



NOISE ABATEMENT PROCEDURES SHOULD BE USED ONLY WHEN CONSISTENT WITH THE SAFE OPERATION OF AIRCRAFT.

ATC REQUESTS:

- Pilots should be aware that U.S. Hwy 101 is oriented northwest-southeast when reporting aircraft position and altitude. Frequently, aircraft located southeast along Hwy 101 incorrectly state their position as being south (instead of southeast) of the Airport. This may lead to ATC delay in visually acquiring aircraft and negatively impact safety.
- Read back all tower and ground control taxi and hold short instructions.
- Utilize standard traffic pattern entries as indicated in the AIM, FARs, and appropriate ACs.

AIRCRAFT NOISE LIMITS:

Pilots are requested to ensure that their operation complies with these limits prior to operating at the Airport. Pilots are responsible for determining compliance with these noise limits:

Daytime Noise Limit
 (0600 - 2200L): 83.2 dBA
Nighttime Noise Limit
 (2200 - 0600L): 72.0 dBA

The noise limits are based on departure noise levels as published in Advisory Circular 36-3. For a copy of the most recent AC 36-3, see: www.faa.gov/regulations_policies/advisory_circulars/

Pilots are requested to operate their aircraft at the most reduced power settings in the traffic pattern or while entering the pattern consistent with safety.

NOTES:

Airport does have California Department of Forestry operations from mid-June through early October that may include fire bombers up to DC-6 sized aircraft.

Aircraft noise limits are not applicable to emergency and government service aircraft.

DEPARTING AIRCRAFT:

- Delay turns until clearing the runway end and reaching an altitude of at least 625' MSL (500' AGL).
- Climb at best angle until crossing airport boundaries and then climb at best rate of climb.
- If able, reduce power and rpm when reaching the airport boundary and remain as high as practical over residential areas.

APPROACHING AIRCRAFT:

- Remain as high as practical until intercepting the PAPI or glideslope unless otherwise directed by ATC.

SOUTH FLOW:

- Wind permitting, aircraft are requested to use Rwy 20 for departure operations and Rwy 14 for arrival operations.

Arrivals from the east

- Overfly the PG&E substation located 2.5 miles east of the Airport to minimize flight over residential areas.
- Expect a left downwind to Rwy 14. Maintain a Standard pattern when maneuvering east of the Airport.
- Complete base turn south of Shiloh Rd.

NORTH FLOW:

- Wind permitting, aircraft are requested to use Rwy 32 for departure and arrival operations.

TOUCH-AND-GO OPERATIONS:

- Touch-and-go/stop-and-go operations are discouraged between 2200 and 0700 Monday through Saturday and 2100 to 0900 Sundays and holidays.

Fly Neighborly!

