

Bucharest Henri Coanda International Airport

IATA/ICAO CODE: OTP/LROP
 CITY: Otopeni
 COUNTRY: Romania

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Tudor Jidav	Dipl. Eng. Vlad Martian
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Airport:	Bucharest Henri Coanda International Airport	Bucharest Henri Coanda International Airport
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Airport Web Site:	http://www.otp-airport.ro	

ELEVATION: 316 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
08R/26L	11483	-	2.7/2.27	148
08L/26R	11483	-	3.0/3.0	148

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 - [NONE](#)

PREFERENTIAL RUNWAYS

Runway 08R/26L

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

ATC will approve idle ground engine runs. Permission for ground testing in excess of idle must be requested through the marshaller, Ext 3426, at all times. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2300 LT. Engine testing on the open airfield will only be allowed for Chapter 2 aircraft between 0900 and 1700 and Chapter 3 aircraft between 0600 and 2300. Propeller driven aircraft are to be classified as Chapter 3.

APU OPERATING RESTRICTIONS

The APU is permitted functioning maximum 15 minutes after BLOCK ON TIME and may be started over 30 minutes before STD

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

A noise surcharge is under development as to facilitate proper implementation of Noise Action Plan and a periodically Noise Report is presented to Ilfov County Environmental Protection Agency.

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The airport is currently in the process of studying noise mitigation/land use mitigation programs.

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	TBC	Under development
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	-
Avigation Easements	N/A	-
Zoning Laws	N/A	-
Real Estate/Property Disclosure Laws	N/A	-
Acquire Land for Noise Compatibility to date	N/A	-
Population within each noise contour level relative to aircraft operations	2007	Available for public information from Ilfov County Environmental Protection Agency
Airport Noise Contour Overlay Maps	2007	-

Total Cost of Noise Mitigation Programs to Date	N/A	-
Source of Noise Mitigation Program Funding for Aircraft Noise	TBC	Under development

NOISE MONITORING SYSTEM

Under deployment.

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

90 dB(A) except take-offs and landings in accordance with Henri Coanda Bucharest International Airport Environmental License

CHAPTER 2 RESTRICTIONS

Take off and landing of aircraft classified as Chapter 2 according to the criteria published in ICAO Annex 16 are forbidden. Also see Chapter 2 Phase out.

Are excluded from this prohibition operations of flights approved by Romanian Civil Aviation Authority - Main Road Bucharest - Ploiesti, no. 38-40, RO-013695, Sector 1, Bucharest, Romania in accordance with RACR-PM secon edition/2003.

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. Romania adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes. Currently as EU Member State, the EU Chapter 2 phase out for airplanes >75,000 lbs was completed April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)