

FAT Noise Abatement Procedures

The procedures described below are mandatory and designed to minimize aircraft noise disturbance to homes near the Fresno airports. Your compliance with our noise abatement procedures is extremely important in maintaining goodwill between the airports and the surrounding communities. The Fresno Yosemite International procedures reflect policies established by the FAR Part 150 Airport Noise Compatibility Program (City of Fresno Ordinance No. 92-77). Please take a few moments to become familiar with the procedures, and keep this sheet in your flight case for future reference. Thank you for your cooperation and support.

Traffic Pattern Altitudes:

Helicopters – 803’ MSL

Single-Engine Airplanes (reciprocating engine) – 1303’ MSL

Multiengine Airplanes (reciprocating engine & turboprop) – 1803’ MSL

Turbojet Airplanes – 2303’ MSL

Small Single-engine and Multiengine Airplanes:

(Maximum certificated takeoff weight less than 12,500 lbs)

- After takeoff, climb on runway heading until passing 850’ MSL (single-engine) or 1000’ MSL (multiengine). For safety and noise abatement, initial climb out rate best rate-of-climb (Vy) is recommended.

Turbojet and Large Multiengine Airplanes:

(Maximum certificated takeoff weight over 12,500 lbs)

- Ensure contact with ATC prior to entering Class “C” airspace. Expect left-hand traffic pattern for Runway 11L, right-hand pattern for Runway 29R.
- When conducting VFR test-, check-, or training-flights and making approaches to Runway 11L and Runway 11R, maintain at or above 2000’ MSL until established on a 5 nautical mile (localizer DME) final. A normal approach path (approximate 3 degree angle) will be flown on final.
- Runway 11L Preferential Usage: Wind permitting, large turbojet aircraft shall depart Runway 11L between the local hours of 2400 and 0500. After takeoff, climb on runway heading until at or above 2000’ MSL, as rapidly as practicable.
- Intersection takeoffs are not permitted by turbojet aircraft except from Runway 29R at intersection “B2”.

All Aircraft:

- Test- or check-flights, practice landings and low approaches, and stop- or touch-and-go operations are permitted only between 0700 and 2200 local time Monday through Saturday, and between 1000 and 1800 local time on Sundays.
- Engine maintenance run-ups for SkyWest Operations shall be conducted at the Cargo ramp (north of Taxiway "C"). Other engine maintenance run-ups shall be restricted to between the hours of 0500 and 2200 local time. Engine maintenance run-ups for single engine or light twin-engine aircraft should be conducted in the "B8" or "B11" run-up (between Taxiways "B" and "A"). Engine maintenance run-ups for Large aircraft shall be conducted at Taxiway "B14" or Runway 29R at Taxiway "B".