Salt Lake City International Airport

IATA/ICAO CODE:	SLC/KSLC
CITY:	Salt Lake City
STATE:	UT
COUNTRY:	USA

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Dave Miller	Allen McCandless
Title:	Aviation Planner SLCDA	Director-Capital Planning and Programming
Airport:	Salt Lake City International Airport	Salt Lake City International Airport
Address:	Salt Lake City International Airport P.O. Box 145550 Salt Lake City, UT 84114-5550	Salt Lake City International Airport P.O. Box 145550 Salt Lake City, UT 84114-5550
Phone:	+1 801 575-2972	+1 801 575-2231
Fax:	+1 801 575-2395	+1 801 575-2395
Email:	David.Miller@slcgov.com	Allen.McCandless@slcgov.com

Airport Web Site: www.slcairport.com

ELEVATION: 4227 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14/32	4892	-	-	150
16L/34R	12004	-	-	150
16R/34L	12000	-	-	150
17/35	9596	324	-	150
Note: Runways 16/34 are the preferred runways when wind and temperature permit. Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES
PREFERENTIAL RUNWAY USE PROGRAM

1. PURPOSE:
To establish operating procedures to minimize the effects of aircraft noise on neighboring communities and to maintain land use compatibility near Salt Lake City International Airport. This Letter of Agreement is supplemental to FAA Order 8400.9, National Safety and Operational Criteria for Runway Use Programs.

2. BACKGROUND:
Aviation noise abatement policy has placed responsibility on airport proprietors for planning and implementing action designed to reduce the effect of noise on residents surrounding the airport area. Increased use of Salt Lake City International Airport has now made it necessary to implement a preferential runway use program for all operators.

3. RESPONSIBILITY:
Salt Lake City Tower/ TRACON shall employ the preferential runway use program and the procedures contained herein. This does not abrogate the authority and responsibility of the pilot in command to ensure the safe operation of his aircraft. It is not intended that these procedures restrict operation or adversely discriminate against any user. Deviations from runway use specified may be necessary because of emergencies, weather, traffic volume, airport construction or maintenance work.

4. PROCEDURES:

a. Preferential/Alternating Runway Flow: Maximize north flow departures and south flow arrivals between 7:00am and 11:00pm. At times when flow cannot be alternated, north flow will be preferred.

b. Nighttime Operations: Use the procedures in subparagraph (a).

(a) When Runway 16R, 16L or 17 departures are necessary, all turbojet aircraft shall fly westerly prior to proceeding southbound.

c. Runway 16R, 16L and 17 Noise Abatement Departure Flight Tracks: All turbojet aircraft departing Runways 16R and 16L or 17, shall turn westerly as soon as feasible. Between 7:00am and 11:00pm all departures which are normally routed south of the Salt Lake VORTAC 100 degree radial are not required to turn.

d. Runway 34R, 34L and 35 Noise Abatement Departure Flight Tracks: Restrict all eastbound departures until aircraft have passed one half mile north of the departure end of the runway. When practical, all turbojet aircraft departures shall be given an initial departure heading of approximately 260 degrees clockwise through 340 degrees.

e. Runway 34R, 34L and 35 Noise Abatement Arrival Flight Tracks: Approaches to Runways 34R, 34L and 35, aircraft flying downwind, will turn onto final as close to the airport as feasible, during VFR conditions.

f. Restriction to Traffic Use, All Runways: The traffic pattern east of Salt Lake City International Airport is limited to use by piston and turboprop aircraft weighing 19,000 pounds or less.

g. Eastbound Turn Restriction: All turbojet aircraft shall not make eastbound turns from Salt Lake City International Airport until they leave 7,500 feet MSL.

h. Restrictions to Above Procedures:

(1) Runwaymust be clear and dry (i.e., no rain, ice slush, snow, etc.).

(2) A crosswind component of less than 8 knots. When a crosswind component exceeds 8 knots, the runway most nearly aligned with the wind should be used.

(3) Temperature is greater than 80 degrees and a crosswind component of more than 6 knots exists, the runway most nearly aligned with the wind should be used.

5. ADMINISTRATION:
Pilots' conformance with these procedures is expected. The Executive Director of Airports or their designee shall coordinate this procedure with operators that regularly use the airport. Requests for use of other runways for reasons of safety will be honored, and the pilot will be advised that the requested runway is noise sensitive.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS
See noise abatement procedures.

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)	-	Residences and Public Buildings are not located in the 65 DNL contour.
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Residences and Public Buildings are not located in the 65 DNL contour.
Avigation Easements	1982-current	New development projects acquiring building permits in Salt Lake City's Airport Influence Zones A, B and C are required to submit an avigation easement as part of the building permit process.
Zoning Laws	1976-1982; City zoning re-write in 1995	Salt Lake City established the A-Airport zoning district that is currently in effect for the airport. Additionally, Salt Lake City established airport overlay zones. Airport overlay influence zones A, B and C are in place over properties near the airport. The following briefly describes the airport influence zones: Zone A - prohibits residential and institutional uses such as schools, hospitals, churches. Commercial prohibited unless uses have 25 dB sound attenuation. Zone B- prohibits residential and institutional unless use has 25 dB sound attenuation and interior air circulation systems. Hotels and motels prohibited unless use has 25 dB sound attenuation and interior air

		circulation systems. Commercial uses allowed. Zone C - also prohibits residential and institutional uses unless use has interior air circulation systems. Commercial uses allowed.
Real Estate/Property Disclosure Laws	-	Real estate or property disclosure laws are not required, excepting disclosure in the avigation easement.
Acquire Land for Noise Compatibility to date	1991-2005	Vacant land and residences acquired for noise compatibility through 2005 total approximately 280 acres.
Population within each noise contour level relative to aircraft operations	2005	Two residences located in the 65 contour. Other property and residences have been acquired by the airport.
Airport Noise Contour Overlay Maps	Map from 1998 Part 150 Update	http://www.sicairport.com/pdf/planning/2003noise.htm
Total Cost of Noise Mitigation Programs to Date	Through 9/2005	$10,775,200
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport Improvement Program (AIP) Grants and airport funding.

NOISE MONITORING SYSTEM

NOTE: Site 2 was removed.

A noise monitoring system is installed. The system consists of three permanent remote monitoring stations and one portable station. Stations are equipped microphones, wind monitors and supporting equipment.

FLIGHT TRACK MONITORING SYSTEM - NONE

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