

**Air Navigation & AIS Department**

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**AIRAC  
AIP SUP**

**01  
05 MAY 2011**

**AIRAC AIP SUPPLEMENT 01/11**

**Military exercises over the Black Sea**

Due to frequent activation of danger areas over the Black Sea for military purposes, close to the common boundary between Sofia FIR and București FIR, an alternate to the current route network was developed and coordinated with Bulgaria.

The purpose of this alternate route structure is to optimize civil-military coordination and improve flight planning process when danger areas are activated.

This alternate route network is available for AO only in case of activation of LBD312, LBD313 and LBD314 within SOFIA FIR.

During the activation of LBDxxx, REVDA 2C and REVDA 2D standard arrival routes (STAR) to Mihail Kogălniceanu-Constanța Airport (LRCK) are suspended.

Vectoring will be provided for arriving aircraft as an alternative to the standard arrival suspended routes to intercept an instrument approach procedure or for a visual approach.

Normally, departing aircraft will be cleared to climb on runway track to minimum sector altitude then vectored to the appropriate exit point.

In case of communication failure during arrival/departure, the following radio communication failure procedures shall apply:

1. If a radio communication failure is experienced during vectoring, the pilot of a departing aircraft shall:
  - set transponder on code A7600;
  - rejoin the current flight plan route no later than the next significant point;
  - maintain last assigned level, or minimum flight level of appropriate route if higher, for a period of three minutes; and
  - continue climb to the flight level filed in the flight plan.
2. If a radio communication failure is experienced during vectoring, the pilot of an arriving aircraft shall maintain minimum sector altitude and carry out a straight-in approach if able, or carry out a racetrack procedure and land as soon as possible.

## AIRAC AIP SUPLIMENT 01/11

### Exerciții militare deasupra Mării Negre

Din cauza frecventelor activări ale zonelor periculoase de deasupra Mării Negre în scopuri militare, situate în apropierea graniței comune dintre FIR Sofia și FIR București, o structură de rute alternative celei curente a fost coordonată cu Bulgaria.

Scopul acestei structuri de rute alternative este de a optimiza coordonarea civil-militară și de a îmbunătăți procesul de planificare a zborurilor pe perioada de activare a zonelor periculoase.

Structura de rute alternative se utilizează numai în cazul activării zonelor periculoase LBD312, LBD313 și LBD314 din FIR SOFIA.

Pe durata activării zonelor periculoase LBDxxx, rutele standard de sosire REVDA 2C și REVDA 2D (STAR) la Aeroportul Mihail Kogălniceanu-Constanța (LRCK) sunt suspendate.

Aeronavele care sosesc vor fi vectorizate ca alternativă la rutele standard suspendate pentru a intercepta o procedură de apropiere instrumentală sau pentru o apropiere la vedere.

În mod normal, aeronavele care pleacă vor fi autorizate să urce pe direcția pistei la altitudinea minimă de sector, apoi vor fi vectorizate către punctul de ieșire corespunzător.

În cazul întreruperii comunicației radio pe durata sosirii/plecării, se aplică următoarele proceduri:

1. În cazul întreruperii comunicației radio pe durata vectorizării, pilotul aeronavei care pleacă va proceda astfel:
  - va seta transponderul pe codul A7600;
  - va reveni la ruta din planul de zbor curent nu mai târziu decât la următorul punct semnificativ;
  - va menține ultimul nivel autorizat sau nivelul minim de zbor al rutei corespunzătoare, dacă acesta este mai mare, pentru o perioadă de trei minute; și
  - va continua să urce la nivelul completat în planul de zbor.
2. În cazul întreruperii comunicației radio pe durata vectorizării, pilotul aeronavei care sosește va menține altitudinea minimă de sector și va efectua o apropiere directă sau o procedură racetrack și va ateriza imediat ce acest lucru este posibil.

**TEMPORARY LOWER/UPPER ATS RNAV ROUTES SEGMENTS**

Route designator (RNP type) Name of significant points Coordinates	Way-point IDENT of VOR/DME RDL/DIST(NM) ELEV DME(FT) Antenna	Geodesic DIST NM	Upper limits Lower limits  Airspace classification	Direction of cruising levels		Remarks Controlling unit Frequency
				Odd	Even	
1	2	3	4	5		6
<b>L/UL624</b> (RNP 5)  ▲ TULCEA NDB (TLC) 445933N0284411E  △ LUPUK 442446N0293646E  △ GALMI 440800N0300132E  ▲ FIR BDRY (ADINA) 434812N0303018E	TLA 163°/5.3 400					LUPUK IAR L/UL743, N/UN617, Y/UY187, Y/UY188  GALMI IAR M/UM747  ADINA IAR L/UL851, UM977
	CND 077°/49.3 300	51.2	FL 660 FL 105	↓		
	CND 093°/67.4 300	24.5	Class C			
	CND 103°/92.5 300	28.7	FL 660 FL 195 Class C	↑		

1	2	3	4	5	6
<b>L/UL743</b> (RNP 5)  △ LUPUK 442446N0293646E  ▲ FIR BDRY (OSDOR) 445835N0300300E	CND 077°/49.3 300				LUPUK IAR L/UL624, N/UN617, Y/UY187, Y/UY188  For continuation see AIP MOLDOVA
	GLT 095°/80.6 200	38.7	FL 660 FL 105 Class C	↓	

1	2	3	4	5	6
<b>L/UL919</b> (RNP 5)  ▲ NURPO 442807N0291856E  ▲ FIR BDRY (BAGRI) 451112N0294812E	CND 069°/37.5 300				NURPO IAR Y/UY193, Y/UY194
	GLT 095°/80.6 200	45.9	FL 660 FL 155 Class C	↑	

1	2	3	4	5	6
<b>N/UN617</b> (RNP 5)  △ LUPUK 442446N0293646E  ▲ FIR BDRY (OSDOR) 445835N0300300E	CND 077°/49.3 300				LUPUK IAR L/UL624, L/UL743, Y/UY187, Y/UY188  For continuation see AIP MOLDOVA
	GLT 095°/80.6 200	38.7	FL 660 FL 105 Class C	↓	

1	2	3	4	5	6
<b>N/UN743</b> (RNP 5) <b>▲ CETUL</b> 444151N0283737E <b>△ BARUK</b> 443229N0283411E <b>▲ CONSTANȚA VOR/DME (CND)</b> 441740N0282846E	GLT 140°/52.4 200	9.7	FL 660 FL 175  Class C	↓	BARUK IAR L/UL621, Y/UY192
	GLT 156°/71.3 200				

1	2	3	4	5	6
<b>Y/UY186</b> (RNP 5) <b>▲ CONSTANȚA VOR/DME (CND)</b> 441740N0282846E <b>▲ FIR BDRY (MOSOP)</b> 434309N0293149E	GLT 156°/71.3 200	57.1	FL 660 FL 175  Class C	↓	Replaces CONSTANȚA VOR/DME (CND) – DINRO segment (Route N/UN616) and REVDA – CONSTANȚA VOR/DME (CND) segment (Route N/UN743)  MOSOP IAR Y/UY187, Y/UY192, Y/UY193  see AIP BULGARIA

1	2	3	4	5	6
<b>Y/UY187</b> (RNP 5) <b>▲ FIR BDRY (MOSOP)</b> 434309N0293149E <b>△ LUPUK</b> 442446N0293646E	CND 122°/29.1 300	41.8	FL 660 FL 65  Class C	↓	Replaces REVDA – LUNEK segment (Routes L/UL743, N/UN617)  MOSOP IAR Y/UY186, Y/UY192, Y/UY193  LUPUK IAR L/UL624, L/UL743, N/UN617, Y/UY188 see AIP BULGARIA

1	2	3	4	5	6		
<b>Y/UY188</b> (RNP 5) <b>▲ FIR BDRY (LUGEB)</b> 434408N0283004E <b>△ VAKIS</b> 435108N0284329E <b>▲ MOBLU</b> 441146N0292650E <b>△ LUPUK</b> 442106N0294213E	CND 174°/33.4 300	12.0	FL 660 FL 175  Class C	↓	Only for ARR/DEP LBWN/LBBG See AIP BULGARIA		
						CND 153°/28.6 300	37.5
	CND 092°/42.2 300	14.8					
			CND 077°/49.3 300				

1	2	3	4	5	6
<b>Y192</b> (RNP 5)  ▲ FIR BDRY (MOSOP) 434309N0293149E  △ BARUK 443229N0283411E  ▲ LEMPA 444337N0282607E	CND 122°/57.1 300	64.5	FL 285 FL 175	↓	Replaces REVDA – LEMPA segment (Route L621)  MOSOP IAR Y186, Y187, Y193
					CND 010°/15.3 300
	TLA 204°/24.1 400			LEMPA IAR L621	

1	2	3	4	5	6
<b>UY192</b> (RNP 5)  ▲ FIR BDRY (MOSOP) 434309N0293149E  ▲ BARUK 443229N0283411E	CND 122°/57.1 300	64.5	FL 660 FL285	↓	Replaces REVDA – BARUK segment (Route UL621)  MOSOP IAR UY186, UY187, UY193
					CND 010°/15.3 300

1	2	3	4	5	6
<b>Y/UY193</b> (RNP 5)  ▲ NURPO 442807N0291856E  ▲ FIR BDRY (MOSOP) 434309N 0293149E	CND 069°/37.5 200	45.9	FL 660 FL 175	↓	NURPO IAR L/UL919, Y/UY194
					CND 122°/57.1 300
				see AIP BULGARIA	

1	2	3	4	5	6
<b>Y/UY194</b> (RNP 5)  ▲ NURPO 442807N0291856E  △ VAKIS 435108N0284329E	CND 069°/37.5 200	45.0	FL 660 FL 175	↓	NURPO IAR L/UL919, Y/UY193 Only for ARR LBBG/LBWN
					CND 153°/28.6 300
				VAKIS IAR T/UT4, Y/UY188	

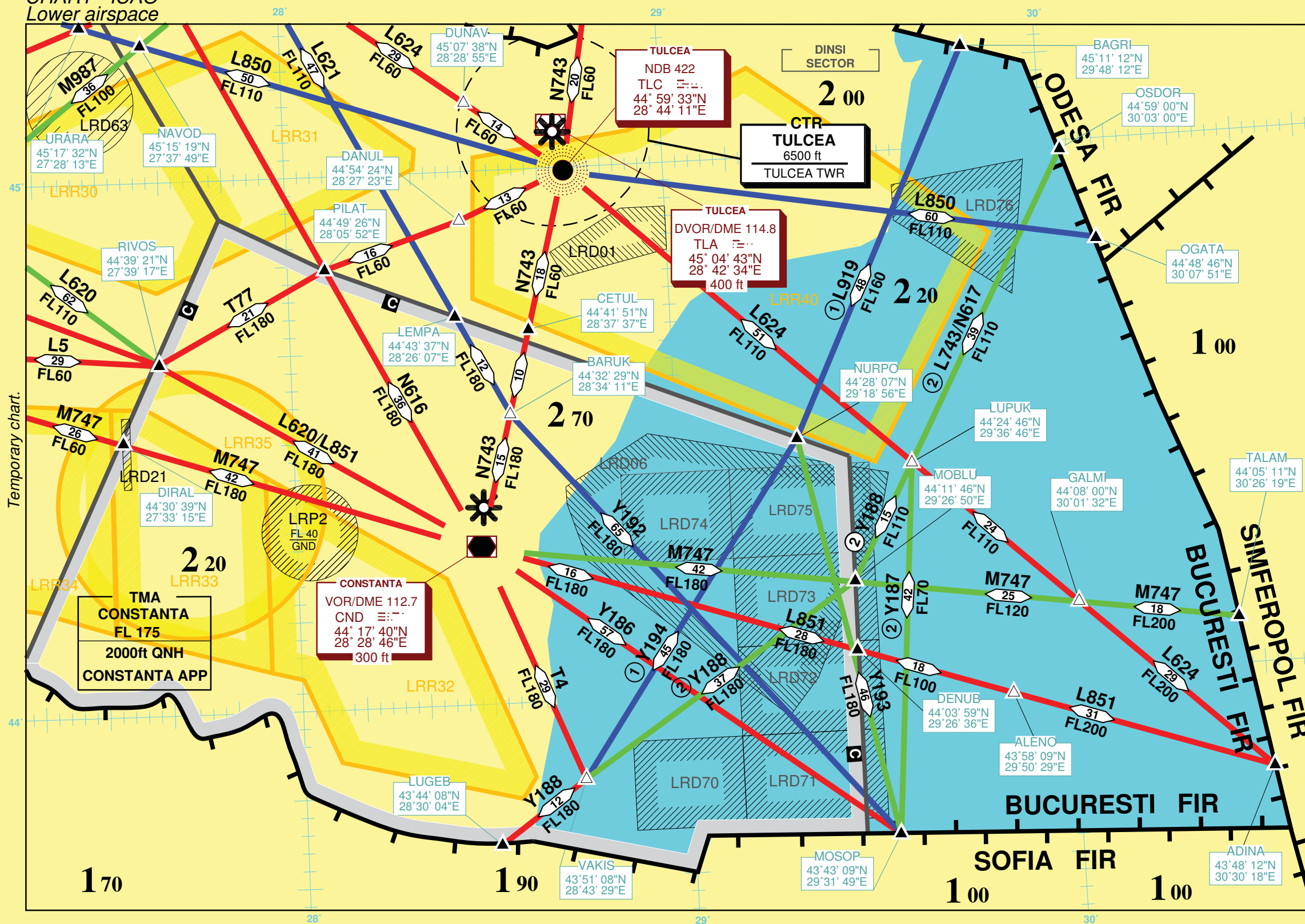
1	2	3	4	5	6
<b>T/UT4</b> (RNP 5) ▲ CONSTANȚA VOR/DME (CND) 441740N0282846E  △ VAKIS 435108N0284329E	GLT 156°/71.3 200				Only for ARR/DEP LBBG/LBWN
		28.6	FL 660 FL 175	↓      ↑	
	CND 153°/28.6 300			Class C	

### NAME-CODE DESIGNATORS FOR TEMPORARY SIGNIFICANT POINTS

<i>Name-code designator</i>	<i>Co-ordinates</i>	<i>ATS route or other route</i>	<i>Reference</i>
1	2	3	4
LUGEB	434408N 0283004E	Y/UY188	CND174/33.4
LUPUK	442446N 0293646E	L/UL624, Y/UY187, Y/UY188	
MOSOP	434309N 0293149E	Y/UY186, Y/UY187, Y/UY192, Y/UY193	CND122/57.1
VAKIS	435108N 0284329E	T/UT4, Y/UY188, Y/U194	CND153/28.6

CHART - ICAO  
Lower airspace

BLACK SEA AREA



**COMMUNICATION FACILITIES**

FLIGHT INFORMATION CENTRE (FIC)		
BUCURESTI	FIC	129.4
BUCURESTI	VOLMET	126.8
CONSTANTA	ATIS	118.75
OTOPENI	ATIS	118.5

AREA CONTROL CENTRE (ACC) BUCURESTI	
ARGES SECTOR	121.175
ALTN FREQ	123.900
ALTN FREQ	126.725
ALTN FREQ	124.975
BACAU SECTOR	127.9
ALTN FREQ	125.725
* DINSI SECTOR 122.375	
ALTN FREQ 122.725	
* excluding TMA CONSTANTA	

APPROACH CONTROL UNITS		
BUCURESTI	APP	118.25
CONSTANTA	APP	122.9

AERODROME CONTROL UNITS		
CONSTANTA	TWR	120.45
TULCEA	TWR	120.3

**EMERGENCY**  
WATCH WITHIN BUCURESTI FIR IS PROVIDED ON THE INTERNATIONAL DISTRESS FREQUENCY OF 121.5 MHz.

**NOTE:**  
(a) Chart available in case of activation of LBD312, LBD313, LBD314 within FIR SOFIA;  
(b) See AIP BULGARIA.

Restricted Area managed by AMC	
LRR30	LRR34
LRR31	LRR35
LRR32	LRR40
LRR33	

Restricted airspace	
Nationality letter	LR D1
Identification of area	ALT by ATC
Vertical limits	GND
P=Prohibited	
R=Restricted	
D=Danger	

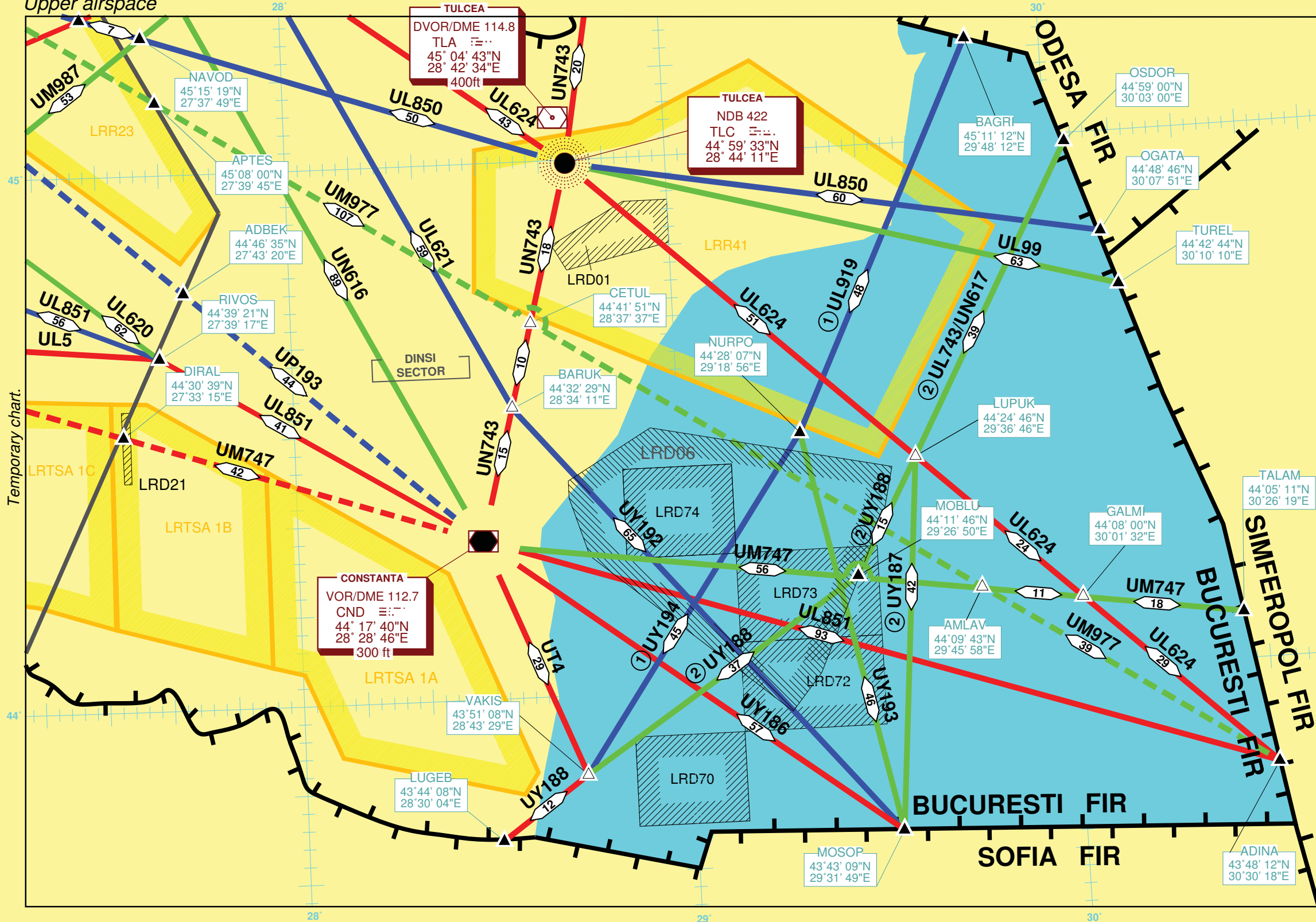
LRD01	LRD71	LRD75
LRD06	LRD72	LRD76
LRD21	LRD73	LRP2
LRD63	LRD74	
LRD70		

**NOTE**  
(1) Segment avlb. ODD levels only  
(2) Segment avlb. EVEN levels only

**AIRSPACE:**  
CLASS C ABV FL 105  
CLASS G BLW FL 105  
EN-ROUTE: CLASS C

CHART - ICAO  
Upper airspace

BLACK SEA AREA



**COMMUNICATION FACILITIES**

**FLIGHT INFORMATION CENTRE (FIC)**

BUCURESTI	FIC	129.4
BUCURESTI	VOLMET	126.8
CONSTANTA	ATIS	118.75
OTOPENI	ATIS	118.5

**AREA CONTROL CENTRE (ACC) BUCURESTI**

ARGES TOP - SECTOR 123.265 (ABV FL 345)  
 ARGES MIDDLE - SECTOR 121.175 (BLW FL 345)  
 ALTN FREQ 124.975  
 ALTN FREQ 126.725

BACAU SECTOR 127.9  
 ALTN FREQ 125.725

DINSI TOP - SECTOR 128.580 (ABV FL 345)  
 ALTN FREQ 118.625

DINSI MIDDLE - SECTOR 122.375 (BLW FL 345)  
 ALTN FREQ 122.725

**EMERGENCY**

WATCH WITHIN BUCURESTI FIR IS PROVIDED ON THE INTERNATIONAL DISTRESS FREQUENCY OF 121.5 MHz.

**NOTE:**

(a) Chart available in case of activation of LBD312, LBD313, LBD314 within FIR SOFIA;  
 (b) See AIP BULGARIA.

	<b>Restricted Area managed by AMC</b>
LRTSA1A	LRR23
LRTSA1B	LRR41
LRTSA1C	

	<b>Restricted airspace</b>
Nationality letter	
Identification of area	
Vertical limits	
P=Prohibited	
R=Restricted	
D=Danger	

LRD01	LRD73
LRD06	LRD74
LRR21	
LRD70	
LRD72	

**NOTE**

EN-ROUTE: CLASS C

- ① Segment avlb. ODD levels only
- ② Segment avlb. EVEN levels only

<b>LEGEND</b>	
Direction of route	
	Bidirectional
	Eastbound
	Westbound
	CDR Route