

# Saarbrücken-Ensheim Airport

IATA/ICAO CODE: SCN/EDDR  
 CITY: Saarbrücken  
 COUNTRY: Germany

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name:	Roman Grethel	Prof. Dr. Friedhelm Schwan
Title:	Traffic-Manager	Managing Director
Airport:	Saarbrücken Airport	Saarbrücken Airport
Address:	Saarbrücken Airport D-66131 Saarbrücken-Ensheim Germany	Saarbrücken Airport D-66131 Saarbrücken-Ensheim Germany
Phone:	+49 6893 83 206	+49 68 93 83200
Fax:	+49 6893 83 449	+49 68 93 83313
Email:	r.grethel@flughafen-saarbruecken.de	m.schneider@flughafen-saarbruecken.de
Airport Web Site:	<a href="http://www.flughafen-saarbruecken.de">www.flughafen-saarbruecken.de</a>	

Name: Operations (scheduled and/or non scheduled air transport)  
 Phone: +49 68 93 83244 or 83251  
 Fax: +49 68 93 83305  
 Email: ops@flughafen-saarbruecken.de

Name: Ramp Control (for General Aviation)  
 Phone: +49 68 93 83260  
 Fax: +49 68 93 83218  
 Email: ramp@flughafen-saarbruecken.de

ELEVATION: 1058 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
09/27	6562	09/6148 27/6234	-	148
09/27 (Grass Runway)	1788	-	-	164

NOISE ABATEMENT PROCEDURES - [NONE](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Aircraft not employed in scheduled and/or non-scheduled air transport are only permitted to take off and land Mon-Sun 0500(0400) - 2130(2030).

Jet propelled aircraft exceeding Chapter 3 noise levels are only permitted to take-off and land Mon-Sun 0700(0600) - 1130(1030) and 1300(1200) - 1700(1600).

Delayed take-offs and landings are permitted in justified exceptional cases between: Mon - Sun until 2300(2200) if the original take-off or landing was planned within the published operating hours and if the aircraft complies with the noise levels in ICAO Annex 16 Chapters 3,6, 8 or 10 and it has been confirmed in good time prior to take-off that the aerodrome is ready for operations. For aircraft not employed in scheduled and/or non-scheduled air transport: (During legal summer time, all times will be valid one hour earlier).

Exceptions from the regulation are flights conducted regularly from/to the airport with aircraft that comply with Chapter 3 and only in justified exceptional cases with other aircraft (max 10% of the flights during a flight plan period).

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Engine test runs are only permitted at the noise abatement facility. Between the hours of 2100(2000) - 0430 (0330) the maximum sound level of 103 dB(A) within the noise protection facility (usually 70% performance) must not be exceeded. Deviations from these rules are only allowed with permission from the Ministerium fur Wirtschaft und Arbeit for individual cases.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

11/2011 Verified per IATA Airport, ATC and Fuel Charges Monitor

<b>Landing charge:</b>	
Up to and including 69 seats	EU 50.00 per movement
From 70 seats upward	EU 200.00 per movement
<b>Surcharge:</b>	
Not meeting ICAO Annex 16, Chapter 3,6,8,10	EU 500.00 per movement
Between 2100-0600 hours	EUR 100.00 per movement
Note: Freightier aircraft are categorized according to what the seating would be for an aircraft of that type.	

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

7 stations

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](#)