

Noise Abatement Plan

The voluntary Noise Abatement Plan (NAP) for LVN has been prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible.

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.

LVN IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas

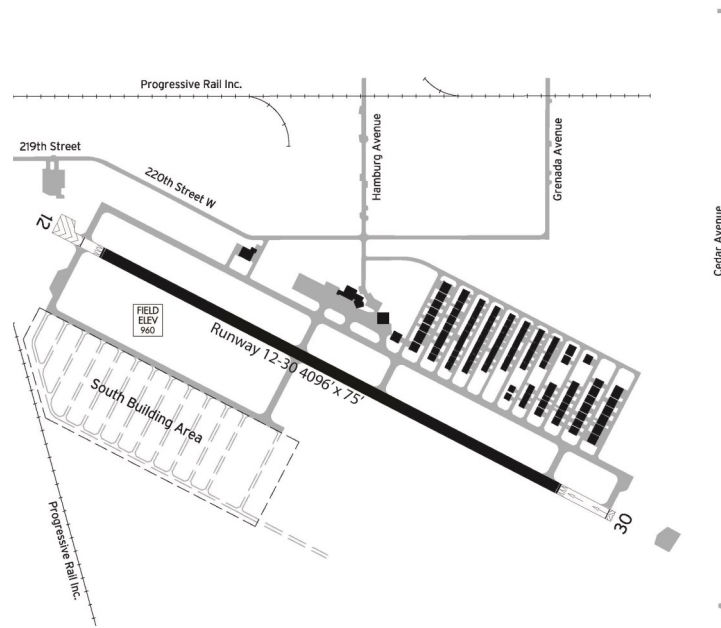
Pilots are asked to operate with consideration for the residents located near LVN. Please avoid flying low and follow the established noise abatement procedures to help ensure a peaceful environment for everyone.

Voluntary Nighttime Restriction In Effect

1. Voluntarily refrain from flying between 2200 to 0700 local time.
2. If an operation must occur, follow the preferred noise sensitive departure and arrival procedures.
3. No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local time. *Note: Operations between 2200 and 2400 local may need to be conducted for the purposes of meeting nighttime flight currency requirements.*
4. Intersection takeoffs at LVN are discouraged.

Preferred Runway Use

The preferred runway for takeoffs and landings is Runway 30.



AIRPORT DIAGRAM

**LAKEVILLE, MINNESOTA
AIRLAKE AIRPORT (LVN)**

KLVN **Pilot Guide**

AIRPORT INFORMATION

Field Elevation: 960
TPA: 1760 (800)

RUNWAY INFORMATION

RWY 12 - 30 4096 x 75

RWY 12: REIL. VASI - 3.25° (4-box, on left). Right tfc.
Tree.
RWY 30: MALSR. REIL. PAPI - 3.0° (on right). Left tfc.
Hill.

COMMUNICATIONS

CTAF: 123.0
UNICOM: 123.0
WX AWOS-3: 118.0
WX AWOS PHONE (952) 469-5850

MINNEAPOLIS APP/DEP: 134.7
CLEARANCE DELIVER: 118.95

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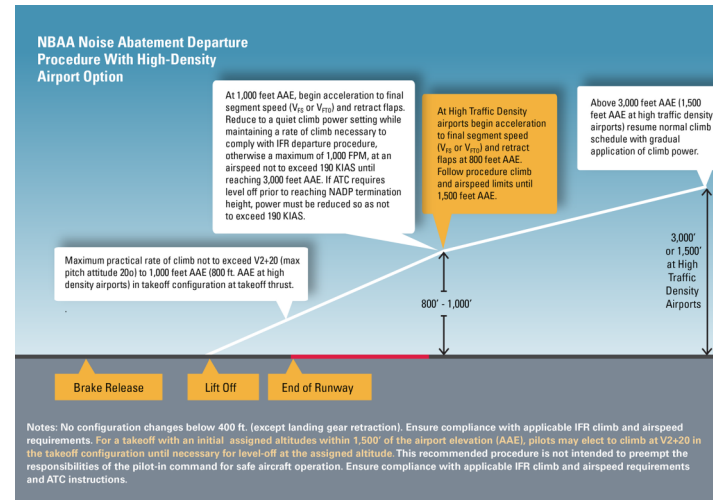


Takeoff and Landing Procedures

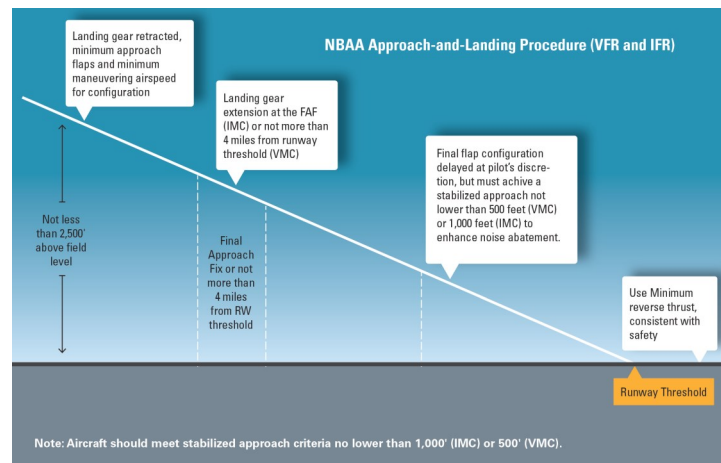
Noise abatement takeoff and landing procedures are the basis of many noise mitigation strategies. Please use the following procedures when flying into or out of LVN:

1. The calm wind runway shall be Runway 52. Whenever the wind is below 5 knots, Runway 52 will be the primary operating runway.
2. Unless otherwise dictated by air traffic or weather conditions, departing aircraft should attain an altitude of 500 feet agl before turning.
3. Attain the highest reasonable altitude before overflying noise sensitive residential areas.
4. An aircraft 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.
5. Whenever possible, all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.
6. For noise abatement, all pilots should refer to the Pilots Operating Manual for their aircraft to determine recommended operation 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 so as to avoid prolonged flight at low altitude.
7. When departing in aircraft equipped with variable pitch propellers reduce manifold pressure and engine RPM as soon as practical after takeoff.

Unless otherwise directed by air traffic control, use the National Business Aviation Association landing and departure procedures depicted below:



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.



Maintenance Run-ups

Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time. Emergency exceptions may apply.

Helicopter Procedures

Helicopter operators are asked to avoid low-level training and repetitive activity over residential areas whenever possible.

Traffic Pattern Procedures

1. Traffic pattern altitude shall be 800 feet agl.
2. Multiple training events by jet aircraft are prohibited.
3. Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 52. Avoid overflying noise sensitive areas if possible.



For more information contact: (612) 725-6327
www.macnoise.com/pilots
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