

Peer Search of Other Airport Voluntary Noise Abatement Programs – Pattern Impacts

After a review of many airport voluntary noise abatement programs, I have provided a list of items compiled from these documents that may impact pattern traffic which is ARB's most common noise complaint. Any proposed changes should be shared with airport businesses, especially flight schools, to get a better understanding of how changes may impact flight operations. Please remember that compliance of all these items listed below are at the pilot's discretion, not enforceable by the airport, FAA or other jurisdictions. No noise reduction procedure should be allowed to compromise flight safety.

Language pulled from specific voluntary noise abatement procedures:

- No touch and go operations before 0x00 and after xx00. No repetitive flight ops before 0x00 or after xx00.
- No repetitive flight operations (touch and go, stop and go, full stop taxi back, repetitive low approaches) on Sundays and national holidays.
- No more than 8 touch and go's without coming to a full stop or departing the pattern.
- Test or check flights, practice landings and low approaches, and stop or touch and go operations are permitted only between 0x00 and xx00 local time Monday through Saturday, and between xx00 and xx00 local time on Sundays.
- On takeoff, reduce power and propeller RPM after reaching a safe altitude.
- Stop and go landings are discouraged.
- Avoid touch and go landings before x:00 AM or after X:00 PM.
- Weekdays: We ask for your cooperation in not performing touch and go or full stop taxi back operations earlier than x:00 AM or later than two (2) hours after sunset.
- Weekends & Holidays: We ask for your cooperation in not performing touch and go or full stop taxi back operations earlier than x:00 AM or later than X:00 PM.
- We ask for your cooperation in not performing touch and go or full stop taxi back operations when the Air Traffic Control Tower is closed.
- Touch and go operations are prohibited between X:00 p.m. and x:00 a.m.
- Intersection take offs, stop and go, formation, takeoffs/landings and simulated single engine departures and go arounds are prohibited.

Note: After these last two items, the brochure highlights at the bottom that "Compliance with noise abatement procedures is at the pilot's discretion."