KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH

Diagram #1: Half Moon Bay Noise Abatement Handout - Front

All Aircraft Categories / All Runways

Generated 29 Apr 2024 at 06:45 UTC
http://whispertrack.com/airports/KHAF

KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH

Diagram #2: Half Moon Bay Noise Abatement Handout - Back

All Aircraft Categories / All Runways

Generated 29 Apr 2024 at 06:45 UTC
http://whispertrack.com/airports/KHAF

KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH

OVERVIEW

Half Moon Bay Airport is surrounded by many noise sensitive areas. By using your aircraft's quietest departure techniques and following the guidelines below, we can reduce the noise impacts on our neighbors.

MANDATORY RESTRICTIONS

All Aircraft Categories / All Runways
Right traffic Runway 30.

Left traffic Runway 12.

Aircarft over 12,500lbs. prohibited without prior approval of the Airport Manager.

National Marine Santuary restrictions regarding low level overflights are in effect. Please reference aeronautical charts for more information.

CURFEWS

All Aircraft Categories / All Runways
Pattern work, especially touch-and-gos are discouraged on weekend and holiday mornings.

ARRIVALS

All Aircraft Categories / All Runways
Avoid straight in arrivals unless on an instrument approach.

Maintain pattern altitude until necessary to descend for landing.

Arrivals from the west fly overhead the airport at or above 1,500 MSL; continue outbound until clear of the traffic pattern and make a 45 degree entry into the downwind leg at 1,000 MSL.

DEPARTURES

All Aircraft Categories / All Runways
No turns until reaching 500' MSL

PREFERENTIAL RUNWAYS

All Aircraft Categories
Please use runway 12 when wind permits.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Aircraft Categories / All Runways
1,000 MSL

INTERSECTION TAKEOFFS

All Aircraft Categories / All Runways
No intersection takeoffs.

FLIGHT TRAINING

No stop-and-goes.

Pattern work, especially touch-and-goes, is discouraged at night and on weekend and holiday mornings.

STAGE II

Aircarft over 12,500lbs. prohibited without prior approval of the Airport Manager.

STAGE III

Aircarft over 12,500lbs. prohibited without prior approval of the Airport Manager.

KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH

PRIOR PERMISSION (PPR) OPERATIONS

Aircarft over 12,500 lbs. prohibited without prior approval of the Airport Manager.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

Name	Gretchen Kelly
Title	Airport Manager
Noise Hotline	650-728-1203
Phone	650-573-3701
Fax	650-728-2014
Email	airports@smcgov.org
Web Address	https://publicworks.smcgov.org/airports

Half Moon Bay Airport
9850 Cabrillo Hwy North
Half Moon Bay CA 94019

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$V_{REF} = 1.3 \times V_{SO}$

TEMPORARY INFORMATION (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

ENGINE RUNUP (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

FLIGHT TRACK MONITORING (NONE)

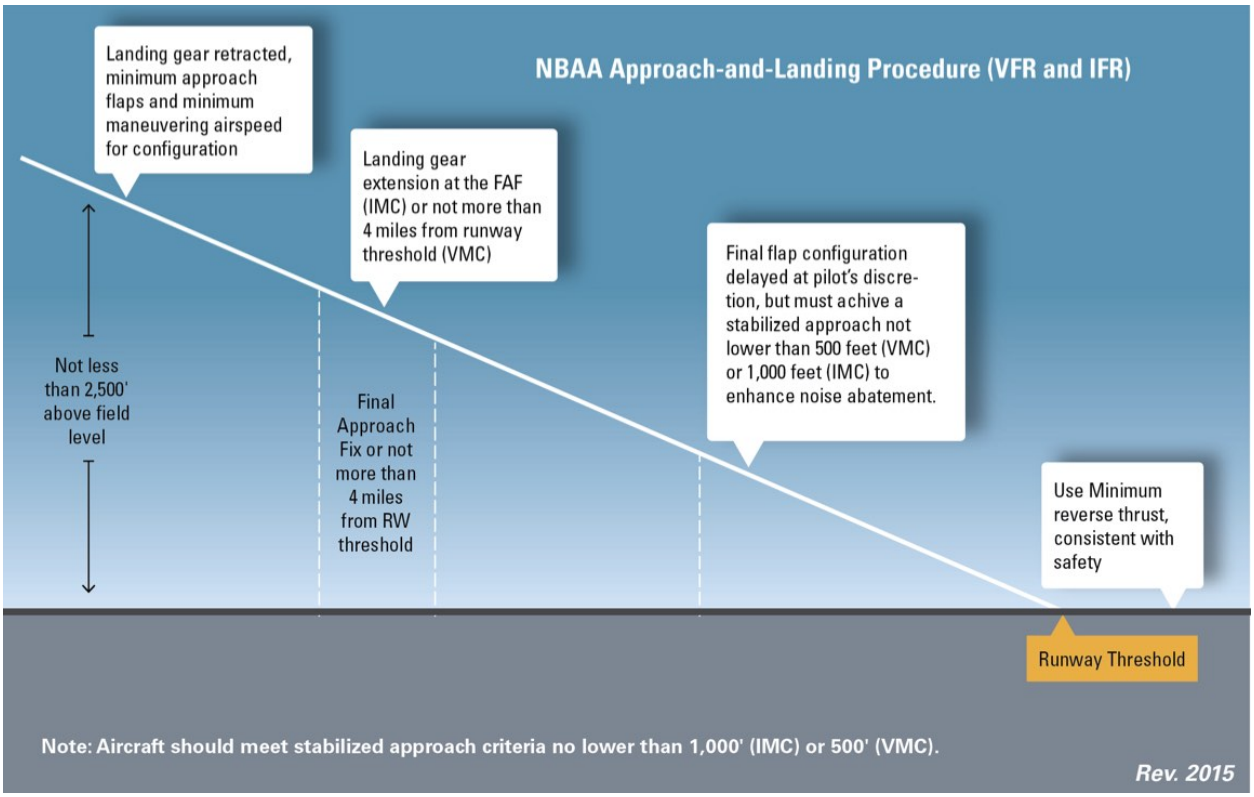
NOISE ORDINANCE (NONE)

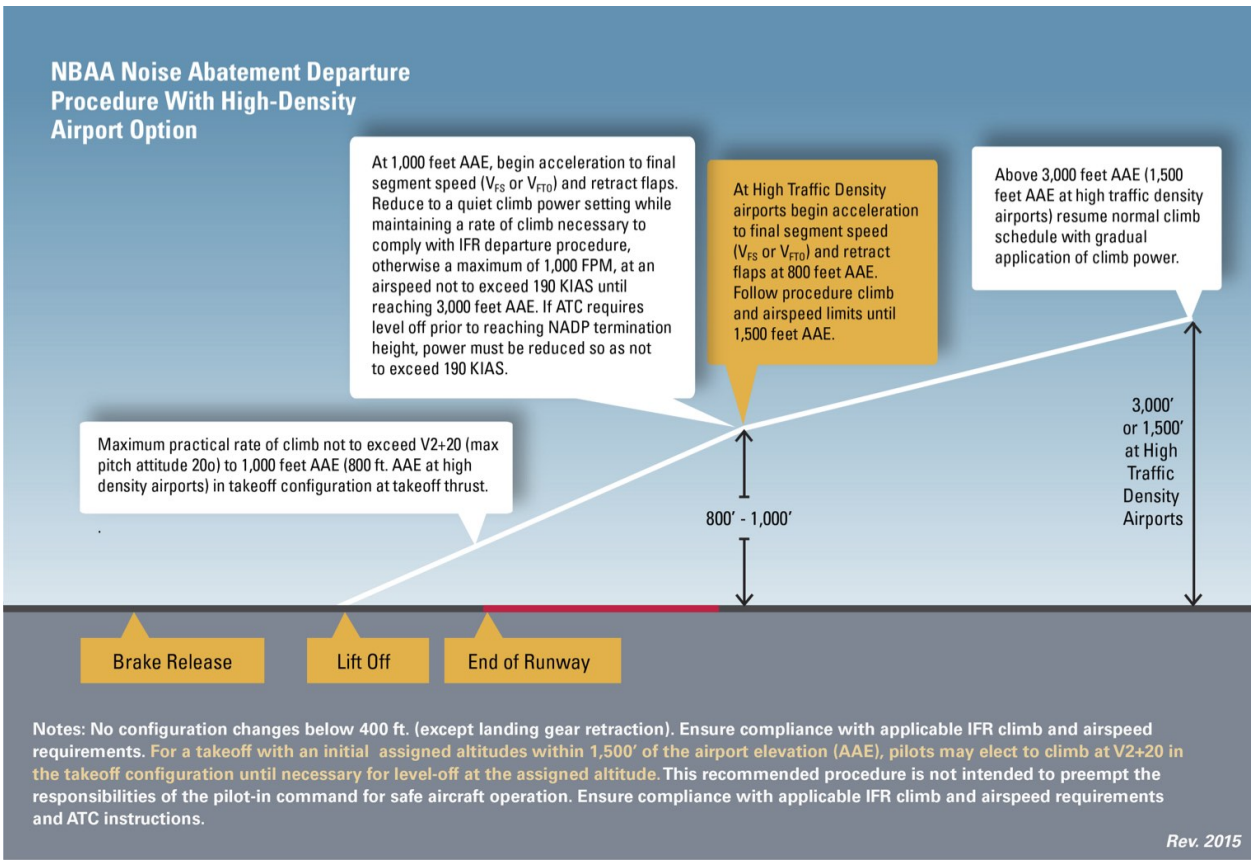
NOISE MONITORING (NONE)

KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH





KHAF Half Moon Bay Airport

Half Moon Bay, California, United States

Noise Sensitivity Level: HIGH

AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.

2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.

3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.

4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.

5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.

6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.

7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. 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.

8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.

9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.

10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.

11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

12. Flying between 11 p.m. and 7 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.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.