



AURORA STATE AIRPORT NOISE ABATEMENT PROCEDURES

Noise abatement procedures are designed to minimize exposure of residential areas to aircraft noise, while ensuring safety of flight operations. There are communities surrounding UAO airport which are noise sensitive. We want to minimize the noise impacts on these communities. The procedures described herein are intended for noise abatement procedures and are subject to air traffic control and pilot discretion for reasons of safety.

[See attached Map for Noise Sensitive Areas](#)

Approaches

Standard NBAA/Aircraft Operating Manual noise abatement procedures should be used

Inbound flight path should not require more than a 25 degree bank angle to follow noise abatement track. Observe all airspeed limitations and ATC instructions. Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum maneuvering airspeed with gear retracted and minimum approach flap setting. During IMC, extend landing gear at the final approach fix (FAF), or during VMC no more than 4 miles from runway threshold. Final landing flap configuration should be delayed at the pilot's discretion; however, the pilot must achieve a stabilized approach not lower than 500 feet during VMC or 1,000 feet during IMC. The aircraft should in full landing configuration and at final approach speed by 500 feet AGL to ensure a stable approach. During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.

Departures

Standard NBAA/Aircraft Operating Manual noise abatement procedures should be used

Climb at maximum practical rate not to exceed V_2+20 KIAS (maximum pitch, attitude 20 degrees) to 1,000 feet AAE (800 ft. AAE at high-density-traffic airports) in takeoff configuration at takeoff thrust. Between 800 and 1,000 feet AAE, begin acceleration to final segment speed (VFS or VFTO) 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 airspeed not to exceed 190 KIAS, until reaching 3,000 feet AAE or 1,500 feet AAE at high-density-traffic airports. If ATC requires level off prior to reaching NADP termination height, power must be reduced so as not to exceed 190 KIAS. Above 3,000 feet AAE (1,500 feet at high-density airports) resume normal climb schedule with gradual application of climb power. Ensure compliance with applicable IFR climb and airspeed requirements at all times.

Flight Crews on IFR flight plan are recommended to file using Heading to Standard Instrument Departure (SID) example:

Runway 35: Avoid straight-out departure; turn left (270° HDG to NEWBERG2) or turn right (060° HDG to GLARA2) If straight-out departure are unavoidable then depart 340° HDG, direct Interstate 5.

Runway 17: Avoid turns that will fly-over City of Aurora; turn left or right three (3) mile from end of runway.