

## Importance of the Airport

The main focus of the Mansfield Airport is to provide activities to support recreational flying. All tenants, operators, and users should work to that end. Mansfield Municipal Airport, like most airports, provides an economic benefit to the community. Business persons have quick, convenient access to visit customers or attend meetings. Corporate users of the Mansfield Airport range from the very small companies to Fortune 500 companies.

The airport attracts industry that, in turn, provides the community with jobs. One of the reasons Cabot-Forbes Industrial Park was built near the airport was because the developer wanted airport accessibility. The businesses (and employees) also pay taxes to the communities and inject payroll and business dollars into the community.

Airport commercial activities and grants also inject money into the community. A recent Mansfield Municipal Airport economic analysis estimated the total dollar impact in excess of 3 million dollars per year. (Massachusetts Economic Impact Report, Massachusetts Aeronautics Commission 2001) Commercial business deliveries also help businesses like manufacturers, auto dealerships, and others receive parts and specialized equipment. Local hospitals can receive timely delivery of organs, blood, and medicine and patients can be transported when minutes count. The airport is also important to search & rescue and relief efforts including our Mansfield Airport based Civil Air Patrol Squadron. Lastly, the airport can provide enjoyment to the community with air shows and aircraft displays.

Approved February 27, 2008  
Mansfield Airport Commission



Mansfield Airport Commission  
6 Park Row  
Mansfield, MA 02048  
airport@mansfieldma.com

## Noise Abatement Procedure



### Mansfield Municipal Airport

265 Fruit Street  
Mansfield, MA 02048

**T**he Mansfield Airport Commission produced this booklet in a continuing effort to refine the Noise Abatement Program at the Mansfield Municipal Airport (1B9) with the aim of reducing the impact of aircraft noise in our neighborhood. It can only be effective with cooperation of the aviation community. Noise abatement remains the responsibility of each aircraft pilot.

The information in this publication outlines the noise abatement measures approved by the Mansfield Airport Commission. The goal of the program is to monitor whatever adverse effects aircraft operations at the airport may have in our community; to increase awareness and encourage continued participation by pilots, which should result in an overall reduction in the amount of aircraft noise generated; and to upgrade and refine procedures to achieve a reduction in noise concerns by our neighbors.

# NOISE ABATEMENT PROCEDURES

## Mansfield Municipal Airport

### OVERVIEW

This Noise Abatement Program for the Mansfield Municipal Airport was developed by the Mansfield Airport Commission with input from airport FBO, users and from the Aircraft Owners and Pilots Association (AOPA) noise awareness recommendations. The following measures are part of the Noise Abatement Program for the Airport.

1. Adoption of Preferential Runway Use Program
2. Adoption of a use restriction on times for touch-and-go operations.
3. Promotion of quiet flying procedures.
4. Publication and update as necessary of a noise abatement procedures pamphlet.
5. Review of changes in noise exposure as necessary.
6. Publication of noise sensitive areas map.
7. Periodic review of the noise complaint procedures.
8. Advise neighbors and public officials when air shows or other public aviation events will occur.

### MISSION STATEMENT

The primary mission of the Mansfield Municipal airport is to provide aerial access to Mansfield and South Shore region for private and business aircraft. A secondary mission is to enhance the desirability of Mansfield and the South Shore as a location for residences, businesses, outlets, offices, tourism and manufacturing facilities by providing direct corporate access for executive visits, raw materials/components, finished products and the continued support of recreational and instructional flying, while minimized the effects of aircraft noise on our neighbors. Complaints concerning noise attributable to aircraft operations at Mansfield Municipal Airport may be logged by calling the airport manager at 508-339-3624 or by submitting a complaint form located at the airport manager's office or on the web at [www.mansfieldma/airport](http://www.mansfieldma/airport).

### FLIGHT PROCEDURES

This pamphlet identifies noise sensitive areas in the vicinity of Mansfield Municipal Airport and outlines procedures to minimize noise impact in these areas. Your cooperation with these noise abatement efforts is appreciated.

#### NOISE SENSITIVE LAND USERS

When possible, please avoid over flight of the close-in noise sensitive areas shown on the attached map.

#### PRIORITY OF RUNWAY USE

- Runway 32 is the preferred runway.
- Runway 14-32 is the calm-wind noise abatement runway, unless wind direction warrants using the grass runway 4-22.

#### GRASS RUNWAY OPERATIONS

- Runway 22 is the preferred runway.
- Early morning departures on the grass should be Runway 22.
- Avoid over flight of the close-in noise sensitive areas shown on the map.

### AIRCRAFT FLIGHT TRACK PROCEDURES

The following are some guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground. These AOPA recommendations are general in nature, some may not be advisable for every aircraft in every situation. No noise reduction procedure should be done that would compromise flight safety. Recommendation guidelines are subject to Air Traffic Control instructions. Noise reduction techniques for your specific aircraft should be observed and followed.

Avoid noise-sensitive areas, such as residential areas and open-air assemblies (e.g. sporting events, graduations, concerts.) Make every effort fly at or above 1,000 feet AGL with conventional piston aircraft and 1,500 feet AGL for turbo-prop and turbo-jet aircraft over the surface of such areas when over flight cannot be avoided. In addition please keep in mind that over congested areas at an altitude of 1000 feet above the highest obstacle within a horizontal radius of 2000 ft of the aircraft.

- a. Consider using reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce the aircraft's noise level substantially.
- b. On take-off from Runway 14, gain altitude as quickly as possible without compromising safety; follow the runway heading until an altitude of 824' MSL is attained before turning over noise sensitive areas. Follow the departure instructions on the runway signs located at the ends of each runway. On takeoff from runway 32, turn to a heading of 290 degrees as soon as practical. No right turns until 1,000AGL.
- c. Retract the landing gear as soon as a landing straight ahead on the runway can no longer be accomplished. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet AGL.
- d. Fly a tight landing pattern to keep noise as close to the airport as possible.
- d. Practice descent to the runway at lower power settings and with as few power changes as possible.
- e. Use the PAPI to land on Runway 32. It will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- f. When possible, do not adjust the propeller control for flat pitch on the downward leg; instead, wait until short final. This practice provides a quieter approach.
- g. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
- h. Flying between 9:00 P.M. and 7:00 A.M. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)
- i. Aerial acrobatics are not permitted over the airport or over noise sensitive locations defined in the attached map unless for scheduled, approved air shows.

- j. Banner tow aircraft are to follow the runway heading on takeoff until able to turn safely over noise sensitive areas no lower than 824' MSL. On approach tow a/c should follow the runway heading to landing. Flying over close in noise sensitive areas should avoided and at no time lower than 1000'AGL

### TURBO-JET BUSINESS AIRCRAFT

Pilots of turbo-jet business aircraft are requested to use NBAA recommended noise abatement procedures developed for take-off over close-in residential communities and for VFR and IFR approaches (the NBAA procedures manual is available in the airport manager's office).

A brief description of the event including:

- Nature of the complaint (e.g. low flying, safety, etc.)
- Aircraft type (e.g. propeller, jet and helicopter)
- Aircraft description (e.g. color, number of engines, high or low wing, registration numbers, etc.).
- Type of operation (e.g. take-off, landing, over flight, aerobatics, etc.).
- Also, please indicate if you would like a return phone call.

Note: *Management is normally available to respond to complaints during normal business hours Monday through Friday; however, the airport will investigate complaints received after normal business hours and weekends as soon as possible. Complaints that contain vulgar or threatening language will not be acted upon.*

### OTHER AIRPORT CLASSIFICATIONS

#### Airport Classification

Mansfield Municipal Airport is classified as a general utility, general aviation airport. This means it can accommodate all small aircraft and larger corporate type aircraft.

#### Flying Activities

Traffic at Mansfield Municipal Airport can be grouped into five (5) categories:

1. Recreational
2. Instructional (there is one based 1B9 flight school offering Private Pilot, Multi-Engine, Commercial, Instrument and Flight Instructor ratings.)
3. Business (typified by corporations who either own or lease their own aircraft.)
4. Commercial (whose activities include charters, tours, aerial photography, aerial advertising, power line inspections, traffic reporting and fish spotting). Med flight
5. Military (comprised mostly of U.S. Coast Guard and U.S. army Helicopters) and Civil Air Patrol.

#### Public Perception/Noise

Portions of the public tend to regard airports as noisy, undesirable neighbors. Yet, at the time when airports were built, the only neighbors airports had were trees and meadows and not humans. Over the years though, developers chose to build closer and closer to airports. This has been true at Mansfield where housing and other developments have occurred despite warnings from the airport and the Massachusetts Aeronautics Commission. Aircraft noise at Mansfield Municipal Airport has declined due to decreases in the number of aircraft operations, aircraft that have been built with quieter engines, and the noise abatement procedures put in effect by airport management. Such procedures include preferential runway use in which flights cross the least populated areas, a best-rate-of-climb policy, "touch-and-go" restrictions and compliance with Federal Air Regulations pertaining to noise.



### HELICOPTERS

Hover times are to be kept to 15 minutes or less. Helicopter operators are requested to use HAI recommended Noise Abatement Measures.

### RUN-UPS

Maintenance run-ups should be conducted between the hours of 9:00 A.M. and 5:00 P.M. Run ups are not allowed between hangars.

### TOUCH AND GO OPERATIONS

- Touch-and-go aircraft use best-rate-of-climb to pattern altitude as soon as possible.
- No touch-and-go operations from 9:00 P.M. to 8:00 A.M
- Avoid continuous over flight of the close-in noise sensitive areas shown on the map.

### AIRCRAFT COMPLAINTS

To register an official aircraft complaint, please call 508-339-3624. Forms may also be faxed or picked-up at the airport manager's office or on the web at [www.mansfieldma/airport](http://www.mansfieldma/airport).

All complaints will be addressed by the airport manager and all complaints will have a response. The following information needs to be provided:

- Your name, address and telephone number.
- The date and time of the occurrence.

# Noise Abatement Map

