

# The Manager's Approach



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Columbia & Pine Mountain Lake Airports

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## *Noise Sensitive Areas*

Not everyone has an urge to look up in the sky when an airplane passes overhead. To some, aircraft can be annoying and distracting especially while in school, at church, on a wilderness hike, when listening to a park ranger give a talk, or when on their back deck enjoying the sounds of birds chirping in the trees and brush. While pilots have the rights to legally fly over most parts of the United States, local aviation officials have an obligation to identify noise-sensitive areas near their airports.

The FAA Advisory Circular 91-36D, titled *Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas* encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation and on flight paths that will reduce aircraft noise in such areas. The Advisory Circular states in Paragraph 6a:

“Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area’s use, including residential, educational, health, and religious structures and sites, and parks, recreational areas, wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute.”

Both our airports, and especially Columbia Airport, have most of these types of areas nearby.

The Advisory Circular identifies Voluntary Practices for flight in the vicinity of noise sensitive areas. These include:

1. Avoidance of noise-sensitive areas is preferable to overflight at relatively low altitudes.
2. Pilots operating over noise-sensitive areas should make every effort to fly not less than 2,000’ AGL, weather permitting.
3. Departures from or arrivals to an airport should be made as to avoid prolonged flight at low altitudes near noise-sensitive areas.

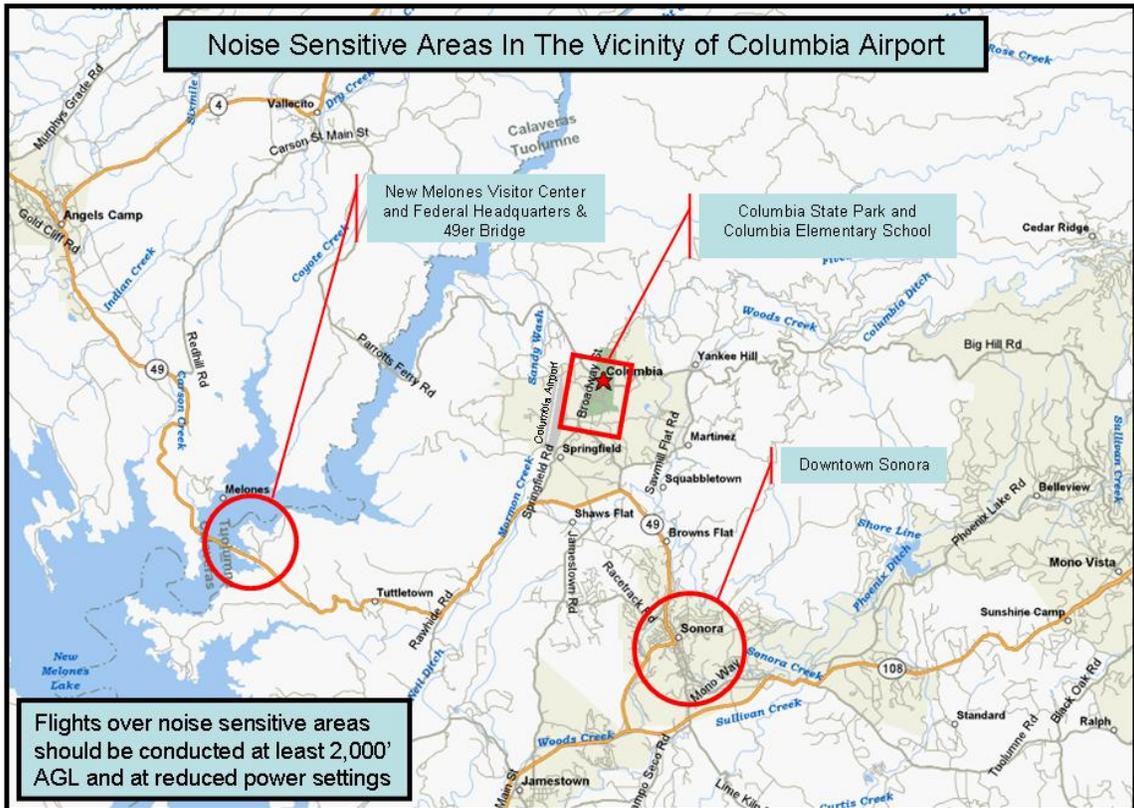
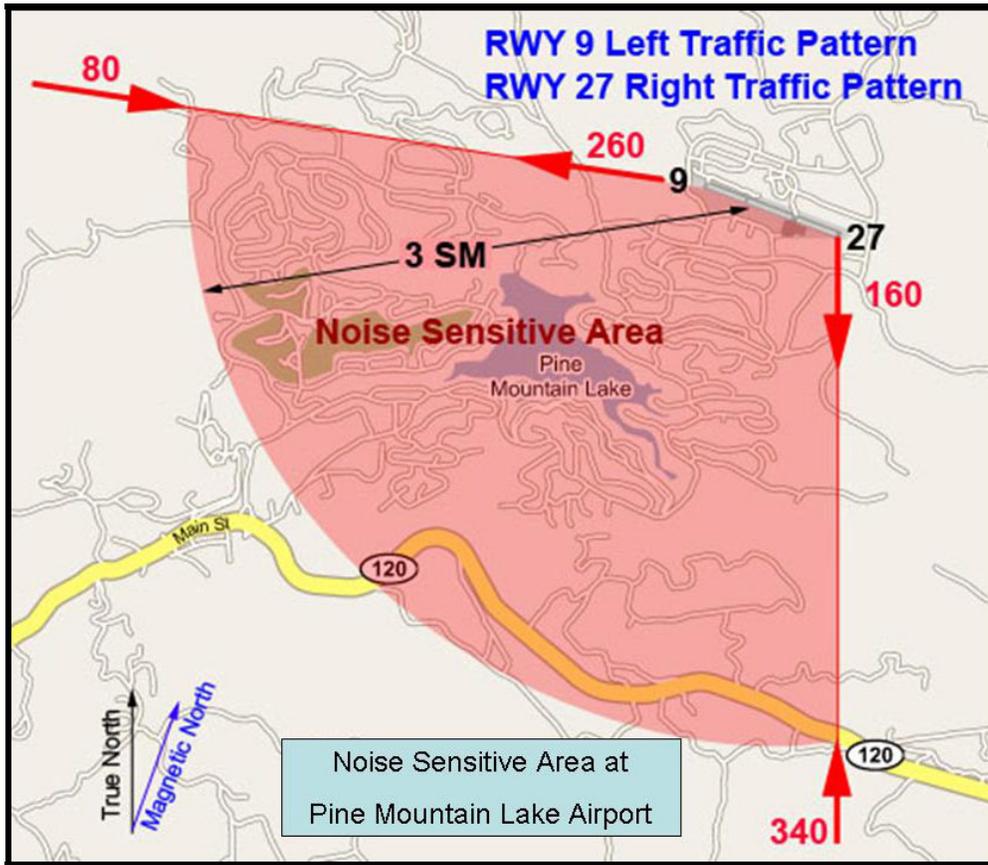
Finally, the Advisory Circular recommends cooperative action by pilots, aviation associations and airport managers, to publicize and distribute information regarding noise-sensitive areas.

The second page of this issue contains a map showing the identified noise-sensitive areas at Columbia and Pine Mountain Lake Airports. I would appreciate it if all pilots would familiarize themselves with these areas and do their part to minimize the impact of their aircraft’s noise on those on the ground.

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## *Father's Day Fly-In Planning*

It is never too early to start planning and we have already had several Father’s Day Fly-In meetings this year. There are seven co-chairs heading up various aspects of the Fly-In and it won’t be too long before we are asking for volunteers to sign up and help out. It takes about 80 to 100 volunteers to put on the event, so mark your calendar for June 17<sup>th</sup> and 18<sup>th</sup> and plan on assisting us make this year’s 40<sup>th</sup> Annual Father’s Day Fly-In a big success.



*The Manager's Approach* is a monthly publication from the Tuolumne County Airports Director for the purpose of keeping our community informed of local aviation and airport issues. You can contact me at: Tuolumne County Airports Department, Jim Thomas, Airports Director, 10723 Airport Road, Columbia, CA 95310, 209-533-5685, [jthomas@co.tuolumne.ca.us](mailto:jthomas@co.tuolumne.ca.us)