

OLYMPIA AIRPORT VOLUNTARY NOISE ABATEMENT PROCEDURES

Revised April 2013

The management of Olympia Airport is committed to aircraft operating procedures which minimize noise impact on airport neighbors. Listed below are voluntary recommended procedures. The Port asks you cooperation so that further restrictions will be unnecessary.

It is understood that air traffic control (ATC) instructions and safety considerations may at times require deviation from the suggested procedures.

Runway 8-26 has been designated as the preferred runway for noise abatement purposes and should be used when conditions permit, otherwise the following will have the least negative impact on our neighbors.

General

A. Approaches

1. Preferred landing runways are 8-26 and 35

B. Departures

1. Preferred departure runways are 8-26 and 17
2. Intersection departures are discouraged

C. High Power Engine Run-ups

Power plant maintenance testing will only be conducted on a runway, at a runway hold short, Taxiway Charlie, Taxiway Alpha or at the compass rose

Jet/turbo prop and heavy propeller aircraft

A. Standard NBAA noise abatement approach procedures should be used by jet aircraft

B. Approaches

1. Runway 17 VFR approaches fly final at or above ILS glide slope unless otherwise directed at ATC. Maintain at or above 2,000 MSL until intercepting ILS glide slope unless otherwise directed by ATC
2. Practice IFR approaches in VFR conditions
 - a. Avoid circle-to-land maneuvers west of airport
 - b. Missed approaches should maintain runway heading to pattern altitude unless otherwise directed by ATC

C. Departures IFR and VFR

1. Intersection departures are discouraged
2. Climb as rapidly as practicable to 1,500' AGL unless otherwise directed by ATC

D. Miscellaneous

1. Judicious use of maximum reverse propeller pitch or reverse thrust is encouraged
2. No training flights between 10 p.m. and 7 a.m. local time

Light propeller aircraft (single and twin)

A. Approaches - straight-in

1. Runway 17 - If possible, remain above 1200' MSL until over the golf course and above 800' MSL until over the approach lights unless otherwise directed by ATC
2. Runway 35 - If possible, remain above 1200' MSL until intercepting the VASI unless otherwise directed by ATC
2. Runway 8-26 - Avoid low dragged-in approaches

B. Patterns

1. Hold base and crosswind legs on 17 end close-in to avoid populated area to north; left traffic 17, right traffic 35, unless otherwise directed by ATC
2. Do not make close in left approaches on 35 or on west departures from 17; extend out so crosswind and base leg will not be over Scheller Park, unless otherwise directed by ATC

Helicopters

A. Helicopter Association International (HAI) recommended noise abatement procedures for all phases of flight should be followed for individual model helicopters.

1. Fly no lower than 1,000 feet AGL, if possible.
2. Fly on the downwind side of noise sensitive areas, if possible.
3. Maintain steady flight avoiding large pedal movements.
4. Fly with the noise sensitive areas on the side opposite the tail rotor.
5. Fly over less sensitive areas such as highways, greenbelts or non-residential areas.