HENRI COANDA LROP/OTP

1 OCT 04 (20-ABP-1)

BUCHAREST, ROMANIA AIRPORT BRIEFING

GENERAL

### 1.1. ATIS

ATIS 118.5

# 1.2. LOW VISIBILITY PROCEDURES (LVP)

CAT II/III operations are expected. The preparation phase will be implemented when VIS falls below 1500m and is deteriorated to 800m or ceiling is 500° and is deteriorated to 200° and

The operation phase will be commenced when RVR falls below 600m (VIS falls below 800m) or ceiling is below 200'.

LVP will be terminated when RVR is greater than 600m (VIS greater than 800m) and ceiling is greater than 200' and a continuing improvement in these conditions is anticipated.

If LVP operations are not in force, Low Visibility Take-off must be requested a minimum of 30 min in advance to permit the appropriate preparations.

Acft movements on manoeuvring area to/from RWY 08R/26L should be made using the Standard Taxi Routes.

Upon receiving taxi clearance, acft must only proceed when a green centerline path is illuminated.

Acft movements on apron and on manoeuvring area to/from RWY 08L/26R must be carried out with "FOLLOW ME" car.

Red stop bars installed at all intersections of RWYs with TWYs and in the holding bay at threshold 26R.

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided. Intersection take-offs are not permitted.

### 1.3. TAXI PROCEDURES

Orange guidelines are mandatory for: A300, A310, B707-320, B757-200, B767-200, B777, DC10-30, IL18, IL62, IL76, IL86, L100-30, L1011-500, TU154, B747-200, B747-400, AN124.

1.4. PARKING INFORMATION

Stand 1 and 2 available for acft up to B747. Stands 1, 2 and 11 thru 13 are push-back and equipped with docking guidance system (SAFEGATE).

For stand graphic refer to 20-9 charts.

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1 OCT 04

HENRI COANDA LROP/OTP

Na (20-ABP-2)

**BUCHAREST, ROMANIA** AIRPORT BRIEFING

### ARRIVA

# 2.1. SPEED RESTRICTIONS

MAX IAS 250 KT below FL 100.

# 2.2. CAT II/III OPERATIONS

RWYs 08L/R approved for CAT II/III operations, special aircrew and acticertification required.

## 2.3. TAXI PROCEDURES

STANDARD TAXI ROUTES

Arrival rwy 08L	/ 08L		
Taxi route	Apron	TWY to be followed	Remarks
Arrival 1D	Aprop 1	N , O , W	Turn around in turning
Arrival 1E	300	Z	bay at THR 26R.
Arrival 2C	Apron 2	W, P, C	
Arrival 2D	· · · · · · · · · · · · · · · · · · ·	N, C	
Arrival 3D	Apron 3	W, P	
A: 00B	. 088		

Arrival rwy 08R	y 08R		
Taxi route	Apron	TWY to be followed	Remarks
Arrival 1A		D, C	For acft with wingspan less than 171'/52m
Arrival 1B	Apron 1	D, P, O, N	For acft with wingspan of 171'/52m and more
Arrival 1C		G	Alternative for 1A/1B
Arrival 2A	Aprop	D, C	
Arrival 2B	7000	G, C	Alternative for 2A
Arrival 3A	Apron 3	D, P	

## 3.1. TAXI PROCEDURES

STANDARD TAXI ROUTES

### Departure rwy 08L

Apron 3 Departure 3D						
Apron 3		Apron 2		Apron 1		Apron
Departure 3D	Departure 3C	Departure 2D	Departure 2C	Departure 1D	Departure 1C	Taxi route
W*	*	<b>W</b> *	N*	W*	N*	Holding position
P, W, turn LEFT taxi to end of rwy and line-up THR.	P, C, N	C, P, W, turn LEFT taxi to end of rwy and line-up THR.	C, N	C, P, W, turn LEFT taxi to end of rwy and line-up THR.	Ν	TWY to be followed

<sup>\*</sup> not available for Low Visibility Operations

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HENRI COANDA LROP/OTP

DEPPESEN
1 OCT 04 (20-ABP-3)

**BUCHAREST**, **ROMANIA** AIRPORT BRIEFING

3. DEPARTURE	RTURE	
Departure rwy 08R		
Apron Taxi route Ho	Holding position	TWY to be followed

	Taxi route  pparture 1F  pparture 2F  pparture 2F  pparture 3F  pparture 3F  Taxi route  pparture 3F  parture 3F  parture 3F	ute   1A   1B   2A   2A   3B   3B   G   D   G   G   Ho		TWY to be followed  A  G, turn RIGHT taxi to end of rwy and line-up THR.  C, B, A  C, G, turn RIGHT taxi to end of rwy and line-up THR.  P, C, B, A  P, C, B, A  P, C, B, A  P, C, G, turn RIGHT taxi to end of rwy and line-up THR.  It to end of rwy and line-up THR.  For acft with wingspan less than 171 / 52m and more for acft with wingspan of 171 / 52m and more it to wingspan of 171 / 52m and 171
		D		
		G	G, turn LEFT taxi to rwy, turn around an line-up THR.	end of
2		D	C, D, turn LEFT tax end of rwy, turn ar and line-up THR.	
		G	C, G, turn LEFT tay end of rwy, turn an and line-up THR.	
- 3		0	P, D, turn LEFT tax end of rwy, turn ar and line-up THR.	ound
		ဂ	P, C, G, turn LEFT end of rwy, turn ar and line-up THR.	taxi to ound
Departur	₹	$\left\{ \right.$		
Apron	Taxi rout		ding position	TWY to be fo
Apron 1	Departure 1G		W*	N, O, W, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
	Departure 1H		<b>Z</b> *	N, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
Apron 2	Departure 2G	,	*	N, O, W, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
	Departure 2H		<b>Z</b> *	C, N, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
Apron 3	Departure 3G		W*	P, W, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR
	Departure 3H		<b>Z</b> *	P, O, N, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.

# 3.2. SPEED RESTRICTIONS

MAX IAS 250 KT below FL 100

CHANGES: New page

\* not available for Low Visibility Operations.

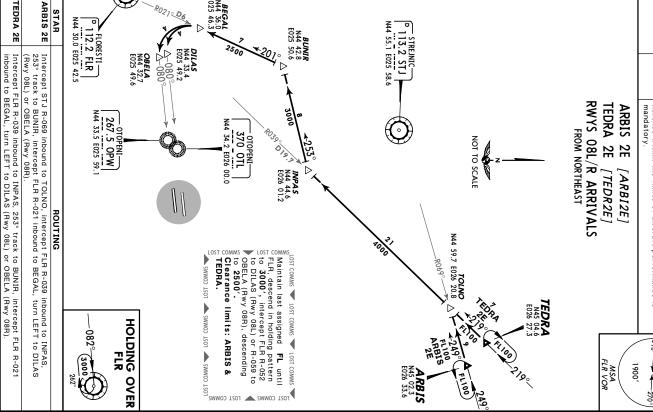
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LROP/OTP HENRI COANDA ATIS 118.5 Apt Elev 314' RWYS 08L/R ARRIVALS Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'
STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is TEDRA 2E ARBIS 2E mandatory. 11 NOV 05 NaSaddar [ARBI2E] [TEDR2E] (20-2) Eff 24 Nov BUCHAREST, ROMANIA 3000′ MSA FLR VOR 3000' 300' 2300' 270° 1900′ STAR



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HENRI COANDA ROP/OTP 11 NOV 05 (20-2A) NaSaddar 1 Eff 24 Nov **BUCHAREST**, ROMANIA

ATIS 118.5 N44 30.0 E025 42.5 FLORESTI 112.2 FLR LOST COMMS W LOST COMMS

MODEscend in holding pattern from the last assigned FL to the minimum FL/altitude of appro-(Rwy 26R).
Clearance limits: ARBIS & priate STAR and proceed to LOST COMMS LOST COMMS LOST COMMS LEVTA (Rwy 26L) or RARIT TEDRA. Apt Elev 314' NOT TO SCALE RWYS 26L/R ARRIVALS Alt Set: NPa (MM on request)
Trans level: By ATC Trans alt: 4000'
STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is **ARBIS** TEDRA 4F mandatory. LR(P)-3 0TOPENI 349 OPE N44 34.5 E026 32.7 0TOPENI 318 OTR N44 35.3 E026 14.1 FROM NORTHEAST [ARBI3F] [TEDR4F] LOST COMMS TOST COMMS EDRA -N45 04.6 E026 27.3 **RARIT** N44 36.1 E026 24.9 260 T00113) **ROVIN** N44 42.7 E026 32.1 3500 4F N44 35.5 E026 33.6 - ROSIORI 117.1 OPT FL100) 176°-9 D 3500 ARBIS 3F 090° 3000′ MSA FLR VOR 1900′ N45 UZ.3 E026 33.6 2300' **ARBIS** STAR `2<sub>2</sub>

CHANGES: STARs renumbered, revised & transferred.

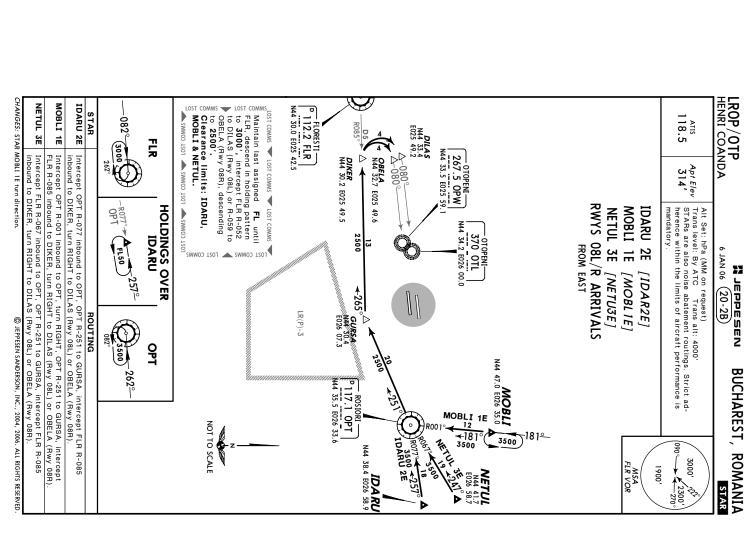
TEDRA 4F ARBIS 3F STAR

Intercept OPT R-347 inbound to ROVIN, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R). Intercept OPT R-356 inbound to RUTIP, turn RIGHT to LEVTA (Rwy RARIT (Rwy 26R).

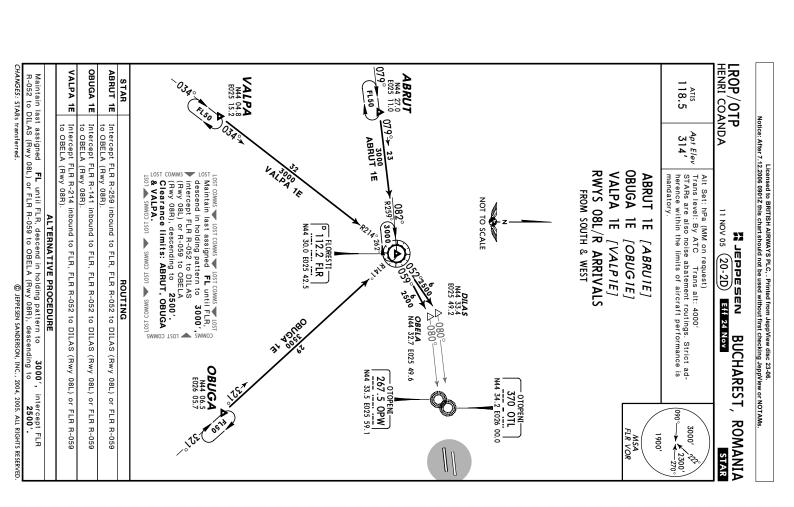
ROUTING

26L) or

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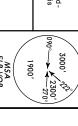


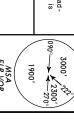
LROP/OTP HENRI COANDA STAR ROUTING Intercept OPT R-077 inbound to SUSUR, intercept 260° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R). IDARU 3F 3000 **NETUL** N44 41.7 E026 58.7 18. 2300 Intercept OPT R-067 inbound to LOVIS, intercept 260° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R). **NETUL 4F** 1900 OSTAL 1F Intercept OPT R-150 inbound to BUSOK, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R). Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. Apt Elev 314' MSA FLR VOI ROSIORI — 117.1 OPT OTOPENI N44 35.5 E026 33.6 **IDARU** N44 38.4 E026 58.9 Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'
STARS are also noise abatement routings. SI
Umits of aircraft performance is mandatory. 318 OTR -257° — FLORESTI — 112.2 FLR LOVIS N44 37.2 E026 40.2 N44 35.3 E026 14.1 FL50 **RARIT** N44 36.1 E026 24.9 <del>4257</del> 1DARU 3F N44 30.0 E025 42.5 JAN 06 2500 **←**260° **SUSUR** N44 36.8 E026 44.6 (OPT R-077) Nacabe Sen **LEVTA** N44 35.4 E026 24.6 (20-2C)**BUSOK** N44 31.9 E026 36.1 © JEPPESEN SANDERSON, INC., 2004, 2005. ALL RIGHTS RESERVED OTOPENI RWYS 26L/R ARRIVALS 349 OPE OSTAL 1F NETUL IDARU N44 34.5 E026 12.7 FROM EAST 4F 纤 **BUCHAREST**, ROMANIA Strict adherence within the LOST COMMS LOST COMMS NOT TO SCALE Descend in holding pattern from the last assigned **FL** [OSTA 1F] [NETU4F] to the mast assigned FL to the minimum FL/altitude of appropriate STAR and proceed to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
Clearance limits: IDARU, NETUL & OSTAL. [IDAR3F] LR(P)-3 LOST COMMS **OSTAL** N44 16.7 E026 46.4 STAR **ARGES** N44 04.9 E026 49.6

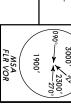


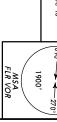
LROP/OTP HENRI COANDA 11 NOV 05 Nasaddar !! (20-2E) Eff 24 Nov **BUCHAREST**, **ROMANIA** STAR

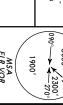
ATIS 118.5 Apt Elev 314' OBUGA **ABRUT** Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'
STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2 = [ABRU1F] 090 3000′ 1900′ 2300'





















RWYS 26L/R ARRIVALS

FROM SOUTH & WEST

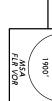
VALPA 2F

[VALP2F]

[OBUG2F]

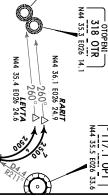








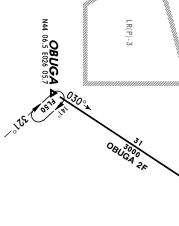




NOT TO SCALE

FLORESTI 112.2 FLR N44 30.0 E025 42.5

> N44 34.5 E026 — оторемі — **349 ОРЕ**



VA 13000 A 1 PA 2 K

079°→ ABPUT

3000

(**1**) 083° 262

> 3000 34

N44 31.9 E026 30.1





03 NA4 04.8 E025 15.2

Clearance limits: ABRUT, OBUGA & VALPA. COMMS TOST COMMS TOST COMMS TOST

Intercept FLR R-259 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R). ROUTING

Intercept OPT R-211 inbound to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT

OBUGA 2F ABRUT 1F

STAR

VALPA 2F ) ALTERNATIVE PROCEDURE: Maintain last assigned **FL** until FLR, descend in holding pattern to **3000'**, intercept FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT / 26R), Intercept FLR R-214 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R). descending to 2500′

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11 NOV 05 Nasaddar 1 (20-2F) Eff 24 Nov BUCHAREST, ROMANIA

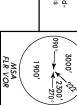
STAR

LROP/OTP HENRI COANDA

Apt Elev 314' mandatory.

ATIS 118.5

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'
STARS are altos noise abatement routings. Strict
herence within the limits of aircraft performance



		e is
MSA FLR VOR	1900'	090 2300'

THISET	BEDRI 1E	STAR		7 TUSET 105° N44 37.6 FL60 → 100 100 × 1	8EDR 1845 04.1 1925 15:1	
Intercent FIR R-285 inhound to AMETI (Rwv 081) or BAREM (Rwv 08R)	Intercept FLR R-327 inbound to ABATU (Rwy 08L) or MADIT (Rwy 08R), intercept 080° bearing towards OTL to DILAS (Rwy 08L) or towards OPW to OBELA (Rwy 08R).	ROUTING	LOST COMMS LOST LOST LOST COMMS (Rwy OBL) or R-059 to OBELA COMMS (Rwy OBL) or	## ABATU MADIT ## 1050	NOT TO SCALE	BEDRI 1E [BEDR1E] TUSET 2E [TUSE2E] RWYS 08L/R ARRIVALS FROM NORTHWEST
M (Rwy 08R) intercept	T (Rwy 08R), intercept OPW to OBELA (Rwy 08R).		SWWOJ LSOT A SWWOJ	010PENI 370 011 N44 34.2 E026 00.0	CALE	MSA FLR VOR

HANGES: New chart TUSET 2E Intercept FLR R-285 inbound to AMETI (Rwy 08L) or BAREM (Rwy 08R), intercept 080° bearing towards OTL to DILAS (Rwy 08L) or towards OPW to OBELA (Rwy 08R). © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

LROP/OTP HENRI COANDA Nasaddar 1 **BUCHAREST**, ROMANIA STAR

Apt Elev 314' 11 NOV 05

ATIS 118.5

(20-2G) Eff 24 Nov

HENRI COANDA

11 NOV 05

(20-3)

\*JeppeseN

EN BUCHAREST, ROMANIA

ROP/OTP

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STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 4000'

3000′ 1900′ 2300'

MSA FLR VOR

TUSET 3F BEDRI 1F mandatory.

[TUSE3F] [BEDR1F]

FROM NORTHWEST

RWYS 26L/R ARRIVALS 318 OTR | N44 35.3 E026 14.1 omum FL/Altitude of appropriate

STAR and proceed to LEVTA
(Rwy 26L) or RARIT (Rwy 26R).

Clearance limits: BEDRI & Descend in holding pattern from LOST COMMS LOST COMMS LOST COMMS the last assigned OTOPENI COMMS - LOST COMMS - LOST COMMS **RARIT** N44 36.1 E026 24.9 -260°-∆ 260° FL to the mini-**BANTI** N44 39.5 E026 26.3 105T COMMS TO 5

**BEDRI** N45 04.6 E025 15.9

 $\overline{\mathbb{Q}}$ Apt Elev 314' P112.2 FLR N44 30.0 E025 42 TEDRA 2A NETUL 2A IDARU 1A ARBIS 2A SID NETUL 2A [NETU2A], TEDRA 2A ARBIS 2A Trans level: By ATC Trans alt: 4000'. SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. N44 34.5 E026 12.7 To OTR, turn LEFT, 014° bearing to TEDRA. To OTR, turn LEFT, 023° bearing to ARBIS.

To OTR/OPE, turn RIGHT, intercept FLR R-077 to IDARU To OTR/OPE, intercept FLR R-074 to NETUL 349 OPE APPLICABLE WITHIN BUCHAREST TMA OTOPENI SIZZZZ MAX 250 KT BELOW FL 100 N44 35.3 E026 318 OTR LR(P)-3 **RWYS 08R/L DEPARTURES** [ARBI2A], IDARU 1A [IDARIA] TO NORTHEAST & EAST 14.1 TEDRA 1207.3 ... TEDRA 2A ARBIS 2A ROUTING [TEDR2A] IDARU 1A ▲ ARBIS N45 02.3 E026 33.6 NETUL 2A NOT TO SCALE NETUL NA4 41.7 E026 58.7 3000′ 2300' 1900′ IDARU N44 38.4 E026 58.9

**TUSET** N44 37.6 E025 09.0

FLORESTI 112.2 FLR

N44 34.5 E026

349 OPE

30.0 E025 42.5

NOT TO SCALE

TREJNIC | 113.2 STJ | 13.2 STJ | 144 55.1 E025 58.6

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HOLDING OVER

LR(P)-3

-082° (3000 }

3000

AMODA N44 31.9 E026 30.1

**LEVTA** N44 35.4 E026 24.6

TUSET

HANGES: New chart

Intercept FLR R-285 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R). Intercept STJ R-283 inbound to STJ, STJ R-124 to BANTI, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

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ROUTING

BEDRI 1F TUSET 3F

STAR

SID ROUTING HENRI COANDA Apt E/ev 314' ROP/OTP *TMA TEDRA*N45 04.6 E026 27.3 ARBIS 2C To OTL/OPW, turn RIGHT, intercept FLR R-044 to ARBIS APPLICABLE WITHIN BUCHAREST TMA STEETE MAX 250 KT BELOW FL 100 IDARU 1C To OTL/OPW, turn RIGHT, intercept FLR R-077 to IDARU RWYS 26L/R DEPARTURES NETUL 2C To OTL/OPW, turn RIGHT, intercept FLR R-074 to NETUL *TMA ARBIS* N45 02.3 E026 33.6 ARBIS 2C IDARU 1C NETUL 2C Trans level: By ATC Trans alt: 4000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. **TEDRA 2C** To OTL/OPW, turn RIGHT, intercept FLR R-039 to TEDRA TEDRA 2C Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 22-06.

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SIDs ARBIS IC & TEDRA IC renumb 2C & revised.

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HANGES: SID BUKEL 3A renumb 4A & rev; NILOV 1A revised.

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LROP OTP

HENRI COANDA

11 NOV 05 (20-3B) Eff 24 Nov

Apt Elev SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

**NIL OV** N44 57.2 E025 10.2 Not available for traffic to NEPOT BUKEL 4A VALPA 1A NILOV 1A ABRUT 1A MEGIK N44 23.8 E025 35.7 NILOV 1A *[NILO1A],* VALPA 1A *[VALP1A]* **VALPA** N44 04.8 E025 15.2 Climb on runway track to to NILOV. Climb on runway track to to BUKEL. To OTR/OPE, turn RIGHT, intercept FLR R-082 inbound to FLR, ABRUT. To OTR/OPE, turn RIGHT to BSE,  $250^\circ$  bearing via BSW to MEGIK, intercept FLR R-214 to VALPA. APPLICABLE WITHIN BUCHAREST TMA SIZIII MAX 250 KT BELOW FL100 1A [ABRU1A], BUKEL 4A NILOV 1A TMA A BUKEL N45 04.7 E025 43.5 & NOT TO SCALE **RWYS 08R/L DEPARTURES** TO WEST & NORTHWEST Turn at **800**′ BUKEL 4A NILOV 1A 521 BSW N44 28.3 E025 5: 800', intercept STJ R-155 inbound to STJ, STJ R-270 800', intercept STJ R-155 inbound to STJ, STJ R-308 ABRUT 1A 57. ROUTING 349 OPE N44 34.5 E026 12.7 [BUKE4A] VALPA 1A LR(P)-3 STREJNIC D113.2 STJ N44 55.1 E025 58.6 FLR R-259 0TOPENI 318 OTR N44 35.3 E026 14.1 256 BSE 256 BSE 31.8 E026 1900′ ō 2300' SID

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LROP /OTP

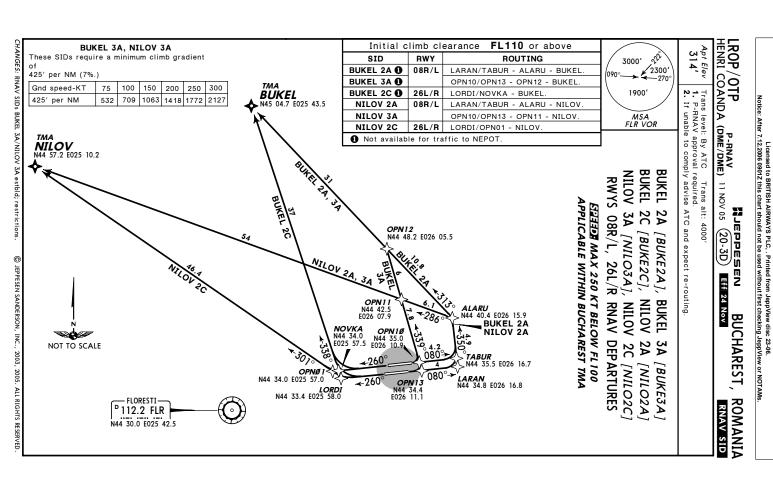
HENRI COANDA

11 NOV 05 (20-3C) Eff 24 Nov

SID

Apt E/ev 314' Not available for traffic to NEPOT BUKEL 1C ( VALPA 1C NIL OV N44 57.2 E025 10.2 NILOV 1C ABRUT 1C NILOV ABRUT 1C [ABRU1C], BUKEL 1C Trans level: By ATC Trans alt: 4000' SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. ABAUT To OTL/OPW, turn RIGHT, 315° bearing, intercept FLR R-357 to BUKEL To OTL/OPW, intercept FLR R-071 inbound to FLR, FLR R-259 to ABRUT To OTL/OPW, To OTL/OPW, VA15000 1C N44 43.8 E025 26.3 APPLICABLE WITHIN BUCHAREST TMA SIJAADA MAX 250 KT BELOW FL100 1C [NILOIC], VALPA 1C [VALPIC] t **RWYS 26L/R DEPARTURES** TO WEST & NORTHWEST intercept FLR R-071 inbound to FLR, turn RIGHT, WILOV 1C PLORESTI | 112.2 FLR | 12.2 FLR | 144 30.0 E025 42.5 , 290° BUKEL N45 04.7 E025 43.5 N44 46.6 E025 43.0 ROUTING o' intercept FLR R-316 to NILOV [BUKE1C] NOT TO SCALE かか FLR R-214 to VALPA 0TOPENI 267.5 OPW N44 33.5 E025 59.1 370 OTL N44 34.2 E026 00.0 LR(P)-3 3000′ MSA FLR VOR 1900′ 2300'

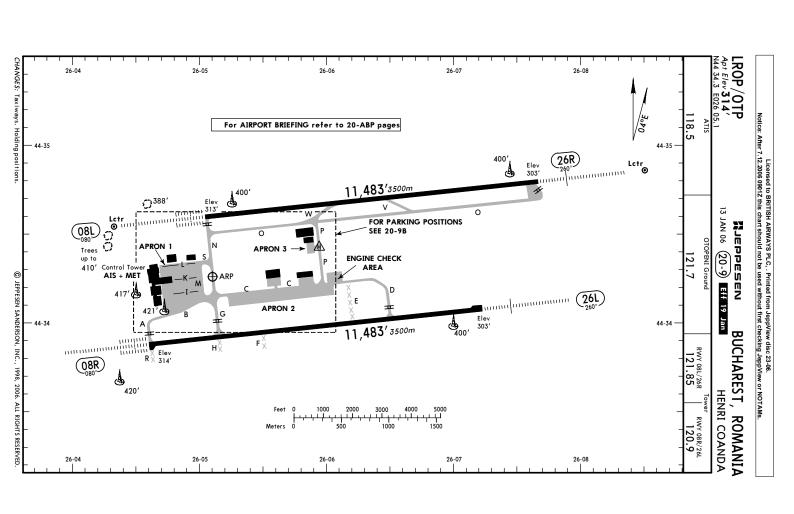
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HENRI COANDA (DME/DME) 11 NOV 05 (20-3E) Apt Elev 314' LARAN/TABUR - OPS01 - VALPA. TMA VALPA N44 04.8 E025 15.2 Trans level: By ATC Trans alt: 4000'
1. P-RNAV approval required.
2. If unable to comply advise ATC and expect re-routing. Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-96.

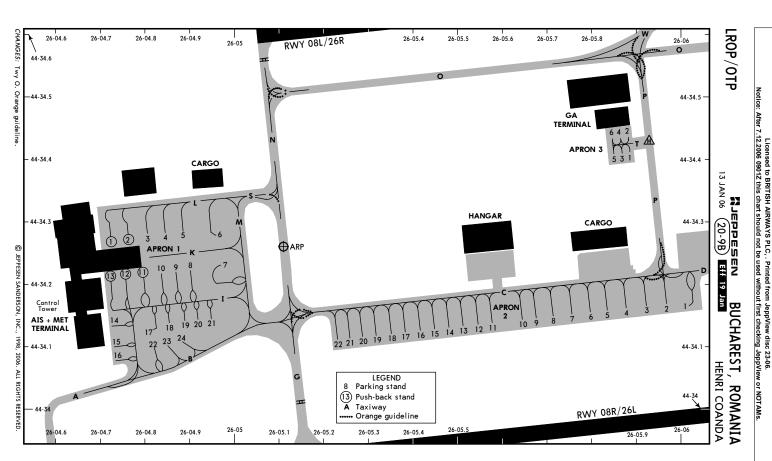
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. N44 30.0 E025 42.5 APPLICABLE WITHIN BUCHAREST TMA 0 RWYS 08R/L RNAV DEPARTURE VALPA 2A [VALP2A] Initial climb clearance **FL110** or above PLEDESEN ROUTING © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED. EN BUCHAREST, ROMANIA NOT TO SCALE LR(P)-3 LARAN N44 34.8 E026 16.8 090° 2300′ 3000' 32' MSA FLR VOR RNAV SID 1900′

CHANGES: Restrictions.



LROP/OTP TI JAN 06 (20-9A) Eff 19 Jan

7	13 JAN 06 (20-9A)	9A) Eff 19 Jan		HENRI COANDA	Ð
	ADDITIONAL RUNWAY INFORMATION	Y INFORMATION	RMATION USABLE LENGTHS	_	
RWY		Threshold		TAKE-OFF  WI	WIDTH
	CL(15m) ALSF-II TDZ <b>①</b> HST-V	RVR	-		148′
26K   HIRL (60m)	CL(15m) HIALS PAPI-L (3.0°)	RVR	10,512. 3204m	4	45m
<b>⊕</b> PAPI-L (3.0°)					
M-TSH 🚱					
	CL (15m) ALSF-II TDZ 3	RVR	10,328' 3148m	0	148′
26L   HIRL (60m)	CL (15m) HIALS PAPI-L (2.7°)	RVR	10,338° 3151m	L	ÖM
6 PAPI-L (2.7°)					
TAKE-OFF RUN AVAILABLE RWY 08R:		RWY 26L:			
From rwy head	11,483' (3500m) From	head 1	11,483' (3500m) 8169' (2490m)		
,					
	INS COOR	COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES	INATES	
•	APRON 1		APR	ON 2	
	E026	3 , 2 4	N44 34.2 N44 34.2	E026	
4, 5	34.3 E026	ۍ ن	N44 34.2	E026	
70	N44 34.3 E026 05.0	6 7 thru 9	N44 34.1 N44 34.1	E026 05.8 E026 05.7	
8, 9	E026	10, 11	N44 34.1	E026 05.6	
10 thru 12	N44 34.2 E026 04.8	2		E026 05.5	
14 thru 16	34.1 E026	19 thru 21	N44 34.1	E026 05.3	
17	E026	22	N44 34.1	E026 05.2	
18 thru 20	34.1 E026		·	2	
22	N44 34.1 E026 05.0	1 thr.: 4	N44 34 4	FOS	
23, 24	34.1 E026	5, 6	N44 34.4	E026 05.8	



■ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

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250m 200m

CHANGES: HST added. TORA 08L.

D C

150m

JAR-OPS

Approved Operators HIRL, CL k mult. RVR req

LVP must be in Force

TAKE-OFF All Rwys

RL, CL mult. RVR 150m 200m

RCLM (DAY only) or RL

RCLM (DAY only) or RL

NIL (DAY only)

250m 300m

400m

500m

LROP/OTP

13 JAN 06 PEDDESEN (20-9C) Eff 19 Jan BUCHAREST, ROMANIA

HENRI COANDA

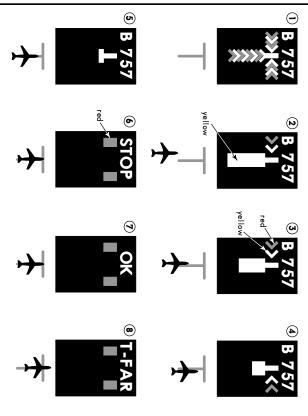
# DOCKING GUIDANCE SYSTEM (SAFEDOCK)

### A. DESCRIPTION

The docking system consists of a display unit and a laser unit to identify type and position

### B. DOCKING PROCEDURE

to the terminal gate, the docking guidance system automatically confirms the identification of the acft. The acft must be identified at least 39' (12m) before the correct stop position. If this does not accur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit CAUTION: The safedock docking guidance system has a built-in error detecting program to inform the acft pilots of possible hazards during the docking procedure. During the acft approach OTOPENI Ground to obtain clearance to complete the docking procedure. identify it. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP". If the display reverts to the "STOP" indication, the pilot must contact in the azimuth guidance area of the display. While the acft is stopped, the system will attempt to



- Check that the correct acft type is displayed. The scrolling arrows indicate that the system is activated.
- Follow the lead in line. When the solid yellow closing rate field appears, the acft has been caught by the scanning unit. The scanning unit now checks that the acft is the correct type and the display provides azimuth guidance information.
- Look for the flashing red arrow and solid yellow arrow which provide azimuth guidance information. The flashing red arrow shows which direction to steer, while solid yellow arrow gives an indication of how far the acft is off of the centerline.
- 4. When the acft is 39' (12m) from the stop position, closing rate information is given. "Distance to go" is indicated by turning off one row of LED's for each 2' ( $0.5\,m$ ) that the acft advances towards the stop position.
- 5. & 6. When the correct stop position is reached all of the LED's for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display.
- 7. If the acft stops in the correct position, "OK" will be displayed after a few seconds
- 8. If the acft has gone past the correct stop position, the display will show "T-FAR" (too far).

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1 LEDDESEN

BUCHAREST,

ROMANIA

LROP/OTP HENRI COANDA 110.9 OTL BDN 700 F 118.5 ATIS Final Apch Crs **080**° BUCHAREST Approach (R) 18.25 1512'(1199') 1510'(1197') Minimum Alt 7 JUL 06 OTL NDB OTL NDB (21-1)OTOPENI Towe 121.85 DA(H) **513′** (200′) NDB MDA(H) Refer to Minimums ILS DME or NDB Apt Elev 314 121.7 RWY 313 Rwy 08 1900′ Airport 2500′ MSA

follow R-061 FLR, join MOBLI holding at 3500' or as directed MISSED APCH: Climb on 080° to 800', then climbing turn LEFT to intercept and

PANS OPS 4 LR(D)-56 LR(D)-65 Gnd speed-Kts 2500 44-40 Alt Set: hPa (MM on req) OC or NDB Descent Gradient AR-OPS 080 RVR 550m DILAS D5.9 FLR P 112.2 FLR 080° 110.9 ILL DA(H) 513' (200') ᇙ 40 RVR 1000m ALS out D6.9111 ~.080° D6.9111 TRAIGHT-IN LANDING RWY 08L 1510' LOC RVR 1000m RVR 1400m RVR 900m MDA(H) 690'(377') 377 LOC (GS out) Rwy Elev: 11 hPa 484 1510′ 1165 90 OTL NDB 370 OT RVR 2000m RVR 1500m RVR 1800m 100 538 ALS out 646 MISSED APCH FIX MDA(H) AB: **710'** (397') CD: **720'** (407') 140 МОВЦ 753 RVR 1400m RVR 1000m RVR 900m 3500 160 Trans level: By ATC 861 659 LL LL Lctr PAPI 001 Bucharest (Baneasa) RVR 2000m RVR 1500m RVR 1800m 5<u>7</u> 800<sup>′</sup> 26-10 205 180 135 100 LR(P)-3 RWY 081 313' 1100'(786')3600m 990'(676')2400m 770'(456') 1500m 820'(506') 1600m Not authorized South of airport CIRCLE-TO-LAND 080° Trans alt: 4000' R-112.2 40612

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IIL Apch Crs IIIL Apch Crs Pwv Elev: 11 hPa Trans level: By ATC RVR 300m 
RVR 300m 
RVR 300m 
RVR 300m 
RVR 350m. LROP/OTP HENRI COANDA Gnd speed-Kts JAR-OPS 080° DILAS D5.9 FLR P 112.2 FLR 080° 110.9 ILL DILAS D5.9 FLR 118.5 ATIS 3.00° 2500′ 70 377 D6.9111 90 484 1080€ D6.911 118.25 100 120 140 538 646 753 7 JUL 06 1165 STRAIGHT-IN LANDING RWY 08L OTL NDB D3.8 ILL GS1<u>5</u>12' 370 OTL D3.8 ILL PLEDDESEN RA 99' <sub>DA(H)</sub> 413'(100') (21-1A)CAT II ILS OTOPENI Towe 861 ABCD 121.85 MISSED APCH FIX 938' MOBLI **LL Lc tr** D0.7 ILL 3500 -OTOPENI-659 LL ..... -001 OPT VOR **⊕**<sup>735′</sup> CAT II ILS DME Rwy 081 PAPI 0010 Bucharest (Baneasa) BUCHAREST, ROMANIA Apt Elev 314 121.7 5<u>7</u> RWY 313' LR(P)-3 800<sub>′</sub> RWY 08L 313' P 117.1 OPT 080° Trans alt: 4000 MSA Airport 2500′ 1900′ 콘\_

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CHANGES: MSA

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PANS OPS 4 LROP/OTP HENRI COANDA Gnd speed-Kts
ILS GS 2.70° or
LOC or NDB Desc Grad 4.7%
MAP at D0.8 IOP 0 44-50 Alt Set: hPa (MM on req) MISSED APCH: Climb via OPE NDB to OPT VOR to 3500' and hold, or as directed. P 112.2 FLR IAR-OPS 2500′ RVR 550m OBELA D5.8 FLR 267.5 100 110.3 080° 110.3 IOP LR(D)-56 LR(D)-65 NDB OPW **OBELA** D5.β FLR DA(H) 514'(200') 118.5 ATIS ΕS RVR 1000m 080° ALS out 25-50 Final Apch Crs **080°** BUCHAREST Approach (R) **D7.6** 338 118.25 RVR 1000m TRAIGHT-IN LANDING RWY 08R RVR 1400m RVR 900m MDA(H) 690'(376') 435 ~080° OPW NDB 1502' (1188') 90 100 1510' 2500' (2186') Rwy Elev: 11 hPa LOC (GS out) Minimum Alt D7.6 IOP 7 JUL 06 483 267.5 OPW Nac De Sen RVR 2000m RVR 1800m RVR 1500m OPW NDB D4.2 IOP GS1502' 580 ALS out (21-2) OTOPENI Tower 677 26-00 120.9 DA(H) **514'**(200') MDA(H) AB: **710** ′(396′) CD: **720** ′(406′) ALS out NDB MDA(H) Refer to Minimums 773 160 RVR 1400m RVR 1000m RVR 900m ILS DME or NDB DME Rwy 08R Trans level: By ATC (Baneasa) Buchares B **D0.8** BUCHAREST, ROMANIA RVR 2000m RVR 1800m RVR 1500m Q Apt Elev 314 121.7 RWY 314' 원 MISSED APCH FIX 205 1100'(786') 3600m LR(P)-3 180 100 135 P117.1 OPT PAPI 990'(676')2400m 820'(506') 1600m 349 OPE Not authorized South of airport 770 (456') 1500m CIRCLE-TO-LAND RWY 08R314' Trans alt: 4000' MSA Airport 1900′ **†** 2500′

RVR 300m 
RVR 300m 
RVR 300m 
RVR 300m 
RVR 350m. LROP/OTP HENRI COANDA CHANGES: MSA. PLORESTI D 112.2 FLR Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Special Aircrew & Acft Certification required. MISSED APCH: Climb via OPE NDB to OPT VOR to 3500' and hold, Grd speed-Kts 70 90 GS 2.70° 338 435 or as directed. 44-30 JAR-OPS OBELA D5.8 FLR 100 110.3 OBELA D5.8 FLR 080° 110.3 IOP 118.5 LR(D)-56 LR(D)-65 ATIS 2500′ 080° 3.4 Apch Crs **D7.6** 100 120 140 160 483 580 677 773 118.25 080% D7.6 OPW NDB 1502' (1188') 7 JUL 06 1165 OPW NDB D4.2 IOP GS1502' STRAIGHT-IN LANDING RWY 08R PLEDDESEN 267.5 OPW RA 101' DA(H) 414'(100') D4.2 IOP (21-2A)CAT II ILS OTOPENI Towe ABCD 120.9 26-00 RA 101' DA(H) 414' (100') © JEPPESEN SANDERSON, INC., 1998, 2006. ALL RIGHTS RESERVED 945 Trans level: By ATC (Baneasa) CAT II ILS DME Rwy 08R BUCHAREST, ROMANIA Apt Elev 314  $\bigcirc$ 121.7 5<u>7</u> RWY 314' MISSED APCH FIX ROSIORI D 117. 1 OPT RWY 08R 314' LR(P)-3 PAPI Trans alt: 4000 - OTOPENI-MSA Airport 3500 1900′ 2500' 082°

> LROP/OTP HENRI COANDA 106. **1** 118.5 ATIS BUCHAREST Approach (R) 118.25 7 JUL 06 (21-3) OPE NDB 1474' (1171') Nasaddar 1 OTOPENI Tower 120.9 DA(H) **503′**(200′) STI NDB BUCHAREST, ROMANIA
> DME or NDB DME Rwy 261 Apt Elev 314' 121.7 2500′

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- 44-30 Alt Set: hPa (MM on req) MISSED APCH: Climb via OPW NDB to FLR VOR to 3000' and hold, or as directed 3000 MISSED APCH FIX *NDB* OPE **349** 267.5 OPW 26-00 P FLORESTI Final Apch Crs **260°** 260° 109.1 IOE **4**735′ 945 - 44-40 Bucharest (Baneasa) Rwy Elev: 11 hPa 2500'(2197') Minimum Alt D7.7 IOE DO. 8 26-10 LR(P)-3 790'(487') MDA(H)349 OPE 260° Trans level: By ATC D7.710E RWY 303' 260° 2500 Frans alt: 4000 MSA Airport 1900′ LR(R)-2

After NDB apch: MDA(H) 790′(476′).	D	C RVR 550m RVR 1000m		>	FULL	DA(H) 50	_	JAR-OPS	MAP at DO.8 IOE	LOC or NDB L	ILS GS 2.70° or	Gnd speed-Kts
After NDB apch: MDA(H) 7					FULL	DA(H) 50	_	R-OPS	Pat DO.8 IC	C or NDB D	GS 2.70	d speed-
apch: MDA(H) 7		RVR 1000			П				Ж	esce	9	Kts
					ALS out	DA(H) <b>503′</b> (200′)	ILS	STR.		LOC or NDB Descent Gradient 4.7%		
90'(476'	RVR 1400m	RVR 1000m		RVR 900m		MDA(H) 730'(427')	5	STRAIGHT-IN LANDING RWY 261		%	087 283 987 227 072	70
۲			_			73	ဂ ဂ	ΙA		1	777	90
	RVR 2000m	RVR 1800m	70001	16	ALS out	0'(427	LOC (GS out)	DING		100	186	100
		00m	0011		ou†	")		RWY 2		0	284	120   140   160
	RVR	RVR		RVR		W		6L		8	680	140
	RVR 1600m	RVR 1200m		RVR 1000m		э <sub>А(Н)</sub> <b>7</b>	7			,,,	777	160
	RVR ZOOOM		RVR 1300m		ALS out	MDA(H) <b>790'</b> (487')	NDB					
١١	205	180	135	100	Max Kts							
	205 1100'(786') 3600m	180 990'(676') 2400m	135 820 (506') 1600m	7	MDA(H)		Not authorized	CIRCLE-TO-LAND	11111	PAPI 🗏		STATH
	5') 3600m	5') 2400m	6') 1600m	') 🖪 1500m	VIS	3irport	orized	D-LAND	_	>	267.5	OPW

RWY 261 303'

**D0.8** 

**OPE NDB**D4.1 IOE
GS 1474'

\_260°-# 2500′ **D7.7**10E

LOC or NDB 1480'

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CHANGES: MSA

