



ANE 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 ANE is the result of cooperative efforts between airport users and pilots, the business community, the Federal Aviation Administration (FAA), 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 WHICH ARE THE EXCLUSIVE AUTHORITY OF THE FAA.

Preferred Runway Use

Runway 27 is the calm wind runway. Runway 36 is best for departures during nighttime (2200 to 0700 local time). ATC will dictate the active runway when the tower is open.

Nighttime Measures

- Voluntarily refrain from flying between 2200 and 0700.
- Avoid overflying residential areas when possible.
- No training may be conducted in the traffic pattern between 2400 and 0700 local time. Flights between 2200 and 2400 local time may be conducted for the purposes of meeting nighttime flight currency requirements.

Traffic Pattern Procedures

- Traffic pattern altitude shall be 1912 msl
- Multiple training events by turbojet aircraft in the traffic pattern are prohibited.
- Extended legs in the traffic pattern are NOT permitted unless directed by ATC.
- Straight-in approaches are NOT permitted under VFR.

Runway 36: keep downwind leg east of Highway 65.

Runway 18: right traffic. Keep crosswind leg north of Hwy 10, downwind leg east of Hwy 65, and base leg south of 105th Avenue.

Runway 27: right traffic. Keep crosswind leg east of Highway 65 and downwind turn to base west of I-35W.

Runway 9: keep crosswind leg west of I-35W and turn downwind to base leg west of Highway 65.

Practice instrument approaches under VFR conditions: avoid moderate to heavy traffic periods. (Practice IFR traffic does NOT have right of way over VFR traffic).

Practice VOR RWY 9 and RNAV (GPS) RWY 9 approaches: discontinue practice IFR west of Highway 65.

Practice ILS or LOC RWY 27 and RNAV (GPS) RWY 27 approaches: discontinue practice IFR east of I-35W unless conducting a straight-in full-stop landing.

Variable pitch propeller(s): reduce manifold pressure and engine RPM as soon as practical after takeoff.

For more information, contact us during business hours at:

612-725-6327

www.macnoise.com/pilots

Revision Date: November 2018

FIELD ELEVATION: 912

TPA: 1912 (1000 agl)

RUNWAY INFORMATION

RWY 18-36 4855' x 100'

Asphalt, maximum weight single wheel 23,000/ dual wheel 60,000 lbs

- RWY 18: MIRL, REIL. VASI - 3.0° (4-box, on left). Right tfc, Tree.
- RWY 36: MIRL, REIL. VASI - 3.0° (4-box, on left). Left tfc, Trees.

RWY 27-9 5000' x 100'

Asphalt, grooved, maximum weight single wheel 23,000/ dual wheel 60,000 lbs

- RWY 27: MALSR, PAPI - 3.0° (4-light, on left). Right tfc, No Obstructions.
- RWY 9: REIL. PAPI - 3.0° (4-light, on left). Left tfc, Trees.

COMMUNICATIONS

CTAF: 132.4 **UNICOM:** 122.95 **ATIS:** 120.625

WX ASOS PHONE (763) 780-9025

FSS: 122.55

ANE GROUND: 121.85
(MAY-SEP: 0700-2200 (CDT), OCT-APR: 0700-2100 (CST))

ANE TOWER: 132.4
(MAY-SEP: 0700-2200 (CDT), OCT-APR: 0700-2100 (CST))

MINNEAPOLIS APP/DEP: 126.5

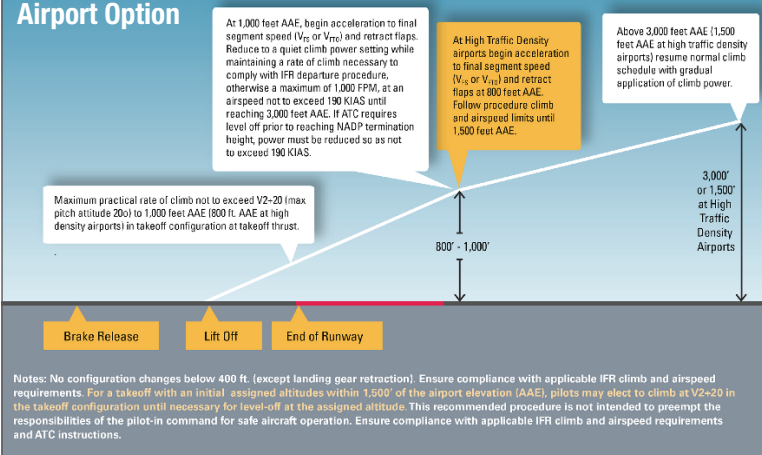
MINNEAPOLIS APP provides CLR DEL on 121.85 when ANE ATCT Closed.



DEPARTURE PROCEDURES

- Intersection takeoffs at the airport are discouraged at all times.
- Gain as much altitude as possible before overflying residential areas.
- Departures from Runway 18: turn to an easterly heading when clear of residential areas, unless directed otherwise by ATC.
- Follow NBAA Noise Abatement Departure Procedures recommended below:

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



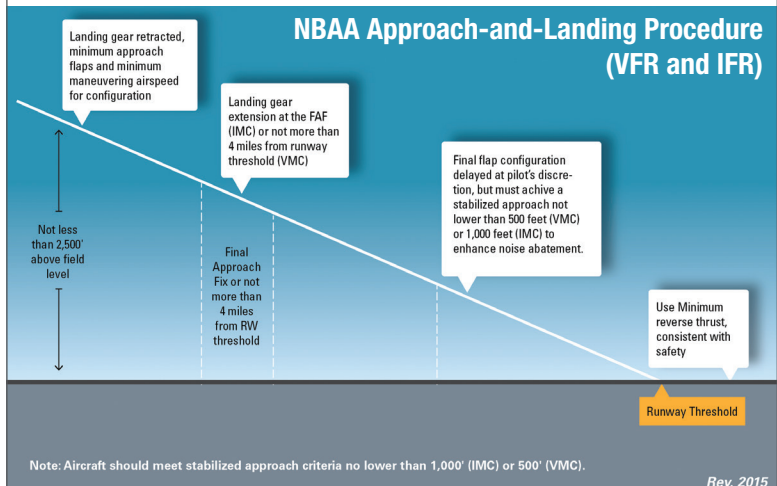
HELICOPTER PROCEDURES

1. Helicopter training is prohibited from 2200 to 0700 local time.
2. Operate with consideration for airport neighbors, and avoid low-level training and repetitive activity over noise sensitive residential areas.

ARRIVAL PROCEDURES

- On approach to ANE, remain at Traffic Pattern Altitude or higher until descending via approach slope indicator guidance, then maintain 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 & RWY 27 PRE-DEPARTURE 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 area north of the west-side hangars. Exceptions must be approved by the airport manager.
2. Engine tests and run-ups are prohibited between 2200 and 0700 local time.
3. Pre-departure run-ups for Runway 27 should be conducted at the intersection of Taxiways B and E (See purple on map).