

Bucharest Baneasa Aurel Vlaicu International Airport

IATA/ICAO CODE: BBU/LRBS
 CITY: Bucharest
 COUNTRY: Romania

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Cristi ALEXE	Vlad MARTIAN
Title:	Bucharest Baneasa Airport Manager	Bucharest Airports Head of Occupational Safety, Health and Environment
Airport:	Bucharest Baneasa Aurel Vlaicu International Airport	Bucharest Airports
Address:	40 Bucuresti-Ploiesti Avenue Sector 1 013685 Bucharest Romania	224E Bucharest Road Otopeni, Romania
Phone:	+40 21 230 5607	+40 21 204 3493
Fax:	+40 21 232 3687	+40 21 201 4990
Email:	airport@baneasa-airport.ro	vlad.martian@bucharestairports.ro
Airport Web Site:	http://www.baneasa-airport.ro/	

ELEVATION: 299 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
07/25	07/2960 25/3100	-	-	45

NOISE ABATEMENT PROCEDURES

All SID's and STRAR's are noise abatement routes, according to AIP Romania [European AIS Database](#)

Reverse Thrust

To minimize disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300 and 0700 (local time).

CONTINUOUS DESCENT ARRIVAL (CDA)

When approaching the airport, the use of CDA procedure (Continuous Descent Approach) and low power, low drag operating procedures are recommended to minimize noise disturbance on the ground. The CDA procedure should begin from as high altitude as possible.

The aircraft should maintain as clean as possible during approach, provided that this is consistent with ATC speed control requirements and the safe operation of the aircraft.

When inbound traffic is sequenced by vectoring, clearance below transition altitude will include an estimate of track distance to touch down. ATC may give descend clearance which does not comply with CDA procedures when the traffic situation requires.

For noise monitoring purposes, an arrival is classified as a CDA if it contains maximum one phase of level flight, not longer than 2 NM, below an altitude of 5000 ft.

AIRPORT CURFEWS

Between 00.00-07.00 LT the following operations are not permitted:

- a. technical or training flights (except MTOW < 5700 Kg);
- b. planning of scheduled flights of aircraft with MTOW $\geq$ 50 tones.

All operators who plan scheduled commercial flights and/or charter flights between 22.00-06.00 LT need prior approval by the Airport Director and these operations shall be subjected to an administrative charge as detailed in AIP Romania GEN 4.1-1.

Scheduled and charter flights with ETDs and ETAs between 06.00-22.00 LT, but which, due to operational reasons, are subjected to delays which become unavoidable, will also be charged as specified in AIP Romania GEN 4.1-1 in case take-off or landing occur between 2200 - 0600 LT.

PREFERENTIAL RUNWAYS

Between 2200-0600 runways shall be used as shown

- for landings: Runway 25
- for take-offs: Runway 07

Compliance with published noise abatement procedures shall not be required in adverse operating conditions such as:

- 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. in conditions when the ceiling is lower than 150 m (500 ft) above aerodrome elevation, or when the horizontal visibility is less than 1.9 km;
- c. when the cross-wind component, including gusts, exceeds 28 km/h (15 Kt);
- d. when the tail-wind component, including gusts, exceeds 9 km/h (5 Kt);
- e. when wind shear has been reported or forecast or when adverse weather conditions, e.g. thunderstorms, are expected to affect the approach.

OPERATING QUOTA - **NONE**

ENGINE RUN-UP RESTRICTIONS

Prohibited between 2200-0600 local time.

APU OPERATING RESTRICTIONS

Avoid the use of APUs between 2200-0600 local time.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

In order to reduce the number of turbo-jet aircraft which land and take-off between 2200-0600 local time, the airport has higher landing charges based on MTOW. For details see AIP Romania GEN 4.1-1.

Aircraft Weight Tone	CHARGE [EURO / tone]			
	06.00-22.00 LT	22.00-06.00 LT		
		a/c with noise certificate according to ICAO Annex 16, volume 1, Chapter 3	a/c with noise certificate according to ICAO Annex 16, volume 1, Chapter 2	a/c without noise certificate according to ICAO Annex 16
0-16	6.00	6.00	6.00	6.00
16-30		6.00	9.00	10.00
30-50		7.00	16.00	19.00
50-80		8.00	17.00	21.00
80-120		9.00	19.00	23.00
over 120		10.00	21.00	26.00

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		
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NOISE MONITORING SYSTEM

A study is to be conducted during 2010 for noise mitigation solutions at Bucharest Baneasa Aurel Vlaicu International Airport

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](#)