

MARANA REGIONAL AIRPORT

VOLUNTARY NOISE ABATEMENT PROGRAM + PILOT PROCEDURES

Compliance with the recommended noise abatement procedures are at the pilot's discretion. **Remember... safety ALWAYS takes precedence over noise abatement procedures.**

The Marana Regional Airport and the citizens of the Town of Marana community welcome you to our area. Within the vicinity of Marana Regional Airport are noise sensitive areas. The Town of Marana has adopted a Voluntary Noise Abatement Procedures (VNAP) and request that resident based and visiting aircraft comply with and follow recommended arrival, departure, and traffic pattern flight paths as well as other noise reducing procedures depicted in this brochure. Please do not fly over residential areas.

(Continued on next page)

Marana Regional Airport (AVQ)

11700 W. Avra Valley Rd.,
Marana, AZ 85653
(520) 382-8052

FAA Regional Aviation Noise Ombudsman

(424) 405-7000

FAA National Aviation Noise Ombudsman

(202) 267-3521



FLYMARANA.COM



AVQ

NOISE ABATEMENT PROGRAM

information for pilots



PROGRAM OVERVIEW

- **Runway 12** is the designated calm wind (less than 5 knots) runway and the preferred noise abatement runway.
- **Climb as high as possible** before leaving the airport's boundaries.
- If practical, **avoid noise-sensitive areas**. Make every effort to fly at or above 3,500 feet MSL over such areas when overflight cannot be avoided.
- Consider using a **reduced power setting** if flight must be low because of cloud cover when approaching the airport. Propellers generate more noise than engines; flying with the lowest practical RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins, and other practice maneuvers over **uninhabited terrain**.
- On takeoff, **gain altitude as quickly as possible** without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
- Use **PAPI**. This will indicate a safe glide path and allow a smooth, quiet descent to the runway.
- 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 (VX) airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb (VY) airspeed. If consistent with safety, make the first power reduction at 500 feet.
- **Avoid low-level, high-powered approaches**, which not only create high noise impacts, but also limit options in the event of an engine failure.
- Although aircraft arrivals and departures are permitted 24 hours a day, Marana Reg-

ional Airport has a **voluntary nighttime curfew**. Aircraft operations are discouraged between 11:00 PM and 6:00 AM Monday through Friday and 10:00 PM and 7:00 AM on weekends and holidays.

VFR PREFERRED ARRIVAL + DEPARTURE ROUTES

NORTH / NORTHEAST ARRIVALS:

- Remain east of 1-10 until reaching the Cement Plant then enter downwind leg for appropriate runway.

NORTH / NORTHEAST BOUND DEPARTURES:

- When departing from Runway 30, fly runway heading for approximately 2.5 miles until crossing the Santa Cruz River then begin turn.
- When departing from Runway 12, fly crosswind heading (30°) until crossing the Santa Cruz River then begin turn.
- When departing from Runway 3, fly runway heading for at least 1.5 miles then begin turn.
- When departing Runway 21, fly downwind leg until crossing the Santa Cruz River then begin turn.

PATTERN WORK

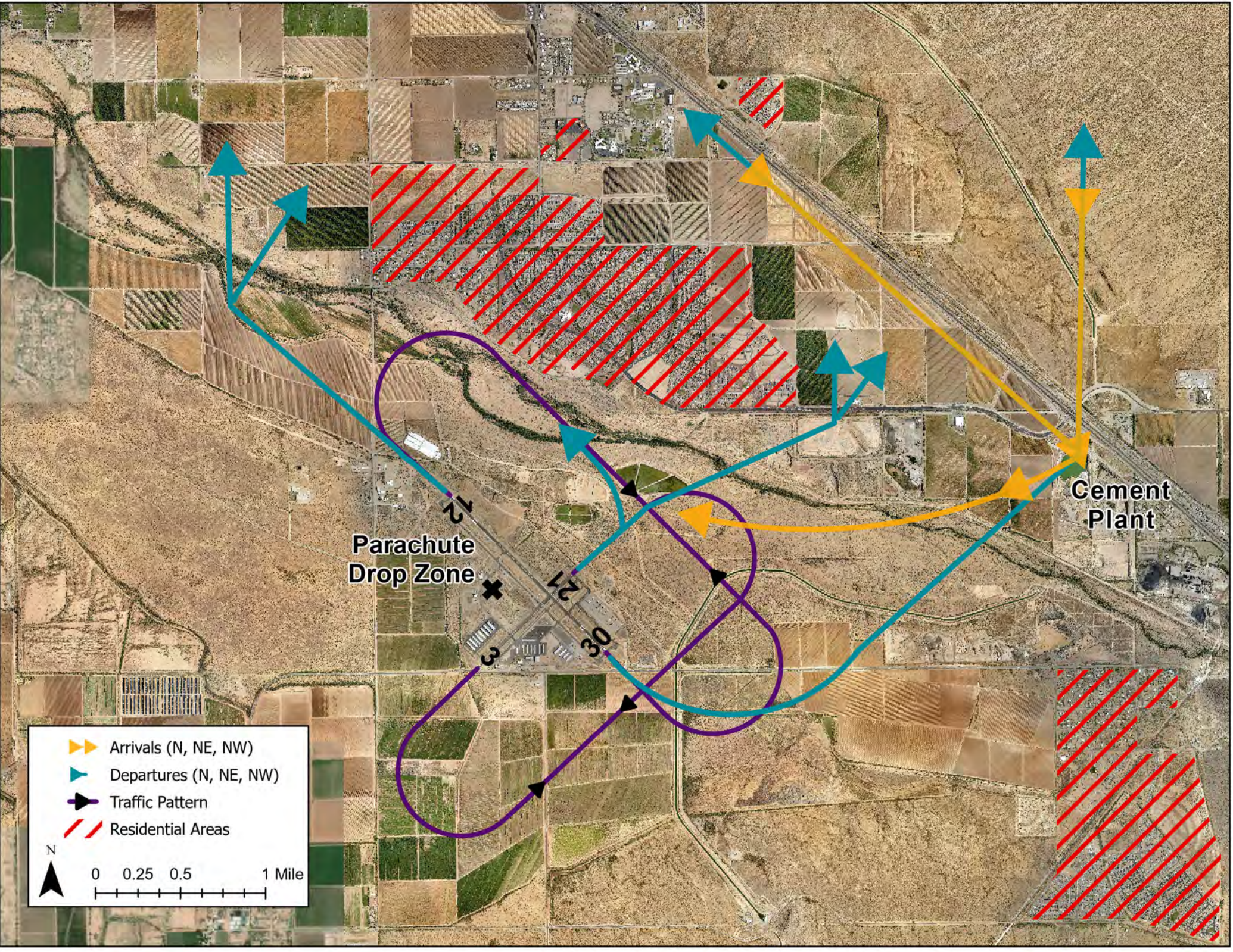
- On takeoff, reduce the power and propeller RPM after reaching a safe altitude.
- Climb at best angle (VX) or best-rate-of-climb (VY) or a combination thereof until at least 1,000 feet AGL.
- Turn crosswind at 1,000 feet AGL.
- Fly a tight downwind leg no further than 3/4 mile from runway. Remain SE of Santa Cruz River at all times. If a wider traffic pattern is needed for adequate spacing, then stay N/NE of Gladden Farms residential development (1 nm NE of airport).

- Increase propeller RPM after final approach power has been set.
- Avoid touch-and-go and stop-and-go landings between 9 PM and 7 AM.

COMMUNITY CONCERNS

Most aircraft noise is generated by propeller tip noise. This is especially true when propeller tip speeds approach supersonic speeds. Even a small reduction of 100 or 200 RPM can significantly reduce the noise levels. Noise and low flying aircraft complaints are regularly received in regards to aircraft operations at and near Marana Regional Airport. Most of these can be avoided by using common sense and courtesy. **Examples include:**

- Continuous traffic passing over residential area 1 nm NE of airport.
- Flying lower than 1,000 feet AGL over populated area.
- Concern of aircraft flying a too wide traffic pattern and danger it poses to residents if aircraft were to lose engine and being too far from airport for a safe power off landing.
- Continual touch and go landings at night time.
- Performing practice maneuvers over residential areas.



Parachute
Drop Zone

Cement
Plant



Arrivals (N, NE, NW)



Departures (N, NE, NW)



Traffic Pattern



Residential Areas



N

0 0.25 0.5 1 Mile

