

Pilot Information and Noise Abatement

ANE is located in the City of Blaine, and serves one of the most rapidly growing areas of the Minneapolis-St. Paul metropolitan region. A voluntary Noise Abatement Plan (NAP) for ANE was prepared in cooperation with airport users, the Federal Aviation Administration (FAA), and the Metropolitan Airports Commission.

ANE IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas

Noise sensitive areas surround ANE, and pilots are asked to operate with consideration for the residents located in those areas. Please avoid flying low and prolonged noisy operations in the vicinity of these areas, and follow the established noise abatement procedures to help ensure a peaceful environment for everyone.

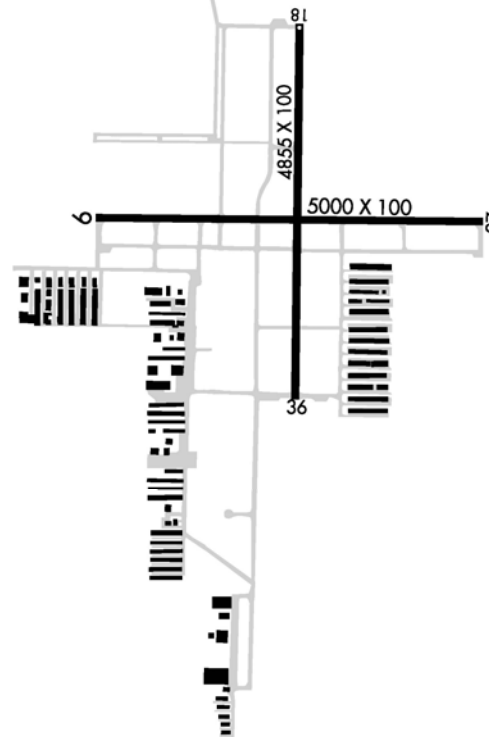
Preferred Runway Use

Runway 18/36 is preferred for arrivals and departures for noise abatement. If possible, use of Runway 36 is best especially during the nighttime hours of 2200 to 0700 local time. Whenever the winds are less than 5 knots these runways will be the primary operating runways at ANE. During tower hours, air traffic control will dictate the active runway.

Nighttime Procedures

The nighttime hours are when people are resting and most sensitive to aircraft operations. Try to minimize operations during nighttime hours when possible.

1. Voluntarily refrain from flying between 2200 to 0700.
2. If an operation must occur avoid overflying residential areas when possible.
3. No training may be conducted in the traffic pattern between the hours of 2400 local and 0700 local.



AIRPORT DIAGRAM

BLAINE, MINNESOTA
ANOKA COUNTY-BLAINE AIRPORT (ANE)

Maintenance Run-ups

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

1. Engine tests and maintenance run-ups should be performed in the designated area north of the west-side hangars. Exceptions must be approved by the airport manager.
2. Engine tests and run-ups are prohibited between 2200 and 0700 local time.

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.

KANE **Pilot Guide**

AIRPORT INFORMATION

Field Elevation: 912
TPA: 1912 (1000)

RUNWAY INFORMATION

RWY 18 - 36 4855 x 100
Asphalt, maximum weight single wheel 23,000/dual wheel 60,000 lbs

RWY 18: REIL. VASI - 3.0° (4-box, on left). Left tfc. Tree.

RWY 36: REIL. VASI - 3.0° (4-box, on left). Left tfc. Trees.

RWY 27 - 9 5000 x 100
Asphalt, maximum weight single wheel 23,000/dual wheel 60,000 lbs

RWY 27: PAPI - 3.0° (4-light, on left). Right tfc. No Obstructions.

RWY 9: REIL. PAPI - 3.0° (4-light, on left). Left tfc. Trees.

COMMUNICATIONS

CTAF: 132.4
UNICOM: 122.95
ATIS: 120.625
WX SOURCES: ASOS PHONE (763) 780-9025
FSS: 122.55

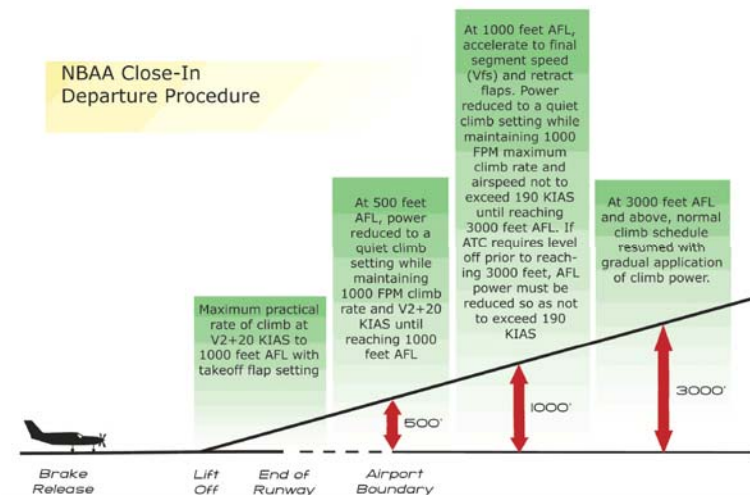
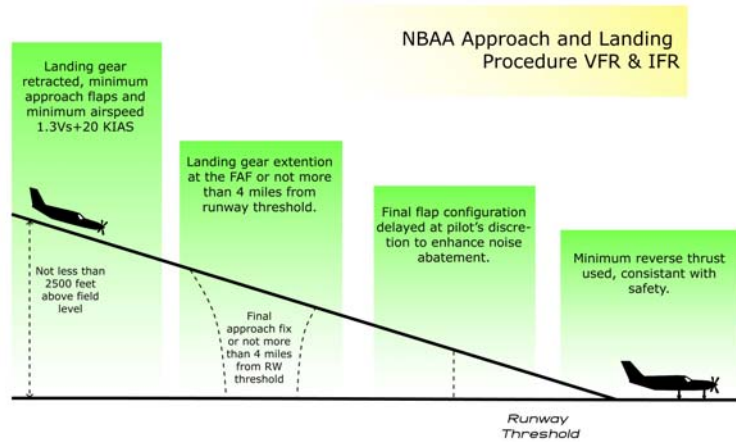
ANE GROUND: 121.85
MAY-SEP: 0700-2200, OCT-APR: 0700-2100

ANE TOWER: 132.4
MAY-SEP: 0700-2200, OCT-APR: 0700-2100

MINNEAPOLIS APP/DEP: 126.5
MINNEAPOLIS APP provides CLR DEL
on 121.85 when ANE ATCT Closed.

Noise Abatement Takeoff and Approach

1. When the winds are calm, pilots should try to use Runway 18/36 if possible, with preference to Runway 36.
2. All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing ANE.
3. On approach to land on a runway that is served by an approach slope indicator, maintain an altitude that is at or above the glide slope indicator until a lower altitude is necessary for safe landing.
4. Turbine aircraft shall use National Business Aircraft Association (NBAA) **Approach and Landing Procedure** when arriving and **Close-In Departure Procedure** departing ANE, unless directed otherwise by ATC.

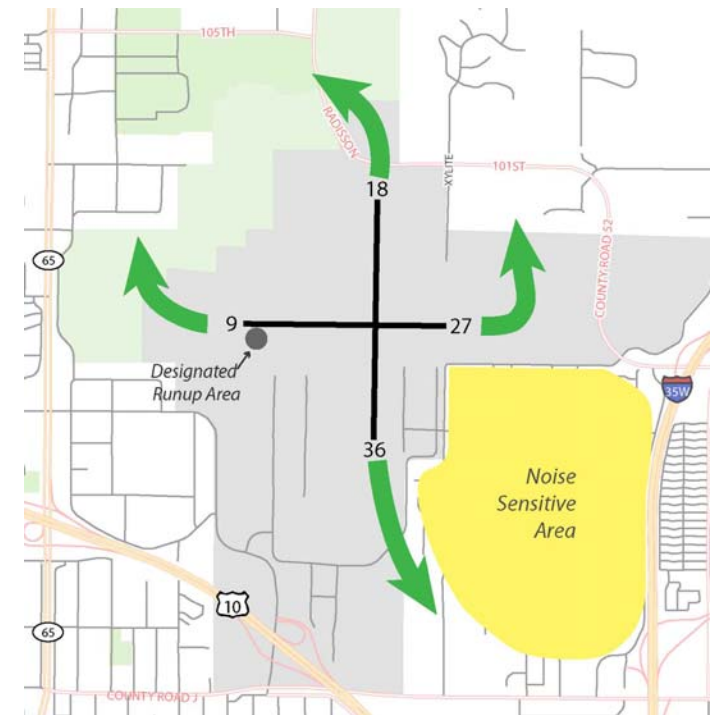


5. Multiple training events by turbojet aircraft in the traffic pattern are prohibited, except in the execution of FAA Orders to fulfill valid Letters of Authorization (LOA).
6. Aircraft departing from Runway 18 traffic pattern shall turn to an easterly heading as soon as practical, unless directed otherwise by ATC.
7. Stop and Go landings are NOT permitted.
8. Intersection takeoffs are NOT permitted.
9. Pilots practicing instrument approaches under VFR conditions should make every effort to avoid moderate to heavy traffic periods, and be alert for other aircraft in the pattern. Practice IFR traffic does NOT have the right of way over VFR traffic. Practice VOR-9 approaches should be discontinued west of Highway 65. DME-27 approaches should be discontinued east of 35W unless conducted to a straight-in full-stop landing.
10. All pilots should refer to their aircraft's Pilots Operating Manual to determine recommended operating procedures designed to reduce community noise impacts.
11. Avoid prolonged flight at low altitude over residential areas whenever possible during arrival or departure.
12. If operating an aircraft with variable pitch propeller(s), reduce manifold pressure and engine RPM as soon as practical after takeoff.

Helicopter Procedures

The unique design characteristics and capabilities of helicopters allow, and sometime require, helicopters operations to and from movement areas that are not designed for fixed-wing aircraft. In general, helicopter operators are instructed to avoid the flow of fixed-wing aircraft. The following procedures apply to helicopter training:

1. All helicopter training in the traffic pattern area is prohibited from 2200 to 0700 local time.
2. ATC shall determine the traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding ANE.



Traffic Pattern Procedures

Traffic pattern altitude shall be 1,000 feet agl. Maintain pattern altitude until abeam the approach end of the landing runway.

1. During non-tower hours, aircraft should enter the pattern using standard 45 degree entry, and complete at least two 90 degree turns in the pattern before landing.
2. Extended legs in the traffic pattern are NOT permitted unless directed by ATC, traffic pattern density, and required for operations safety.
3. Straight-in approaches are NOT permitted under VFR.
4. **Runway 36:** keep downwind leg east of Highway 65.
5. **Runway 18:** keep crosswind leg north of County Road J, and downwind leg west of I-35W.
6. **Runway 27:** right traffic, and keep crosswind leg east of Highway 65, and downwind turn to base west of I-35W.
7. **Runway 9:** keep crosswind leg west of I-35W, and turn downwind to base leg west of Highway 65.

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