

**Publication Date: 01 MAY 2025**

**Effective Date: 12 JUN 2025**

**AIRAC  
AIP AMDT**

**06  
12 JUN 2025**

**AIRAC AIP AMENDMENT 06/25**

**I. Content**

- GEN - Record of AIP supplements updated.
- ENR - new chart - Area Chart - ICAO - BUCUREȘTI TMA.
- AD - LROP - change of lateral limits of OTOPENI CTR;
  - VFR points and routes updated.
  - LROD - RESA length changed.

**II. Insert the following new pages and/or charts:**

**Destroy the following pages and/or charts:**

GEN 0.3-2	12 JUN 2025	GEN 0.3-2	15 MAY 2025
GEN 0.4-1	12 JUN 2025	GEN 0.4-1	15 MAY 2025
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GEN 0.4-4	12 JUN 2025	GEN 0.4-4	15 MAY 2025
GEN 0.4-5	12 JUN 2025	GEN 0.4-5	15 MAY 2025
GEN 0.4-6	12 JUN 2025	GEN 0.4-6	15 MAY 2025
GEN 0.4-7	12 JUN 2025	GEN 0.4-7	15 MAY 2025
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GEN 4.1-3	12 JUN 2025	GEN 4.1-3	03 DEC 2020
ENR 0.6-2	12 JUN 2025	ENR 0.6-2	17 APR 2025
ENR 6-2a	12 JUN 2025	-----	
AD 1.5-2	12 JUN 2025	AD 1.5-2	01 JAN 2025
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AD 2.3-20	12 JUN 2025	AD 2.3-20	31 OCT 2024
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AD 2.4-45	12 JUN 2025	AD 2.4-45	17 APR 2025
AD 2.5-7	12 JUN 2025	AD 2.5-7	28 DEC 2023
AD 2.5-16	12 JUN 2025	AD 2.5-16	10 AUG 2023
AD 2.5-17	12 JUN 2025	AD 2.5-17	10 AUG 2023

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<b>II.</b>	<b>Insert the following new pages and/or charts:</b>	<b>Destroy the following pages and/or charts:</b>
	AD 2.5-18      12 JUN 2025	AD 2.5-18      10 AUG 2023
	AD 2.5-19      12 JUN 2025	AD 2.5-19      18 APR 2024
	AD 2.5-40      12 JUN 2025	AD 2.5-40      17 APR 2025
	AD 2.5-45      12 JUN 2025	AD 2.5-45      17 APR 2025
	AD 2.11-7      12 JUN 2025	AD 2.11-7      08 AUG 2024
<b>III.</b>	<b>Amend RECORD OF AIP AMDT (GEN 0.2) accordingly.</b>	

**END**

## GEN 0.3 RECORD OF AIP SUPPLEMENTS

No/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
1	2	3	4	5
AIRAC 02/18	BUCUREȘTI/Henri Coandă Airport, SID/STAR suspended.	AD 2.5	from: 16 AUG 2018 to: announced by NOTAM or SUP	
AIRAC 01/23	SATU MARE / Satu Mare Airport Local Aerodrome Regulations	AD 2.20	from: 23 FEB 2023 to: announced by NOTAM or SUP	
AIRAC 04/23	SATU MARE / Satu Mare, Aircraft Parking/Docking Chart - ICAO temporarily suspended.	AD 2.12	from: 20 APR 2023 to: announced by NOTAM or SUP	
02/23	<del>BUCUREȘTI / Băneasa Aurel Vlaicu Airport, parking charge.</del>	GEN 4.1	from: 05 OCT 2023 to: announced by NOTAM or SUP	AIP SUP 04/25
03/23	<del>BUCUREȘTI / Băneasa Aurel Vlaicu Airport, lighting charge.</del>	GEN 4.1	from: 02 NOV 2023 to: announced by NOTAM or SUP	AIP SUP 04/25
AIRAC 02/24	BUCUREȘTI FIR - Țăndărei Solar wind farm under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 03/24	BUCUREȘTI FIR - Alexandru Odobescu wind farms under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 04/24	BUCUREȘTI FIR - Gurbănești wind farm under construction	ENR 5.4, AD 2.4, AD 2.5	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 05/24	BUCUREȘTI FIR - Hârlău wind farm under construction	ENR 5.4, AD 2.14	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 06/24	BUCUREȘTI FIR - Deleni 1 wind farm and Scobinți wind farm under construction	ENR 5.4, AD 2.10	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 08/24	BUCUREȘTI FIR - Casimcea 1 wind farm and Casimcea 2 wind farm under construction	ENR 5.4, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 09/24	BUCUREȘTI FIR - Cerchezu wind farm under construction	ENR 5.4, ENR 6-2, AD 2.8	from: 26 DEC 2024 to: 30 DEC 2026 EST	
AIRAC 10/24	BUCUREȘTI FIR - Cobadin wind farm and Pietreni wind farm under construction	ENR 5.4, AD 2.8	from: 26 DEC 2024 to: 30 NOV 2026 EST	
AIRAC 01/25	BUCUREȘTI FIR - Rugăria Eolian wind farm under construction	ENR 5.4, ENR 6-2, AD 2.2	from: 23 JAN 2025 to: 31 DEC 2026 EST	
01/25	CLUJ NAPOCA / Avram Iancu Airport, airport development charge.	GEN 4.1	from: 20 FEB 2025 to: 31 DEC 2028	
02/25	IAȘI / Iași Airport, airport development charge.	GEN 4.1	from: 20 FEB 2025 to: 31 DEC 2030	
AIRAC 02/25	BUCUREȘTI FIR - Beidaud Eolian wind farm under construction	ENR 5.4, AD 2.8	from: 20 MAR 2025 to: 31 DEC 2026 EST	
03/25	BAIA MARE / Maramureș Airport, rescue and fire fighting services	AD 2.3	from: 20 MAR 2025 to: 31 DEC 2027 EST	
AIRAC 03/25	BUCUREȘTI FIR - Dumești and Românești Wind Farms under construction	ENR 5.4, AD 2.10	from: 17 APR 2025 to: 31 DEC 2026 EST	

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AIRAC 04/25	BUCUREȘTI / Henri Coandă Airport, temporary change of movement surface configuration due to development works.	AD 2.5	from: 30 APR 2025 to: 17 JUL 2025 EST	
04/25	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, temporary changes of charges.	GEN 4.1	from: 17 APR 2025 to: 31 DEC 2027	
AIRAC 05/25	BUCUREȘTI FIR - Bărăganu Wind Farm under construction.	ENR 5.4, AD 2.8	from: 15 MAY 2025 to: 31 MAY 2027 EST	
AIRAC 06/25	BUCUREȘTI FIR - Cogealac Wind Farm under construction.	ENR 5.4, AD 2.8	from: 12 JUN 2025 to: 30 JUN 2027 EST	
AIRAC 07/25	BUCUREȘTI FIR - Schela MTS Wind Farm under construction	ENR 5.4, AD 2.10	from: 12 JUN 2025 to: 30 JUN 2027 EST	
AIRAC 08/25	BUCUREȘTI FIR - Beidaud 2 Wind Farm under construction	ENR 5.4, AD 2.17	from: 12 JUN 2025 to: 30 JUN 2027 EST	

**GEN 0.4 CHECKLIST OF AIP PAGES**

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AD 2.13-28	22 JUN 2017	AD 2.14-84a	15 JUN 2023	AD 2.16-11	13 JUN 2024
AD 2.13-30	15 MAY 2025	AD 2.15-1	17 APR 2025	AD 2.16-12	30 NOV 2023
AD 2.13-30a	15 MAY 2025	AD 2.15-2	17 APR 2025	AD 2.16-13	30 NOV 2023
AD 2.13-31	15 MAY 2025	AD 2.15-3	31 OCT 2024	AD 2.16-14	30 NOV 2023
AD 2.13-31a	15 MAY 2025	AD 2.15-4	31 OCT 2024	AD 2.16-15	30 NOV 2023
AD 2.13-33	15 MAY 2025	AD 2.15-5	31 OCT 2024	AD 2.16-20	05 OCT 2023

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AD 2.16-20a	05 OCT 2023	AD 2.18-40	18 APR 2024	AD 2.28-20	25 JAN 2024
AD 2.16-22	08 AUG 2024	AD 2.19-1	28 DEC 2023	AD 2.28-40	25 JAN 2024
AD 2.16-25	27 FEB 2020	AD 2.19-2	28 DEC 2023	AD 2.29-1	31 OCT 2024
AD 2.16-26	27 FEB 2020	AD 2.19-3	28 DEC 2023	AD 2.29-2	03 OCT 2024
AD 2.16-28	18 JUL 2019	AD 2.19-4	28 DEC 2023	AD 2.29-3	15 JUN 2023
AD 2.16-29	18 JUL 2019	AD 2.19-5	08 AUG 2024	AD 2.29-4	15 JUN 2023
AD 2.16-30	17 APR 2025	AD 2.19-20	28 DEC 2023	AD 2.29-5	15 JUN 2023
AD 2.16-31	17 APR 2025	AD 2.19-21	28 DEC 2023	AD 2.29-6	15 JUN 2023
AD 2.16-32	17 APR 2025	AD 2.19-22	28 DEC 2023	AD 2.29-7	15 JUN 2023
AD 2.16-33	17 APR 2025	AD 2.19-40	18 APR 2024	AD 2.29-8	20 MAR 2025
AD 2.16-34	17 APR 2025	AD 2.19-41	18 APR 2024	AD 2.29-9	20 FEB 2025
AD 2.16-35	17 APR 2025	AD 2.20-1	03 NOV 2022	AD 2.29-10	17 APR 2025
AD 2.16-36	17 APR 2025	AD 2.20-2	03 NOV 2022	AD 2.29-11	15 JUN 2023
AD 2.16-36a	18 JUL 2019	AD 2.20-3	05 FEB 2015	AD 2.29-12	20 MAR 2025
AD 2.16-37	17 APR 2025	AD 2.20-4	18 APR 2024	AD 2.29-13	20 MAR 2025
AD 2.16-37a	18 JUL 2019	AD 2.20-20	02 MAR 2017	AD 2.29-20	20 FEB 2025
AD 2.16-45	17 APR 2025	AD 2.20-21	02 MAR 2017	AD 2.29-20a	20 FEB 2025
AD 2.16-51	17 APR 2025	AD 2.20-40	18 APR 2024	AD 2.29-22	20 FEB 2025
AD 2.16-51a	18 JUL 2019	AD 2.20-41	18 APR 2024	AD 2.29-25	15 JUN 2023
AD 2.16-52	17 APR 2025	AD 2.21-1	26 MAR 2020	AD 2.29-26	15 JUN 2023
AD 2.16-52a	18 JUL 2019	AD 2.21-2	05 APR 2012	AD 2.29-28	15 JUN 2023
AD 2.16-53	17 APR 2025	AD 2.21-3	05 APR 2012	AD 2.29-30	17 APR 2025
AD 2.16-53a	25 FEB 2021	AD 2.21-4	18 APR 2024	AD 2.29-30a	15 JUN 2023
AD 2.16-54	17 APR 2025	AD 2.21-20	19 JUL 2018	AD 2.29-31	17 APR 2025
AD 2.16-54a	25 FEB 2021	AD 2.21-40	16 MAY 2024	AD 2.29-31a	15 JUN 2023
AD 2.16-91	17 APR 2025	AD 2.23-1	15 DEC 2019	AD 2.29-32	17 APR 2025
AD 2.16-91a	18 JUL 2019	AD 2.23-2	04 FEB 2016	AD 2.29-32a	15 JUN 2023
AD 2.16-92	17 APR 2025	AD 2.23-3	23 JUL 2015	AD 2.29-33	17 APR 2025
AD 2.16-92a	18 JUL 2019	AD 2.23-4	18 APR 2024	AD 2.29-33a	15 JUN 2023
AD 2.16-93	17 APR 2025	AD 2.23-20	31 JAN 2019	AD 2.29-34	17 APR 2025
AD 2.16-93a	25 FEB 2021	AD 2.23-40	18 APR 2024	AD 2.29-34a	15 JUN 2023
AD 2.16-94	17 APR 2025	AD 2.23-41	18 APR 2024	AD 2.29-35	17 APR 2025
AD 2.16-94a	25 FEB 2021	AD 2.24-1	27 FEB 2020	AD 2.29-35a	15 JUN 2023
AD 2.17-1	17 APR 2025	AD 2.24-2	30 MAR 2017	AD 2.29-52	17 APR 2025
AD 2.17-2	03 OCT 2024	AD 2.24-3	30 MAR 2017	AD 2.29-52a	15 JUN 2023
AD 2.17-3	03 OCT 2024	AD 2.24-4	18 APR 2024	AD 2.29-76	17 APR 2025
AD 2.17-4	03 OCT 2024	AD 2.24-20	19 JUL 2018	AD 2.29-76a	15 JUN 2023
AD 2.17-5	03 OCT 2024	AD 2.24-40	18 APR 2024	AD 2.29-76b	13 JUL 2023
AD 2.17-6	03 OCT 2024	AD 2.25-1	16 AUG 2018	AD 2.29-76c	15 JUN 2023
AD 2.17-7	03 OCT 2024	AD 2.25-2	16 AUG 2018	AD 2.29-84	17 APR 2025
AD 2.17-8	03 OCT 2024	AD 2.25-3	16 AUG 2018	AD 2.29-84a	15 JUN 2023
AD 2.17-9	03 OCT 2024	AD 2.25-4	18 APR 2024	AD 2.30-1	02 NOV 2023
AD 2.17-10	03 OCT 2024	AD 2.25-20	16 AUG 2018	AD 2.30-2	02 NOV 2023
AD 2.17-11	03 OCT 2024	AD 2.25-40	18 APR 2024	AD 2.30-3	02 NOV 2023
AD 2.17-12	28 NOV 2024	AD 2.26-1	25 MAR 2021	AD 2.30-4	02 NOV 2023
AD 2.17-13	28 JAN 2021	AD 2.26-2	16 AUG 2018	AD 2.30-5	02 NOV 2023
AD 2.17-20	03 OCT 2024	AD 2.26-3	11 JUL 2024	AD 2.30-6	02 NOV 2023
AD 2.17-20a	03 OCT 2024	AD 2.26-4	18 APR 2024	AD 2.30-7	02 NOV 2023
AD 2.17-21	03 OCT 2024	AD 2.26-20	11 JUL 2024	AD 2.30-8	08 AUG 2024
AD 2.17-22	03 OCT 2024	AD 2.26-40	18 APR 2024	AD 2.30-20	02 NOV 2023
AD 2.17-25	03 OCT 2024	AD 2.27-1	21 MAY 2020	AD 2.30-40	02 NOV 2023
AD 2.17-26	03 OCT 2024	AD 2.27-2	21 MAY 2020	AD 2.31-1	30 NOV 2023
AD 2.17-51	17 APR 2025	AD 2.27-3	21 MAY 2020	AD 2.31-2	30 NOV 2023
AD 2.17-51a	17 NOV 2011	AD 2.27-4	18 APR 2024	AD 2.31-3	30 NOV 2023
AD 2.17-81	17 APR 2025	AD 2.27-20	21 MAY 2020	AD 2.31-4	30 NOV 2023
AD 2.17-81a	05 DEC 2019	AD 2.27-40	18 APR 2024	AD 2.31-5	08 AUG 2024
AD 2.18-1	15 JUL 2021	AD 2.28-1	25 JAN 2024	AD 2.31-20	30 NOV 2023
AD 2.18-2	15 JUL 2021	AD 2.28-2	10 AUG 2023	AD 2.31-40	18 APR 2024
AD 2.18-3	15 JUL 2021	AD 2.28-3	22 FEB 2024	AD 2.32-1	28 DEC 2023
AD 2.18-4	18 APR 2024	AD 2.28-4	10 AUG 2023	AD 2.32-2	28 DEC 2023
AD 2.18-20	15 JUL 2021	AD 2.28-5	10 AUG 2023	AD 2.32-3	28 DEC 2023

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AD 2.32-4	28 DEC 2023				
AD 2.32-5	08 AUG 2024				
AD 2.32-20	28 DEC 2023				
AD 2.32-40	18 APR 2024				
<b>AD 3</b>					
AD 3.2-1	22 APR 2021				
AD 3.2-2	22 APR 2021				
AD 3.2-3	13 JUL 2023				
AD 3.2-4	18 APR 2024				
AD 3.2-20	22 APR 2021				
AD 3.2-40	18 APR 2024				
AD 3.5-1	11 AUG 2022				
AD 3.5-2	11 AUG 2022				
AD 3.5-3	25 JAN 2024				
AD 3.5-4	11 AUG 2022				
AD 3.5-20	25 JAN 2024				
AD 3.6-1	13 SEP 2018				
AD 3.6-2	13 SEP 2018				
AD 3.6-3	13 JUL 2023				
AD 3.6-4	13 SEP 2018				
AD 3.6-20	13 SEP 2018				
AD 3.7-1	13 AUG 2020				
AD 3.7-2	13 AUG 2020				
AD 3.7-3	03 NOV 2022				
AD 3.7-4	13 AUG 2020				
AD 3.7-20	03 NOV 2022				
AD 3.7-40	18 APR 2024				
AD 3.7-40a	18 APR 2024				
AD 3.8-1	25 MAR 2021				
AD 3.8-2	25 MAR 2021				
AD 3.8-3	25 MAR 2021				
AD 3.8-4	25 MAR 2021				
AD 3.8-20	25 MAR 2021				

## GEN 2.4 LOCATION INDICATORS

The location indicators marked with an asterisk (\*) cannot be used in the address component of AFS messages.

Indicatorii de locație marcați cu un asterisc (\*) nu pot fi folosiți în componenta de adresă a mesajelor AFS.

1. ENCODE	
Location	Indicator
BUCUREȘTI (FIC/ACC/AIS/CAA/COM Centre)	LRBB
BUCUREȘTI/CENTRUL NAȚIONAL DE PROTECȚIE METEOROLOGICĂ A NAVIGAȚIEI AERIENE BUCUREȘTI/NATIONAL CENTRE OF AERONAUTICAL METEOROLOGY	LROM
ARAD / Arad	LRAR
ARAD / Charlie-Bravo Șiria	LRCB*
BACĂU / George Enescu	LRBC
BAIA MARE / Maramureș	LRBM
BISTRIȚA / Bistrița	LRBN*
BOBOC (Mil)	LRBO*
BRAȘOV / Brașov-Ghimbav	LRBV
BRAȘOV / Ghimbav	LRBG*
BRAȘOV / Sânpetru	LRSP*
<del>BUCUREȘTI / Aviația Utilitară</del>	<del>LRAU*</del>
BUCUREȘTI / Băneasa-Aurel Vlaicu	LRBS
BUCUREȘTI / Henri Coandă	LROP
BUCUREȘTI / Spitalul Universitar de Urgență (SUUB)	LRSU*
CARANSEBEȘ / Banat-Caransebeș	LRCS*
CÂMPIA TURZII (Mil)	LRCT*
CISNĂDIE / Măgura	LRCD*
CLINCENI / Clinceni	LRCN*
CLUJ NAPOCA / Avram Iancu	LRCL
CONSTANȚA / Mihail Kogălniceanu-Constanța	LRCK
CRAIOVA / Craiova	LRCV
Craiova-Sud	LRCW*
DEVA / Săulești - Constantin Manolache	LRDV*
DEZMIR / Dezmir	LRCJ*
Fagu-Balc	LRFB*
FETEȘTI (Mil)	LRFT*
GHEORGHENI / Remetea	LRHR*
GHIMBAV / MIR AERO-Brașov	LRMA*
GRADIȘTEA / Grădiștea	LRBA*
IAȘI / Iași	LRIA
Iași Sud	LRIS*
MOARA VLĂSIEI / "Moara Vlăsiei"-Becker	LRBK*
Mureșeni	LRMS*
NĂVODARI / Midia-Constanța	LRMC*

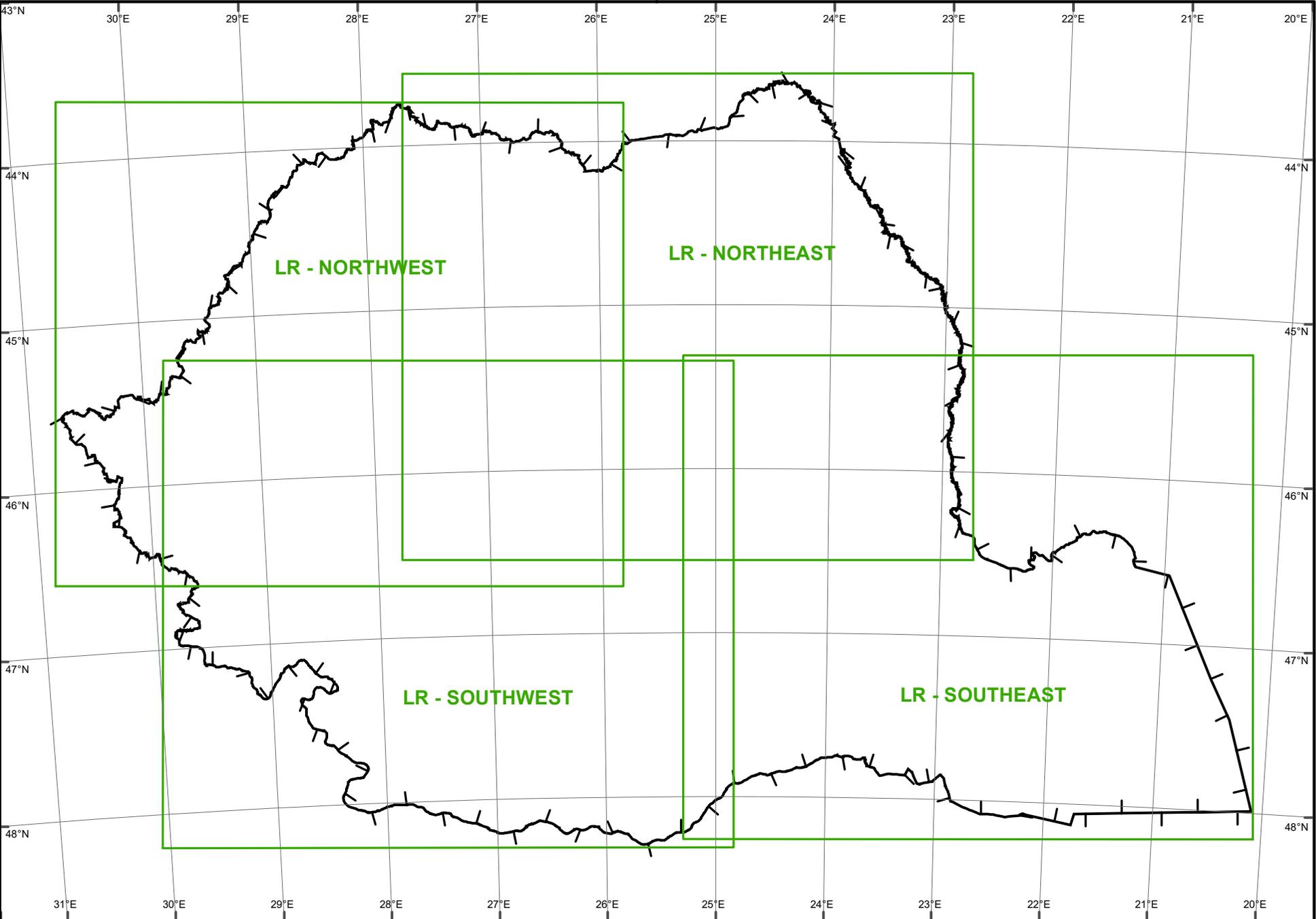
2. DECODE	
Indicator	Location
LRBB	BUCUREȘTI (FIC/ACC/AIS/CAA/COM Centre)
LROM	BUCUREȘTI/CENTRUL NAȚIONAL DE PROTECȚIE METEOROLOGICĂ A NAVIGAȚIEI AERIENE BUCUREȘTI/NATIONAL CENTRE OF AERONAUTICAL METEOROLOGY
<del>LRAU*</del>	<del>BUCUREȘTI / Aviația Utilitară</del>
LRAR	ARAD / Arad
LRBA*	GRĂDIȘTEA / Grădiștea
LRBC	BACĂU / George Enescu
LRBG*	BRAȘOV / Ghimbav
LRBK*	MOARA VLĂSIEI / "Moara Vlăsiei"-Becker
LRBM	BAIA MARE / Maramureș
LRBN*	BISTRIȚA / Bistrița
LRBO*	BOBOC (Mil)
LRBS	BUCUREȘTI / Băneasa-Aurel Vlaicu
LRBV	BRAȘOV / Brașov-Ghimbav
LRCB*	ARAD / Charlie-Bravo Șiria
LRCC*	OITUZ / PA&CO
LRCJ*	DEZMIR / Dezmir
LRCD*	CISNĂDIE / Măgura
LRCH*	Punct de Operare Aeromedicală SMURD Constanța
LRCK	CONSTANȚA / Mihail Kogălniceanu- Constanța
LRCL	CLUJ NAPOCA / Avram Iancu
LRCN*	CLINCENI / Clinceni
LRCS*	CARANSEBEȘ / Banat-Caransebeș
LRCT*	CÂMPIA TURZII (Mil)
LRCV	CRAIOVA / Craiova
LRCW*	Craiova-Sud
LRDD*	OȘORHEI / Dogaru
LRDV*	DEVA / Săulești-Constantin Manolache
LRFB*	Fagu-Balc
LRFT*	FETEȘTI (Mil)
LRHO*	ORADEA / SMURD BH 2
LRHR*	GHEORGHENI / Remetea
LRIA	IAȘI / Iași
LRIS*	Iași Sud
LRMA*	GHIMBAV / MIR AERO-Brașov
LRMC*	NĂVODARI / Midia-Constanța

1. ENCODE	
<i>Location</i>	<i>Indicator</i>
OITUZ / PA&CO	LRCC*
ORADEA / Oradea	LROD
ORADEA / SMURD BH 2	LRHO*
OȘORHEI / Dogaru	LRDD*
PITEȘTI / Geamăna	LRPT*
PLOIEȘTI / Gheorghe Valentin Bibescu	LRPW*
Punct de Operare Aeromedicală SMURD Constanța	LRCH*
SATU MARE / Satu Mare	LRSM
Sânmihaiu German	LRSG*
SIBIU / Sibiu	LRSB
SUCEAVA / Ștefan cel Mare-Suceava	LRSV
TĂUȚII MĂGHERĂUȘ / Tăuții Măgherăuș	LRMM*
TÂRGU MUREȘ / Transilvania-Târgu Mureș	LRTM
TIMIȘOARA / Traian Vuia	LRTR
TULCEA / Delta Dunării	LRTC
TUZLA / Tuzla	LRTZ
West Gate	LRWG*

2. DECODE	
<i>Indicator</i>	<i>Location</i>
LRMM*	TĂUȚII MĂGHERĂUȘ / Tăuții Măgherăuș
LRMS*	Mureșeni
LROD	ORADEA / Oradea
LROP	BUCUREȘTI / Henri Coandă
LRPT*	PITEȘTI / Geamăna
LRPW*	PLOIEȘTI / Gheorghe Valentin Bibescu
LRSB	SIBIU / Sibiu
LRSG*	Sânmihaiu German
LRSM	SATU MARE / Satu Mare
LRSP*	BRAȘOV / Sânpetru
LRSU*	BUCUREȘTI / Spitalul Universitar de Urgență (SUUB)
LRSV	SUCEAVA / Ștefan cel Mare-Suceava
LRTC	TULCEA / Delta Dunării
LRTM	TÂRGU MUREȘ / Transilvania-Târgu Mureș
LRTR	TIMIȘOARA / Traian Vuia
LRTZ	TUZLA / Tuzla
LRWG*	West Gate

1	2	3	4
<b>Standard Departure Chart - Instrument - ICAO* (SID)</b>		<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27 <b>BAIA MARE/Maramureş</b> 1:500 000 LRBM RWY 27 <b>BRAŞOV/Braşov-Ghimbav</b> 1:500 000 LRBV RWY 21 1:500 000 LRBV RWY 03 <b>BUCUREŞTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25 <b>BUCUREŞTI/Henri Coandă</b> LROP RWYs 08L/R LROP RWYs 26L/R <b>CLUJ-NAPOCA/Avram Iancu</b> LRCL RWY 07/25 <b>CONSTANŢA/Mihail Kogălniceanu - Constanţa</b> LRCK RWY 18 LRCK RWY 36 <b>CRAIOVA/Craiova</b> 1:500 000 LRCV RWY 26 1:500 000 LRCV RWY 08 <b>IAŞI/Iaşi</b> 1:500 000 LRIA RWY 14 1:500 000 LRIA RWY 32 <b>SIBIU/Sibiu</b> LRSB RWY 09 LRSB RWY 27 <b>SUCEAVA/Ştefan Cel Mare-Suceava</b> 1:500 000 LRSV RWY 16 1:500 000 LRSV RWY 34 <b>TÂRGU MUREŞ/Transilvania - Târgu Mureş</b> LRTM RWY 07 LRTM RWY 25 <b>TIMIŞOARA/Traian Vuia-Timişoara</b> LRTR RWY 11 LRTR RWY 29	
<b>Standard Arrival Chart - Instrument - ICAO* (STAR)</b>		<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27 1:500 000 <b>BACĂU/George Enescu</b> LRBC RWY 34 1:500 000 LRBC RWY 16 <b>BUCUREŞTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25 <b>BUCUREŞTI/Henri Coandă</b> LROP RWYs 08L/R LROP RWYs 26L/R <b>CLUJ-NAPOCA/Avram Iancu</b> LRCL RWY 07 LRCL RWY 25 <b>CONSTANŢA/Mihail Kogălniceanu - Constanţa</b> LRCK RWY 18 LRCK RWY 36 <b>SIBIU/Sibiu</b> LRSB RWY 27 <b>TÂRGU MUREŞ/Transilvania - Târgu Mureş</b> LRTM RWY 07/25 <b>TIMIŞOARA/Traian Vuia - Timişoara</b> LRTR RWY 11 LRTR RWY 29	
<b>ATC Surveillance Minimum Altitude Chart - ICAO*</b>		<b>ARAD/Arad</b> <b>BUCUREŞTI/Băneasa-Aurel Vlaicu</b> <b>BUCUREŞTI/Henri Coandă</b> <b>CLUJ-NAPOCA/Avram Iancu</b> <b>CONSTANŢA/Mihail Kogălniceanu - Constanţa</b> <b>SIBIU/Sibiu</b> <b>TÂRGU MUREŞ/Transilvania - Târgu Mureş</b> <b>TIMIŞOARA/Traian Vuia - Timişoara</b>	
<b>En-route Charts * / Area Charts * - ICAO</b>	1:1 000 000	<b>ENROUTE CHART - LOWER AIRSPACE</b> Free Route Airspace <b>Area Chart - ICAO - BUCUREŞTI TMA</b> Lateral and Vertical Limits of SEE FRA - BUCUREŞTI CTA within SEE FRA ARAD TMA Lateral and vertical limits BUCUREŞTI TMA Lateral and vertical limits NAPOC TMA Lateral and vertical limits Flight Information Service (FIS) Areas	10 10

1	2	3	4
Index Charts *		Prohibited, Restricted and Danger Areas - Upper Airspace Temporary Reserved Areas (TRA) Upper Airspace Prohibited, Restricted and Danger Areas - Lower Airspace Temporary Reserved/Segregated Areas (TRA/TSA) Lower Airspace Aerodromes and heliports - index chart	
VFR Chart - ICAO 1:500.000	1:500 000	VFR Chart North-West ROMANIA (LR-NW) VFR Chart North-East ROMANIA (LR-NE) VFR Chart South-East ROMANIA (LR-SE) VFR Chart South-West ROMANIA (LR-SW)	5 5 5 5
VFR Chart - ICAO 1:300.000 *	1:300 000	NAPOC TMA VFR Routes	5
Visual Operations Chart*		ARAD/Arad	
	1:35 000	LRAR Aerodrome traffic circuit	
		<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b>	
	1:70 000	LRBS RWY 07/25 Aerodrome traffic circuit - Aircraft categories A and H	
	1:150 000	LRBS VFR Routes - Aircraft categories A and H	
		<b>BUCUREȘTI/Henri Coandă</b>	
	1:200 000	LROP Aircraft categories A and H	
		<b>CARANSEBEȘ/Banat-Caransebeș</b>	
	1:35 000	LRCS RWY 10/28 Aerodrome traffic circuit	
		<b>CISNĂDIE/Măgura</b>	
	1:30 000	LRCD RWY 14/32 Aerodrome traffic circuit	
		<b>PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești</b>	
	1:50 000	LRPW RWY 07/25 Aerodrome traffic circuit	
	1:50 000	LRPW Heliport traffic circuit 09/27	
		<b>TUZLA/Tuzla</b>	
	1:50 000	LRTZ RWY 04/22 Aerodrome traffic circuit	
	1:50 000	LRTZ RWY 16/34 Aerodrome traffic circuit	
		<b>BRAȘOV/Sânpetru</b>	
	1:15 000	LRSP RWY 12/30 Aerodrome traffic circuit	
		<b>PITEȘTI/Geamăna</b>	
	1:50 000	LRPT RWY 05 Powered aircraft aerodrome traffic circuit	
	1:50 000	LRPT RWY 23 Glider aerodrome traffic circuit	
		<b>DEVA/Săulești-Constantin Manolache</b>	
	1:35 000	LRDV RWY 12/30 Aerodrome traffic circuit	
		<b>ARAD/Charlie-Bravo Șiria</b>	
	1:20 000	LRCB RWY 18/36 Aerodrome traffic circuit	
		<b>BISTRIȚA/Bistrița</b>	
	1:25 000	LRBN RWY 05/23 Aerodrome traffic circuit	
		<b>GRĂDIȘTEA/Grădiște</b>	
	1:30 000	LRBA RWY 04/22 Aerodrome traffic circuit	
		<b>CLINCENI/Clinceni</b>	
	1:30 000	LRCN Aerodrome traffic circuit	
		<b>DEZMIR/Dezmir</b>	
	1:30 000	LRCJ RWY 08/26 Aerodrome traffic circuit	
		<b>GHEORGHENI/Remetea</b>	
	1:50 000	LRHR RWY 09/27 Aerodrome traffic circuit	
		<b>CRAIOVA/Craiova-Sud</b>	
	1:30 000	LRCW RWY 12/30 Aerodrome traffic circuit	
		<b>GHIMBAV/IAR BRAȘOV</b>	
	1:30 000	ORADEA/SMURD BH 2	



6. Index to Aeronautical Chart - ICAO 1 : 500000

## 7. Topographical Chart

Information not available.

## 7. Hărți Topografice

Informații indisponibile.

## 8. Corrections to charts not contained in the AIP / Corecții ale hărților care nu sunt incluse în AIP

Name of the chart Numele hărții	Location Locația	Corrections Corecții
1	2	3
<b>VFR Chart - ICAO 1:500.000</b> VFR Chart North-West ROMANIA (LR-NW) VFR Chart North-East ROMANIA (LR-NE)	BAIA MARE CTR	The horizontal limits change as follows: <del>474632N 0231117E - arc of circle centred at            473930N 0232758E (ARP) and radius 13.3 NM -            473642N 0230846E - 474140N 0230939E -            474702N 0230719E - 474632N 0231117E.</del>
<b>VFR Chart - ICAO 1:500.000</b> VFR Chart North-West ROMANIA (LR-NW) VFR Chart North-East ROMANIA (LR-NE) VFR Chart South-East ROMANIA (LR-SE) VFR Chart South-West ROMANIA (LR-SW)	BRAȘOV	ATIS channel on verso as follow: BRAȘOV ATIS 124.530
VFR Chart - ICAO 1:500.000 VFR Chart South-West ROMANIA (LR-SW) VFR Chart South-East ROMANIA (LR-SE)	OTOPENI CTR	The horizontal limits of OTOPENI CTR change as follows: <del>444651N 0260448E - 444050N 0262233E -            443409N 0262442E - 443005N 0255635E -            443123N 0254558E - 443726N 0254443E -            444651N 0260448E</del>

**ARAD / Arad (LRAR)**

**1. Landing Charge**

UNIT RATE: 3.80 EURO / tonne

**2. Lighting charge**

UNIT RATE: 1.50 EURO / tonne

**3. Parking charge**

3.a Parking charge for a period less than 24 hours UNIT RATE: 0.15 EURO / tonne / hour

3.b Parking charge for more than 24 hours related to the aircraft MTOW is:

Charges	Aircraft MTOW
50 EURO/24 h	5.1-25 tonne
100 EURO/24 h	25.1-50 tonne
150 EURO/24 h	> 50 tonne

3.c For aircraft with MTOW between 0 and 5 tons for a period of more than 24 hours parking charge from 3.a will be applied.

3.d This charge is levied for each 24 hours. Any fraction of 24 hours will be charged according to the parking charge stipulated in sub-article 3.a

**4. Passengers service**

UNIT RATE: 2.00 EURO / passenger

SECURITY CHARGE: 1.30 EURO / passenger

**5. Other charges**

NIL

**6. Exemptions**

NIL

**7. Reductions**

NIL

## ARAD / Arad (LRAR)

### 1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.80 EURO / tonă

### 2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 1.50 EURO / tonă

### 3. Tariful de staționare

3.a Tarif de staționare aeronave pentru o perioadă mai mică de 24 ore NIVELUL UNITAR AL TARIFULUI: 0.15 EURO / tonă / oră

3.b Tarif de parcare aeronave pentru o perioadă mai mare de 24 ore tariful de parcare ale aeronavelor/24 ore se aplică în funcție de MTOW-ul aeronavelor, astfel:

Tarif	MTOW aeronavă
50 EURO/24 h	5.1-25 tone
100 EURO/24 h	25.1-50 tone
150 EURO/24 h	> 50 tone

3.c Pentru aeronavele cu MTOW între 0 și 5 tone pentru o perioadă mai mare de 24 de ore se va aplica tarif de parcare de la 3.a.

3.d Tariful se percepe pentru un interval de 24 ore. Orice fracțiune a acestuia este considerată staționare și se taxează conform tarifului prevăzut la subpunctul 3.a.

### 4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 2.00 EURO / pasager

TARIF DE SECURITATE: 1.30 EURO / pasager

### 5. Alte tarife

NIL

### 6. Scutiri

NIL

### 7. Reduceri

NIL

**ENR 3. ATS ROUTES**

ENR 3.1	Conventional navigation routes.....	ENR 3.1-1
ENR 3.2	Area navigation routes.....	ENR 3.2-1
ENR 3.3	Other routes.....	ENR 3.3-1
ENR 3.4	En-route holding.....	ENR 3.4-1

**ENR 4. RADIO NAVIGATION AIDS/SYSTEMS**

ENR 4.1	Radio navigation aids - en-route.....	ENR 4.1-1
ENR 4.2	Special navigation systems.....	ENR 4.2-1
ENR 4.3	Global navigation satellite system (GNSS).....	ENR 4.3-1
ENR 4.4	Name-code designators for significant points.....	ENR 4.4-1
ENR 4.5	Aeronautical ground lights - en-route.....	ENR 4.5-1

**ENR 5. NAVIGATION WARNINGS**

ENR 5.1	Prohibited, restricted and danger areas.....	ENR 5.1-1
ENR 5.2	Military exercise and training areas and air defence identification zone (ADIZ).....	ENR 5.2-1
ENR 5.3	Other activities of dangerous nature.....	ENR 5.3-1
ENR 5.4	Air navigation obstacles - Area 1.....	ENR 5.4-1
ENR 5.5	Aerial sporting and recreational activities.....	ENR 5.5-1
ENR 5.6	Bird migration and areas with sensitive fauna.....	ENR 5.6-1

**ENR 6. EN-ROUTE CHARTS**

ENR 6.2	En-Route Chart - ICAO.....	ENR 6-2
ENR 6.2a	Area Chart - ICAO - BUCUREȘTI TMA.....	ENR 6-2a
ENR 6.10	Prohibited, Restricted and Dangerous Areas (P, R, D) Upper Airspace - Index Chart.....	ENR 6-10
ENR 6.11	Temporary Reserved Areas (TRA) Upper Airspace - Index Chart.....	ENR 6-11
ENR 6.20	Prohibited, Restricted and Dangerous Areas (P, R, D) Lower Airspace - Index Chart.....	ENR 6-20
ENR 6.21	Temporary Reserved/Segregated Areas (TRA/TSA) Lower Airspace - Index Chart.....	ENR 6-21
ENR 6.40	Flight Information Service (FIS) Areas.....	ENR 6-40
ENR 6.51	ARAD TMA Lateral and vertical limits.....	ENR 6-51
ENR 6.54	BUCUREȘTI TMA Lateral and vertical limits.....	ENR 6-54
ENR 6.60	NAPOC TMA Lateral and vertical limits.....	ENR 6-60
ENR 6.70	NAPOC TMA VFR Routes.....	ENR 6-70
ENR 6.100	Free Route Airspace Chart.....	ENR 6-100
ENR 6.101	Lateral and Vertical Limits of SEE FRA - BUCUREȘTI CTA within SEE FRA.....	ENR 6-101

### ENR 3. RUTE ATS

ENR 3.1	Rute de navigație convenționale .....	ENR 3.1-1
ENR 3.2	Rute de navigație de suprafață .....	ENR 3.2-1
ENR 3.3	Alte rute .....	ENR 3.3-1
ENR 3.4	Așteptare pe rută .....	ENR 3.4-1

### ENR 4. MIJLOACE/SISTEME DE RADIONAVIGAȚIE

ENR 4.1	Mijloace de radionavigație de rută.....	ENR 4.1-1
ENR 4.2	Mijloace de radionavigație pe aerodromuri .....	ENR 4.2-1
ENR 4.3	Sistemul satelitar de navigație aeriană (GNSS).....	ENR 4.3-1
ENR 4.4	Identificatorii punctelor de raport .....	ENR 4.4-1
ENR 4.5	Sisteme luminoase aeronautice la sol pentru navigația pe rută.....	ENR 4.5-1

### ENR 5. AVERTISMENTE PENTRU NAVIGAȚIE

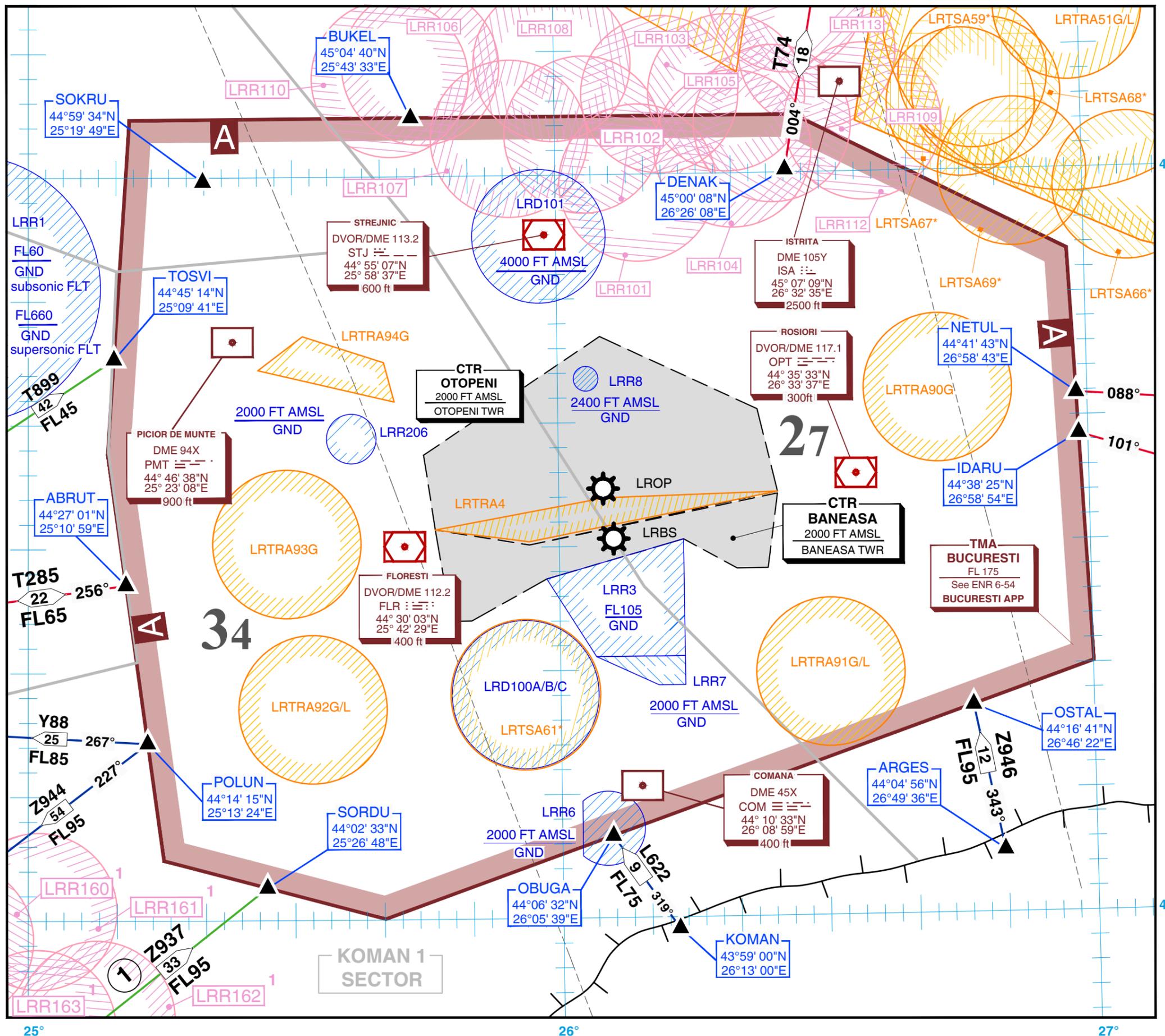
ENR 5.1	Zone interzise, restricționate și periculoase .....	ENR 5.1-1
ENR 5.2	Zone de antrenament și exerciții militare și zone de apărare aeriană cu identificare (ADIZ) .....	ENR 5.2-1
ENR 5.3	Alte activități cu caracter periculos .....	ENR 5.3-1
ENR 5.4	Obstacole pentru navigația aeriană - Zona 1 .....	ENR 5.4-1
ENR 5.5	Zone pentru activități aeriene sportive și recreaționale .....	ENR 5.5-1
ENR 5.6	Migrația păsărilor și zone cu faună sensibilă.....	ENR 5.6-1

### ENR 6. HĂRȚI DE RUTĂ

ENR 6.2	Hartă de Rută - OACI .....	ENR 6-2
ENR 6.2a	Hartă regională - OACI - TMA BUCUREȘTI .....	ENR 6-2a
ENR 6.10	Harta cu zonele interzise, restricționate și periculoase (P, R, D) Spațiul Superior - hartă index ...	ENR 6-10
ENR 6.11	Harta cu zonele rezervate temporar (TRA) Spațiul Superior - hartă index .....	ENR 6-11
ENR 6.20	Harta cu zonele interzise, restricționate și periculoase (P, R, D) Spațiul Inferior - hartă index .....	ENR 6-20
ENR 6.21	Harta cu zonele rezervate/segregate temporar (TRA/TSA) Spațiul Inferior - hartă index .....	ENR 6-21
ENR 6.40	Zonele de furnizare FIS .....	ENR 6-40
ENR 6.51	TMA ARAD Limite laterale și verticale .....	ENR 6-51
ENR 6.54	TMA BUCUREȘTI Limite laterale și verticale .....	ENR 6-54
ENR 6.60	TMA NAPOC Limite laterale și verticale.....	ENR 6-60
ENR 6.70	TMA NAPOC Rute VFR .....	ENR 6-70
ENR 6.100	Hartă Free Route Airspace.....	ENR 6-100
ENR 6.101	Limitele laterale și verticale ale SEE FRA - BUCUREȘTI CTA în SEE FRA.....	ENR 6-101

AREA CHART - ICAO

TMA BUCURESTI  
CTR OTOPENI



NOTE:  
This Chart should be read in conjunction with ENR 6-2

Anti-hail Rocket firing  
Area Vertical limits GND-FL255 unless note exists.  
1 - GND - FL240

Military exercise and training Areas (LRD, LRTRA, LRTSA)  
\* Vertical limits are issued by NOTAM, unless otherwise specified.

**AD 1.5 AERODROME/HELIPORT CERTIFICATION STATUS  
STATUTUL CERTIFICĂRII AERODROMURILOR/HELIPORTURILOR**

<i>Aerodrome name Location indicator</i>	<i>Date of initial certification Data certificării inițiale</i>	<i>Certificate validity Valabilitatea certificatului</i>	<i>Remarks Observații</i>
1	2	3	4
ARAD/Arad LRAR	15.04.2002	Unlimited	AD 2.1
ARAD/Charlie-Bravo Șiria LRCB	20.10.2014	01.11.2024	AD 2.25
BACĂU/George Enescu LRBC	01.09.2002	Unlimited	AD 2.2 Civ / Mil
BAIA MARE/Maramureș LRBM	10.07.2002	Unlimited	AD 2.3
BISTRIȚA/Bistrița LRBN	23.03.2017	20.07.2024	AD 2.26
BRAȘOV/Brașov-Ghimbav LRBV	09.12.2022	Unlimited	AD 2.29
BUCUREȘTI/Băneasa-Aurel Vlaicu LRBS	15.07.2002	Unlimited	AD 2.4
BUCUREȘTI/Henri Coandă LROP	30.04.2002	Unlimited	AD 2.5 Civ / Mil
CARANSEBEȘ/Banat-Caransebeș LRCS	29.05.2020	Unlimited	AD 2.6
CISNĂDIE/Măgura LRCD	23.06.2008	Unlimited	AD 2.18
CLINCENI/Clinceni LRCN	24.05.2016	Unlimited	AD 2.28
CLUJ NAPOCA/Avram Iancu LRCL	15.06.2002	Unlimited	AD 2.7
CONSTANȚA/Mihail Kogălniceanu- Constanța LRCK	10.06.2002	Unlimited	AD 2.8 Civ / Mil
Corona-Brașov	04.11.2022	Unlimited	Not published
CRAIOVA/Craiova LRCV	25.04.2002	Unlimited	AD 2.9
CRAIOVA/Craiova-Sud LRCW	19.10.2011	Unlimited	AD 2.32
DEVA/Săulești-Constantin Manolache LRDV	13.10.2011	Unlimited	AD 2.24
DEZMIR/Dezmir LRDJ	04.01.2019	Unlimited	AD 2.30
GHEORGHENI / Remetea LRHR	26.04.2023	25.04.2024	AD 2.31
GRĂDIȘTEA/Grădiștea LRBA	26.08.2019	Unlimited	AD 2.27
IAȘI/Iași LRJA	30.05.2002	Unlimited	AD 2.10
IAȘI/Iași Sud LRIS	25.07.2011	Unlimited	Not published
ORADEA/Oradea LRDOD	20.08.2002	Unlimited	AD 2.11
PITEȘTI/Geamăna LRPT	10.10.2011	Unlimited	AD 2.23
PLOIEȘTI/Gheorghe Valentin Bibescu - Ploiești LRPW	26.07.2007	15.09.2024	AD 2.19
SATU MARE/Satu Mare LRSM	10.07.2002	Unlimited	AD 2.12
Sânmihaiu German LRSG	07.12.2023	Unlimited	Not published
SÂNPETRU/Sânpetru LRSP	22.02.2010	Unlimited	AD 2.21

<b>Aerodrome name Location indicator</b>	<b>Date of initial certification Data certificării inițiale</b>	<b>Certificate validity Valabilitatea certificatului</b>	<b>Remarks Observații</b>
1	2	3	4
SIBIU/Sibiu LRSB	30.07.2002	Unlimited	AD 2.13
SUCEAVA/Ștefan cel Mare-Suceava LRSV	01.09.2002	Unlimited	AD 2.14
TĂUȚII MĂGHERĂUȘ/Tăuții- Măgherauș LRMM	12.07.2016	Unlimited	Not published
TÂRGU-MUREȘ/Mureșeni LRMS	26.05.2011	Unlimited	Not published
TÂRGU-MUREȘ/Transilvania-Târgu Mureș LRTM	20.06.2002	Unlimited	AD 2.15
TIMIȘOARA/Traian Vuia LRTR	01.10.2003	Unlimited	AD 2.16 Civ / Mil
TULCEA/Delta Dunării LRTC	03.10.2002	Unlimited	AD 2.17
TUZLA/Tuzla LRTZ	15.11.2004	Unlimited	AD 2.20
Zănești-Neamț LRZN	01.08.2022	Unlimited	Not published

<b>Heliport name Location indicator</b>	<b>Date of initial certification Data certificării inițiale</b>	<b>Certificate validity Valabilitatea certificatului</b>	<b>Remarks Observații</b>
1	2	3	4
BALC/Complex Vânătoare Fagu-Balc LRFB	07.08.2012	Unlimited	Not published
BUCUREȘTI/Spitalul Universitar de Urgență (SUUB)	03.12.2019	25.11.2024	Not published
BUCUREȘTI/West Gate LRWG	30.06.2014	20.07.2024	Not published
CONSTANȚA/Punct de Operare Aeromedicală SMURD LRCH	07.03.2016	Unlimited	Not published
GHIMBAV/IAR BRAȘOV LRBG	17.06.2009	15.12.2024	AD 3.2
GHIMBAV/MIR AERO-Brașov LRMA	26.10.2017	Unlimited	AD 3.6
Heliportul Spitalului Județean de Urgență Bistrița - SMURD BN 1	16.08.2021	16.08.2024	Not published
Heliplatforma ANA	07.03.2022	10.09.2025	Not published

**LRBM AD 2.13 DECLARED DISTANCES**

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
09	2150	2150	2150	2150	NIL
27	2150	2150	2150	2150	NIL

**LRBM AD 2.14 APPROACH AND RWY LIGHTING**

<i>RWY Designator</i>	<i>APCH LGT type</i>	<i>THR LGT colour</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing, colour, INTST</i>	<i>RWY End LGT colour</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
09	CAT II 900M LIH	Green Yes	PAPI Left/3° (52FT)	900M	2150M, 15 M FM 0M-1245M White; FM 1245M-1845M Red/White; FM 1845M Red; LIH	2150M, 60M FM 0M-1560M White; FM 1560M Yellow; LIH	Red -	NIL	NIL
27	NIL	Green NIL	PAPI Left/3.6° (53FT)	NIL	2150M, 15M FM 0M-1250M White; FM 1250M-1850M Red/White; FM 1850M Red; LIH	2150M, 60M FM 0M-1550M White; FM 1550M Yellow; LIH	Red -	NIL	NIL

**LRBM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN / IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	LDI: NIL Anemometer: 300M from THR 09, not lighted.
3	<i>TWY edge and centre line lighting</i>	Edge: TWY A, B Edge: Apron TWY C, South only Centre line: TWY A, B, C
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting at AD. Switch-over time: 1 SEC
5	<i>Remarks</i>	NIL

**LRBM AD 2.16 HELICOPTER LANDING AREA**

1	<i>Co-ordinates TLOF or THR of FATO</i>	NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	NIL

**LRBM AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	BAIA MARE CTR 474632N 0231117E - arc of circle centred at 473930N 0232758E (ARP) and radius 13.3 NM - 473642N 0230846E - 474140N 0230939E - 474702N 0230719E - 474632N 0231117E
2	<i>Vertical limits</i>	SFC to FL55
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Baia Mare Tower English, Romanian
5	<i>Transition altitude</i>	4000 FT AMSL
6	<i>Hours of applicability</i>	W: 0500-1700; S: 0400-1600
7	<i>Remarks</i>	NIL

**LRBM AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Baia Mare Tower	118.855 118.100 MHz ALTN  121.500 MHz EMERG	NIL	NIL	W: 0500-1700 S: 0400-1600	Exempted 8.33 kHz State aircraft.

**LRBM AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)	ID	Frequency/ Channel	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME ELEV of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 09 (6°E/2020) ILS CAT II (II.T.3)	IBM	109.300 MHz	H24	473924.4N 0232847.6E	-	NIL	Front course angle 5.22°.
GP 09	-	332.000 MHz	H24	473930.9N 0232710.9E	-	NIL	GP Angle 3.0°. ILS RDH 54.1 FT.
DME 09	IBM	1054.000 MHz CH 30X	H24	473930.7N 0232711.0E	600FT	NIL	NIL
NDB (LO)	BMR	404 KHz	H24	474016.4N 0232045.5E	-	NIL	Coverage 100 NM (declared).
NDB(LM)	M	266 KHz	H24	473941.3N 0232609.3E	-	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	-	-	-	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	-	-	-	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

**LRBM AD 2.20 LOCAL AERODROME REGULATIONS**

**1. Airport regulations**

1.1. On runway 09 and runway 27 backtrack of aircraft with code letter C (wingspan between 24 and 36 metres) is allowed only using the runway turn pad marking and lights at each runway end.

1.2. All aircraft stand markings and lights are designed for self-maneuvering operation and COCKPIT OVER THE CENTERLINE manner of following guidelines.

1.3. Aircraft guidance by visual signals on apron provided by a marshaller only O/R of the pilot in command.

1.4. ATC boundary line is located on apron accordingly to aerodrome chart. ATC boundary line is parallel to apron TWY C centerline and located 26M North from TWY C centerline.

**1. Reguli de aeroport**

1.1. Pe pista 09 și pe pista 27 întoarcerea aeronavelor cu litera de cod C (anvergura aripilor între 24 și 36 de metri) este permisă numai utilizând marcajele și luminile platformelor de întoarcere de la fiecare capăt de pistă.

1.2. Toate marcajele de platformă și luminile aeronautice aferente sunt proiectate pentru operare în regim self-maneuvering. Mișcarea aeronavelor se va face respectând principiul COCKPIT OVER THE CENTERLINE.

1.3. La solicitarea pilotului aeronavei, se poate asigura dirijare manuală operată de un dispecer.

1.4. Pe harta de aerodrom se găsește marcată limita de responsabilitate a organului de trafic aerian. Această limită este paralelă cu calea de rulare de platformă C și este situată la 26 de metri nord față de axul căii de rulare C.

**AERODROME CHART - ICAO**

47° 39' 30"N  
023° 27' 58"E **ELEV 606FT**

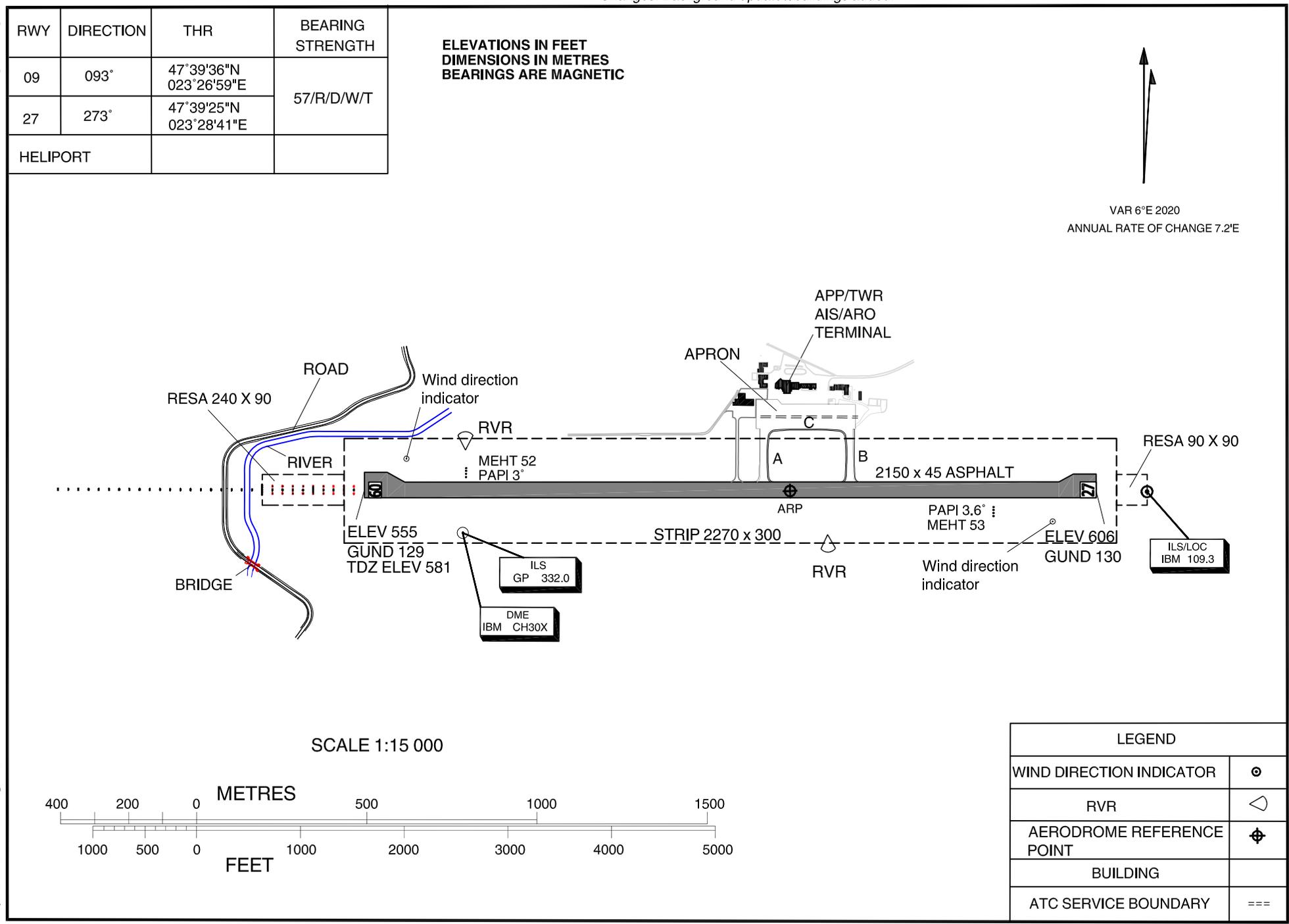
TWR 118.855  
TWR 118.100 ALTIN

**BAIA MARE / Maramureş  
(LRBM)**

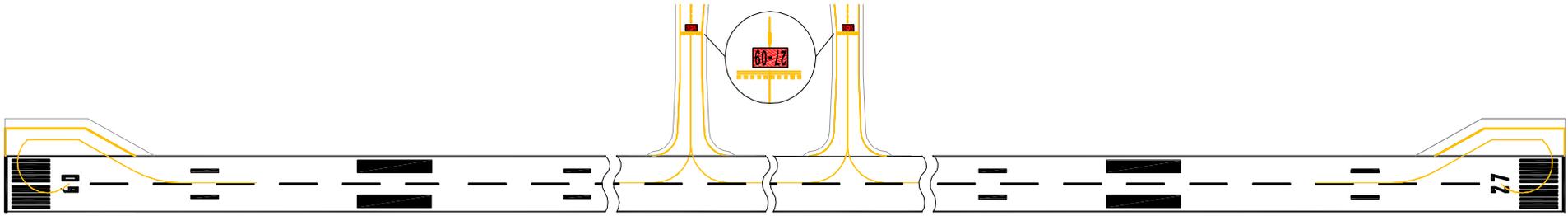
Changes: Background updated/buildings added.

ROMATSA

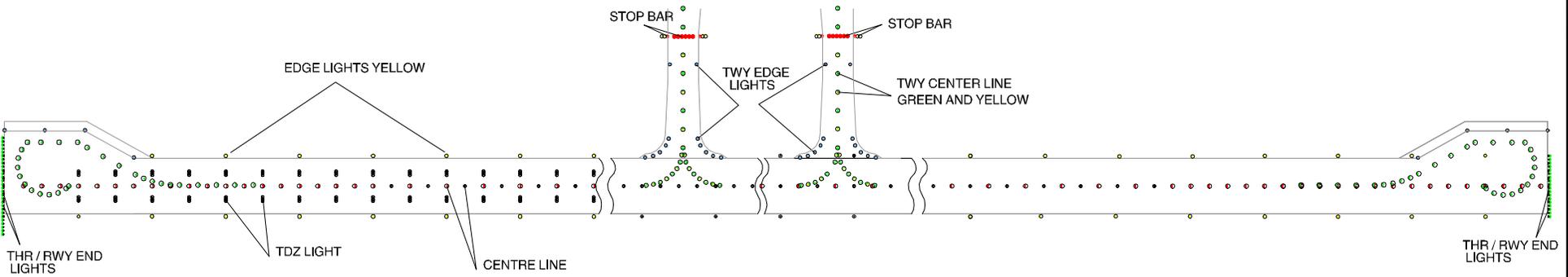
AIRPAC AIP AMDT 06/25



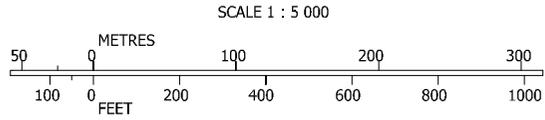
MARKING AIDS RWY 09 / 27 AND EXIT TWYs



LIGHTING AIDS RWY 09 / 27 AND EXIT TWYs



LEGEND	
STOP BAR	.....
AIMING POINT	■
RUNWAY-HOLDING POSITION	≡≡≡



Changes: ELEV.

**VISUAL OPERATIONS CHART**

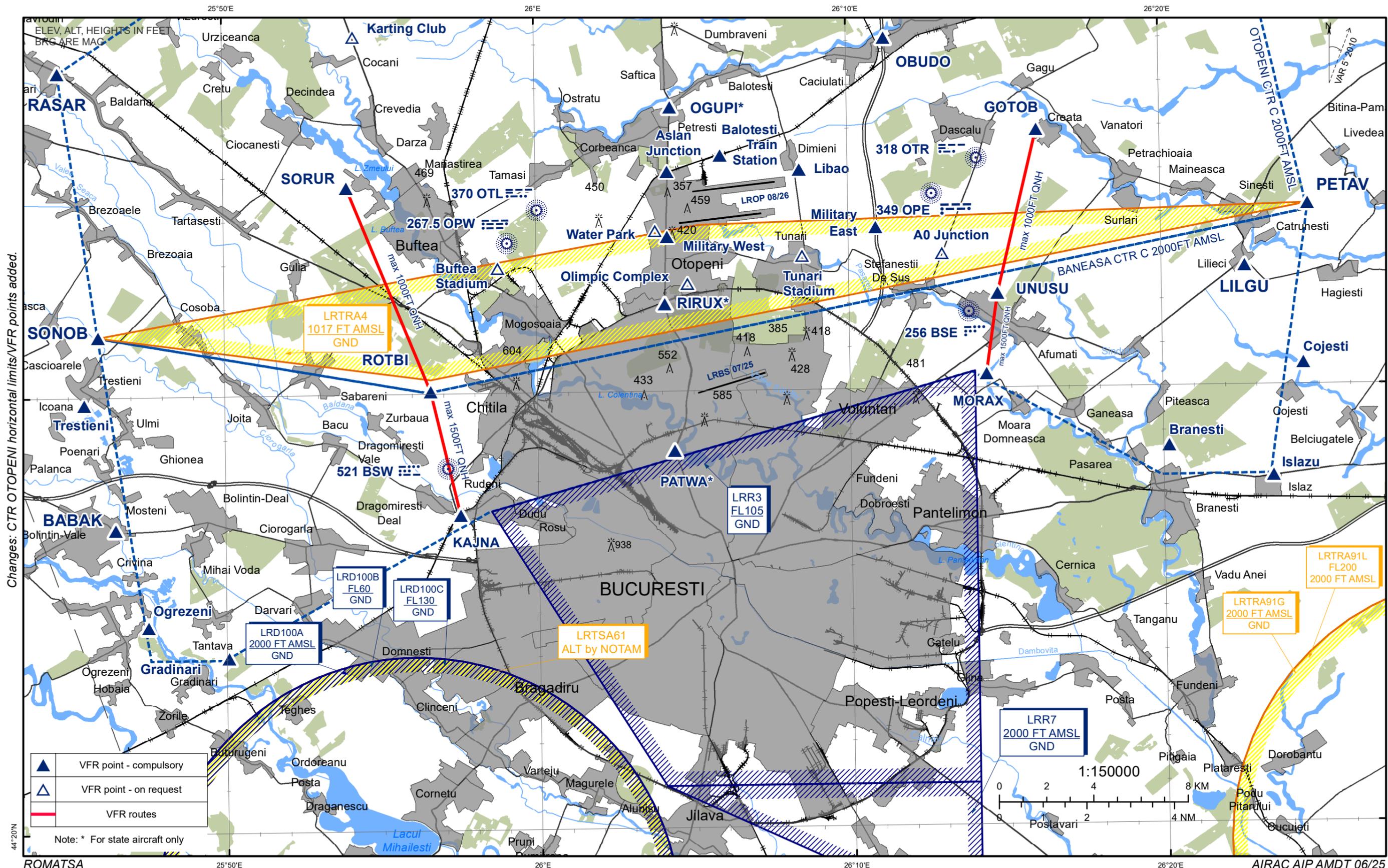
44° 30' 13" N  
026° 06' 13" E

ELEV 299 FT

BĂNEASA ATIS	126.125	BUCUREȘTI INFORMATION	129.400
BUCUREȘTI VOLMET	126.800	BĂNEASA TOWER	125.205
BUCUREȘTI APPROACH	119.415	BĂNEASA TOWER ALTN	120.800
BUCUREȘTI DIRECTOR	127.155	BĂNEASA GROUND	129.950
BUCUREȘTI DIRECTOR ALTN	120.600		

**BUCUREȘTI/  
Băneasa - Aurel Vlaicu (LRBS)**

VFR Routes  
Aircraft categories A and H



Changes: CTR OTOPENI horizontal limits/VFR points added.

ATC SURVEILLANCE  
MINIMUM ALTITUDE CHART - ICAO

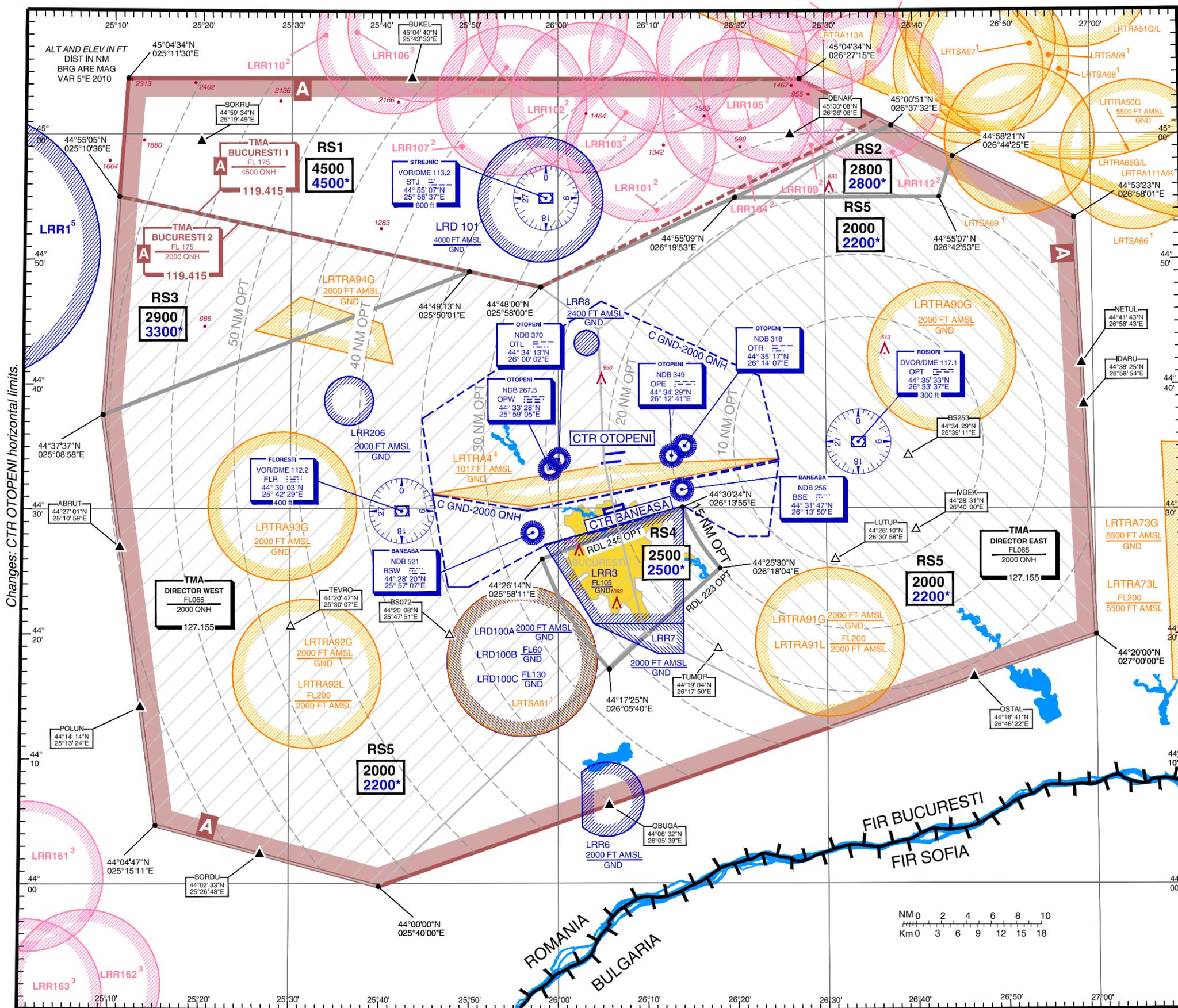
TRANSITION ALTITUDE  
4000 FT  
AERODROME ELEV 299 FT

SECTOR LOMOS 122.030  
LOMOS ALTN 126.080  
KOMAN 129.755  
KOMAN ALTN 126.080  
ARGES 121.180  
ARGES ALTN 124.975  
NERDI 125.155  
NERDI ALTN 123.900

BANEASA TWR 125.205  
BANEASA TWR ALTN 120.800  
BANEASA GND 129.950

BANEASA ATIS 126.125  
BUCURESTI VOLMET 126.800  
BUCURESTI APPROACH 119.415  
BUCURESTI APP ALTN 120.600  
BUCURESTI DIRECTOR 127.155  
BUCURESTI DIRECTOR ALTN 120.600

BUCUREȘTI /  
Băneasa - Aurel Vlaicu (LRBS)



IN CASE OF COMMUNICATION FAILURE

- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID/STAR

\*Minimum altitudes integrating a correction for low temperatures from +2°C and lower.

NOTE : LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE: 1. Vertical limits are issued by NOTAM

- Vertical limits  $\frac{FL255}{GND}$
- Vertical limits  $\frac{FL240}{GND}$
- Vertical limits  $\frac{FL240}{GND}$
- During LRTRA4 activity, IFR flight is not affected
- Vertical limits:  $\frac{FL60}{GND}$  for subsonic FLT  
 $\frac{FL660}{GND}$  for supersonic FLT

- Chart only to be used for cross-checking of altitudes assigned while under vectoring control.
- Unless otherwise authorized or required by ATC, arriving aircraft shall be operated at an indicated airspeed of maximum 250KT below FL100.
- BUCURESTI DIRECTOR (EAST or WEST) activates depending on the runway in use.

TEMPORARY RESERVED AREAS

Identification	Vertical limits	Identification	Vertical limits
LRTRA51G	GND - 5500 FT AMSL	LRTRA111A	FL65 - FL280
LRTRA51L	5500 FT AMSL - FL200	LRTRA111K	FL65 - FL280
LRTRA65G	GND - 5500 FT AMSL	LRTRA113A	FL130 - FL280
LRTRA65L	5500 FT AMSL - FL200		

LEGEND

RADAR MNM ALT IN FEET (QNH)	2000
-----------------------------	------

Changes: CTR OTOPENI horizontal limits.

**LROP AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	OTOPENI CTR 444651N 0260448E - 444050N 0262233E - 443409N 0262442E - 443005N 0255635E - 443123N 0254558E - 443726N 0254443E - 444651N 0260448E
2	Vertical limits	SFC to 2000 FT (600 M) AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Otopeni Tower English
5	Transition altitude	4000 FT (1200 M) AMSL
6	Hours of applicability	As ATS
7	Remarks	NIL

**LROP AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Otopeni Tower	118.805 120.900 ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
TWR	Otopeni Ground	121.500 EMERG 121.855 121.700 ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
TWR	Otopeni Clearance Delivery	121.955 121.700 ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
APP/SRE	București Approach București Director	119.415 120.600 ALTN 127.155 120.600 ALTN	NIL NIL	NIL NIL	H24 HX	NIL At ATC instruction only. For ARR TFC below FL065 and above 2000 FT AMSL NIL
ATIS	Otopeni ATIS	118.500 MHz	NIL	NIL	H24	NIL

**LROP AD 2.19 RADIO NAVIGATION AND LANDING AIDS**

Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)	ID	Frequency/ Channel	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME transmitting antenna/ ELEV of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 08R (5°E/2010) ILS CAT III (III.E.4)	IOP	110.300 MHz	H24	443406.4N 0260736.0E	-	NIL	Front course angle 3.06°
GP 08R	-	335.000 MHz	H24	443349.7N 0260452.8E	-	NIL	GP Angle 2.7°, ILS RDH 50 FT
DME 08R	IOP	1001.000 MHz CH 40X	H24	443349.7N 0260452.8E	400 FT	NIL	Collocated with GP 08R antenna
NDB(LO)	OPW	267.5 KHz	H24	443327.9N 0255904.7E	-	NIL	260°MAG/3.97NM from THR 08R
LOC 26L (5°E/2010) ILS CAT I (III.E.4)	IOE	109.100 MHz	H24	443351.2N 0260415.4E	-	NIL	Front course angle 3.02°
GP 26L	-	331.400 MHz	H24	443359.6N 0260658.9E	-	NIL	GP Angle 2.7°, ILS RDH 49FT (15M)
DME 26L	IOE	989.000 MHz CH 28X	H24	443359.6N 0260658.9E	400 FT	NIL	Collocated with GP 26L antenna

1	2	3	4	5	6	7	8
NDB(LO)	OPE	349 KHz	H24	443429.2N 0261240.5E	-	NIL	080°MAG/3.91NM from THR 26L
LOC 08L (5°E/2010) ILS CAT II (III.E.4)	ILL	110.900 MHz	H24	443449.0N 0260756.8E	-	NIL	Front course angle 3.18°
GP 08L	-	330.800 MHz	H24	443440.9N 0260515.9E	-	NIL	GP Angle 3°, ILS RDH 50 FT
DME 08L	ILL	1007 MHz CH 46X	H24	443440.9N 0260515.9E	400 FT	NIL	Collocated with GP 08L antenna
LOC 26R (5°E/2010) ILS CAT I (III.E.4)	IRR	110.700 MHz	H24	443434.4N 0260444.4E	-	NIL	Front course angle 3.14°
GP 26R	-	330.200 MHz	H24	443450.3N 0260726.0E	-	NIL	GP Angle 3°, ILS RDH 53 FT
DME 26R	IRR	1005.000 MHz CH 44X	H24	443450.5N 0260725.8E	400 FT	NIL	NIL
NDB(LO)	OTL	370 KHz	H24	443412.9N 0260002.2E	-	NIL	260°MAG/3.60NM from THR 08L
LM	LL	659 KHz	H24	443432.5N 0260419.0E	-	NIL	260°MAG/0.51NM from THR 08L
NDB(LO)	OTR	318 KHz	H24	443516.8N 0261407.3E	-	NIL	080°MAG/4.60NM from THR 26R

## LROP AD 2.20 LOCAL AERODROME REGULATIONS / REGLEMENTĂRI DE AERODROM LOCALE

### 1. Airport regulations / Reglementări de aeroport

#### 1.1. Taxiing of Aircraft on the Apron

On LROP the following taxiway are classified as Aircraft stand taxi lanes and apron taxiways:

- C: EASA Code D - apron Taxiway
- J: EASA Code D - apron Taxiway
- K: EASA Code D - apron Taxiway
- L: EASA Code C - aircraft stand taxilane
- M: EASA Code E - apron Taxiway
- T: EASA Code C - aircraft stand taxilanes

On these aircraft stand taxilanes, reduced wing-tip clearances of at least 4.5 m from obstacles have been defined for aircraft of EASA code A, B, C and 7.5 m for aircraft of EASA code D, E and F.

Because of distances from obstacles, the yellow taxi guide lines shall be strictly observed on the apron taxiways and on aircraft stand taxilanes. Taxi speed shall be adjusted accordingly.

Aircraft are permitted to taxi on the apron without guidance by a follow-me car only if permanent radio contact with Otopeni Ground can be maintained during the entire taxiing maneuver. If Otopeni Ground advises a follow-me car to guide a taxiing aircraft, the pilot shall adhere to its signals. If the pilot prefers guidance by a follow-me car for a taxiing maneuver, he may request one from Otopeni Ground. Follow-me cars are identifiable by a functioning lighting signals ramp (Follow Me) and orange omni-directional light/flashing light.

On the aprons aircraft are permitted to taxi only at the indispensable minimum engine thrust.

When taxiing into aircraft stands, aircraft shall generally not stop in curves between the centerlines of apron taxiways or aircraft stand taxi lanes and the centerlines of aircraft stands so as to avoid the further appliance of break-away power.

Parking of aircraft at the positions is performed:

- according to the signals of the marshaller on APRON 1 at aircraft stands 108, 116-122, 131-134, alternative stands and on APRON 2 at all stands or
- by means of Stand Entry Guidance at aircraft stands 101-107, 109-115 on APRON 1;

Aircraft may leave nose-in positions (see AD 2.5. 22 and AD 2.5. 23), only by the aid of towing cars or using power back.

Reverse thrust shall not be used. Aircraft operators shall make suitable arrangements.

#### 1.1 Rularea aeronavelor pe platformă

Pe LROP următoarele căi de rulare sunt clasificate ca și căi de rulare de platformă (apron Taxiway) sau căi de rulare de acces la pozițiile de staționare (aircraft stand taxilane):

- C: EASA Code D - apron Taxiway
- J: EASA Code D - apron Taxiway
- K: EASA Code D - apron Taxiway
- L: EASA Code C - aircraft stand taxilane
- M: EASA Code E - apron Taxiway
- T: EASA Code C - aircraft stand taxilanes

Pe aceste căi de rulare, distanțele de siguranță de la vârful planului la un obstacol sunt de 4.5 m pentru aeronave cod A, B, C (EASA) și 7.5 m pentru aeronave cod D, E, F (EASA).

Datorită distanțelor până la obstacole, marcajele galbene de ghidare trebuie respectate strict. Viteza de rulare va fi adaptată în consecință.

Rularea aeronavelor pe platformă este permisă fără însoțire Follow Me numai dacă sunt în legătură radio permanentă cu Otopeni Ground pe toată perioada manevrelor de rulare. În situația în care Otopeni Ground recomandă însoțirea cu Follow Me a aeronavei în rulaj, pilotul trebuie să urmeze întocmai semnalele acestuia. În cazul în care pilotul dorește efectuarea manevrelor de rulare cu asistență Follow Me, va solicita acest lucru la Otopeni Ground.

Vehiculele Follow Me sunt identificabile prin rampele luminoase de semnalizare (Follow Me) și girofar de culoare orange.

Rularea aeronavelor pe platformă este permisă numai la un regim de turație al motoarelor care să permită deplasarea aeronavei.

La rularea pentru intrarea în pozițiile de staționare, aeronavele nu vor opri în curbe, pentru a evita turarea suplimentară a motoarelor în vederea punerii în mișcare.

Parcarea aeronavei la pozițiile de staționare se face:

- în conformitate cu semnalele marșaler-ului pe APRON 1 la pozițiile de staționare 108, 116-122, 131-134, pozițiile alternative și pe APRON 2 la toate pozițiile alternative sau
- cu indicațiile Stand Entry Guidance la pozițiile de staționare 101-107 și 109-115 pe APRON 1;

leșirea aeronavelor din pozițiile de staționare nose-in (vezi AD 2.5-22 și AD 2.5-23) se face numai cu echipamente de tractare/impingere sau prin power back.

Utilizarea reversoarelor de tracțiune este interzisă. Operatorii aerieni vor avea stabilite aranjamentele necesare.

**LROP AD 2.22 FLIGHT PROCEDURES / PROCEDURI DE ZBOR****1. LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ****1.1 DESCRIPTION OF FACILITIES**

RWY08R instrument approach operation type B - CAT III: a decision height lower than 30m (100ft) or no decision height and a runway visual range not less than 200m, LVTO only for RVR ≥ 125m.

RWY08L instrument approach operation type B - CAT II: a decision height lower than 60m (200ft), but not lower than 30m (100ft) and a runway visual range not less than 300m, LVTO only for RVR ≥ 125m.

RWY 26R instrument approach operation type B - CAT I: decision height not lower than 60m (200ft) and with either a visibility not less than 800m or a runway visual range not less than 550m, LVTO only for RVR ≥ 125m.

RWY 26L instrument approach operation type B - CAT I: decision height not lower than 60m (200ft) and with either a visibility not less than 800m or a runway visual range not less than 550m, LVTO only for RVR ≥ 125m.

**1.2 LOW VISIBILITY PROCEDURES**

1.2.1 During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Henri Coandă Airport uses ATC low visibility procedures. These procedures are based on ICAO Doc 9476/1 (Surface Movement Guidance and Control Manual) and ICAO EUR Doc 013 (European Guidance Material on All Weather Operations at Aerodromes).

1.2.2 The preparation phase will be implemented when RVR is 800 m or horizontal visibility falls below 1500m or ceiling/vertical visibility of 500 ft (150m).

1.2.3 The operations phase will be commenced when the RVR falls below 550 m (visibility falls below 800m) or ceiling/vertical visibility of is below 200ft (60m).

1.2.4 LVP will be terminated when RVR is greater than 800m (horizontal visibility is greater than 1500m) and ceiling/vertical visibility is greater than 300ft (90m).

1.2.5 Simulated LVP should be requested 30 min prior to ETD/ETA.

1.2.6 If available visual aids do not provide sufficient taxi information, pilots may ask for Follow Me car assistance.

1.2.7. When RVR is less than 550 m, taxiing on TWY R and TWY H for acces to/from RWY is permitted only with FOLLOW ME guidance. Taxiing on TWY F is permitted only for Romanian Air Force acft and only when RVR is greater than 550M.

**1.3 DETAILS OF RUNWAY EXITS**

All runway exits are equipped with green / yellow coded taxiway centerline lights. Pilots will report 'runway vacated' only when the aircraft has completely passed the end of the green/yellow color coded taxiway centre-line lights.

**1.1 DESCRIEREA FACILITĂȚILOR**

Pista 08R operațiuni de apropiere instrumentală de tip B - CAT III: înălțime de decizie mai mică de 30m (100ft) sau fără înălțime de decizie și distanță de vizibilitate în lungul pistei RVR nu mai mic de 200m și pentru LVTO numai pentru RVR ≥ 125m.

Pista 08L operațiuni de apropiere instrumentală de tip B - CAT II: înălțime de decizie mai mică de 60m (200ft) dar nu mai mică de 30m (100ft) și o distanță vizuală în lungul pistei (RVR) nu mai mică de 300m și pentru LVTO numai pentru RVR ≥ 125m.

RWY 26R operațiuni de apropiere instrumentală de tip B - CAT I: înălțime de decizie nu mai mică de 60m (200ft) și vizibilitate nu mai mică de 800m sau distanță de vizibilitate în lungul pistei RVR nu mai mic de 550m, precum și LVTO numai pentru RVR ≥ 125m.

RWY 26L operațiuni de apropiere instrumentală de tip B - CAT I: înălțime de decizie nu mai mică de 60m (200ft) și vizibilitate nu mai mică de 800m sau distanță de vizibilitate în lungul pistei RVR nu mai mic de 550m, precum și LVTO numai pentru RVR ≥ 125m.

**1.2 PROCEDURI DE OPERARE ÎN CONDIȚII DE VIZIBILITATE REDUSĂ**

1.2.1 Pe timpul operării în condiții de vizibilitate redusă, capacitatea totală ATC este redusă. Pentru a asigura siguranța aeronavelor și o capacitate ATC optimă, Aeroportul Henri Coandă aplică proceduri de operare în condiții de vizibilitate redusă. Aceste proceduri se bazează pe ICAO Doc 9476/1 (Surface Movement Guidance and Control Manual) and ICAO EUR Doc 013 (European Guidance Material on All Weather Operations at Aerodromes).

1.2.2 Faza de pregătire va fi implementată atunci când RVR are valori de 800 m sau vizibilitatea orizontală scade sub 1500m sau plafonul norilor/vizibilitate verticală de 500 ft (150m).

1.2.3 Faza operațională va fi declanșată atunci când valoarea RVR scade sub 550 m (vizibilitatea orizontală scade sub 800m) sau plafonul norilor/vizibilitate verticală este sub 200ft (60m).

1.2.4 Procedurile în condiții de vizibilitate redusă vor fi încheiate atunci când valoarea RVR este mai mare de 800m (vizibilitatea orizontală este mai mare de 1500m) și plafonul norilor/ vizibilitatea verticală este mai mare de 300ft (90m).

1.2.5 Operarea în condiții simulate de vizibilitate redusă poate fi solicitată de pilot cu minimum 30 min înainte de ETD/ETA.

1.2.6 Dacă mijloacele vizuale disponibile nu asigură suficiente informații pentru rulare, piloții pot solicita asistență Follow Me

1.2.7. Atunci când RVR este mai mic de 550 m, rularea pe TWY R și TWY H pentru acces la/de la RWY este permisă numai cu FOLLOW ME. Rularea pe TWY F este permisă doar aeronavelor militare române și doar atunci când RVR este mai mare de 550 m.

**1.3 DETALII PRIVIND ELIBERAREA PISTEI**

Căile de rulare de ieșire din pistă sunt echipate cu lumini axiale codificate verde/galben. Piloții vor raporta 'pista liberă' numai după ce aeronava a depășit integral luminile axiale de culoare galben/verde.

## 2. CLOSE-IN OBSTACLES

Nr. crt	Type	Latitude	Longitude	Elevation (FT)	Remarks
1	Pilar	443355.509N	0260411.275E	353	Departure RWY 26L
2	Advertising panel	443343.600N	0260411.176E	354	Departure RWY 26L
3	Pilar	443440.030N	0260437.595E	347	Departure RWY 26R
4	Tree	443444.020N	0260435.300E	388	Departure RWY 26R
5	Tree	443429.500N	0260416.900E	410	Departure RWY 26R
6	Tree	443425.800N	0260416.700E	410	Departure RWY 26R
7	Advertising panel	443419.961N	0260410.775E	397	Departure RWY 26R

## 3. VFR points and routes / Puncte și rute VFR

VFR flights crossing the 2 runways directions **are recommended** to be conducted along the following VFR routes:

VFR Route 1: SORUR - ROTBI, MAX ALT 1000FT.  
VFR Route 2: GOTOB - UNUSU, MAX ALT 1000FT.  
VFR Route 3 (only for State aircraft and special operations aircraft - search and rescue, **HEMS**): OGUPI - RIRUX.

List of VFR points - **compulsory**:

SORUR 443446N 0255357E (West of Samurcas Village)  
ROTBI 443005N 0255635E (Chitila, forest corner)  
GOTOB 443555N 0261603E (Creată, Village corner)  
UNUSU 443211N 0261445E (Afumați, forest corner)  
OGUPI 443632N 0260420E (Balotești, Highway junction) **where holding may be required to the West.**  
RIRUX 443202N 0260406E (DN1 road, beltway junction)

OBUDO 443804N 0261112E (Căciulați, Expressway junction) **where holding may be required to the East.**

Balotești Train Station 443525N 0260555E (Balotești Train Station).  
Aslan Junction 443504N 0260413E (Junction between DN1 and railway).  
Military West 443334N 0260412E (Junction between DN1 and Zborului street) - where holding may be required to the West.  
Military East 443344N 0261053E (Bridge over A3 Highway close to A0 Highway junction) - where holding may be required.  
Libao 443504N 0260827E (Hotel Libao)

List of VFR points - on request:

Water Park 443342N 0260349E (Aqua Park Otopeni).  
Buftea Stadium 443253N 0255846E (Football stadium Buftea).  
Golf Club 444134N 0255609E (Golf Club).  
Karting Club 443813N 0255412E (Karting Club).  
Olympic Complex 443230N 0260451E (Otopeni Olympic Complex).  
Tunari Stadium 443306N 0260831E (Tunari) Stadium).  
A0 Junction 443307N 0261300E (Junction between A0 and DJ200).

In case of traffic congestion, VFR aircraft may obtain a clearance to hold over one of the following points:

OGUPI 443632N 0260420E (Balotești, Highway junction)

OBUDO 443804N 0261112E (Căciulați, Expressway junction)

Note: the VFR routes are extended into Baneasa CTR as follows:

VFR 1: SORUR - ROTBI - **KAJNA**.  
VFR 2: GOTOB - UNUSU - **MORAX**.  
VFR 3: OGUPI - RIRUX - **PATWA**.

Zborurile VFR ce traversează direcțiile celor 2 piste se recomandă a fi efectuate pe următoarele rute VFR:

Ruta VFR 1: SORUR - ROTBI, MAX ALT 1000FT.  
Ruta VFR 2: GOTOB - UNUSU, MAX ALT 1000FT.  
Ruta VFR 3 (doar aeronave de stat și aeronave care execută operațiuni speciale - căutare și salvare, **HEMS**): OGUPI - RIRUX.

Lista punctelor VFR - **obligatorii**:

SORUR 443446N 0255357E (vest de comuna Samurcas)  
ROTBI 443005N 0255635E (Chitila, colțul pădurii)  
GOTOB 443555N 0261603E (Creată, colțul localității)  
UNUSU 443211N 0261445E (Afumați, colț pădure)  
OGUPI 443632N 0260420E (Balotești, intersecție autostradă) **unde poate fi solicitată așteptare către vest.**  
RIRUX 443202N 0260406E (șosea DN1, intersecție centură)

OBUDO 443804N 0261112E (Căciulați, intersecție autostradă cu drumul județean) **unde poate fi solicitată așteptare către Est.**

Balotești Train Station 443525N 0260555E (Gara Balotești).  
Aslan Junction 443504N 0260413E (Intersecția DN1 cu calea ferată).  
Military West 443334N 0260412E (Intersecția DN1 cu str Zborului) - unde poate fi solicitată așteptare către Vest.

Military East 443344N 0261053E (Pod peste Autostrada A3 lângă intersecția cu Autostrada A0) - unde poate fi solicitată așteptare.  
Libao 443504N 0260827E (Hotel Libao).

Lista punctelor VFR - la cerere:

Water Park 443342N 0260349E (Aqua Park Otopeni).  
Buftea Stadium 443253N 0255846E (Stadionul de fotbal Buftea).  
Golf Club 444134N 0255609E (Club de Golf).  
Karting Club 443813N 0255412E (Club de Karting).  
Olympic Complex 443230N 0260451E (Complexul Olimpic Otopeni).  
Tunari Stadium 443306N 0260831E (Stadionul Tunari).  
A0 Junction 443307N 0261300E (Intersecția A0 cu DJ200).

În cazul aglomerării traficului, aeronavele VFR pot obține autorizare pentru procedura de așteptare la unul dintre următoarele puncte:

OGUPI 443632N 0260420E (Balotești, intersecție autostradă)

OBUDO 443804N 0261112E (Căciulați, intersecție autostradă cu drumul județean)

Notă: rutele VFR se prelungesc în CTR Băneasa astfel:

VFR 1: SORUR - ROTBI - **KAJNA**.  
VFR 2: GOTOB - UNUSU - **MORAX**.  
VFR 3: OGUPI - RIRUX - **PATWA**.

## 4. BUCUREȘTI DIRECTOR SECTOR

### 4.1 Sector Limits

BUCUREȘTI DIRECTOR (EAST or WEST) activates depending on the runway(s) in use (see section ENR 2.1-5).

Vertical limits: 2000 FT AMSL - FL065.

### 4.2 Activation/deactivation

BUCUREȘTI DIRECTOR Sector will be activated at the initiative of the APP Bucharest Team Supervisor when the traffic forecast requires.

### 4.1 Limite sector

Sectorul BUCUREȘTI DIRECTOR (EAST sau WEST) se activează în funcție de pista/pistele în serviciu (vezi secțiunea ENR 2.1-5).

Limite verticale: 2000 FT AMSL - FL065.

### 4.2 Activarea/dezactivare

Sectorul BUCUREȘTI DIRECTOR va fi deschis la inițiativa Supravizorului de echipă APP București în cazul în care prognoza de trafic o impune.

## 5. PROCEDURES FOR DEPARTING AIRCRAFT / PROCEDURI PENTRU AERONAVE CARE PLEACĂ

### 5.1 OTOPENI CLEARANCE DELIVERY (DEL)

En route clearance shall be requested to OTOPENI CLEARANCE DELIVERY MAX 20 minutes prior to EOBT or 35 minutes prior to CTOT. An en route clearance contains:

1. Callsign
2. Clearance limit: airport of destination
3. Standard instrument departure (SID)
4. Flight level
5. SSR-code
6. Additional departure instructions (if applicable)
7. CTOT (if applicable).

Example of an en route clearance: "ROT707 cleared to Paris, SOKRU1K Departure, FL 280, squawk A5405, Runway 08R, CTOT 25".

### 5.2 OTOPENI GROUND

#### 5.2.1 Start-up, push-back and taxi

Ground control service (start-up, push-back and taxi instructions) is provided by Otopeni Ground.

Pilots shall only ask for start-up and push-back permission after obtaining confirmation from handling agent that is ready for the manoeuvre. The anti-collision light must be switched on just prior to push-back.

ATC will consider every aircraft at the holding position as able to commence the line-up and take-off roll immediately after the departure clearance is issued. Pilots not able to comply shall advise Otopeni Ground as early as possible but ultimately before transfer to Otopeni Tower.

#### 5.2.2 Operational use of intersection take-offs

1. In principle all jet aircraft must use the full runway length available for noise abatement reasons.
2. Take-offs from intersection with taxiway may be allowed at ATC discretion (for operational reasons) or pilot request.

### 5.1 OTOPENI CLEARANCE DELIVERY (DEL)

Autorizarea de zbor pe rută poate fi cerută de la OTOPENI CLEARANCE DELIVERY cu MAX 20 minute anterior EOBT sau cu 35 minute anterior CTOT. Autorizarea de zbor pe rută conține:

1. Identificarea aeronavei
2. Limita autorizării: aeroportul de destinație
3. Standard instrument departure (SID)
4. Nivel de zbor
5. Cod SSR
6. Instrucțiuni suplimentare de decolare (dacă este cazul)
7. CTOT (dacă este cazul).

Exemplu de autorizare de zbor pe rută: "ROT707 cleared to Paris, SOKRU1K Departure, FL 280, squawk A5405, Runway 08R, CTOT 25".

### 5.2 OTOPENI GROUND

#### 5.2.1 Pornirea motoarelor, împingerea înapoi și rulajul

Serviciul de control Ground (pornirea motoarelor, împingerea înapoi și instrucțiunile de rulaj) este asigurat de Otopeni Ground.

Piloții vor solicita aprobarea de pornire a motoarelor și împingerea înapoi numai după ce vor obține confirmarea de la agentul handling că este pregătit pentru manevră. Luminile anti-coliziune trebuie aprinse imediat înaintea împingerii înapoi.

ATC vor considera că fiecare aeronavă care a ajuns la poziția de așteptare la pistă este gata să înceapă alinierea și decolarea imediată, îndată ce a fost emisă autorizarea de decolare. Piloții care nu sunt pregătiți să se conformeze trebuie să anunțe Otopeni Ground cât mai curând posibil, dar cel mai târziu înainte de a fi transferați la Otopeni Tower.

#### 5.2.2 Utilizarea operațională a decolărilor de la intersecție

1. În principiu, toate aeronavele jet trebuie să utilizeze toată lungimea disponibilă a pistei pentru motive de reducere a zgomotului.
2. Decolările de la intersecția cu o cale de rulare pot fi autorizate la discreția ATC (în scop operațional) sau la cererea pilotului.



### 5.2.3 Runway occupancy time

Pilots should be ready for line-up in sequence according to ATC instructions. Cockpit checks should be completed prior to line-up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after receiving take-off clearance.

When cleared for take off ATC will expect movement within MAX 30 seconds (of take off clearance being issued).

**Pilots not able to comply with the above requirements shall notify ATC before entering the runway or immediately after.**

Pilots who require to back-track the runway must notify ATC prior to arrival at the holding point.

### 5.2.4 Transfer to Otopeni Tower

Pilots of departing aircraft will be instructed by Otopeni Ground which channel they shall use.

## 5.3 OTOPENI TOWER

In addition to departing and arriving traffic, also aircraft crossing the runway and vehicles on the runway will have contact with the tower controller on the tower channel.

### 5.3.1 Additional departure instructions

Especially propeller-driven aircraft can expect additional departure instructions. These instructions may be added to the en route or take-off clearance and may comprise a specific heading or temporary altitude restriction. Such additives amend the relevant part of the SID only.

### 5.3.2 Transfer to Bucharest Approach

When changing channel from Otopeni Tower to Bucharest Approach, initial contact shall consist of Bucharest Approach, callsign, actual altitude and SID. If a flight is cleared on a heading for initial departure, the heading shall be used instead of the SID. Additional instructions e.g. altitude restrictions shall also be mentioned on initial contact with Bucharest Approach.

Pilots of departing aircraft shall remain on TWR channel until passing 2000 ft AMSL. Contact Bucharest Approach when passing 2000 ft AMSL and report altitude in order to verify SSR mode C (e.g. Approach ROT707, passing 2000 ft climbing FL 060 SOKRU1K Departure).

## 6. PROCEDURES FOR ARRIVING AIRCRAFT / PROCEDURI PENTRU AERONAVELE CARE SOSESC

### 6.1 Runway occupancy time

Pilots are reminded that rapid exit from the landing runway minimises the occurrences of go arounds and allows ATC to apply minimum spacing on final approach.

### 5.2.3 Timp de ocupare al pistei

Piloții ar trebui să fie gata de aliniere în secvență conform instrucțiunilor ATC. Verificările de cabină ar trebui încheiate înaintea alinierii la pistă și orice verificări care necesită finalizarea pe pistă ar trebui menținute la minimum necesar. Piloții ar trebui să se asigure că vor fi gata de începerea rulajului de decolare imediat după recepționarea autorizării de decolare.

După emiterea autorizării de decolare, ATC se va aștepta la punerea în mișcare în MAX 30 secunde (de la emiterea autorizării de decolare).

**Piloții care nu se pot conforma cu cerințele de mai sus trebuie să anunțe ATC înainte de intrarea pe pistă sau imediat după constatarea acestui lucru.**

Piloții care solicită să întoarcă pe pistă vor anunța ATC înaintea ajungerii la poziția de așteptare la pistă.

### 5.2.4 Transferul către Otopeni Tower

Piloții aeronavelor care pleacă vor fi anunțați de Otopeni Ground frecvența radio pe care o vor utiliza.

## 5.3 OTOPENI TOWER

În plus față de aeronavele care pleacă și cele care sosesc, și aeronavele care traversează pista și vehiculele de pe pistă vor trebui să intre în contact radio cu controlorul turn pe frecvența de dirijare turn.

### 5.3.1 Instrucțiuni adiționale pentru decolare

În special aeronavele dotate cu motoare cu elice se pot aștepta la instrucțiuni suplimentare pentru decolare. Aceste instrucțiuni pot completa autorizarea de zbor pe rută sau de decolare și pot cuprinde un cap magnetic sau o restricție temporară de altitudine. Aceste completări amendează doar partea relevantă a SID.

### 5.3.2 Transferul către Bucharest Approach

La schimbarea frecvenței radio de la Otopeni Tower la Bucharest Approach, contactul inițial va consta în Bucharest Approach, identificarea aeronavei, altitudinea reală și SID. Dacă un zbor este autorizat să decoleze inițial pe un cap magnetic, acesta va fi transmis în locul SID. Instrucțiunile suplimentare, de ex. restricțiile de altitudine, vor fi de asemenea menționate la contactul radio inițial cu Bucharest Approach.

Piloții aeronavelor care pleacă vor rămâne pe frecvența TWR până la trecerea prin 2000 ft AMSL. Vor contacta Bucharest Approach la trecerea prin 2000 ft AMSL și vor raporta altitudinea pentru a se verifica codul SSR mod C (ex. Bucharest Approach, ROT707, passing 2000 ft climbing FL 060 SOKRU1K Departure).

### 6.1 Timp de ocupare a pistei

Se reamintește piloților că eliberarea rapidă a pistei de aterizare minimizează apariția ratărilor aterizărilor și permite ATC aplicarea unor eșalonări minime în apropierea finale.



To ensure minimum runway occupancy time, pilots will avoid rolling slowly on runway.

ATC expect all aircraft to vacate the runways within timeframes detailed as follows:

08R / 26L – 90 sec  
08L / 26R – 60 sec

If aircraft are not able to vacate runway within these time frames crews will notify ATC at once.

Pentru a asigura un timp minim de ocupare a pistei, piloții vor evita rularea cu viteză redusă pe pistă.

ATC se așteaptă ca toate aeronavele să elibereze pista în intervalele de timp specificate după cum urmează:

08R / 26L – 90 sec  
08L / 26R – 60 sec

Dacă aeronavele nu sunt capabile să elibereze pista în aceste intervale de timp, echipajele vor anunța ATC imediat.

### LROP AD 2.23 ADDITIONAL INFORMATION

If LRTRA4 is activated, military helicopters training activity goes up to 1017 FT MSL (310M AMSL). The flights are coordinated between civil and military ATS units. The helipoint is located south of RWY 08R/26L. Flights operating on RWY 08R/26L are not affected.

Când LRTRA4 este activată, zborul de antrenament al elicopterelor militare se desfășoară până la 1017 FT MSL (310M AMSL). Zborurile sunt coordonate de către unitățile ATS civile și militare. Helipunctul este situat în vecinătatea sudică a pistei 08R/26L. Zborurile care utilizează RWY 08R/26L nu sunt afectate.

Bird flocks are flying within airport area during the whole year, but culminates between March to May and September to November.

Stolurile de păsări zboară în zona aeroportului pe tot parcursul anului, dar culminează între Martie - Mai și Septembrie - Noiembrie.

Usually their flight is crossing both runways, heading from North to South and vice versa. Mainly, their flight path is over the thresholds and middle of the runways at an altitude of 500 m (1640 ft) AGL.

În mod obișnuit, zborul lor traversează ambele piste, îndreptându-se de la Nord la Sud și invers. În principal, traiectoria lor de zbor este peste pragurile și mijlocul pistelor, la o altitudine de aproximativ 500 m (1640 ft) AGL.

Caution advised when taking-off and landing.

Se recomandă precauție la decolare și aterizare.

### LROP AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO.....	AD 2.5-20
Aerodrome Ground Movement Chart - ICAO.....	AD 2.5-21
Aircraft Parking/Docking Chart - ICAO	
APRON 1 .....	AD 2.5-22
APRON 2 .....	AD 2.5-23
APRON 3 .....	AD 2.5-24
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 08R/26L.....	AD 2.5-25
RWY 08L/26R.....	AD 2.5-26
Precision Approach Terrain Chart – ICAO	
RWY 08R.....	AD 2.5-28
RWY 08L .....	AD 2.5-29
Standard Departure Charts - Instrument - ICAO	
RWY 08R/L.....	AD 2.5-30
RWY 26R/L.....	AD 2.5-31
Standard Arrival Charts - Instrument - ICAO	
RWY 08L/R.....	AD 2.5-32
RWY 26L/R.....	AD 2.5-33
RNAV Standard Departure Chart - Instrument - ICAO	
RWY 08L/R .....	AD 2.5-34
RWY 26L/R.....	AD 2.5-35
RNAV Standard Arrival Chart - Instrument - ICAO	
RWY 08L/R .....	AD 2.5-36
RWY 26L/R.....	AD 2.5-37
Visual Operations Chart - Aircraft categories A and H .....	AD 2.5-40
ATC Surveillance Minimum Altitude Chart - ICAO.....	AD 2.5-45
Instrument Approach Charts - ICAO	
RWY 08R ILS .....	AD 2.5-51
RWY 08L ILS.....	AD 2.5-53
RWY 26R ILS .....	AD 2.5-55
RWY 26L ILS.....	AD 2.5-57
RWY 08R NDB .....	AD 2.5-91
RWY 08L NDB.....	AD 2.5-93
RWY 26R NDB .....	AD 2.5-95
RWY 26L NDB.....	AD 2.5-97



ATC SURVEILLANCE  
MINIMUM ALTITUDE CHART - ICAO

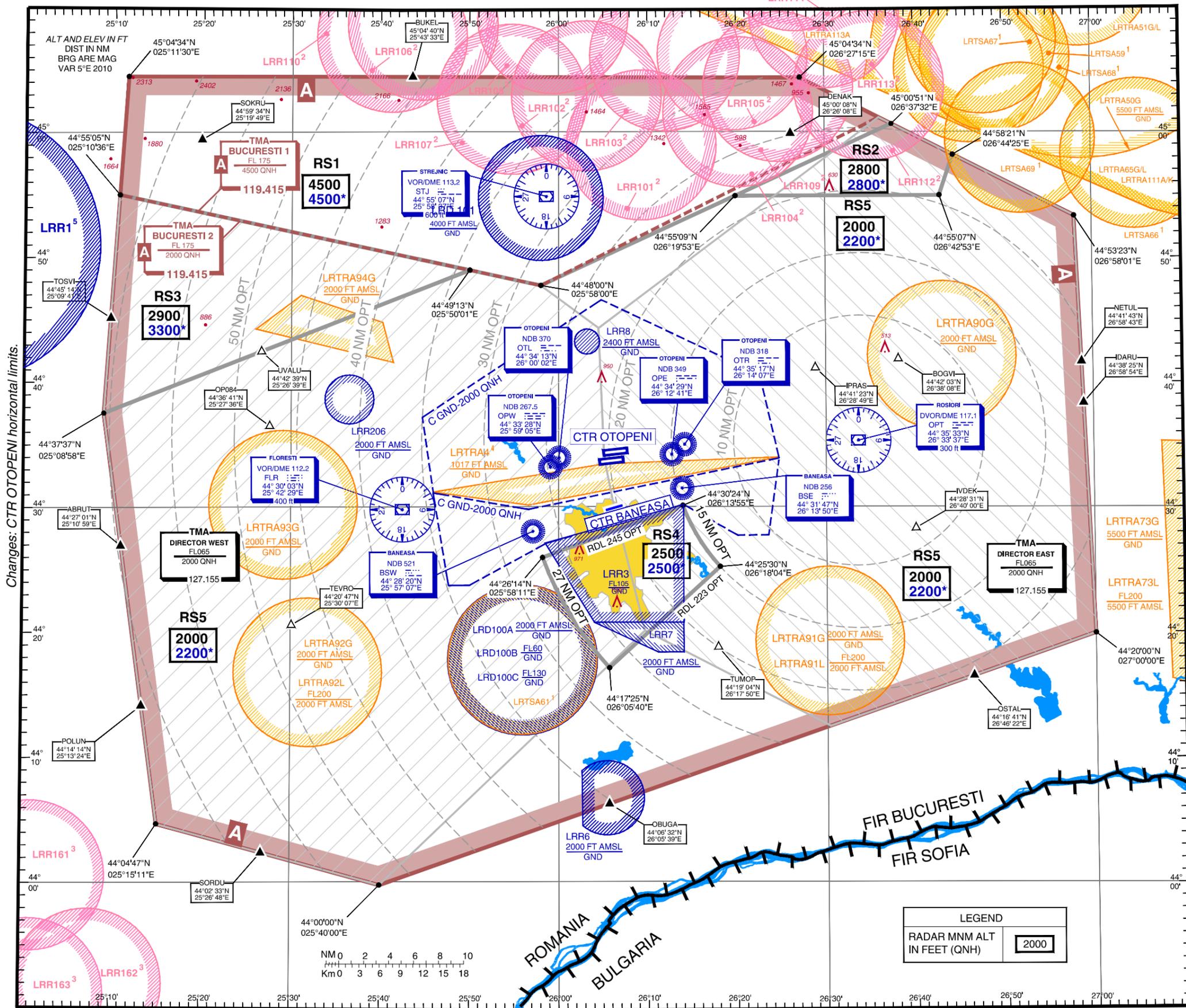
TRANSITION ALTITUDE  
4000 ft  
AERODROME ELEV 314 ft

SECTOR LOMOS	122.030
LOMOS ALTN	126.080
KOMAN	129.755
KOMAN ALTN	126.080
ARGES	121.180
ARGES ALTN	124.975
NERDI	125.155
NERDI ALTN	123.900

OTOPENI TWR	118.805
OTOPENI TWR ALTN	120.900
OTOPENI GND	121.855
OTOPENI GND ALTN	121.700

OTOPENI ATIS	118.500
BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREȘTI / Henri Coandă (LROP)



**IN CASE OF COMMUNICATION FAILURE**

- SET TRANSPONDER CODE 7600
- FOLLOW COM FAILURE PROCEDURE ON RELEVANT SID/STAR

\*Minimum altitudes integrating a correction for low temperatures from +2°C and lower.

NOTE: LEVELS ASSIGNED BY ATC INCLUDE A CORRECTION FOR LOW TEMPERATURE EFFECT WHEN NECESSARY

NOTE: 1. Vertical limits are issued by NOTAM

2. Vertical limits FL255 GND
3. Vertical limits FL240 GND
4. During LRTRA4 activity, IFR flight is not affected
5. Vertical limits: FL60 GND for subsonic FLT, FL660 GND for supersonic FLT
6. Chart only to be used for cross-checking of altitudes assigned while under vectoring control.
7. Unless otherwise authorized or required by ATC, arriving aircraft shall be operated at an indicated airspeed of maximum 250KT below FL100.
8. BUCURESTI DIRECTOR (EAST or WEST) activates depending on the runway in use.

TEMPORARY RESERVED AREAS			
Identification	Vertical limits	Identification	Vertical limits
LRTRA51G	GND - 5500 FT AMSL	LRTRA111A	FL65 - FL280
LRTRA51L	5500 FT AMSL - FL200	LRTRA111K	FL65 - FL280
LRTRA65G	GND - 5500 FT AMSL	LRTRA113A	FL130 - FL280
LRTRA65L	5500 FT AMSL - FL200		

a	b	c	d	e	f
LROD_1815	POLE	470131.9N 0215354.6E	478.9/31.5 FT	NIL	NIL
LROD_1816	POLE	470145.1N 0215358.7E	514.0/66.2 FT	NIL	
LROD_1817	POLE	470143.2N 0215358.2E	514.5/66.3 FT	NIL	
LROD_1818	POLE	470139.4N 0215357.1E	514.3/67.5 FT	NIL	
LROD_1819	POLE	470141.3N 0215357.6E	514.9/68.3 FT	NIL	
LROD_1820	POLE	470137.5N 0215356.5E	515.5/67.5 FT	NIL	
LROD_1821	ELECTRICAL	470137.4N 0215356.5E	453.3/5.1 FT	NIL	
LROD_1822	ELECTRICAL	470139.3N 0215357.0E	452.5/5.3 FT	NIL	
LROD_1823	ELECTRICAL	470141.2N 0215357.6E	452.5/5.7 FT	NIL	
LROD_1968	BUILDING	470136.9N 0215356.6E	459.9/11.9 FT	NIL	

**LROD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	ORADEA
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 9 HR 3 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	NIL -
5	Briefing / consultation provided	Self-briefing; briefing/consultation on request (see row 8)
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text Romanian, English
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR, TAF
8	Supplementary equipment available for providing information	Tel: +40-(0)259-418554 Fax: +40-(0)259-418554
9	ATS units provided with information	ORADEA TWR
10	Additional information (limitation of service, etc.)	NIL

**LROD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coord RWY end coord THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY		Slope of RWY-SWY
					THR	TDZ	
1	2	3	4	5	6	7	
19	191.17°	2520 x 45	60/R/C/W/T Concrete	470159.71N 0215416.92E 470044.43N 0215355.20E GUND 136 FT	THR 450.4 FT TDZ 452.7 FT	0.25% (150 M) 0% (900 M) 0.4% (900 M) 0.8% (570 M)	
01	011.16°	2520 x 45	60/R/C/W/T Concrete	470044.43N 0215355.20E 470204.47N 0215418.29E GUND 136 FT	THR 480 FT TDZ 469 FT	-0.8% (570 M) -0.4% (900 M) 0% (900 M) -0.25% (150 M)	
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of ARST system		OFZ	Remarks
8	9	10	11	12	13	14	
NIL	130 x 180	2640 x 280	240 x 150	NIL	NIL	NIL	
NIL	260 x 180	2640 x 280	240 x 150	NIL	NIL	NIL	

**LROD AD 2.13 DECLARED DISTANCES**

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
19	2520	2650	2520	2370	NIL
01	2520	2780	2520	2520	NIL

**LROD AD 2.14 APPROACH AND RWY LIGHTING**

RWY Designator	APCH LGT	THR LGT	VASIS (MEHT)	TDZ, LGT,	RWY Centre Line LGT	RWY edge LGT	RWY End LGT	SWY LGT	Remarks
	type	colour	(PAPI)	LEN	Length, spacing, colour, INTST	LEN, spacing, colour, INTST	colour	LEN(M)	
1	2	3	4	5	6	7	8	9	10
19	CAT II 900M LIH	Green WBAR	PAPI (50FT) 3°	White 900M	1470M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1770M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	Red edge lights, 150M before THR, only on approach direction
01	CAT II 810M LIH	Green WBAR	PAPI (53FT) 3°	White 900M	1620M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1920M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	

**LROD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL NIL
3	TWY edge and centre line lighting	TWY A, B, E edge blue omnidirectional lights LIL. TWY A, B, C, E, F, D1, D2 centre line green/green lights. TWY A, B, E centre line yellow/green lights.
4	Secondary power supply/switch-over time	Secondary power supply for all lighting on the AD; Switch-over time 1 sec.
5	Remarks	Apron floodlighting, obstacle lighting.

**LROD AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

**LROD AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	ORADEA CTR A circle, radius 16 NM centred at 470131N 0215409E, limited by FIR boundary.
2	Vertical limits	SFC to FL55
3	Airspace classification	C
4	ATS unit call sign Language(s)	Oradea Tower English, Romanian
5	Transition altitude	4000 FT AMSL
6	Hours of aplicability	As ATS
7	Remarks	NIL