



Part 150 Noise Compatibility Program Update

Project Fact Sheet

The City of Philadelphia, Division of Aviation is updating the Federal Aviation Regulation Part 150 Noise Compatibility Program (Part 150 Study) for Philadelphia International Airport (PHL). A Part 150 Study is a voluntary process initiated by an airport to examine current and future noise impacts. The Part 150 Study will develop, evaluate and recommend actions that an airport, local municipalities, airlines, and/or the Federal Aviation Administration (FAA) could take to help reduce the impact of aircraft noise in communities surrounding an airport.

PHL's original Part 150 Study was approved by the FAA in May 2003. This comprehensive program, the first of its kind at PHL, resulted in: 1) an approved set of existing (2001) and future (2006) Noise Exposure Maps (NEM) that identified areas of noise impact around the airport; and 2) a Noise Compatibility Program (NCP) that contains eighteen recommended and FAA approved mitigation measures designed to help reduce noise impacts and minimize non-compatible land uses around the airport. These measures included:

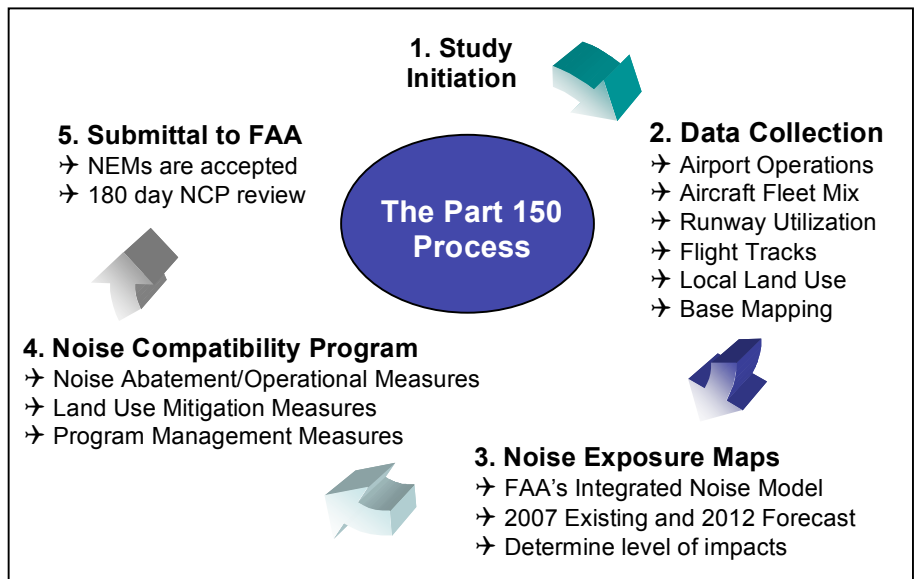
- Seven noise abatement measures – Related to the operation of aircraft to and from the airport;
- Five land use mitigation measures – Related to the mitigation of existing impacts and prevention of future non-compatible land use;
- Six program management measures – Related to the oversight, management, and implementation of the recommended measures.

One of the recommendations in the approved 2003 NCP was to update the Part 150 Study 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 as well as the ongoing extension to Runway 17/35 and the operational changes that will likely occur due to the FAA's Airspace Redesign project will be considered in this update. In recognition of this, the Division of Aviation is performing this Part 150 Update.

The Part 150 Process

The first step in conducting a Part 150 Study is to collect aircraft and airport operational data. These data include information on the number and type of aircraft flown, which runways they use to take off and land, and the flight paths they use.

The next step is to identify the existing level of noise exposure and the forecasted level of noise exposure that may exist five years in the future. This is accomplished by developing NEMs based on the data previously collected. Noise contours, lines that represent equal levels of noise exposure around an airport, are overlaid onto land-use base maps to determine the compatibility of the land uses that exist in the communities surrounding the airport.



Once the level of noise exposure has been determined, several alternatives are developed that are designed to reduce the level of impact. The alternatives include noise abatement and operational measures, land use

mitigation measures, and program management measures. Recommended measures may include the establishment of noise abatement flight procedures, the sound insulation of homes, and steps that local municipalities can take to promote compatible development in areas that are most impacted by aircraft noise.

The final product of the study is a NCP that contains all of the measures that were considered and recommends which measures should be implemented. The NCP is reviewed by the FAA, and each recommended measure is closely examined. The FAA has 180 days from the time that the report is submitted (and the NEMs are accepted) to review the NCP. Once the review is complete, a Record of Approval (ROA) is prepared that identifies which of the measures recommended by the airport have been approved by the FAA and are eligible for federal funding.

Public Participation – *Communication is an important part of noise compatibility planning.*

Public participation is a key aspect of this study. Participation by the general public will primarily be through a series of community workshops scheduled throughout the study area to facilitate communication with residents of the surrounding communities and to provide an opportunity for them to provide feedback on the study.

In addition to the workshops, a Study Advisory Committee (SAC) has been formed to work with the airport and its consultant to identify, review and evaluate noise mitigation alternatives. The SAC includes representatives from the FAA, airport, the airline industry, local government officials and planning organizations. The SAC will meet regularly throughout the course of the study.

Newsletters and a website will keep the community up to date on the progress of the study. The web address is www.phlpart150update.com.

Frequently Asked Questions

Does the Part 150 Update have anything to do with the Runway 17/35 Extension or the FAA's NY/NJ/Philadelphia Airspace Redesign?

No, the PHL Part 150 Update is independent of the Runway 17/35 Extension project and the NY/NJ/Philadelphia Airspace Redesign project. The Part 150 Update will assess potential noise impacts that these projects may have within the Part 150 Update's study area over the next five years and recommend appropriate noise mitigation measures. To the extent that these actions may affect noise levels, they will be included in the study.

What is Day-Night Average Sound Level (DNL)?

The Day-Night Average Sound Level (DNL) is a 24-hour average noise level used to define the level of noise exposure on a community. DNL is calculated by taking the average of all aircraft noise events that occur within a 24-hour period. In addition, during the nighttime hours of 10:00 p.m. to 7:00 a.m., all noise events are given an additional 10 decibels (dB) "penalty" to compensate for sleep interference and other disruptions caused by nighttime noise. The 10-dB penalty basically means that one nighttime noise event is equivalent to 10 daytime noise events of the same level.

Areas with noise impacts less than DNL 65 dB are considered to be compatible with residential land use; while areas at or above DNL 65 dB are designated as non-compatible with residential land use.

How are the recommended alternatives in the Noise Compatibility Program developed?

A Part 150 Study is a collaborative process. The alternatives identified and evaluated in the NCP emerge from an extensive interaction among the airport, its consultant team, a Study Advisory Committee and the general public through a series of workshops and public meetings.

How do I comment on the Part 150 Update?

The public is invited to express their views throughout the update process and to submit comments. Opportunities include a series of public workshops and meetings throughout the study area, which consists of parts of Pennsylvania, New Jersey and Delaware, and a comment form on the project website that can be used to submit questions and comments about the Part 150 Update.

What are the potential noise mitigation costs and who will bear the burden of those costs?

The Part 150 Update will develop cost estimates for each noise mitigation alternative to the extent possible. The costs to implement recommended alternatives will be primarily paid through the Airport Improvement Program (AIP). No public tax dollars are used to fund any of the mitigation measures.

Contact Information

For more information, please contact Mr. Jon Collette, Airport Noise Abatement Program Manager, Philadelphia International Airport at Jonathan.Collette@phl.org or go to the project website at www.phlpart150update.com