

Aircraft Owners and Pilots Association Noise Awareness Steps

These are general recommendations; some may not be advisable for every aircraft in every situation. No noise reduction procedures should be allowed to compromise flight safety.

- If practical, avoid overflying noise-sensitive areas. Make every effort to fly at or above 2,000 feet AGL over such areas when overflight cannot be avoided.
- 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 a lower RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins and other practice maneuvers over uninhabited terrain.
- Familiarize yourself and comply with each airport's noise abatement procedures.
- Use PAPI/VASI whenever available. This will indicate a safe glidepath 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 airspeed until reaching 500 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.
- Fly a tight landing pattern to keep noise as close into the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
- 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 it also reduces stress on the engine and propeller governor.
- Avoid low-level, high-powered approaches, which not only create high-noise impacts, but also limit options in the event of engine failure.

