



SKAGIT REGIONAL AIRPORT VFR Voluntary Noise Abatement Program

- Runway 11-29 is the preferred runway for all airplanes.
- Fixed-wing aircraft should use a left hand pattern.
- Rotor aircraft should use a right hand pattern.
- Aircraft should avoid unnecessary overflight of the suburban areas to the east below 1,000 feet, except for takeoffs and landings.
- Avoid prolonged run-up, and if possible, do them inside the airport area, rather than at its perimeter.

DEPARTURES

- On takeoff, reduce to climb power as soon as safe and practical.
- Climb after liftoff at best-angle-of-climb speed until crossing the airport boundary, then climb at best rate-of-climb.
- Depart from the start of the runway, rather than at intersections, to attain the highest possible altitude when leaving the airport vicinity.
- Climb out straight ahead to 1,000 feet or so; turn to avoid a noise-sensitive area if you are at an appropriate safe altitude.

ARRIVALS

- Avoid dragged-in approaches.

Minimizing aircraft noise near residential areas while operating a safe and efficient air transportation system is a nationwide challenge. Courteous and responsible pilots are the key to a successful noise management program. A successful program can be achieved by avoiding unnecessary residential overflights and by flying as quietly as safety permits. Please help us maintain a Good Neighbor relationship with the surrounding communities by following these recommended noise abatement procedures.

Safety always supersedes noise abatement procedures. Safety permitting, avoid flying over nearby residential areas when arriving or departing Skagit Regional Airport. The procedures described are not intended to preempt the prerogative or responsibilities of the pilot-in-command for aircraft operations.

