

PREFERENTIAL RUNWAYS

Runway 05/23 is the preferential runway between 2300-0700.

Everyday 11:00 pm - 7:00 am:

Use runway 23 for all departing turbojet aircraft and runway 5 for all arriving turbojet aircraft as well as all large 12,500 lbs., or greater prop aircraft.

When the above procedure cannot be used: Runway 23 is the first preferred runway for all arriving and departing turbojet aircraft. Runway 5 is the second preferred runway for all arriving and departing turbojet aircraft.

OPERATING QUOTA - NONE**ENGINE RUN-UP RESTRICTIONS**

Parallel to runway 5/23 on U.S.Air ramp.

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)	1990	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	N/A
Avigation Easements	1990	-
Zoning Laws	-	N/A
Real Estate/Property Disclosure Laws	1996	-
Acquire Land for Noise Compatibility to date	1990	-
Population within each noise contour level relative to aircraft operations	-	In the process of updating the FAR Part 150 program.
Airport Noise		

Contour Overlay Maps	1996	N/A
Total Cost of Noise Mitigation Programs to Date	-	over 75 million to date
Source of Noise Mitigation Program Funding for Aircraft Noise	-	federal/city

NOISE MONITORING SYSTEM

The airport has portable noise monitoring equipment.

FLIGHT TRACK MONITORING SYSTEM

System being developed-expected to be functional by Spring 2011.

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](#)