

Noise Abatement Plan

The voluntary Noise Abatement Plan (NAP) for MIC 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.

MIC IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas

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

Nighttime Procedures

1. No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local.
2. Intersection takeoffs at the airport are discouraged at all times.
3. There may be no intersection takeoffs between the hours of 2200 local and 0700 local.
4. C. Any aircraft not meeting Federal Air Regulation Part 36 is prohibited between the hours of 2200 local and 0700 local.

Preferred Runway Use

The following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

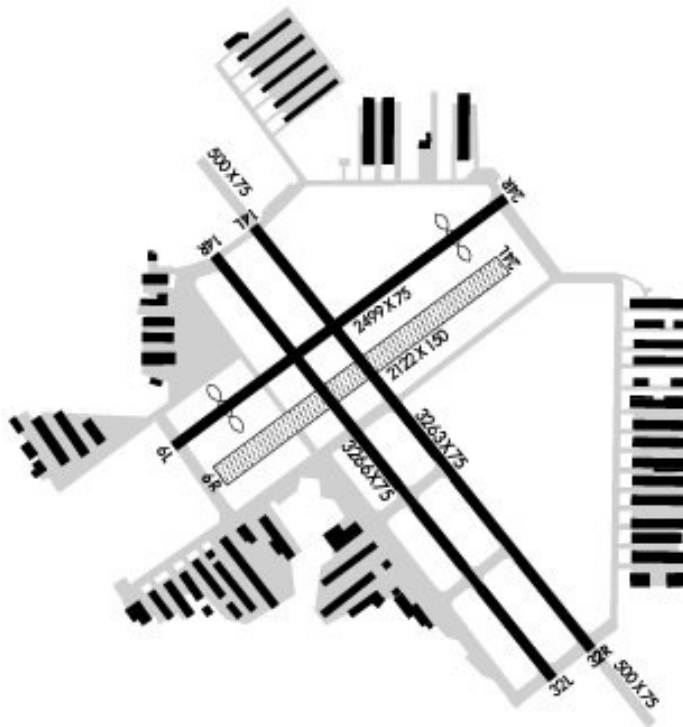
Piston Engine or Turbo Prop Aircraft

Arrivals: 14L, 14R, 32R, 32L, 24R, 6L, 6R

Departures: 14L, 14R, 32R, 32L, 6L, 6R, 24R, 24L

Jet Aircraft

Arrivals/Departures: 32R, 14L



AIRPORT DIAGRAM

CRYSTAL, MINNESOTA
CRYSTAL AIRPORT (MIC)

KMIC **Pilot Guide**

AIRPORT INFORMATION

Field Elevation: 869
TPA: 1869 (1000)

RUNWAY INFORMATION

RWY 14R - 32L 3266 x 75

Asphalt, Single Whl Wt. 13,000 lbs, Dual Whl Wt. 25,000 lbs

*RWY 14R

*RWY 32L: Left tfc.

*Closed to fixed-wing aircraft when MIC tower closed. Open to helicopters 1/2 hour after sunset and 1/2 hour before sunrise.

RWY 14L - 32R 3263 x 75

Asphalt, Single Whl Wt. 13,000 lbs, Dual Whl Wt. 25,000 lbs

**RWY 14L: REIL. VASI - 4.0° (4-box, on left). Left tfc. Tree.

**RWY 32R: REIL. VASI - 3.5° (4-box, on left). Trees.

**500 ft. displaced threshold at each end not available for takeoff

RWY 6L - 24R 2499 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 2122 x 150

Turf

***RWY 6R

***RWY 24L: Left tfc.

***Closed Nov-Apr

COMMUNICATIONS

CTAF: 120.7

UNICOM: 122.95

ATIS: 124.475

WX SOURCES: ASOS PHONE (763) 531-2343

MIC GROUND: 121.6

MIC TOWER: 120.7

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

MINNEAPOLIS APP/DEP: 126.5

MINNEAPOLIS APP provides CLR DEL

on 121.6 when MIC ATCT Closed.

macnoise.com



Traffic Pattern Procedures

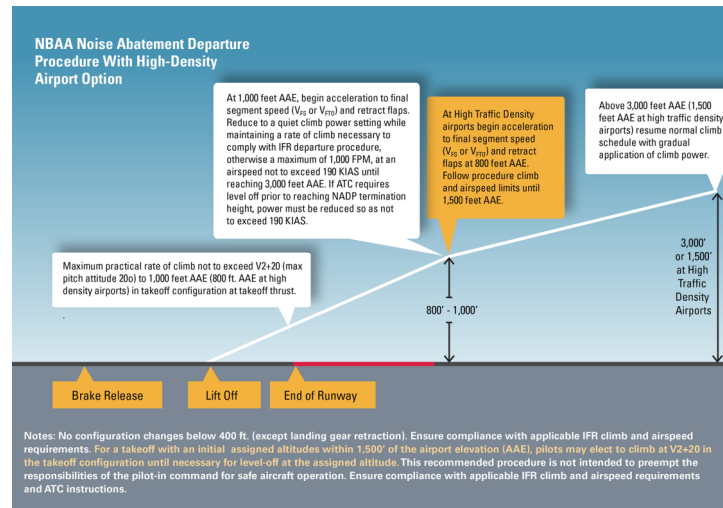
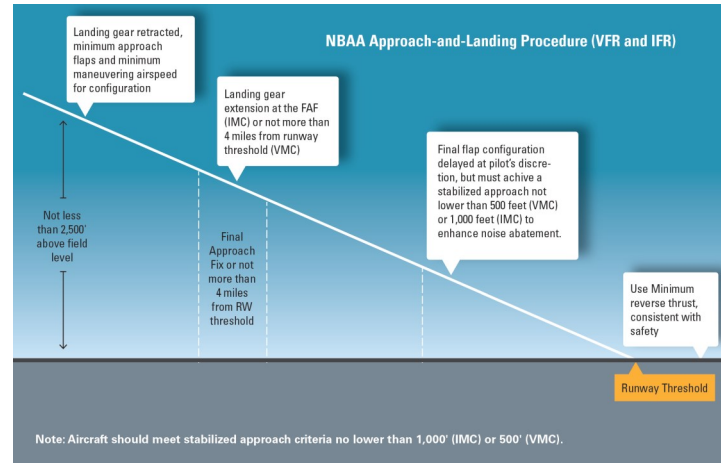
Traffic pattern altitude shall be 1000 feet AGL. Maintain pattern altitude until abeam the approach end of the landing runway.

1. Multiple training events by jet aircraft in the traffic pattern are prohibited.
2. Extended legs in the traffic pattern are NOT permitted unless required for operational safety.
3. Whenever feasible, aircraft remaining in the pattern shall use Runways 14L or 32R when the tower is closed.

Noise Abatement Takeoff and Approach

1. When the winds are less than 5 knots, pilots should try to use Runway 14L. However, if traffic density or weather dictates, Runway 14R may also be used.
2. 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 safe landing.
3. Turbine aircraft shall use National Business Aviation Association (NBAA) **Approach and Landing** Procedure when arriving and **Close-In Departure** Procedure departing MIC, unless directed otherwise by ATC.
4. Turbojet aircraft departing Runways 14L or 32R shall turn to a northerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet AGL (when the tower is closed), unless otherwise directed by air traffic control.
5. 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 when traffic and other conditions permit (when the tower is closed).

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



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 are asked to cooperate with the following:

1. Avoid the flow of fixed wing aircraft.
2. Avoid low-level training and repetitive activity over residential areas whenever possible.
3. Helicopter training in the traffic pattern area is prohibited from 2200 local time to 0800 local time.

Maintenance Run-ups

Whenever possible, the run-up pad adjacent to the threshold of the active runway should be used as a designated for engine tests and maintenance run-ups. .

1. Between 1700 local and 2200 all engine tests and maintenance run-ups in excess of 5 minutes shall be conducted in the designated area.
2. Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.
3. Except in emergencies, engine tests and maintenance run-ups are prohibited between 2200 local time and 0800 local time.



For more information contact: (612) 725-6327
www.macnoise.com/pilots
 Version Date: 8/2015