

Lehigh Valley International

CODE: ABE
CITY: Allentown
STATE: PA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Tom Stoudt
Title: Airport Planner
Airport: Lehigh Valley International
Address: 3311 Airport Road
Allentown, PA 18109
Phone: +1 610 266 6000
Fax: +1 610 264 0115
Email: Toms@lnaa.com
Airport Web Site: www.lvvia.org

ELEVATION: 394 ft.

RUNWAY INFORMATION				
Orientation	Displaced Length (ft)	Threshold (ft)	Glide Slope(deg)	Width (ft)
6/24	7600	24/500	3.0°/3.0°	150
13/31	5797	13/154	3.0°/3.0°	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

When operationally safe and feasible, use ‘Close-In’ Noise Abatement Departure Profile (NADP) procedures consistent with FAA guidelines in Advisory Circular AC 91-53, current edition. Runway 06 noise departure heading assignments for new technology Stage 3 turbojet aircraft only. All other turbojet aircraft departing Runway 06 and 24 fly runway heading until 2,000 feet MSL. Be advised that departures on Runways 06, 13 and 24 are over noise sensitive areas. Runway 31 departures turn right heading 360 degrees until 2,000 MSL.

See note under Noise Mitigation/Land Use Planning Program Information.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 6/24 is the preferential runway; however Runway 31 is preferred for all night time departures (2200L – 0700L). Otherwise, between the hours of 2130L and 0630L, Runway 6 is assigned on odd numbered calendar days and Runway 24 is assigned on even numbered calendar days on the basis of favorable wind (less than 3 knots) and weather conditions

(ceiling above 1,000 ft).

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Two (2) approved run-up areas: air cargo apron and Runway 31 hold-bay.
Run-up locations designated by Airport Authority and assigned by ATCT

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

October 7, 2005: The FAA approved an update to the airport's Part 150 program. This approval includes the establishment of a night time (10 P.M. – 7 A. M.) preferential use of Runway 31 for all departures, continued use of engine run-up sites, construction to close a gap in a noise barrier wall, adoption of 'close-in' noise abatement procedures, establishment of an acquisition program for property in the forecast 70-75 DNL or higher noise contour and creation of an airport noise overlay district.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1995	Voluntary program for properties located in eligible areas as determined by the Approved NEM. Progress as of 3/2011: Residences Sound Insulated: 562 On Waiting List: 342 Churches Sound Insulated: 2
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	1995	Property owners must grant an aviation easement to participate in the Sound Insulation Program.
Zoning Laws	1985	Yes. Title 74 of the Pennsylvania Consolidated Statutes, Chapter 59 - Airport Operation & Zoning, Subchapter B
Real Estate/Property Disclosure Laws	-	Not required for airports.
Acquire Land for Noise Compatibility to date	-	see note above
Population within each noise contour level relative to aircraft operations	-	ESTIMATED RESIDENTIAL POPULATION WITHIN 2008 FORECAST DNL CONTOUR INTERVALS: 65-70dB – 2,616 70-75dB – 240 75-80dB – 0
Airport Noise Contour Overlay		

Maps	-	see note above
Total Cost of Noise Mitigation Programs to Date	1992	LAND ACQUISITION ----- \$13M SOUND INSULATION ----- \$41M NOISE & OPS MONITORING - \$600K PART 150 STUDY UPDATE --- \$300K EST. TOTAL AS OF 3/2011 -- \$55M
Source of Noise Mitigation Program Funding for Aircraft Noise	-	AIP grants and local matching funds are used to finance eligible noise mitigation projects.

NOISE MONITORING SYSTEM

YES - Brüel & Kjær ANOMS SYSTEM which consists of four (4) permanent monitoring units and one (1) portable unit.

FLIGHT TRACK MONITORING SYSTEM

YES –PASSUR AEROSPACE 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](#)