

Erfurt Airport

IATA/ICAO CODE: ERF/EDDE
 CITY: Erfurt
 COUNTRY: Germany

AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport:	Erfurt	
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Airport Web Site:	www.flughafen-erfurt.de or www.airport-erfurt.de	

ELEVATION: 1036 ft.

RUNWAY INFORMATION				
Orientation	Length(m)	Displaced Threshold(m)	Glide Slope(deg)	Width(m)
10/28	2600	-	3	50

NOISE ABATEMENT PROCEDURES - **NONE**

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

See AIP Germany for details.

1. Local Flying Restrictions

Aircraft with a wingspan of 52 m or more and aircraft with a distance of the outer wheels of the undercarriage of 14 m and more (aircraft Categories E and F) as well as jet aircraft not fulfilling the noise protection requirements according to ICAO Annex 16 Chapter III, may only take off and land with permission from the "Thüringer Ministerium für Bau und Verkehr"

2. Restrictions for Night, Sunday and Holiday Flight Operations

2.1 On workdays between 2100 and 0500 (2000-0400) as well as on Sundays and holidays between 1900 and 0700(1800-0600) propeller-driven airplanes up to 2000kg maximum permissible take-off mass and powered gliders are permitted to take-off or land only if they fall below the noise limits according to ICAO Annex 16 Chapter 6 or 10 by at least 8 dB(A).

2.2 Between 2100 and 0500 (2000-0400) as well as on Sundays and holidays between 1900 and 0700 (1800-0600) propeller-driven aircraft with a maximum permissible take-off mass of more than 2000kg are permitted to take-off or land only if they fall below the noise limit of 80 dB(A) according to ICAO Annex 16 Chapter 6 by at least 4 dB(A) or are to be classified as being particularly low in noise according to other terms of admission.

2.3 Between 2100 and 0500 (2000-0400) helicopters are permitted to take-off and land only with permission by the Luftaufsicht. Flights by helicopters of the police, search and rescue service and of aircraft on a mission in disasters or rendering medical assistance are excluded from this regulation.

2.4 Between 2100 and 0500 (2000-0400) **jet aircraft** are permitted to take-off or land only if they do not exceed the noise limits according to Annex 16 Volume 1, Chapter 3 pursuant to ICAO, and are included on the list below.

2.5 Between 2200 and 0500 (2000-0400) **jet aircraft** with a maximum permissible take-off mass of more than 150,000 kg are generally not permitted to take-off.

2.6 Between 2100 and 0500 (2000-0400) Runway 28 shall only be used for take-offs and Runway 10 for landings, unless use of these take-off and landing directions is impossible for meteorological or flight safety reasons. Between 2100 and 0500 (2000-0400) aircraft with a maximum permissible take-off mass of more than 150,000kg are not permitted to take-off on Runway 10.

Excluded are:

2.7 Landings of delayed scheduled aircraft in scheduled air service, cargo or all inclusive air traffic whose scheduled arrival at Erfurt is before 2100 (2000), as well as take-offs of these aircraft whose scheduled take-off at Erfurt is before 2100 (2000), excluded from regulations 2.2, 2.4 and 2.6. Landings of other delayed scheduled aircraft are excluded from the night flying restrictions until 2200 (2100).

2.8 Between 2200 and 0500 (2100-0400) delayed scheduled jet aircraft with a maximum permissible take-off mass of more than 150,000kg are permitted to take-off on Runway 28 only if they are included in the list below.

General Restrictions:

4.1 Reverse thrust other than idle thrust shall only be used as far as necessary for safety reasons.

PREFERENTIAL RUNWAYS

Between 2100 and 0500 (2000-0400) Runway 28 shall only be used for take-offs and Runway 10 for landings, unless use of these take-off and landing directions is impossible for meteorological or flight safety reasons. Between 2100 and 0500 (2000-0400) aircraft with a maximum permissible take-off mass of more than 150,000kg are not permitted to take-off on Runway 10.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Between 2100 and 0500 (2000-0400) engine test runs are not permitted.

Between 0500 and 2100 (0400-2000) engine test runs are permitted only with permission by the Luftaufsicht at the positions to be assigned by the Luftaufsicht. When granting permission, the Luftaufsicht appoint the position for the engine test run, depending on the meteorological situation and wind direction to keep noise disturbance for people living near to the airport as low as possible. The number of engine test runs shall be kept to a minimum.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

11/2011 IATA Airport & En Route Aviation Charges Manual

Landing Charge	Aircraft over 5.7 tonnes MTOW International and Domestic	
Turbo Jet Powered A/C		
Chapter 3		
Bonus List	EUR 8.64 per tonne	
Non-Bonus List	EUR 9.92 per tonne	
Chapter 2 or uncertified	EUR 30.06 per tonne	
Bonus List		
All aircraft up to a MTOW of 25,000 kg not exceeding the noise values found in Annex 16, column 1, Chapter 3 pursuant to ICAO as well as the following airplane types:		
A300	B727(3 Tay re-engined)	DC8-70
A310	B737-300 to -700/800	DC10
A319	B747-400	MD11
A320	B757	Lockheed Tristar L1011
A321	B767	Grumman, Gulfstream IV
A330	B777	Fokker 100/70
A340	BAe 146/AVRO RJ	
McDonnell Douglas DC10-30 and MD-80 (all versions); these however are limited to landings.		
Lockhead L10-11 and DC10-10; these are limited to take-offs.		

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

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

See airport curfew information.

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](#)