

3GM NOISE ABATEMENT GUIDELINES

V.2.22.2023.C

Safety and weather considerations always take priority over these voluntary noise abatement guidelines - **“FLY QUIET”**, fly safely, and always fly within FAA regulations. Unless in the pattern, fly at least a minimum altitude of 1,000 feet over congested areas and 2000 feet over noise-sensitive areas (see FAA Advisory Circular-91-36D), ATC and weather permitting.

- ➔ **Basically follow traffic pattern.** When an aircraft enters the pattern it should be at least 1000 feet Above Ground Level (AGL). The standard pattern altitude at the Grand Haven Memorial Airpark (3GM) is 1600' (1604' actual) MSL (or 1000' AGL). Maintain pattern altitude until necessary to descend for landing.
- ➔ **Landing** - Every effort should be made to make the final approaches with steeper descents and using less power when possible, and avoid the low, dragged-in approach.
- ➔ **Landing** - Aircraft/pilot should refrain from increasing propeller RPM until at 1/2 mile position on final approach.
- ➔ **Takeoff** - Aircraft/pilot should make noise reducing RPM/prop adjustments as soon as safe clearance above obstructions is assured. After takeoff and when altitude and airspeed permits climb at a good rate and track over the less populated areas (~ climb at best angle of climb until you cross the airport threshold, and then switch to best-rate of climb).
- ➔ No stop-and-go's or intersection takeoffs. Always depart from the runway end to give you the greatest altitude when leaving the airport threshold and flying over surrounding communities.
- ➔ In the interest of good community relations, the traffic pattern could be adjusted to minimize any undesirable effect on the surrounding neighborhood (i.e. change track and still maintain an orderly movement of air traffic in the vicinity of the airport following the guidelines). In addition, be aware of any noise-sensitive areas near the airport, whether in the pattern or not.
- ➔ Avoid flying low, especially at high power settings, over these areas.
- ➔ Pattern work, especially touch-and-go's, is discouraged at night, very early mornings, and holiday mornings.
- ➔ Avoid prolonged runups and, if possible, prolonged runups should be conducted inside the airport, rather than at its perimeter.
- ➔ Flight Instructors should teach noise abatement procedures to all students, including pilots you take up for a flight review or aircraft checkout.
- ➔ Flight Instructors know noise-sensitive areas, and point them out as you come and go with students.
- ➔ Flight Instructors make sure that your students fly at the recommended pattern altitude. Practice maneuvers over unpopulated areas and vary your practice areas so that the same locale is not constantly subjected to aircraft operations.

FLY FRIENDLY! FLY QUIET! FLY SAFE!