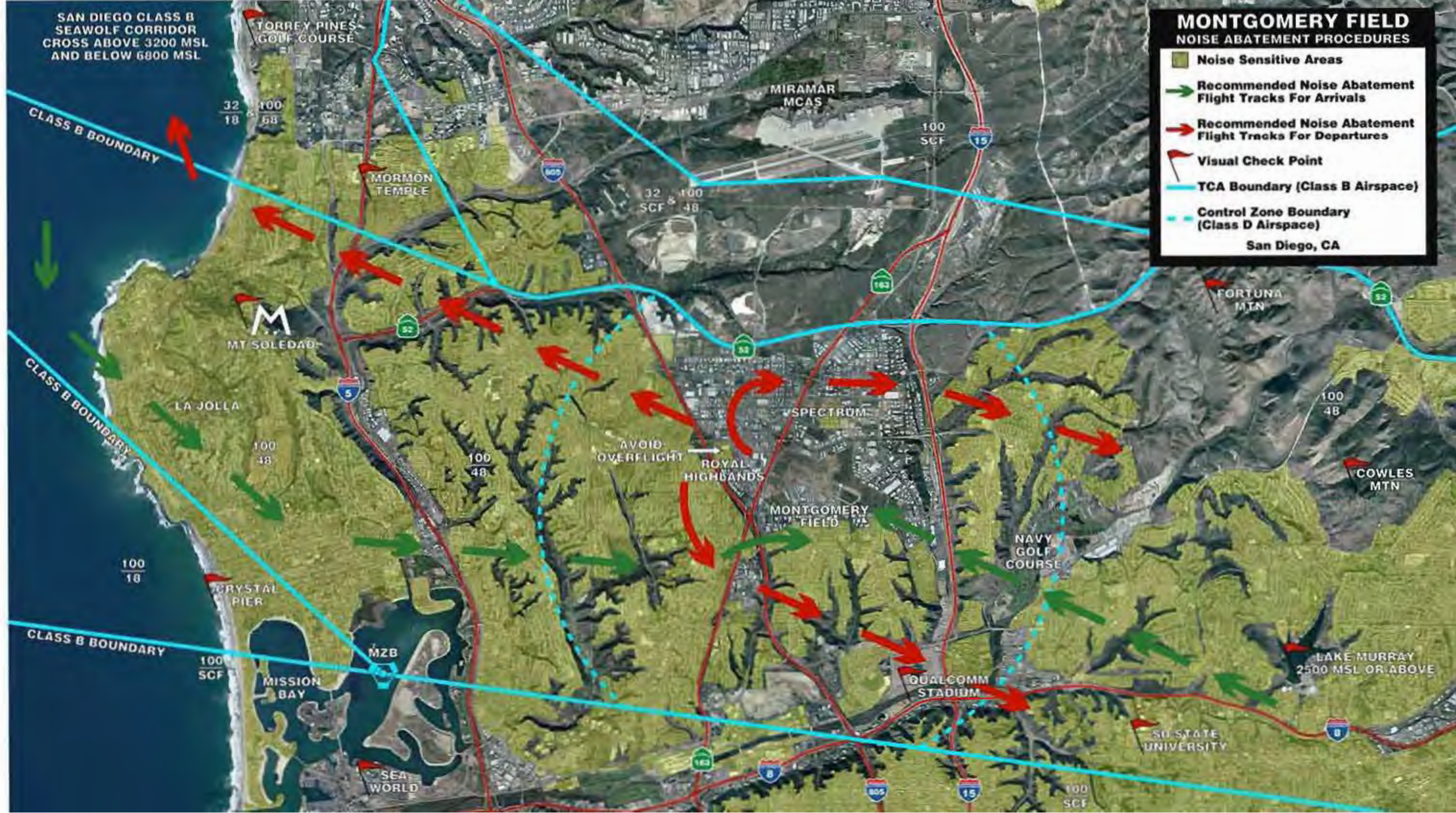


SAN DIEGO CLASS B SEAWOLF CORRIDOR CROSS ABOVE 3200 MSL AND BELOW 6800 MSL

MONTGOMERY FIELD NOISE ABATEMENT PROCEDURES

- Noise Sensitive Areas
- ➔ Recommended Noise Abatement Flight Tracks For Arrivals
- ➔ Recommended Noise Abatement Flight Tracks For Departures
- 🚩 Visual Check Point
- TCA Boundary (Class B Airspace)
- - - Control Zone Boundary (Class D Airspace)

San Diego, CA



MONTGOMERY FIELD (MYF) NOISE ABATEMENT PROCEDURES

Montgomery Field is located near the population center of San Diego, and between the two major airports within Lindbergh Field's Class B airspace. The airport is surrounded on all sides by residential areas. IT IS VIRTUALLY IMPOSSIBLE TO ARRIVE AT OR DEPART FROM MONTGOMERY FIELD WITHOUT FLYING OVER RESIDENTIAL AREAS.

To minimize the noise impact that the airport has on the residential areas, the City has developed a Noise Monitoring System and adopted a strict Noise Ordinance with fines for all violations. The City has also developed the following Noise Abatement Procedures to assist the airport users in minimizing their noise impact on the surrounding communities.

SUMMARY OF NOISE ORDINANCE AIRCRAFT NOISE LIMITS:

Time Period	Local Aircraft Noise Limit	Night Aircraft Noise Limit
0630-2330 "Day"	Between 0630 and 2330 (local) aircraft shall not exceed 88db Max sound level or 94 db SENEL in any residential area.	2330-0630 "Night" (local) aircraft shall not exceed 70 db Max sound level or 76 db SENEL in any residential area.

NOISE LIMITS ARE STRICTLY ENFORCED

PROHIBITED OPERATIONS:

Touch and go operations are prohibited between 2100 and 0630 (local). Intersection takeoffs and stop and go operations are prohibited at all times. Practice low approaches are prohibited between 2330 and 0630. Simulated engine failures are prohibited over residential areas at all times.

NOISE ABATEMENT RECOMMENDATIONS:

1. Avoid departures between the hours of 2330 and 0630. Tower hours of operation (0600 – 2100) are not the same as noise ordinance.
2. Higher performance and louder aircraft are requested to use runways 28R/10L.
3. VFR takeoffs: maintain runway centerline after departure, climb using best rate of climb, reduce takeoff power to climb power before overflying residential areas, and reach 1200' MSL (2000' for twins) before turning crosswind.
4. IFR departures: climb to at least 400' AGL on runway centerline before turning to assigned heading. Reduce takeoff power to climb power before overflying residential areas.
5. VFR arrivals: maintain pattern altitudes (S. of airport 1400' MSL singles, 2000' MSL twins, N. of airport 1200' MSL singles, 1600' MSL twins) until turning base.
6. All recommended procedures are to be superseded by any ATC or tower instruction, any weather condition which may create unsafe flight, or any other safety consideration including pilot ability.

RECOMMENDED VFR DEPARTURE PROCEDURES

- Runway 28L and 28R – West or Northwest (Mt. Soledad departure/straight out)**
- Climb using best rate and reduce climb power before reaching residential areas
 - Maintain runway centerline until 1200' single, or 2000' twins
 - Proceed direct to gap north of Mt. Soledad (1049')
 - If northbound, upon passing shoreline, turn to northbound heading and cross over Seawolf Corridor segment of Class B airspace between 3200' and 6800', or below 1800' MSL

- Runway 28L – South or East Departures**
- Climb using best rate and reduce climb power before reaching residential areas
 - Maintain runway centerline until 1200' single or 2000' twins before turning crosswind, avoid overflying Royal Highlands neighborhood 300' south of centerline and 3500' from end of runway
 - Remain clear of Class B airspace, boundary MZB 084° radial, and use caution for aircraft on MYF ILS or RNAV 28R approach, or straight in to RWYs 28L and 28R

- Runway 28R – East or Northeast Departures**
- Climb on runway centerline using best rate, reduce to climb power setting, and turn right crosswind before reaching I-805
 - Turn right downwind before crossing Class B airspace boundary (approx. Clairemont Blvd.)
 - Proceed eastbound, remain clear of Class B airspace and Gillespie Field airport traffic area

- Runway 10L & R – East, Northeast, or Southeast Departures**
- Climb on runway centerline using best rate and reduce to climb power before reaching I-15
 - Remain clear of Class B airspace and Gillespie Field airport traffic area

- Runway 10L & R West or Northwest Departures**
- Climb on runway centerline using best rate
 - Reduce to climb power and turn L or R crosswind as directed before reaching I-15
 - Climb to overfly the Seawolf Corridor Class B airspace segment at 3200' to 6800' after passing shoreline and turning north
 - Use caution for arrivals to RWYs 10L & R from Mt. Soledad

RECOMMENDED VFR ARRIVAL PROCEDURES

- Runway 28L from West or Northwest**
- Maintain clear of Class B airspace and stay offshore between 3200' and 6800' on a southerly heading until south of Mt. Soledad
 - Turn toward MYF before reaching MZB VOR and Class B airspace boundary
 - Enter L downwind pattern and maintain pattern altitude until turning base

- Runway 28L & R from East, Northeast, and Southeast**
- Maintain clear of Class B airspace and Gillespie Field airport traffic area
 - Proceed straight in on ILS or RNAV 28R approach, or as directed and descend at or above glideslope

MONTGOMERY FIELD SAN DIEGO, CA

COMMUNICATION FREQUENCIES:

SoCal Approach – 124.35
Unicom – 122.95
Tower 1 – 119.2
Tower 2 – 125.7
Ground – 118.225

Clearance Del – 123.725
Gibbs Unicom – 122.85
Crownair Unicom – 123.5
ATIS – 126.9

RUNWAYS:

10L/28R: 4577x150; asphalt; MIRL; tree Rwy end 28L
10R/28L: 3401x60; asphalt; tree each end
5-23: 3400x150; asphalt; power line Rwy 5, tree Rwy 23

TRAFFIC PATTERNS:

Rotorcraft–700' MSL; Single Engine–1427' MSL; Twin Engine- 2027' MSL

AIRPORT REMARKS:

Field elevation 427'. Airport use restricted to aircraft less than 20,000 lbs max takeoff weight. Midport helipad limited to 6,000 lbs. Be alert to heavy aircraft activity in vicinity of Lake Murray and Mt. Soledad.

