

KFAT**Fresno Yosemite Intl Airport**
Fresno, California, United StatesNoise
Sensitivity
Level:**MEDIUM****DEPARTURES**

Small Single-engine and Multiengine Airplanes
(Maximum certificated takeoff weight less than 12,500 lbs)

After takeoff, climb on runway heading until passing 850' MSL (single-engine) or 1000' MSL (multiengine). For safety and noise abatement, initial climb out at best rate-of-climb (Vy) is recommended.

Turbojet and Large Multiengine Airplanes:
(Maximum certificated takeoff weight over 12,500 lbs)

- Ensure contact with ATC prior to entering Class "C" airspace. Expect left-hand traffic pattern for Runway 11L -- right-hand pattern for Runway 29R.
- When conducting VFR test-, check-, or training-flights and making approaches to Runway 11L, maintain at or above 2000' MSL until established on a 5 nautical mile (localizer DME) final. A normal approach path (approximate 3 degree angle) will be flown on final. No practice missed-approaches or go-arounds to Runway 11L.
- Opposite direction approaches to Runway 11L are not authorized when Runway 29R is in use.
- Runway 11L Preferential Usage: Should Runway 29R be in use, large turbojet aircraft will receive an ATC clearance for an opposite-direction takeoff on Runway 11L between the local hours of 2400 and 0500.
- After takeoff, climb on runway heading until at or above 2000' MSL, as rapidly as practicable.

All Aircraft Categories

Test- or check-flights, practice landings and low approaches, and stop- or touch-and-go operations are permitted only between 0700 and 2200 local time Monday through Saturday, and between 1000 and 1800 local time on Sundays.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

Aircraft Category HELI
Helicopters - 803' MSL

Aircraft Categories: A, B, C, D & E
Single-Engine Airplanes (reciprocating engine) - 1303' MSL
Multiengine Airplanes (reciprocating engine & turboprop) - 1803' MSL
Turbojet Airplanes - 2303' MSL

INTERSECTION TAKEOFFS

Intersection takeoffs from Runway 29L are not permitted, except during single-runway capability operations (Runway 11L-29R closed/unusable). Intersection takeoffs from Runway 29R are only permitted from Taxiway "B2", except during single-runway capability operations (Runway 11R-29L closed/unusable).

ENGINE RUNUP

Engine Runups at the Terminal:

- Idle power only for 5 minutes or less. Jet bridge must be fully retracted and safety personnel must be monitoring ramp.
- Power above idle or prolonged runups (longer than 5 minutes) must be made at a designated runup location as directed by ATC.

Available Runup Areas:

- Taxiway B at Runway 29R
- Taxiway B2 at Runway 29L
- Taxiway B8 between Taxiways A and B
- Taxiway B11 between Taxiways A and B
- Taxiway B14 at Runway 11R
- Taxiway C12 at Runway 11L

AIRPORT CONTACT INFORMATION

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Fresno Yosemite Intl Airport

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

OVERVIEW (NONE)

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TEMPORARY INFORMATION (NONE)

MANDATORY RESTRICTIONS (NONE)

CURFEWS (NONE)

IMAGES / DIAGRAMS (NONE)

ARRIVALS (NOT SPECIFIED)

PREFERENTIAL RUNWAYS (NO PREFERENCE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

APU USE (NO RESTRICTIONS)

FLIGHT TRAINING (NO RESTRICTIONS)

COMMUNITY GROUPS/INFO (NONE)

STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)