

## GENERAL

## Operational Hours

**ATS Hours / AD ADMIN Hours:** H24

**Night Restriction**

2000-0400±

No SKED FLTs for ACFT MTOW ≥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 height of 1m / 3ft from ground.

**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 ADULJ 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

15-JUN-2017

BBU-LRBS

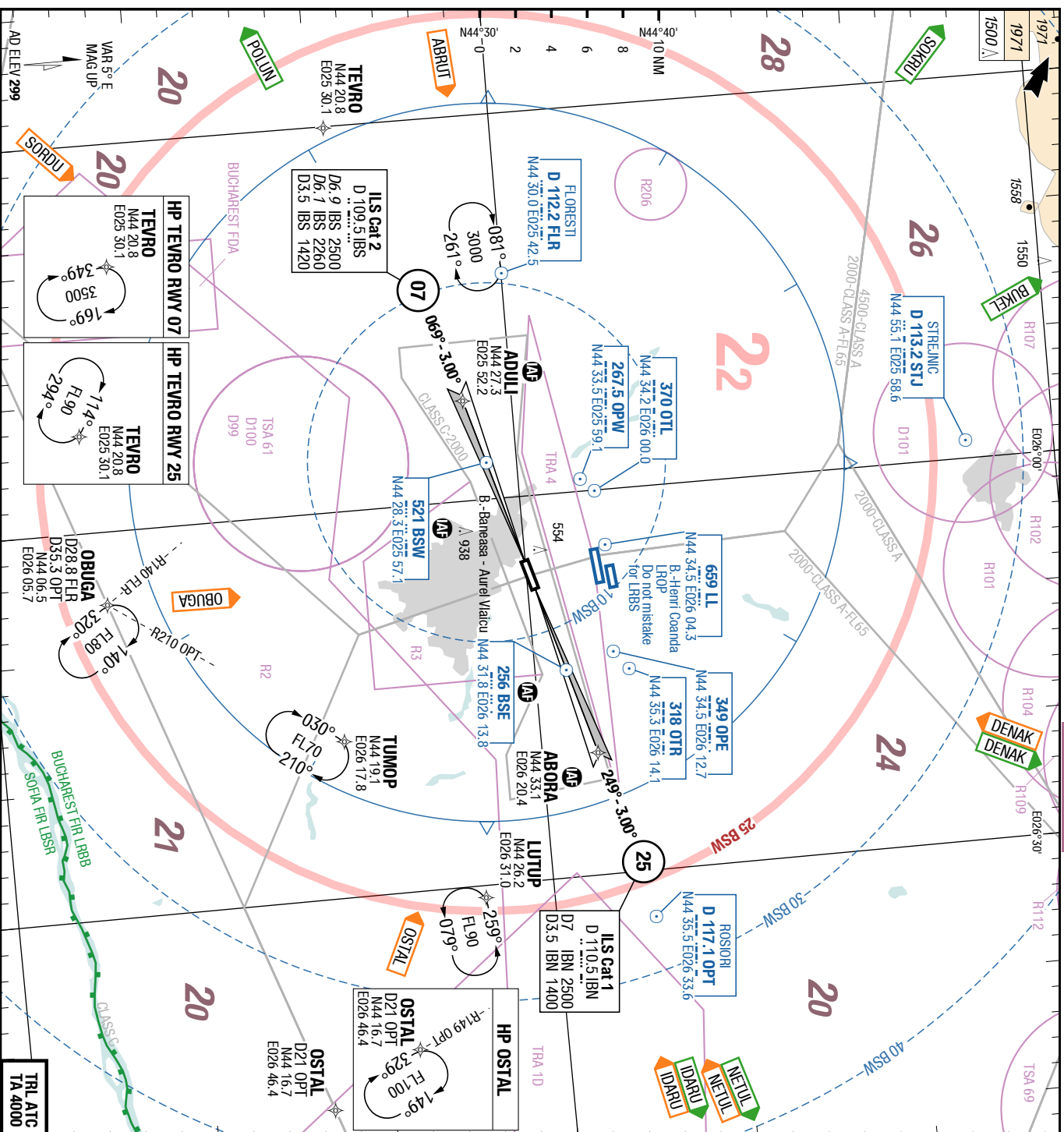
2-10

AFC

AFC

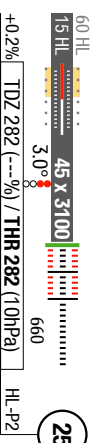
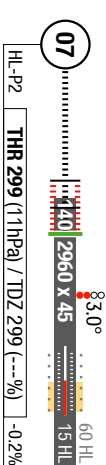
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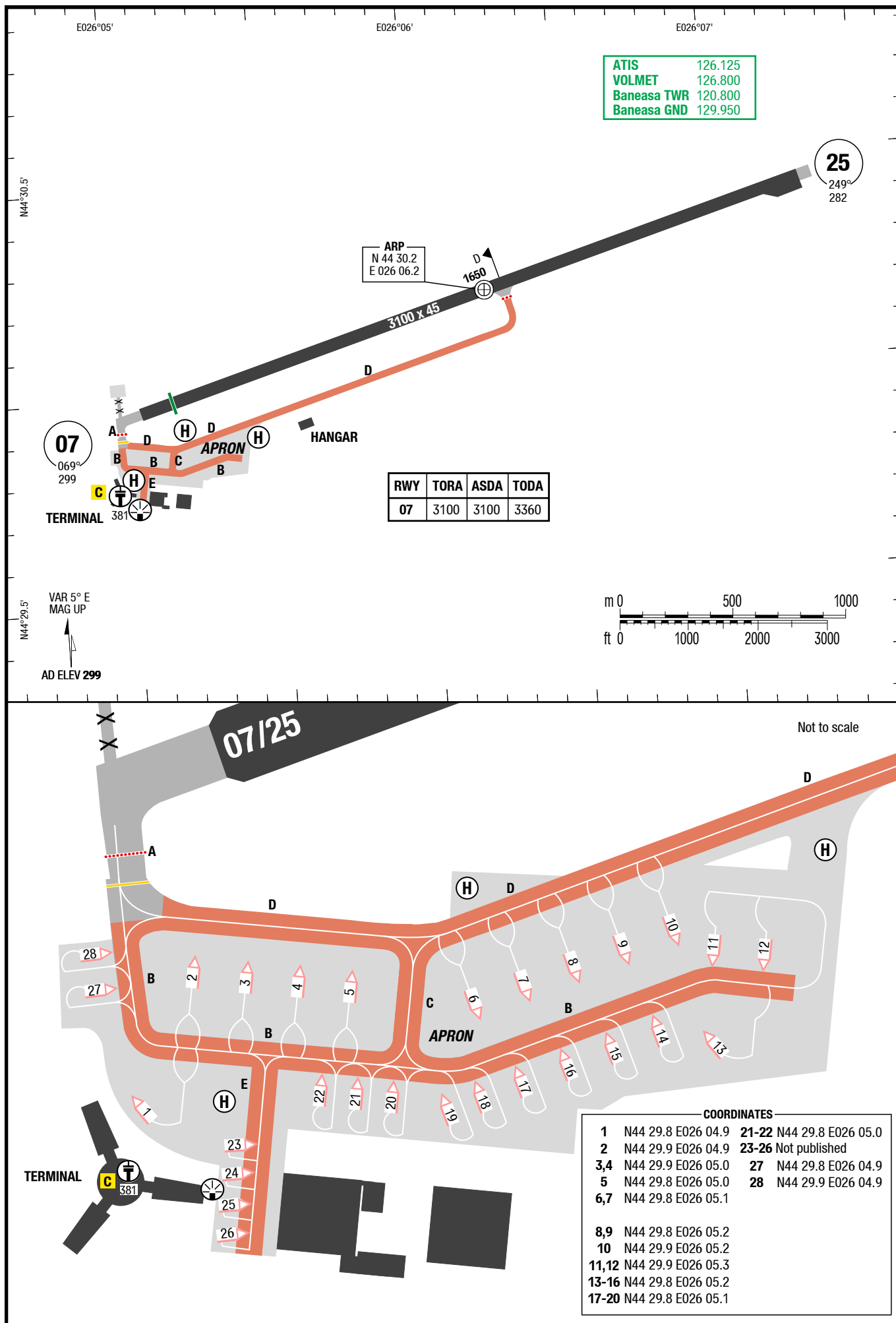
AFC



ATIS	126.125
APP	118.250
DIR	120.600
Banasa TWR	120.800
Banasa GND	129.950
120.600 HX (ATO) ARR TFC 118.250 HX (ATO) ARR TFC between 2000-FL65. between 2000-FL65.	

Landing RWY system:





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## RNAV SIDs RWY 25

4-10

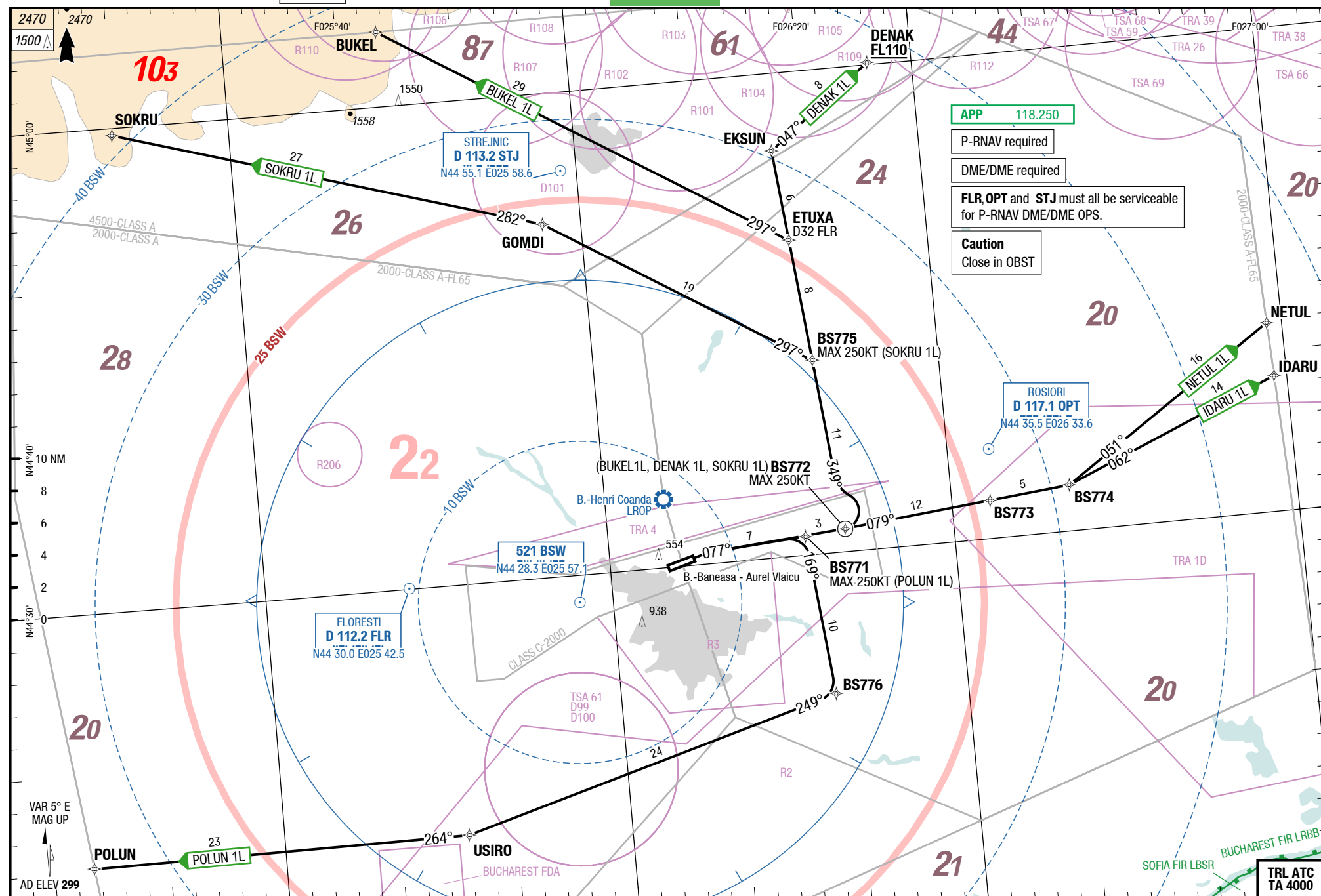
## RNAV SIDs RWY 07

SID

SID

RNAV SIDs RWY 25

## RNAV SIDs RWY 07



Changes: ASP, MGA, SUAs, OBST

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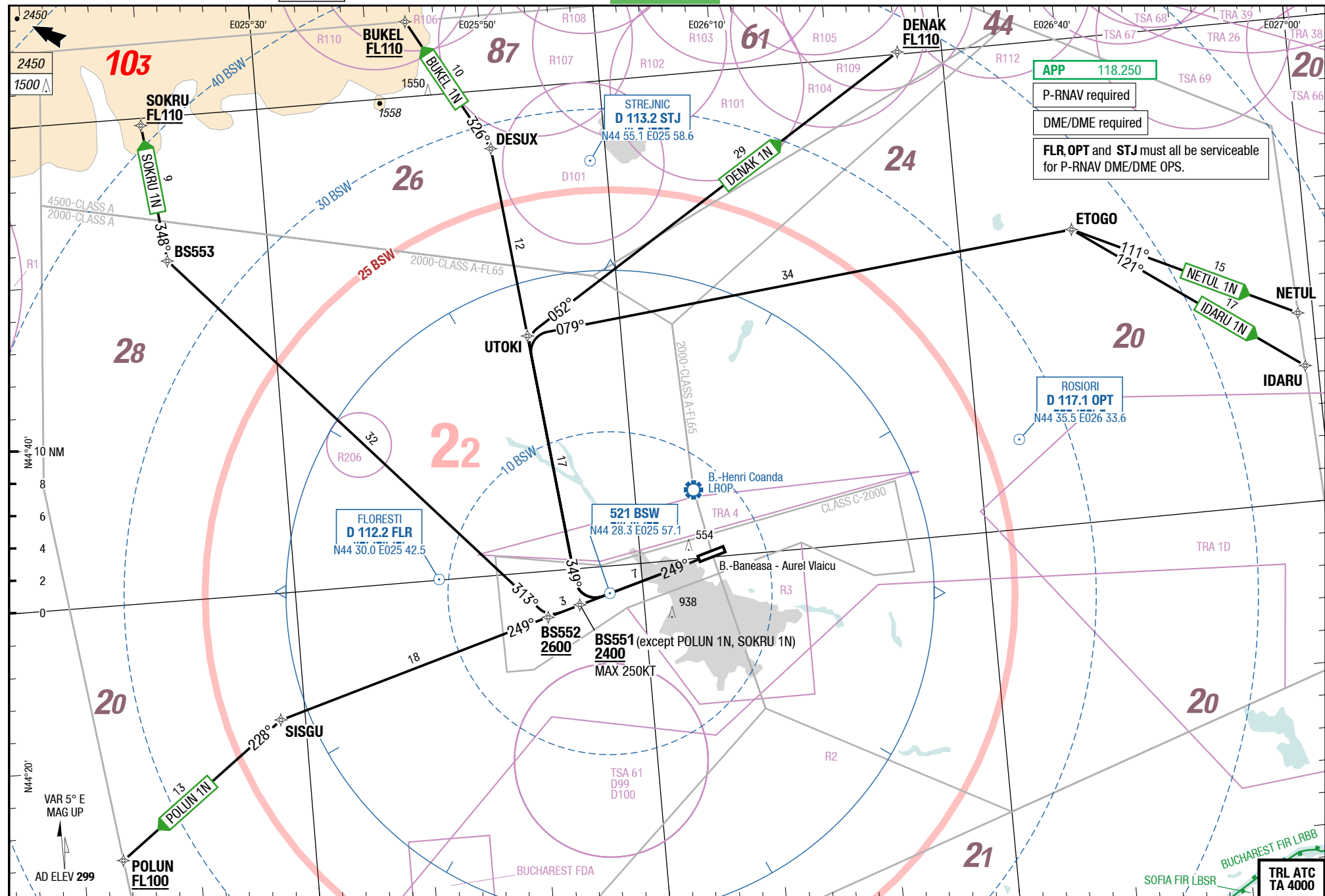
SID

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RNAV SIDs RWY 25

RNAV SIDs RWY 25





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SIDs RWY 25

4-30

SIDs RWY 07

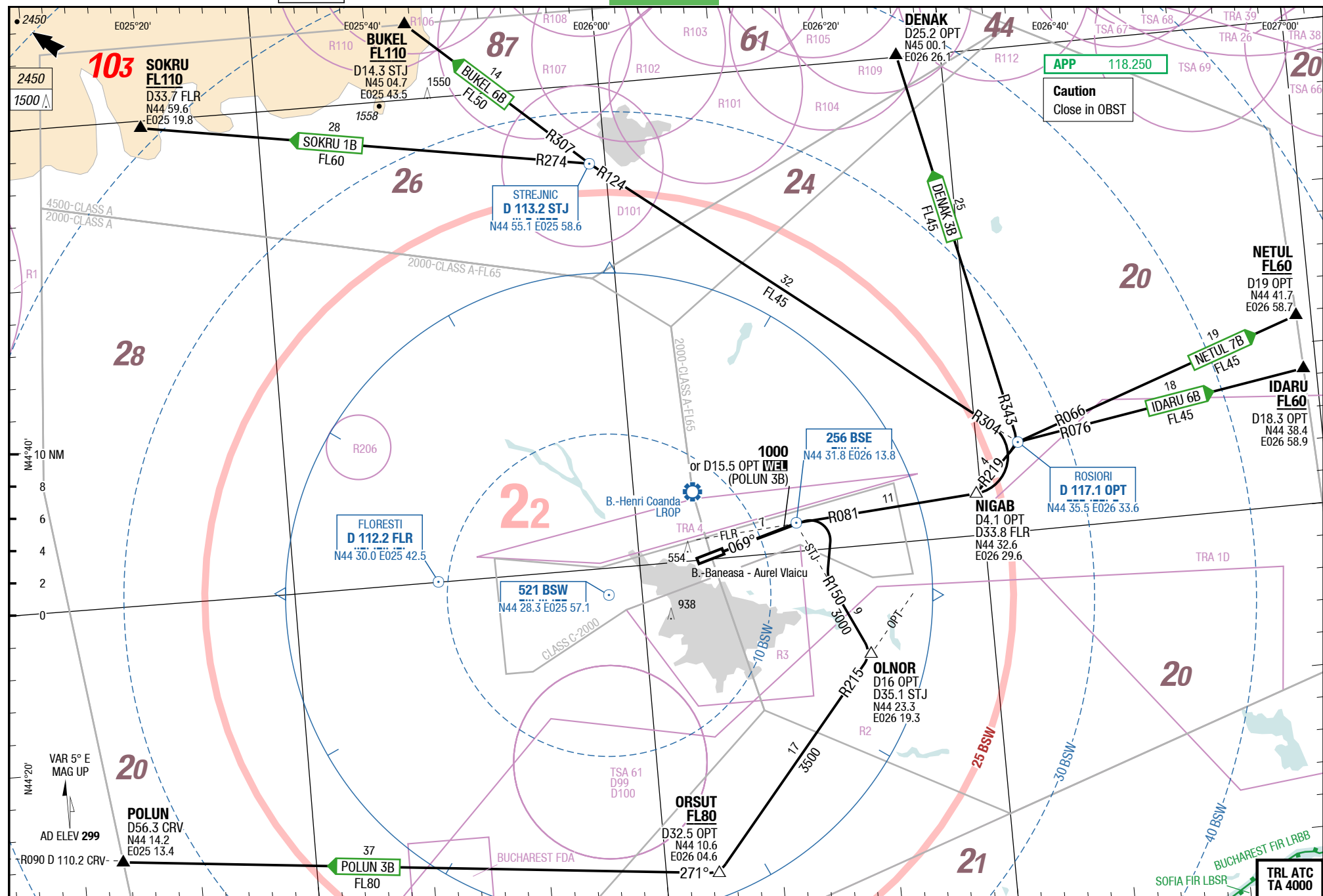
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SIDs RWY 25

SIDs RWY 07



Changes: ASP, MGA, OBST, SUAs

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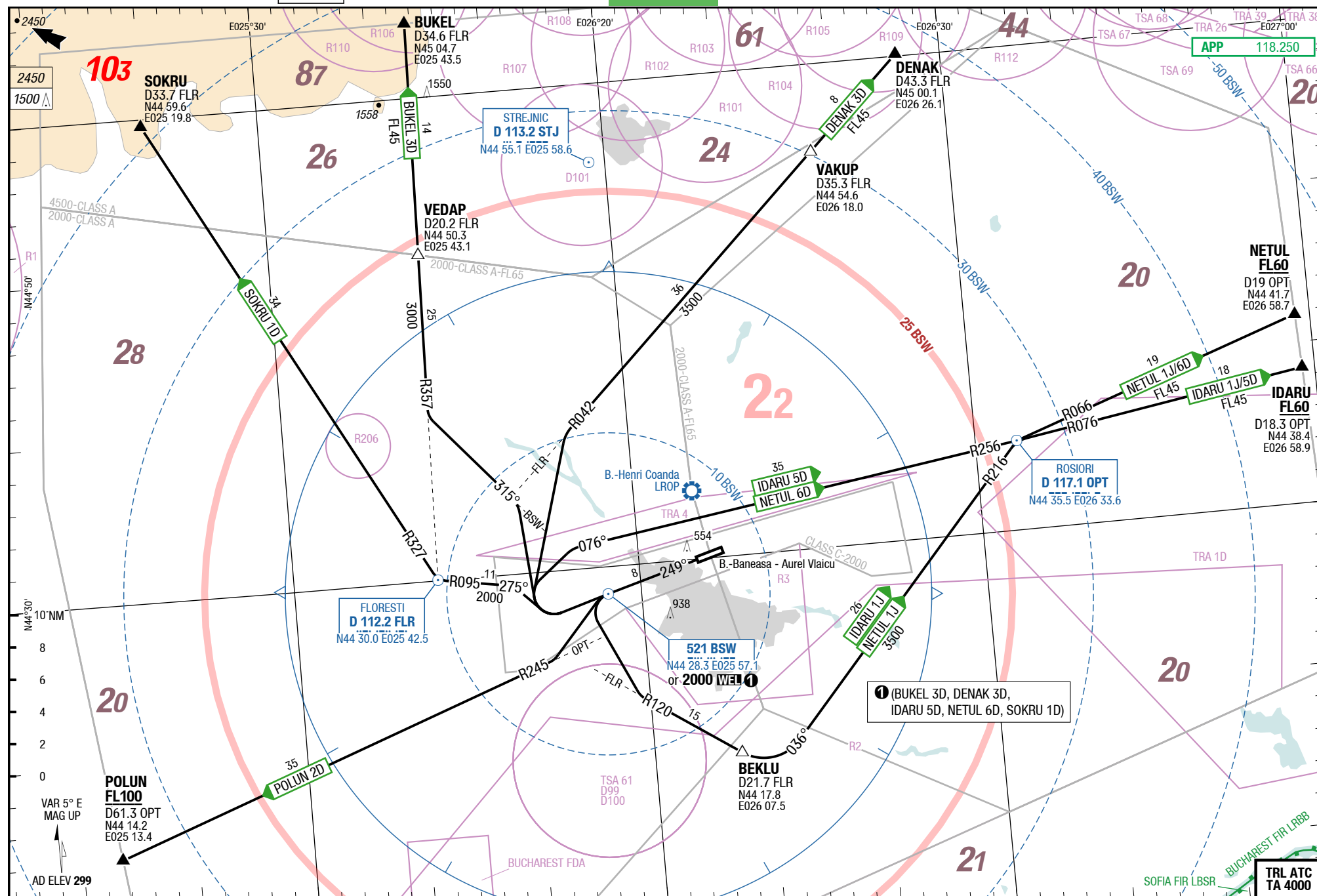
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## SIDs RWY 25

SID

SID

## SIDs RWY 25



Changes: ASP, MGA, OBST, SUAs

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19-JUN-2014

**BBU-LRBS****5-10****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
	<b>Runway 07</b>	
<b>BUKEL 1L</b> <b>118.250</b> ①②	<u>BS772</u> [K250-] - BS775 - ETUXA - BUKEL	
<b>DENAK 1L</b> 4.4% to DENAK <b>118.250</b> ①②③④	<u>BS772</u> [K250-] - BS775 - ETUXA - EKSUN - DENAK [F110+]	
<b>IDARU 1L</b> <b>118.250</b> ①②	BS771 - BS773 - BS774 - IDARU	
<b>NETUL 1L</b> <b>118.250</b> ①②	BS771 - BS773 - BS774 - NETUL	
<b>POLUN 1L</b> <b>118.250</b> ①②	BS771 [K250-] - BS776 - USIRO - POLUN	
<b>SOKRU 1L</b> <b>118.250</b> ①②	<u>BS772</u> [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.

Changes: PROC

19-JUN-2014

**BBU-LRBS**

5-20

**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
	<b>Runway 25</b>	
<b>BUKEL 1N</b> 4.2% to BS551 4.0% to BUKEL <b>118.250</b> ①②③	BS551 [A2400+ ;K250-] - UTOKI - DESUX - BUKEL [F110+]	
<b>DENAK 1N</b> 4.2% to BS551 3.6% to DENAK <b>118.250</b> ①②⑥	BS551 [A2400+ ;K250-] - UTOKI - DENAK [F110+]	
<b>IDARU 1N</b> 4.2% to BS551 <b>118.250</b> ①②	BS551 [A2400+ ;K250-] - UTOKI - ETOGO - IDARU	
<b>NETUL 1N</b> 4.2% to BS551 <b>118.250</b> ①②	BS551 [A2400+ ;K250-] - UTOKI - ETOGO - NETUL	
<b>POLUN 1N</b> 3.7% to BS552 4.0% to POLUN <b>118.250</b> ①②④	BS552 [A2600+] - SISGU - POLUN [F100+]	
<b>SOKRU 1N</b> 3.7% to SOKRU <b>118.250</b> 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.

Changes: PROC

19-JUN-2014

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5-30

**SIDs RWY 07****SIDPT**

**BUKEL 6B / DENAK 3B / IDARU 6B / NETUL 7B / POLUN 3B / SOKRU 1B**  
**RWY 07 (069°)**

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

① Caution: Close-in OBST.

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**BBU-LRBS**

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

① Climb gradient due to airspace structure.

06-OCT-2016

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## RNAV STARs RWY 25

6-10

## RNAV STARs RWY 07

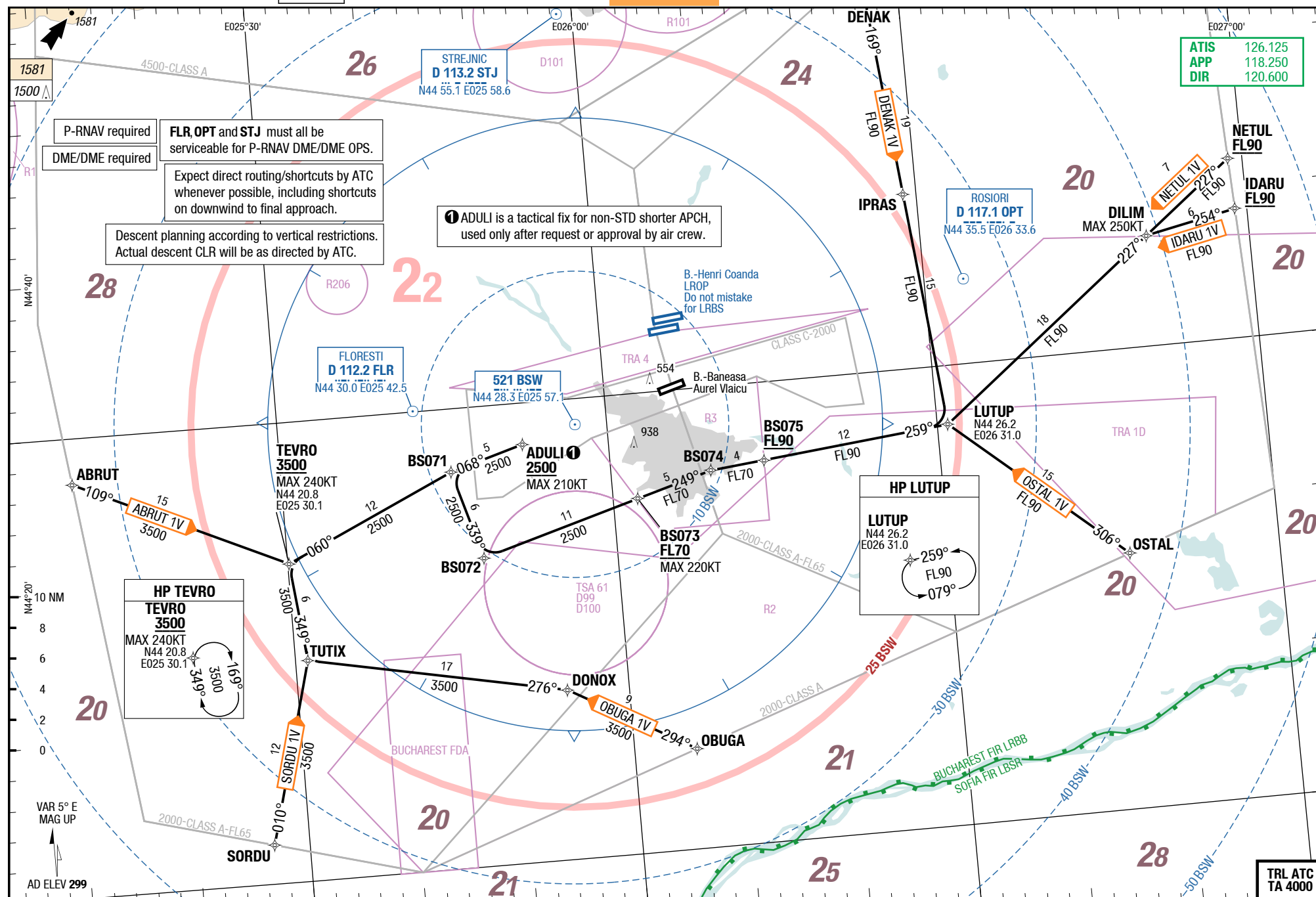
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# STAR

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RNAV STARs RWY 25

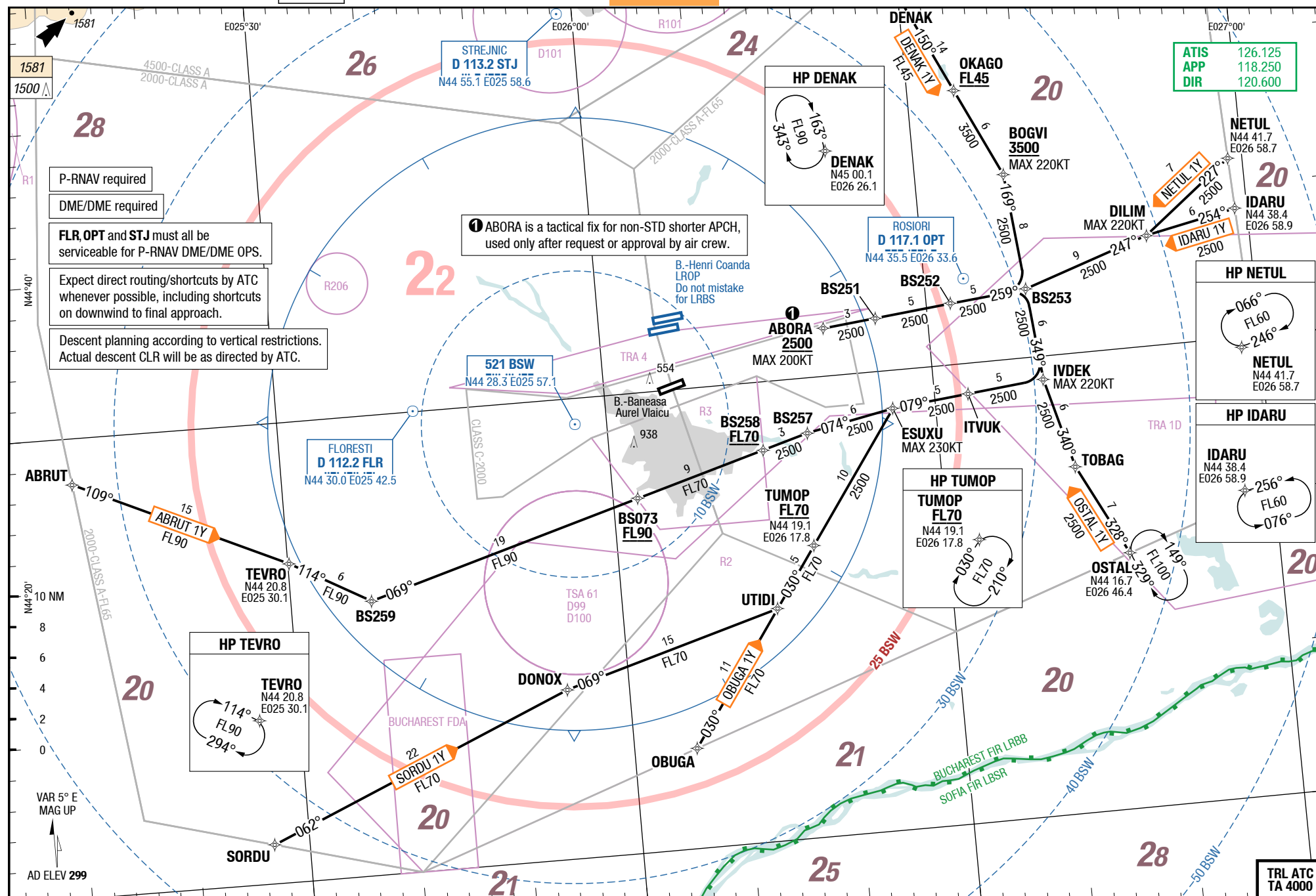
## RNAV STARs RWY 07



Changes: FREQ, MGA, OBST, SUAs

TRL ATC  
TA 4000

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STARs RWY 25

6-30

STARs RWY 07

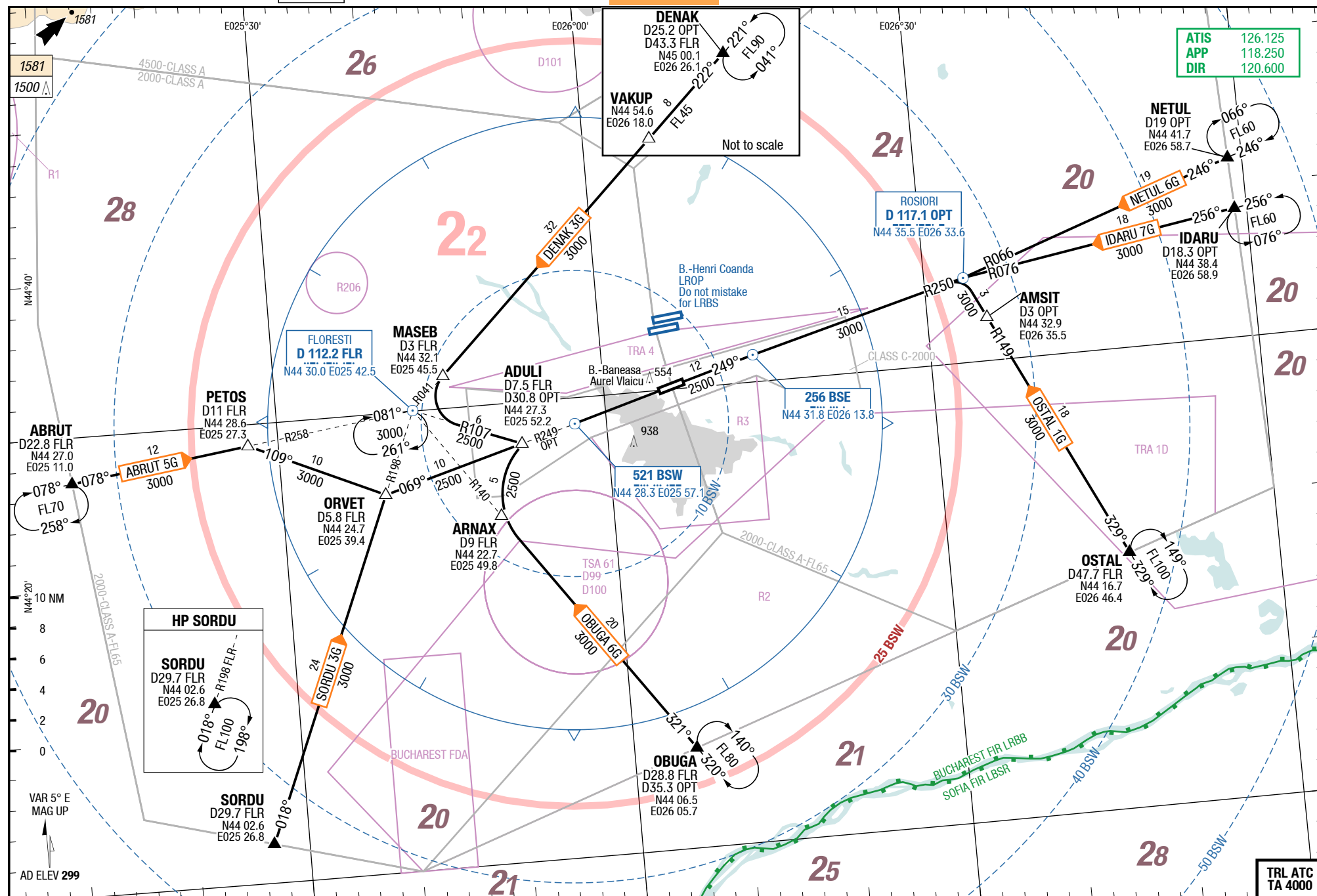
STAR

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STARs RWY 25

STARs RWY 07



Changes: FREQ, MGA, SUAs, OBST

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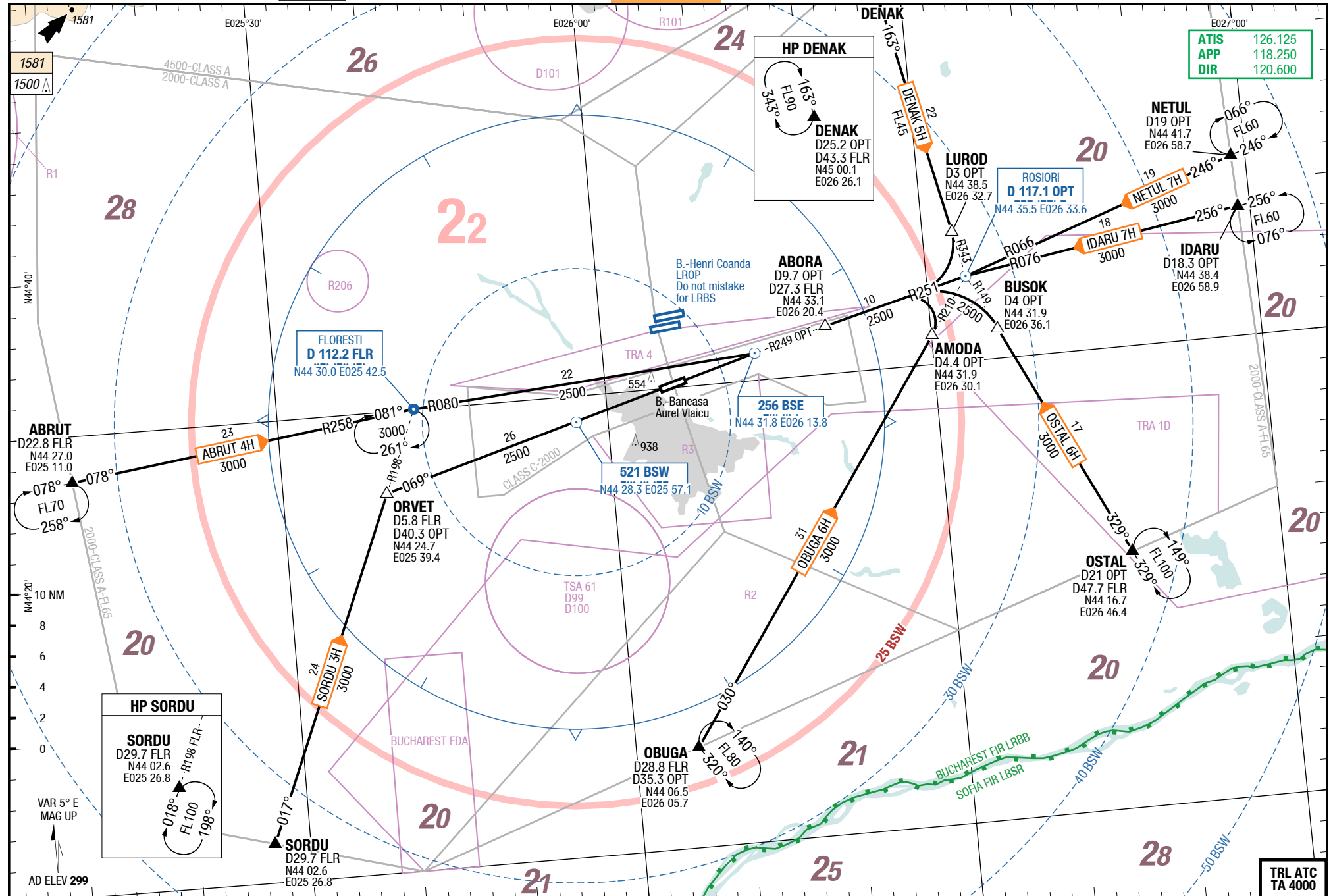
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6-40

STARs RWY 25

STARs RWY 25

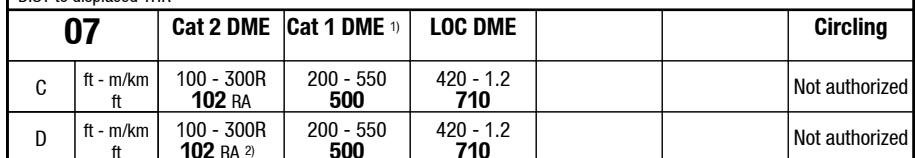


Changes: FREQ, MGA, OBST, SUAs

TRL ATC  
TA 4000

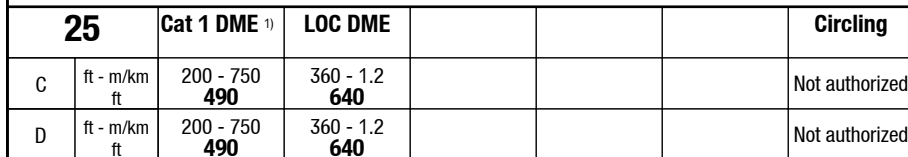
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## ILS 07



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# ILS 25



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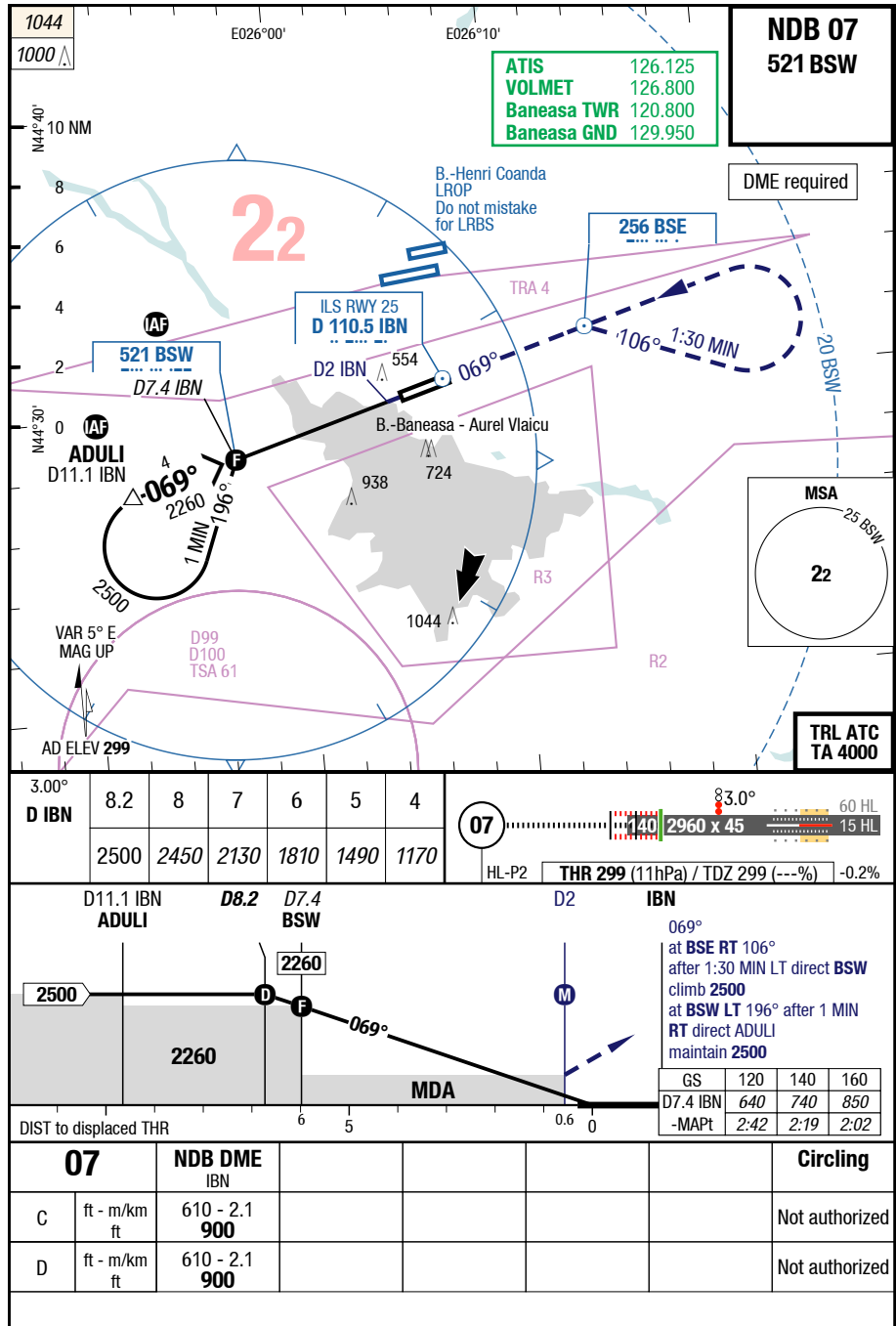
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7-30

NDB 07

IAC



Changes: APL, SUAs, Editorial

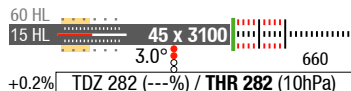
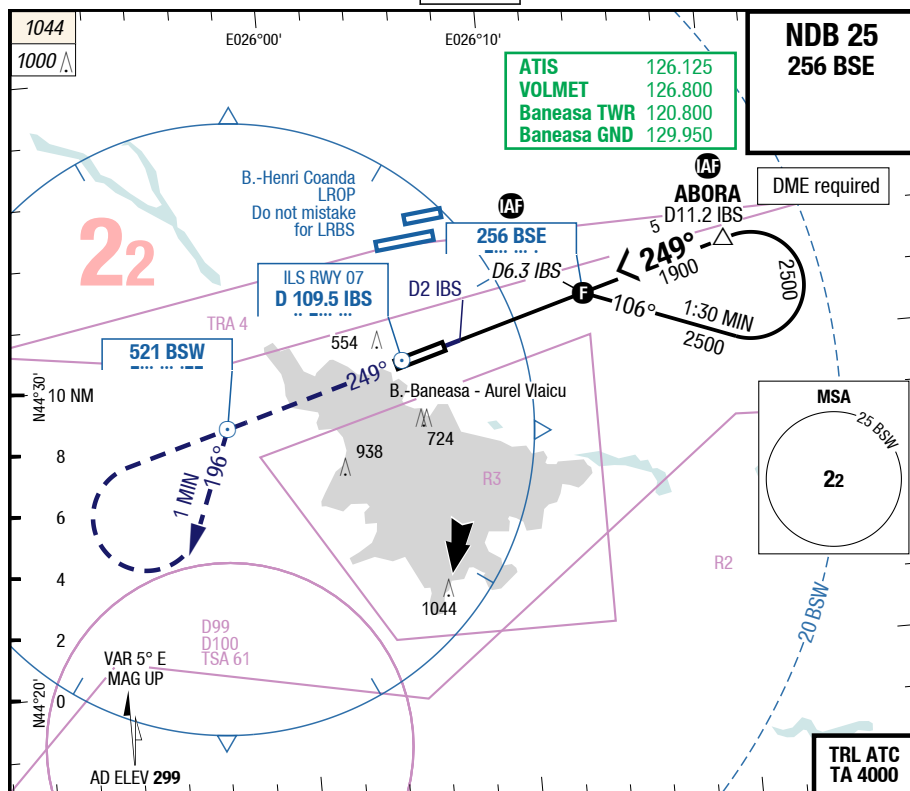
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NDB 25

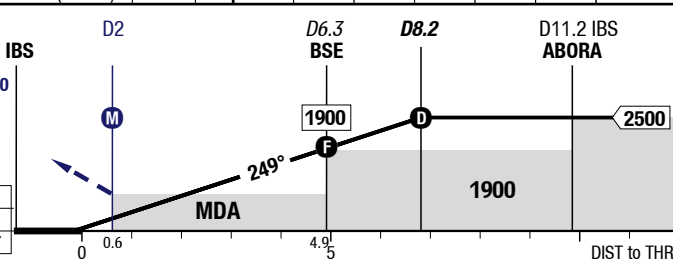


25

3	4	5	6	7	8.2	3.00° D IBS
830	1150	1470	1790	2110	2500	

**249°**  
at **BSW LT**  
196° after 1 MIN  
**RT direct BSE - climb 2500**  
at **BSE RT**  
106° after 1:30 MIN  
**LT direct ABORA**  
maintain **2500**

GS	120	140	160
D6.3 IBS	640	740	850
-MAPt	2:09	1:51	1:37



25	NDB DME IBS					Circling
C	ft - m/km ft	410 - 1.5 <b>690</b>				Not authorized
D	ft - m/km ft	410 - 1.5 <b>690</b>				Not authorized

Changes: APL, SUAs, Editorial

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NIL

MRC

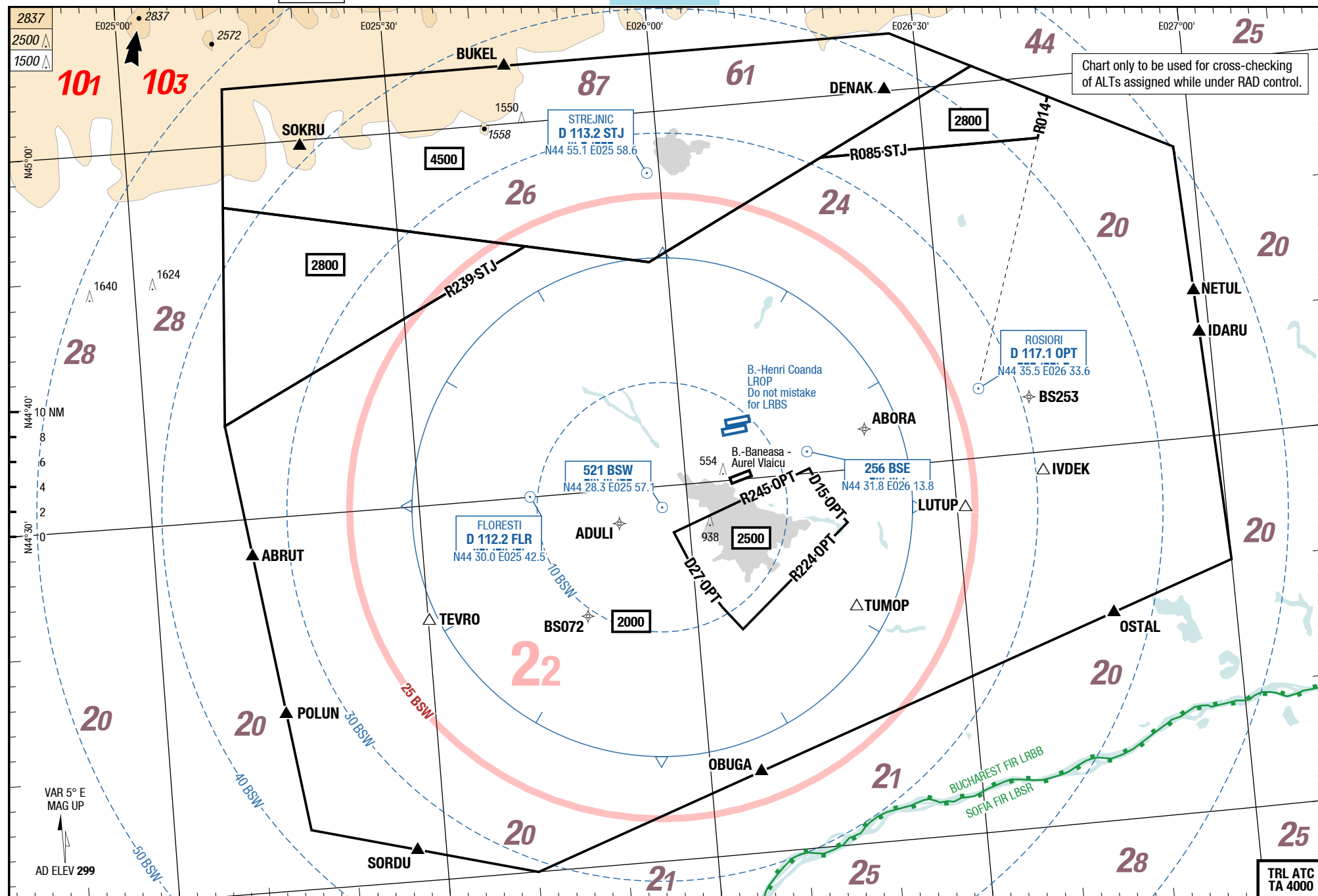
MRC

MRC

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NIL

MRC



Changes: MGA, OBST

TRL ATC  
TA 4000

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