

NOISE ABATEMENT PROCEDURES

Jet Aircraft

Restrictions

Summer – May 1 thru September 30

The use of rwy 32 for departure by turbojet and turboprop aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily. Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport Operations Manager or his designated official.

Preferential Runway Determination

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and pilots of non-chapter 3 aircraft should be prepared to use runways other than 14 for landings when conditions permit the use of such other runways.

Departure Procedures

| Rwy      | NADP   |
|----------|--------|
| All rwys | 1 or 2 |

Rwys 07, 14, 32 – Climb on rwy hdg to **3000'** before proceeding on course.

Arrival Procedures – VFR and Visual Approach

VFR

- 1. Circuit height **2500'** (weather permitting);
- 2. Right hand circuits on rwys 07 and 14;
- 3. Maintain **2500'** as long as practicable before commencing descent;
- 4. Remain on or above glide slope or assumed 3° glide path.

Visual Approaches

ATS may provide vectors direct to the final approach fix. Aircraft **MUST**:

- 1. Intercept final at or outside the final approach fix;
- 2. Remain on or above ILS glide slope or assumed 3° glide path;
- 3. Maintain the last assigned altitude until established on final.

Training Flights

- 1. Permitted from 0800 – 2200 hours local time. No training on Sunday.
- 2. No VFR training circuits on rwys 14 and 32 below **2500'**.
- 3. Climb on runway heading to **2500'**.
- 4. No practice circling procedures to rwy 14.