

Raleigh-Durham International Airport

IATA/ICAO CODE: RDU/KRDU
 CITY: Raleigh-Durham
 STATE: NC
 COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	John Graves	Armando Tovar
Title:	Operations Manager	Noise Officer
Airport:	Raleigh-Durham International Airport	Raleigh-Durham International Airport
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Airport Web Site:	www.rduaircraftnoise.com	

ELEVATION: 437 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
5R/23L	7500	-	-	150
5L/23R	10000	-	-	150
14/32	3570	-	-	100
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

"Any aircraft operator should contact the airport authority noise office prior to commencement of operations to determine compliance with the noise rule in advance if hushkit aircraft are to be utilized."

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

**AMENDED AIRCRAFT ENGINE RUNUPS POLICY AND INTERIM REGULATIONS
 RALEIGH-DURHAM INTERNATIONAL AIRPORT**

Policy:

It is the policy of the Raleigh-Durham Airport Authority that aircraft engine runups on the Raleigh-Durham International Airport, other than those made at the runway end preparatory to takeoff from the airport, shall be performed only in such a manner and at such locations and times as will minimize the adverse impact of engine noise on residents of the airport environs. It is recognized and acknowledged that runups are sometimes necessary to test the performance of engines undergoing maintenance or repair. It is the intent of this policy to regulate, but not to prohibit, necessary runups.

Regulations:

No person shall perform aircraft engine run-ups on the Raleigh-Durham International Airport except in strict compliance with the following regulatory requirements. Failure to observe and comply with these requirements shall be a misdemeanor under North Carolina Law.

1. runups of turbojet engine-powered aircraft shall be performed on the dual Taxiway G and H located between Taxiways C and D and then only with the aircraft positioned with its fuselage parallel to Taxiways C and D (perpendicular to the centerlines of Taxiway G and H), its nose pointing toward Runway 5R-weL, and its nose gear on the centerline of the Taxiway H (the easterly centerline). If the dual Taxiway G and H is unavailable, runups of turbojet engine powered aircraft shall be performed on Taxiway F between Taxiway B and the South Cargo Ramp and then only with the aircraft positioned with its fuselage parallel to Taxiway B and the South Cargo Ramp with its nose pointing toward the northeast, and its nose gear positioned on the spot designated for aircraft engine runups. This requirement also shall apply to propeller driven aircraft, including those powered by turbine engines, whose maximum gross takeoff weights exceed 20,000 lbs.
2. Runups of the aircraft specified in Paragraph 1 above on the above-specified Taxiway G and H or Taxiway F at power settings above 50% of maximum rated power are permitted only between 7:00 am and 10:00 pm local time each day and are expressly prohibited at all other times. runups of these same aircraft at that same location at power settings between 0 and 50% of maximum rated power are permitted only between 6:00 am and 12:00 midnight local time each day and are expressly prohibited at all other times. No runups of these same aircraft at any power settings are permitted between 12:00 midnight and 6:00 am local time each day.
3. No location or time constraints shall apply to the runup of propeller driven aircraft, including those powered by turbine engines, whose maximum gross takeoff weight are less than 20,000 lbs.

This policy and these regulations shall remain in effect unless and until modified or canceled by the Airport Authority. Adopted by the Raleigh-Durham Airport Authority this 20th day of September 1988 upon a motion made by Paul Luebke, seconded by Bert Collins, and unanimously approved. Regulations administratively amended May 1, 2004 and December 7, 2005.

AMENDED EXCEPTION TO AMENDED AIRCRAFT ENGINE RUNUPS POLICY AND REGULATIONS RALEIGH-DURHAM INTERNATIONAL AIRPORT

1. The exception applies only to regional jet aircraft seating 50 passengers or less whose type certificate was issued by the Federal Aviation Administration after 1991.
2. FAA certified mechanics engaged by an operator of such aircraft that serves and overnights aircraft at RDU may perform engine runups at power settings up to 100% of maximum rated power on not more than five of such aircraft each night between the hours of 10:00 pm and 7:00 am local time. No more than one runup of one minute maximum duration shall be performed on

each aircraft. Each aircraft on which an engine runup permitted by this exception is performed shall have been operated in revenue service on either or both the inbound flight into RDU following whose arrival the runup is performed of the outbound flight out of RDU prior to whose departure the runup is performed.

3. Every effort shall be made to complete all such runups prior to 12:00 midnight each night.
4. Runups may be performed either in the location specified by the Amended Aircraft Engine Runups Policy or, alternatively, on the Terminal C aircraft parking apron at Spot #3 with the aircraft positioned with its fuselage parallel to the center line of Runway 5L-23R, its nose pointing southwest, and its nose gear on Spot #3.
5. The exception will be come effective on March 18, 2004 and extend until revoked. The Authority reserves the right at any time to terminate or modify the exception if it determines that such action is necessary.

Adopted by the Raleigh-Durham Airport Authority this 18th day of March 2004 upon a motion made by Stephen Zaytoun, seconded by Michael Weeks, and unanimously approved.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS

[The Noise Budget rule has been suspended due to full compliance by airlines effective January 1, 2006. Noise budget rule will be reactivated if airlines significantly increase use of noisier hushkitted airplanes at RDU. Noise budget rule is suspended but not rescinded.](#)

Noise Exposure Levels (The maximum permissible ANEL at the Airport is as follows:		
For the Calender Yr.	Maximum ANEL	Percent of 1991 ANEL(1)
1991	72.50	100
1992	71.93	88
1993	71.37	77
1994	70.81	68
1995	70.25	60
1996	69.70	52
1997	69.15	46
1998	68.60	41
1999	68.40	39
2000	68.28	38
2001	68.19	37
2002	68.11	36
2003	68.04	36
2004 & thereafter	68.00	35
(1) Percentages are computed on the basis of noise energy.		

Raleigh-Durham International Airport Noise Rule

Noise Budget Rule adopted 5/15/90; effectivity date 1/1/91

Average daily noise energy level formula used.

Each carrier is allotted a portion of the Airport Noise Exposure Level (ANEL).

ANEL is established at 72.50 decibels for 1991, and will be reduced each year to 68.0 decibels by 2004, a 65% decrease.

Airlines with little activity (about four flights/day or less) are not included in the noise budget as they do not significantly impact airport noise exposure level unless they operate at night.

All or any portion of a carrier's noise budget may be bought, sold, leased or otherwise transferred.

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	1992	Plaintiffs awarded money for inverse condemnation of property value due to noise had to sign an avigation easement before they received payment.
	1995	Airport opposed approval of subdivision within 65 DNL. City of Raleigh approved subdivision with condition that buyers sign an avigation easement.
	2004	Airport requested condition that buyers sign an avigation easement for new homes within 60 DNL in Raleigh. City of Raleigh approved subdivision with condition.
Zoning Laws	1962	Wake County imposed Airport District Overlay in noise impact areas.
	1980's and 1990's	Raleigh, Cary, Morrisville and and Durham County continue to impose Airport District Overlay as they incorporate those areas and have modified the boundaries to suit airport changes.

Real Estate/Property Disclosure Laws	April 1997	Airport Authority imposes noise disclosure requirements for residential properties within long range DNL 55 in accordance with state residential disclosure act adopted in 1995 and effective 1/1/1996
Acquire Land for Noise Compatibility to date	1980's and 1990's and 2000's	Airport purchased small number of residential properties in high noise impact areas upon request of property owners. Developers purchased a small number of residential properties in high noise impact areas for commercial use.
Population within each noise contour level relative to aircraft operations	-	70 DNL - 0 65 DNL - 0 60 DNL - Over five thousand and growing 55 DNL - Over ten thousand and growing
Airport Noise Contour Overlay Maps	1988	Noise contour maps developed annually to include 70, 65, 60, 55 DNL contours. (See information on the RDU noise site: www.rduaircraftnoise.com)
Total Cost of Noise Mitigation Programs to Date	1988	Unknown. Some residential and commercial properties purchased over time. No Part 150 program.
Source of Noise Mitigation Program Funding for Aircraft Noise	1988 to present	Airport funds. No AIP funds utilized. No PFC funds utilized.-

NOISE MONITORING SYSTEM

Permanent noise monitoring system is operational at most sites.

FLIGHT TRACK MONITORING SYSTEM

AirScene.com by ERA

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](#)

COMMENTS

Raleigh-Durham Noise Budget Rule, Grandfathered

Raleigh-Durham has been informed by the FAA that their noise budget rule which was adopted May 15, 1990 and did not go into effect until January 1, 1991, is considered grandfathered under the Airport Noise and Capacity Act of 1990. The grandfathering question was raised by several airlines operating at the airport who did not want to comply with the noise budget. The airport asked the FAA to decide the question with respect to the act. The Raleigh-Durham noise budget rule is designed to cut the 1991 noise exposure levels 50% by 1997 and by 65% by 2004.

RDU Noise Office supports an amendment in the FAA reauthorization bill currently under consideration by Congress for phase out of Stage 1 and Stage 2 business jets and the Noise Office urges the hushkitting of Navy Reserve C-9B and Air Force Reserve C-9C aircraft.

RDU Noise Office supports a Stage 3 national phase out by January 1, 2015 for jets greater than 75,000 pounds to eliminate marginally Stage 3/Chapter 3 airplanes.