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Airport Information For LROP
Terminal Charts For LROP
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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General Information

Location: Bucharest Rou
IATA Code: OTP
Lat/Long: N44° 34.3' E026° 05.1'
Elevation: 314 ft

Airport Use: Public
Magnetic Variation: 5.1°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0552 Z
Sunset: 1450 Z,

Runway Information

Runway: 08L
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 313 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 08R
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 314 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26L
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 303 ft
Lighting: Edge, ALS, Centerline

Runway: 26R
Length x Width: 11483 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 304 ft
Lighting: Edge, ALS, Centerline

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Communication Information

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

1. GENERAL

1.1. ATIS

ATIS 118.5

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. REVERSE THRUST

Avoid reverse thrust after landing, consistent with safe operation of ACFT, especially between 2300-0700LT.

1.2.2. RUN-UP TESTS

ATC will approve idle ground engine runs.

Permission for ground testing in excess of idle must commence in the Engine Test Bay and must be requested through the marshaller, ext. 3426, at all times.

Times of operation are 0600-2300LT.

Engine testing on the open airfield will only be allowed for Chapter 2 ACFT between 0900-1700LT and Chapter 3 ACFT between 0600-2300LT. Propeller-driven ACFT are to be classified as Chapter 3.

1.2.3. USE OF APU

The APU is permitted functioning maximum 15 min after block-on time and may be started over 30 min before standard.

1.3. 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 RWYs 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 TWYs P and C and on aprons 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.

1.4. TAXI PROCEDURES

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

Taxiing of ACFT with wingspan greater than 171'/52m is permitted only with engines 1 and 4 on idle power.

Pilots are to delay call "RWY vacated" until ACFT has completely passed the end of green/yellow TWY centerline lights.

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.

TWY L MAX wingspan 118'/36m.
TWY I MAX wingspan 171'/52m.
TWY M MAX wingspan 213'/65m.

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1. GENERAL

1.5. PARKING INFORMATION

Floodlight poles close to stands 106, 107, 109, 110, 120 and 121.

Apron 1: Stands 101, 102 and 113 thru 115 are equipped with stand entry guidance SAFEDOCK T-3 and stands 103 thru 107 and 109 thru 112 with SAFEDOCK T-1.

Stands 101 thru 118 on apron 1 push-back required.

Stands 119 thru 122 on Apron 1 and stands 202 thru 223 on Apron 2:

Self-parking procedure, stop ACFT when yellow STOP marking is in line with pilots eye view at an angle of 90° to the lead-in line.

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	Remarks
Arrival 1D	Apron 1	V, O, N	
Arrival 1E		O, N	
Arrival 2C	Apron 2	V, O, P, C	For ACFT with wingspan less than 171'/52m
Arrival 2D		O, P, C	For ACFT with wingspan less than 171'/52m
Arrival 3C	Apron 3	O, P	
Arrival 3D		V, N, C, P	For ACFT with wingspan less than 171'/52m

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	
Arrival 1C		G	
Arrival 2A	Apron 2	D, C	For ACFT with wingspan less than 171'/52m
Arrival 2B		G, C	For ACFT with wingspan less than 171'/52m
Arrival 3A	Apron 3	D, P	
Arrival 3B		G, C, P	For ACFT with wingspan less than 171'/52m

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2. ARRIVAL

2.2.1.3. RWY 26L

Taxi route	Apron	TWY to be followed	Remarks
Arrival 7D	Apron 1	G, N	
Arrival 7E		A, B	
Arrival 8C	Apron 2	G, C	For ACFT with wingspan less than 171'/52m
Arrival 8D		A, B, C	For ACFT with wingspan less than 171'/52m
Arrival 9C	Apron 3	G, C, P	For ACFT with wingspan less than 171'/52m
Arrival 9D		A, B ,C , P	For ACFT with wingspan less than 171'/52m

2.2.1.4. RWY 26R

Taxi route	Apron	TWY to be followed	Remarks
Arrival 4A	Apron 1	W, O, N	
Arrival 4B		N	
Arrival 5A	Apron 2	W, P, C	For ACFT with wingspan less than 171'/52m
Arrival 5B		W, O, N, C	For ACFT with wingspan less than 171'/52m
Arrival 6A	Apron 3	W, P	
Arrival 6B			For ACFT with wingspan less than 171'/52m

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.

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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	Remarks
Apron 1	Departure 1C	N	N	
	Departure 1D	O	C, P,O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 2	Departure 2C	N	C, N	For ACFT with wingspan less than 171'/52m
	Departure 2D	O	C, P,O, taxi on RWY backtrack and line-up THR	For ACFT with wingspan less than 171'/52m
Apron 3	Departure 3C	N	P, O, N	
	Departure 3D	O	P,O, taxi on RWY back-track and line-up THR	

3.1.1.2. RWY 08R

Apron	Taxi route	Holding position	TWY to be followed	Remarks
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	For ACFT with wingspan less than 171'/52m
	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	

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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 wing-span less than 171'/52m
	Departure 1F	G	G, turn LEFT taxi to end of RWY, turn around and line-up THR	For ACFT with wing-span less than 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 wing-span less than 171'/52m
	Departure 2F	G	C, G, turn LEFT taxi to end of RWY, turn around and line-up THR	
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	For ACFT with wing-span less than 171'/52m

3.1.1.4. RWY 26R

Apron	Taxi route	Holding position	TWY to be followed	Remarks
Apron 1	Departure 1G	O	N, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	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	For ACFT with wing-span less than 171'/52m
	Departure 2H	N	C, N, taxi on RWY, back-track and line-up THR	For ACFT with wing-span less than 171'/52m
Apron 3	Departure 3G	O	P, O and line-up THR	For ACFT with wing-span more than 171'/52m only with Follow-me.
	Departure 3H	N	P, O, N, turn RIGHT taxi on RWY, back-track and line-up THR	

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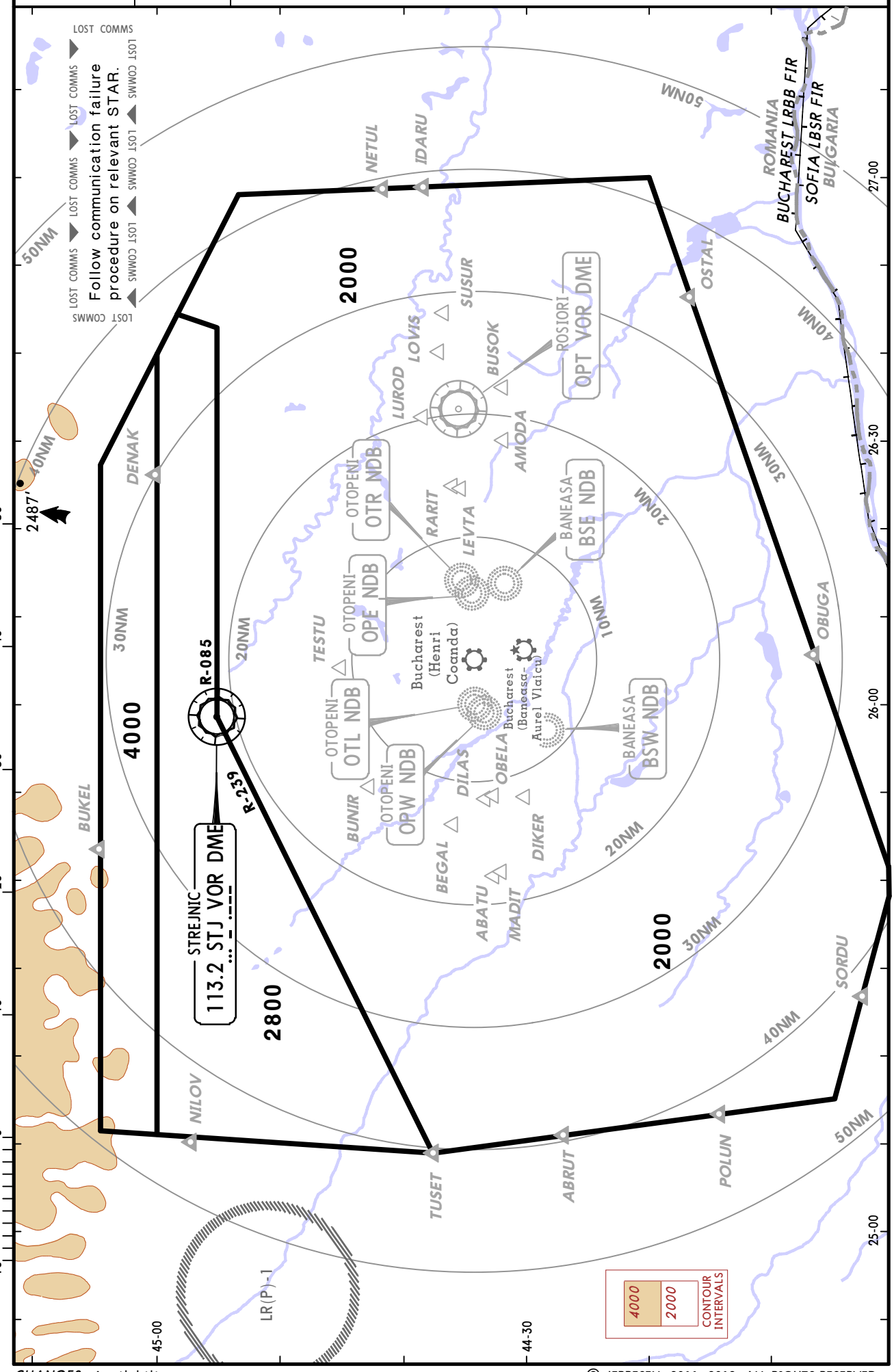
BUCHAREST Approach (R) 118.25	Apt Elev 314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′ Chart only to be used for cross-checking of altitudes assigned while under radar control.



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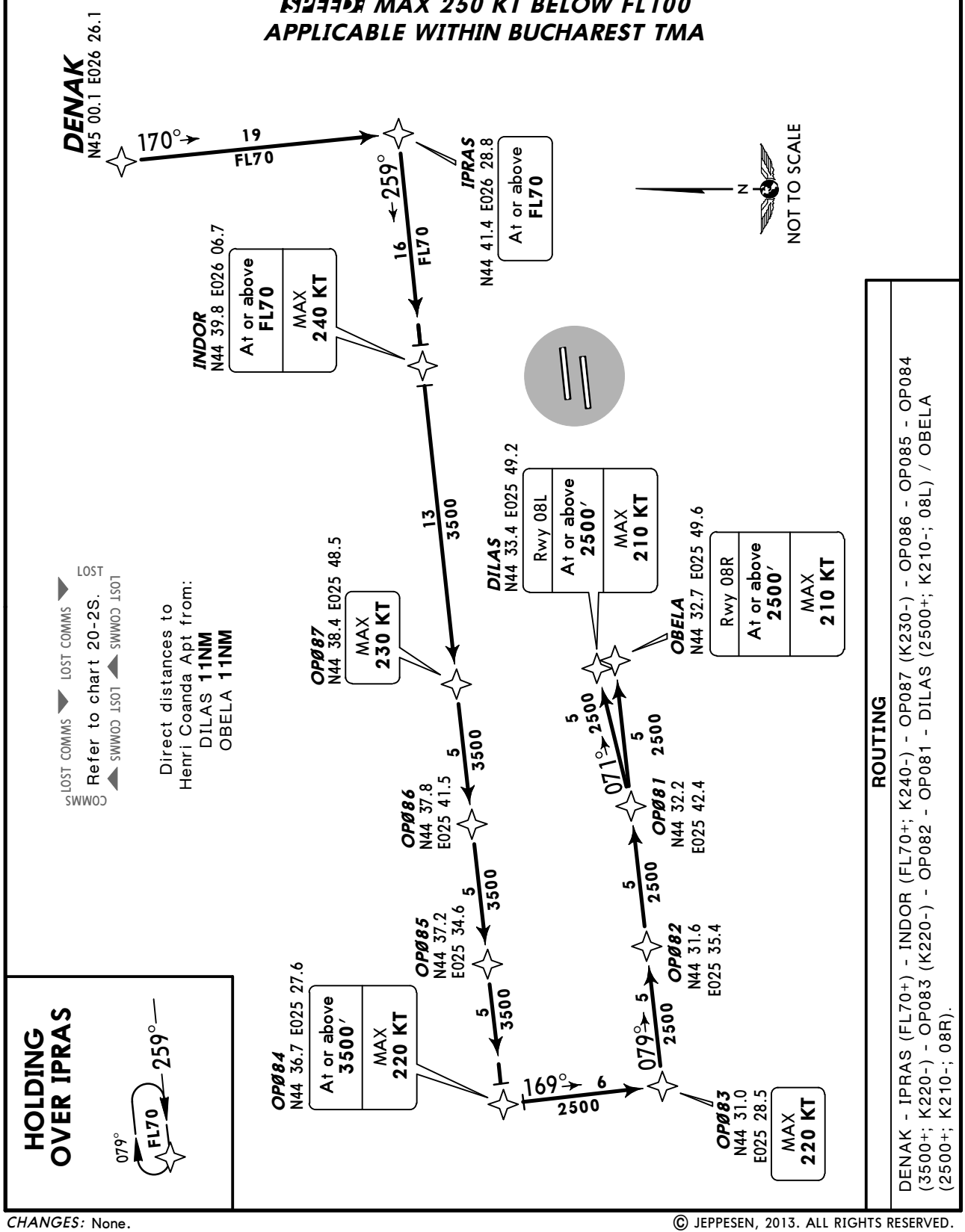
ATIS
118.5

Apt Elev
314′

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

DENAK 1U *[DENA1U]*
RWYS 08L/R RNAV ARRIVAL
P-RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



ROUTING

DENAK - IPRAS (FL70+) - INDOR (FL70+; K240-) - OP087 (K230-) - OP086 - OP085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).

CHANGES: None.

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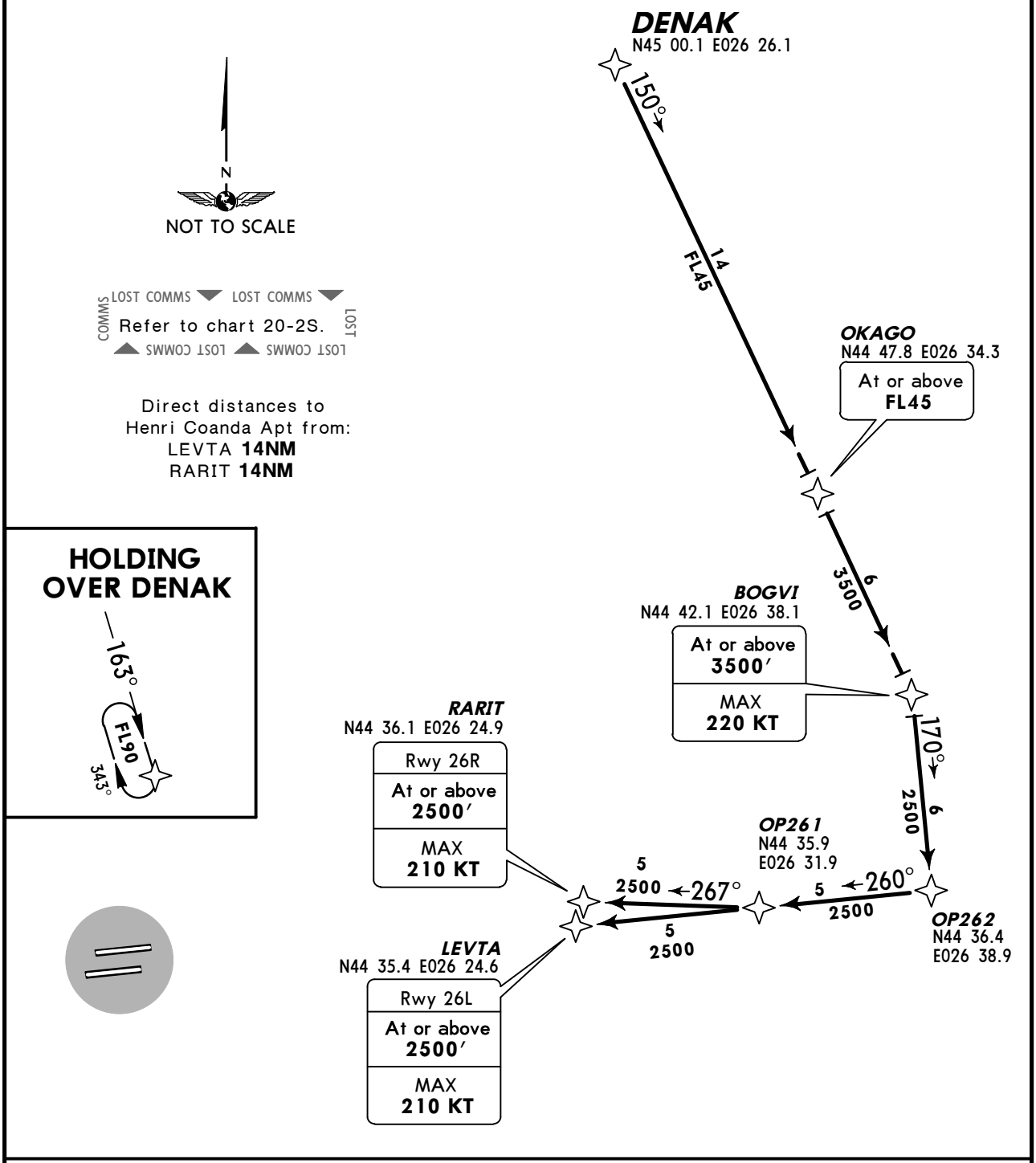
ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′ 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314′	

DENAK 2X *[DENA2X]*
RWYS 26L/R RNAV ARRIVAL
P-RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



ROUTING

DENAK - OKAGO (FL45+) - BOGVI (3500+; K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

CHANGES: RNAV STAR DENAK 1X renumbered 2X.

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ATIS
118.5

Apt Elev
314′

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

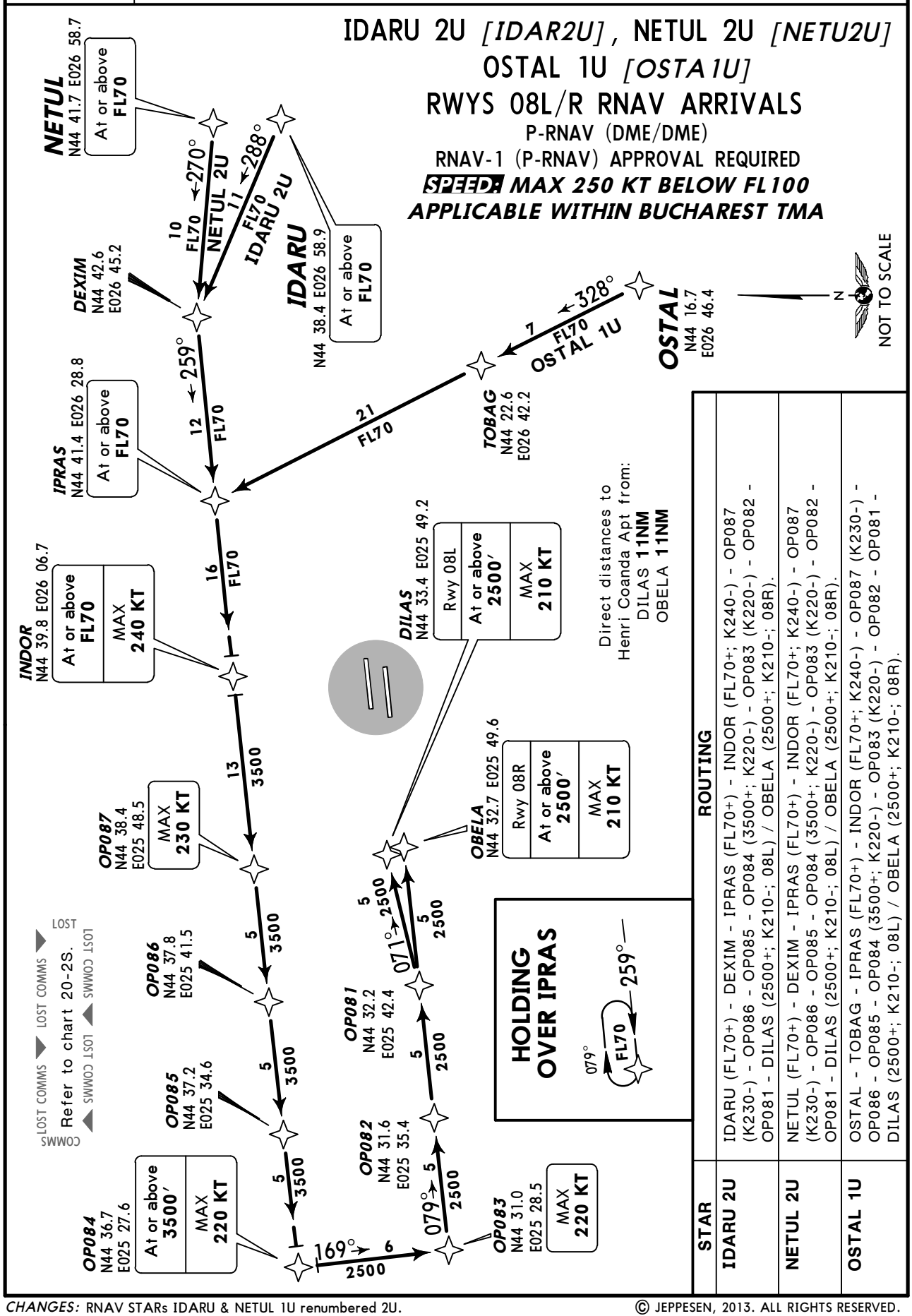
IDARU 2U *[IDAR2U]*, NETUL 2U *[NETU2U]*
OSTAL 1U *[OSTA1U]*
RWYS 08L/R RNAV ARRIVALS

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
IDARU 2U	IDARU (FL70+) - DEXIM - IPRAS (FL70+) - INDOR (FL70+; K240-) - OP087 (K230-) - OP086 - OP085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).
NETUL 2U	NETUL (FL70+) - DEXIM - IPRAS (FL70+) - INDOR (FL70+; K240-) - OP087 (K230-) - OP086 - OP085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).
OSTAL 1U	OSTAL - TOBAG - IPRAS (FL70+) - INDOR (FL70+; K240-) - OP087 (K230-) - OP086 - OP085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).

CHANGES: RNAV STARs IDARU & NETUL 1U renumbered 2U.

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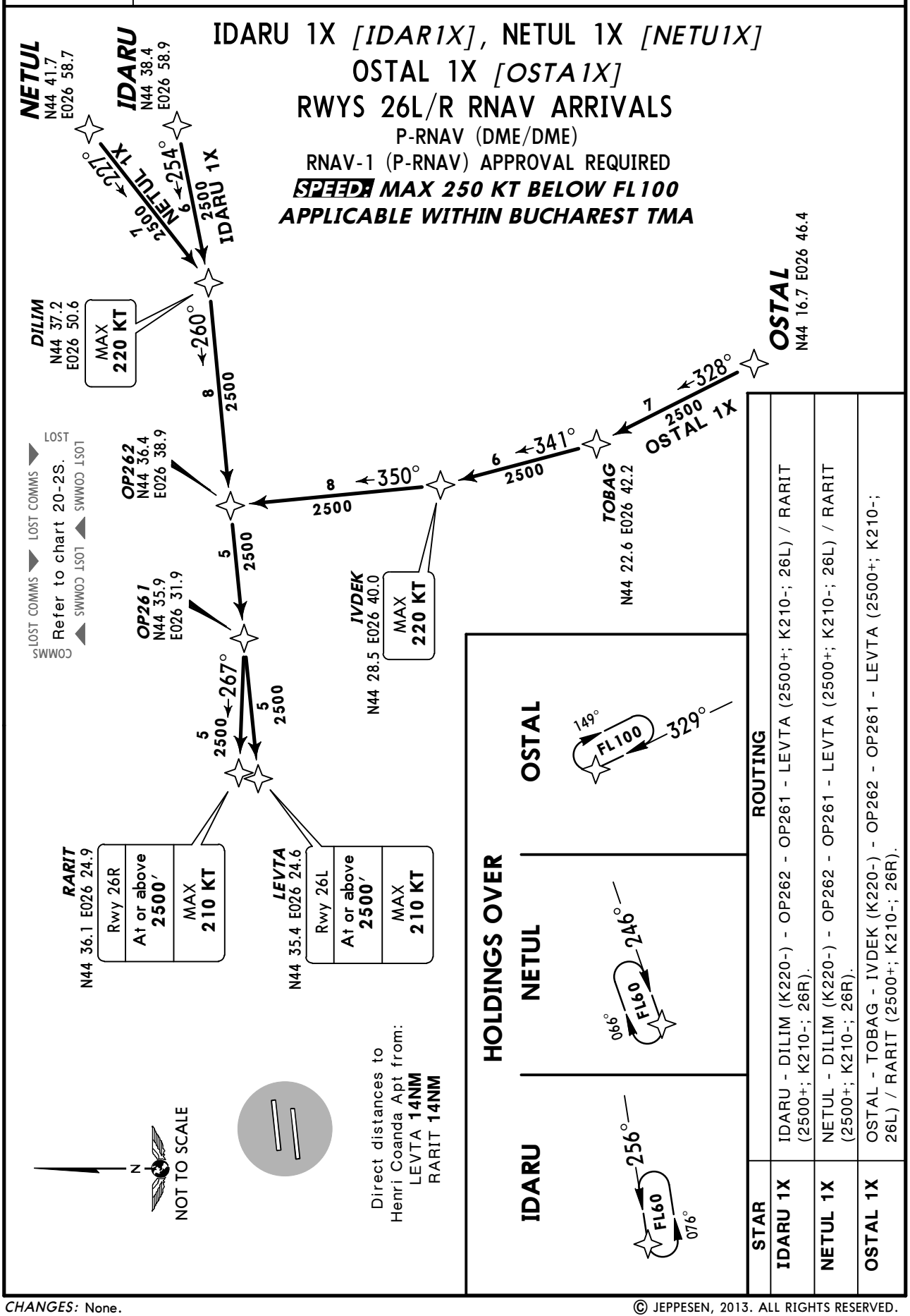
ATIS
118.5

Apt Elev
314′

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

IDARU 1X *[IDAR1X]*, NETUL 1X *[NETU1X]*
OSTAL 1X *[OSTA1X]*
RWYS 26L/R RNAV ARRIVALS
P-RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
IDARU 1X	IDARU - DILIM (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).
NETUL 1X	NETUL - DILIM (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).
OSTAL 1X	OSTAL - TOBAG - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

CHANGES: None.

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ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′ 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314′	

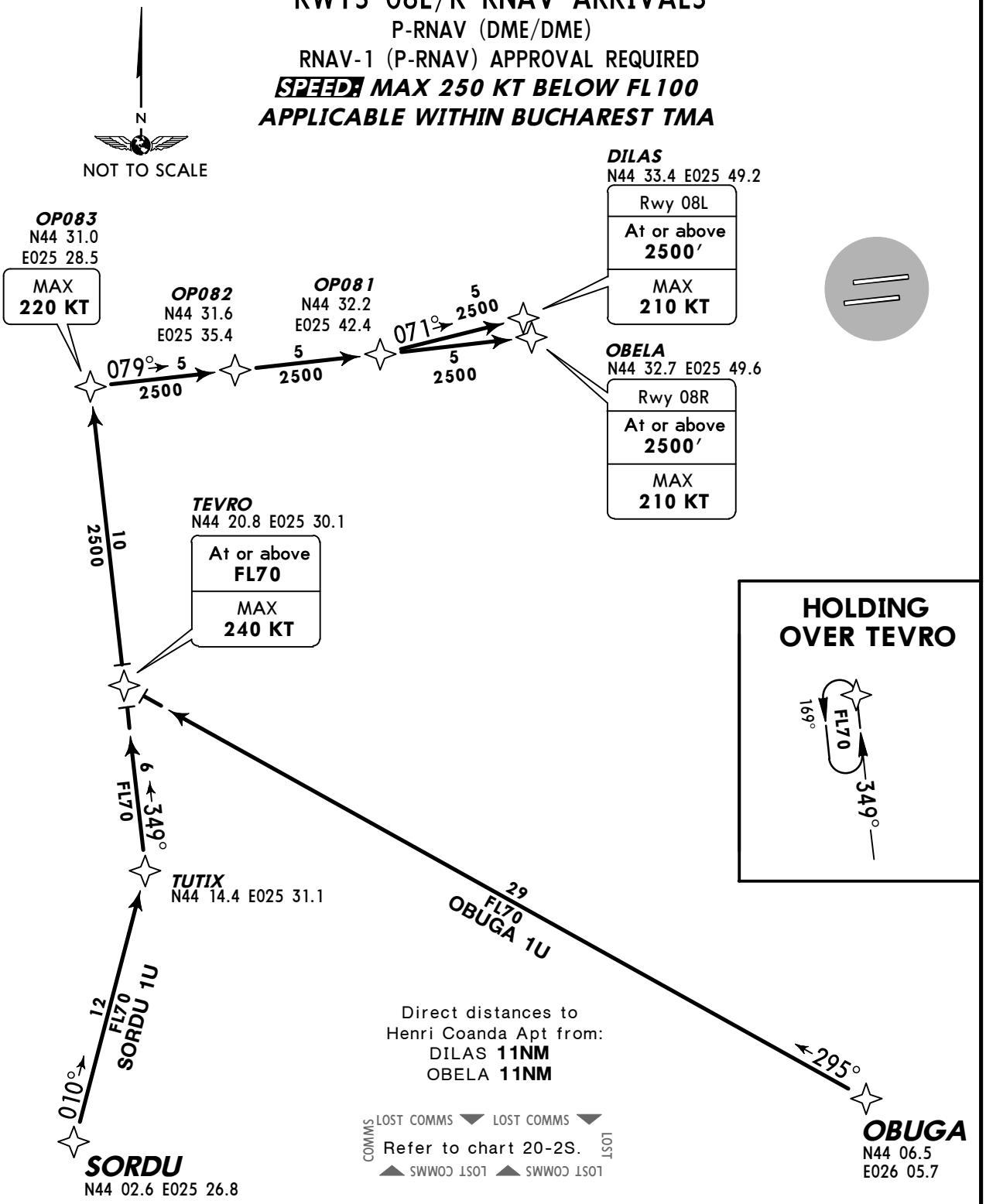
OBUGA 1U *[OBUG1U]*, SORDU 1U *[SORD1U]*
RWYS 08L/R RNAV ARRIVALS

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
OBUGA 1U	OBUGA - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).
SORDU 1U	SORDU - TUTIX - TEVRO (FL70+; K240-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).

CHANGES: RNAV STARs established; STARs transferred.

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ATIS
118.5

Apt Elev
314′

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach.
3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation.
4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

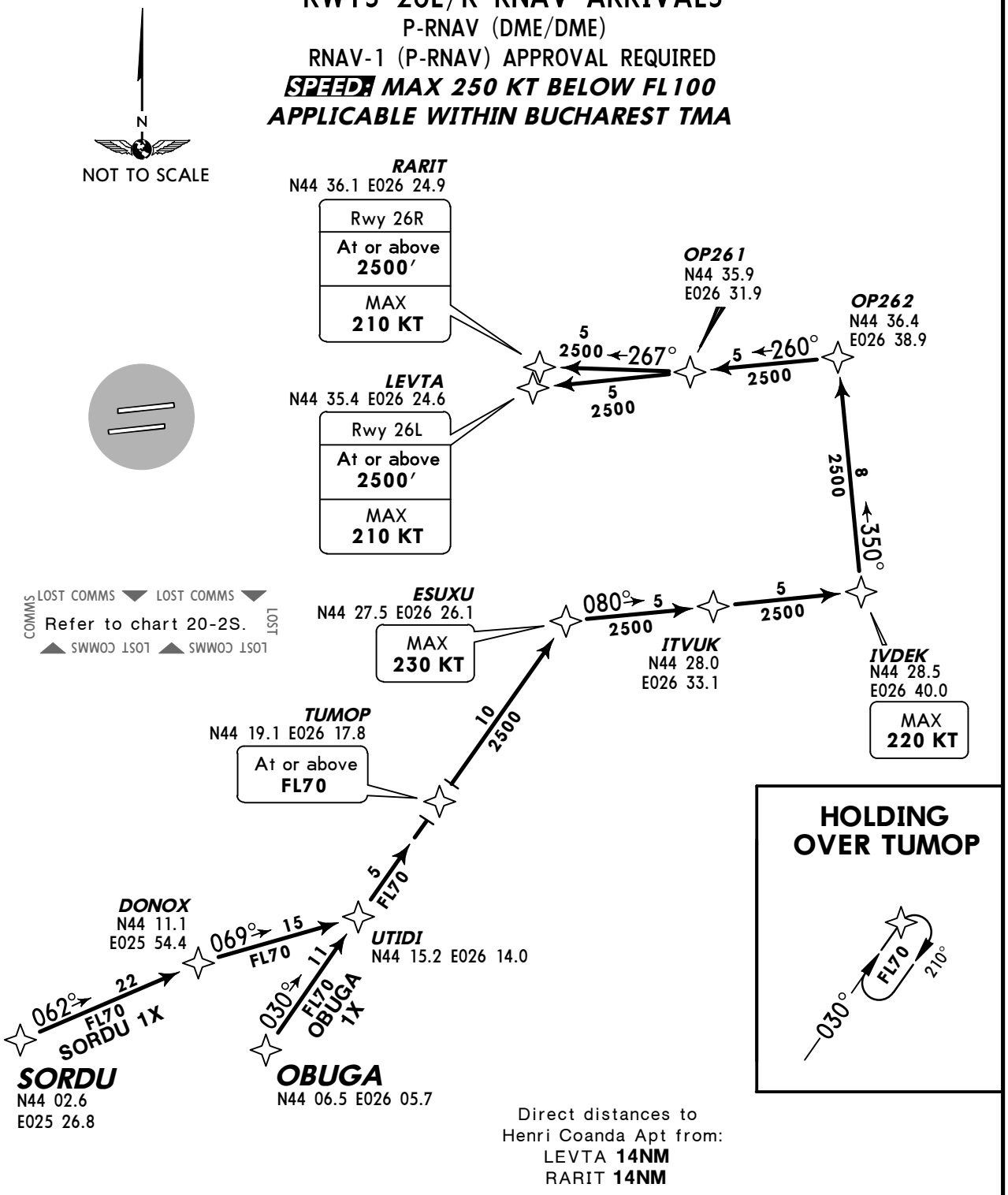
OBUGA 1X *[OBUG1X]*, SORDU 1X *[SORD1X]*
RWYS 26L/R RNAV ARRIVALS

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



Direct distances to Henri Coanda Apt from:
LEVTA **14NM**
RARIT **14NM**

STAR	ROUTING
OBUGA 1X	OBUGA - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).
SORDU 1X	SORDU - DONOX - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

CHANGES: RNAV STARs established; STARs transferred.

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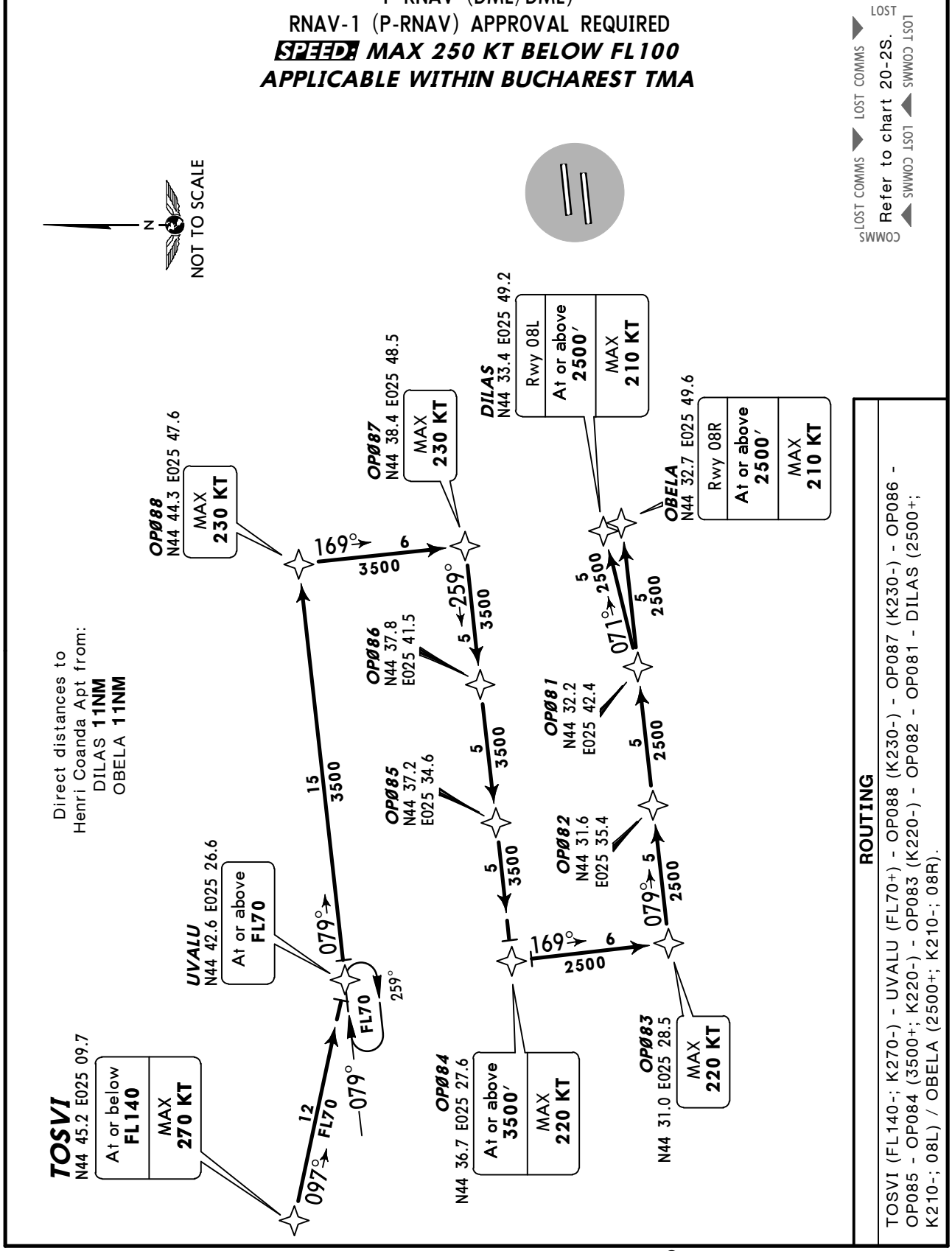
ATIS 118.5	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′ 1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including short-cuts on downwind to final approach. 3. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 4. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.
Apt Elev 314′	

TOSVI 2U *[TOSV2U]*
RWYS 08L/R RNAV ARRIVAL
P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



ROUTING

TOSVI (FL140-; K270-) - UVALU (FL70+) - OP088 (K230-) - OP087 (K230-) - OP086 - OP085 - OP084 (3500+; K220-) - OP083 (K220-) - OP082 - OP081 - DILAS (2500+; K210-; 08L) / OBELA (2500+; K210-; 08R).

CHANGES: RNAV STAR TOSVI 1U renumbered 2U.

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ATIS
118.5

Apt Elev
314′

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

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4. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by aircrews.

TOSVI 3X *[TOSV3X]*

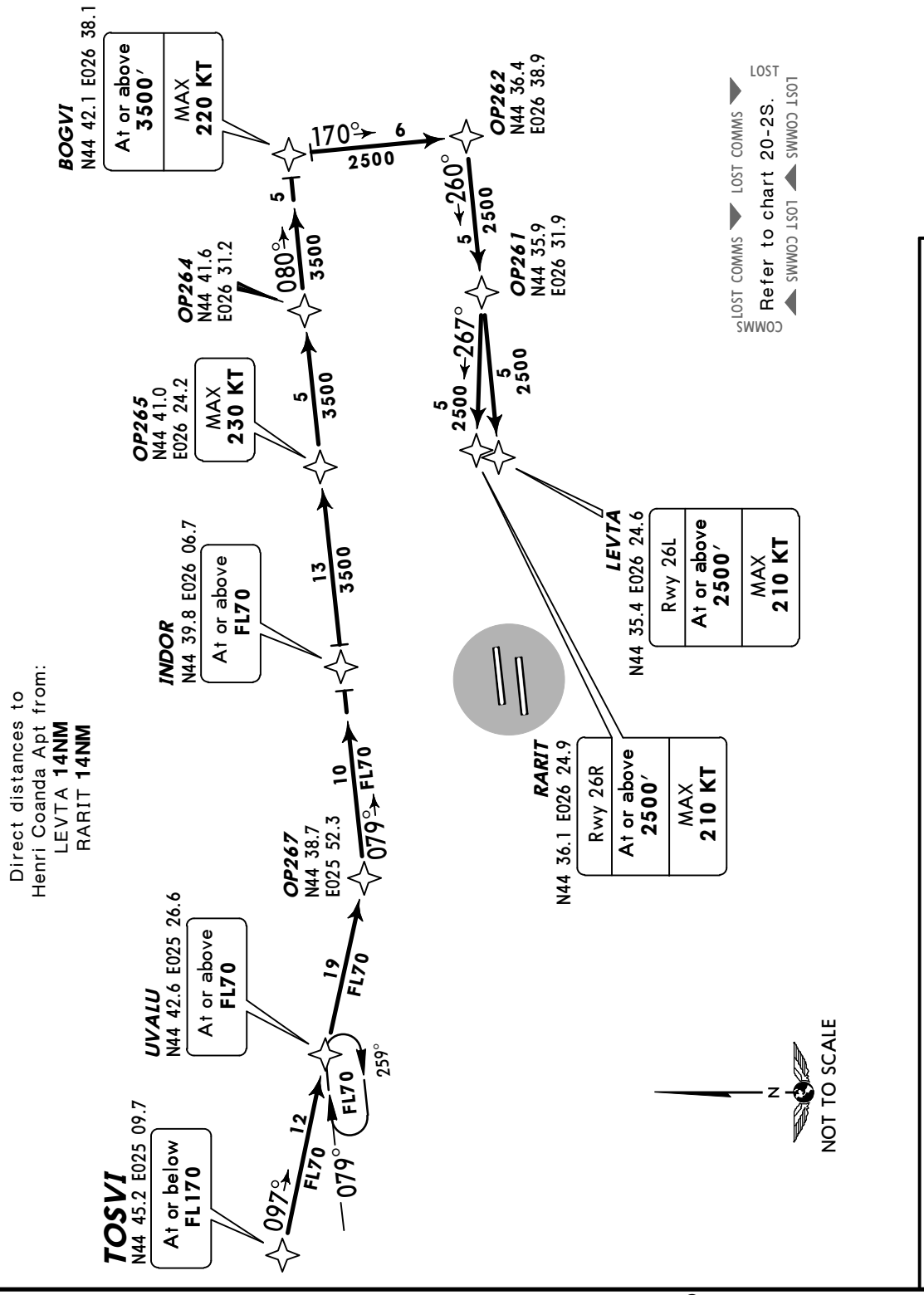
RWYS 26L/R RNAV ARRIVAL

P-RNAV (DME/DME)

RNAV-1 (P-RNAV) APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

APPLICABLE WITHIN BUCHAREST TMA



ROUTING

TOSVI (FL170-) - UVALU (FL70+) - OP267 - INDOR (FL70+) - OP265 (K230-) - OP264 - BOGVI (3500+; K220-) - OP262 - OP261 - LEVTA (2500+; K210-; 26L) / RARIT (2500+; K210-; 26R).

CHANGES: RNAV STAR TOSVI 2X renumbered 3X.

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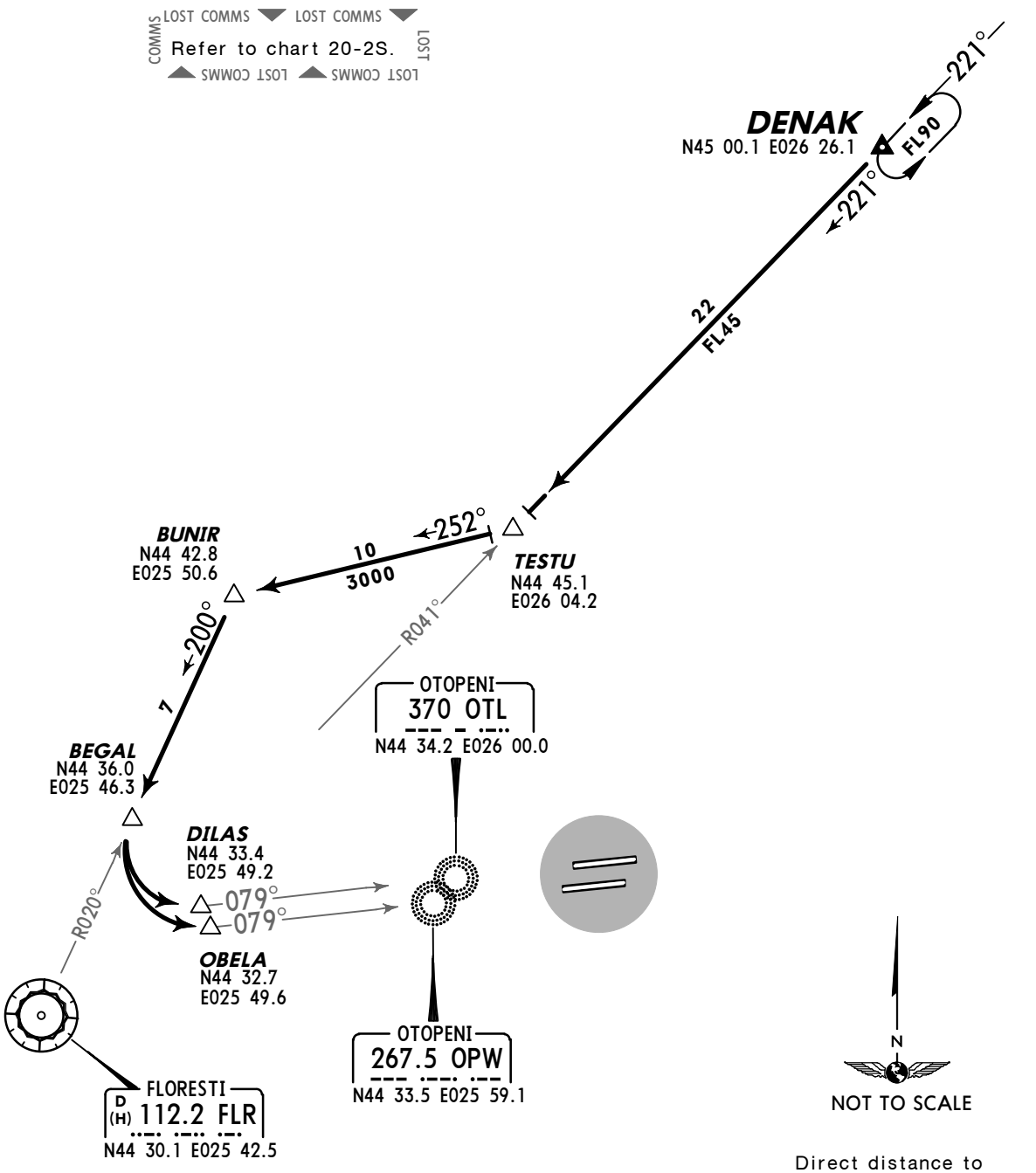
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

DENAK 3E *[DENA3E]*
RWYS 08L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



Direct distance to
Henri Coanda Apt from:
DILAS **11 NM**
OBELA **11 NM**

ROUTING

Intercept FLR R-041 inbound to TESTU, 252° track to BUNIR, intercept FLR R-020 inbound to BEGAL, turn LEFT to DILAS (Rwy 08L) or OBELA (Rwy 08R).

CHANGES: New chart (STARs transferred & revised).

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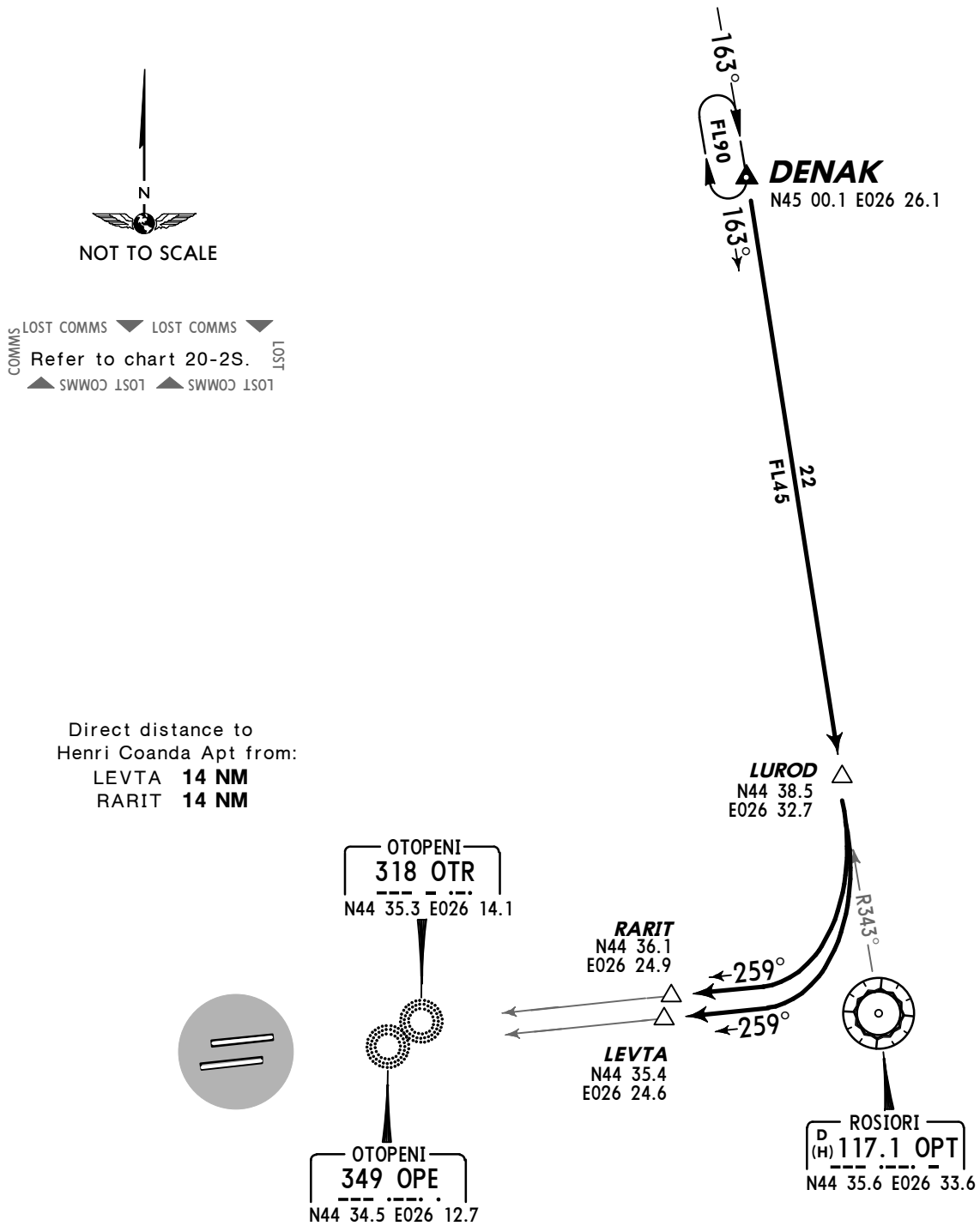
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

DENAK 3F *[DENA3F]*
RWYS 26L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



ROUTING

Intercept OPT R-343 inbound to LUROD, turn RIGHT, intercept 259° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R).

CHANGES: New chart (STARs transferred & revised).

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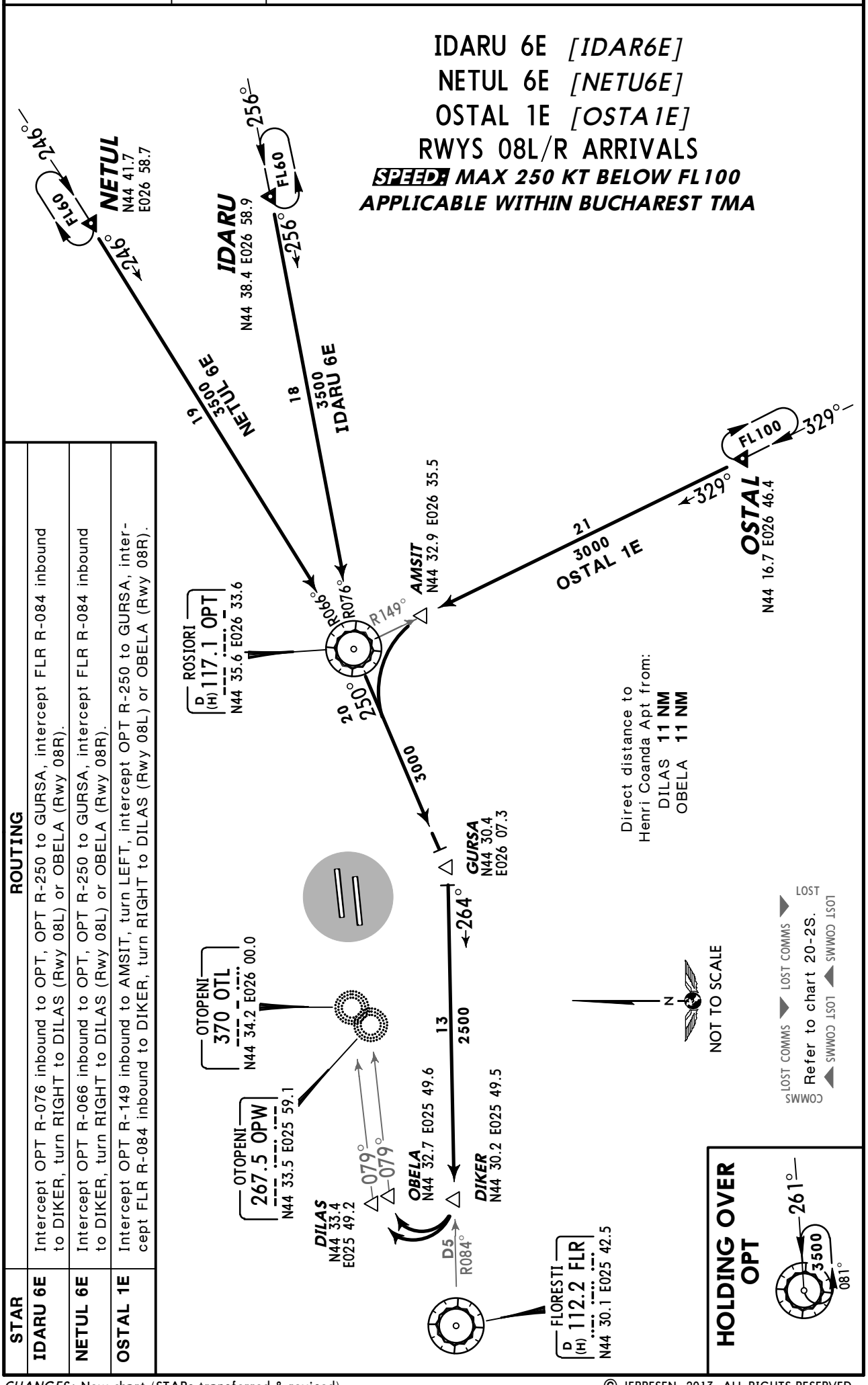
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

IDARU 6E [IDAR6E]
NETUL 6E [NETU6E]
OSTAL 1E [OSTA1E]
RWYS 08L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
IDARU 6E	Intercept OPT R-076 inbound to OPT, OPT R-250 to GURSA, intercept FLR R-084 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).
NETUL 6E	Intercept OPT R-066 inbound to OPT, OPT R-250 to GURSA, intercept FLR R-084 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).
OSTAL 1E	Intercept OPT R-149 inbound to AMSIT, turn LEFT, intercept OPT R-250 to GURSA, intercept FLR R-084 inbound to DIKER, turn RIGHT to DILAS (Rwy 08L) or OBELA (Rwy 08R).

CHANGES: New chart (STARs transferred & revised).

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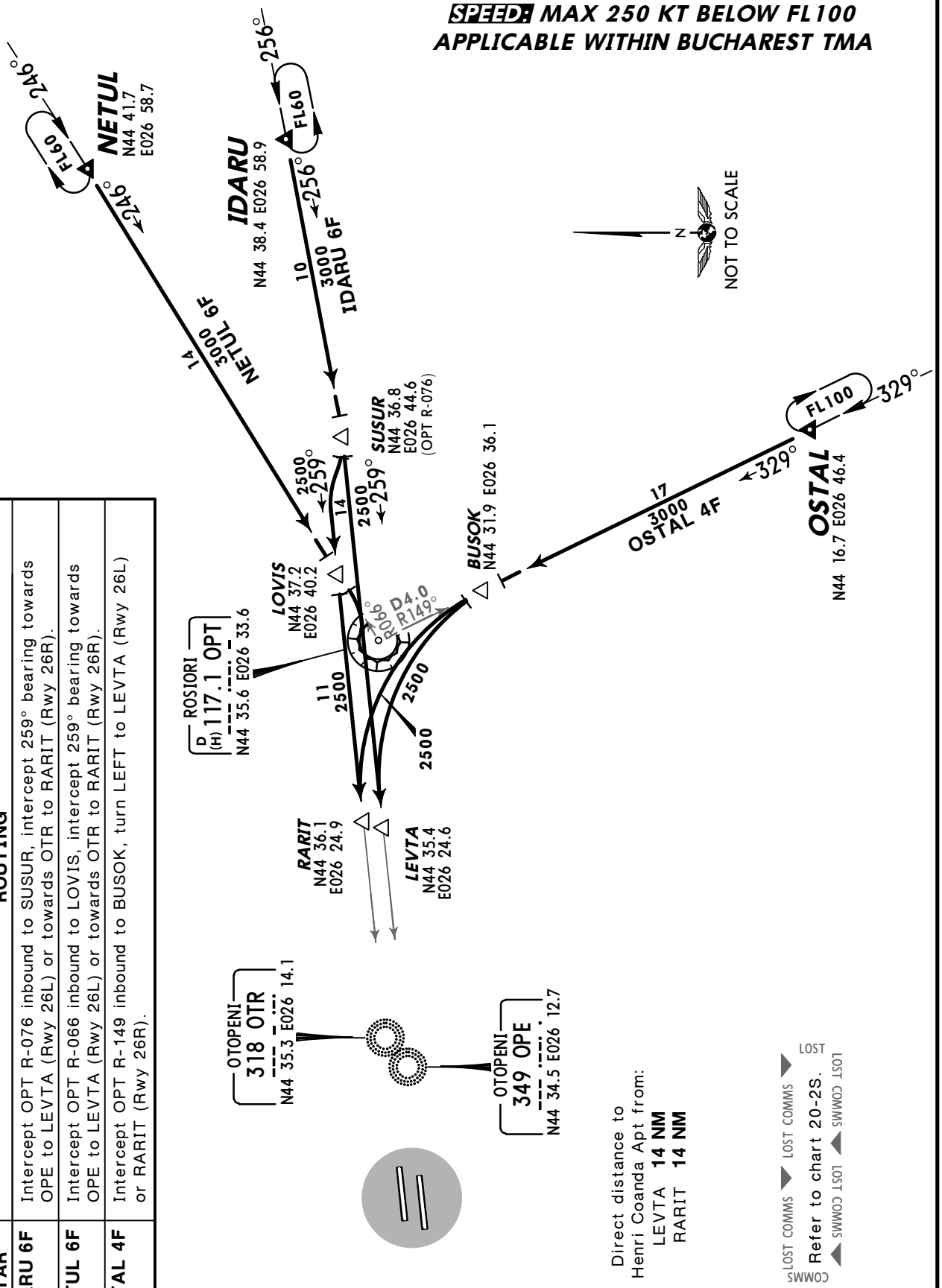
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

IDARU 6F *[IDAR6F]*
NETUL 6F *[NETU6F]*
OSTAL 4F *[OSTA4F]*
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
IDARU 6F	Intercept OPT R-076 inbound to SUSUR, intercept 259° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R).
NETUL 6F	Intercept OPT R-066 inbound to LOVIS, intercept 259° bearing towards OPE to LEVTA (Rwy 26L) or towards OTR to RARIT (Rwy 26R).
OSTAL 4F	Intercept OPT R-149 inbound to BUSOK, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: New chart (STARs transferred & revised).

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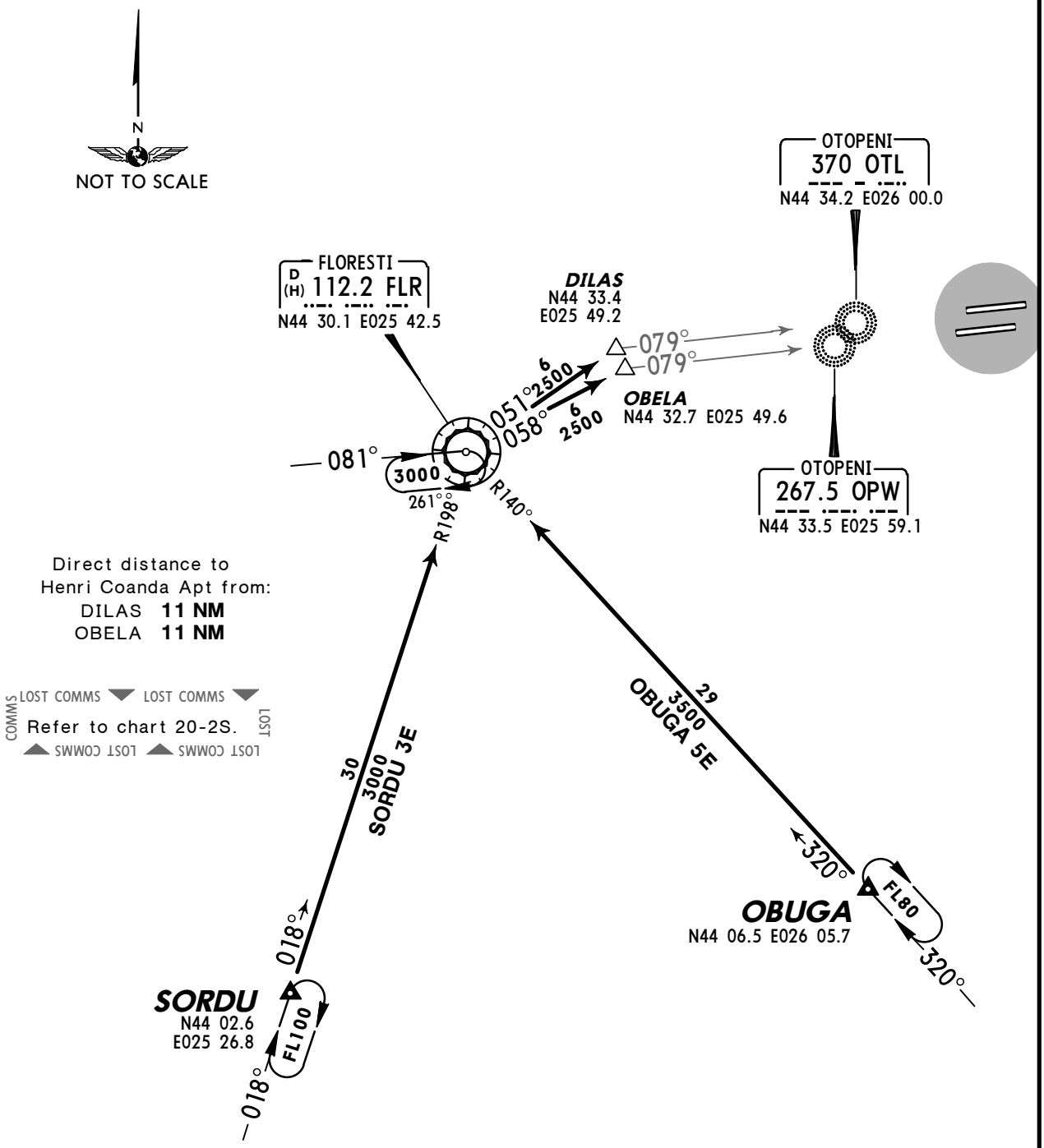
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

OBUGA 5E *[OBUG5E]*
SORDU 3E *[SORD3E]*
RWYS 08L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
OBUGA 5E	Intercept FLR R-140 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R).
SORDU 3E	Intercept FLR R-198 inbound to FLR, FLR R-051 to DILAS (Rwy 08L) or FLR R-058 to OBELA (Rwy 08R).

CHANGES: New chart (STARs transferred & revised).

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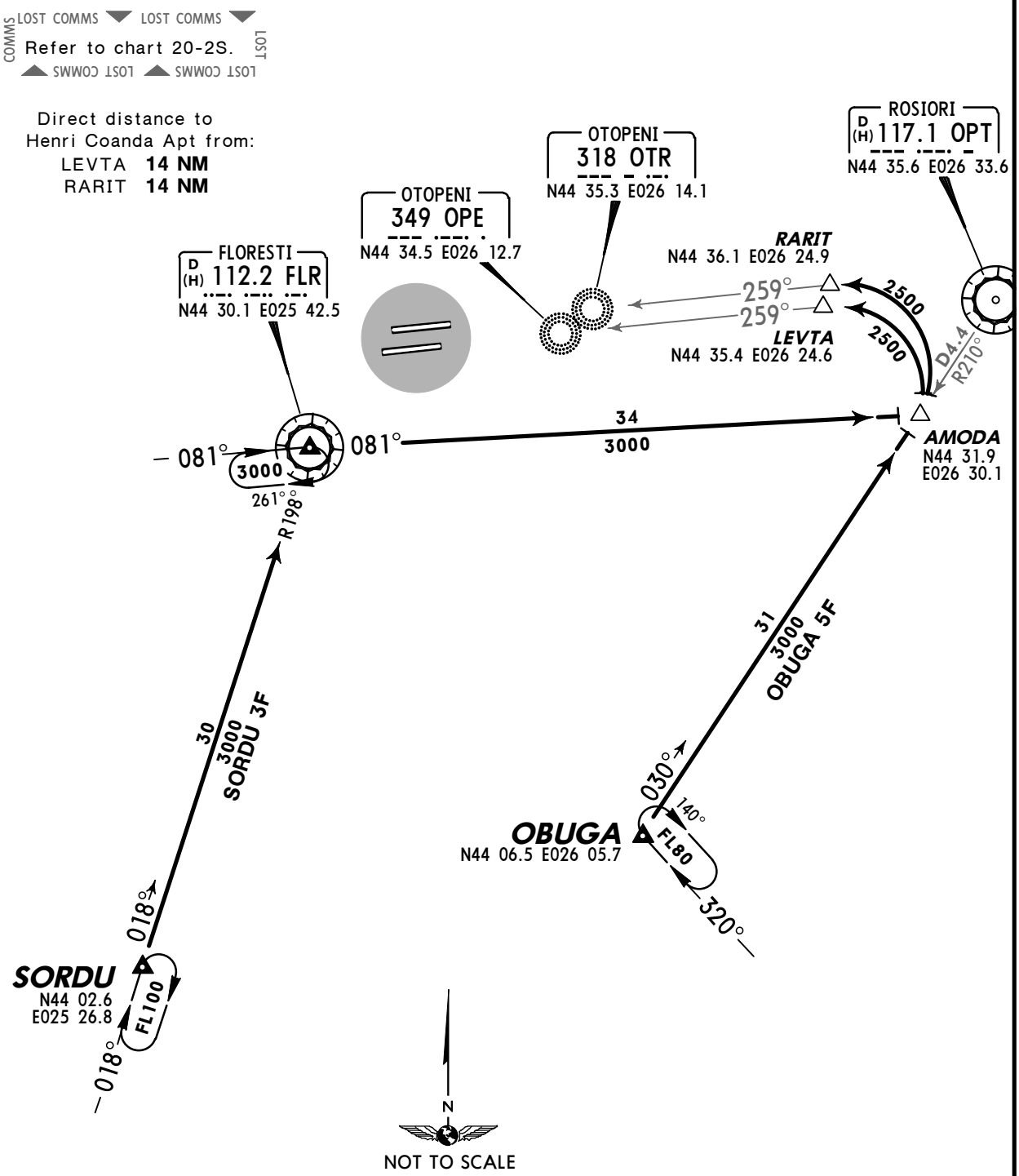
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

OBUGA 5F *[OBUG5F]*
SORDU 3F *[SORD3F]*
RWYS 26L/R ARRIVALS

SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



STAR	ROUTING
OBUGA 5F	Intercept OPT R-210 inbound to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).
SORDU 3F	Intercept FLR R-198 inbound to FLR, turn RIGHT, FLR R-081 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: New chart (STARs transferred & revised).

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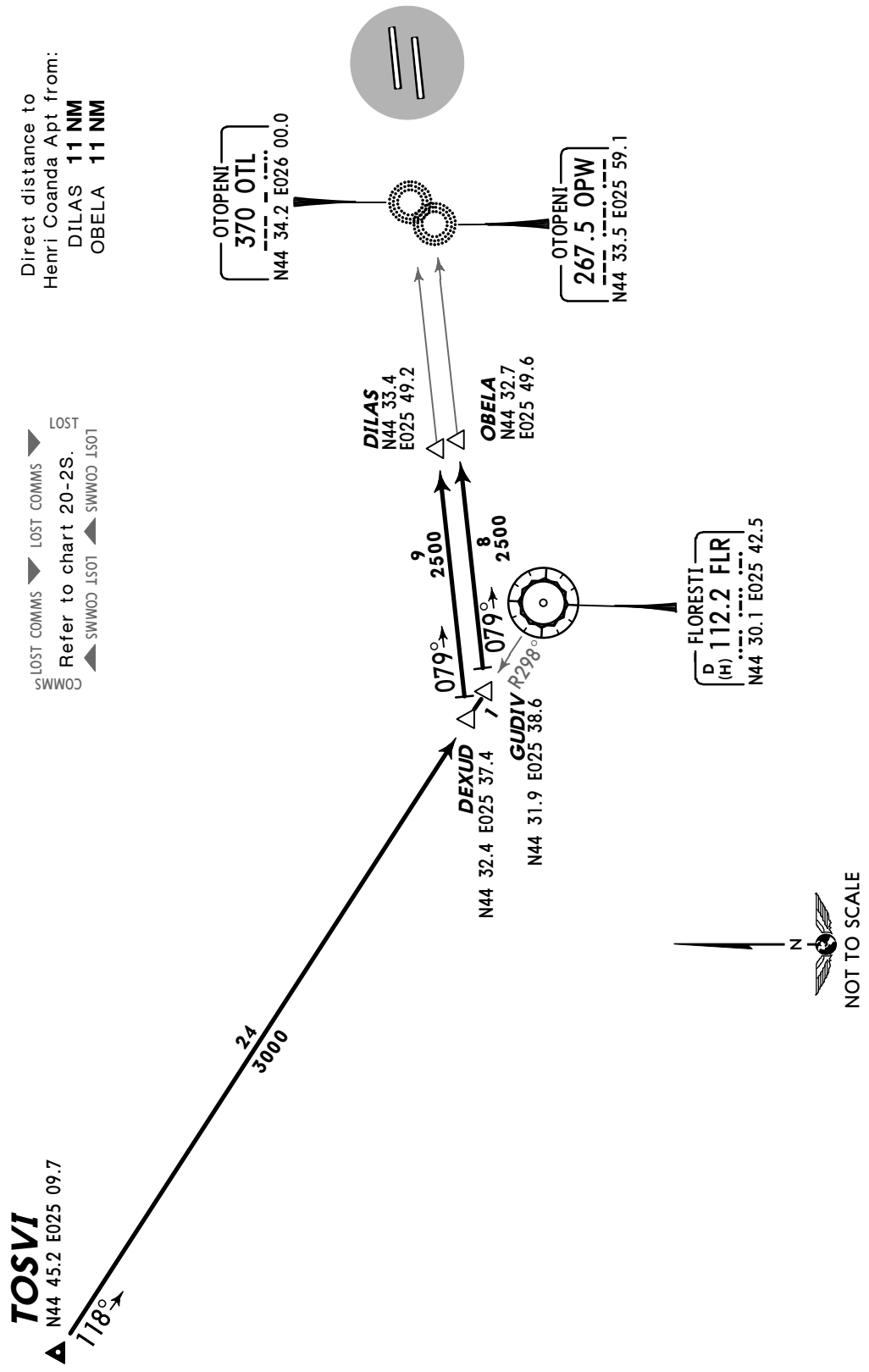
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

TOSVI 1E *[TOSV1E]*
RWYS 08L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



ROUTING

Intercept FLR R-298 inbound to DEXUD (Rwy 08L) or GUDIV (Rwy 08R), intercept 079° bearing towards OTL to DILAS (Rwy 08L) or towards OPW to OBELA (Rwy 08R).

CHANGES: New chart (STARs transferred & revised).

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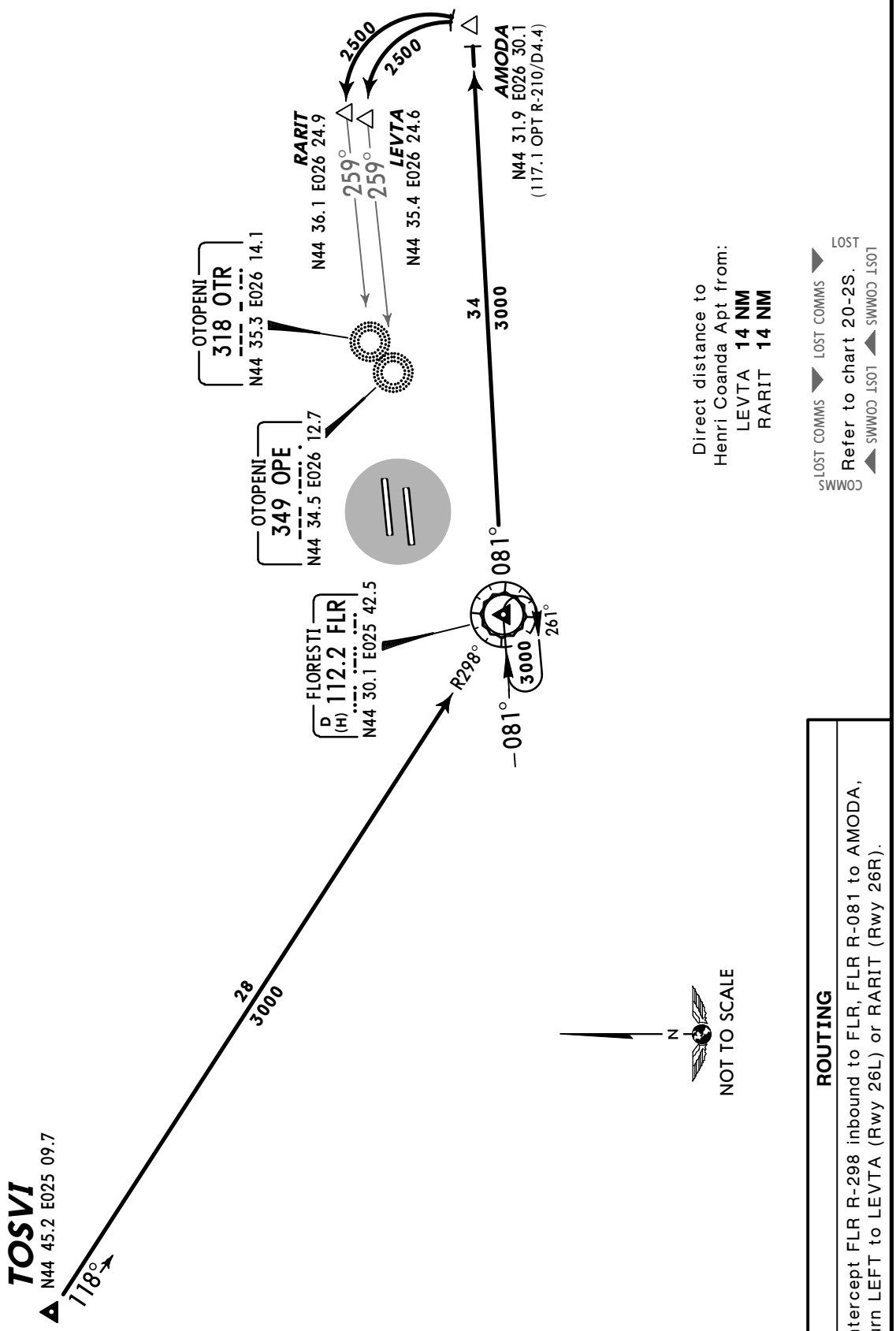
ATIS	Apt Elev	
118.5	314′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000′

TOSVI 1F *[TOSV1F]*
RWYS 26L/R ARRIVAL
SPEED: MAX 250 KT BELOW FL100
APPLICABLE WITHIN BUCHAREST TMA



ROUTING

Intercept FLR R-298 inbound to FLR, FLR R-081 to AMODA, turn LEFT to LEVTA (Rwy 26L) or RARIT (Rwy 26R).

CHANGES: New chart (STARs transferred & revised).

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COMMUNICATION FAILURE PROCEDURES

1. FLIGHTS ABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to OBELA(RWY 08R)/DILAS(RWY08L) or RARIT(RWY 26R)/LEVTA(RWY 26L). Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500′.

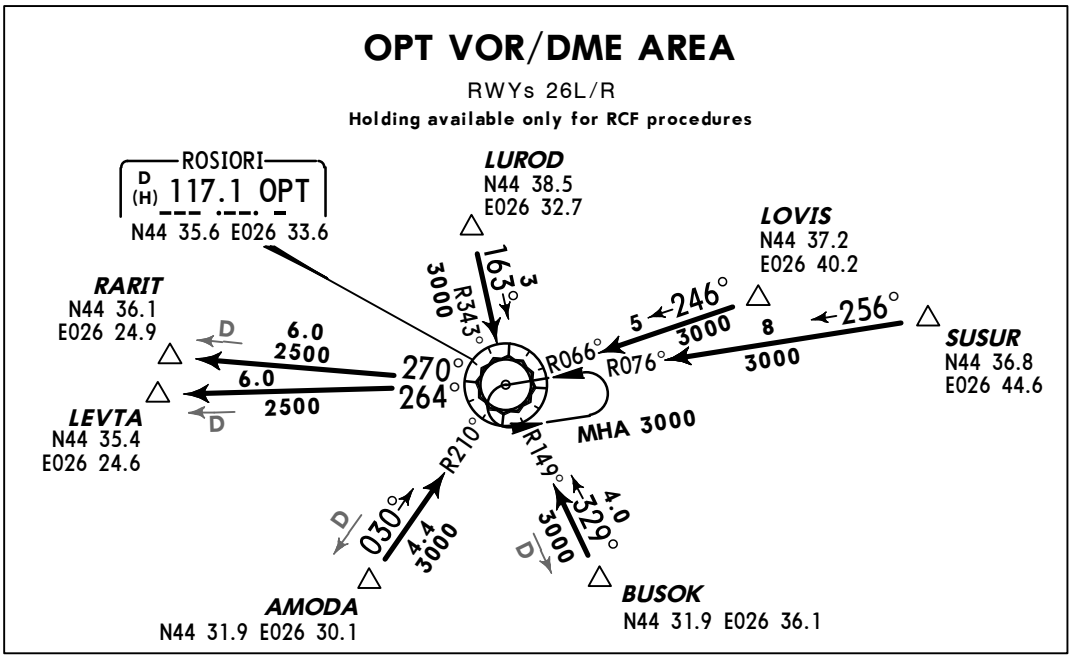
- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

2. FLIGHTS UNABLE TO PERFORM RNAV ARRIVAL

- if RWY was assigned or received by ATC or ATIS, set transponder 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.

- if RWY was assigned or received by ATC or ATIS and vectoring was initiated, set transponder 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min from setting 7600. Then proceed direct to FLR VOR/DME, then to OBELA (RWY 08R)/DILAS (RWY08L) or direct to OPT VOR/DME, then OPT R-264 to LEVTA (RWY 26L)/OPT R-270 to RARIT (RWY 26R).
Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 20-1R, whichever is greater, but not less than 2500′.

- if STAR was not assigned and RWY not assigned or received by ATC or ATIS, set transponder 7600, proceed according to FPL and FPL STAR. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min from setting 7600.



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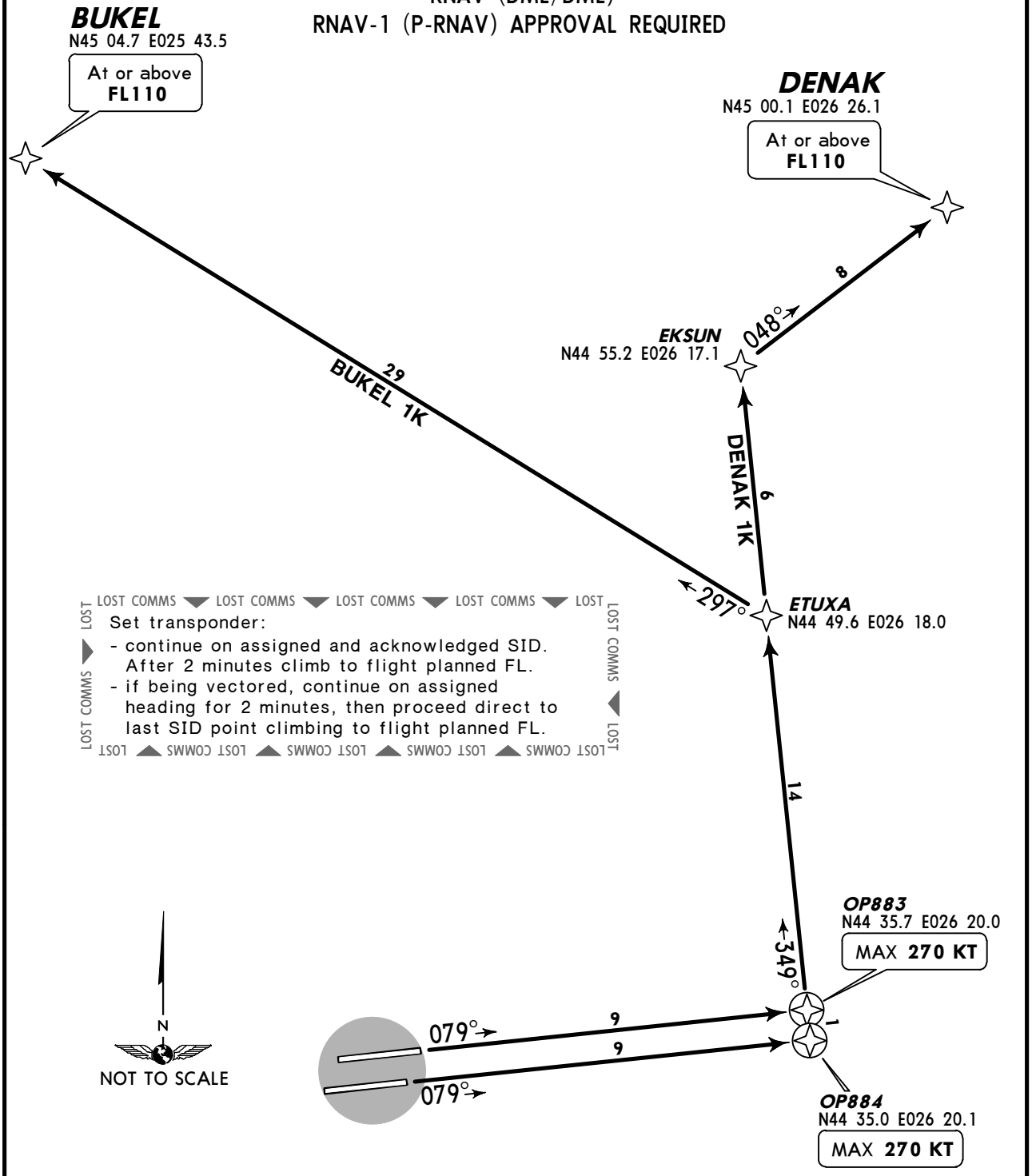
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

BUKEL 1K *[BUKE1K]*, DENAK 1K *[DENA1K]*
RWYS 08L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

BUKEL 1K: 3.5% until BUKEL due to airspace structure.

DENAK 1K: 5.0% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519
3.5% V/V(fpm)	266	354	532	709	886	1063

If unable to comply, contact ATC before start-up.

SID	ROUTING
BUKEL 1K ❶	OP883 (08L; K270-)/OP884 (08R; K270-) - ETUXA - BUKEL (FL110+).
DENAK 1K	OP883 (08L; K270-)/OP884 (08R; K270-) - ETUXA - EKSUN - DENAK (FL110+).

❶ Not available for traffic to NEPOT.

CHANGES: RNAV SIDs completely revised.

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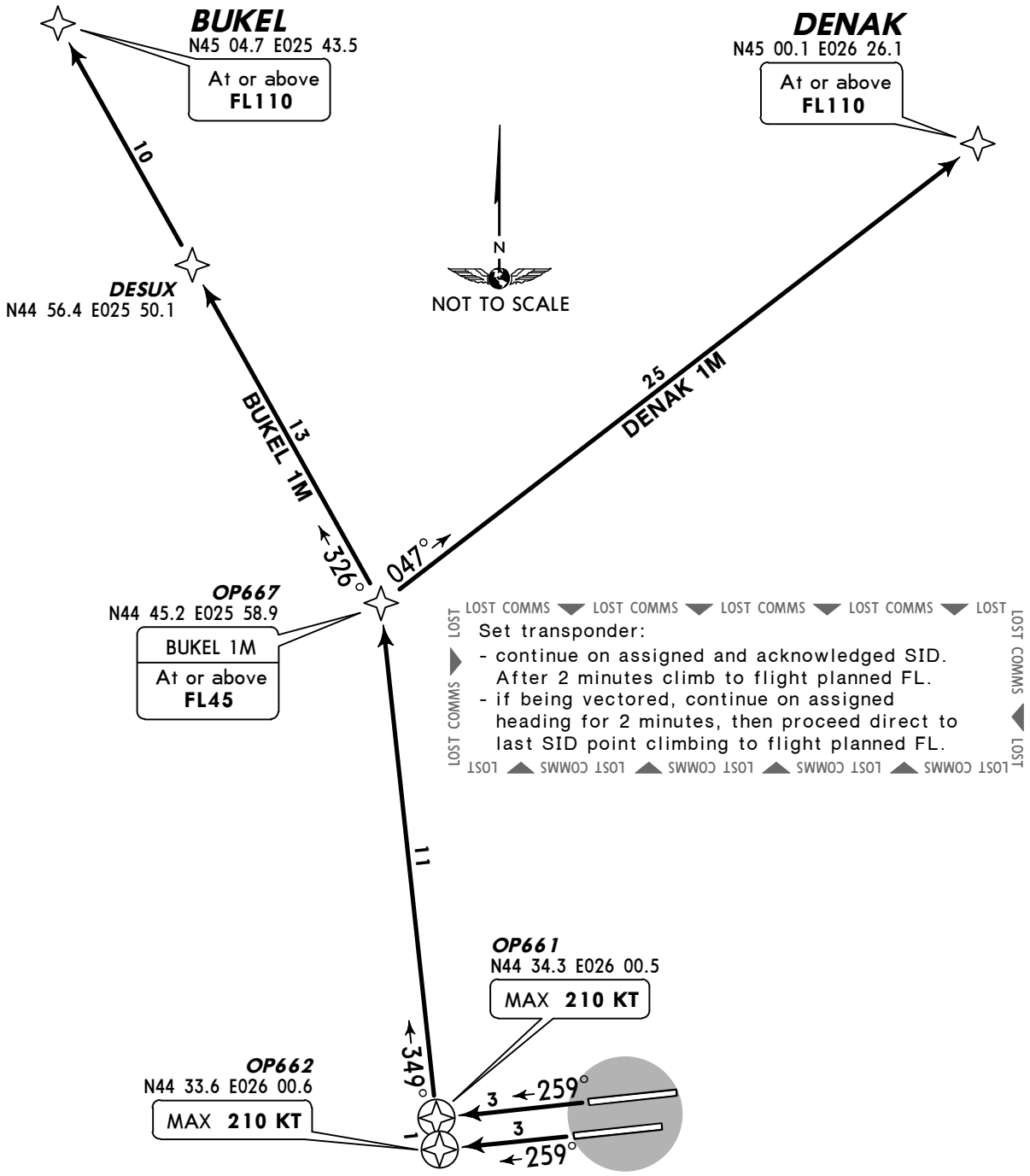
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 3. EXPECT close-in obstacles.

BUKEL 1M *[BUKE1M]*, DENAK 1M *[DENA1M]*
RWYS 26L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

BUKEL 1M: 4.9% until BUKEL due to airspace structure.

DENAK 1M: 4.7% until DENAK due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V(fpm)	372	496	744	992	1241	1489
4.7% V/V(fpm)	357	476	714	952	1190	1428

If unable to comply, contact ATC before start-up.

SID	ROUTING
BUKEL 1M ❶	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (FL45+) - DESUX - BUKEL (FL110+).
DENAK 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 - DENAK (FL110+).

❶ Not available for traffic to NEPOT.

CHANGES: RNAV SIDs completely revised.

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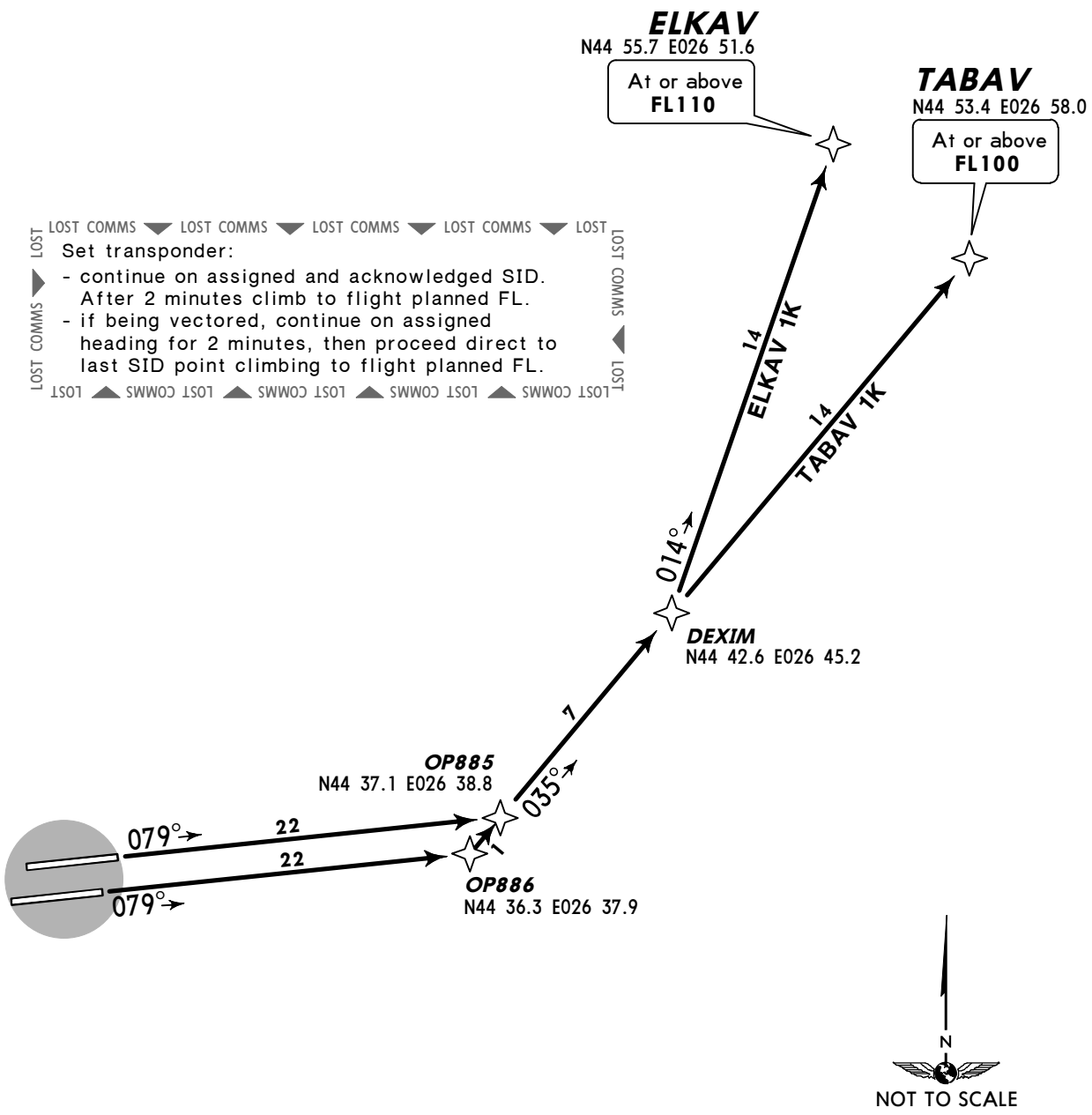
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

ELKAV 1K *[ELKA1K]*, TABAV 1K *[TABA1K]*
RWYS 08L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

ELKAV 1K: 4.1% until ELKAV due to airspace structure.

TABAV 1K: 3.7% until TABAV due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V(fpm)	311	415	623	830	1038	1246
3.7% V/V(fpm)	281	375	562	749	937	1124

If unable to comply, contact ATC before start-up.

SID	ROUTING
ELKAV 1K	OP885 (08L)/OP886 (08R) - DEXIM - ELKAV (FL110+).
TABAV 1K	OP885 (08L)/OP886 (08R) - DEXIM - TABAV (FL100+).

CHANGES: RNAV SIDs completely revised.

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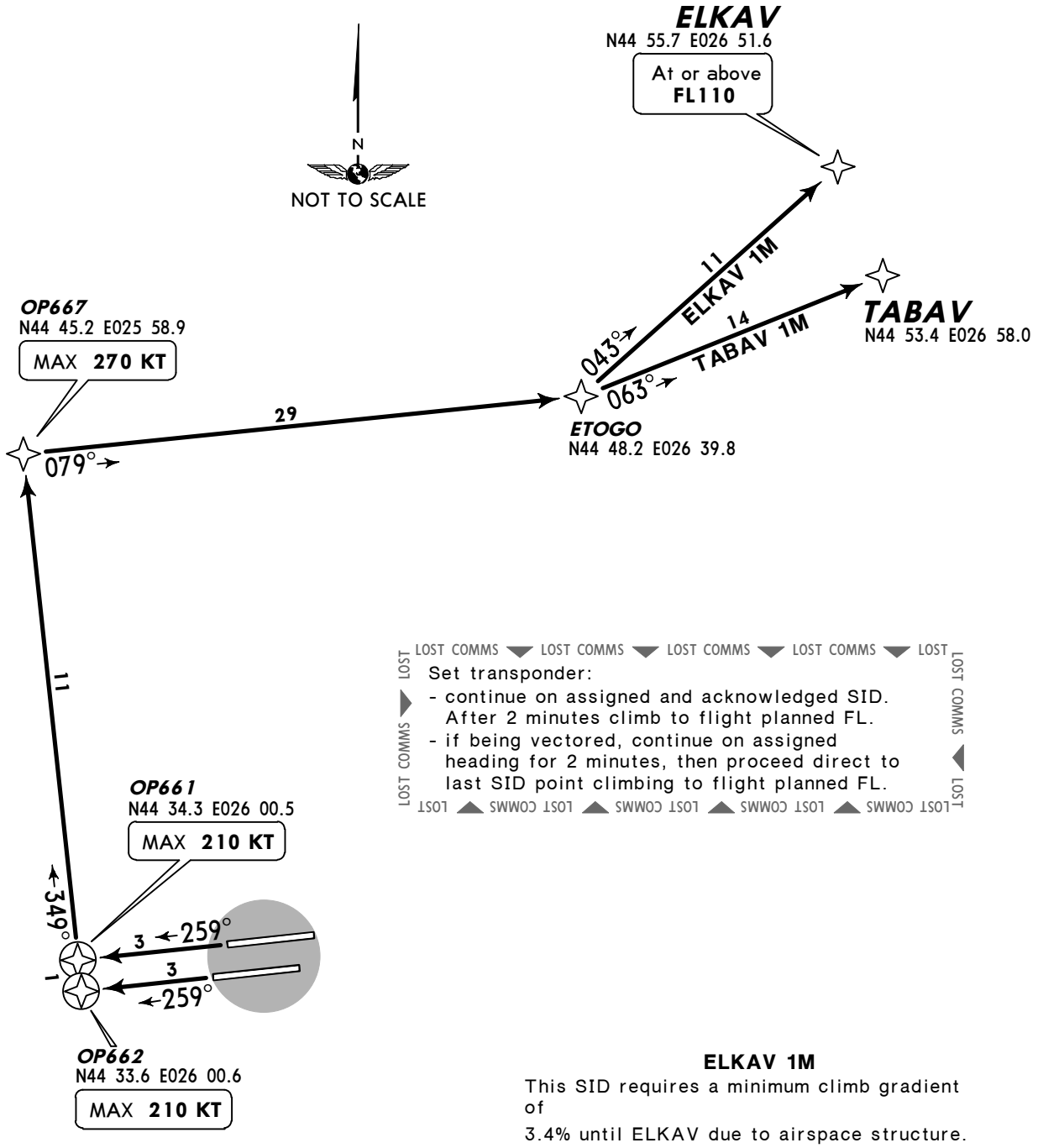
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 3. EXPECT close-in obstacles.

ELKAV 1M *[ELKA1M]*, TABAV 1M *[TABA1M]*
RWYS 26L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



ELKAV 1M

This SID requires a minimum climb gradient of
3.4% until ELKAV due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V(fpm)	258	344	516	689	861	1033

If unable to comply, contact ATC before start-up.

SID	ROUTING
ELKAV 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - ELKAV (FL110+).
TABAV 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - TABAV.

CHANGES: RNAV SIDs completely revised.

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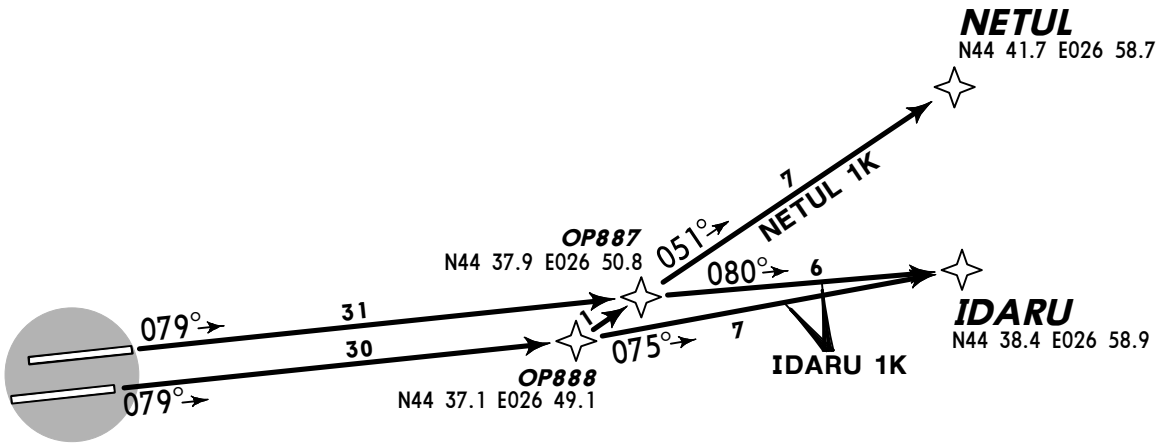
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

IDARU 1K *[IDAR1K]*, NETUL 1K *[NETU1K]*
RWYS 08L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Set transponder:
- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.



SID	ROUTING
IDARU 1K	OP887 (08L)/OP888 (08R) - IDARU.
NETUL 1K	OP887 (08L)/OP888 (08R) - NETUL.

CHANGES: RNAV SIDs completely revised.

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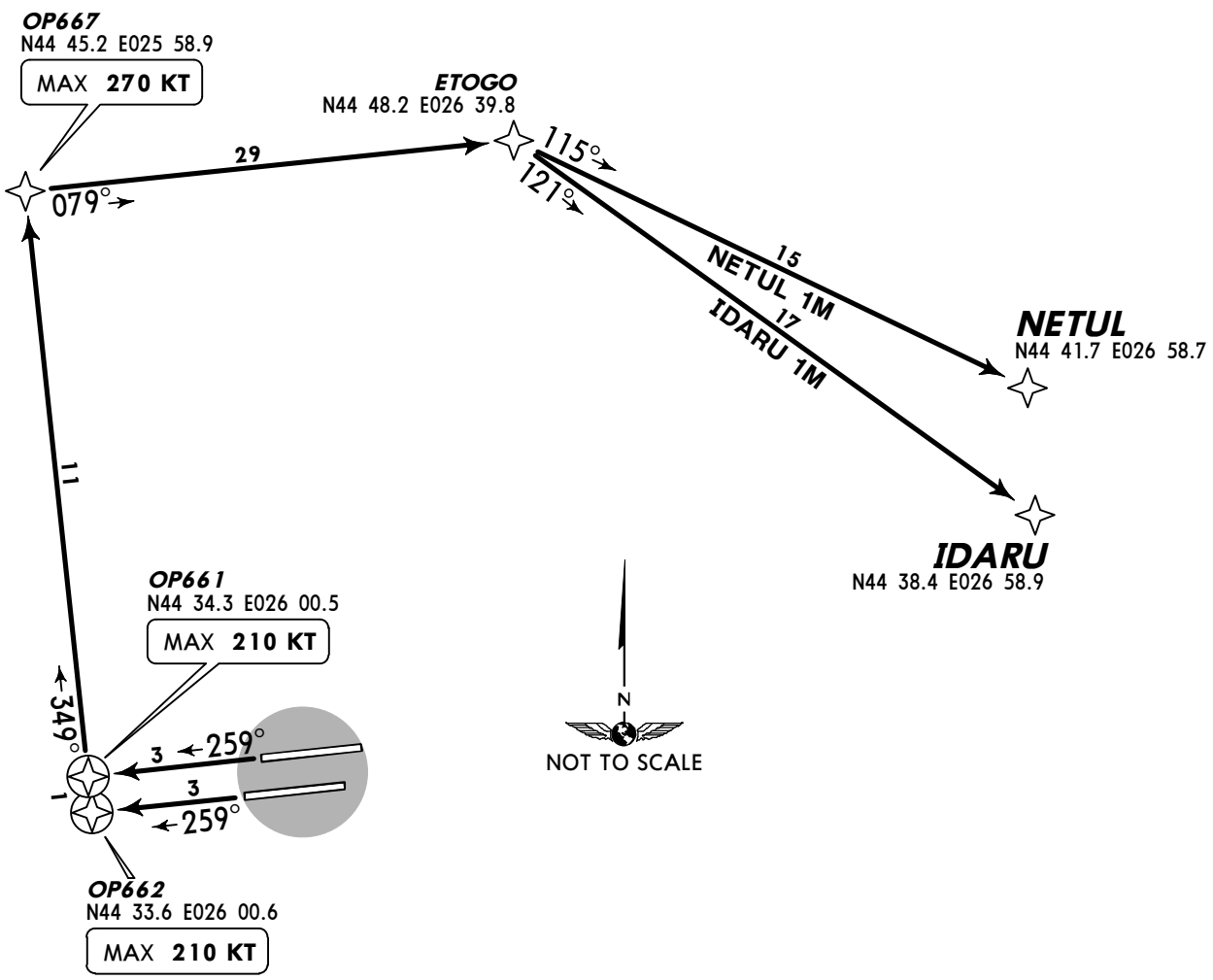
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 3. EXPECT close-in obstacles.

IDARU 1M *[IDAR1M]*, NETUL 1M *[NETU1M]*
RWYS 26L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Set transponder:
- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

SID	ROUTING
IDARU 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - IDARU.
NETUL 1M	OP662 (26L; K210-)/OP661 (26R; K210-) - OP667 (K270-) - ETOGO - NETUL.

CHANGES: RNAV SIDs completely revised.

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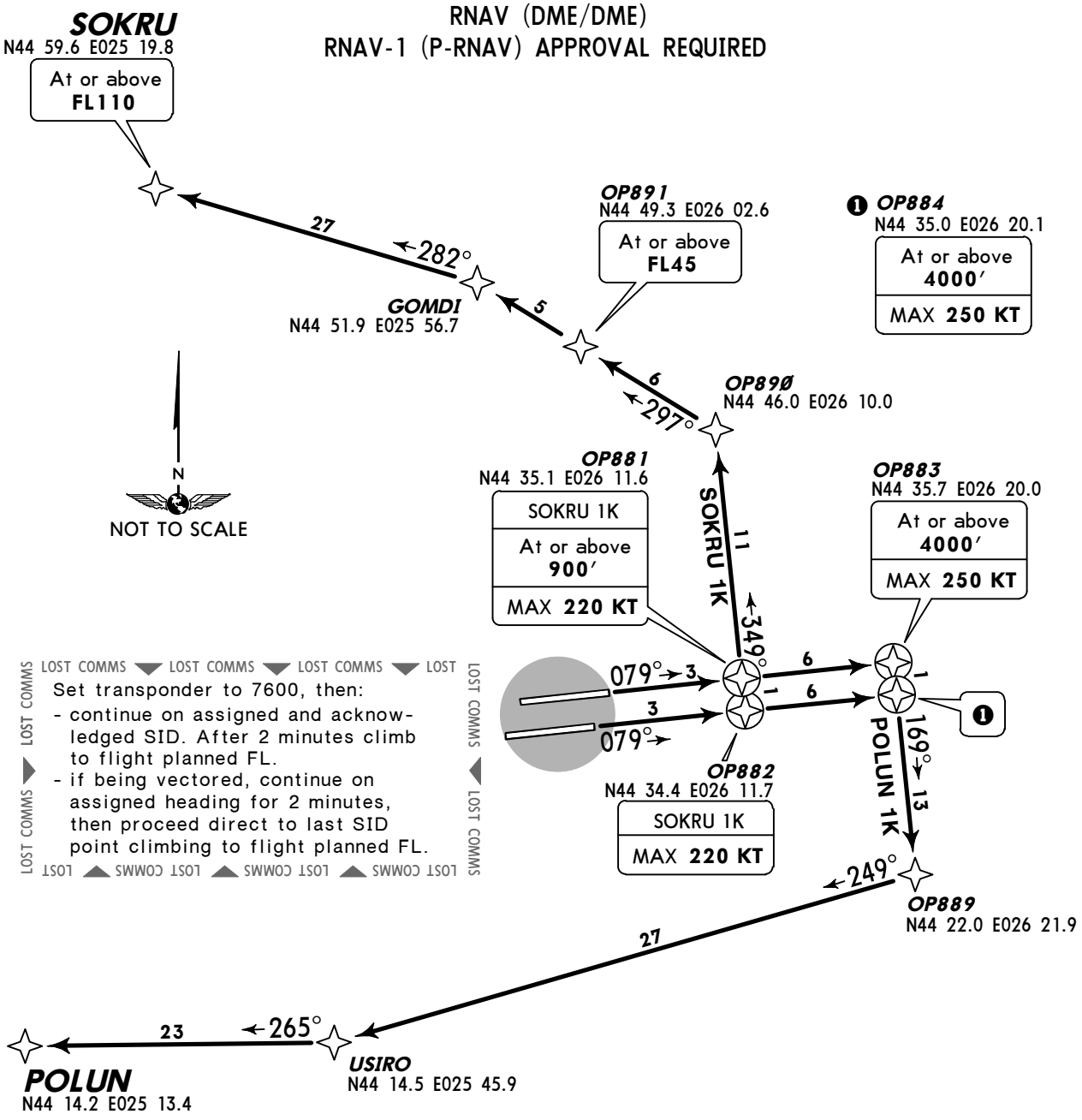
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

POLUN 1K *[POLU1K]*, SOKRU 1K *[SOKR1K]*
RWYS 08L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



These SIDs require minimum climb gradients of

POLUN 1K: Rwy 08R: 6.7% until OP884 due to airspace structure.
Rwy 08L: 7.0% until OP883 due to airspace structure.

SOKRU 1K: Rwy 08R: 3.5% until SOKRU due to airspace structure.
Rwy 08L: 3.4% until OP881, then 3.5% until SOKRU due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V(fpm)	532	709	1063	1418	1772	2127
6.7% V/V(fpm)	509	679	1018	1357	1696	2036
3.5% V/V(fpm)	266	354	532	709	886	1063
3.4% V/V(fpm)	258	344	516	689	861	1033

If unable to comply, contact ATC before start-up.

SID	ROUTING
POLUN 1K ❷	OP883 (08L; 4000′+; K250-)/OP884 (08R; 4000′+; K250-) - OP889 - USIRO - POLUN.
SOKRU 1K ❸	OP881 (08L; 900′+; K220-)/OP882 (08R; K220-) - OP890 - OP891 (FL45+) - GOMDI - SOKRU (FL110+).

❷ Not available for traffic to MOPUG. ❸ Not available for traffic to DIRER.

CHANGES: RNAV SID BUNUL renamed SOKRU.

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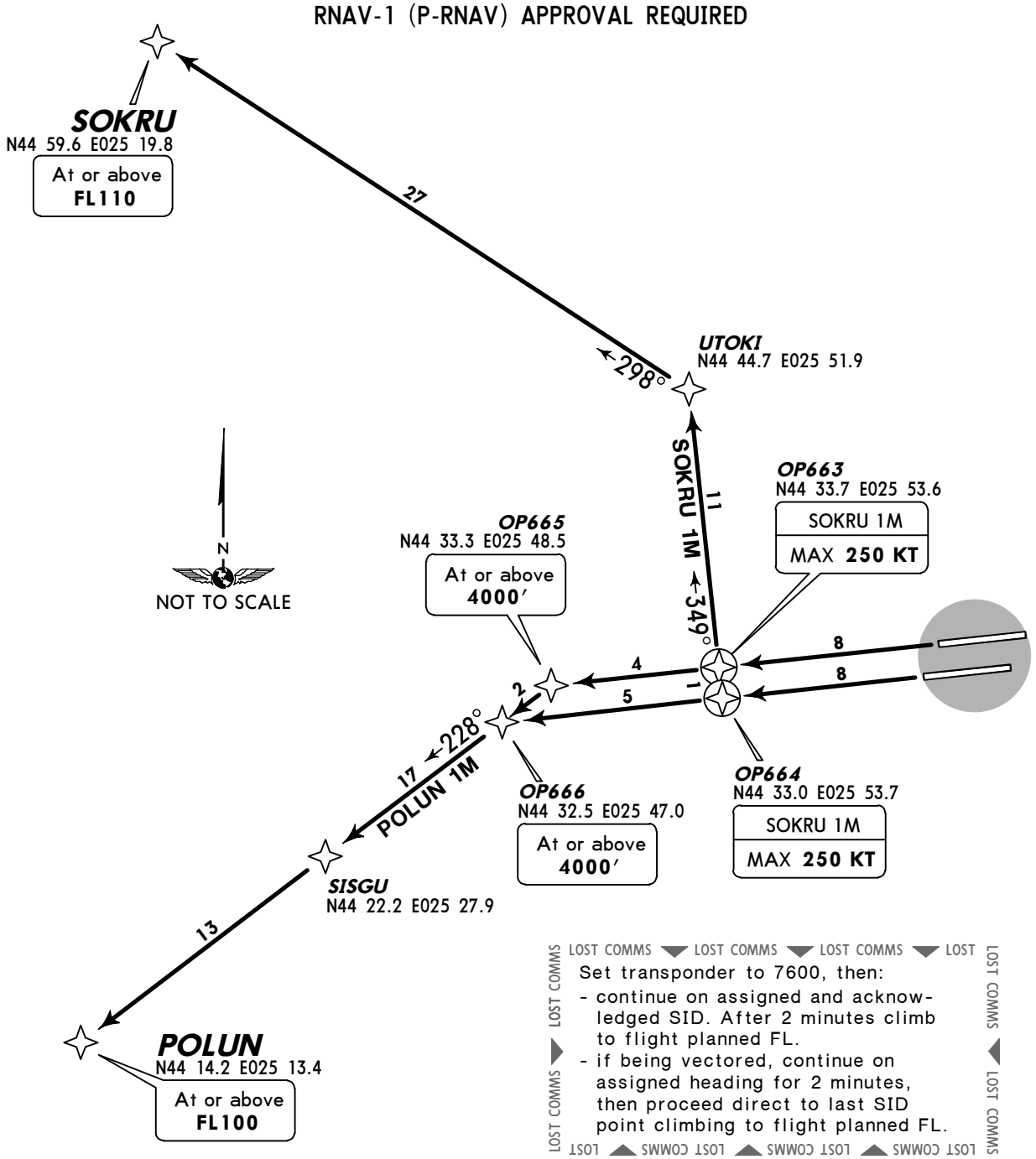
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ 1. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operation. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 3. EXPECT close-in obstacles.

POLUN 1M *[POLU1M]*, SOKRU 1M *[SOKR1M]*
RWYS 26L/R RNAV DEPARTURES
RNAV (DME/DME)
RNAV-1 (P-RNAV) APPROVAL REQUIRED



LOST COMMS

Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

These SIDs require minimum climb gradients of

POLUN 1M: Rwy 26L: 4.9% until OP666 due to airspace structure.
Rwy 26R: 5.2% until OP665 due to airspace structure.

SOKRU 1M: 3.9% until SOKRU due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V(fpm)	395	527	790	1053	1317	1580
4.9% V/V(fpm)	372	496	744	992	1241	1489
3.9% V/V(fpm)	296	395	592	790	987	1185

If unable to comply, contact ATC before start-up.

SID	ROUTING
POLUN 1M❶	OP666 (26L; 4000′+)/OP665 (26R; 4000′+) - SISGU - POLUN (FL100+).
SOKRU 1M❷	OP664 (26L; K250-)/OP663 (26R; K250-) - UTOKI - SOKRU (FL110+).

❶ Not available for traffic to MOPUG. ❷ Not available for traffic to DIRER.

CHANGES: RNAV SID BUNUL renamed SOKRU.

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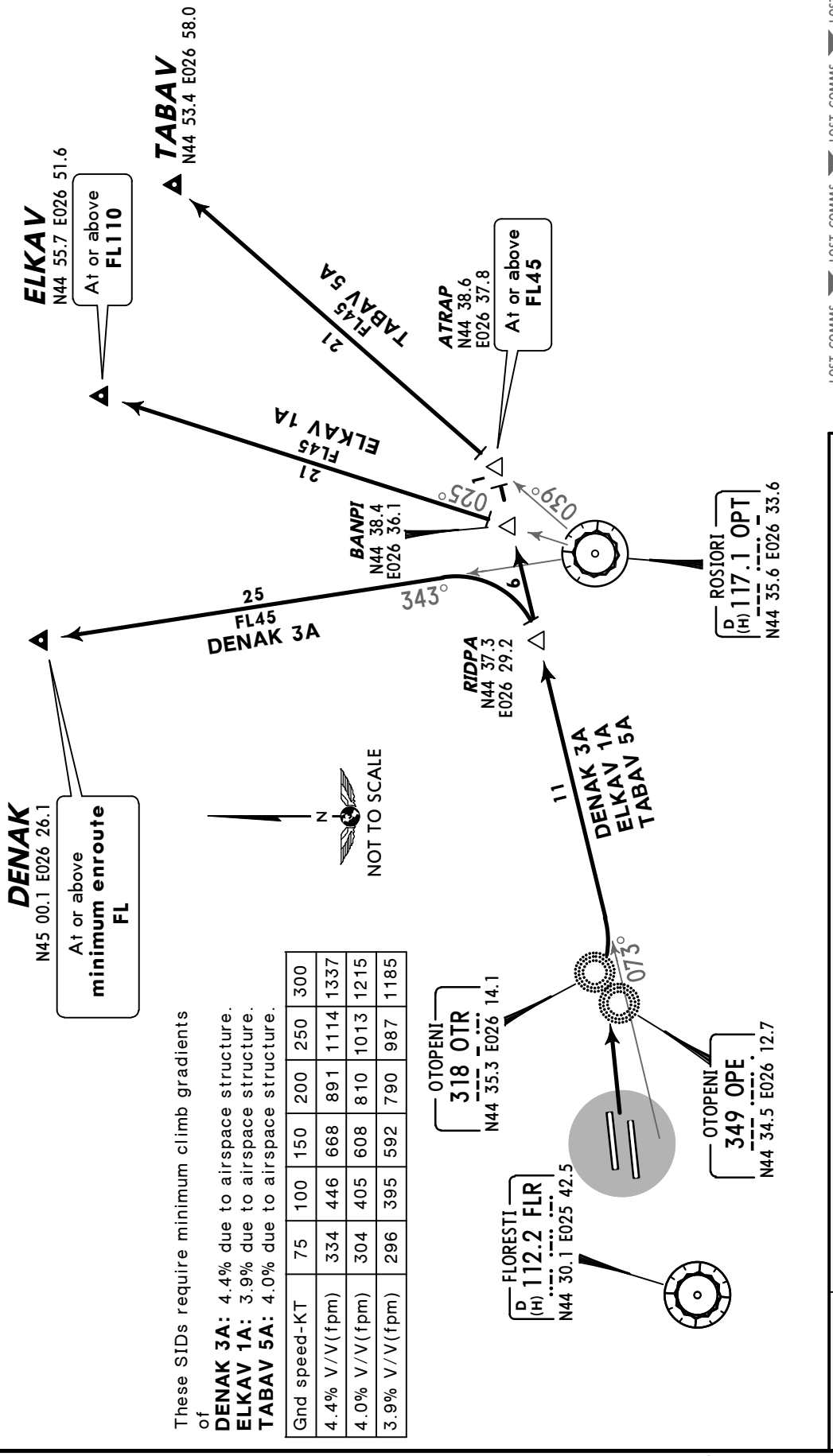
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

DENAK 3A *[DENA3A]*, ELKAV 1A *[ELKA1A]* TABAV 5A *[TABA5A]* RWYS 08L/R DEPARTURES



These SIDs require minimum climb gradients of
DENAK 3A: 4.4% due to airspace structure.
ELKAV 1A: 3.9% due to airspace structure.
TABAV 5A: 4.0% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.9% V/V(fpm)	296	395	592	790	987	1185

LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST COMMS ▶ LOST
Set transponder:
- continue on assigned and acknowledged SID.
After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.
LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST COMMS ◀ LOST

SID	ROUTING
DENAK 3A	To OTR/OPE, intercept FLR R-073 to RIDPA, turn LEFT, intercept OPT R-343 to DENAK.
ELKAV 1A	To OTR/OPE, intercept FLR R-073 to BANPI, turn LEFT, intercept OPT R-025 to ELKAV.
TABAV 5A	To OTR/OPE, intercept FLR R-073 to ATRAP, turn LEFT, intercept OPT R-039 to TABAV.

CHANGES: SIDs renumbered, revised, established & transf.

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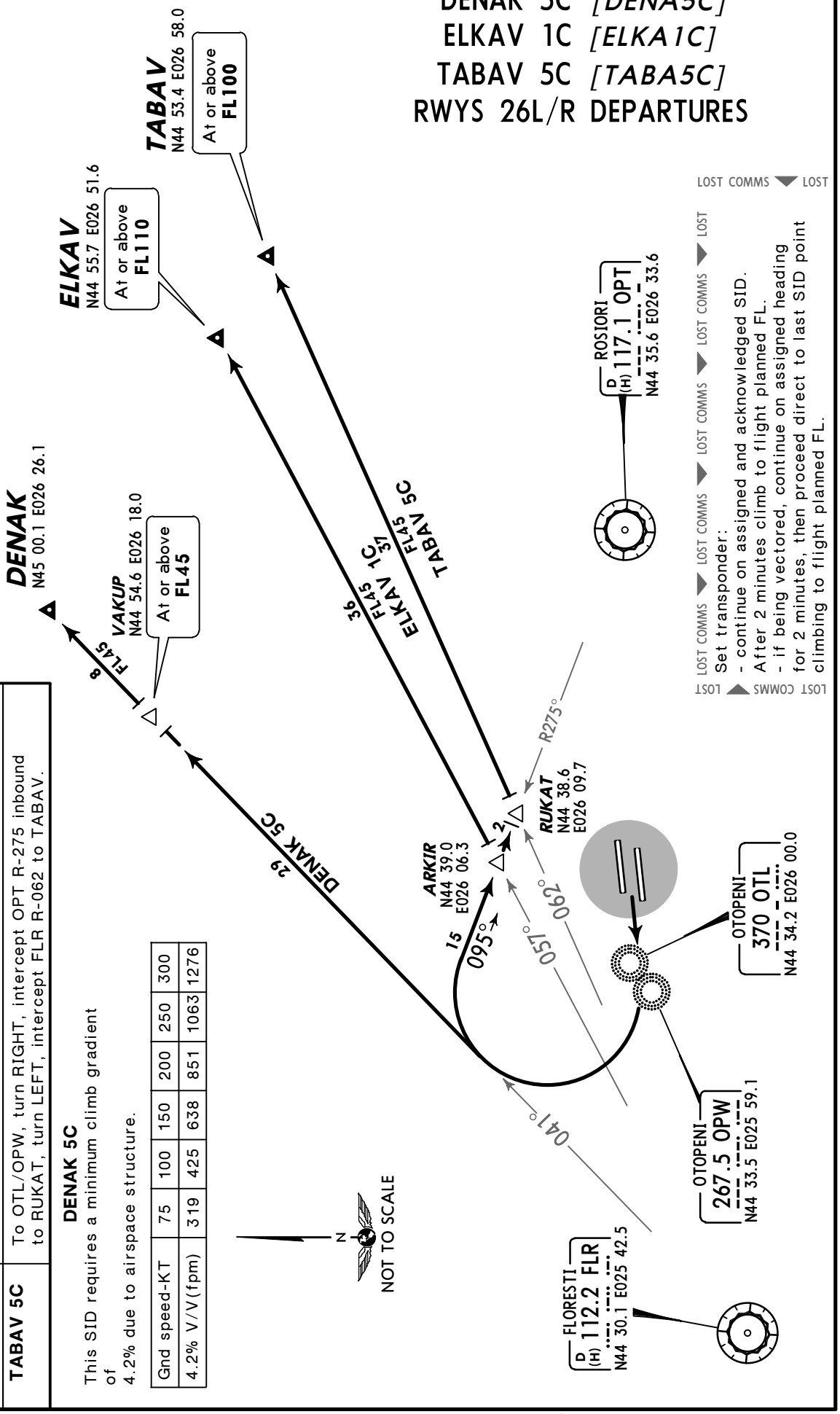
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.

DENAK 5C *[DENA5C]*
ELKAV 1C *[ELKA1C]*
TABAV 5C *[TABA5C]*
RWYS 26L/R DEPARTURES



SID	ROUTING
DENAK 5C	To OTL/OPW, turn RIGHT, intercept FLR R-041 to DENAK.
ELKAV 1C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to ARKIR, turn LEFT, OPT R-057 to ELKAV.
TABAV 5C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to RUKAT, turn LEFT, intercept FLR R-062 to TABAV.

DENAK 5C

This SID requires a minimum climb gradient of 4.2% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276

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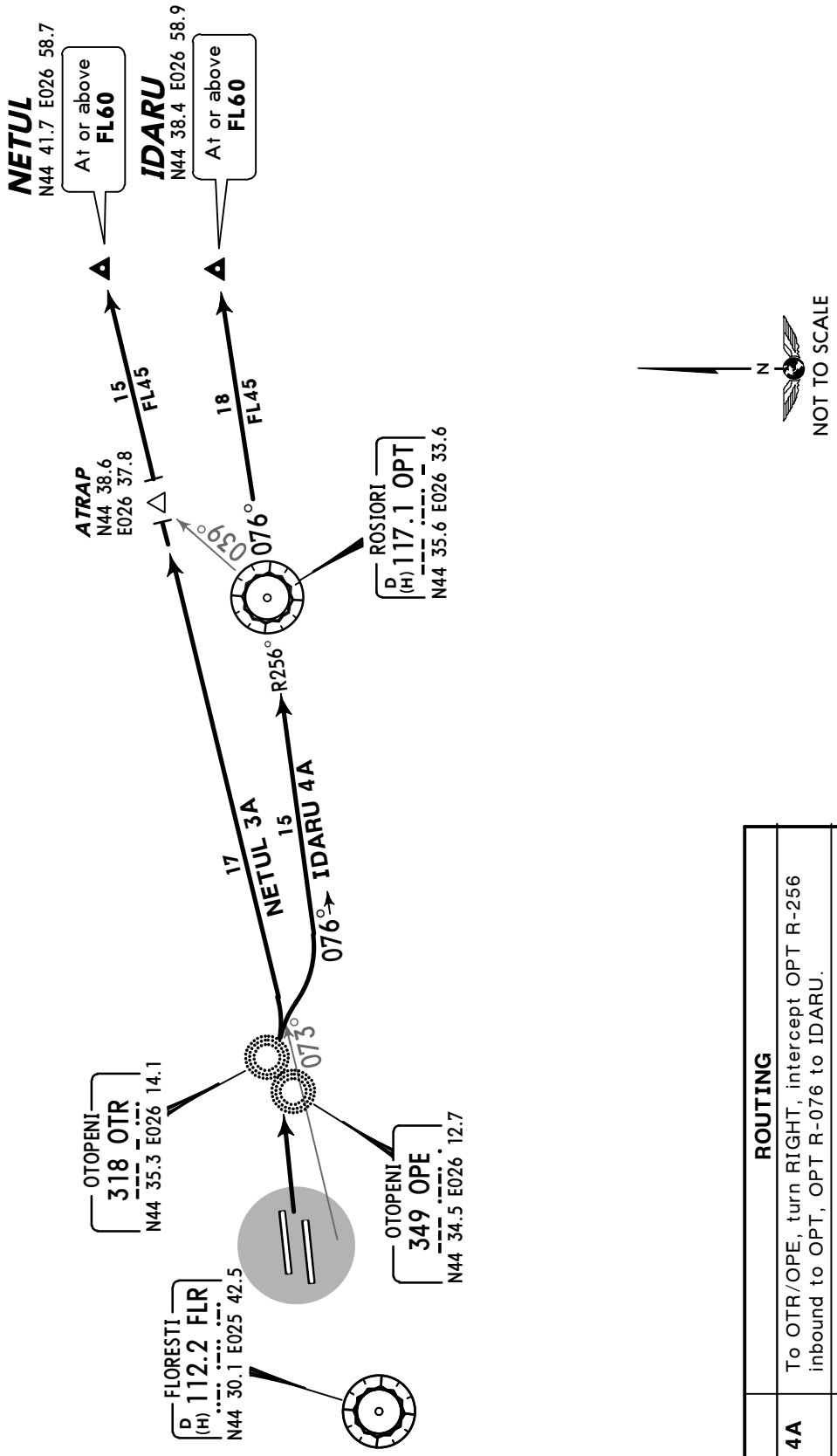
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

IDARU 4A *[IDAR4A]*
NETUL 3A *[NETU3A]*
RWYS 08L/R DEPARTURES



LOST COMMS ▼ LOST

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Set transponder:
- continue on assigned and acknowledged SID.
After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

SID	ROUTING
IDARU 4A	To OTR/OPE, turn RIGHT, intercept OPT R-256 inbound to OPT, OPT R-076 to IDARU.
NETUL 3A	To OTR/OPE, intercept FLR R-073 to NETUL.

CHANGES: New chart (SIDs renumbered, revised, established & transferred).

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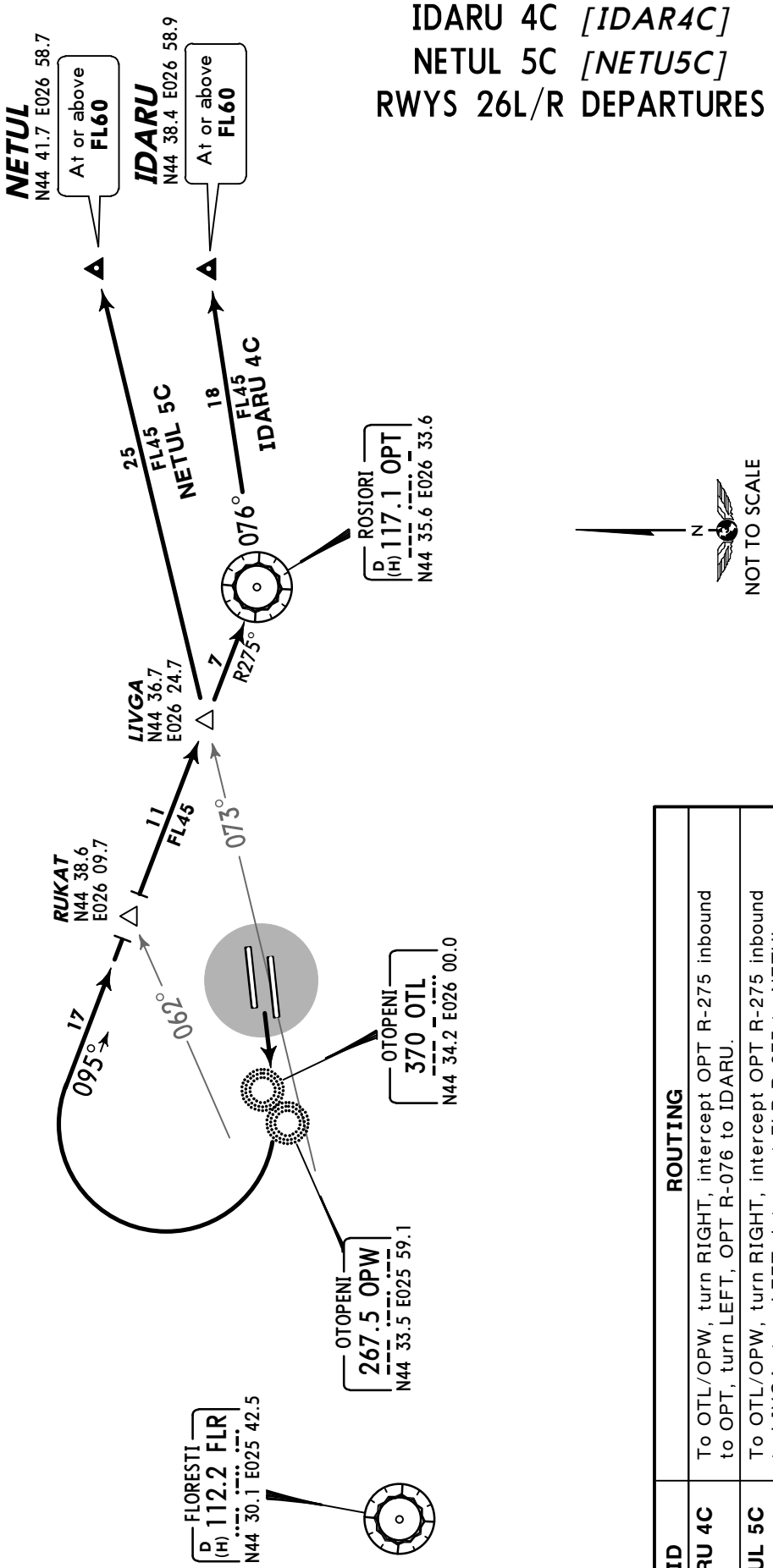
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.

IDARU 4C *[IDAR4C]*
NETUL 5C *[NETU5C]*
RWYS 26L/R DEPARTURES



SID	ROUTING
IDARU 4C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to OPT, turn LEFT, OPT R-076 to IDARU.
NETUL 5C	To OTL/OPW, turn RIGHT, intercept OPT R-275 inbound to LIVGA, turn LEFT, intercept FLR R-073 to NETUL.

CHANGES: New chart (SIDs renumbered, revised, established & transferred).

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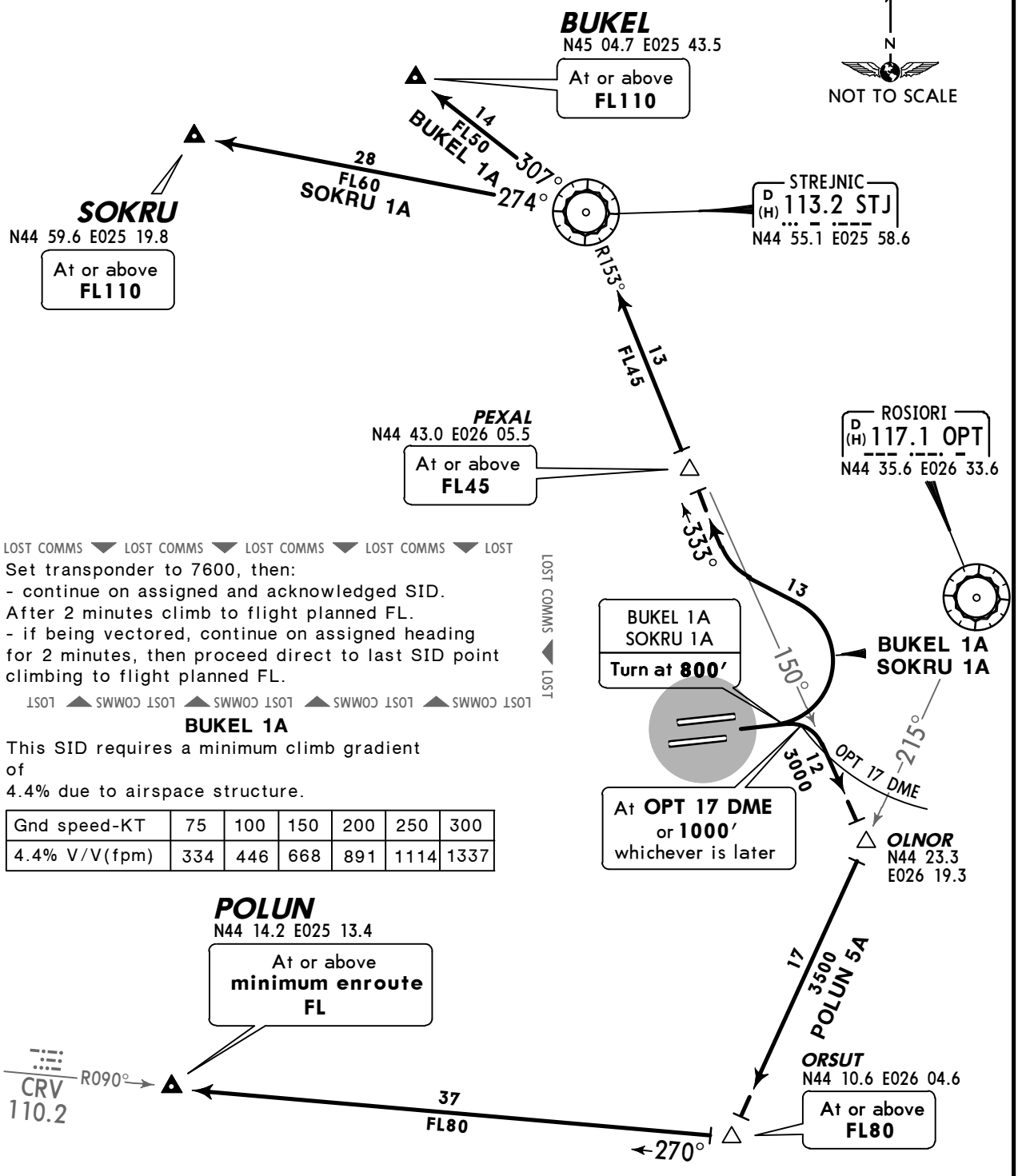
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory.

BUKEL 1A *[BUKE1A]*, POLUN 5A *[POLU5A]* SOKRU 1A *[SOKR1A]* RWYS 08L/R DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

Set transponder to 7600, then:
- continue on assigned and acknowledged SID.
After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

LOST COMMS ◀ LOST

BUKEL 1A

This SID requires a minimum climb gradient of 4.4% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.4% V/V(fpm)	334	446	668	891	1114	1337

SID	ROUTING
BUKEL 1A ❶	Climb on runway track to 800′, intercept STJ R-153 inbound to STJ, STJ R-307 to BUKEL.
POLUN 5A ❷	Climb on runway track to OPT 17 DME or 1000′, whichever is later, turn RIGHT, intercept STJ R-150 to OLNOR, turn RIGHT, intercept OPT R-215 to ORSUT, turn RIGHT, intercept CRV R-090 inbound to POLUN.
SOKRU 1A ❸	Climb on runway track to 800′, intercept STJ R-153 inbound to STJ, STJ R-274 to SOKRU.

❶ Not available for traffic to NEPOT. ❷ Not available for traffic to MOPUG.
❸ Not available for traffic to DIRER.

CHANGES: SID BUNUL renamed SOKRU.

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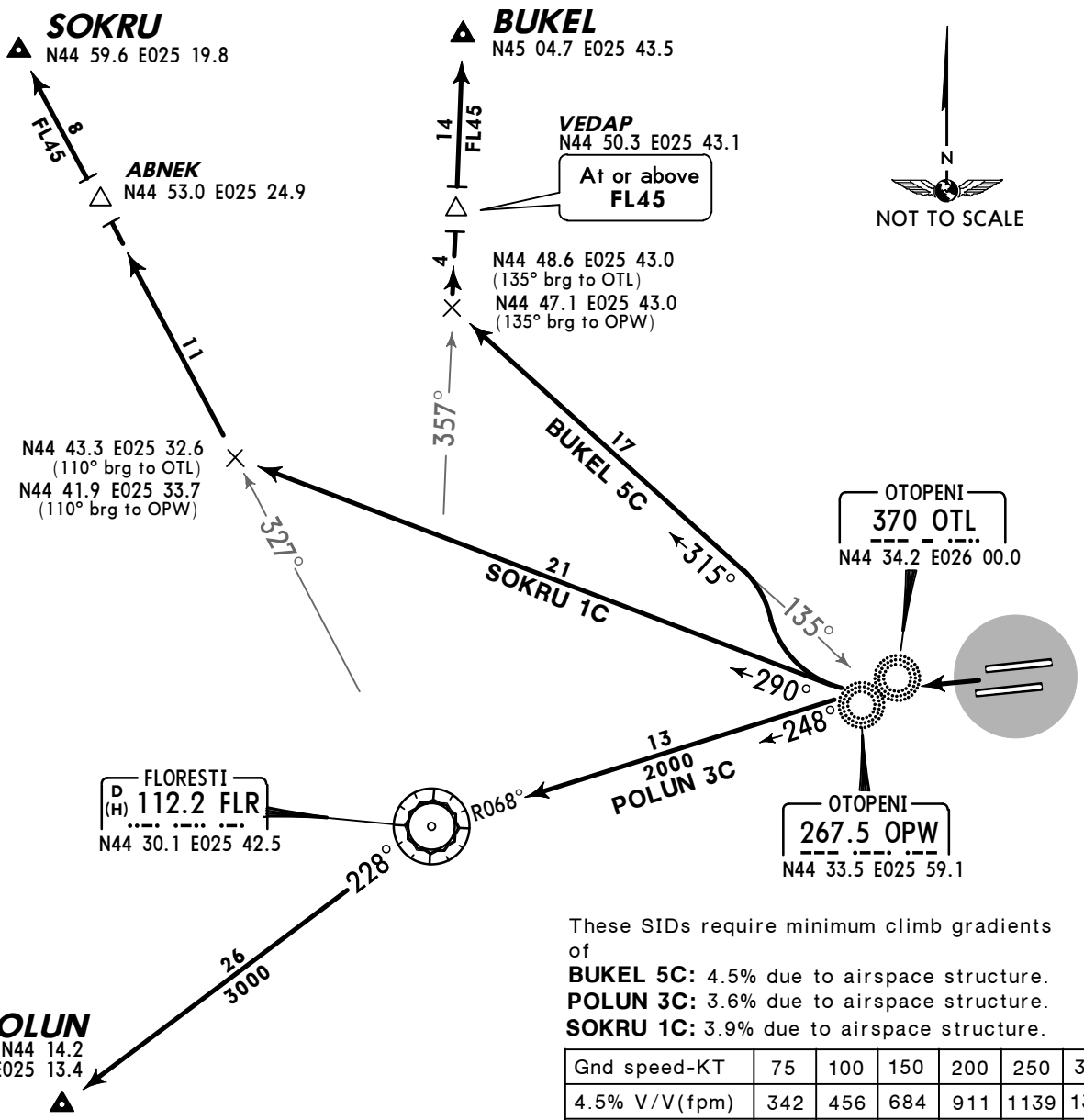
Apt Elev 314′	Trans level: By ATC Trans alt: 4000′ SIDs are also noise abatement routings. Strict adherence within the limits of aircraft performance is mandatory. 2. EXPECT close-in obstacles.

BUKEL 5C *[BUKE5C]*, POLUN 3C *[POLU3C]* SOKRU 1C *[SOKR1C]* RWYS 26L/R DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Set transponder to 7600, then:
- continue on assigned and acknowledged SID. After 2 minutes climb to flight planned FL.
- if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.



These SIDs require minimum climb gradients of
BUKEL 5C: 4.5% due to airspace structure.
POLUN 3C: 3.6% due to airspace structure.
SOKRU 1C: 3.9% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V(fpm)	342	456	684	911	1139	1367
3.9% V/V(fpm)	296	395	592	790	987	1185
3.6% V/V(fpm)	273	365	547	729	911	1094

SID	ROUTING
BUKEL 5C ❶	To OTL/OPW, turn RIGHT, intercept 315° bearing from OTL/OPW, intercept FLR R-357 to BUKEL.
POLUN 3C ❷	To OTL/OPW, turn LEFT, intercept FLR R-068 inbound to FLR, FLR R-228 to POLUN.
SOKRU 1C ❸	To OTL/OPW, turn RIGHT, intercept 290° bearing from OTL/OPW, intercept FLR R-327 to SOKRU.

❶ Not available for traffic to NEPOT. ❷ Not available for traffic to MOPUG.
❸ Not available for traffic to DIRER.

CHANGES: SID BUNUL renamed SOKRU

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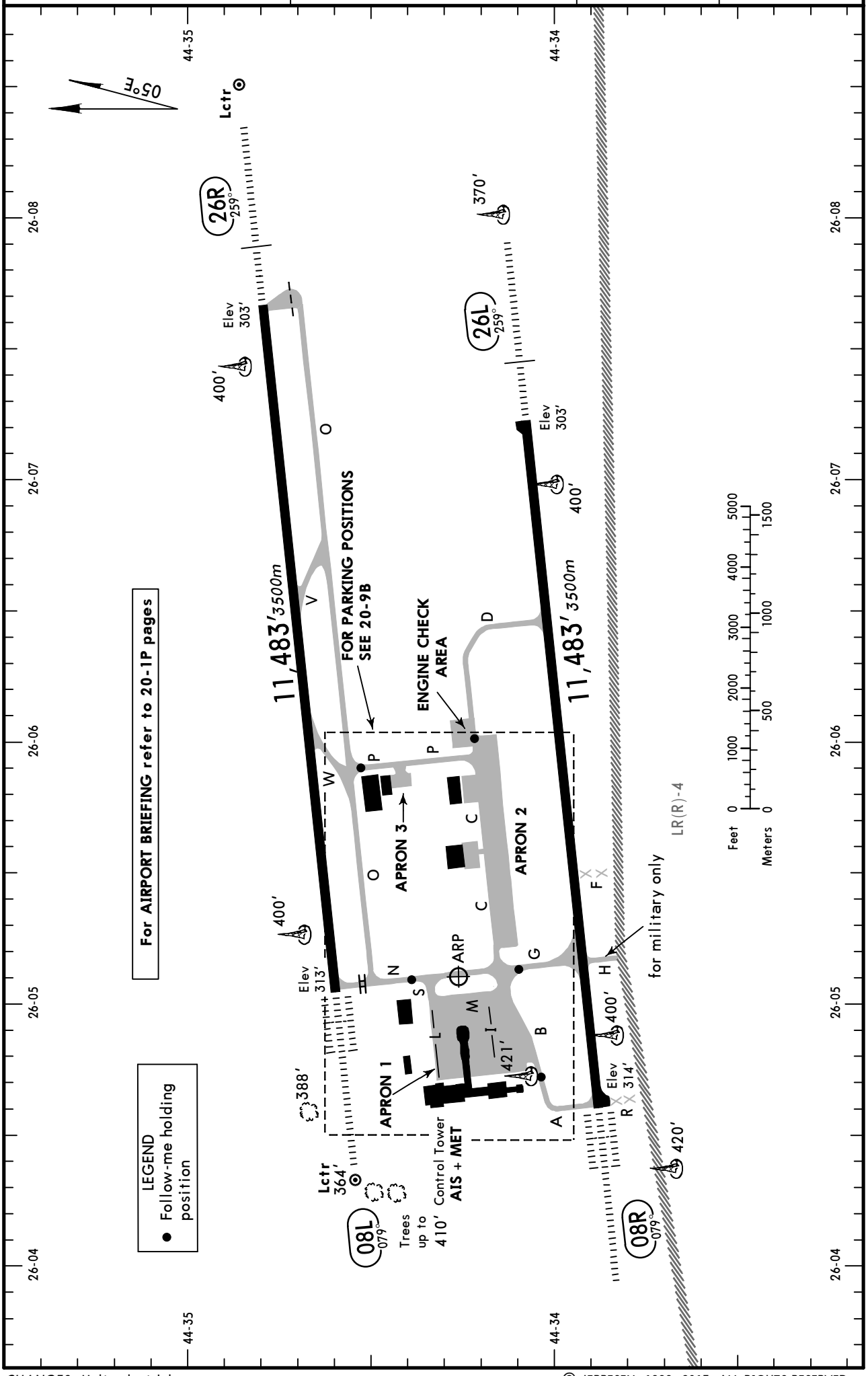
ATIS	OTOPENI Ground		Tower	
			RWY 08L/26R	RWY 08R/26L
118.5	121.7	118.8	121.85	120.9



CHANGES: Helipad withdrawn.

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ADDITIONAL RUNWAY INFORMATION

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

❶ PAPI-L (3.0°)

❷ HSTIL-W

08R	HIRL *(60m)* CL *(15m)* ALSF-II TDZ ❸ RVR		10,328′ *3148m*	❹	148′ *45m*
26L	HIRL *(60m)* CL *(15m)* HIALS PAPI-L (2.7°) RVR		10,338′ *3151m*		

❸ PAPI-L (2.7°)

❹ TAKE-OFF RUN AVAILABLE

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

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

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
	APRON 1		**APRON 2**
101	N44 34.3 E026 04.7	201 thru 202A	N44 34.2 E026 06.0
102 thru 104	N44 34.3 E026 04.8	202B thru 204A	N44 34.2 E026 05.9
105 thru 107	N44 34.3 E026 04.9	204B	N44 34.2 E026 05.8
107A	N44 34.3 E026 05.0	205	N44 34.1 E026 05.8
108	N44 34.3 E026 04.9	205A	N44 34.2 E026 05.8
109	N44 34.2 E026 04.9	206	N44 34.1 E026 05.8
109A	N44 34.2 E026 05.0	207 thru 209	N44 34.1 E026 05.7
110, 111	N44 34.2 E026 04.9	210 thru 212	N44 34.1 E026 05.6
112 thru 114	N44 34.2 E026 04.8	213 thru 215	N44 34.1 E026 05.5
115	N44 34.2 E026 04.7	216 thru 218	N44 34.1 E026 05.4
116 thru 118	N44 34.1 E026 04.7	219 thru 222	N44 34.1 E026 05.3
119	N44 34.1 E026 04.8	223	N44 34.1 E026 05.2
120	N44 34.1 E026 04.9		
120A	N44 34.1 E026 04.8		
121, 122	N44 34.1 E026 04.9		**APRON 3**
		1 thru 4	N44 34.4 E026 05.9
		5, 6	N44 34.4 E026 05.8

Standard TAKE-OFF ❶

	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*		

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

CHANGES: Parking stand designations.

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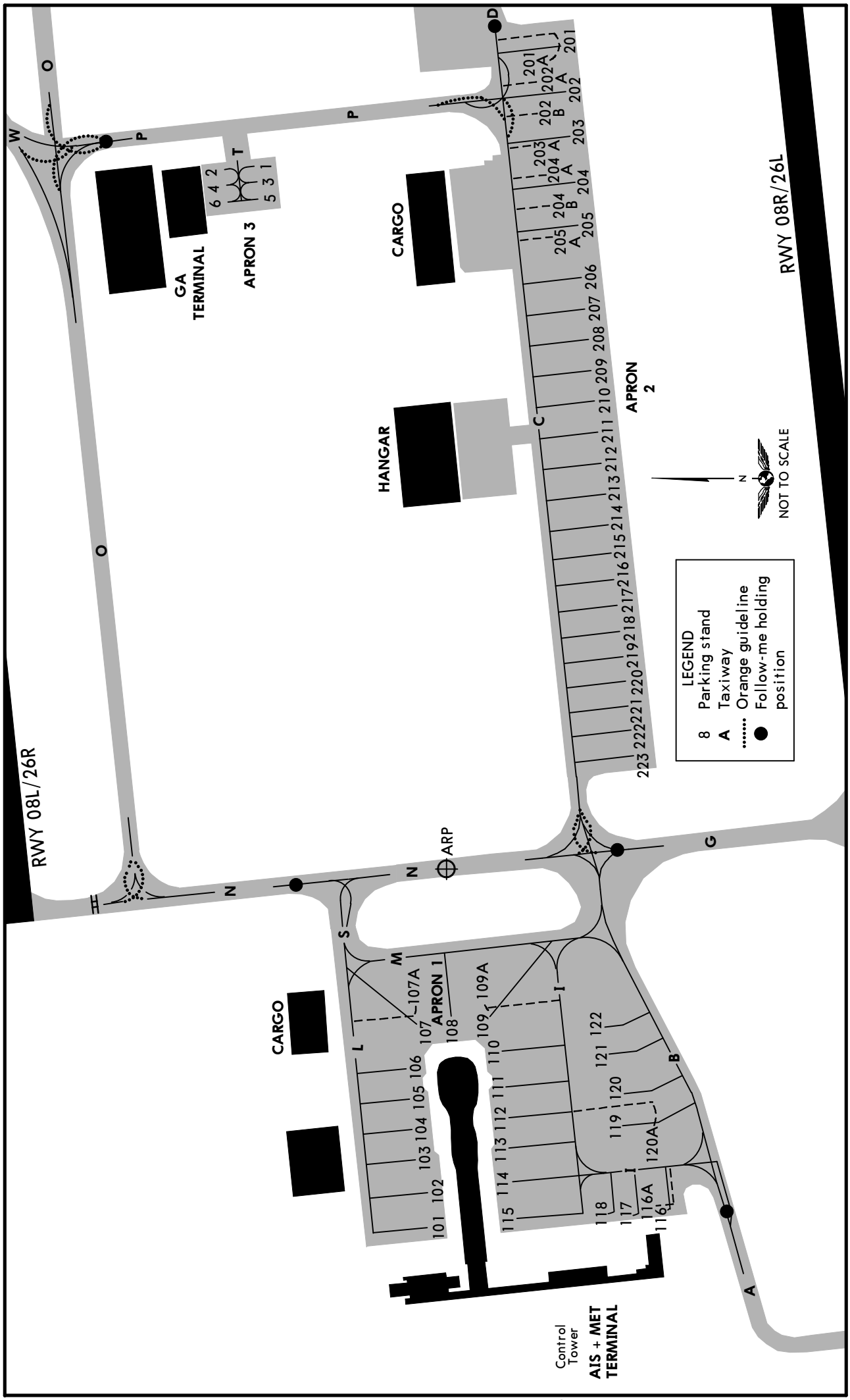

CHANGES: Parking stand designations.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

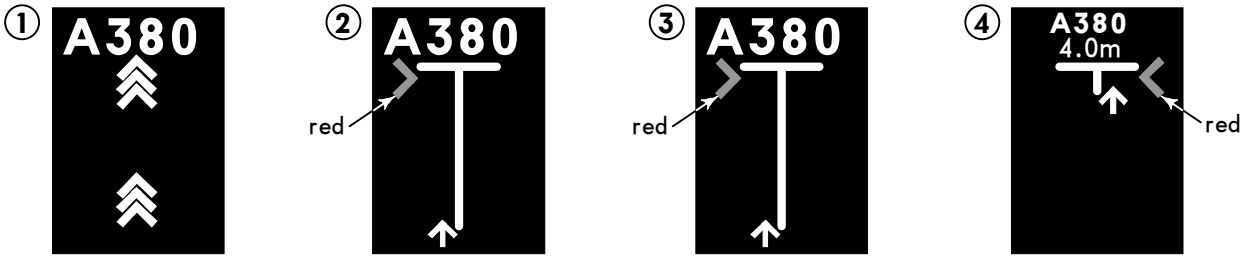
A. DESCRIPTION

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

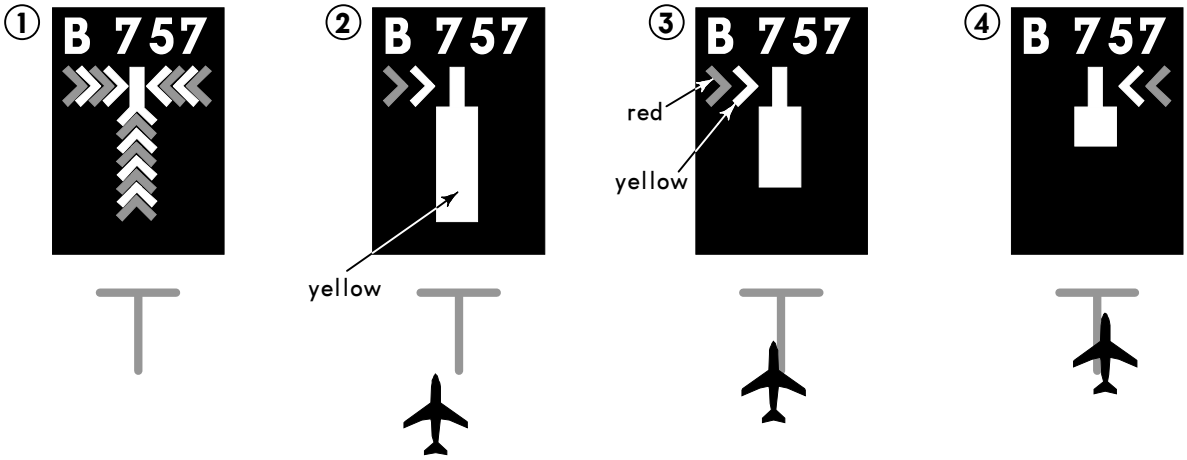
B. DOCKING PROCEDURE

At apron 1, two models of docking system are installed, type T3-9 and T1.
CAUTION: The safedock docking guidance system has a built-in error detecting program to inform the acft pilots of possible hazards during the docking procedure. During the acft approach to the terminal gate, the docking guidance system automatically confirms the identification of the acft. The acft must be identified at least 39' (12m) before the correct stop position. If this does not accur, the system displays "STOP" and then "WAIT" with two red, rectangular fields being lit in the azimuth guidance area of the display. While the acft is stopped, the system will attempt to identify it. If successful, the docking procedure will continue. If not, "WAIT" will be replaced with "STOP". If the display reverts to the "STOP" indication, the pilot must contact OTOPENI Ground to obtain clearance to complete the docking procedure.

DOCKING SYSTEM T1



DOCKING SYSTEM T3-9



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.

CHANGES: None.

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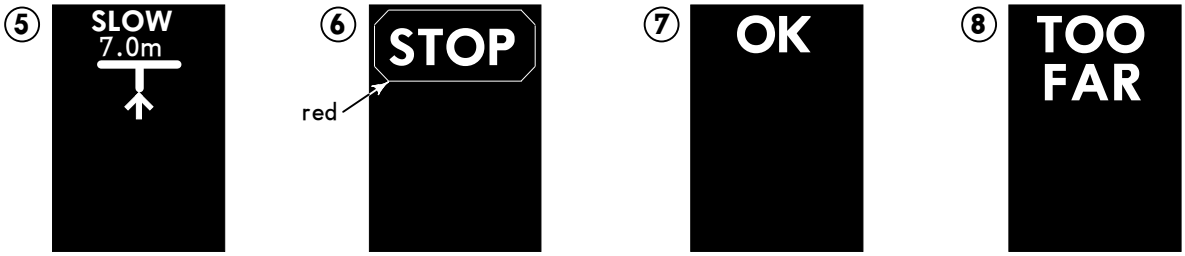
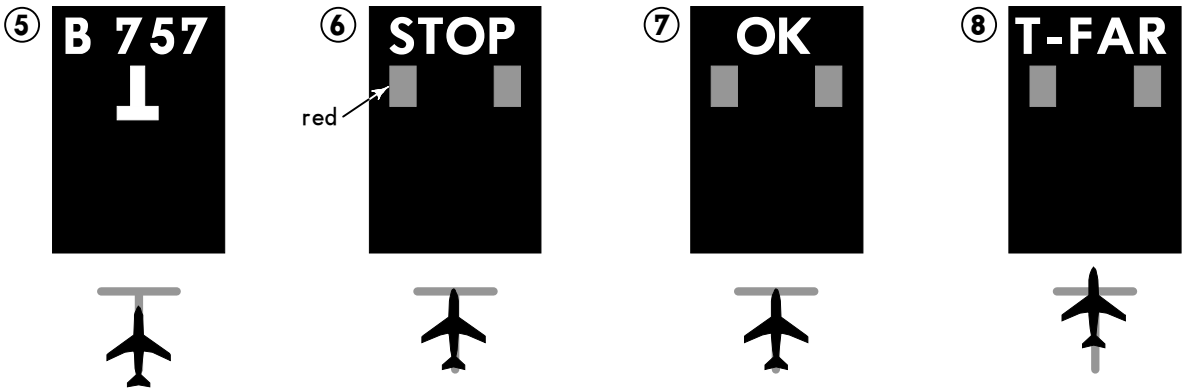
DOCKING GUIDANCE SYSTEM (SAFEDOCK) CONTD

DOCKING SYSTEM T1



DOCKING SYSTEM T3-9



5. When the acft is approaching with to high speed, display will indicate "SLOW".

6. When the correct stop position is reached all of the LED's for the closing rate field will be off, the word "STOP" will appear in the display and two red rectangular fields will light in the azimuth guidance area of the display.

7. If the acft stops in the correct position, "OK" will be displayed after a few seconds.

8. If the acft has gone past the correct stop position, the display will show "T-FAR" (too far).

CHANGES: New page.

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BRIEFING STRIP

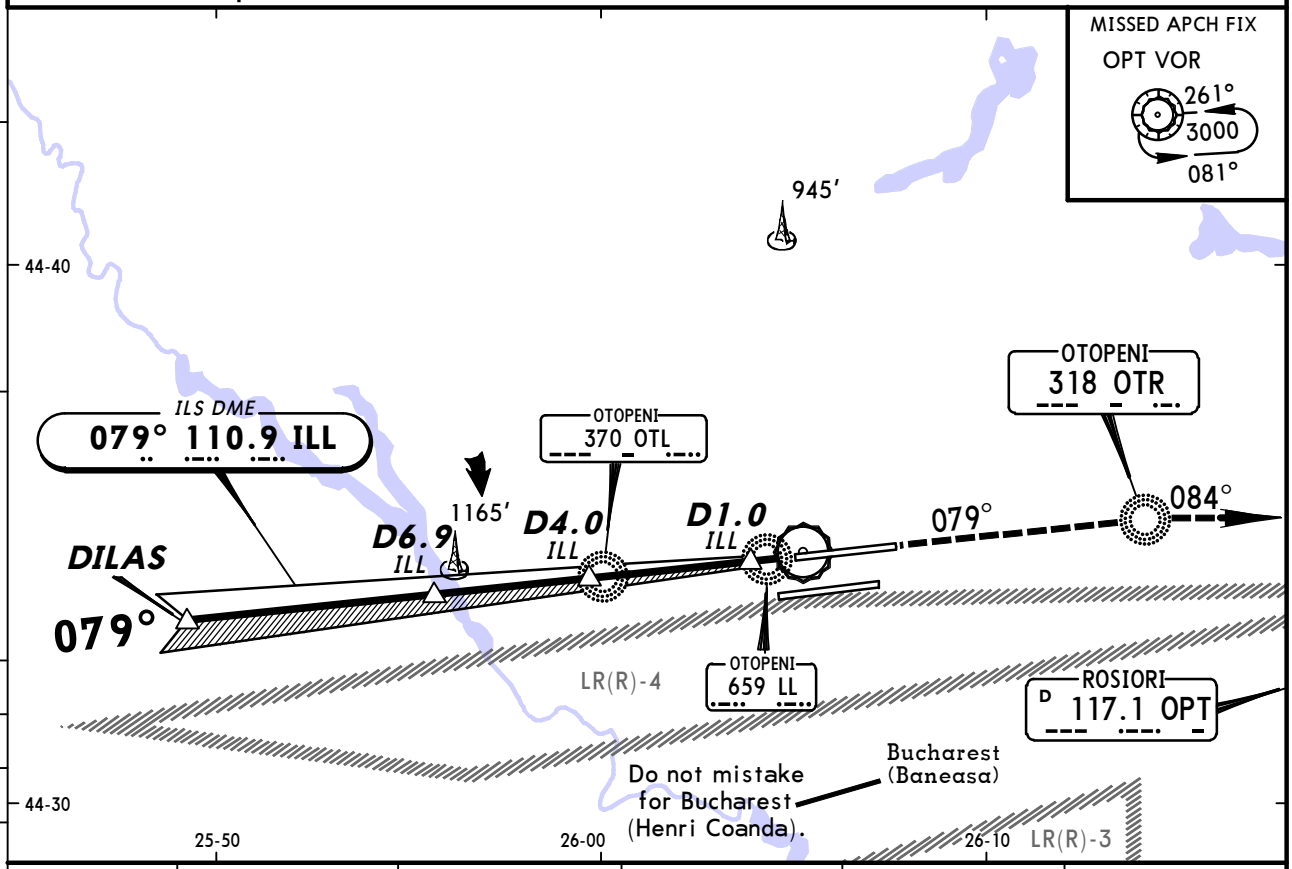
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7 118.8

LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 314′
ILL 110.9	079°	D4.0 ILL 1587′(1274′)	513′(200′)	RWY 313′

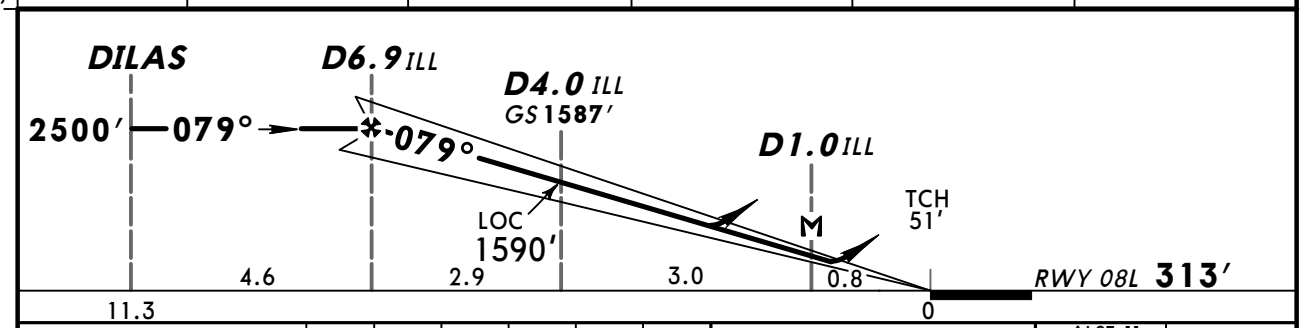
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′
MSA
Airport

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
ADF and DME required.



LOC (GS out)	ILL DME	5.0	4.0	3.0	2.0
	ALTITUDE	1905′	1587′	1268′	950′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 ILL						

ALSF-II
PAPI
OTR
318

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

	ILS DA(H) 513′(200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 690′(377′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′(466′)	1500m
135	820′(506′)	1600m
180	1010′(696′)	2400m
205	1020′(706′)	3600m

CHANGES: MSA.

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LROP/OTP
HENRI COANDA

JEPPESEN

27 SEP 13 (21-1A)

BUCHAREST, ROMANIA
CAT II/III ILS Rwy 08L

BRIEFING STRIP ™

ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7 118.8

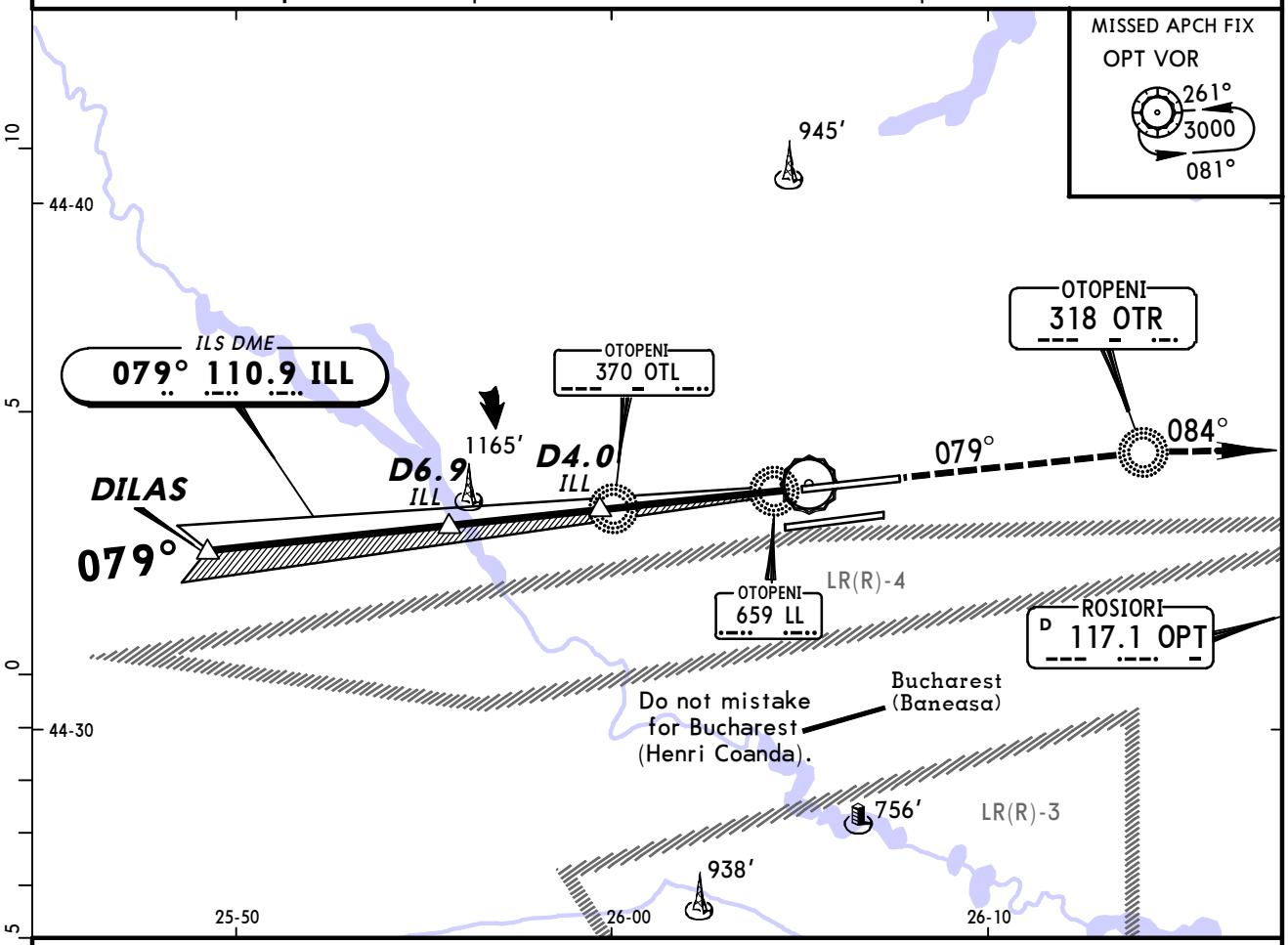
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 314′
ILL **110.9**	**079°**	**D4.0 ILL** **1587′**(1274′)	Refer to Minimums	RWY **313′**

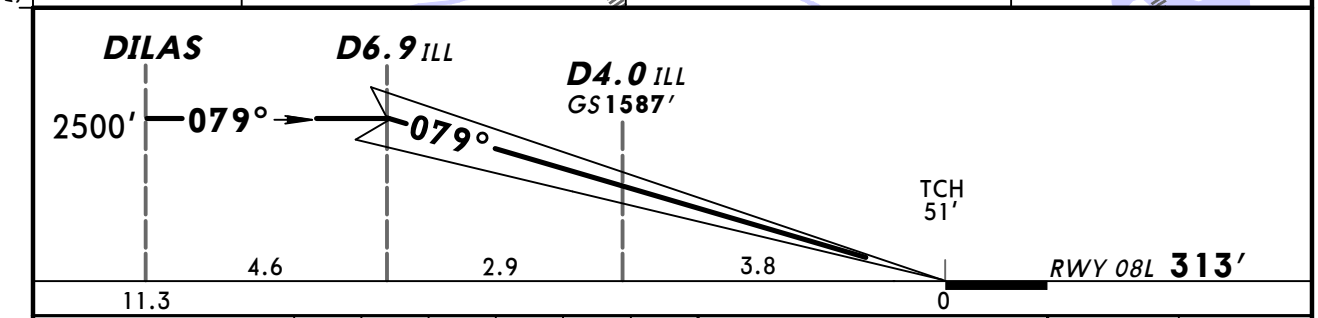
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′ MSA Airport

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

1. **ADF and DME required.** 2. Special Aircrew & Acft Certification required.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

ALSF-II PAPI OTR 318

Standard STRAIGHT-IN LANDING RWY **08L**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 99′** DA(H) **413′**(100′)
RVR 200m	RVR 300m [1]

PANS OPS

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

CHANGES: MSA.

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LROP/OTP
HENRI COANDA

JEPPESEN

27 SEP 13 (21-2)

BUCHAREST, ROMANIA
ILS Rwy 08R

BRIEFING STRIP ™

ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7 118.8

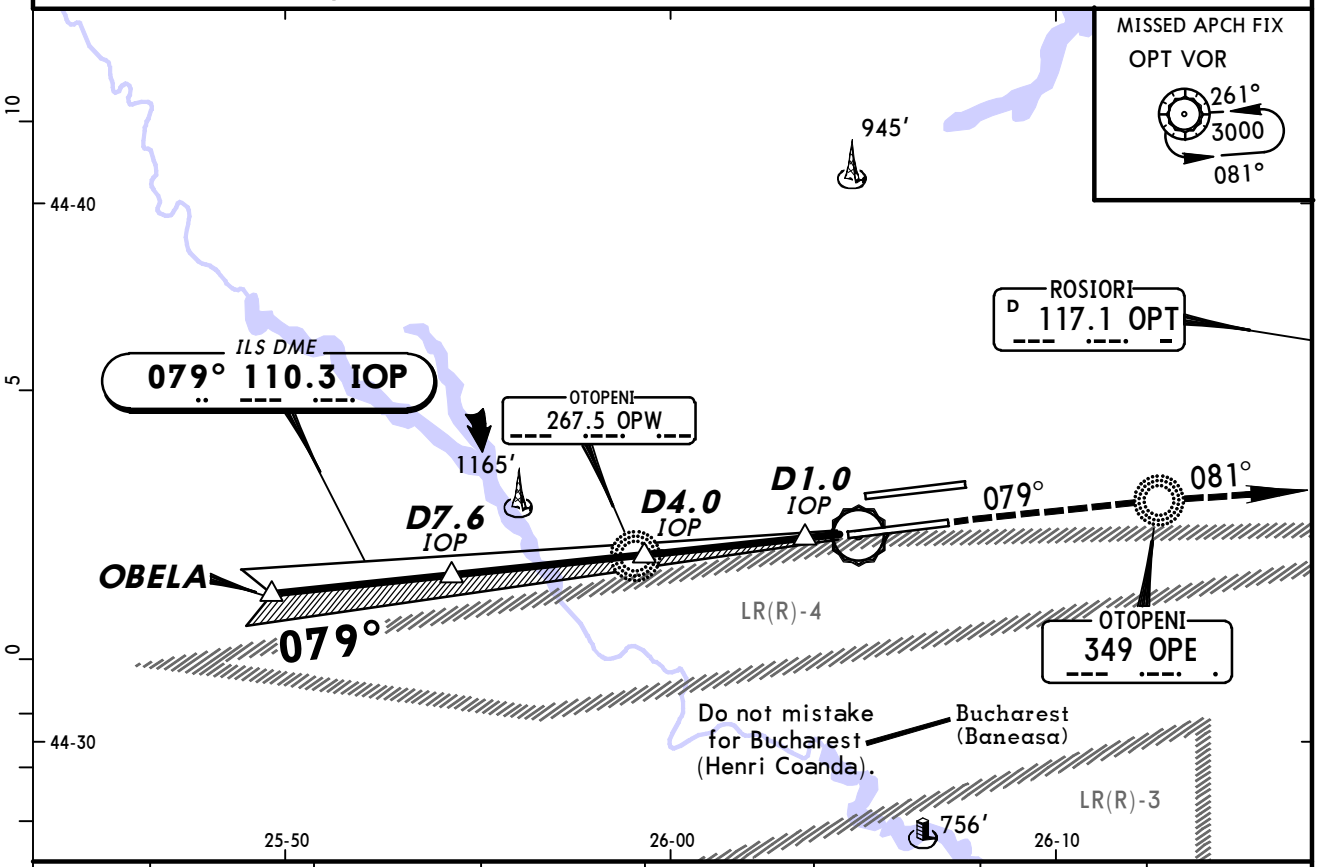
LOC IOP	Final Apch Crs	GS D4.0 IOP	ILS DA(H)	Apt Elev
110.3	079°	1460′ (1146′)	514′ (200′)	314′

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

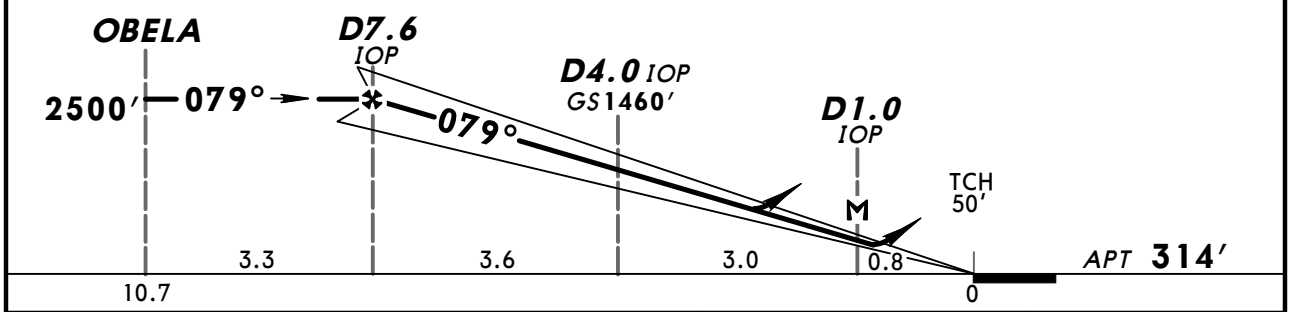
2500′ 090° 270° 2100′ MSA Airport

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

VOR, DME and NDB required.



LOC (GS out)							
	IOP DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2033′	1747′	1460′	1174′	887′	601′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 2.70°	334	430	478	573	669	764
MAP at D1.0 IOP						

ALSF-II PAPI OPE 349

Standard STRAIGHT-IN LANDING RWY **08R**

	ILS DA(H) 514′ (200′) FULL	Limited	ALS out	LOC (GS out) DA(H) 690′ (376′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m
B					
C					RVR 1700m
D					

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′ (466′)	1500m
135	820′ (506′)	1600m
180	1010′ (696′)	2400m
205	1020′ (706′)	3600m

PANS OPS

CHANGES: MSA.

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LROP/OTP
HENRI COANDA

JEPPESEN

27 SEP 13 (21-2A)

BUCHAREST, ROMANIA
CAT II/III ILS Rwy 08R

BRIEFING STRIP ™

ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7 118.8

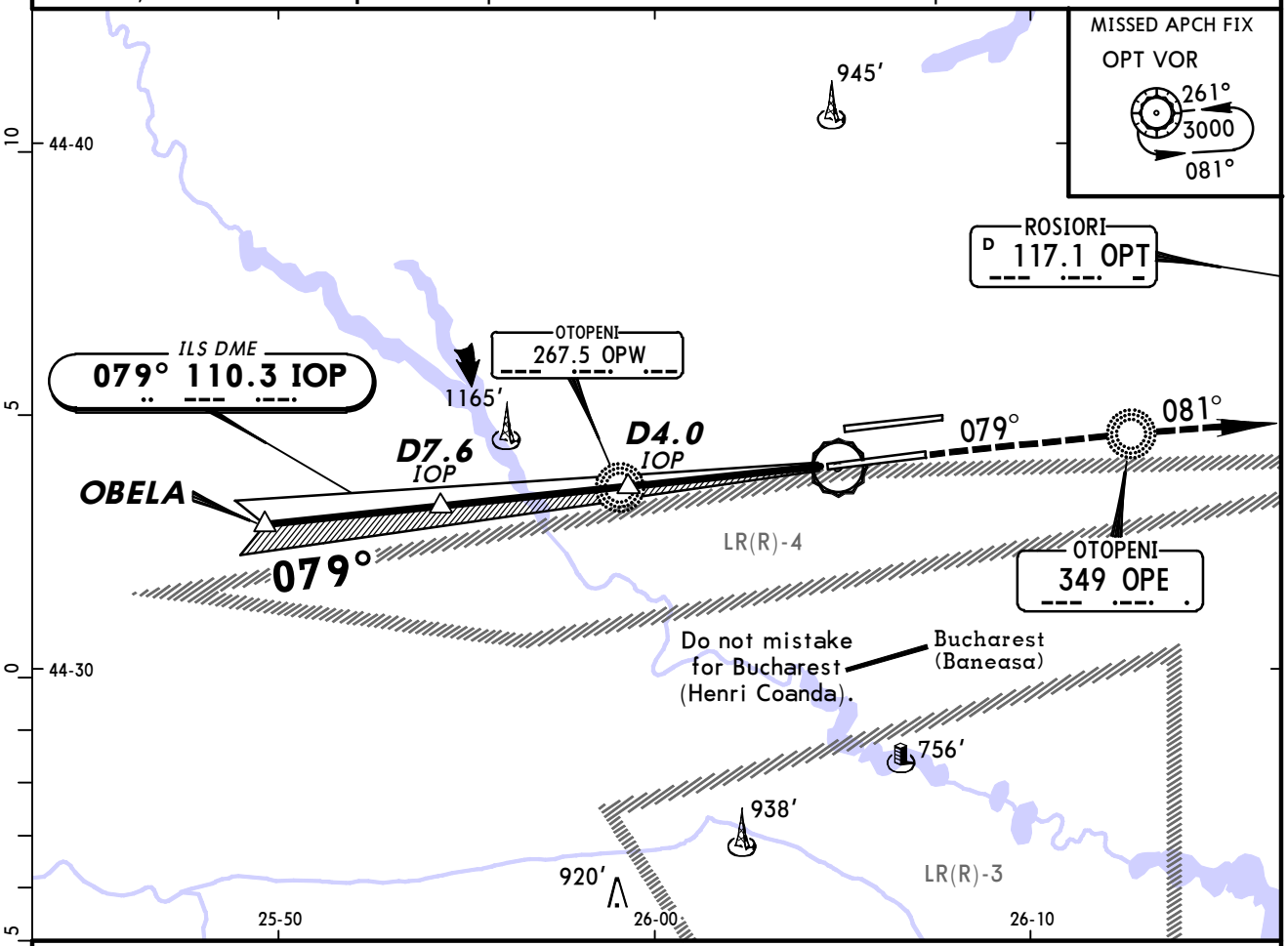
LOC IOP	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev
110.3	079°	D4.0 IOP 1460′ (1146′)	Refer to Minimums	314′

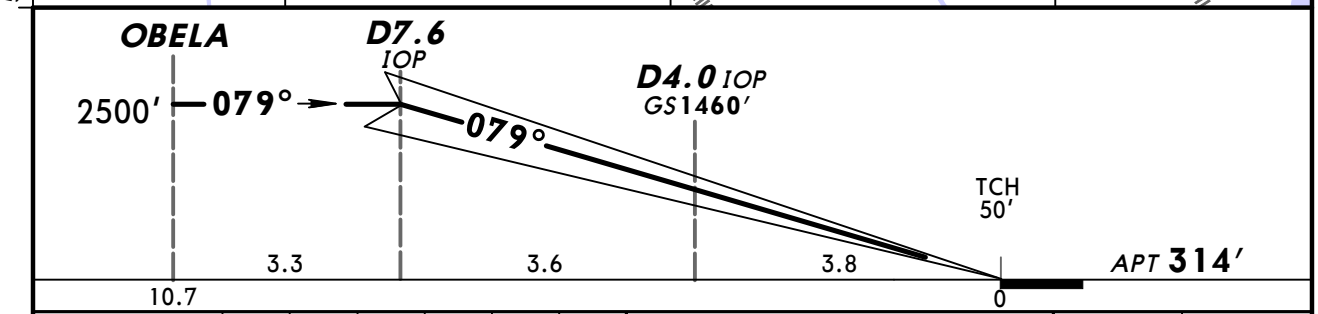
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′ MSA Airport

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

1. VOR, DME and NDB required. 2. Special Aircrew & Acft Certification required.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II PAPI

OPE 349

Standard STRAIGHT-IN LANDING RWY **08R**

CAT IIIA ILS	CAT II ILS
DH **50′**	ABCD **RA 101′** DA(H) **414′** (100′)
RVR *200m*	RVR *300m* 1

PANS OPS

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

CHANGES: MSA.

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BRIEFING STRIP ™

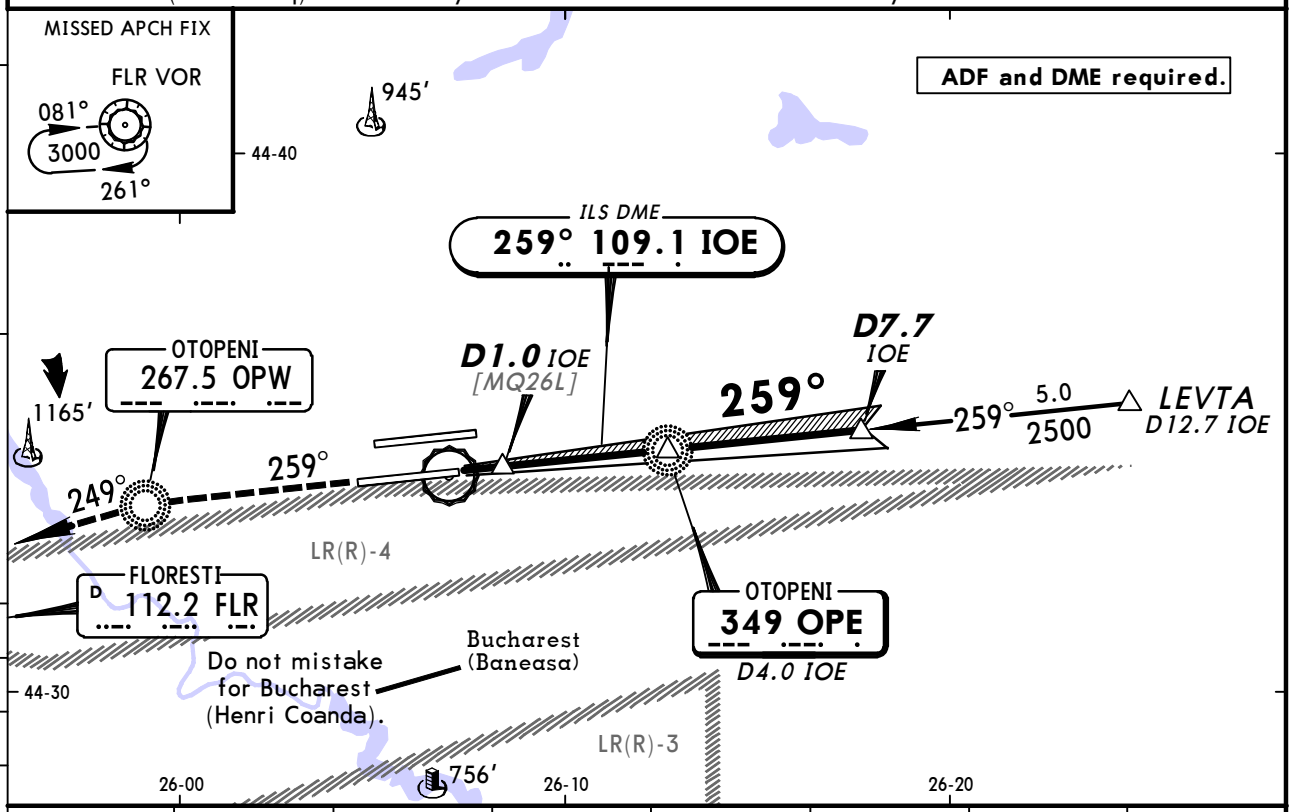
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7 118.8

LOC IOE 109.1	Final Apch Crs 259°	GS OPE NDB 1449′ (1146′)	ILS DA(H) 503′ (200′)	Apt Elev 314′ RWY 303′
NDB OPE 349		Minimum Alt D7.7 IOE 2500′ (2197′)	NDB DA(H) 790′ (487′)	

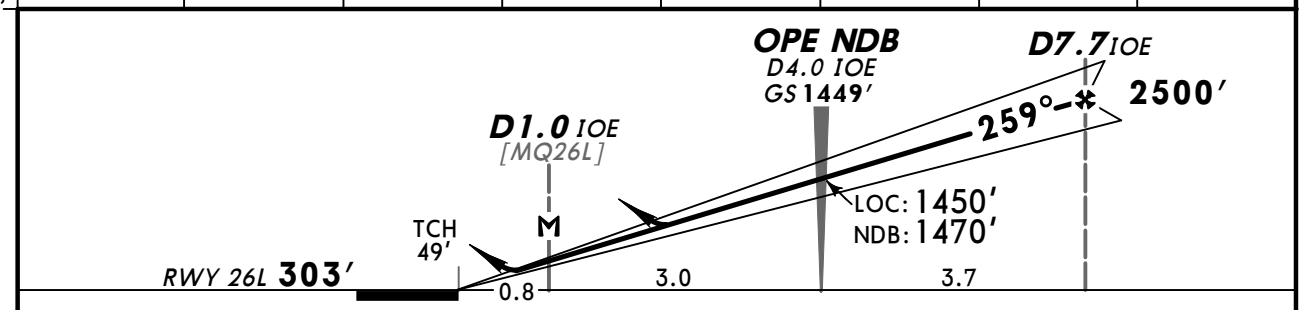
2500′ 090° 270° 2100′ MSA Airport

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

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



LOC (GS out) or NDB	IOE DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	876′	1163′	1449′	1736′	2022′	2309′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC or NDB Descent Angle 2.70°	334	430	478	573	669	764
MAP at D1.0 IOE						

HIALS PAPI OPW 267.5

Standard STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 503′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 730′ (427′)	LOC (GS out) ALS out	NDB DA(H) 790′ (487′)	NDB ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m	RVR 1500m	
B							
C					RVR 2000m	RVR 1500m	CMV 2300m
D							

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′ (466′) [1]	1500m
135	820′ (506′)	1600m
180	1010′ (696′)	2400m
205	1020′ (706′)	3600m

PANS OPS

[1] After NDB apch: MDA(H) 810′ (496′).

CHANGES: MSA.

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BRIEFING STRIP

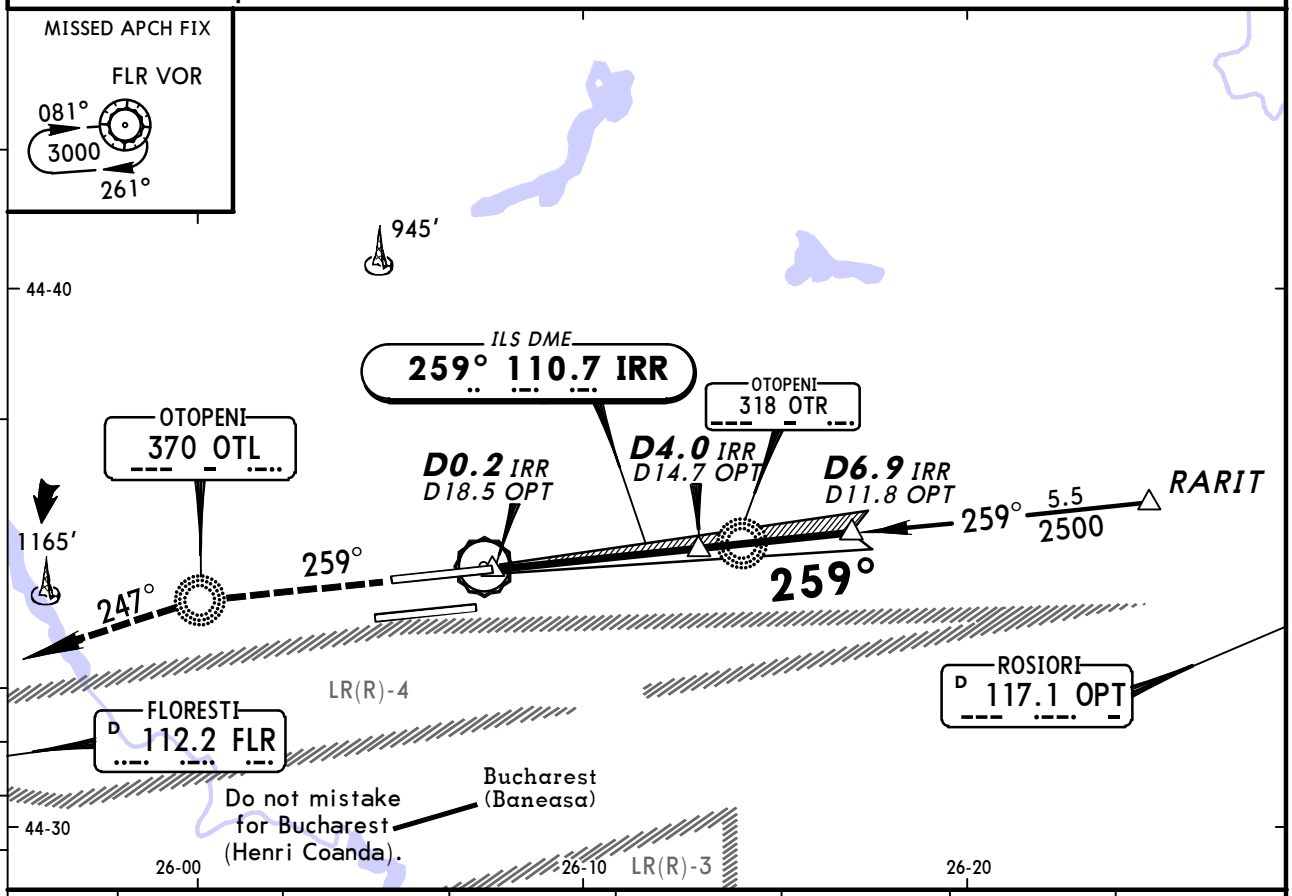
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7 118.8

LOC IRR	Final Apch Crs	GS D4.0 IRR	ILS DA(H)	Apt Elev 314′
110.7	259°	1577′ (1274′)	Refer to Minimums	RWY 303′

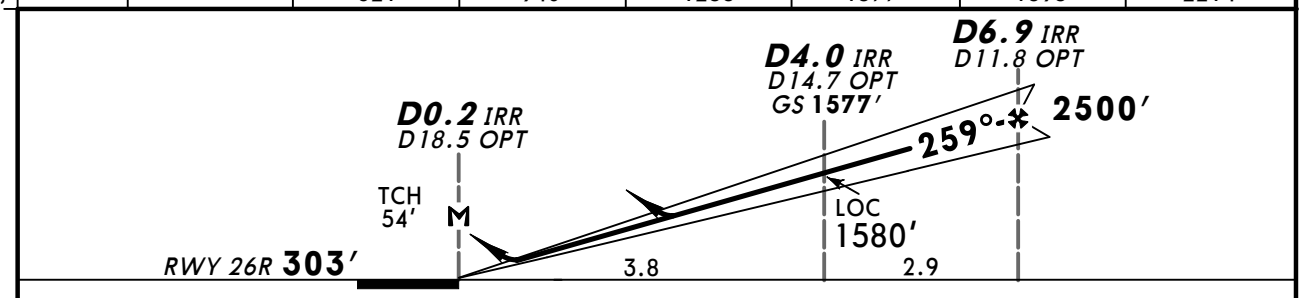
MISSED APCH: Climb via OTL NDB to FLR VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′
MSA Airport

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
ADF and DME required.



LOC (GS out)	IRR DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	621′	940′	1258′	1577′	1895′	2214′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.2 IRR/D18.5 OPT						

HIALS
PAPI
OTL 370

Standard STRAIGHT-IN LANDING RWY **26R**

	ILS			LOC (GS out)		CIRCLE-TO-LAND
	DA(H) ABC: 503′ (200′) D: 509′ (206′)			DA(H) 680′ (377′)		Not authorized South of airport
	FULL	Limited	ALS out		ALS out	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	
B						
C					RVR 1700m	
D						

Max Kts	MDA(H)	VIS
100	780′ (466′)	1500m
135	820′ (506′)	1600m
180	1010′ (696′)	2400m
205	1020′ (706′)	3600m

PANS OPS

CHANGES: MSA.

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BRIEFING STRIP ™

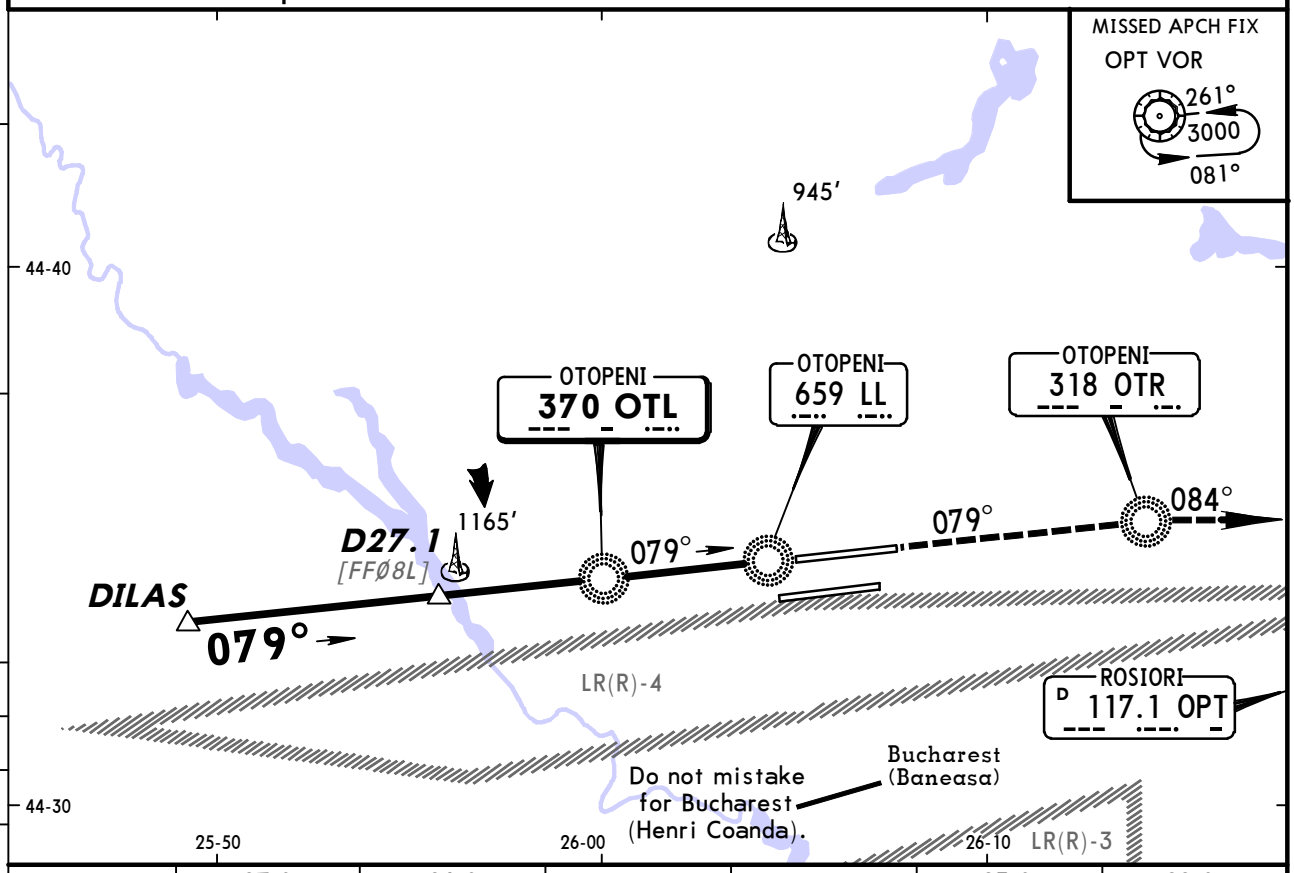
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7 118.8

NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
OTL 370	079°	D27.1 2500′(2186′)	Refer to Minimums	314′

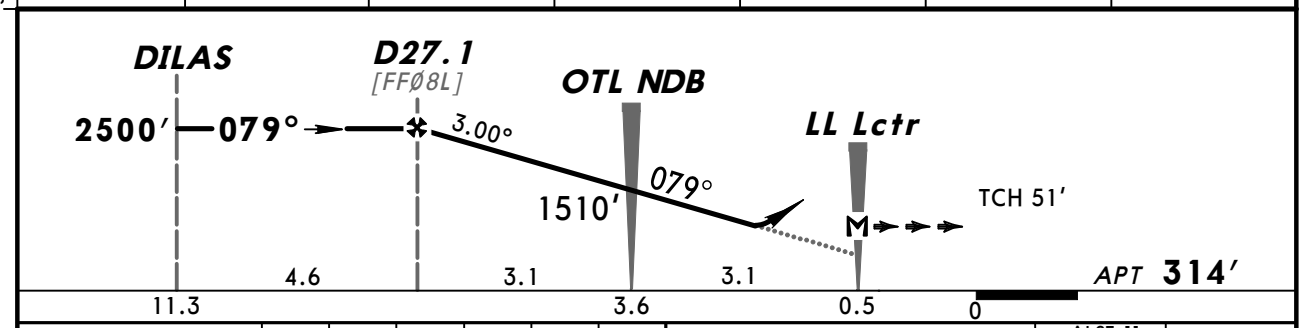
MISSED APCH: Climb via OTR NDB to OPT VOR to 3000′ and hold, or as directed.

2500′
090° 270°
2100′
MSA Airport

Alt Set: hPa (MM on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
OPT VOR and DME required.



OPT DME	27.0	26.0	25.0	24.0	23.0	22.0
ALTITUDE	2450′	2140′	1820′	1510′	1190′	870′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LL Lctr						

ALSF-II
PAPI
OTR 318

PANS OPS

Standard STRAIGHT-IN LANDING RWY **08L**

DA(H) AB: **710′**(396′) CD: **720′**(406′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C	RVR 1200m	RVR 1900m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′(466′)	1500m
135	820′(506′)	1600m
180	1010′(696′)	2400m
205	1020′(706′)	3600m

CHANGES: MSA.

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BRIEFING STRIP ™

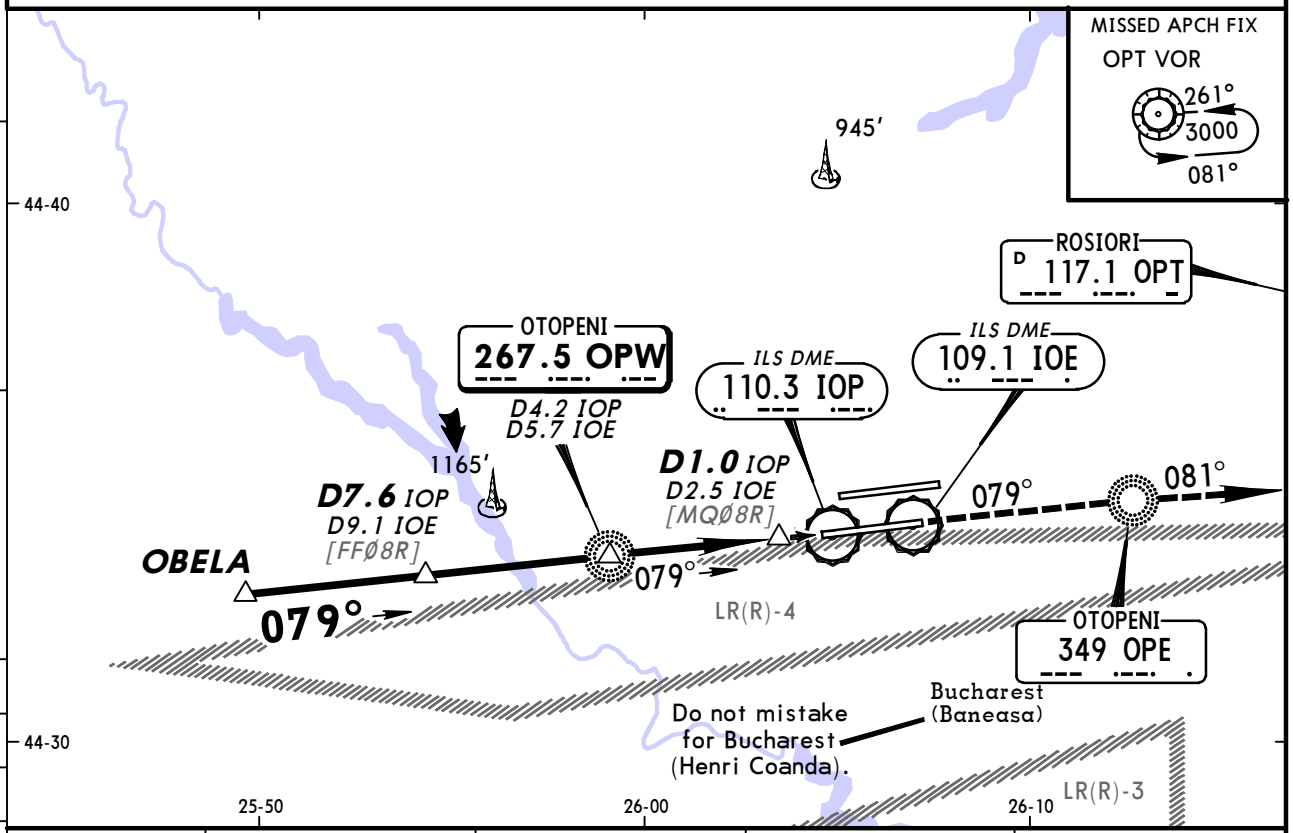
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	120.9	121.7 118.8

NDB OPW 267.5	Final Apch Crs 079°	Minimum Alt D7.6 IOP 2500′ (2186′)	DA(H) Refer to Minimums	Apt Elev 314′

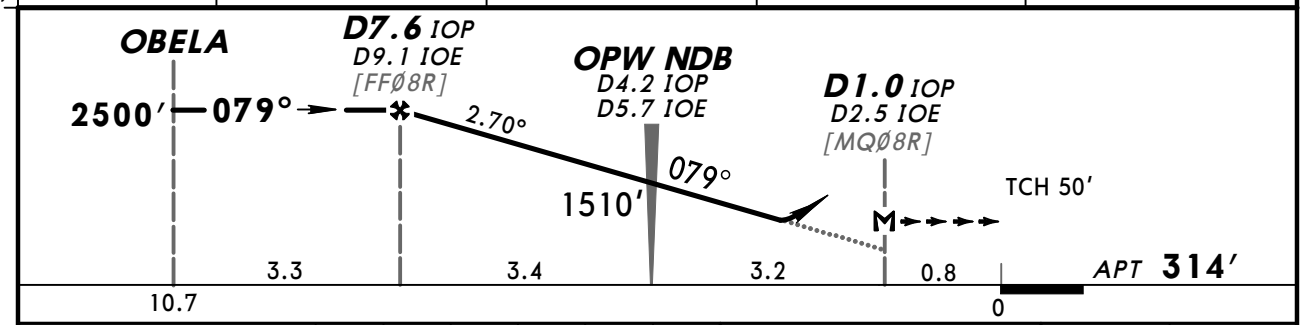
MISSED APCH: Climb via OPE NDB to OPT VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′
MSA
Airport

Alt Set: hPa (MM on req) Apt Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
VOR and DME required.



IOP DME	5.0	4.0	3.0	2.0
IOE DME	6.5	5.5	4.5	3.5
ALTITUDE	1747′	1460′	1174′	887′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at D1.0 IOP/D2.5 IOE							

ALSF-II
PAPI
OPE 349

Standard STRAIGHT-IN LANDING RWY **08R**

DA(H) AB: **710′** (396′) CD: **720′** (406′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C	RVR 1200m	RVR 1900m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′ (466′)	1500m
135	820′ (506′)	1600m
180	1010′ (696′)	2400m
205	1020′ (706′)	3600m

PANS OPS

CHANGES: MSA.

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BRIEFING STRIP ™

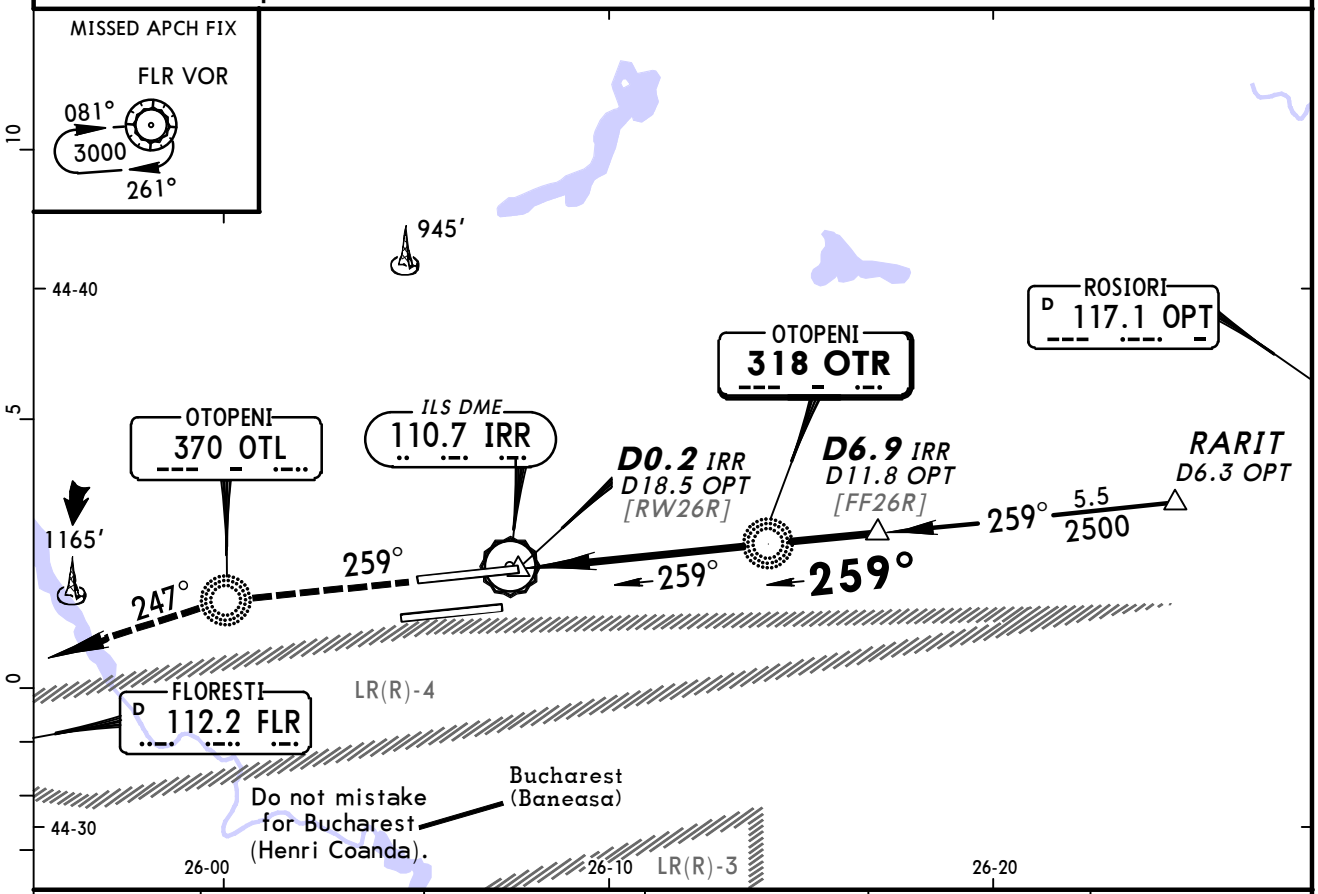
ATIS	BUCHAREST Approach (R)	OTOPENI Tower	Ground
118.5	118.25	121.85	121.7 118.8

NDB	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 314′
OTR 318	259°	D11.8 OPT 2500′ (2197′)	690′ (387′)	RWY 303′

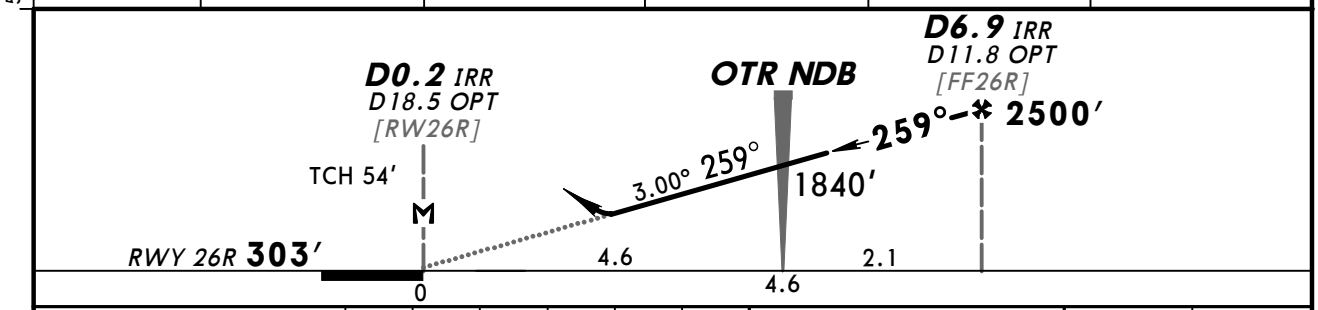
MISSED APCH: Climb via OTL NDB to FLR VOR to 3000′ and hold, or as directed.

2500′ 090° 270° 2100′
MSA Airport

Alt Set: hPa (MM on req) Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 4000′
ADF and DME required.



IRR DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	930′	1250′	1570′	1890′	2210′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.2 IRR/D18.5 OPT							

HIALS
PAPI
OTL 370

PANS OPS

Standard STRAIGHT-IN LANDING RWY **26R**

DA(H) **690′**(387′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND
Not authorized
South of airport

Max Kts	MDA(H)	VIS
100	780′ (466′)	1500m
135	820′ (506′)	1600m
180	1010′ (696′)	2400m
205	1020′ (706′)	3600m

CHANGES: MSA.

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Chart changes since cycle 26-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BUCHAREST, (HENRI COANDA - LROP)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LROP

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(20-1R) For arriving acft MAX 250 KT below FL100.