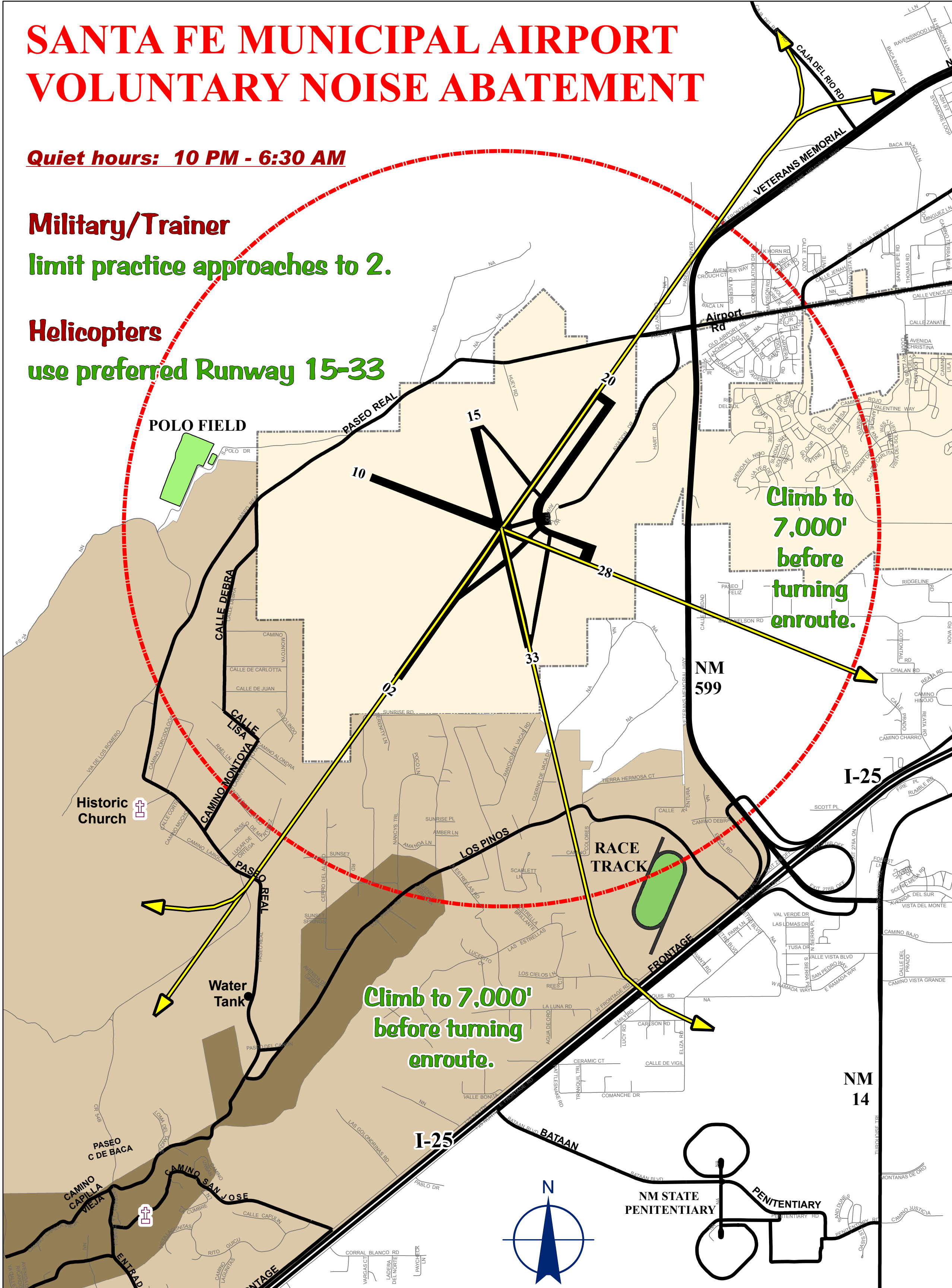


SANTA FE MUNICIPAL AIRPORT VOLUNTARY NOISE ABATEMENT

Quiet hours: 10 PM - 6:30 AM

Military/Trainer
limit practice approaches to 2.

Helicopters
use preferred Runway 15-33

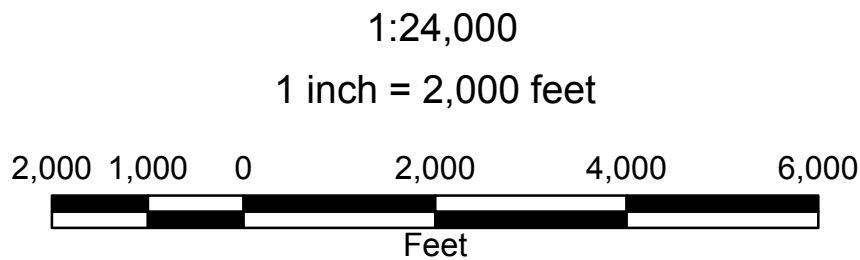


Climb to 7,000' before turning enroute.

Climb to 7,000' before turning enroute.

- Runways
- 2 Mile Radius (from center of runways)
- City Limits
- La Cienega Traditional Community**
 - Traditional Village
 - Traditional Historic Community

ALL AREAS SHOWN ON MAP ARE CONSIDERED NOISE SENSITIVE!



JDG 3/3/09

MAINTAIN 2000' OR MORE (LATERAL/VERTICAL) FROM POPULATED AREAS WHENEVER POSSIBLE

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 Pueblo 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 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.**