



TENANT DIRECTIVE

MTN: 501.1

Date: April 1, 2004

TITLE: Noise Abatement Plan

I. References:

- A. Transportation Article, §5-805 and §5-819, Annotated Code of Maryland.
- B. Maryland Aviation Administration Directive 6905.0.1.
- C. This Directive supersedes MTN Tenant Directive 501.1, dated November 15, 1999.

II. Directive Statement:

- A. The Martin State Airport (MTN) Noise Abatement Plan is established pursuant to the Maryland Environmental Noise Act of 1974 (Transportation Article §5-819, Annotated Code of Maryland).
- B. Compliance with this Directive, which includes the provisions of the MTN Noise Abatement Plan, is voluntary for all agencies at MTN or which use MTN's facilities.
- C. The MTN Noise Abatement Plan is formulated to minimize noise disturbance to neighboring communities while maintaining Airport operations.

III. Procedures:

A. Departing VFR Aircraft.

1. Piston Engine departing the MTN Class D Airspace:

Runway 15 - Aircraft fly runway heading for one mile prior to turning to the tower-approved on-course heading.

Runway 33 – Aircraft fly runway heading to the airport boundary prior to turning to the tower-approved on-course heading.

2. Turbine Powered Aircraft departing the MTN Class D Airspace:

Runway 15 – Aircraft fly runway heading for one mile or leaving 1,500' prior to turning to the tower approved on-course heading.

Runway 33 – Aircraft fly runway heading to the airport boundary prior to turning to the tower approved on-course heading.

3. Helicopter:

Unless operating under a Letter of Agreement specifying otherwise, VFR helicopters departing MTN climb to 500' MSL on departure heading before turning on-course.

4. IFR Departures:

IFR departures will be accomplished in accordance with Air Traffic Control (ATC) direction or clearance.

B. Arriving Aircraft

1. Aircraft conducting a visual approach (VFR) should, to the maximum extent feasible, remain at or above the ILS or PLASI glide slope.

2. Aircraft should intercept the ILS or PLASI glide slope at the highest feasible altitude, commensurate with flight and air traffic procedures to minimize aircraft noise exposure to communities underlying the final approach course.

3. Traffic pattern altitudes are:

a. Fixed Wing

- (1) Piston engine.....1,000' MSL
- (2) Civil turbine and military turboprop.....1,500' MSL
- (3) Military jet.....2,000' MSL

b. Rotary Wing

- (1) All types.....500' MSL

C. Closed Traffic Patterns

1. Aircraft remaining in the right or left closed traffic pattern for Runway 33 fly runway heading until reaching the airport boundary unless otherwise directed by Martin Tower.
2. Aircraft remaining in the right or left closed traffic pattern for Runway 15 fly runway heading for one mile prior to turning crosswind at the western shore of Galloway Creek unless otherwise directed by Martin Tower.

D. Taxiing Aircraft:

All C-130's perform engine runup on Tango Taxiway abeam Delta Taxiway prior to departing Runway 33.

E. "Touch-and-Go" and/or Practice Approach Restrictions.

The following Noise Abatement restrictions have been placed in effect by the Maryland Aviation Administration pertaining to practice landings and takeoffs and practice approaches at Martin State Airport.

1. Civil Light Single Engine/Twin Engine (Less than 12,500 lbs)
--Unlimited (no restrictions)
2. Civil Aircraft Over 12,500 lbs (up to B-727 type)
--Limit of two (2) practice approaches.* No practice landings and takeoffs without prior permission.
3. Transient Military (Less than 12,500 lbs) Including Helicopter
--Unlimited (no restriction)
4. Transient Military over 12,500 lbs (up to B-727 type)
(Includes fighter type, F-16, A-10, F-14)
--Limit of two (2) practice approaches.* No practice landings and takeoffs without prior permission.
5. Large/Heavy Aircraft (larger than B-727)
--NOT AUTHORIZED


MTN: 501.1
Date: April 1, 2004
Page: Four

6. Local Military 175th Operation Group
--Limit of two (2) practice landings and takeoffs and/or practice approaches*

(*Additional practice landings/takeoffs and/or practice approaches may be authorized with approval of airport management.)

7. **No practice approaches or practice landings/take offs are permitted between the hours of 10:00 PM and 6:00 AM daily.**

- F. Martin State Airport (MTN) maintains telephone service to enable citizens to register noise-related complaints at any time. The telephone numbers are 410-682-8800 during normal operating hours (8:30 AM to 5:00 PM week days) and 410-682-8802 to reach answering equipment for recording messages after operating hours to enable citizens to register noise-related concerns at any time.
- G. The Maryland Aviation Administration will monitor Airport related noise at selected locations a minimum of four times per year.



Jake R. West, Jr., Manager
Martin State Airport