



TRANSPORTATION AND PARKING SERVICES  
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ONE SHIELDS AVENUE  
DAVIS, CALIFORNIA 95616

CC09-023

**TO:** Pilots utilizing University Airport (KEDU)

**RE:** University Airport Noise Abatement Program

This letter serves to update and clarify the Noise Abatement Program for University Airport and supersedes all previous letters pertaining to recommend noise abatement procedures.

The University of California, Davis intends that University Airport be regarded as a “Good Neighbor” by the surrounding community. For pilots, this means minimizing the noise impact of flight operations on adjacent residential areas for all arrivals and departures, as well as for training/proficiency flights. **Compliance with noise abatement procedures, while strongly encouraged, is always voluntary and operational safety always takes precedence.**

#### Generally

The residential area north of the airport (bounded by Russell Boulevard on the south) is the most noise sensitive area in the vicinity of the airport. **For arrivals, a well executed left hand rectangular traffic pattern, as described in the FAA Aeronautical Information Manual, is generally sufficient for noise abatement procedures. Straight in approaches to Runway 35 are also acceptable. Runway 17 departures require no special procedures. Runway 35 departures should comply with bullet point 7 below.**

**University Airport does NOT have a designated calm wind runway.** Pilots are expected to take off and land into the prevailing wind. In the event of a calm wind condition, pilots are encouraged to include noise abatement considerations in the selection of a departure or arrival runway.

#### Specifically

- **Avoid unnecessary low altitude flight over the city and main campus.**
- **Limit consecutive touch-and-go landings to a maximum of 2.**
- **No touch-and-go landings between 9:00PM and 8:00AM local time.**
- **No stop-and-go landings,**
- **No intersection take-offs.**
- **Touch-and-go landings on weekends and holidays are discouraged.**
- **Runway 35 departures: turn left to a heading of 300 degrees after reaching a safe altitude.**
- **Runway 17 VFR straight-in approaches are discouraged.**

The above described Noise Abatement Program is NOT intended to in any way preempt the prerogatives or responsibilities of the pilot-in-command, conflict with safe aircraft operations, or interfere with ATC instructions or Federal Aviation Administration regulations and procedures.

As always, thank you for your continued efforts to help make University Airport a “Good Neighbor!”

Happy Flying,

Clifford A. Contreras  
Director  
University Airport