

Subic Bay International Airport

IATA/ICAO CODE: SFS/RPLB
CITY: Subic Bay
COUNTRY: Philippines

AIRPORT CONTACT

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

Name:
Title:
Airport: Subic Bay International Airport
Address: SBMA Center
Bldg. 229 Waterfront Road
Subic Bay Freeport Zone
Philippines
Phone: +63 47 252 9361 or 252 5535
+63 47 252 3737
Fax: +63 47 242 9379 or 252 7171
+63 47 252 5278 Or 252 9379
Email:
Airport Web Site: www.sbma.com

ELEVATION: 63.986 ft

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
07/25	2744	-	-	45

NOISE ABATEMENT PROCEDURES

Based on the AIP Philippines for this airport:

The following is an example of the type of restriction that may be imposed in the future should noise levels at Subic Bay become a problem.

Every operator of aircraft using the airport is to ensure that as far as is practicable, aircraft are operated at all times in a manner calculated to cause the least disturbance in areas surrounding the airport. The requirements of para (i), (ii) and (iii) below may be departed from to the extent necessary for the avoidance of immediate danger or in compliance with ATC instructions.

- i) Subject to ATC instructions, an aircraft inbound to Subic Bay is to be maintained at as high an altitude as practicable. An aircraft approaching without assistance from ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.
- ii) Large aircraft and all turbo-jet or turbo-fan aircraft, when carrying out training circuits, shall be flown at a height of at least 1,500 ft.

- iii) All turbo-jet or turbo-fan aircraft departing from Runway 24 shall attain a height of 1,000 ft and shall have passed the end of the runway before commencing any turn. Aircraft going around from an approach to Runway 25 shall not commence any turn until past the end of the runway and shall avoid over flying Olongapo.
- iv) Training flights are subject to approval and acceptance by ATC but permission will not be given for any such flights by any type or aircraft between 2300-0700. Requests for non-based civil operations for training will only be approved in exceptional circumstances an at the discretion of ATC who will seek to ensure minimum noise disruption.
- v) Ground running by turbo-jet and turbo-fan aircraft is to be minimized between the hours of 2300-0600, unless the aircraft operator can show that there exist over ridding operational requirements. At other times, ground running is to be kept to the minimum consistent with operational needs.
- vi) Any temporary noise abatement procedures will be issued by NOTAM.

Any deviations from the above procedures by aircraft and/or ATC which might give rise to noise complaints and any requests to ATC for permission to ground run engines between the hours of 2300-0600 local time are to be recorded in the Watch Log.

To improve on the published procedures wherever possible, descent below 3,000 ft QNH should be given to inbound aircraft as late as possible.

ATC will not give approval for aerobatic displays or maneuvers, high speed fly pasts (beat-ups), run and breaks or other unusual aerial activities by civil or (especially) military aircraft within the Control Zone which might give rise to annoyance to and noise complaints from local residents, unless prior approval for such activities has bee notified to ATC by the Chairman of SBMA.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

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)	-	-
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 - NONE

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

See information under Chapter 2 Phase out.

CHAPTER 2 PHASEOUT

Starting January 1, 2003 - airlines must start removing Chapter 2 aircraft from their fleet as follows:

- 25% by December 31, 2003
- 50% by December 31, 2004
- 75% by December 31, 2005
- 100% Chapter 3 compliance by December 31, 2006

CHAPTER 3 RESTRICTIONS - NONE