

# Pompano Beach Air Park

## Recommended Noise Abatement Procedures

### “Voluntary” Operating Guidelines

*In an effort to mitigate noise emanating from the Pompano Beach Air Park the City has drafted the following Pilot in Command (PIC) operating guidelines for based tenants and aircraft operators (flight schools) conducting flight operations at the Pompano Beach Air Park. It shall be the responsibility of all pilots operating at the Airpark to familiarize themselves with the recommended Noise Abatement Procedures outlined below. Contact the Airpark Manager for additional questions and/or clarification.*

1. All pilot's operating Turbine Engine aircraft departing PMP are requested to use **NBAA** noise abatement departure profile (NADP) with High Density Airport Option at the Air Park. Piston aircraft are strongly encouraged to follow **AOPA** noise abatement steps attached.
2. The pilots of all aircraft making local flights or practice entries into the appropriate traffic pattern shall maintain standard or assigned altitudes at all times. Consistent with safe aircraft operating practices and good airmanship/judgement, pilots shall refrain from unnecessary flight maneuvers at low altitudes over or near noise sensitive residential areas (all quadrants) surrounding the airport. Pompano Beach Airpark uses a standard left hand traffic pattern for all airport runways unless otherwise directed by Air Traffic Control. The traffic pattern altitude at PMP is **800'** **AGL** for fixed wing aircraft.
3. Consistent with the aircraft performance characteristics outlined in the pilot's operating handbook, all departures including Touch & Go's will be made utilizing **Best Rate of Climb**  $V_y$ , which gives the greatest altitude gain in the shortest time. The initial turn to cross wind leg should be executed at or above **500' AGL** unless otherwise directed by Air Traffic Control. For all runway departures except **Runway 10** pilots reaching the initial climb altitude above should make a left turn to cross wind heading and climb to traffic pattern altitude (**800' AGL**) as expediently as practicable, unless otherwise directed by Air Traffic Control
4. Unless otherwise directed by Air Traffic Control, Departures on **Runway 10** shall climb straight out to **500' AGL** at **Best Angle of Climb**  $V_x$ , in order to gain the greatest altitude in the shortest distance before turning cross wind.
5. Simulated engine out procedures in training operations during departure phase of flight is **PROHIBITED**. Intersection take offs are **STRONGLY DISCOURAGED**. Use the full length of the runway so as to **gain as much altitude as possible while over the airport.**
6. When performing Touch & Go operations, plan your touch down in the first 1000' (use distance remaining signs) of runway. ***If you touch down beyond this location, execute a full stop landing and taxi back in accordance with Air Traffic Control***

**instructions.** When calm wind conditions exist, Runway 6/24 should be used for Touch & Go operations unless otherwise directed by Air Traffic Control.

7. In order to promulgate an environment of mutual support and to foster good will with those that live around the airport, reducing noise experienced by neighbors is desirable without affecting safety, nor usurping any and all Federal Aviation Administration's rules or procedures regarding flight operations. It is **recommended** that Touch & Go operations be conducted between the hours of 8:00am to 6:00pm Monday through Friday and as **limited** as possible on weekends and Legal Holidays. The Airpark strives to maintain a proactive and cooperative effort with the tenants and users of the Airpark by responsibly addressing the concerns of the local community regarding noise abatement.
8. Helicopter traffic pattern altitude is **500' AGL**. All pattern work shall be conducted using designated training routes over Air Park property. Ingress/Egress routes will be assigned by Air Traffic Control. It is **strongly recommended** that no helicopter activity be conducted south of N.E. 10th Street while in airport flight training patterns.
9. Prior permission is required for aircraft with a gross weight of more than 30,000 pounds using the Primary Runway 15/33. Aircraft with a gross weight of more than 12,500 pounds are **prohibited** on Runway 10/28.
10. Engine maintenance run-ups are **prohibited** between 7:00 p.m. and 7:00 a.m.

#### Traffic Pattern Altitudes (above airport elevation)

Fixed Wing	800'
Rotor Wing (Helicopter's)	500'
Field Elevation	19' MSL
Approaches	LOC/DME/GPS

#### Phone Numbers

Airport Managers Office/Noise Reports	954-786-4135
ATCT Manager's Office	954-941-1550
FAA Noise and Safety Report Line	954-641-6000
Pompano Beach Fire Rescue Administration (non-emergency)	954-786-4510
Broward Sheriff's Office Pompano/District 11 (non-emergency)	954-786-4200

**Pompano Beach Airpark**

**1001 N.E. 10<sup>th</sup> Street**

**Pompano Beach, FL 33060**

**Thank you for FLYING Quietly!**