MAC Reliever Airports: NOISE ABATEMENT PLAN

Anoka County - Blaine Airport (ANE)

INTRODUCTION

The noise abatement plan for the Anoka County-Blaine Airport (ANE) was prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The plan culminates a cooperative effort between airport users, airport businesses, the Anoka County-Blaine Airport Advisory Commission, City officials, Federal Aviation Administration (FAA) representatives, and the Metropolitan Airports Commission (MAC).

Many of the noise abatement procedures (NAPs) contained in the plan are currently in use at the airport and are effective in reducing airport related noise in the surrounding communities. Basically, the intent of the plan and recommended procedures are to direct as much air traffic over the least densely populated areas surrounding the airport, and to reduce noise levels over nearby residential areas. Traffic will remain north of Runway 9/27. This implies non- standard traffic pattern turns (right turns) for Runway 27. A traffic pattern altitude of 1,000 feet helps reduce noise levels over sensitive areas. The plan does not supersede any Federal Aviation Regulations, specifically those regarding safe aircraft operating procedures. Certain flight conditions and aircraft operational limitations may make it unsafe to fly all or any part of these procedures.

No two airport situations are alike, and each requires a unique combination of procedures to address the noise problem. The best path is a collaborative approach that produces realistic and practical solutions reasonable to both aviation and community interests. To successfully implement this noise abatement plan on-going training sessions will be scheduled between pilots, airport tenants, air traffic controllers, FAA personnel, and MAC staff.

Comprehensive noise control strategies and compatibility planning address elements such as: land use compatibility, airport design, aircraft and aircraft operating procedures, and noise program management. This ANE noise abatement plan focuses on voluntary noise reduction strategies. All time references in this document are local time, i.e., Central Standard Time or Central Daylight Time, as appropriate.

NAP I NOISE ABATEMENT TAKEOFF AND APPROACH PROCEDURES

Noise abatement takeoff and landing procedures are the basis of many noise reduction strategies, and consider runway selection, takeoff and landing profiles and power settings, and approach or departure paths. Runway selection is affected by winds, airspace procedures of adjacent air traffic facilities, navigational aids, air traffic control procedures, aircraft performance and requirements, and air traffic density. When linked with appropriate landing/takeoff profiles and approach/departure paths, runway selection provides neighborhood relief compared to an unconstrained airport environment. The following takeoff and approach procedures will apply at ANE:

A. Runway 27 is the calm wind runway.

Note: During Tower hours, air traffic control will dictate the active runway.

B. All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing from ANE.

C. An airplane approaching to land on a runway served by a visual approach slope indicator or precision approach slope indicator shall maintain an altitude at or above the glide slope until a lower altitude is necessary for a safe landing.

D. Unless otherwise instructed by Air Traffic Control all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from ANE (see below).

E. Multiple training events by turbojet aircraft in the traffic pattern are prohibited.

F. Unless otherwise instructed by Air Traffic Control, aircraft departing the Runway 18 traffic pattern shall turn to a westerly heading as soon as practical to avoid overflying residential areas south of the airport.

G. Stop and Go landings are not permitted.

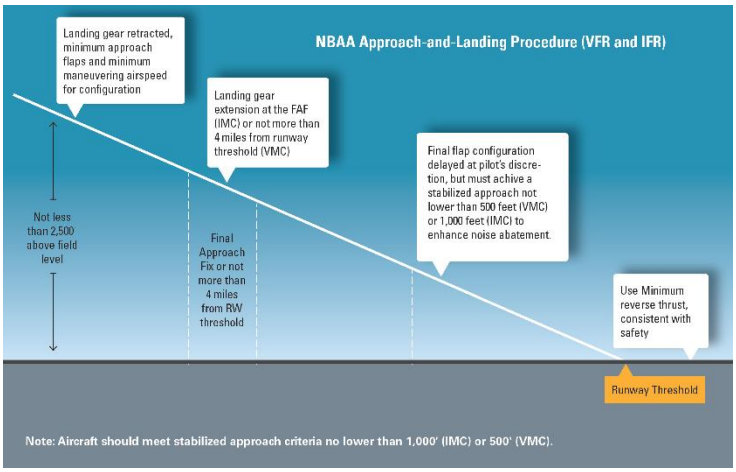
H. Intersection takeoffs are not permitted.

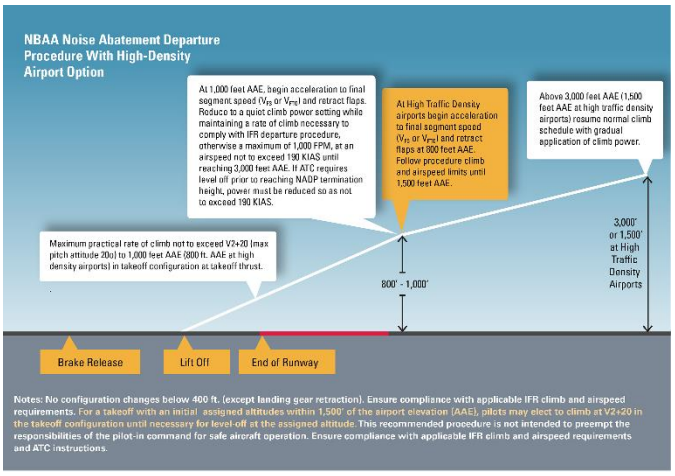
I. During non-tower hours, pilots practicing instrument approaches under VFR conditions at ANE should make every effort to avoid busy (moderate to heavy) air traffic periods. Practice IFR traffic does not have the right of way over VFR traffic. To avoid disruption of VFR traffic flow, practice VOR-9 approaches should be discontinued west of Highway 65. DME-27 approaches should be discontinued east of 35W, unless conducted to a straight-in full-stop landing.

J. Pilots should refer to the Pilots Operating Manual for their aircraft to determine recommended operating procedures designed to reduce community noise impacts. During departures from or approaches to the airport, climb after takeoff and descent for landing should be made to avoid prolonged flight at low altitude.

K. When departing in aircraft equipped with variable pitch propellers, reduce manifold pressure and engine RPM as soon as practical after takeoff.

NBAA Noise Abatement Approach and Departure Procedures:





NAP II NOISE ABATEMENT TRAFFIC PATTERN PROCEDURES

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

A. The traffic pattern altitude shall be 1,000 feet above ground level; 1,912 feet above mean sea level (MSL).

B. Straight-in approaches are not permitted under VFR conditions.

C. For Runway 36, left-hand traffic pattern turns will be flown. The downwind leg will be flown inside (east of) Highway 65. Unless directed by ATC, avoid extended downwind legs. To the greatest extent possible, turn to the base leg for Runway 36 inside (north of) County Road J.

D. For Runway 18, **RIGHT**-hand traffic pattern turns will be flown. Unless directed by ATC, turn to the crosswind leg for Runway 18 inside (north of) Highway 10. The downwind leg will be flown inside (east of) Highway 65, to the greatest extent possible.

E. For Runway 27, **RIGHT**-hand traffic pattern turns will be flown. To the greatest extent possible, turn to the crosswind leg for Runway 27 inside (east of) Highway 65. Fly the downwind leg inside (south of) 105th Street and keep the turn to base leg inside (west of) Interstate 35W, unless otherwise directed by ATC.

F. For Runway 9, left-hand traffic pattern turns will be flown. To the greatest extent possible, turn to the crosswind leg for Runway 9 inside (west of) Interstate 35W. Turn the base leg for Runway 9 inside (east of) Highway 65, unless otherwise directed by ATC.

G. During non-tower hours, aircraft should enter the pattern on downwind by a 45-degree entry. Aircraft should complete at least two 90 degree turns in the pattern before landing.

H. Extended legs in the traffic pattern are not permitted unless dictated by Air Traffic Control, traffic pattern density and required for operational safety.

I. On downwind legs, maintain pattern altitude until abeam the approach end of the landing runway.

NAP III MAINTENANCE RUNUPS

To minimize the amount of noise projected toward adjacent residential neighborhoods, engine tests and maintenance run-ups should be performed north of the west side hangar area. Exceptions to this restriction for commercial sites may be approved by the airport manager.

A. Between 1700 hours and 2200 hours all engine tests and maintenance run-ups in excess of 5 minutes must be conducted in the designated area.

B. Aircraft will be parked on a heading of 090 degrees through 180 degrees whenever practical.

C. Except in emergencies, engine tests and maintenance run-ups are prohibited between 2200 hours and 0700 hours.

NAP IV HELICOPTER TRAINING

The unique design characteristics and capabilities of helicopters allow and sometimes require operations to and from movement areas not designated for fixed wing aircraft. Avoid the flow of fixed wing aircraft. The following procedures apply to helicopter training.

A. Helicopter training in the traffic pattern area is prohibited from 2200 hours to 0700 hours.

B. Air Traffic Control shall determine traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding the airport.

NAP V NIGHTTIME RESTRICTIONS

The "nighttime" period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help reduce the effects of aircraft operations on the surrounding community, it is recommended that pilots:

A. Limit the number of operations conducted during nighttime hours.

B. Cease training in the traffic pattern between 2400 hours and 0700 hours.

C. Adjust aircraft operating configuration (e.g. altitude, propeller, etc.) for nighttime flights, if practical.