



PILOT'S GUIDE & NOISE ABATEMENT PROCEDURES

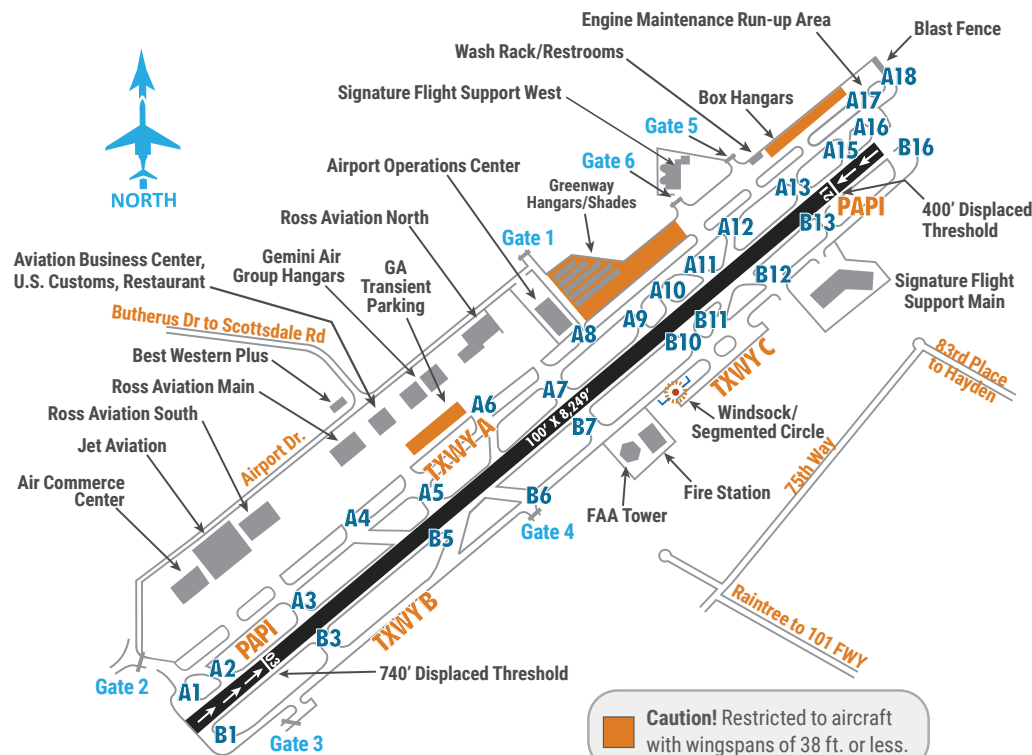
- Safety always comes first.
- Intersection takeoffs, stop-and-go, formation, takeoffs/landings and simulated single engine departures or go-arounds are prohibited.
- Touch-and-go operations are prohibited between 9:30 p.m. and 6:00 a.m.
- Engine maintenance run-ups are permitted only at the blast fence located at the north end of the Kilo Ramp (west of A18). Prohibited between 10 p.m. - 7 a.m. except emergencies.
- Runway weight restriction is 75,000 lbs. max certificated takeoff weight. With prior permission, the takeoff weight restriction may be lifted up to 100,000 lb. Contact Airport Operations at 480-312-8478.
- Runway 03 is the designated calm wind runway.
- Make right turn to 335 degrees when departing Runway 21.
- Climb as high as possible before leaving airport boundaries.
- Fly high and tight patterns. Follow the 4 degree PAPI.
- Discourage descents below 2,500 msl during practice approaches.
- Left-hand traffic on Runway 03. Right-hand traffic on Runway 21.
- Encourage right turns as soon as practical. Discourage straight-out and left turns on departure from Runway 21.
- Use NBAA Standard Noise Abatement Departure procedures or comparable procedure from aircraft manufacturer.
- Follow AOPA Noise Awareness Steps.
- Avoid direct overflight of residential areas when possible.

Scottsdale Airport • 15000 N. Airport Dr., Suite 100 • Scottsdale, AZ 85260
Phone: 480-312-2321 • Fax: 480-312-8480 • ScottsdaleAirport.com

SCOTTSDALE AIRPORT (SDL) • AREA SURFACE MAP

Field Elevation	1,510 feet MSL	Unicom.....	122.95
ATIS	118.60	ASOS	480-483-3049
Tower	119.90	ARR/DEP	120.70
Clearance Delivery	124.80	Airport Operations	480-312-8478
Scottsdale Ground	121.60	ATIS	480-998-5144

All white tie-downs and parking spaces are reserved. No transient parking.
Yellow tie-downs are for transient aircraft parking only.



FBO SERVICES AVAILABLE

JET AVIATION

Phone 480-866-8270
Fax 480-866-8275
Unicom 122.95

SIGNATURE FLIGHT SUPPORT

Phone 480-951-2525
Fax 480-951-2595
Unicom 122.95

ROSS AVIATION

Phone 480-948-2400
Fax 480-443-7227
Unicom 122.95

RENTAL CARS

National 480-818-8248
Go Rentals 480-991-0117

AIRPORT RESTAURANT

VOLANTI

Phone 480-657-2426
Web VolantiScottsdale.com

U.S. CUSTOMS • BORDER PROTECTION

Phone 480-312-8483
Web ScottsdaleAZ.gov/airport/customs
Fax 480-312-8485

For more information, visit ScottsdaleAirport.com

CONTACT TOWER PRIOR TO ENTERING CLASS D AIRSPACE

Rising terrain north and northeast of airport.
Please be altitude sensitive.

SCOTTSDALE AIRPORT

TWR	119.9
GRND	121.6
ATIS	118.6
Field Elev	1,510'
Runway Length	8,249'
TRACON	127.45
	119.2
ARR/DEP	120.7

**CAUTION: NOT TO BE USED
FOR NAVIGATION**



AOPA NOISE AWARENESS STEPS

- If practical, avoid noise-sensitive areas. Make every effort to fly at or above 2,000 feet 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 the lowest practical RPM setting will reduce aircraft noise substantially.
- Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
- Familiarize yourself and comply with airport noise abatement procedures.
- 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. (4 degrees at Scottsdale Airport)
- 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 50 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 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 short final. This practice not only provides a quieter approach, but 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.
- Flying between 10 p.m. and 6 a.m. should be avoided whenever possible.

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