

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

PHILADELPHIA INTERNATIONAL AIRPORT

PHILADELPHIA, PENNSYLVANIA

  
Regional Counsel, AEA-7

7/12/12  
Date

  
CONCUR

                      
NONCONCUR

  
Manager, Airports Division, AEA-600

7/13/12  
Date

  
APPROVED

                      
DISAPPROVED

## RECORD OF APPROVAL

### PHILADELPHIA INTERNATIONAL AIRPORT NOISE COMPATIBILITY PROGRAM

#### INTRODUCTION

The Philadelphia International Airport (PHL), Philadelphia Pennsylvania, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Title 14 of the Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. Preparation of this Part 150 Study is an update to and replaces the NCP approved by the Federal Aviation Administration (FAA) on May 19, 2003. PHL submitted their Noise Exposure Maps (NEM) for the period 2008 through 2013. The FAA determined that the NEMs were prepared in accordance with procedures contained in 14 C.F. R. Part 150 and accepted the maps on June 1, 2010. The PHL NCP measures were subsequently developed for review and approval by FAA. The program evaluated a total of forty-four measures and recommends a total of twenty-two measures to prevent the introduction of additional noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include eight noise abatement measures, six land use management measures, and eight program management measures. The recommended program measures are summarized in Table S-1 on Page S-5 and in Section 2, *PHL Noise Mitigation Summary*, on Pages 2-1 through 2-7 of the NCP. More detailed descriptions and additional information on each measure can be found in Section 3.0 (Noise Abatement Measures), Section 4.0 (Land Use Management Measures), and Section 5.0 (Program Management Measures), of the NCP.

The measures are identified below by program element and referenced to the NCP by page number. Each program element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include FAA approvals of actions that the City of Philadelphia, the airport sponsor, has recommended be taken. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions.

These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

**NOISE ABATEMENT MEASURES, NCP Section 3.0:**

**NA-1, Page 3-3: Runways 09L/09R/17/35/08 Noise Abatement Departure Flight Tracks.**

**Description:** This measure is, for the most part, a continuation of existing conditions currently in use from 10:00pm until 6:00am. In the FAA's 2003 Record of Approval the FAA approved a measure that stated, "aircraft weighing 12,500 pounds or more departing Runways 09L/09R/17/35/08 fly runway headings until reaching 2,000' Above Ground Level)AGL)." This measure slightly modifies the existing measure as it recommends that, "unless directed otherwise by PHL Air Traffic Control Tower (ATCT), aircraft weighing greater than 12,500 pounds departing from Runways 09L/09R/17/35/08 should fly runway heading until reaching 2,000' Mean Sea Level (MSL). " The change from 2,000' AGL to 2,000' MSL is minor as the elevation of PHL is approximately 36 feet. Turns are typically initiated over the Delaware River after the aircraft has reached the procedural level of 2000' MSL. Deviation from this measure may occur for, among other reasons, safety, operational efficiency, or to deal with adverse weather conditions.

Use of this measure would reduce the areas of overflight of noise-sensitive development and ensure aircraft reach higher altitudes prior to turning. It will not directly reduce the number of persons within the DNL 65 dB noise exposure contour.

**FAA Action: Continue as previously approved with text update.** This voluntary measure was implemented with the FAA approval of the 2003 NCP with the procedure being defined in terms of AGL. This update clarifies that the procedure should be defined in terms of MSL. This measure is approved subject to, among other things, safety, wind, weather, and operational efficiency conditions and will be implemented at the discretion of the Air Traffic Control Tower. Measure NA-1 constitutes an integral part of the overall noise management program at PHL and it is recommended to be continued as it is currently implemented, subject to existing operational parameters and any documented exceptions to the 12,500-pound weight restriction. Because it is a continuing measure, it is not expected to result in changes to the PHL noise management program.

**NA-2, Page 3-6: Runway 27L Noise Abatement Departure Flight Track.**

**Description:** This measure is, for the most part, a continuation of existing conditions currently in use from 10:00pm. until 6:00am. In the FAA's 2003 Record of Approval the FAA approved a measure that stated, "aircraft weighing 12,500 pounds or more departing Runway 27L turn left to a 225 degree heading until reaching 3,000' AGL." The instant measure slightly modifies the existing measure as it recommends that, "unless directed otherwise by PHL Air Traffic Control Tower (ATCT), aircraft weighing greater than 12,500 pounds departing from Runway 27L turn left to a 255-degree heading until reaching 3,000' MSL." " The change from 3,000' AGL to 3,000' MSL is minor as the elevation of PHL is approximately 36 feet. The 255-degree heading places most jet aircraft over the Delaware River prior to beginning turns towards a navigation fix or destination. Deviation from this measure may occur for, among other reasons, safety, operational efficiency, or to deal with adverse weather conditions. In addition, with the recommendations implemented, and those yet to be implemented as a result of the NY/NJ/PHL Metropolitan Area Airspace Redesign Project, the times in which aircraft follow these procedures will be limited.

Use of this measure would reduce the areas of overflight of noise-sensitive development and ensures that aircraft reach higher altitudes prior to turning. It would reduce direct overflights of noise-sensitive residents in Tinicum Township and areas south along the Delaware River. It will not directly reduce the number of persons within the DNL 65 dB noise exposure contour.

**FAA Action: Continue as previously approved with text update.** This voluntary measure was implemented with the FAA approval of the 2003 NCP with the procedure being defined in terms of AGL. This update clarifies that the procedure should be defined in terms of MSL. This measure is approved subject to, among other things, safety, wind, weather, and operational efficiency conditions and will be implemented at the discretion of the Air Traffic Control Tower. Measure NA-2 constitutes an integral part of the overall noise management program at PHL and it is recommended to be continued. Because it is a continuing measure, it is not expected to result in changes to the PHL noise management program.

**NA-3, Page 3-9: Runway 27R Noise Abatement Departure Flight Track.**

**Description:** This measure is, for the most part, a continuation of existing conditions currently in use from 10:00pm. until 6:00am. In the FAA's 2003 Record of Approval the FAA approved a measure that stated, "Aircraft weighing 12,500 pounds or more departing Runway 27R turn left to a 240 degree heading until reaching 3 DME, then turn right to a 255 degree heading 3,000' AGL." The instant measure slightly modifies the existing measure as it recommends that, unless directed otherwise by PHL Air Traffic Control Tower (ATCT), aircraft weighing greater than 12,500 pounds departing from Runway 27R turn left to a 240-degree heading until reaching 3 DME then turn right to a 255-degree heading until reaching 3,000' Mean Sea Level. (Note: 3 DME refers to three nautical miles from the Distance Measuring Equipment (DME) transponder as indicated in the aircraft cockpit. At PHL the DME for Runway 09L also serves Runway 27R, while the DME for Runway 09R also serves 27L.) The change from 3,000' AGL to 3,000' MSL is minor as the elevation of PHL is approximately 36 feet. Deviation from this measure may occur for, among other reasons, safety, operational efficiency, or to deal with adverse weather conditions. Use of this measure would reduce the areas of overflight of noise-sensitive development and ensures that aircraft reach higher altitudes prior to turning. It would reduce direct overflights of noise-sensitive residents in Tinicum Township and areas south along the Delaware River. It will not directly reduce the number of persons within the DNL 65 dB noise exposure contour.

**FAA Action: Continue as previously approved with text update.** This voluntary measure was implemented with the FAA approval of the 2003 NCP with the procedure being defined in terms of AGL. This update clarifies that the procedure should be defined in terms of MSL. This measure is approved subject to, among other things, safety, wind, weather, and operational efficiency conditions and will be implemented at the discretion of the Air Traffic Control Tower. Measure NA-3 constitutes an integral part of the overall noise management program at PHL and it is recommended to be continued. Because it is a continuing measure, it is not expected to result in changes to the PHL noise management program.

**NA-4, Page 3-11: Continue and Expand the Nighttime Runway Use Program.**

**Description:** This measure modifies an existing voluntary nighttime runway use program measure by recommending implementation of this measure one hour sooner (change from 11:00pm to 10:00pm) than the previous 2003 NCP measure. This measure aims to maximize the use of

Runway 09R/27L, which is the furthest from the residential areas and closest to the compatible land uses around the Delaware River. At night (between 10:00 pm and 6:00 am), in west flow, aircraft departures will be directed to use Runway 27L, and Runway 17. Aircraft arrivals are directed to use Runways 27L, 27R, 26 and 35. At night, in east flow, aircraft departures use Runways 09L, 09R, 08, and Runway 17, and arrivals use Runway 09R and Runway 35.

Deviation from this measure may occur at the direction of the PHL Air Traffic Control Tower for, among other reasons, safety, operational efficiency, or to deal with adverse weather conditions.

Use of this measure would allow earlier implementation of the nighttime runway use program, which has the potential to reduce the number of overflights from Runway 17/35. Aircraft departures during west flow from Runway 27L and 27R can still take advantage of the traditional flight tracks that utilize the river corridor.

**FAA Action: Approved in part.** The implementation of this measure one hour sooner is disapproved for purposes of Part 150 as the NCP does not demonstrate the extent to which there will be a reduction in noise over noncompatible land uses by virtue of the earlier implementation of the measure. Disapproval of this measure for purposes of Part 150 does not preclude the airport sponsor from continuing to pursue the expansion of the program through direct coordination with the Air Traffic Organization of the FAA. The existing measure, however, is approved as voluntary, subject to, among other things, safety, wind, weather, and operational efficiency conditions. The measure will be implemented at the discretion of the Air Traffic Control Tower. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in the Record of Approval.

**NA-5, Page 3-14: Engine Run-Up Restrictions.**

**Description:** This measure is part of the existing condition that was approved by the FAA in the 2003 ROA. Engine run-ups are currently conducted at two locations on the airport; the intersection of Taxiway K and Taxiway H (facing east) and the intersection of Taxiway P and Taxiway W (facing west). The run-up areas provide centrally located sites that would minimize the noise impact of run-ups as much as possible without building a barrier or berm. Engine run-ups are recommended to last no more than 20 minutes and require prior approval by Airport Operations. Between 11:00pm and 6:00am run-ups are generally discouraged, (although not prohibited), unless failure to conduct the run-up will delay the departure of a scheduled flight.

**FAA Action: Approved as voluntary.**

**NA-6. Page 3-17: Area Navigation (RNAV) and Required Navigation Performance (RNP).**

**Description:** This measure recommends that PHL continue to support the creation and use of RNAV procedures, and monitor use and noise levels. Area Navigation (RNAV) is a method of navigation that allows an aircraft to choose any course within a network of navigation beacons, as opposed to flying direct paths between navigation aids. The ability of an aircraft to fly point-to-point allows for shorter routes, less fuel use, and the potential to reduce noise impacts. The NY/NJ/PHL Metropolitan Area Airspace Redesign Project evaluated changes to existing and proposed flight path locations that could benefit the noise environment. This included the enhancement of existing departure procedures from the two primary runways (Runway 09L/27R and 09R/27L) by utilizing RNAV procedures to define a specific location at which aircraft could commence turns. The study also identified barriers to their implementation, including the acknowledgement that not all aircraft were equipped to take advantage of RNAV procedures and that each would require additional FAA coordination, environmental approval, and Air Traffic Controller training.

**FAA Action: Disapproved for purposes of Part 150.** Disapproval of this measure for purposes of Part 150 does not preclude the airport sponsor from continuing to pursue the development of RNAV and RNP procedures through direct coordination with the Air Traffic Organization of the FAA, nor does it supersede any implementation of the New York, New Jersey, and Philadelphia Metropolitan Area Airspace Redesign Project.

**NA-7, Page 3-20: Encourage Noise Attenuating Standards in Airport Development.**

**Description:** This measure is a continuation of existing procedures in place at PHL that was approved by the FAA in the 2003 ROA. When planning new development at PHL the sponsor is to consider the placement of buildings in ways to maximum noise reduction. Building location and construction can potentially reduce the transmission of ground-based noise from aircraft as they taxi, de-ice, perform engine maintenance run ups, or while idling at the gate. In some cases, the noise abatement potential of new construction may not be the highest priority in design considerations. Other factors such as safety, building purpose and utility, property availability, and construction costs may have a higher priority.

**FAA Action: Approved.** Final placement of structures is subject to all applicable rules and regulations, including, but not limited to,

Airport Layout Plan Approval and Part 77 analysis. Plans for airport development should be evaluated for their potential to reduce ground noise throughout the planning process to assure designed standards are maintained.

**NA-8, P Page 3-22: Support the Development of Continuous Descent Approaches (CDA).**

**Description:** This is a new measure in the PHL NCP. Arrival procedures at major airports typically utilize a "step-down" method, whereby an aircraft gradually descends and then levels off and maintains that altitude until air traffic control instructs the aircraft to descend again. A CDA allows an aircraft to perform a continuous descent at idle power from a high altitude to glide slope intercept on the final approach to the runway. The increased distance between the aircraft and the ground, coupled with idle power settings on decent produce a reduction in noise exposure under the approach path prior to glide slope intercept.

CDA procedures are still in the early stages of development, and are not yet anticipated to be implemented on a large nation-wide scale. The NY/NJ/PHL Metropolitan Area Airspace Redesign Project evaluated the use of CDA at PHL and considered the implementation of CDA procedures during low-traffic times at PHL. PHL would support CDA procedures as they are introduced. At PHL this procedure would be most effective for aircraft arriving from the north, northwest, and southwest and would be used at nighttime.

**FAA Action: Disapproved for purposes of Part 150.** Disapproval of this measure for purposes of Part 150 does not preclude the airport sponsor from continuing to pursue the development of CDA procedures through direct coordination with the Air Traffic Organization of the FAA, nor does it supersede any implementation of the New York, New Jersey, and Philadelphia Metropolitan Area Airspace Redesign Project.

**LAND USE MANAGEMENT MEASURES, NCP Section 4.0:**

**LU-1, Page 4-2: Continue the Residential Sound Insulation Program.**

**Description:** This measure is a continuation of an existing, on-going measure that was approved by the FAA in the 2003 ROA. Residences that are potentially eligible for sound insulation within the 2013 DNL 65dB contour will be identified and invited to participate in a program intended to reduce the levels of aircraft noise experienced inside the homes, according to FAA regulations, through packages that could include new windows, doors and/or ventilation systems. Within the 2013 DNL 65dB contour a total of 34 residences have been identified as

being potentially eligible for participation in the Sound Insulation Program. This measure would be an alternative to the Voluntary Acquisition Program (LU-5) and Purchase Assurance Program (LU-2)

FAA guidelines specify that the goal of the sound insulation program is an interior noise level of 45db, which generally means a Noise Reduction Level of approximately 20dB.

**FAA Action: Approved.** Participation in this program measure is voluntary as a continuation of an existing, on-going measure. FAA Airport Improvement Program (AIP) conditions must be met, including those governing Noise Compatibility Projects and Interior Noise Level Reduction. In order to be eligible to participate in this measure a residence must be within the DNL 65dB contour and have an average interior noise level above 45 dB in habitable spaces at the time sound insulation measures are implemented. Additional requirements for eligibility are set forth in FAA Order 5100.38 "Airport Improvement Program Handbook" and in Program Guidance Letters to the FAA Order. Shifting or shrinkage of noise contours could result in residences no longer meeting eligibility criteria for participation in this program measure. PHL has determined that participating properties will be required to attach avigation easements to the property deed. This approval is not a determination of funding eligibility.

**LU-2, Page 4-5: Develop and Implement a Purchase Assurance Program.**

**Description:** This measure was approved in the 2003 Part 150 Study but there were no participants. A Purchase Assurance Program would be offered as an alternative to the Residential Sound Insulation Program (LU-1) for those eligible homes that do not qualify for the sound insulation program or for those residents who do not wish to participate in the voluntary acquisition program (LU-5). Under this measure residences within the DNL 2013 65dB contour could be purchased by the Airport for fair market value. The Airport would then sound insulate the home, (if eligible according to FAA regulations), and sell it with an Avigation Easement attached.

**FAA Action: Approved.** Participation in the program measure is voluntary as a continuation of an existing, measure. FAA Airport Improvement Program (AIP) conditions must be met to be eligible for Federal financial assistance, including those governing Noise Compatibility Projects and Interior Noise Level Reduction. In order to be eligible to participate in this measure a residence must be within the DNL 65dB contour and have an average interior noise level above 45 dB in habitable spaces at the time sound insulation measures are implemented. Additional requirements for eligibility are set

forth in FAA Order 5100.38 "Airport Improvement Program Handbook" and in Program Guidance Letters to the FAA Order. Shifting or shrinkage of noise contours could result in residences no longer meeting eligibility criteria for participation in this program measure. This approval is not a determination of funding eligibility.

**LU-3, Page 4-7: Support local municipalities in comprehensive planning strategies to reduce non-compatible land use.**

**Description:** This is a similar measure to the 2003 Part 150 FAA approved measure, "Develop and implement a land use development controls program". Under this measure PHL will work cooperatively with local municipalities responsible for land use planning and development to increase the public awareness of noise exposure causes and effects, and reduce the potential for future non-compatible land use development around PHL.

**FAA Action: Approved.** The local land use jurisdictions have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the 65 DNL and higher noise exposure contours. The local jurisdictions have the authority to pursue proposed land use planning for areas below the 65 DNL noise contour.

**LU-4, Page 4-9: Develop and Implement a Fort Mifflin Sound Insulation Program.**

**Description:** Under Measure LU-5 of the 2003 Part 150 a feasibility study on the implementation of noise mitigation measures at historic Ft. Mifflin was conducted. Results of this study indicated it would be feasible to sound attenuate certain eligible rooms within the historic Fort to meet FAA noise level reduction (NLR) standards while still ensuring the historic fabric of this facility is not compromised. Rooms identified for sound attenuation include: the video conference lab located in the Restoration Hospital/Mess; the two classrooms located in the Soldiers' Barracks; and the caretaker's residence located in the Officer's Quarters. These facilities serve specific purposes at the Fort, such as caretaker's residence, business offices and educational facilities, and are considered noise sensitive uses.

**FAA Action: Approved.** FAA Airport Improvement Program (AIP) conditions must be met, including those governing Noise Compatibility Projects and Interior Noise Level Reduction. In order to be eligible to participate in this measure the structure must be within the DNL 65db contour and have an average interior noise level above 45 dB at

the time sound insulation measures are implemented. Additional requirements for eligibility are set forth in FAA Order 5100.38 "Airport Improvement Program Handbook" and in Program Guidance Letters to the FAA Order. Shifting or shrinkage of noise contours could result in structures no longer meeting eligibility criteria for participation in this program measure. All work is to be conducted in consultation with the Pennsylvania Historic Preservation Office and the Advisory Council for Historic Preservation to ensure historic integrity is not compromised. In the event that classrooms, video conference lab, or the residential area are relocated, additional sound attenuation will not be approved. Federal funding may not be used to bring a structure up to code, make structural modifications, or any other repairs or upgrades to prevent sound leakage from areas not eligible for sound attenuation. If this type of work is needed, it must be completed prior to the investment of federal funds. This approval is not a determination of funding eligibility.

**LU-5, Page 4-11: Develop and Implement a Voluntary Acquisition Program.**

**Description:** This is a new measure. Under this measure a voluntary program would be offered to those residences within the DNL 2013 65dB contour as an option to LU-1 and LU-2. A property would be purchased at fair market value from voluntary sellers and would be converted to airport compatible land use. Approximately 34 parcels, all located in the residential area north of Runway 17-35 could be included in this measure. The area is bounded by Bartram Avenue to the south, Brunswick Avenue to the north, 84<sup>th</sup> Street to the west, and Mario Lanza Boulevard to the east.

**FAA Action: Approved.** Residents volunteering to be included in this program would be subject to the provisions under the Uniform Relocation Assistance and Real Property Acquisition Policies Act. FAA Airport Improvement Program (AIP) conditions must be met to be eligible for Federal financial assistance. Residents volunteering to participate in measures LU-1 or LU-2 would preclude themselves and all future owners of their property from participating in this measure in perpetuity. This approval is not a determination of funding eligibility.

**LU-6, Page 4-14: Sound Insulate Educational Facilities and Places of Worship.**

**Description:** Two schools, the George W. Pepper Middle School and the Communication Technical School, and one church, the Kingdom Hall of the Jehovah's Witness, are located within the DNL 2013 65dB contour

and could benefit from a reduction in interior noise levels from aircraft over-flight. Studies would be conducted to determine the most suitable means of sound attenuation for each facility in order to meet FAA noise level reduction (NLR) standards of an interior noise level of not greater than DNL 45dB with a minimum noise reduction goal of 5dB.

**FAA Action: Approved.** FAA Airport Improvement Program (AIP) conditions must be met, including those governing Noise Compatibility Projects and Interior Noise Level Reduction. In order to be eligible to participate in this measure the structures must be within the DNL 65db contour and have an average interior noise level above 45 dB in public spaces at the time sound insulation measures are implemented. Additional requirements for eligibility are set forth in FAA Order 5100.38 "Airport Improvement Program Handbook" and in Program Guidance Letters to the FAA Order. Shifting or shrinkage of noise contours could result in structures no longer meeting eligibility criteria for participation in this program measure. PHL has determined that participating properties will be required to attach aviation easements to the property deed. This approval is not a determination of funding eligibility.

**PROGRAM MANAGEMENT MEASURES, NCP Section 5.0:**

**PM-1, Page 5-2: Establish a Noise Abatement Advisory Committee.**

**Description:** The 2003 Part 150 Study called for the establishment of a Noise Abatement Advisory Committee. However, once the 2003 Part 150 Study was complete, the committee did not reconvene. This measure recommends the Advisory Committee established for the Part 150 update continue to meet on a regular basis as a Noise Abatement Advisory Committee. The committee would assist PHL in identifying noise issues around the community and establish open lines of communication between the airport and airport stakeholders, users, and neighbors. The committee would meet periodically (i.e. quarterly) to discuss specific agenda items.

**FAA Action: Approved.**

**PM-2, Page 5-4: Enhance the Airport's Existing Noise Monitoring and Flight Tracking System by Acquiring a Multilateration System.**

**Description:** This measure is an enhancement and continuation of an existing measure. Under this measure a multilateration system would be installed as a component of the airport's existing Airport Noise Operations Monitoring System (ANOMS). A multilateral system consists of a series of receivers located around the airport that triangulate

an aircraft's time and position based on the aircraft's transponder signal. This would allow real-time aircraft location information independent of FAA radar feed. Enhancing the existing system would improve reliability and provide for quicker response times for noise complaints or questions. There is an existing Memorandum of Agreement (MOA) whereby FAA provides the sponsor access to radar tracks following a seventy-two (72) hour delay. This measure recommends the continuation of the MOA but requests the data access delay be reduced from seventy-two (72) hours to twenty-four (24) hours.

**FAA Action: Approved as voluntary.** All noise monitoring equipment or systems must meet FAA Order 5100.38C (or subsequent versions) criteria. Noise monitoring information obtained cannot be used for assessing landing fees or other airport charges or for in-situ enforcement.

**PM-3, Page 5-6: Install Additional Permanent Noise Monitors.**

**Description:** There are currently eight permanent noise-monitoring terminals and four portable monitors in the vicinity of PHL and Northeast Philadelphia Airport. This measure would provide additional permanent noise monitors to capture aircraft arrivals, departures, and ground operations in areas where noise complaints are generated in high numbers or where flight activity may change.

**FAA Action: Approved.** All noise monitoring equipment or systems must meet FAA Order 5100.38 B (or subsequent versions) criteria. Noise monitors cannot be used to determine eligibility for sound insulation or mitigation programs or to validate noise models or for in-situ enforcement.

**PM-4, Page 5-10: Continue to Develop the Responsibilities of the PHL Noise Office.**

**Description:** This is an existing measure. PHL Airport Noise Office, through the Airport Noise Abatement Program Manager educates and informs the general public about aircraft operations, potential changes to aircraft operations or characteristics, and where and how aircraft operate in the vicinity of the airport. The PHL Airport Noise Office and the Airport Noise Abatement Program Manager should continue to develop its roles and responsibilities.

**FAA Action: Approved.**

**PM-5, Page 5-12: Continue to Develop an Informal Community Awareness Program.**

**Description:** This measure was identified in the 2003 Part 150 program and was partially implemented in an informal manner. The updated Part 150 NCP has identified several opportunities to expand the existing community awareness program. This measure would foster community awareness of aviation noise issues, terminology, and understanding through the internet, written publications or outreach efforts.

**FAA Action: Approved.** PHL must coordinate with FAA and obtain FAA approval prior to publication or distribution of any material relating to FAA programs or policies.

**PM-6, Page 5-14: Update the Noise Exposure Maps and Noise Compatibility Program.**

**Description:** This measure is standard in all Noise Compatibility Programs. Noise Exposure Maps (NEMs) and the Noise Compatibility Program (NCP) are generally updated every five (5) years from the date of FAA's approval, or as conditions at the airport change such that new noise-sensitive development may be impacted by the DNL 65 dB noise exposure contour. This ensures a continuation of the evaluation of noise exposure surrounding an airport and allows for modifications to program measures that may require updating. The most recent NEMs for the Philadelphia International Airport were submitted for the period 2008 through 2013. The FAA determined that the NEMs were prepared in accordance with procedures contained in 14 C.F. R. Part 150 and accepted the maps on June 1, 2010.

**FAA Action: Approved.**

**PM-7, Page 5-16: Improve and Upgrade Web-Based Noise Information.**

**Description:** This measure enhances the airport's communication means by providing an additional level of transparency between the FAA, the airport and the public. Increasing capabilities of internet-based technology allow for more information to be available to the public via the airport's website. Information pertaining to current operations, runway use and anticipated runway closures, noise monitoring reports, the ability to submit noise complaints on-line, and possibly a live-flight tracking systems are envisioned for future website access. Readily available and easily understood web-based noise data provides the public with accurate and specific PHL information.

**FAA Action: Approved.** PHL must coordinate with FAA prior to the posting of any material or information relating to FAA programs or policies.

**PM-8, Page 5-19: Fly Quiet Program.**

**Description:** Elements of a Fly Quiet program were previously approved by FAA in the 2003 ROA under program measure PM-5, "Establish a pilot/community awareness program". The 2003 measure included the development of informational material such as noise-sensitive area maps, design of a Noise Office web site, and better communications between airport users, the Airport Noise Office, and the community. Although no noise-sensitive maps were ever developed, a web site is in place and the Airport Noise Office regularly communicates with airport users. This measure is designed to advance the awareness of pilots and PHL tenants of FAA approved practices and methods that may reduce noise exposure in the vicinity of the airport. Proposed elements of this measure include; Runway end signage alerting pilots of overflights over potentially noise-sensitive areas, development of mapping that depicts specific noise-sensitive areas, development of a noise brochure, continuation of coordination between airlines, corporate operators and the sponsor on noise issues, efforts to reduce the use of reverse thrust when feasible, and reduced use of auxiliary power units when feasible.

**FAA Action:** Approved. Measures contained in the Fly Quiet Program brochure or other material must be FAA approved measures. FAA is to review and approve specific language for material distributed to pilots and aircraft operators.