1. GENERAL

1.1. ATIS

ATIS 118.5

1.2. LOW VISIBILITY PROCEDURES (LVP)

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 CAT II/III operations are expected.

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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2. ARRIVAL

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 acft certification required.

2.3. TAXI PROCEDURES

STANDARD TAXI ROUTES

Arrival rwy 08L

Taxi route	Apron	TWY to be followed	Remarks
Arrival 1D	Apron 1	W, O, N	Turn around in turning bay at THR 26R.
Arrival 1E		N	
Arrival 2C	Apron 2	W, P, C	
Arrival 2D		N, C	
Arrival 3D	Apron 3	W, P	

Arrival rwy 08R

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

3. DEPARTURE

3.1. TAXI PROCEDURES

STANDARD TAXI ROUTES

Departure rwy 08L

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

* not available for Low Visibility Operations.

3. DEPARTURE

Departure rwy 08R

Apron	Taxi route	Holding position	TWY to be followed
Apron 1	Departure 1A	A	A
	Departure 1B	G	G, turn RIGHT taxi to end of rwy and line-up THR.
Apron 2	Departure 2A	A	C, B, A
	Departure 2B	G	C, G, turn RIGHT taxi to end of rwy and line-up THR.
Apron 3	Departure 3A	A	P, C, B, A
	Departure 3B	G	P, C, G, turn RIGHT taxi to end of rwy and line-up THR.

Departure rwy 26L

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1E	D	C, D, turn LEFT taxi to end of rwy, turn around and line-up THR.	For acft with wingspan less than 171'/52m
	Departure 1F	G	G, turn LEFT taxi to end of rwy, turn around and line-up THR.	For acft with wingspan of 171'/52m and more
Apron 2	Departure 2E	D	C, D, turn LEFT taxi to end of rwy, turn around and line-up THR.	For acft with wingspan less than 171'/52m
	Departure 2F	G	C, G, turn LEFT taxi to end of rwy, turn around and line-up THR.	For acft with wingspan of 171'/52m and more
Apron 3	Departure 3E	D	P, D, turn LEFT taxi to end of rwy, turn around and line-up THR.	
	Departure 3F	G	P, C, G, turn LEFT taxi to end of rwy, turn around and line-up THR.	

Departure rwy 26R

Apron	Taxi route	Holding position	TWY to be followed
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	N*	N, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
Apron 2	Departure 2G	W*	N, O, W, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.
	Departure 2H	N*	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	N*	P, O, N, turn RIGHT taxi to end of rwy, turn around in holding bay and line-up THR.

* not available for Low Visibility Operations.

3.2. SPEED RESTRICTIONS

MAX IAS 250 KT below FL 100.

CHANGES: New page.

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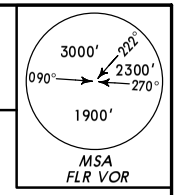
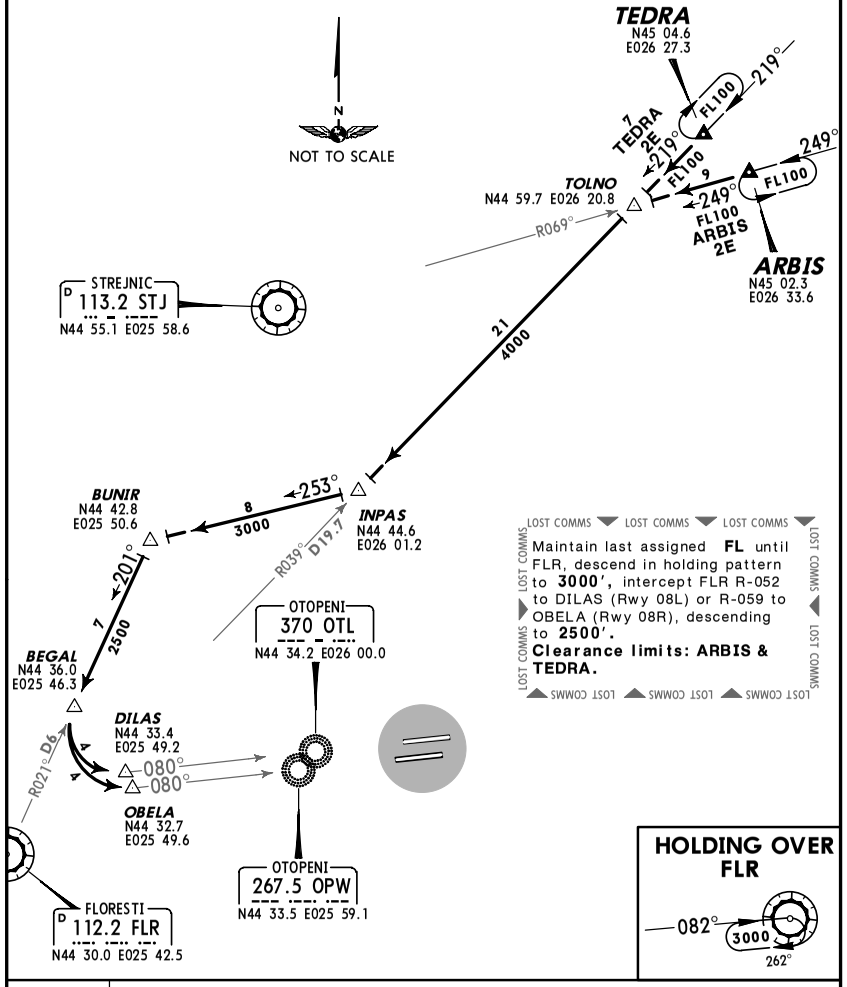
ATIS	Apt Elev	
118.5	314'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000' STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



ARBIS 2E *[ARBI2E]*
TEDRA 2E *[TEDR2E]*
RWYS 08L/R ARRIVALS
FROM NORTHEAST



STAR	ROUTING
ARBIS 2E	Intercept STJ R-069 inbound to TOLNO, intercept FLR R-039 inbound to INPAS, 253° track to BUNIR, intercept FLR R-021 inbound to BEGAL, turn LEFT to DILAS (Rwy 08L) or OBELA (Rwy 08R).
TEDRA 2E	Intercept FLR R-039 inbound to INPAS, 253° track to BUNIR, intercept FLR R-021 inbound to BEGAL, turn LEFT to DILAS (Rwy 08L) or OBELA (Rwy 08R).

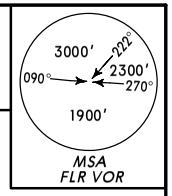
CHANGES: STARs renumbered, revised & transferred.

LROP/OTP
HENRI COANDA

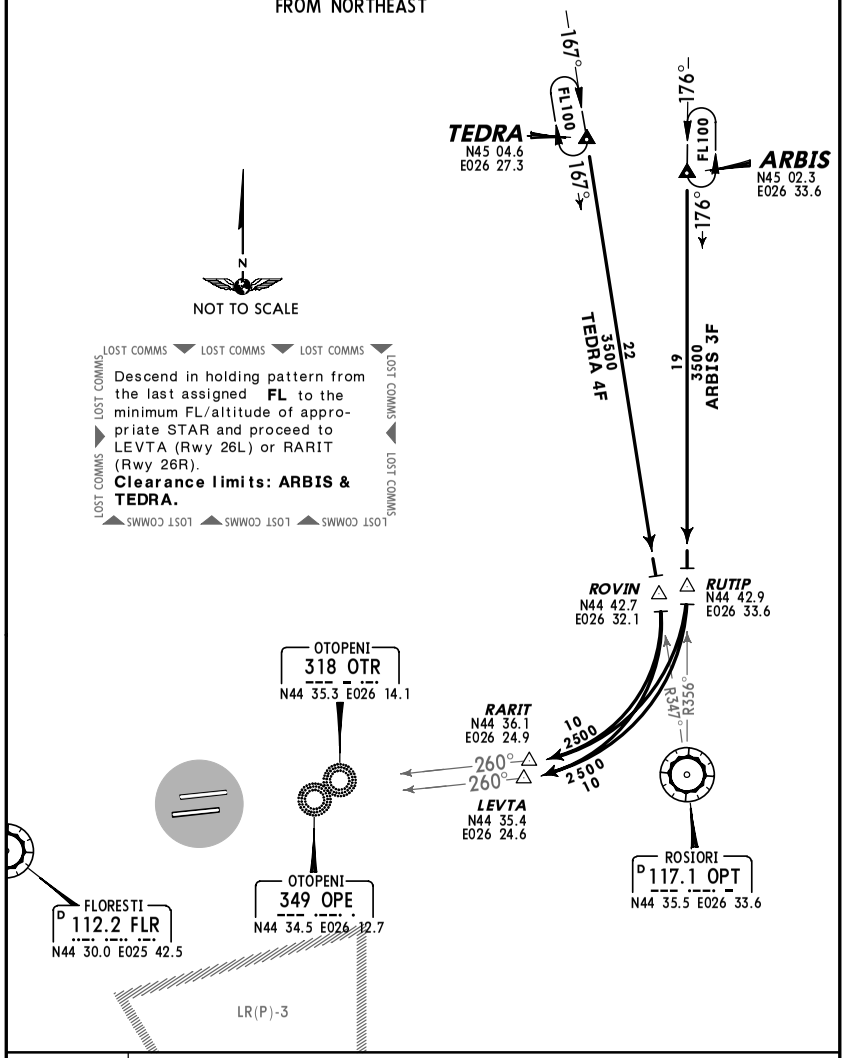
JEPPESEN **BUCHAREST, ROMANIA**

11 NOV 05 (20-2A) Eff 24 Nov **STAR**

ATIS	Apt Elev	
118.5	314′	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.



ARBIS 3F *[ARBI3F]*
TEDRA 4F *[TEDR4F]*
RWYS 26L/R ARRIVALS
FROM NORTHEAST



STAR	ROUTING
ARBIS 3F	Intercept OPT R-356 inbound to RUTIP, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
TEDRA 4F	Intercept OPT R-347 inbound to ROVIN, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: STARs renumbered, revised & transferred.

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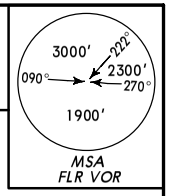
LROP/OTP
HENRI COANDA

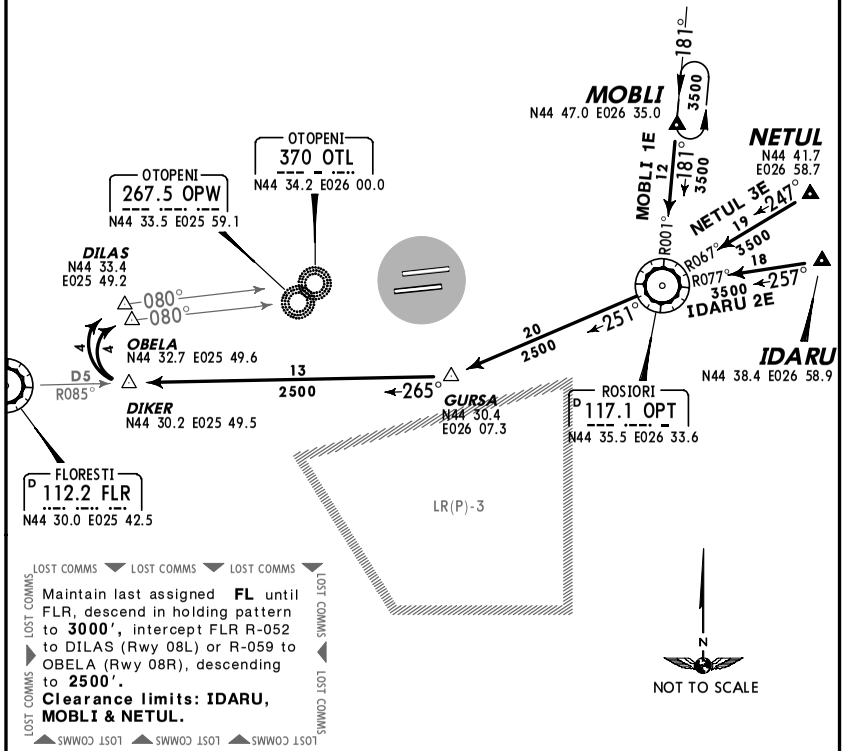
JEPPESEN **BUCHAREST, ROMANIA**

6 JAN 06 (20-2B) **STAR**

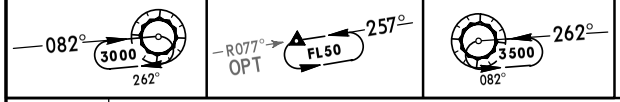
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′ STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



IDARU 2E *[IDAR2E]*
MOBLI 1E *[MOBL1E]*
NETUL 3E *[NETU3E]*
RWYS 08L/R ARRIVALS
FROM EAST



HOLDINGS OVER



STAR	ROUTING
IDARU 2E	Intercept OPT R-077 inbound to OPT, OPT R-251 to GURSA, intercept FLR R-085 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).
MOBLI 1E	Intercept OPT R-001 inbound to OPT, turn RIGHT, OPT R-251 to GURSA, intercept FLR R-085 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).
NETUL 3E	Intercept FLR R-067 inbound to OPT, OPT R-251 to GURSA, intercept FLR R-085 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).

CHANGES: STAR MOBLI 1E turn direction.

LROP/OTP
HENRI COANDA

JEPPESEN

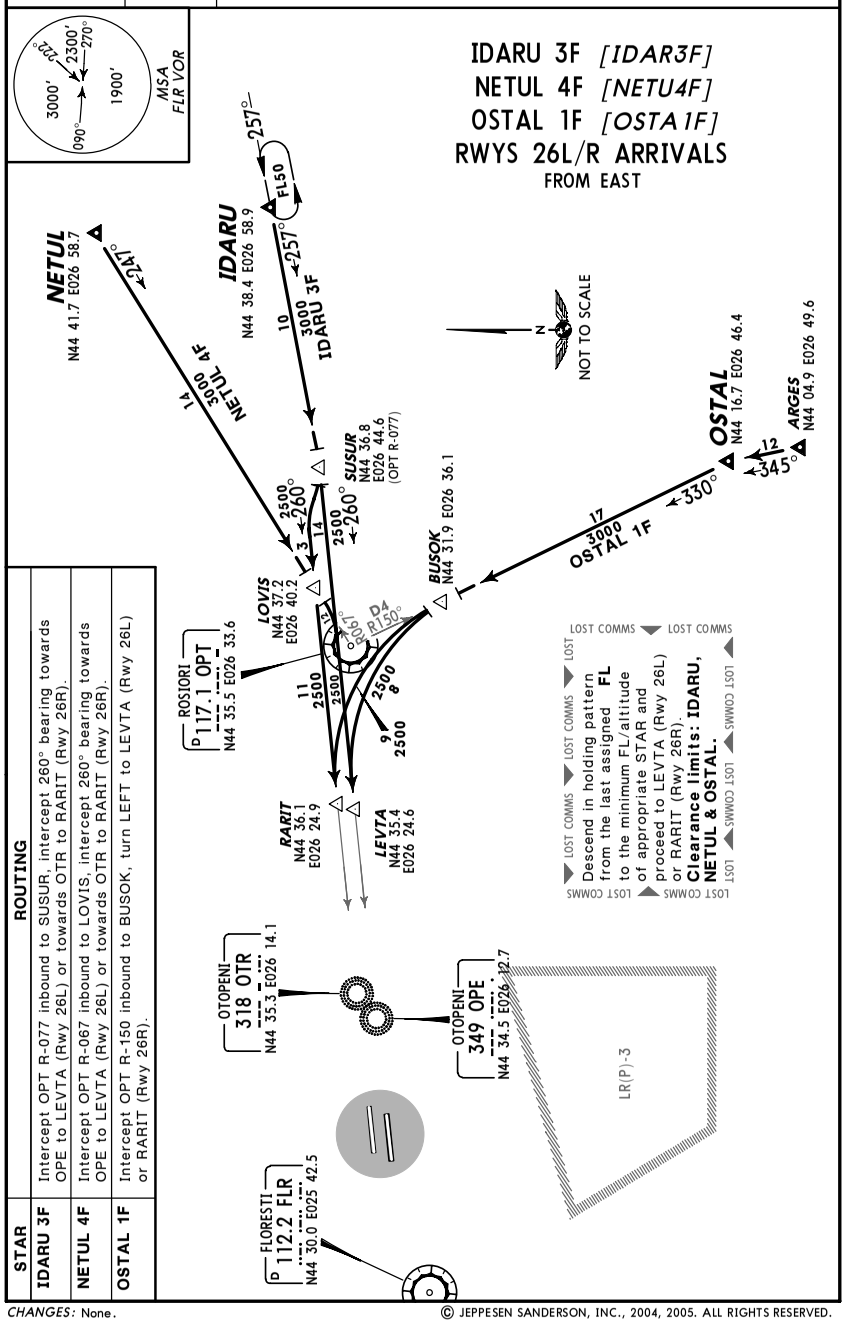
6 JAN 06 (20-2C)

BUCHAREST, ROMANIA
STAR

ATIS	Apt Elev	
118.5	314′	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.

MSA
FLR VOR
3000′ 2300′ 1900′
090° 222° 270°

IDARU 3F *[IDAR3F]*
NETUL 4F *[NETU4F]*
OSTAL 1F *[OSTA1F]*
RWYS 26L/R ARRIVALS
FROM EAST



STAR	ROUTING
IDARU 3F	Intercept OPT R-077 inbound to SUSUR, intercept 260° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R).
NETUL 4F	Intercept OPT R-067 inbound to LOVIS, intercept 260° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R).
OSTAL 1F	Intercept OPT R-150 inbound to BUSOK, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: None.

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LROP/OTP
HENRI COANDA

JEPPESEN

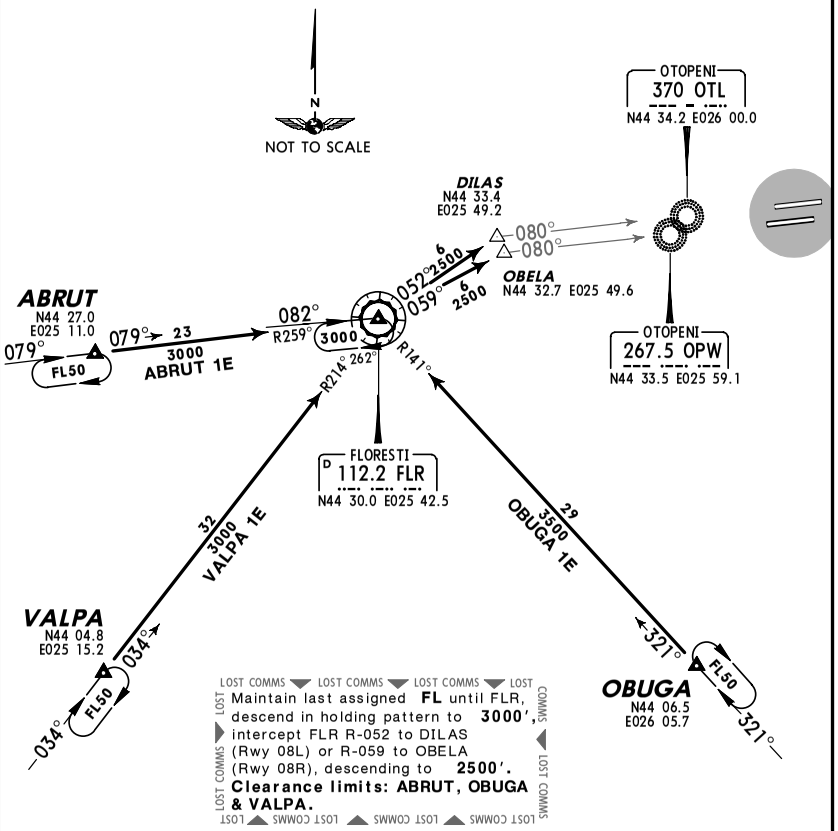
11 NOV 05 (20-2D) Eff 24 Nov

BUCHAREST, ROMANIA
STAR

ATIS	Apt Elev	
118.5	314′	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.

MSA
FLR VOR
3000′ 2300′ 1900′
090° 222° 270°

ABRUT 1E *[ABRU1E]*
OBUGA 1E *[OBUG1E]*
VALPA 1E *[VALP1E]*
RWYS 08L/R ARRIVALS
FROM SOUTH & WEST



STAR	ROUTING
ABRUT 1E	Intercept FLR R-259 inbound to FLR, FLR R-052 to DILAS (Rwy 08L) or FLR R-059 to OBELA (Rwy 08R).
OBUGA 1E	Intercept FLR R-141 inbound to FLR, FLR R-052 to DILAS (Rwy 08L) or FLR R-059 to OBELA (Rwy 08R).
VALPA 1E	Intercept FLR R-214 inbound to FLR, FLR R-052 to DILAS (Rwy 08L) or FLR R-059 to OBELA (Rwy 08R).

ALTERNATIVE PROCEDURE

Maintain last assigned **FL** until FLR, descend in holding pattern to **3000′**, intercept FLR R-052 to DILAS (Rwy 08L) or FLR R-059 to OBELA (Rwy 08R), descending to **2500′**.

CHANGES: STARs transferred.

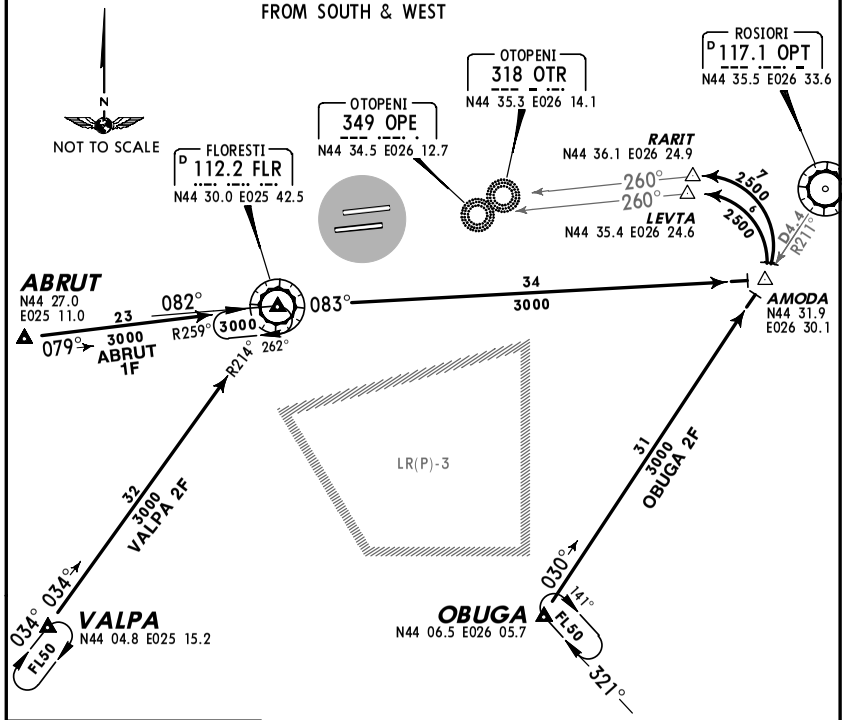
LROP/OTP HENRI COANDA — BUCHAREST, ROMANIA

JEPPESEN 11 NOV 05 (20-2E) Eff 24 Nov — STAR

ATIS	Apt Elev	
118.5	314′	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.

MSA FLR VOR: 3000′ (222°–270°) 2300′; 090°–270° 1900′

ABRUT 1F *[ABRU1F]*
OBUGA 2F *[OBUG2F]*
VALPA 2F *[VALP2F]*
RWYS 26L/R ARRIVALS
FROM SOUTH & WEST



HOLDING OVER ABRUT

LOST COMMS: Descend in holding pattern from the last assigned **FL** to the minimum FL/altitude of appropriate STAR and proceed to LEVTA (Rwy 26L) or RARIT (Rwy 26R). **Clearance limits: ABRUT, OBUGA & VALPA.**

STAR	ROUTING
ABRUT 1F	Intercept FLR R-259 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
OBUGA 2F	Intercept OPT R-211 inbound to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
VALPA 2F ❶	Intercept FLR R-214 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

❶ 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 (Rwy 26R), descending to **2500′.**

CHANGES: New chart.

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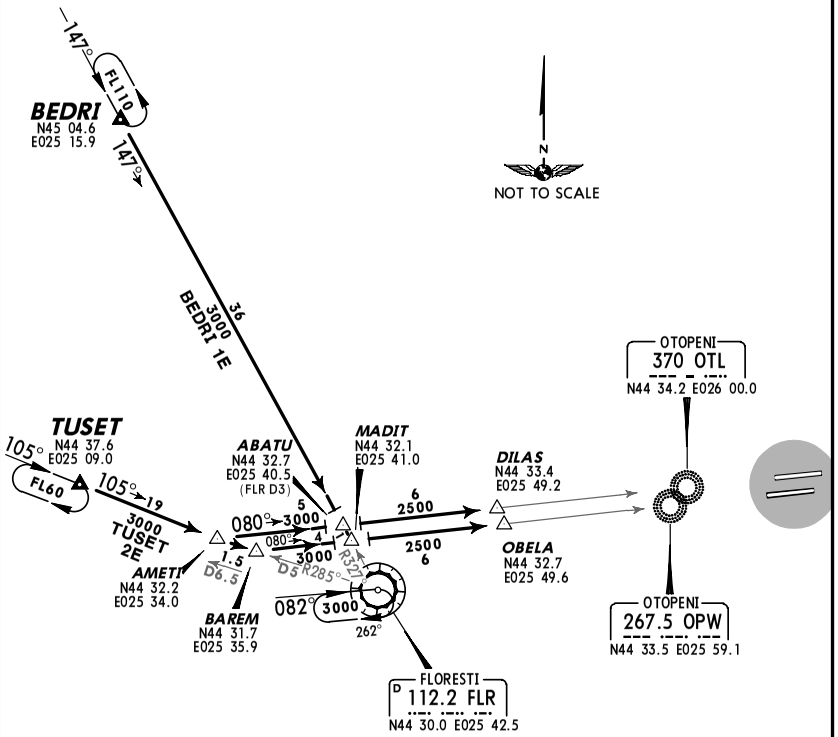
LROP/OTP HENRI COANDA — BUCHAREST, ROMANIA

JEPPESEN 11 NOV 05 (20-2F) Eff 24 Nov — STAR

ATIS	Apt Elev	
118.5	314′	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.

MSA FLR VOR: 3000′ (222°–270°) 2300′; 090°–270° 1900′

BEDRI 1E *[BEDR1E]*
TUSET 2E *[TUSE2E]*
RWYS 08L/R ARRIVALS
FROM NORTHWEST



LOST COMMS: Maintain last assigned **FL** until FLR, descend in holding pattern to **3000′**, intercept FLR R-052 to DILAS (Rwy 08L) or R-059 to OBELA (Rwy 08R), descending to **2500′.** **Clearance limits: BEDRI & TUSET.**

STAR	ROUTING
BEDRI 1E	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).
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).

CHANGES: New chart.

LROP/OTP
HENRI COANDA

JEPPESEN

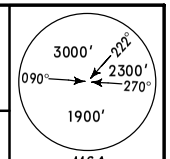
BUCHAREST, ROMANIA

11 NOV 05 (20-2G) Eff 24 Nov

STAR

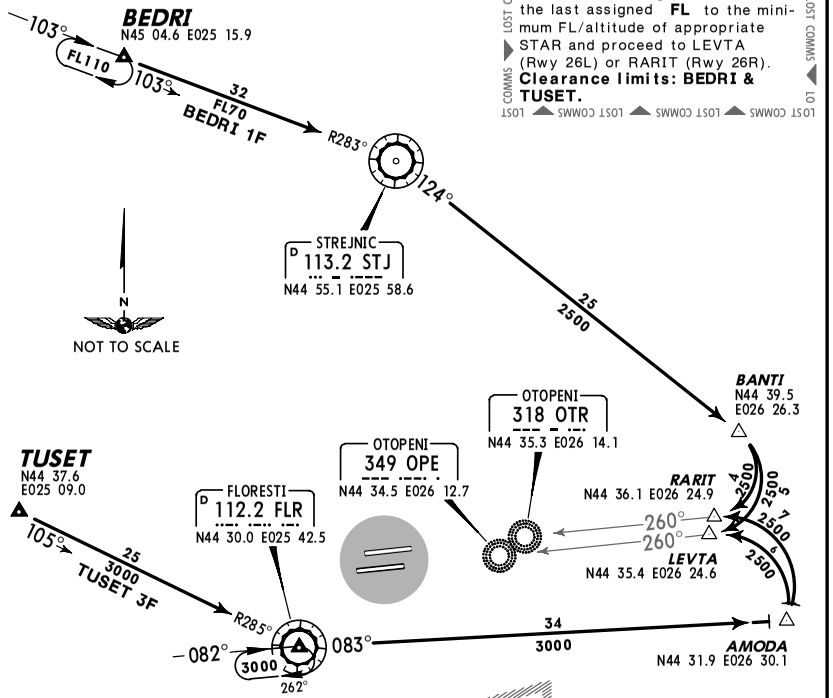
ATIS	Apt Elev
118.5	314′

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.



BEDRI 1F *[BEDR1F]*
TUSET 3F *[TUSE3F]*
RWYS 26L/R ARRIVALS
FROM NORTHWEST

LOST COMMS
Descend in holding pattern from the last assigned **FL** to the minimum FL/altitude of appropriate STAR and proceed to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
Clearance limits: BEDRI & TUSET.



HOLDING OVER TUSET

STAR	ROUTING
BEDRI 1F	Intercept STJ R-283 inbound to STJ, STJ R-124 to BANTI, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
TUSET 3F	Intercept FLR R-285 inbound to FLR, FLR R-083 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: New chart.

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LROP/OTP
HENRI COANDA

JEPPESEN

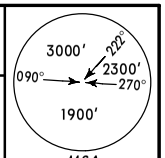
BUCHAREST, ROMANIA

11 NOV 05 (20-3) Eff 24 Nov

SID

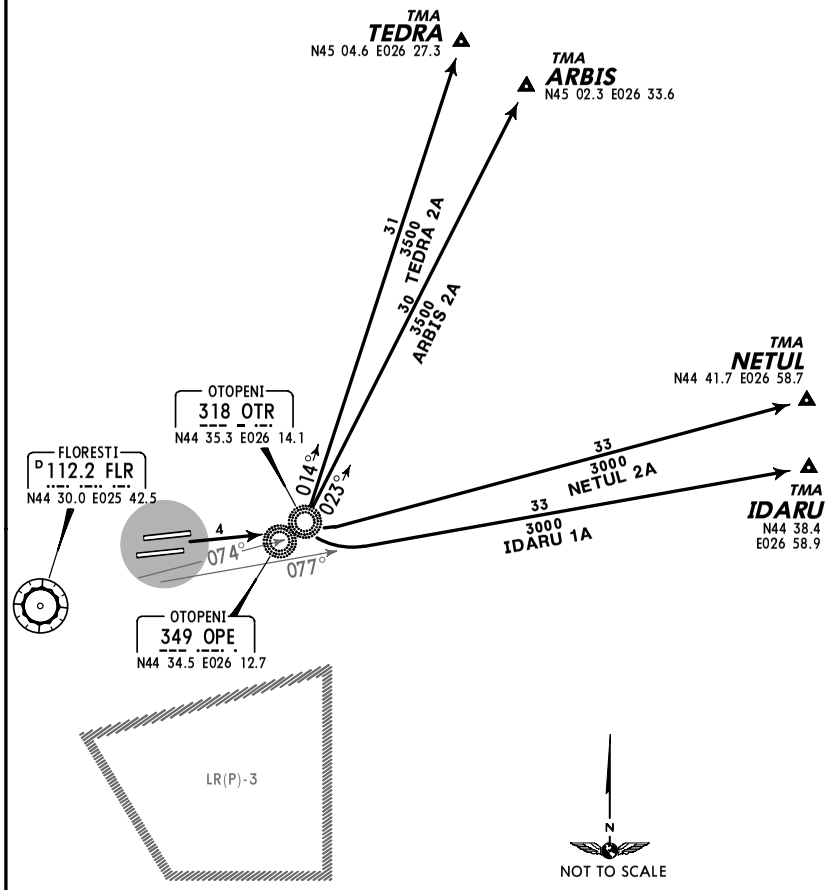
Apt Elev
314′

Trans level: By ATC Trans alt: 4000′
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



ARBIS 2A *[ARBI2A]*, IDARU 1A *[IDAR1A]*
NETUL 2A *[NETU2A]*, TEDRA 2A *[TEDR2A]*
RWYS 08R/L DEPARTURES
TO NORTHEAST & EAST

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



SID	ROUTING
ARBIS 2A	To OTR, turn LEFT, 023° bearing to ARBIS.
IDARU 1A	To OTR/OPE, turn RIGHT, intercept FLR R-077 to IDARU.
NETUL 2A	To OTR/OPE, intercept FLR R-074 to NETUL.
TEDRA 2A	To OTR, turn LEFT, 014° bearing to TEDRA.

CHANGES: SIDs ARBIS 1A & TEDRA 1A renumb 2A & revised.

LROP/OTP
HENRI COANDA

JEPPESEN

BUCHAREST, ROMANIA

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

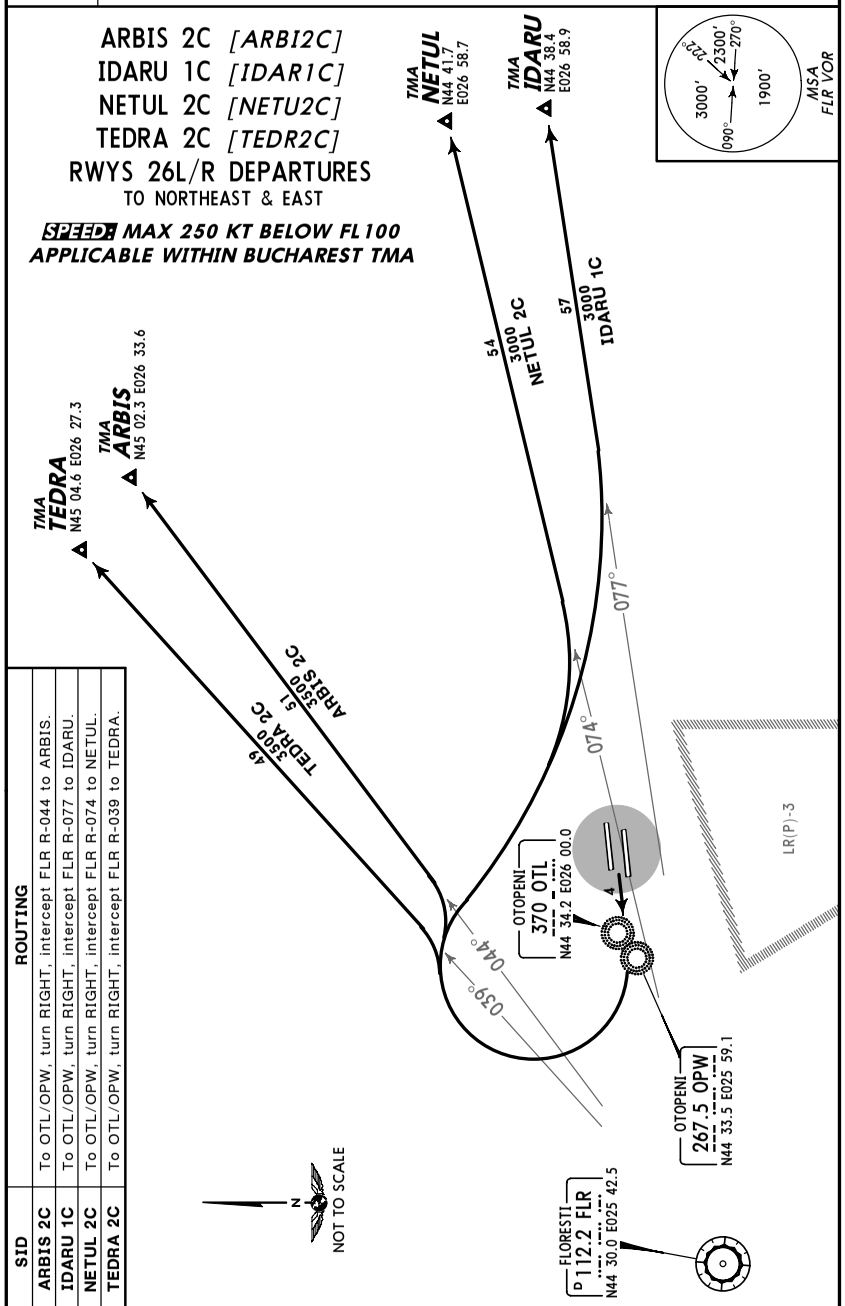
SID

Apt Elev 314′

Trans level: By ATC Trans alt: 4000′
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

ARBIS 2C *[ARBI2C]*
IDARU 1C *[IDAR1C]*
NETUL 2C *[NETU2C]*
TEDRA 2C *[TEDR2C]*
RWYS 26L/R DEPARTURES
TO NORTHEAST & EAST

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



SID	ROUTING
ARBIS 2C	To OTL/OPW, turn RIGHT, intercept FLR R-044 to ARBIS.
IDARU 1C	To OTL/OPW, turn RIGHT, intercept FLR R-077 to IDARU.
NETUL 2C	To OTL/OPW, turn RIGHT, intercept FLR R-074 to NETUL.
TEDRA 2C	To OTL/OPW, turn RIGHT, intercept FLR R-039 to TEDRA.

CHANGES: SIDs ARBIS 1C & TEDRA 1C renumb 2C & revised.

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LROP/OTP
HENRI COANDA

JEPPESEN

BUCHAREST, ROMANIA

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

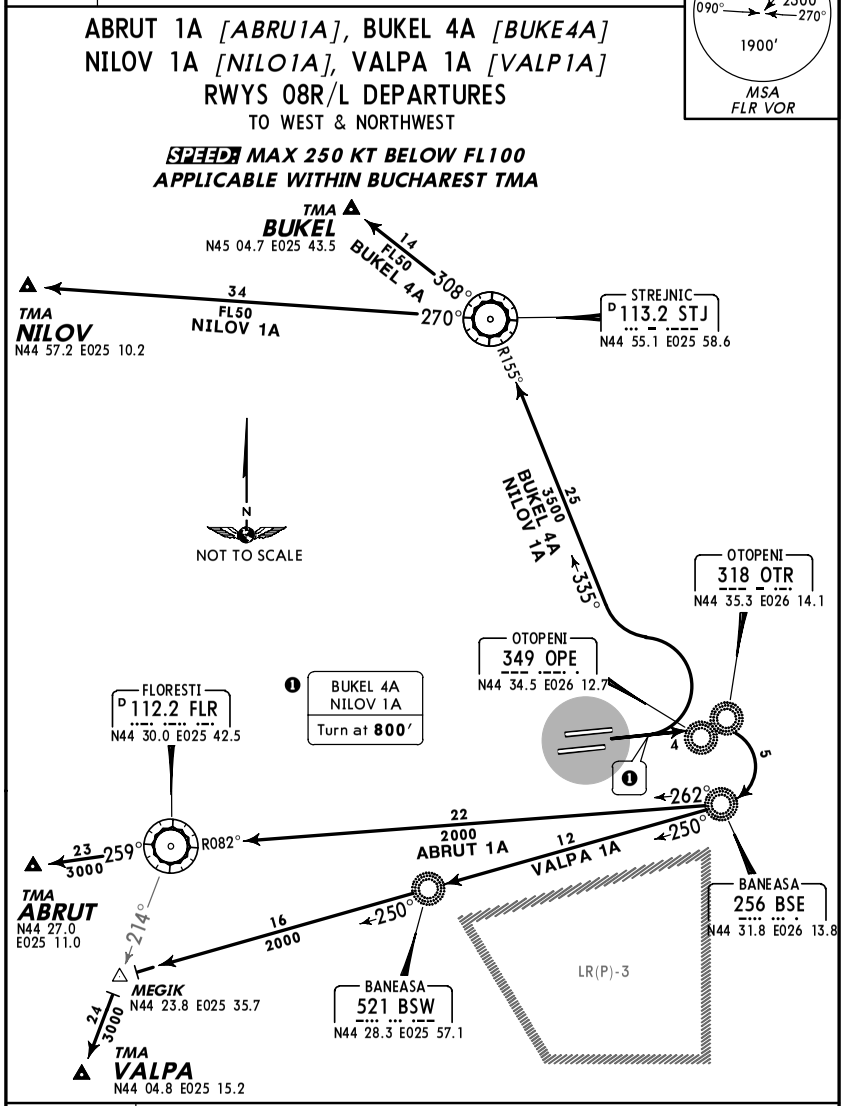
SID

Apt Elev 314′

Trans level: By ATC Trans alt: 4000′
SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

ABRUT 1A *[ABRU1A]*, BUKEL 4A *[BUKE4A]*
NILOV 1A *[NILO1A]*, VALPA 1A *[VALP1A]*
RWYS 08R/L DEPARTURES
TO WEST & NORTHWEST

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



SID	ROUTING
ABRUT 1A	To OTR/OPE, turn RIGHT, intercept FLR R-082 inbound to FLR, FLR R-259 to ABRUT.
BUKEL 4A ❷	Climb on runway track to **800′**, intercept STJ R-155 inbound to STJ, STJ R-308 to BUKEL.
NILOV 1A	Climb on runway track to **800′**, intercept STJ R-155 inbound to STJ, STJ R-270 to NILOV.
VALPA 1A	To OTR/OPE, turn RIGHT to BSE, 250° bearing via BSW to MEGIK, intercept FLR R-214 to VALPA.

❷ Not available for traffic to NEPOT.

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

LROP/OTP
HENRI COANDA

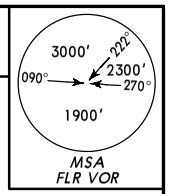
JEPPESEN

BUCHAREST, ROMANIA

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

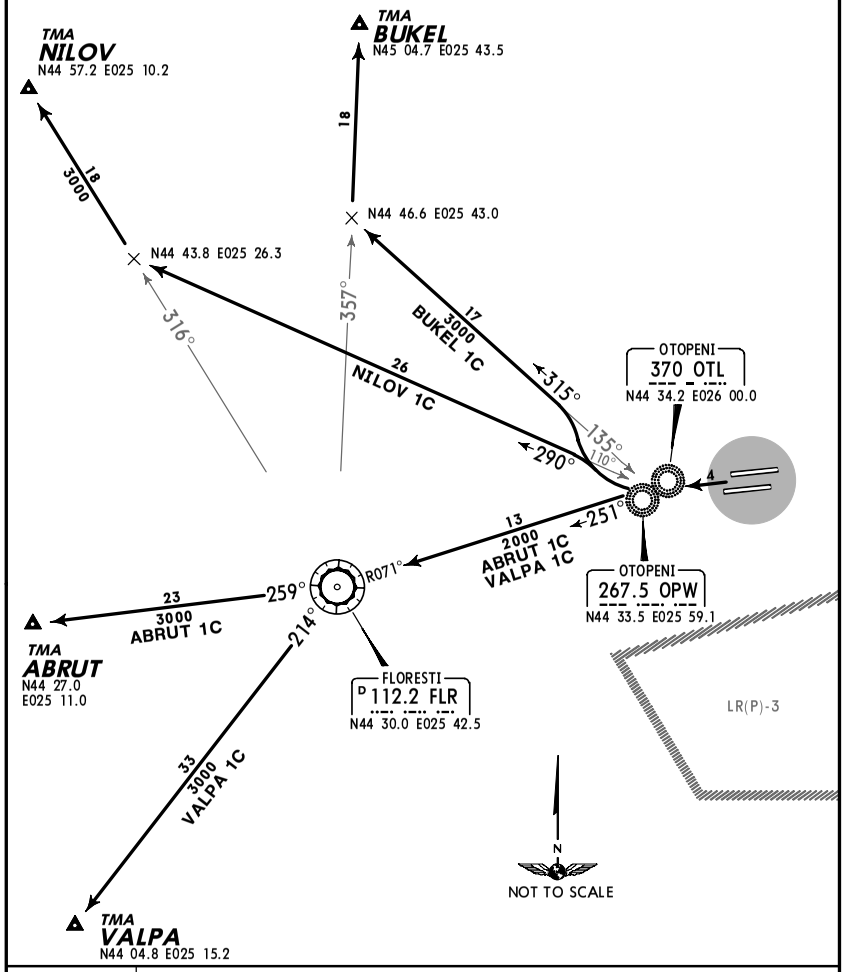
SID

Apt Elev	
314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



ABRUT 1C *[ABRU1C]*, BUKEL 1C *[BUKE1C]*
NILOV 1C *[NILO1C]*, VALPA 1C *[VALP1C]*
RWYS 26L/R DEPARTURES
TO WEST & NORTHWEST

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



SID	ROUTING
ABRUT 1C	To OTL/OPW, intercept FLR R-071 inbound to FLR, FLR R-259 to ABRUT.
BUKEL 1C ❶	To OTL/OPW, turn RIGHT, 315° bearing, intercept FLR R-357 to BUKEL.
NILOV 1C	To OTL/OPW, turn RIGHT, 290° bearing, intercept FLR R-316 to NILOV.
VALPA 1C	To OTL/OPW, intercept FLR R-071 inbound to FLR, FLR R-214 to VALPA.

❶ Not available for traffic to NEPOT.

CHANGES: None.

LROP/OTP
HENRI COANDA

P-RNAV (DME/DME)

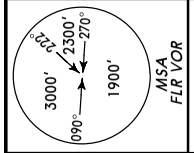
JEPPESEN

BUCHAREST, ROMANIA

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

RNAV SID

Apt Elev	
314′	Trans level: By ATC Trans alt: 4000′ **1.** P-RNAV approval required. **2.** If unable to comply advise ATC and expect re-routing.



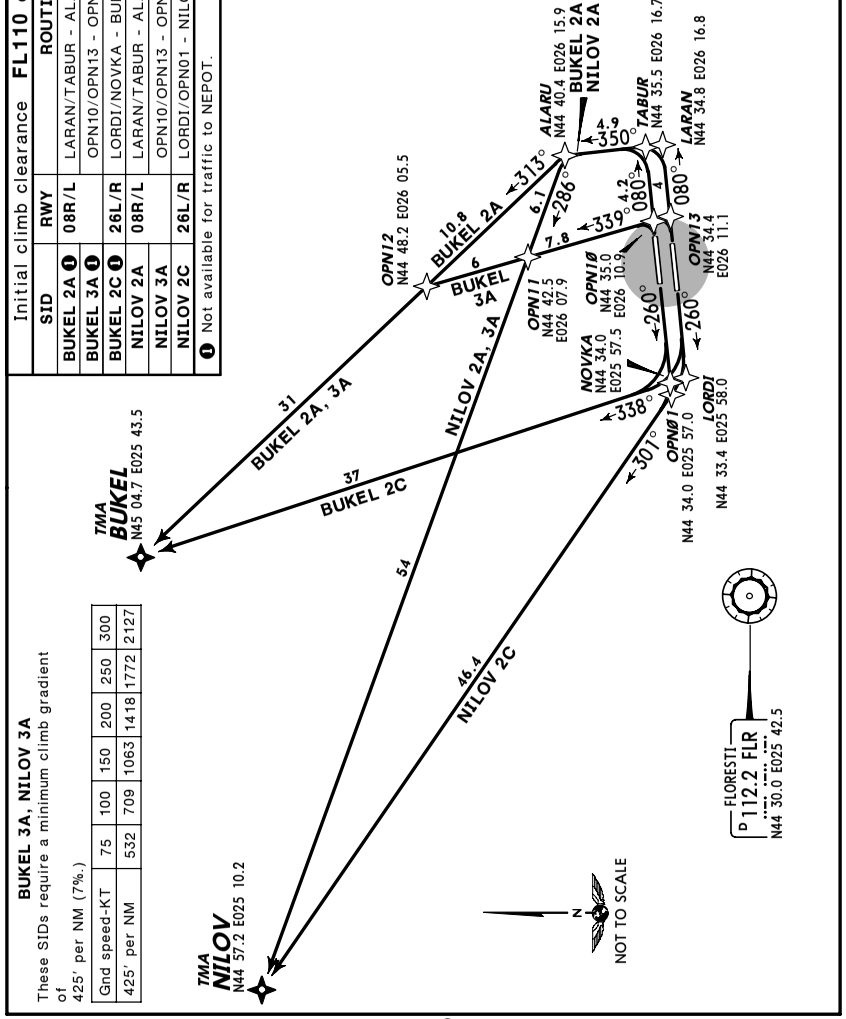
BUKEL 2A *[BUKE2A]*, BUKEL 3A *[BUKE3A]*
BUKEL 2C *[BUKE2C]*, NILOV 2A *[NILO2A]*
NILOV 3A *[NILO3A]*, NILOV 2C *[NILO2C]*
RWYS 08R/L, 26L/R RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA

Initial climb clearance **FL110** or above

SID	RWY	ROUTING
BUKEL 2A ❶	08R/L	LARAN/TABUR - ALARU - BUKEL.
BUKEL 3A ❶		OPN10/OPN13 - OPN12 - BUKEL.
BUKEL 2C ❶	26L/R	LORDI/NOVKA - BUKEL.
NILOV 2A	08R/L	LARAN/TABUR - ALARU - NILOV.
NILOV 3A		OPN10/OPN13 - OPN11 - NILOV.
NILOV 2C	26L/R	LORDI/OPN01 - NILOV.

❶ Not available for traffic to NEPOT.



BUKEL 3A, NILOV 3A
These SIDs require a minimum climb gradient of 425′ per NM (7%.)

Gnd speed-KT	75	100	150	200	250	300
425′ per NM	532	709	1063	1418	1772	2127

CHANGES: RNAV SIDs BUKEL 3A/NILOV 3A estbld; restrictions.

LROP/OTP HENRI COANDA (DME/DME) P-RNAV

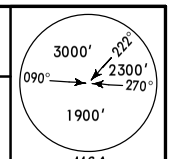
JEPPESEN

BUCHAREST, ROMANIA

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

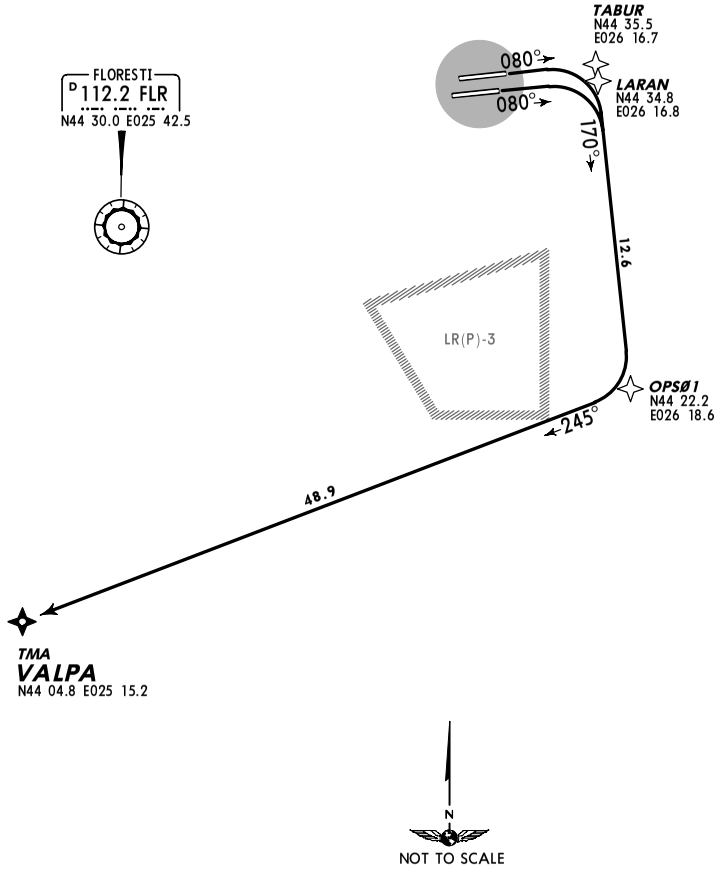
RNAV SID

Apt Elev	
314′	Trans level: By ATC Trans alt: 4000′ **1.** P-RNAV approval required. **2.** If unable to comply advise ATC and expect re-routing.



VALPA 2A *[VALP2A]*
RWYS 08R/L RNAV DEPARTURE

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



Initial climb clearance **FL110** or above

ROUTING

LARAN/TABUR - OPS01 - VALPA.

CHANGES: Restrictions.

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LROP/OTP HENRI COANDA

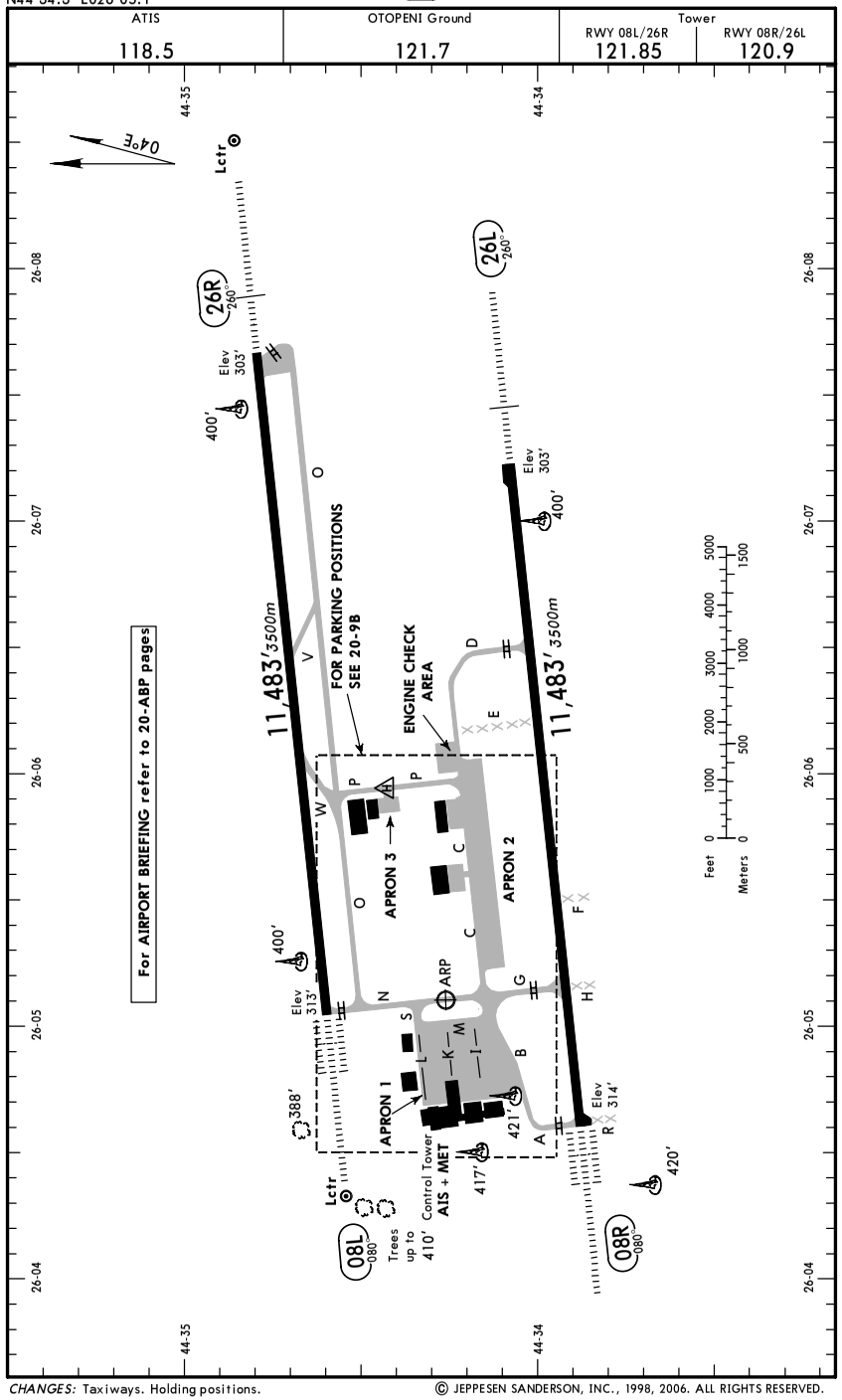
Apt Elev **314′**
N44 34.3 E026 05.1

JEPPESEN

BUCHAREST, ROMANIA

13 JAN 06 (20-9) Eff 19 Jan

ATIS	OTOPENI Ground	Tower	
		RWY 08L/26R	RWY 08R/26L
118.5	121.7	121.85	120.9



CHANGES: Taxiways. Holding positions.

LROP/OTP

JEPPESEN

BUCHAREST, ROMANIA

13 JAN 06 (20-9A) Eff 19 Jan

HENRI COANDA

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08L	HIRL *(60m)* CL *(15m)* ALSF-II TDZ ❶ HST-V RVR		10,444′ *3183m*		148′ *45m*
26R	HIRL *(60m)* CL *(15m)* HIALS PAPI-L (3.0°) ❷ RVR		10,512′ *3204m*		
❶ PAPI-L (3.0°)					
❷ HST-W					
08R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ ❸ RVR		10,328′ *3148m*	❹	148′ *45m*
26L	HIRL *(60m)* CL *(15m)* HIALS PAPI-L (2.7°) RVR		10,338′ *3151m*		
❸ PAPI-L (2.7°)					

❹ TAKE-OFF RUN AVAILABLE

RWY 08R:
From rwy head 11,483′ (3500m)
twy G int 9072′ (2765m)

RWY 26L:
From rwy head 11,483′ (3500m)
twy D int 8169′ (2490m)

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1		**APRON 2**
1	N44 34.3 E026 04.7	1, 2	N44 34.2 E026 06.0
2, 3	N44 34.3 E026 04.8	3, 4	N44 34.2 E026 05.9
4, 5	N44 34.3 E026 04.9	5	N44 34.2 E026 05.8
6	N44 34.3 E026 05.0	6	N44 34.1 E026 05.8
7	N44 34.2 E026 05.0	7 thru 9	N44 34.1 E026 05.7
8, 9	N44 34.2 E026 04.9	10, 11	N44 34.1 E026 05.6
10 thru 12	N44 34.2 E026 04.8	12 thru 14	N44 34.1 E026 05.5
13	N44 34.2 E026 04.7	15 thru 18	N44 34.1 E026 05.4
14 thru 16	N44 34.1 E026 04.7	19 thru 21	N44 34.1 E026 05.3
17	N44 34.1 E026 04.8	22	N44 34.1 E026 05.2
18 thru 20	N44 34.1 E026 04.9		
21	N44 34.1 E026 05.0		**APRON 3**
22	N44 34.1 E026 04.8	1 thru 4	N44 34.4 E026 05.9
23, 24	N44 34.1 E026 04.9	5, 6	N44 34.4 E026 05.8

JAR-OPS TAKE-OFF ❶

All Rwys
LVP must be in Force

	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
C						
D	*150m*	*200m*	*250m*	*300m*		

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

CHANGES: HST added. TORA 08L.

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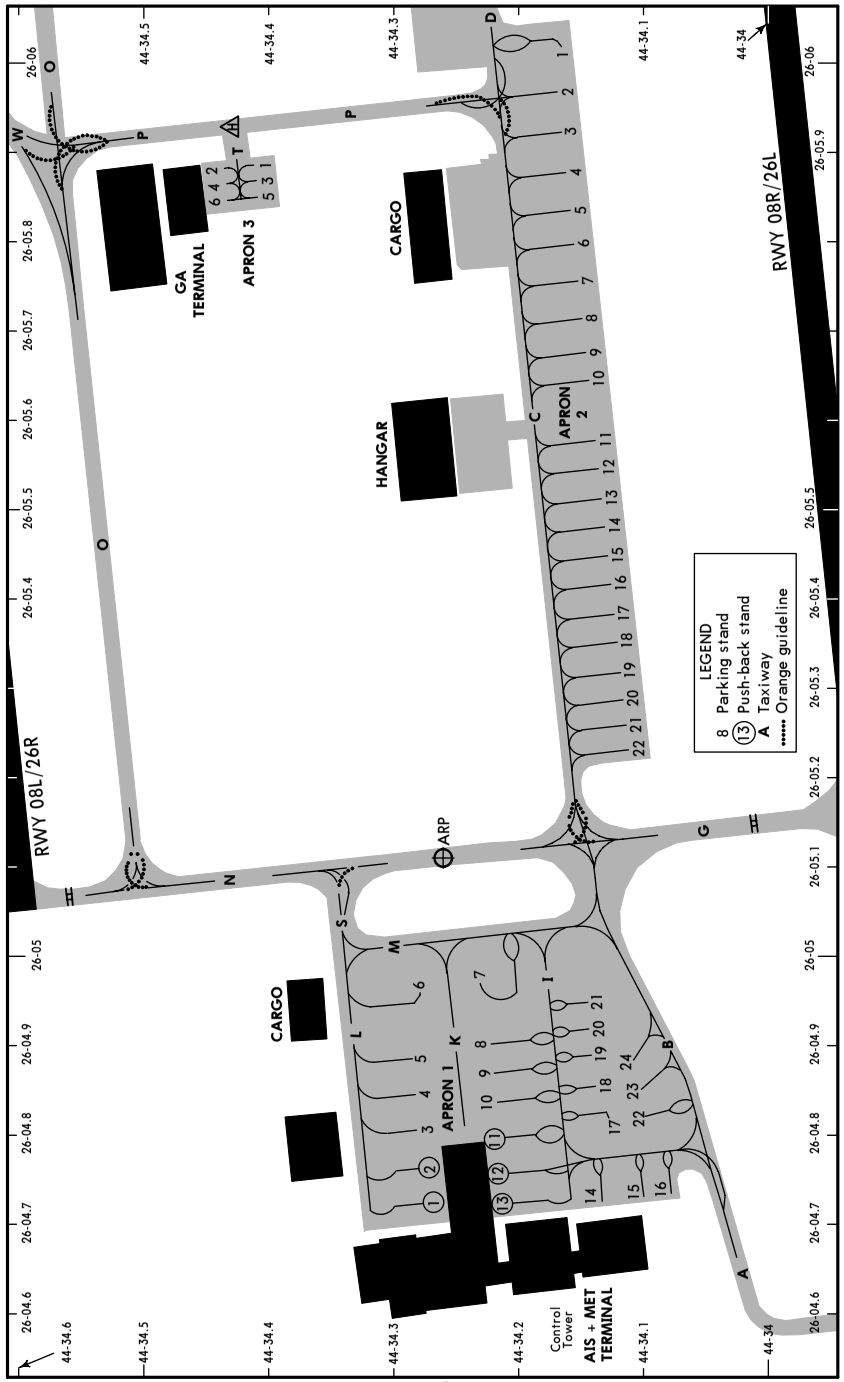
LROP/OTP

JEPPESEN

BUCHAREST, ROMANIA

13 JAN 06 (20-9B) Eff 19 Jan

HENRI COANDA



CHANGES: Twy O. Orange guideline.

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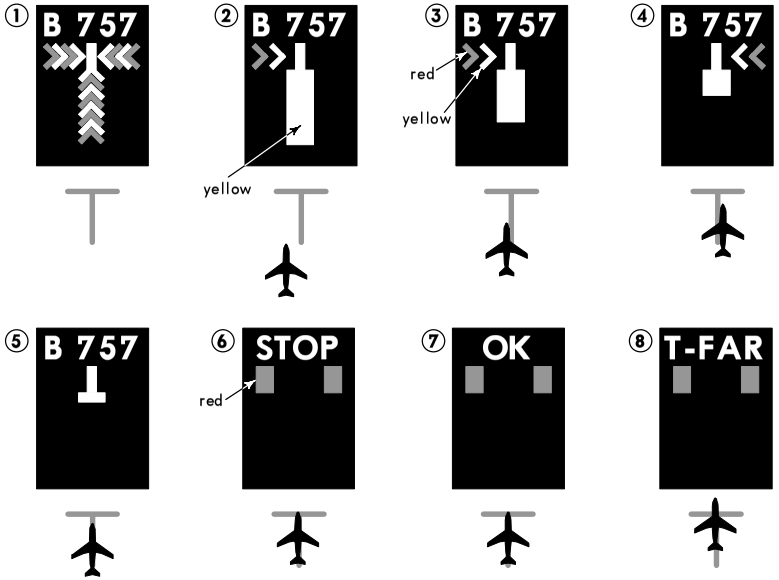
DOCKING GUIDANCE SYSTEM (SAFEDOCK)

A. DESCRIPTION

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

B. DOCKING PROCEDURE

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 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 in the azimuth guidance area of the display. While the acft is stopped, the system will attempt to 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 OTOPENI Ground to obtain clearance to complete the docking procedure.



1. Check that the correct acft type is displayed. The scrolling arrows indicate that the system is activated.
2. 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.
3. 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).

CHANGES: None.

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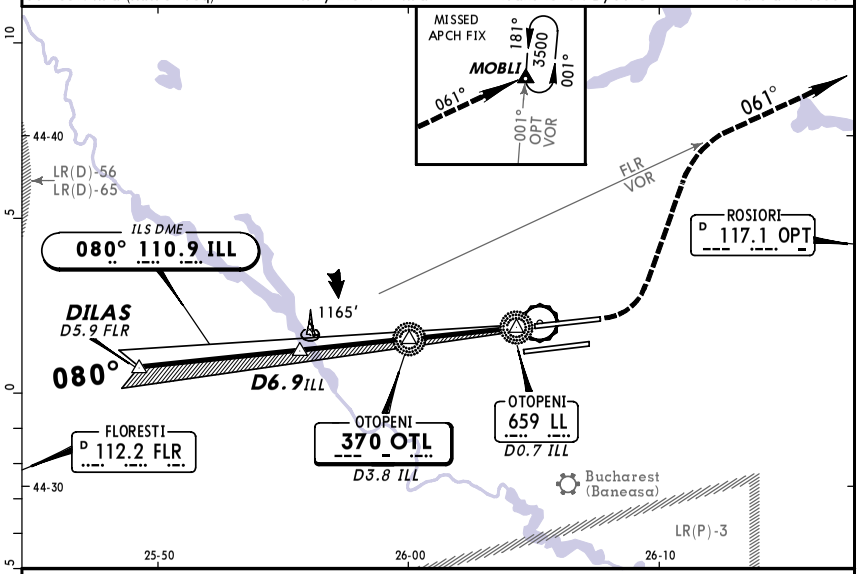
BRIEFING STRIP™

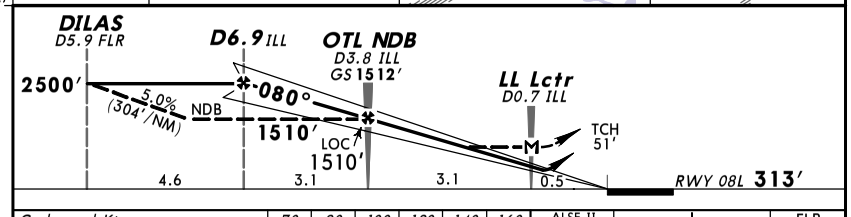
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7

LOC ILL 110.9	Final Apch Crs 080°	GS OTL NDB 1512'(1199')	ILS DA(H) 513'(200')	Apt Elev 314'	2500' 090° 270° 1900' MSA Airport
NDB OTL 370		Minimum Alt OTL NDB 1510'(1197')	NDB MDA(H) Refer to Minimums	RWY 313'	

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

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 4000'





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Descent Gradient 5.2%	377	484	538	646	753	861
MAP at LL Lctr/D0.7 ILL						

ALSF-II PAPI 800' on 080° FLR 112.2 R-061 LT

JAR-OPS STRAIGHT-IN LANDING RWY 08L

	ILS DA(H) 513'(200')		LOC (GS out) MDA(H) 690'(377')		NDB MDA(H) AB: 710'(397') CD: 720'(407')		CIRCLE-TO-LAND Not authorized South of airport	
	FULL	ALS out		ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m	100	770'(456') 1500m
B			RVR 1000m		RVR 1000m		135	820'(506') 1600m
C				RVR 1800m		RVR 1800m	180	990'(676')2400m
D			RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m	205	1100'(786')3600m

PANS OPS 4

CHANGES: MSA.

LROP/OTP HENRI COANDA — BUCHAREST, ROMANIA

JEPPESEN 7 JUL 06 (21-1A)

CAT II ILS DME Rwy 08L

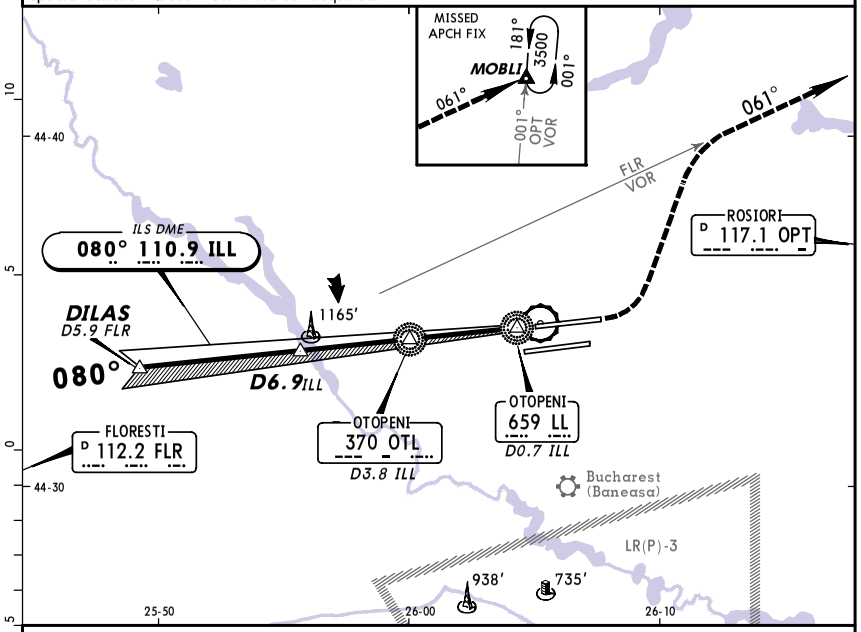
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7

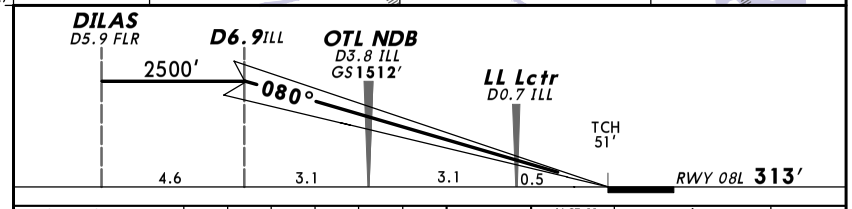
LOC	Final Apch Crs	GS	CAT II ILS	
ILL 110.9	080°	OTL NDB 1512′ (1199′)	RA 99′ DA(H) 413′ (100′)	Apt Elev 314′ RWY 313′

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

2500′ 090° 270° 1900′ MSA Airport

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
Special Aircrew & Acft Certification required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II PAPI 800′ on 080° FLR 112.2 R-061 LT

JAR-OPS STRAIGHT-IN LANDING RWY 08L

CAT II ILS

ABCD

RA 99′
DA(H) 413′ (100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: MSA.

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LROP/OTP HENRI COANDA — BUCHAREST, ROMANIA

JEPPESEN 7 JUL 06 (21-2)

ILS DME or NDB DME Rwy 08R

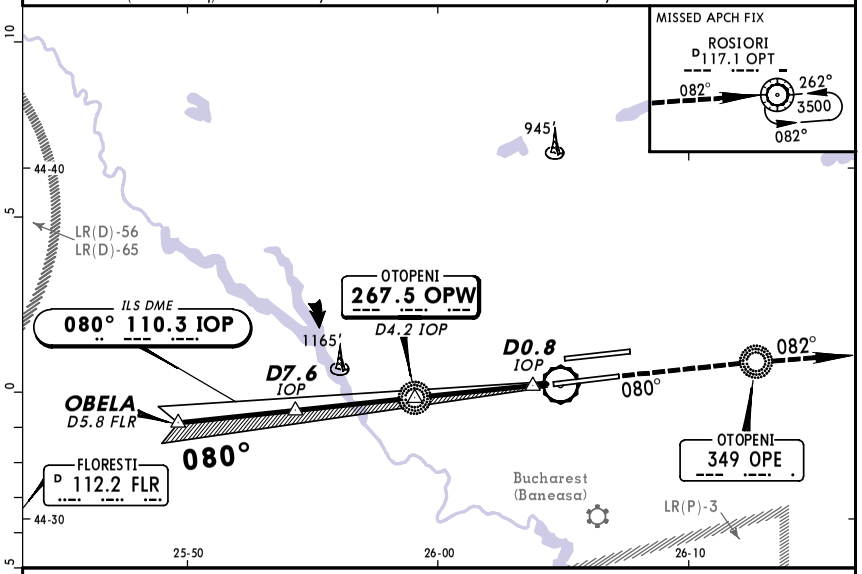
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7

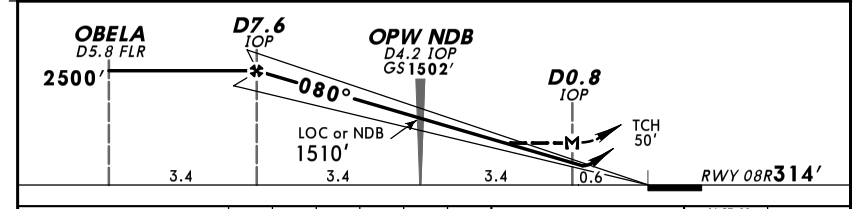
LOC	Final Apch Crs	GS	ILS	
IOP 110.3	080°	OPW NDB 1502′ (1188′)	DA(H) 514′ (200′)	Apt Elev 314′ RWY 314′
NDB OPW 267.5		Minimum Alt D7.6 IOP 2500′ (2186′)	NDB MDA(H) Refer to Minimums	

2500′ 090° 270° 1900′ MSA Airport

MISSED APCH: Climb via OPE NDB to OPT VOR to 3500′ and hold, or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.70° or LOC or NDB Desc Grad 4.7%	338	435	483	580	677	773
MAP at D0.8 IOP						

ALSF-II PAPI OPE 349

JAR-OPS STRAIGHT-IN LANDING RWY 08R

	ILS DA(H) 514′ (200′)		LOC (GS out) MDA(H) 690′ (376′)		NDB MDA(H) AB: 710′ (396′) CD: 720′ (406′)	
	FULL	ALS out		ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m
B			RVR 1000m		RVR 1000m	
C				RVR 1800m		RVR 1800m
D			RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	770′ (456′)	1500m
135	820′ (506′)	1600m
180	990′ (676′)	2400m
205	1100′ (786′)	3600m

PANS OPS 4

CHANGES: MSA.

LROP/OTP
HENRI COANDA

JEPPESEN 7 JUL 06 (21-2A)

BUCHAREST, ROMANIA
CAT II ILS DME Rwy 08R

BRIEFING STRIP

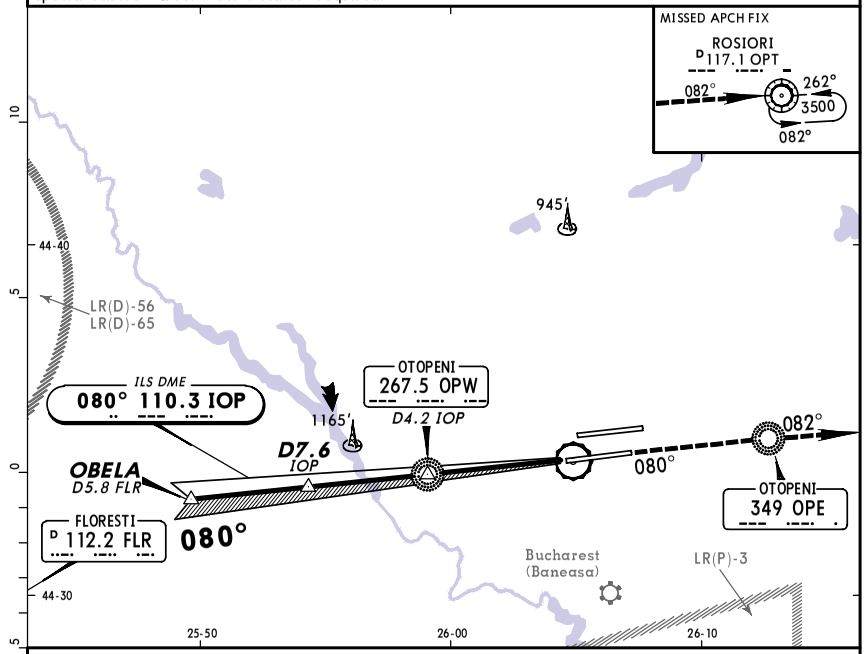
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7

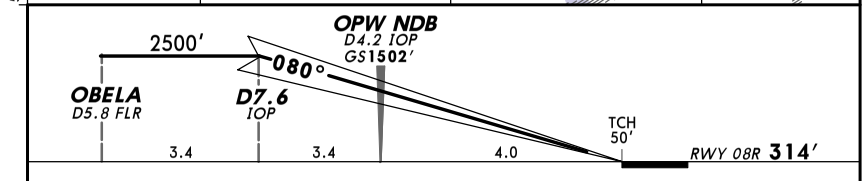
LOC IOP 110.3	Final Apch Crs 080°	GS OPW NDB 1502′ (1188′)	CAT II ILS RA 101′ DA(H) 414′ (100′)	Apt Elev 314′ RWY 314′

MISSED APCH: Climb via OPE NDB to OPT VOR to 3500′ and hold, or as directed.

2500′ 090° 270° 1900′ MSA Airport

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
Special Aircrew & Acft Certification required.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	338	435	483	580	677	773

ALSF-II PAPI OPE 349

JAR-OPS

STRAIGHT-IN LANDING RWY 08R
CAT II ILS
ABCD
RA 101′
DA(H) 414′ (100′)

RVR 300m 1

1 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

PANS OPS 4

CHANGES: MSA.

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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.

LROP/OTP
HENRI COANDA

JEPPESEN 7 JUL 06 (21-3)

BUCHAREST, ROMANIA
ILS DME or NDB DME Rwy 26L

BRIEFING STRIP

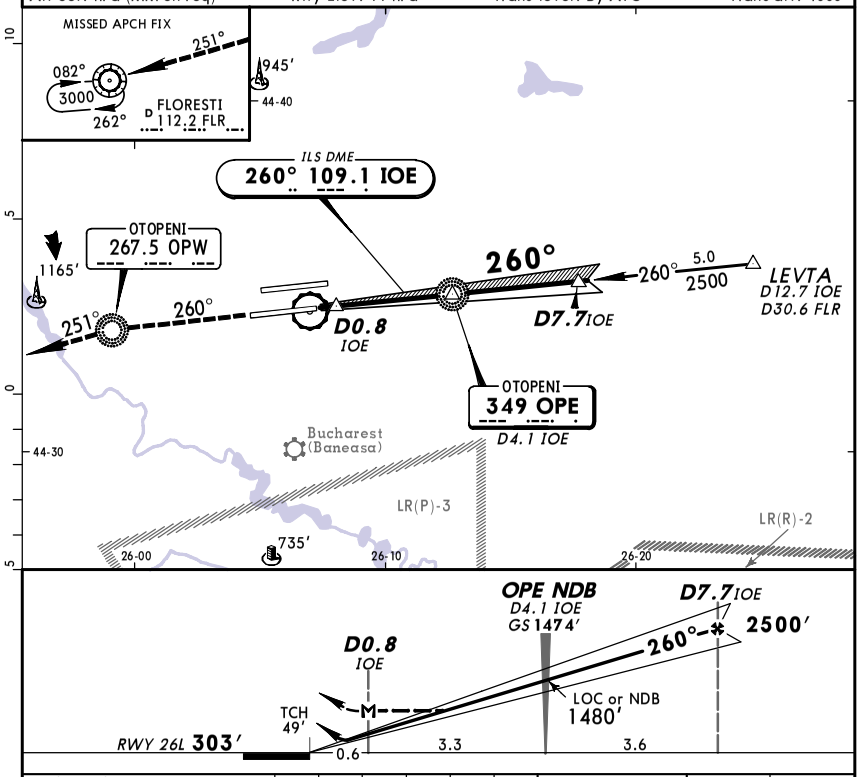
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7

LOC IOE 109.1	Final Apch Crs 260°	GS OPE NDB 1474′ (1171′)	ILS DA(H) 503′ (200′)	Apt Elev 314′ RWY 303′
NDB OPE 349		Minimum Alt D7.7 IOE 2500′ (2197′)	NDB MDA(H) 790′ (487′)	

2500′ 090° 270° 1900′ MSA Airport

MISSED APCH: Climb via OPW NDB to FLR VOR to 3000′ and hold, or as directed.

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.70° or LOC or NDB Descent Gradient 4.7%	340	437	486	583	680	777
MAP at D0.8 IOE						

HIALS PAPI OPW 267.5

JAR-OPS

STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 503′ (200′) FULL	ILS DA(H) 503′ (200′) ALS out	LOC (GS out) MDA(H) 730′ (427′)		NDB MDA(H) 790′ (487′)	
				ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B						
C			RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m
D			RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	770′ (456′) 1	1500m
135	820′ (506′)	1600m
180	990′ (676′)	2400m
205	1100′ (786′)	3600m

1 After NDB apch: MDA(H) 790′ (476′).

PANS OPS 4

CHANGES: MSA.

LROP/OTP
HENRI COANDA

JEPPESEN 7 JUL 06 (21-4)

BUCHAREST, ROMANIA
ILS DME or NDB DME Rwy 26R

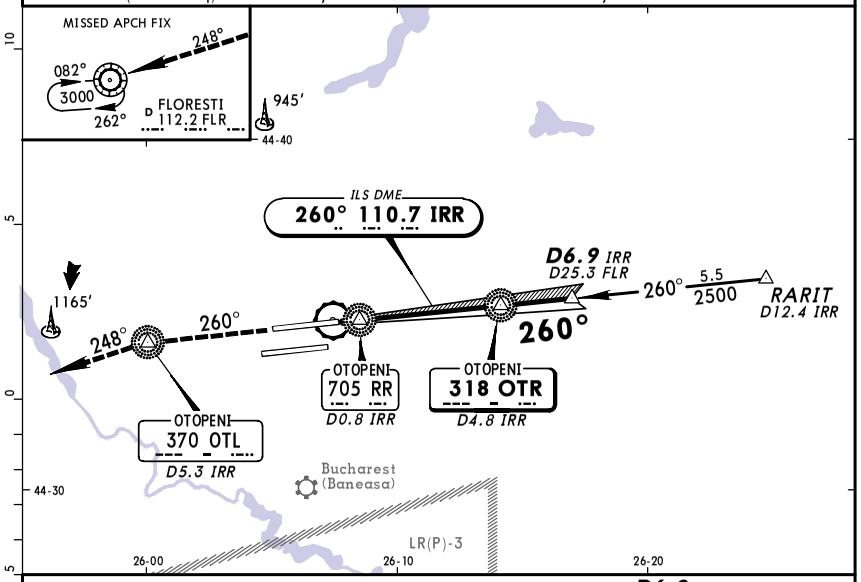
BRIEFING STRIP™

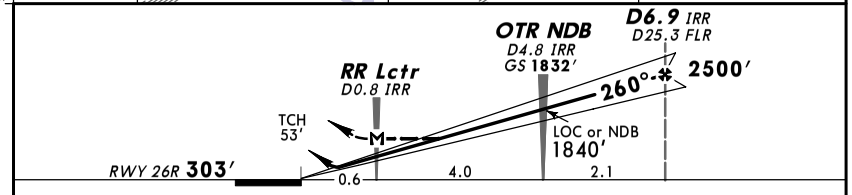
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7

LOC IRR **110.7**	Final Apch Crs **260°**	GS **OTR NDB** **1832′** (1529′)	ILS DA(H) **503′** (200′)	Apt Elev 314′	2500′ 090° 270° 1900′ MSA Airport
NDB OTR **318**		Minimum Alt **D6.9 IRR** **2500′** (2197′)	NDB MDA(H) **710′** (407′)	RWY **303′**	

MISSED APCH: Climb via OTL NDB to FLR VOR to 3000′ and hold, or as directed.

Alt Set: hPa (MM on req) | Rwy Elev: 11 hPa | Trans level: By ATC | Trans alt: 4000′





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	484	538	646	753	861
MAP at RR Lctr/D0.8 IRR						

HIALS PAPI

OTL **370**

PANS OPS 4

JAR-OPS STRAIGHT-IN LANDING RWY **26R**

	ILS DA(H) **503′** (200′) FULL	ILS DA(H) **503′** (200′) ALS out	LOC (GS out) MDA(H) **600′** (297′)	LOC (GS out) MDA(H) **600′** (297′) ALS out	NDB MDA(H) **710′** (407′)	NDB MDA(H) **710′** (407′) ALS out
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1500m	RVR 900m	RVR 1500m
B					RVR 1000m	
C				RVR 1600m		RVR 1800m
D			RVR 1200m	RVR 1800m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	770′ (456′)	1500m
135	820′ (506′)	1600m
180	990′ (676′)	2400m
205	1100′ (786′)	3600m

CHANGES: MSA.