

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**PCN:** RWY 08R/26L: 70/R/D/W/T

RWY 08L/26R: 80/R/D/W/T

Operation**Traffic Note**

Code letter 4D ACFT PPR 60 days before the flight. Prior approval is not required in case of emergency.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL.

- from push-back or taxi, whichever comes earlier.
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature or ACFT registration, before activating transponder.

Low Visibility Procedures

- In force when RVR below 550m (VIS below 800m) or ceiling below 200ft.
- Follow-me AVBL O/R
- Movements on TWY P, C and on aprons with follow-me only.
- HLDG PSNs N and W not AVBL.
- Taxiing normally restricted to one ACFT at the time.
- Intersection TKOFs are not permitted.
- Report RWY vacated after passing the end of green/yellow colour coded TWY CLL.

RWY Restriction

RWY 08L: Turn around in turning bay at THR 26R.

TWY Restrictions

TWY M MAX wingspan 65m / 213ft.

TWY C MAX wingspan 52m / 171ft.

Taxilane T, L MAX wingspan 36m / 118ft.

Taxilane I MAX wingspan 52m / 171ft

TWY H AVBL for MIL TFC only.

GENERAL

Standard Taxi Routes

	TWYs to be followed			STD Route	Remarks
ARR on RWY 26L	To	APN 1	TWY G	ARR 10	
			TWY A, B	ARR 11	
		APN 2	TWY G, C	ARR 12	For ACFT wingspan below 52m / 117ft
			TWY G, N, O, P, stand 201A	ARR 13	
		APN 3	TWY G, C, P, taxilane T	ARR 14	For ACFT wingspan below 36m / 118ft
			G, N, O, P, taxilane T	ARR15	For ACFT wingspan below 36m / 118ft
ARR on RWY 26R		APN 1	TWY W, O, N, S or B	ARR 22	
			TWY N, S or B	ARR 23	
		APN 2	TWY W, P stand 201A	ARR 24	
			TWY N, C	ARR 25	For ACFT wingspan below 52m / 117ft
		APN 3	TWY W, P, Taxilane T	ARR 26	For ACFT wingspan below 36m / 118ft

GENERAL							
	TWYs to be followed			STD Route	Remarks	LVP	
ARR on RWY 08R	To	APN 1	On	TWY D, C, N, S or B	ARR 1	For ACFT wingspan below 52m / 117ft	
				TWY D, P, O, N, S or B	ARR 2		Not AVBL with RVR below 350m for ACFT with outer main gear wheel span > 9m / 30ft
				TWY G, N, S, or B	ARR 3		
		APN 2		TWY D, C	ARR 4	For ACFT wingspan below 52m / 117ft	
				TWY D, stand 201 A	ARR 5		Not AVBL with RVR below 350m for ACFT with wingspan more than 52m / 117ft
				TWY G, C	ARR 6	For ACFT wingspan below 52m / 117ft	
				TWY G, N, O, P, stand 201A	ARR 7		Not AVBL with RVR below 350m for ACFT with outer main gear wheel span > 9m / 30ft
		APN 3		TWY D, P taxilane T	ARR 8	For ACFT wingspan below 36m / 118ft	
				TWY G, C, P, taxilane T	ARR 9	For ACFT wingspan below 36m / 118ft	
ARR on RWY 08L		APN 1		TWY V, O, N, S or B	ARR 16		Not AVBL with RVR below 350m for ACFT with outer main gear wheel span > 9m / 30ft
				TWY O, N, S or B	ARR 17		Not AVBL with RVR below 350m for ACFT with outer main gear wheel span > 9m / 30ft
		APN 2		TWY V, O, P, stand 201A	ARR 18		Not AVBL with RVR below 350m for ACFT with outer main gear wheel span > 9m / 30ft
				TWY O, P, C	ARR 19	For ACFT wingspan below 52m / 117ft	
		APN 3		TWY V, O, P, taxilane T	ARR 20	For ACFT wingspan below 36m / 118ft	
				TWY O, P, taxilane T	ARR 21	For ACFT wingspan below 36m / 118ft	

GENERAL

DEP RWY 08R/26L

	Taxiways to be followed				STD taxi Route	Remarks
DEP from	APN 1	Taxi to RWY HLDG PSN on TWY	A	TWY A	DEP 1	ACFT with outer main gear wheel span > 9m / 30ft shall taxi strictly along CL markings/ lights and with reduced speed.
				Taxilane M, TWY B, A	DEP 2	ACFT with outer main gear wheel span > 9m / 30ft shall taxi strictly along CL markings/ lights and with reduced speed.
			G	TWY G, turn right, taxi to the end of the RWY and and line up THR	DEP 3	
				TWY G and line up	DEP 4	
			D	TWY C, D	DEP 5	For ACFT wingspan below 52m / 117ft
				TWY B or S, N, O, P, D	DEP 6	
	APN 2		A	TWY C, B, A	DEP 7	For ACFT wingspan below 52m / 117ft
				Stand 201A, TWY P, O, N, B, A	DEP 8	
			G	TWY C, G, turn right, taxi to the end of the RWY and line up	DEP 9	For ACFT wingspan below 52m / 117ft
				Stand 201A, TWY P, O, N, G	DEP 10	
			D	TWY C, D	DEP 11	For ACFT wingspan below 52m / 117ft
				Stand 201A, TWY D		
	APN 3		A	TWY P, C, B, A	DEP 12	
			G	TWY P, C, G, turn right, taxi to the end of the RWY and line up	DEP 13	
				TWY P, O, N, G turn right, taxi to the end of the RWY and line up	DEP 13	
			D	TWY P, D	DEP 14	

GENERAL

DEP RWY 08L/26R

	TWYs to be followed			STD Route	Remarks		
DEP from	APN 1	Taxi to RWY HLDG PSN on TWY	N	TWY B or S, N	DEP 15		
			O	TWY B or S, N, O	DEP 16		
				TWY S, N or B, C, P, O	DEP 17	For ACFT wingspan below 52m / 117ft	
	APN 2		N	TWY C, N	DEP 18	For ACFT wingspan below 52m / 117ft	
				TWY C, P, O, N	DEP 19	For ACFT wingspan below 52m / 117ft	
				Stand 201A, TWY P, O, N	DEP 20		
			O	Stand 201A, TWY P, O	DEP 21		
				TWY C, N, O	DEP 22	For ACFT wingspan below 52m / 117ft	
				APN 3	N	TWY P, O, N	DEP 23
			TWY P, C, N			DEP 24	
			O		TWY P, O	DEP 25	
TWY P, C, N, O		DEP 26					

DEP 6, 8, 10, 11, 16, 20, 21 not AVBL in LVTO with RVR less than 350m for ACFT with outer main gear wheel span greater than 9m / 30ft.

GENERAL

Taxi/Parking

Pilots who require to back-tack the RWY must notify ATC prior to arrival at the HLDG point.

Taxi with MNM ENG PWR on APN.

Do not stop during turns to avoid break-away PWR.

If a stop is not avoidable, contact GND and wait for instructions.

Taxiing on TWYs P, C and APNs with follow-me only.

Code letter 4D ACFT:

- Vacate RWY 08R via TWY D. If unable wait for towing and push back, shut down ENG 1 and 2.
- If unable to vacate RWY 08R/26L via TWY D request backtrack.
- In TWY intersections P-C, O-P, P-W, O-N, N-C-G, N-S use orange markings.
- For DEP RWY 26, TKOF from TWY D intersection.

ACFT with wingspan above 52m / 171ft taxi with ENG 1 and 4 on idle PWR only.

Visual Docking Guidance System (SAFEDOCK) AVBL on APN 1 at stands 101-107, 109-115.

Parking on stands 108, 116-119 on APN 1; 201 on APN 2 and all alternative stands only with marshaller instruction.

Self parking at stands 119-122 on APN 1 and 202-223 on APN 2.

APU: Use of APU restricted to 15min after on-block and 30min before off-block time.

Warnings

Surfaces of TWY are rough. Surface of APN rough and uneven.

Weather report could be too optimistic. Request to have APCH lights and RWY lights switched on anytime if deemed necessary.

MIL HEL training up to 1017ft.

Birds in vicinity of AD.

ARRIVAL

Speed

Within Bucarest TMA MAX IAS 250KT below FL100.

Communication

COM Failure**RWY 08L, 08R**

RWY assigned: proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min.

RWY assigned and vectoring initiated: continue on assigned HDG and last cleared and acknowledged ALT for 2min. Then proceed direct to FLR VOR/DME then OBELA/DILAS. Descending shall be executed in accordance with MNM ALT of Bucarest TMA or vertical restrictions specified on MRC, whichever is greater, but not less than 2500ft.

STAR unknown: proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min.

RWY 26L, 26R

RWY assigned: proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min.

ARRIVAL

RWY assigned and vectoring initiated: continue on assigned HDG and last cleared and acknowledged ALT for 2min. Then proceed direct to OPT VOR/DME then R264/R270 OPT VOR/DME to LEVTA/RARIT. Descending shall be executed in accordance with MNM ALT of Bucarest TMA or vertical restrictions specified on MRC, whichever is greater, but not less than 2500ft.

STAR unknown: proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min.

Arrival Procedure**ALTN PROC during LRR1 activity**

RWY 08L/08R SORDU 1E :

Maintain last assigned FL until **FLR VOR/DME**, descent in HLDG pattern to 3000 QNH, intercept R051 FLR/R058 FLR to DILAS, OBELA descending to 2500 QNH.

RWY 26L/26R SORDU 1F :

Maintain last assigned FL until **FLR VOR/DME**, descent in HLDG pattern to 3000 QNH, intercept and follow R083 FLR, at AMODA turn left to LEVTA, RARIT descending to 2500 QNH.

Reverse: Do not use more than idle reverse between 2100-0500±.

Minimum Runway Occupancy Time (MROT): Ensure standard MROT procedure.

Non-standard GP Intercept Position on**RWY 08R**

GP intercepts RWY 08R at 323m / 1060ft after landing threshold.

Remaining DIST beyond GP is 3172m / 10407ft.

RWY 26L

GP intercepts RWY 26L at 317m / 1039ft after landing threshold.

Remaining DIST beyond GP is 3177m / 10424ft.

RWY 26R

GP intercepts RWY 26R at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3179m / 10430ft.

DEPARTURE**Take-off Minima**

RWY		08L, 08R	
All ACFT	ft - m/km	0 - 75R	-
RWY		26R, 26L	
All ACFT	ft - m/km	0 - 125R	-

Speed

Within Bucarest TMA MAX IAS 250KT below FL100.

Communication**COM Failure**

Continue on assigned and acknowledged SID. After 2min climb to FLP flight LVL.

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

DEPARTURE

Departure Procedure

Departure Note

BUKEL 1A/5C/1K/1M: Not AVBL for TFC to NEPOT.

SORKU 1A/1C/1K/1M: Not AVBL for TFC to DIRER.

POLUN 5A/3C/1K/1M: Not AVBL for TFC to MOPUG.

Pilots of departing ACFT shall remain on TWR FREQ until passing 2000ft AMSL. Contact APP when passing 2000ft AMSL and report ALT in order to verify SSR Mode C.

Low Visibility Procedures: LVP operations O/R to conduct LVTO when RVR below 400m. If LVP operations are not in force LVTO must be requested MNM 30min in advance.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedure and in addition:

When cleared for TKOF ATC will expect movement within MAX 30s.

Noise Abatement Procedure: ICAO Standard TKOF PROC NADP 1 or NADP 2.

ATC Slot, Clearance

REQ en-route CLR from GND MAX 30min prior to EOBT.

De-Icing

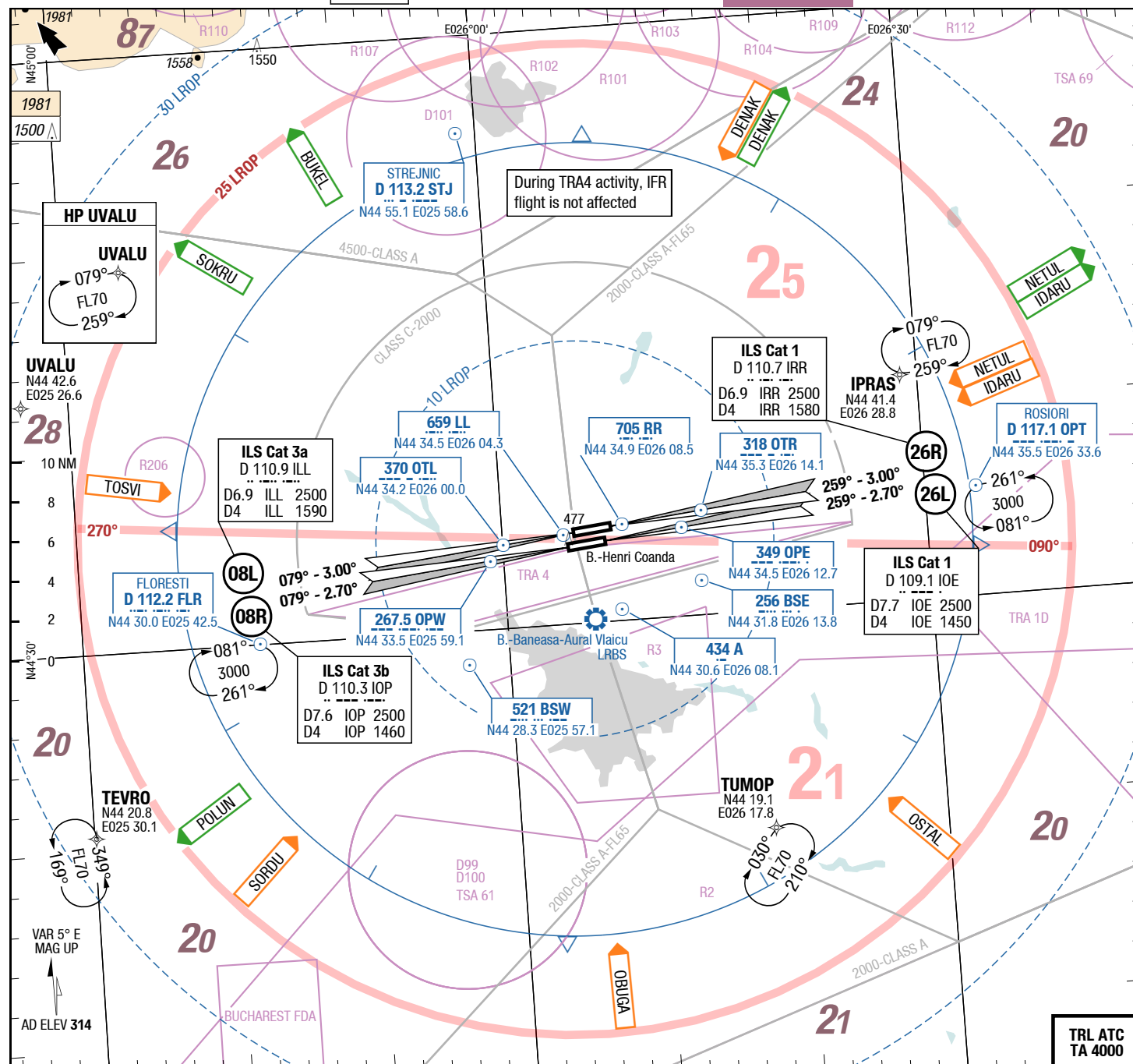
AVBL.

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AFC

AFC

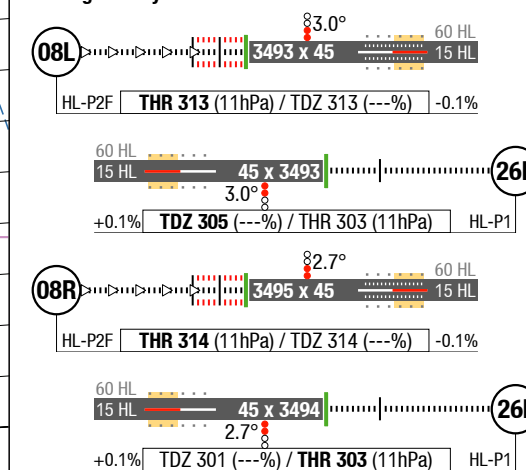
2-10



Changes: APL, LDA, TDZE

ATIS	118.500	
APP	118.250	
	120.600	
DIR	120.600	HX. (ATC) ARR TFC between 2000-FL65.
	118.250	HX. (ATC) ARR TFC between 2000-FL65.
Otopeni TWR	120.900	
	121.850	
Otopeni GND	121.700	
	118.800	

Landing RWY system:

TRL ATC
TA 4000

Effective 13-SEP-2018

06-SEP-2018

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AGC

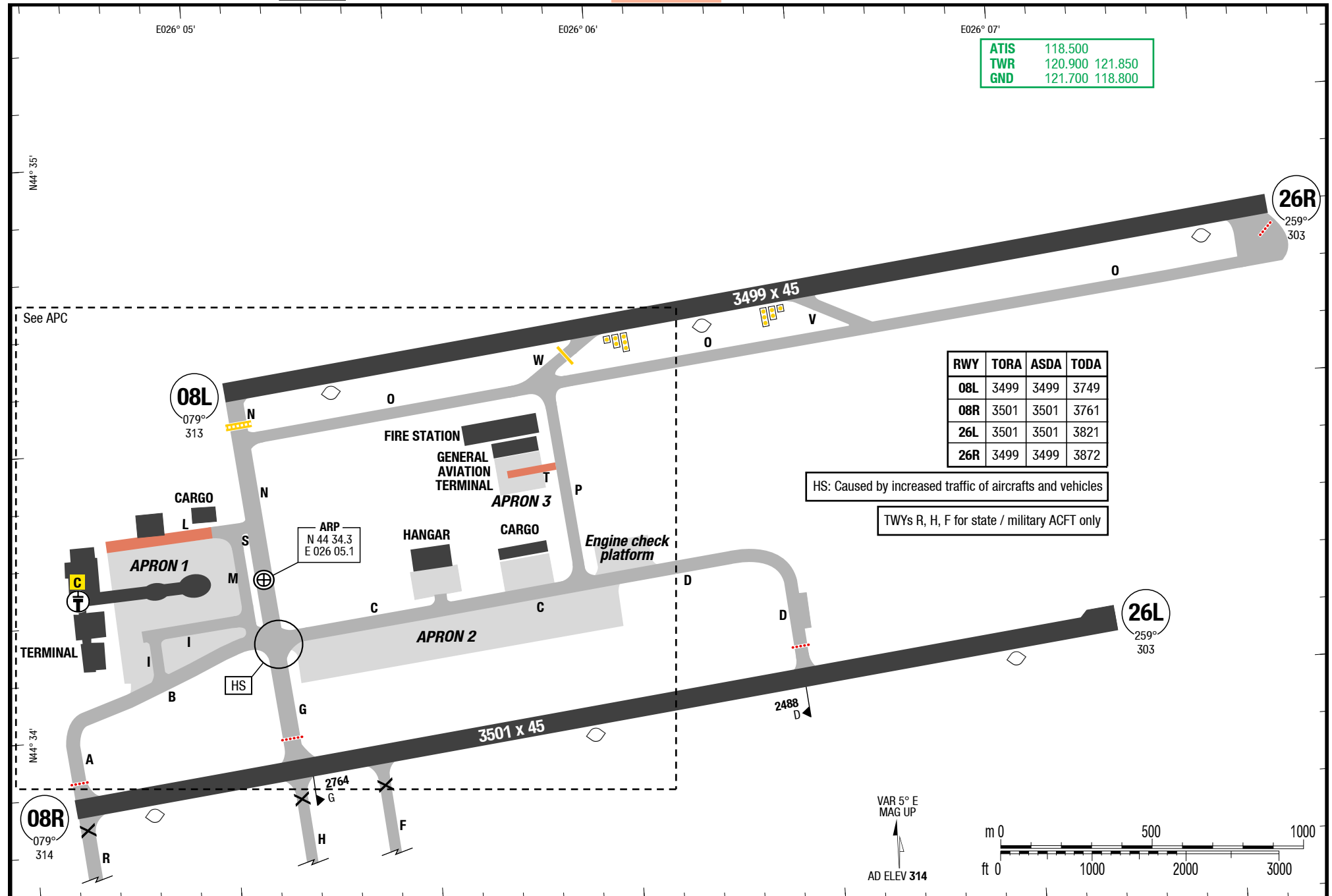
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AGC

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AGC

3-20



Changes: Declared distances, RWY length

ATIS 118.500
TWR 120.900 121.850
GND 121.700 118.800

Legend:

Orange marked TWY guidance line mandatory for:
A300, A310, B707-320,
B757-200, B767-200, B777,
DC10-30, IL18, IL62, IL76, IL86,
L100-30, L1011500, TU154,
B747-200, B747-400, AN124

Caution:
Floodlights pole close to
stands 120-121, 109-110,
106-107

HS: Caused by increased traffic of aircrafts and vehicles

ARP
N 44 34.3
E 026 05.1

FIRE STATION

GENERAL AVIATION
TERMINALApron 3
ELEV 309

APRON 3

HANGAR

CARGO

Engine check
platform

TERMINAL

CARGO

APRON 1

Apron 1
ELEV 312

APRON 2

Apron 2
ELEV 308

COORDINATES

Apron 1

101 N44 34.3 E026 04.7
102-104 N44 34.3 E026 04.8
105-107 N44 34.3 E026 04.9
107A N44 34.3 E026 05.0
108 N44 34.3 E026 04.9
109 N44 34.2 E026 04.9
109A N44 34.2 E026 05.0
110-111 N44 34.2 E026 04.9
112-114 N44 34.2 E026 04.8
115 N44 34.2 E026 04.7

Apron 2

116-118 N44 34.1 E026 04.7
119 N44 34.1 E026 04.8
120 N44 34.1 E026 04.9
120A N44 34.1 E026 04.8
121, 122 N44 34.1 E026 04.9
201-202B N44 34.2 E026 06.0
203-204A N44 34.2 E026 05.9
204B N44 34.2 E026 05.8
205 N44 34.1 E026 05.8
205A N44 34.2 E026 05.8

Apron 3

206 N44 34.1 E026 05.8
207-209 N44 34.1 E026 05.7
210-212 N44 34.1 E026 05.6
213-215 N44 34.1 E026 05.5
216-218 N44 34.1 E026 05.4
219-222 N44 34.1 E026 05.3
223 N44 34.1 E026 05.2

01-04 N44 34.4 E026 05.9
05, 06 N44 34.4 E026 05.8

VAR 5° E
MAG UP

AD ELEV 314

Not to scale

13-JUL-2017
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RNAV SIDs RWY 08R

RNAV SIDs RWY 08L

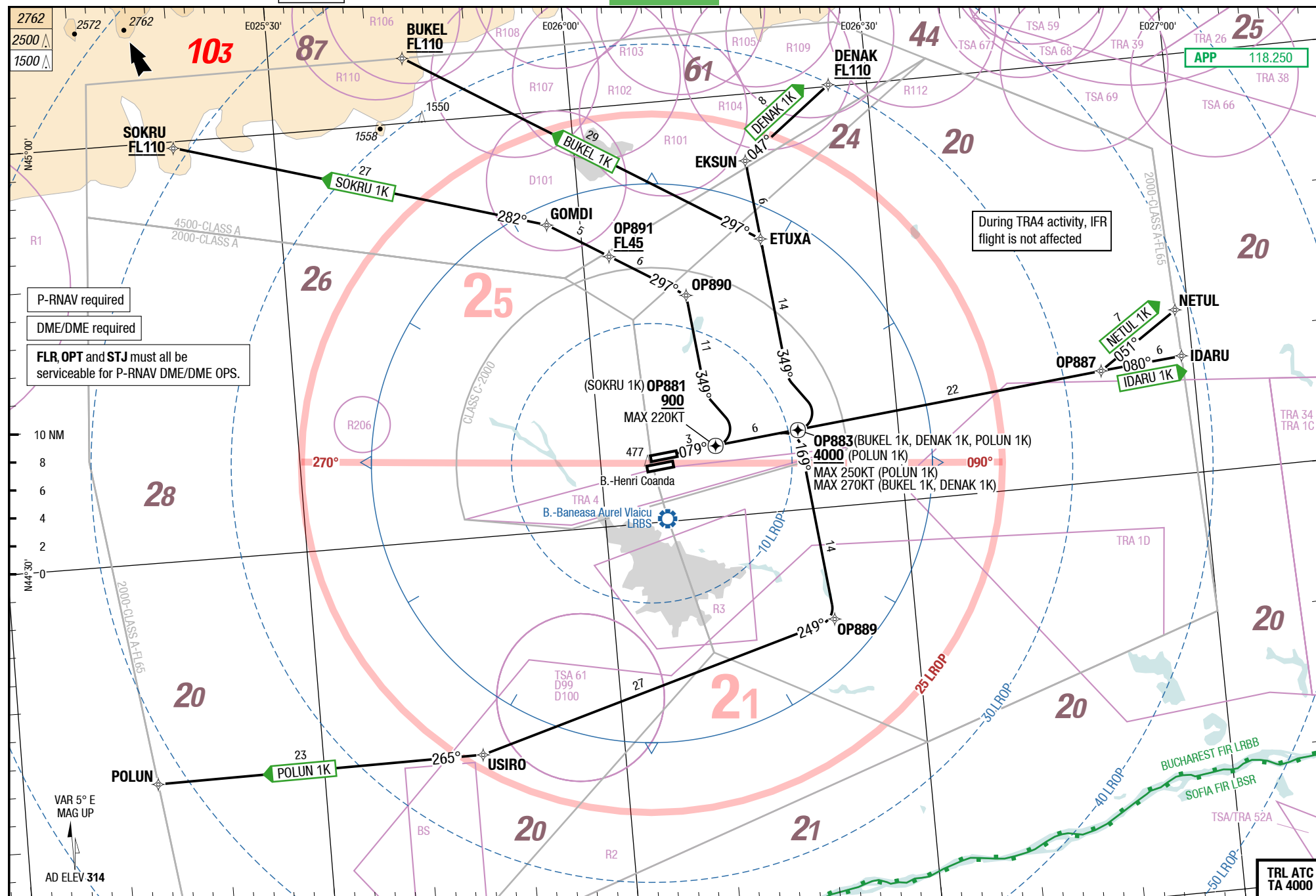
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RNAV SIDs RWY 08R

RNAV SIDs RWY 08L



Changes: MGA, ASP, Note, OBST, SUAs

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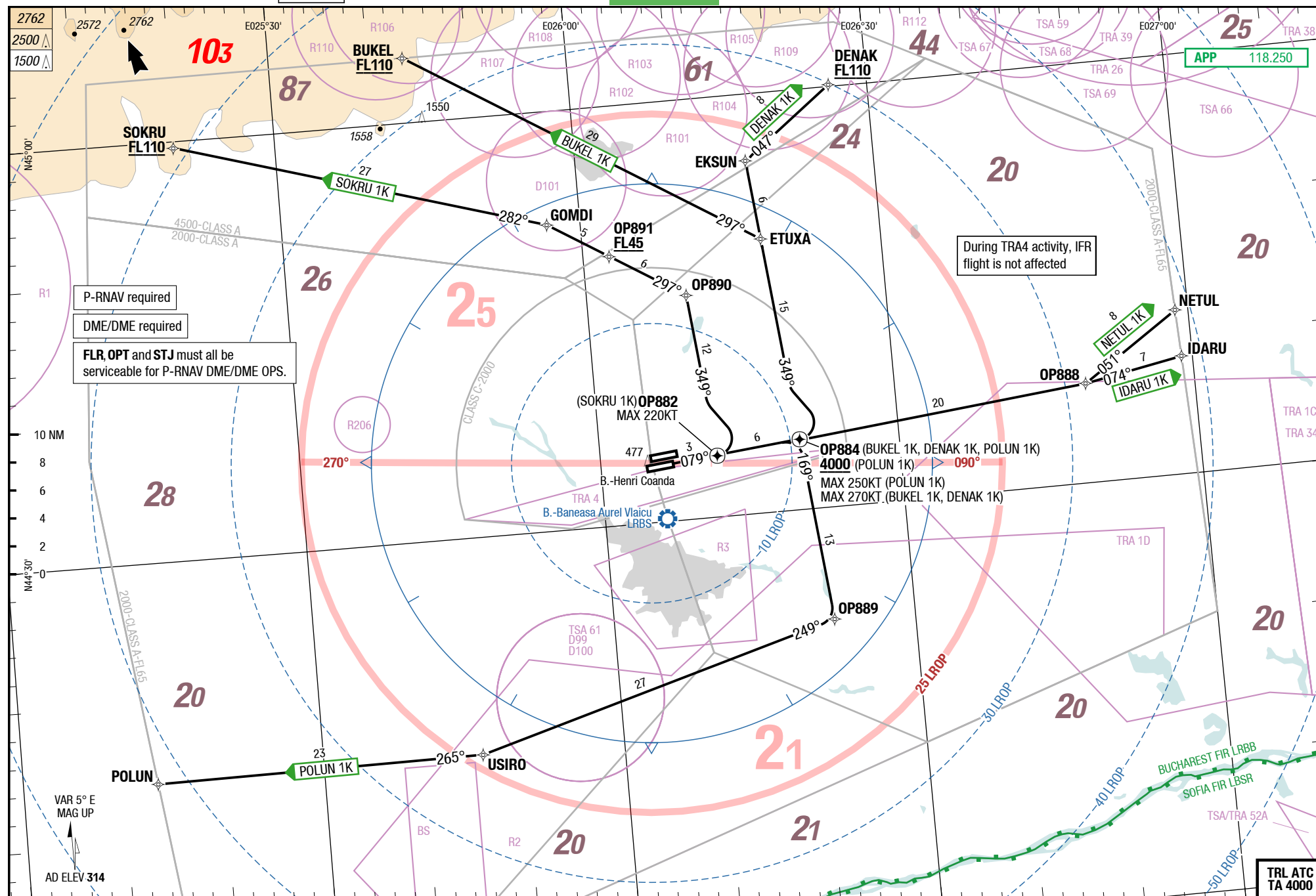
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RNAV SIDs RWY 08R

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RNAV SIDs RWY 08R



Changes: ASP, MGA, OBST, Note, SUAs

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RNAV SIDs RWY 26R

4-30

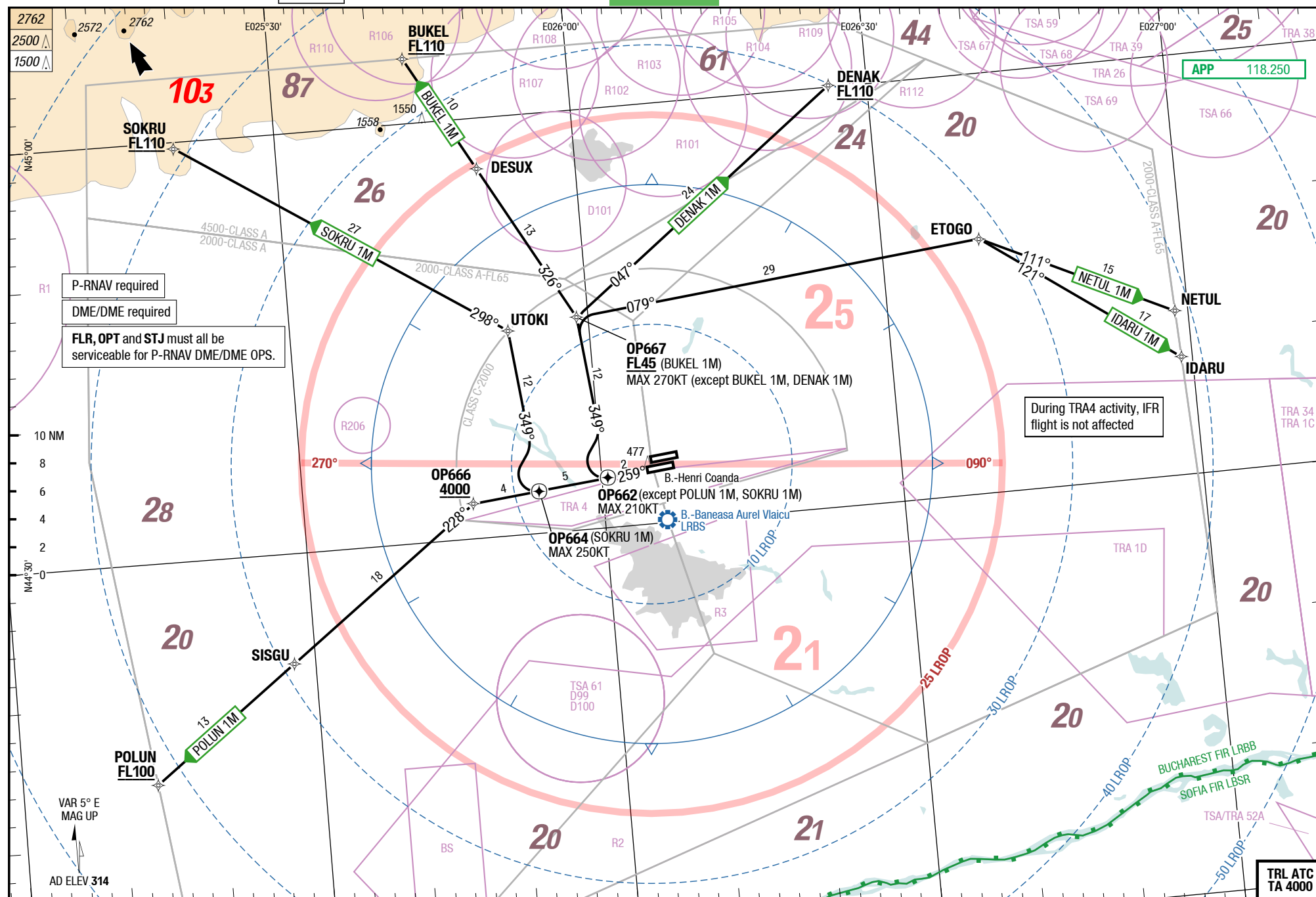
RNAV SIDs RWY 26L

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RNAV SIDs RWY 26R

RNAV SIDs RWY 26L



Changes: ASP, MGA, Note, OBST, SUAs

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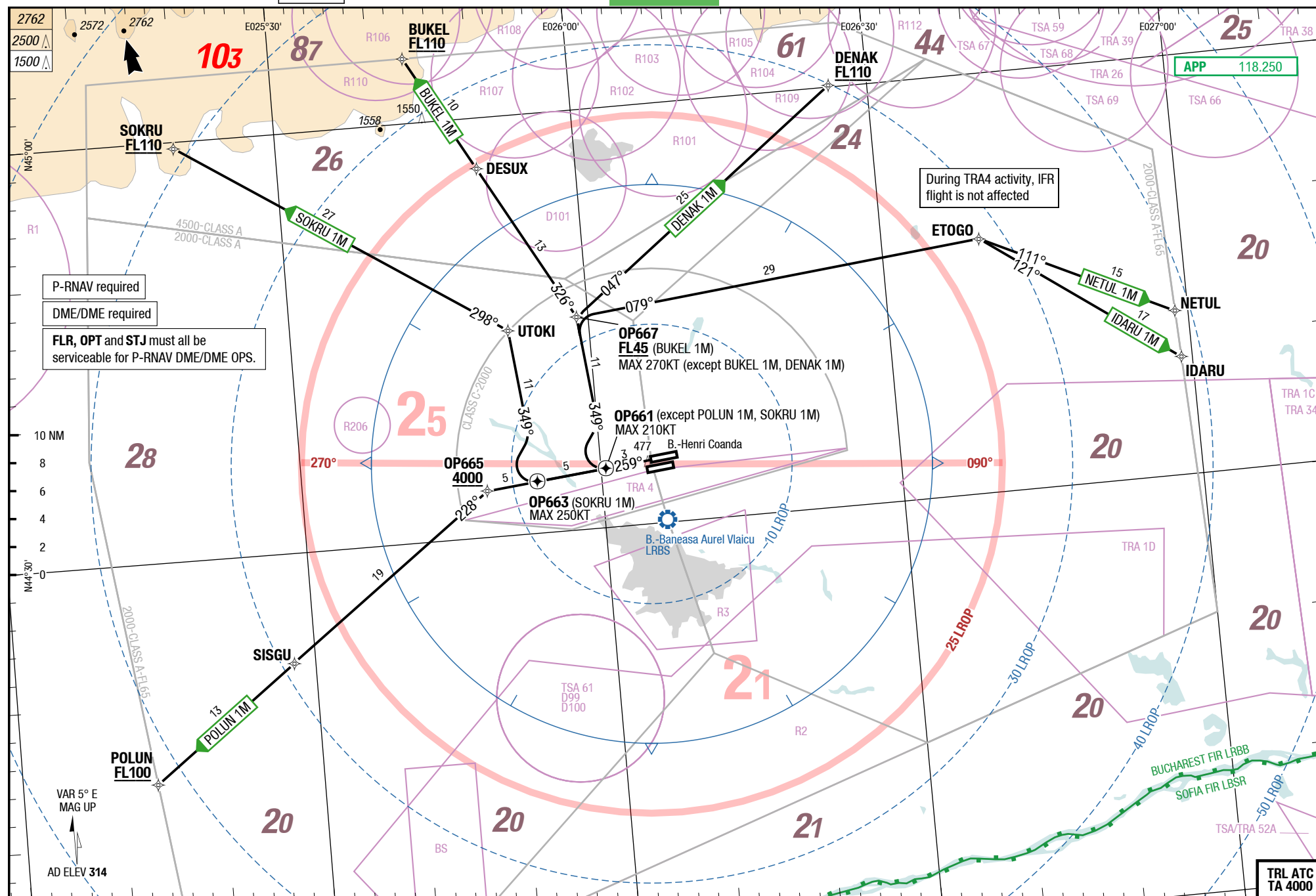
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RNAV SIDs RWY 26R

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RNAV SIDs RWY 26R



Changes: ASP, MGA, OBST, Note, SUAs

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SIDs RWY 08R

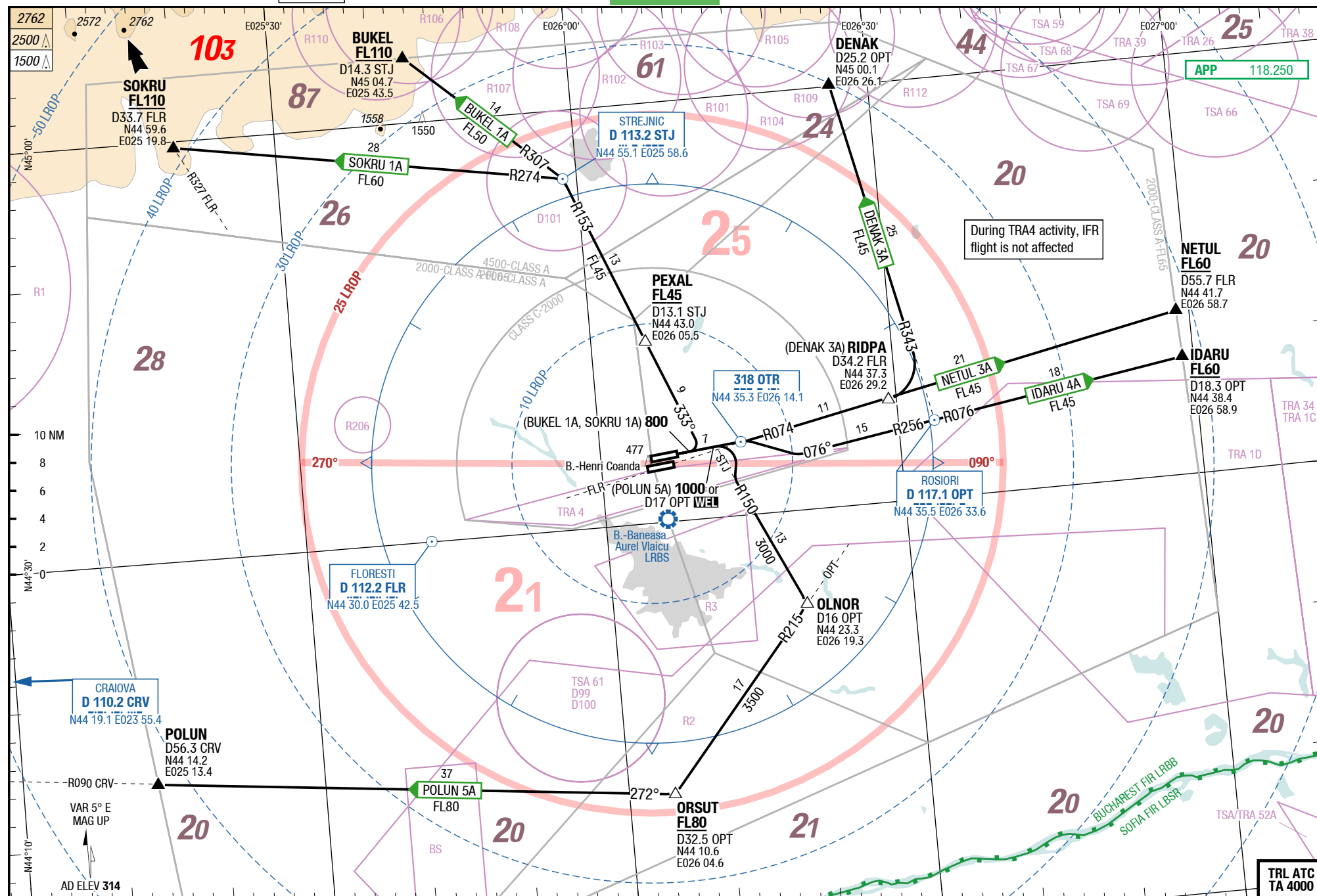
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SIDs RWY 08R

SIDs RWY 08L



Changes: ASP, MGA, Note, OBST, SUAs

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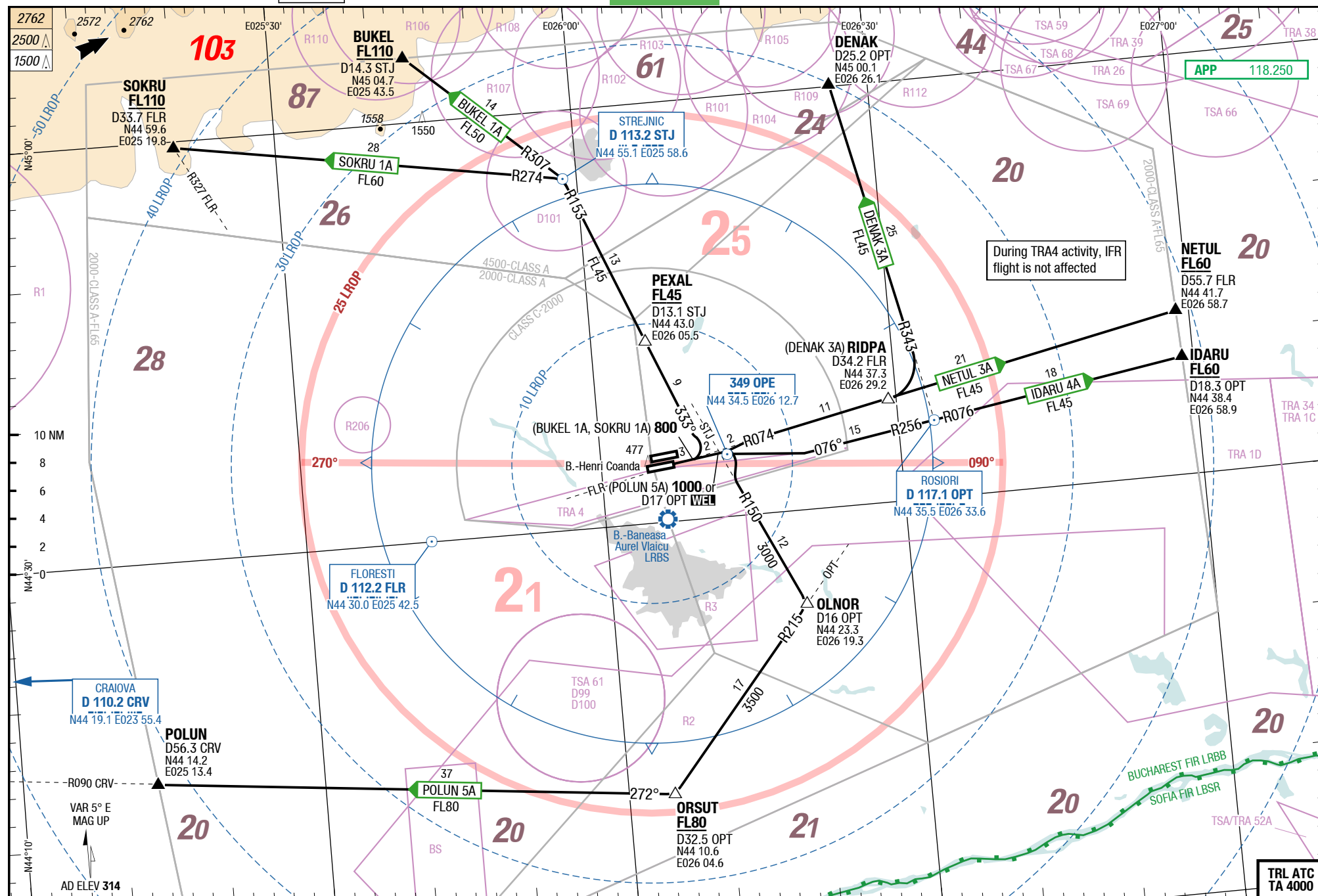
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SIDs RWY 08R

SID

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SIDs RWY 08R



13-JUL-2017
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SIDs RWY 26R

SIDs RWY 26L

4-70

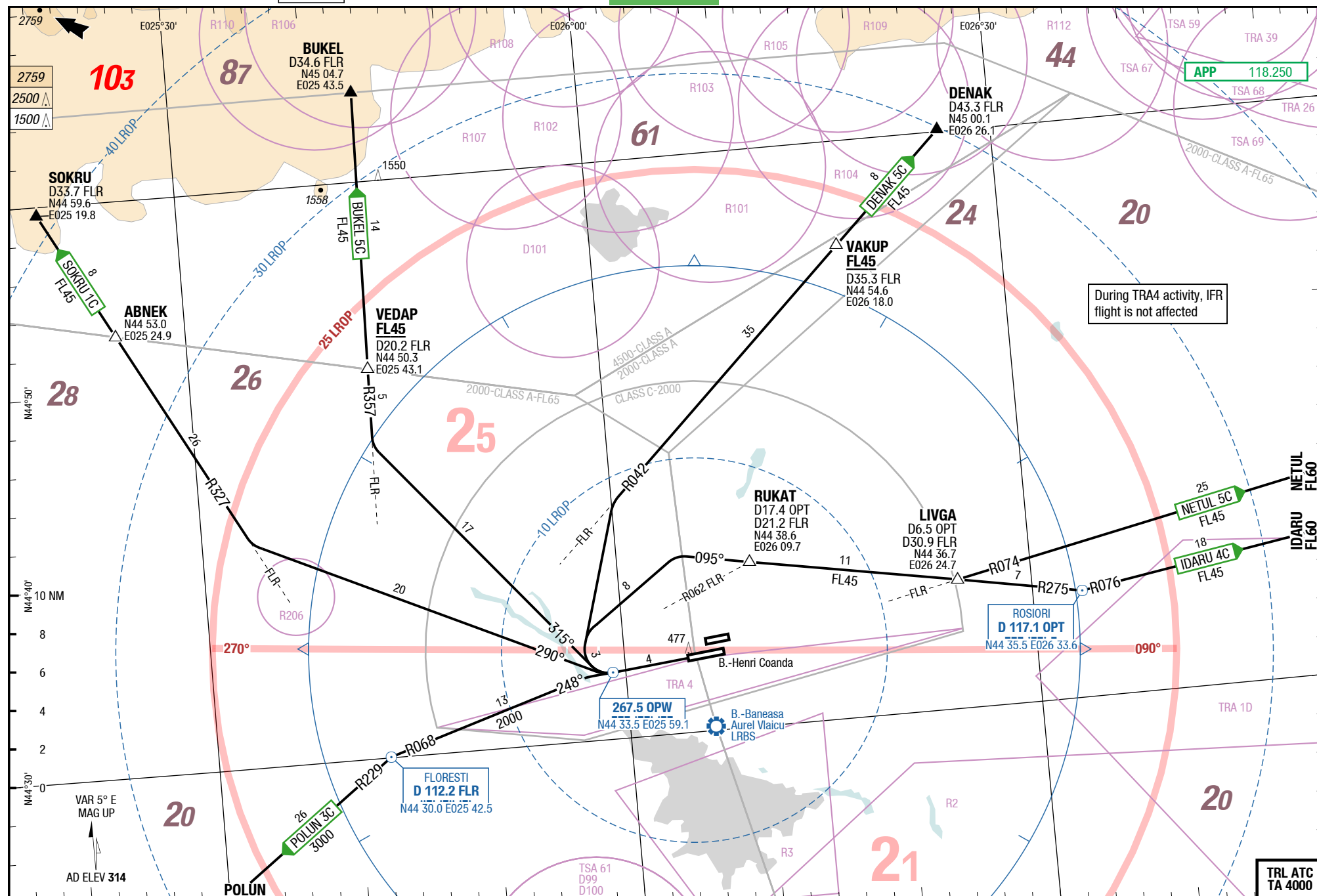
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SIDs RWY 26R

SIDs RWY 26L



Changes: ASP, MGA, Note, OBST, SUAs

13-JUL-2017
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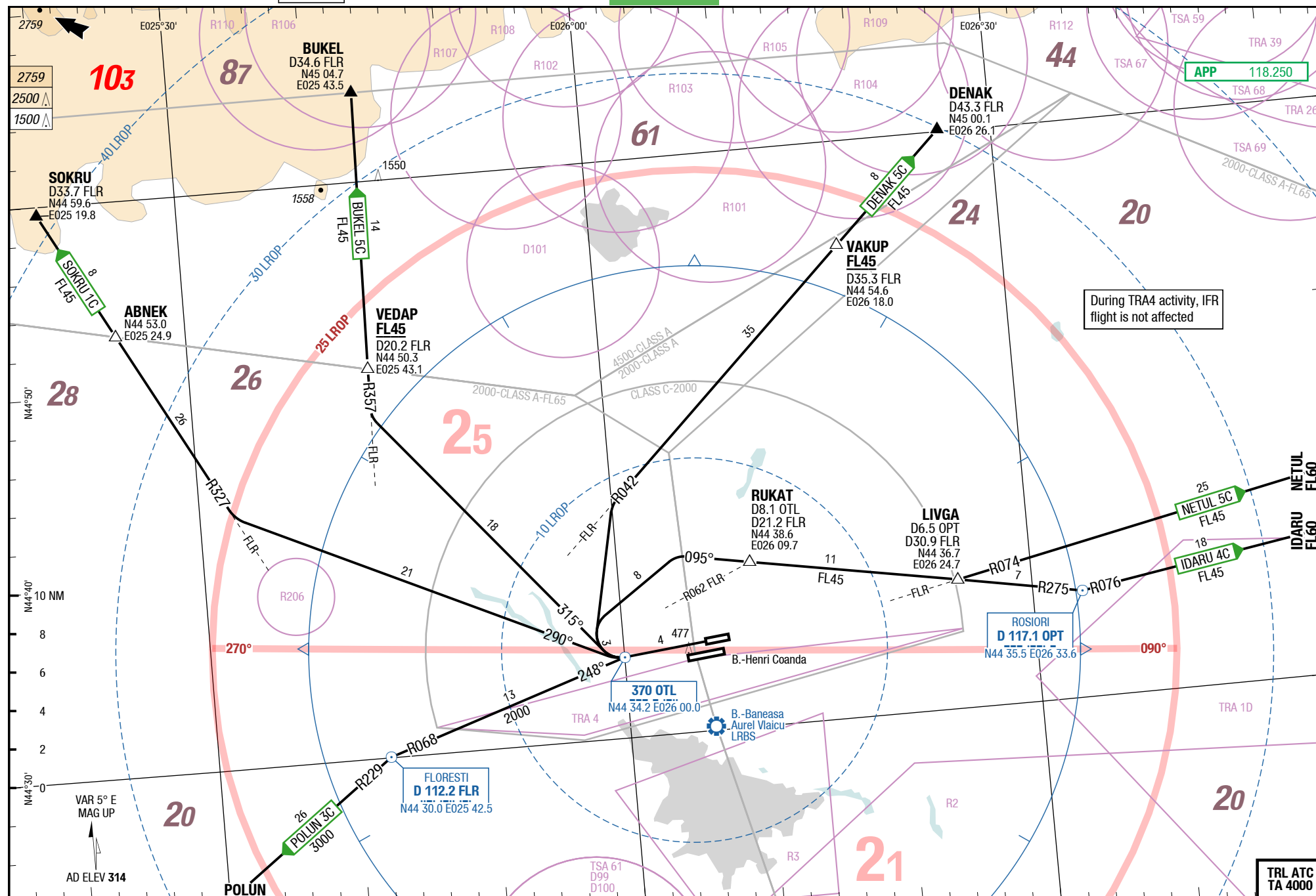
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SIDs RWY 26R



Changes: ASP, MGA, OBST, Note, SUAs

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19-JUN-2014

OTP-LROP**5-10****RNAV SIDs RWY 08L****SIDPT**
BUKEL 1K / DENAK 1K / IDARU 1K / NETUL 1K / POLUN 1K / SOKRU 1K
 RWY 08L (079°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.5%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
BUKEL 1K 3.5% to BUKEL 118.250 ①②③	OP883 [K270-] - ETUXA - BUKEL [F110+]	
DENAK 1K 5.0% to DENAK 118.250 ①②③	OP883 [K270-] - ETUXA - EKSUN - DENAK [F110+]	
IDARU 1K 118.250	OP887 - IDARU	
NETUL 1K 118.250	OP887 - NETUL	
POLUN 1K 7.0% to OP883 118.250 ①②③	OP883 [K250- ;A4000+] - OP889 - USIRO - POLUN	
SOKRU 1K 3.4% to OP881 3.5% to SOKRU 118.250 ②③④	OP881 [K220- ;A900+] - OP890 - OP891 [F45+] - GOMDI - SOKRU [F110+]	

- ① Climb gradient due to airspace structure.
 ② If unable to comply with climb gradient, contact ATC before start-up.
 ③ If unable to comply with profile restrictions, contact ATC before start-up.
 ④ Climb gradient 3.5% due to airspace structure.

Changes: PROC, Editorial

19-JUN-2014

OTP-LROP**5-20****RNAV SIDs RWY 08R****SIDPT**
BUKEL 1K / DENAK 1K / IDARU 1K / NETUL 1K / POLUN 1K / SOKRU 1K
 RWY 08R (079°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
BUKEL 1K 3.5% to BUKEL 118.250 ①②③	<u>OP884</u> [K270-] - ETUXA - BUKEL [F110+]	
DENAK 1K 5.0% to DENAK 118.250 ①②③	<u>OP884</u> [K270-] - ETUXA - EKSUN - DENAK [F110+]	
IDARU 1K 118.250	OP888 - IDARU	
NETUL 1K 118.250	OP888 - NETUL	
POLUN 1K 6.7% to OP884 118.250 ①②③	OP884 [K250- ;A4000+] - OP889 - USIRO - POLUN	
SOKRU 1K 3.5% to SOKRU 118.250 ①②③	<u>OP882</u> [K220-] - OP890 - OP891 [F45+] - GOMDI - SOKRU [F110+]	

- ① Climb gradient due to airspace structure.
 ② If unable to comply with climb gradient, contact ATC before start-up.
 ③ If unable to comply with profile restrictions, contact ATC before start-up.

19-JUN-2014

OTP-LROP**5-30****RNAV SIDs RWY 26L**

BUKEL 1M / DENAK 1M / IDARU 1M / NETUL 1M / POLUN 1M / SOKRU 1M
RWY 26L (259°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
BUKEL 1M 4.9% to BUKEL 118.250 ①②③④	<u>OP662</u> [K210-] - OP667 [F45+] - DESUX - BUKEL [F110+]	
DENAK 1M 4.7% to DENAK 118.250 ①②③④	<u>OP662</u> [K210-] - OP667 - DENAK [F110+]	
IDARU 1M 118.250 ①	<u>OP662</u> [K210-] - OP667 [K270-] - ETOGO - IDARU	
NETUL 1M 118.250 ①	<u>OP662</u> [K210-] - OP667 [K270-] - ETOGO - NETUL	
POLUN 1M 4.9% to OP666 118.250 ①②③④	OP666 [A4000+] - SISGU - POLUN [F100+]	
SOKRU 1M 3.9% to SOKRU 118.250 ①②③④	<u>OP664</u> [K250-] - UTOKI - SOKRU [F110+]	

① Caution: Close-in OBST.

② Climb gradient due to airspace structure.

③ If unable to comply with climb gradient, contact ATC before start-up.

④ If unable to comply with profile restrictions, contact ATC before start-up.

Changes: PROC

BUKEL 1M / DENAK 1M / IDARU 1M / NETUL 1M / POLUN 1M / SOKRU 1M
RWY 26R (259°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
BUKEL 1M 4.9% to BUKEL 118.250 ①②③④	<u>OP661</u> [K210-] - OP667 [F45+] - DESUX - BUKEL [F110+]	
DENAK 1M 4.7% to DENAK 118.250 ①②③④	<u>OP661</u> [K210-] - OP667 - DENAK [F110+]	
IDARU 1M 118.250 ①	<u>OP661</u> [K210-] - OP667 [K270-] - ETOGO - IDARU	
NETUL 1M 118.250 ①	<u>OP661</u> [K210-] - OP667 [K270-] - ETOGO - NETUL	
POLUN 1M 5.2% to OP665 118.250 ①②③④	<u>OP665</u> [A4000+] - SISGU - POLUN [F100+]	
SOKRU 1M 3.9% to SOKRU 118.250 ①②③④	<u>OP663</u> [K250-] - UTOKI - SOKRU [F110+]	

① Caution: Close-in OBST.

② Climb gradient due to airspace structure.

③ If unable to comply climb gradient, contact ATC before start-up.

④ If unable to comply with profile restrictions, contact ATC before start-up.

19-JUN-2014

OTP-LROP**5-50****SIDs RWY 08L****BUKEL 1A / DENAK 3A / IDARU 4A / NETUL 3A / POLUN 5A / SOKRU 1A**

RWY 08L (079°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08L	
BUKEL 1A 4.4% 118.250 ①	at 800 LT intercept R153 STJ to PEXAL - STJ - R307 STJ to BUKEL	PEXAL MNM FL45 BUKEL MNM FL110
DENAK 3A 4.4% 118.250 ①	at OTR intercept R074 FLR to RIDPA - LT intercept R343 OPT to DENAK	
IDARU 4A 118.250	at OTR RT intercept R256 OPT to OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 3A 118.250	at OTR intercept R074 FLR to NETUL	NETUL MNM FL60
POLUN 5A 118.250	at 1000 or D17 OPT , whichever is later, RT intercept R150 STJ to OLNOR - RT intercept R215 OPT to ORSUT - RT intercept R090 CRV inbound to POLUN	ORSUT MNM FL80
SOKRU 1A 118.250	at 800 LT intercept R153 STJ to PEXAL - STJ - R274 STJ to SOKRU	PEXAL MNM FL45 SOKRU MNM FL110

① Climb gradient due to airspace structure.

19-JUN-2014

OTP-LROP

5-60

SIDs RWY 08R**BUKEL 1A / DENAK 3A / IDARU 4A / NETUL 3A / POLUN 5A / SOKRU 1A**

RWY 08R (079°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08R	
BUKEL 1A 4.4% 118.250 ①	at 800 LT intercept R153 STJ to PEXAL - STJ - R307 STJ to BUKEL	PEXAL MNM FL45 BUKEL MNM FL110
DENAK 3A 4.4% 118.250 ①	at OPE intercept R074 FLR to RIDPA - LT intercept R343 OPT to DENAK	
IDARU 4A 118.250	at OPE RT intercept R256 OPT to OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 3A 118.250	at OPE intercept R074 FLR to NETUL	NETUL MNM FL60
POLUN 5A 118.250	at 1000 or D17 OPT , whichever is later, RT intercept R150 STJ to OLNOR - RT intercept R215 OPT to ORSUT - RT intercept R090 CRV inbound to POLUN	ORSUT MNM FL80
SOKRU 1A 118.250	at 800 LT intercept R153 STJ to PEXAL - STJ - R274 STJ to SOKRU	PEXAL MNM FL45 SOKRU MNM FL110

① Climb gradient due to airspace structure.

OTP-LROP

5-70

SIDs RWY 26L

BUKEL 5C / DENAK 5C / IDARU 4C / NETUL 5C / POLUN 3C / SOKRU 1C

RWY 26L (259°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26L	
BUKEL 5C 4.5% 118.250 ①	at OPW RT intercept QDR 315 OPW - intercept R357 FLR to VEDAP - BUKEL	VEDAP MNM FL45
DENAK 5C 4.2% 118.250 ①	at OPW RT intercept R042 FLR to VAKUP - DENAK	VAKUP MNM FL45
IDARU 4C 118.250	at OPW RT intercept R275 OPT inbound to RUKAT - LIVGA - OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 5C 118.250	at OPW RT intercept R275 OPT inbound to RUKAT - LIVGA - LT intercept R074 FLR to NETUL	NETUL MNM FL60
POLUN 3C 3.6% 118.250 ①	at OPW LT intercept R068 FLR to FLR - R229 FLR to POLUN	
SOKRU 1C 3.9% 118.250 ①	at OPW RT intercept QDR 290 OPW - intercept R327 FLR to ABNEK - SOKRU	

① Climb gradient due to airspace structure.

OTP-LROP

5-80

SIDs RWY 26R

BUKEL 5C / DENAK 5C / IDARU 4C / NETUL 5C / POLUN 3C / SOKRU 1C

RWY 26R (259°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100
4.2%	ft/MIN	600	700	800	900	1100	1200
4.5%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26R	
BUKEL 5C 4.5% 118.250 ①	at OTL RT intercept QDR 315 OTL - intercept R357 FLR to VEDAP - BUKEL	VEDAP MNM FL45
DENAK 5C 4.2% 118.250 ①	at OTL RT intercept R042 FLR to VAKUP - DENAK	VAKUP MNM FL45
IDARU 4C 118.250	at OTL RT intercept R275 OPT inbound to RUKAT - LIVGA - OPT - R076 OPT to IDARU	IDARU MNM FL60
NETUL 5C 118.250	at OTL RT intercept R275 OPT inbound to RUKAT - LIVGA - LT intercept R074 FLR to NETUL	NETUL MNM FL60
POLUN 3C 3.6% 118.250 ①	at OTL LT intercept R068 FLR to FLR - R229 FLR to POLUN	
SOKRU 1C 3.9% 118.250 ①	at OTL RT intercept QDR 290 OTL - intercept R327 FLR to ABNEK - SOKRU	

① Climb gradient due to airspace structure.

13-JUL-2017
OTP-LROP

Romania Bucharest Henri Coanda

RNAV STARs RWY 26L/R

6-10

RNAV STARs RWY 08L/R

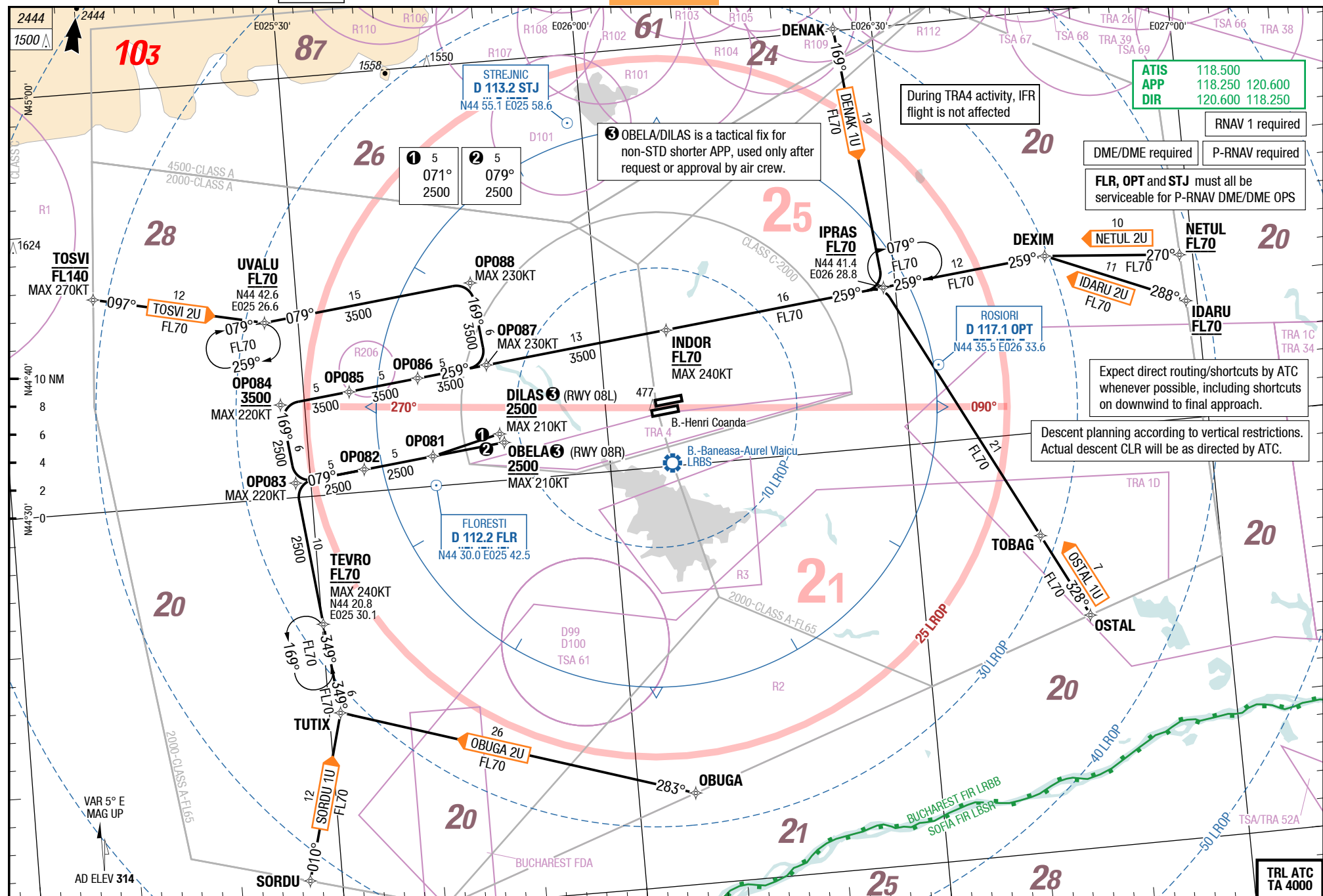
STAR

STAR

Henri Coanda Bucharest Romania

RNAV STARs RWY 26L/R

RNAV STARs RWY 08L/R



Changes: Note, OBST, SUAs

RNAV STARs RWY 26L/R



13-JUL-2017
OTP-LROP

Romania **Bucharest** Henri Coanda

STARs RWYs 26L/R

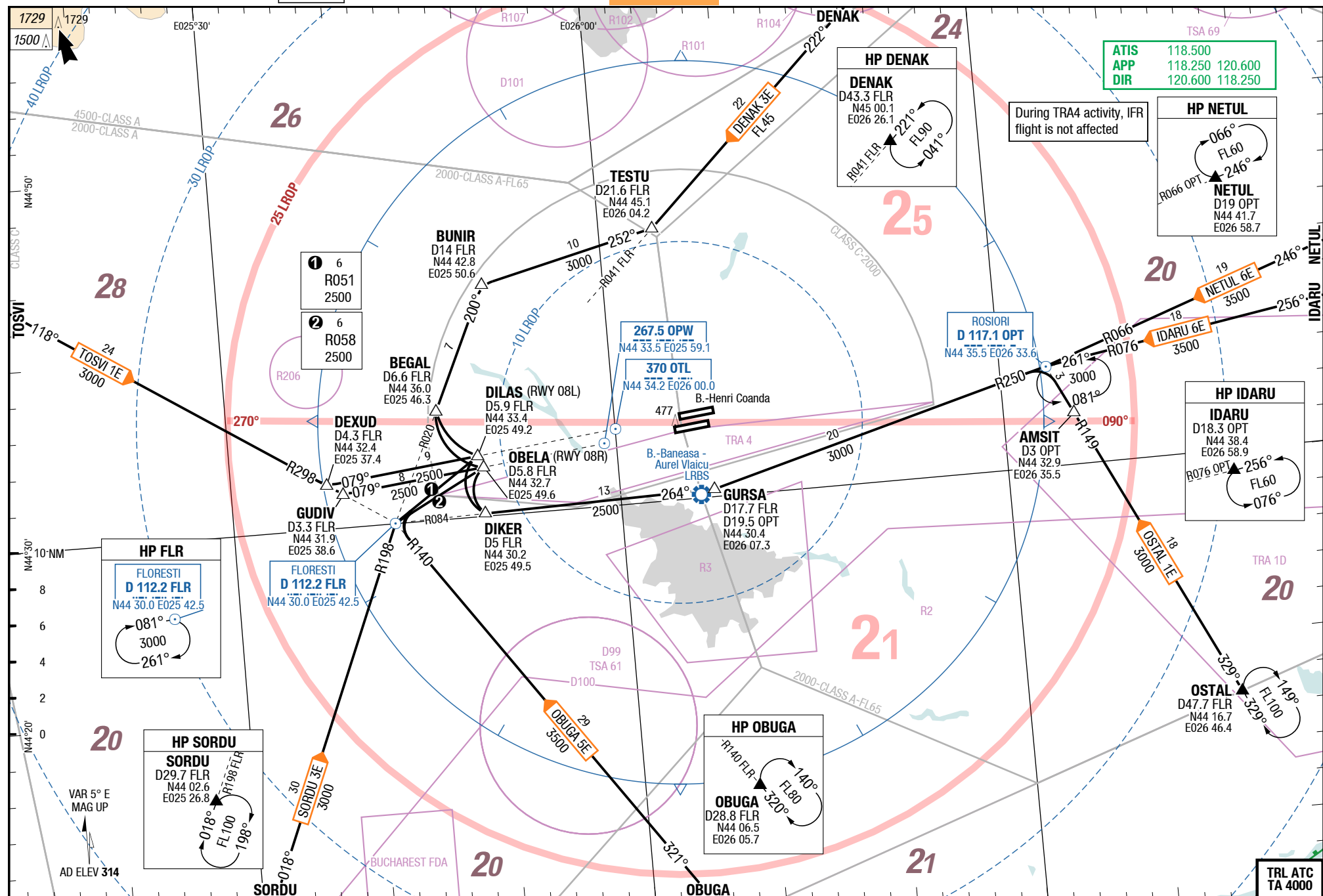
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STAR

Henri Coanda **Bucharest** Romania

STARs RWYs 26L/R

STARs RWYs 08L/R



Changes: Note, OBST, SUAs

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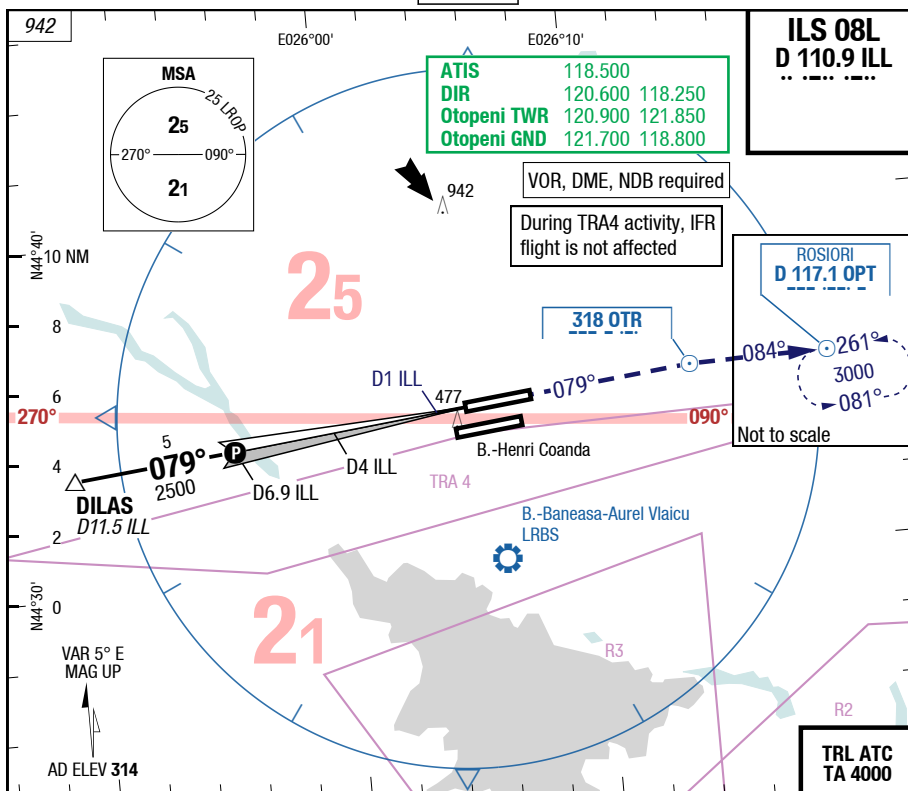
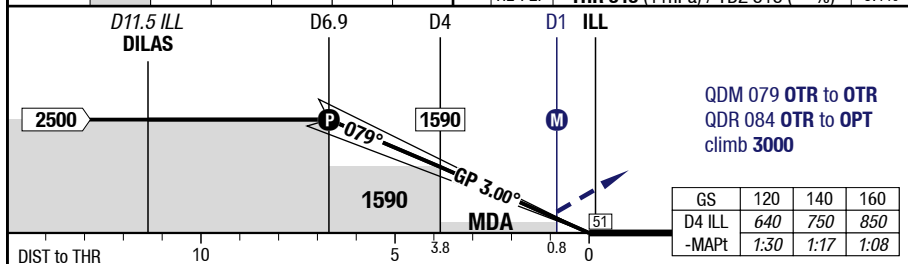
STARs RWYs 26L/R



Changes: Note, OBST, SUAs

7-10

ILS 08L

[illegible]

08L		Cat 3a DME	Cat 2 DME	Cat 1 DME 1)	LOC DME	Circling 2)
C	ft - m/km ft	0 - 200R Company	100 - 300R 99 RA	200 - 550 520	380 - 1.0 690	700 - 2.4V 1010
D	ft - m/km ft	0 - 200R Company	100 - 300R 99 RA 3)	200 - 550 520	380 - 1.0 690	700 - 3.6V 1020

1) With EVS 350m, wo EVS use STD

3) If not conducting autoland RVR 350m required

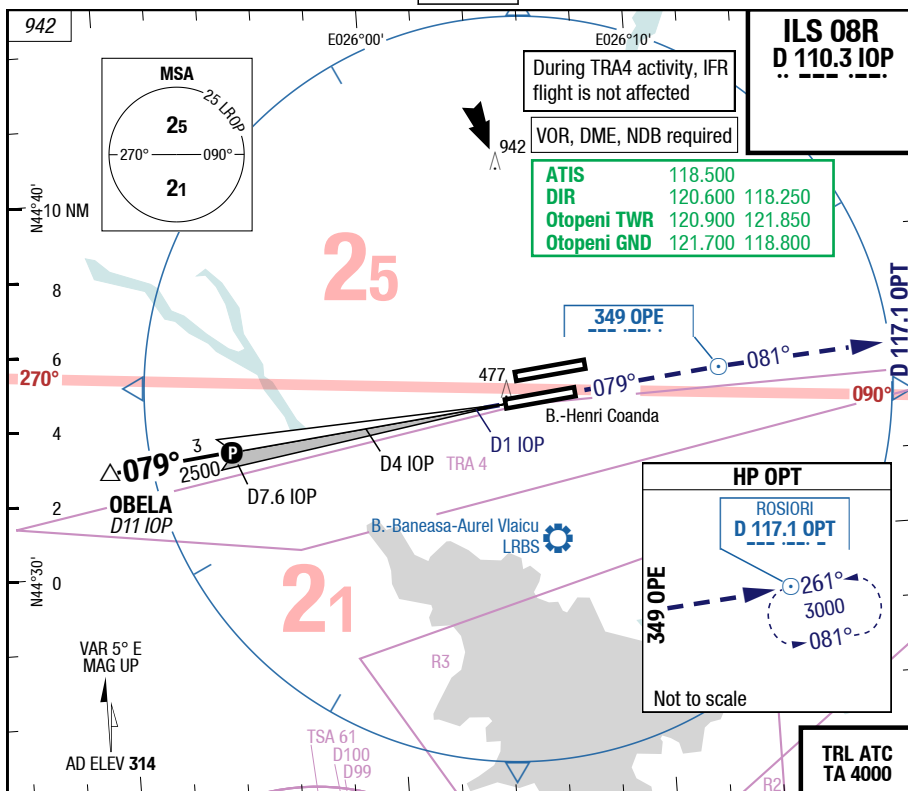
2) N of AD only

Changes: LDA, TDZE

OTP-LROP

7-20

ILS 08R



08R		Cat 3b DME	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME	Circling ²⁾
C	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA	200 - 550 520	380 - 1.0 690	700 - 2.4V 1010
D	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA ³⁾	200 - 550 520	380 - 1.0 690	700 - 3.6V 1020

1) With EVS 350m, wo EVS use STD

3) If not conducting autoland RVR 350m required

2) N of AD only

Changes: APL, TDZE

Effective 13-SEP-2018

06-SEP-2018

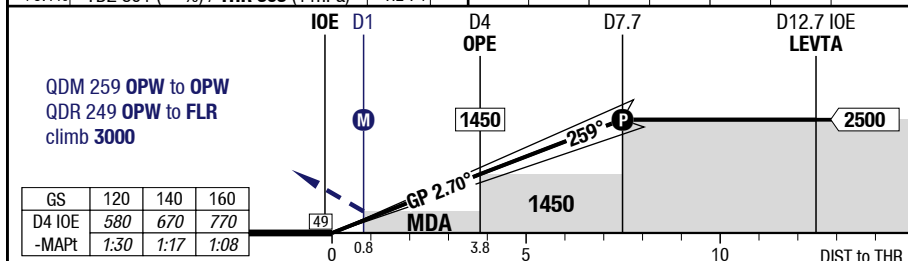
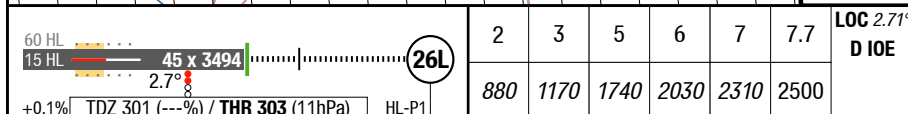
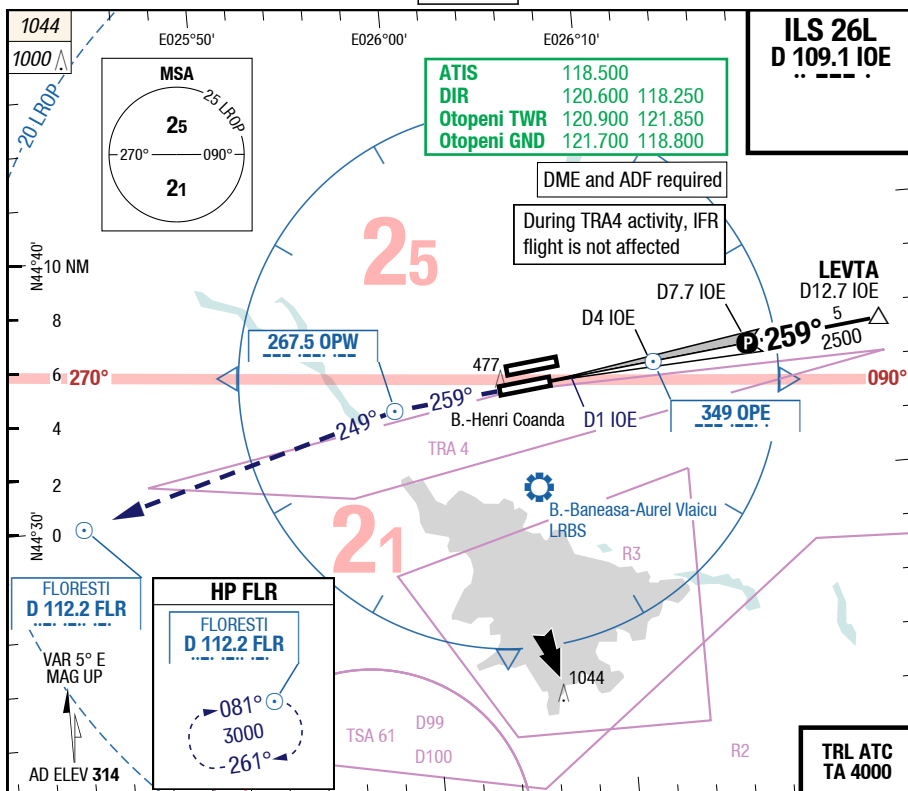
Romania Bucharest Henri Coanda

IAC

OTP-LROP

7-30

ILS 26L



26L	Cat 1 DME	LOC DME				Circling ¹⁾
C	ft - m/km ft	200 - 550 510	430 - 1.3 730			700 - 2.4V 1010
D	ft - m/km ft	200 - 550 510	430 - 1.3 730			700 - 3.6V 1020

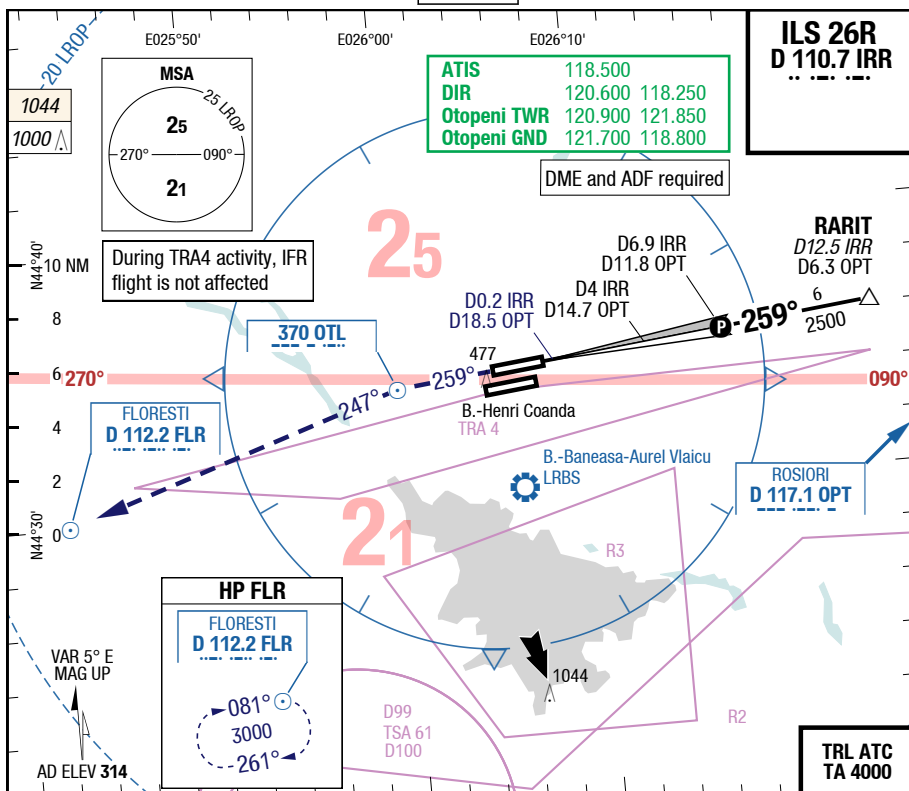
1) N of AD only

Changes: LDA

OTP-LROP

7-40

ILS 26R

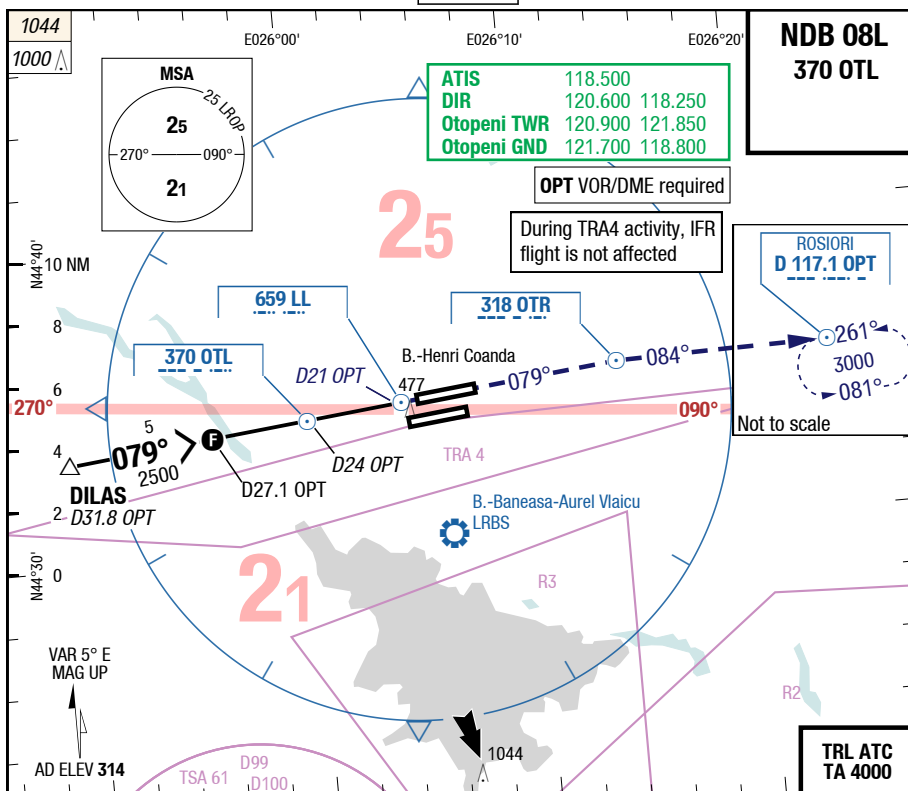


1) N of AD only

OTP-LROP

7-50

NDB 08L



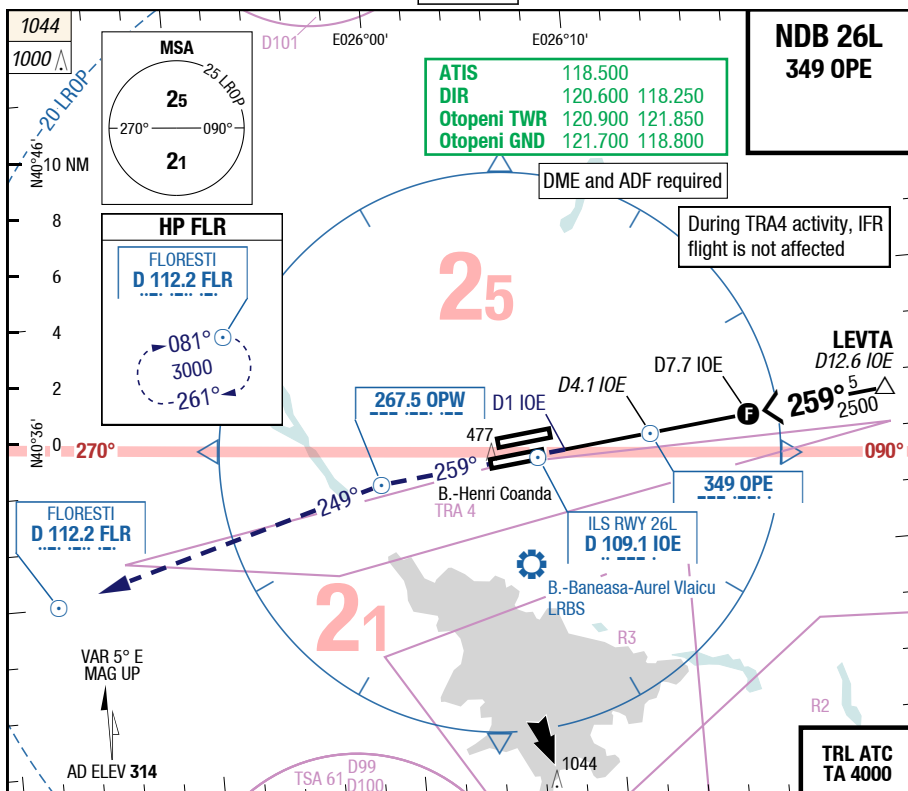
3.00°							83.0°		60 HL	
D OPT		27.1	26	25	23	22	08L		3493 x 45	
		2500	2140	1820	1180	870	HL-P2F		THR 313 (11hPa) / TDZ 313 (---%) -0.1%	
D31.8 OPT		D27.1			D24		D21		OPT	
DILAS		OTL			LL				QDM 079 OTR to OTR	
2500		1510			1510		M		ODR 084 OTR to OPT	
		079°			MDA				climb 3000	
DIST to THR		10			3.6		0.5		0	
GS		120			140		160			
D24 OPT		640			740		850			
-MAPt		1:32			1:19		1:09			
08L		NDB DME							Circling	
		OPT							1)	
C		ft - m/km			410 - 1.2				700 - 2.4V	
		ft			720				1010	
D		ft - m/km			410 - 1.2				700 - 3.6V	
		ft			720				1020	

1) N of AD only

OTP-LROP

7-70

NDB 26L



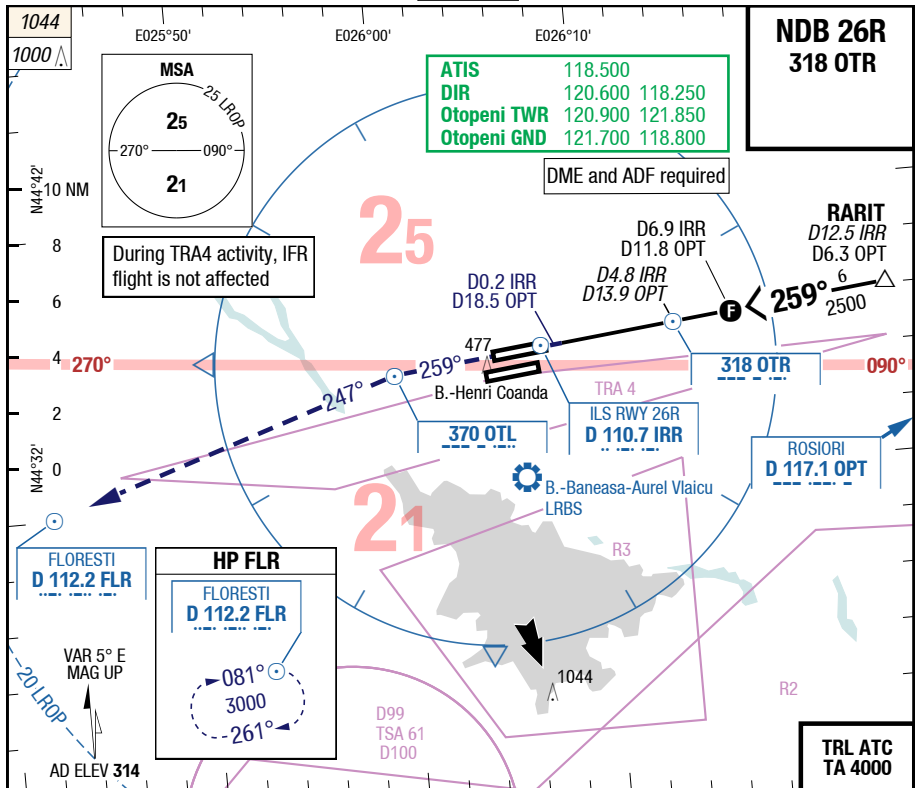
1) N of AD only

Changes: LDA

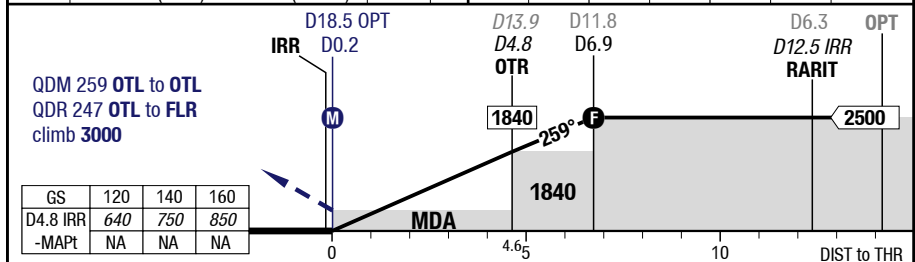
OTP-LROP

7-80

NDB 26R



60 HL	45 x 3493	26R	2	3	4	5	6	6.9	3.02°
15 HL			950	1270	1590	1910	2230	2500	D IRR
+0.1%	TDZ 305 (---%) / THR 303 (11hPa)	HL-P1							



26R	NDB DME					Circling ¹⁾
C	ft - m/km ft	390 - 1.1 690				700 - 2.4V 1010
D	ft - m/km ft	390 - 1.1 690				700 - 3.6V 1020

1) N of AD only

Changes: LDA, TDZE

NIL
MRC



Changes: MGA, RWY polygon, WPT OPO84, BOGVI, OBST