

Pointe-A-Pitre Airport

IATA/ICAO CODE: PTP/TFFR
 CITY: Pointe-A-Pitre
 COUNTRY: Guadeloupe (French West Indies)

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Alain Bievre	Claude Pineau
Title:	Airport General Director	Planning & Accounting
Airport:	Pointe-A-Pitre Le Raizet Airport	Pointe-A-Pitre Le Raizet Airport
Address:	Pointe-A-Pitre Le Raizet Airport Guadeloupe Pole Caraïbes Terminal Morne Mamiel F-97139 Abymes, Guadeloupe	Pointe-A-Pitre Le Raizet Airport Guadeloupe Pole Caraïbes Terminal Morne Mamiel F-97139 Abymes, Guadeloupe
Phone:	+590 590 21 7171 or 590 21 14 11	+590 590 21 7171
Fax:	+590 590 21 14 26	+590 590 21 14 28
Email:	a.bievre@aeroport.gp	c.pineau@aeroport.gp

Name: Barbara Ako
 Title: Aeronautical Operations
 Airport: Pointe-A-Pitre Le Raizet Airport
 Address: Guadeloupe Pole Caraïbes Terminal
 Morne Mamiel
 F-97139 Abymes, Guadeloupe

Phone: +590 590 21 14 21
 Fax: +590 590 21 14 16
 Email: B.AKO@aeroport.gp
 Airport Web Site: www.guadeloupe.aeroport.fr

ELEVATION: 23.67 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
11	TORA = 3125 LDA = 2855	886 ft 270 m	3,20° (same for PAPI)	45
29	TORA = 3125 LDA = 2825	984 ft 300 m	PAPI = 3,20° (no GLIDE)	45

NOISE ABATEMENT PROCEDURES

Noise abatement procedures for jet and conventional aircraft in IFR:

- Aircraft shall remain in the runway axis up to 2000 ft when ascending and 3.5 NM from the VOR PPR before turning to their destination.

- Long haul flight to Eurpouse shall remain within the runway axis up to 1000 ft when climbing 3.5 NM from the VOR PPR before turning to their destination.

Noise abatement procedures for conventional aircraft in VFR

Northward take-off procedure: After taking off, aircraft shall remain in the runway axis and turn to the left after passing the urban area of Les Abymes to the north.

Southward take-off procedure: After taking off, aircraft shall remain in the runway axis and then turn to the right after passing the quarter of Petit Perou in the south.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

During the daytime:

In proximity to the maintenance hangars -

- Times: 5 minutes MAX
- Power: Idle

Aprons (north and south)

- Time: 1 minute
- Power: Idle

TWY D:

- Power and time without restriction

During the nighttime:

North and South Apron

- Time: 1 minute
- Power: Idle

Runway west end turn over area, TWY D

By night and by day TWY D: time and power without limitations.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

4/2010 Updated by the airport

In order to calculate the landing fee(s) excluding passenger fee, ect, follow the three part process. First calculate the landing fee, then calculate the adjustment to the landing fee.

LANDING FEE:	Fixed Charge	+ Rate per tonne
From 0600-2200		
6-11 tonnes	EUR 17.14	+ 2.84 over 6t
12-24 tonnes	EUR 34.31	+ 2.84 over 12t
25-74 tonnes	EUR 71.47	+ 5.71 over 25t
75-110 tonnes	EUR 385.74	+ 0
over 111 tonnes	EUR 217.56	+ 4.81 over 75t
From 2200-0600 (local time)		
6-11 tonnes	EUR 18.04	+ 3.00 over 6t
12-24 tonnes	EUR 36.02	+ 3.00 over 12t
25-74 tonnes	EUR 75.04	+ 6.00 over 25t
75-110 tonnes	EUR 407.79	+ 0
over 111 tonnes	EUR 228.43	+ 5.12 over 75t
Click here for Aircraft Acoustic Groups		

ADJUSTMENT TO THE LANDING FEE

Since 1984, the landing fee is adjusted according to the aircraft's acoustic group.

Group 1	= 1.30
Group 2	= 1.20
Group 3	= 1.15
Group 4	= 1.00
Group 5	= 0.85

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 - [Unknown](#)

CHAPTER 2 PHASEOUT - [Unknown](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)