

## Albuquerque International Sunport

IATA/ICAO CODE: ABQ/KABQ  
 CITY: Albuquerque  
 STATE: NM  
 COUNTRY: USA

### AIRPORT CONTACT

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

Name:	Jessica Dickman	Jim Hinde
Title:	Operations Manager	Planning & Development
Airport:	Albuquerque Intl. Sunport	Albuquerque Intl. Sunport
Address:	P.O. Box 9948 Albuquerque, N.M. 87119-1048	P.O. Box 9022 Albuquerque, N.M. 87119-1048
Phone:	+1 505 244 7859	+1 505 224 7700
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Airport Web Site:	<a href="http://www.cabq.gov/airport">www.cabq.gov/airport</a>	

ELEVATION: 5352 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
3/21	10000	-	-	150
08/26	13793	08/1000	-	150
12/30	6000	-	-	150
17/35*	10010	-	-	150

\*Note: The distance available for take-off on runway 17 is 10,000 ft, the distance available for landing is 9,100 ft. due to displaced threshold. The declared distance for runway 35 departures and landings is 9,110 ft. to provide safety area on the north end of the runway.

Note: Prior coordination with tower required for take-off on runway 03 or runway 35

[Check FAA Airport Diagrams for current information.](#)

### NOISE ABATEMENT PROCEDURES

**Purpose:** This agreement describes procedures to be used to aid in reducing aircraft noise over the city of Albuquerque.

**Cancellation:** This agreement cancels previous Letters of Agreement, Subject: Noise Abatement, dated 23 December 2000.

#### 1. Responsibilities:

a. Albuquerque Airport Traffic Control Tower shall:

- 1) Apply the runway use provisions of this agreement.
- 2) Request aircrew compliance with the in-flight procedures in this agreement.
- 3) Circulate a Letter to Airmen detailing informal noise abatement procedures.

b. Aviation Department shall:

- 1) Serve as the focal point for citizens' comments concerning aircraft noise. Noise comments concerning military aircraft will be logged into the airport's database; however, on an "as needed" basis, citizen's comments will be forwarded to the respective wing(s).

2. Runway Use Restrictions:

Runway 17/35 has a maximum aircraft operating weight restriction of 12,500 pounds regardless of the wind.

3. In-Flight Procedures:

- a) All military aircraft classified as heavy or fighter-type aircraft departing runway 8 shall turn right on departure.
- b) Military helicopters shall comply with established arrival and departure corridors.
- c) When weather conditions are 5,000 foot ceiling and seven miles visibility or greater, the Control Tower shall request all turboprop and turbojet aircraft (except STOL type aircraft) making left turns from runway 8 to delay their turn until 13.5 DME from the Albuquerque VORTAC.

Note: Tiltrotor aircraft shall comply with paragraph b or d as appropriate.

- d) All other aircraft, not included in paragraphs a, b or c making left turn departures from runway 8 will, unless otherwise instructed by ATC, delay their turn until the east field boundary and climb as expeditiously as possible so as to overfly any residential areas at or above 6,500 MSL. When weather conditions are below 5000 feet MSL, the visibility is less than seven miles, or the mountaintops are obscured, this procedure will also include turboprops and turbojets.

- e) The Airport Traffic Control Tower manager should ensure control tower personnel are familiar with noise sensitive areas and how they are impacted by airport operations.

- f) These procedures may be altered as safety considerations (wind, movement area closures, weather, etc.) dictate; the procedures shall not be altered for the sole purpose of expediting traffic.

4. 2100-0700 Curfew Procedures:

- a) All aircraft departing runway 8 shall be instructed to turn right after takeoff. Turboprop aircraft may be kept on a southbound heading until leaving 8000 feet

before given a westbound heading.

c) By separate agreement, the south 4800 feet of runway 17/35 is used for night operations by the 58th SOW so long as their traffic pattern remains south of the airport.

d) Military helicopters inbound from the north shall be vectored for an approach to runway 8.

e) Except for a West or Southwest flow, runway 21 and runway 3 departures are discouraged. If runway 21 is required because of operational requirements, turboprops and turbojets may be assigned a heading of 190 degrees or farther east until leaving 8000 feet, or 5 miles south of the airport. Non-turbine powered aircraft turning northbound should be turned ASAP to avoid noise sensitive areas Southwest of the airport. During a West or Southwest flow, apply this when traffic permits. If departing runway 3 because of operational requirements, turboprops and turbojets may be instructed to fly runway heading until leaving 6500 feet.

f) Engine run-ups for maintenance purposes, both on and off the aircraft are restricted by city ordinance (Chapter 9, Article 9, Section 10) and base regulation (KAFBR 202) between 10pm-7am. Exceptions to this policy can be made on an individual basis, in which case operational necessity, urgency, and the noise impact residential neighborhoods are considered. When exceptions are made, noise impact will be minimized by conducting runs at the south end of runway 35 or south end of taxiway C. Exceptions should be coordinated through the City Aviation's Operations Officer (OPS60), if available. If OPS60 is not available the Albuquerque Tower OSIC/OCIC will make the decision.

g) These procedures may be altered as safety considerations (wind, movement area closures, weather, etc.) dictate; these procedures shall not be altered for the sole purpose of expediting traffic.

#### 5. 0700 to 0900 (Daytime) Weekend and Certain Holiday Curfew:

a) On weekends and certain holidays (listed below) the curfew for turbojets and turboprops shall be extended from 0700 to 0900 am local.

b) The effected holidays include New Years Day, Thanksgiving Day and Christmas Day.

### **CONTINUOUS DESCENT ARRIVAL (CDA) - NO**

AIRPORT CURFEWS - NONE

### PREFERENTIAL RUNWAYS

See Noise Abatement Procedures for runway curfew details.

OPERATING QUOTA - NONE

### ENGINE RUN-UP RESTRICTIONS

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10pm-7am. Exceptions to this policy can be made on an individual basis, in which case operational necessity, urgency, and the noise impact residential neighborhoods are considered. When exceptions are made, noise impact will be minimized by conducting runs at the south end of runway 35 or south end of taxiway C. Exceptions should be coordinated through the City Aviation's Operations Officer (OPS60), if available. If OPS60 is not available the Albuquerque Tower OSIC/OCIC will make the decision.

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APU OPERATING RESTRICTIONS - **NONE**

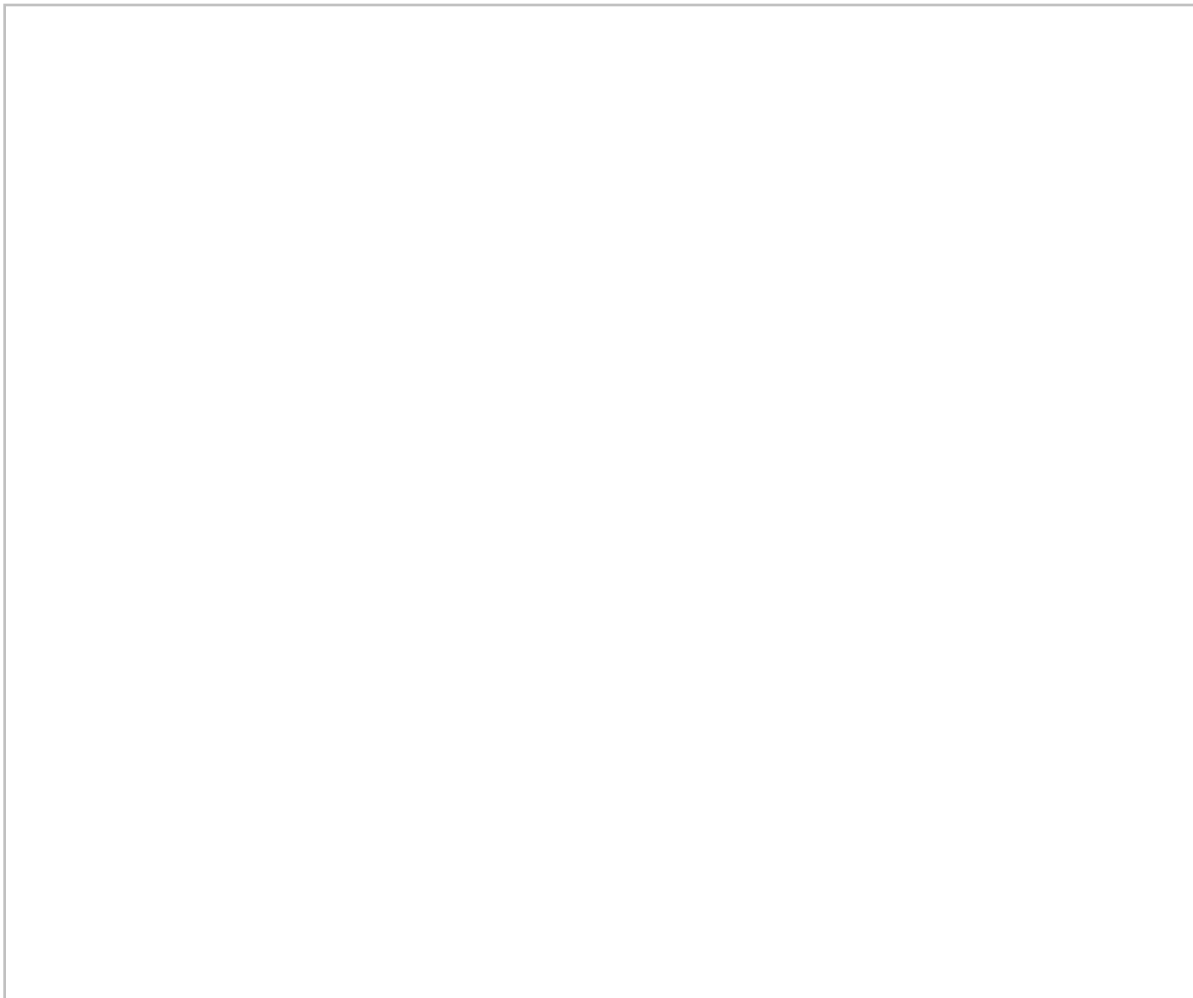
NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

#### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	N/A
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	1996	Condition of E.A. for runway 03/21 extension
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	-	N/A
Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	-	0 - 65DNL 0 - 70DNL 0 - 75DNL
Airport Noise Contour Overlay Maps	2002	Noise Exposure Maps (NEM)
Total Cost of Noise Mitigation Programs to Date	1999-2005	1.5 Million for Noise Monitoring System
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport/City Funding

#### NOISE MONITORING SYSTEM



BAE Systems TAMIS TA40000A - 9 fixed monitors and 1 portable. BAE Systems ARTS-III A Tracking system STARS.

#### FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise 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**