

Eindhoven Airport

IATA/ICAO CODE: EIN/EHEH
 CITY: Eindhoven
 COUNTRY: The Netherlands

AIRPORT CONTACT

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

Name: Eindhoven Airport N.V.
 Title: Airport Administration
 Airport: Eindhoven Airport
 Address: Eindhoven Airport N.V.
 Luchthavenweg 25
 5657 EA Eindhoven
 The Netherlands
 Phone: +31 40 291 9823
 Fax: +31 40 291 9833
 Email: info@eindhovenairport.nl or operations@eindhovenairport.nl
 Airport Web Site: www.eindhovenairport.nl

ELEVATION: 74 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04/22	3000	-	-	45

NOISE ABATEMENT PROCEDURES

All jet aircraft must take-off from beginning of runway (intersection A or intersection G), due to noise abatement reasons. After approval from ATC, propeller (commuter) aircraft may use intersection B for take-off from RWY 22 or intersection F for take-off from RWY 04. After approval from ATC light aircraft may use intersection E for take-off from RWY 04.

Note: ATC may assign an intersection take-off to any aircraft for operational reasons (e.g.sequencing due to lack of holding area or to avoid jet blast).

Departures

To avoid noise nuisance, pilots of IFR flights and VFR flights (MTOW greater than or equal to 2000 kg) shall adhere to the following:

- departures Runway 04: climb to at least 1000 ft AMSL on runway track until 4 DME EHV.
- departures Runway 22: climb to at least 1000 ft AMSL on runway track until 3 DME EHV.

Arrivals

To avoid noise nuisance, all aircraft with a MTOW greater than or equal to 2000 kg shall perform an instrument approach.

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

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

Landing Charge	MTOW
	EUR 9.98 per tonne
Minimum	EUR 59.88
The noise charge is based on the ACI Aircraft Noise Rating Index .	
Noise Category	Applied to each landing
A	30% discount on landing charges
B	15% discount on landing charges
C	0% discount/surcharge on landing charges
D	50% surcharge on landing charges
E	150% surcharge on landing charges
F	300% surcharge on landing charges
An aircraft's noise category is based on the lowest category rating as determined by 2 requirements: cumulative EPNdB from Chapter 3 noise levels and individual EPNdB reduction from Chapter 3 noise levels at each noise measurement point.	

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](#)