

AIRPORT NOTES:

- The run-up areas are located at each end of runway 06-24. Runway 24 run-up area, easternmost 200 feet of taxiway A, and taxiway A1 between taxiway A and the runway 24 hold short line are 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 use the NBAA recommended noise abatement procedures for arrivals and departures. See QR code.



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

NOISE SENSITIVE AREAS:

ALL QUADRANTS SURROUNDING AIRPORT.



Learn more about the City of Ann Arbor:
www.a2gov.org

801 Airport Drive, Ann Arbor, MI 48108
www.a2gov.org/airport

AIRPORT INFORMATION:

Elevation: 839' MSL
SVM VOR: 114.30 (214° 13.0 NM to field)

Runway 06-24: 3,505' X 75' (concrete, grooved)
Runway 12-30: 2,750' X 110' (turf)

ATIS: 134.55 Control Tower: 120.30
CTAF: 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 ACTIVITY:

Altitudes:

Piston Aircraft: 1,000' AGL (1,800' MSL)
Turbine Aircraft: 1,500' AGL (2,300' MSL)

Direction:

Runways 06 and 24 – Left Hand Pattern. Pilots performing repetitive touch-and-go landings are encouraged to request a change in pattern direction from the Control Tower to minimize noise impacts, as pattern traffic allows.

PROCEDURES:

No pattern traffic (no repetitive touch-and go landings) on Memorial Day, July 4th and Labor Day. Local pilots are encouraged to utilize nearby airports for currency.



ANN ARBOR
MUNICIPAL
AIRPORT - ARB

Community Friendly:
Flight and Noise
Abatement Procedures

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.

Pilot compliance with noise abatement procedures is requested unless deviations are necessary due to 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.

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

All inquires may be addressed to the airport manager at 734.794.6312 or by email at airport@a2gov.org.

*Thank you for visiting the Ann Arbor Municipal Airport.
Have a great flight.*

PILOTS ARE THE KEY TO A SUCCESSFUL NOISE ABATEMENT PROGRAM

THESE PROCEDURES ARE INTENDED TO REDUCE AND LIMIT THE SOUND FOOTPRINT OF DEPARTING AND ARRIVING AIRCRAFT OVER POPULATED AREAS.

RECOMMENDED ARRIVAL PROCEDURES:

IFR ARRIVALS: Fly arrival procedure as assigned by ATC. All turbine powered aircraft are requested to use the NBAA recommended noise abatement procedures for arrivals.



VFR ARRIVALS: During ATC operations, remain at or above 2,000' MSL until descent is necessary to join the traffic pattern at the appropriate traffic pattern altitude (1,800' MSL for piston aircraft) in accordance with ATC instructions. Other than ATC operations, remain at or above 2,000' MSL when practical outside of the traffic pattern boundaries.

RECOMMENDED DEPARTURE PROCEDURES:

IFR DEPARTURES: As cleared by ATC, maintain runway heading or assigned heading and best rate of climb (Vy) airspeed to assigned altitude. All turbine powered aircraft are requested to use the NBAA recommended noise abatement procedures for departures.



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...

VFR DEPARTURES:

#06 RUNWAY 06:



a) When exiting the traffic pattern to the North or East (heading 300° clockwise to 090°), remain south of East-West highway (I-94) over Ellsworth Road, then turn North over North-South highway (US-23) and fly heading 360° until reaching 2,500' MSL or clear of the city, then proceed on course.

b) When exiting the traffic pattern to the South or West (heading 090° clockwise to 300°) fly heading 180° until reaching 2,500' MSL, then proceed on course.

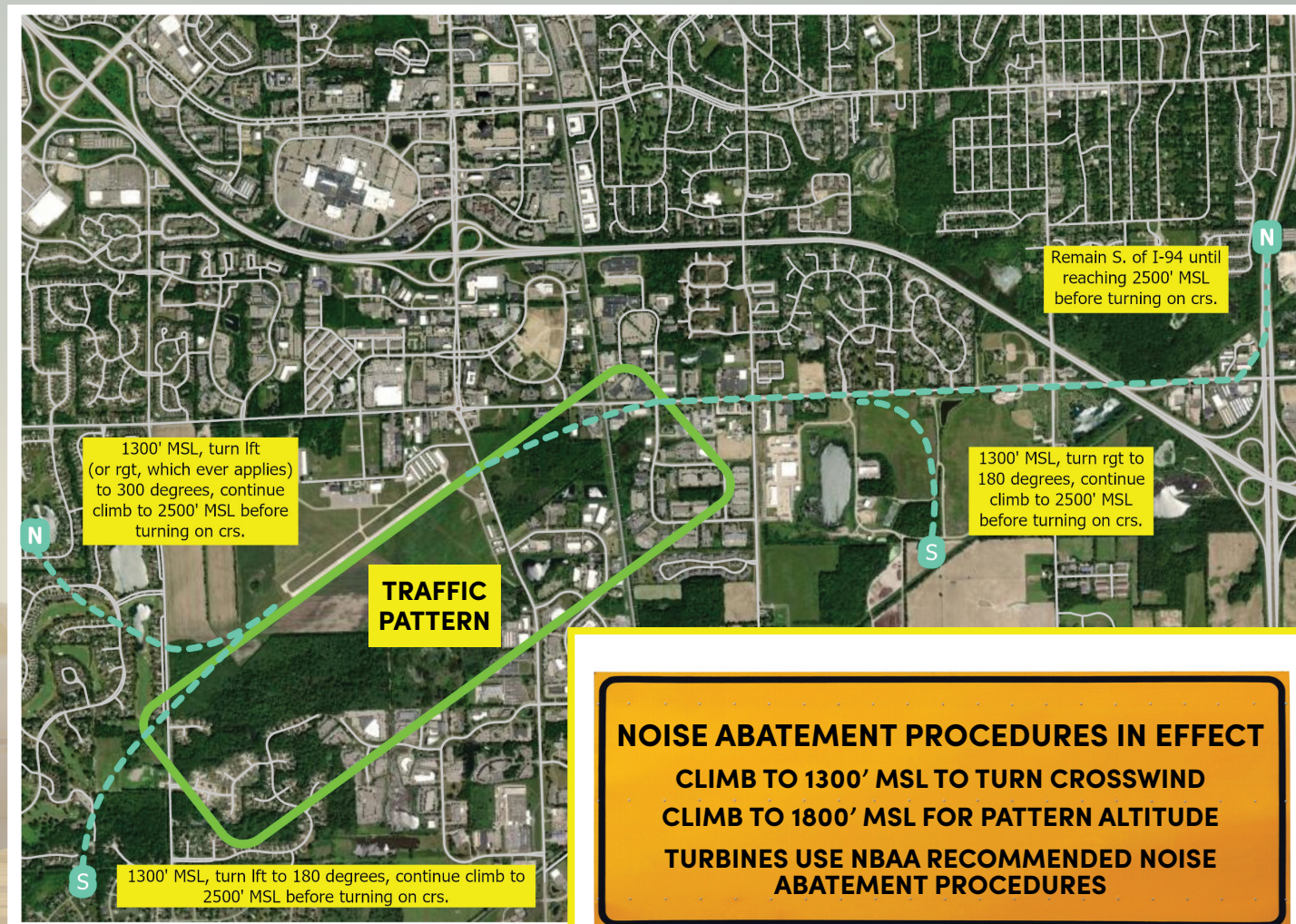
#24 RUNWAY 24:



a) When exiting the traffic pattern to the North (heading 300° clockwise to 060), fly heading 300° 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°), fly heading 180° 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 West (heading 180° clockwise to 300°), fly runway heading to 2500' MSL, then proceed on course.



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. *No pattern traffic flying on Memorial Day, July 4th and Labor Day.*

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