• If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet over such areas when overflight cannot be avoided.

• Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.

• Perform stalls, spins, and other practice maneuvers over uninhabited terrain.

• Familiarize yourself and comply with airport noise abatement procedures.

• On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.

• Use PAPI. This will indicate a safe glide path and allow a smooth, quiet descent to the runway. (4 degrees at Scottsdale Airport)

• Retract the landing gear either as soon as a 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 obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.

• 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.

• 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 propeller governor.

• Avoid low-level, high-powered approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

• Flying between 10 p.m. and 6 a.m. should be avoided whenever possible.

Note: These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.
PILOT’S GUIDE
& NOISE ABATEMENT PROCEDURES

- Safety always comes first.
- Intersection takeoffs, stop-and-go, formation, takeoffs/landings and simulated single engine departures or go-arounds are prohibited.
- Touch-and-go operations are prohibited between 9:30 p.m. and 6:00 a.m.
- Engine maintenance run-ups are permitted only at the blast fence located at the north end of the Kilo Ramp (west of A18). Prohibited between 10 p.m. - 7 a.m. except emergencies.
- Runway weight restriction is 75,000 lbs. max certificated takeoff weight. With prior permission, the takeoff weight restriction may be lifted up to 100,000 lb. Contact Airport Operations at 480-312-8478.
- Runway 03 is the designated calm wind runway.
- Make right turn to 335 degrees when departing Runway 21.
- Climb as high as possible before leaving airport boundaries.
- Fly high and tight patterns. Follow the 4 degree PAPI.
- Discourage descents below 2,500 msl during practice approaches.
- Left-hand traffic on Runway 03. Right-hand traffic on Runway 21.
- Encourage right turns as soon as practical. Discourage straight-out and left turns on departure from Runway 21.
- Use NBAA Standard Noise Abatement Departure procedures or comparable procedure from aircraft manufacturer.
- Follow AOPA Noise Awareness Steps.
- Avoid direct overflight of residential areas when possible.
- Request that aircraft not meeting FAR Part 36, Stage III requirements takeoff on Runway 03 and land on Runway 21, weather and traffic permitting.

Compliance with noise abatement procedures is at the pilot’s discretion.

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