

Publication Date: 08 JAN 2026

Effective Date: 19 FEB 2026

**AIRAC
AIP AMDT**

**02
19 FEB 2026**

AIRAC AIP AMENDMENT 02/26

I. Content

- ENR - sectors within BUCURESTI CTA updated;
- communication CH/FREQ for sectors within BUCURESTI CTA updated;
- new index charts: Sectors within BUCURESTI CTA.

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

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|------------|--|---|
- III.** **Amend RECORD OF AIP AMDT (GEN 0.2) accordingly.**
- IV.** **Hand amendments:**
See GEN 0.5 / 19 FEB 2026.

END

GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2.15-92a	15 MAY 2025	AD 2.17-8	03 OCT 2024	AD 2.24-20	19 JUL 2018
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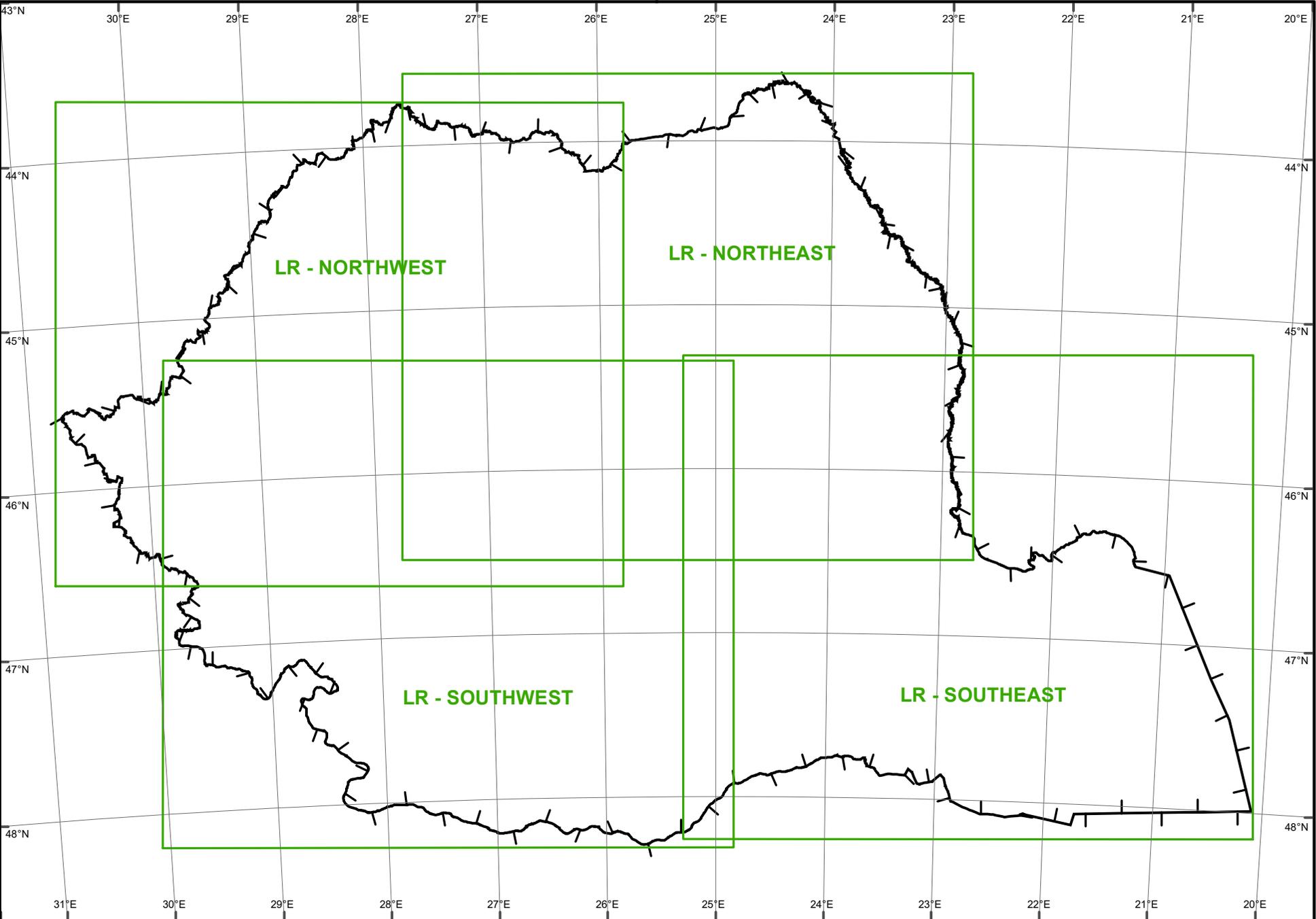
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AD 2.29-11	15 JUN 2023	AD 2.32-20	28 DEC 2023		
AD 2.29-12	20 MAR 2025	AD 2.32-40	18 APR 2024		
AD 2.29-13	02 OCT 2025	AD 2.33-1	07 AUG 2025		
AD 2.29-20	20 FEB 2025	AD 2.33-2	07 AUG 2025		
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AD 2.29-73a	02 OCT 2025	AD 3.5-4	10 JUL 2025		
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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

<i>AIP page(s) Affected</i>	<i>Amendment text</i>	<i>Introduced by AIP Amendment NO</i>
1	2	3
ENR 6-2 04 SEP 2025	EN-ROUTE CHART should be read in conjunction with ENR 6-30 Sectors within BUCUREȘTI CTA BLW FL175 - Index Chart.	AIRAC AIP AMDT 02/26
ENR 6-70 17 APR 2025	NAPOC TMA VFR ROUTES chart should be read in conjunction with ENR 6-40 Flight Information Services (FIS) Areas.	AIRAC AIP AMDT 02/26

1	2	3	4
RNAV Arrival Chart*		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 TIMIŞOARA/Traian Vuia LRTR RWY 11 LRTR RWY 29	
Standard Departure Chart - Instrument - ICAO* (SID)		ARAD/Arad LRAR RWY 09 LRAR RWY 27 BACĂU/George Enescu 1:500 000 LRBC RWY 16 1:500 000 LRBC RWY 34 BAIA MARE/Maramureş 1:500 000 LRBM RWY 27 BRAŞOV/Braşov-Ghimbav 1:500 000 LRBV RWY 21 1:500 000 LRBV RWY 03 BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS RWY 07 LRBS RWY 25 BUCUREŞTI/Henri Coandă LROP RWYs 08L/R LROP RWYs 26L/R CLUJ-NAPOCA/Avram Iancu LRCL RWY 07/25 CONSTANŢA/Mihail Kogălniceanu - Constanţa LRCK RWY 18 LRCK RWY 36 CRAIOVA/Craiova 1:500 000 LRCV RWY 26 1:500 000 LRCV RWY 08 IAŞI/Iaşi 1:500 000 LRIA RWY 14 1:500 000 LRIA RWY 32 SATU MARE/Satu Mare 1:500 000 LRSM RWY 19 1:500 000 LRSM RWY 01 SIBIU/Sibiu LRSB RWY 09 LRSB RWY 27 SUCEAVA/Ştefan Cel Mare-Suceava 1:500 000 LRSV RWY 16 1:500 000 LRSV RWY 34 TÂRGU MUREŞ/Transilvania - Târgu Mureş LRTM RWY 07 LRTM RWY 25 TIMIŞOARA/Traian Vuia-Timişoara LRTR RWY 11 LRTR RWY 29	
Standard Arrival Chart - Instrument - ICAO* (STAR)		ARAD/Arad LRAR RWY 09 LRAR RWY 27 BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS RWY 07 LRBS RWY 25 BUCUREŞTI/Henri Coandă LROP RWYs 08L/R LROP RWYs 26L/R CLUJ-NAPOCA/Avram Iancu LRCL RWY 07 LRCL RWY 25 CONSTANŢA/Mihail Kogălniceanu - Constanţa LRCK RWY 18 LRCK RWY 36 SIBIU/Sibiu LRSB RWY 27 TÂRGU MUREŞ/Transilvania - Târgu Mureş LRTM RWY 07/25 TIMIŞOARA/Traian Vuia - Timişoara LRTR RWY 11 LRTR RWY 29	

1	2	3	4
ATC Surveillance Minimum Altitude Chart - ICAO*		ARAD/Arad BUCUREȘTI/Băneasa-Aurel Vlaicu BUCUREȘTI/Henri Coandă CLUJ-NAPOCA/Avram Iancu CONSTANȚA/Mihail Kogălniceanu - Constanța SIBIU/Sibiu TÂRGU MUREȘ/Transilvania - Târgu Mureș TIMIȘOARA/Traian Vuia - Timișoara	
En-route Charts * / Area Charts * - ICAO	1:1 000 000	ENROUTE CHART - LOWER AIRSPACE Free Route Airspace Lateral and Vertical Limits of SEE FRA - BUCUREȘTI CTA within SEE FRA ARAD TMA Lateral and vertical limits BUCUREȘTI TMA Lateral and vertical limits NAPOC TMA Lateral and vertical limits Flight Information Service (FIS) Areas	10 10
Index Charts *		Prohibited, Restricted and Danger Areas - Upper Airspace Temporary Reserved Areas (TRA) Upper Airspace Prohibited, Restricted and Danger Areas - Lower Airspace Temporary Reserved/Segregated Areas (TRA/TSA) Lower Airspace Sectors within BUCUREȘTI CTA BLW FL175 Sectors within BUCUREȘTI CTA BTN FL175 - FL245 Sectors within BUCUREȘTI CTA ABV FL245 Aerodromes and heliports - index chart	
VFR Chart - ICAO 1:500.000	1:500 000	VFR Chart North-West ROMANIA (LR-NW) VFR Chart North-East ROMANIA (LR-NE) VFR Chart South-East ROMANIA (LR-SE) VFR Chart South-West ROMANIA (LR-SW)	5 5 5 5
VFR Chart - ICAO 1:300.000 *	1:300 000	NAPOC TMA VFR Routes	5
Visual Operations Chart*		ARAD/Arad LRAR Aerodrome traffic circuit BUCUREȘTI/Băneasa-Aurel Vlaicu 1:35 000 1:70 000 LRBS RWY 07/25 Aerodrome traffic circuit - Aircraft categories A and H 1:150 000 LRBS VFR Routes - Aircraft categories A and H BUCUREȘTI/Henri Coandă 1:200 000 LROP Aircraft categories A and H CARANSEBEȘ/Banat-Caransebeș 1:35 000 LRCS RWY 10/28 Aerodrome traffic circuit CISNĂDIE/Măgura 1:30 000 LRCD RWY 14/32 Aerodrome traffic circuit PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești 1:50 000 LRPW RWY 07/25 Aerodrome traffic circuit 1:50 000 LRPW Heliport traffic circuit 09/27 TUZLA/Tuzla 1:50 000 LRTZ RWY 04/22 Aerodrome traffic circuit 1:50 000 LRTZ FATO 16/34 Aerodrome traffic circuit BRAȘOV/Sânpetru 1:15 000 LRSP RWY12/30 Aerodrome traffic circuit PITEȘTI/Geamăna 1:50 000 LRPT RWY 05 Powered aircraft aerodrome traffic circuit 1:50 000 LRPT RWY 23 Glider aerodrome traffic circuit DEVA/Săulești-Constantin Manolache 1:35 000 LRDV RWY 12/30 Aerodrome traffic circuit ARAD/Charlie-Bravo Șiria 1:20 000 LRCB RWY 18/36 Aerodrome traffic circuit BISTRIȚA/Bistrița 1:25 000 LRBN RWY 05/23 Aerodrome traffic circuit GRĂDIȘTEA/Grădișteea 1:30 000 LRBA RWY 04/22 Aerodrome traffic circuit CLINCENI/Clinceni 1:30 000 LRCN Aerodrome traffic circuit DEZMIR/Dezmir 1:30 000 LRCJ RWY 08/26 Aerodrome traffic circuit GHEORGHENI/Remetea 1:50 000 LRHR RWY 09/27 Aerodrome traffic circuit CRAIOVA/Craiova-Sud 1:30 000 LRCW RWY 12/30 Aerodrome traffic circuit IAȘI/Iași-Sud 1:35 000 LRIS RWY 13/31 Aerodrome traffic circuit GHIMBAV/IAR BRAȘOV 1:30 000 ORADEA/SMURD BH 2 TÂRGU MUREȘ/Mureșeni 1:30 000 LRMS RWY 05/23 Aerodrome traffic circuit BRAȘOV/Corona 1:50 000 LRRC RWY 17/35 Aerodrome traffic circuit	



6. Index to Aeronautical Chart - ICAO 1 : 500000

7. Topographical Chart

Information not available.

7. Hărți Topografice

Informații indisponibile.

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

Name of the chart Numele hărții	Location Locația	Corrections Corecții
1	2	3
VFR Chart - ICAO 1:500.000 VFR Chart South-West ROMANIA (LR-SW) VFR Chart South-East ROMANIA (LR-SE)	OTOPENI CTR	The horizontal limits of OTOPENI CTR change as follows: 444651N 0260448E - 444050N 0262233E – 443409N 0262442E - 443005N 0255635E – 443123N 0254558E - 443726N 0254443E – 444651N 0260448E
VFR Chart - ICAO 1:500.000 VFR Chart North-East ROMANIA (LR-NE) VFR Chart North-West ROMANIA (LR-NW) VFR Chart South-West ROMANIA (LR-SW) VFR Chart South-East ROMANIA (LR-SE)	Romania	These charts should be read in conjunction with chart ENR 6-40 Flight Information Service (FIS) Areas.

GEN 3.3 AIR TRAFFIC SERVICES

1. Responsible service

The Romanian Air Traffic Services Administration is the responsible authority for the provision of air traffic services within the area indicated under **2**, below

Romanian Air Traffic Services Administration - ROMATSA
10, Ion Ionescu de la Brad blvd.
1-Bucharest, 013813, ROMANIA
AFS : LRBBRTYD
PTT : 11493 METBUH R
TEL : +40-(0)21-2083100
FAX : +40-(0)21-2302442

The services are provided in accordance with the provisions contained in the following ICAO documents:
Commission Implementing Regulation (EU) No. 923/2012 (SERA)
Annex 2 - *Rules of the Air*
Annex 11 - *Air Traffic Services*
Doc 4444 - *Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM)*
Doc 8168 - *Procedures for Air Navigation Services - Aircraft Operations (PANS-OPS)*
Doc 7030 - *Regional Supplementary Procedures*
Differences to ICAO provisions are detailed in subsection GEN 1.7.

2. Area of responsibility

2.1 Air traffic services are provided for the entire territory of BUCUREȘTI FIR.

2.2 Pursuant to the Agreement on the establishment of the DANUBE Functional Airspace Block Republic of Bulgaria and Romania jointly designated Bulgarian Air Traffic Services Authority – BULATSA (see AIP Republic of Bulgaria) and Romanian Traffic Services Administration – ROMATSA to provide air traffic services across the national borders.

As a result of this designation in some parts of BUCUREȘTI FIR air traffic services are provided by BULATSA. Details on cross-border service provision are provided in ENR 2.2.

3. Types of services

The following types of services are provided:

- Air traffic control services:
 - Area Control Service - Radar;
 - Approach Control Service - Radar/Procedural;
 - Aerodrome Control Service;
- Flight Information Service (FIS):
 - Aerodrome Terminal Information Service (ATIS), at certain aerodromes;
- Alerting Service (ALRS).

For flights operating in class G airspace in accordance with a flight plan or otherwise known to the relevant air traffic services units, FIS and ALRS are provided on the "București Information" frequencies (see ENR 2.1-1), depending on the radio coverage (see ENR 6-40). In class A and C airspace, FIS and ALRS are provided by the ATC units in their area of responsibility, on the allocated frequencies.

FIS areas corresponding to ATC sectors:

Muntenia and Oltenia - KOMAN + ~~NERDI~~ + LOMOS + ARGES
Banat - MOPUG + BUDOP
Ardeal - NAPOC + ~~NERDI~~
Moldova - BACAU
Dobrogea - DINSI **1**

4. Co-ordination between the operator and ATS

Co-ordination between the operator and air traffic services is effected in accordance with Commission Implementing Regulation (EU) No. 923/2012 Annex, Section 7, SERA.7005.

GEN 3.3 SERVICIILE DE TRAFIC AERIAN

1. Serviciu responsabil

Administrația Română a Serviciilor de Trafic Aerian este autoritatea desemnată care asigură serviciile de trafic aerian în zona specificată în paragraful 2, mai jos.

Administrația Română a Serviciilor de Trafic Aerian - ROMATSA
Blvd. Ion Ionescu de la Brad nr. 10
Cod 013813, BUCUREȘTI, ROMÂNIA
AFS : LRBBRTYD
PTT : 11493 METBUH R
TEL : +40-(0)21-2083100
FAX : +40-(0)21-2302442

Serviciile sunt asigurate în conformitate cu prevederile următoarelor documente:

Regulamentul de punere în aplicare (UE) nr. 923/2012 (SERA)

Anexa 2 - *Regulile Aerului*

Anexa 11 - *Serviciile de Trafic Aerian*

Doc 4444 - *Proceduri pentru serviciile de navigație aeriană - Managementul Traficului Aerian (PANS-ATM)*

Doc 8168 - *Proceduri pentru serviciile de navigație aeriană - Operarea Aeronavelor - (PANS-OPS)*

Doc 7030 - *Proceduri Suplimentare Regionale*

Diferențele față de prevederile OACI sunt detaliate în subsecțiunea GEN 1.7.

2. Zona de responsabilitate

2.1 Serviciile de trafic aerian sunt asigurate pentru spațiul aerian al FIR BUCUREȘTI.

2.2. În conformitate cu Acordul privind instituirea Blocului de Spațiu Aerian DANUBE Republica Bulgaria și România au desemnat în comun Autoritatea Bulgară a Serviciilor de Trafic Aerian - BULATSA (vezi AIP Republica Bulgaria) și Administrația Română a Serviciilor de Trafic Aerian - ROMATSA să furnizeze servicii de trafic aerian peste granițele naționale. Ca rezultat al acestei desemnări în unele porțiuni din FIR BUCUREȘTI serviciile de trafic aerian sunt furnizate de BULATSA. Detalii despre serviciile cross-border sunt furnizate în ENR 2.2.

3. Tipuri de servicii

Sunt asigurate următoarele servicii de trafic aerian:

- Servicii de control al traficului aerian (ATC):
 - Serviciul de Control Regional - Radar;
 - Serviciul de Control de Apropiere - Radar/Non-Radar;
 - Serviciul de Control de Aerodrom.
- Serviciul de Informare a Zborurilor (FIS):
 - Serviciul de Informare Terminală Automată (ATIS), la anumite aerodromuri.
- Serviciul de Alarmare (ALRS).

Pentru zborurile care operează în spațiul aerian de clasă G în baza unui plan de zbor sau care sunt cunoscute în alt mod de către unitățile de servicii de trafic aerian competente, FIS și ALRS sunt furnizate pe frecvențele "București Information" (a se vedea ENR 2.1-1), în funcție de acoperirea radio (a se vedea harta ENR 6-40). În spațiul de clasă A și C, FIS și ALRS sunt furnizate de unitățile ATC în zona lor de responsabilitate, pe frecvențele alocate.

Zonele de furnizare FIS corespunzătoare sectoarelor ATC:

Muntenia și Oltenia - KOMAN + ~~NERDI~~ + LOMOS + ARGES
Banat - MOPUG + BUDOP
Ardeal - NAPOC + ~~NERDI~~
Moldova - BACAU
Dobrogea - DINSI 1

4. Coordonarea între operator și ATS

Coordonarea între operator și organele care asigură serviciile de trafic aerian se face în conformitate cu Regulamentul de punere în aplicare (UE) nr. 923/2012, Anexa, Secțiunea 7, SERA.7005.

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ENR 5. NAVIGATION WARNINGS

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ENR 6.40	Flight Information Service (FIS) Areas.....	ENR 6-40
ENR 6.51	ARAD TMA Lateral and vertical limits.....	ENR 6-51
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ENR 3. RUTE ATS

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ENR 3.2	Rute de navigație de suprafață	ENR 3.2-1
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ENR 4. MIJLOACE/SISTEME DE RADIONAVIGAȚIE

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ENR 4.2	Mijloace de radionavigație pe aerodromuri	ENR 4.2-1
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ENR 6.11	Harta cu zonele rezervate temporar (TRA) Spațiul Superior - hartă index	ENR 6-11
ENR 6.20	Harta cu zonele interzise, restricționate și periculoase (P, R, D) Spațiul Inferior - hartă index.....	ENR 6-20
ENR 6.21	Harta cu zonele rezervate/segreate temporar (TRA/TSA) Spațiul Inferior - hartă index	ENR 6-21
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ENR 6.51	TMA ARAD Limite laterale și verticale	ENR 6-51
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ENR 6.100	Hartă Free Route Airspace.....	ENR 6-100
ENR 6.101	Limitele laterale și verticale ale SEE FRA - BUCUREȘTI CTA în SEE FRA.....	ENR 6-101

3. Reject Message (REJ) is used to indicate to the originator that the submitted message could not be processed successfully, either automatically or manually. Each Reject Message contains a list of Error fields giving the nature of the errors. Message originator shall always react to the reception of a REJ message by amending the original message as appropriate and re-submitting it to IFPS.

10. Arrival Report (Closing a flight plan - SERA.4020)

- (a) An arrival report shall be made in person, by radiotelephony, via data link or by other means as prescribed by the Romanian CAA at the earliest possible moment after landing, not later than 30 min, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.
 - (1) Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.
- (b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.
- (c) When no air traffic services unit exists at the arrival aerodrome or operating site, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.
- (d) When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
- (e) Arrival reports made by aircraft shall contain the following elements of information:
 - (1) aircraft identification;
 - (2) departure aerodrome or operating site;
 - (3) destination aerodrome or operating site (only in the case of a diversionary landing);
 - (4) arrival aerodrome or operating site;
 - (5) time of arrival.

11. Flight Plan (FPL) Related Problems Resolution

For any problem with an FPL message sent to IFPS for a flight departing from an aerodrome within BUCUREȘTI FIR contact:

IFPU 2 - Paris (Bretigny)
AFTN: EUCBZMFP
SITA: PAREP7X

12. Flight and Flow - Information for a Collaborative Environment (FF-ICE)

12.1 Definitions

- 1) Flight and flow - information for a collaborative environment (FF-ICE): Information necessary for planning, coordination, and notification of flights, exchanged in a standardized format between members of the ATM community, including those involved in flight operations and aerodrome operations.
- 2) Flight and flow - information for a collaborative environment (FF-ICE) services. A set of services established for the purposes of facilitating the exchange of FF-ICE, accurate assessment of demands, appropriate resource planning, and optimizing flight planning and execution.
- 3) Flight and flow - information for a collaborative environment (FF-ICE) services unit. A unit designated by the appropriate ATS authority for the provision of FF-ICE services.
- 4) Filed flight plan (FPL or eFPL). The latest flight plan as submitted by the pilot, an operator or a designated representative for use by ATS units.
Note: The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL.
- 5) Globally unique flight identifier (GUFID). An unchangeable data element associated with a flight that allows all eligible members of the ATM community to unambiguously refer to information pertaining to the flight.

3. Mesaj de respingere (REJ - Reject Message) se folosește pentru a indica originatorului că mesajul transmis nu a putut fi procesat, nici automat, nici manual. Fiecare mesaj REJ conține o listă de câmpuri de eroare în care este specificată natura erorilor din mesajul transmis. Originatorul mesajului va reacționa întotdeauna la primirea unui mesaj REJ prin amendarea mesajului original și retransmiterea lui la IFPS.

10. Raportul de sosire (Închiderea unui plan de zbor - SERA.4020)

- (a) Cât mai repede posibil după aterizare, fără a se depăși o perioadă de 30 min, trebuie transmis personal un raport de sosire, prin radiotelefonie, prin intermediul legăturii de date sau prin alte mijloace prevăzute de AACR, către unitatea de servicii de trafic aerian competentă de la aerodromul de sosire, pentru orice zbor pentru care s-a depus un plan de zbor care acoperă întregul zbor sau porțiunea de zbor rămasă până la aerodromul de destinație.
- (1) Nu se solicită prezentarea unui raport de sosire după aterizarea pe un aerodrom la care se furnizează servicii de trafic aerian, cu condiția ca radiocomunicațiile sau semnalele vizuale să indice faptul că aterizarea a fost observată.
- (b) În cazul în care s-a depus un plan de zbor numai pentru o porțiune a unui zbor, diferită de porțiunea rămasă până la destinație, respectivul plan de zbor se închide, atunci când se solicită acest lucru, printr-un raport corespunzător către unitatea de servicii de trafic aerian competentă.
- (c) În cazul în care nu există o unitate de servicii de trafic aerian la aerodromul sau la locul de operare de sosire, raportul de sosire, atunci când este necesar, trebuie transmis cât mai repede posibil după aterizare și prin cel mai rapid mijloc disponibil celei mai apropiate unități de servicii de trafic aerian.
- (d) Dacă se știe că mijloacele de comunicație de la aerodromul sau locul de operare de sosire nu sunt corespunzătoare și că nu sunt disponibile alte modalități de tratare la sol a rapoartelor de sosire, se procedează după cum urmează: imediat înainte de aterizarea aeronavei, dacă este posibil, se transmite unității de servicii de trafic aerian competente un mesaj asemănător unui raport de sosire, în cazul în care este necesar un astfel de raport. În mod normal, acest mesaj este transmis stației aeronautice care deservește unitatea de servicii de trafic aerian responsabilă pentru regiunea de informare a zborurilor în care este exploatată aeronava.
- (e) Rapoartele de sosire transmise de aeronave trebuie să conțină următoarele informații:
- (1) identificarea aeronavei;
 - (2) aerodromul sau locul de operare de plecare;
 - (3) aerodromul sau locul de operare de destinație (numai în cazul aterizării într-un alt loc decât cel prevăzut);
 - (4) aerodromul sau locul de operare de sosire;
 - (5) ora de sosire.

11. Rezolvarea problemelor legate de planurile de zbor (FPL)

Pentru orice problemă legată de un mesaj FPL trimis la IFPS pentru un zbor care decolează de pe un aerodrom din FIR BUCUREȘTI contactați:

IFPU 2 - Paris (Bretigny)
AFTN: EUCBZMFP
SITA: PAREP7X

12. Zbor și flux - informații pentru un mediu colaborativ (FF-ICE)

12.1 Definiții

- 1) Zbor și flux - informații pentru un mediu colaborativ (FF-ICE): Informații necesare pentru planificarea, coordonarea și notificarea zborurilor, schimbate într-un format standardizat între membrii comunității ATM, inclusiv cei implicați în operațiunile de zbor și operațiunile aeroportuare.
- 2) Zbor și flux - informații într-un mediu colaborativ FF-ICE. Un set de servicii creat pentru a facilita schimbul de informații FF-ICE, evaluarea corectă a cererilor, planificarea adecvată a resurselor și optimizarea planificării și executării zborurilor.
- 3) Zbor și flux - unitate de servicii pentru informații într-un mediu colaborativ (FF-ICE). O unitate desemnată de autoritatea ATS corespunzătoare pentru furnizarea serviciilor FF-ICE.
- 4) Plan de zbor depus (FPL sau eFPL). Cel mai recent plan de zbor trimis de pilot, operator sau reprezentant desemnat pentru a fi utilizat de către unitățile ATS.
Notă: FPL semnifică un plan de zbor depus, transmis prin serviciul fix de telecomunicații aeronautice, în timp ce eFPL semnifică un plan de zbor depus, transmis utilizând serviciile FF-ICE. eFPL permite transmiterea de informații suplimentare care nu sunt conținute în FPL.
- 5) Identificator unic global al zborului (GUF1). Element de date nemodificabil asociat unui zbor care permite tuturor membrilor eligibili ai comunității ATM să facă referire fără ambiguitate la informațiile legate de zbor.



12.2 FF-ICE Services

- 1) FF-ICE operates within a system-wide information management (SWIM) operational environment in which the main procedures and processes are described in terms of services.
- 2) EUROCONTROL Network Manager (NM) is the designated FF-ICE services unit for the IFPS Zone and provides the following FF-ICE services:
 - a. filing service: the evaluation of a filed flight plan (eFPL) for the provision of air traffic services and indication of flight plan acceptability;
 - b. trial service: the evaluation of a trial request with respect to flight plan acceptability and, where practicable, the indication of applicable restrictions and resultant constraints on the flight;
Note: The trial service offers an opportunity for an operator or designated representative to submit "what-if" scenarios and to receive feedback from an FF-ICE services unit, prior to submitting an eFPL or flight plan update.
 - c. flight data request service: the provision of data regarding a specific flight such as the latest version of a filed flight plan or search and rescue data upon request by an eligible recipient;
 - d. notification service: the provision of data regarding a certain flight event such as departure and arrival to required recipients; and
 - e. publication service: the publication of FF-ICE data for access by authorized subscribers.
- 3) Detailed descriptions of the NM FF-ICE services are available in the European SWIM registry.
- 4) An NM B2B certificate is required to make use of the FF-ICE services provided by NM via their B2B (Business to Business) Services.
- 5) NM provides a translation service whereby all eFPL messages are translated to the FPL message format. Operators may make use of the FF-ICE translation and delivery service provided by NM to address translated FPL messages to ATS units outside of the IFPZ.

12.3 FF-ICE Messages

- 1) FF-ICE messages are used to exchange FF-ICE information and are described in the following table:

Message	Description
Submission Response	A response message indicating whether a submitted FF-ICE message is valid or not. In case of rejection, it also indicates the reason.
Trial Request	A query to evaluate a flight plan under consideration for an intended flight.
Trial Response	A response to a validated Trial Request message indicating the expected flight plan acceptability and, where practicable, applicable restrictions and constraints.
Filed Flight Plan (eFPL)	A flight plan (to be) submitted as a request for air traffic services.
Filing Status	A response to a validated eFPL message indicating the flight plan acceptability.
Flight Plan Update	An update to the information contained in a previously submitted flight plan.
Flight Cancellation	An instruction to cancel and remove a previously submitted flight plan.
Flight Data Request	A query for flight plan or search and rescue information for a particular flight.
Flight Data Response	A response to a validated Flight Data Request message, which includes the requested data.
Flight Departure	A notification that a flight has departed.
Flight Arrival	A notification that a flight has landed.

- 2) The Flight Information Exchange Model (FIXM) provides individual exchange schema for each of the FF-ICE messages.
- 3) Further details on the format, fields and content are provided in the NM B2B Reference Manual and the FIXM User Manual.

12.4 FF-ICE Requirements

- 1) General air traffic, operating under IFR must submit eFPLs using the FF-ICE services provided by NM, instead of FPL messages.
- 2) For all operators an eFPL message shall include, as a minimum (civil aircraft operating as general air traffic fully under IFR have additional requirements):
 - a. the GUFi;
 - b. the operator flight plan version;
 - c. the flight data items required for FPLs as prescribed by the provisions in ICAO Annex 2 Section 3.3.2, ICAO Doc 4444 PANS-ATM Appendix 2 and this AIP, ENR 1.10 (Item 5 - Instruction for the flight planning).



12.2 Servicii FF-ICE

- 1) FF-ICE funcționează într-un mediu operațional de gestionare a informațiilor la nivel de sistem (SWIM), în care principalele proceduri și procese sunt descrise sub formă de servicii.
- 2) EUROCONTROL Network Manager (NM) este unitatea desemnată pentru serviciile FF-ICE în zona IFPS și furnizează următoarele servicii FF-ICE:
 - a. Serviciul de depunere: evaluarea unui plan de zbor depus (eFPL) pentru furnizarea serviciilor de trafic aerian și indicarea acceptabilității planului de zbor;
 - b. Serviciu de test: evaluarea unei cereri de test în ceea ce privește acceptabilitatea planului de zbor și, acolo unde este posibil, indicarea restricțiilor aplicabile și a constrângerilor rezultate asupra zborului;
Notă: Serviciul de test permite operatorului sau reprezentantului desemnat să trimită scenarii ipotetice și de a primi feedback de la o unitate de servicii FF-ICE, înainte de a depune un eFPL sau o actualizare a planului de zbor.
 - c. Serviciul de solicitare a datelor de zbor: furnizarea de date referitoare la un zbor specific, cum ar fi cea mai recentă versiune a planului de zbor depus sau date privind operațiunile de căutare și salvare, la cererea unui destinatar eligibil;
 - d. Serviciul de notificare: furnizarea de date privind un anumit eveniment de zbor, cum ar fi plecare și sosirea către destinatarii necesari; și
 - e. Serviciul de publicare: publicarea datelor FF-ICE pentru accesul abonaților autorizați.
- 3) Descrieri detaliate ale serviciilor NM FF-ICE sunt disponibile în registrul european SWIM.
- 4) Pentru utilizarea serviciilor FF-ICE furnizate de NM prin intermediul serviciilor B2B (Business to Business), este necesar un certificat NM B2B.
- 5) NM oferă un serviciu de translație prin care toate mesajele eFPL sunt transformate în formatul de mesaje FPL. Operatorii pot utiliza serviciul de translație și livrare oferit de NM pentru a trimite mesajele FPL transformate către unități ATS din afara IFPS.

12.3 Mesaje FF-ICE

- 1) Mesajele FF-ICE sunt utilizate pentru schimbul de informații FF-ICE și sunt descrise în tabelul următor:

Mesaj	Descriere
Răspuns la cerere	Un mesaj de răspuns care indică dacă un mesaj FF-ICE trimis este valid sau nu. În cazul respingerii, acesta indică și motivul.
Cerere de test	O interogare pentru a evalua un plan de zbor pentru un zbor planificat.
Răspuns de test	Un răspuns la un mesaj tip cerere de test validat care indică acceptabilitatea planului de zbor estimată și acolo unde este posibil, restricțiile și constrângerile aplicabile.
Plan de zbor depus (eFPL)	Un plan de zbor (care urmează să fie transmis) ca cerere pentru servicii de trafic aerian.
Gradul de completare	Un răspuns la un mesaj eFPL validat care indică acceptabilitatea planului de zbor.
Actualizare Plan de zbor	Actualizarea informațiilor dintr-un plan de zbor depus anterior.
Anularea zborului	O instrucțiune de a anula și a elimina un plan de zbor trimis anterior.
Solicitare date de zbor	Solicitare de informații privind planul de zbor sau operațiunile de căutare și salvare pentru un anumit zbor.
Răspuns la solicitarea de date de zbor	Un răspuns la un mesaj validat de solicitare de date de zbor, care include datele solicitate.
Plecarea zborului	O notificare că zborul a decolat.
Sosirea zborului	O notificare că zborul a aterizat.

- 2) Modul de schimb de informații de zbor (FIXM) oferă o schemă specifică pentru fiecare mesaj FF-ICE.
- 3) Detalii suplimentare privind formatul, câmpurile și conținutul sunt furnizate în Manualul de referință NM B2B și în Manualul de utilizare FIXM.

12.4 Cerințe FF-ICE

- 1) Traficul aerian general care operează în regim IFR, trebuie să transmită eFPL-uri utilizând serviciile FF-ICE furnizate de NM, în locul mesajelor FPL.
- 2) Pentru toți operatorii, un mesaj eFPL trebuie să includă, cel puțin următoarele elemente (aeronaivele civile care operează în traficul aerian general IFR au cerințe suplimentare):
 - a. GUF1;
 - b. Versiunea planului de zbor al operatorului;
 - c. elementele de date de zbor necesare pentru eFPL, așa cum sunt prevăzute în dispozițiile din Anexa 2 ICAO, Secțiunea 3.3.2, Documentul ICAO 4444 PANS-ATM, Anexa 2 și acest AIP, ENR 1.10 (*Punctul 5 - Instrucțiuni privind completarea planului de zbor*).

- 3) Civil aircraft operating as general air traffic fully under IFR are additionally required to include the following in their eFPL:
 - a. Expanded route and 4D trajectory;
 - b. Flight specific performance data consisting of performance climb and descent profiles and climb and descent speed schedules;
 - c. Estimated aircraft take-off mass.
- 4) For state aircraft operating as general air traffic fully under IFR and general air traffic operating under mixed IFR and VFR, the inclusion of items 3) a., b. and c. in eFPLs is optional.
- 5) Details on the expression of route/trajectory information in an FF-ICE flight plan are provided in the EUROCONTROL Network Manager IFPS Users Manual. When providing a trajectory in an FF-ICE flight plan, the full trajectory from aerodrome of departure to aerodrome of destination must be provided.
- 6) The operator, or its designated representative, is required to generate and allocate a GUF1 to its FF-ICE flight plan. The provision of the GUF1 is mandatory when using the filing service and the notification service.
- 7) The operator flight plan version number is a mandatory element when submitting eFPLs and any subsequent updates. The version number shall be incremented by the operator or their designated representative with every update to the flight plan.

12.5 FF-ICE Flight Planning Procedures

- 1) Submission, update and cancellation of FF-ICE Flight Plans:
 - a. FF-ICE flight plans are submitted, updated and cancelled using the FF-ICE filing service.
 - b. Upon processing of an FF-ICE flight plan submission or update, NM provides feedback via a submission response and filing status. In the case of an FF-ICE flight plan cancellation, NM provides feedback via a submission response only.
- 2) Use of the FF-ICE Trial Service:
 - a. The trial service is initiated through the submission of a trial request.
 - b. Upon processing of an FF-ICE trial request, NM provides feedback via a submission response and a trial response.
- 3) Use of the FF-ICE Flight Data Request Service:
 - a. The use of the FF-ICE flight data request service enables users to request:
 - i. A copy of accepted eFPLs;
 - ii. A copy of supplementary flight plan data;
 - iii. A copy of the latest filing status for the flight;
 - iv. The submission response status.
- 4) The notification service is used to enable users to transmit departure and arrival notification information to NM.
- 5) The data publication service is used to enable subscribers to obtain information about flights relevant to their operations.
- 6) FF-ICE flight plan re-evaluation:
 - a. NM performs re-evaluation of FF-ICE flight plans to determine whether flight plans remain in compliance with published restrictions or ATM measures that that may have been applied or modified since the flight plan was last evaluated.
 - b. The IFPS performs re-evaluation of eFPLs in the same way that it revalidates FPLs/IFPLs, with all valid flight plans subjected to the same process, same criteria and same possible outcome.
 - c. The re-evaluation process applies to all processed eFPLs that received an ACK submission status and ACCEPTABLE filing status.
 - d. Operators should make use of the NM B2B Publish/Subscribe services that will provide updates to the eFPL's filing status, to maintain awareness of the re-evaluation results.
- 7) Further details on the NM implementation and provision of FF-ICE services and related procedures are provided in the NM IFPS Users Manual.

12.6 Further Information

- 1) Further information on FF-ICE, the NM implementation and associated procedures can be found in the following:
 - a. EUROCONTROL FF-ICE webpage <https://eurocontrol.int/ffice>;
 - b. EUROCONTROL Network Manager IFPS Users Manual <https://www.eurocontrol.int/publication/ifps-users-manual>;
 - c. EUROCONTROL NM B2B Reference Manual;
 - d. European SWIM Registry <https://eur-registry.swim.aero/home>;
 - e. FIXM User Manual <https://docs.fixm.aero/#/>.
- 2) The EUROCONTROL Network Manager will provide a flight plan translation service for the FIRs/UIRs in the IFPZ where FF-ICE/R1 is not mandated and as transition arrangements until full implementation by the concerned states.



- 3) Aeronavele civile care operează ca trafic aerian general (IFR) trebuie să includă în eFPL și următoarele informații:
 - a. Ruta extinsă și traiectorie 4D;
 - b. Datele de performanță specifice zborului care includ profilurile de urcare și de coborâre și vitezele pentru urcare și coborâre;
 - c. Masa estimată a aeronavei la decolare.
- 4) Pentru aeronavele de stat care operează ca trafic aerian general (IFR) și pentru traficul aerian general în regim mixt IFR și VFR, includerea punctelor 3) a., b. și c. în eFPL este opțională.
- 5) Detalii privind informațiile referitoare la ruta/traiectoria într-un plan de zbor FF-ICE sunt furnizate în Manualul utilizatorului IFPS al NM EUROCONTROL. Atunci când se furnizează o traiectorie într-un plan de zbor FF-ICE, trebuie să includă traiectoria completă de la aerodromul de plecare până la aerodromul de destinație.
- 6) Operatorul sau reprezentantul său desemnat are obligația de a genera și alocă un GUF1 planului de zbor FF-ICE. Furnizarea GUF1 este obligatorie la utilizarea serviciului de depunere și a serviciului de notificare.
- 7) Numărul versiunii planului de zbor al operatorului este un element obligatoriu la transmiterea eFPL-urilor și a oricăror actualizări ulterioare. Numărul versiunii trebuie să fie mărit de către operator sau de reprezentantul său desemnat la fiecare actualizare a planului de zbor.

12.5 Proceduri de planificare a zborului FF-ICE

- 1) Depunerea, actualizarea și anularea planurilor de zbor FF-ICE:
 - a. Planurile de zbor FF-ICE sunt depuse, actualizate și anulate folosind serviciul de depunere FF-ICE.
 - b. După procesarea unei cereri a unui plan de zbor FF-ICE sau a actualizării acestuia, NM va furniza un răspuns la cerere și statusul depunerii. În cazul anulării unui plan de zbor FF-ICE, NM va trimite doar răspuns la cerere.
- 2) Utilizarea serviciului de testare FF-ICE:
 - a. Serviciul de testare este inițiat prin depunerea unei cereri de test.
 - b. După procesarea cererii FF-ICE de test, NM trimite răspuns la cerere și un răspuns de test.
- 3) Utilizarea serviciului FF-ICE pentru solicitarea datelor de zbor:
 - a. Utilizarea serviciului de solicitare a datelor de zbor FF-ICE permite utilizatorilor să solicite:
 - i. O copie a eFPL-urilor acceptate;
 - ii. O copie a datelor suplimentare din planul de zbor;
 - iii. O copie a ultimei stări a planului de zbor depus;
 - iv. Starea răspunsului la trimiterea cererii.
- 4) Serviciul de notificare este utilizat pentru a permite utilizatorilor să transmită către NM informații despre notificările de plecare și sosire.
- 5) Serviciul de publicare a datelor este utilizat pentru a permite abonaților să obțină informații despre zborurile relevante pentru operațiunile lor.
- 6) Reevaluarea planului de zbor FF-ICE:
 - a. NM efectuează reevaluarea planurilor de zbor FF-ICE pentru a determina dacă planurile de zbor rămân în conformitate cu restricțiile publicate sau măsurile ATM care ar fi putut fi aplicate sau modificate de la ultima evaluare a planurilor de zbor.
 - b. IFPS realizează reevaluarea planurilor de zbor eFPL în același mod ca pentru revalidarea FPL/IFPL, cu toate planurile de zbor validate supuse aceluiași proces, aceluiași criterii și aceluiași rezultate posibile.
 - c. Procesul de re-evaluare se aplică tuturor eFPL procesate care au primit un mesaj ACK pentru starea de transmitere și ACCEPTABLE pentru starea de completare.
 - d. Operatorii trebuie să utilizeze serviciile NM B2B Publish/Subscribe pentru a primi actualizări privind statusul depunerii eFPL.
- 7) Detalii suplimentare privind implementarea NM și furnizarea serviciilor FF-ICE, precum și procedurile conexe sunt furnizate în Manualul utilizatorului NM IFPS.

12.6 Informații suplimentare

- 1) Informații suplimentare privind FF-ICE, implementarea NM și procedurile asociate pot fi găsite în următoarele surse:
 - a. Pagina web EUROCONTROL FF-ICE <https://eurocontrol.int/ffice>;
 - b. Manualul utilizatorului IFPS al NM EUROCONTROL <https://www.eurocontrol.int/publication/ifps-users-manual>;
 - c. Manualul de referință EUROCONTROL NM B2B;
 - d. Registrul European SWIM <https://eur-registry.swim.aero/home>;
 - e. Manualul de utilizare FIXM <https://docs.fixm.aero/#/>.
- 2) NM EUROCONTROL va furniza un serviciu de traducere a planurilor de zbor pentru FIR/UIR din IFPS în care FF-ICE/R1 nu este obligatoriu și ca măsură tranzitorie până la implementarea completă de către statele în cauză.

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Movement messages relating to traffic into or via BUCUREȘTI FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address
IFR/GAT flights	Into, via or leaving BUCUREȘTI FIR	EUCHZMFP, EUCBZMFP
VFR flights	Into or via BUCUREȘTI FIR	- LRBBZQZX and - to the control tower of the destination aerodrome (...ZTZX), if applicable
	Departing from a controlled aerodrome within BUCUREȘTI FIR	Only to the ARO/Briefing Unit in charge:
	LRAR LRBV LRTR	LRTRYOYX W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL LROPYOYX Outside ARO/Briefing Timișoara operational hours
	LRBC LRBM LROP LRBS LRCL LRCK LRCV LRIA LROD LRSM LRSB LRSV LRTC LRTM	LROPYOYX
	Where the VFR portion of the flight lies within BUCUREȘTI FIR	- EUCHZMFP, EUCBZMFP and Supplying in extra address line(s) the corresponding addresses for VFR flights
Mixed IFR/VRF flights		-

Addressing of FF-ICE Flight Plan Messages

Operators or their designated representative, using the FF-ICE services provided by NM, shall submit FF-ICE flight plan messages to NM using the NM B2B FF-ICE services.

ENR 1.11 ADRESAREA MESAJELOR PLAN DE ZBOR

Pentru a garanta retransmiterea și distribuirea corectă, mesajele de mișcare referitoare la traficul înspre sau care tranzitează FIR BUCUREȘTI trebuie să fie adresate după cum urmează:

Categoria zborului (IFR, VFR sau ambele)	Ruta (înspre sau via FIR și/sau TMA)	Adresarea mesajelor
Zboruri IFR/GAT	Înspre, via sau plecând din FIR BUCUREȘTI	EUCHZMFP, EUCBZMFP
Zboruri VFR	Înspre sau via FIR BUCUREȘTI	- LRBBZQZX și - Turnului de control al aerodromului de destinație (...ZTZX), dacă este cazul.
	Cu plecare de pe un aerodrom controlat situat în FIR BUCUREȘTI	Numai la unitatea ARO/Briefing responsabilă:
	LRAR LRBV LRTR	LRTRYOYX W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL LROPYOYX În afara orelor de operare a unității ARO/Briefing Timișoara
	LRBC LRBM LROP LRBS LRCL LRCK LRCV LRIA LROD LRSM LRSB LRSV LRTC LRTM	LROPYOYX
	Dacă porțiunea de zbor VFR este în FIR BUCUREȘTI.	- EUCHZMFP, EUCBZMFP și În linia (liniile) de extra-adrese, se furnizează adresele corespunzătoare pentru zborurile VFR.
Zboruri mixte IFR/VFR		-

Adresarea mesajelor privind planul de zbor FF-ICE

Operatorii sau reprezentanții lor desemnați, care utilizează serviciile FF-ICE furnizate de NM, trebuie să transmită mesajele privind planul de zbor FF-ICE către NM utilizând serviciile NM B2B FF-ICE.

ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA, TMA

Name Lateral limits Vertical Limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	Frequency/Channel/ SATVOICE/Purpose	Remarks
1	2	3	4	5
<p>BUCUREȘTI FIR</p> <p>451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E - then border of SOFIA FIR, BEOGRAD FIR, BUDAPEST FIR, LVIV FIR, CHISINAU FIR, ODESA FIR up to the point of coordinates: 451300N 0294000E</p> <p><u>FL 660</u> GND</p> <p>Class of airspace: - C ABV, but not including FL 105, ATS routes, CTRs, TMA - A TMA - G outside other regulated airspace</p>	BUCUREȘTI ACC	București Information RO, ENG H24	<p>129.400 MHz - for Muntenia and Oltenia FIS area</p> <p>136.385 - for Banat FIS area</p> <p>136.230 - for Ardeal FIS area</p> <p>123.230 - for Moldova FIS area</p> <p>129.235 - for Dobrogea FIS area</p> <p>121.500 MHz - EMERG</p>	<p>The airspace layer between FL 290 - FL 410 (both included) of BUCUREȘTI FIR is part of EUR RVSM airspace.</p> <p>Frequencies are not protected above FL 450.</p> <p>FIS areas are depicted at ENR 6-40</p> <p>See GEN 3.3-1 for BUCUREȘTI INFORMATION FREQs.</p>

BUCUREȘTI CTA				
1	2	3	4	5
<p>BUCUREȘTI CTA (BUCUREȘTI CTA consists of BUCUREȘTI CTA 1 and BUCUREȘTI CTA 2)</p> <p>BUCUREȘTI CTA 1</p> <p>451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E - 434408N 0283004E - 433855N 0282535E - 440826N 0270101E - then along BUCUREȘTI FIR/SOFIA FIR boundary up to the point of coordinates 435213N 0255833E - 435647N 0254432E - 435846N 0252818E - 435824N 0250009E - 434153N 0244148E - then along BUCUREȘTI FIR/SOFIA FIR boundary up to the point of coordinates 441256N 0224034E, along BUCUREȘTI FIR/BEOGRAD FIR/UIR boundary - 460702N 0201602E - along BUCUREȘTI FIR/BUDAPEST FIR boundary - 475733N 0225422E - along BUCUREȘTI FIR/LVIV FIR/KYIV UIR boundary up to the point of coordinates 481502N 0263725E, along BUCUREȘTI FIR/CHISINAU FIR boundary up to the point of coordinates 452824N 0281218E, along BUCUREȘTI FIR/ODESA FIR/KYIV UIR boundary up to the point of coordinates: 451300N 0294000E</p> <p><u>FL 660</u> <u>FL 245</u></p> <p>Class of Airspace: C</p>	BUCUREȘTI ACC	București Radar București Control RO, ENG H24	<p>123.065 132.755 127.540 135.340 130.230 125.765 121.375 MHz 134.460 124.100 MHz 127.075 MHz 132.865 122.030 123.835 134.380 129.755 130.315 123.265 121.180 121.285 133.630 125.455 135.360 128.610 128.580 134.435 122.380 122.365</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>BUCUREȘTI CTA 2</p> <p>451300N 0294000E - 450900N 0295800E - 443000N 0301600E - 441500N 0302400E - 434100N 0303200E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E - along BUCUREȘTI FIR/SOFIA FIR boundary up to the point of coordinates 441256N 0224034E, along BUCUREȘTI FIR/BEOGRAD FIR/UIR boundary - 460702N 0201602E - along BUCUREȘTI FIR/BUDAPEST FIR boundary - 475733N 0225422E - along BUCUREȘTI FIR/LVIV FIR boundary up to the point of coordinates 481502N 0263725E - along BUCUREȘTI FIR/CHISINAU FIR boundary up to the point of coordinates 452824N 0281218E - along BUCUREȘTI FIR/ODESA FIR boundary - up to the point of coordinates 451300N 0294000E</p> <p><u>FL 245</u> Lower limit of ATS routes</p> <p>Class of airspace: - C ABV, but not including FL 105, ATS routes, CTRs, TMA - A TMA - G outside other regulated airspace</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>132.755 127.540 135.340 130.230 121.375 MHz 124.100 MHz 127.075 MHz 122.030 123.835 130.315 121.285 135.360 128.610 122.365 121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>

Sectors within BUCUREȘTI CTA				
1	2	3	4	5
<p>Sector MOPUG (Sector MOPUG consists of Sector MOPUG 1 and Sector MOPUG 2)</p> <p>Sector MOPUG 1</p> <p>454039N 0223709E - 452418N 0230931E - 443757N 0223451E - then border of BEOGRAD FIR, up to the point of coordinates 451420N 0211830E - 451424N 0211830E - 452011N 0214406E - 452558N 0221018E - 453230N 0224030E - 454039N 0223709E</p> <p><u>FL 175</u> FL 105</p> <p>Class of airspace: C</p> <p>Sector MOPUG 2</p> <p>462449N 0211720E - 461244N 0213145E - 454039N 0223709E - 452418N 0230931E - 443757N 0223451E - then border of BEOGRAD FIR up to the point of coordinates 460702N 0201602E, BUDAPEST FIR up to the point of coordinates 462449N 0211720E</p> <p><u>FL 660</u> <u>FL 175</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>125.765 127.540 130.230 132.755 134.460 135.340 119.040 - ALTN 121.375 MHz - ALTN 124.100 MHz - ALTN 121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector BUDOP (Sector BUDOP consists of Sector BUDOP 1 and Sector BUDOP 2)</p> <p>Sector BUDOP 1</p> <p>471718N 0215310E - 465117N 0225413E - 463702N 0225911E - 460015N 0231146E - 454535N 0232548E - 452418N 0230931E - 454039N 0223709E - 460730N 0222600E - 461431N 0221018E - 462552N 0214436E - 463700N 0211900E - then border of BUDAPEST FIR up to the point of coordinates: 471718N 0215310E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector BUDOP 2</p> <p>471718N 0215310E - 465117N 0225413E - 464709N 0230342E - 461317N 0234708E - 454535N 0232548E - 452418N 0230931E - 454039N 0223709E - 461244N 0213145E - 462449N 0211720E - then border of BUDAPEST FIR up to the point of coordinates: 471718N 0215310E</p> <p><u>FL 660</u> <u>FL 175</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>125.765 127.540 130.230 132.755 134.460 135.340</p> <p>119.040 - ALTN 121.375 MHz - ALTN 124.100 MHz - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>
<p>Sector NAPOC (Sector NAPOC consists of Sector NAPOC 1 and Sector NAPOC 2)</p> <p>Sector NAPOC 1</p> <p>474320N 0245436E - 463958N 0253725E - 463032N 0245723E - 471425N 0240706E - 471756N 0240259E - 471501N 0230809E - 465945N 0225115E - 465117N 0225413E - 471718N 0215310E then border of BUDAPEST FIR up to the point of coordinates 475733N 0225422E, LVIV FIR, up to the point of coordinates 474320N 0245436E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector NAPOC 2</p> <p>474320N 0245436E - 463958N 0253725E - 463032N 0245723E - 461317N 0234708E - 464709N 0230342E - 465117N 0225413E - 471718N 0215310E then border of BUDAPEST FIR up to the point of coordinates 475733N 0225422E, LVIV FIR, up to the point of coordinates 474320N 0245436E</p> <p><u>FL 660</u> <u>FL 175</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>119.665 127.075 MHz 128.610 134.765</p> <p>125.725 MHz - ALTN 128.835 - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector LOMOS (Sector LOMOS consists of Sector LOMOS 1, Sector LOMOS 2 and Sector LOMOS 3)</p> <p>Sector LOMOS 1</p> <p>454535N 0232548E - 453800N 0233300E - 453808N 0243054E - 450434N 0251130E - 445505N 0251036E - 443737N 0250858E - 442701N 0251059E - 442038N 0251212E - 441155N 0242223E - 435747N 0243219E - 435236N 0243420E - 434153N 0244148E - then border of SOFIA FIR up to the point of coordinates 441256N 0224034E, BEOGRAD FIR up to the point of coordinates 443757N 0223451E - 452418N 0230931E - 454535N 0232548E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector LOMOS 2</p> <p>461317N 0234708E - 453808N 0243054E - 450434N 0251130E - 445758N 0253419E - 440000N 0254000E - 442701N 0251059E - 442038N 0251212E - 441155N 0242223E - 435747N 0243219E - 435236N 0243420E - 434153N 0244148E then border of SOFIA FIR up to the point of coordinates 441256N 0224034E, BEOGRAD FIR up to the point of coordinates 443757N 0223451E - 452418N 0230931E - 454535N 0232548E - 461317N 0234708E</p> <p><u>FL 245</u> FL 175</p> <p>Class of airspace: C</p> <p>Sector LOMOS 3</p> <p>461317N 0234708E - 453808N 0243054E - 450434N 0251130E - 445505N 0251036E - 443737N 0250858E - 442701N 0251059E - 442038N 0251212E - 441155N 0242223E - 435747N 0243219E - 435236N 0243420E - 434153N 0244148E then border of SOFIA FIR up to the point of coordinates 441256N 0224034E, BEOGRAD FIR up to the point of coordinates 443757N 0223451E - 452418N 0230931E - 454535N 0232548E - 461317N 0234708E</p> <p><u>FL 660</u> <u>FL 245</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>122.030 130.315 132.865 133.630 134.380</p> <p>123.835 - ALTN 124.975 MHz - ALTN 126.080 - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector KOMAN (Sector KOMAN consists of Sector KOMAN 1, Sector KOMAN 2 and Sector KOMAN 3)</p> <p>Sector KOMAN 1</p> <p>442038N 0251212E - 440447N 0251511E - 440000N 0254000E - 435647N 0254432E - 435213N 0255833E - then border of SOFIA FIR up to the point of coordinates 434153N 0244148E - 435236N 0243420E - 435747N 0243219E - 441155N 0242223E - 442038N 0251212E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector KOMAN 2</p> <p>442701N 0251059E - 440000N 0254000E - 435647N 0254432E - 435213N 0255833E - then border of SOFIA FIR up to the point of coordinates 434153N 0244148E - 435236N 0243420E - 435747N 0243219E - 441155N 0242223E - 442038N 0251212E - 442701N 0251059E</p> <p><u>FL 245</u> <u>FL 175</u></p> <p>Class of airspace: C</p> <p>Sector KOMAN 3</p> <p>442701N 0251059E - 440000N 0254000E - 435647N 0254432E - 435846N 0252818E - 435824N 0250009E - 434153N 0244148E - 435236N 0243420E - 435747N 0243219E - 441155N 0242223E - 442038N 0251212E - 442701N 0251059E</p> <p><u>FL 660</u> <u>FL 245</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>122.030 130.315 132.865 133.630 134.380</p> <p>123.835 – ALTN 124.975 MHz - ALTN 126.080 - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector ARGES (Sector ARGES consists of Sector ARGES 1, Sector ARGES 2 and Sector ARGES 3)</p> <p>Sector ARGES 1</p> <p>451943N 0270610E - 444521N 0274229E - 440700N 0271700E - 440644N 0271650E - then border of SOFIA FIR up to the point of coordinates 435213N 0255833E - 435647N 0254432E - 440000N 0254000E - 442000N 0270000E - 445323N 0265801E - 450034N 0263821E - 451943N 0270610E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector ARGES 2</p> <p>451943N 0270610E - 444521N 0274229E - 435715N 0274422E - then border of SOFIA FIR up to the point of coordinates 435213N 0255833E - 435647N 0254432E - 440000N 0254000E - 445758N 0253419E - 445825N 0263516E - 450034N 0263821E - 451943N 0270610E</p> <p><u>FL 245</u> FL 175</p> <p>Class of airspace: C</p> <p>Sector ARGES 3</p> <p>451943N 0270610E - 444521N 0274229E - 435715N 0274422E - 435327N 0274431E - 440826N 0270101E - then border of SOFIA FIR up to the point of coordinates 435213N 0255833E - 435647N 0254432E - 440000N 0254000E - 442701N 0251059E - 443737N 0250858E - 445505N 0251036E - 450434N 0251130E - 450434N 0262715E - 450034N 0263821E - 451943N 0270610E</p> <p><u>FL 660</u> FL 245</p> <p>Class of airspace: C</p>	<p>BUCUREȘTI ACC</p>	<p>București Radar București Control RO, ENG H24</p>	<p>121.285 122.365 123.265 134.435</p> <p>124.975 MHz - ALTN 132.740 - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>
<p>Sector BACĂU</p> <p>474320N 0245436E then border of LVIV FIR up to the point of coordinates 481502N 0263725E, CHISINAU FIR up to the point of coordinates 455941N 0280550E - 451943N 0270610E - 463958N 0253725E - 474320N 0245436E</p> <p><u>FL 660</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p>			<p>127.075 MHz 128.610 134.765 135.360</p> <p>123.890 - ALTN 125.725 MHz - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector DINSI (Sector DINSI consists of Sector DINSI 1, Sector DINSI 2 and Sector DINSI 3)</p> <p>Sector DINSI 1</p> <p>455941N 0280550E - then border of CHISINAU FIR up to the point of coordinates 452824N 0281218E, ODESA FIR up to the point of coordinates 451300N 0294000E - 450900N 0295800E - 445835N 0300300E - 441500N 0302400E - 434100N 0303200E - 434226N 0295051E - 434317N 0292635E - 442548N 0292658E - 444151N 0283737E - 444926N 0280552E - 445530N 0274921E - 444521N 0274229E - 451943N 0270610E - 455941N 0280550E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector DINSI 2</p> <p>455941N 0280550E - then border of CHISINAU FIR up to the point of coordinates 452824N 0281218E, ODESA FIR up to the point of coordinates 451300N 0294000E - 450900N 0295800E - 445835N 0300300E - 441500N 0302400E - 434100N 0303200E - 434226N 0295051E - 434317N 0292635E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E - then border of SOFIA FIR up to the point of coordinates 435715N 0274422E - 444521N 0274229E - 451943N 0270610E - 455941N 0280550E</p> <p><u>FL 245</u> <u>FL 175</u></p> <p>Class of airspace: C</p> <p>Sector DINSI 3</p> <p>455941N 0280550E - then border of CHISINAU FIR up to the point of coordinates 452824N 0281218E, ODESA FIR up to the point of coordinates 451300N 0294000E - 450900N 0295800E - 445835N 0300300E - 441500N 0302400E - 434100N 0303200E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E - SOFIA FIR up to the point of coordinates 434408N 0283004E - 433855N 0282535E - 435327N 0274431E - 435715N 0274422E - 444521N 0274229E - 451943N 0270610E - 455941N 0280550E</p> <p><u>FL 660</u> <u>FL 245</u></p> <p>Class of airspace: C</p>			<p>121.285 122.365 123.265 134.435</p> <p>124.975 MHz - ALTN 126.725 MHz - ALTN 132.740 - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



1	2	3	4	5
<p>Sector NERDI (Sector NERDI consists of Sector NERDI 1, Sector NERDI 2 and Sector NERDI 3)</p> <p>Sector NERDI 1</p> <p>463958N 0253725E - 451943N 0270610E - 450034N 0263821E - 450434N 0262715E - 450434N 0251130E - 453808N 0243054E - 453800N 0250000E - 454356N 0250000E - 460701N 0250000E - 462812N 0250000E - 462925N 0245839E - 463032N 0245723E - 463958N 0253725E</p> <p><u>FL 175</u> Lower limit of ATS routes</p> <p>Class of airspace: C</p> <p>Sector NERDI 2</p> <p>463958N 0253725E - 451943N 0270610E - 450034N 0263821E - 445825N 0263516E - 445758N 0253419E - 450434N 0251130E - 453808N 0243054E - 461317N 0234708E - 463032N 0245723E - 463958N 0253725E</p> <p><u>FL 245</u> FL 175</p> <p>Class of airspace: C</p> <p>Sector NERDI 3</p> <p>463958N 0253725E - 451943N 0270610E - 450034N 0263821E - 450434N 0262715E - 450434N 0251130E - 453808N 0243054E - 461317N 0234708E - 463032N 0245723E - 463958N 0253725E</p> <p><u>FL 660</u> FL 245</p> <p>Class of airspace: C</p>			<p>127.075 MHz 128.610 134.765 135.360</p> <p>123.890 - ALTN 125.725 MHz - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>Frequencies are not protected above FL 450.</p>



TMA				
1	2	3	4	5
<p style="text-align: center;">ARAD TMA (ARAD TMA 1 + ARAD TMA 2 + ARAD TMA 3 + ARAD TMA 4)</p> <p>463700N 0211900E - 460730N 0222600E - 453230N 0224030E - 451424N 0211830E - then border of BEOGRAD FIR, BUDAPEST FIR up to the point of coordinates 463700N 0211900E</p> <p>Class of airspace: C</p>			<p>123.530 126.350 MHz - ALTN</p> <p>121.500 MHz - EMERG</p>	See ENR 6-51
<p style="text-align: center;">ARAD TMA 1</p> <p>463700N 0211900E - 462552N 0214436E - 460657N 0214436E - 460536N 0215601E - 453000N 0215601E - 453000N 0214406E - 452011N 0214406E - 451424N 0211830E - then border of BEOGRAD FIR, BUDAPEST FIR up to the point of coordinates 463700N 0211900E</p> <p style="text-align: center;"><u>FL 175</u> 2500 FT QNH</p> <p>Class of airspace: C</p>				
<p style="text-align: center;">ARAD TMA 2</p> <p>462552N 0214436E - 461431N 0221018E - 460353N 0221018E - 460657N 0214436E - 462552N 0214436E</p> <p style="text-align: center;"><u>FL 175</u> 3500 FT QNH</p> <p>Class of airspace: C</p>	ARAD APP	Arad Approach RO, ENG H24		
<p style="text-align: center;">ARAD TMA 3</p> <p>460536N 0215601E - 460353N 0221018E - 452558N 0221018E - 452011N 0214406E - 453000N 0214406E - 453000N 0215601E - 460536N 0215601E</p> <p style="text-align: center;"><u>FL 175</u> 3500 FT QNH</p> <p>Class of airspace: C</p>				
<p style="text-align: center;">ARAD TMA 4</p> <p>461431N 0221018E - 460730N 0222600E - 453230N 0224030E - 452558N 0221018E - 461431N 0221018E</p> <p style="text-align: center;"><u>FL 175</u> 6500 FT QNH</p> <p>Class of airspace: C</p>				



1	2	3	4	5
<p>BUCUREȘTI TMA (BUCUREȘTI TMA 1 + BUCUREȘTI TMA 2)</p> <p>450434N 0251130E - 450434N 0262715E - 445323N 0265801E - 442000N 0270000E - 440000N 0254000E - 440447N 0251511E - 443737N 0250858E - 450434N 0251130E</p> <p>Class of airspace: A</p>	BUCUREȘTI APP	București Approach RO, ENG H24	119.415 120.600 MHz - ALTN	See ENR 6-54
<p>BUCUREȘTI TMA 1</p> <p>450434N 0251130E - 450434N 0262715E - 450122N 0263608E - 444800N 0255800E - 445505N 0251036E - 450434N 0251130E</p> <p><u>FL 175</u> 4500 FT QNH</p> <p>Class of airspace: A</p>				
<p>BUCUREȘTI TMA 2</p> <p>450122N 0263608E - 445323N 0265801E - 442000N 0270000E - 440000N 0254000E - 440447N 0251511E - 443737N 0250858E - 445505N 0251036E - 444800N 0255800E - 450122N 0263608E including DIRECTOR EAST and DIRECTOR WEST</p> <p><u>FL 175</u> 2000 FT QNH</p> <p>Class of airspace: A</p>				
<p>DIRECTOR EAST</p> <p>443416N 0260506E - 444436N 0260429E - 450122N 0263608E - 445323N 0265801E - 442000N 0270000E - 441238N 0263000E - 442023N 0260939E - 443013N 0260613E - 443416N 0260506E</p> <p><u>FL 065</u> 2000FT QNH</p> <p>Class of airspace: A</p>			127.155 120.600 MHz - ALTN	
<p>DIRECTOR WEST</p> <p>443416N 0260506E - 444436N 0260429E - 444800N 0255800E - 445505N 0251036E - 443737N 0250858E - 440447N 0251511E - 440000N 0254000E - 442023N 0260939E - 443013N 0260613E - 443416N 0260506E</p> <p><u>FL 065</u> 2000FT QNH</p> <p>Class of airspace: A</p>	București Director RO, ENG HX			
<p>CONSTANȚA TMA</p> <p>445530N 0274921E - 444926N 0280552E - 444151N 0283737E - 442548N 0292658E - 434317N 0292635E - 434400N 0290200E - 434000N 0290000E - 434500N 0283600E then border of SOFIA FIR up to the point of co-ordinates: 440700N 0271700E, then 445530N 0274921E</p> <p><u>FL 175</u> 2000 FT QNH</p> <p>Class of airspace: C</p>	CONSTANȚA APP	Constanța Approach RO, ENG H24	122.905 127.350 MHz - ALTN	121.500 MHz - EMERG



1	2	3	4	5
<p>NAPOC TMA</p> <p>471756N 0240259E - 462812N 0250000E - 453800N 0250000E - 453800N 0233300E - 460015N 0231146E - 465945N 0225115E - 471501N 0230809E - 471756N 0240259E</p> <p>Class of airspace: C</p>	BUCUREȘTI APP	NAPOC Approach RO, ENG H24	126.430 127.275 MHz - ALTN 121.500 MHz - EMERG	1. NAPOC TMA contains NAPOC NORTH SECTOR and NAPOC SOUTH SECTOR. 2. For vertical limits see NAPOC NORTH SECTOR and NAPOC SOUTH SECTOR.
<p>NAPOC NORTH SECTOR</p> <p>NAPOC TMA 1</p> <p>471425N 0240706E - 462925N 0245839E - 460433N 0243400E - 460122N 0243348E - 460713N 0242430E - 460923N 0242408E - 461023N 0235313E - 455907N 0234357E - 455926N 0233529E - 463300N 0234604E - 463300N 0233600E - 464028N 0232505E - 464233N 0232306E - 465301N 0231300E - 470000N 0231300E - 471300N 0233600E - 471300N 0240602E - 471425N 0240706E</p> <p><u>FL175</u> 3000FT QNH</p> <p>Class of airspace: C</p>	BUCUREȘTI APP	NAPOC NORTH Approach RO, ENG H24	126.430 127.275 MHz - ALTN 121.500 MHz - EMERG	See ENR 6-60
<p>NAPOC TMA 2</p> <p>462925N 0245839E - 462812N 0250000E - 460701N 0250000E - 460122N 0243348E - 460433N 0243400E - 462925N 0245839E</p> <p><u>FL175</u> 3500FT QNH</p> <p>Class of airspace: C</p>				
<p>NAPOC TMA 3</p> <p>464233N 0232306E - 464028N 0232505E - 463300N 0233600E - 463300N 0234604E - 455926N 0233529E - 460015N 0231146E - 463702N 0225911E - 464233N 0232306E</p> <p><u>FL175</u> FL075</p> <p>Class of airspace: C</p>				
<p>NAPOC TMA 4</p> <p>471756N 0240259E - 471425N 0240706E - 471300N 0240602E - 471300N 0233600E - 470000N 0231300E - 465301N 0231300E - 464233N 0232306E - 463702N 0225911E - 465945N 0225115E - 471501N 0230809E - 471756N 0240259E</p> <p><u>FL175</u> 4000FT QNH</p> <p>Class of airspace: C</p>				
<p>NAPOC SOUTH SECTOR</p> <p>NAPOC TMA 5</p> <p>461023N 0235313E - 460923N 0242408E - 460713N 0242430E - 460122N 0243348E - 454431N 0243400E - 454518N 0234800E - 455410N 0234800E - 455926N 0233529E - 455907N 0234357E - 461023N 0235313E</p> <p><u>FL175</u> 3000FT QNH</p> <p>Class of airspace: C</p>	BUCUREȘTI APP	NAPOC SOUTH Approach RO, ENG H24	119.680 127.275 MHz - ALTN 121.500 MHz - EMERG	See ENR 6-60



1	2	3	4	5
<p>NAPOC TMA 6</p> <p>460701N 0250000E - 454356N 0250000E - 454431N 0243400E - 460122N 0243348E - 460701N 0250000E</p> <p><u>FL175</u> 3500FT QNH</p> <p>Class of airspace: C</p>			<p>119.680 127.275 MHz - ALTN</p> <p>121.500 MHz - EMERG</p>	<p>See ENR 6-60</p>
<p>NAPOC TMA 7</p> <p>454535N 0232548E - 454518N 0234800E - 454431N 0243400E - 454356N 0250000E - 453800N 0250000E - 453800N 0233300E - 454535N 0232548E</p> <p><u>FL175</u> <u>FL100</u></p> <p>Class of airspace: C</p>	<p>BUCUREȘTI APP</p>	<p>NAPOC SOUTH Approach RO, ENG H24</p>		
<p>NAPOC TMA 8</p> <p>460015N 0231146E - 455926N 0233529E - 455410N 0234800E - 454518N 0234800E - 454535N 0232548E - 460015N 0231146E</p> <p><u>FL175</u> 5000FT QNH</p> <p>Class of airspace: C</p>				

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)
ACMUQ	474648N 0234849E	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 LRSB, STAR LRTM	FRA (A): LRCL, LRSB, 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 LRSB	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): LRCTC 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 LRVS, IAC LRVS	FRA (A): LRVS FRA (D): LRVS 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)
DACXU	450434N 0251529E	NIL	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 LRVB	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)
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
GOXGE	462216N 0211149E	NIL	FRA (I): FL175-FL660
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
ICJAV	473818N 0245409E	NIL	FRA (I)
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
IZDUW	472039N 0215524E	NIL	FRA (I)
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
KEDZE	475245N 0225646E	IAC LRSM	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 LRSB, STAR LRTM	FRA (A): LRCL, LRSB, 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
OCSIH	474023N 0271748E	NIL	FRA (I)
ODCIH	465158N 0213606E	NIL	FRA (I)
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)
OXDOC	450148N 0251114E	NIL	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
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
PUBPE	473140N 0224932E	IAC LRSM	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): LRCK 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 LRTR	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): LRCK 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

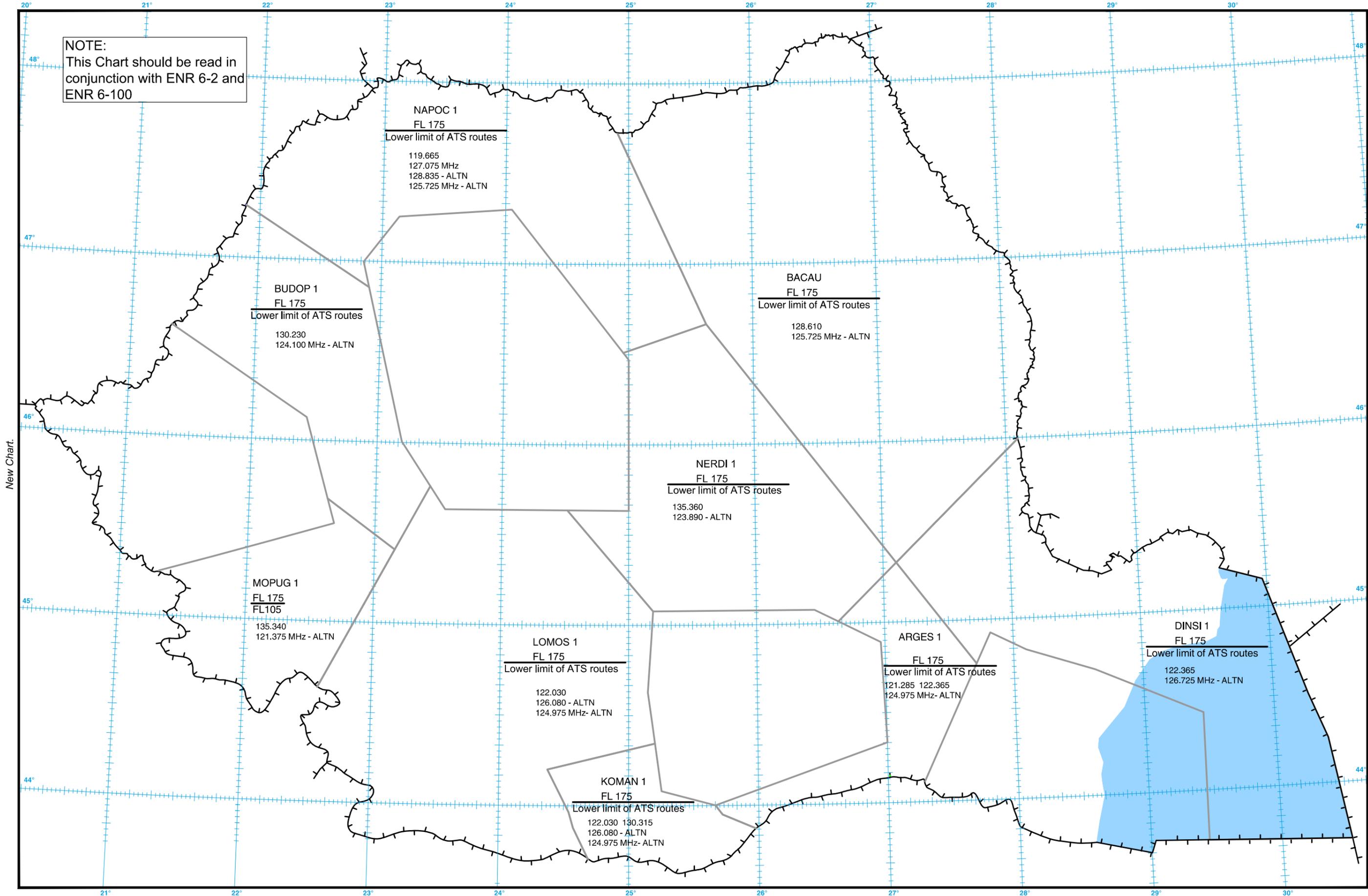
1	2	3	4
SONOB	443123N 0254558E	ENTRY/EXIT POINT CTR LROP	NIL
SORDU	440233N 0252648E	Z937, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
SORUR	443446N 0255357E	Otopeni CTR, VFR route	NIL
SOSIL	452105N 0211828E	SID/STAR LRTR	NIL
SUSUR	443647N 0264435E	STAR LROP	NIL
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	FRA (I)
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)
UCJOL	473023N 0245354E	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
UPJAW	474836N 0271412E	NIL	FRA (I)
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
USHUZ	454646N 0280828E	NIL	FRA (I)
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 LRSB	NIL
XEBUN	454647N 0242615E	STAR LRSB	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

Sectors within BUCURESTI CTA BLW FL 175 - INDEX CHART

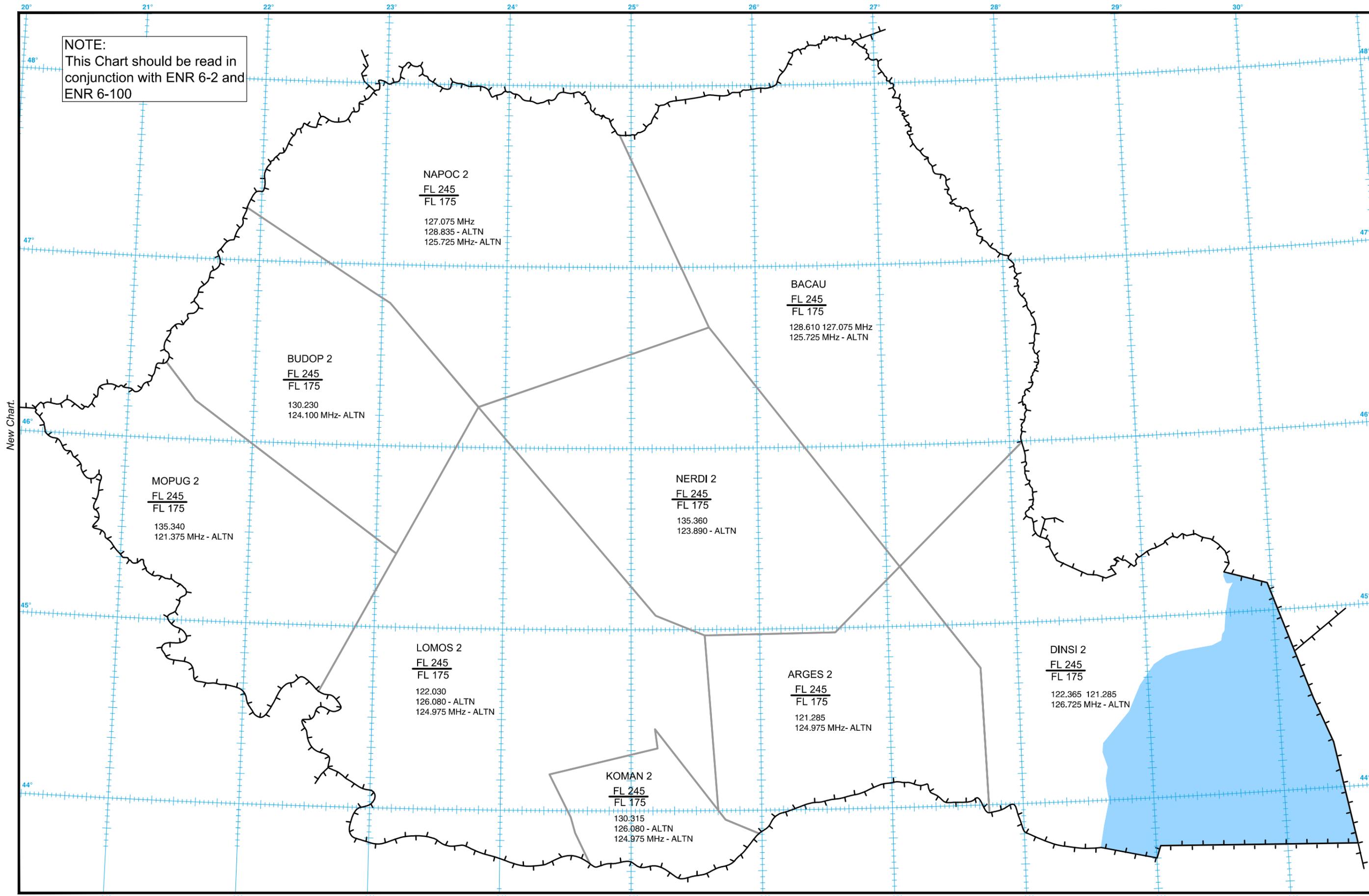
NOTE:
This Chart should be read in
conjunction with ENR 6-2 and
ENR 6-100



New Chart.

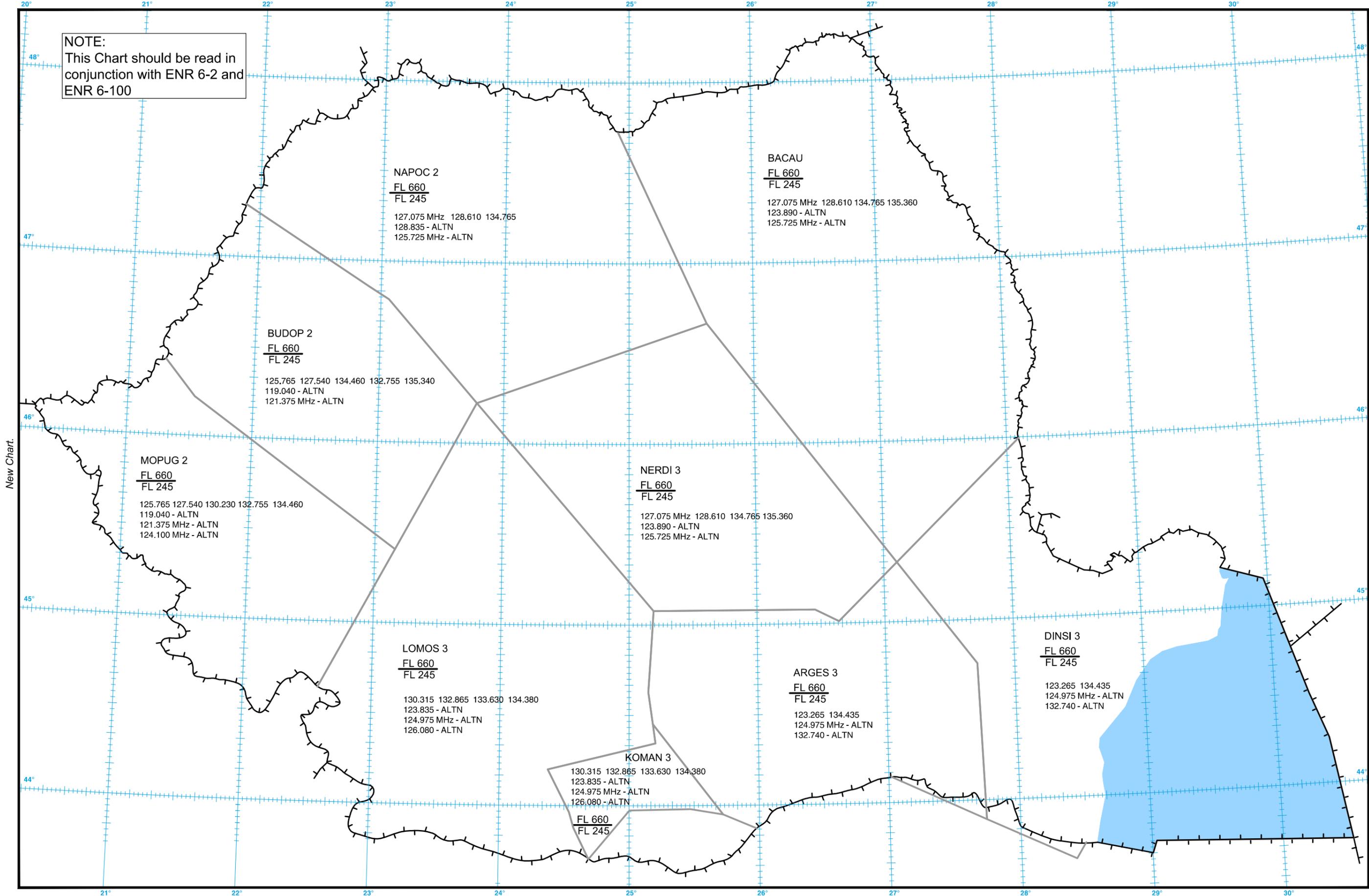
Sectors within BUCURESTI CTA BTN FL175 - FL245 - INDEX CHART

NOTE:
This Chart should be read in
conjunction with ENR 6-2 and
ENR 6-100



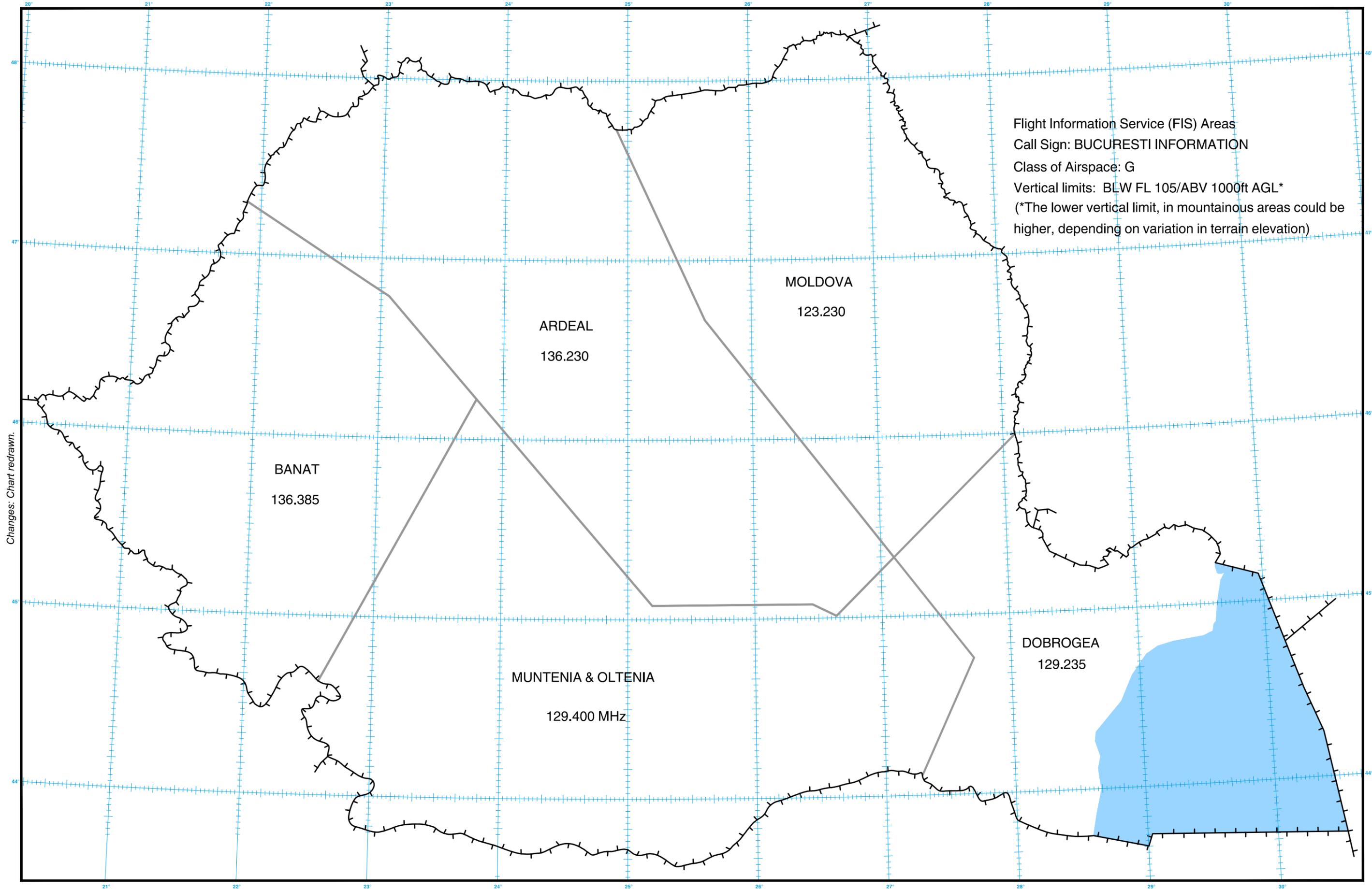
Sectors within BUCURESTI CTA ABV FL245 - INDEX CHART

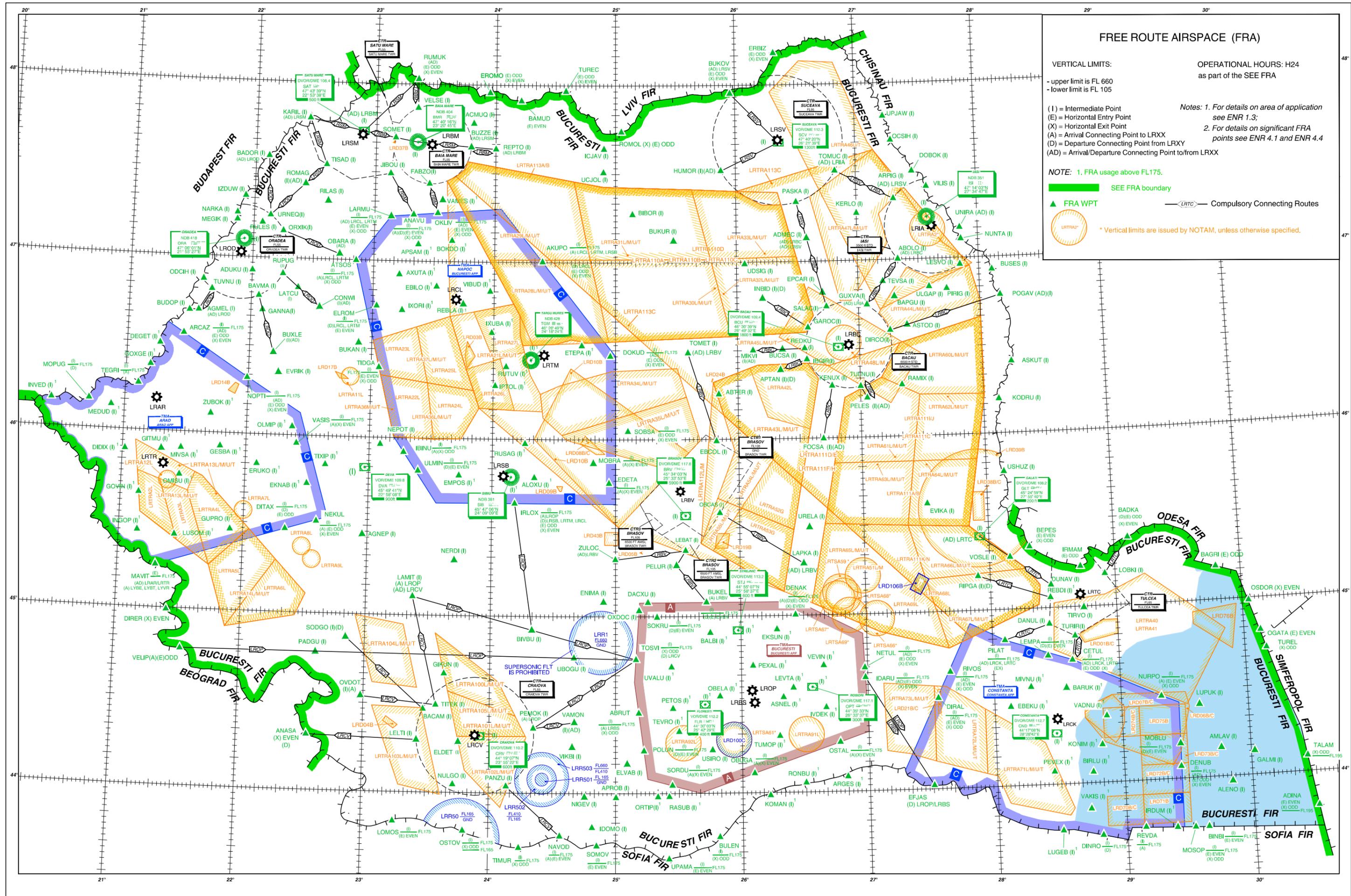
NOTE:
This Chart should be read in
conjunction with ENR 6-2 and
ENR 6-100



New Chart.

Flight Information Service (FIS) Areas





FREE ROUTE AIRSPACE (FRA)

VERTICAL LIMITS:
 - upper limit is FL 660
 - lower limit is FL 105

OPERATIONAL HOURS: H24
 as part of the SEE FRA

(I) = Intermediate Point
 (E) = Horizontal Entry Point
 (X) = Horizontal Exit Point
 (A) = Arrival Connecting Point to LRXX
 (D) = Departure Connecting Point from LRXY
 (AD) = Arrival/Departure Connecting Point to/from LRXX

Notes: 1. For details on area of application see ENR 1.3;
 2. For details on significant FRA points see ENR 4.1 and ENR 4.4

NOTE: 1. FRA usage above FL175.

SEE FRA boundary
 FRA WPT
 Compulsory Connecting Routes
 * Vertical limits are issued by NOTAM, unless otherwise specified.



TEMPORARY RESERVED AREAS	
Identification	Vertical limits
LRTRA2L	3500 FT AMSL - FL200
LRTRA3L	5500 FT AMSL - FL200
LRTRA4L	5500 FT AMSL - FL200
LRTRA5L	FL80 - FL200
LRTRA6L	FL80 - FL200
LRTRA7L	4000 FT AMSL - FL200
LRTRA8L	FL90 - FL200
LRTRA9L	FL105 - FL200
LRTRA11L	FL80 - FL200
LRTRA12L	3500 FT AMSL - FL200
LRTRA13L	5500 FT AMSL - FL200
LRTRA13M	FL200 - FL280
LRTRA13U	FL280 - FL350
LRTRA13T	FL350 - FL660
LRTRA14L	FL80 - FL200
LRTRA14M	FL200 - FL280
LRTRA14U	FL280 - FL350
LRTRA14T	FL350 - FL660
LRTRA21L	FL75 - FL200
LRTRA21M	FL200 - FL280
LRTRA21U	FL280 - FL350
LRTRA21T	FL350 - FL660
LRTRA22L	FL80 - FL200
LRTRA23L	FL90 - FL200
LRTRA24L	FL75 - FL200
LRTRA25L	FL75 - FL200
LRTRA26L	FL75 - FL200
LRTRA27L	FL75 - FL200
LRTRA28L	FL70 - FL200
LRTRA28M	FL200 - FL280
LRTRA28U	FL280 - FL350
LRTRA28T	FL350 - FL660
LRTRA29L	FL100 - FL200
LRTRA29M	FL200 - FL280
LRTRA29U	FL280 - FL350
LRTRA29T	FL350 - FL660
LRTRA30L	FL90 - FL200
LRTRA30M	FL200 - FL280

LRTRA30U	FL280 - FL350
LRTRA30T	FL350 - FL660
LRTRA31L	FL100 - FL200
LRTRA31M	FL200 - FL280
LRTRA31U	FL280 - FL350
LRTRA31T	FL350 - FL660
LRTRA32L	FL95 - FL200
LRTRA32M	FL200 - FL280
LRTRA32U	FL280 - FL350
LRTRA32T	FL350 - FL660
LRTRA33L	FL90 - FL200
LRTRA33M	FL200 - FL280
LRTRA33U	FL280 - FL350
LRTRA33T	FL350 - FL660
LRTRA34L	FL65 - FL200
LRTRA34M	FL200 - FL280
LRTRA34U	FL280 - FL350
LRTRA34T	FL350 - FL660
LRTRA35L	FL70 - FL200
LRTRA35M	FL200 - FL280
LRTRA35U	FL280 - FL350
LRTRA35T	FL350 - FL660
LRTRA36L	FL80 - FL200
LRTRA36M	FL200 - FL280
LRTRA36U	FL280 - FL350
LRTRA36T	FL350 - FL660
LRTRA37L	FL90 - FL200
LRTRA37M	FL200 - FL280
LRTRA37U	FL280 - FL350
LRTRA37T	FL350 - FL660
LRTRA40	GND - FL280
LRTRA41	FL280 - FL660
LRTRA42L	FL85 - FL200
LRTRA43L	FL90 - FL200
LRTRA43M	FL200 - FL280
LRTRA43U	FL280 - FL350
LRTRA43T	FL350 - FL660
LRTRA44L	5000 FT AMSL - FL200
LRTRA44M	FL200 - FL280
LRTRA44U	FL280 - FL350

LRTRA44T	FL350 - FL660
LRTRA45L	FL105 - FL200
LRTRA45M	FL200 - FL280
LRTRA45U	FL280 - FL350
LRTRA45T	FL350 - FL660
LRTRA46U	FL280 - FL350
LRTRA46T	FL350 - FL660
LRTRA47L	5000 FT AMSL - FL200
LRTRA47M	FL200 - FL280
LRTRA47U	FL280 - FL350
LRTRA47T	FL350 - FL660
LRTRA48L	5500 FT AMSL - FL200
LRTRA48M	FL200 - FL280
LRTRA51L	5500 FT AMSL - FL200
LRTRA51M	FL200 - FL280
LRTRA52G	GND - FL130
LRTRA53G	GND - FL130
LRTRA54L	FL130 - FL200
LRTRA54M	FL200 - FL280
LRTRA54U	FL280 - FL350
LRTRA54T	FL350 - FL660
LRTRA55L	FL130 - FL200
LRTRA55M	FL200 - FL280
LRTRA55U	FL280 - FL350
LRTRA55T	FL350 - FL660
LRTRA60L	5000 FT AMSL - FL200
LRTRA60M	FL200 - FL280
LRTRA60U	FL280 - FL350
LRTRA60T	FL350 - FL660
LRTRA61L	FL65 - FL200
LRTRA61M	FL200 - FL280
LRTRA61U	FL280 - FL350
LRTRA61T	FL350 - FL660
LRTRA62L	4500 FT AMSL - FL200
LRTRA62M	FL200 - FL280
LRTRA62U	FL280 - FL350
LRTRA62T	FL350 - FL660
LRTRA63L	FL65 - FL200
LRTRA63M	FL200 - FL280
LRTRA63U	FL280 - FL350

LRTRA63T	FL350 - FL660
LRTRA64L	4000 FT AMSL - FL200
LRTRA64M	FL200 - FL280
LRTRA64U	FL280 - FL350
LRTRA64T	FL350 - FL660
LRTRA65L	5500 FT AMSL - FL200
LRTRA65M	FL200 - FL280
LRTRA65U	FL280 - FL350
LRTRA65T	FL350 - FL660
LRTRA66L	4500 FT AMSL - FL200
LRTRA66M	FL200 - FL280
LRTRA66U	FL280 - FL350
LRTRA66T	FL350 - FL660
LRTRA67L	5000 FT AMSL - FL200
LRTRA67M	FL200 - FL280
LRTRA67U	FL280 - FL350
LRTRA67T	FL350 - FL660
LRTRA68L	3500 FT AMSL - FL200
LRTRA69L	FL130 - FL200
LRTRA71L	5500 FT AMSL - FL200
LRTRA71M	FL200 - FL280
LRTRA71U	FL280 - FL350
LRTRA71T	FL350 - FL660
LRTRA72L	5500 FT AMSL - FL200
LRTRA72M	FL200 - FL280
LRTRA72U	FL280 - FL350
LRTRA72T	FL350 - FL660
LRTRA73L	5500 FT AMSL - FL200
LRTRA73M	FL200 - FL280
LRTRA73U	FL280 - FL350
LRTRA73T	FL350 - FL660
LRTRA91L	2000 FT AMSL - FL200
LRTRA92L	2000 FT AMSL - FL200
LRTRA100L	4500 FT AMSL - FL200
LRTRA100M	FL200 - FL280
LRTRA100U	FL280 - FL350
LRTRA100T	FL350 - FL660
LRTRA101L	4500 FT AMSL - FL200
LRTRA101M	FL200 - FL280
LRTRA101U	FL280 - FL350

LRTRA101T	FL350 - FL660
LRTRA102L	4000 FT AMSL - FL200
LRTRA102M	FL200 - FL280
LRTRA102U	FL280 - FL350
LRTRA102T	FL350 - FL660
LRTRA103L	4500 FT AMSL - FL200
LRTRA103M	FL200 - FL280
LRTRA103U	FL280 - FL350
LRTRA103T	FL350 - FL660
LRTRA104L	4500 FT AMSL - FL200
LRTRA104M	FL200 - FL280
LRTRA104U	FL280 - FL350
LRTRA104T	FL350 - FL660
LRTRA105L	4500 FT AMSL - FL200
LRTRA105M	FL200 - FL280
LRTRA105U	FL280 - FL350
LRTRA105T	FL350 - FL660
LRTRA110A	FL100 - FL280
LRTRA110B	FL280 - FL660
LRTRA110C	FL280 - FL660
LRTRA110D	FL280 - FL644
LRTRA111A	FL280 - FL645
LRTRA111B	FL280 - FL646
LRTRA111C	FL280 - FL647
LRTRA111D	FL280 - FL648
LRTRA111E	FL280 - FL649
LRTRA111F	FL280 - FL650
LRTRA111H	FL280 - FL651
LRTRA111I	FL280 - FL652
LRTRA111J	FL280 - FL653
LRTRA111K	FL280 - FL654
LRTRA111N	FL280 - FL655
LRTRA112L	FL280 - FL656
LRTRA112M	FL280 - FL657
LRTRA113A	FL280 - FL658
LRTRA113B	FL280 - FL659
LRTRA113C	FL280 - FL660

DANGEROUS AREAS	
Identification	Vertical limits
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD03B	GND - FL285
LRD04B	GND-FL285
LRD05B	GND-FL285
LRD06B	GND-FL285
LRD06C	GND-FL660
LRD07B	GND-FL285
LRD07C	GND-FL660
LRD08B	GND-FL285
LRD08C	GND-FL660

LRD09B	GND-FL285
LRD10B	GND-FL285
LRD14B	GND-FL285
LRD17B	GND-FL285
LRD19B	GND-FL285
LRD21B	GND-FL285
LRD21C	GND-FL660
LRD24B	GND - FL285
LRD37B	GND - FL285
LRD38B	GND - FL285
LRD38C	GND - FL660
LRD39B	GND-FL285
LRD43B	GND-FL285

LRD70B	GND-FL285
LRD70C	GND-FL660
LRD71B	GND-FL285
LRD72B	GND-FL285
LRD72C	GND-FL660
LRD73B	GND-FL285
LRD73C	GND-FL660
LRD74B	GND-FL285
LRD74C	GND-FL660
LRD75B	GND-FL285
LRD76B	GND-FL285
LRD100C	GND - FL130
LRD106B	GND - FL130

STANDARD DEPARTURE CHART

BAIA MARE / Maramureş (LRBM)

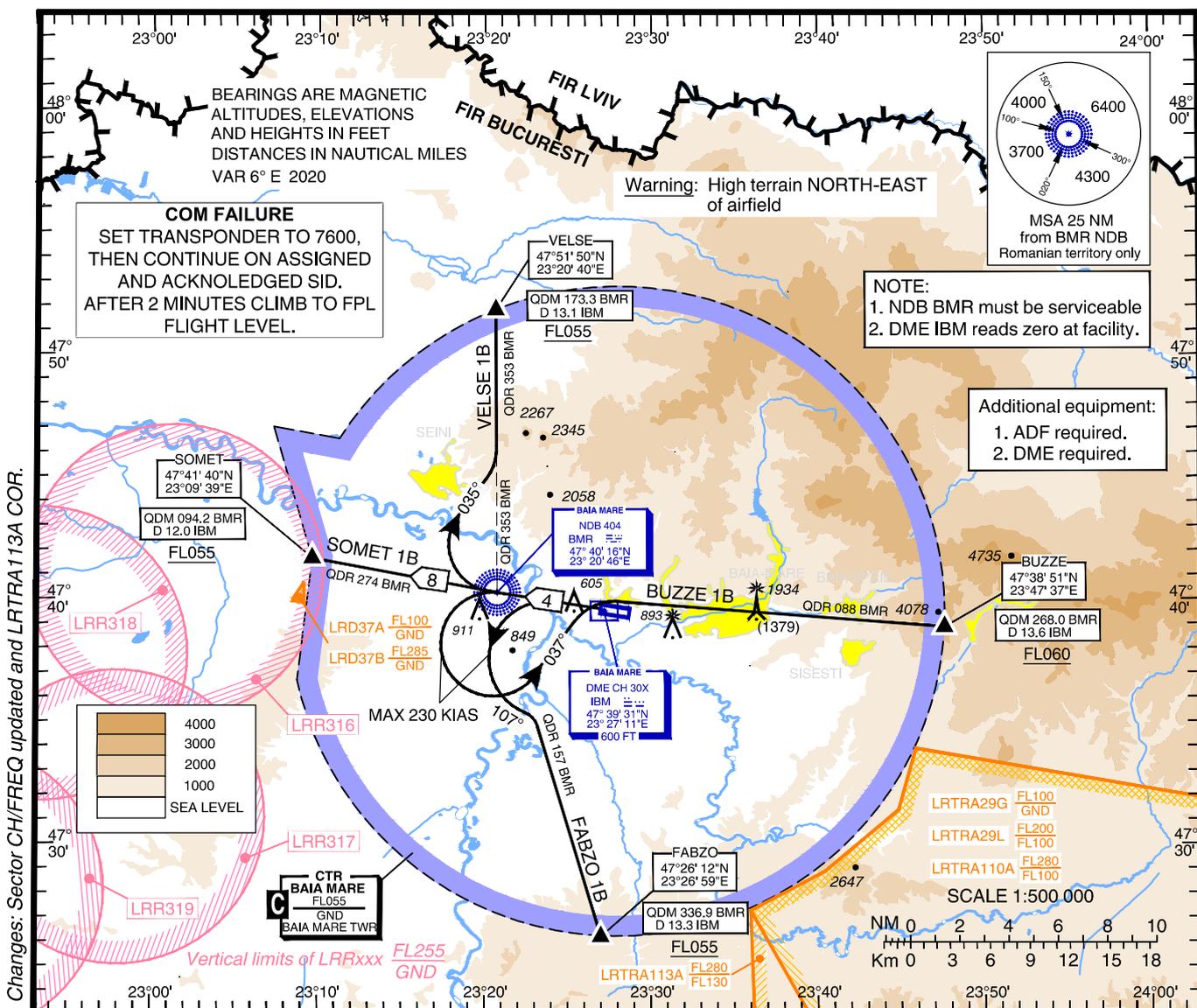
INSTRUMENT (SID) - ICAO

Transition Altitude
4000

TWR BAIA MARE	118.855	SECTOR: NAPOC	119.665
TWR BAIA MARE ALTN	118.100	NAPOC	127.075
TWR SATU MARE	119.655	NAPOC ALTN	128.835
TWR SATU MARE ALTN	118.800	NAPOC ALTN	125.725

RWY 27

BUZZE 1B, FABZO 1B,
SOMET 1B, VELSE 1B



Changes: Sector CH/FREQ updated and LRTRA113A COR.

SID Identifier	DESCRIPTION
BUZZE 1B	On runway track climb to BMR NDB. Turn LEFT on track 037° to intercept QDR 088 BMR to BUZZE. Cross BUZZE at or above FL060. Departure turn limited to MAX 230 KIAS. PDG min 4.2% due to obstacles until FL060.
FABZO 1B	On runway track climb to 1000ft. Turn LEFT on track 107° to intercept QDR 157 BMR to FABZO. Cross FABZO at or above FL055(1). Departure turn limited to MAX 230 KIAS. (1) ATS climb gradient : 5.3% up to FABZO due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
SOMET 1B	On runway track climb to BMR NDB. Intercept QDR 274 BMR to SOMET. Cross SOMET at or above FL055(1). (1) ATS climb gradient : 6.9% up to SOMET due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
VELSE 1B	On runway track climb to BMR NDB. Turn RIGHT on track 035° to intercept QDR 353 BMR to VELSE. Cross VELSE at or above FL055 (1). Departure turn limited to MAX 230 KIAS. PDG min 4.4% due to obstacles until 3100ft. (1) ATS climb gradient : 5.7% up to VELSE due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.



BAIA MARE / Maramureş (LRBM)
SID RWY 27

AERONAUTICAL DATA TABULATION

SID RWY 27	
Waypoint Identifier	Coordinates
DER 27	47°39'36.14" N 023°26'58.77" E
BUZZE (QDM 268.0 BMR / D 13.8 IBM)	47°38'51.0" N 023°47'37.0" E
FABZO (QDM 336.9 BMR / D 13.3 IBM)	47°26'12.0" N 023°26'59.0" E
SOMET (QDM 094.2 BMR / D 12.0 IBM)	47°41'40.0" N 023°09'39.0" E
VELSE (QDM 173.3 BMR / D 13.1 IBM)	47°51'50.0" N 023°20'40.0" E
BMR NDB	47°40'16.4" N 023°20'45.5" E
IBM DME	47°39'30.7" N 023°27'11.0" E

Leg	Distance [NM]	True Track [°]	Magnetic Track [°]
BUZZE 1B			
DER 27 – BMR NDB	4.26	279.02	272.66 (QDM BMR NDB)
BMR NDB – BUZZE	31.95	094.65	088.29 (QDR BMR NDB)
FABZO 1B			
DER 27 – 1000 ft	2.14	279.02	272.66 (QDM BMR NDB)
1000 ft – FABZO	20.05	163.36	157.00 (QDR BMR NDB)
SOMET 1B			
DER 27 – BMR NDB	4.26	279.02	272.66 (QDM BMR NDB)
BMR NDB – SOMET	7.63	280.46	274.10 (QDR BMR NDB)
VELSE 1B			
DER 27 – BMR NDB	4.26	279.02	272.66 (QDM BMR NDB)
BMR NDB – VELSE	13.86	359.70	353.34 (QDR BMR NDB)

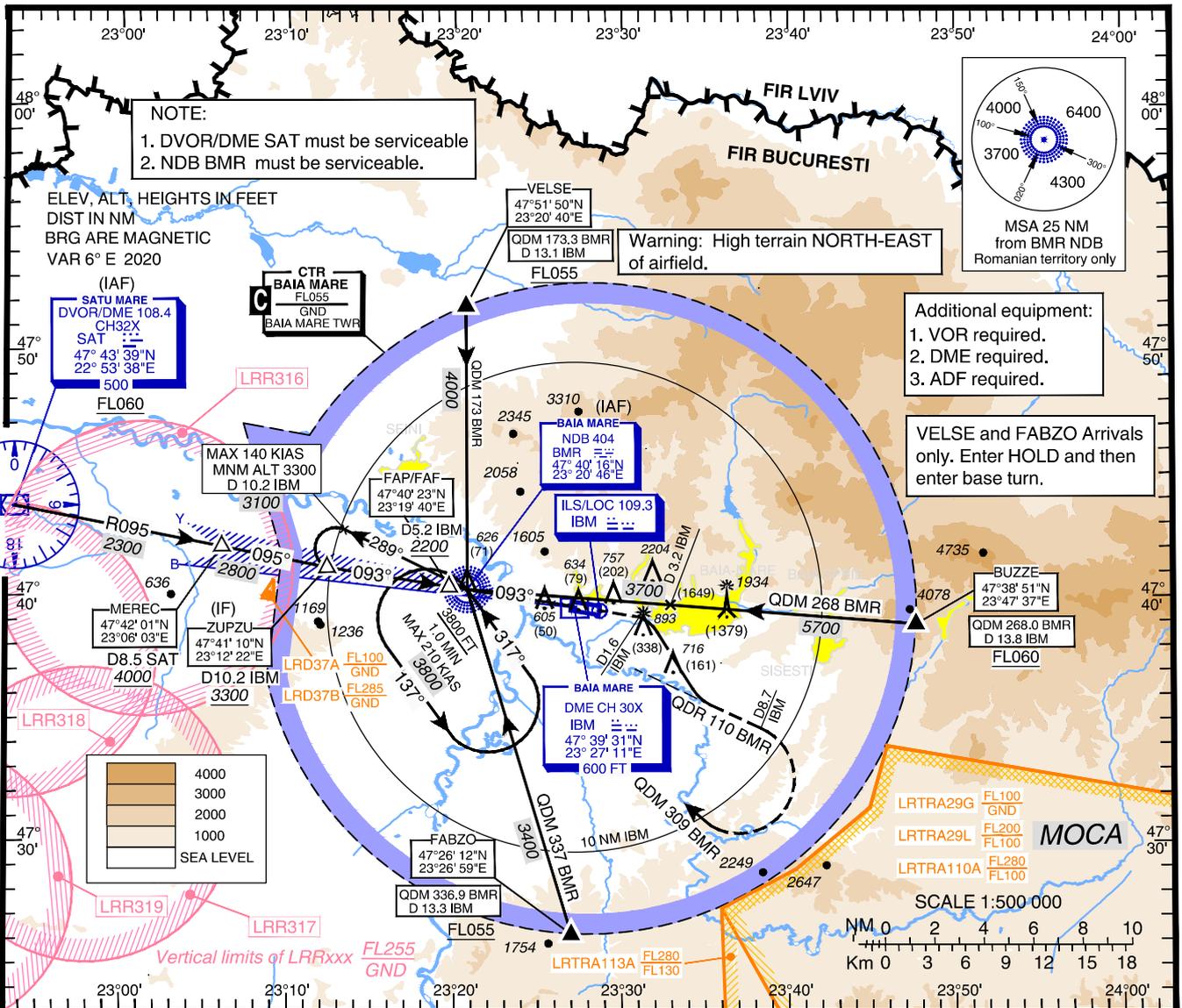
**INSTRUMENT APPROACH
CHART - ICAO**

AERODROME ELEV. 606 ft
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

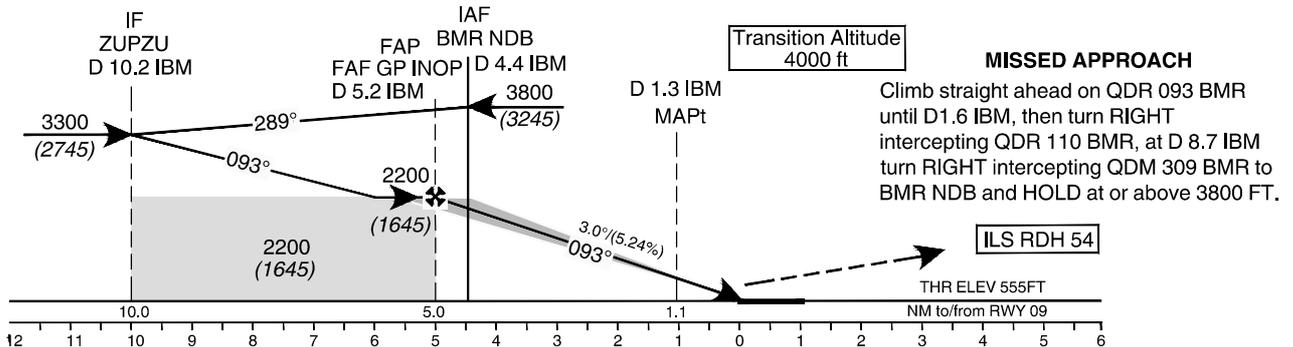
BAIA MARE / Maramureş (LRBM)

TWR BAIA MARE	118.855
TWR BAIA MARE ALTN	118.100
TWR SATU MARE	119.655
TWR SATU MARE ALTN	118.800

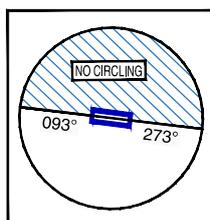
**ILS Y
RWY 09
CAT A, B**



Changes: Sector CH/FREQ removed and LRTRA113A COR.



OCA(H)	MACG	A		B	
		2.5%	3.0%	2.5%	3.0%
Straight-in Approach	CAT I	2.5%	896 (341)	905 (350)	
		3.0%	837 (282)	847 (292)	
		4.0%	785 (230)	795 (240)	
	CAT II	2.5%	807 (252)	823 (268)	
		3.0%	749 (194)	765 (210)	
		4.0%	697 (142)	713 (158)	
GP INOP	2.5%	1000 (445)			
Circling*		1160	1340		



*Circling SOUTH of RWY only.

GS	KT	70	90	100	120
FAF - MAPt 3.9 NM	MIN:SEC	3:19	2:35	2:19	1:56
Rate of descent	FT/MIN	372	478	531	637

DIST to IBM DME	NM	5.0	4.0	3.0	2.0
ALT (HGT)	FT	2150 (1595)	1840 (1285)	1520 (965)	1100 (645)

For data tabulation see verso.

BAIA MARE / Maramureş (LRBM)
ILS Y RWY 09

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 09 CAT A, B from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB

Fix/Point	Coordinates
BUZZE – BRG 267.96 BMR / D 13.83 IBM	47°38'51.0" N 023°47'37.0" E
FABZO – BRG 336.93 BMR / D 13.32 IBM	47°26'12.0" N 023°26'59.0" E
VELSE – BRG 173.33 BMR / D 13.09 IBM	47°51'50.0" N 023°20'40.0" E
SAT DVOR/DME (IAF)	47°43'38.7" N 022°53'37.9" E
BMR NDB (IAF)	47°40'16.4" N 023°20'45.5" E
MEREC – BRG 094.71 SAT / D 8.54 SAT	47°42'01.0" N 023°06'03.0" E
ZUPZU (IF) – BRG 092.65 BMR / D 10.15 IBM	47°41'10.0" N 023°12'21.9" E
D 5.2 IBM (FAP/FAF) – BRG 092.59 BMR / D 5.15 IBM	47°40'23.3" N 023°19'40.4" E
D 1.3 IBM (MAPt) – BRG 092.72 BMR / D 1.30 IBM	47°39'46.8" N 023°25'17.9" E
THR RWY 09	47°39'36.14" N 023°26'58.77" E
IBM LOC	47°39'24.4" N 023°28'47.6" E
IBM DME	47°39'30.7" N 023°27'11.0" E
ILS GP	47°39'30.9" N 023°27'10.9" E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If ILS instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH
CHART - ICAO**

AERODROME ELEV. 606 ft
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

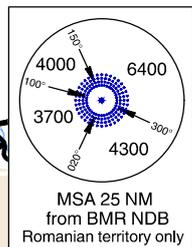
BAIA MARE / Maramureş (LRBM)

**ILS Z
RWY 09
CAT C, D**

TWR BAIA MARE	118.855
TWR BAIA MARE ALTN	118.100
TWR SATU MARE	119.655
TWR SATU MARE ALTN	118.800

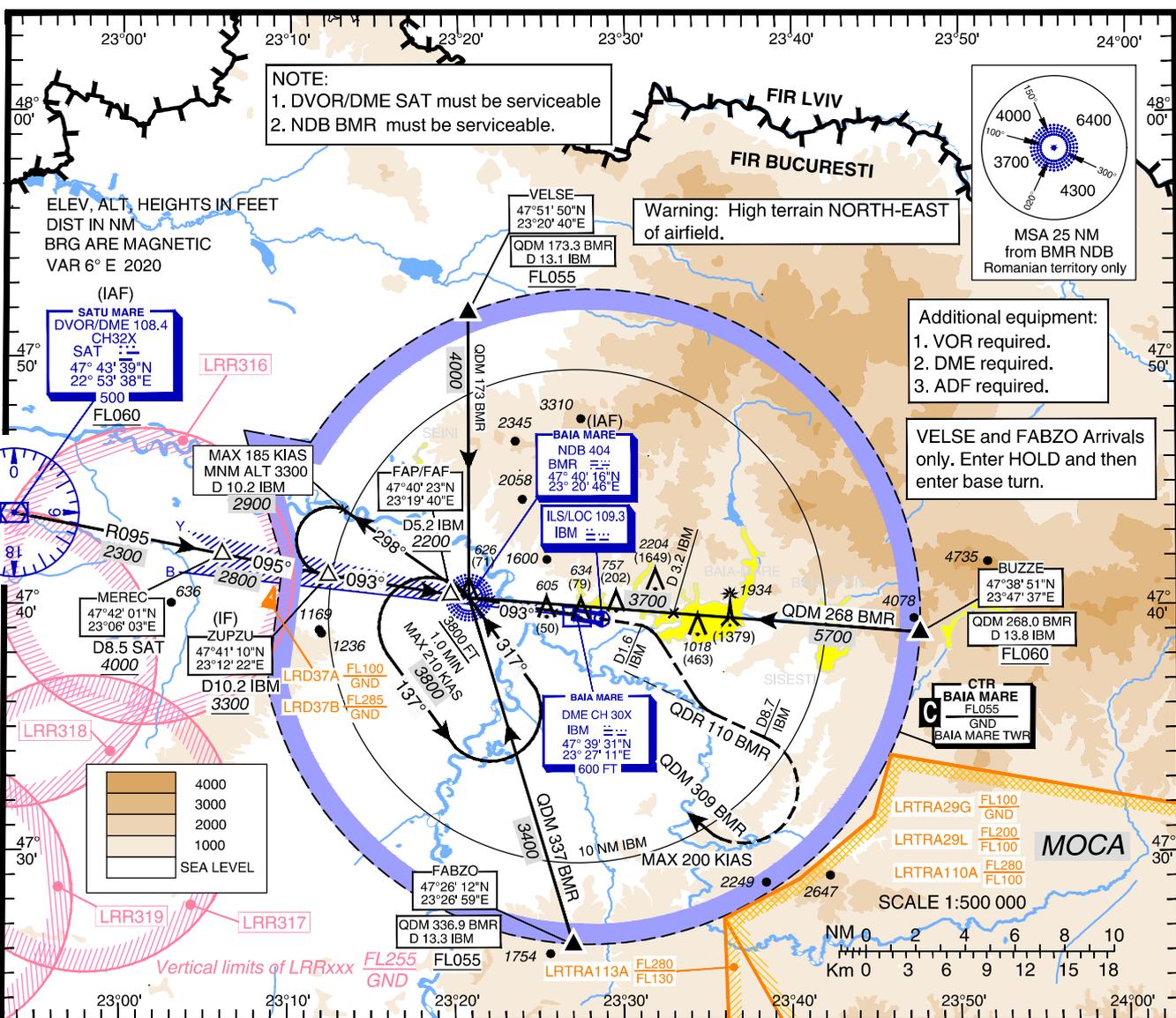
NOTE:
1. DVOR/DME SAT must be serviceable
2. NDB BMR must be serviceable.

Warning: High terrain NORTH-EAST of airfield.

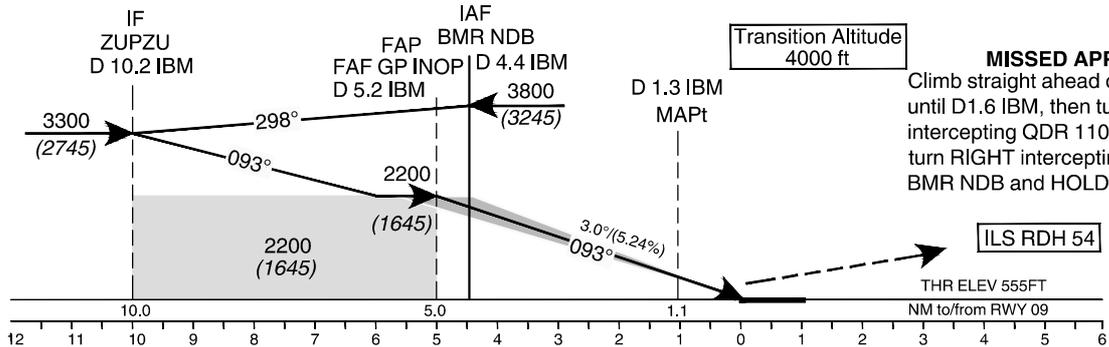


Additional equipment:
1. VOR required.
2. DME required.
3. ADF required.

VELSE and FABZO Arrivals only. Enter HOLD and then enter base turn.

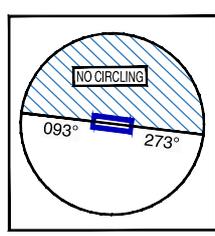


Changes: Sector CH/FREQ removed and LRTRA113A COR.



MISSED APPROACH
Climb straight ahead on QDR 093 BMR until D1.6 IBM, then turn RIGHT intercepting QDR 110 BMR, at D 8.7 IBM turn RIGHT intercepting QDM 309 BMR to BMR NDB and HOLD at or above 3800 FT.

OCA(H)	MACG	C	D
Straight-in Approach	CAT I	2.5%	915 (360) / 925 (370)
		3.0%	857 (302) / 867 (312)
		4.0%	805 (250) / 815 (260)
	CAT II	2.5%	837 (282) / 850 (295)
		3.0%	779 (224) / 792 (237)
		4.0%	726 (171) / 740 (185)
GP INOP	2.5%	1000 (445)	
Circling*		1610	N/A



Timing not authorized for defining the MAPt.

GS	KT	120	140	160
FAF - MAPt 3.9 NM	MIN:SEC	1:57	1:40	1:28
Rate of descent	FT/MIN	637	743	849

DIST to IBM DME	NM	5.0	4.0	3.0	2.0
ALT (HGT)	FT	2150 (1595)	1840 (1285)	1520 (965)	1200 (645)

*Circling SOUTH of RWY only.

For data tabulation see verso.

BAIA MARE / Maramureş (LRBM)
ILS Z RWY 09

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 09 CAT C, D from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB

Fix/Point	Coordinates
BUZZE – BRG 267.96 BMR / D 13.83 IBM	47°38'51.0" N 023°47'37.0" E
FABZO – BRG 336.93 BMR / D 13.32 IBM	47°26'12.0" N 023°26'59.0" E
VELSE – BRG 173.33 BMR / D 13.09 IBM	47°51'50.0" N 023°20'40.0" E
SAT DVOR/DME (IAF)	47°43'38.7" N 022°53'37.9" E
BMR NDB (IAF)	47°40'16.4" N 023°20'45.5" E
MEREC – BRG 094.71 SAT / D 8.54 SAT	47°42'01.0" N 023°06'03.0" E
ZUPZU (IF) – BRG 092.65 BMR / D 10.15 IBM	47°41'10.0" N 023°12'21.9" E
D 5.2 IBM (FAP/FAF) – BRG 092.59 BMR / D 5.15 IBM	47°40'23.3" N 023°19'40.4" E
D 1.3 IBM (MAPt) – BRG 092.72 BMR / D 1.30 IBM	47°39'46.8" N 023°25'17.9" E
THR RWY 09	47°39'36.14" N 023°26'58.77" E
IBM LOC	47°39'24.4" N 023°28'47.6" E
IBM DME	47°39'30.7" N 023°27'11.0" E
ILS GP	47°39'30.9" N 023°27'10.9" E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If ILS instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH
CHART - ICAO**

AERODROME ELEV. 606 ft

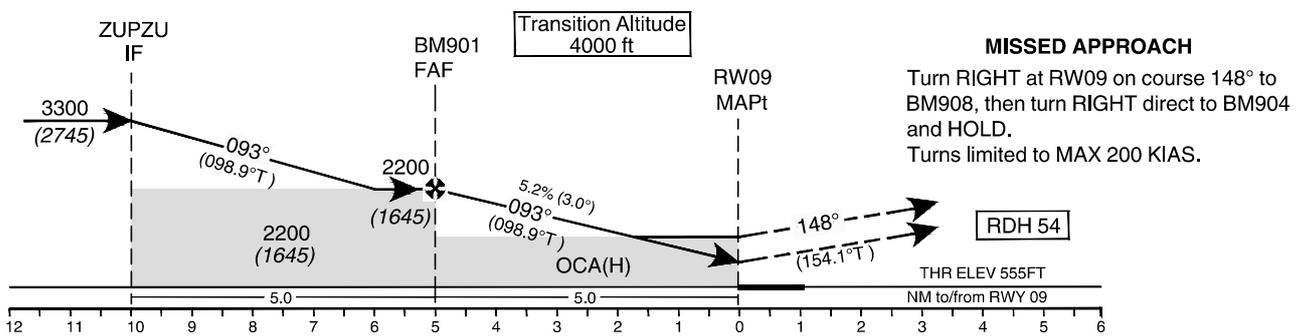
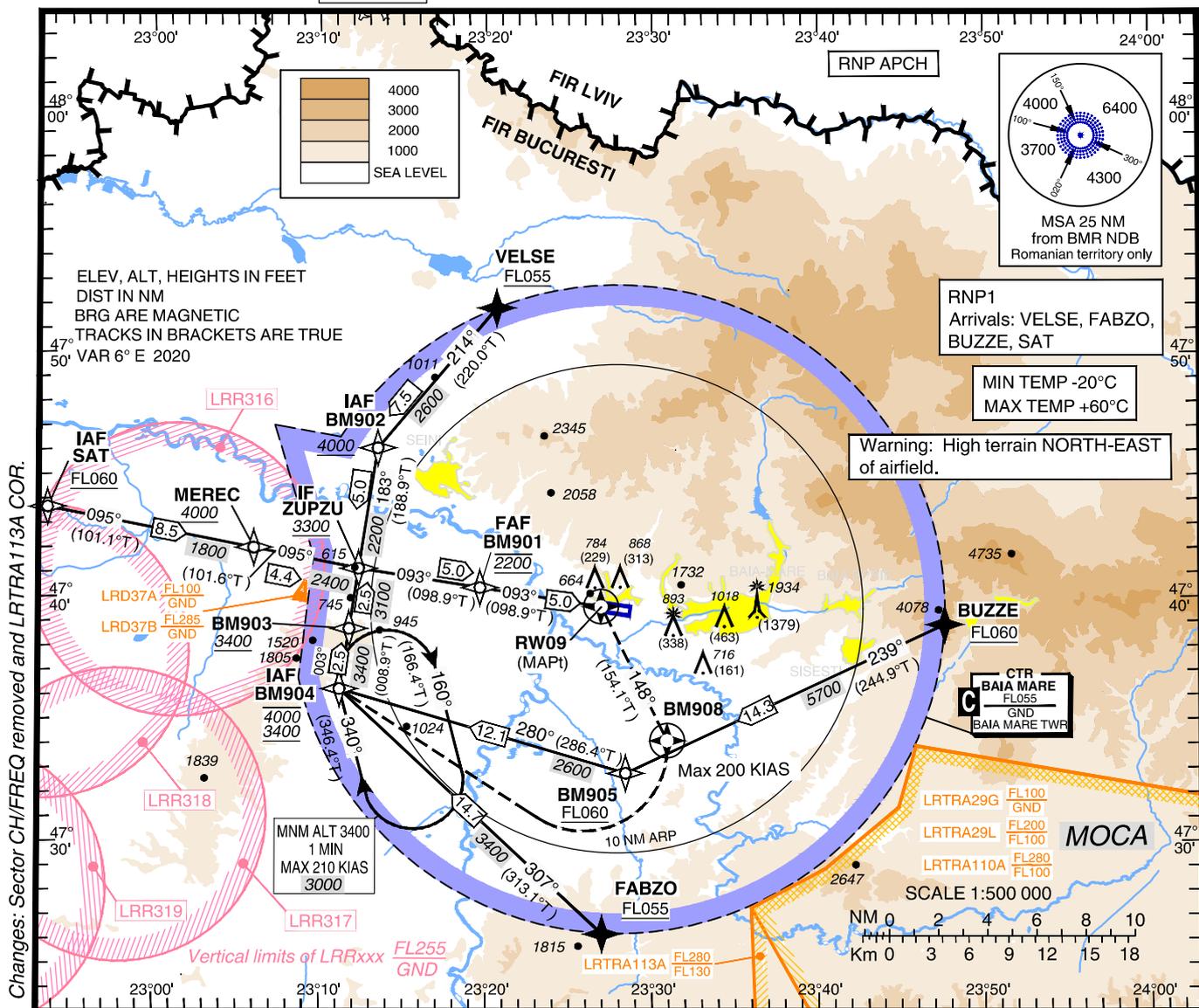
BAIA MARE / Maramureş (LRBM)

**EGNOS
CH: 55763
E09A**

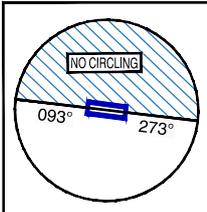
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

TWR BAIA MARE 118.855
TWR BAIA MARE ALTN 118.100
TWR SATU MARE 119.655
TWR SATU MARE ALTN 118.800

**RNP
RWY 09**



OCA (H)		A	B	C	D
LPV (CAT I)	2.5%	944 (389)	954 (399)	964 (409)	973 (418)
LNAV/VNAV	2.5%	1175 (620)	1185 (630)	1201 (646)	1389 (834)
	3.0%	1151 (596)	1161 (606)	1171 (616)	1288 (733)
LNAV	4.0%	1104 (549)	1114 (559)	1124 (569)	1134 (579)
	2.5%			1260 (705)	1460 (905)
	3.0%	1170 (615)		1210 (655)	1410 (855)
Circling*	4.0%			1170 (615)	1300 (745)
		1160	1340	1610	N/A



Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPt 5.0 NM	MIN:SEC	4:17	3:20	3:00	2:30	2:09	1:53
Rate of descent (5.2%)	FT/MIN	372	478	531	637	743	850
DIST to RWY09	NM	5.0	4.0	3.0	2.0		
ALT (HGT)	FT	2200 (1645)	1890 (1335)	1570 (1015)	1250 (695)		

*Circling SOUTH of RWY only.

For data tabulation see verso.

BAIA MARE / Maramureş (LRBM)
RNP RWY 09

AERONAUTICAL DATA TABULATION

RNP RWY 09		
Waypoint Identifier		
Coordinates		
VELSE	47°51'50.0" N	023°20'40.0" E
FABZO	47°26'12.0" N	023°26'59.0" E
BUZZE	47°38'51.0" N	023°47'37.0" E
BM905	47°32'47.2" N	023°28'24.9" E
BM904 (IAF)	47°36'13.7" N	023°11'13.2" E
BM903	47°38'41.8" N	023°11'47.5" E
VOR SAT (IAF)	47°43'38.7" N	022°53'37.9" E
MEREC	47°42'01.0" N	023°06'03.0" E
BM902 (IAF)	47°46'06.2" N	023°13'30.8" E
ZUPZU (IF)	47°41'10.0" N	023°12'21.9" E
BM901 (FAF)	47°40'23.3" N	023°19'40.4" E
RW09 (MAPt)	47°39'36.14" N	023°26'58.77" E
BM908	47°34'06.8" N	023°30'55.2" E

RADIO COMMUNICATION FAILURE

- a) If RNP instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BM904 and hold 4 minutes, then continue the RNP approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**BAIA MARE / Maramureş (LRBM)
NDB W RWY 09 CAT A, B**

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 09, Cat A, B from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB	
Fix/Point	Coordinates
BUZZE – BRG 091.47 SAT / 36.79 NM SAT	47°38'51.0"N 023°47'37.0"E
FABZO – BRG 336.93 BMR / BRG 121.55 SAT	47°26'12.0"N 023°26'59.0"E
VELSE – BRG 173.33 BMR / BRG 059.60 SAT	47°51'50.0"N 023°20'40.0"E
SAT DVOR/DME (IAF)	47°43'38.7"N 022°53'37.9"E
BMR NDB (IAF)	47°40'16.4"N 023°20'45.5"E
MEREC – BRG 094.71 SAT / 8.54 NM SAT	47°42'01.0"N 023°06'03.0"E
ZUPZU (IF) – BRG 094.85 SAT / 12.89 NM SAT	47°41'10.0"N 023°12'21.9"E
FAF – BRG 092.59 BMR / 17.89 NM SAT	47°40'23.3"N 023°19'40.4"E
MAPT – NDB M	47°39'41.3"N 023°26'09.3"E
THR RWY 09	47°39'36.14"N 023°26'58.77"E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If NDB instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the NDB approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

INSTRUMENT APPROACH CHART - ICAO

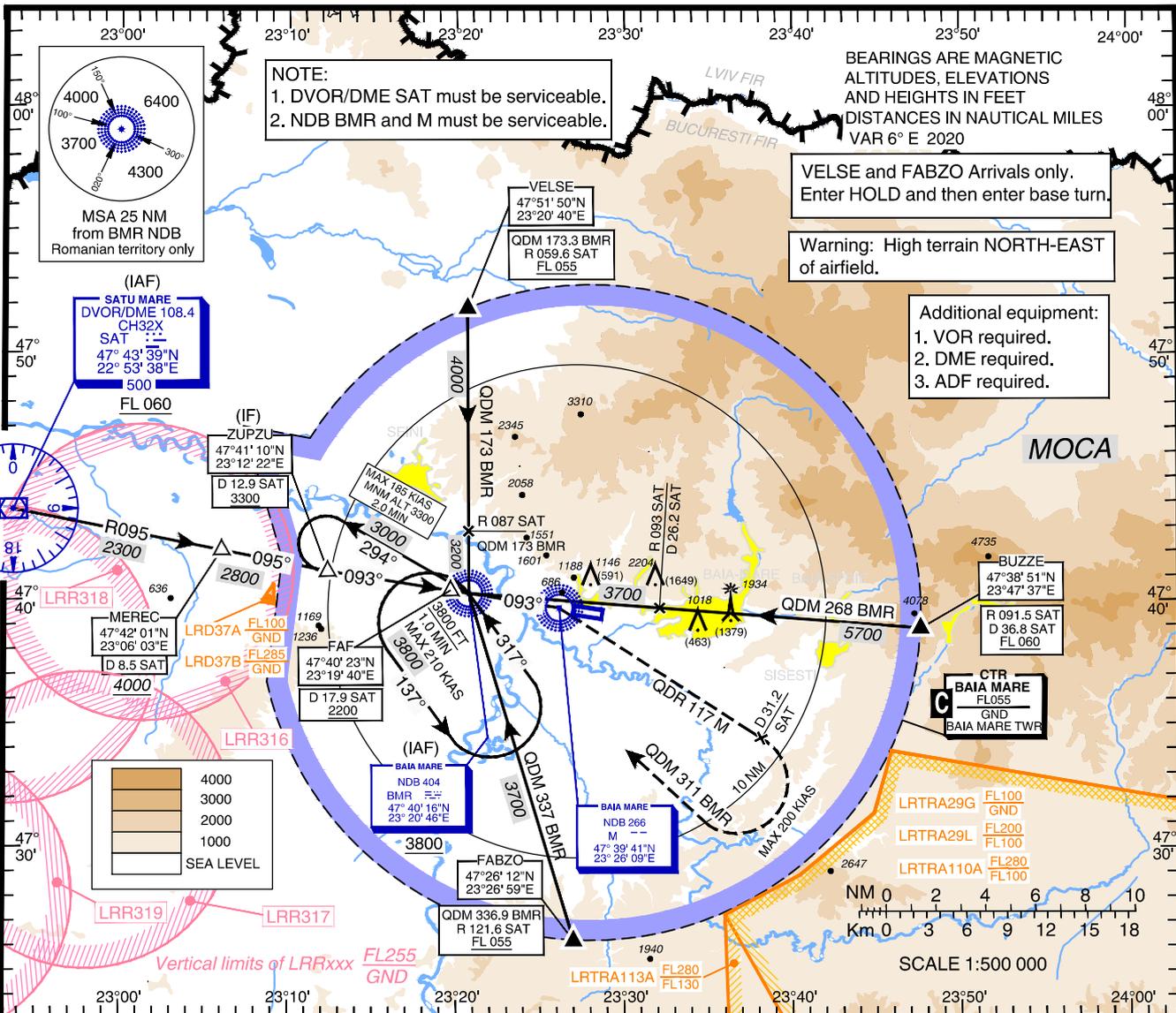
AERODROME ELEV. 606 ft

BAIA MARE / Maramureş (LRBM)

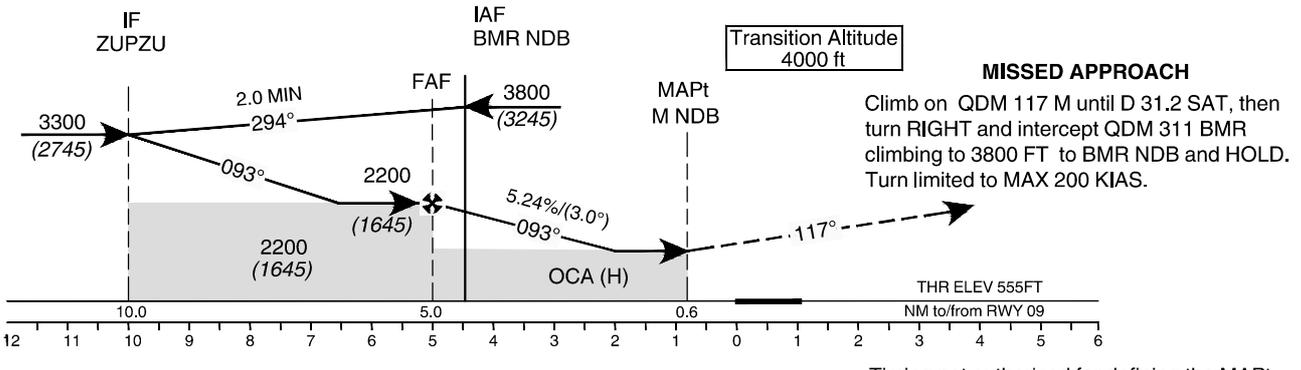
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

TWR BAIA MARE	118.855
TWR BAIA MARE ALTN	118.100
TWR SATU MARE	119.655
TWR SATU MARE ALTN	118.800

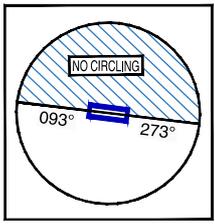
**NDB X
RWY 09
CAT C, D**



Changes: Sector CH/FREQ removed and LRTRA113A COR.



OCA(H)	C	D
Straight-in Approach	1230 (675)	1250 (695)
Circling*	1610	NA



*Circling SOUTH of RWY only.

GS	KT	120	140	160
FAF - MAPt 4.4 NM	MIN:SEC	2:12	1:54	1:39
Rate of descent	FT/MIN	637	743	849

For data tabulation see verso.

**BAIA MARE / Maramureş (LRBM)
NDB X RWY 09 CAT C, D**

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 09, Cat C, D from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB	
Fix/Point	Coordinates
BUZZE – BRG 091.47 SAT / 36.79 NM SAT	47°38'51.0"N 023°47'37.0"E
FABZO – BRG 336.93 BMR / BRG 121.55 SAT	47°26'12.0"N 023°26'59.0"E
VELSE – BRG 173.33 BMR / BRG 059.60 SAT	47°51'50.0"N 023°20'40.0"E
SAT DVOR/DME (IAF)	47°43'38.7"N 022°53'37.9"E
BMR NDB (IAF)	47°40'16.4"N 023°20'45.5"E
MEREC – BRG 094.71 SAT / 8.54 NM SAT	47°42'01.0"N 023°06'03.0"E
ZUPZU (IF) – BRG 094.85 SAT / 12.89 NM SAT	47°41'10.0"N 023°12'21.9"E
FAF – BRG 092.59 BMR / 17.89 NM SAT	47°40'23.3"N 023°19'40.4"E
MAPT – NDB M	47°39'41.3"N 023°26'09.3"E
THR RWY 09	47°39'36.14"N 023°26'58.77"E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If NDB instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the NDB approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

INSTRUMENT APPROACH
CHART - ICAO

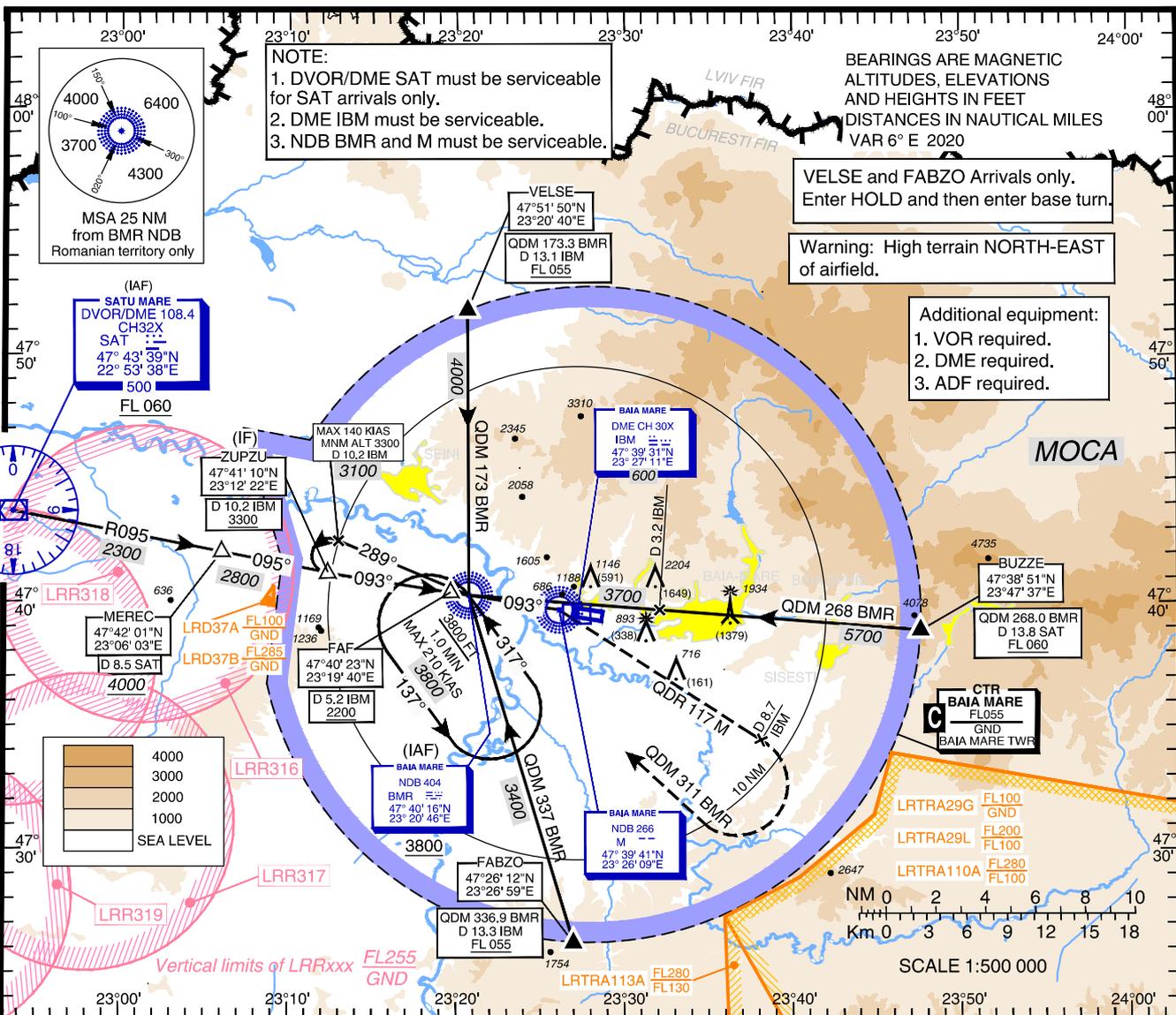
AERODROME ELEV. 606 ft

BAIA MARE / Maramureş (LRBM)

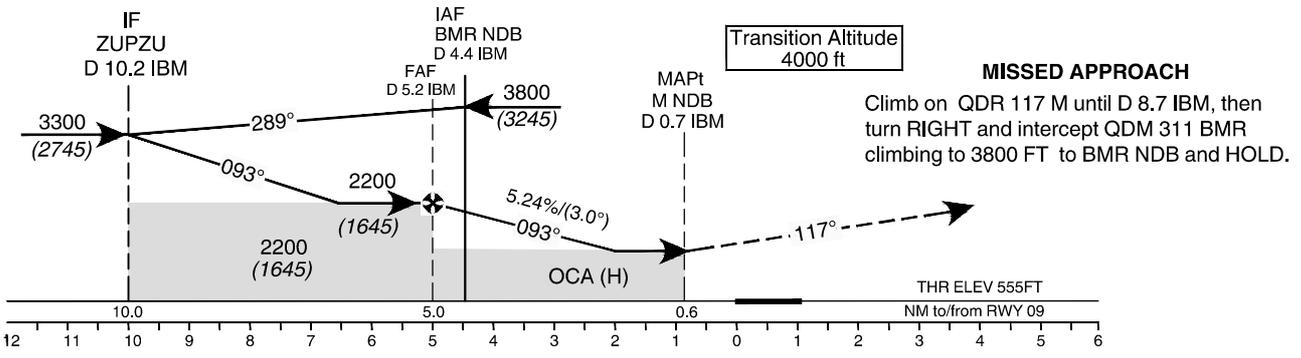
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

TWR BAIA MARE	118.855
TWR BAIA MARE ALTN	118.100
TWR SATU MARE	119.655
TWR SATU MARE ALTN	118.800

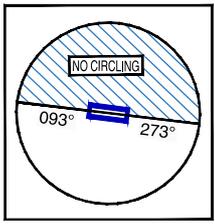
NDB Y
RWY 09
CAT A, B



Changes: Sector CH/FREQ removed and LRTRA113A COR.



OCA(H)	A	B
Straight-in Approach	1200 (645)	1210 (655)
Circling*	1200	1340



*Circling SOUTH of RWY only.

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120
FAF - MAPt 4.4 NM	MIN:SEC	3:47	2:56	2:39	2:12
Rate of descent	FT/MIN	372	478	531	637

DIST to IBM DME	NM	5.0	4.0	3.0	2.0
ALT (HGT)	FT	2150 (1595)	1840 (1285)	1520 (965)	1200 (645)

For data tabulation see verso.

**BAIA MARE / Maramureş (LRBM)
NDB Y RWY 09 CAT A, B**

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 09, Cat A, B from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB	
Fix/Point	Coordinates
BUZZE – BRG 267.96 BMR / 13.83 NM IBM	47°38'51.0"N 023°47'37.0"E
FABZO – BRG 336.93 BMR / 13.32 NM IBM	47°26'12.0"N 023°26'59.0"E
VELSE – BRG 173.33 BMR / 13.09 NM IBM	47°51'50.0"N 023°20'40.0"E
SAT DVOR/DME (IAF)	47°43'38.7"N 022°53'37.9"E
BMR NDB (IAF)	47°40'16.4"N 023°20'45.5"E
MEREC – BRG 094.71 SAT / 8.54 NM SAT	47°42'01.0"N 023°06'03.0"E
ZUPZU (IF) – BRG 092.65 BMR / 10.15 NM IBM	47°41'10.0"N 023°12'21.9"E
FAF – BRG 092.59 BMR / 5.15 NM IBM	47°40'23.3"N 023°19'40.4"E
MAPT – NDB M	47°39'41.3"N 023°26'09.3"E
THR RWY 09	47°39'36.14"N 023°26'58.77"E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If NDB instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the NDB approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

INSTRUMENT APPROACH CHART - ICAO

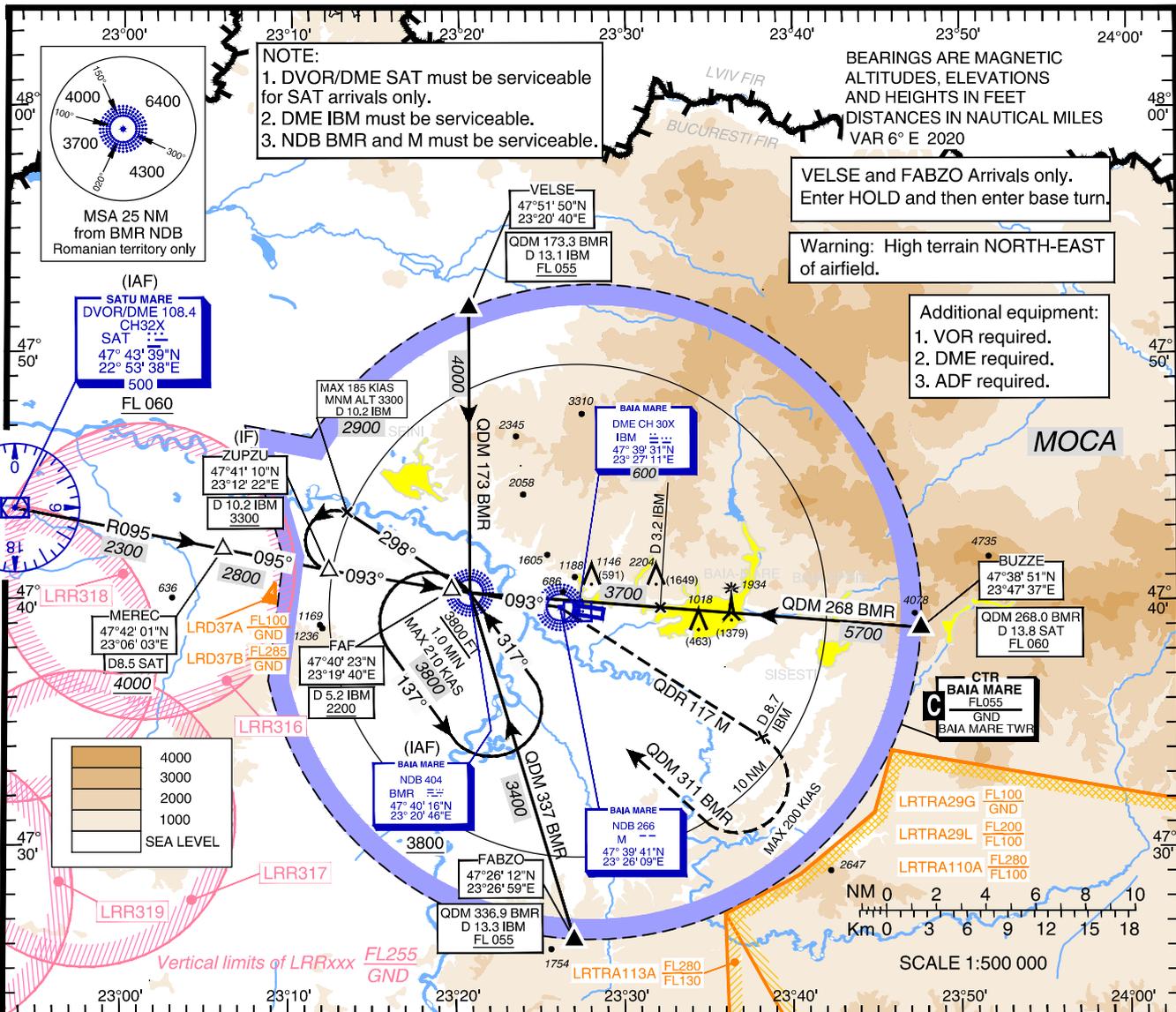
AERODROME ELEV. 606 ft

BAIA MARE / Maramureş (LRBM)

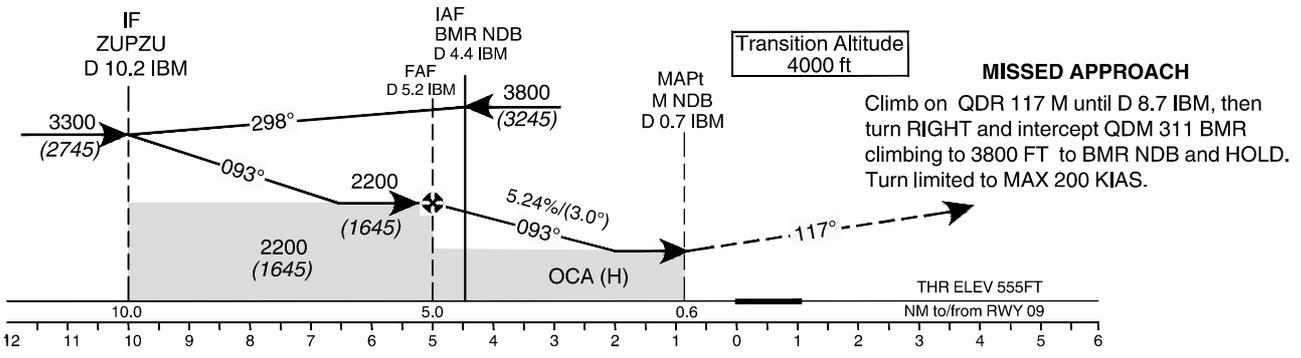
HEIGHTS RELATED TO
THR RWY 09 - ELEV 555 ft

TWR BAIA MARE	118.855
TWR BAIA MARE ALTN	118.100
TWR SATU MARE	119.655
TWR SATU MARE ALTN	118.800

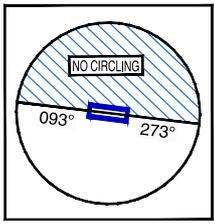
**NDB Z
RWY 09
CAT C, D**



Changes: Sector CH/FREQ removed and LRTRA113A COR.



OCA(H)	C	D
Straight-in Approach	1230 (675)	1250 (695)
Circling*	1610	NA



*Circling SOUTH of RWY only.

GS	KT	120	140	160
FAF - MAPt 4.4 NM	MIN:SEC	2:12	1:54	1:39
Rate of descent	FT/MIN	637	743	849

DIST to IBM DME	NM	5.0	4.0	3.0	2.0
ALT (HGT)	FT	2150 (1595)	1840 (1285)	1520 (965)	1200 (645)

For data tabulation see verso.

**BAIA MARE / Maramureş (LRBM)
NDB Z RWY 09 CAT C, D**

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 09, Cat C, D from BUZZE, FABZO, VELSE, SAT VOR, BMR NDB	
Fix/Point	Coordinates
BUZZE – BRG 267.96 BMR / 13.83 NM IBM	47°38'51.0"N 023°47'37.0"E
FABZO – BRG 336.93 BMR / 13.32 NM IBM	47°26'12.0"N 023°26'59.0"E
VELSE – BRG 173.33 BMR / 13.09 NM IBM	47°51'50.0"N 023°20'40.0"E
SAT DVOR/DME (IAF)	47°43'38.7"N 022°53'37.9"E
BMR NDB (IAF)	47°40'16.4"N 023°20'45.5"E
MEREC – BRG 094.71 SAT / 8.54 NM SAT	47°42'01.0"N 023°06'03.0"E
ZUPZU (IF) – BRG 092.65 BMR / 10.15 NM IBM	47°41'10.0"N 023°12'21.9"E
FAF – BRG 092.59 BMR / 5.15 NM IBM	47°40'23.3"N 023°19'40.4"E
MAPT – NDB M	47°39'41.3"N 023°26'09.3"E
THR RWY 09	47°39'36.14"N 023°26'58.77"E

Final approach descent angle: 3.00°

RADIO COMMUNICATION FAILURE

- a) If NDB instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BMR NDB and hold 4 minutes, then continue the NDB approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
4000 FT

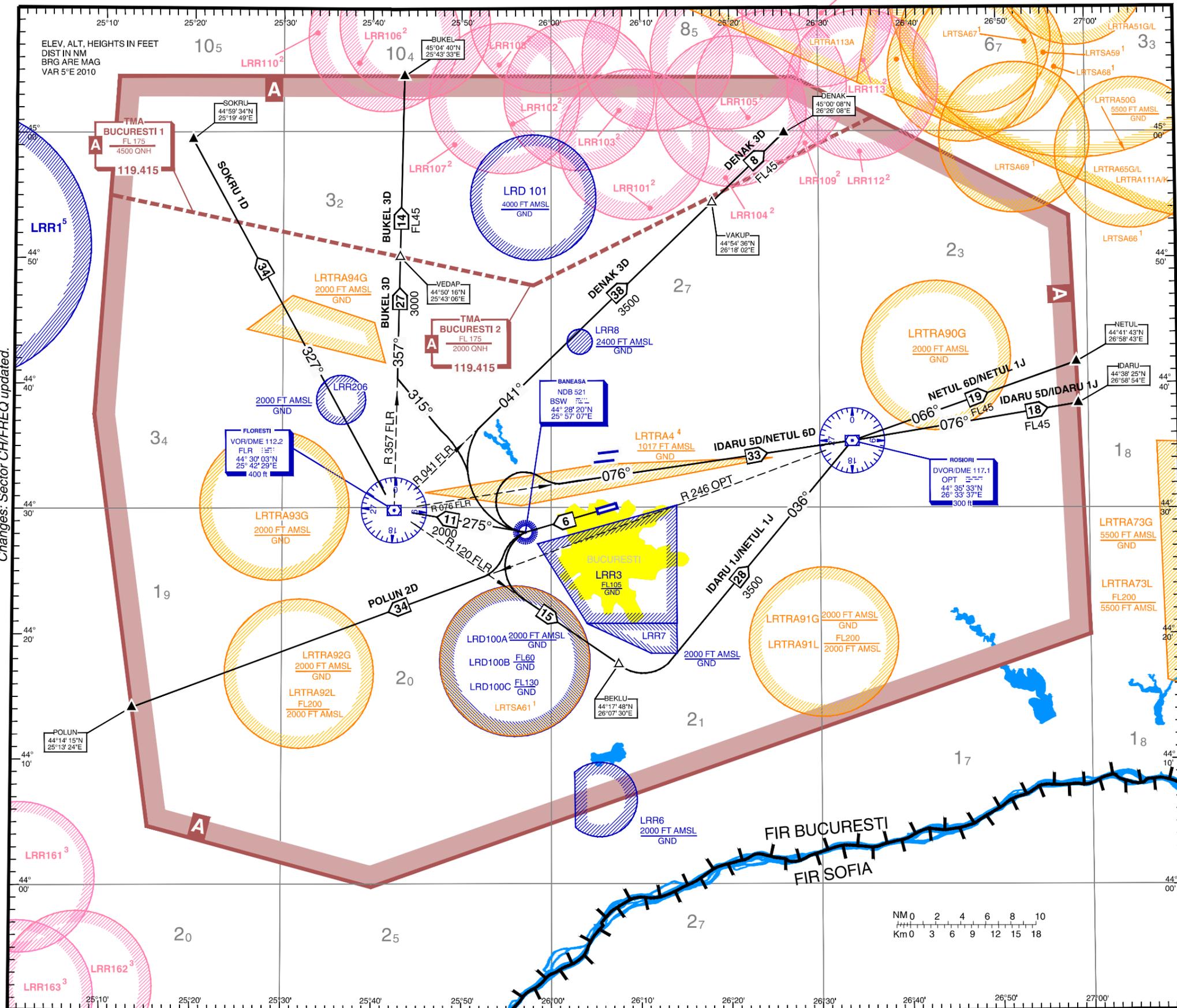
BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

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

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
LOMOS ALTN 124.975
KOMAN 130.315
KOMAN 122.030
KOMAN ALTN 126.080
KOMAN ALTN 124.975

SECTOR ARGES 121.285
ARGES 122.365
ARGES ALTN 124.975
NERDI 135.360
NERDI ALTN 123.890

BUCUREȘTI / Băneasa-Aurel Vlaicu RWY 25 (LRBS)
BUKEL 3D DENAK 3D IDARU 5D IDARU 1J
NETU 6D NETUL 1J POLUN 2D SOKRU 1D



Standard Instrument Departure Routes (SID) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.

DESIGNATOR DEPARTURE ROUTE	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
BUKEL 3D	To BSW NDB or 2000 QNH, whichever is later, turn RIGHT, intercept BRG 315 from BSW NDB, intercept RDL 357 FLR VOR/DME to BUKEL. PDG min 3.8% due to airspace structure. Not available for traffic to NEPOT.
DENAK 3D	To BSW NDB or 2000 QNH, whichever is later, turn RIGHT, intercept RDL 041 FLR VOR/DME to DENAK. Cross DENAK at or above minimum En-Route FL.
IDARU 5D	To BSW NDB or 2000 QNH, whichever is later, turn RIGHT, intercept RDL 256 OPT VOR/DME inbound to OPT VOR/DME, intercept RDL 076 OPT VOR/DME to IDARU. Cross IDARU at or above FL60.
IDARU 1J	To BSW NDB, turn LEFT, RDL 120 FLR VOR/DME to BEKLU, turn LEFT, RDL 216 OPT VOR/DME inbound to OPT VOR/DME, intercept RDL 076 OPT VOR/DME to IDARU. Cross IDARU at or above FL60.
NETUL 6D	To BSW NDB or 2000 QNH, whichever is later, turn RIGHT, intercept RDL 256 OPT VOR/DME inbound to OPT VOR/DME, R066 OPT VOR/DME to NETUL. Cross NETUL at or above FL60.
NETUL 1J	To BSW NDB, turn LEFT, RDL 120 FLR VOR/DME to BEKLU, turn LEFT, RDL 216 OPT VOR/DME inbound to OPT VOR/DME, intercept RDL 066 OPT VOR/DME to NETUL. Cross NETUL at or above FL60.
POLUN 2D	To BSW NDB, turn LEFT, intercept RDL 246 OPT VOR/DME to POLUN climbing at or above FL100. Not available for traffic to MOPUG. PDG min 4.0% due to airspace structure.
SOKRU 1D	To BSW NDB or 2000 QNH, whichever is later, intercept RDL 095 FLR VOR/DME inbound to FLR VOR/DME, turn RIGHT, intercept RDL 327 FLR VOR/DME to SOKRU. PDG min 4.0% due to airspace structure. Not available for traffic to DIRER.

- NOTE: 1. Vertical limits are issued by NOTAM
- Vertical limits $\frac{FL255}{GND}$
 - Vertical limits $\frac{FL240}{GND}$
 - Vertical limits $\frac{FL200}{GND}$
 - During LRTRA4 activity, IFR flight is not affected
 - Vertical limits: $\frac{FL60}{GND}$ for subsonic FLT
 $\frac{FL660}{GND}$ for supersonic FLT

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

RADIO COMMUNICATION FAILURE PROCEDURE
Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to FPL flight level.

ATC SURVEILLANCE
MINIMUM ALTITUDE CHART - ICAO

SECTOR	LOMOS	122.030
	LOMOS ALTN	126.080
	LOMOS ALTN	124.975
	KOMAN	130.315
	KOMAN ALTN	122.030
	KOMAN ALTN	126.080
	KOMAN ALTN	124.975
	ARGES	121.285
	ARGES	122.365
	ARGES ALTN	124.975
	NERDI	135.360
	NERDI ALTN	123.890

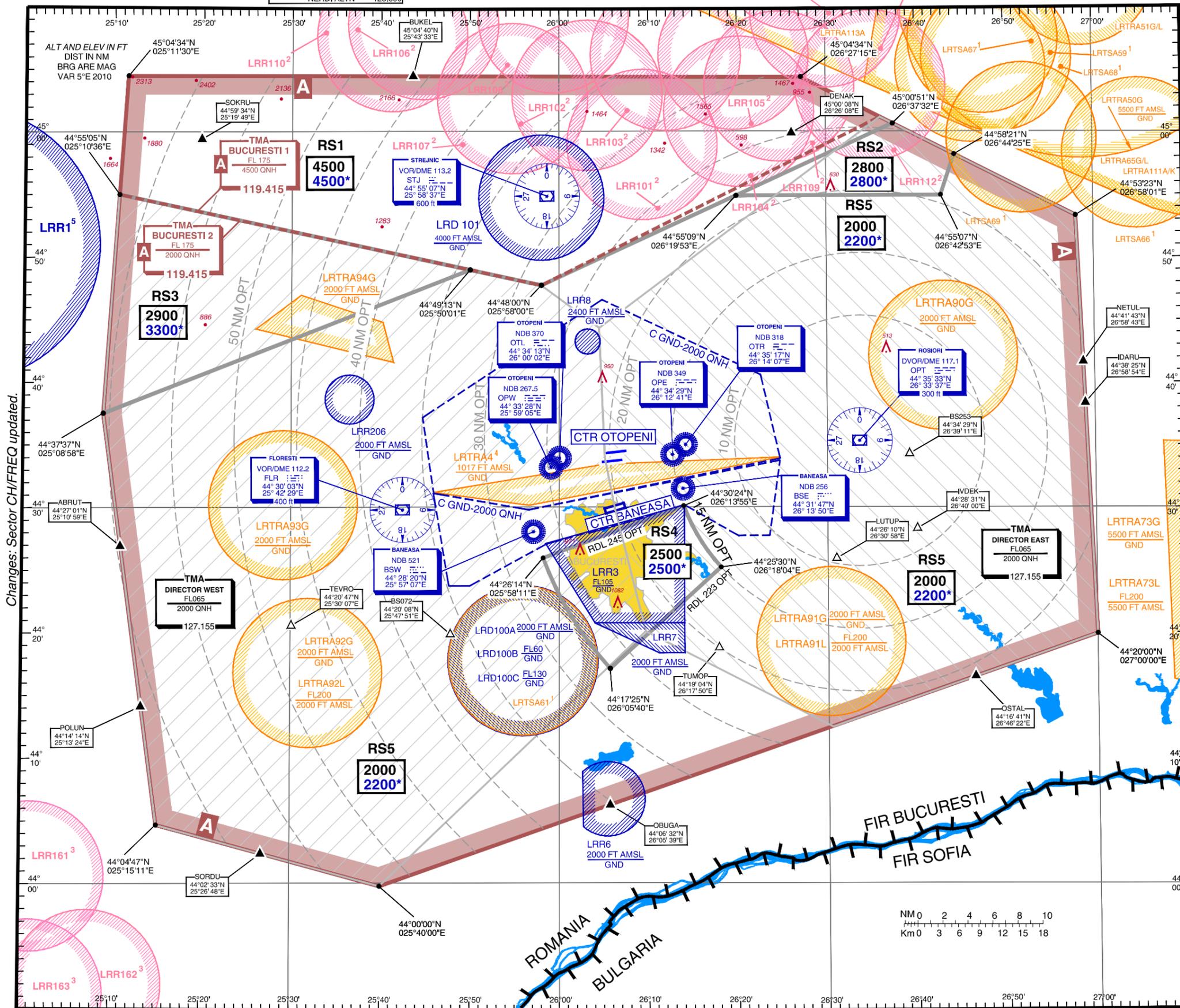
AERODROME ELEV 299 FT

TRANSITION ALTITUDE
4000 FT

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GND	129.950

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

BUCUREȘTI /
Băneasa - Aurel Vlaicu (LRBS)



IN CASE OF COMMUNICATION FAILURE

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

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

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

NOTE: 1. Vertical limits are issued by NOTAM

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

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

TEMPORARY RESERVED AREAS

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

LEGEND

RADAR MNM ALT IN FEET (QNH)	2000
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Changes: Sector CH/FREQ updated.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
4000 FT

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

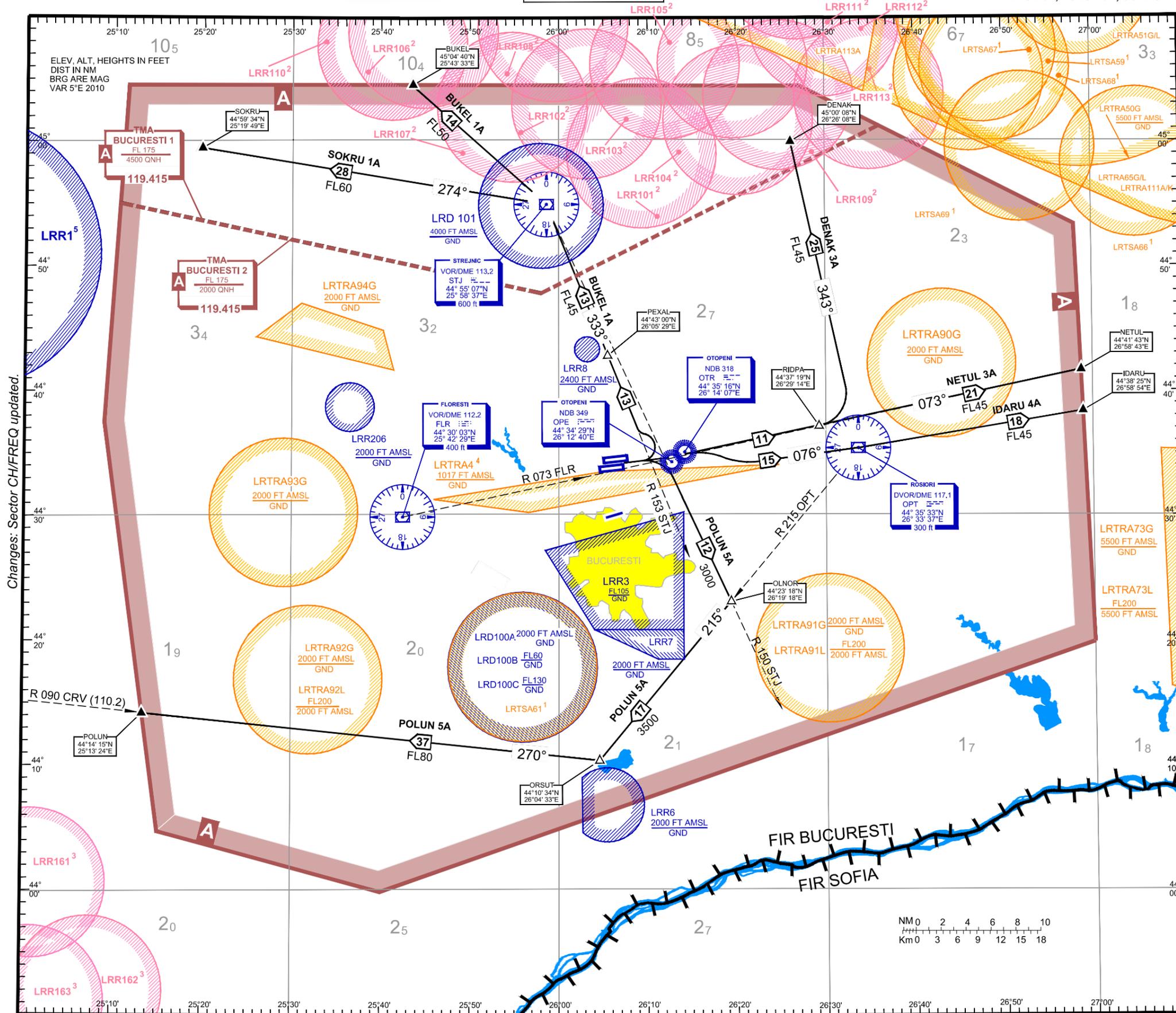
OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700
OTOPENI DEL 121.955

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
LOMOS ALTN 124.975
KOMAN 122.030
KOMAN ALTN 126.080
KOMAN ALTN 124.975

SECTOR ARGES 121.285
ARGES 122.365
ARGES ALTN 124.975
NERDI ALTN 123.890
NERDI 135.360

BUCUREȘTI / Henri Coandă (LROP)
RWY 08R/L
BUKEL 1A, DENAK 3A, IDARU 4A
NETUL 3A, POLUN 5A, SOKRU 1A

Standard Instrument Departure Routes (SID) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.



DESIGNATOR DEPARTURE ROUTE	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
BUKEL 1A	Climb on RWY track to 800 QNH, intercept RDL 153 STJ VOR/DME inbound to STJ VOR/DME, intercept RDL 307 STJ VOR/DME to BUKEL. Cross PEXAL at or above FL 45. Cross BUKEL at or above FL 110. Not available for traffic to NEPOT. PDG min. 4.4% due to airspace structure.
DENAK 3A	To OPE/OTR NDB, RDL 073 FLR VOR/DME to RIDPA, turn LEFT, RDL 343 OPT VOR/DME to DENAK. Cross DENAK at or above minimum ENROUTE FL. PDG min. 4.4% due to airspace structure.
IDARU 4A	To OPE/OTR NDB turn RIGHT, RDL 256 OPT VOR/DME, RDL 076 OPT VOR/DME to IDARU. Cross IDARU at or above FL60.
NETUL 3A	To OPE/OTR NDB, intercept RDL 073 FLR VOR/DME to NETUL. Cross NETUL at or above FL60.
POLUN 5A	Climb on RWY track to 1000 QNH or D 17 OPT VOR/DME whichever is later, turn RIGHT, RDL 150 STJ VOR/DME to OLNOR, turn RIGHT, RDL 215 OPT VOR/DME to ORSUT climbing at or above FL80, turn RIGHT RDL 090 inbound CRV VOR/DME to POLUN. Cross POLUN at or above minimum EN-ROUTE FL. Not available for traffic to MOPUG.
SOKRU 1A	Climb on RWY track to 800 QNH, intercept RDL 153 STJ VOR/DME inbound to STJ VOR/DME, RDL 274 STJ VOR/DME to SOKRU. Cross PEXAL at or above FL 45. Cross SOKRU at or above FL 110. Not available for traffic to DIRER

NOTE: 1. Vertical limits are issued by NOTAM

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

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

RADIO COMMUNICATION FAILURE PROCEDURE
Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to FPL flight level.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
4000 FT

OTOPENI ATIS 118.500
BUCURESTI VOLMET 120.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

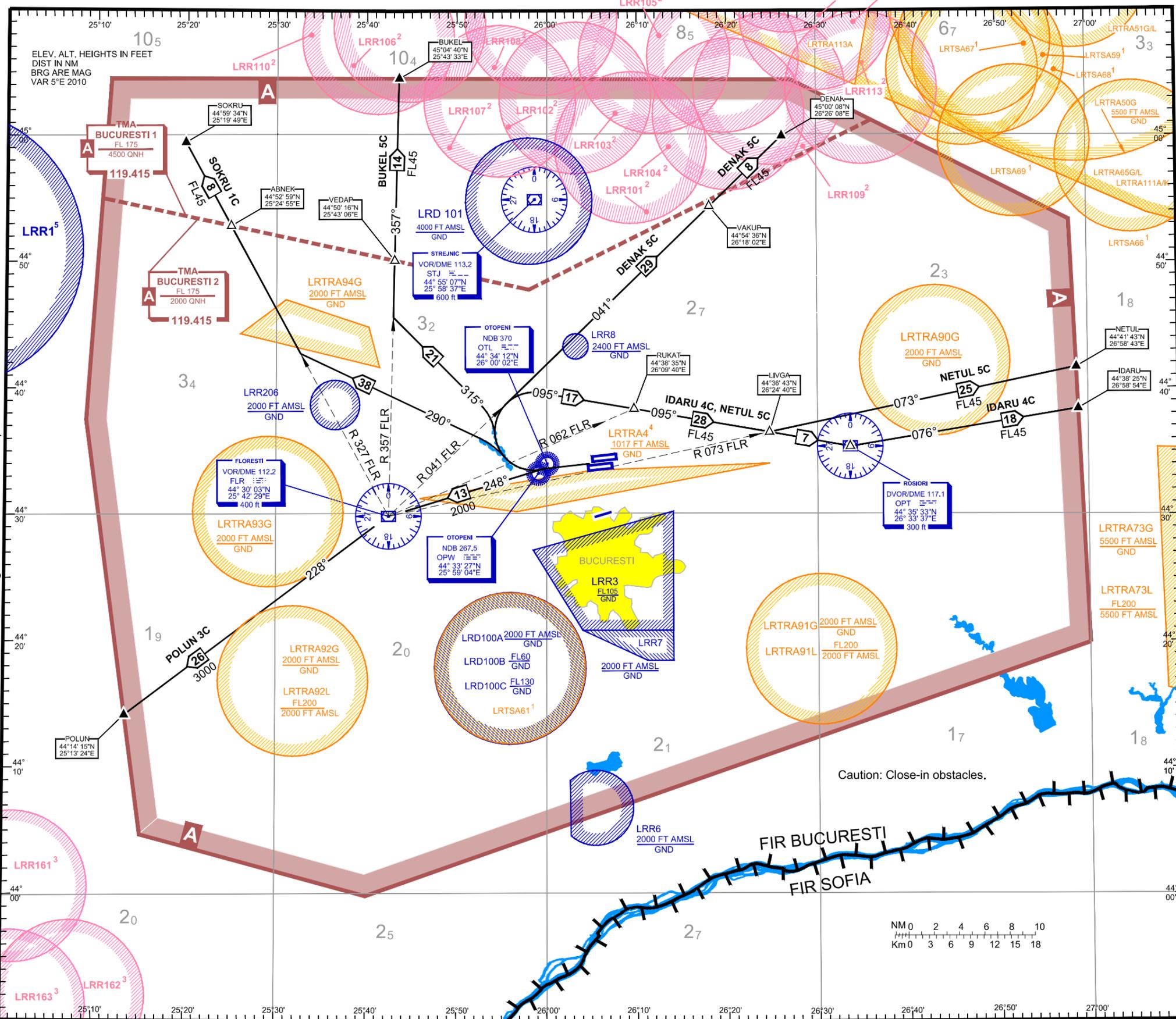
OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700
OTOPENI DEL 121.955

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
LOMOS ALTN 124.975
KOMAN 130.315
KOMAN 122.030
KOMAN ALTN 126.080
KOMAN ALTN 124.975

SECTOR ARGES 121.285
ARGES 122.365
ARGES ALTN 124.975
NERDI 135.360
NERDI ALTN 123.890

BUCUREȘTI / Henri Coandă (LROP)
RWY 26R/L
BUKEL 5C, DENAK 5C, IDARU 4C
NETUL 5C, POLUN 3C, SOKRU 1C

Standard Instrument Departure Routes (SID) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.



DESIGNATOR DEPARTURE ROUTE	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
BUKEL 5C	To OTL/OPW NDB, turn RIGHT, BRG 315° OTL/OPW NDB, intercept RDL 357 FLR VOR/DME to BUKEL. Cross VEDAP at or above FL45 PDG min. 4.5% due to airspace structure. Not available for traffic to NEPOT.
DENAK 5C	To OTL/OPW NDB, turn RIGHT RDL 041 FLR VOR/DME to DENAK. PDG min. 4.2% due to airspace structure. Cross VAKUP at or above FL45.
IDARU 4C	To OTL/OPW NDB turn RIGHT, RDL 275 OPT VOR/DME, inbound to OPT VOR/DME, turn LEFT, RDL 076 OPT VOR/DME to IDARU. Cross IDARUat or above FL60.
NETUL 5C	To OTL/OPW NDB, turn RIGHT, intercept RDL 275 OPT VOR/DME inbound to LIVGA, turn LEFT, RDL 073 FLR VOR/DME to NETUL. Cross NETUL at or above FL60.
POLUN 3C	To OTL/OPW NDB, turn LEFT, RDL 068 FLR VOR/DME inbound to FLR VOR/DME, RDL 228 FLR VOR/DME to POLUN. PDG min. 3.6 due to airspace structure. Not available for traffic to MOPUG.
SOKRU 1C	To OTL/OPW NDB, turn RIGHT BRG 290°, intercept RDL 327 FLR VOR/DME to SOKRU PDG min 3.9% due to airspace structure. Not available for traffic to DIRER.

NOTE: 1. Vertical limits are issued by NOTAM

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

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

RADIO COMMUNICATION FAILURE PROCEDURE
Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to FPL flight level.

Changes: Sector CH/FREQ updated.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH ALTN 126 430
NAPOC NORTH APPROACH ALTN 128 430
NAPOC SOUTH APPROACH ALTN 125 525

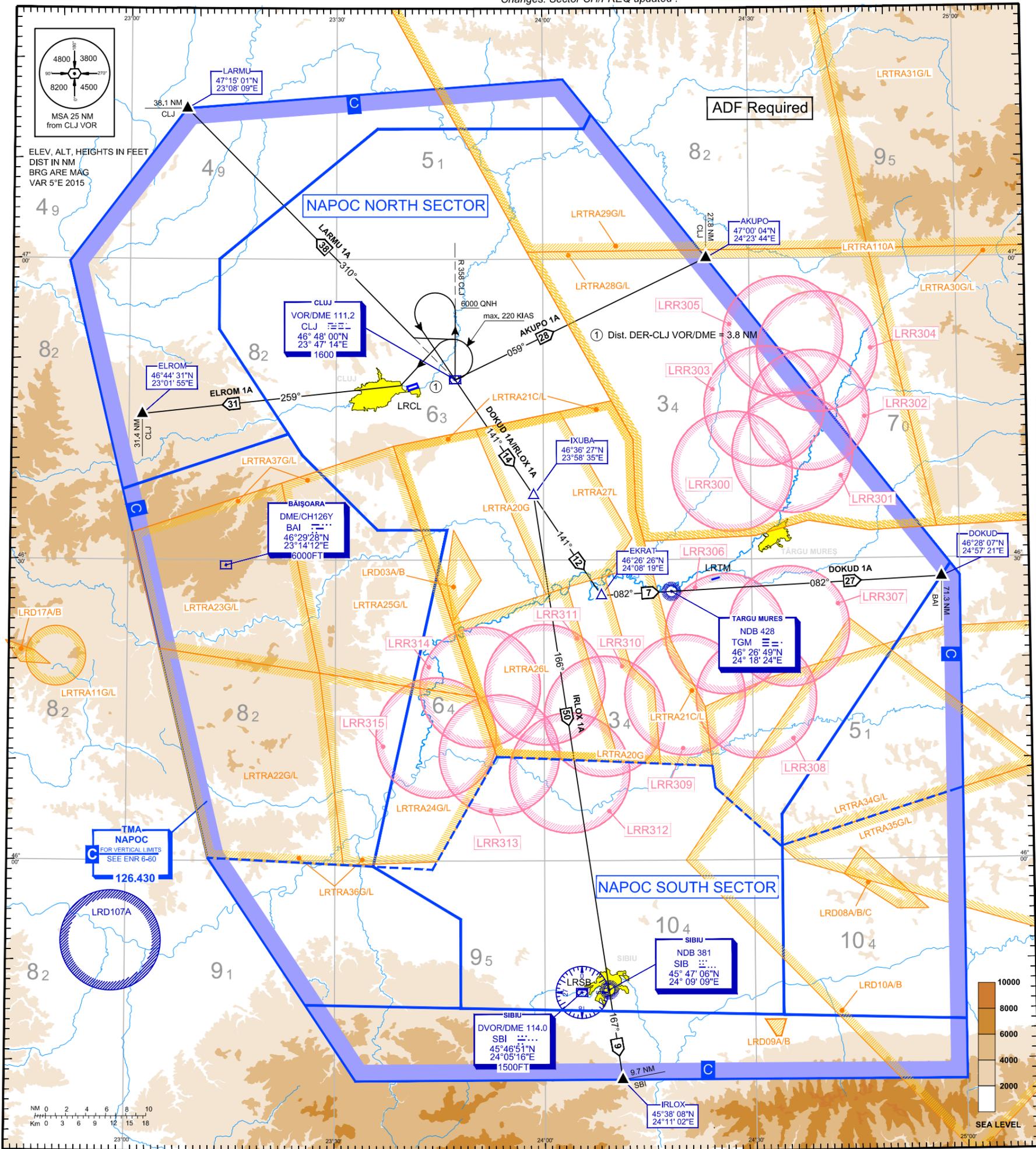
CLUJ TOWER ALTN 118 705
CLUJ ATIS 134 400

SECTOR NAPOC 119 665
NAPOC ALTN 127 075
NAPOC ALTN 128 835
NAPOC ALTN 125 725
BUDOP ALTN 130 230
BUDOP ALTN 124 100

SECTOR NERDI 135 360
NERDI ALTN 123 880
LOMOS 122 030
LOMOS ALTN 126 080
LOMOS ALTN 124 975

CLUJ - NAPOCA / Avram Iancu (LRCL)
RWY 07
AKUPO 1A DOKUD 1A ELROM 1A IRLOX 1A LARMU 1A

Changes: Sector CH/FREQ updated.



RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- a. Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
- b. If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES : Vertical limits of LRRxxx **FL255 GND**

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
AKUPO 1A	Direct to CLJ VOR; LT, on R059 CLJ to AKUPO. Cross AKUPO at or above FL100.	Increased climb gradient 5.4% until AKUPO due to airspace structure. Increased climb gradient 4.7% until CLJ VOR due to obstacles.
DOKUD 1A	Direct to CLJ VOR; LT, on R358 CLJ climb to 6000 QNH or above ; LT, direct to CLJ VOR climb to FL090 or above at CLJ VOR; on R141 CLJ to EKCRAT; LT, on bearing 082° inbound to TGM NDB; on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Increased climb gradient 4.7% until CLJ VOR due to obstacles. Departure turn limited to max. IAS 220 KT.
ELROM 1A	Direct to CLJ VOR; LT, on R259 CLJ to ELROM. Cross ELROM at or above FL110.	Increased climb gradient 4.7% until CLJ VOR due to obstacles, followed by 4.4 % until ELROM due to airspace structure. Departure turn limited to max. IAS 220 KT.
IRLOX 1A	Direct to CLJ VOR; LT, on R358 CLJ climb to 6000 QNH or above ; LT, direct to CLJ VOR climb to FL090 or above at CLJ VOR; on R141 CLJ to IXUBA; RT, on bearing 166° inbound to SIB NDB; on bearing 167° from SIB NDB to IRLOX. Cross IRLOX at or above FL110.	Increased climb gradient 4.7% until CLJ VOR due to obstacles. Departure turn limited to max. IAS 220 KT.
LARMU 1A	Direct to CLJ VOR; LT, on R310 CLJ to LARMU. Cross LARMU at or above FL100.	Increased climb gradient 4.7% until CLJ VOR due to obstacles, followed by 3.6% until LARMU due to airspace structure. Departure turn limited to max. IAS 220 KT.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
AKUPO	N470003762	E0242344287
DER-LRCL-07	N464725306	E0234149946
CLJ VOR/DME	N464800438	E0234714118
DOKUD	N462807453	E0245721352
EKRAT	N462626408	E0240819283
ELROM	N464430715	E0230154709
IRLOX	N453808151	E0241102176
IXUBA	N463627153	E0235834582
LARMU	N471501159	E0230808785
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699

LRCL DEPARTURE SEQUENCE RWY07

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	
AKUPO 1A			
DER07 – CLJ VOR	3.758	81.00	75.83
CLJ VOR – AKUPO	27.785	64.05	58.88
DOKUD 1A			
DER07 - CLJ VOR	3.758	81.00	75.83
Track North	-	3.00	357.83
CLJ VOR – EKRAT	26.014	145.91	140.74
EKRAT - TGM-NDB	6.976	86.86	81.65
TGM-NDB - DOKUD	26.967	86.98	81.77
ELROM 1A			
DER07 - CLJ VOR	3.758	81.00	75.83
CLJ VOR – ELROM	31.349	263.87	258.70
IRLOX 1A			
DER07 - CLJ VOR	3.758	81.00	75.83
Track North	-	3.00	357.83
CLJ VOR – IXUBA	13.948	145.90	140.73
IXUBA - SIB-NDB	49.911	171.47	166.35
SIB-NDB – IRLOX	9.063	171.62	166.50
LARMU 1A			
DER07 - CLJ VOR	3.758	81.00	75.83
CLJ VOR - LARMU	38.019	315.54	310.37

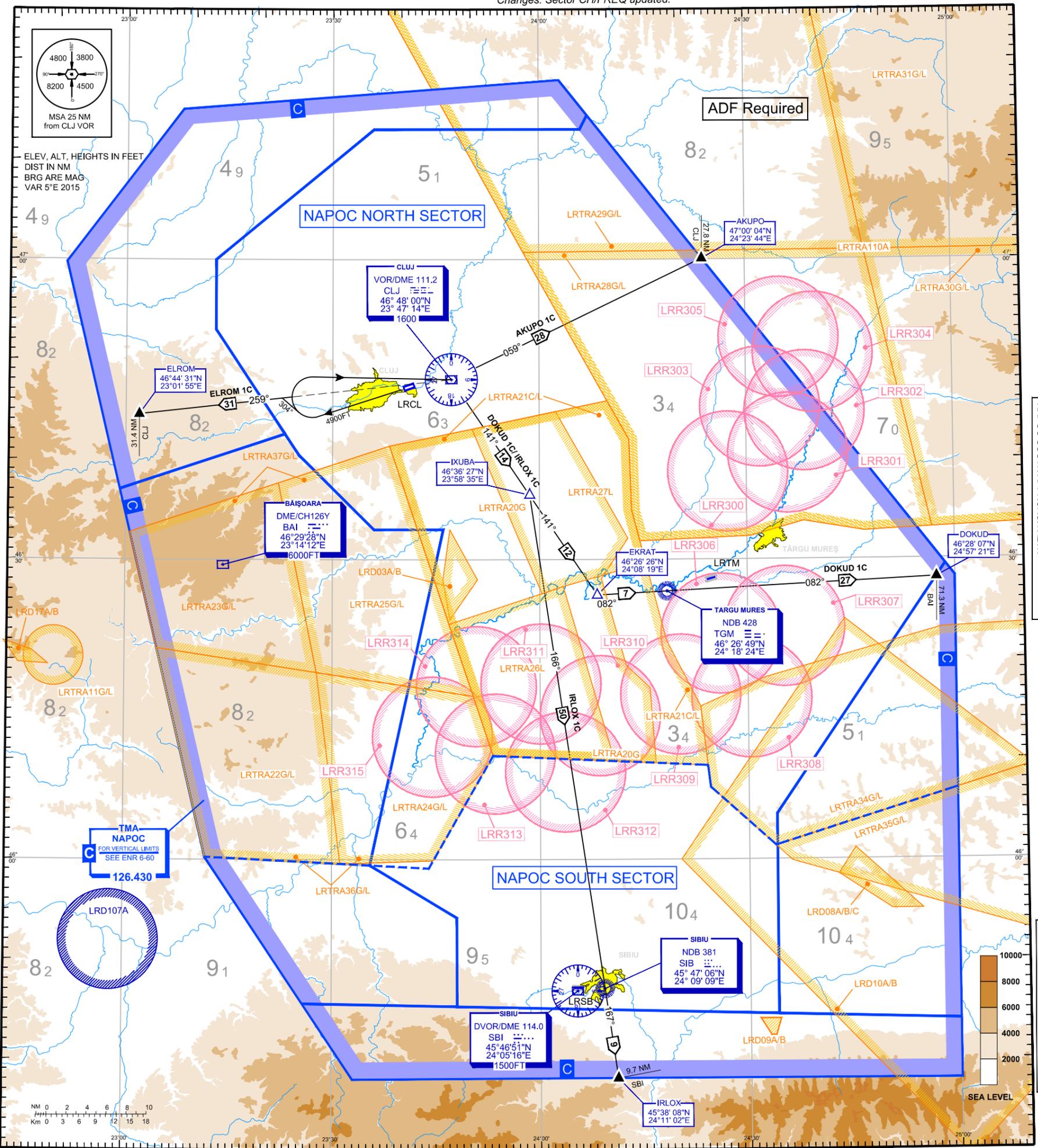
TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

Changes: Sector CH/FREQ updated.



STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH	126.430
NAPOC APPROACH ALTN	127.275
NAPOC NORTH APPROACH	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH	119.680
NAPOC SOUTH APPROACH ALTN	127.275

CLUJ TOWER	118.705
CLUJ TOWER ALTN	134.400
CLUJ ATIS	125.525

SECTOR: NAPOC	119.685
NAPOC	127.075
NAPOC ALTN	128.835
NAPOC ALTN	125.725
BUOP ALTN	130.230
BUOP ALTN	124.100

SECTOR: NERDI	135.360
NERDI ALTN	123.690
LOMOS	122.030
LOMOS ALTN	126.080
LOMOS ALTN	124.975

RADIO COMMUNICATION FAILURE

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES: Vertical limits of LRRxxx FL255 GND

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
AKUPO 1C	On runway track climb to 4900 ft QNH; RT, direct to CLJ VOR climb to FL090 or above at CLJ VOR; LT, on R059 CLJ to AKUPO. Cross AKUPO at or above FL100.	Increased climb gradient 5.3% until 4900 QNH due to obstacles, followed by 4.1% until CLJ VOR due to mountainous terrain and airspace structure. CAUTION: close-in obstacles
DOKUD 1C	On runway track climb to 4900 ft QNH; RT, direct to CLJ VOR climb to FL090 or above at CLJ VOR; on R141 CLJ to EKCRAT; LT, on bearing 082° inbound to TGM NDB; on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Increased climb gradient 5.3% until 4900 QNH due to obstacles, followed by 4.1% until CLJ VOR due to mountainous terrain and airspace structure. CAUTION: close-in obstacles
ELROM 1C	On runway track climb to 4900 ft QNH; RT, on track 304° to intercept R259 CLJ, on R259 CLJ to ELROM. Cross ELROM at or above FL110.	Increased climb gradient 6.2% until ELROM due to airspace structure. Increased climb gradient 5.3% until 4900 QNH due to obstacles, followed by 4.1% until ELROM due to mountainous terrain. CAUTION: close-in obstacles
IRLOX 1C	On runway track climb to 4900 ft QNH; RT, direct to CLJ VOR climb to FL090 or above at CLJ VOR; on R141 CLJ to IXUBA; RT, on bearing 166° inbound to SIB NDB; on bearing 167° from SIB NDB to IRLOX. Cross IRLOX at or above FL110.	Increased climb gradient 5.3% until 4900 QNH due to obstacles, followed by 4.1% until CLJ VOR due to mountainous terrain and airspace structure. CAUTION: close-in obstacles.

CLUJ - NAPOCA/ Avram Iancu (LRCL)
RWY 25
AKUPO 1C DOKUD 1C ELROM 1C IRLOX 1C

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
AKUPO	N470003762	E0242344287
CLJ VOR/DME	N464800438	E0234714118
DOKUD	N462807453	E0245721352
EKRAT	N462626408	E0240819283
ELROM	N464430715	E0230154709
IRLOX	N453808151	E0241102176
IXUBA	N463627153	E0235834582
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699

LRCL DEPARTURE SEQUENCE RWY25

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	
AKUPO 1C			
<i>Runway Track</i>	-	251.84	246.67
CLJ VOR - AKUPO	27.785	64.05	58.88
ELROM 1C			
<i>Runway Track</i>	-	251.84	246.67
CLJ VOR - ELROM	31.349	263.87	258.70
DOKUD 1C			
<i>Runway Track</i>	-	251.84	246.67
CLJ-VOR - EKRAT	26.014	145.91	140.74
EKRAT - TGM-NDB	6.976	86.86	81.65
TGM-NDB - DOKUD	26.967	86.98	81.77
IRLOX 1A			
<i>Runway Track</i>	-	251.84	246.67
CLJ-VOR - IXUBA	13.948	145.90	140.73
IXUBA - SIB-NDB	49.911	171.47	166.35
SIB-NDB - IRLOX	9.063	171.62	166.50

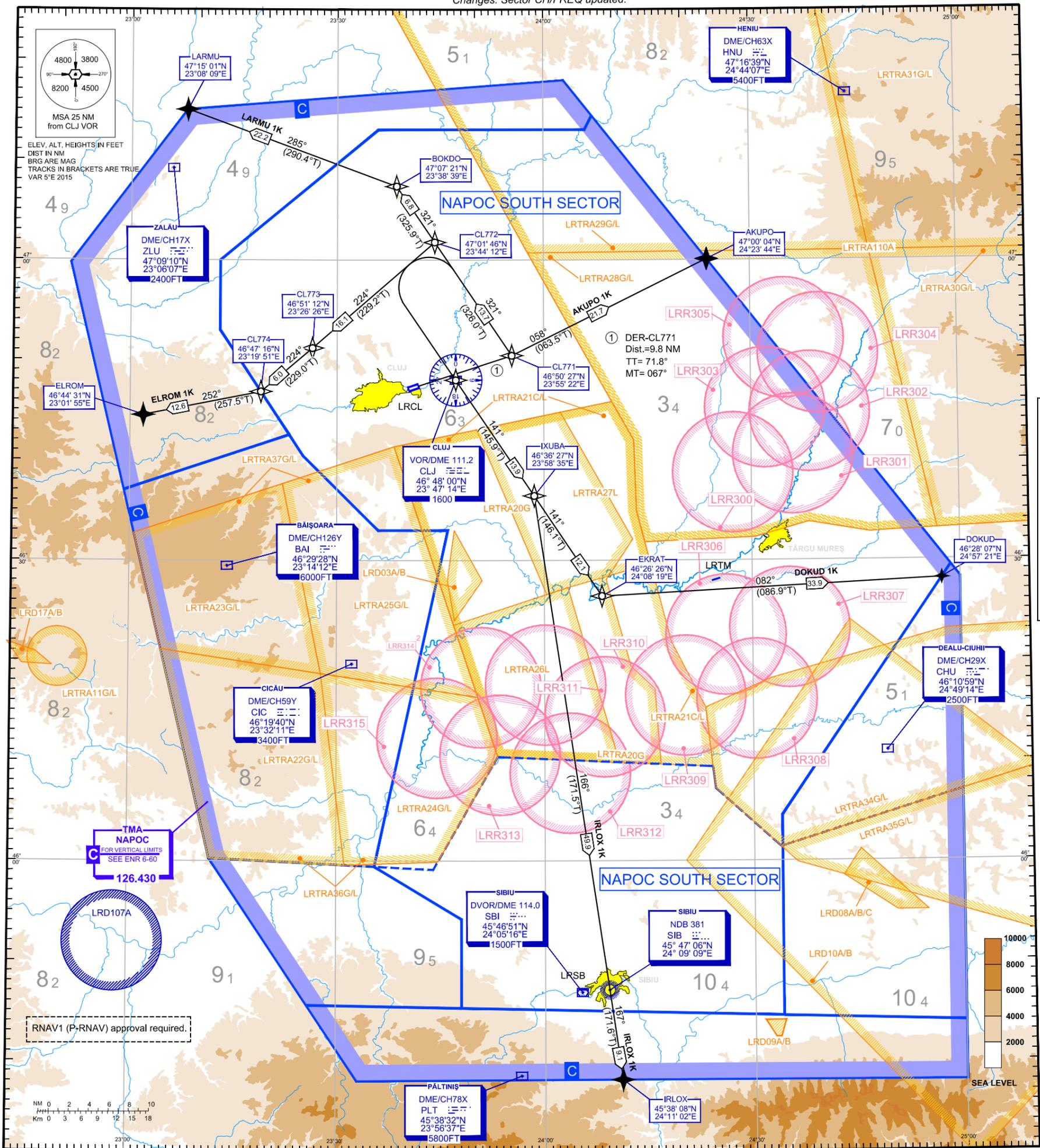
TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND– FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND– FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

Changes: Sector CH/FREQ updated.



RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH ALTN	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH ALTN	127.275
CLUJ TOWER ALTN	125.525

CLUJ TOWER ALTN	118.705
CLUJ ATIS	134.400
	125.525

SECTOR: NAPOC	119.685
NAPOC	127.075
NAPOC ALTN	128.835
NAPOC ALTN	125.725
BUDOP	130.230
BUDOP ALTN	124.100

SECTOR: NERDI	135.360
NERDI ALTN	128.890
LOMOS	122.030
LOMOS ALTN	126.080
LOMOS ALTN	124.975

Radio Communication Failure:

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES : Vertical limits of LRRxxx FL255 GND

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
AKUPO 1K	CL771[K250-] - AKUPO[F100+]	Increased climb gradient 4.7% until AKUPO due to airspace structure. Increased climb gradient 4.4% until 1400 ft QNH due to obstacles.
DOKUD 1K	CL771[F070-; K250-] - [T326; F080; K250-; L] → CLJ[F090+] - IXUBA - EK RAT - DOKUD[F100+]	Increased climb gradient 4.4% until 1800 ft QNH due to obstacles.
ELROM 1K	CL771[K250-] - CL772 - CL773[F090+] - CL774 - ELROM[F110+]	Increased climb gradient 4.4% until 1800 ft QNH due to obstacles.
IRLOX 1K	CL771[F070-; K250-] - [T326; F080; K250-; L] → CLJ[F090+] - IXUBA - SIB - IRLOX[F110+]	Increased climb gradient 4.4% until 1800 ft QNH due to obstacles.
LARMU 1K	CL771[K250-] - CL772 - BOKDO - LARMU [F100+]	Increased climb gradient 4.4% until 1800 ft QNH due to obstacles.

CLUJ - NAPOCA/Avram Iancu (LRCL)
AKUPO 1K DOKUD 1K ELROM 1K
IRLOX 1K LARMU 1K

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
AKUPO	N470003762	E0242344287	Compulsory fly-by
BOKDO	N470721134	E0233838659	On request fly-by
CL771	N465027262	E0235522078	On request fly-by
CL772	N470145738	E0234412085	On request fly-by
CL773	N465112239	E0232625510	On request fly-by
CL774	N464715925	E0231950546	On request fly-by
CLJ VOR/DME	N464800438	E0234714118	On request fly-by
DER_LRCL_07	N464725306	E0234149946	-
DOKUD	N462807453	E0245721352	Compulsory fly-by
EKRAT	N462626408	E0240819283	On request fly-by
ELROM	N464430715	E0230154709	Compulsory fly-by
IRLOX	N453808151	E0241102176	Compulsory fly-by
IXUBA	N463627153	E0235834582	On request fly-by
LARMU	N471501159	E0230808785	Compulsory fly-by
SIB-NDB	N454706038	E0240909294	On request fly-by

LRCL RNAV DEPARTURE SEQUENCE RWY 07

Leg	Leg type	Distance (NM)	True track	Magnetic Track
1	2	3	4	
AKUPO 1K				
DER_LRCL_07 - CL771	-	9.779	71.84	66.67
CL771 - AKUPO	TF	21.693	63.52	58.35
DOKUD 1K				
DER_LRCL_07 - CL771	-	9.779	71.84	66.67
CL771 - [F080]	CA	-	325.99	320.82
[F080] - CLJ	DF	-	-	-
CLJ - IXUBA	TF	13.948	145.90	140.73
IXUBA - EKRAT	TF	12.067	146.05	140.88
EKRAT - DOKUD	TF	33.943	86.86	81.65
ELROM 1K				
DER_LRCL_07 - CL771	-	9.779	71.84	66.67
CL771 - CL772	TF	13.658	325.99	320.82
CL772 - CL773	TF	16.122	229.18	224.01
CL773 - CL774	TF	5.997	228.96	223.79
CL774 - ELROM	TF	12.630	257.51	252.34
IRLOX 1K				
DER_LRCL_07 - CL771	-	9.779	71.84	66.67
CL771 - [F080]	CA	-	325.99	320.82
[F080] - CLJ	DF	-	-	-
CLJ - IXUBA	TF	13.948	145.90	140.73
IXUBA - SIB-NDB	TF	49.911	171.47	166.35
SIB-NDB - IRLOX	TF	9.063	171.62	166.50
LARMU 1K				
DER_LRCL_07 - CL771	-	9.779	71.84	66.67
CL771 - CL772	TF	13.658	325.99	320.82
CL772 - BOKDO	TF	6.760	325.85	320.67
BOKDO - LARMU	TF	22.171	290.43	285.26

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

Changes: Sector CH/FREQ updated.

RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

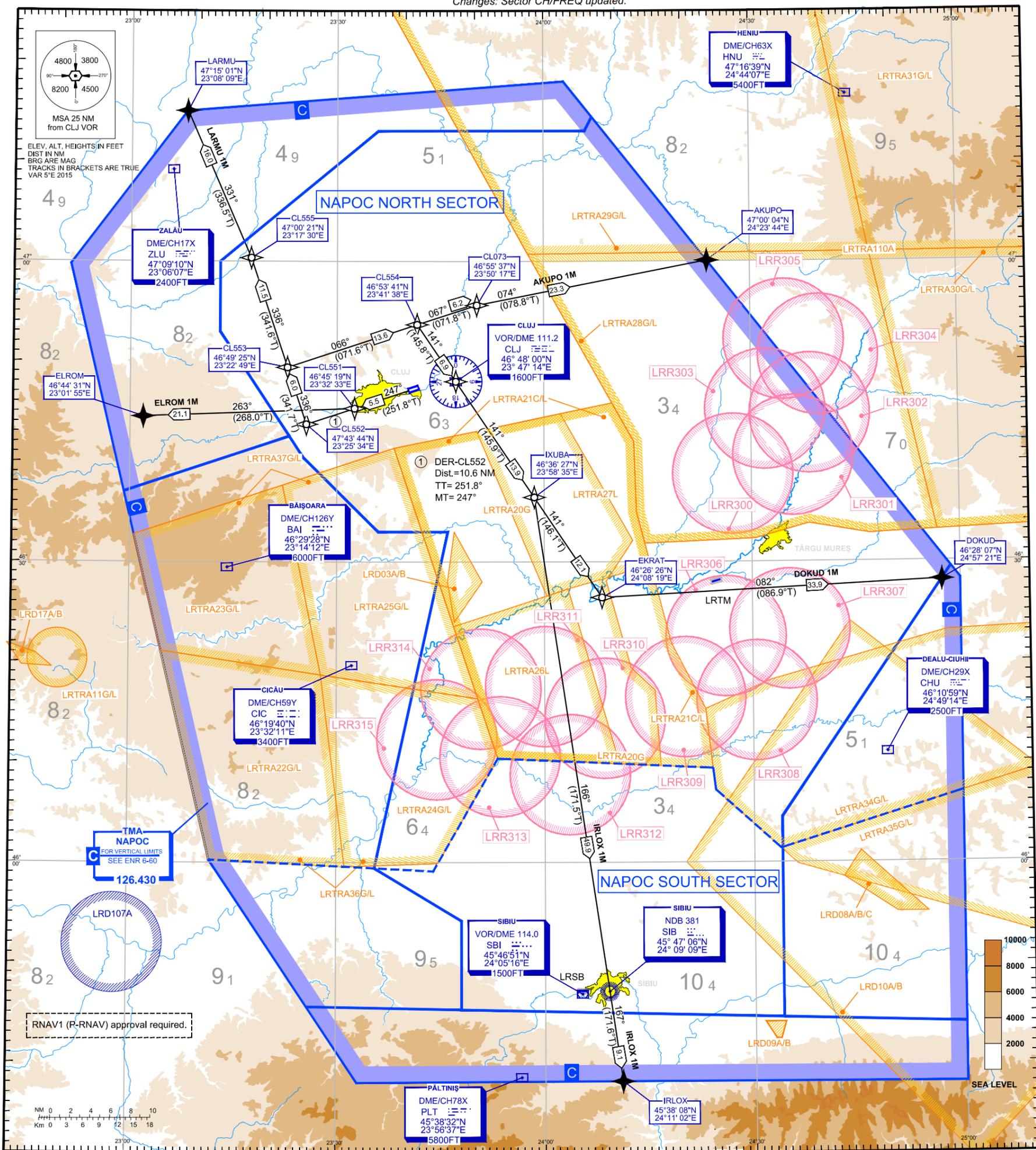
NAPOC APPROACH
NAPOC APPROACH ALTN
NAPOC NORTH APPROACH
NAPOC NORTH APPROACH ALTN
NAPOC SOUTH APPROACH
NAPOC SOUTH APPROACH ALTN

CLUJ TOWER
CLUJ TOWER ALTN
CLUJ ATIS

SECTOR: NAPOC
NAPOC
NAPOC ALTN
NAPOC ALTN
BUDOP ALTN

SECTOR: NERDI
NERDI ALTN
LOMOS
LOMOS ALTN
LOMOS ALTN

CLUJ - NAPOCA/ Avram Iancu (LRCL)
AKUPO 1M DOKUD 1M ELROM 1M
IRLOX 1M LARMU 1M



Radio Communication Failure:

Set transponder to 7600, then:

a. Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.

b. If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES : Vertical limits of LRRxxx FL255 GND

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
AKUPO 1M	CL552[K250-] - CL553[K250-] - CL554 - CL073 - AKUPO[F100+]	Increased climb gradient 4.5% until 2500 ft QNH, followed by 4.1% due to mountainous terrain until CL553. CAUTION: close-in obstacles
DOKUD 1M	CL552[K250-] - CL553[K250-] - CL554 - CLJ[F090+] - IXUBA - EK RAT - DOKUD[F100+]	Increased climb gradient 4.5% until 2500 ft QNH, followed by 4.1% due to mountainous terrain until CL553. CAUTION: close-in obstacles
ELROM 1M	CL551 - ELROM[F110+]	Increased climb gradient 6.3% until ELROM due to airspace structure. Increased climb gradient 5.3% until 2300 ft QNH, followed by 4.1% due to mountainous terrain until ELROM. CAUTION: close-in obstacles
IRLOX 1M	CL552[K250-] - CL553[K250-] - CL554 - CLJ[F090+] - IXUBA - SIB - IRLOX[F110+]	Increased climb gradient 4.5% until 2500 ft QNH, followed by 4.1% due to mountainous terrain until CL553. CAUTION: close-in obstacles
LARMU 1M	CL552[K250-] - CL553 - CL555 - LARMU [F100+]	Increased climb gradient 4.5% until 2500 ft QNH, followed by 4.1% due to mountainous terrain until CL553. CAUTION: close-in obstacles

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
DER_LRCL_25	N464703496	E0234013174	-
AKUPO	N470003762	E0242344287	Compulsory Fly-by
CL073	N465537405	E0235016555	On request Fly-by
CL551	N464519463	E0233233234	On request Fly-by
CL552	N464344089	E0232533962	On request Fly-by
CL553	N464925416	E0232248979	On request Fly-by
CL554	N465341073	E0234137514	On request Fly-by
CL555	N470020524	E0231730485	On request Fly-by
CLJ VOR/DME	N464800438	E0234714118	On request Fly-by
DOKUD	N462807453	E0245721352	Compulsory Fly-by
EKRAT	N462626408	E0240819283	On request Fly-by
ELROM	N464430715	E0230154709	Compulsory Fly-by
IRLOX	N453808151	E0241102176	Compulsory Fly-by
IXUBA	N463627153	E0235834582	On request Fly-by
LARMU	N471501159	E0230808785	Compulsory Fly-by
SIB-NDB	N454706038	E0240909294	On request Fly-by

LRCL RNAV DEPARTURE SEQUENCE RWY 25

Leg	Leg type	Distance (NM)	True track	Magnetic Track
AKUPO 1M				
DER_LRCL_25 - CL552	-	10.609	251.83	246.66
CL552 - CL553	TF	5.997	341.65	336.48
CL553 - CL554	TF	13.593	71.61	66.44
CL554 - CL073	TF	6.240	71.84	66.67
CL073 - AKUPO	TF	23.345	78.83	73.66
DOKUD 1M				
DER_LRCL_25 - CL552	-	10.609	251.83	246.66
CL552 - CL553	TF	5.997	341.65	336.48
CL553 - CL554	TF	13.593	71.61	66.44
CL554 - CLJ	TF	6.862	145.83	140.66
CLJ - IXUBA	TF	13.948	145.90	140.73
IXUBA - EKRAT	TF	12.067	146.05	140.88
EKRAT - DOKUD	TF	33.943	86.86	81.65
ELROM 1M				
DER_LRCL_25 - CL551	-	5.547	251.83	246.66
CL551 - ELROM	TF	21.087	267.98	262.81
IRLOX 1M				
DER_LRCL_25 - CL552	-	10.609	251.83	246.66
CL552 - CL553	TF	5.997	341.65	336.48
CL553 - CL554	TF	13.593	071.61	066.44
CL554 - CLJ	TF	6.862	145.83	140.66
CLJ - IXUBA	TF	13.948	145.90	140.73
IXUBA - SIB-NDB	TF	49.911	171.47	166.35
SIB-NDB - IRLOX	TF	9.063	171.62	166.50
LARMU 1M				
DER_LRCL_25 - CL552	-	10.609	251.83	246.66
CL552 - CL553	TF	5.997	341.65	336.48
CL553 - CL555	TF	11.514	341.61	336.44
CL555 - LARMU	TF	16.015	336.53	331.36

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

ATC SURVEILLANCE
MINIMUM ALTITUDE CHART - ICAO

TRANSITION ALTITUDE 7000 FT
AERODROME ELEV 1039 FT

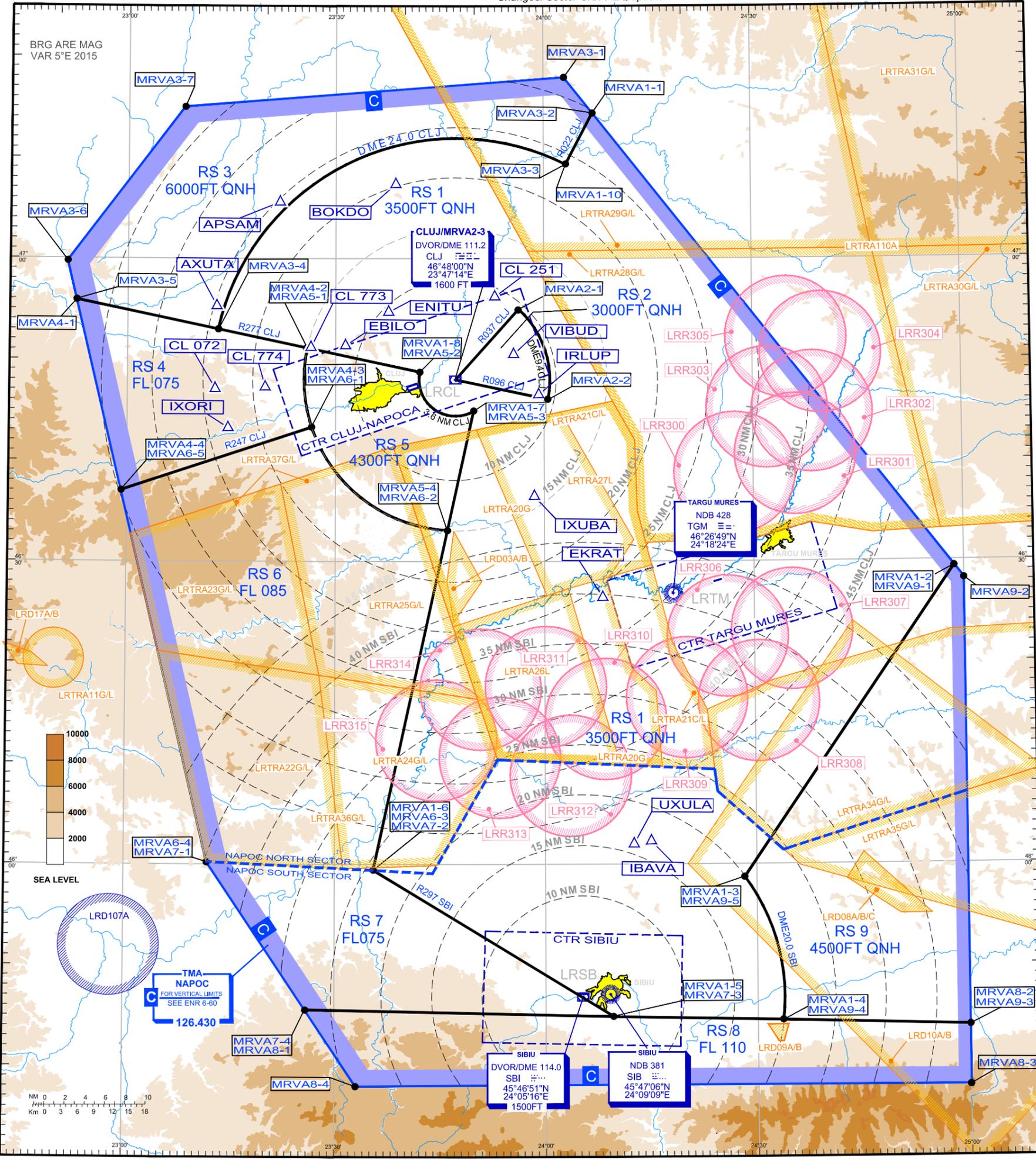
NAPOC APPROACH	126.430
NAPOC APPROACH ALTN	127.275
NAPOC NORTH APPROACH	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH	119.680
NAPOC SOUTH APPROACH ALTN	127.275

CLUJ TOWER	118.705
CLUJ TOWER ALTN	134.400
CLUJ ATIS	125.525

SECTOR: NAPOC	119.685
NAPOC	127.075
NAPOC ALTN	128.835
NAPOC ALTN	125.725
BUDOP	130.230
BUDOP ALTN	124.100

SECTOR: NERDI	135.360
NERDI ALTN	123.890
LOMOS	122.030
LOMOS ALTN	126.080
LOMOS ALTN	124.975

Changes: Sector CH/FREQ updated.



TMA SECTOR BORDER
 RADAR SECTOR (RS) BORDER
 3000FT QNH RADAR MINIMUM ALTITUDE (FT)

IN CASE OF COMMUNICATION FAILURE

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

NOTES : Vertical limits of LRRxxx **FL255 GND**

NOTE:

1. CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.
2. UNLESS OTHERWISE AUTHORIZED OR REQUIRED BY ATC, ARRIVING AIRCRAFT SHALL BE OPERATED AT AN INDICATED AIRSPEED OF MAXIMUM 250 KT BELOW FL 100.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
APSAM	N470534529	E0232155654
AXUTA	N465516984	E0231251452
BOKDO	N470721134	E0233838659
CL072	N464705673	E0231238983
CL251	N465612912	E0235255681
CL773	N465112239	E0232625510
CL774	N464715925	E0231950546
EBILO	N465122844	E0233125292
EKRAT	N462626408	E0240819283
ENITU	N465442306	E0233738196
IBAVA	N460217166	E0241503011
IRLUP	N464631258	E0235913737
IXORI	N464312666	E0231432402
IXUBA	N463627153	E0235834582
UXULA	N460200362	E0241235949
VIBUD	N465030795	E0235537909

DANGEROUS AREAS			
Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

RADAR SECTOR (RS)

SECTOR	Latitude	Longitude
RS 1 3500 ft ALT EXCEPTING RS 2		
MRVA1-1	N471424719	E0240705819
MRVA1-2	N462924710	E0245838627
MRVA1-3	N455843927	E0242817542
Arc DME 20.0 SBI		
MRVA1-4	N454431397	E0243338216
MRVA1-5	N454458344	E0240940843
MRVA1-6	N455925727	E0233528752
MRVA1-7	N464453330	E0234950724
Arc DME 3.6 CLJ		
MRVA1-8	N464846169	E0234206919
MRVA1-9	N465300898	E0231303644
Arc DME 24.0 CLJ		
MRVA1-10	N470920268	E0240315137
RS 2 3000 ft ALT		
MRVA2-1	N465459510	E0235623478
MRVA2-2	N464603345	E0240036695
MRVA2-3/DVORDME	N464800438	E0234714118
RS 3 6000 ft ALT		
MRVA3-1	N471755565	E0240259354
MRVA3-2	N471424719	E0240705819
MRVA3-3	N470920268	E0240315137
Arc DME 24.0 CLJ		
MRVA3-4	N465300898	E0231303644
MRVA3-5	N465555449	E0225235754
MRVA3-6	N465944989	E0225115090
MRVA3-7	N471501159	E0230808785

SECTOR	Latitude	Longitude
RS 4 FL075		
MRVA4-1	N465555449	E0225235754
MRVA4-2	N465109444	E0232553251
Arc DME 15.0 CLJ		
MRVA4-3	N464319341	E0232631142
MRVA4-4	N463701507	E0225911071
RS 5 4300 ft ALT		
MRVA5-1	N465109444	E0232553251
MRVA5-2	N464846169	E0234206919
Arc DME 3.6 CLJ		
MRVA5-3	N464453330	E0234950724
MRVA5-4	N463302410	E0234603893
Arc DME 15.0 CLJ		
RS 6 FL 085		
MRVA6-1	N464319341	E0232631142
Arc DME 15.0 CLJ		
MRVA6-2	N463302410	E0234603893
MRVA6-3	N455925727	E0233528752
MRVA6-4	N460015153	E0231145549
MRVA6-5	N463701507	E0225911071

SECTOR	Latitude	Longitude
RS 7 FL 075		
MRVA7-1	N460015153	E0231145549
MRVA7-2	N455925727	E0233528752
MRVA7-3	N454458344	E0240940843
MRVA7-4	N454534632	E0232548457
RS 8 FL 110		
MRVA8-1	N454534632	E0232548457
MRVA8-2	N454355915	E0250000000
MRVA8-3	N453800000	E0250000000
MRVA8-4	N453800000	E0233300000
RS 9 4500 ft ALT		
MRVA9-1	N462924710	E0245838627
MRVA9-2	N462812302	E0250000000
MRVA9-3	N454355915	E0250000000
MRVA9-4	N454431397	E0243338216
Arc DME 20.0 SBI		
MRVA9-5	N455843927	E0242817542

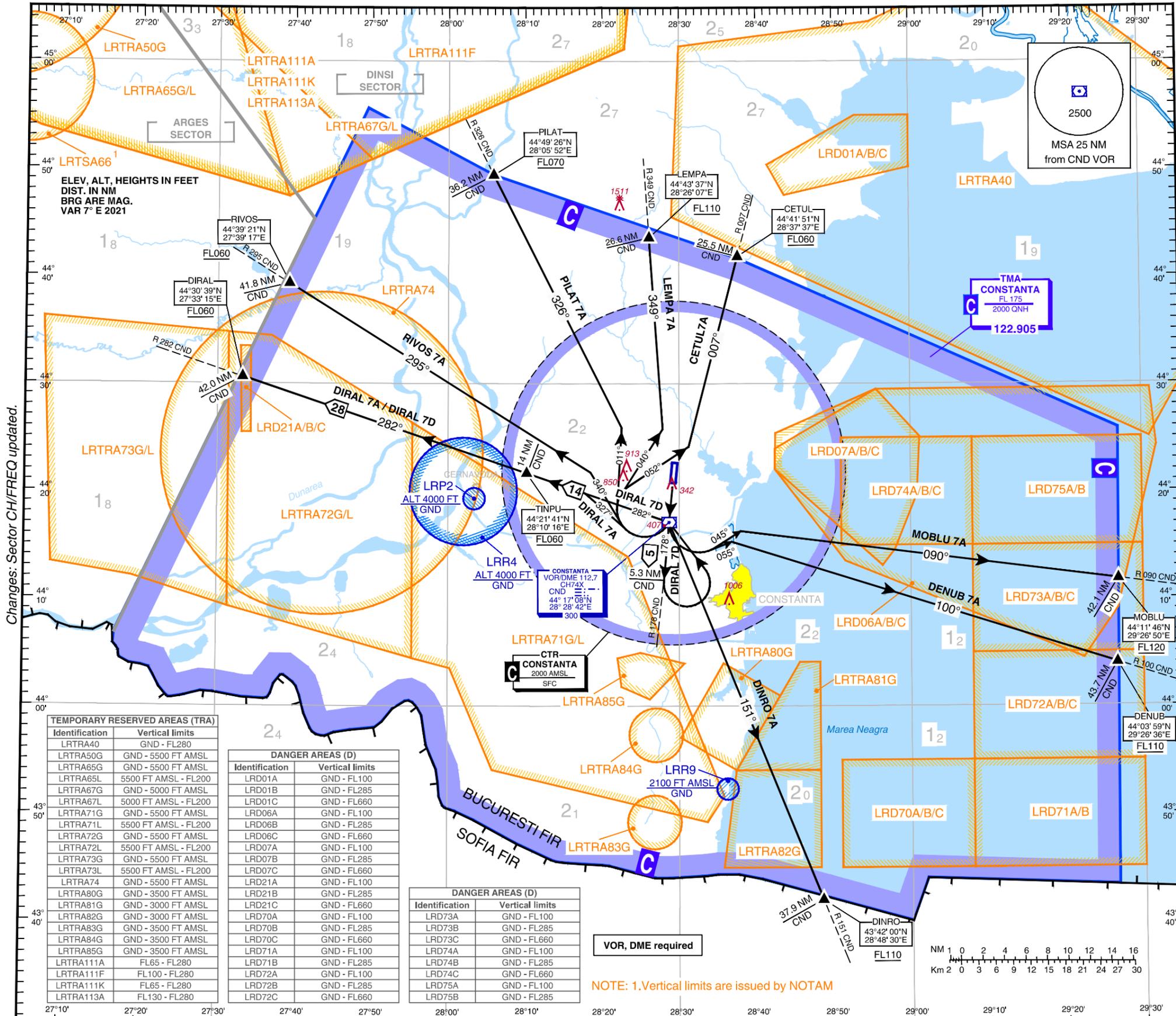
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
CAT. A, B, C, D**

TRANSITION ALTITUDE
4000 FT

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

SECTOR: DINSI	122.365
DINSI ALTN	126.725
ARGES	121.285
ARGES	122.365
ARGES ALTN	124.975

**CONSTANȚA/M.Kogălniceanu-Constanța (LRCK)
RWY 18
CETUL 7A, DENUB 7A, DINRO 7A, DIRAL 7A,
DIRAL 7D, LEMPA 7A, MOBLU 7A, PILAT 7A, RIVOS 7A**



Changes: Sector CH/FREQ updated.

Identification	Vertical limits
LRTRA40	GND - FL280
LRTRA50G	GND - 5500 FT AMSL
LRTRA65G	GND - 5500 FT AMSL
LRTRA65L	5500 FT AMSL - FL200
LRTRA67G	GND - 5000 FT AMSL
LRTRA67L	5000 FT AMSL - FL200
LRTRA71G	GND - 5500 FT AMSL
LRTRA71L	5500 FT AMSL - FL200
LRTRA72G	GND - 5500 FT AMSL
LRTRA72L	5500 FT AMSL - FL200
LRTRA73G	GND - 5500 FT AMSL
LRTRA73L	5500 FT AMSL - FL200
LRTRA74	GND - 5500 FT AMSL
LRTRA80G	GND - 3500 FT AMSL
LRTRA81G	GND - 3000 FT AMSL
LRTRA82G	GND - 3000 FT AMSL
LRTRA83G	GND - 3500 FT AMSL
LRTRA84G	GND - 3500 FT AMSL
LRTRA85G	GND - 3500 FT AMSL
LRTRA111A	FL65 - FL280
LRTRA111F	FL100 - FL280
LRTRA111K	FL65 - FL280
LRTRA113A	FL130 - FL280

Identification	Vertical limits
LRD01A	GND - FL100
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD06A	GND - FL100
LRD06B	GND - FL285
LRD06C	GND - FL660
LRD07A	GND - FL100
LRD07B	GND - FL285
LRD07C	GND - FL660
LRD21A	GND - FL100
LRD21B	GND - FL285
LRD21C	GND - FL660
LRD70A	GND - FL100
LRD70B	GND - FL285
LRD70C	GND - FL660
LRD71A	GND - FL100
LRD71B	GND - FL285
LRD72A	GND - FL100
LRD72B	GND - FL285
LRD72C	GND - FL660

Identification	Vertical limits
LRD73A	GND - FL100
LRD73B	GND - FL285
LRD73C	GND - FL660
LRD74A	GND - FL100
LRD74B	GND - FL285
LRD74C	GND - FL660
LRD75A	GND - FL100
LRD75B	GND - FL285

VOR, DME required

NOTE: 1. Vertical limits are issued by NOTAM

SID	Description
CETUL 7A	Climb on R 358 CND (178°M) to CND. At CND turn RIGHT heading 052°M to intercept and follow R007 CND (007°M) to CETUL. Cross CETUL at or above FL060.
DENUB 7A	Climb on R 358 CND (178°M) to CND. At CND turn LEFT heading 055°M to intercept and follow R100 CND (100°M) to DENUB. Cross DENUB at or above FL110 (1). (1) ATS climb gradient 4.0% up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
DINRO 7A	Climb on R 358 CND (178°M) to CND. At CND turn LEFT to intercept and follow R151 CND (151°M) to DINRO. Cross DINRO at or above FL110 (1). (1) ATS climb gradient 4.3% up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
DIRAL 7D	Climb on R 358 CND (178°M) to CND, then follow R 178 CND (178°M). At 5.3 CND, turn LEFT direct to CND. At CND follow R 282 CND (282°M) to DIRAL. Cross TINPU at or above FL060. (1) (1) ATS climb gradient 4.1% up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
DIRAL 7A	Climb on R 358 CND (178°M) to CND. At CND turn RIGHT heading 327°M to intercept and follow R 282 CND (282°M) to DIRAL. Cross TINPU at or above FL060. (1) (1) ATS climb gradient 6.3% up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
LEMPA 7A	Climb on R 358 CND (178°M) to CND. At CND turn RIGHT heading 040°M to intercept and follow R 349 CND (349°M) to LEMPA. Cross LEMPA at or above FL110 (1). (1) ATS climb gradient 6.0% up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
MOBLU 7A	Climb on R 358 CND (178°M) to CND. At CND turn LEFT heading 045°M to intercept and follow R 090 CND (090°M) to MOBLU. Cross MOBLU at or above FL120 (1). (1) ATS climb gradient 4.6% up to FL120. Advise ATC if unable to ensure the ATS climb gradient.
PILAT 7A	Climb on R 358 CND (178°M) to CND. At CND turn RIGHT heading 011°M to intercept and follow R 326 CND (326°M) to PILAT. Cross PILAT at or above FL070.
RIVOS 7A	Climb on R 358 CND (178°M) to CND. At CND turn RIGHT heading 340°M to intercept and follow R 295 CND (295°M) to RIVOS. Cross RIVOS at or above FL060.

RADIO COMMUNICATION FAILURE

- Set transponder to 7600 then:
- Continue on assigned heading and acknowledged SID. After 2 min. climb to FPL flight level;
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to FPL flight level.



CONSTANȚA / Mihail Kogalniceanu - Constanța (LRCK)

SID RWY 18

AERONAUTICAL DATA TABULATION

SID RWY 18	
Fix/Waypoint Name	Coordinates
CETUL – BRG 007.43°/ 25.53NM CND	44°41'51.1"N 028°37'37.3"E
DENUB - BRG100.19°/ 43.69NM CND	44°03'58.6"N 029°26'35.7"E
DINRO - BRG 150.75°/ 37.93NM CND	43°42'00.0"N 028°48'30.0"E
DIRAL – BRG 282.10°/ 41.99NM CND	44°30'39.0"N 027°33'14.9"E
LEMPA – BRG 349.02°/ 26.56NM CND	44°43'37.5"N 028°26'07.0"E
MOBLU – BRG 089.98°/ 42.14NM CND	44°11'46.0"N 029°26'50.2"E
PILAT – BRG 326.31°/ 36.19NM CND	44°49'25.8"N 028°05'51.9"E
RIVOS – BRG 295.40°/ 41.78NM CND	44°39'20.5"N 027°39'17.0"E
TINPU – BRG 282.10°/ 14.00NM CND	44°21'41.3"N 028°10'16.1"E
CND VOR/DME	44°17'08.0"N 028°28'42.0"E
DER 18	44°20'37.5"N 028°29'09.4"E

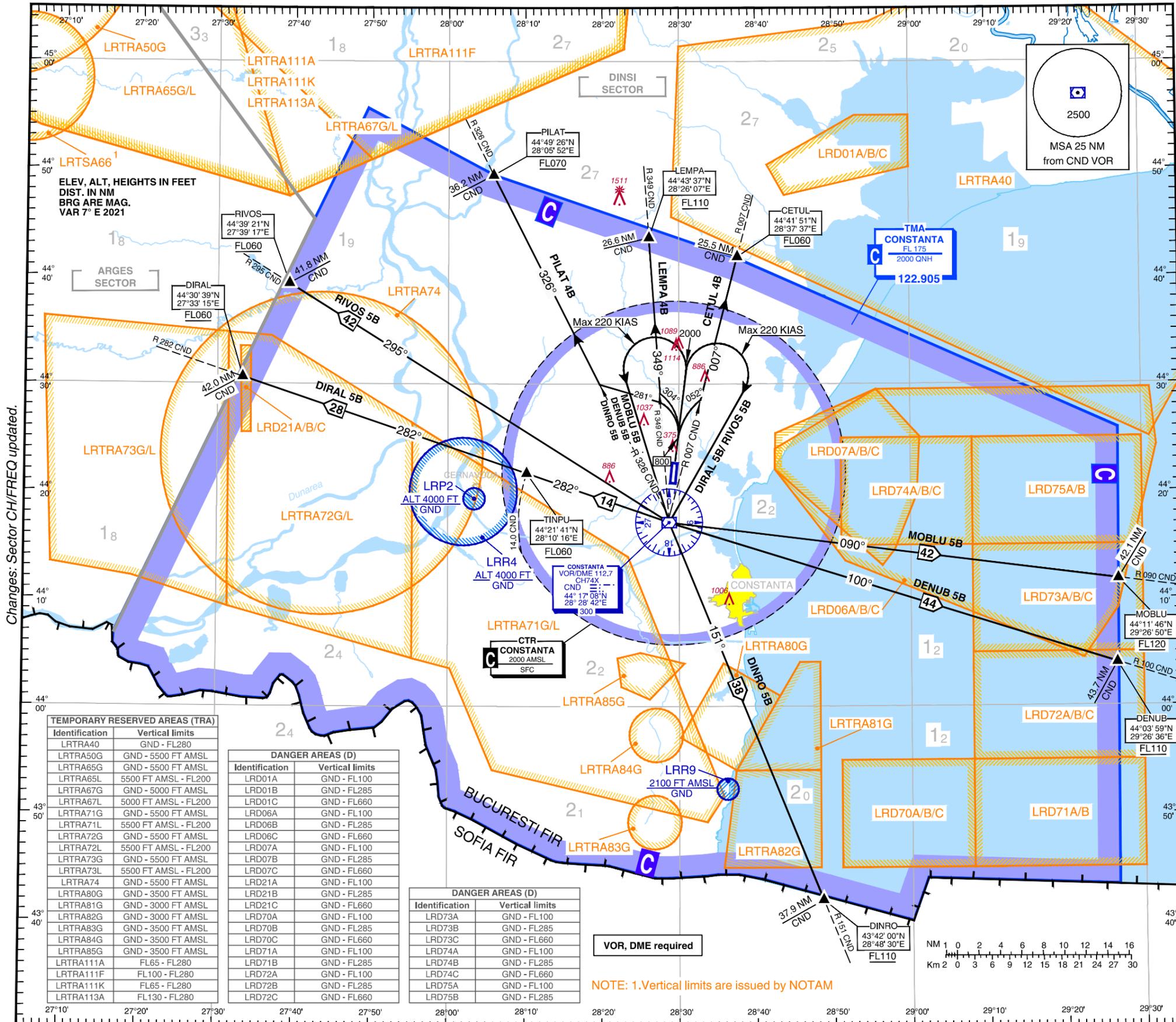
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO
CAT. A, B, C, D**

TRANSITION ALTITUDE
4000 FT

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

SECTOR: DINSI	122.365
DINSI ALTN	126.725
ARGES	121.285
ARGES	122.365
ARGES ALTN	124.975

**CONSTANȚA/M.Kogălniceanu-Constanța (LRCK)
RWY 36
CETUL 4B, DENUB 5B, DINRO 5B, DIRAL 5B,
LEMPA 4B, MOBLU 5B, PILAT 4B, RIVOS 5B**



Changes: Sector CH/FREQ updated.

Identification	Vertical limits
LRTRA40	GND - FL280
LRTRA50G	GND - 5500 FT AMSL
LRTRA65G	GND - 5500 FT AMSL
LRTRA65L	5500 FT AMSL - FL200
LRTRA67G	GND - 5000 FT AMSL
LRTRA67L	5000 FT AMSL - FL200
LRTRA71G	GND - 5500 FT AMSL
LRTRA71L	5500 FT AMSL - FL200
LRTRA72G	GND - 5500 FT AMSL
LRTRA72L	5500 FT AMSL - FL200
LRTRA73G	GND - 5500 FT AMSL
LRTRA73L	5500 FT AMSL - FL200
LRTRA74	GND - 5500 FT AMSL
LRTRA80G	GND - 3500 FT AMSL
LRTRA81G	GND - 3000 FT AMSL
LRTRA82G	GND - 3000 FT AMSL
LRTRA83G	GND - 3500 FT AMSL
LRTRA84G	GND - 3500 FT AMSL
LRTRA85G	GND - 3500 FT AMSL
LRTRA111A	FL65 - FL280
LRTRA111F	FL100 - FL280
LRTRA111K	FL65 - FL280
LRTRA113A	FL130 - FL280

Identification	Vertical limits
LRD01A	GND - FL100
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD06A	GND - FL100
LRD06B	GND - FL285
LRD06C	GND - FL660
LRD07A	GND - FL100
LRD07B	GND - FL285
LRD07C	GND - FL660
LRD21A	GND - FL100
LRD21B	GND - FL285
LRD21C	GND - FL660
LRD70A	GND - FL100
LRD70B	GND - FL285
LRD70C	GND - FL660
LRD71A	GND - FL100
LRD71B	GND - FL285
LRD72A	GND - FL100
LRD72B	GND - FL285
LRD72C	GND - FL660

Identification	Vertical limits
LRD73A	GND - FL100
LRD73B	GND - FL285
LRD73C	GND - FL660
LRD74A	GND - FL100
LRD74B	GND - FL285
LRD74C	GND - FL660
LRD75A	GND - FL100
LRD75B	GND - FL285

VOR, DME required

NOTE: 1. Vertical limits are issued by NOTAM

SID	Description
CETUL 4B	Climb on runway axis, at 800 FT (447) turn RIGHT heading 052°M to intercept and follow R 007 CND (007°M) to CETUL . Cross CETUL at or above FL060 (1) . (1) ATS climb gradient 5.2% up to FL060 . (2)
DENUB 5B	Climb on runway axis, at 2000 FT (1647) turn LEFT (Max 220 KIAS during turn) direct to CND . At CND follow R 100 CND (100°M) to DENUB . Cross DENUB at or above FL110 (1) . (1) ATS climb gradient 3.7% up to FL110 . (2)
DINRO 5B	Climb on runway axis, at 2000 FT (1647) turn LEFT (Max 220 KIAS during turn) direct to CND . At CND follow R151 CND (151°M) to DINRO . Cross DINRO at or above FL110 (1) . (1) ATS climb gradient 4.2% up to FL110 . (2)
DIRAL 5B	Climb on runway axis, at 2000 FT (1647) turn RIGHT (Max 220 KIAS during turn) direct to CND . At CND follow R 282 CND (282°M) to DIRAL . Cross TINPU at or above FL060 . (1) (1) ATS climb gradient 5.2% up to FL060 . (2)
LEMPA 4B	Climb on runway axis, at 800 FT (447) turn LEFT heading 304°M to intercept and follow R 349 CND (349°M) to LEMPA . Cross LEMPA at or above FL110 (1) . (1) ATS climb gradient 9.2% up to FL110 . (2)
MOBLU 5B	Climb on runway axis, at 2000 FT (1647) turn LEFT (Max 220 KIAS during turn) direct to CND . At CND follow R 090 CND (090°M) to MOBLU . Cross MOBLU at or above FL120 (1) . (1) ATS climb gradient 4.2% up to FL120 . (2)
PILAT 4B	Climb on runway axis, at 800 FT (447) turn LEFT heading 281°M to intercept and follow R326 CND (326°M) to PILAT . Cross PILAT at or above FL070 (1) . (1) ATS climb gradient 3.7% up to FL070 . (2)
RIVOS 5B	Climb on runway axis, at 2000 FT (1647) turn RIGHT (Max 220 KIAS during turn) direct to CND . At CND follow R 295 CND (295°M) to RIVOS . Cross RIVOS at or above FL060 .

(2) Advise ATC if unable to ensure the ATS climb gradient.

RADIO COMMUNICATION FAILURE

Set transponder to 7600 then:
a) Continue on assigned heading and acknowledged SID. After 2 min. climb to FPL flight level;
b) If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to FPL flight level.



CONSTANȚA / Mihail Kogalniceanu - Constanța (LRCK)

SID RWY 36

AERONAUTICAL DATA TABULATION

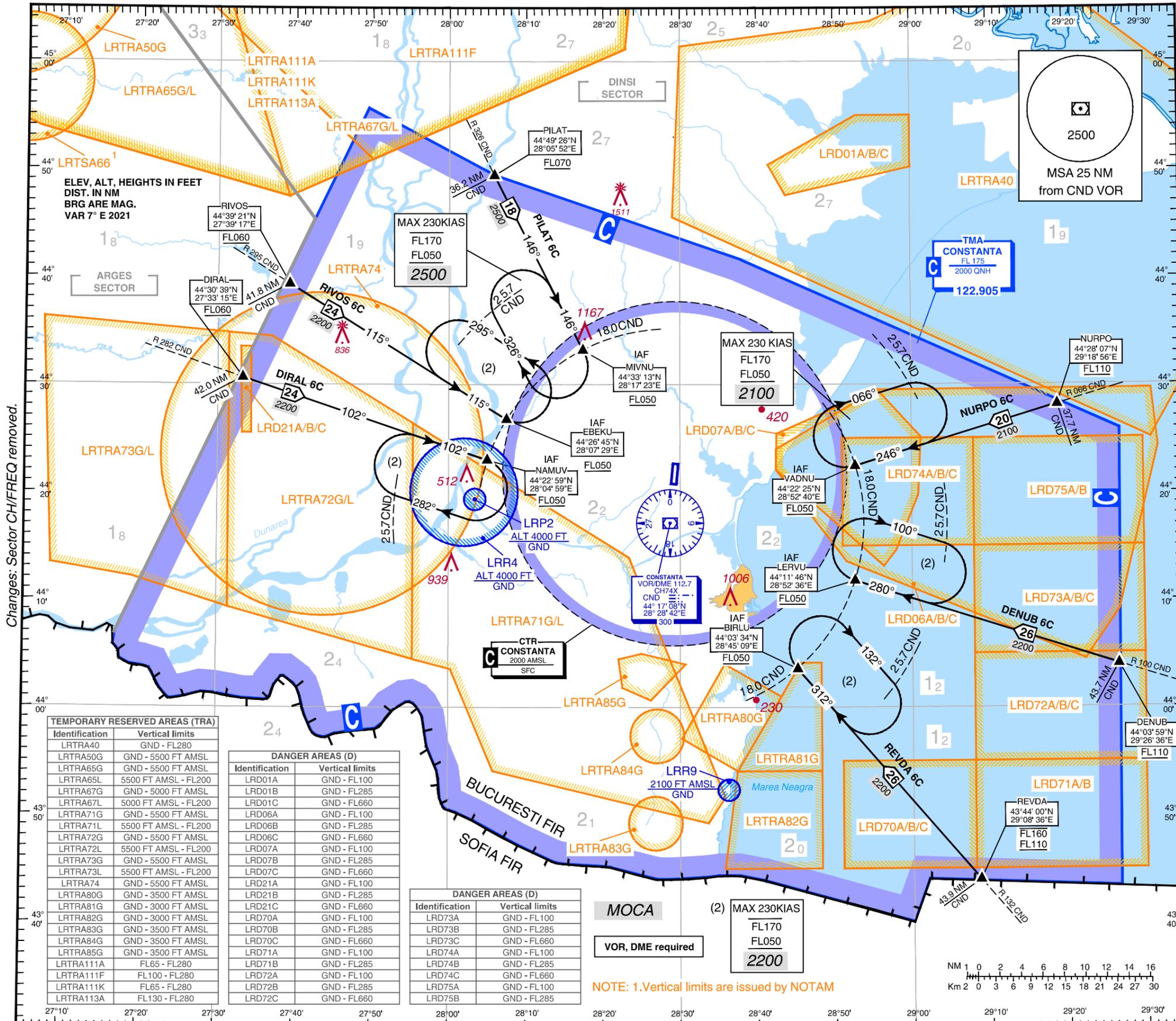
SID RWY 36	
Fix/Waypoint Name	Coordinates
CETUL – BRG 007.43°/ 25.53NM CND	44°41'51.1"N 028°37'37.3"E
DENUB – BRG 100.19°/ 43.69NM CND	44°03'58.6"N 029°26'35.7"E
DINRO – BRG 150.75°/ 37.93NM CND	43°42'00.0"N 028°48'30.0"E
DIRAL – BRG 282.10°/ 41.99NM CND	44°30'39.0"N 027°33'14.9"E
LEMPA – BRG 349.02°/ 26.56NM CND	44°43'37.5"N 028°26'07.0"E
MOBLU – BRG 089.98°/ 42.14NM CND	44°11'46.0"N 029°26'50.2"E
PILAT – BRG 326.31°/ 36.19NM CND	44°49'25.8"N 028°05'51.9"E
RIVOS – BRG 295.40°/ 41.78NM CND	44°39'20.5"N 027°39'17.0"E
TINPU – BRG 282.10°/ 14.00NM CND	44°21'41.3"N 028°10'16.1"E
CND VOR/DME	44°17'08.0"N 028°28'42.0"E
DER 36	44°22'43.7"N 028°29'26.6"E

**STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
CAT. A B C D / DL**

TRANSITION ALTITUDE
4000 FT

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

**CONSTANȚA/M.Kogălniceanu-Constanța (LRCK)
RWY 18
DENUB 6C, DIRAL 6C,
NURPO 6C, PILAT 6C, REVDA 6C, RIVOS 6C**



Textual description of standard arrival routes- instrument STAR	
STAR	DESCRIPTION
DENUB 6C	From DENUB at or above FL110 to LERVU on course 280° at or above FL50.
DIRAL 6C	From DIRAL at or above FL60 to NAMUV on course 102° at or above FL50.
NURPO 6C	From NURPO at or above FL110 to VADNU on course 246° at or above FL50.
PILAT 6C	From PILAT at or above FL70 to MIVNU on course 146° at or above FL50.
REVDA 6C	From REVDA between minimum FL110 and maximum FL160 to BIRLU on course 312° at or above FL50.
RIVOS 6C	From RIVOS at or above FL60 to EBeku on course 115° at or above FL50.

RADIO COMMUNICATION FAILURE

- Set transponder to 7600 then:
- If RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
 - If RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to CND VOR/DME, then RDL 337 CND VOR/DME, when passing D 15.6 CND VOR/DME turn right proceed along CND 18 DME arc to **UCOBE** and execute approach and land. Descending shall be executed in accordance with the vertical restrictions specified on Radar Minimum Altitude Chart, but not less than 2500 ft.
 - If STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.

Changes: Sector CH/FREQ removed.

Identification	Vertical limits
LRTRA40	GND - FL280
LRTRA50G	GND - 5500 FT AMSL
LRTRA65G	GND - 5500 FT AMSL
LRTRA65L	5500 FT AMSL - FL200
LRTRA67G	GND - 5000 FT AMSL
LRTRA67L	5000 FT AMSL - FL200
LRTRA71G	GND - 5500 FT AMSL
LRTRA71L	5500 FT AMSL - FL200
LRTRA72G	GND - 5500 FT AMSL
LRTRA72L	5500 FT AMSL - FL200
LRTRA73G	GND - 5500 FT AMSL
LRTRA73L	5500 FT AMSL - FL200
LRTRA74	GND - 5500 FT AMSL
LRTRA80G	GND - 3500 FT AMSL
LRTRA81G	GND - 3000 FT AMSL
LRTRA82G	GND - 3000 FT AMSL
LRTRA83G	GND - 3500 FT AMSL
LRTRA84G	GND - 3500 FT AMSL
LRTRA85G	GND - 3500 FT AMSL
LRTRA111A	FL65 - FL280
LRTRA111F	FL100 - FL280
LRTRA111K	FL65 - FL280
LRTRA113A	FL130 - FL280

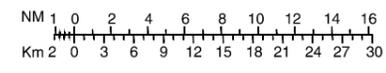
Identification	Vertical limits
LRD01A	GND - FL100
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD06A	GND - FL100
LRD06B	GND - FL285
LRD06C	GND - FL660
LRD07A	GND - FL100
LRD07B	GND - FL285
LRD07C	GND - FL660
LRD21A	GND - FL100
LRD21B	GND - FL285
LRD21C	GND - FL660
LRD70A	GND - FL100
LRD70B	GND - FL285
LRD70C	GND - FL660
LRD71A	GND - FL100
LRD71B	GND - FL285
LRD72A	GND - FL100
LRD72B	GND - FL285
LRD72C	GND - FL660

Identification	Vertical limits
LRD73A	GND - FL100
LRD73B	GND - FL285
LRD73C	GND - FL660
LRD74A	GND - FL100
LRD74B	GND - FL285
LRD74C	GND - FL660
LRD75A	GND - FL100
LRD75B	GND - FL285

MOCA
VOR, DME required

(2) MAX 230KIAS
FL170
FL050
2200

NOTE: 1.Vertical limits are issued by NOTAM





CONSTANȚA / Mihail Kogalniceanu - Constanța (LRCK)

STAR to RWY 18

AERONAUTICAL DATA TABULATION

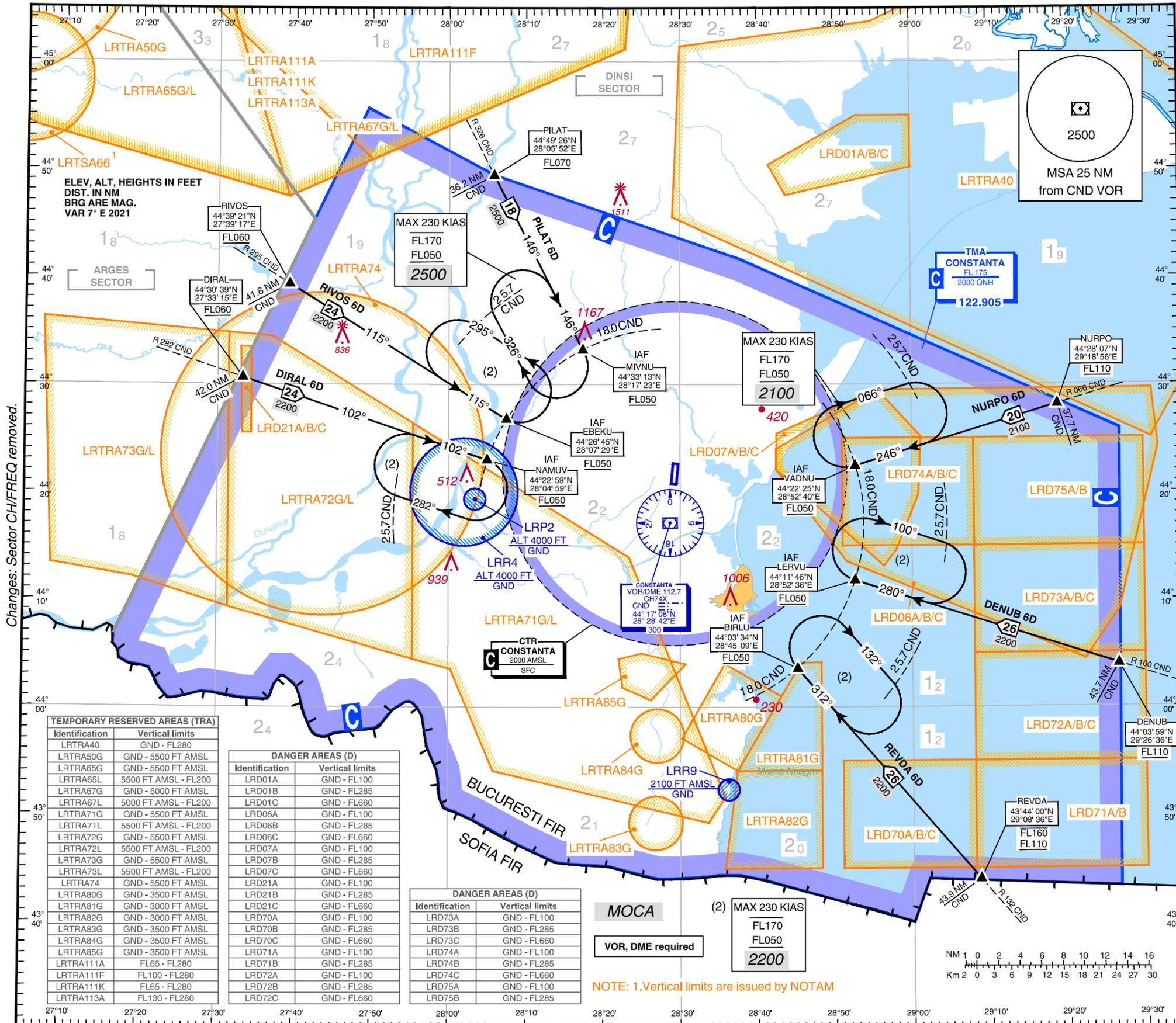
STAR to RWY 18 from DENUB, DIRAL, NURPO, PILAT, REVDA, RIVOS.	
Fix/Waypoint Name	Coordinates
DENUB – BRG 100.19°/ 43.69NM CND	44°03'58.6"N 029°26'35.7"E
DIRAL - BRG 282.10°/ 41.99NM CND	44°30'39.0"N 027°33'14.9"E
NURPO - BRG 065.77°/ 37.66NM CND	44°28'06.5"N 029°18'56.2"E
PILAT - BRG 326.31°/ 36.19NM CND	44°49'25.8"N 028°05'51.9"E
REVDA – BRG 131.77°/ 43.90NM CND	43°44'00.0"N 029°08'36.0"E
RIVOS – BRG 295.40°/ 41.78NM CND	44°39'20.5"N 027°39'17.0"E
BIRLU (IAF) - BRG 131.77°/ 18.00NM CND	44°03'34.0"N 028°45'09.0"E
EBEKU (IAF) – BRG 295.40/ 18.00NM CND	44°26'44.8"N 028°07'29.1"E
LERVU (IAF) – BRG100.19/ 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

**STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO
CAT. A B C D / DL**

TRANSITION ALTITUDE
4000 FT

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

**CONSTANȚA/M.Kogălniceanu-Constanța (LRCK)
RWY 36
DENUB 6D, DIRAL 6D,
NURPO 6D, PILAT 6D, REVDA 6D, RIVOS 6D**



Textual description of standard arrival routes- instrument STAR	
STAR	DESCRIPTION
DENUB 6D	From DENUB at or above FL110 to LERVU on course 280° at or above FL50.
DIRAL 6D	From DIRAL at or above FL60 to NAMUV on course 102° at or above FL50.
NURPO 6D	From NURPO at or above FL110 to VADNU on course 246° at or above FL50.
PILAT 6D	From PILAT at or above FL70 to MIVNU on course 146° at or above FL50.
REVDA 6D	From REVDA between minimum FL110 and maximum FL160 to BIRLU on course 312° at or above FL50.
RIVOS 6D	From RIVOS at or above FL60 to EBeku on course 115° at or above FL50.

RADIO COMMUNICATION FAILURE

- Set transponder to 7600 then:
- If RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
 - If RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to CND VOR/DME, then RDL 150 CND VOR/DME, when passing D 10.5 CND VOR/DME turn right proceed along CND 13 DME arc to PEVEX and execute approach and land. Descending shall be executed in accordance with the vertical restrictions specified on Radar Minimum Altitude Chart, but not less than 2500 ft.
 - If STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.

Changes: Sector CH/FREQ removed.

Identification	Vertical limits
LRTRA40	GND - FL280
LRTRA50G	GND - 5500 FT AMSL
LRTRA65G	GND - 5500 FT AMSL
LRTRA65L	5500 FT AMSL - FL200
LRTRA67G	GND - 5000 FT AMSL
LRTRA67L	5000 FT AMSL - FL200
LRTRA71G	GND - 5500 FT AMSL
LRTRA71L	5500 FT AMSL - FL200
LRTRA72G	GND - 5500 FT AMSL
LRTRA72L	5500 FT AMSL - FL200
LRTRA73G	GND - 5500 FT AMSL
LRTRA73L	5500 FT AMSL - FL200
LRTRA74	GND - 5500 FT AMSL
LRTRA80G	GND - 3500 FT AMSL
LRTRA81G	GND - 3000 FT AMSL
LRTRA82G	GND - 3000 FT AMSL
LRTRA83G	GND - 3500 FT AMSL
LRTRA84G	GND - 3500 FT AMSL
LRTRA85G	GND - 3500 FT AMSL
LRTRA111A	FL65 - FL280
LRTRA111F	FL100 - FL280
LRTRA111K	FL65 - FL280
LRTRA113A	FL130 - FL280

Identification	Vertical limits
LRD01A	GND - FL100
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD06A	GND - FL100
LRD06B	GND - FL285
LRD06C	GND - FL660
LRD07A	GND - FL100
LRD07B	GND - FL285
LRD07C	GND - FL660
LRD21A	GND - FL100
LRD21B	GND - FL285
LRD21C	GND - FL660
LRD70A	GND - FL100
LRD70B	GND - FL285
LRD70C	GND - FL660
LRD71A	GND - FL100
LRD71B	GND - FL285
LRD72A	GND - FL100
LRD72B	GND - FL285
LRD72C	GND - FL660

Identification	Vertical limits
LRD73A	GND - FL100
LRD73B	GND - FL285
LRD73C	GND - FL660
LRD74A	GND - FL100
LRD74B	GND - FL285
LRD74C	GND - FL660
LRD75A	GND - FL100
LRD75B	GND - FL285



CONSTANȚA / Mihail Kogalniceanu - Constanța (LRCK)

STAR to RWY 36

AERONAUTICAL DATA TABULATION

STAR to RWY 36 from DENUB, DIRAL, NURPO, PILAT, REVDA, RIVOS.	
Fix/Waypoint Name	Coordinates
DENUB – BRG 100.19°/ 43.69NM CND	44°03'58.6"N 029°26'35.7"E
DIRAL - BRG 282.10°/ 41.99NM CND	44°30'39.0"N 027°33'14.9"E
NURPO - BRG 065.77°/ 37.66NM CND	44°28'06.5"N 029°18'56.2"E
PILAT - BRG 326.31°/ 36.19NM CND	44°49'25.8"N 028°05'51.9"E
REVDA – BRG 131.77°/ 43.90NM CND	43°44'00.0"N 029°08'36.0"E
RIVOS – BRG 295.40°/ 41.78NM CND	44°39'20.5"N 027°39'17.0"E
BIRLU (IAF) - BRG 131.77°/ 18.00NM CND	44°03'34.0"N 028°45'09.0"E
EBEKU (IAF) – BRG 295.40/ 18.00NM CND	44°26'44.8"N 028°07'29.1"E
LERVU (IAF) – BRG100.19/ 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

**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**

AERODROME ELEV 353 FT
TRANSITION ALTITUDE
4000 FT

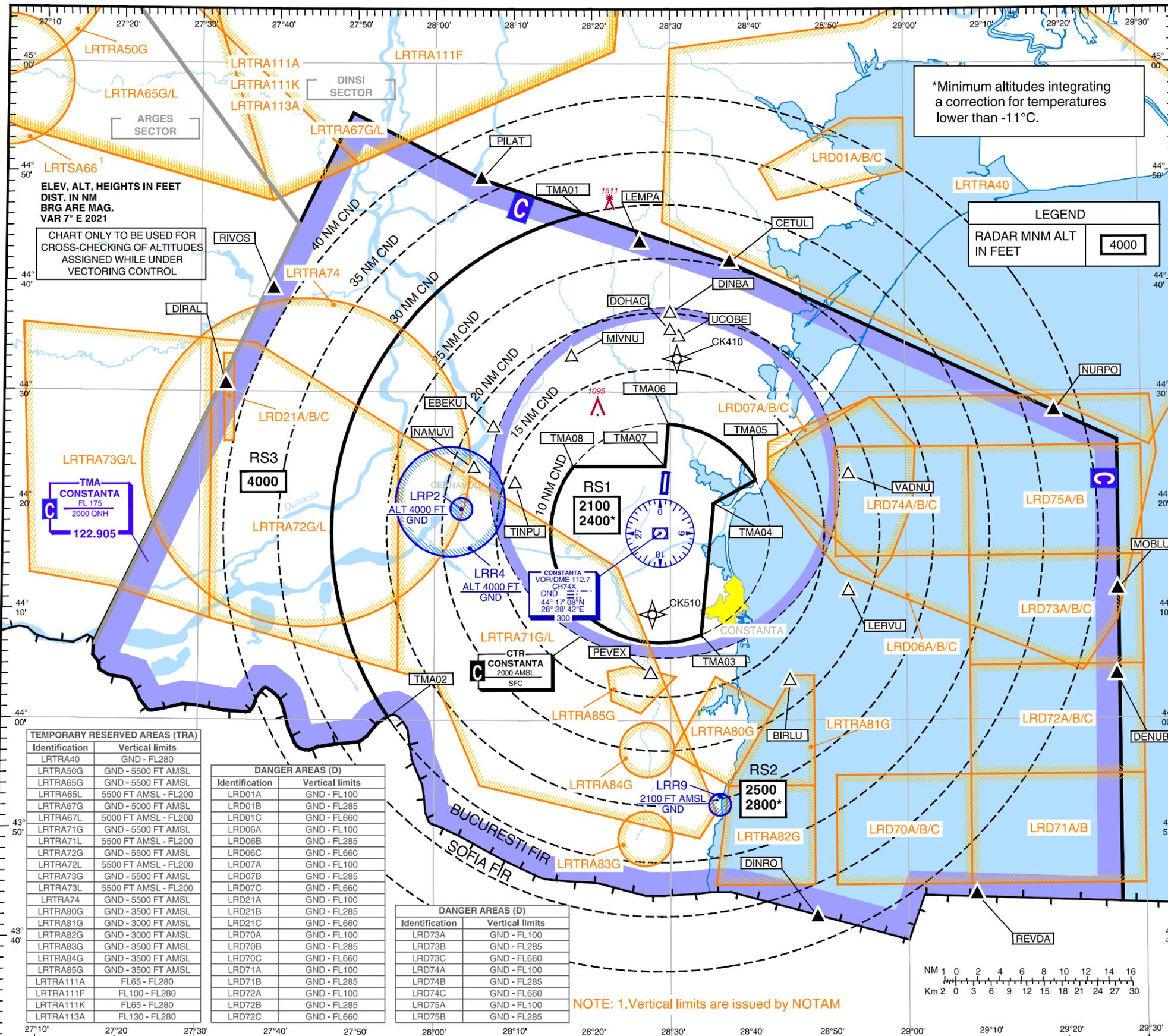
Constanta ATIS 118.750
Constanta Approach 122.905
Constanta Approach ALTN 127.350
Constanta Tower 124.030
Constanta Tower ALTN 120.450

SECTOR: DINSI 122.365
DINSI ALTN 126.725
ARGES 121.285
ARGES 122.365
ARGES ALTN 124.975

CONSTANȚA/M.Kogălniceanu-Constanța (LRCK)

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
BIRLU	440334N	0284509E
CETUL	444151N	0283737E
CK410	443303N	0283052E
CK510	440942N	0282740E
DENUB	440359N	0292636E
DINBA	443814N	0283134E
DINRO	434200N	0284830E
DIRAL	443039N	0273315E
DOHAC	443515N	0283109E
EBEKU	442645N	0280729E
LEMPA	444337N	0282607E
LERVU	441146N	0285236E
MIVNU	443313N	0281723E
MOBLU	441146N	0292650E
NAMUV	442259N	0280459E
NURPO	442807N	0291856E
PEVEX	440412N	0282655E
PILAT	444926N	0280552E
REVDA	434400N	0290836E
RIVOS	443921N	0273917E
TINPU	442141N	0281016E
UCOBE	443503N	0283108E
VADNU	442225N	0285240E



*Minimum altitudes integrating a correction for temperatures lower than -11°C.

LEGEND
RADAR MNM ALT IN FEET
4000

RADAR SECTOR (RS)

SECTOR	Latitude	Longitude
RS1 2100 FT / 2400 FT		
TMA03	440751N	0283353E
TMA04	441951N	0283531E
TMA05	442159N	0284053E
TMA 05 – TMA06	DME 10.0 CND arc	
TMA06	442706N	0282945E
TMA07	442314N	0282920E
TMA08	442314N	0281739E
TMA08 – TMA03	DME 10.0 CND arc	
RS2 2500 FT/ 2800 FT – whole TMA, not included Sector 1 and 3		
RS3 4000 FT		
TMA01	444619N	0281900E
TMA01 – TMA02	DME 30.0 CND arc	
TMA02	440023N	0275408E
TMA limit clockwise to TMA01		

RADIO COMMUNICATION FAILURE RWY 18

If RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to CND VOR/DME, then RDL 337 CND VOR/DME, when passing D 15.6 CND VOR/DME turn right proceed along CND 18 DME arc to UCOBE and execute approach and land. Descending shall be executed in accordance with the vertical restrictions specified on Radar Minimum Altitude Chart, but not less than 2500 FT.

RADIO COMMUNICATION FAILURE RWY 36

If RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to CND VOR/DME, then RDL 150 CND VOR/DME, when passing D 10.5 CND VOR/DME turn right proceed along CND 13 DME arc to PEVEX and execute approach and land. Descending shall be executed in accordance with the vertical restrictions specified on Radar Minimum Altitude Chart, but not less than 2500 FT.

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits
LRTRA40	GND - FL280
LRTRA50G	GND - 5500 FT AMSL
LRTRA65G	GND - 5500 FT AMSL
LRTRA65L	5500 FT AMSL - FL200
LRTRA67G	GND - 5000 FT AMSL
LRTRA67L	5000 FT AMSL - FL200
LRTRA71G	GND - 5500 FT AMSL
LRTRA71L	5500 FT AMSL - FL200
LRTRA72G	GND - 5500 FT AMSL
LRTRA72L	5500 FT AMSL - FL200
LRTRA73G	GND - 5500 FT AMSL
LRTRA73L	5500 FT AMSL - FL200
LRTRA74	GND - 5500 FT AMSL
LRTRA80G	GND - 3500 FT AMSL
LRTRA81G	GND - 3000 FT AMSL
LRTRA82G	GND - 3000 FT AMSL
LRTRA83G	GND - 3500 FT AMSL
LRTRA84G	GND - 3500 FT AMSL
LRTRA85G	GND - 3500 FT AMSL
LRTRA111A	FL65 - FL280
LRTRA111F	FL100 - FL280
LRTRA111K	FL65 - FL280
LRTRA113A	FL130 - FL280

DANGER AREAS (D)

Identification	Vertical limits
LRD01A	GND - FL100
LRD01B	GND - FL285
LRD01C	GND - FL660
LRD06A	GND - FL100
LRD06B	GND - FL285
LRD06C	GND - FL660
LRD07A	GND - FL100
LRD07B	GND - FL285
LRD07C	GND - FL660
LRD21A	GND - FL100
LRD21B	GND - FL285
LRD21C	GND - FL660
LRD70A	GND - FL100
LRD70B	GND - FL285
LRD70C	GND - FL660
LRD71A	GND - FL100
LRD71B	GND - FL285
LRD72A	GND - FL100
LRD72B	GND - FL285
LRD72C	GND - FL660

DANGER AREAS (D)

Identification	Vertical limits
LRD73A	GND - FL100
LRD73B	GND - FL285
LRD73C	GND - FL660
LRD74A	GND - FL100
LRD74B	GND - FL285
LRD74C	GND - FL660
LRD75A	GND - FL100
LRD75B	GND - FL285

Changes: Sector CH/FREQ updated.

a	b	c	d	e	f
LRIA 4493	POLE	471038.7N 0273704.1E	398.1/36.4 FT	NIL	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
LRIA 4494	POLE	471037.7N 0273704.8E	398.2/37.4 FT	NIL	
LRIA 4497	POLE	471036.6N 0273705.3E	403.1/42.6 FT	NIL	
LRIA 4508	NAVAID	471040.2N 0273708.4E	389.8/24.4 FT	NIL	
LRIA 4510	FENCE	471032.1N 0273707.5E	368.5/10.5 FT	NIL	
LRIA 4511	FENCE	471031.7N 0273707.8E	367.1/10.5 FT	NIL	
LRIA 4512	FENCE	471031.4N 0273707.9E	367.6/10.5 FT	NIL	
LRIA 4515	BUILDING	471035.6N 0273704.9E	379.3/23.4 FT	NIL	
LRIA 4516	BUILDING	471036.8N 0273704.0E	379.4/23.5 FT	NIL	
LRIA 4517	BUILDING	471037.5N 0273703.2E	384.4/25.3 FT	NIL	
LRIA 4519	POLE	471035.1N 0273705.1E	401.6/40.7 FT	NIL	
LRIA 4520	POLE	471027.8N 0273710.5E	387.2/41.0 FT	NIL	
LRIA 4724	NAVAID	471022.1N 0273732.4E	349.4/7.9 FT	NIL	
LRIA 4725	BUILDING	471023.7N 0273714.8E	425.0/85.9 FT	NIL	
LRIA 4726	BUILDING	471025.8N 0273711.5E	381.1/34.8 FT	NIL	
LRIA 4727	BUILDING	471034.8N 0273706.8E	384.4/23.1 FT	NIL	
LRIA 4728	ANTENNA	471038.5N 0273703.2E	441.5/87.9 FT	NIL	
LRIA 4729	BUILDING	471040.7N 0273703.0E	372.2/10.4 FT	NIL	
LRIA 4730	ANTENNA	471035.9N 0273703.9E	397.1/35.8 FT	NIL	
LRIA 4732	NAVAID	471109.1N 0273650.2E	416.1/20.0 FT	MARKED/LGTD R	
LRIA 4758	NAVAID	471022.2N 0273733.4E	346.4/5.4 FT	NIL	

LRIA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	IAȘI
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 9 HR 3 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	NIL -
5	Briefing / consultation provided	Self-briefing; briefing/consultation on request (see row 8)
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text Romanian, English
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR, TAF.
8	Supplementary equipment available for providing information	Tel: +40-(0)232-271530 Fax: +40-(0)232-271530
9	ATS units provided with information	IAȘI TWR
10	Additional information (limitation of service, etc.)	NIL

LRIA 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
14	148.85°	2400 x 45	99/F/C/W/T Asphalt	471122.10N 0273645.71E 471015.64N 0273744.79E GUND 106.1 FT	THR 411.1 FT TDZ 411.1 FT	-1.0%
32	328.86°	2400 x 45	99/F/C/W/T Asphalt	471015.64N 0273744.79E 471122.10N 0273645.71E GUND 106.1 FT	THR 332.3 FT	1.0%
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	150 x 180	2520 x 280	155 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M Intermediate turn pad Dimensions: 97 x 22 M
NIL	150 x 180	2520 x 280	190 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M

LRIA AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2400	2550	2400	2400	NIL
32	2400	2550	2400	2400	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	5
32 TWY E	2051	2201	2051	349 M FROM THR 32

LRIA AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type	THR LGT colour	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour	RWY End LGT colour	SWY LGT LEN(M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	ALSF II 720M LIH	Green WBAR	PAPI 3° (54 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	LED lights are exclusively used for lighting systems described in columns 4, 5, 6.
32	ALSF II 720M LIH	Green WBAR	PAPI 3.5° (60 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	

LRIA 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 110°, 440 M from THR 14, LGT 247°, 320 M from THR 32, LGT
3	TWY edge and centre line lighting	TWY A, E: edge, centre line. TWY D: edge East only, centre line.
4	Secondary power supply/switch-over time	Secondary power supply for all lighting on the AD. Switch-over time 1 SEC.
5	Remarks	TWY A, E: coded centre line lights showing alternating green and yellow from the perimeter of ILS critical/sensitive area.

LRIA AD 2.16 HELICOPTER LANDING AREA

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

LRIA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	IAȘI CTR A circle, radius 16 NM centered at 471049N 0273715E, limited by FIR boundary.
2	Vertical limits	SFC to 5500 FT STD
3	Airspace classification	C
4	ATS unit call sign Language(s)	Iași Tower English, Romanian
5	Transition altitude	4000 FT AMSL
6	Hours of applicability	H24
7	Remarks	NIL

AIRCRAFT PARKING/DOCKING CHART - ICAO

APRON1 ELEVATION
362 FT

IASI TOWER 119.955
IASI TOWER ALTN 119.200
IASI ATIS 122.865

IAȘI / Iași(LRIA)

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

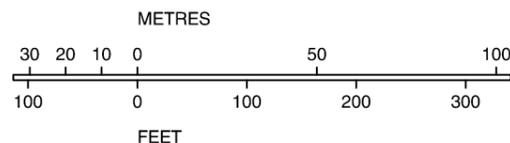
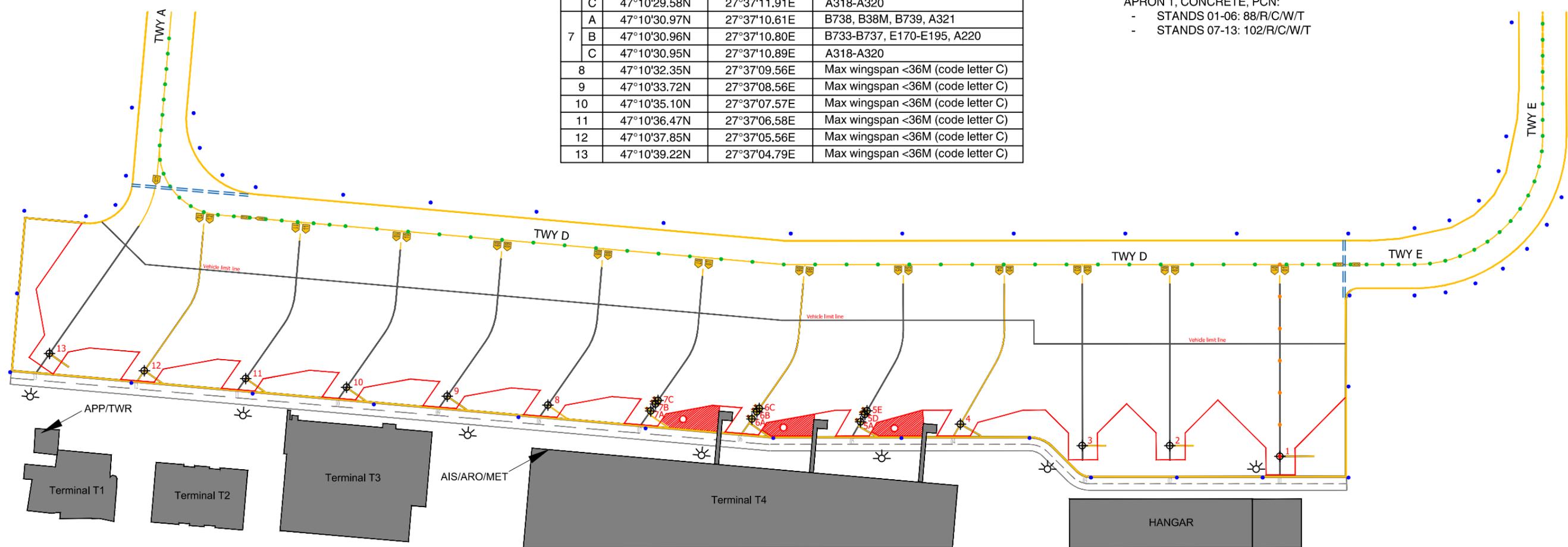
VAR 6°E 2020

ANNUAL RATE OF
CHANGE 7.2' E

INS COORDINATES FOR AIRCRAFT STANDS				
1	47°10'22.45N	27°37'17.02E	Max wingspan <52M (code letter D)	
2	47°10'23.96N	27°37'15.95E	Max wingspan <36M (code letter C)	
3	47°10'25.10N	27°37'14.94E	Max wingspan <36M (code letter C)	
4	47°10'26.85N	27°37'13.95E	Max wingspan <36M (code letter C)	
5	A	47°10'28.16N	27°37'12.82E	B738, B38M, B739, A321
	D	47°10'28.16N	27°37'13.01E	E170-E195, A220
	E	47°10'28.16N	27°37'13.10E	B733-B737, A318-A320
6	A	47°10'29.59N	27°37'11.63E	B738, B38M, B739, A321
	B	47°10'29.58N	27°37'11.82E	B733-B737, E170-E195, A220
	C	47°10'29.58N	27°37'11.91E	A318-A320
7	A	47°10'30.97N	27°37'10.61E	B738, B38M, B739, A321
	B	47°10'30.96N	27°37'10.80E	B733-B737, E170-E195, A220
	C	47°10'30.95N	27°37'10.89E	A318-A320
8	47°10'32.35N	27°37'09.56E	Max wingspan <36M (code letter C)	
9	47°10'33.72N	27°37'08.56E	Max wingspan <36M (code letter C)	
10	47°10'35.10N	27°37'07.57E	Max wingspan <36M (code letter C)	
11	47°10'36.47N	27°37'06.58E	Max wingspan <36M (code letter C)	
12	47°10'37.85N	27°37'05.56E	Max wingspan <36M (code letter C)	
13	47°10'39.22N	27°37'04.79E	Max wingspan <36M (code letter C)	

TWY A 23 M WIDE, ASPHALT, PCN 99/F/C/W/T
 TWY D 23 M WIDE, ASPHALT, PCN 99/F/C/W/T
 TWY E 23 M WIDE, ASPHALT, PCN 102/F/C/W/T
 APRON 1, CONCRETE, PCN:
 - STANDS 01-06: 88/R/C/W/T
 - STANDS 07-13: 102/R/C/W/T

Changes: TWY A RWY holding position.



LEGEND	
APRON BOUNDARY	---
TAXYWAY DIRECTION	→
SAFETY LINES	┌┐
FLOODLIGHT	☀
STAND IDENTIFIER	03
INS CHECK POINT	⊕
LEAD-IN LINE LIGHT	•

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

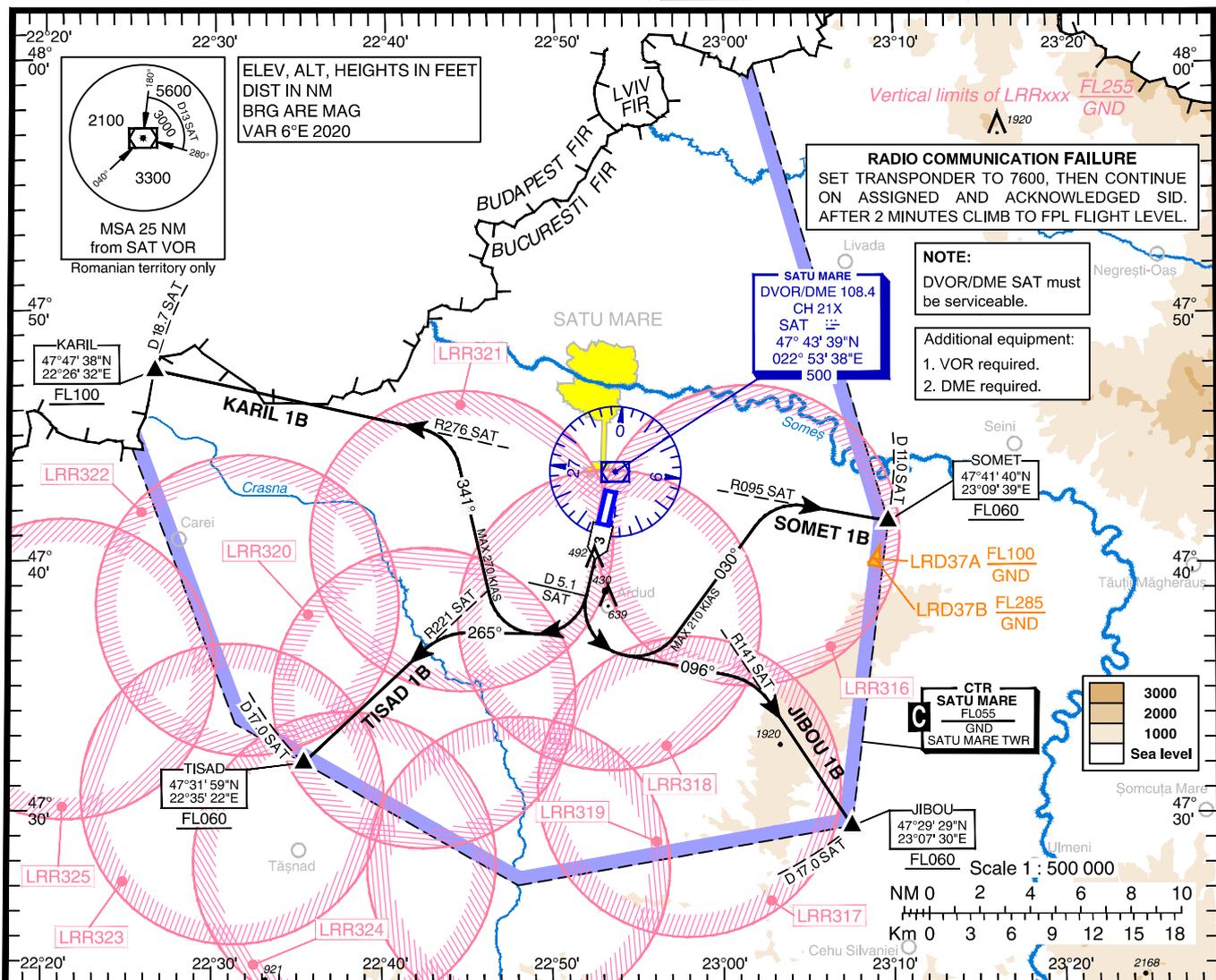
TRANSITION ALTITUDE
4000

SATU MARE TOWER 119.655
SATU MARE TOWER ALTN 118.800

SECTOR: NAPOC 119.665
NAPOC 127.075
NAPOC ALTN 128.835
NAPOC ALTN 125.725

SATU MARE / Satu Mare (LRSM)

RWY 19
SOMET 1B JIBOU 1B
TISAD 1B KARIL 1B



Changes: Sector CH/FREQ updated.

DESIGNATOR	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
SOMET 1B	Climb on runway track to D 5.1 SAT. Turn LEFT on track 030° to intercept R 095 SAT to SOMET; Cross SOMET at or above FL060 (1). Departure turn limited to MAX 210 KIAS. (1) ATS climb gradient: 6.6% up to SOMET due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
JIBOU 1B	Climb on runway track to D 5.1 SAT. Turn LEFT on track 096° to intercept R 141 SAT to JIBOU; Cross JIBOU at or above FL060 (1). (1) ATS climb gradient: 5.8% up to JIBOU due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
TISAD 1B	Climb on runway track to D 5.1 SAT. Turn RIGHT on track 265° to intercept R 221 SAT to TISAD; Cross TISAD at or above FL060 (1). (1) ATS climb gradient: 6.1% up to TISAD due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
KARIL 1B	Climb on runway track to D 5.1 SAT. Turn RIGHT on track 341° to intercept R 276 SAT to KARIL; Cross KARIL at or above FL100 (1). Departure turn limited to MAX 270 KIAS. (1) ATS climb gradient: 7.6% up to KARIL due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.



SATU MARE / Satu Mare (LRSM)
SID RWY 19

AERONAUTICAL DATA TABULATION

SID RWY 19	
Waypoint Identifier	Coordinates
DER19 – D 2.37 SAT	47°41'20.24"N 022°52'50.31"E
D 5.1 SAT	47°38'40.8"N 022°51'55.6"E
SOMET – BRG 094.53° / D 11.00 SAT	47°41'40.0"N 023°09'39.0"E
JIBOU – BRG 140.63° / D 16.99 SAT	47°29'29.0"N 023°07'30.0"E
TISAD – BRG 220.58° / D 16.99 SAT	47°31'59.0"N 022°35'22.0"E
KARIL – BRG 276.21 ° / D 18.71 SAT	47°47'38.0"N 022°26'32.0"E
SAT DVOR/DME	47°43'38.7"N 022°53'37.9"E

Leg	Distance [NM]	True Track [°]	Magnetic Track [°]
SOMET 1B			
DER19 – D 5.1 SAT	2.73	193.03	187.08
D 5.1 SAT – SOMET	17.2	100.47	094.53 from DVOR/DME SAT
JIBOU 1B			
DER19 – D 5.1 SAT	2.73	193.03	187.08
D 5.1 SAT – JIBOU	15.71	146.57	140.63 from DVOR/DME SAT
TISAD 1B			
DER19 – D 5.1 SAT	2.73	193.03	187.08
D 5.1 SAT – TISAD	14.00	226.52	220.58 from DVOR/DME SAT
KARIL 1B			
DER19 – D 5.1 SAT	2.73	193.03	187.08
D 5.1 SAT – KARIL	25.96	282.15	276.20 from DVOR/DME SAT

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

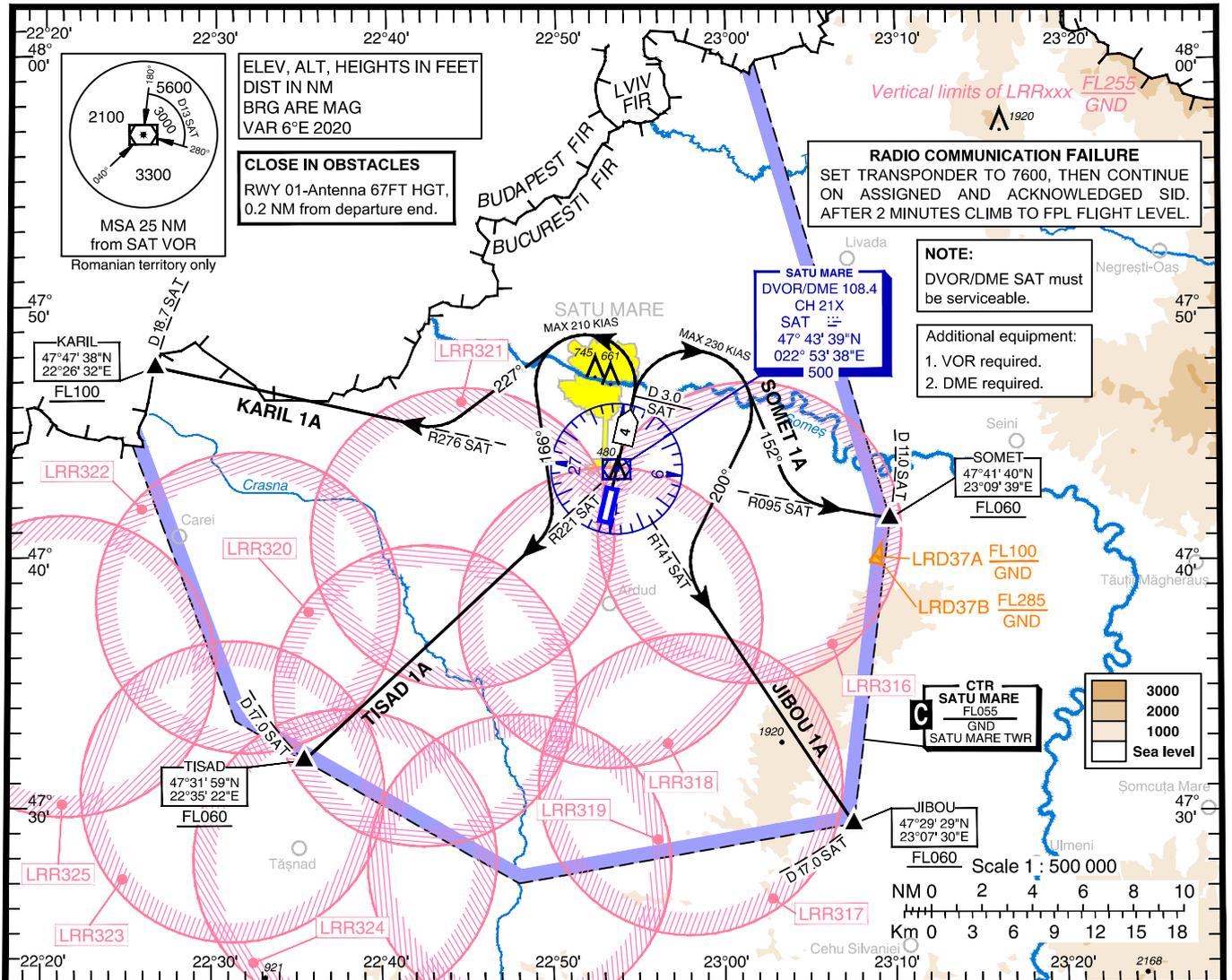
TRANSITION ALTITUDE
4000

SATU MARE TOWER 119.655
SATU MARE TOWER ALTN 118.800

SECTOR: NAPOC 119.665
NAPOC 127.075
NAPOC ALTN 128.835
NAPOC ALTN 125.725

SATU MARE / Satu Mare (LRSM)

RWY 01
SOMET 1A JIBOU 1A
TISAD 1A KARIL 1A



Changes: Sector CH/FREQ updated.

DESIGNATOR	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
SOMET 1A	Climb on runway track to D 3.0 SAT. Turn RIGHT on track 152° to intercept R 095 SAT to SOMET; Cross SOMET at or above FL060 (1). Departure turn limited to MAX 230 KIAS. (1) ATS climb gradient: 6.9% up to SOMET due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
JIBOU 1A	Climb on runway track to D 3.0 SAT. Turn RIGHT on track 200° to intercept R 141 SAT to JIBOU; Cross JIBOU at or above FL060 (1). Departure turn limited to MAX 230 KIAS. (1) ATS climb gradient: 4.3% up to JIBOU due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
TISAD 1A	Climb on runway track to D 3.0 SAT. Turn LEFT on track 166° to intercept R 221 SAT to TISAD; Cross TISAD at or above FL060 (1). Departure turn limited to MAX 210 KIAS. (1) ATS climb gradient: 4.2% up to TISAD due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
KARIL 1A	Climb on runway track to D 3.0 SAT. Turn LEFT on track 227° to intercept R 276 SAT to KARIL; Cross KARIL at or above FL100 (1). Departure turn limited to MAX 210 KIAS. (1) ATS climb gradient: 7.5% up to KARIL due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.



SATU MARE / Satu Mare (LRSM)
SID RWY 01

AERONAUTICAL DATA TABULATION

SID RWY 01	
Waypoint Identifier	Coordinates
DER01 – D 0.59 SAT	47°43'04.34"N 022°53'26.07"E
D 3.0 SAT	47°46'34.0"N 022°54'38.2"E
SOMET – BRG 094.53° / D 11.00 SAT	47°41'40.0"N 023°09'39.0"E
JIBOU – BRG 140.63° / D 16.99 SAT	47°29'29.0"N 023°07'30.0"E
TISAD – BRG 220.58° / D 16.99 SAT	47°31'59.0"N 022°35'22.0"E
KARIL – BRG 276.21 ° / D 18.71 SAT	47°47'38.0"N 022°26'32.0"E
SAT DVOR/DME	47°43'38.7"N 022°53'37.9"E

Leg	Distance [NM]	True Track [°]	Magnetic Track [°]
SOMET 1A			
DER01 – D 3.0 SAT	3.59	013.08	007.13
D 3.0 SAT – SOMET	15.28	100.47	094.53 from DVOR/DME SAT
JIBOU 1A			
DER01 – D 3.0 SAT	3.59	013.08	007.13
D 3.0 SAT – JIBOU	27.98	146.57	140.63 from DVOR/DME SAT
TISAD 1A			
DER01 – D 3.0 SAT	3.59	013.08	007.13
D 3.0 SAT – TISAD	27.96	226.52	220.58 from DVOR/DME SAT
KARIL 1A			
DER01 – D 3.0 SAT	3.59	013.08	007.13
D 3.0 SAT – KARIL	22.64	282.15	276.20 from DVOR/DME SAT

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

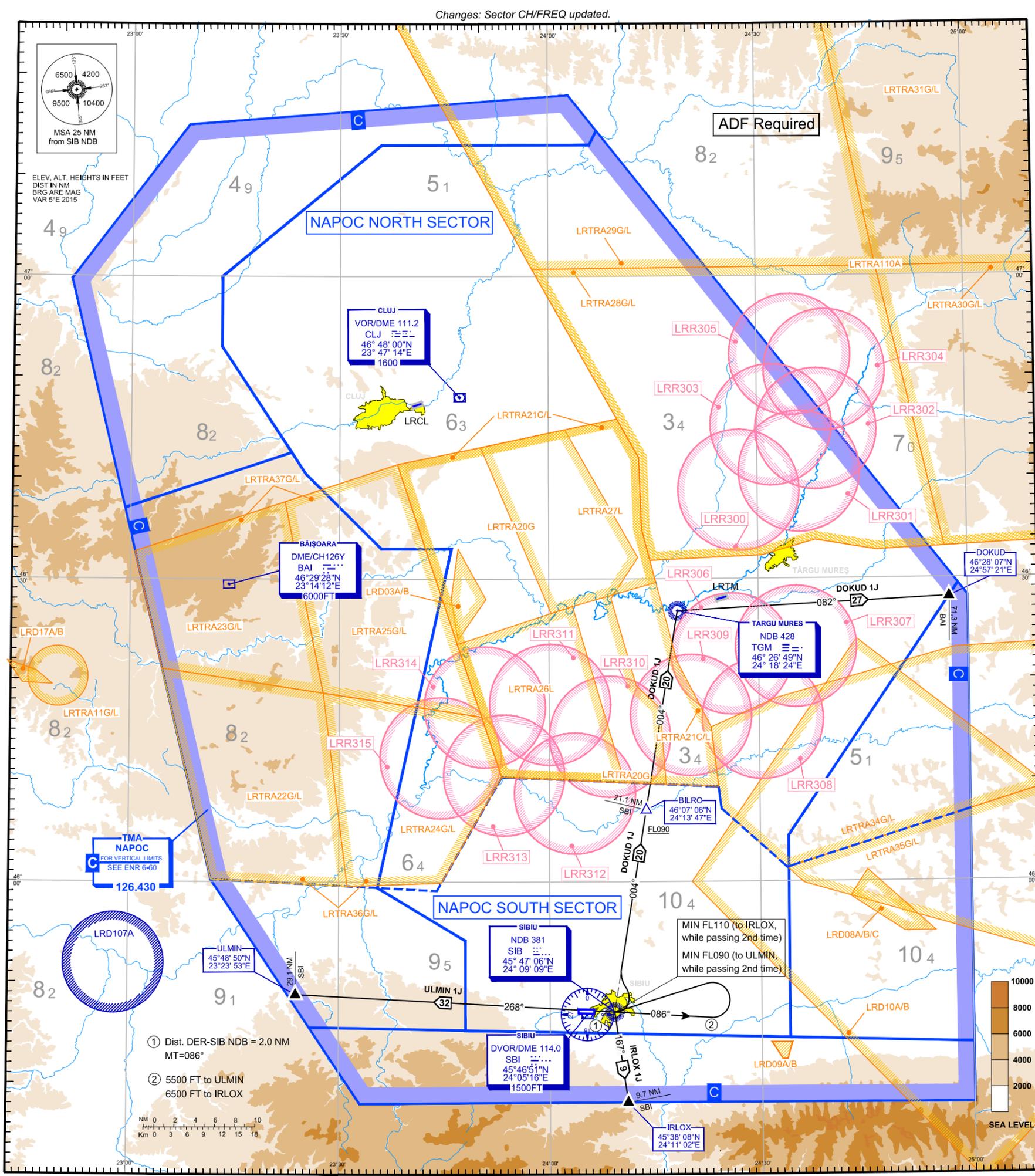
TRANSITION ALTITUDE 7000 ft

NAPOC APPROACH	126.430
NAPOC APPROACH ALTN	127.275
NAPOC NORTH APPROACH	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH	119.680
NAPOC SOUTH APPROACH ALTN	127.275

SIBIU TOWER	121.305
SIBIU TOWER ALTN	122.700
SIBIU ATIS	126.950

SECTOR: NAPOC	119.665
NAPOC	127.075
NAPOC ALTN	128.835
NAPOC ALTN	125.725
BUDOP	130.230
BUDOP ALTN	124.100

SECTOR: NERDI	135.360
NERDI ALTN	123.890
LOMOS	122.030
LOMOS ALTN	126.080
LOMOS ALTN	124.975



NOTES: Vertical limits of LRRxxx FL255 GND

RADIO COMMUNICATION FAILURE

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1J	On runway track inbound to SIB NDB; LT, on bearing 004° from SIB NDB climb to FL090 or above at BILRO (DME 21.1 SBI); on bearing 004° inbound TGM NDB to TGM NDB; RT, on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Increased climb gradient 5.6% until DME 21.1 SBI due to airspace structure Increased climb gradient 3.9% until 2600 ft QNH due to obstacles.
IRLOX 1J	On runway track inbound to SIB NDB; on bearing 086° from SIB NDB climb to 6500 ft QNH; LT, direct to SIB NDB climb to FL110 or above at SIB NDB; LT, on bearing 167° from SIB NDB to IRLOX. Cross IRLOX at or above FL110.	Increased climb gradient 4.1% due to mountainous terrain.
ULMIN 1J	On runway track inbound to SIB NDB; on bearing 086° from SIB NDB climb to 5500 ft QNH; LT, direct to SIB NDB climb to FL090 or above at SIB NDB; RT, on bearing 268° from SIB NDB to ULMIN. Cross ULMIN at or above FL110.	Increased climb gradient 4.1% due to mountainous terrain.

SIBIU/ Sibiu (LRSB) RWY 09
DOKUD 1J IRLOX 1J ULMIN 1J

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
BILRO	N460706368	E0241347048
DER_LRSB_09	N454708043	E0240618686
DOKUD	N462807453	E0245721352
IRLOX	N453808151	E0241102176
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699
ULMIN	N454849862	E0232352643

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS			
Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND– FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND– FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

LRSB DEPARTURE SEQUENCE RWY 09

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	
DOKUD 1J			
DER_LRSB_09 - SIB-NDB	1.990	90.95	85.83
SIB-NDB - BILRO	20.270	9.14	4.02 from SIB NDB
BILRO - TGM-NDB	19.973	9.19	3.98 to TGM NDB
TGM-NDB - DOKUD	26.967	86.98	81.77
IRLOX 1J			
DER09 - SIB-NDB	1.990	90.95	85.83
<i>Track East</i>	-	90.95	85.83
SIB-NDB - IRLOX	9.063	171.62	166.50
ULMIN 1J			
DER_LRSB_09 - SIB-NDB	1.990	90.95	85.83
<i>Track East</i>	-	90.95	85.83
SIB-NDB - ULMIN	31.725	273.40	268.28

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH ALTN 126 430
NAPOC NORTH APPROACH ALTN 127 275
NAPOC SOUTH APPROACH ALTN 127 275
NAPOC SOUTH APPROACH ALTN 127 275

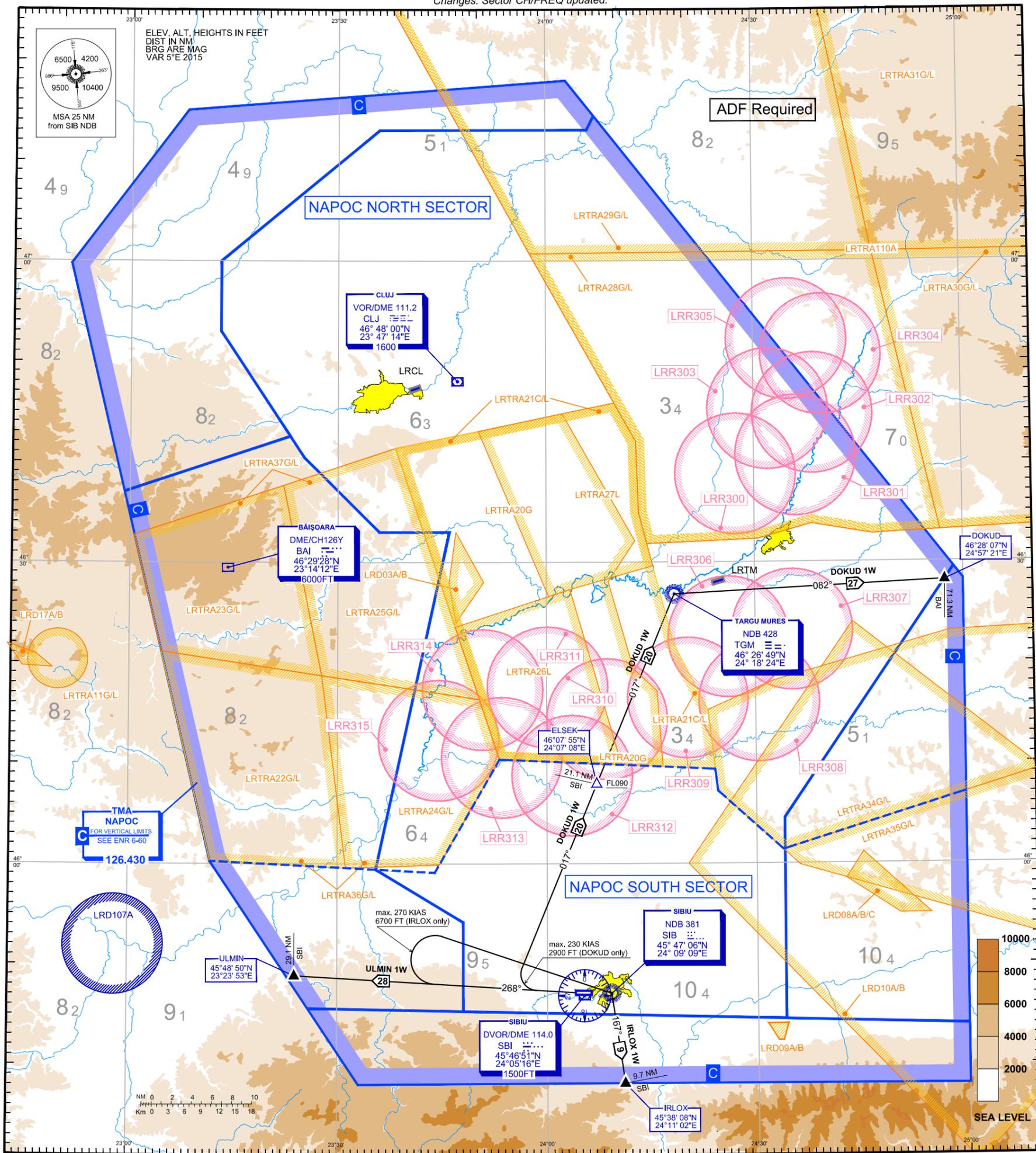
SIBIU TOWER ALTN 121 305
SIBIU TOWER ALTN 122 700
SIBIU ATIS 126 950

SECTOR: NAPOC 119 665
NAPOC 127 075
NAPOC ALTN 128 835
NAPOC ALTN 125 725
BUDOP 130 230
BUDOP ALTN 124 100

SECTOR: NERDI 135 360
NERDI ALTN 123 890
LOMOS 122 030
LOMOS ALTN 126 080
LOMOS ALTN 124 975

SIBIU/SIBIU (LRSB) RMY 27
DOKUD 1W IRLOX 1W ULMIN 1W

Changes: Sector CH/FREQ updated.



RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES: Vertical limits of LRRxxx FL255 GND

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1W	On bearing 268° from SIB NDB climb to 2900 ft QNH; RT, on bearing 017° inbound TGM NDB climb to FL090 or above at ELSEK (DME 21.1 SBI), then on bearing 017° TGM NDB; RT, on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Departure turn limited to max IAS 230 KT. Increased climb gradient 5.1% until 2900 ft QNH due to obstacles. Increased climb gradient 4.9% from 2900 ft QNH until DME 21.1 SBI due to airspace structure.
IRLOX 1W	On bearing 268° from SIB NDB climb to 6700 ft QNH; RT, direct to SIB NDB climb to FL110 or above at SIB NDB; RT, on bearing 167° from SIB NDB to IRLOX. IRLOX at or above FL110.	Departure turn limited to max IAS 270 KT. Increased climb gradient 6.0% until 5500 ft QNH due to obstacles, followed by 4.1% due to mountainous terrain.
ULMIN 1W	On bearing 268° from SIB NDB to ULMIN. ULMIN at or above FL110.	Increased climb gradient 6.0% until 5500 ft QNH due to obstacles, followed by 5.3% due to airspace structure (4.1% due to mountainous terrain).

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
DER_LRSB_27	N454710345	E0240357500
DOKUD	N462807453	E0245721352
ELSEK	N460755137	E0240707661
IRLOX	N453808151	E0241102176
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699
ULMIN	N454849862	E0232352643

LRSB DEPARTURE SEQUENCE RWY27

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	
DOKUD 1W			
Track West	-	273.40	268.28
Track West - ELSEK	-	22.39	17.27
ELSEK - TGM-NDB	20.453	22.39	17.18
TGM-NDB - DOKUD	26.967	86.98	81.77
IRLOX 1W			
Track West	-	273.40	268.28
SIB-NDB - IRLOX	9.063	171.62	166.50
ULMIN 1W			
DER27 - ULMIN	28.204	273.40	268.28

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

**RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

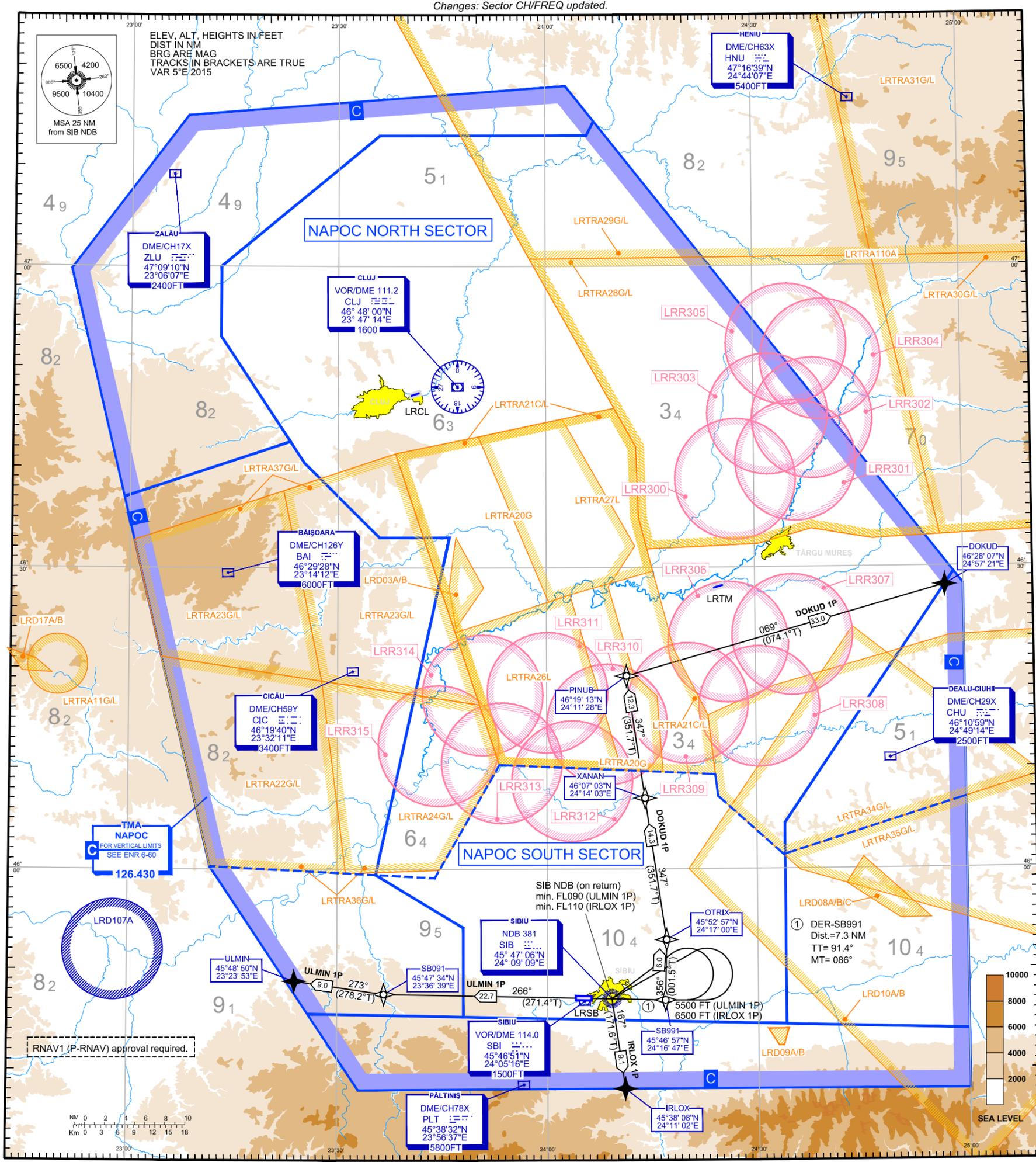
TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH	126 430
NAPOC NORTH APPROACH	127 275
NAPOC NORTH APPROACH ALTN	126 430
NAPOC SOUTH APPROACH	127 275
NAPOC SOUTH APPROACH ALTN	119 680

SIBIU TOWER	121 305
SIBIU TOWER ALTN	122 700
SIBIU ATIS	126 950

SECTOR: NAPOC	119 665
NAPOC	127 075
NAPOC ALTN	128 835
NAPOC ALTN	125 725
BUDOP	130 230
BUDOP ALTN	124 100

SECTOR: NERDI	135 360
NERDI ALTN	123 890
LOMOS	122 030
LOMOS ALTN	126 080
LOMOS ALTN	124 975



NOTES: Vertical limits of LRRxxx **FL255**
GND

Radio Communication Failure:

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1P	SB991[A3300+] - OTRIX - XANAN[F090+] - PINUB - DOKUD[F100+]	Increased PDG 4.8% until XANAN due to airspace structure. Increased PDG 3.8% until OTRIX due to obstacles.
IRLOX 1P	[T091; A6500; L] → SIB-NDB [F110+] - IRLOX[F110+]	Increased PDG 4.1% until IRLOX due to mountainous terrain.
ULMIN 1P	[T091; A5500; L] → SIB-NDB [F090+] - SB091 - ULMIN[F110+]	Increased PDG 4.1% until ULMIN due to mountainous terrain.

**SIBIU/ Sibiu (LRSB)
RWY 09
DOKUD 1P IRLOX 1P ULMIN 1P**

Changes: Sector CH/FREQ updated.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
DER_LRSB_09	N454708043	E0240618686	-
DOKUD	N462807453	E0245721352	Compulsory fly-by
IRLOX	N453808151	E0241102176	Compulsory fly-by
OTRIX	N455256944	E0241700365	On request fly-by
PINUB	N461912951	E0241128317	On request fly-by
SB091	N454733500	E0233639289	On request fly-by
SB991	N454657207	E0241647122	On request fly-by
SIB-NDB	N454706038	E0240909294	-
ULMIN	N454849862	E0232352643	Compulsory fly-by
XANAN	N460703085	E0241402830	On request fly-by

LRSB RNAV DEPARTURE SEQUENCE RWY 09

Leg	Leg type	Distance (NM)	True track	Magnetic Track
1	2	3	4	5
DOKUD 1P				
DER_LRSB_09 - SB991	-	7.332	91.35	86.23
SB991 - OTRIX	TF	5.999	1.47	356.35
OTRIX - XANAN	TF	14.256	351.70	346.58
XANAN - PINUB	TF	12.299	351.66	346.54
PINUB - DOKUD	TF	32.985	74.05	68.84
IRLOX 1P				
DER_LRSB_09 - [A6500]	CA	-	91.35	86.23
[A6500] - SIB-NDB	DF	-	-	-
SIB-NDB - IRLOX	TF	9.063	171.62	166.50
ULMIN 1P				
DER_LRSB_09 - [A5500]	CA	-	91.35	86.23
[A5500] - SIB-NDB	DF	-	-	-
SIB-NDB - SB091	TF	22.747	271.35	266.23
SB091 - ULMIN	TF	9.029	278.18	273.06

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

**RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

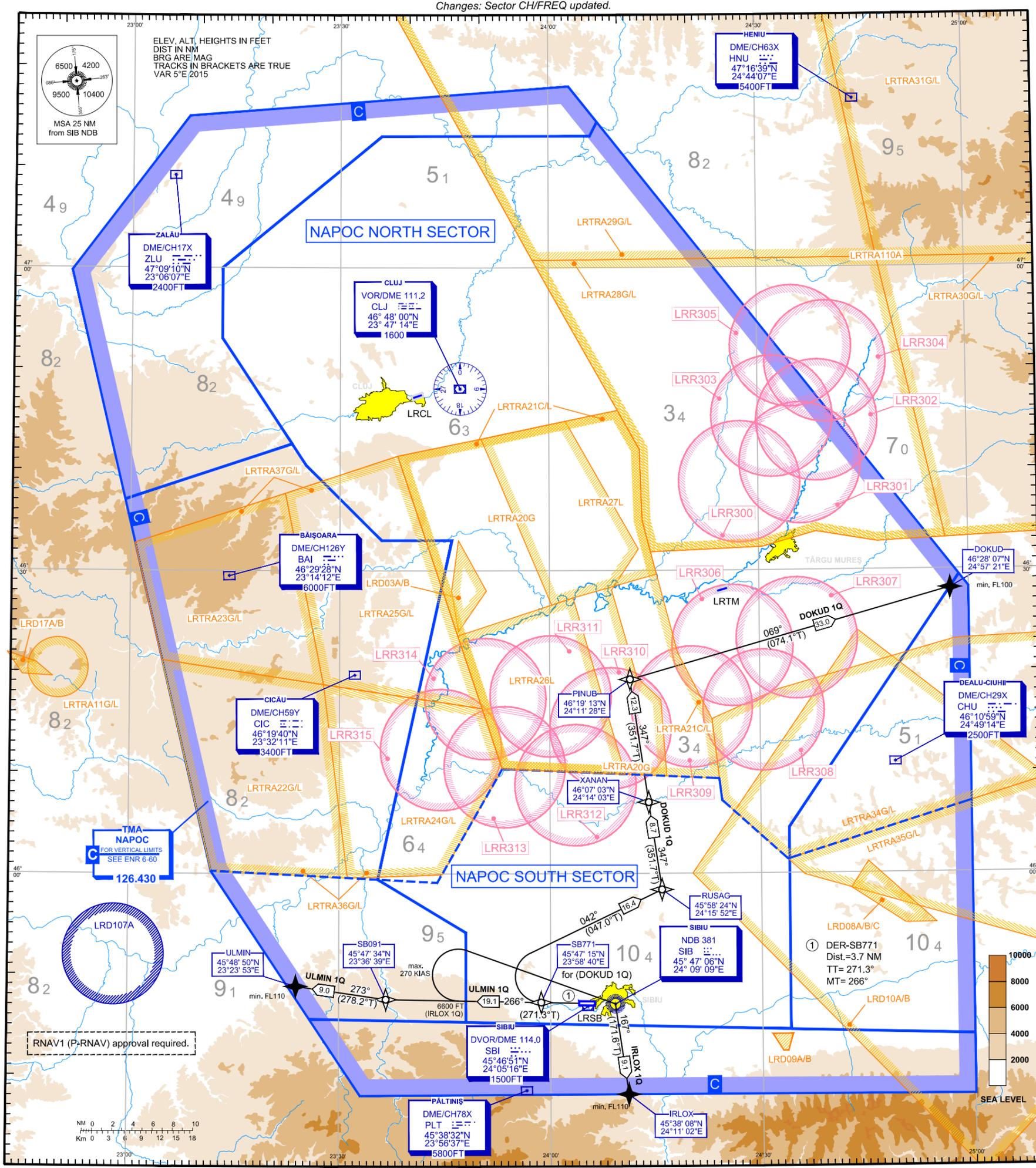
TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH	126.430
NAPOC APPROACH ALTN	127.275
NAPOC NORTH APPROACH	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH	119.680
NAPOC SOUTH APPROACH ALTN	127.275

SIBU TOWER	121.305
SIBU TOWER ALTN	122.700
SIBU ATIS	126.950

SECTOR: NAPOC	119.665
NAPOC	127.075
NAPOC ALTN	128.835
NAPOC ALTN	125.725
BUDOP	130.230
BUDOP ALTN	124.100

SECTOR: NERDI	135.360
NERDI ALTN	123.890
LOMOS	122.030
LOMOS ALTN	126.080
LOMOS ALTN	124.975



Radio Communication Failure:

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES: Vertical limits of LRRxxx **FL255 GND**

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1Q	SB771[A2700+; K230-; R] → RUSAG - XANAN[F090+] - PINUB - DOKUD[F100+]	Increased PDG 5.1% until RUSAG due to obstacles. Increased PDG 4.5% until XANAN due to airspace structure.
IRLOX 1Q	[T271; A6600; K270-; R] → SIB-NDB [F110+] - IRLOX[F110+]	Increased PDG 5.7% until 6,600 ft due to obstacles, followed by 4.1% due to mountainous terrain.
ULMIN 1Q	SB091 - ULMIN[F110+]	Increased PDG 5.7% until ULMIN due to airspace structure. Increased PDG 5.7% until 6600 FT due to obstacles, followed by 4.1% due to mountainous terrain

**SIBU/ Sibiu (LRSB)
RWY 27
DOKUD 1Q IRLOX 1Q ULMIN 1Q**

Changes: Sector CH/FREQ updated.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
DER_LRSB_27	N454710345	E0240357500	-
DOKUD	N462807453	E0245721352	Compulsory fly-by
IRLOX	N453808151	E0241102176	Compulsory fly-by
PINUB	N461912951	E0241128317	On request fly-by
RUSAG	N455824382	E0241551864	On request fly-by
SB091	N454733500	E0233639289	On request fly-by
SB771	N454715337	E0235840422	On request fly-over
SIB-NDB	N454706038	E0240909294	-
ULMIN	N454849862	E0232352643	Compulsory Fly-by
XANAN	N460703085	E0241402830	On request fly-by

LRSB RNAV DEPARTURE SEQUENCE RWY 27

Leg	Leg type	Distance (NM)	True track	Magnetic Track
DOKUD 1Q				
DER_LRSB_27 - SB771	-	3.699	271.32	266.20
SB771 - RUSAG	TF	16.390	47.01	41.89
RUSAG - XANAN	TF	8.740	351.68	346.56
XANAN - PINUB	TF	12.299	351.66	346.54
PINUB - DOKUD	TF	32.985	74.05	68.84
IRLOX 1Q				
DER_LRSB_27 - [A6600]	CA	-	271.32	266.20
[A6600] - SIB-NDB	DF	-	-	-
SIB-NDB - IRLOX	TF	9.063	171.62	166.50
ULMIN 1Q				
DER_LRSB_27 - SB091	-	19.110	271.32	266.20
SB091 - ULMIN	TF	9.029	278.18	273.06

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

ATC SURVEILLANCE
MINIMUM ALTITUDE CHART - ICAO

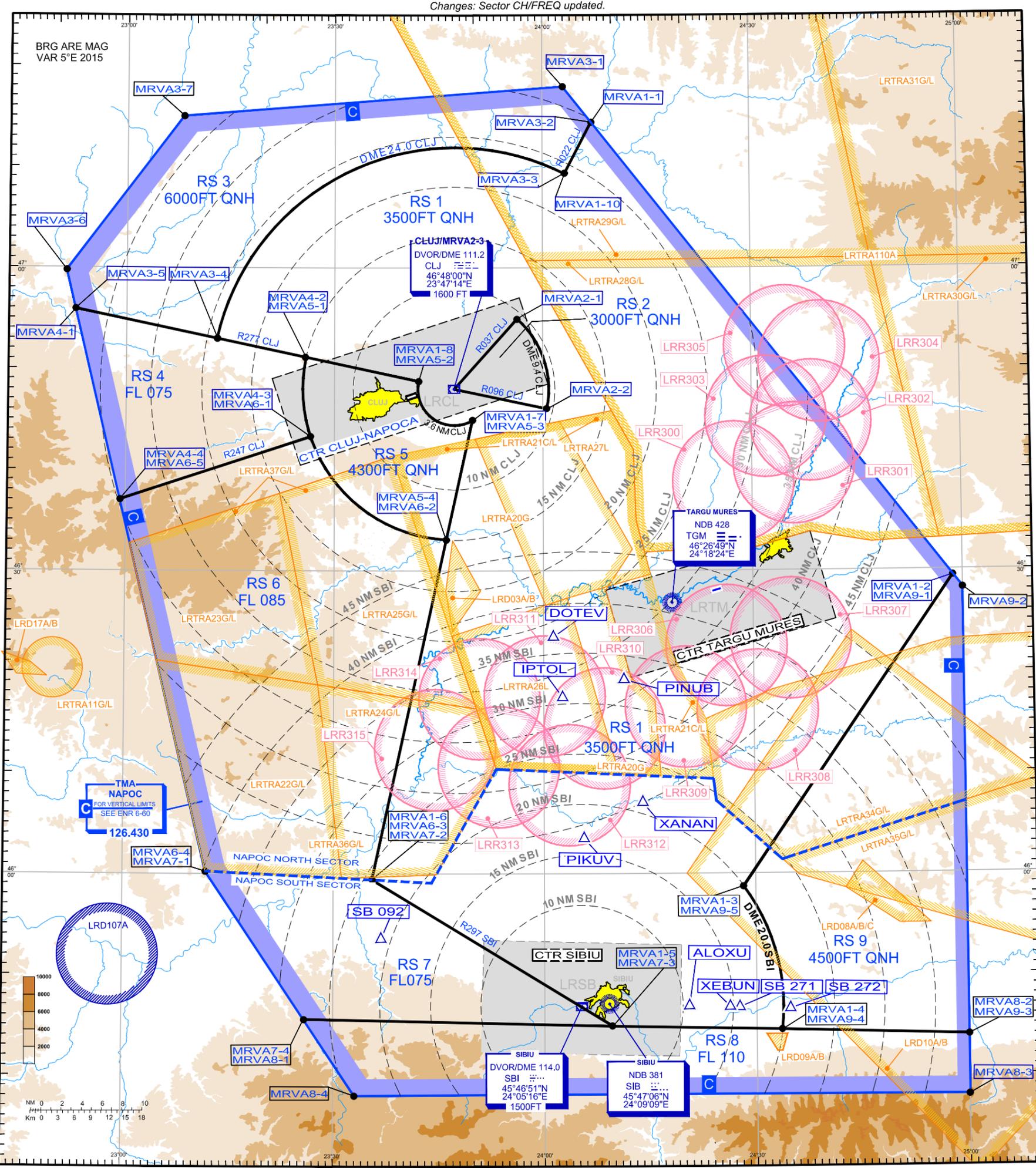
TRANSITION ALTITUDE 7000 FT
AERODROME ELEV 1520 FT

NAPOC APPROACH	126 430
NAPOC APPROACH ALTN	127 275
NAPOC NORTH APPROACH	126 430
NAPOC NORTH APPROACH ALTN	127 275
NAPOC SOUTH APPROACH	119 680
NAPOC SOUTH APPROACH ALTN	127 275

SIBIU TOWER	121 305
SIBIU TOWER ALTN	122 700
SIBIU ATIS	126 950

SECTOR: NAPOC	119 665
NAPOC	127 075
NAPOC ALTN	128 835
NAPOC ALTN	125 725
NAPOC ALTN	130 230
BUDOP ALTN	124 100

SECTOR: NERDI	135 360
NERDI ALTN	123 890
LOMOS	122 030
LOMOS ALTN	126 080
LOMOS ALTN	124 975



TMA SECTOR BORDER
 RADAR SECTOR (RS) BORDER
 3000FT QNH RADAR MINIMUM ALTITUDE (FT)

NOTES: Vertical limits of LRRxxx FL255 GND

NOTE:

- CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.
- UNLESS OTHERWISE AUTHORIZED OR REQUIRED BY ATC, ARRIVING AIRCRAFT SHALL BE OPERATED AT AN INDICATED AIRSPEED OF MAXIMUM 250 KT BELOW FL 100.

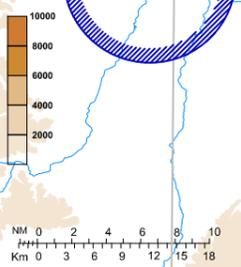
IN CASE OF COMMUNICATION FAILURE

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

Changes: Sector CH/FREQ updated.

BRG ARE MAG
VAR 5°E 2015

TMA-NAPOC
FOR VERTICAL LIMITS
SEE ENR 6-80
126.430



LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
ALOXU	N454653152	E0242028962
DODEV	N462327172	E0240123863
IPTOL	N461728203	E0240241262
PIKUV	N460330108	E0240540733
PINUB	N461912951	E0241128317
SB092	N455333192	E0233648207
SB271	N454644981	E0242737412
SB272	N454636362	E0243445845
XANAN	N460703085	E0241402830
XEBUN	N454647118	E0242615159

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

RADAR SECTOR (RS)

SECTOR	Latitude	Longitude
RS 1 3500 ft ALT EXCEPTING RS 2		
MRVA1-1	N471424719	E0240705819
MRVA1-2	N462924710	E0245838627
MRVA1-3	N455843927	E0242817542
Arc DME 20.0 SBI		
MRVA1-4	N454431397	E0243338216
MRVA1-5	N454458344	E0240940843
MRVA1-6	N455925727	E0233528752
MRVA1-7	N464453330	E0234950724
Arc DME 3.6 CLJ		
MRVA1-8	N464846169	E0234206919
MRVA1-9	N465300898	E0231303644
Arc DME 24.0 CLJ		
MRVA1-10	N470920268	E0240315137
RS 2 3000 ft ALT		
MRVA2-1	N465459510	E0235623478
MRVA2-2	N464603345	E0240036695
MRVA2-3/DVORDME	N464800438	E0234714118

SECTOR	Latitude	Longitude
RS 3 6000 ft ALT		
MRVA3-1	N471755565	E0240259354
MRVA3-2	N471424719	E0240705819
MRVA3-3	N470920268	E0240315137
Arc DME 24.0 CLJ		
MRVA3-4	N465300898	E0231303644
MRVA3-5	N465555449	E0225235754
MRVA3-6	N465944989	E0225115090
MRVA3-7	N471501159	E0230808785
RS 4 FL075		
MRVA4-1	N465555449	E0225235754
MRVA4-2	N465109444	E0232553251
Arc DME 15.0 CLJ		
MRVA4-3	N464319341	E0232631142
MRVA4-4	N463701507	E0225911071
RS 5 4300 ft ALT		
MRVA5-1	N465109444	E0232553251
MRVA5-2	N464846169	E0234206919
Arc DME 3.6 CLJ		
MRVA5-3	N464453330	E0234950724
MRVA5-4	N463302410	E0234603893
Arc DME 15.0 CLJ		

SECTOR	Latitude	Longitude
RS 6 FL 085		
MRVA6-1	N464319341	E0232631142
Arc DME 15.0 CLJ		
MRVA6-2	N463302410	E0234603893
MRVA6-3	N455925727	E0233528752
MRVA6-4	N460015153	E0231145549
MRVA6-5	N463701507	E0225911071
RS 7 FL 075		
MRVA7-1	N460015153	E0231145549
MRVA7-2	N455925727	E0233528752
MRVA7-3	N454458344	E0240940843
MRVA7-4	N454534632	E0232548457
RS 8 FL 110		
MRVA8-1	N454534632	E0232548457
MRVA8-2	N454355915	E0250000000
MRVA8-3	N453800000	E0250000000
MRVA8-4	N453800000	E0233300000
RS 9 4500 ft ALT		
MRVA9-1	N462924710	E0245838627
MRVA9-2	N462812302	E0250000000
MRVA9-3	N454355915	E0250000000
MRVA9-4	N454431397	E0243338216
Arc DME 20.0 SBI		
MRVA9-5	N455843927	E0242817542

DANGEROUS AREAS			
Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH
NAPOC APPROACH ALTN 126.430
NAPOC NORTH APPROACH ALTN 127.275
NAPOC SOUTH APPROACH ALTN 127.275

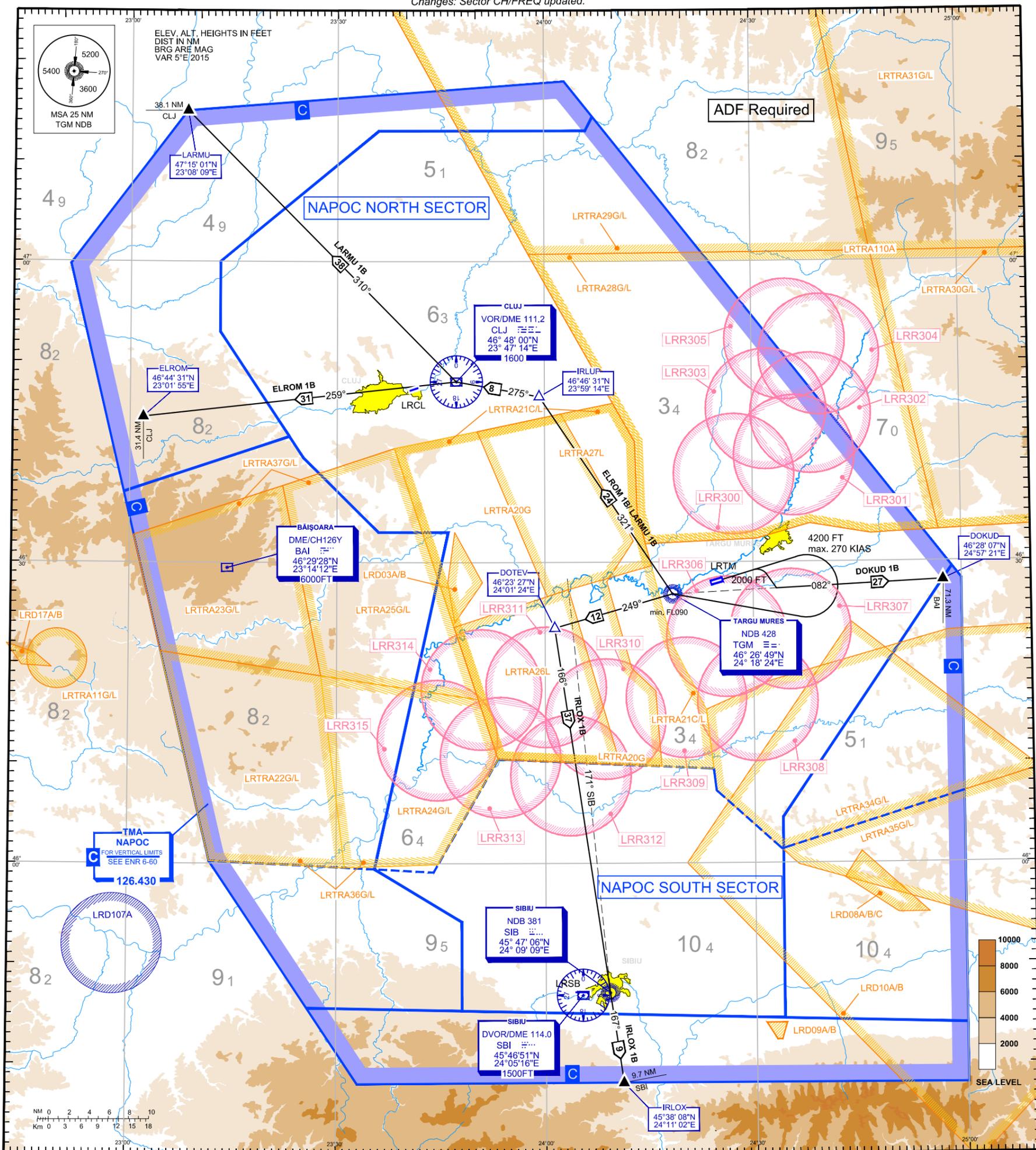
TARGU MURES TOWER
TARGU MURES TOWER ALTN 119.180
TARGU MURES ATIS 120.325
125.950

SECTOR: NAPOC 119.685
NAPOC 127.075
NAPOC ALTN 128.835
NAPOC ALTN 125.725
BUDOP ALTN 130.230
124.100

SECTOR: NERDI 135.360
NERDI ALTN 123.890
LOMOS 122.030
LOMOS ALTN 126.080
LOMOS ALTN 124.975

TARGU MURES/ Transilvania - Targu Mures (LRTM)
RWY 07
DOKUD 1B ELROM 1B IRLOX 1B LARMU 1B

Changes: Sector CH/FREQ updated.



NOTES : Vertical limits of LRRxxx FL255 GND

RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1B	On runway track climb to 2000 ft QNH; RT, on track 127° to intercept bearing 082° from TGM NDB; on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Increased climb gradient 6.8% until DOKUD due to airspace structure. Increased climb gradient 3.5% until 2000 ft QNH due to obstacles
ELROM 1B	On runway track climb to 4200 ft QNH; RT, direct to TGM NDB climb to FL090 or above at TGM NDB; RT, on bearing 321° from TGM NDB to IRLUP; LT, on R095 CLJ to CLJ VOR; LT, on R259 CLJ to ELROM. Cross ELROM at or above FL110.	Departure turn limited to max IAS 270 KT. Increased climb gradient 5.0% until TGM NDB due to airspace structure. Increased climb gradient 3.4% until 2000 ft QNH due to obstacles.
IRLOX 1B	On runway track climb to 4200 ft QNH; RT, direct to TGM NDB climb to FL090 or above at TGM NDB; LT, on bearing 249° from TGM NDB to cross bearing 171° SIB NDB; LT, on bearing 166° inbound to SIB NDB; on bearing 167° from SIB NDB to IRLOX. Cross IRLOX at or above FL110.	Departure turn limited to max IAS 270 KT. Increased climb gradient 5.0% until TGM NDB due to airspace structure. Increased climb gradient 3.4% until 2000 ft QNH due to obstacles.
LARMU 1B	On runway track climb to 4200 ft QNH; RT, direct to TGM NDB climb to FL090 or above at TGM NDB; RT, on bearing 321° from TGM NDB to IRLUP; LT, on R095 CLJ to CLJ VOR; RT, on R310 CLJ to LARMU. Cross LARMU at or above FL100.	Departure turn limited to max IAS 270 KT Increased climb gradient 5.0% until TGM NDB due to airspace structure. Increased climb gradient 3.4% until 2000 ft QNH due to obstacles.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
CLJ VOR/DME	N464800438	E0234714118
DOKUD	N462807453	E0245721352
DOTEV	N462327172	E0240123863
ELROM	N464430715	E0230154709
IRLOX	N453808151	E0241102176
IRLUP	N464631258	E0235913737
LARMU	N471501159	E0230808785
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699

LRTM DEPARTURE SEQUENCE RWY07

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	5
DOKUD 1B			
TGM-NDB - DOKUD	26.967	86.98	81.77
ELROM 1B			
TGM-NDB - IRLUP	23.732	326.28	321.07
IRLUP - CLJ-VOR	8.375	280.30	275.13
CLJ-VOR - ELROM	31.349	263.87	258.70
IRLOX 1B			
TGM-NDB - DOTEV	12.231	254.14	248.93
DOTEV - SIB-NDB	36.762	171.51	166.39
SIB-NDB - IRLOX	9.063	171.62	166.50
LARMU 1B			
TGM-NDB - IRLUP	23.732	326.28	321.07
IRLUP - CLJ-VOR	8.375	280.30	275.13
CLJ-VOR - LARMU	38.019	315.54	310.37

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH ALTN 126.430
NAPOC NORTH APPROACH ALTN 127.275
NAPOC SOUTH APPROACH ALTN 127.275

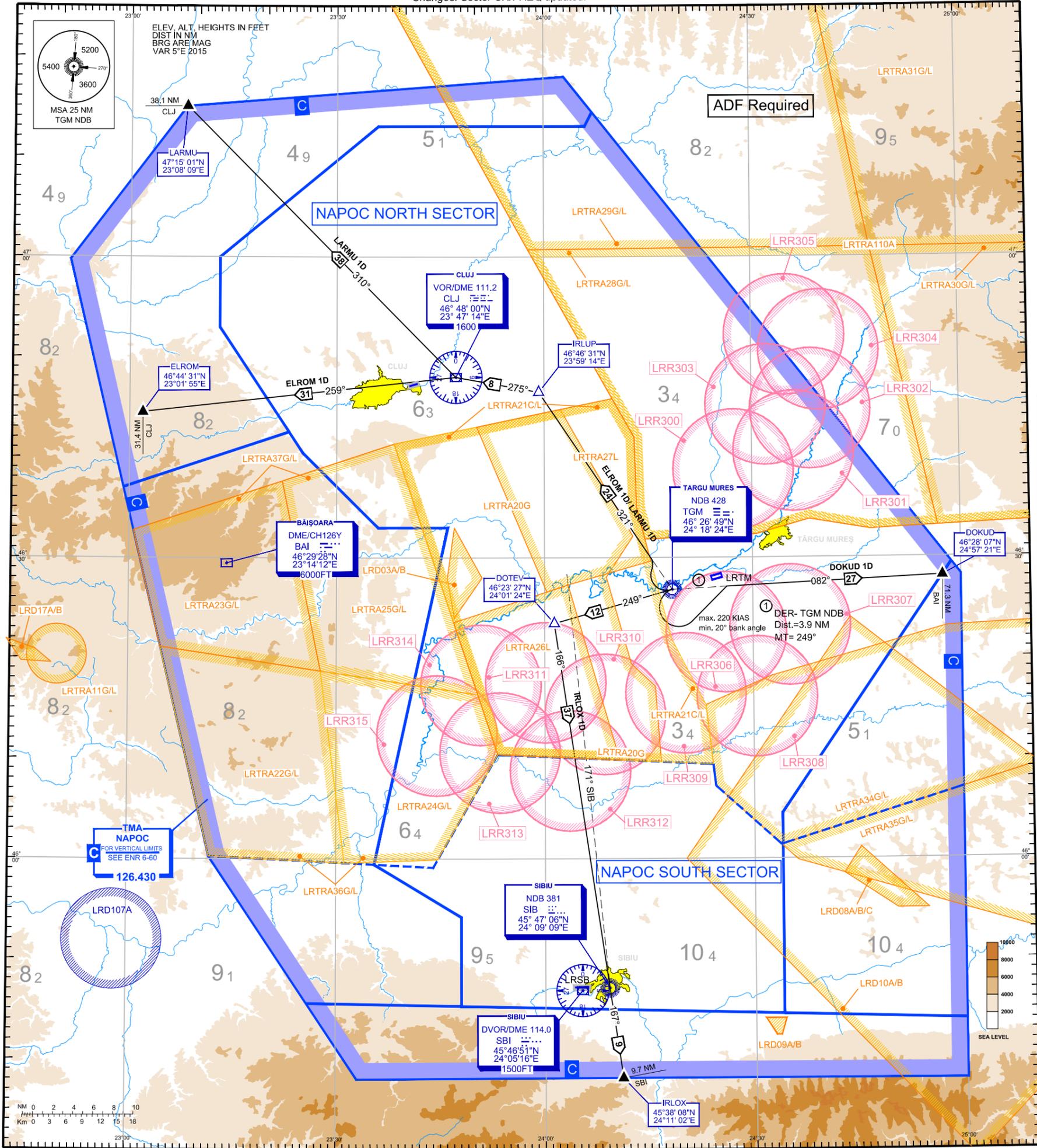
TARGU MURES TOWER ALTN 119.180
TARGU MURES ATIS 125.950

SECTOR: NAPOC 119.665
NAPOC 127.075
NAPOC ALTN 128.835
NAPOC ALTN 125.725
BUDOP ALTN 124.100

SECTOR: NERDI 135.360
NERDI ALTN 123.880
LWOMS 122.030
LWOMS ALTN 126.080
LWOMS ALTN 124.975

TARGU MURES/ Transilvania - Targu Mures (LRTM) RWY 25
DOKUD 1D ELROM 1D IRLUX 1D LARMU 1D

Changes: Sector CH/FREQ updated.



RADIO COMMUNICATION FAILURE

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES : Vertical limits of LRRxxx FL255 GND

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1D	On runway track inbound to TGM NDB; LT, on bearing 082° from TGM NDB to DOKUD. Cross DOKUD at or above FL100.	Departure turn limited to max IAS 220 KT and 20° minimum bank angle. Increased climb gradient 4.9% until DOKUD due to airspace structure. Increased climb gradient 4.2% until TGM NDB due to obstacles.
ELROM 1D	On runway track inbound to TGM NDB; RT, on bearing 321° from TGM NDB to IRLUP; LT, on R095 CLJ to CLJ VOR; LT, on R259 CLJ to ELROM. Cross ELROM at or above FL110.	Increased climb gradient 4.2% until TGM NDB due to obstacles
IRLOX 1D	On runway track inbound to TGM NDB; on bearing 249° from TGM NDB to cross bearing 171° SIB NDB; LT, on bearing 166° inbound to SIB NDB; on bearing 167° from SIB NDB to IRLOX. Cross IRLOX at or above FL110.	Increased climb gradient 4.2% until TGM NDB due to obstacles.
LARMU 1D	On runway track inbound to TGM NDB; RT, on bearing 321° from TGM NDB to IRLUP; LT, on R095 CLJ to CLJ VOR; RT, on R310 CLJ to LARMU. Cross LARMU at or above FL100.	Increased climb gradient 4.2% until TGM NDB due to obstacles.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
CLJ VOR/DME	N464800438	E0234714118
DER_LRTM_25	N462752892	E0242349427
DOKUD	N462807453	E0245721352
DOTEV	N462327172	E0240123863
ELROM	N464430715	E0230154709
IRLOX	N453808151	E0241102176
IRLUP	N464631258	E0235913737
LARMU	N471501159	E0230808785
SIB-NDB	N454706038	E0240909294
TGM-NDB	N462648890	E0241823699

LRTM DEPARTURE SEQUENCE RWY25

Leg	Distance (NM)	True track	Magnetic Track
1	3	4	
DOKUD 1D			
DER_LRTM_25 - TGM-NDB	3.902	254.16	248.95
TGM-NDB - DOKUD	26.967	86.98	81.77
ELROM 1D			
DER_LRTM_25 - TGM-NDB	3.902	254.16	248.95
TGM-NDB - IRLUP	23.732	326.28	321.07
IRLUP - CLJ-VOR	8.375	280.30	275.13
CLJ-VOR - ELROM	31.349	263.87	258.70
IRLOX 1D			
DER_LRTM_25 - TGM-NDB	3.902	254.16	248.95
TGM-NDB - DOTEV	12.231	254.14	248.93
DOTEV - SIB-NDB	36.762	171.51	166.39
SIB-NDB - IRLOX	9.063	171.62	166.50
LARMU 1D			
DER25 - TGM-NDB	3.902	254.16	248.95
TGM-NDB - IRLUP	23.732	326.28	321.07
IRLUP - CLJ-VOR	8.375	280.30	275.13
CLJ-VOR - LARMU	38.019	315.54	310.37

TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

TRANSITION ALTITUDE
7000 ft

NAPOC APPROACH ALTN 126.430
NAPOC NORTH APPROACH ALTN 126.430
NAPOC NORTH APPROACH ALTN 127.275
NAPOC SOUTH APPROACH ALTN 119.680

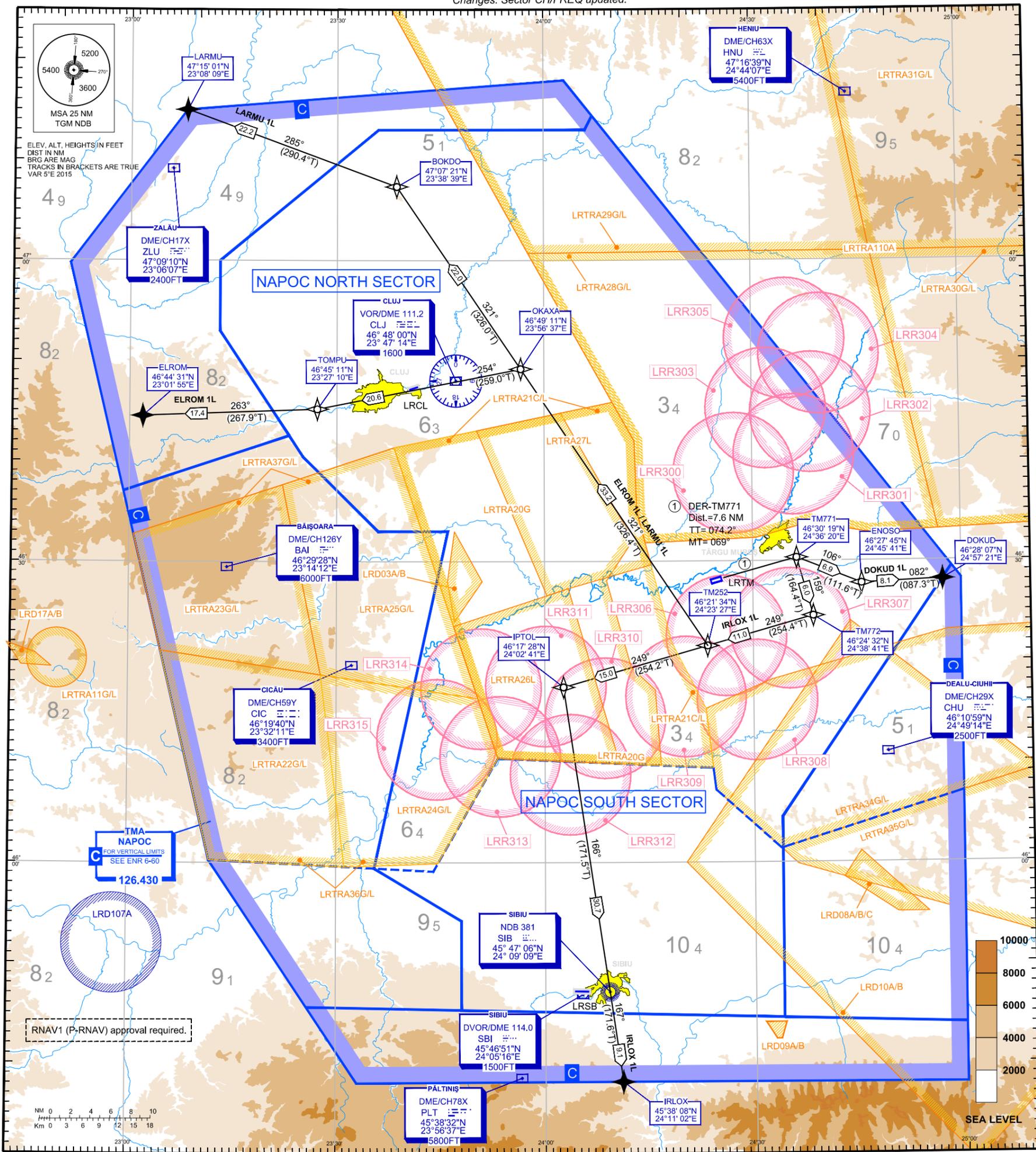
TARGU MURES TOWER ALTN 119.180
TARGU MURES TOWER ALTN 120.325
TARGU MURES ATIS 125.950

SECTOR: NAPOC 119.665
NAPOC 127.075
NAPOC ALTN 126.835
NAPOC ALTN 125.725
BUDOP ALTN 130.230
BUDOP ALTN 124.100

SECTOR: NEERDI 135.560
NEERDI ALTN 123.990
LWOMOS 122.030
LWOMOS ALTN 126.080
LWOMOS ALTN 124.975

TARGU MURES/ Transilvania - Targu Mures (LRTM) RMY 07
DOKUD 1L ELROM 1L IRLOX 1L LARMU 1L

Changes: Sector CH/FREQ updated.



NOTES : Vertical limits of LRRxxx FL255 GND

Radio Communication Failure:

Set transponder to 7600, then:

a. Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.

b. If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1L	TM771[A2600+] - ENOSO - DOKUD[F100+]	Increased PDG 6.7% until DOKUD due to airspace structure. Increased PDG 3.5% until TM771 due to obstacles
ELROM 1L	TM771[A2800+; K250-] - TM772[K260-] - TM252[F090+] - OKAXA - TOMPU - ELROM[F110+]	Increased PDG 6.7% until TM252 due to airspace structure. Increased PDG 4.3% until TM771 due to obstacles
IRLOX 1L	TM771[A2800+; K250-] - TM772[K260-] - TM252[F090+] - IPTOL - SIB-NDB - IRLOX[F110+]	Increased PDG 6.5% until TM252 due to airspace structure. Increased PDG 4.3% until TM771 due to obstacles
LARMU 1L	TM771[A2800+; K250-] - TM772[K260-] - TM252[F090+] - OKAXA - BOKDO - LARMU[F100+]	Increased PDG 6.7% until TM252 due to airspace structure. Increased PDG 4.3% until TM771 due to obstacles.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
BOKDO	N470721134	E0233838659	On request Fly-by
DER_LRTM_07	N462814955	E0242542320	-
DOKUD	N462807453	E0245721352	Compulsory Fly-by
ELROM	N464430715	E0230154709	On request Fly-by
ENOSO	N462745309	E0244540904	On request Fly-by
IPTOL	N461728203	E0240241262	On request Fly-by
IRLOX	N453808151	E0241102176	Compulsory Fly-by
LARMU	N471501159	E0230808785	Compulsory Fly-by
OKAXA	N464910902	E0235637110	On request Fly-by
SIB-NDB	N454706038	E0240909294	On request Fly-by
TM252	N462134447	E0242326587	On request Fly-by
TM771	N463018949	E0243620200	On request Fly-by
TM772	N462432409	E0243840568	On request Fly-by
TOMPU	N464511478	E0232709568	On request Fly-by

LRTM RNAV DEPARTURE SEQUENCE RWY 07

Leg	Leg type	Distance (NM)	True track	Magnetic Track
1	2	3	4	5
DOKUD 1L				
DER_LRTM_07 - TM771	-	7.631	74.22	69.01
TM771 - ENOSO	TF	6.947	111.58	106.37
ENOSO - DOKUD	TF	8.078	87.31	82.10
ELROM 1L				
DER_LRTM_07 - TM771	-	7.631	74.22	69.01
TM771 - TM772	TF	6.000	164.35	159.14
TM772 - TM252	TF	10.955	254.38	249.17
TM252 - OKAXA	TF	33.242	326.35	321.14
OKAXA - TOMPU	TF	20.633	259.02	253.85
TOMPU - ELROM	TF	17.375	267.91	262.74
IRLOX 1L				
DER_LRTM_07 - TM771	-	7.631	74.22	69.01
TM771 - TM772	TF	6.000	164.35	159.14
TM772 - TM252	TF	10.955	254.38	249.17
TM252 - IPTOL	TF	14.958	254.20	248.99
IPTOL - SIB-NDB	TF	30.711	171.53	166.41
SIB-NDB - IRLOX	TF	9.063	171.62	166.50
LARMU 1L				
DER_LRTM_07 - TM771	-	7.631	74.22	69.01
TM771 - TM772	TF	6.000	164.35	159.14
TM772 - TM252	TF	10.955	254.38	249.17
TM252 - OKAXA	TF	33.242	326.35	321.14
OKAXA - BOKDO	TF	21.954	326.01	320.84
BOKDO - LARMU	TF	22.171	290.43	285.26

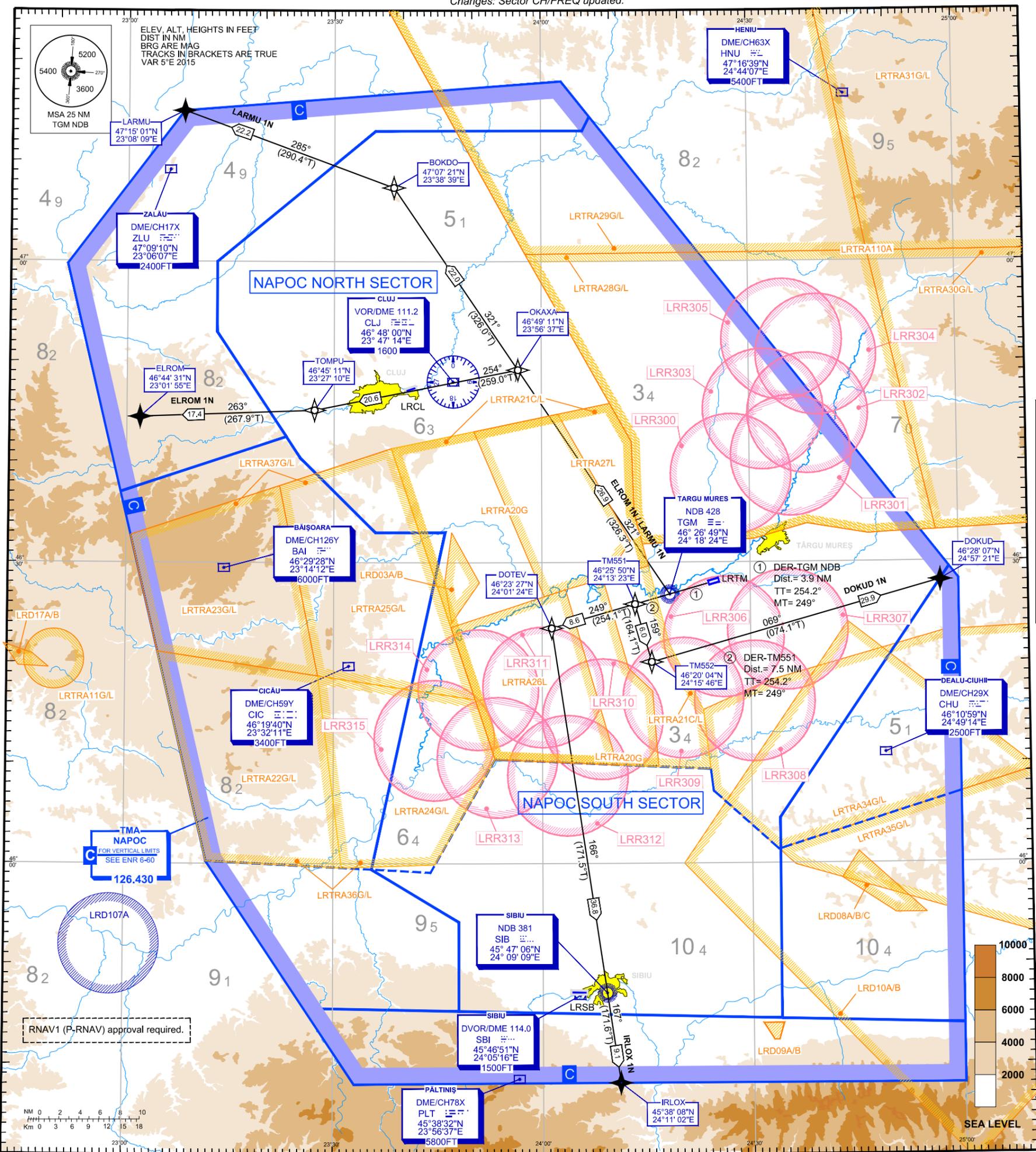
TEMPORARY RESERVED AREAS (TRA)

Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND - FL80	LRTRA28L	FL7 - FL200
LRTRA11L	FL80 - FL200	LRTRA29G	GND - FL100
LRTRA20G	GND - 3000 FT AMSL	LRTRA29L	FL100 - FL200
LRTRA21C	3000 FT AMSL - FL75	LRTRA30G	GND - FL90
LRTRA21L	FL75 - FL200	LRTRA30L	FL90 - FL200
LRTRA22G	GND - FL80	LRTRA31G	GND - FL100
LRTRA22L	FL80 - FL200	LRTRA31L	FL100 - FL200
LRTRA23G	GND - FL90	LRTRA34G	GND - FL65
LRTRA23L	FL90 - FL200	LRTRA34L	FL65 - FL200
LRTRA 24G	GND - FL75	LRTRA35G	GND - FL70
LRTRA24L	FL75 - FL200	LRTRA35L	FL70 - FL200
LRTRA25G	GND - FL75	LRTRA36G	GND - FL80
LRTRA25L	FL75 - FL200	LRTRA36L	FL80 - FL200
LRTRA26L	FL75 - FL200	LRTRA37G	GND - FL90
LRTRA27L	FL75 - FL200	LRTRA37L	FL90 - FL200
LRTRA28G	GND - FL70	LRTRA110A	FL100 - FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND - FL100	LRD09B	GND - FL285
LRD03B	GND - FL285	LRD10A	GND - FL100
LRD08A	GND - FL100	LRD10B	GND - FL285
LRD08B	GND - FL285	LRD17A	GND - FL100
LRD08C	GND - FL660	LRD17B	GND - FL285
LRD09A	GND - FL100	LRD107A	GND - FL100

Changes: Sector CH/FREQ updated.



TRANSITION ALTITUDE	7000 ft
NAPOC APPROACH ALTN	126,430
NAPOC NORTH APPROACH ALTN	127,275
NAPOC SOUTH APPROACH ALTN	127,275
TARGU MURES TOWER	123,325
TARGU MURES ATIS	123,950
SECTOR: NAPOC	119,665
NAPOC ALTN	127,075
NAPOC ALTN	128,835
NAPOC ALTN	129,725
BUDOP ALTN	130,230
SECTOR: NERDI	135,360
NERDI ALTN	123,890
LOMOS	122,030
LOMOS ALTN	126,080
LOMOS ALTN	124,975

Radio Communication Failure:

- Set transponder to 7600, then:
- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart. 7 minutes from setting 7600 climb to FPL flight level.
 - If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110. Climbing shall be executed in accordance with MRVA chart. 7 minutes from setting 7600 climb to FPL flight level.

NOTES : Vertical limits of LRRxxx **FL255 GND**

DESIGNATOR	ROUTING	REMARKS (if unable to comply, contact ATC before departure)
DOKUD 1N	TM551[A3000+; K250-] - TM552 [K260-] - DOKUD[F100+]	Increased PDG 5.0% until TM551 due to obstacles. Increased PDG 3.8% until DOKUD due to airspace structure.
ELROM 1N	TGM-NDB[A2200+] - OKAXA - TOMPU - ELROM[F110+]	Increased PDG 4.9% until TGM-NDB due to obstacles.
IRLOX 1N	TM551[A3000+] - DOTEV - SIB-NDB - IRLOX[F110+]	Increased PDG 4.2% until TM551 due to obstacles.
LARMU 1N	TGM-NDB[A2200+] - OKAXA - BOKDO - LARMU[F100+]	Increased PDG 4.9% until TGM-NDB due to obstacles.

TARGU MURES/ Transilvania - Targu Mures (LRTM)
RWY 25
DOKUD 1N ELROM 1N IRLOX 1N LARMU 1N

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
BOKDO	N470721134	E0233838659	On request Fly-by
DER_LRTM_25	N462752892	E0242349427	-
DOKUD	N462807453	E0245721352	Compulsory Fly-by
DODEV	N462327172	E0240123863	On request Fly-by
ELROM	N464430715	E0230154709	On request Fly-by
IRLOX	N453808151	E0241102176	Compulsory Fly-by
LARMU	N471501159	E0230808785	Compulsory Fly-by
OKAXA	N464910902	E0235637110	On request Fly-by
SIB NDB	N454706038	E0240909294	On request Fly-by
TGM NDB	N462648890	E0241823699	On request Fly-by
TM551	N462549920	E0241323514	On request Fly-by
TM552	N462003894	E0241546070	On request Fly-by
TOMPU	N464511478	E0232709568	On request Fly-by

LRTM RNAV DEPARTURE SEQUENCE RWY 25

Leg	Leg type	Distance (NM)	True track	Magnetic Track
DOKUD 1N				
DER_LRTM_25 - TM551	-	7.499	254.20	248.99
TM551 - TM552	TF	5.999	164.07	158.86
TM552 - DOKUD	TF	29.889	74.10	68.89
ELROM 1N				
DER_LRTM_25 – TGM NDB	-	3.902	254.16	248.95
TGM NDB - OKAXA	TF	26.942	326.28	321.07
OKAXA - TOMPU	TF	20.633	259.02	253.90
TOMPU - ELROM	TF	17.375	267.91	262.79
IRLOX 1N				
DER_LRTM_25 - TM551	-	7.499	254.20	248.99
TM551 - DODEV	TF	8.634	254.07	248.86
DODEV – SIB NDB	TF	36.762	171.51	166.39
SIB NDB - IRLOX	TF	9.063	171.62	166.50
LARMU 1N				
DER_LRTM_25 – TGM NDB	-	3.902	254.16	248.95
TGM NDB - OKAXA	TF	26.942	326.28	321.07
OKAXA - BOKDO	TF	21.954	326.01	320.84
BOKDO - LARMU	TF	22.171	290.43	285.26

TEMPORARY RESERVED AREAS (TRA)

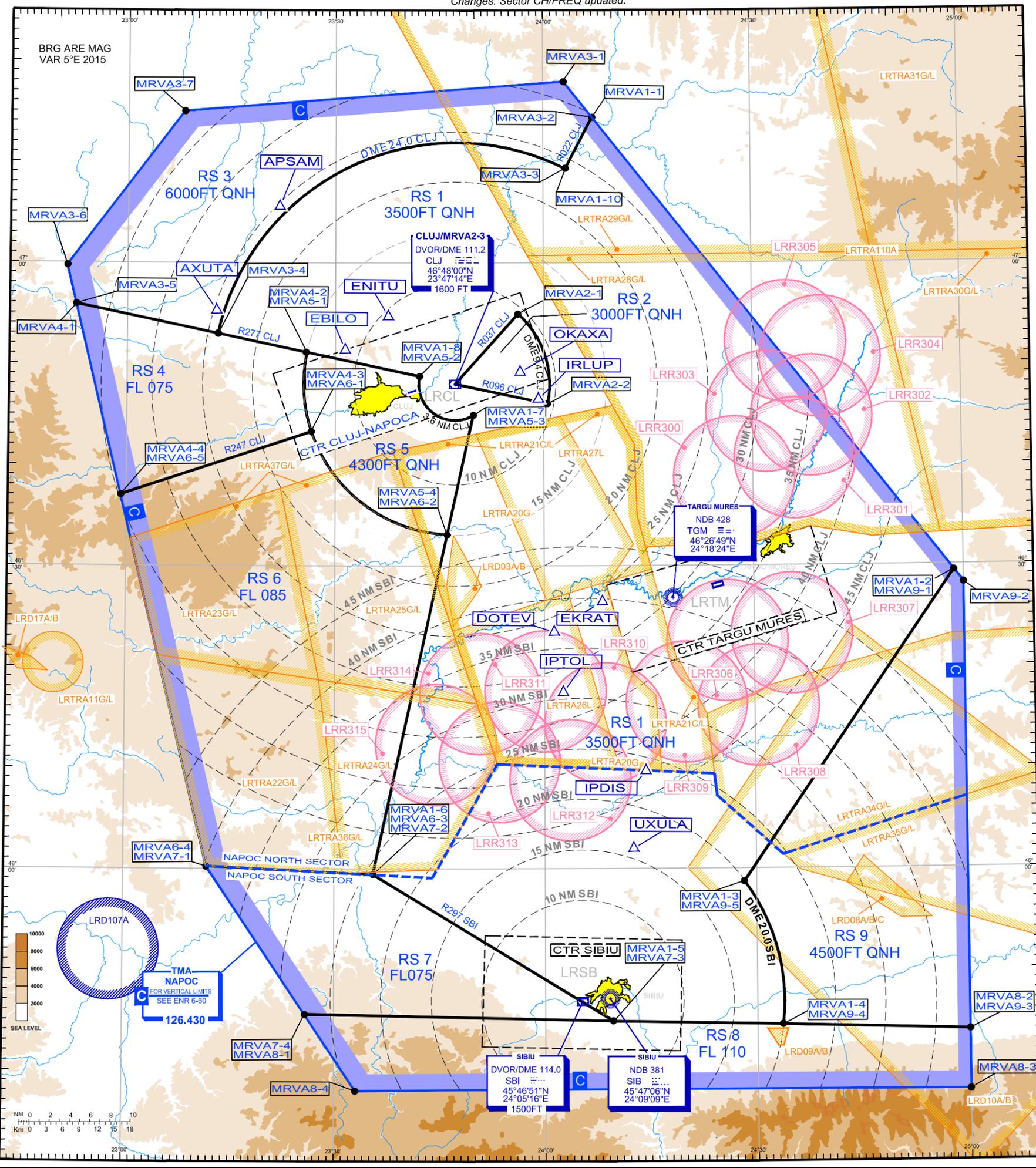
Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS

Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND– FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND– FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

ATC SURVEILLANCE	TRANSITION ALTITUDE 7000 FT	SECTOR: NAPOC	119,665	SECTOR: NERDI	135,360
MINIMUM ALTITUDE CHART - ICAO	AERODROME ELEV 963 FT	NAPOC	127,075	NERDI ALTN	123,890
		NAPOC APPROACH ALTN	126,430	LOMOS	122,090
		NAPOC NORTH APPROACH ALTN	127,275	LOMOS ALTN	126,080
		NAPOC SOUTH APPROACH ALTN	119,660	LOMOS ALTN	124,975
		BUDDOP ALTN	124,100		
		TARGU MURES TOWER	119,180		
		TARGU MURES TOWER ALTN	120,325		
		TARGU MURES ATIS	125,950		

Changes: Sector CH/FREQ updated.



TMA SECTOR BORDER
 RADAR SECTOR (RS) BORDER
3000FT QNH RADAR MINIMUM ALTITUDE (FT)

IN CASE OF COMMUNICATION FAILURE

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

- NOTE:**
1. CHART ONLY TO BE USED FOR CROSS-CHECKING OF ALTITUDES ASSIGNED WHILE UNDER RADAR CONTROL.
 2. UNLESS OTHERWISE AUTHORIZED OR REQUIRED BY ATC, ARRIVING AIRCRAFT SHALL BE OPERATED AT AN INDICATED AIRSPEED OF MAXIMUM 250 KT BELOW FL 100.

NOTES : Vertical limits of LRRxxx FL255 GND

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude
APSAM	N470534529	E0232155654
AXUTA	N465516984	E0231251452
DOTEV	N462327172	E0240123863
EBILO	N465122844	E0233125292
EKRAT	N462626408	E0240819283
ENITU	N465442306	E0233738196
IPDIS	N460940557	E0241422949
IPTOL	N461728203	E0240241262
IRLUP	N464631258	E0235913737
OKAXA	N464910902	E0235637110
UXULA	N460200362	E0241235949

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA11G	GND – FL80	LRTRA28L	FL7 – FL200
LRTRA11L	FL80 – FL200	LRTRA29G	GND – FL100
LRTRA20G	GND – 3000 FT AMSL	LRTRA29L	FL100 – FL200
LRTRA21C	3000 FT AMSL – FL75	LRTRA30G	GND – FL90
LRTRA21L	FL75 – FL200	LRTRA30L	FL90 – FL200
LRTRA22G	GND – FL80	LRTRA31G	GND – FL100
LRTRA22L	FL80 – FL200	LRTRA31L	FL100 – FL200
LRTRA23G	GND – FL90	LRTRA34G	GND – FL65
LRTRA23L	FL90 – FL200	LRTRA34L	FL65 – FL200
LRTRA 24G	GND – FL75	LRTRA35G	GND – FL70
LRTRA24L	FL75 – FL200	LRTRA35L	FL70 – FL200
LRTRA25G	GND – FL75	LRTRA36G	GND – FL80
LRTRA25L	FL75 – FL200	LRTRA36L	FL80 – FL200
LRTRA26L	FL75 – FL200	LRTRA37G	GND – FL90
LRTRA27L	FL75 – FL200	LRTRA37L	FL90 – FL200
LRTRA28G	GND – FL70	LRTRA110A	FL100 – FL280

DANGEROUS AREAS			
Identification	Vertical limits	Identification	Vertical limits
LRD03A	GND – FL100	LRD09B	GND – FL285
LRD03B	GND – FL285	LRD10A	GND – FL100
LRD08A	GND – FL100	LRD10B	GND – FL285
LRD08B	GND – FL285	LRD17A	GND – FL100
LRD08C	GND – FL660	LRD17B	GND – FL285
LRD09A	GND – FL100	LRD107A	GND – FL100

RADAR SECTOR (RS)

SECTOR	Latitude	Longitude
RS 1 3500 ft ALT EXCEPTING RS 2		
MRVA1-1	N471424719	E0240705819
MRVA1-2	N462924710	E0245838627
MRVA1-3	N455843927	E0242817542
Arc DME 20.0 SBI		
MRVA1-4	N454431397	E0243338216
MRVA1-5	N454458344	E0240940843
MRVA1-6	N455925727	E0233528752
MRVA1-7	N464453330	E0234950724
Arc DME 3.6 CLJ		
MRVA1-8	N464846169	E0234206919
MRVA1-9	N465300898	E0231303644
Arc DME 24.0 CLJ		
MRVA1-10	N470920268	E0240315137
RS 2 3000 ft ALT		
MRVA2-1	N465459510	E0235623478
MRVA2-2	N464603345	E0240036695
MRVA2-3/DVORDME	N464800438	E0234714118
RS 3 6000 ft ALT		
MRVA3-1	N471755565	E0240259354
MRVA3-2	N471424719	E0240705819
MRVA3-3	N470920268	E0240315137
Arc DME 24.0 CLJ		
MRVA3-4	N465300898	E0231303644
MRVA3-5	N465555449	E0225235754
MRVA3-6	N465944989	E0225115090
MRVA3-7	N471501159	E0230808785

SECTOR	Latitude	Longitude
RS 4 FL075		
MRVA4-1	N465555449	E0225235754
MRVA4-2	N465109444	E0232553251
Arc DME 15.0 CLJ		
MRVA4-3	N464319341	E0232631142
MRVA4-4	N463701507	E0225911071
RS 5 4300 ft ALT		
MRVA5-1	N465109444	E0232553251
MRVA5-2	N464846169	E0234206919
Arc DME 3.6 CLJ		
MRVA5-3	N464453330	E0234950724
MRVA5-4	N463302410	E0234603893
Arc DME 15.0 CLJ		
RS 6 FL 085		
MRVA6-1	N464319341	E0232631142
Arc DME 15.0 CLJ		
MRVA6-2	N463302410	E0234603893
MRVA6-3	N455925727	E0233528752
MRVA6-4	N460015153	E0231145549
MRVA6-5	N463701507	E0225911071

SECTOR	Latitude	Longitude
RS 7 FL 075		
MRVA7-1	N460015153	E0231145549
MRVA7-2	N455925727	E0233528752
MRVA7-3	N454458344	E0240940843
MRVA7-4	N454534632	E0232548457
RS 8 FL 110		
MRVA8-1	N454534632	E0232548457
MRVA8-2	N454355915	E0250000000
MRVA8-3	N453800000	E0250000000
MRVA8-4	N453800000	E0233300000
RS 9 4500 ft ALT		
MRVA9-1	N462924710	E0245838627
MRVA9-2	N462812302	E0250000000
MRVA9-3	N454355915	E0250000000
MRVA9-4	N454431397	E0243338216
Arc DME 20.0 SBI		
MRVA9-5	N455843927	E0242817542

LRPW AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRPW - PLOIEȘTI / Gheorghe Valentin Bibescu - Ploiești

LRPW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	445525N 0255748E, runway center
2	Direction and distance from city	081°, 2 km from Ploiesti / 261°, 0.5 km from Strejnicu
3	Elevation/Reference temperature/Mean low temperature	573 FT / 29°C / -5°C
4	Geoid undulation at AD ELEV PSN	111 FT
5	MAG VAR/ Annual rate of change	6°E (2021) / 7°E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	AD G.V. Bibescu - Ploiești, Village Strejnicu, No. 6, CP 107592, District Târgușoru Vechi, County Prahova, Romania Tel: +40-(0)244-482014 e-mail: info@aviationacademy.ro; aerodrom@aviationacademy.ro website: lrpw.ro
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

LRPW AD 2.3 OPERATIONAL HOURS

1	AD Operator	MON-FRI W: 0600-1400 S: 0400-1200 SAT and SUN at writing request within 48 hours before.
2	Customs and immigration	NIL
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

LRPW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	1024M ² , maximum height 12.5 M
6	Repair facilities for visiting aircraft	NIL
7	Remarks	OPC (Operational Control) channel 131.455.

LRPW AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels and motels in the city.
2	Restaurants	Restaurants in the city.
3	Transportation	Taxis and rent-a-car in the city
4	Medical facilities	Hospitals in the city.
5	Bank and Post Office	In the city.
6	Tourist Office	In the city.
7	Remarks	NIL

LRPW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 2
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

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

1	Types of clearing equipment	1 tractor with snow ploughs, 1 turbine, 1 towed sweepers
2	Clearance priorities	1. RWY 07/25 2. TWY 3. Apron 4. Heliport
3	Use of material for movement area surface treatment	NIL
4	Specially prepared winter runways	NIL
5	Remarks	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2.2.

LRPW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	Surface: Concrete Strength: 5700 Kg
2	Taxiway designation, width, surface and strength	Designation: A B C D E Width: 11 M 11 M 11 M 11 M 11 M Surface: Asphalt Asphalt Asphalt Asphalt Grass Strength: 5700 Kg 5700 Kg 5700 Kg 5700 Kg 5700 Kg
3	ACL location and elevation	Location: THR 07 THR 25 Elevation: 573 FT 565 FT
4	VOR checkpoints	NIL
5	INS checkpoints	See Aircraft Parking/Docking Chart, AD 2.19-22.
6	Remarks	NIL

LRPW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWYs and RWY and at all holding positions. Guide lines at apron. Nose-out guidance at aircraft stands. Parking assisted by marshallers at all parking stands (01-05).
2	RWY and TWY markings and LGT	RWY: - markings: color white - designation, THR, TDZ, centre line, RWY side stripes, aiming points; - lights: THR lights, end lights, edge lights. TWY: - markings: color yellow – Runway Holding Position (RHP) markings and enhanced centre line marking on TWY A, C, NO ENTRY markings on Exit TWY B, centre line, TWY designations, intermediate holding position and designation markings at TWYs intersections, taxiing guide lines (apron); - lights: blue edge, guard lights (LIH) at Runway Holding Position (RHP) on TWY A and TWY C and on the Exit TWY B. Stop bar at Runway Holding Position (RHP) on TWY A, TWY C and on the Exit TWY B.
3	Stop bars and runway guard lights	Red stop bars at all intersections of TWYs with RWY and NO ENTRY bar on TWY B.
4	Other runway protection measures	NIL
5	Remarks	See Aerodrome Ground Movement Chart, AD 2.19-21.

LRPW AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/LGT	Coordinates	
a	b	c	a	b	
To be developed.					NIL

**AERODROME GROUND /
MOVEMENT CHART - ICAO**

APRON ELEV 568 FT

OPC 131.455

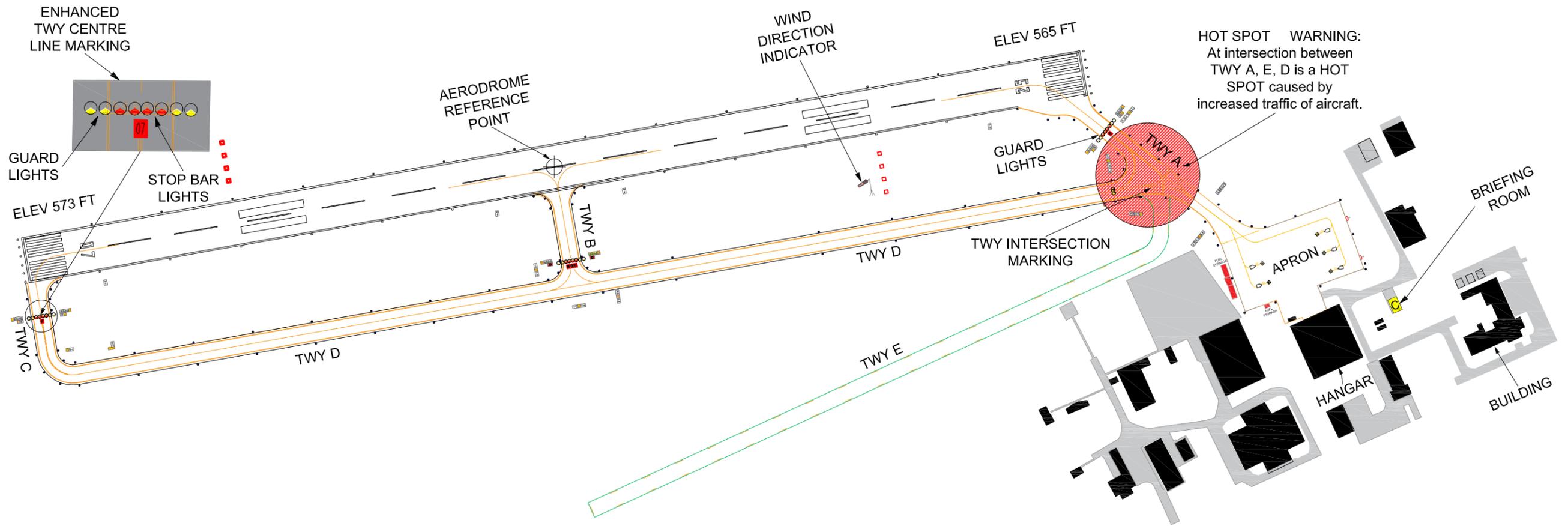
**PLOIEȘTI
Gheorghe Valentin Bibescu - Ploiești (LRPW)**

TAXIWAY DESIGNATION	WIDTH	BEARING STRENGTH
A	11M	< 5700 kg
B	11M	< 5700 kg
C	11M	< 5700 kg
D	11M	< 5700 kg
E	11M	< 5700 kg

ELEVATIONS IN FEET
DIMENSIONS IN METERS
BEARINGS ARE MAGNETIC

↑
VAR 6°E 2021
ANNUAL RATE
OF CHANGE 7'E

Changes: Chart redrawn



LEGEND			
TAXI GUIDANCE LINE		GUARD LIGHTS	
INS CHECK POINTS		STOP BAR	
TO AIRCRAFT STAND		WIND DIRECTION INDICATOR	
THR / RWY END		FUEL STORAGE	
BUILDING		PSI	
MOVEMENT SERVICE BOUNDARY		AERODROME REFERENCE POINT	
HOT SPOT		INFORMATION SIGNS	
TAXI HOLDING POSITIONS		PRECISION APPROACH PATH INDICATOR	

