

Muskegon County Airport

IATA/ICAO CODE: MKG/KMKG
CITY: Muskegon
STATE: MI
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name: Marty Piette, A.A.E.
Title: Airport Manager
Airport: Muskegon County Airport
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 99 Sinclair Drive
 Muskegon MI 49441

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Airport Web Site: www.muskegonairport.com

ELEVATION: 628 ft

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
06/24	6501	-	-	150
14/32	6100	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Memorandum of Understanding
Muskegon County Airport
Military C-130 Noise Abatement Program

1. PURPOSE

This program prescribes the airport's policies and procedures noise abatement for military C-130 operations.

2. BACKGROUND

In June, 1982 , the Muskegon County Airport was designated as a satellite training base for the Military C-130 aircraft operations by the Air Force Reserve 440th Airlift Wing. Due to the increased operations of large aircraft, airport authorities received complaints from area residents regarding their increased noise exposure and low flying aircraft. The complaints prompted appointment of a citizen committee to complete a full review of C-130 operations and development of this

noise abatement program to provide relief to noise sensitive areas in the vicinity of the airport.

3. COMPLIANCE

Compliance with the procedures set forth in this noise abatement program by pilots is mandatory. Deviation from the program shall be allowed only in the interest of safety or to meet special operational requirements such as operational readiness inspections (ORI's) or similar activities. Deviation to meet special requirements must be evaluated and approved by the Airport Director prior to the activity taking place.

4. REVIEW AND MODIFICATION

The Noise Abatement Program shall be subject to a continuous review by all parties (Air Force Reserves, FAA Air Traffic Control Tower and Airport) to ensure compliance with procedures and overall program objectives. Any party to the program may at any time submit a request to modify the program to improve its overall effectiveness or rectify any known problem.

5. NOISE COMPLAINTS

All noise complaints received by the office of the Airport Director shall be documented on standard Federal Aviation Administration Aircraft Noise Abatement Form (GL Form 7040-1) and copies forwarded to the Air Force Reserve and Air Traffic Control Tower.

Complaints shall be reviewed by each party for corrective action, and recommendation for corrective action shall be coordinated through the office of the Airport Director. Anyone having a complaint on military activities may file their complaints by contacting the Office of the Airport Director at 7998-4596 ext. 20, Monday through Friday, 8:00 am to 5:00 pm, excepting recognized holidays. Individuals may also file complaints by writing the Airport Director, Muskegon County Airport, 99 Sinclair Drive, Muskegon, Michigan, 49441. Complaints received in writing shall be documented and processed identical to those received by telephone.

Individuals may also file their complaints directly with the Air Force Reserves by telephoning the Public Affairs Office at 1-800-647-1638 ext. 5488. It is preferred, however, that complainants first file their complaints with the office of the Airport Director.

6. NOISE SENSITIVE AREAS

The major noise sensitive areas in the vicinity of the airport encompass most residential areas very near the airport, particularly those that lie under the approach to runways. One area considered to be very noise sensitive is the residential area on the North side of Mona Lake directly under the approach to Runway 18.

7. PROCEDURES

To provide as much relief to the noise sensitive areas as operationally possible, the following procedures must be utilized:

- a. Standard VFR traffic pattern altitudes shall be 2,400 MSL. Standard IFR traffic

pattern altitudes shall be 3,500 MSL. (1,000 ft above normal).

b. Runway 32. Left traffic pattern. (VRC) Departures will make a left climbing turn down the middle of Mona Lake to 1,000 feet AGL and will not turn downwind until reaching 1,000 feet AGL.

c. All other runways. (VFR) Departures will maintain runway headings until reaching 1,000 AGL then execute a turn to the crosswind.

d. The preferred runway for short field landings is Runway 36. Runway 18 shall not be utilized for short field landings. Whenever executing short field approaches to Runway 36, the steepest approach possible shall be utilized.

e. When utilizing Runway 14, pilots shall establish a minimum two mile final approach. Traffic patterns that result in short final approaches and steep turns very close to the ground shall be avoided on all runways.

f. The preferred runways for takeoffs are Runway 6, 14 and 24. The preferred runways for landing are Runway 6, 24, 32 and 36 for short field operations. Takeoffs on Runway 18 and 36 are prohibited.

g. Crew seat changes shall be made at the midpoint of the parallel taxiway to Runway 6/24 (Taxiway "A").

h. All training exercises must be conducted from 6:30 am (CST) and 9:00 pm (CST). Training exercises shall not be permitted after 5:00 pm (CST) on Saturday or Sunday.

i. Airport use is limited to no more than one C-130 at one time in the VFR traffic pattern. Two C-130's are permitted in the vicinity of the Muskegon County Airport when practicing multiple instrument approaches. This authorization assumes only one C-130 will generally be in the airport traffic pattern at one time.

j. The Air Force Reserves shall, whenever possible, avoid scheduling back-to-back missions which will result in aircraft performing flight activities of the same type, over the same geographical areas for a duration of more than one hour. An internal communication procedure shall be developed by the Air Force Reserves to coordinate missions between pilots in an effort to avoid duplicate activities and patterns over the same areas.

k. Pilot statement of a preference to utilize traffic patterns, runways, or procedures different from those specified above shall be discouraged by the Air Traffic Control Tower.

dated: 12/01/93 by Kenneth Hulka, Chairman - Muskegon County Board of Commissioners

and

dated: 12/30/93 by Michael R. Lee, Brig. Gen. USAFR Wind Commander

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runway restriction imposed for specific aircraft. See noise abatement procedures.

OPERATING QUOTA

Number of operations by time or noise capacity. See noise abatement procedures.

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)