

Publication Date: 06 FEB 2025

Effective Date: 20 MAR 2025

**AIRAC
AIP AMDT**

**03
20 MAR 2025**

AIRAC AIP AMENDMENT 03/25

I. Content

- ENR - usage restriction for DME LGJ
- AD - LRAR - NDB ARD withdrawn.
- LRTM - NDB D withdrawn.
- LRTR - NDB TA withdrawn.
- LRBV - new Low Visibility Procedures.

II. Insert the following new pages and/or charts:

- GEN 0.3-1 20 MAR 2025
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Destroy the following pages and/or charts:

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- GEN 2.5-1 23 JAN 2025
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- GEN 4.2-9 01 JAN 2025

II.	Insert the following new pages and/or charts:		Destroy the following pages and/or charts:	
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	AD 2.29-52	20 MAR 2025	AD 2.29-52	20 FEB 2025

III. Amend RECORD OF AIP AMDT (GEN 0.2) accordingly.

IV. Information contained in the following NOTAM is incorporated in AIRAC AIP AMDT 03/25:
A0406/25, A0408/25, A0409/25, A0411/25.

END

GEN 0.3 RECORD OF AIP SUPPLEMENTS

No/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
1	2	3	4	5
AIRAC 02/18	BUCUREȘTI/Henri Coandă Airport, SID/STAR suspended.	AD 2.5	from: 16 AUG 2018 to: announced by NOTAM or SUP	
AIRAC 01/23	SATU MARE / Satu Mare Airport Local Aerodrome Regulations	AD 2.20	from: 23 FEB 2023 to: announced by NOTAM or SUP	
01/23	BAIA MARE / Maramureș Airport, rescue and fire fighting services	AD 2.3	from: 23 MAR 2023 to: 19 MAR 2025	AIP SUP 03/25
AIRAC 04/23	SATU MARE / Satu Mare, Aircraft Parking/Docking Chart - ICAO temporarily suspended.	AD 2.12	from: 20 APR 2023 to: announced by NOTAM or SUP	
02/23	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, parking charge.	GEN 4.1	from: 05 OCT 2023 to: announced by NOTAM or SUP	
03/23	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, lighting charge.	GEN 4.1	from: 02 NOV 2023 to: announced by NOTAM or SUP	
AIRAC 02/24	BUCUREȘTI FIR - Țândărei Solar wind farm under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 03/24	BUCUREȘTI FIR - Alexandru Odobescu wind farms under construction	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 04/24	BUCUREȘTI FIR - Gurbănești wind farm under construction	ENR 5.4, AD 2.4, AD 2.5	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 05/24	BUCUREȘTI FIR - Hârlău wind farm under construction	ENR 5.4, AD 2.14	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 06/24	BUCUREȘTI FIR - Deleni 1 wind farm and Scobinți wind farm under construction	ENR 5.4, AD 2.10	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 08/24	BUCUREȘTI FIR - Casimcea 1 wind farm and Casimcea 2 wind farm under construction	ENR 5.4, AD 2.8	from: 28 NOV 2024 to: 30 NOV 2026 EST	
AIRAC 09/24	BUCUREȘTI FIR - Cerchezu wind farm under construction	ENR 5.4, ENR 6-2, AD 2.8	from: 26 DEC 2024 to: 30 DEC 2026 EST	
AIRAC 10/24	BUCUREȘTI FIR - Cobadin wind farm and Pietreni wind farm under construction	ENR 5.4, AD 2.8	from: 26 DEC 2024 to: 30 NOV 2026 EST	
AIRAC 01/25	BUCUREȘTI FIR - Rugăria Eolian wind farm under construction	ENR 5.4, ENR 6-2, AD 2.2	from: 23 JAN 2025 to: 31 DEC 2026 EST	
01/25	CLUJ NAPOCA / Avram Iancu Airport, airport development charge.	GEN 4.1	from: 20 FEB 2025 to: 31 DEC 2028	
02/25	IAȘI / Iași Airport, airport development charge.	GEN 4.1	from: 20 FEB 2025 to: 31 DEC 2030	
AIRAC 02/25	BUCUREȘTI FIR - Beidaud Eolian wind farm under construction	ENR 5.4, AD 2.8	from: 20 MAR 2025 to: 31 DEC 2026 EST	
03/25	BAIA MARE / Maramureș Airport, rescue and fire fighting services	AD 2.3	from: 20 MAR 2025 to: 31 DEC 2027 EST	

GEN 0.4 CHECKLIST OF AIP PAGES

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AD 2.13-45a	17 AUG 2017	AD 2.15-25	23 MAY 2019	AD 2.16-36a	18 JUL 2019
AD 2.13-46	30 NOV 2023	AD 2.15-26	23 MAY 2019	AD 2.16-37	20 MAR 2025
AD 2.13-51	20 APR 2023	AD 2.15-29	07 APR 2011	AD 2.16-37a	18 JUL 2019
AD 2.13-51a	08 NOV 2018	AD 2.15-30	20 APR 2023	AD 2.16-45	31 OCT 2024
AD 2.13-92	20 APR 2023	AD 2.15-30a	10 NOV 2016	AD 2.16-51	13 JUL 2023
AD 2.13-92a	10 NOV 2016	AD 2.15-31	20 APR 2023	AD 2.16-51a	18 JUL 2019
AD 2.14-1	15 JUN 2023	AD 2.15-31a	10 NOV 2016	AD 2.16-52	13 JUL 2023
AD 2.14-2	08 AUG 2024	AD 2.15-32	20 APR 2023	AD 2.16-52a	18 JUL 2019
AD 2.14-3	11 AUG 2022	AD 2.15-32a	10 NOV 2016	AD 2.16-53	13 JUL 2023
AD 2.14-4	23 JAN 2025	AD 2.15-34	23 JAN 2025	AD 2.16-53a	25 FEB 2021
AD 2.14-5	23 JAN 2025	AD 2.15-34a	10 NOV 2016	AD 2.16-54	13 JUL 2023
AD 2.14-6	23 JAN 2025	AD 2.15-35	23 JAN 2025	AD 2.16-54a	25 FEB 2021
AD 2.14-7	23 JAN 2025	AD 2.15-35a	10 NOV 2016	AD 2.16-91	13 JUL 2023
AD 2.14-8	23 JAN 2025	AD 2.15-36	23 JAN 2025	AD 2.16-91a	18 JUL 2019
AD 2.14-9	23 JAN 2025	AD 2.15-36a	10 NOV 2016	AD 2.16-92	13 JUL 2023
AD 2.14-10	23 JAN 2025	AD 2.15-37	23 JAN 2025	AD 2.16-92a	18 JUL 2019

Page	Date	Page	Date	Page	Date
AD 2.16-93	13 JUL 2023	AD 2.23-20	31 JAN 2019	AD 2.29-34	20 FEB 2025
AD 2.16-93a	25 FEB 2021	AD 2.23-40	18 APR 2024	AD 2.29-34a	15 JUN 2023
AD 2.16-94	13 JUL 2023	AD 2.23-41	18 APR 2024	AD 2.29-35	20 FEB 2025
AD 2.16-94a	25 FEB 2021	AD 2.24-1	27 FEB 2020	AD 2.29-35a	15 JUN 2023
AD 2.17-1	03 OCT 2024	AD 2.24-2	30 MAR 2017	AD 2.29-52	20 MAR 2025
AD 2.17-2	03 OCT 2024	AD 2.24-3	30 MAR 2017	AD 2.29-52a	15 JUN 2023
AD 2.17-3	03 OCT 2024	AD 2.24-4	18 APR 2024	AD 2.29-76	20 FEB 2025
AD 2.17-4	03 OCT 2024	AD 2.24-20	19 JUL 2018	AD 2.29-76a	15 JUN 2023
AD 2.17-5	03 OCT 2024	AD 2.24-40	18 APR 2024	AD 2.29-76b	13 JUL 2023
AD 2.17-6	03 OCT 2024	AD 2.25-1	16 AUG 2018	AD 2.29-76c	15 JUN 2023
AD 2.17-7	03 OCT 2024	AD 2.25-2	16 AUG 2018	AD 2.29-84	20 FEB 2025
AD 2.17-8	03 OCT 2024	AD 2.25-3	16 AUG 2018	AD 2.29-84a	15 JUN 2023
AD 2.17-9	03 OCT 2024	AD 2.25-4	18 APR 2024	AD 2.30-1	02 NOV 2023
AD 2.17-10	03 OCT 2024	AD 2.25-20	16 AUG 2018	AD 2.30-2	02 NOV 2023
AD 2.17-11	03 OCT 2024	AD 2.25-40	18 APR 2024	AD 2.30-3	02 NOV 2023
AD 2.17-12	28 NOV 2024	AD 2.26-1	25 MAR 2021	AD 2.30-4	02 NOV 2023
AD 2.17-13	28 JAN 2021	AD 2.26-2	16 AUG 2018	AD 2.30-5	02 NOV 2023
AD 2.17-20	03 OCT 2024	AD 2.26-3	11 JUL 2024	AD 2.30-6	02 NOV 2023
AD 2.17-20a	03 OCT 2024	AD 2.26-4	18 APR 2024	AD 2.30-7	02 NOV 2023
AD 2.17-21	03 OCT 2024	AD 2.26-20	11 JUL 2024	AD 2.30-8	08 AUG 2024
AD 2.17-22	03 OCT 2024	AD 2.26-40	18 APR 2024	AD 2.30-20	02 NOV 2023
AD 2.17-25	03 OCT 2024	AD 2.27-1	21 MAY 2020	AD 2.30-40	02 NOV 2023
AD 2.17-26	03 OCT 2024	AD 2.27-2	21 MAY 2020	AD 2.31-1	30 NOV 2023
AD 2.17-51	25 APR 2019	AD 2.27-3	21 MAY 2020	AD 2.31-2	30 NOV 2023
AD 2.17-51a	17 NOV 2011	AD 2.27-4	18 APR 2024	AD 2.31-3	30 NOV 2023
AD 2.17-81	05 DEC 2019	AD 2.27-20	21 MAY 2020	AD 2.31-4	30 NOV 2023
AD 2.17-81a	05 DEC 2019	AD 2.27-40	18 APR 2024	AD 2.31-5	08 AUG 2024
AD 2.18-1	15 JUL 2021	AD 2.28-1	25 JAN 2024	AD 2.31-20	30 NOV 2023
AD 2.18-2	15 JUL 2021	AD 2.28-2	10 AUG 2023	AD 2.31-40	18 APR 2024
AD 2.18-3	15 JUL 2021	AD 2.28-3	22 FEB 2024	AD 2.32-1	28 DEC 2023
AD 2.18-4	18 APR 2024	AD 2.28-4	10 AUG 2023	AD 2.32-2	28 DEC 2023
AD 2.18-20	15 JUL 2021	AD 2.28-5	10 AUG 2023	AD 2.32-3	28 DEC 2023
AD 2.18-40	18 APR 2024	AD 2.28-20	25 JAN 2024	AD 2.32-4	28 DEC 2023
AD 2.19-1	28 DEC 2023	AD 2.28-40	25 JAN 2024	AD 2.32-5	08 AUG 2024
AD 2.19-2	28 DEC 2023	AD 2.29-1	31 OCT 2024	AD 2.32-20	28 DEC 2023
AD 2.19-3	28 DEC 2023	AD 2.29-2	03 OCT 2024	AD 2.32-40	18 APR 2024
AD 2.19-4	28 DEC 2023	AD 2.29-3	15 JUN 2023	AD 3	
AD 2.19-5	08 AUG 2024	AD 2.29-4	15 JUN 2023	AD 3.2-1	22 APR 2021
AD 2.19-20	28 DEC 2023	AD 2.29-5	15 JUN 2023	AD 3.2-2	22 APR 2021
AD 2.19-21	28 DEC 2023	AD 2.29-6	15 JUN 2023	AD 3.2-3	13 JUL 2023
AD 2.19-22	28 DEC 2023	AD 2.29-7	15 JUN 2023	AD 3.2-4	18 APR 2024
AD 2.19-40	18 APR 2024	AD 2.29-8	20 MAR 2025	AD 3.2-20	22 APR 2021
AD 2.19-41	18 APR 2024	AD 2.29-9	20 FEB 2025	AD 3.2-40	18 APR 2024
AD 2.20-1	03 NOV 2022	AD 2.29-10	15 JUN 2023	AD 3.5-1	11 AUG 2022
AD 2.20-2	03 NOV 2022	AD 2.29-11	15 JUN 2023	AD 3.5-2	11 AUG 2022
AD 2.20-3	05 FEB 2015	AD 2.29-12	20 MAR 2025	AD 3.5-3	25 JAN 2024
AD 2.20-4	18 APR 2024	AD 2.29-13	20 MAR 2025	AD 3.5-4	11 AUG 2022
AD 2.20-20	02 MAR 2017	AD 2.29-20	20 FEB 2025	AD 3.5-20	25 JAN 2024
AD 2.20-21	02 MAR 2017	AD 2.29-20a	20 FEB 2025	AD 3.6-1	13 SEP 2018
AD 2.20-40	18 APR 2024	AD 2.29-22	20 FEB 2025	AD 3.6-2	13 SEP 2018
AD 2.20-41	18 APR 2024	AD 2.29-25	15 JUN 2023	AD 3.6-3	13 JUL 2023
AD 2.21-1	26 MAR 2020	AD 2.29-26	15 JUN 2023	AD 3.6-4	13 SEP 2018
AD 2.21-2	05 APR 2012	AD 2.29-28	15 JUN 2023	AD 3.6-20	13 SEP 2018
AD 2.21-3	05 APR 2012	AD 2.29-30	20 FEB 2025	AD 3.7-1	13 AUG 2020
AD 2.21-4	18 APR 2024	AD 2.29-30a	15 JUN 2023	AD 3.7-2	13 AUG 2020
AD 2.21-20	19 JUL 2018	AD 2.29-31	20 FEB 2025	AD 3.7-3	03 NOV 2022
AD 2.21-40	16 MAY 2024	AD 2.29-31a	15 JUN 2023	AD 3.7-4	13 AUG 2020
AD 2.23-1	15 DEC 2019	AD 2.29-32	20 FEB 2025	AD 3.7-20	03 NOV 2022
AD 2.23-2	04 FEB 2016	AD 2.29-32a	15 JUN 2023	AD 3.7-40	18 APR 2024
AD 2.23-3	23 JUL 2015	AD 2.29-33	20 FEB 2025	AD 3.7-40a	18 APR 2024
AD 2.23-4	18 APR 2024	AD 2.29-33a	15 JUN 2023		

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AD 3.8-1	25 MAR 2021				
AD 3.8-2	25 MAR 2021				
AD 3.8-3	25 MAR 2021				
AD 3.8-4	25 MAR 2021				
AD 3.8-20	25 MAR 2021				

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
ADM	ADAMCLISI	DME	AE	ADAMCLISI	ADM	DME	AE
ARD	ARAD/Arad	DVOR/DME	AE	ARAD/Arad	ARD	DVOR/DME	AE
ARD	ARAD/Arad	NDB	A	ARAD/Arad	ARD	NDB	A
ARN	ARINI	DME	AE	ARINI	ARN	DME	AE
B	BACĂU/George Enescu	NDB	A	BACĂU/George Enescu	B	NDB	A
BAC	BACĂU/George Enescu	DME	AE	BACĂU/George Enescu	BAC	DME	AE
BAI	BĂIȘOARA	DME	AE	BACĂU/George Enescu	BC	NDB	A
BC	BACĂU/George Enescu	NDB	A	BACĂU/George Enescu	BCU	DVOR/DME	AE
BCU	BACĂU/George Enescu	DVOR/DME	AE	BACĂU/George Enescu	IBC	ILS/DME	A
BMR	BAIA MARE/Maramureș	NDB	AE	BAIA MARE/Maramureș	BMR	NDB	AE
BRV	BRAȘOV	DVOR/DME	E	BAIA MARE/Maramureș	IBM	ILS/DME	A
BSE	BUCUREȘTI/Băneasa-Aurel Vlaicu	NDB	A	BAIA MARE/Maramureș	M	NDB	A
BSW	BUCUREȘTI/Băneasa-Aurel Vlaicu	NDB	A	BĂIȘOARA	BAI	DME	AE
CHU	DEALUL CIUHII	DME	AE	BRAȘOV	BRV	DVOR/DME	E
CIC	CICĂU	DME	AE	BRAȘOV/Brașov-Ghimbav	VBV	DVOR/DME	A
CLJ	CLUJ NAPOCA/Avram Iancu	DVOR/DME	AE	BRAȘOV/Brașov-Ghimbav	IBV	ILS/DME	A
CND	CONSTANȚA/Mihail Kogălniceanu-Constanța	DVOR/DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	BSE	NDB	A
CNI	CENEI	DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	BSW	NDB	A
COM	COMANA	DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	IBN	ILS/DME	A
CRV	CRAIOVA/Craiova	DVOR/DME	AE	BUCUREȘTI/Băneasa-Aurel Vlaicu	IBS**	ILS/DME	A
D	TÂRGU MUREȘ/Transilvania-Târgu Mureș	NDB	A	BUCUREȘTI/Henri Coandă	ILL	ILS/DME	A
DVA	DEVA	DVOR/DME	E	BUCUREȘTI/Henri Coandă	IOE	ILS/DME	A
FLR*	FLOREȘTI	VOR/DME	AE	BUCUREȘTI/Henri Coandă	IOP	ILS/DME	A
GLT	GALAȚI	DVOR/DME	E	BUCUREȘTI/Henri Coandă	IRR	ILS/DME	A
HDB	HADÂMBU	DME	AE	BUCUREȘTI/Henri Coandă	LL	L	A
HNU	HENIU	DME	AE	BUCUREȘTI/Henri Coandă	OPE	NDB	A
IAS	IAȘI/Iași	NDB	A	BUCUREȘTI/Henri Coandă	OPW	NDB	A
IBC	BACĂU/George Enescu	ILS/DME	A	BUCUREȘTI/Henri Coandă	OTL	NDB	A
IBM	BAIA MARE/Maramureș	ILS/DME	A	BUCUREȘTI/Henri Coandă	OTR	NDB	A
IBN	BUCUREȘTI/Băneasa-Aurel Vlaicu	ILS/DME	A	CENEI	CNI	DME	AE
IBS**	BUCUREȘTI/Băneasa-Aurel Vlaicu	ILS/DME	A	CICĂU	CIC	DME	AE
IBV	BRAȘOV/Brașov-Ghimbav	ILS/DME	A	CLUJ NAPOCA/Avram Iancu	CLJ	DVOR/DME	AE

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
ICK	CONSTANȚA/Mihail Kogălniceanu-Constanța	ILS/DME	A	CLUJ NAPOCA/Avram Iancu	ICX	ILS/DME	A
ICV	CRAIOVA/Craiova	ILS/DME	A	COMANA	COM	DME	AE
ICX	CLUJ NAPOCA/Avram Iancu	ILS/DME	A	CONSTANȚA/Mihail Kogălniceanu-Constanța	CND	DVOR/DME	AE
IIS	IAȘI/Iași	ILS/DME	A	CONSTANȚA/Mihail Kogălniceanu-Constanța	ICK	ILS/DME	A
ILL	BUCUREȘTI/Henri Coandă	ILS/DME	A	CRAIOVA/Craiova	CRV	DVOR/DME	AE
IOD	ORADEA/Oradea	ILS/DME	A	CRAIOVA/Craiova	ICV	ILS/DME	A
IOE	BUCUREȘTI/Henri Coandă	ILS/DME	A	DEALUL CIUHII	CHU	DME	AE
IOP	BUCUREȘTI/Henri Coandă	ILS/DME	A	DEVA	DVA	DVOR/DME	E
IRR	BUCUREȘTI/Henri Coandă	ILS/DME	A	FLOREȘTI	FLR	VOR/DME	AE
ISA	ISTRITA	DME	AE	GALAȚI	GLT	DVOR/DME	E
ISB	SIBIU/Sibiu	ILS/DME	A	HADĂMBU	HDB	DME	AE
ISI	IAȘI/Iași	DME	AE	HENIU	HNU	DME	AE
ISI	IAȘI/Iași	NDB	AE	IAȘI/Iași	IAS	NDB	A
ISM	SATU MARE/Satu Mare	ILS/DME	A	IAȘI/Iași	IIS	ILS/DME	A
ISV	SUCEAVA/Ștefan cel Mare-Suceava	ILS/DME	A	IAȘI/Iași	ISI	DME	AE
ITC	TULCEA/Delta Dunării	ILS/DME	A	IAȘI/Iași	ISI	NDB	AE
ITM	TÂRGU MUREȘ/Transilvania-Târgu Mureș	ILS/DME	A	ISTRITA	ISA	DME	AE
ITR	TIMIȘOARA/Traian Vuia	ILS/DME	A	LUGOJ	LGJ	DME	AE
ITS	TIMIȘOARA/Traian Vuia	ILS/DME	A	ODOBEȘTI	ODB	DME	AE
LGJ	LUGOJ	DME	AE	ORADEA/Oradea	IOD	ILS/DME	A
LL	BUCUREȘTI/Henri Coandă	L	A	ORADEA/Oradea	O	NDB	A
M	BAIA MARE/Maramureș	NDB	A	ORADEA/Oradea	ORA	NDB	AE
O	ORADEA/Oradea	NDB	A	PĂLTINIȘ	PLT	DME	AE
ODB	ODOBEȘTI	DME	AE	PICIOR DE MUNTE	PMT	DME	AE
OPE	BUCUREȘTI/Henri Coandă	NDB	A	ROȘIORI	OPT	DVOR/DME	AE
OPT	ROȘIORI	DVOR/DME	AE	SACOȘU MARE	SAC	DME	AE
OPW	BUCUREȘTI/Henri Coandă	NDB	A	SATU MARE/Satu Mare	ISM	ILS/DME	A
ORA	ORADEA/Oradea	NDB	AE	SATU MARE/Satu Mare	SAT	DVOR/DME	AE
OTL	BUCUREȘTI/Henri Coandă	NDB	A	SIBIU/Sibiu	ISB	ILS/DME	A
OTR	BUCUREȘTI/Henri Coandă	NDB	A	SIBIU/Sibiu	SBI	DVOR/DME	AE
PLT	PĂLTINIȘ	DME	AE	SIBIU/Sibiu	SIB	NDB	AE
PMT	PICIOR DE MUNTE	DME	AE	STOLNICENI	STL	DME	AE

ID	Station name	Facility	Purpose	Station name	ID	Facility	Purpose
SAC	SACOȘU MARE	DME	AE	STREJNIC	STJ	DVOR/DME	AE
SAT	SATU MARE/Satu Mare	DVOR/DME	AE	STRUNGA	STR	DME	AE
SBI	SIBIU/Sibiu	DVOR/DME	AE	SUCEAVA/Ștefan cel Mare-Suceava	SCV	DVOR/DME	AE
SCV	SUCEAVA/Ștefan cel Mare-Suceava	DVOR/DME	AE	SUCEAVA/Ștefan cel Mare-Suceava	ISV	ILS/DME	A
SIB	SIBIU/Sibiu	NDB	AE	ȘIRIA	SIR	DME	AE
SIR	ȘIRIA	DME	AE	TÂRGU JIU	TGJ	VOR/DME	E
STJ	STREJNIC	DVOR/DME	AE	TÂRGU MUREȘ/Transilvania-Târgu Mureș	ITM	ILS/DME	A
STL	STOLNICENI	DME	AE	TÂRGU MUREȘ/Transilvania-Târgu Mureș	TGM	NDB	AE
STR	STRUNGA	DME	AE	TÂRGU MUREȘ/Transilvania-Târgu Mureș	D	NDB	A
TA	TIMIȘOARA/Traian Vuia	NDB	A	TIMIȘOARA/Traian Vuia	ITR	ILS/DME	A
TGJ	TÂRGU JIU	VOR/DME	E	TIMIȘOARA/Traian Vuia	ITS	ILS/DME	A
TGM	TÂRGU MUREȘ/Transilvania-Târgu Mureș	NDB	AE	TIMIȘOARA/Traian Vuia	TA	NDB	A
TIM	TIMIȘOARA/Traian Vuia	NDB	A	TIMIȘOARA/Traian Vuia	TIM	NDB	A
TLA	TULCEA/Delta Dunării	DVOR/DME	AE	TIMIȘOARA/Traian Vuia	TSR	NDB	AE
TPG	TOPOLOG	DME	AE	TOPOLOG	TPG	DME	AE
TSR	TIMIȘOARA/Traian Vuia	NDB	AE	TULCEA/Delta Dunării	ITC	ILS/DME	A
TZL	TUZLA	DME	AE	TULCEA/Delta Dunării	TLA	DVOR/DME	AE
VBV	BRAȘOV/Brașov-Ghimbav	DVOR/DME	A	TUZLA	TZL	DME	AE
ZLU	ZALĂU	DME	AE	ZALĂU	ZLU	DME	AE

A – Aerodrome
E – En-route
AE – dual purposes

* BUCUREȘTI TMA

** 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 with the FM immunity provisions as stated in sections 3.1.4 and 3.3.8 of Annex 10, Vol. I.

GEN 3.1.5 Pre-flight information service at aerodromes/heliports

1. Briefing coverage

1.1 Pre-flight information service is available at aerodromes as detailed bellow:

Aerodrome/Heliport	Briefing coverage
ARAD/Arad	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL Pre-flight information is available on request from Timișoara ARO/Briefing Telephone/Fax: +40-(0)256-494034 AFS: LRTRYOYX e-mail: aro.ltr@romatsa.ro
	Outside ARO/Briefing Timișoara operational hours pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
BACĂU/George Enescu	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
BAIA MARE/Maramureș	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
BRAȘOV/Brașov-Ghimbav	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL Pre-flight information is available on request from Timișoara ARO/Briefing Telephone/Fax: +40-(0)256-494034 AFS: LRTRYOYX e-mail: aro.ltr@romatsa.ro
	Outside ARO/Briefing Timișoara operational hours pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
BUCUREȘTI/ Băneasa - Aurel Vlaicu	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
BUCUREȘTI/Henri Coandă*	Algeria, ASECNA, Austria, Bahrain, Belgium and Luxembourg, Bosnia Herzegovina, Bulgaria, Czech Republic, Croatia, China, CSI, Denmark, Egypt, Estonia, Finland, France, Greece, Germany, Hungary, Iceland, Jordan, Iran, Ireland, Israel, Italy, Kazakhstan, Lithuania, Macedonia, Malta, Norway, Netherlands, Oman, Poland, Portugal, Republic of Moldova, Romania, Serbia and Montenegro, Singapore, Slovakia, Slovenia, Spain, Sweden, Switzerland, Thailand, Tunisia, Turkey, Ukraine, United Arab Emirates, United Kingdom.
CLUJ NAPOCA/Avram Iancu	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
CONSTANȚA/Mihail Kogălniceanu - Constanța*	W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL Romania
	Outside ARO/Briefing Constanța operational hours pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
CRAIOVA/Craiova	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
IAȘI/Iași	
ORADEA/Oradea	
SATU MARE/Satu Mare	
SIBIU/Sibiu	
TÂRGU MUREȘ/ Transilvania -Târgu Mureș	

GEN 3.1.5 Serviciul de informare înaintea zborului la aerodromuri/heliporturi

1. Acoperire Briefing

1.1 Serviciul de informare înaintea zborului este disponibil la aerodromuri după cum urmează:

Aerodrom/Heliport	Acoperire Briefing
ARAD/Arad	<p>W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL</p> <p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing Timișoara Telefon/Fax: +40-(0)256-494034 AFS: LRTRYOYX e-mail: aro.ltr@romatsa.ro</p>
	<p>În afara orelor de operare a unității ARO/Briefing Timișoara informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
BACĂU/George Enescu	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
BAIA MARE/Maramureș	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
BRAȘOV/Brașov-Ghimbav	<p>W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL</p> <p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing Timișoara Telefon/Fax: +40-(0)256-494034 AFS: LRTRYOYX e-mail: aro.ltr@romatsa.ro</p>
	<p>În afara orelor de operare a unității ARO/Briefing Timișoara informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
BUCUREȘTI/ Băneasa - Aurel Vlaicu	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
BUCUREȘTI/Henri Coandă*	<p>Algeria, ASECNA, Austria, Bahrain, Belgia și Luxemburg, Bosnia Herțegovina, Bulgaria, Republica Cehă, Croația, China, CSI, Danemarca, Egipt, Emiratele Arabe Unite, Elveția, Estonia, Finlanda, Franța, Grecia, Germania, Iordania, Iran, Irlanda, Islanda, Israel, Italia, Kazakhstan, Lituania, Macedonia, Malta, Norvegia, Olanda, Oman, Polonia, Portugalia, Regatul Unit al Marii Britanii, Republica Moldova, România, Serbia și Muntenegru, Singapore, Slovacia, Slovenia, Spania, Suedia, Thailanda, Tunisia, Turcia, Ucraina, Ungaria.</p>
CLUJ NAPOCA/Avram Iancu	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
CONSTANȚA/Mihail Kogălniceanu - Constanța*	<p>W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL</p> <p>România</p>
	<p>În afara orelor de operare a unității ARO/Briefing Constanța informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
CRAIOVA/Craiova	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>
IAȘI/Iași	
ORADEA/Oradea	
SATU MARE/Satu Mare	
SIBIU/Sibiu	
TÂRGU MUREȘ/Transilvania - Târgu Mureș	<p>Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro</p>

Aerodrome/Heliport	Briefing coverage
SUCEAVA/Ștefan cel Mare - Suceava	Pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TIMIȘOARA/Traian Vuia*	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL Romania Outside ARO/Briefing Timișoara operational hours pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TULCEA/Delta Dunării	W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL Pre-flight information is available on request from Constanța ARO/Briefing Telephone/Fax: +40-(0)241-742158 AFS: LRCKYOYX e-mail: aro.lrck@romatsa.ro Outside ARO/Briefing Constanța operational hours pre-flight information is available on request from Bucharest Otopeni ARO/Briefing Telephone: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TUZLA/Tuzla	Romania

* The ARO/Briefing units are connected to the European AIS Database (EAD).

1.2 At all controlled aerodromes where ARO/Briefing units are not established, Briefing Rooms are available and PIB is provided on request via printer (network connection with the responsible ARO/Briefing) or by fax as detailed in 5.1.1. above. Telephone connections with responsible ARO/Briefing are available at locations.

2. Available PIB types

The following types of PIB can be made available:

- Aerodrome PIB;
- Area PIB;
- Route PIB;
- Narrow Route PIB;
- Updates concerning PIB's listed above.

GEN 3.1.6 Digital data sets

1. Electronic terrain data sets

Electronic terrain data sets are not available.

2. Electronic obstacle data sets

2.1 Area 1

Electronic obstacle data set for Area 1, as specified in ICAO Annex 15, is not available for Romania. Electronic list containing obstacles published in section ENR 5.4 is available in csv format. This list is available on request by e-mail:

Romanian Air Traffic Services Administration – ROMATSA
Aeronautical Information Management (AIM) Unit
e-mail: ais@aisro.ro, ais@romatsa.ro
web: <https://www.aisro.ro>

Aerodrom/Heliport	Acoperire Briefing
SUCEAVA/Ștefan cel Mare - Suceava	Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TIMIȘOARA/Traian Vuia*	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL România În afara orelor de operare a unității ARO/Briefing Timișoara informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TULCEA/Delta Dunării	W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL Informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing Constanța Telefon/Fax: +40-(0)241-742158 AFS: LRCKYOYX e-mail: aro.lrck@romatsa.ro În afara orelor de operare a unității ARO/Briefing Constanța informațiile înaintea zborului sunt disponibile la cerere de la ARO/Briefing București Otopeni Telefon: +40-(0)21-2032122; +40-(0)21-2032127; +40-(0)21-3114315 Fax: +40-(0)21-2032127; +40-(0)21-3114316 AFS: LROPYOYX e-mail: aro.lrop@romatsa.ro
TUZLA/Tuzla	România

* Unitățile ARO/Briefing sunt conectate la Baza de date AIS Europeană (EAD).

1.2 La toate aerodromurile controlate unde nu sunt stabilite unități ARO/Briefing, sunt disponibile încăperi Briefing și PIB este furnizat la cerere, pe imprimantă (legată în rețea cu ARO/Briefing responsabil) sau prin fax în concordanță cu 5.1.1. de mai sus. La aceste amplasamente sunt disponibile legături telefonice cu ARO/Briefing responsabil.

2. Tipuri de PIB disponibile

Următoarele tipuri de PIB pot fi disponibile:

- PIB de aerodrom
- PIB de zonă;
- PIB de rută;
- PIB de rută îngustă;
- actualizări ale tipurilor de PIB enumerate mai sus.

GEN 3.1.6 Seturi de date digitale

1. Seturi de date digitale de teren

Seturile de date digitale de teren nu sunt disponibile.

2. Seturi de date digitale de obstaculare

2.1 Zona 1

Seturile de date digitale de obstaculare pentru Zona 1, conforme cu specificațiile din Anexa 15 OACI, nu sunt disponibile pentru România. O listă electronică conținând obstacolele din secțiunea ENR 5.4 este disponibilă în format csv. Această listă este disponibilă la cerere prin e-mail:

Administrația Română a Serviciilor de Trafic Aerian – ROMATSA
Serviciul Managementul Informațiilor Aeronautice (AIM)
e-mail: ais@aisro.ro; ais@romatsa.ro;
web: <https://www.aisro.ro>

BACĂU / George Enescu (LRBC)**1. Landing Charge**

UNIT RATE: 3.00 EURO / tonne

Airline companies that operate non-scheduled** or cargo flights: the landing charge will be supplemented with 100%.

**Non-scheduled flights: flights operated under other conditions than scheduled flights, including those pursuant to a charter contract and on regular basis.

2. Lighting charge

UNIT RATE: 1.60 EURO / tonne

Airline companies that operate non-scheduled** or cargo flights: the lighting charge will be supplemented with 100%

**Non-scheduled flights: flights operated under other conditions than scheduled flights, including those pursuant to a charter contract and on regular basis.

3. Parking charge

UNIT RATE:

(a) for parking between 3 hours and 14 days:

MTOW	Unit rate
0<MTOW<5 Tonnes	0.66 euro/T/h
5 Tonnes≤MTOW<10 Tonnes	0.33 euro/T/h
10 Tonnes≤MTOW<25 Tonnes	0.20 euro/T/h
25 Tonnes≤MTOW<50 Tonnes	0.15 euro/T/h
50 Tonnes ≤MTOW	0.08 euro/T/h

First 3 hours of parking are not charged

(b) for long term parking (over 14 days*):

MTOW	Unit rate
0<MTOW<5 Tonnes	2500 euro/month
5 Tonnes≤MTOW<10 Tonnes	3500 euro/month
10 Tonnes≤MTOW<25 Tonnes	4500 euro/month
25 Tonnes≤MTOW<50 Tonnes	6000 euro/month
50 Tonnes ≤MTOW	7000 euro/month

*Parking durations that extend over 14 days are charged at the unit rate for 1 month

4. Passengers service

UNIT RATE: 3.50 EURO / passenger

SECURITY CHARGE: 1.80 EURO / passenger

5. Other charges

5.1 Charge for persons with reduced mobility:

Unit Rate: 0.20 euro/passenger embarked

6. Discounts

6.1 Landing charge

Additional conditions associated with the landing charge for airlines that perform scheduled flights*:

- Discounts depending on landings:

Number of landings/month	Discounts [%]
4 – 8	5
9 – 12	10
13 – 16	15
17 – 20	20
21 – 24	25
25 – 29	30
30 – 33	35
34 – 38	40
39 – 42	45
≥ 43	50

- Discounts depending on Noise Pollution Level: is offered to commercial airline operators for airplanes that register, according to their Noise Certificate, a Noise Pollution level for Lateral/Full Power Noise Level registration under the one specified in the table above.



BACĂU / George Enescu (LRBC)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.00 EURO / tonă

Companiile aeriene care efectueaza zboruri neregulate** sau cargo: tariful de aterizare se suplimenteaza cu 100%

**Zboruri neregulate: zboruri efectuate in alte conditii decat cele regulate, inclusiv acele zboruri efectuate utilizand o aeronava inchiriata in regim charter si operata cu o anumita regularitate.

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 1.60 EURO / tonă

Companii aeriene care efectueaza zboruri neregulate** sau cargo:

Tariful de iluminare se suplimenteaza cu 100%

**Zboruri neregulate: zboruri efectuate in alte conditii decat cele regulate, inclusiv acele zboruri efectuate utilizand o aeronava inchiriata in regim charter si operata cu o anumita regularitate.

3. Tariful de staționare

NIVELUL UNITAR AL TARIFULUI:

(a) pentru staționare între 3 ore și 14 zile:

MTOW	Nivel Unitar al tarifului
0<MTOW<5 Tonnes	0.66 euro/T/h
5 Tonnes≤MTOW<10 Tonnes	0.33 euro/T/h
10 Tonnes≤MTOW<25 Tonnes	0.20 euro/T/h
25 Tonnes≤MTOW<50 Tonnes	0.15 euro/T/h
50 Tonnes ≤MTOW	0.08 euro/T/h

Primele trei ore nu se tarifeaza.

(b) pentru parcare pe termen lung (peste 14 zile*):

MTOW	Nivel Unitar al Tarifului
0<MTOW<5 Tonnes	2500 euro/month
5 Tonnes≤MTOW<10 Tonnes	3500 euro/month
10 Tonnes≤MTOW<25 Tonnes	4500 euro/month
25 Tonnes≤MTOW<50 Tonnes	6000 euro/month
50 Tonnes ≤MTOW	7000 euro/month

*Staționarea ce depășește 14 zile se tarifeaza la nivelul de referinta pentru 1 luna.

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 3.50 EURO / pasager

TARIF DE SECURITATE: 1.80 EURO / pasager

5. Alte tarife

5.1 Tarife pentru persoane cu mobilitate redusă

NIVELUL UNITAR AL TARIFULUI: 0.20 euro/pasager îmbarcat

6. Reduceri

6.1 Tariful de aterizare

Condiții suplimentare asociate tarifului de aterizare pentru companii aeriene care efectuează zboruri regulate*:

- Reduceri in functie de aterizari:

Nr de aterizări/lună	Reducere aplicată [%]
4 – 8	5
9 – 12	10
13 – 16	15
17 – 20	20
21 – 24	25
25 – 29	30
30 – 33	35
34 – 38	40
39 – 42	45
≥ 43	50

- Reduceri in functie de nivelul de poluare fonica: se ofera operatorilor de zboruri comerciale pentru aeronavele care inregistreaza, conform Certificatului de Zgomot, un nivel de poluare fonica pentru inregistrare de tip Lateral/Full Power Noise Level, sub cel indicat in tabel;

Airline operators that wish to benefit from this discount, must provide the Airport Administration with the Noise Certificates of the Airplanes for which the facility will be requested.

Noise Pollution Level*	Discounts [%]
Under 79 EPNdB	2.5%

*Scheduled flights: flights to and from the airport, operated with regularity, following a pre-established timetable, year-round, or for periods shorter than 1 year, which are repeated with an obvious systematic frequency and the tickets on these flights are available for public individual purchase, directly from the air carrier and/or from its authorized agents.

6.2 Lighting charge

Additional conditions associated with the lighting charge for airlines that perform scheduled flights*:

Number of landings/month	Discounts [%]
100-110	5
111-120	10
121-130	15
131-140	20
141-150	25
151-160	30
161-170	35
171-180	40
181-190	45
≥ 190	50

*Scheduled flights: flights to and from the airport, operated with regularity, following a pre-established timetable, year-round, or for periods shorter than 1 year, which are repeated with an obvious systematic frequency and the tickets on these flights are available for public individual purchase, directly from the air carrier and/or from its authorized agents.

6.3 Passengers service

Additional conditions associated with the passenger service charge:

The tariff does not apply to passengers in transit, in transfer and to children under 2 years old.

Depending on the number of passengers boarded by an airline at "George Enescu" Bacau International Airport, within a year, the following discounts can be applied:

No. of passengers / year	Discounts [%]
240001-260000	5
260001-280000	10
280001-300000	15
300001-320000	20
320001-340000	25
340001-360000	30
360001-380000	35
380001-400000	40
400001-420000	45
≥ 420000	50

Discounts are available for scheduled flights operating companies.

Discounts are only applied to the payment amount remaining after deducting the fees set independently by the airport: the fees charged for the surveillance of objectives necessary for the safety of passengers.

6.4 Discount scheme for the operation of flights to new destinations

For the operation of flights to new destinations, for a period of 24 months from the actual start of operations, the following discount scheme is applied at "George Enescu" International Airport Bacau:

Airport Charge	Discount [year I] (%)	Discount [year II] (%)
Landing Charge	50	40
Lighting Charge	50	40
Passenger Service Charge*	30	15

*The reduction is applied to the sum remaining after the deduction of the sum required for the surveillance of passenger safety objectives (OMT 7/2014).

Eligibility Criteria:

(a) New route means any destination which, at the time of the sale of tickets for the respective route is located at least 100 km away/ 60 minutes travel time by car/train from the airports served by an existing direct connection with "George Enescu" International Airport Bacau;



Operatorii aerieni care doresc sa beneficieze de această reducere trebuie sa puna la dispozitia administratorului aeroportului, Certificatul de Zgomot al aeronavelor pentru care se vor solicita facilitatile;

Nivel de poluare fonica *	Reducere [%]
Under 79 EPNdB	2.5%

*Zboruri regulate: zboruri catre si de la Aeroport, operate cu regularitate, dupa un orar prestabilit, pe parcursul unui an intreg, sau pe perioade mai mici de 1 an, care se repeta cu o frecventa sistematica evidenta, iar biletele pentru fiecare din aceste zboruri sunt puse la dispozitia publicului pentru achizitionare individuala in mod direct de la operatorul aerian si/sau prin agenti autorizati.

6.2 Tariful de iluminare

Condiții suplimentare asociate tarifului de iluminare pentru companii aeriene care efectuează zboruri regulate*:

Nr de aterizări/lună	Reducere aplicată [%]
100-110	5
111-120	10
121-130	15
131-140	20
141-150	25
151-160	30
161-170	35
171-180	40
181-190	45
≥ 190	50

*Zboruri regulate: zboruri catre si de la aeroport, operate cu regularitate, dupa un orar prestabilit, pe parcursul unui an intreg, sau pe perioade mai mici de 1 an, care se repeta cu o frecventa sistematica evidenta, iar biletele pentru fiecare din aceste zboruri sunt puse la dispozitia publicului pentru achizitionare individuala in mod direct de la operatorul aerian si/sau prin agenti autorizati.

6.3 Servicii pentru pasageri

Condiții suplimentare asociate tarifului de servicii pentru pasageri:

Tariful nu se aplica pasagerilor in tranzit, in transfer si copiilor mai mici de 2 ani.

În funcție de numărul de pasageri îmbarcați de o companie aeriană la Aeroportul Internațional "George Enescu" Bacău, în decurs de un an, se pot aplica următoarele reduceri:

Nr de pasageri/an	Reducere aplicată [%]
240001-260000	5
260001-280000	10
280001-300000	15
300001-320000	20
320001-340000	25
340001-360000	30
360001-380000	35
380001-400000	40
400001-420000	45
≥ 420000	50

Reducerea se aplica doar companiilor care opereaza zboruri regulate.

Reducerea se aplică doar la suma rămasă de plată după scăderea tarifelor stabilite independent de aeroport: tarifele colectate pentru supravegherea obiectivelor necesare siguranței pasagerilor.

6.4 Schema de stimulare pentru operarea de noi destinații

Pentru operarea curselor catre noi destinații, pentru o perioada de 24 de luni de la inceperea efectiva a operarii pe Aeroportul Internațional „George Enescu” Bacău se aplica urmatoarea schema de reduceri:

Tarif aeroportuar	Discount [anul I] (%)	Discount [anul II] (%)
Tarif aterizare	50	40
Tarif iluminare	50	40
Tarif servicii pasageri*	30	15

*Reducerea se aplica la suma ramasa dupa deducerea tarifelor colectate pentru supravegherea obiectivelor necesare sigurantei pasagerilor (OMT nr. 7/2014).

Condiții de eligibilitate:

(a) Rută nouă înseamnă orice destinație care, în momentul vânzării biletelor pentru ruta respectivă se află la cel puțin 100 km distanță rutieră/ 60 minute timp de călătorie cu mașina/trenul de aeroporturile deservite de o legătură directă existentă cu Aeroportul Internațional „George Enescu” Bacău;



- (b) Destinations previously served by an airline operator and cancelled, may be considered new routes only if they are re-established after a minimum of 12 months from the moment they ceased, or at any given moment, if they are served by any other airline operator than the one that has ceased operations, only in case there is no code sharing agreement or the companies are not subsidiaries of the same group.
- (c) The present reduction scheme cannot be cumulated with any other applicable discount schemes;
- (d) In case an operator fulfils conditions for several discount schemes, it may choose the most advantageous one with the condition that it notifies the airport administrator beforehand;
- (e) For the application of volume discounts, all passengers transported by a company are considered, but they apply only to the passengers that do not benefit from discounts for new routes;
- (f) The facilities are offered for a maximum period of 24 months, according to the scheme, calculated since the first day of operations;
- (g) The present discount scheme applies only to regular commercial flights;
- (h) The minimum weekly frequency is 2 flights;
- (i) In case more than one airline operators request aid for the opening of the same route, they will be allocated to the company that starts operations first;
- (j) In maximum 15 days since tickets have been put on sale, operators must send a request to open a new route to the airport administrator, that must contain the following minimum information
- Proposed destination;
 - Operating frequency;
 - Proposed operating schedule;
 - Type of airplane allocated
- (k) The discounts applicable through this scheme are given monthly



- (b) Destinațiile deservite anterior de un operator de transport aerian și anulate, pot fi considerate rute noi, numai dacă sunt restabilite după cel puțin 12 luni de la momentul în care au încetat, sau în orice moment, dacă sunt deservite de orice alt operator decât cel care și-a încetat activitatea, numai în cazul în care nu există un acord de tip „codesharing” sau companiile nu sunt subsidiare ale aceluiași grup.
- (c) Prezenta schemă de reducere nu poate fi cumulată cu alte scheme de reduceri aplicabile;
- (d) În cazul în care un operator indeplinește condițiile pentru mai multe scheme de reduceri, acesta o poate alege pe cea mai avantajoasă, cu condiția ca, în prealabil să anunțe administratorul aeroportului;
- (e) Pentru aplicarea reducerilor de volum sunt luați în considerare toți pasagerii transportați de o companie, dar se aplică numai călătorilor care nu beneficiază de reduceri pentru rute noi;
- (f) Facilitățile sunt oferite pe o perioadă de maxim 24 de luni, conform schemei, calculată din prima zi de operare;
- (g) Prezenta schema se aplică doar zborurilor comerciale regulate;
- (h) Frecvența minimă de operare este de 2 zboruri pe săptămână;
- (i) În situația în care mai mulți operatori solicită stimulente pentru deschiderea aceleiași rute noi, acestea vor fi acordate companiei aeriene care operationalizează ruta, prima;
- (j) În cel mult 15 zile de la data de punere în vânzare a biletelor, operatorii trebuie să transmită o solicitare de deschidere de rute noi, care să cuprindă cel puțin următoarele date:
- Destinația propusă;
 - Frecvența de operare;
 - Programul de operare propus;
 - Tipul de aeronavă alocat;
- (k) Reducerile din această schemă se acordă lunar.

CRAIOVA / Craiova (LRCV)**1. Landing Charge**

UNIT RATE: 3.00 EURO / tone

2. Lighting charge

UNIT RATE: 1.50 EURO / tone

3.1 Parking charge

UNIT RATE: 0.05 EURO / tone / hour

The parking charge is not applied within 3 hours after landing.

3.2 Parking charge for aircraft arrival for mentenance on CRAIOVA/Craiova Airport

UNIT RATE: 0.01 EURO / tone / hour

The parking charge is not applied within 3 hours after landing.

4. Passengers service

UNIT RATE: 2.50 EURO / passenger

SECURITY CHARGE: 3.00 EURO / passenger

New security charge do not apply to airlines that already have contracts with airport.

5. Other charges

NIL

6. Exemptions

I) The airport users that consider they should be exempted from VAT, should provide to the airport administration 24 hours before the start of the flight the following documents:

- VAT number in accordance with company's Certificate of Registration as a tax payer for VAT;
- a copy of the Air Operator Certificate (AOC).

II) Parking charge: The parking charge is not applied for the first 3 hours after landing.

7. Reductions**7.1 Landing Charge**

The applicable discounts are defined as follow:

No. of landings per month	Discount (%)
9 – 10	5
11 – 12	10
13 – 14	15
15 – 16	20
17 – 18	25
19 – 20	30
21 – 22	35
23 – 24	40
25 – 26	45
≥27	50

7.2 Incentive schemes

Craiova International Airport has developed a Commercial Policy based on the Market Economy Investor Principle which aims both to stimulate traffic growth and give the passengers a better choice of destinations and flights.

General conditions

- The following incentive schemes are granted on a transparent and nondiscriminatory basis to all airlines interested in, based on the eligibility criteria for each individual scheme.
- The following incentive schemes can be cumulated.
- Airlines benefiting from an incentive scheme cannot choose to change it during the period of valability. It thus makes available to all interested airlines 2 (two) types of incentive schemes, as follows:

CRAIOVA / Craiova (LRCV)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.00 EURO / tonă

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 1.50 EURO / tonă

3.1 Tariful de staționare

NIVELUL UNITAR AL TARIFULUI: 0.05 EURO / tonă / oră

Primele 3 ore nu se taxează.

3.2 Tariful de staționare pentru aeronavele care efectuează mentenanță pe Aeroportul CRAIOVA/Craiova

NIVELUL UNITAR AL TARIFULUI: 0.01 EURO / tonă / oră

Primele 3 ore nu se taxează.

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 2.50 EURO / pasager

TARIF DE SECURITATE: 3.00 EURO / pasager

Noul tarif de securitate nu se aplică către companiile aeriene cu care există contract în derulare.

5. Alte tarife

NIL

6. Scutiri

I) Utilizatorii aeroportului care consideră că trebuie să fie scutiți de TVA trebuie să prezinte la administrația aeroportului cu 24 de ore înainte de începerea zborului, următoarele documente:

- codul de înregistrare fiscală (CIF) conform certificatului de înregistrare în scopuri de TVA;

- AOC.

II) Tarif de staționare: pentru primele 3 ore după aterizare nu se aplică tariful de staționare.

7. Reduceri

7.1 Tariful de aterizare

Schema reducerii tarifului de aterizare:

Nr. de aterizări lunare	Reducere (%)
9 – 10	5
11 – 12	10
13 – 14	15
15 – 16	20
17 – 18	25
19 – 20	30
21 – 22	35
23 – 24	40
25 – 26	45
≥27	50

7.2 Scheme de stimulare

Aeroportul Internațional Craiova a dezvoltat o Politică Comercială bazată pe Testul Operatorului Privat în Economia de Piață care are ca scop atât stimularea traficului de pasageri, cât și oferirea de noi opțiuni de călătorie.

Condiții generale

- Prezentele scheme de stimulare sunt acordate în mod transparent și nediscriminatoriu tuturor companiilor aeriene interesate, în baza condițiilor de eligibilitate aferente fiecărei scheme în parte.

- Prezentele scheme de stimulare pot fi cumulate.

- Pe perioada de valabilitate a schemelor de stimulare pentru care se depune aplicația, companiile aeriene beneficiare a unei scheme de stimulare nu pot opta pentru schimbarea acesteia. În acest sens, Aeroportul Internațional Craiova pune la dispoziția tuturor companiilor aeriene interesate 2 tipuri de scheme de stimulare, după cum urmează:

1. Incentive scheme for opening new routes

AIRPORT CHARGES	CHARGE LEVEL (EURO)	CHARGE LEVEL DISCOUNT %		
		YEAR 1	YEAR 2	YEAR 3
Landing charge	3	1,50	1,50	1,50
Lighting charge	1,50	1,50	1,50	1,50
Parking charge	0,05	0,05	0,05	0,05
Passenger Service charge	2,50	1,25	1,25	1,25
Airport Security charge	3	1,50	1,50	1,50

The charge reductions apply for a period of three years and amount to a maximum discount of 50%, excluding the lighting charge and the parking charge.

2. Incentive scheme for passenger traffic growth

For airline operators conducting regular flights, depending on the monthly passenger traffic volume, discounts are applied to the passenger service tariff as follows:

The total number of passengers boarded monthly by the Carrier	Discount on the passenger charge
≤10,000	5%
10,001 – 12,500	10%
12,501 – 15,000	15%
15,001 – 17,500	20%
17,501 – 20,000	25%
20,001 – 22,500	30%
22,501 – 25,000	35%
25,001 – 27,500	40%
27,501 – 30,000	45%
30,001 – 35,000	50%
35,001 – 45,000	55%
≥45,001	65%

Note: The discounts are granted based on a contract signed between the airport administration and the airline operator.

The eligibility criteria can be accessed on the airport website at the following link:

<https://aeroportcraiova.ro/tarife-aeroportuare-2/>

8. Methods of payment

8.1 The payment of the charges in the above items 1-5 is levied in LEI for Romanian air operators and in EUR for foreign air operators.

8.2 The payment of airport charges, for aircraft carrying out non-scheduled flights, will be effected in cash or by card to the airport / handling agent / aviation broker.

8.3 Charges do not include the legal VAT rate.



1. Schemă de stimulare în vederea deschiderii de noi rute.

TARIFE AEROPORTUARE	NIVEL TARIF (EURO)	NIVEL TARIF DISCOUNT %		
		AN 1	AN 2	AN 3
Tarif de aterizare	3	1,50	1,50	1,50
Tarif de iluminare	1,50	1,50	1,50	1,50
Tarif de staționare	0,05	0,05	0,05	0,05
Tarif de servicii pentru pasageri	2,50	1,25	1,25	1,25
Tarif de securitate aeroportuară	3	1,50	1,50	1,50

Reducerile tarifare se aplică pe o perioadă de trei ani și în cuantum de maxim 50% reducere, exceptând tariful de iluminat și tariful de staționare.

2. Schemă de stimulare creștere trafic pasageri

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de volumul de trafic de pasageri pe lună, se aplică reduceri pentru tariful de servicii pentru pasageri, astfel:

Numărul total de pasageri îmbarcați lunar de Transportator	Reducere din tariful de servicii pentru pasageri
≤10,000	5%
10,001 – 12,500	10%
12,501 – 15,000	15%
15,001 – 17,500	20%
17,501 – 20,000	25%
20,001 – 22,500	30%
22,501 – 25,000	35%
25,001 – 27,500	40%
27,501 – 30,000	45%
30,001 – 35,000	50%
35,001 – 45,000	55%
≥45,001	65%

Notă: Reducerile se acordă în baza unui contract încheiat între administrația aeroportului și operatorul aerian.

Criteriile de eligibilitate pot fi consultate pe website-ul aeroportului la următorul link:

<https://aeroportcraiova.ro/tarife-aeroportuare-2/>

8. Metoda de plată

8.1 Tarifele de la punctele 1-5 de mai sus se achită la aeroport în lei pentru operatorii aerieni români (cu sediul social în România) și în EUR pentru operatorii aerieni străini.

8.2 Plata tarifelor pentru utilizatorii, care efectuează zboruri neregulate (ocasionale), se va face în numerar sau cu card la aeroport / operator handling / broker de aviație.

8.3 Tarifele nu includ cota legală de TVA.

**7. Reductions****7.1 Discounts associated with the landing fee**

a. Depending on the number of landings made by an airline in a month, the following landing fee discounts apply:

Number of landings / month	Discount (%)
4 - 16	5
17 - 24	10
25 - 32	15
33 - 40	20
41 - 48	25
49 - 56	30
57 - 64	35
65 - 72	40
73 - 80	45
81 +	50

b. In addition to the discount in point 7.1a, during the summer season (from the last Sunday of March until the last Sunday of October each year), the following landing fee discounts apply:

Number of landings	Discount (%)
≥ 930	8
≥ 1333	16
≥ 1736	24

c. In addition to the discount in point 7.1a, during the winter season (from the last Sunday of October until the last Sunday of March each year), the following landing fee discounts apply:

Number of landings	Discount (%)
≥ 525	8
≥ 756	16
≥ 987	24

Note: Discounts are provided the month after each season ends: April for the winter season and November for the summer season.

7.2 Incentive schemes

Sibiu International Airport has developed a Commercial Policy based on the Market Economy Investor Principle which aims both to stimulate traffic growth and give the passengers a better choice of destinations and flights.

General conditions

- The following incentive schemes are granted on a transparent and nondiscriminatory basis to all airlines interested in, on the basis of the eligibility criteria for each individual scheme.
- The following incentive schemes cannot be cumulated.
- Airlines benefiting from an incentive scheme cannot choose to change it during the period of valability.

It thus makes available to all interested airlines 4 (four) types of incentive schemes, as follows:

1. Incentive scheme for opening new routes
2. Incentive scheme for the reopening of suspended routes
3. Incentive scheme for passenger traffic growth
4. Incentive scheme for the opening of new seasonal routes

The eligibility criteria can be accessed on the airport website at the following link: <https://www.sibuiairport.ro/ro/info/tarife-aeroportuare/>.

7.3 Lighting Fee Discounts

a. Depending on the number of landings made by an airline during the summer season (from the last Sunday of March to the last Sunday of October each year), the following lighting fee discounts apply:

Number of movements	Discount (%)
≥ 930	25
≥ 1333	50



7. Reduceri

7.1 Reduceri asociate tarifului de aterizare

a. În funcție de numărul de aterizări efectuate de către un operator aerian în decurs de o lună se aplică reduceri la tariful de aterizare, astfel:

Nr. de aterizări / lună	Discount (%)
4 - 16	5
17 - 24	10
25 - 32	15
33 - 40	20
41 - 48	25
49 - 56	30
57 - 64	35
65 - 72	40
73 - 80	45
81 +	50

b. Suplimentar, față de reducerea de la punctul 7.1a în sezonul de vară conform IATA, respectiv începând cu ultima duminică de martie a fiecărui an până în ultima duminică a lunii octombrie a fiecărui an se acordă reduceri la tariful de aterizare, astfel:

Nr. aterizări	Discount (%)
≥ 930	8
≥ 1333	16
≥ 1736	24

c. Suplimentar, față de reducerea de la punctul 7.1a în sezonul de iarnă, respectiv ultima duminică a de octombrie a fiecărui an până în ultima duminică a lunii martie a fiecărui an se acordă reduceri la tariful de aterizare, astfel:

Nr. aterizări	Discount (%)
≥ 525	8
≥ 756	16
≥ 987	24

Notă: discount-urile se acordă în luna următoare încheierii sezonului. În luna aprilie pentru sezonul de iarnă anterior, respectiv în luna noiembrie pentru sezonul de vară.

7.2 Scheme de stimulare

Aeroportul Internațional Sibiu a dezvoltat o Politică Comercială bazată pe Testul Operatorului Privat în Economia de Piață care are ca scop atât stimularea traficului de pasageri, cât și oferirea de noi opțiuni de călătorie.

Condiții generale

- Prezentele scheme de stimulare sunt acordate în mod transparent și nediscriminatoriu tuturor companiilor aeriene interesate, în baza condițiilor de eligibilitate aferente fiecărei scheme în parte.
- Prezentele scheme de stimulare nu pot fi cumulate.
- Pe perioada de valabilitate a schemelor de stimulare pentru care se depune aplicația, companiile aeriene beneficiare a unei scheme de stimulare nu pot opta pentru schimbarea acesteia.

În acest sens, pune la dispoziția tuturor companiilor aeriene interesate 4 tipuri de scheme de stimulare, după cum urmează:

1. Schemă de stimulare în vederea deschiderii de noi rute
2. Schemă de stimulare în vederea redeschiderii unor rute suspendate
3. Schemă de stimulare creștere trafic pasageri
4. Schemă de stimulare în vederea deschiderii de noi rute sezoniere

Criteriile de eligibilitate pot fi consultate pe website-ul aeroportului la următorul link: <https://www.sibuiairport.ro/ro/info/tarife-aeroportuare/>.

7.3 Reduceri asociate tarifului de iluminare

a. În funcție de numărul de aterizări efectuate de către un operator aerian în sezonul de vară conform IATA, respectiv începând cu ultima duminică de martie a fiecărui an până în ultima duminică a lunii octombrie a fiecărui an se acordă reduceri la tariful de iluminare, astfel:

Nr. mișcări	Discount (%)
≥ 930	25
≥ 1333	50



b. Depending on the number of landings made by an airline during the winter season (from the last Sunday of October to the last Sunday of March each year), the following lighting fee discounts apply:

Number of movements	Discount (%)
≥ 525	25
≥ 756	50

Note: Discounts are provided the month after each season ends: April for the winter season and November for the summer season.

7.4 Passenger Service Fee Discounts

a. Depending on the number of passengers transported by an airline during the summer season (from the last Sunday of March to the last Sunday of October each year), the following passenger service fee discounts apply:

Number of embarked passengers	Discount (%)
≥ 150,000	20
≥ 216,000	35
≥ 281,000	50

Note: The passenger service fee for which discounts apply is €2.00 [the difference represents the fee collected for monitoring safety-related objectives: Civil Aviation Safety Investigation and Analysis Authority (AIAS) and AACR].

b. Depending on the number of passengers transported by an airline during the winter season (from the last Sunday of October to the last Sunday of March each year), the following passenger service fee discounts apply:

Number of embarked passengers	Discount (%)
≥ 81,000	20
≥ 118,000	35
≥ 155,000	50

Note: The fee for passenger services is set at €2.00 per passenger for security-related services [AIAS and AACR].

Note: Discounts are provided the month after each season ends: April for the winter season and November for the summer season.

Discounts are applied based on the total traffic volume generated by an airline operating scheduled flights at Sibiu International Airport.

Scheduled flights are defined as flights operating on a predetermined schedule as part of a regular commercial program. These include services on fixed routes with a specified frequency, with Sibiu International Airport as the initial destination. Scheduled flights adhere to a clearly established timetable and are open for passenger bookings.

8. Methods of payment

8.1 The payment of the charges in the above items 1 - 5 is levied in LEI for Romanian air operators and in EUR for foreign air operators.

8.2 The payment of airport charges, for aircraft carrying out non-scheduled flights, will be effected in cash or by card (VISA or EUROCARD/MASTERCARD) to the airport handling operator / ATC.

8.3 Charges do not include the legal VAT rate.



b. În funcție de numărul de aterizări efectuate de către un operator aerian în sezonul de iarnă conform IATA, ultima duminică a de octombrie a fiecărui an până în ultima duminică a lunii martie a fiecărui an se acordă reduceri la tariful de iluminare, astfel:

Nr. mișcări	Discount (%)
≥ 525	25
≥ 756	50

Notă: discount-urile se acordă în luna următoare încheierii sezonului. În luna aprilie pentru sezonul de iarnă anterior, respectiv în luna noiembrie pentru sezonul de vară.

7.4 Reduceri asociate tarifului de servicii pentru pasageri

a. În funcție de numărul de pasageri transportați de către un operator aerian în sezonul de vară conform IATA, respectiv începând cu ultima duminică de martie a fiecărui an până în ultima duminică a lunii octombrie a fiecărui an se acordă reduceri la tariful de servicii pasageri, astfel:

Nr. pasageri îmbarcați	Discount (%)
≥ 150,000	20
≥ 216,000	35
≥ 281,000	50

Notă: Valoarea tarifului pentru servicii pentru pasageri pentru care se aplică reduceri este de 2.00 EURO [diferența este tariful colectat pentru supravegherea obiectivelor necesare siguranței pasagerilor: Autoritatea de Investigații și Analiză pentru Siguranța Aviației Civile - AIAS și AACR].

b. În funcție de numărul de pasageri transportați de către un operator aerian în sezonul de iarnă conform IATA, ultima duminică a de octombrie a fiecărui an până în ultima duminică a lunii martie a fiecărui an se acordă reduceri la tariful de servicii pasageri, astfel:

Nr. pasageri îmbarcați	Discount (%)
≥ 81,000	20
≥ 118,000	35
≥ 155,000	50

Notă: Valoarea tarifului pentru servicii pentru pasageri pentru care se aplică reduceri este de 2.00 EURO [diferența este tariful colectat pentru supravegherea obiectivelor necesare siguranței pasagerilor: Autoritatea de Investigații și Analiză pentru Siguranța Aviației Civile - AIAS și AACR].

Notă: discount-urile se acordă în luna următoare încheierii sezonului. În luna aprilie pentru sezonul de iarnă anterior, respectiv în luna noiembrie pentru sezonul de vară.

Discounturile se aplică pentru volumul total de trafic generat de o companie aeriană care operează zboruri regulate la Aeroportul Internațional Sibiu.

Definim zboruri regulate după cum urmează: acele zboruri care operează conform unui program prestabil, făcând parte dintr-un program comercial regulat. Acestea includ zboruri operate pe rute fixe cu o frecvență stabilită, având Aeroportul Internațional Sibiu ca destinație inițială. Zborurile regulate respectă un orar bine definit și sunt disponibile pentru rezervare de către pasageri.

8. Metoda de plată

8.1 Tarifele de la punctele 1-5 de mai sus se achită la aeroport în lei pentru operatorii aerieni români (cu sediul social în România) și în EUR pentru operatorii aerieni străini.

8.2 Plata tarifelor pentru utilizatorii care efectuează zboruri neregulate (ocasionale), se va face în numerar sau cu card (marca VISA sau EUROCARD/MASTERCARD) la aeroport – operator handling / CTA.

8.3 Tarifele nu includ cota legală de TVA.

SUCEAVA / Ștefan cel Mare - Suceava (LRSV)**1. Landing Charge**

UNIT RATE: 3.00 EURO / tonne - scheduled flights
6.00 EURO / tonne – cargo / non-scheduled flights

2. Lighting charge

UNIT RATE: 2.50 EURO / tonne / landing / take-off

3. Parking charge

UNIT RATE: 0.20 EURO / tonne / hour for ACFT with MOTW between 0 and 25 tonnes
0.10 EURO / tonne / hour for ACFT with MOTW greater than 25 tonnes

4. Passengers service

UNIT RATE: 3.50 EURO / boarded passenger
SECURITY CHARGE: 1.00 EURO / passenger
TRANSIT: 3.00 EURO / passenger
TRANSFER: 3.00 EURO / passenger

5. Other charges**Charge for persons with reduced mobility**

UNIT RATE: 0.27 EURO / embarked passenger

6. Exemptions

NIL

7. Reductions

SCHEDULED FLIGHTS: flights to and from the Suceava “Ștefan cel Mare” Airport, operated with regularity, following a pre-established timetable, year-round or for periods shorter than 1 year, which are repeated with an obvious systematic frequency, and the tickets for these flights are available for public individual purchase, directly from the air operator and/or from its authorized agents.

NON-SCHEDULED FLIGHTS: flights operated under other conditions than scheduled flights, including those pursuant to a charter contract and on regular basis.

7.1 Landing Charge

For air operators that perform scheduled flights, depending on the number of landings performed monthly, discounts are applied for the landing charge, as follows:

Discount (%)	No. of landings / month
35	65-69
40	70-74
45	75-79
50	≥ 80

For air operators performing non-scheduled flights with aircrafts with MTOW less than 40 tons, the landing charge will be supplemented by 50%.

7.2 Lighting Charge

For air operators that perform scheduled flights, depending on the number of movements performed monthly, discounts are applied for the lighting charge, as follows:

Discount (%)	No. of movements / month
10	130-139
20	140-149
30	150-159
40	≥160

7.3. Parking charge

This charge is levied for each parking hour or fraction of hour, except the first 3 hours after landing. The fraction of hour is established at 15 minutes.

SUCEAVA / Ștefan cel Mare - Suceava (LRSV)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.00 EURO / tonă - zboruri regulate
6.00 EURO / tonă - cargo/zboruri neregulate

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 2.50 EURO / tonă / decolare / aterizare

3. Tariful de staționare

NIVELUL UNITAR AL TARIFULUI: 0.20 EURO / tonă / oră pentru aeronave cu MOTW între 0-25 tone
0.10 EURO / tonă / oră pentru aeronave cu MOTW mai mare de 25 tone

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 3.50 EURO / pasager îmbarcat
TARIF DE SECURITATE: 1.00 EURO / pasager
TRANZIT: 3.00 EURO / pasager
TRANSFER: 3.00 EURO / pasager

5. Alte tarife

Tarif pentru pasageri cu mobilitate redusă

NIVELUL UNITAR AL TARIFULUI: 0.27 EURO / pasager îmbarcat

6. Scutiri

NIL

7. Reduceri

ZBORURI REGULATE: zboruri către și de la Aeroportul „Ștefan cel Mare” Suceava, operate cu regularitate, după un orar prestabilit, pe parcursul unui an sau pe perioade mai scurte de 1 an, care se repetă cu o frecvență sistematică evidentă, iar biletele pentru fiecare din aceste zboruri sunt puse la dispoziția publicului pentru achiziționare individuală în mod direct de la operatorul aerian și/sau prin agenți autorizați.

ZBORURI NEREGULATE reprezintă zborurile operate în alte condiții decât zborurile regulate, inclusiv acele zboruri efectuate utilizând o aeronavă închiriată în regim charter și operate cu o anumită regularitate.

7.1 Tariful de aterizare

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de numărul de aterizări efectuate lunar, se aplică reduceri pentru tariful de aterizare, astfel:

Reducere (%)	Nr.de aterizări / lună
35	65-69
40	70-74
45	75-79
50	≥ 80

Pentru operatorii aerieni care efectuează zboruri neregulate cu aeronave având MTOW mai mică de 40 de tone, tariful de aterizare va fi suplimentat cu 50%.

7.2 Tariful de iluminare

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de numărul de mișcări efectuate lunar, se aplică reduceri pentru tariful de iluminare astfel:

Reducere (%)	Nr.de mișcări pe lună
10	130-139
20	140-149
30	150-159
40	≥160

7.3 Tariful de staționare

Tariful se percepe pentru fiecare oră sau fracțiune de oră de staționare a aeronavei pe aeroport, cu excepția primelor 3 ore după aterizare. Fracțiunea de oră se stabilește la 15 minute.

7.4 Passengers service

For air operators that perform scheduled flights, depending on the volume of passenger traffic per month, discounts are applied for the passenger service charge, as follows:

Total number of passengers per month	Discount (%)
15.000 – 20.000	40
20.001 – 28.000	45
≥28.001	50

For air operators operating non-scheduled flights, the unit rate level for PASSENGER SERVICES and SECURITY charge will be supplemented by 100%.

NOTE:

The discount is applied to the amount remaining after deducting the charge collected for the supervision of the objectives necessary for the safety of passengers in accordance with the Order of the Minister of Transport no. 7 of 2014.

7.5 Incentive schemes for air operators

General conditions

- The incentive schemes are available to all airlines that cumulatively meet the eligibility conditions, on a non-discriminatory, transparent and fair basis, according to the charges published in AIP Romania.
- The incentives may not be cumulated.
- The incentives may not be cumulated with other types or discount grids associated with the charges.
- During the validity period of each incentive scheme for which the application is submitted, the airlines benefiting from an incentive scheme cannot opt to change it.
- After the period of granting the discounts associated to each incentive scheme, the charges published in AIP Romania in their entirety will apply.

7.5.1 Opening new routes

Charge	Granted discount		
	Year I	Year II	Year III
Landing	60%	50%	40%
Passenger services	60%	50%	40%

7.5.1 Reopening suspended routes

Charge	Granted discount	
	Year I	Year II
Landing	60%	40%
Passenger services	60%	40%

7.4 Servicii pentru pasageri

Pentru operatorii aerieni care efectuează zboruri regulate, în funcție de volumul de trafic de pasageri pe lună, se aplică reduceri pentru tariful de servicii pentru pasageri, astfel:

Număr total pasageri pe lună	Reducere (%)
15.000 – 20.000	40
20.001 – 28.000	45
≥28.001	50

Pentru operatorii aerieni care efectuează zboruri neregulate, nivelul unitar al tarifului pentru **SERVICIIL PENTRU PASAGERI și TARIFUL DE SECURITATE** vor fi suplimentate cu 100%.

NOTĂ:

Reducerea se aplică la suma rămasă după deducerea tarifelor colectate pentru supravegherea obiectivelor necesare siguranței pasagerilor în conformitate cu Ordinul Ministrului Transporturilor nr. 7 din 2014.

7.5 Scheme stimulare operatori aerieni

Condiții generale

- Schemele de stimulare sunt disponibile tuturor operatorilor aerieni care îndeplinesc cumulativ condițiile de eligibilitate, pe o bază nediscriminatorie, transparentă și echitabilă, conform tarifelor publicate în publicația AIP România.
- Schemele nu pot fi cumulate.
- Schemele nu pot fi cumulate cu alte tipuri sau grile de reduceri asociate tarifelor.
- Pe perioada de valabilitate a fiecărei scheme de stimulare pentru care se depune aplicația, companiile aeriene beneficiare a unei scheme de stimulare nu pot opta pentru schimbarea acesteia.
- După perioada de acordare a reducerilor asociate fiecărei scheme de stimulare, se vor aplica tarifele publicate în AIP România în integralitatea lor.

7.5.1 Deschidere rute noi

Tarif	Reducerea acordată		
	An I	An II	An III
Aterizare	60%	50%	40%
Servicii pasageri	60%	50%	40%

7.5.2 Redeschidere rute suspendate

Tarif	Reducerea acordată	
	An I	An II
Aterizare	60%	40%
Servicii pasageri	60%	40%

BRAȘOV / Brașov-Ghimbav (LRBV)

1. Landing Charge

UNIT RATE: 3.20 EURO / tonne

2. Lighting charge

UNIT RATE: 1.80 EURO / tonne

3. Parking charge

UNIT RATE: 0.10 EURO / tonne / hour

4. Passengers service

UNIT RATE: 3.50 EURO / passenger

SECURITY CHARGE: 1.50 EURO / passenger

5. Other charges

5.1 Charge for persons with reduced mobility (in accordance with requirements of CE Regulation no. 1107 / 05 JUL 2006)

To cover the cost of processing persons with reduced mobility (PRM), an additional fee is applied per each embarked passenger with departure point LRBV.

UNIT RATE: 0.30 EURO / embarked passenger with departure point LRBV

6. Exemptions

NIL

7. Reductions

NIL

BRAȘOV / Brașov-Ghimbav (LRBV)

1. Tariful de aterizare

NIVELUL UNITAR AL TARIFULUI: 3.20 EURO / tonă

2. Tariful de iluminare

NIVELUL UNITAR AL TARIFULUI: 1.80 EURO / tonă

3. Tariful de staționare

NIVELUL UNITAR AL TARIFULUI: 0.10 EURO / tonă / oră

4. Servicii pentru pasageri

NIVELUL UNITAR AL TARIFULUI: 3.50 EURO / pasager

TARIF DE SECURITATE: 1.50 EURO / pasager

5. Alte tarife

5.1 Tarif pentru pasageri cu mobilitate redusă (conform Regulamentului CE nr. 1107/05 Iulie 2006)

Pentru a acoperi cheltuielile aferente procesării persoanelor cu mobilitate redusă (PMR), se aplică un tarif suplimentar pentru fiecare pasager îmbarcat cu punctul de plecare LRBV.

NIVELUL UNITAR AL TARIFULUI: 0.30 EURO / pasager îmbarcat cu punctul de plecare LRBV

6. Scutiri

NIL

7. Reduceri

NIL

2. Terminal air navigation services charge (TANC)

2.1 General

2.1.1 Data necessary for the calculation of the terminal charges proceeds from:

- flight information contained in the flight plan (FPL, RPL), flight progress strips, magnetic recordings (data/voice);
- information regarding the specific features of aircraft, according to item 2.2.3 hereunder.

2.1.2 In order to avoid errors in the calculation of charges and penalties, users will strictly comply with the instructions for completion of the flight plan form of the International Civil Aviation Organisation (ICAO), as described in Annex 2 of ICAO document 4444-RAC/501 and with the provisions of the GEN 4.2 section.

2.1.3 The aircraft operators must transmit to ROMATSA, by the last working day of the calendar month in which its aircraft fleet changed and at least annually, a list containing the types/subtypes of aircraft used, the registration and the maximum take-off weight of each aircraft.

2.1.4 Initial calculation of the TANC charge is done at the ARO office (Briefing) on the departure aerodrome in Romania. The aircraft pilot or the airline representative should provide the ARO office all required information and support evidence (certificate of airworthiness, other equivalent official document) regarding the operator, the aircraft (registration, type/subtype, MTOW) and the flight (for the flights that qualify for exemption of charges according to the provisions of Art. 2.4 hereunder). When such information or support evidence is not provided, ROMATSA will use the available data for the calculation of charges.

2.2. Conditions of application of the terminal air navigation services charges

2.2.1 A charge shall be levied for each aircraft that takes-off and includes the previous landing on the same aerodrome; the unit considered is the take-off; missed approaches, followed by a successfully landing on the same aerodrome shall be included in the charge for the next take-off; missed approaches which are not followed by a successfully landing on the same aerodrome shall be charged as a single use on that aerodrome; the provisions mentioned above will not be applied for training flights for which missed approaches are deliberate, being part of the flight crew training process (for these flights each missed approach shall be charged as a single use).

2.2.2 The person liable to pay the charge shall be the person who was the operator of the aircraft at the time when the flight was performed, that is the one mentioned in the flight plan.

If the identity of the operator is not known, the owner of the aircraft shall be regarded as the operator unless he proves which other person was the operator.

Unless undoubtedly determined by other means, the identity of the operator shall be determined on the basis of the ICAO designator (or any other recognised designator) mentioned in the flight plan or used in communications with the air traffic control (ATC).

2.2.3 For IFR/VFR Flights the TANC charge shall be levied according to the provisions laid down in item 2.2.1 above, at the aerodromes mentioned in item 2.2.4 and are split in four charging zones.

2.2.4 Four unit rates (t) shall be used for the calculation of terminal service charges:

Aerodrome	Unit rate (t)
Henri Coandă Bucharest International Airport (LROP) Bucharest Băneasa - Aurel Vlaicu International Airport (LRBS) Craiova International Airport (LRCV)	2.054,23 RON
Cluj Avram Iancu International Airport (LRCL) Sibiu International Airport (LRSB) Transilvania International Airport Târgu Mureş (LRTM)	2.582,05 RON
Mihail Kogălniceanu Constanța International Airport (LRCK) Delta Dunării Tulcea Airport (LRTC) Iași Airport (LRIA) Bacău George Enescu International Airport (LRBC) Ștefan cel Mare - Suceava International Airport (LRSV)	2.870,13 RON
Arad International Airport (LRAR) Braşov - Ghimbav International Airport (LRBV) Traian Vuia Timișoara International Airport (LRTR) Oradea International Airport (LROD) Maramureş Baia Mare International Airport (LRBM) Satu Mare International Airport (LRSM)	2.216,02 RON

2. Tariful de navigație aeriană terminală (TANC)

2.1. Generalități

2.1.1 Datele necesare pentru calcularea tarifelor de navigație aeriană terminală provin din:

- informațiile de survol conținute în Planul de Zbor (FPL, RPL), benzile de evidență progresivă ale zborurilor, înregistrările magnetice (date/voce);
- informațiile privind caracteristicile aeronavelor, în conformitate cu prevederile punctului 2.2.3 mai jos.

2.1.2 Utilizatorii vor respecta cu strictețe Instrucțiunile Organizației Internaționale a Aviației Civile (ICAO) privind completarea formularului plan de zbor (conform Anexei 2 a documentului ICAO nr. 4444-RAC/501), precum și cele cuprinse în prezenta secțiune GEN 4.2, pentru evitarea erorilor în calcularea tarifelor și penalităților.

2.1.3 Operatorii aerieni vor transmite către ROMATSA lista aeronavelor ce vor fi utilizate, precum și înmatricularea și masa maximă certificată la decolare pentru fiecare aeronavă până cel mai târziu în ultima zi lucrătoare a lunii calendaristice în care componența flotei s-a modificat și cel puțin o dată pe an.

2.1.4 Calculul preliminar al tarifului TANC se efectuează la biroul ARO (Briefing) de la aeroportul de decolare din România. Pilotul aeronavei sau reprezentantul companiei aeriene vor prezenta personalului de la biroul ARO toate informațiile solicitate și probele relevante (certificat de navigabilitate, alt document oficial echivalent) privind operatorul aerian, aeronava (înmatriculare, tip/subtip, MTOW) și zborul (pentru zborurile care se încadrează la exceptarea de la tarificare conform prevederilor Art. 2.4 de mai jos). Când aceste informații nu sunt asigurate, ROMATSA va utiliza la calcularea tarifelor datele disponibile.

2.2. Condiții de aplicare a tarifelor de navigație aeriană terminală

2.2.1 Tariful se aplică fiecărei aeronave care decolează și include aterizarea anterioară pe același aeroport; unitatea considerată este decolarea; ratările la aterizare, urmate de aterizare reușită pe același aeroport vor fi incluse în tariful aplicat la următoarea decolare; ratările la aterizare care nu sunt urmate de aterizare reușită pe același aeroport vor fi tarificate ca o singură unitate de tarificare pe aeroportul respectiv; prevederile de mai sus nu se vor aplica zborurilor-școală pentru care ratarea aterizării este intenționată, făcând parte din procesul de instruire al echipajului (pentru aceste zboruri fiecare ratare se va considera o unitate de tarificare).

2.2.2 Operatorul aeronavei la data efectuării zborului, respectiv cel înscris în planul de zbor, este răspunzător pentru plata tarifului.

Dacă nu se cunoaște identitatea operatorului, proprietarul aeronavei va fi considerat operator, în afară de cazul când acesta dovedește cine a fost operatorul.

Identitatea operatorului va fi stabilită pe baza indicativului ICAO (sau a oricărui alt indicativ recunoscut) menționat în planul de zbor sau folosit în comunicațiile cu ATC, cu excepția cazurilor în care identitatea operatorului a fost stabilită fără nici un dubiu prin alte mijloace.

2.2.3 Pentru zboruri IFR/VFR tariful TANC se percepe în condițiile prevăzute la punctul 2.2.1 de mai sus, pe aeroporturile de la punctul 2.2.4 și sunt împărțite în patru zone tarificare.

2.2.4 În calcularea tarifelor pentru servicii de navigație aeriană vor fi folosite patru rate unitare:

Aerodrom	Rată unitară (t)
Aeroportul Internațional Henri Coandă București (LROP) Aeroportul Internațional București Băneasa - Aurel Vlaicu (LRBS) Aeroportul Internațional Craiova (LRCV)	2.054,23 LEI
Aeroportul Internațional Avram Iancu Cluj (LRCL) Aeroportul Internațional Sibiu (LRSB) Aeroportul Internațional Transilvania (LRTM)	2.582,05 LEI
Aeroportul Internațional Mihail Kogălniceanu Constanța (LRCK) Aeroportul Delta Dunării Tulcea (LRTC) Aeroportul Iași (LRIA) Aeroportul Internațional Bacău George Enescu (LRBC) Aeroportul Internațional Ștefan cel Mare - Suceava (LRSV)	2.870,13 LEI
Aeroportul Internațional Arad (LRAR) Aeroportul Internațional Brașov - Ghimbav (LRBV) Aeroportul Internațional Traian Vuia Timișoara (LRTR) Aeroportul Internațional Oradea (LROD) Aeroportul Internațional Maramureș Baia Mare (LRBM) Aeroportul Internațional Satu Mare (LRSM)	2.216,02 LEI

- (b) In the event of a delay of 30 minutes in excess of the estimated off-block time for a controlled flight or a delay of 1 hour for an uncontrolled flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan submitted, and the old flight plan cancelled, whichever is applicable. For any flight operated in accordance with IFR, delays of more than 15 minutes shall be communicated to the IFPS (EUROCONTROL) as Network Manager.
- (c) In the case of a change in the aircraft equipment and its capability status for a flight, aircraft operators, or the agents that act on their behalf, shall send a modification message to the IFPS (EUROCONTROL) or the air traffic services reporting offices with the appropriate indicator inserted in the relevant item of the flight plan form.
- (d) Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at the time of departure, constitutes a significant change to the flight plan and, as such, shall be reported.

2.5 For any IFR flight or IFR part of a VFR/IFR flight arriving, overflying or departing IFPZ, a flight plan shall be submitted, directly or through the responsible ARO/Briefing serving the departure aerodrome, to IFPS.

Departure aerodrome	Responsible ARO/Briefing	Operational hours	Telephone	Fax
LRAR, LRBV, LRTR	ARO/Briefing Timișoara	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL	+40 (0) 256 494 034	+40 (0) 256 494 034
	ARO/Briefing București Otopeni	Outside ARO/Briefing Timișoara operational hours	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316
LRBC, LRBM, LROP, LRBS, LRCL, LRCV, LRIA, LROD, LRSM, LRSB, LRSV, LRMT	ARO/Briefing București Otopeni	H24	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316
LRCK, LRTC	ARO/Briefing Constanța	W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL	+40 (0) 241 742 158	+40 (0) 241 742 158
	ARO/Briefing București Otopeni	Outside ARO/Briefing Constanța operational hours	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316

For any part of a flight that is carried out within IFPZ, flight plan must be submitted in accordance with the provisions contained the above specified documents, preferably using the IFPS readdressing function.

For the VFR flights departing from an uncontrolled aerodrome for which submission of a flight plan is required prior to departure, the flight plan shall be submitted to the nearest ARO/Briefing as listed above.

In order to obtain clearance for crossing a controlled area or landing at a controlled aerodrome for a flight operated under the VFR rules, the crew of an aircraft in flight may transmit a simplified flight plan to the responsible ATS unit.

The flight plan may be submitted by fax, under the condition that the flight plan is forwarded on ICAO flight plan form and a confirmation for the acceptance of the flight plan is requested from ARO.

The flight plan may be submitted via website: <http://flightplan.romatsa.ro> . Prior user registration is required.

The flight plan may be submitted by telephone to the nearest ARO/Briefing only if the following conditions are met:

- the aircraft is performing a domestic VFR/GAT flight during day time;
- the aircraft departs from a field or from a water surface where no other communication means are available (AFTN/Fax).

- (b) În cazul unei întârzieri de 30 de minute care depășește ora estimată de plecare de la locul de staționare pentru un zbor controlat sau al unei întârzieri de o oră pentru un zbor necontrolat pentru care a fost depus un plan de zbor, planul de zbor trebuie modificat sau trebuie depus un nou plan de zbor, iar vechiul plan de zbor trebuie anulat, după caz. Pentru orice zbor operat în conformitate cu IFR, întârzierile mai mari de 15 minute se comunică IFPS (EUROCONTROL), în calitate de administrator de rețea.
- (c) În cazul unei modificări a echipamentelor aeronavei și a nivelului capacității acestora pentru un zbor, operatorii de aeronave sau agenții care acționează în numele lor trebuie să trimită un mesaj de modificare la IFPS (EUROCONTROL) sau birourilor de raportare ale serviciilor de trafic aerian, cu indicatorul corespunzător introdus la elementul relevant din formularul planului de zbor.
- (d) Dacă informațiile transmise înainte de plecare cu privire la autonomia aeronavei sau numărul total de persoane la bord sunt incorecte la momentul plecării, acestea constituie o modificare semnificativă a planului de zbor și, ca urmare, trebuie raportate.

2.5 Pentru orice zbor IFR, inclusiv pentru porțiunile de zbor IFR ale zborurilor mixte IFR/VFR, care intră în, survolează sau pleacă din IFPZ, trebuie să fie depus un plan de zbor către IFPS, direct sau prin intermediul unității ARO/Briefing responsabile care deservește aerodromul de plecare.

Aerodromul de plecare	ARO/Briefing responsabil	Ore de funcționare	Telefon	Fax
LRAR, LRBV, LRTR	ARO/Briefing Timișoara	W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL	+40 (0) 256 494 034	+40 (0) 256 494 034
	ARO/Briefing București Otopeni	În afara orelor de operare a unității ARO/Briefing Timișoara	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316
LRBC, LRBM, LROP, LRBS, LRCL, LRCV, LRIA, LROD, LRSM, LRSB, LRSV, LRTM	ARO/Briefing București Otopeni	H24	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316
LRCK, LRTC	ARO/Briefing Constanța	W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL	+40 (0) 241 742 158	+40 (0) 241 742 158
	ARO/Briefing București Otopeni	În afara orelor de operare a unității ARO/Briefing Constanța	+40 (0) 212 032 122 +40 (0) 212 032 127 +40 (0) 213 114 315 +40 (0) 213 114 316	+40 (0) 212 032 127 +40 (0) 213 114 316

Pentru orice porțiune a unui zbor care se desfășoară în afara IFPZ, planul de zbor trebuie transmis în conformitate cu cerințele cuprinse în documentele specificate la punctul 1 de mai sus, de preferat utilizând funcția de readresare a IFPS.

Pentru zborurile VFR care pleacă de pe un aerodrom necontrolat și pentru care este necesar a se depune un plan de zbor anterior decolării, planul de zbor trebuie transmis la cea mai apropiată dintre unitățile ARO/Briefing enumerate mai sus.

În scopul obținerii aprobării pentru traversarea unui spațiu controlat sau pentru aterizarea pe un aerodrom controlat, echipajul unei aeronave care efectuează un zbor VFR poate transmite din zbor, către unitatea ATS competentă, un plan de zbor simplificat.

Planul de zbor poate fi transmis prin fax la ARO/Briefing cu condiția ca acesta să fie completat pe un formular plan de zbor ICAO și să se solicite ulterior de la ARO/Briefing confirmarea acceptării planului de zbor.

Planul de zbor poate fi depus prin internet accesând site-ul web: <http://flightplan.romatsa.ro>. Este necesară înregistrarea anterioară a utilizatorilor.

Planurile de zbor pot fi depuse prin telefon, la cea mai apropiată unitate ARO/Briefing numai dacă se îndeplinesc cumulativ următoarele condiții:

- aeronava execută un zbor VFR/GAT intern pe timp de zi;
- aeronava decolează de pe un teren sau o suprafață de apă, unde nu sunt disponibile alte mijloace de comunicație (AFTN/fax).

ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

Movement messages relating to traffic into or via BUCUREȘTI FIR shall be addressed as stated below in order to warrant correct relay and delivery.

Category of flight (IFR, VFR or both)	Route (into or via FIR and/or TMA)	Message address
IFR/GAT flights	Into, via or leaving BUCUREȘTI FIR	EUCHZMFP, EUCBZMFP
VFR flights	Into or via BUCUREȘTI FIR	- LRBBZQZX and - to the control tower of the destination aerodrome (...ZTZX), if applicable
	Departing from a controlled aerodrome within BUCUREȘTI FIR	Only to the ARO/Briefing Unit in charge:
	LRAR LRBV LRTR	LRTRYOYX W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL LROPYOYX Outside ARO/Briefing Timișoara operational hours
	LRBC LRBM LROP LRBS LRCL LRCV LRIA LROD LRSM LRSB LRSV LRTM	LROPYOYX
	LRCK LRTC	LRCKYOYX W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL LROPYOYX Outside ARO/Briefing Constanța operational hours
	Where the VFR portion of the flight lies within BUCUREȘTI FIR	- EUCHZMFP, EUCBZMFP and Supplying in extra address line(s) the corresponding addresses for VFR flights
Mixed IFR/VRF flights		-

ENR 1.11 ADRESAREA MESAJELOR PLAN DE ZBOR

Pentru a garanta retransmiterea și distribuirea corectă, mesajele de mișcare referitoare la traficul înspre sau care tranzitează FIR BUCUREȘTI trebuie să fie adresate după cum urmează:

Categoria zborului (IFR, VFR sau ambele)	Ruta (înspre sau via FIR și/sau TMA)	Adresarea mesajelor
Zboruri IFR/GAT	Înspre, via sau plecând din FIR BUCUREȘTI	EUCHZMFP, EUCBZMFP
Zboruri VFR	Înspre sau via FIR BUCUREȘTI	- LRBBZQZX și - Turnului de control al aerodromului de destinație (...ZTZX), dacă este cazul.
	Cu plecare de pe un aerodrom controlat situat în FIR BUCUREȘTI	Numai la unitatea ARO/Briefing responsabilă:
	LRAR LRBV LRTR	LRTRYOYX W: MON-THU 0500-1330 FRI 0500-1100 EXC HOL S: MON-THU 0400-1230 FRI 0400-1000 EXC HOL LROPYOYX În afara orelor de operare a unității ARO/Briefing Timișoara
	LRBC LRBM LROP LRBS LRCL LRCV LRIA LROD LRSM LRSB LRSV LRTM	LROPYOYX
	LRCK LRTC	LRCKYOYX W: MON-THU 0600-1430 FRI 0600-1200 EXC HOL S: MON-THU 0500-1330 FRI 0500-1100 EXC HOL LROPYOYX În afara orelor de operare a unității ARO/Briefing Constanța
	Dacă porțiunea de zbor VFR este în FIR BUCUREȘTI.	- EUCHZMFP, EUCBZMFP și În linia (liniile) de extra-adrese, se furnizează adresele corespunzătoare pentru zborurile VFR.
Zboruri mixte IFR/VRF	-	

ENR 4. RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR/VAR)	ID	FREQ (CH)	Hours of operation	Coordinates	ELEV DME antenna (FT)	Remarks
1	2	3	4	5	6	7
ADAMCLISI DME	ADM	1077.000MHz (53X)	H24	440525N 0275739E	700	Coverage 100 NM*
ARAD DVOR/DME (5°E/2017)	ARD	109.000 MHz (CH 27X)	H24	461103N 0210837E	400	Coverage 175 NM*
ARINI DME	ARN	1060.000MHz (36Y)	H24	462246N 0270924E	1900	Coverage 100 NM*
BACĂU DME	BAC	1145.000 MHz (CH 121X)	H24	463005N 0265505E	700	Coverage 100 NM** Unusable in sector 210°-290°
BACĂU DVOR/DME (5°E/2010)	BCU	109.400 MHz (CH 31X)	H24	463039N 0264932E	1800	Coverage 175 NM* FRA (I)
BAIA MARE NDB	BMR	404 KHz	H24	474016N 0232045E		Coverage 100 NM** FRA (I)
BĂIȘOARA DME	BAI	1150.000 MHz (CH 126Y)	H24	462928N 0231412E	6000	Coverage 100 NM** Unusable in sector 140°-260°
BRAȘOV DVOR/DME (6°E/2019)	BRV	117.600 MHz (CH 123X)	H24	453403N 0253353E	5900	Coverage 175 NM* DVOR unusable over 20 NM bellow FL180 in sector 230°-080° clockwise FRA (I)
CENEI DME	CNI	1127.000 MHz (CH 103X)	H24	454258N 0205427E	300	Coverage 100 NM**
CICĂU DME	CIC	1083.000MHz (59Y)	H24	461940N 0233211E	3400	Coverage 100 NM* Unusable in sector 230°-340°
CLUJ DVOR/DME (5°E/2015)	CLJ	111.200 MHz (CH 49X)	H24	464800N 0234714E	1600	Coverage 175 NM*
COMANA DME	COM	1069.000MHz (45X)	H24	441033N 0260859E	400	Coverage 100 NM*
CONSTANȚA DVOR/DME (7°E/2021)	CND	112.700 MHz (CH 74X)	H24	441708N 0282842E	300	Coverage 150 NM* FRA (I): FL175 - FL660
CRAIOVA DVOR/DME (5°E/2019)	CRV	110.200 MHz (CH 39X)	H24	441907N 0235522E	600	Coverage 100 NM* FRA (I)
DEALUL CIUHII DME	CHU	1053.000 MHz (CH 29X)	H24	461059N 0244914E	2500	Coverage 100 NM** Unusable in sector 110°-205°
DEVA DVOR/DME (5°E/2019)	DVA	109.800 MHz (CH 35X)	H24	454941N 0225808E	900	Coverage 100 NM* FRA (I)
FLOREȘTI VOR/DME (5°E/2010)	FLR	112.200 MHz (CH 59X)	H24	443003N 0254229E	400	Coverage 150 NM* FRA (I): FL175 - FL660
GALAȚI DVOR/DME (6°E/2019)	GLT	108.200 MHz (CH 19X)	H24	452459N 0275540E	200	Coverage 175 NM* FRA (I) FRA (AD): LRTC

1	2	3	4	5	6	7
HADÂMBU DME	HDB	1046.000MHz (22X)	H24	470054N 0272526E	1500	Coverage 100 NM*
HENIU DME	HNU	1087.000 MHz (CH 63X)	H24	471639N 0244407E	5400	Coverage 100 NM** Unusable in sector 310°-075°
IAȘI DME	ISI	1106.000 MHz (CH 82X)	H24	471404N 0273446E	300	Coverage 100 NM** Unusable in sector 200°-230°
IAȘI NDB	ISI	351 KHz	H24	471403N 0273447E		Coverage 50 NM** FRA (I)
ISTRITA DME	ISA	1129.000MHz (105Y)	H24	450709N 0263235E	2500	Coverage 100 NM*
LUGOJ DME	LGJ	1091.000 MHz (CH 67X)	H24	454311N 0215942E	800	Coverage 100 NM** Unusable in sector 065°-180°
ODOBEȘTI DME	ODB	1054.000MHz (30Y)	H24	464152N 0271000E	1600	Coverage 100 NM*
ORADEA NDB	ORA	418 KHz	H24	470601N 0215527E		Coverage 100 NM** FRA (I)
PĂLTINIȘ DME	PLT	1102.000MHz (78X)	H24	453832N 0235637E	5800	Coverage 100 NM* Unusable in sector 90°-92° and 190°-260°
PICIOR DE MUNTE DME	PMT	1118.000MHz (94X)	H24	444638N 0252308E	900	Coverage 100 NM*
ROȘIORI DVOR/DME (5°E/2010)	OPT	117.100 MHz (CH 118X)	H24	443533N 0263337E	300	Coverage 80 NM* FRA (I): FL175 - FL660
SACOȘU MARE DME	SAC	1072.000MHz (48X)	H24	453346N 0214324E	1300	Coverage 100 NM*
SATU MARE DVOR/DME (5°E/2017)	SAT	108.400 MHz (CH 21X)	H24	474339N 0225338E	500	Coverage 150 NM* FRA (I) FRA (AD): LRBM
SIBIU DVOR/DME (5°E/2010)	SBI	114.000 MHz (CH 87X)	H24	454651N 0240516E	1500	Coverage 150NM DVOR Coverage 100NM DME
SIBIU NDB	SIB	381 KHz	H24	454706N 0240909E		Coverage 100 NM** FRA (I): FL175 - FL660
STOLNICENI DME	STL	1100.000MHz (76X)	H24	473409N 0271521E	800	Coverage 100 NM*
STREJNIC DVOR/DME (5°E/2010)	STJ	113.200 MHz (CH 79X)	H24	445507N 0255837E	600	Coverage 80 NM* FRA (I): FL175 - FL660
STRUNGA DME	STR	1049.000MHz (25X)	H24	470940N 0265637E	1200	Coverage 100 NM*
SUCEAVA DVOR/DME (7°E/2020)	SCV	112.300 MHz (CH 70X)	H24	474020N 0262139E	1300	Coverage 175 NM* FRA (I)
SIRIA DME	SIR	1117.000MHz (93X)	H24	461555N 0213950E	1800	Coverage 100 NM*
TÂRGU JIU VOR/DME (5°E/2019)	TGJ	115.300 MHz (CH 100X)	H24	450339N 0232003E	900	Coverage 150 NM*
TÂRGU MUREȘ NDB	TGM	428 KHz	H24	462649N 0241823E		Coverage 80 NM** FRA (I): FL175 - FL660

AD 2. AERODROMES**LRAR AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRAR - ARAD / Arad****LRAR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	461036N 0211543E RWY centerline.
2	Direction and distance from city	3 km West from Arad
3	Elevation/Reference temperature/mean low temperature	353 FT (108 M) / 31.0°C / -11.0°C
4	Geoid undulation at AD ELEV PSN	140 FT
5	MAG VAR/ Annual rate of change	5°E (2019) / 7.0'E
6	AD Administration, address, telephone, telefax, telex, AFS	Aeroportul Arad, Arad, România Tel: +40-(0)257-339010 Fax: +40-(0)257-254482 Email: office@aradairport.ro Website: www.aeroportularad.ro Tel: +40-(0)257-254440 Ground Ops Fax: +40-(0)257-254546 Ground Ops Email: ground.op@aradairport.ro AFS: LRARRAYD SITA: ARWAAXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRAR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24, see GEN 3.1-5
5	ATS Reporting Office (ARO)	H24, see ENR 1.10-3
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LRAR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	747m ² of storage, dangerous good room, cargo equipments.
2	Fuel/Oil types	Fuel: Kerosene TH type JET A1 AVGAZ 100LL Oil: NIL
3	Fuelling facilities/capacity	1 refueling truck 14 t
4	De-icing facilities	1 de-icing unit with fluid type I and II.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LRAR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Snack bar on the airport, restaurants in the city.
3	Transportation	Taxi from the AD.
4	Medical facilities	First aid at AD. Hospitals in the city.
5	Bank and Post Office	In the city.
6	Tourist Office	In the city.
7	Remarks	NIL

LRAR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	1 truck of 9000l, 1 truck of 5000l, foam and dry chemical powder.
3	Capability for removal of disabled aircraft	Only for code letter B aircraft, wingspan < 24 m. Air Operation Office: +40-(0)257-254440.
4	Remarks	NIL

LRAR AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	2 trucks with snow plough or snow blower, 2 tractors with snow plough, RWY deicer spreader.
2	Clearance priorities	1. RWY 09/27 2. TWY A 3. APRON 2 4. TWY B 5. APRON 1
3	Use of material for movement area surface treatment	KAC RWY cleaning de-icing fluid.
4	Specially prepared winter runways	NIL
5	Remarks	RCR is used for reporting assessed condition through the issuance of SNOWTAM, when necessary. RWY CC are assessed according GRF and transmitted to pilots by TWR Arad. Regarding information on snow clearance published, see the snow plan in section AD 1.2.

LRAR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	APRON 1 Surface: Asphalt Strength: 6/R/C/W/T	APRON 2 Concrete 41/R/C/W/T
2	Taxiway designation, width, surface and strength	TWY A Width: 18 M Surface: Concrete Strength: 55/R/C/W/T	TWY B 12 M Asphalt 6/R/C/W/T
3	ACL location and elevation	INS Apron 1 and Apron 2, elevation 352 FT.	
4	VOR checkpoints	NIL	
5	INS checkpoints	See AD 2.1-22	
6	Remarks	NIL	

LRAR 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	Aircraft stand ID signs: 1, 2, 3, 4 and 5. Taxi to stands using TWY A & B and apron guide lines. Self parking procedures: Stop aircraft at yellow when STOP marking is in line pilot eye at an angle of 90° to the lead in line. Contingency procedures: parking guidance can be provided by marshaller in case of abnormal situation.
2	RWY and TWY markings and LGT	RWY: - markings: Designation, THR, TDZ, centre line, edges, aiming point. - lights: THR, centre line, TDZ, edge, END. TWY A: - markings: centre line, holding position marked, enhanced centre line. - lights: centre line, edge. TWY B: - markings: centre line. - lights: NIL.
3	Stop bars and runway guard lights	Stop bars lights, guard lights on TWY A.
4	Other RWY protection measure	NIL
5	Remarks	THR 27 displaced 180M, turn pad on RWY END 27 - markings: centre line, edge line. - lights: centre line, edge, turn pad lights green.

LRAR AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
2	WATER TOWER	461030.2N 0211414.2E	425/ 76 FT	- / NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
7	POLE	461128.0N 0211611.1E	437/ 89 FT	- / -	
8	OTHER	461016.8N 0211708.7E	459/ 104 FT	- / -	
12	BUILDING	461013.5N 0211841.9E	508/ 144 FT	- / -	
13	WATER TOWER	461011.2N 0211829.1E	495/ 132 FT	- / -	
20	ANTENNA	461026.2N 0211906.5E	574/ 205 FT	Marked / LGT R	
25	TOWER	461320.8N 0211943.7E	1023/ 668 FT	- / -	
26	ANTENNA	461214.8N 0211423.0E	525/ 172 FT	- / -	
27	ANTENNA	461212.7N 0211905.9E	603/ 241 FT	- / -	
28	ANTENNA	461554.7N 0213949.6E	1958/ 395 FT	- / -	
29	ANTENNA	455802.6N 0211253.6E	819/ 386 FT	Marked / LGT R	
30	ANTENNA	455800.5N 0211257.6E	821/ 381 FT	Marked / LGT R	
102	NAVAID	461038.2N 0211606.7E	371/ 20 FT	- / LGT R	
103	NAVAID	461038.0N 0211606.8E	409/ 58 FT	Marked / LGT R	
105	OTHER	461038.7N 0211603.8E	383/ 27 FT	- / LGT R	
106	OTHER	461037.7N 0211610.5E	366/ 14 FT	Marked / LGT R	
210	POLE	461149.6N 0211611.5E	448/ 100 FT	- / -	
212	POLE	461134.5N 0211611.2E	439/ 90 FT	- / -	
213	ANTENNA	460907.3N 0211822.5E	496/ 137 FT	Marked / -	
215	POLE	460851.4N 0211752.5E	478/ 106 FT	- / -	
216	POLE	460857.7N 0211755.9E	465/ 102 FT	- / -	
217	POLE	460905.0N 0211800.0E	465/ 102 FT	- / -	
218	POLE	460908.3N 0211744.8E	464/ 102 FT	- / -	
219	POLE	460919.0N 0211748.5E	463/ 102 FT	- / -	
220	POLE	460924.6N 0211800.4E	485/ 102 FT	- / -	
222	TOWER	460943.8N 0211705.9E	463/ 105 FT	- / -	

LRAR 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
DVOR/DME (5°E/2017)	ARD	109.000 MHz CH 27X	H24	461102.7N 0210837.0E	400 FT	NIL	Coverage 175 NM (assumed)
LOC 27 (5°E/2017) ILS CAT II (II.T.3)	IAD	110.700 MHz	H24	461039.4N 0211443.8E		NIL	Front course angle 5.8°. No back course
GP 27	-	330.200 MHz	H24	461038.0N 0211606.8E		NIL	GP Angle 3°. ILS RDH 54 FT.
DME 27	IAD	- CH 44X	H24	461038.2N 0211606.7E	400 FT	NIL	NIL
NDB(LO)	ARD	517 KHz	H24	461102.4N 0210841.6E			272°MAG / 4.37 NM (8.1 KM) from THR 09 Coverage 50 NM (declared)

LRAR AD 2.20 LOCAL AERODROME REGULATIONS

1. Standard Taxi Routes / Rutele Standard de Rulare

1.1 Arrival Information

Arrival on	Instruction given by ATC				Taxiway to be followed	Remarks
	Name of the Standard Taxi Route					
RWY 27	After landing backtrack, report RWY vacated and follow TWY A	ARR 27	To	APRON 2	Via TWY A	Follow TWY A centre line to the stand and report marshaller in sight. Standard taxi routes applied also for helicopters operations.
				APRON 1	Via TWY A & TWY B	
RWY 27	After landing backtrack, report RWY vacated and follow TWY A	ARR 27	To	APRON 2	Via TWY A	Only for LVO. Follow TWY A centre line light and report marshaller in sight.
RWY 09	After landing report RWY vacated and follow TWY A	ARR 09	To	APRON 2	Via TWY A	Follow TWY A centre line to the stand and report marshaller in sight. Standard taxi routes applied also for helicopters operations.
RWY 09	After landing report RWY vacated and follow TWY A	ARR 09	To	APRON 1	Via TWY A & TWY B	Follow TWY A centre line to the stand and report marshaller in sight. Standard taxi routes applied also for helicopters operations.

1.2 Departure Information

Departure from	Instruction given by ATC				Taxiway to be followed	Remarks
	Name of the Standard Taxi Route					
APRON 2	Taxi via standard taxi route	DEP 27	To holding position	RWY 27	Via TWY A	Follow TWY A centre line & light to RWY holding position. Standard taxi routes applied also for helicopters operations.
APRON 1	Taxi via standard taxi route	DEP 27	To holding position	RWY 27	Via TWY A & TWY B	Follow TWY A centre line & light to RWY holding position. Standard taxi routes applied also for helicopters operations.
APRON 2	Taxi to holding point RWY 27 to TWY A	DEP 27	To RWY 27		Via TWY A	Only for LVO. Follow TWY A centre line & light to RWY holding position.
APRON 2	Taxi via standard taxi route	DEP 09	To holding position	RWY 09	Taxi approved via TWY A to holding position, enter in line up RWY 09.	Follow TWY A centre line & light to RWY holding position. Standard taxi routes applied also for helicopters operations.
APRON 1	Taxi via standard taxi route	DEP 09	To holding position	RWY 09	Taxi approved via TWY A & TWY B to holding position, enter in line up RWY 09	Follow TWY A centre line & light to RWY holding position. Standard taxi routes applied also for helicopters operations.

2. Airport regulations / Reguli de aeroport

2.1 Before landing on airport or before filling LRAR as alternate for aircraft with maximum ACN higher than 41 for rigid pavements subgrades code C operators are required to contact airport administration for permission to operate on aerodrome.

2.2 TWY B and Apron 1 are exclusively for aircraft max code B.

2.1 Înainte de operarea pe aeroport sau înainte de a declara LRAR ca aeroport de rezervă, pentru aeronavele cu ACN mai mare decât 41 pentru suprafață rigidă categoria C operatorii sunt obligați să ia legătura cu administrația aeroportului pentru obținerea permisiunii de a opera pe aerodrom.

2.2 TWY B și Apron 1 sunt utilizate doar de aeronave cu litera de cod max B.

LRAR AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1-3

LRAR AD 2.22 FLIGHT PROCEDURES

1. P-RNAV REQUIREMENTS

RNAV SID and STAR procedures within ARAD TMA are based on DME-DME sensors and designed in accordance with RNAV-1 (P-RNAV) criteria. RNAV-1 (P-RNAV) approval is required to conduct these procedures without additional restrictions.

RNAV-1 (P-RNAV) approved aircraft operators shall insert designator "P" in Item 10 of the flight plan according to ICAO Doc 7030 Regional Supplementary Procedures.

Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

On both RWY directions, tactical points for non-standard shorter approach are established: for arrival Arad RWY 09 – WPT AR111, for arrivals Arad RWY 27 – WPT AR211. These points may be used only after request/approval of air crews.

Vertical planning information: air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.

In case a published climb gradient can not be respected, air crews should request non-standard departure before startup.

2. RADIO COMMUNICATION FAILURE PROCEDURE FOR IFR FLIGHTS

a) General procedure when no STARs are in use

Set transponder to 7600 and continue flight at the last flight level/altitude assigned by ATC to ARD VOR/DME. Descend in holding pattern over ARD VOR/DME, then execute an instrument approach procedure.

1. CERINȚE P-RNAV

În TMA Arad, procedurile SID și STAR RNAV sunt bazate pe senzori DME/DME și sunt proiectate în conformitate cu criteriile RNAV-1 (P-RNAV). Este necesară deținerea unei aprobări pentru operațiuni RNAV-1 (P-RNAV) pentru a utiliza aceste proceduri fără restricții suplimentare.

Operatorii aeronavelor certificați RNAV-1 (P-RNAV) trebuie să insereze indicatorul "P" în câmpul 10 al planului de zbor în conformitate cu Doc. OACI 7030 – Proceduri regionale suplimentare.

ATC poate autoriza rute directe/mai scurte ori de câte ori este posibil (în special în afara perioadelor de vârf). Interceptarea direcției apropierii finale se face de obicei prin vectorizare radar pentru a facilita traficul, precum și în scopul asigurării eșalonării.

Pe ambele direcții ale pistei sunt stabilite puncte tactice pentru apropieri non-standard mai scurte: pentru sosiri Arad RWY 09 – WPT AR111, pentru sosiri Arad RWY 27 – WPT AR211. Aceste puncte pot fi utilizate doar după solicitare/aprobare de către pilot.

Informații privind planificarea profilului vertical: se recomandă ca pilotul să planifice profilul având în vedere o posibilă autorizare de coborâre în conformitate cu restricțiile de altitudine precizate pe hărțile STAR. ATC va da o autorizare de coborâre actualizată.

În cazul în care un gradient de urcare publicat nu poate fi respectat, se recomandă ca pilotul să solicite o plecare non-standard înainte de pornirea motoarelor.

2. PROCEDURA PENTRU ZBORURI IFR ÎN CAZUL ÎNTRERUPERII COMUNICAȚIILOR RADIO

a) Procedura generală pentru cazul când nu sunt disponibile rute STAR

Setați transponderul 7600 și continuați zborul la ultimul FL/altitudine alocat de ATC către ARD VOR/DME. Coborâți în procedura de așteptare ARD VOR/DME, apoi executați o procedură de apropiere instrumentală.

**RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000 ft

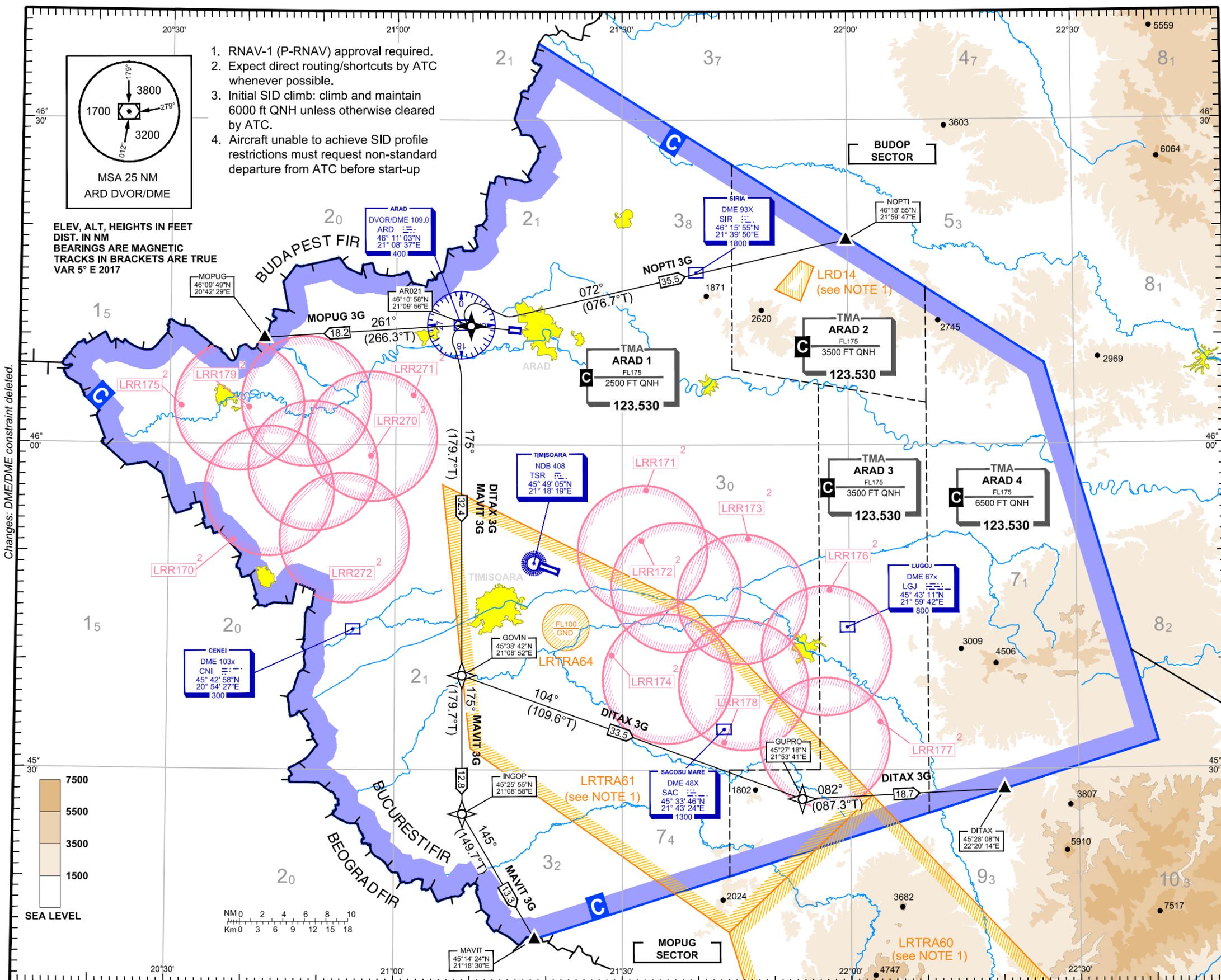
Arad Approach 123.530
Arad Approach ALTN 126.350
Arad Tower 118.230
Arad Tower ALTN 130.200

SECTOR BUDOP 130.230
ALTN 124.100
MOPUG 135.340
ALTN 121.375

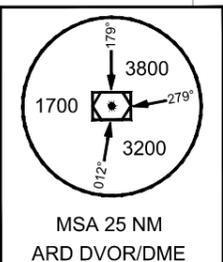
ARAD / Arad (LRAR)

RWY 27

DITAX 3G, MAVIT 3G, MOPUG 3G,
NOPTI 3G



1. RNAV-1 (P-RNAV) approval required.
2. Expect direct routing/shortcuts by ATC whenever possible.
3. Initial SID climb: climb and maintain 6000 ft QNH unless otherwise cleared by ATC.
4. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up



ELEV. ALT. HEIGHTS IN FEET
DIST. IN NM
BEARINGS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
VAR 5° E 2017

RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:
a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
b) If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DITAX 3G / MAVIT 3G / MOPUG 3G / NOPTI 3G		
DESIGNATOR	ROUTING	ALTITUDES
DITAX 3G	ARD - GOVIN - GUPRO - DITAX	After departure climb initially 6000 ft QNH. Further climb only by ATC.
MAVIT 3G	ARD - GOVIN - INGOP - MAVIT	PDG min. 3.7%* After departure climb initially 6000 ft QNH. Further climb only by ATC.
MOPUG 3G	ARD - MOPUG	PDG min. 7.7%* After departure climb initially 6000 ft QNH. Further climb only by ATC.
NOPTI 3G	AR021[K210-]-NOPTI	PDG min. 3.8%* After departure climb initially 6000 ft QNH. Further climb only by ATC.

* Increased climb gradient due to airspace structure. If unable to comply, contact ATC.

DESIGNATOR	COORDINATES	ALTITUDE
DITAX 3G		
ARD	N461102662	E0210837039
GOVIN	N453841982	E0210852487
GUPRO	N452718553	E0215340798
DITAX	N452808080	E0222013620
MAVIT 3G		
ARD	N461102662	E0210837039
GOVIN	N453841982	E0210852487
INGOP	N452554847	E0210858525
MAVIT	N451424000	E0211830000
MOPUG 3G		
ARD	N461102662	E0210837039
MOPUG	N460948500	E0204228979
NOPTI 3G		
AR021	N461057680	E0210956051
NOPTI	N461855190	E0215946587

NOTE:
1. Vertical limits are issued by NOTAM
2. Vertical limits FL255 GND

**RNAV (DME/DME) ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TMA SPEED LIMIT
MAX IAS 250KT BELOW FL100

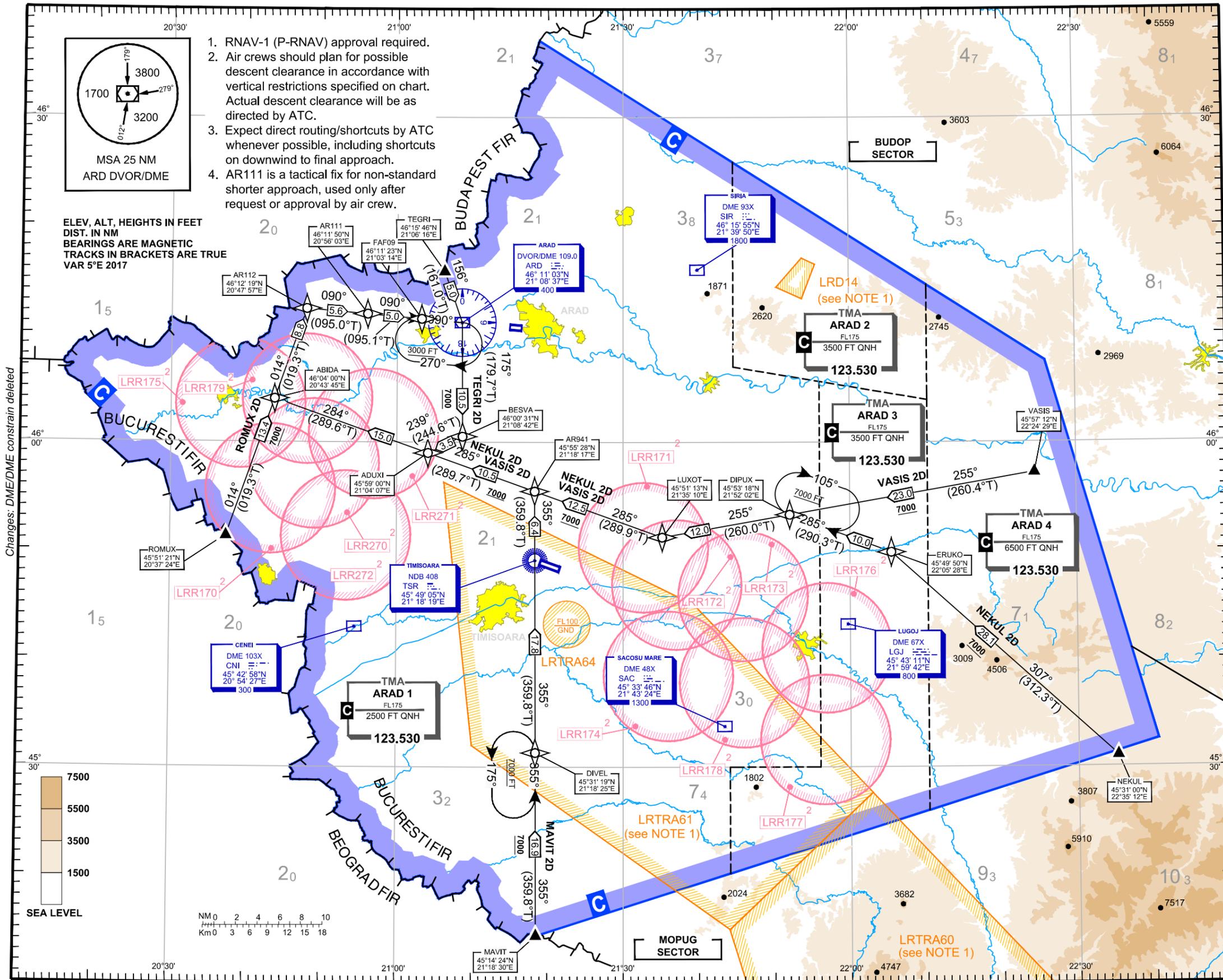
TRANSITION ALTITUDE
9000 ft

Arad Approach 123.530
Arad Approach ALTN 126.350
Arad Tower 118.230
Arad Tower ALTN 130.200

ARAD / Arad (LRAR)

RWY 09

**MAVIT 2D, NEKUL 2D, ROMUX 2D,
TEGRI 2D, VASIS 2D**



1. RNAV-1 (P-RNAV) approval required.
2. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
3. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
4. AR111 is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

Standard Instrument Arrival Routes (STAR) are also noise abatement routings.
Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE

- a) if STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach VOR RWY09 and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
- b) If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to AR111, then FAF and execute approach VOR RWY09 and land. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach VOR RWY09 and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, execute missed approach and proceed to FAF of most convenient RWY, execute approach VOR RWY 09 and land.

Runway 09	
DESIGNATOR	ROUTING
MAVIT 2D	MAVIT - DIVEL[A7000+] - TSR - AR941 - ADUXI[A7000+; K230-] - ABIDA[K210-] - AR112[A4000+] - AR111 - FAF09[A3000]
NEKUL 2D	NEKUL - ERUKO - DIPUX[A7000+] - LUXOT - AR941 - ADUXI[A7000+; K230-] - ABIDA[K210-] - AR112[A4000+] - AR111 - FAF09[A3000]
ROMUX 2D	ROMUX - ABIDA[K210-] - AR112[A4000+] - AR111 - FAF09[A3000]
TEGRI 2D	TEGRI - ARD[A7000+] - BESVA[K230-] - ADUXI[A7000+; K230-] - ABIDA[K210-] - AR112[A4000+] - AR111 - FAF09[A3000]
VASIS 2D	VASIS - DIPUX[A7000+] - LUXOT - AR941 - ADUXI[A7000+; K230-] - ABIDA[K210-] - AR112[A4000+] - AR111 - FAF09[A3000]

NOTE:
1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$

**RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000 FT

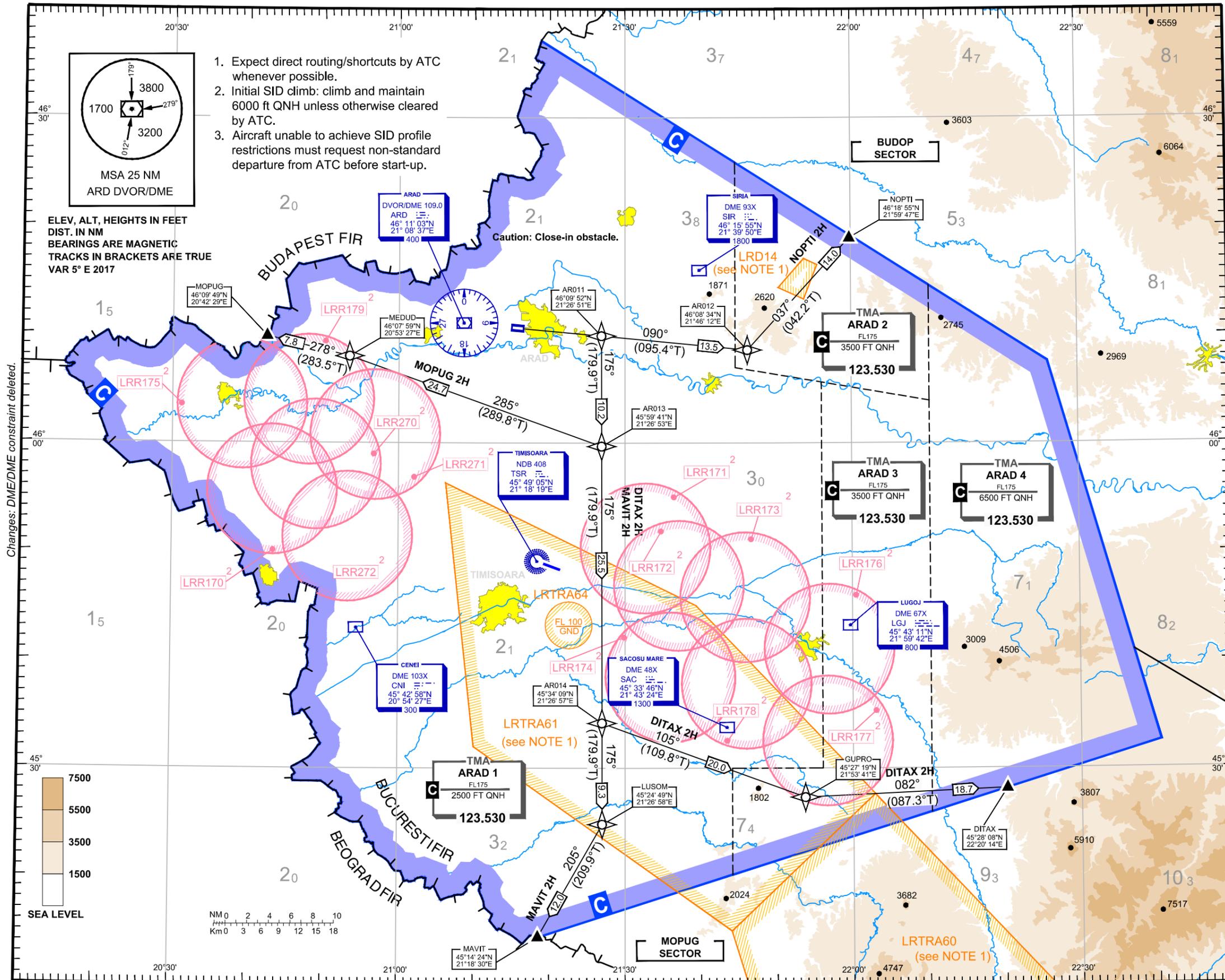
Arad Approach 123.530
Arad Approach ALTN 126.350
Arad Tower 118.230
Arad Tower ALTN 130.200

SECTOR BUDOP 130.230
ALTN 124.100
MOPUG 135.340
ALTN 121.375

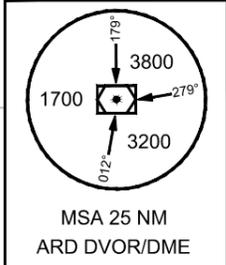
ARAD / Arad (LRAR)

RWY 09

DITAX 2H, MAVIT 2H, MOPUG 2H,
NOPTI 2H



1. Expect direct routing/shortcuts by ATC whenever possible.
2. Initial SID climb: climb and maintain 6000 ft QNH unless otherwise cleared by ATC.
3. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.



ELEV. ALT. HEIGHTS IN FEET
DIST. IN NM
BEARINGS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
VAR 5° E 2017

RADIO COMMUNICATION FAILURE
Set transponder to 7600, then:
a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
b) If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID REP climbing to FPL flight level.

DITAX 2H / MAVIT 2H / MOPUG 2H / NOPTI 2H		
DESIGNATOR	ROUTING	ALTITUDES
DITAX 2H	AR011[K210]- AR013 - AR014- GUPRO - DITAX	After departure climb initially 6000 ft QNH. Further climb only by ATC.
MAVIT 2H	AR011[K210]- AR013 - AR014- LUSOM - MAVIT	PDG min 3.6%* After departure climb initially 6000 ft QNH. Further climb only by ATC.
MOPUG 2H	AR011[K210]- AR013 - MEDUD - MOPUG	PDG min 3.5%* After departure climb initially 6000 ft QNH. Further climb only by ATC.
NOPTI 2H	AR011 - AR012 - NOPTI	PDG min 5.0%* After departure climb initially 6000 ft QNH. Further climb only by ATC.

* Increased climb gradient due to airspace structure. If unable to comply, contact ATC.

NOTE:
1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$

**RNAV (DME/DME) ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TMA SPEED LIMIT
MAX IAS 250KT BELOW FL100

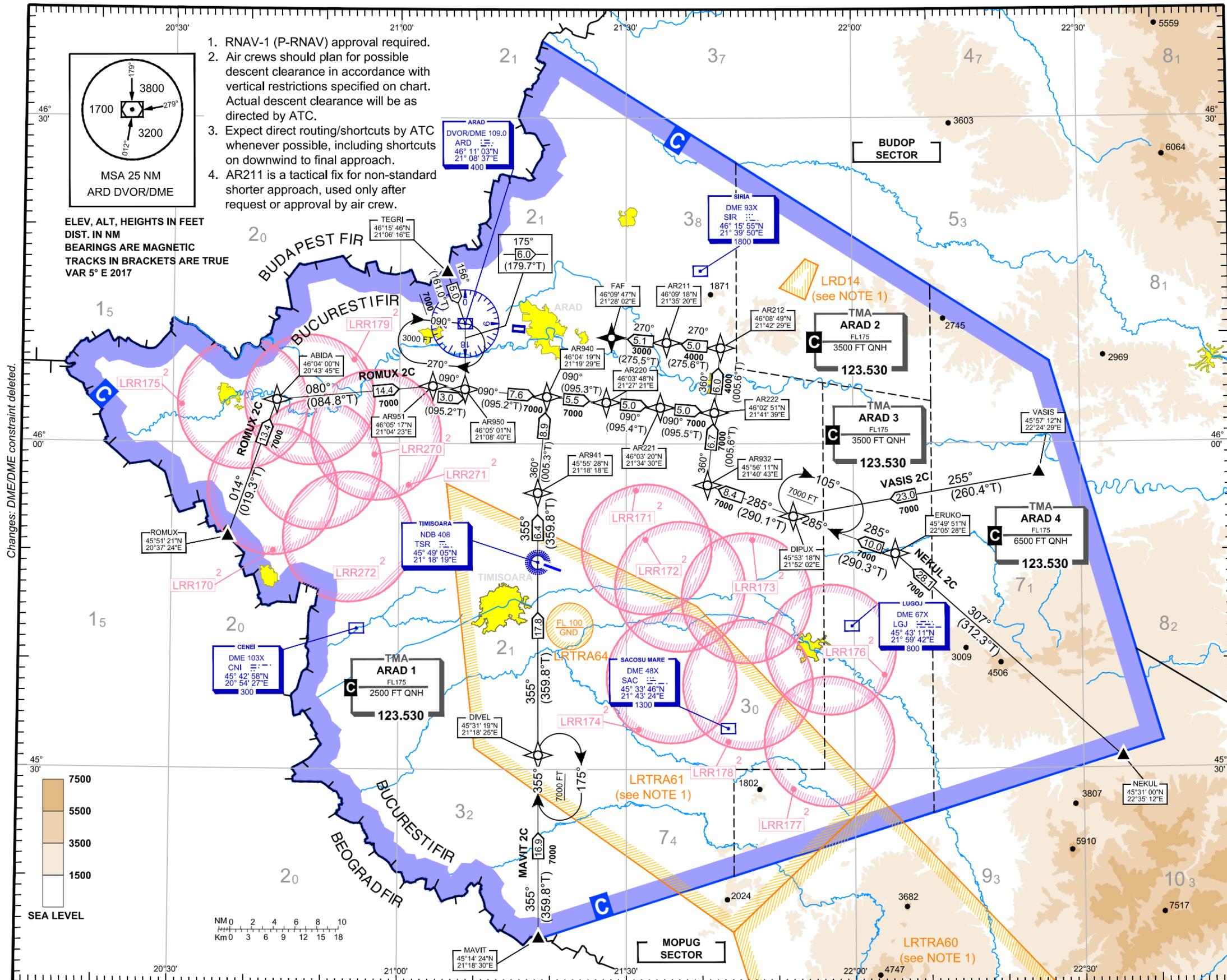
TRANSITION ALTITUDE
9000 FT

Arad Approach 123.530
Arad Approach ALTN 126.350
Arad Tower 118.230
Arad Tower ALTN 130.200

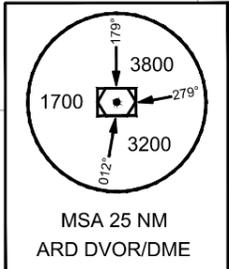
ARAD / Arad (LRAR)

RWY 27

MAVIT 2C, NEKUL 2C, ROMUX 2C,
TEGRI 2C, VASIS 2C



1. RNAV-1 (P-RNAV) approval required.
2. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
3. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
4. AR211 is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.



ELEV. ALT. HEIGHTS IN FEET
DIST. IN NM
BEARINGS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
VAR 5° E 2017

Standard Instrument Arrival Routes (STAR) are also noise abatement routings.
Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE

- a) If STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach ILS/VOR RWY27 and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
- b) If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to AR211, then FAF and execute approach ILS/VOR RWY27 and land. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach ILS/VOR RWY27 and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, execute missed approach and proceed to FAF of most convenient RWY, execute approach ILS/VOR RWY 27 and land.

Runway 27	
DESIGNATOR	ROUTING
MAVIT 2C	MAVIT - DIVEL[A7000+] - TSR - AR941 - AR940[K230] - AR220 - AR221 - AR222[K210] - AR212[A4000+] - AR211 - FAF27[A3000]
NEKUL 2C	NEKUL - ERUKO - DIPUX[A7000+; K230] - AR932 - AR222[K210] - AR212[A4000+] - AR211 - FAF27[A3000]
ROMUX 2C	ROMUX - ABIDA - AR951 - AR950[A7000+] - AR940[K230] - AR220 - AR221 - AR222[K210] - AR212[A4000+] - AR211 - FAF27[A3000]
TEGRI 2C	TEGRI - ARD[A7000+] - AR950[A7000+] - AR940[K230] - AR220 - AR221 - AR222[K210] - AR212[A4000+] - AR211 - FAF27[A3000]
VASIS 2C	VASIS - DIPUX[A7000+; K230] - AR932 - AR222[K210] - AR212[A4000+] - AR211 - FAF27[A3000]

NOTE :
1. Vertical limits are issued by NOTAM
2. Vertical limits FL255
GND

LRBC AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRBC - BACĂU / George Enescu

LRBC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	463119N 0265437E Runway center.
2	Direction and distance from city	5 km South from Bacău
3	Elevation//Reference temperature/ Mean low temperature	607 FT / 30.1°C / -16.0°C
4	Geoid undulation at AD ELEV PSN	109 FT
5	MAG VAR/ Annual rate of change	5°E (2010) / 2.2°E
6	AD operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul Internațional George Enescu Bacău Tel: +40-(0)234-552484 Fax: +40-(0)234-575366 AFS: LRBCRAYD SITA: BCMAPXH e-mail: office@bacauairport.ro dispatch@bacauairport.ro web: www.bacauairport.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRBC AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	As AD Operator
3	Health and sanitation	As AD Operator
4	AIS Briefing Office	H24, see GEN 3.1-5
5	ATS Reporting Office (ARO)	H24, see ENR 1.10-2
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	As AD Operator
9	Handling	As AD Operator
10	Security	H24
11	De-icing	As AD Operator
12	Remarks	NIL

LRBC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 electric tractor, 1 diesel tractor, 6 dollies, 2 GPU 115V/400Hz/28Vcc, 1 air start unit, 1 self-propelled potable water service, 1 self-propelled lavatory water service, 2 self-propelled conveyor belt vehicles, 1 fork lift, 4 towed passenger stairs one with PRM chair, 2 passenger buses, 2 crew/passenger minibuses, 1 B737/A320 tow bar, 1 pushback tractor for aircraft MTOW < 130T, 1 towed cabin heater.
2	Fuel/Oil types	Jet A1 kerosene / NIL
3	Fuelling facilities/capacity	Jet A1: 2 refueling trucks x 18.000l , storage 100m ³
4	De-icing facilities	2 de-icing units with fluid type I and type II
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	On request BOEING 737 & AIRBUS 320 families
7	Remarks	NIL

LRBC AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city.
2	Restaurants	Snack bar on the airport, restaurants in the city.
3	Transportation	City buses at 400m from the terminal, taxis from the terminal.
4	Medical facilities	First aid on the AD, hospitals in the city.
5	Bank and Post Office	ATM in the terminal, Post Office in the city.
6	Tourist Office	In the airport.
7	Remarks	Other facilities: duty free shops, exchange office, rent a car. Large car parking lot next to the terminal.

LRBC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 7.
2	Rescue equipment	Holmatro rescue equipment
3	Capability for removal of disabled aircraft	Cranes AVBL via contractor. Local Action Coordinator: +40-(0)756-208222 - for substitute: +40-(0)756-208228 e-mail: dispatch@bacauairport.ro
4	Remarks	NIL

LRBC AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	<i>Types of clearing equipment</i>	2 combine equipment with plow and sweeper/blower, 1 snowblower, 1 sprayer for ground deicing fluid.
2	<i>Clearance priorities</i>	1. RWY 16/34 2. TWY D 3. TWY F 4. APRON 5. TWY C
3	<i>Use of material for movement area surface treatment</i>	Runway deicing liquid used for RWY, TWYs and Apron de-icing is based on potassium acetate fluid (KAC).
4	<i>Specially prepared winter runways</i>	NIL
5	<i>Remarks</i>	Information on snow clearance published in NOTAM (SNOWTAM). See also the snow plan in section AD 1.2. Designated authority to co-ordinate information about the current state of progress of snow clearance operations and the conditions of the movement area is the Airport Authority: TEL: +40-(0)234-552 484 FAX: +40-(0)234-575 366

LRBC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	<i>Apron designation, surface and strength</i>	Surface: Concrete Strength: 56/R/A/W/T																
2	<i>Taxiway designation, width, surface and strength</i>	<table border="1"> <tr> <td></td> <td>TWY A, E</td> <td>TWY B</td> <td>TWY C, D, F</td> </tr> <tr> <td>Width:</td> <td>18 M</td> <td>16 M</td> <td>23 M</td> </tr> <tr> <td>Surface:</td> <td>Concrete</td> <td>Concrete</td> <td>Asphalt</td> </tr> <tr> <td>Strength:</td> <td>17/R/C/W/T</td> <td>17/R/C/W/T</td> <td>67/F/B/W/T</td> </tr> </table>		TWY A, E	TWY B	TWY C, D, F	Width:	18 M	16 M	23 M	Surface:	Concrete	Concrete	Asphalt	Strength:	17/R/C/W/T	17/R/C/W/T	67/F/B/W/T
	TWY A, E	TWY B	TWY C, D, F															
Width:	18 M	16 M	23 M															
Surface:	Concrete	Concrete	Asphalt															
Strength:	17/R/C/W/T	17/R/C/W/T	67/F/B/W/T															
3	<i>ACL location and elevation</i>	NIL																
4	<i>VOR checkpoints</i>	NIL																
5	<i>INS checkpoints</i>	See AD 2.2-22																
6	<i>Remarks</i>	TWY A, B, E for state/military aircraft only.																

LRBC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	<i>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</i>	Aircraft stand ID signs: 01L, 01, 01R, 02, 03, 04, 05, 06. TWY guide lines: provided for TWY A, B, C, D, E, F. Visual docking guidance system of aircraft stands: NIL. Visual parking guidance system of aircraft stands: aircraft stand markings and aircraft stand maneuvering guidance lights.
2	<i>RWY and TWY markings and LGT</i>	<p>RWY:</p> <ul style="list-style-type: none"> - markings: designation, THR, TDZ, aiming point, centre line, edge lines. - lights: THR, centre line, TDZ, edge, END. <p>TWY A, B:</p> <ul style="list-style-type: none"> - markings: centre line, enhanced centre line, edge lines, holding position, mandatory instructions markings, information markings. - lights: edge, guard lights. <p>TWY C, D:</p> <ul style="list-style-type: none"> - markings: centre line, edge line, holding position, mandatory instructions markings. - lights: centre line, edge, guard lights. <p>TWY E:</p> <ul style="list-style-type: none"> - markings: centre line, edge line, information markings. - lights: edge. <p>TWY F:</p> <ul style="list-style-type: none"> - markings: centre line, edge line on West side. - lights: centre line, edge on West side.
3	<i>Stop bars</i>	TWY A, B, C, D: Stop bars (permanently lighted red) and runway guard lights at holding position.
4	<i>Other runway protection measures</i>	Mandatory instruction signs on TWY A, B, C, D.
5	<i>Remarks</i>	TURN PAD END 16 - markings: centre line, edge line. - lights: centre line, edge.

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.

**RNAV (DME/DME)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
4000 ft

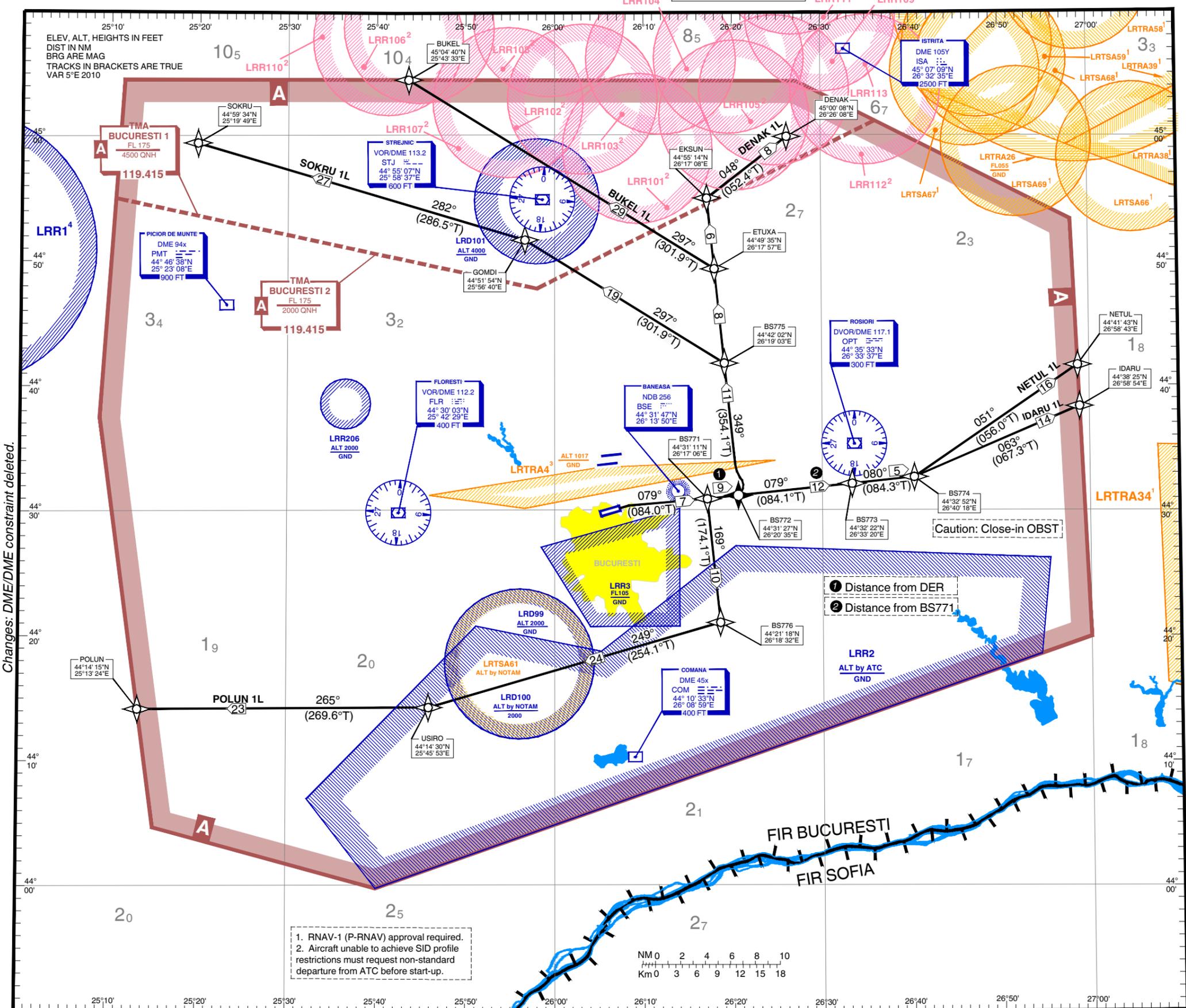
BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

BANEASA ATIS 126.125
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
KOMAN 129.755
KOMAN ALTN 126.080
ARGES 121.180
ARGES ALTN 124.975
NERDI 125.155
NERDI ALTN 123.900

**BUCUREȘTI / Băneasa-Aurel Vlaicu
RWY 07 (LRBS)
BUKEL 1L DENAK 1L IDARU 1L
NETUL 1L POLUN 1L SOKRU 1L**

Standard Instrument Departure Routes (SID) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.



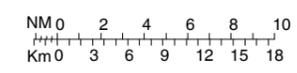
RADIO COMMUNICATION FAILURE PROCEDURE
Set transponder to 7600, then:
a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
b) if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DESIGNATOR	ROUTING	REMARKS
BUKEL 1L	BS772[K250-] - BS775 - ETUXA - BUKEL	Not available for traffic to NEPOT. Close-in obstacles.
DENAK 1L *	BS772[K250-] - BS775 - ETUXA - EKSUN - DENAK[FL110+]	Close-in obstacles. PDG min 4.4% until DENAK due to airspace structure.
IDARU 1L	BS771 - BS773 - BS774 - IDARU	Close-in obstacles.
NETUL 1L	BS771 - BS773 - BS774 - NETUL	Close-in obstacles.
POLUN 1L	BS771[K250-] - BS776 - USIRO - POLUN	Not available for traffic to MOPUG. Close-in obstacles.
SOKRU 1L	BS772[K250-] - BS775[K250-] - GOMDI - SOKRU	Not available for traffic to DIRER. Close-in obstacles.

*if unable to comply, contact ATC before start-up
Underlined WPTs are flyover

- NOTE: 1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$
3. During LRTRA4 activity, IFR flight is not affected
4. Vertical limits
 $\frac{FL 60}{GND}$ for subsonic FLT
 $\frac{FL660}{GND}$ for supersonic FLT

1. RNAV-1 (P-RNAV) approval required.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.



Changes: DME/DME constraint deleted.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BS771	443111.407N	0261706.234E	fly-by
BS772	443126.824N	0262034.850E	flyover
BS773	443222.417N	0263319.620E	fly-by
BS774	443252.190N	0264017.642E	fly-by
BS775	444201.604N	0261903.250E	fly-by
BS776	442117.744N	0261831.988E	fly-by
BUKEL	450440.121N	0254332.572E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
EKSUN	445513.731N	0261708.121E	fly-by
ETUXA	444934.939N	0261757.475E	fly-by
GOMDI	445154.285N	0255639.717E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
POLUN	441414.722N	0251324.144E	fly-by
SOKRU	445934.136N	0251949.048E	fly-by
USIRO	441430.397N	0254552.599E	fly-by

RNAV (DME/DME)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
4000 FT

BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

BANEASA ATIS 126.125
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
KOMAN 129.755
KOMAN ALTN 126.080
ARGES 121.180
ARGES ALTN 124.975
NERDI 125.155
NERDI ALTN 123.900

BUCUREȘTI / Băneasa-Aurel Vlaicu
RWY 25 (LRBS)
BUKEL 1N DENAK 1N IDARU 1N
NETUL 1N POLUN 1N SOKRU 1N

Standard Instrument Departure Routes (SID) are also noise abatement routings.
Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE PROCEDURE

Set transponder to 7600, then:
a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
b) if being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DESIGNATOR	ROUTING	REMARKS
BUKEL 1N *	BS551[A2400+; K250]- - UTOKI - DESUX - BUKEL[F110+]	Not available for traffic to NEPOT. PDG min 4.2% until BS551 due to obstacles, followed by PDG min 4.0% until BUKEL due to airspace structure.
DENAK 1N *	BS551[A2400+; K250]- - UTOKI - DENAK[F110+]	PDG min 4.2% until BS551 due to obstacles, followed by PDG min 3.6% until DENAK due to airspace structure.
IDARU 1N *	BS551[A2400+; K250]- - UTOKI - ETOGO - IDARU	PDG min 4.2% until BS551 due to obstacles.
NETUL 1N *	BS551[A2400+; K250]- - UTOKI - ETOGO - NETUL	PDG min 4.2% until BS551 due to obstacles.
POLUN 1N *	BS552[A2600+] - SIGSU - POLUN[F100+]	Not available for traffic to MOPUG. PDG min 4.0% until POLUN due to airspace structure. PDG min 3.7% until BS552 due to obstacles.
SOKRU 1N	BS552[A2600+] - BS553 - SOKRU[F110+]	Not available for traffic to DIRER. PDG min 3.7% until BS553 due to obstacles. PDG min 3.7% until SOKRU due to airspace structure.

*if unable to comply, contact ATC before start-up

NOTE: 1. Vertical limits are issued by NOTAM

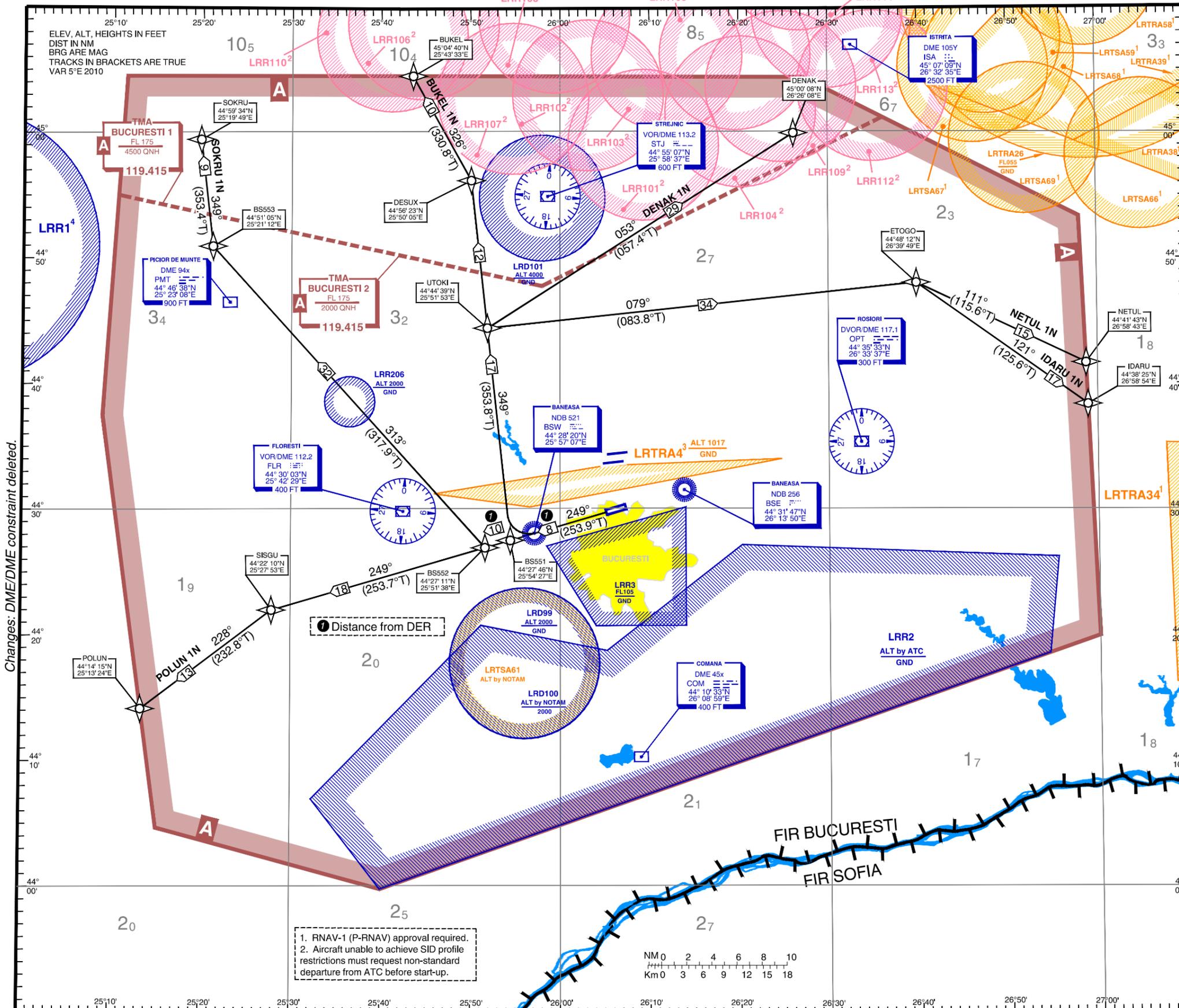
2. Vertical limits $\frac{FL255}{GND}$

3. During LRTRA4 activity, IFR flight is not affected

4. Vertical limits

$\frac{FL60}{GND}$ for subsonic FLT

$\frac{FL660}{GND}$ for supersonic FLT



Changes: DME/DME constraint deleted.

1. RNAV-1 (P-RNAV) approval required.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

NM 0 2 4 6 8 10
Km 0 3 6 9 12 15 18

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BS551	442746.041N	0255427.101E	fly-by
BS552	442710.693N	0255137.812E	fly-by
BS553	445105.363N	0252111.748E	fly-by
BUKEL	450440.121N	0254332.572E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DESUX	445622.808N	0255005.231E	fly-by
ETOGO	444812.135N	0263949.158E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
POLUN	441414.722N	0251324.144E	fly-by
SISGU	442209.891N	0252752.661E	fly-by
SOKRU	445934.136N	0251949.048E	fly-by
TABAV	445322.808N	0265801.012E	fly-by
UTOKI	444439.242N	0255153.111E	fly-by

**RNAV (DME/DME)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

TRANSITION ALTITUDE
4000 ft

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

BANEASA ATIS 126.125
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600
BUCURESTI DIRECTOR 127.155
BUCURESTI DIRECTOR ALTN 120.600

**BUCUREȘTI / Băneasa-Aurel Vlaicu
RWY 07 (LRBS)
ABRUT 1V DENAK 1V IDARU 1V NETUL 1V
OBUGA 1V OSTAL 1V SORDU 1V**

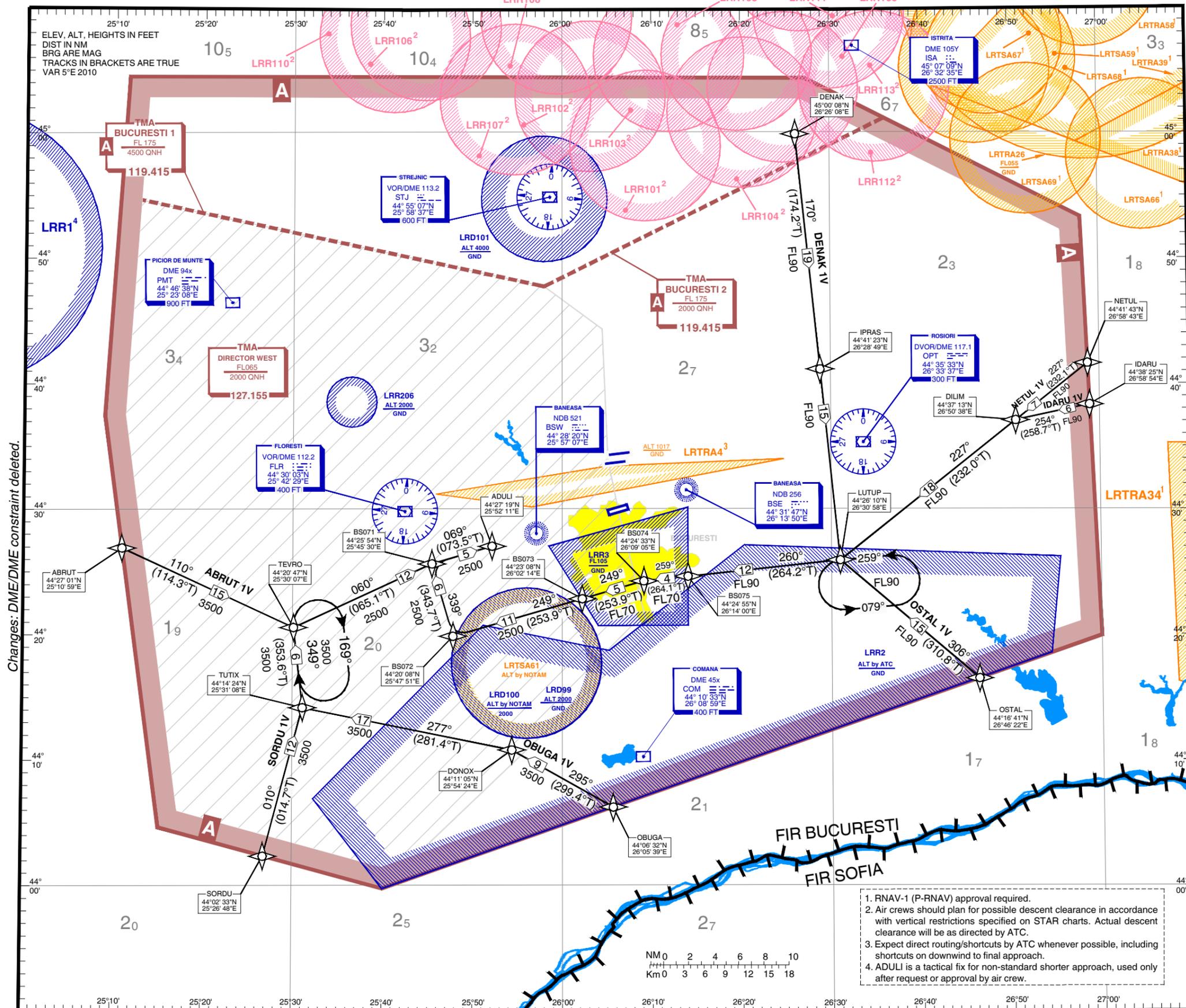
Standard Instrument Arrival Routes (STAR) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE PROCEDURE

- 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 ADULI. Descending shall be executed in accordance with minimum altitude of Bucuresti TMA or vertical restrictions specified on Radar Minimum Altitude Chart, whichever is greater, but not less than 2500 ft.
- 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.

DESIGNATOR	ROUTING
ABRUT 1V	ABRUT - TEVRO[A3500+; K240-] - BS071 - ADULI[A2500+; K210-]
DENAK 1V	DENAK - IPRAS - LUTUP - BS075[F090+] - BS074 - BS073[F070+; K220-] - BS072 - BS071 - ADULI[A2500+; K210-]
IDARU 1V	IDARU[F090+] - DILIM[K250-] - LUTUP - BS075[F090+] - BS074 - BS073[F070+; K220-] - BS072 - BS071 - ADULI[A2500+; K210-]
NETUL 1V	NETUL[F090+] - DILIM[K250-] - LUTUP - BS075[F090+] - BS074 - BS073[F070+; K220-] - BS072 - BS071 - ADULI[A2500+; K210-]
OBUGA 1V	OBUGA - DONOX - TUTIX - TEVRO[A3500+; K240-] - BS071 - ADULI[A2500+; K210-]
OSTAL 1V	OSTAL - LUTUP - BS075[F090+] - BS074 - BS073[F070+; K220-] - BS072 - BS071 - ADULI[A2500+; K210-]
SORDU 1V	SORDU - TUTIX - TEVRO[A3500+; K240-] - BS071 - ADULI[A2500+; K210-]

- NOTE: 1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$
3. During LRTRA4 activity, IFR flight is not affected
4. Vertical limits
- $\frac{FL 60}{GND}$ for subsonic FLT
- $\frac{FL660}{GND}$ for supersonic FLT



- RNAV-1 (P-RNAV) approval required.
- Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.
- Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
- ADULI is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

Changes: DME/DME constraint deleted.



LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
ABRUT	442700.924N	0251059.398E	fly-by
ADULI	442718.618N	0255211.352E	fly-by
BS071	442553.541N	0254529.656E	fly-by
BS072	442007.959N	0254750.813E	fly-by
BS073	442308.225N	0260214.086E	fly-by
BS074	442433.340N	0260905.251E	fly-by
BS075	442455.477N	0261400.003E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DILIM	443713.027N	0265037.704E	fly-by
DONOX	441105.174N	0255423.878E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
IPRAS	444123.131N	0262849.043E	fly-by
LUTUP	442610.274N	0263057.995E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OBUGA	440632.436N	0260539.380E	fly-by
OSTAL	441640.502N	0264622.377E	fly-by
SORDU	440233.097N	0252648.226E	fly-by
TEVRO	442047.081N	0253007.333E	fly-by
TUTIX	441424.422N	0253107.611E	fly-by

**RNAV (DME/DME)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

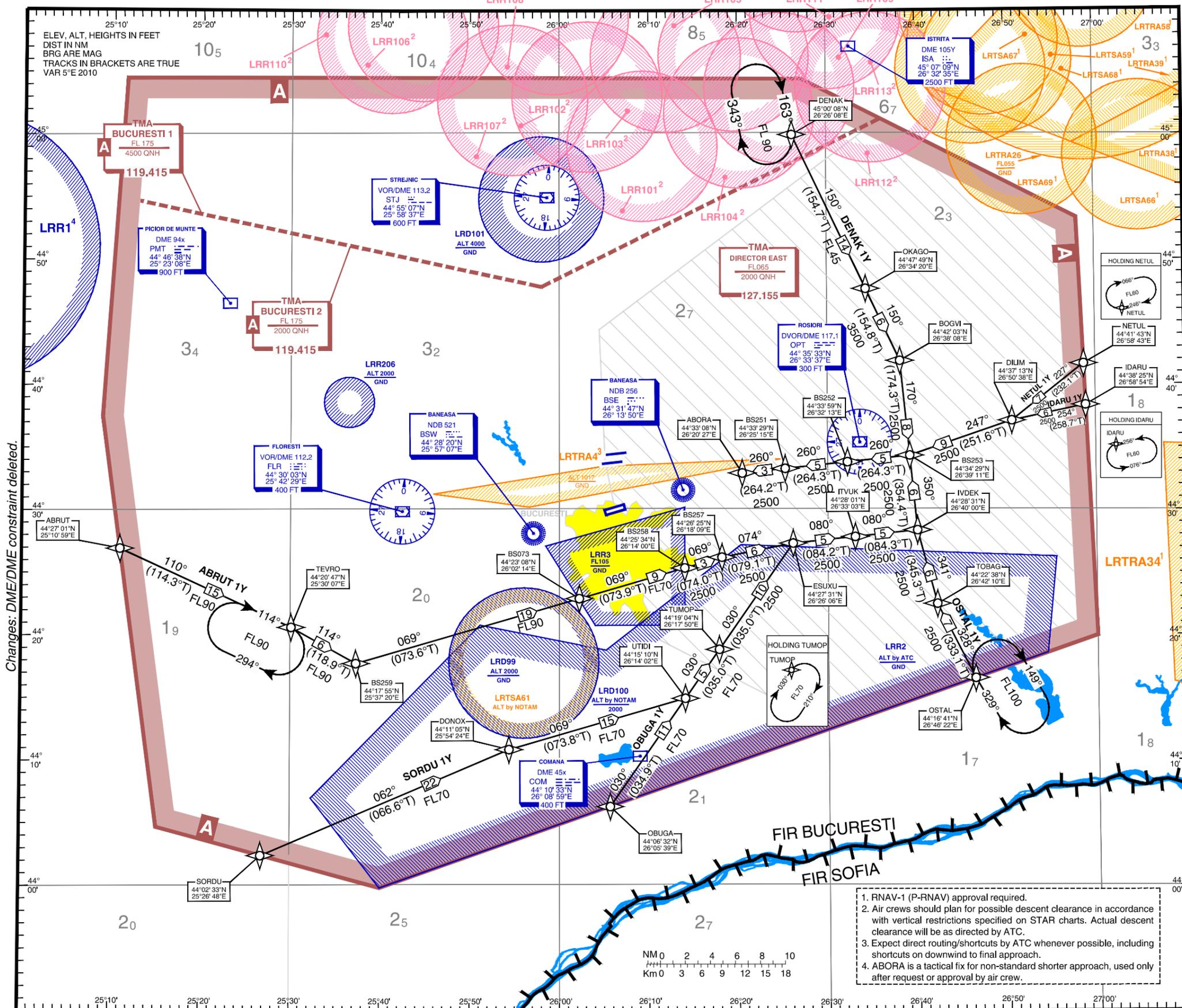
TRANSITION ALTITUDE
4000 FT

TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

BANEASA TWR 125.205
BANEASA TWR ALTN 120.800
BANEASA GND 129.950

BANEASA ATIS 126.125
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600
BUCURESTI DIRECTOR 127.155
BUCURESTI DIRECTOR ALTN 120.600

**BUCUREȘTI / Băneasa-Aurel Vlaicu
RWY 25 (LRBS)
ABRUT 1Y DENAK 1Y IDARU 1Y NETUL 1Y
OBUGA 1Y OSTAL1Y SORDU1Y**



Changes: DME/DME constraint deleted.

Standard Instrument Arrival Routes (STAR) are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE PROCEDURE

- a) 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.
- b) 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. Descending shall be executed in accordance with minimum altitude of Bucuresti TMA or vertical restrictions specified on Radar Minimum Altitude Chart, whichever is greater, but not less than 2500 ft.
- c) 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.

DESIGNATOR	ROUTING
ABRUT 1Y	ABRUT – TEVRO – BS259 – BS073[F090+] – BS258[F070+] – BS257 – ESUXU[K230-] – ITVUK – IVDEK[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
DENAK 1Y	DENAK – OKAGO[F045+] – BOGVI[A3500+; K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
IDARU 1Y	IDARU – DILIM[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
NETUL 1Y	NETUL – DILIM[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
OBUGA 1Y	OBUGA – UTIDI – TUMOP[F070+] – ESUXU[K230-] – ITVUK – IVDEK[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
OSTAL 1Y	OSTAL – TOBAG – IVDEK[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]
SORDU 1Y	SORDU – DONOX – UTIDI – TUMOP[F070+] – ESUXU[K230-] – ITVUK – IVDEK[K220-] – BS253 – BS252 – BS251 – ABORA[A2500+; K200-]

- NOTE: 1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$
3. During LRTRA4 activity, IFR flight is not affected
4. Vertical limits
- $\frac{FL 60}{GND}$ for subsonic FLT
- $\frac{FL660}{GND}$ for supersonic FLT

1. RNAV-1 (P-RNAV) approval required.
2. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.
3. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
4. ABORA is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
ABORA	443307.934N	0262026.961E	fly-by
ABRUT	442700.924N	0251059.398E	fly-by
BOGVI	444203.093N	0263807.810E	fly-by
BS073	442308.225N	0260214.086E	fly-by
BS251	443329.067N	0262515.485E	fly-by
BS252	443359.292N	0263213.121E	fly-by
BS253	443429.093N	0263910.881E	fly-by
BS257	442625.257N	0261809.434E	fly-by
BS258	442534.063N	0261400.003E	fly-by
BS259	441754.969N	0253720.343E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DILIM	443713.027N	0265037.704E	fly-by
DONOX	441105.174N	0255423.878E	fly-by
ESUXU	442730.793N	0262606.479E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
ITVUK	442800.963N	0263303.413E	fly-by
IVDEK	442830.711N	0264000.469E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OBUGA	440632.436N	0260539.380E	fly-by
OSTAL	441640.502N	0264622.377E	fly-by
OKAGO	444748.779N	0263419.568E	fly-by
SORDU	440233.097N	0252648.226E	fly-by
TEVRO	442047.081N	0253007.333E	fly-by
TOBAG	442237.978N	0264209.949E	fly-by
TUMOP	441903.599N	0261749.709E	fly-by
UTIDI	441510.031N	0261401.934E	fly-by

LROP AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LROP - BUCUREȘTI / Henri Coandă**LROP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	443416N 0260506E On TWY "N".
2	Direction and distance from city	16.5 km North from București
3	Elevation /Reference temperature/Mean low temperature	314 FT / 32.5°C / -10.2°C
4	Geoid undulation at AD ELEV PSN	114 FT
5	MAG VAR/ Annual rate of change	5°E (2010) / 2.1'E
6	AD Administration, address, telephone, telefax, e-mail address, AFS address, website address	Aeroportul București/Henri Coandă Calea București nr. 224E, Otopeni, Jud. Ilfov Tel : +40-(0)21-2013304; +40-(0)21-2041000; +40-(0)21-2014000 Fax: +40-(0)21-2014990; +40-(0)21-3126866 AFS: LROPRAYD SITA: OTPAPXH web: www.cnab.ro e-mail: contact@cnab.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	1. Military administration: Adress: Str. Zborului, nr.1, Otopeni, jud. ILFOV. Tel. +40 21 3505517 Fax. +40 21 3511862 AFS: LROPYWYX E-mail: um01961coba@roaf.ro URL: http://www.aamn.ro 2. For acces in MIL area, MIL PPR is necesary. PPR form, 48hours in advance. For military regulation and PPR form, see MIL AIP ROMANIA, GEN 1.2. Entry of military Aircraft.

LROP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24 ; Tel: +40-(0)21-2032122 / +40-(0)21-2032127 / +40-(0)21-3114315 Fax: +40-(0)21-2032127 / +40-(0)21-3114316
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LROP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	5 forklift, 19 highloaders, 35 conveyor belts, 61 tractors, 81 pallet dolly, 130 cargo cart, 98 cargo dolly, 38 mail containers, 24 ULD dollies LD4.
2	Fuel/Oil types	Kerosene: JET A1, NATO Code F34, NATO Code F35, JP8 Fuel Additive: Icing inhibitor, High Flash Point, with Anti-Corrosion & Lubricating Additive - Nycosol 131; AL48. Static Dissipator - Stadis 450. Oil: NIL
3	Fueling facilities/capacity	Storage: - Kerosene - 9300 m ³ in-line Additiving Skid; - NATO Code F34 - Additive in stock for 2600 m ³ - Kerosene JET A1 - 2800 m ³ Refueling equipments: - Kerosene JET A1 - 17 trucks - Kerosene JP8 (F34) - 2 trucks
4	De-icing facilities	10 de-icing units with type II liquid. 9 de-icing units with type I/II fluid.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	On request / subject of availability
7	Remarks	Airlines or operators are advised that before landing on airport or before filing LROP as an alternate, they are required to have made arrangements for ground handling, specially for towing ops.

LROP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in town.
2	Restaurants	Restaurants and bars (23 airside + 14 landside): H24
3	Transportation	Buses, taxis from the AD.
4	Medical facilities	Doctor, 1 surgery, 1 rest room with 2 beds, 2 ambulances, hospital in town.
5	Bank and Post Office	Bank Office: 0700 - 1500. Post Office: 0700 - 1500. Exchange Office: H24
6	Tourist Office	Tourist Office at the AD.
7	Remarks	Rent-a-car office at the AD.

LROP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 9
2	Rescue equipment	7 airport firetrucks equipped with specific equipment for rescue and firefighting
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LROP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	21 snow ploughs with brush and blower, 5 snow blowers, 3 trucks/plugs/spreaders for liquid/solid de-icing materials. 6 compact snow ploughs with brush, blower, spreader liquid/solid deicing mat. 1 spreader for liquid de-icing materials 7 small plough-brush and spreader (3 solid deicing, 4 liquid deicing).
2	Clearance priorities	1. RWY 08R/26L and associated TWYs and apron 2. RWY 08L/26R and associated TWYs and apron
3	Remarks	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2. Specially prepared winter runways - "Not applicable". Generic fluids and solid materials used for runway de/anti-icing are KAC (potassium acetate fluids) and NAAC (sodium acetate solids).

LROP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	<table border="0"> <tr> <td></td> <td>Apron 1</td> <td>Apron 2</td> <td>Apron 3</td> </tr> <tr> <td>Surface:</td> <td>Concrete</td> <td>Concrete</td> <td>Concrete</td> </tr> <tr> <td>Strength:</td> <td>45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)</td> <td>35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206)</td> <td>24/R/D/W/T</td> </tr> </table>		Apron 1	Apron 2	Apron 3	Surface:	Concrete	Concrete	Concrete	Strength:	45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)	35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206)	24/R/D/W/T				
	Apron 1	Apron 2	Apron 3															
Surface:	Concrete	Concrete	Concrete															
Strength:	45/R/D/W/T (stands 116-122) 57/R/D/W/T (stands 101-115) 88/R/D/W/T (stands 131-134)	35/R/D/W/T (stands 402R-422) 92/R/D/W/T (stands 201-206)	24/R/D/W/T															
2	Taxiway designation, width, surface and strength	<p>TWY:</p> <p>Width: 23 M (A, B, D, E, N, Q, P, S, V, W) and 24 M (G).</p> <p>Surface: Asphalt (A, D, G, N, Q, P, S, V, W) and concrete (B, E).</p> <p>Strength: 56/R/D/W/T(A), 59/R/D/W/T(B), 84/F/D/W/T(D), 57/R/D/W/T(E), 59/R/D/W/T(G), 71/R/D/W/T(N), 92/R/D/W/T(P), 92/R/D/W/T(Q), 67/R/D/W/T(S), 92/R/D/W/T(V), 92/R/D/W/T(W).</p> <p>Apron TWY:</p> <p>Width: 23 M (C, J, K, M).</p> <p>Surface: Asphalt (C) and concrete (J, K, M).</p> <p>Strength: 52/R/D/W/T(C), 45/R/D/W/T(J), 57/R/D/W/T(K, M).</p> <p>Aircraft stand taxilane:</p> <p>Width: 23 M (L), 18 M (T).</p> <p>Surface: Concrete (L, T).</p> <p>Strength: 57/R/D/W/T(L), 24/R/D/W/T(T).</p>																
3	ACL location and elevation	<table border="0"> <tr> <td>Location:</td> <td>THR RWY 08R</td> <td>Location:</td> <td>THR RWY 08L</td> </tr> <tr> <td>Elevation:</td> <td>314 FT</td> <td>Elevation:</td> <td>314 FT</td> </tr> <tr> <td>Location:</td> <td>THR RWY 26L</td> <td>Location:</td> <td>THR RWY 26R</td> </tr> <tr> <td>Elevation:</td> <td>303 FT</td> <td>Elevation:</td> <td>304 FT</td> </tr> </table>	Location:	THR RWY 08R	Location:	THR RWY 08L	Elevation:	314 FT	Elevation:	314 FT	Location:	THR RWY 26L	Location:	THR RWY 26R	Elevation:	303 FT	Elevation:	304 FT
Location:	THR RWY 08R	Location:	THR RWY 08L															
Elevation:	314 FT	Elevation:	314 FT															
Location:	THR RWY 26L	Location:	THR RWY 26R															
Elevation:	303 FT	Elevation:	304 FT															
4	VOR checkpoints	NIL																
5	INS checkpoints	See Aircraft Parking/Docking Chart, AD 2.5-22, AD 2.5-23																
6	Remarks	<p>1. RWY turn pad Location: THR 26L Surface: Asphalt Dimensions: 33.7 M x 72 M Strength: 42/R/D/W/T</p> <p>2. For details on MIL TWYs R, H, F see MIL AIP, AD section.</p>																

RNAV (DME/DME)
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

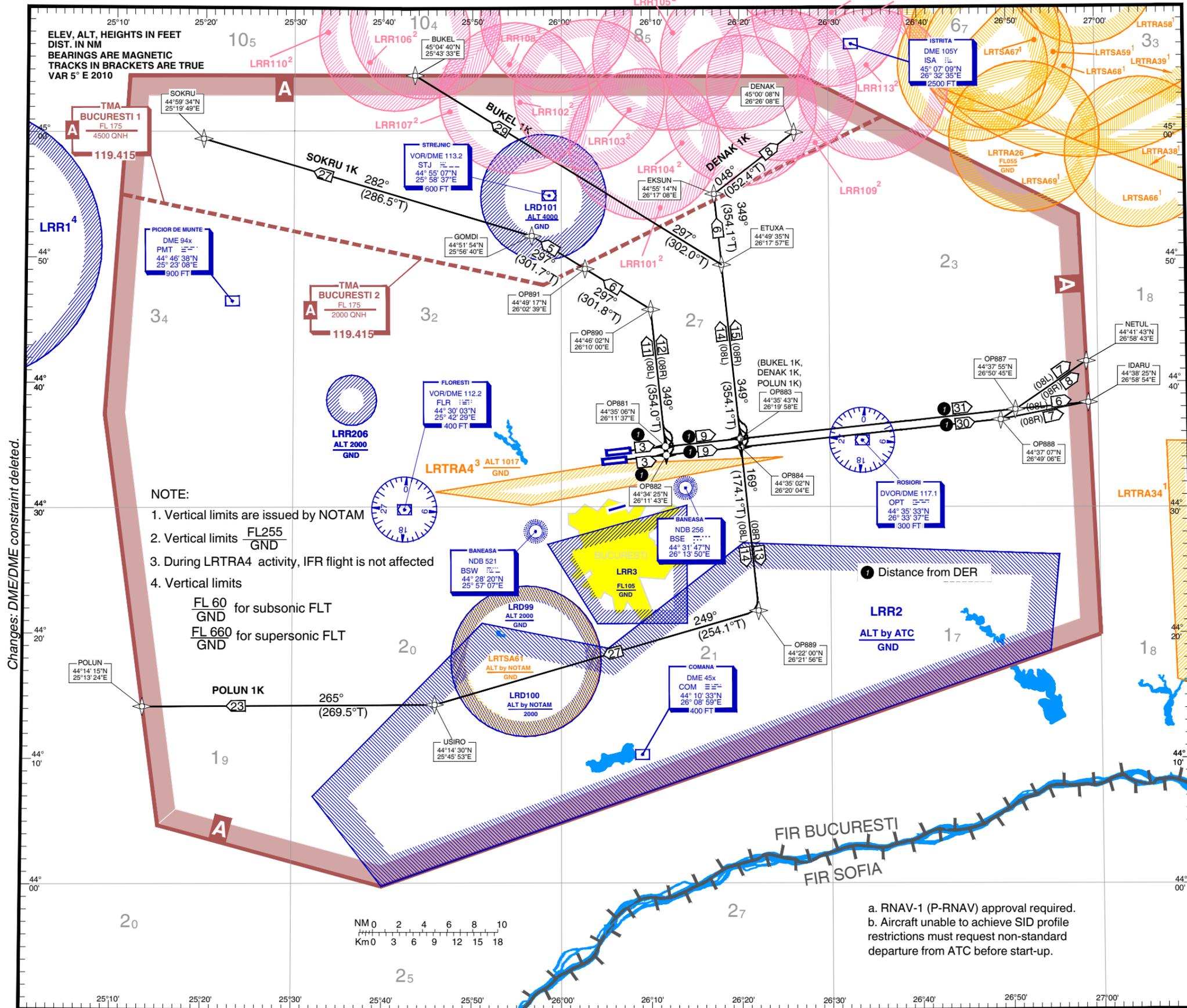
TRANSITION ALTITUDE
4000 FT

OTOPENI ATIS 118.500
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700
OTOPENI DEL 121.955

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
KOMAN 129.755
KOMAN ALTN 126.080
ARGES 121.180
ARGES ALTN 124.975
NERDI 125.155
NERDI ALTN 123.900

BUCUREȘTI / Henri Coandă (LR0P)
RWY 08L/R
BUKEL 1K, DENAK 1K, IDARU 1K
NETUL 1K, POLUN 1K, SOKRU 1K



- NOTE:
- Vertical limits are issued by NOTAM
 - Vertical limits FL255 GND
 - During LRTRA4 activity, IFR flight is not affected
 - Vertical limits
FL 60 GND for subsonic FLT
FL 660 GND for supersonic FLT

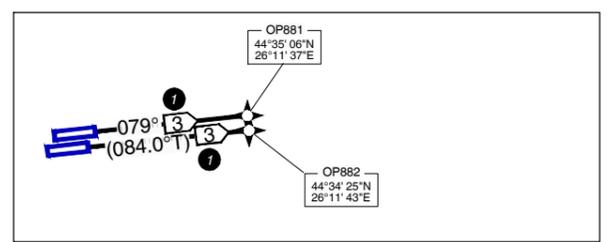
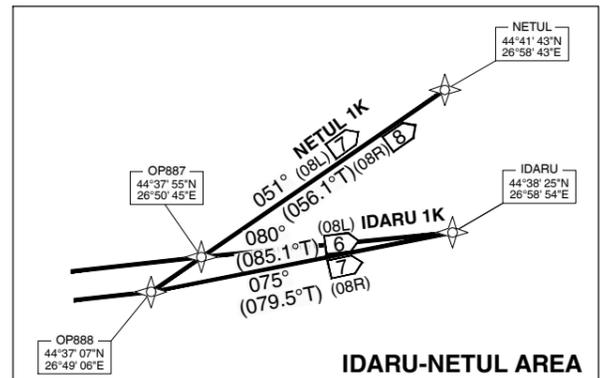
RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

RNAV DEPARTURE PROCEDURE		
DESIGNATOR	ROUTING	REMARKS
BUKEL 1K *	OP883[K270-] (08L) / OP884[K270-] (08R) - ETUXA - BUKEL[F110+]	Not available for traffic to NEPOT. PDG min 3.5% until BUKEL due to airspace structure.
DENAK 1K *	OP883[K270-] (08L) / OP884[K270-] (08R) - ETUXA - EKSUN - DENAK[F110+]	PDG min 5.0% until DENAK due to airspace structure.
IDARU 1K	OP887(08L) / OP888 (08R) - IDARU	None
NETUL 1K	OP887(08L) / OP888 (08R) - NETUL	None
POLUN 1K *	OP883[A4000+; K250-] (08L) / OP884[A4000+; K250-] (08R) - OP889 - USIRO - POLUN	Not available for traffic to MOPUG. RWY 08L: PDG min 7.0% until OP883 due to airspace structure. RWY 08R: PDG min 6.7% until OP884 due to airspace structure.
SOKRU 1K	OP881[A900+; K220-] (08L) / OP882[K220-] (08R) - OP890 - OP891[F045+] - GOMDI - SOKRU[F110+]	Not available for traffic to DIRER. PDG min 3.5% until SOKRU due to airspace structure. RWY 08L: PDG min 3.4% until OP881 due to obstacles.

* If unable to comply, contact ATC before start-up.
Underlined WPT are flyover.



LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BUKEL	450440.121N	0254332.572E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DEXIM	444233.075N	0264514.335E	fly-by
EKSUN	445513.731N	0261708.121E	fly-by
ELKAV	445543.219N	0265138.107E	fly-by
ETUXA	444934.939N	0261757.475E	fly-by
GOMDI	445154.285N	0255639.717E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OP881	443505.531N	0261136.734E	flyover
OP882	443424.940N	0261142.684E	flyover
OP883	443542.748N	0261957.990E	flyover
OP884	443502.161N	0262003.842E	flyover
OP885	443704.432N	0263848.993E	fly-by
OP886	443619.747N	0263756.725E	fly-by
OP887	443754.519N	0265045.222E	fly-by
OP888	443706.677N	0264905.656E	fly-by
OP889	442159.577N	0262156.214E	fly-by
OP890	444602.123N	0261000.159E	fly-by
OP891	444916.707N	0260238.662E	fly-by
POLUN	441414.722N	0251324.144E	fly-by
SOKRU	445934.136N	0251949.048E	fly-by
TABAV	445322.808N	0265801.012E	fly-by
USIRO	441430.397N	0254552.599E	fly-by

RNAV (DME/DME)
STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

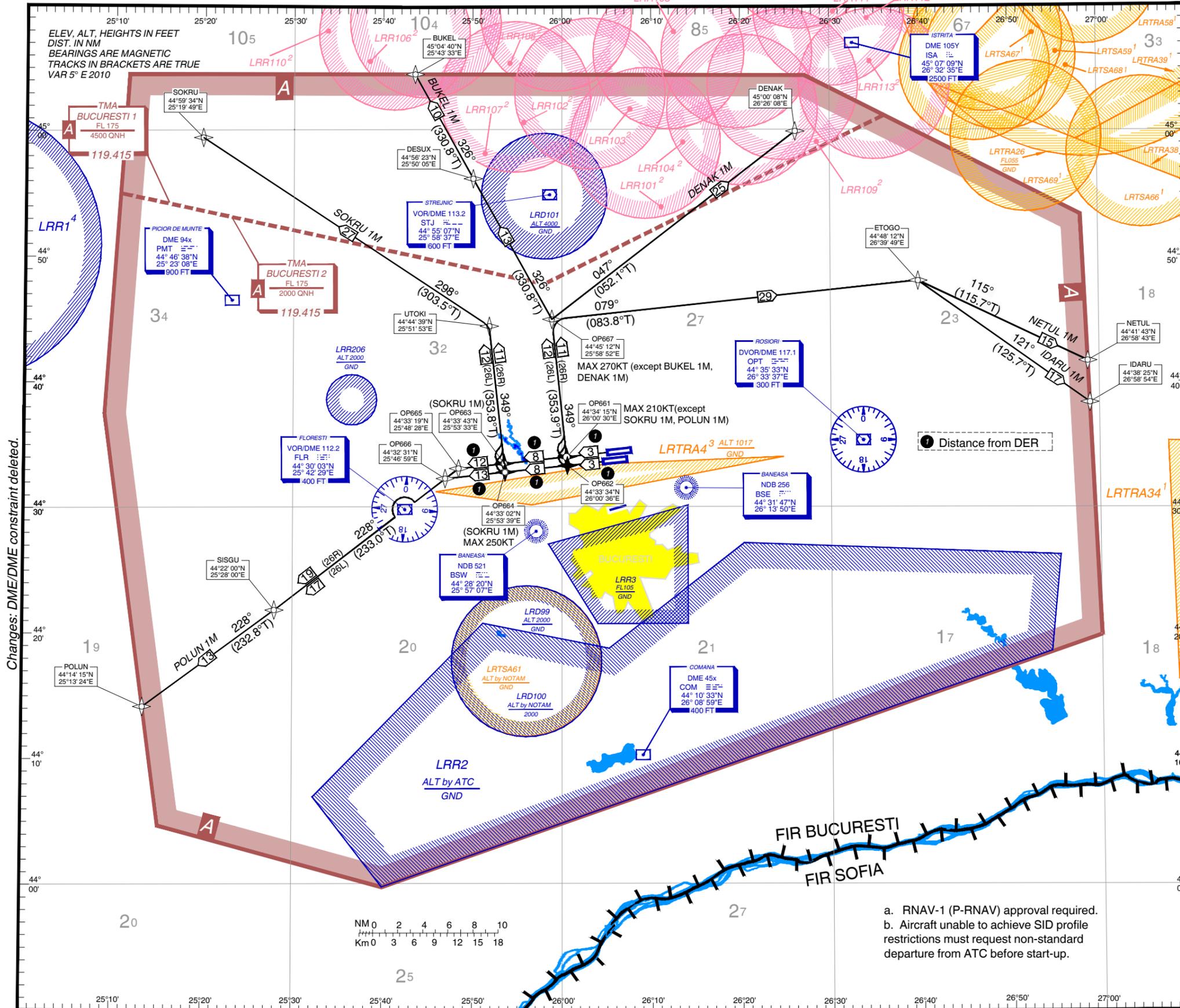
TRANSITION ALTITUDE
4000 FT

OTOPENI ATIS 118.500
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600

OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700
OTOPENI DEL 121.955

SECTOR LOMOS 122.030
LOMOS ALTN 126.080
KOMAN 129.755
KOMAN ALTN 126.080
ARGES 121.180
ARGES ALTN 124.975
NERDI 125.155
NERDI ALTN 123.900

BUCUREȘTI / Henri Coandă (LROP)
RWY 26L/R
BUKEL 1M, DENAK 1M, IDARU 1M,
NETUL 1M, POLUN 1M, SOKRU 1M



RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

RNAV DEPARTURE PROCEDURE		
DESIGNATOR	ROUTING	REMARKS
BUKEL 1M *	OP662[K210-] (26L) / OP661[K210-] (26R) - OP667[F045+] - DESUX - BUKEL[F110+]	Not available for traffic to NEPOT. Close-in Obstacles. PDG min 4.9% until BUKEL due to airspace structure.
DENAK 1M *	OP662[K210-] (26L) / OP661[K210-] (26R) - OP667 - DENAK[F110+]	Close-in Obstacles. PDG min 4.9% until DENAK due to airspace structure.
IDARU 1M	OP662[K210-] (26L) / OP661[K210-] (26R) - OP667[K270-] - ETOGO - IDARU	Close-in Obstacles.
NETUL 1M	OP662[K210-] (26L) / OP661[K210-] (26R) - OP667[K270-] - ETOGO - NETUL	Close-in Obstacles.
POLUN 1M *	OP666[A4000+] (26L) / OP665[A4000+] (26R) - SISGU - POLUN[F100+]	Not available for traffic to MOPUG. Close-in Obstacles. RWY 26L: PDG min 4.9% until OP666 due to airspace structure. RWY 26R: PDG min 5.2% until OP665 due to airspace structure.
SOKRU 1M	OP664[K250-] (26L) / OP663[K250-] (26R) - UTOKI - SOKRU[F110+]	Not available for traffic to DIRER. Close-in Obstacles. PDG min 3.9% until SOKRU due to airspace structure.

* If unable to comply, contact ATC before start-up.
Underlined WPT are flyover.

NOTE: 1. Vertical limits are issued by NOTAM
2. Vertical limits ~~FL255~~
GND
3. During LRTRA4 activity, IFR flight is not affected
4. Vertical limits

FL 60 for subsonic FLT
GND
FL 660 for supersonic FLT
GND

a. RNAV-1 (P-RNAV) approval required.
b. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BUKEL	450440.121N	0254332.572E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DESUX	445622.808N	0255005.231E	fly-by
ELKAV	445543.219N	0265138.107E	fly-by
ETOGO	444812.135N	0263949.158E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OP661	443415.091N	0260030.398E	flyover
OP662	443334.496N	0260036.476E	flyover
OP663	443342.936N	0255333.041E	flyover
OP664	443302.339N	0255339.201E	flyover
OP665	443319.188N	0254828.348E	fly-by
OP666	443231.096N	0254659.069E	fly-by
OP667	444511.509N	0255851.759E	fly-by
POLUN	441414.722N	0251324.144E	fly-by
SISGU	442209.891N	0252752.661E	fly-by
SOKRU	445934.136N	0251949.048E	fly-by
TABAV	445322.808N	0265801.012E	fly-by
UTOKI	444439.242N	0255153.111E	fly-by

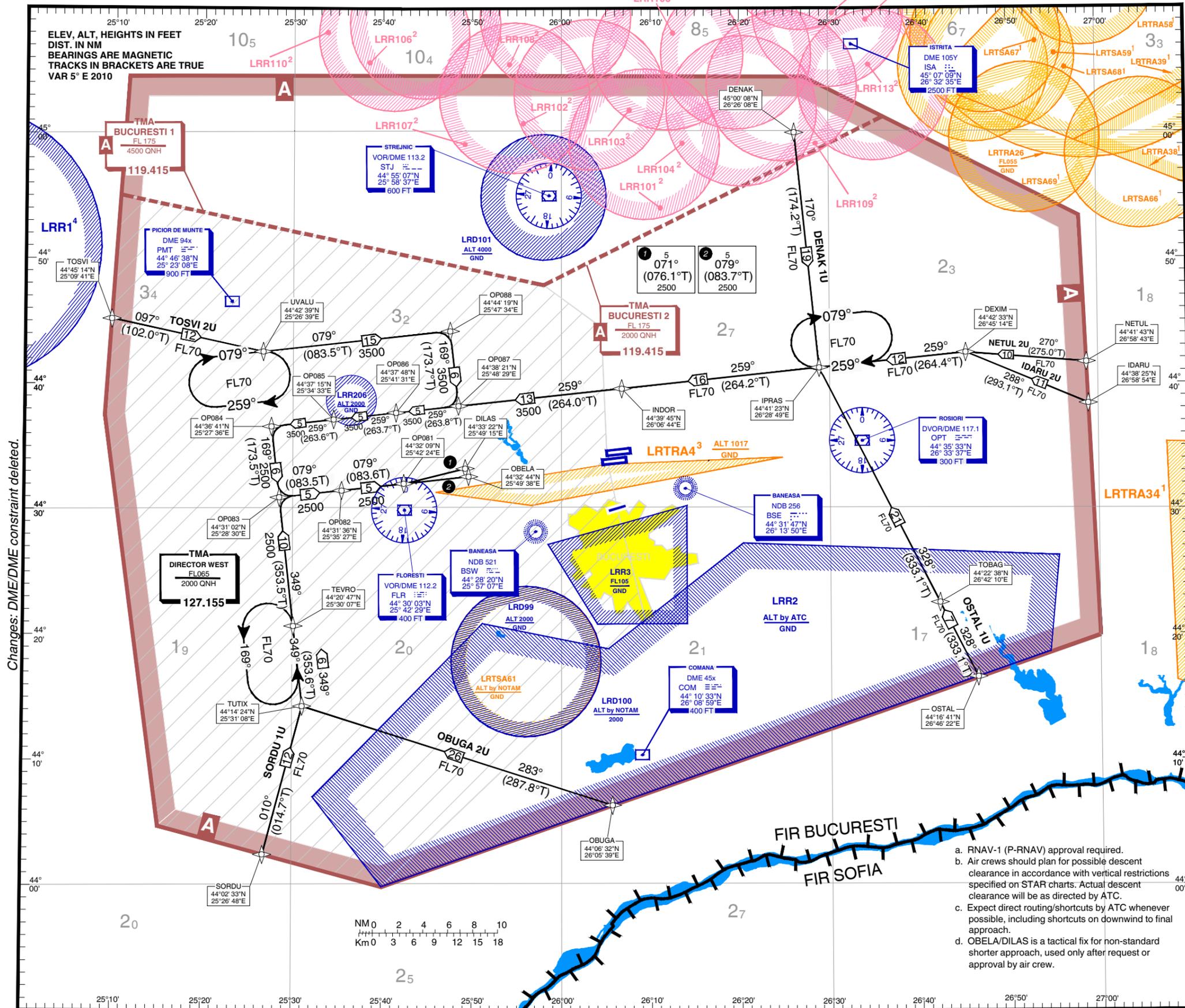
RNAV (DME/DME)
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
4000 FT
TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

OTOPENI ATIS 118.500
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600
BUCURESTI DIRECTOR 127.155
BUCURESTI DIRECTOR ALTN 120.600

OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700

BUCUREȘTI / Henri Coandă (LROP)
RWY 08L/R
DENAK 1U, IDARU 2U, NETUL 2U
OBUGA 2U, OSTAL 1U, SORDU 1U, TOSVI 2U



Changes: DME/DME constraint deleted.

RNAV ARRIVAL PROCEDURE	
DESIGNATOR	ROUTING
DENAK 1U	DENAK – IPRAS[F070+] – INDOR[F070+; K240-] – OP087[K230-] – OP086 – OP085 – OP084[A3500+; K220-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
IDARU 2U	IDARU[F070+] – DEXIM – IPRAS[F070+] – INDOR[F070+; K240-] – OP087[K230-] – OP086 – OP085 – OP084[A3500+; K220-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
NETUL 2U	IDARU[F070+] – DEXIM – IPRAS[F070+] – INDOR[F070+; K240-] – OP087[K230-] – OP086 – OP085 – OP084[A3500+; K220-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
OBUGA 2U	OBUGA – TUTIX – TEVRO[F070+; K240-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
OSTAL 1U	OSTAL – TOBAG – IPRAS[F070+] – INDOR[F070+; K240-] – OP087[K230-] – OP086 – OP085 – OP084[A3500+; K220-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
SORDU 1U	SORDU – TUTIX – TEVRO[F070+; K240-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)
TOSVI 2U	TOSVI[F140-; K270-] – UVALU[F070+] – OP088[K230-] – OP087[K230-] – OP086 – OP085 – OP084[A3500+; K220-] – OP083[K220-] – OP082 – OP081 – DILAS[A2500+; K210-] (08L) / OBELA[A2500+; K210-] (08R)

NOTE: 1. Vertical limits are issued by NOTAM
 2. Vertical limits $\frac{FL255}{GND}$
 3. During LRTRA4 activity, IFR flight is not affected
 4. Vertical limits
 $\frac{FL 60}{GND}$ for subsonic FLT
 $\frac{FL660}{GND}$ for supersonic FLT

- a. RNAV-1 (P-RNAV) approval required.
- b. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.
- c. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
- d. OBELA/DILAS is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.



LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
DENAK	450008.205N	0262608.489E	fly-by
DEXIM	444233.075N	0264514.335E	fly-by
DILAS	443322.101N	0254914.534E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
INDOR	443945.251N	0260643.720E	fly-by
IPRAS	444123.131N	0262849.043E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OBELA	443243.559N	0254938.210E	fly-by
OBUGA	440632.436N	0260539.380E	fly-by
OP081	443209.364N	0254223.583E	fly-by
OP082	443136.111N	0253526.669E	fly-by
OP083	443102.437N	0252829.898E	fly-by
OP084	443641.147N	0252735.999E	fly-by
OP085	443714.883N	0253433.431E	fly-by
OP086	443748.198N	0254131.008E	fly-by
OP087	443821.089N	0254828.725E	fly-by
OP088	444419.029N	0254733.699E	fly-by
OSTAL	441640.502N	0264622.377E	fly-by
SORDU	440233.097N	0252648.226E	fly-by
TEVRO	442047.081N	0253007.333E	fly-by
TOBAG	442237.978N	0264209.949E	fly-by
TOSVI	444514.010N	0250940.719E	fly-by
TUTIX	441424.422N	0253107.611E	fly-by
UVALU	444238.891N	0252638.864E	fly-by

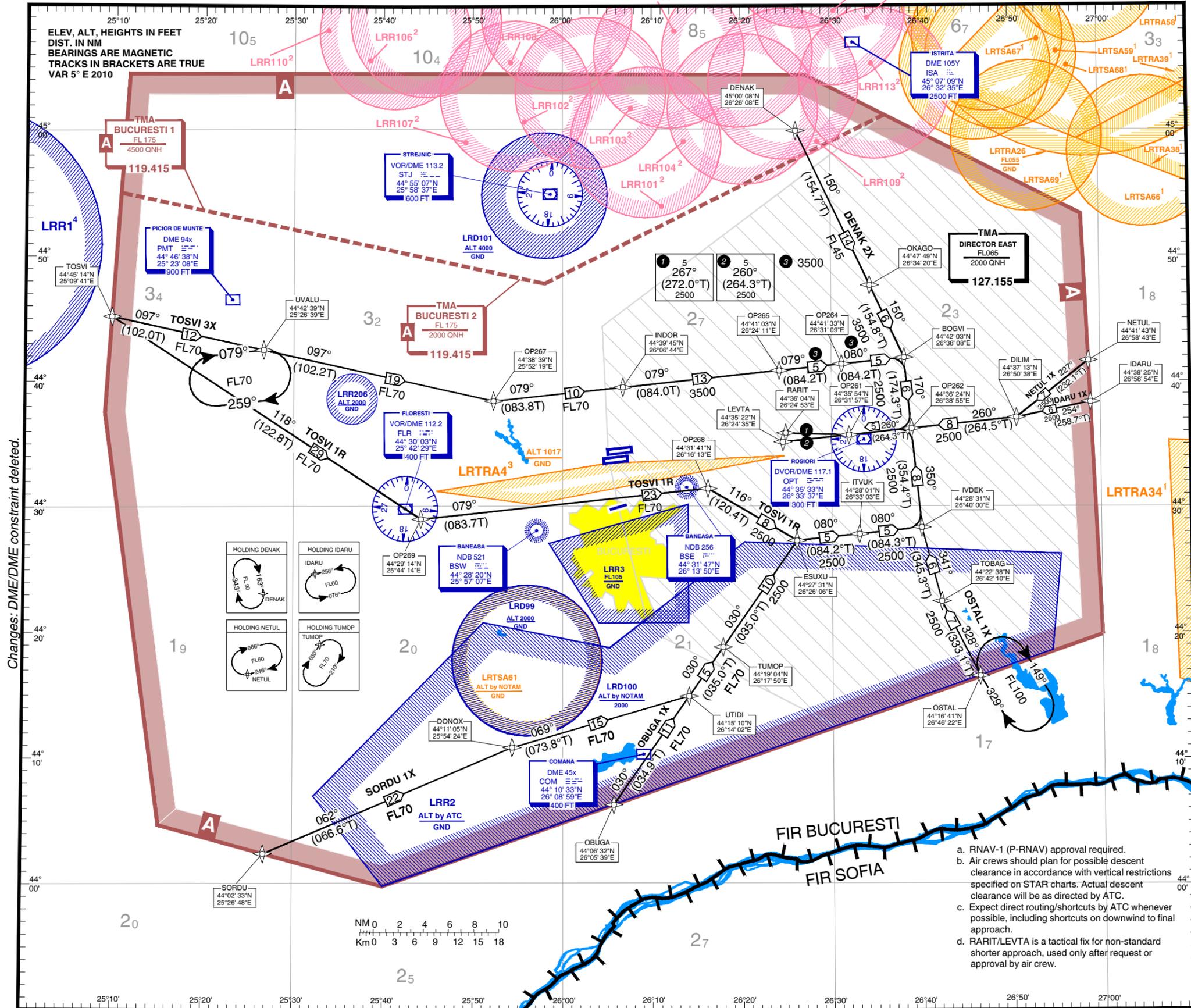
RNAV (DME/DME)
STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUDE
4000 ft
TMA SPEED LIMIT
MAX IAS 250 kt BELOW FL100

OTOPENI ATIS 118.500
BUCURESTI VOLMET 126.800
BUCURESTI APPROACH 119.415
BUCURESTI APP ALTN 120.600
BUCURESTI DIRECTOR 127.155
BUCURESTI DIRECTOR ALTN 120.600

OTOPENI TWR 118.805
OTOPENI TWR ALTN 120.900
OTOPENI GND 121.855
OTOPENI GND ALTN 121.700

BUCUREȘTI / Henri Coandă (LROP)
RWY 26L/R
DENAK 2X, IDARU 1X, NETUL 1X
OBUGA 1X, OSTAL 1X, SORDU 1X, TOSVI 1R, TOSVI 3X



RADIO COMMUNICATION FAILURE

a) 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.

b) 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 RARIT/LEVTA. Descending shall be executed in accordance with minimum altitude of Bucuresti TMA or vertical restrictions specified on Radar Minimum Altitude Chart, whichever is greater, but not less than 2500 ft.

c) 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.

RNAV ARRIVAL PROCEDURE	
DESIGNATOR	ROUTING
DENAK 2X	DENAK - OKAGO[F045+] - BOGVI[A3500+;K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
IDARU 1X	IDARU - DILIM[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
NETUL 1X	NETUL - DILIM[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
OBUGA 1X	OBUGA - UTIDI - TUMOP[F070+] - ESUXU[K230-] - ITVUK - IVDEK[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
OSTAL 1X	OSTAL - TOBAG - IVDEK[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
SORDU 1X	SORDU - DONOX - UTIDI - TUMOP[F070+] - ESUXU[K230-] - ITVUK - IVDEK[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
TOSVI 1R	TOSVI[F170-] - OP269 - OP268[FL070+; K230-] - ESUXI[K230-] - ITVUK - IVDEK[K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)
TOSVI 3X	TOSVI[F170-] - UVALU[F070+] - OP267 - INDOR[FL070+] - OP265[K230-] - OP264 - BOGVI[A3500+; K220-] - OP262 - OP261 - LEVTA[A2500+; K210-] (26L) / RARIT[A2500+; K210-] (26R)

NOTE: 1. Vertical limits are issued by NOTAM
2. Vertical limits $\frac{FL255}{GND}$
3. During LRTRA4 activity, IFR flight is not affected
4. Vertical limits
 $\frac{FL 60}{GND}$ for subsonic FLT
 $\frac{FL660}{GND}$ for supersonic FLT

- a. RNAV-1 (P-RNAV) approval required.
- b. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.
- c. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
- d. RARIT/LEVTA is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

Changes: DME/DME constraint deleted.

LIST OF WAYPOINTS

Waypoint name	Latitude	Longitude	Type
1	2	3	4
BOGVI	444203.093N	0263807.810E	fly-by
DENAK	450008.205N	0262608.489E	fly-by
DILIM	443713.027N	0265037.704E	fly-by
DONOX	441105.174N	0255423.878E	fly-by
ESUXU	442730.793N	0262606.479E	fly-by
IDARU	443824.506N	0265854.475E	fly-by
INDOR	443945.251N	0260643.720E	fly-by
ITVUK	442800.963N	0263303.413E	fly-by
IVDEK	442830.711N	0264000.469E	fly-by
LEVTA	443522.004N	0262434.540E	fly-by
NETUL	444143.375N	0265842.826E	fly-by
OBUGA	440632.436N	0260539.380E	fly-by
OKAGO	444748.779N	0263419.568E	fly-by
OP261	443554.055N	0263156.977E	fly-by
OP262	443623.872N	0263854.962E	fly-by
OP264	444133.225N	0263109.155E	fly-by
OP265	444102.931N	0262410.624E	fly-by
OP267	443839.017N	0255218.761E	fly-by
OP268	443140.866N	0261612.538E	fly-by
OP269	442913.863N	0254414.476E	fly-by
OSTAL	441640.502N	0264622.377E	fly-by
RARIT	443604.377N	0262453.323E	fly-by
SORDU	440233.097N	0252648.226E	fly-by
TOBAG	442237.978N	0264209.949E	fly-by
TOSVI	444514.010N	0250940.719E	fly-by
TUMOP	441903.599N	0261749.709E	fly-by
UTIDI	441510.031N	0261401.934E	fly-by
UVALU	444238.891N	0252638.864E	fly-by

LRCK AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRCK - CONSTANȚA / Mihail Kogălniceanu-Constanța

LRCK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	442144N 0282918E Runway centre.
2	Direction and distance from city	14 NM (26 KM) North - North West from Constanța.
3	Elevation/Reference temperature/mean low temperature	353 FT / 31.1°C / -9.2°C
4	Geoid undulation at AD ELEV PSN	112 FT
5	MAG VAR/ Annual rate of change	7°E (2021) / 6.7'E
6	AD Administration, address, telephone, telefax, e-mail, AFS, website	S.N. Aeroportul Internațional M.Kogălniceanu - CONSTANȚA S.A. Str. Tudor Vladimirescu, nr. 4, Mihail Kogălniceanu, Tel: + 40 - (0)241 - 255177, 255100, 255762 Fax: + 40 - (0)241 - 508022, + 40 - (0)241 - 255762 AFS: LRCKRAYD e-mail: aeroport@mk-airport.ro SITA: CNDAPXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRCK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24, see GEN 3.1-5
5	ATS Reporting Office (ARO)	H24, see ENR 1.10-3
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LRCK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 lower deck loader (7t and 22.7t), 3 conveyor belts, 4 baggage tractors, 7 pallet dollies, 4 fork-lift.
2	Fuel/Oil types	JET A1; JP 8; F 34; F 35 Fuel additive: Nil
3	Fuelling facilities/capacity	4 storage tanks x 80000 l, 2 storage tanks x 90000 l 3 refueling trucks – 1 x 12000 l; 2 x 45000 l, 2 refueling trucks x 36000 l.
4	De-icing facilities	2 de/anti-icing units, with liquid TYPE II
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LRCK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city and near the airport.
2	Restaurants	1 Restaurant, 1 snack bar, 1 bar on the AD.
3	Transportation	Taxi and shuttle bus.
4	Medical facilities	First aid on the AD, doctor, ambulance, 1 ambulift. Hospitals in the city.
5	Bank and Post Office	ATM.
6	Tourist Office	In the city.
7	Remarks	NIL

LRCK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 7. CAT 8, CAT 9 and CAT 10 with minimum 48 hours notification in advance.
2	Rescue equipment	Holmatro extrication tools, Webber hydraulic extrication tools.
3	Capability for removal of disabled aircraft	Only aircraft towing equipment available for Boeing 737 and Airbus 320. Dispatch office: +40751126999, e-mail: ops@mk-airport.ro.
4	Remarks	NIL

LRCK AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	4 snow blowers, 6 snow ploughs, 5 sweepers, 1 solid spreader, 2 liquid spreader, 1 mu-meter.
2	Clearance priorities	1. RWY 36/18 2. TWY A and B 3. Apron 1 and 2 4. Access to the national road.
3	Use of material for movement area surface treatment	KFOR
4	Specially prepared winter runways	NIL
5	Remarks	Information on snow clearance is based on Runway Condition Report (RCR) and published in SNOWTAM with respect of Global Reporting Format (GRF) method. The RCR is continuously updated and forwarded to air traffic services and to aeronautical information services for transmission to the flight crew by SNOWTAM and radio broadcast. Unit of the airport operator providing information on the progress of the snow removal and the conditions of the movement area: Safety and Operative Department - Tel.: +40 740 017 435. See also the snow plan in AD 1.2.

LRCK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	Surface: Concrete Strength: See AD 2.8-22
2	Taxiway designation, width, surface and strength	Width: TWY A, I: 35 M, TWY B: 25 M, TWY G: 33M, TWY H: 23 M Surface: Concrete Strength: TWY A, B, I: 62/R/D/W/T, TWY G, H: 62/R/D/W/T
3	ACL location and elevation	APRON 316 FT
4	VOR checkpoints	NIL
5	INS checkpoints	See AD 2.8-22
6	Remarks	Turning bay at THR 18 situated on the RWY, simmetricaly to RWY axis with turning centerline marking. Total size of turning bay: 100M length x 80M width, with the characteristics as folow: central area 100M length x 45M width PCN 62/R/A/W/T, left/right adjacent to RWY 100M length x 17.5M width PCN 36/R/D/W/T. Surface: concrete.

LRCK 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 of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY, at holding positions. Guide lines on the apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings	RWY: Designation, THR, TDZ, centre line, edges, aiming point, marked as appropriate; TWY: Centre line, edges, holding position at TWY/RWY intersections, marked.
3	Stop bars	Red stop bars at all intersections of TWY's with RWY.
4	Remarks	NIL

LRCK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
1343	Building	442253.9N 0282930.8E	367/9 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
1344	Building	442253.9N 0282931.7E	370/15 FT	MARKED/LGTD R	
1345	Antenna	442253.9N 0282928.0E	367/9 FT	MARKED/LGTD R	
1351	Building	442253.4N 0282932.2E	369/15 FT	MARKED/LGTD R	
1641	Tree	442014.8N 0282902.8E	342/39 FT	NIL	
484	Windmill	442212.8N 0282146.9E	853/509 FT	MARKED/LGTD R	
488	Windmill	442140.7N 0282152.0E	873/509 FT	MARKED/LGTD R	
490	Windmill	442058.5N 0282152.6E	837/509 FT	MARKED/LGTD R	
493	Windmill	442121.0N 0282159.9E	876/509 FT	MARKED/LGTD R	
496	Windmill	442214.1N 0282211.0E	879/509 FT	MARKED/LGTD R	
499	Windmill	442154.5N 0282217.2E	902/509 FT	MARKED/LGTD R	
501	Windmill	442134.5N 0282234.2E	876/509 FT	MARKED/LGTD R	
503	Windmill	442058.4N 0282235.5E	833/509 FT	MARKED/LGTD R	



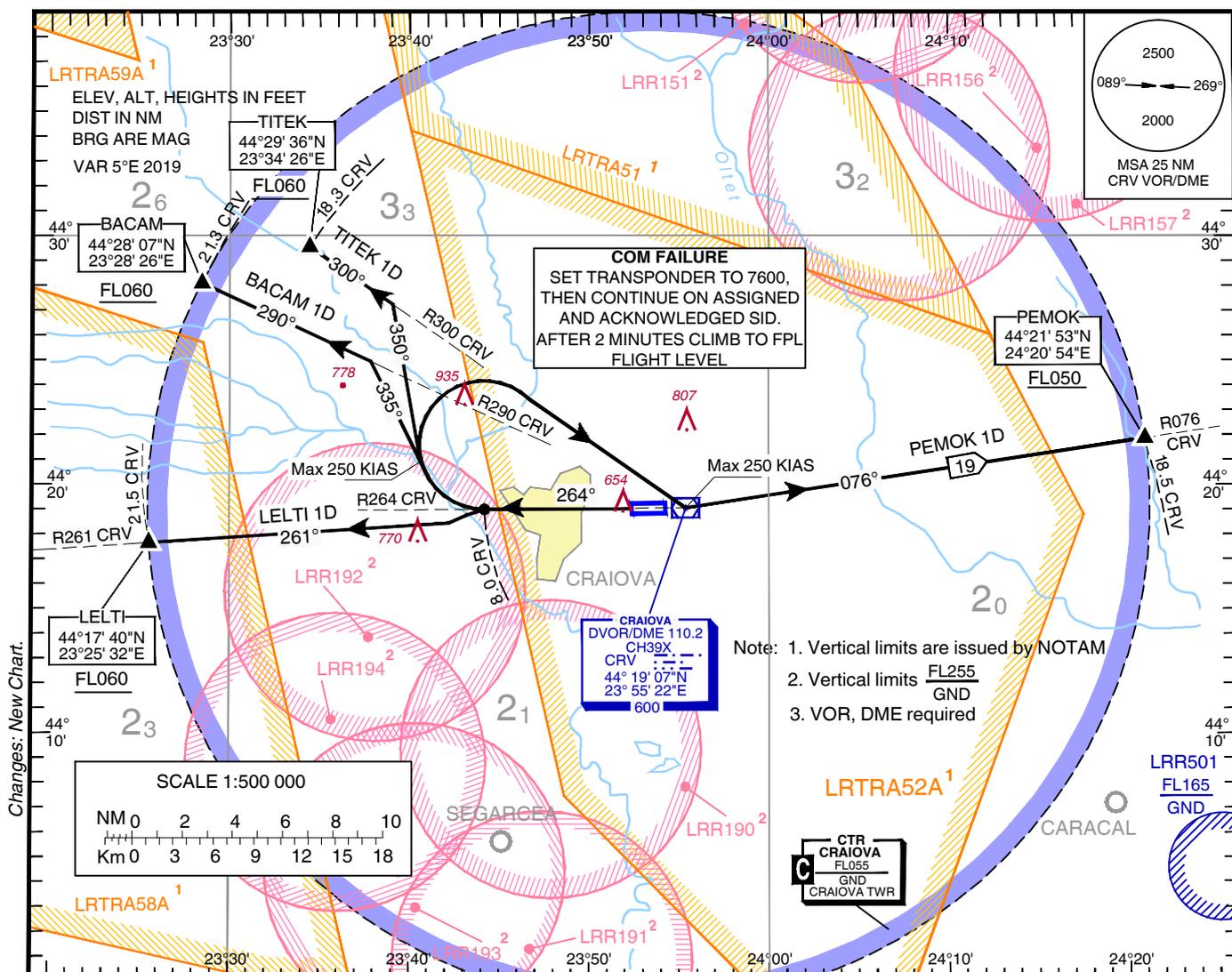
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

Transition Altitude
4000

**CRAIOVA / Craiova (LRCV)
RWY 26**

CRAIOVA TOWER 129.530
CRAIOVA TOWER ALTN 124.300

BACAM 1D, LELTI 1D,
PEMOK 1D, TITEK 1D



SID Identifier	DESCRIPTION
BACAM 1D	Climb on R 264° CRV (264°M). At 8.0 CRV, turn RIGHT heading 335°M (Max 250 KIAS) to intercept and follow R 290° CRV (290°M) to BACAM at or above FL060.(1) (1) ATS climb gradient: 5.0% up to BACAM, due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
LELTI 1D	Climb on runway heading. At 8.0 CRV, turn LEFT to intercept and follow R 261° CRV (261°M) to LELTI at or above FL060.(1) (1) ATS climb gradient: 4.7% up to LELTI, due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
PEMOK 1D	Climb on R 264° CRV (264°M). At 8.0 CRV, turn RIGHT direct to CRV. At CRV follow R 076° CRV (076°M) to PEMOK at or above FL050. Max 250 KIAS until CRV.
TITEK 1D	Climb on R 264° CRV (264°M). At 8.0 CRV, turn RIGHT heading 350°M (Max 250 KIAS) to intercept and follow R 300° CRV (300°M) to TITEK at or above FL060.(1) (1) ATS climb gradient: 5.6% up to TITEK due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.

CRAIOVA / Craiova (LRCV)
SID RWY 26

AERONAUTICAL DATA TABULATION

SID RWY 26	
Fix/Point	Coordinates
CRV VOR DME	44°19'07.0"N 023°55'21.9"E
BACAM – BRG 289.86° CRV / 21.30NM CRV	44°28'07.0"N 023°28'26.0"E
TITEK – BRG 299.76° CRV / 18.30NM CRV	44°29'35.8"N 023°34'25.9"E
LELTI – BRG 261.01° CRV / 21.47NM CRV	44°17'40.0"N 023°25'32.0"E
PEMOK – BRG 075.98° CRV / 18.54NM CRV	44°21'52.9"N 024°20'54.5"E
DER 26	44°19'04.3"N 023°51'59.7"E



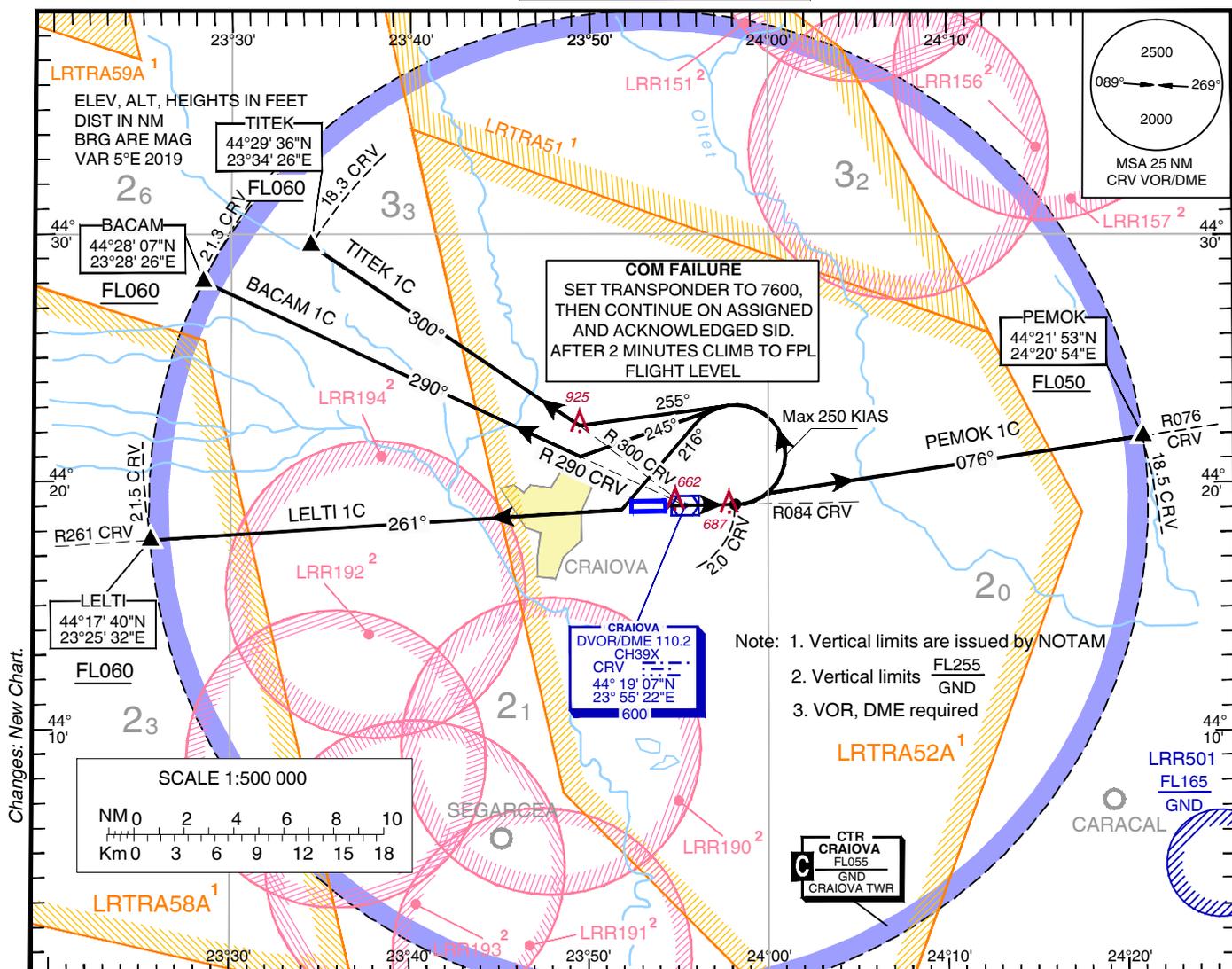
**STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

Transition Altitude
4000

**CRAIOVA / Craiova (LRCV)
RWY 08**

CRAIOVA TOWER 129.530
CRAIOVA TOWER ALTN 124.300

BACAM 1C, LELTI 1C,
PEMOK 1C, TITEK 1C



SID Identifier	DESCRIPTION
BACAM 1C	Climb on R 264° CRV (084°M) until CRV, then follow R 084° CRV (084°M). At 2.0 CRV, turn LEFT heading 245°M (Max 250 KIAS) to intercept and follow R 290° CRV (290°M) to BACAM at or above FL060.(1) (1) ATS climb gradient: 3.6% up to BACAM, due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
LELTI 1C	Climb on R 264° CRV (084°M) until CRV, then follow R 084° CRV (084°M). At 2.0 CRV, turn LEFT heading 216°M (Max 250 KIAS) to intercept and follow R 261° CRV (261°M) to LELTI at or above FL060.(1) (1) ATS climb gradient: 3.4% up to LELTI, due to airspace restriction. Advise ATC if unable to ensure the ATC climb gradient.
PEMOK 1C	Climb on runway heading. At 2.0 CRV, turn LEFT to intercept and follow R 076° CRV (076°M) to PEMOK at or above FL050.(1) (1) ATS climb gradient: 3.8% up to PEMOK, due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.
TITEK 1C	Climb on R 264° CRV (084°M) until CRV, then follow R 084° CRV (084°M). At 2.0 CRV, turn LEFT heading 255°M (Max 250 KIAS) to intercept and follow R 300° CRV (300°M) to TITEK at or above FL060.(1) (1) ATS climb gradient: 4.1% up to TITEK due to airspace restriction. Advise ATC if unable to ensure the ATS climb gradient.



CRAIOVA / Craiova (LRCV)
SID RWY 08

AERONAUTICAL DATA TABULATION

SID RWY 08	
Fix/Point	Coordinates
CRV VOR DME	44°19'07.0"N 023°55'21.9"E
BACAM – BRG 289.86° CRV / 21.30NM CRV	44°28'07.0"N 023°28'26.0"E
TITEK – BRG 299.76° CRV / 18.30NM CRV	44°29'35.8"N 023°34'25.9"E
LELTI – BRG 261.01° CRV / 21.47NM CRV	44°17'40.0"N 023°25'32.0"E
PEMOK – BRG 075.98° CRV / 18.54NM CRV	44°21'52.9"N 024°20'54.5"E
DER 08	44°19'06.2"N 023°54'28.6"E

INSTRUMENT APPROACH
CHART - ICAO

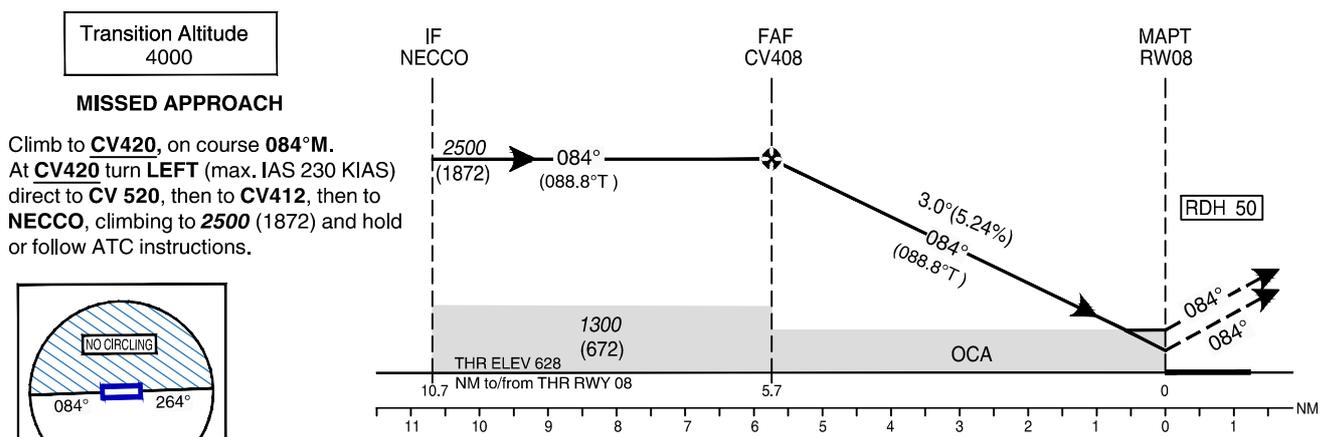
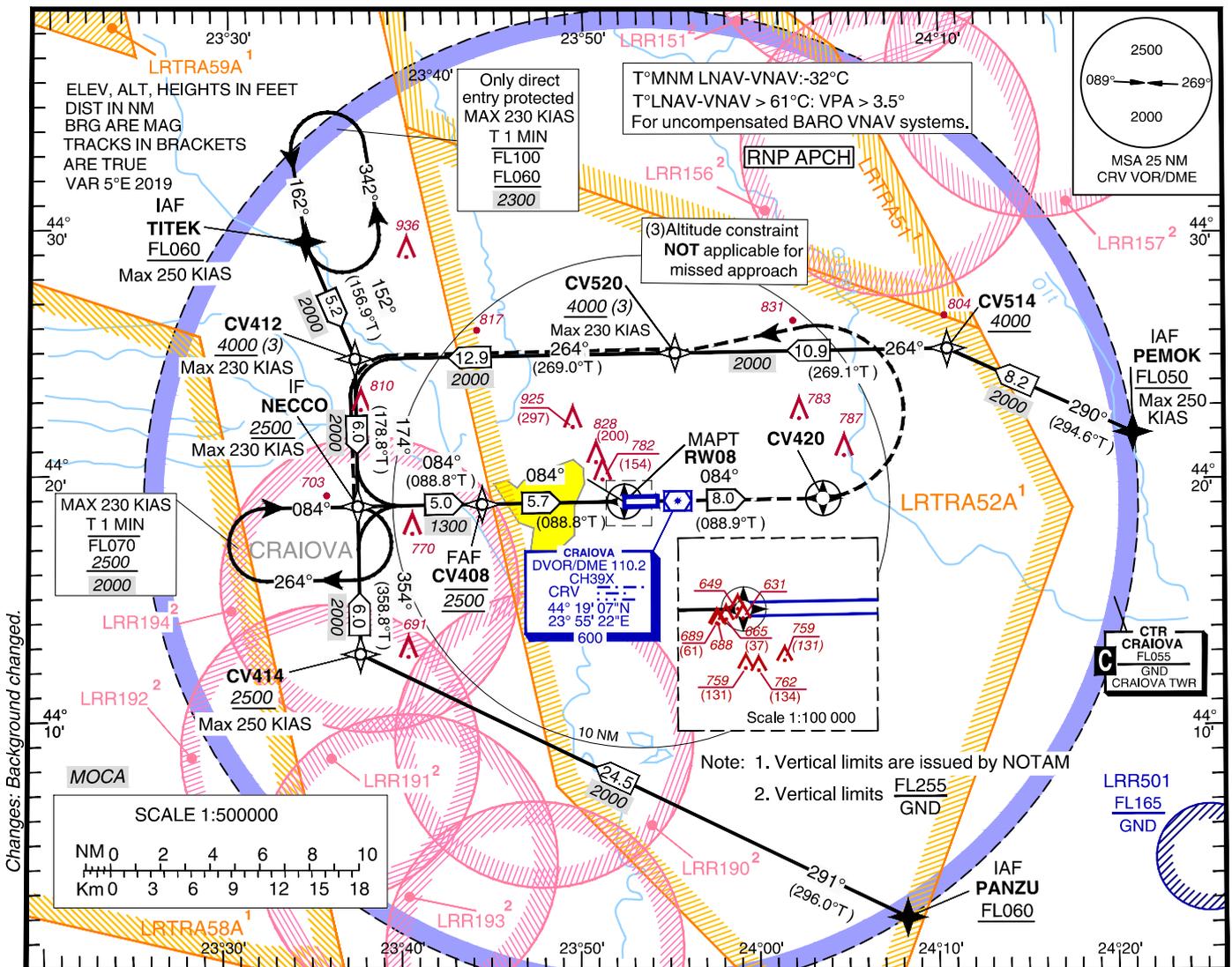
EGNOS
CH: 65241
E08A

AERODROME ELEV. 628 ft
HEIGHTS RELATED TO AD ELEV

CRAIOVA / Craiova (LRCV)

CRAIOVA TOWER 129.530
CRAIOVA TOWER ALTN 124.300

RNP RWY 08



OCA (H)	A	B	C	D	DL
LPV	794 (166)	807 (179)	839 (211)	849 (221)	
LNAV/VNAV	890 (262)	910 (282)	920 (292)	930 (302)	-
LNAV	1010 (382)				-
Circling*	1080	1130	1320	1320	-

Distance to RWY 08	NM	5	4	3	2
Altitude (Height)	FT	2270 (1642)	1950 (1322)	1630 (1002)	1310 (682)

GS	KT	70	90	100	120	140	160
FAF MAPT 5.7NM	MIN:SEC	4:54	3:49	3:26	2:52	2:27	2:09
Rate of descent (5.24%)	FT/MIN	371	478	531	637	743	849

* Circling South of airport only.

Timing not authorized for defining the MAPt.

For data tabulation see verso

CRAIOVA / Craiova (LRCV)
RNP RWY 08

AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY08	
Waypoint Identifier	Coordinates
CV408 (FAF)	44°18'57.9"N 023°44'24.0"E
CV412	44°24'51.4"N 023°37'15.3"E
CV414	44°12'51.6"N 023°37'37.2"E
CV420	44°19'13.0"N 024°03'30.8"E
CV514	44°25'17.8"N 024°10' 29.3"E
CV520	44°25'06.9"N 023°55'12.8"E
NECCO (IF)	44°18'51.5"N 023°37'26.2"E
PANZU (IAF)	44°02'12.0"N 024°08'13.0"E
PEMOK (IAF)	44°21'52.9"N 024°20'54.5"E
RW08 (MAPT)	44°19'04.57"N 023°52' 22.32"E
TITEK (IAF)	44°29'35.8"N 023°34'25.9"E

RADIO COMMUNICATION FAILURE

- a) If RNP RWY 08 instrument flight procedure was assigned and acknowledged, set transponder 7600, proceed according assigned or designated RNP RWY 08 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 08 instrument flight procedure was not assigned and acknowledged, set transponder 7600, proceed according to FPL to NECCO and hold 4 minutes not above 4500 ft, then continue the RNP RWY 08 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

LRTM 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
APP	NAPOC	126.430	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
APP	NAPOC North	126.430	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
APP	NAPOC South	119.680	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
TWR	Târgu Mureş Tower	119.180	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
		120.325 MHz ALTN				
ATIS	Târgu Mureş ATIS	121.500 MHz EMERG 125.950 MHz	NIL	NIL	H24	NIL

LRTM 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
NDB(LO)	TGM	428 KHz	H24	462648.9N 0241823.7E	-	NIL	251° MAG / 4 NM from THR 07 Coverage 80NM (declared)
NDB (LM)	D	373 KHz	H24	462741.8N 0242252.6E	-	NIL	251° MAG / 0.81 NM from THR 07
LOC 07 (5°E/2015) ILS CAT II (II.T.3)	ITM	109.900 MHz	H24	462815.1N 0242543.3E	-	NIL	Front course angle 5.25° No back course
GP 07	-	333.800 MHz	H24	462754.4N 0242416.2E	-	NIL	GP Angle 3.0°, ILS RDH 54 FT
DME 07	ITM	CH 36X	H24	462754.2N 0242416.4E	1000 FT	NIL	NIL

LRTM AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reglementări de aeroport

1.1 Procedures for acceptance

Operations of aircraft with higher code letter than aerodrome reference code „4C” are forbidden, except for declared emergency situations.

1.2 Aircraft categories

APRON - 7 parking stands:

- Stands - 3,4,6,7 for aircraft code letter C (wing span < 36 m);
- Stand - 5 for aircraft code letter C (wing span < 27 m);
- Stand - 2 for aircraft code letter B (wing span < 24 m);
- Stand - 1 for helicopter BlackHawk (D < 19.76 m).

1.3 Taxiing of aircraft to and from parking positions

a) Taxiing of aircraft on apron taxiway - TWY C is performed, following TWY C marking / centre line lights, until entering the guide line of the allocated parking stand, according to the predetermined guidance instructions, transmitted by ATC.

b) Parking of aircraft is performed only by marshaller signals who transmits guidance instructions - from the moment the aircraft enters the guidance line of the allocated parking stand.

c) In order to avoid the jet blast effect on people, aircrafts and ground equipments, the taxiing on the apron will be performed with engines power as low as possible.

d) Marshaller, in coordination with TWR gives the authorization to start the engines. The engines start will be performed at the marshaller signals or via headset.

e) For all aircraft, after landing, backtrack is permitted only at the RWY end using the turnpad markings.

1.4 Apron Management

a) Transylvania Airport manages the services on the apron in coordination with the air traffic service provider.

b) Designated unit for performing air-ground communications on the apron is TWR Târgu Mureş. The relevant frequencies of TWR Târgu Mureş are those in LRTM AD 2.18 ATS COMMUNICATION FACILITIES.

1.5 Operation of helicopters

a) Stand 1 is designed for helicopters parking.

b) Helicopters follow the aircraft operating rules, as follows:

- Landing/takeoff is performed using runway 07/25.
- Air/ground taxiing is performed using standard taxi routes.
- On arrival, helicopters follow the guide lines until they have the marshaller in sight.
- Parking of helicopters is performed only by marshaller signals.
- On departure, the helicopters taxi on the ground/air, following the guide lines from the parking stand to the runway.

1.1 Proceduri de admisibilitate

Cu excepția situațiilor de urgență declarată este interzisă operarea aeronavelor care au literă de cod superioară celei de referință a aerodromului „4C”.

1.2 Categoriile aeronave

PLATFORMA - 7 standuri de parcare:

- Standurile - 3,4,6,7 pentru aeronavă literă de cod C (wing span < 36 m);
- Standul - 5 pentru aeronavă literă de cod C (wing span < 27 m);
- Standul - 2 pentru aeronavă literă de cod B (wing span < 24 m);
- Standul - 1 pentru elicopter BlackHawk (D < 19.76 m).

1.3 Rularea aeronavelor la și de la pozițiile de parcare

a) Rularea aeronavei pe calea de rulare de platformă - TWY C se face, urmând marcajul / luminile axiale ale TWC, până la intrarea pe linia de ghidare a standului de parcare alocat, conform instrucțiunilor de dirijare prestabilite, transmise de CTA.

b) Parcarea aeronavei se face numai la semnalele dispecerului sol, care transmite instrucțiuni de dirijare - din momentul în care aeronava intră pe linia de ghidare a standului de parcare alocat.

c) Pentru evitarea efectului suflului motoarelor asupra persoanelor, aeronavelor și echipamentelor la sol, rulajul pe platformă se va efectua cu turația motoarelor cât mai redusă posibil.

d) Dispecer sol, în coordonare cu TWR acordă autorizarea de pornire a motoarelor. Pornirea motoarelor se va efectua la semnalele dispecerului de sol sau prin căști.

e) Pentru toate aeronavele, după aterizare, întoarcerea este permisă doar la capătul pistei utilizând marcajele buzunarului de întoarcere.

1.4 Administrarea platformei

a) Aeroportul Transilvania administrează serviciile la platformă în coordonare cu furnizorul serviciilor de trafic aerian.

b) Unitatea desemnată pentru realizarea comunicațiilor aer-sol pe platformă este TWR Târgu Mureş. Frecvențele relevante ale TWR Târgu Mureş sunt cele din LRTM AD 2.18 ATS COMMUNICATION FACILITIES.

1.5 Operarea elicopterelor

a) Standul 1 este proiectat pentru parcare elicopterelor.

b) Elicopterele urmează regulile de operare ale aeronavelor, astfel:

- Aterizarea/decolarea se face utilizând pista 07/25.
- Rulajul aerian/la sol se face utilizând rutele standard de rulare.
- La sosire, elicopterele urmează liniile de ghidare până în momentul în care au dispecerul sol la vedere.
- Parcarea elicopterelor se face, numai la semnalele dispecerului sol.
- La plecare, elicopterele rulează la sol /aerian, urmând liniile de ghidare de la standul de parcare până la pistă.

LRTR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**LRTR - TIMIȘOARA / Traian Vuia****LRTR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP co-ordinates and site at AD	454835N 0212016E Runway center.
2	Direction and distance from city	45°, 11 km from Timișoara.
3	Elevation/Reference temperature/Mean low temperature	348 FT / 31.2°C / -11.2°C
4	Geoid undulation at AD ELEV PSN	142 FT
5	MAG VAR/ Annual rate of change	5°E (2017) / 7.2°E
6	AD Administration, address, telephone, telefax, e-mail, AFS, website	S.N. Aeroportul Internațional Timișoara Traian Vuia S.A., Str. Aeroport Nr. 2, 307210 Ghiroda, România Call Center: + 40-(0)256-386089 Fax: + 40-(0)256-490705 Tel/Fax Dispecerat: + 40-(0)256-493123 e-mail: office@aerotim.ro AFS: LRTRRAYD SITA: TSRAP8X Website: www.aerotim.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	For operational (OPS) requests, use e-mail dispatch@aerotim.ro (H24).

LRTR AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24, see GEN 3.1-6.
5	ATS Reporting Office (ARO)	H24, see ENR 1.10-3.
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Notification, on requested services, shall be addressed at: Fax: +40-(0)256-493123 (H24) AFTN: LRTRRAYD SITA: TSRAP8X (H24) Lack of prior notification may cause delays in service delivery. Aircraft having ACN higher than 46 are subject to prior permission request, in accordance with AD 2.20 Local aerodrome regulation point 1.1.2.

LRTR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 hi-loader of 7t, 1 hi-loader of 5t, 5 conveyor belts, 2 fork-lifts, 6 ramp tractors, 20 cargo carts, 12 dollies for ULDs, 4 GPU, 1 Airstarter unit, 1 cooling/heating equipment, 1 potable water vehicle, 2 lavatory service vehicles, 3 airport passenger buses, 2 equipments for towing/push-back (1 with tow-bar for: ATR 42/72; CRJ-70,90,100; EMB170-195; A319,320,321; B737 200-800 and 1 towbarless for: A319,320,321; B737 300-800, B757).
2	Fuel/Oil types	Kerosene Th type JET A1/NIL
3	Fuelling facilities/capacity	NIL
4	De-icing facilities	2 de-icing/anti-icing units with type I and type II fluids
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Preliminary briefing, requests of operating permissions on aerodrome and handling shall be sent only at: Fax: +40-(0)256-493123 (H24) AFTN: LRTRRAYD SITA: TSRAP8X (H24) Any other way of contact may cause delays.

LRTR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Restaurant on the AD.
3	Transportation	Buses, taxis, rent-a-car.
4	Medical facilities	Ambulance and first aid on the AD. Hospitals in the city,.
5	Bank and Post Office	ATM on the AD. Bank and Post Office in the city.
6	Tourist Office	In the city
7	Remarks	NIL

LRTR 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 Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
11	ALSF II 900M LIH	Green WBAR	PAPI Left/3° (66 FT)	White, 900M	2600M, 15M, White, LIH 600M, 15M, Red/White, LIH, 300M, 15M, Red, LIH	2900M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	Turn pad lights Green
29	ALSF II 900M LIH	Green WBAR	PAPI Left/3° (57 FT)	White, 900M	2600M, 15M, White, LIH 600M, 15M, Red/White, LIH, 300M, 15M, Red, LIH	2900M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	RWY 29, LED lights used in the full length of the ALS

LRTR 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 91°, 483 M THR 11, LGT. 271°, 445 M THR 29, LGT.
3	TWY edge and centre line lighting	TWY A: centre line green/yellow 15M/7.5M, RWY holding position, blue edge lights. TWY B (exit only): centre line green/yellow 15M/7.5M, RWY holding position, blue edge lights. TWY C: centre line green/yellow 15M/7.5M, RWY holding position, blue edge lights. TWY L: centre line green 15M , blue edge lights. Intensity 10, 30, 100 %.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on the AD. Switch-over time 1 sec.
5	Remarks	Apron floodlights

LRTR AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates 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

LRTR AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	TIMIȘOARA CTR 455716N 0210806E - 454717N 0210258E - 453954N 0213226E - 454952N 0213732E - 455716N 0210806E
2	Vertical limits	GND to 2500 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Timișoara TWR English, Romanian
5	Transition altitude	9000 FT (2750 M) AMSL
6	Hours of applicability	H24
7	Remarks	NIL

LRTR 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
APP	Arad Approach	123.530 126.350 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
TWR	Timișoara Tower	120.105 129.450 MHz ALTN 121.500 MHz EMERG	NIL	NIL	H24	
Ground control	Timișoara Ground	121.600 MHz	NIL	NIL	H24	NIL
ATIS	Timișoara ATIS	123.125 MHz	NIL	NIL	H24	NIL

LRTR 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 29 (5°E/2017) ILS CAT III (III.E.4)	ITR	109.300 MHz	H24	454859.1N 0211842.0E	-	NIL	Front course angle 3,12°. No back course.
GP 29	-	332.000 MHz	H24	454816.2N 0212115.7E	-	NIL	GP Angle 3°. ILS RDH 56 FT
DME 29	ITR	109.300 MHz CH 30X	H24	454816.3N 0212115.9E	400 FT	NIL	NIL
LOC 11 (5°E/2017) ILS CAT III (III.E.4)	ITS	110.900 MHz	H24	454813.7N 0212142.6E	-	NIL	Front course angle 3,28°. No back course.
GP 11	-	330.800 MHz	H24	454854.7N 0211915.1E	-	NIL	GP Angle 3°. ILS RDH 55 FT
DME 11	ITS	110.900 MHz CH 46X	H24	454855.0N 0211915.4E	300 FT	NIL	
NDB(LM)	TIM	338 KHz	H24	454804.7N 0212218.4E	-	NIL	106° MAG / 0.57 NM from THR 29
NDB(LO)	TA	378 KHz	H24	455012.6N 0211354.7E	-	NIL	286° MAG / 3.73 NM from THR 11
NDB(LM)	TSR	408 KHz	H24	454904.75N 0211819.46E	-	NIL	286° MAG / 0.51 NM from THR 11 Coverage 50NM (declared)

**RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE
9000 ft

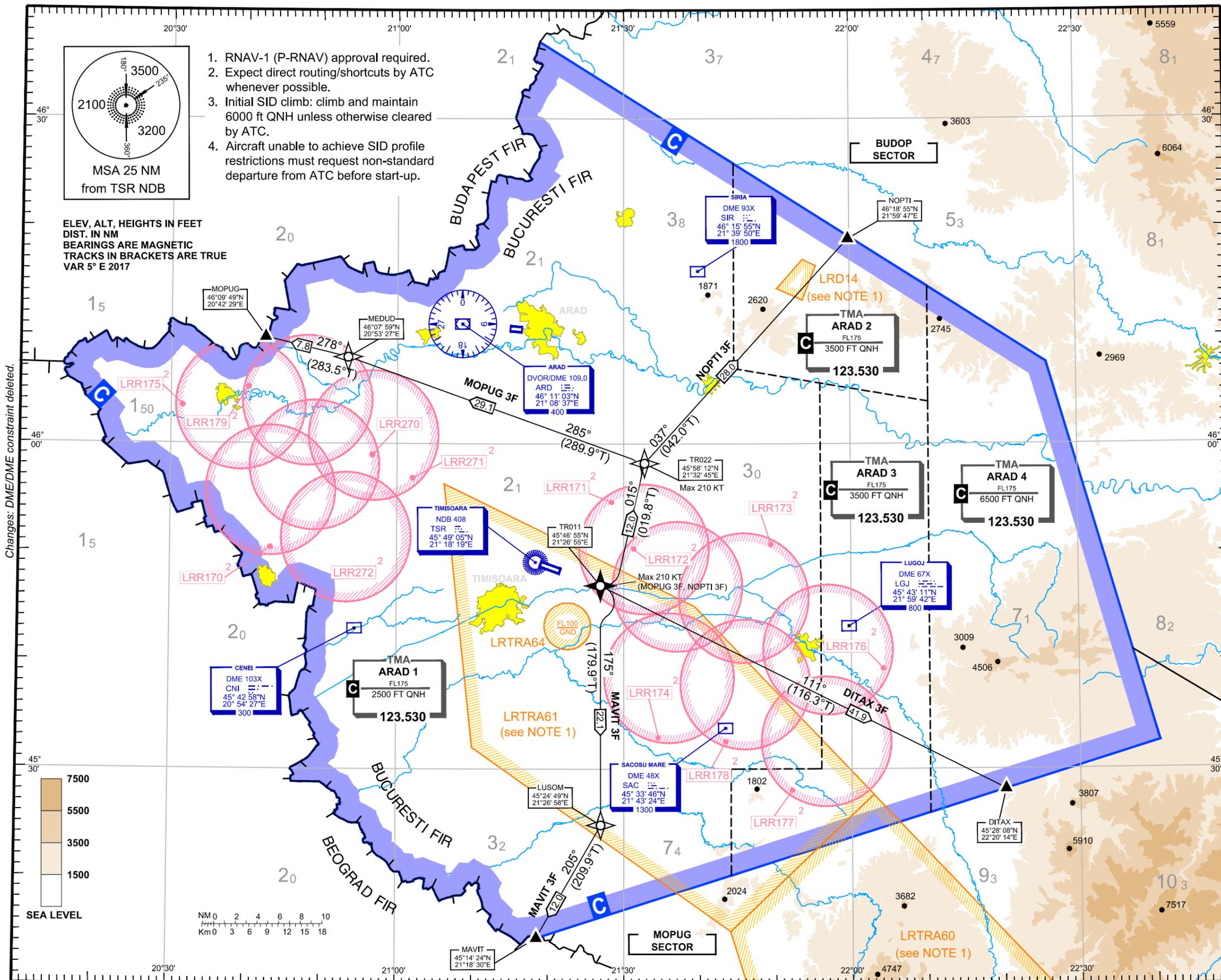
Arad Approach 123.530
Arad Approach ALTN 126.350
Timisoara Tower 120.105
Timisoara Tower ALTN 129.450
Timisoara GND 121.600
Timisoara ATIS 123.125

SECTOR BUDOP 130.230
ALTN 124.100
MOPUG 135.340
ALTN 121.375

TIMIȘOARA / Traian Vuia - Timișoara (LRTR)

RWY 11

**DITAX 3F, MAVIT 3F, MOPUG 3F,
NOPTI 3F**



RADIO COMMUNICATION FAILURE

Set transponder to 7600, then:

- continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DITAX 3F / MAVIT 3F / MOPUG 3F / NOPTI 3F		
DESIGNATOR	ROUTING	ALTITUDES
DITAX 3F	TR011-DITAX	PDG min. 3.8%* After departures climb initially 6000 ft QNH. Further climb only by ATC.
MAVIT 3F	TR011-LUSOM-MAVIT	PDG min. 6.1%* After departures climb initially 6000 ft QNH. Further climb only by ATC.
MOPUG 3F	TR011[K210-]→ TR022[K210-]-MEDUD- MOPUG	After departures climb initially 6000 ft QNH. Further climb only by ATC.
NOPTI 3F	TR011[K210-]→ TR022[K210-]-NOPTI	PDG min. 4.0%* After departures climb initially 6000 ft QNH. Further climb only by ATC.

* Increased climb gradient due to airspace structure. If unable to comply, contact ATC.

DESIGNATOR	FRQ	CRS
DITAX 3F		
TR011	N454655076	E0212654717
DITAX	N452808080	E0222013620
MAVIT 3F		
TR011	N454655076	E0212654717
LUSOM	N452448642	E0212658089
MAVIT	N4511424000	E0211830000
MOPUG 3F		
TR011	N454655076	E0212654717
TR022	N455812266	E0213245225
MEDUD	N460759437	E0205326920
MOPUG	N460948500	E0204228979
NOPTI 3F		
TR011	N454655076	E0212654717
TR022	N455812266	E0213245225
NOPTI	N461855190	E0215946587

NOTE :

- Vertical limits are issued by NOTAM
- Vertical limits $\frac{FL255}{GND}$

RNAV (DME/DME) DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE
9000 ft

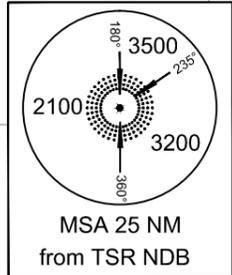
Arad Approach 123.530
Arad Approach ALTN 126.350
Timisoara Tower 120.105
Timisoara Tower ALTN 129.450
Timisoara GND 121.600
Timisoara ATIS 123.125

SECTOR BUDOP 130.230
ALTN 124.100
MOPUG 135.340
ALTN 121.375

TIMIȘOARA / Traian Vuia - Timișoara (LRTR)

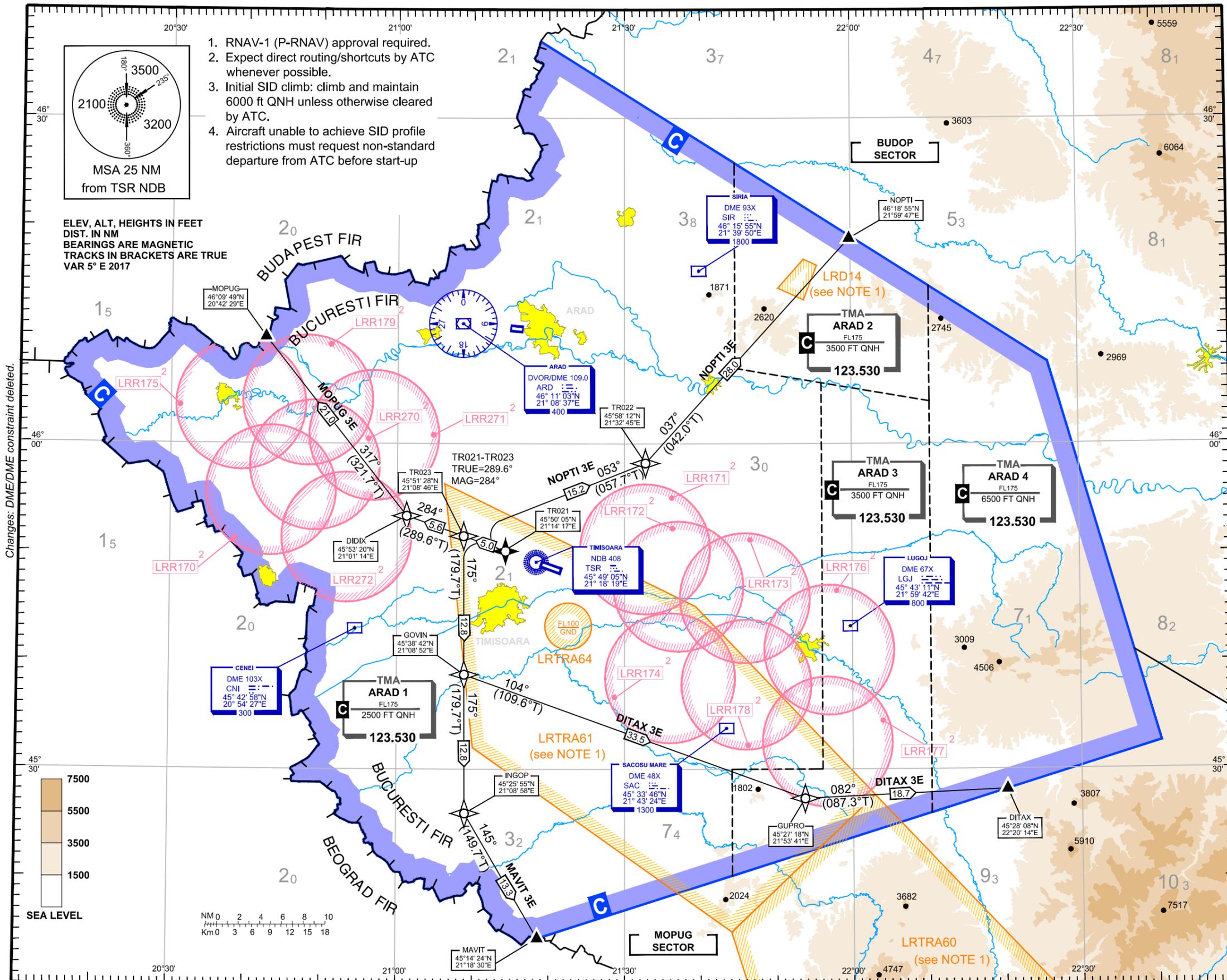
RWY 29

DITAX 3E, MAVIT 3E, MOPUG 3E,
NOPTI 3E



1. RNAV-1 (P-RNAV) approval required.
2. Expect direct routing/shortcuts by ATC whenever possible.
3. Initial SID climb: climb and maintain 6000 ft QNH unless otherwise cleared by ATC.
4. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up

ELEV. ALT. HEIGHTS IN FEET
DIST. IN NM
BEARINGS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
VAR 5° E 2017



RADIO COMMUNICATION FAILURE

- Set transponder to 7600, then:
- a) continue on assigned and acknowledged SID. After 2 minutes climb to FPL flight level.
 - b) If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID WP climbing to FPL flight level.

DITAX 3E / MAVIT 3E/ MOPUG 3E / NOPTI 3E		
DESIGNATOR	ROUTING	ALTITUDES
DITAX 3E	TR023[K210-]→ GOVIN-GURPO-DITAX	After departures climb initially 6000 ft QNH. Further climb only by ATC.
MAVIT 3E	TR023[K210-]→ GOVIN-INGOP-MAVIT	PDG min. 5.0%* After departures climb initially 6000 ft QNH. Further climb only by ATC.
MOPUG 3E	TR023-DIDIX-MOPUG	PDG min. 5.1%* After departures climb initially 6000 ft QNH. Further climb only by ATC.
NOPTI 3E	TR021[K210-]→ TR022-NOPTI	PDG min. 3.4%* After departures climb initially 6000 ft QNH. Further climb only by ATC.

* Increased climb gradient due to airspace structure. If unable to comply, contact ATC.

DITAX 3E		
TR023	N455128022	E0210846420
GOVIN	N453841982	E0210852487
GUPRO	N452718553	E0215340798
DITAX	N452808080	E0222013620
MAVIT 3E		
TR023	N455128022	E0210846420
GOVIN	N453841982	E0210852487
INGOP	N452554847	E0210858525
MAVIT	N451424000	E0211830000
MOPUG 3E		
TR023	N455128022	E0210846420
DIDIX	N455320418	E0210114029
MOPUG	N460948500	E0204228979
NOPTI 3E		
TR021	N455005365	E0211417518
TR022	N455812266	E0213245225
NOPTI	N461855190	E0215946587

- NOTE :
1. Vertical limits are issued by NOTAM
 2. Vertical limits $\frac{FL255}{GND}$

**RNAV (DME/DME) ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TMA SPEED LIMIT
MAX IAS 250KT BELOW FL100

TRANSITION ALTITUDE
9000 ft

Arad Approach	123.530
Arad Approach ALTN	126.350
Timisoara Tower	120.105
Timisoara Tower ALTN	129.450
Timisoara GND	121.600
Timisoara ATIS	123.125

TIMIȘOARA / Traian Vuia - Timișoara (LRTR)

RWY 11

**MAVIT 3B, NEKUL 2B, NEKUL 3S, ROMUX 3B,
TEGRI 2B, VASIS 2B, VASIS 3S**

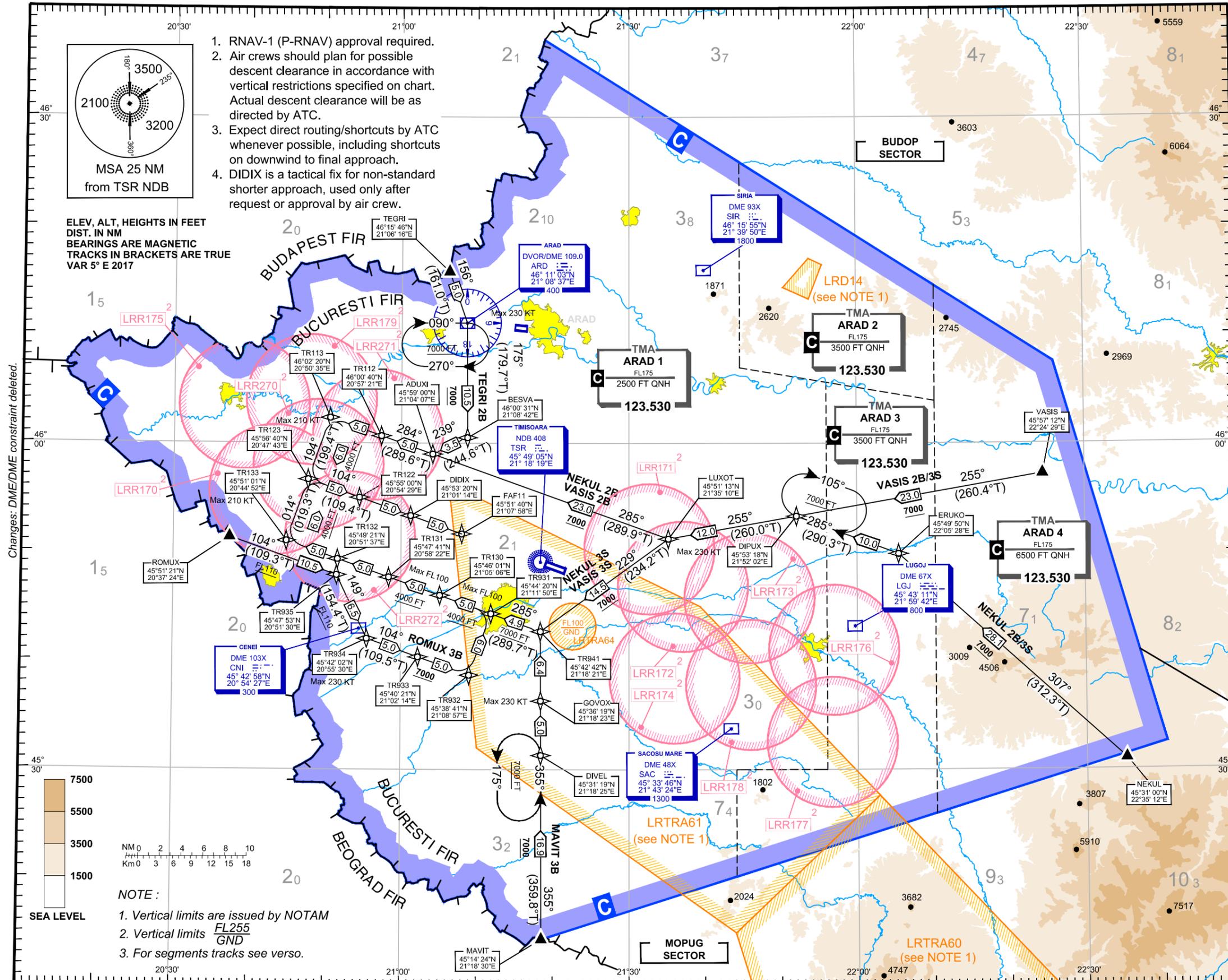
Standard Instrument Arrival Routes (STAR) are also noise abatement routings.

Strict adherence within the limit of performance criteria is mandatory.

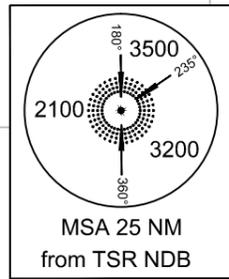
RADIO COMMUNICATION FAILURE

- If STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach (ILS or NDB RWY11) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
- If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to DIDIX, then FAP/FAF and execute approach (ILS or NDB RWY11) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
- If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach (ILS or NDB RWY11) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach (ILS or NDB) and land.

Runway 11	
DESIGNATOR	ROUTING
MAVIT 3B	MAVIT - DIVEL[A7000+] - GOVOX[K230-] - TR941 - TR931[A7000+] - TR130 - TR131[FL100-] - TR132 - TR133[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
NEKUL 2B	NEKUL - ERUKO - DIPUX[A7000+] - LUXOT[K230-] - ADUXI[A7000+] - TR112 - TR113[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
NEKUL 3S	NEKUL - ERUKO - DIPUX[A7000+] - LUXOT[K230-] - TR941 - TR931[A7000+] - TR130 - TR131[FL100-] - TR132 - TR133[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
ROMUX 3B	ROMUX - TR935 - TR934[FL110+;K230-] - TR933 - TR932 - TR931[A7000+] - TR130 - TR131[FL100-] - TR132 - TR133[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
TEGRI 2B	TEGRI - ARD[A7000+; K230-] - BESVA - ADUXI[A7000+] - TR112 - TR113[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
VASIS 2B	VASIS - DIPUX[A7000+] - LUXOT[K230-] - ADUXI[A7000+] - TR112 - TR113[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]
VASIS 3S	VASIS - DIPUX[A7000+] - LUXOT[K230-] - TR941 - TR931[A7000+] - TR130 - TR131[FL100-] - TR132 - TR133[K210-] - TR123[A4000+] - TR122 - DIDIX - FAF11[A3000]



- RNAV-1 (P-RNAV) approval required.
- Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
- Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
- DIDIX is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.



ELEV. ALT. HEIGHTS IN FEET
DIST. IN NM
BEARINGS ARE MAGNETIC
TRACKS IN BRACKETS ARE TRUE
VAR 5° E 2017

Changes: DME/DME constraint deleted.

- NOTE:**
- Vertical limits are issued by NOTAM
 - Vertical limits $\frac{FL255}{GND}$
 - For segments tracks see verso.



STAR RWY 11 SEGMENTS TRACKS

SEGMENT	TRUE	MAGNETIC
NEKUL-ERUKO	312.28	307.1
ERUKO-DIPUX	290.3	285.12
VASIS-DIPUX	260.44	255.26
DIPUX-LUXOT	260.05	254.87
LUXOT-ADUXI	289.94	284.76
TEGRI-ARD	160.97	155.79
ARD-BESVA	179.68	174.5
BESVA-ADUXI	244.62	239.44
ADUXI-TR112	289.57	284.39
TR112-TR113	289.49	284.31
TR113-TR123	199.41	194.23
ROMUX-TR935	109.25	104.07
TR935-TR934	154.42	149.24
TR934-TR933	109.47	104.29
TR933-TR932	109.55	104.37
TR932-TR931	19.63	14.45
LUXOT-TR941	234.21	229.03
MAVIT-DIVEL	359.8	354.62
DIVEL-GOVOX	359.8	354.62
GOVOX-TR941	359.8	354.62
TR941-TR931	289.74	284.56
TR931-TR130	289.66	284.48
TR130-TR131	289.58	284.4
TR131-TR132	289.5	284.32
TR132-TR133	289.42	284.24
TR133-TR123	19.34	14.16
TR123-TR122	109.37	104.19
TR122-DIDIX	109.45	104.27
DIDIX-FAF11	109.53	104.35

**RNAV (DME/DME) ARRIVAL CHART
INSTRUMENT (STAR) - ICAO**

TMA SPEED LIMIT
MAX IAS 250KT BELOW FL100

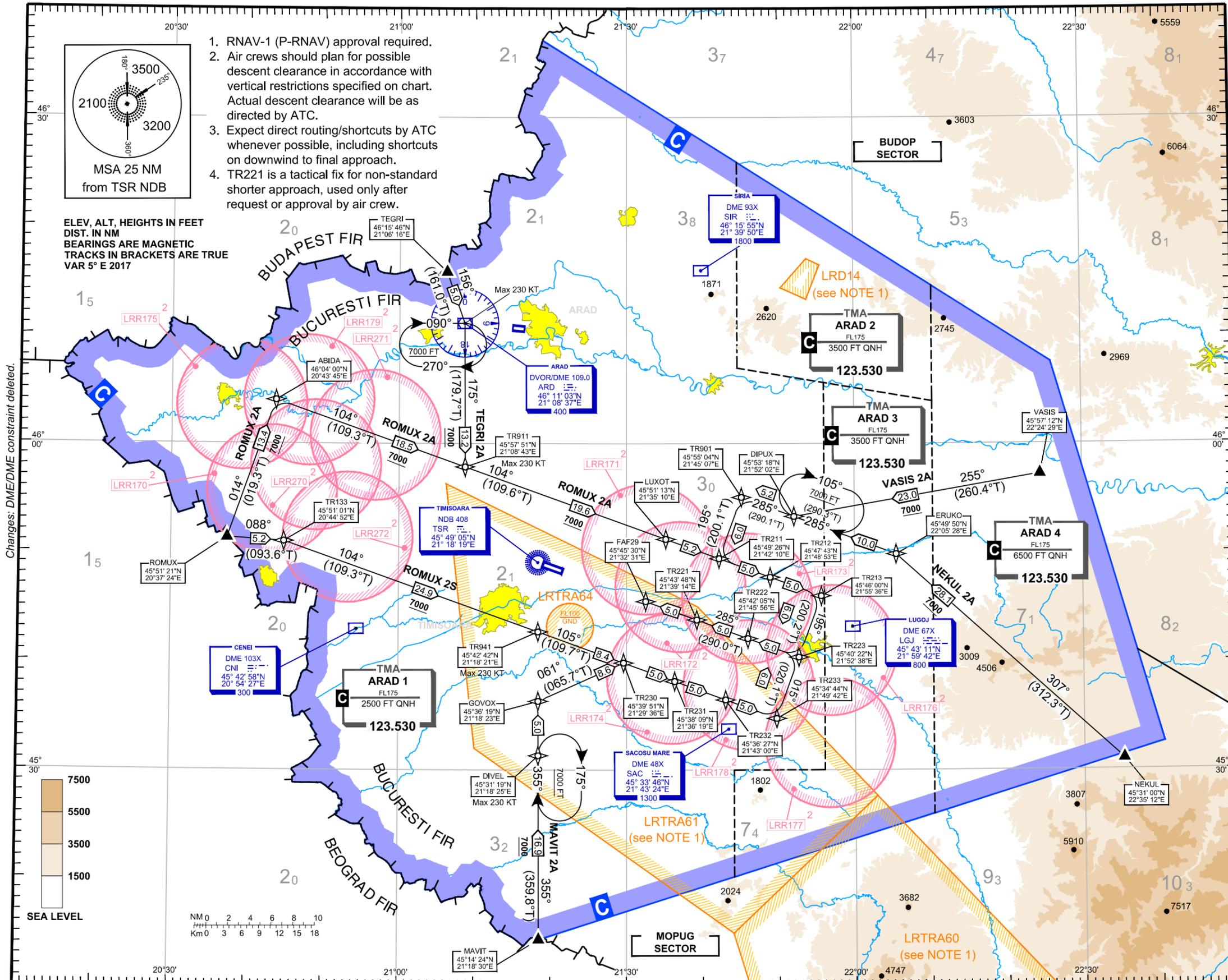
TRANSITION ALTITUDE
9000 ft

Arad Approach	123.530
Arad Approach ALTN	126.350
Timisoara Tower	120.105
Timisoara Tower ALTN	129.450
Timisoara GND	121.600
Timisoara ATIS	123.125

TIMIȘOARA / Traian Vuia - Timișoara (LRTR)

RWY 29

MAVIT 2A, NEKUL 2A, ROMUX 2A,
ROMUX 2S, TEGRI 2A, VASIS 2A



1. RNAV-1 (P-RNAV) approval required.
2. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
3. Expect direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
4. TR221 is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

Standard Instrument Arrival Routes (STAR) are also noise abatement routings.

Strict adherence within the limit of performance criteria is mandatory.

RADIO COMMUNICATION FAILURE

- a) If STAR was assigned and acknowledged by air crew, set transponder to 7600, continue with FPL and assigned STAR, then execute approach (ILS or NDB RWY29) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600.
- b) If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared and acknowledged altitude for 2 min. from setting 7600. Then proceed direct to TR221, then FAP/FAF and execute approach (ILS or NDB RWY29) and land. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If STAR was not assigned, set transponder to 7600, proceed according to FPL and FPL STAR, execute approach (ILS or NDB RWY29) and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 min. from setting 7600. If landing is not possible, execute missed approach and proceed to FAP/FAF of most convenient RWY, execute approach (ILS or NDB) and land.

Runway 29	
DESIGNATOR	ROUTING
MAVIT 2A	MAVIT - DIVEL[A7000+; K230-] - GOVOX - TR230[A7000+] - TR231 - TR232 - TR233[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]
NEKUL 2A	NEKUL - ERUKO - DIPUX[A7000+; K230-] - TR901 - TR211 - TR212 - TR213[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]
ROMUX 2A	ROMUX - ABIDA - TR911[K230-] - LUXOT[A7000+] - TR211 - TR212 - TR213[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]
ROMUX 2S	ROMUX - TR133 - TR941[K230-] - TR230[A7000+] - TR231 - TR232 - TR233[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]
TEGRI 2A	TEGRI - ARD[A7000+; K230-] - TR911[K230-] - LUXOT[A7000+] - TR211 - TR212 - TR213[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]
VASIS 2A	VASIS - DIPUX[A7000+; K230-] - TR901 - TR211 - TR212 - TR213[K210-] - TR223[A4000+] - TR222 - TR221 - FAF29[A3000]

- NOTE :
1. Vertical limits are issued by NOTAM
 2. Vertical limits FL255 GND
 3. For segment track see verso.

Changes: DME/DME constraint deleted.



STAR RWY 29 SEGMENTS TRACKS

SEGMENT	TRUE	MAGNETIC
NEKUL-ERUKO	312.28	307.1
ERUKO-DIPUX	290.3	285.12
VASIS-DIPUX	260.44	255.26
TEGRI-ARD	160.97	155.79
MAVIT-DIVEL	359.8	354.62
DIVEL-GOVOX	359.8	354.62
DIPUX-TR901	290.14	284.96
TR901-TR211	200.06	194.88
ARD-TR911	179.68	174.5
ROMUX-ABIDA	19.25	14.07
ABIDA-TR911	109.32	104.14
TR911-LUXOT	109.62	104.44
LUXOT-TR211	109.94	104.76
TR211-TR212	110.02	104.84
TR212-TR213	110.1	104.92
TR213-TR223	200.18	195.0
ROMUX-TR133	93.61	88.43
TR133-TR941	109.34	104.16
TR941-TR230	109.74	104.56
GOVOX-TR230	65.69	60.51
TR230-TR231	109.87	104.69
TR231-TR232	109.95	104.77
TR232-TR233	110.03	104.85
TR233-TR223	20.11	14.93
TR223-TR222	290.15	284.97
TR222-TR221	290.07	284.89
TR221-FAF29	290.04	284.86



a	b	c	d	e	f
1649	LRBV	POLE	454219.7N 0252659.3E	1909/67 FT	NIL
1650	LRBV	BUILDING	453936.0N 0253245.2E	1836/48 FT	NIL
1651	LRBV	BUILDING	453912.3N 0253038.4E	1880/34 FT	NIL
1652	LRBV	BUILDING	453833.0N 0252932.0E	1936/42 FT	NIL
1653	LRBV	POLE	453939.5N 0253354.1E	1803/25 FT	NIL
1654	LRBV	POLE	453939.1N 0253326.4E	1805/25 FT	NIL
1655	LRBV	POLE	453941.6N 0253259.0E	1810/25 FT	NIL
1656	LRBV	POLE	453943.7N 0253258.4E	1817/25 FT	NIL
1657	LRBV	POLE	453943.9N 0253203.7E	1827/25 FT	NIL
1658	LRBV	POLE	453947.6N 0253136.4E	1837/25 FT	NIL
1659	LRBV	POLE	453955.3N 0253111.2E	1842/25 FT	NIL
1660	LRBV	POLE	454003.9N 0253046.5E	1848/25 FT	NIL
1661	LRBV	POLE	454014.0N 0253028.6E	1845/25 FT	NIL
1662	LRBV	POLE	454017.1N 0252956.7E	1847/25 FT	NIL
1663	LRBV	POLE	454017.1N 0252931.6E	1848/25 FT	NIL
1664	LRBV	POLE	454034.8N 0252907.1E	1849/25 FT	NIL
1665	LRBV	POLE	454019.3N 0252957.3E	1844/28 FT	NIL
1666	LRBV	POLE	454036.6N 0252957.8E	1834/29 FT	NIL
1667	LRBV	POLE	454051.7N 0253015.4E	1819/31 FT	NIL
1668	LRBV	POLE	454106.7N 0253033.0E	1811/30 FT	NIL
1669	LRBV	POLE	454121.8N 0253050.4E	1799/25 FT	NIL
1670	LRBV	POLE	454134.6N 0253104.2E	1806/42 FT	NIL
1671	LRBV	POLE	454140.0N 0253109.8E	1806/43 FT	NIL
1672	LRBV	POLE	454145.2N 0253115.3E	1788/28 FT	NIL

NIL

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
Not available					

LRBV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	ARAD
2	Hours of service MET Office outside hours	As AD Operator
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 9 HR 3 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	NIL -
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 Weather radar, satellite, lightnings images.
8	Supplementary equipment available for providing information	Briefing/consultation from Bucharest MET Office Tel. : +40-(0)21-2032153
9	ATS units provided with information	BRAȘOV TWR
10	Additional information (limitation of service, etc.)	NIL

LRBV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coord RWY end coord THR geoid undulation	THR elevation and highest elevation of TDZ of precision	Slope of RWY-SWY
					APP RWY	
1	2	3	4	5	6	7
03	36.28°	2820 x 45	85/R/D/W/T Concrete	454145.68N 0253046.05E 454259.31N 0253203.23E GUND 127 FT	THR 1764 FT	-0.5% (2820 M)
21	216.30°	2820 x 45	85/R/D/W/T Concrete	454259.31N 0253203.23E 454145.68N 0253046.05E GUND 127 FT	THR 1717 FT TDZ 1721FT	0.5% (2820 M)
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	300 x 180	2940 x 280	240 x 120	NIL	NIL	RWY 03 turn pad Location: RWY 03 END Surface: Concrete Dimensions:152Mx85M Strength: 85/R/D/W/T RWY Shoulders: 7.5m on each side
NIL	300 x 180	2940 x 280	240 x 120	NIL	Yes	RWY Shoulders: 7.5m on each side

LRBV AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
03	2820	3120	2820	2820	NIL
21	2820	3120	2820	2820	NIL

LRBV AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type	THR LGT colour	VASIS (MEHT)	TDZ, LGT	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour	SWY LGT LEN (M)	Remarks
	INTST	WBAR	PAPI	LEN	colour, INTST	INTST	WBAR	colour	
1	2	3	4	5	6	7	8	9	10
03	ALS-I 900M, LIH	Green WBAR	PAPI Left/3.5° (63 FT)	NIL	1920M, 15M, White, LIH 600M, 15M, White/Red, LIH 300M, 15M, Red, LIH	2220M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	180° turn pad lighting at THR21
21	ALSF-II 900M, LIH	Green WBAR	PAPI Left/3° (59 FT)	White 900M	1920M, 15M, White, LIH 600M, 15M, White/Red, LIH 300M, 15M, Red, LIH	2220M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL



- h. Aircraft with the letter code "A" or "B": exit from the stand without "push-back" if possible from the point of view of the maneuvering space, is performed only under the guidance of the ground dispatcher.
- i. For aircraft with wingspan greater than 24m, exit from the stand is performed only with push-back or with its own engines if the push-back equipment is not operational and there is maneuvering space.
- 1.2 Helicopter parking area
- a. Helicopters will be parked on the platform in a marked / unmarked position with the guidance of the ground dispatcher.
- b. Repositioning of helicopters on the platform is permitted with air / ground taxiing in compliance with the ground dispatcher's signals.
- 1.3 Taxi - limitations
- a. For aircraft with a wingspan greater than 24m, after landing on direction 03, the return is allowed only with the use of the Turn Pad.
- b. In order to avoid the effect of the jet blast on the circulation of vehicles and aircraft, the taxi for the departure from the stands, will be performed with the engines in "Idle" mode.
- h. Pentru aeronave cu litera de cod „A” sau „B”: ieșirea din stand fără „push-back” dacă este posibil din punct de vedere al spațiului de manevră, se efectuează numai sub dirijarea dispecerului de sol.
- i. Aeronave cu anvergura mai mare de 24 m, ieșirea din stand se efectuează numai cu „push-back” sau cu propriile motoare dacă echipamentul „push-back” nu este operațional și există spațiu de manevră.
- 1.2 Zona de parcare pentru elicoptere
- a. Elicopterele vor fi parcate pe platformă pe o poziție marcată/nemarcată la semnalele dispecerului de sol.
- b. Repoziționarea elicopterelor pe platformă este permisă cu rulaj aerian/la sol cu respectarea semnalelor dispecerului de sol.
- 1.3 Rulare - limitări
- a. Pentru aeronavele cu anvergura mai mare de 24m, după aterizarea pe pista 03, întoarcerea este permisă doar cu folosirea buzunarului de întoarcere.
- b. Pentru evitarea efectului suflului motoarelor asupra circulației autovehiculelor și aeronavelor, rulajul pentru plecarea de la standuri, se va efectua cu motoarele în regim „Idle”.

2. Standard Taxi Routes / Rutele Standard de Rulare

The following taxi routes are available for taxiing on LRBV:

Următoarele rute de rulare sunt disponibile pe LRBV:

2.1 Arrival Information / Informații sosiri

Arrival on	Instructions given by ATC			Via TWY	Instructions	Remarks
	Route to be follow	Name of Standard Taxi Route	To			
RWY 03	Standard taxi route	Arrival 03	Stand number 1/2/3	A	After landing perform backtrack and vacate LEFT via TWY A	Backtrack of aircraft with wingspan greater than 24m is permitted only at the end of the RWY
RWY 21		Arrival 21			After landing, taxi and vacate LEFT via TWY A	NIL

2.2 Departure Information / Informații plecări

Departure from	Instructions given by ATC			Via TWY /	RWY in use	Instructions	Remarks
	Route to be follow	Name of Standard Taxi Route	To				
Stand 1/2/3	Standard taxi route	Departure 03	Active RWY	A	RWY 03	TWY A, taxi to THR, enter and line-up	NIL
		Departure 21			RWY 21	TWY A, turn RIGHT, taxi to the end of the RWY and line-up	NIL

3. Use of airport by aircraft with higher code letter / Utilizarea aeroportului de către aeronave cu literă de cod superioară

For aircraft with a code letter greater than 4C (wingspan greater than 36 m), aerodrome operator approval must be obtained prior to operation. The request will be sent to dispatch@brasovairport.ro at least 10 days before the flight. In case of declared emergencies, the airfield can be used without prior approval.

Pentru aeronave cu literă de cod superioară 4C (anvergură mai mare de 36m) trebuie să se obțină aprobarea operatorului de aerodrom anterior operării. Solicitarea va fi transmisă pe adresa dispatch@brasovairport.ro cu minim 10 zile înaintea zborului. În cazul situațiilor de urgență declarate, aerodromul poate fi utilizat fără aprobare prealabilă.

LRBV AD 2.21 NOISE ABATEMENT PROCEDURES

- NIL -



LRBV AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES

1.1 Description of facilities

1.1.1 RWY 21 is equipped with ILS and is approved for CAT II operations (DH less than 60M, but not less than 30M; RVR not less than 300m).

1.1.2 The RWY is approved for LVTO on both directions, 03 and 21 respectively, for RVR not less than 125 m.

1.1.3 If LVP operations are not in force, LVTO must be requested a minimum of 30 minutes in advance to permit the appropriate preparations.

1.1.4 Interrupting the operational phase is done in following situations:

- when equipment malfunctions and no longer provided the conditions for the operational phase;
- in case of occurrence of nonconformities on the maneuver surface.

In these situations the following phraseology is used: "LOW VISIBILITY PROCEDURE SUSPENDED"

1.2 Criteria for the initiation and termination of LVP

a) PREPARATION - The preparation phase will be implemented when CAT II operations are expected according to the following established values:

- for RVR, a value of 800 m or less and/or;
- for horizontal visibility (when RVR values are not available), a value of 1500 m or less and/or;
- ceiling/vertical visibility , a value of 500 ft (150m) or less.

ATC will inform the aircrews of the initiation of the LVP preparation phase by VHF communications with the message: "LOW VISIBILITY OPERATIONS TO BE EXPECTED"

b) INITIATION - The operations phase will be commenced according to the following established values:

- for RVR, a value of 550 m or less and/or;
- for horizontal visibility (when RVR values are not available), a value of 800 m or less and/or;
- ceiling/vertical visibility , a value of 200 ft (60m) or less.

The TWR triggers the operational phase of the LVP using the following phraseology: "LOW VISIBILITY PROCEDURES IN OPERATION"

c) TERMINATION - LVP will be terminated according to the following established values:

- for RVR, a value of 800 m or more and/or;
- for horizontal visibility (when RVR values are not available), a value of 1500 m or more and/or;
- ceiling/vertical visibility , a value of 300 ft (90m) or more, and a continuing improvement in these conditions is anticipated.

TWR will declare the end of LVP procedures using the following standard phraseology: "LOW VISIBILITY PROCEDURES CANCELLED AT [HHMM]"

2. It is not allowed to use instrument flight procedures outside hours of operations of ATS (see LRBV AD 2.3).

1. PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ

1.1 Descrierea facilităților

1.1.1 Pista 21 este echipată cu ILS și autorizată pentru desfășurarea operațiunilor CAT II (DH mai mică de 60 m dar nu mai mică de 30 m, și RVR nu mai mic de 300 m).

1.1.2 Pista este autorizată pentru LVTO pe ambele direcții, respectiv 03 și 21, pentru RVR nu mai mic de 125 m.

1.1.3 Dacă procedurile în condiții de vizibilitate redusă nu sunt declanșate, LVTO trebuie solicitată cu minim 30 minute înainte pentru a permite pregătirile corespunzătoare.

1.1.4 Întreruperea / suspendarea fazei operaționale LVP se face în una dintre următoarele situații:

- când există cedări de echipamente și nu mai sunt asigurate condițiile pentru faza operațională;
- în situația apariției unor neconformități pe suprafața de manevră.

În aceste situații se utilizează următoarea frazeologie: "SE SUSPENDĂ OPERAREA ÎN CONDIȚII DE VIZIBILITATE REDUSĂ"

1.2 Criterii pentru inițierea și încetare LVP

a) PREGĂTIRE - Faza de pregătire va fi implementată atunci când este prevăzută declanșarea operațiunilor CAT II conform următoarelor praguri de valori stabilite:

- pentru RVR, valoarea de 800m sau mai puțin și/sau;
- pentru vizibilitatea orizontală (atunci când nu sunt disponibile datele de RVR), valoarea de 1500m sau mai puțin și/sau;
- pentru plafonul norilor/vizibilitate verticală, valoarea de 500ft (150m) sau mai puțin.

CTA va informa echipajele aeriene despre inițierea fazei de pregătire LVP prin comunicații VHF cu mesajul: "SE PREVEDE DECLANȘAREA LVP"

b) INITIERE - Faza operațională va fi declanșată conform următoarelor praguri de valori stabilite:

- pentru RVR, valoarea de 550m sau mai puțin și/sau;
- pentru vizibilitatea orizontală (atunci când nu sunt disponibile datele de RVR) valoarea de 800m sau mai puțin și/sau;
- pentru plafonul norilor/vizibilitate verticală, valoarea de 200ft (60m) sau mai puțin.

TWR declanșează faza operațională a LVP folosind următoarea frazeologie: "SE DECLANȘEAZĂ PROCEDURILE DE OPERARE ÎN CONDIȚII DE VIZIBILITATE REDUSĂ"

c) ÎNCETARE - Procedurile în condiții de vizibilitate redusă vor fi încetate conform pragurilor de valori stabilite prin reglementările în vigoare, acestea incluzând:

- valoarea de 800m sau mai mult pentru RVR și/sau;
- valoarea de 1500m sau mai mult pentru vizibilitatea orizontală (atunci când nu sunt disponibile datele de RVR);și
- valoarea de 300 ft (90m) sau mai mult pentru plafonul norilor/vizibilitatea verticală, este anticipate îmbunătățirea continuă a acestor condiții

TWR va declara încheierea procedurilor LVP folosind următoarea frazeologie standard: "ÎNCETEAZĂ PROCEDURILE DE OPERARE ÎN CONDIȚII DE VIZIBILITATE REDUSĂ LA [HHMM]"

2. Nu este permisă utilizarea procedurilor de zbor instrumental în afara orelor de program ale ATS (vezi LRBV AD 2.3).

**LRBV AD 2.23 ADDITIONAL INFORMATION****1. Warning for bird hazard**

There may be concentrations of birds on or near "Brasov - Ghimbav International Airport. The feeding areas are delimited by the riverbed of the Beselcin River in its vicinity. The agricultural area is used by birds especially in spring and autumn when agricultural work is carried out exposing seeds and small animals. Pilots are asked to be careful when taking off and while approaching for landing.

2. Removal of disabled aircraft

a) Brasov - Ghimbav International Airport does not have equipments of removal of the accidental blocked aircrafts in movement surface and adjacent safety strip.

b) Aircraft operators are responsible for removing accidentally immobilized aircraft on the moving surface and the adjacent safety strip.

c) Brasov - Ghimbav International Airport can provides airline operators with contact details of companies owning equipment and machinery capable of removing accidentally fixed aircraft.

1. Avertizare pentru pericol de păsări

Pot exista concentrații de păsări pe sau în apropierea Aeroportului Internațional Brașov - Ghimbav. Zonele de hrănire sunt delimitate de albia râului Beselcin din vecinătatea aeroportului. Zona agricolă este folosită de păsări în special primăvara și toamna când se efectuează lucrări agricole care expun semințe și animale mici. Piloții sunt rugați să fie precauți la decolare și în timp ce se apropie pentru aterizare.

2. Îndepărtarea aeronavelor imobilizate

a) Aeroportul Internațional Brașov - Ghimbav nu dispune de echipamente și utilaje de înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

b) Operatorii aerieni sunt răspunzători de înlăturarea aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

c) Aeroportul Internațional Brașov - Ghimbav poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje capabile să înlătore aeronavele imobilizate accidental.

LRBV AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.29-20
Aircraft Parking/Docking Chart - ICAO	AD 2.29-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 21.....	AD 2.29-25
RWY 03.....	AD 2.29-26
Precision Approach Terrain Chart - ICAO	
RWY 21.....	AD 2.29-28
Standard Departure Charts - Instrument - ICAO	
RWY 21.....	AD 2.29-30
RWY 03.....	AD 2.29-31/AD 2.29-32
RNAV Standard Departure Charts - Instrument - ICAO	
RWY 21.....	AD 2.29-33
RWY 03.....	AD 2.29-34/AD 2.29-35
Instrument Approach Charts - ICAO	
RWY 21 ILS	AD 2.29-52
RWY 03 RNP Z (LPV, LNAV only).....	AD 2.29-76
Instrument Approach Charts	
RWY 03 Contingency RNP 03	AD 2.29-84

LRBV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.

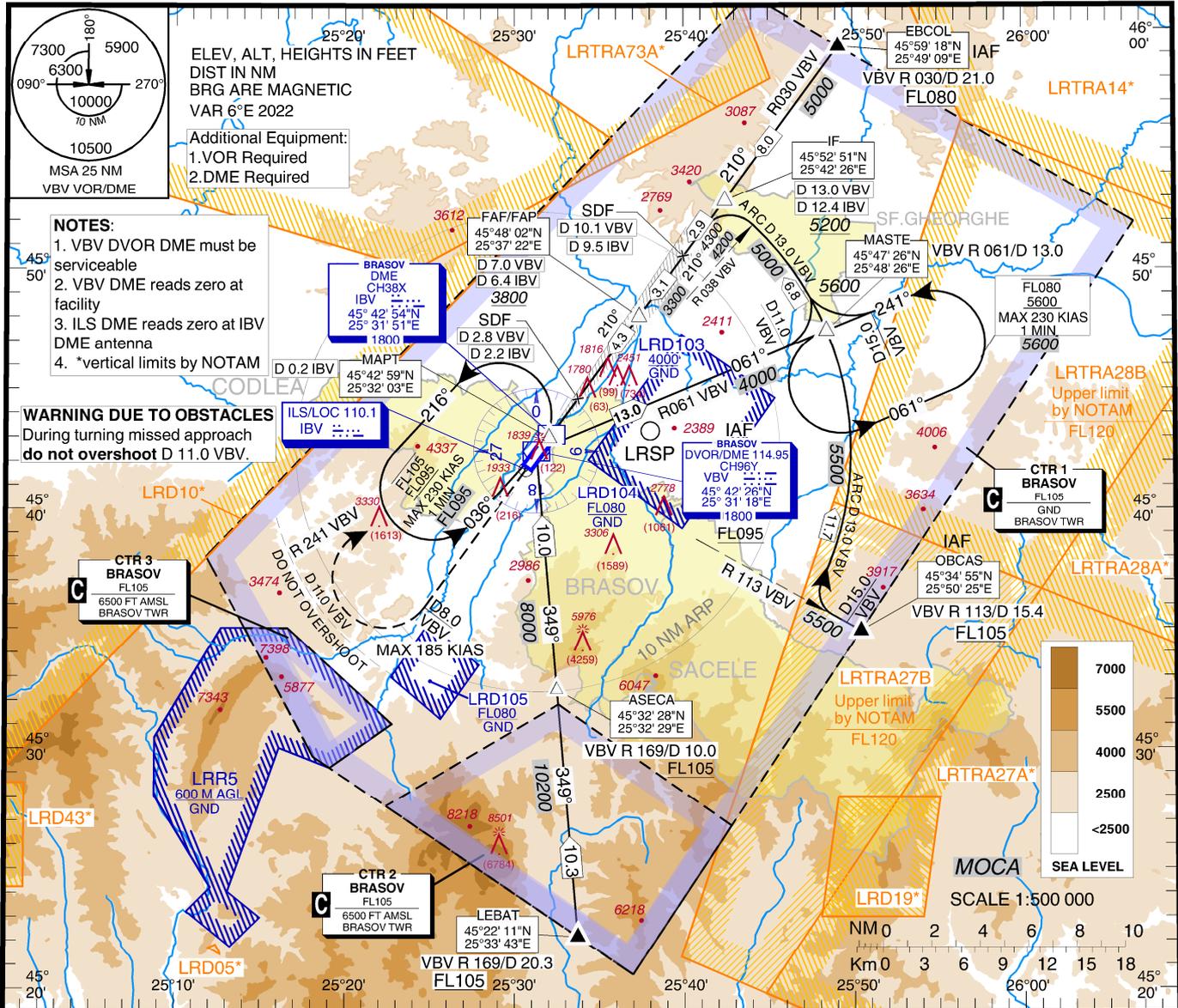
BRAȘOV/Brașov - Ghimbav (LRBV)

**INSTRUMENT APPROACH
CHART - ICAO**

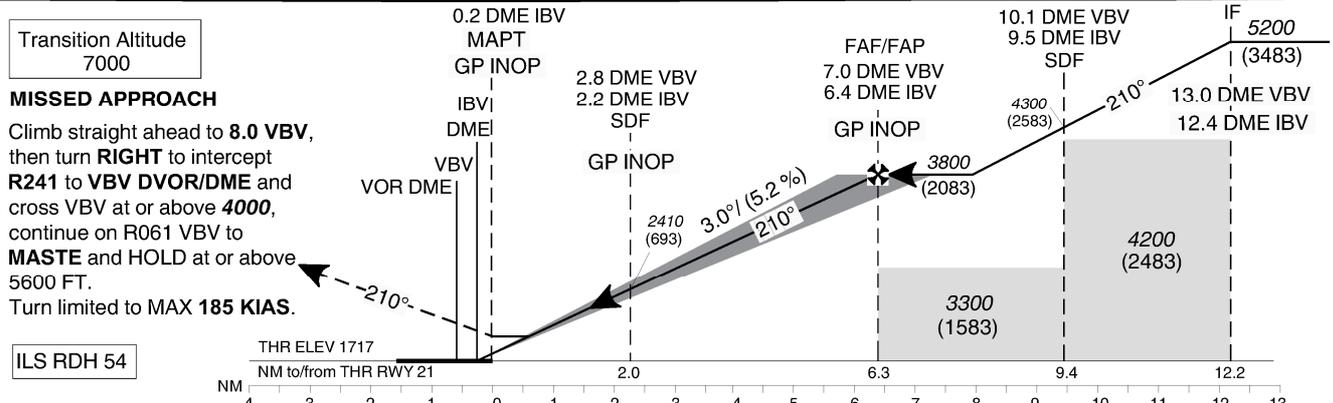
AERODROME ELEV. 1764 ft
HEIGHTS RELATED TO
THR RWY 21 - ELEV 1717

BRASOV TWR 118.630
BRASOV TWR ALTN 120.135

**ILS
RWY 21
CAT A, B, C, D**



Changes: OCA(H) CAT II added.



OCA(H)	MACG	A	B	C	D
CAT I	2.50%	2349 (632)	2359 (642)	2368 (651)	2378 (661)
	3.00%	2072 (355)	2082 (365)	2092 (375)	2101 (384)
	4.00%	1870 (153)	1880 (163)	1890 (173)	1900 (183)
CAT II	2.50%	2260 (543)	2277 (560)	2290 (573)	2303 (586)
	3.00%	1983 (266)	2000 (283)	2013 (296)	2026 (309)
	4.00%	1782 (65)	1798 (81)	1811 (94)	1824 (107)
GP INOP with SDF	2.50%	2510 (793)	2530 (813)	2560 (843)	2580 (863)
	3.00%	2150 (433)	2160 (443)	2190 (473)	2210 (493)
	4.00%		2150 (433)		
GP INOP w/o SDF	2.50%	2510 (793)	2530(813)	2560 (843)	2580 (863)
	3.00%		2190 (473)		2210 (493)
	4.00%		2190 (473)		
Circling*		2380	2460	2740	NA

GS	kts	70	90	100	120	140	160
FAF-MAPt 6.3 NM	min:s	5:24	4:12	3:47	3:09	2:42	2:22
Rate of descent	ft/min	372	478	531	637	743	849

Distance to IBV	NM	1	2	3	4	5	6
Altitude (Height)	FT	2040 (323)	2350 (633)	2670 (953)	2990 (1273)	3310 (1593)	3630 (1913)

* Circling WEST of RWY only

**BRAȘOV / Brașov - Ghimbav (LRBV)**
ILS RWY 21**AERONAUTICAL DATA TABULATION**

ILS Approach to RWY 21 from EBCOL, OBCAS, LEBAT and VBV DVOR/DME	
Fix/Point	Coordinates
LEBAT – BRG 168.99° VBV / D 20.33 VBV	45°22'10.8" N 025°33'42.6" E
ASECA – BRG 168.99° VBV / D 10.00 VBV	45°32'28.4" N 025°32'29.0" E
OBCAS (IAF) – BRG 113.14° VBV / D 15.38 VBV	45°34'55.2" N 025°50'25.2" E
EBCOL (IAF) – BRG 030.39° VBV / D 20.98 VBV	45°59'18.0" N 025°49'09.4" E
VBV DVOR/DME (IAF)	45°42'26.2" N 025°31'17.5" E
MASTE – BRG 061.26° VBV / D 13.00 VBV	45°47'26.1" N 025°48'26.0" E
IF – BRG 030.50° VBV / D 12.40 IBV / D 13.00 VBV	45°52'50.7" N 025°42'25.6" E
D 9.5 IBV (SDF) – BRG 030.60° VBV / D 9.53 IBV / D 10.13 VBV	45°50'32.1" N 025°39'59.4" E
FAP/FAF (GP INOP) – BRG 030.83° VBV / D 6.43 IBV / D 7.03 VBV	45°48'02.4" N 025°37'21.6" E
SDF (GP INOP) – BRG 032.09° VBV / D 2.16 IBV / D 2.76 VBV	45°44'36.0" N 025°33'44.7" E
THR RWY 21 (MAPt GP INOP)	45°42'59.31" N 025°32'03.23" E
IBV DME	45°42'54.2" N 025°31'50.6" E
GP 21	45°42'54.1" N 025°31'50.9" E
IBV LOC	45°41'38.2" N 025°30'38.2" E

Final approach descent angle: 3.00°