Macau International Airport

IATA/ICAO CODE:	MFM/VMMC
CITY:	Macau
COUNTRY:	Peoples Republic of China

AIRPORT CONTACT

Information upsated by the airport 2/2011

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ELEVATION: 20 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
16	11024	1181	3	148
34	11024	1214	3	148

NOISE ABATEMENT PROCEDURES

Landing on Runway 16:
Maintain inbound track 215 degrees (true north) on the localizer course. Aircraft are NOT TO DEVIATE FROM DVOR (ZAO) R230 degrees which defines the northern limit for flights landing Runway 15 due to NOISE ABATEMENT for Zhuhai City

Aircraft with ICAO Annex 16 Chapter 2 condition will only be considered in a case-by case basis. For Chapter 2 Noise Aircraft, operation time between 0000-0800 local time is not allowed.

Take-off on Runway 34:
Climb offset 15 degrees (Right) to 400', turn RIGHT. Aircraft are NOT TO OVERSHOOT Jiuzhou DVOR (ZAO) R230 degrees which defines the northern limit for flights taking off Runway 34 due to NOISE ABATEMENT for Zhuhai City

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

The preferential Runway is Runway 34, within the limits of a wind intensity (actual and/or forecasted) of no more than 10 KT as tailwind component.

If the tailwind component for Runway 34 is higher than 10 KT and the VIS or ceiling for Runway 16 are below minima for this Runway, no landings will be allowed unless specifically requested by the pilot.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

An engine ground run is defined as any engine start-up not associated with the planned aircraft departure. Maintenance or test running of jet engine not mounted on an aircraft is prohibited unless performed in a test cell of adequate design.

Normally, engine ground running at idle power for duration not exceeding 15 minutes may be conducted on aircraft parking bays with previous coordination with Airport Operation Coordination Center (AOCC). Extension of such limitation is subject to AOCC approval depending on airport conditions. Power runs above idle for maintenance purpose must be conducted at designated areas.

Initial requests for a ground run at any time should be made by telephone to Airport Operation Coordination Center. The airline or the engine test is responsible for ensuring that all safety precautions against injury to persons or damage to properties, aircraft, vehicles, marine vessels (when the jet blast is directed towards the sea) and equipment in the vicinity are adopted. When ready to conduct the engine run, clearance from MACAO Ground on 121.725 MHz. A listening watch must be maintained on the frequency throughout the engine run. The aircraft anti-collision beacons must be activated for the entire duration and that Macau Ground should be advised on it completion.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION
ENVIRONMENT - NOISE IMPACT

The Macau International Airport noise impact study has been done with the traffic forecast of the years 1996 and 2011.

The contours of "equal noise exposure" are expressed in NEF (Noise Exposure Forecast indices).

The NEF is an average EPN (Effective Perceived Noise) sound level over a 24-hour period, expressed in decibels.

The percentage use of runway with a ten knot tailwind for runway 34 are:
" Runway 16 : 12%
" Runway 34 : 88%
" Night movements (12 am to 7 am): 7% of the total movements (as at YTD Dec. 2007)

The study shows that the aircraft noise has no serious impact on the airport area. Small eastern parts of Taipa and Coloane islands are concerned by a "moderate exposure" reference NEF 20 / 25) and allows the construction of household units, residential hotels, manufacturing, trade, services among others.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	none
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	none
Acquire Land for Noise Compatibility to date	-	none
Population within each noise contour level relative to aircraft operations	-	none
Airport Noise Contour Overlay Maps	-	Noise Contour Maps
Total Cost of Noise Mitigation Programs to Date	-	none
Source of Noise Mitigation Program Funding for Aircraft Noise	-	none

NOISE MONITORING SYSTEM - NONE FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

Conforms with the relevant standards in respect of noise contained in Annex 16.

CHAPTER 2 RESTRICTIONS

Aircraft with ICAO Annex 16 Chapter 2 condition will only be considered on a case by case basis. Chapter 2 are not allowed to operate between 0000-0800 local time is not allowed.

CHAPTER 2 PHASEOUT

The ICAO Resolution A28-3 in principle was not adopted for aircraft registered in Macau. Chapter 2 charter operations coming to Macau are only allowed on a case by case basis.

CHAPTER 3 RESTRICTIONS - NONE

COMMENTS

The runway and terminal being on an artificial island, the present noise level does not impose special operational procedures for take-off and landing. This situation will be repeatedly revised, according to the traffic growth.