NOISE ABATEMENT BEST PRACTICES

Anoka County - Blaine Airport (ANE)

INTRODUCTION

These Noise Abatement Best Practices (measures) for the Anoka County-Blaine Airport (ANE) were developed in recognition of the need to promote a neighborly environment while continuing to facilitate air transportation services in this region.

The measures below suggest ways to reduce the impacts of aircraft activity and noise experienced by people in areas surrounding the airport with an intent to direct as much air traffic over the least densely populated areas surrounding the airport. The success of these measures relies on voluntary efforts by aircraft operators to consider and apply these measures as they operate to and from ANE. None of these measures are intended to conflict with safety considerations or flight operation requirements dictated by federal law.

A Fly Neighborly Guide consolidates the voluntary measures contained in this document for easy reference during flight operations. Refer to the ANE Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.

1. TAKEOFF AND APPROACH

During takeoff and landing the measures below attempt to reduce the amount of aircraft noise affecting sensitive land uses, such as homes. It is recognized that Air Traffic Control will dictate the active runway when the tower is operational. Pilots are encouraged to operate aircraft as quietly as possible with due regard to the performance capabilities of the aircraft being flown, and with consideration of the measures below:

A. Runway 27: calm wind runway, use right traffic.

B. Runway 18: use right traffic.

C. Precision Approach Path Indicator (PAPI) on Runway 9/27 and Visual Approach Slope Indicator (VASI) on Runway 18/36. Aircraft approaching a runway served by a PAPI/VASI are advised to maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing, and in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes.

D. Use guidance published by FAA, NBAA, AOPA when arriving to or departing from the airport.

   FAA AC 90-66C Non-Towered Airport Flight Operations: (embed website link)
   www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1041885

   FAA AC 91-36D - Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas: (embed website link)
   www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentid/23156

NBAA Noise Abatement Program: (embed website link)
https://nbaa.org/aircraft-operations/environmental-sustainability/noise-abatement-program/

AOPA Noise Awareness Steps: (embed website link)
www.aopa.org/-/media/Files/AOPA/Home/Advocacy/AOPANoiseSteps.pdf

E. Turbine-powered aircraft and itinerant aircraft depart Runways 27 or 18, fly runway heading and turn to a northerly heading after attaining 700 feet above ground.

2. TRAFFIC PATTERN

The following procedures apply to aircraft operating in the ANE traffic pattern:

A. Operate aircraft at the airport traffic pattern altitude as follows, unless a lower altitude is needed while in the process of departing or arriving in accordance with Federal Aviation Regulations 14 CFR 91.119: Minimum Safe Altitudes:

- Turbine-powered aircraft: 1,500 feet agl[1] (2419 msl[2])
- Propeller-driven aircraft: 1,000 feet agl (1912 msl)

B. Avoid multiple training events by turbine-powered aircraft in the airport traffic pattern.

C. Keep traffic pattern legs as short as possible and close to the airport without risking safety.

D. Use the full length of runway for arrivals and departures:

- Avoid intersection takeoffs, and
- Avoid stop and go operations when practical, especially between 10 p.m. and 7 a.m.

E. Avoid repetitive activity over residences, including flight training activities.

F. When departing the traffic pattern, choose a path that avoids overflying residential areas, when practical.

[1] Above Ground Level
[2] Mean Sea Level

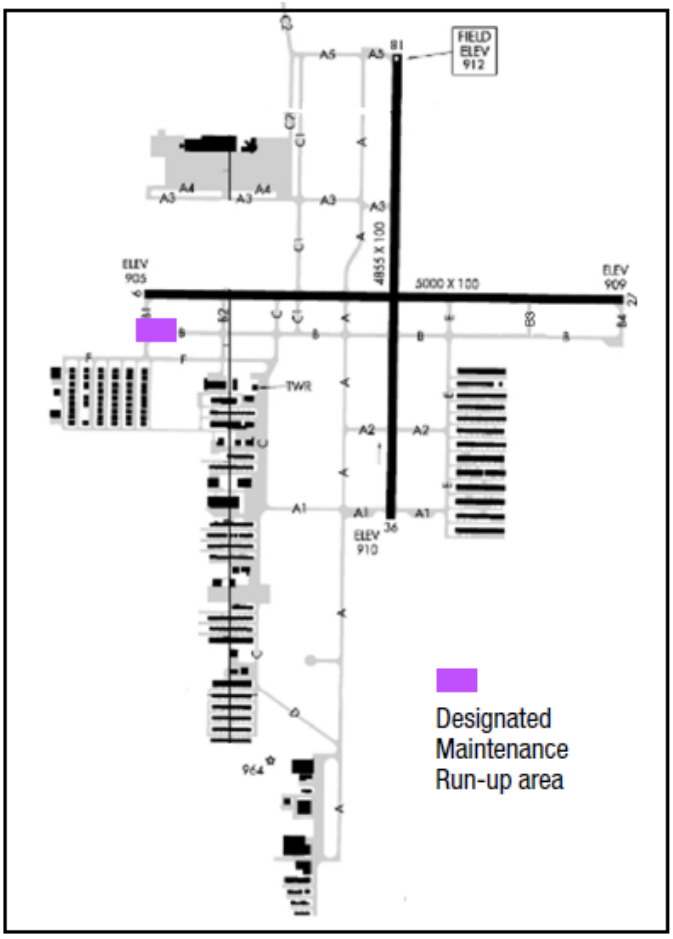
3. MAINTENANCE RUNUPS

Specific locations on the airfield are designated for engine tests and maintenance run-ups. These locations are selected to minimize the amount of noise projected toward adjacent residential areas (see map below):

A. When practical, conduct extended engine tests and maintenance run-ups in excess of 5-minutes in the designated area (see map).

B. Avoid engine tests and maintenance run-ups during nighttime hours.

NOTE: A pre-departure run-up, or run-ups of less than 5-minute duration may be conducted at other areas on the airfield, as needed.



4. HELICOPTER TRAINING

The unique design and operational characteristics of helicopter operations do not require use of a runway surface; however, helicopter operators must avoid conflicting with the flow of fixed wing aircraft. The following measures apply to helicopter training:

A. Avoid helicopter training in the traffic pattern during nighttime hours.

B. Avoid hovering for extended durations in the vicinity of residential areas.

C. Avoid repetitive activity over residential areas.

5. NIGHTTIME RESTRICTIONS

Nighttime hours (2200 to 0700 local time) are noise sensitive because people are resting, and noise intrusions are more noticeable. When nighttime flight activity is needed, please limit noise and operate with consideration for neighbors by following these measures:

A. Avoid nighttime currency operations and flight training in the traffic pattern after 2400 local time

B. Avoid unnecessary low-level flyovers at the airport.

6. FLY NEIGHBORLY GUIDE

A Fly Neighborly Guide consolidates the information in this document for easy reference during flight planning and flight operations. Refer to the Fly Neighborly Guide in your navigation tool or call 612-726-8100 to request a copy.