



21D IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas When Possible

Pilot Information and Noise Abatement Plan (NAP)

A voluntary Noise Abatement Plan (NAP) for 21D is the result of cooperative efforts between airport users and pilots, surrounding communities, and the Metropolitan Airports Commission.

NOTE: FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE THAT ARE THE EXCLUSIVE AUTHORITY OF THE FAA

Preferred Runway Use

Runway 32 is the calm wind runway. Communicate runway use intentions on UNICOM/CTAF.

Nighttime Measures

1. Pilots are asked to avoid operating during nighttime hours (2200 – 0700 local) if possible.
2. Training flights are discouraged between the hours of 2400 - 0700 local.
3. Intersection takeoffs are discouraged at all times, and prohibited from 2200-0700 local.
4. Any aircraft not meeting 14 CFR Part 36 is prohibited between 2200 - 0700 local.

Traffic Pattern Procedures

The following procedures shall be adhered to while operating in the 21D traffic pattern:

1. The traffic pattern altitude at 21D shall be 1933 msl.
2. Multiple training events by turbojet aircraft in the traffic pattern are prohibited.
3. Keep traffic pattern as close to runways as possible.
4. When departing the traffic pattern, choose a path that avoids overflying residential areas if possible. Follow preferred departure routes if possible (green arrows in map).

For more information:

612-725-6327

metroairports.org/our-airports

Revision Date: June 2022

FIELD ELEVATION: 933

TPA: 1933 (1000)

RUNWAY INFORMATION

RWY 14-32 2850' x 75'

- RWY 14: REIL. Left tfc. Road.
- RWY 32: REIL. PAPI - 3.0° (on right). Left tfc. Road, trees.

RWY 4-22 2497' x 75'

- No lights
- RWY 4: Left tfc. Trees.
- RWY 22: Left tfc.

COMMUNICATIONS

CTAF: 122.8 **UNICOM:** 122.8

WX AWOS-3 120.075

WX AWOS PHONE (651) 779-5949

MINNEAPOLIS APP/DEP: 121.2

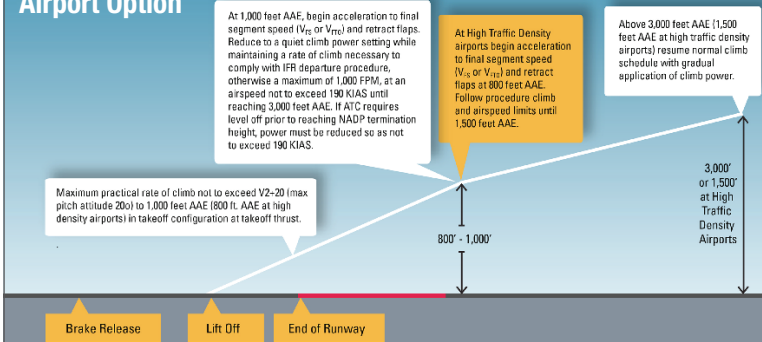
CLEARANCE DELIVERY: 118.625



DEPARTURE PROCEDURES

- Intersection takeoffs at the airport are discouraged at all times.
- Departing aircraft should climb to 500 feet agl before initiating a turn. Avoid overflying noise sensitive residential areas if possible.
- Gain as much altitude as possible before overlying residential areas.
- Follow NBAA Noise Abatement Departure Procedures recommended below:

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500' of the airport elevation (AAE), pilots may elect to climb at V2+20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

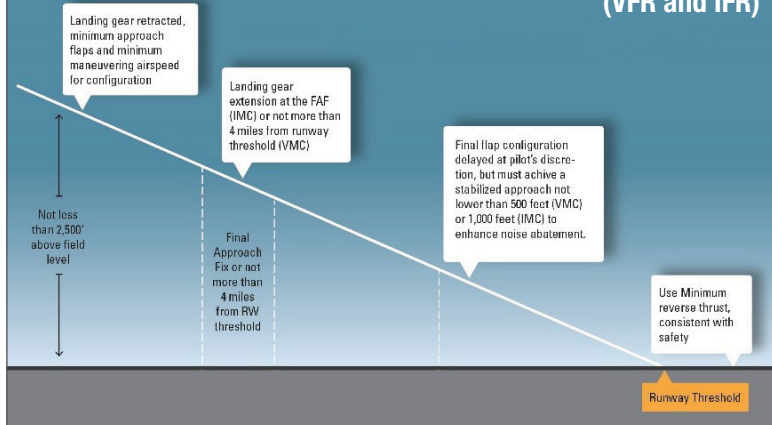
HELICOPTER PROCEDURES

1. Helicopter training in the traffic pattern area is prohibited from 2200 - 0800 local.
2. Avoid flow of fixed wing aircraft.
3. Avoid low-level training and repetitive activity over residential areas whenever possible.

ARRIVAL PROCEDURES

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI/VASI if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below:

NBAA Approach-and-Landing Procedure (VFR and IFR)



MAINTENANCE RUN-UPS

To minimize the amount of noise projected toward adjacent residential areas:

1. Engine tests and maintenance run-ups should be performed in the designated areas only (see blue areas on map). Exceptions must be approved by the airport manager.
2. Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time.
3. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.