AECOM

Montgomery Field Noise Abatement Procedures
- Noise Sensitive Areas
- Recommended Noise Abatement Flight Tracks For Arrivals
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- Visual Check Point
- TCA Boundary (Class B Airspace)
- Control Zone Boundary (Class D Airspace)

San Diego, CA
MONROE 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's 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 also has 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:
  - Between 0630 and 2330 (night) aircraft shall not exceed 88dBA Max sound level or 94 dB S:NEL in any residential area.
  - Between 2330 and 0630 (day) aircraft shall not exceed 70 dB Max sound level or 76 dB S:NEL in any residential area.

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

- Recommended Procedures:
  - Avoid departures between the hours of 2330 and 0630.
  - Maintain runway centerline until 1200' single, or 2000' twins.
  - Avoid overflying Royal Highlands neighborhood 300' south of centerline and 3500' from end of runway.
  - Climb using best rate and reduce climb power before reaching residential areas.

- Noise Abatement Recommendations:
  1. Avoid departures between the hours of 2330 and 0630. Tower hours of operation (0630 – 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 (5. 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').

- Runway 28R – East or Northeast 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.

- 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.

- Runway 28R – West or Northwest 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-805.
  - Turn right downwind before crossing Class B airspace boundary (approx. Clairemont Blvd.).

- 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.

COMMUNICATION FREQUENCIES:

- Clearance Del – 123.75
- Unicom – 122.95
- Tower 1 – 119.2
- Tower 2 – 125.7
- Ground – 118.225

SAN DIEGO, CA

- 10L/28R: 4577x150; asphalt; MIL; tree Rwy end 28L
- 10R/28L: 3401x160; asphalt; tree each end

- 5-23: 3400x150; asphalt; power line Rwy 5, tree Rwy 23

TRAFFIC PATTERNS:

- 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.

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.

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