
Reliever Airports: NOISE ABATEMENT PLAN

Airlake Airport (LVN)

INTRODUCTION

The Importance of Flying Neighborly

The effective, efficient and safe operation of Airlake Airport (LVN) is the primary concern of the Metropolitan Airports Commission (MAC). Airport capital improvements are also a topic of great importance for the MAC and the users of LVN. As we are all aware, such programs must be pursued with environmental issues as part of the process. With the above in mind, the relationships between airports and the communities in which they reside are a critical part of airport operations.

The issue of aircraft noise is, and continues to be, one of the most significant impediments to airport development. It is imperative to operate at LVN in a manner that serves the needs of the users while imposing the least amount of impact on the community in which the airport resides.

In an effort to promote the safe, efficient and environmentally friendly operation of Airlake Airport, the MAC recommends that aircraft operators fly in a manner that is considerate of the communities within the vicinity of LVN. In addition, the MAC recommends use of a few simple Noise Abatement Procedures to help minimize the aircraft noise impacts around Airlake Airport.

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. Please use the following procedures when flying into or out of LVN:

- The calm wind runway shall be Runway 12. Whenever the wind is below 5 knots, Runway 12 will be the primary operating runway.
- All aircraft will attain the highest reasonable altitude and attempt to avoid overflying noise sensitive residential areas when departing Airlake Airport.
- 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.

- Whenever possible, all general aviation turbine aircraft shall use National Business Aircraft Association Noise Abatement Procedures when arriving to or departing from the airport.
- 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.
- When departing in aircraft equipped with variable pitch propellers reduce manifold pressure and engine RPM as soon as practical after takeoff.

Why Should I Read This?

We know you care about the future of aviation and the MAC cares about it too. This means that we have taken a proactive stance on environmental issues that may some day restrict your use of our airports. By working together with our surrounding communities, we can run a successful airport for you and be a good neighbor too. So do your part. This Noise Abatement Plan is intended to convey basic noise abatement procedures for use at LVN. More information about the MAC and its system of seven airports can be found online at: www.macnoise.com.

Cooperation makes us more than a successful airport; it makes us a good neighbor!