



## KFCM IS A NOISE SENSITIVE AIRPORT

Avoid Noise Sensitive Residential Areas When Possible

### NOISE ABATEMENT PLAN

The voluntary FCM Noise Abatement Plan (NAP) recognizes the need to make the airport and the surrounding community a cooperative environment. Please fly with consideration for FCM neighbors and adopt the recommended NAP measures in your normal piloting practices.

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

### Preferred Runway Use

The following priorities are recommended when selecting a runway (during tower hours, air traffic control will dictate the active runway):

#### Piston Engine, Turbo Prop Aircraft and Helicopters

**Arrivals:** 10R, 10L\*, 28L, 28R\*, 36, 18

**Departures:** 10R, 10L\*, 28L, 28R\*, 18, 36

#### Jet Aircraft

**Arrivals/Departures:** 10R, 28L

*\* Runway closed to fixed-wing aircraft when tower is closed.*

### Traffic Pattern Procedures

1. Traffic pattern altitude shall be 1906 msl.
2. Multiple training events by jet aircraft are prohibited.
3. Extended legs in the pattern are not permitted unless required by ATC.
4. Whenever feasible, aircraft remaining in the traffic pattern shall use Runway 28L/10R. Avoid overflying residential areas if possible.

### Nighttime Measures:

1. Voluntarily refrain from flying between 2200 to 0700 local time.
2. If an operation must occur, follow the preferred noise sensitive departure and arrival procedures.
3. No training (e.g., multiple takeoffs and landings, etc.) may be conducted in the traffic pattern between the hours of 2400 local and 0700 local time. Training for nighttime currency may be conducted between 2200 and 2400 local time.
4. Intersection takeoffs at FCM are discouraged at all times.

For more information, contact us during business hours at:

**612-725-6327**

**[www.macnoise.com/pilots](http://www.macnoise.com/pilots)**

Revision Date: January 2017

**FIELD ELEVATION:** 906

**TPA:** 1906 (1000)

### RUNWAY INFORMATION

**RWY 18/36 ..... 2690' x 75'**

Asphalt, runway weight maximum 60,000 lbs

- RWY 18: REIL. VASI - 3.0° (4-box, on left). Left tfc, Tree.
- RWY 36: REIL. VASI - 3.0° (4-box, on left). Left tfc, Road, fence.

**RWY 28R/10L ..... 3900' x 75'**

\* (Closed to fixed-wing aircraft when FCM ATCT closed)

Asphalt, runway weight maximum 60,000 lbs

- RWY 28R: Right tfc Road. RWY 10L: Left tfc No Obstructions.

**RWY 28L - 10R ... 5000' x 100'**

Asphalt, runway weight maximum 60,000 lbs

- RWY 28L: REIL. PAPI - 3.0° (4-box on left). Left tfc, Bldg.
- RWY 10R: MALSR. PAPI - 3.0° (4-box on left). Right tfc, No obstructions.

### COMMUNICATIONS

**CTAF:** 119.15    **UNICOM:** 122.95    **ATIS:** 124.9

**WX SOURCES:** ASOS PHONE (952) 941-4156

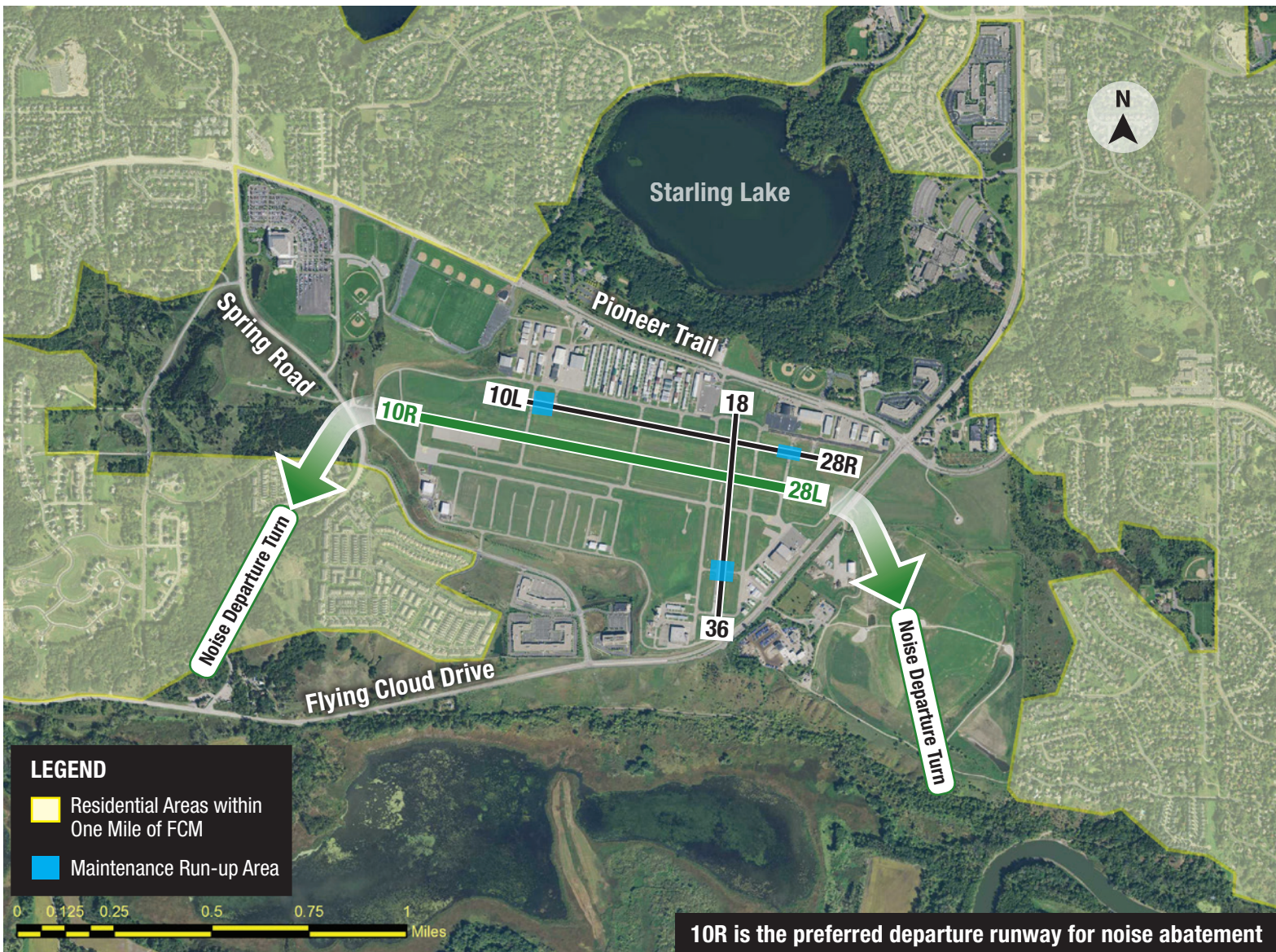
**EMERGENCY:** 121.5, 243.0

**FCM GROUND:** 121.7 (APR-OCT: 0700-2200 (CDT), NOV-MAR: 0700-2100 (CST))

**FCM TOWER:** 119.15 (APR-OCT: 0700-2200 (CDT), NOV-MAR: 0700-2100 (CST))

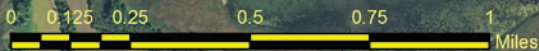
**MINNEAPOLIS APP/DEP:** 134.7

MINNEAPOLIS APP provides CLR DEL on 121.7 when FCM ATCT Closed.



**LEGEND**

- Residential Areas within One Mile of FCM
- Maintenance Run-up Area

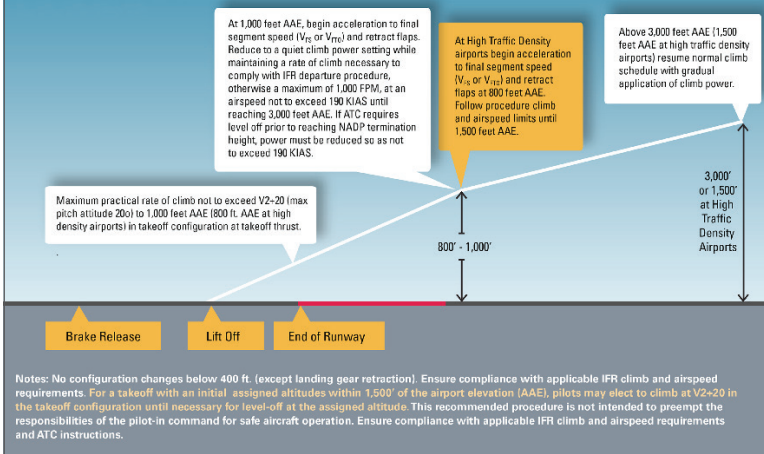


**10R is the preferred departure runway for noise abatement**

**DEPARTURE PROCEDURES**

1. Intersection takeoffs are discouraged at all times.
2. Unless otherwise directed by air traffic control, Runway 10R or 28L departures shall turn to a southerly heading after crossing the departure end of the runway and attaining an altitude of 500 feet agl.
3. Avoid overflying residential areas when possible during daytime and nighttime operations.
4. Follow NBAA Noise Abatement Departure Procedures recommended below:

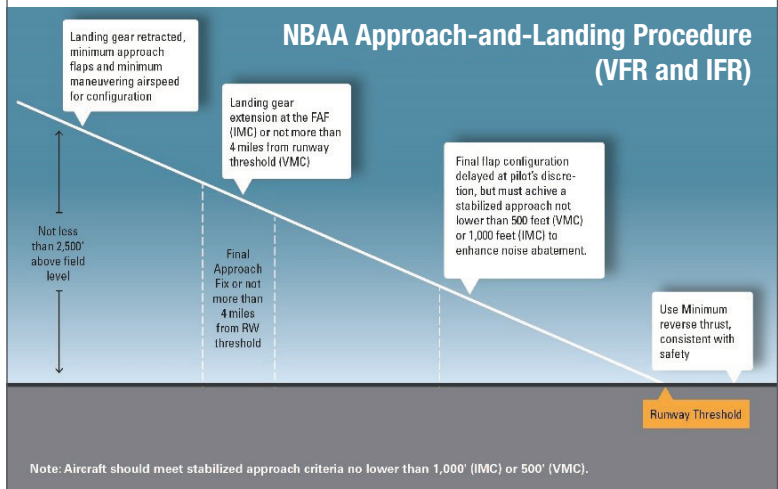
**NBAA Noise Abatement Departure Procedure With High-Density Airport Option**



Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500' of the airport elevation (AAE), pilots may elect to climb at V2+20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

**ARRIVAL PROCEDURES**

1. On approach to FCM runways, remain at Traffic Pattern Altitude or higher until descending via glide slope guidance provided by the visual approach slope indicator or precision approach slope indicator.
2. Unless otherwise directed by air traffic control, use the NBAA Approach-and-Landing Procedure recommended below:



**HELICOPTER PROCEDURES**

1. All helicopter training is prohibited at FCM from 2200 to 0800 local time.
2. Helicopter training shall be conducted in accordance with the FCM Helicopter Letter of Agreement published on the MAC Noise Program Office website: [www.macnoise.com/pilots/flying-cloud-airport-fcm-pilots](http://www.macnoise.com/pilots/flying-cloud-airport-fcm-pilots).
3. When the Tower is active, ATC shall determine traffic pattern procedures with consideration for the noise sensitive areas.
4. Helicopter operators are asked to avoid low-level training and repetitive activity over residential areas whenever possible.

**MAINTENANCE RUN-UPS**

1. Engine tests and maintenance run-ups are prohibited between 2200 and 0700 local time. Emergency exceptions may apply (Ordinance No. 97).
2. All engine tests and run-ups in excess of five minutes between 1700-2200 local time shall be coordinated with ATC to be conducted in one of the blue designated areas (see airport diagram), and parked with a heading between 360 to 030 degrees whenever practical.