

North Palm Beach County Airport (F45) Recommended Traffic Operations

History:

In 2003, the North County (F45) Airport Safety Committee recognized the increase in helicopters and flight training operations at F45. In order to better integrate the various operations, the Safety Committee consulted with airport tenants and stakeholders to develop and implemented a number of recommendations for users of the North County Airport. The areas of concern were as follows:

- Integration of helicopter and airplane traffic.
- Integration of VFR traffic pattern operations and incoming Instrument approaches.

Over the years as training operations have increased at North County, the Airport Safety Committee has revisited these procedures and made the following recommendations for operations at F45:

Recommendations:

- Establish East-West runways as the preferred daytime runways with winds 5 knots or less with helicopter traffic concentrated on 9L-27R (grass runway) and airplane traffic concentrated on 9L/27R.
 - Allows greater separation of helicopter and airplane flight operations.
 - Better aligns VFR pattern traffic with instrument approach traffic on 9R/27L.
- Establish runways 14/32 as the preferred night time runway for noise abatement procedures.
- Practice instrument approach traffic should plan to break off their approaches prior to the airport or coordinate with any traffic in the pattern for “low-approaches” or full missed approach procedures.
 - This will prevent conflicts with VFR pattern operations especially when approaches are conducted to 9R and the prevailing traffic is operating on 27L.
- In order to reduce the risk of midair collision, practice instrument approach traffic should monitor the CTAF and use caution for slower aircraft ahead on the approach and should not overtake slower traffic without coordinating with the pilot of the lead aircraft.
- Communications: To better facilitate coordination, pilots should communicate their position and intentions in accordance with FAA recommendations.
 - Instrument approach traffic should include distance from airport in their position reports and consider that non-IFR rated pilots may be operating at the airport.

- Before exiting ramp areas, pilots should listen for reporting traffic and report their taxi intentions.
- Recommended Traffic Pattern Operations
 - The chart below (Figure 1) depicts the recommended Traffic Pattern operations for the various runways at North County Airport.
 - Figure 2 graphically represents these patterns including potential “Hot Spots” for airplane and helicopter operations.

	Runway 9R/9L	Runway 27L/27R	Runway 14	Runway 32
Fixed Wing Traffic	Concentrated on Rwy 9R with RIGHT hand patterns TPA: 1000'	Concentrated on Rwy 27L with LEFT hand patterns TPA: 1000'	Concentrated on Rwy 14 with RIGHT hand patterns TPA: 1000'	Concentrated on Rwy 32 with LEFT hand patterns TPA: 1000'
Helicopter Traffic	Concentrated on Rwy 9L with LEFT hand patterns TPA: 500'	Concentrated on Rwy 27R with RIGHT hand patterns TPA: 500'	Concentrated on parallel taxiway “F” with LEFT hand patterns TPA: 500'	Concentrated on parallel taxiway “F” with RIGHT hand patterns TPA: 500'

(Figure 1)