

By following the "Fly Friendly Program", aircraft noise over the adjoining neighborhoods will be effectively reduced. The Airport is not suggesting any unsafe practices but encourages a more thoughtful effort to help the Palmer Municipal Airport be a good neighbor.



PALMER Alaska

FLY FRIENDLY PROGRAM

Warren "Bud" Woods Palmer Municipal Airport

Airport Features:

- 6008 ft. main runway (16/34) with non-precision circling GPS IFR approach
- 3617 ft. cross wind runway (10/28) non-precision GPS IFR approach
- 1560 ft. gravel runway (16/34)
- Large aircraft apron available for day use and overnight parking
- 24 hour fuel availability on the north & south ramps and fuel delivery
- Ground support with prior arrangements
- Aircraft parts store with on field maintenance available
- Flight Seeing / Air Cargo Charters
- For more information see City of Palmer Web-Site: www.palmerak.org

Airport Information:

- Airport Identifier: (PAQ) (PAAQ)
- CTAF: 123.600
- AFIS: 134.75
- LH Pattern: Airplanes
- RH Pattern: Helicopters & Ultralights
- Pattern Altitude: Light Aircraft 1200 ft. MSL
Large Aircraft 1700 ft. MSL
- Control tower: Helicopter 700 ft. MSL
- Wind indicator: No
- Segmented circle: Yes
- Palmer FSS: 907-745-2495 Open 8 am - 6pm / 7 days a week
- Alternate: 1-866-864-1737 Open 24 hours / 7 days a week
- Longitude/Latitude: 149-05-19.3610W/61-35-41.6890N
-149.088711/61.594914 (estimated)
- Elevation: 242 ft. / 73.76 m (estimated)
- Magnetic Variation: 16 Degrees 40 Minutes East (2019)
- Owner: City of Palmer
- Airport Manager: 907-761-1334

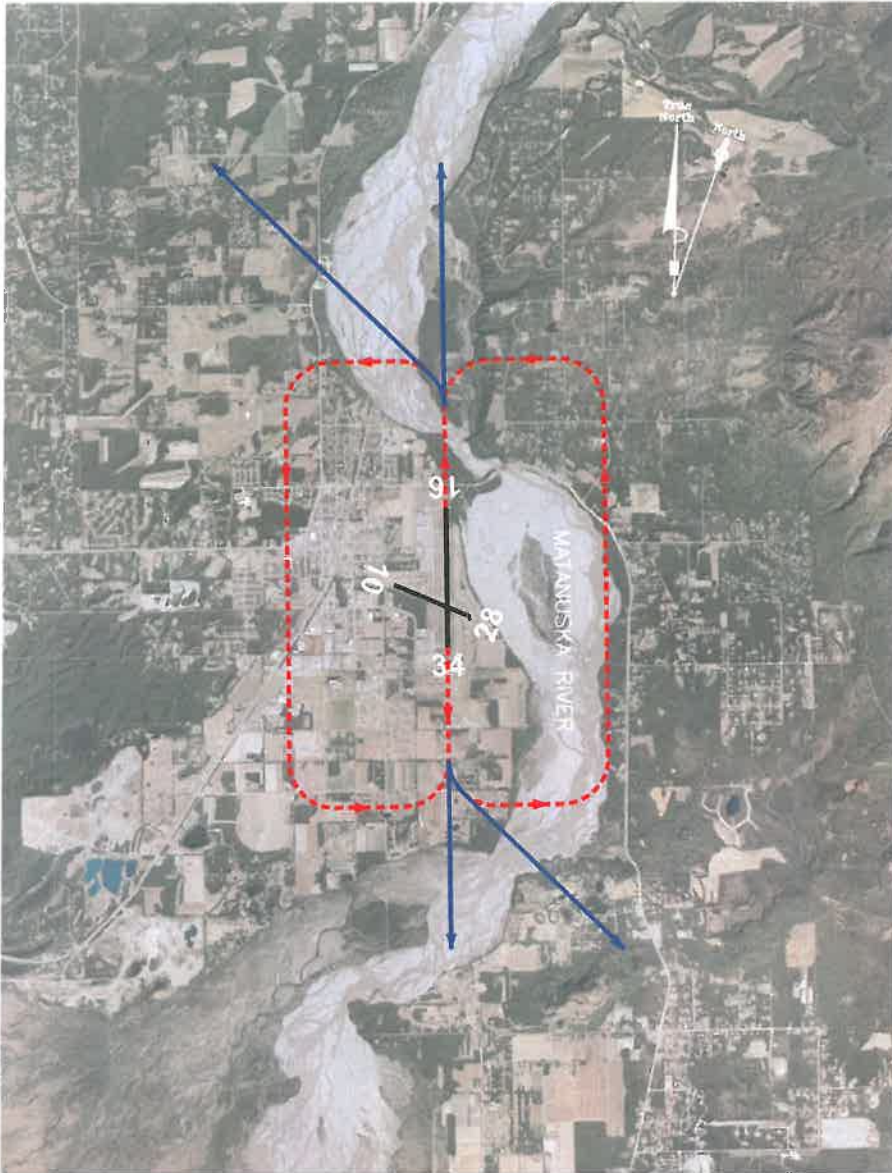


"FLY FRIENDLY CHECKLIST"

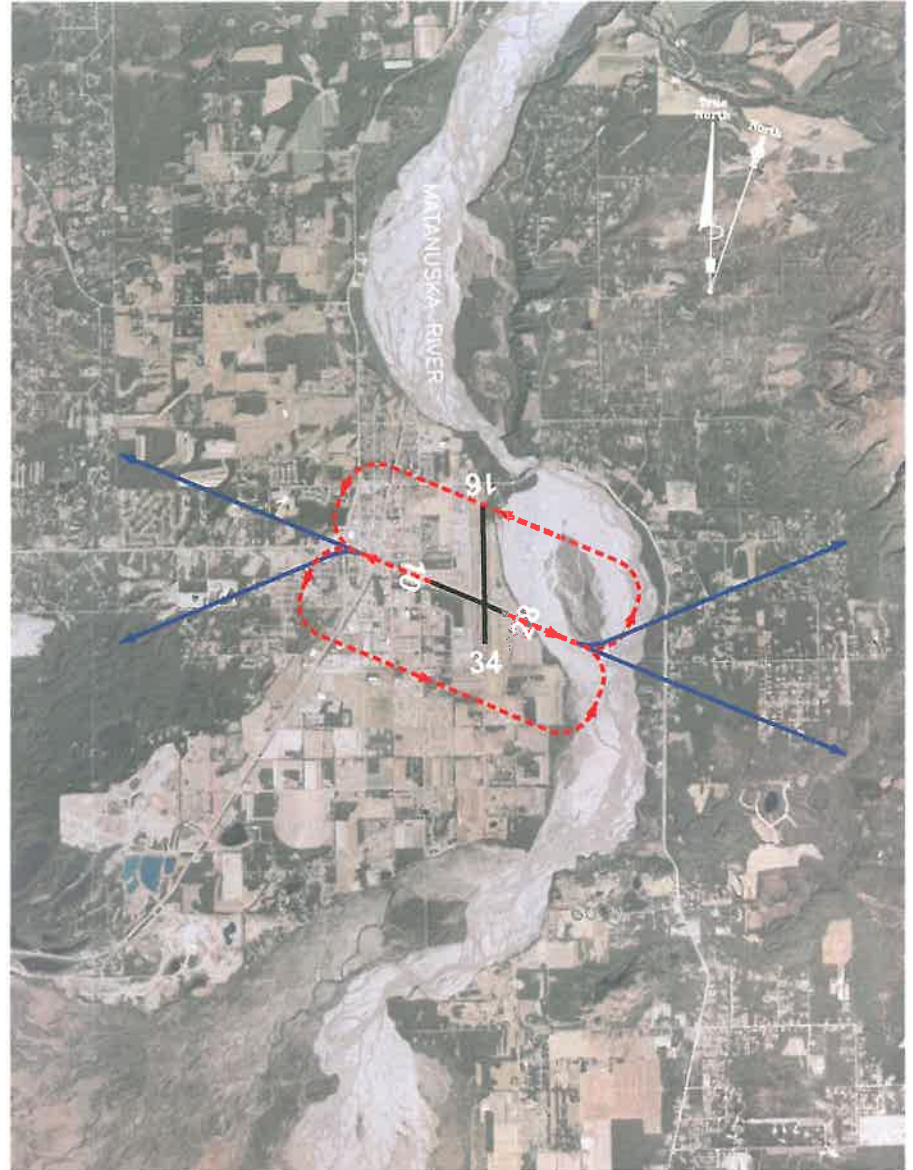
What pilots can do to help reduce aircraft noise over Palmer neighborhoods

- ◆ **Utilize the entire length of the runway; Do not depart at intersections**
Typically an aircraft can reach an altitude that minimizes the noise impact to the surrounding residential areas by using the entire length of the runway for departures (most of the noise stays on the airport).
- ◆ **Follow the established traffic pattern; Do not make an early cross wind turn on departure**
Aircraft that remain in the established pattern during departure typically reach an altitude (before the cross wind turn) that will minimize the noise impact to the surrounding residential areas.
- ◆ **Maintain the lowest propeller RPM setting necessary for safe flight; Use the appropriate power needed for your situation and aircraft**
Flying with the lowest practical RPM setting will reduce the aircraft noise level substantially, specifically when conducting training flights.
- ◆ **Plan training activities during daylight hours; Limit training activities (touch & goes) during late night hours (Alaska summer daylight lasts well into normal night time activities)**
Plan touch & goes during daytime hours; late night arrivals or departures are one-time events and do not have the constant noise impact as compared to closed traffic. Please be mindful of the time of day.

RUNWAY 16-34



RUNWAY 10-28



LEGEND	
RUNWAY TRAFFIC PATTERN	
STANDARD DEPARTURE PATH	

NOTE:

1. THE STANDARD TRAFFIC PATTERN DEPARTURE PROCEDURE IS STRAIGHT OUT OR 45° OFF OF RUNWAY EXTENDED CENTERLINE. (AERONAUTICAL INFORMATION MANUAL AND 90-66A)
2. AIR TRAFFIC AT PALMER IS UNCONTROLLED. THE ACTUAL SIZE OF THE TRAFFIC PATTERN, LOCATION OF PATHS AND TURN RADII WILL VARY SIGNIFICANTLY DEPENDING ON THE INDIVIDUAL AIRCRAFT'S SPEED.