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# Reliever Airports: **NOISE ABATEMENT PLAN**

## **Anoka County - Blaine Airport**

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### **INTRODUCTION**

The noise abatement plan for the Anoka County-Blaine Airport was prepared in recognition of the need to make the airport and the surrounding community as environmentally compatible as possible. The plan culminates a cooperative effort between airport users, airport businesses, the Anoka County-Blaine Airport Advisory Commission, City officials, Federal Aviation Administration (FAA) representatives, and the Metropolitan Airports Commission.

Many of the recommended procedures contained in the plan are currently in use at the airport and are effective in reducing airport related noise in the surrounding communities. Basically, the noise abatement plan directs the bulk of traffic over the least densely populated areas surrounding the airport, to reduce noise levels over nearby residential areas. Traffic will remain north of Runway 09/27. This implies *non-standard* traffic pattern turns (right turns) for Runway 27. A traffic pattern altitude of 1,000 feet helps reduce noise levels over sensitive areas. The plan does not supersede any Federal Aviation Regulations, specifically those regarding safe aircraft operating procedures. Certain flight conditions and aircraft operational limitations may make it unsafe to fly all or any part of these procedures.

No two airport situations are alike, and each requires a unique combination of procedures to address the noise problem. The best path is a balanced approach producing realistic and practical solutions reasonable to both aviation and community interests. To successfully implement this noise abatement plan a series of on-going training sessions will be scheduled between pilots, FBO owners, FAA personnel, and Metropolitan Airports Commission staff.

Comprehensive noise control and compatibility planning address a number of elements such as: land use compatibility, airport design, aircraft and airport operational procedures, access restrictions, and noise program management. The noise abatement plan for this airport is only part of a comprehensive strategy, and

focuses on those elements under the control and jurisdiction of the Metropolitan Airports Commission. All time references in this document are *local* time, i.e., *Central Standard Time* or *Central Daylight Time*, as appropriate.

## **RULE I NOISE ABATEMENT TAKEOFF AND APPROACH PROCEDURES**

Noise abatement takeoff and landing procedures are the basis of many noise mitigation strategies. Takeoff and landing procedures encompass a number of alternatives including runway selection, takeoff and landing profiles and power settings, and approach or departure paths. Runway selection is affected by winds, airspace procedures of adjacent air traffic facilities, navigational aids, air traffic control procedures, aircraft performance and requirements, and air traffic density. When linked with appropriate landing/takeoff profiles and approach/departure paths, runway selection provides neighborhood relief compared to an unconstrained airport environment. The following takeoff and approach procedures will apply at the Anoka County-Blaine Airport.

- A. The calm wind runways will be Runways 18/36, with preference to Runway 36. Whenever the wind is below 5 knots, these runways will be the primary operating runways at the Anoka County-Blaine Airport.

**Note:** [During Tower hours, air traffic control will dictate the active runway.](#)

- B. All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing the Anoka County-Blaine Airport.
- C. 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.
- D. Unless otherwise instructed by Air Traffic Control all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.
- E. Multiple training events by turbojet aircraft in the traffic pattern are prohibited, except in the execution of FAA ORDER(s) 8130.27 and 8700.1, and the appropriate FAA NOTICE(s) 8110.61 and 8130.65, to fulfill valid Letters of Authorization (LOA).
- F. Unless otherwise instructed by Air Traffic Control, aircraft departing the Runway 18 traffic pattern shall turn to an easterly heading as soon as practical to avoid overflying residential areas south of the airport.
- G. *Stop and Go* landings are not permitted.
- H. Intersection takeoffs are not permitted.
- I. During non-tower hours, pilots practicing instrument approaches under VFR conditions at the Anoka County-Blaine Airport should make every effort to avoid those periods of the day when traffic is moderate to heavy, and should be particularly alert for other aircraft in the pattern. Practice IFR traffic does not have the right of way over VFR traffic. To avoid disruption of VFR traffic flow, 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

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## NOISE ABATEMENT TRAFFIC PATTERN PROCEDURES

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full-stop landing.

- J. For noise abatement, all pilots should refer to the Pilots Operating Manual for their aircraft to determine recommended operating 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.

When departing in aircraft equipped with variable pitch propellers, reduce manifold pressure and engine RPM as soon as practical after takeoff.

## RULE II NOISE ABATEMENT TRAFFIC PATTERN PROCEDURES

The traffic pattern is the specified path to be flown by aircraft operating in the vicinity of an airport. The components of a typical traffic pattern are: upwind leg, crosswind leg, downwind leg, base leg, and final approach. To minimize noise impacts on residential areas close to the airport, this noise abatement plan directs traffic to remain north of Runway 09/27. This requires non-standard turns (right turns) for operations on Runway 27, and standard (left turns) for operations on Runways 18/36 and Runway 09. Use of any traffic pattern procedure does not alter the responsibility of each pilot to see and avoid other aircraft. The following procedures apply to aircraft operating in the traffic pattern at the Anoka County-Blaine Airport:

- A. Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Aviation Regulations, the traffic pattern altitude shall be 1,000 feet above ground level; 1,912 feet above mean sea level (MSL).
- B. Straight-in approaches are not permitted under VFR conditions. Use Anoka, Crystal or Minneapolis-St. Paul International Airport weather to establish weather minimums.
- C. For Runway 36, left traffic pattern turns are required. The downwind leg will be flown inside (east of) Highway 65. Unless directed by ATC, avoid extended downwind legs. To the greatest extent possible, turn to the base leg for Runway 36 inside (north of) County Road J.
- D. For Runway 18, standard left traffic pattern turns will be flown. Unless directed by ATC, turn to the crosswind leg for Runway 18 inside (north of) County Road J. The downwind leg will be flown inside (west of) Interstate 35W, to the greatest extent possible.
- E. For Runway 27, *right* traffic pattern turns are required. To the greatest extent possible, turn to the crosswind leg for Runway 27 inside (east of) Highway 65. Fly the downwind leg so the turn to base leg remains inside (west of) Interstate 35W, unless otherwise directed by ATC.
- F. For Runway 09, standard left traffic pattern turns will be flown. To the greatest extent possible, turn to the crosswind leg for Runway 09 inside (west of) Interstate 35W. Turn the base leg for Runway 09 inside (east of) Highway 65, unless otherwise directed by ATC.
- G. During non-tower hours, aircraft should enter the pattern on downwind by a 45° entry. Aircraft should complete at least two 90° turns in the pattern before landing.
- H. Extended legs in the traffic pattern are not permitted unless dictated by Air Traffic Control, traffic pattern density and required for operational safety.

- I. On downwind legs, maintain pattern altitude until abeam the approach end of the landing runway.

### **RULE III MAINTENANCE RUNUPS**

To minimize the amount of noise projected toward adjacent residential neighborhoods, engine tests and maintenance runups should be performed north of the west side hangar area. Exceptions to this restriction for commercial sites may be approved by the airport manager.

- A. Between 1700 hours and 2200 hours all engine tests and maintenance runups in excess of 5 minutes must be conducted in the designated area.
- B. Aircraft will be parked on a heading of 90° through 180° through 270° whenever practical.
- C. Except in emergencies, engine tests and maintenance runups are prohibited between 2200 hours and 0700 hours.

### **RULE IV 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. In general, helicopter operators are instructed to avoid the flow of fixed wing aircraft. The following procedures apply to helicopter training.

- A. Helicopter training in the traffic pattern area is prohibited from 2200 hours to 0700 hours.
- B. Air Traffic Control shall determine traffic pattern procedures for training helicopters, keeping in mind the noise sensitive areas surrounding the airport.

### **RULE V NIGHTTIME RESTRICTIONS**

The “nighttime” period of 2200 hours to 0700 hours is when most people are resting and are most sensitive to noise intrusions. To help mitigate the effect of airport operations on the surrounding community, the following nighttime restrictions are in effect.

- A. No training may be conducted in the traffic pattern between 2400 hours and 0700 hours.

### **NOISE COMPLAINT PROCEDURE**

In the early 1970s, the Metropolitan Airports Commission set up a noise complaint line to address telephone complaints about aircraft operations in the metropolitan area. The telephone number is (612) 726-9411. Although originally established to field complaints about the Minneapolis/St. Paul International Airport, complaints regarding the Reliever Airports system, including the Anoka County-Blaine Airport, are also addressed.

Callers should supply as much information about their concerns as possible (i.e., - type of aircraft if known, location, time of incident etc.). This information is then passed to either the Manager or Assistant Manager of the Airport. If the responsible

party can be identified, they are counseled on the complaint received and the correct procedure to be followed. All complaints are kept on file and reviewed regularly by Metropolitan Airports Commission staff for trends which might indicate a particular procedure needs to be reviewed. Complaints will be forwarded on a quarterly basis to the Anoka County-Blaine Airport Advisory Commission.