

# 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 runways and both parallel taxiways**



McMinnville Municipal Airport  
 4000 SE Cirrus Ave McMinnville, OR 97128  
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McMinnville Municipal Airport  
 Fly Friendly



## ABOUT THE FLY FRIENDLY PROGRAM AT 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.**

## HOW TO FLY FRIENDLY AT MCMINNVILLE

- Nighttime flight training operations between 10pm and 6am are discouraged.
- No turns before end of runway.
- When possible, avoid noise sensitive areas depicted on vicinity map.
- Maximum distance and altitude separation from noise sensitive areas are the most effective means of noise abatement.
- Overfly major roadways and non-residential areas whenever possible.
- For populated areas maintain an altitude of 1000' AGL where possible.
- For sparsely populated areas maintain an altitude of 500' AGL where possible.
- For takeoff, accelerate to gain altitude as quickly as possible without compromising safety.
- For descents, use a steep approach to keep noise as close to the airport as possible.
- Repetitive noise is far more irritating than a single occurrence. If you must fly over the same area more than once, vary your flight path so that you do not over-fly the same buildings each time.
- Helicopters avoid blade slap when flying over noise sensitive areas where possible.

