

Plymouth Municipal Airport Noise Abatement Procedures

In an effort to be a good neighbor and sensitive to the surrounding communities we ask for your cooperation in abiding by the guidelines outlined in our voluntary noise abatement procedures. The following are some techniques to minimize the noise impact produced by aircraft operating near the ground. These AOPA recommendations are general in nature, some may not be advisable for every aircraft in every situation. **No noise reduction procedure should be done that would compromise flight safety.**

General Aviation Users

- a.** If practical, avoid noise-sensitive areas, such as residential areas and open-air assemblies (e.g. sporting events, graduations, concerts). Make every effort to fly at or above 1,100 feet MSL with conventional piston type aircraft and 1,600 feet for turbo-prop and turbo-jet aircraft over the surface of such areas when overflight cannot be avoided.
- b.** Consider using reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
- c.** On take-off, gain altitude as quickly as possible without compromising safety.
- d.** Retract the landing gear as soon as a landing straight ahead on the runway can no longer be accomplished. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
- e.** Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- f.** Use Runway PAPI's. They will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- g.** If possible, do not adjust the propeller control for flat pitch on the downward leg; instead, wait until short final. This practice provides a quieter approach.
- h.** Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
- i.** Flying between 11:00 P.M. and 7:00 A.M. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft)

The calm wind runway is 24
The preferred grass runway is ?
There are no straight out departures from runway 6

TURBO-JET BUSINESS AIRCRAFT

Pilots of turbo-jet business aircraft are requested to use NBAA recommended noise abatement procedures developed for take-off over close-in residential communities and for VFR and IFR approaches (the NBAA procedures manual is available in the airport manager's office).

HELICOPTERS

Helicopter operators are requested to use HAI - Recommended Noise Abatement Measures.
Helicopters shall fly a close pattern which stays on the airport property whenever possible. Flight paths near the tree line are helpful for noise abatement.
Hover times should be kept to 15 minutes or less if possible.
Helicopter training should be between 8.00am and 9.00pm.

MAINTENANCE RUN-UPS

Maintenance run-ups should be conducted between the hours of 7:00 A.M. and 9:00 P.M.

TOUCH-AND-GO OPERATIONS

- a. Touch-and-go aircraft use best-rate-of-climb to pattern altitude as soon as possible.
- b. Touch-and-go operations are not recommended from 9:00 P.M. to 7:00 A.M.
- c. Whenever possible, please avoid continuous overflight of the close-in noise sensitive areas shown on the map.