

Philadelphia International Airport

IATA/ICAO CODE: PHL/KPHL
CITY: Philadelphia
STATE: PA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Mark Gale, A.A.E.	Jonathan Collette, C.M.
Title:	Chief Executive Officer	Airport Noise Abatement Program Manager
Airport:	Philadelphia International Airport	Philadelphia International Airport
Address:	Philadelphia International Airport Division of Aviation Terminal E. Philadelphia, PA 19153	Philadelphia International Airport Division of Aviation Terminal E. Philadelphia, PA 19153
Phone:	+1 215 937 6800	+1 215 937 6233
Fax:	+1 215 937 6759	+1 215 365 7207
Email:	comments@phila.gov (Airport) noise@phl.org	
Airport Web Site:	www.phl.org	

ELEVATION: 38ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9L/27R	9500	-	-	150
9R/27L	10506	-	-	200
17/35	6501	-	-	150
08/26	5000	-	-	150

NOISE ABATEMENT PROCEDURES

Departure Headings The following departure headings are applicable for noise abatement purposes and are in use between 22:00L and 06:00L. Turbojet aircraft should avoid straight out departures from Runways 27L and 27R during the overnight hours.	
Runway 9L/9R/17/35	Fly runway heading
Runway 27L	Turn left 255 degrees when able, follow Delaware River until 3000' MSL before initiating turn
Runway 27R	Turn left 240 degrees when able, at I-PDP 3 DME turn right heading 255 degrees, follow Delaware River until 3000' MSL before initiating turn
General Flight Practices:	

Pilots are encouraged to use the recommend noise abatement measures specified for their aircraft type.

Pilots are encouraged to remain at, or above, glideslope when flying visual approaches.

When noise abatement departure headings are not in use, jet aircraft departing Runways 27L or 27R are requested to fly their initial departure heading until reaching 3,000 MSL; unless otherwise instructed by ATC or for safety reasons, such as weather or go-arounds.

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Nighttime Operations Between the hours of 2300 and 0600 local, only the following operations should be conducted:		
West Operations:	Departure Arrivals	Runways 27L/17 Runways 27L/27R/35
East Operations:	Departures Arrivals	Runways 9L/9R/17 Runways 9R/35

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

The airport has researched and selected several locations on the airfield, based on aircraft requirements to be facing into the wind, where engine run-ups should be performed.

Preferred Locations

- Taxiway K, near intersection of Taxiway H
- Taxiway P, near intersection of Taxiway U

Alternate Locations

- Taxiway D, near intersection of Taxiway D4
- Taxiway S, west of Taxiway L
- Taxiway P, near intersection of Taxiway N
- Taxiway H, near approach of end 27R
- Taxiway D, near intersection of Taxiway H
- Taxiway P, near intersection of RW 17/35
- Taxiway P, near intersection of Taxiway T
- Taxiway P, near intersection of Taxiway Y
- Taxiway H, near intersection of RW 17/35

All engine run-ups require the prior approval of the Airport Operations Duty Officer, (215) 937-6914 or through the Communications Center (215) 937-6800. The airline must provide the aircraft type, tail number, scheduled time of departure, time for engine run-up to begin and expected completion, and reason for run-up. All run-ups are limited to no more than 20 minutes in duration.

During the hours of 2300 and 0600 local, run-ups are restricted, unless failure to conduct the

run-up will delay the departure of a scheduled flight.

APU OPERATING RESTRICTIONS

Operators are encouraged to use ground power and air sources whenever practicable.

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)	2004-2005	In progress
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	No
Avigation Easements	2004-2006	Yes
Zoning Laws	-	Yes in Tinicum
Real Estate/Property Disclosure Laws	-	None
Acquire Land for Noise Compatibility to date	-	None
Population within each noise contour level relative to aircraft operations	-	See Part 150 Study Update at www.phlpart150update.com
Airport Noise Contour Overlay Maps	2003 Updated 2008	See Part 150 Study Update at www.phlpart150update.com
Total Cost of Noise Mitigation Programs to Date	-	\$22.7 million for Residential Sound Insulation. Final cost of the program is estimated at approximately \$42.5 million.
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005-2010: AIP grants of \$18.2 million for noise mitigation measures for residences within the 65-69 DNL contour and \$4.5 million from Airport funds.

NOISE MONITORING SYSTEM

The Airport has an Airport Noise Monitoring System, which was installed in 1997. The System collects radar data from the FAA to monitor aircraft flight operations and to ensure compliance with the Airport's Noise Abatement Procedures. Permanent and portable noise monitors are also located in various communities surrounding the Airport to measure aircraft noise levels.

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](#)