

BBU-LRBS

1-10

AOI

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Night Restriction**

2000-0400‡

No SKED FLTs for ACFT MTOW \geq 50t / 110231lbs.

Delayed flight not later than 2030‡.

Airport Information**RFF:** CAT 7**PCN:** RWY 07/25: 63/R/D/W/T**Operation****Preferential RWY**

2000-0400‡: LDG RWY 25, TKOF RWY 07

Compliance with published NAP not required in adverse OPS COND:

RWY is not clear.

Ceiling lower than 150m / 500ft above AD ELEV, or when the horizontal VIS less than 1.9km.

Crosswind component, including gusts, exceeds 28km/h (15KT).

Tailwind component, including gusts, exceeds 9km/h (5KT).

Low Visibility Procedure

LVP in force when RVR is below 600m (VIS below 800m) or CEIL is below 200ft.

LVP are AVBL O/R for LVTO on RWY 07 and 25 when RVR is below 400m.

During LVTO only one aircraft is allowed on movement areas at the time.

Notice of availability of LVP and any other relevant INFO or instructions are provided via ATIS or ATC.

Follow-me compulsory during LVP.

Parking

Nose-in guidance at stands.

APU: Avoid use of APU between 2000-0400‡.**Engine Run-up Areas**

Ground run tests on stands prohibited.

Warnings

During APCH do not confuse RWY 07/25 Baneasa AD with RWY 08/26 Otopeni AD, located 4NM North.

Weather reports, cloud base is given in meters and wind speed in m/sec.

Bird deterrent laser system: Green light system sweeps horizontally to a MAX hight of 1m / 3ft from ground.

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ARRIVAL**Speed**

MAX IAS 250KT below FL100 within Bucharest FIR.

Communication**COM Failure****RWY 07**

Clearance limit: ABRUT, DENAK, IDARU, NETUL, OBUGA, SORDU.

Descend in HLDG pattern to 3000 QNH and follow arrival route to ADULI descending to 2500 QNH.

RWY 25

Clearance limit: ABRUT, DENAK, IDARU, NETUL, OBUGA, OSTAL, SORDU.

Descend in HLDG pattern from last assigned FL to the MNM FL/ALT of appropriate STAR and proceed to ABORA/BSE NDB.

Arrival Procedure

Reverse: Do not use more than idle reverse if possible.

DEPARTURE**Take-off Minima**

RWY		07	
All ACFT	ft - m/km	0 - 125R	-

RWY		25	
All ACFT	ft - m/km	0 - 200V	-

Speed

MAX IAS 250KT below FL100 within Bucharest FIR.

Communication**COM Failure**

Continue on assigned SID. After 2min climb to FPL flight level. If being vectored, continue on assigned HDG for 2min, then proceed direct to last SID point climbing to FPL flight level.

Departure Procedure

Noise Abatement Procedure: ICAO Standard TKOF PROC NADP 1.

DEP Notes

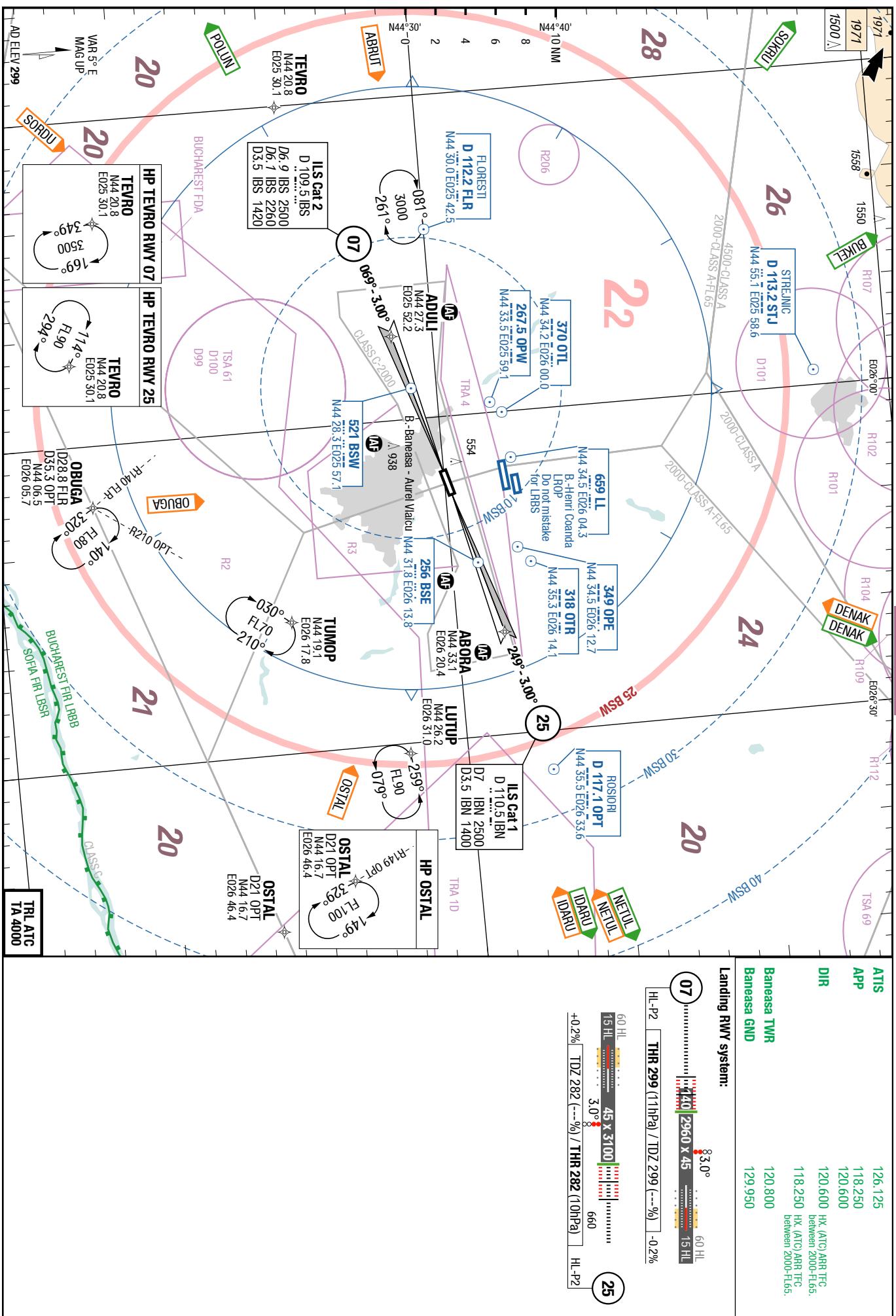
BUKEL 6B/3D/1L/1N: Not AVBL for TFC to NEPOT.

SORKU 1B/1D/1L/1N: Not AVBL for TFC to DIRER.

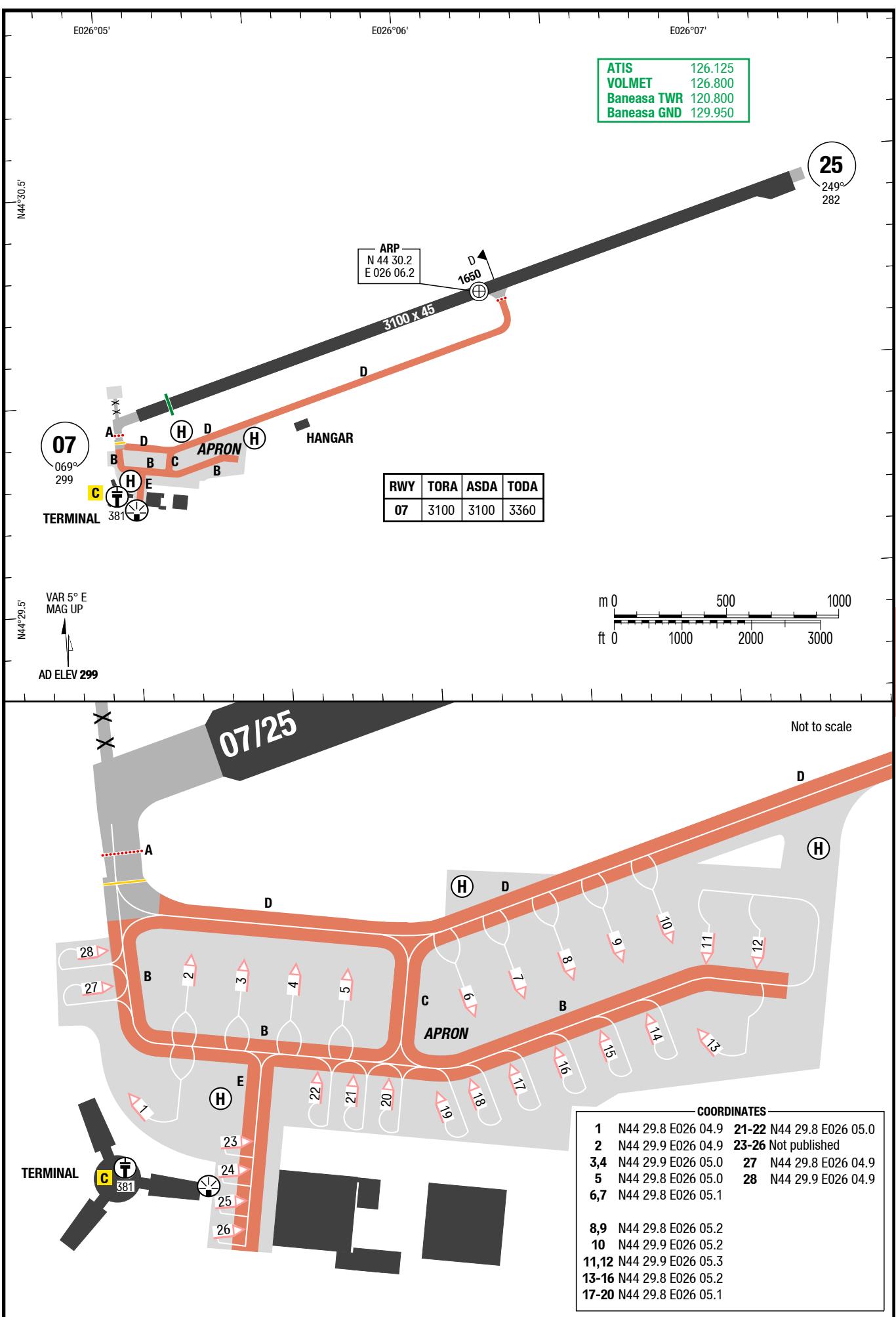
POLUN 3B/2D/1L/1N: Not AVBL for TFC to MOPUG.

De-Icing

AVBL



Changes: APL, Navaid, WPT, SUAs, APCH boxes, Editorial



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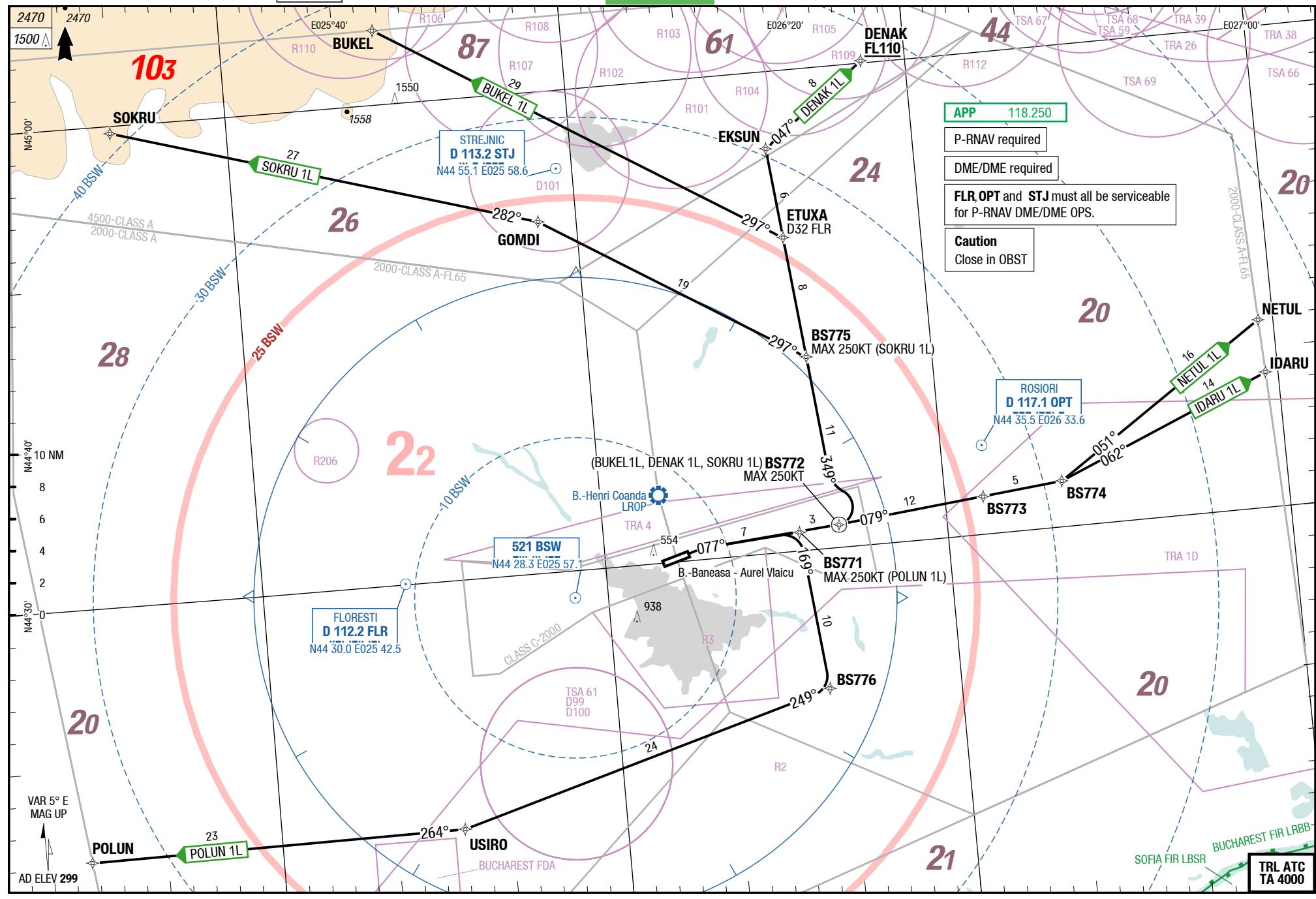
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S/D

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RNAV SIDs RWY 07



Changes: ASP, MGA, SUAs, OBST

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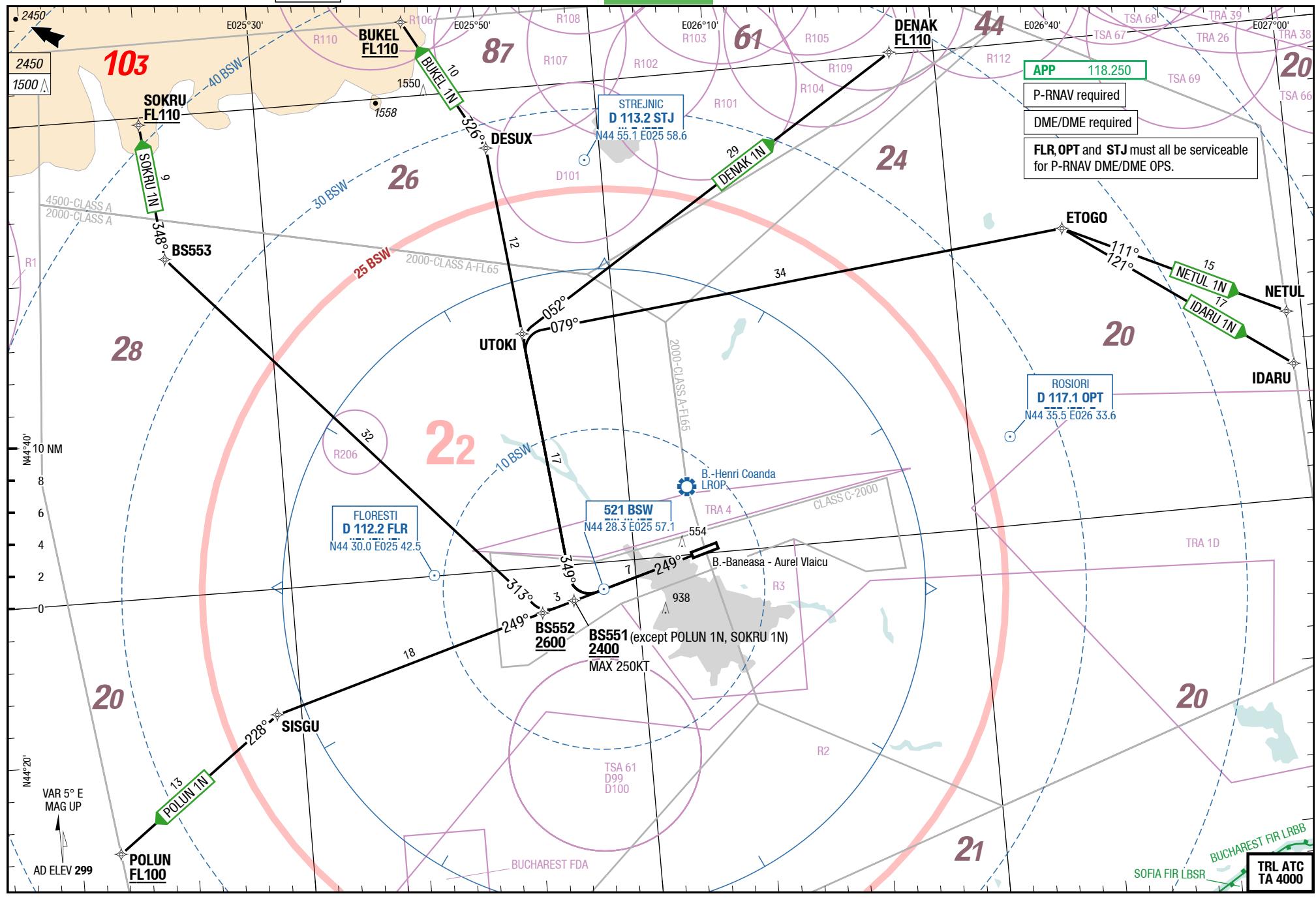
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RNAV SIDs RWY 25

DIS

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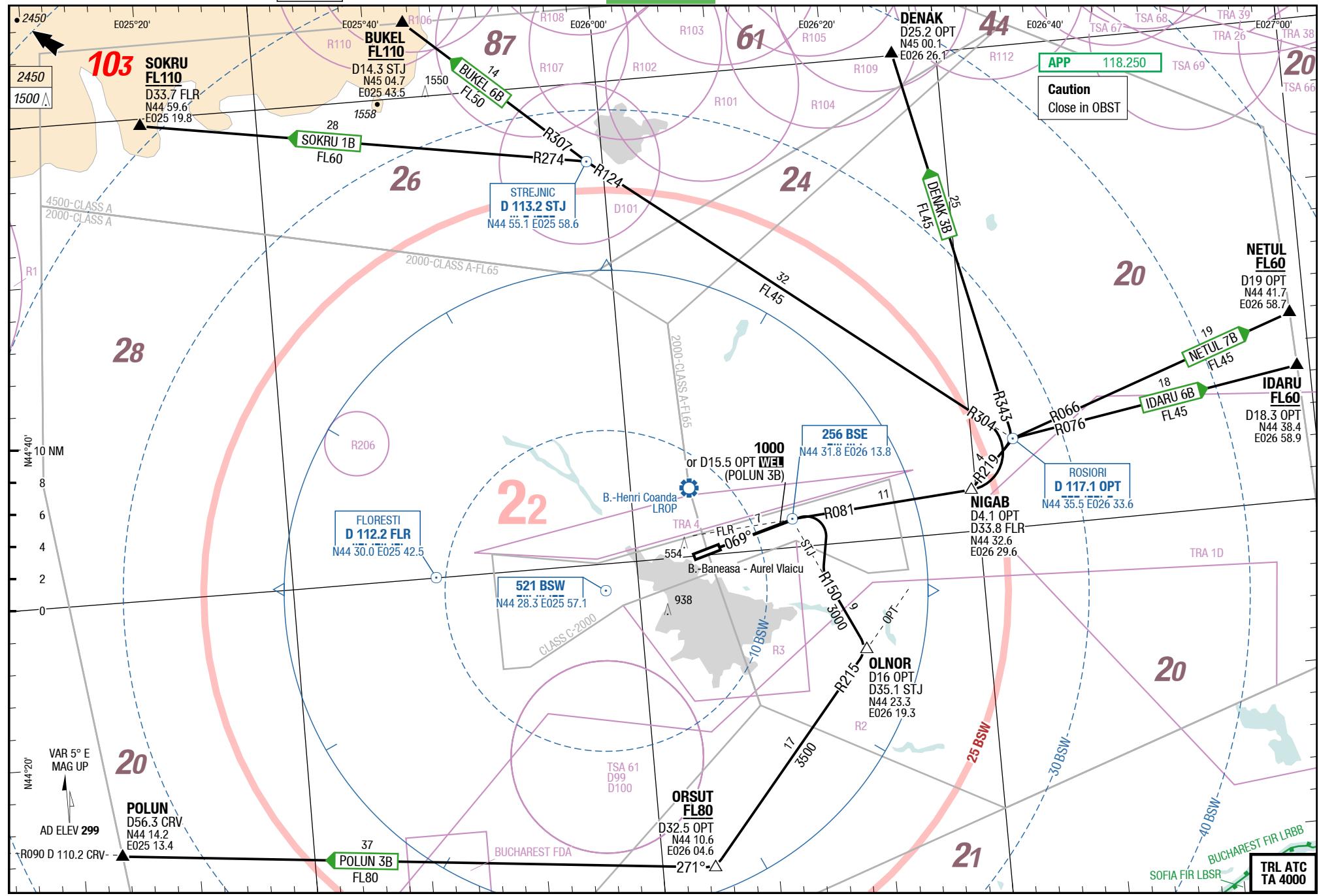
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SIDs RWY 07

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SIDs RWY 25
SIDs RWY 07



Changes: ASP, MGA, OBST, SUAs

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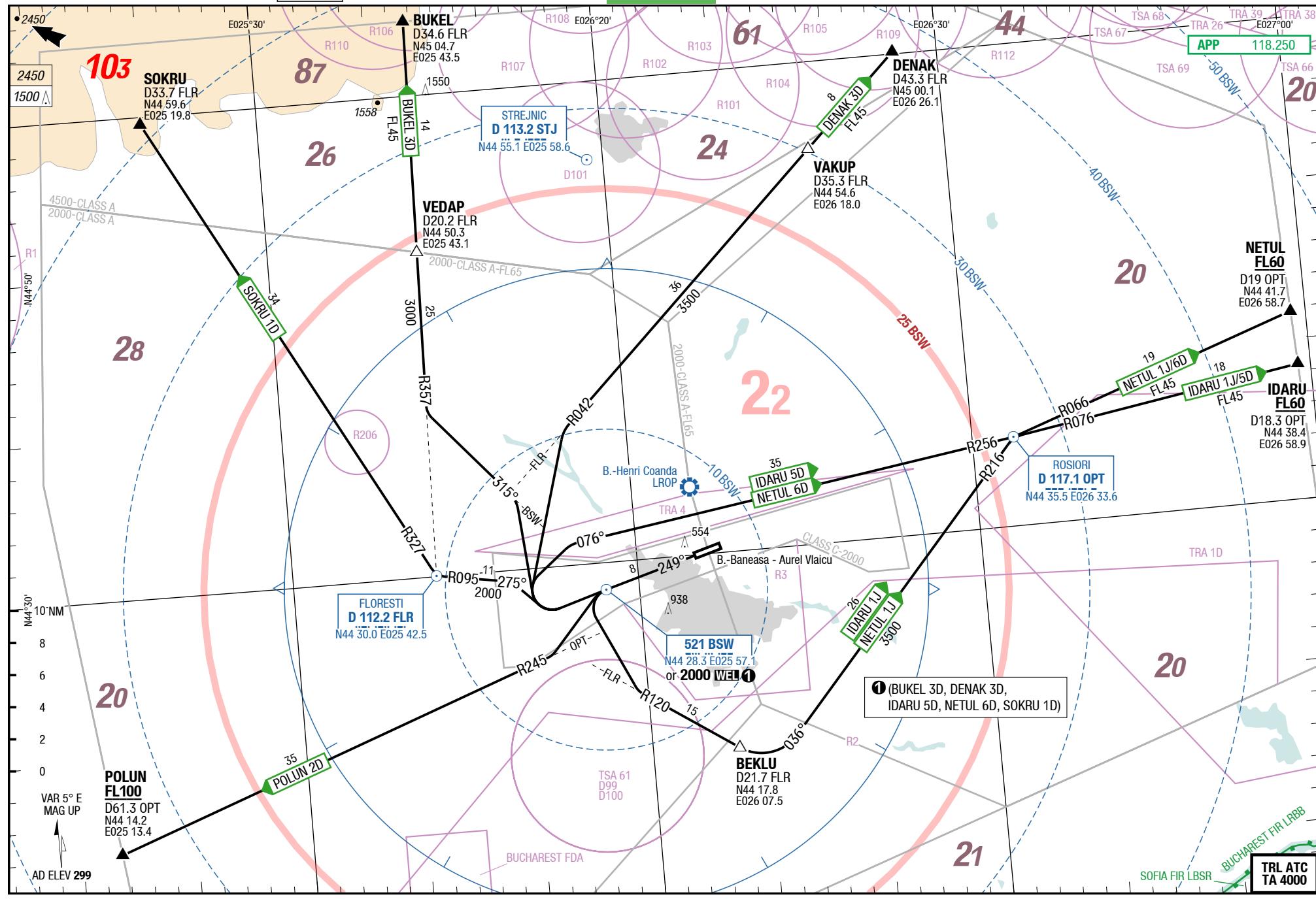
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SIDs RWY 25

SIDs RWY 25



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RNAV SIDs RWY 07

SIDPT

BUKEL 1L / DENAK 1L / IDARU 1L / NETUL 1L / POLUN 1L / SOKRU 1L

RWY 07 (069°)

	GS	120	150	180	210	240	270
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BUKEL 1L 118.250 ①②	BS772 [K250-] - BS775 - ETUXA - BUKEL	
DENAK 1L 4.4% to DENAK 118.250 ①②③④	BS772 [K250-] - BS775 - ETUXA - EKSUN - DENAK [F110+]	
IDARU 1L 118.250 ①②	BS771 - BS773 - BS774 - IDARU	
NETUL 1L 118.250 ①②	BS771 - BS773 - BS774 - NETUL	
POLUN 1L 118.250 ①②	BS771 [K250-] - BS776 - USIRO - POLUN	
SOKRU 1L 118.250 ①②	BS772 [K250-] - BS775 [K250-] - GOMDI - SOKRU	

① Caution: Close-in OBST.

② If unable to comply with profile restrictions, contact ATC before start-up.

③ Climb gradient due to airspace structure.

④ If unable to comply with climb gradient, contact ATC before start-up.

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RNAV SIDs RWY 25

SIDPT

BUKEL 1N / DENAK 1N / IDARU 1N / NETUL 1N / POLUN 1N / SOKRU 1N

RWY 25 (249°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BUKEL 1N 4.2% to BS551 4.0% to BUKEL 118.250 ①②③	BS551 [A2400+ ;K250-] - UTOKI - DESUX - BUKEL [F110+]	
DENAK 1N 4.2% to BS551 3.6% to DENAK 118.250 ①②⑥	BS551 [A2400+ ;K250-] - UTOKI - DENAK [F110+]	
IDARU 1N 4.2% to BS551 118.250 ①②	BS551 [A2400+ ;K250-] - UTOKI - ETOGO - IDARU	
NETUL 1N 4.2% to BS551 118.250 ①②	BS551 [A2400+ ;K250-] - UTOKI - ETOGO - NETUL	
POLUN 1N 3.7% to BS552 4.0% to POLUN 118.250 ①②④	BS552 [A2600+] - SISGU - POLUN [F100+]	
SOKRU 1N 3.7% to SOKRU 118.250 ①②⑤	BS552 [A2600+] - BS553 - SOKRU [F110+]	

- ① If unable to comply with profile restrictions, contact ATC before start-up.
- ② If unable to comply with climb gradient, contact ATC before start-up.
- ③ Climb gradient 4.0% from BS551 until BUKEL due to airspace structure.
- ④ Climb gradient 4.0% from BS552 until POLUN due to airspace structure.
- ⑤ Climb gradient 3.7% from BS553 until SOKRU due to airspace structure.
- ⑥ Climb gradient 3.6% from BS551 until DENAK due to airspace structure.

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BBU-LRBS**5-30****SIDs RWY 07**

SIDPT

BUKEL 6B / DENAK 3B / IDARU 6B / NETUL 7B / POLUN 3B / SOKRU 1B

RWY 07 (069°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 07	
BUKEL 6B 118.250 ①	direct BSE - RT intercept R081 FLR - at NIGAB LT intercept R124 STJ to STJ - R307 STJ to BUKEL	BUKEL MNM FL110
DENAK 3B 118.250 ①	direct BSE - RT intercept R081 FLR - at NIGAB LT intercept R219 OPT to OPT - R343 OPT to DENAK	
IDARU 6B 118.250 ①	direct BSE - RT intercept R081 FLR - at NIGAB LT intercept R219 OPT to OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 7B 118.250 ①	direct BSE - RT intercept R081 FLR - at NIGAB LT intercept R219 OPT to OPT - R066 OPT to NETUL	NETUL MNM FL60
POLUN 3B 118.250 ①	at 1000 or D15.5 OPT , whichever is later, RT intercept R150 STJ - at OLNOR RT intercept R215 OPT - at ORSUT RT intercept R090 CRV inbound to POLUN	ORSUT MNM FL80
SOKRU 1B 118.250 ①	direct BSE - RT intercept R081 FLR - at NIGAB LT intercept R124 STJ to STJ - R274 STJ to SOKRU	SOKRU MNM FL110

① Caution: Close-in OBST.

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BBU-LRBS**5-40****SIDs RWY 25**

SIDPT

BUKEL 3D / DENAK 3D / IDARU 1J / IDARU 5D / NETUL 1J / NETUL 6D / POLUN 2D / SOKRU 1D
RWY 25 (249°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 25	
BUKEL 3D 3.8% 118.250 ①	at BSW or 2000 , whichever is later, RT intercept QDR 315 BSW - RT intercept R357 FLR to VEDAP - BUKEL	
DENAK 3D 118.250	at BSW or 2000 , whichever is later, RT intercept R042 FLR to VAKUP - DENAK	
IDARU 1J 118.250	at BSW LT intercept R120 FLR - at BEKLU LT intercept R216 OPT to OPT - R076 OPT to IDARU	IDARU MNM FL60
IDARU 5D 118.250	at BSW or 2000 , whichever is later, RT intercept R256 OPT to OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 1J 118.250	at BSW LT intercept R120 FLR - at BEKLU LT intercept R216 OPT to OPT - R066 OPT to NETUL	NETUL MNM FL60
NETUL 6D 118.250	at BSW or 2000 , whichever is later, RT intercept R256 OPT to OPT - R066 OPT to NETUL	NETUL MNM FL60
POLUN 2D 4.0% 118.250 ①	at BSW LT intercept R245 OPT to POLUN	POLUN MNM FL100
SOKRU 1D 4.0% 118.250 ①	at BSW or 2000 , whichever is later, RT intercept R095 FLR to FLR - R327 FLR to SOKRU	

① Climb gradient due to airspace structure.

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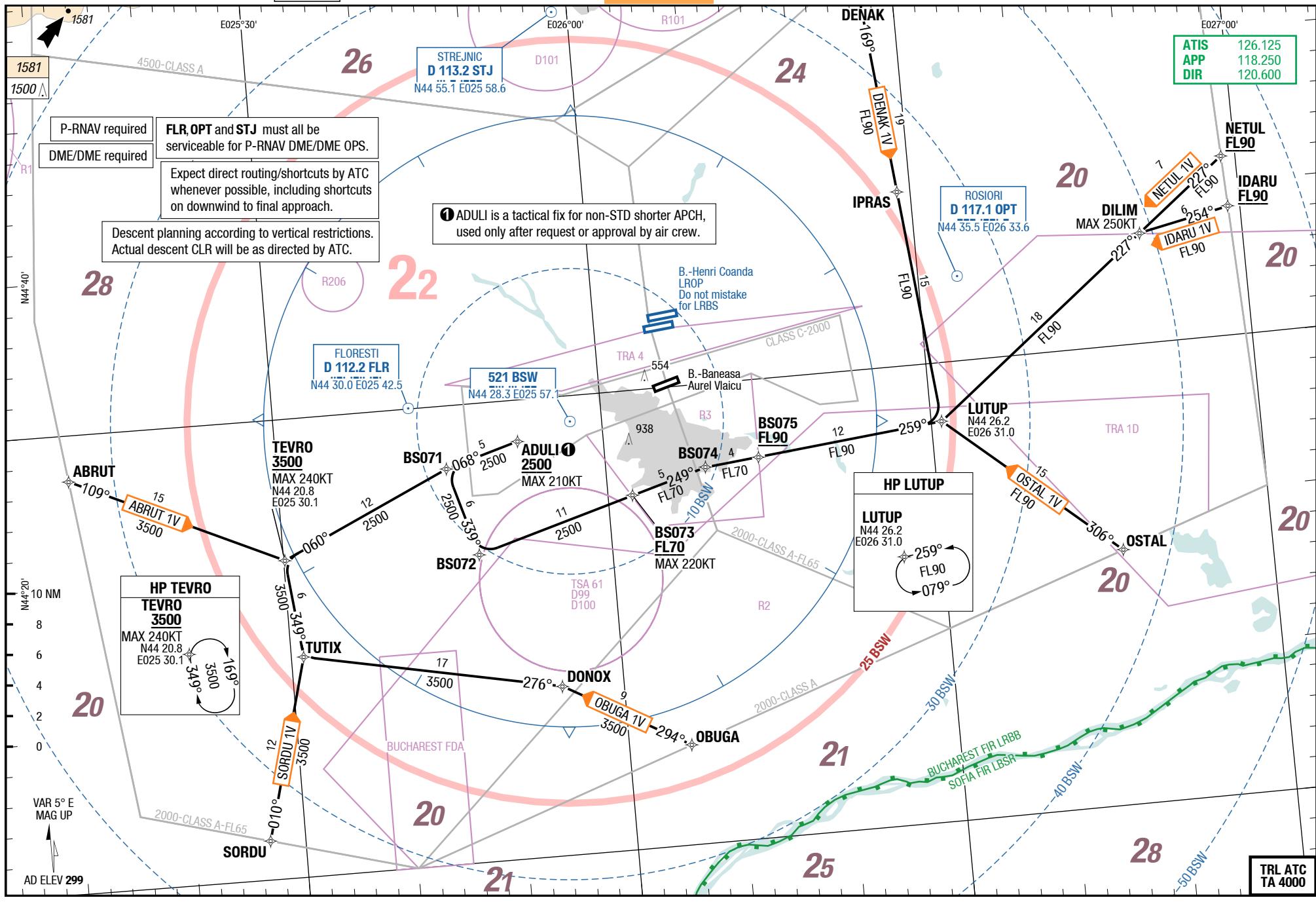
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RNAV STARs RWY 07

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RNAV STARs RWY 07



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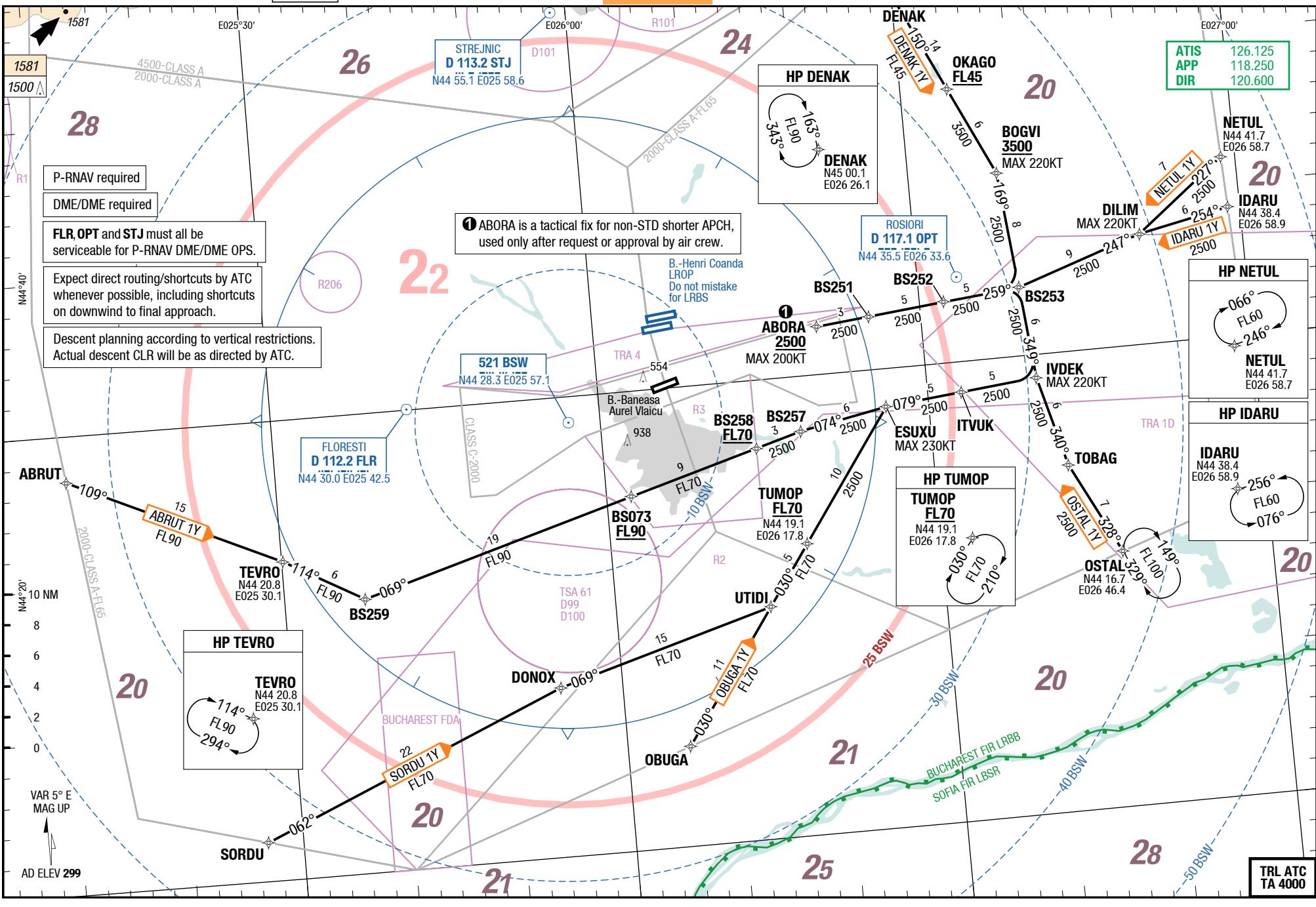
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RNAV STARs RWY 25

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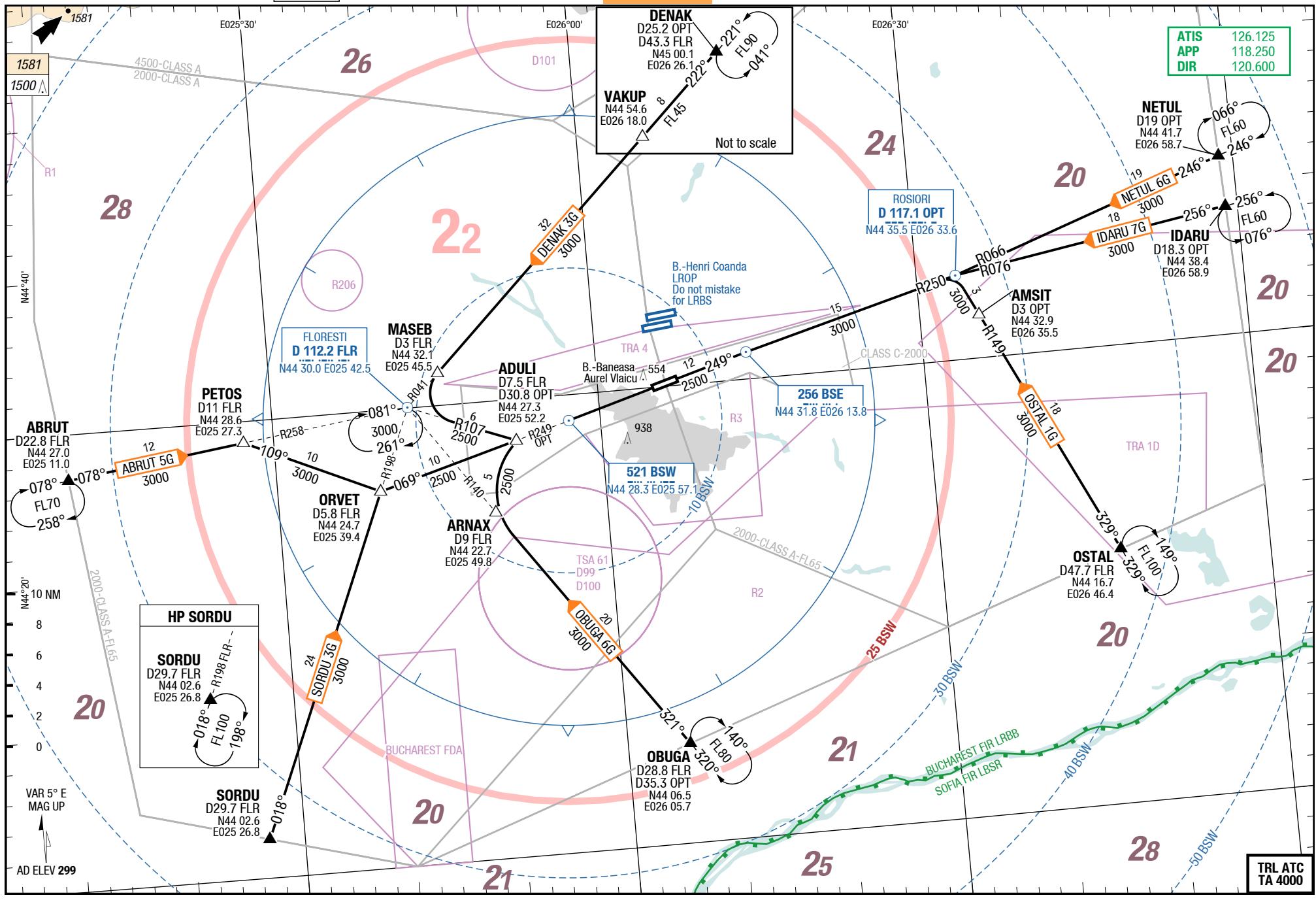
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STARs RWY 07

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STARs RWY 07



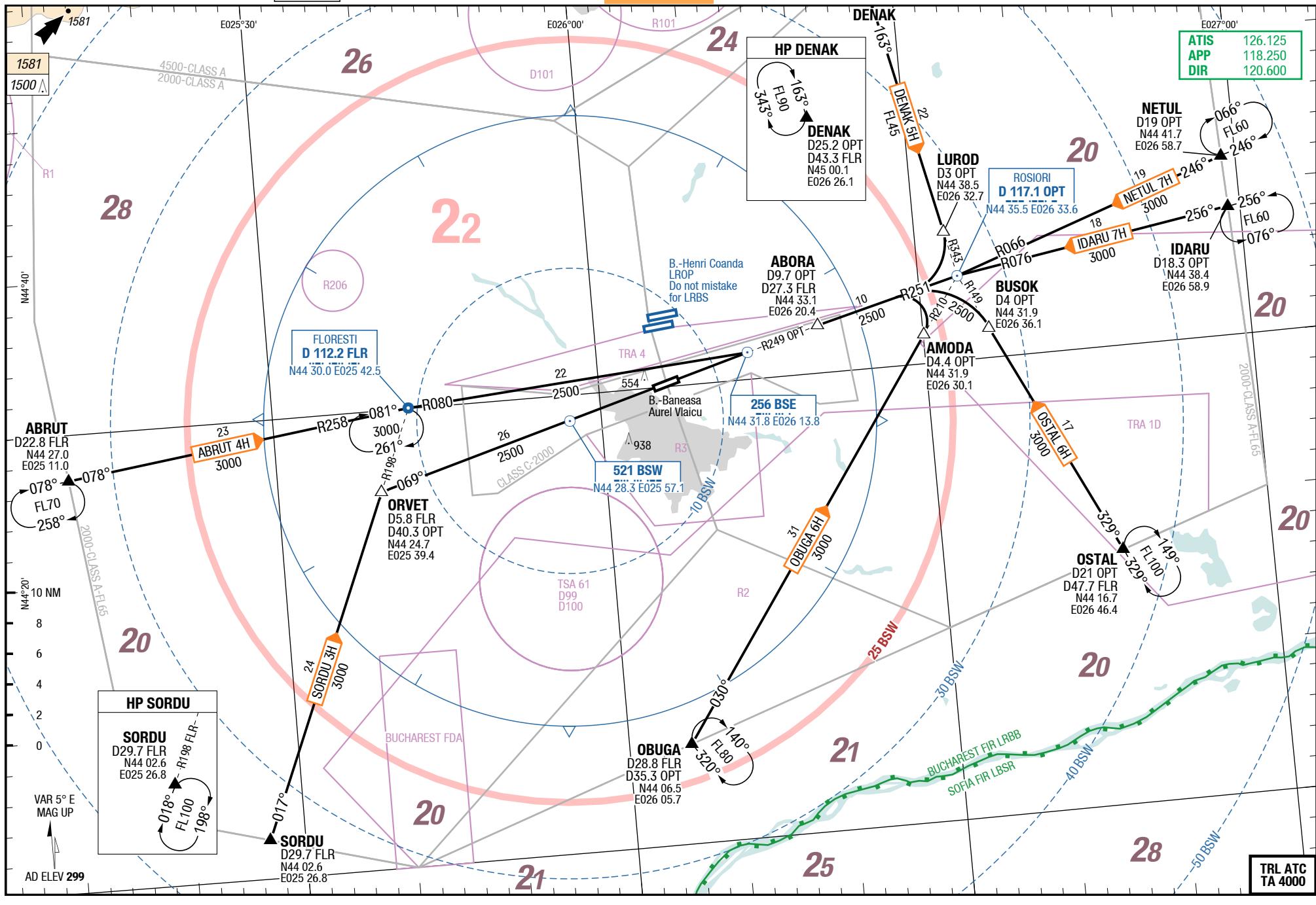
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STARs RWY 25

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STARs RWY 25

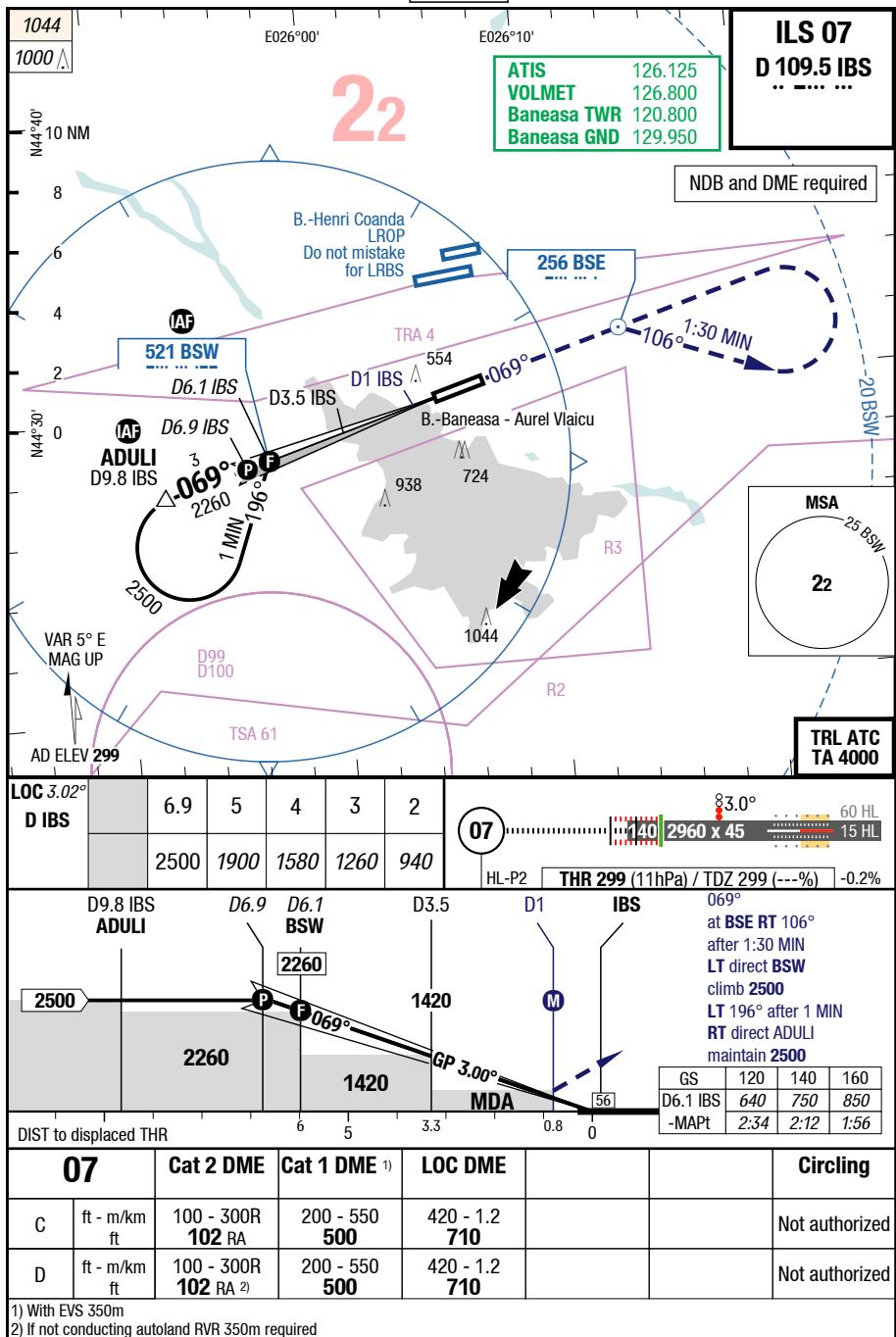


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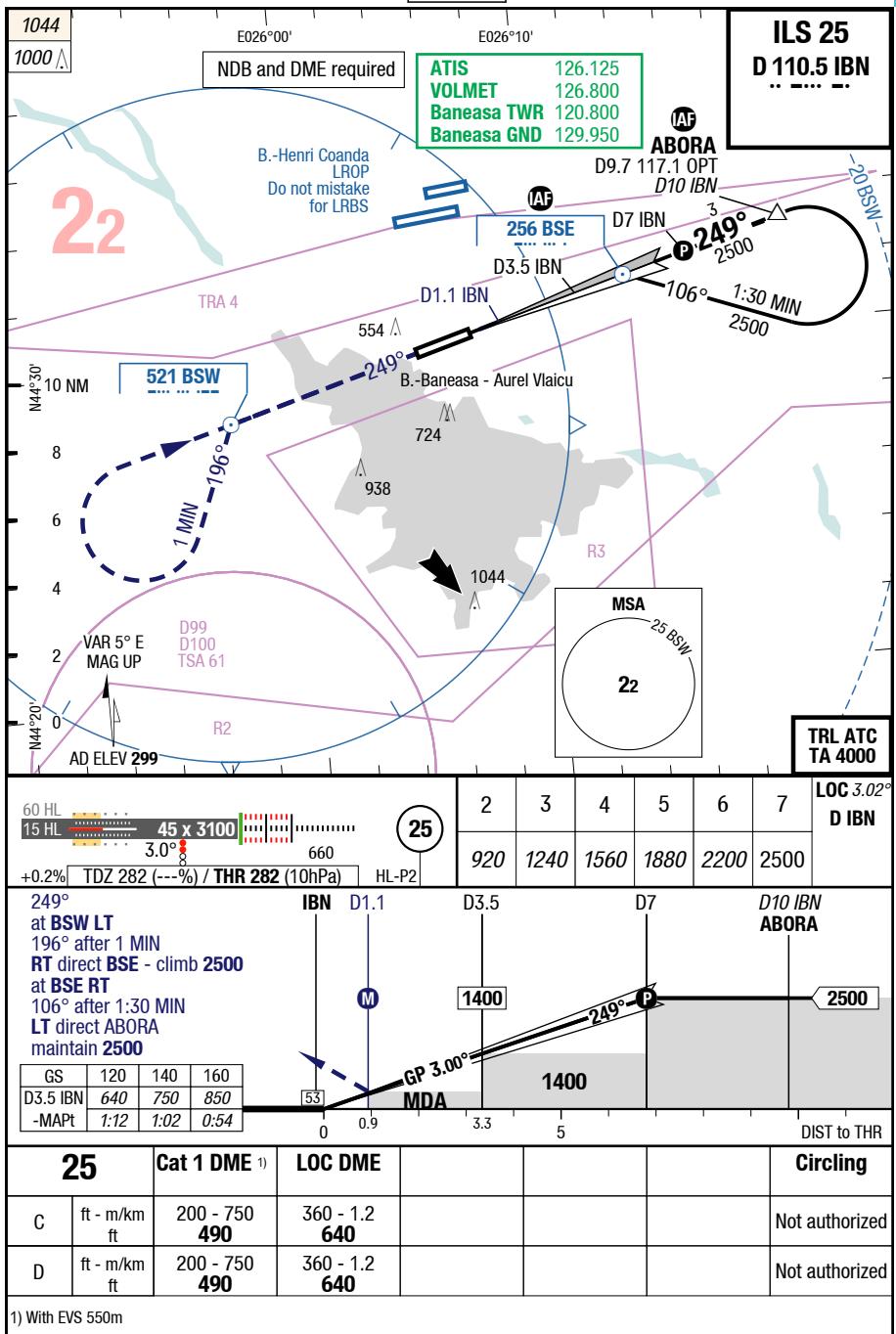
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ILS 07



Changes: APL, SUAs, Editorial

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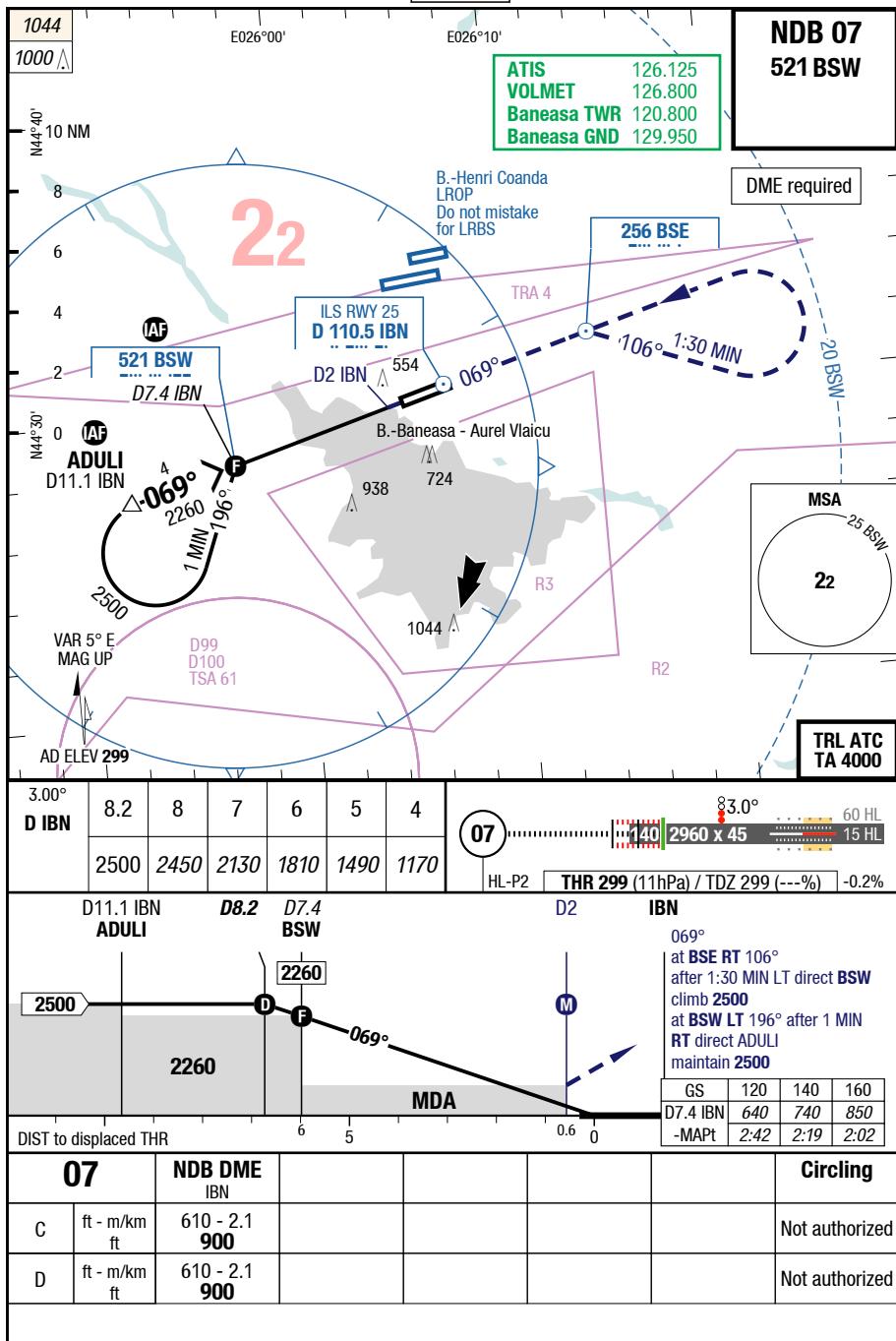
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NDB 07



Changes: APL, SUAs, Editorial

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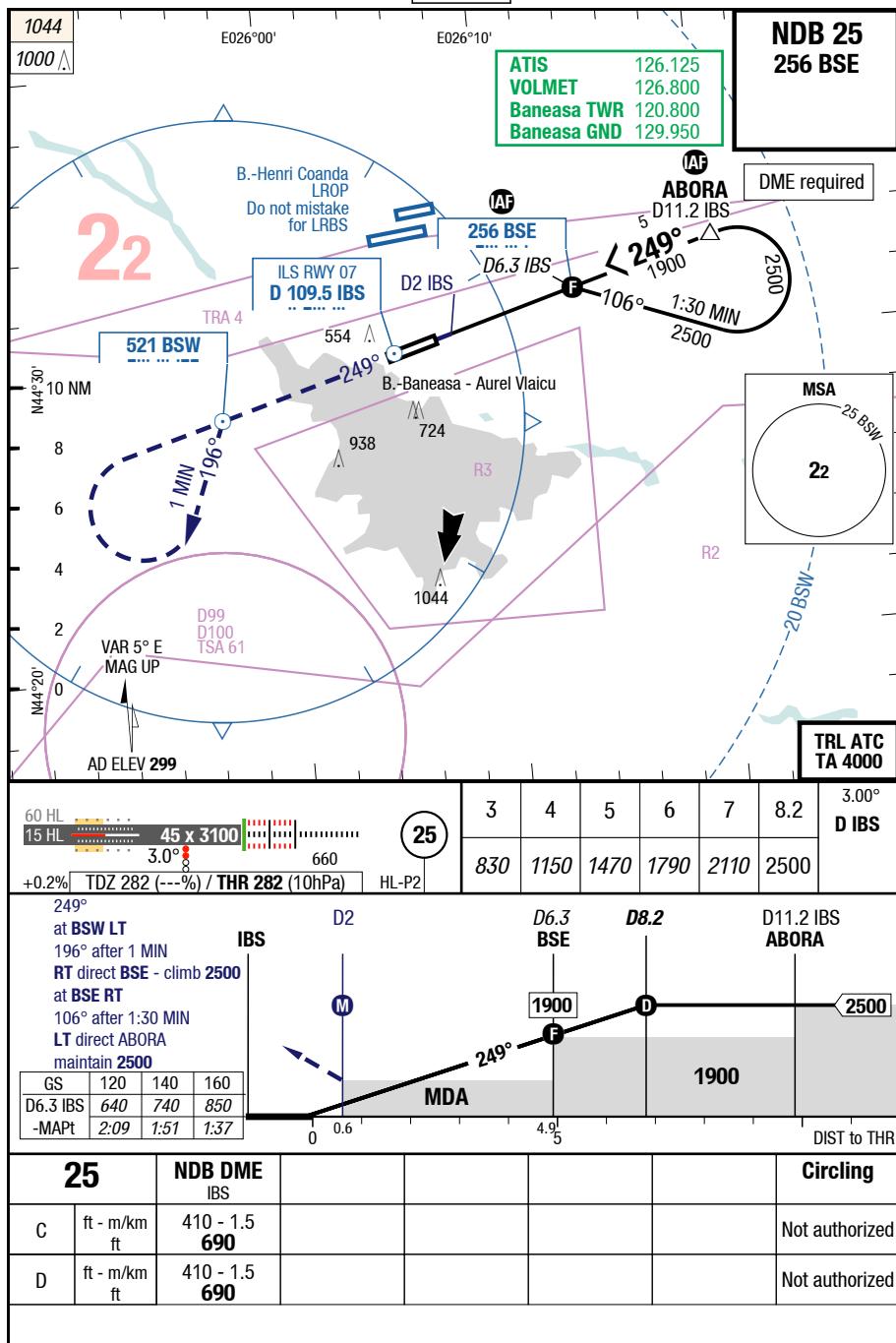
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NDB 25



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