
Reliever Airports: NOISE ABATEMENT PLAN Crystal Airport (MIC)

INTRODUCTION

The Noise Abatement Plan (MIC NAP) for Crystal Airport has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The MIC Plan, as set forth here, is the culmination of a cooperative effort between airport users, airport businesses, community leaders, city officials, the Federal Aviation Administration, and the Metropolitan Airports Commission.

Many of the recommended procedures contained in the plan are currently in use at the airport and have proven effective in reducing aircraft noise in the surrounding community. The ideas behind Noise Abatement Procedures (NAP) involve keeping as many operations as possible over less populated areas, promoting FCM quiet hours, and keeping aircraft at the Traffic Pattern Altitude (TPA) of 1,000 feet above ground or higher as much as possible.

The plan does not purport to supersede any Federal Aviation Regulations, especially those regarding safe aircraft operating procedures. Guidance described in the NAPs are intended to balance safe flight with consideration for people on the ground; these realistic and practical solutions are fair to both aviation and non-aviation interests. Consideration for balanced aircraft noise control and compatibility planning address elements such as land-use development, airport design, aircraft operating procedures, and noise program management. The MIC Plan is only one part of a comprehensive strategy that focuses on those elements under the control and jurisdiction of the Metropolitan Airports Commission.

MIC NAP 1 -- NOISE ABATEMENT TAKEOFF AND APPROACH PROCEDURES

The voluntary measures below are suggested for pilots to consider during the safe operation of their aircraft during takeoff and landing at MIC, including runway selection, takeoff and landing profiles and power settings, and approach or departure paths. It is understood that runway selection is affected by winds, Air Traffic Control and airspace procedures with adjacent air traffic facilities, navigational aids, local tower procedures, aircraft performance and requirements, and traffic density. The following takeoff and approach procedures shall apply to MIC.

- A. When the winds are calm (less than 5 knots) the preferred runway shall be 14.**
- B. When circumstances allow flexibility, the following runway selection priorities are recommended when selecting a runway:**
 - 1. Piston Engine Aircraft or Turbo Prop Aircraft:**
 - Arrivals - 14, 32, 24R, 24L, 6L, 6R*
 - Departures - 14, 32, 6L, 6R, 24R, 24L*
 - *turf runway, closed when ATCT is closed, and closed during November-April
 - 2. Jet Aircraft:**
 - Arrivals/Departures - 32, 14
- 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 the airport. (See Figures 1 and 2 below)**
- E. Turbojet aircraft departing on Runways 14 or 32 shall turn to a northerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet above ground level.**
- F. Itinerant traffic will turn to a northerly heading; after crossing the departure end of the runway and attaining an altitude of 500 feet above ground level, and when air traffic and other conditions permit.**

Figure 1: NBAA Approach and Landing Procedures (VFR and IFR)

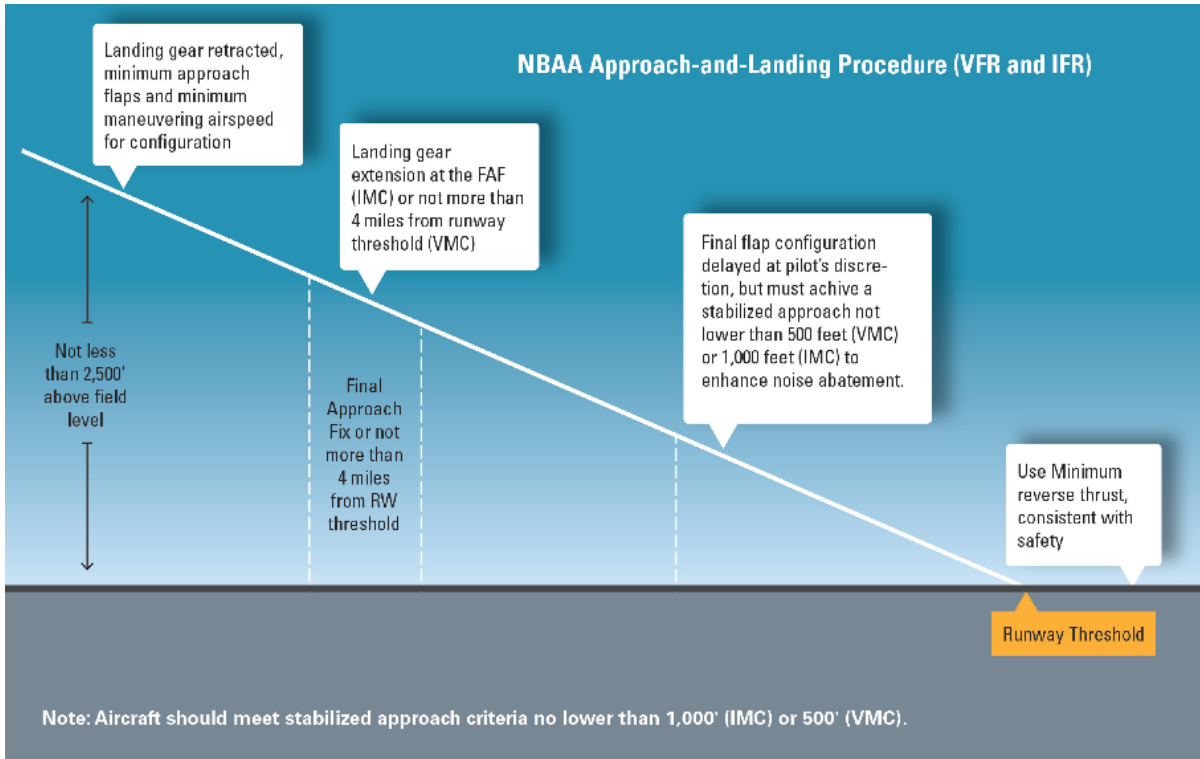
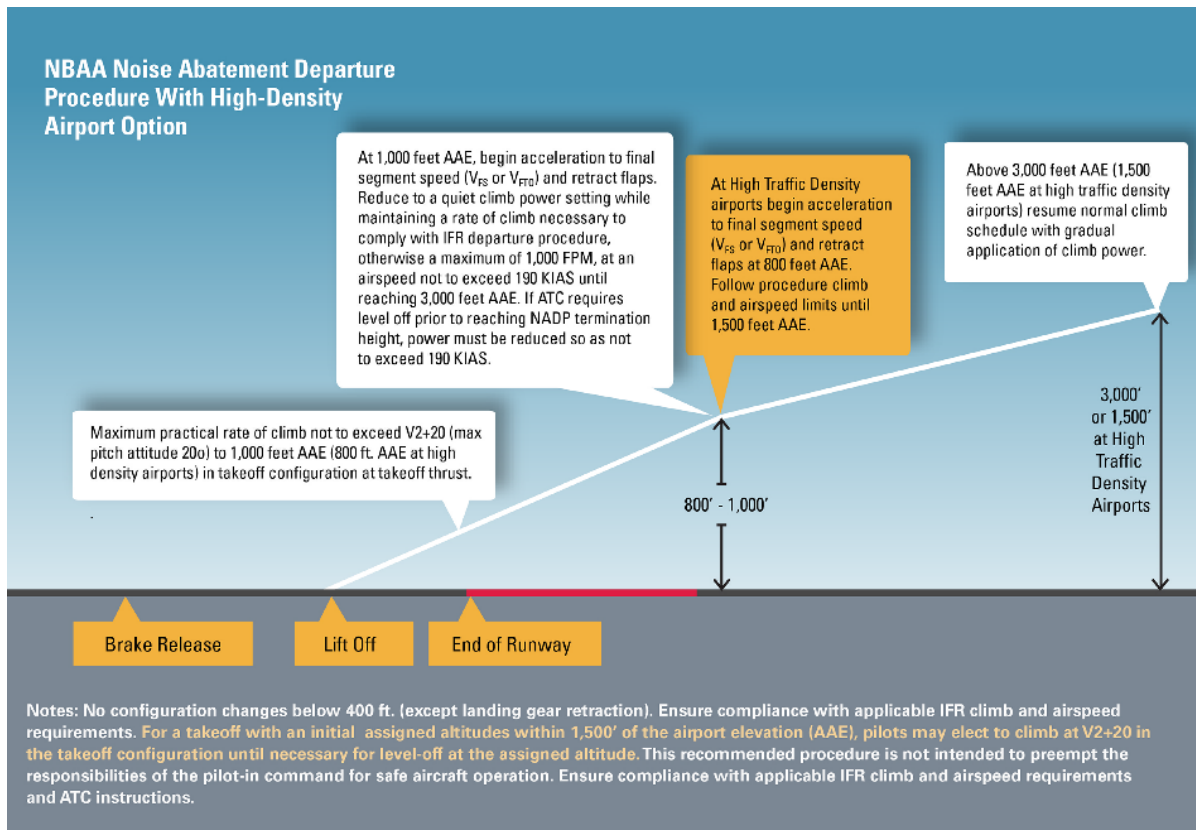


Figure 2: NBAA Approach and Landing Procedures (VFR and IFR)



MIC NAP 2 -- TRAFFIC PATTERN PROCEDURES

During safe operation of aircraft within the MIC traffic pattern, pilots are asked to consider the following procedures at MIC:

- A. The traffic pattern altitude is 1869 msl. This is consistent with recommended airport operating procedures and minimum safe altitudes as established in 14 CFR Part 91.**
- B. Keep the traffic pattern close to the airport.**
- C. Multiple training events by jet aircraft in the traffic pattern are prohibited.**
- D. Extended legs in the traffic pattern are not permitted unless required for operational safety.**

MIC NAP 3 -- MAINTENANCE RUN-UPS

Locations on the airport are designated for engine tests and maintenance run-ups to minimize the amount of noise projected toward adjacent residential areas. When run-ups are being conducted, please select from the available locations and position aircraft as such to direct noise towards the airfield as much as possible.

- A. Between 1700 and 2200 local time all engine tests and maintenance run-ups in excess of 5 minutes shall be conducted in the designated area.**
- B. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.**
- C. Except in emergencies, engine tests and maintenance run-ups are prohibited between 2200 and 0800 local time.**
- D. Run-up Areas: The run-up pad adjacent to the threshold of the active runway should be used.**

MIC NAP 4 -- 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. Helicopter operators generally avoid the flow of fixed-wing aircraft. The following procedures shall apply to helicopter training:

- A. Helicopter training in the traffic pattern area is prohibited from 2200 local time to 0800 local time.**
- B. Air Traffic Control shall determine traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding the airport.**

MIC NAP 5 -- NIGHTTIME RESTRICTIONS

Nighttime hours (2200 to 0700 local time) are often when people are resting and most sensitive to noise intrusions. To help mitigate the effect of aircraft noise on the surrounding community, the following nighttime restrictions are in effect at MIC:

- A. No training (e.g. multiple takeoffs and landings, etc.) may be conducted in the traffic pattern between 0000 and 0700 local.**
- B. No intersection takeoffs between 2200 and 0700 local.**
- C. Avoid repeated training operations over noise sensitive ground areas (e.g. residences, remote lone structures, etc.)**