

LRBS AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRBS - BUCUREȘTI / Băneasa - Aurel Vlaicu

LRBS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	443013N 0260613E 070° MAG 1480 M from THR 07.
2	Direction and distance from city	8.5 km North from București
3	Elevation/Reference temperature/Mean low temperature	299 FT / 32.9°C / -9°C
4	Geoid undulation at AD ELEV PSN	115 FT
5	MAG VAR/ Annual rate of change	5°E (2010)
6	AD Administration, address, telephone, telefax, e-mail, AFS, website	Compania Națională Aeroporturi București Calea București nr. 224 E, Otopeni, ILFOV Tel: +40-(0)21-2013304 +40-(0)21-2041000; +40-(0)21-2014000 Tel/Fax: +40-(0)21-2014990; +40-(0)21-3126866 AFS: LRBSRAYD SITA: OTPAPXH web: www.cnab.ro e-mail: contact@cnab.ro Aeroportul Internațional București / Băneasa - Aurel Vlaicu Șos. București-Ploiești, nr. 40, sect. 1, București Tel: +40-(0)21-2320020 Tel/Fax: +40-(0)21-2323687; +40-(0)21-2323762 (H24) AFS: LRBSRAYD SITA: BSAYDRO
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRBS AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24 see AD 2.21
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LRBS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	4 wide-body stairs, 1 GPU 28V/115V, 1 heater, 1 air starter unit (on request 2 hours prior notice), 1 highloader, 1 luggage belt, 1 forklift, 1 lavatory service unit, 1 water toilet unit.
2	Fuel/Oil types	Kerosene JET A1 / NIL AVGAS 100LL/NIL
3	Fuelling facilities/capacity	JET A1: Storage: 100m ³ Refueler: 2 with 45t, 1 with 36t, 1 with 35t, 1 with 20t, 1 with 8t. Skid mob: 2 with 0.9t. AVGAS: Storage: 3 with 1t Refueler: 1 with 8t, 1 with 6.5t, 1 with 5.5t. Skid mob: 1 with 0.9t
4	De-icing facilities	2 de-icing units with fluid Type I and IV.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LRBS AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Restaurants in the city.
3	Transportation	Buses, tram, taxis from the AD.
4	Medical facilities	First aid at the AD, hospitals in the city.
5	Bank and Post Office	Bank and Post Office in the city.
6	Tourist Office	In the city.
7	Remarks	Terminal capacity is 160 pax/hour. Before filling LRBS as a destination or alternate airport contact airport administration at LRBSRAYD, BBU AVXH, contact@cnab.ro.

LRBS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 7
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LRBS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	2 snow blower, 2 sweepers, 4 snow ploughs, 2 spreaders
2	Clearance priorities	1. RWY 07/25 and associated TWY to Apron 2. Apron, ACFT stands and other TWY.
3	Remarks	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2. Generic fluids and solid materials used for runway de/anti-icing are KAC (potassium acetate fluids) and NAAC (sodium acetate solids). Specially prepared winter runways - "Not applicable".

LRBS AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	APRON and Apron flight school - for non commercial flights Surface: Concrete Strength: See details in chart AD 2.4-22
2	Taxiway designation, width, surface and strength	TWY Width: 23M (A, D), 14M (S) Surface: Asphalt Strength: 76/R/D/W/T(A), 60/R/D/W/T(D), 24/R/D/Y/U (S) APRON TWY Width: 18M (C, G) Surface: Concrete Strength: 41/R/D/W/T (C), 39/R/D/W/T (G) Aircraft stand taxilane Width: 23M (F), 18M (B, L), 7M (E) Surface: Concrete (B, L), Asphalt (E) Strength: 47/R/D/W/T (F), 45/R/D/W/T (B), 45/R/D/W/T (L), 17/R/C/W/T (E).
3	ACL location and elevation	Location: THR 07 THR 25 Elevation: 299 FT 282 FT
4	INS checkpoints	See AD 2.4-22
5	Remarks	NIL

LRBS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Taxiing guidance signs at all intersections with TWY and RWY and at all holding positions. Guide lines at apron. Parking guidance provided by marshallers.
2	RWY and TWY markings and LGT	RWY: - markings: Colour white - Designation, THR, TDZ, centre line, RWY side stripes, aiming points; - lights: THR and wing bar lights, centerline lights, end lights, edge lights, TDZ lights. TWY: - markings: Colour yellow - Runway Holding Position (RHP) markings and enhanced centerline marking on TWY A, D, - Centre line, on TWY A, B, C, D, E, F, G, L, S - Taxi edge on A, D, F, S - TWY designations on TWY A, B, C, D, E, F, G, L, S - intermediate holding position and designation markings at TWYs intersections A, B, C, D, E, F, G, L, S - taxiing guide lines (apron); - lights: - TWY green centerline lights on TWY D and partial on TWY A and F, - blue edge lights installed at around 6 m from TWY A, D and F edge See following chart AD 2.4-20/20a.
3	Stop bars and runway guard lights	Stop bar at Runway Holding Position (RHP) on TWY D. Guard lights (LIH) at Runway Holding Position (RHP) on TWY A. See following chart AD 2.4-20/20a.
4	Other RWY protection measure	NIL
5	Remarks	NIL



LRBS AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type	Coordinates	Obstacle type	Coordinates	
	Elevation Markings/LGT		Elevation Markings/LGT		
a	b	c	a	b	
07/APCH 25/TKOF	Antenna	443017.48N	NIL	NIL	
	406FT	0260510.79E			
	MET Station	443041.10N			
	442FT	0260439.78E			
	Antenna	443035.00N			
	554FT	0260414.00E			
	Building	442949.04N			
	335FT	0260428.69E			
	LGT				
	Building	442913.00N			
25/APCH 07/TKOF	459FT	0260213.00E			
	LGT				
	Crane	442928.00N			
	494FT	0260343.33E			
	Building	442942.32N			
	557FT	0260200.54E			
	Building	442950.99N			
	417FT	0260758.25E			
	Building	442935.72N			
	441FT	0260733.82E			
	Antenna	443216.52N			
	434FT	0260804.95E			
	Building	443149.68N			
	393FT	0260836.41E			

LRBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	BUCUREȘTI/ Băneasa
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 24 HR 6 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	TREND As necessary or at least every 30 MIN
5	Briefing / consultation provided	Self-briefing; briefing/consultation on request (see row 8)
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text Romanian, English
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR, TAF
8	Supplementary equipment available for providing information	Tel: +40-(0)21-2032153 Fax: +40-(0)21-2032152
9	ATS units provided with information	TWR Băneasa
10	Additional information (limitation of service, etc.)	NIL

LRBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations		Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coord	THR elevation and highest elevation of	Slope of RWY-SWY
RWY NR	TRUE BRG			RWY end coord	TDZ of precision	
1	2	3	4	THR geoid undulation	APP RWY	7
07	073.89°	3099 x 45	64/R/D/W/T Asphalt	442959.27N	THR 299.0 FT	0,06% (138M)
				0260508.67E	TDZ 297.8 FT	-0.29% (584M)
				443025.87N		0.21% (360M)
				0260717.46E		-0.29% (690M)
				GUND 115.8 FT		-0.55% (240M)
25	253.91°	3099 x 45	64/R/D/W/T Asphalt	443025.81N	THR 282.0 FT	-0.11% (1087M)
				0260717.21E	TDZ 283.1 FT	0.11% (1087M)
				442958.02N		0.55% (240M)
				0260502.68E		0.29% (690M)
				GUND 115.4 FT		-0.21% (360M)
-0.06% (138M)						
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of ARST system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	260 x 250	3219 x 300	240 x 300	NIL	YES	RWY turn pad Location: THR 25 Surface: Asphalt Dimensions: 67 x 190 M Strength: 64/R/D/W/T
NIL	NIL	3219 x 300	240 x 300	NIL	YES	NIL

LRBS AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	3099	3359	3099	2961	THR 07 displaced 138M
25	3099	3099	3099	3093	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	6
25 "TWY D"	1664	1664	1664	NIL

LRBS AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY	RWY edge LGT LEN, spacing, colour, INTST	RWY	SWY LGT LEN(M) colour	Remarks
					Centre Line		End		
					LGT Length, spacing, colour, INTST		LGT colour		
1	2	3	4	5	6	7	8	9	10
07	ALS-II 900 M	Green WBAR	PAPI 3° (55 FT)	White 900 M	2060M,15M, White, LIH; 600M, 15M, White/Red, LIH; 300M, 15M, Red, LIH	140M, 60M, Red/Yellow, LIH 2360M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL
25	ALS-II 660 M	Green WBAR	PAPI 3° (48 FT)	White 900 M	2200M, 15M, White, LIH; 600M, 15M, White/Red, LIH; 300M, 15M, Red, LIH	2500M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL

LRBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL 400 M from THR 07, LGT.
3	TWY edge and centre line lighting	TWY green centreline lights (LIL) on TWY D and partial on TWY A, TWY blue edge lights (LIL) installed at around 6m from TWY A and D edge. See following chart AD 2.4-20/20 a.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on the AD, switch-over time less than 1 s.
5	Remarks	NIL

LRBS AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	NIL NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

LRBS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	BĂNEASA CTR 443400N0262442E - 442800N0262330E - 442800N0262000E - 443025N0261400E - 442720N0255830E - 442400N0255000E - 442400N0254740E - 443123N0254558E - 443005N0255635E - 443400N0262442E
2	Vertical limits	SFC to 2 000 FT (600 M) AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Băneasa Tower English, Romanian
5	Transition altitude	4000 FT (1200 M) AMSL
6	Hours of applicability	As ATS
7	Remarks	NIL

LRBS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Băneasa Tower	125.205 120.800 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
TWR	Băneasa Ground	121.500 MHz EMERG 129.950 MHz	NIL	NIL	H24	NIL
APP/SRE	București Approach	119.415 120.600 MHz ALTN	NIL	NIL	H24	NIL
	București Director	127.155 120.600 MHz ALTN	NIL	NIL	HX	At ATC instruction only. For ARR TFC below FL065 and above 2000 FT AMSL
ATIS	Băneasa ATIS	126.125 MHz	NIL	NIL	H24	NIL

LRBS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)	ID	Frequency / Channel	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna / ELEV of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 07 (5°E/2010) ILS CAT II (II.T.3)	IBS	109.500 MHz	H24	443028.5N 0260730.3E	-	NIL	Front course angle 3.8°. Cat. II ICAO
GP 07	-	332.600 MHz	H24	443005.6N 0260519.8E	-	NIL	GP Angle 3°, ILS RDH 56 FT (17 M)
DME 07	IBS	1056.000 MHz CH 32X	H24	443005.9N 0260519.8E	300 FT	NIL	NIL
LOC 25 (5°E/2010) ILS CAT II (II.T.3)	IBN	110.500 MHz	H24	442955.3N 0260449.5E	-	NIL	Front course angle 3.54°.
GP 25	-	329.600 MHz	H24	443026.5N 0260702.6E	-	NIL	GP Angle 3°, ILS RDH 53 FT
DME 25	IBN	1066.000 MHz CH 42X	H24	443026.7N 0260702.4E	300 FT	NIL	NIL
NDB(LO)	BSW	521 KHz	H24	442819.5N 0255707.2E	-	NIL	249°MAG / 5.98 NM from THR 07
NDB(LO)	BSE	256 KHz	H24	443146.7N 0261349.9E	-	NIL	069°MAG / 4.87 NM from THR 25
VOR/DME (5°E/2010)	FLR	112.200 MHz CH 59X	H24	443003.1N 0254229.4E	400 FT	NIL	Coverage 150 NM (assumed)
DVOR/DME (5°E/2010)	OPT	117.100 MHz CH 118X	H24	443532.6N 0263336.6E	300 FT	NIL	Coverage 80 NM (assumed)
DVOR/DME (5°E/2010)	STJ	113.200 MHz CH 79X	H24	445506.8N 0255837.3E	600 FT	NIL	Coverage 80 NM (assumed)
DME	COM	1069.000 MHz CH 45X	H24	441032.9N 0260858.7E	400 FT	NIL	Coverage 100 NM (assumed)
DME	ISA	1129.000 MHz CH 105Y	H24	450709.1N 0263235.2E	2500 FT	NIL	Coverage 100 NM (assumed)
DME	PMT	1118.000 MHz CH 94X	H24	444637.8N 0252308.4E	900 FT	NIL	Coverage 100 NM (assumed)

Note: Due to potential interference, the ILS instrument approach to RWY 07 at BUCUREȘTI / Băneasa - Aurel Vlaicu aerodrome is only approved for aircraft with receivers complying the FM immunity provisions as stated in sections 3.1.4 and 3.3.8 of Annex 10, Vol. I.

LRBS AD 2.20 LOCAL AERODROME REGULATIONS

For aircraft departing/arriving from/at BUCUREȘTI/Băneasa-Aurel Vlaicu aerodrome and transiting CTR Otopeni, check VFR chart AD 2.5-40 for BUCUREȘTI/Henri Coandă aerodrome.

Pentru aeronavele care decolează/aterizează de pe/la aerodromul BUCUREȘTI/Băneasa-Aurel Vlaicu și urmează să tranziteze CTR Otopeni, se va avea în vedere harta VFR AD 2.5-40 de la aerodromul BUCUREȘTI/Henri Coandă.

**1. AIRPORT REGULATIONS / REGLEMENTĂRI DE AEROPORT**

Aircraft are permitted to taxi on the apron only if permanent radio contact with ATC TWR Băneasa can be maintained during the entire taxiing maneuver. If ATC TWR Băneasa informs regarding a follow-me car to guide a taxiing aircraft, 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 ATC TWR Băneasa. Follow-me cars are identifiable by a functioning lighting signals ramp (Follow Me) and yellow omnidirectional light/flashing light. On the aprons aircraft are permitted to taxi only at the indispensable minimum engine thrust. When taxiing into aircraft stands and on twys, aircraft shall generally not stop in curves so as to avoid the further appliance of break-away power

Rularea aeronavelor pe platformă este permisă numai dacă sunt în legătură radio permanentă cu ATC TWR Băneasa pe toată perioada manevrelor de rulare. În situația în care ATC TWR Băneasa informează privind însoțirea cu Follow Me a aeronavei în rulaj, pilotul trebuie să urmeze întocmai semnalele acestuia. În cazul în care pilotul dorește efectuarea manevrelor de rulare cu asistență Follow Me, va solicita acest lucru către ATC TWR Băneasa. Vehiculele Follow Me sunt identificabile prin rampele luminoase de semnalizare (Follow Me) și girofar de culoare galbenă. Rularea aeronavelor pe platformă este permisă numai la un regim de turație al motoarelor care să permită deplasarea aeronavei. La rularea pentru intrarea în pozițiile de staționare și la efectuarea virajelor pe caile de rulare, aeronavele nu vor opri în curbe, pentru a evita turarea suplimentară a motoarelor în vederea punerii în mișcare.

2. STANDARD TAXI ROUTES / RUTELE STANDARD DE RULARE**2.1 ARRIVAL INFORMATION / INFORMAȚII LA SOSIRE**

	Taxiways to be followed / Traseu de urmat	To / Către	Remarks
ARR on/pe RWY 07	TWY D, TAXILANE F, TWY C, TWY G, TAXILANE L	Stand 01-02, 02A, 03-06	
	TWY D, TAXILANE F, TWY C, TWY G	Stand 07-08	
	TWY D, TAXILANE F	Stand 09-13, 09A, 12A	
	TWY D, TAXILANE F, TWY C, TAXILANE B	Stand 14-15, 14A, 15A, 15B, 17-20, 20A	
	TWY D, TAXILANE F	Stand 16	
	TWY D, TAXILANE F, TWY C	Stand 21	
	TWY D, TAXILANE F, TWY C, TWY G	Stand 22-23	
	TWY D, TAXILANE F, TWY C, TWY G, TAXILANE E	Stand 24-28	
	TWY D; TWY S	Flight School Apron	
ARR on/pe RWY 25	TWY A, TWY C, TWY G TAXILANE L	Stand 01-02, 02A, 03-06	
	TWY A, TWY C, TWY G	Stand 07-08	
	TWY A, TAXILANE F	Stand 09-13, 09A, 12A	
	TWY A, TWY C, TAXILANE B	Stand 14-15, 14A, 15A, 15B, 17-20, 20A	
	TWYA A, TAXILANE F	Stand 16	
	TWY A, TWY C	Stand 21	
	TWY A, TWY C, TWY G	Stand 22-23	
	TWY A, TWY C, TWY G, TAXILANE E	Stand 24-28	
	TWY A, TAXILANE F, TWY D, TWY S	Flight School Apron	

TAXILANE = 'Aircraft stand taxilane / cale de rulare de acces la pozițiile de staționare

2.2 DEPARTURE INFORMATION / INFORMAȚII LA PLECARE

	To / catre	Taxiways to be followed / Traseu de urmat	Remarks
DEP on/pe RWY 07	Stand 01-02, 02A, 03-07	TAXILANE L, TWY G, TWY C, TWY A	
	Stand 08	TWY C, TWY A	
	Stand 09-15, 14A, 15A, 15B, 17-20, 20A, 20B	TAXILANE B, TWY C, TWY A	
	Stand 09A	TWY C, TWY A	
	Stand 12A	TAXILANE F, TWY A	
	Stand 16	TAXILANE B, TWY C, TWY A	
	Stand 21-23	TWY G, TWY C, TWY A	
	Stand 24-28	TAXILANE E, TWY G, TWY C, TWY A	
	Flight School Apron	TWY S, TWY D, TAXILANE F, TWY A	
DEP on/pe RWY 25	Stand 01-02, 02A, 03-07	TAXILANE L, TWY G, TWY C, TAXILANE F, TWY D	
	Stand 08	TWY C, TAXILANE F, TWY D	
	Stand 09-15, 14A, 15A, 15B, 17-20, 20A, 20B	TAXILANE B, TWY C, TAXILANE F, TWY D	
	Stand 09A	TWY C, TAXILANE F, TWY D	
	Stand 12A	TWY F, TAXILANE F, TWY D	
	Stand 16	TAXILANE B, TWY C, TAXILANE F, TWY D	
	Stand 21-23	TWY G, TWY C, TAXILANE F, TWY D	
	Stand 24-28	TAXILANE E, TWY G, TWY C, TAXILANE F, TWY D	
	Flight School Apron	TWY S, TWY D	

TAXILANE = 'Aircraft stand taxilane / cale de rulare de acces la pozițiile de staționare

3. PROCEDURES FOR DEPARTING AIRCRAFT / PROCEDURI PENTRU AERONAVE CARE PLEACĂ

Ground control service (start-up, push-back and taxi instructions) is provided by Băneasa Ground 129.950. Pilots shall only ask for start-up and push-back permission after obtaining confirmation from handling agent that is ready for the manoeuvre and at his signals. The anti-collision light must be switched on just prior to push-back.

Serviciul de control Ground (pornirea motoarelor, împingerea înapoi și instrucțiunile de rulaj) este asigurat de Băneasa Ground 129.950. Pilotii vor solicita aprobarea de pornire a motoarelor și împingerea înapoi numai după ce vor obține confirmarea de la agentul handling că este pregătit pentru manevră și la semnalele acestuia. Luminile anti-coliziune trebuie aprinse imediat înaintea împingerii înapoi.

4. SCHOOL AND TRAINING FLIGHTS - TECHNICAL TEST FLIGHTS - USE OF RUNWAYS / ZBORURI ȘCOALĂ ȘI ANTRENAMENT - ZBORURI TEHNICE - FOLOSIREA PISTELOR

Touch & go school and/or training flights are permitted only based on a flight plan specifying this procedure.

Touch & go school or training flights and those that do not involve parking on the LRBS apron can be made only after receiving a confirmation from the airport regarding the payment or paying the value of the services in advance, in accordance with GEN 4.1-6

Zborurile școală și/sau antrenament de tip touch&go sunt permise numai în baza unui plan de zbor în care este specificată această procedură.

Zborurile școală și/sau antrenament de tip touch & go și/sau care nu implică staționarea pe platforma LRBS pot fi efectuate numai după confirmarea din partea aeroportului de asumare a plății sau efectuarea plății contravalorii serviciilor în prealabil, în condițiile GEN 4.1-6

5. HELICOPTER TRAFFIC – LIMITATIONS / TRAFICUL ELICOPTERELOR – LIMITĂRI

Air taxing can be performed on TWY D, TWY A, TWY F, TWY S. On TWY B, TWY C, TWY H only ground taxing is permitted

Rulajul aerian se poate efectua pe TWY D, TWY A, TWY F, TWY S. Pe TWY B, TWY C, TWY H se poate efectua numai rulaj terestru.

LRBS AD 2.21 NOISE ABATEMENT PROCEDURES

In order to ensure noise abatement, the following rules and operating procedures shall be applied:

1. General rules

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

1.2. Engine tests on apron stands is permitted only on idle. Engine tests in excess of idle must be conducted outside the apron.

2. Night-time restrictions applicable between 2200-0600 LT

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

2.2. Pilots will avoid the use of auxiliary engines or auxiliary power unit (APU).

2.3. The following operations are not permitted:
a. technical or training flights (~~except MTOW < 5700 Kg~~);

b. Ground testing in excess of idle is forbidden.

c. The APU is permitted functioning maximum 15 minutes after BLOCK ON TIME and may be started over 30 minutes before STD To minimize disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2200 and 0600 (local time).

2.4. The landing charges on BUCUREȘTI/Băneasa - Aurel Vlaicu are established in accordance with the MTOW of the aircraft and the applicable ICAO Annex 16 provisions, as specified in AIP ROMANIA GEN 4.1-6.

Următoarele reguli și proceduri de operare trebuie aplicate pentru reducerea zgomotului:

1. Reguli generale

1.1. Fiecare operator aerian care utilizează aeroportul trebuie să asigure permanent operarea aeronavei astfel încât să producă perturbații cât mai reduse în zonele învecinate aeroportului.

1.2. Testarea la sol a motoarelor la stand este permisă numai la turația de ralanti. Testarea motoarelor la o turație mai mare de ralanti se va efectua în afara standurilor.

2. Restricții de noapte aplicabile între 2200-0600 LT

2.1. Reversoarele de jet, cu excepția turației idle, vor fi utilizate numai pentru considerente de siguranță.

2.2. Piloții vor evita utilizarea motoarelor auxiliare sau APU.

2.3. Următoarele operațiuni nu sunt permise:

a. Zboruri tehnice sau de școală (~~cu excepția aeronavelor cu MTOW < 5700 kg~~);

b. Testarea la sol a motoarelor la o turație mai mare de ralanti.

c. APU poate fi menținut în funcțiune maxim 15 minute după BLOCK ON TIME și poate fi pornit cu maximum 30 minute înainte de STD. Pentru a reduce disconfortul în zonele adiacente aeroportului, Comandanții sunt rugați să evite folosirea inversorului de jet, după aterizare, în consens cu exploatarea în siguranță a aeronavei, în special între 2200 și 0600 (ora locală).

2.4. Tarifele de aterizare pe BUCUREȘTI/Băneasa - Aurel Vlaicu sunt stabilite în concordanță cu MTOW și prevederile aplicabile din Anexa 16 ICAO, așa cum este specificat în AIP secțiunea GEN 4.1-6.

LRBS AD 2.22 FLIGHT PROCEDURES
1. LOW VISIBILITY PROCEDURES (LVP)**1.1 Description of facilities**

1.1.1 Runway 07 is equipped with ILS and is approved for CAT II operations only with RVR greater than 350m. Runways 07/25 are approved for LVTO, only with RVR greater than 350m.

1.2 Criteria for the initiation and termination of LVP**1.2.1 Approach and landing**

a) The preparation phase will be implemented when RVR is 800 m or visibility falls below 1500m or ceiling/vertical visibility is 500ft (150m.)

b) The operations phase will be commenced when the RVR falls below 550 m (visibility falls below 800m) or ceiling/vertical visibility is below 200ft (60m).

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

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

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

1.3 Details of runway exits

1.3.1 Runway exits are equipped with green / yellow coded taxiway centerline lights. After landing on RWY 07, BSA TWR shall instruct the pilot to vacate the RWY via TWY A or TWY D.

1.4 Any ground movement restrictions

During LVP, taxiing is normally restricted to one aircraft movement at a time and Operation of vehicles, except Follow me car, on the manoeuvring area is not permitted during a/c taxiing.

1.5 Description of LVP**CAT II Approach and Landing**

a) Pilots will be informed by ATIS or RTF when LVP are in operation;

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

c) ATC will provide suitable spacing between aircraft on final approach to achieve this objective.

1.6 Other information

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

1.1 Descrierea facilităților

1.1.1 Pista 07 este echipată cu ILS și este autorizată pentru desfășurarea operațiunilor CAT II numai cu RVR peste 350 m. Pistele 07/25 sunt autorizate pentru LVTO, numai cu RVR peste 350m.

1.2 Criterii pentru inițierea și terminarea LVP**1.2.1 Apropierea și aterizarea**

a) Faza de pregătire va fi implementată atunci când RVR este 800 m, vizibilitatea scade sub 1500m sau plafonul/vizibilitatea verticală este de 500ft (150 m).

b) Faza operațională va fi declanșată atunci când valoarea RVR scade sub 550 m (vizibilitatea orizontală scade sub 800m) sau plafonul/vizibilitatea verticală este sub 200ft (60 m)

c) Procedurile în condiții de vizibilitate redusă vor fi încheiate atunci când valoarea RVR este mai mare de 800 m (vizibilitatea orizontală este mai mare de 1500 m) și plafonul/vizibilitatea verticală este mai mare de 300 ft.

1.2.2 Piloții vor fi informați prin ATIS sau RTF atunci când procedurile LVP sunt operaționale.

1.2.3 Operarea în condiții simulate de vizibilitate redusă poate fi solicitată de pilot cu minimum 30 min înainte de ora estimată de decolare/aterizare.

1.3 Detalii privind eliberarea pistei

1.3.1 Racordurile pistei cu căile de rulare sunt echipate cu lumini axiale codificate verde/galben. După aterizare pe pista 07, BSA TWR va da instrucțiuni pilotului să degajeze pista prin TWY A sau TWY D.

1.4 Restricții privind mișcarea la sol

În timpul LVP, rularea pe suprafața de manevră este restricționată la o singură aeronavă și operarea vehiculelor cu excepția Follow me, pe suprafața de manevră nu este permisă simultan cu rulajul aeronavelor.

1.5 Descrierea procedurilor în condiții de vizibilitate redusă**Apropierea și aterizarea CAT II**

a) Piloții vor fi informați prin ATIS sau RTF atunci când procedurile LVP sunt operaționale;

b) Zona sensibilă ILS va fi protejată atunci când o aeronavă care aterizează se află la 4NM de punctul de contact.

c) CTA va asigura eșalonarea corespunzătoare între aeronavele aflate pe apropierea finală în vederea îndeplinirii acestui obiectiv.

1.6 Alte informații

Atunci când mijloacele vizuale disponibile nu asigură suficiente informații pentru rulare, piloții pot solicita asistență Follow Me.



2. CLOSE-IN OBSTACLES

Nr. crt	Type	Latitude	Longitude	Elevation (FT)	Remarks
1	Pilar	443033.451N	0260729.566E	303	Departure RWY 07
2	Pilar	443049.420N	0260809.020E	383	Departure RWY 07
3	Antenna	443050.540N	0260809.100E	385	Departure RWY 07
4	Pilar	443048.700N	0260814.500E	387	Departure RWY 07
5	Bilding	443034.760N	0260826.680E	428	Departure RWY 07

3. BUCUREȘTI DIRECTOR SECTOR

3.1 Sector Limits

BUCUREȘTI DIRECTOR (EAST or WEST) activates depending on the runway(s) in use (see section ENR 2.1-5).
Vertical limits: 2000 FT AMSL - FL065.

3.1 Limite sector

Sectorul BUCUREȘTI DIRECTOR (EAST sau WEST) se activează în funcție de pista/pistele în serviciu (vezi secțiunea ENR 2.1-5).

Limite verticale: 2000 FT AMSL - FL065.

3.2 Activation/deactivation

BUCUREȘTI DIRECTOR Sector will be activated at the initiative of the APP Bucharest Team Supervisor when the traffic forecast requires

3.2 Activarea/dezactivarea

Sectorul BUCUREȘTI DIRECTOR va fi deschis la inițiativa Supravizorului de echipă APP București în cazul în care prognoza de trafic o impune.

4. VFR points and routes / Puncte și rute VFR

VFR flights crossing the runway direction should be conducted along the following VFR routes:

VFR Route 1: ROTBI-KAJNA, MAX ALT 1500 FT

VFR Route 2: UNUSU-MORAX, MAX ALT 1500 FT

VFR Route 3 (only for State aircraft and special operations aircraft - search and rescue, SMURD): RIRUX-PATWA, MAX ALT 1500 FT

List of VFR navigation points:

TRESTIENI 44°29'50"N 025°45'30"E (South Trestieni)

OGREZENI 44°24'44"N 025°47'30"E (West Arges river, East OGREZENI)

GRĂDINARI 44°24'01"N 025°50'04"E (East Grădinari, North forest)

KAJNA 44°27'15"N 025°57'30"E (West Chiajna, South railway bridge)

PATWA 44°28'40"N 026°04'22"E (roundabout Press House)

MORAX 44°30'21"N 026°14'22"E (North-West Moara Domnească)

BRANESTI 44°28'39"N 026°20'10"E (North Brănești; forest limit)

ISLAZU 44°27'56"N 026°23'30"E (North Islaz, junction of old road to Constanța with road to North)

COJEȘTI 44°30'30"N 026°24'30"E (North Cojești, on river)

ROTBI 44°30'05"N 025°56'35"E

UNUSU 44°32'11"N 026°14'45"E

RIRUX 44°32'02"N 026°04'06"E

Se recomandă ca zborurile VFR ce traversează direcția pistei să fie efectuate pe următoarele rute VFR:

Ruta VFR 1: ROTBI-KAJNA, MAX ALT 1500 FT

Ruta VFR 2: UNUSU-MORAX, MAX ALT 1500 FT

Ruta VFR 3 (doar aeronave de stat și aeronave operațiuni speciale - căutare și salvare, SMURD): RIRUX-PATWA, MAX ALT 1500 FT

Lista punctelor VFR:

TRESTIENI 44°29'50"N 025°45'30"E (sud Trestieni)

OGREZENI 44°24'44"N 025°47'30"E (vest râu Argeș, est OGREZENI)

GRĂDINARI 44°24'01"N 025°50'04"E (est Grădinari, colț nord pădure)

KAJNA 44°27'15"N 025°57'30"E (vest Chiajna, sud pod cale ferată)

PATWA 44°28'40"N 026°04'22"E (rond Casa Presei)

MORAX 44°30'21"N 026°14'22"E (nord-vest Moara Domnească)

BRANESTI 44°28'39"N 026°20'10"E (nord Brănești; liziera pădurii)

ISLAZU 44°27'56"N 026°23'30"E (nord Islaz, intersecție șoseaua veche Constanța cu drumul spre nord)

COJEȘTI 44°30'30"N 026°24'30"E (nord Cojești, pe firul apei)

ROTBI 44°30'05"N 025°56'35"E

UNUSU 44°32'11"N 026°14'45"E

RIRUX 44°32'02"N 026°04'06"E

Note: the VFR routes are extended into Otopeni CTR as follows:

VFR 1: KAJNA - ROTBI - SORUR

VFR 2: MORAX - UNUSU - GOTOB

VFR 3: PATWA - RIRUX - OGUPI.

Notă: rutele VFR se prelungesc în CTR Otopeni astfel:

VFR 1: KAJNA - ROTBI - SORUR

VFR 2: MORAX - UNUSU - GOTOB

VFR 3: PATWA - RIRUX - OGUPI.

**LRBS AD 2.23 ADDITIONAL INFORMATION**

Bird flocks are flying within airport area during the whole year, but culminate between March to May and September to November.

Usually their flight is crossing runway, heading from North to South and vice versa. Mainly, their flight path is over the threshold and middle of the runway at an altitude of 500 m (1640 ft) AGL.

Caution advised when taking-off and landing.

Stolurile de păsări zboară în zona aeroportului pe tot parcursul anului, dar culminează între Martie - Mai și Septembrie - Noiembrie.

În mod obișnuit, zborul lor traversează pista, îndreptându-se de la Nord la Sud și invers. În principal, traiectoria lor de zbor este peste pragul și mijlocul pistei, la o altitudine de aproximativ 500 m (1640 ft) AGL.

Se recomandă precauție la decolare și aterizare.

LRBS AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO.....	AD 2.4-20
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Visual Operations Chart - RWY 07/25 Aerodrome traffic circuit - Aircraft categories A and H	AD 2.4-40
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