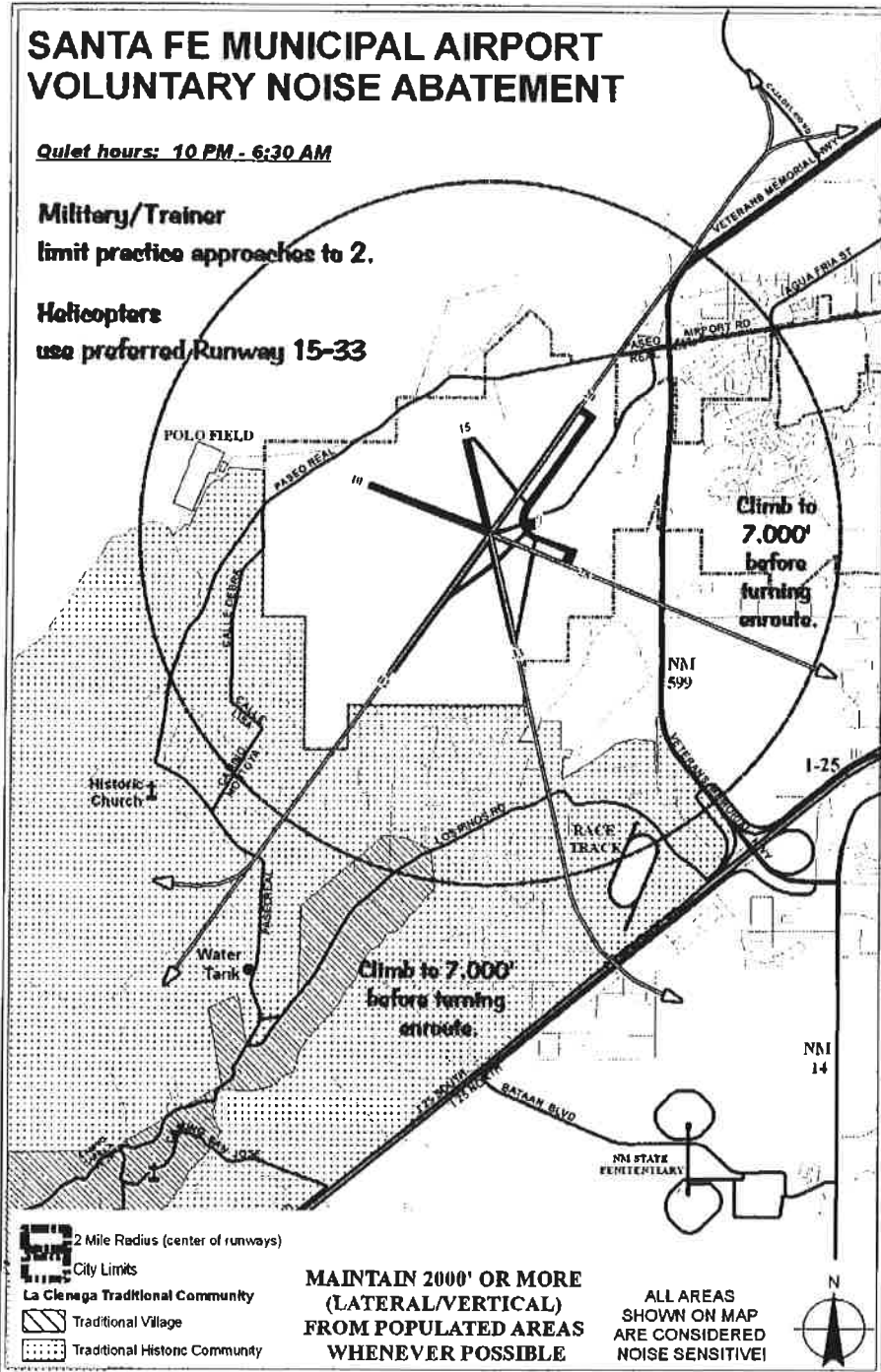


SANTA FE MUNICIPAL AIRPORT VOLUNTARY NOISE ABATEMENT

Quiet hours: 10 PM - 6:30 AM

Military/Trainer
limit practice approaches to 2.

Helicopters
use preferred Runway 15-33



SAF NOISE ABATEMENT

DATE: APRIL 2, 2009

TO: PILOTS USING THE SANTA FE MUNICIPAL AIRPORT

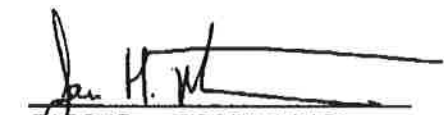
FROM: JAMES H. MONTMAN,
AIRPORT MANAGER
CAROLYN COOK,
AIRPORT ADVISORY BOARD CHAIRPERSON

SUBJECT: VOLUNTARY NOISE ABATEMENT PROGRAM

****PLEASE BE NOISE AWARE****

THE VOLUNTARY NOISE ABATEMENT PROGRAM INITIATED IN 2001 HAS BEEN UPDATED AND PROCEDURAL GUIDANCE HAS BEEN MODIFIED AND/OR SIMPLIFIED. THE MAP HAS ALSO BEEN MODIFIED TO REFLECT CURRENT CONDITIONS. THIS BROCHURE REPRESENTS THE LATEST VERSION OF THE PROGRAM.

THANK YOU FOR PARTICIPATING IN THIS IMPORTANT PROGRAM. OUR GOAL IS TO REDUCE THE IMPACT OF AIRCRAFT NOISE ON THE SURROUNDING COMMUNITY AND CAN ONLY BE REACHED WITH YOUR CONTINUED SUPPORT!


JAMES H. MONTMAN
AIRPORT MANAGER


CAROLYN COOK
AIRPORT ADVISORY BOARD CHAIRPERSON

SANTA FE MUNICIPAL AIRPORT **VOLUNTARY NOISE ABATEMENT PROGRAM**

Safety and ATC instructions always take precedence over any voluntary noise abatement program guidelines.

The Voluntary Noise Abatement Program promotes good relations between users of the airport and the surrounding community. A **map showing noise sensitive areas** bordering the airport is on the following page.

ALL AIRCRAFT:

Voluntary Quiet Hours: 10:00 PM to 6:30 AM. All operators should refrain from flying between 10:00 PM and 6:30 AM whenever possible. If conducting operations during this period, mission planning and conduct should include consideration and use of runways, traffic patterns, and departure and arrival procedures consistent with the intent of this noise abatement program.

The City of Santa Fe and Santa Fe County contain over 300 historically significant sites. To promote site preservation, **flight over populated areas should be conducted at 2000' AGL or higher** whenever possible.

ADDITIONAL FIXED WING PROCEDURES:

On departure, pilots should **climb straight ahead using best rate of climb to a minimum of 7000' MSL** before turning on course or before turning to crosswind for practice traffic patterns. Obtaining clearance for an early turnout to avoid over-flight of noise sensitive areas is also acceptable.

Request traffic patterns that avoid flight over known noise sensitive areas, when possible and consistent with safe operations. When conducting multiple approaches, pilots may request other runways and traffic patterns to reduce repeated noise impact on individual locations.

When there is only one aircraft in the pattern, pilots conducting multiple VFR traffic patterns during periods when the control tower is closed should attempt to **vary runways and patterns** used, consistent with safety and other operational factors.

ADDITIONAL ROTARY WING PROCEDURES:

Arriving and departing VFR rotary wing aircraft should **avoid over-flight of homes** within known noise sensitive areas near the airport. Maintain a **minimum of 2000' lateral distance** from these areas whenever possible. This guideline does not preclude straight-in or practice IFR approaches in VFR conditions.

The preferred runway for VFR helicopter operations is Runway 15/33.

ADDITIONAL MILITARY AND AIRLINE PROCEDURES:

Fighter/trainer aircraft should **limit practice approaches to one, followed by one additional approach to a full stop landing.**

Airline **first-flight-of-the-day turbo-prop engine run-ups** done prior to passenger loading are to be accomplished at the **Runway 15 run-up area.**

(2009 v1)