

Ninoy Aquino International Airport

IATA/ICAO CODE: MNL/RPLL
 CITY: Manila
 COUNTRY: Philippines

AIRPORT CONTACT

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

Name:
 Title: General Manager
 Airport: Ninoy Aquino International Airport
 Address: Manila International Airport Authority
 MIA Road, Pasay City, Metro Manila
 Philippines
 Phone: +63 2 832 2938 or 831 6205
 Fax: +63 2 833 1180
 Email: gmo@miaa.gov.ph
 Airport Web Site: www.miaa.gov.ph

ELEVATION: 74.954 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
13/31	1998	-	-	45
06/24	3410	-	-	60

NOISE ABATEMENT PROCEDURES

Noise abatement procedures described below are applicable to all aircraft operating at Ninoy Aquino International Airport.

Departure Procedures for all Runways:

For jet aircraft, a speed of V2 plus 10 kt shall be maintained up to 3,000 ft AGL after take-off, after which acceleration to flap retraction may be commenced. Climb thrust shall be selected at 1,500 ft AGL.

All other (non-jet) aircraft shall attempt to attain 3,000 ft AGL as soon as practicable consistent with safe operational practices for subject aircraft climb performance.

In all the above cases, SID procedures shall be tracked as published.

The above procedures shall be terminated and standard climb out procedures be implemented immediately should any event effecting climb performance occur (i.e. problem with loss of engine power).

Arrival Procedures:

Runway 06 or Runway 24 Landings:
Observe published airport traffic circuit, altitudes/speed.

Note: IFR aircraft from the North and landing on Runway 24 shall be radar vectored to the RIGHT base leg at 2,000 feet or higher.

Modified Noise Abatement Procedures for Runway 13 Departures (South Bound)

- a. After take-off make a left climbing turn before the end of Runway 31 (max 15 deg. bank angle) heading 100 degrees.
- b. For jet aircraft, a speed of V2 plus 10 knots shall be maintained to 3,000 ft AGL after take-off after which flap retraction may be commenced. Climb thrust shall be selected at 1,500 ft.
- c. In all cases, SID procedures shall be tracked as published.
- d. The above procedures shall be terminated and standard climb-out procedures shall be implemented immediately should any event affecting climb performance occur (i.e. problem with loss of power).

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

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)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws		
Real Estate/Property Disclosure Laws	-	-

Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

See information under Chapter 2 Phase out.

CHAPTER 2 PHASEOUT

Starting January 1, 2003 - airlines must start removing Chapter 2 aircraft from their fleet as follows:

- 25% by December 31, 2003
- 50% by December 31, 2004
- 75% by December 31, 2005
- 100% Chapter 3 compliance by December 31, 2006

CHAPTER 3 RESTRICTIONS - [NONE](#)