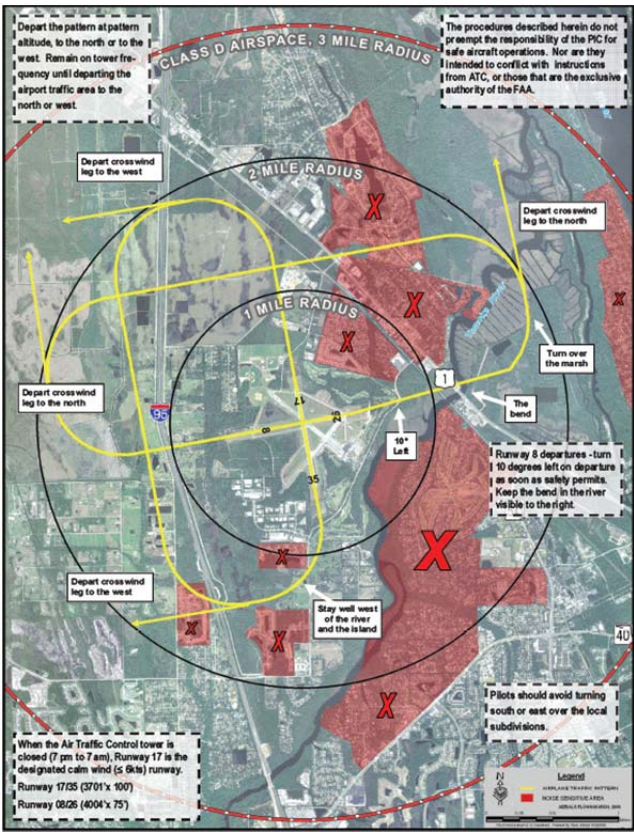
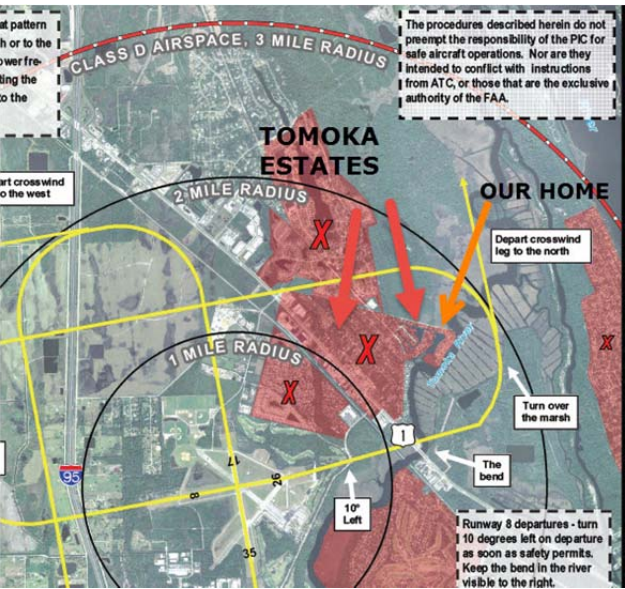


ATTACHMENTS:

ATTACHMENT A:

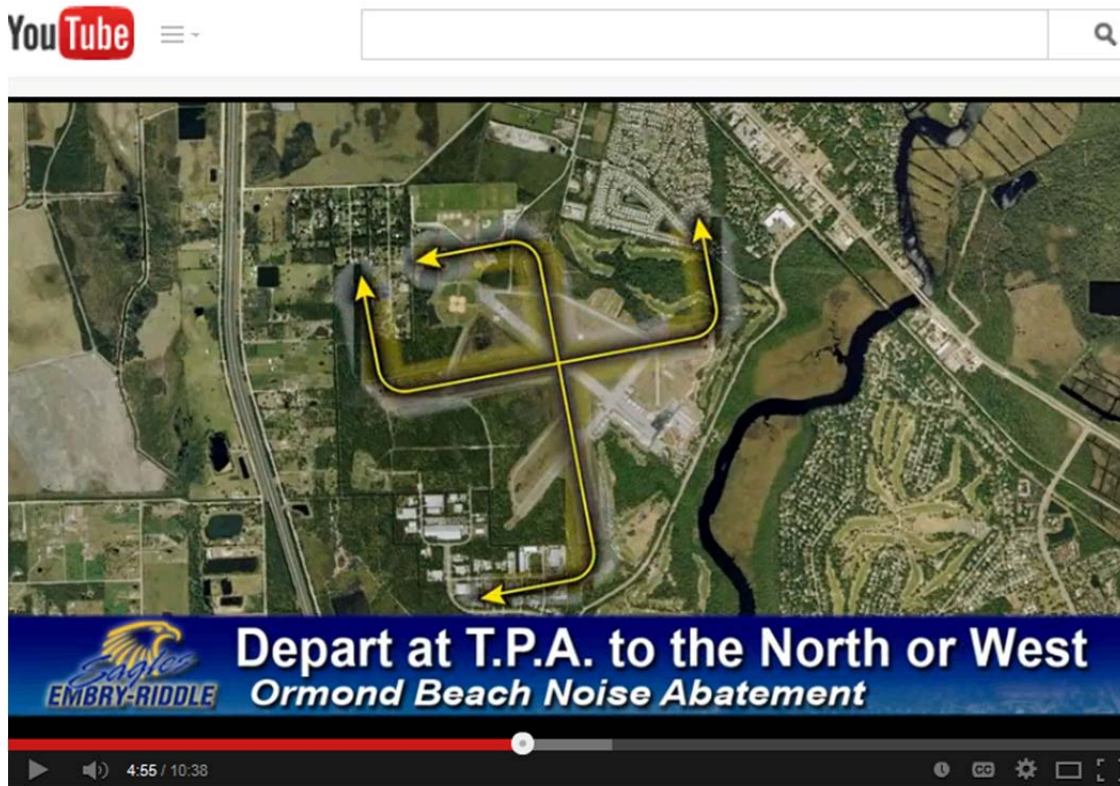


ATTACHMENT B:

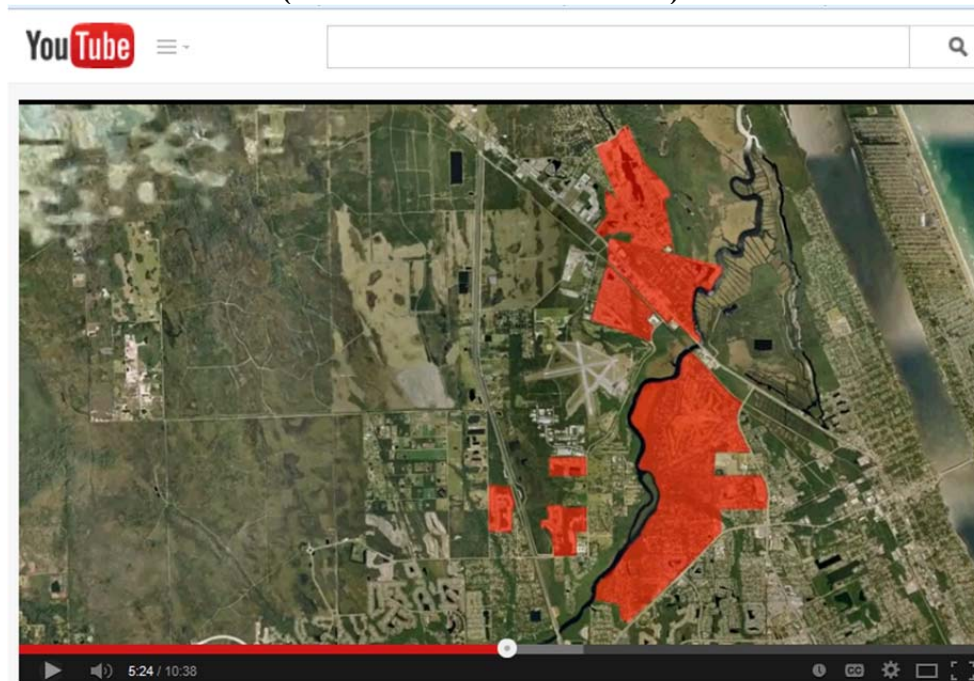


ATTACHMENT C:

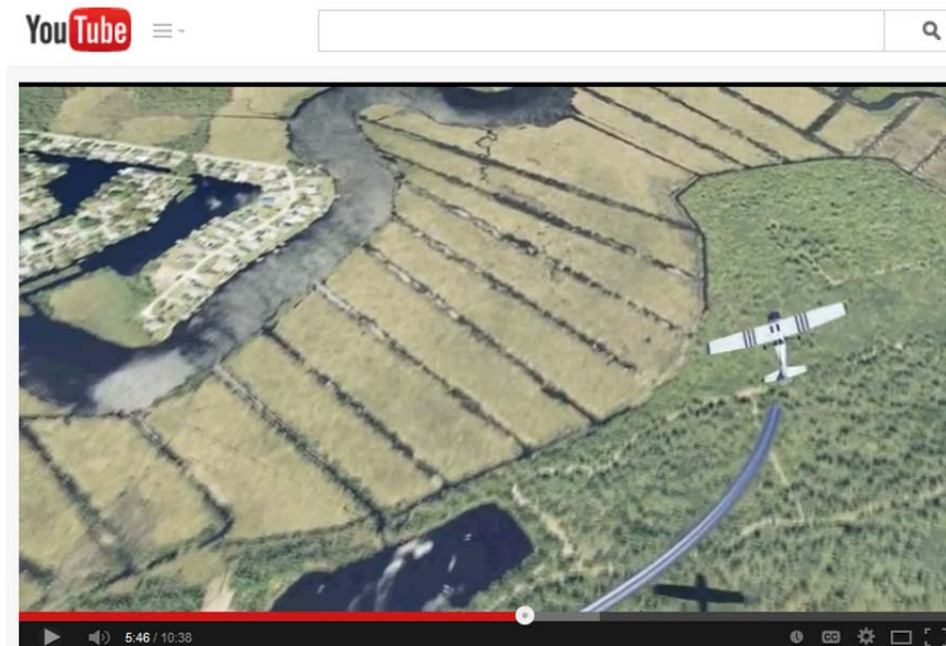
NOTE: The paths do not match the City of Ormond Beach Noise Abatement Path map



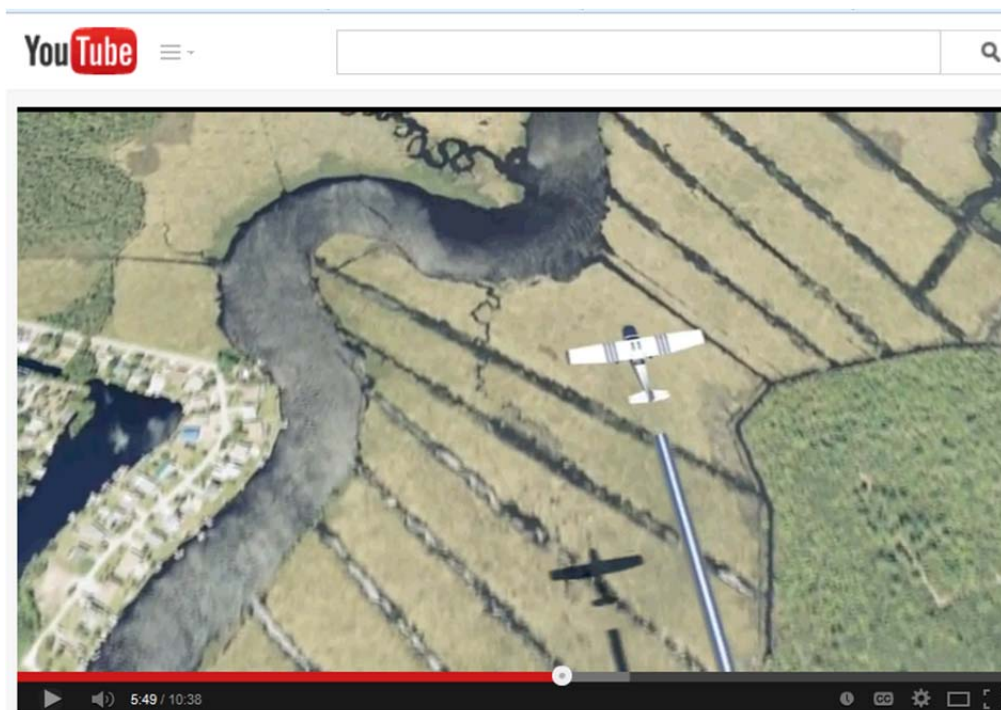
ATTACHMENT D (Noise Sensitive Areas shown):



ATTACHMENT E:



ATTACHMENT F, THIS IS NOT THE PATH MANY ARE TAKING:



ATTACHMENT G, ERU Mission statement

Mission Statement

We are a community of scholars committed to becoming recognized as the world's leader in developing the managerial, strategic, tactical, operational, and leadership resources necessary for the future of the global aviation, aerospace, and transportation-related industries. We are custodians of the best traditions of our predecessors in academia, pushing the frontiers of knowledge and understanding as a valuable human endeavor to further the dream and promise of freedom that these industries represent.

In pursuing this purpose we affirm our commitment to the following core values.

- We shall pursue truth and excellence relentlessly. We shall engage in world-class scholarship and research.
- We shall be guided by mutual respect for our student, industry, and academic colleagues.
- We shall make explicit that we value diversity and the potential of all individuals.
- We shall accept nothing less than superior teaching and learning and hold ourselves accountable for continuous improvement in content and processes.
- We shall emphasize the interconnectedness of knowledge and behavior, the ethical responsibilities that accompany leadership, and the obligation of lifelong learning that are the hallmarks of a management professional.

ATTACHMENT H:

Page 83

Embry Riddle Flight Operations Manual

6.8 Noise Abatement

All ERAU pilots will cooperate fully with all efforts to assist in the reduction of noise in any area and will adhere to any local noise abatement procedures published by local or airport authorities. Pilots are also reminded to avoid repetitive use of any area that could lead to complaints during ground reference maneuver practice.

Documented noise abatement procedures have been established at Daytona Beach International (KDAB), Deland Municipal (KDED), Ormond Beach Municipal (KOMN) and New Smyrna Beach Municipal (KEVB) airports. We have an obligation to comply with established procedures and promote good will in the community in which we live.

Noise abatement procedures for specific airports are published in the ERAU In-Flight Guide and also detailed in a training video available on the Blackboard Flight Department Daytona website.

These voluntary procedures are mandatory for all ERAU pilots. However, at no time will flight safety be compromised in order to comply with noise abatement procedures

Page 15

Training Manager Referral to the FPCB

Students who display unprofessional conduct may be referred to the FPCB by their Training Manager. Unprofessional conduct includes, but is not limited to:

7. Violation of ERAU rules

.....

ADDITIONAL RECENT DOCUMENTATION OF EMBRY RIDDLE UNIVERSITY AIRCRAFT USING THE CITY OF ORMOND BEACH AIRPORT

Most recent first – Emails were sent to my Airport Group Distribution List, which includes City of Ormond Beach staff.

Below is a sampling of times I made observations of aircraft using the City of Ormond Beach airport and not following the requested Noise Abatement Path. This was not the only times during these days this was happening but the times I noted it.

Most completely ignore after departing east from the airport to go out over the area where there are no homes over the Tomoka State Park area. There were a few that did follow the path, but not many

The letters (X) indicate the approximate path the aircraft were taking during the observation and the images below the dates/times show the area.

Thursday March 20, 2014

12:06 pm (E) N712ER
12:17 pm (H) N437ER
12:17 pm (H) N712ER
12:18 pm (E) N437ER
12:23 pm (E) N437ER
12:24 pm (E) N712ER
12:29 pm (E) N437ER
12:31 pm (H) ERU could not get N number
12:34 pm (E) N437ER

Wednesday March 19, 2014

12:30 pm (H) N446ER
12:32 pm (H) N905ER (twin)
12:39 pm (H) N446ER
12:49 pm (H) N446ER
12:56 pm (H) N446ER
01:02 pm (H) N446ER
I stopped observing for a while, then
01:53 pm (G) N701ER
01:57 pm (E) N701ER
02:02 pm (E) N482ER
02:04 pm (G) ERU, could not get N number
02:08 pm (E) N701ER
02:12 pm (E) N712ER
02:36 pm (H) N701ER
02:43 pm (E) N482ER

Monday March 10, 2014

12:33 pm Unk. Embry Riddle University
12:35 pm N405ER (E) Embry Riddle University
12:37 pm partial N 481 Embry Riddle University
12:42 pm N491ER (F) Embry Riddle University
12:47 pm N904ER (H) twin Embry Riddle University
2:48 pm N491ER (F) Embry Riddle University
12:53 pm N491ER (E) Embry Riddle University
1:05 pm N491ER (E) Embry Riddle University
1:11 pm Unknown Embry Riddle University
1:35 pm N491ER (E) Embry Riddle University
1:41 pm N904ER (E) Embry Riddle University
1:47 pm N491ER (E) Embry Riddle University
1:54 pm N75ER (G) Embry Riddle University
1:56 pm N491ER (E) Embry Riddle University
2:06 pm N75ER (G) Embry Riddle University
2:14 pm N453ER (H) Embry Riddle University
2:40 pm N453ER (E) Embry Riddle University
2:47 pm N453ER (E) Embry Riddle University

Sunday March 9, 2014

1:20 pm N466ER (B) Embry Riddle University
1:23 pm N71OER (D) Embry Riddle University
1:28 pm N71OER (D) Embry Riddle University
1:32 pm N71OER (D) Embry Riddle University
1:44 pm N71OER (D) Embry Riddle University

I have more observations recorded but this is a sampling to start with. Below are the approximate paths I observed the aircraft traveling.

