

Publication Date: 21 AUG 2025

Effective Date: 02 OCT 2025

**AIRAC
AIP AMDT**

11 02 OCT 2025

AIRAC AIP AMENDMENT 11/25

I. Content

- GEN - record of AIP Supplements updated.
- AD - LROP - APRON and TWY info updated;
- LRCK - low visibility procedures established;
 - new chart - PATC RWY 36.
- LRBV - new charts - IAC RNP RWY 21.

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

GEN 0.3-1	02 OCT 2025
GEN 0.3-2	02 OCT 2025
GEN 0.4-1	02 OCT 2025
GEN 0.4-2	02 OCT 2025
GEN 0.4-3	02 OCT 2025
GEN 0.4-4	02 OCT 2025
GEN 0.4-5	02 OCT 2025
GEN 0.4-6	02 OCT 2025
GEN 0.4-7	02 OCT 2025
GEN 0.4-8	02 OCT 2025
GEN 2.5-1	02 OCT 2025
GEN 3.2-4	02 OCT 2025
GEN 3.2-7	02 OCT 2025
GEN 4.1-9	02 OCT 2025
GEN 4.1-15	02 OCT 2025
GEN 4.1-15a	02 OCT 2025

Destroy the following pages and/or charts:

GEN 0.3-1	17 APR 2025
GEN 0.3-2	10 JUL 2025
GEN 0.4-1	04 SEP 2025
GEN 0.4-2	04 SEP 2025
GEN 0.4-3	04 SEP 2025
GEN 0.4-4	04 SEP 2025
GEN 0.4-5	04 SEP 2025
GEN 0.4-6	04 SEP 2025
GEN 0.4-7	04 SEP 2025
GEN 0.4-8	04 SEP 2025
GEN 2.5-1	20 MAR 2025
GEN 3.2-4	04 SEP 2025
GEN 3.2-7	04 SEP 2025
GEN 4.1-9	10 JUL 2025
GEN 4.1-15	20 MAR 2025
GEN 4.1-15a	20 MAR 2025

ENR 3.2-1	02 OCT 2025
ENR 3.2-5	02 OCT 2025
ENR 3.2-7	02 OCT 2025
ENR 3.2-10	02 OCT 2025
ENR 3.2-14	02 OCT 2025
ENR 3.2-21	02 OCT 2025
ENR 4.4-1	02 OCT 2025
ENR 4.4-2	02 OCT 2025

ENR 3.2-1	04 SEP 2025
ENR 3.2-5	04 SEP 2025
ENR 3.2-7	04 SEP 2025
ENR 3.2-10	04 SEP 2025
ENR 3.2-14	04 SEP 2025
ENR 3.2-21	04 SEP 2025
ENR 4.4-1	04 SEP 2025
ENR 4.4-2	04 SEP 2025

II.	Insert the following new pages and/or charts:		Destroy the following pages and/or charts:	
	ENR 4.4-3	02 OCT 2025	ENR 4.4-3	04 SEP 2025
	ENR 4.4-4	02 OCT 2025	ENR 4.4-4	04 SEP 2025
	ENR 4.4-5	02 OCT 2025	ENR 4.4-5	04 SEP 2025
	ENR 4.4-6	02 OCT 2025	ENR 4.4-6	04 SEP 2025
	ENR 4.4-7	02 OCT 2025	ENR 4.4-7	04 SEP 2025
	ENR 4.4-8	02 OCT 2025	ENR 4.4-8	04 SEP 2025
	ENR 4.4-9	02 OCT 2025	ENR 4.4-9	04 SEP 2025
	ENR 4.4-10	02 OCT 2025	ENR 4.4-10	31 OCT 2024
	AD 1.5-1	02 OCT 2025	AD 1.5-1	07 AUG 2025
	AD 2.2-71	02 OCT 2025	AD 2.2-71	04 SEP 2025
	AD 2.5-2	02 OCT 2025	AD 2.5-2	20 FEB 2025
	AD 2.5-3	02 OCT 2025	AD 2.5-3	03 OCT 2024
	AD 2.5-6	02 OCT 2025	AD 2.5-6	03 OCT 2024
	AD 2.5-8	02 OCT 2025	AD 2.5-8	10 JUL 2025
	AD 2.5-9	02 OCT 2025	AD 2.5-9	10 JUL 2025
	AD 2.5-10	02 OCT 2025	AD 2.5-10	28 NOV 2024
	AD 2.5-11	02 OCT 2025	AD 2.5-11	28 NOV 2024
	AD 2.5-12	02 OCT 2025	AD 2.5-12	28 NOV 2024
	AD 2.5-13	02 OCT 2025	AD 2.5-13	10 AUG 2023
	AD 2.5-14	02 OCT 2025	AD 2.5-14	10 AUG 2023
	AD 2.5-15	02 OCT 2025	AD 2.5-15	28 DEC 2023
	AD 2.5-16	02 OCT 2025	AD 2.5-16	12 JUN 2025
	AD 2.5-17	02 OCT 2025	AD 2.5-17	12 JUN 2025
	-----		AD 2.5-18	12 JUN 2025
	-----		AD 2.5-19	12 JUN 2025
	AD 2.5-20	02 OCT 2025	AD 2.5-20	03 OCT 2024
	AD 2.5-20c	02 OCT 2025	AD 2.5-20c	03 OCT 2024
	AD 2.5-20d	02 OCT 2025	-----	
	AD 2.5-21	02 OCT 2025	AD 2.5-21	31 OCT 2024
	AD 2.5-21a	02 OCT 2025	AD 2.5-21a	03 OCT 2024
	AD 2.5-21b	02 OCT 2025	-----	
	AD 2.5-21c	02 OCT 2025	-----	
	AD 2.5-23	02 OCT 2025	AD 2.5-23	03 OCT 2024
	AD 2.8-18	02 OCT 2025	AD 2.8-18	23 JAN 2025
	AD 2.8-19	02 OCT 2025	AD 2.8-19	23 JAN 2025
	AD 2.8-19a	02 OCT 2025	-----	
	AD 2.8-28	02 OCT 2025	-----	
	AD 2.8-52	02 OCT 2025	AD 2.8-52	17 APR 2025
	AD 2.11-1	02 OCT 2025	AD 2.11-1	04 SEP 2025
	AD 2.29-13	02 OCT 2025	AD 2.29-13	20 MAR 2025
	AD 2.29-71	02 OCT 2025	-----	
	AD 2.29-71a	02 OCT 2025	-----	
	AD 2.29-71b	02 OCT 2025	-----	
	AD 2.29-71c	02 OCT 2025	-----	
	AD 2.29-72	02 OCT 2025	-----	
	AD 2.29-72a	02 OCT 2025	-----	
	AD 2.29-72b	02 OCT 2025	-----	

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	
AIRAC 02/24	BUCUREȘTI FIR - Tândărei Solar wind farm under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 28 NOV 2024 to: 01 OCT 2025	AIRAC AIP SUP 14/25
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	
04/25	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, temporary changes of charges.	GEN 4.1	from: 17 APR 2025 to: 31 DEC 2027	
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	

1	2	3	4	5
AIRAC 09/25	BUCUREȘTI FIR - Siminoc Wind Farm under construction	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 31 DEC 2026 EST	
AIRAC 10/25	BUCUREȘTI FIR - Bărăganu Wind Farm under construction.	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 31 MAY 2027 EST	
AIRAC 11/25	BUCUREȘTI / Henri Coandă Airport, temporary change of movement surface configuration due to development works.	AD 2.5	from: 10 JUL 2025 to: 01 OCT 2025	AIRAC AIP AMDT 11/25
AIRAC 12/25	BUCUREȘTI FIR - Cogealac Wind Farm under construction.	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 30 JUN 2027 EST	
AIRAC 13/25	BUCUREȘTI FIR - Cilibia 1, Cilibia 2 and Gălbinași Wind Farms under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 02 OCT 2025 to: 31 DEC 2027 EST	
AIRAC 14/25	BUCUREȘTI FIR - Țândărei Solar wind farm under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 02 OCT 2025 to: 30 NOV 2026 EST	

GEN 0.4 CHECKLIST OF AIP PAGES

<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>	<i>Page</i>	<i>Date</i>
PART 1-GENERAL(GEN)					
GEN 0					
GEN 0.1-1	15 JUL 2022	GEN 1.5-2	22 MAY 2021	GEN 2.2-5	02 JUL 2010
GEN 0.1-2	15 JUL 2022	GEN 1.5-3	22 MAY 2021	GEN 2.2-6	10 SEP 2020
GEN 0.1-3	15 JUL 2022	GEN 1.6-1	30 NOV 2023	GEN 2.2-7	10 SEP 2020
GEN 0.2-1	29 JAN 1998	GEN 1.6-2	30 NOV 2023	GEN 2.2-8	10 JUN 2004
GEN 0.2-2	29 JAN 1998	GEN 1.6-3	30 NOV 2023	GEN 2.2-9	10 SEP 2020
GEN 0.2-3	10 JUN 2004	GEN 1.6-4	30 NOV 2023	GEN 2.2-10	07 SEP 2023
GEN 0.2-4	02 AUG 2007	GEN 1.6-5	30 NOV 2023	GEN 2.2-11	01 APR 2024
GEN 0.2-5	02 AUG 2007	GEN 1.6-6	30 NOV 2023	GEN 2.2-12	02 JUL 2010
GEN 0.2-6	25 MAR 2012	GEN 1.6-7	15 JUL 2025	GEN 2.2-13	02 JUL 2010
GEN 0.2-7	25 MAR 2012	GEN 1.6-8	15 JUL 2025	GEN 2.2-14	28 MAR 2019
GEN 0.2-8	10 NOV 2016	GEN 1.6-9	15 JUL 2025	GEN 2.2-15	15 JUN 2023
GEN 0.2-9	10 NOV 2016	GEN 1.6-10	15 JUL 2025	GEN 2.2-16	02 JUL 2010
GEN 0.2-10	20 MAY 2021	GEN 1.6-11	15 JUL 2025	GEN 2.2-17	20 JUN 2019
GEN 0.2-11	20 MAY 2021	GEN 1.6-12	15 JUL 2025	GEN 2.2-18	02 JUL 2010
GEN 0.2-12	26 DEC 2024	GEN 1.6-13	15 JUL 2025	GEN 2.2-19	07 SEP 2023
GEN 0.2-13	26 DEC 2024	GEN 1.6-14	15 JUL 2025	GEN 2.2-20	07 SEP 2023
GEN 0.3-1	02 OCT 2025	GEN 1.6-15	15 JUL 2025	GEN 2.2-21	28 JAN 2021
GEN 0.3-2	02 OCT 2025	GEN 1.6-16	15 JUL 2025	GEN 2.2-22	02 JUL 2010
GEN 0.4-1	02 OCT 2025	GEN 1.6-17	15 JUL 2025	GEN 2.2-23	01 APR 2024
GEN 0.4-2	02 OCT 2025	GEN 1.6-18	15 JUL 2025	GEN 2.2-24	15 JUL 2022
GEN 0.4-3	02 OCT 2025	GEN 1.6-19	15 JUL 2025	GEN 2.2-25	09 AUG 2024
GEN 0.4-4	02 OCT 2025	GEN 1.6-20	15 JUL 2025	GEN 2.2-26	01 APR 2024
GEN 0.4-5	02 OCT 2025	GEN 1.6-21	15 JUL 2025	GEN 2.2-27	30 MAR 2017
GEN 0.4-6	02 OCT 2025	GEN 1.6-22	15 JUL 2025	GEN 2.3-1	15 JUN 2023
GEN 0.4-7	02 OCT 2025	GEN 1.6-23	01 NOV 2024	GEN 2.3-2	07 MAY 2009
GEN 0.4-8	02 OCT 2025	GEN 1.6-24	01 NOV 2024	GEN 2.3-3	26 MAR 2020
GEN 0.5-1	15 MAY 2025	GEN 1.7-1	15 JUL 2025	GEN 2.3-4	06 APR 2012
GEN 0.6-1	15 JUL 2022	GEN 1.7-2	15 JUL 2025	GEN 2.3-5	18 NOV 2010
GEN 0.6-2	15 JUL 2022	GEN 1.7-3	30 NOV 2023	GEN 2.4-1	04 SEP 2025
GEN 1					
GEN 1.1-1	15 MAY 2025	GEN 1.7-4	15 JUL 2025	GEN 2.4-2	04 SEP 2025
GEN 1.1-2	15 MAY 2025	GEN 1.7-5	15 JUL 2025	GEN 2.5-1	02 OCT 2025
GEN 1.2-1	24 MAR 2022	GEN 1.7-6	30 NOV 2023	GEN 2.5-2	23 JAN 2025
GEN 1.2-2	24 MAR 2022	GEN 1.7-7	15 JUL 2025	GEN 2.5-3	20 MAR 2025
GEN 1.2-3	24 MAR 2022	GEN 1.7-8	15 JUL 2025	GEN 2.6-1	29 JAN 1998
GEN 1.2-4	24 MAR 2022	GEN 1.7-9	30 NOV 2023	GEN 2.6-2	29 JAN 1998
GEN 1.2-5	24 MAR 2022	GEN 1.7-10	30 NOV 2023	GEN 2.7-1	04 SEP 2025
GEN 1.2-6	01 DEC 2022	GEN 1.7-11	15 JUL 2025	GEN 2.7-2	07 AUG 2025
GEN 1.2-7	01 DEC 2022	GEN 1.7-12	15 JUL 2025	GEN 2.7-3	07 AUG 2025
GEN 1.2-8	01 DEC 2022	GEN 1.7-13	15 JUL 2025	GEN 2.7-4	07 AUG 2025
GEN 1.2-9	01 DEC 2022	GEN 1.7-14	30 NOV 2023	GEN 2.7-5	07 AUG 2025
GEN 1.2-10	24 MAR 2022	GEN 1.7-15	15 JUL 2025	GEN 2.7-6	07 AUG 2025
GEN 1.2-11	24 MAR 2022	GEN 1.7-16	01 NOV 2024	GEN 2.7-7	07 AUG 2025
GEN 1.2-12	24 MAR 2022	GEN 1.7-17	01 NOV 2024	GEN 2.7-8	07 AUG 2025
GEN 1.2-13	24 MAR 2022	GEN 1.7-18	15 JUL 2025	GEN 2.7-9	07 AUG 2025
GEN 1.2-14	24 MAR 2022	GEN 1.7-19	15 JUL 2025	GEN 2.7-10	07 AUG 2025
GEN 1.2-15	24 MAR 2022	GEN 1.7-20	08 AUG 2024	GEN 2.7-11	07 AUG 2025
GEN 1.3-1	23 JAN 2025	GEN 1.7-21	08 AUG 2024	GEN 2.7-12	07 AUG 2025
GEN 1.3-2	23 JAN 2025	GEN 1.7-22	08 AUG 2024	GEN 2.7-13	07 AUG 2025
GEN 1.3-3	15 MAY 2025	GEN 1.7-23	26 DEC 2024	GEN 2.7-14	07 AUG 2025
GEN 1.4-1	15 MAY 2025	GEN 2			
GEN 1.4-2	15 MAY 2025	GEN 2.1-1	23 MAR 2023	GEN 2.7-15	07 AUG 2025
GEN 1.5-1	22 MAY 2021	GEN 2.1-2	01 JAN 2025	GEN 2.7-16	07 AUG 2025
		GEN 2.2-1	30 MAR 2017	GEN 2.7-17	07 AUG 2025
		GEN 2.2-2	02 JUL 2010	GEN 2.7-18	04 SEP 2025
		GEN 2.2-3	09 AUG 2024	GEN 2.7-19	04 SEP 2025
		GEN 2.2-4	02 JUL 2010	GEN 2.7-20	04 SEP 2025

Page	Date	Page	Date	Page	Date
GEN 3		GEN 4.1-13	10 NOV 2016	ENR 1.9-2	28 APR 2016
GEN 3.1-1	31 OCT 2024	GEN 4.1-14	10 JUL 2025	ENR 1.9-3	28 APR 2016
GEN 3.1-2	31 OCT 2024	GEN 4.1-14a	10 JUL 2025	ENR 1.9-4	09 AUG 2024
GEN 3.1-3	23 JAN 2025	GEN 4.1-14b	10 JUL 2025	ENR 1.9-5	15 AUG 2019
GEN 3.1-3	23 JAN 2025	GEN 4.1-15	02 OCT 2025	ENR 1.10-1	16 MAY 2024
GEN 3.1-4	31 OCT 2024	GEN 4.1-15a	02 OCT 2025	ENR 1.10-2	16 MAY 2024
GEN 3.1-5	20 MAR 2025	GEN 4.1-16	05 DEC 2019	ENR 1.10-3	20 MAR 2025
GEN 3.1-6	20 MAR 2025	GEN 4.1-17	22 FEB 2024	ENR 1.10-4	16 MAY 2024
GEN 3.1-7	31 OCT 2024	GEN 4.1-17a	16 JUN 2022	ENR 1.10-5	16 MAY 2024
GEN 3.2-1	08 OCT 2020	GEN 4.1-18	17 APR 2025	ENR 1.10-6	16 MAY 2024
GEN 3.2-2	08 OCT 2020	GEN 4.1-18a	17 APR 2025	ENR 1.10-7	16 MAY 2024
GEN 3.2-3	08 OCT 2020	GEN 4.1-19	02 APR 2015	ENR 1.10-8	16 MAY 2024
GEN 3.2-4	02 OCT 2025	GEN 4.1-20	15 JUL 2021	ENR 1.11-1	20 MAR 2025
GEN 3.2-5	04 SEP 2025	GEN 4.1-21	04 SEP 2025	ENR 1.12-1	17 AUG 2017
GEN 3.2-6	04 SEP 2025	GEN 4.1-22	01 JAN 2025	ENR 1.12-2	17 AUG 2017
GEN 3.2-7	02 OCT 2025	GEN 4.2-1	01 JAN 2025	ENR 1.12-3	17 AUG 2017
GEN 3.2-8	04 SEP 2025	GEN 4.2-2	23 APR 2020	ENR 1.13-1	17 AUG 2017
GEN 3.2-9	04 SEP 2025	GEN 4.2-3	16 JUN 2022	ENR 1.14-1	28 MAR 2019
GEN 3.2-10	07 SEP 2023	GEN 4.2-4	10 SEP 2020	ENR 2	
GEN 3.2-11	12 JUN 2025	GEN 4.2-5	01 JAN 2015	ENR 2.1-1	28 FEB 2019
GEN 3.3-1	20 JUL 2017	GEN 4.2-6	01 JAN 2015	ENR 2.1-2	15 JUL 2021
GEN 3.3-2	15 SEP 2016	GEN 4.2-7	23 APR 2020	ENR 2.1-3	28 FEB 2019
GEN 3.3-3	15 JUN 2023	GEN 4.2-8	01 JAN 2015	ENR 2.1-4	28 FEB 2019
GEN 3.4-1	10 SEP 2020	GEN 4.2-9	20 MAR 2025	ENR 2.1-5	24 FEB 2022
GEN 3.4-2	22 FEB 2024	GEN 4.2-10	01 JAN 2025	ENR 2.1-6	13 JUL 2023
GEN 3.4-3	25 MAR 2021	GEN 4.2-11	10 AUG 2023	ENR 2.1-7	28 FEB 2019
GEN 3.4-4	25 MAR 2021			ENR 2.1-8	28 FEB 2019
GEN 3.4-5	10 SEP 2020	PART 2-EN-ROUTE(ENR)		ENR 2.2-1	15 AUG 1999
GEN 3.5-1	03 NOV 2022	ENR 0		ENR 2.2-2	26 MAR 1999
GEN 3.5-2	04 SEP 2025	ENR 0.6-1	29 JAN 1998	ENR 2.2-3	23 FEB 2023
GEN 3.5-3	15 JUN 2023	ENR 0.6-2	04 SEP 2025	ENR 3	
GEN 3.5-4	15 JUN 2023	ENR 1		ENR 3.1-1	20 APR 2023
GEN 3.5-5	16 JUN 2022	ENR 1.1-1	30 DEC 2021	ENR 3.2-1	02 OCT 2025
GEN 3.5-6	20 FEB 2025	ENR 1.1-2	30 DEC 2021	ENR 3.2-2	20 APR 2023
GEN 3.6-1	05 OCT 2023	ENR 1.1-3	30 DEC 2021	ENR 3.2-3	28 DEC 2023
GEN 3.6-2	05 OCT 2023	ENR 1.2-1	20 MAY 2021	ENR 3.2-4	04 SEP 2025
GEN 3.6-3	05 OCT 2023	ENR 1.2-2	17 AUG 2017	ENR 3.2-5	02 OCT 2025
GEN 4		ENR 1.2-3	24 MAY 2018	ENR 3.2-6	28 NOV 2024
GEN 4.1-1	07 FEB 2013	ENR 1.3-1	17 AUG 2017	ENR 3.2-7	02 OCT 2025
GEN 4.1-2	06 APR 2012	ENR 1.3-2	23 FEB 2023	ENR 3.2-8	18 APR 2024
GEN 4.1-3	12 JUN 2025	ENR 1.3-3	04 SEP 2025	ENR 3.2-9	18 APR 2024
GEN 4.1-4	20 MAR 2025	ENR 1.3-4	04 SEP 2025	ENR 3.2-10	02 OCT 2025
GEN 4.1-4a	20 MAR 2025	ENR 1.3-5	24 FEB 2022	ENR 3.2-11	04 SEP 2025
GEN 4.1-4b	20 MAR 2025	ENR 1.3-6	15 JUL 2021	ENR 3.2-12	28 DEC 2023
GEN 4.1-5	16 JUN 2022	ENR 1.4-1	15 JUN 2023	ENR 3.2-13	20 APR 2023
GEN 4.1-5a	30 DEC 2021	ENR 1.4-2	24 MAY 2018	ENR 3.2-14	02 OCT 2025
GEN 4.1-6	18 APR 2024	ENR 1.5-1	20 DEC 2007	ENR 3.2-15	04 SEP 2025
GEN 4.1-6a	05 OCT 2023	ENR 1.5-2	10 NOV 2016	ENR 3.2-16	04 SEP 2025
GEN 4.1-7	19 APR 2024	ENR 1.6-1	19 APR 2024	ENR 3.2-17	15 JUN 2023
GEN 4.1-8	01 NOV 2024	ENR 1.6-2	18 APR 2024	ENR 3.2-18	18 APR 2024
GEN 4.1-8a	01 NOV 2024	ENR 1.6-3	18 APR 2024	ENR 3.2-19	04 SEP 2025
GEN 4.1-8b	01 NOV 2024	ENR 1.6-4	18 APR 2024	ENR 3.2-20	18 APR 2024
GEN 4.1-9	02 OCT 2025	ENR 1.6-5	18 APR 2024	ENR 3.2-21	02 OCT 2025
GEN 4.1-9a	16 JUN 2022	ENR 1.7-1	17 AUG 2017	ENR 3.2-22	15 JUN 2023
GEN 4.1-10	20 MAR 2025	ENR 1.7-2	17 AUG 2017	ENR 3.3-1	20 APR 2023
GEN 4.1-10a	20 MAR 2025	ENR 1.8-1	24 MAY 2018	ENR 3.3-2	20 APR 2023
GEN 4.1-11	15 JUL 2025	ENR 1.8-2	15 NOV 1998	ENR 3.4-1	20 APR 2023
GEN 4.1-11a	20 FEB 2025	ENR 1.8-3	15 NOV 1998	ENR 4	
GEN 4.1-11b	22 MAY 2021	ENR 1.8-4	15 FEB 2001	ENR 4.1-1	04 SEP 2025
GEN 4.1-12	08 OCT 2020	ENR 1.8-5	18 SEP 2014	ENR 4.1-2	20 MAR 2025
		ENR 1.9-1	28 APR 2016		

Page	Date	Page	Date	Page	Date
ENR 4.1-3	23 JAN 2025	ENR 5.4-5	07 AUG 2025	AD 2.1-6	07 AUG 2025
ENR 4.2-1	29 JAN 1998	ENR 5.4-6	07 AUG 2025	AD 2.1-7	18 MAY 2023
ENR 4.3-1	15 JUN 2023	ENR 5.5-1	02 JUL 2010	AD 2.1-8	18 MAY 2023
ENR 4.4-1	02 OCT 2025	ENR 5.6-1	30 DEC 2021	AD 2.1-9	18 MAY 2023
ENR 4.4-2	02 OCT 2025	ENR 6		AD 2.1-10	21 MAR 2024
ENR 4.4-3	02 OCT 2025	ENR 6-2	04 SEP 2025	AD 2.1-11	10 JUL 2025
ENR 4.4-4	02 OCT 2025	ENR 6-10	17 APR 2025	AD 2.1-12	10 JUL 2025
ENR 4.4-5	02 OCT 2025	ENR 6-11	17 APR 2025	AD 2.1-13	10 JUL 2025
ENR 4.4-6	02 OCT 2025	ENR 6-20	17 APR 2025	AD 2.1-14	10 AUG 2023
ENR 4.4-7	02 OCT 2025	ENR 6-21	17 APR 2025	AD 2.1-15	10 AUG 2023
ENR 4.4-8	02 OCT 2025	ENR 6-40	28 FEB 2019	AD 2.1-16	03 OCT 2024
ENR 4.4-9	02 OCT 2025	ENR 6-51	29 DEC 2022	AD 2.1-20	03 OCT 2024
ENR 4.4-10	02 OCT 2025	ENR 6-54	25 APR 2019	AD 2.1-20a	03 OCT 2024
ENR 4.5-1	23 OCT 2008	ENR 6-60	15 JUN 2023	AD 2.1-22	03 OCT 2024
ENR 5		ENR 6-60	15 JUN 2023	AD 2.1-25	10 SEP 2020
ENR 5.1-1	29 JAN 1998	ENR 6-70	17 APR 2025	AD 2.1-26	10 SEP 2020
ENR 5.1-2	17 APR 2025	ENR 6-100	04 SEP 2025	AD 2.1-29	05 FEB 2015
ENR 5.1-3	17 APR 2025	ENR 6-101	23 FEB 2023	AD 2.1-31	17 APR 2025
ENR 5.1-4	17 APR 2025	PART 3-AERODROMES(A		AD 2.1-32	17 APR 2025
ENR 5.1-5	17 APR 2025	AD 0		AD 2.1-33	17 APR 2025
ENR 5.1-6	17 APR 2025	AD 0.6-1	02 JUL 2010	AD 2.1-34	17 APR 2025
ENR 5.1-7	17 APR 2025	AD 0.6-2	02 JUL 2010	AD 2.1-35	17 APR 2025
ENR 5.1-8	17 APR 2025	AD 0.6-3	02 JUL 2010	AD 2.1-36	17 APR 2025
ENR 5.1-9	17 APR 2025	AD 0.6-4	25 FEB 2021	AD 2.1-37	17 APR 2025
ENR 5.1-10	17 APR 2025	AD 0.6-5	08 AUG 2024	AD 2.1-38	17 APR 2025
ENR 5.1-11	17 APR 2025	AD 0.6-6	08 AUG 2024	AD 2.1-40	20 APR 2023
ENR 5.1-12	17 APR 2025	AD 0.6-7	08 AUG 2024	AD 2.1-45	17 APR 2025
ENR 5.1-13	17 APR 2025	AD 0.6-8	08 AUG 2024	AD 2.1-46	08 SEP 2022
ENR 5.1-14	17 APR 2025	AD 0.6-9	08 AUG 2024	AD 2.1-53	17 APR 2025
ENR 5.1-15	17 APR 2025	AD 0.6-10	08 AUG 2024	AD 2.1-53a	18 JUL 2019
ENR 5.2-1	17 APR 2025	AD 0.6-11	25 FEB 2021	AD 2.1-54	17 APR 2025
ENR 5.2-2	17 APR 2025	AD 0.6-12	25 FEB 2021	AD 2.1-54a	18 JUL 2019
ENR 5.2-3	17 APR 2025	AD 0.6-13	25 FEB 2021	AD 2.1-81	17 APR 2025
ENR 5.2-4	17 APR 2025	AD 0.6-14	25 FEB 2021	AD 2.1-81a	18 JUL 2019
ENR 5.2-5	17 APR 2025	AD 0.6-15	02 NOV 2023	AD 2.1-83	17 APR 2025
ENR 5.2-6	17 APR 2025	AD 0.6-16	28 DEC 2023	AD 2.1-83a	18 JUL 2019
ENR 5.2-7	17 APR 2025	AD 0.6-17	04 SEP 2025	AD 2.1-84	17 APR 2025
ENR 5.2-8	17 APR 2025	AD 0.6-18	04 SEP 2025	AD 2.1-84a	18 JUL 2019
ENR 5.2-9	17 APR 2025	AD 0.6-19	04 SEP 2025	AD 2.2-1	04 SEP 2025
ENR 5.2-10	17 APR 2025	AD 0.6-20	04 SEP 2025	AD 2.2-2	18 MAY 2023
ENR 5.2-11	17 APR 2025	AD 1		AD 2.2-3	18 MAY 2023
ENR 5.2-12	17 APR 2025	AD 1.1-1	10 JUN 2004	AD 2.2-4	18 MAY 2023
ENR 5.2-13	17 APR 2025	AD 1.1-2	08 APR 2010	AD 2.2-5	18 MAY 2023
ENR 5.2-14	17 APR 2025	AD 1.1-3	08 NOV 2018	AD 2.2-6	02 NOV 2023
ENR 5.2-15	17 APR 2025	AD 1.2-1	02 NOV 2023	AD 2.2-7	18 MAY 2023
ENR 5.2-16	17 APR 2025	AD 1.2-2	02 NOV 2023	AD 2.2-8	04 SEP 2025
ENR 5.2-17	17 APR 2025	AD 1.2-3	02 NOV 2023	AD 2.2-9	04 SEP 2025
ENR 5.2-18	17 APR 2025	AD 1.3-1	03 NOV 2022	AD 2.2-10	04 SEP 2025
ENR 5.2-19	17 APR 2025	AD 1.3-2	04 SEP 2025	AD 2.2-11	04 SEP 2025
ENR 5.2-20	17 APR 2025	AD 1.3-3	04 SEP 2025	AD 2.2-12	04 SEP 2025
ENR 5.2-21	17 APR 2025	AD 1.4-1	29 JAN 1998	AD 2.2-13	04 SEP 2025
ENR 5.2-22	17 APR 2025	AD 1.5-1	02 OCT 2025	AD 2.2-20	04 SEP 2025
ENR 5.2-23	17 APR 2025	AD 1.5-2	04 SEP 2025	AD 2.2-20a	25 MAR 2021
ENR 5.2-24	17 APR 2025	AD 1.5-3	13 JUN 2024	AD 2.2-22	04 SEP 2025
ENR 5.2-25	17 APR 2025	AD 2		AD 2.2-25	04 SEP 2025
ENR 5.3-1	02 JUL 2010	AD 2.1-1	17 APR 2025	AD 2.2-26	04 SEP 2025
ENR 5.4-1	18 MAY 2023	AD 2.1-2	17 APR 2025	AD 2.2-28	04 SEP 2025
ENR 5.4-2	18 MAY 2023	AD 2.1-3	18 MAY 2023	AD 2.2-29	04 SEP 2025
ENR 5.4-3	18 MAY 2023	AD 2.1-4	18 MAY 2023	AD 2.2-30	04 SEP 2025
ENR 5.4-4	18 MAY 2023	AD 2.1-5	18 MAY 2023	AD 2.2-30a	04 SEP 2025
				AD 2.2-31	04 SEP 2025

Page	Date	Page	Date	Page	Date
AD 2.2-31a	04 SEP 2025	AD 2.4-2	16 MAY 2024	AD 2.5-14	02 OCT 2025
AD 2.2-46	04 SEP 2025	AD 2.4-3	16 MAY 2024	AD 2.5-15	02 OCT 2025
AD 2.2-53	04 SEP 2025	AD 2.4-4	16 MAY 2024	AD 2.5-16	02 OCT 2025
AD 2.2-53a	04 SEP 2025	AD 2.4-5	17 APR 2025	AD 2.5-17	02 OCT 2025
AD 2.2-54	04 SEP 2025	AD 2.4-6	10 JUL 2025	AD 2.5-20	02 OCT 2025
AD 2.2-54a	04 SEP 2025	AD 2.4-7	10 JUL 2025	AD 2.5-20a	03 OCT 2024
AD 2.2-71	02 OCT 2025	AD 2.4-8	07 AUG 2025	AD 2.5-20b	03 OCT 2024
AD 2.2-71a	04 SEP 2025	AD 2.4-9	16 MAY 2024	AD 2.5-20c	02 OCT 2025
AD 2.2-71b	04 SEP 2025	AD 2.4-10	16 MAY 2024	AD 2.5-20d	02 OCT 2025
AD 2.2-71c	04 SEP 2025	AD 2.4-11	16 MAY 2024	AD 2.5-21	02 OCT 2025
AD 2.2-72	04 SEP 2025	AD 2.4-20	07 SEP 2023	AD 2.5-21a	02 OCT 2025
AD 2.2-72a	04 SEP 2025	AD 2.4-20a	21 APR 2022	AD 2.5-21b	02 OCT 2025
AD 2.2-72b	04 SEP 2025	AD 2.4-22	16 MAY 2024	AD 2.5-21c	02 OCT 2025
AD 2.2-72c	04 SEP 2025	AD 2.4-22a	16 MAY 2024	AD 2.5-22	07 SEP 2023
AD 2.2-91	04 SEP 2025	AD 2.4-25	08 NOV 2018	AD 2.5-22a	26 DEC 2024
AD 2.2-91a	04 SEP 2025	AD 2.4-26	08 NOV 2018	AD 2.5-23	02 OCT 2025
AD 2.2-92	04 SEP 2025	AD 2.4-29	08 APR 2010	AD 2.5-23a	03 OCT 2024
AD 2.2-92a	04 SEP 2025	AD 2.4-30	17 APR 2025	AD 2.5-24	31 OCT 2024
AD 2.2-93	04 SEP 2025	AD 2.4-31	17 APR 2025	AD 2.5-25	13 SEP 2018
AD 2.2-93a	04 SEP 2025	AD 2.4-32	17 APR 2025	AD 2.5-26	22 APR 2021
AD 2.2-94	04 SEP 2025	AD 2.4-33	17 APR 2025	AD 2.5-28	08 DEC 2016
AD 2.2-94a	04 SEP 2025	AD 2.4-34	17 APR 2025	AD 2.5-29	22 APR 2021
AD 2.3-1	15 MAY 2025	AD 2.4-34a	01 JAN 2017	AD 2.5-30	17 APR 2025
AD 2.3-2	07 SEP 2023	AD 2.4-35	17 APR 2025	AD 2.5-31	17 APR 2025
AD 2.3-3	21 MAY 2020	AD 2.4-35a	13 NOV 2014	AD 2.5-32	17 APR 2025
AD 2.3-4	21 MAY 2020	AD 2.4-36	17 APR 2025	AD 2.5-33	17 APR 2025
AD 2.3-5	21 MAY 2020	AD 2.4-36a	07 FEB 2013	AD 2.5-34	17 APR 2025
AD 2.3-6	21 MAY 2020	AD 2.4-37	17 APR 2025	AD 2.5-34a	25 JUN 2015
AD 2.3-7	21 MAY 2020	AD 2.4-37a	01 JAN 2017	AD 2.5-35	17 APR 2025
AD 2.3-8	21 MAY 2020	AD 2.4-40	18 APR 2024	AD 2.5-35a	26 JUN 2014
AD 2.3-9	31 OCT 2024	AD 2.4-41	12 JUN 2025	AD 2.5-36	17 APR 2025
AD 2.3-10	12 JUN 2025	AD 2.4-45	12 JUN 2025	AD 2.5-36a	07 FEB 2013
AD 2.3-11	18 MAY 2023	AD 2.4-51	17 APR 2025	AD 2.5-37	17 APR 2025
AD 2.3-12	18 MAY 2023	AD 2.4-51a	05 APR 2012	AD 2.5-37a	26 JUN 2014
AD 2.3-13	18 MAY 2023	AD 2.4-52	17 APR 2025	AD 2.5-40	12 JUN 2025
AD 2.3-14	31 OCT 2024	AD 2.4-52a	05 APR 2012	AD 2.5-45	12 JUN 2025
AD 2.3-20	10 JUL 2025	AD 2.4-53	17 APR 2025	AD 2.5-51	17 APR 2025
AD 2.3-20a	28 MAR 2019	AD 2.4-53a	05 APR 2012	AD 2.5-51a	05 APR 2012
AD 2.3-22	10 JUL 2025	AD 2.4-54	17 APR 2025	AD 2.5-53	17 APR 2025
AD 2.3-25	31 OCT 2024	AD 2.4-54a	05 APR 2012	AD 2.5-53a	05 APR 2012
AD 2.3-28	03 OCT 2024	AD 2.4-91	17 APR 2025	AD 2.5-55	17 APR 2025
AD 2.3-31	17 APR 2025	AD 2.4-91a	05 APR 2012	AD 2.5-55a	07 FEB 2013
AD 2.3-31a	31 OCT 2024	AD 2.4-92	17 APR 2025	AD 2.5-57	17 APR 2025
AD 2.3-46	31 OCT 2024	AD 2.4-92a	05 APR 2012	AD 2.5-57a	05 APR 2012
AD 2.3-51	17 APR 2025	AD 2.4-93	17 APR 2025	AD 2.5-91	17 APR 2025
AD 2.3-51a	31 OCT 2024	AD 2.4-93a	10 DEC 2015	AD 2.5-91a	05 APR 2012
AD 2.3-52	17 APR 2025	AD 2.4-94	17 APR 2025	AD 2.5-93	17 APR 2025
AD 2.3-52a	31 OCT 2024	AD 2.4-94a	10 DEC 2015	AD 2.5-93a	05 APR 2012
AD 2.3-71	17 APR 2025	AD 2.5-1	20 MAR 2025	AD 2.5-95	17 APR 2025
AD 2.3-71a	31 OCT 2024	AD 2.5-2	02 OCT 2025	AD 2.5-95a	07 FEB 2013
AD 2.3-71b	31 OCT 2024	AD 2.5-3	02 OCT 2025	AD 2.5-97	17 APR 2025
AD 2.3-71c	31 OCT 2024	AD 2.5-4	10 AUG 2023	AD 2.5-97a	05 APR 2012
AD 2.3-91	17 APR 2025	AD 2.5-5	07 SEP 2023	AD 2.6-1	25 FEB 2021
AD 2.3-91a	31 OCT 2024	AD 2.5-6	02 OCT 2025	AD 2.6-2	25 FEB 2021
AD 2.3-92	17 APR 2025	AD 2.5-7	12 JUN 2025	AD 2.6-3	07 OCT 2021
AD 2.3-92a	31 OCT 2024	AD 2.5-8	02 OCT 2025	AD 2.6-4	18 APR 2024
AD 2.3-93	17 APR 2025	AD 2.5-9	02 OCT 2025	AD 2.6-20	07 OCT 2021
AD 2.3-93a	31 OCT 2024	AD 2.5-10	02 OCT 2025	AD 2.6-40	18 APR 2024
AD 2.3-94	17 APR 2025	AD 2.5-11	02 OCT 2025	AD 2.7-1	28 DEC 2023
AD 2.3-94a	31 OCT 2024	AD 2.5-12	02 OCT 2025	AD 2.7-2	28 DEC 2023
AD 2.4-1	20 MAR 2025	AD 2.5-13	02 OCT 2025	AD 2.7-3	28 DEC 2023

Page	Date	Page	Date	Page	Date
AD 2.7-4	28 DEC 2023	AD 2.8-7	05 DEC 2019	AD 2.9-22	18 APR 2024
AD 2.7-5	28 DEC 2023	AD 2.8-8	05 DEC 2019	AD 2.9-23	18 APR 2024
AD 2.7-6	28 DEC 2023	AD 2.8-9	05 DEC 2019	AD 2.9-24	18 APR 2024
AD 2.7-7	28 DEC 2023	AD 2.8-10	05 DEC 2019	AD 2.9-25	18 APR 2024
AD 2.7-8	28 DEC 2023	AD 2.8-11	05 DEC 2019	AD 2.9-28	18 APR 2024
AD 2.7-9	28 DEC 2023	AD 2.8-12	05 DEC 2019	AD 2.9-30	17 APR 2025
AD 2.7-10	28 DEC 2023	AD 2.8-13	05 DEC 2019	AD 2.9-30a	20 MAR 2025
AD 2.7-11	10 JUL 2025	AD 2.8-14	05 DEC 2019	AD 2.9-31	17 APR 2025
AD 2.7-12	10 JUL 2025	AD 2.8-15	28 JAN 2021	AD 2.9-31a	20 MAR 2025
AD 2.7-13	28 DEC 2023	AD 2.8-16	21 MAR 2024	AD 2.9-32	17 APR 2025
AD 2.7-14	28 DEC 2023	AD 2.8-17	28 DEC 2023	AD 2.9-32a	08 AUG 2024
AD 2.7-15	28 DEC 2023	AD 2.8-18	02 OCT 2025	AD 2.9-33	17 APR 2025
AD 2.7-16	28 DEC 2023	AD 2.8-19	02 OCT 2025	AD 2.9-33a	08 AUG 2024
AD 2.7-17	28 DEC 2023	AD 2.8-19a	02 OCT 2025	AD 2.9-51	17 APR 2025
AD 2.7-18	28 DEC 2023	AD 2.8-20	03 OCT 2024	AD 2.9-51a	17 APR 2025
AD 2.7-20	28 DEC 2023	AD 2.8-20a	28 DEC 2023	AD 2.9-52	17 APR 2025
AD 2.7-20a	28 DEC 2023	AD 2.8-22	03 OCT 2024	AD 2.9-52a	17 APR 2025
AD 2.7-21	28 DEC 2023	AD 2.8-25	13 JUL 2023	AD 2.9-71	17 APR 2025
AD 2.7-22	28 DEC 2023	AD 2.8-28	02 OCT 2025	AD 2.9-71a	17 APR 2025
AD 2.7-23	28 DEC 2023	AD 2.8-31	17 APR 2025	AD 2.9-71b	08 AUG 2024
AD 2.7-25	09 SEP 2021	AD 2.8-31a	13 JUL 2023	AD 2.9-71c	08 AUG 2024
AD 2.7-26	02 NOV 2023	AD 2.8-32	17 APR 2025	AD 2.9-72	17 APR 2025
AD 2.7-29	13 NOV 2014	AD 2.8-32a	13 JUL 2023	AD 2.9-72a	17 APR 2025
AD 2.7-30	15 MAY 2025	AD 2.8-35	17 APR 2025	AD 2.9-72b	08 AUG 2024
AD 2.7-30a	15 MAY 2025	AD 2.8-35a	13 JUL 2023	AD 2.9-72c	08 AUG 2024
AD 2.7-31	15 MAY 2025	AD 2.8-36	17 APR 2025	AD 2.9-81	17 APR 2025
AD 2.7-31a	15 MAY 2025	AD 2.8-36a	13 JUL 2023	AD 2.9-81a	17 APR 2025
AD 2.7-32	15 MAY 2025	AD 2.8-45	17 APR 2025	AD 2.9-82	17 APR 2025
AD 2.7-32a	10 NOV 2016	AD 2.8-46	23 JAN 2025	AD 2.9-82a	17 APR 2025
AD 2.7-32b	15 MAY 2025	AD 2.8-52	02 OCT 2025	AD 2.9-83	17 APR 2025
AD 2.7-33	15 MAY 2025	AD 2.8-52a	17 APR 2025	AD 2.9-83a	17 APR 2025
AD 2.7-33a	10 NOV 2016	AD 2.8-71	17 APR 2025	AD 2.9-84	17 APR 2025
AD 2.7-33b	15 MAY 2025	AD 2.8-71a	17 APR 2025	AD 2.9-84a	17 APR 2025
AD 2.7-34	15 MAY 2025	AD 2.8-71b	07 SEP 2023	AD 2.10-1	17 APR 2025
AD 2.7-34a	15 MAY 2025	AD 2.8-71c	07 SEP 2023	AD 2.10-2	28 NOV 2024
AD 2.7-35	15 MAY 2025	AD 2.8-71d	07 SEP 2023	AD 2.10-3	31 OCT 2024
AD 2.7-35a	15 MAY 2025	AD 2.8-72	17 APR 2025	AD 2.10-4	31 OCT 2024
AD 2.7-36	15 MAY 2025	AD 2.8-72a	17 APR 2025	AD 2.10-5	31 OCT 2024
AD 2.7-36a	15 MAY 2025	AD 2.8-72b	07 SEP 2023	AD 2.10-6	31 OCT 2024
AD 2.7-37	15 MAY 2025	AD 2.8-72c	16 MAY 2024	AD 2.10-7	31 OCT 2024
AD 2.7-37a	15 MAY 2025	AD 2.8-72d	21 MAR 2024	AD 2.10-8	07 AUG 2025
AD 2.7-45	15 MAY 2025	AD 2.8-81	17 APR 2025	AD 2.10-9	31 OCT 2024
AD 2.7-45a	15 MAY 2025	AD 2.8-81a	17 APR 2025	AD 2.10-10	31 OCT 2024
AD 2.7-52	15 MAY 2025	AD 2.8-82	17 APR 2025	AD 2.10-11	23 JAN 2025
AD 2.7-52a	15 MAY 2025	AD 2.8-82a	17 APR 2025	AD 2.10-12	31 OCT 2024
AD 2.7-71	15 MAY 2025	AD 2.9-1	18 APR 2024	AD 2.10-13	31 OCT 2024
AD 2.7-71a	15 MAY 2025	AD 2.9-2	18 APR 2024	AD 2.10-14	31 OCT 2024
AD 2.7-71b	10 NOV 2016	AD 2.9-3	18 APR 2024	AD 2.10-15	31 OCT 2024
AD 2.7-71c	10 NOV 2016	AD 2.9-4	18 APR 2024	AD 2.10-20	31 OCT 2024
AD 2.7-72	15 MAY 2025	AD 2.9-5	18 APR 2024	AD 2.10-20a	31 OCT 2024
AD 2.7-72a	15 MAY 2025	AD 2.9-6	18 APR 2024	AD 2.10-22	17 APR 2025
AD 2.7-72b	10 NOV 2016	AD 2.9-7	18 APR 2024	AD 2.10-25	31 OCT 2024
AD 2.7-72c	10 NOV 2016	AD 2.9-8	19 APR 2024	AD 2.10-28	31 OCT 2024
AD 2.7-81	15 MAY 2025	AD 2.9-9	18 APR 2024	AD 2.10-30	17 APR 2025
AD 2.7-81a	15 MAY 2025	AD 2.9-10	08 AUG 2024	AD 2.10-30a	31 OCT 2024
AD 2.8-1	20 MAR 2025	AD 2.9-11	08 AUG 2024	AD 2.10-31	17 APR 2025
AD 2.8-2	05 OCT 2023	AD 2.9-12	18 APR 2024	AD 2.10-31a	31 OCT 2024
AD 2.8-3	05 DEC 2019	AD 2.9-13	18 APR 2024	AD 2.10-46	31 OCT 2024
AD 2.8-4	05 DEC 2019	AD 2.9-14	08 AUG 2024	AD 2.10-51	17 APR 2025
AD 2.8-5	05 DEC 2019	AD 2.9-20	13 JUN 2024	AD 2.10-51a	31 OCT 2024
AD 2.8-6	05 DEC 2019	AD 2.9-20a	18 APR 2024	AD 2.10-52	17 APR 2025

Page	Date	Page	Date	Page	Date
AD 2.10-52a	31 OCT 2024	AD 2.12-28	06 DEC 2018	AD 2.14-20	07 AUG 2025
AD 2.10-71	17 APR 2025	AD 2.12-51	17 APR 2025	AD 2.14-22	05 SEP 2024
AD 2.10-71a	31 OCT 2024	AD 2.12-51a	16 AUG 2018	AD 2.14-23	05 SEP 2024
AD 2.10-71b	31 OCT 2024	AD 2.12-52	17 APR 2025	AD 2.14-25	07 AUG 2025
AD 2.10-71c	28 NOV 2024	AD 2.12-52a	16 AUG 2018	AD 2.14-29	23 JUN 2016
AD 2.10-72	17 APR 2025	AD 2.12-81	17 APR 2025	AD 2.14-30	17 APR 2025
AD 2.10-72a	31 OCT 2024	AD 2.12-81a	16 AUG 2018	AD 2.14-30a	15 JUN 2023
AD 2.10-72b	31 OCT 2024	AD 2.12-82	17 APR 2025	AD 2.14-31	17 APR 2025
AD 2.10-72c	31 OCT 2024	AD 2.12-82a	16 AUG 2018	AD 2.14-31a	15 JUN 2023
AD 2.10-91	17 APR 2025	AD 2.12-83	17 APR 2025	AD 2.14-51	17 APR 2025
AD 2.10-91a	31 OCT 2024	AD 2.12-83a	16 AUG 2018	AD 2.14-51a	15 JUN 2023
AD 2.10-92	17 APR 2025	AD 2.13-1	17 APR 2025	AD 2.14-52	17 APR 2025
AD 2.10-92a	31 OCT 2024	AD 2.13-2	08 AUG 2024	AD 2.14-52a	15 JUN 2023
AD 2.10-93	17 APR 2025	AD 2.13-3	15 AUG 2019	AD 2.14-71	17 APR 2025
AD 2.10-93a	31 OCT 2024	AD 2.13-4	15 AUG 2019	AD 2.14-71a	07 SEP 2023
AD 2.10-94	17 APR 2025	AD 2.13-5	15 MAY 2025	AD 2.14-71b	02 NOV 2023
AD 2.10-94a	31 OCT 2024	AD 2.13-6	24 MAR 2022	AD 2.14-71c	07 SEP 2023
AD 2.11-1	02 OCT 2025	AD 2.13-7	10 JUL 2025	AD 2.14-72	17 APR 2025
AD 2.11-2	23 JAN 2025	AD 2.13-8	10 JUL 2025	AD 2.14-72a	07 SEP 2023
AD 2.11-3	04 SEP 2025	AD 2.13-9	10 JUL 2025	AD 2.14-72b	07 SEP 2023
AD 2.11-4	13 JUN 2024	AD 2.13-10	30 NOV 2023	AD 2.14-72c	07 SEP 2023
AD 2.11-5	13 JUN 2024	AD 2.13-11	30 NOV 2023	AD 2.14-81	17 APR 2025
AD 2.11-6	13 JUN 2024	AD 2.13-20	17 APR 2025	AD 2.14-81a	15 JUN 2023
AD 2.11-7	04 SEP 2025	AD 2.13-20a	03 DEC 2020	AD 2.14-82	17 APR 2025
AD 2.11-8	23 JAN 2025	AD 2.13-22	17 APR 2025	AD 2.14-82a	15 JUN 2023
AD 2.11-9	04 SEP 2025	AD 2.13-22a	03 APR 2014	AD 2.14-83	17 APR 2025
AD 2.11-10	04 SEP 2025	AD 2.13-25	26 APR 2018	AD 2.14-83a	15 JUN 2023
AD 2.11-11	04 SEP 2025	AD 2.13-26	05 MAY 2011	AD 2.14-84	17 APR 2025
AD 2.11-12	04 SEP 2025	AD 2.13-28	22 JUN 2017	AD 2.14-84a	15 JUN 2023
AD 2.11-13	04 SEP 2025	AD 2.13-30	15 MAY 2025	AD 2.15-1	17 APR 2025
AD 2.11-14	04 SEP 2025	AD 2.13-30a	15 MAY 2025	AD 2.15-2	17 APR 2025
AD 2.11-15	04 SEP 2025	AD 2.13-31	15 MAY 2025	AD 2.15-3	31 OCT 2024
AD 2.11-20	04 SEP 2025	AD 2.13-31a	15 MAY 2025	AD 2.15-4	31 OCT 2024
AD 2.11-20a	23 JAN 2025	AD 2.13-33	15 MAY 2025	AD 2.15-5	31 OCT 2024
AD 2.11-22	23 JAN 2025	AD 2.13-33a	15 MAY 2025	AD 2.15-6	31 OCT 2024
AD 2.11-23	23 JAN 2025	AD 2.13-34	15 MAY 2025	AD 2.15-7	10 JUL 2025
AD 2.11-25	13 JUN 2024	AD 2.13-34a	15 MAY 2025	AD 2.15-8	31 OCT 2024
AD 2.11-26	13 JUN 2024	AD 2.13-35	15 MAY 2025	AD 2.15-9	31 OCT 2024
AD 2.11-28	04 SEP 2025	AD 2.13-35a	15 MAY 2025	AD 2.15-10	04 SEP 2025
AD 2.11-51	04 SEP 2025	AD 2.13-36	15 MAY 2025	AD 2.15-11	04 SEP 2025
AD 2.11-51a	04 SEP 2025	AD 2.13-36a	15 MAY 2025	AD 2.15-12	04 SEP 2025
AD 2.11-52	04 SEP 2025	AD 2.13-37	15 MAY 2025	AD 2.15-20	31 OCT 2024
AD 2.11-52a	04 SEP 2025	AD 2.13-37a	15 MAY 2025	AD 2.15-20a	31 OCT 2024
AD 2.11-71	21 MAR 2024	AD 2.13-45	15 MAY 2025	AD 2.15-22	31 OCT 2024
AD 2.11-71a	21 MAR 2024	AD 2.13-45a	15 MAY 2025	AD 2.15-25	23 MAY 2019
AD 2.11-71b	21 MAR 2024	AD 2.13-46	30 NOV 2023	AD 2.15-26	23 MAY 2019
AD 2.11-91	22 FEB 2024	AD 2.13-51	15 MAY 2025	AD 2.15-29	07 APR 2011
AD 2.11-91a	04 SEP 2025	AD 2.13-51a	15 MAY 2025	AD 2.15-30	15 MAY 2025
AD 2.11-92	22 FEB 2024	AD 2.13-92	15 MAY 2025	AD 2.15-30a	15 MAY 2025
AD 2.11-92a	04 SEP 2025	AD 2.13-92a	15 MAY 2025	AD 2.15-31	15 MAY 2025
AD 2.12-1	17 APR 2025	AD 2.14-1	10 JUL 2025	AD 2.15-31a	15 MAY 2025
AD 2.12-2	17 APR 2025	AD 2.14-2	08 AUG 2024	AD 2.15-32	15 MAY 2025
AD 2.12-3	17 APR 2025	AD 2.14-3	07 AUG 2025	AD 2.15-32a	10 NOV 2016
AD 2.12-4	17 APR 2025	AD 2.14-4	23 JAN 2025	AD 2.15-32b	15 MAY 2025
AD 2.12-5	17 APR 2025	AD 2.14-5	07 AUG 2025	AD 2.15-34	15 MAY 2025
AD 2.12-6	17 APR 2025	AD 2.14-6	23 JAN 2025	AD 2.15-34a	15 MAY 2025
AD 2.12-20	17 APR 2025	AD 2.14-7	23 JAN 2025	AD 2.15-35	15 MAY 2025
AD 2.12-20a	17 APR 2025	AD 2.14-8	23 JAN 2025	AD 2.15-35a	15 MAY 2025
AD 2.12-22	17 APR 2025	AD 2.14-9	23 JAN 2025	AD 2.15-36	15 MAY 2025
AD 2.12-25	17 APR 2025	AD 2.14-10	23 JAN 2025	AD 2.15-36a	10 NOV 2016
AD 2.12-26	17 APR 2025	AD 2.14-11	23 JAN 2025	AD 2.15-36b	15 MAY 2025

Page	Date	Page	Date	Page	Date
AD 2.15-37	15 MAY 2025	AD 2.16-92	17 APR 2025	AD 2.23-3	23 JUL 2015
AD 2.15-37a	10 NOV 2016	AD 2.16-92a	18 JUL 2019	AD 2.23-4	18 APR 2024
AD 2.15-37b	15 MAY 2025	AD 2.16-93	17 APR 2025	AD 2.23-20	31 JAN 2019
AD 2.15-45	15 MAY 2025	AD 2.16-93a	25 FEB 2021	AD 2.23-40	18 APR 2024
AD 2.15-45a	15 MAY 2025	AD 2.16-94	17 APR 2025	AD 2.23-41	18 APR 2024
AD 2.15-46	10 AUG 2023	AD 2.16-94a	25 FEB 2021	AD 2.24-1	27 FEB 2020
AD 2.15-51	15 MAY 2025	AD 2.17-1	17 APR 2025	AD 2.24-2	30 MAR 2017
AD 2.15-51a	15 MAY 2025	AD 2.17-2	03 OCT 2024	AD 2.24-3	30 MAR 2017
AD 2.15-52	15 MAY 2025	AD 2.17-3	03 OCT 2024	AD 2.24-4	18 APR 2024
AD 2.15-52a	15 MAY 2025	AD 2.17-4	03 OCT 2024	AD 2.24-20	19 JUL 2018
AD 2.15-91	15 MAY 2025	AD 2.17-5	03 OCT 2024	AD 2.24-40	18 APR 2024
AD 2.15-91a	15 MAY 2025	AD 2.17-6	03 OCT 2024	AD 2.25-1	16 AUG 2018
AD 2.15-92	15 MAY 2025	AD 2.17-7	03 OCT 2024	AD 2.25-2	16 AUG 2018
AD 2.15-92a	15 MAY 2025	AD 2.17-8	03 OCT 2024	AD 2.25-3	16 AUG 2018
AD 2.15-93	15 MAY 2025	AD 2.17-9	03 OCT 2024	AD 2.25-4	18 APR 2024
AD 2.15-93a	15 MAY 2025	AD 2.17-10	03 OCT 2024	AD 2.25-20	16 AUG 2018
AD 2.15-94	15 MAY 2025	AD 2.17-11	03 OCT 2024	AD 2.25-40	18 APR 2024
AD 2.15-94a	15 MAY 2025	AD 2.17-12	28 NOV 2024	AD 2.26-1	25 MAR 2021
AD 2.16-1	07 AUG 2025	AD 2.17-13	28 JAN 2021	AD 2.26-2	16 AUG 2018
AD 2.16-2	07 AUG 2025	AD 2.17-20	03 OCT 2024	AD 2.26-3	11 JUL 2024
AD 2.16-3	18 JUL 2019	AD 2.17-20a	03 OCT 2024	AD 2.26-4	18 APR 2024
AD 2.16-4	18 JUL 2019	AD 2.17-21	03 OCT 2024	AD 2.26-20	11 JUL 2024
AD 2.16-5	18 JUL 2019	AD 2.17-22	03 OCT 2024	AD 2.26-40	18 APR 2024
AD 2.16-6	05 OCT 2023	AD 2.17-25	03 OCT 2024	AD 2.27-1	21 MAY 2020
AD 2.16-7	07 AUG 2025	AD 2.17-26	03 OCT 2024	AD 2.27-2	21 MAY 2020
AD 2.16-8	10 JUL 2025	AD 2.17-51	17 APR 2025	AD 2.27-3	21 MAY 2020
AD 2.16-9	07 AUG 2025	AD 2.17-51a	17 NOV 2011	AD 2.27-4	18 APR 2024
AD 2.16-10	07 AUG 2025	AD 2.17-81	17 APR 2025	AD 2.27-20	21 MAY 2020
AD 2.16-11	07 AUG 2025	AD 2.17-81a	05 DEC 2019	AD 2.27-40	18 APR 2024
AD 2.16-12	07 AUG 2025	AD 2.18-1	15 JUL 2021	AD 2.28-1	25 JAN 2024
AD 2.16-13	07 AUG 2025	AD 2.18-2	15 JUL 2021	AD 2.28-2	10 AUG 2023
AD 2.16-14	07 AUG 2025	AD 2.18-3	15 JUL 2021	AD 2.28-3	22 FEB 2024
AD 2.16-15	30 NOV 2023	AD 2.18-4	18 APR 2024	AD 2.28-4	10 AUG 2023
AD 2.16-20	07 AUG 2025	AD 2.18-20	15 JUL 2021	AD 2.28-5	10 AUG 2023
AD 2.16-20a	07 AUG 2025	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	02 OCT 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

Page	Date	Page	Date	Page	Date
AD 2.29-33	17 APR 2025	AD 3			
AD 2.29-33a	15 JUN 2023	AD 3.2-1	22 APR 2021		
AD 2.29-34	17 APR 2025	AD 3.2-2	22 APR 2021		
AD 2.29-34a	15 JUN 2023	AD 3.2-3	13 JUL 2023		
AD 2.29-35	17 APR 2025	AD 3.2-4	18 APR 2024		
AD 2.29-35a	15 JUN 2023	AD 3.2-20	22 APR 2021		
AD 2.29-52	17 APR 2025	AD 3.2-40	18 APR 2024		
AD 2.29-52a	15 JUN 2023	AD 3.5-1	10 JUL 2025		
AD 2.29-71	02 OCT 2025	AD 3.5-2	11 AUG 2022		
AD 2.29-71a	02 OCT 2025	AD 3.5-3	25 JAN 2024		
AD 2.29-71b	02 OCT 2025	AD 3.5-4	10 JUL 2025		
AD 2.29-71c	02 OCT 2025	AD 3.5-20	25 JAN 2024		
AD 2.29-72	02 OCT 2025	AD 3.6-1	07 AUG 2025		
AD 2.29-72a	02 OCT 2025	AD 3.6-2	07 AUG 2025		
AD 2.29-72b	02 OCT 2025	AD 3.6-3	07 AUG 2025		
AD 2.29-73	02 OCT 2025	AD 3.6-4	07 AUG 2025		
AD 2.29-73a	02 OCT 2025	AD 3.6-20	07 AUG 2025		
AD 2.29-73b	02 OCT 2025	AD 3.7-1	13 AUG 2020		
AD 2.29-76	02 OCT 2025	AD 3.7-2	13 AUG 2020		
AD 2.29-76a	15 JUN 2023	AD 3.7-3	03 NOV 2022		
AD 2.29-76b	02 OCT 2025	AD 3.7-4	13 AUG 2020		
AD 2.29-76c	02 OCT 2025	AD 3.7-20	03 NOV 2022		
AD 2.29-84	17 APR 2025	AD 3.7-40	18 APR 2024		
AD 2.29-84a	15 JUN 2023	AD 3.7-40a	18 APR 2024		
AD 2.30-1	02 NOV 2023	AD 3.8-1	25 MAR 2021		
AD 2.30-2	02 NOV 2023	AD 3.8-2	25 MAR 2021		
AD 2.30-3	02 NOV 2023	AD 3.8-3	25 MAR 2021		
AD 2.30-4	02 NOV 2023	AD 3.8-4	25 MAR 2021		
AD 2.30-5	02 NOV 2023	AD 3.8-20	25 MAR 2021		
AD 2.30-6	02 NOV 2023				
AD 2.30-7	02 NOV 2023				
AD 2.30-8	08 AUG 2024				
AD 2.30-20	02 NOV 2023				
AD 2.30-40	02 NOV 2023				
AD 2.31-1	30 NOV 2023				
AD 2.31-2	30 NOV 2023				
AD 2.31-3	30 NOV 2023				
AD 2.31-4	30 NOV 2023				
AD 2.31-5	08 AUG 2024				
AD 2.31-20	30 NOV 2023				
AD 2.31-40	18 APR 2024				
AD 2.32-1	28 DEC 2023				
AD 2.32-2	28 DEC 2023				
AD 2.32-3	28 DEC 2023				
AD 2.32-4	10 JUL 2025				
AD 2.32-5	08 AUG 2024				
AD 2.32-20	28 DEC 2023				
AD 2.32-40	18 APR 2024				
AD 2.33-1	07 AUG 2025				
AD 2.33-2	07 AUG 2025				
AD 2.33-3	04 SEP 2025				
AD 2.33-4	07 AUG 2025				
AD 2.33-5	07 AUG 2025				
AD 2.33-20	07 AUG 2025				
AD 2.33-40	07 AUG 2025				
AD 2.34-1	04 SEP 2025				
AD 2.34-2	04 SEP 2025				
AD 2.34-3	04 SEP 2025				
AD 2.34-4	04 SEP 2025				
AD 2.34-20	04 SEP 2025				
AD 2.34-40	04 SEP 2025				

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
ADM	ADAMCLISI	DME	AE	ADAMCLISI	ADM	DME	AE
ARD	ARAD/Arad	DVOR/DME	AE	ARAD/Arad	ARD	DVOR/DME	AE
ARN	ARINI	DME	AE	ARINI	ARN	DME	AE
B	BACĂU/George Enescu	NDB	A	BACĂU/George Enescu	B	NDB	A
BAC	BACĂU/George Enescu	DME	AE	BACĂU/George Enescu	BAC	DME	AE
BAI	BĂIȘOARA	DME	AE	BACĂU/George Enescu	BC	NDB	A
BC	BACĂU/George Enescu	NDB	A	BACĂU/George Enescu	BCU	DVOR/DME	AE
BCU	BACĂU/George Enescu	DVOR/DME	AE	BACĂU/George Enescu	IBA	ILS/DME	A
BMR	BAIA MARE/Maramureș	NDB	AE	BACĂU/George Enescu	IBC	ILS/DME	A
BRV	BRAȘOV	DVOR/DME	E	BAIA MARE/Maramureș	BMR	NDB	AE
BSE	BUCUREȘTI/Băneasa-Aurel Vlaicu	NDB	A	BAIA MARE/Maramureș	IBM	ILS/DME	A
BSW	BUCUREȘTI/Băneasa-Aurel Vlaicu	NDB	A	BAIA MARE/Maramureș	M	NDB	A
CHU	DEALUL CIUHII	DME	AE	BĂIȘOARA	BAI	DME	AE
CIC	CICĂU	DME	AE	BRAȘOV	BRV	DVOR/DME	E
CLJ	CLUJ NAPOCA/Avram Iancu	DVOR/DME	AE	BRAȘOV/Brașov-Ghimbav	VBV	DVOR/DME	A
CND	CONSTANȚA/Mihail Kogălniceanu-Constanța	DVOR/DME	AE	BRAȘOV/Brașov-Ghimbav	IBV	ILS/DME	A
CNI	CENEI	DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	BSE	NDB	A
COM	COMANA	DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	BSW	NDB	A
CRV	CRAIOVA/Craiova	DVOR/DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	IBN	ILS/DME	A
DVA	DEVA	DVOR/DME	E	BUCUREȘTI/Băneasa-Aurel Vlaicu	IBS**	ILS/DME	A
FLR*	FLOREȘTI	VOR/DME	AE	BUCUREȘTI/Henri Coandă	ILL	ILS/DME	A
GLT	GALAȚI	DVOR/DME	E	BUCUREȘTI/Henri Coandă	IOE	ILS/DME	A
HDB	HADÂMBU	DME	AE	BUCUREȘTI/Henri Coandă	IOP	ILS/DME	A
HNU	HENIU	DME	AE	BUCUREȘTI/Henri Coandă	IRR	ILS/DME	A
IAS	IAȘI/Iași	NDB	A	BUCUREȘTI/Henri Coandă	LL	L	A
IBA	BACĂU/George Enescu	ILS/DME	A	BUCUREȘTI/Henri Coandă	OPE	NDB	A
IBC	BACĂU/George Enescu	ILS/DME	A	BUCUREȘTI/Henri Coandă	OPW	NDB	A
IBM	BAIA MARE/Maramureș	ILS/DME	A	BUCUREȘTI/Henri Coandă	OTL	NDB	A
IBN	BUCUREȘTI/Băneasa-Aurel Vlaicu	ILS/DME	A	BUCUREȘTI/Henri Coandă	OTR	NDB	A
IBS**	BUCUREȘTI/Băneasa-Aurel Vlaicu	ILS/DME	A	CENEI	CNI	DME	AE
IBV	BRAȘOV/Brașov-Ghimbav	ILS/DME	A	CICĂU	CIC	DME	AE
				CLUJ NAPOCA/Avram Iancu	CLJ	DVOR/DME	AE

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
ICK	CONSTANȚA/Mihail Kogălniceanu-Constanța	ILS/DME	A	CLUJ NAPOCA/Avram Iancu	ICX	ILS/DME	A
ICV	CRAIOVA/Craiova	ILS/DME	A	COMANA	COM	DME	AE
ICX	CLUJ NAPOCA/Avram Iancu	ILS/DME	A	CONSTANȚA/Mihail Kogălniceanu-Constanța	CND	DVOR/DME	AE
IIS	IAȘI/Iași	ILS/DME	A	CONSTANȚA/Mihail Kogălniceanu-Constanța	ICK	ILS/DME	A
ILL	BUCUREȘTI/Henri Coandă	ILS/DME	A	CRAIOVA/Craiova	CRV	DVOR/DME	AE
IOD	ORADEA/Oradea	ILS/DME	A	CRAIOVA/Craiova	ICV	ILS/DME	A
IOE	BUCUREȘTI/Henri Coandă	ILS/DME	A	DEALUL CIUHII	CHU	DME	AE
IOP	BUCUREȘTI/Henri Coandă	ILS/DME	A	DEVA	DVA	DVOR/DME	E
IRR	BUCUREȘTI/Henri Coandă	ILS/DME	A	FLOREȘTI	FLR	VOR/DME	AE
ISA	ISTRITA	DME	AE	GALAȚI	GLT	DVOR/DME	E
ISB	SIBIU/Sibiu	ILS/DME	A	HADĂMBU	HDB	DME	AE
ISI	IAȘI/Iași	DME	AE	HENIU	HNU	DME	AE
ISI	IAȘI/Iași	NDB	AE	IAȘI/Iași	IAS	NDB	A
ISM	SATU MARE/Satu Mare	ILS/DME	A	IAȘI/Iași	IIS	ILS/DME	A
ISV	SUCEAVA/Ștefan cel Mare-Suceava	ILS/DME	A	IAȘI/Iași	ISI	DME	AE
ITC	TULCEA/Delta Dunării	ILS/DME	A	IAȘI/Iași	ISI	NDB	AE
ITM	TÂRGU MUREȘ/Transilvania-Târgu Mureș	ILS/DME	A	ISTRITA	ISA	DME	AE
ITR	TIMIȘOARA/Traian Vuia	ILS/DME	A	LUGOJ	LGJ	DME	AE
ITS	TIMIȘOARA/Traian Vuia	ILS/DME	A	ODOBEȘTI	ODB	DME	AE
LGJ	LUGOJ	DME	AE	ORADEA/Oradea	IOD	ILS/DME	A
LL	BUCUREȘTI/Henri Coandă	L	A	ORADEA/Oradea	O	NDB	A
M	BAIA MARE/Maramureș	NDB	A	ORADEA/Oradea	ORA	NDB	AE
O	ORADEA/Oradea	NDB	A	PĂLTINIȘ	PLT	DME	AE
ODB	ODOBEȘTI	DME	AE	PICIOR DE MUNTE	PMT	DME	AE
OPE	BUCUREȘTI/Henri Coandă	NDB	A	ROȘIORI	OPT	DVOR/DME	AE
OPT	ROȘIORI	DVOR/DME	AE	SACOȘU MARE	SAC	DME	AE
OPW	BUCUREȘTI/Henri Coandă	NDB	A	SATU MARE/Satu Mare	ISM	ILS/DME	A
ORA	ORADEA/Oradea	NDB	AE	SATU MARE/Satu Mare	SAT	DVOR/DME	AE
OTL	BUCUREȘTI/Henri Coandă	NDB	A	SIBIU/Sibiu	ISB	ILS/DME	A
OTR	BUCUREȘTI/Henri Coandă	NDB	A	SIBIU/Sibiu	SBI	DVOR/DME	AE
PLT	PĂLTINIȘ	DME	AE	SIBIU/Sibiu	SIB	NDB	AE
PMT	PICIOR DE MUNTE	DME	AE	STOLNICENI	STL	DME	AE

5. List of aeronautical charts available

Lista hărților aeronautice produse

Those charts series marked by an asterisk form part of the AIP.

Title of series	Scale	Name and/or number	Price (EUR)
1	2	3	4
Instrument Approach Chart - ICAO* (IAC)		ARAD/Arad	
	1:500 000	LRAR ILS RWY 27 A/B	
	1:500 000	LRAR ILS RWY 27 C/D	
	1:500 000	LRAR VOR RWY 09	
	1:500 000	LRAR VOR RWY 27 A/B	
	1:500 000	LRAR VOR RWY 27 C/D	
		BACĂU/George Enescu	
	1:500 000	LRBC ILS Z RWY 34	
	1:500 000	LRBC ILS Y RWY 34	
	1:500 000	LRBC RNP RWY 16	
	1:500 000	LRBC RNP RWY 34	
	1:500 000	LRBC NDB Z RWY 16	
	1:500 000	LRBC NDB Y RWY 16	
	1:500 000	LRBC NDB Z RWY 34	
	1:500 000	LRBC NDB Y RWY 34	
		BAIA MARE/Maramureș	
	1:500 000	LRBM ILS Y RWY 09 A, B	
	1:500 000	LRBM ILS Z RWY 09 C, D	
	1:500 000	LRBM RNP RWY 09	
	1:500 000	LRBM NDB W RWY 09 A, B	
	1:500 000	LRBM NDB X RWY 09 C, D	
	1:500 000	LRBM NDB Y RWY 09 A, B	
	1:500 000	LRBM NDB Z RWY 09 C, D	
		BRAȘOV/Brașov-Ghimbav	
	1:500 000	LRBV ILS RWY 21	
	1:500 000	LRBV RNP Z RWY 03	
	1:500 000	LRBV RNP X RWY 21	
	1:500 000	LRBV RNP Y RWY 21	
	1:500 000	LRBV RNP Z RWY 21	
		BUCUREȘTI/Băneasa-Aurel Vlaicu	
	1:500 000	LRBS ILS RWY 07 A/B	
	1:500 000	LRBS ILS RWY 07 C/D	
	1:500 000	LRBS ILS RWY 25 A/B	
	1:500 000	LRBS ILS RWY 25 C/D	
	1:500 000	LRBS NDB RWY 07 A/B	
	1:500 000	LRBS NDB RWY 07 C/D	
	1:500 000	LRBS NDB RWY 25 A/B	
	1:500 000	LRBS NDB RWY 25 C/D	
		BUCUREȘTI/Henri Coandă	
	1:500 000	LROP ILS RWY 08R	
	1:500 000	LROP ILS RWY 08L	
	1:500 000	LROP ILS RWY 26R	
	1:500 000	LROP ILS RWY 26L	
	1:500 000	LROP NDB RWY 08R	
	1:500 000	LROP NDB RWY 08L	
	1:500 000	LROP NDB RWY 26R	
	1:500 000	LROP NDB RWY 26L	
		CLUJ-NAPOCA/Avram Iancu	
	1:500 000	LRCL ILS RWY 25	
	1:500 000	LRCL RNAV (GNSS) RWY 07	
	1:500 000	LRCL RNAV (GNSS) RWY 25	
	1:500 000	LRCL VOR RWY 07	
		CONSTANȚA/Mihail Kogălniceanu - Constanța	
	1:500 000	LRCK ILS RWY 36	
	1:500 000	LRCK RNP RWY 18	
	1:500 000	LRCK RNP RWY 36	
	1:500 000	LRCK VOR RWY 18	
	1:500 000	LRCK VOR RWY 36	
		CRAIOVA/Craiova	
	1:500 000	LRCV ILS Z RWY 26	
	1:500 000	LRCV ILS Y RWY 26	
	1:500 000	LRCV RNP RWY 08	
	1:500 000	LRCV RNP RWY 26	
	1:500 000	LRCV VOR Z RWY 26	
	1:500 000	LRCV VOR Y RWY 26	
	1:500 000	LRCV VOR Z RWY 08	
	1:500 000	LRCV VOR Y RWY 08	
		IAȘI/Iași	
	1:500 000	LRIA ILS Z RWY 14	
	1:500 000	LRIA ILS Y RWY 14	
	1:500 000	LRIA RNP RWY 14	
	1:500 000	LRIA RNP RWY 32	

1	2	3	4	
Instrument Approach Chart - ICAO* (IAC)	1:500 000	LRIA NDB Z RWY 14		
	1:500 000	LRIA NDB Y RWY 14		
	1:500 000	LRIA NDB Z RWY 32		
	1:500 000	LRIA NDB Y RWY 32		
		ORADEA/Oradea		
	1:500 000	LROD ILS Y RWY 19		
	1:500 000	LROD ILS Z RWY 19		
	1:500 000	LROD RNP RWY 19		
	1:500 000	LROD NDB Y RWY 19 A/B		
	1:500 000	LROD NDB Z RWY 19 C/D		
		SATU MARE/Satu Mare		
	1:500 000	LRSM ILS RWY 19 A/B		
	1:500 000	LRSM ILS RWY 19 C/D		
	1:500 000	LRSM VOR RWY 19 A/B		
	1:500 000	LRSM VOR RWY 19 C/D		
	1:500 000	LRSM VOR RWY 01		
		SIBIU/Sibiu		
	1:500 000	LRSB ILS RWY 27		
	1:500 000	LRSB NDB RWY 09		
		SUCEAVA/Ştefan Cel Mare-Suceava		
	1:500 000	LRSV ILS or LOC Z RWY 34		
	1:500 000	LRSV ILS or LOC Y RWY 34		
	1:500 000	LRSV RNP RWY 16		
	1:500 000	LRSV RNP RWY 34		
	1:500 000	LRSV VOR Z RWY 16		
	1:500 000	LRSV VOR Y RWY 16		
	1:500 000	LRSV VOR Z RWY 34		
	1:500 000	LRSV VOR Y RWY 34		
		TÂRGU MUREŞ/Transilvania-Târgu Mureş		
	1:500 000	LRTM ILS RWY 07 A/B		
	1:500 000	LRTM ILS RWY 07 C/D		
	1:500 000	LRTM NDB RWY 07 A/B		
	1:500 000	LRTM NDB RWY 07 C/D		
	1:500 000	LRTM NDB RWY 25 A/B		
	1:500 000	LRTM NDB RWY 25 C/D		
		TIMIŞOARA/Tarian Vuia		
	1:500 000	LRTR ILS RWY 11 A, B		
	1:500 000	LRTR ILS RWY 11 C, D		
	1:500 000	LRTR ILS RWY 29 A, B		
	1:500 000	LRTR ILS RWY 29 C, D		
	1:500 000	LRTR NDB RWY 11 A, B		
	1:500 000	LRTR NDB RWY 11 C, D		
1:500 000	LRTR NDB RWY 29 A, B			
1:500 000	LRTR NDB RWY 29 C, D			
	TULCEA/Delta Dunării			
1:500 000	LRTC ILS RWY 34			
1:500 000	LRTC VOR RWY 34			
Instrument Approach Chart* (IAC)		BRAŞOV/Braşov-Ghimbav		
	1:500 000	LRBV RNP RWY 03 Contingency		
Aerodrome Chart - ICAO* (AC)		ARAD/Arad		
	1:7 000	ARAD/Charlie-Bravo Şiria		
	1:20 000	BACĂU/George Enescu		
	1:15 000	BAIA MARE/Maramureş		
	1:5 000	BISTRIŢA/Bistriţa		
	1:20 000	BRAŞOV/Braşov-Ghimbav		
	1:5 000	BRAŞOV/Sânpetru		
		BUCUREŞTI/Băneasa-Aurel Vlaicu		
		BUCUREŞTI/Henri Coandă		
	1:10 000	CARANSEBEŞ/Banat-Caransebeş		
	1:5 000	CISNĂDIE/Măgura		
	1:6 000	CLINCENI/Clinceni		
	1:15 000	CLUJ NAPOCA/Avram Iancu		
	1:20 000	CONSTANŢA/Mihail Kogălniceanu-Constanţa		
		CRAIOVA/Craiova		
	1:5 000	CRAIOVA/Craiova-Sud		
	1:10 000	DEVA/Săuleşti-Constantin Manolache		
	1:5 000	DEZMIR/Dezmir		
	1:8 000	GHEORGHENI/Remetea		
	1:2 500	GRADIŞTEA/Grădiştea		
	1:15 000	IAŞI/Iaşi		
	1:4 000	IAŞI/Iaşi-Sud		
		ORADEA/Oradea		
	1:5 000	PITEŞTI/Geamăna		
	1:5 000	PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti		



1	2	3	4
Aerodrome Chart - ICAO* (AC)		SATU-MARE/Satu-Mare	
		SIBIU/Sibiu	
	1:20 000	SUCEAVA/Ştefan cel Mare-Suceava	
	1:5000	TÂRGU MUREŞ/Mureşeni	
	1:15 000	TÂRGU MUREŞ/Transilvania-Târgu Mureş	
		TIMIŞOARA/Traian Vuia	
	1:20 000	TULCEA/Delta Dunării	
Heliport Chart - ICAO* (HC)	1:2 000	BRAŞOV/Cobrex	
	1:2 500	GHIMBAV/IAR Braşov	
	1:2 000	GHIMBAV/MIR AERO-Braşov	
	1:1 000	NĂVODARI/Midia-Constanţa	
	1:500	ORADEA/SMURD BH 2	
	1:1 000	OŞORHEI/Dogaru	
	1:1 000	TUZLA/Tuzla	
Aircraft Parking/Docking Chart - ICAO*		ARAD/Arad - APRON 1/APRON 2	
		BACĂU/George Enescu	
		BAIA MARE/Maramureş	
		BRAŞOV/Braşov-Ghimbav	
		BUCUREŞTI/Băneasa-Aurel Vlaicu	
		BUCUREŞTI/Henri Coandă - APRON 1	
		BUCUREŞTI/Henri Coandă - APRON 2	
		BUCUREŞTI/Henri Coandă - APRON 3	
		CLUJ NAPOCA/Avram Iancu - APRON 1	
		CLUJ NAPOCA/Avram Iancu - APRON 2	
		CONSTANŢA/Mihail Kogălniceanu-Constanţa	
		CRAIOVA/Craiova - APRON 1	
		CRAIOVA/Craiova - APRON 2	
		CRAIOVA/Craiova - APRON 3 / APRON 4	
		IAŞI/Iaşi	
		ORADEA/Oradea - APRON 1	
		ORADEA/Oradea - APRON 2	
		PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti	
		SATU MARE/Satu Mare	
		SIBIU/Sibiu	
		SUCEAVA/Ştefan cel Mare-Suceava - APRON 1	
		SUCEAVA/Ştefan cel Mare-Suceava - APRON 2	
		TÂRGU MUREŞ/Transilvania-Târgu Mureş - APRON 1	
	TÂRGU MUREŞ/Transilvania-Târgu Mureş - APRON 2		
	TIMIŞOARA/Traian Vuia - APRON		
	TULCEA/Delta Dunării		
Aerodrome Obstacle Chart - ICAO* TYPE A (AOC)	1:10 000	ARAD/Arad	AOC - A 27
	1:10 000	ARAD/Arad	AOC - A 09
	1:15 000	BACĂU/George Enescu	AOC - A 16
	1:15 000	BACĂU/George Enescu	AOC - A 34
	1:15 000	BAIA MARE/Maramureş	AOC - A 09/27
	1:15 000	BRAŞOV/Braşov-Ghimbav	AOC - A 21/03
	1:15 000	BUCUREŞTI/Băneasa-Aurel Vlaicu	AOC - A 07
	1:15 000	BUCUREŞTI/Băneasa-Aurel Vlaicu	AOC - A 25
	1:15 000	BUCUREŞTI/Henri Coandă	AOC - A 08R/26L
	1:15 000	BUCUREŞTI/Henri Coandă	AOC - A 08L/26R
	1:15 000	CLUJ NAPOCA/Avram Iancu	AOC - A 07
	1:15 000	CLUJ NAPOCA/Avram Iancu	AOC - A 25
	1:15 000	CONSTANŢA/Mihail Kogălniceanu-Constanţa	AOC - A 36/18
	1:15 000	CRAIOVA/Craiova	AOC - A 08/26
	1:20 000	IAŞI/Iaşi	AOC - A 14/32
	1:15 000	ORADEA/Oradea	AOC - A 01
	1:15 000	ORADEA/Oradea	AOC - A 19
	1:15 000	SATU MARE/Satu Mare	AOC - A 01
	1:15 000	SATU MARE/Satu Mare	AOC - A 19
	1:15 000	SIBIU/Sibiu	AOC - A 09
	1:15 000	SIBIU/Sibiu	AOC - A 27
	1:20 000	SUCEAVA/Ştefan cel Mare-Suceava	AOC - A 16/34
	1:15 000	TÂRGU MUREŞ/Transilvania - Târgu Mureş	AOC - A 07
1:15 000	TÂRGU MUREŞ/Transilvania - Târgu Mureş	AOC - A 25	
1:15 000	TIMIŞOARA/Traian Vuia	AOC - A 11	
1:15 000	TIMIŞOARA/Traian Vuia	AOC - A 29	
1:15 000	TULCEA/Delta Dunării	AOC - A 16	
1:15 000	TULCEA/Delta Dunării	AOC - A 34	
Aerodrome Ground Movement Chart - ICAO*	1:25 000	BUCUREŞTI/Henri Coandă	
		CLUJ NAPOCA/Avram Iancu	
		PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti	
		TULCEA/Delta Dunării	

1	2	3	4
Visual Approach Chart - ICAO* (VAC)	NIL		
Precision Approach Terrain Chart - ICAO* (PATC)		ARAD/Arad LRAR PATC RWY 27 BACĂU/George Enescu LRBC PATC RWY 16 LRBC PATC RWY 34 BAIA MARE/Maramureş LRBM PATC RWY 09 BRAŞOV/Braşov-Ghimbav LRBV PATC RWY 21 BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS PATC RWY 07 BUCUREŞTI/Henri Coandă LROP PATC RWY 08R LROP PATC RWY 08L CLUJ NAPOCA/Avram Iancu LRCL PATC RWY 25 CONSTANŢA/Mihail Kogălniceanu-Constanţa LRCK PATC RWY 36 CRAIOVA/Craiova LRCV PATC RWY 26 IAŞI/Iaşi LRIA PATC RWY 14 SATU MARE/Satu Mare LRSM PATC RWY 19 SIBIU/Sibiu LRSB PATC RWY 27 SUCEAVA/Ştefan cel Mare-Suceava LRSV PATC RWY 34 TÂRGU MUREŞ/Transilvania-Târgu Mureş LRTM PATC RWY 07 TIMIŞOARA/Traian Vuia LRTR PATC RWY 11 LRTR PATC RWY 29 ORADEA/Oradea LROD PATC RWY 19	
RNAV Departure Chart*		ARAD/Arad LRAR RWY 09 LRAR RWY 27 BRAŞOV/Braşov-Ghimbav LRBV RWY 21 LRBV RWY 03 BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS RWY 07 LRBS RWY 25 BUCUREŞTI/Henri Coandă LROP RWY 08L/R LROP RWY 26L/R CLUJ NAPOCA/Avram Iancu LRCL RWY 07 LRCL RWY 25 CRAIOVA/Craiova LRCV RWY 08 LRCV RWY 26 SIBIU/Sibiu LRSB RWY 09 LRSB RWY 27 TÂRGU MUREŞ/Transilvania-Târgu Mureş LRTM RWY 07 LRTM RWY 25 TIMIŞOARA/Traian Vuia LRTR RWY 11 LRTR RWY 29	
RNAV Arrival Chart*		ARAD/Arad LRAR RWY 09 LRAR RWY 27 BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS RWY 07 LRBS RWY 25 BUCUREŞTI/Henri Coandă LROP RWY 08L/R LROP RWY 26L/R CLUJ NAPOCA/Avram Iancu LRCL RWY 07 LRCL RWY 25 SIBIU/Sibiu LRSB RWY 09 LRSB RWY 27 TÂRGU MUREŞ/Transilvania-Târgu Mureş LRTM RWY 07 LRTM RWY 25	

CONSTANȚA / Mihail Kogălniceanu - Constanța (LRCK)**1. Landing Charge**

UNIT RATE: 3.17 EURO / tonne

2. Lighting charge

UNIT RATE: 2.64 EURO / tonne

3. Parking charge

UNIT RATE: 0.2 EURO / tonne / hour

The parking charge is not applied within 3 hours after landing.

4. Passengers service

UNIT RATE: 1.58 EURO / passenger - international flights

1.58 EURO / passenger - domestic flights

16.00 EURO / passenger - general aviation flights

SECURITY CHARGE: 2.64 EURO / passenger

5. Other charges

NIL

6. Exemptions

NIL

7. Reductions**7.1 Landing charge**

Rebates are granted to all air operators who operate based on a contract with Mihail Kogălniceanu - Constanța Airport. Depending on the number of flights made by an air operator the following discounts are granted:

No. of landings / year	Discount (%)
70 – 72	5
73 – 75	10
76 – 78	15
79 – 81	20
82 – 84	25
85 – 87	30
88 – 90	35
91 – 93	40
94 – 95	45
≥96	50

7.2. Discount scheme for the operation of flights to new destinations

For the operation of flights to new destinations, for a period of 24 months from the actual start of operation, the following discount scheme is applied on Mihail Kogălniceanu Constanța International Airport, as follows:

- landing charge - a 50% discount;
- passenger service charge (international and domestic flights) - less the charge collected for monitoring the objectives necessary for the safety of passengers RCAA / SIAA - a 75% discount;

The reduction does not apply for flights operated to new destinations at the following charges:

- lighting charge;
- parking charge;
- security charge;
- the charge collected by RCAA / SIAA for the supervision of the objectives necessary for passenger safety, included in the charge for boarded passengers).

GENERAL CRITERIA

- 1) This incentive scheme will be granted in a transparent and non-discriminatory basis to all interested airlines, upon request, based on the eligibility criteria related to the scheme;
- 2) The discounts provided for the opening of new routes cannot be cumulated with other types of discounts for the respective route or with any other existing discount grid;

CONSTANȚA / Mihail Kogălniceanu - Constanța (LRCK)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.17 EURO / tonă

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 2.64 EURO / tonă

3. Tariful de staționare

NIVELUL UNITAR AL TARIFULUI: 0.2 EURO / tonă / oră

Primele 3 ore nu se tarifează.

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 1.58 EURO / pasager - curse internaționale

1.58 EURO / pasager - curse interne

16.00 EURO / pasager - zboruri aviație generală

TARIF DE SECURITATE: 2.64 EURO / pasager

5. Alte tarife

NIL

6. Scutiri

NIL

7. Reduceri

7.1 Tariful de aterizare

La tariful de aterizare se pot aplica următoarele reduceri în funcție de frecvența curselor unui transportator aerian, în baza unui contract de operare încheiat cu aeroportul:

Numărul de aterizări / an	Reducere (%)
70 – 72	5
73 – 75	10
76 – 78	15
79 – 81	20
82 – 84	25
85 – 87	30
88 – 90	35
91 – 93	40
94 – 95	45
≥96	50

7.2. Scheme de stimulare pentru operarea de noi destinații

Pentru operarea curselor către noi destinații, pentru o perioadă de 24 luni de la începerea efectivă a operării, pe Aeroportul Internațional Mihail Kogălniceanu Constanța se aplică următoarea schemă de reduceri, după cum urmează :

- tariful de aterizare - o reducere de 50% ;
- tariful pentru pasageri îmbarcați (curse internaționale și interne) - mai puțin tariful colectat pentru supravegherea obiectivelor necesare siguranței pasagerilor AACR/AIAS – o reducere de 75%;

Nu se aplică reducerea pentru cursele operate pe noi destinații la următoarele tarife:

- tariful de iluminat;
- tariful de staționare;
- tariful pentru securitate aeroportuară;
- tariful colectat de AIAS /AACR pentru supravegherea obiectivelor necesare siguranței pasagerilor, cuprins în tariful pentru pasagerii îmbarcați).

CONDITII GENERALE:

- 1) Prezenta schemă de stimulare va fi acordată în mod transparent și nediscriminatoriu tuturor companiilor aeriene interesate, la cerere, în baza criteriilor de eligibilitate aferente schemei;
- 2) Reducerile prevăzute pentru deschiderea de noi rute nu vor putea fi cumulate cu alte tipuri de reduceri pentru ruta respectivă sau cu orice altă grilă de discount existentă;

SUCEAVA / Ștefan cel Mare - Suceava (LRSV)**1. Landing Charge**

UNIT RATE: 3.00 EURO / tonne - scheduled flights
6.00 EURO / tonne – cargo / non-scheduled flights

2. Lighting charge

UNIT RATE: 2.50 EURO / tonne / landing / take-off

3. Parking charge

UNIT RATE: 0.20 EURO / tonne / hour for ACFT with MOTW between 0 and 25 tonnes
0.10 EURO / tonne / hour for ACFT with MOTW greater than 25 tonnes

4. Passengers service

UNIT RATE: 3.50 EURO / boarded passenger
SECURITY CHARGE: 1.00 EURO / passenger
TRANSIT: 3.00 EURO / passenger
TRANSFER: 3.00 EURO / passenger

5. Other charges**Charge for persons with reduced mobility**

UNIT RATE: 0.27 EURO / embarked passenger

6. Exemptions

NIL

7. Reductions

SCHEDULED FLIGHTS: flights to and from the Suceava “Ștefan cel Mare” Airport, operated with regularity, following a pre-established timetable, year-round or for periods shorter than 1 year, which are repeated with an obvious systematic frequency, and the tickets for these flights are available for public individual purchase, directly from the air operator and/or from its authorized agents.

NON-SCHEDULED FLIGHTS: flights operated under other conditions than scheduled flights, including those pursuant to a charter contract and on regular basis.

7.1 Landing Charge

For air operators that perform scheduled flights, depending on the number of landings performed monthly, discounts are applied for the landing charge, as follows:

Discount (%)	No. of landings / month
35	65-69
40	70-74
45	75-79
50	≥ 80

For air operators performing non-scheduled flights with aircrafts with MTOW less than 40 tons, the landing charge will be supplemented by 50%.

For air operators that perform scheduled flights, having at least 2 based aircraft overnight and generating with the based aircrafts a traffic of at least 25,000 departing passengers/month, a 20% discount of the landing charge is granted. The discount is granted only for the traffic generated by the based aircrafts.

7.2 Lighting Charge

For air operators that perform scheduled flights, depending on the number of movements performed monthly, discounts are applied for the lighting charge, as follows:

Discount (%)	No. of movements / month
10	130-139
20	140-149
30	150-159
40	≥160

SUCEAVA / Ștefan cel Mare - Suceava (LRSV)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.00 EURO / tonă - zboruri regulate
6.00 EURO / tonă - cargo/zboruri neregulate

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 2.50 EURO / tonă / decolare / aterizare

3. Tariful de staționare

NIVELUL UNITAR AL TARIFULUI: 0.20 EURO / tonă / oră pentru aeronave cu MOTW între 0-25 tone
0.10 EURO / tonă / oră pentru aeronave cu MOTW mai mare de 25 tone

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 3.50 EURO / pasager îmbarcat
TARIF DE SECURITATE: 1.00 EURO / pasager
TRANZIT: 3.00 EURO / pasager
TRANSFER: 3.00 EURO / pasager

5. Alte tarife

Tarif pentru pasageri cu mobilitate redusă

NIVELUL UNITAR AL TARIFULUI: 0.27 EURO / pasager îmbarcat

6. Scutiri

NIL

7. Reduceri

ZBORURI REGULATE: zboruri către și de la Aeroportul „Ștefan cel Mare” Suceava, operate cu regularitate, după un orar prestabilit, pe parcursul unui an sau pe perioade mai scurte de 1 an, care se repetă cu o frecvență sistematică evidentă, iar biletele pentru fiecare din aceste zboruri sunt puse la dispoziția publicului pentru achiziționare individuală în mod direct de la operatorul aerian și/sau prin agenți autorizați.

ZBORURI NEREGULATE reprezintă zborurile operate în alte condiții decât zborurile regulate, inclusiv acele zboruri efectuate utilizând o aeronavă închiriată în regim charter și operate cu o anumită regularitate.

7.1 Tariful de aterizare

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de numărul de aterizări efectuate lunar, se aplică reduceri pentru tariful de aterizare, astfel:

Reducere (%)	Nr.de aterizări / lună
35	65-69
40	70-74
45	75-79
50	≥ 80

Pentru operatorii aerieni care efectuează zboruri neregulate cu aeronave având MTOW mai mică de 40 de tone, tariful de aterizare va fi suplimentat cu 50%.

Pentru operatorii aerieni care efectuează zboruri regulate, având bază cu cel puțin 2 aeronave peste noapte și generează cu aeronavele de pe bază un trafic de cel puțin 25.000 de pasageri pe lună, se acordă o reducere de 20% din tariful de aterizare. Reducerea se acordă numai numai pentru traficul generat de aeronavele de pe bază.

7.2 Tariful de iluminare

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de numărul de mișcări efectuate lunar, se aplică reduceri pentru tariful de iluminare astfel:

Reducere (%)	Nr.de mișcări pe lună
10	130-139
20	140-149
30	150-159
40	≥160

For air operators that perform scheduled flights, having at least 2 based aircraft overnight and generating with the based aircrafts a traffic of at least 25,000 departing passengers/month, a 20% discount of the lightning charge is granted. The discount is granted only for the traffic generated by the based aircrafts.

7.3. Parking charge

This charge is levied for each parking hour or fraction of hour, except the first 3 hours after landing. The fraction of hour is established at 15 minutes.

Air operators that perform scheduled flights, having at least 2 based aircraft overnight and generating with the based aircrafts a traffic of at least 25,000 departing passengers/month, are granted, for the based aircrafts, a 100% discount on the parking charge.

7.4 Passengers service

For air operators that perform scheduled flights, depending on the volume of passenger traffic per month, discounts are applied for the passenger service charge, as follows:

Total number of passengers per month	Discount (%)
15.000 – 20.000	40
20.001 – 28.000	45
≥28.001	50

For air operators operating non-scheduled flights, the unit rate level for PASSENGER SERVICES and SECURITY charge will be supplemented by 100%.

For air operators that perform scheduled flights, having at least 2 based aircraft overnight and generating with the based aircrafts a traffic of at least 25,000 departing passengers/month, a 10% discount of the passenger service charge is granted. The discount is granted only for the traffic generated by the based aircrafts.

NOTE:

The discount is applied to the amount remaining after deducting the charge collected for the supervision of the objectives necessary for the safety of passengers in accordance with the Order of the Minister of Transport no. 7 of 2014.

7.5 Incentive schemes for air operators

General conditions

- The incentive schemes are available to all airlines that cumulatively meet the eligibility conditions, on a non-discriminatory, transparent and fair basis, according to the charges published in AIP Romania.
- The incentives may not be cumulated.
- The incentives may not be cumulated with other types or discount grids associated with the charges.
- During the validity period of each incentive scheme for which the application is submitted, the airlines benefiting from an incentive scheme cannot opt to change it.
- After the period of granting the discounts associated to each incentive scheme, the charges published in AIP Romania in their entirety will apply.

7.5.1 Opening new routes

Charge	Granted discount		
	Year I	Year II	Year III
Landing	60%	50%	40%
Passenger services	60%	50%	40%

7.5.1 Reopening suspended routes

Charge	Granted discount	
	Year I	Year II
Landing	60%	40%
Passenger services	60%	40%

Pentru operatorii aerieni care efectuează zboruri regulate, având bază cu cel puțin 2 aeronave peste noapte și generează cu aeronavele de pe bază un trafic de cel puțin 25.000 de pasageri pe lună, se acordă o reducere de 20% din tariful de iluminare. Reducerea se acordă numai pentru traficul generat de aeronavele de pe bază.

7.3 Tariful de staționare

Tariful se percepe pentru fiecare oră sau fracțiune de oră de staționare a aeronavei pe aeroport, cu excepția primelor 3 ore după aterizare. Frațiunea de oră se stabilește la 15 minute.

Operatorii aerieni care efectuează zboruri regulate, având bază cu cel puțin 2 aeronave peste noapte și generează cu aeronavele de pe bază un trafic de cel puțin 25.000 de pasageri pe lună, beneficiază pentru aeronavele de pe bază de 100% discount la tariful de staționare.

7.4 Servicii pentru pasageri

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de volumul de trafic de pasageri pe lună, se aplică reduceri pentru tariful de servicii pentru pasageri, astfel:

Număr total pasageri pe lună	Reducere (%)
15.000 – 20.000	40
20.001 – 28.000	45
≥28.001	50

Pentru operatorii aerieni care efectuează zboruri neregulate, nivelul unitar al tarifului pentru SERVICII PENTRU PASAGERI și TARIFUL DE SECURITATE vor fi suplimentate cu 100%.

Pentru operatorii aerieni care efectuează zboruri regulate, având bază cu cel puțin 2 aeronave peste noapte și generează cu aeronavele de pe bază un trafic de cel puțin 25.000 de pasageri pe lună, se acordă o reducere de 10% din tariful pentru servicii pasageri. Reducerea se acordă numai pentru traficul generat de aeronavele de pe bază.

NOTĂ:

Reducerea se aplică la suma rămasă după deducerea tarifelor colectate pentru supravegherea obiectivelor necesare siguranței pasagerilor în conformitate cu Ordinul Ministrului Transporturilor nr. 7 din 2014.

7.5 Scheme stimulare operatori aerieni

Condiții generale

- Schemele de stimulare sunt disponibile tuturor operatorilor aerieni care îndeplinesc cumulativ condițiile de eligibilitate, pe o bază nediscriminatorie, transparentă și echitabilă, conform tarifelor publicate în publicația AIP România.
- Schemele nu pot fi cumulate.
- Schemele nu pot fi cumulate cu alte tipuri sau grile de reduceri asociate tarifelor.
- Pe perioada de valabilitate a fiecărei scheme de stimulare pentru care se depune aplicația, companiile aeriene beneficiare a unei scheme de stimulare nu pot opta pentru schimbarea acesteia.
- După perioada de acordare a reducerilor asociate fiecărei scheme de stimulare, se vor aplica tarifele publicate în AIP România în integralitatea lor.

7.5.1 Deschidere rute noi

Tarif	Reducerea acordată		
	An I	An II	An III
Aterizare	60%	50%	40%
Servicii pasageri	60%	50%	40%

7.5.2 Redeschidere rute suspendate

Tarif	Reducerea acordată	
	An I	An II
Aterizare	60%	40%
Servicii pasageri	60%	40%

ENR 3.2 AREA NAVIGATION ROUTES

Index of RNAV Routes

L130	Z650
L622	Z921
	Z922
M423	Z924
	Z930
P133	Z931
	Z932
T4	Z933
T33	Z934
T74	Z935
T77	Z936
T90	Z937
T139	Z938
T226	Z939
T285	Z940
T899	Z941
T995	Z942
	Z943
Y32	Z944
Y33	Z945
Y34	Z946
Y88	Z947
Y559	Z948
Y572	Z949
Y574	

1	2	3	4	5	6	7
P133 (RNAV 5)		157.6				
▲AKUPO 470004N0242344E	CLJ 058°/27.8 1600	- 34.4 235°				+/- 5NM
▲BIBOR 471609N0250821E	CLJ 057°/62.2 1600	- 33.5 237°	FL105 FL95			+/- 5NM
▲HUMOR 473053N0255235E	SCV 237°/21.8 1300	- 21.8 237°	Class C			+/- 5NM
△SUCEAVA DVOR/DME (SCV) 474020N0262139E	BCU 338°/72.3 1800	- 21.3 291°			↑	+/- 5NM
▲TOMUC 473027N0264934E	BCU 353°/59.8 1800	111° 22.0 291°	FL105 FL35 Class C	↓		+/- 5NM
▲ARPIG 472008N0271810E	BCU 014°/53.3 1800	111° 2.3 291°				+/- 5NM
△BELMU 471902N0272111E	BCU 017°/53.0 1800	111° 10.5 291°	FL105 FL55			+/- 5NM
△IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800	102° 11.8 283°	Class C			+/- 5NM
▲UNIRA (FIR BDRY) 471006N0275106E	BCU 040°/57.8 1800				↑	
						For continuation, see AIP MOLDOVA

1	2	3	4	5	6	7
T4 (RNAV 5)		210.2				
▲PILAT 444926N0280552E	TLA 233°/30.2 300	326° 53.4	<u>FL105</u> FL65		↓	+/- 5NM
▲EVIKA 453645N0273050E	BCU 145°/61.1 1800	325° 41.1	Class C			+/- 5NM
△PELES 461302N0270312E	BCU 145°/20.0 1800	325° 4.3	<u>FL105</u> FL45			+/- 5NM
▲TULNU 461650N0270016E	BCU 145°/15.7 1800	325° 15.7	<u>FL105</u> FL65			+/- 5NM
△BACĂU DVOR/DME (BCU) 463039N0264932E	SCV 158°/72.3 1300	338° 14.3	Class C			+/- 5NM
▲SALAC 464427N0264407E	BCU 338°/14.3 1800	338° 4.9	<u>FL105</u> FL45			+/- 5NM
▲EPCAR 464916N0264213E	BCU 338°/19.3 1800	338° 19.3	<u>FL105</u> FL55			+/- 5NM
▲ADMEC 470751N0263448E	SCV 158°/33.7 1300	338° 12.7	Class C	↑		+/- 5NM
▲PASKA 472003N0262954E	SCV 158°/21.1 1300	338° 21.1			↓	+/- 5NM
△SUCEAVA DVOR/DME (SCV) 474020N0262139E	BCU 338°/72.3 1800	- 309° 23.4	<u>FL105</u> FL95			+/- 5NM
▲BUKOV (FIR BDRY) 475706N0255730E	SCV 309°/23.4 1300	-	Class C			
						For continuation, see AIP UKRAINE

1	2	3	4	5	6	7
T33 (RNAV 5)		140.3				
▲ HUMOR 473053N0255235E	SCV 238°/21.8 1300	270° 76.5 -	<u>FL105</u> FL95 Class C		↓ 	+/- 5NM
△ REPTO 473811N0240000E	SAT 092°/45.2 500	269° 8.4 089°			↓	+/- 5NM
▲ BUZZE 473851N0234737E	CLJ 354°/50.9 1600	269° 18.2 089°				+/- 5NM
△ BAI MARE NDB (BMR) 474016N0232045E	SAT 095°/18.6 500	276° 7.6 095°	<u>FL105</u> FL55			+/- 5NM
▲ SOMET 474140N0230939E	SAT 095°/11.0 500	275° 11.0 095°	Class C			+/- 5NM
△ SATU MARE DVOR/DME (SAT) 474339N0225338E	CLJ 321°/66.6 1600	277° 18.7 097°				+/- 5NM
▲ KARIL (FIR BDRY) 474738N0222632E	SAT 277°/18.7 500			↑		
						BAIA MARE NDB (BMR) IAR T995
						SATU MARE DVOR/DME (SAT) IAR M423, T90
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
T74 (RNAV 5)		145.4				
▲ DENAK 450008N0262608E	STJ 069°/20.2 600	004°	FL105 FL85	↓		+/- 5NM
		17.7 184°				
△ LAPKA 451734N0263033E	STJ 039°/31.9 600	004°	Class C		↑	+/- 5NM
		12.4 183°				
△ URELA 452948N0263340E	BRV 089°/42.2 5900	-	FL105 FL95		↑	+/- 5NM
		30.4 183°	Class C			
▲ FOCSA 455941N0264123E	BCU 183°/31.5 1800	003°	FL105 FL55	↓		+/- 5NM
		18.2 183°	Class C			
▲ KENUX 461732N0264604E	BCU 183°/13.3 1800	003°	FL105 FL65			+/- 5NM
		13.3 183°				
△ BACĂU DVOR/DME (BCU) 463039N0264932E	SCV 158°/72.3 1300	028°	Class C			+/- 5NM
		17.4 209°				
▲ GUXVA 464448N0270407E	BCU 028°/17.4 1800	029°	FL105 FL45			+/- 5NM
		9.5 209°				
△ TEVSA 465234N0271212E	BCU 028°/26.9 1800	029°	Class C			+/- 5NM
		9.2 209°				
▲ ABOLO 470001N0271959E	BCU 028°/36.1 1800	029°	FL105 FL55			+/- 5NM
		17.3 209°	Class C			
△ IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800		Class C	↑		+/- 5NM
						BACĂU DVOR/DME (BCU) IAR T4, Z650, Z924, Z933
						TEVSA IAR Z931
						IAȘI NDB (ISI) IAR P133, Y32

1	2	3	4	5	6	7
T995 (RNAV 5)		46.4				
△OKLIV 471618N0233121E	CLJ 333°/30.3 1600	338° 10.3			↓	+/- 5NM
▲FABZO 472612N0232659E	SAT 123°/28.5 500	158° 338° 14.7				+/- 5NM
△BAIA MARE NDB (BMR) 474016N0232045E	SAT 095°/18.6 500	158° 355° 11.6	FL105 FL55 Class C			+/- 5NM
▲VELSE 475150N0232040E	SAT 061°/20.0 500	175° 355° 9.8				+/- 5NM
▲RUMUK (FIR BDRY) 480136N0232036E	SAT 040°/25.5 500	175°		↑		RUMUK IAR M423
						For continuation, see AIP UKRAINE

1	2	3	4	5	6	7
Y32 (RNAV 5)		64.1				
△RAMIX 461722N0272019E	BCU 115°/25.1 1800	020° 36.0	FL105 FL55	↓		+/- 5NM
△PIRIG 464932N0274344E	BCU 056°/41.8 1800	200° 020° 8.5	Class C FL105 FL35			+/- 5NM
▲LESVO 465707N0274920E	BCU 050°/48.9 1800	200° 323° 19.6	Class C FL105 FL55	↑	↓	+/- 5NM
△IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800	143°	Class C	↑		IAȘI NDB (ISI) IAR P133, T74

1	2	3	4	5	6	7
Y33 (RNAV 5)		19.0				
▲ABOLO 470001N0271959E	BCU 028°/36.1 1800	355° 19.0	FL105 FL55	↓	+/- 5NM	ABOLO IAR T74
△BELMU 471902N0272111E	SCV 110°/45.7 1300	-	Class C			BELMU IAR P133

1	2	3	4	5	6	7
Y34 (RNAV 5)		55.5				
△UDSIG 465840N0260313E	BCU 305°/42.4 1800	060° 23.5	FL105 FL85	↓	+/- 5NM	ADMEC IAR T4
▲ADMEC 470751N0263448E	SCV 158°/33.7 1300	240° 060° 18.6	Class C FL105 FL55		+/- 5NM	
△KERLO 471502N0270000E	SCV 127°/36.3 1300	240° 060° 13.4	Class C FL105 FL35		+/- 5NM	ARPIG IAR P133
△ARPIG 472008N0271810E	SCV 110°/43.3 1300	241°	Class C	↑		

1	2	3	4	5	6	7
Y88 (RNAV 5)		115.0				
▲POLUN 441415N0251324E	FLR 227°/26.2 400	267° 24.5	FL105 FL85	↓	+/- 5NM	POLUN IAR Z944
△VIKBI 441531N0243921E	FLR 247°/47.6 400	- 267° 38.8	Class C		+/- 5NM	ELDET IAR T226
△ELDET 441710N0234521E	TGJ 153°/49.9 900	- 267° 14.2	FL105 FL55		+/- 5NM	
▲LELTI 441740N0232532E	TGJ 170°/46.1 900	- 267° 37.5	Class C		+/- 5NM	
▲ANASA (FIR BDRY) 441843N0223319E	TGJ 211°/55.9 900	-				
						For continuation, see AIP SERBIA AND MONTENEGRO

1	2	3	4	5	6	7
Z650 (RNAV 5)		135.2				
▲DOKUD 462807N0245721E	CLJ 106°/52.3 1600	-	FL105 FL95			+/- 5NM
		26.4 261°				
▲TOMET 462912N0253532E	BCU 262°/51.1 1800	-	Class C		↑	+/- 5NM
		22.1 261°				
▲MIKVI 462955N0260733E	BCU 262°/29.0 1800	081°	FL105 FL75	↓		+/- 5NM
		10.0 261°				
△BUCSA 463012N0262202E	BCU 262°/19.0 1800	081°				+/- 5NM
		7.5 262°				
▲REDKU 463024N0263256E	BCU 262°/11.5 1800	082°				+/- 5NM
		11.5 262°				
△BACĂU DVOR/DME (BCU) 463039N0264932E	SCV 158°/72.3 1300	066°	FL105 FL65			+/- 5NM
		18.5 247°				
▲DIRCO 463558N0271517E	BCU 066°/18.5 1800	066°	Class C			+/- 5NM
		6.0 247°				
△ASTOD 463740N0272337E	BCU 066°/24.5 1800	067°				+/- 5NM
		33.2 247°				
▲POGAV (FIR BDRY) 464654N0281000E	BCU 066°/57.8 1800				↑	
						For continuation, see AIP MOLDOVA

1	2	3	4	5	6	7
Z921 (RNAV 5)		20.1				
▲URNEQ 471420N0220807E	CLJ 286°/72.8 1600	351°	FL105 FL45	↓		+/- 5NM
		20.1 171°				
▲BADOR (FIR BDRY) 473425N0220629E	CLJ 299°/82.9 1600		Class C		↑	
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
Z922 (RNAV 5)		31.4				
▲EBCOL 455918N0254909E	BCU 227°/52.3 1800	336° 8.0	FL105 FL75 Class C	↓ ↑	+/- 5NM	TOMET IAR Z650
▲COZMU 460656N0254542E	BCU 235°/50.2 1800	156° 336° 23.4	FL105 FL95	↓	+/- 5NM	
▲TOMET 462912N0253532E	BCU 262°/51.1 1800	-	Class C			

1	2	3	4	5	6	7
Z924 (RNAV 5)		79.6				
△APTAN 462315N0262056E	BRV 027°/59.1 5900	- 9.7			+/- 5NM	BACĂU DVOR/DME (BCU) IAR T4, T74, Z650, Z933
▲IBGIR 462639N0263359E	BRV 032°/67.3 5900	242° -			+/- 5NM	
△BACĂU DVOR/DME (BCU) 463039N0264932E	SCV 158°/72.3 1300	11.5 243° 18.4	FL105 FL65 Class C		+/- 5NM	
▲PEQIN 463836N0271338E	BCU 057°/18.4 1800	- 40.0			+/- 5NM	BUSES IAR Z940
▲BUSES (FIR BDRY) 465533N0280622E	BCU 057°/58.4 1800	238°		↑		

1	2	3	4	5	6	7
Z930 (RNAV 5)		29.0				
▲RIVOS 443921N0273917E	CND 296°/41.8 300	269° 29.0	FL105 FL55	↓	+/- 5NM	
▲NETUL 444143N0265843E	OPT 065°/19.0 300	088°	Class C	↑		

1	2	3	4	5	6	7
Z942 (RNAV 5)		56.1				
△EVRIK 462107N0221432E	DVA 311°/43.7 900	339° 7.0	<u>FL105</u> FL85		↓ +/- 5NM	EVRIK IAR Z939, Z945
▲BUXLE 462750N0221143E	ARD 063°/46.8 400	339° 14.9	Class C		+/- 5NM	
▲GANNA 464207N0220541E	ARD 046°/50.2 400	339° 5.0	<u>FL105</u> FL45		+/- 5NM	
▲BAVMA 464654N0220338E	ARD 041°/52.3 400	339° 19.9			+/- 5NM	
△ORADEA NDB (ORA) 470601N0215527E	SAT 221°/54.6 500	339° 9.3	<u>FL105</u> FL55		+/- 5NM	ORADEA NDB (ORA) IAR M423, Y559
▲NARKA (FIR BDRY) 471454N0215136E	SAT 230°/51.0 500	159°	Class C	↑		NARKA IAR Z941
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
Z943 (RNAV 5)		47.6				
△VAMON 442358N0244047E	CRV 075°/32.9 600	284° 47.6	<u>FL105</u> FL55		↓ +/- 5NM	VAMON IAR T285
△GIKUN 444013N0233811E	CRV 323°/24.4 600	-	Class C			

1	2	3	4	5	6	7
Z944 (RNAV 5)		53.9				For continuation, see AIP BULGARIA
▲TIMUR (FIR BDRY) 434120N0241421E	CRV 154°/40.2 600	- 53.9	<u>FL105</u> FL95		+/- 5NM	
▲POLUN 441415N0251324E	FLR 227°/26.2 400	227°	Class C	↑		POLUN IAR Y88

1	2	3	4	5	6	7
Z945 (RNAV 5) △EVRIK 462107N0221432E △TIDGA 462339N0230347E	DVA 311°/43.7 900 DVA 001°/34.2 900	34.2				
		080°	FL105 FL85	↓	+/- 5NM	EVRIK IAR Z939, Z942
		34.2				
		260°	Class C	↑		TIDGA IAR Y559

1	2	3	4	5	6	7
Z946 (RNAV 5) ▲ARGES (FIR BDRY) 440456N0264936E ▲OSTAL 441641N0264622E	OPT 154°/32.7 300 OPT 148°/21.0 300	12.0				
		343°	FL105 FL95	↓	+/- 5NM	
		12.0				
		-	Class C			

1	2	3	4	5	6	7
Z947 (RNAV 5) ▲FOCSA 455941N0264123E △TULNU 461650N0270016E	BCU 183°/31.5 1800 BCU 145°/15.7 1800	21.6				
		030°	FL105 FL45	↓	+/- 5NM	TULNU IAR T4
		21.6				
		211°	Class C	↑		

1	2	3	4	5	6	7
Z948 (RNAV 5) ▲LARMU 471501N0230809E ▲KARIL (FIR BDRY) 474738N0222632E	SAT 155°/30.3 500 SAT 277°/18.7 500	43.1				
		314°	FL105 FL85	↓	+/- 5NM	KARIL IAR Z949
		43.1				
		134°	Class C	↑		
						For continuation, see AIP HUNGARY

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
ABATU	443241N 0254029E	STAR, IAC LROP	NIL
ABIDA	460400N 0204345E	STAR LRAR, STAR LRTR	NIL
ABIMO	464917N 0235008E	STAR, IAC LRCL	NIL
ABNEK	445259N 0252455E	SID LROP	NIL
ABOLO	470001N 0271959E	T74, Y33, SID LRIA, IAC LRIA	FRA (A): LRBC FRA (D): LRBC FRA (I)
ABORA	443308N 0262027E	STAR, IAC LRBS	NIL
ABRUT	442701N 0251059E	T285, STAR LRBS	FRA (A): LRBS FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
ABTER	461511N 0255030E	NIL	FRA (I)
ADINA	434812N 0303018E	NIL	FRA (E): FL195-FL660: EVEN FRA (X): FL195-FL660: ODD
ADMEC	470751N 0263448E	T4, Y34	FRA (A): LRBC, LRSV FRA (D): LRBC, LRSV FRA (I)
ADUKU	465526N 0220000E	NIL	FRA (I)
ADULI	442719N 0255211E	STAR, IAC LRBS	NIL
ADUXI	455900N 0210407E	STAR LRAR, STAR LRTR	NIL
AGASU	455252N 0214829E	STAR LRAR, STAR LRTR	NIL
AGMEL	464126N 0213416E	M423, Y572	FRA (A): LROD FRA (D): LROD FRA (I)
AGNEP	452700N 0225735E	NIL	FRA (I)
AKLEF	475538N 0252659E	NIL	FRA (E): ODD FRA (X) EVEN
AKUPO	470004N 0242344E	P133, SID/STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (D): LRCL FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
ALENO	435809N 0295029E	NIL	FRA (I)
ALOXU	454653N 0242029E	STAR LRBS	FRA (I): FL175-FL660
AMLAV	440943N 0294558E	NIL	FRA (I)
AMODA	443154N 0263004E	STAR LRBS/LROP	NIL
AMSIT	443251N 0263527E	STAR LRBS/LROP	NIL
ANASA	441843N 0223319E	Y88	FRA (D): LRCV FRA (X): EVEN
ANAVU	471539N 0231921E	T90	FRA (A): LRSM FRA (D): LRSM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
APROB	435824N 0250009E	NIL	FRA (I)
APSAM	470535N 0232156E	STAR/IAC LRCL, STAR LRTM	FRA (I): FL175-FL660
APTAN	462315N 0262056E	Z924	FRA (D): LRBC FRA (I)
ARCAZ	463320N 0212726E	M423	FRA (A): LRAR, LRTR FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
ARGES	440456N 0264936E	Z946	FRA (I): FL175-FL660
ARMOX	444050N 0262233E	ENTRY/EXIT POINT CTR LROP	NIL
ARNAX	442243N 0254946E	STAR LRBS	NIL
ARPIG	472008N 0271810E	P133, Y34, SID LRIA, IAC LRIA	FRA (A): LRSV FRA (D): LRSV FRA (I)

1	2	3	4
ASECA	453228N 0253229E	IAC LRBV	NIL
ASKUT	462411N 0281416E	NIL	FRA (I)
ASNEL	443212N 0261948E	NIL	FRA (I): FL175-FL660
ASTOD	463740N 0272337E	Z650	FRA (I)
ATSOS	465945N 0225115E	Z941, STAR LRCL, STAR LRTM	FRA (A): LRCL, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
AXUTA	465517N 0231251E	STAR LRCL, STAR LRTM	FRA (I): FL175-FL660
BABAK	442658N 0254629E	ENTRY/EXIT POINT CTR LRBS	NIL
BACAM	442807N 0232826E	T226, SID LRCV	FRA (I)
BADKA	452239N 0290639E	L130	FRA (D): LRTC FRA (E): ODD FRA (X): EVEN
BADOR	473425N 0220629E	Z921, Z932	FRA (A): LROD FRA (D): LROD FRA (I)
BAGRI	451112N 0294812E	NIL	FRA (E): ODD
BALBI	445418N 0254515E	NIL	FRA (I): FL175-FL660
BAMUD	475432N 0241235E	NIL	FRA (E): ODD FRA (X): EVEN
BAPGU	464727N 0271743E	NIL	FRA (I)
BARID	460832N 0210047E	IAC LRAR	NIL
BARUK	443229N 0283411E	NIL	FRA (I): FL175-FL660
BAVMA	464654N 0220338E	Z942	FRA (I)
BEGAL	443602N 0254619E	STAR LROP	NIL
BEKLU	441748N 0260730E	SID LRBS	NIL
BELMU	471902N 0272111E	P133, Y33, IAC LRIA	NIL
BEPES	452053N 0281920E	NIL	FRA (E): EVEN FRA (X): ODD
BESVA	460031N 0210842E	STAR LRAR, STAR LRTR	NIL
BIBOR	471609N 0250821E	P133	FRA (I)
BILRO	460706N 0241347E	SID LRBS	NIL
BINBI	434306N 0293808E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
BIRLU	440334N 0284509E	STAR LRCK	FRA (I): FL175-FL660
BIVBU	445514N 0241954E	NIL	FRA (I)
BOGVI	444203N 0263808E	STAR LRBS, LROP	NIL
BOKDO	470721N 0233839E	SID LRCL, SID LRTM	FRA (I): FL175-FL660
BRATY	473046N 0262555E	IAC LRSV	NIL
BUCSA	463012N 0262202E	Z650	FRA (I)
BUDOP	464115N 0212948E	Y572	FRA (I)
BUKAN	463154N 0225330E	Y559, Z939	FRA (I)
BUKEL	450440N 0254333E	SID LRBS/LROP	FRA (A): LRBV FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
BUKOV	475706N 0255730E	T4, SID LRSV, IAC LRSV	FRA (A): LRSV FRA (D): LRSV FRA (E): ODD FRA (X): EVEN
BUKUR	470713N 0252843E	NIL	FRA (I)
BULEN	434500N 0254900E	NIL	FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
BUNIR	444247N 0255039E	STAR LROP	NIL
BUSES	465533N 0280622E	Z924, Z940	FRA (I)
BUSOK	443157N 0263603E	STAR LROP/LRBS	NIL
BUXLE	462750N 0221143E	Z942	FRA (A): LROD FRA (D): LROD FRA (I)
BUZZE	473851N 0234737E	T33, SID/IAC LRBM	FRA (A): LRSM FRA (D): LRSM FRA (I)
CANJE	464138N 0265033E	IAC LRBC	NIL

1	2	3	4
CETUL	444151N 0283737E	L130, SID/IAC LRCK	FRA (A): LRCK, LRCT FRA (D): LRCK, LRCT FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175
CONWI	464339N 0223345E	Y559, Y572	FRA (A): LROD FRA (D): LROD FRA (I)
COZMU	460656N 0254542E	Z922	FRA (I)
DANUL	445424N 0282723E	T77, IAC LRCT	FRA (I)
DEGET	462937N 0211602E	NIL	FRA (I): FL175-FL660
DENAK	450008N 0262608E	T74, SID/STAR LRBS/LROP	FRA (A): LRBS / LROP FRA (D): LRBS / LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DENUB	440359N 0292636E	SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DESUX	445623N 0255005E	SID LRBS, LROP	NIL
DEXIM	444233N 0264514E	STAR LROP	NIL
DEXUD	443225N 0253725E	STAR LROP	NIL
DIDIX	455320N 0210114E	SID/STAR LRTR	FRA (I): FL175-FL660
DIKER	443010N 0254928E	STAR LROP	NIL
DILAS	443322N 0254915E	STAR, IAC LROP	NIL
DILIM	443713N 0265038E	STAR LROP, LRBS	NIL
DINBA	443814N 0283134E	IAC LRCK	NIL
DINRO	434200N 0284830E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660
DIPUX	455318N 0215202E	STAR LRAR, STAR LRTR	NIL
DIRAL	443039N 0273315E	Z936, SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
DIRCO	463558N 0271517E	Z650, SID/IAC LRBC	FRA (I)
DIRER	445918N 0212435E	NIL	FRA (X): EVEN
DITAX	452808N 0222014E	SID LRAR, SID LRTR	FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD
DIVEL	453119N 0211825E	STAR LRAR, LRTR	NIL
DOBOK	472936N 0272810E	NIL	FRA (I)
DOHAC	443515N 0283109E	IAC LRCK	NIL
DOKUD	462807N 0245721E	Z650, SID/STAR LRCL, SID/STAR LRBS, SID/STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (D): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DONOX	441105N 0255424E	STAR LROP, LRBS	NIL
DOTEV	462327N 0240124E	STAR LRBS, SID LRTM	NIL
DUNAV	450738N 0282855E	Z934, IAC LRCT	FRA (I)
EBCOL	455918N 0254909E	Z922, SID/STAR LRBV	FRA (I)
EBEKU	442645N 0280729E	STAR LRCK	FRA (I): FL175-FL660
EBILO	465123N 0233125E	STAR LRCL, STAR LRTM	FRA (I): FL175-FL660
EDETA	454608N 0245552E	STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
EFJAS	440107N 0273009E	NIL	FRA (D): LRBS / LROP
EKNAB	454340N 0223003E	NIL	FRA (I): FL175-FL660
EKRAT	462626N 0240819E	SID LRCL, STAR LRTM	NIL
EKSUN	445514N 0261708E	SID LRBS, LROP	FRA (I): FL175-FL660

1	2	3	4
ELDET	441710N 0234521E	T226, Y88	FRA (I)
ELROM	464431N 0230155E	Y572, Z939, SID LRCL, SID LRTM	FRA (D): LRCL, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
ELSEK	460755N 0240708E	SID LRSB	NIL
ELTIX	454018N 0251850E	IAC LRBV	NIL
ELVAB	440952N 0250527E	NIL	FRA (I)
EMBIB	455332N 0233814E	STAR LRCL, STAR LRTM	NIL
EMPOS	454728N 0234348E	STAR LRSB	FRA (I): FL175-FL660
ENIMA	450446N 0245409E	NIL	FRA (I)
ENITU	465442N 0233738E	STAR LRCL, STAR LRTM	NIL
ENOSO	462745N 0244541E	STAR LRCL, SID LRTM	NIL
EPCAR	464916N 0264213E	T4	FRA (I)
EPUPO	454948N 0243055E	STAR LRSB	NIL
EPURA	454642N 0243018E	STAR LRCL	NIL
ERBIZ	481039N 0261939E	NIL	FRA (E): ODD FRA (X): EVEN
EROMO	475713N 0235647E	NIL	FRA (E): ODD FRA (X): EVEN
ERUKO	454951N 0220528E	STAR LRAR, STAR LRTR	FRA (I): FL175-FL660
ESUXU	442731N 0262606E	STAR LRBS, LROP	NIL
ETEPA	463140N 0244320E	STAR LRTM	FRA (I): FL175-FL660
ETOGO	444812N 0263949E	SID LRBS, LROP	NIL
ETUXA	444935N 0261757E	SID LRBS, LROP	NIL
EVIKA	453645N 0273050E	T4	FRA (I)
EVNUR	461131N 0210110E	IAC LRAR	NIL
EVRIK	462107N 0221432E	Z939, Z942, Z945	FRA (I)
FABZO	472612N 0232659E	T995, SID/IAC LRBM	FRA (I)
FIKHU	471337N 0215739E	IAC LROD	NIL
FOCSA	455941N 0264123E	T74, Z947	FRA (A): LRBC FRA (D): LRBC FRA (I)
GALMI	440800N 0300132E	NIL	FRA (I)
GANNA	464207N 0220541E	Z942	FRA (I)
GAROC	463728N 0263447E	Z933	FRA (I)
GESBA	455522N 0214724E	NIL	FRA (I): FL175-FL660
GIKUN	444013N 0233811E	Z943	FRA (I)
GIRIL	473001N 0230253E	IAC LRSM	NIL
GITMU	455349N 0211852E	NIL	FRA (I): FL175-FL660
GOMDI	445154N 0255640E	SID LRBS, LROP	NIL
GORER	444651N 0260448E	ENTRY/EXIT POINT CTR LROP	NIL
GOTOB	443555N 0261603E	Otopeni CTR, VFR route	NIL
GOVIN	453842N 0210852E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
GOVOX	453619N 0211823E	STAR LRTR	NIL
GUDIV	443151N 0253838E	STAR LROP	NIL
GUPRO	452719N 0215341E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
GURSA	443026N 0260716E	STAR LROP	NIL
GUXVA	464448N 0270407E	T74, SID/IAC LRBC	FRA (A): LRIA FRA (D): LRIA FRA (I)
HUMOR	473053N 0255235E	P133, T33, SID LRSV, IAC LRSV	FRA (A): LRSV FRA (D): LRSV FRA (I)
IBAVA	460217N 0241503E	STAR LRCL, STAR LRTM	NIL
IBGIR	462639N 0263359E	Z924	FRA (I)
IBINU	455505N 0231644E	STAR LRCL, STAR LRSB, STAR LRTM	FRA (A): LRCL, LRSB, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
IDARU	443825N 0265854E	Z936, SID/STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN

1	2	3	4
IDOMO	434816N 0244850E	NIL	FRA (I)
IFIXA	472025N 0272841E	IAC LRIA	NIL
INBID	464736N 0261234E	Z933	FRA (D): LRBC FRA (I)
INDOR	443945N 0260644E	STAR LROP	NIL
INGOP	452555N 0210859E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
INVED	460928N 0202405E	NIL	FRA (I): FL175-FL660
IPDIS	460941N 0241423E	STAR LRCL, STAR LRTM	NIL
IPRAS	444123N 0262849E	STAR LRBS, LROP	NIL
IPTOL	461728N 0240241E	STAR LRBS, SID LRTM	FRA (I): FL175-FL660
IRDUM	434324N 0292322E	NIL	FRA (I): FL175-FL660
IRLIT	470544N 0231313E	IAC LRCL	NIL
IRLOX	453808N 0241102E	SID LRCL, SID LRBS, SID LRTM	FRA (A): LROP FRA (D): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
IRLUP	464631N 0235914E	STAR LRCL, SID LRTM	NIL
IRMAM	451331N 0284323E	T77	FRA (E): ODD
ITVAX	454926N 0242826E	STAR LRCL, STAR LRTM	NIL
ITVUK	442801N 0263303E	STAR LRBS, LROP	NIL
IVDEK	442831N 0264000E	STAR LRBS, LROP	FRA (I): FL175-FL660
IXORI	464313N 0231432E	STAR LRCL	FRA (I): FL175-FL660
IXUBA	463627N 0235835E	SID LRCL, STAR LRTM	FRA (I): FL175-FL660
JIBOU	472929N 0230730E	T90, IAC LRSM	FRA (I)
KARIL	474738N 0222632E	T33, Z948, Z949, IAC LRSM	FRA (A): LRSM FRA (D): LRSM FRA (I)
KEGAD	465508N 0242008E	STAR LRTM	NIL
KAJNA	442715N 0255730E	Băneasa CTR, VFR route	NIL
KENUX	461732N 0264604E	T74, SID/IAC LRBC	FRA (I)
KERLO	471502N 0270000E	Y34	FRA (I)
KODRU	461132N 0280726E	NIL	FRA (I)
KOMAN	435900N 0261300E	L622	FRA (I): FL175-FL660
KONIM	441243N 0284957E	STAR LRCK	FRA (I): FL175-FL660
KOZBO	453606N 0252211E	IAC LRBV	NIL
LAMIT	450614N 0232229E	Z938	FRA (A): LRCV, LROP FRA (D): LRCV FRA (I)
LAPKA	451734N 0263033E	T74	FRA (A): LRBV FRA (D): LRBV FRA (I)
LARMU	471501N 0230809E	Z948, SID/STAR LRCL, SID/STAR LRTM	FRA (A): LRCL, LRTM FRA (D): LRCL, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
LATCU	465001N 0222256E	Y559	FRA (I)
LEBAT	452211N 0253343E	SID/STAR LRBV	FRA (I)
LELTI	441740N 0232532E	Y88, SID LRCV	FRA (I)
LEMPA	444337N 0282607E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
LERVU	441146N 0285236E	STAR LRCK	NIL
LESVO	465707N 0274920E	Y32, SID LRIA, IAC LRIA	FRA (I)
LEVTA	443522N 0262435E	STAR, IAC LROP	FRA (I): FL175-FL660
LILGU	443245N 0262240E	ENTRY/EXIT POINT CTR LRBS	NIL
LIVGA	443643N 0262440E	SID LROP	NIL
LOBKI	451041N 0285457E	L130	FRA (I)
LOMOS	435000N 0231500E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
LOVIS	443710N 0264010E	STAR LROP	NIL
LUGEB	434408N 0283004E	NIL	FRA (I): FL175-FL660

1	2	3	4
LUPUK	442446N 0293646E	NIL	FRA (I)
LUROD	443829N 0263243E	STAR LRBS/LROP	NIL
LUSOM	452449N 0212658E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
LUTUP	442610N 0263058E	STAR LRBS	NIL
LUXOT	455113N 0213510E	STAR LRAR, STAR LRTR	NIL
MASEB	443209N 0254530E	STAR LRBS	NIL
MASTE	454726N 0254826E	IAC LRBV	NIL
MAVIT	451424N 0211830E	SID/STAR LRAR, SID/STAR LRTR	FRA (A): LRAR,LRTR,LYBE,LYBT,LYVR FRA (D): LRAR, LRTR FRA (E): FL175-FL660
MEDUD	460759N 0205327E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
MEGIK	471230N 0215140E	NIL	FRA (I)
MEREC	474201N 0230603E	IAC LRBM	NIL
MIKVI	462955N 0260733E	Z650	FRA (A): LRBC FRA (D): LRBC FRA (I)
MIVNU	443313N 0281723E	STAR LRCK	FRA (I): FL175-FL660
MIVSA	455420N 0212823E	NIL	FRA (I): FL175-FL660
MOBLU	441146N 0292650E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
MOBRA	455152N 0244910E	STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
MOPUG	460949N 0204229E	SID LRTR, SID LRAR	FRA (D): LRAR, LRTR FRA (I): FL175-FL660
MORAX	443021N 0261422E	Băneasa CTR, VFR route	NIL
MOSOP	434309N 0293149E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
NAMUV	442259N 0280459E	STAR LRCK	NIL
NARKA	471454N 0215136E	Z941, Z942	FRA (I)
NAVOD	434521N 0243335E	T226	FRA (A): LRCV FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
NECCO	441852N 0233726E	IAC LRCV	NIL
NEKUL	453100N 0223512E	STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NEPOT	455737N 0230517E	NIL	FRA (I)
NERDI	451846N 0234211E	NIL	FRA (I)
NETUL	444143N 0265843E	Z930, SID/STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NIGAB	443236N 0262936E	SID LRBS	NIL
NIGEV	435841N 0244514E	NIL	FRA (I)
NOPTI	461855N 0215947E	Z939, SID/STAR LRAR, SID/STAR LRTR	FRA (A): LRAR, LRTR FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NULGO	440242N 0234302E	NIL	FRA (I)
NUNTA	470615N 0275130E	NIL	FRA (I)
NURPO	442807N 0291856E	STAR LRCK	FRA (A): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
OBARA	470153N 0224259E	Z941	FRA (A): LROD FRA (D): LROD FRA (I)

1	2	3	4
OBCAS	453455N 0255025E	SID/STAR LRBV	FRA (I)
OBELA	443244N 0254938E	STAR, IAC LROP	FRA (I): FL175-FL660
OBUDO	443804N 0261112E	Otopeni CTR	NIL
OBUGA	440632N 0260539E	L622, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
OGATA	444846N 0300751E	NIL	FRA (E): EVEN
OGUPI	443632N 0260420E	Otopeni CTR, VFR route	NIL
OKAGO	444749N 0263420E	STAR LRBS, LROP	NIL
OKAXA	464911N 0235637E	SID LRTM	NIL
OKIGO	474118N 0231102E	IAC LRBM	NIL
OKLIV	471618N 0233121E	T995	FRA (A): LRBM FRA (D): LRBM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
OLMIP	460243N 0222212E	NIL	FRA (I): FL175-FL660
OLNOR	442318N 0261918E	SID LRBS/LROP	NIL
OMISU	454800N 0213612E	IAC LRTR	FRA (I): FL175-FL660
ORBUF	453447N 0252433E	IAC LRBV	NIL
ORSUT	441034N 0260433E	SID LRBS/LROP	NIL
ORTIP	435840N 0251959E	NIL	FRA (I): FL175-FL660
ORVET	442443N 0253926E	STAR LRBS	NIL
ORXIK	470907N 0221443E	Z941	FRA (I)
OSDOR	445835N 0300300E	NIL	FRA (X): EVEN
OSTAL	441641N 0264622E	Z946, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
OSTOV	434700N 0234800E	NIL	FRA (I): FL175-FL660 FRA (X): FL165-FL175: ODD
OTRIX	455257N 0241700E	STAR LRCL, SID LRSB, STAR LRTM	NIL
OVDOT	443220N 0225837E	T139	FRA (A): LRCV FRA (I)
OZZET	441918N 0241037E	IAC LRCV	NIL
PADGU	444643N 0223638E	NIL	FRA (I)
PANZU	440212N 0240813E	T139, T226, IAC LRCV	FRA (I)
PASKA	472003N 0262954E	T4, SID LRSV, IAC LRSV	FRA (I)
PATWA	442840N 0260422E	Băneasa CTR, VFR route	NIL
PELES	461302N 0270312E	T4	FRA (A): LRBC FRA (D): LRBC FRA (I)
PELUR	451712N 0252918E	NIL	FRA (I)
PEMOK	442153N 0242054E	T285, T899, IAC LRCV, SID LRCV	FRA (A): LROP FRA (I)
PEMUT	474107N 0231253E	IAC LRBM	NIL
PEQIN	463836N 0271338E	Z924	NIL
PETAV	443409N 0262442E	ENTRY/EXIT POINT CTR LROP	NIL
PETOS	442836N 0252715E	STAR LRBS	FRA (I): FL175-FL660
PEVEX	440412N 0282655E	IAC LRCK	FRA (I): FL175-FL660
PEVIL	472902N 0224838E	IAC LRSM	NIL
PEXAL	444300N 0260529E	SID LROP	FRA (I): FL175-FL660
PIKUV	460330N 0240541E	STAR LRSB	NIL
PILAT	444926N 0280552E	T4, T77, SID/STAR LRCK	FRA (A): LRCK, LRTC FRA (D): LRCK, LRTC FRA (I): FL175-FL660 FRA (E): FL105-FL175 FRA (X): FL105-FL175
PINUB	461913N 0241128E	SID LRSB, STAR LRTM	NIL
PIRIG	464932N 0274344E	Y32, Z931	FRA (I)
PITIS	443435N 0283102E	STAR, IAC LRCK	NIL

1	2	3	4
POGAV	464654N 0281000E	Z650	FRA (A): LRBC FRA (D): LRBC FRA (I)
POLUN	441415N 0251324E	Y88, Z944, SID LRBS/LROP	FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
PRAOS	474424N 0264129E	IAC LRSV	NIL
RAMIX	461722N 0272019E	Y32	FRA (I)
RAMOD	474954N 0261721E	IAC LRSV	NIL
RARIT	443604N 0262453E	STAR, IAC LROP	NIL
RASAR	443726N 0254443E	ENTRY/EXIT POINT CTR LROP	NIL
RASUB	435844N 0252506E	NIL	FRA (I): FL175-FL660
REBDI	450322N 0282825E	Z935	FRA (I)
REBLA	464536N 0234441E	NIL	FRA (I): FL175-FL660
REDKU	463024N 0263256E	Z650, SID/IAC LRBC	FRA (I)
REPTO	473811N 0240000E	T33	FRA (A): LRBM FRA (D): LRBM FRA (I)
REVDA	434400N 0290836E	STAR LRCK	FRA (A): LRCK FRA (I): FL175-FL660
RIDPA	443719N 0262914E	SID LROP	NIL
RILAS	471944N 0223637E	NIL	FRA (I)
RIPGA	451131N 0275407E	Z935	FRA (D): LRCT FRA (I)
RIRUX	443202N 0260406E	Otopeni CTR, VFR route	NIL
RISUC	455251N 0254224E	IAC LRBV	NIL
RIVKA	474227N 0262959E	IAC LRSV	NIL
RIVOS	443921N 0273917E	Z930, SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
ROMAG	472522N 0222507E	M423, Z932	FRA (A): LROD, LRSM FRA (D): LROD, LRSM FRA (I)
ROMOL	474408N 0250251E	NIL	FRA (E): ODD FRA (X): EVEN
ROMUX	455121N 0203724E	STAR LRAR, STAR LRTR	NIL
RONBU	440306N 0262954E	NIL	FRA (I): FL175-FL660
ROTB	443005N 0255635E	Otopeni CTR, VFR route	NIL
RUCCU	475149N 0261629E	IAC LRSV	NIL
RUKAT	443835N 0260940E	SID LROP	NIL
RULES	471146N 0220411E	M423, Z941	FRA (I)
RUMUK	480136N 0232036E	M423, T995	FRA (A): LRSM, LRBM FRA (D): LRSM, LRBM FRA (E): ODD FRA (X): EVEN
RUPUG	465433N 0221511E	Y559	FRA (I)
RUSAG	455824N 0241552E	SID LRBS	FRA (I): FL175-FL660
RUTUV	462425N 0240613E	STAR LRMT	FRA (I): FL175-FL660
SALAC	464427N 0264407E	T4, SID/IAC LRBC	FRA (I)
SETCU	462049N 0265843E	IAC LRBC	NIL
SISGU	442210N 0252753E	SID LRBS, LROP	NIL
SOBSA	460253N 0250514E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
SODGO	445202N 0225051E	T226	FRA (D): LRVC FRA (I)
SOKRU	445934N 0251949E	SID LRBS, LROP	FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
SOMET	474140N 0230939E	T33, IAC LRBM, LRSM	FRA (I)
SOMOV	434200N 0245100E	Z937	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN

1	2	3	4
SONOB	443123N 0254558E	ENTRY/EXIT POINT CTR LROP	NIL
SORDU	440233N 0252648E	Z937, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
SORUR	443446N 0255357E	Otopeni CTR, VFR route	NIL
SOSIL	452105N 0211828E	SID/STAR LRTR	NIL
SUSUR	443647N 0264435E	STAR LROP	NIL
TALAM	440511N 0302619E	NIL	FRA (X): FL195-FL660: ODD
TEGRI	461546N 0210616E	STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660
TERTI	450518N 0283952E	IAC LRTC	NIL
TESTU	444506N 0260411E	STAR LROP	NIL
TEVRO	442047N 0253007E	STAR LRBS, LROP	FRA (I): FL175-FL660
TEVSA	465234N 0271212E	T74, Z931	FRA (I)
TIDGA	462339N 0230347E	Y559, Z945	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
TIMUR	434120N 0241421E	Z944	FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
TINPU	442141N 0281016E	SID LRCK	NIL
TIPOV	465051N 0235711E	STAR/IAC LRCL	NIL
TIRVO	445933N 0284411E	L130, T77, Z934, Z935	FRA (I)
TISAD	473159N 0223522E	M423, Z949, IAC LRSM	FRA (I)
TITEK	442936N 0233426E	T139, Z938, IAC LRCV, SID LRCV	FRA (I)
TIXIP	455015N 0223848E	Y574	FRA (I): FL175-FL660
TOBAG	442238N 0264210E	STAR LRBS, LROP	NIL
TOMET	462912N 0253532E	Z650, Z922	FRA (A): LRBV FRA (D): LRBV FRA (I)
TOMPU	464511N 0232710E	SID LRTR	NIL
TOMUC	473027N 0264934E	P133, SID, IAC LRSV	FRA (A): LRIA FRA (D): LRIA FRA (I)
TOSVI	444514N 0250941E	T899, STAR LROP	FRA (D): LRCV FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
TULNU	461650N 0270016E	T4, Z947, SID/IAC LRBC	NIL
TUMOP	441904N 0261750E	STAR LRBS, LROP	FRA (I): FL175-FL660
TUREC	475754N 0243459E	NIL	FRA (E): ODD FRA (X): EVEN
TUREL	444244N 0301010E	NIL	FRA (X): ODD
TURIR	444958N 0283922E	L130, IAC LRTC	FRA (I)
TUTIX	441424N 0253108E	STAR LRBS, LROP	NIL
TUVEK	445355N 0284014E	IAC LRTC	NIL
TUVNU	464836N 0214024E	M423	FRA (I)
UBAXI	453042N 0221247E	SID LRTR	NIL
UBOGU	444547N 0244006E	NIL	FRA (I)
UCOBE	443503N 0283108E	IAC LRCK	NIL
UDRIB	443447N 0255531E	Otopeni CTR	NIL
UDSIG	465840N 0260313E	Y34	FRA (I)
ULGAP	465023N 0273503E	Z931, Z940	FRA (I)
ULMIN	454850N 0232353E	Y574, SID LRBS	FRA (D): LRBS FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
UNIRA	471006N 0275106E	P133, SID, IAC LRIA	FRA (A): LRIA FRA (D): LRIA FRA (I)
UNUSU	443211N 0261445E	Otopeni CTR, VFR route	NIL
UPAMA	433735N 0252506E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
UPOLI	455306N 0240753E	STAR LRBS	NIL
URELA	452948N 0263340E	T74	FRA (I)

1	2	3	4
URNEQ	471420N 0220807E	M423, Z921	FRA (I)
USIRO	441430N 0254553E	SID LRBS/LROP	FRA (I): FL175-FL660
UTIDI	441510N 0261402E	STAR LRBS, LROP	NIL
UTOKI	444439N 0255153E	SID LRBS, LROP	NIL
UVALU	444239N 0252639E	STAR LROP	FRA (I): FL175-FL660
UXULA	460200N 0241236E	STAR LRCL, STAR LRTM	NIL
VADBI	455454N 0210654E	IAC LRTR	NIL
VADNU	442225N 0285240E	STAR LRCK	FRA (I): FL175-FL660
VAKIS	435108N 0284329E	NIL	FRA (I): FL175-FL660
VAKUP	445436N 0261802E	SID LRBS/LROP, STAR LRBS	NIL
VAMES	472048N 0233340E	NIL	FRA (I): FL175-FL660
VAMON	442358N 0244047E	T285, Z943	FRA (A): LRCV FRA (D): LRCV FRA (I)
VASIS	455712N 0222429E	Y574, STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
VEDAP	445016N 0254306E	SID LRBS/LROP	NIL
VELIP	444618N 0213200E	NIL	FRA (A): LROP FRA (E): ODD
VELSE	475150N 0232040E	T995, SID/IAC LRBM	FRA (I)
VEVIN	444247N 0263907E	NIL	FRA (I): FL175-FL660
VIBUD	465031N 0235538E	STAR/IAC LRCL	FRA (I): FL175-FL660
VIKBI	441531N 0243921E	Y88	FRA (I)
VILIS	472424N 0273503E	NIL	FRA (I)
VOSLE	451738N 0280950E	Z934	FRA (I)
XANAN	460703N 0241403E	SID LRBS	NIL
XEBUN	454647N 0242615E	STAR LRBS	NIL
YETZI	470134N 0274527E	IAC LRIA	NIL
ZUBOK	460622N 0214212E	SID LRTR	FRA (I): FL175-FL660
ZULOC	451910N 0250000E		FRA (A): LRBV FRA (D): LRBV FRA (I)
ZUPZU	474110N 0231222E	IAC LRBM	NIL

Legend for FRA relevance: (E)=Horizontal Entry point, (X)=Horizontal Exit point, (I)=Intermediate point, (A)=Arrival Connecting point, (D)=Departure Connection point

**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	Unlimited	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 LRCJ	04.01.2019	Unlimited	AD 2.30
GHEORGHENI/Remetea LRHR	26.04.2023	Unlimited	AD 2.31
GRĂDIȘTEA/Grădiștea LRBA	26.08.2019	Unlimited	AD 2.27
IAȘI/Iași LRIA	30.05.2002	Unlimited	AD 2.10
IAȘI/Iași-Sud LRIS	25.07.2011	Unlimited	AD 2.33
ORADEA/Oradea LROD	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
Sânmiхайu German LRSG	07.12.2023	Unlimited	Not published
SÂNPETRU/Sânpetru LRSP	22.02.2010	Unlimited	AD 2.21

Aerodrome name Location indicator	Date of initial certification Data certificării inițiale	Certificate validity Valabilitatea certificatului	Remarks Observații
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- Măgherăuș LRMM	12.07.2016	Unlimited	Not published
TÂRGU MUREȘ/Mureșeni LRMS	26.05.2011	Unlimited	AD 2.34
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

Heliport name Location indicator	Date of initial certification Data certificării inițiale	Certificate validity Valabilitatea certificatului	Remarks Observații
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

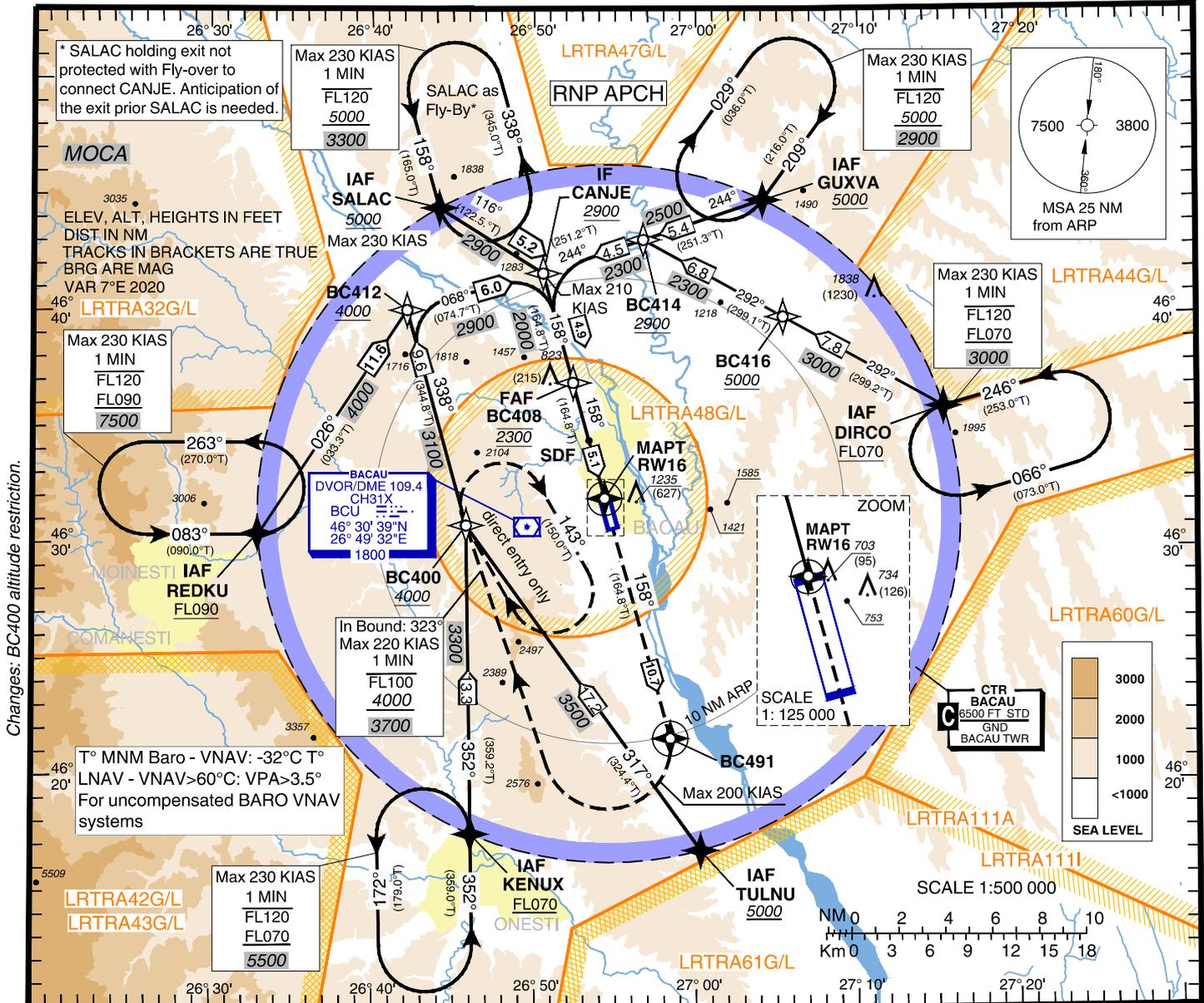
**INSTRUMENT
APPROACH
CHART - ICAO**

**EGNOS
CH87924
E16A**

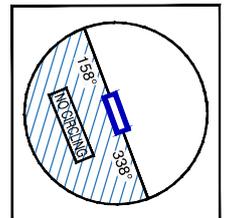
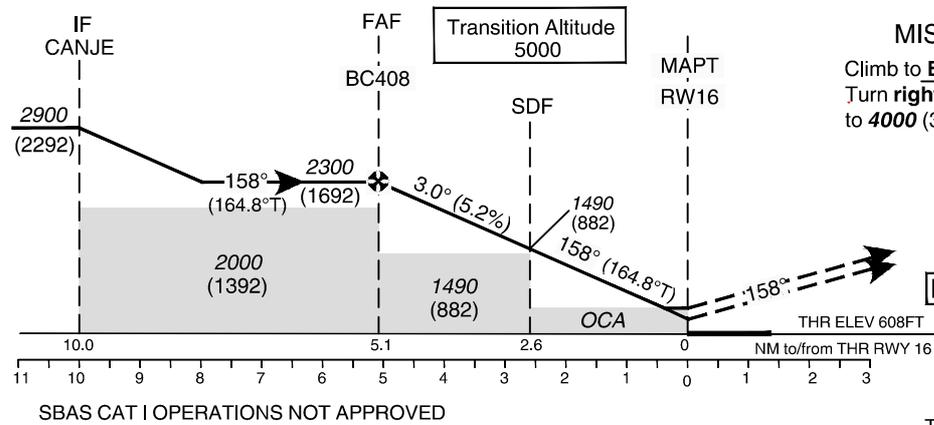
AERODROME ELEV. 608 ft
HEIGHTS RELATED TO
THR RWY 16 - ELEV 608 ft

BACAU TOWER 120.980
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu
(LRBC)
RNP RWY 16**



Changes: BC400 altitude restriction.



SBAS CAT I OPERATIONS NOT APPROVED

OCA (H)	A	B	C	D
LPV	840 (232)	850 (242)	860 (252)	870 (262)
LNAV/VNAV	850 (242)	860 (252)	880 (272)	910 (302)
LNAV	950 (342)	980 (372)	1000 (392)	1000 (392)
LNAV w/o SDF	1490 (882)			
Circling (1)	1820		1980	

Timing not authorized for defining the MAPt.

GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.1 NM	min:s	4:25	3:26	3:05	2:34	2:12	1:56
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

Dist to THR	NM	5	4	3	2
Altitudes (Heights)	FT	2250 (1642)	1940 (1332)	1620 (1012)	1300 (692)

(1) Circling West of airport prohibited.

For data tabulation see verso.

BACĂU / George Enescu (LRBC)
RNP RWY 16

AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY16	
Fix/Point	Coordinates
DIRCO (IAF) – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
GUXVA (IAF) – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
KENUX (IAF) – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
REDKU (IAF) – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
SALAC (IAF) – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
TULNU (IAF) – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
CANJE (IF)	46°41'37.9"N 026°50'32.6"E
BC400 (IAF)	46°30'47.6"N 026°45'47.2"E
BC408 (FAF)	46°36'55.7"N 026°52'24.0"E
BC412	46°40'03.2"N 026°42'08.2"E
BC414	46°43'05.0"N 026°56'43.9"E
BC416	46°39'47.0"N 027°05'22.1"E
BC491	46°21'38.5"N 026°58'24.0"E
SDF	46°34'28.4"N 026°53'22.1"E
RW16 (MAPT)	46°31'57.93"N 026°54'21.29"E

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

RADIO COMMUNICATION FAILURE

- If RNP RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If RNP RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the RNP RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If RNP RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to BC400 and hold at least 6 minutes, then continue the RNP RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

LROP AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LROP - BUCUREȘTI / Henri Coandă

LROP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	443416N 0260506E On TWY "N".
2	Direction and distance from city	16.5 km North from București
3	Elevation /Reference temperature/Mean low temperature	314 FT / 32.5°C / -10.2°C
4	Geoid undulation at AD ELEV PSN	114 FT
5	MAG VAR/ Annual rate of change	5°E (2010) / 2.1'E
6	AD Administration, address, telephone, telefax, e-mail address, AFS address, website address	Aeroportul București/Henri Coandă Calea București nr. 224E, Otopeni, Jud. Ilfov Tel : +40-(0)21-2013304; +40-(0)21-2041000; +40-(0)21-2014000 Fax: +40-(0)21-2014990; +40-(0)21-3126866 AFS: LROPRAYD SITA: OTPAPXH web: www.cnab.ro e-mail: contact@cnab.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. Military administration: Adress: Str. Zborului, nr.1, Otopeni, jud. ILFOV. Tel. +40 21 3505517 Fax. +40 21 3511862 AFS: LROPYWYX E-mail: um01961coba@roaf.ro URL: http://www.aamn.ro 2. For acces in MIL area, MIL PPR is necesary. PPR form, 48hours in advance. For military regulation and PPR form, see MIL AIP ROMANIA, GEN 1.2. Entry of military Aircraft.

LROP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 ; Tel: +40-(0)21-2032122 / +40-(0)21-2032127 / +40-(0)21-3114315 Fax: +40-(0)21-2032127 / +40-(0)21-3114316
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LROP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	5 forklift, 19 highloaders, 35 conveyor belts, 61 tractors, 81 pallet dolly, 130 cargo cart, 98 cargo dolly, 38 mail containers, 24 ULD dollies LD4.
2	Fuel/Oil types	Kerosene: JET A1, NATO Code F34, NATO Code F35, JP8 Fuel Additive: Icing inhibitor, High Flash Point, with Anti-Corrosion & Lubricating Additive - Nycosol 131; AL48. Static Dissipator - Stadis 450. Oil: NIL
3	Fueling facilities/capacity	Storage: - Kerosene - 9300 m ³ in-line Additiving Skid; - NATO Code F34 - Additive in stock for 2600 m ³ - Kerosene JET A1 - 2800 m ³ Refueling equipments: - Kerosene JET A1 - 17 trucks - Kerosene JP8 (F34) - 2 trucks
4	De-icing facilities	10 de-icing units with type II liquid. 9 de-icing units with type I/II fluid.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	On request / subject of availability
7	Remarks	Airlines or operators are advised that before landing on airport or before filing LROP as an alternate, they are required to have made arrangements for ground handling, specially for towing ops.

LROP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Restaurants and bars (23 airside + 14 landside): H24
3	Transportation	Buses, taxis from the AD.
4	Medical facilities	Doctor, 1 surgery, 1 rest room with 2 beds, 2 ambulances, hospital in town.
5	Bank and Post Office	Bank Office: 0700 - 1500. Post Office: 0700 - 1500. Exchange Office: H24
6	Tourist Office	Tourist Office at the AD.
7	Remarks	Rent-a-car office at the AD.

LROP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 9
2	Rescue equipment	7 airport firetrucks equiped with specific equipment for rescue and firefighting
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LROP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	21 snow ploughs with brush and blower, 5 snow blowers, 3 trucks/plugs/spreaders for liquid/solid de-icing materials. 6 compact snow ploughs with brush, blower, spreader liquid/solid deicing mat. 1 spreader for liquid de-icing materials 7 small plough-brush and spreader (3 solid deicing, 4 liquid deicing).
2	Clearance priorities	1. RWY 08R/26L and associated TWYs and apron 2. RWY 08L/26R and associated TWYs and apron
3	Remarks	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2. Specially prepared winter runways - "Not applicable". Generic fluids and solid materials used for runway de/anti-icing are KAC (potassium acetate fluids) and NAAC (sodium acetate solids).

LROP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	<table border="0"> <tr> <td></td> <td>Apron 1</td> <td>Apron 2</td> <td>Apron 3</td> </tr> <tr> <td>Surface:</td> <td>Concrete</td> <td>Concrete</td> <td>Concrete</td> </tr> <tr> <td>Strength:</td> <td>45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)</td> <td>35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206) 65/R/D/W/T (stands 207-224)</td> <td>24/R/D/W/T</td> </tr> </table>		Apron 1	Apron 2	Apron 3	Surface:	Concrete	Concrete	Concrete	Strength:	45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)	35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206) 65/R/D/W/T (stands 207-224)	24/R/D/W/T				
	Apron 1	Apron 2	Apron 3															
Surface:	Concrete	Concrete	Concrete															
Strength:	45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)	35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206) 65/R/D/W/T (stands 207-224)	24/R/D/W/T															
2	Taxiway designation, width, surface and strength	<p>TWY: Width: 23 M (A, B, D, E, N, Q, P, S, V, W) and 24 M (G). Surface: Asphalt (A, D, G, N, Q, P, S, V, W) and concrete (B, E). Strength: 56/R/D/W/T(A), 59/R/D/W/T(B, G), 84/F/D/W/T(D), 57/R/D/W/T(E), 71/R/D/W/T(N), 92/R/D/W/T(P, Q, V, W), 67/R/D/W/T(S).</p> <p>Apron TWY: Width: 18 M (C, U), 23 M (J, K, M, P-between C and C1). Surface: Asphalt (C) and concrete (J, K, M, P-between C and C1, U). Strength: 65/R/D/W/T(C, U), 45/R/D/W/T(J), 57/R/D/W/T(K, M), 92/R/D/W/T (P-between C and C1).</p> <p>Aircraft stand taxiilane: Width: 18 M (C1, T), 23 M (L). Surface: Concrete (C1, L, T). Strength: 92/R/D/W/T (C1 between 204-206), 65/R/D/W/T (C1 between 207-224), 57/R/D/W/T(L), 24/R/D/W/T(T).</p>																
3	ACL location and elevation	<table border="0"> <tr> <td>Location:</td> <td>THR RWY 08R</td> <td>Location:</td> <td>THR RWY 08L</td> </tr> <tr> <td>Elevation:</td> <td>314 FT</td> <td>Elevation:</td> <td>314 FT</td> </tr> <tr> <td>Location:</td> <td>THR RWY 26L</td> <td>Location:</td> <td>THR RWY 26R</td> </tr> <tr> <td>Elevation:</td> <td>303 FT</td> <td>Elevation:</td> <td>304 FT</td> </tr> </table>	Location:	THR RWY 08R	Location:	THR RWY 08L	Elevation:	314 FT	Elevation:	314 FT	Location:	THR RWY 26L	Location:	THR RWY 26R	Elevation:	303 FT	Elevation:	304 FT
Location:	THR RWY 08R	Location:	THR RWY 08L															
Elevation:	314 FT	Elevation:	314 FT															
Location:	THR RWY 26L	Location:	THR RWY 26R															
Elevation:	303 FT	Elevation:	304 FT															
4	VOR checkpoints	NIL																
5	INS checkpoints	See Aircraft Parking/Docking Chart, AD 2.5-22, AD 2.5-23																
6	Remarks	<p>1. RWY turn pad Location: THR 26L Surface: Asphalt Dimensions: 33.7 M x 72 M Strength: 42/R/D/W/T</p> <p>2. For details on MIL TWYs R, H, F see MIL AIP, AD section.</p>																

LROP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	Taxiing guidance signs at all intersections with TWY, RWY, APRONS and at all holding positions. Guide lines at apron. APRON 1: Stand entry guidance (SEG) is provided by SAFEDOCK T1 at 101-107, 109-115 stands on Apron 1 - see details in AD 2.5-22. At all others stands parking guidance provided by marshallers. APRON 2: For Aircraft parking at stands 201 to 224 and at all alternative stands parking guidance provided by marshallers.
2	<i>RWY and TWY markings and LGT</i>	RWY: - markings: Color white: designation, THR, TDZ, centerline, side stripes, aiming points. - lights: THR and wing bar lights, centerline lights, end lights, edge lights, TDZ lights for 08R, 08L and 26R, rapid exit taxiway indicator lights (RETIL) LED lights for rapid exit taxiway (RET) W and V. See following chart AD 2.5-20/20a. TWY: - markings: - Color yellow: RHP markings and enhanced centerline marking on TWY A, D, G, R, H, F, N and Q, NO ENTRY markings on RET W and V, centerline markings, intermediate holding position and designation markings at TWYs intersections; - Color orange: alternate center line in TWY intersection N-C-G, for aircraft with outer main gear wheel span (OMGWS) greater than 9m. - lights: TWY centerline lights, edge lights, intermediate holding position lights (IHPL), RWY guard lights (LIH). See following charts AD 2.5-20/20a and AD 2.5-21.
3	<i>Stop bars and runway guard lights</i>	Red STOP bars and RWY guard lights (LIH) at all intersection of TWYs with RWYs and NO ENTRY bar on RET W and V. STOP bar LED lights on TWY N, Q and NO entry Bar LED on RET W and V.
4	<i>Other runway protection measures</i>	NO ENTRY bar on RET W and V.
5	<i>Remarks</i>	1. At pier, pilots should not enter an aircraft stand unless the Stand Entry Guidance (SEG) is illuminated or a marshaller has signaled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should contact Otopeni Ground to request marshalling assistance. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type. 2. For details on MIL Aprons see MIL AIP, AD section.



LROP AD 2.10 AERODROME OBSTACLES

<i>In approach / TKOF areas</i>			<i>In circling area and at AD</i>		<i>Remarks</i>
1			2		3
<i>Obstacle type</i>	<i>Elevation</i>		<i>Obstacle type</i>	<i>Elevation</i>	
<i>RWY/Area affected</i>	<i>Markings/LGT</i>	<i>Coordinates</i>	<i>Markings/LGT</i>	<i>Coordinates</i>	
a	b	c	a	b	
08R/APCH	Radar	443357.90N	Antenna	443757.66N	
26L/TKOF	450FT	0260201.70E	498FT	0260438.00E	
	LGTD		LGTD		
	Radar	443340.06N	Antenna	443819.80N	
	420FT	0260422.25E	615FT	0260432.04E	
	LGTD		LGTD		
	Mast	443403.80N	Antenna	443811.96N	
	421FT	0260443.41E	515FT	0260434.00E	
	NIL		LGTD		
08L/APCH	Tree	443429.50N	Antenna	443420.50N	
26R/TKOF	410FT	0260416.90E	416FT	0260513.50E	
	NIL		LGTD		
	Tree	443425.80N	Antenna	443419.02N	
	410FT	0260416.70E	442FT	0260632.85E	
	NIL		LGTD		
	Tree	443440.20N			
	388FT	0260435.30E			
	NIL				
	Building	443435.50N			
	345FT	0260435.24E			
	NIL				
	Mast	443428.40N			
	469FT	0255631.70E			
	LGTD				
	Antenna	443416.57N			
	803FT	0255556.87E			
	NIL				
	Buiding	443436.31N			
	343FT	0260425.15E			
	NIL				
	Building	443436.54N			
	350FT	0260420.28E			
	NIL				
	Building	443436.05N			
	357FT	0260415.07E			
	NIL				
26L/R APCH	Pilar	443505.90N			
08L/R TKOF	431FT	0261021.20E			
	NIL				

LROP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	<i>Associated MET Office</i>	BUCUREȘTI / Otopeni
2	<i>Hours of service</i> <i>MET Office outside hours</i>	H24 -
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i> <i>Interval of issuance</i>	LROM 24 HR 6 HR, during aerodrome operational hours
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	TREND As necessary or at least 30 MIN
5	<i>Briefing / consultation provided</i>	MET staff consultation, AWOS terminal, satellite terminal
6	<i>Flight documentation</i> <i>Language(s) used</i>	Charts, tabular form, abbreviated plain language text Romanian, English
7	<i>Charts and other information available for briefing or consultation</i>	SWC, W/T Charts, SIGMET, METAR, TAF
8	<i>Supplementary equipment available for providing information</i>	Tel.: +40-(0)21-2032153 / +40-(0)21-3114317 Tel/Fax: +40-(0)21-2032152 / +40-(0)21-3114318 +40-(0)21-2032166
9	<i>ATS units provided with information</i>	BUCUREȘTI APP, Otopeni TWR
10	<i>Additional information (limitation of service, etc.)</i>	NIL

LROP 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
1	2	3	4	5	6	7
08R	083.94°	3501 x 45	69/R/D/W/T Asphalt	443352.78N 0260436.29E 443404.71N 0260713.82E GUND 114 FT	THR 314.0 FT TDZ 313.6 FT	0% (1751M) -0.16% (1750M)
26L	263.97°	3501 x 45	69/R/D/W/T Asphalt	443404.69N 0260713.54E 443352.76N 0260436.06E GUND 114 FT	THR 303.0 FT TDZ 303.5 FT	0.16% (1750M) 0% (1751M)
08L	083.94°	3499 x 45	93/R/D/W/T Asphalt	443435.84N 0260502.76E 443447.75N 0260740.23E GUND 114 FT	THR 313.8 FT TDZ 313.8 FT	-0,2% (145M) -0,1% (2238M) -0,3% (488M) 0,3% (355M)
26R	263.97°	3499 x 45	93/R/D/W/T Asphalt	443447.73N 0260739.95E 443435.82N 0260502.49E GUND 114 FT	THR 303.6 FT TDZ 305.6 FT	-0,3% (273M) 0,3 % (273M) -0,3 % (355M) 0,3 % (488M) 0,1 % (2238M) 0,2 % (145M)
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	260 x 205	3621 x 300	240 x 300	NIL	YES	RWY Shoulders: 7.5m on each side.
NIL	320 x 205	3621 x 300	240 x 300	NIL	YES	RWY Shoulders: 7.5m on each side.
NIL	250 x 225	3619 x 300	240 x 300	NIL	YES	RWY Shoulders: 7.5m on each side.
NIL	373 x 225	3619 x 300	240 x 300	NIL	YES	RWY Shoulders: 7.5m on each side.

LROP AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08R	3501	3761	3501	3495	NIL
26L	3501	3821	3501	3494	NIL
08L	3499	3749	3499	3493	NIL
26R	3499	3872	3499	3493	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	6
08R "TWY G"	2764	3024	2764	NIL
08R "TWY H" for MIL/state aircraft only	2764	3024	2764	NIL
26L "TWY D"	2489	2809	2489	NIL
08R "TWY F" for MIL/state aircraft only	2326	2586	2326	NIL

LROP AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	ALSF-II 900 M	Green	PAPI 2.7° (64 FT)	White, 900 M	2600 M, 15 M, white, LIH; 600 M, 15 M, white/red, LIH; 300 M, 15 M, red, LIH.	2900 M, 60 M, white, LIH; 600 M, 60 M, yellow, LIH.	Red	NIL	Turn pad lights
26L	CAT I 900 M, LIH	Green	PAPI 2.7° (66 FT)	NIL	2600 M, 15 M, white, LIH; 600 M, 15 M, white/red, LIH; 300 M, 15 M, red, LIH.	2900 M, 60 M, white, LIH; 600 M, 60 M, yellow, LIH.	Red	NIL	NIL
08L	ALSF-II 900 M	Green	PAPI 3° (55 FT*)	White, 900 M	2600 M, 15 M, white, LIH; 600 M, 15 M, white/red, LIH; 300 M, 15 M, red, LIH.	2900 M, 60 M, white, LIH; 600 M, 60 M, yellow, LIH.	Red	NIL	Rapid exit taxiway indicator lights installed for RET
26R	ALSF-II 900 M, LIH	Green	PAPI 3° (53 FT*)	White, 900 M	2600 M, 15 M, white, LIH; 600 M, 15 M, white/red, LIH; 300 M, 15 M, red, LIH.	2900 M, 60 M, white, LIH; 600 M, 60 M, yellow, LIH.	Red	NIL	W and V

* For eye to wheel HGT of ACFT in APCH configuration with more than 10.5 M check wheel clearance. / Pentru aeronavele care în configurație de aterizare au distanța dintre ochii pilotului și roți, mai mare de 10.5 M, trebuie verificată distanța de la roți la sol.

LROP 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
3	TWY edge and centre line lighting	<p>TWY:</p> <p>Blue edge lights are installed on TWY A, B, G, N, S, lights at around 6 m from TWY edge.</p> <p>Centre line lights: green on TWY A, B, D, E, G, N, P, Q, S, V, W. LED lights on TWY Q, P, V, W.</p> <p>Distance between center line lights on TWY C and G is 30m.</p> <p>Exit taxiway centre line lights: yellow/green.</p> <p>Intermediate holding position lights (IHPL), yellow lights at intersection TWY P/D/C and yellow LED lights at intersection of TWY's N/Q, P/Q/W, Q/V, P/T, N/C/G/E, TWY P/C1, TWY U/C and TWY U/C1.</p> <p>At all TWY intersection with RWY are installed RWY guard lights (LIH)</p> <p>Apron TWY lights: TWY C, P - between C and C1, U - green. TWY J,K,M – No center line lights. TWY Edge lights on TWY E, at 6 m from TWY edge, on East and South side.</p> <p>Aircraft stand taxilane: TWY C1 and L centre line lights: green.</p>
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on RWY's and TWY's, max. switch-over time 1 s.
5	Remarks	Aircraft stand lights: 131-134 stands centre line yellow lights and red lights for stop position. 201-224 and alternative stands 201R/L, 202R/L, 203R/L stand centerline LED yellow lights and red lights for stop position.

LROP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	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

LROP AD 2.17 ATS AIRSPACE

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

LROP AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Channel/ Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
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
ATIS	Otopeni ATIS	118.500 MHz	NIL	NIL	H24	NIL

LROP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)</i>	<i>ID</i>	<i>Frequency/ Channel</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>ELEV of DME transmitting antenna/ ELEV of GBAS reference point</i>	<i>Service volume radius from the GBAS reference point</i>	<i>Remarks</i>
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/3.91 NM from THR 26L
LOC 08L (5°E/2010) ILS CAT II (III.E.4) GP 08L	ILL	110.900 MHz	H24	443449.0N 0260756.8E	-	NIL	Front course angle 3.18°
DME 08L	ILL	1007 MHz CH 46X	H24	443440.9N 0260515.9E	400 FT	NIL	GP Angle 3°, ILS RDH 50 FT
LOC 26R (5°E/2010) ILS CAT I (III.E.4) GP 26R	IRR	110.700 MHz	H24	443434.4N 0260444.4E	-	NIL	Collocated with GP 08L antenna Front course angle 3.14°
DME 26R	IRR	1005.000 MHz CH 44X	H24	443450.3N 0260726.0E 443450.5N 0260725.8E	400 FT	NIL	GP Angle 3°, ILS RDH 53 FT NIL
NDB(LO)	OTL	370 KHz	H24	443412.9N 0260002.2E	-	NIL	260°MAG/3.60 NM from THR 08L
LM	LL	659 KHz	H24	443432.5N 0260419.0E	-	NIL	260°MAG/0.51 NM from THR 08L
NDB(LO)	OTR	318 KHz	H24	443516.8N 0261407.3E	-	NIL	080°MAG/4.60 NM from THR 26R
VOR/DME (5°E/2010)	FLR	112.200 MHz CH 59X	H24	443003.1N 0254229.4E	400 FT	NIL	Coverage 150 NM (assumed)
DVOR/DME (5°E/2010)	OPT	117.100 MHz CH 118X	H24	443532.6N 0263336.6E	300 FT	NIL	Coverage 80 NM (assumed)
DVOR/DME (5°E/2010)	STJ	113.200 MHz CH 79X	H24	445506.8N 0255837.3E	600 FT	NIL	Coverage 80 NM (assumed)
DME	COM	1069.000MHz CH 45X	H24	441032.9N 0260858.7E	400 FT	NIL	Coverage 100 NM (assumed)
DME	ISA	1129.000MHz CH 105Y	H24	450709.1N 0263235.2E	2500 FT	NIL	Coverage 100 NM (assumed)
DME	PMT	1118.000MHz CH 94X	H24	444637.8N 0252308.4E	900 FT	NIL	Coverage 100 NM (assumed)

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 **C** - apron Taxiway
- J: EASA Code D - apron Taxiway
- K: EASA Code D - apron Taxiway
- M: EASA Code E - apron Taxiway
- P between TWY C and C1: EASA Code E - apron Taxiway
- U: EASA Code C - apron taxiway
- C1: EASA Code C - aircraft stand taxilane
- L: EASA Code C - aircraft stand taxilane
- 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;

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 **C** - apron Taxiway
- J: EASA Code D - apron Taxiway
- K: EASA Code D - apron Taxiway
- M: EASA Code E - apron Taxiway
- P between TWY C and C1: EASA Code E - apron Taxiway
- U: EASA Code C - apron taxiway
- C1: EASA Code C - aircraft stand taxilane
- L: EASA Code C - aircraft stand taxilane
- 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 sau
- cu indicațiile Stand Entry Guidance la pozițiile de staționare 101-107 și 109-115 pe APRON 1;

Aircraft may leave nose-in positions (see AD 2.5-22 and AD 2.5-23, stands 201-203), only by the aid of towing cars or using power back.

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

Crews shall request start up/ pushback approval only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent incidents and back of stand vehicle traffic congestion, anti-collision beacons should only be switched on only after start up/ pushback approval has been obtained.

1.2 OPERATION OF MODE S TRANSPONDERS WHEN AIRCRAFT IS ON THE GROUND

Aircraft operators shall ensure that the Mode S transponders are able to operate when aircraft is on the ground, according to ICAO specifications (Annex 10, volume IV, 3.1.2.8.5.3 and 3.1.2.10.3.10).

Aircrews shall select the assigned Mode A code and activate the Mode S by selecting AUTO, ON, XPNDR, or the equivalent according to specific installation and assigned Mode A code under the following conditions:

- from request of push-back or taxi, whichever is earlier;
- after landing, continuously until the aircraft is fully parked on the stand.

The transponder shall be switched off immediately after parking. Whenever the aircraft is capable of reporting flight identification (i.e. call sign used in flight), the flight identification should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the transponder control panel). Aircrews shall use the format as defined in field 7 f of the ICAO flight plan for entry of the flight identification.

To ensure that the performance of the systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall not be activated before receiving the clearance to line-up. After landing, it shall be deactivated after vacating the runway.

1.3 USE OF AIRPORT BY HIGHER CODE LETTER AIRCRAFT

1.3.1. General

LROP airport reference code letter is 4E.

In this context, aircraft with higher code than 4E, means wingspan greater than 65m or outer main gear wheel span greater (OMGWS) than 14m.

Aircraft with code higher than aerodrome code 4E (wingspan greater than 65m and outer main gear wheel span OMGWS greater than 14m):

- shall obtain aerodrome operator's prior approval; request will be sent at ops@cnab.ro, minimum 60 days before flight;
- ~~in TWY intersection N-C-G, will use orange markings and ONLY when RVR is greater than 350m;~~
- ~~aircraft with outer main gear wheel span (OMGWS) greater than 9 m are NOT allowed to taxi in intersection TWY P-C.~~

~~b)~~ in case of declared emergency situation may use LROP without prior approval.

1.3.2. Restrictions for turn pad on RWY 08R

Turn pad dimensions are 33.7m x 72m and strength is 42/R/D/W/T – see Aerodrome ground movement chart AD 2.5-21.

Visual aids on Turn pad 26L are designed for a/c with distance from main gear to cockpit less than 19.48m and outer main gear wheel span less than 11m.

Turn pad 26L should be used according to aircraft flight manual (AFM) and airline SOP limitations.

1.3.3. Use of RWY 08R/26L

Aircraft with wingspan greater than 52m and outer main gear wheel span OMGWS greater than 9m:

a) shall vacate RWY08R via TWY D; if not able, shall wait for towing and push-back procedures, and will shut down engine no.1 and no. 4 (if applicable).

If aircraft is not able to vacate RWY on TWY D, pilot may decide and request ATC to backtrack the runway using Turn pad 26L, according to aircraft flight manual (AFM) and airline SOP limitations.

b) for departure 26L, shall take off from TWY D intersection (TORA 2489m).

Leșirea aeronavelor din pozițiile de staționare nose-in (vezi AD 2.5-22 și AD 2.5-23, pozițiile de staționare 201-203) se face numai cu echipamente de tractare/împingere sau prin power back.

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

Echipajele vor solicita autorizarea de pornire/ împingere înapoi numai dacă pregătirea aeronavei pentru plecare a fost finalizată. Aceasta include închiderea ușilor și a trapelor, scărilor și punților mobile de îmbarcare, remorcherul este cuplat și sunt stabilite comunicațiile cu personalul de sol care a confirmat că sunt pregătiți pentru manevră. Pentru a preveni producerea de incidente și aglomerări ale traficului rutier, luminile anti-coliziune vor fi pornite numai după obținerea aprobării de pornire/împingere înapoi.

1.2 OPERAREA TRANSPONDERELOR MOD S CÂND AERONAVA ESTE LA SOL

Operatorii aeronavelor se vor asigura că transpoderele Mod S sunt capabile să opereze când aeronava este la sol, în conformitate cu specificațiile OACI (Anexa 10, volumul IV, 3.1.2.8.5.3 și 3.1.2.10.3.10).

Echipajele aeronavelor vor selecta codul Mod A alocat și vor activa Modul S selectând AUTO, ON, XPDR sau poziția echivalentă în funcție de echipamentul propriu și de codul Mod A alocat, în următoarele condiții:

- la cererea de "push-back" sau de rulaj, oricare ar fi prima;
- neîntrerupt după aterizare, până când aeronava este complet parcată la stand.

Transponderul va fi oprit imediat după parcare.

Atunci când aeronava este capabilă să raporteze identificarea zborului (ex. indicativul folosit în zbor) identificarea zborului trebuie de asemenea introdusă odată cu cererea de "push-back" sau de rulaj, oricare ar fi prima (prin intermediul FMS sau panoul de control al transponderului). Echipajele de zbor vor utiliza formatul definit în câmpul 7 al planului de zbor în format OACI pentru introducerea identificării zborului.

Pentru a asigura că nu este afectată performanța sistemelor bazate pe frecvențele SSR (inclusiv echipamentele TCAS de la bord și radarele SSR), TCAS nu va fi activat înainte de primirea autorizării de aliniere. După aterizare, va fi dezactivat după eliberarea pistei.

1.3 UTILIZAREA AEROPORTULUI DE CĂTRE AERONAVE CU LITERĂ DE COD SUPERIOARĂ

1.3.1. Generalități

Litera de cod a LROP este 4E.

În acest context, aeronave de cod superior decât 4E, înseamnă aeronave cu anvergură mai mare de 65m sau lățimea a trenului principal mai mare de 14m.

Aeronavele cu litera de cod superioară celei de referință a aerodromului 4E (anvergură mai mare de 65m și lățime totală a trenului principal OMGWS mai mare de 14m):

- trebuie să obțină în prealabil aprobarea operatorului de aerodrom; solicitarea va fi transmisă pe adresa ops@cnab.ro cu minim 60 zile înaintea zborului;
- ~~în intersecția TWY N-C-G, vor urma marcajele portocalii și NUMAI când RVR este mai mare de 350m;~~
- ~~aeronavele cu lățimea generală a trenului principal (OMGWS) mai mare de 9 m nu au voie să circule prin intersecția TWY P cu C;~~

~~b)~~ în cazul unei situații de urgență declarate, pot utiliza LROP fără aprobare prealabilă.

1.3.2. Restricții pentru platforma de întoarcere de la RWY 08R

Dimensiunile platformei de întoarcere sunt 33.7m x 72m, iar rezistența pavajului este 42/R/D/W/T – vezi Aerodrome ground movement chart AD 2.5-21.

Mijloacele vizuale instalate pe Platforma de întoarcere 26L sunt proiectate pentru aeronave cu distanța dintre cockpit și trenul principal mai mică de 19.48m și lățimea trenului principal mai mică de 11m.

Platforma de întoarcere 26L ar trebui utilizată conform limitărilor din Manualul de zbor al aeronavei (AFM) și limitările procedurilor companiei aeriene (SOP).

1.3.3. Utilizarea pistei 08R/26L

Aeronavele cu anvergură mai mare de 52m și lățime totală a trenului principal OMGWS mai mare de 9m:

a) trebuie să degajeze pista 08R via TWY D; în caz contrar, trebuie să aștepte pentru procedura de împingere/tractare și va opri motoarele nr. 1 și nr. 4 (dacă este cazul).

În situația în care aeronava nu reușește să degajeze pista pe TWY D, pilotul poate decide să efectueze o întoarcere de 180° pe platforma de întoarcere 26L în conformitate cu prevederile Manualului de zbor (AFM) și cu limitările procedurilor companiei aeriene (SOP).

b) pentru plecare 26L, trebuie să decoleze de la intersecția pistei cu TWY D (TORA 2489m).

2. TAXI ROUTES / RUTELE DE RULARE

On LROP following taxiing restrictions/limitations are in force:

- aircraft with wingspan greater than 52 m are NOT allowed to taxi on TWY A.
- aircraft departing from RWY 26L may line-up from TWY D (TORA 2488m) or may use 26L THR turn pad, according to airline's SOP. The 26L THR turn pad with dimensions of 33.7m x 72m, strength 43/R/D/W/T, is authorised for aircraft with distance from the main gear to cockpit less than 19.48m and outer main gear wheel span (OMGWS) less than 11m - see Aerodrome ground movement chart AD 2.5-21.
- taxi routes usable taking into account aircraft wingspan are represented in Aerodrome ground movement chart AD 2.5-21a.

Pe LROP sunt aplicabile următoarele restricții de rulare:

- aeronavele cu anvergura mai mare de 52 m nu au voie să ruleze pe TWY A.
- pentru decolarea de pe RWY 26L, aeronavele se pot alinia de la intersecția RWY 26L cu TWY D (TORA 2488m) sau pot utiliza platforma de întoarcere de la pragul 26L, conform procedurilor proprii ale companiei aeriene. Platforma de întoarcere de la pragul 26L, având dimensiunile 33.7m x 72m, rezistența pavajului 43/R/D/W/T, este autorizată pentru aeronave cu distanța dintre trenul principal și cabină de maximum 19.48m și lățime totală a trenului principal de 11m. vezi Harta suprafețelor de mișcare ale aerodromului AD 2.5-21.
- rutele pentru rularea aeronavelor în funcție de anvergura acestora sunt reprezentate în Harta suprafețelor de mișcare ale aerodromului AD 2.5-21a.

3. Operating of docking system / Operarea sistemului de andocare

At APRON 1, docking system type T1 is installed for stands 101-107 and 109-115.

La APRON 1, este instalat sistem de andocare tipul T1 pentru standurile 101-107 și 109-115.

SYSTEM DESCRIPTION

The SAFEDOCK System is a microprocessor controlled laser scanning device which directs an incoming aircraft to the terminal gate stopping position via a real time display unit, clearly visible from the aircraft cockpit.

DESCRIEREA SISTEMULUI

Sistemul Safedock este un dispozitiv de scanare cu laser controlat de un microprocesor, care direcționează o aeronavă care se apropie spre poziția de oprire la poarta de îmbarcare, printr-o unitate de afișare în timp real, vizibilă clar din cabina aeronavei.

The display unit provides the pilot with aircraft positional information with regard to closing rate to the stop position, azimuth information with regard to the terminal gate centre-line and text information via the alphanumeric indicators.

Unitatea de afișare oferă pilotului informații despre poziționarea aeronavei cu referire la ritmul de apropiere de poziția de oprire, informații despre azimut cu referire la linia axială a porții de îmbarcare și informații text prin indicatori alfanumerici.

DOCKING PROCEDURE

At APRON 1, docking system type T1 is installed for stands 101-107 and 109-115.

PROCEDURA DE ANDOCARE

La APRON 1, este instalat sistem de andocare tipul T1 pentru standurile 101-107 și 109-115.

CAUTION: The Safedock Docking Guidance System has a built-in error detection program to inform the aircraft pilots of possible hazards during the docking procedure. During the aircraft approach to the terminal gate, the docking guidance system automatically confirms the identification of the aircraft. The aircraft must be identified at least 12 m before the correct stop position. If this does not occur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the aircraft is stopped, the system will attempt to identify it. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP". If the display reverts to the "STOP" indication, the pilot must contact OTOPENI GROUND to obtain clearance to complete the docking procedure

ATENȚIE: Sistemul de dirijare pentru andocare Safedock are încorporat un program de detectare a erorilor pentru a informa piloții aeronavelor despre posibilele pericole pe perioada procedurii de andocare. În timpul apropierii aeronavei de poartă de îmbarcare, sistemul de dirijare pentru andocare confirmă automat identificarea aeronavei. Dacă identificarea nu a fost confirmată cu mai puțin de 12 m înainte de poziția de oprire, unitatea de afișare va afișa două barete roșii în zona indicatoarelor de azimut și va afișa "STOP" apoi "WAIT" pe afișajul alfanumeric. În timpul în care aeronava este oprită, sistemul va încerca să o identifice. Dacă acest lucru se întâmplă, atunci procedura de andocare va continua. Altfel, "WAIT" va fi înlocuit cu "STOP". În această situație, pilotul va contacta OTOPENI GROUND pentru a obține aprobarea de continuare a procedurii de andocare.

1. Check that the correct aircraft type is displayed. The scrolling arrows indicate that the system is activated.



1. Verificați dacă tipul corect de aeronavă este afișat. Săgețile iluminate secvențial indică că sistemul este activat.

2. Follow the lead in line. When the solid yellow closing rate field appears, the aircraft has been caught by the scanning unit. The scanning unit now checks that the aircraft is the correct type and the display provides azimuth guidance information.



2. Urmăriți linia axială spre poarta terminalului. Atunci când indicatorii ritmului de apropiere se colorează în galben, aeronava a fost interceptată de dispozitivul de baleiere cu laser. Sistemul acum verifică dacă tipul corect de aeronava se apropie de poartă iar pe ecran apar informații de ghidare în azimut.

3. Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the aircraft is off of the centreline.



3. Observați săgeata roșie care clipește și săgeata galbenă aprinsă continuu care furnizează indicații de ghidare în azimut. Săgeata roșie indică direcția care trebuie urmată iar săgeata galbenă indică cât de departe este aeronava de linia axială.

4. When the aircraft is 12 m from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LED's for each one half meter that the aircraft advances toward the stop position.



4. Informații despre ritmul de apropiere încep să fie furnizate atunci când aeronava este la 12 m de poziția de oprire. "Distanța de parcurs" este indicată prin stingerea unui rând de LED-uri pentru fiecare jumătate de metru parcursă de aeronavă spre poziția de oprire.

5. When the aircraft is approaching with high speed, display will indicate "SLOW".



5. Atunci când aeronava se apropie cu viteza prea mare, afișajul va indica "SLOW".

6. When the correct stop position is reached all of the LED's for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display.



6. Atunci când aeronava a atins poziția corectă de oprire indicatorii ritmului de apropiere vor fi stinși complet, afișajul alfanumeric va indica "STOP", iar în zona în care se dau informații de azimut vor apărea două barete colorate în roșu.

7. If the aircraft stops in the correct position, "OK" will be displayed after a few seconds.



7. Dacă aeronava se oprește la poziția corectă, după câteva secunde, pe afișajul alfanumeric va apărea mesajul "OK".

8. If the aircraft has gone past the correct stop position, the display will show "T-FAR" (too far).



8. Dacă aeronava depășește poziția corectă de oprire, afișajul alfanumeric va indica "T-FAR" (prea departe).

RESTRICTIONS

Upon arrival of an aircraft having APU out of service and standing at the passengers loading bridges, the functioning of the engine opposite the passengers loading bridges (i.e. the starboard) is permitted until the coupling of the GPU source.

RESTRICȚII

La sosirea unei aeronave care are APU defect și care staționează pentru deservire la burdufele de îmbarcare pasageri, este permisă menținerea în funcțiune a motorului opus burdufului (de pe partea dreaptă a aeronavei) până la cuplarea sursei GPU.



**4. Parking area for small aircraft / Zona de parcare pentru aeronavele mici
(General aviation)**

see AD 2.5-24 - APRON 3 - / vezi AD 2.5-24 - APRON 3 -

5. Parking area for helicopters / Zona de parcare pentru elicoptere

see AD 2.5-24 - APRON 3 / vezi AD 2.5-24 - APRON 3

6. Apron - taxiing during winter conditions / Apron - rularea în timpul condițiilor de iarnă

- NIL -

7. Taxiing - limitations / Rulare - limitări

Taxiing of aircraft with wingspan greater than 52 m, is permitted only with engines 1 and 4 on idle power.

Rularea aeronavelor cu anvergura mai mare de 52m, este permisă numai cu motoarele 1 și 4 la turația de relanti.

8. School and training flights - technical test flights - use of runways / Zboruri școală și antrenament - zboruri tehnice - folosirea pistelor

- NIL -

9. Helicopter traffic - limitations / Traficul elicopterelor - limitări

- TO BE DEVELOPED -

10. Removal of disabled aircraft from runways / Îndepărtarea aeronavelor de pe piste

- NIL -

LROP AD 2.21 NOISE ABATEMENT PROCEDURES

DEPARTURE
See AD 1.1-3

DECOLARE
Vezi AD1.1-3

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

To minimize disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300 and 0700 (local time).

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

APU poate fi menținut în funcțiune maxim 15 minute după BLOCK ON TIME și poate fi pornit cu maximum 30 minute înainte de STD.

Pentru a reduce disconfortul în zonele adiacente aeroportului, Comandanții sunt rugați să evite folosirea inversorului de jet, după aterizare, în consens cu exploatarea în siguranță a aeronavei, în special între 2300 și 0700 (ora locală).

TWR va aproba funcționarea cu motorul/motoarele la turația de relanti. Permișiunea pentru testarea la sol în plus față de relanti trebuie să fie solicitată la Int. 3426, înainte de orice operațiune de acest fel. Toate testele cu motorul/motoarele la o turație mai mare decât cea de relanti trebuie să se faca numai pe platforma încercări motoare. Intervalul orar de testare este 0600-2300 LT. Testarea motorului/motoarelor va fi permisă, pentru aeronave capitolul 2 numai între 0900 LT și 1700 LT respectiv aeronave capitolul 3 numai între 0600 și 2300 LT. Aeronavele cu elice se vor clasifica drept Capitolul 3.

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 \geq 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 \geq 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 \geq 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 \geq 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 \geq 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 \geq 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 \geq 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 \geq 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	Longitudo	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).

Buștea Stadium 443253N 0255846E (Football stadium Buștea).

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).

Buștea Stadium 443253N 0255846E (Stadionul de fotbal Buștea).

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

AERODROME CHART - ICAO

ELEV 314 FT

44° 34' 16" N
026° 05' 06" E

OTOPENI TOWER 118.805
OTOPENI TOWER ALTN 120.900
OTOPENI GROUND 121.855
OTOPENI GROUND ALTN 121.700

OTOPENI CLEARANCE DELIVERY 121.955
OTOPENI CLEARANCE DELIVERY ALTN 121.700

BUCUREȘTI / Henri Coandă (LROP)

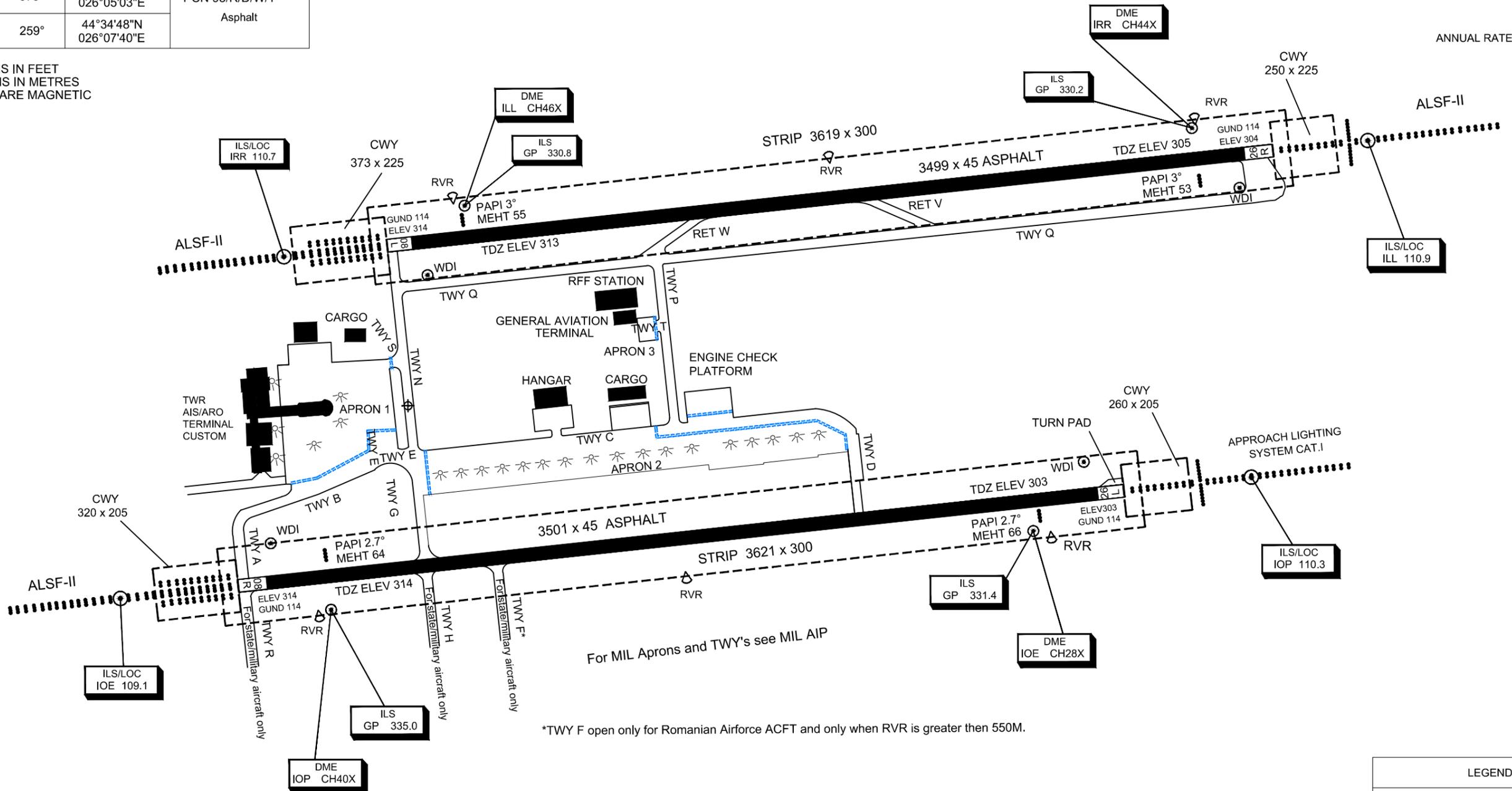
RWY	DIRECTION	THR	BEARING STRENGTH
08R	079°	44°33'53"N 026°04'36"E	PCN 69/R/D/W/T Asphalt
26L	259°	44°34'05"N 026°07'14"E	
08L	079°	44°34'36"N 026°05'03"E	PCN 93/R/D/W/T Asphalt
26R	259°	44°34'48"N 026°07'40"E	

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

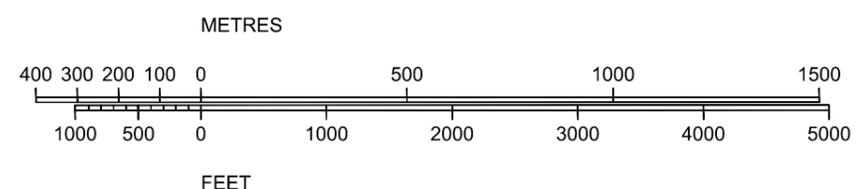
VAR 5°E 2010

ANNUAL RATE OF CHANGE 2.1'E

Changes: Apron 2 reconfigured.



*TWY F open only for Romanian Airforce ACFT and only when RVR is greater than 550M.



LEGEND	
RUNWAY VISUAL RANGE (RVR) OBSERVATION SITE	
FLOODLIGHT	
AERODROME REFERENCE POINT	
BUILDING	
APRON BOUNDARY	

TAXIWAY CENTER LINE POINTS

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY Q	Q1	44°34'29.73"N	026°05'04.75"E
	Q2	44°34'29.88"N	026°05'06.78"E
	Q3	44°34'31.33"N	026°05'06.57"E
		44°34'28.43"N	026°05'06.99"E
	Q4	44°34'29.93"N	026°05'07.37"E
	Q5	44°34'31.40"N	026°05'26.79"E
	Q6	44°34'32.87"N	026°05'46.22"E
	Q7	44°34'33.28"N	026°05'51.63"E
	Q8	44°34'33.44"N	026°05'53.66"E
	Q9	44°34'33.59"N	026°05'55.69"E
	Q10	44°34'31.83"N	026°05'51.84"E
		44°34'32.14"N	026°05'55.90"E
	Q11	44°34'33.63"N	026°05'56.27"E
	Q12	44°34'35.55"N	026°06'21.54"E
	Q13	44°34'37.44"N	026°06'46.54"E
	Q14	44°34'39.68"N	026°07'16.18"E
Q15	44°34'44.01"N	026°07'42.67"E	
Q16	44°34'47.65"N	026°07'38.86"E	
TWY N	N1	44°34'35.92"N	026°05'03.88"E
	N2	44°34'33.99"N	026°05'04.14"E
	N3	44°34'32.68"N	026°05'04.33"E
	N4	44°34'31.19"N	026°05'04.54"E
	N5	44°34'28.43"N	026°05'06.99"E
	N6	44°34'29.73"N	026°05'04.75"E
	N7	44°34'28.28"N	026°05'04.96"E
	N8	44°34'27.79"N	026°05'05.03"E
TWY P	P1	44°34'33.44"N	026°05'53.66"E
	P2	44°34'31.99"N	026°05'53.87"E
	P3	44°34'31.58"N	026°05'53.93"E
	P4	44°34'25.97"N	026°05'54.76"E
	P5	44°34'25.88"N	026°05'53.64"E
	P6	44°34'26.28"N	026°05'54.72"E
	P7	44°34'25.16"N	026°05'54.88"E
	P8	44°34'24.05"N	026°05'55.05"E
	P9	44°34'24.36"N	026°05'55.00"E
	P10	44°34'24.27"N	026°05'53.88"E
	P11	44°34'19.46"N	026°05'55.73"E
	P12	44°34'14.87"N	026°05'56.41"E
	P13	44°34'14.29"N	026°05'56.50"E
	P14	44°34'12.85"N	026°05'56.71"E
	P15	44°34'14.14"N	026°05'54.47"E
	P16	44°34'14.46"N	026°05'58.52"E
	P17	44°34'09.72"N	026°05'57.19"E
	P18	44°34'09.80"N	026°05'58.31"E
	P19	44°34'08.91"N	026°05'57.31"E
	P20	44°34'10.07"N	026°05'57.13"E
	P21	44°34'09.98"N	026°05'56.00"E
	P22	44°34'09.26"N	026°05'57.27"E

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
RET V	V1	44°34'42.50"N	026°06'30.76"E
	V2	44°34'23.67"N	026°06'26.79"E
	V3	44°34'41.10"N	026°06'35.03"E
	V4	44°34'41.98"N	026°06'24.22"E
	V5	44°34'40.06"N	026°06'38.53"E
	V6	44°34'39.33"N	026°06'40.88"E
	V7	44°34'38.21"N	026°06'40.11"E
	V8	44°34'37.46"N	026°06'46.84"E
RET W	W1	44°34'40.45"N	026°06'03.59"E
	W2	44°34'22.80"N	026°06'13.00"E
	W3	44°34'37.87"N	026°05'58.65"E
	W4	44°34'40.92"N	026°06'10.19"E
	W5	44°34'36.95"N	026°05'56.88"E
	W6	44°34'36.02"N	026°05'55.11"E
	W7	44°34'34.70"N	026°05'52.58"E
	W8	44°34'33.91"N	026°05'57.28"E
	W9	44°34'42.81"N	026°05'44.30"E
	W10	44°34'33.13"N	026°05'49.56"E
TWY D	D1	44°34'12.85"N	026°05'56.71"E
	D2	44°34'14.29"N	026°05'56.50"E
	D3	44°34'14.46"N	026°05'58.52"E
	D4	44°34'13.07"N	026°05'59.58"E
	D5	44°34'14.51"N	026°06'18.81"E
	D6	44°34'14.47"N	026°06'17.75"E
	D7	44°34'14.41"N	026°06'16.96"E
	D8	44°34'14.22"N	026°06'14.60"E
	D9	44°34'14.15"N	026°06'13.67"E
	D10	44°34'14.08"N	026°06'12.75"E
	D11	44°34'13.90"N	026°06'10.38"E
	D12	44°34'13.83"N	026°06'09.46"E
	D13	44°34'13.76"N	026°06'08.53"E
	D14	44°34'13.59"N	026°06'06.38"E
	D15	44°34'13.39"N	026°06'03.78"E
	D16	44°34'13.22"N	026°06'01.49"E



TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY C	C1	44°34'12.85"N	026°05'56.71"E
	C2	44°34'11.24"N	026°05'54.90"E
	C3	44°34'12.67"N	026°05'54.54"E
	C4	44°34'12.52"N	026°05'52.66"E
	C5	44°34'12.36"N	026°05'50.68"E
	C6	44°34'12.19"N	026°05'48.43"E
	C7	44°34'12.03"N	026°05'46.45"E
	C8	44°34'11.86"N	026°05'44.19"E
	C9	44°34'11.71"N	026°05'42.21"E
	C10	44°34'11.54"N	026°05'39.96"E
	C11	44°34'11.38"N	026°05'37.98"E
	C12	44°34'11.15"N	026°05'34.86"E
	C13	44°34'10.89"N	026°05'31.51"E
	C14	44°34'10.73"N	026°05'29.53"E
	C15	44°34'10.55"N	026°05'27.10"E
	C16	44°34'10.40"N	026°05'25.12"E
	C17	44°34'10.21"N	026°05'22.68"E
	C18	44°34'10.06"N	026°05'20.70"E
	C19	44°34'09.88"N	026°05'18.27"E
	C20	44°34'09.72"N	026°05'16.28"E
	C21	44°34'09.54"N	026°05'13.85"E
	C22	44°34'09.38"N	026°05'11.87"E
	C23	44°34'09.27"N	026°05'10.47"E
	C24	44°34'09.87"N	026°05'07.65"E
	C25	44°34'09.96"N	026°05'08.78"E
	C26	44°34'08.26"N	026°05'07.89"E
	C27	44°34'08.34"N	026°05'09.01"E
	C28	44°34'08.85"N	026°05'07.80"E
	C29	44°34'08.26"N	26°05'07.89"E
	C30	44°34'08.34"N	26°05'09.01"E
	C31	44°34'08.85"N	26°05'07.80"E

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY C 1	C1-1	44°34'07.18"N	026°05'30.06"E
	C1-2	44°34'09.07"N	026°05'54.69"E
	C1-3	44°34'10.07"N	026°05'57.13"E
	C1-4	44°34'09.80"N	026°05'58.31"E
	C1-5	44°34'09.09"N	026°05'57.27"E
	C1-6	44°34'09.98"N	026°05'56.01"E
	C1-7	44°34'09.17"N	026°05'56.07"E
	C1-8	44°34'09.18"N	026°05'56.13"E
	C1-9	44°34'09.06"N	026°05'59.27"E
	C1-10	44°34'08.95"N	026°05'53.20"E
	C1-11	44°34'08.80"N	026°05'51.22"E
	C1-12	44°34'08.63"N	026°05'48.96"E
	C1-13	44°34'08.47"N	026°05'46.98"E
	C1-14	44°34'08.30"N	026°05'44.73"E
	C1-15	44°34'08.15"N	026°05'42.75"E
	C1-16	44°34'07.98"N	026°05'40.49"E
	C1-17	44°34'07.82"N	026°05'38.51"E
	C1-18	44°34'07.59"N	206°05'35.40"E
	C1-19	44°34'07.32"N	026°05'32.05"E
	C1-20	44°34'07.18"N	026°05'30.06"E
	C1-21	44°34'06.99"N	026°05'27.63"E
	C1-22	44°34'06.84"N	026°05'25.65"E
	C1-23	44°34'06.66"N	026°05'23.21"E
	C1-24	44°34'06.50"N	026°05'21.23"E
	C1-25	44°34'06.31"N	026°05'18.80"E
	C1-26	44°34'06.16"N	026°05'16.81"E
	C1-27	44°34'05.97"N	026°05'14.38"E
	C1-28	44°34'05.82"N	026°05'12.40"E
	C1-29	44°34'05.71"N	026°05'11.01"E
	C1-30	44°34'06.31"N	026°05'08.17"E
	C1-31	44°34'06.39"N	026°05'09.30"E
	C1-32	44°34'05.50"N	026°05'08.29"E
	C1-33	44°34'04.78"N	026°05'09.53"E
	C1-34	44°34'04.70"N	026°05'08.41"E
TWY U	U1	44°34'10.27"N	026°05'34.99"E
	U2	44°34'10.43"N	026°05'36.11"E
	U3	44°34'10.25"N	026°05'33.86"E
	U4	44°34'08.68"N	026°05'35.24"E
	U5	44°34'08.48"N	026°05'36.41"E
	U6	44°34'08.31"N	026°05'34.15"E
	U7	44°34'09.48"N	026°05'35.12"E

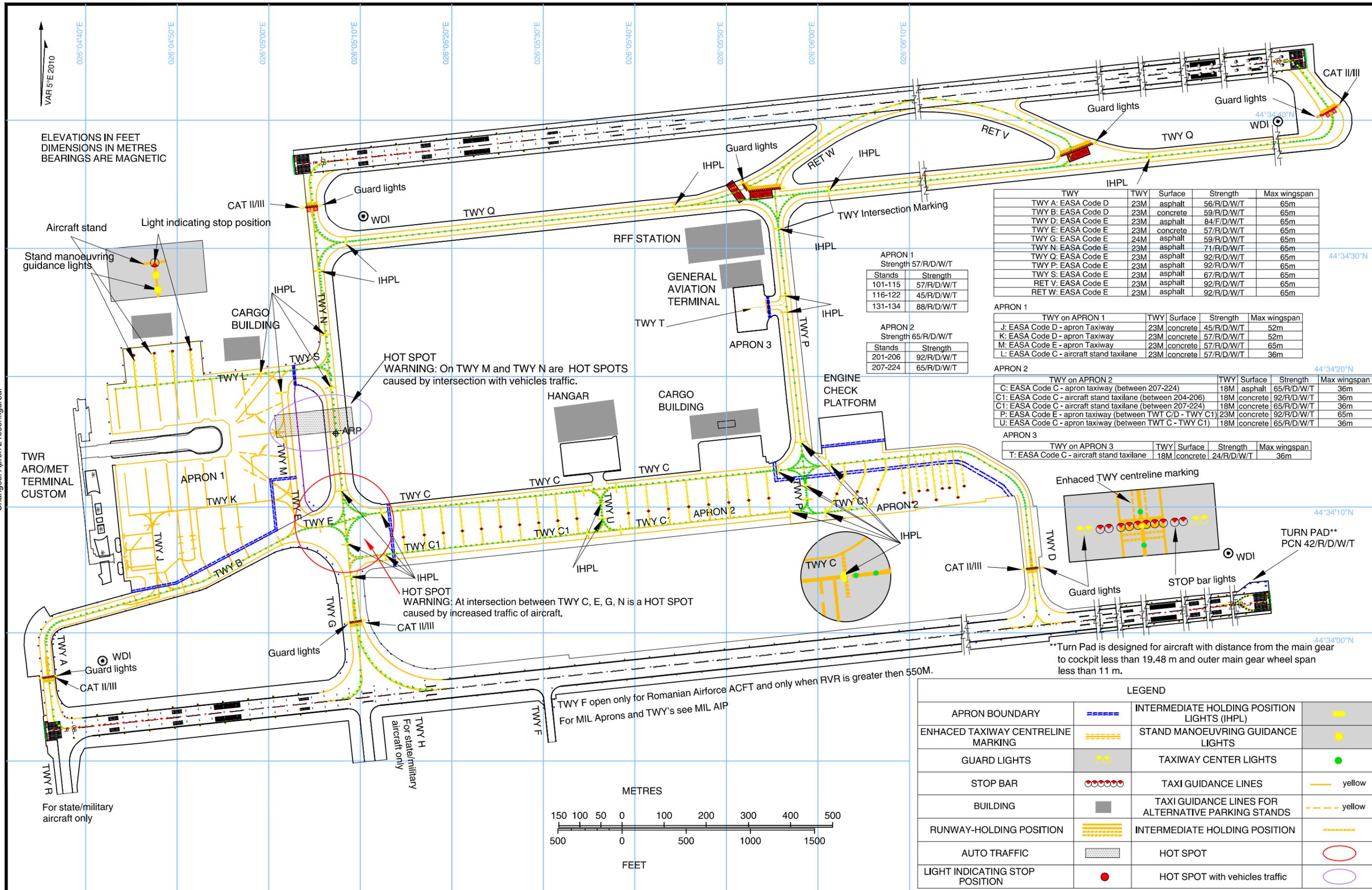
**AERODROME GROUND
MOVEMENT CHART - ICAO**

APRON 1 ELEV 312 FT
APRON 2 ELEV 308 FT
APRON 3 ELEV 309 FT

OTOPENI TOWER 118.805
OTOPENI TOWER ALTN 120.900
OTOPENI GROUND 121.855
OTOPENI GROUND ALTN 121.700

OTOPENI CLEARANCE DELIVERY 121.955
OTOPENI CLEARANCE DELIVERY ALTN 121.700

BUCUREȘTI / Henri Coandă (LROP)



Changes: Apron 2 reconfigured.

TWY	TWY	Surface	Strength	Max wingspan
TWY A: EASA Code D	23M	asphalt	56/R/D/W/T	65m
TWY B: EASA Code D	23M	concrete	59/R/D/W/T	65m
TWY D: EASA Code E	23M	asphalt	84/F/D/W/T	65m
TWY E: EASA Code E	23M	concrete	57/R/D/W/T	65m
TWY G: EASA Code E	24M	asphalt	59/R/D/W/T	65m
TWY N: EASA Code E	23M	asphalt	71/R/D/W/T	65m
TWY Q: EASA Code E	23M	asphalt	92/R/D/W/T	65m
TWY P: EASA Code E	23M	asphalt	92/R/D/W/T	65m
TWY S: EASA Code E	23M	asphalt	67/R/D/W/T	65m
RET V: EASA Code E	23M	asphalt	92/R/D/W/T	65m
RET W: EASA Code E	23M	asphalt	92/R/D/W/T	65m

APRON 1 Strength 57/R/D/W/T	
Stands	Strength
101-115	57/R/D/W/T
116-122	45/R/D/W/T
131-134	88/R/D/W/T

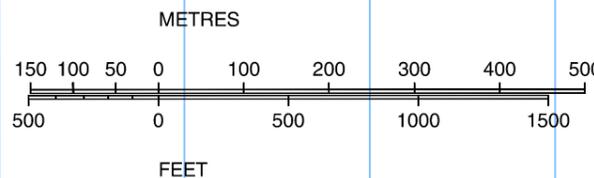
APRON 2 Strength 65/R/D/W/T	
Stands	Strength
201-206	92/R/D/W/T
207-224	65/R/D/W/T

APRON 1				
TWY on APRON 1	TWY	Surface	Strength	Max wingspan
J: EASA Code D - apron Taxiway	23M	concrete	45/R/D/W/T	52m
K: EASA Code D - apron Taxiway	23M	concrete	57/R/D/W/T	52m
M: EASA Code E - apron Taxiway	23M	concrete	57/R/D/W/T	65m
L: EASA Code C - aircraft stand taxiway	23M	concrete	57/R/D/W/T	36m

APRON 2				
TWY on APRON 2	TWY	Surface	Strength	Max wingspan
C: EASA Code C - apron taxiway (between 207-224)	18M	asphalt	65/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxiway (between 204-206)	18M	concrete	92/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxiway (between 207-224)	18M	concrete	65/R/D/W/T	36m
P: EASA Code E - apron taxiway (between TWT C/D - TWY C1)	23M	concrete	92/R/D/W/T	65m
U: EASA Code C - apron taxiway (between TWT C - TWY C1)	18M	concrete	65/R/D/W/T	36m

APRON 3				
TWY on APRON 3	TWY	Surface	Strength	Max wingspan
T: EASA Code C - aircraft stand taxiway	18M	concrete	24/R/D/W/T	36m

LEGEND			
APRON BOUNDARY		INTERMEDIATE HOLDING POSITION LIGHTS (IHPL)	
ENHANCED TAXIWAY CENTRELINE MARKING		STAND MANOEUVRING GUIDANCE LIGHTS	
GUARD LIGHTS		TAXIWAY CENTER LIGHTS	
STOP BAR		TAXI GUIDANCE LINES	
BUILDING		TAXI GUIDANCE LINES FOR ALTERNATIVE PARKING STANDS	
RUNWAY-HOLDING POSITION		INTERMEDIATE HOLDING POSITION	
AUTO TRAFFIC		HOT SPOT	
LIGHT INDICATING STOP POSITION		HOT SPOT with vehicles traffic	



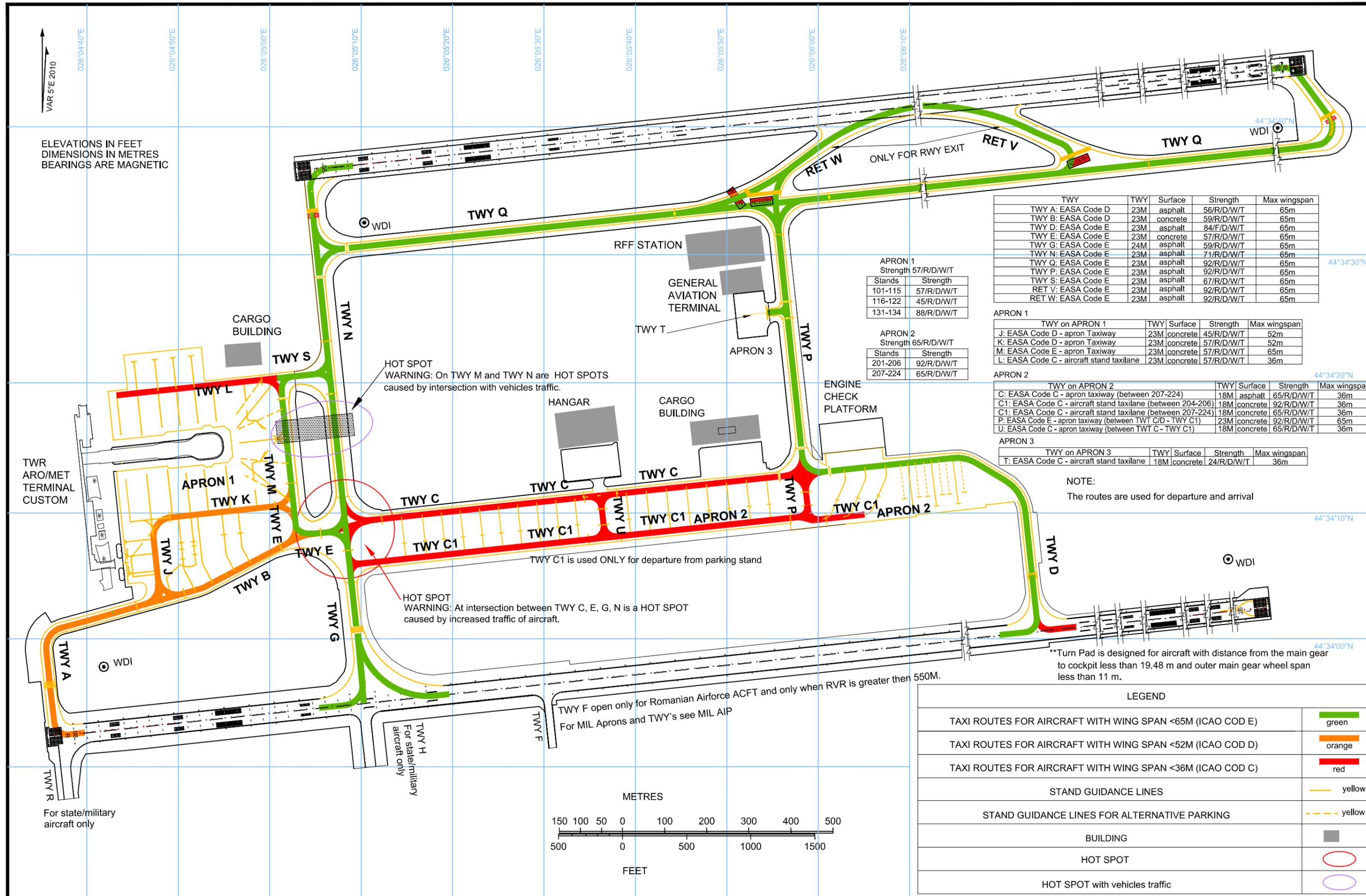
BUCUREȘTI / Henri Coandă (LROP)
TAXI ROUTES

ELEV 314 FT 44° 34' 16" N
026° 05' 06" E

OTOPENI TOWER 118.805
OTOPENI TOWER ALTN 120.900
OTOPENI GROUND 121.855
OTOPENI GROUND ALTN 121.700

OTOPENI CLEARANCE DELIVERY 121.955
OTOPENI CLEARANCE DELIVERY ALTN 121.700

**AERODROME GROUND
MOVEMENT CHART - ICAO**



TWY	TWY	Surface	Strength	Max wingspan
TWY A: EASA Code D	23M	asphalt	56/R/D/W/T	65m
TWY B: EASA Code D	23M	concrete	59/R/D/W/T	65m
TWY D: EASA Code E	23M	asphalt	84/R/D/W/T	65m
TWY E: EASA Code E	23M	concrete	57/R/D/W/T	65m
TWY G: EASA Code E	24M	asphalt	59/R/D/W/T	65m
TWY N: EASA Code E	23M	asphalt	71/R/D/W/T	65m
TWY Q: EASA Code E	23M	asphalt	92/R/D/W/T	65m
TWY P: EASA Code E	23M	asphalt	92/R/D/W/T	65m
TWY S: EASA Code E	23M	asphalt	67/R/D/W/T	65m
RET V: EASA Code E	23M	asphalt	92/R/D/W/T	65m
RET W: EASA Code E	23M	asphalt	92/R/D/W/T	65m

APRON 1				
TWY on APRON 1	TWY	Surface	Strength	Max wingspan
J: EASA Code D - apron Taxiway	23M	concrete	45/R/D/W/T	52m
K: EASA Code D - apron Taxiway	23M	concrete	57/R/D/W/T	52m
M: EASA Code E - apron Taxiway	23M	concrete	57/R/D/W/T	65m
L: EASA Code C - aircraft stand taxilane	23M	concrete	57/R/D/W/T	36m

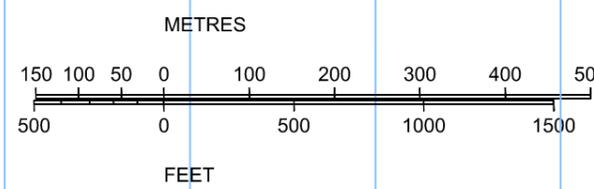
APRON 2				
TWY on APRON 2	TWY	Surface	Strength	Max wingspan
C: EASA Code C - apron taxiway (between 207-224)	18M	asphalt	65/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxilane (between 204-206)	18M	concrete	92/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxilane (between 207-224)	18M	concrete	65/R/D/W/T	36m
P: EASA Code E - apron taxiway (between TWT C/D - TWY C1)	23M	concrete	92/R/D/W/T	65m
U: EASA Code C - apron taxiway (between TWT C - TWY C1)	18M	concrete	65/R/D/W/T	36m

APRON 3				
TWY on APRON 3	TWY	Surface	Strength	Max wingspan
T: EASA Code C - aircraft stand taxilane	18M	concrete	24/R/D/W/T	36m

NOTE:
The routes are used for departure and arrival

**Turn Pad is designed for aircraft with distance from the main gear to cockpit less than 19,48 m and outer main gear wheel span less than 11 m.

LEGEND	
TAXI ROUTES FOR AIRCRAFT WITH WING SPAN <65M (ICAO COD E)	green
TAXI ROUTES FOR AIRCRAFT WITH WING SPAN <52M (ICAO COD D)	orange
TAXI ROUTES FOR AIRCRAFT WITH WING SPAN <36M (ICAO COD C)	red
STAND GUIDANCE LINES	yellow
STAND GUIDANCE LINES FOR ALTERNATIVE PARKING	yellow
BUILDING	grey
HOT SPOT	red circle
HOT SPOT with vehicles traffic	purple circle



TAXIWAY CENTER LINE POINTS

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY Q	Q1	44°34'29.73"N	026°05'04.75"E
	Q2	44°34'29.88"N	026°05'06.78"E
	Q3	44°34'31.33"N	026°05'06.57"E
		44°34'28.43"N	026°05'06.99"E
	Q4	44°34'29.93"N	026°05'07.37"E
	Q5	44°34'31.40"N	026°05'26.79"E
	Q6	44°34'32.87"N	026°05'46.22"E
	Q7	44°34'33.28"N	026°05'51.63"E
	Q8	44°34'33.44"N	026°05'53.66"E
	Q9	44°34'33.59"N	026°05'55.69"E
	Q10	44°34'31.83"N	026°05'51.84"E
		44°34'32.14"N	026°05'55.90"E
	Q11	44°34'33.63"N	026°05'56.27"E
	Q12	44°34'35.55"N	026°06'21.54"E
	Q13	44°34'37.44"N	026°06'46.54"E
	Q14	44°34'39.68"N	026°07'16.18"E
Q15	44°34'44.01"N	026°07'42.67"E	
Q16	44°34'47.65"N	026°07'38.86"E	
TWY N	N1	44°34'35.92"N	026°05'03.88"E
	N2	44°34'33.99"N	026°05'04.14"E
	N3	44°34'32.68"N	026°05'04.33"E
	N4	44°34'31.19"N	026°05'04.54"E
	N5	44°34'28.43"N	026°05'06.99"E
	N6	44°34'29.73"N	026°05'04.75"E
	N7	44°34'28.28"N	026°05'04.96"E
	N8	44°34'27.79"N	026°05'05.03"E
TWY P	P1	44°34'33.44"N	026°05'53.66"E
	P2	44°34'31.99"N	026°05'53.87"E
	P3	44°34'31.58"N	026°05'53.93"E
	P4	44°34'25.97"N	026°05'54.76"E
	P5	44°34'25.88"N	026°05'53.64"E
	P6	44°34'26.28"N	026°05'54.72"E
	P7	44°34'25.16"N	026°05'54.88"E
	P8	44°34'24.05"N	026°05'55.05"E
	P9	44°34'24.36"N	026°05'55.00"E
	P10	44°34'24.27"N	026°05'53.88"E
	P11	44°34'19.46"N	026°05'55.73"E
	P12	44°34'14.87"N	026°05'56.41"E
	P13	44°34'14.29"N	026°05'56.50"E
	P14	44°34'12.85"N	026°05'56.71"E
	P15	44°34'14.14"N	026°05'54.47"E
	P16	44°34'14.46"N	026°05'58.52"E
	P17	44°34'09.72"N	026°05'57.19"E
	P18	44°34'09.80"N	026°05'58.31"E
	P19	44°34'08.91"N	026°05'57.31"E
	P20	44°34'10.07"N	026°05'57.13"E
	P21	44°34'09.98"N	026°05'56.00"E
	P22	44°34'09.26"N	026°05'57.27"E

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
RET V	V1	44°34'42.50"N	026°06'30.76"E
	V2	44°34'23.67"N	026°06'26.79"E
	V3	44°34'41.10"N	026°06'35.03"E
	V4	44°34'41.98"N	026°06'24.22"E
	V5	44°34'40.06"N	026°06'38.53"E
	V6	44°34'39.33"N	026°06'40.88"E
	V7	44°34'38.21"N	026°06'40.11"E
	V8	44°34'37.46"N	026°06'46.84"E
RET W	W1	44°34'40.45"N	026°06'03.59"E
	W2	44°34'22.80"N	026°06'13.00"E
	W3	44°34'37.87"N	026°05'58.65"E
	W4	44°34'40.92"N	026°06'10.19"E
	W5	44°34'36.95"N	026°05'56.88"E
	W6	44°34'36.02"N	026°05'55.11"E
	W7	44°34'34.70"N	026°05'52.58"E
	W8	44°34'33.91"N	026°05'57.28"E
	W9	44°34'42.81"N	026°05'44.30"E
	W10	44°34'33.13"N	026°05'49.56"E
TWY D	D1	44°34'12.85"N	026°05'56.71"E
	D2	44°34'14.29"N	026°05'56.50"E
	D3	44°34'14.46"N	026°05'58.52"E
	D4	44°34'13.07"N	026°05'59.58"E
	D5	44°34'14.51"N	026°06'18.81"E
	D6	44°34'14.47"N	026°06'17.75"E
	D7	44°34'14.41"N	026°06'16.96"E
	D8	44°34'14.22"N	026°06'14.60"E
	D9	44°34'14.15"N	026°06'13.67"E
	D10	44°34'14.08"N	026°06'12.75"E
	D11	44°34'13.90"N	026°06'10.38"E
	D12	44°34'13.83"N	026°06'09.46"E
	D13	44°34'13.76"N	026°06'08.53"E
	D14	44°34'13.59"N	026°06'06.38"E
	D15	44°34'13.39"N	026°06'03.78"E
	D16	44°34'13.22"N	026°06'01.49"E



TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY C	C1	44°34'12.85"N	026°05'56.71"E
	C2	44°34'11.24"N	026°05'54.90"E
	C3	44°34'12.67"N	026°05'54.54"E
	C4	44°34'12.52"N	026°05'52.66"E
	C5	44°34'12.36"N	026°05'50.68"E
	C6	44°34'12.19"N	026°05'48.43"E
	C7	44°34'12.03"N	026°05'46.45"E
	C8	44°34'11.86"N	026°05'44.19"E
	C9	44°34'11.71"N	026°05'42.21"E
	C10	44°34'11.54"N	026°05'39.96"E
	C11	44°34'11.38"N	026°05'37.98"E
	C12	44°34'11.15"N	026°05'34.86"E
	C13	44°34'10.89"N	026°05'31.51"E
	C14	44°34'10.73"N	026°05'29.53"E
	C15	44°34'10.55"N	026°05'27.10"E
	C16	44°34'10.40"N	026°05'25.12"E
	C17	44°34'10.21"N	026°05'22.68"E
	C18	44°34'10.06"N	026°05'20.70"E
	C19	44°34'09.88"N	026°05'18.27"E
	C20	44°34'09.72"N	026°05'16.28"E
	C21	44°34'09.54"N	026°05'13.85"E
	C22	44°34'09.38"N	026°05'11.87"E
	C23	44°34'09.27"N	026°05'10.47"E
	C24	44°34'09.87"N	026°05'07.65"E
	C25	44°34'09.96"N	026°05'08.78"E
	C26	44°34'08.26"N	026°05'07.89"E
	C27	44°34'08.34"N	026°05'09.01"E
	C28	44°34'08.85"N	026°05'07.80"E
	C29	44°34'08.26"N	26°05'07.89"E
	C30	44°34'08.34"N	26°05'09.01"E
	C31	44°34'08.85"N	26°05'07.80"E

TWY	TWY Point	WGS 84 Coordinates	
		Latitude	Longitude
1	2	3	4
TWY C 1	C1-1	44°34'07.18"N	026°05'30.06"E
	C1-2	44°34'09.07"N	026°05'54.69"E
	C1-3	44°34'10.07"N	026°05'57.13"E
	C1-4	44°34'09.80"N	026°05'58.31"E
	C1-5	44°34'09.09"N	026°05'57.27"E
	C1-6	44°34'09.98"N	026°05'56.01"E
	C1-7	44°34'09.17"N	026°05'56.07"E
	C1-8	44°34'09.18"N	026°05'56.13"E
	C1-9	44°34'09.06"N	026°05'59.27"E
	C1-10	44°34'08.95"N	026°05'53.20"E
	C1-11	44°34'08.80"N	026°05'51.22"E
	C1-12	44°34'08.63"N	026°05'48.96"E
	C1-13	44°34'08.47"N	026°05'46.98"E
	C1-14	44°34'08.30"N	026°05'44.73"E
	C1-15	44°34'08.15"N	026°05'42.75"E
	C1-16	44°34'07.98"N	026°05'40.49"E
	C1-17	44°34'07.82"N	026°05'38.51"E
	C1-18	44°34'07.59"N	206°05'35.40"E
	C1-19	44°34'07.32"N	026°05'32.05"E
	C1-20	44°34'07.18"N	026°05'30.06"E
	C1-21	44°34'06.99"N	026°05'27.63"E
	C1-22	44°34'06.84"N	026°05'25.65"E
	C1-23	44°34'06.66"N	026°05'23.21"E
	C1-24	44°34'06.50"N	026°05'21.23"E
	C1-25	44°34'06.31"N	026°05'18.80"E
	C1-26	44°34'06.16"N	026°05'16.81"E
	C1-27	44°34'05.97"N	026°05'14.38"E
	C1-28	44°34'05.82"N	026°05'12.40"E
	C1-29	44°34'05.71"N	026°05'11.01"E
	C1-30	44°34'06.31"N	026°05'08.17"E
	C1-31	44°34'06.39"N	026°05'09.30"E
	C1-32	44°34'05.50"N	026°05'08.29"E
	C1-33	44°34'04.78"N	026°05'09.53"E
	C1-34	44°34'04.70"N	026°05'08.41"E
TWY U	U1	44°34'10.27"N	026°05'34.99"E
	U2	44°34'10.43"N	026°05'36.11"E
	U3	44°34'10.25"N	026°05'33.86"E
	U4	44°34'08.68"N	026°05'35.24"E
	U5	44°34'08.48"N	026°05'36.41"E
	U6	44°34'08.31"N	026°05'34.15"E
	U7	44°34'09.48"N	026°05'35.12"E

**AIRCRAFT PARKING/
DOCKING CHART - ICAO**

**APRON ELEV
308 FT**

OTOPENI TOWER 118.805
OTOPENI TOWER ALTN 120.900
OTOPENI GROUND 121.855
OTOPENI GROUND ALTN 121.700

OTOPENI CLEARANCE DELIVERY 121.955
OTOPENI CLEARANCE DELIVERY ALTN 121.700

**BUCUREȘTI / Henri Coandă (LROP)
APRON 2**



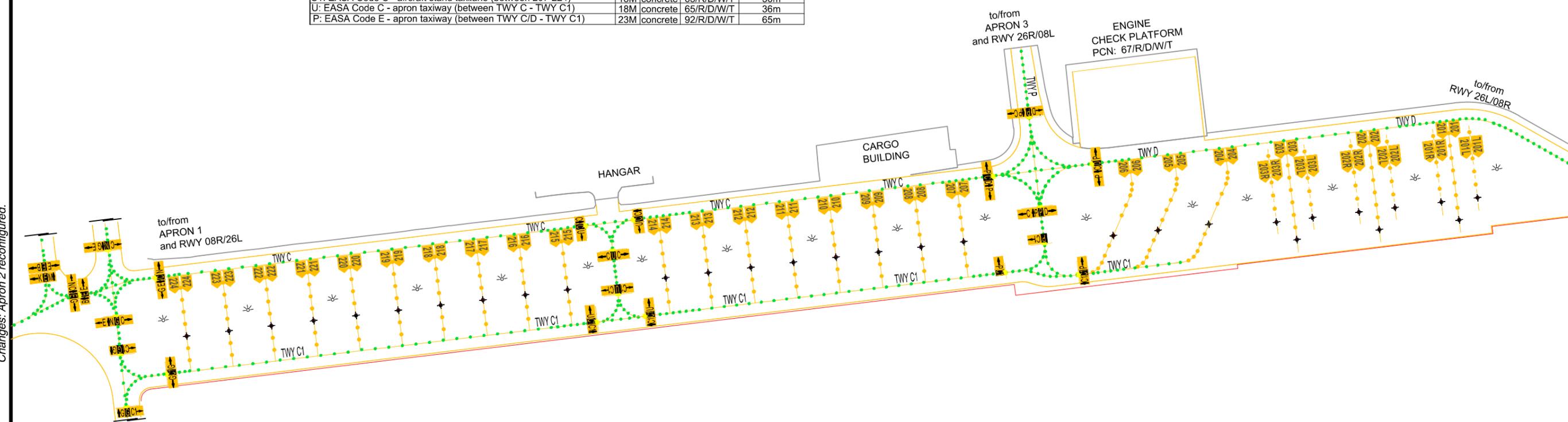
ANNUAL RATE OF CHANGE 2.1'E

Parking will be performed only with marshaller assistance.

APRON 2

TWY on APRON 2	TWY	Surface	Strength	Max wingspan
C: EASA Code C - apron taxiway (between 207-224)	18M	asphalt	65/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxilane (between 204-206)	18M	concrete	92/R/D/W/T	36m
C1: EASA Code C - aircraft stand taxilane (between 207-224)	18M	concrete	65/R/D/W/T	36m
U: EASA Code C - apron taxiway (between TWY C - TWY C1)	18M	concrete	65/R/D/W/T	36m
P: EASA Code E - apron taxiway (between TWY C/D - TWY C1)	23M	concrete	92/R/D/W/T	65m

Changes: Apron 2 reconfigured.



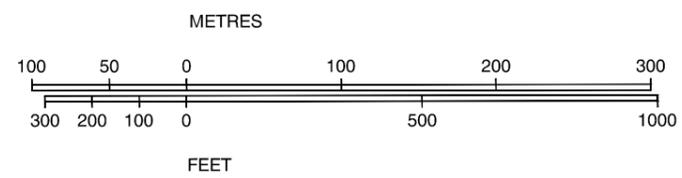
APRON 2

Stands	Strength
201 - 206	PCN 92/R/D/W/T
207 - 224	PCN 65/R/D/W/T

Stands no.	Aircraft	Maximum Aircraft Type
201 - 203	Aircraft with wingspan less than 65m (Code letter E)	B777-300 / A340-300
201 - 224 and alternative stands 201R/L, 202R/L, 203R/L	Aircraft with wingspan less than 36m (Code letter C)	B737-900 / A321

For INS Coordinates of Aircraft Stands see verso.

LEGEND	
TWY CENTER LINE	●
INTERMEDIATE HOLDING POSITION LIGHTS (IHPL)	●●●
AIRCRAFT STAND MANOEUVERING LIGHT	●
LIGHT INDICATING STOP POSITION	●
TO AIRCRAFT STAND	201
FLOODLIGHT	☀
INS CHECK POINTS	⊕
TAXI GUIDANCE LINE FOR ALTERNATIVE PARKING STANDS	--- yellow
TAXI GUIDANCE LINE	— yellow
BUILDING	■



LRCK AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT		THR LGT	VASIS (MEHT) TDZ, LGT	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour	SWY LGT LEN(M) colour	Remarks
	type	LEN INTST	colour	PAPI LEN			WBAR		
1	2	3	4	5	6	7	8	9	10
36	ALS II, 900 M		Green	PAPI 3.0° 900 M (59 FT)	2600M, 15M, White, 600M, 15M, White/Red, 300M, 15M, Red, LIH	2900M, 60M, White, 600M, 60M, Yellow, LIH	Red	NIL	RWY 18/36, LED lights used
18	SALS, 420 M, LIH		Green	PAPI 3.0° (55 FT)	2600M, 15M, White, 600M, 15M, White/Red, 300M, 15M, Red, LIH	2900M, 60M, White, 600M, 60M, Yellow, LIH	Red	NIL	

LRCK 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 130 M from THR 36, lighted.
3	TWY edge and centre line lighting	TWY edge blue omni-directional, TWY "A", "B" centre line green. Exit TWY centre line: yellow/green. STOP BARS
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on RWY 18/36; Switch-over time 1 SEC.
5	Remarks	NIL

LRCK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	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	RWY 36/18 to be used.

LRCK AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	CONSTANȚA CTR A circle, radius 16 NM (30 KM) centred at 442144N 0282918E (ARP)
2	Vertical limits	SFC to 2000 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Constanța Tower English, Romanian
5	Transition altitude	4000 FT AMSL
6	Hours of applicability	As ATS
7	Remarks	NIL

LRCK 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
APP	Constanța	122.905	NIL	NIL	H24	NIL
TWR	Approach	127.350 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
	Tower	124.030 120.450 MHz ALTN				
ATIS	Constanța ATIS	121.500 MHz EMERG 118.750 MHz	NIL	NIL	H24	NIL

LRCK 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	Elevation 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
DVOR/DME (7°E/2021)	CND	112.700 MHz CH 74X	H24	441708.0N 0282842.0E	300 FT	NIL	Coverage 150 NM (assumed)
LOC 36 (7°E/2021) ILS CAT II (II.T.3)	ICK	110.300 MHz	H24	442253.9N 0282928.0E	NIL	NIL	Front course angle 3.12°.
GP 36	-	335.000 MHz	H24	442056.9N 0282918.4E	NIL	NIL	GP Angle 3°, ILS RDH 54 FT.
DME 36	ICK	CH 40X	H24	442057.0N 0282918.4E	300 FT	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

LRCK AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reguli de aeroport

- Aircraft B747-8F/400/300/200/100, B777-200LR/300F/300ER, MD 11, A 330-300, A 340-600, AN 124 shall obtain aerodrome operator's prior approval before flight. Request will be sent at ops@mk-airport.ro. In case of declared emergency situation, when diverting to LRCK as an alternate aerodrome, aerodrome may be used without prior approval.
- Before operating an airplane on LRCK, the aircraft operator has to be aware about the following infrastructure restrictions:
 - Aircrafts operating aircraft in the approach configuration with EWH (Eye to Wheel Height) greater than 8 m, has to use caution about minimum wheel clearance over threshold when following PAPI signal;
 - Clearances in the turning bay at the end of RWY36 are provided for Boeing 767-300 aircraft dimensions or a similar one, when crew follows the turnpad markings;
 - Taxi on the apron for airplanes having a wingspan greater than 52 m is permitted by follow me escort only;

- Aeronavele B747-8F/400/300/200/100, B777-200LR/300F/300ER, MD 11, A 330-300, A 340-600, AN 124 trebuie să obțină aprobarea operatorului de aerodrom anterior operării. Solicitarea va fi transmisă pe adresa ops@mk-airport.ro. În cazul situațiilor de urgență declarate, cazurile de deviere către LRCK ca aerodrom de rezervă, aerodromul poate fi utilizat fără aprobare prealabilă.
- Înainte de operarea la LRCK, operatorul aeronavei trebuie să aibe în vedere următoarele restricții de infrastructură:
 - Echipajele care operează aeronave cu o configurație a înălțimii ochi pilot-roată mai mare de 8 m, trebuie să acorde atenție înălțimii libere la roata deasupra pragului când urmează semnalul PAPI;
 - Distanțele de siguranță ale platformei de întoarcere aeronave la pista la sfârșitul pistei 36, sunt realizate pentru dimensiunile aeronavei B767-300 sau o aeronava similară, când echipajul urmărește marcajele platformei de întoarcere aeronave la pistă;
 - Rularea aeronavelor cu o anvergură mai mare de 52 m pe platforma de staționare, va fi permisă doar cu însoțire follow-me;

2. Standard Taxi Routes / Rutele Standard de Rulare

2.1 Arrival information / Informații la sosire

		Name of the Standard Taxi Route	Stand number	Taxiway to be followed	Remarks
Arrival on RWY 36 (Turn around in turning bay at THR 18 for aircraft Cat D)	Taxi via standard taxi route	Arrival 36A	1 - 6	TWY A - TWY I - TWY G	Aircraft wingspan up to but not including 24m.
			7 - 13	TWY A - TWY I	NIL
			14 - 18	TWY A - TWY H	Aircraft wingspan up to but not including 36m.
		Arrival 36B	1 - 6	TWY B - TWY G	Aircraft wingspan up to but not including 24m.
			14 - 18	TWY B - TWY H	Aircraft wingspan up to but not including 36m.
			1 - 6	TWY A - TWY I - TWY G	Aircraft wingspan up to but not including 24m.
Arrival on RWY 18	Taxi via standard taxi route	Arrival 18A	7 - 13	TWY A - TWY I	NIL
			14 - 18	TWY A - TWY H	Aircraft wingspan up to but not including 36m.
			1 - 6	TWY B - TWY G	Aircraft wingspan up to but not including 24m.
		Arrival 18B	14 - 18	TWY B - TWY H	Aircraft wingspan up to but not including 36m.
			1 - 6	TWY B - TWY G	Aircraft wingspan up to but not including 24m.
			14 - 18	TWY B - TWY H	Aircraft wingspan up to but not including 36m.



2.2 Departure information/Informații la plecare

	Stand No.	Instruction given by ATC			Taxiway to be followed	Remarks	
		Name of the Standard Taxi Route					
Departure from	1-6	Taxi via standard taxi route	Departure GA	To holding position	A RWY 36	TWY G - TWY A	Aircraft wingspan up to but not including 24 m
	7-13		Departure IA		A RWY 36	TWY I - TWY A	NIL
	14-18		Departure HA		A RWY 36	TWY H - TWY A	Aircraft wingspan up to but not including 36 m
	1-6		Departure GB		B RWY 36	TWY G - TWY B	Aircraft wingspan up to but not including 24 m
	14-18		Departure HB		B RWY 36	TWY H - TWY B	Aircraft wingspan up to but not including 36 m
	1-6		Departure GA		A RWY 18	TWY G - TWY A turn left taxi to the end of RWY and line-up	Aircraft wingspan up to but not including 24 m
	7-13		Departure IA		A RWY 18	TWY I - TWY A turn left taxi to the end of RWY and line-up	NIL
	14-18		Departure HA		A RWY 18	TWY H - TWY A turn left taxi to the end of RWY and line-up	Aircraft wingspan up to but not including 36 m
	1-6		Departure GB		B RWY 18	TWY G - TWY B turn left taxi to the end of RWY and line-up	Aircraft wingspan up to but not including 24 m
	14-18		Departure HB		B RWY 18	TWY H - TWY B turn left taxi to the end of RWY and line-up	Aircraft wingspan up to but not including 36 m

LRCK AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1-3

LRCK AD 2.22 FLIGHT PROCEDURES**LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ****1. Description of facilities**

- (1) Runway 36 is approved for ILS CAT II approaches.
- (2) Runway 18/36 is approved for LVTO.
- (3) Runway 36 is approved for Enhanced Flight Vision System operations.

2. Criteria for the initiation and termination of LVP**(1) Approach and landing**

(a) The preparation phase will be triggered when RVR falls below 800M with continued decreasing trends (visibility falls below 1500M with continued decreasing trends) or ceiling is below 500ft with continued decreasing trends.

(b) The operations phase will be triggered when RVR falls below 550M (visibility falls below 800M) or ceiling is below 200ft.

(c) LVP will be terminated when RVR is greater than 800M (respectively: visibility increases over 1500M) and ceiling is over 300ft - as long as the continuous weather improvement is anticipated.

(2) Take-off

(a) If LVP is not in force, the LVTO must be required at least 30 minutes before EOBT/CTOT.

3. Details of runway exits

(1) Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded TWY A / TWY B centreline lights.

(2) The aircraft runs to the parking position according to Standard Taxi Routes, following the guideline markings, the marshaller's light signals and the Follow Me car

4. Restrictions on ground movement

(1) Aircraft maneuvering towards/from RWY 18/36 shall be performed on Standard Taxi Routes.

(2) Once the taxiing clearance has been received, the aircraft shall follow the lead in lines, the marshaller's light signals and the Follow Me.

(3) The waiting and, respectively, the release positions for Follow Me car are in accordance with ATC references.

(4) Strictly forbidden for aircraft to cross the Runway holding position when the red lights of STOP BAR are on.

1. Descrierea facilităților

- (1) Pista 36 este autorizată pentru operațiuni de apropiere ILS CAT II.
- (2) Pista 18/36 este autorizată pentru LVTO.
- (3) Pista 36 este autorizată pentru operațiuni Enhanced Flight Vision System.

2. Criterii pentru inițierea și terminarea LVP**(1) Apropierea și aterizarea**

(a) Faza de pregătire va fi declanșată atunci când RVR scade sub 800m, cu tendințe de scădere continuă (respectiv: vizibilitatea scade sub 1500m, cu tendințe de scădere continuă) sau atunci când plafonul scade sub 500ft, cu tendințe de scădere continuă.

(b) Faza operațională va fi declanșată atunci când valoarea RVR scade sub 550m (respectiv: vizibilitatea scade sub 800m) sau plafonul este sub 200ft.

(c) LVP vor fi încheiate atunci când valoarea RVR este mai mare de 800m (respectiv: vizibilitatea crește peste 1500m) și plafonul urcă peste 300ft - în condițiile în care se anticipează îmbunătățirea continuă a condițiilor meteo.

(2) Decolarea

(a) Dacă LVP nu sunt declanșate, LVTO trebuie solicitată cu cel puțin 30 minute înainte EOBT/CTOT.

3. Detalii privind ieșirea de la pistă

(1) Piloții vor raporta 'pista liberă' numai după ce aeronava a depășit integral luminile axiale ale TWY A / TWY B de culoare galben/verde.

(2) Aeronava rulează spre poziția de staționare conform Rutelor Standard de Rulare, urmând marcajele de ghidare, semnalele luminoase ale dispecerului sol și vehiculul Follow Me.

4. Restricții privind mișcarea la sol

(1) Toate mișcările aeronavei pe suprafața de manevră spre/dinspre pista 18/36 se fac pe Rutele Standard de Rulare.

(2) După obținerea autorizării de rulare, aeronava urmează marcajele de pe platformă, indicațiile dispecerului sol și vehiculului Follow Me.

(3) Pozițiile de așteptare și, respectiv, de degajare pentru vehiculul Follow Me sunt conform indicațiilor CTA.

(4) Este strict interzis pentru aeronave traversarea poziției de așteptare la pistă atunci când luminile roșii ale STOP BAR sunt aprinse.

**5. Description of LVP****(1) CAT II Approach and Landing**

- (a) Pilots will be informed by ATC when LVP are in force.
- (b) RWY holding position passing must be reported to ATC.

(2) Low Visibility Take Off

- (a) Aircraft that exit the stand will start taxiing to the RWY only with ATC clearance.
- (b) Towards taxiing for take-off, the aircraft will be in radio contact with ATC. All ATC instructions shall be confirmed through READ BACK method.

(3) Simulated CAT II Approaches

- (a) Prior to performing a simulated CAT II approach, is mandatory for the pilot to submit a request to ATC.
- (b) ATC can authorize a simulated CAT II approach only after all relevant procedures are in force.

5. Descrierea LVP**(1) Aproximarea și aterizarea CAT II**

- (a) Piloții vor fi informați de către CTA TWR atunci când procedurile LVP sunt operaționale
- (b) Depășirea poziției de așteptare la pistă trebuie raportată către CTA TWR.

(2) Decolarea în condiții de vizibilitate redusă

- (a) Aeronavele care ies de la poziția de staționare vor începe rularea spre pistă numai cu aprobarea CTA TWR.
- (b) Pe perioada deplasării la sol în vederea decolării, aeronava va fi în legătură radio cu CTA TWR. Toate instrucțiunile CTA TWR vor fi confirmate prin metoda READ BACK (repetarea conținutului).

(3) Aproximări CAT II în condiții LVP simulate

- (a) Înainte de efectuarea unei simulări de apropiere CAT II, pilotul este obligat să transmită o solicitare către CTA.
- (b) CTA poate aproba apropieri în condiții simulate CAT II numai după îndeplinirea tuturor condițiilor.

LRCK AD 2.23 ADDITIONAL INFORMATION

1. Warning for bird hazard

There may be concentrations of birds on or near "Mihail Kogălniceanu" Constanța International Airport.

The directions of movement of the birds and the maximum heights reached are represented on chart AD 2.8-46. Pilots are asked to be careful when taking off and while approaching for landing.

1. Avertizare pentru pericol de păsări

Pot exista concentrații de păsări pe sau în apropierea Aeroportului Internațional "Mihail Kogălniceanu" Constanța.

Direcțiile de deplasare ale păsărilor și înălțimile maxime atinse sunt reprezentate pe harta AD 2.8-46. Piloții sunt rugați să fie precauți la decolare și în timp ce se apropie pentru aterizare."

LRCK AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.8-20
Aircraft Parking/Docking Chart - ICAO	AD 2.8-22
Aerodrome Obstacle Chart - ICAO - Type A	AD 2.8-25
Precision Approach Terrain Chart - ICAO	
RWY 36	AD 2.8-28
Standard Departure Charts - Instrument - ICAO	
RWY 18	AD 2.8-31
RWY 36	AD 2.8-32
Standard Arrival Charts - Instrument - ICAO	
RWY 18	AD 2.8-35
RWY 36	AD 2.8-36
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2.8-45
Bird concentrations in the vicinity of the aerodrome	AD 2.8-46
Instrument Approach Charts - ICAO	
RWY 36 ILS	AD 2.8-52
RWY 18 RNP	AD 2.8-71
RWY 36 RNP	AD 2.8-72
RWY 18 VOR	AD 2.8-81
RWY 36 VOR	AD 2.8-82

LRCK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

INSTRUMENT APPROACH CHART - ICAO

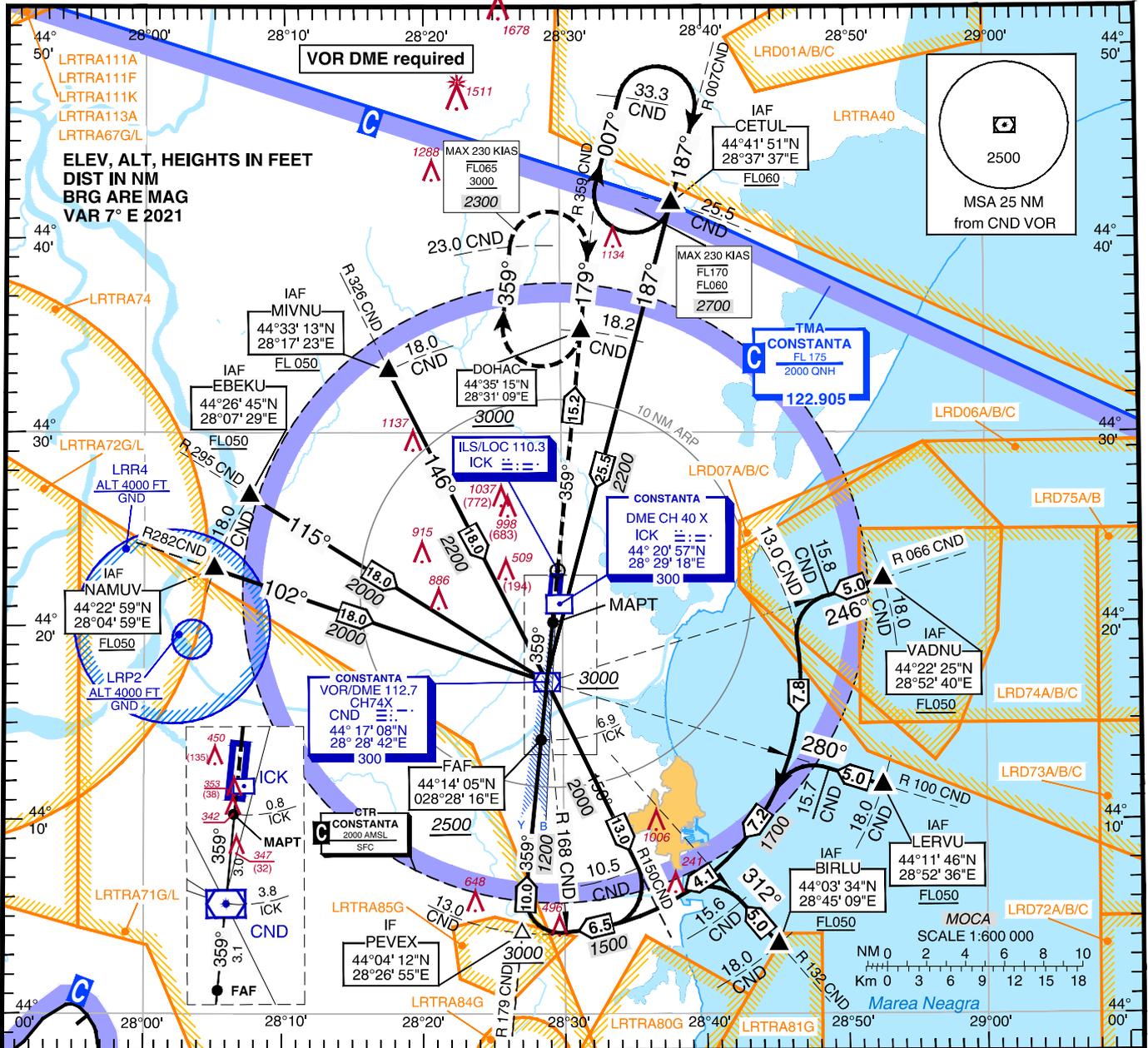
AERODROME ELEV 353FT

HEIGHTS RELATED TO THR RWY 36 - ELEV 315FT

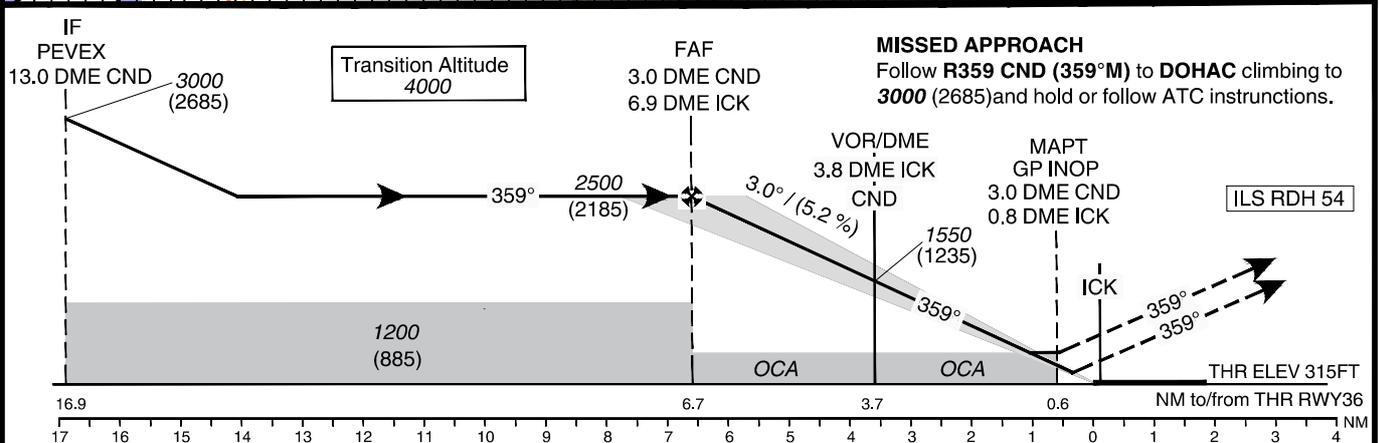
Constanta ATIS	118.750
Constanta Approach	122.905
Constanta Approach ALTN	127.350
Constanta Tower	124.030
Constanta Tower ALTN	120.450

DINSI SECTOR	122.380
DINSI SECTOR ALTN	122.725
ARGES SECTOR	121.180
ARGES SECTOR ALTN	123.900

CONSTANȚA/M.Kogălniceanu-Constanța (LRCK) ILS RWY 36



Changes: CAT // OCA(H).



OCA(H)	A	B	C	D	DL	
Straight-in Approach	ILS CAT I	460 (145)	471 (156)	480 (165)	491 (176)	492 (177)
	ILS CAT II	375 (60)	388 (73)	400 (85)	416 (101)	416 (101)
	ILS GP INOP	600 (285)				
Circling	750	850	1400	1440		

Dist to DME ICK	NM	6	5	4	3	2	1
Altitudes (Height)	FT	2230 (1915)	1910 (1595)	1590 (1275)	1270 (955)	950 (635)	630 (315)

GS	KT	70	90	100	120	140	160
FAF-MAPT 6.1 NM	MIN:SEC	5:14	4:04	3:40	3:03	2:37	2:17
Rate of descent 5.24%	FT/MIN	371	478	531	637	743	849

Timing not authorised for defining the MAPt.

CONSTANȚA / Mihail Kogalniceanu - Constanța (LRCK)
ILS RWY 36

AERONAUTICAL DATA TABULATION

ILS approach to RWY 36 from BIRLU, CETUL, EBOKU, LERVU, MIVNU, NAMUV, VADNU.

Fix/Waypoint Name	Coordinates
BIRLU (IAF) - BRG 131.77° / 18.00NM CND	44°03'34.0"N 028°45'09.0"E
CETUL (IAF) - BRG 007.43° / 25.53NM CND	44°41'51.1"N 028°37'37.3"E
EBOKU (IAF) - BRG 295.40° / 18.00NM CND	44°26'44.8"N 028°07'29.1"E
LERVU (IAF) - BRG 100.19° / 18.00NM CND	44°11'46.3"N 028°52'36.2"E
MIVNU (IAF) - BRG 326.31° / 18.00NM CND	44°33'13.1"N 028°17'23.2"E
NAMUV (IAF) - BRG 282.10° / 18.00NM CND	44°22'59.0"N 028°04'58.9"E
VADNU (IAF) - BRG 065.77° / 18.00NM CND	44°22'25.0"N 028°52'40.0"E
CND VOR/DME	44°17'08.0"N 028°28'42.0"E
PEVEX (IF) - BRG 178.68° / 13.00NM CND	44°04'11.8"N 028°26'54.8"E
FAF (GP INOP) - BRG 178.59° / 6.9NM ICK	44°14'05.3"N 028°28'16.1"E
MAPT (GP INOP) - BRG 178.59° / 0.8NM ICK	44°20'09.8"N 028°29'05.6"E
THR RWY 36	44°20'47.20"N 028°29'10.73"E
ICK LOC	44°22'53.9"N 028°29'28.0"E
ICK GP-DME	44°20'56.9"N 028°29'18.4"E
DOHAC - BRG 358.54° / 18.20NM CND	44°35'14.9"N 028°31'09.4"E

Final approach descent angle: 3.00°

LRTRA AND LRD VERTICAL LIMITS

TEMPORARY RESERVED AREAS (TRA)		DANGER AREAS (D)	
Identification	Vertical limits	Identification	Vertical limits
LRTRA40	GND - FL280	LRD01A	GND - FL100
LRTRA67G	GND - 5000 FT AMSL	LRD01B	GND - FL285
LRTRA67L	5000 FT AMSL - FL200	LRD01C	GND - FL660
LRTRA71G	GND - 5500 FT AMSL	LRD06A	GND - FL100
LRTRA71L	5500 FT AMSL - FL200	LRD06B	GND - FL285
LRTRA72G	GND - 5500 FT AMSL	LRD06C	GND - FL660
LRTRA72L	5500 FT AMSL - FL200	LRD07A	GND - FL100
LRTRA74G	GND - 5500 FT AMSL	LRD07B	GND - FL285
LRTRA80G	GND - 3500 FT AMSL	LRD07C	GND - FL660
LRTRA81G	GND - 3000 FT AMSL	LRD72A	GND - FL100
LRTRA84G	GND - 3500 FT AMSL	LRD72B	GND - FL285
LRTRA85G	GND - 3500 FT AMSL	LRD72C	GND - FL660
LRTRA111A	FL65 - FL280	LRD73A	GND - FL100
LRTRA111F	FL100 - FL280FL	LRD73B	GND - FL285
LRTRA111K	FL65 - FL280	LRD73C	GND - FL660
LRTRA113A	FL130 - FL280	LRD74A	GND - FL100
		LRD74B	GND - FL285
		LRD74C	GND - FL660
		LRD75A	GND - FL100
		LRD75B	GND - FL285

RADIO COMMUNICATION FAILURE

Maintain 3000 ft. QNH and intercept R359 CND until CND VOR/DME, then proceed outbound R150 CND. At D10.5 CND turn RIGHT, proceed along CND 13 DME arc to PEVEX for a new approach.

LROD AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LROD - ORADEA / Oradea**LROD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	470124N 0215407E Runway centre.
2	Direction and distance from city	225°, 5 km from Oradea.
3	Elevation/Reference temperature/Mean low temperature	480 FT / 30.9°C / -10.4°C
4	Geoid ondulation at AD ELEV PSN	136 FT
5	MAG VAR/ Annual change	6°E (2020) / 7.2°E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	R.A. Aeroportul ORADEA Calea Aradului, Nr. 80, Oradea, cod 410223 Tel: +40-(0)259-416082 / 413952 / 410867 Tel: +40-(0)752-309232 (Operational Service) Telefax: +40-(0)259-413951 / 455641 AFS: LRODRAYD e-mail: airport@aeroportoradea.ro operational@aeroportoradea.ro WEB: www.aeroportoradea.ro SITA: OMRAXH Tel: +40-(0)775-158956 (Handling Service) e-mail: handling@aeroportoradea.ro (Handling Service) SITA: OMRAXH (Handling Service)
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LROD AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	As AD Operator, see GEN 3.1-5
5	ATS Reporting Office (ARO)	As AD Operator, see ENR 1.10-3
6	MET Briefing Office	W: 0500-1900; S: 0400-1800
7	ATS	W: 0500-1900; S: 0400-1800
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Outside the operational hours of ATS and MET Briefing Office services are available O/R submitted to the AD with 24 hours in advance.

LROD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	16 luggage trolley, 2 mobile GPU (115V 400Hz and 1 28.5V), 2 Air Starter Unit (155 PPM), 1 towed toilet services vehicle for aircraft, 1 towed potable water service vehicle, 3 self-propelled baggage conveyor, 4 hydraulic towed passenger stair, 4 electric tractors, 2 minibuses for passengers and crews transportation, 1 towbarless towing/push-back tractor, 2 highloader, 25 dollies, 1 aircraft heater, 1 ACU.
2	Fuel/Oil types	Fuel Th type Jet A1 / NIL Fuel Th type AVGAS 100LL / NIL
3	Fueling facilities/capacity	1 refueling truck of 21 t for Jet A1, 2 refueling trucks of 16 t for Jet A1 1 refueling truck of 1 t for AVGAS 100LL
4	De-icing facilities	1 de-icing/anti-icing truck with liquid type I and type II
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Preliminary information on the request handling services at the aerodrome will be sent to: Tel: +40-(0)775158956 (Handling Service) e-mail: handling@aeroportoradea.ro (Handling Service) SITA: OMRAXH (Handling Service) Any other way of contact may cause delays at confirmation services.

LROD AD 2.5 PASSENGER FACILITIES

1	<i>Hotels</i>	Hotels in town.
2	<i>Restaurants</i>	Bar on the airport.
3	<i>Transportation</i>	Rent-a-car, taxis from the AD.
4	<i>Medical facilities</i>	First aid on the AD, hospitals in town.
5	<i>Bank and Post Office</i>	Exchange offices in town; A.T.M. on the AD
6	<i>Tourist Office</i>	In town.
7	<i>Remarks</i>	2 Rent-a-car Offices: Tel: +40-(0)723-648645; +40-(0)748-110348

LROD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	<i>AD category for fire fighting</i>	Within AD HR: CAT 7
2	<i>Rescue equipment</i>	1 electrical portable rescue equipment, 1 powered saw; 1 reciprocating saw.
3	<i>Capability for removal of disabled aircraft</i>	Only for code letter A aircraft, maximum wingspan 8,72 M. Airport Operation Center Contact: +40-(0)259-413951.
4	<i>Remarks</i>	Outside Ad hours, fire fighting services are available O/R.

LROD AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	<i>Types of clearing equipment</i>	3 equipment with plough, brush and turbo blower, 3 tractors with blade, 1 tractor with blade and trailer, solid deicing spreader, 1 snow blower, 2 sweeping equipment and runway deicing, 2 airport surface friction testers.
2	<i>Clearance priorities</i>	1. RWY 19/01 2. TWA A, TWY B, TWY C, TWY E, TWY F, TWY D1, TWY D2 3. APRON 1, APRON 2
3	<i>Use of material for movement area surface treatment</i>	RWY de/anti-icing substances type used: Potassium acetate fluid (KAC).
4	<i>Specially prepared winter runways</i>	NIL
5	<i>Remarks</i>	Information on RWY surface condition in Global Reporting Format is published by SNOWTAM. See also the snow plan in section AD 1.2.2.

LROD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron designation, surface and strength</i>	APRON 1 Surface: Concrete Strength: 65/R/C/W/T	APRON 2 Concrete 62/R/C/W/T
2	<i>Taxiway designation, width, surface and strength</i>	TWY A, B, E Width: 18 M Surface: Concrete Strength: 62/R/C/W/T	Apron TWY C, D1, D2 Apron TWY F 18 M Concrete 62/R/C/W/T
3	<i>Altimeter checkpoint location and elevation</i>	NIL	
4	<i>VOR checkpoints</i>	NIL	
5	<i>INS checkpoints</i>	See Aircraft Parking/Docking Chart, AD 2.11-22, AD 2.11-23	
6	<i>Remarks</i>	RWY turn pad: Location: RWY 01 END, 520M before RWY 19 END, RWY 19 END Surface: Concrete Dimensions: 110 M x 25 M Strength: RWY 01 END - 62/R/C/W/T 520M before RWY 19 END - 61/R/C/W/T RWY 19 END - 62/R/C/W/T	

LRBV AD 2.23 ADDITIONAL INFORMATION**1. Warning for bird hazard**

There may be concentrations of birds on or near "Braşov-Ghimbav International Airport. The feeding areas are delimited by the riverbed of the Beselcin River in its vicinity. The agricultural area is used by birds especially in spring and autumn when agricultural work is carried out exposing seeds and small animals. Pilots are asked to be careful when taking off and while approaching for landing.

2. Removal of disabled aircraft

a) Braşov-Ghimbav International Airport does not have equipments of removal of the accidental blocked aircrafts in movement surface and adjacent safety strip.

b) Aircraft operators are responsible for removing accidentally immobilized aircraft on the moving surface and the adjacent safety strip.

c) Braşov-Ghimbav International Airport can provides airline operators with contact details of companies owning equipment and machinery capable of removing accidentally fixed aircraft.

1. Avertizare pentru pericol de păsări

Pot exista concentrații de păsări pe sau în apropierea Aeroportului Internațional Braşov-Ghimbav. Zonele de hrănire sunt delimitate de albia râului Beselcin din vecinătatea aeroportului. Zona agricolă este folosită de păsări în special primăvara și toamna când se efectuează lucrări agricole care expun semințe și animale mici. Piloții sunt rugați să fie precauți la decolare și în timp ce se apropie pentru aterizare.

2. Îndepărtarea aeronavelor imobilizate

a) Aeroportul Internațional Braşov-Ghimbav nu dispune de echipamente și utilaje de înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

b) Operatorii aerieni sunt răspunzători de înlăturarea aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

c) Aeroportul Internațional Braşov-Ghimbav poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje capabile să înlătore aeronavele imobilizate accidental.

LRBV AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.29-20
Aircraft Parking/Docking Chart - ICAO	AD 2.29-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 21	AD 2.29-25
RWY 03	AD 2.29-26
Precision Approach Terrain Chart - ICAO	
RWY 21	AD 2.29-28
Standard Departure Charts - Instrument - ICAO	
RWY 21	AD 2.29-30
RWY 03	AD 2.29-31/AD 2.29-32
RNAV Standard Departure Charts - Instrument - ICAO	
RWY 21	AD 2.29-33
RWY 03	AD 2.29-34/AD 2.29-35
Instrument Approach Charts - ICAO	
ILS RWY 21	AD 2.29-52
RNP X RWY 21	AD 2.29-71
RNP Y RWY 21	AD 2.29-72
RNP Z RWY 21	AD 2.29-73
RNP Z RWY 03	AD 2.29-76
Instrument Approach Charts	
Contingency RNP RWY 03	AD 2.29-84

LRBV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1764 ft

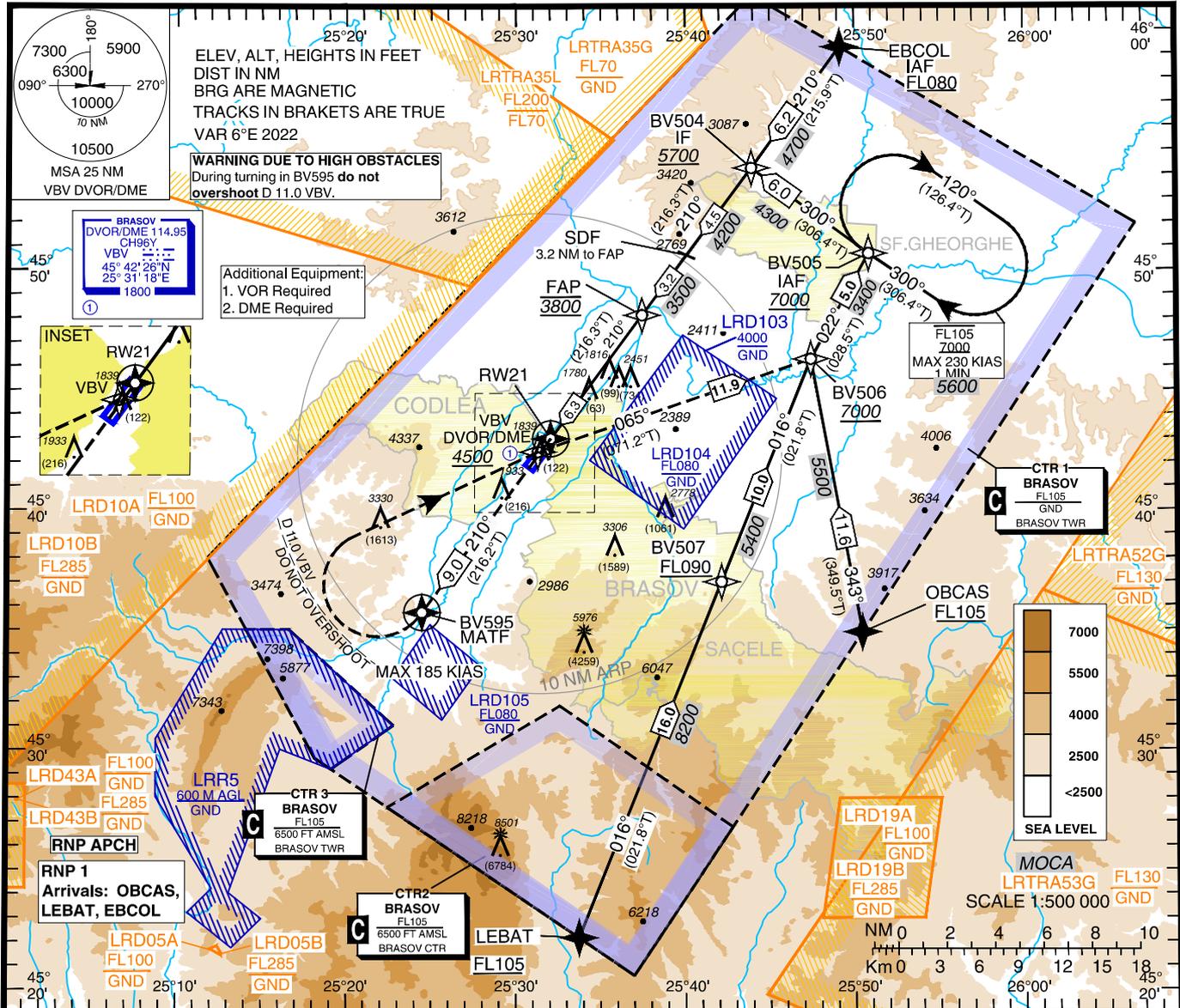
BRAȘOV/Brașov - Ghimbav (LRBV)

EGNOS
CH:59113
E21B

HEIGHTS RELATED TO
THR RWY 21 - ELEV 1717

BRASOV TWR 118.630
BRASOV TWR ALTN 120.135
BRASOV ATIS 124.530

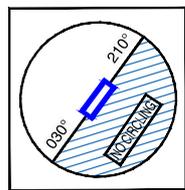
RNP X RWY 21 (LPV only)



MISSED APPROACH

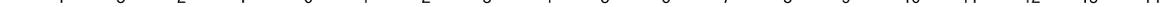
Climb straight to BV595, turn RIGHT direct to VBV and cross VBV at or above 4500 FT, turn RIGHT on track 065° to BV506, turn LEFT on track 022° to BV505 and HOLD at or above 7000 FT. Turn at BV595 limited to MAX 185 KIAS.

Transition Altitude
7000



THR ELEV 1717

NM to/from THR RWY 21



Timing not authorized for defining the MAPT.

OCA(H)	MACG	A	B	C	D
	2.50%	2238 (521)	2248 (531)	2258 (541)	2268 (551)
LPV (CAT I)	3.00%	1940 (223)	1950 (233)	1960 (243)	1970 (253)
	4.00%	1870 (153)	1880 (163)	1890 (173)	1900 (183)
Circling*		2380	2460	2740	NA

* Circling WEST of RWY only

GS	KT	70	90	100	120	140	160
FAP- THR 6.3 NM	min:s	5:24	4:12	3:47	3:09	2:42	2:22
Rate of descent 5.2%	ft/min	372	478	531	637	743	849

Dist to RWY21	NM	1	2	3	4	5	6
Altitude (Height)	FT	2090 (373)	2410 (693)	2730 (1013)	3050 (1333)	3370 (1653)	3680 (1963)

BRAȘOV / Brașov - Ghimbav (LRBV)
RNP X RWY 21

AERONAUTICAL DATA TABULATION

RNP X RWY 21	
Waypoint Identifier	Coordinates
EBCOL (IAF)	45°59'18.0" N 025°49'09.4" E
OBCAS	45°34'55.2" N 025°50'25.2" E
LEBAT	45°22'10.8" N 025°33'42.6" E
BV507	45°37'01.3" N 025°42'07.1" E
BV506	45°46'18.4" N 025°47'25.2" E
BV505 (IAF)	45°50'42.0" N 025°50'49.8" E
BV504 (IF)	45°54'15.9" N 025°43'55.2" E
SDF	45°50'38.1" N 025°40'05.4" E
FAP	45°48'02.4" N 025°37'21.6" E
RW21	45°42'59.31" N 025°32'03.23" E
BV595 (MATF)	45°35'43.9" N 025°24'27.9" E
VBV	45°42'26.2" N 025°31'17.5" E

RADIO COMMUNICATION FAILURE

- a) If RNP X RWY 21 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 21 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP X RWY 21 instrument flight procedure was not assigned or received by ATC, for arrivals via OBCAS, LEBAT, EBCOL: set transponder 7600, proceed according to FPL and continue the RNP RWY 21 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



**BRAȘOV / Brașov - Ghimbav (LRBV)
RNP X RWY 21**

Procedure Coding

Serial No	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
010	IF	EBCOL			6.0 E			+FL080			RNP 1
020	TF	BV504		210 (215.9)	6.0 E	6.2		+5700			RNP APCH
010	IF	OBCAS			6.0 E			+FL105			RNP 1
020	TF	BV506		343 (349.5)	6.0 E	11.6		+7000			RNP 1
030	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
040	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	LEBAT			6.0 E			+FL105			RNP 1
020	TF	BV507		016 (021.8)	6.0 E	16.0		+FL090			RNP 1
030	TF	BV506		016 (021.8)	6.0 E	10.0		+7000			RNP 1
040	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
050	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	BV504			6.0 E			+5700			RNP APCH
020	TF	FAP		210 (216.3)	6.0 E	7.7		@3800			RNP APCH
030	TF	RW21	Y	210 (216.3)	6.0 E	6.3		@1771		-3.0/54	RNP APCH
040	CF	BV595	Y	210 (216.2)	6.0 E	9.0		-	-185		RNP APCH
050	DF	VBV		-	6.0 E	-	R	+4500			RNP APCH
060	TF	BV506		065 (071.2)	6.0 E	11.9		+7000			RNP APCH
070	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
080	HM	BV505		300 (306.4)	6.0 E	-	R	-FL105 +7000	-230		RNP APCH



BRAȘOV / Brașov - Ghimbav (LRBV)
RNP X RWY 21

LPV FAS DB

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LRBV
Runway	21
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	X
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	454259.3140N
LTP/FTP Longitude	0253203.2320E
LTP/FTP Ellipsoidal Height (metres)	562.0
FPAP Latitude	454145.6750N
Delta FPAP Latitude (seconds)	-73.6390
FPAP Longitude	0253046.0530E
Delta FPAP Longitude (seconds)	-77.1790
Threshold Crossing Height	54.1
TCH Units Selector	0 (FEET)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output Data

Data Block	10 16 02 12 0C 15 C0 00 01 31 32 05 E4 8F 9E 13 40 46 F5 0A F4 29 B2 C0 FD 0A A5 FD 1D 02 2C 01 64 00 C8 AF 87 97 A1 79
------------	--

Calculated CRC Value	8797A179
----------------------	----------

Required Additional Data

ICAO Code	LR
LTP/FTP Orthometric Height (metres)	523.3

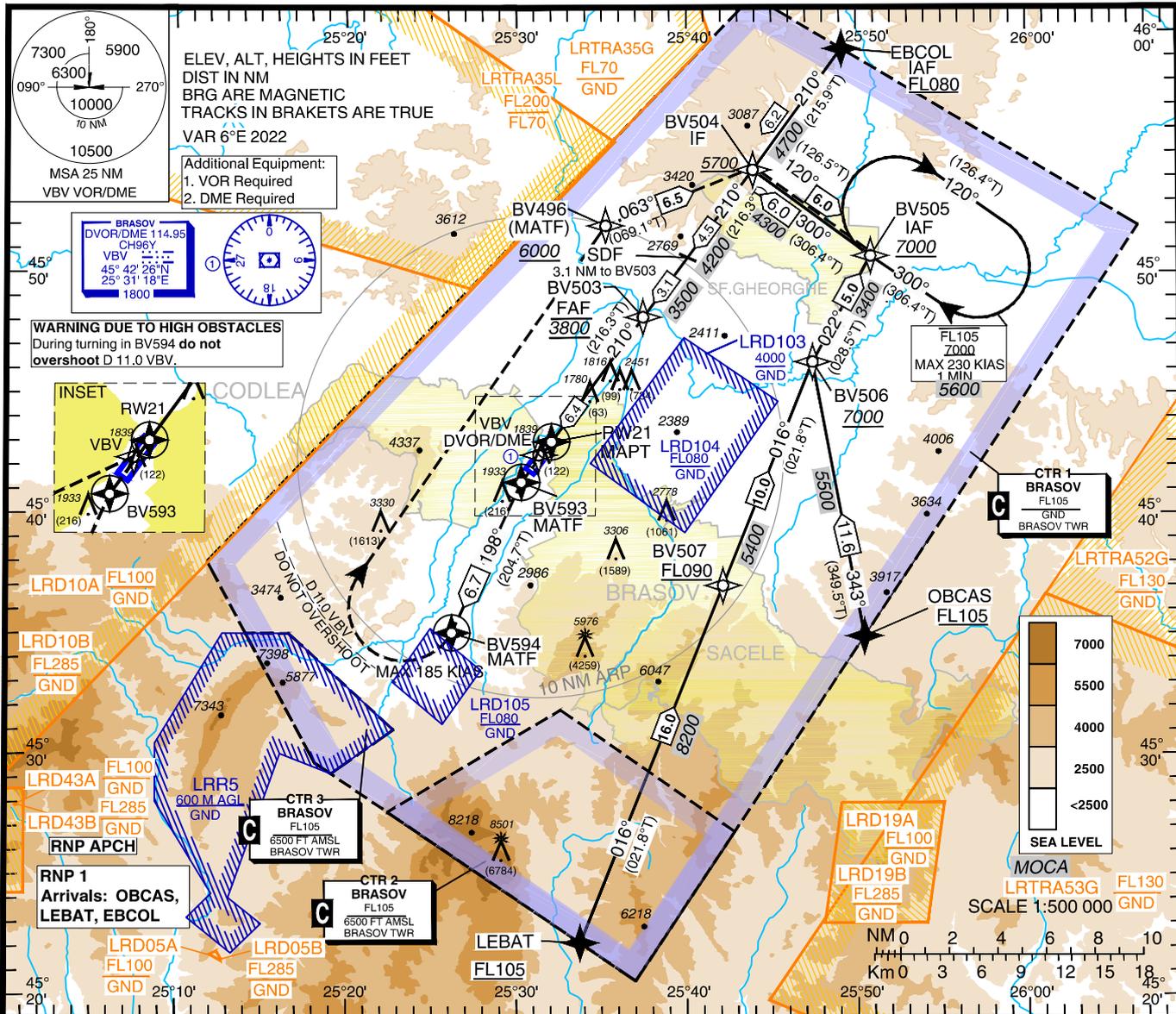
BRAȘOV/Brașov - Ghimbav (LRBV)

**INSTRUMENT APPROACH
CHART - ICAO**

AERODROME ELEV. 1764 ft
HEIGHTS RELATED TO
THR RWY 21 - ELEV 1717

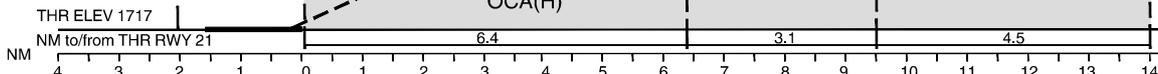
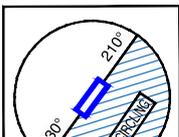
BRASOV TWR 118.630
BRASOV TWR ALTN 120.135
BRASOV ATIS 124.530

**RNP Y RWY 21
(LNAV only)**



MISSED APPROACH

Climb straight to BV593, turn LEFT on track 198° to BV594, turn RIGHT direct to BV496 and cross BV496 at or above 6000 FT, turn RIGHT on track 063° to BV504, turn RIGHT on track 120° to BV505 and HOLD at or above 7000 FT. Turn at BV594 limited to MAX 185 KIAS.



OCA(H)	MACG	A	B	C	D
LNAV	2.50%	2740 (1023)	2760 (1043)	2790 (1073)	2810 (1093)
	3.00%	2350 (633)	2380 (663)	2410 (693)	2430 (713)
	4.00%	2190 (473)			
Circling*		2380	2460	2740	NA

GS	KT	70	90	100	120	140	160
FAF-MAPT 6.4 NM	min:s	5:29	4:16	3:50	3:12	2:45	2:24
Rate of descent 5.2%	ft/min	372	478	531	637	743	849

Dist to RWY 21	NM	2	3	4	5	6
Altitude (Height)	FT	2410 (693)	2730 (1013)	3050 (1133)	3360 (1263)	3680 (1363)

Timing not authorized for defining the MAPT.

* Circling WEST of RWY only

BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Y RWY 21

AERONAUTICAL DATA TABULATION

RNP Y RWY 21	
Waypoint Identifier	Coordinates
EBCOL (IAF)	45°59'18.0" N 025°49'09.4" E
OBCAS	45°34'55.2" N 025°50'25.2" E
LEBAT	45°22'10.8" N 025°33'42.6" E
BV507	45°37'01.3" N 025°42'07.1" E
BV506	45°46'18.4" N 025°47'25.2" E
BV505 (IAF)	45°50'42.0" N 025°50'49.8" E
BV504 (IF)	45°54'15.9" N 025°43'55.2" E
SDF	45°50'38.1" N 025°40'05.4" E
BV503 (FAF)	45°48'07.7" N 025°37'27.2" E
RW21 (MAPt)	45°42'59.31" N 025°32'03.23" E
BV593 (MATF)	45°41'17.8" N 025°30'16.8" E
BV594 (MATF)	45°35'13.7" N 025°26'17.9" E
BV496 (MATF)	45°51'56.5" N 025°35'15.1" E

RADIO COMMUNICATION FAILURE

- a) If RNP Y RWY 21 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP Y RWY 21 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP Y RWY 21 instrument flight procedure was not assigned or received by ATC, for arrivals via OBCAS, LEBAT, EBCOL: set transponder 7600, proceed according to FPL and continue the RNP Y RWY 21 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Y RWY 21

Procedure Coding

Serial No	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°ft)	NAV SPEC
010	IF	EBCOL			6.0 E			+FL080			RNP 1
020	TF	BV504		210 (215.9)	6.0 E	6.2		+5700			RNP APCH
010	IF	OBCAS			6.0 E			+FL105			RNP 1
020	TF	BV506		343 (349.5)	6.0 E	11.6		+7000			RNP 1
030	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
040	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	LEBAT			6.0 E			+FL105			RNP 1
020	TF	BV507		016 (021.8)	6.0 E	16.0		+FL090			RNP 1
030	TF	BV506		016 (021.8)	6.0 E	10.0		+7000			RNP 1
040	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
050	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	BV504			6.0 E			+5700			RNP APCH
020	TF	BV503		210 (216.3)	6.0 E	7.6		@3800			RNP APCH
030	TF	RW21	Y	210 (216.3)	6.0 E	6.4		@1771		-3.0/54	RNP APCH
040	CF	BV593	Y	210 (216.3)	6.0 E	2.1		-			RNP APCH
050	TF	BV594	Y	198 (204.7)	6.0 E	6.7		-	-185		RNP APCH
060	DF	BV496		-	6.0 E		R	+6000			RNP APCH
070	TF	BV504		063 (069.1)	6.0 E	6.5		-			RNP APCH
080	TF	BV505		120 (126.5)	6.0 E	6.0		-			RNP APCH
090	HM	BV505		300 (306.4)	6.0 E		R	-FL105 +7000	-230		RNP APCH

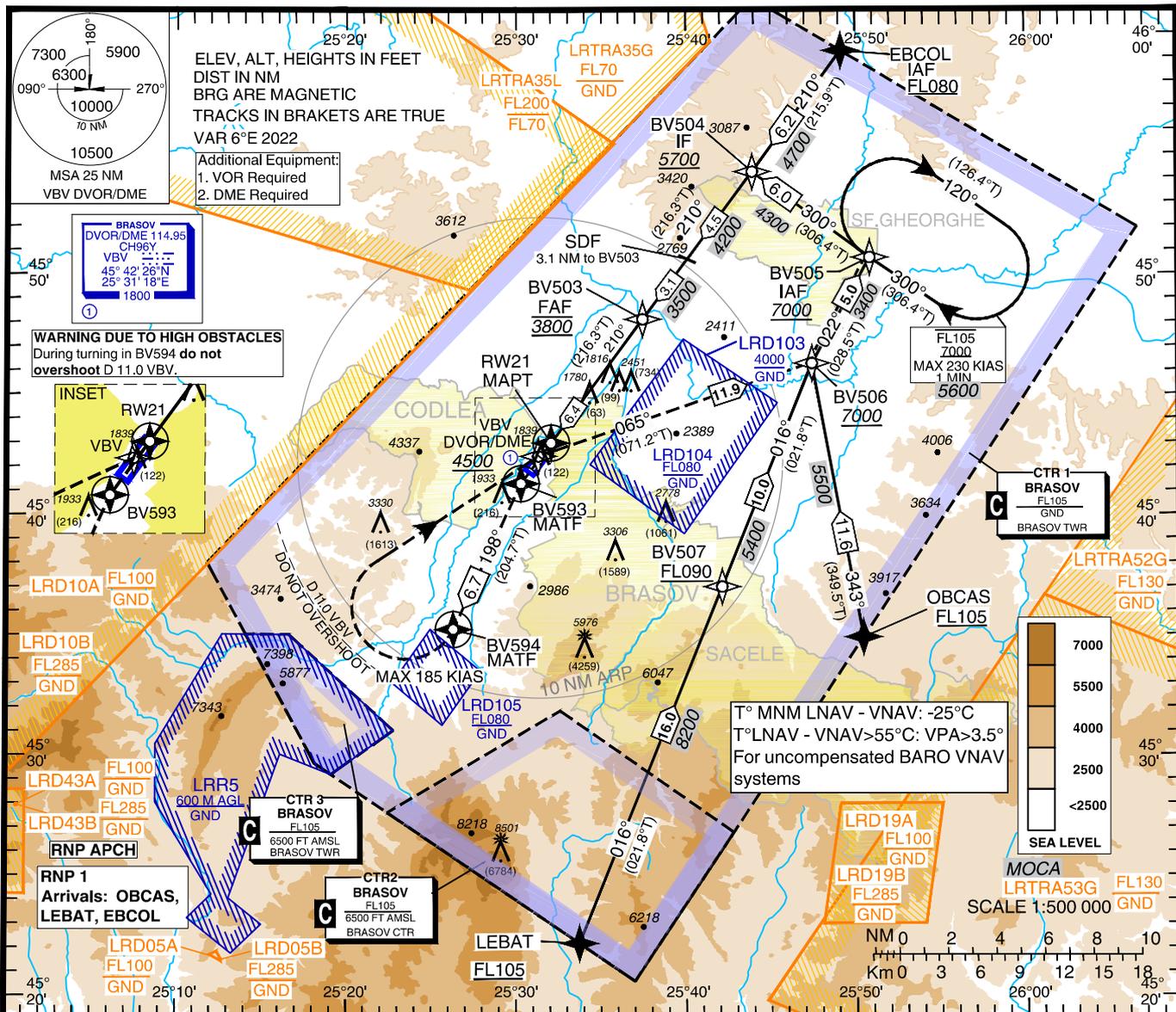
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. 1764 ft
HEIGHTS RELATED TO THR RWY 21 - ELEV 1717

BRĂȘOV/Brașov - Ghimbav (LRBV)

BRASOV TWR 118.630
BRASOV TWR ALTN 120.135
BRASOV ATIS 124.530

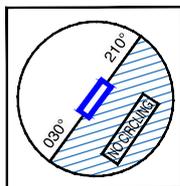
RNP Z RWY 21 (LNAV/VNAV, LNAV only)



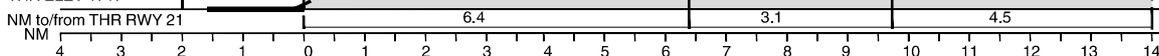
MISSED APPROACH

Climb straight to BV593, turn LEFT on track 198° to BV594, turn RIGHT direct to VBV and cross VBV at or above 4500 ft, turn RIGHT on track 065° to BV506, turn LEFT on track 022° to BV505 and HOLD at or above 7000 ft. Turn at BV594 limited to MAX 185 KIAS.

Transition Altitude 7000



RDH 54 FT
THR ELEV 1717
NM to/from THR RWY 21



Timing not authorized for defining the MAPT.

OCA(H)	MACG	A	B	C	D
LNAV/VNAV	2.50%	2347 (630)	2357 (640)	2377 (660)	2404 (687)
	3.00%	2065 (348)	2075 (358)	2097 (380)	2126 (409)
	4.00%	1897 (180)	1907 (190)	1916 (199)	1941 (224)
LNAV	2.50%	2510 (793)	2530 (813)	2560 (843)	2580 (863)
	3.00%	2190 (473)		2200 (483)	
Circling*	2.50%	2190 (473)		2200 (483)	
	4.00%	2380	2460	2740	NA

GS	KT	70	90	100	120	140	160
FAF-MAPT 6.4 NM	min:s	5:29	4:16	3:50	3:12	2:45	2:24
Rate of descent 5.2%	ft/min	372	478	531	637	743	849

Dist to RW21	NM	2	3	4	5	6
Altitude (Height)	FT	2410 (693)	2730 (1013)	3050 (1333)	3360 (1643)	3680 (1963)

* Circling WEST of RWY only

BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Z RWY 21

AERONAUTICAL DATA TABULATION

RNP Z RWY 21	
Waypoint Identifier	Coordinates
EBCOL (IAF)	45°59'18.0" N 025°49'09.4" E
OBCAS	45°34'55.2" N 025°50'25.2" E
LEBAT	45°22'10.8" N 025°33'42.6" E
BV507	45°37'01.3" N 025°42'07.1" E
BV506	45°46'18.4" N 025°47'25.2" E
BV505 (IAF)	45°50'42.0" N 025°50'49.8" E
BV504 (IF)	45°54'15.9" N 025°43'55.2" E
SDF	45°50'38.1" N 025°40'05.4" E
BV503 (FAF)	45°48'07.7" N 025°37'27.2" E
RW21 (MAPt)	45°42'59.31" N 025°32'03.23" E
BV593 (MATF)	45°41'17.8" N 025°30'16.8" E
BV594 (MATF)	45°35'13.7" N 025°26'17.9" E
VBV	45°42'26.2" N 025°31'17.5" E

RADIO COMMUNICATION FAILURE

- a) If RNP Z RWY 21 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP Z RWY 21 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP Z RWY 21 instrument flight procedure was not assigned or received by ATC, for arrivals via OBCAS, LEBAT, EBCOL: set transponder 7600, proceed according to FPL and continue the RNP Z RWY 21 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



**BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Z RWY 21**

Procedure Coding

Serial No	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°ft)	NAV SPEC
010	IF	EBCOL			6.0 E			+FL080			RNP 1
020	TF	BV504		210 (215.9)	6.0 E	6.2		+5700			RNP APCH
010	IF	OBCAS			6.0 E			+FL105			RNP 1
020	TF	BV506		343 (349.5)	6.0 E	11.6		+7000			RNP 1
030	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
040	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	LEBAT			6.0 E			+FL105			RNP 1
020	TF	BV507		016 (021.8)	6.0 E	16.0		+FL090			RNP 1
030	TF	BV506		016 (021.8)	6.0 E	10.0		+7000			RNP 1
040	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
050	TF	BV504		300 (306.4)	6.0 E	6.0		+5700			RNP APCH
010	IF	BV504			6.0 E			+5700			RNP APCH
020	TF	BV503		210 (216.3)	6.0 E	7.6		@3800			RNP APCH
030	TF	RW21	Y	210 (216.3)	6.0 E	6.4		@1771		-3.0/54	RNP APCH
040	CF	BV593	Y	210 (216.3)	6.0 E	2.1		-			RNP APCH
050	TF	BV594	Y	198 (204.7)	6.0 E	6.7		-	-185		RNP APCH
060	DF	VBV		-	6.0 E		R	+4500			RNP APCH
070	TF	BV506		065 (071.2)	6.0 E	11.9		+7000			RNP APCH
080	TF	BV505		022 (028.5)	6.0 E	5.0		+7000			RNP APCH
090	HM	BV505		300 (306.4)	6.0 E		R	-FL105 +7000	-230		RNP APCH



BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Z RWY 03

AERONAUTICAL DATA TABULATION

RNP Z RWY 03	
Waypoint Identifier	Coordinates
EBCOL	45°59'18.0" N 025°49'09.4" E
OBCAS	45°34'55.2" N 025°50'25.2" E
LEBAT	45°22'10.8" N 025°33'42.6" E
BV410	45°33'58.7" N 025°38'38.9"E
BV408	45°48'45.2" N 025°32'26.6" E
BV407	45°38'47.1" N 025°40'36.7" E
VBV	45°42'26.2" N 025°31'17.5" E
BV406 (IAF)	45°40'58.6" N 025°20'13.8" E
BV405 (IF)	45°36'58.0" N 025°17'55.4" E
BV404 (SDF)	45°35'54.7" N 025°20'39.9" E
BV403	45°36'39.2" N 025°25'25.6" E
BV402 (FAF)	45°37'40.1" N 025°26'29.2" E
BV401 (SDF / LNAV Only)	45°40'08.9" N 025°29'04.8" E
RW03	45°41'45.67" N 025°30'46.05" E
BV495 (MATF)	45°44'59.1" N 025°34'09.0" E
BV496	45°51'56.5" N 025°35'15.1" E
BV505	45°50'42.0" N 025°50'49.8" E
RF Arc Centre Identifier	Coordinates
BV409	45°38'11.2" N 025°22'26.6" E

BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Z RWY 03

Procedure Coding

Serial No	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
010	IF	EBCOL			-6.4			+FL080			RNP 1
020	TF	BV408		221 (227.7)	-6.4	15.7		+FL080			RNP 1
030	TF	BV406		221 (227.7)	-6.4	11.6		+6700	-230		RNP APCH
040	TF	BV405		196 (202.0)	-6.4	4.3	L	+5500	-210		RNP APCH
010	IF	EBCOL			-6.4			+FL080			RNP 1
020	TF	BV505		166 (172.3)	-6.4	8.7		+FL080			RNP 1
030	TF	BV407		205 (210.9)	-6.4	13.9	R	+FL080			RNP 1
040	TF	VBV		293 (299.1)	-6.4	7.5	R	+FL080			RNP 1
050	TF	BV406		253 ((259.3)	-6.4	7.9	L	+6700	-230		RNP APCH
060	TF	BV405		196 (202.0)	-6.4	4.3	L	+5500	-210		RNP APCH
010	IF	OBCAS			-6.4			+FL105			RNP 1
020	TF	BV407		293 (299.3)	-6.4	7.9		+FL080			RNP 1
030	TF	VBV		293 (299.1)	-6.4	7.5		+FL080			RNP 1
040	TF	BV406		253 (259.3)	-6.4	7.9	L	+6700	-230		RNP APCH
050	TF	BV405		196 (202.0)	-6.4	4.3	L	+5500	-210		RNP APCH
010	IF	LEBAT			-6.4			+FL105			RNP 1
020	TF	BV410		010 (016.3)	-6.4	12.3		+FL090			RNP1
030	TF	BV407		010 (016.3)	-6.4	5.0		+FL080			RNP 1
040	TF	VBV		293 (299.1)	-6.4	7.5	L	+FL080			RNP 1
050	TF	BV406		253 (259.3)	-6.4	7.9	L	+6700	-230		RNP APCH
060	TF	BV405		196 (202.0)	-6.4	4.3	L	+5500	-210		RNP APCH
010	IF	BV405			-6.4			+5500			RNP APCH
020	TF	BV404		112 (118.7)	-6.4	2.2	L	+4800	-210		RNP APCH
030	RF CENTRE BV409 R=2.59	BV403			-6.4	3.7	L		-210		RNP APCH
040	TF	BV402		030 (036.3)	-6.4	1.3		@3700			RNP APCH
050	TF	BV401		030 (036.3)	-6.4	3.1		@2560			RNP APCH
060	TF	RW03	Y	030 (036.3)	-6.4	2.0		@1814		-3.5/50	RNP APCH
070	TF	BV495	Y	030 (036.3)	-6.4	4.0			-210		RNP APCH
080	TF	BV496	Y	360 (006.4)	-6.4	7.0	L		-210		RNP APCH
090	DF	BV505			-6.4		R	+5000	-210		RNP APCH
100	HM	BV505		104 (110.0)	-6.4		L	-FL080 +5000	-210		RNP APCH

Path Descriptor	Waypoint ID	Inbound course °M(°T)	Leg distance	Timimng (min.)/ Waypoint distance (NM)	Turn direction	Minimum altitude	Maximum altitude	Speed limit	Navigation specification
HM	VBV	230 (236.2)		1/-	R	6800	FL080	-230	RNAV 1

BRAȘOV / Brașov - Ghimbav (LRBV)
RNP Z RWY 03

LPV FAS DB

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LRBV
Runway	03
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E03A
LTP/FTP Latitude	454145.6750N
LTP/FTP Longitude	0253046.0530E
LTP/FTP Ellipsoidal Height (metres)	576.3
FPAP Latitude	454259.3140N
Delta FPAP Latitude (seconds)	73.6390
FPAP Longitude	0253203.2320E
Delta FPAP Longitude (seconds)	77.1790
Threshold Crossing Height	50.0
TCH Units Selector	0 (FEET)
Glidepath Angle (degrees)	3.50
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output Data

Data Block	10 16 02 12 0C 03 D0 00 01 33 30 05 96 50 9C 13 4A EB F2 0A 83 2A 4E 3F 02 F6 5A 02 F4 01 5E 01 64 00 C8 AF 63 40 8A 72
Calculated CRC Value	63408A72

Required Additional Data

ICAO Code	LR
LTP/FTP Orthometric Height (metres)	537.6