

Monterey Peninsula Airport

Monterey Peninsula Airport (MRY)
200 Fred Kane Drive #200 • Monterey, CA 93940
Phone: (831) 648-7000
www.montereyairport.com

Latitude/Longitude:

N 36° 35.22' / W 121° 50.58'

Elevation: 257 ft.

Sectional chart: San Francisco

Control tower: yes

ARTCC: Oakland Center

FSS: Oakland Flight Service Station

NOTAMS facility:

MRY (NOTAM-D service available)

Pattern altitude: 1757 ft. MSL

Wind indicator: lighted

Segmented circle: yes

Lights: Dusk-Dawn

When ATCT Closed:

HIRL Runway 10R/28L operated continuously
Activate MALSR Runway 10R Frequency - 118.4
PAPI Runway 10R
VASI Runway 28L
Runway 10L/28R unlighted

Beacon: white-green

Landing fee: Charged for aircraft over 6,000 lbs.



SERVICES

Restaurant:

- Golden Tee Restaurant
(831) 373-1232

Rental Cars:

- Alamo
(800) 327-9633 / www.alamo.com
- Avis
(800) 831-2847 / www.avis.com
- Budget
(800) 527-0700 / www.budget.com
- Enterprise
(800) 736-8222 / www.enterprise.com
- Hertz
(800) 654-3131 / www.hertz.com
- National
(800) 227-7368 / www.nationalcar.com

Full Service FBOs:

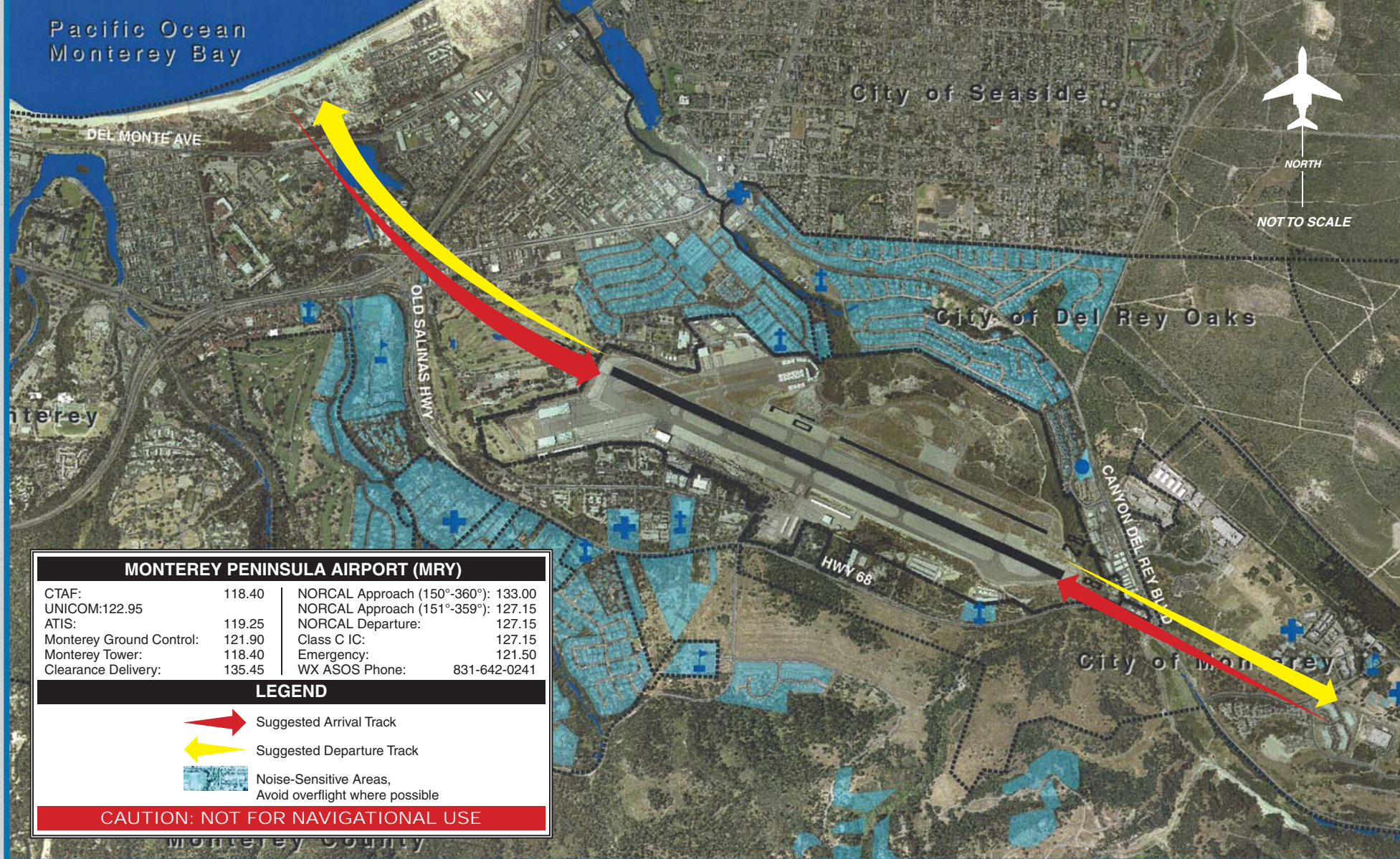
- Million Air Monterey
ASRI 131.50
UNICOM 122.95
831-373-4151
800-452-6184
www.millionairmonterey.com
- Monterey Bay Aviation
UNICOM 122.95
831-375-2359
831-373-3201
www.montereybayaviation.com
- Monterey Jet Center
831-373-0100
888-679-2992
www.montereyjetcenter.com

(Numerous hotels are available in the airport vicinity)

EXISTING NOISE ABATEMENT PROCEDURES

- Voluntary curfew between 11:00 p.m. and 7:00 a.m. Airport operations are discouraged due to noise-sensitive areas near the airport. A PPR is required for all turbine-powered multi-engine aircraft (www.montereyairport.com/news/ppr.php: or 831-648-7000 ext.217).
- Prohibition of low passes, formation arrivals and departures, and overhead patterns.
- Runways 28L and 28R are preferred for arrivals.
- Runways 10R and 10L are preferred for departures.
- Arrivals from or departures to the west should utilize Monterey's over-water route when possible.
- When departing Runway 28L or 28R, turns should commence after reaching an altitude of 900 feet above ground level and/or passing over Highway 1.
- Helicopters are encouraged to follow the fixed-wind traffic pattern and to avoid residential areas adjacent to the airport.
- Touch and go operations are prohibited for any aircraft larger than a Beech King Air.
- Touch and go operations are limited to the hours between 8:30 a.m. and 8:00 p.m., Monday through Friday, and between 9:00 a.m. and 6:00 p.m. Saturday, Sunday, and holidays.
- Touch and go operations are restricted to four within a two-hour period.
- Practice approaches are discouraged and should be limited to no more than two for aircraft larger than a Beech King Air.
- During curfew hours, landings are limited to Runway 28L and departures are limited to Runway 10R unless conditions dictate otherwise.

April 2008



| MONTEREY PENINSULA AIRPORT (MRY) | | | |
|----------------------------------|--------|------------------------------|--------------|
| CTAF: | 118.40 | NORCAL Approach (150°-360°): | 133.00 |
| UNICOM:122.95 | | NORCAL Approach (151°-359°): | 127.15 |
| ATIS: | 119.25 | NORCAL Departure: | 127.15 |
| Monterey Ground Control: | 121.90 | Class C IC: | 127.15 |
| Monterey Tower: | 118.40 | Emergency: | 121.50 |
| Clearance Delivery: | 135.45 | WX ASOS Phone: | 831-642-0241 |

| LEGEND | |
|--------|---|
| | Suggested Arrival Track |
| | Suggested Departure Track |
| | Noise-Sensitive Areas, Avoid overflight where possible |

CAUTION: NOT FOR NAVIGATIONAL USE

A.O.P.A. 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. Familiarize yourself and comply with airport noise abatement procedures.
5. Work with airport managers and fixed base operators to develop procedures to reduce the impact on noise-sensitive areas.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection. Aircraft with a GLW up to 12,500 lbs may utilize intersection takeoffs.

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: Safety always supercedes noise abatement producers 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 flight safety.

* - as modified by MPAD