

McMinnville Municipal Airport - MMV

GENERAL AIRPORT INFORMATION

Latitude:.....N45° 11.67'
 Longitude:.....W123° 08.16'
 Elevation:.....163ft/49.7m (surveyed)
 Variation:.....15d29'19"E (2016)
 Location:3 miles SE of McMinnville, OR
 Time Zone:UTC-7 (UTC-8 during DST)

AIRPORT OPERATIONS

Sectional Chart: Seattle
 ARTCC:Seattle Center
 FSS:McMinnville
 NOTAM Facility:MMV (NOTAM-D service available)
 Control Tower:None. CTAF 123.000

AIRPORT COMMUNICATIONS

CTAF/UNICOM:123.000
 WX ASOS:.....135.675
 RCO (MMVFSS):122.450

RUNWAY INFORMATION

Rwy 4/22
 Dimensions:.....5,420 x 150 ft. (1652 x 46 m.)
 Surface.....Asphalt
 Rwy edge lights.....High intensity (pilot-controlled)

Rwy 17/35
 Dimensions:.....4,340 x 75 ft. (1323 x 23 m.)
 Surface.....Asphalt
 Rwy edge lights No lights

Note: Helicopter operations occur on the runway and both parallel taxiways



McMinnville Municipal Airport
 4000 SE Cirrus Ave McMinnville, OR 97128
 Phone: (503) 434-7411
<http://www.mcminnvilleoregon.gov/>



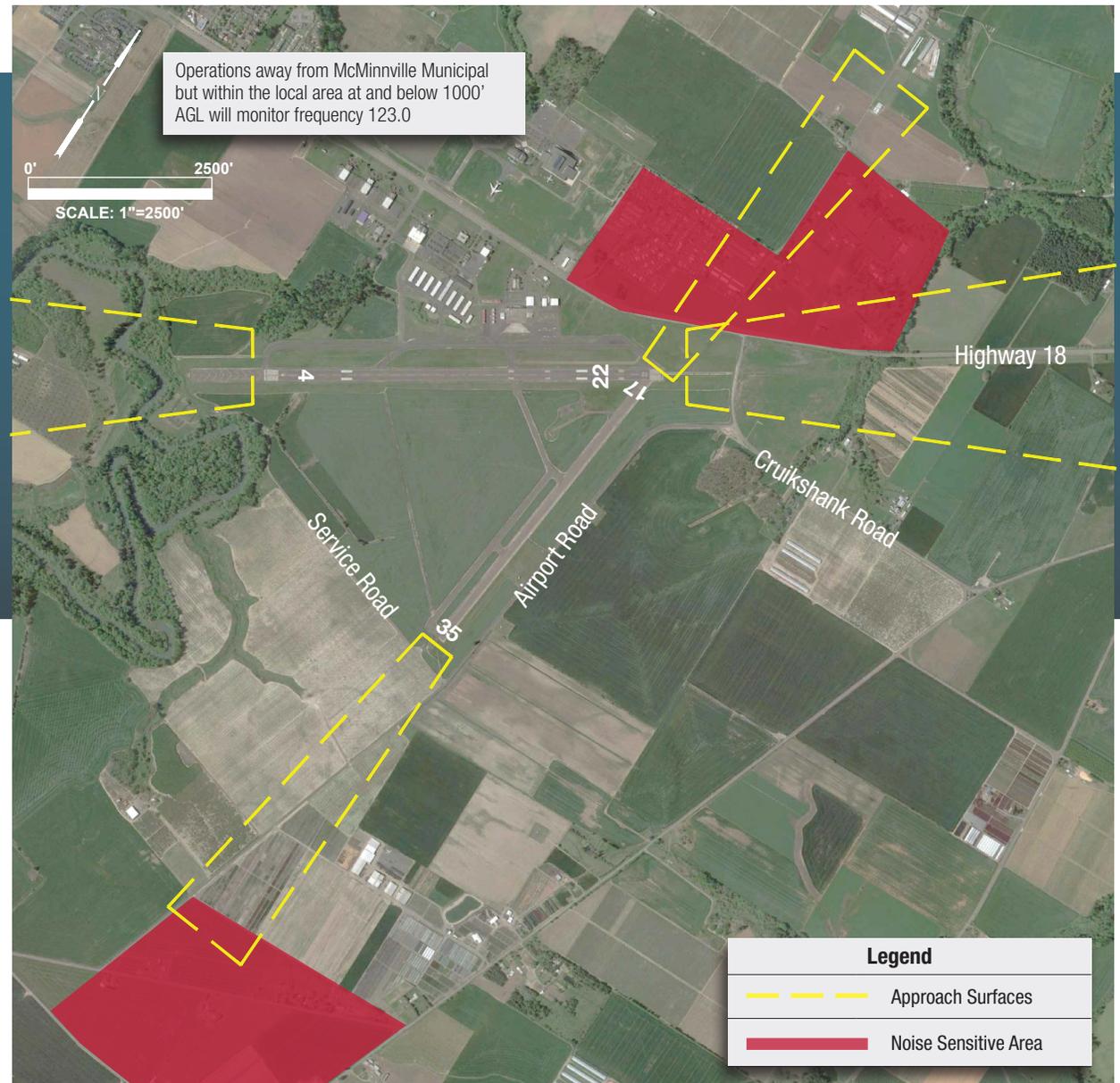
McMinnville Municipal Airport
 Fly Friendly



HOW TO FLY FRIENDLY IN MCMINNVILLE

This guide identifies approach surfaces and noise-sensitive areas for fixed-wing aircraft and helicopters to minimize impacts to airport neighbors at the McMinnville Municipal Airport. **The recommendations described in this brochure are not intended to preempt the responsibilities of the pilot-in-command.**

MMV is bordered by noise sensitive areas to the north, northeast, and southwest. Avoid flying over noise-sensitive areas (highlighted red on the map) whenever possible. When overflight of noise-sensitive areas is unavoidable, maintain as much altitude as possible.



RECOMMENDED NOISE REDUCTION PROCEDURES

- Avoid noise sensitive areas depicted on vicinity map whenever possible
- No turns before end of runway
- For departures, use best rate of climb whenever possible
- Overfly major roadways and non-residential areas whenever possible
- Nighttime flight training operations between 10pm and 6am are discouraged
- Request propeller-driven aircraft use AOPA “Noise Awareness Steps”
- Departing aircraft are asked to use the “Close-In” noise abatement procedures - www.nba.org/ops/environment/quiet-flying
- Helicopters are asked to follow noise abatement best practices whenever possible - www.rotor.com/resources/noiseabatementprocedures.aspx

