

Dortmund Airport

IATA/ICAO CODE: DTM/EDLW
CITY: Dortmund
COUNTRY: Germany

AIRPORT CONTACT

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

Name: Mr Bunz Mr Ossenberg
Title: Airport Manager Director of Operations
Airport: Dortmund
Address: Flughafen Dortmund GmbH
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Germany
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Email: presse@dortmund-airport.de
Airport Web Site: www.dortmund-airport.de

ELEVATION: 425ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
06/24	2000			45

NOISE ABATEMENT PROCEDURES

See AIP Germany for details.

3. For aircraft up to 2.000 kg MTOW in non-commercial traffic, the Ordinance for Noise Abatement at Airfields (Landeplatz-LärmschutzV) of 5 JAN 1999 shall be applied to Dortmund Airport accordingly in the currently valid version.

In addition, – valid for all aircraft – repeated approaches and departures of the same aircraft are not allowed within a period of less than one hour at the following times:

- Sat prior to 0600 (0500), from 1130 (1030) until 1330 (1230) and after 1900 (1800);
- Sun, HOL prior to 0800 (0700), from 1130 (1030) until 1330 (1230) and after 1800 (1700).

Exempt from these time limitations are aircraft of the Federal German Army, Federal Police and the Police (§ 30 LuftVG). Deviating from this regulation, the civil aviation authority for Dortmund Airport may grant exceptions from these time restrictions in justified exceptional cases if this is deemed necessary to maintain the safety of air traffic or

to avoid considerable disturbance to air traffic.

To avoid ground noise, all self-powered movements in connection with the operation of aircraft may be conducted between 0500 (0400) and 2100 (2000), only. Taxiing off the runway after landing using one's own engines is permitted up to the first parking position anyway.

All engine test-runs may be conducted within the noise abatement cabin, only. This does not include the running of engines when idling.

Exempt from this regulation are engine checks within the scope of the preflight check foreseen by the manufacturer, which serve an immediate preparation for take-off. These trial runs are, however, only permitted during operating hours.

Insofar as the hangar is provably unusable for technical reasons, and a repair is not possible in time, exceptions may be permitted in urgent cases with the consent of Dortmund Airport GmbH from 0500 (0400) until 2100 (2000); in the period from 0500 (0400) until 0700 (0600) and 1900 (1800) until 2100 (2000), the consent of the civil aviation authority shall be obtained in addition.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Scheduled flights that were expected to land at Dortmund Airport by 2100 (2000) according to their flight plan, may land up until 2200 (2100) upon prior permission (PPR) by the aerodrome operator. Delayed landings will only be permitted if the aircraft owing to their noise-reducing design are on the bonus list (for landings) published by the Federal Ministry of Transport, Building and Urban Affairs or new regulations superseding the bonus list. If the number of delays amounts to more than 20 in one month, additional delayed landings during this month may only be permitted with the consent of aviation supervision authority.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

All engine test runs must be conducted within the noise abatement facility. This does not include the running of engines when idling. Exempt from this regulation are engine checks, within the scope of the preflight check prescribed by the manufacturer in preparation for an immediate preparation take-off. These trial runs are however, only permitted during operating hours.

If the facility is not available due to technical reasons and repair is not possible in time, Dortmund Airport GmbH may grant an exception for urgent cases from 0500 (0400) until 2100 (2000). Additional consent must also be obtained from the Civil Aviation Office during the period from 0500(0400) until 0700 (0600) and 1900 (1800) until 2100 (2000).

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

[Fee Schedule for the Airport Dortmund valid from 1 July 2009](#) Valid 7/2011 per IATA
 Airport, ATC and Fuel Charges Monitor

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

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)