

Stavanger Airport

IATA/ICAO CODE: SVG/ENZV
 CITY: Stavanger
 COUNTRY: Norway

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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 Airport Web Site: www.avinor.no/en/airport/stavanger

ELEVATION: 29 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
11/29	2449	11/100 m 29/ 150 m	11/ 3 29/ 3.5	45
18/36	2556	18/60 m	3	60

NOISE ABATEMENT PROCEDURES

Noise abatement procedures are mandatory unless ATC instructs otherwise or deviations are required for safety reasons.

Approach and Landing

Aircraft making a visual approach to the airport shall preferably execute a direct approach followed by a straight in landing on the runway being used.

This provision is not applicable to light aircraft following published VFR routes or fighter aircraft following the provisions shown in AIP Norway AD 2 ENZV 2.21, Noise Abatement Procedures 2.4

During approach all aircraft shall to the greatest extent possible, avoid over flying densely populated areas.

During approach to Runway 11, 18 and 36 the PAPI glide slope shall be followed from 1000 ft when compatible with the approach procedure used.

Take-off - All Runways

After take-off, all jet and multi engined aircraft with a MTOW above 5700 kg shall climb straight ahead to MNM 3000ft AMSL before commencing any turn. ATC may clear relatively quiet aircraft to commence turn already at 2000 ft AMSL.

Multi engined aircraft not exceeding 5700 kg shall climb straight ahead to MNM 2000 ft AMSL before commencing any turn.

One engined aircraft shall climb straight ahead to 500 ft AMSL before commencing any turn.

Military aircraft tasked with a mission which unable them to follow the NAP, are exempt from these procedures.

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

AIRPORT CURFEWS - **NONE**

PREFERENTIAL RUNWAYS - **NONE**

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Engine runup shall be executed on designated apron, TWR shall be contacted prior to engine run up and will give advise in each case. Short (max 15 mins) engine test restricted to Idle or High Idle are allowed on apron 11 between 0700-2300 without prior permission form TWR

APU OPERATING RESTRICTIONS

NCAA Regulations apply: APU operations are restricted to max 30 mins after landing and max 30 mins prior take-off, Ref BSL E 4-1, § 7 (3)

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2002	Implemented in one building.
	2009	Implemented in 3 buildings
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	Jan. 2007	According to national regulation T-1442
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
		Lden 55-59 2814 persons

Population within each noise contour level relative to aircraft operations	2005	Lden 60-64 396 persons Lden 65-69 9 persons Lden > 70- 0 persons
Airport Noise Contour Overlay Maps	Jan. 2007	Available on www.avinor.no/en/airport/stavanger
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

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](#)