

All CAE OAA Pilots:

15 February 2014

CAE has agreed to abide by the following noise abatement guidelines. They may also be found in the CAE OAA annex to the Global Operations Manual. We entered into this agreement in order to be good neighbors and a polite tenant of KFFZ. All instructors and students are required to follow these policies as long as safety is not compromised.

Jerod Bybee  
Training Manager

- Use north runway (4L/22R) to fullest extent possible.
- No touch & go operations at Falcon Field before 0800 or after 1700 local time. Full stop taxi backs are permitted from 0530-2200.
- Use preferred calm wind runway (4L/4R) anytime calm wind conditions exist. Left traffic for 4R should be done- winds permitting- once the tower is closed.
- Maintain standard pattern widths (3/4 to 1 mile on downwind leg)
- When landing, maintain 4 degree glide path as dictated by PAPI lights.
- Make smooth and steady throttle and RPM adjustments, especially on final approach or levelling off.
- Climb at Vy (Best rate) until reaching at least 2400 ft (pattern altitude) or 3700' normal departure level off altitude.
- Maintain a minimum of 1000 ft. AGL over populated areas, except on takeoff / landing.
- No interference with priority given others for use of south runway (corporate, recreational, turbines)
- Simulated engine failures are not approved in the KFFZ pattern. Do not glide or fly over the Boeing plant north of 22R.
- Takeoff and land according to established CAE noise abatement procedures. When able, avoid crosswind turns below 2100 MSL.
- Avoid overflight of residential areas as much as possible in accordance with the LOA arrival and departure procedures.