

Pompano Beach Air Park - PIC Guidelines

Noise Abatement "Guidelines" and Voluntary Operating Limitations

It shall be the responsibility of all pilots operating aircraft at the Air Park, to familiarize themselves with the National Business Aircraft Association (NBA) Noise Abatement Operating Procedures.

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 maneuvers at low altitudes over or near noise sensitive residential areas adjacent to that airport

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 in #3 above should make a left turn to cross wind heading and climb to traffic pattern altitude, unless otherwise directed by Air Traffic Control.

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.

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 over the airport.

When performing Touch & Go operation, plan your touch down in the first 1000' 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 guide approach angle until assured of safe landing.

Pompano Air Park uses a standard left hand pattern for all airport runways unless Helicopter traffic pattern altitude is 500 msl. 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 10th Street while in Airport flight training patterns.

Aircraft with a gross weight of more than 30,000 pounds are prohibited on Runway 15/33. Aircraft with a gross weight of more than 12,500 pounds are prohibited on Runways 10/28 and 6/24.