Pilot Information and Noise Abatement Plan (NAP)
A voluntary Noise Abatement Plan (NAP) for 21D is the result of cooperative efforts between airport users and pilots, surrounding communities, and the Metropolitan Airports Commission.

NOTE: FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE THAT ARE THE EXCLUSIVE AUTHORITY OF THE FAA

Preferred Runway Use
Runway 32 is the calm wind runway. Communicate runway use intentions on UNICOM/CTAF.

Nighttime Measures
1. Pilots are asked to avoid operating during nighttime hours (2200 – 0700 local) if possible.
2. Training flights are discouraged between the hours of 2400 - 0700 local.
3. Intersection takeoffs are discouraged at all times, and prohibited from 2200-0700 local.
4. Any aircraft not meeting 14 CFR Part 36 is prohibited between 2200 - 0700 local.

Traffic Pattern Procedures
The following procedures shall be adhered to while operating in the 21D traffic pattern:
1. The traffic pattern altitude at 21D shall be 1933 msl.
2. Multiple training events by turbojet aircraft in the traffic pattern are prohibited.
3. Keep traffic pattern as close to runways as possible.
4. When departing the traffic pattern, choose a path that avoids overflying residential areas if possible. Follow preferred departure routes if possible (green arrows in map).

For more information, contact: 612-725-6327
www.macnoise.com/pilots
Revision Date: April 2019

FIELD ELEVATION: 933
TPA: 1933 (1000)

RUNWAY INFORMATION
RWY 14-32 .......... 2850’ x 75’
- RWY 14: REIL. Left tfc. Road.
- RWY 32: REIL. PAPI - 3.0° (on right). Left tfc. Road, trees.

RWY 4-22 .......... 2497’ x 75’
- No lights
- RWY 4: Left tfc. Trees.
- 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
**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 areas only (see blue areas on map). Exceptions must be approved by the airport manager.
2. Gain as much altitude as possible before overlying residential areas.
3. Follow NBAA Noise Abatement Departure Procedures recommended below:

**DEPARTURE PROCEDURES**

- Intersection takeoffs at the airport are discouraged at all times.
- Departing aircraft should climb to 500 feet agl before initiating a turn. Avoid overlying noise sensitive residential areas if possible.
- Gain as much altitude as possible before overlying residential areas.
- Follow NBAA Noise Abatement Departure Procedures recommended below:

**HELICOPTER PROCEDURES**

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

**ARRIVAL PROCEDURES**

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI/VASI if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below:

**MAINTENANCE RUN-UPS**

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI/VASI if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below:

**NBAA Approach-and-Landing Procedure (VFR and IFR)**

- On approach to 21D, remain at Traffic Pattern Altitude or higher until descending via PAPI/VASI if available. Remain at an altitude at or above the approach slope indicator as much as possible.
- Stop and Go landings are NOT permitted.
- Follow NBAA Approach and Landing Procedures recommended below:

**DEPARTURE PROCEDURES**

- Intersection takeoffs at the airport are discouraged at all times.
- Departing aircraft should climb to 500 feet agl before initiating a turn. Avoid overlying noise sensitive residential areas if possible.
- Gain as much altitude as possible before overlying residential areas.
- Follow NBAA Noise Abatement Departure Procedures recommended below:

**HELICOPTER PROCEDURES**

1. Helicopter training in the traffic pattern area is prohibited from 2200 - 0800 local.
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