

LFOB / Beauvais-Tillé / BVA

This page is intended to draw commercial and private pilots' attention to the aeronautical context and main threats related to an aerodrome. They have been identified in a collaborative way by the main organisations operating, to, on the platform (airlines, airport operator, air navigation service provider, aero clubs, Meteo France...) by comparing items from their respective safety management systems (SMS). Such information has been validated by the members of the Local Safety Teams (LST) of the aerodromes.

Updated by the RLST of 10 Novembre 2021 [updated parts are marked ►]

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RUNWAY

- Risk of confusion between turn pad RWY 30 and exit R2
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- • Risk of runway 04/22 incursion
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TAXI

- Risk of aircraft right way violation on the main apron

UPDATE OF THE DOCUMENT

- Details of changes made during the last update

DISCLAIMER

The pieces of information provided are published only for indication, information and are not exhaustive. We make our best to keep them updated. They are a valuable complement for flight preparation but they cannot and should not replace the reference aeronautical information contained in the AIP France (Aeronautical Information Publication), AIP supp, AIC (Aeronautical Information Circular) and NOTAM.

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Risk of very fast radio altitude closure rate during ILS precision approach RWY 12

Coverage area of radio altimeter is 300 m upstream of threshold 12. Terrain profile upstream of this coverage area is irregular (step profile). Variation of indications provided by radio altimeter between roughly 230 ft (RA) and 100 ft (RA) is very fast, due to terrain profile upstream the threshold.

Risk of hard landing on RWY 30

Longitudinal slope of 0.97% (greater than the maximum value of 0.80%) on the first quarter of the RWY.

Risk of glare RWY 12

Early morning approaches to RWY 12 can be difficult, risk of glare due to position of the early sun.

Risk of crosswinds that could lead to go around

Common crosswind on RWY 12/30. Strong upper winds routinely reported.

Risk of confusion between MATID and MTD

These are two different IAF.

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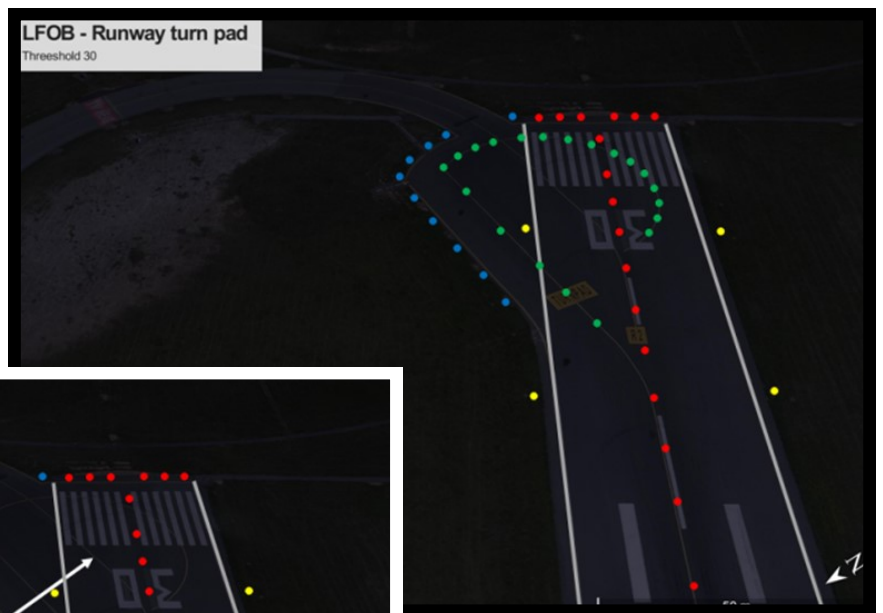
Risk of confusion between turn pad RWY 30 and exit R2

By night or in poor visibility conditions, after landing on RWY 12, possible confusion between the turn pad marks/lighting threshold 30 (first yellow line turning to the left after backtracking RWY 30, green lighting, turn pad marking on the ground) and the Exit R2 (second yellow painted lead-off line, no centerline lighting, R2 marking on the ground).

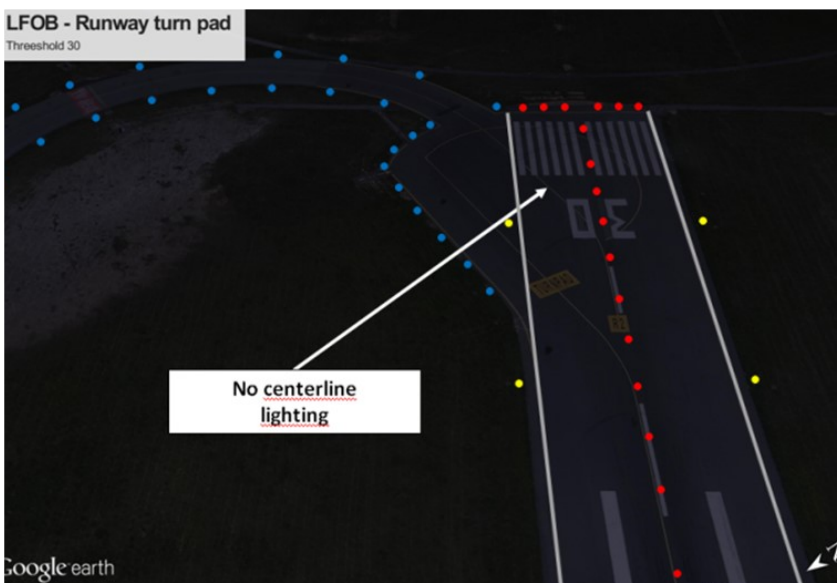


THR 30 (day)

THR 30 turn pad (night)



THR 30 TWY R exit (night)



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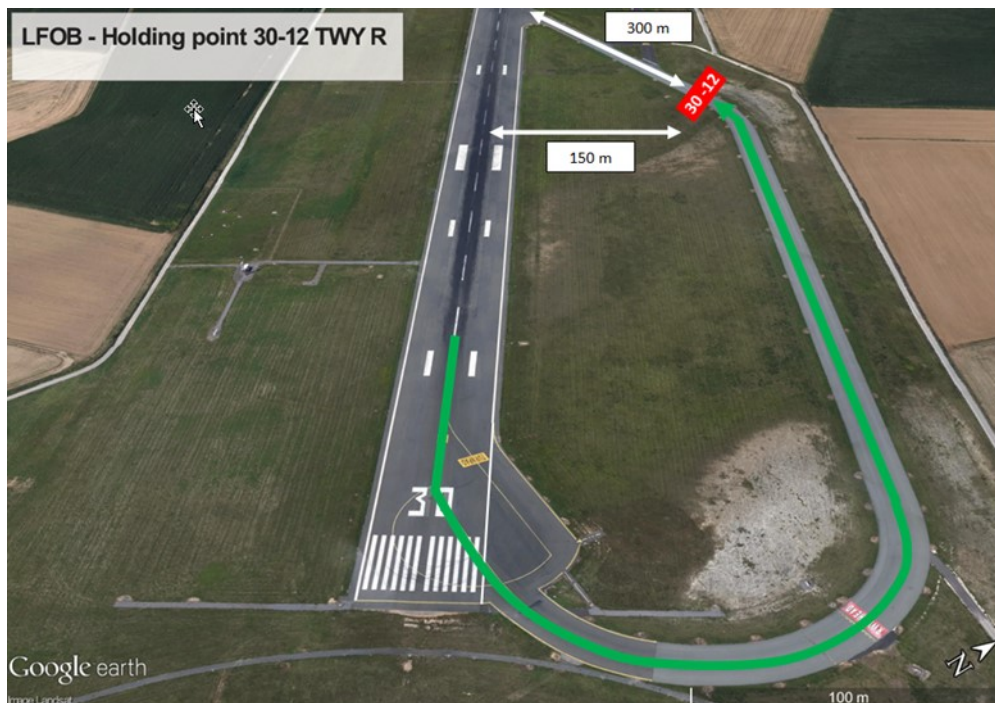
Risk of overspeed during an exit via R1 after landing RWY 12

R1 exit is **not** a rapid exit taxiway.

Risk of runway incursion after landing on RWY 12 and vacating via R2

After landing RWY 12 and vacating via R2 at the end of the RWY, maintain on TWY R at holding point 30/12 before RWY 12/30 until further clearance. The holding point is not perpendicular to the RWY (blind spot : reduced visibility on traffic using RWY 30).

The holding point is at a perpendicular distance of 150 m from the axis of RWY 12/30, but 300 m longitudinally



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► Risk of runway 04/22 incursion

TWY N is part of the RWY 04/22 protected area. ATC may instruct pilots:

- To hold short of holding point N1
- To backtrack RWY 12 or 30 and hold short of taxiway N well outside of RWY 04/22 axes
- To use non-standard taxi routings to the stand



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► Risk due to intersecting runways

Take-offs and landings on RWY 04/22 shall avoid low flights over taxiway N and RWY 12/30.

- Take-off from RWY 22 requires positive slope as soon as possible
- Landing on RWY 04, no slope below 3° / 5.2 %



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Risk of aircraft right of way violation on the main apron

In absence of marshaller :

- Last turn to the aircraft stand prohibited,
- Autonomous departure subject to authorization.

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Details of changes made during the last update

FLIGHT PHASE	HIGHLIGHT	CHANGES FROM THE PREVIOUS VERSION
ARRIVAL	Risk of confusion to identify VFR points	Highlight deleted
RUNWAY	Risk of runway 04/22 incursion	Title, text and illustration changed
RUNWAY	Risk due to intersecting runways	New highlight