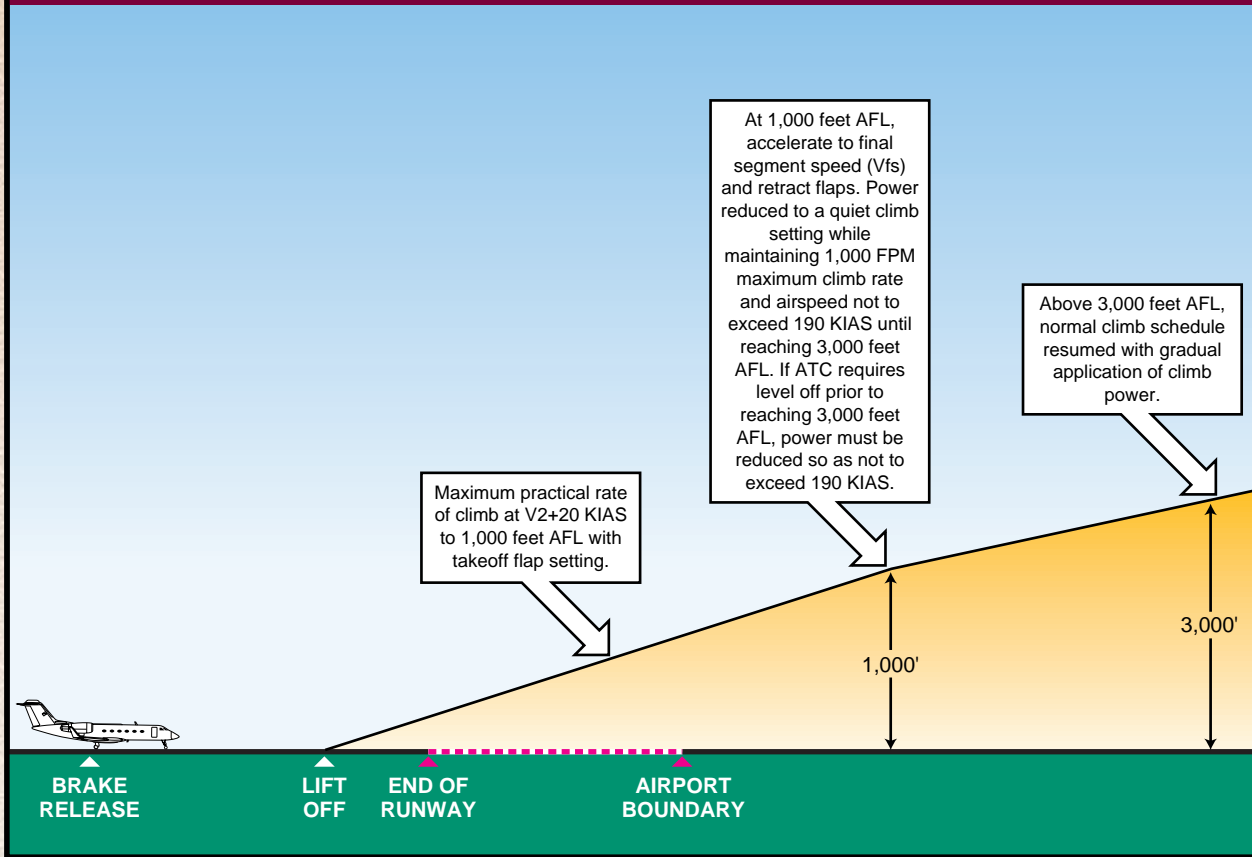


# NATIONAL BUSINESS AVIATION ASSOCIATION (NBAA) STANDARD NOISE ABATEMENT DEPARTURE PROCEDURE



KEY	
AFL	- Above field elevation
ATC	- Air traffic control
FPM	- Feet per minute
KIAS	- Knots, indicated airspeed

Note: It is recognized that aircraft performance will differ with aircraft type and takeoff conditions; therefore, the business aircraft operator must have the latitude to determine whether takeoff thrust should be reduced prior to, during, or after flap retraction.

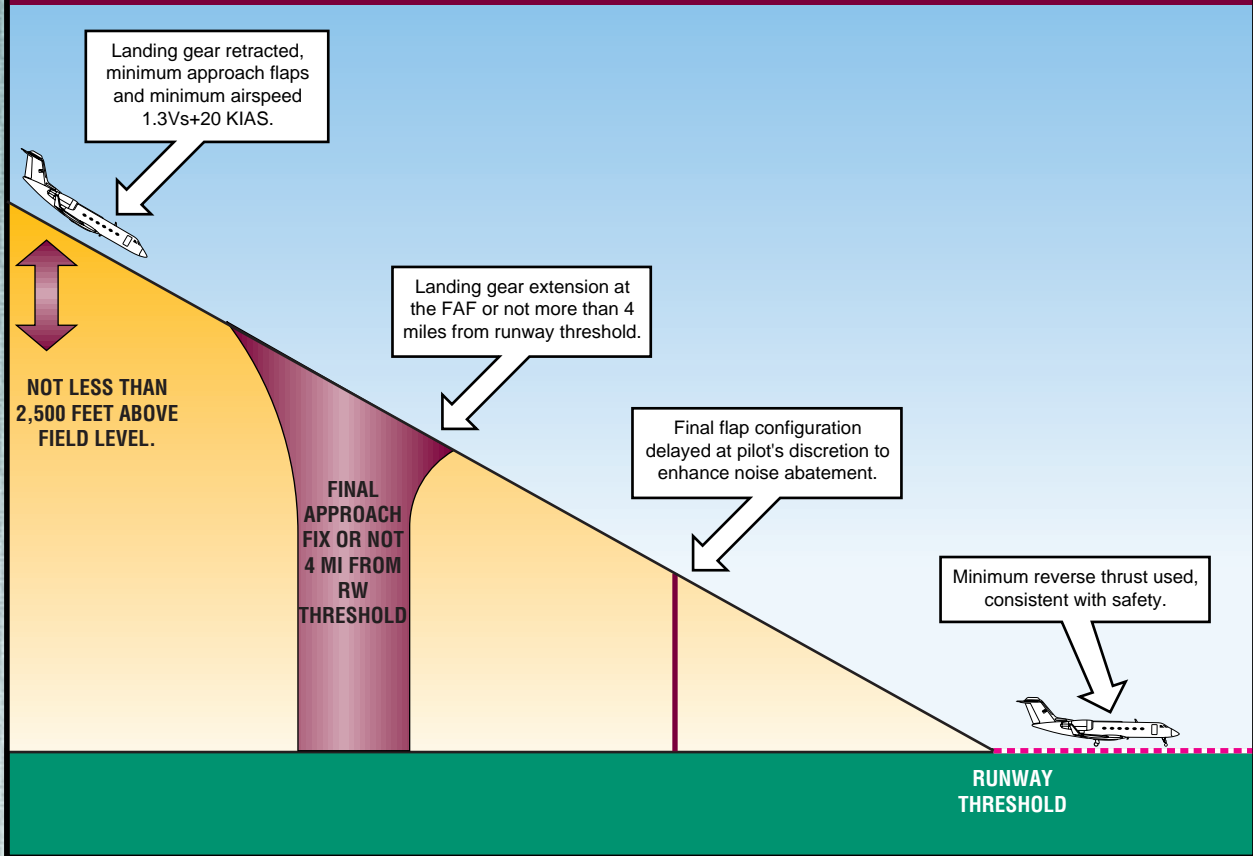
Source: National Business Aviation Association (NBAA), "NBAA Noise Abatement Program," January 1, 1993.

For copies of the NBAA's noise abatement program, suitable for insertion into pilot flight manuals, contact:

NBAA, Inc.  
1200 Eighteenth St., NW  
Washington, D.C. 20036  
Phone: 202-783-9000  
FAX: 202-331-8364



## NATIONAL BUSINESS AVIATION ASSOCIATION (NBAA) APPROACH AND LANDING PROCEDURE VFR & IFR



- 1) Inbound flight path should not require more than a 20 degree bank angle to follow noise abatement track.
- 2) Observe all airspeed limitations and ATC instructions.
- 3) Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum airspeed ( $1.3V_s + 20$  KIAS) with gear retracted and minimum approach flap setting.
- 4) At the final approach fix (FAF) or not more than 4 miles from runway threshold, extend landing gear. Final landing flap configuration should be delayed at pilot's discretion to enhance noise abatement.
- 5) During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.

Source: National Business Aviation Association (NBAA),  
"NBAA Noise Abatement Program," January 1, 1993.

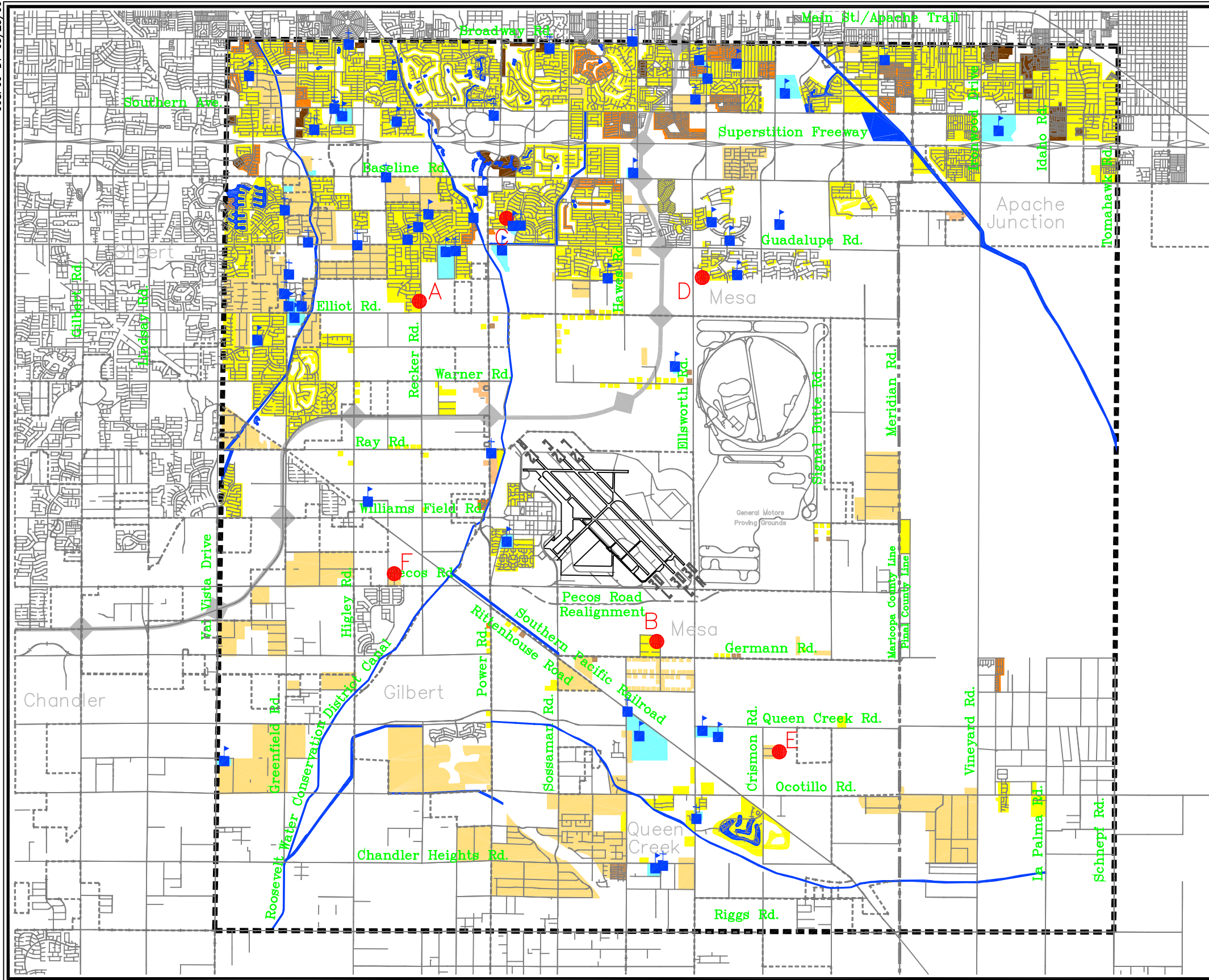
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Exhibit C2

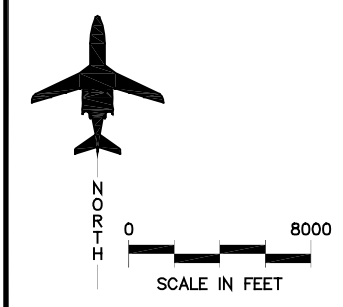
NATIONAL BUSINESS AVIATION  
ASSOCIATION (NBAA) APPROACH AND  
LANDING PROCEDURE VFR & IFR

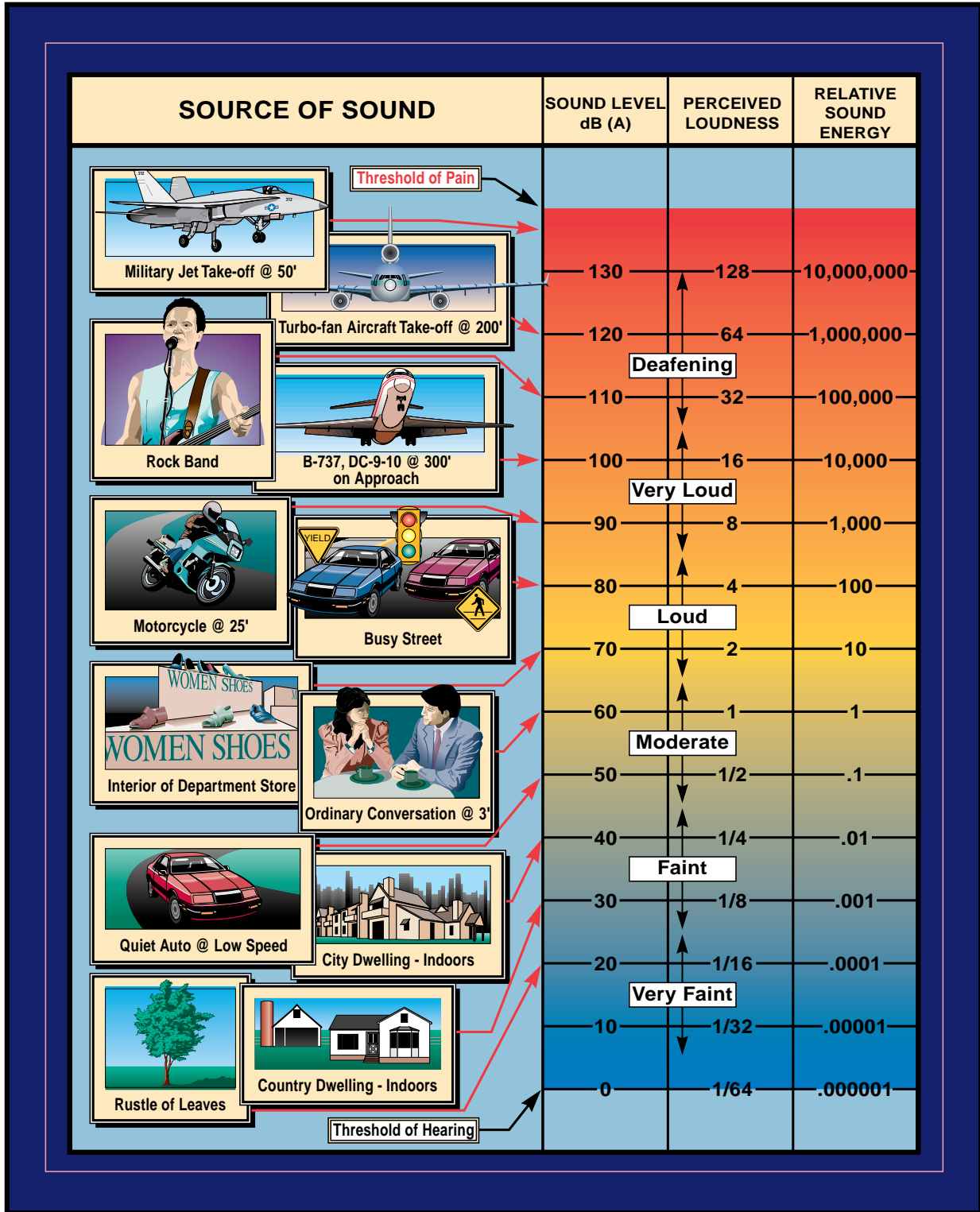


LEGEND

- Detailed Land Use Study Area
- County Boundary
- Municipal Boundary
- Airport Property
- Planned Santan Freeway
- Measurement Site
- Rural Residential (0-2 du/ac)
- Low Density Residential (2.1-5 du/ac)
- Medium Density Residential (5.1-15 du/ac)
- High Density Residential (15+ du/ac)
- Mobile and Trailer Homes
- Mixed Use
- Noise Sensitive Institutions
- Place of Worship
- School

Source: Coffman Associates Analysis August 1999.



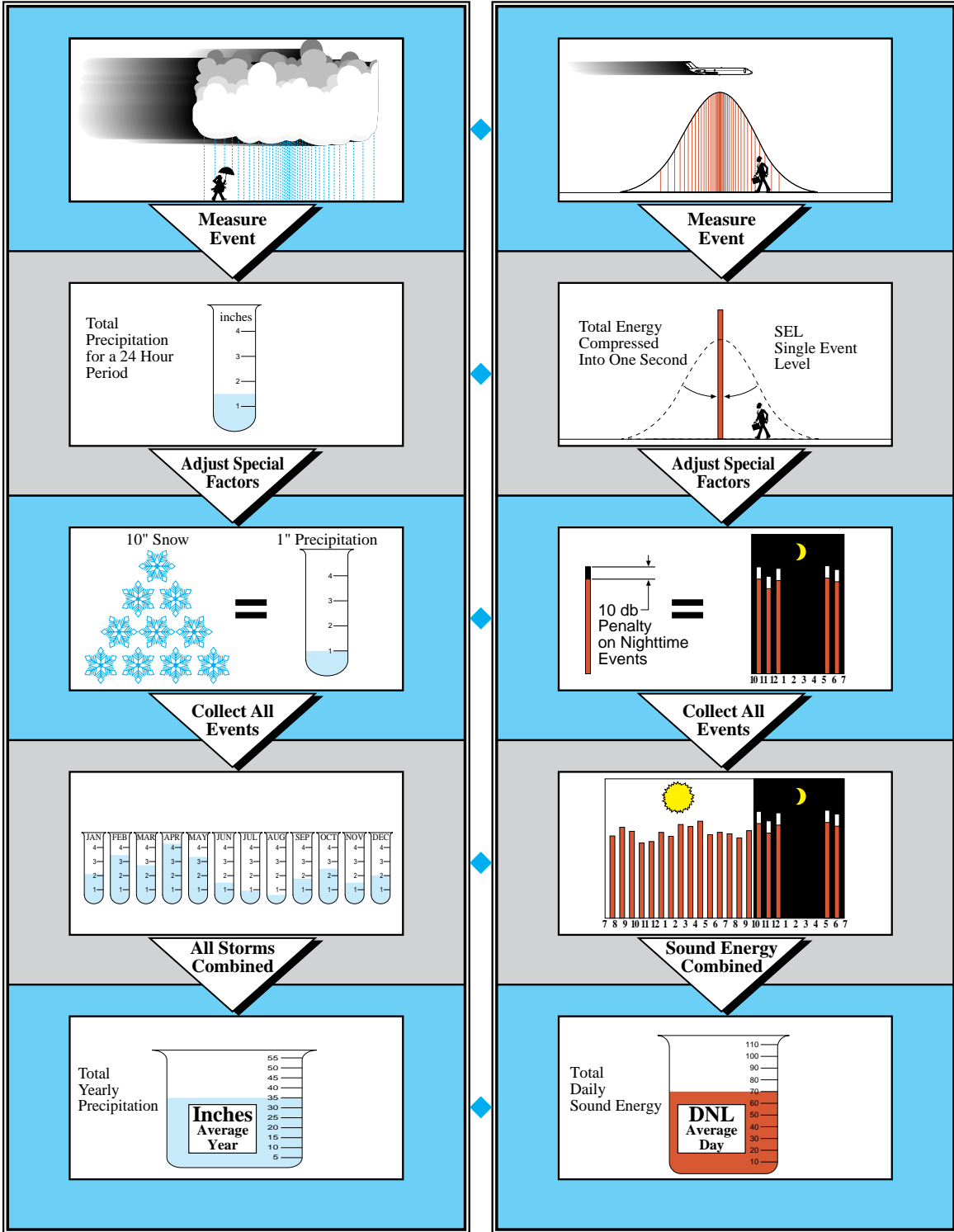


Source: Coffman Associates 1990



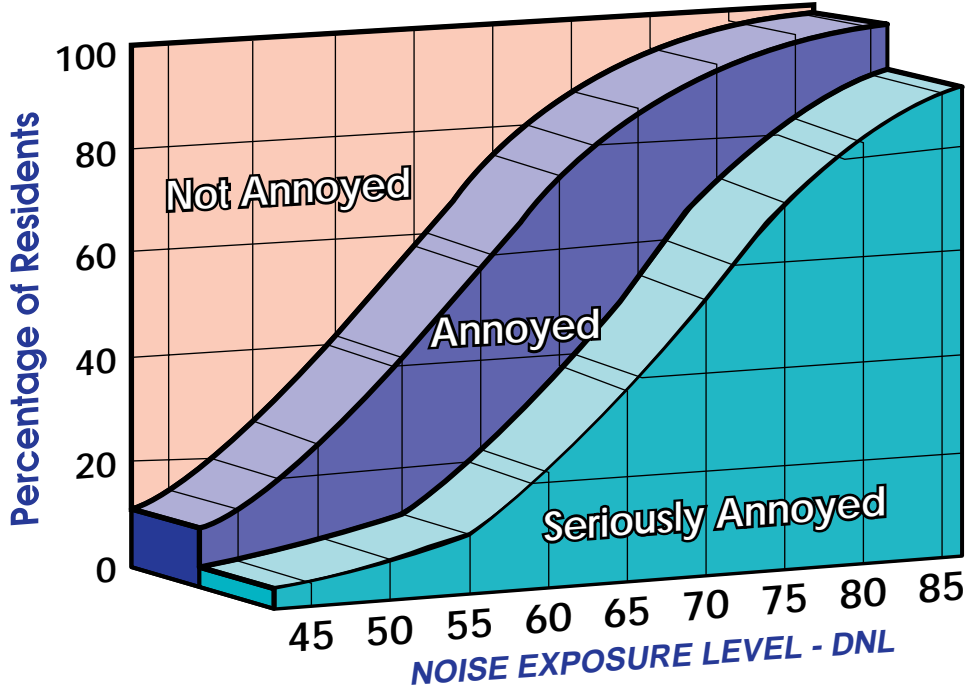
### Precipitation Measurement

### Noise Measurement



Source: Coffman Associates 1990





Source: Richards and Ollerhead 1973, p.31



LWP Exhibit A  
ANNOYANCE CAUSED BY AIRCRAFT NOISE IN RESIDENTIAL AREAS