

Wroclaw - Strachowice Airport

IATA/ICAO CODE: WRO/EPWR
CITY: Wroclaw
COUNTRY: Poland

AIRPORT CONTACT

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

Name: Dariusz Kus Jaroslaw Sztucki
Title: President and C.E.O. Deputy Director
Airport: Wroclaw - Strachowice Airport
Address: Wroclaw - Strachowice Airport
Port Lotniczy Wroclaw S.A.
54-530 Wroclaw, ul. Skarzynskiego 36
Poland
Phone: +48 71 35 81 310 +48 71 35 81 329
Fax: +48 71 35 73 973
Email: airport@airport.wroclaw.pl
Airport Web Site: www.airport.wroclaw.pl

ELEVATION: 123 m

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
11/29	2500	-	-	58

NOISE ABATEMENT PROCEDURES

Departures shall be commenced from the beginning of the runway.

The following procedure is recommended for departures from Runway 11 and Runway 29 (procedure A. ICAO Document 8169 "Aircraft Operations" Vol 1).

Take-off and climb to 450 m above the airport elevation	- take-off power/thrust - take-off flap - climb V2 + 20-40 km/h or as limited by body angle.
At 450 m	- reduce thrust to not less than climb power/thrust
From 450 m to 900 m	- climb at V2 + 20-40 km/h
At 900 m	- accelerate smoothly to en route climb speed with flap retraction on schedule

Noise Abatement Procedures

The aircraft operators who perform air operations at WROCLAW/ Strachowice should apply to noise abatement procedures equivalent for certain type of aircraft in order to reduce the level of noise in the direct area of the airport.

Departures from RWY 11 and RWY 29 shall be performed as follows; track the extended RWY

centre line to reach 600 m (2000 ft) AAL [730 m (2400 ft) AMSL], thereafter, commence turn as per ATC clearance.

If no noise abatement procedures adequate for the aircraft type are available, it is recommended that departures from RWY 11 and RWY 29 be performed in accordance with ICAO Noise Abatement Departure Procedure 1 (NADP1) as specified in the Appendix to chapter 3 of ICAO Document 8168, Procedures of Air Navigation Services - Aircraft Operations, Volume 1 - Flight Procedures, part 1, sec. 7.

Limitation of Noise Emissions

In order to limit the noise emission, it is recommended to possibly limit the use of reverse function of engines, use of extended landing distance after landing and reduction of engine power during take-off by using the full distance of the runway.

The aircraft landing between 2000 - 0600 LMT at "29" direction, if situation of air traffic allows, should taxi to apron 1 and apron 3 by using the runway.

Self-propelled aircraft shall taxi on aprons with minimum engine power.

All engine tests are allowed after the ATC permission only at the threshold of RWY 29 or at the crossing of taxiways A and B

The operating time of the aircraft equipment (i.e. air-condition) or the use of APUs or GPUs should be reduced to a minimum.

The operator of WROCLAW/Strachowice keeps noise certificate records of aircraft operating to/from WROCLAW/Strachowice.

All operators of civil aircraft operating to/from WROCLAW/Strachowice are obliged to submit on a one-of basis a valid noise certificate for each aircraft operating to/from WROCLAW/Strachowice; such a certificate shall be confirmed by an appropriate aviation authority of the aircraft operator's state.

Copies of the aforementioned certificates and any amendments thereto shall be sent by mail, fax or e-mail to:

Port Lotniczy Wrocław S.A.
ul. Skarżyńskiego 36
54-530 Wrocław
Phone: +48-71-3581-100
Fax: +48-71-3573-973
E-mail: airport@airport.wroclaw.pl

The noise certificate shall include the following information:

- state and authority issuing the certificate,
- number,
- aircraft registration marks,
- aircraft manufacturer's number,
- engine(s) type and model,
- airscrew type,
- additional noise attenuators,
- MTOW and MLW in kilograms,
- average noise level measured in reference points and expressed in EPNdB,

- allowed noise level in accordance with the requirements of Annex 16 to the Convention on International Civil Aviation - Environmental Protection, volume 1, part II expressed in EPNdB,
- basis of certification,
- confirmation that in respect of noise emission the aircraft meets the requirements of Annex 16 to the Convention on International Civil Aviation, if the restrictions specified in the valid Flight Operation Instructions are fulfilled,
- signature of person issuing the certificate,
- date of issue.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

The following noise abatement runway preference system has been established for the airport.

Arrivals	1. Runway 29 2. Runway 11
Departures	1. Runway 29 2. Runway 11

Noise abatement shall not be the determining factor in runway nomination under the following circumstances:

- a) if the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances
- b) for landing in conditions when the ceiling is lower than 150m above the airport elevation or for take-off or landing when the horizontal visibility is less than 1.9 km
 - when the ceiling is lower than 150 m (500 ft) above aerodrome elevation or when the horizontal visibility is less than 1900 m, or
 - when the approach requires vertical minima greater than 100 m (300 ft) above aerodrome elevation and
 - 1) the ceiling is lower than 240 m (800 ft) above aerodrome elevation; or
 - 2) the visibility is less than 3000 m;
- c) for take-off when the visibility is less than 1900 m;
- d) when windshear has been reported or forecasted or when thunderstorms are expected to affect the approach or departure;
- e) when the cross-wind component, including gusts, exceeds 28 km/h (15 kt), or the tail-wind component, including gusts, exceeds 9 km/h (5 kt);

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track the extended RWY centre line to reach 600 m (2000 ft) AAL [730 m (2400 ft) AMSL], thereafter, commence turn as per ATC clearance.

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OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

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)	-	-
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

The operator of WROCLAW/Strachowice permanently monitors the aviation noise emitted into the environment.

The Aviation Noise Monitoring System consists of 2 stationary measurement points located

in the surroundings of the airport. The system will be consecutively developed.

NMT	Location	Coordinates
1	Harcerska	51°04’53.32’’N 016°57’49.67’’E
2	Zarembowicza	51°06’30.88’’N 016°53’32.82’’E

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](#)