



Falcon Field Airport (FFZ)

FLY FRIENDLY PROGRAM

Noise Abatement Guidance

The Area Surrounding the Airport is Extremely Noise Sensitive. Please Help Us Be a Good Neighbor and Avoid Overflight of Residential Areas As Much As Possible.



All noise abatement guidelines are recommended; some may not be advisable for every aircraft/helicopter in every situation. Noise abatement guidelines should never compromise aviation safety.

FFZ Traffic Pattern Altitude

- 2,900' MSL (1,506' AGL) large turbine powered aircraft
- 2,400' MSL (1,006' AGL) small piston powered aircraft
- 1,900' MSL (506' AGL) helicopter

FFZ Traffic Pattern

- Standard Left Hand Traffic Pattern: Runway 4L and 22L*
- Non-Standard Right Hand Traffic Pattern: Runway 4R* and 22R
- *When Air Traffic Control Tower is closed and Class G Airspace is in effect, use non-standard right traffic for Runway 22L and standard left traffic for Runway 4R.**

**Avoid repetitive flight operations in terminal airspace
22:00 hours (10:00 PM) – 05:30 hours (5:30 AM)**

Fixed Wing Aircraft

Departures

- Avoid low-level, high-power departures. Use reduced power setting whenever possible.
- Climb at V_y airspeed (best rate of climb; providing the greatest gain in altitude over the shortest distance traveled) until reaching at least 2,400 feet MSL (pattern altitude). Consult the pilot operating handbook from the aircraft manufacturer to obtain this performance data.
- Calm wind preferred runways are 4L and 4R. Note: calm wind refers to use of a preferred runway when weather conditions permit. Runways 4L/4R are selected as preferred because they allow aircraft to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas and the Salt River.
- Training operations use Runway 4L/22R whenever possible.
- Make smooth adjustments on aircraft engine power settings to avoid a sudden change in RPM unless required for the safety of flight and to avoid creating a sudden noise event.
- Training procedures that simulate an engine failure will be practiced only when there is no doubt that the aircraft can make a safe landing on the runway in the event an actual engine failure occurs.

- When Air Traffic Control Tower is closed Runway 4L/22R is typically closed unless construction/maintenance on RWY 4R/22L. Note change in Traffic Pattern for Runway 4R/22L when RWY 4L/22R is closed.

Arrivals

- Avoid repetitive touch & go operations between 22:00 hours (10:00 pm) and before 05:30 hours (5:30 am) Arizona time.
- Maintain patterns as close to the airport as possible or ¾ to 1 statute mile on downwind leg.
- When landing maintain 4° glide path angle as indicated by PAPI lights
- Training operations use Runway 4L/22R whenever possible.
- Calm wind preferred runways are 4L and 4R. Note: calm wind refers to use of a preferred runway when weather conditions permit. Runways 4L/4R are selected as preferred because they allow aircraft to minimize impacts to residential areas by flying over the Longbow golf course, industrial areas, and the Salt River.
- Simulated engine failure training should only occur when a safe landing at the airport is assured.
- When Air Traffic Control Tower is closed Runway 4L/22R is typically closed unless construction/maintenance on RWY 4R/22L. Note change in Traffic Pattern for Runway 4R/22L when RWY 4L/22R is closed.

Further Guidance

The State of Arizona requires a disclosure map for public airports to ensure transparency and inform property owners and potential buyers about the proximity of their property to an airport. These maps typically show the boundaries of areas affected by airport operations, such as noise zones and traffic pattern airspace. This information is crucial for:

- **Noise Impact Awareness:** Informing property owners about potential noise levels from aircraft operations.
- **Safety Considerations:** Highlighting areas that may be affected by aircraft accidents or incidents.
- **Property Value Impact:** Helping potential buyers make informed decisions about property purchases, as proximity to an airport can affect property values.
- **Regulatory Compliance:** Ensuring that property developments comply with local and federal regulations related to airport operations and land use.

These maps are made available by the State Real Estate Department and recorded in county offices to ensure accessibility and legal compliance.

- [Airport Boundary Maps | Department of Real Estate](#)



- [Piston powered general aviation aircraft can seek additional noise abatement guidance from the Aircraft Owners and Pilot Associate \(AOPA\)](#)



- [Turbine Powered general aviation aircraft can seek additional noise abatement guidance from the National Business Aviation Association \(NBAA\)](#)

