

Beauvais Airport

IATA/ICAO CODE: BVA/LFOB
 CITY: Beauvais (Paris)
 COUNTRY: France

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 359 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
04/22	708	-	-	25
12/30	2430	30/44M(LDA2386M)	3	45

NOISE ABATEMENT PROCEDURES

Noise Abatement Procedures

The next procedures are realized to avoid excessive noise on and near Beauvais airport.

Take-off

The paths are defined for ACFT whose climb performances enable them to fly a minimum gradient of 5.5%. If this is not the case, the Captains are obliged to report this as soon as they request start-up.

Use of RWY 12 is preferential except if operational conditions don't provide it. The aircraft will take confirmation and climb regime connecting with minimum noise according to present operational conditions. Generally pilots are to conduct their flight in order to reach 3000 ft AAL as fast as practicable.

Landing

Avoid thrust reversers out of idle except for safety purposes.

Noise abatement procedure RWY 30

Right hand circuit for jet and twin engined aircraft during training flights in order to avoid overflying Beauvais (AIP AD LFOB TXT 01 21 OCT 2010)

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

AIRPORT CURFEWS

Article 1

Pursuant to the provisions of Articles L. 227-4 and R. 221-3 of the Civil Aviation Code, and with a view to reducing noise pollution around the aerodrome of BEAUVAIS-TILLE (Oise), the following operational restrictions have been decided for this platform, subject to the provisions in Article 2 of this order:

I. - From 1st July 2002 onwards, no aircraft may land or take off between 00:00 and 05:00, local time of departure from or arrival on the apron.

II. - From 1st April 2003 onwards, none of the noisiest aircraft in Chapter 3 may land or take off between 22:00 and 00:00 on the one hand, and between 05:00 and 07:00 on the other hand, local time of departure from or arrival on the apron.

For the purposes of this order: "the noisiest aircraft in chapter 3" means the jet aircraft whose noise certificate complies with the standards mentioned in chapter 3 of the second section of the first volume of Annex 16 of the International Civil Aviation Convention of 7 December 1944, and whose cumulative margin of certified noise levels, with respect to the permissible limits defined in this chapter, is less than 5 EPNdB.

Article 2

I. - The provisions in I and II of Article 1 of this order do not prevent the following aircraft from exceptionally landing or taking off:

- aircraft performing medical or humanitarian missions;
- aircraft in emergency situations due to flight safety reasons;
- aircraft mentioned in article L. 110-2 of the Civil Aviation Code;
- aircraft performing state flights.

II. - The Captain can depart from the rules defined in Article I of this order only if he/she considers that it is absolutely necessary for flight safety reasons.

Article 3

The Civil Aviation Services shall present a report on the movements performed on account of Article 2 of this order, during each meeting of the Environmental Advisory Committee of the aerodrome of BEAUVAIS-TILLE ; this report shall be made public at least once a year.

Article 4

The Director of the French Civil Aviation General Directorate and the Prefect of Oise are, each in respect of his/her own particular area of competence, responsible for implementing this order, which shall be published in the "Journal Officiel de la République Française" (Official Journal of the French Republic)

PREFERENTIAL RUNWAYS

See information in Noise Abatement Procedures above

OPERATING QUOTA - [NONE](#)

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

APU OPERATING RESTRICTIONS

The use of the APU is limited to 20mn after landing. 30mn before take off and no more than 45mn non stop.

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)	01/01/2011	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	2005	effective
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	2005	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - effective in June 2009

FLIGHT TRACK MONITORING SYSTEM - effective in June 2009

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.

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