**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 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 take off on Runway 03 and land on Runway 21, weather and traffic permitting.

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