

ROCK HILL - YORK COUNTY AIRPORT FLYING FRIENDLY

Pilot's Guide to Noise Abatement

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Our Program

The Flying Friendly initiative has been developed in a good faith effort to better educate the community, encourage pilots to fly friendly over Rock Hill and to provide a way for citizens to communicate with airport management. Initiatives include: zoning near the airport, citizen and pilot education, recommended noise reduction procedures, and a noise hotline.

Safety is our Priority

Rock Hill - York County Airport continues to grow, both in terms of land development and annual aircraft operations. With continued growth expected for the future, the following Noise Abatement Procedures have been put into effect. In utilizing these procedures, it must be understood that SAFETY is paramount and that in the case of conflicts, the Aircraft Flight Manual takes precedence. **Compliance with these recommendations is at the sole discretion of the pilot in command and should only be conducted in consistency with the safe operation of the aircraft.**

Recommended Noise Reduction Procedures

Ground Operations

Ground operations affect the immediate area around the airport and reducing the overall noise in the surrounding neighborhoods should be considered.

Engine Runup

Aircraft engines shall be run up for testing or in preparation for flight only at the ends of the runway, in the owner service area, or other areas that have the least noise impact on the surrounding neighborhood. Such activity shall not be unreasonable undertaken between 10:00 p.m. and 6:00 a.m.

Reverse Thrust

During landing, minimum reverse thrust/prop reverse shall be used consistent with safety for our runway conditions and available length.



Flight Operations

Flight Operations have a much wider noise signature than ground operations. Whether departing or arriving, pilots shall make every effort to FLY QUIETLY. When operating to or from the airport, remember, it's not just an airport - it's a neighborhood.

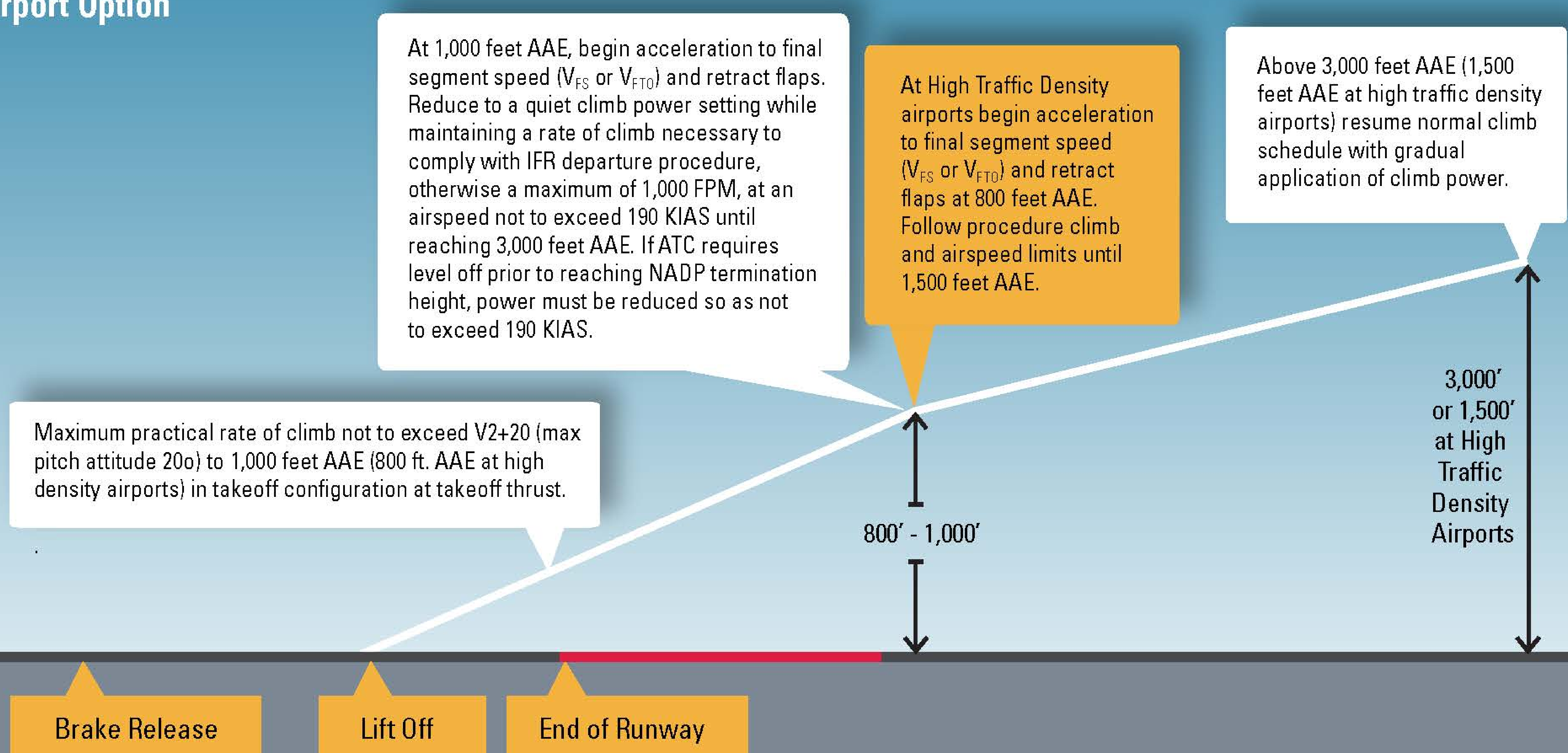
- All aircraft should maintain a minimum altitude of 1,000 feet AGL when possible
- Runway 02 is the preferred runway when wind, weather, and traffic permit
- For departures, use the best rate of climb when possible
- Propeller driven aircraft are requested to use the AOPA "Noise Awareness Steps" listed on the back of this document
- Jets departing Runway 20 are requested to use the NBAA noise abatement procedures: "Close-in" or "High-Density Airport Option". Shown on the back of this document
- Helicopters are requested to maintain traffic pattern altitude until necessary for landing, and to fly routes over public roadways and avoid residential areas



AOPA Noise Awareness Steps

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. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
5. 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.
6. 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.
7. 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.
8. 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.
9. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500' of the airport elevation (AAE), pilots may elect to climb at V_2+20 in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.