MMU HELICOPTER ROUTES

8 Airport Road
Morristown, NJ 07960
973.538.6400
973.538.6947 Fax
www.mmuair.com

MORRISTOWN AIRPORT

WHY
Life Doesn't
Choose MMU

LOCATION

Runways:
5/23 5999 X 150 (ASPH-GRVD)
13/31 3998 X 150 (ASPH-GRVD)
R/W 23 Cat 1 ILS
R/W 5 NDB/GPS
R/W 31 PAPI
Traffic Pattern Altitude:
1200 ft for aircraft 12500 lbs and less
1700 ft for aircraft over 12500 lbs
Field Elevation: 187 feet

FREQUENCIES

Tower 118.1
CTAF 118.1 (2230L to 0645L)
Ground 134.2
Clearance 128.6
ATIS 124.25
NY APP 127.6
NY DEP 119.2
Signature Flight Support 129.6
FTCFBO 131.757

IMPORTANT INFORMATION

Noise Abatement Office: 973.538.3366 X 122
Operations Office: 973.538.3366 X 116
Airport Management: 973.538.6400
Control Tower:
Hours 0645L-2230L
973.267.0331
AFSS Lockheed Martin: 1.800.WX.BRIEF
User Fee US Customs:
Hours 0800L-1600L
973.267.0302
24-Hour Index B Aircraft Rescue Coverage:
973.455.1953
24-Hour FBO: Signature Flight Support -
Hangar 1: 973.292.1300
FTCFBO: 973.401.1900
WX AWOS: 973.290.0135
Voluntary VFR Helicopter Noise Abatement Procedures For Morristown Airport (MMU)

DEPARTING A/E OR RUNWAY 05: When able, fly runway heading until reaching 1000 ft. MSL within Airport boundary before proceeding on course.

DEPARTING C/B OR RUNWAY 30: When able, climb to 1000 ft. MSL within Airport boundary before proceeding on course.

ARRIVING A/E, RWY 05, C/B, OR RWY 30: When able, maintain at or above 1000 ft. MSL until within Airport boundary.

Helicopters arriving or departing on MMU east or westbound should avoid densely populated or residential areas by overflying Route 10, Route 287 or Route 24. If necessary to fly along Columbia Turnpike, remain as high as possible while avoiding the area south of the thoroughfare.

Pilots are asked to observe the following general procedures when possible:

- Avoid noise sensitive areas on departure and arrival (see map)
- Depart at best rate of climb
- Use steep angle of approach upon arrival
- Avoid sharp maneuvers

Sikorsky S-76A

General

Noise exposure is:
- lower on the right side than on the left side of the helicopter.
- lower upwind than downwind of the helicopter.

Maximum distance and altitude separation from noise-sensitive areas is the most effective means of noise abatement. Control movement should be gradual and smooth.

Takeoff & Climb

Climb to cruise altitude at the best rate of climb control.

Adjust the power to maintain a 1300 fpm rate of climb.

Plan takeoff path away from noise-sensitive areas.

Enroute & Cruise

When crossing noise-sensitive areas, maintain a minimum altitude of 2000 ft.

When an altitude of 2000 ft. cannot be maintained, reduce airspeed so as not to exceed 120 knots at 500 ft.

Turns

Noise exposure is:
- lower on the inside of a turn than on the outside of a turn.
- lower during right turns than left turns.

Approach & Landing

For greatest noise reduction, establish a 60 knots indicated air speed and 1000 fpm rate of descent.

If you wish a moderated approach angle, use 80 knots and 800 fpm rate of descent.

When clear of the noise-sensitive area, return to Category A or Category B flight procedures, as applicable.

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For more information consult the Fly Neighborly Guide, available from helicopter Association International (http://www.rotor.com)
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