

Noise Abatement Plan

The voluntary Noise Abatement Plan for Lake Elmo Airport (21D) has been prepared in recognition of the need to make the airport and the surrounding community as environmental-ly 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.

LAKE ELMO AIRPORT IS NOISE SENSITIVE

Avoid Noise Sensitive Residential Areas

Pilots are asked to operate with consideration for the residents located near Lake Elmo Airport (21D). Please avoid flying low and follow the established noise abatement procedures to help ensure a peaceful environment for everyone.

Voluntary Nighttime Procedures In Effect

1. Closed traffic pattern training operations are discouraged between the hours of 2400 local and 0700 local.
2. Intersection takeoffs are discouraged at all times. Intersection takeoffs between the hours of 2200 local and 0700 local are prohibited.
3. Any aircraft not meeting Federal Air Regulation Part 36 is prohibited between the hours of 2200 local and 0700 local.

Preferred Runway Use

1. When the winds are calm (less than 5 knots) the preferred runway shall be 32.
2. When wind, weather or traffic density do not dictate the runway to be used, the following priorities are recommended when selecting a runway:

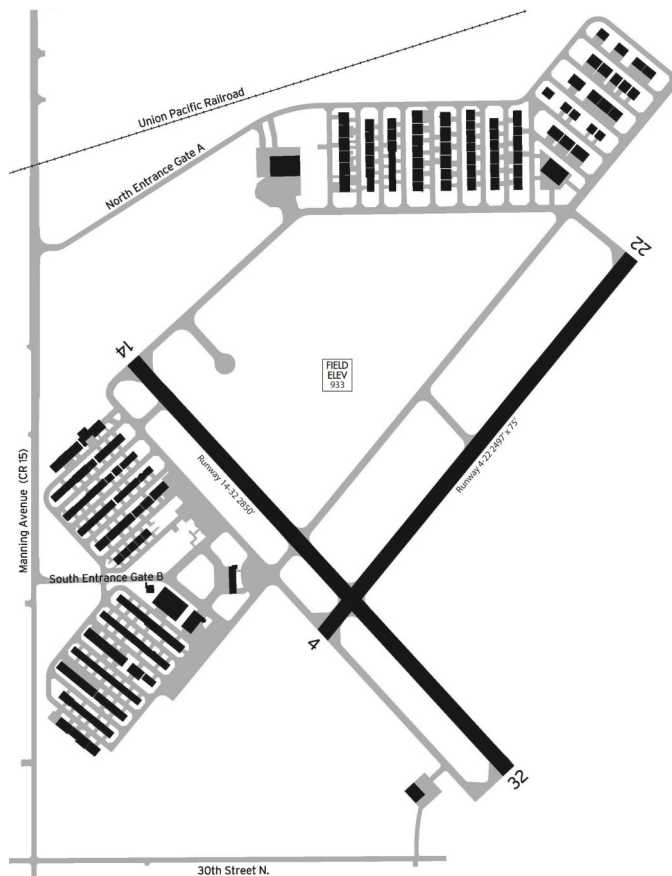
Piston Engine Aircraft or Turbo Prop Aircraft

Arrivals: 32, 14, 22, 4

Departures: 32, 14, 4, 22

Jet Aircraft

Arrivals/Departures: 32, 14



AIRPORT DIAGRAM

LAKE ELMO, MINNESOTA
LAKE ELMO AIRPORT (21D)

K21D **Pilot Guide**

AIRPORT INFORMATION

Field Elevation: 933

TPA: 1933 (1000)

RUNWAY INFORMATION

RWY 14 - 32 2850 x 75
Asphalt, Single Wheel Weight 11,000 lbs.

RWY 14: REIL. Runway Edge Lights. Left tfc. Road, trees.
RWY 32: REIL. PAPI - 3.0° (on right). Left tfc.
Road, trees.

RWY 4 - 22 2497 x 75
Asphalt, Single Wheel Weight 13,000 lbs.

RWY 4: Left tfc.

RWY 22: Left tfc.

COMMUNICATIONS

CTAF: 122.8

UNICOM: 122.8

WX AWOS-3: 120.075

WX AWOS PHONE (651) 779-5949

MINNEAPOLIS APP/DEP: 121.2
CLEARANCE DELIVERY: 118.625

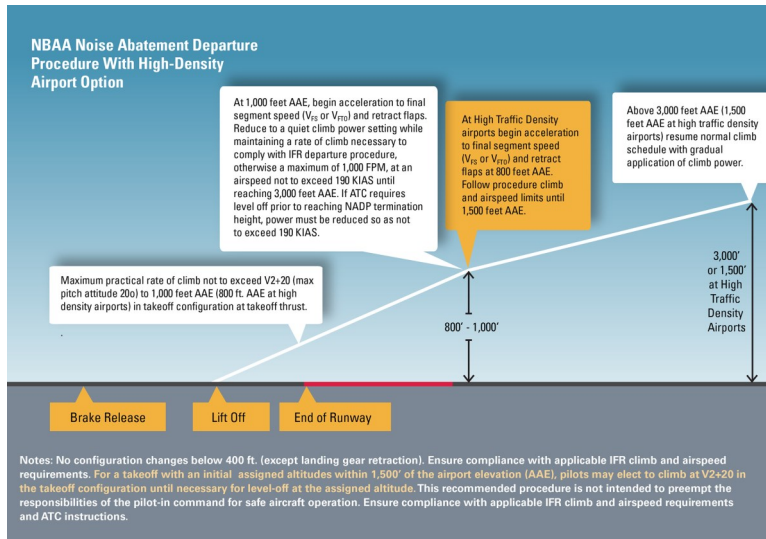
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Departure Procedures

Unless otherwise dictated by air traffic control or weather conditions, departing aircraft should climb to an altitude of 500 feet agl before initiating a turn. Whenever possible avoid noise sensitive residential areas.

General aviation turbine aircraft shall use the National Business Aviation Association departure procedures depicted below when departing 21D.



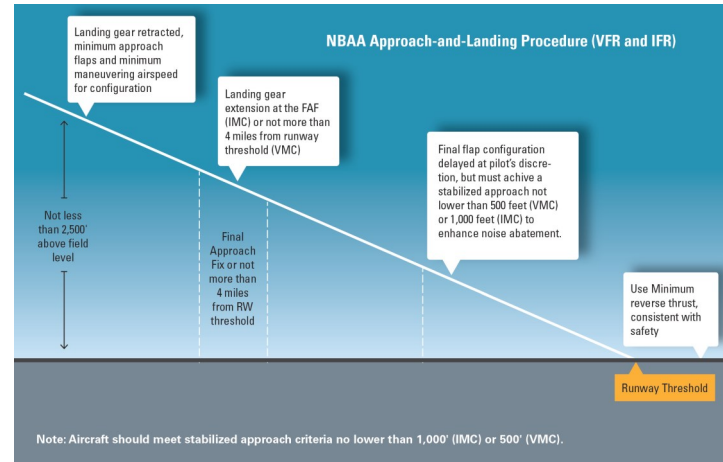
Traffic Pattern Procedures

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. The following procedures shall be adhered to while operating in the traffic pattern at the Lake Elmo Airport:

- Consistent with recommended airport operating procedures and minimum safe altitudes as established in Part 91 of the Federal Air Regulations, the traffic pattern altitude shall be 1,000 feet above ground level.
- Multiple training events by jet aircraft in the traffic pattern are prohibited.
- Extended legs in the traffic pattern are not permitted unless for operational safety.
- Whenever feasible, aircraft remaining in the traffic pattern shall use the runway 32/14.

Arrival Procedures

Unless otherwise dictated by air traffic control conditions or weather, 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.

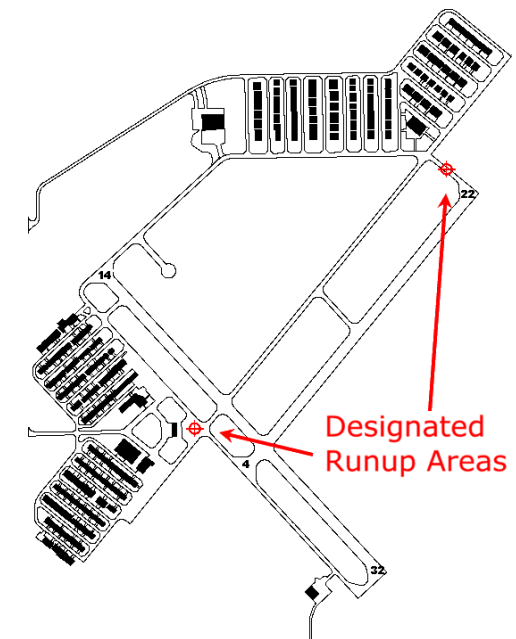
Helicopter Training

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:

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

Maintenance Run-ups

- Engine tests and maintenance run-ups are prohibited between 2200 and 0800 local time. Emergency exceptions may apply.
- The run-up pad adjacent to the threshold of the active runway should be used.
- Between 1700 local and 2200 all engine tests and maintenance run-ups in excess of 5 minutes shall be conducted in the designated area.
- Aircraft will be parked on a heading of 180 to 200 degrees whenever practical.



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