

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**No revision activity since Disc 22-2010**

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport LROP**

**LROP (Henri Coanda)****General Info**

Bucharest, ROU

N 44° 34.3' E 26° 05.1' Mag Var: 3.8°E

Elevation: 314'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

**Runway Info**

Runway 08L-26R 11483' x 148' asphalt

Runway 08R-26L 11483' x 148' asphalt

Runway 08L (80.0°M) TDZE 313'

Lights: Edge, ALS, Centerline, TDZ

Runway 08R (80.0°M) TDZE 314'

Lights: Edge, ALS, Centerline, TDZ

Runway 26L (260.0°M) TDZE 303'

Lights: Edge, ALS, Centerline

Runway 26R (260.0°M) TDZE 304'

Lights: Edge, ALS, Centerline

**Communications Info**ATIS **118.5**Otopeni Tower **121.85**Otopeni Tower **120.9**Otopeni Ground Control **121.7**Otopeni Ground Control **118.8**Bucharest Approach Control **120.6**Bucharest Approach Control **118.25****Notebook Info**

**LROP/OTP**  
**HENRI COANDA**

6 NOV 09

**JEPPESEN**  
**20-1P**

Eff 19 Nov

**BUCHAREST, ROMANIA**  
**AIRPORT BRIEFING****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 at all intersections of RWYs with TWYs except TWYs used only for exit (rapid exit TWY W and V).

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**

On the aprons ACFT are permitted to taxi only at the indispensable minimum engine speed.

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 and AN124.

**1.4. PARKING INFORMATION**

Stands 1, 2 and 11 thru 13 are push-back and equipped with docking guidance system SAFEDOCK.

**LROP/OTP**  
**HENRI COANDA**

6 NOV 09

**JEPPESEN****20-1P1**

Eff 19 Nov

**BUCHAREST, ROMANIA****AIRPORT BRIEFING****2. ARRIVAL****2.1. CAT II/III OPERATIONS**

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

**2.2. TAXI PROCEDURES****2.2.1. STANDARD TAXI ROUTES****2.2.1.1 RWY 08L**

| Taxi route | Apron   | TWY to be followed |
|------------|---------|--------------------|
| Arrival 1D | Apron 1 |                    |
| Arrival 1E |         | O, N               |
| Arrival 2C | Apron 2 |                    |
| Arrival 2D |         | O, P, C            |
| Arrival 3C | Apron 3 |                    |
| Arrival 3D |         | O, P               |

**2.2.1.2. 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 above 171'/52m     |
| Arrival 1C |         | G                  | Alternative for Arrival 1A/1B             |
| Arrival 2A | Apron 2 | D, C               |                                           |
| Arrival 2B |         | G, C               | Alternative for Arrival 2A                |
| Arrival 3A | Apron 3 | D, P               |                                           |
| Arrival 3B |         | G, C, P            |                                           |

**2.3. PARKING PROCEDURES**

When taxiing into ACFT stands, ACFT shall generally not stop in curves between the centerlines of apron TWYs or ACFT stand taxi lanes and the centerlines of ACFT stands so as to avoid the further appliance of break-away power.

If in the course of a manoeuvre as described above, an ACFT inadvertently comes to a stop, prior to increasing engine power again to continue, the pilot shall notify Ground Control and await further instructions.

Parking of ACFT at positions not provided with SEG is only permitted according to the signals of the marshaller.

**LROP/OTP**  
**HENRI COANDA**

6 NOV 09

**JEPPESEN**  
**20-1P2**

Eff 19 Nov

**BUCHAREST, ROMANIA**  
**AIRPORT BRIEFING****3. DEPARTURE****3.1. TAXI PROCEDURES****3.1.1. STANDARD TAXI ROUTES****3.1.1.1. RWY 08L**

| Apron   | Taxi route   | Holding position | TWY to be followed                            |
|---------|--------------|------------------|-----------------------------------------------|
| Apron 1 | Departure 1C | N                | N                                             |
|         | Departure 1D | O                | C, P,O, taxi on RWY backtrack and line-up THR |
| Apron 2 | Departure 2C | N                | C, N                                          |
|         | Departure 2D | O                | C, P,O, taxi on RWY backtrack and line-up THR |
| Apron 3 | Departure 3C | N                | P, O, N                                       |
|         | Departure 3D | O                | P,O, taxi on RWY backtrack and line-up THR    |

**3.1.1.2. 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 |

**LROP/OTP**  
**HENRI COANDA**

6 NOV 09

**JEPPESEN**  
**20-1P3**

Eff 19 Nov

**BUCHAREST, ROMANIA**  
**AIRPORT BRIEFING****3. DEPARTURE****3.1.1.3. 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 above 171'/52m     |
| 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 above 171'/52m     |
| 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 |                                           |

**3.1.1.4. RWY 26R**

| Apron   | Taxi route   | Holding position | TWY to be followed                                          |
|---------|--------------|------------------|-------------------------------------------------------------|
| Apron 1 | Departure 1G | O                | N, O and line-up THR                                        |
|         | Departure 1H | N                | N, taxi on RWY, back-track and line-up THR                  |
| Apron 2 | Departure 2G | O                | C, P, O and line-up THR                                     |
|         | Departure 2H | N                | C, N, taxi on RWY, back-track and line-up THR               |
| Apron 3 | Departure 3G | O                | P, O and line-up THR                                        |
|         | Departure 3H | N                | P, O, N, turn RIGHT taxi on RWY, back-track and line-up THR |

**LROP/OTP**  
**HENRI COANDA**

**JEPPESEN**  
24 APR 09 **20-2** **Eff 7 May**

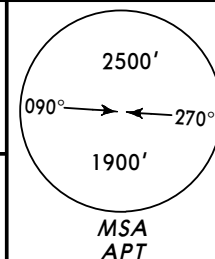
**BUCHAREST, ROMANIA**

**STAR**

ATIS  
**118.5**

Apt Elev  
**314'**

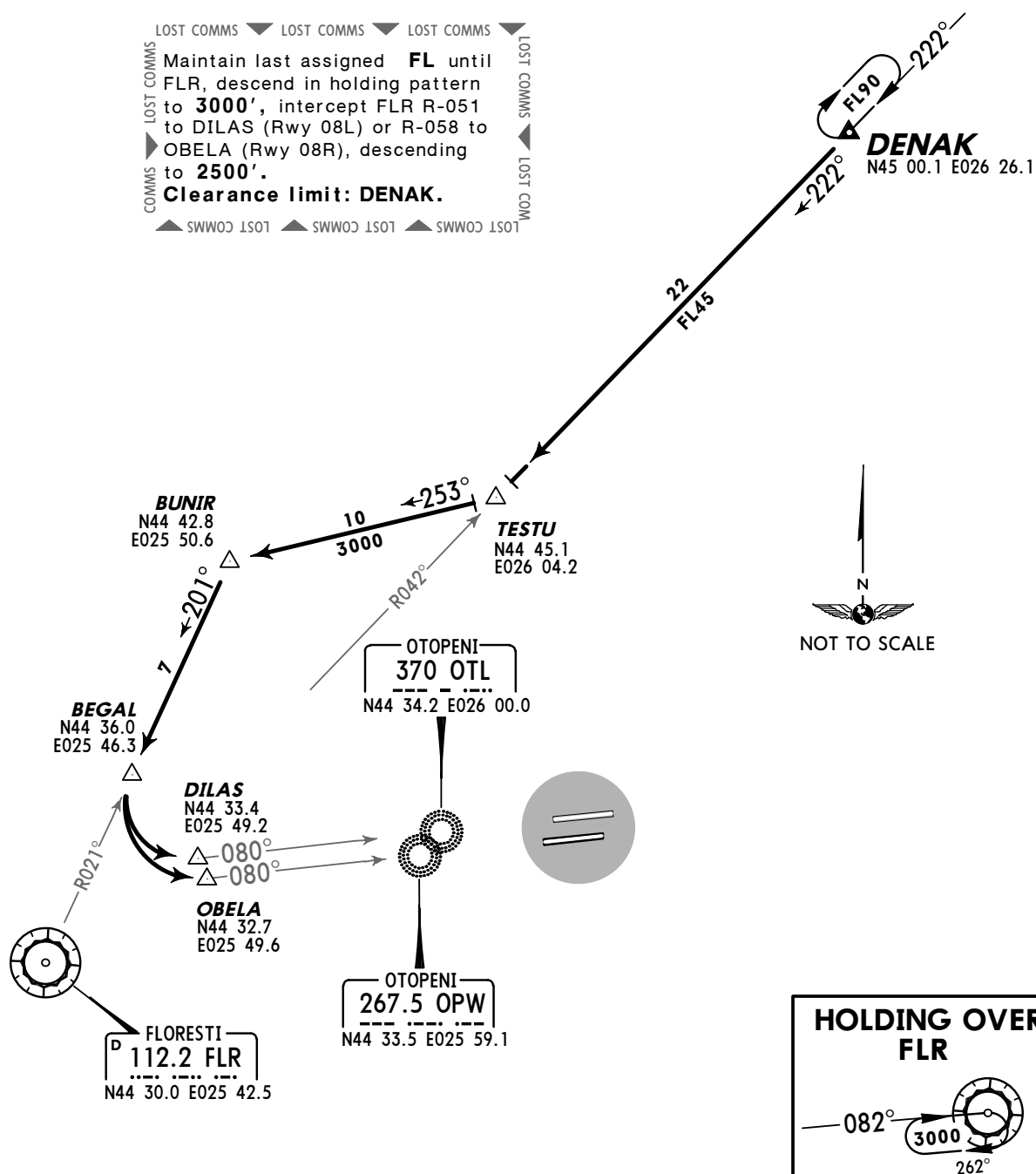
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 4000'  
STARs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.



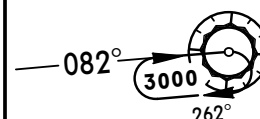
**DENAK 1E [DENA1E]**  
**RWYS 08L/R ARRIVAL**  
**FROM NORTHEAST**

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Maintain last assigned **FL** until  
FLR, descend in holding pattern  
to **3000'**, intercept FLR R-051  
to DILAS (Rwy 08L) or R-058 to  
OBELA (Rwy 08R), descending  
to **2500'**.  
**Clearance limit: DENAK.**  
▲ SWWOC LST ▲ SWWOC LST ▲ SWWOC LST



**HOLDING OVER  
FLR**



**ROUTING**

Intercept FLR R-042 inbound to TESTU, 253° track to BUNIR, intercept FLR R-021 inbound to BEGAL, turn LEFT to DILAS (Rwy 08L) or OBELA (Rwy 08R).



**LROP/OTP**  
**HENRI COANDA**

**JEPPESEN**  
 24 APR 09 **(20-2A)** **Eff 7 May**

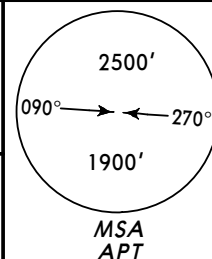
**BUCHAREST, ROMANIA**

**STAR**

ATIS  
**118.5**

Apt Elev  
**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.

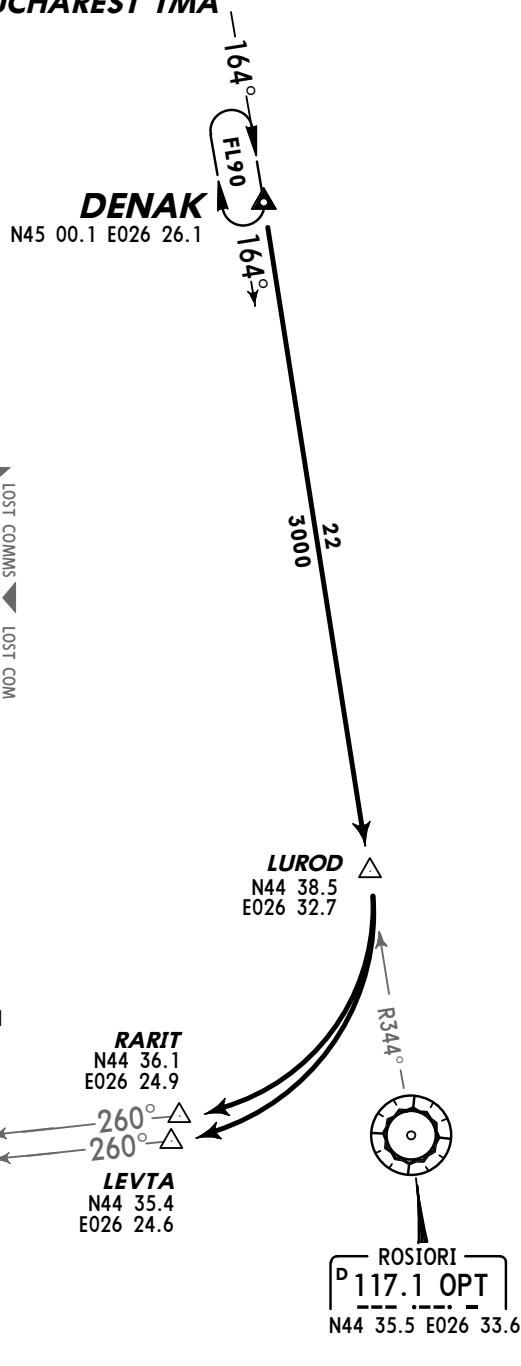


**DENAK 1F [DENA1F]**  
**RWYS 26L/R ARRIVAL**  
**FROM NORTHEAST**

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



LOST COMMS ▼ LOST COMMS ▼ 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 limit: DENAK.**  
 ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST



**ROUTING**

Intercept OPT R-344 inbound to LUROD, turn RIGHT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN** BU  
24 APR 09 (20-2B) Eff 7 May

**BUCHAREST, ROMANIA**

**STAR**

ATIS  
**118.5**

Apt Elev  
**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 4E [IDAR4E]**  
**MOBLI 3E [MOBL3E]**  
**NETUL 4E [NETU4E]**  
**RWYS 08L/R ARRIVALS**  
**FROM EAST**  
***SPEED* MAX 250 KT BELOW FL100**  
**APPLICABLE WITHIN BUCHAREST TMA**

OTOPENI  
267.5 OPW  
N44 33.5 E025 59.1

OTOPENI  
370 OTL  
N44 34.2 E026 00.0

DILAS  
N44 33.4 E025 49.2

OBELA  
N44 32.7 E025 49.6

DIKER  
N44 30.2 E025 49.5

GURSA  
N44 30.4 E026 07.3

MOBLI 3E  
N44 47.0 E026 35.0

NETUL  
N44 41.7 E026 58.7

IDARU  
N44 38.4 E026 58.9

FLORESTI  
112.2 FLR  
N44 30.0 E025 42.5

ROSIORI  
117.1 OPT  
N44 35.5 E026 33.6

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Maintain last assigned **FL** until  
 FLR, descend in holding pattern  
 to **3000'**, intercept FLR R-051  
 to DILAS (Rwy 08L) or R-058 to  
 OBELA (Rwy 08R), descending  
 to **2500'**.

**Clearance limits: IDARU & NETUL.**

▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

N

NOT TO SCALE

**FLR**

**HOLDINGS OVER IDARU**

**OPT**

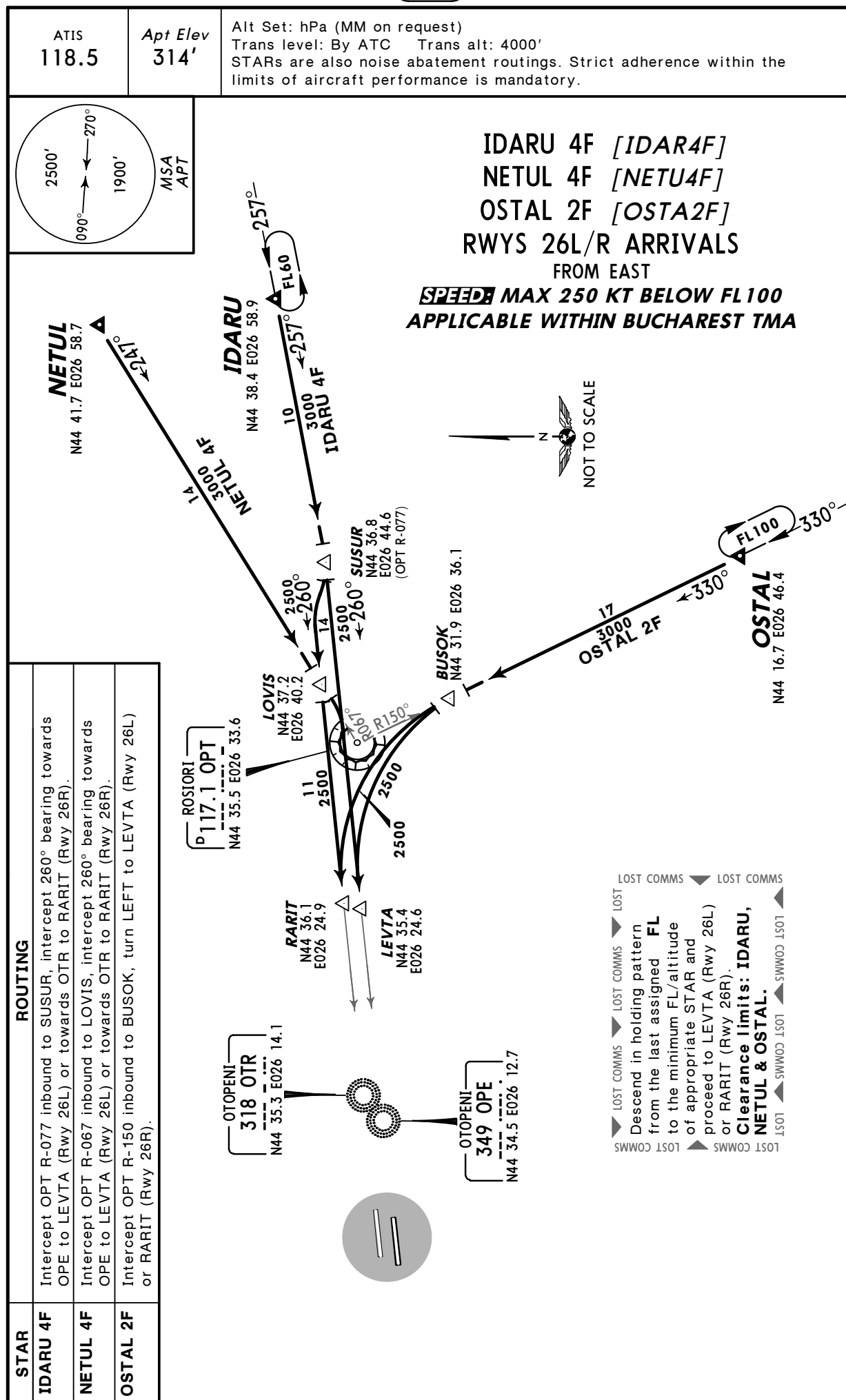
| STAR            | ROUTING                                                                                                                                         |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>IDARU 4E</b> | 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). |
| <b>MOBLI 3E</b> | Intercept OPT R-001 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). |
| <b>NETUL 4E</b> | Intercept OPT 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). |

**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
24 APR 09 **(20-2C)** **Eff 7 May**

**BUCHAREST, ROMANIA**

**STAR**



LROP/OTP  
HENRI COANDA

**JEPPESSEN** BU  
24 APR 09 (20-2D) Eff 7 May

**BUCHAREST, ROMANIA**

**STAR**

ATIS  
**118.5**

Apt Elev  
**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.

**ABRUT 3E [ABRU3E]**  
**OBUGA 3E [OBUG3E]**  
**SORDU 1E [SORD1E]**  
**RWYS 08L/R ARRIVALS**  
**FROM SOUTH & WEST**  
**SPEED MAX 250 KT BELOW FL100**  
**APPLICABLE WITHIN BUCHAREST TMA**

**LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼ **LOST COMMS** ▼

1. Maintain last assigned **FL** until FLR, descend in holding pattern to **3000'**, intercept FLR R-051 to DILAS (Rwy 08L) or R-058 to OBELA (Rwy 08R), descending to **2500'**.  
**Clearance limits: ABRUT, OBUGA & SORDU.**

LOST COMMS ▲ SWW03 IS01 ▲ SWW03 IS01 ▲ SWW03 IS01 ▲ SWW03 IS01

| STAR                 | ROUTING                                                                                           |
|----------------------|---------------------------------------------------------------------------------------------------|
| <b>ABRUT 3E</b><br>① | Intercept FLR R-258 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R). |
| <b>OBUGA 3E</b><br>① | Intercept FLR R-141 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R). |
| <b>SORDU 1E</b><br>① | Intercept FLR R-198 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R). |

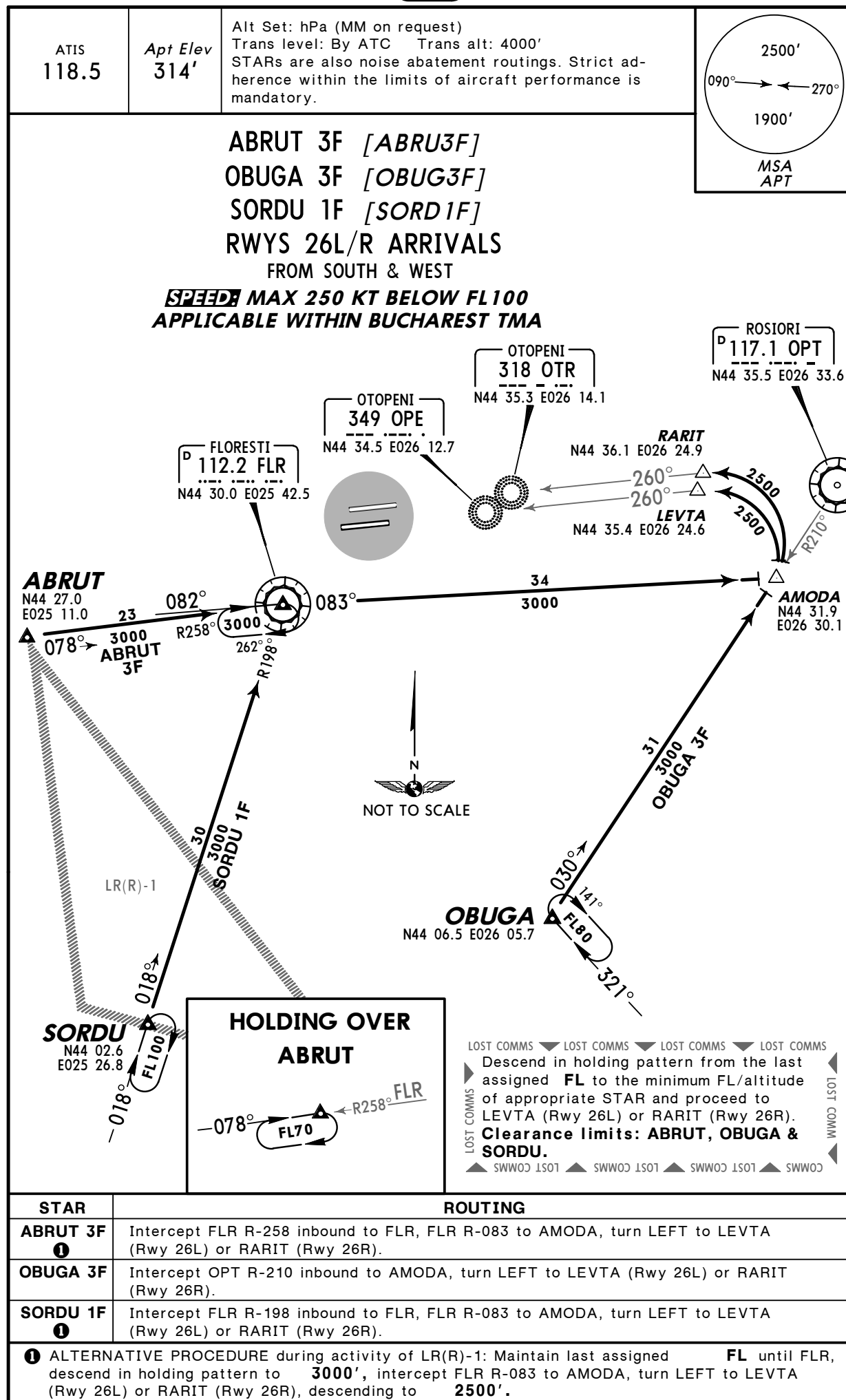
① **ALTERNATIVE PROCEDURE** during activity of LR(R)-1: Maintain last assigned **FL** until FLR, descend in holding pattern to **3000'**, intercept FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R), descending to **2500'**.

**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
24 APR 09 **(20-2E)** **Eff 7 May**

**BUCHAREST, ROMANIA**

**STAR**



**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
 24 APR 09 **(20-2F)** **Eff 7 May**

**BUCHAREST, ROMANIA**

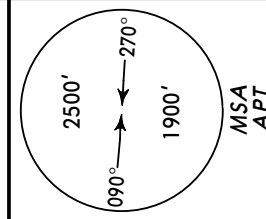
**STAR**

ATIS  
**118.5**

Apt Elev  
**314'**

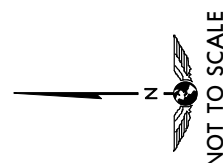
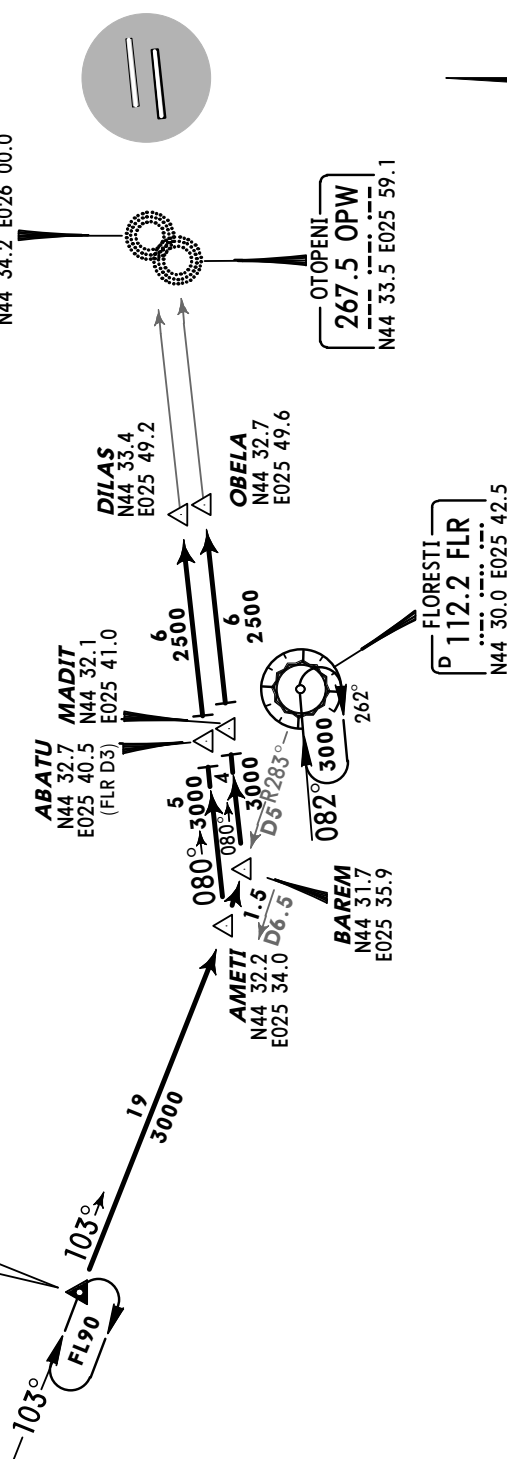
Alt Set: hPa (MM on request)  
 Trans level: By ATC Trans alt: 4000'  
 STARs are also noise abatement routings. Strict adherence within the  
 limits of aircraft performance is mandatory.

**TUSET 4E [TUSE4E]**  
**RWYS 08L/R ARRIVAL**  
 FROM NORTHWEST  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**APPLICABLE WITHIN BUCHAREST TMA**



LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST  
 Maintain last assigned **FL** until FLR,  
 descend in holding pattern to **3000'**,  
 intercept FLR R-051 to DILAS  
 (Rwy 08L) or R-058 to OBELA  
 (Rwy 08R), descending to **2500'**.  
**Clearance limit: TUSET.**

**TUSET**  
 N44 37.6 E025 09.0  
 MAX  
 250 KT



**ROUTING**

Intercept FLR R-283 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).

**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
 24 APR 09 **(20-2G)** **Eff 7 May**

**BUCHAREST, ROMANIA**

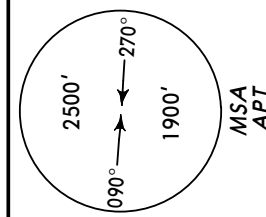
**STAR**

ATIS  
**118.5**

Apt Elev  
**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.

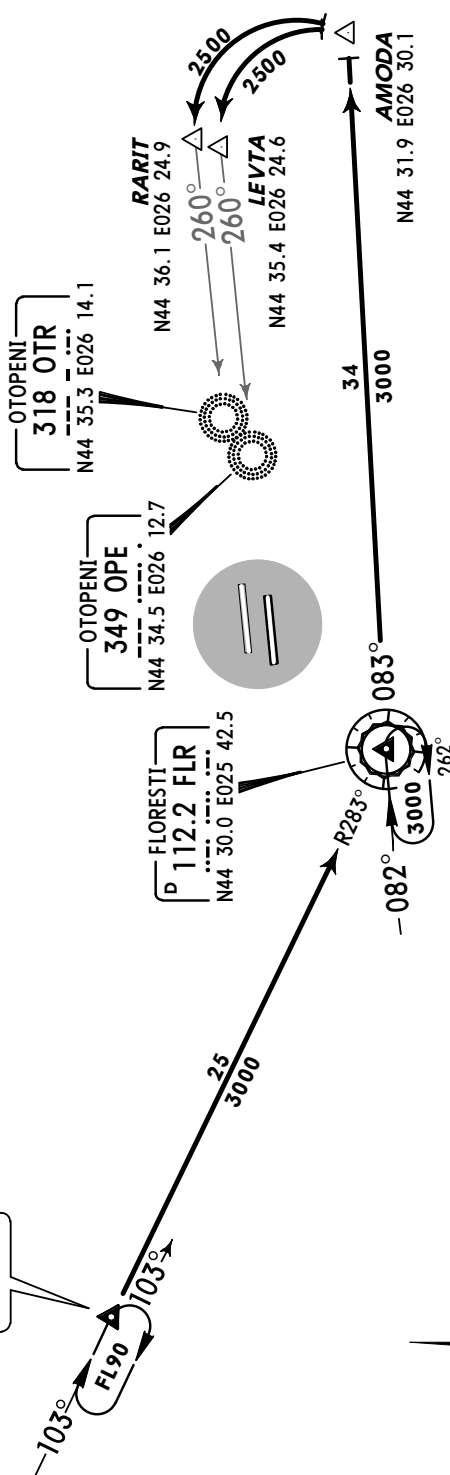
**TUSET 4F [TUSE4F]**  
**RWYS 26L/R ARRIVAL**  
 FROM NORTHWEST  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**APPLICABLE WITHIN BUCHAREST TMA**



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

**TUSET**  
 N44 37.6  
 E025 09.0

**MAX**  
**250 KT**



**ROUTING**

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

**LROP/OTP**  
**HENRI COANDA**

21 AUG 09

**JEPPESEN**

20-3

**Eff 27 Aug**

BUCHAREST, ROMANIA

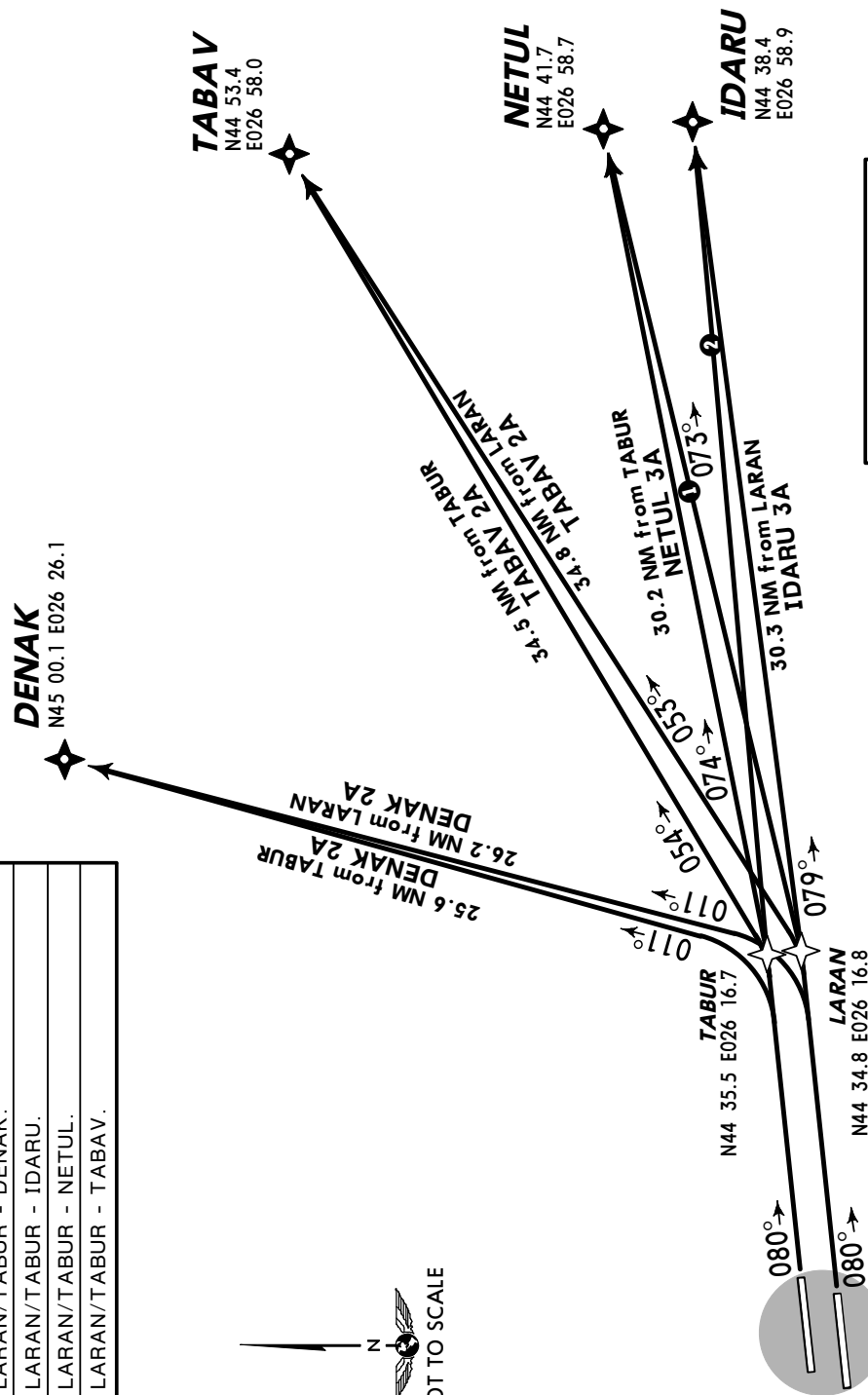
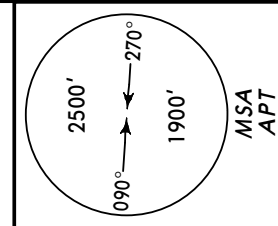
RNAV SID

*Apt Elev*  
314'

Trans level: By ATC      Trans alt: 4000'

1. FLR, OPT and STJ must all be serviceable for DME/DME operation.
2. If unable to comply advise ATC and expect re-routing.

**DENAK 2A [DENA2A], IDARU 3A [IDAR3A]  
NETUL 3A [NETU3A], TABAV 2A [TABA2A]  
RWYS 08L/R RNAV DEPARTURES  
TO NORTHEAST & EAST  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED**



**Initial climb clearance: Minimum enroute FL or as cleared by ATC**

| SID      | ROUTING              |
|----------|----------------------|
| DENAK 2A | LARAN/TABUR - DENAK. |
| IDARU 3A | LARAN/TABUR - IDARU. |
| NETUL 3A | LARAN/TABUR - NETUL. |
| TABAV 2A | LARAN/TABUR TABAV.   |

NOT TO SCALE



**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
 21 AUG 09 **(20-3A)** **Eff 27 Aug**

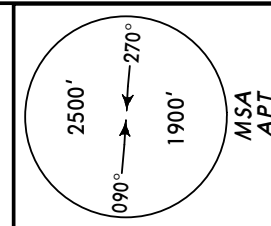
**BUCHAREST, ROMANIA**

**RNAV SID**

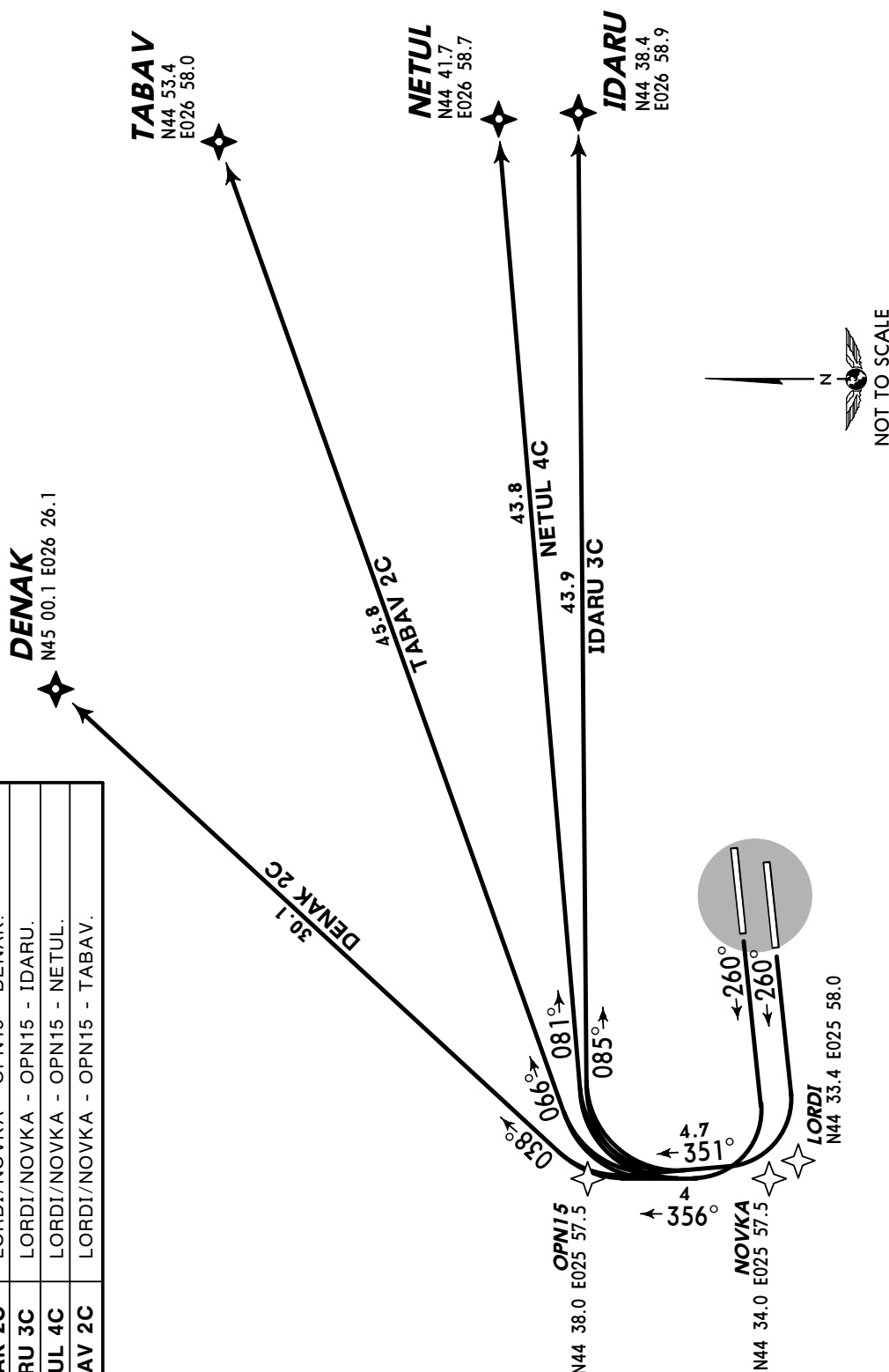
**Apt Elev**  
**314'**

Trans level: By ATC Trans alt: 4000'  
 1. FLR, OPT and STJ must all be serviceable for DME/DME operation.  
 2. If unable to comply advise ATC and expect re-routing.

**DENAK 2C [DENA2C], IDARU 3C [IDAR3C]  
 NETUL 4C [NETU4C], TABAV 2C [TABA2C]  
 RWYS 26L/R RNAV DEPARTURES  
 TO NORTHEAST & EAST  
 RNAV (DME/DME)  
 P-RNAV APPROVAL REQUIRED**



| Initial climb clearance: Minimum enroute FL or as cleared by ATC |                              |
|------------------------------------------------------------------|------------------------------|
| SID                                                              | ROUTING                      |
| <b>DENAK 2C</b>                                                  | LORDI/NOVKA - OPN15 - DENAK. |
| <b>IDARU 3C</b>                                                  | LORDI/NOVKA - OPN15 - IDARU. |
| <b>NETUL 4C</b>                                                  | LORDI/NOVKA - OPN15 - NETUL. |
| <b>TABAV 2C</b>                                                  | LORDI/NOVKA - OPN15 - TABAV. |



**LROP/OTP**  
**HENRI COANDA**

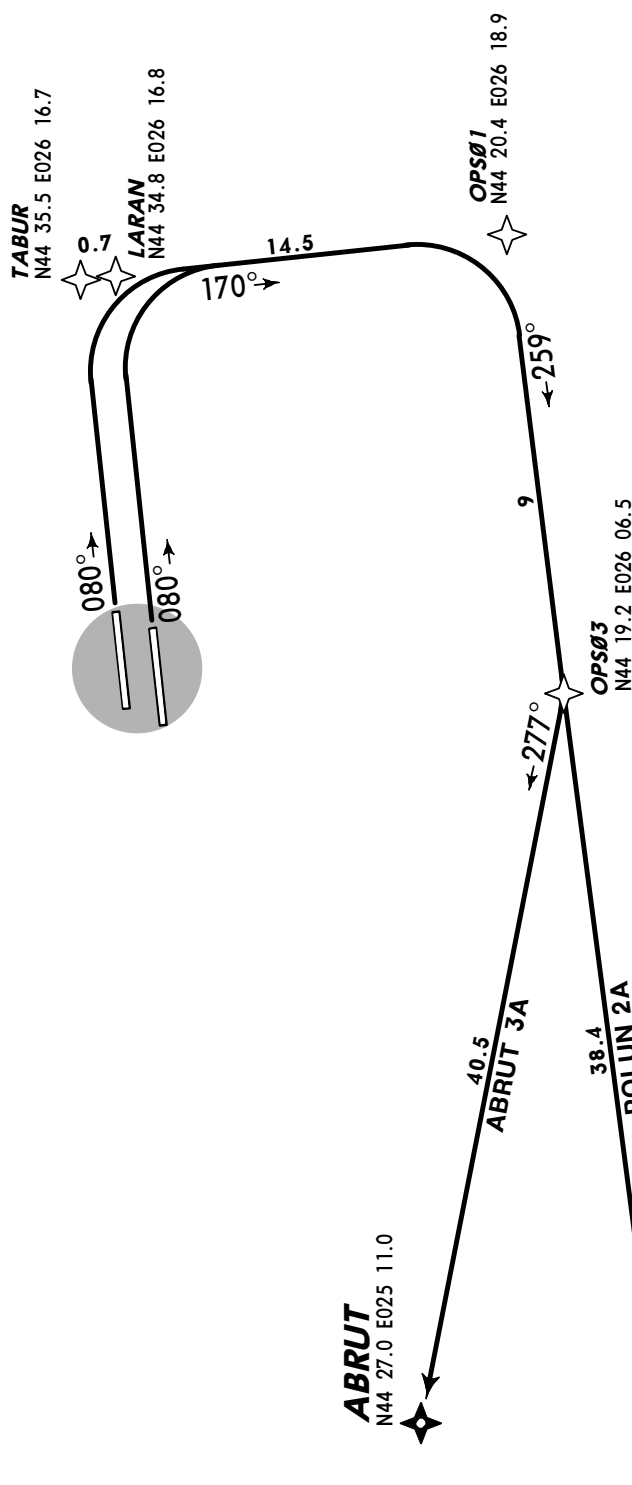
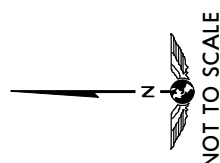
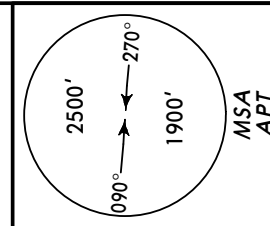
**JEPPesen**  
 8 MAY 09 **(20-3B)**

**BUCHAREST, ROMANIA**  
**RNAV SID**

**Apt Elev**  
**314'**

Trans level: By ATC Trans alt: 4000'  
 1. FLR, OPT and STJ must all be serviceable for DME/DME operation.  
 2. If unable to comply advise ATC and expect re-routing.

**ABRUT 3A [ABRU3A], POLUN 2A [POLU2A]**  
**RWYS 08L/R RNAV DEPARTURES**  
 TO SOUTHWEST & WEST  
 RNAV (DME/DME)  
 P-RNAV APPROVAL REQUIRED



Initial climb clearance: Minimum enroute **FL**  
 or as cleared by ATC

| SID                                   | ROUTING                              |
|---------------------------------------|--------------------------------------|
| <b>ABRUT 3A ①</b>                     | LARAN/TABUR - OPS01 - OPS03 - ABRUT. |
| <b>POLUN 2A ②</b>                     | LARAN/TABUR - OPS01 - POLUN.         |
| ① Not available for traffic to VELIP. |                                      |
| ② Not available for traffic to LRCV.  |                                      |

**LROP/OTP**  
**HENRI COANDA**

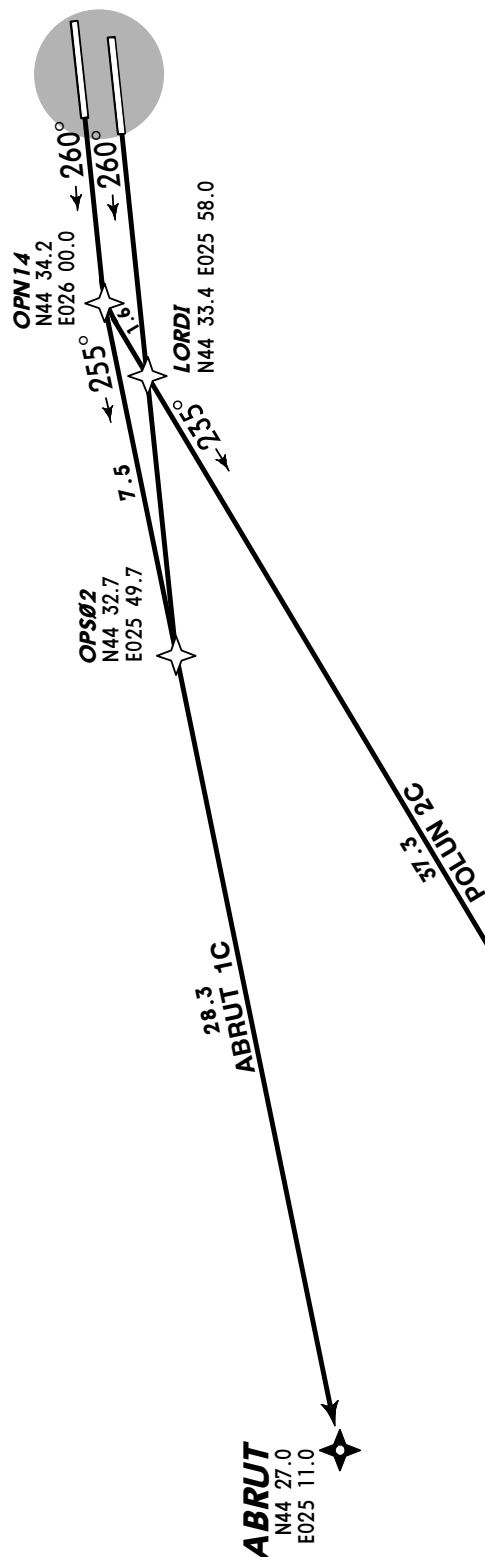
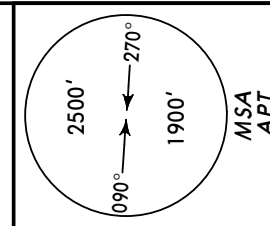
**JEPPESEN**  
8 MAY 09 **(20-3C)**

**BUCHAREST, ROMANIA**  
**RNAV SID**

**Apt Elev**  
**314'**

Trans level: By ATC    Trans alt: 4000'  
1. FLR, OPT and STJ must all be serviceable for DME/DME operation.  
2. If unable to comply advise ATC and expect re-routing.

**ABRUT 1C [ABRU1C], POLUN 2C [POLU2C]**  
**RWYS 26L/R RNAV DEPARTURES**  
TO SOUTHWEST & WEST  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED



Initial climb clearance: Minimum enroute **FL**  
or as cleared by ATC

| SID               | ROUTING              |
|-------------------|----------------------|
| <b>ABRUT 1C ①</b> | OPS02/OPN14 - ABRUT. |
| <b>POLUN 2C ②</b> | LORDI/OPN14 - POLUN. |

① Not available for traffic to VELIP.  
② Not available for traffic to LRCV.

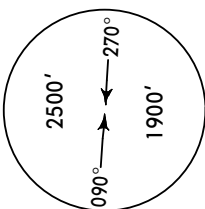
**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
 24 APR 09 **(20-3D)** **Eff 7 May**

**BUCHAREST, ROMANIA**  
**RNAV SID**

**Apt Elev**  
**314'**

Trans level: By ATC Trans alt: 4000'  
 1. FLR, OPT and STJ must all be serviceable for DME/DME operation.  
 2. If unable to comply advise ATC and expect re-routing.

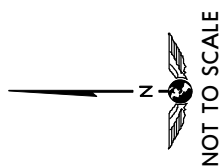
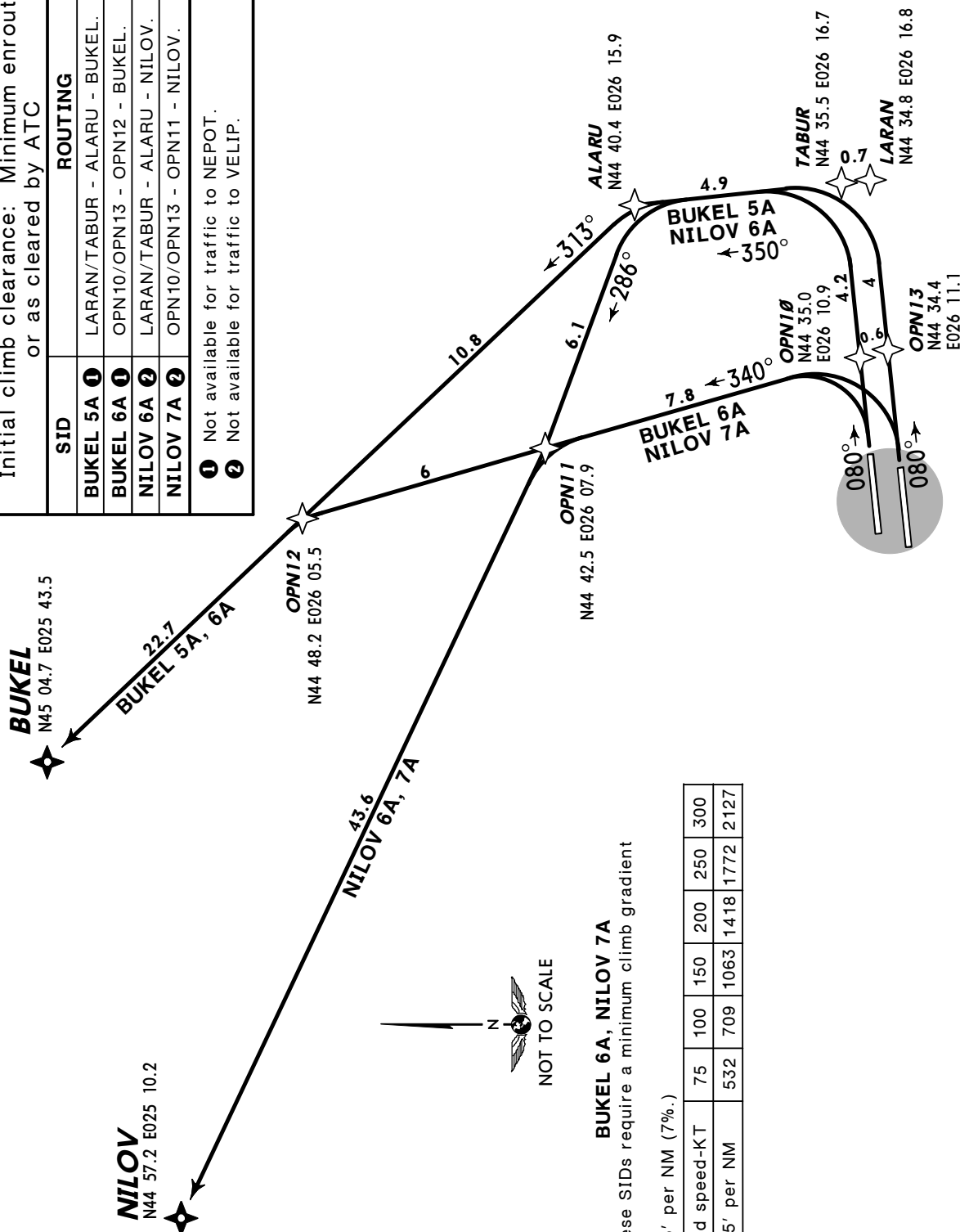


**MSA**  
**APT**

**BUKEL 5A [BUKE5A], BUKEL 6A [BUKE6A]  
 NILOV 6A [NILO6A], NILOV 7A [NILO7A]  
 RWYS 08L/R RNAV DEPARTURES  
 TO NORTHWEST  
 RNAV (DME/DME)  
 P-RNAV APPROVAL REQUIRED**

**Initial climb clearance: Minimum enroute FL**  
 or as cleared by ATC

| ROUTING                               |                              |
|---------------------------------------|------------------------------|
| SID                                   |                              |
| <b>BUKEL 5A ①</b>                     | LARAN/TABUR - ALARU - BUKEL. |
| <b>BUKEL 6A ①</b>                     | OPN10/OPN13 - OPN12 - BUKEL. |
| <b>NILOV 6A ②</b>                     | LARAN/TABUR - ALARU - NILOV. |
| <b>NILOV 7A ②</b>                     | OPN10/OPN13 - OPN11 - NILOV. |
| ① Not available for traffic to NEPOT. |                              |
| ② Not available for traffic to VELIP. |                              |



NOT TO SCALE

**BUKEL 6A, NILOV 7A**

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 |

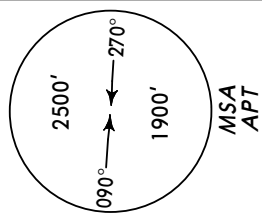
**LROP/OTP**  
**HENRI COANDA**

**JEPPESEN**  
24 APR 09 **(20-3E)** **Eff 7 May**

**BUCHAREST, ROMANIA**  
**RNAV SID**

**Apt Elev**  
**314'**

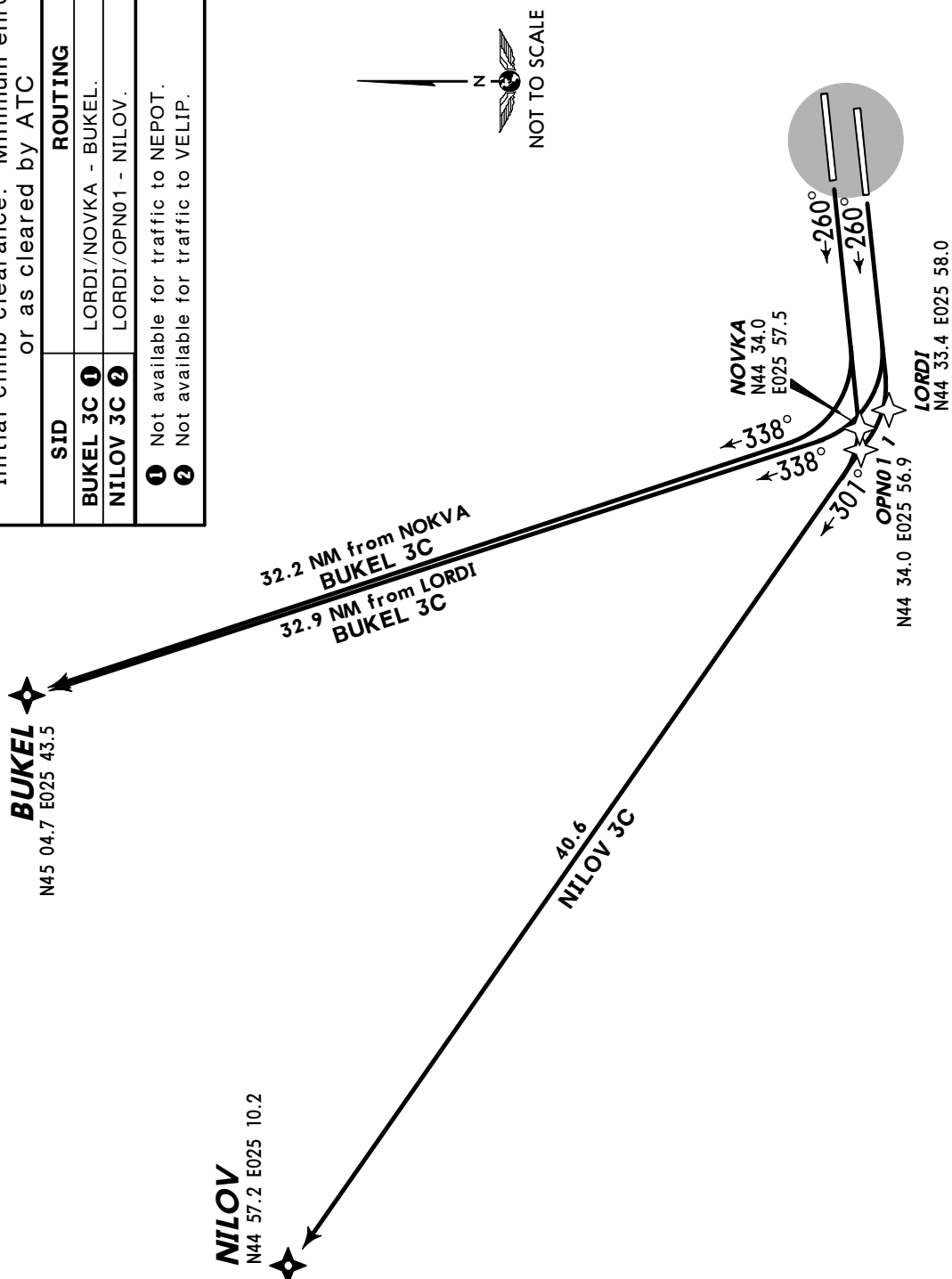
Trans level: By ATC    Trans alt: 4000'  
1. FLR, OPT and STJ must all be serviceable for DME/DME operation.  
2. If unable to comply advise ATC and expect re-routing.



**BUKEL 3C [BUKE3C], NILOV 3C [NILO3C]**  
**RWYS 26L/R RNAV DEPARTURES**  
TO NORTHWEST  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED

Initial climb clearance: Minimum enroute **FL**  
or as cleared by ATC

| SID                                          | ROUTING              |
|----------------------------------------------|----------------------|
| <b>BUKEL 3C ①</b>                            | LORDI/NOVKA - BUKEL. |
| <b>NILOV 3C ②</b>                            | LORDI/OPN01 - NILOV. |
| <b>①</b> Not available for traffic to NEPOT. |                      |
| <b>②</b> Not available for traffic to VELIP. |                      |



**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
19 JUN 09 **(20-3F)** **Eff 2 Jul**

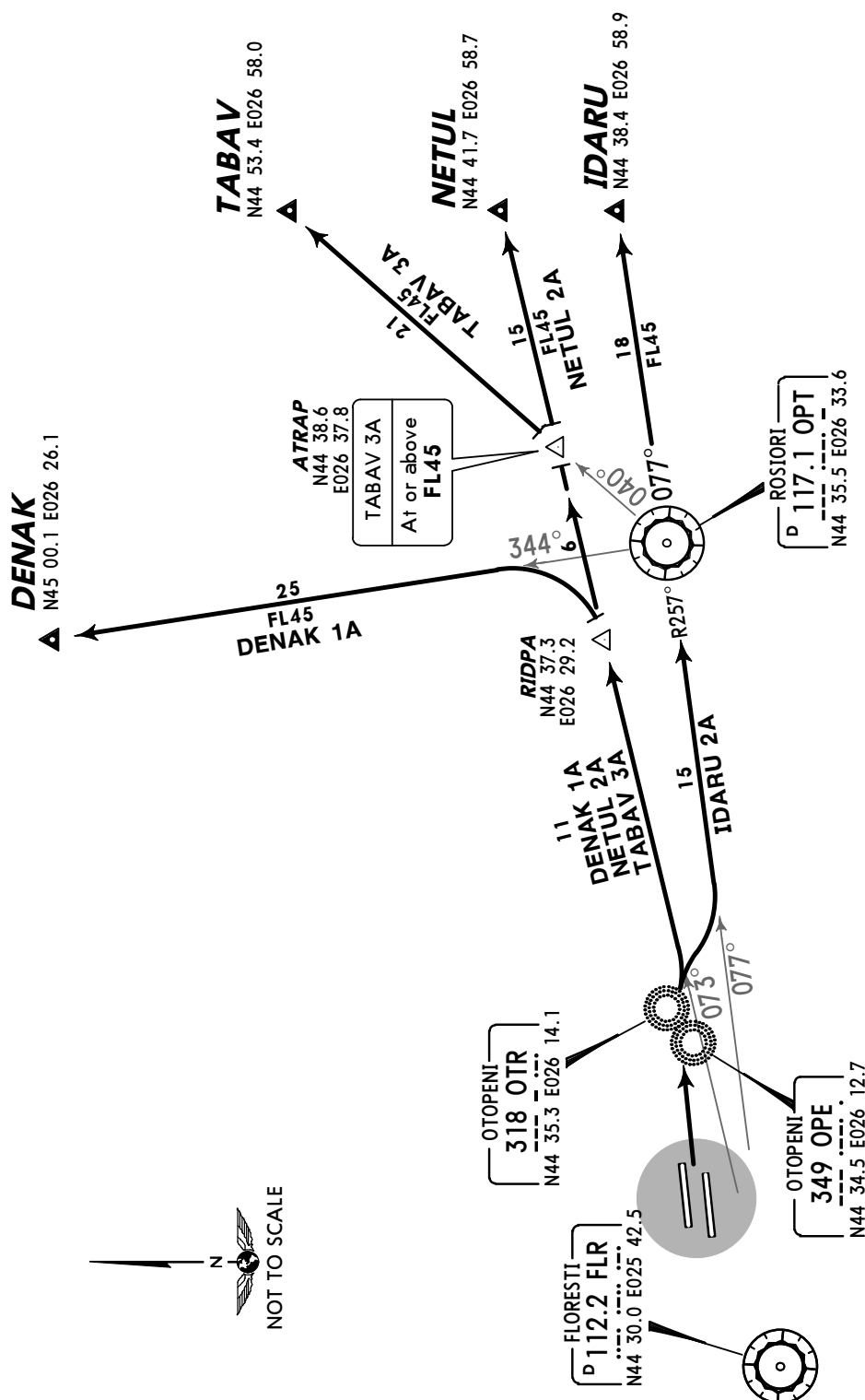
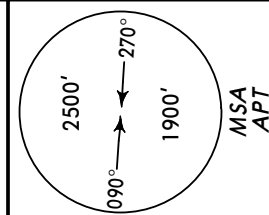
**BUCHAREST, ROMANIA**

**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.

**DENAK 1A [DENA1A], IDARU 2A [IDAR2A]  
NETUL 2A [NETU2A], TABAV 3A [TABA3A]  
RWYS 08L/R DEPARTURES  
TO NORTHEAST & EAST**



| SID      | ROUTING                                                                            |
|----------|------------------------------------------------------------------------------------|
| DENAK 1A | To OTR/OPE, intercept FLR R-073 to RIDPA, turn LEFT, intercept OPT R-344 to DENAK. |
| IDARU 2A | To OTR/OPE, turn RIGHT, intercept OPT R-257 inbound to OPT, OPT R-077 to IDARU.    |
| NETUL 2A | To OTR/OPE, intercept FLR R-073 to NETUL.                                          |
| TABAV 3A | To OTR/OPE, intercept FLR R-073 to ATRAP, turn LEFT, intercept OPT R-040 to TABAV. |

**LROP/OTP**  
**HENRI COANDA**

**JEPPESSEN**  
 19 JUN 09 **(20-3G)** **Eff 2 Jul**

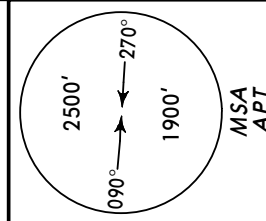
**BUCHAREST, ROMANIA**

**SID**

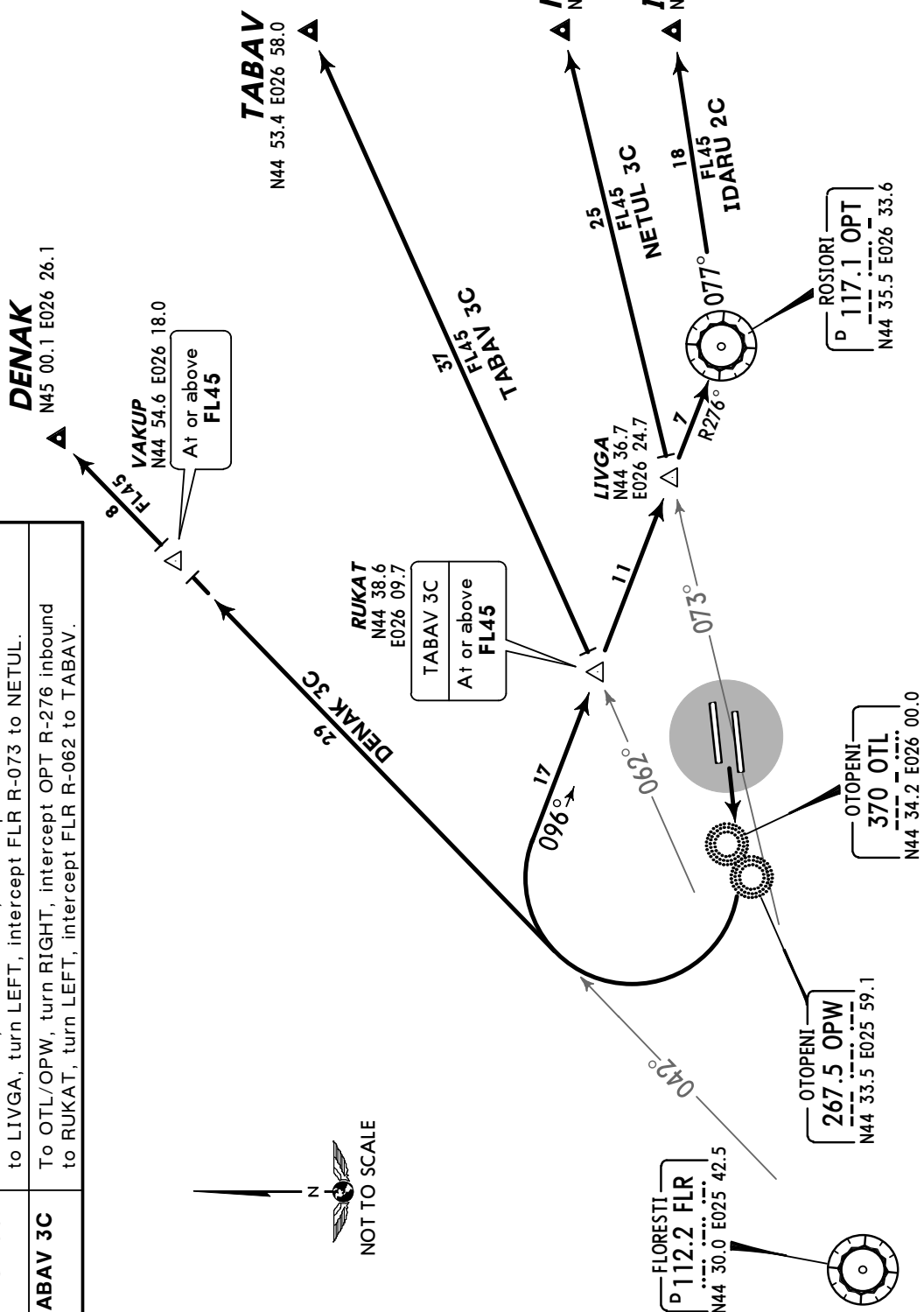
**Apt Elev**  
**314'**

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

**DENAK 3C [DENA3C]**  
**IDARU 2C [IDAR2C]**  
**NETUL 3C [NETU3C]**  
**TABAV 3C [TABA3C]**  
**RWYS 26L/R DEPARTURES**  
**TO NORTHEAST & EAST**



| SID             | ROUTING                                                                                                |
|-----------------|--------------------------------------------------------------------------------------------------------|
| <b>DENAK 3C</b> | To OTL/OPW, turn RIGHT, intercept FLR R-042 to DENAK.                                                  |
| <b>IDARU 2C</b> | To OTL/OPW, turn RIGHT, intercept OPT R-276 inbound to OPT, turn LEFT, OPT R-077 to IDARU.             |
| <b>NETUL 3C</b> | To OTL/OPW, turn RIGHT, intercept OPT R-276 inbound to LIVGA, turn LEFT, intercept FLR R-073 to NETUL. |
| <b>TABAV 3C</b> | To OTL/OPW, turn RIGHT, intercept OPT R-276 inbound to RUKAT, turn LEFT, intercept FLR R-062 to TABAV. |



**LROP/OTP**  
**HENRI COANDA**

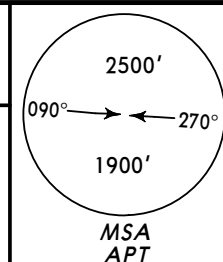
**JEPPESSEN**  
19 JUN 09 **(20-3H)** **Eff 2 Jul**

**BUCHAREST, ROMANIA**

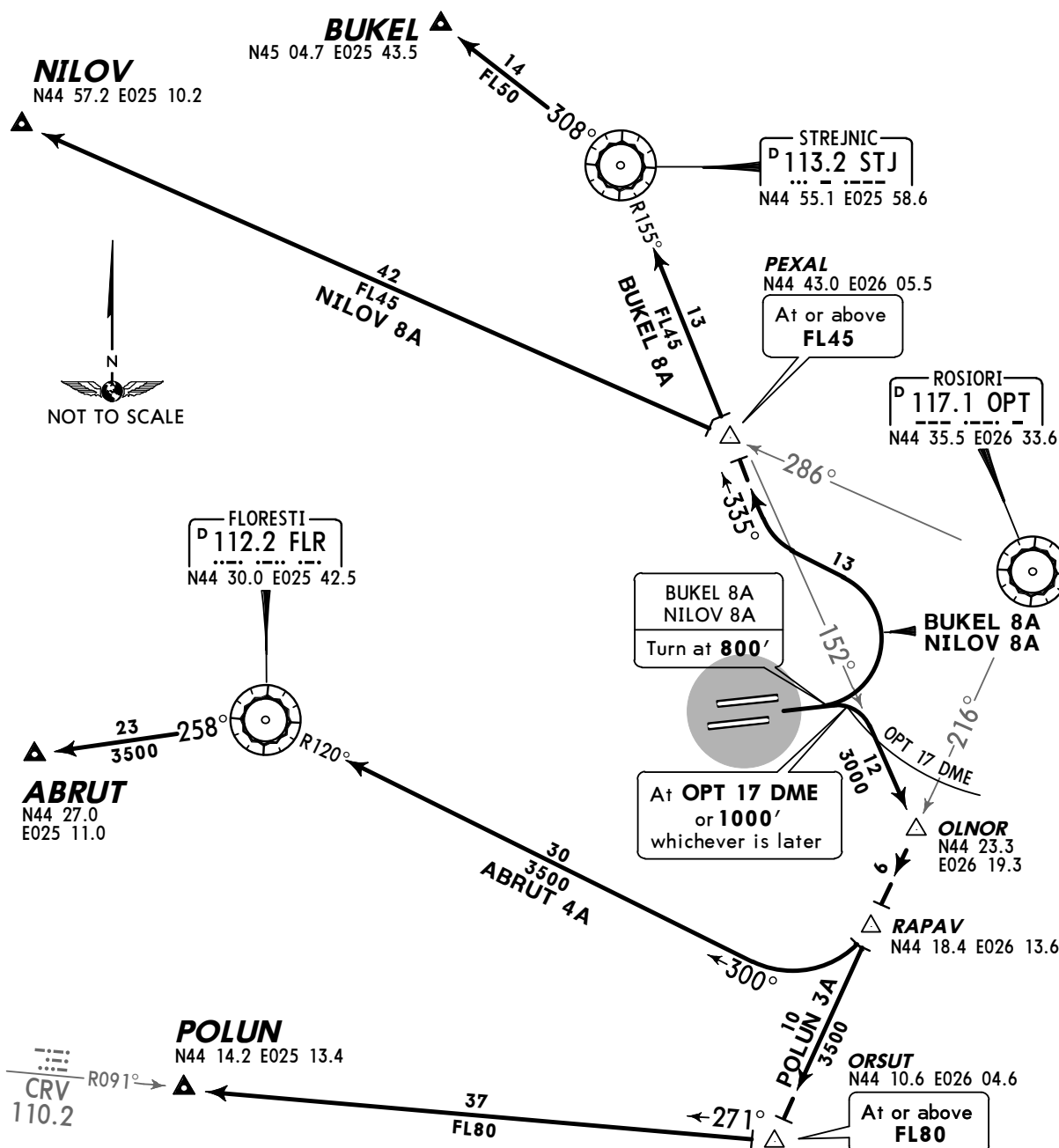
**SID**

**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 4A [ABRU4A], BUKEL 8A [BUKE8A]**  
**NILOV 8A [NILO8A], POLUN 3A [POLU3A]**  
**RWYS 08L/R DEPARTURES**  
**TO WEST & NORTHWEST**



| SID                         | ROUTING                                                                                                                                                                                                                           |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ABRUT 4A</b><br><b>①</b> | Climb on runway track to OPT 17 DME or <b>1000'</b> , whichever is later, 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. |
| <b>BUKEL 8A</b><br><b>②</b> | Climb on runway track to <b>800'</b> , intercept STJ R-155 inbound to STJ, STJ R-308 to BUKEL.                                                                                                                                    |
| <b>NILOV 8A</b><br><b>①</b> | Climb on runway track to <b>800'</b> , intercept STJ R-155 inbound to PEXAL, intercept OPT R-286 to NILOV.                                                                                                                        |
| <b>POLUN 3A</b><br><b>③</b> | Climb on runway track to OPT 17 DME or <b>1000'</b> , whichever is later, 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.

**②** Not available for traffic to NEPOT.

**③** Not available for traffic to LRCV.



**LROP/OTP**  
**HENRI COANDA**

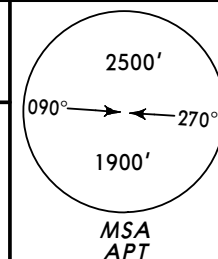
**JEPPESSEN**  
19 JUN 09 **20-3J** **Eff 2 Jul**

**BUCHAREST, ROMANIA**

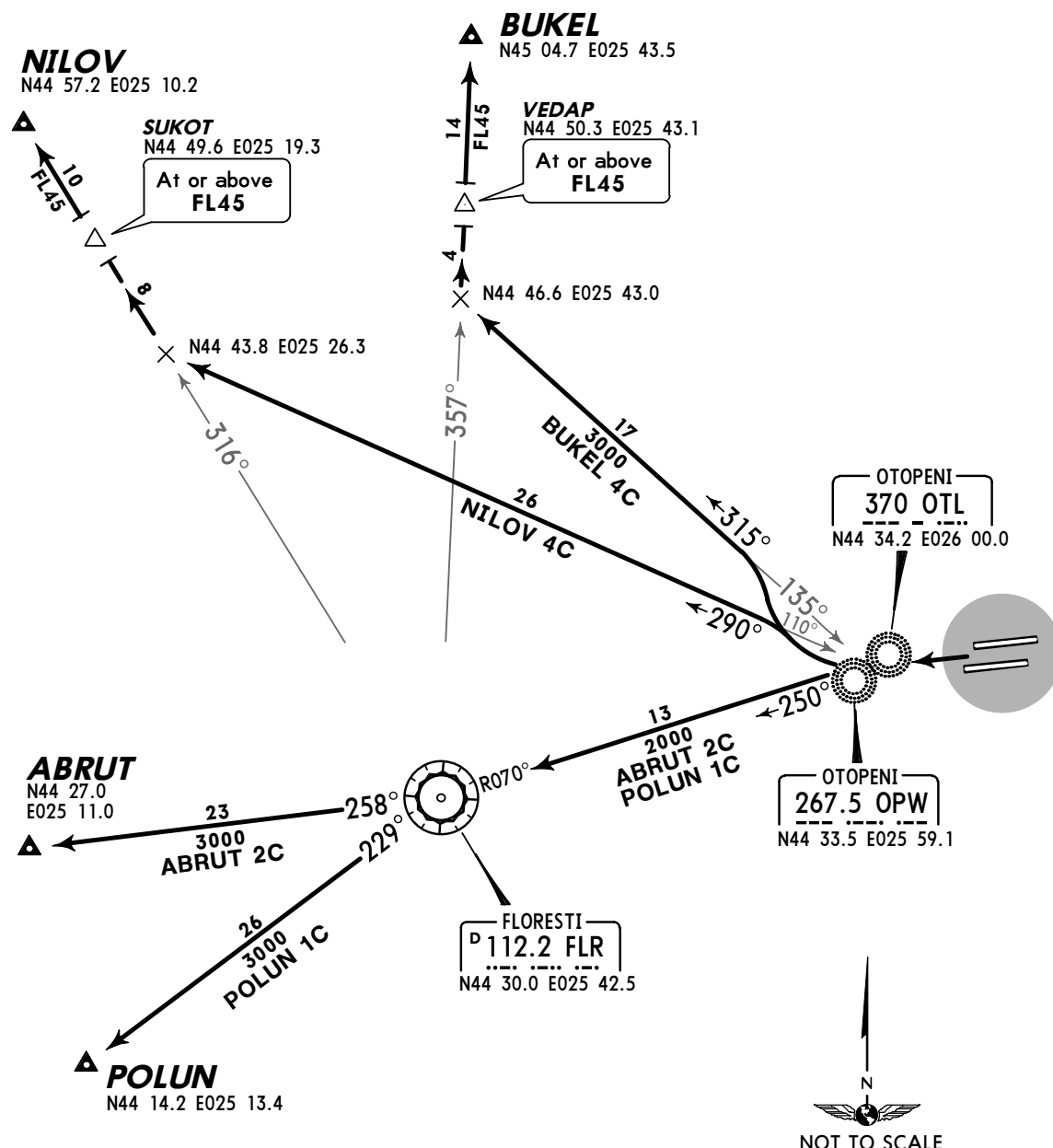
**SID**

**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 2C [ABRU2C], BUKEL 4C [BUKE4C]**  
**NILOV 4C [NILO4C], POLUN 1C [POLU1C]**  
**RWYS 26L/R DEPARTURES**  
**TO WEST & NORTHWEST**



| SID                                                                                                                                      | ROUTING                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <b>ABRUT 2C ①</b>                                                                                                                        | To OTL/OPW, intercept FLR R-070 inbound to FLR, FLR R-258 to ABRUT.                        |
| <b>BUKEL 4C ②</b>                                                                                                                        | To OTL/OPW, turn RIGHT, intercept 315° bearing from OTL/OPW, intercept FLR R-357 to BUKEL. |
| <b>NILOV 4C ①</b>                                                                                                                        | To OTL/OPW, turn RIGHT, intercept 290° bearing from OTL/OPW, intercept FLR R-316 to NILOV. |
| <b>POLUN 1C ③</b>                                                                                                                        | To OTL/OPW, turn LEFT, intercept FLR R-070 inbound to FLR, FLR R-229 to POLUN.             |
| <b>①</b> Not available for traffic to VELIP. <b>②</b> Not available for traffic to NEPOT.<br><b>③</b> Not available for traffic to LRCV. |                                                                                            |

**LROP/OTP**

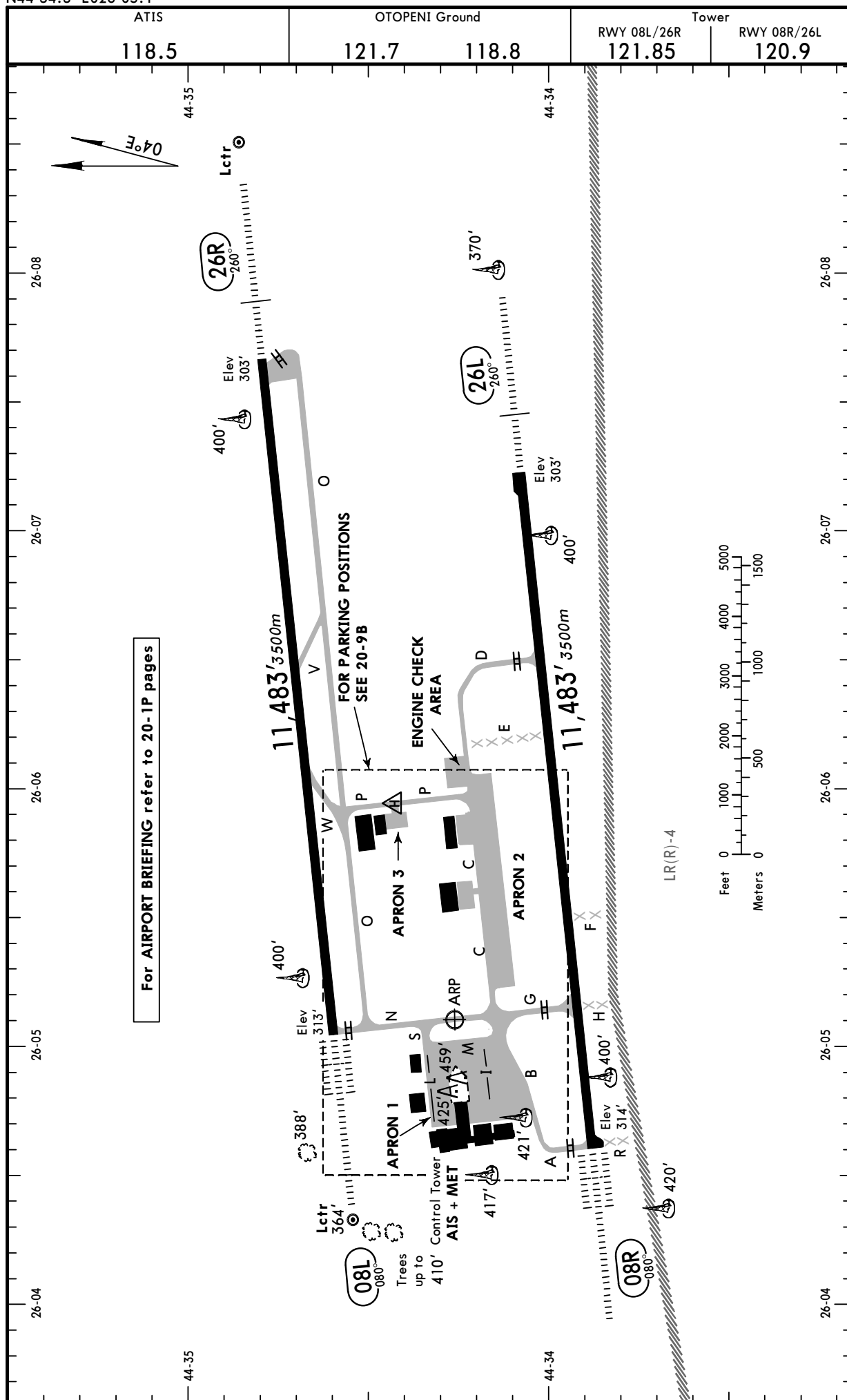
Apt Elev **314'**  
 N44 34.3 E026 05.1

**JEPPesen**

27 AUG 10 **(20-9)**

**BUCHAREST, ROMANIA**

**HENRI COANDA**



CHANGES: None.

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**LROP/OTP** **JEPPESEN**  
27 AUG 10 **(20-9A)****BUCHAREST, ROMANIA**  
**HENRI COANDA**

| ADDITIONAL RUNWAY INFORMATION                                                                                                                                                            |                                               |  |                    |               |       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|--|--------------------|---------------|-------|
| RWY                                                                                                                                                                                      |                                               |  | USABLE LENGTHS     |               | WIDTH |
|                                                                                                                                                                                          |                                               |  | — LANDING BEYOND — | TAKE-OFF      |       |
|                                                                                                                                                                                          |                                               |  | Threshold          | Glide Slope   |       |
| 08L                                                                                                                                                                                      | HIRL (60m) CL (15m) ALSF-II TDZ ❶ HST-V RVR   |  |                    | 10,444' 3183m | 148'  |
| 26R                                                                                                                                                                                      | HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) ❷ RVR |  |                    | 10,512' 3204m | 45m   |
| ❶ PAPI-L (3.0°)                                                                                                                                                                          |                                               |  |                    |               |       |
| ❷ HST-W                                                                                                                                                                                  |                                               |  |                    |               |       |
| 08R                                                                                                                                                                                      | HIRL (60m) CL (15m) ALSF-II TDZ ❸ RVR         |  |                    | 10,328' 3148m | 148'  |
| 26L                                                                                                                                                                                      | HIRL (60m) CL (15m) HIALS PAPI-L (2.7°) RVR   |  |                    | 10,338' 3151m | 45m   |
| ❸ PAPI-L (2.7°)                                                                                                                                                                          |                                               |  |                    |               |       |
| ❹ TAKE-OFF RUN AVAILABLE                                                                                                                                                                 |                                               |  |                    |               |       |
| <div> <div> RWY 08R:<br/> From rwy head 11,483' (3500m)<br/> twy G int 9072' (2765m) </div> <div> RWY 26L:<br/> From rwy head 11,483' (3500m)<br/> twy D int 8169' (2490m) </div> </div> |                                               |  |                    |               |       |

**INS COORDINATES**

| STAND No.      | COORDINATES        | STAND No.      | COORDINATES        |
|----------------|--------------------|----------------|--------------------|
| <b>APRON 1</b> |                    |                |                    |
| 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, 10          | N44 34.2 E026 04.9 | 10, 11         | N44 34.1 E026 05.6 |
| 11, 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 |
| 16A, 17        | N44 34.1 E026 04.8 | 22             | N44 34.1 E026 05.2 |
| 18 thru 20     | N44 34.1 E026 04.9 | <b>APRON 3</b> |                    |
| 21             | N44 34.1 E026 05.0 | 1 thru 4       | N44 34.4 E026 05.9 |
| 22 thru 24     | N44 34.1 E026 04.9 | 5, 6           | N44 34.4 E026 05.8 |

**Standard****TAKE-OFF ❶**

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

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

LROP/OTP

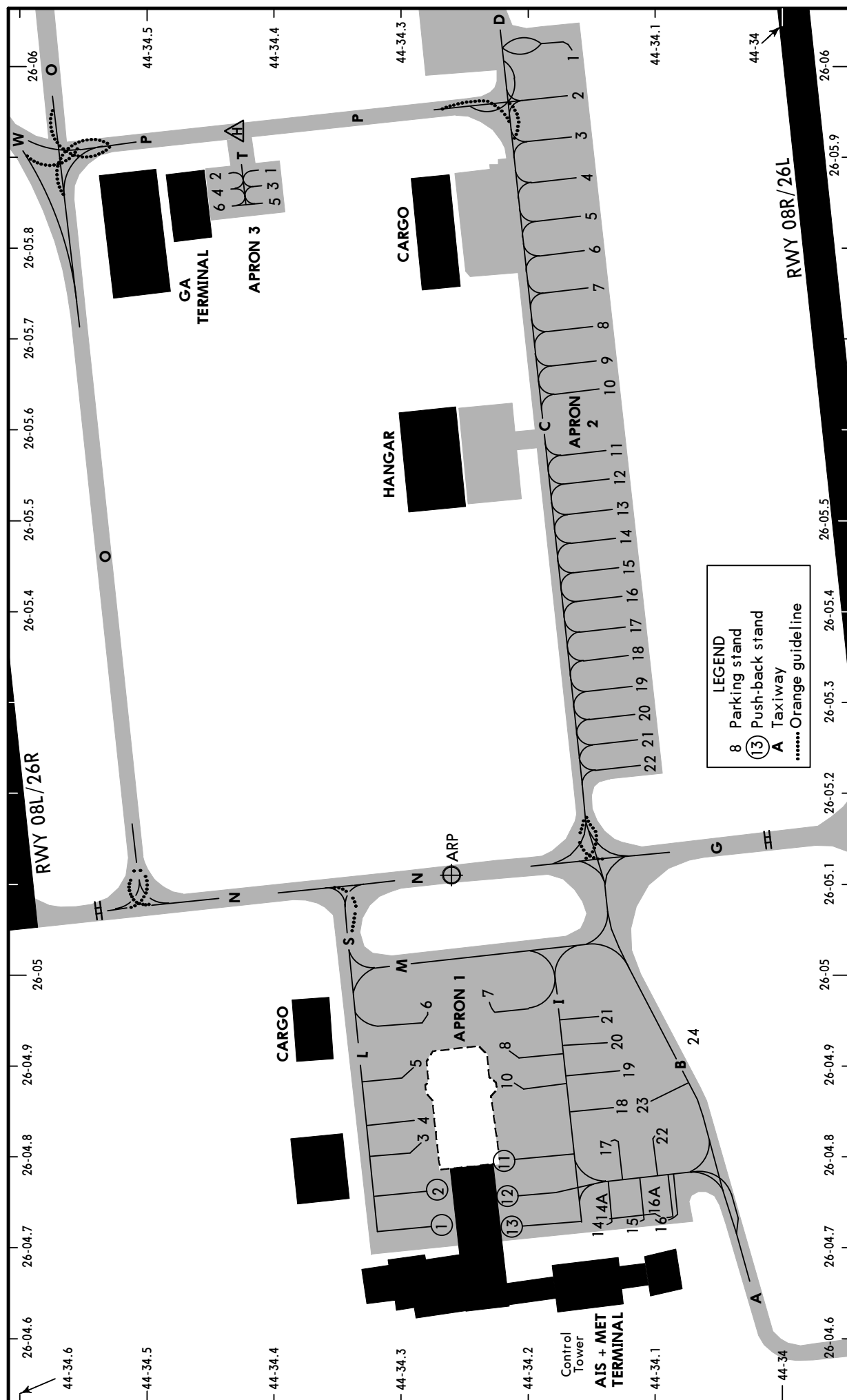
6 NOV 09

**JEPPesen**  
**20-9B**

Eff 19 Nov

**BUCHAREST, ROMANIA**

**HENRI COANDA**



CHANGES: Stands.

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**LROP/OTP****JEPPESEN**

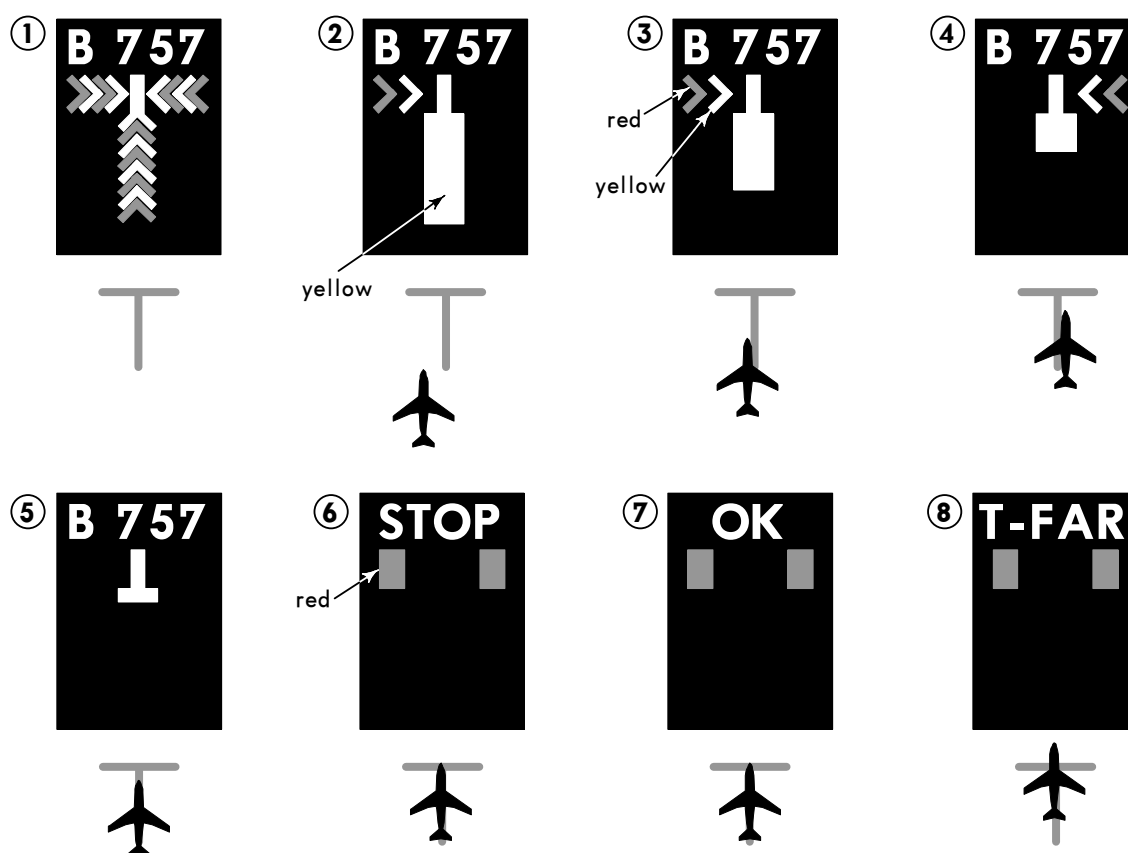
6 NOV 09

**20-9C****Eff 19 Nov****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 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 occur, 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).

**LROP/OTP** **JEPPesen**  
27 AUG 10 **20-9X****JAA MINIMUMS**  
**BUCHAREST, ROMANIA**  
HENRI COANDA

| <b>STRAIGHT-IN RWY</b> |            | <b>A</b>            | <b>B</b>            | <b>C</b>            | <b>D</b>            |
|------------------------|------------|---------------------|---------------------|---------------------|---------------------|
| 08L                    | CAT 3A ILS | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  |
|                        | CAT 2 ILS  | <b>413' (100')</b>  | <b>413' (100')</b>  | <b>413' (100')</b>  | <b>413' (100')</b>  |
|                        |            | <b>RA99' R300m</b>  | <b>RA99' R300m</b>  | <b>RA99' R300m</b>  | <b>RA99' R300m</b>  |
|                        | ILS        | <b>513' (200')</b>  | <b>513' (200')</b>  | <b>513' (200')</b>  | <b>513' (200')</b>  |
|                        | ALS out    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                        |            | R1000m              | R1000m              | R1000m              | R1000m              |
|                        | LOC        | <b>690' (377')</b>  | <b>690' (377')</b>  | <b>690' (377')</b>  | <b>690' (377')</b>  |
|                        | ALS out    | <b>R900m</b>        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1400m</b>       |
|                        |            | R1500m              | R1500m              | R1800m              | R2000m              |
|                        | NDB        | <b>710' (397')</b>  | <b>710' (397')</b>  | <b>720' (407')</b>  | <b>720' (407')</b>  |
|                        |            | <b>R900m</b>        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1400m</b>       |
|                        | ALS out    | R1500m              | R1500m              | R1800m              | R2000m              |
| 08R                    | CAT 3B ILS | <b>approved</b>     | <b>approved</b>     | <b>approved</b>     | <b>approved</b>     |
|                        | CAT 3A ILS | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  | <b>RA50' R200m</b>  |
|                        | CAT 2 ILS  | <b>414' (100')</b>  | <b>414' (100')</b>  | <b>414' (100')</b>  | <b>414' (100')</b>  |
|                        |            | <b>RA101' R300m</b> | <b>RA101' R300m</b> | <b>RA101' R300m</b> | <b>RA101' R300m</b> |
|                        | ILS        | <b>514' (200')</b>  | <b>514' (200')</b>  | <b>514' (200')</b>  | <b>514' (200')</b>  |
|                        | ALS out    | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                        |            | R1000m              | R1000m              | R1000m              | R1000m              |
|                        | LOC        | <b>690' (376')</b>  | <b>690' (376')</b>  | <b>690' (376')</b>  | <b>690' (376')</b>  |
|                        | ALS out    | <b>R900m</b>        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1400m</b>       |
|                        |            | R1500m              | R1500m              | R1800m              | R2000m              |
| 26L                    | ILS        | <b>503' (200')</b>  | <b>503' (200')</b>  | <b>503' (200')</b>  | <b>503' (200')</b>  |
|                        |            | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                        | ALS out    | R1000m              | R1000m              | R1000m              | R1000m              |
|                        |            |                     |                     |                     |                     |
|                        | LOC        | <b>730' (427')</b>  | <b>730' (427')</b>  | <b>730' (427')</b>  | <b>730' (427')</b>  |
|                        |            | <b>R900m</b>        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1400m</b>       |
|                        | ALS out    | R1500m              | R1500m              | R1800m              | R2000m              |
|                        |            |                     |                     |                     |                     |
|                        | NDB        | <b>790' (487')</b>  | <b>790' (487')</b>  | <b>790' (487')</b>  | <b>790' (487')</b>  |
|                        |            | <b>R1000m</b>       | <b>R1200m</b>       | <b>R1200m</b>       | <b>R1600m</b>       |
|                        | ALS out    | R1500m              | R1500m              | R2000m              | R2000m              |
| 26R                    | ILS        | <b>503' (200')</b>  | <b>503' (200')</b>  | <b>503' (200')</b>  | <b>503' (200')</b>  |
|                        |            | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        | <b>R550m</b>        |
|                        | ALS out    | R1000m              | R1000m              | R1000m              | R1000m              |
|                        |            |                     |                     |                     |                     |
|                        | LOC        | <b>600' (297')</b>  | <b>600' (297')</b>  | <b>600' (297')</b>  | <b>600' (297')</b>  |
|                        |            | <b>R800m</b>        | <b>R800m</b>        | <b>R800m</b>        | <b>R1200m</b>       |
|                        | ALS out    | R1500m              | R1500m              | R1600m              | R1800m              |
|                        |            |                     |                     |                     |                     |
|                        | NDB        | <b>710' (407')</b>  | <b>710' (407')</b>  | <b>710' (407')</b>  | <b>710' (407')</b>  |
|                        |            | <b>R900m</b>        | <b>R1000m</b>       | <b>R1000m</b>       | <b>R1400m</b>       |
|                        | ALS out    | R1500m              | R1500m              | R1800m              | R2000m              |
|                        |            |                     |                     |                     |                     |

**LROP/OTP** **JEPPESEN**  
27 AUG 10 **(20-9X1)****JAA MINIMUMS**  
**BUCHAREST, ROMANIA**  
HENRI COANDA

| <b>CIRCLE-TO-LAND</b>              | <b>100 KT</b>               | <b>135 KT</b>      | <b>180 KT</b>      | <b>205 KT</b>       |
|------------------------------------|-----------------------------|--------------------|--------------------|---------------------|
| Not authorized<br>South of airport | <b>770'</b> (456') <b>❶</b> | <b>820'</b> (506') | <b>990'</b> (676') | <b>1100'</b> (786') |
|                                    | V1500m                      | V1600m             | V2400m             | V3600m              |

**❶** After NDB 26L: 790' (476').**TAKE-OFF RWY 08L/R, 26L/R**

| 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                        | 125m                   | 150m    | 200m                  | 250m                  | 400m           | 500m |
| B                        |                        |         |                       |                       |                |      |
| C                        |                        |         |                       |                       |                |      |
| D                        | 150m                   | 200m    | 250m                  | 300m                  |                |      |

**LROP/OTP**  
**HENRI COANDA**

27 AUG 10 (21-1)

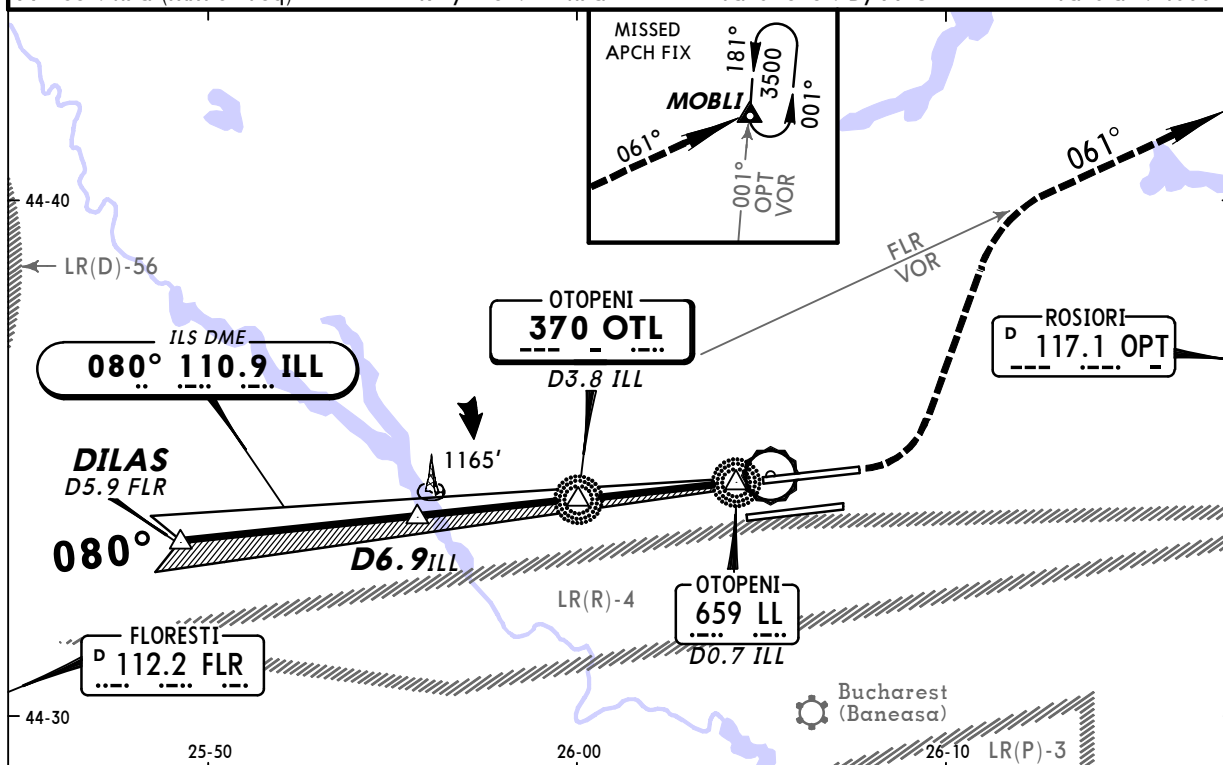
**BUCHAREST, ROMANIA**  
**ILS DME or NDB Rwy 08L**

BRIEFING STRIP

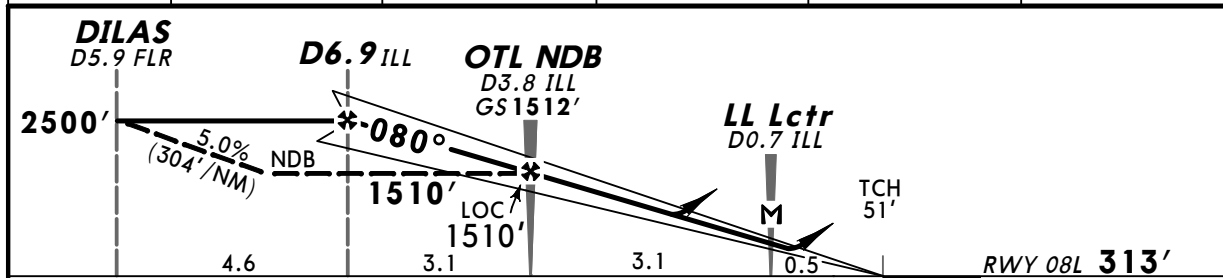
|                            |                                  |                                                |                                      |                                             |
|----------------------------|----------------------------------|------------------------------------------------|--------------------------------------|---------------------------------------------|
| ATIS                       | BUCHAREST Approach (R)           | OTOPENI Tower                                  | Ground                               |                                             |
| 118.5                      | 118.25                           | 121.85                                         | 121.7 118.8                          |                                             |
| LOC<br>ILL<br><b>110.9</b> | Final<br>Apch Crs<br><b>080°</b> | GS<br>OTL NDB<br><b>1512'</b> (1199')          | ILS<br>DA(H)<br><b>513'</b> (200')   | Apt Elev <b>314'</b><br><br><b>RWY 313'</b> |
| NDB<br>OTL<br><b>370</b>   |                                  | Minimum Alt<br>OTL NDB<br><b>1510'</b> (1197') | NDB<br>DA(H)<br>Refer to<br>Minimums |                                             |
|                            |                                  |                                                |                                      | MSA<br>Airport                              |

**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'



|                        |                     |              |              |              |             |
|------------------------|---------------------|--------------|--------------|--------------|-------------|
| LOC (GS out)<br>or NDB | ILL DME<br>ALTITUDE | 5.0<br>1910' | 4.0<br>1590' | 3.0<br>1270' | 2.0<br>950' |
|------------------------|---------------------|--------------|--------------|--------------|-------------|



|                                       |       |     |     |     |     |     |         |      |                       |
|---------------------------------------|-------|-----|-----|-----|-----|-----|---------|------|-----------------------|
| Gnd speed-Kts                         | 70    | 90  | 100 | 120 | 140 | 160 | ALSF-II | 800' | FLR<br>112.2<br>R-061 |
| ILS GS or<br>LOC or NDB Descent Angle | 3.00° | 377 | 484 | 538 | 646 | 753 | 861     | PAPI | 080°                  |
| MAP at LL Lctr/D0.7 ILL               |       |     |     |     |     |     |         |      | LT                    |

| STRAIGHT-IN LANDING RWY 08L |          |          |                          |           |                                                        |           | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |             |       |
|-----------------------------|----------|----------|--------------------------|-----------|--------------------------------------------------------|-----------|------------------------------------------------------|-------------|-------|
| ILS                         |          |          | LOC (GS out)             |           | NDB                                                    |           |                                                      |             |       |
| DA(H) <b>513'</b> (200')    |          |          | DA(H) <b>690'</b> (377') |           | DA(H) AB: <b>710'</b> (397')<br>CD: <b>720'</b> (407') |           |                                                      |             |       |
| FULL                        | Limited  | ALS out  | ALS out                  |           | ALS out                                                |           | Max<br>Kts                                           | MDA(H)      | VIS   |
| A                           |          |          |                          |           |                                                        |           | 100                                                  | 770'(456')  | 1500m |
| B                           | RVR 550m | RVR 750m | RVR 1200m                | RVR 1000m | RVR 1500m                                              | RVR 1100m | 135                                                  | 820'(506')  | 1600m |
| C                           |          |          |                          |           | RVR 1700m                                              | RVR 1200m | 180                                                  | 990'(676')  | 2400m |
| D                           |          |          |                          |           |                                                        | RVR 1900m | 205                                                  | 1100'(786') | 3600m |

CHANGES: Minimums.

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**LROP/OTP**  
**HENRI COANDA**

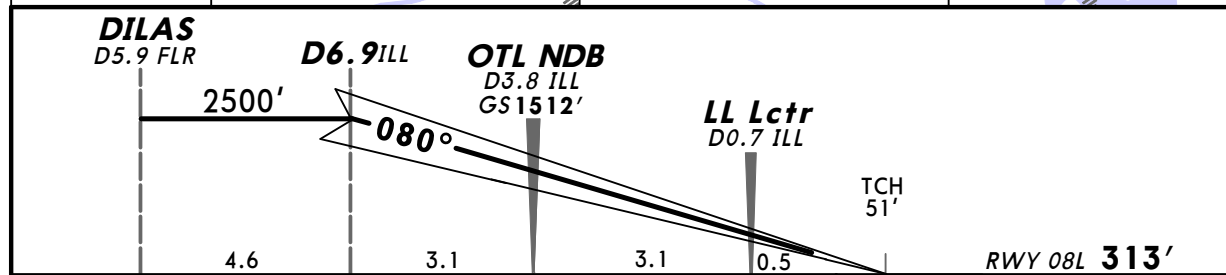
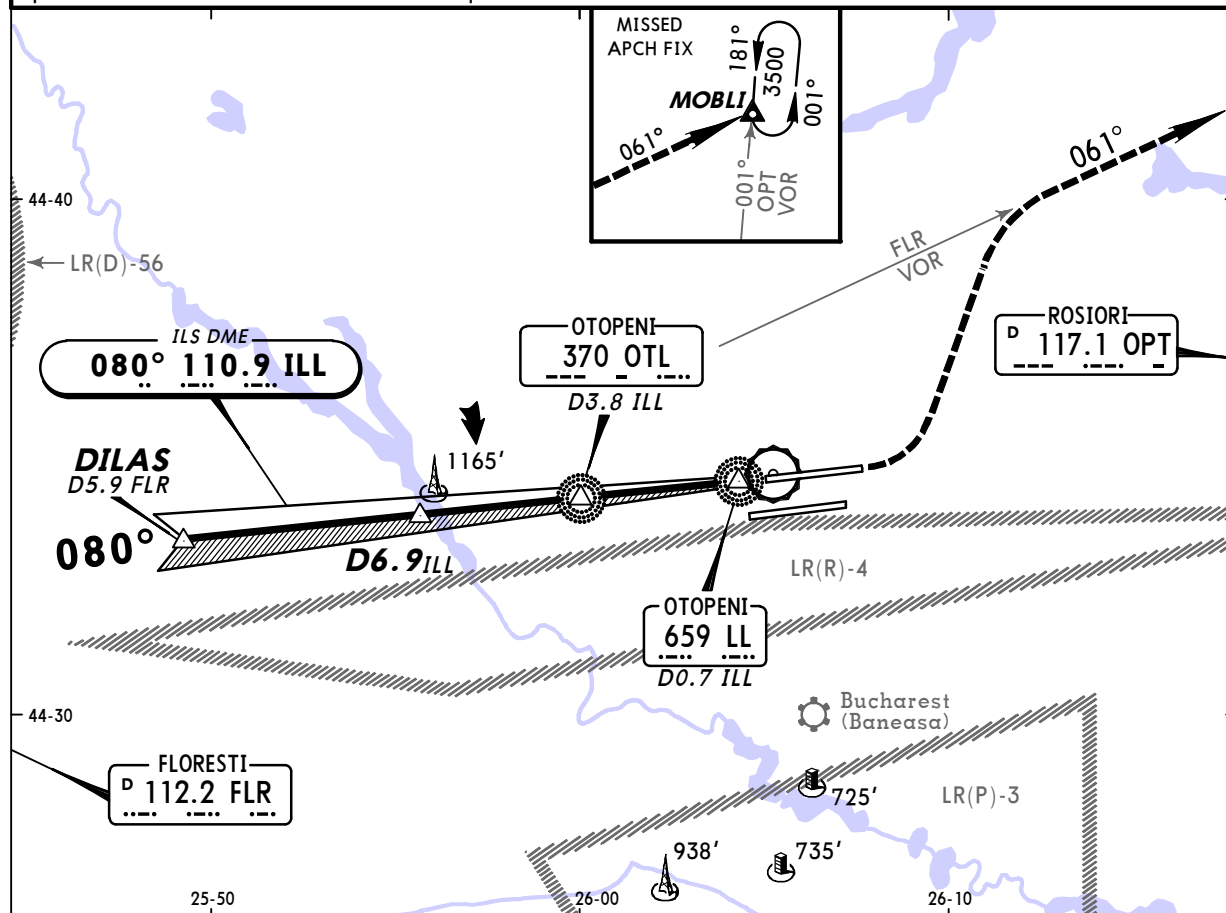
27 AUG 10

**JEPPESSEN**  
**(21-1A)**

**BUCHAREST, ROMANIA**  
**CAT II ILS DME Rwy 08L**

BRIEFING STRIP

|                                                                                                                                                    |  |                                         |  |                                       |  |                                                     |  |                        |                                         |
|----------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------|--|---------------------------------------|--|-----------------------------------------------------|--|------------------------|-----------------------------------------|
| ATIS<br><b>118.5</b>                                                                                                                               |  | BUCHAREST Approach (R)<br><b>118.25</b> |  | OTOPENI Tower<br><b>121.85</b>        |  | Ground<br><b>121.7 118.8</b>                        |  | <br><b>MSA Airport</b> |                                         |
| LOC<br>ILL<br><b>110.9</b>                                                                                                                         |  | Final<br>Apch Crs<br><b>080°</b>        |  | GS<br>OTL NDB<br><b>1512' (1199')</b> |  | CAT II ILS<br>RA <b>99'</b><br>DA(H)<br>413' (100') |  |                        | Apt Elev <b>314'</b><br>RWY <b>313'</b> |
| <b>MISSED APCH:</b> 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'                                    |  |                        |                                         |
| Special Aircrew & Acft Certification required.                                                                                                     |  |                                         |  |                                       |  |                                                     |  |                        |                                         |



|               |       |     |     |     |     |     |                                                                                                                                     |                                               |                                                                                                                                                   |
|---------------|-------|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <div>ALSIF-II</div> <div>PAPI</div> <div></div> | <div>800'</div> <div>on</div> <div>080°</div> | <div>FLR</div> <div>112.2</div> <div>R-061</div> <div></div> |
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 |                                                                                                                                     |                                               |                                                                                                                                                   |
|               |       |     |     |     |     |     |                                                                                                                                     |                                               |                                                                                                                                                   |

**Standard**

**STRAIGHT-IN LANDING RWY 08L**

**CAT II ILS**

**ABCD**

**RA 99'**

DA(H) **413' (100')**

**RVR 300m**

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

CHANGES: Minimums.

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PANS OPS 4

LROP/OTP  
HENRI COANDA

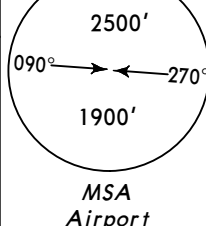
27 AUG 10

(21-2)

JEPPesen BUCHAREST, ROMANIA  
ILS DME or NDB DME Rwy 08R

BRIEFING STRIP™

|                            |                                  |                                                 |                                      |                                         |
|----------------------------|----------------------------------|-------------------------------------------------|--------------------------------------|-----------------------------------------|
| ATIS                       | BUCHAREST Approach (R)           | OTOPENI Tower                                   | Ground                               |                                         |
| 118.5                      | 118.25                           | 120.9                                           | 121.7 118.8                          |                                         |
| LOC<br>IOP<br><b>110.3</b> | Final<br>Apch Crs<br><b>080°</b> | GS<br>OPW NDB<br><b>1502'</b> (1188')           | ILS<br>DA(H)<br><b>514'</b> (200')   | Apt Elev <b>314'</b><br>RWY <b>314'</b> |
| NDB<br>OPW<br><b>267.5</b> |                                  | Minimum Alt<br>D7.6 IOP<br><b>2500'</b> (2186') | NDB<br>DA(H)<br>Refer to<br>Minimums |                                         |



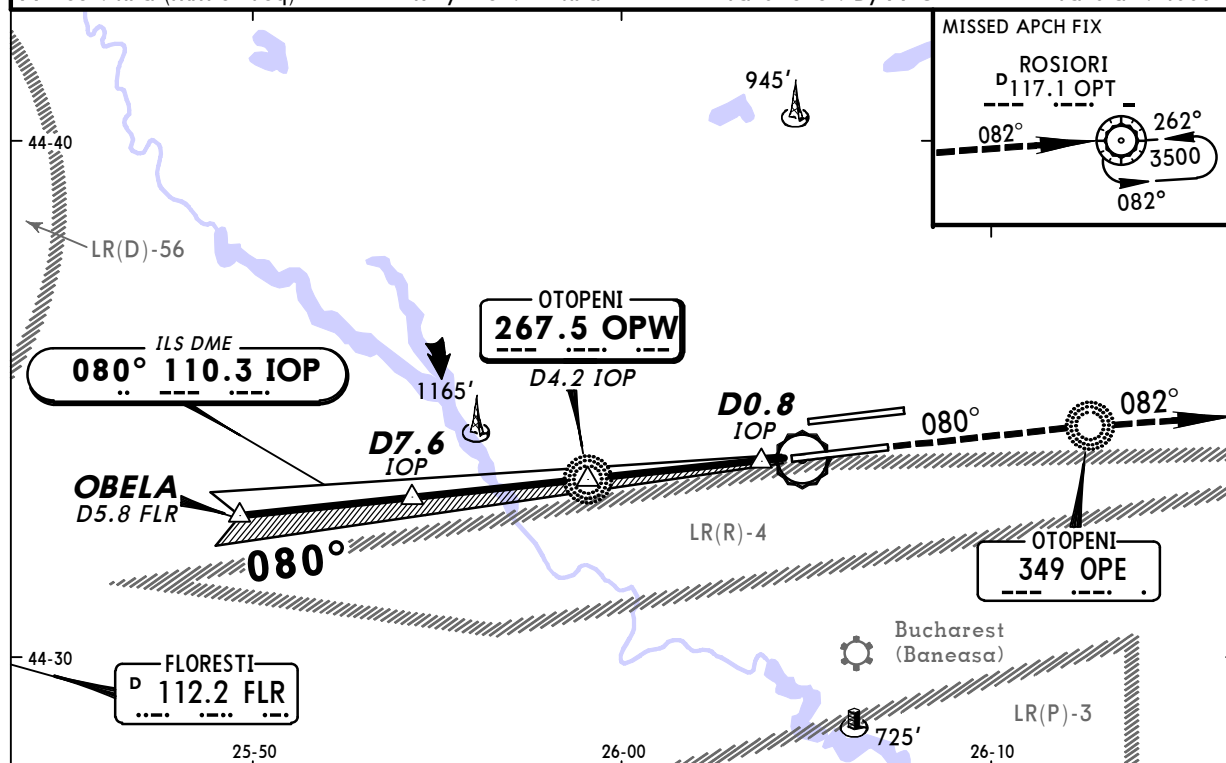
MISSED APCH: Climb via OPE NDB to OPT VOR to 3500' and hold, or as directed.

Alt Set: hPa (MM on req)

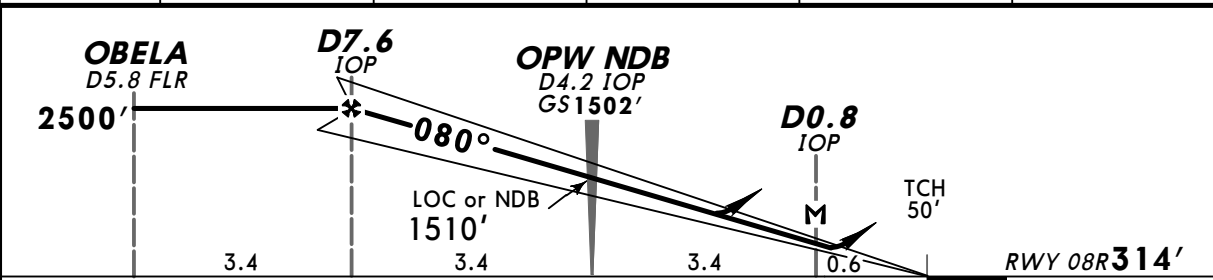
Rwy Elev: 11 hPa

Trans level: By ATC

Trans alt: 4000'



| LOC (GS out)<br>or NDB | IOP DME  | 5.0   | 4.0   | 3.0   | 2.0  |
|------------------------|----------|-------|-------|-------|------|
|                        | ALTITUDE | 1750' | 1470' | 1180' | 890' |



|                                             |     |     |     |     |     |     |  |         |     |
|---------------------------------------------|-----|-----|-----|-----|-----|-----|--|---------|-----|
| Gnd speed-Kts                               | 70  | 90  | 100 | 120 | 140 | 160 |  | ALSF-II | OPE |
| ILS GS or<br>LOC or NDB Descent Angle 2.70° | 339 | 436 | 485 | 582 | 679 | 776 |  | PAPI    | 349 |
| MAP at D0.8 IOP                             |     |     |     |     |     |     |  |         |     |

| STRAIGHT-IN LANDING RWY 08R |          |          |                          |           |                                                        |           | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |                    |
|-----------------------------|----------|----------|--------------------------|-----------|--------------------------------------------------------|-----------|------------------------------------------------------|--------------------|
| ILS                         |          |          | LOC (GS out)             |           | NDB                                                    |           |                                                      |                    |
| DA(H) <b>514'</b> (200')    |          |          | DA(H) <b>690'</b> (376') |           | DA(H) AB: <b>710'</b> (396')<br>CD: <b>720'</b> (406') |           |                                                      |                    |
| FULL                        | Limited  | ALS out  | ALS out                  |           | ALS out                                                |           | Max Kts                                              | MDA(H) VIS         |
| A                           |          |          |                          |           |                                                        |           | 100                                                  | 770' (456') 1500m  |
| B                           | RVR 550m | RVR 750m | RVR 1200m                | RVR 1000m | RVR 1500m                                              | RVR 1100m | 135                                                  | 820' (506') 1600m  |
| C                           |          |          |                          |           | RVR 1700m                                              | RVR 1200m | 180                                                  | 990' (676') 2400m  |
| D                           |          |          |                          |           |                                                        | RVR 1900m | 205                                                  | 1100' (786') 3600m |

PANS OPS 4

CHANGES: Minimums.

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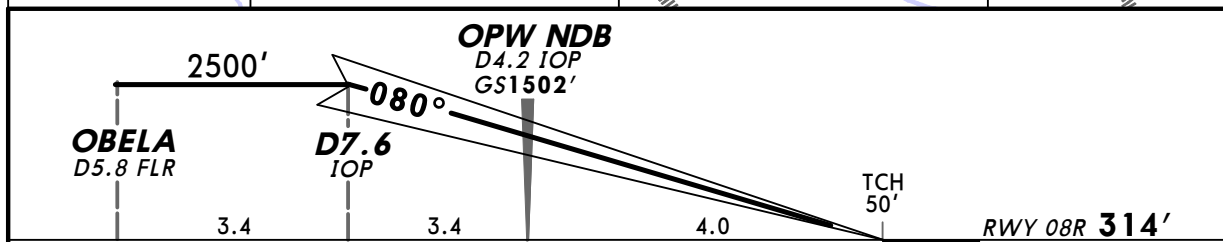
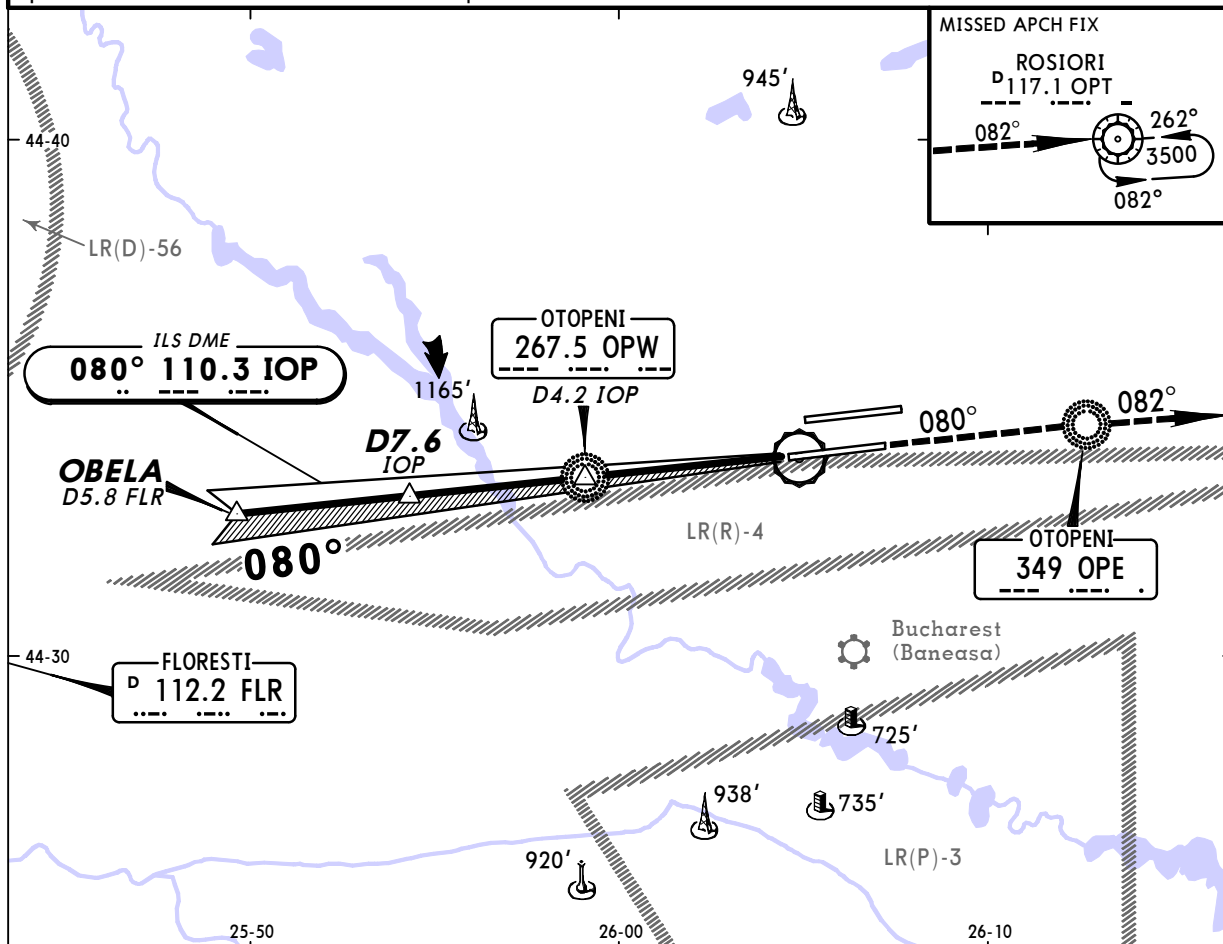
**LROP/OTP**  
**HENRI COANDA**

**JEPPesen**  
27 AUG 10 **(21-2A)**

**BUCHAREST, ROMANIA**  
**CAT II ILS DME Rwy 08R**

BRIEFING STRIP

|                                                                                 |  |                                         |  |                                       |  |                                                                                                         |  |                                                                                               |
|---------------------------------------------------------------------------------|--|-----------------------------------------|--|---------------------------------------|--|---------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------|
| ATIS<br><b>118.5</b>                                                            |  | BUCHAREST Approach (R)<br><b>118.25</b> |  | OTOPENI Tower<br><b>120.9</b>         |  | Ground<br><b>121.7 118.8</b>                                                                            |  | <div><div>2500'</div><div>090° → ← 270°</div><div>1900'</div><div>MSA<br/>Airport</div></div> |
| LOC<br>IOP<br><b>110.3</b>                                                      |  | Final<br>Apch Crs<br><b>080°</b>        |  | GS<br>OPW NDB<br><b>1502'</b> (1188') |  | CAT II ILS<br>RA <b>101'</b><br>DA(H)<br>414' (100')<br><br>Apt Elev <b>314'</b><br><br>RWY <b>314'</b> |  |                                                                                               |
| MISSED APCH: Climb via OPE NDB to OPT VOR to 3500' and hold,<br>or as directed. |  |                                         |  |                                       |  |                                                                                                         |  |                                                                                               |
| Alt Set: hPa (MM on req)                                                        |  |                                         |  | Rwy Elev: 11 hPa                      |  | Trans level: By ATC                                                                                     |  |                                                                                               |
| Special Aircrew & Acft Certification required.                                  |  |                                         |  | Trans alt: 4000'                      |  |                                                                                                         |  |                                                                                               |



|               |     |     |     |     |     |     |                 |                   |
|---------------|-----|-----|-----|-----|-----|-----|-----------------|-------------------|
| Gnd speed-Kts | 70  | 90  | 100 | 120 | 140 | 160 | ALSF-II<br>PAPI | OPE<br><b>349</b> |
| GS 2.70°      | 339 | 436 | 485 | 582 | 679 | 776 |                 |                   |
|               |     |     |     |     |     |     |                 |                   |

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

RVR **300m** ■

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

CHANGES: Minimums.

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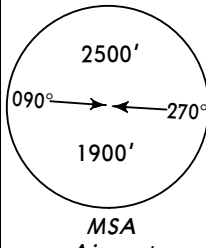
PANS OPS 4

**LROP/OTP**  
**HENRI COANDA**

**JEPPESEN**  
27 AUG 10 (21-3)

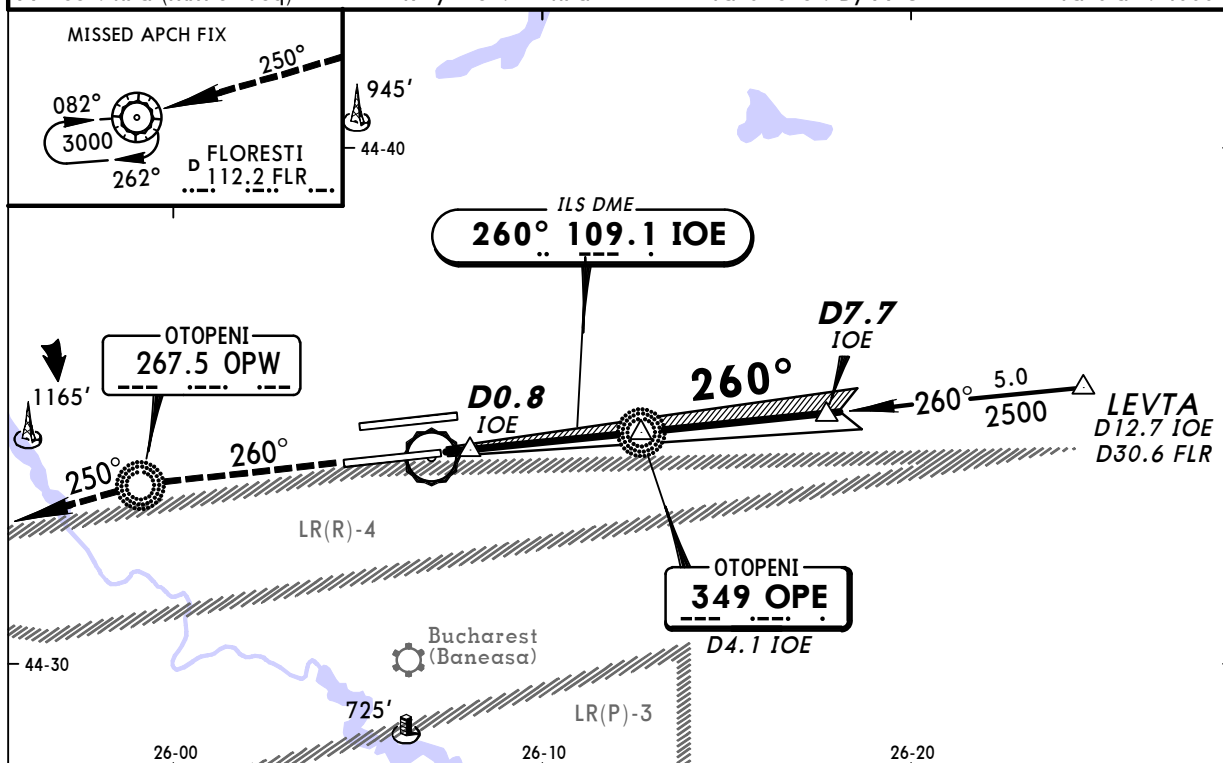
**BUCHAREST, ROMANIA**  
**ILS DME or NDB DME Rwy 26L**

BRIEFING STRIP

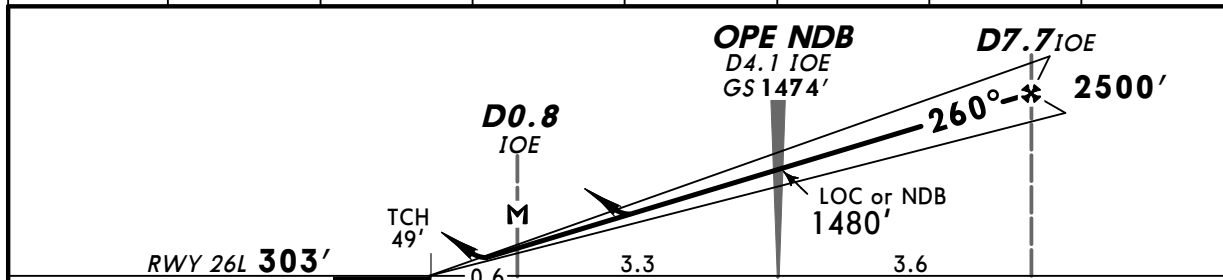
|                     |                           |                                          |  |                             |  |                           |  |                                                                                     |
|---------------------|---------------------------|------------------------------------------|--|-----------------------------|--|---------------------------|--|-------------------------------------------------------------------------------------|
| ATIS<br>118.5       |                           | BUCHAREST Approach (R)<br>118.25         |  | OTOPENI Tower<br>120.9      |  | Ground<br>121.7 118.8     |  |  |
| LOC<br>IOE<br>109.1 | Final<br>Apch Crs<br>260° | GS<br>OPE NDB<br>1474' (1171')           |  | ILS<br>DA(H)<br>503' (200') |  | Apt Elev 314'<br>RWY 303' |  |                                                                                     |
| NDB<br>OPE<br>349   |                           | Minimum Alt<br>D7.7 IOE<br>2500' (2197') |  | NDB<br>DA(H)<br>790' (487') |  |                           |  |                                                                                     |
|                     |                           |                                          |  |                             |  |                           |  |                                                                                     |

**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'



| LOC (GS out)<br>or NDB | IOE DME  | 2.0  | 3.0   | 4.0   | 5.0   | 6.0   | 7.0   |
|------------------------|----------|------|-------|-------|-------|-------|-------|
|                        | ALTITUDE | 870' | 1160' | 1440' | 1730' | 2010' | 2300' |



|                                             |     |     |     |     |     |     |                                                                                       |                     |
|---------------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|---------------------|
| Gnd speed-Kts                               | 70  | 90  | 100 | 120 | 140 | 160 |  | OPW<br><b>267.5</b> |
| ILS GS or<br>LOC or NDB Descent Angle 2.70° | 339 | 436 | 485 | 582 | 679 | 776 |                                                                                       |                     |
| MAP at D0.8 IOE                             |     |     |     |     |     |     |                                                                                       |                     |
|                                             |     |     |     |     |     |     |                                                                                       |                     |

| Standard                 |          |          |           | STRAIGHT-IN LANDING RWY 26L |           |                          |           | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |                    |
|--------------------------|----------|----------|-----------|-----------------------------|-----------|--------------------------|-----------|------------------------------------------------------|--------------------|
| ILS                      |          |          |           | LOC (GS out)                |           | NDB                      |           |                                                      |                    |
| DA(H) <b>503' (200')</b> |          |          |           | DA(H) <b>730' (427')</b>    |           | DA(H) <b>790' (487')</b> |           |                                                      |                    |
| FULL                     | Limited  | ALS out  |           | ALS out                     |           | ALS out                  |           | Max Kts                                              | MDA(H) VIS         |
| A                        |          |          |           |                             |           |                          |           | 100                                                  | 770' (456') 1500m  |
| B                        | RVR 550m | RVR 750m | RVR 1200m | RVR 1300m                   | RVR 1500m | RVR 1500m                |           | 135                                                  | 820' (506') 1600m  |
| C                        |          |          |           |                             |           |                          |           | 180                                                  | 990' (676') 2400m  |
| D                        |          |          |           |                             | RVR 2000m | RVR 1500m                | CMV 2300m | 205                                                  | 1100' (786') 3600m |

**After NDB apch:** MDA(H) 810' (496').

LROP/OTP  
HENRI COANDA

27 AUG 10

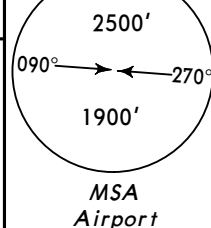
JEPPESSEN

(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                                          | 121.7 118.8                        |                                             |
| LOC<br>IRR<br><b>110.7</b> | Final<br>Apch Crs<br><b>260°</b> | GS<br>OTR NDB<br><b>1832'</b> (1529')           | ILS<br>DA(H)<br><b>503'</b> (200') | Apt Elev <b>314'</b><br><br>RWY <b>303'</b> |
| NDB<br>OTR<br><b>318</b>   |                                  | Minimum Alt<br>D6.9 IRR<br><b>2500'</b> (2197') | NDB<br>DA(H)<br><b>710'</b> (407') |                                             |

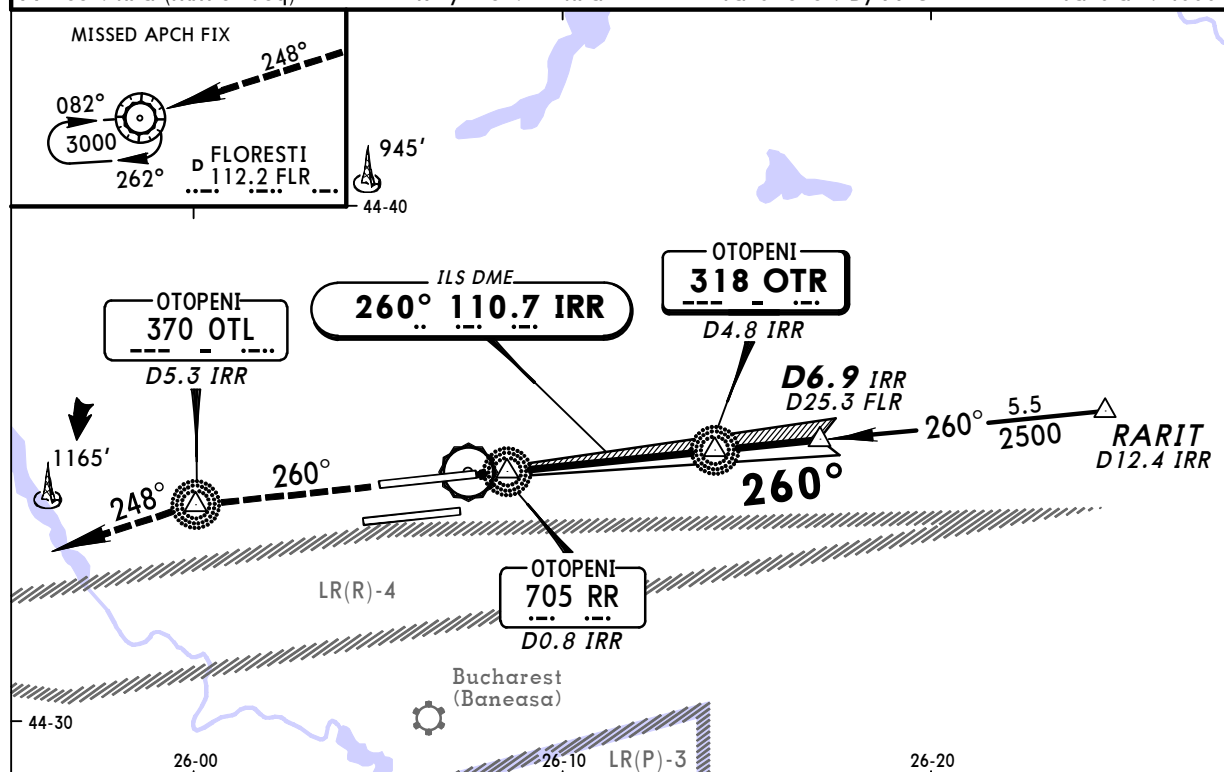
**MISSED APCH:** Climb via OTL NDB to FLR VOR to 3000' and hold, or as directed.

Alt Set: hPa (MM on req)

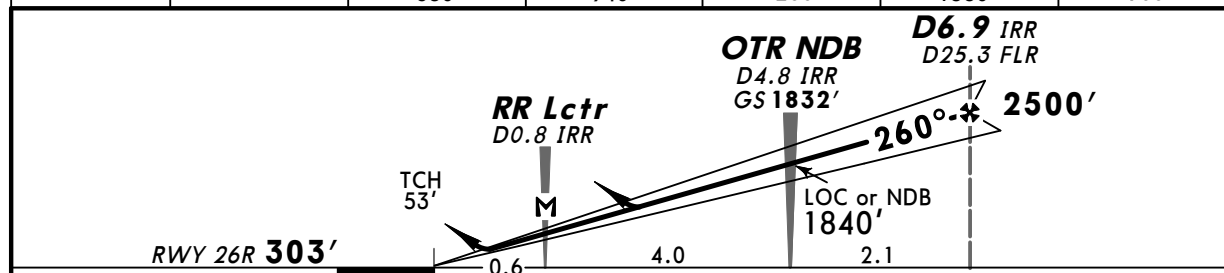
Rwy Elev: 11 hPa

Trans level: By ATC

Trans alt: 4000'



| LOC (GS out)<br>or NDB | IRR DME<br>ALTITUDE | 1.0  | 2.0  | 3.0   | 4.0   | 5.0   |
|------------------------|---------------------|------|------|-------|-------|-------|
|                        |                     | 630' | 940' | 1260' | 1580' | 1900' |



|                                             |     |     |     |     |     |     |  |  |
|---------------------------------------------|-----|-----|-----|-----|-----|-----|--|--|
| Gnd speed-Kts                               | 70  | 90  | 100 | 120 | 140 | 160 |  |  |
| ILS GS or<br>LOC or NDB Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |  |  |
| MAP at RR Lctr/D0.8 IRR                     |     |     |     |     |     |     |  |  |

| STRAIGHT-IN LANDING RWY 26R |          |          |                          |          |                          | CIRCLE-TO-LAND<br>Not authorized<br>South of airport |                    |
|-----------------------------|----------|----------|--------------------------|----------|--------------------------|------------------------------------------------------|--------------------|
| ILS                         |          |          | LOC (GS out)             |          | NDB                      | Max<br>Kts                                           | MDA(H) VIS         |
| DA(H) <b>503'</b> (200')    |          |          | DA(H) <b>600'</b> (297') |          | DA(H) <b>710'</b> (407') |                                                      |                    |
| FULL                        | Limited  | ALS out  |                          | ALS out  |                          |                                                      |                    |
| A                           |          |          |                          |          |                          | 100                                                  | 770' (456') 1500m  |
| B                           | RVR 550m | RVR 750m | RVR 1200m                | RVR 750m | RVR 1400m                | 135                                                  | 820' (506') 1600m  |
| C                           |          |          |                          |          |                          | 180                                                  | 990' (676') 2400m  |
| D                           |          |          |                          |          |                          | 205                                                  | 1100' (786') 3600m |

PANS OPS 4

CHANGES: Minimums.

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