Diagram #1: KPGD Departures

Runway 4 Departure Procedure:
Depart straight-out until reaching 3000’ AGL then initiate right turn.

Runway 22 Departure Procedure:
When practical, make left turn to parallel interstate 75 southeast bound until reaching 3000’ AGL then proceed on course.

Noise Abatement Procedures for all Aircraft:
Noise abatement procedures are designed to minimize exposure of residential areas to aircraft noise while maintaining safety of flight operations. The procedures described herein are intended for noise abatement purposes and are subject to FAA traffic control and pilot discretion.

Charlotte County Airport Noise Abatement Procedure
Runway 4/22 VFR Departures (Alternative A)

Runway 22 Departure Procedure:
Depart straight-out and initiate right turn at shoreline.
Diagram #2: KPGD Arrivals

Runway 4 Arrival Procedure:
Cross north point (NP) at or above 4000' AGL. Maintain 2000' until established on final approach (7 mile final). Maintain over water VFR approach path until south point (SP).

Noise Abatement Procedures for all Aircraft:
- Noise abatement procedures are established to minimize aircraft noise while maintaining safety of flight operations.
- Communities surrounding the airport are noise sensitive. The procedures described herein are intended for noise abatement and to comply with air traffic control and flight path description.

Procedure to be used by all turbine powered aircraft and aircraft over 12,000 pounds:

KPGD
Punta Gorda Airport
Punta Gorda, Florida, United States

Noise Sensitivity Level: HIGH
Welcome to PGD. Noise Abatement Procedures for all Aircraft. Noise abatement procedures are designed to minimize exposure of residential areas to aircraft noise while maintaining safety of flight operation. Communities surrounding the airport are noise sensitive. The procedures described herein are intended for noise abatement purposes and subject to air traffic control and pilots discretion.

ARRIVALS
Runway 04
RUNWAY 4 Arrival Procedures
Cross (NP) at or above 4000' AGL. Maintain 2000' until established on final approach (7 mile final). Maintain over water VFR approach path until over south point.

DEPARTURES
Runway 04
Runway 4 Departure Procedure
Depart straight-out until reaching 3000' AGL then right turn.

Runway 22
Runway 22 Departure Procedure (preferred)
After Departure turn left to 180

Runway 22 Departure When practical, make left turn to parallel Interstate 75 bound until reaching 3000' AGL then proceed on course.

Runway 22 Departure Procedure
Depart straight-out and initiate right turn at shoreline.

PREFERENTIAL RUNWAYS
Departures R/W 4 & Arrivals R/W 22

ENGINE RUNUP
High Power Engine Runs require PPR from Airport Ops between the hours of 2200lc & 0630lc

STAGE II
Not Authorized

FLIGHT TRACK MONITORING
Noise Flight Track Monitoring In Effect

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>
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<tr>
<th>Name</th>
<th>Web Address</th>
<th>Title</th>
<th>Punta Gorda Airport</th>
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<tbody>
<tr>
<td>Ben Duke</td>
<td><a href="http://www.flypgd.com">http://www.flypgd.com</a></td>
<td>Operations Manager</td>
<td>28000 A-1 Airport Road 28000 A-1 Airport Road Punta Gorda FL 33982</td>
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ABOUT AIRCRAFT CATEGORIES

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<tr>
<th>Category</th>
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\[ V_{REF} = 1.3 \times V_{SO} \]
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<td>Prior Permission (PPR) Operations</td>
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**KPGD**  
Punta Gorda Airport  
Punta Gorda, Florida, United States  

**Noise Sensitivity Level:** HIGH

## 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.
- Use minimum reverse thrust, consistent with safety.
- 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.

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

**Rev. 2015**

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

- At 1,000 feet AAE, begin acceleration to final segment speed ($V_{FE}$ or $V_{opt}$) 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 level off prior to reaching NADP termination height, power must be reduced so as not to exceed 190 KIAS.
- At high traffic density airports begin acceleration to final segment speed ($V_{FE}$ or $V_{opt}$) 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.

Maximum practical rate of climb not to exceed $V_2+20$ (max pitch attitude $20^\circ$) to 1,000 feet AAE (800 ft. AAE at high density airports) in takeoff configuration at takeoff thrust.

Brake Release  |  Lift Off  |  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 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.

**Rev. 2015**
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.