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Publication Date: **15 OCT 2026**

Effective Date: **26 NOV 2026**

AIRAC AIP AMDT
12
26 NOV 2026

AIRAC AIP AMENDMENT 12/26

I. **Content**

ENR - record of AIP Supplements updated.

AD - LROP - noise abatement procedures updated.

II.

Insert the following new pages and/or charts:		**Destroy the following pages and/or charts:**	
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GEN 0.4-3	26 NOV 2026	GEN 0.4-3	29 OCT 2026
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GEN 0.4-5	26 NOV 2026	GEN 0.4-5	29 OCT 2026
GEN 0.4-6	26 NOV 2026	GEN 0.4-6	29 OCT 2026
GEN 0.4-7	26 NOV 2026	GEN 0.4-7	29 OCT 2026
GEN 0.4-8	26 NOV 2026	GEN 0.4-8	29 OCT 2026
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AD 2.4-51a	26 NOV 2026	AD 2.4-51a	29 OCT 2026
AD 2.4-52a	26 NOV 2026	AD 2.4-52a	29 OCT 2026
AD 2.4-53a	26 NOV 2026	AD 2.4-53a	29 OCT 2026

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

AD 2.4-54a	26 NOV 2026
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AD 2.4-56a	26 NOV 2026
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Destroy the following pages and/or charts:

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AD 2.5-57a	29 OCT 2026
AD 2.5-73b	29 OCT 2026
AD 2.5-74	29 OCT 2026

III. **Amend RECORD OF AIP AMDT (GEN 0.2) accordingly.**

IV. **Information contained in the following NOTAM is incorporated in AIRAC AIP AMDT 12/26:**

A5162/26, A5167/26, A5214/26, A5215/26, A5322/26, A5328/26, A5448/26, A5454/26, A5455/26.

END

GEN 0.3 RECORD OF AIP SUPPLEMENTS

No/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
1	2	3	4	5
01/25	CLUJ NAPOCA / Avram Iancu Airport, airport development charge.	GEN 4.1	**from:** 20 FEB 2025 **to:** 31 DEC 2028	
03/25	BAIA MARE / Maramureş Airport, rescue and fire fighting services	AD 2.3	**from:** 20 MAR 2025 **to:** 31 DEC 2027 EST	
04/25	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, temporary changes of charges.	GEN 4.1	**from:** 17 APR 2025 **to:** 31 DEC 2027	
AIRAC 07/25	BUCUREȘTI FIR - Schela MTS Wind Farm under construction	ENR 5.4, AD 2.10	**from:** 12 JUN 2025 **to:** 30 JUN 2027 EST	
AIRAC 09/25	BUCUREȘTI FIR - Siminoc Wind Farm under construction	ENR 5.4, AD 2.8	**from:** 10 JUL 2025 **to:** 31 DEC 2026 EST	
AIRAC 10/25	BUCUREȘTI FIR - Bărăganu Wind Farm under construction.	ENR 5.4, AD 2.8	**from:** 10 JUL 2025 **to:** 31 MAY 2027 EST	
AIRAC 12/25	BUCUREȘTI FIR - Cogealac Wind Farm under construction.	ENR 5.4, AD 2.8	**from:** 10 JUL 2025 **to:** 30 JUN 2027 EST	
AIRAC 13/25	BUCUREȘTI FIR - Cilibia 1, Cilibia 2 and Gălbinași Wind Farms under construction.	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	**from:** 02 OCT 2025 **to:** 31 DEC 2027 EST	
AIRAC 17/25	BUCUREȘTI FIR - Deleni Wind Farm under construction	ENR 5.4, AD 2.8	**from:** 27 NOV 2025 **to:** 31 DEC 2027 EST	
01/26	IAȘI / Iași Airport, airport development charge.	GEN 4.1	**from:** 01 JAN 2026 **to:** 31 DEC 2030	
AIRAC 01/26	SATU MARE / Satu Mare, Aircaft Parking/Docking Chart - ICAO temporarily suspended.	AD 2.12	**from:** 11 JUN 2026 **to:** announced by NOTAM or SUP	
AIRAC 02/26	BUCUREȘTI FIR - Beidaud 2 Wind Farm under construction	ENR 5.4	**from:** 11 JUN 2026 **to:** 30 JUN 2027 EST	
AIRAC 03/26	BUCUREȘTI FIR - Smârdan Wind Farm under construction	ENR 5.4, AD 2.8	**from:** 09 JUL 2026 **to:** 30 JUN 2028 EST	
AIRAC 04/26	CLUJ NAPOCA/Avram Iancu Airport, Start of construction works for parking positions at Apron 1.	AD 2.7	**from:** 06 AUG 2026 **to:** 28 OCT 2026 EST	
AIRAC 05/26	BUCUREȘTI FIR - CEM VALU 1 Wind Farm under construction	ENR 5.4, AD 2.8	**from:** 06 AUG 2026 **to:** 30 JUN 2028 EST	
AIRAC 06/26	BUCUREȘTI FIR - Beidaud Eolian wind farm under construction	ENR 5.4, AD 2.8	**from:** 03 SEP 2026 **to:** 31 DEC 2026 EST	
AIRAC 07/26	BUCUREȘTI FIR - Chirnogeni Wind Farm under construction.	ENR 5.4, AD 2.8	**from:** 03 SEP 2026 **to:** 31 DEC 2027 EST	
AIRAC 08/26	BUCUREȘTI FIR - Cerchezu wind farm under construction	ENR 5.4, ENR 6-2, AD 2.8	**from:** 29 OCT 2026 **to:** 30 APR 2030 EST	

1	2	3	4	5
AIRAC 09/26	BUCUREȘTI FIR - Miroslovești Wind Farm under construction	ENR 5.4, AD 2.14	from: 26 NOV 2026 to: 31 DEC 2028 EST	
AIRAC 10/26	BUCUREȘTI FIR - Alexandru Odobescu wind farms under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 11/26	BUCUREȘTI FIR - Gurbănești wind farm under construction	ENR 5.4, AD 2.4, AD 2.5	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 12/26	BUCUREȘTI FIR - Hârlău wind farm under construction	ENR 5.4, AD 2.14	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 13/26	BUCUREȘTI FIR - Deleni 1 wind farm and Scobinți wind farm under construction	ENR 5.4, AD 2.10	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 14/26	BUCUREȘTI FIR - Casimcea 1 wind farm and Casimcea 2 wind farm under construction	ENR 5.4, AD 2.8	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 15/26	BUCUREȘTI FIR - Dumești and Românești Wind Farms under construction	ENR 5.4, AD 2.10	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 16/26	BUCUREȘTI FIR - Țăndărei Solar wind farm under construction.	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 17/26	BUCUREȘTI FIR - Cobadin Wind Farm and Pietreni Wind Farm under construction	ENR 5.4, AD 2.8	from: 26 NOV 2026 to: 31 DEC 2029 EST	
AIRAC 18/26	BUCUREȘTI FIR - Rugăria Eolian wind farm under construction.	ENR 5.4, ENR 6-2, AD 2.2	from: 26 NOV 2026 to: 31 DEC 2029 EST	

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AD 2.8-71	17 APR 2025	AD 2.9-84	17 APR 2025	AD 2.11-15	04 SEP 2025
AD 2.8-71a	17 APR 2025	AD 2.9-84a	17 APR 2025	AD 2.11-20	06 AUG 2026
AD 2.8-71b	07 SEP 2023	AD 2.10-1	14 MAY 2026	AD 2.11-20a	23 JAN 2025
AD 2.8-71c	07 SEP 2023	AD 2.10-2	30 OCT 2025	AD 2.11-22	27 NOV 2025
AD 2.8-71d	07 SEP 2023	AD 2.10-3	30 OCT 2025	AD 2.11-23	16 APR 2026
AD 2.8-72	17 APR 2025	AD 2.10-4	31 OCT 2024	AD 2.11-25	13 JUN 2024
AD 2.8-72a	17 APR 2025	AD 2.10-5	31 OCT 2024	AD 2.11-26	13 JUN 2024
AD 2.8-72b	07 SEP 2023	AD 2.10-6	31 OCT 2024	AD 2.11-28	04 SEP 2025
AD 2.8-72c	16 MAY 2024	AD 2.10-7	31 OCT 2024	AD 2.11-51	04 SEP 2025
AD 2.8-72d	21 MAR 2024	AD 2.10-8	07 AUG 2025	AD 2.11-51a	04 SEP 2025
AD 2.8-81	17 APR 2025	AD 2.10-9	30 OCT 2025	AD 2.11-52	04 SEP 2025
AD 2.8-81a	17 APR 2025	AD 2.10-10	11 JUN 2026	AD 2.11-52a	04 SEP 2025
AD 2.8-82	17 APR 2025	AD 2.10-11	23 JAN 2025	AD 2.11-71	21 MAR 2024
AD 2.8-82a	17 APR 2025	AD 2.10-12	31 OCT 2024	AD 2.11-71a	21 MAR 2024
AD 2.9-1	18 APR 2024	AD 2.10-13	03 SEP 2026	AD 2.11-71b	21 MAR 2024
AD 2.9-2	18 APR 2024	AD 2.10-14	31 OCT 2024	AD 2.11-91	22 FEB 2024
AD 2.9-3	18 APR 2024	AD 2.10-15	31 OCT 2024	AD 2.11-91a	04 SEP 2025
AD 2.9-4	18 APR 2024	AD 2.10-20	30 OCT 2025	AD 2.11-92	22 FEB 2024
AD 2.9-5	18 APR 2024	AD 2.10-20a	30 OCT 2025	AD 2.11-92a	04 SEP 2025
AD 2.9-6	18 APR 2024	AD 2.10-22	19 FEB 2026	AD 2.12-1	16 APR 2026
AD 2.9-7	18 APR 2024	AD 2.10-25	31 OCT 2024	AD 2.12-2	17 APR 2025
AD 2.9-8	19 APR 2024	AD 2.10-28	31 OCT 2024	AD 2.12-3	16 APR 2026
AD 2.9-9	18 APR 2024	AD 2.10-30	11 JUN 2026	AD 2.12-4	16 APR 2026
AD 2.9-10	08 AUG 2024	AD 2.10-30a	31 OCT 2024	AD 2.12-5	16 APR 2026
AD 2.9-11	08 AUG 2024	AD 2.10-31	11 JUN 2026	AD 2.12-6	16 APR 2026
AD 2.9-12	18 APR 2024	AD 2.10-31a	31 OCT 2024	AD 2.12-7	03 SEP 2026
AD 2.9-13	18 APR 2024	AD 2.10-46	31 OCT 2024	AD 2.12-8	14 MAY 2026
AD 2.9-14	08 AUG 2024	AD 2.10-51	11 JUN 2026	AD 2.12-20	30 OCT 2025
AD 2.9-20	13 JUN 2024	AD 2.10-51a	31 OCT 2024	AD 2.12-20a	17 APR 2025
AD 2.9-20a	18 APR 2024	AD 2.10-52	11 JUN 2026	AD 2.12-22	30 OCT 2025
AD 2.9-22	18 APR 2024	AD 2.10-52a	31 OCT 2024	AD 2.12-25	30 OCT 2025
AD 2.9-23	18 APR 2024	AD 2.10-71	11 JUN 2026	AD 2.12-26	30 OCT 2025
AD 2.9-24	18 APR 2024	AD 2.10-71a	31 OCT 2024	AD 2.12-28	06 DEC 2018
AD 2.9-25	18 APR 2024	AD 2.10-71b	31 OCT 2024	AD 2.12-30	19 FEB 2026
AD 2.9-28	18 APR 2024	AD 2.10-71c	28 NOV 2024	AD 2.12-30a	30 OCT 2025
AD 2.9-30	17 APR 2025	AD 2.10-72	11 JUN 2026	AD 2.12-31	19 FEB 2026
AD 2.9-30a	20 MAR 2025	AD 2.10-72a	31 OCT 2024	AD 2.12-31a	30 OCT 2025
AD 2.9-31	17 APR 2025	AD 2.10-72b	31 OCT 2024	AD 2.12-46	14 MAY 2026

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AD 2.12-51a	30 OCT 2025	AD 2.14-6	23 JAN 2025	AD 2.15-34a	15 MAY 2025
AD 2.12-52	30 OCT 2025	AD 2.14-7	11 JUN 2026	AD 2.15-35	03 SEP 2026
AD 2.12-52a	30 OCT 2025	AD 2.14-8	11 JUN 2026	AD 2.15-35a	15 MAY 2025
AD 2.12-71	30 OCT 2025	AD 2.14-9	11 JUN 2026	AD 2.15-36	15 MAY 2025
AD 2.12-71a	30 OCT 2025	AD 2.14-10	27 NOV 2025	AD 2.15-36a	10 NOV 2016
AD 2.12-71b	30 OCT 2025	AD 2.14-20	14 MAY 2026	AD 2.15-36b	15 MAY 2025
AD 2.12-71c	30 OCT 2025	AD 2.14-20a	14 MAY 2026	AD 2.15-37	15 MAY 2025
AD 2.12-72	30 OCT 2025	AD 2.14-22	05 SEP 2024	AD 2.15-37a	10 NOV 2016
AD 2.12-72a	30 OCT 2025	AD 2.14-23	05 SEP 2024	AD 2.15-37b	15 MAY 2025
AD 2.12-72b	30 OCT 2025	AD 2.14-25	07 AUG 2025	AD 2.15-45	03 SEP 2026
AD 2.12-72c	27 NOV 2025	AD 2.14-29	23 JUN 2016	AD 2.15-45a	15 MAY 2025
AD 2.12-81	30 OCT 2025	AD 2.14-30	17 APR 2025	AD 2.15-46	10 AUG 2023
AD 2.12-81a	30 OCT 2025	AD 2.14-30a	15 JUN 2023	AD 2.15-51	15 MAY 2025
AD 2.12-82	30 OCT 2025	AD 2.14-31	17 APR 2025	AD 2.15-51a	15 MAY 2025
AD 2.12-82a	30 OCT 2025	AD 2.14-31a	15 JUN 2023	AD 2.15-52	15 MAY 2025
AD 2.12-83	30 OCT 2025	AD 2.14-51	11 JUN 2026	AD 2.15-52a	15 MAY 2025
AD 2.12-83a	30 OCT 2025	AD 2.14-51a	15 JUN 2023	AD 2.15-91	15 MAY 2025
AD 2.13-1	17 APR 2025	AD 2.14-52	11 JUN 2026	AD 2.15-91a	15 MAY 2025
AD 2.13-2	27 NOV 2025	AD 2.14-52a	15 JUN 2023	AD 2.15-92	15 MAY 2025
AD 2.13-3	15 AUG 2019	AD 2.14-71	17 APR 2025	AD 2.15-92a	15 MAY 2025
AD 2.13-4	15 AUG 2019	AD 2.14-71a	07 SEP 2023	AD 2.15-93	15 MAY 2025
AD 2.13-5	15 MAY 2025	AD 2.14-71b	02 NOV 2023	AD 2.15-93a	15 MAY 2025
AD 2.13-6	24 MAR 2022	AD 2.14-71c	07 SEP 2023	AD 2.15-94	15 MAY 2025
AD 2.13-7	10 JUL 2025	AD 2.14-72	30 OCT 2025	AD 2.15-94a	15 MAY 2025
AD 2.13-8	10 JUL 2025	AD 2.14-72a	07 SEP 2023	AD 2.16-1	29 OCT 2026
AD 2.13-9	03 SEP 2026	AD 2.14-72b	07 SEP 2023	AD 2.16-2	29 OCT 2026
AD 2.13-10	30 NOV 2023	AD 2.14-72c	07 SEP 2023	AD 2.16-3	18 JUL 2019
AD 2.13-11	30 NOV 2023	AD 2.14-81	17 APR 2025	AD 2.16-4	18 JUL 2019
AD 2.13-20	17 APR 2025	AD 2.14-81a	15 JUN 2023	AD 2.16-5	18 JUL 2019
AD 2.13-20a	03 DEC 2020	AD 2.14-82	17 APR 2025	AD 2.16-6	05 OCT 2023
AD 2.13-22	17 APR 2025	AD 2.14-82a	15 JUN 2023	AD 2.16-7	29 OCT 2026
AD 2.13-22a	03 APR 2014	AD 2.14-83	17 APR 2025	AD 2.16-8	29 OCT 2026
AD 2.13-25	26 APR 2018	AD 2.14-83a	15 JUN 2023	AD 2.16-9	29 OCT 2026
AD 2.13-26	05 MAY 2011	AD 2.14-84	17 APR 2025	AD 2.16-10	29 OCT 2026
AD 2.13-28	22 JUN 2017	AD 2.14-84a	15 JUN 2023	AD 2.16-11	29 OCT 2026
AD 2.13-30	03 SEP 2026	AD 2.15-1	11 JUN 2026	AD 2.16-12	29 OCT 2026
AD 2.13-30a	15 MAY 2025	AD 2.15-2	11 JUN 2026	AD 2.16-13	29 OCT 2026
AD 2.13-31	03 SEP 2026	AD 2.15-3	31 OCT 2024	AD 2.16-14	29 OCT 2026
AD 2.13-31a	15 MAY 2025	AD 2.15-4	31 OCT 2024	AD 2.16-15	29 OCT 2026
AD 2.13-33	15 MAY 2025	AD 2.15-5	30 OCT 2025	AD 2.16-16	29 OCT 2026
AD 2.13-33a	15 MAY 2025	AD 2.15-6	30 OCT 2025	AD 2.16-20	29 OCT 2026
AD 2.13-34	03 SEP 2026	AD 2.15-7	10 JUL 2025	AD 2.16-20a	07 AUG 2025
AD 2.13-34a	15 MAY 2025	AD 2.15-8	31 OCT 2024	AD 2.16-21	29 OCT 2026
AD 2.13-35	03 SEP 2026	AD 2.15-9	03 SEP 2026	AD 2.16-22	11 JUN 2026
AD 2.13-35a	15 MAY 2025	AD 2.15-10	04 SEP 2025	AD 2.16-23	29 OCT 2026
AD 2.13-36	15 MAY 2025	AD 2.15-11	04 SEP 2025	AD 2.16-25	27 FEB 2020
AD 2.13-36a	15 MAY 2025	AD 2.15-12	04 SEP 2025	AD 2.16-26	27 FEB 2020
AD 2.13-37	15 MAY 2025	AD 2.15-20	31 OCT 2024	AD 2.16-28	18 JUL 2019
AD 2.13-37a	15 MAY 2025	AD 2.15-20a	31 OCT 2024	AD 2.16-29	18 JUL 2019
AD 2.13-45	03 SEP 2026	AD 2.15-22	31 OCT 2024	AD 2.16-30	17 APR 2025
AD 2.13-45a	15 MAY 2025	AD 2.15-25	23 MAY 2019	AD 2.16-31	17 APR 2025
AD 2.13-46	30 NOV 2023	AD 2.15-26	23 MAY 2019	AD 2.16-32	17 APR 2025
AD 2.13-51	15 MAY 2025	AD 2.15-29	07 APR 2011	AD 2.16-33	17 APR 2025
AD 2.13-51a	15 MAY 2025	AD 2.15-30	03 SEP 2026	AD 2.16-34	17 APR 2025
AD 2.13-92	15 MAY 2025	AD 2.15-30a	15 MAY 2025	AD 2.16-35	17 APR 2025
AD 2.13-92a	15 MAY 2025	AD 2.15-31	03 SEP 2026	AD 2.16-36	17 APR 2025
AD 2.14-1	10 JUL 2025	AD 2.15-31a	15 MAY 2025	AD 2.16-36a	18 JUL 2019
AD 2.14-2	14 MAY 2026	AD 2.15-32	15 MAY 2025	AD 2.16-37	17 APR 2025
AD 2.14-3	16 APR 2026	AD 2.15-32a	10 NOV 2016	AD 2.16-37a	18 JUL 2019
AD 2.14-4	16 APR 2026	AD 2.15-32b	15 MAY 2025	AD 2.16-45	17 APR 2025

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AD 2.16-51a	18 JUL 2019	AD 2.18-40	18 APR 2024	AD 2.28-1	16 APR 2026
AD 2.16-52	17 APR 2025	AD 2.19-1	19 FEB 2026	AD 2.28-2	16 APR 2026
AD 2.16-52a	18 JUL 2019	AD 2.19-2	27 NOV 2025	AD 2.28-3	16 APR 2026
AD 2.16-53	22 JAN 2026	AD 2.19-3	28 DEC 2023	AD 2.28-4	16 APR 2026
AD 2.16-53a	25 FEB 2021	AD 2.19-4	27 NOV 2025	AD 2.28-5	16 APR 2026
AD 2.16-54	22 JAN 2026	AD 2.19-5	19 MAR 2026	AD 2.28-6	16 APR 2026
AD 2.16-54a	25 FEB 2021	AD 2.19-20	28 DEC 2023	AD 2.28-20	16 APR 2026
AD 2.16-91	17 APR 2025	AD 2.19-21	19 FEB 2026	AD 2.28-20a	16 APR 2026
AD 2.16-91a	18 JUL 2019	AD 2.19-22	28 DEC 2023	AD 2.28-22	16 APR 2026
AD 2.16-92	17 APR 2025	AD 2.19-40	18 APR 2024	AD 2.28-40	16 APR 2026
AD 2.16-92a	18 JUL 2019	AD 2.19-41	18 APR 2024	AD 2.28-41	16 APR 2026
AD 2.16-93	22 JAN 2026	AD 2.20-1	22 JAN 2026	AD 2.29-1	31 OCT 2024
AD 2.16-93a	25 FEB 2021	AD 2.20-2	22 JAN 2026	AD 2.29-2	03 OCT 2024
AD 2.16-94	22 JAN 2026	AD 2.20-3	22 JAN 2026	AD 2.29-3	15 JUN 2023
AD 2.16-94a	25 FEB 2021	AD 2.20-4	22 JAN 2026	AD 2.29-4	15 JUN 2023
AD 2.17-1	16 APR 2026	AD 2.20-5	22 JAN 2026	AD 2.29-5	15 JUN 2023
AD 2.17-2	03 OCT 2024	AD 2.20-6	22 JAN 2026	AD 2.29-6	15 JUN 2023
AD 2.17-3	11 JUN 2026	AD 2.20-7	19 MAR 2026	AD 2.29-7	15 JUN 2023
AD 2.17-4	11 JUN 2026	AD 2.20-20	22 JAN 2026	AD 2.29-8	20 MAR 2025
AD 2.17-5	03 OCT 2024	AD 2.20-20a	22 JAN 2026	AD 2.29-9	20 FEB 2025
AD 2.17-6	03 OCT 2024	AD 2.20-40	22 JAN 2026	AD 2.29-10	17 APR 2025
AD 2.17-7	03 OCT 2024	AD 2.20-41	22 JAN 2026	AD 2.29-11	15 JUN 2023
AD 2.17-8	03 OCT 2024	AD 2.21-1	06 AUG 2026	AD 2.29-12	20 MAR 2025
AD 2.17-9	03 OCT 2024	AD 2.21-2	06 AUG 2026	AD 2.29-13	06 AUG 2026
AD 2.17-10	03 OCT 2024	AD 2.21-3	06 AUG 2026	AD 2.29-20	20 FEB 2025
AD 2.17-11	03 OCT 2024	AD 2.21-4	06 AUG 2026	AD 2.29-20a	20 FEB 2025
AD 2.17-12	27 NOV 2025	AD 2.21-5	03 SEP 2026	AD 2.29-22	20 FEB 2025
AD 2.17-13	03 SEP 2026	AD 2.21-20	06 AUG 2026	AD 2.29-25	15 JUN 2023
AD 2.17-14	11 JUN 2026	AD 2.21-40	06 AUG 2026	AD 2.29-26	15 JUN 2023
AD 2.17-20	11 JUN 2026	AD 2.23-1	19 MAR 2026	AD 2.29-28	15 JUN 2023
AD 2.17-20a	03 OCT 2024	AD 2.23-2	19 MAR 2026	AD 2.29-30	17 APR 2025
AD 2.17-21	03 OCT 2024	AD 2.23-3	19 MAR 2026	AD 2.29-30a	15 JUN 2023
AD 2.17-22	03 OCT 2024	AD 2.23-4	19 MAR 2026	AD 2.29-31	17 APR 2025
AD 2.17-25	11 JUN 2026	AD 2.23-5	19 MAR 2026	AD 2.29-31a	15 JUN 2023
AD 2.17-26	11 JUN 2026	AD 2.23-20	19 MAR 2026	AD 2.29-32	17 APR 2025
AD 2.17-30	11 JUN 2026	AD 2.23-40	16 APR 2026	AD 2.29-32a	15 JUN 2023
AD 2.17-30a	11 JUN 2026	AD 2.23-41	19 MAR 2026	AD 2.29-33	17 APR 2025
AD 2.17-31	11 JUN 2026	AD 2.24-1	27 FEB 2020	AD 2.29-33a	15 JUN 2023
AD 2.17-31a	11 JUN 2026	AD 2.24-2	30 MAR 2017	AD 2.29-34	17 APR 2025
AD 2.17-46	16 APR 2026	AD 2.24-3	30 MAR 2017	AD 2.29-34a	15 JUN 2023
AD 2.17-51	11 JUN 2026	AD 2.24-4	19 MAR 2026	AD 2.29-35	17 APR 2025
AD 2.17-51a	06 AUG 2026	AD 2.24-20	19 JUL 2018	AD 2.29-35a	15 JUN 2023
AD 2.17-52	11 JUN 2026	AD 2.24-40	18 APR 2024	AD 2.29-52	17 APR 2025
AD 2.17-52a	06 AUG 2026	AD 2.25-1	16 AUG 2018	AD 2.29-52a	15 JUN 2023
AD 2.17-71	09 JUL 2026	AD 2.25-2	16 AUG 2018	AD 2.29-71	30 OCT 2025
AD 2.17-71a	11 JUN 2026	AD 2.25-3	16 AUG 2018	AD 2.29-71a	02 OCT 2025
AD 2.17-71b	11 JUN 2026	AD 2.25-4	03 SEP 2026	AD 2.29-71b	02 OCT 2025
AD 2.17-71c	11 JUN 2026	AD 2.25-20	16 AUG 2018	AD 2.29-71c	02 OCT 2025
AD 2.17-72	11 JUN 2026	AD 2.25-40	18 APR 2024	AD 2.29-72	02 OCT 2025
AD 2.17-72a	11 JUN 2026	AD 2.26-1	25 MAR 2021	AD 2.29-72a	02 OCT 2025
AD 2.17-72b	11 JUN 2026	AD 2.26-2	16 AUG 2018	AD 2.29-72b	02 OCT 2025
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AD 2.17-81a	11 JUN 2026	AD 2.26-4	03 SEP 2026	AD 2.29-73a	02 OCT 2025
AD 2.17-82	11 JUN 2026	AD 2.26-20	11 JUL 2024	AD 2.29-73b	02 OCT 2025
AD 2.17-82a	11 JUN 2026	AD 2.26-40	18 APR 2024	AD 2.29-76	02 OCT 2025
AD 2.18-1	27 NOV 2025	AD 2.27-1	21 MAY 2020	AD 2.29-76a	15 JUN 2023
AD 2.18-2	15 JUL 2021	AD 2.27-2	21 MAY 2020	AD 2.29-76b	02 OCT 2025
AD 2.18-3	15 JUL 2021	AD 2.27-3	21 MAY 2020	AD 2.29-76c	02 OCT 2025
AD 2.18-4	27 NOV 2025	AD 2.27-4	19 MAR 2026	AD 2.29-81	01 OCT 2026
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AD 2.29-84a	15 JUN 2023	AD 3.6-4	07 AUG 2025		
AD 2.30-1	02 NOV 2023	AD 3.6-20	07 AUG 2025		
AD 2.30-2	02 NOV 2023	AD 3.7-1	13 AUG 2020		
AD 2.30-3	02 NOV 2023	AD 3.7-2	13 AUG 2020		
AD 2.30-4	02 NOV 2023	AD 3.7-3	03 NOV 2022		
AD 2.30-5	02 NOV 2023	AD 3.7-4	13 AUG 2020		
AD 2.30-6	02 NOV 2023	AD 3.7-20	03 NOV 2022		
AD 2.30-7	02 NOV 2023	AD 3.7-40	18 APR 2024		
AD 2.30-8	19 MAR 2026	AD 3.7-40a	18 APR 2024		
AD 2.30-20	02 NOV 2023	AD 3.8-1	14 MAY 2026		
AD 2.30-40	02 NOV 2023	AD 3.8-2	25 MAR 2021		
AD 2.31-1	30 NOV 2023	AD 3.8-3	25 MAR 2021		
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AD 2.31-3	27 NOV 2025	AD 3.8-20	25 MAR 2021		
AD 2.31-4	30 NOV 2023				
AD 2.31-5	19 MAR 2026				
AD 2.31-20	27 NOV 2025				
AD 2.31-40	18 APR 2024				
AD 2.32-1	28 DEC 2023				
AD 2.32-2	28 DEC 2023				
AD 2.32-3	28 DEC 2023				
AD 2.32-4	10 JUL 2025				
AD 2.32-5	19 MAR 2026				
AD 2.32-20	28 DEC 2023				
AD 2.32-40	18 APR 2024				
AD 2.33-1	07 AUG 2025				
AD 2.33-2	07 AUG 2025				
AD 2.33-3	04 SEP 2025				
AD 2.33-4	07 AUG 2025				
AD 2.33-5	19 MAR 2026				
AD 2.33-20	07 AUG 2025				
AD 2.33-40	07 AUG 2025				
AD 2.34-1	04 SEP 2025				
AD 2.34-2	04 SEP 2025				
AD 2.34-3	04 SEP 2025				
AD 2.34-4	19 MAR 2026				
AD 2.34-20	04 SEP 2025				
AD 2.34-40	04 SEP 2025				
AD 2.35-1	03 SEP 2026				
AD 2.35-2	27 NOV 2025				
AD 2.35-3	27 NOV 2025				
AD 2.35-4	19 MAR 2026				
AD 2.35-20	27 NOV 2025				
AD 2.35-40	27 NOV 2025				
AD 2.36-1	19 MAR 2026				
AD 2.36-2	19 MAR 2026				
AD 2.36-3	19 MAR 2026				
AD 2.36-4	19 MAR 2026				
AD 2.36-20	19 MAR 2026				
AD 2.36-40	19 MAR 2026				
AD 3					
AD 3.2-1	22 APR 2021				
AD 3.2-2	22 APR 2021				
AD 3.2-3	13 JUL 2023				
AD 3.2-4	18 APR 2024				
AD 3.2-20	22 APR 2021				
AD 3.2-40	18 APR 2024				
AD 3.6-1	07 AUG 2025				
AD 3.6-2	07 AUG 2025				

2.2 Area 2, Area 3, Area 4
Electronic obstacle data sets for Area 2, 3, 4 are available, in csv format, as indicated in the table below.

Aerodrome	Obstacle data		
	Area 2	Area 3	Area 4
ARAD/Arad (LRAR)	AVBL	AVBL	-
BACĂU/George Enescu (LRBC)	AVBL	AVBL	-
BAIA MARE/Maramureş (LRBM)	AVBL	AVBL	AVBL
BUCUREȘTI/Băneasa-Aurel Vlaicu (LRBS)	AVBL	AVBL	AVBL
BUCUREȘTI/Henri Coandă (LROP)	AVBL	AVBL	AVBL
CLUJ NAPOCA/Avram Iancu (LRCL)	AVBL	AVBL	-
CONSTANŢA/Mihail Kogălniceanu-Constanţa (LRCK)	AVBL	AVBL	-
IAȘI/Iași (LRIA)	AVBL	AVBL	-
SATU MARE/Satu Mare (LRSM)	AVBL	AVBL	-
SUCEAVA/Ștefan cel Mare (LRSV)	AVBL	AVBL	AVBL
TÂRGU MUREŞ/Transilvania-Târgu Mureş (LRTM)	AVBL	AVBL	-

These data sets are available on request at AIM Unit by e-mail (see address contact above).

2.2 Zona 2, Zona 3, Zona 4
Seturile de date digitale de obstaculare pentru Zonele 2, 3, 4 sunt disponibile, în format csv, conform tabelului de mai jos.

Aerodrom	Datele de obstacolare		
	Zona 2	Zona 3	Zona 4
ARAD/Arad (LRAR)	Disponibil	Disponibil	-
BACĂU/George Enescu (LRBC)	Disponibil	Disponibil	-
BAIA MARE/Maramureş (LRBM)	Disponibil	Disponibil	Disponibil
BUCUREȘTI/Băneasa-Aurel Vlaicu (LRBS)	Disponibil	Disponibil	Disponibil
BUCUREȘTI/Henri Coandă (LROP)	Disponibil	Disponibil	Disponibil
CLUJ NAPOCA/Avram Iancu (LRCL)	Disponibil	Disponibil	-
CONSTANŢA/Mihail Kogălniceanu-Constanţa (LRCK)	Disponibil	Disponibil	-
IAȘI/Iași (LRIA)	Disponibil	Disponibil	-
SATU MARE/Satu Mare (LRSM)	Disponibil	Disponibil	-
SUCEAVA/Ștefan cel Mare (LRSV)	Disponibil	Disponibil	Disponibil
TÂRGU MUREŞ/Transilvania-Târgu Mureş (LRTM)	Disponibil	Disponibil	-

Aceste seturi de date digitale sunt disponibile la cerere prin e-mail la Serviciul AIM (vezi datele de contact de mai sus).

BUCUREŞTI / Băneasa – Aurel Vlaicu (LRBS)

1. Landing Charge
UNIT RATE: 8.50 EURO / tonne (W: 0400-2000; S: 0300-1900)
17.00 EURO / tonne (W: 2000-0400; S: 1900-0300)

2. Lighting charge
UNIT RATE: 2.50 EURO / tonne

3. Parking charge
UNIT RATE: 0.30 EURO / tonne / hour - for scheduldes flights
0.30 EURO / tonne / hour - for non-scheduled flights for aircraft parked for more than 3h, but less than 5:59h
0.60 EURO / tonne / hour - for non-scheduled flights for aircraft parked for more than 6h

4. Passengers service
UNIT RATE: 15.00 EURO / passenger (W: 0400-2000; S: 0300-1900)
30.00 EURO / passenger (W: 2000-0400; S: 1900-0300)
SECURITY CHARGE: 8.00 EURO / passenger

5. Other charges
Charges for assistance of persons with reduced mobility: 0.50 EURO / embarked passenger.
See on airport official site: www.bucharestairports.ro.

6. Exemptions
NIL

7. Reductions
The discounts will be granted under a contract between the airport administration and the aircraft operator.
The discounts apply to flights operated regulary, those flights operated on a prearranged schedule, for a whole year or for periods shorter than one year, which is repeated with an obvious systematic frequency.
The discounts apply from the second month of operation.

The following discounts can be applied on LRBS:

7.1 Landing charge
7.1.1 Landing charge (W: 0400-2000; S: 0300-1900)

Nr.of landings/month	Discount landing rate	Reduced rate (EURO)
4-8	5%	8.08
9-12	10%	7.65
13-20	15%	7.23
21-40	20%	6.80
41-60	25%	6.38
>61	30%	5.95

7.1.2 Landing charge (W: 2000-0400; S: 1900-0300)
A discount of 25 % at the landing charge applicable between W: 2000-0400; S: 1900-0300, for flights performed on LRBS.

7.2 Passsenger service
7.2.1 Passenger service on international flights - outside the romanian borders

No. of total embarked passengers/month	Discount rates for embarked passengers	Reduced rate (EURO)
3000 - 4999	10%	13.50
5000 - 5999	20%	12.00
> 6000	30%	10.50

7.2.2 Passenger service (W: 2000-0400; S: 1900-0300)
A discount of 25% is applied for the passengers services charge applicable between W: 2000-0400; S: 1900-0300.

BUCUREŞTI / Băneasa – Aurel Vlaicu (LRBS)

1. Tariful de aterizare
NIVELUL UNITAR AL TARIFULUI: 8.50 EURO / tonă (W: 0400-2000; S: 0300-1900)
17.00 EURO / tonă (W: 2000-0400; S: 1900-0300)

2. Tariful de iluminare
NIVELUL UNITAR AL TARIFULUI: 2.50 EURO / tonă

3. Tariful de staţionare
NIVELUL UNITAR AL TARIFULUI: 0.30 EURO / tonă / oră - pentru curse regulate
0.30 EURO / tonă / oră - pentru curse neregulate pentru aeronave care staționează mai mult de 3h dar mai putin de 5:59h
0.60 EURO / tonă / oră - pentru curse neregulate pentru aeronave care staționează mai mult de 6h

4. Servicii pentru pasageri
NIVELUL UNITAR AL TARIFULUI:
15.00 EURO / pasager (W: 0400-2000; S: 0300-1900)
30.00 EURO / pasager (W: 2000-0400; S: 1900-0300)
TARIF DE SECURITATE: 8.00 EURO / pasager îmbarcat

5. Alte tarife
Tarif asistare persoane cu mobilitate redusă: 0.50 EURO / pasager îmbarcat.
Vezi pe site-ul oficial al aeroportului www.bucharestairports.ro.

6. Scutiri
NIL

7. Reduceri
Reducerile se vor acorda în baza unui contract încheiat între administrația aeroportuară și operatorul aerian.
Reducerile se aplică zborurilor operate cu regularitate, respectiv acelor zboruri operate după un orar prestabilit, pe parcursul unui an întreg sau pe perioade mai scurte de 1 an, care se repetă cu o frecvență sistematică evidentă.
Reducerile se acordă începând cu a doua lună de operare.

Pe LRBS pot fi aplicate următoarele reduceri:

7.1 Tarif de aterizare
7.1.1 Tarif de aterizare aplicabil în intervalul W: 0400-2000; S: 0300-1900

Nr. de aterizări/lună	Reducere tarif aterizare	Tarif redus (EURO)
4-8	5%	8.08
9-12	10%	7.65
13-20	15%	7.23
21-40	20%	6.80
41-60	25%	6.38
>61	30%	5.95

7.1.2 Tarif de aterizare aplicabil în intervalul W: 2000-0400; S: 1900-0300
Se aplică o reducere de 25% la tariful de aterizare aplicabil în intervalul W: 2000-0400; S: 1900-0300.,

7.2 Servicii pentru pasageri
7.2.1 Servicii pentru pasageri îmbarcaţi în zboruri internaţionale - în afara graniţelor României

Nr. pasageri îmbarcaţi total/lună	Reducere pasageri îmbarcaţi	Tarif redus (EURO)
3000 - 4999	10%	13.50
5000 - 5999	20%	12.00
> 6000	30%	10.50

7.2.2 Servicii pentru pasageri (W: 2000-0400; S: 1900-0300)
Se aplică o reducere de 25% la tariful pentru servicii de pasageri aplicabil în intervalul W: 2000-0400; S: 1900-0300.

SATU MARE / Satu Mare (LRSM)

1. Landing Charge
UNIT RATE: 0.60 EURO / tonne

2. Lighting charge
UNIT RATE: 1.88 EURO / tonne

3. Parking charge
UNIT RATE: 0.22 EURO / tonne / hour

4. Passengers service
UNIT RATE: 1.51 EURO / passenger
SECURITY CHARGE: 1.51 EURO / passenger

5. Other charges
NIL

6. Exemptions
NIL

7. Reductions
NIL

8. Increases
NIL

SATU MARE / Satu Mare (LRSM)

1. Tariful de aterizare
NIVELUL UNITAR AL TARIFULUI: 0.60 EURO / tonă

2. Tariful de iluminare
NIVELUL UNITAR AL TARIFULUI: 1.88 EURO / tonă

3. Tariful de staţionare
NIVELUL UNITAR AL TARIFULUI: 0.22 EURO / tonă / oră

4. Servicii pentru pasageri
NIVELUL UNITAR AL TARIFULUI: 1.51 EURO / pasager
TARIF DE SECURITATE: 1.51 EURO / pasager

5. Alte tarife
NIL

6. Scutiri
NIL

7. Reduceri
NIL

8. Majorări
NIL

COMPULSORY Arrival / Departure Connecting Routes

COMPULSORY ARRIVAL CONNECTING ROUTES		
COMPULSORY Arrival Connecting Route	**STAR first point /Intermediate Point**	**Airport**
MIKVI Z78 REDKU	REDKU	LRBC
FOCSA T74 KENUX	KENUX	
POGAV Z650 DIRCO	DIRCO	
ABOLO T223 GUXVA	GUXVA	
ADMEC T4 SALAC	SALAC	
IMMOC T77 TULNU	TULNU	
RUMUK T995 VELSE	VELSE	LRBM
REPTO T33 BUZZE	BUZZE	
SAT T33 SOMET	SOMET	
OKLIV T995 FABZO	FABZO	
IRLOX DCT BIVBU DCT TOSVI	TOSVI	LROP
LAMIT DCT TOSVI		
VELIP DCT TOSVI		
PEMOK T899 TOSVI		
OVDOT T139 TITEK	TITEK	LRCV
LAMIT Z938 TITEK		
VAMON T285 PEMOK	PEMOK	
NAVOD T226 PANZU	PANZU	
GUXVA T223 ABOLO	ABOLO	LRIA
TOMUC P133 ARPIG	ARPIG	
ROMAG M423 URNEQ	URNEQ	LROD
CONWI Y559 RUPUG	RUPUG	
AGMEL M423 TUVNU	TUVNU	
OBARA Z941 ORXIK	ORXIK	
BUXLE Z942 BAVMA	BAVMA	
BADOR Z921 URNEQ	URNEQ	
ROMAG M423 TISAD	TISAD	LRSM
ANAVU T90 JIBOU	JIBOU	
RUMUK M423 SAT	SAT	
BUZZE T33 BMR T33 SOMET	SOMET	
KARIL Z949 TISAD	TISAD	
KARIL T33 SAT	SAT	
ADMEC T4 PASKA	PASKA	LRSV
ARPIG P133 TOMUC	TOMUC	
BUKOV DCT SCV	SCV	
HUMOR DCT SCV	SCV	
GLT Z934 DUNAV	DUNAV	LRTC
PILAT T77 DANUL	DANUL	
CETUL L130 TURIR	TURIR	

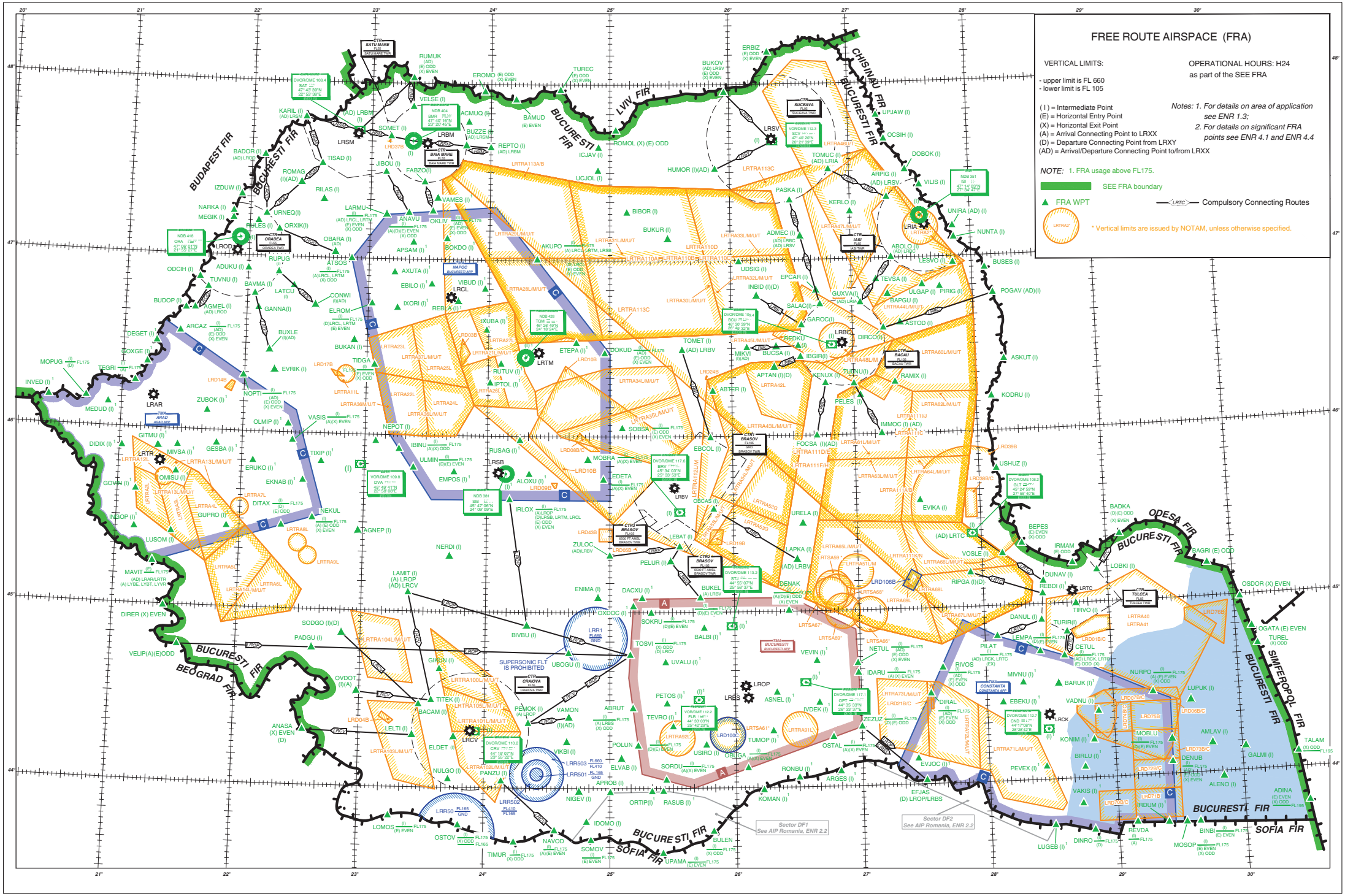
COMPULSORY DEPARTURE CONNECTING ROUTES		
Airport	**SID last point/Intermediate Point**	**COMPULSORY Departure Connecting Route**
LRBC	REDKU	REDKU Z78 **MIKVI**
	KENUX	KENUX T74 **FOCSA**
	DIRCO	DIRCO Z650 **POGAV**
	GUXVA	GUXVA T223 **ABOLO**
	SALAC	SALAC T4 **ADMEC**
	TULNU	TULNU T77 **IMMOC**
	IBGIR	IBGIR Z158 **APTAN**
	GAROC	GAROC Z933 **INBID**
LRBM	VELSE	VELSE T995 **RUMUK**
	BUZZE	BUZZE T33 **REPTO**
	SOMET	SOMET T33 **SAT**
	FABZO	FABZO T995 **OKLIV**
LRBS	ZEZUZ	ZEZUZ DCT **EFJAS**
LRCV	TITEK	TITEK Z938 **LAMIT**
	PEMOK	PEMOK T285 **VAMON**
	PEMOK	PEMOK T899 **TOSVI**
	LELTI	LELTI Y88 **ANASA**
	BACAM	BACAM T226 **SODGO**
LRIA	ARPIG	ARPIG P133 **TOMUC**
	ABOLO	ABOLO T223 **GUXVA**
LROD	URNEQ	URNEQ M423 **ROMAG**
	RUPUG	RUPUG Y559 **CONWI**
	TUVNU	TUVNU M423 **AGMEL**
	BAVMA	BAVMA Z942 **BUXLE**
	ORXIK	ORXIK Z941 **OBARA**
	URNEQ	URNEQ Z921 **BADOR**
LROP	ZEZUZ	ZEZUZ DCT **EFJAS**
LRSM	TISAD	TISAD M423 **ROMAG**
	JIBOU	JIBOU T90 **ANAVU**
	SAT	SAT M423 **RUMUK**
	SOMET	SOMET T33 BMR T33 **BUZZE**
	SAT	SAT T33 **KARIL**
LRSV	PASKA	PASKA T4 **ADMEC**
	TOMUC	TOMUC P133 **ARPIG**
LRTC	DUNAV	DUNAV Z934 **GLT**
	DANUL	DANUL T77 **PILAT**
	TURIR	TURIR L130 **CETUL**
	LOBKI	LOBKI L130 **BADKA**
	REBDI	REBDI Z935 **RIPGA**

1	2	3	4
CETUL	444151N 0283737E	L130, SID/IAC LRCK	FRA (A): LRCK, LRTC FRA (D): LRCK, LRTC 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 LRTC	FRA (I)
DACXU	450434N 0251529E	NIL	FRA (I): FL175-FL660
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	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
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)
DOGUV	443323N 0254917E	STAR, IAC LROP	NIL
DOHAC	443515N 0283109E	IAC LRCK	NIL
DOKUD	462807N 0245721E	Z78, SID/STAR LRCL, SID/STAR LRSB, SID/STAR LRTM	FRA (A): LRCL, LRSB, LRTM FRA (D): LRCL, LRSB, 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 LRSB, SID LRTM	NIL
DUNAV	450738N 0282855E	Z934, IAC LRTC	FRA (I)
EBCOL	455918N 0254909E	Z922, SID/STAR LRBV	FRA (I)
EBEKU	442645N 0280729E	STAR LRCK	FRA (I): FL175-FL660
EBILO	465123N 0233125E	STAR LRCL, STAR LRTM	FRA (I): FL175-FL660
EDETA	454608N 0245552E	STAR LRCL, STAR LRSB, STAR LRTM	FRA (A): LRCL, LRSB, 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

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	T77	FRA (I)
EVJOC	440835N 0272621E	NIL	FRA (I): FL175-FL660
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	T223	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	Z158	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
OBCAS	453455N 0255025E	SID/STAR LRBV	FRA (I)
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
OMABU	443243N 0254934E	STAR, IAC 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
ORVIH	444639N 0261823E	SID LRBS / LROP	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): FL175-FL660
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	T77	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
PIKUV	460330N 0240541E	STAR LRSB	NIL
PILAT	444926N 0280552E	~~T~~4, 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	Z78, 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): LRTC 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
ROTBI	443005N 0255635E	Otopeni CTR, VFR route	NIL
RUCCU	475149N 0261629E	IAC LRSV	NIL
RUFID	443604N 0262451E	STAR, IAC LROP	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 LRSB	FRA (I): FL175-FL660
RUTUV	462425N 0240613E	STAR LRTM	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): LRCV 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


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 LRXX
(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.
BUDAPEST FIR
BUCURESTI FIR
LVIV FIR
CHISINAU FIR
BUCURESTI FIR
BUCURESTI FIR
BUCURESTI FIR
BEOGRAD FIR
BUCURESTI FIR
SOFIA FIR
BUCURESTI FIR
ODESA FIR
BUCURESTI FIR
SIMFEROPOL FIR
BUCURESTI FIR
SOFIA FIR
SUPERSONIC FLT IS PROHIBITED
Sector DF1 See AIP Romania, ENR 2.2
Sector DF2 See AIP Romania, ENR 2.2

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

AD 2. AERODROMES

LRAR AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRAR - ARAD / Arad

LRAR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	461036N 0211543E RWY centerline.
2	*Direction and distance from city*	3 km West from Arad
3	*Elevation/Reference temperature/mean low temperature*	353 FT (108 M) / 31.0°C / -11.0°C
4	*Geoid undulation at AD ELEV PSN*	140 FT
5	*MAG VAR/ Annual rate of change*	5°E (2019) / 7.0'E
6	*AD Operator, address, telephone, telefax, telex, AFS*	Aeroportul Arad, Arad, România Tel: +40-722111998;+40-(0)257-339010 Fax: +40-(0)257-254482 Email: office@aradairport.ro Website: www.aeroportularad.ro Tel: +40-(0)257-254440 Ground Ops Fax: +40-(0)257-254546 Ground Ops Email: ground.op@aradairport.ro AFS: LRARRAYD SITA: ARWAAXH
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

LRAR AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	H24, see GEN 3.1-5
5	*ATS Reporting Office (ARO)*	H24, see ENR 1.10-3
6	*MET Briefing Office*	H24
7	*ATS*	W: 0500-1700; S: 0400-1600
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
12	*Remarks*	Outside the operational hours of ATS services are available O/R, submitted to the AD Operator with at least 24 hours in advance.

LRAR AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	747m^2 of storage, dangerous good room, cargo equipments.
2	*Fuel/Oil types*	Fuel: Kerosene TH type JET A1 AVGAS 100LL Oil: NIL
3	*Fuelling facilities/capacity*	1 refueling truck 14 t, 1 refueling truck 10 t, 1 refueling truck 19 t
4	*De-icing facilities*	1 de-icing unit with fluid type I and II.
5	*Hangar space for visiting aircraft*	O/R. 2 Hangars 23x23m. Height of door 5m, opening width: 18m. Tel: +40 740 120 012, Email: west.wings.aviation.arad@gmail.com
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

LRAR AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Hotels in the city.
2	*Restaurants*	Snack bar on the airport, restaurants in the city.
3	*Transportation*	Taxi from the AD.
4	*Medical facilities*	First aid at AD. Hospitals in the city.
5	*Bank and Post Office*	In the city.
6	*Tourist Office*	In the city.
7	*Remarks*	NIL

LRAR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 7
2	*Rescue equipment*	1 truck of 12000 l water,1590 l foam and 250 kg dry chemical. 1 truck of 8000 l water,1000 l foam and 250 kg dry chemical. 1 Mobile Command Control: pick-up truck 4x4.
3	*Capability for removal of disabled aircraft*	Only for code letter B aircraft, wingspan < 24 m. Air Operation Office: +40-(0)257-254440.
4	*Remarks*	NIL

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

1	*Types of clearing equipment*	1 truck with snow plough, snow blower and deicer spreader.
2	*Clearance priorities*	1. RWY 09/27 2. TWY A 3. APRON 2 4. TWY B 5. APRON 1
3	*Use of material for movement area surface treatment*	KAC RWYcleaning de-icing fluid.
4	*Specially prepared winter runways*	NIL
5	*Remarks*	RCR is used for reporting assessed condition through the issuance of SNOWTAM, when necessary. RWY CC are assessed according GRF and transmitted to pilots by TWR Arad. Regarding information on snow clearance published, see the snow plan in section AD 1.2.2.

LRAR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron designation, surface and strength*		APRON 1	APRON 2
		Surface:	Asphalt	Concrete
		Strength:	6/R/C/W/T	41/R/C/W/T
2	*Taxiway designation, width, surface and strength*		TWY A	TWY B
		Width:	18 M	12 M
		Surface:	Concrete	Asphalt
		Strength:	55/R/C/W/T	6/R/C/W/T
3	*ACL location and elevation*	INS Apron 1 and Apron 2, elevation 352 FT.		
4	*VOR checkpoints*	NIL		
5	*INS checkpoints*	See AD 2.1-22		
6	*Remarks*	NIL		

LRAR 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*	Aircraft stand ID signs: 1, 2, 3, 4 and 5. Taxi to stands using TWY A & B and apron guide lines. Self parking procedures: Stop aircraft at yellow when STOP marking is in line pilot eye at an angle of 90º to the lead in line. Contingency procedures: parking guidance can be provided by marshaller in case of abnormal situation.
2	*RWY and TWY markings and LGT*	RWY: - markings: Designation, THR, TDZ, centre line, edges, aiming point. - lights: THR, centre line, TDZ, edge, END. TWY A: - markings: centre line, holding position marked, enhanced centre line. - lights: centre line, edge. TWY B: - markings: centre line. - lights: NIL.
3	*Stop bars and runway guard lights*	Stop bars lights, guard lights on TWY A.
4	*Other RWY protection measure*	NIL
5	*Remarks*	THR 27 displaced 180M, turn pad on RWY END 27 - markings: centre line, edge line. - lights: centre line, edge, turn ~~pad~~ lights green.

LRAR AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
2	WATER TOWER	461030.2N 0211414.2E	425/ 76 FT	- / NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
7	POLE	461128.0N 0211611.1E	437/ 89 FT	- / -	
8	OTHER	461016.8N 0211708.7E	459/ 104 FT	- / -	
12	BUILDING	461013.5N 0211841.9E	508/ 144 FT	- / -	
13	WATER TOWER	461011.2N 0211829.1E	495/ 132 FT	- / -	
20	ANTENNA	461026.2N 0211906.5E	574/ 205 FT	Marked / LGT R	
25	TOWER	461320.8N 0211943.7E	1023/ 668 FT	- / -	
26	ANTENNA	461214.8N 0211423.0E	525/ 172 FT	- / -	
27	ANTENNA	461212.7N 0211905.9E	603/ 241 FT	- / -	
28	ANTENNA	461554.7N 0213949.6E	1958/ 395 FT	- / -	
29	ANTENNA	455802.6N 0211253.6E	819/ 386 FT	Marked / LGT R	
30	ANTENNA	455800.5N 0211257.6E	821/ 381 FT	Marked / LGT R	
102	NAVAID	461038.2N 0211606.7E	371/ 20 FT	- / LGT R	
103	NAVAID	461038.0N 0211606.8E	409/ 58 FT	Marked / LGT R	
105	OTHER	461038.7N 0211603.8E	383/ 27 FT	- / LGT R	
106	OTHER	461037.7N 0211610.5E	366/ 14 FT	Marked / LGT R	
210	POLE	461149.6N 0211611.5E	448/ 100 FT	- / -	
212	POLE	461134.5N 0211611.2E	439/ 90 FT	- / -	
213	ANTENNA	460907.3N 0211822.5E	496/ 137 FT	Marked / -	
215	POLE	460851.4N 0211752.5E	478/ 106 FT	- / -	
216	POLE	460857.7N 0211755.9E	465/ 102 FT	- / -	
217	POLE	460905.0N 0211800.0E	465/102 FT	- / -	
218	POLE	460908.3N 0211744.8E	464/ 102 FT	- / -	
219	POLE	460919.0N 0211748.5E	463/ 102 FT	- / -	
220	POLE	460924.6N 0211800.4E	485/ 102 FT	- / -	
222	TOWER	460943.8N 0211705.9E	463/ 105 FT	- / -	

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GND	129.960

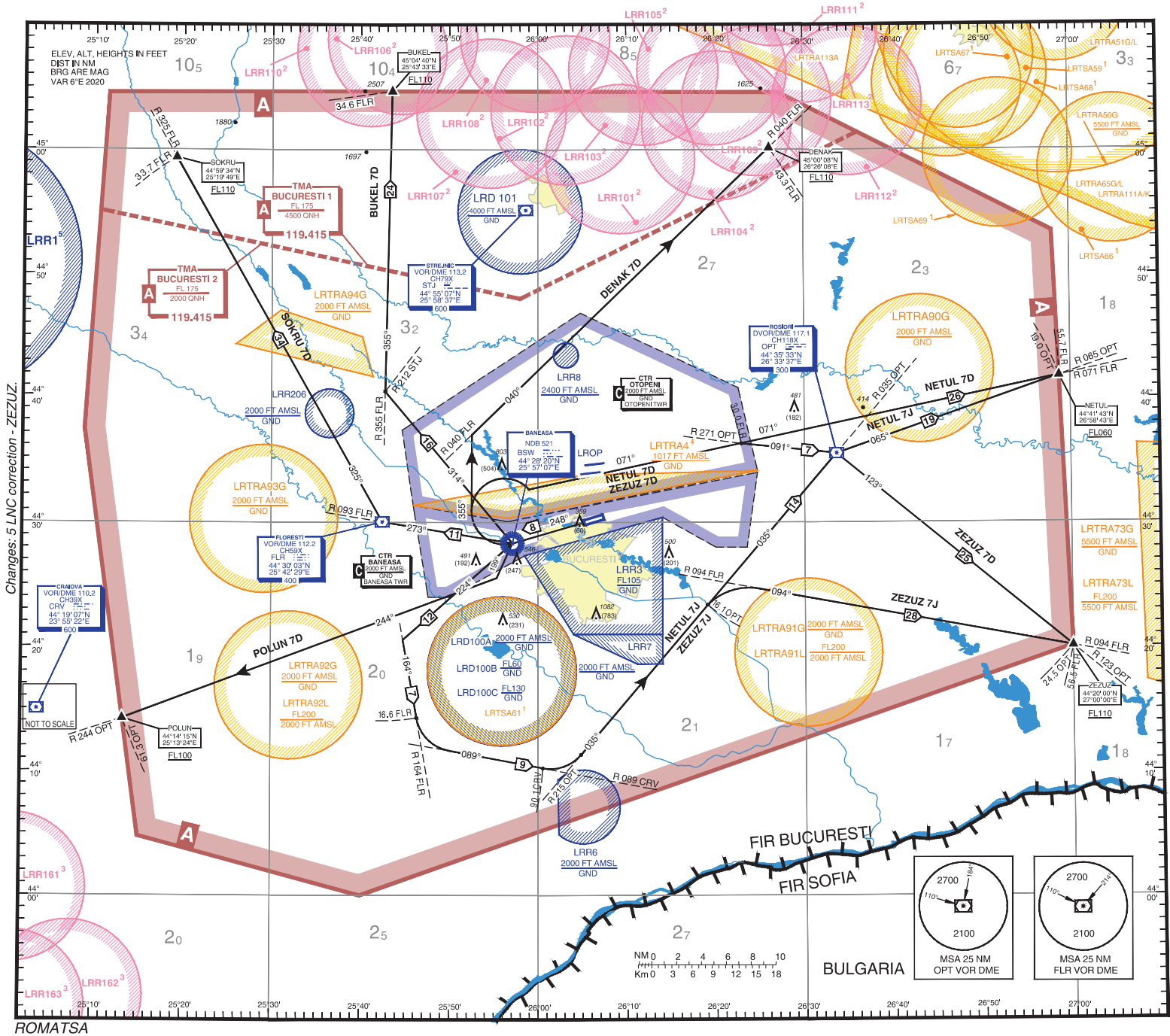
BANEASA ATIS	126.125
BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600

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	133.915
	NERDI ALTN	123.890

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
RWY 25

BUKEL 7D DENAK 7D NETUL 7J NETUL 7D
POLUN 7D SOKRU 7D ZEZUZ 7D ZEZUZ 7J



DESIGNATOR DEPARTURE ROUTE	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
BUKEL 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **right** (1) to follow **QDR 314° BSW**, then intercept **R 355° FLR** (355°M) to **BUKEL.** Cross **BUKEL** at or above **FL110** (2). (1) Max **250 KIAS.** (2) **ATS climb gradient: 3.9%** up to **FL110.** Advise ATC if unable to ensure the ATS climb gradient. Not available for traffic to NEPOT.
DENAK 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **right** (1) heading **355°M** to intercept and follow **R 040° FLR** (040°M) to **DENAK.** Cross **DENAK** at or above **FL110** (2). (1) Max **250 KIAS.** (2) **ATS climb gradient: 3.9%** up to **FL110.** Advise ATC if unable to ensure the ATS climb gradient.
NETUL 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **right** (1) to intercept and follow **R 071° FLR** (071°M) to **NETUL.** Cross **NETUL** at or above **FL060.** (1) Max **250 KIAS.**
NETUL 7J	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **left** (1) to follow **QDR 224° BSW**, then intercept and follow **R 164° FLR** (164°M). At **16.6NM FLR** turn **left** to intercept and follow **R 089° CRV** (089°M). At **90.1NM CRV** turn **left** to intercept and follow **R 215° OPT** (035°M) to **OPT.** At **OPT** turn **right** to follow **R 065° OPT** (065°M) to **NETUL.** Cross **NETUL** at or above **FL060.** (1) Max **250 KIAS.**
POLUN 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **left** (1) heading **199°M** to intercept and follow **R 244° OPT** (244°M) to **POLUN.** Cross **POLUN** at or above **FL100** (2). (1) Max **250 KIAS.** (2) **ATS climb gradient: 4.2%** up to **FL100.** Advise ATC if unable to ensure the ATS climb gradient. Not available for traffic to MOPUG.
SOKRU 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **right** (1) to follow **R 093° FLR** (273°M) to **FLR.** At **FLR** turn **right** to follow **R 325° FLR** (325°M) to **SOKRU.** Cross **SOKRU** at or above **FL110** (2). (1) Max **250 KIAS.** (2) **ATS climb gradient: 3.6%** up to **FL110.** Advise ATC if unable to ensure the ATS climb gradient. Not available for traffic to DIRER.
ZEZUZ 7D	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **right** (1) to intercept and follow **R 071° FLR** (071°M). At **30NM FLR** turn **right** to follow **R 271° OPT** (091°M) to **OPT.** At **OPT** turn **right** to follow **R 123° OPT** (123°M) to **ZEZUZ.** Cross **ZEZUZ** at or above **FL110.** (1) Max **250 KIAS.**
ZEZUZ 7J	Climb on **QDM 248° BSW** to **BSW.** At **BSW** turn **left** (1) to follow **QDR 224° BSW** then intercept and follow **R 164° FLR** (164°M). At **16.6NM FLR** turn **left** to intercept and follow **R 089° CRV** (089°M). At **90.1NM CRV** turn **left** to intercept and follow **R 215° OPT** (035°M) to **OPT.** At **16.1NM OPT** turn **right** to intercept and follow **R 094° FLR** (094°M) to **ZEZUZ.** Cross **ZEZUZ** at or above **FL110.** (1) Max **250 KIAS.**

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

NOTE: 1. Vertical limits are issued by NOTAM

2. Vertical limits $\frac{\text{FL255}}{\text{GND}}$

3. Vertical limits $\frac{\text{FL240}}{\text{GND}}$

4. During LRTRA4 activity, IFR flight is not affected

5. Vertical limits: $\frac{\text{FL60}}{\text{GND}}$ for subsonic FLT $\frac{\text{FL660}}{\text{GND}}$ 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.

BUCUREȘTI / Băneasa-Aurel Vlaicu (LRBS)
SID RWY 25

AERONAUTICAL DATA TABULATION

Conventional SID RWY 25	
Fix/Point	**Coordinates**
CRV VORDME	44°19'07.0"N 023°55'21.9"E
FLR VORDME	44°30'03.0"N 025°42'29.4"E
OPT VORDME	44°35'32.6"N 026°33'36.6"E
STJ VORDME	44°55'06.8"N 025°58'37.3"E
BSW NDB	44°28'19.5"N 025°57'07.2"E
BUKEL – BRG 355.23° / 34.63NM FLR	45°04'40.1"N 025°43'32.6"E
DENAK – BRG 039.70° / 43.28NM FLR	45°00'08.2"N 026°26'08.5"E
NETUL – BRG 071.46° / 55.70NM FLR	44°41'43.4"N 026°58'42.8"E
POLUN – BRG 244.14° / 61.31NM OPT	44°14'14.7"N 025°13'24.1"E
SOKRU – BRG 325.44° / 33.65NM FLR	44°59'34.0"N 025°19'49.0"E
ZEZUZ – BRG 123.28° / 24.47NM OPT	44°20'00.0"N 027°00'00.0"E
DER 25	44°29'58.0"N 026°05'02.7"E

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

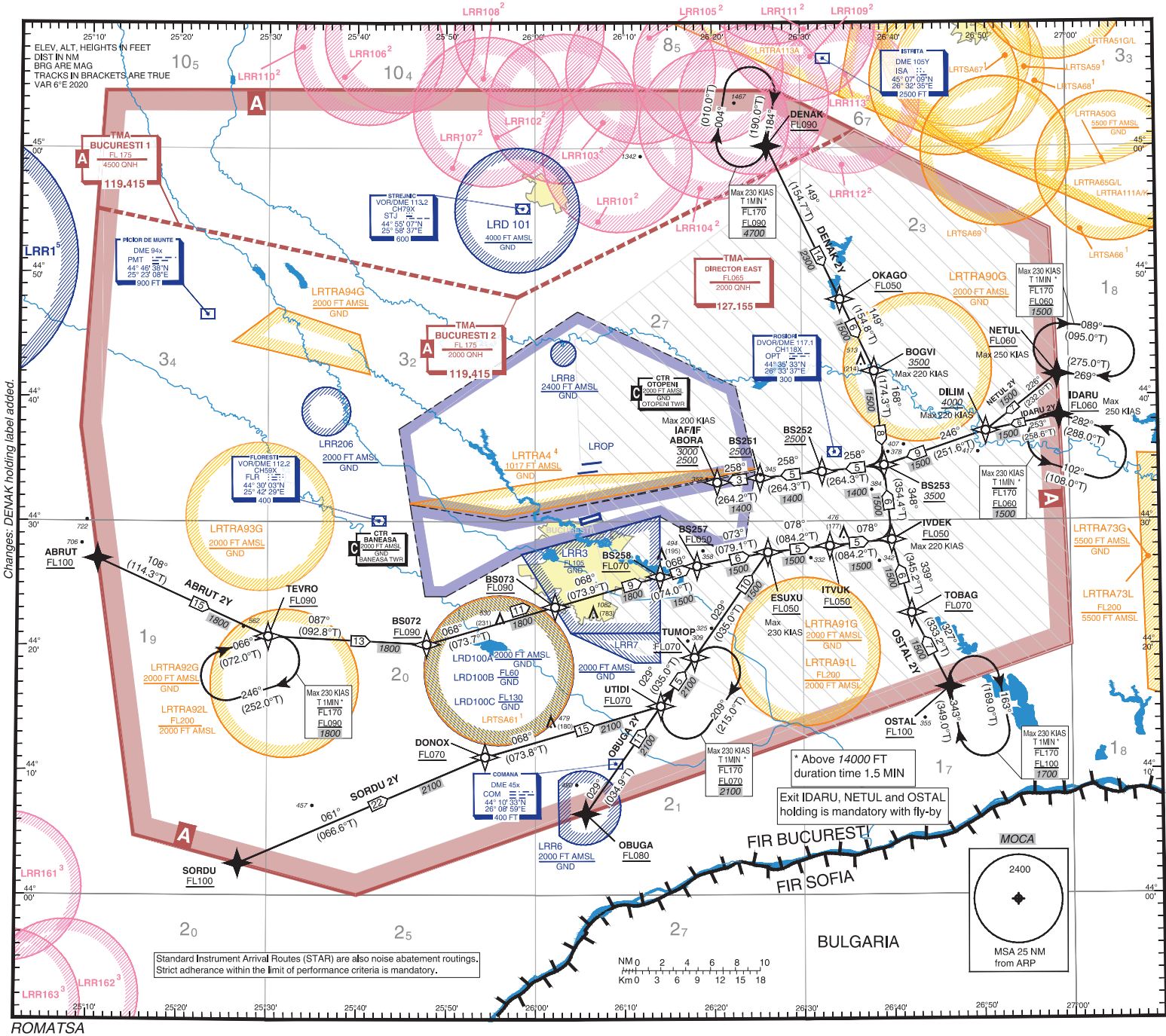
TRANSITION ALTITUDE
4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GND	129.960

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

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
RNAV RWY 25
ABRUT 2Y DENAK 2Y IDARU 2Y NETUL 2Y
OBUGA 2Y OSTAL 2Y SORDU 2Y



Changes: DENAK holding label added.

DESIGNATOR	ROUTING
ABRUT 2Y	From ABRUT at or above FL100 to TEVRO at or above FL090 to BS072 at or above FL090 to BS073 at or above FL090 to BS258 at or above FL070 to BS257 at or above FL050 to ESUXU at or above FL050 and maximum 230 KIAS to ITVUK at or above FL050 to IVDEK at or above FL050 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
DENAK 2Y	From DENAK at or above FL090 to OKAGO at or above FL050 to BOGVI at or above 3500 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
IDARU 2Y	From IDARU at or above FL060 and maximum 250 KIAS to DILIM at or above 4000 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
NETUL 2Y	From NETUL at or above FL060 and maximum 250 KIAS to DILIM at or above 4000 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
OBUGA 2Y	From OBUGA at or above FL080 to UTIDI at or above FL070 to TUMOP at or above FL070 to ESUXU at or above FL050 and maximum 230 KIAS to ITVUK at or above FL050 to IVDEK at or above FL050 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
OSTAL 2Y	From OSTAL at or above FL100 to TOBAG at or above FL070 to IVDEK at or above FL050 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS.
SORDU 2Y	From SORDU at or above FL100 to DONOX at or above FL070 to UTIDI at or above FL070 to TUMOP at or above FL070 to ESUXU at or above FL050 and maximum 230 KIAS to ITVUK at or above FL050 to IVDEK at or above FL050 and maximum 220 KIAS to BS253 at or above 3500 to BS252 at or above 2500 to BS251 at or above 2500 to ABORA between minimum 2500 and maximum 3000 and maximum 200 KIAS

1. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
2. ABORA is a tactical fix for non-standard approach, used only after request or approval by air crew.

RNAV1
GNSS or DME/DME required

NOTE: 1. Vertical limits are issued by NOTAM

2. Vertical limits FL255 / GND
3. Vertical limits FL240 / GND
4. During LRTRA4 activity, IFR flight is not affected
5. Vertical limits: FL60 / GND for subsonic FLT FL660 / GND for supersonic FLT

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

- If RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated RNAV 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 ABORA. Descending shall be executed in accordance with vertical restrictions specified on ATC Surveillance 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 RNAV STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.

BUCUREȘTI / Băneasa-Aurel Vlaicu (LRBS)
STAR RNAV RWY 25

AERONAUTICAL DATA TABULATION

STAR RNAV RWY25	
Fix/Point	**Coordinates**
ABRUT	44°27'00.9"N 025°10'59.4"E
DENAK	45°00’08.2"N 026°26’08.5"E
IDARU	44°38’24.5"N 026°58’54.5"E
NETUL	44°41’43.4"N 026°58’42.8"E
OBUGA	44°06’32.4"N 026°05’39.4"E
OSTAL	44°16’40.5"N 026°46’22.4"E
SORDU	44°02’33.1"N 025°26’48.2"E
ABORA	44°33'08.0"N 026°20'27.1"E
BOGVI	44°42'03.0"N 026°38'08.0"E
BS072	44°20'08.0"N 025°47'50.8"E
BS073	44°23'08.2"N 026°02'14.1"E
BS251	44°33'29.1"N 026°25'15.5"E
BS252	44°33'59.3"N 026°32'13.1"E
BS253	44°34'29.1"N 026°39'10.9"E
BS257	44°26'25.3"N 026°18'09.4"E
BS258	44°25'34.1"N 026°14'00.0"E
DILIM	44°37'13.0"N 026°50'38.0"E
DONOX	44°11'05.0"N 025°54'24.0"E
ESUXU	44°27'31.0"N 026°26'06.0"E
ITVUK	44°28'01.0"N 026°33'03.0"E
IVDEK	44°28'31.0"N 026°40'00.0"E
OKAGO	44°47'49.0"N 026°34'20.0"E
TEVRO	44°20'47.0"N 025°30'07.0"E
TOBAG	44°22'38.0"N 026°42'10.0"E
TUMOP	44°19'04.0"N 026°17'50.0"E
UTIDI	44°15'10.0"N 026°14'02.0"E

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
STAR RNAV RWY 25

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	ABRUT 2Y	IF	ABRUT			6.0E			+FL100			RNAV 1
20	ABRUT 2Y	TF	TEVRO		108 (114.3)	6.0E	15.1		+FL90			RNAV 1
30	ABRUT 2Y	TF	BS072		087 (092.8)	6.0E	12.7		+FL90			RNAV 1
40	ABRUT 2Y	TF	BS073		068 (073.7)	6.0 E	10.8		+FL90			RNAV 1
50	ABRUT 2Y	TF	BS258		068 (073.9)	6.0 E	8.8		+FL70			RNAV 1
60	ABRUT 2Y	TF	BS257		068 (074.0)	6.0 E	3.1		+FL50			RNAV 1
70	ABRUT 2Y	TF	ESUXU		073 (079.1)	6.0 E	5.8		+FL50	-230		RNAV 1
80	ABRUT 2Y	TF	ITVUK		078 (084.2)	6.0 E	5.0		+FL50			RNAV 1
90	ABRUT 2Y	TF	IVDEK		078 (084.2)	6.0 E	5.0		+FL50	-220		RNAV 1
100	ABRUT 2Y	TF	BS253		348 (354.4)	6.0 E	6.0		+3500			RNAV 1
110	ABRUT 2Y	TF	BS252		258 (264.3)	6.0 E	5.0		+2500			RNAV 1
120	ABRUT 2Y	TF	BS251		258 (264.3)	6.0 E	5.0		+2500			RNAV 1
130	ABRUT 2Y	TF	ABORA		258 (264.2)	6.0 E	3.5		-3000 +2500	-200		RNAV 1
10	DENAK 2Y	IF	DENAK			6.0E			+FL90			RNAV 1
20	DENAK 2Y	TF	OKAGO		149 (154.7)	6.0E	13.6		+FL50			RNAV 1
30	DENAK 2Y	TF	BOGVI		149 (154.8)	6.0E	6.4		+3500	-220		RNAV 1
40	DENAK 2Y	TF	BS253		168 (174.3)	6.0E	7.6		+3500			RNAV 1
50	DENAK 2Y	TF	BS252		258 (264.3)	6.0E	5.0		+2500			RNAV 1
60	DENAK 2Y	TF	BS251		258 (264.3)	6.0E	5.0		+2500			RNAV 1
70	DENAK 2Y	TF	ABORA		258 (264.2)	6.0E	3.5		-3000 +2500	-200		RNAV 1
10	IDARU 2Y	IF	IDARU			6.0E			+FL60	-250		RNAV 1
20	IDARU 2Y	TF	DILIM		253 (258.6)	6.0E	6.0		+4000	-220		RNAV 1
30	IDARU 2Y	TF	BS253		246 (251.6)	6.0E	8.6		+3500			RNAV 1
40	IDARU 2Y	TF	BS252		258 (264.3)	6.0E	5.0		+2500			RNAV 1
50	IDARU 2Y	TF	BS251		258 (264.3)	6.0E	5.0		+2500			RNAV 1
60	IDARU 2Y	TF	ABORA		258 (264.2)	6.0E	3.5		-3000 +2500	-200		RNAV 1
10	NETUL 2Y	IF	NETUL			6.0E			+FL60	-250		RNAV 1
20	NETUL 2Y	TF	DILIM		226 (232.0)	6.0E	7.3		+4000	-220		RNAV 1
30	NETUL 2Y	TF	BS253		246 (251.6)	6.0E	8.6		+3500			RNAV 1
40	NETUL 2Y	TF	BS252		258 (264.3)	6.0E	5.0		+2500			RNAV 1
50	NETUL 2Y	TF	BS251		258 (264.3)	6.0E	5.0		+2500			RNAV 1
60	NETUL 2Y	TF	ABORA		258 (264.2)	6.0E	3.5		-3000 +2500	-200		RNAV 1

BUCUREȘTI / Băneasa-Aurel Vlaicu (LRBS)
STAR RNAV RWY 25

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	OBUGA 2Y	IF	OBUGA			6.0E			+FL80			RNAV 1
20	OBUGA 2Y	TF	UTIDI		029 (034.9)	6.0E	10.5		+FL70			RNAV 1
30	OBUGA 2Y	TF	TUMOP		029 (035.0)	6.0E	4.8		+FL70			RNAV 1
40	OBUGA 2Y	TF	ESUXU		029 (035.0)	6.0 E	10.3		+FL50	-230		RNAV 1
50	OBUGA 2Y	TF	ITVUK		078 (084.2)	6.0 E	5.0		+FL50			RNAV 1
60	OBUGA 2Y	TF	IVDEK		078 (084.2)	6.0 E	5.0		+FL50	-220		RNAV 1
70	OBUGA 2Y	TF	BS253		348 (354.4)	6.0 E	6.0		+3500			RNAV 1
80	OBUGA 2Y	TF	BS252		258 (264.3)	6.0 E	5.0		+2500			RNAV 1
90	OBUGA 2Y	TF	BS251		258 (264.3)	6.0 E	5.0		+2500			RNAV 1
100	OBUGA 2Y	TF	ABORA		258 (264.2)	6.0 E	3.5		-3000 +2500	-200		RNAV 1
10	OSTAL 2Y	IF	OSTAL			6.0E			+FL100			RNAV 1
20	OSTAL 2Y	TF	TOBAG		327 (333.2)	6.0E	6.7		+FL70			RNAV 1
30	OSTAL 2Y	TF	IVDEK		339 (345.2)	6.0E	6.1		+FL50	-220		RNAV 1
40	OSTAL 2Y	TF	BS253		348 (354.4)	6.0E	6.0		+3500			RNAV 1
50	OSTAL 2Y	TF	BS252		258 (264.3)	6.0E	5.0		+2500			RNAV 1
60	OSTAL 2Y	TF	BS251		258 (264.3)	6.0E	5.0		+2500			RNAV 1
70	OSTAL 2Y	TF	ABORA		258 (264.2)	6.0E	3.5		-3000 +2500	-200		RNAV 1
10	SORDU 2Y	IF	SORDU			6.0E			+FL100			RNAV 1
20	SORDU 2Y	TF	DONOX		061 (066.6)	6.0E	21.6		+FL70			RNAV 1
30	SORDU 2Y	TF	UTIDI		068 (073.8)	6.0E	14.7		+FL70			RNAV 1
40	SORDU 2Y	TF	TUMOP		029 (035.0)	6.0E	4.8		+FL70			RNAV 1
50	SORDU 2Y	TF	ESUXU		029 (035.0)	6.0E	10.3		+FL50	-230		RNAV 1
60	SORDU 2Y	TF	ITVUK		078 (084.2)	6.0E	5.0		+FL50			RNAV 1
70	SORDU 2Y	TF	IVDEK		078 (084.2)	6.0E	5.0		+FL50	-220		RNAV 1
80	SORDU 2Y	TF	BS253		348 (354.4)	6.0E	6.0		+3500			RNAV 1
90	SORDU 2Y	TF	BS252		258 (264.3)	6.0E	5.0		+2500			RNAV 1
100	SORDU 2Y	TF	BS251		258 (264.3)	6.0E	5.0		+2500			RNAV 1
110	SORDU 2Y	TF	ABORA		258 (264.2)	6.0E	3.5		-3000 +2500	-200		RNAV 1

Path Descriptor	Waypoint ID	Course °M(°T)	Leg Distance	Distance (NM)	Turn Direction	Altitude (ft)	Altitude (ft)	Speed (kts)	NAV SPEC
HM	DENAK	184 (190.0)			R	FL090	FL170	-230	RNAV 1
HM	NETUL	269 (275.0)			R	FL060	FL170	-230	RNAV 1
HM	IDARU	282 (288.0)			L	FL060	FL170	-230	RNAV 1
HM	OSTAL	343 (349.0)			R	FL100	FL170	-230	RNAV 1
HM	TUMOP	029 (035.0)			R	FL070	FL170	-230	RNAV 1
HM	TEVRO	066 (072.0)			R	FL090	FL170	-230	RNAV 1

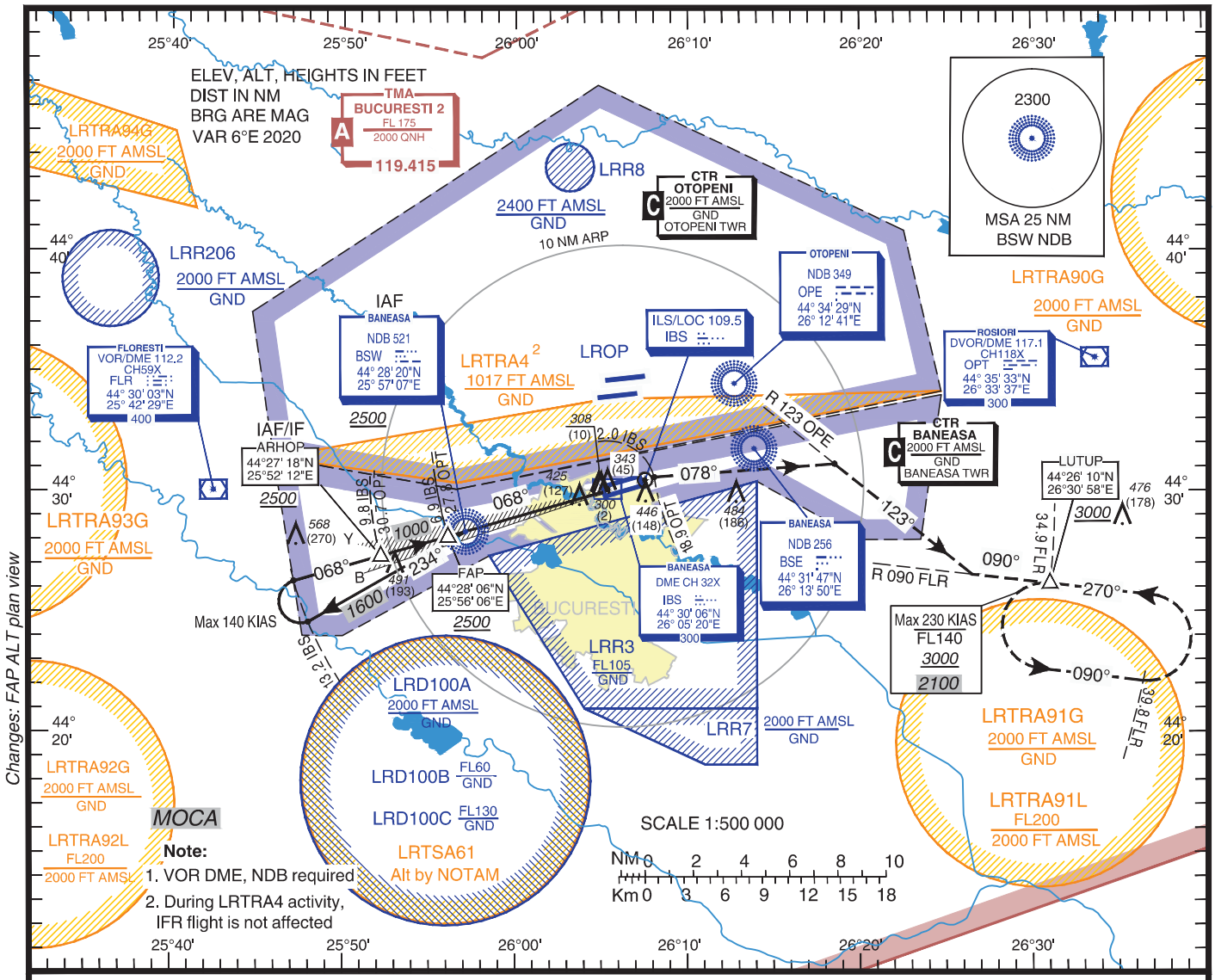
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
DTHR RWY 07 - ELEV 298 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

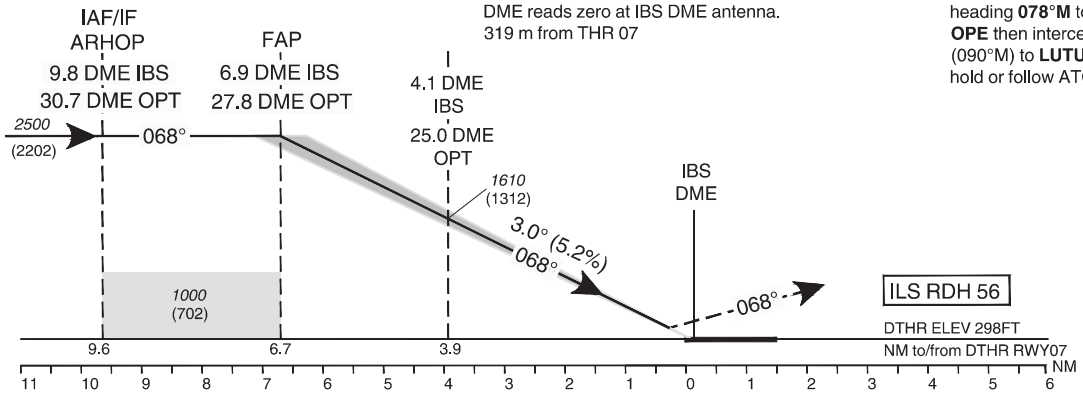
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
ILS Z RWY 07



Changes: FAP ALT plan view

Transition Altitude
4000

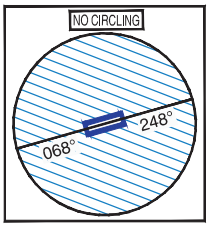
DME reads zero at IBS DME antenna.
319 m from THR 07



MISSED APPROACH

Climb on **runway axis**. At **2.0NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2702), and hold or follow ATC instructions. Max **230 KIAS**.

OCA (H)		A	B
Straight-in Approach	ILS CAT I	*485* (187)	*497* (199)
	ILS CAT II	*397* (99)	*415* (117)
Circling PROHIBITED			



GS	KT	70	90	100	120
FAP - THR 6.7 NM	MIN:SEC	5:47	4:30	4:03	3:22
Rate of descent (5.24%)	FT/MIN	371	478	531	637

Distance to IBS DME	NM	6	5	4	3	2
Altitudes (Heights)	FT	2210 (1912)	1890 (1592)	1580 (1282)	1260 (962)	940 (642)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
ILS Z RWY 07

AERONAUTICAL DATA TABULATION

ILS approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (IAF) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 247.88° IBS / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
FAP – 2500FT/ GP	44°28’06.4’’N 025°56’06.3’’E
IBS LOC	44°30’28.5’’N 026°07’30.3’’E
IBS GP	44°30’05.6’’N 026°05’19.8’’E
IBS DME	44°30’05.9’’N 026°05’19.8’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to ILS Z RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE, then to BSW for a new approach.

INSTRUMENT APPROACH CHART - ICAO

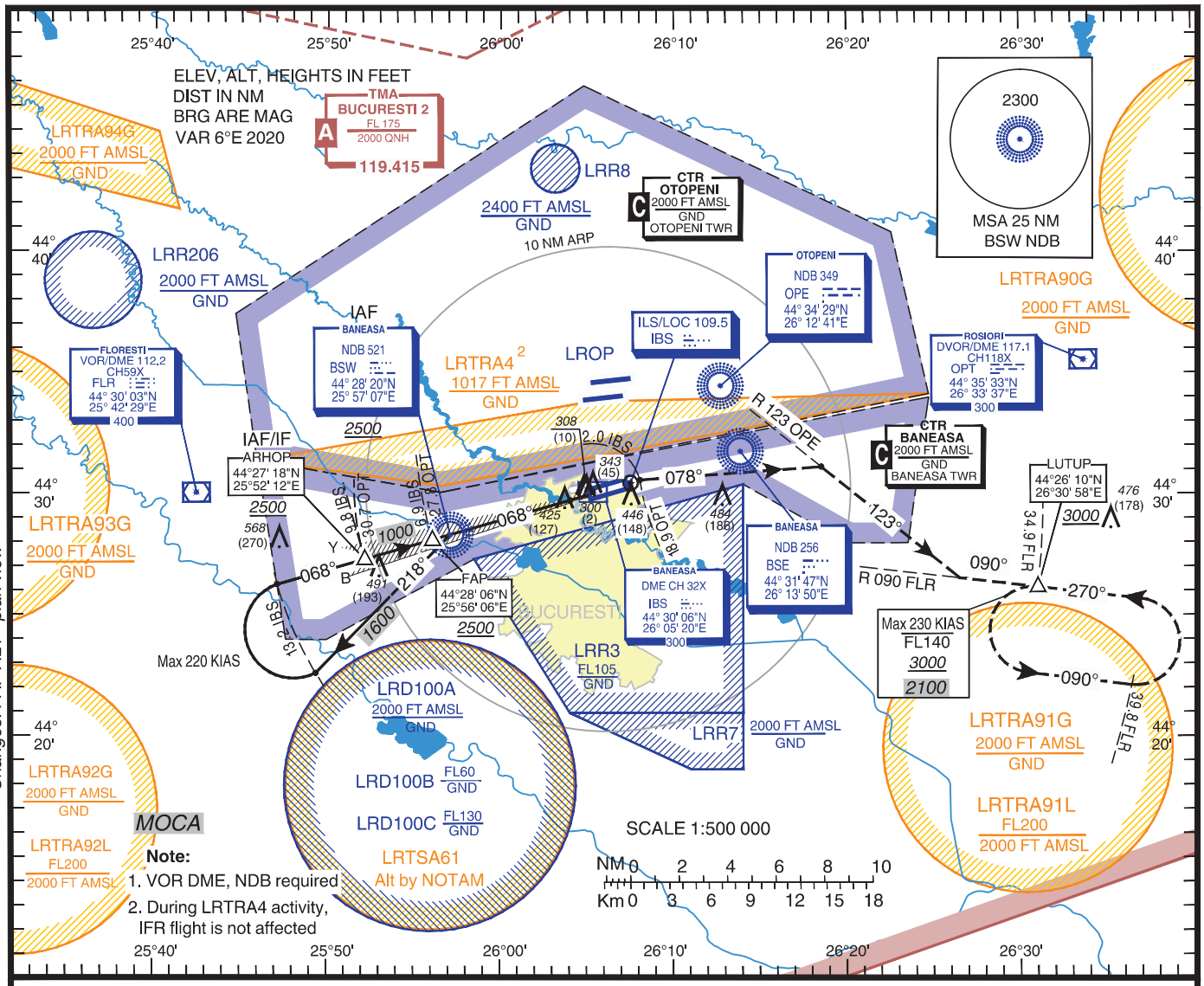
AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
DTHR RWY 07 - ELEV 298 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

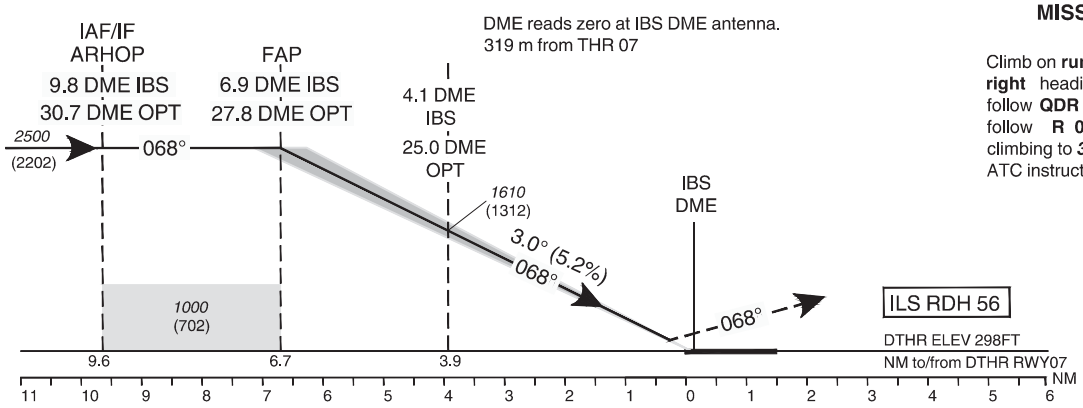
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
ILS Y RWY 07

Changes: FAP ALT - plan view



Transition Altitude
4000

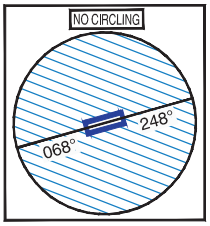
DME reads zero at IBS DME antenna.
319 m from THR 07



MISSED APPROACH

Climb on **runway axis**. At **2.0NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2702), and hold or follow ATC instructions. Max **230 KIAS**.

OCA (H)		C	D/DL
Straight-in Approach	ILS CAT I	*506* (208)	*516* (218)
	ILS CAT II	*426* (128)	*441* (143)
Circling PROHIBITED			



GS	KT	100	120	140	160
FAP - MAPt 6.7 NM	MIN:SEC	4:03	3:22	2:53	2:32
Rate of descent (5.24%)	FT/MIN	531	637	743	849

Distance to IBS DME	NM	6	5	4	3	2
Altitudes (Heights)	FT	2210 (1912)	1890 (1592)	1580 (1282)	1260 (962)	940 (642)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
ILS Y RWY 07

AERONAUTICAL DATA TABULATION

ILS approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (IAF) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 247.88° IBS / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
FAP – 2500FT/ GP	44°28’06.4’’N 025°56’06.3’’E
IBS LOC	44°30’28.5’’N 026°07’30.3’’E
IBS GP	44°30’05.6’’N 026°05’19.8’’E
IBS DME	44°30’05.9’’N 026°05’19.8’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to ILS Y RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE, then to BSW for a new approach.

INSTRUMENT APPROACH CHART - ICAO

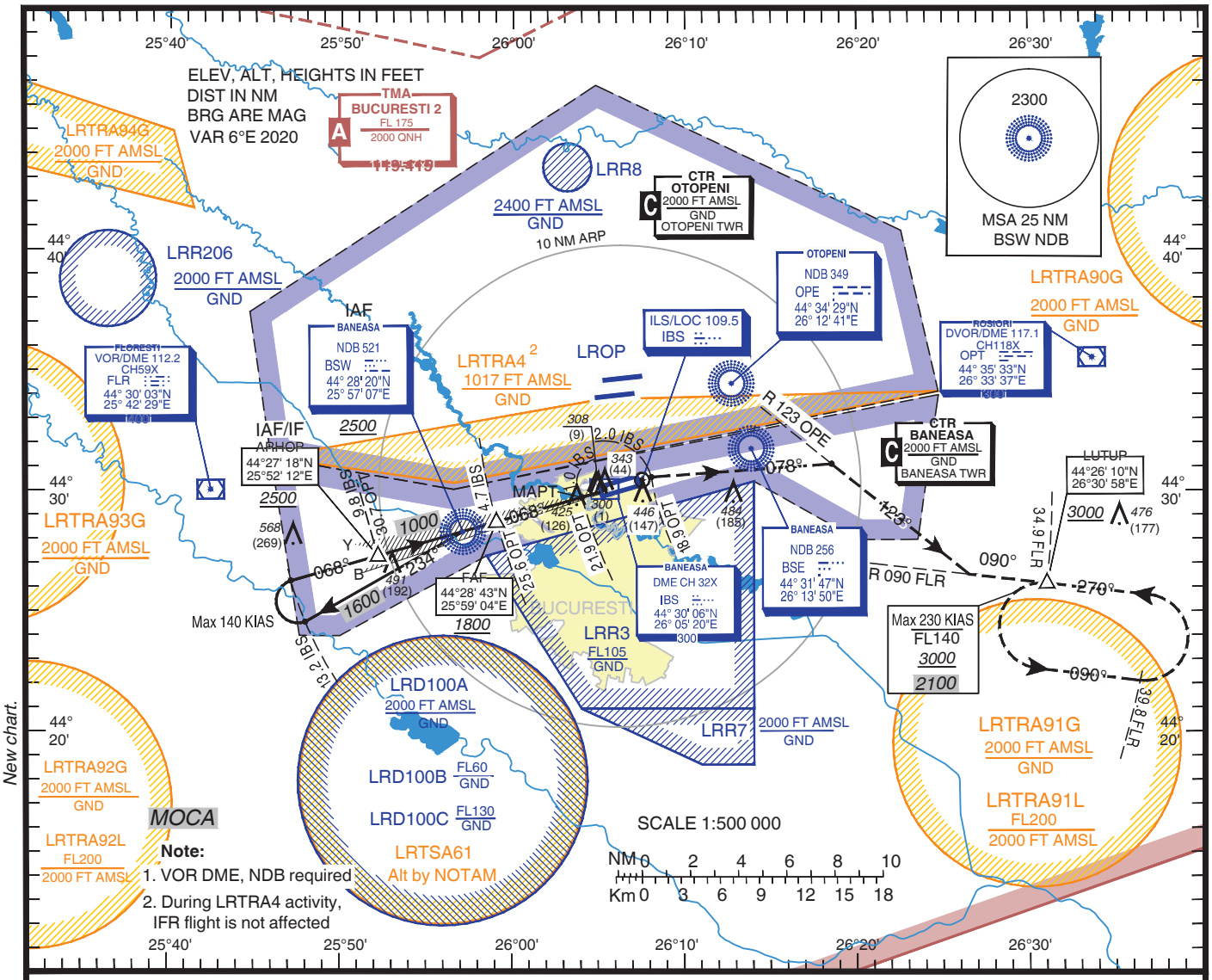
AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO AD ELEV

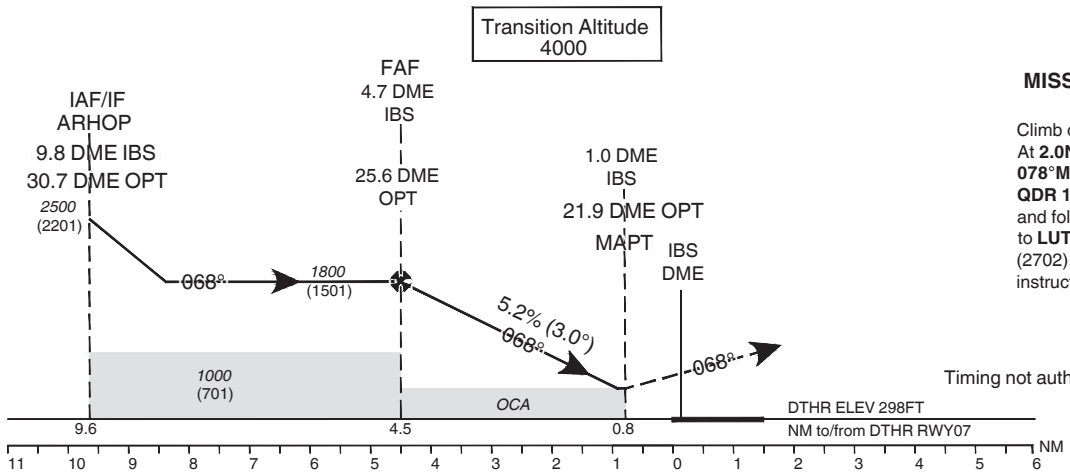
BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
LOC Z RWY 07

New chart.



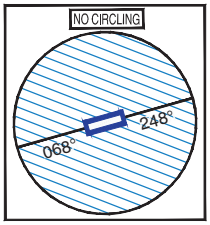


MISSED APPROACH

Climb on **runway axis**.
At **2.0NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2702), and hold or follow ATC instructions. Max **230 KIAS**.

Timing not authorised for defining the MAPt.

OCA (H)		A	B
Straight-in Approach	ILS GP INOP	*680* (381)	
Circling PROHIBITED			



GS	KT	70	90	100	120
FAF - MAPt 3.7 NM	MIN:SEC	3:10	2:28	2:13	1:51
Rate of descent (5.24%)	FT/MIN	371	478	531	637

Distance to IBS DME	NM	4	3	2
Altitudes (Heights)	FT	1580 (1281)	1260 (961)	940 (641)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
LOC Z RWY 07

AERONAUTICAL DATA TABULATION

LOC approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (IAF) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 247.88° IBS / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
FAF (GP INOP) – BRG 247.88° IBS / 4.70NM IBS	44°28’43.4’’N 025°59’03.6’’E
MAPT (GP INOP) – BRG 247.88° IBS / 1.00NM IBS	44°29’45.3’’N 026°04’01.6’’E
IBS LOC	44°30’28.5’’N 026°07’30.3’’E
IBS GP	44°30’05.6’’N 026°05’19.8’’E
IBS DME	44°30’05.9’’N 026°05’19.8’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC Z RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE, then to BSW for a new approach.

INSTRUMENT APPROACH CHART - ICAO

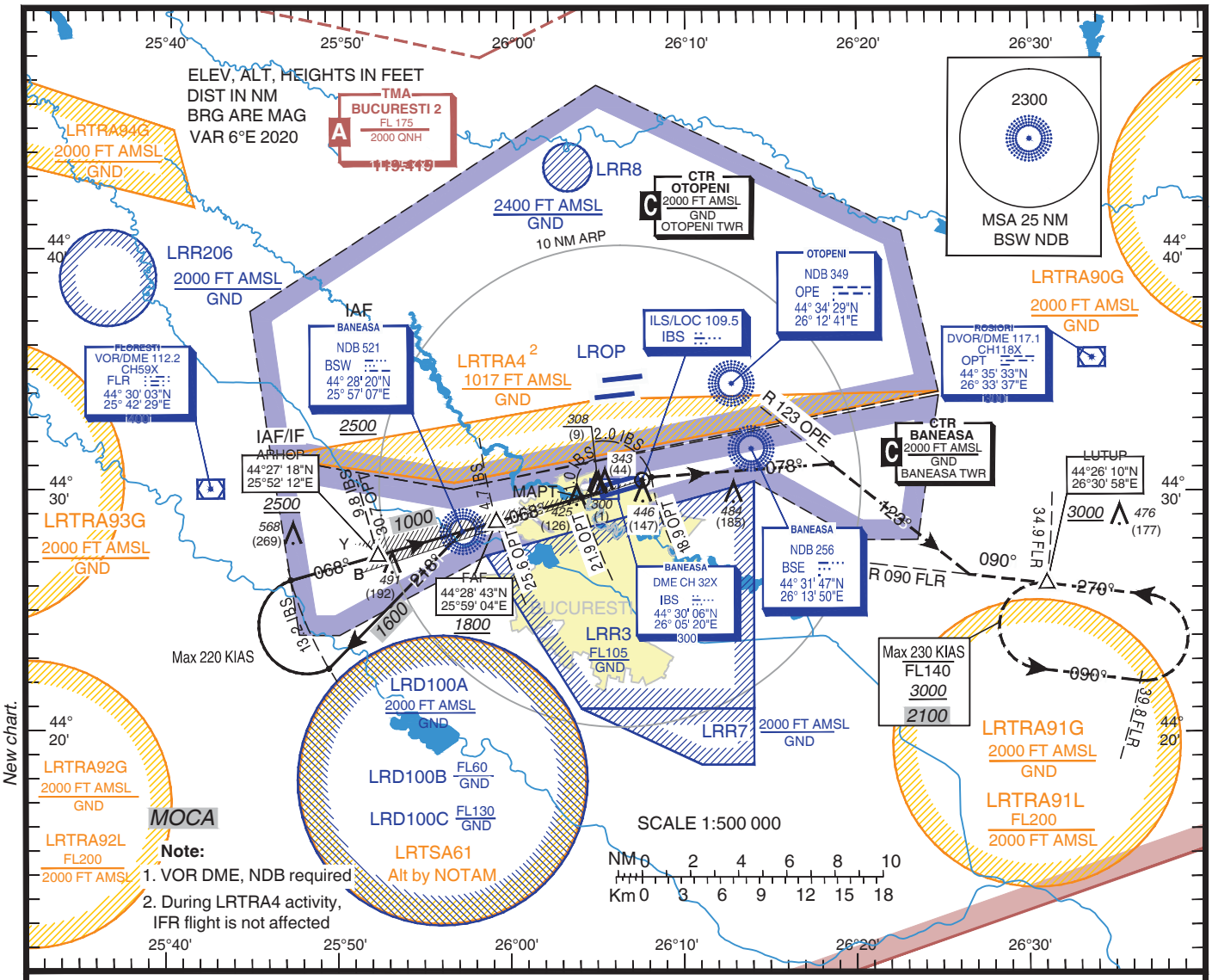
AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO AD ELEV

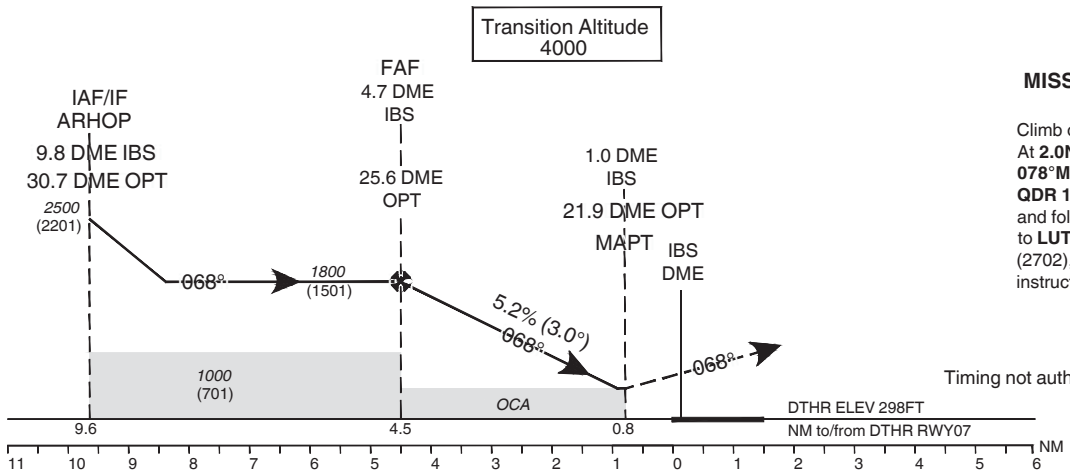
BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
LOC Y RWY 07

New chart.



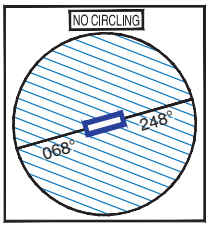


MISSED APPROACH

Climb on **runway axis**.
At **2.0NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2702), and hold or follow ATC instructions. Max **230 KIAS**.

Timing not authorised for defining the MAPt.

OCA (H)		C	D
Straight-in Approach	ILS GP INOP	*680* (381)	
Circling PROHIBITED			



GS	KT	100	120	140	160
FAF - MAPt 3.7 NM	MIN:SEC	2:13	1:51	1:35	1:23
Rate of descent (5.24%)	FT/MIN	531	637	743	849

Distance to IBS DME	NM	4	3	2
Altitudes (Heights)	FT	1580 (1281)	1260 (961)	940 (641)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
LOC Y RWY 07

AERONAUTICAL DATA TABULATION

LOC approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (IAF) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 247.88° IBS / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
FAF (GP INOP) – BRG 247.88° IBS / 4.70NM IBS	44°28’43.4’’N 025°59’03.6’’E
MAPT (GP INOP) – BRG 247.88° IBS / 1.00NM IBS	44°29’45.3’’N 026°04’01.6’’E
IBS LOC	44°30’28.5’’N 026°07’30.3’’E
IBS GP	44°30’05.6’’N 026°05’19.8’’E
IBS DME	44°30’05.9’’N 026°05’19.8’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC Y RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE, then to BSW for a new approach.

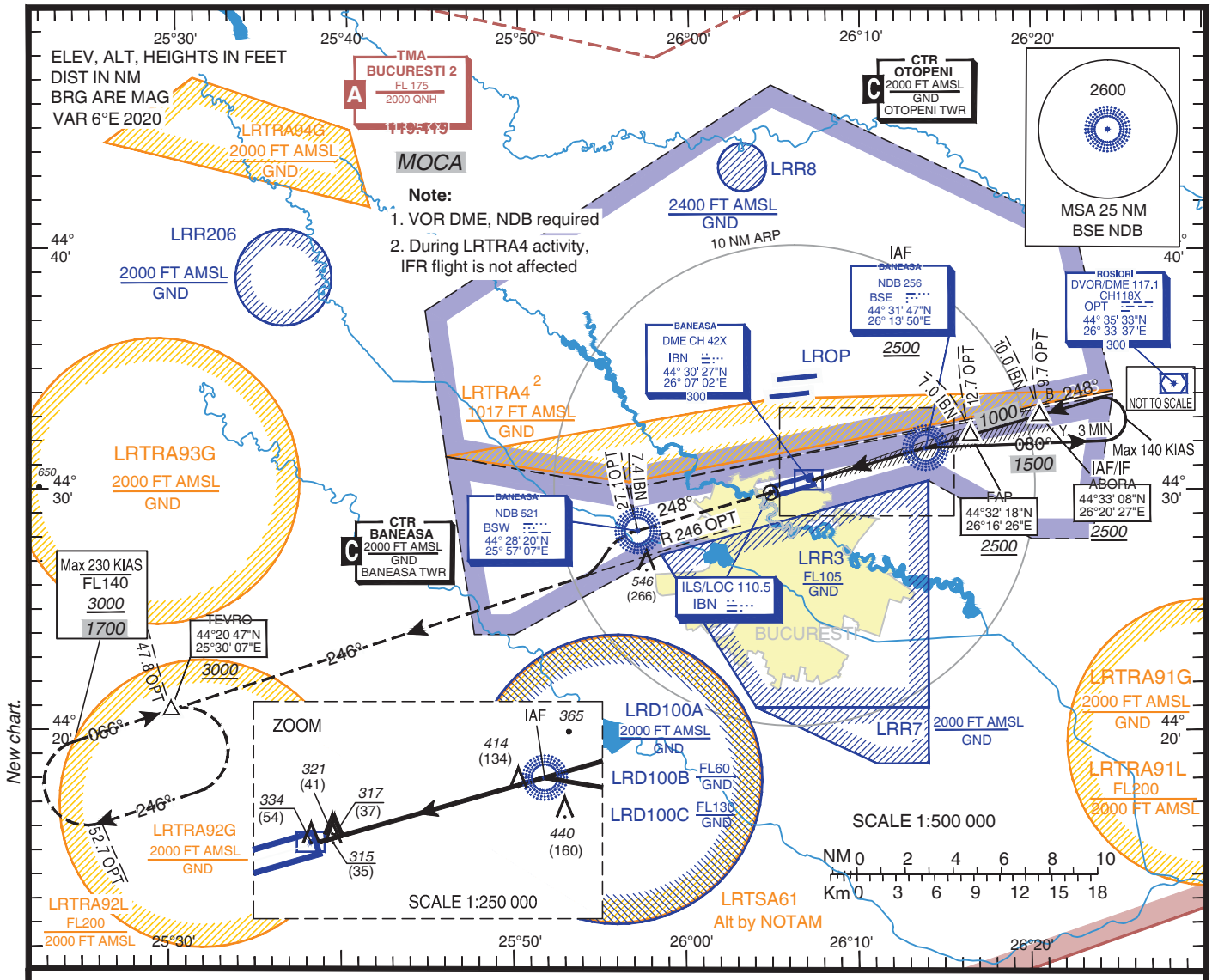
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
ILS Z RWY 25

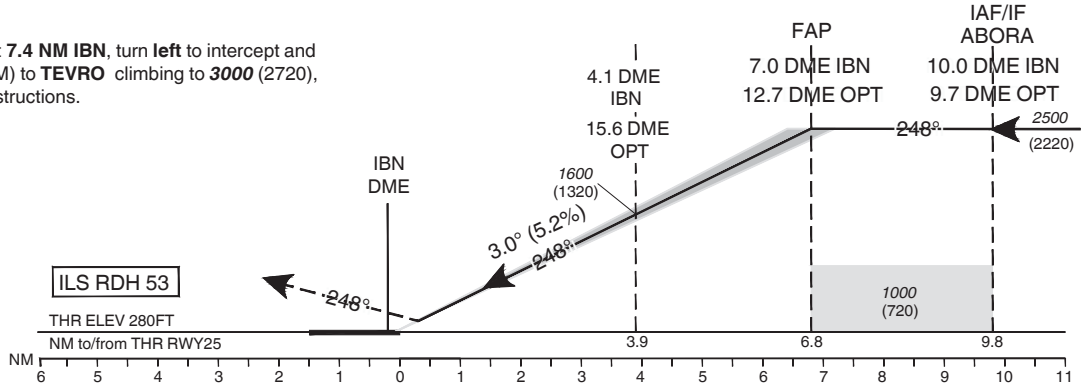


Transition Altitude
4000

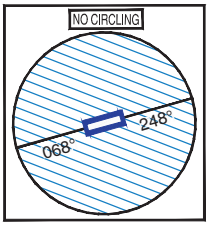
DME reads zero at IBN DME antenna
(327 m from THR 25)

MISSED APPROACH

Climb on **runway axis**. At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions.
Max **230 KIAS**.



OCA (H)		A	B
Straight-in Approach	ILS CAT I	*430* (150)	*441* (161)
Circling PROHIBITED			



GS	KT	70	90	100	120
FAP - THR 6.8 NM	MIN:SEC	5:50	4:32	4:05	3:24
Rate of descent (5.24%)	FT/MIN	372	478	531	637

Distance to IBN DME	NM	1	2	3	4	5	6	7
Altitudes (Heights)	FT	600 (320)	920 (640)	1230 (950)	1550 (1270)	1870 (1590)	2190 (1910)	2510 (2230)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
ILS Z RWY 25

AERONAUTICAL DATA TABULATION

ILS approach to RWY 25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7”N 026°13’49.9”E
OPT VOR/DME	44°35'32.6”N 026°33'36.6”E
ABORA (IAF/IF**)** – BRG 067.91° IBN / 10.00NM IBN	44°33’08.0”N 026°20’27.1”E
FAP – 2500 FT/ GP	44°32’18.4”N 026°16’26.0”E
IBN LOC	44°29’55.3”N 026°04’49.5”E
IBN GP	44°30’26.5”N 026°07’02.6”E
IBN DME	44°30’26.7”N 026°07’02.4”E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0”N 025°30’07.0”E
BSW NDB	44°28’19.5’’N 025°57’07.2’’E
THR 25	44°30’25.87”N 026°07’17.46”E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to ILS Z RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW, then to BSE for a new approach.

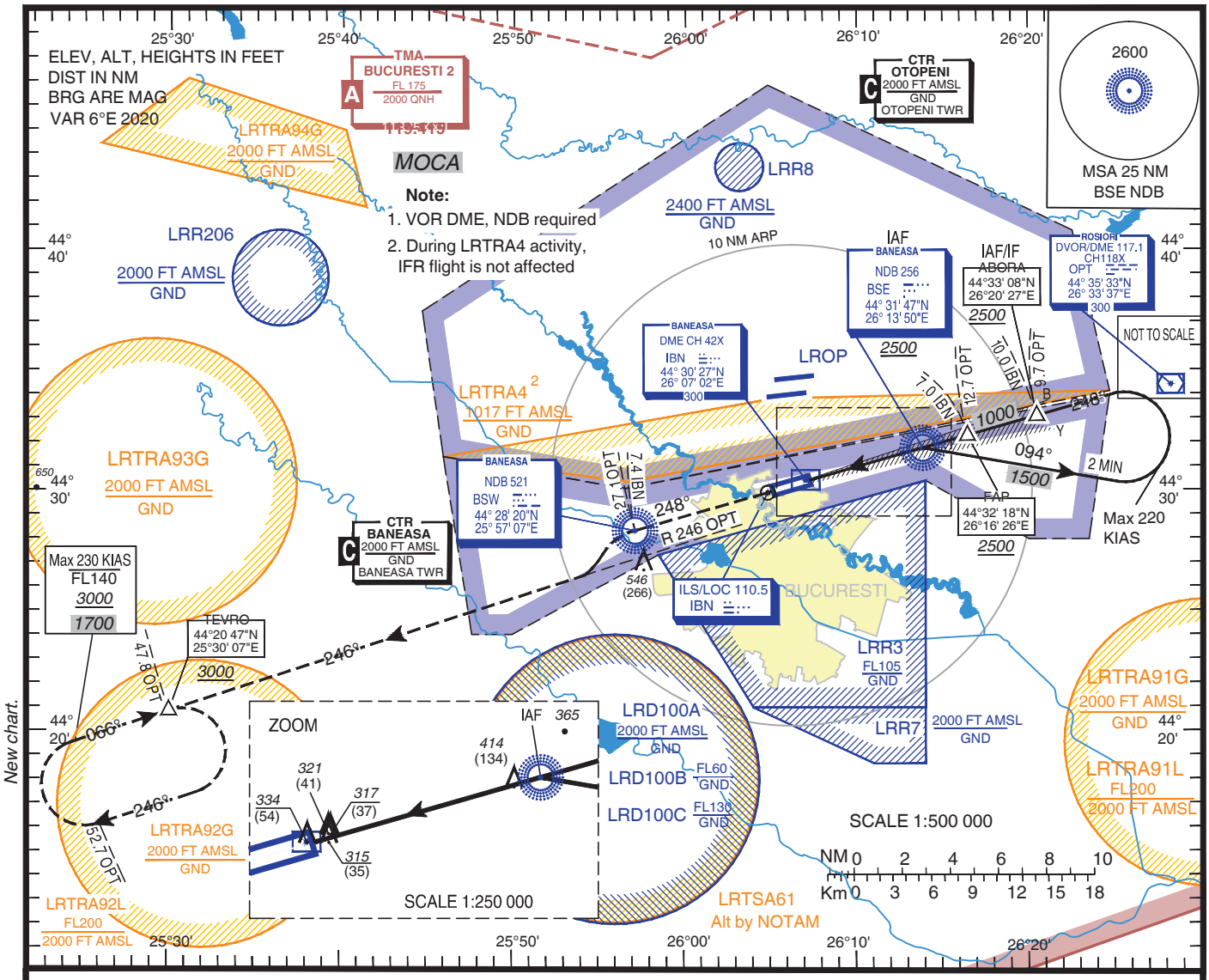
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
ILS Y RWY 25

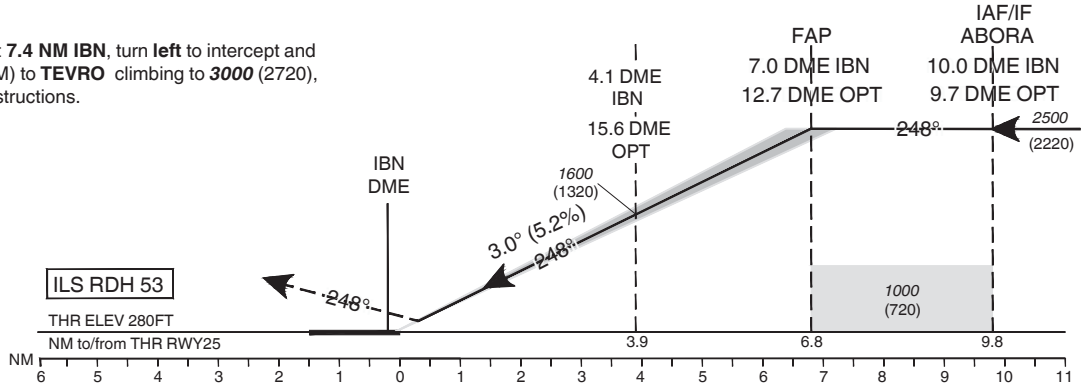


Transition Altitude
4000

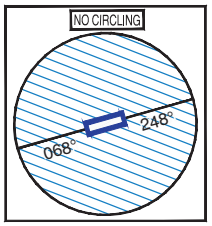
DME reads zero at IBN DME antenna
(327 m from THR 25)

MISSED APPROACH

Climb on **runway axis**. At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions.
Max 2**30 KIAS**.



OCA (H)		C	D	DL
Straight-in Approach	ILS CAT I	*453* (173)	*466* (186)	*468* (188)
Circling PROHIBITED				



GS	KT	100	120	140	160
FAF - THR 6.8 NM	MIN:SEC	4:05	3:24	2:55	2:33
Rate of descent (5.24%)	FT/MIN	531	637	743	849

Distance to IBN DME	NM	1	2	3	4	5	6	7
Altitudes (Heights)	FT	600 (320)	920 (640)	1230 (950)	1550 (1270)	1870 (1590)	2190 (1910)	2510 (2230)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
ILS Y RWY 25

AERONAUTICAL DATA TABULATION

ILS approach to RWY 25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7”N 026°13’49.9”E
OPT VOR/DME	44°35'32.6”N 026°33'36.6”E
ABORA (IAF/IF**)** – BRG 067.91° IBN / 10.00NM IBN	44°33’08.0”N 026°20’27.1”E
FAP – 2500 FT/ GP	44°32’18.4”N 026°16’26.0”E
IBN LOC	44°29’55.3”N 026°04’49.5”E
IBN GP	44°30’26.5”N 026°07’02.6”E
IBN DME	44°30’26.7”N 026°07’02.4”E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0”N 025°30’07.0”E
BSW NDB	44°28’19.5’’N 025°57’07.2’’E
THR 25	44°30’25.87”N 026°07’17.46”E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to ILS Y RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW, then to BSE for a new approach.

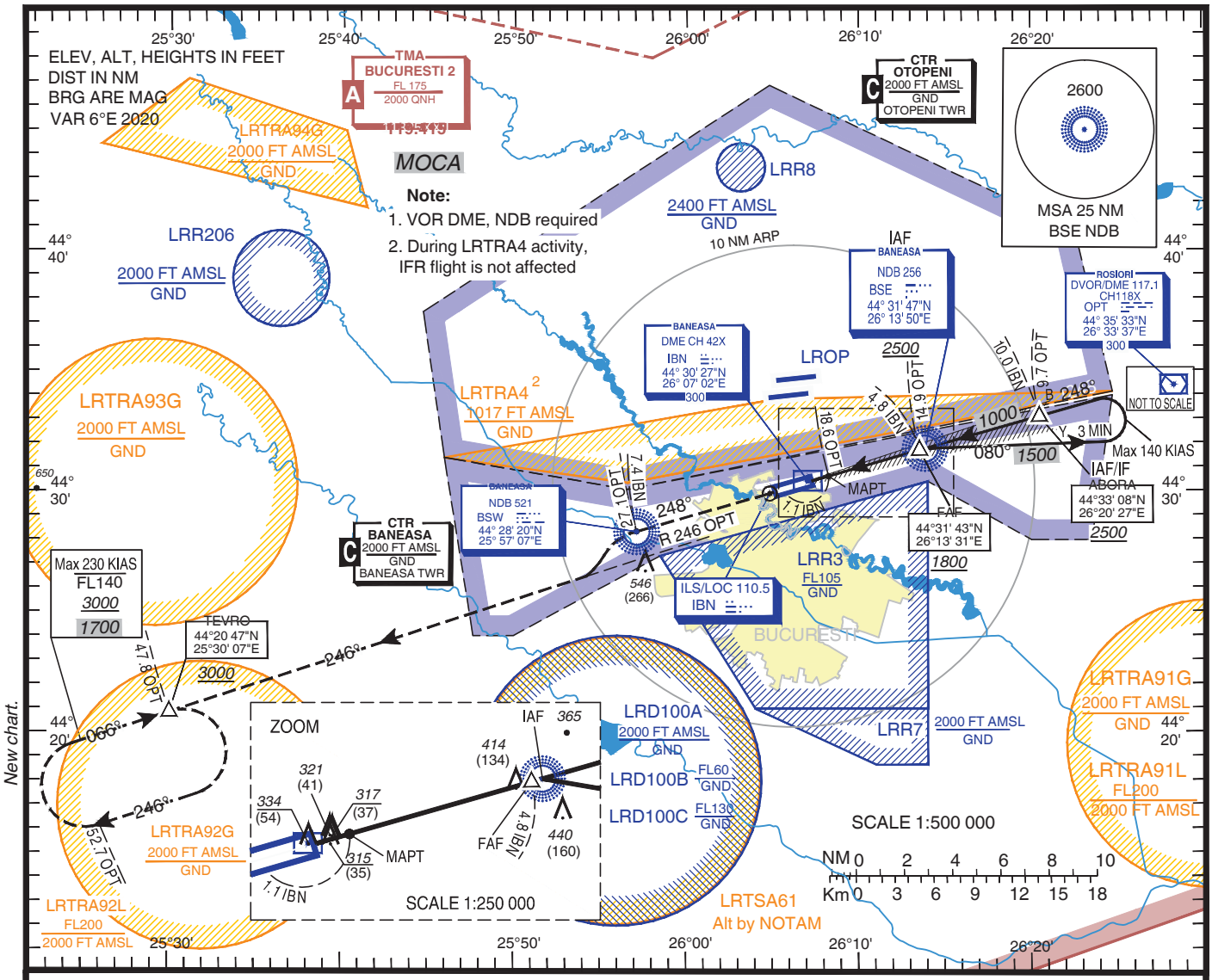
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

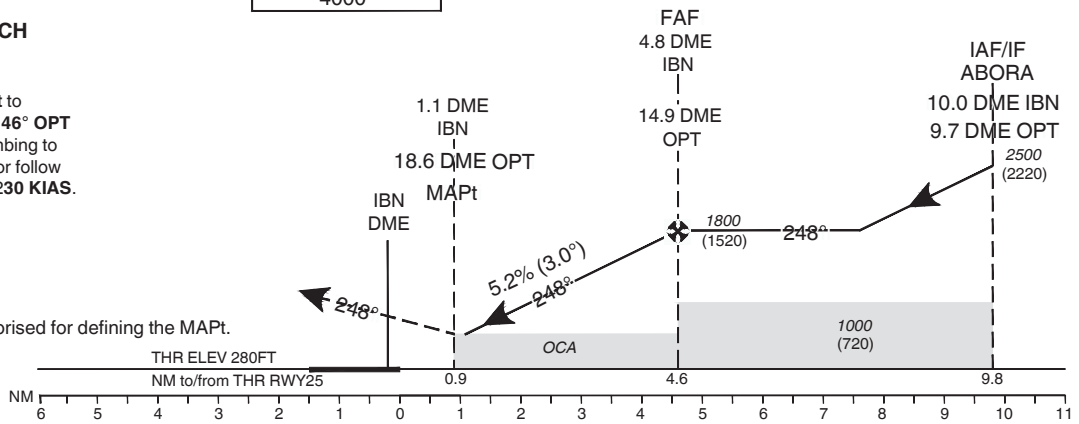
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
LOC Z RWY 25



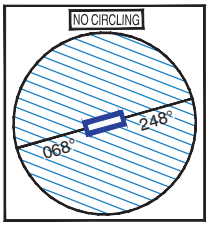
Transition Altitude
4000

MISSED APPROACH

Climb on **runway axis**.
At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions. Max **230 KIAS**.



OCA (H)		A	B
Straight-in Approach	ILS GP INOP	*660* (380)	
Circling PROHIBITED			



GS	KT	70	90	100	120
FAF - MAPt 3.7 NM	MIN:SEC	3:10	2:28	2:13	1:51
Rate of descent (5.24%)	FT/MIN	372	478	531	637

Distance to IBN DME	NM	2	3	4
Altitudes (Heights)	FT	920 (640)	1230 (950)	1550 (1270)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
LOC Z RWY 25

AERONAUTICAL DATA TABULATION

LOC approach to RWY 25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7”N 026°13’49.9”E
OPT VOR/DME	44°35'32.6”N 026°33'36.6”E
ABORA (IAF/IF**)** – BRG 067.91° IBN / 10.00NM IBN	44°33’08.0”N 026°20’27.1”E
FAF (GP INOP) – BRG 067.91° IBN / 4.80NM IBN	44°31’42.5”N 026°13’30.9”E
MAPT (GP INOP) – BRG 067.91° IBN / 1.10NM IBN	44°30’41.3”N 026°08’32.5”E
IBN LOC	44°29’55.3”N 026°04’49.5”E
IBN GP	44°30’26.5”N 026°07’02.6”E
IBN DME	44°30’26.7”N 026°07’02.4”E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0”N 025°30’07.0”E
BSW NDB	44°28’19.5”N 025°57’07.2”E
THR 25	44°30’25.87”N 026°07’17.46”E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC Z RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW, then to BSE for a new approach.

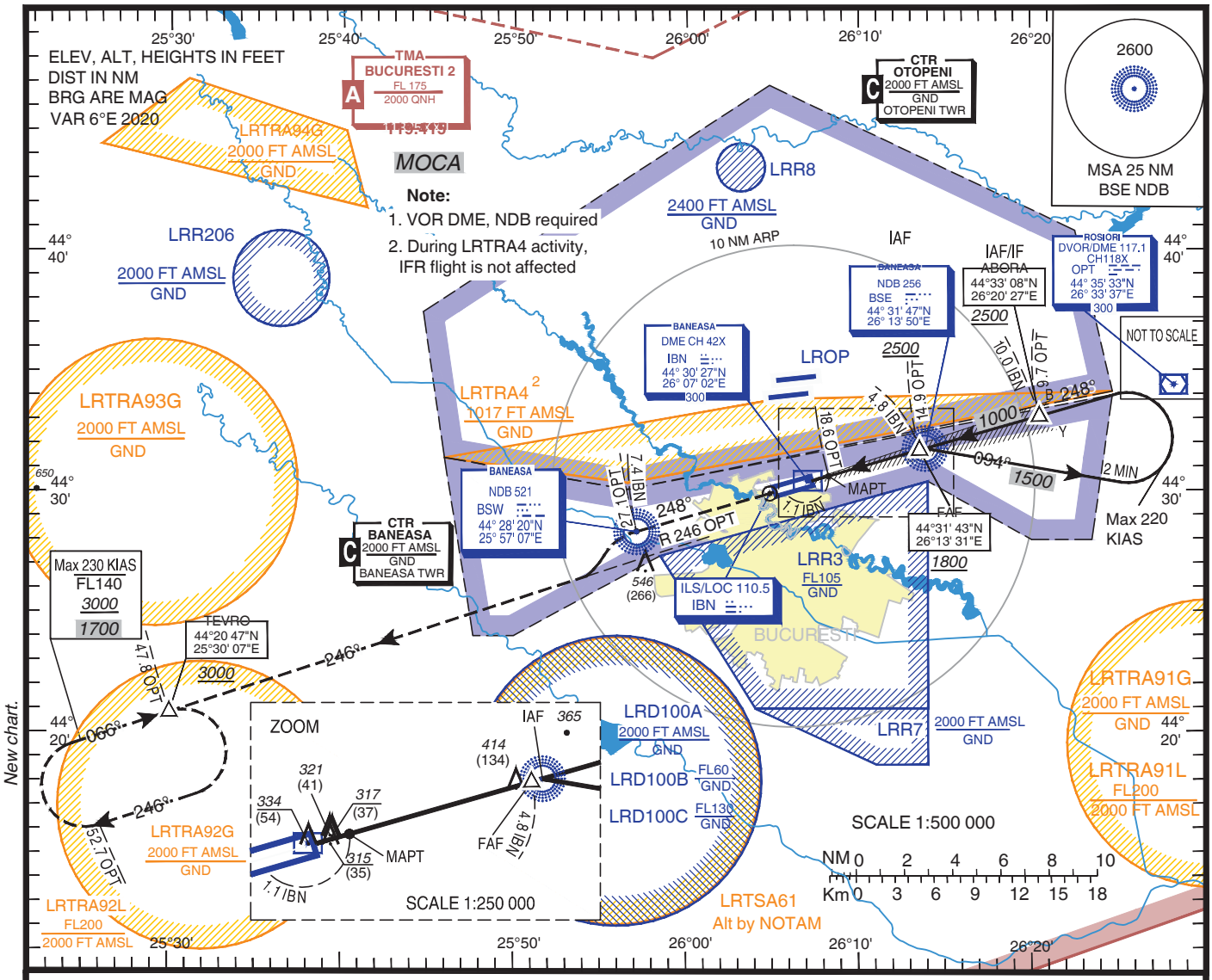
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

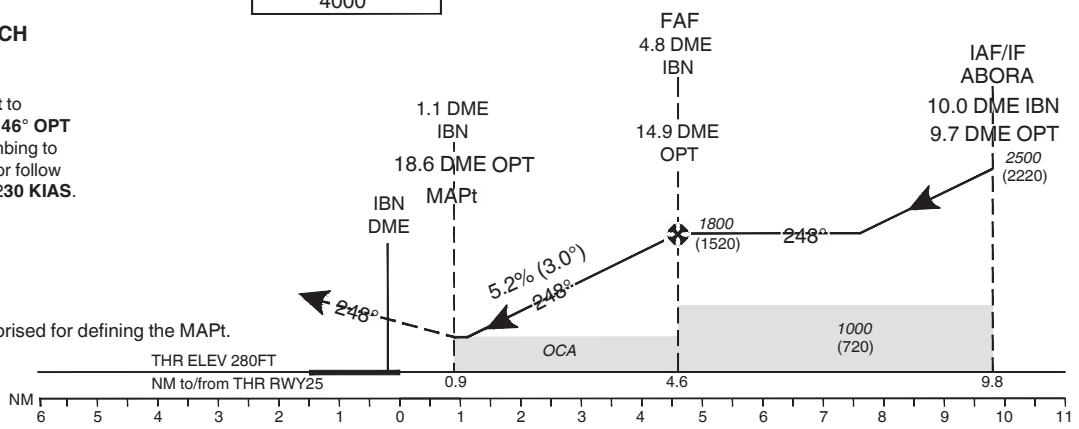
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
LOC Y RWY 25



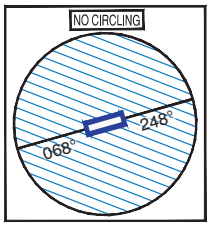
Transition Altitude
4000

MISSED APPROACH

Climb on **runway axis**.
At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions. Max **230 KIAS**.



OCA (H)		C	D
Straight-in Approach	ILS GP INOP	*660* (380)	
Circling PROHIBITED			



GS	KT	100	120	140	160
FAF - MAPt 3.7 NM	MIN:SEC	2:13	1:51	1:35	1:23
Rate of descent (5.24%)	FT/MIN	531	637	743	849

Distance to IBN DME	NM	3	4
Altitudes (Heights)	FT	1230 (950)	1550 (1270)

For data tabulation see verso.

BUCURESTI / Baneasa-Aurel Vlaicu (LRBS)
LOC Y RWY 25

AERONAUTICAL DATA TABULATION

LOC approach to RWY 25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7”N 026°13’49.9”E
OPT VOR/DME	44°35'32.6”N 026°33'36.6”E
ABORA (IAF/IF**)** – BRG 067.91° IBN / 10.00NM IBN	44°33’08.0”N 026°20’27.1”E
FAF (GP INOP) – BRG 067.91° IBN / 4.80NM IBN	44°31’42.5”N 026°13’30.9”E
MAPT (GP INOP) – BRG 067.91° IBN / 1.10NM IBN	44°30’41.3”N 026°08’32.5”E
IBN LOC	44°29’55.3”N 026°04’49.5”E
IBN GP	44°30’26.5”N 026°07’02.6”E
IBN DME	44°30’26.7”N 026°07’02.4”E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0”N 025°30’07.0”E
BSW NDB	44°28’19.5”N 025°57’07.2”E
THR 25	44°30’25.87”N 026°07’17.46”E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC Y RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW, then to BSE for a new approach.

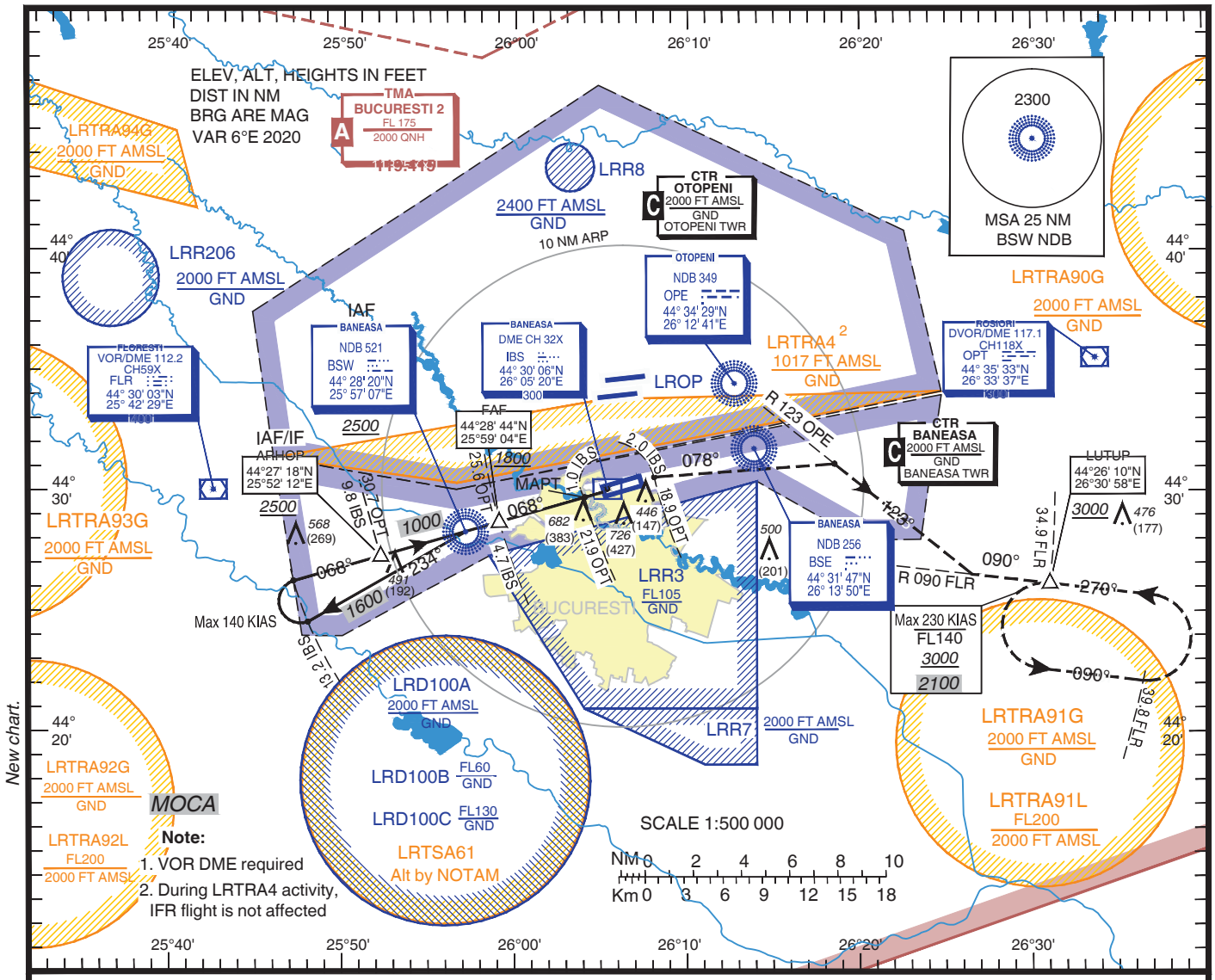
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO AD ELEV

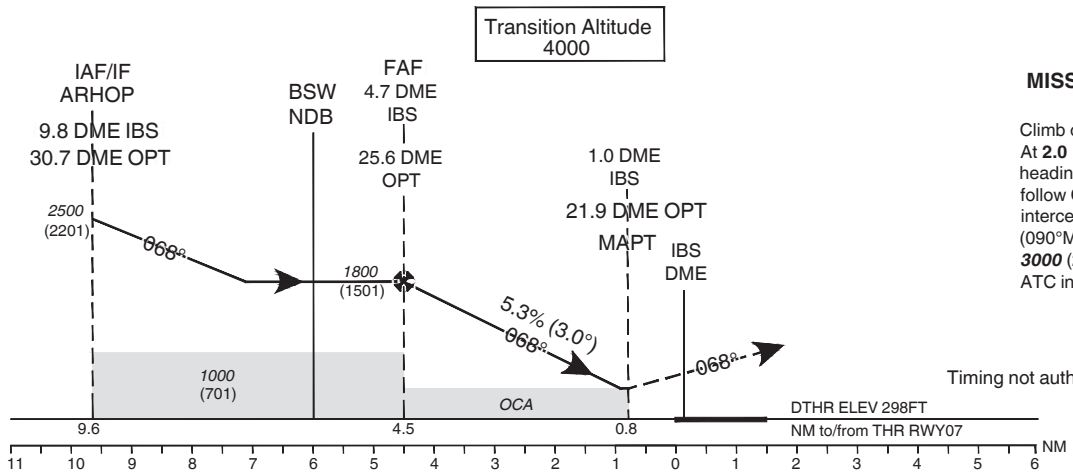
BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Z RWY 07



New chart.

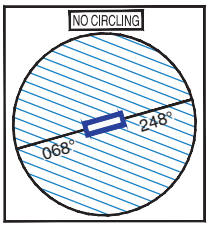


MISSED APPROACH

Climb on **QDR 068° BSW**. At **2.0 NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2701), and hold or follow ATC instructions. Max **230 KIAS**.

Timing not authorised for defining the MAPt.

OCA (H)		A	B
Straight-in Approach	NDB	*930* (631)	
Circling PROHIBITED			



GS	KT	70	90	100	120
FAF - MAPt 3.7 NM	MIN:SEC	3:10	2:28	2:13	1:51
Rate of descent (5.3%)	FT/MIN	376	483	537	644

Distance to IBS DME	NM	4	3	2
Altitudes (Heights)	FT	1560 (1261)	1240 (941)	930 (631)

For data tabulation see verso.

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Z RWY 07

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (**IAF**) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 067.80° BSW / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
FAF – BRG 067.80° BSW / 4.70NM IBS	44°28’43.7’’N 025°59’03.5’’E
MAPT – BRG 067.80° BSW / 1.00NM IBS	44°29’45.5’’N 026°04’01.5’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent gradient (angle): 5.3% (3.03°)

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to NDB Z RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE then to BSW for a new approach.

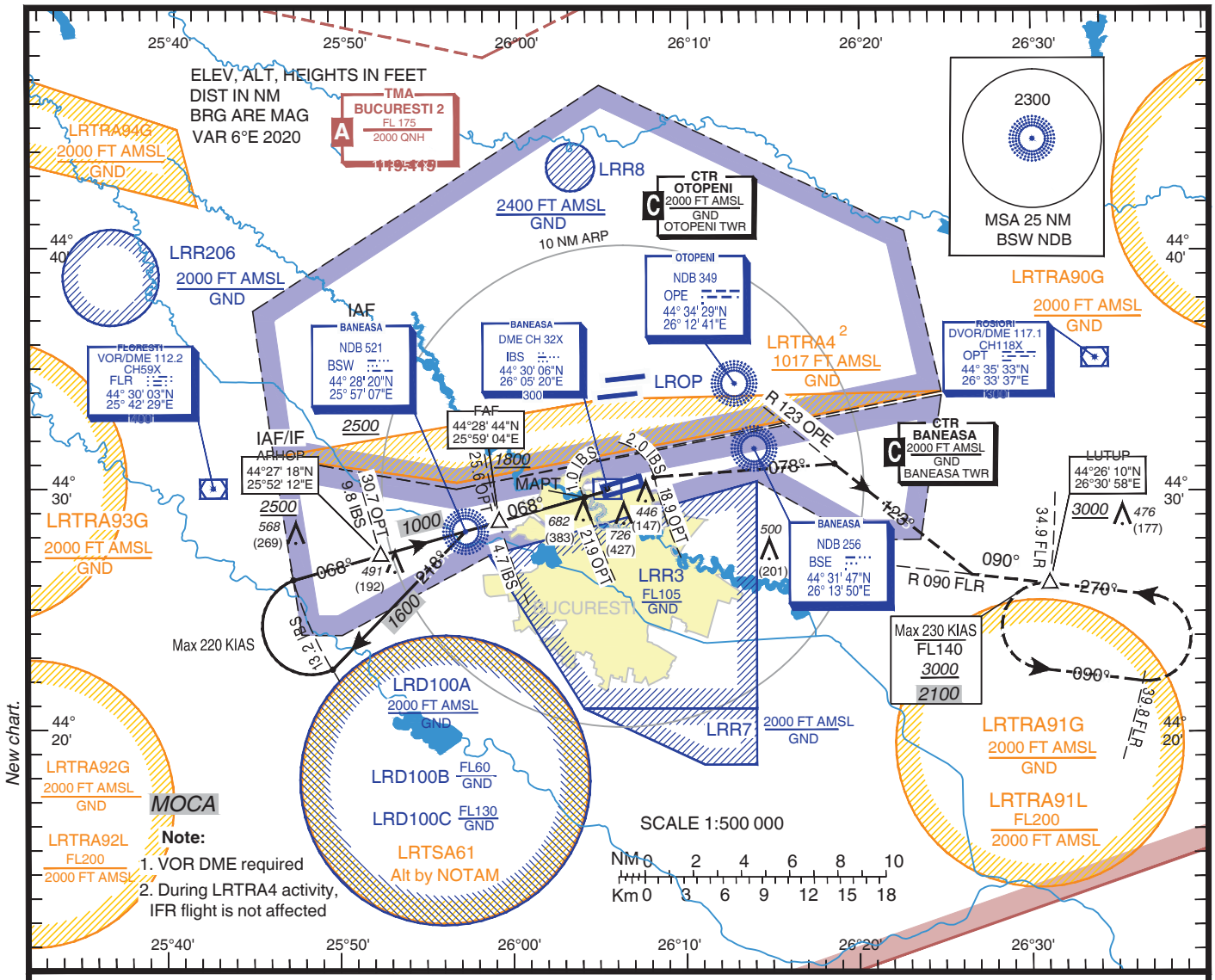
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO AD ELEV

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

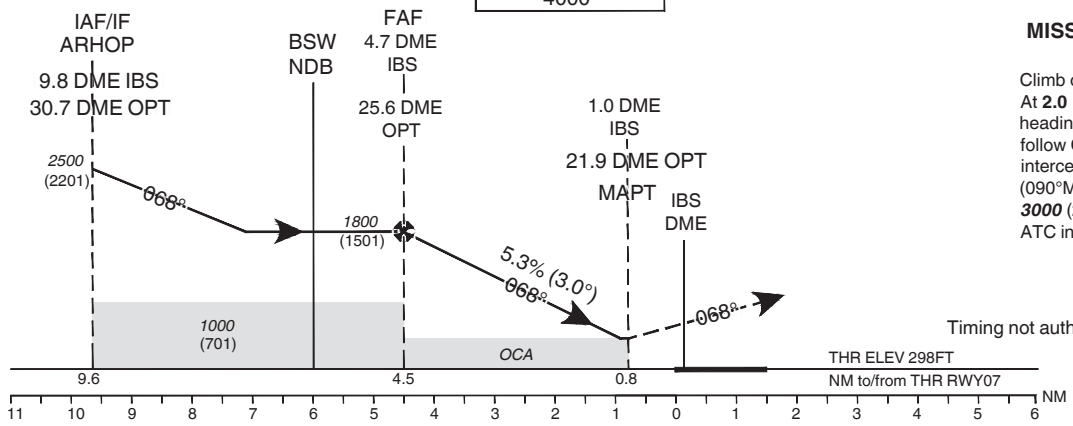
BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Y RWY 07



New chart.

Transition Altitude
4000

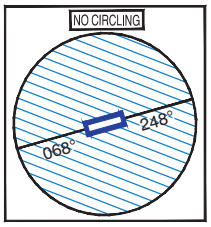


MISSED APPROACH

Climb on **QDR 068° BSW**. At **2.0 NM IBS**, turn **right** heading **078°M** to intercept and follow **QDR 123° OPE** then intercept and follow **R 090° FLR** (090°M) to **LUTUP** climbing to ***3000*** (2701), and hold or follow ATC instructions. Max **230 KIAS**.

Timing not authorised for defining the MAPt.

OCA (H)		C	D
Straight-in Approach	NDB	*930* (631)	
Circling PROHIBITED			



GS	KT	100	120	140	160
FAF - MAPt 3.7 NM	MIN:SEC	2:13	1:51	1:35	1:23
Rate of descent (5.3%)	FT/MIN	537	644	751	859

Distance to IBS DME	NM	4	3	2
Altitudes (Heights)	FT	1560 (1261)	1240 (941)	930 (631)

For data tabulation see verso.

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Y RWY 07

AERONAUTICAL DATA TABULATION

NDB Approach to RWY 07 from IAF/IF 07 and BSW NDB	
Fix/Point	**Coordinates**
BSW (**IAF**) NDB	44°28’19.5’’N 025°57’07.2’’E
OPE NDB	44°34’29.2"N 026°12’40.5"E
FLR VOR/DME	44°30'03.0"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
ARHOP (IAF/IF) – BRG 067.80° BSW / 9.80NM IBS	44°27’17.8’’N 025°52’12.1’’E
LUTUP – BRG 090.10° FLR / 34.93NM FLR	44°26’10.0’’N 026°30’58.0’’E
FAF – BRG 067.80° BSW / 4.70NM IBS	44°28’43.7’’N 025°59’03.5’’E
MAPT – BRG 067.80° BSW / 1.00NM IBS	44°29’45.5’’N 026°04’01.5’’E
BSE NDB	44°31’46.7’’N 026°13’49.9’’E
DTHR 07	44°29’59.26’’N 026°05’08.66’’E

Final approach descent gradient (angle): 5.3% (3.03°)

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to NDB Y RWY 07 instrument approach procedure. In case of missed approach, hold at LUTUP at 3000 ft for 4 minutes, then join RNAV STAR RWY 07 OSTAL 2V. If unable RNAV, after LUTUP proceed to BSE then to BSW for a new approach.

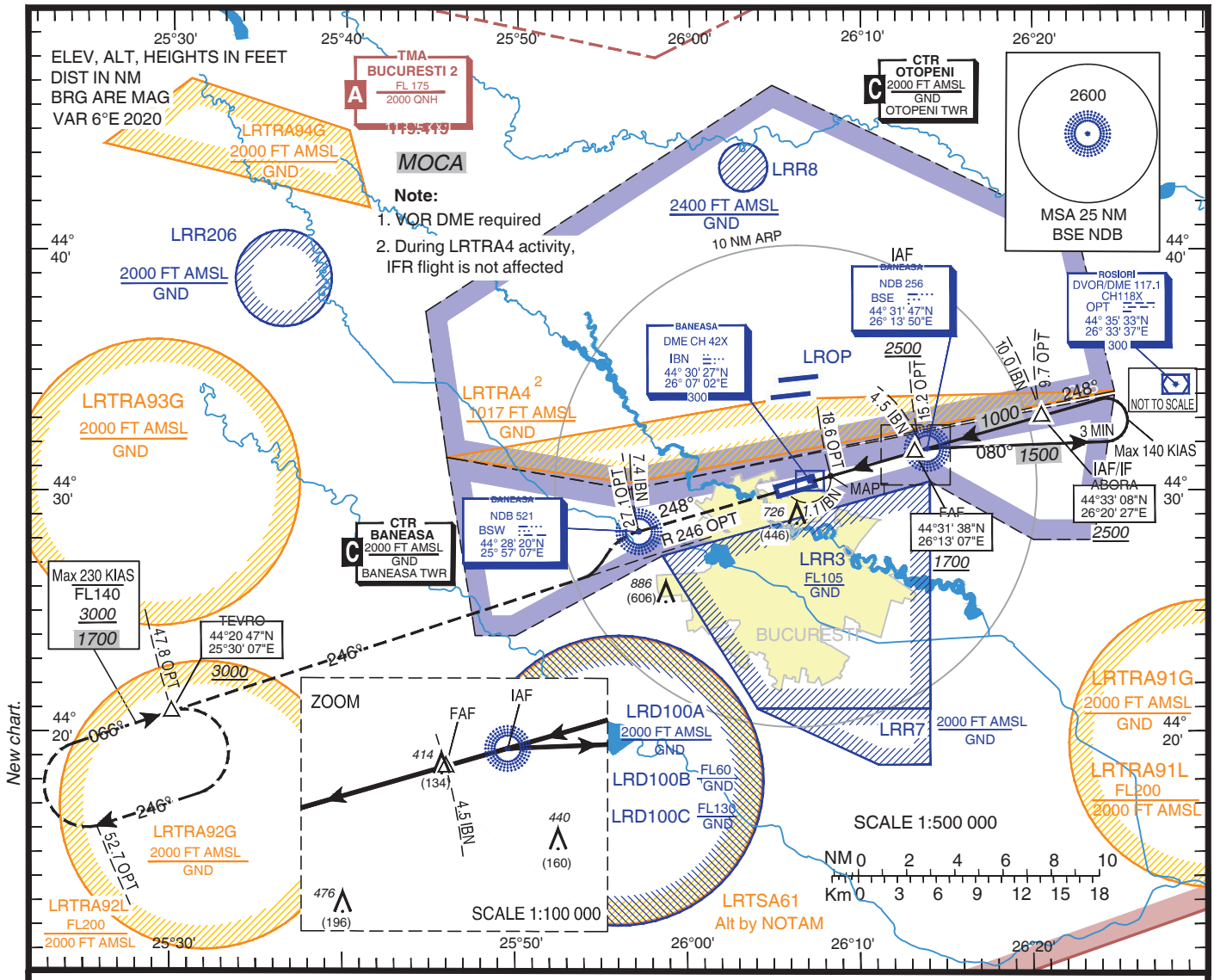
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

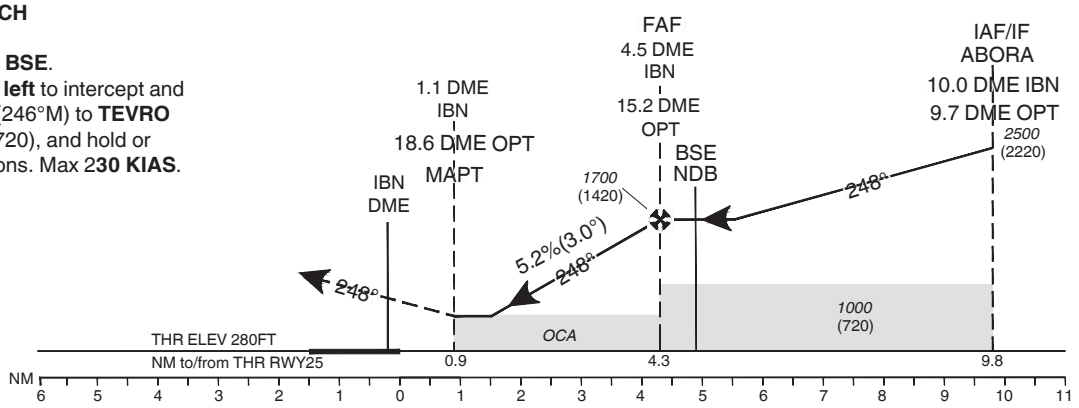
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Z RWY 25



Transition Altitude
4000

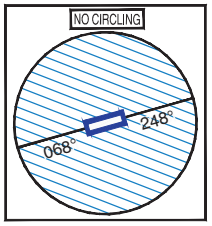
MISSED APPROACH

Climb on **QDR 248° BSE**.
At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions. Max **230 KIAS**.



Timing not authorised for defining the MAPt.

OCA (H)		A	B
Straight-in Approach	NDB	*680* (400)	
Circling PROHIBITED			



GS	KT	70	90	100	120
FAF - MAPt 3.4 NM	MIN:SEC	2:55	2:16	2:03	1:42
Rate of descent (5.2%)	FT/MIN	369	474	527	632

Distance to IBN DME	NM	2	3	4
Altitudes (Heights)	FT	910 (630)	1220 (940)	1540 (1260)

For data tabulation see verso.

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Z RWY 25

AERONAUTICAL DATA TABULATION

NDB Approach to RWY25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7’’N 026°13’49.9’’E
IBN (DME)	44°30’26.7’’N 026°07’02.4’’E
OPT VOR/DME	44°35'32.6’’N 026°33'36.6’’E
ABORA (IAF/IF) – BRG 067.98° BSE / 10.00NM IBN	44°33’08.0’’N 026°20’27.1’’E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0’’N 025°30’07.0’’E
FAF– BRG 247.98°BSE / 4.50NM IBN	44°31’37.9’’N 026°13’07.0’’E
MAPT - BRG 247.98° BSE / 1.10NM IBN	44°30’41.3’’N 026°08’32.5’’E
BSW NDB	44°28’19.5’’N 025°57’07.2’’E
THR 25	44°30’25.87’’N 026°07’17.46’’E

Final approach descent gradient (angle): 5.2% (2.98°)

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to NDB Z RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW then to BSE for a new approach.

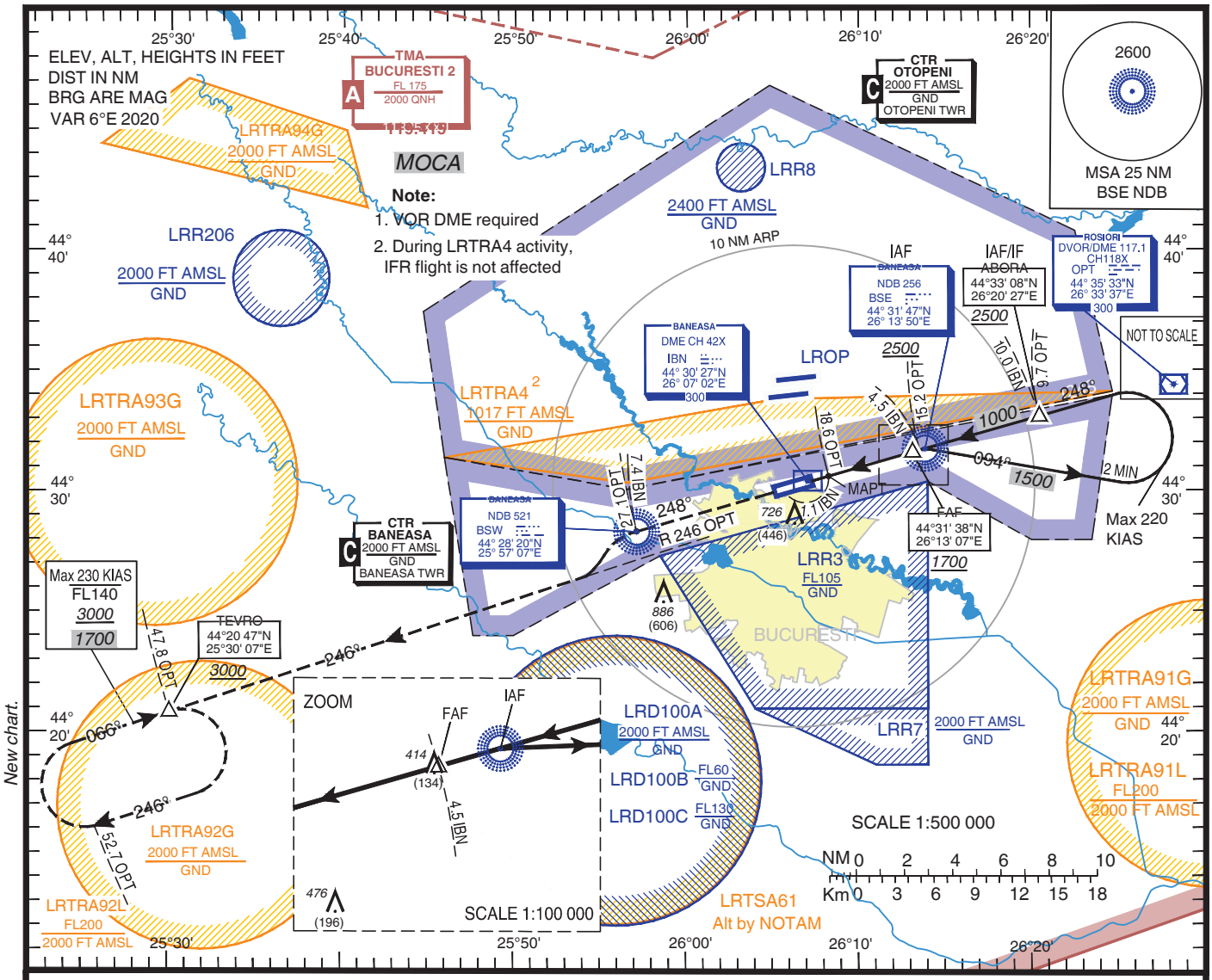
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **299 FT**
HEIGHTS RELATED TO
THR RWY 25 - ELEV 280 ft

BANEASA TWR	125.205
BANEASA TWR ALTN	120.800
BANEASA GROUND	129.960
BANEASA ATIS	126.125

BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

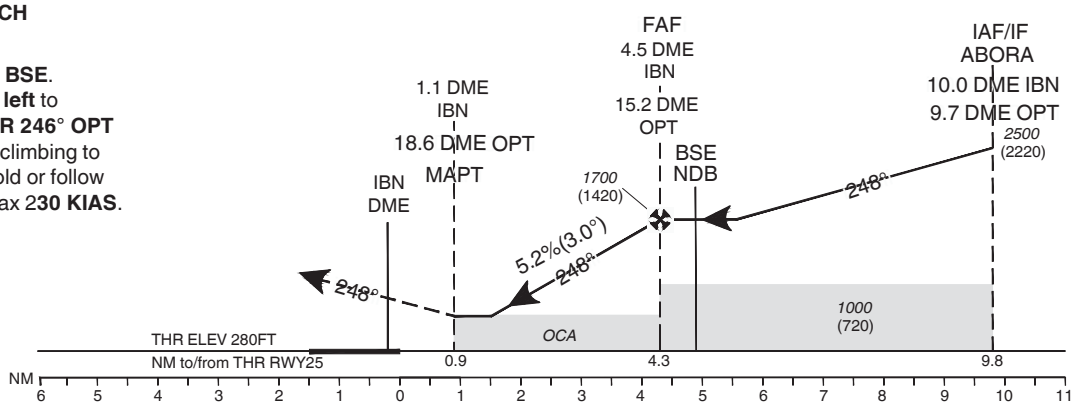
BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Y RWY 25



Transition Altitude
4000

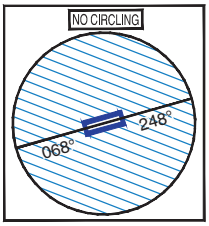
MISSED APPROACH

Climb on **QDR 248° BSE**.
At **7.4 NM IBN**, turn **left** to intercept and follow **R 246° OPT** (246°M) to **TEVRO** climbing to ***3000*** (2720), and hold or follow ATC instructions. Max **230 KIAS**.



Timing not authorised for defining the MAPt.

OCA (H)		C	D
Straight-in Approach	NDB	*710* (430)	*730* (450)
Circling PROHIBITED			



GS	KT	100	120	140	160
FAF - MAPt 3.4 NM	MIN:SEC	2:03	1:42	1:28	1:17
Rate of descent (5.2%)	FT/MIN	527	632	737	843

Distance to IBN DME	NM	2	3	4
Altitudes (Heights)	FT	910 (630)	1220 (940)	1540 (1260)

For data tabulation see verso.

BUCUREŞTI / Băneasa-Aurel Vlaicu (LRBS)
NDB Y RWY 25

AERONAUTICAL DATA TABULATION

NDB Approach to RWY25 from IAF/IF 25 and BSE NDB	
Fix/Point	**Coordinates**
BSE (IAF) NDB	44°31’46.7’’N 026°13’49.9’’E
IBN (DME)	44°30’26.7’’N 026°07’02.4’’E
OPT VOR/DME	44°35'32.6’’N 026°33'36.6’’E
ABORA (IAF/IF) – BRG 067.98° BSE / 10.00NM IBN	44°33’08.0’’N 026°20’27.1’’E
TEVRO – BRG 246.39° / 47.8NM OPT	44°20’47.0’’N 025°30’07.0’’E
FAF– BRG 247.98°BSE / 4.50NM IBN	44°31’37.9’’N 026°13’07.0’’E
MAPT - BRG 247.98° BSE / 1.10NM IBN	44°30’41.3’’N 026°08’32.5’’E
BSW NDB	44°28’19.5’’N 025°57’07.2’’E
THR 25	44°30’25.87’’N 026°07’17.46’’E

Final approach descent gradient (angle): 5.2% (2.98°)

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to NDB Y RWY 25 instrument approach procedure. In case of missed approach, hold at TEVRO at 3000 ft for 4 minutes, then join RNAV STAR RWY 25 ABRUT 2Y. If unable RNAV, after TEVRO proceed to BSW then to BSE for a new approach.

1	2	3	4	5	6	7	8
NDB(LO)	OPE	349 KHz	H24	443429.2N 0261240.5E	-	NIL	078°MAG/3.91 NM from THR 26L
LOC 08L (6°E/2020) ILS CAT III (III.E.4)	ILL	110.900 MHz	H24	443449.0N 0260756.8E	-	NIL	Front course angle 3.18°
GP 08L	-	330.800 MHz	H24	443440.9N 0260515.9E	-	NIL	GP Angle 3°, ILS RDH 51 FT
DME 08L	ILL	1007 MHz CH 46X	H24	443440.9N 0260515.9E	400 FT	NIL	Collocated with GP 08L antenna
LOC 26R (6°E/2020) ILS CAT III (III.E.4)	IRR	110.700 MHz	H24	443434.4N 0260444.4E	-	NIL	Front course angle 3.14°
GP 26R	-	330.200 MHz	H24	443450.3N 0260726.0E	-	NIL	GP Angle 3°, ILS RDH 54 FT
DME 26R	IRR	1005.000 MHz CH 44X	H24	443450.5N 0260725.8E	400 FT	NIL	NIL
NDB(LO)	OTL	370 KHz	H24	443412.9N 0260002.2E	-	NIL	258°MAG/3.60 NM from THR 08L
NDB(LO)	OTR	318 KHz	H24	443516.8N 0261407.3E	-	NIL	078°MAG/4.60 NM from THR 26R
VOR/DME (6°E/2020)	FLR	112.200 MHz CH 59X	H24	443003.1N 0254229.4E	400 FT	NIL	Coverage 150 NM (assumed)
DVOR/DME (6°E/2020)	OPT	117.100 MHz CH 118X	H24	443532.6N 0263336.6E	300 FT	NIL	Coverage 80 NM (assumed)
DVOR/DME (6°E/2020)	STJ	113.200 MHz CH 79X	H24	445506.8N 0255837.3E	600 FT	NIL	Coverage 80 NM (assumed)
DME	COM	1069.000 MHz CH 45X	H24	441032.9N 0260858.7E	400 FT	NIL	Coverage 100 NM (assumed)
DME	ISA	1129.000 MHz CH 105Y	H24	450709.1N 0263235.2E	2500 FT	NIL	Coverage 100 NM (assumed)
DME	PMT	1118.000 MHz CH 94X	H24	444637.8N 0252308.4E	900 FT	NIL	Coverage 100 NM (assumed)
NDB(LO)	BSE	256 KHz	H24	443146.7N 0261349.9E	-	NIL	-
NDB(LO)	BSW	521 KHz	H24	442819.5N 0255707.2E	-	NIL	-
GPS NPA	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

LROP AD 2.20 LOCAL AERODROME REGULATIONS / REGLEMENTĂRI DE AERODROM LOCALE

1. Airport regulations / Reglementări de aeroport

1.1. Taxiing of Aircraft on the Apron

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

C: EASA Code C - apron Taxiway
J: EASA Code D - apron Taxiway
K: EASA Code D - apron Taxiway
M: EASA Code E - apron Taxiway
P between TWY C and C1: EASA Code E - apron Taxiway
U: EASA Code C - apron taxiway
C1: EASA Code C - aircraft stand taxilane - only aircraft taxiing for exit from stands 204-224
L: EASA Code C - aircraft stand taxilane
T: EASA Code C - aircraft stand taxilanes

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

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

1.1 Rularea aeronavelor pe platformă

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

C: EASA Code C - apron Taxiway
J: EASA Code D - apron Taxiway
K: EASA Code D - apron Taxiway
M: EASA Code E - apron Taxiway
P between TWY C and C1: EASA Code E - apron Taxiway
U: EASA Code C - apron taxiway
C1: EASA Code C - aircraft stand taxilane - numai pentru rularea aeronavelor care ies de la standurile 204-224
L: EASA Code C - aircraft stand taxilane
T: EASA Code C - aircraft stand taxilanes

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

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

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

On the aprons aircraft are permitted to taxi only at the indispensable minimum engine thrust.
When taxiing into aircraft stands, aircraft shall generally not stop in curves between the centerlines of apron taxiways or aircraft stand taxi lanes and the centerlines of aircraft stands so as to avoid the further appliance of break-away power.
Aircraft taxiing for exit from 204-224 shall generally not stop in curves, so as to avoid the further appliance of breakaway power.

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

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

Reverse thrust shall not be used. Aircraft operators shall make suitable arrangements.
Crews shall request start up/ pushback approval only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent incidents and back of stand vehicle traffic congestion, anti-collision beacons should only be switched on only after start up/ pushback approval has been obtained.

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

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

Aircrews shall select the assigned Mode A code and activate the Mode S by selecting AUTO, ON, XPNDR, or the equivalent according to specific installation and assigned Mode A code under the following conditions:
- from request of push-back or taxi, whichever is earlier;
- after landing, continuously untill the aircraft is fully parked on the stand.

The transponder shall be switched off immediately after parking.
Whenever the aircraft is capable of reporting flight identification (i.e. call sign used in flight), the flight identification should also be entered from the request for push-back or taxi, whichever is earlier (through the FMS or the trannsponder control panel). Aircrews shall use the format as defined in field 7 f the ICAO flight plan for entry of the flight identification.
To ensure that the performance of the systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised, TCAS shall shall not be activated before receiving the clearance to line-up. After landing, it shall be deactivated after vacating the runway.

1.3 USE OF AIRPORT BY HIGHER CODE LETTER AIRCRAFT

1.3.1. General

LROP airport reference code letter is 4E.
In this context, aircraft with higher code than 4E, means wingspan greater than 65m or outer main gear wheel span greater (OMGWS) than 14m.
Aircraft with code higher than aerodrome code 4E (wingspan greater than 65m and outer main gear wheel span OMGWS greater than 14m):

a) shall obtain aerodrome operator's prior approval; request will be sent at ops@cnab.ro, minimum 60 days before flight;

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

Rularea aeronavelor pe platformă este permisă fără însoţire Follow Me numai dacă sunt în legătură radio permanentă cu Otopeni Ground pe toată perioada manevrelor de rulare. În situaţia în care Otopeni Ground recomandă însoţirea cu Follow Me a aeronavei în rulaj, pilotul trebuie să urmeze întocmai semnalele acestuia. În cazul în care pilotul doreşte efectuarea manevrelor de rulare cu asistenţă Follow Me, va solicita acest lucru la Otopeni Ground.
Vehiculele Follow Me sunt identificabile prin rampele luminoase de semnalizare (Follow Me) şi girofar de culoare orange.
Rularea aeronavelor pe platformă este permisă numai la un regim de turaţie al motoarelor care să permită deplasarea aeronavei.
La rularea pentru intrarea în poziţiile de staţionare, aeronavele nu vor opri în curbe, pentru a evita turarea suplimentară a motoarelor în vederea punerii în mişcare.

Aeronavele care rulează pentru ieșirea de la pozițiile de staționare 204-224 nu vor oprii în curbe pentru a evita turarea suplimentară a motoarelor pentru repunerea în mișcare.
Parcarea aeronavei la poziţiile de staţionare se face:
- în conformitate cu semnalele marshaler-ului pe APRON 1 la poziţiile de stationare 108, 116-122, 131-134, pozițiile alternative şi pe APRON 2 la toate poziţiile sau
- cu indicaţiile Stand Entry Guidance la poziţiile de staţionare 101-107 şi 109-115 pe APRON 1;

Ieşirea aeronavelor din poziţiile de staţionare nose-in (vezi AD 2.5-22 şi AD 2.5-23, pozițiile de staționare 201-203) se face numai cu echipamente de tractare/împingere sau prin power back.
Utilizarea reversoarelor de tracţiune este interzisă. Operatorii aerieni vor avea stabilite aranjamentele necesare.
Echipajele vor solicita autorizarea de pornire/ împingere înapoi numai dacă pregătirea aeronavei pentru plecare a fost finalizată. Aceasta include închiderea ușilor și a trapelor, scărilor și punților mobile de îmbarcare, remorcherul este cuplat și sunt stabilite comunicațiile cu personalul de sol care a confirmat că sunt pregătiți pentru manevră. Pentru a preveni producerea de incidente și aglomerări ale traficului rutier, luminile anti-coliziune vor fi pornite numai după obținerea aprobării de pornire/împingere înapoi.

1.2 OPERAREA TRANSPONDERELOR MOD S CÂND AERONAVA ESTE LA SOL

Operatorii aeronavelor se vor asigura că transpoderele Mod S sunt capabile să opereze când aeronava este la sol, în conformitate cu specificaţiile OACI (Anexa 10, volumul IV, 3.1.2.8.5.3 şi 3.1.2.10.3.10).
Echipajele aeronavelor vor selecta codul Mod A alocat şi vor activa Modul S selectând AUTO, ON, XPDR sau poziţia echivalentă în funcţie de echipamentul propriu şi de codul Mod A alocat, în următoarele condiţii:
- la cererea de "push-back" sau de rulaj, oricare ar fi prima;
- neîntrerupt după aterizare, până când aeronava este complet parcată la stand.

Transponderul va fi oprit imediat după parcare.
Atunci când aeronava este capabilă să raporteze identificarea zborului (ex. indicativul folosit în zbor) identificarea zborului trebuie de asemenea introdusă odată cu cererea de "push-back" sau de rulaj, oricare ar fi prima (prin intermediul FMS sau panoul de control al transponderului). Echipajele de zbor vor utiliza formatul definit în câmpul 7 al planului de zbor în format OACI pentru introducerea identificării zborului.
Pentru a asigura că nu este afectată performanţa sistemelor bazate pe frecvenţele SSR (inclusiv echipamentele TCAS de la bord şi radarele SSR), TCAS nu va fi activat înainte de primirea autorizării de aliniere. După aterizare, va fi dezactivat după eliberarea pistei.

1.3 UTILIZAREA AEROPORTULUI DE CĂTRE AERONAVE CU LITERĂ DE COD SUPERIOARĂ

1.3.1. Generalităţi

Litera de cod a LROP este 4E.
În acest context, aeronave de cod superior decât 4E, înseamnă aeronave cu anvergură mai mare de 65m sau lățime a trenului principal mai mare de 14m.
Aeronavele cu litera de cod superioară celei de referință a aerodromului 4E (anvergură mai mare de 65m și lățime totală a trenului principal OMGWS mai mare de 14m):

a) trebuie să obțină în prealabil aprobarea operatorului de aerodrom; solicitarea va fi transmisă pe adresa ops@cnab.ro cu minim 60 zile înaintea zborului;
b) în cazul unei situații de urgență declarate, pot utiliza LROP fără aprobare prealabilă.

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

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

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

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

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

- NIL -

7. Taxiing - limitations / Rulare - limitări

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

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

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

- NIL -

9. Helicopter traffic - limitations / Traficul elicopterelor - limitări

- TO BE DEVELOPED -

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

- NIL -

LROP AD 2.21 NOISE ABATEMENT PROCEDURES

DEPARTURE
See AD 1.1.5

DECOLARE
Vezi AD 1.1.5

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

To minimize disturbance in areas adjacent to the airport, especially between 2300-0700 LT, reverse thrust above idle shall not be used, except when required for safety reasons.

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

APU poate fi menţinut în funcţiune maxim 15 minute după BLOCK ON TIME şi poate fi pornit cu maximum 30 minute înainte de STD.

Pentru a reduce disconfortul în zonele adiacente aeroportului, în special între 2300 și 0700 ora locală, utilizarea reversoarelor la un regim superior ralantiului este interzisă, cu excepția situațiilor în care aceasta este necesară din motive de siguranță.

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

LROP AD 2.22 FLIGHT PROCEDURES / PROCEDURI DE ZBOR

1. LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIŢII DE VIZIBILITATE REDUSĂ

1.1 DESCRIPTION OF FACILITIES

RWY 08R – instrument approach operation type B - CAT III: decision height lower than 30m (100ft) or no decision height and a runway visual range; RVR less than 300m or no runway visual range limitations;
RWY 26L – instrument approach operation type B - CAT I: decision height not lower than 60m (200ft) and with either a visibility not less than 800m or a runway visual range not less than 550m;
RWY 08L – instrument approach operation type B - CAT III: decision height lower than 30m (100ft) or no decision height and a runway visual range; RVR less than 300m or no runway visual range limitations;
RWY 26R – instrument approach operation type B - CAT III: decision height lower than 30m (100ft) or no decision height and a runway visual range; RVR less than 300m or no runway visual range limitations.

1.2 LOW VISIBILITY PROCEDURES

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

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

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

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

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

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

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

1.3 DETAILS OF RUNWAY EXITS

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

1.1 DESCRIEREA FACILITĂŢILOR

RWY 08R – operațiuni de apropiere instrumentală de tip B - CAT III: înălțime de decizie < 30m (100ft) sau fără înălțime de decizie; RVR mai mic de 300m sau fără limitări ale RVR;

RWY 26L – operațiuni de apropiere instrumentală de tip B - CAT I: înălțime de decizie ≥ 60m (200ft); vizibilitate ≥ 800m sau RVR ≥ 550m;

RWY 08L – operațiuni de apropiere instrumentală de tip B - CAT III: înălțime de decizie < 30m (100ft) sau fără înălțime de decizie; RVR mai mic de 300m sau fără limitări ale RVR;

RWY 26R – operațiuni de apropiere instrumentală de tip B - CAT III: înălțime de decizie < 30m (100ft) sau fără înălțime de decizie; RVR mai mic de 300m sau fără limitări ale RVR.

1.2 PROCEDURI DE OPERARE ÎN CONDIȚII DE VIZIBILITATE REDUSĂ

1.2.1 Pe timpul operării în condiții de vizibilitate redusă, capacitatea totală ATC este redusă. Pentru a asigura siguranța aeronavelor și o capacitate ATC optimă, Aeroportul Henri Coandă aplică proceduri de operare în condiții de vizibilitate redusă. Aceste proceduri se bazează pe ICAO Doc 9476/1 (Surface Movement Guidance and Control Manual) and ICAO EUR Doc 013 (European Guidance Material on All Weather Operations at Aerodromes).
1.2.2 Faza de pregătire va fi implementată atunci când RVR are valori de 800 m sau vizibilitatea orizontală scade sub 1500m sau plafonul norilor/vizibilitate verticală de 500 ft (150m).
1.2.3 Faza operaţională va fi declanşată atunci când valoarea RVR scade sub 550 m (vizibilitatea orizontală scade sub 800m) sau plafonul norilor/vizibilitate verticală este sub 200ft (60m).
1.2.4 Procedurile în condiţii de vizibilitate redusă vor fi incheiate atunci când valoarea RVR este mai mare de 800m (vizibilitatea orizontală este mai mare de 1500m) şi plafonul norilor/ vizibilitatea verticală este mai mare de 300ft (90m).
1.2.5 Operarea în condiții simulate de vizibilitate redusă poate fi solicitată de pilot cu minimum 30 min înainte de ETD/ETA.
1.2.6 Dacă mijloacele visuale disponibile nu asigură suficiente informații pentru rulare, piloții pot solicita asistență Follow Me

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

1.3 DETALII PRIVIND ELIBERAREA PISTEI

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

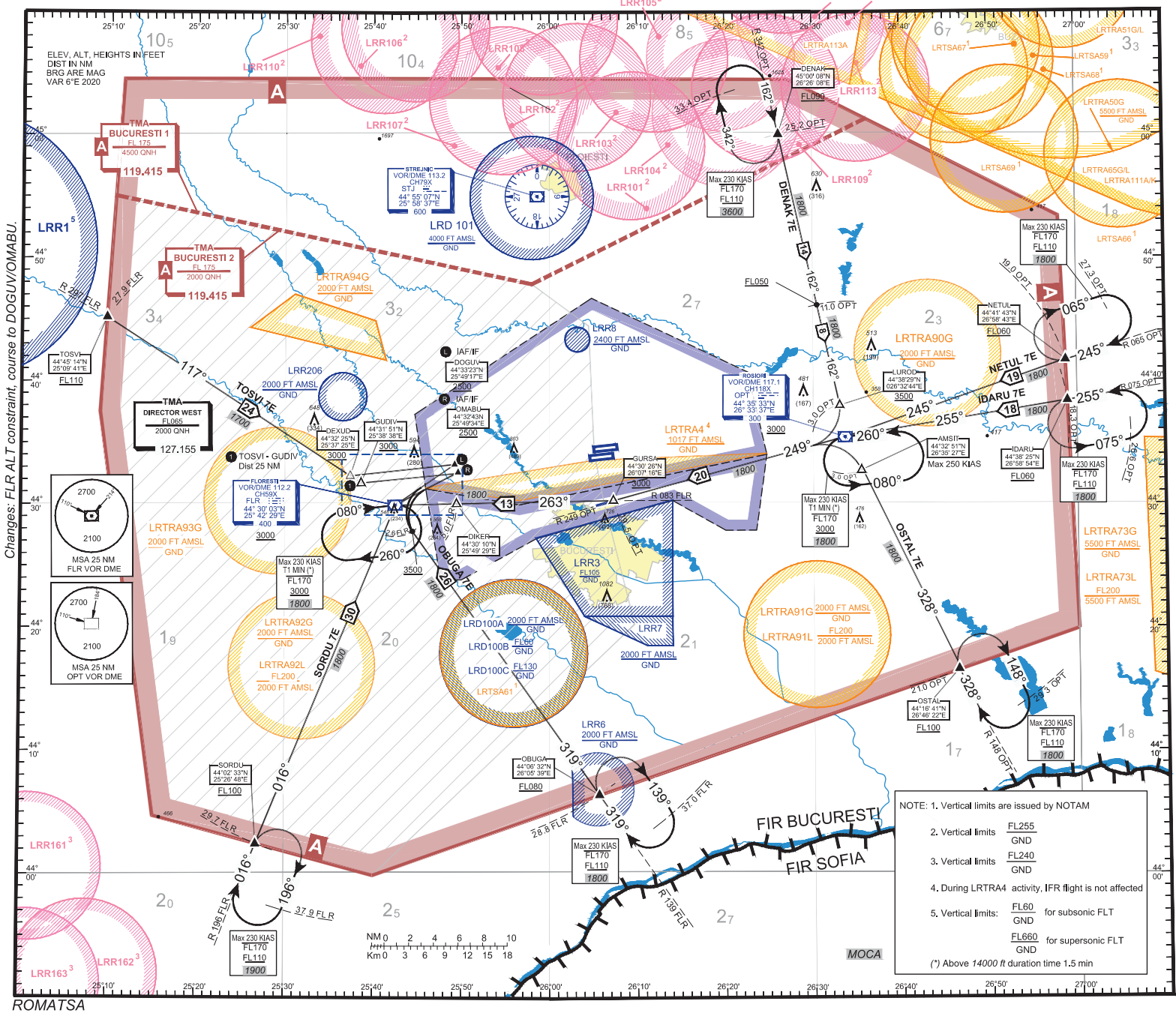
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
4000 FT

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

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

BUCUREŞTI / Henri Coandă (LROP)
RWY 08L/R
DENAK 7E, IDARU 7E, NETUL 7E
OBUGA 7E, OSTAL 7E, SORDU 7E, TOSVI 7E

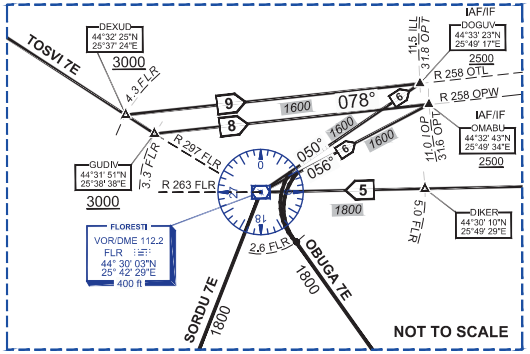


Standard Instrument Arrival Routes (STAR) are also noise abatement routings.
Strict adherance within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE

- 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 FLR VOR/DME then OMABU/DOGUV . Descending shall be executed in accordance with vertical restrictions specified on ATC Surveillance 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.

DESIGNATOR ARRIVAL ROUTE	ARRIVAL ROUTE AND LEVEL INSTRUCTIONS/REMARKS
DENAK 7E	From **DENAK** at or above **FL90** and max **250 KIAS** to **11 DME OPT** on course **162°** at or above **FL50** to **LUROD** on course **162°** at or above **3500** to **GURSA** on course **249°** at or above **3000** and max **250 KIAS** to **DIKER** on course **263°** to **FLR** on course **263°** at or above **3000** and hold. From **FLR** at or above **3000** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
IDARU 7E	From **IDARU** at or above **FL60** and max **250 KIAS** to **OPT** on course **255°** to **GURSA** on course **249°** at or above **3000** and max 250 **KIAS** to **DIKER** on course **263°** to **FLR** on course **263°** at or above **3000** and hold. From **FLR** at or above **3000** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
NETUL 7 E	From **NETUL** at or above **FL60** and max **250 KIAS** to **OPT** on course **245°** to **GURSA** on course **249°** at or above **3000** and max 250 **KIAS** to **DIKER** on course **263°** to **FLR** on course **263°** at or above **3000** and hold. From **FLR** at or above **3000** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
OBUGA 7E	From **OBUGA** at or above **FL80** and max **250 KIAS** to **2.6 DME FLR** on course **319°** at or above **3500** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
OSTAL 7E	From **OSTAL** at or above **FL100** to **AMSIT** on course **328°** and max **250 KIAS** to **GURSA** on course **249°** at or above **3000** and max **250 KIAS** to **DIKER** on course **263°** to **FLR** on course **263°** at or above **3000** and hold. From **FLR** at or above **3000** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
SORDU 7E	From **SORDU** at or above **FL100** to **FLR** on course **016°** at or above **3000** (RWY08L) to **DOGUV** on course **050°** at or above **2500.** (RWY08R) to **OMABU** on course **056°** at or above **2500.**
TOSVI 7E	From **TOSVI** at or above **FL110** (RWY08L) to **DEXUD** on course **117°** at or above 3000 to **DOGUV** on course **078°** at or above **2500.** (RWY08R) to **GUDIV** on course **117°** at or above 3000 to **OMABU** on course **078°** at or above **2500.**



TMA SPEED LIMIT MAX 250 KIAS BELOW FL100

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		

BUCUREȘTI / Henri Coandă (LROP)

STAR RWY 08L/R

AERONAUTICAL DATA TABULATION

STAR RWY 08L/R	
Fix/Waypoint Name	**Coordinates**
DENAK – BRG 341.84° / 25.16NM OPT	45°00’08.2’’N 026°26’08.5’’E
IDARU – BRG 074.84° / 18.30NM OPT	44°38’24.5’’N 026°58’54.5’’E
NETUL – BRG 064.83° / 18.96NM OPT	44°41’43.4’’N 026°58’42.8’’E
OBUGA – BRG 138.58° / 28.80NM FLR	44°06’32.4’’N 026°05’39.4’’E
OSTAL – BRG 148.07° / 20.97NM OPT	44°16’40.5’’N 026°46’22.4’’E
SORDU – BRG 196.38° / 29.72NM FLR	44°02’33.1’’N 025°26’48.2’’E
TOSVI – BRG 297.14° / 27.92NM FLR	44°45’14.0’’N 025°09’41.0’’E
FLR VOR/DME	44°30'03.1"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
STJ VOR/DME	44°55'06.8"N 025°58'37.3"E
AMSIT – BRG 148.07° / 3.0 MN OPT	44°32'50.8"N 026°35'26.6"E
DEXUD – BRG 297.14° / 4.33NM FLR	44°32'25.0"N 025°37'25.0"E
DIKER – BRG 082.63° / 5.00NM FLR	44°30'09.9"N 025°49'28.5"E
GUDIV – BRG 297.14° / 3.29NM FLR	44°31'51.0"N 025°38'38.0"E
GURSA – BRG 248.96° / 19.52NM OPT	44°30'25.6"N 026°07'16.4"E
LUROD – BRG 341.84° / 3.00NM OPT	44°38'28.5"N 026°32'43.5"E
DOGUV (IAF/IF) - BRG 257.88° OTL / 11.50NM ILL	44°33’23.0’’N 025°49’17.0’’E
OMABU (IAF/IF) - BRG 257.92° OPW / 11.00NM IOP	44°32’43.2’’N 025°49’34.2’’E
DOGUV (IAF/IF) – BRG 257.95° / 11.50NM ILL	44°33’23.0’’N 025°49’17.0’’E
OMABU (IAF/IF) – BRG 257.93° / 11.00NM IOP	44°32’43.2’’N 025°49’34.2’’E

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

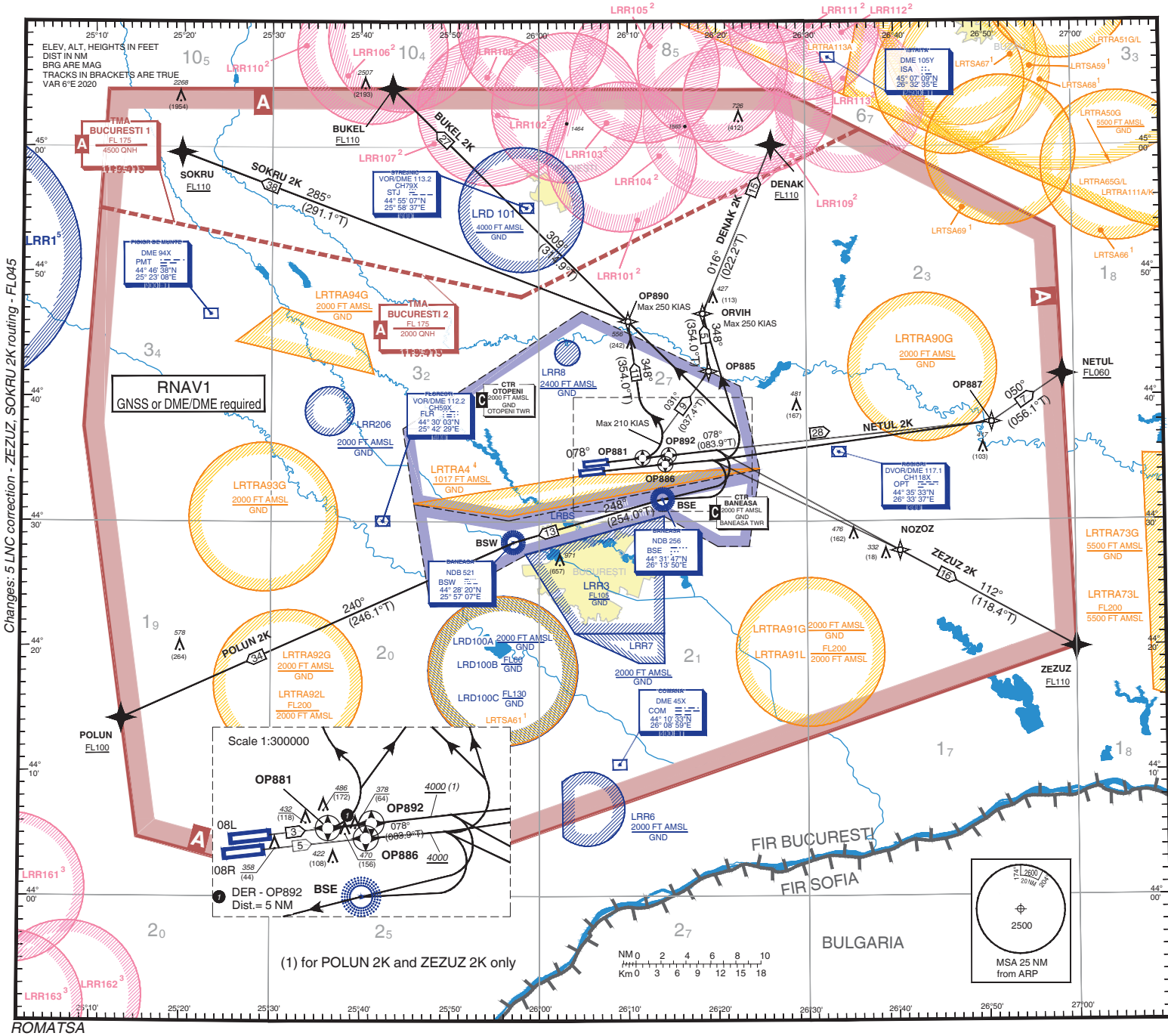
OTOPENI ATIS	118.500
BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600

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	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	133.915
	NERDI ALTN	123.890

BUCUREŞTI / Henri Coandă (LROP)
RNAV RWY 08L/R
BUKEL 2K, DENAK 2K, NETUL 2K
POLUN 2K, SOKRU 2K, ZEZUZ 2K



DESIGNATOR	ROUTING
BUKEL 2K	(RWY 08L): Climb to OP881 (Max 210 KIAS) on course 078°M, then to OP890 (Max 250 KIAS), then to BUKEL at or above FL110. ATS climb gradient: 4.4 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 08R): Climb to OP886 on course 078°M, at or above 4000 (3686) turn left direct to OP890 (Max 250 KIAS), then to BUKEL at or above FL110. ATS climb gradient: 3.9 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. Not available for traffic to DIRER.
DENAK 2K	(RWY 08L): Climb to OP881 (Max 210 KIAS) on course 078°M, then to OP885, then to ORVIH (Max 250 KIAS), then to DENAK at or above FL110. ATS climb gradient: 5.8 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 08R): Climb to OP886 on course 078°M, at or above 4000 (3686) turn left direct to ORVIH (Max 250 KIAS), then to DENAK at or above FL110. ATS climb gradient: 5.5 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
NETUL 2K	(RWY 08L): Climb to OP881 on course 078°M, then to OP887, then to NETUL at or above FL060. (RWY 08R): Climb to OP886 on course 078°M, at or above 4000 (3686) turn left direct to OP887, then to NETUL at or above FL060.
POLUN 2K	(RWY 08L):Climb to OP892 on course 078°M, at or above 4000 (3686) turn right direct to BSE (Max 250 KIAS), then to BSW, then to POLUN at or above FL100. (RWY 08R):Climb to OP886 on course 078°M, at or above 4000 (3686) turn right direct to BSE (Max 250 KIAS), then to BSW, then to POLUN at or above FL100. Not available for traffic to MOPUG.
SOKRU 2K	(RWY 08L): Climb to OP881 (Max 210 KIAS) on course 078°M, then to OP890 (Max 250 KIAS), then to SOKRU at or above FL110. ATS climb gradient: 4.1 % up to FL045 (4186) then resume 3.3% up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 08R): Climb to OP886 on course 078°M, at or above 4000 (3686) turn left direct to OP890 (Max 250 KIAS), then to SOKRU at or above FL110. Not available for traffic to DIRER.
ZEZUZ 2K	(RWY 08L): Climb to OP892 on course 078°M, at or above 4000 (3686) turn right direct to NOZOZ, then to ZEZUZ at or above FL110. ATS climb gradient: 4.3 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 08R): Climb to OP886 on course 078°M, at or above 4000 (3686) turn right direct to NOZOZ, then to ZEZUZ at or above FL110. ATS climb gradient: 4.3 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient.

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

NOTE: 1. Vertical limits are issued by NOTAM

2. Vertical limits $\frac{\text{FL255}}{\text{GND}}$

3. Vertical limits $\frac{\text{FL240}}{\text{GND}}$

4. During LRTRA4 activity, IFR flight is not affected

5. Vertical limits: $\frac{\text{FL60}}{\text{GND}}$ for subsonic FLT $\frac{\text{FL660}}{\text{GND}}$ 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

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

BUCUREȘTI / Henri Coandă (LROP)
SID RNAV RWY 08L/R

AERONAUTICAL DATA TABULATION

SID RNAV RWY 08L/R	
Waypoint Identifier	***Coordinates***
BUKEL	45°04'40.1"N 025°43'32.6"E
DENAK	45°00'08.2"N 026°26'08.5"E
NETUL	44°41'43.4"N 026°58'42.8"E
POLUN	44°14'14.7"N 025°13'24.1"E
SOKRU	44°59'34.0"N 025°19'49.0"E
ZEZUZ	44°20'00.0"N 027°00'00.0"E
BSE	44°31'46.7"N 026°13'49.9"E
BSW	44°28'19.5"N 025°57'07.2"E
OP881	44°35'05.5"N 026°11'36.7"E
OP885	44°42'01.6"N 026°19'03.3"E
OP886	44°34'36.0"N 026°14'09.6"E
OP887	44°37'54.5"N 026°50'45.2"E
OP890	44°46'02.1"N 026°10'00.2"E
OP892	44°35'18.7"N 026°14'32.3"E
NOZOZ	44°27'38.7"N 026°40'24.3"E
ORVIH	44°46'39.1"N 026°18'22.7"E
DER 08L	44°34'48.6"N 026°07'51.5"E
DER 08R	44°34'05.6"N 026°07'25.5"E

BUCUREŞTI / Henri Coandă (LROP)
SID RNAV RWY 08L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	BUKEL 2K	CF	OP886	Y	078 (083.9)	6.0E	6.9					RNAV 1
20	BUKEL 2K	CA			078 (083.9)	6.0E			+4000			RNAV 1
30	BUKEL 2K	DF	OP890			6.0E		L		-250		RNAV 1
10	BUKEL 2K	CF	OP881	Y	078 (083.9)	6.0E	4.7			-210		RNAV 1
20	BUKEL 2K	TF	OP890		348 (354.0)	6.0 E	11.0			-250		RNAV 1
10	BUKEL 2K	IF	OP890			6.0E				-250		RNAV 1
20	BUKEL 2K	TF	BUKEL		309 (314.9)	6.0E	26.5		+FL110			RNAV 1
10	DENAK 2K	CF	OP886	Y	078 (083.9)	6.0E	6.9					RNAV 1
20	DENAK 2K	CA			078 (083.9)	6.0E			+4000			RNAV 1
30	DENAK 2K	DF	ORVIH			6.0E		L		-250		RNAV 1
10	DENAK 2K	CF	OP881	Y	078 (083.9)	6.0E	4.7			-210		RNAV 1
20	DENAK 2K	TF	OP885		031(037.4)	6.0E	8.7					RNAV 1
30	DENAK 2K	TF	ORVIH		348(354.1)	6.0E	4.7			-250		RNAV 1
10	DENAK 2K	IF	ORVIH			6.0E				-250		RNAV 1
20	DENAK 2K	TF	DENAK		016 (022.2)	6.0E	14.6		+FL110			RNAV 1
10	NETUL 2K	CF	OP886	Y	078 (083.9)	6.0E	6.9					RNAV 1
20	NETUL 2K	CA			078 (083.9)	6.0E			+4000			RNAV 1
30	NETUL 2K	DF	OP887			6.0E						RNAV 1
10	NETUL 2K	CF	OP881	Y	078 (083.9)	6.0E	4.7					RNAV 1
20	NETUL 2K	TF	OP887		078 (084.0)	6.0E	28.1					RNAV 1
10	NETUL 2K	IF	OP887			6.0E						RNAV 1
20	NETUL 2K	TF	NETUL		050 (056.1)	6.0E	6.8		+FL060			RNAV 1
10	POLUN 2K	CF	OP886	Y	078 (083.9)	6.0E	6.9					RNAV 1
20	POLUN 2K	CA			078 (083.9)	6.0E			+4000			RNAV 1
30	POLUN 2K	DF	BSE			6.0E		R		-250		RNAV 1
10	POLUN 2K	CF	OP892	Y	078 (083.9)	6.0E	6.8					RNAV 1
20	POLUN 2K	CA			078 (083.9)	6.0E			+4000			RNAV 1
30	POLUN 2K	DF	BSE			6.0E		R		-250		RNAV 1
10	POLUN 2K	IF	BSE			6.0E				-250		RNAV 1
20	POLUN 2K	TF	BSW		248(254.0)	6.0E	12.5					RNAV 1
30	POLUN 2K	TF	POLUN		240(246.1)	6.0E	34.4		+FL100			RNAV 1

BUCUREŞTI / Henri Coandă (LROP)
SID RNAV RWY 08L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	SOKRU 2K	CF	OP886	Y	078(083.9)	6.0E	6.9					RNAV 1
20	SOKRU 2K	CA			078(083.9)	6.0E			+4000			RNAV 1
30	SOKRU 2K	DF	OP890			6.0E		L		-250		RNAV 1
10	SOKRU 2K	CF	OP881	Y	078(083.9)	6.0E	4.7			-210		RNAV 1
20	SOKRU 2K	TF	OP890		348(354.0)	6.0 E	11.0			-250		RNAV 1
10	SOKRU 2K	IF	OP890			6.0E				-250		RNAV 1
20	SOKRU 2K	TF	SOKRU		285(291.1)	6.0E	38.2		+FL110			RNAV 1
10	ZEZUZ 2K	CF	OP886	Y	078(083.9)	6.0E	6.9					RNAV 1
20	ZEZUZ 2K	CA			078(083.9)	6.0E			+4000			RNAV 1
30	ZEZUZ 2K	DF	NOZOZ			6.0E		R				RNAV 1
10	ZEZUZ 2K	CF	OP892	Y	078(083.9)	6.0E	6.8					RNAV 1
20	ZEZUZ 2K	CA			078(083.9)	6.0E			+4000			RNAV 1
30	ZEZUZ 2K	DF	NOZOZ			6.0E		R				RNAV 1
10	ZEZUZ 2K	IF	NOZOZ			6.0E						RNAV 1
20	ZEZUZ 2K	TF	ZEZUZ		112(118.4)	6.0E	16.0		+FL110			RNAV 1

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

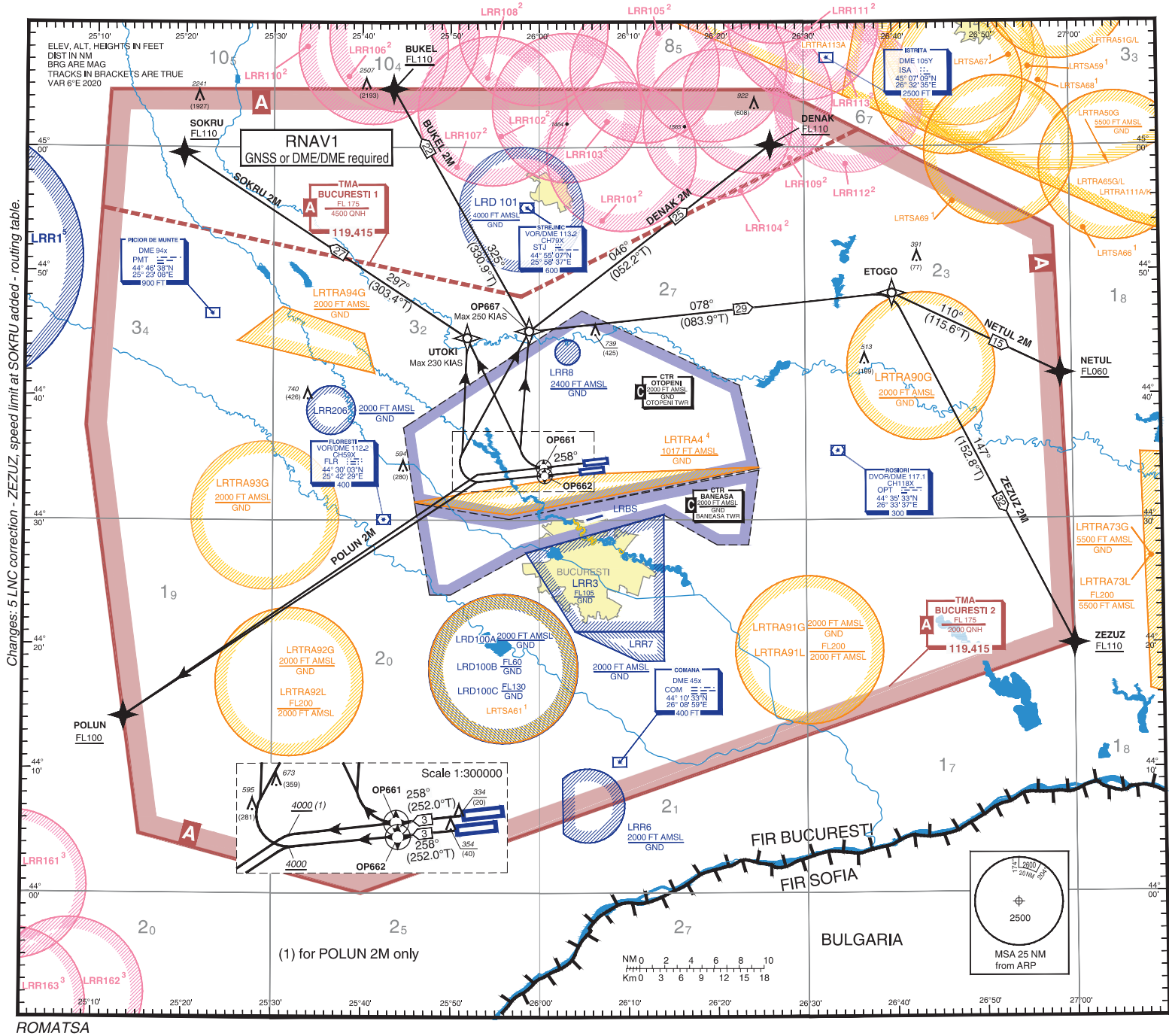
OTOPENI ATIS	118.500
BUCURESTI VOLMET	126.800
BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600

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	130.315
KOMAN	122.030
KOMAN ALTN	
KOMAN ALTN	

SECTOR ARGES	121.285
ARGES	122.365
ARGES ALTN	124.975
NERDI	135.360
NERDI	133.915
NERDI ALTN	123.890

BUCUREŞTI / Henri Coandă (LROP)
RNAV RWY 26L/R
BUKEL 2M, DENAK 2M, NETUL 2M
POLUN 2M, SOKRU 2M, ZEZUZ 2M



Changes: 5 LNC correction - ZEZUZ, speed limit at SOKRU added - routing table.

DESIGNATOR	ROUTING
BUKEL 2M	(RWY 26R): Climb to OP661 on course 258°M, then turn right direct to OP667 (Max 250 KIAS), then to BUKEL at or above FL110. ATS climb gradient: 4.9 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 26L): Climb to OP662 on course 258°M, then at or above 4000 (3686) turn right direct to OP667 (Max 250 KIAS), then to BUKEL at or above FL110. ATS climb gradient: 4.2 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
DENAK 2M	(RWY 26R): Climb to OP661 on course 258°M, then turn right direct to OP667 (Max 250 KIAS), then to DENAK at or above FL110. ATS climb gradient: 4.6 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 26L): Climb to OP662 on course 258°M, then at or above 4000 (3686) turn right direct to OP667 (Max 250 KIAS), then to DENAK at or above FL110. ATS climb gradient: 4.0 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
NETUL 2M	(RWY 26R): Climb to OP661 on course 258°M, then turn right direct to OP667 (Max 250 KIAS), then to ETOGO, then to NETUL at or above FL060. (RWY 26L): Climb to OP662 on course 258°M, then at or above 4000 (3686) turn right direct to OP667 (Max 250 KIAS), then to ETOGO, then to NETUL at or above FL060.
POLUN 2M	(RWY 26R): Climb to OP661 on course 258°M, then at or above 4000 (3686) turn left direct to POLUN at or above FL100. ATS climb gradient: 3.7 % up to FL100. Advise ATC if unable to ensure the ATS climb gradient. (RWY 26L): Climb to OP662 on course 258°M, then at or above 4000 (3686) turn left direct to POLUN at or above FL100. ATS climb gradient: 3.9 % up to FL100. Advise ATC if unable to ensure the ATS climb gradient.
SOKRU 2M	(RWY 26R): Climb to OP661 on course 258°M, then turn right direct to UTOKI (Max 230 KIAS), then to SOKRU (Max 250 KIAS) at or above FL110. ATS climb gradient: 4.2 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient. (RWY 26L): Climb to OP662 on course 258°M, then at or above 4000 (3686) turn right direct to UTOKI (Max 230 KIAS), then to SOKRU (Max 250 KIAS) at or above FL110. ATS climb gradient: 3.9 % up to FL110. Advise ATC if unable to ensure the ATS climb gradient.
ZEZUZ 2M	(RWY 26R): Climb to OP661 on course 258°M, then turn right direct to OP667 (Max 250 KIAS), then to ZEZUZ at or above FL110. (RWY 26L):Climb to OP662 on course 258°M, then at or above 4000 (3686) turn right direct to OP667 (Max 250 KIAS), then to ETOGO, then to ZEZUZ at or above FL110.

Initial departure
RWY 26R: **PDG 3.3%** disregard close-in obstacle: Antenna (*334 ft*) 30 m of DER on RWY axis.
RWY 26L: **PDG 3.3%** disregard close-in obstacles: Poles (*354 ft*) 215 m of DER, 140m on the right.

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

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:
a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
b) if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

BUCUREȘTI / Henri Coandă (LROP)
SID RNAV RWY 26L/R

AERONAUTICAL DATA TABULATION

SID RNAV RWY 26L/R	
Waypoint Identifier	***Coordinates***
BUKEL	45°04'40.1"N 025°43'32.6"E
DENAK	45°00'08.2"N 026°26'08.5"E
NETUL	44°41'43.4"N 026°58'42.8"E
POLUN	44°14'14.7"N 025°13'24.1"E
SOKRU	44°59'34.0"N 025°19'49.0"E
ZEZUZ	44°20'00.0"N 027°00'00.0"E
ETOGO	44°48'12.0"N 026°39'49.0"E
UTOKI	44°44'39.0"N 025°51'53.0"E
OP661	44°34'15.1"N 026°00'30.4"E
OP662	44°33'34.5"N 026°00'36.5"E
OP667	44°45'12.0"N 025°58'52.0"E
DER 26R	44°34'34.5"N 026°04'45.7"E
DER 26L	44°33'51.7"N 026°04'21.6"E

BUCUREŞTI / Henri Coandă (LROP)
SID RNAV RWY 26L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	BUKEL 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	BUKEL 2M	DF	OP667			6.0E				-250		RNAV 1
10	BUKEL 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	BUKEL 2M	CA			258(264.0)	6.0 E			+4000			RNAV 1
30	BUKEL 2M	DF	OP667			6.0 E				-250		RNAV 1
10	BUKEL 2M	IF	OP667			6.0 E				-250		RNAV 1
20	BUKEL 2M	TF	BUKEL		325(330.9)	6.0 E	22.3		+FL110			RNAV 1
10	DENAK 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	DENAK 2M	CA			258(264.0)	6.0E			+4000			RNAV 1
30	DENAK 2M	DF	OP667			6.0E				-250		RNAV 1
10	DENAK 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	DENAK 2M	DF	OP667			6.0E				-250		RNAV 1
10	DENAK 2M	IF	OP667			6.0E				-250		RNAV 1
20	DENAK 2M	TF	DENAK		046(052.2)	6.0E	24.5		+FL110			RNAV 1
10	NETUL 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	NETUL 2M	DF	OP667			6.0E				-250		RNAV 1
10	NETUL 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	NETUL 2M	CA			258(264.0)	6.0E			+4000			RNAV 1
30	NETUL 2M	DF	OP667			6.0E				-250		RNAV1
10	NETUL 2M	IF	OP667			6.0E				-250		RNAV 1
20	NETUL 2M	TF	ETOGO		078(083.9)	6.0E	29.3					RNAV 1
30	NETUL 2M	TF	NETUL		110(115.6)	6.0 E	14.9		+FL060			RNAV 1
10	POLUN 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	POLUN 2M	CA			258(264.0)	6.0E			+4000	-250		RNAV 1
30	POLUN 2M	DF	POLUN			6.0E			+FL100			RNAV 1
10	POLUN 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	POLUN 2M	CA			258(264.0)	6.0E			+4000	-250		RNAV 1
30	POLUN 2M	DF	POLUN			6.0E			+FL100			RNAV 1

BUCUREŞTI / Henri Coandă (LROP)
SID RNAV RWY 26L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	SOKRU 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	SOKRU 2M	DF	UTOKI			6.0E				-230		RNAV 1
10	SOKRU 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	SOKRU 2M	CA			258(264.0)	6.0 E			+4000			RNAV 1
30	SOKRU 2M	DF	UTOKI			6.0 E				-230		RNAV 1
10	SOKRU 2M	IF	UTOKI			6.0E				-230		RNAV 1
20	SOKRU 2M	TF	SOKRU		297(303.4)	6.0E	27.3		+FL110	-250		RNAV 1
10	ZEZUZ 2M	CF	OP661	Y	258(264.0)	6.0E	5.2					RNAV 1
20	ZEZUZ 2M	DF	OP667			6.0E				-250		RNAV 1
10	ZEZUZ 2M	CF	OP662	Y	258(264.0)	6.0E	4.8					RNAV 1
20	ZEZUZ 2M	CA			258(264.0)	6.0E			+4000			RNAV 1
30	ZEZUZ 2M	DF	OP667			6.0E				-250		RNAV 1
10	ZEZUZ 2M	IF	OP667			6.0E				-250		RNAV 1
20	ZEZUZ 2M	TF	ETOGO		078(083.9)	6.0E	29.3					RNAV 1
30	ZEZUZ 2M	TF	ZEZUZ		147(152.8)	6.0 E	31.7		+FL110			RNAV 1

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

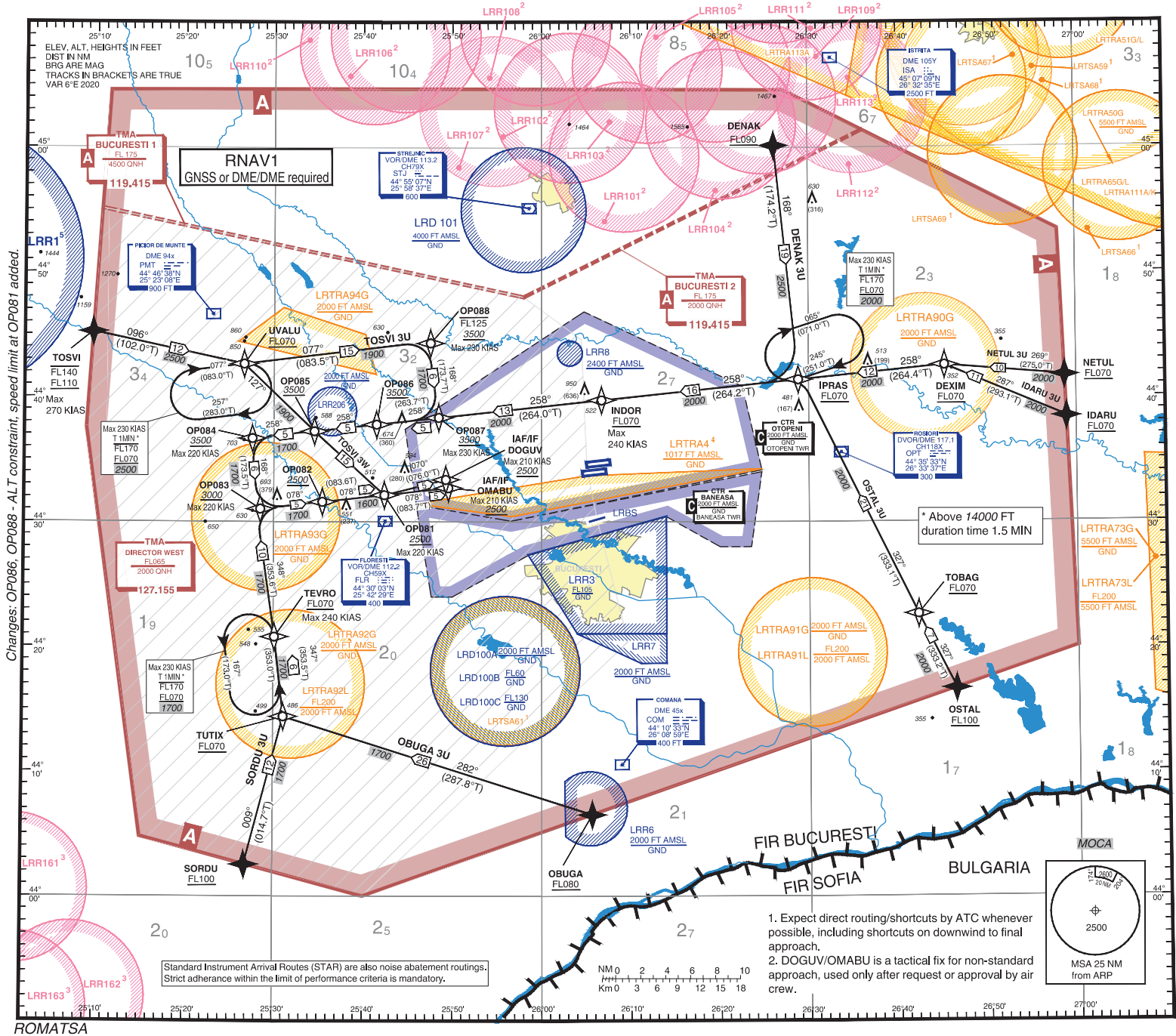
TRANSITION ALTITUDE
4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

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

BUCUREŞTI / Henri Coandă (LROP)
RNAV RWY 08L/R
DENAK 3U, IDARU 3U, NETUL 3U, OBUGA 3U
OSTAL 3U, SORDU 3U, TOSVI 3U, TOSVI 3W



Changes: OP086, OP088 - ALT constraint, speed limit at OP081 added.

DESIGNATOR	ROUTING
DENAK 3U	From DENAK at or above FL90 and max 250 KIAS to IPRAS at or above FL70 to INDOR at or above FL70 and max 240 KIAS to OP087 at or above 3500 and max 230 KIAS to OP086 at or above 3500 to OP085 at or above 3500 to OP084 at or above 3500 and max 220 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
IDARU 3U	From IDARU at or above FL70 and max 250 KIAS to DEXIM at or above FL70 to IPRAS at or above FL70 to INDOR at or above FL70 and max 240 KIAS to OP087 at or above 3500 and max 230 KIAS to OP086 at or above 3500 to OP085 at or above 3500 to OP084 at or above 3500 and max 220 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
NETUL 3U	From NETUL at or above FL70 and max 250 KIAS to DEXIM at or above FL70 to IPRAS at or above FL70 to INDOR at or above FL70 and max 240 KIAS to OP087 at or above 3500 and max 230 KIAS to OP086 at or above 3500 to OP085 at or above 3500 to OP084 at or above 3500 and max 220 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
OBUGA 3U	From OBUGA at or above FL80 and max 250 KIAS to TUTIX at or above FL70 to TEVRO at or above FL70 and max 240 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
OSTAL 3U	From OSTAL at or above FL100 to TOBAG at or above FL70 to IPRAS at or above FL70 to INDOR at or above FL70 and max 240 KIAS to OP087 at or above 3500 and max 230 KIAS to OP086 at or above 3500 to OP085 at or above 3500 to OP084 at or above 3500 and max 220 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
SORDU 3U	From SORDU at or above FL100 to TUTIX at or above FL70 to TEVRO at or above FL70 and max 240 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
TOSVI 3U	From TOSVI between minimum FL110 and maximum FL140 and max 270 KIAS to UVALU at or above FL70 to OP088 between minimum 3500 and maximum FL125 and max 230 KIAS to OP087 at or above 3500 and max 230 KIAS to OP086 at or above 3500 to OP085 at or above 3500 to OP084 at or above 3500 and max 220 KIAS to OP083 at or above 3000 and max 220 KIAS to OP082 at or above 2500 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS
TOSVI 3W	From TOSVI between minimum FL110 and maximum FL140 and max 270 KIAS to UVALU at or above FL70 to OP081 at or above 2500 and max 220 KIAS (RWY08L) to DOGUV at or above 2500 and max 210 KIAS (RWY08R) to OMABU at or above 2500 and max 210 KIAS

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

- If RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated RNAV STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes 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 minutes from setting 7600. Then proceed direct to OP083, then OMABU / DOGUV. Descending shall be executed in accordance with vertical restrictions specified on ATC Surveillance 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 RNAV STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes from setting 7600.

BUCUREȘTI / Henri Coandă (LROP)
STAR RNAV RWY 08L/R

AERONAUTICAL DATA TABULATION

STAR RNAV RWY08L/R	
Fix/Point	**Coordinates**
DENAK	45°00’08.2"N 026°26’08.5"E
DEXIM	44°42'33.0"N 026°45'14.0"E
DOGUV	44°33'23.0"N 025°49'17.0"E
IDARU	44°38'24.5"N 026°58'54.5"E
INDOR	44°39'45.0"N 026°06'44.0"E
IPRAS	44°41'23.0"N 026°28'49.0"E
NETUL	44°41'43.4"N 026°58'42.8"E
OBUGA	44°06'32.4"N 026°05'39.4"E
OMABU	44°32'43.2"N 025°49'34.2"E
OSTAL	44°16'40.5"N 026°46'22.4"E
SORDU	44°02'33.1"N 025°26'48.2"E
TEVRO	44°20'47.0"N 025°30'07.0"E
TOBAG	44°22'38.0"N 026°42'10.0"E
TOSVI	44°45'14.0"N 025°09'41.0"E
TUTIX	44°14'24.0"N 025°31'08.0"E
UVALU	44°42'39.0"N 025°26'39.0"E
OP081	44°32'09.4"N 025°42'23.6"E
OP082	44°31'36.1"N 025°35'26.7"E
OP083	44°31'02.4"N 025°28'29.9"E
OP084	44°36'41.1"N 025°27'36.0"E
OP085	44°37'14.9"N 025°34'33.4"E
OP086	44°37'48.2"N 025°41'31.0"E
OP087	44°38'21.1"N 025°48'28.7"E
OP088	44°44'19.0"N 025°47'33.7"E

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

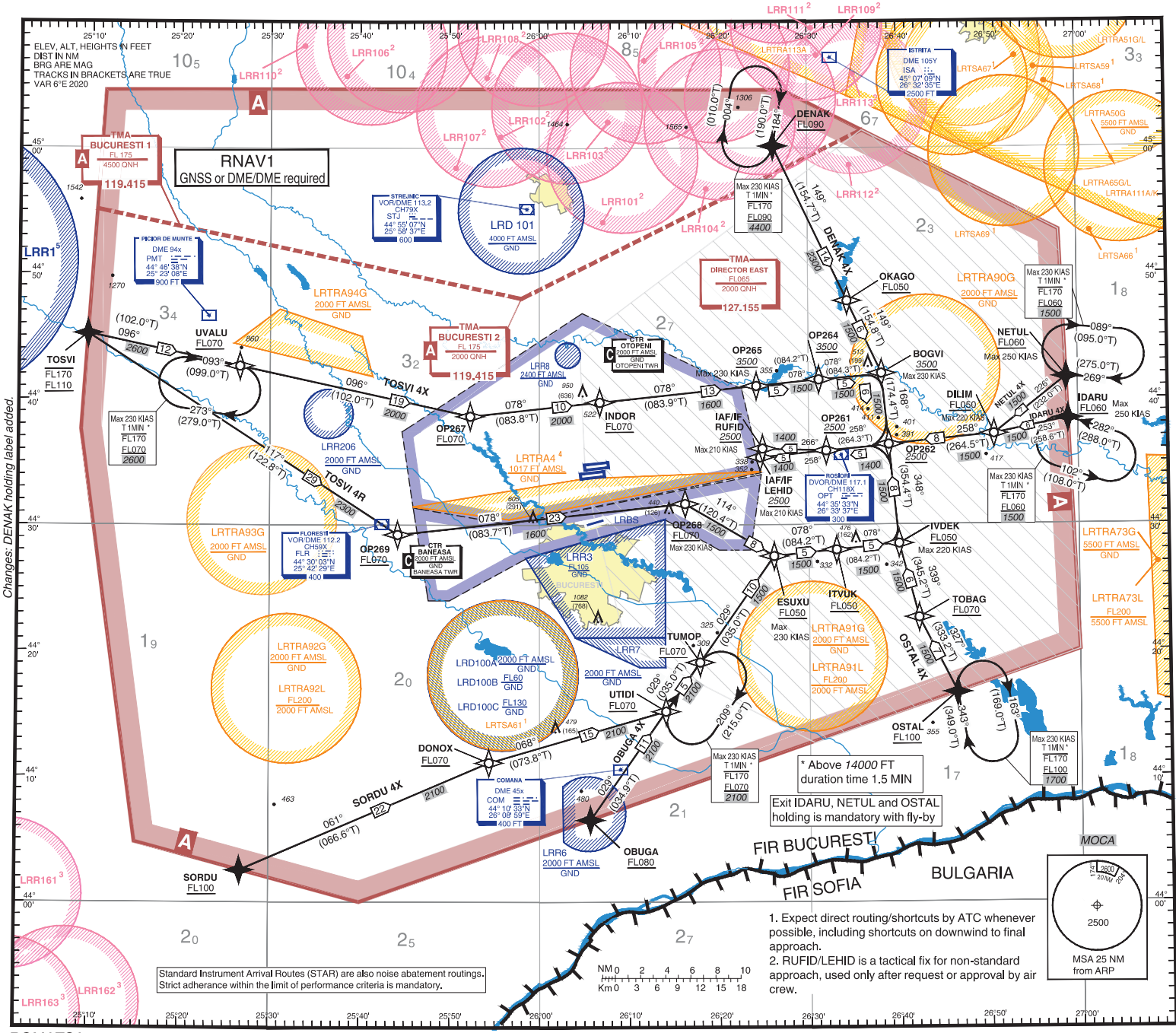
TRANSITION ALTITUDE
4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

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

BUCUREŞTI / Henri Coandă (LROP)
RNAV RWY 26L/R
DENAK 4X, IDARU 4X, NETUL 4X, OBUGA 4X
OSTAL 4X, SORDU 4X, TOSVI 4R, TOSVI 4X



DESIGNATOR	ROUTING
DENAK 4X	From DENAK at or above FL90 and max 250 KIAS to OKAGO at or above FL50 to BOGVI at or above 3500 and max 230 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
IDARU 4X	From IDARU at or above FL60 and max 250 KIAS to DILIM at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
NETUL 4X	From NETUL at or above FL60 and max 250 KIAS to DILIM at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
OBUGA 4X	From OBUGA at or above FL80 and max 250 KIAS to UTIDI at or above FL70 to TUMOP at or above FL70 to ESUXU at or above FL50 and max 230 KIAS to ITVUK at or above FL50 to IVDEK at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
OSTAL 4X	From OSTAL at or above FL100 to TOBAG at or above FL70 to IVDEK at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
SORDU 4X	From SORDU at or above FL100 to DONOX at or above FL70 to UTIDI at or above FL70 to TUMOP at or above FL70 to ESUXU at or above FL50 and max 230 KIAS to ITVUK at or above FL50 to IVDEK at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
TOSVI 4R	From TOSVI between minimum FL110 and maximum FL170 to OP269 at or above FL70 to OP268 at or above FL70 and max 230 KIAS to ESUXU at or above FL50 and max 230 KIAS to ITVUK at or above FL50 to IVDEK at or above FL50 and max 220 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS
TOSVI 4X	From TOSVI between minimum FL110 and maximum FL170 to UVALU at or above FL70 to OP267 at or above FL70 to INDOR at or above FL70 to OP265 at or above 3500 and max 230 KIAS to OP264 at or above 3500 to BOGVI at or above 3500 and max 230 KIAS to OP262 at or above 2500 to OP261 at or above 2500 (RWY26R) to RUFID at or above 2500 and max 210 KIAS (RWY26L) to LEHID at or above 2500 and max 210 KIAS

NOTE: 1. Vertical limits are issued by NOTAM

2. Vertical limits FL255 / GND

3. Vertical limits FL240 / GND

4. During LRTRA4 activity, IFR flight is not affected

5. Vertical limits: FL60 / GND for subsonic FLT FL660 / GND for supersonic FLT

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

- If RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated RNAV STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes 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 minutes from setting 7600. Then proceed direct to OP262, then RUFID / LEHID. Descending shall be executed in accordance with vertical restrictions specified on ATC Surveillance 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 RNAV STAR. Descending shall be executed in accordance with vertical estrictions specified on chart after 2 minutes from setting 7600.

BUCUREȘTI / Henri Coandă (LROP)
STAR RNAV RWY 26L/R

AERONAUTICAL DATA TABULATION

STAR RNAV RWY 26L/R	
Fix/Point	**Coordinates**
BOGVI	44°42'03.0"N 026°38'08.0"E
DENAK	45°00'08.2"N 026°26'08.5"E
DILIM	44°37'13.0"N 026°50'38.0"E
DONOX	44°11'05.0"N 025°54'24.0"E
ESUXU	44°27'31.0"N 026°26'06.0"E
IDARU	44°38'24.5"N 026°58'54.5"E
INDOR	44°39'45.0"N 026°06'44.0"E
ITVUK	44°28'01.0"N 026°33'03.0"E
IVDEK	44°28'31.0"N 026°40'00.0"E
LEHID	44°35'22.1"N 026°24'34.8"E
NETUL	44°41'43.4"N 026°58'42.8"E
OBUGA	44°06'32.4"N 026°05'39.4"E
OKAGO	44°47'49.0"N 026°34'20.0"E
OSTAL	44°16'40.5"N 026°46'22.4"E
RUFID	44°36'04.2"N 026°24'50.7"E
SORDU	44°02'33.1"N 025°26'48.2"E
TOBAG	44°22'38.0"N 026°42'10.0"E
TOSVI	44°45'14.0"N 025°09'41.0"E
TUMOP	44°19'04.0"N 026°17'50.0"E
UTIDI	44°15'10.0"N 026°14'02.0"E
UVALU	44°42'39.0"N 025°26'39.0"E
OP261	44°35'54.1"N 026°31'57.0"E
OP262	44°36'23.9"N 026°38'55.0"E
OP264	44°41'33.2"N 026°31'09.2"E
OP265	44°41'02.9"N 026°24'10.6"E
OP267	44°38'39.0"N 025°52'18.8"E
OP268	44°31'40.9"N 026°16'12.5"E
OP269	44°29'13.9"N 025°44'14.5"E

BUCUREŞTI / Henri Coandă (LROP)
STAR RNAV RWY 26L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	DENAK 4X	IF	DENAK			6.0E			+FL90	-250		RNAV 1
20	DENAK 4X	TF	OKAGO		149 (154.7)	6.0E	13.6		+FL50			RNAV 1
30	DENAK 4X	TF	BOGVI		149 (154.8)	6.0E	6.4		+3500	-230		RNAV 1
40	DENAK 4X	TF	OP262		168 (174.4)	6.0E	5.7		+2500			RNAV 1
50	DENAK 4X	TF	OP261		258 (264.3)	6.0E	5.0		+2500			RNAV 1
10	DENAK 4X	IF	OP261			6.0E			+2500			RNAV 1
20	DENAK 4X	TF	LEHID		258 (264.3)	6.0E	5.3		+2500	-210		RNAV 1
10	DENAK 4X	IF	OP261			6.0E			+2500			RNAV 1
20	DENAK 4X	TF	RUFID		266 (271.9)	6.0E	5.1		+2500	-210		RNAV 1
10	IDARU 4X	IF	IDARU			6.0E			+FL60	-250		RNAV 1
20	IDARU 4X	TF	DILIM		253 (258.6)	6.0E	6.0		+FL50	-220		RNAV 1
30	IDARU 4X	TF	OP262		258 (264.5)	6.0E	8.4		+2500			RNAV 1
40	IDARU 4X	TF	OP261		258 (264.3)	6.0E	5.0		+2500			RNAV 1
10	IDARU 4X	IF	OP261			6.0E			+2500			RNAV 1
20	IDARU 4X	TF	LEHID		258 (264.3)	6.0E	5.3		+2500	-210		RNAV 1
10	IDARU 4X	IF	OP261			6.0E			+2500			RNAV 1
20	IDARU 4X	TF	RUFID		266 (271.9)	6.0E	5.1		+2500	-210		RNAV 1
10	NETUL 4X	IF	NETUL			6.0E			+FL60	-250		RNAV 1
20	NETUL 4X	TF	DILIM		226 (232.0)	6.0E	7.3		+FL50	-220		RNAV 1
30	NETUL 4X	TF	OP262		258 (264.5)	6.0E	8.4		+2500			RNAV 1
40	NETUL 4X	TF	OP261		258 (264.3)	6.0E	5.0		+2500			RNAV 1
10	NETUL 4X	IF	OP261			6.0E			+2500			RNAV 1
20	NETUL 4X	TF	LEHID		258 (264.3)	6.0E	5.3		+2500	-210		RNAV 1
10	NETUL 4X	IF	OP261			6.0E			+2500			RNAV 1
20	NETUL 4X	TF	RUFID		266 (271.9)	6.0E	5.1		+2500	-210		RNAV1

BUCUREŞTI / Henri Coandă (LROP)
STAR RNAV RWY 26L/R

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	OBUGA 4X	IF	OBUGA			6.0E			+FL80	-250		RNAV 1
20	OBUGA 4X	TF	UTIDI		029 (034.9)	6.0E	10.5		+FL70			RNAV 1
30	OBUGA 4X	TF	TUMOP		029 (035.0)	6.0E	4.8		+FL70			RNAV 1
40	OBUGA 4X	TF	ESUXU		029 (035.0)	6.0 E	10.3		+FL50	-230		RNAV 1
50	OBUGA 4X	TF	ITVUK		078 (084.2)	6.0 E	5.0		+FL50			RNAV 1
60	OBUGA 4X	TF	IVDEK		078 (084.2)	6.0E	5.0		+FL50	-220		RNAV 1
70	OBUGA 4X	TF	OP262		348 (354.4)	6.0E	7.9		+2500			RNAV 1
80	OBUGA 4X	TF	OP261		258 (264.3)	6.0E	5.0		+2500			RNAV 1
10	OBUGA 4X	IF	OP261			6.0E			+2500			RNAV 1
20	OBUGA 4X	TF	LEHID		258 (264.3)	6.0E	5.3		+2500	-210		RNAV 1
10	OBUGA 4X	IF	OP261			6.0E			+2500			RNAV 1
20	OBUGA 4X	TF	RUFID		266 (271.9)	6.0E	5.1		+2500	-210		RNAV 1
10	OSTAL 4X	IF	OSTAL			6.0E			+FL100			RNAV 1
20	OSTAL 4X	TF	TOBAG		327 (333.2)	6.0E	6.7		+FL70			RNAV 1
30	OSTAL 4X	TF	IVDEK		339 (345.2)	6.0E	6.1		+FL50	-220		RNAV 1
40	OSTAL 4X	TF	OP262		348 (354.4)	6.0E	7.9		+2500			RNAV 1
50	OSTAL 4X	TF	OP261		258 (264.3)	6.0E	5.0		+2500			RNAV 1
10	OSTAL 4X	IF	OP261			6.0E			+2500			RNAV 1
20	OSTAL 4X	TF	LEHID		258 (264.3)	6.0 E	5.3		+2500	-210		RNAV 1
10	OSTAL 4X	IF	OP261			6.0E			+2500			RNAV 1
20	OSTAL 4X	TF	RUFID		266 (271.9)	6.0E	5.1		+2500	-210		RNAV 1

INSTRUMENT APPROACH CHART - ICAO

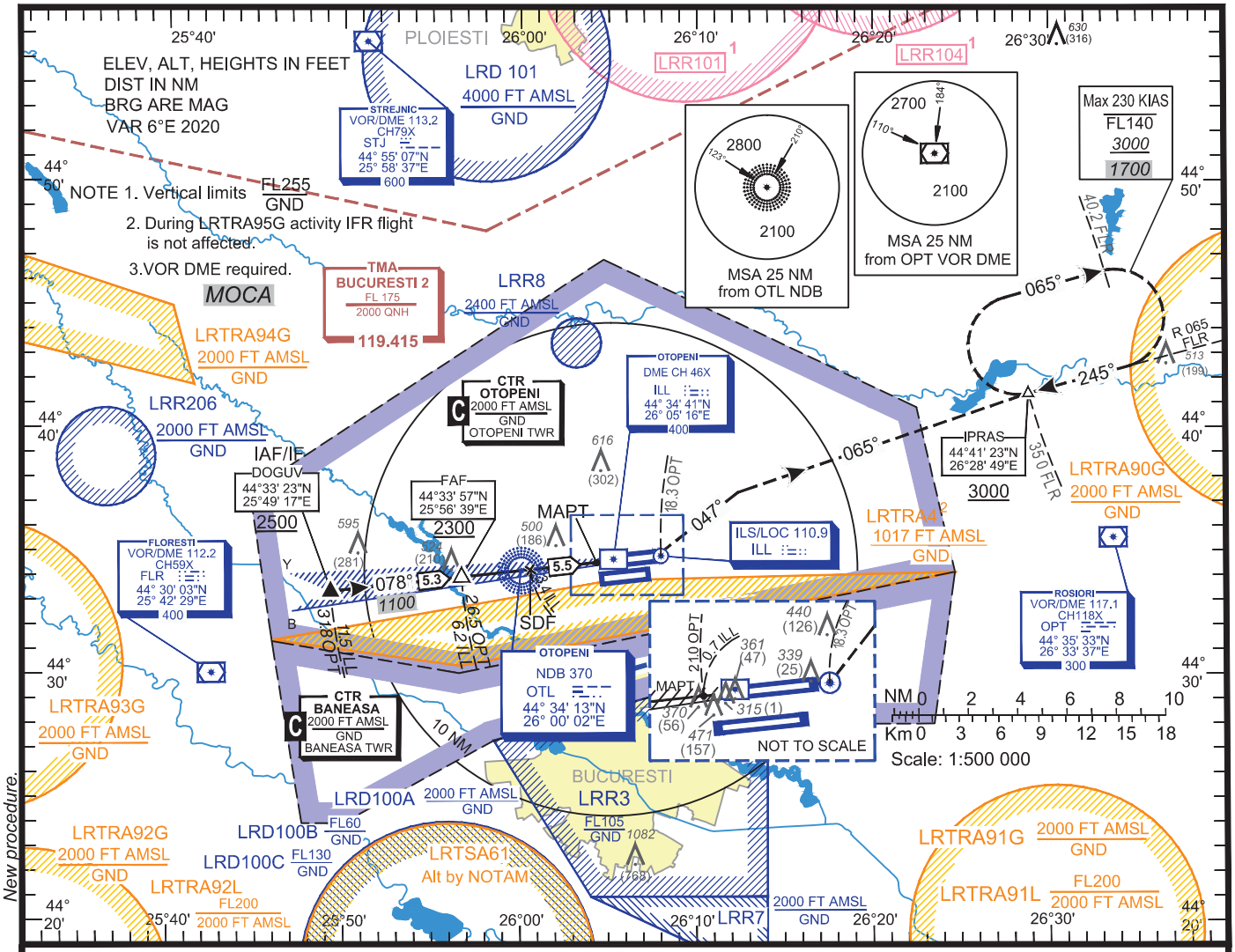
AERODROME ELEV. 314 FT
HEIGHTS RELATED TO AD ELEV

BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

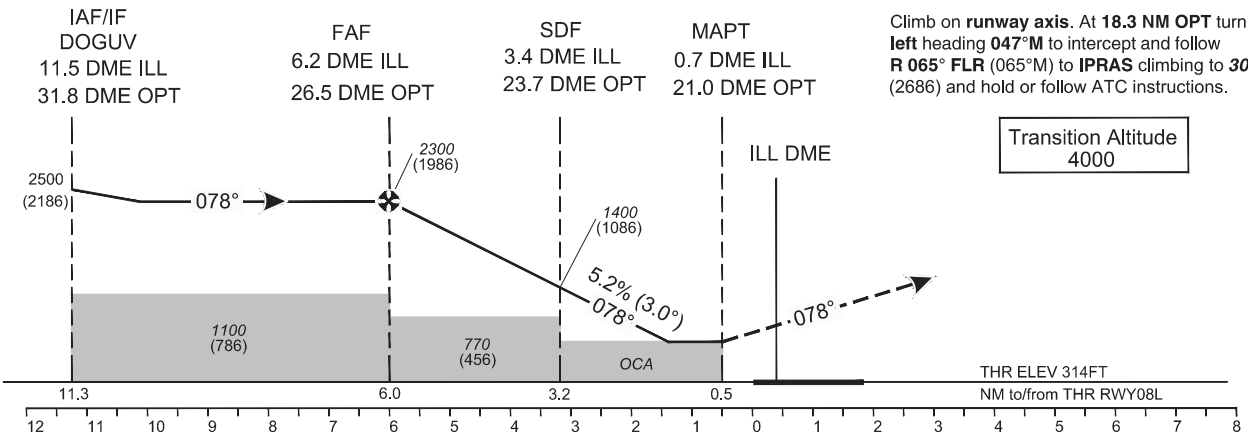
OTOPENI TOWER	118.805
OTOPENI TOWER ALTN	120.900
OTOPENI GROUND	121.855
OTOPENI GROUND ALTN	121.700
OTOPENI ATIS	118.500

BUCUREŞTI / Henri Coandă (LROP)

LOC RWY 08L



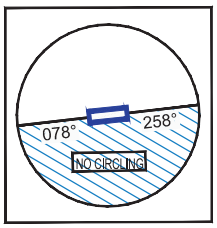
MISSED APPROACH



Climb on **runway axis**. At **18.3 NM OPT** turn **left** heading **047°M** to intercept and follow **R 065° FLR** (065°M) to **IPRAS** climbing to ***3000*** (2686) and hold or follow ATC instructions.

Transition Altitude 4000

OCA/H		A	B	C	D
Straight-in approach	GP INOP	620 (306)			
	GP INOP w/o SDF	770 (456)			
Circling*		770	810	1010	



GS	kts	70	90	100	120	140	160
FAP-MAPt 5.5 NM	min:s	4:43	3:40	3:18	2:45	2:22	2:04
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

Timing not authorized for defining the MAPt.

Distance to ILL DME	NM	6	5	4	3	2	1
Altitude (Height)	ft	2220 (1906)	1900 (1586)	1590 (1276)	1270 (956)	950 (636)	630 (316)

* Circling prohibited in the South.

For data tabulation see verso.

BUCURESTI / Henri Coanda (LROP)
LOC RWY 08L

AERONAUTICAL DATA TABULATION

LOC Approach to RWY 08L	
Fix/Point	**Coordinates**
DOGUV (IAF/IF) - BRG 257.95° / 11.50NM ILL	44°33'23.0"N 025°49'17.0"E
FAF (GP INOP) - BRG 257.95° / 6.20NM ILL	44°33’57.1’’N 025°56’39.1’’E
(SDF)	44°34’15.1’’N 026°00’32.8’’E
MAPT (GP INOP) - BRG 257.95° / 0.70NM ILL	44°34’32.4’’N 026°04’18.3’’E
THR 08L	44°34'35.82"N 026°05'02.49"E
ILL GP-DME	44°34'40.9"N 026°05'15.9"E
ILL LOC	44°34'49.0"N 026°07'56.8"E
FLR VOR/DME	44°30'03.1"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
STJ VOR/DME	44°55'06.8"N 025°58'37.3"E
OTL NDB	44°34'12.9"N 026°00'02.2"E
IPRAS (MAHF) - BRG 064.83° / 34.99NM FLR	44°41'23.0"N 026°28'49.0"E

Final approach descent angle: 3.0°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC RWY 08L instrument approach procedure. In case of missed approach, hold at IPRAS at 3000 ft for 4 minutes, then join RNAV1 STAR RWY 08L/R OSTAL 3U. If unable RNAV1, direct to OPT VOR/DME, then via STAR RWY08L/R DENAK 7E for a new approach.

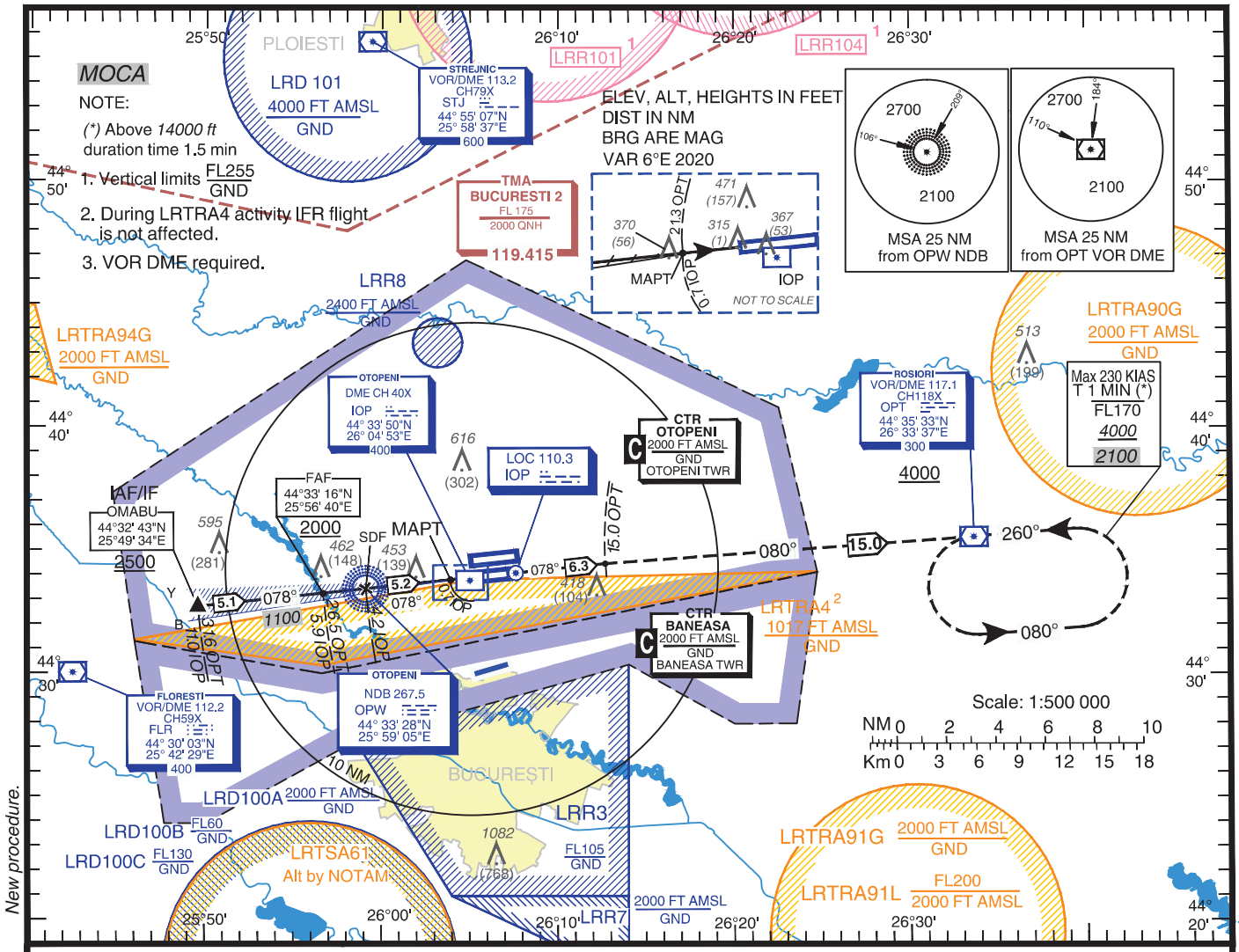
INSTRUMENT APPROACH CHART - ICAO

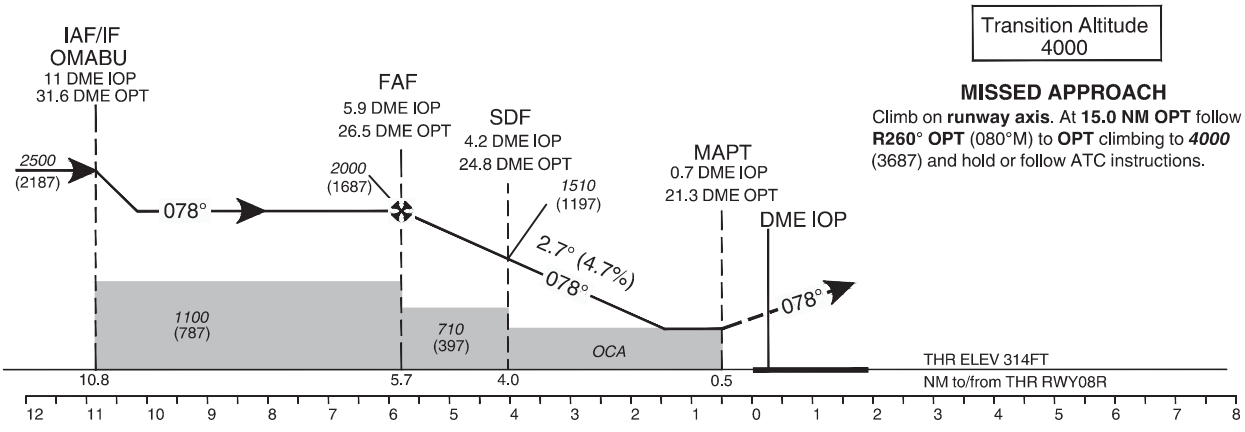
AERODROME ELEV. **314 FT**
HEIGHTS RELATED TO AD ELEV

BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

OTOPENI TOWER	118.805
OTOPENI TOWER ALTN	120.900
OTOPENI GROUND	121.855
OTOPENI GROUND ALTN	121.700
OTOPENI ATIS	118.500

BUCUREŞTI / Henri Coandă (LROP)
LOC RWY 08R





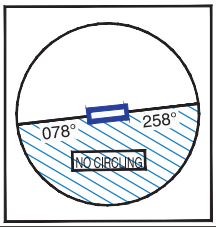
Transition Altitude
4000

MISSED APPROACH
Climb on **runway axis**. At **15.0 NM OPT** follow **R260° OPT** (080°M) to **OPT** climbing to ***4000*** (3687) and hold or follow ATC instructions.

OCA/H		A	B	C	D
Straight-in approach	GP INOP	700 (387)			
	GP INOP w/o SDF	710 (397)			
Circling*		770	810	1010	

GS	kts	70	90	100	120	140	160
FAF-MAPT 5.2 NM	min:s	4:28	3:28	3:07	2:36	2:14	1:57
Rate of descent (4.72%)	ft/min	334	430	478	573	669	764

Timing not authorized for defining the MAPt.



Distance to IOP DME	NM	5	4	3	2
Altitude (Height)	ft	1740 (1427)	1450 (1137)	1170 (857)	880 (567)

* Circling prohibited in the South

For data tabulation see verso.

BUCURESTI / Henri Coandă (LROP)
LOC RWY 08R

AERONAUTICAL DATA TABULATION

LOC Approach to RWY 08R	
Fix/Point	**Coordinates**
OMABU (IAF/IF) - BRG 257.93° / 11.00NM IOP	44°32'43.2"N 025°49'34.2"E
FAF (GP INOP) – BRG 257.93° / 5.90NM IOP	44°33’16.0’’N 025°56’39.9’’E
(SDF)	44°33’27.0’’N 025°59’01.7’’E
MAPT (GP INOP) – BRG 257.93° / 0.70NM IOP	44°33’49.4’’N 026°03’54.0’’E
THR 08R	44°33'52.75"N 026°04'36.02"E
IOP GP-DME	44°33'49.7"N 026°04'52.8"E
IOP LOC	44°34'06.4"N 026°07'36.0"E
FLR VOR/DME	44°30'03.1"N 025°42'29.4"E
OPT (MAHF) VOR/DME	44°35'32.6"N 026°33'36.6"E
STJ VOR/DME	44°55'06.8"N 025°58'37.3"E
OPW NDB	44°33'27.9"N 025°59'04.7"E

Final approach descent angle: 2.7°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to LOC RWY 08R instrument approach procedure. In case of missed approach, hold at OPT VOR/DME at 4000 ft for 4 minutes, then direct to IPRAS at 4000 ft and join STAR RNAV1 RWY 08 L/R OSTAL 3U. If unable RNAV1, from OPT VOR/DME via STAR RWY 08 L/R DENAK 7E for a new approach.

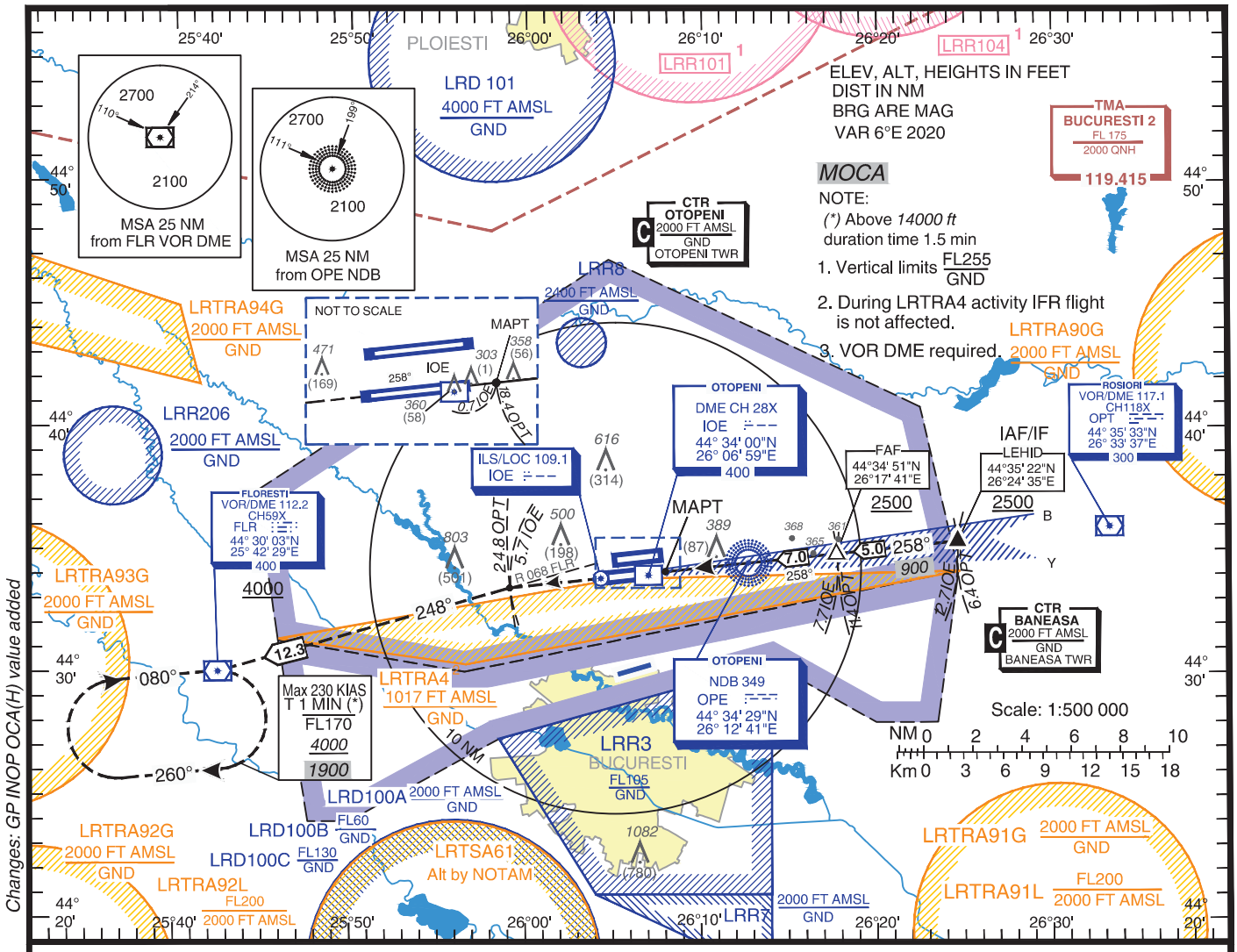
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **314FT**
HEIGHTS RELATED TO
THR RWY 26L - ELEV 302FT

BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

OTOPENI TOWER	118.805
OTOPENI TOWER ALTN	120.900
OTOPENI GROUND	121.855
OTOPENI GROUND ALTN	121.700
OTOPENI ATIS	118.500

BUCUREŞTI / Henri Coandă (LROP)
ILS or LOC RWY 26L

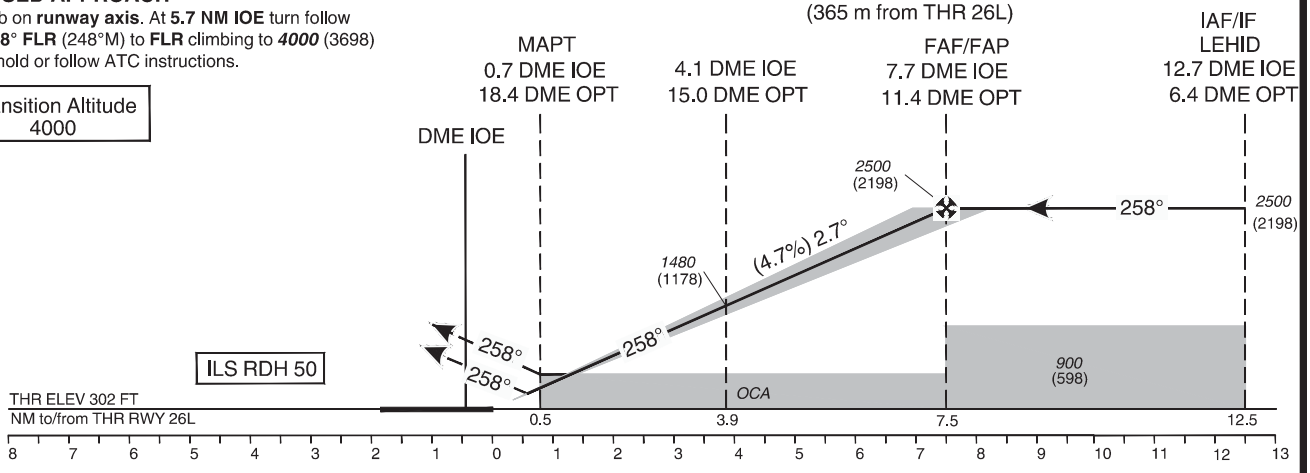


Changes: GP INOP OCA(H) value added

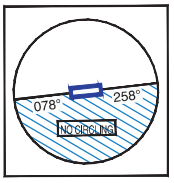
MISSED APPROACH
Climb on **runway axis**. At **5.7 NM IOE** turn follow **R 068° FLR** (248°M) to **FLR** climbing to ***4000*** (3698) and hold or follow ATC instructions.

Transition Altitude
4000

ILS DME reads zero at IOE GP antenna.
(365 m from THR 26L)



OCA/H		A	B	C	D	DL
Straight-in approach	ILS CAT I	449 (147)	459 (157)	469 (167)	481 (179)	482 (180)
	ILS GP INOP	640 (338)				
Circling*		770	810	1010		



* Circling prohibited in the South.

GS	kts	70	90	100	120	140	160
FAF-MAPT 7.0 NM	min:s	6:00	4:40	4:12	3:30	3:00	2:38
Rate of descent (4.71%)	ft/min	334	430	478	573	669	764

Timing not authorized for defining the MAPt.

Distance to IOE DME	NM	2	3	4	5	6	7
Altitude (Height)	ft	870 (568)	1150 (848)	1440 (1138)	1730 (1428)	2010 (1708)	2300 (1998)

For data tabulation see verso.

BUCURESTI / Henri Coandă (LROP)
ILS or LOC RWY 26L

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 26L	
Fix/Point	**Coordinates**
LEHID (IAF/IF) - BRG 077.96° / 12.70NM IOE	44°35'22.1"N 026°24'34.8"E
FAF (GP INOP) – BRG 077.96° / 7.70NM IOE	44°34’51.3’’N 026°17’40.8’’E
MAPT (GP INOP) – BRG 077.96° / 0.70NM IOE	44°34’07.8’’N 026°07’56.1’’E
THR 26L	44°34'04.71"N 026°07'13.81"E
IOE GP-DME	44°33'59.6"N 026°06'58.9"E
IOE LOC	44°33'51.2"N 026°04'15.4"E
FLR (MAHF) VOR/DME	44°30'03.1"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
OPE NDB	44°34'29.2"N 026°12'40.5"E

Final approach descent angle: 2.7°

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to ILS or LOC RWY 26L instrument approach procedure. In case of missed approach, hold at FLR VOR/DME at 4000 ft for 4 minutes, then direct to OP269 at 4000 ft and join RNAV1 STAR RWY 26L/R TOSVI 4R. If unable RNAV1, from FLR VOR/DME via STAR RWY 26L/R TOSVI 7F for a new approach.

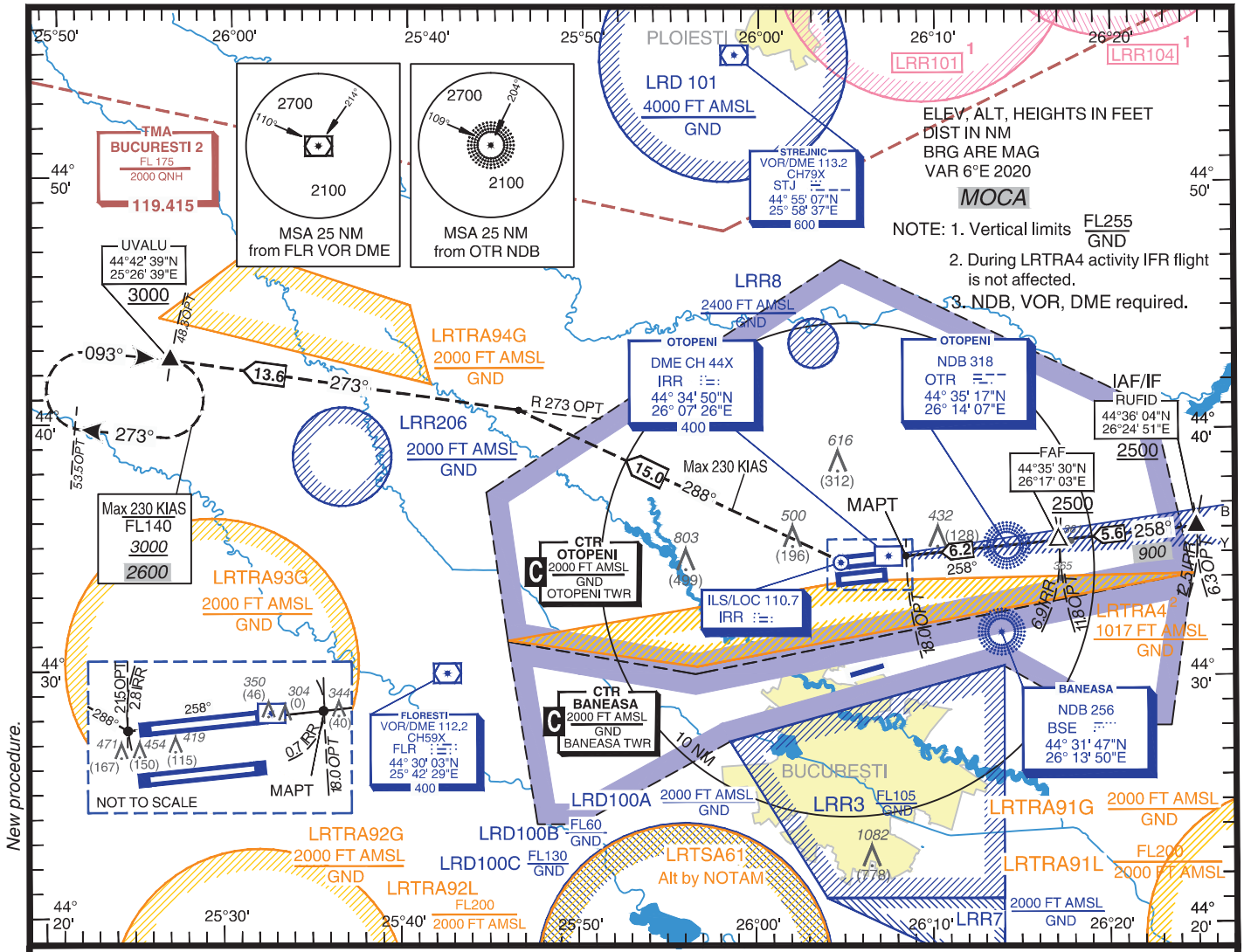
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV. **314 FT**
HEIGHTS RELATED TO
THR RWY 26R - ELEV 304 FT

BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

OTOPENI TOWER	118.805
OTOPENI TOWER ALTN	120.900
OTOPENI GROUND	121.855
OTOPENI GROUND ALTN	121.700
OTOPENI ATIS	118.500

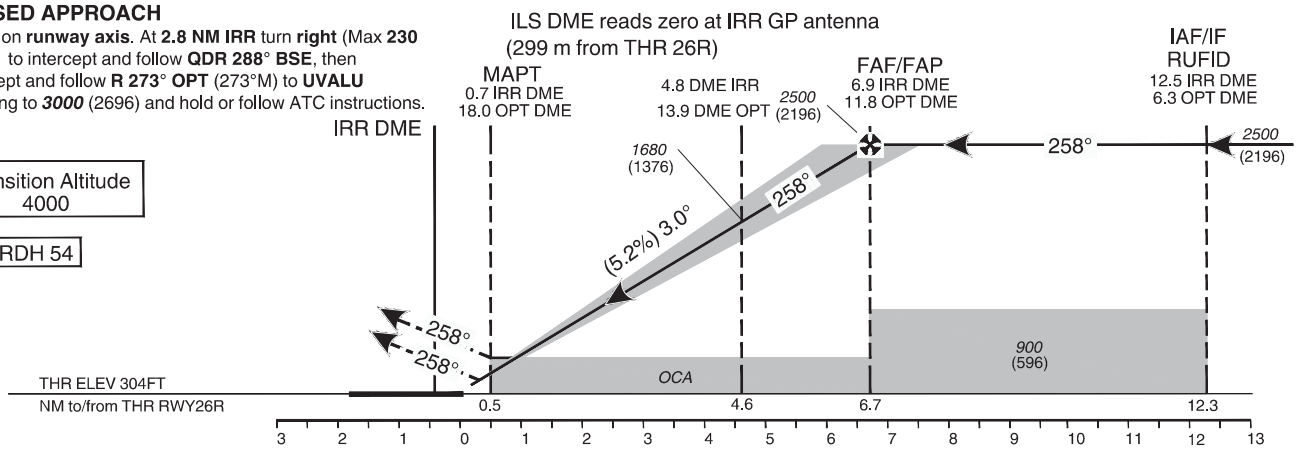
BUCUREȘTI / Henri Coandă (LROP)
ILS or LOC RWY 26R



MISSED APPROACH

Climb on **runway axis**. At **2.8 NM IRR** turn **right** (Max **230 KIAS**) to intercept and follow **QDR 288° BSE**, then intercept and follow **R 273° OPT** (273°M) to **UVALU** climbing to ***3000*** (2696) and hold or follow ATC instructions.

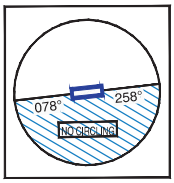
ILS DME reads zero at IRR GP antenna (299 m from THR 26R)



Transition Altitude 4000

ILS RDH 54

OCA/H		A	B	C	D	DL
Straight-in approach	ILS CAT I	452 (148)	462 (158)	473 (169)	485 (181)	487 (183)
	ILS CAT II	363 (59)	375 (71)	388 (84)	404 (100)	406 (102)
	ILS GP INOP	680 (376)				
	Circling*	770	810	1010		



GS	kts	70	90	100	120	140	160
FAF-MAPT 6.2 NM	min:s	5:19	4:08	3:43	3:06	2:39	2:20
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849
Timing not authorized for defining the MAPt.							

Distance to IRR DME	NM	2	3	4	5	6
Altitude (Height)	ft	940 (636)	1260 (956)	1580 (1276)	1900 (1596)	2220 (1916)

Cat III approved.

* Circling prohibited in the South.

For data tabulation see verso.

BUCURESTI / Henri Coanda (LROP)
ILS or LOC RWY 26R

AERONAUTICAL DATA TABULATION

ILS Approach to RWY 26R	
Fix/Point	**Coordinates**
RUFID (IAF/IF) - BRG 077.98° / 12.50NM IRR	44°36'04.2"N 026°24'50.7"E
FAF (GP INOP) - BRG 077.98° / 6.90NM IRR	44°35’29.5’’N 026°17’02.7’’E
MAPT (GP INOP) - BRG 077.98° / 0.70NM IRR	44°34’51.0’’N 026°08’24.7’’E
THR 26R	44°34'47.75"N 026°07'40.26"E
IRR DME	44°34'50.5"N 026°07'25.8"E
IRR GP	44°34'50.3"N 026°07'26.0"E
IRR LOC	44°34'34.4"N 026°04'44.4"E
UVALU (MAHF) - BRG 272.85° / 48.32NM OPT	44°42'39.0"N 025°26'39.0"E
FLR VOR/DME	44°30'03.1"N 025°42'29.4"E
OPT VOR/DME	44°35'32.6"N 026°33'36.6"E
STJ VOR/DME	44°55'06.8"N 025°58'37.3"E
BSE NDB	44°31'46.7"N 026°13'49.9"E
OTR NDB	44°35'16.8"N 026°14'07.3"E

Final approach descent angle: 3.0°

Set transponder 7600, proceed according to ILS or LOC RWY 26R instrument approach procedure. In case of missed approach, hold at UVALU at 3000 ft for 4 minutes, then join STAR RNAV1 RWY 26L/R TOSVI 4X. If unable RNAV1, from UVALU direct to FLR VOR/DME, then via STAR RWY 26L/R TOSVI 7F for a new approach.

BUCUREŞTI / Henri Coandă (LROP)
RNP RWY 26L

Procedure Coding

Serial No	APP ID	Path Descriptor	Waypoint ID	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TCH (°/ft)	NAV SPEC
10	RNP26L	IF	LEHID			6.0E			+2500	-210		RNP APCH
20	RNP26L	TF	OP960		258 (264.2)	6.0E	5.7		@2500			RNP APCH
30	RNP26L	TF	RW26L	Y	258 (264.1)	6.0E	6.7		@352		-3.0/49	RNP APCH
40	RNP26L	TF	OP965	Y	258 (264.0)	6.0E	5.9					RNP APCH
50	RNP26L	TF	FLR	Y	248 (254.1)	6.0E	12.3		+4000	-250		RNP APCH

Path Descriptor	Waypoint ID	Course °M(°T)	Leg Distance	Distance (NM)	Turn Direction	Altitude (ft)	Altitude (ft)	Speed (kts)	NAV SPEC
HM	FLR	080 (086.0)			R	4000	FL140	-230	RNAV1

BUCUREŞTI / Henri Coandă (LROP)
RNP RWY 26L

LPV FAS DB

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LROP
Runway	26
Runway Letter	3 (Left)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	443404.7100N
LTP/FTP Longitude	0260713.8100E
LTP/FTP Ellipsoidal Height (metres)	126.8
FPAP Latitude	443352.2235N
Delta FPAP Latitude (seconds)	-12.4865
FPAP Longitude	0260429.0905E
Delta FPAP Longitude (seconds)	-164.7195
Threshold Crossing Height	49.0
TCH Units Selector	0 (FEET)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	152
HAL (metres)	40.0
VAL (metres)	50.0

Output Data	
Data Block	10 10 0F 12 0C DA 00 00 01 36 32 05 4C 62 20 13 24 AF 35 0B F4 18 73 9E FF 21 F9 FA EA 01 2C 01 64 13 C8 FA A5 70 02 05
Calculated CRC Value	A5700205

Required Additional Data	
Parameters	Values
ICAO Code	LR
LTP/FTP Orthometric Height (metres)	92.1

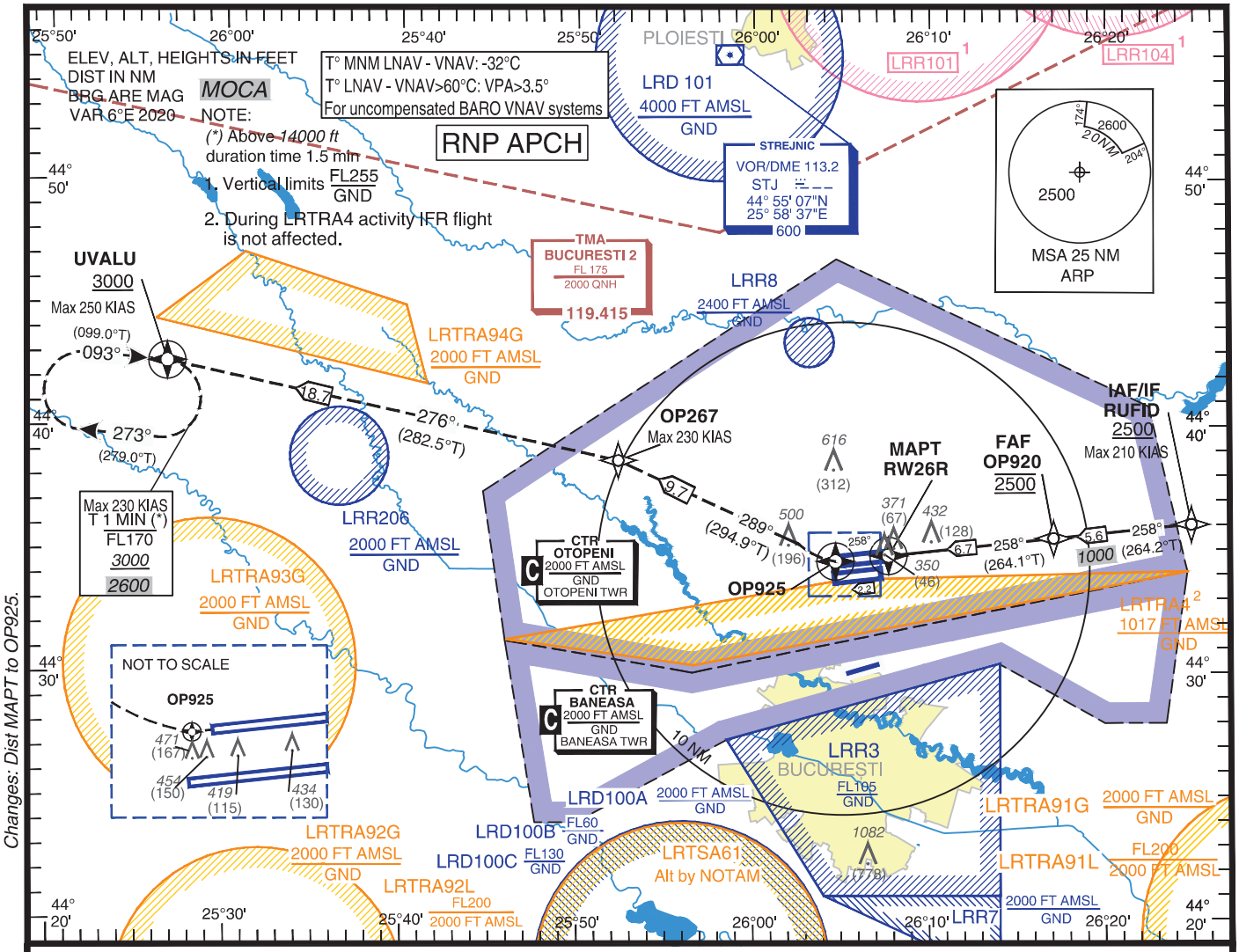
INSTRUMENT APPROACH CHART - ICAO | **EGNOS CH88997 E26B**

AERODROME ELEV. **314 FT**
HEIGHTS RELATED TO
THR RWY 26R - ELEV 304 FT

BUCURESTI APPROACH	119.415
BUCURESTI APP ALTN	120.600
BUCURESTI DIRECTOR	127.155
BUCURESTI DIRECTOR ALTN	120.600

OTOPENI TOWER	118.805
OTOPENI TOWER ALTN	120.900
OTOPENI GROUND	121.855
OTOPENI GROUND ALTN	121.700
OTOPENI ATIS	118.500

BUCUREŞTI / Henri Coandă (LROP)
RNP RWY 26R



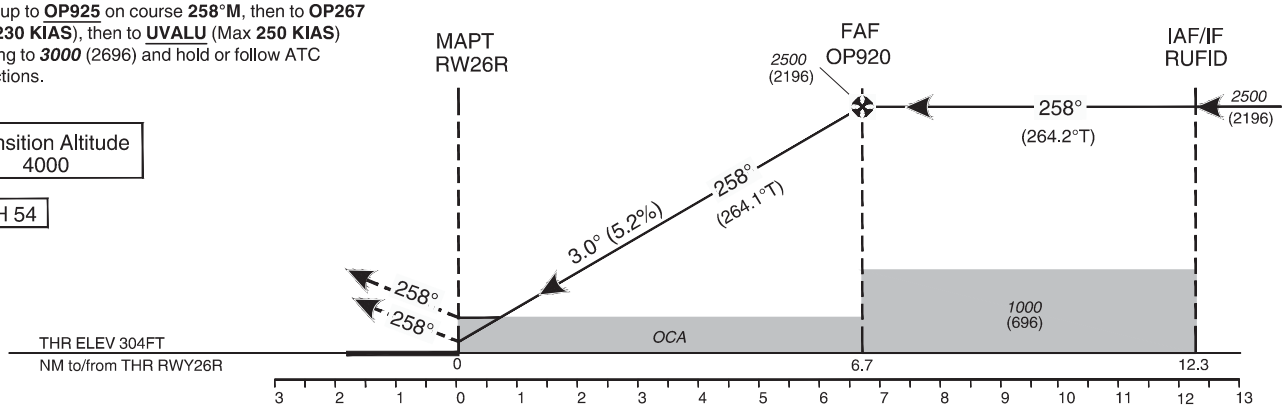
Changes: Dist MAPT to OP925.

MISSED APPROACH

Climb up to **OP925** on course **258°M**, then to **OP267** (Max **230 KIAS**), then to **UVALU** (Max **250 KIAS**) climbing to ***3000*** (2696) and hold or follow ATC instructions.

Transition Altitude
4000

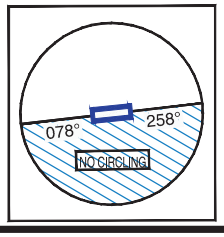
RDH 54



OCA/H	A	B	C	D	DL
LPV	530 (226)	550 (246)	560 (256)	570 (266)	
LNAV/VNAV	520 (216)	530 (226)	550 (246)	580 (276)	
LNAV	680 (376)				
Circling*	770	810	1010		

GS	kts	70	90	100	120	140	160
FAF-MAPT 6.7 NM	min:s	5:46	4:29	4:02	3:22	2:53	2:31
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

DIST RW26R	NM	1	2	3	4	5	6
Altitude (Height)	ft	680 (376)	990 (686)	1310 (1006)	1630 (1326)	1950 (1646)	2270 (1966)



SBAS CAT I OPERATIONS NOT APPROVED

* Circling prohibited in the South

For data tabulation see verso.

BUCUREŞTI / Henri Coandă (LROP)
RNP RWY 26R

AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RW26R	
Fix/Waypoint Name	**Coordinates**
RUFID (IAF/IF)	44°36'04.2"N 026°24'50.7"E
UVALU (MAHF)	44°42'39.0"N 025°26'39.0"E
OP920 (FAF)	44°35'29.7"N 026°17'02.1"E
OP925	44°34'34.1"N 026°04'39.6"E
OP267	44°38'39.0"N 025°52'18.8"E
RW26R (MAPT)	44°34'47.75"N 026°07'40.26"E

RADIO COMMUNICATION FAILURE

Set transponder 7600, proceed according to RNP RWY 26R instrument approach procedure. In case of missed approach, hold at UVALU at 3000 ft for 4 minutes, then join RNAV1 STAR RWY 26L/R TOSVI 4X.