

Pompano Beach Air Park

Noise Abatement Procedures

“Voluntary” Operating Guidelines

In an effort to mitigate noise emanating from the Pompano Beach Air Park the City has drafted the following Pilot in Command (PIC) guidelines and operating limitations for based tenants and aircraft operators (flight schools) conducting flight operations at the Pompano Beach Air Park.

1. It shall be the responsibility of all pilots operating aircraft at the Air Park, to familiarize themselves with the National Business Aircraft Association (NBAA) Noise Abatement Operating Procedures.
2. The pilots of all aircraft making local flights or practice entries into the appropriate traffic patterns shall maintain standard or assigned traffic altitudes at all times, Consistent with safety and good airmanship and shall refrain from unnecessary flight maneuvers at low altitudes over or near noise sensitive residential areas adjacent to the airport. Pompano Beach Airpark uses a standard left hand traffic pattern for all airport runways unless otherwise directed by Air Traffic Control. Traffic Pattern Altitude at PMP is 800'agl for fixed wing aircraft.
3. Consistent with the aircraft performance data. All take offs, including Touch & Go's will be made utilizing the best rate of climb. Initial turn to cross wind leg should be executed at 500' AGL, unless otherwise directed by Air Traffic Control. On all runway departures except Runway 6 pilots reaching the initial climb altitude above should make a left turn to cross wind heading and climb to traffic pattern altitude (800'), unless otherwise directed by Air Traffic Control
4. Unless otherwise directed by Air Traffic Control. Departures on Runway 6 will climb straight out to 500' at best rate of climb before turning cross wind, attempt to accomplish this by Federal Highway and Copan's Road intersection.
5. No simulated engine out procedures in training operations during departure phase of flight. **No intersection take offs permitted.** Use the full length of the runway so as to **gain as much altitude as possible while over the airport.**
6. When performing Touch & Go operations, plan your touch down in the first 1000' (use distance remaining signs) of runway. If you touch down beyond this location, execute a full stop landing and taxi back in accordance with Air Traffic Control instructions. When executing an approach to landing on a runway with a PAPI, aircraft should remain at or above the PAPI glide approach angle until assured of safe landing.
7. In order to foster an environment of mutual understanding it is recommended that Touch & Go operations be conducted between the hours of 9:00 a.m. to 5:00 p.m. Monday through Friday and as limited as possible on weekends and Legal Holidays.

8. Helicopter traffic pattern altitude is 500' agl. All pattern work shall be conducted using designated training routes over Air Park property. Ingress/Egress routes will be assigned by Air Traffic Control. It is ***strongly recommended*** that no helicopter activity be conducted south of N.E. 10th Street while in airport flight training patterns.
9. Aircraft with a gross weight of more than 30,000 pounds are prohibited on the Primary Runway 15/33. Aircraft with a gross weight of more than 12,500 pounds are prohibited on Runways 10/28 and 6/24.
10. Engine maintenance run-ups are prohibited between 7:00 p.m. and 7:00 a.m.

Traffic Pattern Altitudes (above airport elevation)

Piston	800'
Rotor	500'
Field Elevation	19' MSL
Approaches	LOC/DME

Phone Numbers

Airport Managers Office/Noise Reports	954-786-4135
Air Traffic Control Tower	954-941-1550
Pompano Beach Fire Rescue Administration (non-emergency)	954-786-4510
Broward Sheriff's Office Pompano/District 11 (non-emergency)	954-786-4200

Pompano Beach Airpark

1001 N.E. 10th Street
 Pompano Beach, FL 33060

Thank you for FLYING Quietly!