



Appendix H - Example Letter of Special Use Agreement

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**LETTER OF AGREEMENT (LOA) BETWEEN
ALBUQUERQUE INTERNATIONAL SUNPORT AIR TRAFFIC CONTROL
TOWER, CITY OF ALBUQUERQUE AVIATION DEPARTMENT
AND
KIRTLAND AIRFORCE BASE 58TH SPECIAL OPERATIONS
WING(SOW), AND 150TH FIGHTER WING**

EFFECTIVE: January 30, 2004

SUBJECT: Noise Abatement

PURPOSE: This agreement describes procedures to be used to aid in reducing Aircraft noise over the City of Albuquerque.

CANCELLATION: This agreement cancels previous Letter of Agreement, Subject: Noise Abatement, dated 30 January 2003

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1. RESPONSIBILITIES.
 - a. Albuquerque International Sunport Air Traffic Control Tower shall:
 - (1) Apply the runway use provisions of this agreement.
 - (2) Request aircrew compliance with the in-flight procedures in this agreement.
 - (3) Circulate a Letter to Airmen detailing informal noise abatement procedures.
 - b. Aviation Department shall:
 - (1) Serve as the focal point for citizens' comments concerning aircraft noise. Noise comments concerning military aircraft will be logged into the airport's database; however, all comments will be forwarded to the respective wing(s).
 - (2) Inform all commercial and tenant FBOs of the procedures contained herein.
 2. RUNWAY USE RESTRICTIONS: Turbojet and turboprop aircraft shall not use runway 17/35 for departure unless the crosswind component on other available runways exceeds 20 knots (runway dry), or 15 knots (runway wet), and runway 17 for arrival unless the crosswind component on other available runways exceeds 15 knots. If other runways are not available or an emergency



requires use of runway 17/35 by turbojet/turboprop aircraft, these restrictions are not applicable. See Table 1.

3. IN-FLIGHT PROCEDURES.

- a. All military aircraft classified as heavy or fighter-type aircraft departing runway 8 shall turn right on departure.
- b. Military helicopters shall comply with established arrival and departure corridors.
- c. When weather conditions are 5,000-foot ceiling and seven miles visibility or greater, the Control Tower shall request all turboprop and turbojet aircraft (except STOL-type aircraft) making left turns from runway 8 to delay their turn until 13.5 DME from the Albuquerque VORTAC.
- d. All other aircraft, not included in paragraphs a, b, or c making left turn departures from runway 8 will, unless otherwise instructed by ATC, delay their turn until the east field boundary and climb as expeditiously as possible so as to overfly any residential areas at or above 6,500 MSL. When weather conditions are below 5000 feet MSL, the visibility is less than seven miles, or the mountaintops are obscured, this procedure will also include turboprops and turbojets.
- e. These procedures may be altered as safety considerations (wind, movement area closures, weather, etc.) dictate; the procedures shall not be altered for the sole purpose of expediting traffic.

4. 2100 TO 0700 CURFEW PROCEDURES.

- a. All aircraft departing runway 8 shall be instructed to turn right after takeoff. Turbojet and Turboprop aircraft may be kept on a southbound heading until leaving 8000 feet before being given a westbound heading.
- b. Runway 17 shall not be used for landing nor runway 35 for takeoff by any type aircraft unless conditions in table 1 are met.
- c. By separate agreement, the south 4800 feet of runway 17/35 is used for night operations by the 58th SOW so long as their traffic pattern remains south of the airport.
- d. Military helicopters inbound from the north shall be vectored for an approach to runway 8.



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- e. Except for a West or Southwest flow, runway 21 and runway 3 departures are discouraged. If runway 21 is required because of operational requirements, turboprops and turbojets may be assigned a heading of 190 degrees or farther east until leaving 8000 feet, or 5 miles south of the airport. Non turbine-powered aircraft turning northbound should be turned ASAP to avoid noise sensitive areas Southwest of the airport. During a West or Southwest flow, apply this when traffic permits. If departing runway 3 because of operational requirements, turboprops and turbojets may be instructed to fly runway heading until leaving 6500 feet.
- f. Engine run- ups for maintenance purposes, both on and off the aircraft, are restricted by City Ordinance (Chapter 9, Article 9, Section 11) and base regulation (KAFBI 202) between the hours of 10:00 pm and 7:00 am. Exceptions to this policy can be made on an individual basis, in which case operational necessity, urgency, and the noise impact residential neighborhoods are considered. When exceptions are made, noise impact will be minimized by conducting run- ups at the south end of runway 35 or south end of taxiway C. Exceptions should be coordinated through the City Aviation's Operations Officer (OPS 60), if available. If OPS 60 is not available the Albuquerque Tower OSIC/OCIC will make the decision.
- g. These procedures may be altered as safety considerations (wind, movement area closures, weather, etc.) dictate; these procedures shall not be altered for the sole purpose of expediting traffic.



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5. 0700 to 0900 (DAYTIME) WEEKEND and CERTAIN HOLIDAY CURFEW.
 - a. On weekends and certain holidays (listed below) the curfew for turbojets and turboprops shall be extended from 0700 to 0900 am local.
 - b. The effected holidays include New Years Day, Thanksgiving Day, and Christmas Day

6. This agreement shall remain in effect unless terminated in writing by either party.

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Table 1. Runway 17/35 Operational Use Criteria

	Light aircraft	Turbojet/turboprop
Runway 17, Take off	Daytime. Nighttime if crosswind component >20K (15K wet) on other runways	Crosswind component >20K (15K wet) on other runways*
Runway 17, Landing	Daytime. Nighttime if crosswind component >15K on other runways or emergencies	Crosswind component >15K on other runways, or emergencies
Runway 35, take Off	Daytime. Nighttime if crosswind component >20K (15K wet) on other runways	Crosswind component >20K (15K wet) on other runways
Runway 35, Landing	Anytime	Anytime

* 58th SOW special use agreement

FAA Order 8400.9 specifies the maximum crosswind component (see Table 2), of 20 knots (dry runway) and 15 knots (wet runway). When conditions require turbojet and turboprop use of runway 17 for arrivals or 17/35 for departures, the Control Tower shall inform the City Aviation Department immediately. Should the terms of this restriction be abused, the Aviation Department retains the right to terminate this agreement.

Table 2. Maximum Wind Values (from FAA Order 8499.9)

Wind Angle from Runway	Max Wind(Dry)	Max Wind (Wet)
10	114	86
20	58	44
30	40	30
40	31	23
45	28	21
50	26	19
60	23	17
70	21	16
80	20	15
90	20	15