

Phoenix Skyharbor International Airport

IATA/ICAO CODE: PHX/KPHX  
CITY: Phoenix  
STATE: AZ  
COUNTRY: USA

AIRPORT CONTACT

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

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Title: Noise Abatement Specialist  
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Airport Web Site: <http://phoenix.gov/AVIATION/>

ELEVATION: 1135 FT

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
8/26	11489	904	3	150
7L/25R	10300	-	3	150
7R/25L	7800	-	3	150
<a href="#">Check FAA Airport Diagrams for current information.</a>				

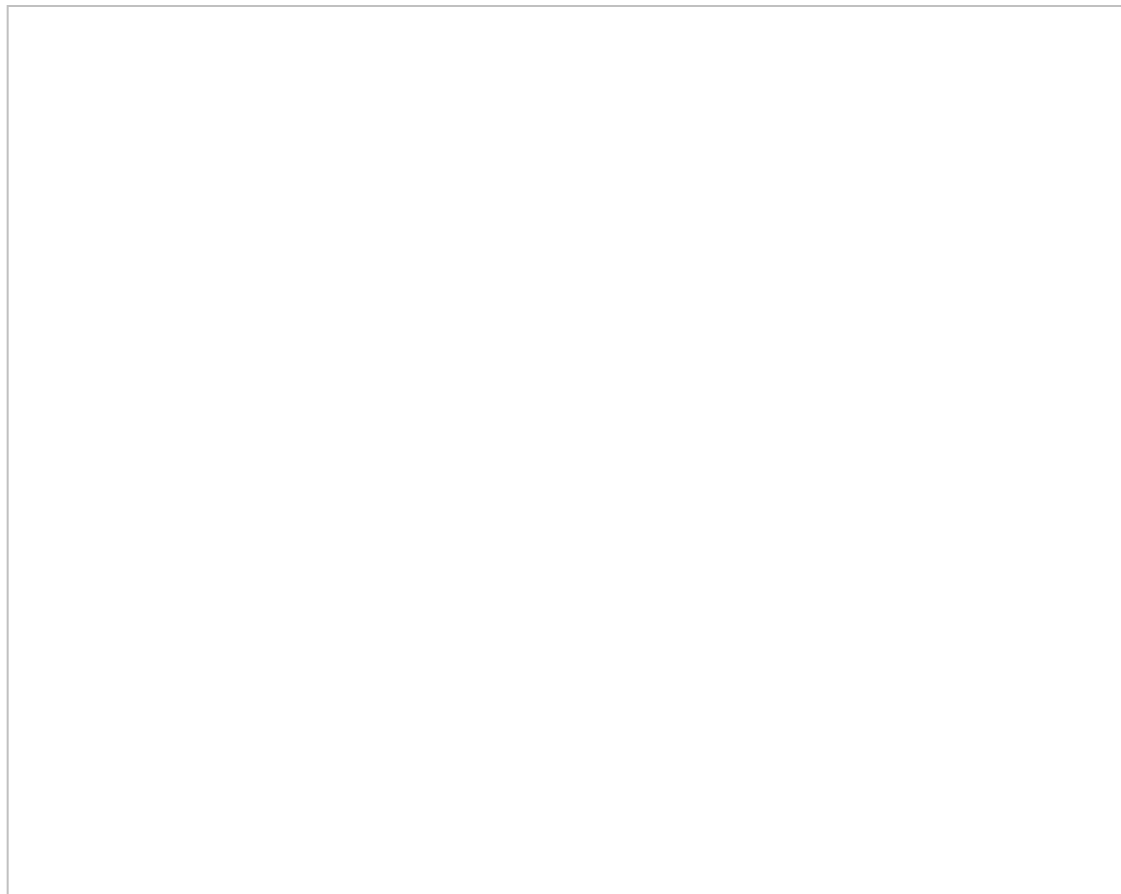
NOISE ABATEMENT PROCEDURES

East Departures:

In January 1994, the FAA issued a Record of Decision (ROD) approving an Environmental Impact Statement (EIS) for major improvements at Phoenix Sky Harbor including the addition of a third runway (7R/25L). Initiated in 1990, the study was fraught with delays because of opposition from the City of Tempe. Located less than a 1/2 mile east of the airport, Tempe was vehemently opposed to the third runway project, and upon issuance of the ROD, filed litigation against the FAA. To minimize further delays and ensure construction of the third runway, the City of Phoenix intervened and entered into an Intergovernmental Agreement (IGA) with the City of Tempe. The IGA contains various provisions including the requirement that Phoenix acquire and maintain a Noise and Flight Track Monitoring System (NFTMS) in order to monitor, notify, and report compliance with noise abatement procedures. Phoenix is also required to provide system access to the City of Tempe. In order to comply with the IGA, the City of Phoenix began a formal notification

program for the 4 DME noise abatement procedure on June 15, 1998. When departing to the east, all jet aircraft are required to fly 4 DME from the PHX VORTAC prior to initializing any turns. Noise abatement compliance is achieved when an aircraft passes through an imaginary 5,550 foot gate located at 4 DME. Departing jet aircraft that do not pass through the 4 DME gate are sent a Notice of Deviation (NOD). Air Carrier compliance statistics are then compiled and reported monthly and yearly. (see exhibit below depicting the location of the 4DME)

[Click here for a larger view](#)



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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

The 1994 IGA (see above) requires Phoenix to monitor and report runway utilization and encourage the FAA to obtain a 50/50 equalization of departure traffic on an annual basis, weather permitting.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

No engine maintenance run ups between 11pm and 5am local time.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

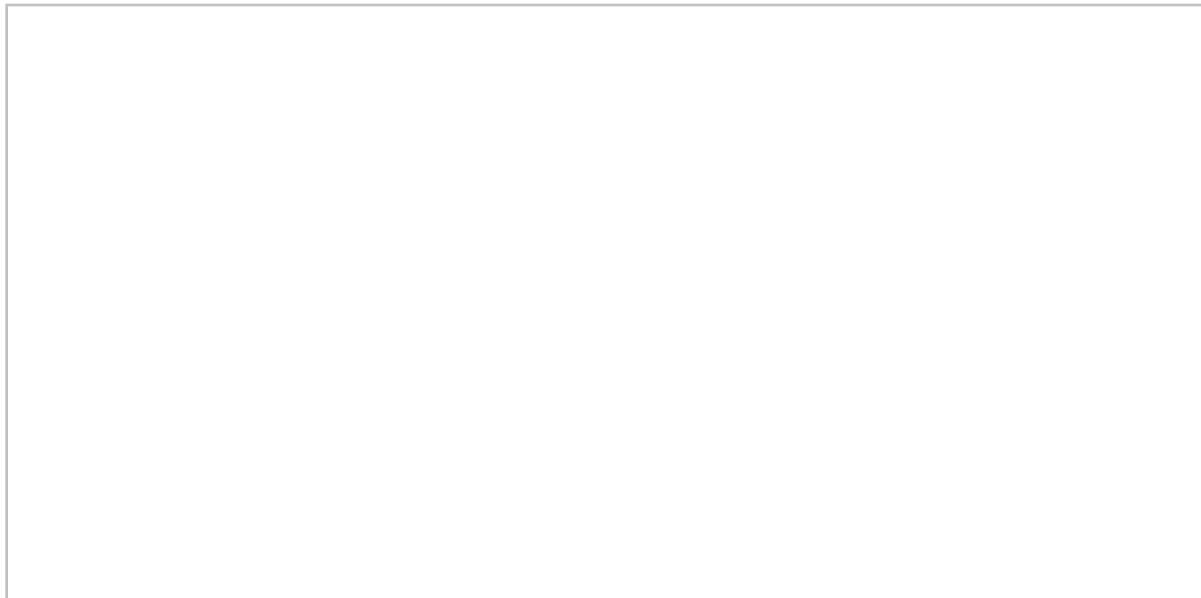
## NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1992	Ongoing, 1,573 insulated to date out of 2,700 single family homes
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	2005	Aug. 8, 2005 - A \$4.50 PFC to support the community noise reduction program for voluntary land acquisition/property exchange program plus terminal expansion, airside improvements and capital security improvements (Total \$177,800,000, Nov. 1, 2005-Feb. 1, 2008) was approved by FAA.
Avigation Easements	-	yes
Zoning Laws	2005	Being updated
Real Estate/Property Disclosure Laws	1999	<a href="#">Noise Contour</a>
Acquire Land for Noise Compatibility to date	2004	Voluntary- 83 properties completed, 178 in progress
Population within each noise contour level relative to aircraft operations	1999	65-70 DNL -12,312 70-75 DNL -805
Airport Noise Contour Overlay Maps	1992/1999	<a href="#">Noise Contour Maps</a>
Total Cost of Noise Mitigation Programs to Date	-	60.7 million for insulation
Source of Noise Mitigation Program Funding for Aircraft Noise	-	2005: AIP grant of \$12,309,187 to acquire land for noise compatibility within the 65-69 DNL contour.

## NOISE MONITORING SYSTEM

The airport has 20 permanent noise monitoring sites around the airport. (see below)

[Click here for larger view](#)



#### FLIGHT TRACK MONITORING SYSTEM

The Airport has an ERA TAMIS noise and flight track monitoring system. The Aviation Department receives STARS data with a 24 hour delay from PHX TRACON.

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](#)