

Dresden Airport

IATA/ICAO CODE: DRS/EDDC
 CITY: Dresden
 COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 3/2011

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Airport Web Site:	www.dresden-airport.de	

ELEVATION: 754 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	2850	-	-	60

NOISE ABATEMENT PROCEDURES

Reverse Thrust

Reverse thrust other than idle thrust shall only be used to an extent necessary for safety reasons.

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS

See AIP Germany for details.

1. Flying Restrictions

1.1 Aircraft

Dresden Airport serves traffic with aero planes, rotorcraft, powered gliders and aerodynamically piloted ultra-light aero planes. Other aircraft may use the airport with the consent of the airport operator.

1.2 Restrictions at night

During legal summer time deduct 1 hour from the times stated below)

From 2100-0500, flight operations at Dresden Airport will be restricted to ensure quiet during the night. Aircraft movements between 2100-0500 are permitted only as follows (the times given are take-off and landing times, resp.):

1.2.1 Scheduled take-offs and landings of air carriers of commercial airline traffic and non-scheduled air traffic (with the exception of air taxi traffic) from 2100-2230 and from 0430-0500.

1.2.2 Delayed landings and takeoffs from 2230-2300 if the scheduled arrival or departure time at or from Dresden Airport is before 2230 and the arrival or departure is carried out before 2300 (2200); premature landings from 0400-0430 if the scheduled time of arrival is after 0430.

1.2.3 Flights of air carriers whose aircraft are mainly serviced at Dresden Airport and who carry out flights of scheduled airline traffic or non-scheduled air traffic at Dresden Airport, for the purpose of servicing /repairs, as well as ferry flights/allocation flights of these air carriers, from 2100-2230 and from 0430-0500.

1.2.4 Training and exercise flights on workdays from 2100-2200 if they are necessary according to regulations governing aviation legislation concerning the acquisition, extension or renewal of authorization or rating as a pilot during night hours, if the flights cannot be terminated prior to 2100 and the aeronautical authority has give prior permission.

1.3 The restrictions in Para 1.2 do not apply to:

- flights on aid missions in cases of emergency and catastrophe
- flights which are absolutely necessary to provide medical aid and for humanitarian purposes
- landings for meteorological, technical and other reasons of flight safety
- calibration flights by Deutsche Flugsicherung GmbH or on their behalf
- a maximum of 24 take-offs or landings per calendar year in the course of production of the aircraft industry located at Dresden Airport
- flights of helicopter forces of the police based at Dresden.
- Flights which the aviation supervision office has permitted in justified individual cases because they are necessary to avoid considerable impairment to air traffic or for other reasons of special public interest. The processing of applications is subject to charge. Application forms shall be requested from the aviation supervision office and generally directed in writing (Fax) to the:

Landesdirektion Dresden
Luftaufsichtsstelle am Flughafen Dresden
Wilhelmine-Reichard-Ring 1
01109 Dresden
Tel.: +49 351 881 4990

Fax: +49 351 881 4992

1.4 Para 1.2 and 1.3

1.4.1 A take-off clearance issued by ATC in keeping with the restrictions applying at night does not include the exceptional permission required from the responsible authority at Dresden Airport

1.4.2 As a rule, ATC does not issue exceptional permission for night landings via

radiotelephony in keeping with the restrictions applying at night. Thus the landing clearance issued by ATC for safety reasons does not include a decision by the responsible authority as to the admissibility of a night landing. In the case of a delayed/premature landing which was not permitted by the responsible authority, the pilot shall proceed in person to the Aviation Supervision Office (Tel: 0351 8814 990) immediately after landing in order to justify his night landing.

1.4 Visual approached in accordance with AIP ENR 1.5 to Dresden Airport with Cat C-E aircraft (in accordance with ICAO Doc 8168 - OPS/611, Volume 1 No. 1.3.2) and a span of equal to/greater than 24 m (in accordance with ICAO Annex 14 No. 1.3) shall be restricted as follows to avoid hazards due to wake turbulence and for reasons of noise reduction. The final approach distance shall be at least 5 NM. The altitude at the start of the final approach shall not be less than 2400 ft MSL.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test-runs require permission from the airport operator who establishes location, time-span and sequence of the engine test-runs. Engine test-runs of aircraft are not generally permitted on Sundays and holidays and on weekdays between 1900 – 0500 (1800 – 0400). Exceptional permission may be granted by the airport operator in justified cases. Consent for an engine test-run does not include the necessary clearance for taxiing.

Applications shall be directed to:

Flughafen Dresden GmbH, Verkehrszentrale

Fax: 0351 881 3225

DRESDEN APRON: 121.750 MHz

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

11/2011 IATA Airport, ATC and Fuel Charges Manual

Landing Charge	
International and Domestic	
Turbo Jet Powered Aircraft	
Chapter 3	Rate per tonne
Included in Bonus List	EUR 6.98
Not included in Bonus List	EUR 8.72
Chapter 2	EUR 17.72
Between 200-0600	EUR 30.90
Not conform with ICAO Annex 16	EUR 35.74
Between 2100-0500	EUR 55.02
Other Power Unit	
Chapter 3, 6 (-8dB(A), 10 (-4dB(A)))	EUR 6.98
Chapter 5, 6, 8, & 10 Aircraft	EUR 8.72

Non-Certified Aircraft

EUR 35.74

Bonus List		
All types with MTOW below 25 tonnes, plus		
A300	B727(3 Tay re-engined)	DC8-400, DC8-70
A310	B737-300 to -800	DC10
A319	B747-400	MD11
A320	B757	MD 90
A321	B767	Gulfstream IV; V
A330	B777	BAe 146/SBTO RJ series
A340	B717	Fokker 100/70
Canadair CR J700	Lockheed Tristar L1011	Tupolev TU 204

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1996-2002	Eligibility based on a Leq 4 > 62 dB(A) 24 hour noise contour
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	1996	Overlay zoning to exclude future no compatible land use development (Leq 3 > 60 dB(A) 16 hour-day noise contour).
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	2005	Inside the Sound Insulation Scheme [Leq 3 > 60 dB(A) 8 hour-night noise contour; based of flight movement forecast year 2020]; funded by authority.
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	1996-2010	Euro 3.8 million
Source of Noise Mitigation Program Funding for Aircraft Noise	1996 / 1998	Sound Insulation Scheme funded by Airport Company
	2005-2012	Sound Insulation Scheme funded by authority [Leq 3 > 50 dB(A) 8 hour-night noise contour; based of flight movement forecast

NOISE MONITORING SYSTEM

The airport has 5 fixed and 1 mobile monitors. Noise data is collected in LASmax. The system became operational in 1995. The map above showing the monitor locations was provided by the airport. Measured values are available at:

<http://www.dresden-airport.de/homepage/company/noise-and-environment/noise-protection/noise-monitoring.html>

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 aero planes >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