



AOPA Noise Awareness Steps

NOTE: These are only general recommendations by AOPA. Some may not be advisable for every aircraft in every situation. No noise reduction procedures should be allowed to compromise flight safety. Safety always comes first.

- 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 water or uninhabited terrain.
- Familiarize yourself and comply with your 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 AGL 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 to 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 on 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.