

BUCHAREST (OTP/LROP)

Elevation 314ft

CATEGORY A

AV brief – not required

GENERAL

- Henri Coanda (formerly Otopeni) airfield is to the N of the city.
- There is no significant terrain in the vicinity.
- It is a joint civil/military airfield.
- Rwy 08R from intersection G is unusually rough.

ARRIVAL

Approach

- Rwy 08R/26L – Early 1000ft RA due to low ILS glideslope angle.
- Rwy 08R/26L ILS glidepaths are 2.7°, which match the PAPIs.

GROUND

- Stand centreline markings reported to be poor. Stand 108 difficult to identify due to lack of signage and obscured marshaller position.

BAV Crew Reports

- *Parked on stand 115. Guidance didn't appear to be on – ATC informed us we needed to get closer. It automatically activates as the aircraft approaches the stand.*

A350 B777

- **B777-200ER** – Rwy 26L threshold turning area is tight for a B777-200ER. Caution is advised. Ensure clearance is maintained to edge of paved surface and request marshalls if required.
- **A350/B777-300ER** – Rwy 08R LDA. The threshold of Rwy 26L turning pan is not large enough for a A350-1000/B777-300ER to backtrack, therefore crew should plan to exit at Twy D. In an emergency the full length of the runway may be used.

ALL

OPERATIONAL INFORMATION

Handling Agent	Menzies Aviation Romania
Handling Agent VHF	131.5
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times (If airport fixed equipment is not available, use mobile GHA equipment for "pre-paid" time ONLY (60mins), then use APU)
If BOTH electrical power and air conditioning is required:	Use at all times (If airport fixed equipment is not available, use APU)