

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport LRBS

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9A) Ufn LVP suspended.

LRBS (Baneasa-Aurel Vlaicu)**General Info**

Bucharest, ROU

N 44° 30.2' E 26° 06.2' Mag Var: 3.8°E

Elevation: 299'

Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 07-25 10171' x 148' asphalt

Runway 07 (70.0°M) TDZE 299'

Lights: Edge, ALS, Centerline, TDZ

Displaced Threshold Distance 459'

Runway 25 (250.0°M) TDZE 282'

Lights: Edge, ALS, Centerline, TDZ

Communications InfoBaneasa Tower **120.8**Baneasa Ground Control **129.95**Bucharest Approach Control **120.6** SecondaryBucharest Approach Control **118.25**Baneasa Precision Radar **125.2****Notebook Info**

LRBS/BBU

BANEASA-AUREL VLAICU

8 OCT 10

10-2

Eff 21 Oct

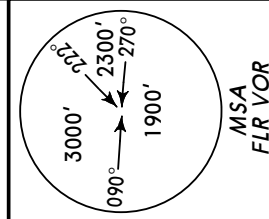
BUCHAREST, ROMANIA

STAR

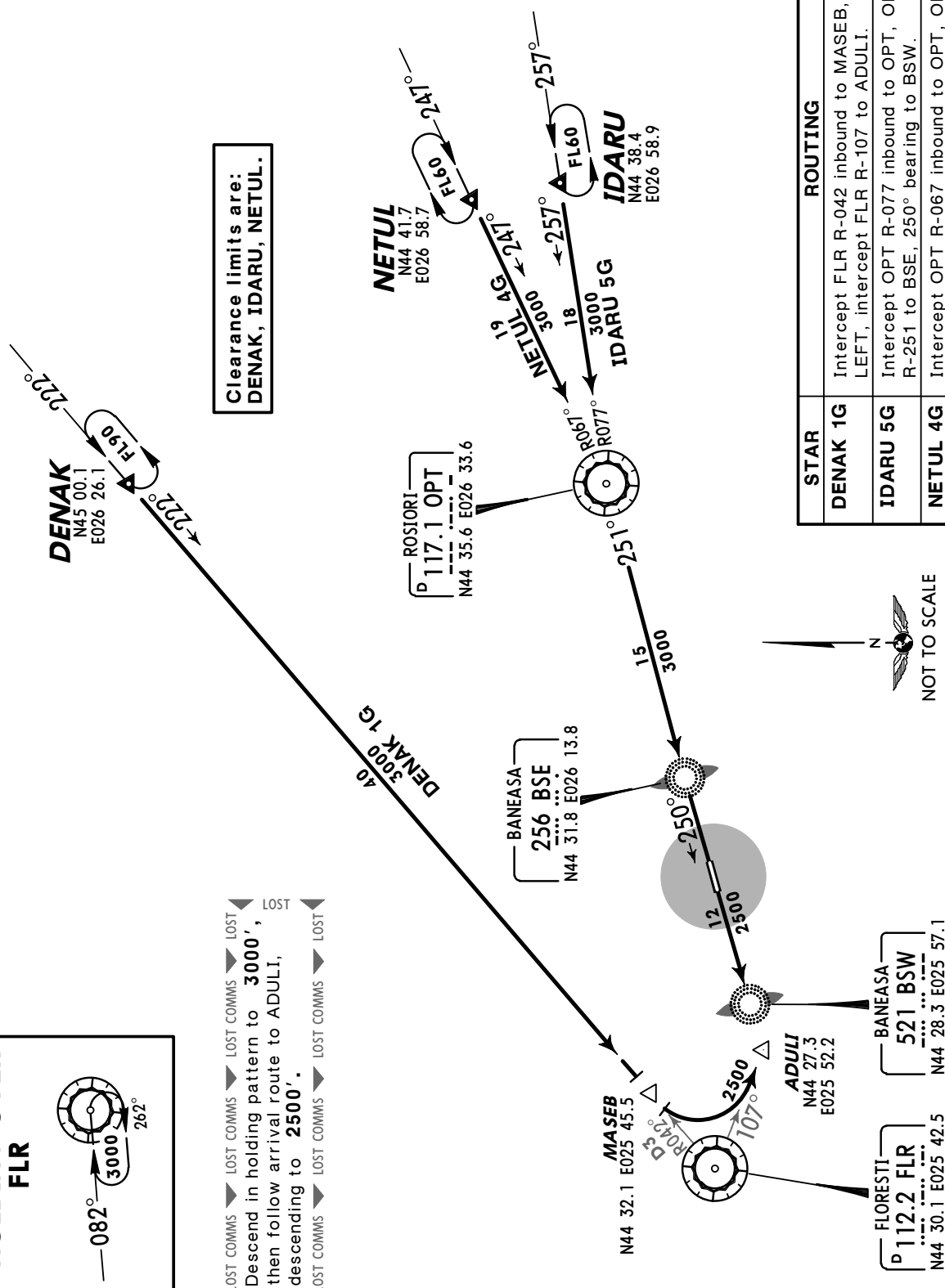
Apt Elev
 299'

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

**DENAK 1G [DENA1G], IDARU 5G [IDAR5G]
 NETUL 4G [NETU4G]
 RWY 07 ARRIVALS
 FROM NORTHEAST & EAST**
~~SPEED~~ MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
DENAK 1G	Intercept FLR R-042 inbound to MASEB, turn LEFT, intercept FLR R-107 to ADULI.
IDARU 5G	Intercept OPT R-077 inbound to OPT, OPT R-251 to BSE, 250° bearing to BSW.
NETUL 4G	Intercept OPT R-067 inbound to OPT, OPT R-251 to BSE, 250° bearing to BSW.



LRBS/BBU

BANEASA-AUREL VLAICU

8 OCT 10

(10-2A)

Eff 21 Oct

BUCHAREST, ROMANIA

STAR

Apt Elev
299'

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

DENAK 1H [DENA1H], IDARU 3H [IDAR3H]

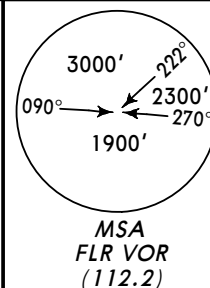
NETUL 3H [NETU3H], OSTAL 2H [OSTA2H]

RWY 25 ARRIVALS

FROM NORTHEAST & EAST

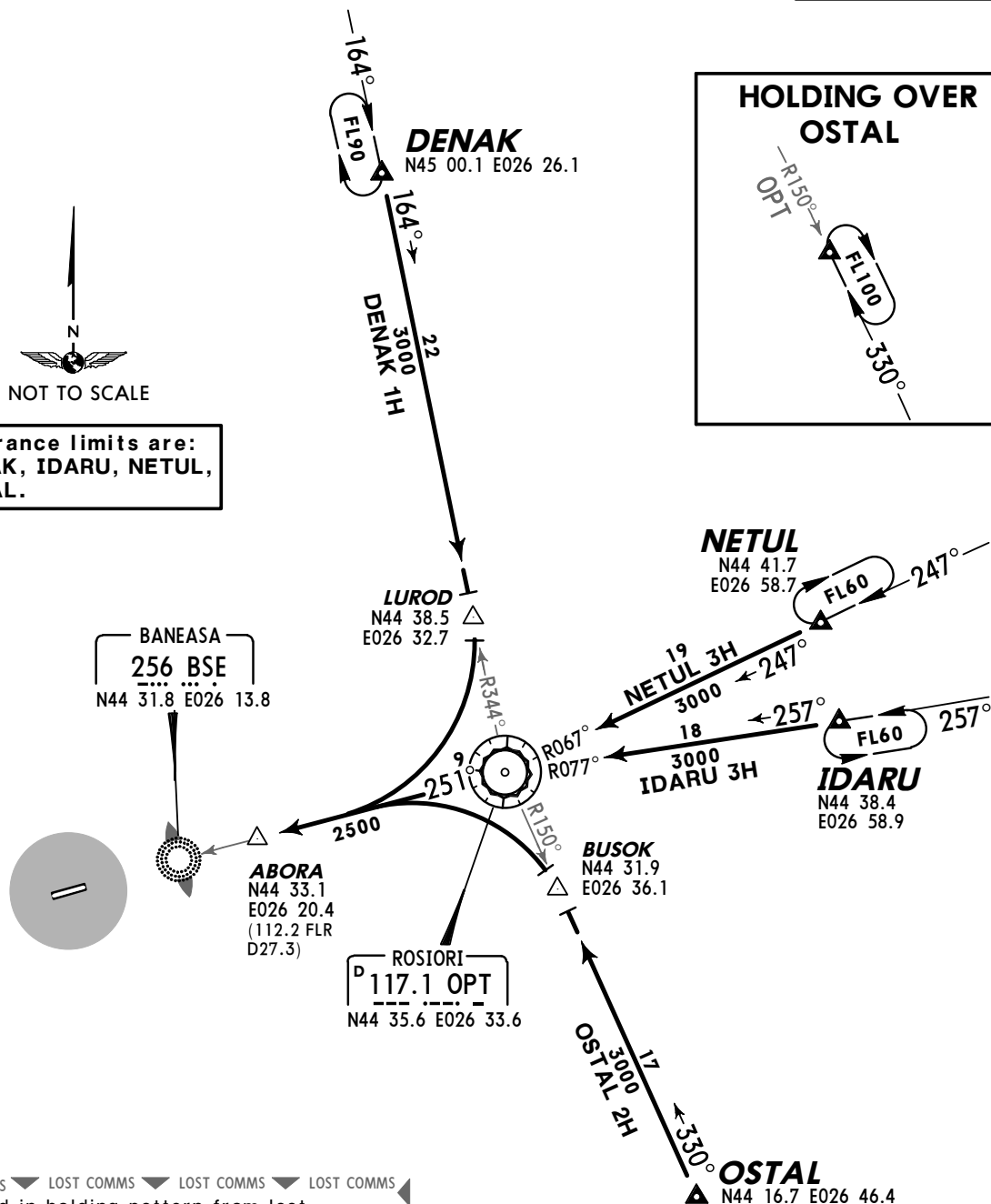
~~SPEED~~ MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



**Clearance limits are:
 DENAK, IDARU, NETUL,
 OSTAL.**

**HOLDING OVER
 OSTAL**



LOST COMMS LOST COMMS LOST COMMS LOST COMMS
 Descend in holding pattern from last assigned FL to minimum FL/altitude of appropriate STAR and proceed to ABORA.

STAR	ROUTING
DENAK 1H	Intercept OPT R-344 inbound to LUROD, turn RIGHT, intercept 251° bearing towards BSE to ABORA.
IDARU 3H	Intercept OPT R-077 inbound to OPT, 251° bearing towards BSE to ABORA.
NETUL 3H	Intercept OPT R-067 inbound to OPT, 251° bearing towards BSE to ABORA.
OSTAL 2H	Intercept OPT R-150 inbound to BUSOK, turn LEFT, intercept 251° bearing towards BSE to ABORA.

LRBS/BBU
BANEASA-AUREL VLAICU

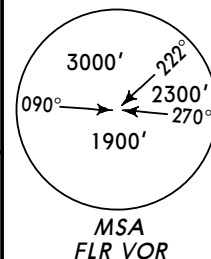
JEPPESEN
 8 OCT 10 **(10-2B)** **Eff 21 Oct**

BUCHAREST, ROMANIA

STAR

Apt Elev
299'

Alt Set: hPa
 Trans level: By ATC Trans alt: 4000'
 Standard Instrument Arrival Routes are also minimum noise
 routings. Strict adherence within the limits of performance
 criteria is mandatory.



ABRUT 3G [ABRU3G]

OBUGA 4G [OBUG4G]

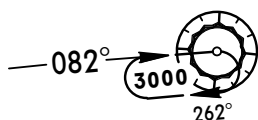
SORDU 1G [SORD1G]

RWY 07 ARRIVALS

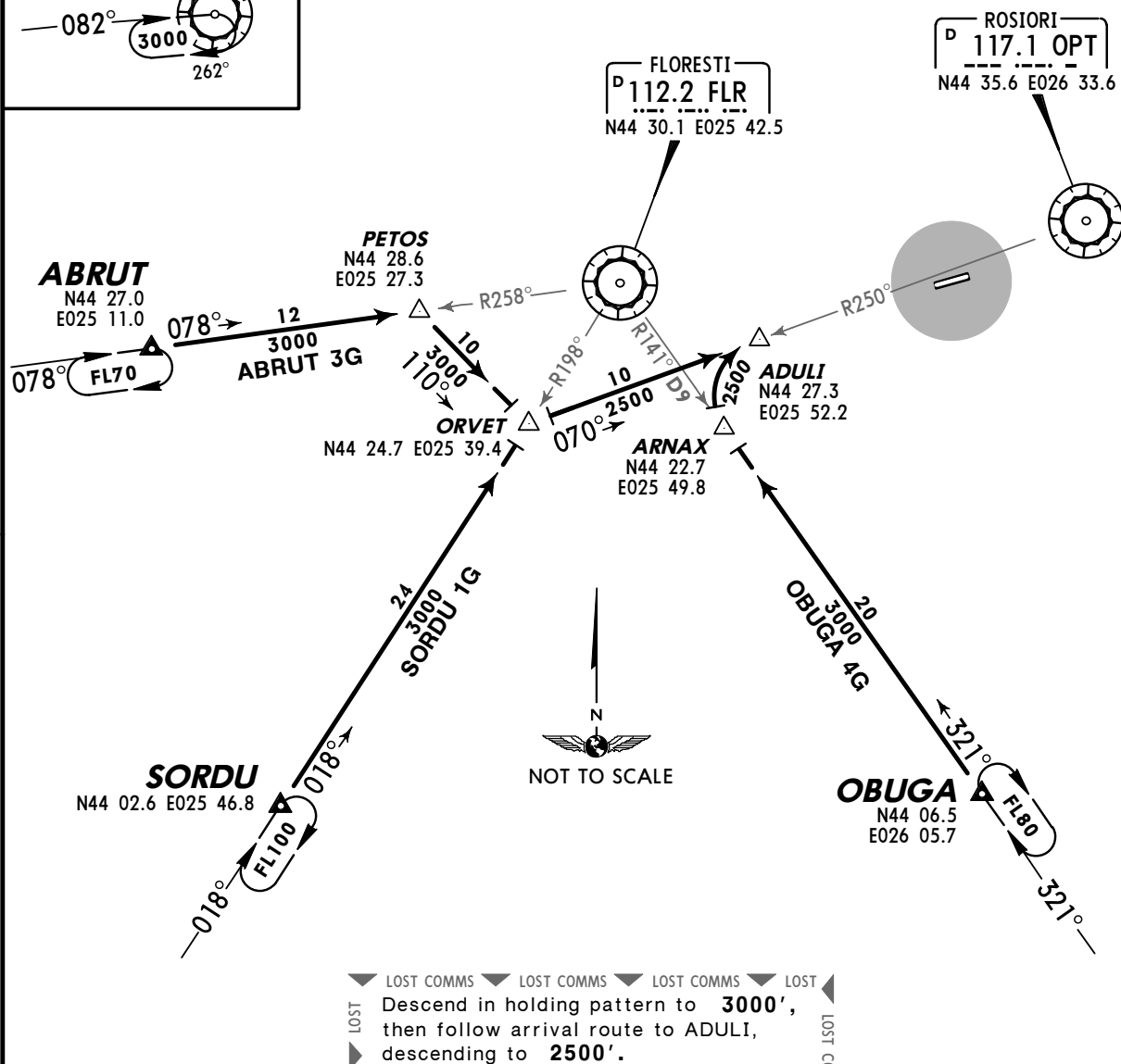
FROM SOUTH & WEST

~~SPEED~~ MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA

HOLDING OVER
FLR



Clearance limits are:
ABRUT, OBUGA, SORDU.



LOST COMMS LOST COMMS LOST COMMS LOST
 Descend in holding pattern to **3000'**,
 then follow arrival route to ADULI,
 descending to **2500'**.
 LOST CO

STAR	ROUTING
ABRUT 3G	Intercept FLR R-258 inbound to PETOS, turn RIGHT, 110° track to ORVET, turn LEFT, intercept OPT R-250 inbound to ADULI.
OBUGA 4G	Intercept FLR R-141 inbound to ARNAX, turn RIGHT to ADULI.
SORDU 1G	Intercept FLR R-198 inbound to ORVET, turn RIGHT, intercept OPT R-250 inbound to ADULI.

LRBS/BBU

BANEASA-AUREL VLAICU

8 OCT 10

(10-2C)

Eff 21 Oct

BUCHAREST, ROMANIA

STAR

Apt Elev
299'

Alt Set: hPa Trans level: By ATC Trans alt: 4000'
Standard Instrument Arrival Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

ABRUT 2H [ABRU2H], OBUGA 2H [OBUG2H]

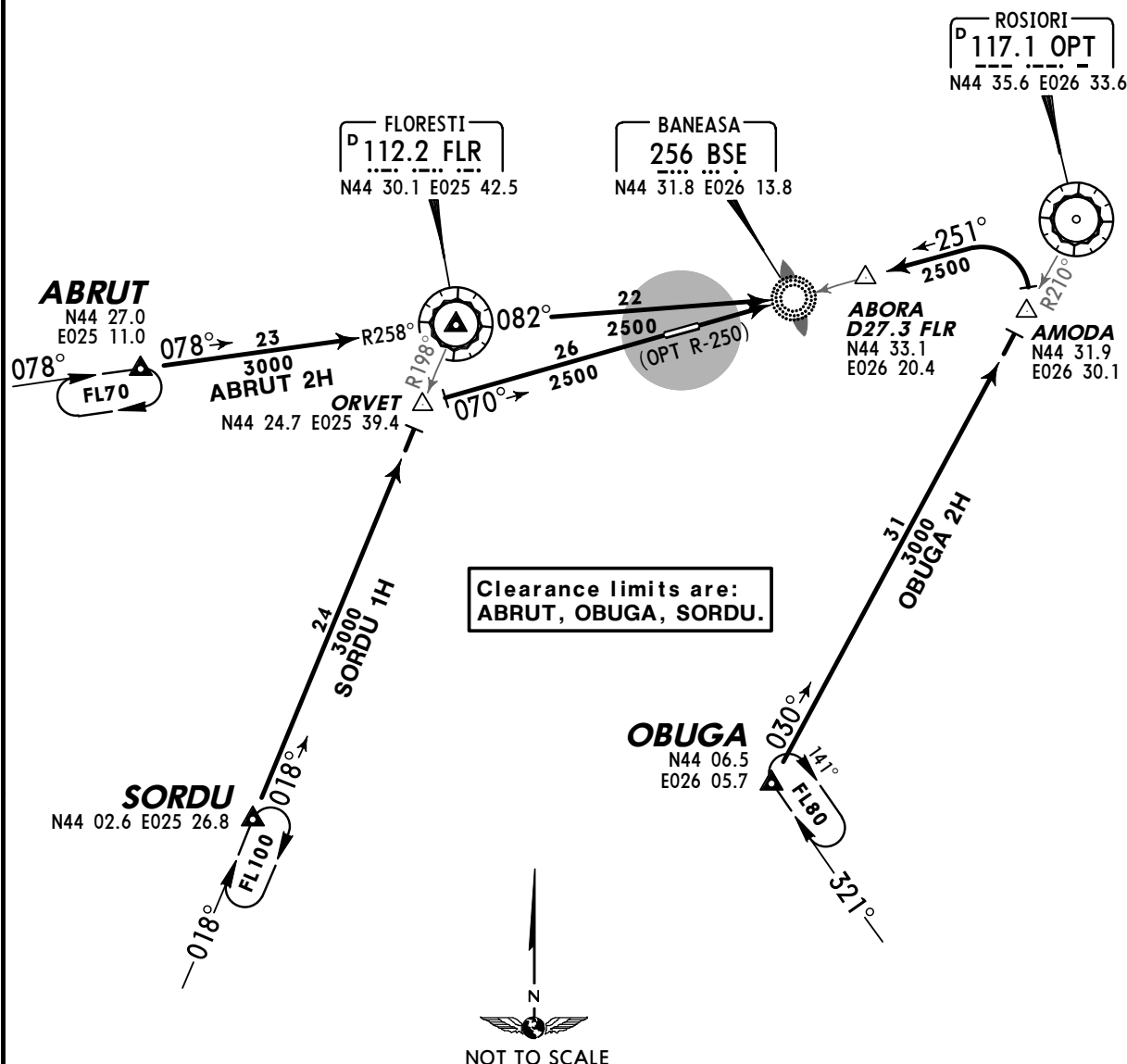
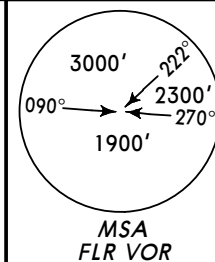
SORDU 1H [SORD1H]

RWY 25 ARRIVALS

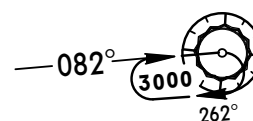
FROM SOUTH & WEST

~~SPEED~~ MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



**HOLDING OVER
FLR**

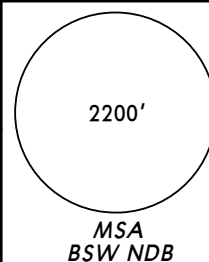


LOST CO
LOST COMMS
LOST COMMS
LOST COMMS
LOST CO
Descend in holding pattern from last assigned FL to minimum FL/altitude of appropriate STAR and proceed to ABORA/BSE.

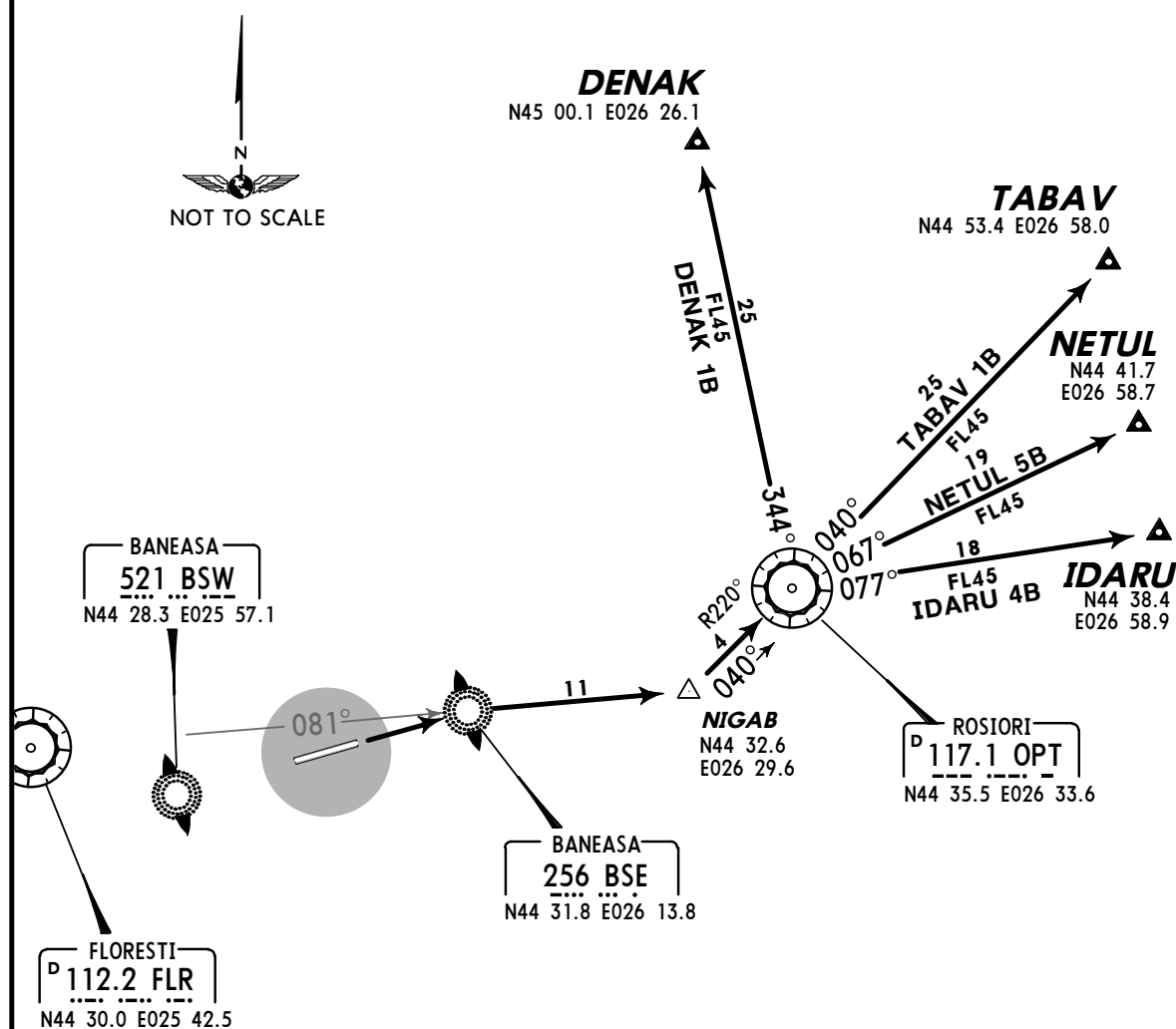
STAR	ROUTING
ABRUT 2H	Intercept FLR R-258 inbound to FLR, FLR R-082 to BSE.
OBUGA 2H	Intercept OPT R-210 inbound to AMODA, turn LEFT, intercept 251° bearing towards BSE to ABORA.
SORDU 1H	Intercept FLR R-198 inbound to ORVET, turn RIGHT, intercept OPT R-250 inbound to BSE.

LRBS/BBU**BANEASA-AUREL VLAICU**

24 APR 09

10-3**Eff 7 May****BUCHAREST, ROMANIA****SID****Apt Elev**
299'Trans level: By ATC Trans alt: 4000'
Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.

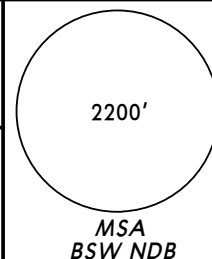
DENAK 1B [DENA1B], IDARU 4B [IDAR4B]
NETUL 5B [NETU5B], TABAV 1B [TABA1B]
RWY 07 DEPARTURES
TO NORTHEAST & EAST



SID	ROUTING
DENAK 1B	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept OPT R-220 inbound to OPT, turn LEFT, OPT R-344 to DENAK.
IDARU 4B	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept OPT R-220 inbound to OPT, OPT R-077 to IDARU.
NETUL 5B	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept OPT R-220 inbound to OPT, OPT R-067 to NETUL.
TABAV 1B	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept OPT R-220 inbound to OPT, OPT R-040 to TABAV.

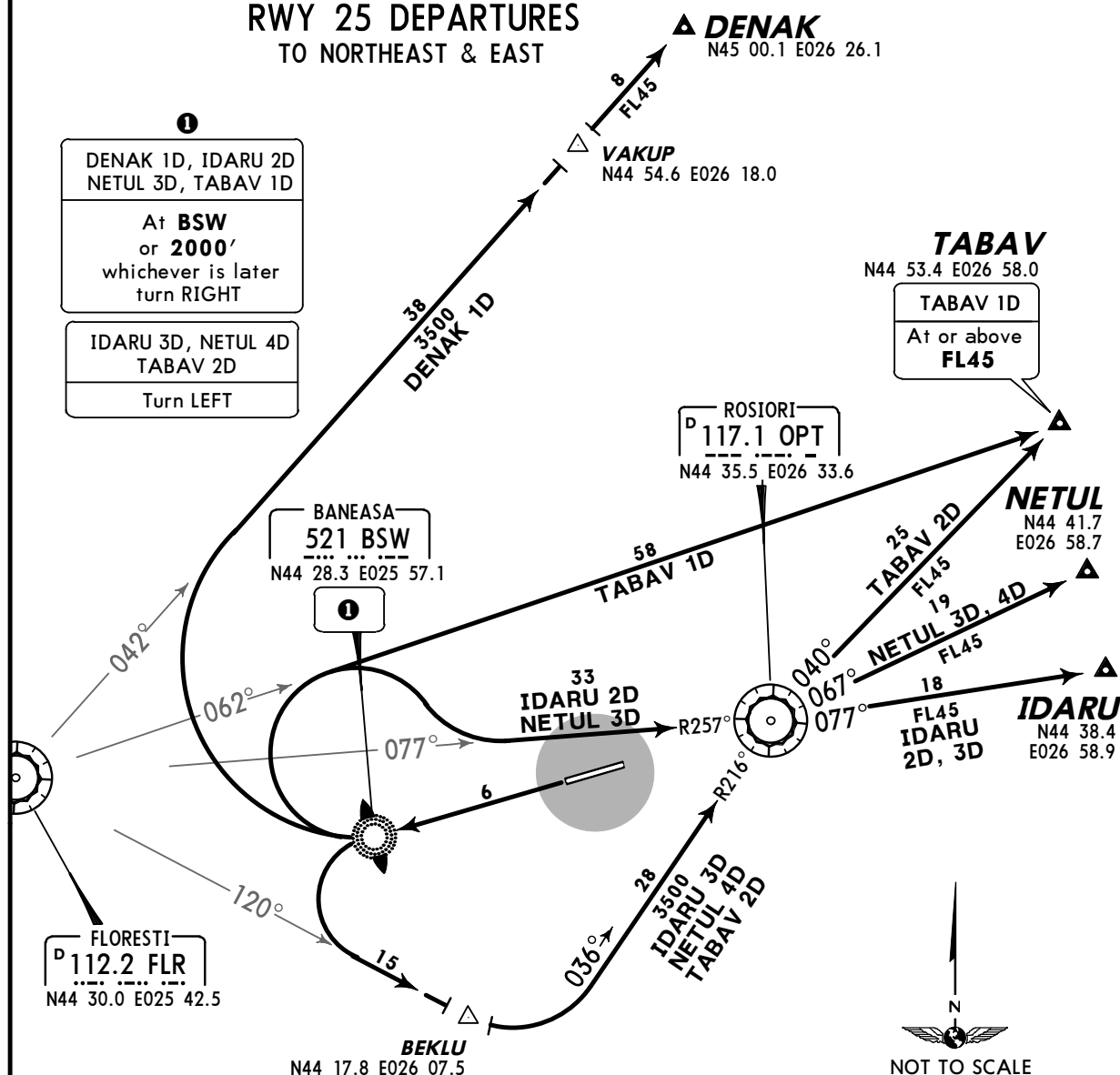
LRBS/BBU**BANEASA-AUREL VLAICU**

24 APR 09

10-3A**Eff 7 May****BUCHAREST, ROMANIA****SID****Apt Elev**
299'Trans level: By ATC Trans alt: 4000'
Standard Instrument Departure Routes are also minimum noise
 routings. Strict adherence within the limits of performance
 criteria is mandatory.

DENAK 1D [DENA1D], IDARU 2D [IDAR2D]
IDARU 3D [IDAR3D], NETUL 3D [NETU3D]
NETUL 4D [NETU4D], TABAV 1D [TABA1D]
TABAV 2D [TABA2D]

RWY 25 DEPARTURES
TO NORTHEAST & EAST



SID	ROUTING
DENAK 1D	Climb to BSW or 2000' , whichever is later, turn RIGHT , intercept FLR R-042 to DENAK.
IDARU 2D	Climb to BSW or 2000' , whichever is later, turn RIGHT , intercept OPT R-257 inbound to OPT, OPT R-077 to IDARU.
IDARU 3D	To BSW, turn LEFT , intercept FLR R-120 to BEKLU, turn LEFT , intercept OPT R-216 inbound to OPT, OPT R-077 to IDARU.
NETUL 3D	Climb to BSW or 2000' , whichever is later, turn RIGHT , intercept OPT R-257 inbound to OPT, OPT R-067 to NETUL.
NETUL 4D	To BSW, turn LEFT , intercept FLR R-120 to BEKLU, turn LEFT , intercept OPT R-216 inbound to OPT, OPT R-067 to NETUL.
TABAV 1D	Climb to BSW or 2000' , whichever is later, turn RIGHT , intercept FLR R-062 to TABAV.
TABAV 2D	To BSW, turn LEFT , intercept FLR R-120 to BEKLU, turn LEFT , intercept OPT R-216 inbound to OPT, OPT R-040 to TABAV.

CHANGES: SIDs completely revised.

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LRBS/BBU

BANEASA-AUREL VLAICU

24 APR 09

10-3B

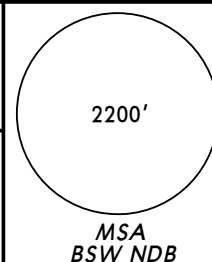
Eff 7 May

BUCHAREST, ROMANIA

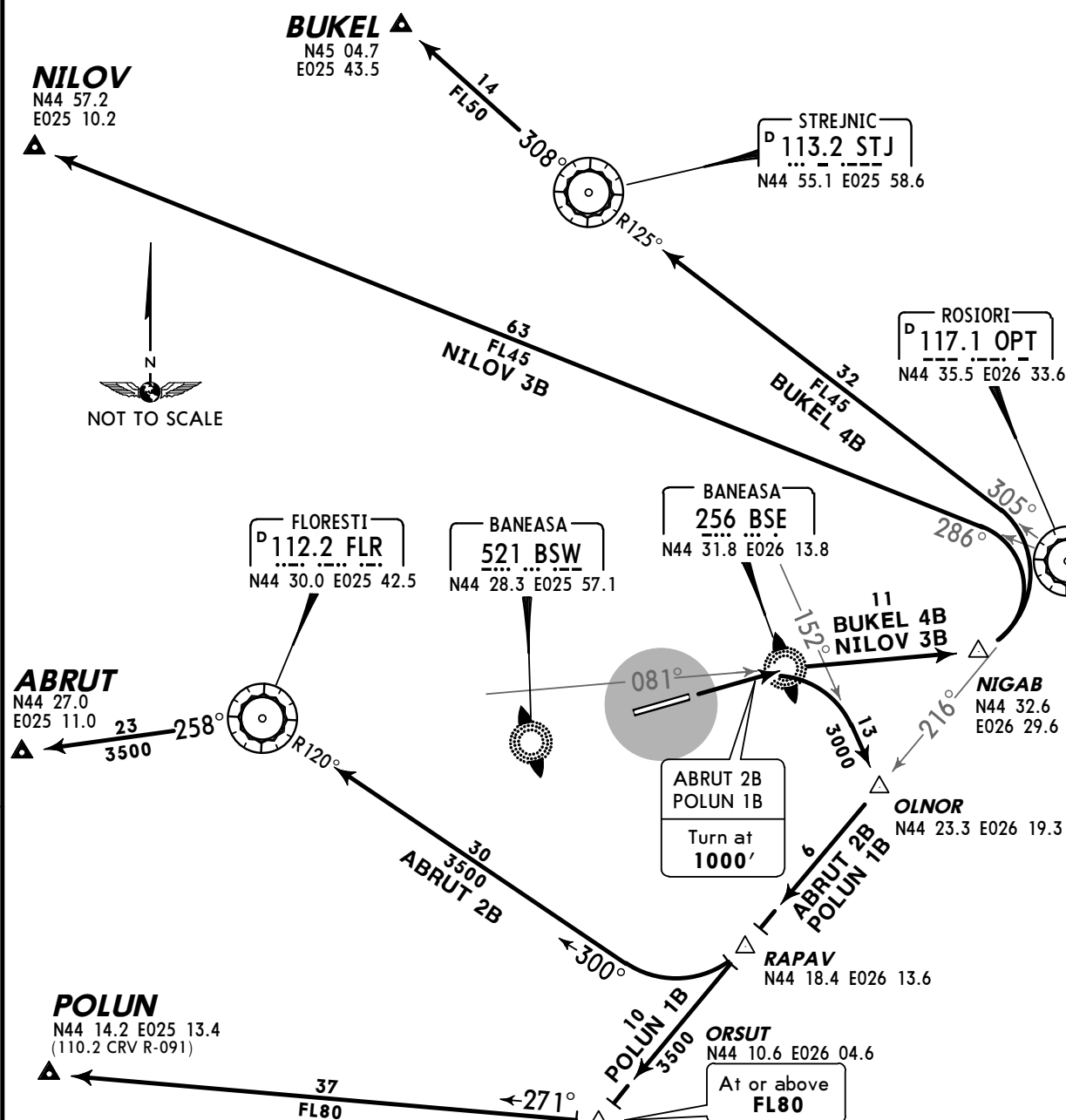
SID

Apt Elev
299'

Trans level: By ATC Trans alt: 4000'
Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of performance criteria is mandatory.



**ABRUT 2B [ABRU2B], BUKEL 4B [BUKE4B]
NILOV 3B [NILO3B], POLUN 1B [POLU1B]
RWY 07 DEPARTURES
TO WEST & NORTHWEST**



SID	ROUTING
ABRUT 2B ①	Climb on runway track to 1000' , turn RIGHT, intercept STJ R-152 to OLNOR, turn RIGHT, intercept OPT R-216 to RAPAV, turn RIGHT, intercept FLR R-120 inbound to FLR, FLR R-258 to ABRUT.
BUKEL 4B ②	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept STJ R-125 inbound to STJ, STJ R-308 to BUKEL.
NILOV 3B ①	To BSE, intercept FLR R-081 to NIGAB, turn LEFT, intercept OPT R-286 to NILOV.
POLUN 1B ③	Climb on runway track to 1000' , turn RIGHT, intercept STJ R-152 to OLNOR, turn RIGHT, intercept OPT R-216 to ORSUT, turn RIGHT, intercept CRV R-091 inbound to POLUN.
① Not available for traffic to VELIP. ③ Not available for traffic to LRCV. ② Not available for traffic to NEPOT.	

LRBS/BBU

BANEASA-AUREL VLAICU

24 APR 09

10-3C

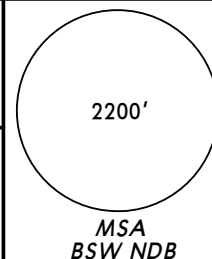
Eff 7 May

BUCHAREST, ROMANIA

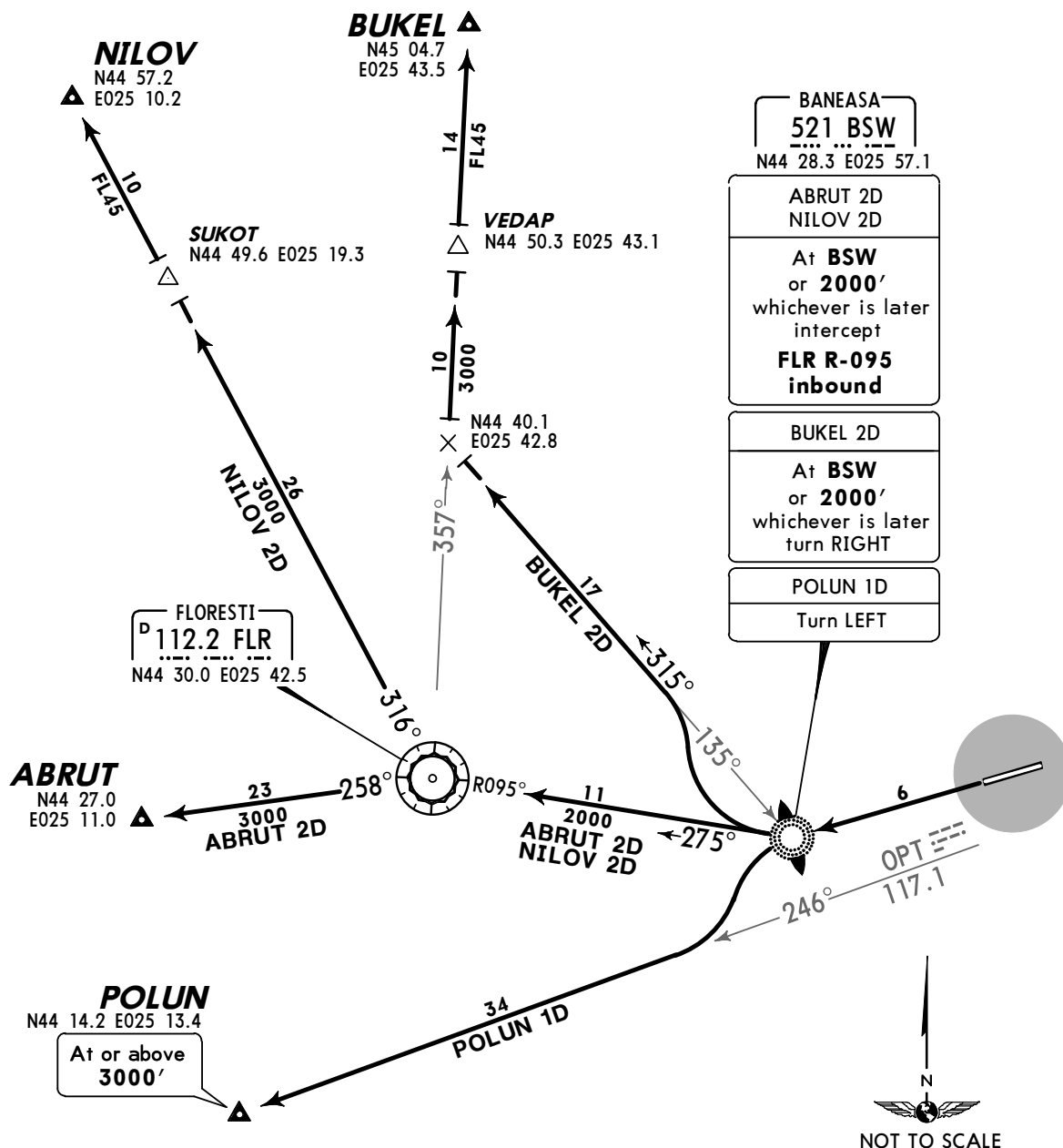
SID

Apt Elev
299'

Trans level: By ATC Trans alt: 4000'
Standard Instrument Departure Routes are also minimum noise
 routings. Strict adherence within the limits of performance
 criteria is mandatory.



**ABRUT 2D [ABRU2D], BUKEL 2D [BUKE2D]
NILOV 2D [NILO2D], POLUN 1D [POLU1D]
RWY 25 DEPARTURES
TO WEST & NORTHWEST**



SID	ROUTING
ABRUT 2D ①	Climb to BSW or 2000', whichever is later, intercept FLR R-095 inbound to FLR, FLR R-258 to ABRUT.
BUKEL 2D ②	Climb to BSW or 2000', whichever is later, turn RIGHT, intercept 315° bearing from BSW, intercept FLR R-357 to BUKEL.
NILOV 1D ①	Climb to BSW or 2000', whichever is later, intercept FLR R-095 inbound to FLR, FLR R-316 to NILOV.
POLUN 1D ③	To BSW, turn LEFT, intercept OPT R-246 to POLUN.

① Not available for traffic to VELIP.

③ Not available for traffic to LRCV.

② Not available for traffic to NEPOT.

LRBS/BBU**BANEASA-AUREL VLAICU**

23 OCT 09

**JEPPESEN**

10-4

Eff 25 Oct

BUCHAREST, ROMANIA**NOISE****NOISE ABATEMENT**

SUMMER: LT minus 3 HOURS = UTC(Z) WINTER: LT minus 2 HOURS = UTC(Z)
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GENERAL

Each aircraft operator using the airport shall ensure at all times that the aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

PREFERENTIAL RUNWAY SYSTEM

Between 2200-0600LT runways shall be used preferentially as follows:

- for landing: runway 25
- for take-off: runway 07.

Compliance with published noise abatement procedures shall not be required in adverse operating conditions such as:

- if the runway is not clear and dry, i.e. it is adversely affected by snow, slush, ice or water, or by mud, rubber, oil or other substances;
- in conditions when the ceiling is lower than 500' AAL, or when the horizontal visibility is less than 1900m;
- when the cross-wind component, including gusts, exceeds 15 KT;
- when tail-wind component, including gusts, exceeds 5 KT;
- when wind shear has been reported or forecast or when adverse weather conditions, e.g. thunderstorms, are expected to affect the approach.

NIGHTTIME RESTRICTIONS

Following operations are not permitted between 0000-0700LT:

- technical flights (except MTOW less than 5700kg);
- planning of scheduled flights of aircraft with MTOW at or more than 50t.

All operators who planned scheduled commercial flights and/or charter flights between 2200-0600LT need prior approval by the Airport Director.

RUN-UP TESTS

Ground running of aircraft engines is only permitted between 0600-2200LT on stands 31, 32, 33 or, eventually, on other stands designated by the marshaller. Run-up tests shall be kept to the minimum consistent with operational needs. Ground running of aircraft engines is prohibited on stands A1 and A2. The Airport Director may approve engine test runs at idle thrust in special circumstances, but no later than 2300LT.

REVERSE THRUST

Reverse thrust other than idle thrust shall only be used to an extent unavoidable for safety reasons.

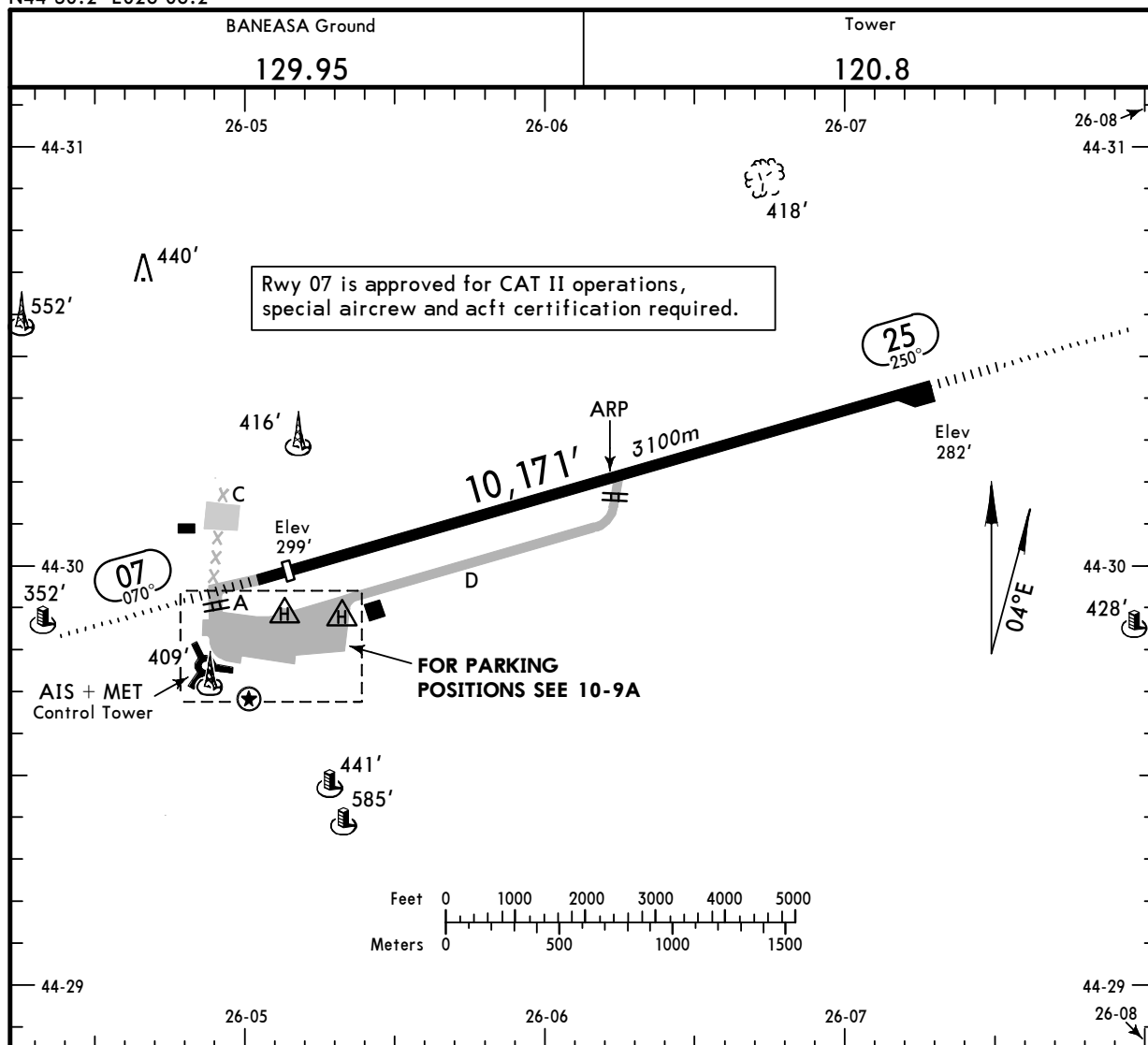
AUXILIARY POWER UNITS (APUs)

Pilots will avoid the use of APU between 2200-0600LT.

LRBS/BBU
Apt Elev **299'**
N44 30.2 E026 06.2

JEPPESEN
12 FEB 10 **(10-9)**

BUCHAREST, ROMANIA
BANEASA-AUREL VLAICU



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Glide Slope	
07	25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	9711' 2960m	8740' 2664m	148' 45m

1 TAKE-OFF RUN AVAILABLE
RWY 25:
From rwy head 10,171' (3100m)
twy D int 5413' (1650m)

Standard

TAKE-OFF 1

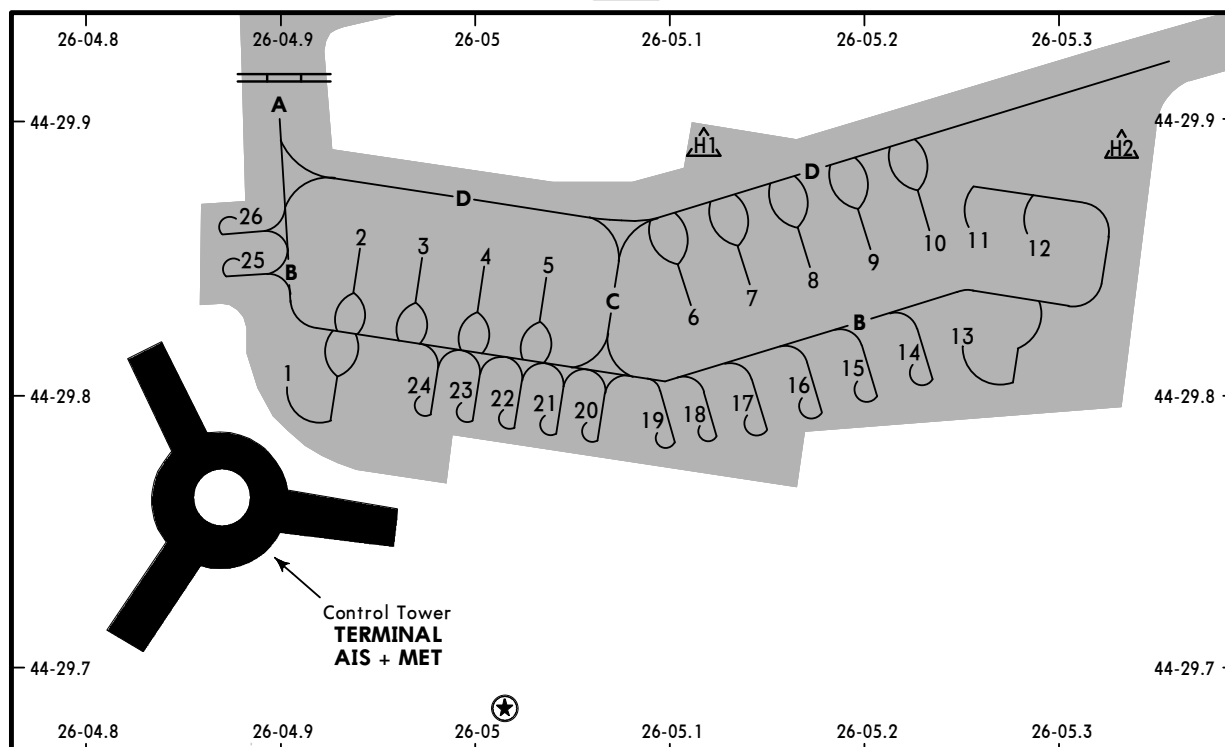
All Rwys					
LVP must be in force					
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

1 Operators applying U.S. Ops Specs: CL required below 300m.

LRBS/BBU

JEPPESSEN
12 FEB 10 (10-9A)

BUCHAREST, ROMANIA
BANEASA-AUREL VLAICU



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N44 29.8 E026 04.9	13 thru 16	N44 29.8 E026 05.2
2	N44 29.9 E026 04.9	17 thru 20	N44 29.8 E026 05.1
3, 4	N44 29.9 E026 05.0	21 thru 24	N44 29.8 E026 05.0
5	N44 29.8 E026 05.0	25	N44 29.8 E026 04.9
6, 7	N44 29.8 E026 05.1	26	N44 29.9 E026 04.9
8, 9	N44 29.8 E026 05.2		
10	N44 29.9 E026 05.2		
11, 12	N44 29.9 E026 05.3		

LOW VISIBILITY PROCEDURES (LVP)

Description of facilities

Rwy 07 is equipped with ILS and is approved for CAT II operations.

Criteria for the initiation and termination of LVP

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

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

- Take-off

LVP operations will be provided on request by an acft operator to conduct Low Visibility Take-off when RVR is below 400m.

If LVP operations are not in force, Low Visibility Take-off must be requested at least 30 minutes in advance to permit the appropriate preparations.

Any ground movement restrictions

Upon receiving taxi clearance, acft must only proceed when a green centerline path is illuminated. During Low Visibility Take-off taxiing is normally restricted to one acft movement at a time.

Description of LVP

- CAT II approach and landing

Pilots will be informed by ATIS or RTF when LVP are in operation.

- Low Visibility Take-off

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.

Other information

Acft movements on the apron must be carried out with the direction of a "Follow ME" car.

LRBS/BBU **JEPPESEN****JAA MINIMUMS**

10 SEP 10

10-9X**Eff 23 Sep****BUCHAREST, ROMANIA**
BANEASA-ÁUREL VLAICU

STRAIGHT-IN RWY		A	B	C	D
07	CAT 2 ILS	399' (100')	399' (100')	399' (100')	399' (100')
		RA 102'R300m	RA 102'R300m	RA 102'R300m	RA 102'R300m
	ILS	499' (200')	499' (200')	499' (200')	499' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	710' (411')	710' (411')	710' (411')	710' (411')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	PAR	595' (296')	605' (306')	615' (316')	624' (325')
		R650m	R800m	R800m	R800m
25	ILS	482' (200')	482' (200')	482' (200')	482' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	640' (358')	640' (358')	640' (358')	640' (358')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	PAR	517' (235')	529' (247')	537' (255')	548' (266')
		R600m	R600m	R650m	R650m
	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
	NDB	740' (458')	740' (458')	740' (458')	740' (458')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	A	B	C	D
	NOT AUTHORIZED			

TAKE-OFF RWY 07, 25

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

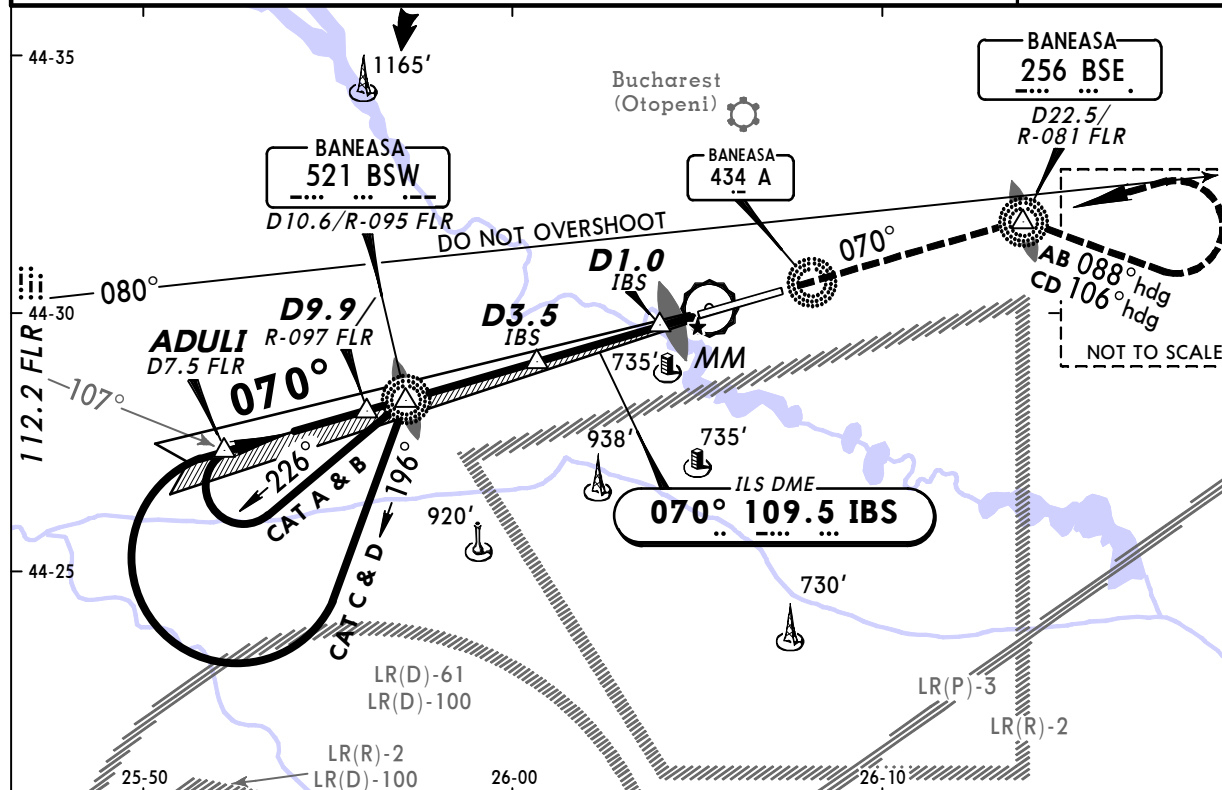
LRBS/BBU
BANEASA-AUREL VLAICU

JEPPesen
6 NOV 09 **(11-1)** **Eff 19 Nov**

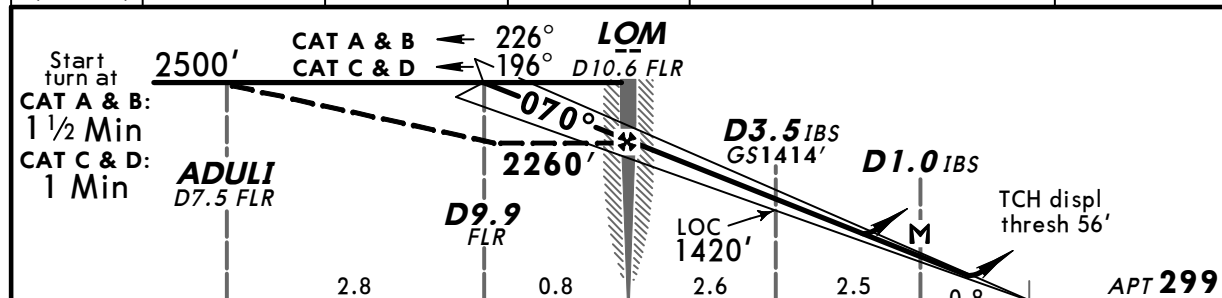
BUCHAREST, ROMANIA
ILS DME Rwy 07

BRIEFING STRIP™

BUCHAREST Approach 118.25		BANEASA Tower 120.8		Ground 129.95	
LOC IBS 109.5	Final Apch Crs 070°	GS D3.5 IBS 1414' (1115')	ILS DA(H) 499' (200')	Apt Elev 299'	
MISSED APCH: Climb to BSE NDB. Turn RIGHT to proceed for CAT AB: 2 Min on heading 088° CAT CD: 1½ Min on heading 106°, then turn LEFT and proceed to BSW NDB climbing to 2500', then turn LEFT CAT AB: on heading 226° for 1½ Min CAT CD: on heading 196° for 1 Min, then turn RIGHT to ADULI, or as directed.					2200' MSA BSW NDB
Alt Set: hPa (MM on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' 1. Procedure approved only for acft with ILS receivers complying with ICAO FM immunity provisions. 2. Circle-to-land not authorized.					



LOC (GS out)	IBS DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2200'	1880'	1560'	1250'	930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	BSE 256
ILS GS or LOC Descent angle 3.00°	377	485	539	647	755	862		
MAP at D1.0 IBS								

STRAIGHT-IN LANDING RWY 07					LOC (GS out)	
ILS DA(H) 499' (200')			LOC (GS out) DA(H) 710' (411')			
FULL	Limited	ALS out	FULL	Limited	ALS out	
A						RVR 1500m
B						
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1200m		RVR 1900m
D						

PANS OPS 4

LRBS/BBU

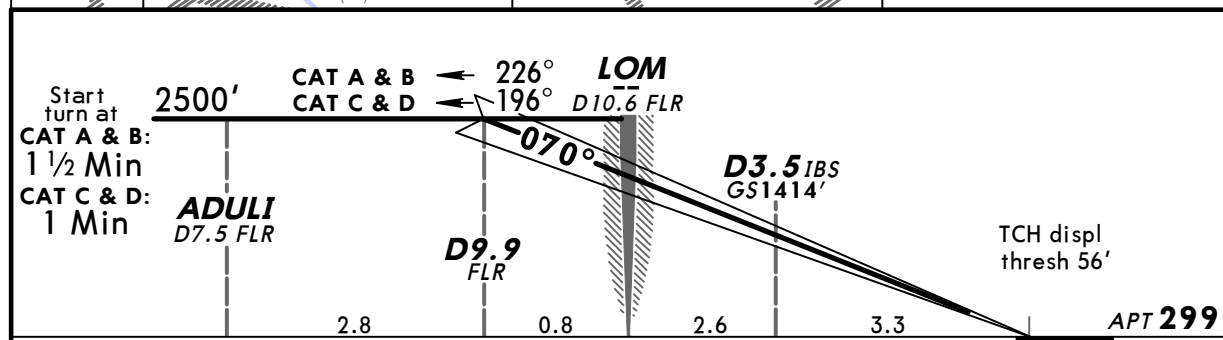
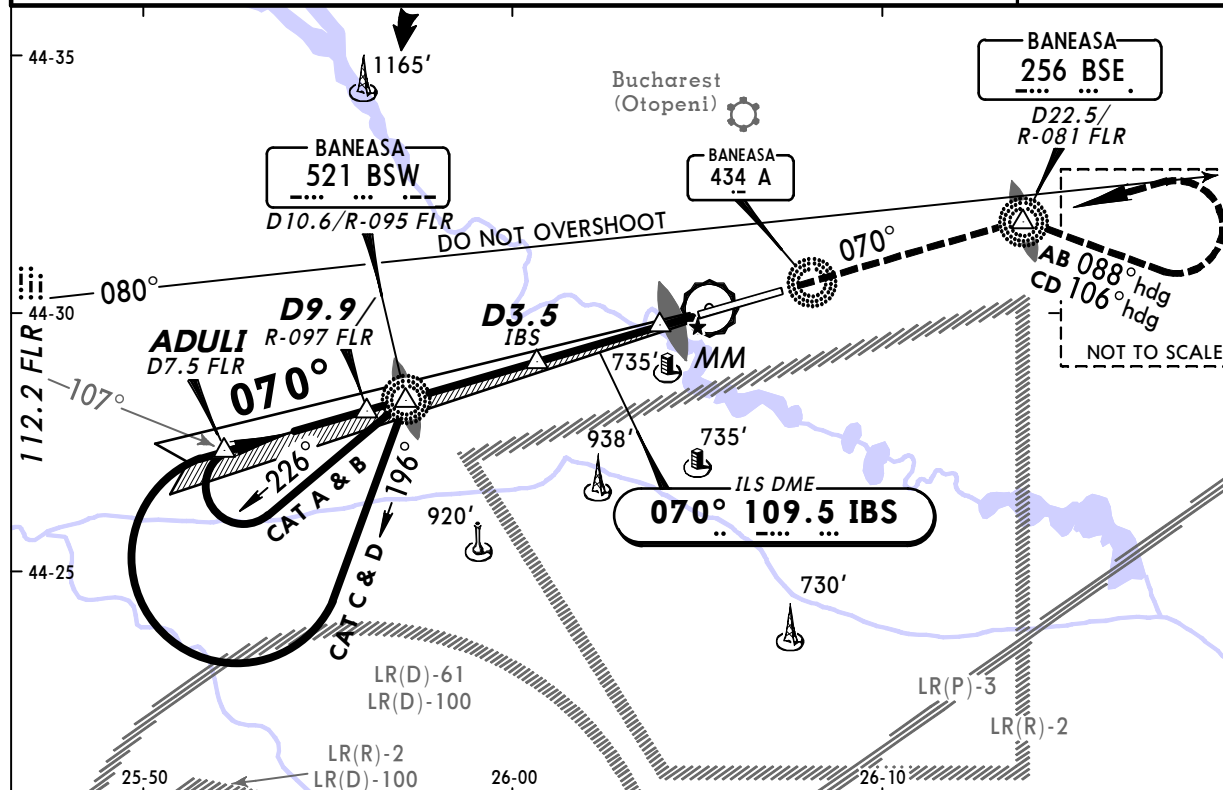
BANEASA-AUREL VLAICU

JEPPESSEN
6 NOV 09
Eff 19 Nov **11-1A**

BUCHAREST, ROMANIA
CAT II ILS DME Rwy 07

BRIEFING STRIP™

BUCHAREST Approach 118.25		BANEASA Tower 120.8		Ground 129.95	
LOC IBS 109.5	Final Aptch Crs 070°	GS D3.5 IBS 1414' (1115')	CAT II ILS RA 102' DA(H) 399' (100')	Apt Elev 299'	2200' MSA BSW NDB
MISSED APCH: Climb to BSE NDB. Turn RIGHT to proceed for CAT AB: 2 Min on heading 088° CAT CD: 1½ Min on heading 106°, then turn LEFT and proceed to BSW NDB climbing to 2500', then turn LEFT CAT AB: on heading 226° for 1½ Min CAT CD: on heading 196° for 1 Min, then turn RIGHT to ADULI, or as directed.					
Alt Set: hPa (MM on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' 1. Procedure approved only for acft with ILS receivers complying with ICAO FM immunity provisions. 2. Special Aircrew & Acft certification required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS 3.00°	377	485	539	647	755	862	PAPI	BSE 256

Standard

STRAIGHT-IN LANDING RWY 07
CAT II ILS

ABCD
RA 102'
DA(H) **399' (100')**

RVR 300m

PANS OPS 4

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

CHANGES: New procedure.

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LRBS/BBU
BANEASA-AUREL VLAICU

10 SEP 10

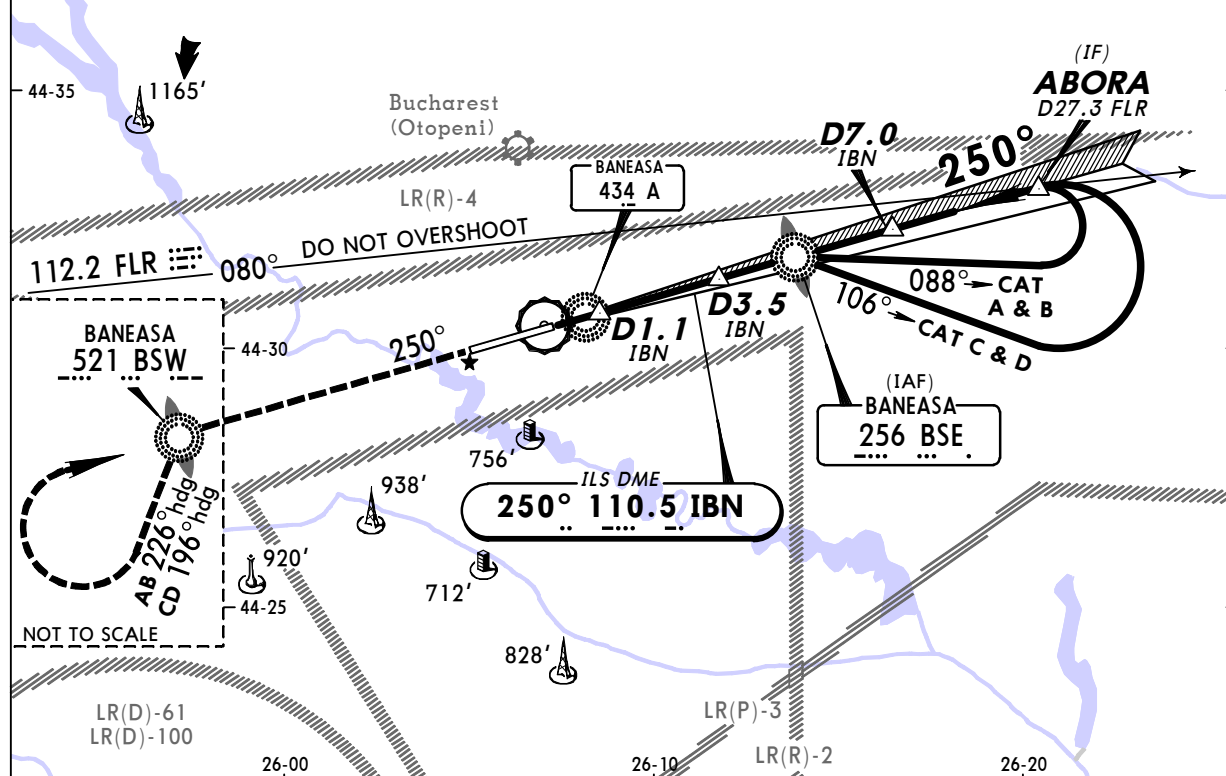
(11-2)

Eff 23 Sep

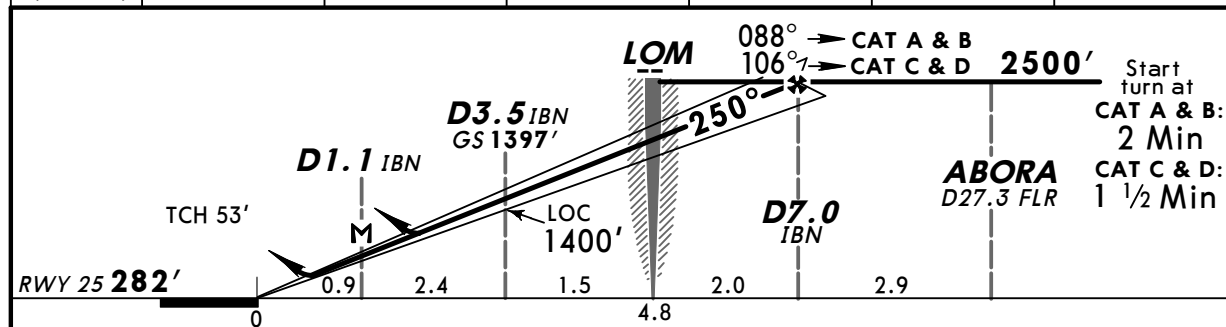
BUCHAREST, ROMANIA
ILS Rwy 25

BRIEFING STRIP™

BUCHAREST Approach		BANEASA Tower		Ground	
118.25		120.8		129.95	
LOC IBN	Final Apch Crs	GS D3.5 IBN	ILS DA(H)	Apt Elev 299'	2200' MSA BSW NDB
110.5	250°	1397' (1115')	482' (200')	RWY 282'	
MISSED APCH: Climb to BSW NDB. Turn LEFT on hdg					
CAT A & B: 226° for 1 1/2 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 088° for 2 Min, then turn LEFT to ABORA, or as directed.					
CAT C & D: 196° for 1 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 106° for 1 1/2 Min, then turn LEFT to ABORA, or as directed.					
Alt Set: hPa (MM on req)		Rwy Elev: 10 hPa		Trans level: By ATC	
1. IBN DME required. 2. Circle-to-land not authorized.					
Trans alt: 4000'					



LOC (GS out)	IBN DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	920'	1240'	1560'	1880'	2200'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	BSW 521
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862		
MAP at D1.1 IBN								

Standard

STRAIGHT-IN LANDING RWY 25

ILS DA(H) 482' (200')			LOC (GS out) DA(H) 640' (358')	
FULL	Limited	ALS out	ALS out	
A			RVR 1500m	
B			RVR 1600m	
C	RVR 550m	RVR 750m	RVR 900m	
D				

PANS OPS 4

CHANGES: New procedure.

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LRBS/BBU
BANEASA-AUREL VLAICU

JEPPesen
22 OCT 10 (16-1)

BUCHAREST, ROMANIA
NDB Rwy 07

BRIEFING STRIP™

BUCHAREST Approach

BANEASA Tower

Ground

118.25

120.8

129.95

NDB
BSW
521

Final
Apch Crs
070°

Minimum Alt
LOM
2260' (1961')

DA(H)
930' (631')

Apt Elev 299'

2200'

MSA BSW NDB

MISSED APCH: Climb to BSE NDB. Turn RIGHT on hdg
CAT A & B: 088° for 2 Min, then turn LEFT to BSW NDB climbing to 2500',
turn LEFT on hdg 226° for 1 1/2 Min, then turn RIGHT to ADULI, or as directed.
CAT C & D: 106° for 1 1/2 Min, then turn LEFT to BSW NDB climbing to 2500',
turn LEFT on hdg 196° for 1 Min, then turn RIGHT to ADULI, or as directed.

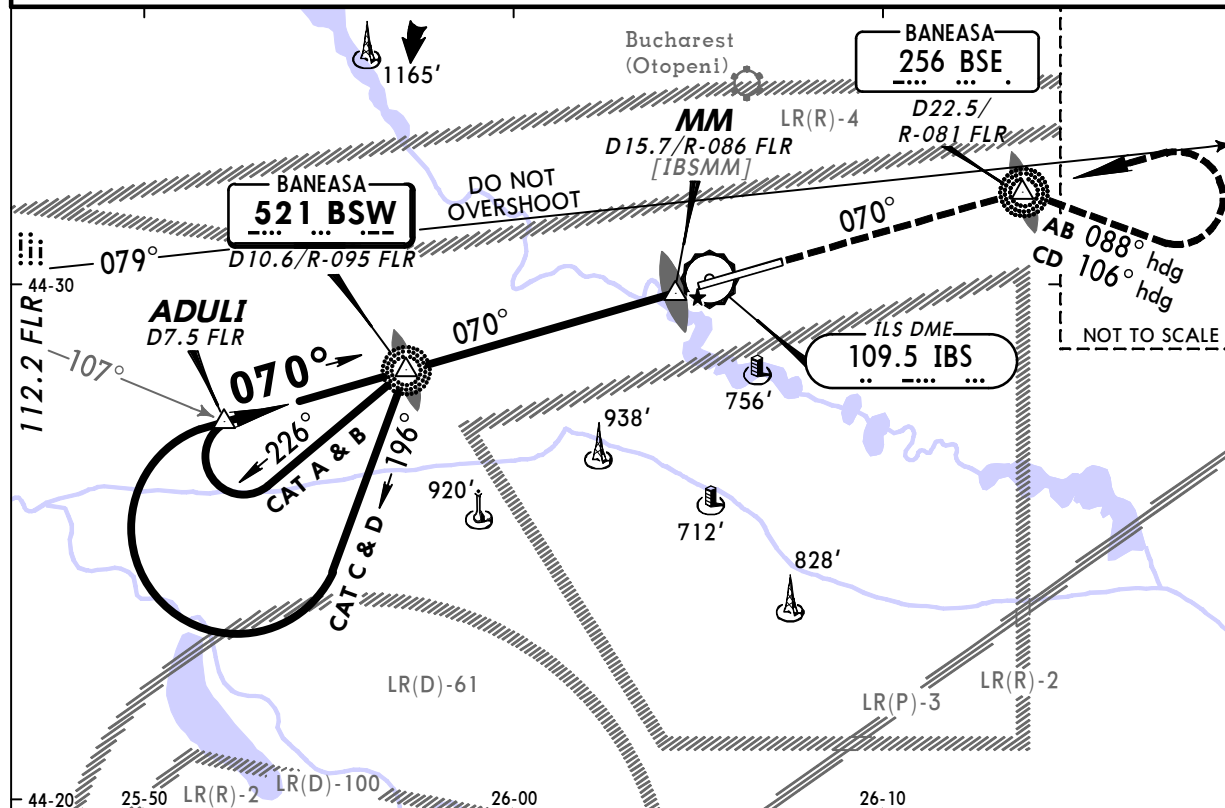
Alt Set: hPa (MM on req)

Apt Elev: 11 hPa

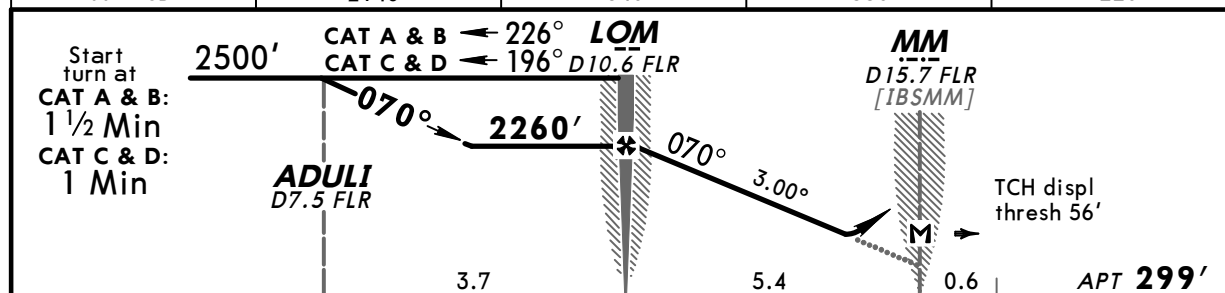
Trans level: By ATC

Trans alt: 4000'

Circle-to-land not authorized.



IBS DME	6.0	5.0	4.0	3.0
ALTITUDE	2140'	1840'	1530'	1220'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D15.7 FLR						

Standard		STRAIGHT-IN LANDING RWY 07	
		DA(H) 930' (631')	ALS out
A	RVR 1500m		
B			
C	CMV 2200m		CMV 2400m
D			

PANS OPS 4

LRBS/BBU
BANEASA-AUREL VLAICU

JEPPesen
22 OCT 10 **(16-2)**

BUCHAREST, ROMANIA
NDB Rwy 25

BRIEFING STRIP™

BUCHAREST Approach

118.25

NDB
BSE

256

Final
Apch Crs

250°

BANEASA Tower

120.8

Minimum Alt
LOM

1900' (1618')

DA(H)

740' (458')

Ground

129.95

Apt Elev 299'

RWY 282'

MISSED APCH: Climb to BSW NDB. Turn LEFT on hdg

CAT A & B: 226° for 1 1/2 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 088° for 2 Min, then turn LEFT to ABORA, or as directed.

CAT C & D: 196° for 1 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 106° for 1 1/2 Min, then turn LEFT to ABORA, or as directed.

2200'

MSA BSW NDB

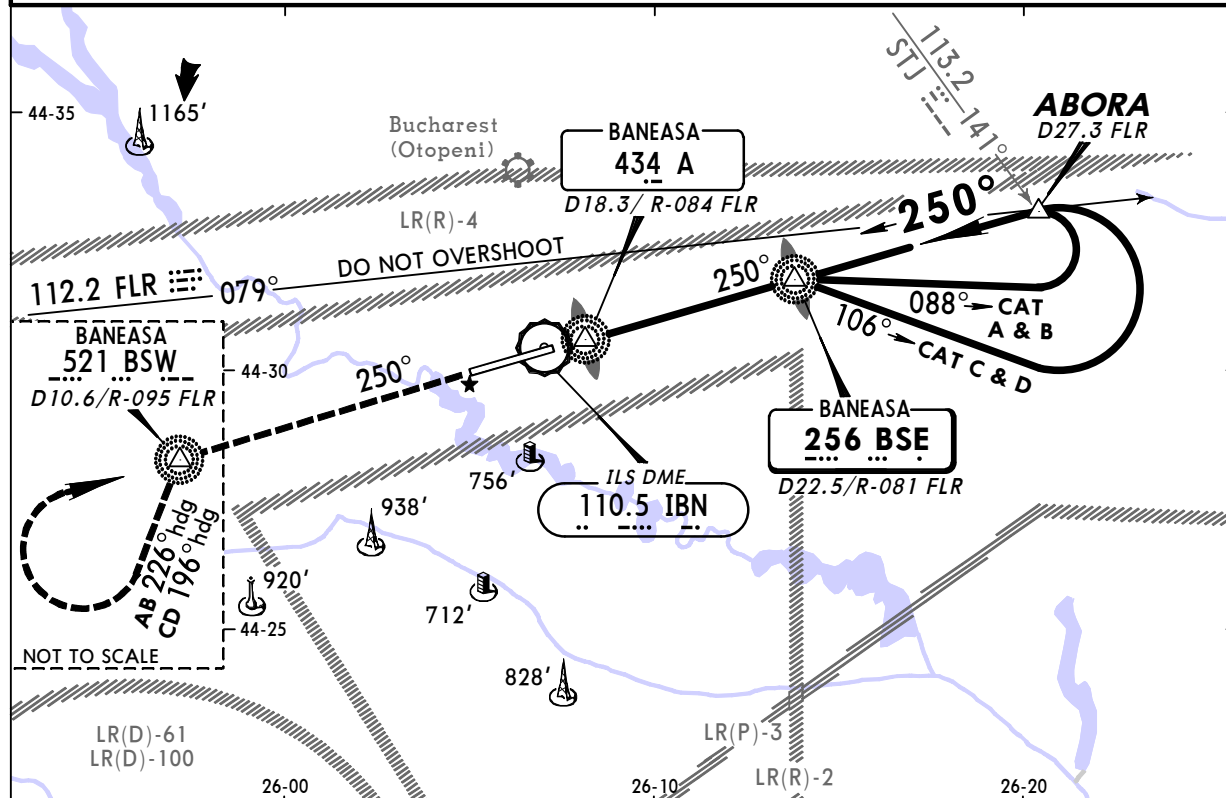
Alt Set: hPa (MM on req)

Rwy Elev: 10 hPa

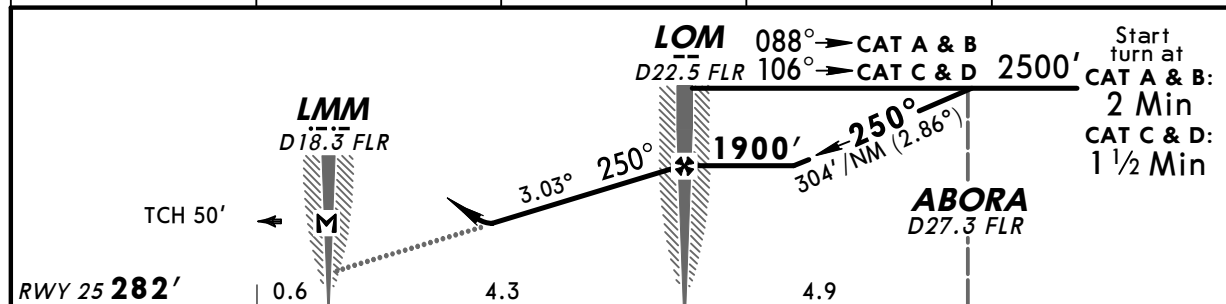
Trans level: By ATC

Trans alt: 4000'

Circle-to-land not authorized.



IBN DME	2.0	3.0	4.0	5.0
ALTITUDE	920'	1240'	1560'	1880'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI BSW 521
Descent Angle 3.03°	375	482	536	643	750	858	
MAP at LMM/D18.3 FLR							

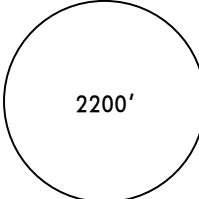
Standard		STRAIGHT-IN LANDING RWY25	
		DA(H) 740' (458')	
		ALS out	
A	RVR 1400m	RVR 1500m	
B			
C		CMV 2100m	
D			

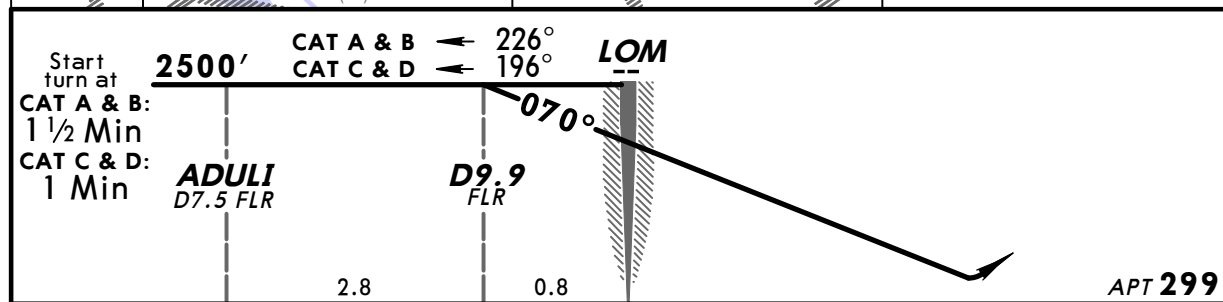
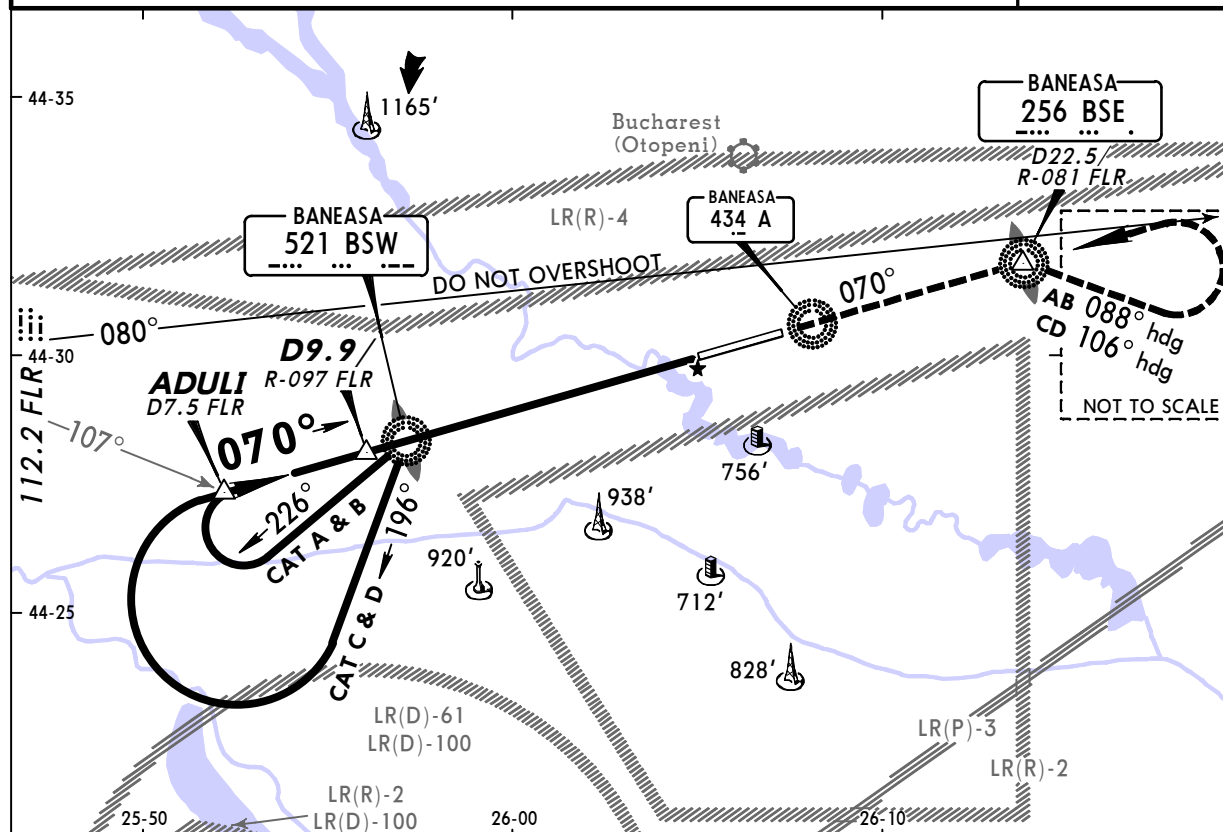
PANS OPS 4

LRBS/BBU
BANEASA-AUREL VLAICU

JEPPESEN
10 SEP 10 (18-1) E

BUCHAREST, ROMANIA
Sep PAR Rwy 07

BUCHAREST Approach	BANEASA Precision	BANEASA Tower	Ground
118.25	125.2	120.8	129.95
RADAR	Final Apch Crs 070°	PAR GS D9.9 FLR 2500' (2201')	PAR DA(H) Refer to Minimums Apt Elev 299'
MISSED APCH: Climb to BSE NDB. Turn RIGHT on hdg CAT A & B: 088° for 2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 226° for 1 Min, then turn RIGHT to ADULI, or as directed. CAT C & D: 106° for 1 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 196° for 1 Min, then turn RIGHT to ADULI, or as directed.			 MSA BSW NDB
Alt Set: hPa (MM on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000' Circle-to-land not authorized.			

[illegible]

Standard	STRAIGHT-IN LANDING RWY 07
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$DA(H)$ A: **595'**(296') B: **605'**(306') C: **615'**(316') D: **624'**(325')

		ALS out
A	RVR 750m	RVR 1400m
B		
C		
D	RVR 800m	RVR 1500m

CHANGES: Missed approach.

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LRBS/BBU
BANEASA-AUREL VLAICU

JEPPESEN
10 SEP 10 (18-2) Ef

BUCHAREST, ROMANIA
Sep PAR Rwy 25

BUCHAREST Approach

118.25

BANEASA Precision

125.2

BANEASA Tower

120.8

Ground

129.95

RADAR

Final
Apch Crs
250°

PAR GS
D24.4 FLR
2500' (2218')

PAR
DA(H)
Refer to
Minimums

Apt Elev 299'
RWY 282'

2200'

MSA BSW NDB

MISSSED APCH: Climb to BSW NDB. Turn LEFT on hdg
CAT A & B: 226° for 1 1/2 Min, then turn RIGHT to BSE NDB climbing to 2500',
turn RIGHT on hdg 088° for 2 Min, then turn LEFT to ABORA, or as directed.
CAT C & D: 196° for 1 Min, then turn RIGHT to BSE NDB climbing to 2500',
turn RIGHT on hdg 106° for 1 1/2 Min, then turn LEFT to ABORA, or as directed.

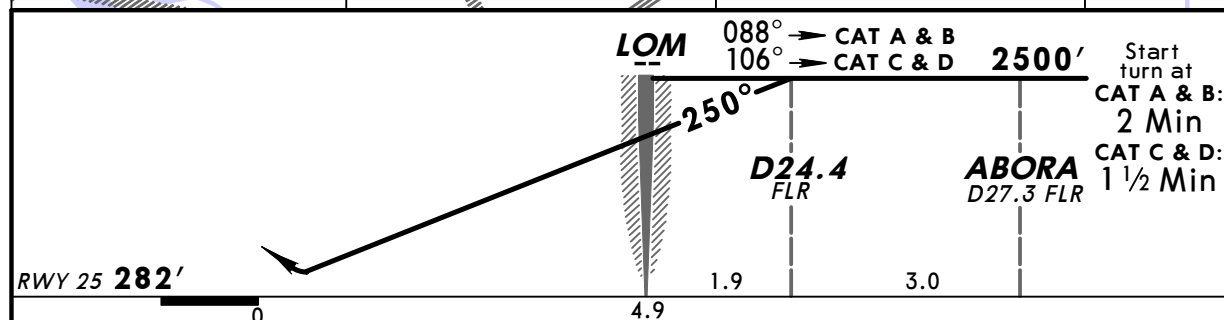
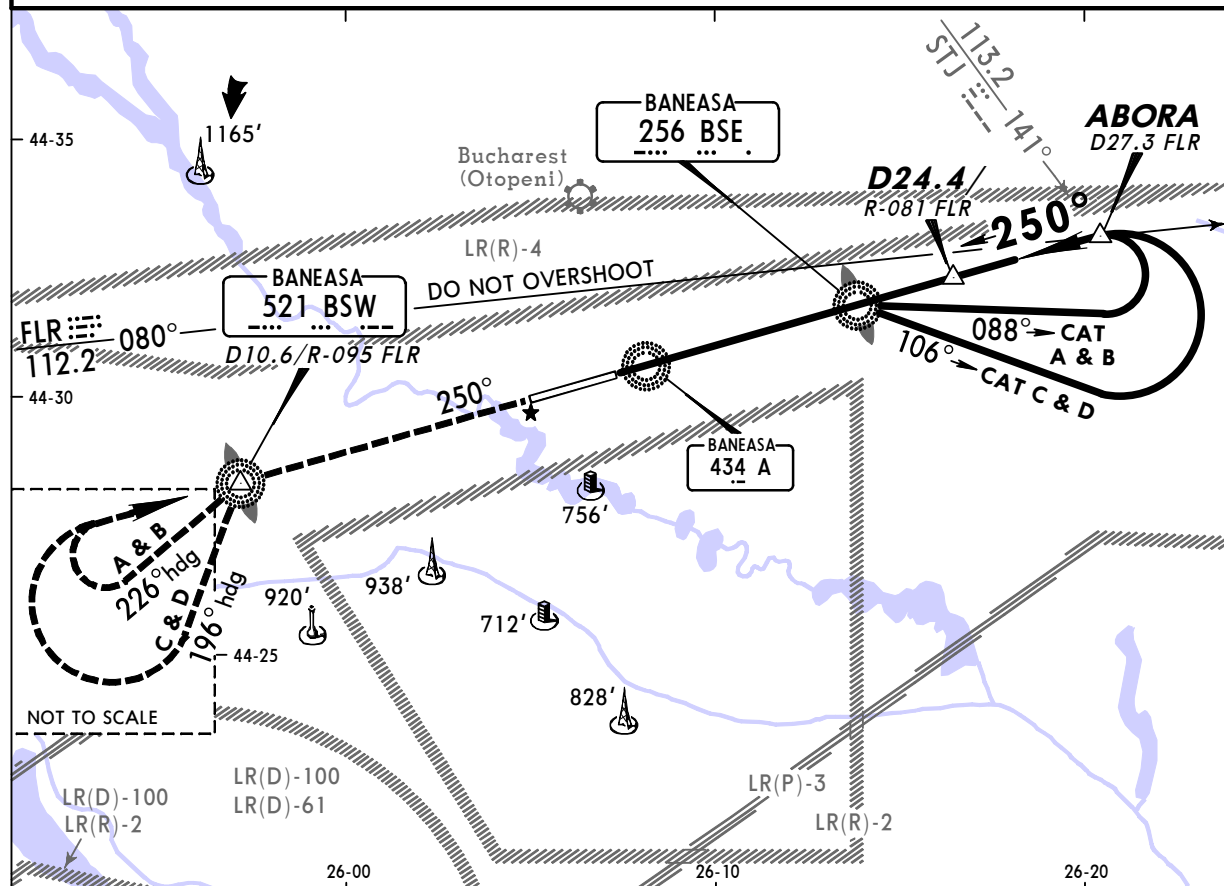
Alt Set: hPa (MM on req)

Rwy Elev: 10 hPa

Trans level: By ATC

Trans alt: 4000'

Circle-to-land not authorized.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	 HIALS-II PAPI	 BSW 521
PAR GS 3.00°	377	484	538	646	753	861		

Standard

STRAIGHT-IN LANDING RWY 25

$DA(H)$ A: **517'** (235') B: **529'** (247') C: **537'** (255') D: **548'** (266')

ALS out

RVR 1200m

RVR 750m

RVR 1300m

PANS OPS 4

CHANGES: Missed approach.

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