

Friedrichshafen Airport

IATA/ICAO CODE: FDH/EDNY
 CITY: Friedrichshafen
 COUNTRY: Germany

AIRPORT CONTACT

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

Name:	Hans Weiss	Ralf Straessle
Title:	Airport Manager	Aviation Supervision/Traffic Center
Airport:	Friedrichshafen Airport	Friedrichshafen Airport
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Airport Web Site: www.fly-away.de

ELEVATION: 1367 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
06/24	2356	06/1334 24/1367	3	45

NOISE ABATEMENT PROCEDURES

See airport curfews.

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

AIRPORT CURFEWS

See AIP Germany for details

2. Restrictions of flight operations

2.1 Take-offs and landings

Aircraft are not permitted to take-off or land from 2100 (2000) until 0500 (0400).

2.1.1 Take-offs and landings of aeroplanes over 50 000 kg operating mass in charter traffic is limited to 12 only on a weekly average and not more than 4 regular take-offs and landings per day after prior permission (PPR).

Excepted from these regulations are position flights and single flights (e.g. flights in

connection with the trade fair), whereby a single flight is not regarded as a single flight if within 30 days, take-offs and landings of aircraft from the same operating agency are repeatedly directed to the same destination airport.

2.2 Exceptions

Excepted from the restrictions of No. 2.1 are:

a) take-offs and landings of aircraft

- using the airport as an emergency or alternate airport for meteorological, technical or other safety reasons,

- on a mission in disasters, rendering medical assistance or flying in the special interest of the public;

b) landings

- landings of not more than 5 aeroplanes per day with location Friedrichshafen in traffic with scheduled arrival and departure times and on non-scheduled air transport until 2200 (2100).

- delayed landings of not more than 3 aeroplanes per day with location Friedrichshafen in traffic with scheduled arrival and departure times and on non-scheduled air transport until 2230 (2130) as far as the scheduled time of arrival of these aircraft is before 2200 (2100).

The maximum number of landings permitted after 2100 (2000) is 5. These aircraft must comply with the noise values of the respective valid version of the LSL. This must be proved by a noise certificate.

c) landings of aeroplanes up to 5 700 kg MTOM with location Friedrichshafen to achieve and to maintain authorization for pilots to fly at night (CVFR/ night flight) until 2200 (2100) after prior permission (PPR).

Deviating from the restrictions of No. 2.1, the approving authority may grant exceptions in justified individual cases for Friedrichshafen Airport or, according to their specifications, for the authority responsible for the Luftaufsicht if this seems necessary to maintain the safety of air traffic or to avoid disturbance to air traffic.

2.3 Off-peak periods

2.3.1 Repeated arrivals and departures of the same aircraft within a period of less than one hour as well as inspection and instruction flights are not permitted at the following times:

- workdays before 0600 (0500) and after 1900 (1800),

- Saturdays before 0800 (0700), from 1130 (1030) until 1330 (1230) and after 1900 (1800),

- on Sundays and public holidays before 0800 (0700), from 1130 (1030) until 1330 (1230) and after 1800 (1700)

2.3.2 Take-offs of powered and turbo-jet aircraft are not permitted on Sundays and public holidays between 1130 (1030) and 1330 (1230).

2.3.3 Excepted from the restrictions of Nos. 2.3.1 and 2.3.2 are:

- a) repeated arrivals and departures for meteorological, technical or other safety reasons;
- b) flights on a mission in disasters, rendering medical assistance or flying in the special interest of the public;
- c) take-offs on Sundays and public holidays from 1130 (1030) until 1330 (1230) as far as aircraft
 - licensed according to Chapter III comply with the noise values of the LSL (from 19.03.1991, Bundesanzeiger No. 54a), in its current version
 - licensed according to Chapter VI or X comply with the increased noise abatement requirements according to § 4 para 2 and 3 of the Airfield Noise Abatement Ordinance from 05.01.1999 (BGBl. I S. 35) and this is proved by a noise certificate or a comparable document;
- d) take-offs of aircraft below 5 700 kg MTOM from 1 OCT until 31 MAR of each year.

PREFERENTIAL RUNWAYS

In order to minimize hazards in housing areas from wake turbulences landing with aircrafts over 40 000 kg MTOM shall be performed on RWY 24, when-ever possible; in particular, flying below the glide path up to the middle marker (MM) shall be avoided.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Ground run-ups in the noise abatement facility are generally permitted under “Ground-idle” between 2100 (2000) and 0400 (0300). The aerodrome operator reserves the right to impose further conditions. Exceptions require permission from the aerodrome operator.

APU OPERATING RESTRICTIONS

Due to noise restriction reasons, it is prohibited to use the auxiliary power unit for aircraft during restrictions for night flying. In addition, the use of the APU is only permitted if absolutely necessary and if the supply to the ground installations is not realizable with ground support equipment. This does not apply to the use of the APU for engine start-up.

NOISE BUDGET RESTRICTIONS

Max 62 dB(A) Leq(4) equivalent continuous noise level during the six busiest months per year monitored at the closest village/town (distance approximate 800 meters from ARP).

NOISE SURCHARGE

8/2011 IATA Airport ATC and Fuel Charges Monitor				
Rates are per tonne MTOW				
	Chapter 3	Chapter 3 Bonus List	Not Jet Powered	Non- Certificated (jet+other)
International & Domestic Traffic	14.58 EUR	11.29 EUR	11.29 EUR	26.60 EUR

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	1993	Purchase for homes, build before 1993 (begin of operation), located within 62 dB(A) area. Offered to citizen of Friedrichshafen by city council Friedrichshafen only, for sound insulation windows etc.. No purchase for citizen of village Meckenbeuren (eastside of airport)
Avigation Easements	-	-
Zoning Laws	-	Nothing special
Real Estate/Property Disclosure Laws	-	None. New buildings have to do sound insulation as far as they're located within the limits of 62 dB(A) area
Acquire Land for Noise Compatibility to date	-	No
Population within each noise contour level relative to aircraft operations	-	For the time unknown, suggested around 10-15.000 in total
Airport Noise Contour Overlay Maps	-	For the time not available for public access
Total Cost of Noise Mitigation Programs to Date	-	For the time not available
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Budget from city council Friedrichshafen for their citizens only

NOISE MONITORING SYSTEM

□
3 monitors

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

Only Stage 3 aircraft are permitted at this airport.

CHAPTER 2 RESTRICTIONS

Only Stage 3 aircraft are permitted at this airport.

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.

Additionally airports is not approved to accept ANY Chapter II aircraft, even below 75000

lbs/34000 kg. Exemptions require authorities approval (prior!).

CHAPTER 3 RESTRICTIONS - [NONE](#)