

## List of pages in this Trip Kit

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Terminal Charts For LRBS

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: BUCHAREST ROU  
ICAO/IATA: LRBS / BBU  
Lat/Long: N44° 30.22', E026° 06.22'  
Elevation: 299 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 5.0° E

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

Sunrise: 0412 Z  
Sunset: 1600 Z

## Runway Information

Runway: 07  
Length x Width: 10167 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 298 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 453 ft

Runway: 25  
Length x Width: 10167 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 283 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS: 126.125  
Baneasa Tower: 125.205  
Baneasa Tower: 120.800 Secondary  
Baneasa Ground: 129.950  
Bucharest Approach: 119.415  
Bucharest Approach: 120.600 Secondary  
Bucharest Direct (Approach Control Radar): 120.600 Between 33560932 ft and 2000 ft Secondary  
Bucharest Direct (Approach Control Radar): 127.155 Between 33560932 ft and 2000 ft

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## 1. GENERAL

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### 1.1. ATIS

ATIS 126.125

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

Each ACFT operator using the APT shall ensure at all times that the ACFT is operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

#### 1.2.2. NIGHTTIME RESTRICTION

Between 2200-0600LT the following operations are not permitted:

- technical or training flights (except MTOW less than 5700kg);
- planning and operating of flights of ACFT with MTOW at or more than 50t.

Delayed flights are allowed to operate on LRBS, but not later than 2230LT.

#### 1.2.3. RUN-UP TEST

Ground running of ACFT engines is not permitted on stands.

#### 1.2.4. REVERSE THRUST

Between 2200-0600LT reverse thrust other than idle thrust shall only be used to an extent unavoidable for safety reasons.

#### 1.2.5. AUXILIARY POWER UNITS (APU)

Between 2200-0600LT pilots will avoid the use of APU.

### 1.3. LOW VISIBILITY PROCEDURES (LVP)

#### 1.3.1. CRITERIA FOR THE INITIATION AND TERMINATION OF LVP

The preparation phase will be implemented when RVR is 800m or visibility falls below 1500m or ceiling/vertical visibility is 500'.

The operations phase will be commenced when the RVR falls below 500m (VIS falls below 800m) or ceiling/vertical visibility is below 200'.

LVP will be terminated when RVR is greater than 800m (horizontal visibility is greater than 1500m) and ceiling/vertical visibility is greater than 300'.

Low visibility operation simulated should be requested with 30 minutes prior to ETD/ETA.

#### 1.3.2. GROUND MOVEMENT RESTRICTIONS

During low visibility take-off taxiing is normally restricted to one ACFT movement at a time.

#### 1.3.3. DESCRIPTION OF LVP

CAT II approach and landing pilots will be informed by ATIS or RTF when LVP are in operation.

The localizer sensitive area will be protected when a landing ACFT is within 4NM from touchdown.

#### 1.3.4. OTHER INFORMATION

When available visual aids do not provide sufficient taxi information, pilots may ask for Follow-me car assistance.

LRBS/BBU

JEPPESEN

BUCHAREST, ROMANIA

BANEASA-AUREL VLAICU 11 JUN 21

10-1P1

Eff 17 Jun

AIRPORT BRIEFING

## 1. GENERAL

### 1.4. TAXI PROCEDURES

ACFT are permitted to taxi on the apron only if permanent radio contact with TWR can be maintained during the entire taxiing maneuver. If TWR informs regarding a Follow-me car to guide a taxiing ACFT, the pilot shall adhere to its signals. If the pilot prefers guidance by a Follow-me car for a taxiing maneuver, he may request one from TWR. On the aprons ACFT are permitted to taxi only at the indispensable minimum engine thrust.

When taxiing into stands and on TWYs, ACFT shall generally not stop in curves so as to avoid the further appliance of break-away power.

## 2. ARRIVAL

### 2.1. CAT II OPERATIONS

RWY 07 is approved for CAT II operations.

### 2.2. TAXI PROCEDURES

#### 2.2.1. STANDARD TAXI ROUTES

	TWY to be followed	To Stand	Remarks
Arrival on RWY 07	D-F-C-B	1 thru 9	
	D-F	10 thru 14	
	D-F-C-B	15 thru 24	
	D-F-C-B-E	25 thru 28	
	D	H1	Air/ground taxi
Arrival on RWY 25	A-F-S	Flight School Apron	
	A-C-B	1 thru 9	
	A-F	10 thru 14	
	A-C-B	15 thru 24	
	A-C-B-E	25 thru 28	
	A-F	H1	Air/ground taxi
	A-F-D-S	Flight School Apron	

LRBS/BBU

JEPPESEN

BUCHAREST, ROMANIA

BANEASA-AUREL VLAICU 11 JUN 21

10-1P2

Eff 17 Jun

AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. TAXI PROCEDURES

##### 3.1.1. STANDARD TAXI ROUTES

	To Stand	TWY to be followed	Remarks
Departure on RWY 07	1 thru 24	B-C-A	
	25 thru 28	E-B-C-A	
	H1	F-A	Air/ground taxi
	Flight School Apron	S-D-F-A	
Departure on RWY 25	1 thru 24	B-C-F-D	
	25 thru 28	E-B-C-F-D	
	H1	D	
	Flight School Apron	S-D	

##### 3.1.2. PROCEDURES FOR DEPARTING ACFT

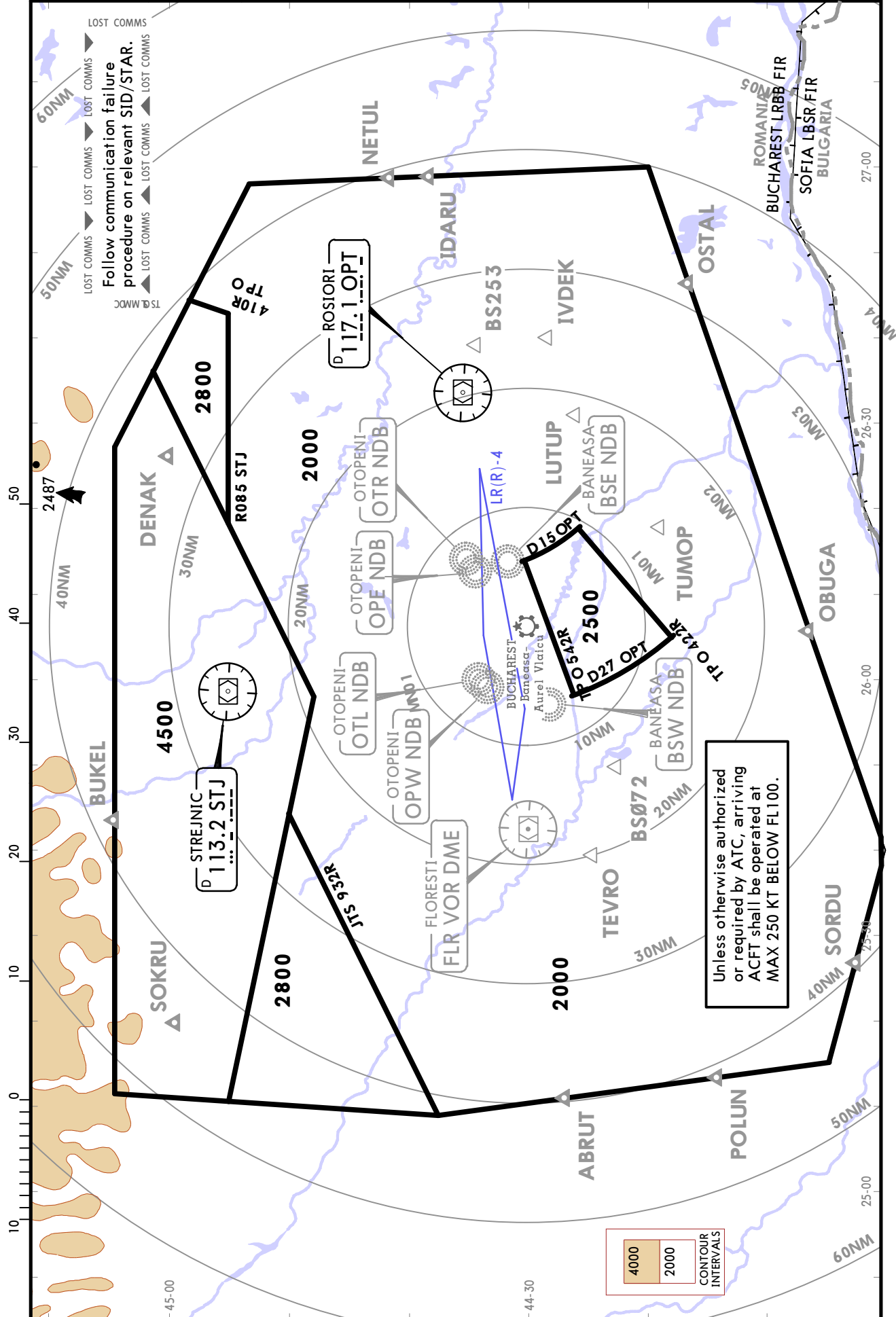
Ground control service (start-up, push-back and taxi instructions) is provided by BANEASA Ground. Pilots shall only ask for start-up and push-back permission after obtaining confirmation from handling agent that is ready for the maneuver and at his signals. The anti-collision light must be switched on just prior to push-back.

# LRBS/BBU BANEASA-AUREL VLAICU

**JEPPesen**  
8 FEB 19 **10-1R**

# BUCHAREST, ROMANIA RADAR MINIMUM ALTITUDES

BUCHAREST Approach (R) <b>119.415</b> <b>120.6</b>	Apt Elev <b>299</b>	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 4000 1. Chart only to be used for cross-checking of altitudes assigned while under radar control. 2. During LR(R)-4 activity, IFR flight is not affected.
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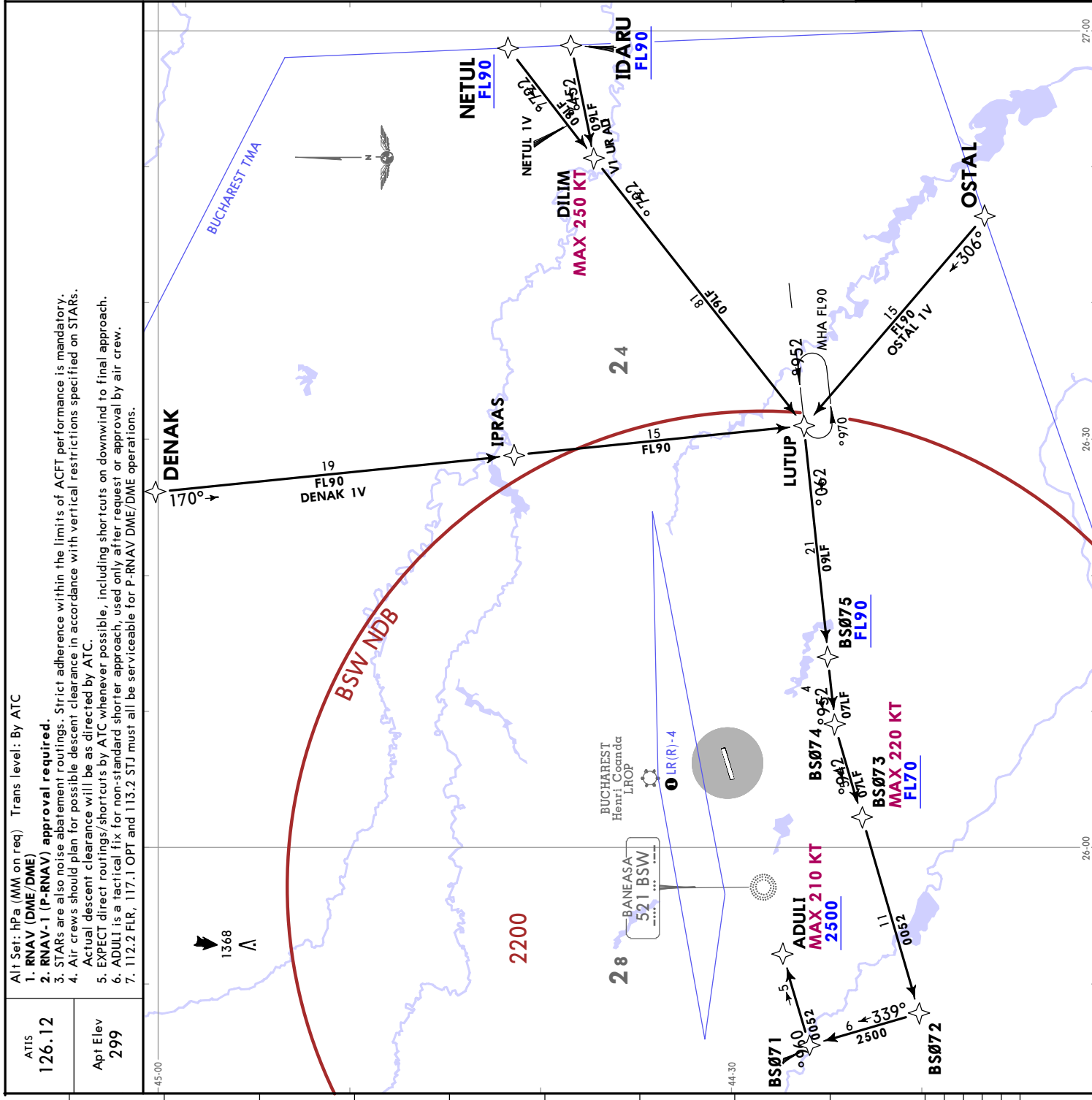


CHANGES: BUCHAREST Approach frequency revised.

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Alt Set: hPa (MM on req) Trans level: By ATC  
 1. RNAV (DME/DME)  
 2. RNAV-1 (P-RNAV) approval required.  
 3. STARs are also noise abatement routings. Strict adherence within the limits of ACFT performance is mandatory.  
 4. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STARs.  
 Actual descent clearance will be as directed by ATC.  
 5. EXPECT direct routings/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.  
 6. ADULL is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.  
 7. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations.

ATIS  
**126.12**  
 Apt Elev  
**299**



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

LOST COMMS → LOST COMMS → LOST CO  
 Refer to chart 10-2H.  
 ↗ LOST COMMS → LOST COMMS →

During LR(R)-4 activity IFR flights are not affected.

STAR	ROUTING
DENAK 1V	DENAK - IPRAS - LUTUP - BS075 (FL90+) - BS074 - BS073 (K220+; FL70+) - BS072 - BS071 - ADULL (K210+; 2500+).
IDARU 1V	IDARU (FL90+) - DILIM (K250-) - LUTUP - BS075 (FL90+) - BS074 - BS073 (K220+; FL70+) - BS072 - BS071 - ADULL (K210+; 2500+).
NETUL 1V	NETUL (FL90+) - DILIM (K250-) - LUTUP - BS075 (FL90+) - BS074 - BS073 (K220+; FL70+) - BS072 - BS071 - ADULL (K210+; 2500+).
OSTAL 1V	OSTAL - LUTUP - BS075 (FL90+) - BS074 - BS073 (K220+; FL70+) - BS072 - BS071 - ADULL (K210+; 2500+).

LRBS/BBU  
BANEASA-AUREL VLAICU

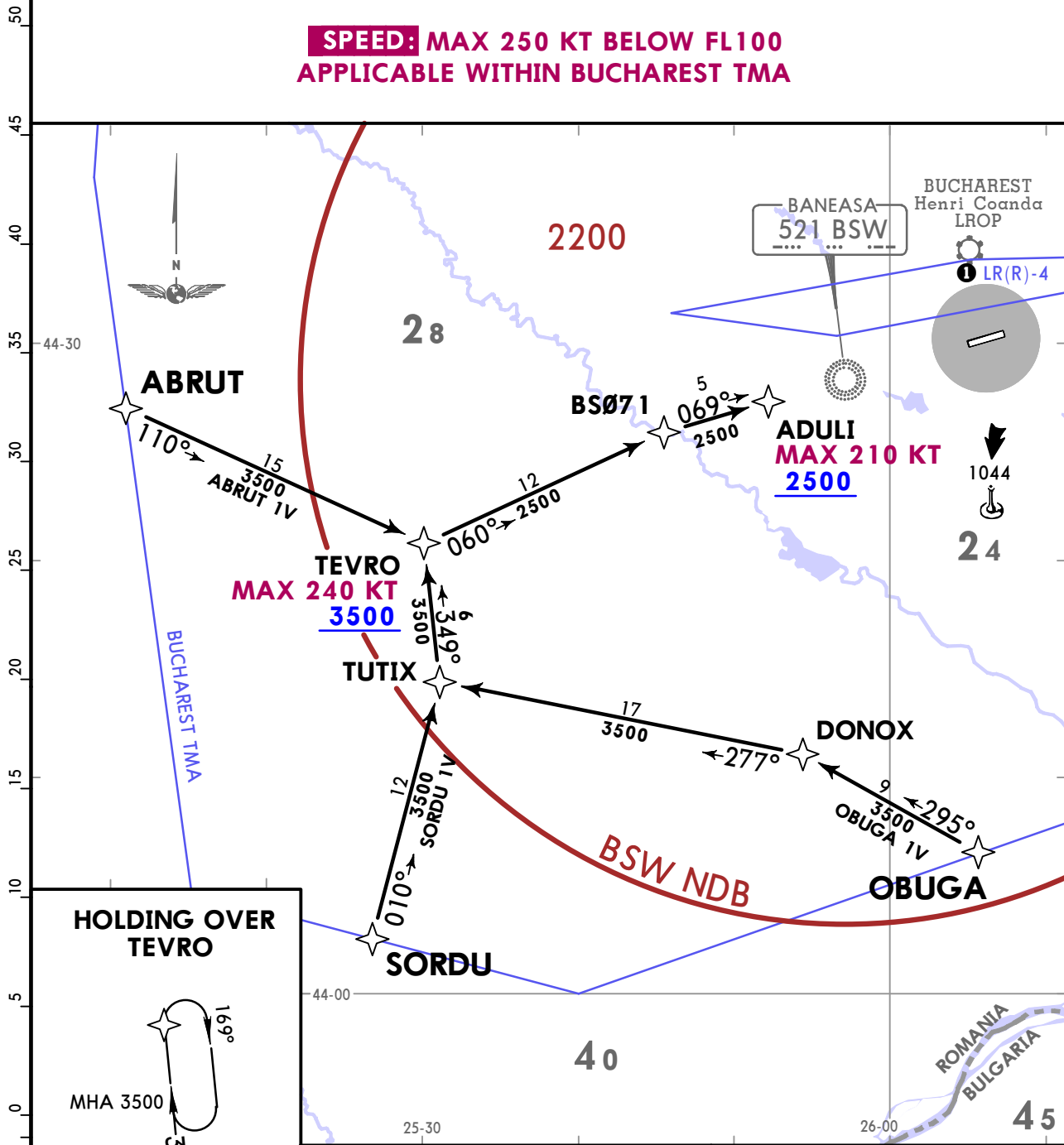
JEPPESEN  
10 FEB 17 (10-2A)

BUCHAREST, ROMANIA  
RNAV STAR

ATIS <b>126.12</b>	Alt Set: hPa (MM on req)    Trans level: By ATC <b>1. RNAV (DME/DME) 2. RNAV-1 (P-RNAV) approval required.</b> 3. STARs are also noise abatement routings. Strict adherence within the limits of ACFT performance is mandatory. 4. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STARs. Actual descent clearance will be as directed by ATC. 5. EXPECT direct routings/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach. 6. ADULI is a tactical fix for non-standard shorter approach, used only after request or approval by air crew. 7. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations.
Apt Elev <b>299</b>	

**ABRUT 1V [ABRU1V], OBUGA 1V [OBUG1V]  
SORDU 1V [SORD1V]  
RWY 07 RNAV ARRIVALS**

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



**HOLDING OVER TEVRO**

① During LR(R)-4 activity IFR flights are not affected.

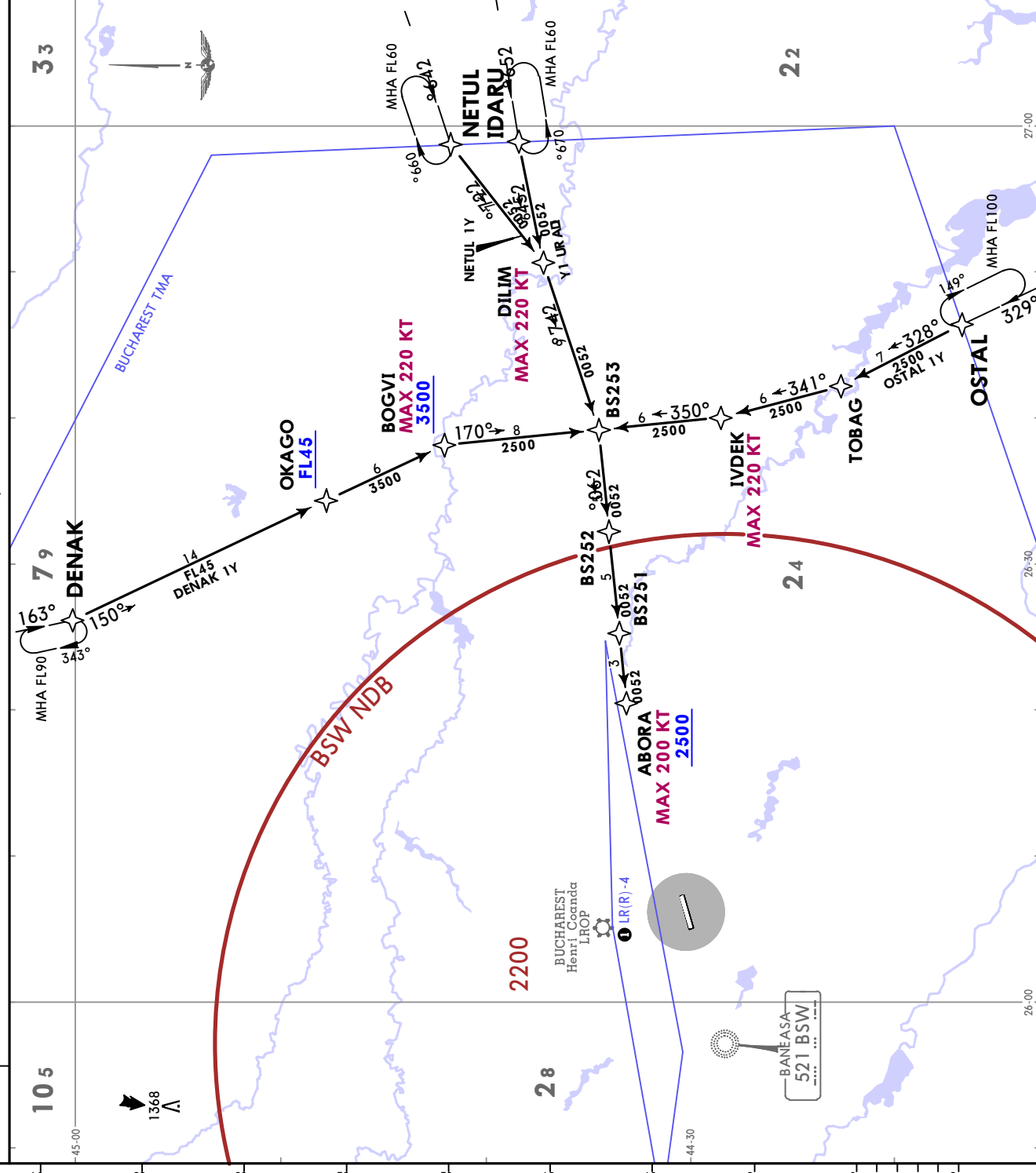
Refer to chart 10-2H.

STAR	ROUTING
<b>ABRUT 1V</b>	ABRUT - TEVRO (K240-; 3500+) - BS071 - ADULI (K210-; 2500+).
<b>OBUGA 1V</b>	OBUGA - DONOX - TUTIX - TEVRO (K240-; 3500+) - BS071 - ADULI (K210-; 2500+).
<b>SORDU 1V</b>	SORDU - TUTIX - TEVRO (K240-; 3500+) - BS071 - ADULI (K210-; 2500+).

Alt Set: hPa (MM on req) Trans level: BY ATC  
 1. RNAV (DME/DME) 2. RNAV-1 (P-RNAV) approval required.  
 3. STARs are also noise abatement routings. Strict adherence within the limits of ACFT performance is mandatory.  
 4. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STARs.  
 Actual descent clearance will be as directed by ATC.  
 5. EXPECT direct routings/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.  
 6. ADULL is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.  
 7. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations.

**DENAK 1Y [DENA1Y]**  
**IDARU 1Y [IDAR1Y]**  
**NETUL 1Y [NETU1Y]**  
**OSTAL 1Y [OSTA1Y]**  
**RWY 25 ARRIVALS**

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



LOST COMMS  
 Refer to chart 10-2H.  
 SWMOJ JS01

During LR(R)-4 activity IFR flights are not affected.

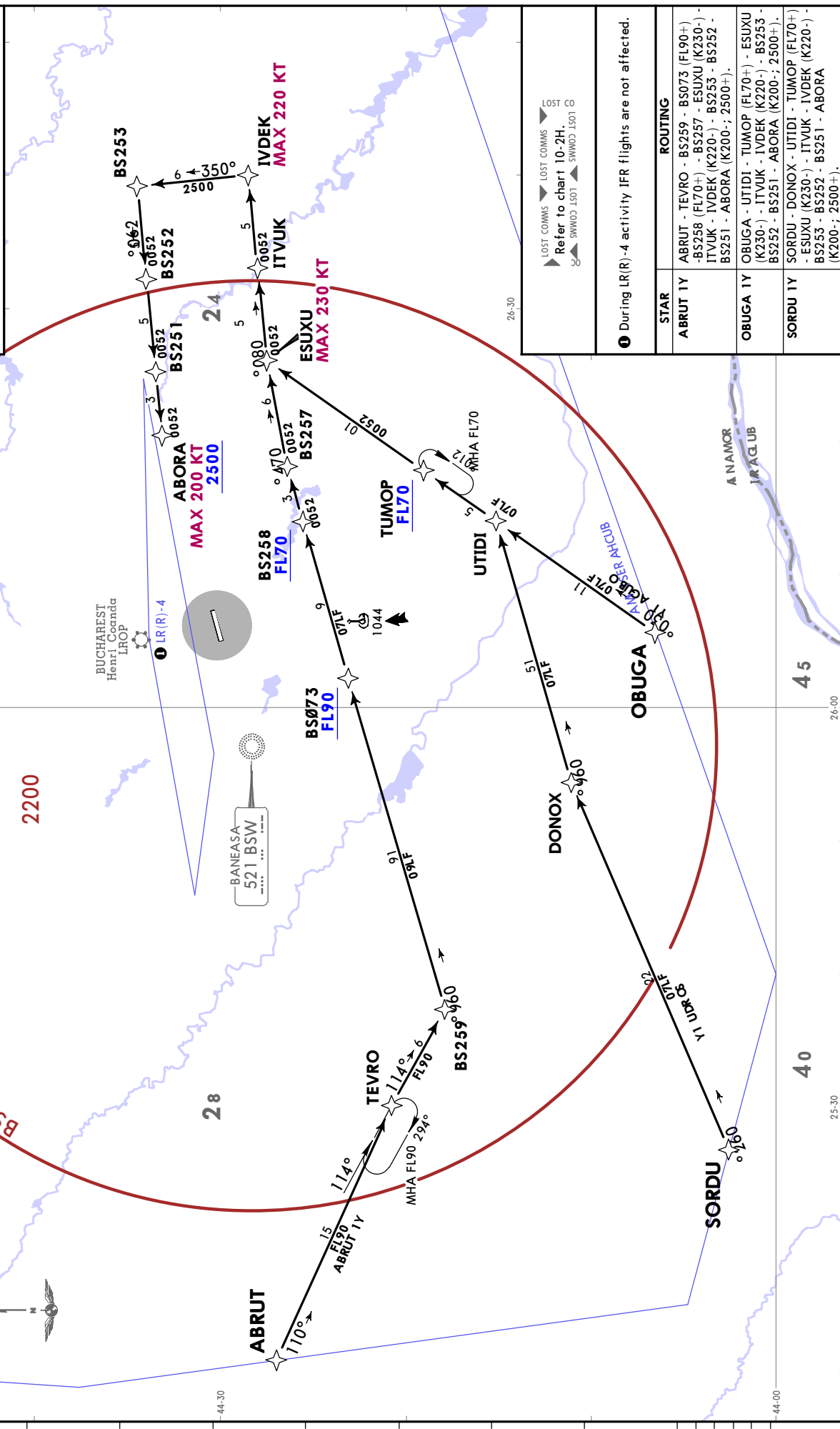
STAR	ROUTING
DENAK 1Y	DENAK - OKAGO (FL45+) - BOGVI (K220+; 3500+) - BS253 - BS252 - BS251 - ABORA (K200+; 2500+).
IDARU 1Y	IDARU - DILIM (K220-) - BS253 - BS252 - BS251 - ABORA (K200+; 2500+).
NETUL 1Y	NETUL - DILIM (K220-) - BS253 - BS252 - BS251 - ABORA (K200+; 2500+).
OSTAL 1Y	OSTAL - TOBAG - IVDEK (K220-) - BS253 - BS252 - BS251 - ABORA (K200+; 2500+).

Alt Set: hPa (MM on req) Trans level: By ATC

1. RNAV (DME/DME) 2. RNAV-1 (P-RNAV) approval required.
3. STARs are also noise abatement routings. Strict adherence within the limits of ACFT performance is mandatory.
4. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STARs. Actual descent clearance will be as directed by ATC.
5. EXPECT direct routings/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
6. ADJLI is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.
7. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations.

**ABRUT 1Y [ABRU1Y]**  
**OBUGA 1Y [OBUG1Y]**  
**SORDU 1Y [SORD1Y]**  
**RWY 25 ARRIVALS**

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



STAR	ROUTING
<b>ABRUT 1Y</b>	ABRUT - TEVRO - BS259 - BS073 (FL90+) - BS258 (FL70+) - BS257 - ESUXU (K230-) - ITVUK - IVDEK (K220-) - BS253 - BS252 - BS251 - ABORA (K200-; 2500+).
<b>OBUGA 1Y</b>	OBUGA - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - BS253 - BS252 - BS251 - ABORA (K200-; 2500+).
<b>SORDU 1Y</b>	SORDU - DONOX - UTIDI - TUMOP (FL70+) - ESUXU (K230-) - ITVUK - IVDEK (K220-) - BS253 - BS252 - BS251 - ABORA (K200-; 2500+).

During LR(R)-4 activity IFR flights are not affected.

LOST COMMS  
 Refer to chart 10-2H.  
 SWWOD LS01  
 SWWOD LS01

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

**DENAK 3G [DENA3G]  
 IDARU 7G [IDAR7G]  
 NETUL 6G [NETU6G]  
 OSTAL 1G [OSTA1G]  
 RWY 07 ARRIVALS**

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



STAR	ROUTING
<b>DENAK 3G</b>	Intercept FLR R041 inbound to MASEB, turn LEFT, intercept FLR R107 to ADULI.
<b>IDARU 7G</b>	Intercept OPT R076 inbound to OPT, OPT R250 to BSE, 249° bearing to BSW.
<b>NETUL 6G</b>	Intercept OPT R066 inbound to OPT, OPT R250 to BSE, 249° bearing to BSW.
<b>OSTAL 1G</b>	Intercept OPT R149 inbound to AMSIT, turn LEFT, intercept OPT R250 to BSE, 249° bearing to BSW.

During LR(R)-4 activity IFR flights are not affected.

COMMS: LOST COMMS, LOST COMMS, LOST COMMS. Refer to chart 10-2H.

**JEPPESEN**  
**LRBS/BBU**  
**BANEASA-AUREL VLAICU**  
 10 FEB 17  
**10-2E**  
**STAR**

**BUCHAREST, ROMANIA**

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

ATIS  
 126.12

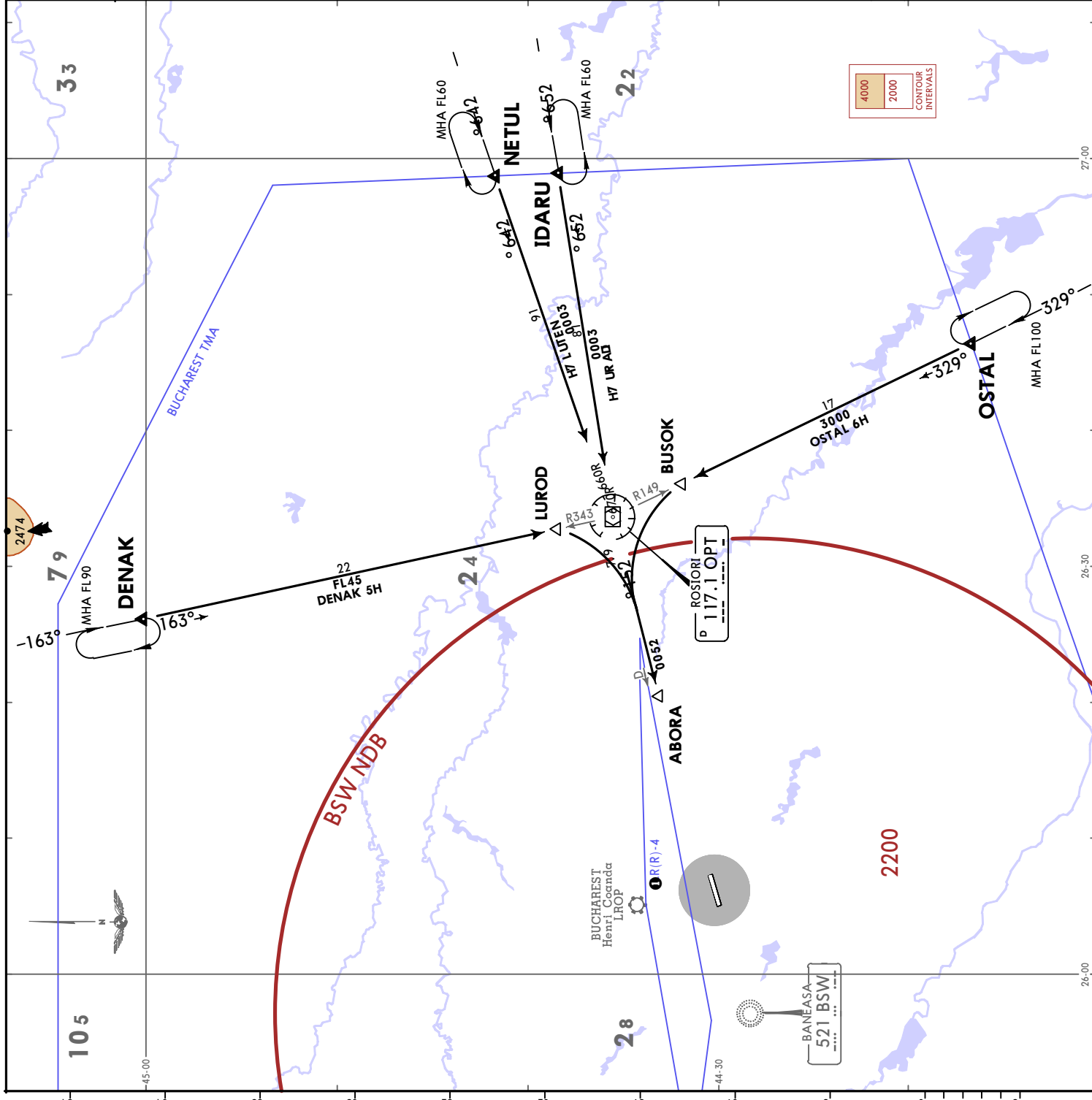
Apt Elev  
 299

DENAK 5H [DENA5H]  
 IDARU 7H [IDAR7H]  
 NETUL 7H [NETU7H]  
 OSTAL 6H [OSTA6H]  
 RWY 25 ARRIVALS

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

During LR(R)-4 activity IFR flights are not affected.

STAR	ROUTING
DENAK 5H	Intercept OPT R343 inbound to LUROD, turn RIGHT, intercept OPT R251° to ABORA.
IDARU 7H	Intercept OPT R076 inbound to OPT, OPT R251° to ABORA.
NETUL 7H	Intercept OPT R066 inbound to OPT, OPT R251° to ABORA.
OSTAL 6H	Intercept OPT R149 inbound to BUSOK, turn LEFT, intercept OPT R251° to ABORA.



**LRBS/BBU**  
BANEASA-AUREL VLAICU

**JEPPESSEN**  
10 FEB 17 (10-2F)

**BUCHAREST, ROMANIA**

**STAR**

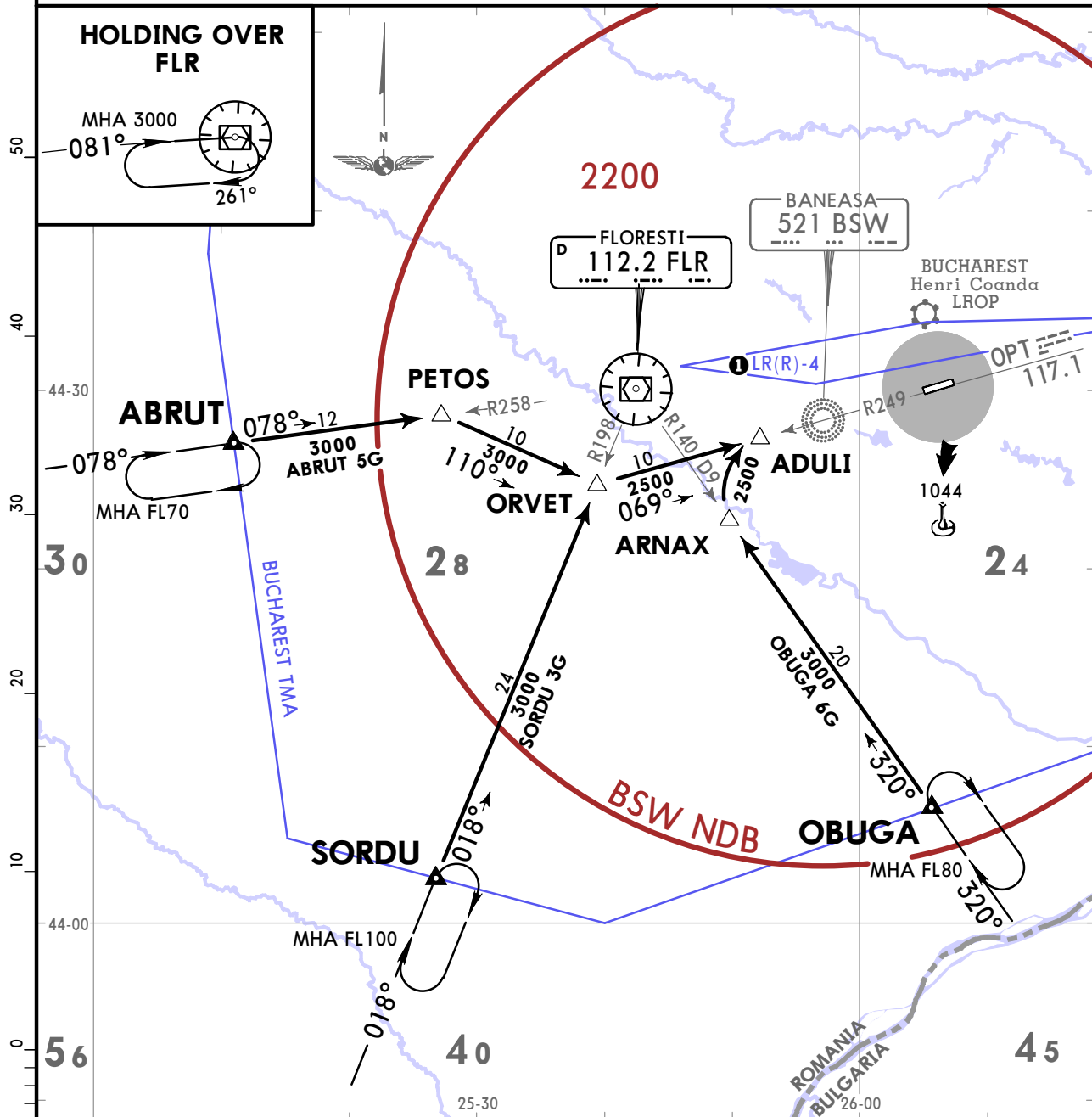
ATIS  
126.12

Apt Elev  
299

Alt Set: hPa (MM on req) Trans level: By ATC  
STARs are also minimum noise routings. Strict adherence within the limits of ACFT performance criteria is mandatory.

**ABRUT 5G [ABRU5G]**  
**OBUGA 6G [OBUG6G]**  
**SORDU 3G [SORD3G]**  
**RWY 07 ARRIVALS**

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



① During LR(R)-4 activity IFR flights are not affected.

Refer to chart 10-2H.  
LOST COMMS  
LOST COMMS  
LOST COMMS

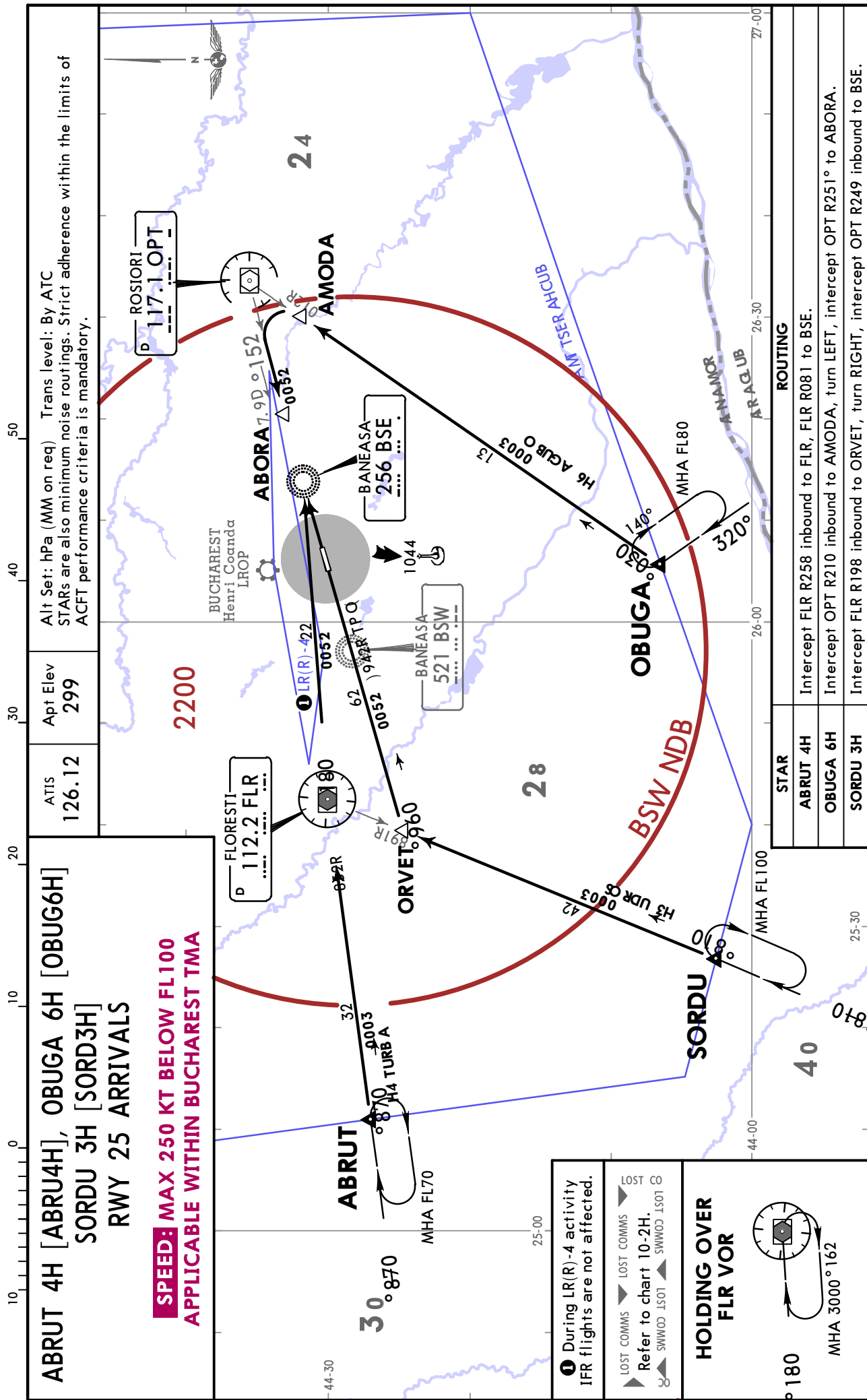
STAR	ROUTING
<b>ABRUT 5G</b>	Intercept FLR R258 inbound to PETOS, turn RIGHT, 110° track to ORVET, turn LEFT, intercept OPT R249 inbound to ADULI.
<b>OBUGA 6G</b>	Intercept FLR R140 inbound to ARNAX, turn RIGHT to ADULI.
<b>SORDU 3G</b>	Intercept FLR R198 inbound to ORVET, turn RIGHT, intercept OPT R249 inbound to ADULI.

LRBS/BBU  
BANEASA-AUREL VLAICU

JEPPESSEN  
10 FEB 17 (10-2G)

BUCHAREST, ROMANIA

STAR



## 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 ABORA (RWY 25)/ADULI (RWY 07).

Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 10-1R, 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.

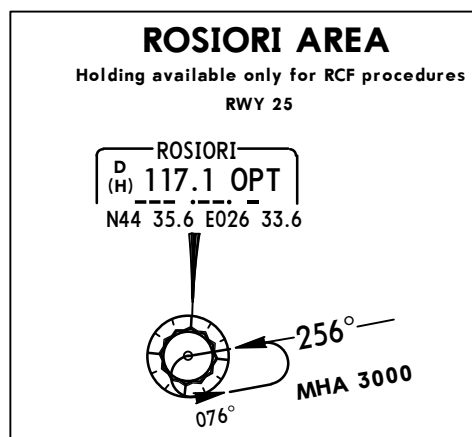
### 2. FLIGHTS UNABLE TO PERFORM RNAV ARRIVAL

- 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 then ADULI (RWY 07)/ OPT VOR then ABORA (RWY 25).

Descending shall be executed in accordance with minimum altitude of BUCHAREST TMA or vertical restrictions specified on 10-1R, 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.





LRBS/BBU  
BANEASA-AUREL VLAICU

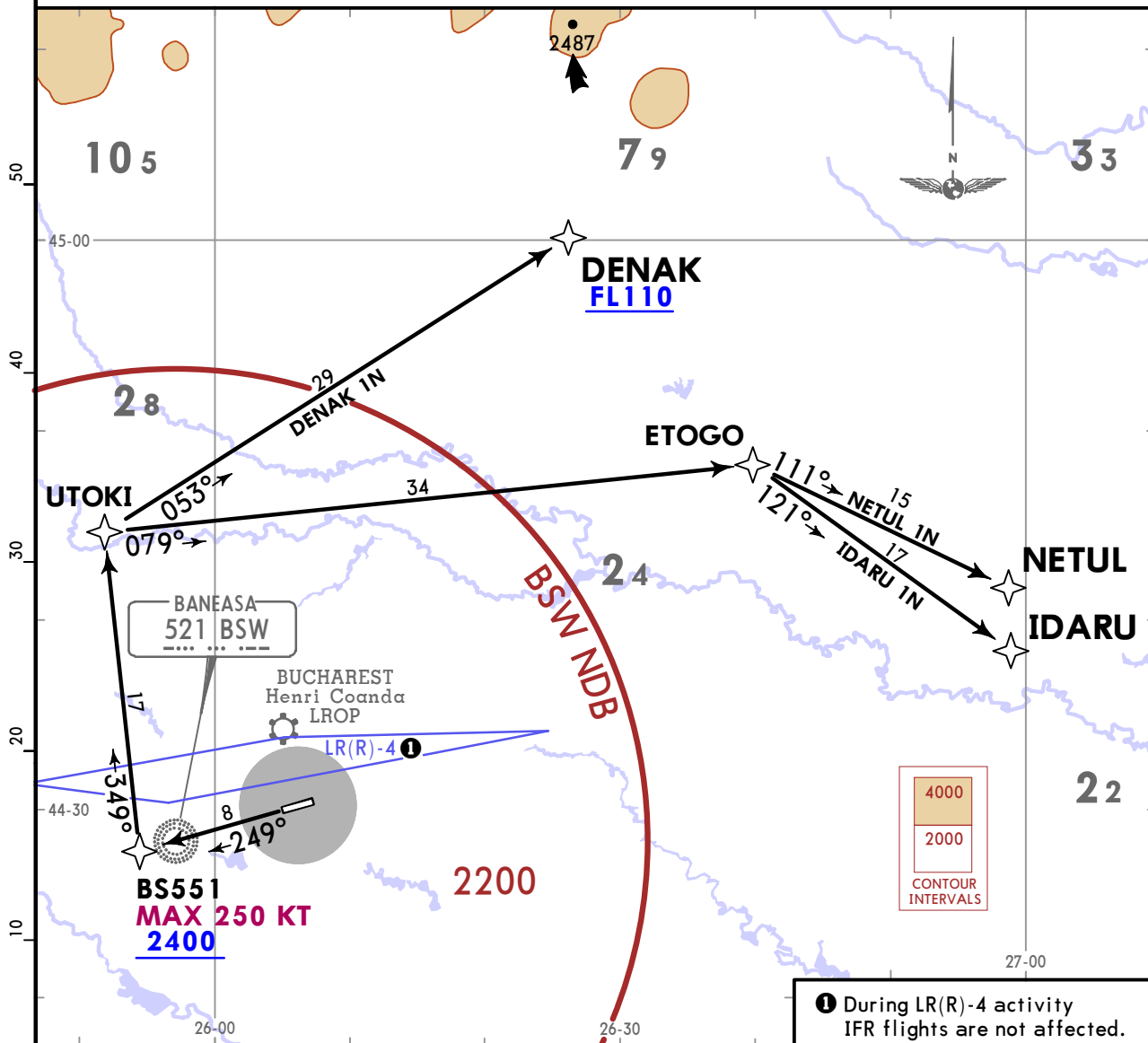
JEPPESEN  
10 FEB 17 (10-3A)

BUCHAREST, ROMANIA  
RNAV SID

Apt Elev  
299

Trans alt: 4000  
 1. RNAV (DME/DME). 2. RNAV-1 (P-RNAV) approval required.  
 3. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of ACFT performance criteria is mandatory.  
 4. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations. 5. ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

DENAK 1N [DENA1N], IDARU 1N [IDAR1N]  
 NETUL 1N [NETU1N]  
 RWY 25 RNAV DEPARTURES



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  
**DENAK 1N**: 4.2% until BS551, then 3.6% until DENAK due to airspace structure.  
**IDARU 1N, NETUL 1N**: 4.2% until BS551.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
3.6% V/V(fpm)	273	365	547	729	911	1094

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

SID	ROUTING
DENAK 1N	BS551 (K250-; 2400+) - UTOKI - DENAK (FL110+).
IDARU 1N	BS551 (K250-; 2400+) - UTOKI - ETOGO - IDARU.
NETUL 1N	BS551 (K250-; 2400+) - UTOKI - ETOGO - NETUL.

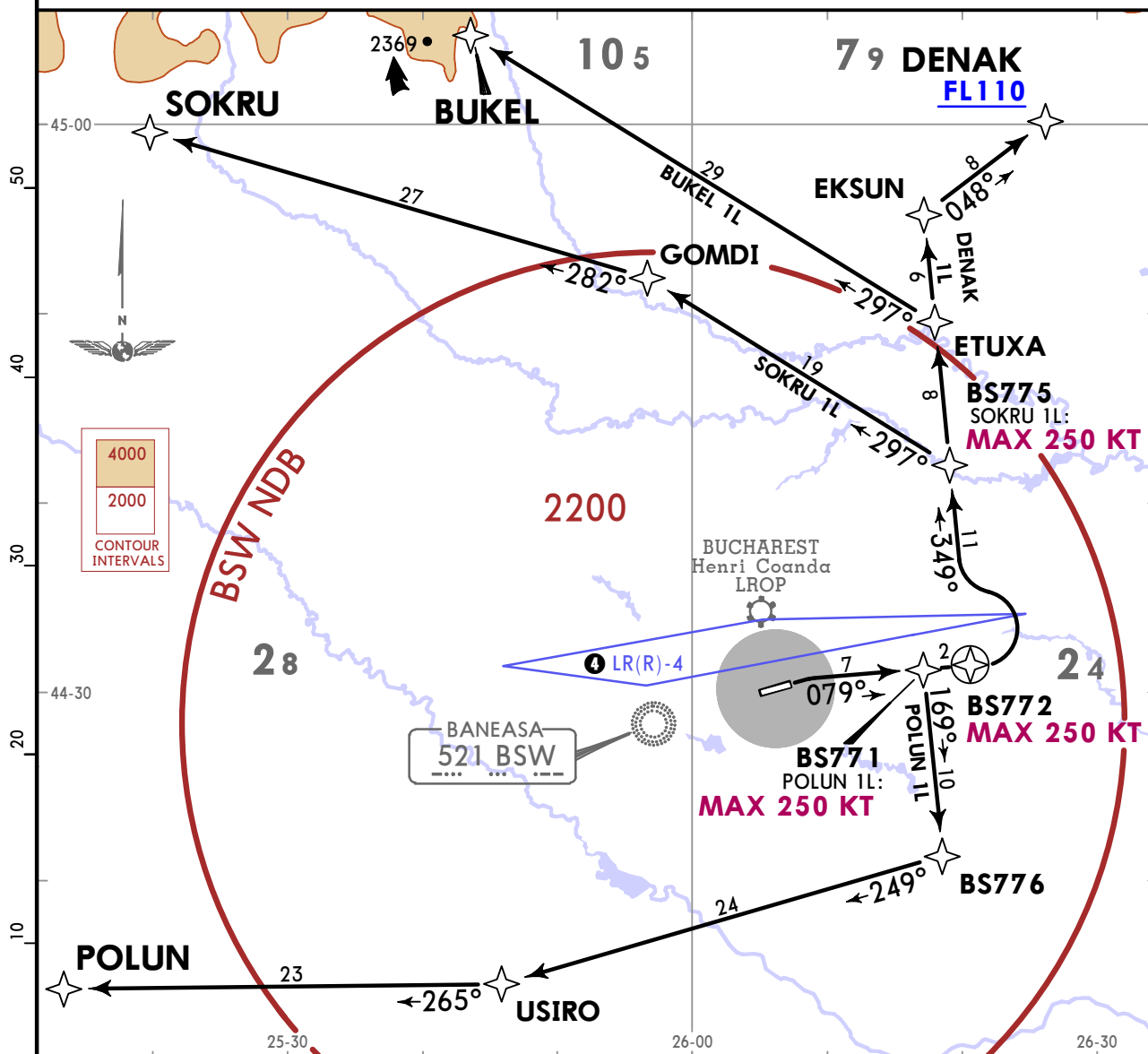
LRBS/BBU  
BANEASA-AUREL VLAICU

JEPPESSEN  
4 JUN 21 (10-3B)

BUCHAREST, ROMANIA  
RNAV SID

Trans alt: 4000  
Apt Elev 299  
1. RNAV (DME/DME). 2. RNAV-1 (P-RNAV) approval required.  
3. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of ACFT performance criteria is mandatory. 4. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations. 5. ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 6. EXPECT close-in obstacles.

BUKEL 1L [BUKE1L], DENAK 1L [DENA1L]  
POLUN 1L [POLU1L], SOKRU 1L [SOKR1L]  
RWY 07 RNAV DEPARTURES



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ 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.

**DENAK 1L**  
This SID requires a minimum climb gradient of 4.4% until DENAK due to airspace structure.

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

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

SID	ROUTING
<b>BUKEL 1L ①</b>	BS772 (K250-) - BS775 - ETUXA - BUKEL.
<b>DENAK 1L</b>	BS772 (K250-) - BS775 - ETUXA - EKSUN - DENAK (FL110+).
<b>POLUN 1L ②</b>	BS771 (K250-) - BS776 - USIRO - POLUN.
<b>SOKRU 1L ③</b>	BS772 (K250-) - BS775 (K250-) - GOMDI - SOKRU.

① Not available for traffic to NEPOT.      ② Not available for traffic to MOPUG.  
③ Not available for traffic to DIRER.      ④ During LR(R)-4 activity IFR flights are not affected.

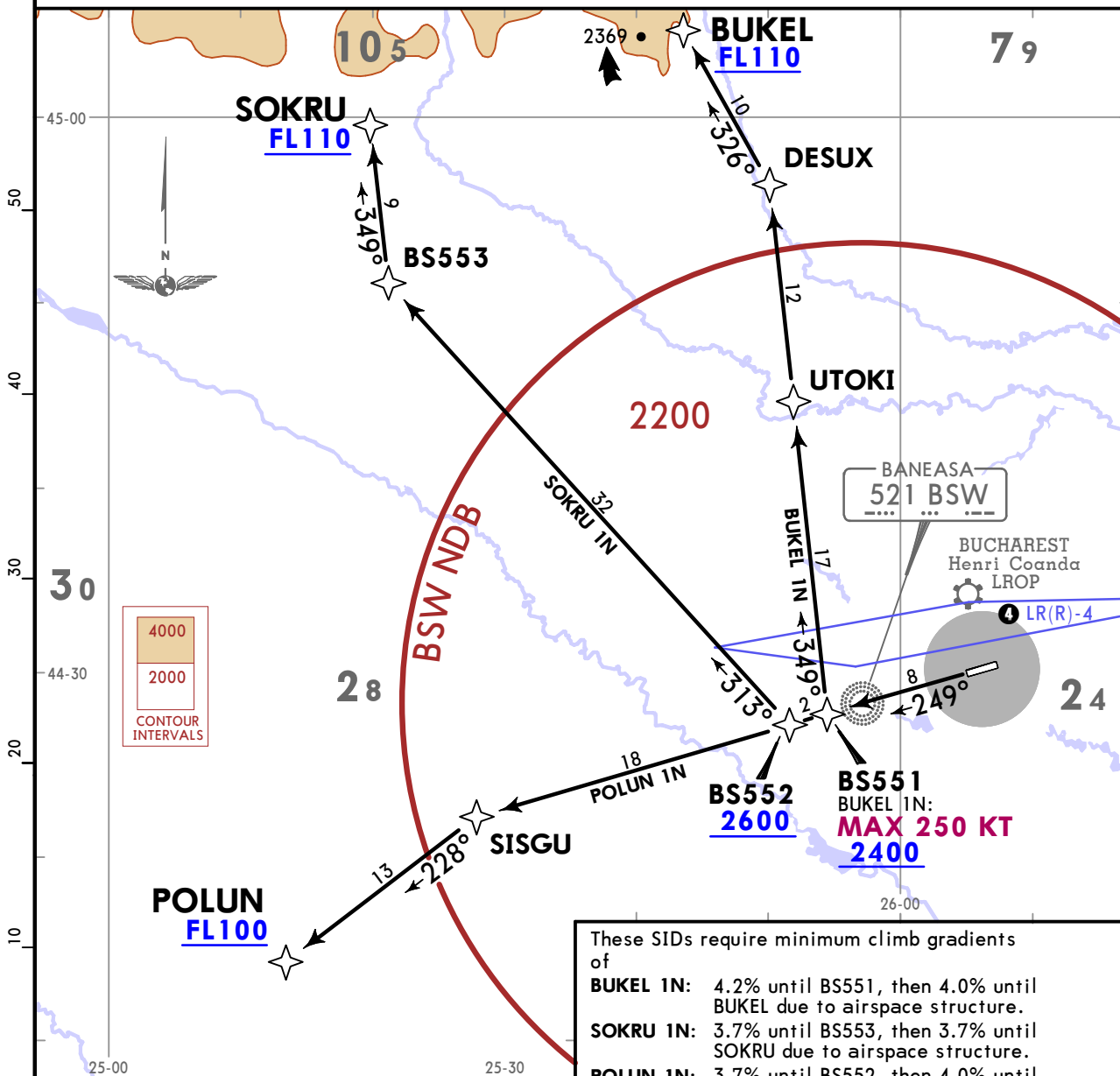
LRBS/BBU  
BANEASA-AUREL VLAICU

JEPPESEN  
4 JUN 21 (10-3C)

BUCHAREST, ROMANIA  
RNAV SID

Trans alt: 4000  
 1. RNAV (DME/DME). 2. RNAV-1 (P-RNAV) approval required.  
 3. Standard Instrument Departure Routes are also minimum noise routings. Strict adherence within the limits of ACFT performance criteria is mandatory.  
 4. 112.2 FLR, 117.1 OPT and 113.2 STJ must all be serviceable for P-RNAV DME/DME operations.  
 5. ACFT unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

**BUKEL 1N [BUKE1N], POLUN 1N [POLU1N]  
 SOKRU 1N [SOKR1N]  
 RWY 25 RNAV DEPARTURES**



These SIDs require minimum climb gradients of

- BUKEL 1N:** 4.2% until BS551, then 4.0% until BUKEL due to airspace structure.
- SOKRU 1N:** 3.7% until BS553, then 3.7% until SOKRU due to airspace structure.
- POLUN 1N:** 3.7% until BS552, then 4.0% until POLUN due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V(fpm)	319	425	638	851	1063	1276
4.0% V/V(fpm)	304	405	608	810	1013	1215
3.7% V/V(fpm)	281	375	562	749	937	1124

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.

SID	ROUTING
<b>BUKEL 1N ①</b>	BS551 (K250-; 2400+) - UTOKI - DESUX - BUKEL (FL110+).
<b>POLUN 1N ②</b>	BS552 (2600+) - SISGU - POLUN (FL100+).
<b>SOKRU 1N ③</b>	BS552 (2600+) - BS553 - SOKRU (FL110+).

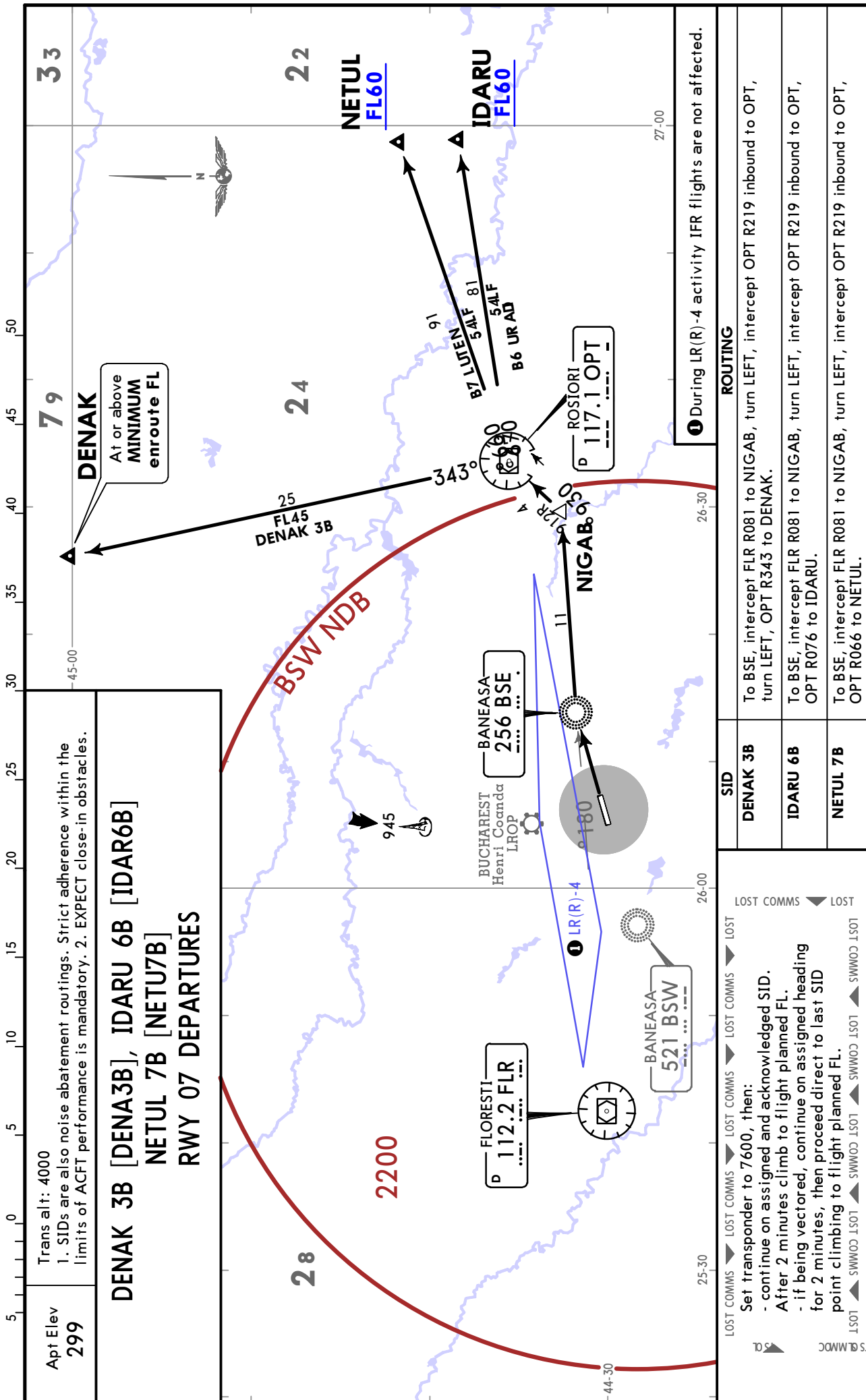
① Not available for traffic to NEPOT.      ② Not available for traffic to MOPUG.  
 ③ Not available for traffic to DIRER.      ④ During LR(R)-4 activity IFR flights are not affected.

LRBS/BBU  
BANEASA-AUREL VLAICU

10 FEB 17 (10-3D)

BUCHAREST, ROMANIA

SID



During LR(R)-4 activity IFR flights are not affected.

**ROUTING**

**SID**

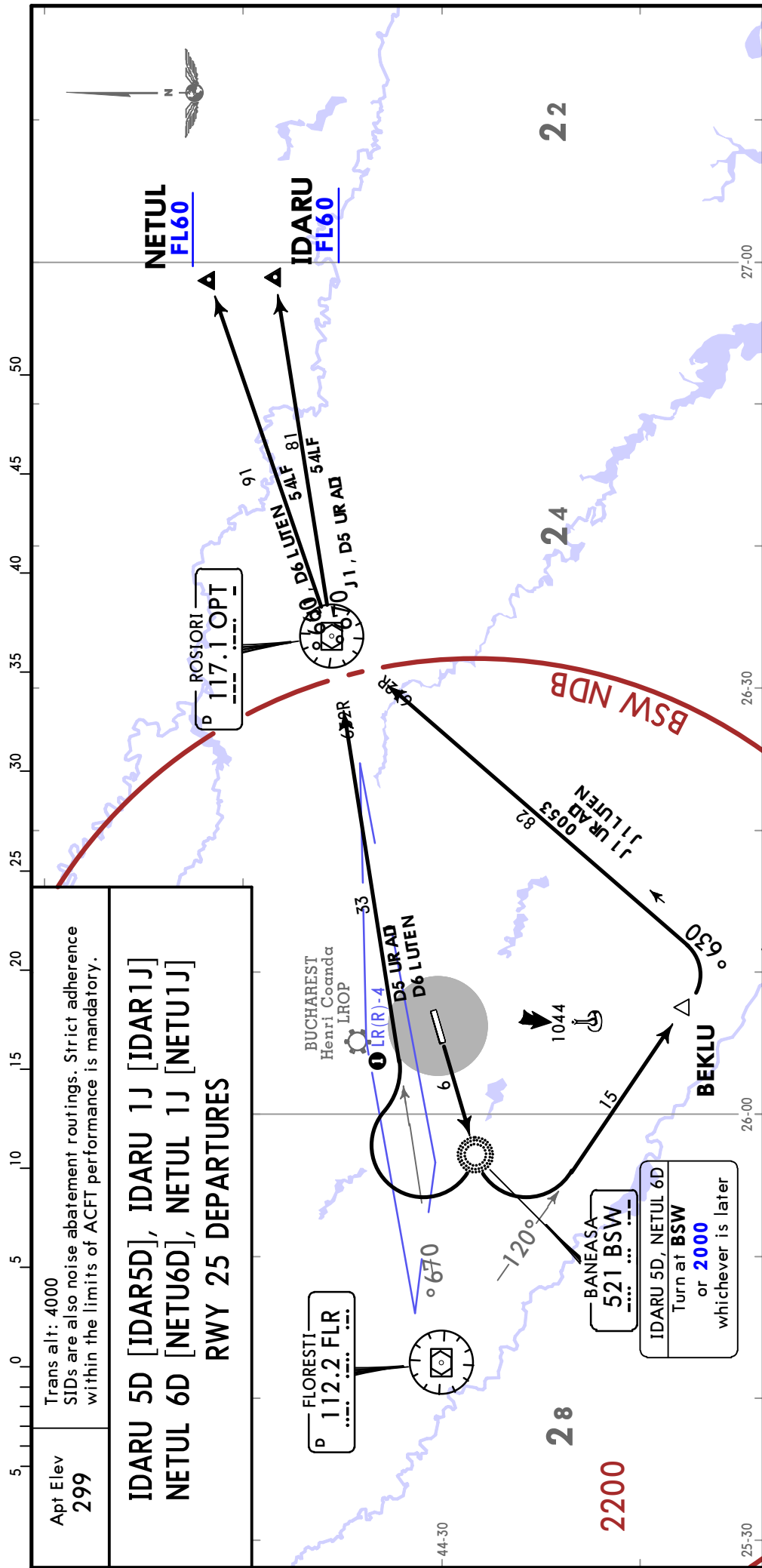
<b>DENAK 3B</b>	To BSE, intercept FLR R081 to NIGAB, turn LEFT, intercept OPT R219 inbound to OPT, turn LEFT, OPT R343 to DENAK.
<b>IDARU 6B</b>	To BSE, intercept FLR R081 to NIGAB, turn LEFT, intercept OPT R219 inbound to OPT, OPT R076 to IDARU.
<b>NETUL 7B</b>	To BSE, intercept FLR R081 to NIGAB, turn LEFT, intercept OPT R219 inbound to OPT, OPT R066 to NETUL.

LRBS/BBU  
BANEASA-AUREL VLAICU

JEPPESEN  
10 FEB 17 (10-3E)

BUCHAREST, ROMANIA

SID



SID	ROUTING
IDARU 5D	Climb to BSW or 2000, whichever is later, turn RIGHT, intercept OPT R256 inbound to OPT, OPT R076 to IDARU.
IDARU 1J	To BSW, turn LEFT, intercept FLR R120 to BEKLU, turn LEFT, intercept OPT R216 inbound to OPT, OPT R076 to IDARU.
NETUL 6D	Climb to BSW or 2000, whichever is later, turn RIGHT, intercept OPT R256 inbound to OPT, OPT R066 to NETUL.
NETUL 1J	To BSW, turn LEFT, intercept FLR R120 to BEKLU, turn LEFT, intercept OPT R216 inbound to OPT, OPT R066 to NETUL.

**1** During LR(R)-4 activity IFR flights are not affected.

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

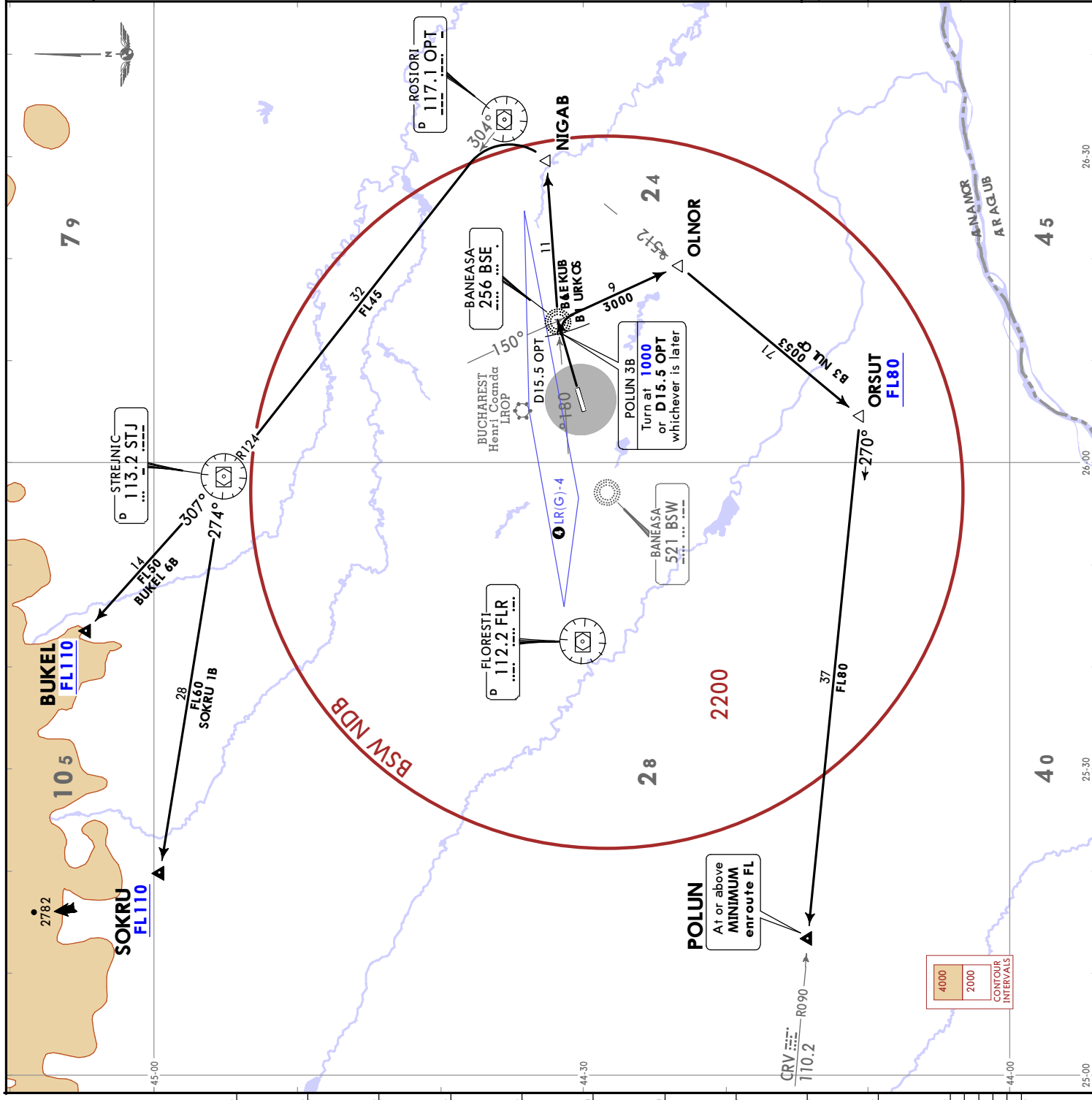
Set transponder to 7600, then:  
 - continue on assigned and acknowledged SID.  
 After 2 minutes climb to flight planned FL.  
 - if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID point climbing to flight planned FL.  
 LSOT ▲ SWM03 LSOT ▲ SWM03 LSOT ▲ SWM03 LSOT ▲ SWM03 LSOT

Trans alt: 4000  
 1. SIDs are also noise abatement routings. Strict adherence within the limits of ACFT performance is mandatory.  
 2. EXPECT close-in obstacles.

**BUKEL 6B [BUKE6B]**  
**POLUN 3B [POLU3B]**  
**SOKRU 1B [SOKRU1B]**  
**RWY 07 DEPARTURES**

SID	ROUTING
<b>BUKEL 6B</b> ①	To BSE, intercept FLR R081 to NIGAB, turn LEFT, intercept STJ R124 inbound to STJ, STJ R307 to BUKEL.
<b>POLUN 3B</b> ②	Climb on runway track to 1000 or D15.5 OPT whichever is later, turn RIGHT, intercept STJ R150 to OLNOR, turn RIGHT, intercept OPT R215 to ORSUT, turn RIGHT, intercept CRV R090 inbound to POLUN.
<b>SOKRU 1B</b> ③	To BSE, intercept FLR R081 to NIGAB, turn LEFT, intercept STJ R124 inbound to STJ, STJ R274 to SOKRU.

① Not available for traffic to NEPOT.  
 ② Not available for traffic to MOPUG.  
 ③ Not available for traffic to DIRER.  
 ④ During LR(R)-4 activity IFR flights are not affected.



Trans alt: 4000  
 SIDs are also noise abatement routings.  
 Strict adherence within the limits of  
 ACFT performance is mandatory.

**BUKEL 3D [BUKE3D]**  
**DENAK 3D [DENA3D]**  
**POLUN 2D [POLU2D]**  
**SOKRU 1D [SOKRU1D]**  
**RWY 25 DEPARTURES**

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.

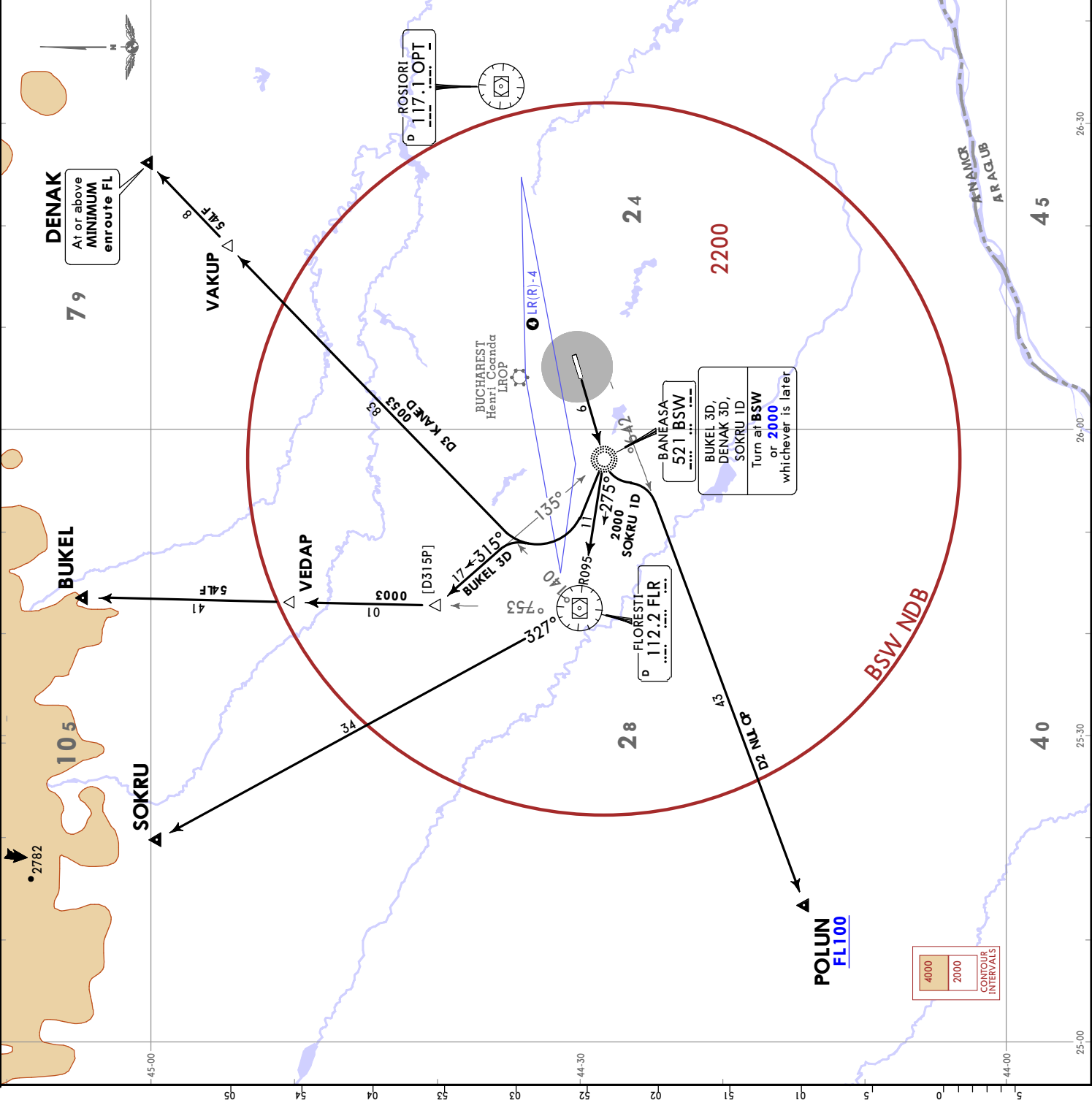
LSOT ▲ SWW02 LSOT ▲ SWW03 LSOT ▲ SWW04 LSOT

These SIDs require minimum climb gradients  
 of  
**BUKEL 3D:** 3.8% due to airspace structure.  
**SOKRU 1D, POLUN 2D:** 4.0% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
3.8% V/V (fpm)	289	385	577	770	962	1155

SID	ROUTING
<b>BUKEL 3D ①</b>	Climb to BSW or 2000, whichever is later, turn RIGHT, intercept 315° bearing from BSW, intercept FLR R357 to BUKEL.
<b>DENAK 3D</b>	Climb to BSW or 2000, whichever is later, turn RIGHT, intercept FLR R041 to DENAK.
<b>POLUN 2D ②</b>	To BSW, turn LEFT, intercept OPT R246 to POLUN.
<b>SOKRU 1D ③</b>	Climb to BSW or 2000, whichever is later, intercept FLR-095 inbound to FLR, turn RIGHT, FLR R327 to SOKRU.

① Not available for traffic to NEPOT.  
 ② Not available for traffic to MOPUG.  
 ③ Not available for traffic to DIRER.  
 ④ During LR(R)-4 activity IFR flights are not affected.



# LRBS/BBU

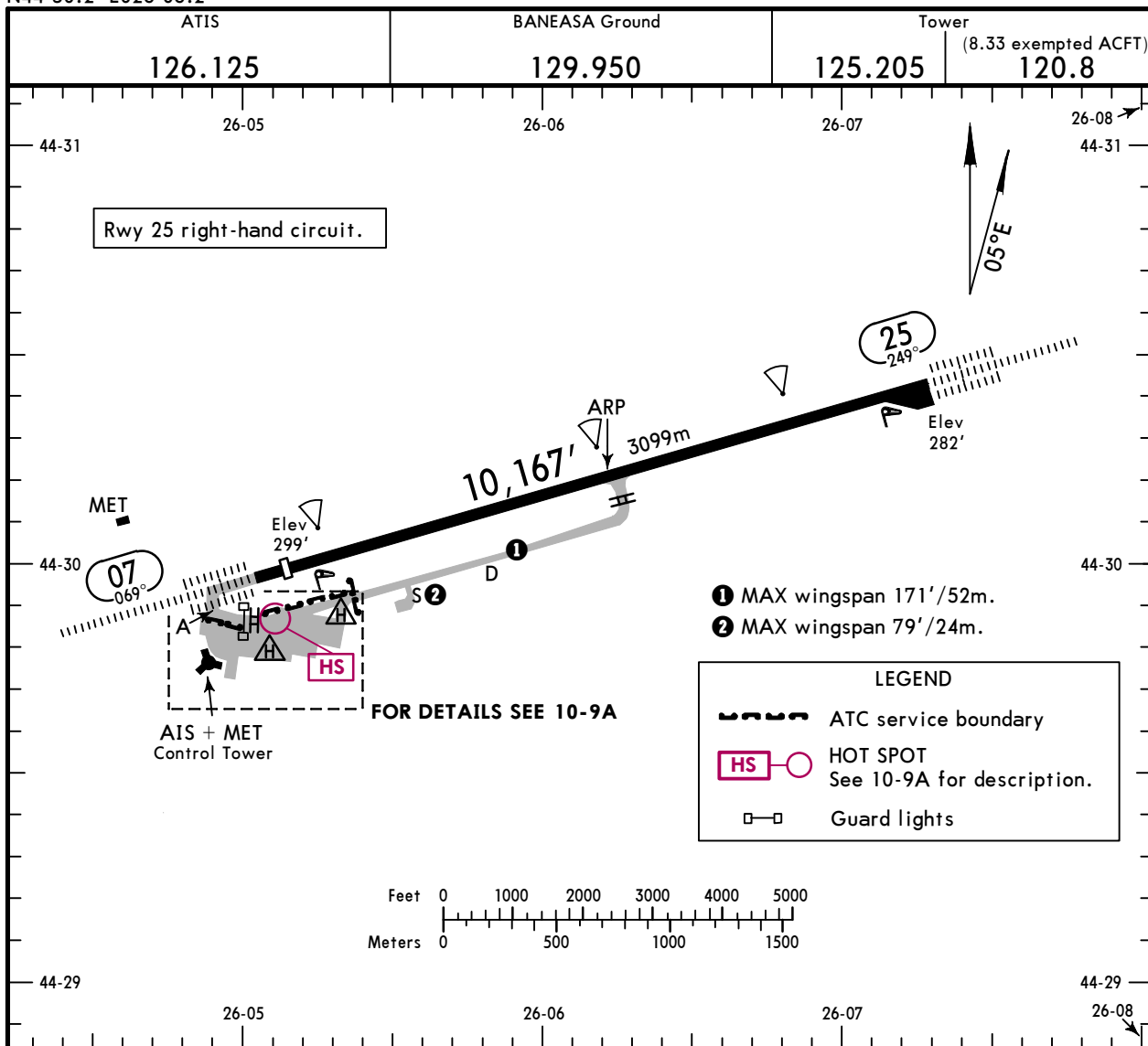
Apt Elev **299'**  
N44 30.2 E026 06.2



11 JUN 21 **(10-9)** Eff 17 Jun

# BUCHAREST, ROMANIA

BANEASA-AUREL VLAICU



### ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
07 25		9715'2961m	8742'2665m	②	148' 45m
		10,148'3093m	9195'2803m		

### ② TAKE-OFF RUN AVAILABLE

#### RWY 25:

From rwy head 10,167' (3099m)  
twy D int 5459' (1664m)

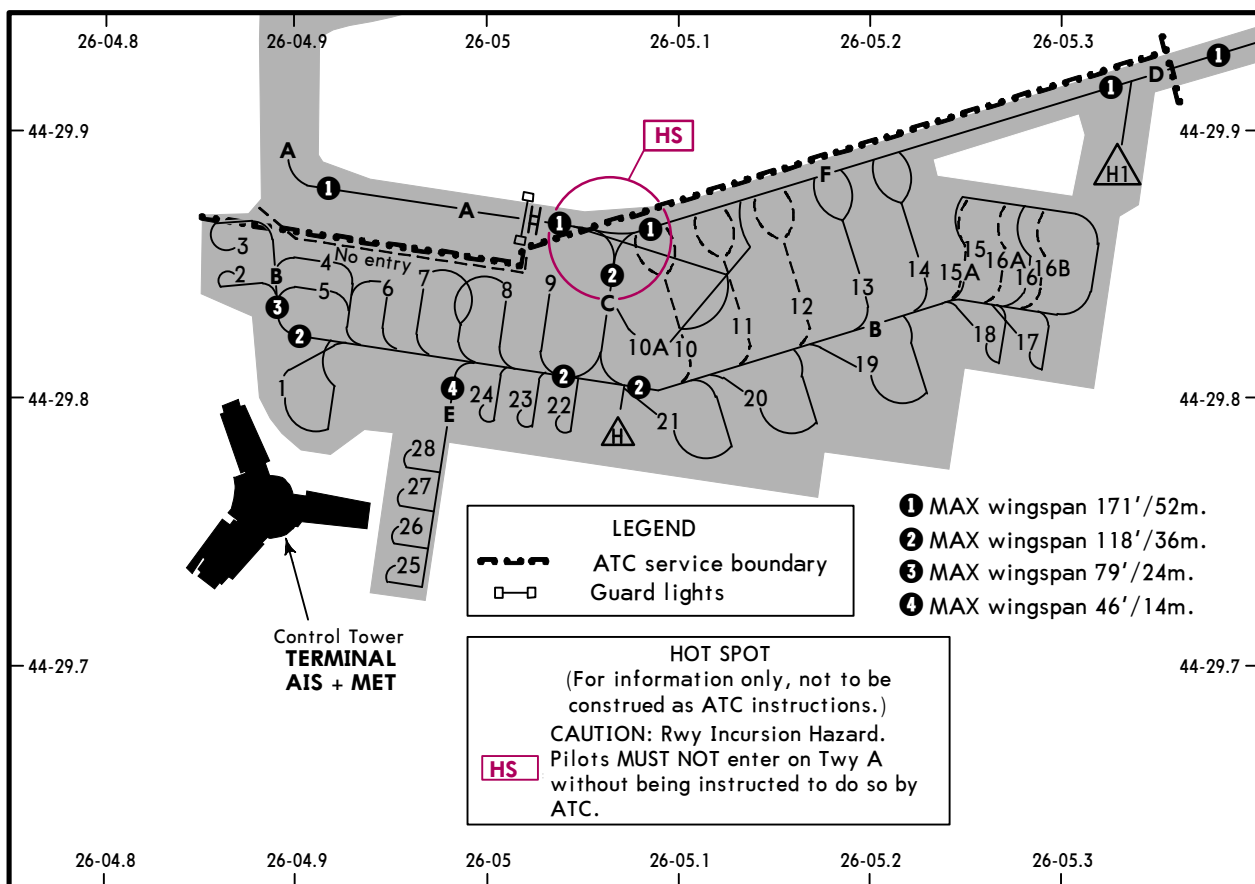
### Standard

### TAKE-OFF

Low Visibility Take-off					
HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	RVR 350m			400m	500m
B					
C					
D					

LRBS/BBU

**JEPESEN** BUCHAREST, ROMANIA  
 11 JUN 21 (10-9A) Eff 17 Jun BANEASA-AUREL VLAICU



**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N44 29.8 E026 04.9	19	N44 29.8 E026 05.2
3, 4	N44 29.9 E026 04.9	20, 21	N44 29.8 E026 05.1
5	N44 29.8 E026 04.9	22 thru 24	N44 29.8 E026 05.0
6 thru 9	N44 29.8 E026 05.0	25	N44 29.7 E026 05.0
10, thru 11	N44 29.8 E026 05.1	26 thru 28	N44 29.8 E026 05.0
12 thru 14	N44 29.8 E026 05.2	H1	N44 29.9 E026 05.3
15, 15A	N44 29.9 E026 05.3		
16 thru 18	N44 29.8 E026 05.3		

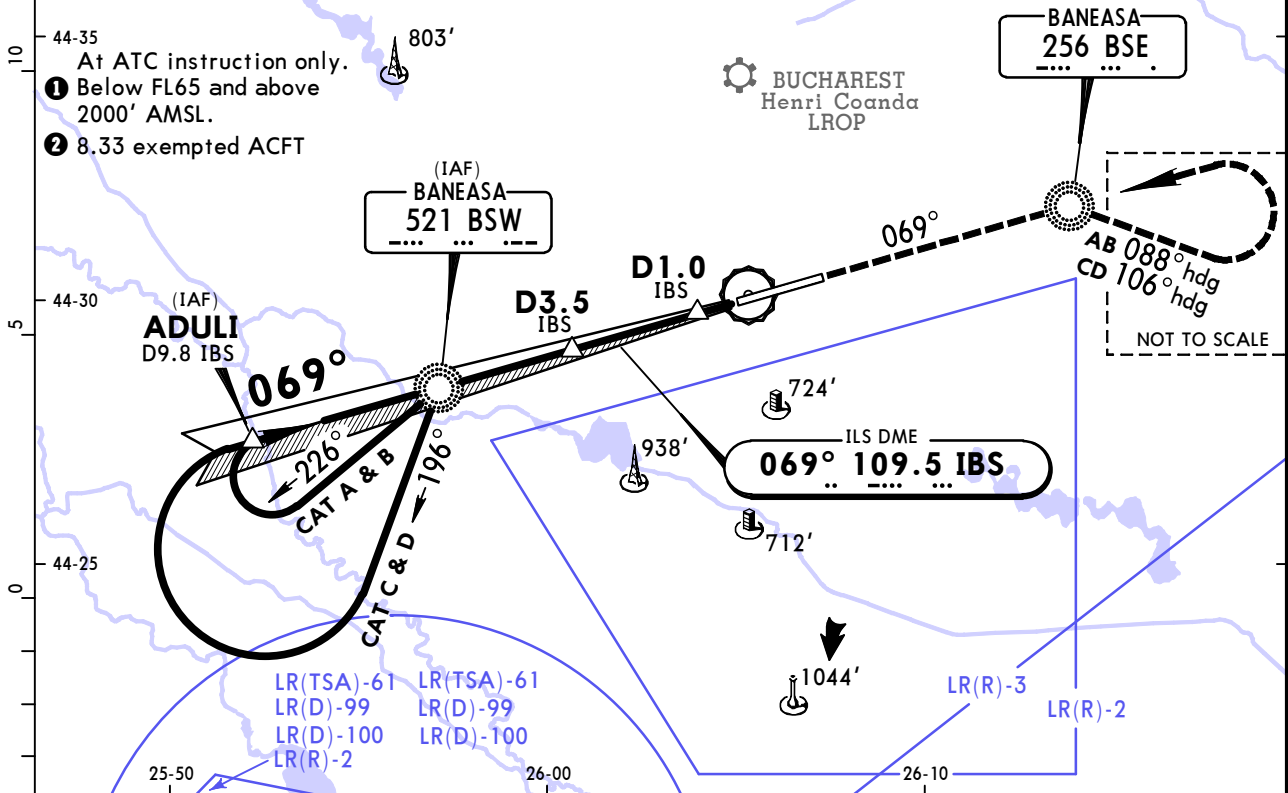
**LRBS/BBU**  
BANEASA-AUREL VLAICU



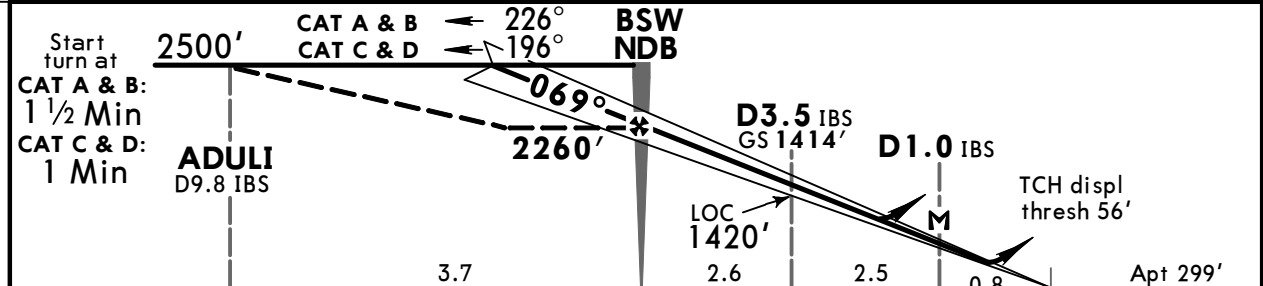
**BUCHAREST, ROMANIA**  
ILS Rwy 07

8 FEB 19 (11-1)

ATIS 126.125	BUCHAREST Approach (R) 119.415	120.6	*BUCHAREST Director ① 127.155	120.6	BANEASA Tower 125.205	120.8 ②	Ground 129.950
LOC IBS 109.5	Final Apch Crs 069°	GS D3.5 IBS 1414' (1115')	ILS DA(H) 499' (200')	Apt Elev 299'			
<b>MISSED APCH:</b> Climb to BSE NDB. Turn RIGHT on hdg <b>CAT A &amp; B:</b> 088° for 2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 226° for 1 1/2 Min, then turn RIGHT to ADULI, or as directed. <b>CAT C &amp; D:</b> 106° for 1 1/2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 196° for 1 Min, then turn RIGHT to ADULI, or as directed.							
Alt Set: hPa      Apt Elev: 11 hPa      Trans level: By ATC      Trans alt: 4000' 1. <b>NDB and DME required.</b> 2. Procedure approved only for acft with ILS receivers complying with ICAO FM immunity provisions.    3. Circle-to-land not authorized.							



LOC (GS out)	IBS DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2210'	1891'	1573'	1254'	936'



TO DISPLACED THRESHOLD		5.9		0			
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 IBS							

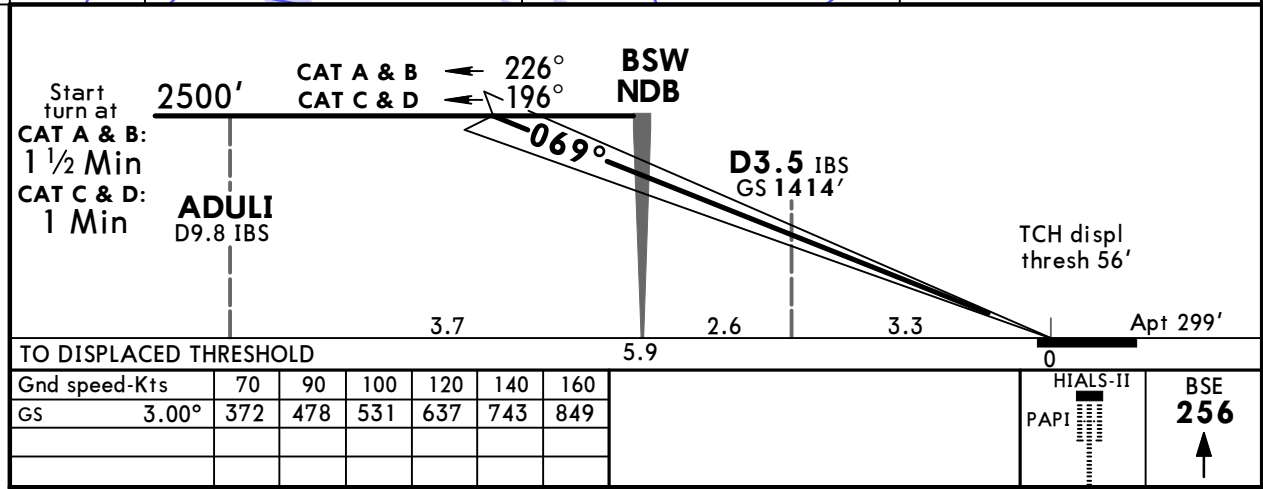
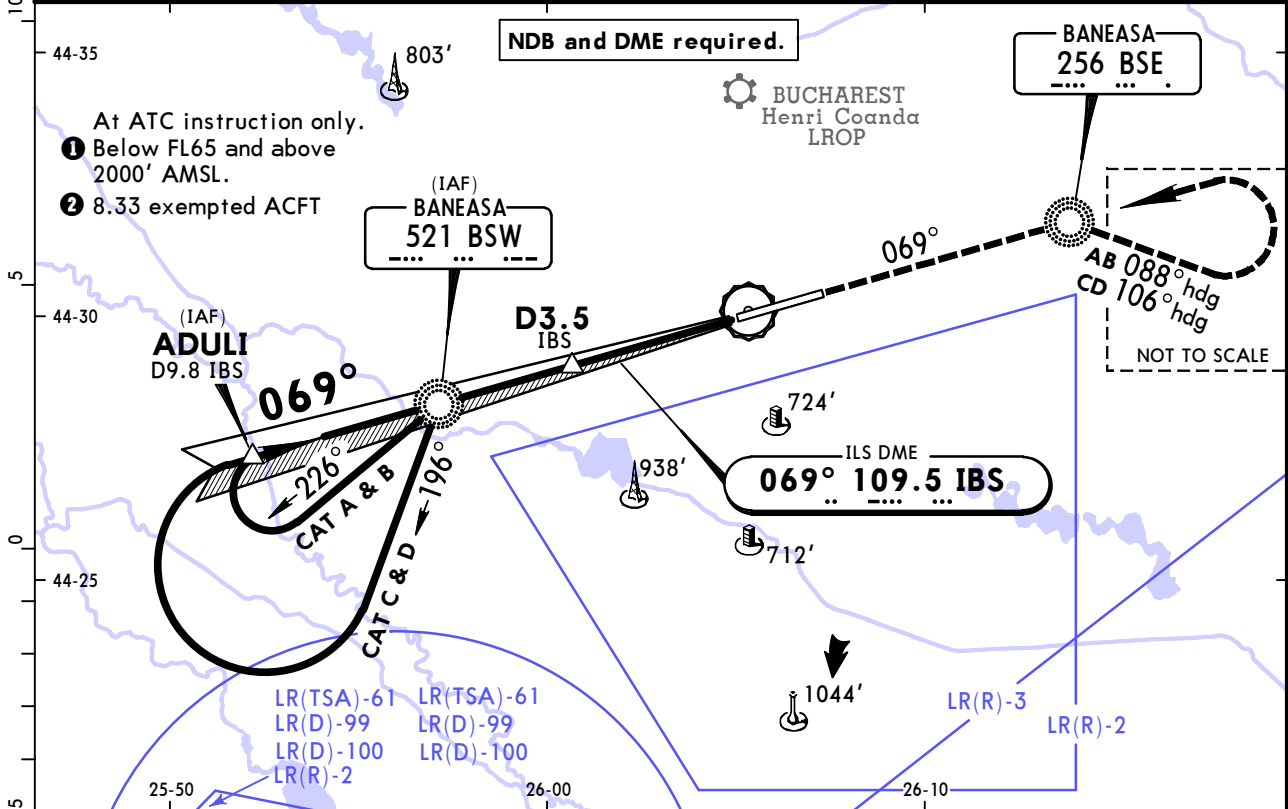
<b>Standard</b>				STRAIGHT-IN LANDING RWY 07		HIALS-II PAPI		BSE 256
ILS DA(H) 499' (200')			LOC (GS out) ② 710' (411')					
FULL		TDZ or CL out		ALS out		ALS out		
A							RVR 1500m	
B								
C	RVR 550m	RVR 550m ①	RVR 1200m	RVR 1200m				
D					RVR 1900m			

**LRBS/BBU**  
BANEASA-AUREL VLAICU

**JEPPESEN**  
8 FEB 19 **(11-1A)**

**BUCHAREST, ROMANIA**  
CAT II ILS Rwy 07

ATIS <b>126.125</b>	BUCHAREST Approach (R) <b>119.415</b>	<b>120.6</b>	*BUCHAREST Director ① <b>127.155</b>	<b>120.6</b>	BANEASA Tower <b>125.205</b>	<b>120.8</b>	Ground <b>129.950</b>
LOC IBS <b>109.5</b>	Final Apch Crs <b>069°</b>	GS <b>D3.5 IBS</b> <b>1414'</b> (1115')	CAT II ILS <b>RA 102'</b> DA(H) 399' (100')		Apt Elev	299'	
<b>MISSED APCH:</b> Climb to BSE NDB. Turn RIGHT on hdg <b>CAT A &amp; B:</b> 088° for 2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 226° for 1½Min, then turn RIGHT to ADULI, or as directed. <b>CAT C &amp; D:</b> 106° for 1½Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 196° for 1 Min, then turn RIGHT to ADULI, or as directed.							2200  MSA BSW NDB
Alt Set: hPa      Apt Elev: 11 hPa      Trans level: By ATC      Trans alt: 4000' 1. Procedure approved only for acft with ILS receivers complying with ICAO FM immunity provisions. 2. Special Aircrew & Acft certification required.							



**Standard** STRAIGHT-IN LANDING RWY 07  
**CAT II ILS**  
 ABCD  
**RA 102'**  
 DA(H) **399'** (100')  
 RVR **350m**

PANS OPS

**LRBS/BBU**  
BANEASA-AUREL VLAICU

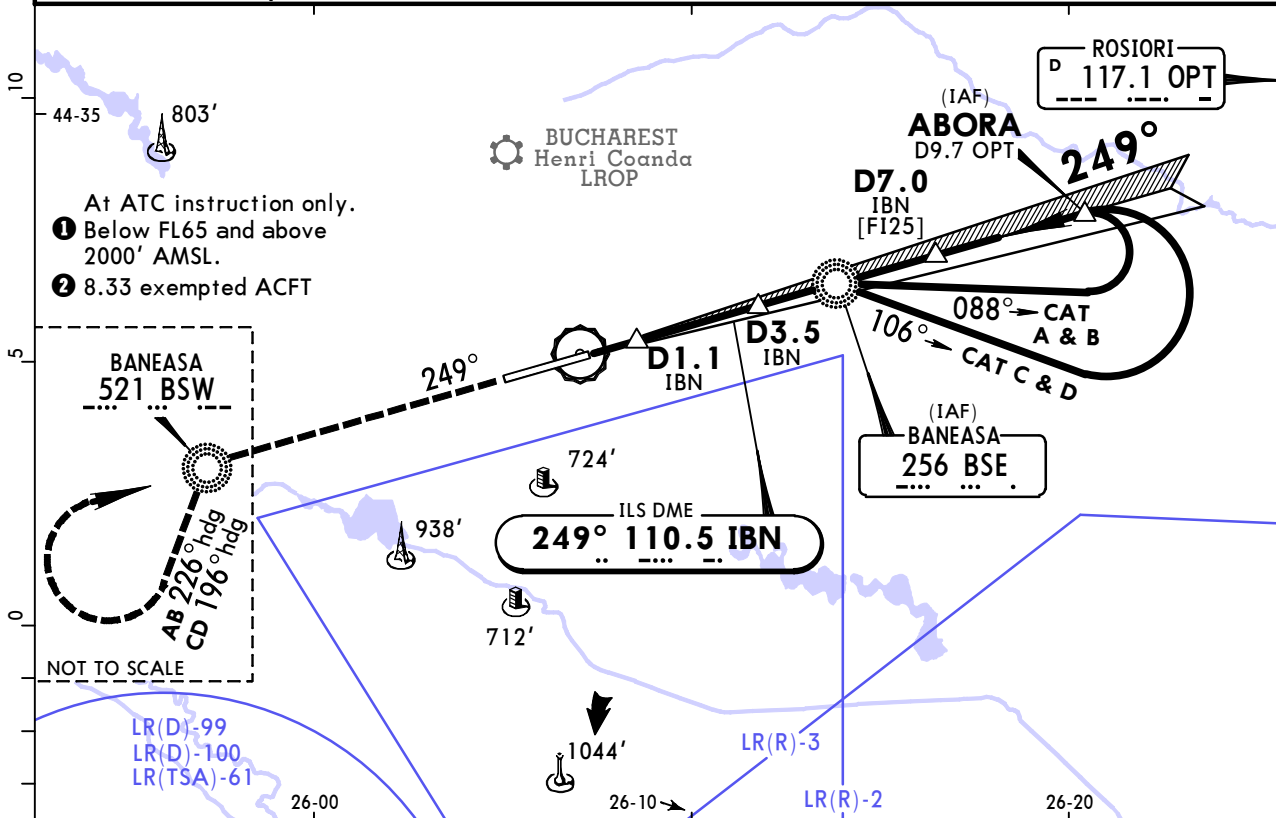
8 FEB 19

(11-2)

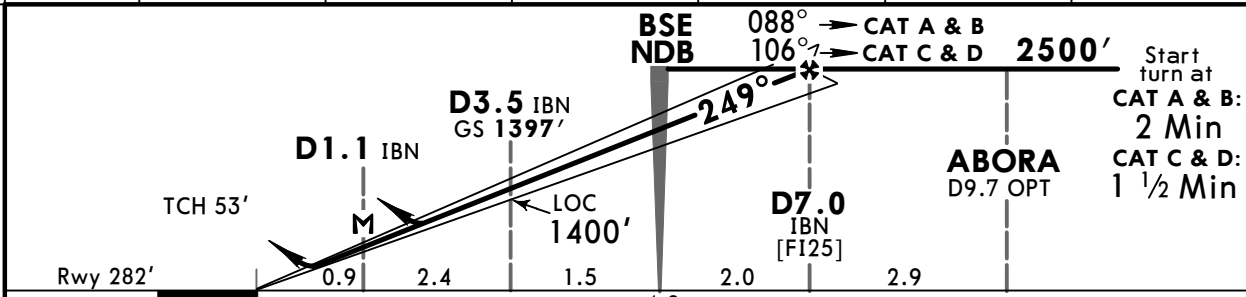
**JEPPESSEN**

**BUCHAREST, ROMANIA**  
ILS Rwy 25

ATIS	BUCHAREST Approach (R)	*BUCHAREST Director ①		BANEASA Tower	Ground
126.125	119.415	120.6	127.155	120.6	125.205 120.8② 129.950
LOC IBN	Final Apch Crs	GS D3.5 IBN	ILS DA(H)	Apt Elev 299'	2200 MSA BSW NDB
110.5	249°	1397' (1115')	482' (200')	Rwy 282'	
<b>MISSED APCH:</b> Climb to BSW NDB. Turn LEFT on hdg CAT A & B: 226° for 1 1/2 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 088° for 2 Min, then turn LEFT to ABORA, or as directed. CAT C & D: 196° for 1 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 106° for 1 1/2 Min, then turn LEFT to ABORA, or as directed.					
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC	
1. NDB and DME required.			2. Circle-to-land not authorized.		Trans alt: 4000'



LOC (GS out)	IBN DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	919'	1237'	1556'	1874'	2193'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI BSW 521	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.1 IBN								

<b>Standard</b>				STRAIGHT-IN LANDING RWY 25			
ILS DA(H) 482' (200')				LOC (GS out) ① DA/MDA(H) 640' (358')			
FULL		ALS out		FULL		ALS out	
A							RVR 1500m
B							RVR 1500m
C	RVR 750m		RVR 1200m		RVR 1200m		RVR 1600m
D							RVR 1600m

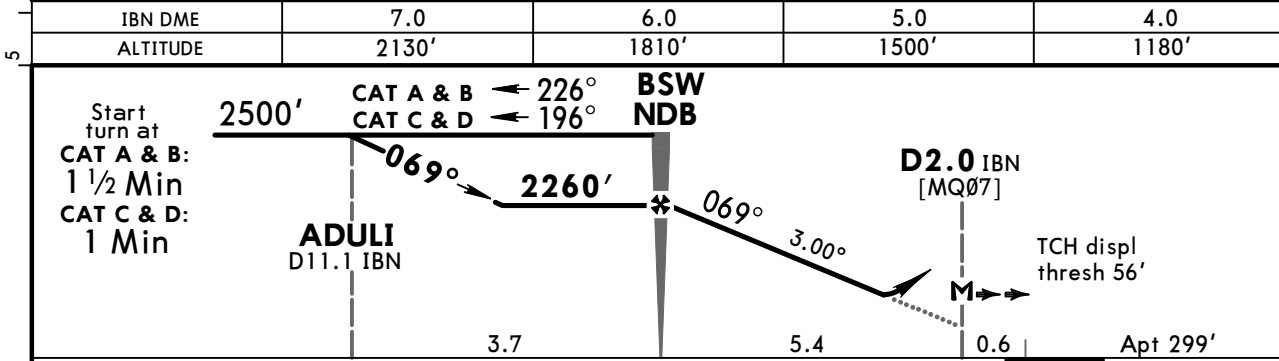
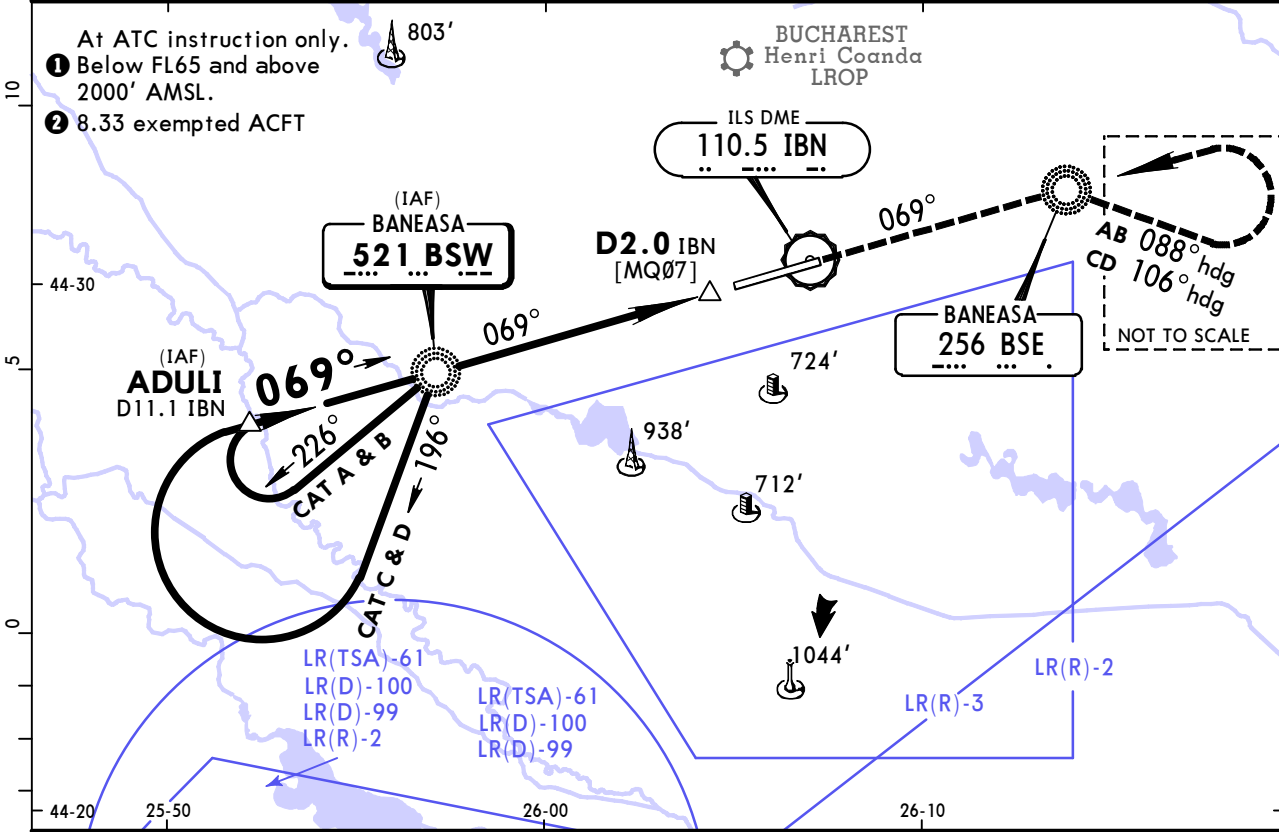
① CDFA

**LRBS/BBU**  
**BANEASA-AUREL VLAICU**

**JEPPESEN**  
 8 FEB 19 **(16-1)**

**BUCHAREST, ROMANIA**  
**NDB Rwy 07**

ATIS	BUCHAREST Approach (R)	*BUCHAREST Director ①		BANEASA Tower	Ground
126.125	119.415	120.6	127.155	120.6	125.205 120.8② 129.950
NDB BSW <b>521</b>	Final Apch Crs <b>069°</b>	Minimum Alt BSW NDB <b>2260'</b> (1961')	DA/MDA(H) <b>900'</b> (601')	Apt Elev 299'	
<b>MISSED APCH:</b> Climb to BSE NDB. Turn RIGHT on hdg CAT A & B: 088° for 2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 226° for 1 1/2 Min, then turn RIGHT to ADULI, or as directed. CAT C & D: 106° for 1 1/2 Min, then turn LEFT to BSW NDB climbing to 2500', turn LEFT on hdg 196° for 1 Min, then turn RIGHT to ADULI, or as directed.					
Alt Set: hPa		Apt Elev: 11 hPa		Trans level: By ATC	
1. <b>DME required.</b> 2. Circle-to-land not authorized.					



TO DISPLACED THRESHOLD							HIALS-II PAPI <b>BSE 256</b>
Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D2.0 IBN							

<b>Standard</b>		STRAIGHT-IN LANDING RWY 07	
CDFA			
DA/MDA(H) <b>900'</b> (601')			
ALS out		ALS out	
A	RVR 1500m		
B	RVR 1500m		
C	RVR 2100m	RVR 2400m	
D	RVR 2100m	RVR 2400m	

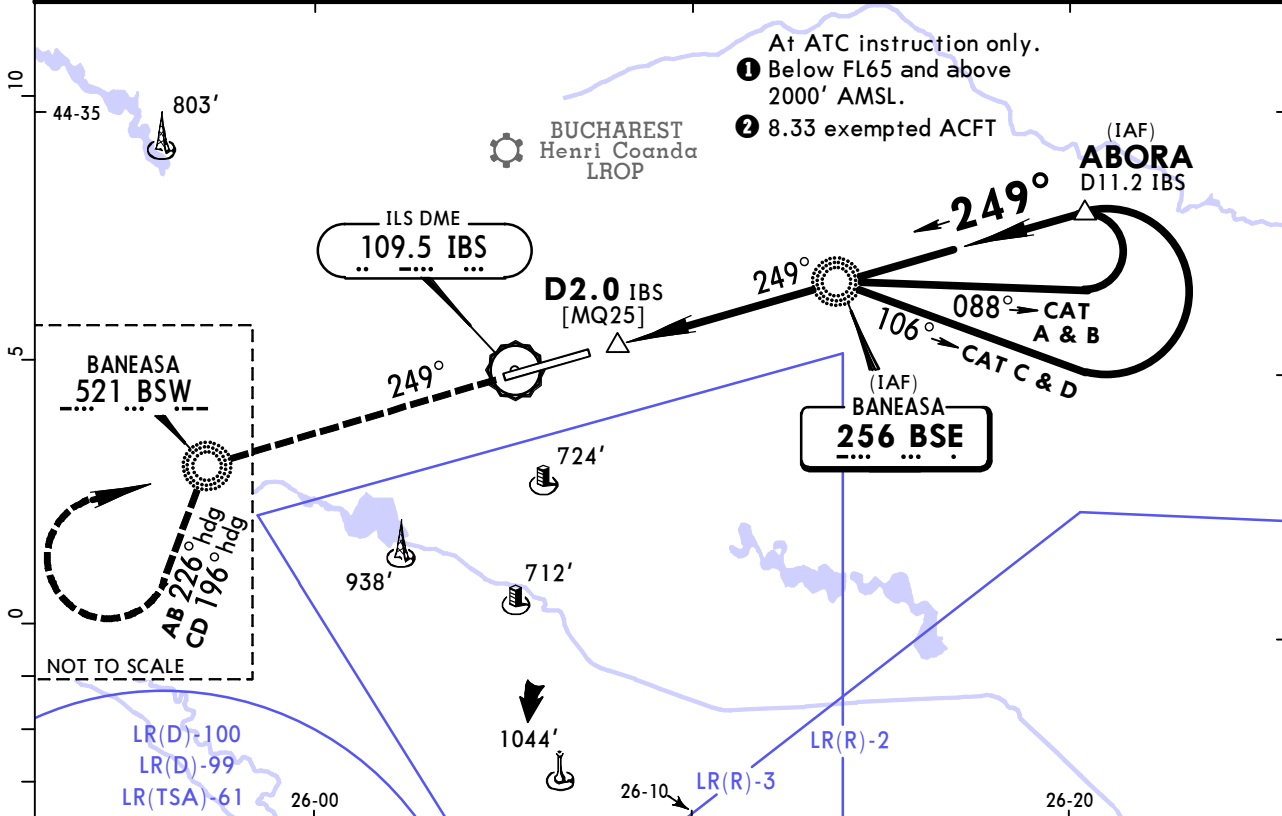
**LRBS/BBU**  
BANEASA-AUREL VLAICU



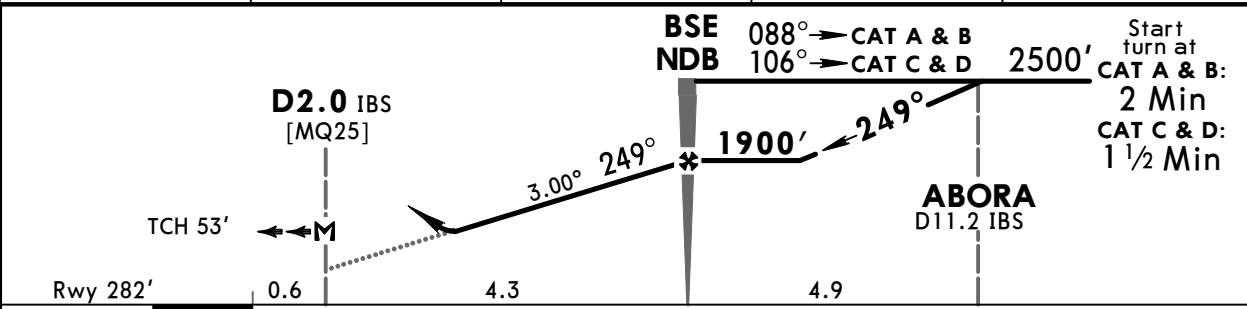
**BUCHAREST, ROMANIA**  
NDB Rwy 25

8 FEB 19 **16-2**

ATIS <b>126.125</b>	BUCHAREST Approach (R) <b>119.415</b>	<b>120.6</b>	*BUCHAREST Director ① <b>127.155</b>	<b>120.6</b>	BANEASA Tower <b>125.205</b>	<b>120.8</b> ②	Ground <b>129.950</b>
NDB BSE <b>256</b>	Final Apch Crs <b>249°</b>	Minimum Alt BSE NDB <b>1900'</b> (1618')	DA/MDA(H) <b>690'</b> (408')	Apt Elev 299' Rwy 282'			
<b>MISSED APCH:</b> Climb to BSW NDB. Turn LEFT on hdg <b>CAT A &amp; B:</b> 226° for 1 1/2 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 088° for 2 Min, then turn LEFT to ABORA, or as directed. <b>CAT C &amp; D:</b> 196° for 1 Min, then turn RIGHT to BSE NDB climbing to 2500', turn RIGHT on hdg 106° for 1 1/2 Min, then turn LEFT to ABORA, or as directed.							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	
1. <b>DME required.</b> 2. Circle-to-land not authorized.							



IBS DME	3.0	4.0	5.0	6.0
ALTITUDE	850'	1160'	1480'	1790'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	BSW <b>521</b> ↑
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D2.0 IBS								

<b>Standard</b>		STRAIGHT-IN LANDING RWY 25	
CDFA			
DA/MDA(H) <b>690'</b> (408')			
		ALS out	
A	RVR 1500m		
B	RVR 1500m		
C	RVR 1500m	RVR 1900m	
D	RVR 1500m	RVR 1900m	

PANS OPS

## Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**BUCHAREST, (BANEASA-AUREL VLAICU - LRBS)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LRBS