

Smith Field

Fly Friendly Program



The purpose of the “Fly Friendly Program” is to help encourage thoughtful flying and grow the relationship of the airport and the community.

By following the “Fly Friendly Program”:

- Noise over neighborhoods will be reduced
- Considerate and safe flight operations encouraged
- Clarify thoughtful effort in flight operations in and around SMD

Ultimately, the pilot of an aircraft is in control of his/her aircraft and has the authority to make decisions about that aircraft for safety reasons. Since safety always comes first, these decisions may, at times, conflict with recommendations made from the Fly Friendly Program.

- Airport Identifier: (SMD)
- CTAF / UNICOM: 122.8
- WX AWOS: 124.55 (260-490-4030)
- Airport Owner: Fort Wayne Allen County Airport Authority
- Smith Field Aero Center: 260-489-5518
- PAPIs: RWY 5 and 23
- Pilot controlled Airfield Lighting
- Elevation: 835.7 ft / 254.7 m (surveyed)
- Other info can be found in the Airport Chart Supplement

Strategies

1. Recommended Departure and Arrival Procedures

- a. Whenever flight planning allows, flight operations should take place between; one hour before sunrise and one hour after sunset.
- b. When go around procedures are taking place, and it is safe to do so, we encourage go around power to be added over the airfield to reduce the noise of the surrounding area.
- c. Remain at 1,000 feet pattern altitude as long as practical
- d. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and the propeller governor.
- e. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible and use PAPIs for glide slope guidance on final approach, when applicable.
- f. Consider using a minimum required power setting if flight must be lower because of cloud cover or overlaying controlled airspace or when approaching the airport.
- g. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
- h. Gain as much altitude as possible before leaving the airport boundaries, consistent with safety
- i. Retract the landing gear either as soon as landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacle. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.

2. Night Operations

- a. Any night flight training operations, when possible, are encouraged not to perform multiple consecutive trips in the pattern.
- b. If pattern work is required for night operations, we encourage the pattern work to take place at FWA where longer runways can accommodate touch and goes as well as training at a controlled airfield.