



MIC IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas When Possible

Pilot Information and Noise Abatement Plan (NAP)

A noise abatement plan (NAP) for MIC is the result of cooperative efforts between the airport users and businesses, community representatives, the Federal Aviation Administration, and the Metropolitan Airports Commission.

Please fly with consideration for the communities under your flight path and airport neighbors.

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

Preferred Runway Use

Runway 14 is the calm wind runway. The following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

Piston Engine or Turbo Prop Aircraft:

Arrivals - 14, 32, 24R, 24L*, 6L, 6R*

Departures - 14, 32, 6L, 6R*, 24R, 24L*

Jet Aircraft:

Arrivals - 32/14

* Runway closed when tower is closed, and November-April

Traffic Pattern Procedures:

1. Traffic pattern altitude shall be 1869 msl.
2. Keep the traffic pattern close to the airport.
3. Multiple training events by jet aircraft in the traffic pattern are prohibited.
4. Extended legs in the traffic pattern are not permitted unless required for operational safety.

Nighttime Measures

1. No training (e.g. multiple takeoffs and landings, etc.) may be conducted in the traffic pattern between 0000 and 0700 local.
2. Touch and go operations between 2200-0000 permitted for nighttime currency.
3. No intersection takeoffs between 2200 and 0700 local.
4. Avoid repeated training operations over noise sensitive ground areas (e.g. residences, remote lone structures, etc.)

For more information, contact us during business hours at:

612-725-6327

www.macnoise.com/pilots

Revision Date: February 2021

FIELD ELEVATION: 869

TPA: 1869 (1000)

RUNWAY INFORMATION

RWY 14-32 3751' x 75'

- RWY 14: REIL. PAPI - 4.0°. Tree.
- RWY 32: REIL. PAPI - 4.0°.

RWY 6L-24R 2500' x 75'

- Asphalt, Single Whl Wt. 12,500 lbs, Dual Whl Wt. 25,000 lbs
- RWY 6L: VASI - 4.0° (4-box, on left). Left tfc. Threshold displaced 390' (27:1). Tree.
 - RWY 24R: VASI - 3.5° (4-box, on left). Threshold displaced 389' (23:1). Tree.

RWY 6R-24L 1699' x 137'

- Turf, closed Nov-Apr. CLSD WHEN ATCT CLSD
- RWY 6R: Right tfc.
 - RWY 24L: Left tfc.

COMMUNICATIONS

CTAF: 120.7 **UNICOM:** 122.95 **ATIS:** 124.475

WX SOURCES: 125.7

WX ASOS PHONE (763) 531-2343

FSS: 122.55

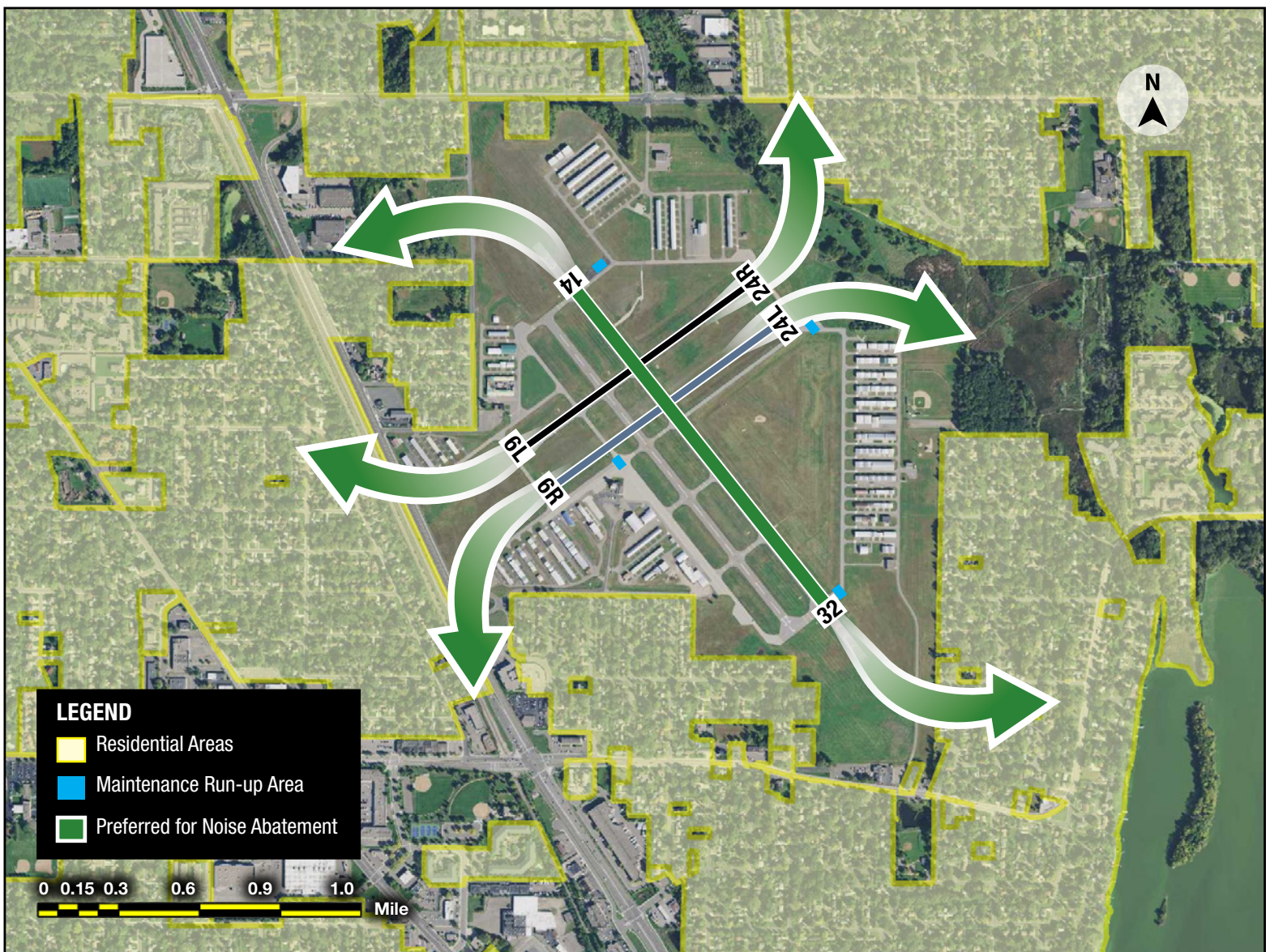
MIC GROUND: 121.6

MIC TOWER: 120.7

MAY-SEP: 0700-2200 (Icl), OCT-APR: 0700-2100 (Icl)

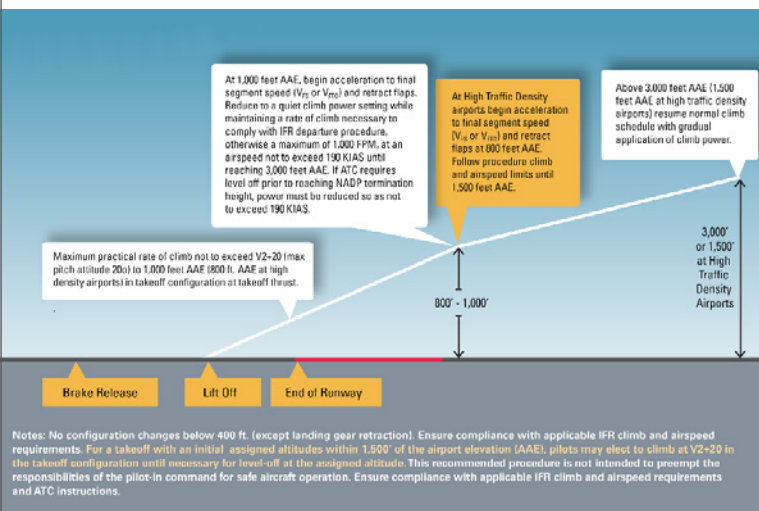
MINNEAPOLIS APP/DEP: 126.5

MINNEAPOLIS APP provides CLR DEL on 121.6 when MIC ATCT Closed.



DEPARTURE PROCEDURES

1. Turbojet aircraft departing on Runways 14 or 32: turn to a northerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet agl.
2. Itinerant traffic: turn to a northerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet agl, and when air traffic and other conditions permit.
3. Intersection takeoffs are discouraged.
4. Follow NBAA Close-In Departure Procedure recommended below:



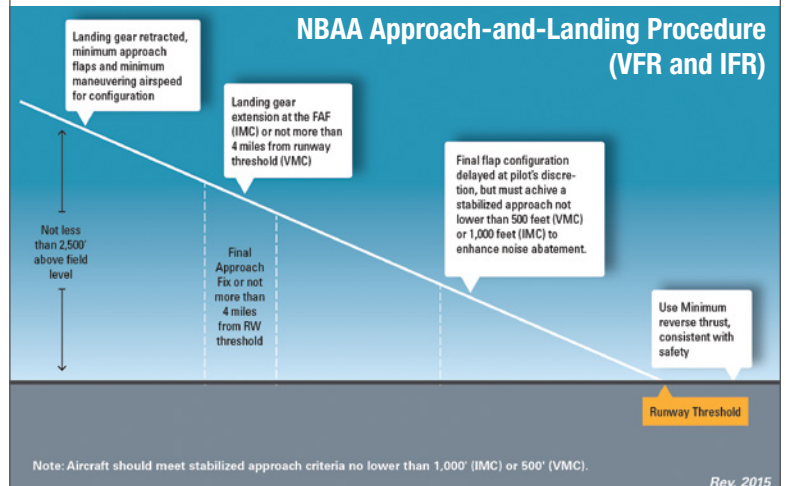
HELICOPTER PROCEDURES

Helicopter training in the traffic pattern area is prohibited from 2200 to 0800 local time.

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

ARRIVAL PROCEDURES

1. On approach to MIC runways, remain at Traffic Pattern Altitude or higher until descending via approach slope indicator, then maintain altitude at or above the approach slope indicator as much as possible until landing.
2. Follow NBAA Approach and Landing Procedures recommended below:



MAINTENANCE RUN-UPS

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

- 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.
- Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.
- Except in emergencies, engine tests and maintenance run-ups are prohibited between 2200 and 0800 local time.
- Run-up Areas: The run-up pad adjacent to the threshold of the active runway should be used.