

## Schonefeld Airport (Airport will close June 2, 2012 with the opening of Berlin Brandenburg Airport)

IATA/ICAO CODE: SXF/EDDB

CITY: Berlin

COUNTRY: Germany

### AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

Name:	Mr. Deckert, Andreas	
Title:	Head of Aviation Management	Chief Executive Traffic Schonefeld
Airport:	Schonefeld Airport	Schonefeld Airport
Address:	Schonefeld Airport Authority Flughafen Berlin-Schonefeld GmbH 12521 Berlin Germany	Schonefeld Airport Authority Flughafen Berlin-Schonefeld GmbH 12521 Berlin Germany
Phone:	+49 30 6091 1600	+49 30 6091 5000
Fax:	+49 30 6091 1603	+49 30 6091 5007
Email:	Andreas.Deckert@berlin-airport.de	
Airport Web Site:	<a href="http://www.berlin-airport.de">www.berlin-airport.de</a>	

ELEVATION: 157 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07/25	3000	-	-	45
For aircraft requiring the full runway length, the total length will be available. The decision to use the full runway length depends upon the pilot, who shall inform the aerodrome control tower accordingly.				

### NOISE ABATEMENT PROCEDURES

#### Reverse Thrust

Reverse thrust other than idle power shall only be used between 2200-0600 local time as far as necessary for safety reasons.

#### Departures:

See AIP AD2, EDDB, 5-7-1 and 5-7-5 for detailed information.

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

### AIRPORT CURFEWS

See AIP Germany EDDB AD2.20 for details.

**It is noted on the airport's web site that aircraft on the Chapter 3 on the Bonus List and**

## **Chapter 4 aircraft are allowed to operate during the night time hours.**

### **Night Flying Restrictions**

Jet aircraft not licensed in accordance with ICAO Annex 16 and licensed in accordance with ICAO Annex 16, Volume I, **Chapter 2**

- Take-offs and landings are not permitted between 2100 (2000) - Off-Block Time 2050 (1950) - and 0500 (0400).

Jet aircraft licensed in accordance with ICAO Annex 16, Volume I, **Chapter 3**

- Take-offs and landings of jet aircraft not included in the BMVBS Bonus list (NfL I-83/03) are not permitted between 2300 (2200) - Off-Block Time 2250 (2150) - and 0500 (0400).
- For delayed landings in scheduled air services and scheduled charter services, permission for exemption from the flying restrictions according to No. 1.2.1 until 0000 (2300) is considered granted in connection with provably unavoidable delays. The unavoidability of the delays shall be explained to the Aviation Supervision Office of the airport in each individual case, and proved.

Excluded from the restrictions are:

- Landings of aircraft provably approaching the airport as alternate aerodrome for meteorological, technical, and other safety reasons.
- Take-offs and landings of aircraft rendering medical assistance or on disaster missions or operated for flight checks and control flights.

Deviating from the above regulations - the approving authority may grant additional exceptions in justified individual cases, especially if necessary to avoid considerable disturbance to air traffic or in cases of special public interest. If necessary, applications shall be directed to:

Ortliche Luftaufsichtsstelle des  
Flughafen Berlin-Schönefeld  
Postfach 20  
12521 Berlin-Schönefeld  
Germany  
Tel: +49 30 6091 3288 or 3290  
FAX: +49 30 6091 3287

The application shall contain:

Name and address of aircraft operating agency or aircraft operator.

Aerodrome of departure or destination

Radio call signal of the aircraft

Type, year of construction, and noise certificate according to Luftverkehrsordnung (Luft VO)

Time of departure or landing for which is requested.

Clearance for takeoffs during closing times issued by ATC do not comprise the exceptional permission by the approving authority. On principle, exceptional permission for night landings during the closing times will not be granted by ATC via radio telephone. Accordingly, clearances issued by ATC for safety reasons will not necessarily include the decision of the approving authority about the admissibility of a night landing. In case of a delayed or premature landing not

approved by the approving authority, the pilot shall appear at the Luftaufsicht immediately after landing in order to defend admissibility of the night landing.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

#### ENGINE RUN-UP RESTRICTIONS

Engine test runs are permitted only on the test run areas provided in the airport regulations.

Between 2100 (2000) and 0500 (0400), engine test runs are permitted with permission by the Aviation Supervision Office prior to take-off in the early morning, if they are necessary due to repair work on the aircraft for safety reasons, which cannot be postponed.

Idle thrust test-runs are excluded from these regulations.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

#### NOISE SURCHARGE

Current 11/2011 per IATA Airport, ATC and Fuel Charges Monitor	
Noise class 1: up to 70.9 dB(A)	EUR 20.0
Noise class 2: 71.- to 73.9 dB(A)	EUR 30.0
Noise class 3: 74.0 to 76.9 dB(A)	EUR 40.0
Noise class 4: 77.0 to 79.9 dB(A)	EUR 80.0
Noise class 5*: 80.0 to 84.9 dB(A)	EUR 420.0
Noise class 6*: 85.0 to 89.9 dB(A)	EUR 840.0
Noise class 7*: 90.0 upwards	EUR 1680.0
Night Surcharge:	
Between 22:00 - 22:59 hrs	20%
Between 23:00 - 23:59 hrs	100%
Between 24:00 - 05:59 hrs	250%
<p>1. The allocation of aircraft types into noise classes takes place on the basis of the average noise levels measured during take-offs and landing during the year 2006.</p> <p>2. <a href="#">Noise categories click here</a></p> <p>3. Aircraft not listed in the attachment, will be classified temporarily on the basis of submitted noise certificates until representative measurement result are available.</p>	

#### 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

[Click for larger map of the noise monitoring system](#)

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](#)