

# Norrköping Airport

IATA/ICAO CODE: NRK/ESSP  
 CITY: Norrköping  
 COUNTRY: Sweden

## AIRPORT CONTACT

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

Name:	Ms. Mari Torstensson	Mikael Olsson
Title:	Airport Manager	Operations Manager / Site Manager
Airport:	Norrköping Airport	
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Airport Web Site:	<a href="http://www.norrkopingsairport.se">www.norrkopingsairport.se</a>	

ELEVATION: 9.7 M

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	2203	-	-	45
11/29	600	-	-	35

## NOISE ABATEMENT PROCEDURES

See AIP Sweden for details. Also see information under Noise Level Limits.

### 1. Over built-up areas

Over the central parts of Norrköping, aircraft should not be operated below 2000 ft MSL except when necessary for take-off or landing.

VFR routes have been established also for noise abatement. Aircraft shall strictly adhere to assigned route and be operated in such a manner that unnecessary noise disturbances are not caused.

Departure from Runway 09 and south, must be moved to the east towards Locator ON, so that it is not above Ljunga community.

When conditions permit more than idle reverser or equivalent must not be applied.

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

AIRPORT CURFEWS

During night hours 2200-0700 (2100-0600) the noise emission measured in accordance with Annex 16, Vol I, Part II Chapter 3 and 5 applies to jet aeroplanes and to propeller driven aeroplanes as follows:

Departures:  
The emission at the flyover measurement point must not exceed 89 EPNdB and 94 EPNdb at the sideline measurement point respectively.

Arrivals:  
The emission at the approach measurement point must not exceed 98 EPNdB

PREFERENTIAL RUNWAYS

For propeller-driven aeroplanes with an AUW exceeding 7000 kg and/or jet aeroplanes, take-off RWY 27 and landing RWY 09 is not permitted unless wind conditions or other circumstances so require.

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)	1/20/2004	ready
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	none
Real Estate/Property Disclosure Laws	-	none
Acquire Land for Noise Compatibility to date	-	ready
Population within each noise contour level relative to aircraft operations	-	available
Airport Noise Contour Overlay Maps	-	available
Total Cost of Noise Mitigation Programs to Date	-	3 million SEK
Source of Noise Mitigation		

Program Funding for Aircraft Noise	-	-
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NOISE MONITORING SYSTEM

A noise monitoring system in use as of January 1, 2000

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

During night hours 2200-0700 (2100-0600) the noise emission measured in accordance with Annex 16, Vol I, Part II Chapter 3 and 5 applies to jet aeroplanes and to propeller driven aeroplanes as follows:

Departures:

The emission at the flyover measurement point must not exceed 89 EPNdB and 94 EPNdb at the sideline measurement point respectively.

Arrivals:

The emission at the approach measurement point must not exceed 98 EPNdB

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

See information under Airport Curfews and Noise Level Limits