

Noise Compatibility Program Update

Updating the Airport's Noise Compatibility Program

Philadelphia International Airport (PHL) is updating its existing noise compatibility program, which was approved by the Federal Aviation Administration (FAA) in 2003. The original study looked at existing conditions then, and five years into the future, to determine noise impacts on surrounding communities. Today, the Airport is updating that study to examine the current aircraft noise levels as well as those that may occur within the next five years. The study is developing, evaluating and recommending actions that PHL, local municipalities, airlines, and/or the FAA could take to help reduce the impact of aircraft noise in communities surrounding the airport.

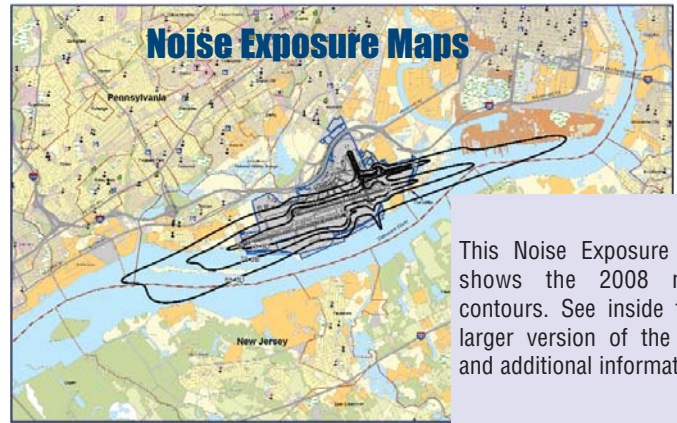
The Noise Compatibility Program Update that is currently being conducted at Philadelphia International Airport is not required by the FAA. However, voluntarily participating in this study allows the City of Philadelphia Division of Aviation to be eligible for federal funding on projects developed to reduce noise exposure in surrounding communities.

One of the recommendations in the approved 2003 NCP was to develop an update within five years to consider any significant operational or physical changes that have occurred at PHL during that period. Since 2003, PHL has experienced changes in the type and number of aircraft using the airport. These changes include the number and types of airplanes operating at the airport, the extension of Runway 17/35, and the potential change in overall noise exposure that may occur due to the FAA's Airspace Redesign Project.

The Noise Study Process Status

Study Initiation	Complete
Data Collection	Complete
Noise Exposure Maps	Draft Complete
Noise Compatibility Program	Begun

For additional information on the Noise Study Process visit www.phlpart150update.com.



This Noise Exposure Map shows the 2008 noise contours. See inside for a larger version of the map and additional information.

Refining the Noise Compatibility Program

The next phase of the study will complete the updated Noise Compatibility Program for the Airport. That program addresses three goals: minimizing noise impacts; mitigating remaining noise-sensitive land uses; and preventing future noise-sensitive development.

Now that the existing and future baseline noise contours have been generated (see Noise Exposure Maps inside) and incompatible land uses within the 65 DNL contour have been identified, the study team has begun to evaluate various alternatives in an effort to reduce the number of people affected by aircraft noise. There are three broad categories of alternatives that the team is looking at:

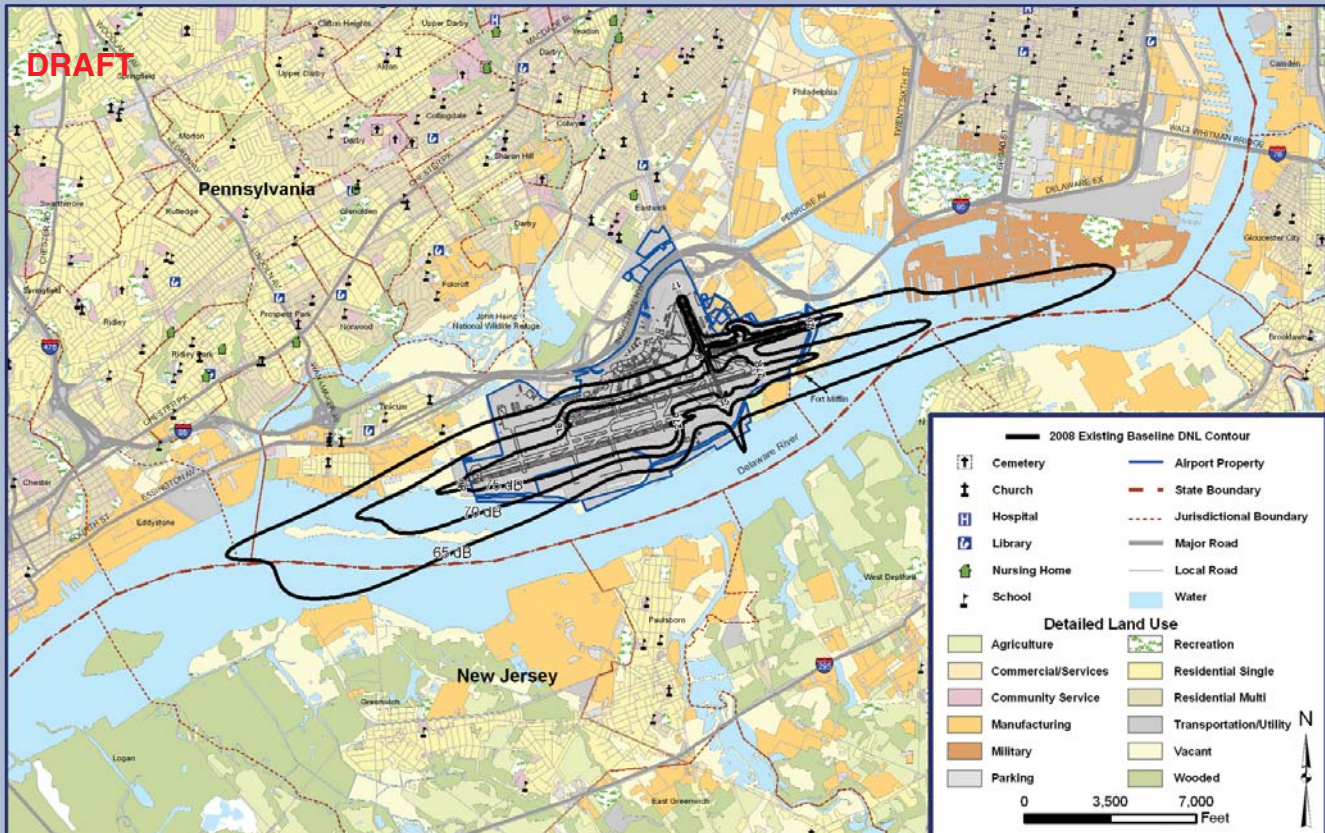
- Noise Abatement Alternatives
- Land Use Management Alternatives
- Program Management Alternatives

Alternatives are evaluated based on: safety; noise benefit; cost of implementation; and, feasibility of implementation.

While regulations specify several types of alternatives that must be considered, this study will also evaluate alternative suggestions from: the Study Advisory Committee; the general public; Philadelphia International Airport; local or state jurisdictions; and, FAA air traffic control.

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Noise Exposure Map: 2008 Existing Baseline DNL Noise Exposure Contour

Existing baseline noise contour and future baseline noise contour maps shown here depict the extent of aircraft noise that exists around the Airport today and the noise that is expected to exist around the Airport in the future.

The concentric black lines of the map show levels of noise exposure. The outermost contour line illustrates the 65 Day-Night Sound Level (DNL), which is the Federal Aviation Administration's threshold of significant noise impacts. Land uses falling outside of the 65 DNL contour are considered compatible with Airport operations.

The 2008 noise contour covers approximately 6.8 square miles, most of which is over compatible land uses, as defined by the FAA. The greatest levels of noise exposure (70 DNL and above) remain over airport property or other compatible land uses, including the Delaware River. The 65 DNL noise contour also remains over mostly compatible land uses, with exception of historic Fort Mifflin to the east of the Airport, and an area of residential land use to the west. Overall, a majority of the 65 DNL noise contour remains over Airport property or over the Delaware River (approximately 99%), while less than one percent of the underlying land uses are considered incompatible.

Large scale maps available at www.phlpart150update.com

Types of Alternatives

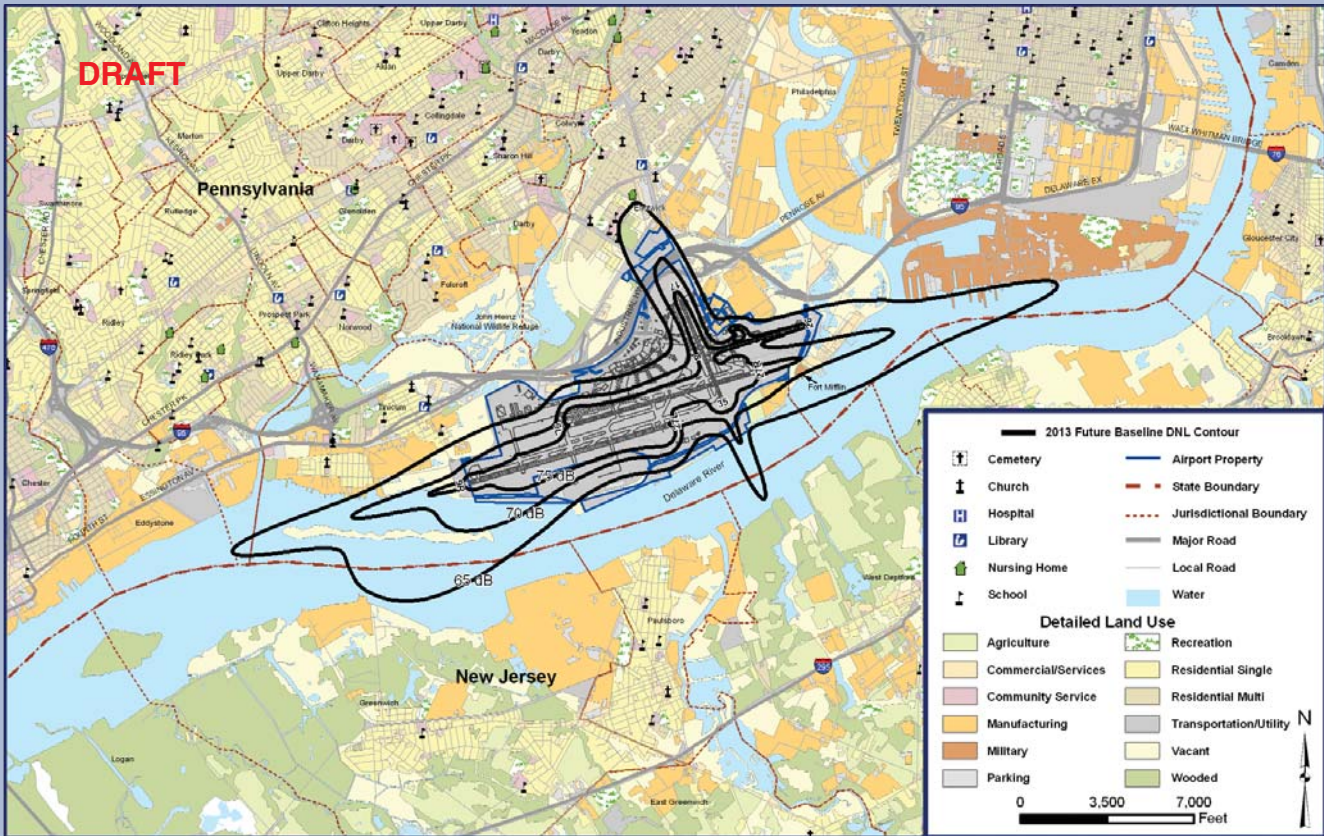
The study team is evaluating noise abatement alternatives such as:

- The approach and departure routes that aircraft fly in the vicinity of the airport;
- When specific runways at the airport are used;
- Using technological innovations and operational changes to reduce the impact of noise from flying and taxiing aircraft;
- Limiting engine maintenance run-ups and restricting aircraft Auxiliary Power Unit (APU) usage.

In addition, the study team will evaluate land use measure alternatives to prevent the introduction of additional noise-sensitive land uses within existing and future airport noise contours. Program management measure alternatives will be evaluated to enhance the oversight and management of the airport's existing noise abatement program.

Next Steps

The next step in the study is to more closely analyze the alternatives. Over the next few months, the study team will determine which of the alternatives should be recommended for inclusion in the program that is ultimately submitted to the FAA for approval. When the full noise compatibility program has been drafted, it will be presented to the public for review and comment.



Noise Exposure Map: 2013 Future Baseline DNL Noise Exposure Contour

Because aircraft noise is primarily generated during aircraft take-offs and landings, this influences the shape of the noise contours. At Philadelphia International Airport, most of the aircraft operations (take-offs and landings) occur on the east-west runways so the contours are longer to the east and west than they are to the north and south.

The area exposed to 65 DNL or greater in 2013 is expected to increase to 7.7 square miles, which is consistent with the airport growth assumptions used in the noise modeling. Notable changes are attributed to operational changes expected to occur at the Airport over the next five years.

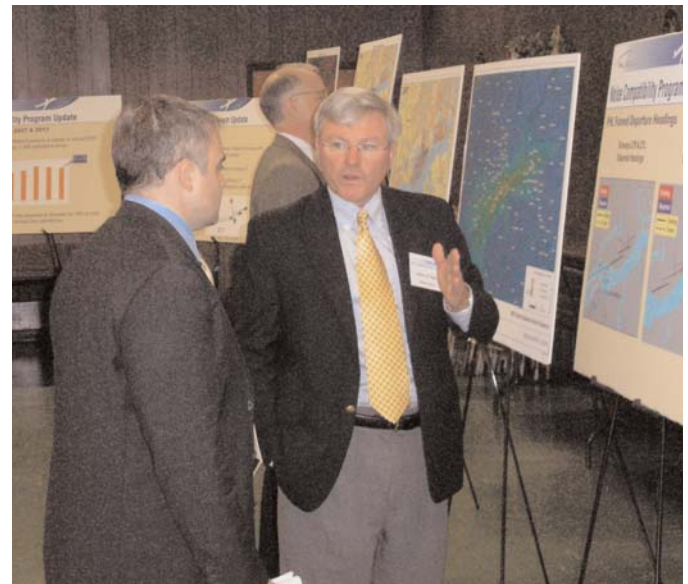
Aircraft operational changes are evident by the contour changes to the west and southwest of the airport, and north of Runway 17/35. Both of these areas include some incompatible land uses within the 65 DNL noise contour.

In the next phase of the study we will identify and model noise abatement, land use management, and program management alternatives designed to address those areas identified as incompatible due to noise levels exceeding 65 DNL, and to reduce the potential for incompatible land use development in the future.

Public Involvement

This is the second newsletter published to keep the Airport's neighbors informed about the study. In addition to the newsletters, the study team conducted two series of community workshops. These workshops provided information on the airport's existing noise compatibility program, the purpose of this update, the key findings of the noise measurement program, and the development of the baseline noise exposure contour maps. An open-house format at these workshops proved to be a beneficial way for the public to share their questions and comments with the study team and Airport staff.

Another series of community workshops will be conducted by the Airport team to present and discuss the results of the alternatives analysis. Additionally, there will be an opportunity for public comment at a Public Hearing to be scheduled as the study nears completion.





Visit our Website
www.phlpart150update.com
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Website

Reports, noise exposure maps, public outreach information, and other study related materials are regularly posted and updated on the PHL Noise Compatibility Program Update website at: www.phlpart150update.com. The study website may also be accessed through Philadelphia International Airport's webpage at www.phl.org. Check these websites regularly for up-to-date information as the study progresses.

Contact Information

Comments or questions on the PHL Noise Compatibility Study Update may be emailed to: NEM@phlpart150update.com or mailed to:

Phyllis VanIstendal
Government Affairs Manager
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Philadelphia, PA 19153

Comments about specific incidents of aircraft noise may be phoned to the PHL Noise Complaint Hotline at 215-937-6750 or e-mailed to noise@phl.org.



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