

Palm Beach International Airport

IATA/ICAO CODE: PBI/KPBI
CITY: West Palm Beach
STATE: FL
COUNTRY: USA

AIRPORT CONTACT

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

Name:	Bruce V. Pelly	Casandra Davis
Title:	Airport Manager	Manager Noise Abatement & Community Affairs
Airport:	Palm Beach International Airport	
Address:	Palm Beach International Airport BLDG. 847 West Palm Beach, FL 33406	Palm Beach International Airport Building 846 West Palm Beach, Florida 33406-1491
Phone:	+1 561 471 7412	+1 561-471-7467
Fax:	+1 561 741 7448	+1 561-471-7427
Email:		cdavis@pbia.org
Airport Web Site:	www.pbia.org	

ELEVATION: 19 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
9L/27R	10000	-	-	150
9R/27L	3213	-	-	75
13/31	6931	31/6512	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

For current information contact the airport:

Palm Beach County Department of Airports
Noise Abatement and Technical Services Division
Palm Beach International Airport, Building 846
West Palm Beach, Florida 33406-1491
Phone: +1 561 471-7468
Fax: +1 561 471-7427

Email:Casandra Davis, cdavis@pbia.org

PBI IS IN CLOSE PROXIMITY TO NOISE SENSITIVE RESIDENTIAL NEIGHBORHOODS. THE PALM BEACH COUNTY DEPARTMENT OF AIRPORTS HAS ADOPTED THE CLOSE-IN NOISE ABATEMENT DEPARTURE PROFILE FOR ALL JET AIRCRAFT. ON DEPARTURE FROM PBI:

1. AIR LINE PILOTS ARE REQUESTED TO USE THE CLOSE-IN NOISE ABATEMENT DEPARTURE PROFILES AS PROVIDED BY THE AIR LINE'S FAA-APPROVED OPERATIONS MANUAL.

2. CORPORATE PILOTS ARE REQUESTED TO USE CLOSE-IN NOISE ABATEMENT PROFILES DEFINED BY THEIR COMPANY, BASED EITHER ON PROCEDURES DEVELOPED BY THE AIRCRAFT MANUFACTURER OR BY THE NATIONAL BUSINESS AIRCRAFT ASSOCIATION.

3. INFORMAL RUNWAY USE - 13/31 FOR GA JET OPERATIONS

4. FOR AIRCRAFT WITH MAXIMUM CERTIFICATED GROSS TAKEOFF WEIGHTS OVER 75,000 POUNDS, THE PROCEDURES MUST COMPLY WITH THE CRITERIA SET FORTH IN FAA ADVISORY CIRCULAR 91-53A.

5. THIS LETTER SHOULD NOT BE CONSTRUED TO AFFECT THE RESPONSIBILITIES AND AUTHORITY OF THE PILOT IN COMMAND FOR THE SAFE OPERATION OF THE AIRPLANE.

6. STRAIGHT OUT DEPARTURE, INITIALIZE TURN 4-NM AFTER DEPARTURE

7. VISUAL APPROACHES, TURNS FINAL OVER/OUTSIDE THE FINAL APPROACH FIX

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

AIRPORT CURFEWS

Ordinance 85-35, effective June 1986, prohibits air carriers serving PBI from scheduling the departure of Stage 2 aircraft between the hours of 10pm and 7am. There are no restrictions for scheduled Stage 2 arrivals or Stage 3 operations at anytime.

PREFERENTIAL RUNWAYS

Per item 7, under Ordinance 85-21

During nighttime hours (10pm-10am) west flow Runway 27R is the preferred runway use. No fan headings will be assigned for any aircraft.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Ordinance 84-14, effective December 1984, prohibits aircraft engine runups for maintenance between the hours of 11:00 pm and 7:00 a.m. and permits runups only in designated areas. This ordinance also prohibits intersection takeoffs.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Ordinance 89-29, first adopted in 1985 and amended in December 1997, established a mechanism for the collection of Environmental Operating Fees from aircraft operating at Palm Beach International Airport. Certain aircraft with FAR Part 36 Noise levels of less than 83 dBA on landing and 73 dBA on take-off are exempt from this regulation.

This is the operating fee schedule:

Aircraft Category	Time of Day/ Type of Operation	Fee Amount
Stage 2	Night/Landing	\$ 260.00
Stage 2	Night/Takeoff	\$2600.00
Stage 2	Day/Any Operation	\$26.00
Stage 3	Night/Any operation	\$20.00
Stage 3	Day/Any operation	Credit based on % Stage 3 ops

An exception is allowed to Stage 2 air carrier operations that can prove that the takeoff was due to unavoidable conditions such as weather delay, mechanical malfunction or air traffic control delay. No exceptions will be granted after midnight. No exceptions are allowed for private operation.

A night operation is one that occurs between the hours of 10:00pm and 7:00am.

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

[Noise Monitoring System Map](#)

FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

NOISE LEVEL LIMITS

Ordinance 84-20 effective December 1985, established a maximum noise limit of 108

EPNL for all aircraft operating at the airport, which eliminated all Stage 1 aircraft.

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](#)