

Fresno Yosemite International Airport

IATA/ICAO CODE: FAT/KFAT
CITY: Fresno
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Ronald Watson	Mark Davis
Title:	Operations Manager	Acoustic Program Coordinator
Airport:	Fresno Yosemite International	Fresno Yosemite International
Address:	4995 E. Clinton Way Fresno, CA 93727	4995 E. Clinton Way Fresno, CA 93727
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Name: Russell C. Widmar, AAE
Title: Director of Aviation
Airport: Fresno Yosemite International
Address: 4995 E. Clinton Way
 Fresno, CA 93727
Phone: +1 559 621 4500
Fax: +1 559 251 4825
Email:
Airport Web Site: www.fresno.gov/flyfresno

ELEVATION: 336 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11L/29R	9227	29R/312	29R/3	150
11R/29L	7205	11R/1448	-	100
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES
Airport Noise Abatement Procedures

The procedures described below are mandatory and designed to minimize aircraft noise disturbance to homes near the Fresno airports. Your compliance with our noise abatement procedures is extremely important in maintaining goodwill between the airports and the surrounding communities. The Fresno Yosemite International procedures reflect policies

established by the FAR Part 150 Airport Noise Compatibility Program (City of Fresno Ordinance No. 92-77). Please take a few moments to familiarize yourself with the procedures, and keep this sheet in your flight case for future reference. Thank you for your cooperation and support.

ALL AIRCRAFT
Traffic Pattern Altitudes:
803' MSL - Helicopters
1303' MSL - Single-Engine Airplanes (reciprocating engine)
1803' MSL - Multiengine Airplanes (reciprocating engine & turboprop)
2303' MSL - Turbojet Airplanes

- Intersection takeoffs from Runway 29L are not permitted, except during single-runway capability operations (Runway 11L-29R closed/unusable). Intersection takeoffs from Runway 29R are only permitted from Taxiway B2, except during single-runway capability operations (Runway 11R-29L closed/unusable).
- Test- or check-flights, practice landings and low approaches, and stop- or touch-and-go operations are permitted only between 0700 and 2200 local time Monday through Saturday, and between 1000 and 1800 local time on Sundays.
- Engine maintenance run-ups are permitted as follows: (1) 0500-2200 local on the B8 run-up pad; (between runway 29L and taxiway B only. Other time periods and/or locations must be authorized in advance by airport management.

SMALL SINGLE-ENGINE & MULTIENGINE AIRPLANES
(maximum certificated takeoff weight less than 12,500 lbs.)

- After takeoff, climb on runway heading until passing 850' MSL (single-engine) or 1000' MSL (multiengine). For safety and noise abatement, initial climb out at best rate-of-climb (Vy) is recommended.

ALL AIRPLANES
(Arrivals)

- Expect VFR Enroute procedures/arrivals
- Ensure contact with ATC prior to entering Class 'C' airspace
- Expect left-hand traffic pattern for Runway 11L -- right-hand pattern for Runway 29R.
- When conducting VFR test-, check-, or training-flights, and making approaches to Runway 11L, maintain at or above 2000' MSL until established on a 5 nautical mile (localizer DME) final. A normal approach path (approximate 3 angle) will be flown on final
- Opposite direction approaches to Runway 11L are not authorized when Runway 29R is in use.
- Runway 11L Preferential Usage: Should Runway 29R be in use, large turbojet aircraft will receive an ATC clearance for an opposite-direction takeoff on Runway 11L, on a flight safety-and weather-permitting basis, between the local hours of 2400 and 0500.
- After takeoff, climb on runway heading until at or above 2000' MSL, as rapidly as practicable.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Runway 11L Preferential Usage: Should Runway 29R be in use, large turbojet aircraft will receive an ATC clearance for an opposite-direction takeoff on Runway 11L, on a flight safety and weather-permitting basis, between the local hours of 2400 and 0500.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine maintenance run-ups are permitted between 0500 and 2200 local time on Taxiway "B8" run-up pad (between Runway 29L and Taxiway "B") only, except for other time periods and/or locations authorized by airport management in advance.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

August 2005 - FAA announced approval of noise exposure maps submitted by FYI. The proposed Part 150 Noise Compatibility Program was resubmitted to the FAA in December 2007 and was approved July 28, 2008.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	9/17/91	On-going program. Have insulated over 800 homes in the last 14 years.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Not implemented
Avigation Easements	9/17/91	On-going. Homeowner grants avigation easement as part of the noise treatment of the home.
Zoning Laws	1960	City of Fresno (559)621-8277. Not known for County of Fresno (559) 262-4029 and City of Clovis (559)324-2340.
Real Estate/Property Disclosure Laws	-	Not known
Acquire Land for Noise Compatibility to date	9/17/91	31 residential homes and 1 com'l office
Population within each noise contour level relative to aircraft operations	11/2004	60-65 CNEL - 6,300 people 65-70 CNEL - 6,190 people 70-75 CNEL - 110 people.
Airport Noise Contour Overlay Maps	11/2004	Approved by FAA on July 6, 2005
Total Cost of Noise Mitigation		

Programs to Date	9/17/91	Approximately \$29 million
Source of Noise Mitigation Program Funding for Aircraft Noise	Continuous	AIP Grants from FAA. 2007/2008: AIP grant(s) of \$2.6 million for noise mitigation measures for residences within the 65-69 DNL contour

NOISE MONITORING SYSTEM - [NONE](#)

Installing a noise monitoring system is one of the items that has been proposed in the update to the airport's Part 150 Noise Compatibility Program.

FLIGHT TRACK MONITORING SYSTEM

The airport has a flight track monitoring system.

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)