Diagram #1: Noise Abatement Procedures

All Runways

KPAO  Palo Alto Arpt Of Santa Clara Co Airport  Palo Alto, California, United States

Diagram #1: Noise Abatement Procedures
OVERVIEW

Palo Alto Airport (airport) is located within one-half mile of Highway 101. Airport staff is dedicated to promoting aviation while working cooperatively with residents of Palo Alto and surrounding communities. The airport is owned and operated by the City of Palo Alto and is a general aviation field. In addition to being the tenth busiest single runway airport in California, it is a reliever to three Bay Area airports. The airport has one paved runway 13/31, which measures 2,443 × 70 feet.

Palo Alto Airport Operations staff available from 7am to 9pm seven days a week.

Temporary Information

Please stay connected with the City of Palo Alto regarding upcoming Construction activities. Please email PAO@CityofPaloAlto.org to be added to the distribution list.

Super Bowl 2016- No reservations are available. Space is provided on a first come-first served & space availability basis. Please check NOTAMs prior to flight.

Preferential Runways

Preferred Runway for arrivals is Runway 31. Preferred Departure is Runway 13.

Pattern Altitudes

All values are MSL (feet)

Runway 31
Right Traffic 800'
Left Traffic 1000'

Runway 13
Left Traffic 800'
Right Traffic 1000'

Engine Runup

Engine run-ups to be conducted in the run-up areas only.

Community Groups/Info

http://www.paloaltoairport.aero/

Flight Track Monitoring

http://webtrak5.bksv.com/sjc

Precautionary Information

Use caution for birds on and in the vicinity of the Airport.

Drones sighted in the vicinity of the Airport, use caution.

Please report bird strikes and drone activities to the Tower or Airport Management.

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

<table>
<thead>
<tr>
<th>Name</th>
<th>James Wadleigh</th>
<th>Palo Alto Arpt Of Santa Clara Co Airport</th>
</tr>
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<tbody>
<tr>
<td>Title</td>
<td>Manager of Maintenance and Operations</td>
<td>1925 Embarcadero Rd.</td>
</tr>
<tr>
<td>Noise Hotline</td>
<td>650-329-2405</td>
<td>Palo Alto CA  94303</td>
</tr>
<tr>
<td>Phone</td>
<td>650-329-2687</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:James.Wadleigh@CityofPaloAlto.org">James.Wadleigh@CityofPaloAlto.org</a></td>
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<tr>
<td>Web Address</td>
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About Aircraft Categories

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\[ V_{REF} = 1.3 \times V_{SO} \]
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**NOISE ABATEMENT PROCEDURES**

**Palo Alto Arpt Of Santa Clara Co Airport**
Palo Alto, California, United States

**NBAA Approach-and-Landing Procedure (VFR and IFR)**

- **Landing gear retracted, minimum approach flaps and minimum maneuvering airspeed for configuration.**
- **Landing gear extension at the FAF (IMC) or not more than 4 miles from runway threshold (VMC).**
- **Final Approach Fix or not more than 4 miles from RW threshold.**
- **Final flap configuration delayed at pilot's discretion, but must achieve a stabilized approach not lower than 500 feet (VMC) or 1,000 feet (IMC) to enhance noise abatement.**
- **Use Minimum reverse thrust, consistent with safety.**

**Runway Threshold**

*Note: Aircraft should meet stabilized approach criteria no lower than 1,000' (IMC) or 500' (VMC).*

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**NBAA Noise Abatement Departure Procedure With High-Density Airport Option**

- **At 1,000 feet AAE, begin acceleration to final segment speed ($V_{fe}$ or $V_{NCG}$) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM, at an airspeed not to exceed 190 KIAS until reaching 3,000 feet AAE. If ATC requires leveloff prior to reaching NAIP termination height, power must be reduced so as not to exceed 190 KIAS.**
- **Maximum practical rate of climb not to exceed $V_{2}+20$ (max pitch attitude 20°) to 1,000 feet AAE (800 ft; AAE at high density airports) in takeoff configuration at takeoff thrust.**

- **At High Traffic Density airports begin acceleration to final segment speed ($V_{fe}$ or $V_{NCG}$) and retract flaps at 800 feet AAE. Follow procedure climb and airspeed limits until 1,500 feet AAE.**

- **Above 3,000 feet AAE (1,500 feet AAE at high traffic density airports) resume normal climb schedule with gradual application of climb power.**

**End of Runway**

*Notes: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For a takeoff with an initial assigned altitudes within 1,500’ of the airport elevation (AAE), pilots may elect to climb at $V_{2}+20$ in the takeoff configuration until necessary for level-off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.*

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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.