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LEGEND table with symbols for runways, airports, and terrain.

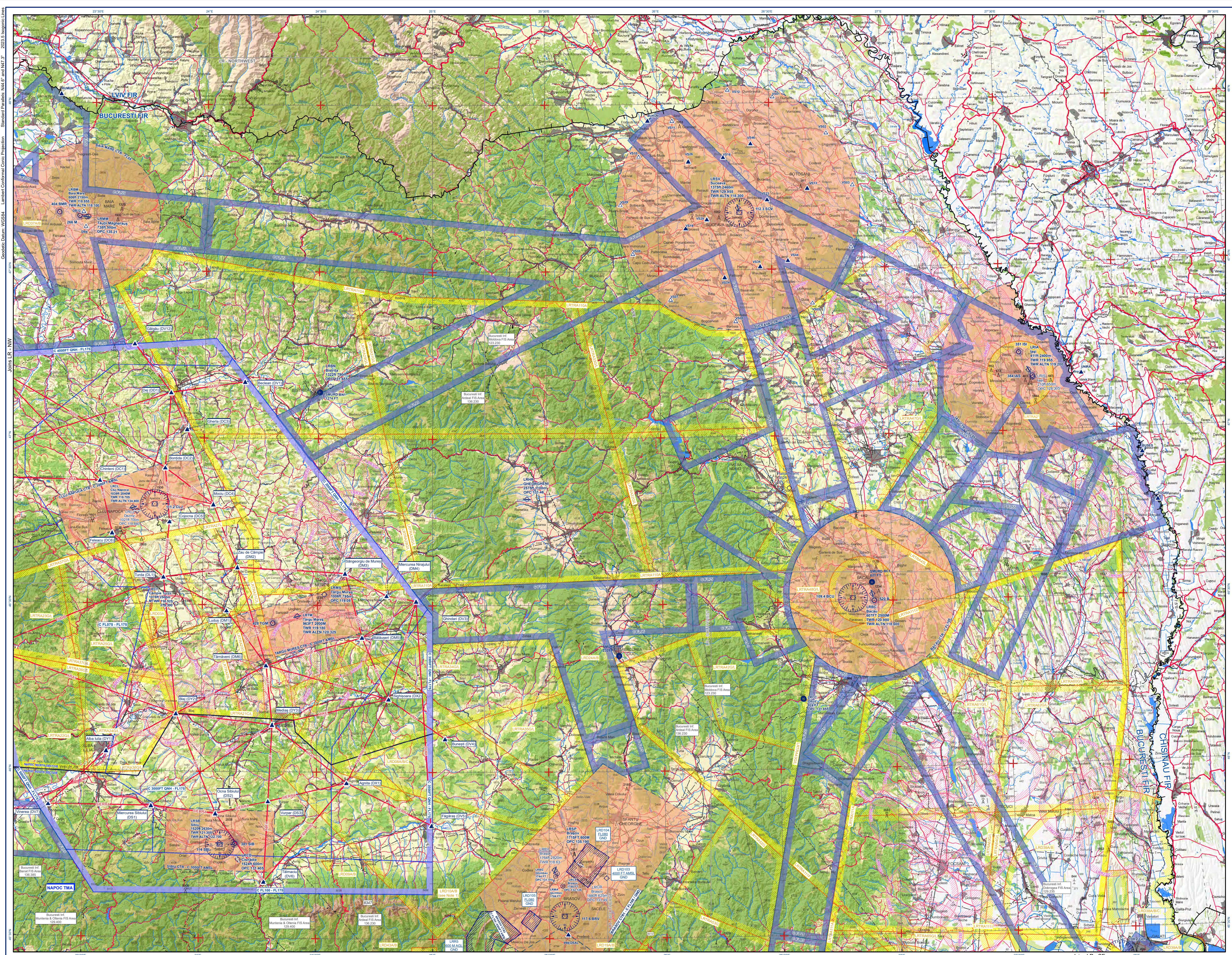
NAVAID INFORMATION table with symbols for compass roses and frequencies.

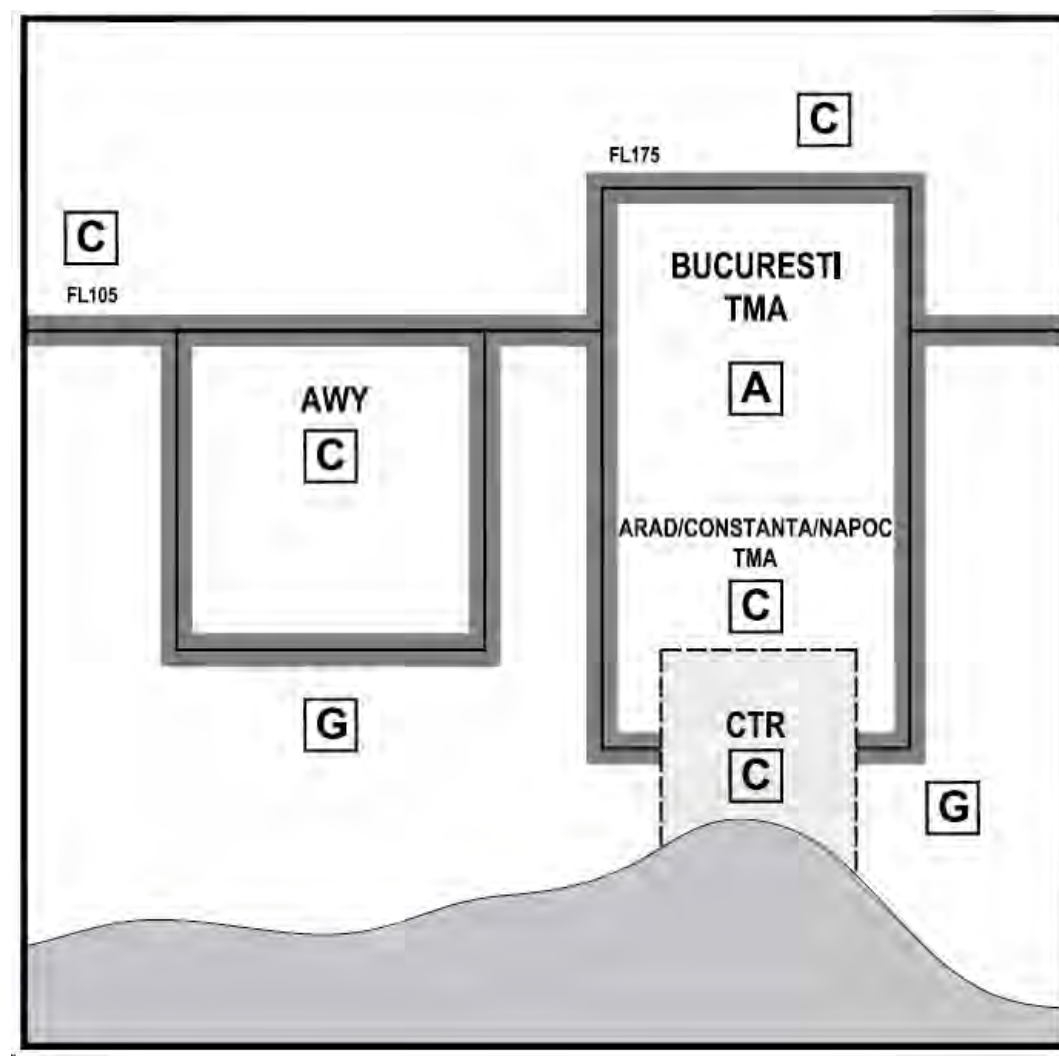
AIRSPACE INFORMATION table with symbols for various airspace classes and boundaries.

TERRAIN table with color-coded elevation ranges from 0 to 8347 FT.

OBSTACLES table with symbols for various types of obstacles and their representations.

GENERAL table with symbols for cities, roads, rivers, and other geographical features.





Airspace in BUCUREȘTI FIR is classified according to the provisions of the Commission Implementing Regulation (EU) No 923/2012 ("SERA Regulation"). Provisions of each class of airspace are described in the following paragraphs:

Class A. IFR flights only are permitted. All flights are provided with air traffic control service and are separated from each other. Continuous air-ground voice communications are required for all flights. All flights shall be subject to ATC clearance.
In BUCUREȘTI FIR Airspace Class A comprises:
- TMA BUCUREȘTI.

Class C. IFR and VFR flights are permitted. All flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights and traffic avoidance advice on request. Continuous air-ground voice communications are required for all flights. For VFR flights a speed limitation of 250 kts (indicated airspeed) (IAS) applies below 3050 M (10000 FT) AMSL, except where approved by the Romanian CAA for aircraft types, which for technical or safety reasons, cannot maintain this speed. ATC clearance is not required.
In BUCUREȘTI FIR Airspace Class C comprises:
- all ATS routes;
- all Aerodrome Control Zones (CTR): Arad, Bacău, Baia Mare, Băneasa, Otopeni, Chișinău, Constanța, Craiova, Iași, Oradea, Satu Mare, Sibiu, Suceava, Târgu Mureș, Timișoara, Tulcea;
- CONSTANȚA TMA, ARAD TMA, NAPOC TMA;
- Airspace above FL105.

Class G. IFR and VFR flights are permitted and receive flight information service if requested. All IFR flights shall be capable of establishing air-ground voice communications. A speed limitation of 250 kts (IAS) applies to all flights below 3050 M (10000 FT) AMSL, except where approved by the Romanian CAA for aircraft types, which for technical or safety reasons cannot maintain this speed. ATC clearance is not required.
In BUCUREȘTI FIR Airspace Class G comprises:
- airspace outside ATS routes;
- all airspace not designated with another class (A, C) or as Restricted Areas.

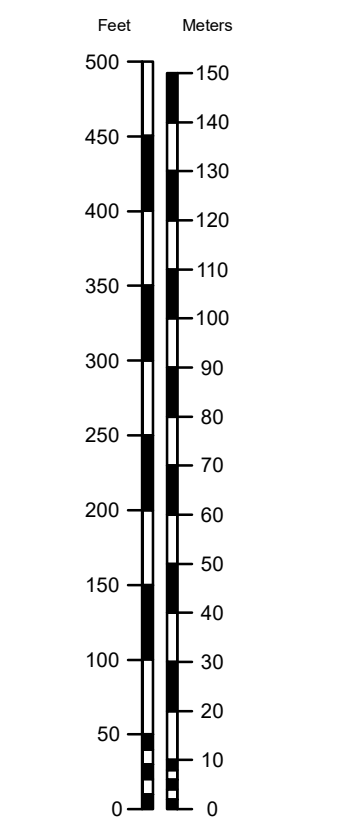
The requirements for the flights within each class of airspace are as shown in the following table:

| Class | Type of flight | Separation provided | Service provided | Speed limitation ⁽¹⁾ | Radio communication capability requirement | Continuous two-way air-ground voice communication required | Subject to an ATC clearance |
|-------|-------------------------------------|------------------------------|---|---|--|--|-----------------------------|
| A | IFR only | All aircraft | Air traffic control service | Not applicable | Yes | Yes | Yes |
| C | IFR IFR from IFR VFR from IFR | IFR from IFR VFR from IFR | Air traffic control service 1) Air traffic control service for separation from IFR, 2) Air traffic control service, VFR/VFR traffic information (and traffic avoidance advice on request) | 250 KT IAS below 10000 FT (3050 M) AMSL | Yes | Yes | Yes |
| G | IFR VFR | Nil Nil | Flight information Service if requested Flight information Service if requested | 250 KT IAS below 10000 FT (3050 M) AMSL | Yes ⁽²⁾ | No ⁽³⁾ | No |

⁽¹⁾ When the level of the transition altitude is lower than 3050 M (10000 FT) AMSL, FL100 should be used in lieu of 10000 FT. Competent authority may also exempt aircraft types, which for technical or safety reasons, cannot maintain this speed.
⁽²⁾ Pilots shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel in RMZ.

| NM to KM | | KM to NM | | FT to M | | M to FT | |
|-----------------|--------|----------------|--------|-----------------|--------|-----------------|----------|
| 1 NM = 1.852 KM | | 1 KM = 0.54 NM | | 1 FT = 0.3048 M | | 1 M = 3.2808 FT | |
| NM | KM | KM | NM | FT | M | M | FT |
| 0.1 | 0.185 | 0.1 | 0.05 | 1 | 0.305 | 1 | 3.28 |
| 0.2 | 0.37 | 0.2 | 0.11 | 2 | 0.61 | 2 | 6.56 |
| 0.3 | 0.556 | 0.3 | 0.16 | 3 | 0.914 | 3 | 9.84 |
| 0.4 | 0.741 | 0.4 | 0.22 | 4 | 1.219 | 4 | 13.12 |
| 0.5 | 0.926 | 0.5 | 0.27 | 5 | 1.524 | 5 | 16.4 |
| 0.6 | 1.111 | 0.6 | 0.32 | 6 | 1.829 | 6 | 19.69 |
| 0.7 | 1.296 | 0.7 | 0.38 | 7 | 2.134 | 7 | 22.97 |
| 0.8 | 1.482 | 0.8 | 0.43 | 8 | 2.438 | 8 | 26.25 |
| 0.9 | 1.667 | 0.9 | 0.49 | 9 | 2.743 | 9 | 29.53 |
| 1 | 1.852 | 1 | 0.54 | 10 | 3.048 | 10 | 32.81 |
| 2 | 3.704 | 2 | 1.08 | 20 | 6.096 | 20 | 65.62 |
| 3 | 5.556 | 3 | 1.62 | 30 | 9.144 | 30 | 98.43 |
| 4 | 7.408 | 4 | 2.16 | 40 | 12.192 | 40 | 131.23 |
| 5 | 9.26 | 5 | 2.7 | 50 | 15.24 | 50 | 164.04 |
| 6 | 11.112 | 6 | 3.24 | 60 | 18.288 | 60 | 196.85 |
| 7 | 12.964 | 7 | 3.78 | 70 | 21.336 | 70 | 229.66 |
| 8 | 14.816 | 8 | 4.32 | 80 | 24.384 | 80 | 262.47 |
| 9 | 16.668 | 9 | 4.86 | 90 | 27.432 | 90 | 295.28 |
| 10 | 18.52 | 10 | 5.4 | 100 | 30.48 | 100 | 328.08 |
| 20 | 37.04 | 20 | 10.8 | 200 | 60.96 | 200 | 656.17 |
| 30 | 55.56 | 30 | 16.2 | 300 | 91.44 | 300 | 984.25 |
| 40 | 74.08 | 40 | 21.6 | 400 | 121.92 | 400 | 1312.34 |
| 50 | 92.6 | 50 | 27 | 500 | 152.4 | 500 | 1640.42 |
| 60 | 111.12 | 60 | 32.4 | 600 | 182.88 | 600 | 1968.5 |
| 70 | 129.64 | 70 | 37.8 | 700 | 213.36 | 700 | 2296.59 |
| 80 | 148.16 | 80 | 43.2 | 800 | 243.84 | 800 | 2624.67 |
| 90 | 166.68 | 90 | 48.6 | 900 | 274.32 | 900 | 2952.76 |
| 100 | 185.2 | 100 | 54 | 1000 | 304.8 | 1000 | 3280.84 |
| 200 | 370.4 | 200 | 107.99 | 2000 | 609.6 | 2000 | 6561.68 |
| 300 | 555.6 | 300 | 161.99 | 3000 | 914.4 | 3000 | 9842.52 |
| 400 | 740.8 | 400 | 215.98 | 4000 | 1219.2 | 4000 | 13123.36 |
| 500 | 926 | 500 | 269.98 | 5000 | 1524 | 5000 | 16404.20 |
| | | | | 6000 | 1828.8 | | |
| | | | | 7000 | 2133.6 | | |
| | | | | 8000 | 2438.4 | | |
| | | | | 9000 | 2743.2 | | |
| | | | | 10000 | 3048.0 | | |

FEET METER CONVERSION



| Letter | Morse Code | Keyword |
|--------|------------|----------|
| A | · - - - | Alpha |
| B | - · - · - | Bravo |
| C | - · - · - | Charlie |
| D | - · - · - | Delta |
| E | - - - - | Echo |
| F | · - - · - | Foxtrot |
| G | - · - - - | Golf |
| H | - · - · - | Hotel |
| I | - - - - | India |
| J | · - - - - | Juliett |
| K | - · - - - | Kilo |
| L | - · - - - | Lima |
| M | - - - - | Mike |
| N | - - - - | November |
| O | - - - - | Oscar |
| P | · - - - - | Papa |
| Q | · - - - - | Quebec |
| R | · - - · - | Romeo |
| S | · - - · - | Sierra |
| T | - - - - | Tango |
| U | - · - - - | Uniform |
| V | · - - - - | Victor |
| W | · - - - - | Whiskey |
| X | - · - - - | X-ray |
| Y | - · - - - | Yankee |
| Z | - - - - | Zulu |

| Number | Morse Code | Keyword |
|--------|------------|---------|
| 0 | - - - - - | Zero |
| 1 | · - - - - | One |
| 2 | · - - - - | Two |
| 3 | · - - - - | Three |
| 4 | · - - - - | Four |
| 5 | · - - - - | Five |
| 6 | · - - - - | Six |
| 7 | · - - - - | Seven |
| 8 | · - - - - | Eight |
| 9 | · - - - - | Nine |

Table of cruising levels (SERA Appendix 3)

| TRACK | | | | | | | | | | | |
|---------------------------------|-------|--------|-------------|-------|--------|---------------------------------|-------|--------|-------------|-------|--------|
| From 000 degrees to 179 degrees | | | | | | From 180 degrees to 359 degrees | | | | | |
| IFR Flights | | | VFR Flights | | | IFR Flights | | | VFR Flights | | |
| Level | | | Level | | | Level | | | Level | | |
| FL | Feet | Metres | FL | Feet | Metres | FL | Feet | Metres | FL | Feet | Metres |
| 010 | 1000 | 300 | - | - | - | 020 | 2000 | 600 | - | - | - |
| 030 | 3000 | 900 | 035 | 3500 | 1050 | 040 | 4000 | 1200 | 045 | 4500 | 1350 |
| 050 | 5000 | 1500 | 055 | 5500 | 1700 | 060 | 6000 | 1850 | 065 | 6500 | 2000 |
| 070 | 7000 | 2150 | 075 | 7500 | 2300 | 080 | 8000 | 2450 | 085 | 8500 | 2600 |
| 090 | 9000 | 2750 | 095 | 9500 | 2900 | 100 | 10000 | 3050 | 105 | 10500 | 3200 |
| 110 | 11000 | 3350 | 115 | 11500 | 3500 | 120 | 12000 | 3650 | 125 | 12500 | 3800 |
| 130 | 13000 | 3950 | 135 | 13500 | 4100 | 140 | 14000 | 4250 | 145 | 14500 | 4400 |
| 150 | 15000 | 4550 | 155 | 15500 | 4700 | 160 | 16000 | 4900 | 165 | 16500 | 5050 |
| 170 | 17000 | 5200 | 175 | 17500 | 5350 | 180 | 18000 | 5500 | 185 | 18500 | 5650 |
| 190 | 19000 | 5800 | 195 | 19500 | 5950 | 200 | 20000 | 6100 | 205 | 20500 | 6250 |
| 210 | 21000 | 6400 | 215 | 21500 | 6550 | 220 | 22000 | 6700 | 225 | 22500 | 6850 |
| 230 | 23000 | 7000 | 235 | 23500 | 7150 | 240 | 24000 | 7300 | 245 | 24500 | 7450 |
| 250 | 25000 | 7600 | 255 | 25500 | 7750 | 260 | 26000 | 7900 | 265 | 26500 | 8100 |
| 270 | 27000 | 8250 | 275 | 27500 | 8400 | 280 | 28000 | 8550 | 285 | 28500 | 8700 |
| 290 | 29000 | 8850 | | | | 300 | 30000 | 9150 | | | |
| 310 | 31000 | 9450 | | | | 320 | 32000 | 9750 | | | |
| 330 | 33000 | 10050 | | | | 340 | 34000 | 10350 | | | |
| 350 | 35000 | 10650 | | | | 360 | 36000 | 10950 | | | |
| 370 | 37000 | 11300 | | | | 380 | 38000 | 11600 | | | |
| 390 | 39000 | 11900 | | | | 400 | 40000 | 12200 | | | |
| 410 | 41000 | 12500 | | | | 430 | 43000 | 13100 | | | |
| 450 | 45000 | 13700 | | | | 470 | 47000 | 14350 | | | |
| 490 | 49000 | 14950 | | | | 510 | 51000 | 15550 | | | |
| etc. | etc. | etc. | | | | etc. | etc. | etc. | | | |

COMMUNICATION FACILITIES

| AERODROME CONTROL UNITS | | |
|-------------------------|----------|---------|
| ARAD | TWR | 118.230 |
| | TWR ALTN | 130.200 |
| BACAU | TWR | 120.980 |
| | TWR ALTN | 118.600 |
| BAIA MARE | TWR | 118.855 |
| | TWR ALTN | 118.100 |
| BANEASA | TWR | 125.205 |
| | TWR ALTN | 120.800 |
| BRASOV | GND | 129.950 |
| | TWR | 118.630 |
| CLUJ | TWR ALTN | 120.135 |
| | TWR | 118.705 |
| CONSTANTA | TWR ALTN | 134.400 |
| | TWR | 124.030 |
| CRAIOVA | TWR ALTN | 120.450 |
| | TWR | 129.530 |
| IASI | TWR ALTN | 124.300 |
| | TWR | 119.955 |
| ORADEA | TWR ALTN | 119.200 |
| | TWR | 118.455 |
| OTOPENI | TWR ALTN | 120.200 |
| | TWR | 118.805 |
| SATU MARE | TWR ALTN | 120.900 |
| | GND | 121.855 |
| SIBIU | GND ALTN | 121.700 |
| | TWR | 119.655 |
| SUCEAVA | TWR ALTN | 118.800 |
| | TWR | 121.305 |
| TARGU MURES | TWR ALTN | 122.700 |
| | TWR | 129.955 |
| TIMISOARA | TWR | 119.180 |
| | TWR ALTN | 120.325 |
| TULCEA | TWR | 120.105 |
| | TWR ALTN | 129.450 |
| | GND | 121.600 |
| | TWR | 119.755 |
| | TWR ALTN | 120.300 |

| APPROACH CONTROL UNITS | |
|--------------------------------------|--------------|
| ARAD APP/ ARAD APPROACH | 123.530 |
| | ALTN 126.350 |
| BUCUREȘTI APP / BUCUREȘTI APPROACH | 119.415 |
| | ALTN 120.600 |
| BUCUREȘTI APP / NAPOC NORTH APPROACH | 126.430 |
| | ALTN 127.275 |
| BUCUREȘTI APP / NAPOC SOUTH APPROACH | 119.680 |
| | ALTN 127.275 |
| CONSTANTA APP / CONSTANTA APPROACH | 122.905 |
| | ALTN 127.350 |

| | | |
|-------------|--------|---------|
| BUCUREȘTI | VOLMET | 126.800 |
| BRASOV | ATIS | 124.530 |
| BANEASA | ATIS | 126.125 |
| CLUJ | ATIS | 125.525 |
| CONSTANTA | ATIS | 118.750 |
| IASI | ATIS | 122.865 |
| OTOPENI | ATIS | 118.500 |
| SIBIU | ATIS | 126.950 |
| TIMISOARA | ATIS | 123.125 |
| TARGU MURES | ATIS | 125.950 |

| FLIGHT INFORMATION SERVICES | |
|---|---------|
| BUCUREȘTI INFORMATION - MOLDOVA AREA | 123.230 |
| BUCUREȘTI INFORMATION - ARDEAL AREA | 136.230 |
| BUCUREȘTI INFORMATION - BANAT AREA | 136.385 |
| BUCUREȘTI INFORMATION - DOBROGEA AREA | 129.235 |
| BUCUREȘTI INFORMATION - MUNTENIA & OLTENIA AREA | 129.400 |

VFR flights which transit NAPOC TMA shall use the bidirectional VFR routes described below.

| ROUTE | CITY | POINT* | COORDINATES | |
|--------|---------|--------|-------------|-------------|
| | | | LATITUDE | LONGITUDE |
| ALFA | Gălgău | DV12 | 47°16'53"N | 023°41'22"E |
| | | DD1 | 47°08'10"N | 023°51'08"E |
| | | DC3 | 47°01'36"N | 023°55'27"E |
| | | DC4 | 46°48'36"N | 024°02'34"E |
| | | DM2 | 46°36'50"N | 024°09'02"E |
| | | DM6 | 46°19'12"N | 024°16'44"E |
| | | DY3 | 46°08'31"N | 024°18'26"E |
| | | DS3 | 45°53'59"N | 024°19'28"E |
| | | DV6 | 45°40'15"N | 024°16'33"E |
| | | DV10 | 46°53'50"N | 022°49'46"E |
| BARU | Dej | DD1 | 47°08'10"N | 023°51'08"E |
| | | DV1 | 47°10'12"N | 024°10'36"E |
| | | DV10 | 46°53'50"N | 022°49'46"E |
| | | DH1 | 46°52'22"N | 023°01'53"E |
| | | DC1 | 46°52'11"N | 023°32'46"E |
| | | DC4 | 46°48'06"N | 024°02'34"E |
| | | DV7 | 45°53'49"N | 023°20'55"E |
| | | DS1 | 45°53'47"N | 023°47'24"E |
| | | DS2 | 45°52'29"N | 024°04'00"E |
| | | DS3 | 45°53'59"N | 024°19'28"E |
| SIERRA | Vinerea | DS1 | 45°53'47"N | 023°47'24"E |
| | | DS2 | 45°52'29"N | 024°04'00"E |
| | | DS3 | 45°53'59"N | 024°19'28"E |
| | | DX1 | 45°58'05"N | 024°37'47"E |
| | | DV5 | 45°50'26"N | 024°59'44"E |
| | | DV11 | 47°12'09"N | 023°04'08"E |
| | | DC1 | 46°52'11"N | 023°32'46"E |
| | | DC6 | 46°42'48"N | 023°36'10"E |
| | | DL1 | 46°34'58"N | 023°49'47"E |
| | | DY2 | 46°10'22"N | 023°53'30"E |
| ZULU | Zalău | DS2 | 45°52'29"N | 024°04'00"E |
| | | DV6 | 45°40'15"N | 024°16'33"E |
| | | DV11 | 47°12'09"N | 023°04'08"E |
| | | DC2 | 46°54'38"N | 023°49'52"E |
| | | DC4 | 46°48'06"N | 024°02'34"E |
| | | DV4 | 46°06'04"N | 025°03'14"E |
| | | DX2 | 46°13'11"N | 024°48'35"E |
| | | DM6 | 46°19'12"N | 024°16'44"E |
| | | DM1 | 46°29'01"N | 024°06'47"E |
| | | DL1 | 46°34'58"N | 023°49'47"E |
| | | | | |