

<h1>KPGD</h1>	<h2>Punta Gorda Airport</h2> <p>Punta Gorda, Florida, United States</p>	Noise Sensitivity Level:

Diagram #1: KPGD Departures

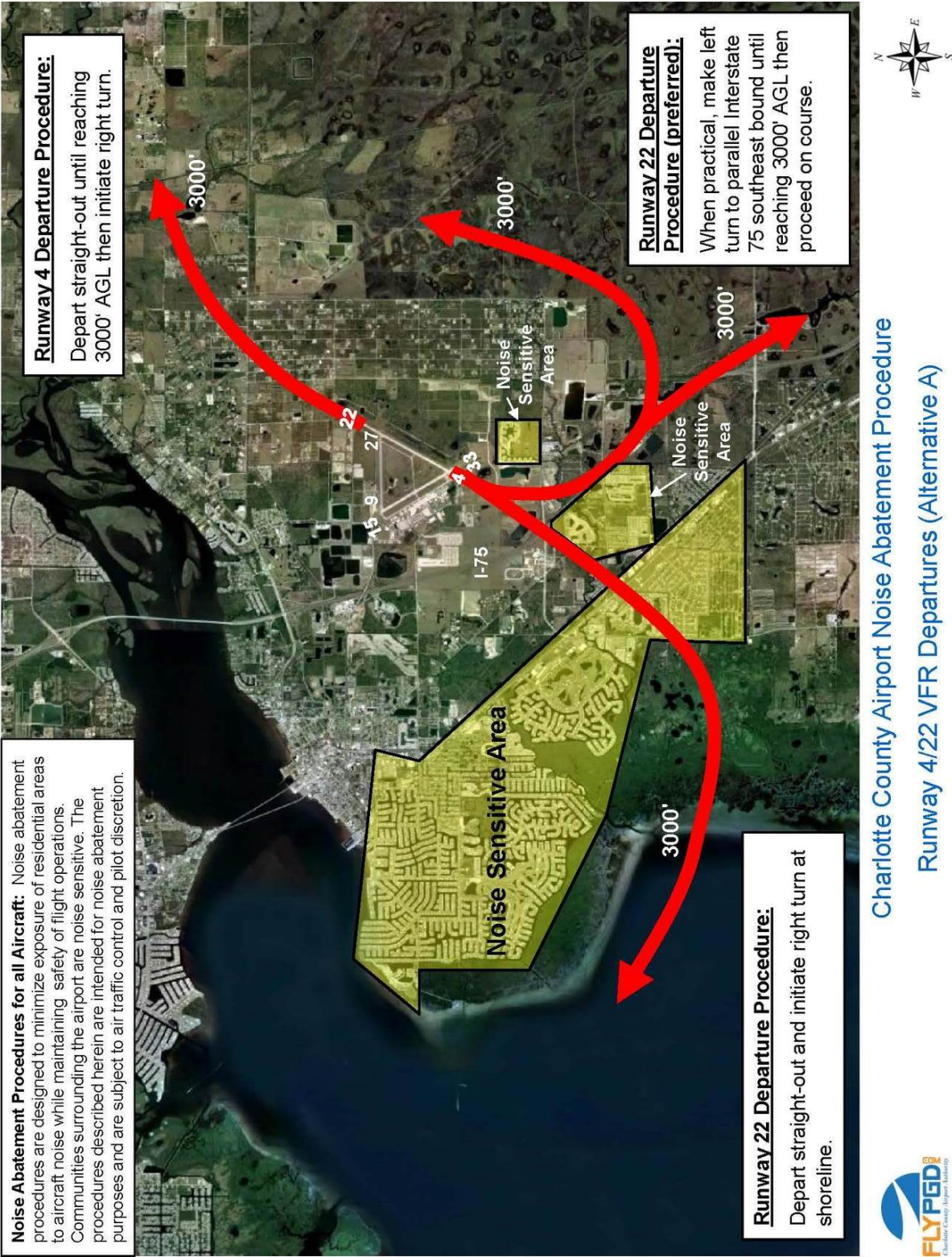
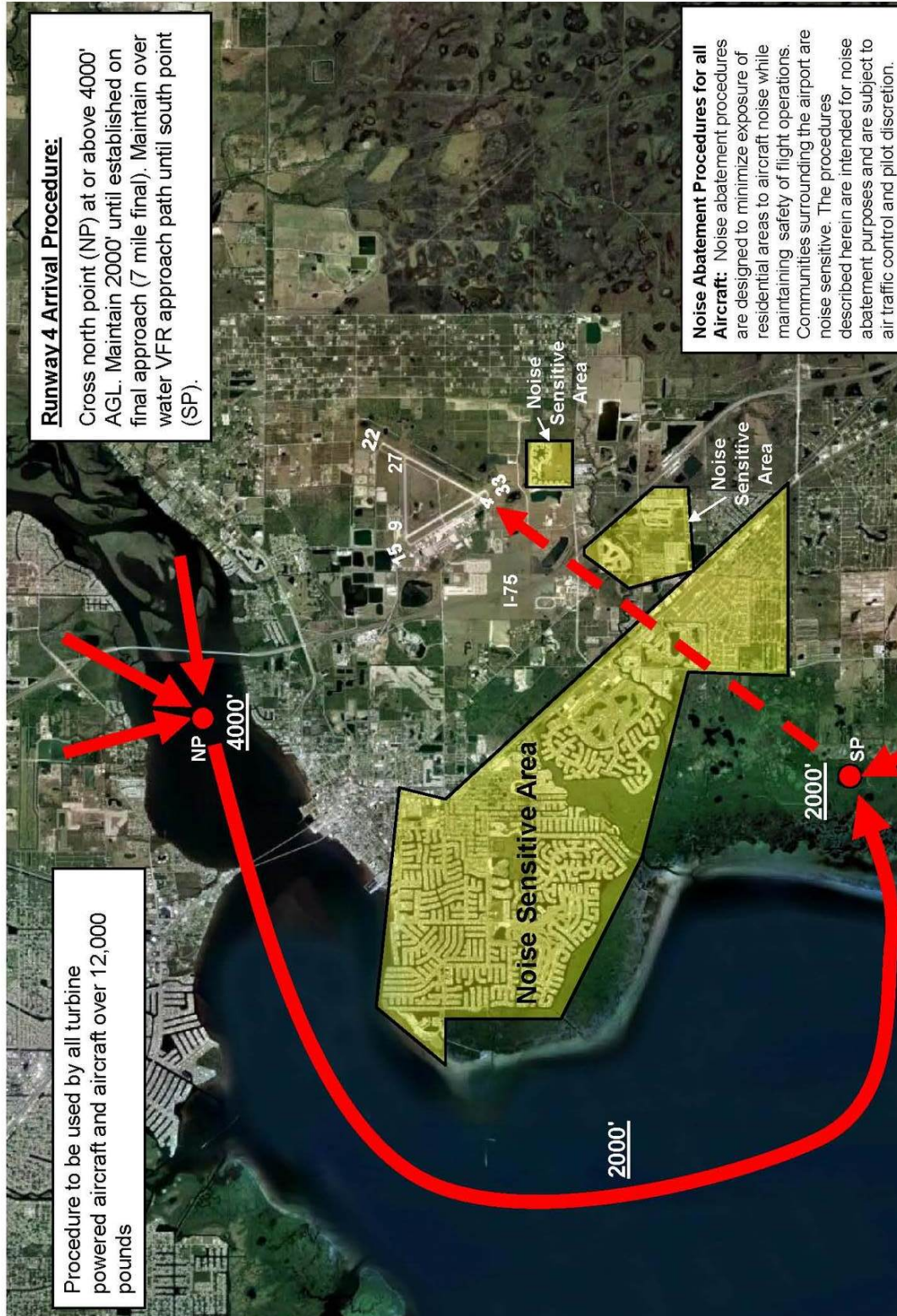


Diagram #2: KPGD Arrivals



KPGD**Punta Gorda Airport**
Punta Gorda, Florida, United StatesNoise
Sensitivity
Level:**HIGH****OVERVIEW**

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

Name Ben Duke
Title Operations Manager
Web Address <http://www.flypgd.com>

Punta Gorda Airport
28000 A-1 Airport Road
Punta Gorda FL 33982

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)

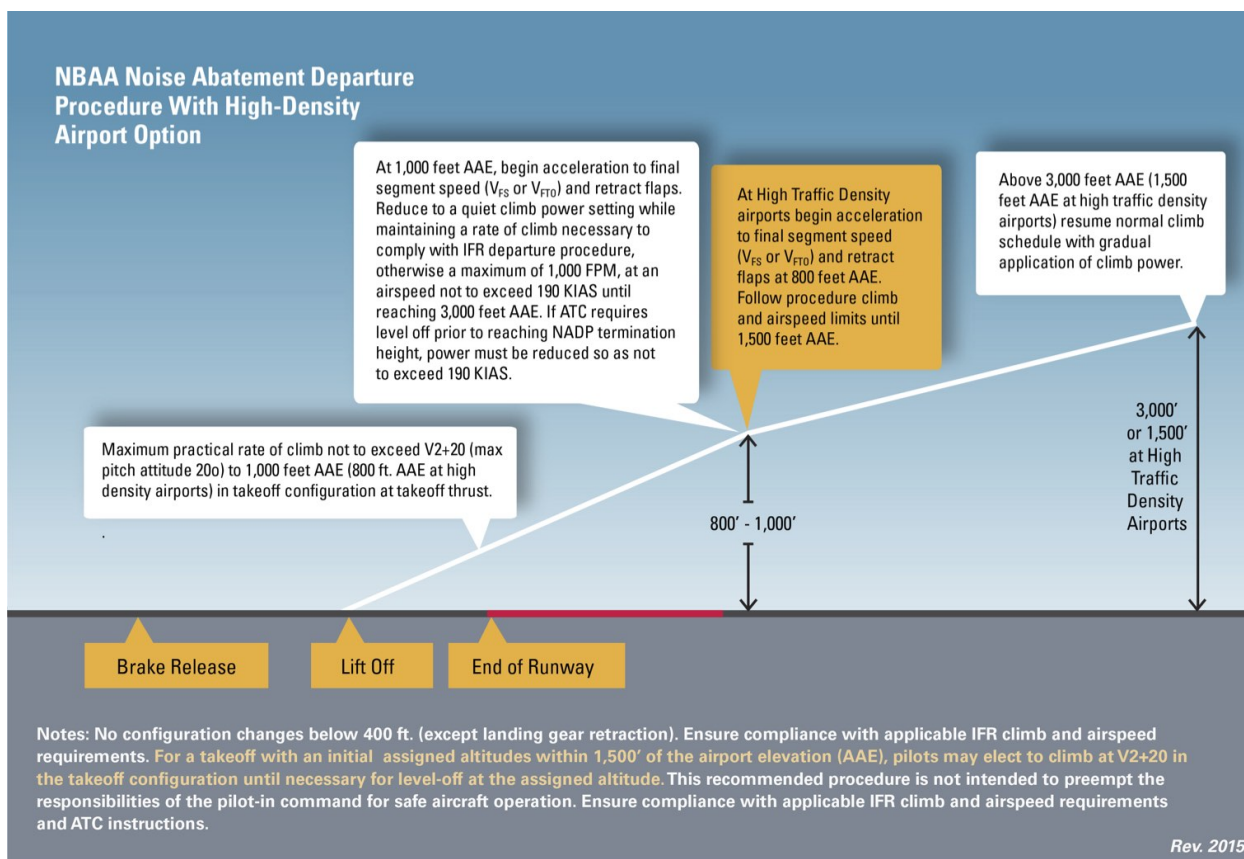
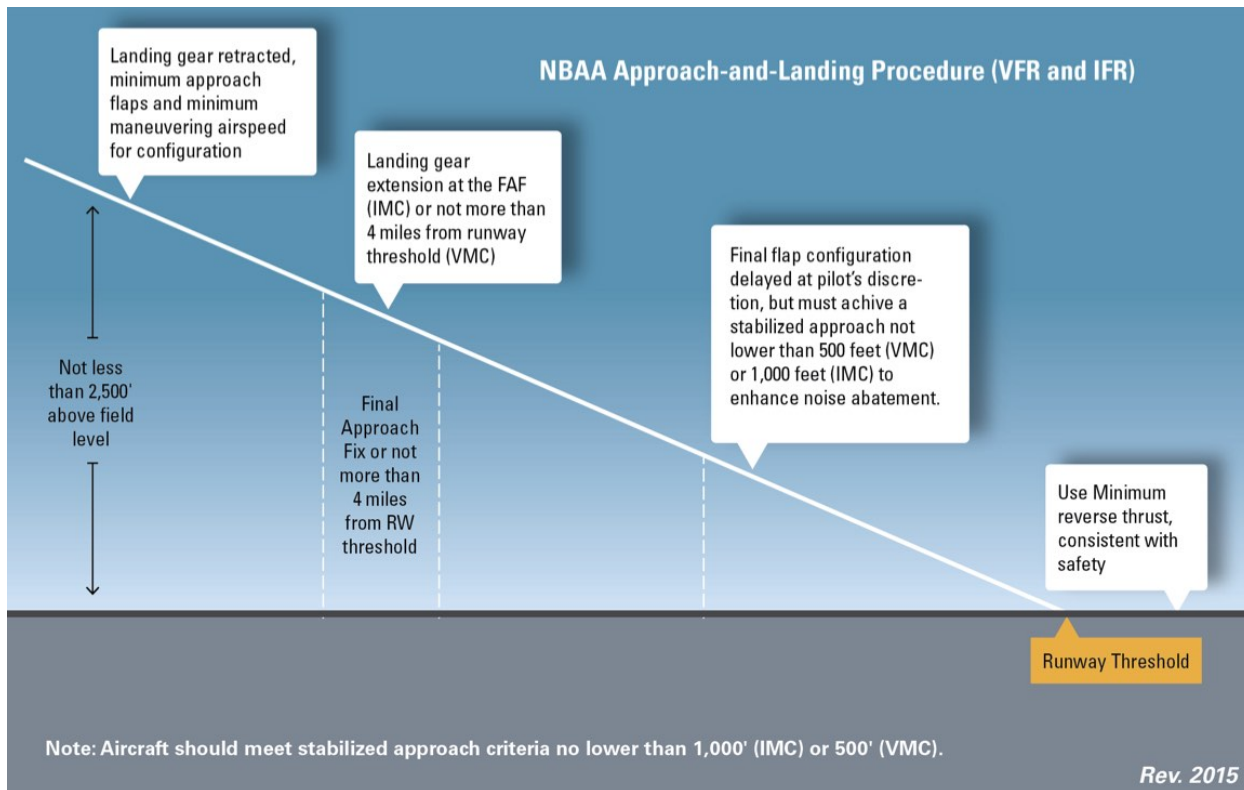
PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

REVERSE THRUST (NO RESTRICTIONS)

PATTERN ALTITUDES (NONE SPECIFIED. REFER TO FAA A/FD.)

KPGD	Punta Gorda Airport Punta Gorda, Florida, United States	Noise Sensitivity Level: HIGH 
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- INTERSECTION TAKEOFFS (NO RESTRICTIONS)
- APU USE (NO RESTRICTIONS)
- FLIGHT TRAINING (NO RESTRICTIONS)
- COMMUNITY GROUPS/INFO (NONE)
- STAGE III (NO RESTRICTIONS)
- NOISE ORDINANCE (NONE)
- NOISE MONITORING (NONE)
- PRIOR PERMISSION (PPR) OPERATIONS (NONE)





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.