

Noise Abatement Plan

The voluntary Noise Abatement Plan (NAP) for FCM 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.

FCM IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas

Noise sensitive areas surround FCM, and pilots are asked to operate with consideration for the residents located in those areas. 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 FCM are discouraged at all times.

Preferred Runway Use

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

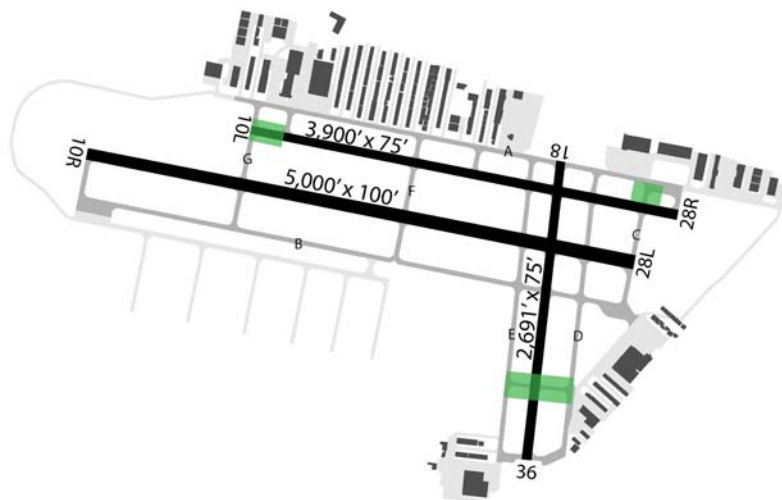
Piston Engine or Turbo Prop Aircraft

Arrivals: 10R, 10L, 28L, 28R, 36, 18

Departures: 10R, 10L, 28L, 28R, 18, 36

Jet Aircraft

Arrivals/Departures: 10R, 28L



AIRPORT DIAGRAM

EDEN PRAIRIE, MINNESOTA
FLYING CLOUD AIRPORT (FCM)

ORDINANCE 97

MAC Ordinance No. 97 prohibits aircraft maintenance run-ups at FCM between the hours of 2200 and 0700 local time and restricts the use of the airport to only aircraft weighing less than 60,000 pounds certified max gross takeoff weight, dual wheel.

1. Exemptions to the above restrictions do exist in the case of emergency, U.S. Government Aircraft or unscheduled maintenance run-ups that are required to meet a departure time the next morning.
2. MAC Ordinance No. 97 carries punitive action in the form of a misdemeanor punishable in accordance with Minnesota Statutes, Section 609.03.

macnoise.com



KFCM Pilot Guide

AIRPORT INFORMATION

Field Elevation: 906
TPA: 1906 (1000)

RUNWAY INFORMATION

RWY 18 - 36 2691 x 75
Asphalt, runway weight maximum 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.
Road, fence.

RWY 28R - 10L 3900 x 75
Asphalt, runway weight maximum 60,000 lbs

RWY 28R: Right tfc. Road.
RWY 10L: Left tfc. No Obstructions.

RWY 28L - 10R 5000 x 100
Asphalt, runway weight maximum 60,000 lbs

RWY 28L: REIL. PAPI - 3.0° (4-box on left). Left tfc. Bldg.
RWY 10R: MALSR. PAPI - 3.0° (4-box on left). Right tfc.
No obstructions.

COMMUNICATIONS

CTAF: 119.15
UNICOM: 122.95
ATIS: 124.9

WX SOURCES: ASOS PHONE (952) 941-4156
EMERGENCY: 121.5, 243.0

FCM GROUND: 121.7
APR-OCT: 0700-2200 (CDT), NOV-MAR: 0700-2100 (CST)

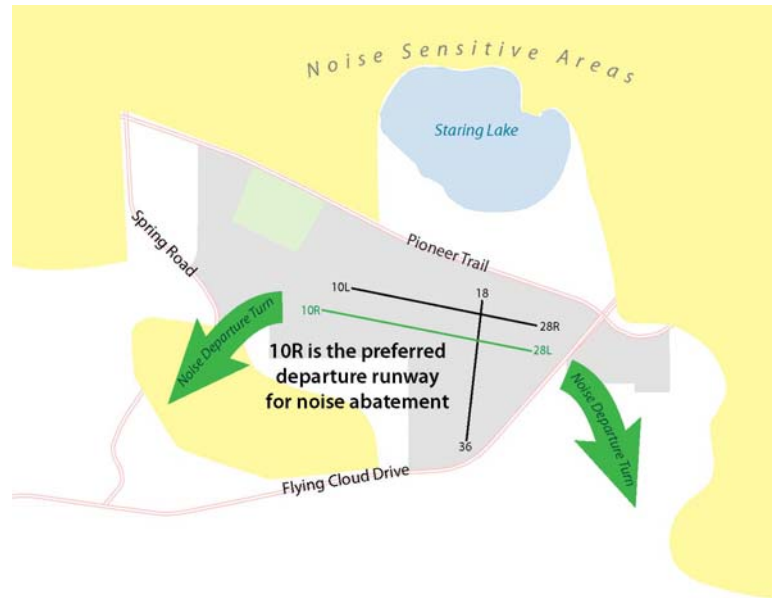
FCM TOWER: 119.15
APR-OCT: 0700-2200 (CDT), NOV-MAR: 0700-2100 (CST)

MINNEAPOLIS APP/DEP: 134.7
MINNEAPOLIS APP provides CLR DEL
on 121.7 when FCM ATCT Closed.

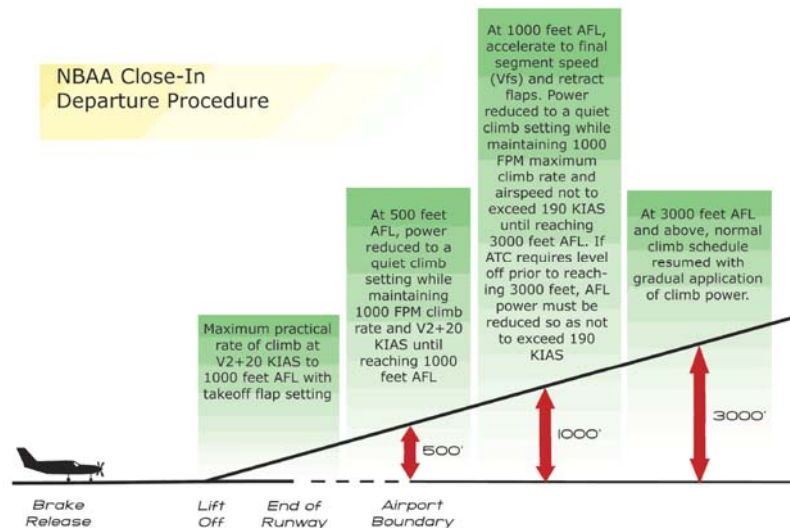


Departure Procedures

Unless otherwise directed by air traffic control, departing aircraft on Runways 10R or 28L shall turn to a southerly heading after

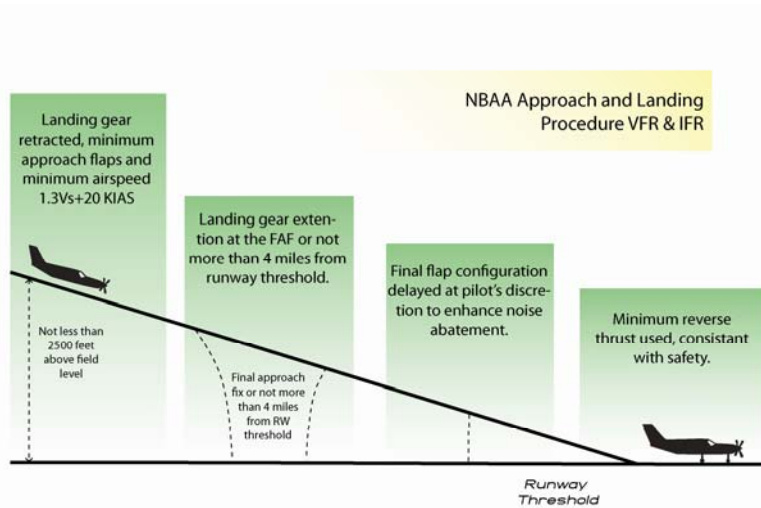


crossing the departure end of the runway and attaining an altitude of 500 feet agl. Whenever possible avoid the noise sensitive residential areas. The southbound turn procedure applies to all operations when the tower is closed.



Arrival Procedures

Unless otherwise directed by air traffic control, use the National Business Aviation Association approach and landing procedure 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.

Traffic Pattern Procedures

1. Traffic pattern altitude shall be 1,000 feet agl.
2. Multiple training events by jet aircraft are prohibited.
3. Extended legs in the pattern are not permitted unless required by ATC.
4. Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 28L/10R. Avoid overflying noise sensitive areas if possible.

Maintenance Run-ups

1. Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time. Emergency exceptions may apply (Ordinance 97).
2. Between 1700 and 2200 local time, all engine tests and run-ups in excess of five minutes shall be coordinated with air traffic control to be conducted in one of the green designated areas (see AIRPORT DIAGRAM), and parked with a heading between 360 to 030 degrees whenever practical.
3. Run-ups must be coordinated with air traffic control approval and with consideration of the runway(s) in use for arrivals and departures.

Helicopter Procedures

1. All helicopter training is prohibited at FCM from 2200 to 0800 local time.
2. Multiple helicopter approaches to a hard surface shall be restricted to the approach end of Runway 28L when Runway 18/36 is in use; and to the approach end of Runway 36 when the parallel runways are active.
3. When the Tower is active, ATC shall determine traffic pattern procedures with consideration for the noise sensitive areas.
4. Helicopter operators are asked to avoid low-level training and repetitive activity over residential areas whenever possible.

Stage 2 Aircraft Operations Restrictions

The MAC has implemented a voluntary restriction on Stage 2 aircraft operations. If the total number of Stage 2 aircraft operations at FCM exceeds seventy-five (75) within any rolling 12-month period, the MAC will initiate the process to implement a mandatory ban on Stage 2 aircraft at FCM.