

# Bacau Airport

IATA/ICAO CODE: BCM/LRBC  
 CITY: Bacau  
 COUNTRY: Romania

## AIRPORT CONTACT

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

Name: Lucian Sion  
 Title: Technical Director  
 Airport: Bacau Airport  
 Address: Str. Aeroportului nr. 1  
 Bacau 600324  
 Romania  
 Phone: +40 234 575 362  
 Fax: +40 234 575 366  
 Email: [lucian.sion@bacauairport.ro](mailto:lucian.sion@bacauairport.ro)  
[office@bacauairport.ro](mailto:office@bacauairport.ro)  
 Airport Web Site: [www.bacauairport.ro](http://www.bacauairport.ro)

ELEVATION: 607 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
16/34	2500	-	-	80

## NOISE ABATEMENT PROCEDURES

See AIP Romania AD 1.1.6.1 for details.

### 6. Other Information

I. For the following aerodromes and RWYs, the ICAO Noise Abatement Departure Procedure 1 (NADP1), described below, shall be applied for all take-offs with the purpose to avoid excessive noise over sensitive areas (populated areas) situated under and adjacent to the take-off flight path:

Arad LRAR RWY 09	Bucuresti/Baneasa LRBS, RWY 07/25	Oradea LROD, RWY 01
Bacau LRBC, RWY 34	Cluj LRCL, RWY 26	Sibiu LRSB, RWY 09

The noise abatement procedure is not to be initiated at less than 80 ft (240m) above aerodrome elevation.

The initial climbing speed to the noise abatement initiation point shall not be less than V2+10 kt (20km/h).

- on reaching an altitude at or above 800 ft (240 m) above aerodrome elevation, adjust and

maintain engine power/thrust in accordance with noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V2+10 to 20 kt (20 to 40 km/h) with flaps and slats in the take-off configuration;

- at no more than an altitude equivalent to 3000 ft (900 m) above aerodrome elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats an schedule; and
- at 3000 ft (900 m) above aerodrome elevation, accelerate to en-route climb speed.

II. For the other aerodromes or RWYs not specified in the list above, it is recommended that one of the two ICAO Noise Abatement Departure Procedure 1 or 2 should be applied routinely for take-offs:

Noise Abatement Departure Procedure 1 (NADP1):

- as described above;

Noise Abatement Departure Procedure 2 (NADP2):

The noise abatement procedure is not to be initiated at less than 800 ft (240 m) above aerodrome elevation.

The initial climbing speed to the noise abatement initiation point is V2+10 to 20 kt (20 to 40 km/h).

On reaching an altitude equivalent to at least 800 ft (240 m) above aerodrome elevation, decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF and either:

- a) reduce power with the initiation of the first flaps/slats retraction; or
- b) reduce power after flaps/slats retraction.

Maintain a positive rate of climb and accelerate to and maintain a climb speed of VZF+10 to 20 kt (20 to 40 km/h) to 3000 ft (900 m) above aerodrome elevation. On reaching 3000 ft (900 m) above aerodrome elevation, transition to normal en-route climb speed.

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

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS - NONE**

**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 - [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](#)