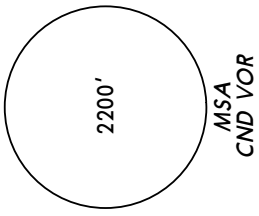
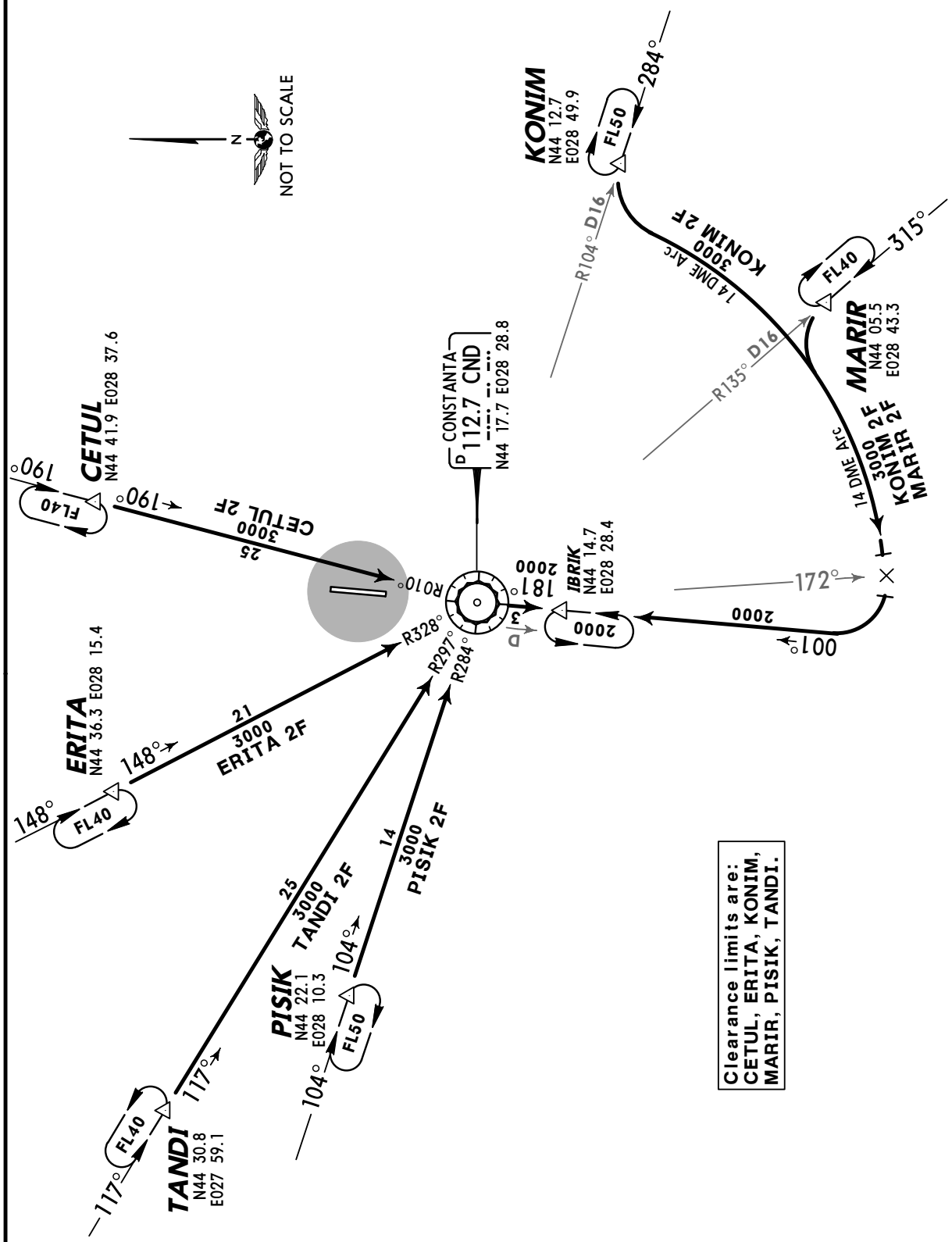


ATIS 118.75	Apt Elev 353'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 3000'
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CETUL 2F [CETU2F], ERITA 2F [ERIT2F]
KONIM 2F [KONI2F], MARIR 2F [MARI2F]
PISIK 2F [PISI2F], TANDI 2F [TAND2F]
RWY 36 ARRIVALS

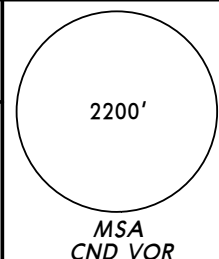
NOT FOR OPERATIONAL USE



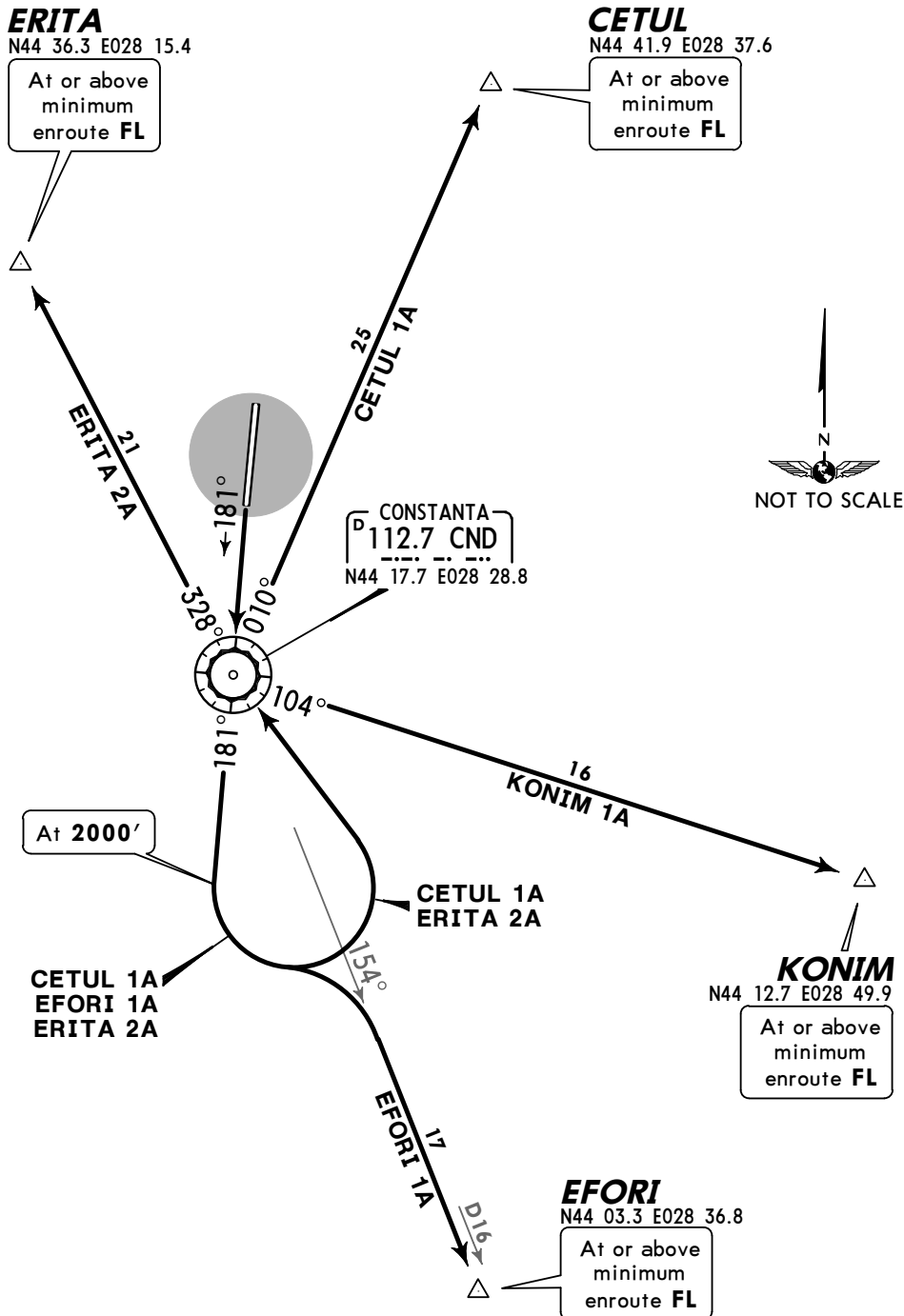
Clearance limits are:
CETUL, ERITA, KONIM,
MARIR, PISIK, TANDI.

Apt Elev
353'

Trans level: By ATC Trans alt: 3000'
SIDs are also noise abatement routings. Strict adherence within
the limits of performance criteria is mandatory.



**CETUL 1A [CETU1A], EFORI 1A [EFOR1A]
ERITA 2A [ERIT2A], KONIM 1A [KONI1A]
RWY 18 DEPARTURES**

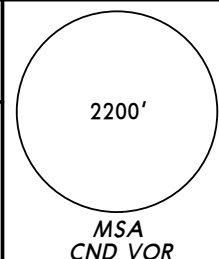


NOT FOR OPERATIONAL USE

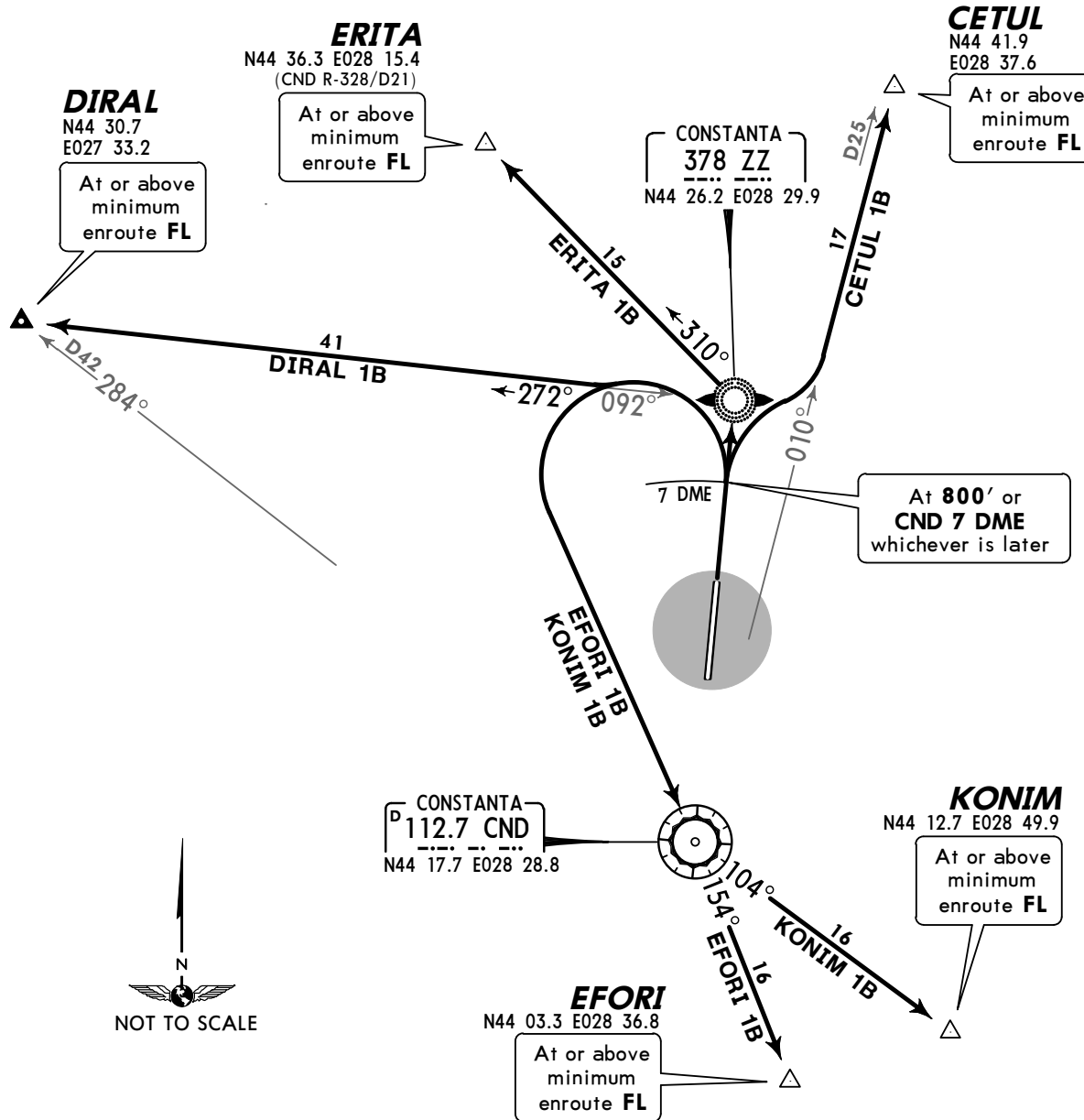
SID	ROUTING
CETUL 1A	Climb straight ahead to 2000' , turn LEFT to CND, CND R-010 to CETUL.
EFORI 1A	Climb straight ahead to 2000' , intercept CND R-154 to EFORI.
ERITA 2A	Climb straight ahead to 2000' , turn LEFT to CND, CND R-328 to ERITA.
KONIM 1A	To CND, turn LEFT, CND R-104 to KONIM.

Apt Elev
353'

Trans level: By ATC Trans alt: 3000'
SIDs are also noise abatement routings. Strict adherence within the limits of performance criteria is mandatory.



**CETUL 1B [CETU1B], DIRAL 1B [DIRA1B]
EFORI 1B [EFOR1B], ERITA 1B [ERIT1B]
KONIM 1B [KONI1B]
RWY 36 DEPARTURES**

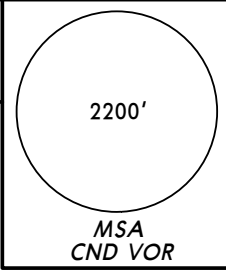


NOT FOR OPERATIONAL USE

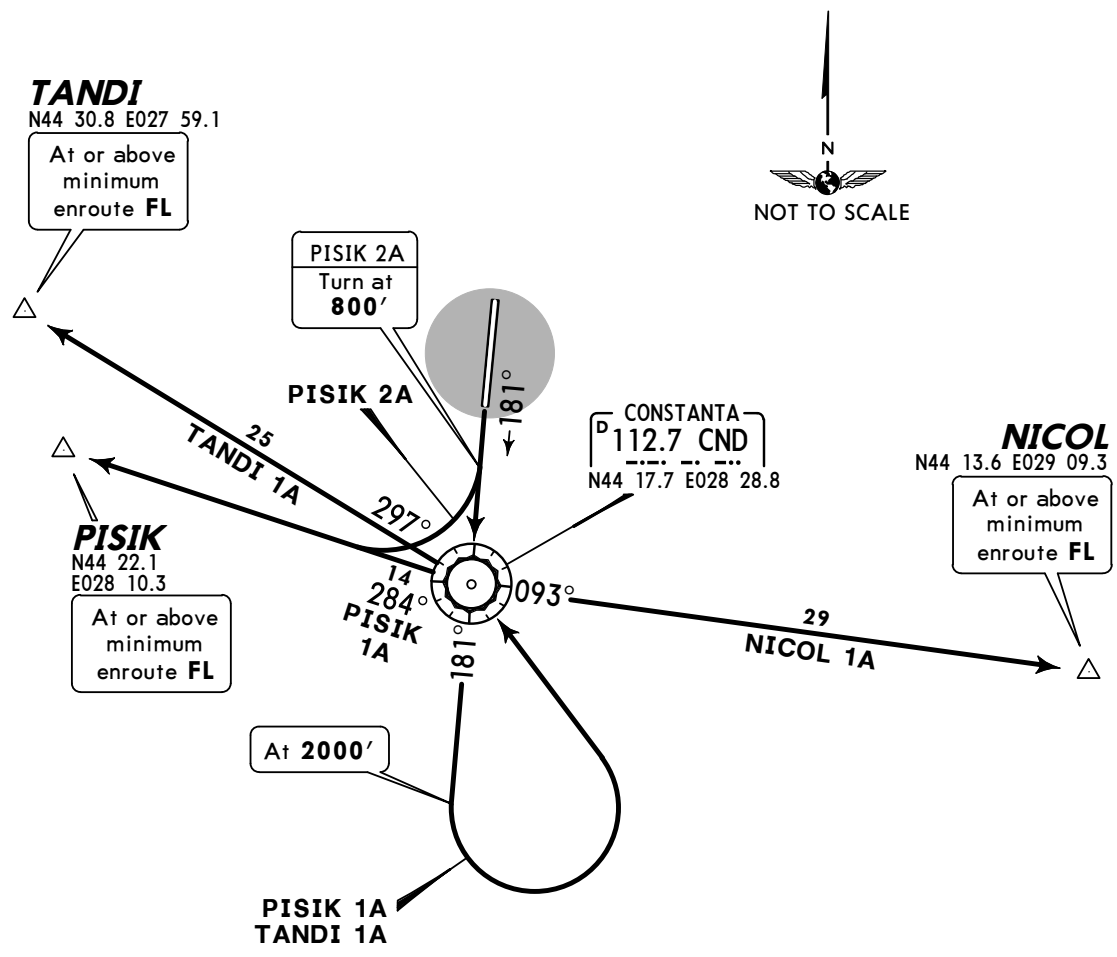
SID	ROUTING
CETUL 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn RIGHT, intercept CND R-010 to CETUL.
DIRAL 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn LEFT, intercept 272° bearing from ZZ to DIRAL.
EFORI 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn LEFT to CND, CND R-154 to EFORI.
ERITA 1B	To ZZ, turn LEFT, 310° bearing to ERITA.
KONIM 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn LEFT to CND, CND R-104 to KONIM.

Apt Elev
353'

Trans level: By ATC Trans alt: 3000'
SIDs are also noise abatement routings. Strict adherence within the limits of performance criteria is mandatory.



**NICOL 1A [NICO1A], PISIK 1A [PISI1A]
PISIK 2A [PISI2A], TANDI 1A [TAND1A]
RWY 18 DEPARTURES**



PISIK 2A

This SID requires a minimum climb gradient of 334' per NM (5.5%).

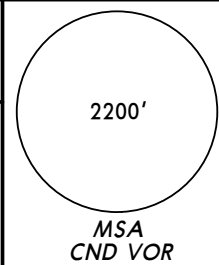
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

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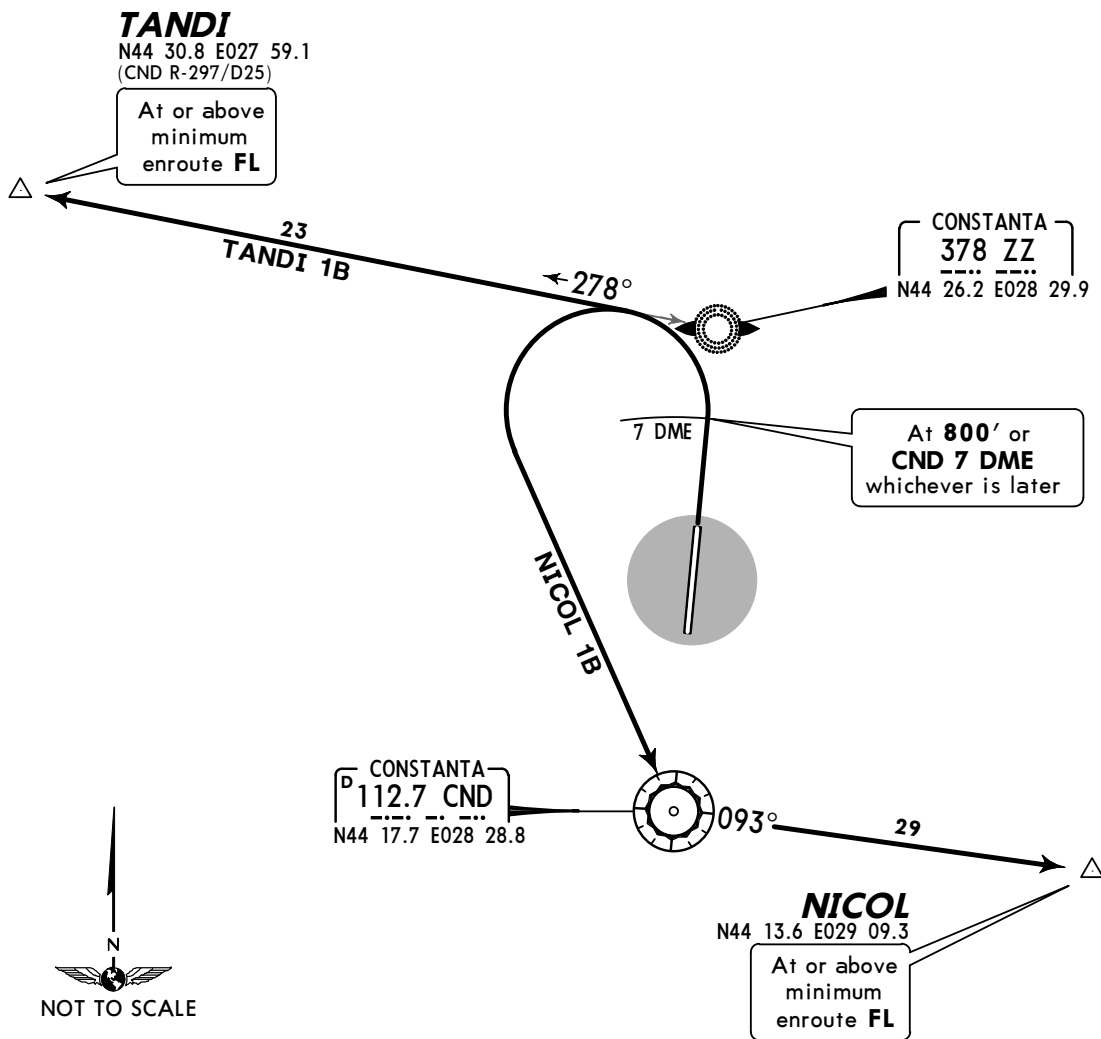
SID	ROUTING
NICOL 1A	To CND, turn LEFT, CND R-093 to NICOL.
PISIK 1A	Climb straight ahead to 2000' , turn LEFT to CND, CND R-284 to PISIK.
PISIK 2A	Climb straight ahead to 800' , turn RIGHT, intercept CND R-284 to PISIK.
TANDI 1A	Climb straight ahead to 2000' , turn LEFT to CND, CND R-297 to TANDI.

Apt Elev
353'

Trans level: By ATC Trans alt: 3000'
SIDs are also noise abatement routings. Strict adherence within the limits of performance criteria is mandatory.



**NICOL 1B [NICO1B]
TANDI 1B [TAND1B]
RWY 36 DEPARTURES**



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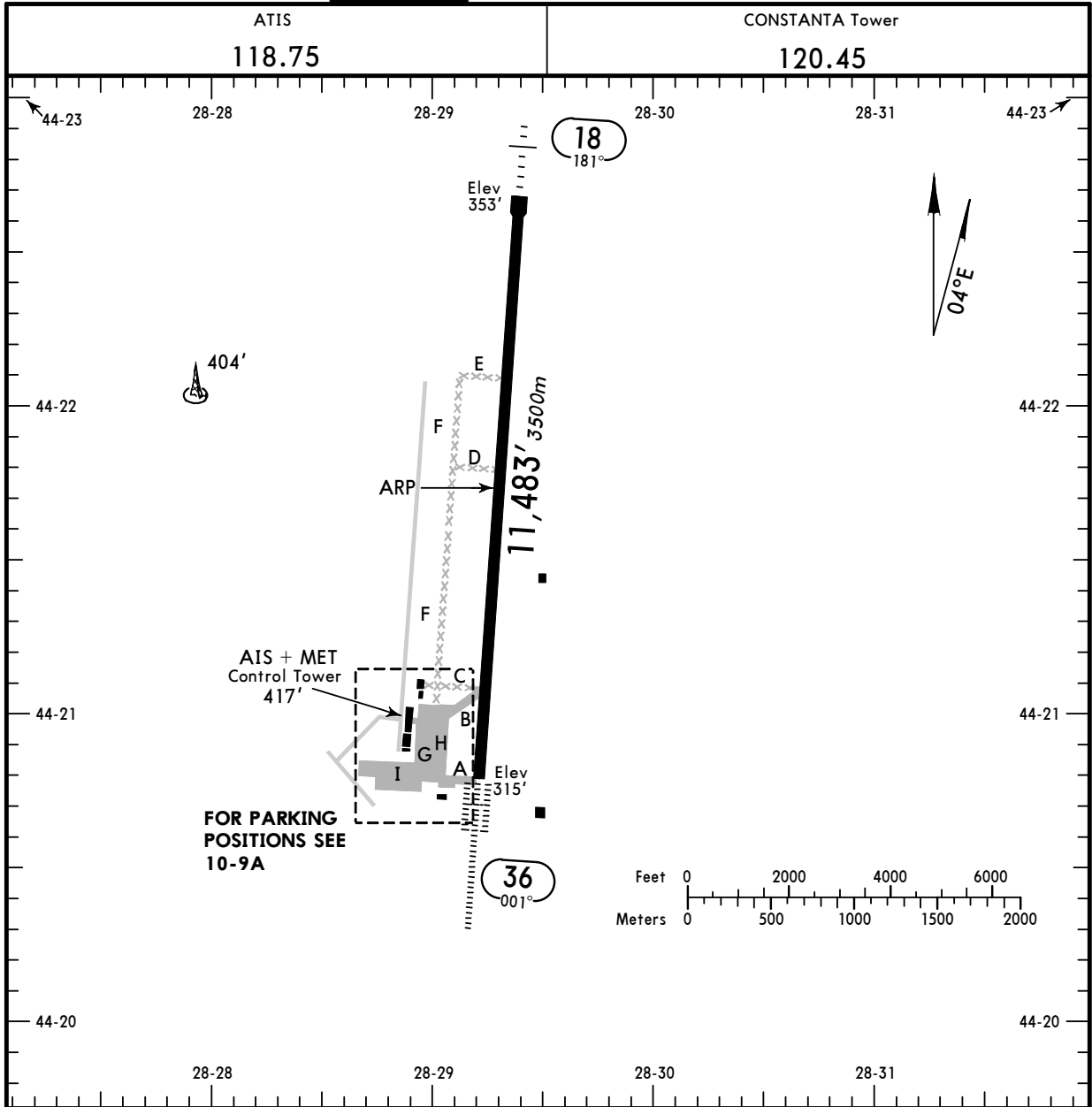
SID	ROUTING
NICOL 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn LEFT to CND, CND R-093 to NICOL.
TANDI 1B	Climb straight ahead to 800' or CND 7 DME, whichever is later, turn LEFT, intercept 278° bearing from ZZ to TANDI.

LRRK/CND
 Apt Elev **353'**
 N44 21.7 E028 29.3

29 FEB 08
 Eff 13 Mar

(10-9)

CONSTANTA, ROMANIA
MIHAIL KOGALNICEANU-CONSTANTA



FOR PARKING POSITIONS SEE 10-9A

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (30m) HIALS TDZ PAPI-L ① RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
18	HIRL (60m) CL (30m) HIALS TDZ PAPI-L ① RVR		10,268' 3130m		148'
36	HIRL (60m) CL (30m) HIALS-II TDZ PAPI-L ② RVR		10,278' 3133m	③	45m

- ① (angle 3.5°)
- ② (angle 2.5°)
- ③ TAKE-OFF RUN AVAILABLE
 RWY 36: From rwy head 11,483' (3500m)
 twy B int 9350' (2850m)

JAR-OPS

TAKE-OFF ①

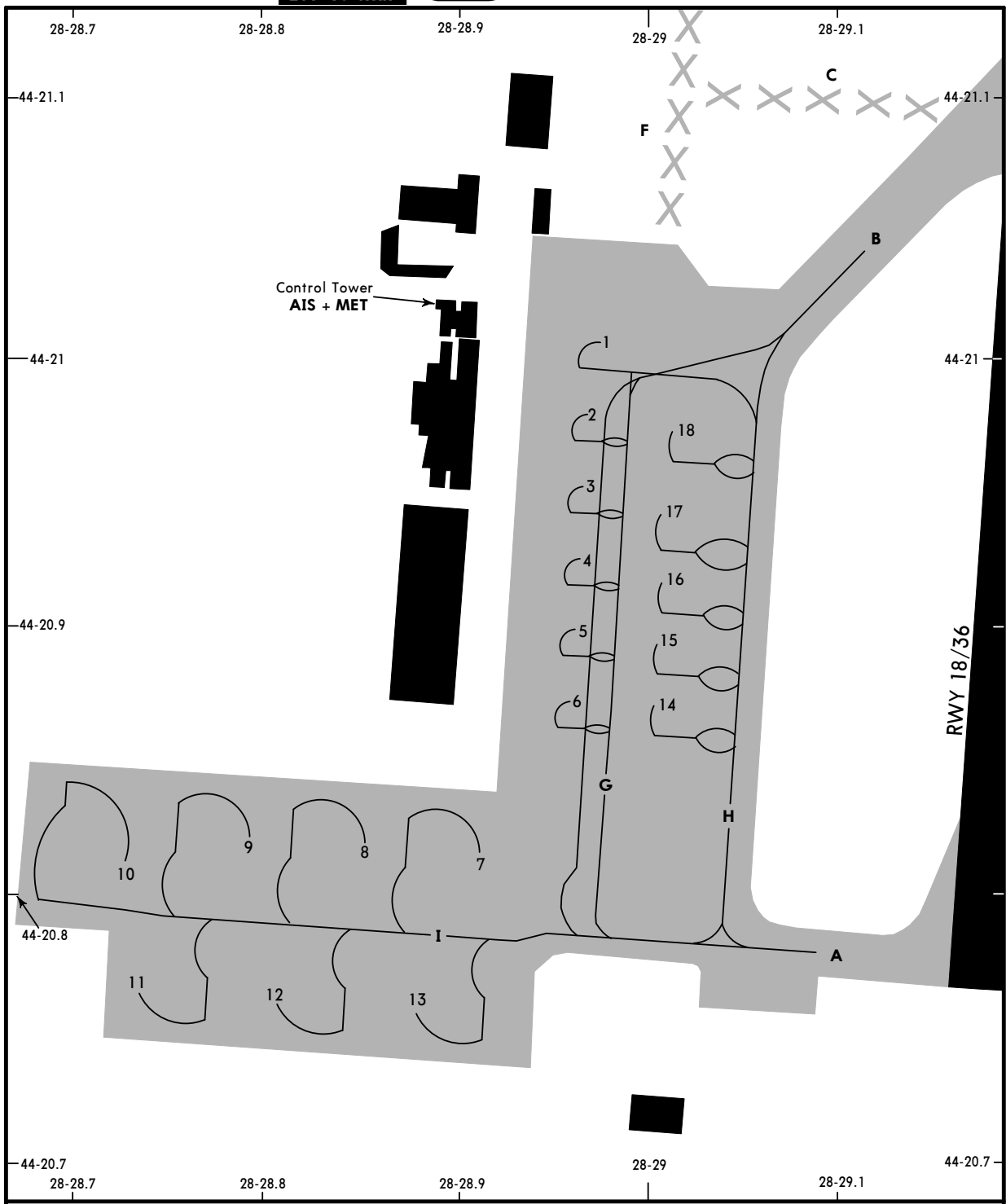
	All Rwys				
	LVP must be in force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	150m	200m	250m	400m	500m
C					
D	200m	250m	300m		

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

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CHANGES: Usable lengths.

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N44 21.0 E028 29.0	12	N44 20.8 E028 28.8
4 thru 6	N44 20.9 E028 29.0	13	N44 20.8 E028 28.9
7, 8	N44 20.8 E028 28.9	14 thru 17	N44 20.9 E028 29.0
9	N44 20.8 E028 28.8	18	N44 21.0 E028 29.0
10, 11	N44 20.8 E028 28.7		

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STANDARD TAXI ROUTES

ARRIVAL INFORMATION

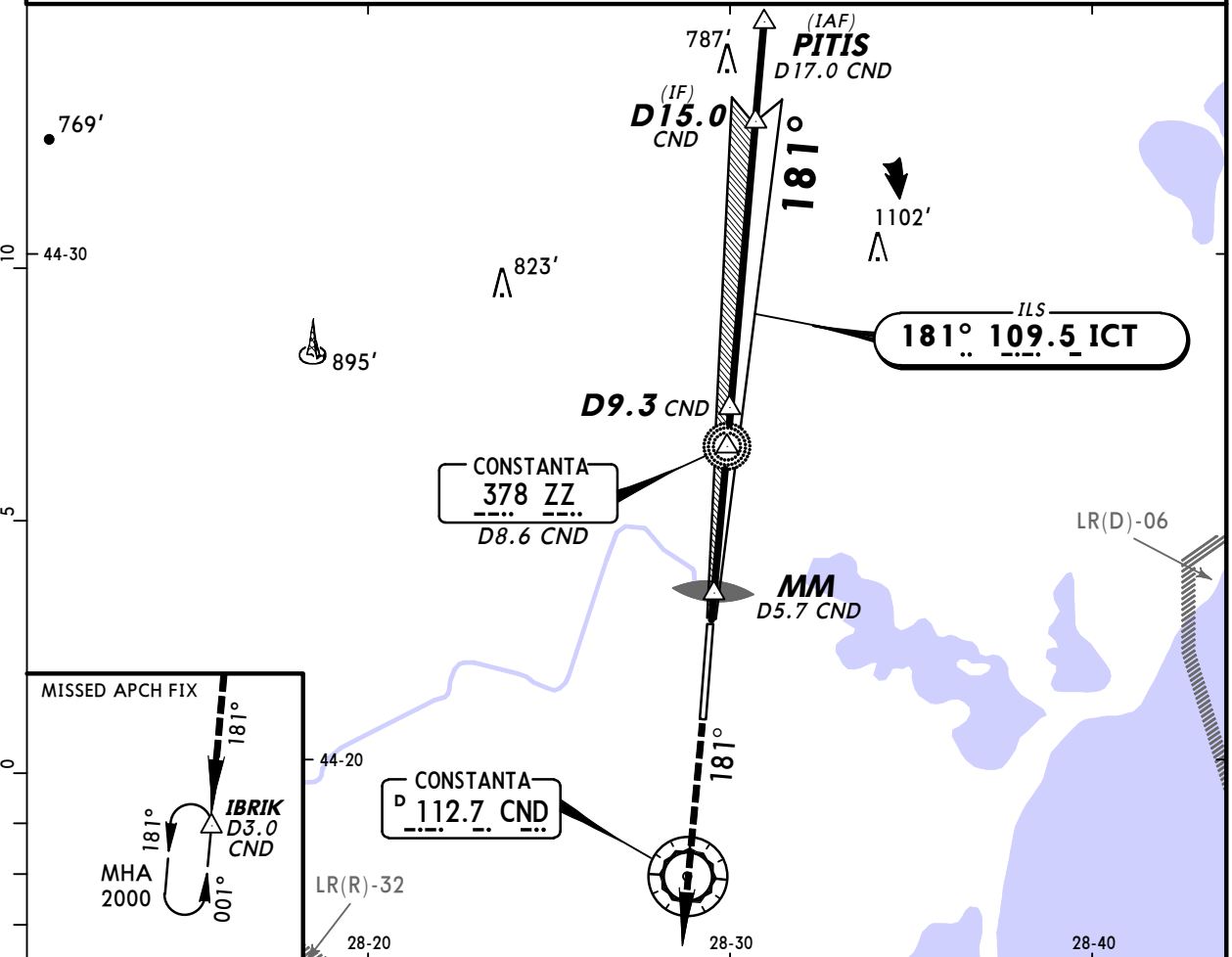
	Standard Taxi Route	Stand No.	Twy to be followed	Remarks
Arrival on Rwy 36 (Turn around in turning bay at THR 18 for acft CAT C an D)	Arrival 36AI	7 - 13	TWY A - TWY I	
	Arrival 36AG	1 - 6	TWY A - TWY G	CAT A & B only
	Arrival 36BG	1 - 6	TWY B - TWY G	CAT A & B only
	Arrival 36BGI	7 - 13	TWY B - TWY G - TWY I	CAT A & B only
	Arrival 36AH	14 - 18	TWY A - TWY H	
	Arrival 36BH	14 - 18	TWY B - TWY H	
	Arrival 36BHI	7 - 13	TWY B - TWY H - TWY I	
Arrival on Rwy 18	Arrival 18AI	7 - 13	TWY A - TWY I	
	Arrival 18AG	1 - 6	TWY A - TWY G	CAT A & B only
	Arrival 18BG	1 - 6	TWY B - TWY G	CAT A & B only
	Arrival 18BGI	7 - 13	TWY B - TWY G - TWY I	CAT A & B only
	Arrival 18AH	14 - 18	TWY A - TWY H	
	Arrival 18BH	14 - 18	TWY B - TWY H	
	Arrival 18BHI	7 - 13	TWY B - TWY H - TWY I	

DEPARTURE INFORMATION

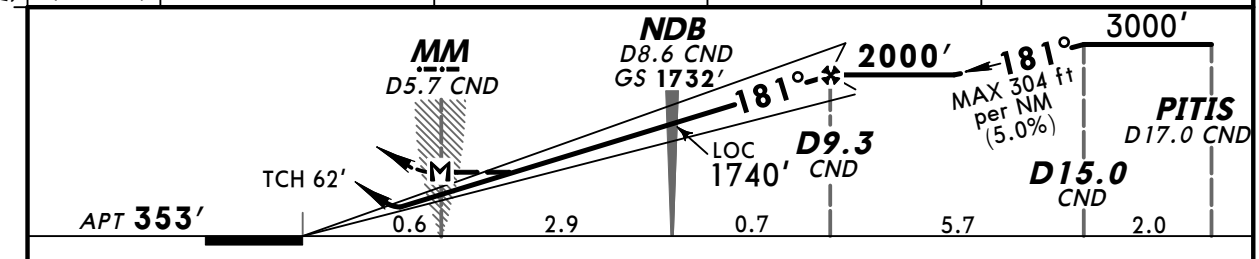
Departure from Stand No.	Instruction given by ATC			Twy to be followed	Remarks	
	Standard Taxi Route	To holding position				
1 - 6	Departure GA	A	Rwy 36	TWY G - TWY A	CAT A & B only	
	Departure GB	B		TWY G - TWY B turn RIGHT taxi to the end of Rwy and line-up THR	CAT A & B only	
7 - 13	Departure IA	A		TWY I - TWY A		
	Departure IHB	B		TWY I - TWY H - TWY B turn RIGHT taxi to the end of Rwy and line-up THR		
	Departure IHB	B		TWY I - TWY G - TWY B turn RIGHT taxi to the end of Rwy and line-up THR	CAT A & B only	
14 - 18	Departure HA	A		TWY H - TWY A		
	Departure HB	B		TWY H - TWY B turn RIGHT taxi to the end of Rwy and line-up THR		
1 - 6	Departure GA	A		Rwy 18	TWY G - TWY A turn LEFT taxi to the end of Rwy and line-up THR	
	Departure GB	B			TWY G - TWY B turn LEFT taxi to the end of Rwy and line-up THR	
7 - 13	Departure IA	A			TWY I - TWY A turn LEFT taxi to the end of Rwy and line-up THR	
	Departure IHB	B			TWY I - TWY H - TWY B turn LEFT taxi to the end of Rwy and line-up THR	
	Departure IGB	B			TWY I - TWY G - TWY B turn LEFT taxi to the end of Rwy and line-up THR	CAT A & B only
14 - 18	Departure HA	A	TWY H - TWY A turn RIGHT taxi to the end of Rwy and line-up THR			
	Departure HB	B	TWY H - TWY B turn RIGHT taxi to the end of Rwy and line-up THR			

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ATIS 118.75		BUCHAREST Radar/Control (APP) 122.9		CONSTANTA Tower 120.45		2200' MSA CND VOR
LOC ICT 109.5	Final Apch Crs 181°	GS NDB 1732' (1379')	ILS DA(H) 553' (200')	Apt Elev 353'		
MISSED APCH: Climb STRAIGHT AHEAD to 2000' and join IBRIK holding or as directed.						
Alt Set: hPa/MB (MM on req)		Apt Elev: 13 hPa		Trans level: By ATC		Trans alt: 3000'



LOC (GS out)	CND DME	6.0	7.0	8.0
	ALTITUDE	790'	1160'	1530'



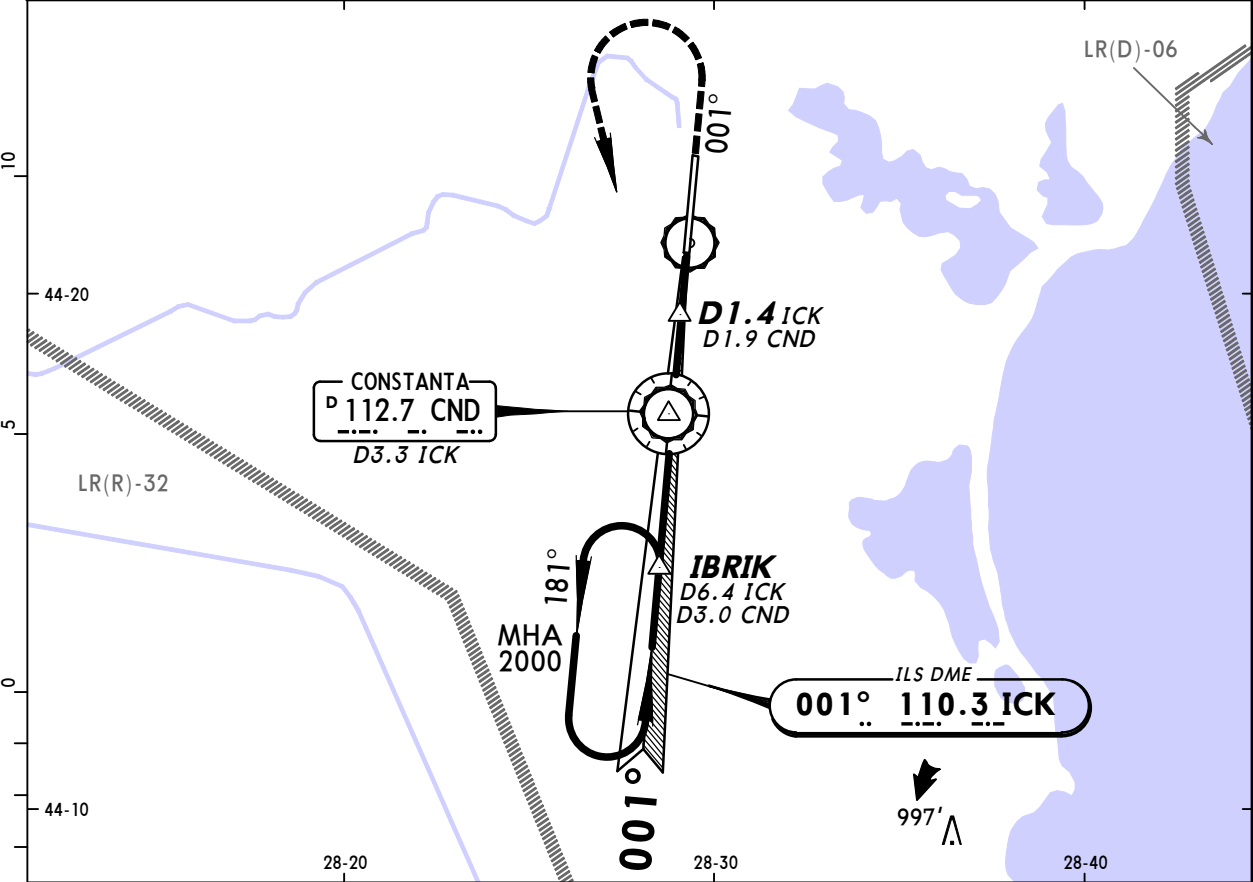
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000'
ILS GS 3.50° or LOC Descent Gradient 6.1%	439	565	628	753	879	1004	
MAP at MM/D5.7 CND							

JAR-OPS				STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized East of airport			
DA(H) 553' (200')		MDA(H) 690' (337')					
FULL		ALS out		ALS out		Max Kts	
A		RVR 1200m		RVR 1500m	100	760' (407')	1500m
B		RVR 1300m		RVR 1800m	135	860' (507')	1600m
C	RVR 700m	RVR 1000m	RVR 1400m	RVR 1800m	180	960' (607')	2400m
D			RVR 1600m	RVR 2000m	205	1060' (707')	3600m

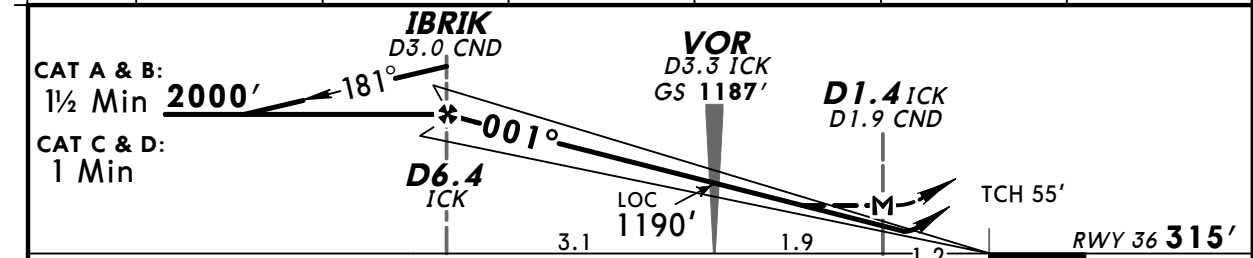
NOT FOR OPERATIONAL USE

ATIS 118.75		BUCHAREST Radar/Control (APP) 122.9		CONSTANTA Tower 120.45		2200'
LOC ICK 110.3	Final Apch Crs 001°	GS VOR 1187' (872')	ILS DA(H) 515' (200')	Apt Elev 353' RWY 315'		
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn LEFT climbing to 2000' to VOR and hold at IBRIK or as directed.						

Alt Set: hPa/MB (MM on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



LOC (GS out)	ICK DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	1900'	1640'	1380'	1110'	880'

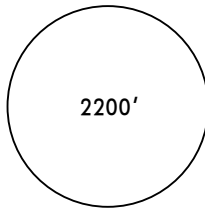


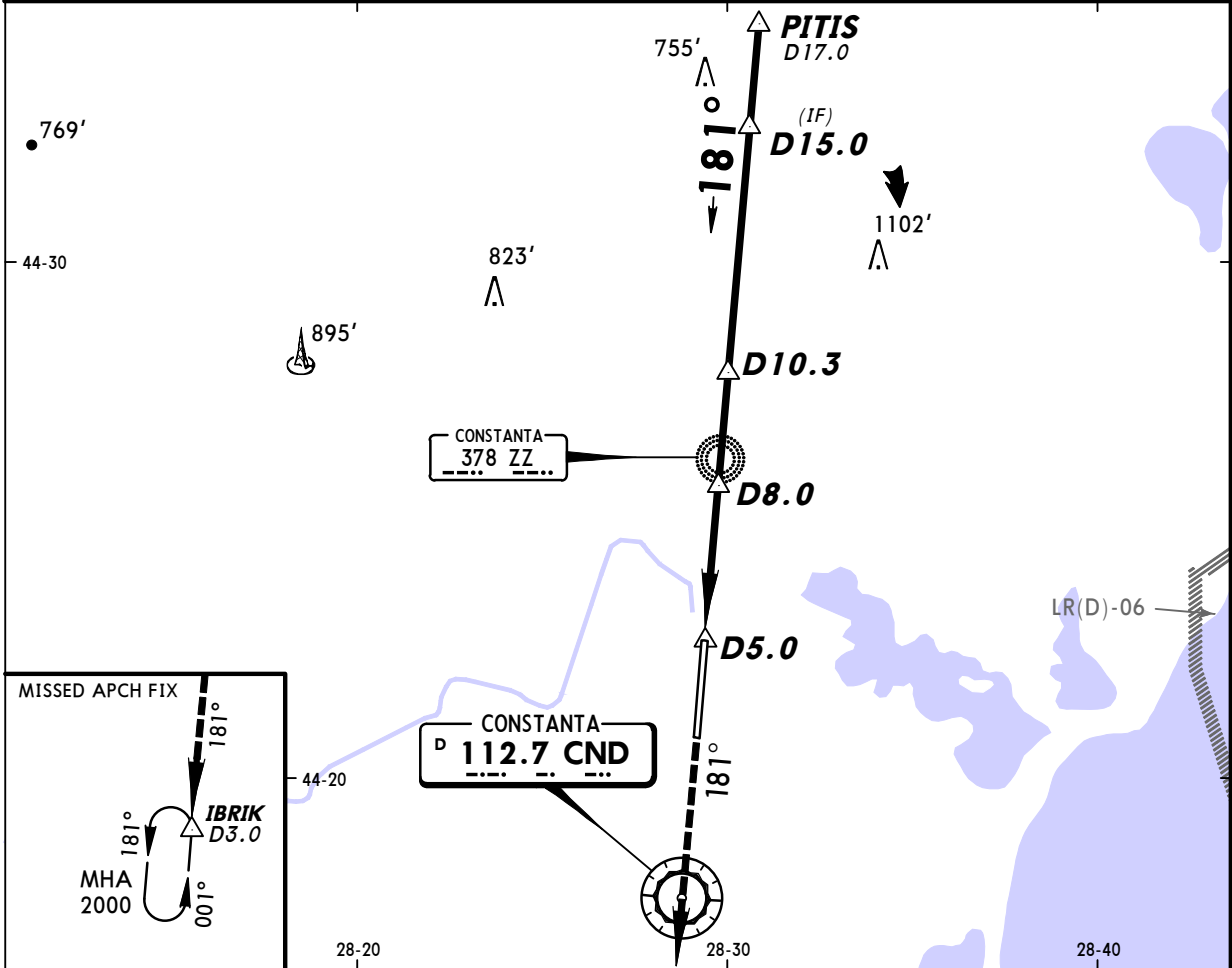
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	800'	2000'	CND 112.7
ILS GS 2.50° or LOC Descent Gradient 4.4%	315	405	450	541	631	721	PAPI	↑	← LT	
MAP at D1.4 ICK/D1.9 CND										

JAR-OPS STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
ILS DA(H) 515' (200')		LOC (GS out) MDA(H) 690' (375')		Not authorized East of airport			
FULL		ALS out		Max Kts	MDA(H)		vis
A			RVR 900m	100	760' (407')		1500m
B			RVR 1500m	135	860' (507')		1600m
C	RVR 550m	RVR 1000m	RVR 1000m	180	960' (607')		2400m
D			RVR 1400m	205	1060' (707')		3600m

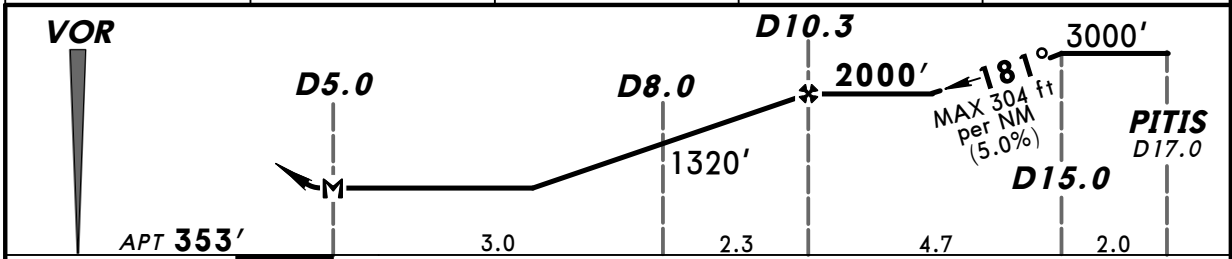
NOT FOR OPERATIONAL USE

BRIEFING STRIP™

ATIS 118.75		BUCHAREST Radar/Control (APP) 122.9		CONSTANTA Tower 120.45		 2200' MSA CND VOR
VOR CND 112.7	Final Apch Crs 181°	Minimum Alt D10.3 2000' (1647')	MDA(H) 740' (387')	Apt Elev 353'		
MISSED APCH: Climb STRAIGHT AHEAD to 2000' and join IBRIK holding or as directed.						
Alt Set: hPa/MB (MM on req)		Apt Elev: 13 hPa		Trans level: By ATC		Trans alt: 3000'



CND DME	7.0	8.0	9.0	10.0
ALTITUDE	1020'	1320'	1620'	1930'



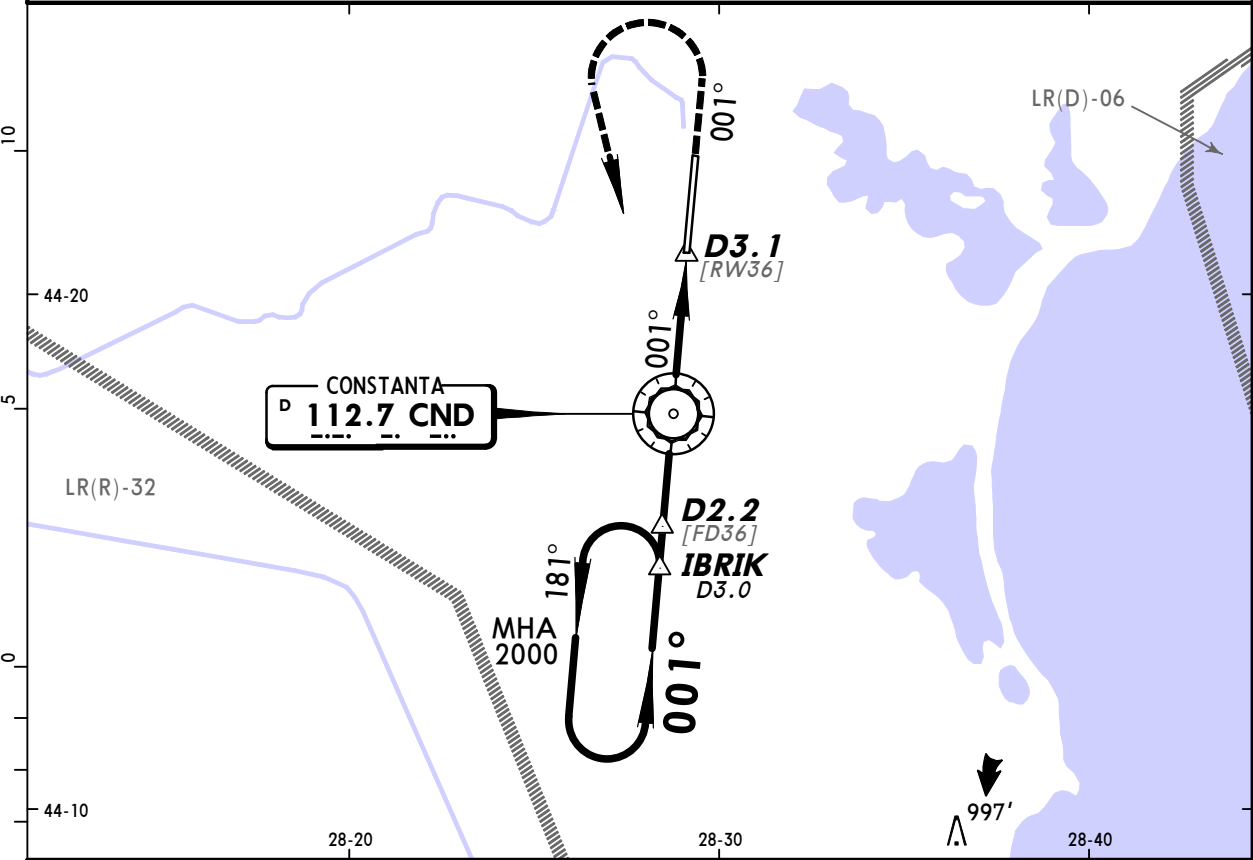
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000'	
Descent Gradient	5.0%	354	456	506	608	709		810
MAP at D5.0								

JAR-OPS STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
MDA(H) 740' (387')			Not authorized East of airport		
		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m		100	760' (407')	1500m
B	RVR 1300m	RVR 1500m	135	860' (507')	1600m
C	RVR 1400m	RVR 1800m	180	960' (607')	2400m
D	RVR 1600m	RVR 2000m	205	1060' (707')	3600m

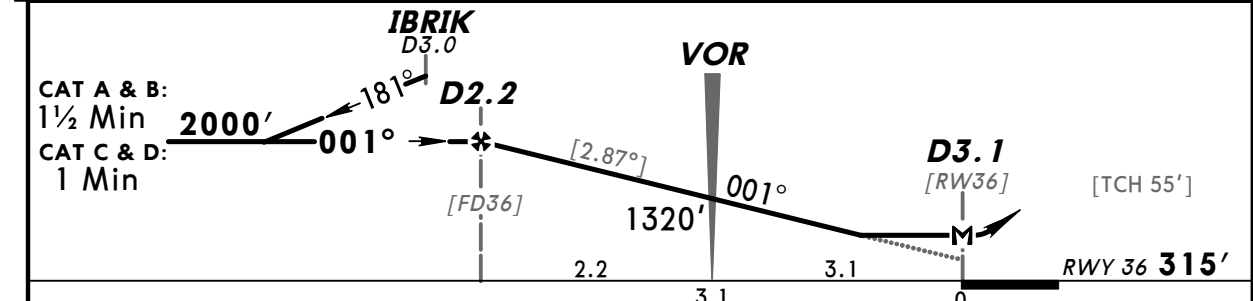
NOT FOR OPERATIONAL USE

PANS OPS 4

ATIS 118.75		BUCHAREST Radar/Control (APP) 122.9		CONSTANTA Tower 120.45		 2200' MSA CND VOR
VOR CND 112.7	Final Apch Crs 001°	Minimum Alt D2.2 2000' (1685')	MDA(H) 690' (375')	Apt Elev 353' RWY 315'		
MISSED APCH: Climb STRAIGHT AHEAD to 800', then turn LEFT climbing to 2000' to VOR and hold at IBRIK or as directed.						
Alt Set: hPa/MB (MM on req)		Rwy Elev: 12 hPa		Trans level: By ATC		Trans alt: 3000'



CND DME	D2.0 BEFORE CND	D1.0 BEFORE CND	0.0	D1.0 AFTER CND	D2.0 AFTER CND
ALTITUDE	1930'	1630'	1320'	1020'	710'



Gnd speed-Kts	70	90	100	120	140	160	 HIALS-II PAPI	800'	2000'	CND 112.7
Descent gradient 5.00% or Descent angle [2.87°]	355	457	508	609	711	812		↑	← LT	
MAP at D3.1										

JAR-OPS STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND		
MDA(H) 690' (375')					Not authorized East of airport		
ALS out					Max Kts	MDA(H)	VIS
A	RVR 900m	RVR 1500m			100	760' (407')	1500m
B	RVR 1000m	RVR 1800m			135	860' (507')	1600m
C	RVR 1400m	RVR 2000m			180	960' (607')	2400m
D	RVR 1400m	RVR 2000m			205	1060' (707')	3600m

NOT FOR OPERATIONAL USE

PANS OPS 4