

# Malmo Airport

IATA/ICAO CODE: MMX/ESMS  
 CITY: Malmo  
 COUNTRY: Sweden

## AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Peter Weinhandl	Andreas Lundvall
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Airport Web Site:	<a href="http://www.malmoairport.com">www.malmoairport.com</a>	

ELEVATION: 236 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
17/35	9333	-	-	45
11/29	2666	-	-	23
Note: The airport now has approval for clearway RWY 17/35 both directions with additional 300 meters (1000 feet).				

## NOISE ABATEMENT PROCEDURES

### 1. Over build up areas

1.1 Over the central parts of Malmo and Lund and over built up areas around Malmo airport, aircraft should not be operated below 2000 ft MSL except when necessary for take off or landing,

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

See AIP Sweden ESMS AD 2.21 [European AIS Database](#) for details.

## CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

When conditions permit do not use more than IDLE reverse or equivalent between 2100-0500.

APU OPERATING RESTRICTIONS

On parking stand APU shall not be operated unless required for engine start or adjustment of cabin heat. In no case APU may be started earlier than 5 minutes before estimated time for push back or taxiing.

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE SURCHARGE

[Current Tariff Regulations AIC Sweden March 11, 2010](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2002-12-31	<p>LFV shall, before the end of 2002, take actions to insulate residential buildings, after the date specified in condition no. 2, that are exposed to noise levels above 80 dB (A) several times a day. The actions should target a noise level of 45 dB (A).</p> <p>Theoretical calculations shall be used to determine which dwellings be subject to insulation actions. The regulator may decide that when there is a suspicion that a particular property's exposure is more than 80 dB (A), measured values may be used if these show higher noise levels than those calculated.</p> <p>The action shall be taken only if the costs of indoor noise reduction to 45 dB (A) is reasonable with regard to property standard and value.</p> <p>Under § 20 Environmental Protection Act , Koncessionsnämnden transfers to the Supervisory Authority the responsibility to</p>

		determine which houses should be noise insulated after the proposal of LFV. The regulator should also set a time limit within which a plan of action should be presented.  These measures shall be designed and made in consultation with the property owner. In case of disagreement between the LFV and the property owner, the dispute shall be referred to the supervisor for a ruling under § 20 Environmental Protection Act.
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

Anoms System, Lochards Airport Noise and Operations Management
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FLIGHT TRACK MONITORING SYSTEM

Anoms System, Lochards Airport Noise and Operations Management
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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](#)

## COMMENTS

School flights during nighttime forbidden (2100-0500)