

KFCH**Fresno Chandler Executive Airport**
Fresno, California, United StatesNoise
Sensitivity
Level:**MEDIUM**
**OVERVIEW**

Welcome to Historic Fresno Chandler Airport. Airport origins date back as far as 1917 when vintage WW I aircraft landed in open fields. November 1929 Chandler Airport officially opened thanks to the 100 acre donation by Sentor and Mrs. Wilber Chandler. The airport's rich architectural tradition can still be seen today (Streamline Moderne architecture) when visiting the airport terminal. Stop in and say hello.

PREFERENTIAL RUNWAYS**All Aircraft Categories**

RUNWAY 30 WHEN WIND CONDITIONS ARE LESS THAN 5 KNOT TAILWIND. PILOT JUDGEMENT PREVAILS. DO NOT MAKE A TAILWIND LANDING/TAKEOFF IF THERE IS ANY CONCERN FOR SAFETY OF FLIGHT.

PREFERENTIAL INSTRUMENT PROCEDURES**All Aircraft Categories / All Runways**

RWY 12: CLIMB HEADING 111 DEGREES TO 2000 THEN CLIMBING RIGHT TURN TO 6300 VIA HEADING 200 DEGREES AND CZQ VORTAC R-167 BEFORE PROCEEDING ON COURSE.

RWY 30: CLIMB HEADING 291 DEGREES TO 2000 THEN CLIMBING LEFT TURN TO 5500 VIA HEADING 140 DEGREES AND CZQ VORTAC R-167 BEFORE PROCEEDING ON COURSE.

REFER TO FAA CURRENT AFD "TAKEOFF MINIMUMS OBSTACLE DEPARTURE PROCEDURES" FOR OBSTACLE INFORMATION.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Aircraft Categories / All Runways

Runway 12/30 traffic pattern altitude helicopter 800 msl.

Runway 12/30 traffic pattern altitude single engine 1300 msl.

FLIGHT TRAINING

PRACTICE LDGS & LOW APCHS & TGL OR STOP-AND-GO OPNS AUTH ONLY BTN 0700-2200 LCL.

RY 12 PRACTICE LDGS & LOW APCHS & TGL OR STOP-AND-GO OPNS NOT PERMITTED DUE TO NOISE SENSITIVE RESIDENTIAL AREAS SE OF ARPT.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

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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

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

TEMPORARY INFORMATION (NONE)**MANDATORY RESTRICTIONS (NONE)****CURFEWS (NONE)****IMAGES / DIAGRAMS (NONE)****ARRIVALS (NOT SPECIFIED)****DEPARTURES (NOT SPECIFIED)****REVERSE THRUST (NO RESTRICTIONS)****INTERSECTION TAKEOFFS (NO RESTRICTIONS)****APU USE (NO RESTRICTIONS)****ENGINE RUNUP (NO RESTRICTIONS)****COMMUNITY GROUPS/INFO (NONE)**

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STAGE II (NO RESTRICTIONS)

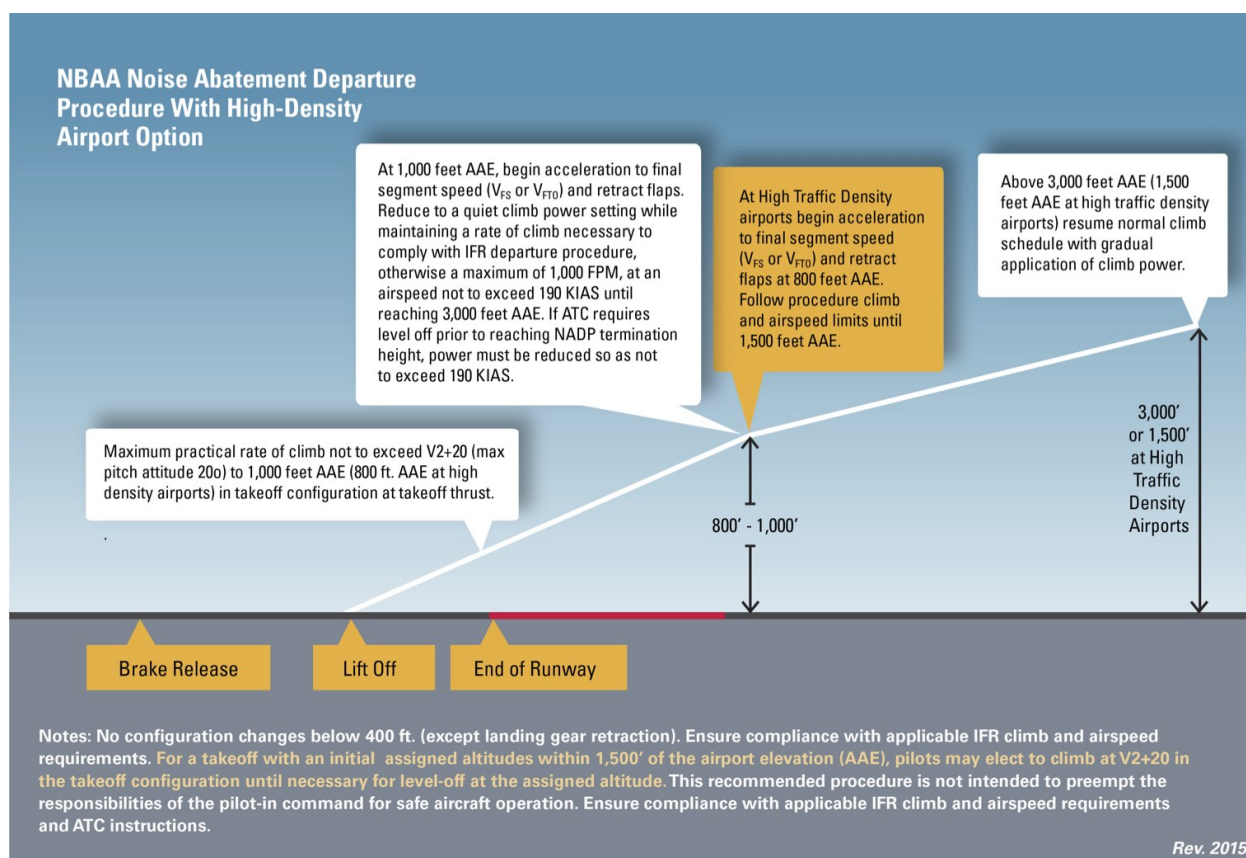
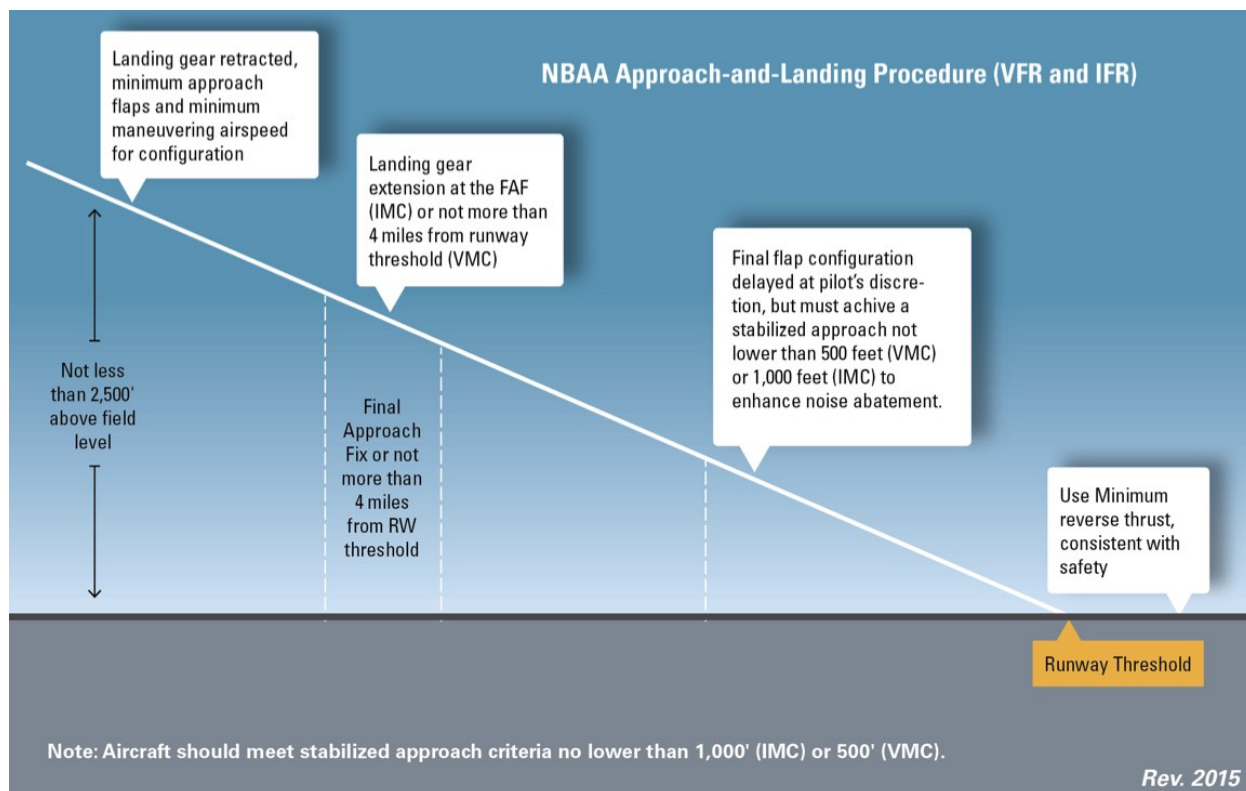
STAGE III (NO RESTRICTIONS)

FLIGHT TRACK MONITORING (NONE)

NOISE ORDINANCE (NONE)

NOISE MONITORING (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)

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AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air 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. 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.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. 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.
8. 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.
9. 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.
10. 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.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

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 safety.