

Falcon Field Airport (FFZ)



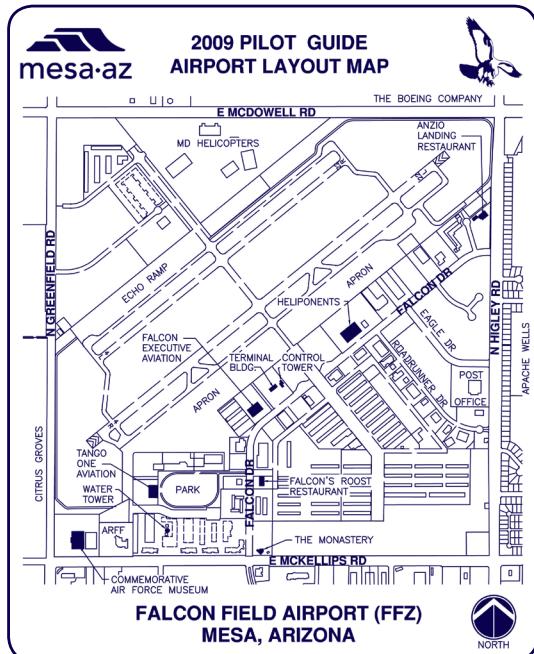
www.mesaaz.gov/falcon_field

Field Elevation 1,394 ft MSL

Location: N 33°27.65' W 111°43.70'

Falcon Field Noise Abatement Program

It is an important goal of the City of Mesa to be sensitive to the concerns of residents living near the airport. Your compliance with our noise abatement practices is extremely important in maintaining goodwill between the airport and its neighbors. Thank you for your cooperation.



FALCON FIELD NUMBERS (Area Code 480)

Airport Administration 644-2444

Falcon Executive Aviation 832-0704

Heliponents 981-8300

Tango One Aviation 641-5000



Falcon Field Airport “FLY FRIENDLY ZONE (FFZ)” Practices

GENERAL PRACTICES

- **Flight safety is our #1 priority.**
- **No noise abatement practice should ever compromise safety.**
- Heavy residential development surrounds the airport
- Rising terrain northeast of the airport - please be altitude sensitive
- When Class G airspace is in effect (2100L-0600L) use RIGHT traffic for RWY 22, LEFT traffic for RWY 4
- Avoid flying between 9 p.m. and 6 a.m. whenever possible
- Traffic Pattern Altitudes:
 - Light Aircraft: 2,400 Ft (MSL); 1,006 Ft (AGL)
 - High Performance Aircraft: 2,900 Ft (MSL); 1,506 Ft (AGL)
 - Helicopters 1,900 Ft (MSL); 506 Ft (AGL)
- Use appropriate Aircraft Owners and Pilots Association Noise Awareness Steps www.aopa.org
- Use appropriate National Business Aviation Association, Noise Abatement procedures www.nbaa.org

ARRIVALS

- Use Runway 4 whenever possible.
- Avoid low-level, high-power approaches.
- Fly high and tight patterns. Follow the PAPI.

DEPARTURES

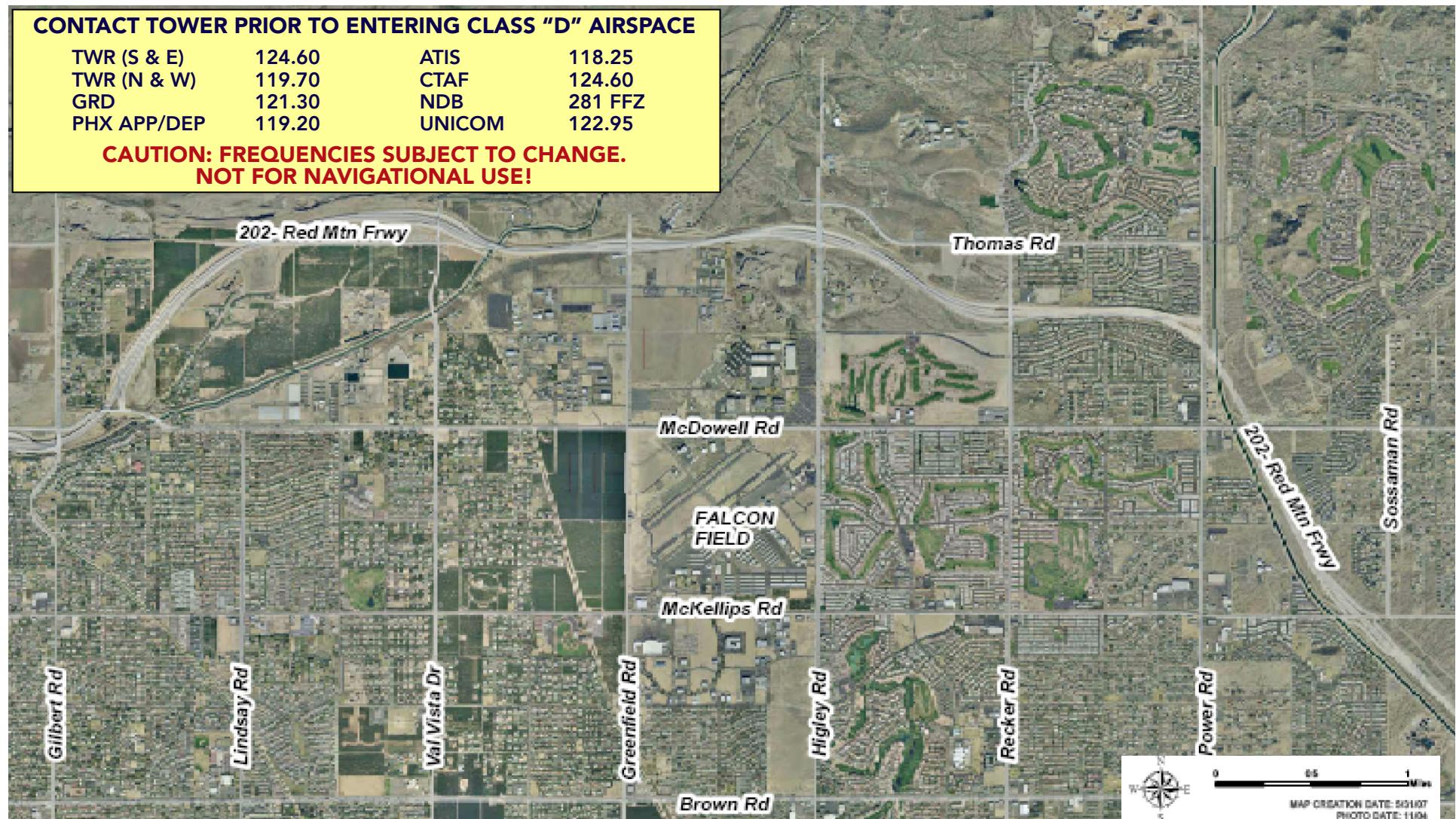
- Use Runway 4 whenever possible.
- Climb as high as possible before leaving the airport boundaries; then accelerate to best rate of climb airspeed.
- If consistent with safety, make the first power reduction at 500 ft.
- Avoid early turnouts when departing on Runway 4R.
- Avoid low-level, high-power departures.



CONTACT TOWER PRIOR TO ENTERING CLASS "D" AIRSPACE

| | | | |
|-------------|--------|--------|---------|
| TWR (S & E) | 124.60 | ATIS | 118.25 |
| TWR (N & W) | 119.70 | CTAF | 124.60 |
| GRD | 121.30 | NDB | 281 FFZ |
| PHX APP/DEP | 119.20 | UNICOM | 122.95 |

**CAUTION: FREQUENCIES SUBJECT TO CHANGE.
NOT FOR NAVIGATIONAL USE!**



A.O.P.A. NOISE AWARENESS STEPS

1. If practical, avoid noise-sensitive areas such as residential areas; openair assemblies (e.g., sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. 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 the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. Work with airport managers and fixed-base operators to develop procedures to reduce the impact on noise-sensitive areas.
6. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
7. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not an intersection.
8. Retract the landing gear either as soon as the 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-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
9. 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.
10. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
11. 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.
12. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.

NOTE: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise flight safety.



MAP CREATION DATE: 5/21/07
PHOTO DATE: 11/04

