

ARB

Ann Arbor Municipal Airport - ARB



AIRPORT NOTES:

- The Run-up areas are located at each end of runway 06-24. The run-up area for runway 24 and the eastern most 200 feet of the parallel taxiway southwest of the approach end is NOT visible from the control tower.
- When the tower is closed, activate Pilot Controlled Lighting by clicking 7 times within 5 seconds on CTAF (120.30) for high intensity.
- When the tower is closed, confirm snow removal operations and winter conditions on CTAF and ATIS / AWOS.
- When the tower is closed and weather conditions favor either runway, **runway 24 is the preferred runway of use.**
- All turbine powered aircraft are requested to perform the **NBAA “Close-in” noise abatement procedures for arrivals and departures.**

<http://nbaa.org/ops/environment/quiet-flying/#close-in>

- It is requested that turbine powered airplanes do not perform touch-and-go landings.

NOISE SENSITIVE AREAS:

ALL QUADRANTS SURROUNDING AIRPORT.

AIRPORT INFORMATION:

Elevation: 839' MSL

SVM VOR: 114.30

Runway 06 – 24: 3,505' X 75' (concrete, grooved)

Runway 12 – 30: 2,750' X 110' (turf)

ATIS: 134.55

CTAF: 120.30

Control Tower: 120.30

Ground Control: 121.60

DTW Clnc/Del (after hours): 121.60

DTW Approach/Departure: 118.95

Control Tower Hours of Operation: 08:00 – 20:00 Local (daily)

Airspace Class:

Class “D” Airspace = 08:00 – 20:00 Local

Class “G” Airspace = 20:00 – 08:00 Local

Traffic Pattern Altitudes:

Piston Aircraft: 1,000' AGL (1,800' MSL)

Turbine Aircraft: 1,500' AGL (2,300' MSL)

Traffic Pattern Direction:

Runway 06 – Right Hand Pattern

Runway 24 – Left Hand Pattern (preferred calm wind runway)

NOISE SENSITIVE AREAS:

ALL QUADRANTS SURROUNDING AIRPORT!



Ann Arbor Airport

Community Friendly

Flight and Noise Abatement Procedures

at Ann Arbor Municipal Airport - ARB

This brochure has been prepared to help pilots operate their aircraft in the quietest manner possible, while remaining consistent with safety. It is also designed to help the airport be a good neighbor to the surrounding residential communities.

The Ann Arbor Airport Noise Abatement Procedures focuses on pilot education and cooperation. Compliance with noise abatement procedures is requested unless deviations are made necessary by weather, ATC instructions or clearances, an inflight emergency or other safety considerations.

The procedures described in this brochure are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

Pilots are the key to a successful Noise Abatement program.

Your courtesy will enhance the airport’s operating environment and assist in preserving this valuable community economic development gateway transportation asset.

All inquires may be addressed to the airport manager at 734-994-9124 or by email at: mjkulhanek@a2gov.org You may also learn more about the Ann Arbor Community by visiting: <http://www.a2gov.org/>

Have a great flight.

Thank you for visiting the Ann Arbor Municipal Airport.

These procedures are intended to reduce and limit the sound footprint of departing and arriving Aircraft over populated areas.

Recommended ARRIVAL Procedures:

VFR Arrivals During Control Tower operations, join the traffic pattern as assigned by ATC remaining at or above 2,000' MSL when practical until within traffic pattern boundaries. Other than Control Tower operations, remain at or above 2,000' MSL when practical outside of the traffic pattern boundaries.

IFR Arrivals: Fly arrival procedure as assigned by ATC. All turbine powered aircraft are requested to perform the **NBAA "Close-in" noise abatement procedure for arrivals.**

Recommended DEPARTURE Procedures:

VFR Departures

Maintain runway heading and best rate of climb (Vy) airspeed to 1,300' MSL (500' AGL) when possible. Reduce power as soon as practical. Then...

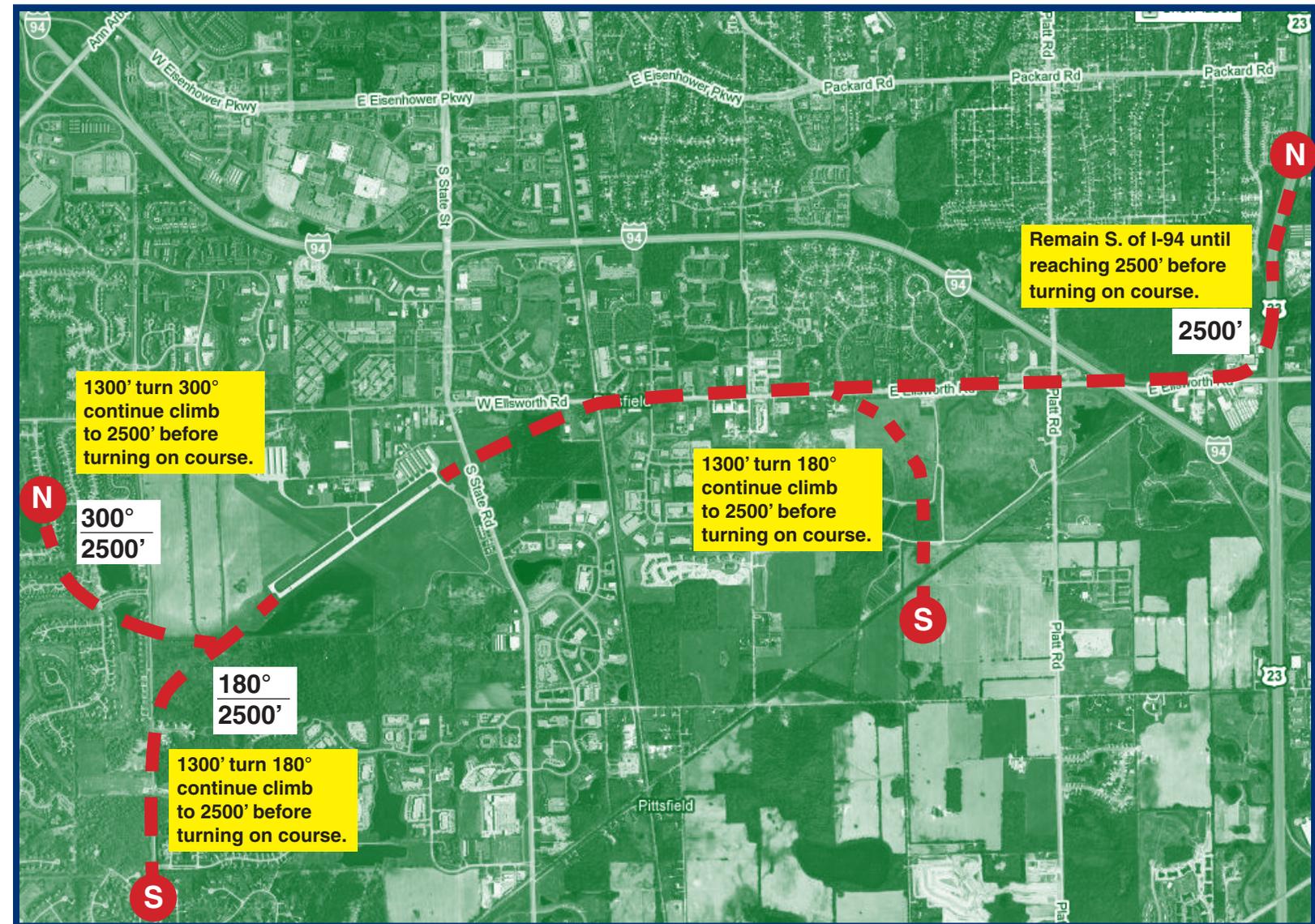
Runway 06:

When exiting the traffic pattern remain south of East-West highway (I-94) over Ellsworth Road, then turn North over North-South highway (US-23). Remain on North heading until at or above 2,500' MSL or clear of the city.

Runway 24:

- a) When exiting the traffic pattern to the North or East (heading 300° clockwise to 060), remain on a 300° heading until reaching 2,500' MSL, then proceed on course.
- b) When exiting the traffic pattern to the South or East (heading 060 clockwise to 180°), remain on a 180° heading until 3 miles south of the runway centerline and at or above 2,500' MSL, then proceed on course.
- c) When exiting the traffic pattern to the South or West (heading 180° clockwise to 300°), remain on runway heading to 2500' MSL, then proceed on course.

IFR Departures: As cleared by Air Traffic Control (ATC), maintain runway heading or assigned heading and best rate of climb (Vy) airspeed to assigned altitude. All turbine powered aircraft are requested to perform the **NBAA "Close-in" noise abatement procedure for departure.**



Map not to scale. Not for navigational use.

Recommended TRAFFIC PATTERN procedures:

Maintain runway heading and best rate of climb (Vy) airspeed to Traffic Pattern Altitude when possible. Reduce power as soon as practical. When possible, vary crosswind turn location. Please be mindful of multiple Touch-and-Go landings, especially early morning and evening.



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