

**Publication Date: 30 APR 2026**  
**Effective Date: 11 JUN 2026**

**AIRAC  
 AIP AMDT  
 06  
 11 JUN 2026**

**AIRAC AIP AMENDMENT 06/26**

**I. Content**

- ENR - RNAV routes updated;
  - list of significant points updated;
  - EN-ROUTE chart updated;
  - Free Route Airspace chart updated.
  
- AD - LRBC - vertical limits of BACAU CTR changed.
  - LRIA - vertical limits of IASI CTR changed.
  - LRSM - AD regulations updated.
  - LRSV - LVP updated;
    - electronic obstacle data set for Area 4 available.
  - LRTM - AD operational hours changed.
  - LRTC - new charts available: SID, IAC (ILS/RNP/VOR).

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

GEN 0.3-1	11 JUN 2026
GEN 0.3-2	11 JUN 2026
GEN 0.4-1	11 JUN 2026
GEN 0.4-2	11 JUN 2026
GEN 0.4-3	11 JUN 2026
GEN 0.4-4	11 JUN 2026
GEN 0.4-5	11 JUN 2026
GEN 0.4-6	11 JUN 2026
GEN 0.4-7	11 JUN 2026
GEN 0.4-8	11 JUN 2026
GEN 0.5-1	11 JUN 2026
GEN 3.1-7	11 JUN 2026
GEN 3.2-5	11 JUN 2026
GEN 3.2-6	11 JUN 2026
GEN 3.2-7	11 JUN 2026
GEN 3.2-8	11 JUN 2026
GEN 3.2-9	11 JUN 2026

**Destroy the following pages and/or charts:**

GEN 0.3-1	27 NOV 2025
GEN 0.3-2	01 JAN 2026
GEN 0.4-1	14 MAY 2026
GEN 0.4-2	14 MAY 2026
GEN 0.4-3	14 MAY 2026
GEN 0.4-4	14 MAY 2026
GEN 0.4-5	14 MAY 2026
GEN 0.4-6	14 MAY 2026
GEN 0.4-7	14 MAY 2026
GEN 0.4-8	14 MAY 2026
GEN 0.5-1	16 APR 2026
GEN 3.1-7	16 APR 2026
GEN 3.2-5	27 NOV 2025
GEN 3.2-6	14 MAY 2026
GEN 3.2-7	14 MAY 2026
GEN 3.2-8	16 APR 2026
GEN 3.2-9	16 APR 2026

II.	Insert the following new pages and/or charts:	Destroy the following pages and/or charts:
	GEN 3.2-10 11 JUN 2026	GEN 3.2-10 07 SEP 2023
	GEN 3.2-11 11 JUN 2026	GEN 3.2-11 16 APR 2026
	GEN 3.2-12 11 JUN 2026	-----
	ENR 1.3-3 11 JUN 2026	ENR 1.3-3 04 SEP 2025
	ENR 1.3-4 11 JUN 2026	ENR 1.3-4 30 OCT 2025
	ENR 3.2-1 11 JUN 2026	ENR 3.2-1 30 OCT 2025
	ENR 3.2-2 11 JUN 2026	ENR 3.2-2 20 APR 2023
	ENR 3.2-4 11 JUN 2026	ENR 3.2-4 04 SEP 2025
	ENR 3.2-5 11 JUN 2026	ENR 3.2-5 02 OCT 2025
	ENR 3.2-6 11 JUN 2026	ENR 3.2-6 28 NOV 2024
	ENR 3.2-7 11 JUN 2026	ENR 3.2-7 02 OCT 2025
	ENR 3.2-8 11 JUN 2026	ENR 3.2-8 18 APR 2024
	ENR 3.2-9 11 JUN 2026	ENR 3.2-9 18 APR 2024
	ENR 3.2-10 11 JUN 2026	ENR 3.2-10 02 OCT 2025
	ENR 3.2-11 11 JUN 2026	ENR 3.2-11 04 SEP 2025
	ENR 3.2-12 11 JUN 2026	ENR 3.2-12 28 DEC 2023
	ENR 3.2-13 11 JUN 2026	ENR 3.2-13 20 APR 2023
	ENR 3.2-14 11 JUN 2026	ENR 3.2-14 02 OCT 2025
	ENR 3.2-15 11 JUN 2026	ENR 3.2-15 04 SEP 2025
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<b>II.</b>	<b>Insert the following new pages and/or charts:</b>		<b>Destroy the following pages and/or charts:</b>	
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	AD 2.2-72	11 JUN 2026	AD 2.2-72	04 SEP 2025
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	AD 2.2-93	11 JUN 2026	AD 2.2-93	04 SEP 2025
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	AD 2.10-10	11 JUN 2026	AD 2.10-10	19 FEB 2026
	AD 2.10-30	11 JUN 2026	AD 2.10-30	17 APR 2025
	AD 2.10-31	11 JUN 2026	AD 2.10-31	17 APR 2025
	AD 2.10-51	11 JUN 2026	AD 2.10-51	17 APR 2025
	AD 2.10-52	11 JUN 2026	AD 2.10-52	17 APR 2025
	AD 2.10-71	11 JUN 2026	AD 2.10-71	17 APR 2025
	AD 2.10-72	11 JUN 2026	AD 2.10-72	17 APR 2025
	AD 2.10-91	11 JUN 2026	AD 2.10-91	17 APR 2025
	AD 2.10-92	11 JUN 2026	AD 2.10-92	17 APR 2025
	AD 2.10-93	11 JUN 2026	AD 2.10-93	17 APR 2025
	AD 2.10-94	11 JUN 2026	AD 2.10-94	17 APR 2025
	AD 2.12-7	11 JUN 2026	AD 2.12-7	16 APR 2026
	AD 2.14-7	11 JUN 2026	AD 2.14-7	23 JAN 2025
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	AD 2.17-13	11 JUN 2026	AD 2.17-13	16 APR 2026
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	AD 2.17-71c	11 JUN 2026	-----	
	AD 2.17-72	11 JUN 2026	-----	

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| <b>II.</b> | <b>Insert the following new pages<br/>and/or charts:</b><br>AD 2.17-72a    11 JUN 2026<br>AD 2.17-72b    11 JUN 2026<br>AD 2.17-81     11 JUN 2026<br>AD 2.17-81a    11 JUN 2026<br>AD 2.17-82     11 JUN 2026<br>AD 2.17-82a    11 JUN 2026 | <b>Destroy the following pages<br/>and/or charts:</b><br>-----<br>-----<br>AD 2.17-81     17 APR 2025<br>AD 2.17-81a    05 DEC 2019<br>-----<br>----- |
|------------|--|---|
- III.            Amend RECORD OF AIP AMDT (GEN 0.2) accordingly.**

**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 04/23	SATU MARE / Satu Mare Airport Local Aerodrome Regulations	AD 2.12	from: 23 FEB 2023 to: 10 JUN 2026	AIRAC AIP AMDT 06/26
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	
01/25	CLUJ NAPOCA / Avram Iancu Airport, airport development charge.	GEN 4.1	from: 20 FEB 2025 to: 31 DEC 2028	
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	
AIRAC 03/25	BUCUREȘTI FIR - Dumești and Românești Wind Farms under construction	ENR 5.4, AD 2.10	from: 17 APR 2025 to: 31 DEC 2026 EST	
04/25	BUCUREȘTI / Băneasa-Aurel Vlaicu Airport, temporary changes of charges.	GEN 4.1	from: 17 APR 2025 to: 31 DEC 2027	
AIRAC 07/25	BUCUREȘTI FIR - Schela MTS Wind Farm under construction	ENR 5.4, AD 2.10	from: 12 JUN 2025 to: 30 JUN 2027 EST	
AIRAC 08/25	BUCUREȘTI FIR – Beidaud 2 Wind Farm under construction	ENR 5.4, AD 2.17	from: 12 JUN 2025 to: 10 JUN 2026	AIRAC AIP SUP 02/26
AIRAC 09/25	BUCUREȘTI FIR - Siminoc Wind Farm under construction	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 31 DEC 2026 EST	
AIRAC 10/25	BUCUREȘTI FIR - Bărăganu Wind Farm under construction.	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 31 MAY 2027 EST	
AIRAC 12/25	BUCUREȘTI FIR - Cogealac Wind Farm under construction.	ENR 5.4, AD 2.8	from: 10 JUL 2025 to: 30 JUN 2027 EST	

1	2	3	4	5
AIRAC 13/25	BUCUREȘTI FIR - Cilibia 1, Cilibia 2 and Gălbinași Wind Farms under construction.	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	<b>from:</b> 02 OCT 2025 <b>to:</b> 31 DEC 2027 EST	
AIRAC 14/25	BUCUREȘTI FIR - Țândărei Solar wind farm under construction.	ENR 5.4, AD 2.4, AD 2.5, AD 2.8	<b>from:</b> 02 OCT 2025 <b>to:</b> 30 NOV 2026 EST	
AIRAC 15/25	BUCUREȘTI FIR - Chirnogeni Wind Farm under construction.	ENR 5.4, AD 2.8	<b>from:</b> 30 OCT 2025 <b>to:</b> 31 DEC 2027 EST	
AIRAC 17/25	BUCUREȘTI FIR - Deleni Wind Farm under construction	ENR 5.4, AD 2.8	<b>from:</b> 27 NOV 2025 <b>to:</b> 31 DEC 2027 EST	
AIRAC 18/25	BUCUREȘTI FIR - Cobadin Wind Farm and Pietreni Wind Farm under construction	ENR 5.4, AD 2.8	<b>from:</b> 27 NOV 2025 <b>to:</b> 30 NOV 2026 EST	
AIRAC 19/25	BUCUREȘTI FIR - Rugăria Eolian wind farm under construction.	ENR 5.4, ENR 6-2, AD 2.2	<b>from:</b> 25 DEC 2025 <b>to:</b> 31 DEC 2026 EST	
01/26	IAȘI / Iași Airport, airport development charge.	GEN 4.1	<b>from:</b> 01 JAN 2026 <b>to:</b> 31 DEC 2030	
AIRAC 01/26	SATU MARE / Satu Mare, Aircraft Parking/Docking Chart - ICAO temporarily suspended.	AD 2.12	<b>from:</b> 11 JUN 2026 <b>to:</b> announced by NOTAM or SUP	
AIRAC 02/26	BUCUREȘTI FIR - Beidaud 2 Wind Farm under construction	ENR 5.4	<b>from:</b> 11 JUN 2026 <b>to:</b> 30 JUN 2027 EST	

**GEN 0.4 CHECKLIST OF AIP PAGES**

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**GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP**

<i>AIP page(s) Affected</i>	<i>Amendment text</i>	<i>Introduced by AIP Amendment NO</i>
<b>1</b>	<b>2</b>	<b>3</b>
NIL	NIL	NIL

## 2.2 Area 2, Area 3, Area 4

Electronic obstacle data sets for Area 2, 3, 4 are available, in csv format, as indicated in the table below.

Aerodrome	Obstacle data		
	Area 2	Area 3	Area 4
ARAD/Arad (LRAR)	AVBL	AVBL	-
BACĂU/George Enescu (LRBC)	AVBL	AVBL	-
BAIA MARE/Maramureş (LRBM)	AVBL	AVBL	AVBL
CLUJ NAPOCA/Avram Iancu (LRCL)	AVBL	AVBL	-
CONSTANŢA/Mihail Kogălniceanu-Constanţa (LRCK)	AVBL	AVBL	-
IASI/Iasi (LRIA)	AVBL	AVBL	-
SATU MARE/Satu Mare (LRSM)	AVBL	AVBL	-
SUCEAVA/Ştefan cel Mare (LRSV)	AVBL	AVBL	AVBL
TÂRGU MUREŞ/Transilvania-Târgu Mureş (LRTM)	AVBL	AVBL	-

These data sets are available on request at AIM Unit by e-mail (see address contact above).

2.2 Zona 2, Zona 3, Zona 4

Seturile de date digitale de obstacolare pentru Zonele 2, 3, 4 sunt disponibile, în format csv, conform tabelului de mai jos.

Aerodrom	Datele de obstacolare		
	Zona 2	Zona 3	Zona 4
ARAD/Arad (LRAR)	Disponibil	Disponibil	-
BACĂU/George Enescu (LRBC)	Disponibil	Disponibil	-
BAIA MARE/Maramureş (LRBM)	Disponibil	Disponibil	Disponibil
CLUJ NAPOCA/Avram Iancu (LRCL)	Disponibil	Disponibil	-
CONSTANȚA/Mihail Kogălniceanu-Constanța (LRCK)	Disponibil	Disponibil	-
IAȘI/Iași (LRIA)	Disponibil	Disponibil	-
SATU MARE/Satu Mare (LRSM)	Disponibil	Disponibil	-
SUCEAVA/Ștefan cel Mare (LRSV)	Disponibil	Disponibil	Disponibil
TÂRGU MUREȘ/Transilvania-Târgu Mureş (LRTM)	Disponibil	Disponibil	-

Aceste seturi de date digitale sunt disponibile la cerere prin e-mail la Serviciul AIM (vezi datele de contact de mai sus).

## 5. List of aeronautical charts available

## Lista hărților aeronautice produse

Those charts series marked by an asterisk form part of the AIP.

Title of series	Scale	Name and/or number	Price (EUR)
1	2	3	4
Instrument Approach Chart - ICAO* (IAC)		<b>ARAD/Arad</b>	
	1:500 000	LRAR ILS RWY 27 A/B	
	1:500 000	LRAR ILS RWY 27 C/D	
	1:500 000	LRAR VOR RWY 09	
	1:500 000	LRAR VOR RWY 27 A/B	
	1:500 000	LRAR VOR RWY 27 C/D	
		<b>BACĂU/George Enescu</b>	
	1:500 000	LRBC ILS X RWY 16	
	1:500 000	LRBC ILS Z RWY 16	
	1:500 000	LRBC ILS Y RWY 16	
	1:500 000	LRBC ILS Z RWY 34	
	1:500 000	LRBC ILS Y RWY 34	
	1:500 000	LRBC RNP RWY 16	
	1:500 000	LRBC RNP RWY 34	
	1:500 000	LRBC NDB Z RWY 16	
	1:500 000	LRBC NDB Y RWY 16	
	1:500 000	LRBC NDB Z RWY 34	
	1:500 000	LRBC NDB Y RWY 34	
		<b>BAIA MARE/Maramureș</b>	
	1:500 000	LRBM ILS Y RWY 09 A, B	
	1:500 000	LRBM ILS Z RWY 09 C, D	
	1:500 000	LRBM RNP RWY 09	
	1:500 000	LRBM NDB W RWY 09 A, B	
	1:500 000	LRBM NDB X RWY 09 C, D	
	1:500 000	LRBM NDB Y RWY 09 A, B	
	1:500 000	LRBM NDB Z RWY 09 C, D	
		<b>BRAȘOV/Brașov-Ghimbav</b>	
	1:500 000	LRBV ILS RWY 21	
	1:500 000	LRBV RNP Z RWY 03	
	1:500 000	LRBV RNP X RWY 21	
	1:500 000	LRBV RNP Y RWY 21	
	1:500 000	LRBV RNP Z RWY 21	
		<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b>	
	1:500 000	LRBS ILS RWY 07 A/B	
	1:500 000	LRBS ILS RWY 07 C/D	
	1:500 000	LRBS ILS RWY 25 A/B	
	1:500 000	LRBS ILS RWY 25 C/D	
	1:500 000	LRBS NDB RWY 07 A/B	
	1:500 000	LRBS NDB RWY 07 C/D	
	1:500 000	LRBS NDB RWY 25 A/B	
	1:500 000	LRBS NDB RWY 25 C/D	
		<b>BUCUREȘTI/Henri Coandă</b>	
	1:500 000	LROP ILS RWY 08R	
	1:500 000	LROP ILS RWY 08L	
	1:500 000	LROP ILS RWY 26R	
	1:500 000	LROP ILS RWY 26L	
	1:500 000	LROP NDB RWY 08R	
	1:500 000	LROP NDB RWY 08L	
	1:500 000	LROP NDB RWY 26R	
	1:500 000	LROP NDB RWY 26L	
		<b>CLUJ-NAPOCA/Avram Iancu</b>	
	1:500 000	LRCL ILS RWY 25	
	1:500 000	LRCL RNAV (GNSS) RWY 07	
	1:500 000	LRCL RNAV (GNSS) RWY 25	
	1:500 000	LRCL VOR RWY 07	
		<b>CONSTANȚA/Mihail Kogălniceanu - Constanța</b>	
	1:500 000	LRCK ILS RWY 36	
	1:500 000	LRCK RNP RWY 18	
	1:500 000	LRCK RNP RWY 36	
	1:500 000	LRCK VOR RWY 18	
	1:500 000	LRCK VOR RWY 36	
		<b>CRAIOVA/Craiova</b>	
	1:500 000	LRCV ILS Z RWY 26	
	1:500 000	LRCV ILS Y RWY 26	
	1:500 000	LRCV RNP RWY 08	
	1:500 000	LRCV RNP RWY 26	
	1:500 000	LRCV VOR Z RWY 26	
	1:500 000	LRCV VOR Y RWY 26	
	1:500 000	LRCV VOR Z RWY 08	
	1:500 000	LRCV VOR Y RWY 08	

1	2	3	4	
Instrument Approach Chart - ICAO* (IAC)		<b>IAȘI/Iași</b>		
	1:500 000	LRIA ILS Z RWY 14		
	1:500 000	LRIA ILS Y RWY 14		
	1:500 000	LRIA RNP RWY 14		
	1:500 000	LRIA RNP RWY 32		
	1:500 000	LRIA NDB Z RWY 14		
	1:500 000	LRIA NDB Y RWY 14		
	1:500 000	LRIA NDB Z RWY 32		
	1:500 000	LRIA NDB Y RWY 32		
			<b>ORADEA/Oradea</b>	
	1:500 000	LROD ILS Y RWY 19		
	1:500 000	LROD ILS Z RWY 19		
	1:500 000	LROD RNP RWY 19		
	1:500 000	LROD NDB Y RWY 19 A/B		
	1:500 000	LROD NDB Z RWY 19 C/D		
			<b>SATU MARE/Satu Mare</b>	
	1:500 000	LRSM ILS Y RWY 19 A/B		
	1:500 000	LRSM ILS Z RWY 19 C/D		
	1:500 000	LRSM RNP RWY 19		
	1:500 000	LRSM RNP RWY 01		
	1:500 000	LRSM VOR Y RWY 19 A/B		
	1:500 000	LRSM VOR Z RWY 19 C/D		
	1:500 000	LRSM VOR RWY 01		
			<b>SIBIU/Sibiu</b>	
	1:500 000	LRSB ILS RWY 27		
	1:500 000	LRSB NDB RWY 09		
			<b>SUCEAVA/Ștefan Cel Mare-Suceava</b>	
	1:500 000	LRSV ILS or LOC Z RWY 34		
	1:500 000	LRSV ILS or LOC Y RWY 34		
	1:500 000	LRSV RNP RWY 16		
	1:500 000	LRSV RNP RWY 34		
	1:500 000	LRSV VOR Z RWY 16		
	1:500 000	LRSV VOR Y RWY 16		
	1:500 000	LRSV VOR Z RWY 34		
	1:500 000	LRSV VOR Y RWY 34		
			<b>TÂRGU MUREȘ/Transilvania-Târgu Mureș</b>	
	1:500 000	LRTM ILS RWY 07 A/B		
	1:500 000	LRTM ILS RWY 07 C/D		
	1:500 000	LRTM NDB RWY 07 A/B		
	1:500 000	LRTM NDB RWY 07 C/D		
	1:500 000	LRTM NDB RWY 25 A/B		
	1:500 000	LRTM NDB RWY 25 C/D		
			<b>TIMIȘOARA/Tarian Vuia</b>	
	1:500 000	LRTR ILS RWY 11 A, B		
	1:500 000	LRTR ILS RWY 11 C, D		
	1:500 000	LRTR ILS RWY 29 A, B		
	1:500 000	LRTR ILS RWY 29 C, D		
	1:500 000	LRTR NDB RWY 11 A, B		
	1:500 000	LRTR NDB RWY 11 C, D		
	1:500 000	LRTR NDB RWY 29 A, B		
	1:500 000	LRTR NDB RWY 29 C, D		
			<b>TULCEA/Delta Dunării Tulcea</b>	
	1:500 000	LRTC ILS Z RWY 34		
	1:500 000	LRTC ILS Y RWY 34		
	1:500 000	LRTC RNP RWY 34		
	1:500 000	LRTC RNP RWY 16		
	1:500 000	LRTC VOR Z RWY 34		
	1:500 000	LRTC VOR Y RWY 34		
	Instrument Approach Chart* (IAC)	1:500 000	<b>BRAȘOV/Brașov-Ghimbav</b> LRBV RNP RWY 03 Contingency	
	Aerodrome Chart - ICAO* (AC)	1:7 000	<b>ARAD/Arad</b> ARAD/Charlie-Bravo Șiria	
		1:20 000	<b>BACĂU/George Enescu</b>	
		1:15 000	<b>BAIA MARE/Maramureș</b>	
		1:5 000	<b>BISTRIȚA/Bistrița</b>	
		1:20 000	<b>BRAȘOV/Brașov-Ghimbav</b>	
		1:5 000	<b>BRAȘOV/Sânpetru</b>	
		1:4 000	<b>BRAȘOV/Corona</b>	
			<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b>	
			<b>BUCUREȘTI/Henri Coandă</b>	
		1:10 000	<b>CĂRANSEBEȘ/Banat-Caransebeș</b>	
		1:5 000	<b>CISNĂDIE/Măgura</b>	
		1:6 000	<b>CLINCENI/Clinceni</b>	
		1:15 000	<b>CLUJ NAPOCA/Avram Iancu</b>	
		1:20 000	<b>CONSTANȚA/Mihail Kogălniceanu-Constanța</b>	
		<b>CRAIOVA/Craiova</b>		
	1:5 000	<b>CRAIOVA/Craiova-Sud</b>		

1	2	3	4
Aerodrome Chart - ICAO* (AC)	1:10 000	DEVA/Săulești-Constantin Manolache	
	1:5 000	DEZMIR/Dezmir	
	1:8 000	GHEORGHENI/Remetea	
	1:2 500	GRADIȘTEA/Grădiștea	
	1:15 000	IAȘI/Iași	
	1:4 000	IAȘI/Iași-Sud	
		ORADEA/Oradea	
	1:5 000	PITEȘTI/Geomăna	
	1:5 000	PIATRA NEAMȚ/Zănești-Neamț	
	1:5 000	PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești	
		SATU-MARE/Satu-Mare	
		SIBIU/Sibiu	
	1:15 000	SUCEAVA/Ștefan cel Mare-Suceava	
	1:5000	TÂRGU MUREȘ/Mureșeni	
	1:15 000	TÂRGU MUREȘ/Transilvania-Târgu Mureș	
		TIMIȘOARA/Traian Vuia	
		1:20 000	TULCEA/Delta Dunării Tulcea
	1:7 000	TUZLA/Tuzla	
Heliport Chart - ICAO* (HC)	1:2 000	BRAȘOV/Cobrex	
	1:2 500	GHIMBAV/IAR Brașov	
	1:2 000	GHIMBAV/MIR AERO-Brașov	
	1:1 000	NĂVODARI/Midia-Constanța	
	1:500	ORADEA/SMURD BH 2	
	1:1 000	OȘORHEI/Dogaru	
Aircraft Parking/Docking Chart - ICAO*		ARAD/Arad - APRON 1/APRON 2	
		BACĂU/George Enescu	
		BAIA MARE/Maramureș	
		BRAȘOV/Brașov-Ghimbav	
		BUCUREȘTI/Băneasa-Aurel Vlaicu	
		BUCUREȘTI/Henri Coandă - APRON 1	
		BUCUREȘTI/Henri Coandă - APRON 2	
		BUCUREȘTI/Henri Coandă - APRON 3	
		CLINCENI/Clinceni	
		CLUJ NAPOCA/Avram Iancu - APRON 1	
		CLUJ NAPOCA/Avram Iancu - APRON 2	
		CONSTANȚA/Mihail Kogălniceanu-Constanța	
		CRAIOVA/Craiova - APRON 1	
		CRAIOVA/Craiova - APRON 2	
		CRAIOVA/Craiova - APRON 3 / APRON 4	
		IAȘI/Iași	
		ORADEA/Oradea - APRON 1	
		ORADEA/Oradea - APRON 2	
		PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești	
		SATU MARE/Satu Mare	
	SIBIU/Sibiu		
	SUCEAVA/Ștefan cel Mare-Suceava - APRON 1		
	SUCEAVA/Ștefan cel Mare-Suceava - APRON 2		
	TÂRGU MUREȘ/Transilvania-Târgu Mureș - APRON 1		
	TÂRGU MUREȘ/Transilvania-Târgu Mureș - APRON 2		
	TIMIȘOARA/Traian Vuia - APRON		
	TULCEA/Delta Dunării Tulcea		
Aerodrome Obstacle Chart - ICAO* TYPE A (AOC)	1:10 000	ARAD/Arad	AOC - A 27
	1:10 000	ARAD/Arad	AOC - A 09
	1:15 000	BACĂU/George Enescu	AOC - A 16
	1:15 000	BACĂU/George Enescu	AOC - A 34
	1:15 000	BAIA MARE/Maramureș	AOC - A 09/27
	1:15 000	BRAȘOV/Brașov-Ghimbav	AOC - A 21/03
	1:15 000	BUCUREȘTI/Băneasa-Aurel Vlaicu	AOC - A 07
	1:15 000	BUCUREȘTI/Băneasa-Aurel Vlaicu	AOC - A 25
	1:15 000	BUCUREȘTI/Henri Coandă	AOC - A 08R/26L
	1:15 000	BUCUREȘTI/Henri Coandă	AOC - A 08L/26R
	1:15 000	CLUJ NAPOCA/Avram Iancu	AOC - A 07
	1:15 000	CLUJ NAPOCA/Avram Iancu	AOC - A 25
	1:15 000	CONSTANȚA/Mihail Kogălniceanu-Constanța	AOC - A 36/18
	1:15 000	CRAIOVA/Craiova	AOC - A 08/26
	1:20 000	IAȘI/Iași	AOC - A 14/32
	1:15 000	ORADEA/Oradea	AOC - A 01
	1:15 000	ORADEA/Oradea	AOC - A 19
	1:15 000	SATU MARE/Satu Mare	AOC - A 01
	1:15 000	SATU MARE/Satu Mare	AOC - A 19
	1:15 000	SIBIU/Sibiu	AOC - A 09
	1:15 000	SIBIU/Sibiu	AOC - A 27
	1:20 000	SUCEAVA/Ștefan cel Mare-Suceava	AOC - A 16/34
	1:15 000	TÂRGU MUREȘ/Transilvania - Târgu Mureș	AOC - A 07
1:15 000	TÂRGU MUREȘ/Transilvania - Târgu Mureș	AOC - A 25	
1:15 000	TIMIȘOARA/Traian Vuia	AOC - A 11	

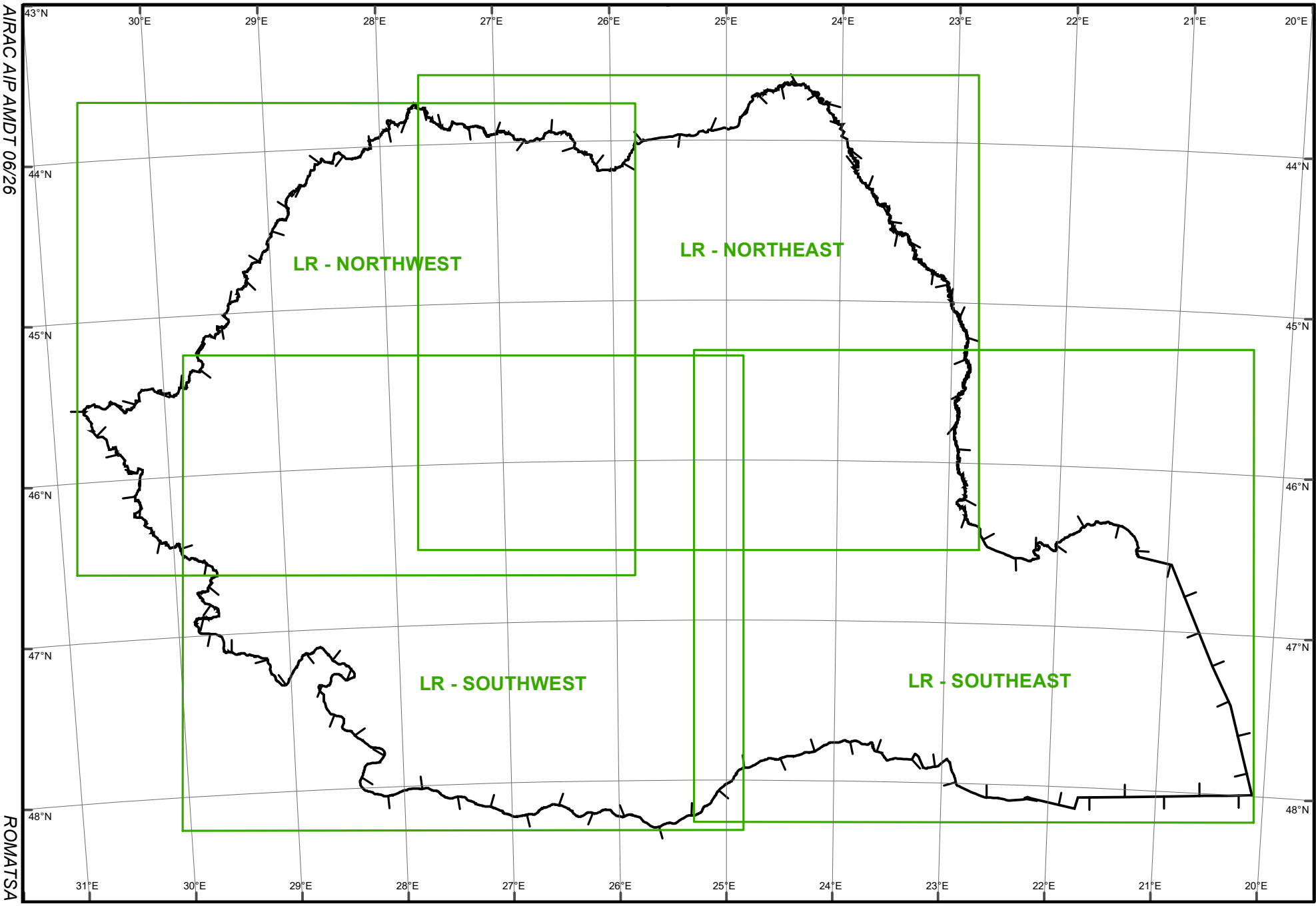
1	2	3	4	
Aerodrome Obstacle Chart - ICAO* TYPE A (AOC)	1:15 000	<b>TIMIȘOARA/Traian Vuia</b>	<b>AOC - A 29</b>	
	1:15 000	<b>TULCEA/Delta Dunării Tulcea</b>	<b>AOC - A 16</b>	
	1:15 000	<b>TULCEA/Delta Dunării Tulcea</b>	<b>AOC - A 34</b>	
Aerodrome Ground Movement Chart - ICAO*	1:25 000	<b>BUCUREȘTI/Henri Coandă</b> <b>CLUJ NAPOCA/Avram Iancu</b> <b>PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești</b> <b>TULCEA/Delta Dunării Tulcea</b>		
Visual Approach Chart - ICAO* (VAC)	NIL			
Precision Approach Terrain Chart - ICAO* (PATC)	1:2 500	<b>ARAD/Arad</b> LRAR PATC RWY 27		
	1:2 500	<b>BACĂU/George Enescu</b> LRBC PATC RWY 16		
	1:2 500	LRBC PATC RWY 34		
	1:2 500	<b>BAIA MARE/Maramureș</b> LRBM PATC RWY 09		
	1:2 500	<b>BRAȘOV/Brașov-Ghimbav</b> LRBV PATC RWY 21		
	1:2 500	<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b> LRBS PATC RWY 07		
	1:2 500	<b>BUCUREȘTI/Henri Coandă</b> LROP PATC RWY 08R LROP PATC RWY 08L		
	1:2 500	<b>CLUJ NAPOCA/Avram Iancu</b> LRCL PATC RWY 25		
	1:2 500	<b>CONSTANȚA/Mihail Kogălniceanu-Constanța</b> LRCK PATC RWY 36		
	1:2 500	<b>CRAIOVA/Craiova</b> LRCV PATC RWY 26		
	1:2 500	<b>IAȘI/Iași</b> LRIA PATC RWY 14		
	1:2 500	<b>SATU MARE/Satu Mare</b> LRSM PATC RWY 19		
	1:2 500	<b>SIBIU/Sibiu</b> LRSB PATC RWY 27		
	1:2 500	<b>SUCEAVA/Ștefan cel Mare-Suceava</b> LRSV PATC RWY 34		
	1:2 500	<b>TÂRGU MUREȘ/Transilvania-Târgu Mureș</b> LRTM PATC RWY 07		
	1:2 500	<b>TIMIȘOARA/Traian Vuia</b> LRTR PATC RWY 11		
	1:2 500	LRTR PATC RWY 29		
	1:2 500	<b>ORADEA/Oradea</b> LROD PATC RWY 19		
	RNAV Departure Chart*	1:500 000	<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27	
		1:500 000	<b>BRAȘOV/Brașov-Ghimbav</b> LRBV RWY 21 LRBV RWY 03	
			<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25	
			<b>BUCUREȘTI/Henri Coandă</b> LROP RWY 08L/R LROP RWY 26L/R	
			<b>CLUJ NAPOCA/Avram Iancu</b> LRCL RWY 07 LRCL RWY 25	
1:500 000		<b>CRAIOVA/Craiova</b> LRCV RWY 08		
1:500 000		LRCV RWY 26		
		<b>SIBIU/Sibiu</b> LRSB RWY 09 LRSB RWY 27		
		<b>TÂRGU MUREȘ/Transilvania-Târgu Mureș</b> LRTM RWY 07 LRTM RWY 25		
		<b>TIMIȘOARA/Traian Vuia</b> LRTR RWY 11 LRTR RWY 29		
RNAV Arrival Chart*			<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27	
			<b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25	

1	2	3	4
<b>RNAV Arrival Chart*</b>		<b>BUCUREȘTI/Henri Coandă</b> LROP RWY 08L/R LROP RWY 26L/R <b>CLUJ NAPOCA/Avram Iancu</b> LRCL RWY 07 LRCL RWY 25 <b>SIBIU/Sibiu</b> LRSB RWY 09 LRSB RWY 27 <b>TÂRGU MUREȘ/Transilvania-Târgu Mureș</b> LRTM RWY 07 LRTM RWY 25 <b>TIMIȘOARA/Traian Vuia</b> LRTR RWY 11 LRTR RWY 29	
<b>Standard Departure Chart - Instrument - ICAO* (SID)</b>		<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27 <b>BACĂU/George Enescu</b> 1:500 000 LRBC RWY 16 1:500 000 LRBC RWY 34 <b>BAIA MARE/Maramureș</b> 1:500 000 LRBM RWY 09 1:500 000 LRBM RWY 27 <b>BRAȘOV/Brașov-Ghimbav</b> 1:500 000 LRBV RWY 21 1:500 000 LRBV RWY 03 <b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25 <b>BUCUREȘTI/Henri Coandă</b> LROP RWYs 08L/R LROP RWYs 26L/R <b>CLUJ-NAPOCA/Avram Iancu</b> LRCL RWY 07/25 <b>CONSTANȚA/Mihail Kogălniceanu - Constanța</b> LRCK RWY 18 LRCK RWY 36 <b>CRAIOVA/Craiova</b> 1:500 000 LRCV RWY 26 1:500 000 LRCV RWY 08 <b>IAȘI/Iași</b> 1:500 000 LRIA RWY 14 1:500 000 LRIA RWY 32 <b>SATU MARE/Satu Mare</b> 1:500 000 LRSM RWY 19 1:500 000 LRSM RWY 01 <b>SIBIU/Sibiu</b> LRSB RWY 09 LRSB RWY 27 <b>SUCEAVA/Ștefan Cel Mare-Suceava</b> 1:500 000 LRSV RWY 16 1:500 000 LRSV RWY 34 <b>TÂRGU MUREȘ/Transilvania - Târgu Mureș</b> LRTM RWY 07 LRTM RWY 25 <b>TIMIȘOARA/Traian Vuia-Timișoara</b> LRTR RWY 11 LRTR RWY 29 <b>TULCEA/Delta Dunării Tulcea</b> 1:500 000 LRTC RWY 34 1:500 000 LRTC RWY 16	
<b>Standard Arrival Chart - Instrument - ICAO* (STAR)</b>		<b>ARAD/Arad</b> LRAR RWY 09 LRAR RWY 27 <b>BUCUREȘTI/Băneasa-Aurel Vlaicu</b> LRBS RWY 07 LRBS RWY 25 <b>BUCUREȘTI/Henri Coandă</b> LROP RWYs 08L/R LROP RWYs 26L/R <b>CLUJ-NAPOCA/Avram Iancu</b> LRCL RWY 07 LRCL RWY 25 <b>CONSTANȚA/Mihail Kogălniceanu - Constanța</b> LRCK RWY 18 LRCK RWY 36	

1	2	3	4
Standard Arrival Chart - Instrument - ICAO* (STAR)		SIBIU/Sibiu LRSB RWY 27 TÂRGU MUREŞ/Transilvania - Târgu Mureş LRTM RWY 07/25 TIMIŞOARA/Traian Vuia - Timișoara LRTR RWY 11 LRTR RWY 29	
ATC Surveillance Minimum Altitude Chart - ICAO*		ARAD/Arad BUCUREŞTI/Băneasa-Aurel Vlaicu BUCUREŞTI/Henri Coandă CLUJ-NAPOCA/Avram Iancu CONSTANŢA/Mihail Kogălniceanu - Constanța SIBIU/Sibiu TÂRGU MUREŞ/Transilvania - Târgu Mureş TIMIŞOARA/Traian Vuia - Timișoara	
En-route Charts * / Area Charts * - ICAO	1:1 000 000	ENROUTE CHART - LOWER AIRSPACE Free Route Airspace Lateral and Vertical Limits of SEE FRA - BUCUREŞTI CTA within SEE FRA ARAD TMA Lateral and vertical limits BUCUREŞTI TMA Lateral and vertical limits NAPOC TMA Lateral and vertical limits Flight Information Service (FIS) Areas	10 10
Index Charts *		Prohibited, Restricted and Danger Areas - Upper Airspace Temporary Reserved Areas (TRA) Upper Airspace Prohibited, Restricted and Danger Areas - Lower Airspace Temporary Reserved/Segregated Areas (TRA/TSA) Lower Airspace Sectors within BUCUREŞTI CTA BLW FL175 Sectors within BUCUREŞTI CTA BTN FL175 - FL245 Sectors within BUCUREŞTI CTA ABV FL245 Aerodromes and heliports - index chart	
VFR Chart - ICAO 1:500.000	1:500 000	VFR Chart North-West ROMANIA (LR-NW) VFR Chart North-East ROMANIA (LR-NE) VFR Chart South-East ROMANIA (LR-SE) VFR Chart South-West ROMANIA (LR-SW)	5 5 5 5
VFR Chart - ICAO 1:300.000 *	1:300 000	NAPOC TMA VFR Routes	5
Visual Operations Chart*		ARAD/Arad LRAR Aerodrome traffic circuit BUCUREŞTI/Băneasa-Aurel Vlaicu LRBS RWY 07/25 Aerodrome traffic circuit - Aircraft categories A and H LRBS VFR Routes - Aircraft categories A and H BUCUREŞTI/Henri Coandă LROP Aircraft categories A and H CARANSEBEŞ/Banat-Caransebeş LRCS RWY 10/28 Aerodrome traffic circuit CISNĂDIE/Măgura LRCD RWY 14/32 Aerodrome traffic circuit PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti LRPW RWY 07/25 Aerodrome traffic circuit LRPW Heliport traffic circuit 09/27 TUZLA/Tuzla LRTZ RWY 04/22 Aerodrome traffic circuit LRTZ FATO 16/34 Aerodrome traffic circuit BRAŞOV/Sânpetru LRSP RWY12/30 Aerodrome traffic circuit PIATRA NEAMŢ/Zăneşti-Neamţ LRZN RWY 14/32 Aerodrome traffic circuit PITEŞTI/Geamăna LRPT RWY 05 Powered aircraft aerodrome traffic circuit LRPT RWY 23 Glider aerodrome traffic circuit DEVA/Săuleşti-Constantin Manolache LRDV RWY 12/30 Aerodrome traffic circuit ARAD/Charlie-Bravo Şiria LRCB RWY 18/36 Aerodrome traffic circuit BISTRIŢA/Bistriţa LRBN RWY 05/23 Aerodrome traffic circuit GRĂDIŞTEA/Grădiştea LRBA RWY 04/22 Aerodrome traffic circuit CLINCENI/Clinceni LRCN RWY 06L/06R Aerodrome traffic circuit LRCN RWY 24L/24R Aerodrome traffic circuit DEZMIR/Dezmir LRCJ RWY 08/26 Aerodrome traffic circuit GHEORGHENI/Remetea LRHR RWY 09/27 Aerodrome traffic circuit CRAIOVA/Craiova-Sud LRCW RWY 12/30 Aerodrome traffic circuit	

1	2	3	4
<b>Visual Operations Chart*</b>		<b>IAȘI/Iași-Sud</b>	
	1:35 000	LRIS RWY 13/31 Aerodrome traffic circuit	
		<b>GHIMBAV/IAR BRAȘOV</b>	
	1:30 000	<b>ORADEA/SMURD BH 2</b>	
		<b>TÂRGU MUREȘ/Mureșeni</b>	
	1:30 000	LRMS RWY 05/23 Aerodrome traffic circuit	
		<b>BRAȘOV/Corona</b>	
	1:50 000	LRCR RWY 17/35 Aerodrome traffic circuit	

6. Index to Aeronautical Chart - ICAO 1 : 500000





**7. Topographical Chart**

Information not available.

**7. Hărți Topografice**

Informații indisponibile.

**8. Corrections to charts not contained in the AIP / Corecții ale hărților care nu sunt incluse în AIP**

<b>Name of the chart Numele hărții</b>	<b>Location Locația</b>	<b>Corrections Corecții</b>
<b>1</b>	<b>2</b>	<b>3</b>
NIL	NIL	NIL

## COMPULSORY Arrival / Departure Connecting Routes

<b>COMPULSORY ARRIVAL CONNECTING ROUTES</b>		
<b>COMPULSORY Arrival Connecting Route</b>	<b>STAR first point /Intermediate Point</b>	<b>Airport</b>
<b>MIKVI</b> Z78 REDKU	REDKU	LRBC
<b>FOCSA</b> T74 KENUX	KENUX	
<b>POGAV</b> Z650 DIRCO	DIRCO	
<b>ABOLO</b> T223 GUXVA	GUXVA	
<b>ADMEC</b> T4 SALAC	SALAC	
<b>IMMOC</b> T77 TULNU	TULNU	
<b>RUMUK</b> T995 VELSE	VELSE	LRBM
<b>REPTO</b> T33 BUZZE	BUZZE	
<b>SAT</b> T33 SOMET	SOMET	
<b>OKLIV</b> T995 FABZO	FABZO	
<b>IRLOX</b> DCT BIVBU DCT TOSVI	TOSVI	LROP
<b>LAMIT</b> DCT TOSVI		
<b>VELIP</b> DCT TOSVI		
<b>PEMOK</b> T899 TOSVI		
<b>OVDOT</b> T139 TITEK	TITEK	LRCV
<b>LAMIT</b> Z938 TITEK		
<b>VAMON</b> T285 PEMOK		
<b>NAVOD</b> T226 PANZU		
<b>GUXVA</b> T223 ABOLO	ABOLO	LRIA
<b>TOMUC</b> P133 ARPIG		
<b>ROMAG</b> M423 URNEQ	URNEQ	LROD
<b>CONWI</b> Y559 RUPUG		
<b>AGMEL</b> M423 TUVNU		
<b>OBARA</b> Z941 ORXIK		
<b>BUXLE</b> Z942 BAVMA		
<b>BADOR</b> Z921 URNEQ		
<b>ROMAG</b> M423 TISAD	TISAD	LRSM
<b>ANAVU</b> T90 JIBOU		
<b>RUMUK</b> M423 SAT		
<b>BUZZE</b> T33 BMR T33 SOMET		
<b>KARIL</b> Z949 TISAD		
<b>KARIL</b> T33 SAT		
<b>ADMEC</b> T4 PASKA	PASKA	LRSV
<b>ARPIG</b> P133 TOMUC		
<b>BUKOV</b> DCT SCV		
<b>HUMOR</b> DCT SCV		
<b>GLT</b> Z934 DUNAV	DUNAV	LRTC
<b>PILAT</b> T77 DANUL		
<b>CETUL</b> L130 TURIR		

**COMPULSORY DEPARTURE CONNECTING ROUTES**

<b>Airport</b>	<b>SID last point/Intermediate Point</b>	<b>COMPULSORY Departure Connecting Route</b>
LRBC	REDKU	REDKU Z78 MIKVI
	KENUX	KENUX T74 FOCSA
	DIRCO	DIRCO Z650 POGAV
	GUXVA	GUXVA T223 ABOLO
	SALAC	SALAC T4 ADMEC
	TULNU	TULNU T77 IMMOG
	IBGIR	IBGIR Z158 APTAN
	GAROC	GAROC Z933 INBID
LRBM	VELSE	VELSE T995 RUMUK
	BUZZE	BUZZE T33 REPTO
	SOMET	SOMET T33 SAT
	FABZO	FABZO T995 OKLIV
LRBS	IDARU	IDARU DCT EFJAS
LRCV	TITEK	TITEK Z938 LAMIT
	PEMOK	PEMOK T285 VAMON
	PEMOK	PEMOK T899 TOSVI
	LELTI	LELTI Y88 ANASA
	BACAM	BACAM T226 SODGO
LRIA	ARPIG	ARPIG P133 TOMUC
	ABOLO	ABOLO T223 GUXVA
LROD	URNEQ	URNEQ M423 ROMAG
	RUPUG	RUPUG Y559 CONWI
	TUVNU	TUVNU M423 AGMEL
	BAVMA	BAVMA Z942 BUXLE
	ORXIK	ORXIK Z941 OBARA
	URNEQ	URNEQ Z921 BADOR
LROP	IDARU	IDARU DCT EFJAS
LRSM	TISAD	TISAD M423 ROMAG
	JIBOU	JIBOU T90 ANAVU
	SAT	SAT M423 RUMUK
	SOMET	SOMET T33 BMR T33 BUZZE
	SAT	SAT T33 KARIL
LRSV	PASKA	PASKA T4 ADMEC
	TOMUC	TOMUC P133 ARPIG
LRTC	DUNAV	DUNAV Z934 GLT
	DANUL	DANUL T77 PILAT
	TURIR	TURIR L130 CETUL
	LOBKI	LOBKI L130 BADKA
	REBDI	REBDI Z935 RIPGA

## ENR 3.2 AREA NAVIGATION ROUTES

## Index of RNAV Routes

L130	Z78
L622	Z158
	Z650
M423	Z921
	Z922
P133	Z924
	Z930
T4	Z931
T33	Z932
T74	Z933
T77	Z934
T90	Z935
T139	Z936
T223	Z937
T226	Z938
T285	Z939
T899	Z940
T995	Z941
	Z942
Y32	Z943
Y33	Z944
Y34	Z945
Y88	Z946
Y559	Z947
Y572	Z948
Y574	Z949

Route designator (RNP type) Name of significant points Coordinates	Way-point IDENT of VOR/DME RDL/DIST(NM) ELEV DME(FT) Antenna	Magnetic bearing Geodesic DIST NM	Upper limits Lower limits  Airspace classification	Direction of cruising levels		Navigation accuracy requirement	Remarks Controlling unit Frequency
				Odd	Even		
1	2	3	4	5		6	7
<b>L130</b> (RNAV 5)		46.4					
▲CETUL 444151N0283737E	TLA 183°/23.1 300	003° 8.2	FL105 FL55		↓	+/- 5NM	TIRVO IAR T77, Z934, Z935 Segment TIRVO - BADKA:avbl.EVEN levels only (See ENR 6-2,note 1)
▲TURIR 444958N0283922E	TLA 183°/14.9 300	183° 014° 10.2	Class C		↑	+/- 5NM	
△TIRVO 445933N0284411E	TLA 161°/5.3 300	194° 028° 13.5	FL105 FL65		↓	+/- 5NM	
▲LOBKI 451041N0285457E	TLA 049°/10.6 300	- 029° 14.5	Class C			+/- 5NM	
▲BADKA (FIR BDRY) 452239N0290639E	TLA 037°/24.7 300	-	FL105 FL55			+/- 5NM	
			Class C				
							For continuation, see AIP UKRAINE

1	2	3	4	5		6	7
<b>L622</b> (RNAV 5)		9.2					
▲KOMAN (FIR BDRY) 435900N0261300E	OPT 196°/39.4 300	319° 9.2	FL105 FL75		↓	+/- 5NM	
▲OBUGA 440632N0260539E	OPT 209°/35.3 300	-	Class C				

1	2	3	4	5	6	7
<b>M423</b> (RNAV 5)		118.1				
▲ARCAZ 463320N0212726E	DVA 300°/76.7 900	025° 9.4	<u>FL105</u> <u>FL55</u>  Class C	↓	+/- 5NM	AGMEL IAR Y572  ORADEA NDB (ORA) IAR Y559, Z942  RULES IAR Z941  URNEQ IAR Z921  ROMAG IAR Z932  TISAD IAR Z949  SATU MARE DVOR/DME (SAT) IAR T33, T90  RUMUK IAR T995
△AGMEL 464126N0213416E	DVA 307°/77.9 900	025° 8.3			+/- 5NM	
▲TUVNU 464836N0214024E	ARD 025°/43.5 400	026° 20.3			+/- 5NM	
△ORADEA NDB (ORA) 470601N0215527E	SAT 221°/54.6 500	041° 8.3			+/- 5NM	
△RULES 471146N0220411E	SAT 221°/46.3 500	041° 3.7			+/- 5NM	
▲URNEQ 471420N0220807E	SAT 221°/42.6 500	040° 16.0			+/- 5NM	
△ROMAG 472522N0222507E	CLJ 298°/67.4 1600	040° 9.6			+/- 5NM	
▲TISAD 473159N0223522E	CLJ 307°/65.9 1600	041° 17.0			+/- 5NM	
△SATU MARE DVOR/DME (SAT) 474339N0225338E	CLJ 321°/66.6 1600	039° 25.5			+/- 5NM	
▲RUMUK (FIR BDRY) 480136N0232036E	CLJ 341°/75.8 1600	219°			+/- 5NM	
				↑		
						For continuation, see AIP UKRAINE

1	2	3	4	5	6	7
<b>P133</b> (RNAV 5)		157.6				
▲AKUPO 470004N0242344E	CLJ 058°/27.8 1600	- 34.4 235°	FL105 FL95			SUCEAVA DVOR/DME (SCV) IAR T4
▲BIBOR 471609N0250821E	CLJ 057°/62.2 1600	- 33.5 237°				
▲HUMOR 473053N0255235E	SCV 237°/21.8 1300	- 21.8 237°	Class C			
△SUCEAVA DVOR/DME (SCV) 474020N0262139E	BCU 338°/72.3 1800	- 21.3 291°			↑	
▲TOMUC 473027N0264934E	BCU 353°/59.8 1800	111° 22.0 291°	FL105 FL35 Class C	↓		
▲ARPIG 472008N0271810E	BCU 014°/53.2 1800	111° 2.3 291°				ARPIG IAR Y34
△BELMU 471902N0272111E	BCU 017°/53.0 1800	111° 10.5 291°	FL105 FL85			BELMU IAR Y33
△IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800	102° 11.8 283°	Class C			IAȘI NDB (ISI) IAR T223, Y32
▲UNIRA (FIR BDRY) 471006N0275106E	BCU 040°/57.8 1800				↑	
						For continuation, see AIP MOLDOVA

1	2	3	4	5	6	7
<b>T4</b> (RNAV 5)		81.5				
▲ SALAC 464427N0264407E	BCU 338°/14.3 1800	338° 5.0 158°	FL105 FL45 Class C	↓	+/- 5NM	ADMEC IAR Y34
▲ EPCAR 464916N0264213E	BCU 338°/19.3 1800	338° 19.3 158°	FL105 FL55 Class C		+/- 5NM	
▲ ADMEC 470751N0263448E	SCV 158°/33.7 1300	338° 12.7 158°	Class C	↑	+/- 5NM	
▲ PASKA 472003N0262954E	SCV 158°/21.1 1300	338° 21.1 -		↓	+/- 5NM	
△ SUCEAVA DVOR/DME (SCV) 474020N0262139E	BCU 338°/72.3 1800	309° 23.4 -	FL105 FL95 Class C		+/- 5NM	SUCEAVA DVOR/DME (SCV) IAR P133
▲ BUKOV (FIR BDRY) 475706N0255730E	SCV 309°/23.4 1300					
						For continuation, see AIP UKRAINE

1	2	3	4	5	6	7	
<b>T33</b> (RNAV 5)		140.4					
▲HUMOR 473053N0255235E	SCV 238°/21.8 1300	270° 76.5	<u>FL105</u> FL95	↓	+/- 5NM	BAIA MARE NDB (BMR) IAR T995  SATU MARE DVOR/DME (SAT) IAR M423, T90	
△REPTO 473811N0240000E	SAT 092°/45.2 500	269° 8.4	Class C	↓	+/- 5NM		
▲BUZZE 473851N0234737E	CLJ 354°/50.9 1600	089° 269° 18.2		+/- 5NM			
△BAIA MARE NDB (BMR) 474016N0232045E	SAT 095°/18.6 500	276° 7.6	<u>FL105</u> FL55		+/- 5NM		
▲SOMET 474140N0230939E	SAT 095°/11.0 500	095° 275° 11.0	Class C		+/- 5NM		
△SATU MARE DVOR/DME (SAT) 474339N0225338E	CLJ 321°/66.6 1600	095° 277° 18.7			+/- 5NM		
▲KARIL (FIR BDRY) 474738N0222632E	SAT 277°/18.7 500	097°		↑			
							For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
<b>T74</b> (RNAV 5)		<b>78.8</b>				
▲DENAK 450008N0262608E	STJ 069°/20.2 600	004° 17.7	<u>FL105</u> FL85	↓	+/- 5NM	<b>FOCSA IAR Z947</b>
△LAPKA 451734N0263033E	STJ 039°/31.9 600	004° <b>12.5</b>	Class C	↑	+/- 5NM	
△URELA 452948N0263340E	BRV 089°/42.2 5900	- 30.4	<u>FL105</u> FL95	↑	+/- 5NM	
▲FOCSA 455941N0264123E	BCU 183°/31.5 1800	183° 003° 18.2	Class C	↓	+/- 5NM	
▲KENUX 461732N0264604E	BCU 183°/13.3 1800	183°	<u>FL105</u> FL55	↑	+/- 5NM	
			Class C	↑		

1	2	3	4	5	6	7
<b>T77</b> (RNAV 5)		142.0				
▲TULNU 461650N0270016E	BCU 145°/15.7 1800	145° 4.3 325°	FL105 FL45 Class C	↓	+/- 5NM	TULNU IAR Z947
△PELES 461302N0270312E	BCU 145°/20.0 1800	145° 14.8 325°			+/- 5NM	
△IMMOG 460000N0271311E	BCU 145°/34.8 1800	145° 26.3 325°	FL105 FL65 Class C		+/- 5NM	
▲EVIKA 453645N0273050E	BCU 145°/61.1 1800	145° 53.5 326°			+/- 5NM	
▲PILAT 444926N0280552E	TLA 233°/30.2 300	065° 16.1 245°	FL105 FL55 Class C		+/- 5NM	
▲DANUL 445424N0282723E	TLA 219°/14.9 300	060° 13.0 240°		↑	+/- 5NM	
△TIRVO 445933N0284411E	TLA 161°/5.3 300	- 14.0 171°	FL105 FL65 Class C		+/- 5NM	TIRVO IAR L130, Z934, Z935
▲IRMAM (FIR BDRY) 451331N0284323E	TLA 357°/8.8 300			↑		

1	2	3	4	5	6	7
<b>T90</b> (RNAV 5)		33.0				
△ANAVU 471539N0231921E	SAT 142°/33.0 500	324° 16.0 144°		↓	+/- 5NM	
▲JIBOU 472929N0230730E	SAT 141°/17.0 500	321° 17.0 140°	FL105 FL55 Class C		+/- 5NM	
△SATU MARE DVOR/DME (SAT) 474339N0225338E	CLJ 321°/66.6 1600			↑		SATU MARE DVOR/DME (SAT) IAR M423, T33

1	2	3	4	5	6	7
<b>T139</b> (RNAV 5)		63.4				
▲ PANZU 440212N0240813E	CRV 146°/19.3 600	326° 19.3	FL105 FL55  Class C	↓	+/- 5NM	PANZU IAR T226
△ CRAIOVA DVOR/DME (CRV) 441907N0235522E	TGJ 145°/51.2 900	300° 18.3		↓	+/- 5NM	CRAIOVA DVOR/DME (CRV) IAR T285
▲ TITEK 442936N0233426E	TGJ 158°/35.6 900	- 25.8		↑	+/- 5NM	TITEK IAR Z938
△ OVDOT 443220N0225837E	TGJ 201°/34.8 900	120° 091°		↑		

1	2	3	4	5	6	7
<b>T223</b> (RNAV 5)		36.1				
▲ GUXVA 464448N0270407E	BCU 028°/17.4 1800	028° 9.6	FL105 FL45  Class C	↓	+/- 5NM	TEVSA IAR Z931
△ TEVSA 465234N0271212E	BCU 028°/26.9 1800	209° 029° 9.2		+/- 5NM		
▲ ABOLO 470001N0271959E	BCU 028°/36.1 1800	209° 17.3	FL105 FL85  Class C		+/- 5NM	ABOLO IAR Y33
△ IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800	209°		↑		IAȘI NDB (ISI) IAR P133, Y32

1	2	3	4	5	6	7		
<b>T226</b> (RNAV 5)		99.4						
▲ NAVOD (FIR BDRY) 434521N0243335E	FLR 223°/66.8 400	308° 24.9 -	<u>FL105</u> FL55  Class C	↓	+/- 5NM	PANZU IAR T139		
▲ PANZU 440212N0240813E	CRV 146°/19.3 600	307° 22.3 -					+/- 5NM	
△ ELDET 441710N0234521E	CRV 250°/7.5 600	307° 16.3 -						+/- 5NM
▲ BACAM 442807N0232826E	TGJ 165°/36.0 900	307° 35.9 -						
△ SODGO 445202N0225051E	TGJ 235°/23.8 900							

1	2	3	4	5	6	7
<b>T285</b> (RNAV 5)		54.8				
△ CRAIOVA DVOR/DME (CRV) 441907N0235522E	TGJ 145°/51.2 900	076° 18.5 256°	<u>FL105</u> FL55  Class C	↓	+/- 5NM	CRAIOVA DVOR/DME (CRV) IAR T139
▲ PEMOK 442153N0242054E	TGJ 128°/60.2 900	076° 14.4 255°	<u>FL105</u> FL45  Class C			
△ VAMON 442358N0244047E	STJ 235°/63.7 600	076° 21.9 256°	<u>FL105</u> FL65  Class C		+/- 5NM	VAMON IAR Z943
▲ ABRUT 442701N0251059E	FLR 257°/22.8 400					

1	2	3	4	5	6	7
<b>T899</b> (RNAV 5)		42.0				
▲ PEMOK 442153N0242054E	CRV 076°/18.5 600	051° 42.0 -	<u>FL105</u> FL45  Class C	↓	+/- 5NM	PEMOK IAR T285
▲ TOSVI 444514N0250941E	FLR 297°/27.9 400					

1	2	3	4	5	6	7
<b>T995</b> (RNAV 5)		46.4				
△OKLIV 471618N0233121E	CLJ 333°/30.3 1600	338° 10.3			↓	+/- 5NM
▲FABZO 472612N0232659E	SAT 123°/28.5 500	338° 14.7				+/- 5NM
△BAIA MARE NDB (BMR) 474016N0232045E	SAT 095°/18.6 500	158° 355° 11.6	<u>FL105</u> FL55  Class C			+/- 5NM
▲VELSE 475150N0232040E	SAT 061°/20.0 500	175° 355° 9.8				+/- 5NM
▲RUMUK (FIR BDRY) 480136N0232036E	SAT 040°/25.5 500	175°		↑		RUMUK IAR M423
						For continuation, see AIP UKRAINE

1	2	3	4	5	6	7
<b>Y32</b> (RNAV 5)		64.2				
△RAMIX 461722N0272019E	BCU 115°/25.1 1800	020° 36.0	<u>FL105</u> FL55	↓		+/- 5NM
△PIRIG 464932N0274344E	BCU 056°/41.8 1800	200° 8.5	Class C <u>FL105</u> FL35			+/- 5NM
▲LESVO 465707N0274920E	BCU 050°/48.9 1800	200° 323° 19.7	Class C <u>FL105</u> <u>FL85</u>	↑	↓	+/- 5NM
△IAȘI NDB (ISI) 471403N0273447E	BCU 028°/53.4 1800	143°	Class C	↑		IAȘI NDB (ISI) IAR P133, T223

1	2	3	4	5	6	7
<b>Y33</b> (RNAV 5)		19.1				
▲ABOLO 470001N0271959E	BCU 028°/36.1 1800	355° 19.1	FL105 FL85	↓	+/- 5NM	ABOLO IAR T223
△BELMU 471902N0272111E	SCV 110°/45.7 1300	-	Class C			BELMU IAR P133

1	2	3	4	5	6	7
<b>Y34</b> (RNAV 5)		55.5				
△UDSIG 465840N0260313E	BCU 305°/42.4 1800	060° 23.5	FL105 FL85	↓	+/- 5NM	ADMEC IAR T4
▲ADMEC 470751N0263448E	SCV 158°/33.7 1300	240° 060° 18.6	Class C FL105 FL55		+/- 5NM	
△KERLO 471502N0270000E	SCV 127°/36.3 1300	240° 060° 13.4	Class C FL105 FL35		+/- 5NM	ARPIG IAR P133
△ARPIG 472008N0271810E	SCV 110°/43.3 1300	241°	Class C	↑		

1	2	3	4	5	6	7
<b>Y88</b> (RNAV 5)		115.0				
▲POLUN 441415N0251324E	FLR 227°/26.2 400	267° 24.5	FL105 FL85	↓	+/- 5NM	POLUN IAR Z944
△VIKBI 441531N0243921E	FLR 247°/47.6 400	- 267° 38.8	Class C		+/- 5NM	ELDET IAR T226
△ELDET 441710N0234521E	TGJ 153°/49.9 900	- 267° 14.2	FL105 FL55		+/- 5NM	
▲LELTI 441740N0232532E	TGJ 170°/46.1 900	- 267° 37.5	Class C		+/- 5NM	
▲ANASA (FIR BDRY) 441843N0223319E	TGJ 211°/55.9 900	-				
						For continuation, see AIP SERBIA AND MONTENEGRO

1	2	3	4	5	6	7
<b>Y559</b> (RNAV 5)		63.4				
△TIDGA 462339N0230347E	DVA 001°/34.2 900	313° 10.9	<u>FL105</u> FL95 Class C	↓	+/- 5NM	TIDGA IAR Z945
△BUKAN 463154N0225330E	DVA 350°/42.3 900	305° 18.0	<u>FL105</u> FL85	↓	+/- 5NM	BUKAN IAR Z939
▲CONWI 464339N0223345E	DVA 337°/56.6 900	306° 9.8	Class C		+/- 5NM	CONWI IAR Y572
▲LATCU 465001N0222256E	CLJ 267°/57.9 1600	125° 305° 7.0	<u>FL105</u> FL45 Class C		+/- 5NM	
▲RUPUG 465433N0221511E	CLJ 271°/63.5 1600	124° 304° 17.7	<u>FL105</u> FL55		+/- 5NM	
△ORADEA NDB (ORA) 470601N0215527E	CLJ 278°/78.7 1600	125°	Class C	↑		ORADEA NDB (ORA) IAR M423, Z942

1	2	3	4	5	6	7
<b>Y572</b> (RNAV 5)		63.5				For continuation, see AIP HUNGARY
▲BUDOP (FIR BDRY) 464115N0212948E	ARD 021°/33.6 400	- 3.1	<u>FL105</u> FL95 Class C	↑	+/- 5NM	
△AGMEL 464126N0213416E	ARD 025°/35.2 400	262° 082° 41.0	<u>FL105</u> FL85	↓	+/- 5NM	AGMEL IAR M423
▲CONWI 464339N0223345E	CLJ 260°/50.7 1600	262° 082° 19.4	Class C		+/- 5NM	CONWI IAR Y559
▲ELROM 464431N0230155E	CLJ 258°/31.3 1600	262°		↑		ELROM IAR Z939

1	2	3	4	5	6	7
<b>Y574</b> (RNAV 5)		43.7				
▲ULMIN 454850N0232353E	DVA 087°/18.0 900	267° 18.0 -	<u>FL105</u> FL75  Class C	↓	+/- 5NM	
△DEVA DVOR/DME (DVA) 454941N0225808E	SBI 268°/47.0 1500	268° 13.5 -	<u>FL105</u> FL95  Class C		+/- 5NM	
△TIXIP 455015N0223848E	DVA 267°/13.5 900	300° 12.2 -			+/- 5NM	
▲VASIS 455712N0222429E	DVA 282°/24.7 900					

1	2	3	4	5	6	7
<b>Z78</b> (RNAV 5)		66.0				
▲DOKUD 462807N0245721E	BCU 262°/77.6 1800	- 26.4 261°	<u>FL105</u> FL95  Class C		+/- 5NM	TOMET IAR Z922
▲TOMET 462912N0253532E	BCU 262°/51.1 1800	- 22.1 261°	<u>FL105</u> FL75  Class C	↑	+/- 5NM	
▲MIKVI 462955N0260733E	BCU 262°/29.0 1800	081° 10.0 261°		↓	+/- 5NM	
△BUCSA 463012N0262202E	BCU 262°/19.0 1800	081° 7.5 262°	<u>FL105</u> FL65  Class C		+/- 5NM	
▲REDKU 463024N0263256E	BCU 262°/11.5 1800			↑		

1	2	3	4	5	6	7
<b>Z158</b> (RNAV 5)		9.6				
△APTAN 462315N0262056E	BCU 243°/21.1 1800	- 9.6 242°	<u>FL105</u> FL65  Class C		+/- 5NM	
▲IBGIR 462639N0263359E	BCU 243°/11.5 1800			↑		

1	2	3	4	5	6	7
<b>Z650</b> (RNAV 5)  ▲DIRCO 463558N0271517E  △ASTOD 463740N0272337E  ▲POGAV (FIR BDRY) 464654N0281000E	BCU 066°/18.5 1800	39.2	FL105 FL65  Class C	↓	+/- 5NM	For continuation, see AIP MOLDOVA
		066° 6.0 247°				
	BCU 066°/24.5 1800	067° 33.2 247°		↑	+/- 5NM	
		BCU 066°/57.8 1800				

1	2	3	4	5	6	7
<b>Z921</b> (RNAV 5)  ▲URNEQ 471420N0220807E  ▲BADOR (FIR BDRY) 473425N0220629E	CLJ 286°/72.8 1600	20.1	FL105 FL45  Class C	↓	+/- 5NM	URNEQ IAR M423  BADOR IAR Z932
		351° 20.1 171°				
	CLJ 299°/82.9 1600	↑		For continuation, see AIP HUNGARY		

1	2	3	4	5	6	7
<b>Z922</b> (RNAV 5)  ▲EBCOL 455918N0254909E  ▲COZMU 460656N0254542E  ▲TOMET 462912N0253532E	BCU 227°/52.3 1800	31.4	FL105 FL75  Class C	↑	↓	+/- 5NM
		336° 8.0 156°				
	BCU 235°/50.2 1800	336° 23.4 -	FL105 FL95  Class C	↓	+/- 5NM	
	BCU 262°/51.1 1800		TOMET IAR Z78			

1	2	3	4	5	6	7
<b>Z924</b> (RNAV 5)  ▲ PEQIN 463836N0271338E  ▲ BUSES (FIR BDRY) 465533N0280622E	BCU 057°/18.4 1800  BCU 057°/58.4 1800	40.0				
		-	FL105 FL65  Class C		+/- 5NM	BUSES IAR Z940
		40.0 238°				
				↑		

1	2	3	4	5	6	7
<b>Z930</b> (RNAV 5)  ▲ RIVOS 443921N0273917E  ▲ NETUL 444143N0265843E	CND 296°/41.8 300  OPT 065°/19.0 300	29.0				
		269°	FL105 FL55  Class C		+/- 5NM	
		29.0 088°				
				↑		

1	2	3	4	5	6	7
<b>Z931</b> (RNAV 5)  △ PIRIG 464932N0274344E  △ ULGAP 465023N0273503E  △ TEVSA 465234N0271212E	BCU 056°/41.8 1800  BCU 051°/37.0 1800  BCU 028°/26.9 1800	21.8				
		271°	FL105 FL55  Class C		+/- 5NM	PIRIG IAR Y32
		6.0 091°				
		271°			+/- 5NM	ULGAP IAR Z940
		15.8 091°				
				↑		

1	2	3	4	5	6	7
<b>Z932</b> (RNAV 5)  △ ROMAG 472522N0222507E  ▲ BADOR (FIR BDRY) 473425N0220629E	SAT 221°/26.6 500  SAT 248°/33.2 500	15.5				
		300°	FL105 FL95  Class C		+/- 5NM	ROMAG IAR M423
		15.5				
		-				BADOR IAR Z921
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
<b>Z933</b> (RNAV 5)  ▲ GAROC 463728N0263447E  △ INBID 464736N0261234E	BCU 297°/12.2 1800  BCU 297°/30.6 1800	18.3				
		297° 18.3 116°	FL105 FL65		↓	+/- 5NM
			Class C		↑	

1	2	3	4	5	6	7	
<b>Z934</b> (RNAV 5)  △ TIRVO 445933N0284411E  ▲ DUNAV 450738N0282855E  △ VOSLE 451738N0280950E  △ GALAȚI DVOR/DME (GLT) 452459N0275540E	TLA 161°/5.3 300  TLA 281°/10.1 300  TLA 293°/26.5 300  TLA 295°/38.8 300	42.7					
		301° 13.5 121°	FL105 FL65		↓	+/- 5NM	TIRVO IAR L130, T77, Z935
		301° 16.8 120°	FL105 FL45			+/- 5NM	
		300° 12.4 120°	FL105 FL55			+/- 5NM	
			Class C		↑		
	Class C						

1	2	3	4	5	6	7	
<b>Z935</b> (RNAV 5)  △ TIRVO 445933N0284411E  ▲ REBDI 450322N0282825E  △ RIPGA 451131N0275407E	TLA 161°/5.3 300  TLA 256°/10.1 300  GLT 178°/13.5 200	37.4					
		283° 11.8 -	FL105 FL65		↓	+/- 5NM	TIRVO IAR L130, T77, Z934
		283° 25.6 -	Class C			+/- 5NM	
			FL105 FL55				
	Class C						

1	2	3	4	5	6	7
<b>Z936</b> (RNAV 5)  ▲DIRAL 443039N0273315E  ▲IDARU 443825N0265854E	CND 283°/42.0 300	25.7				
		282°	FL105 FL55  Class C	↓  ↑	+/- 5NM	
	25.7					
	101°	OPT 075°/18.3 300				

1	2	3	4	5	6	7
<b>Z937</b> (RNAV 5)  ▲SOMOV (FIR BDRY) 434200N0245100E  ▲SORDU 440233N0252648E	CRV 126°/54.7 600	33.1				
		046°	FL105 FL95  Class C	↓  ↓	+/- 5NM	
	33.1					
	-	FLR 197°/29.7 400				

1	2	3	4	5	6	7
<b>Z938</b> (RNAV 5)  ▲TITEK 442936N0233426E  ▲LAMIT 450614N0232229E	CRV 300°/18.3 600	37.6				
		342°	FL105 FL55  Class C	↓  ↑	+/- 5NM	TITEK IAR T139
	37.6					
	162°	TGJ 028°/3.1 900				

1	2	3	4	5	6	7
<b>Z939</b> (RNAV 5)		53.4				
▲NOPTI 461855N0215947E	ARD 072°/36.4 400	073° 10.5	FL105 FL85  Class C	↓	+/- 5NM	EVRIK IAR Z942, Z945
△EVRIK 462107N0221432E	DVA 311°/43.7 900	253° 063° 29.0				
△BUKAN 463154N0225330E	CLJ 241°/40.4 1600	242° 019° 13.9				
▲ELROM 464431N0230155E	CLJ 258°/31.3 1600	199°				
				↑		

1	2	3	4	5	6	7
<b>Z940</b> (RNAV 5)		22.1				
△ULGAP 465023N0273503E	BCU 051°/37.0 1800	069° 22.1	FL105 FL65  Class C	↓	+/- 5NM	ULGAP IAR Z931
▲BUSES (FIR BDRY) 465533N0280622E	BCU 057°/58.4 1800	250°				
				↑		BUSES IAR Z924
						For continuation, see AIP MOLDOVA

1	2	3	4	5	6	7
<b>Z941</b> (RNAV 5)		43.5				
▲ATSOS 465945N0225115E	CLJ 282°/40.1 1600	285° 6.1	<u>FL105</u> FL75	↓	+/- 5NM	RULES IAR M423  NARKA IAR Z942
△OBARA 470153N0224259E	SAT 184°/42.4 500	105° 285° 20.6	Class C			
▲ORXIK 470907N0221443E	SAT 212°/43.5 500	105° 285° 7.7	<u>FL105</u> FL55	+/- 5NM		
△RULES 471146N0220411E	SAT 221°/46.3 500	105° 285° 9.1	Class C	+/- 5NM		
▲NARKA (FIR BDRY) 471454N0215136E	SAT 230°/51.0 500	105°		↑		
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7
<b>Z942</b> (RNAV 5)		56.1				
△EVRIK 462107N0221432E	DVA 311°/43.7 900	339° 7.0	<u>FL105</u> FL85	↓	+/- 5NM	EVRIK IAR Z939, Z945
▲BUXLE 462750N0221143E	ARD 063°/46.8 400	159° 339° 14.9	Class C			
▲GANNA 464207N0220541E	ARD 046°/50.2 400	159° 339° 5.0	<u>FL105</u> FL45	+/- 5NM		
▲BAVMA 464654N0220338E	ARD 041°/52.3 400	159° 339° 19.9	Class C	+/- 5NM		
△ORADEA NDB (ORA) 470601N0215527E	SAT 221°/54.6 500	159° 339° 9.3	<u>FL105</u> FL55	+/- 5NM	ORADEA NDB (ORA) IAR M423, Y559  NARKA IAR Z941	
▲NARKA (FIR BDRY) 471454N0215136E	SAT 230°/51.0 500	159°	Class C	↑		
						For continuation, see AIP HUNGARY

1	2	3	4	5	6	7	
<b>Z943</b> (RNAV 5)		47.6					
△VAMON 442358N0244047E	CRV 075°/32.9 600	284° 47.6	<u>FL105</u> FL55		↓	+/- 5NM	VAMON IAR T285
△GIKUN 444013N0233811E	CRV 323°/24.4 600	-	Class C				

1	2	3	4	5	6	7	
<b>Z944</b> (RNAV 5)		53.9				For continuation, see AIP BULGARIA	
▲TIMUR (FIR BDRY) 434120N0241421E	CRV 154°/40.2 600	- 53.9	<u>FL105</u> FL95			+/- 5NM	POLUN IAR Y88
▲POLUN 441415N0251324E	FLR 227°/26.2 400	227°	Class C		↑		

1	2	3	4	5	6	7	
<b>Z945</b> (RNAV 5)		34.2					
△EVRIK 462107N0221432E	DVA 311°/43.7 900	080° 34.2	<u>FL105</u> FL85		↓	+/- 5NM	EVRIK IAR Z939, Z942
△TIDGA 462339N0230347E	DVA 001°/34.2 900	260°	Class C		↑		TIDGA IAR Y559

1	2	3	4	5	6	7	
<b>Z946</b> (RNAV 5)		12.0					
▲ARGES (FIR BDRY) 440456N0264936E	OPT 154°/32.7 300	343° 12.0	<u>FL105</u> FL95		↓	+/- 5NM	
▲OSTAL 441641N0264622E	OPT 148°/21.0 300	-	Class C				

1	2	3	4	5	6	7
<b>Z947</b> (RNAV 5)  ▲FOCSA 455941N0264123E  △TULNU 461650N0270016E	BCU 183°/31.5 1800	21.6				
		030°	FL105 FL45  Class C	↓  ↑	+/- 5NM	TULNU IAR T77
	21.6					
211°						

1	2	3	4	5	6	7
<b>Z948</b> (RNAV 5)  ▲LARMU 471501N0230809E  ▲KARIL (FIR BDRY) 474738N0222632E	SAT 155°/30.3 500	43.1				
		314°	FL105 FL85  Class C	↓  ↑	+/- 5NM	KARIL IAR Z949  For continuation, see AIP HUNGARY
	43.1					
134°						

1	2	3	4	5	6	7
<b>Z949</b> (RNAV 5)  ▲TISAD 473159N0223522E  ▲KARIL (FIR BDRY) 474738N0222632E	SAT 221°/17.0 500	16.8				
		333°	FL105 FL55  Class C	↓  ↑	+/- 5NM	TISAD IAR M423  KARIL IAR Z948  For continuation, see AIP HUNGARY
	16.8					
153°						

## ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	Remarks
1	2	3	4
ABATU	443241N 0254029E	STAR, IAC LROP	NIL
ABIDA	460400N 0204345E	STAR LRAR, STAR LRTR	NIL
ABIMO	464917N 0235008E	STAR, IAC LRCL	NIL
ABNEK	445259N 0252455E	SID LROP	NIL
ABOLO	470001N 0271959E	T223, Y33, SID LRIA, IAC LRIA	FRA (A): LRBC FRA (D): LRBC FRA (I)
ABORA	443308N 0262027E	STAR, IAC LRBS	NIL
ABRUT	442701N 0251059E	T285, STAR LRBS	FRA (A): LRBS FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
ABTER	461511N 0255030E	NIL	FRA (I)
ACMUQ	474648N 0234849E	NIL	FRA (I)
ADINA	434812N 0303018E	NIL	FRA (E): FL195-FL660: EVEN FRA (X): FL195-FL660: ODD
ADMEC	470751N 0263448E	T4, Y34	FRA (A): LRBC, LRSV FRA (D): LRBC, LRSV FRA (I)
ADUKU	465526N 0220000E	NIL	FRA (I)
ADULI	442719N 0255211E	STAR, IAC LRBS	NIL
ADUXI	455900N 0210407E	STAR LRAR, STAR LRTR	NIL
AFOPE	445358N 0284547E	IAC LRTC	NIL
AGASU	455252N 0214829E	STAR LRAR, STAR LRTR	NIL
AGMEL	464126N 0213416E	M423, Y572	FRA (A): LROD FRA (D): LROD FRA (I)
AGNEP	452700N 0225735E	NIL	FRA (I)
AKLEF	475538N 0252659E	NIL	FRA (E): ODD FRA (X) EVEN
AKUPO	470004N 0242344E	P133, SID/STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (D): LRCL FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
ALENO	435809N 0295029E	NIL	FRA (I)
ALOXU	454653N 0242029E	STAR LRBS	FRA (I): FL175-FL660
AMLAV	440943N 0294558E	NIL	FRA (I)
AMODA	443154N 0263004E	STAR LRBS/LROP	NIL
AMSIT	443251N 0263527E	STAR LRBS/LROP	NIL
ANASA	441843N 0223319E	Y88	FRA (D): LRCV FRA (X): EVEN
ANAVU	471539N 0231921E	T90	FRA (A): LRSM FRA (D): LRSM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
APROB	435824N 0250009E	NIL	FRA (I)
APSAM	470535N 0232156E	STAR/IAC LRCL, STAR LRTM	FRA (I): FL175-FL660
APTAN	462315N 0262056E	Z158	FRA (D): LRBC FRA (I)
ARCAZ	463320N 0212726E	M423	FRA (A): LRAR, LRTR FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
ARGES	440456N 0264936E	Z946	FRA (I): FL175-FL660
ARMOX	444050N 0262233E	ENTRY/EXIT POINT CTR LROP	NIL
ARNAX	442243N 0254946E	STAR LRBS	NIL
ARPIG	472008N 0271810E	P133, Y34, SID LRIA, IAC LRIA	FRA (A): LRSV FRA (D): LRSV FRA (I)

1	2	3	4
ASECA	453228N 0253229E	IAC LRBV	NIL
ASKUT	462411N 0281416E	NIL	FRA (I)
ASNEL	443212N 0261948E	NIL	FRA (I): FL175-FL660
ASTOD	463740N 0272337E	Z650	FRA (I)
ATSOS	465945N 0225115E	Z941, STAR LRCL, STAR LRTM	FRA (A): LRCL, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
AXUTA	465517N 0231251E	STAR LRCL, STAR LRTM	FRA (I): FL175-FL660
BABAK	442658N 0254629E	ENTRY/EXIT POINT CTR LRBS	NIL
BACAM	442807N 0232826E	T226, SID LRCV	FRA (I)
BADKA	452239N 0290639E	L130	FRA (D): LRTC FRA (E): ODD FRA (X): EVEN
BADOR	473425N 0220629E	Z921, Z932	FRA (A): LROD FRA (D): LROD FRA (I)
BAGRI	451112N 0294812E	NIL	FRA (E): ODD
BALBI	445418N 0254515E	NIL	FRA (I): FL175-FL660
BAMUD	475432N 0241235E	NIL	FRA (E): ODD FRA (X): EVEN
BAPGU	464727N 0271743E	NIL	FRA (I)
BARID	460832N 0210047E	IAC LRAR	NIL
BARUK	443229N 0283411E	NIL	FRA (I): FL175-FL660
BAVMA	464654N 0220338E	Z942	FRA (I)
BEGAL	443602N 0254619E	STAR LROP	NIL
BEKLU	441748N 0260730E	SID LRBS	NIL
BELMU	471902N 0272111E	P133, Y33, IAC LRIA	NIL
BEPES	452053N 0281920E	NIL	FRA (E): EVEN FRA (X): ODD
BESVA	460031N 0210842E	STAR LRAR, STAR LRTR	NIL
BIBOR	471609N 0250821E	P133	FRA (I)
BILRO	460706N 0241347E	SID LRBS	NIL
BINBI	434306N 0293808E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
BIRLU	440334N 0284509E	STAR LRCK	FRA (I): FL175-FL660
BIVBU	445514N 0241954E	NIL	FRA (I)
BOGVI	444203N 0263808E	STAR LRBS, LROP	NIL
BOKDO	470721N 0233839E	SID LRCL, SID LRTM	FRA (I): FL175-FL660
BRATY	473046N 0262555E	IAC LRSV	NIL
BUCSA	463012N 0262202E	Z78	FRA (I)
BUDOP	464115N 0212948E	Y572	FRA (I)
BUKAN	463154N 0225330E	Y559, Z939	FRA (I)
BUKEL	450440N 0254333E	SID LRBS/LROP	FRA (A): LRBV FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
BUKOV	475706N 0255730E	T4, SID LRSV, IAC LRSV	FRA (A): LRSV FRA (D): LRSV FRA (E): ODD FRA (X): EVEN
BUKUR	470713N 0252843E	NIL	FRA (I)
BULEN	434500N 0254900E	NIL	FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
BUNIR	444247N 0255039E	STAR LROP	NIL
BUSES	465533N 0280622E	Z924, Z940	FRA (I)
BUSOK	443157N 0263603E	STAR LROP/LRBS	NIL
BUXLE	462750N 0221143E	Z942	FRA (A): LROD FRA (D): LROD FRA (I)
BUZZE	473851N 0234737E	T33, SID/IAC LRBM	FRA (A): LRSM FRA (D): LRSM FRA (I)
CANJE	464138N 0265033E	IAC LRBC	NIL

1	2	3	4
CETUL	444151N 0283737E	L130, SID/IAC LRCK	FRA (A): LRCK, LRCT FRA (D): LRCK, LRCT FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175
CONWI	464339N 0223345E	Y559, Y572	FRA (A): LROD FRA (D): LROD FRA (I)
COZMU	460656N 0254542E	Z922	FRA (I)
DANUL	445424N 0282723E	T77, IAC LRCT	FRA (I)
DACXU	450434N 0251529E	NIL	FRA (I)
DEGET	462937N 0211602E	NIL	FRA (I): FL175-FL660
DENAK	450008N 0262608E	T74, SID/STAR LRBS/LROP	FRA (A): LRBS / LROP FRA (D): LRBS / LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DENUB	440359N 0292636E	SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DESUX	445623N 0255005E	SID LRBS, LROP	NIL
DEXIM	444233N 0264514E	STAR LROP	NIL
DEXUD	443225N 0253725E	STAR LROP	NIL
DIDIX	455320N 0210114E	SID/STAR LRTR	FRA (I): FL175-FL660
DIKER	443010N 0254928E	STAR LROP	NIL
DILAS	443322N 0254915E	STAR, IAC LROP	NIL
DILIM	443713N 0265038E	STAR LROP, LRBS	NIL
DINBA	443814N 0283134E	IAC LRCK	NIL
DINRO	434200N 0284830E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660
DIPUX	455318N 0215202E	STAR LRAR, STAR LRTR	NIL
DIRAL	443039N 0273315E	Z936, SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
DIRCO	463558N 0271517E	Z650, SID/IAC LRBC	FRA (I)
DIRER	445918N 0212435E	NIL	FRA (X): EVEN
DITAX	452808N 0222014E	SID LRAR, SID LRTR	FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD
DIVEL	453119N 0211825E	STAR LRAR, LRTR	NIL
DOBOK	472936N 0272810E	NIL	FRA (I)
DOHAC	443515N 0283109E	IAC LRCK	NIL
DOKUD	462807N 0245721E	Z78, SID/STAR LRCL, SID/STAR LRBS, SID/STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (D): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
DONOX	441105N 0255424E	STAR LROP, LRBS	NIL
DOTEV	462327N 0240124E	STAR LRBS, SID LRTM	NIL
DUNAV	450738N 0282855E	Z934, IAC LRCT	FRA (I)
EBCOL	455918N 0254909E	Z922, SID/STAR LRVB	FRA (I)
EBEKU	442645N 0280729E	STAR LRCK	FRA (I): FL175-FL660
EBILO	465123N 0233125E	STAR LRCL, STAR LRTM	FRA (I): FL175-FL660
EDETA	454608N 0245552E	STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
EFJAS	440107N 0273009E	NIL	FRA (D): LRBS / LROP
EKNAB	454340N 0223003E	NIL	FRA (I): FL175-FL660
EKRAT	462626N 0240819E	SID LRCL, STAR LRTM	NIL
EKSUN	445514N 0261708E	SID LRBS, LROP	FRA (I): FL175-FL660

1	2	3	4
ELDET	441710N 0234521E	T226, Y88	FRA (I)
ELROM	464431N 0230155E	Y572, Z939, SID LRCL, SID LRTM	FRA (D): LRCL, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
ELSEK	460755N 0240708E	SID LRSB	NIL
ELTIX	454018N 0251850E	IAC LRBV	NIL
ELVAB	440952N 0250527E	NIL	FRA (I)
EMBIB	455332N 0233814E	STAR LRCL, STAR LRTM	NIL
EMPOS	454728N 0234348E	STAR LRSB	FRA (I): FL175-FL660
ENIMA	450446N 0245409E	NIL	FRA (I)
ENITU	465442N 0233738E	STAR LRCL, STAR LRTM	NIL
ENOSO	462745N 0244541E	STAR LRCL, SID LRTM	NIL
EPCAR	464916N 0264213E	T4	FRA (I)
EPUPO	454948N 0243055E	STAR LRSB	NIL
EPURA	454642N 0243018E	STAR LRCL	NIL
ERBIZ	481039N 0261939E	NIL	FRA (E): ODD FRA (X): EVEN
EROMO	475713N 0235647E	NIL	FRA (E): ODD FRA (X): EVEN
ERUKO	454951N 0220528E	STAR LRAR, STAR LRTR	FRA (I): FL175-FL660
ESUXU	442731N 0262606E	STAR LRBS, LROP	NIL
ETEPA	463140N 0244320E	STAR LRTM	FRA (I): FL175-FL660
ETOGO	444812N 0263949E	SID LRBS, LROP	NIL
ETUXA	444935N 0261757E	SID LRBS, LROP	NIL
EVIKA	453645N 0273050E	T77	FRA (I)
EVNUR	461131N 0210110E	IAC LRAR	NIL
EVRIK	462107N 0221432E	Z939, Z942, Z945	FRA (I)
FABZO	472612N 0232659E	T995, SID/IAC LRBM	FRA (I)
FIKHU	471337N 0215739E	IAC LROD	NIL
FOCSA	455941N 0264123E	T74, Z947	FRA (A): LRBC FRA (D): LRBC FRA (I)
GALMI	440800N 0300132E	NIL	FRA (I)
GANNA	464207N 0220541E	Z942	FRA (I)
GAROC	463728N 0263447E	Z933	FRA (I)
GESBA	455522N 0214724E	NIL	FRA (I): FL175-FL660
GIKUN	444013N 0233811E	Z943	FRA (I)
GITMU	455349N 0211852E	NIL	FRA (I): FL175-FL660
GOMDI	445154N 0255640E	SID LRBS, LROP	NIL
GORER	444651N 0260448E	ENTRY/EXIT POINT CTR LROP	NIL
GOTOB	443555N 0261603E	Otopeni CTR, VFR route	NIL
GOVIN	453842N 0210852E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
GOVOX	453619N 0211823E	STAR LRTR	NIL
GOXGE	462216N 0211149E	NIL	FRA (I): FL175-FL660
GUDIV	443151N 0253838E	STAR LROP	NIL
GUPRO	452719N 0215341E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
GURSA	443026N 0260716E	STAR LROP	NIL
GUXVA	464448N 0270407E	T223, SID/IAC LRBC	FRA (A): LRIA FRA (D): LRIA FRA (I)
HUMOR	473053N 0255235E	P133, T33, SID LRSV, IAC LRSV	FRA (A): LRSV FRA (D): LRSV FRA (I)
IBAVA	460217N 0241503E	STAR LRCL, STAR LRTM	NIL
IBGIR	462639N 0263359E	Z158	FRA (I)
IBINU	455505N 0231644E	STAR LRCL, STAR LRSB, STAR LRTM	FRA (A): LRCL, LRSB, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
ICJAV	473818N 0245409E	NIL	FRA (I)
IDARU	443825N 0265854E	Z936, SID/STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN

1	2	3	4
IDOMO	434816N 0244850E	NIL	FRA (I)
IFIXA	472025N 0272841E	IAC LRIA	NIL
IMMOC	460000N 0271311E	T77	FRA (A): LRBC FRA (D): LRBC FRA (I)
INBID	464736N 0261234E	Z933	FRA (D): LRBC FRA (I)
INDOR	443945N 0260644E	STAR LROP	NIL
INGOP	452555N 0210859E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
INVED	460928N 0202405E	NIL	FRA (I): FL175-FL660
IPDIS	460941N 0241423E	STAR LRCL, STAR LRTM	NIL
IPRAS	444123N 0262849E	STAR LRBS, LROP	NIL
IPTOL	461728N 0240241E	STAR LRSB, SID LRTM	FRA (I): FL175-FL660
IRDUM	434324N 0292322E	NIL	FRA (I): FL175-FL660
IRLIT	470544N 0231313E	IAC LRCL	NIL
IRLOX	453808N 0241102E	SID LRCL, SID LRSB, SID LRTM	FRA (A): LROP FRA (D): LRCL, LRSB, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
IRLUP	464631N 0235914E	STAR LRCL, SID LRTM	NIL
IRMAM	451331N 0284323E	T77	FRA (E): ODD
ITVAX	454926N 0242826E	STAR LRCL, STAR LRTM	NIL
ITVUK	442801N 0263303E	STAR LRBS, LROP	NIL
IVDEK	442831N 0264000E	STAR LRBS, LROP	FRA (I): FL175-FL660
IXORI	464313N 0231432E	STAR LRCL	FRA (I): FL175-FL660
IXUBA	463627N 0235835E	SID LRCL, STAR LRTM	FRA (I): FL175-FL660
IZDUW	472039N 0215524E	NIL	FRA (I)
JIBOU	472929N 0230730E	T90, IAC LRSM	FRA (I)
KARIL	474738N 0222632E	T33, Z948, Z949, IAC LRSM	FRA (A): LRSM FRA (D): LRSM FRA (I)
KEGAD	465508N 0242008E	STAR LRTM	NIL
KAJNA	442715N 0255730E	Băneasa CTR, VFR route	NIL
KEDZE	475245N 0225646E	IAC LRSM	NIL
KENUX	461732N 0264604E	T74, SID/IAC LRBC	FRA (I)
KERLO	471502N 0270000E	Y34	FRA (I)
KODRU	461132N 0280726E	NIL	FRA (I)
KOMAN	435900N 0261300E	L622	FRA (I): FL175-FL660
KONIM	441243N 0284957E	STAR LRCK	FRA (I): FL175-FL660
KOZBO	453606N 0252211E	IAC LRBV	NIL
LAMIT	450614N 0232229E	Z938	FRA (A): LRCV, LROP FRA (D): LRCV FRA (I)
LAPKA	451734N 0263033E	T74	FRA (A): LRBV FRA (D): LRBV FRA (I)
LARMU	471501N 0230809E	Z948, SID/STAR LRCL, SID/STAR LRTM	FRA (A): LRCL, LRTM FRA (D): LRCL, LRTM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
LATCU	465001N 0222256E	Y559	FRA (I)
LEBAT	452211N 0253343E	SID/STAR LRBV	FRA (I)
LELTI	441740N 0232532E	Y88, SID LRCV	FRA (I)
LEMPA	444337N 0282607E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
LERVU	441146N 0285236E	STAR LRCK	NIL
LESVO	465707N 0274920E	Y32, SID LRIA, IAC LRIA	FRA (I)
LEVTA	443522N 0262435E	STAR, IAC LROP	FRA (I): FL175-FL660
LILGU	443245N 0262240E	ENTRY/EXIT POINT CTR LRBS	NIL
LIVGA	443643N 0262440E	SID LROP	NIL
LOBKI	451041N 0285457E	L130	FRA (I)
LOMOS	435000N 0231500E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
LOVIS	443710N 0264010E	STAR LROP	NIL
LUGEB	434408N 0283004E	NIL	FRA (I): FL175-FL660

1	2	3	4
LUPUK	442446N 0293646E	NIL	FRA (I)
LUROD	443829N 0263243E	STAR LRBS/LROP	NIL
LUSOM	452449N 0212658E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
LUTUP	442610N 0263058E	STAR LRBS	NIL
LUXOT	455113N 0213510E	STAR LRAR, STAR LRTR	NIL
MASEB	443209N 0254530E	STAR LRBS	NIL
MASTE	454726N 0254826E	IAC LRBV	NIL
MAVIT	451424N 0211830E	SID/STAR LRAR, SID/STAR LRTR	FRA (A): LRAR,LRTR,LYBE,LYBT,LYVR FRA (D): LRAR, LRTR FRA (E): FL175-FL660
MEDUD	460759N 0205327E	SID LRAR, SID LRTR	FRA (I): FL175-FL660
MEGIK	471230N 0215140E	NIL	FRA (I)
MEREC	474201N 0230603E	IAC LRBM	NIL
MIKVI	462955N 0260733E	Z78	FRA (A): LRBC FRA (D): LRBC FRA (I)
MIVNU	443313N 0281723E	STAR LRCK	FRA (I): FL175-FL660
MIVSA	455420N 0212823E	NIL	FRA (I): FL175-FL660
MOBLU	441146N 0292650E	SID LRCK	FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
MOBRA	455152N 0244910E	STAR LRCL, STAR LRBS, STAR LRTM	FRA (A): LRCL, LRBS, LRTM FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
MOPUG	460949N 0204229E	SID LRTR, SID LRAR	FRA (D): LRAR, LRTR FRA (I): FL175-FL660
MORAX	443021N 0261422E	Băneasa CTR, VFR route	NIL
MOSOP	434309N 0293149E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
NAMUV	442259N 0280459E	STAR LRCK	NIL
NARKA	471454N 0215136E	Z941, Z942	FRA (I)
NAVOD	434521N 0243335E	T226	FRA (A): LRCV FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
NECCO	441852N 0233726E	IAC LRCV	NIL
NEKUL	453100N 0223512E	STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NEPOT	455737N 0230517E	NIL	FRA (I)
NERDI	451846N 0234211E	NIL	FRA (I)
NETUL	444143N 0265843E	Z930, SID/STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NIGAB	443236N 0262936E	SID LRBS	NIL
NIGEV	435841N 0244514E	NIL	FRA (I)
NOPTI	461855N 0215947E	Z939, SID/STAR LRAR, SID/STAR LRTR	FRA (A): LRAR, LRTR FRA (D): LRAR, LRTR FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
NULGO	440242N 0234302E	NIL	FRA (I)
NUNTA	470615N 0275130E	NIL	FRA (I)
NURPO	442807N 0291856E	STAR LRCK	FRA (A): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
OBARA	470153N 0224259E	Z941	FRA (A): LROD FRA (D): LROD FRA (I)

1	2	3	4
OBCAS	453455N 0255025E	SID/STAR LRBV	FRA (I)
OBELA	443244N 0254938E	STAR, IAC LROP	FRA (I): FL175-FL660
OBUDO	443804N 0261112E	Otopeni CTR	NIL
OBUGA	440632N 0260539E	L622, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
OCSIH	474023N 0271748E	NIL	FRA (I)
ODCIH	465158N 0213606E	NIL	FRA (I)
OGATA	444846N 0300751E	NIL	FRA (E): EVEN
OGUPI	443632N 0260420E	Otopeni CTR, VFR route	NIL
OKAGO	444749N 0263420E	STAR LRBS, LROP	NIL
OKAXA	464911N 0235637E	SID LRTM	NIL
OKIGO	474118N 0231102E	IAC LRBM	NIL
OKLIV	471618N 0233121E	T995	FRA (A): LRBM FRA (D): LRBM FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
OLMIP	460243N 0222212E	NIL	FRA (I): FL175-FL660
OLNOR	442318N 0261918E	SID LRBS/LROP	NIL
OMISU	454800N 0213612E	IAC LRTR	FRA (I): FL175-FL660
ORBUF	453447N 0252433E	IAC LRBV	NIL
ORSUT	441034N 0260433E	SID LRBS/LROP	NIL
ORTIP	435840N 0251959E	NIL	FRA (I): FL175-FL660
ORVET	442443N 0253926E	STAR LRBS	NIL
ORXIK	470907N 0221443E	Z941	FRA (I)
OSDOR	445835N 0300300E	NIL	FRA (X): EVEN
OSTAL	441641N 0264622E	Z946, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
OSTOV	434700N 0234800E	NIL	FRA (I): FL175-FL660 FRA (X): FL165-FL175: ODD
OTRIX	455257N 0241700E	STAR LRCL, SID LRSB, STAR LRTM	NIL
OVDOT	443220N 0225837E	T139	FRA (A): LRCV FRA (I)
OXDOC	450148N 0251114E	NIL	FRA (I)
OZZET	441918N 0241037E	IAC LRCV	NIL
PADGU	444643N 0223638E	NIL	FRA (I)
PANZU	440212N 0240813E	T139, T226, IAC LRCV	FRA (I)
PASKA	472003N 0262954E	T4, SID LRSV, IAC LRSV	FRA (I)
PATWA	442840N 0260422E	Băneasa CTR, VFR route	NIL
PELES	461302N 0270312E	T77	FRA (A): LRBC FRA (D): LRBC FRA (I)
PELUR	451712N 0252918E	NIL	FRA (I)
PEMOK	442153N 0242054E	T285, T899, IAC LRCV, SID LRCV	FRA (A): LROP FRA (I)
PEMUT	474107N 0231253E	IAC LRBM	NIL
PEQIN	463836N 0271338E	Z924	NIL
PETAV	443409N 0262442E	ENTRY/EXIT POINT CTR LROP	NIL
PETOS	442836N 0252715E	STAR LRBS	FRA (I): FL175-FL660
PEVEX	440412N 0282655E	IAC LRCK	FRA (I): FL175-FL660
PEXAL	444300N 0260529E	SID LROP	FRA (I): FL175-FL660
PIKUV	460330N 0240541E	STAR LRSB	NIL
PILAT	444926N 0280552E	T4, T77, SID/STAR LRCK	FRA (A): LRCK, LRTC FRA (D): LRCK, LRTC FRA (I): FL175-FL660 FRA (E): FL105-FL175 FRA (X): FL105-FL175
PINUB	461913N 0241128E	SID LRSB, STAR LRTM	NIL
PIRIG	464932N 0274344E	Y32, Z931	FRA (I)
PITIS	443435N 0283102E	STAR, IAC LRCK	NIL

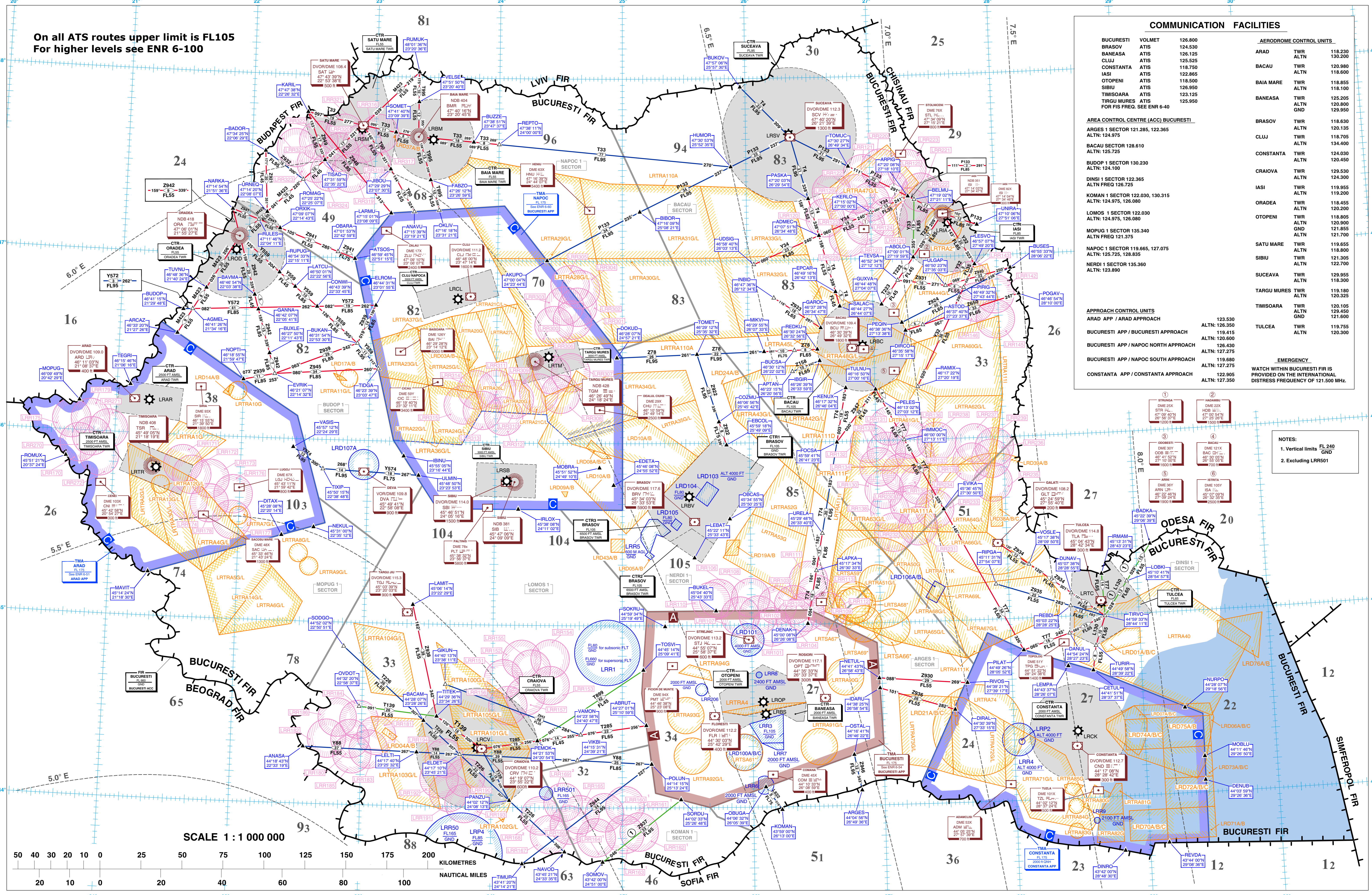
1	2	3	4
POGAV	464654N 0281000E	Z650	FRA (A): LRBC FRA (D): LRBC FRA (I)
POLUN	441415N 0251324E	Y88, Z944, SID LRBS/LROP	FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
PRAOS	474424N 0264129E	IAC LRSV	NIL
PUBPE	473140N 0224932E	IAC LRSM	NIL
RAMIX	461722N 0272019E	Y32	FRA (I)
RAMOD	474954N 0261721E	IAC LRSV	NIL
RARIT	443604N 0262453E	STAR, IAC LROP	NIL
RASAR	443726N 0254443E	ENTRY/EXIT POINT CTR LROP	NIL
RASUB	435844N 0252506E	NIL	FRA (I): FL175-FL660
REBDI	450322N 0282825E	Z935	FRA (I)
REBLA	464536N 0234441E	NIL	FRA (I): FL175-FL660
REDKU	463024N 0263256E	Z78, SID/IAC LRBC	FRA (I)
REPTO	473811N 0240000E	T33	FRA (A): LRBM FRA (D): LRBM FRA (I)
REVDA	434400N 0290836E	STAR LRCK	FRA (A): LRCK FRA (I): FL175-FL660
RIDPA	443719N 0262914E	SID LROP	NIL
RILAS	471944N 0223637E	NIL	FRA (I)
RIPGA	451131N 0275407E	Z935	FRA (D): LRTC FRA (I)
RIRUX	443202N 0260406E	Otopeni CTR, VFR route	NIL
RISUC	455251N 0254224E	IAC LRBV	NIL
RIVKA	474227N 0262959E	IAC LRSV	NIL
RIVOS	443921N 0273917E	Z930, SID/STAR LRCK	FRA (A): LRCK FRA (D): LRCK FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
ROMAG	472522N 0222507E	M423, Z932	FRA (A): LROD, LRSM FRA (D): LROD, LRSM FRA (I)
ROMOL	474408N 0250251E	NIL	FRA (E): ODD FRA (X): EVEN
ROMUX	455121N 0203724E	STAR LRAR, STAR LRTR	NIL
RONBU	440306N 0262954E	NIL	FRA (I): FL175-FL660
ROBTI	443005N 0255635E	Otopeni CTR, VFR route	NIL
RUCCU	475149N 0261629E	IAC LRSV	NIL
RUKAT	443835N 0260940E	SID LROP	NIL
RULES	471146N 0220411E	M423, Z941	FRA (I)
RUMUK	480136N 0232036E	M423, T995	FRA (A): LRSM, LRBM FRA (D): LRSM, LRBM FRA (E): ODD FRA (X): EVEN
RUPUG	465433N 0221511E	Y559	FRA (I)
RUSAG	455824N 0241552E	SID LRBS	FRA (I): FL175-FL660
RUTUV	462425N 0240613E	STAR LRSM	FRA (I): FL175-FL660
SALAC	464427N 0264407E	T4, SID/IAC LRBC	FRA (I)
SETCU	462049N 0265843E	IAC LRBC	NIL
SISGU	442210N 0252753E	SID LRBS, LROP	NIL
SOBSA	460253N 0250514E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: ODD FRA (X): FL105-FL175: EVEN
SODGO	445202N 0225051E	T226	FRA (D): LRCV FRA (I)
SOKRU	445934N 0251949E	SID LRBS, LROP	FRA (D): LRBS, LROP FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
SOMET	474140N 0230939E	T33, IAC LRBM, LRSM	FRA (I)
SOMOV	434200N 0245100E	Z937	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN

1	2	3	4
SONOB	443123N 0254558E	ENTRY/EXIT POINT CTR LROP	NIL
SORDU	440233N 0252648E	Z937, STAR LRBS/LROP	FRA (A): LRBS, LROP FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
SORUR	443446N 0255357E	Otopeni CTR, VFR route	NIL
SOSIL	452105N 0211828E	SID/STAR LRTR	NIL
SUSUR	443647N 0264435E	STAR LROP	NIL
TALAM	440511N 0302619E	NIL	FRA (X): FL195-FL660: ODD
TEGRI	461546N 0210616E	STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660
TERTI	450518N 0283952E	IAC LRTC	NIL
TESTU	444506N 0260411E	STAR LROP	NIL
TEVRO	442047N 0253007E	STAR LRBS, LROP	FRA (I): FL175-FL660
TEVSA	465234N 0271212E	T223, Z931	FRA (I)
TIDGA	462339N 0230347E	Y559, Z945	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN FRA (X): FL105-FL175: ODD
TIMUR	434120N 0241421E	Z944	FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
TINPU	442141N 0281016E	SID LRCK	NIL
TIPOV	465051N 0235711E	STAR/IAC LRCL	NIL
TIRVO	445933N 0284411E	L130, T77, Z934, Z935	FRA (I)
TISAD	473159N 0223522E	M423, Z949, IAC LRSM	FRA (I)
TITEK	442936N 0233426E	T139, Z938, IAC LRCV, SID LRCV	FRA (I)
TIXIP	455015N 0223848E	Y574	FRA (I): FL175-FL660
TOBAG	442238N 0264210E	STAR LRBS, LROP	NIL
TOMET	462912N 0253532E	Z78, Z922	FRA (A): LRBV FRA (D): LRBV FRA (I)
TOMPU	464511N 0232710E	SID LRTR	NIL
TOMUC	473027N 0264934E	P133, SID, IAC LRSV	FRA (A): LRIA FRA (D): LRIA FRA (I)
TOSVI	444514N 0250941E	T899, STAR LROP	FRA (D): LRCV FRA (I): FL175-FL660 FRA (X): FL105-FL175: ODD
TULNU	461650N 0270016E	T77, Z947, SID/IAC LRBC	FRA (I)
TUMOP	441904N 0261750E	STAR LRBS, LROP	FRA (I): FL175-FL660
TUREC	475754N 0243459E	NIL	FRA (E): ODD FRA (X): EVEN
TUREL	444244N 0301010E	NIL	FRA (X): ODD
TURIR	444958N 0283922E	L130, IAC LRTC	FRA (I)
TUTIX	441424N 0253108E	STAR LRBS, LROP	NIL
TUVEK	445355N 0284014E	IAC LRTC	NIL
TUVNU	464836N 0214024E	M423	FRA (I)
UBAXI	453042N 0221247E	SID LRTR	NIL
UBOGU	444547N 0244006E	NIL	FRA (I)
UCJOL	473023N 0245354E	NIL	FRA (I)
UCOBE	443503N 0283108E	IAC LRCK	NIL
UDRIB	443447N 0255531E	Otopeni CTR	NIL
UDSIG	465840N 0260313E	Y34	FRA (I)
ULGAP	465023N 0273503E	Z931, Z940	FRA (I)
ULMIN	454850N 0232353E	Y574, SID LRBS	FRA (D): LRBS FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
UNIRA	471006N 0275106E	P133, SID, IAC LRIA	FRA (A): LRIA FRA (D): LRIA FRA (I)
UNUSU	443211N 0261445E	Otopeni CTR, VFR route	NIL
UPAMA	433735N 0252506E	NIL	FRA (I): FL175-FL660 FRA (E): FL105-FL175: EVEN
UPJAW	474836N 0271412E	NIL	FRA (I)
UPOLI	455306N 0240753E	STAR LRBS	NIL
URELA	452948N 0263340E	T74	FRA (I)

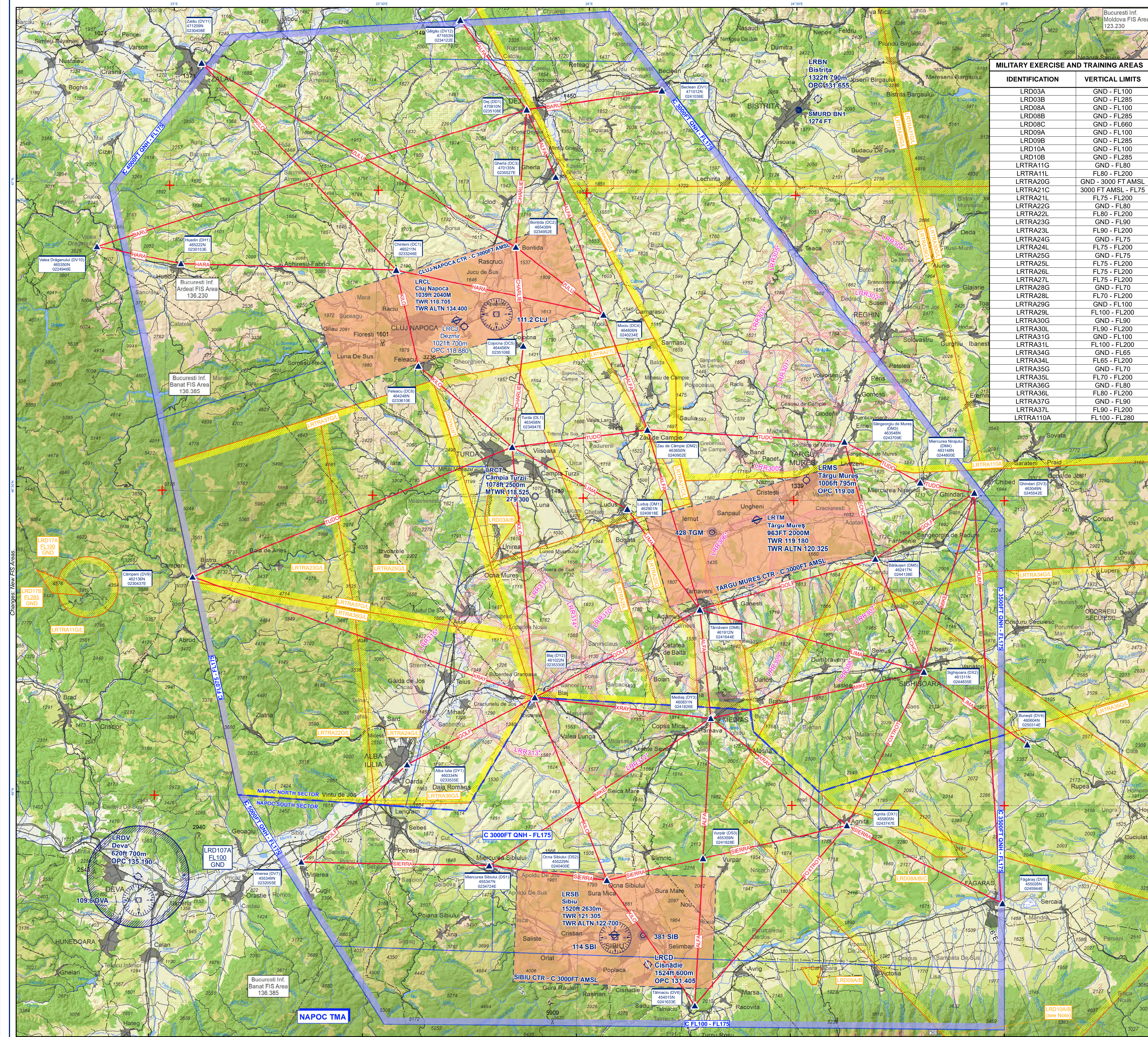
1	2	3	4
URNEQ	471420N 0220807E	M423, Z921	FRA (I)
USIRO	441430N 0254553E	SID LRBS/LROP	FRA (I): FL175-FL660
USHUZ	454646N 0280828E	NIL	FRA (I)
UTIDI	441510N 0261402E	STAR LRBS, LROP	NIL
UTOKI	444439N 0255153E	SID LRBS, LROP	NIL
UVALU	444239N 0252639E	STAR LROP	FRA (I): FL175-FL660
UXULA	460200N 0241236E	STAR LRCL, STAR LRTM	NIL
VADBI	455454N 0210654E	IAC LRTR	NIL
VADNU	442225N 0285240E	STAR LRCK	FRA (I): FL175-FL660
VAKIS	435108N 0284329E	NIL	FRA (I): FL175-FL660
VAKUP	445436N 0261802E	SID LRBS/LROP, STAR LRBS	NIL
VAMES	472048N 0233340E	NIL	FRA (I): FL175-FL660
VAMON	442358N 0244047E	T285, Z943	FRA (A): LRCV FRA (D): LRCV FRA (I)
VASIS	455712N 0222429E	Y574, STAR LRAR, STAR LRTR	FRA (A): LRAR, LRTR FRA (I): FL175-FL660 FRA (X): FL105-FL175: EVEN
VEDAP	445016N 0254306E	SID LRBS/LROP	NIL
VELIP	444618N 0213200E	NIL	FRA (A): LROP FRA (E): ODD
VELSE	475150N 0232040E	T995, SID/IAC LRBM	FRA (I)
VEVIN	444247N 0263907E	NIL	FRA (I): FL175-FL660
VIBUD	465031N 0235538E	STAR/IAC LRCL	FRA (I): FL175-FL660
VIKBI	441531N 0243921E	Y88	FRA (I)
VILIS	472424N 0273503E	NIL	FRA (I)
VOSLE	451738N 0280950E	Z934	FRA (I)
XANAN	460703N 0241403E	SID LRSB	NIL
XEBUN	454647N 0242615E	STAR LRSB	NIL
YETZI	470134N 0274527E	IAC LRIA	NIL
ZUBOK	460622N 0214212E	SID LRTR	FRA (I): FL175-FL660
ZULOC	451910N 0250000E		FRA (A): LRBV FRA (D): LRBV FRA (I)
ZUPZU	474110N 0231222E	IAC LRBM	NIL

Legend for FRA relevance: (E)=Horizontal Entry point, (X)=Horizontal Exit point, (I)=Intermediate point, (A)=Arrival Connecting point, (D)=Departure Connection point

Table with 2 columns: Identification, Vertical limits. Lists Temporary Reserved Areas (TRA) and Dangerous Areas (DANGEROUS AREAS) with their respective vertical limits and geographical coordinates.



LEGEND section containing symbols and definitions for EN ROUTE, Terminal Control Area (TMA), Control Zone (CTR), Direction of ATS RNAV Route, ATS RNAV Route, Military exercise and training Areas, Prohibited, Restricted and Danger Areas, CTA Sector, and Identification for radio navigation aids (NAVAID).



### NAPOC TMA VFR ROUTES

TARGU MURES TOWER	119.180
TARGU MURES TOWER ALTN	120.325
TARGU MURES ATIS	125.950

SIBIU TOWER	121.305
SIBIU TOWER ALTN	122.700
SIBIU ATIS	126.950

CLUJ TOWER	118.705
CLUJ TOWER ALTN	134.400
CLUJ ATIS	125.525

NAPOC APPROACH	126.430
NAPOC APPROACH ALTN	127.275
NAPOC NORTH APPROACH	126.430
NAPOC NORTH APPROACH ALTN	127.275
NAPOC SOUTH APPROACH	119.680
NAPOC SOUTH APPROACH ALTN	127.275

BUCEURESTI INFORMATION - MOLDOVA FIS AREA	123.230
BUCEURESTI INFORMATION - ARDEAL FIS AREA	136.230
BUCEURESTI INFORMATION - BANAT FIS AREA	136.385
BUCEURESTI INFORMATION - MUNTENIA & OLTENIA FIS AREA	129.400

### MILITARY EXERCISE AND TRAINING AREAS

IDENTIFICATION	VERTICAL LIMITS
LRD03A	GND - FL100
LRD03B	GND - FL285
LRD08A	GND - FL100
LRD08B	GND - FL285
LRD08C	GND - FL680
LRD09A	GND - FL100
LRD09B	GND - FL285
LRD10A	GND - FL100
LRD10B	GND - FL285
LRTRA11G	GND - FL80
LRTRA11L	FL80 - FL200
LRTRA20G	GND - 3000 FT AMSL
LRTRA21C	3000 FT AMSL - FL75
LRTRA21L	FL75 - FL200
LRTRA22G	GND - FL80
LRTRA22L	FL80 - FL200
LRTRA23G	GND - FL90
LRTRA23L	FL90 - FL200
LRTRA24G	GND - FL75
LRTRA24L	FL75 - FL200
LRTRA25G	GND - FL75
LRTRA25L	FL75 - FL200
LRTRA26L	FL75 - FL200
LRTRA27L	FL75 - FL200
LRTRA28G	GND - FL70
LRTRA28L	FL70 - FL200
LRTRA29G	GND - FL100
LRTRA29L	FL100 - FL200
LRTRA30G	GND - FL90
LRTRA30L	FL90 - FL200
LRTRA31G	GND - FL100
LRTRA31L	FL100 - FL200
LRTRA34G	GND - FL65
LRTRA34L	FL65 - FL200
LRTRA35G	GND - FL70
LRTRA35L	FL70 - FL200
LRTRA36G	GND - FL80
LRTRA36L	FL80 - FL200
LRTRA37G	GND - FL90
LRTRA37L	FL90 - FL200
LRTRA10A	FL100 - FL280

### LEGEND

ICAO Location Indicator: URSB, Sibiu, Location Name

Elevation [ft]: 353FT, 1620M, Length of the longest runway [m]

Communication Channel/Frequency: TWR 121.50, (MTR Military Tower)

OPC (Operational Control) not available for ATIS

Locality Name: Ghindari, (DV3), Location Name

Latitude: 463049N, Location Name

Longitude: 0245542E, Location Name

Note: For planning purposes, ONLY the points code will be used.

Civil Land - paved runway	Civil Land - unpaved runway	Helipoint
Civil Land - unpublished	Military Land	Helipoint - unpublished
Joint civil and military Land	Emergency aerodrome of aerodrome with no facilities	Abandoned or closed aerodrome

Compass Rose: VOR/DME, VOR, NDB

Frequency Identification: 112.7 GND, 5° E, Sogonic line (2023.5)

Airspace Class C TMA (unpublished): Prohibited, Restricted and Danger Area with identification and vertical limits

Airspace Class C TMA Sector: TMA Sector

Airspace Class C TMA Subsector: TMA Subsector

Military exercise and training Areas (LRD, LRTR, LRTRSA):

Reporting point: VFR Route

Obstacle (with elevation [ft/MSL]): 7503, The elevation of the highest spot

Lighted obstacle (with elevation [ft/MSL]): 7503, Spot elevation

Group obstacles (with elevation [ft/MSL]): 7503, ELEV. ALT. HEIGHTS IN FT

Lighted group obstacles (with elevation [ft/MSL]): 7503, Spot elevation

Man-made obstacles with elevation (ft/MSL):

Built-up area: Village

Highway: Orchard

Primary road: Vineyard

Secondary road: River

Railroad: Lakes

Power Line: Swamp

Bridge:

Cable car installation:

Tunnel:

Note: In case LRD10A/LRD10B is active, VFR flights shall use the following transit corridor for crossing the area: Sibiu/URSB (454610N 0241006E) - Fagăraş (455000N 0245800E) - 454552N 0252338E - Ghimbav/LRBG (454110N 0253144E), GND - 2000 FT AGL, 1 NM left/right of centre line.

1:300000

0 5 10 20 KM

0 4 8 16 NM

Source: AIGA, USGS, ESRI ROMANIA, OpenStreetMap, EuroGeographics

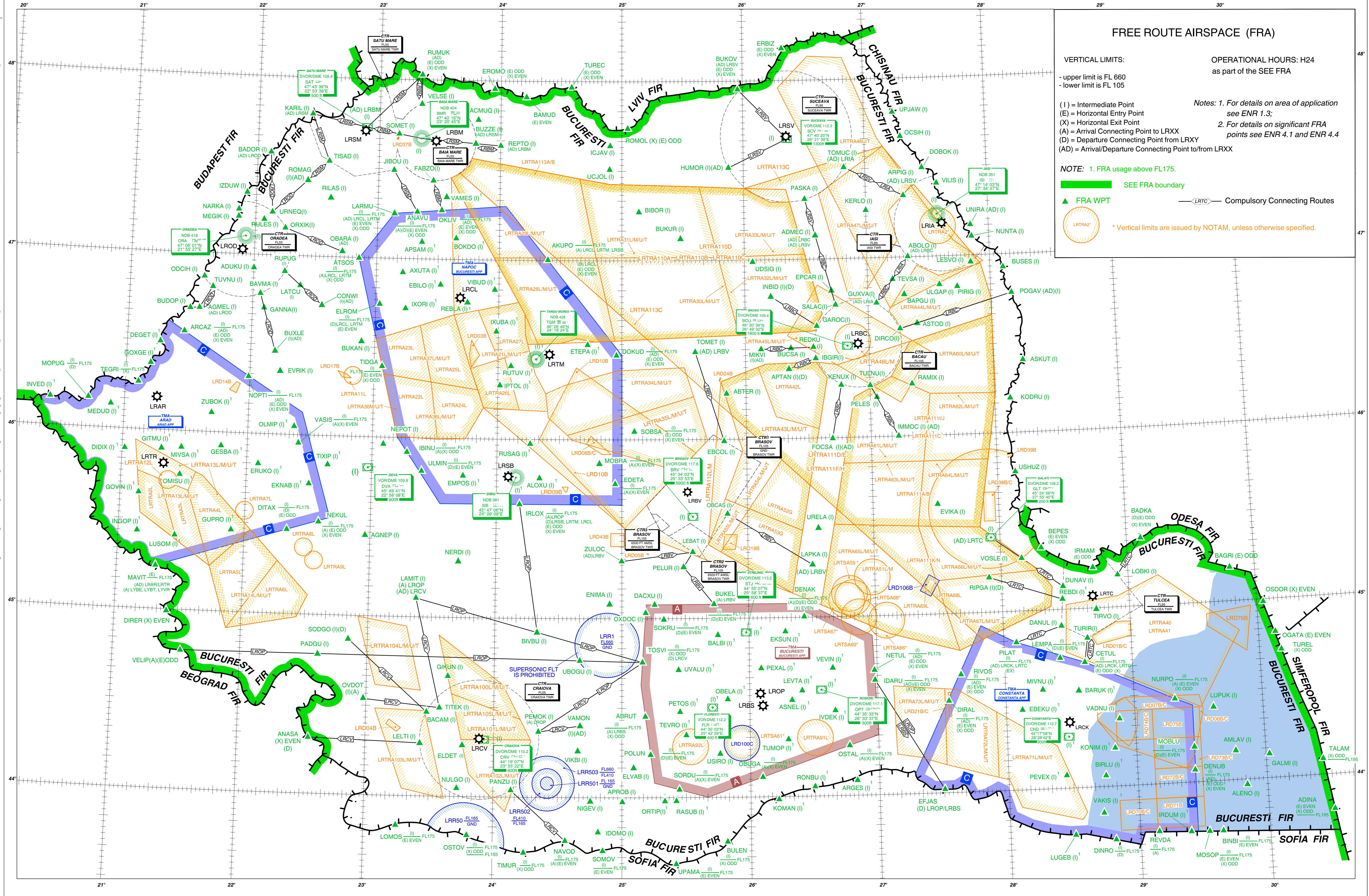
Topographical base: 2015 - 2024

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Chart compiled and drawn by the AIM UNIT

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TEMPORARY RESERVED AREAS (TRA)		TEMPORARY RESERVED AREAS (TRA)	
Identification	Vertical limits	Identification	Vertical limits
LRTRA2L	3500 FT AMSL - FL200	LRTRA54T	FL350 - FL660
LRTRA3L	5500 FT AMSL - FL200	LRTRA55L	FL130 - FL200
LRTRA4L	5500 FT AMSL - FL200	LRTRA55M	FL200 - FL280
LRTRA5L	FL80 - FL200	LRTRA55U	FL280 - FL350
LRTRA6L	FL80 - FL200	LRTRA55T	FL350 - FL660
LRTRA7L	4000 FT AMSL - FL200	LRTRA60L	5000 FT AMSL - FL200
LRTRA8L	FL90 - FL200	LRTRA60M	FL200 - FL280
LRTRA9L	FL105 - FL200	LRTRA60U	FL280 - FL350
LRTRA11L	FL80 - FL200	LRTRA60T	FL350 - FL660
LRTRA12L	3500 FT AMSL - FL200	LRTRA61L	FL65 - FL200
LRTRA13L	5500 FT AMSL - FL200	LRTRA61M	FL280 - FL350
LRTRA13M	FL200 - FL280	LRTRA61U	FL350 - FL660
LRTRA13U	FL280 - FL350	LRTRA61T	FL350 - FL660
LRTRA13T	FL350 - FL660	LRTRA62L	4500 FT AMSL - FL200
LRTRA14L	FL80 - FL200	LRTRA62M	FL200 - FL280
LRTRA14M	FL200 - FL280	LRTRA62U	FL280 - FL350
LRTRA14U	FL280 - FL350	LRTRA62T	FL350 - FL660
LRTRA14T	FL350 - FL660	LRTRA63L	FL65 - FL200
LRTRA21L	FL75 - FL200	LRTRA63M	FL200 - FL280
LRTRA21M	FL280 - FL350	LRTRA63U	FL280 - FL350
LRTRA21U	FL350 - FL660	LRTRA63T	FL350 - FL660
LRTRA22L	FL350 - FL660	LRTRA64L	4000 FT AMSL - FL200
LRTRA22M	FL80 - FL200	LRTRA64M	FL200 - FL280
LRTRA22U	FL200 - FL280	LRTRA64U	FL280 - FL350
LRTRA23L	FL90 - FL200	LRTRA65L	5500 FT AMSL - FL200
LRTRA23M	FL200 - FL280	LRTRA65M	FL200 - FL280
LRTRA23U	FL280 - FL350	LRTRA65T	FL350 - FL660
LRTRA24L	FL75 - FL200	LRTRA66L	FL200 - FL280
LRTRA24M	FL280 - FL350	LRTRA66M	FL280 - FL350
LRTRA24U	FL350 - FL660	LRTRA66T	FL350 - FL660
LRTRA25L	FL75 - FL200	LRTRA67L	5000 FT AMSL - FL200
LRTRA25M	FL200 - FL280	LRTRA67M	FL200 - FL280
LRTRA25U	FL280 - FL350	LRTRA67T	FL280 - FL350
LRTRA26L	FL75 - FL200	LRTRA68L	FL200 - FL280
LRTRA26M	FL280 - FL350	LRTRA68M	FL280 - FL350
LRTRA26U	FL350 - FL660	LRTRA68T	FL350 - FL660
LRTRA27L	FL75 - FL200	LRTRA69L	5500 FT AMSL - FL200
LRTRA27M	FL200 - FL280	LRTRA69M	FL200 - FL280
LRTRA27U	FL280 - FL350	LRTRA69T	FL280 - FL350
LRTRA28L	FL280 - FL350	LRTRA70L	5500 FT AMSL - FL200
LRTRA28M	FL200 - FL280	LRTRA70M	FL200 - FL280
LRTRA28U	FL280 - FL350	LRTRA70T	FL280 - FL350
LRTRA29L	FL100 - FL200	LRTRA71L	5500 FT AMSL - FL200
LRTRA29M	FL200 - FL280	LRTRA71M	FL200 - FL280
LRTRA29U	FL280 - FL350	LRTRA71U	FL280 - FL350
LRTRA30L	FL90 - FL200	LRTRA72L	5500 FT AMSL - FL200
LRTRA30M	FL200 - FL280	LRTRA72M	FL200 - FL280
LRTRA30U	FL280 - FL350	LRTRA72U	FL200 - FL280
LRTRA31L	FL100 - FL200	LRTRA73L	5500 FT AMSL - FL200
LRTRA31M	FL200 - FL280	LRTRA73M	FL200 - FL280
LRTRA31U	FL280 - FL350	LRTRA73U	FL280 - FL350
LRTRA32L	FL90 - FL200	LRTRA74L	5500 FT AMSL - FL200
LRTRA32M	FL200 - FL280	LRTRA74M	FL200 - FL280
LRTRA32U	FL280 - FL350	LRTRA74U	FL200 - FL280
LRTRA33L	FL90 - FL200	LRTRA75L	5500 FT AMSL - FL200
LRTRA33M	FL200 - FL280	LRTRA75M	FL200 - FL280
LRTRA33U	FL280 - FL350	LRTRA75U	FL200 - FL280
LRTRA34L	FL200 - FL280	LRTRA76L	5500 FT AMSL - FL200
LRTRA34M	FL280 - FL350	LRTRA76M	FL200 - FL280
LRTRA34U	FL350 - FL660	LRTRA76U	FL200 - FL280
LRTRA35L	FL200 - FL280	LRTRA77L	5500 FT AMSL - FL200
LRTRA35M	FL280 - FL350	LRTRA77M	FL200 - FL280
LRTRA35U	FL350 - FL660	LRTRA77U	FL200 - FL280
LRTRA36L	FL200 - FL280	LRTRA78L	5500 FT AMSL - FL200
LRTRA36M	FL280 - FL350	LRTRA78M	FL200 - FL280
LRTRA36U	FL350 - FL660	LRTRA78U	FL200 - FL280
LRTRA37L	FL200 - FL280	LRTRA79L	5500 FT AMSL - FL200
LRTRA37M	FL280 - FL350	LRTRA79M	FL200 - FL280
LRTRA37U	FL350 - FL660	LRTRA79U	FL200 - FL280
LRTRA40L	GND - FL280	LRTRA80L	5500 FT AMSL - FL200
LRTRA41L	FL280 - FL660	LRTRA80M	FL200 - FL280
LRTRA42L	FL85 - FL200	LRTRA80U	FL280 - FL350
LRTRA43L	FL90 - FL200	LRTRA81L	5500 FT AMSL - FL200
LRTRA43M	FL200 - FL280	LRTRA81M	FL200 - FL280
LRTRA43U	FL280 - FL350	LRTRA81U	FL280 - FL350
LRTRA44L	5000 FT AMSL - FL200	LRTRA82L	5500 FT AMSL - FL200
LRTRA44M	FL200 - FL280	LRTRA82M	FL200 - FL280
LRTRA44U	FL280 - FL350	LRTRA82U	FL200 - FL280
LRTRA45L	FL105 - FL200	LRTRA83L	5500 FT AMSL - FL200
LRTRA45M	FL200 - FL280	LRTRA83M	FL200 - FL280
LRTRA45U	FL280 - FL350	LRTRA83U	FL200 - FL280
LRTRA46L	FL105 - FL200	LRTRA84L	5500 FT AMSL - FL200
LRTRA46M	FL200 - FL280	LRTRA84M	FL200 - FL280
LRTRA46U	FL280 - FL350	LRTRA84U	FL200 - FL280
LRTRA47L	5000 FT AMSL - FL200	LRTRA85L	5500 FT AMSL - FL200
LRTRA47M	FL200 - FL280	LRTRA85M	FL200 - FL280
LRTRA47U	FL280 - FL350	LRTRA85U	FL200 - FL280
LRTRA48L	5500 FT AMSL - FL200	LRTRA86L	5500 FT AMSL - FL200
LRTRA48M	FL200 - FL280	LRTRA86M	FL200 - FL280
LRTRA48U	FL280 - FL350	LRTRA86U	FL200 - FL280
LRTRA51M	5500 FT AMSL - FL200	LRTRA87L	5500 FT AMSL - FL200
LRTRA52G	GND - FL130	LRTRA87M	FL200 - FL280
LRTRA53G	GND - FL130	LRTRA87U	FL200 - FL280
LRTRA54L	FL130 - FL200	LRTRA88L	5500 FT AMSL - FL200
LRTRA54M	FL200 - FL280	LRTRA88M	FL200 - FL280
LRTRA54U	FL280 - FL350	LRTRA88U	FL200 - FL280



### FREE ROUTE AIRSPACE (FRA)

**VERTICAL LIMITS:**  
 - upper limit is FL 660  
 - lower limit is FL 105

**OPERATIONAL HOURS:** H24  
 as part of the SEE FRA

(I) = Intermediate Point  
 (E) = Horizontal Entry Point  
 (X) = Horizontal Exit Point  
 (A) = Arrival Connecting Point to LRXX  
 (D) = Departure Connecting Point from LRXY  
 (AD) = Arrival/Departure Connecting Point to/from LRXX

**NOTE:** 1. FRA usage above FL175.

SEE FRA boundary  
 FRA WPT  
 LRTC - Compulsory Connecting Routes  
 \* Vertical limits are issued by NOTAM, unless otherwise specified.

DANGEROUS AREAS		DANGEROUS AREAS	
Identification	Vertical limits	Identification	Vertical limits
LRD01B	GND - FL285	LRD37B	GND - FL285
LRD01C	GND - FL660	LRD38B	GND - FL285
LRD02B	GND - FL285	LRD39B	GND - FL285
LRD04B	GND - FL285	LRD40B	GND - FL285
LRD05B	GND - FL285	LRD41B	GND - FL285
LRD06B	GND - FL285	LRD42B	GND - FL285
LRD06C	GND - FL660	LRD43B	GND - FL285
LRD07B	GND - FL285	LRD44B	GND - FL285
LRD07C	GND - FL660	LRD45B	GND - FL285
LRD08B	GND - FL285	LRD46B	GND - FL285
LRD08C	GND - FL660	LRD47B	GND - FL285
LRD09B	GND - FL285	LRD48B	GND - FL285
LRD10B	GND - FL285	LRD49B	GND - FL285
LRD14B	GND - FL285	LRD50B	GND - FL285
LRD17B	GND - FL285		
LRD19B	GND - FL285		
LRD21B	GND - FL285		
LRD21C	GND - FL660		
LRD24B	GND - FL285		

**LRBC AD 2.13 DECLARED DISTANCES**

<i>RWY designator</i>	<i>TORA (M)</i>	<i>TODA (M)</i>	<i>ASDA (M)</i>	<i>LDA (M)</i>	<i>Remarks</i>
1	2	3	4	5	6
16	2500	2500	2500	2500	NIL
34	2500	2500	2500	2500	NIL

**LRBC AD 2.14 APPROACH AND RWY LIGHTING**

<i>RWY Designator</i>	<i>APCH LGT type LEN INTST</i>	<i>THR LGT colour WBAR</i>	<i>VASIS (MEHT) PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT Length, spacing, colour, INTST</i>	<i>RWY edge LGT LEN, spacing, colour, INTST</i>	<i>RWY End LGT colour WBAR</i>	<i>SWY LGT LEN (M) colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
16	ALSF-2 CAT II 900M LIH	Green Yes	PAPI 3° (53FT)	900M, 30M, White	1600M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, Red, LIH	1900M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red LIH	NIL	RWY 16/34, LED lights used in the full length of the ALS.
34	ALSF-2 CAT II 900M LIH	Green Yes	PAPI 3° (50FT)	900M, 30M, White	1600M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, Red, LIH	1900M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red LIH	NIL	

**LRBC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<i>ABN / IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT Anemometer location and LGT</i>	NIL NIL
3	<i>TWY edge and centre line lighting</i>	TWY A, B, E: edge TWY C, D, F: centre line, edge TWY F: edge West only
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting on the AD, switch-over time below 1 sec.
5	<i>Remarks</i>	NIL

**LRBC AD 2.16 HELICOPTER LANDING AREA**

1	<i>Coordinates TLOF or THR of FATO Geoid undulation</i>	NIL NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True and MAG BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	RWY 34/16 to be used.

**LRBC AD 2.17 ATS AIRSPACE**

1	<i>Designation and lateral limits</i>	BACĂU CTR A circle, radius 15NM centred at 463119N 0265437E(ARP)
2	<i>Vertical limits</i>	SFC to <b>FL105</b>
3	<i>Airspace classification</i>	C
4	<i>ATS unit call sign Language(s)</i>	Bacău Tower English, Romanian
5	<i>Transition altitude</i>	5000 FT AMSL
6	<i>Hours of applicability</i>	As ATS
7	<i>Remarks</i>	NIL

**LRBC AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Bacău Tower	120.980 118.600 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
APP	Bacău Tower	121.500 MHz EMERG 120.980 118.600 MHz ALTN	NIL	NIL	H24	Procedural service Exempted 8.33 kHz State aircraft.

**LRBC 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 operatio n	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 (7°E/2020)	BCU	109.400 MHz CH 31X	H24	463039.3N 0264932.0E	1800 FT	NIL	Coverage 175 NM (assumed)
LOC 16 (7°E/2020) ILS CAT II (II.T.3)	IBA	108.300 MHz	H24	463030.0N 0265455.9E	-	NIL	Front course angle 4.36°.
GP 16	-	334.100 MHz	H24	463146.9N 0265419.8E	-	NIL	GP Angle 3° ILS RDH 54 FT
DME 16	IBA	- CH 20X	H24	463146.8N 0265419.5E	700 FT	NIL	NIL
LOC 34 (7°E/2020) ILS CAT II (II.T.3)	IBC	110.700 MHz	H24	463207.5N 0265417.6E	-	NIL	Front course angle 4.36°.
GP 34	-	330.200 MHz	H24	463048.3N 0265442.8E	-	NIL	GP Angle 3° ILS RDH 54 FT
DME 34	IBC	- CH 44X	H24	463048.4N 0265442.5E	700 FT	NIL	NIL
NDB(LM)	B	520 KHZ	H24	463005.2N 0265505.6E	-	NIL	158°MAG/0.60NM from THR 34
DME	BAC	1145.000 MHz CH 121X	H24	463005.4N 0265505.2E	700 FT	NIL	117.4 MHz Ghost frequency Coverage 100 NM** Unusable in sector 210°-290°
GPS NPA	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider – ESSP.

**LRBC AD 2.20 LOCAL AERODROME REGULATIONS**

**1. AIRPORT REGULATIONS / REGLEMENTĂRI AEROPORT**

1.1 Taxiing to and from stands

a. Taxiing to and from stands shall be in accordance with the standard routes published in LRBC AD 2.20 Local Aerodrome Regulations.

1.1 Rulajul la și de la standuri

a. Rulajul la și de la standuri se efectuează conform rutelor standard publicate la LRBC AD 2.20 Local Aerodrome Regulations.

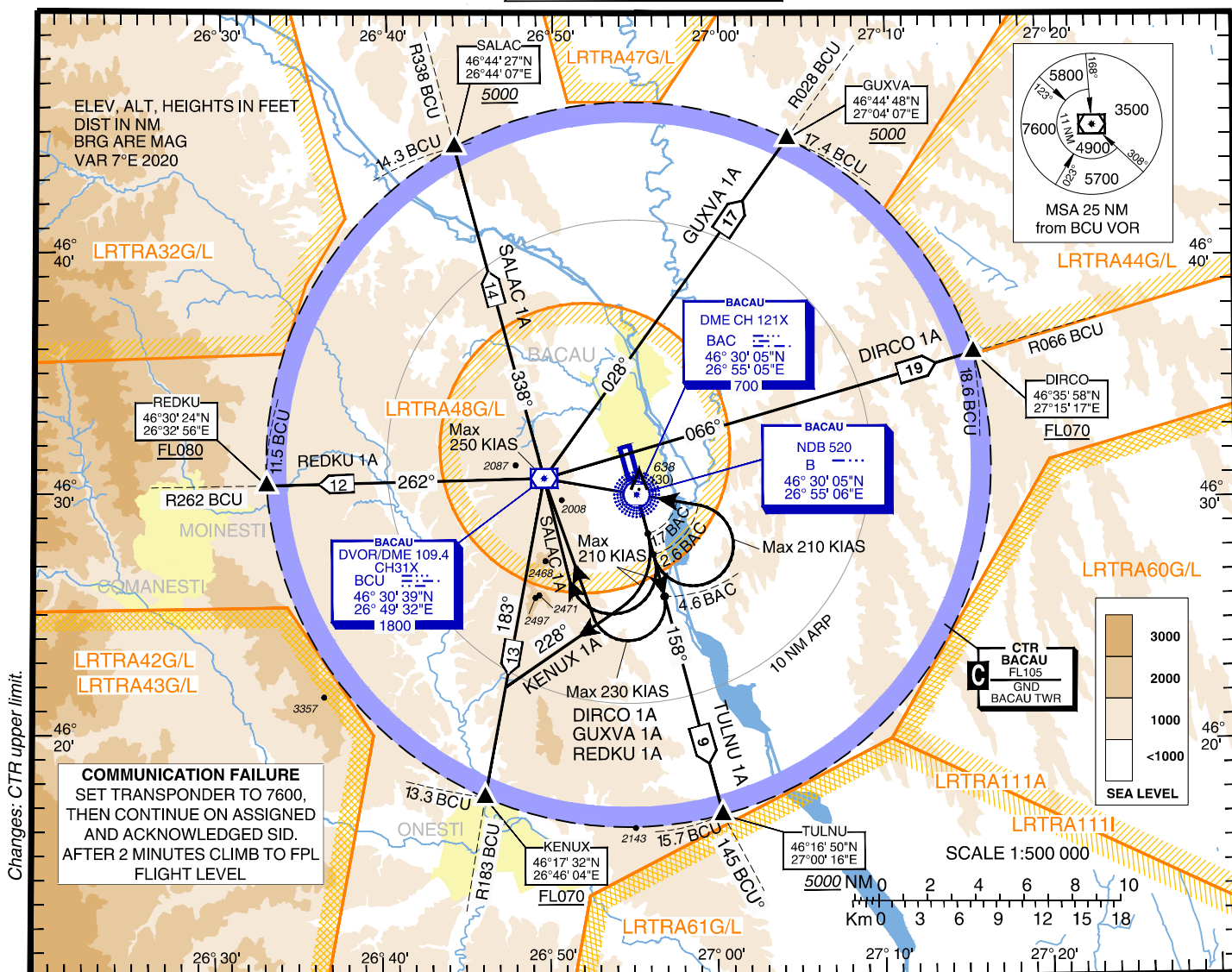
**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE 5000 FT

**BACĂU / George Enescu (LRBC)  
RWY 16**

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

DIRCO 1A, GUXVA 1A, KENUX 1A,  
KENUX 1T, REDKU 1A, SALAC 1A, TULNU 1A



SID Identifier	DESCRIPTION
DIRCO 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 4.6 BAC turn <b>right</b> (1) to <b>BCU</b> and follow <b>R 066° BCU</b> (066°M) to <b>DIRCO</b> . Cross <b>DIRCO</b> at or above <b>FL070</b> . (1) Max <b>230 KIAS</b> for the turn. <b>PDG: 4.4%</b> up to <b>2900 ft</b> .
GUXVA 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 4.6 BAC turn <b>right</b> (1) to <b>BCU</b> and follow <b>R 028° BCU</b> (028°M) to <b>GUXVA</b> . Cross <b>GUXVA</b> at or above <b>5000 ft</b> . (1) Max <b>230 KIAS</b> for the turn. <b>PDG: 4.4%</b> up to <b>2900 ft</b> .
KENUX 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 1.7 BAC turn <b>right</b> (1) heading <b>228°M</b> to intercept and follow <b>R 183° BCU</b> (183°M) to <b>KENUX</b> . Cross <b>KENUX</b> at or above <b>FL070</b> (1) Max <b>210 KIAS</b> for the turn. <b>PDG: 6.1%</b> up to <b>2800 ft</b> . <b>ATS climb gradient: 7.2%</b> up to FL070. Advise ATC if unable to ensure the ATS climb gradient.
KENUX 1T	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 2.6 BAC turn <b>left</b> (1) to <b>BCU</b> and follow <b>R 183° BCU</b> (183°M) to <b>KENUX</b> . Cross <b>KENUX</b> at or above <b>FL070</b> . (1) Max <b>210 KIAS</b> for the turn. <b>PDG: 5.1%</b> up to <b>2800 ft</b> . <b>ATS climb gradient: 5.1%</b> up to FL070. Advise ATC if unable to ensure the ATS climb gradient.
REDKU 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 4.6 BAC turn <b>right</b> (1) to <b>BCU</b> and follow <b>R 262° BCU</b> (262°M) to <b>REDKU</b> . Cross <b>REDKU</b> at or above <b>FL080</b> . (1) Max <b>230 KIAS</b> for the turn. <b>PDG: 4.4%</b> up to <b>2900 ft</b> . <b>ATS climb gradient: 5.9%</b> up to FL080. Advise ATC if unable to ensure the ATS climb gradient.
SALAC 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> . At 2.6 BAC turn <b>right</b> (1) to <b>BCU</b> and follow <b>R 338° BCU</b> (338°M) to <b>SALAC</b> . Cross <b>SALAC</b> at or above <b>5000 ft</b> . (1) Max <b>210 KIAS</b> for the turn. <b>PDG: 5.6%</b> up to <b>2800 ft</b> .
TULNU 1A	Climb to <b>B</b> , then follow <b>QDR 158° B</b> to <b>TULNU</b> . Cross <b>TULNU</b> at or above <b>5000 ft</b> . <b>ATS climb gradient: 5.1%</b> up to <b>5000 ft</b> . Advise ATC if unable to ensure the ATS climb gradient.



**BACĂU / George Enescu (LRBC)**  
**SID RWY 16**

**AERONAUTICAL DATA TABULATION**

<b>SID RWY 16</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>BCU VORDME</b>	46°30'39.3"N 026°49'32.0"E
BRG 157.85° B / 1.7 BAC	46°28'26.7"N 026°55'44.2"E
BRG 157.85° B / 2.6 BAC	46°27'34.5"N 026°56'04.0"E
BRG 157.85° B / 4.6 BAC	46°25'38.6"N 026°56'48.9"E
<b>DIRCO</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
<b>BAC DME</b>	46°30'05.0"N 026°55'05.0"E
<b>DER 16</b>	46°30'39.8"N 026°54'52.0"E

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

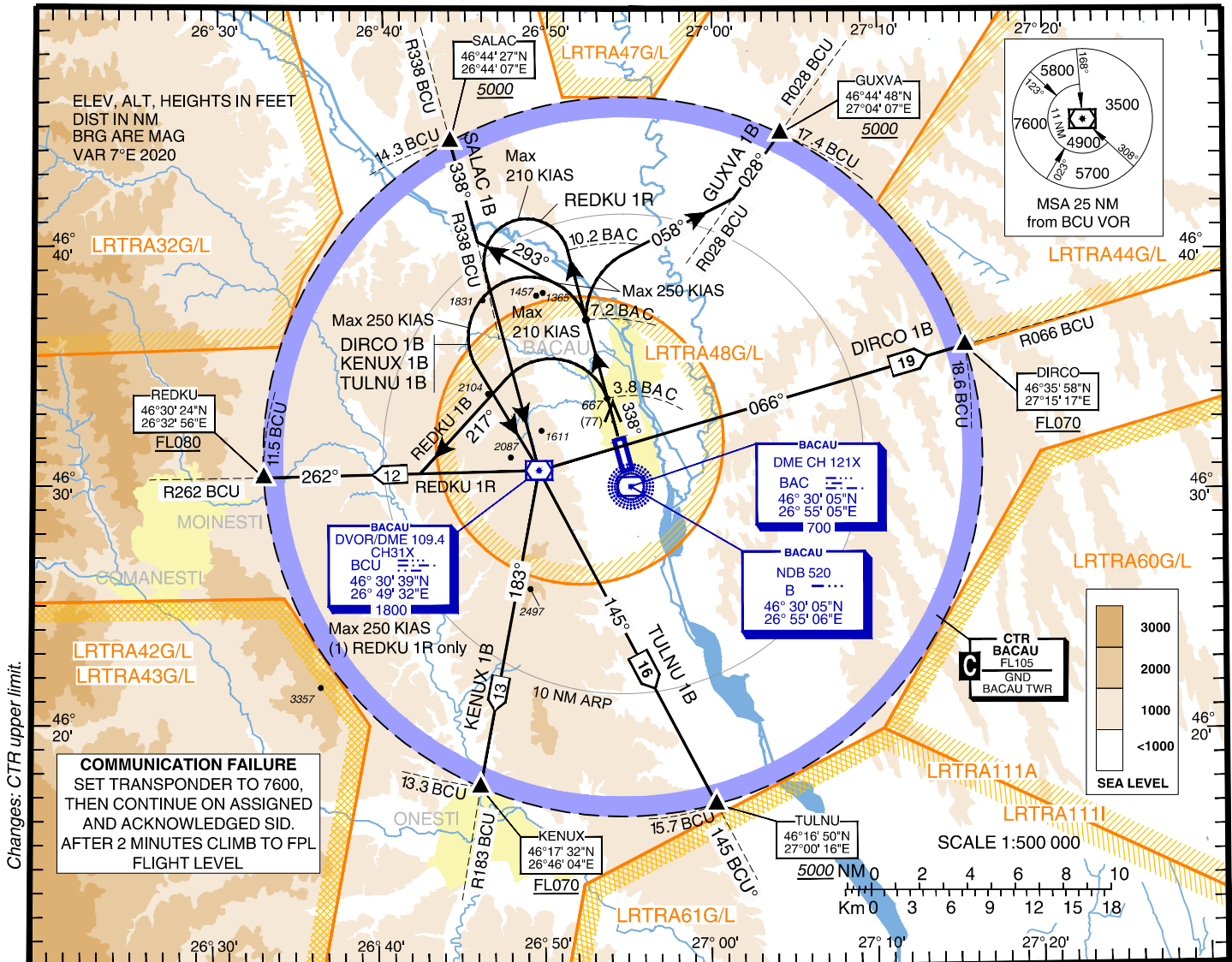
**STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO**

TRANSITION ALTITUDE 5000 FT

**BACĂU / George Enescu (LRBC)  
RWY 34**

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

DIRCO 1B, GUXVA 1B, KENUX 1B,  
REDKU 1B, REDKU 1R, SALAC 1B, TULNU 1B



SID Identifier	DESCRIPTION
DIRCO 1B	Climb on <b>QDR 338° B</b> . At <b>7.2 BAC</b> turn <b>left</b> (1) to <b>BCU</b> and follow <b>R 066° BCU</b> (066° M) to <b>DIRCO</b> . Cross <b>DIRCO</b> at or above <b>FL070</b> . (1) Max 250 KIAS. PDG: 3.7% up to <b>2400 ft</b> .
GUXVA 1B	Climb on <b>QDR 338° B</b> . At <b>7.2 BAC</b> turn <b>right</b> (1) heading <b>058° M</b> to intercept and follow <b>R 028° BCU</b> (028° M) to <b>GUXVA</b> . Cross <b>GUXVA</b> at or above <b>5000 ft</b> . (1) Max 250 KIAS. <b>ATS climb gradient: 4.8 %</b> up to 5000 ft. Advise ATC if unable to ensure the ATS climb gradient.
KENUX 1B	Climb on <b>QDR 338° B</b> . At <b>7.2 BAC</b> turn <b>left</b> (1) to <b>BCU</b> and follow <b>R 183° BCU</b> (183° M) to <b>KENUX</b> . Cross <b>KENUX</b> at or above <b>FL070</b> . (1) Max 250 KIAS. PDG: 3.7% up to <b>2400 ft</b> . <b>ATS climb gradient: 4.4 %</b> up to FL070. Advise ATC if unable to ensure the ATS climb gradient.
REDKU 1B	Climb on <b>QDR 338° B</b> . At <b>3.8 BAC</b> turn <b>left</b> (1) heading <b>217° M</b> to intercept and follow <b>R 262° BCU</b> (262° M) to <b>REDKU</b> . Cross <b>REDKU</b> at or above <b>FL080</b> . (1) Max 210 KIAS. PDG: 5.1% up to <b>2400 ft</b> . <b>ATS climb gradient: 7.7 %</b> up to FL080. Advise ATC if unable to ensure the ATS climb gradient.
REDKU 1R	Climb on <b>QDR 338° B</b> . At <b>10.2 BAC</b> turn <b>left</b> (1) to <b>BCU</b> (2) and follow <b>R 262° BCU</b> (262° M) to <b>REDKU</b> . Cross <b>REDKU</b> at or above <b>FL080</b> . (1) Max 210 KIAS. (2) Max 250 KIAS. <b>ATS climb gradient: 4.4 %</b> up to FL080. Advise ATC if unable to ensure the ATS climb gradient.
SALAC 1B	Climb on <b>QDR 338° B</b> . At <b>7.2 BAC</b> turn <b>left</b> (1) heading <b>293° M</b> to intercept and follow <b>R 338° BCU</b> (338° M) to <b>SALAC</b> . Cross <b>SALAC</b> at or above <b>5000 ft</b> . (1) Max 250 KIAS. <b>ATS climb gradient: 5.1 %</b> up to 5000 ft. Advise ATC if unable to ensure the ATS climb gradient.
TULNU 1B	Climb on <b>QDR 338° B</b> . At <b>7.2 BAC</b> turn <b>left</b> (1) to <b>BCU</b> and follow <b>R 145° BCU</b> (145° M) to <b>TULNU</b> . Cross <b>TULNU</b> at or above <b>5000 ft</b> . (1) Max 250 KIAS. PDG: 3.7% up to <b>2400 ft</b> .

BACĂU / George Enescu (LRBC)  
SID RWY 34

## AERONAUTICAL DATA TABULATION

SID RWY 34	
Fix/Point	Coordinates
BCU VORDME	46°30'39.3"N 026°49'32.0"E
BRG 338.0° B / 3.8 BAC	46°33'45.3"N 026°53'40.1"E
BRG 338.0° B / 7.2 BAC	46°37'02.2"N 026°52'23.4"E
BRG 338.0° B / 10.2 BAC	46°39'56.0"N 026°51'15.6"E
DIRCO – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
GUXVA – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
KENUX – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
REDKU – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
SALAC – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
TULNU – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
B NDB	46°30'05.2"N 026°55'05.6"E
BAC DME	46°30'05.0"N 026°55'05.0"E
DER 34	46°31'57.9"N 026°54'21.3"E

## TEMPORARY RESERVED AREAS (TRA)

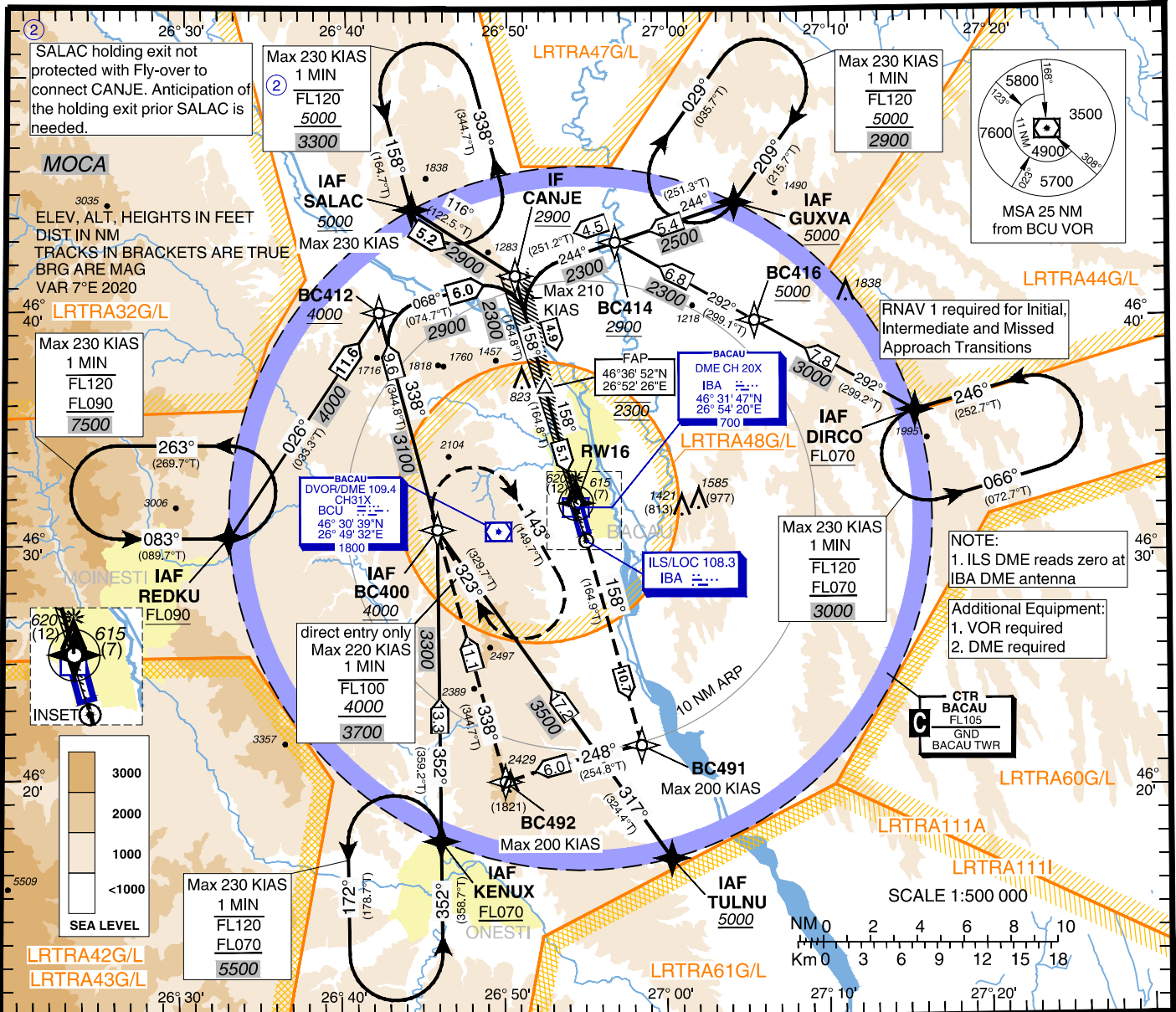
Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**INSTRUMENT  
APPROACH  
CHART - ICAO**

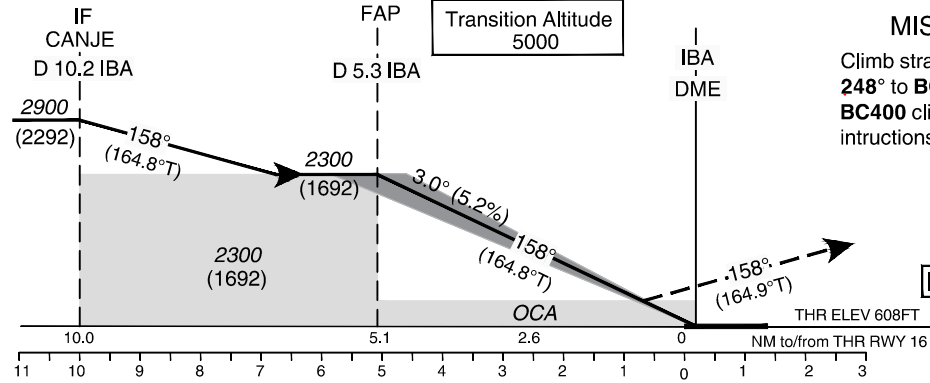
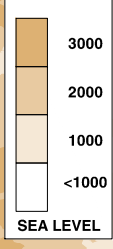
**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO AD ELEV

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu  
(LRBC)  
ILS X RWY 16**



Changes: CTR upper limit.



OCA (H)	MACG	A	B	C	D
CAT I	2.50%	1142 (534)	1152 (544)	1162 (554)	1172 (564)
	3.00%	918 (310)	928 (320)	938 (330)	948 (340)
	4.00%	752 (144)	762 (154)	772 (164)	781 (173)
CAT II	2.50%	1054 (446)	1070 (462)	1083 (475)	1097 (489)
	3.00%	830 (222)	846 (238)	859 (251)	872 (264)
	4.00%	659 (51)	675 (67)	688 (80)	701 (93)
Circling (1)			1820		1980

GS	KIAS	70	90	100	120	140	160
FAP-THR 5.1 NM	min:s	4:22	3:24	3:04	2:33	2:11	1:55
Rate of descent (5.2%)	ft/min	372	478	531	637	744	850
Dist to IBA DME	NM	5	4	3	2	1	
Altitudes (Heights)	FT	2200 (1592)	1880 (1272)	1560 (952)	1240 (632)	930 (322)	

(1) Circling West of airport prohibited.

For data tabulation see verso.



**BACĂU / George Enescu (LRBC)  
ILS X RWY 16**

**AERONAUTICAL DATA TABULATION**

<b>ILS X RWY 16</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
SALAC (IAF)	46°44'27.0" N 026°44'07.0" E
GUXVA (IAF)	46°44'48.0" N 027°04'07.0" E
DIRCO (IAF)	46°35'58.0" N 027°15'17.0" E
TULNU (IAF)	46°16'50.0" N 027°00'16.0" E
KENUX (IAF)	46°17'32.0" N 026°46'04.0" E
REDKU (IAF)	46°30'24.0" N 026°32'56.0" E
BC400 (IAF)	46°30'47.6" N 026°45'47.2" E
BC416	46°39'47.0" N 027°05'22.1" E
BC414	46°43'05.0" N 026°56'43.9" E
BC412	46°40'03.2" N 026°42'08.2" E
CANJE (IF)	46°41'37.9" N 026°50'32.6" E
FAP	46°36'51.8" N 026°52'25.6" E
RW16	46°31'57.93" N 026°54'21.29" E
BC491 (MATF)	46°21'38.5" N 026°58'24.0" E
BC492 (MATF)	46°20'04.0" N 026°50'01.1" E

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

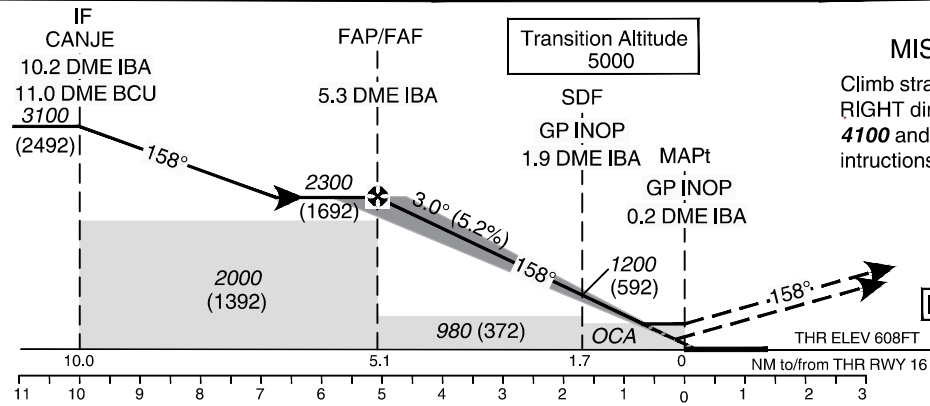
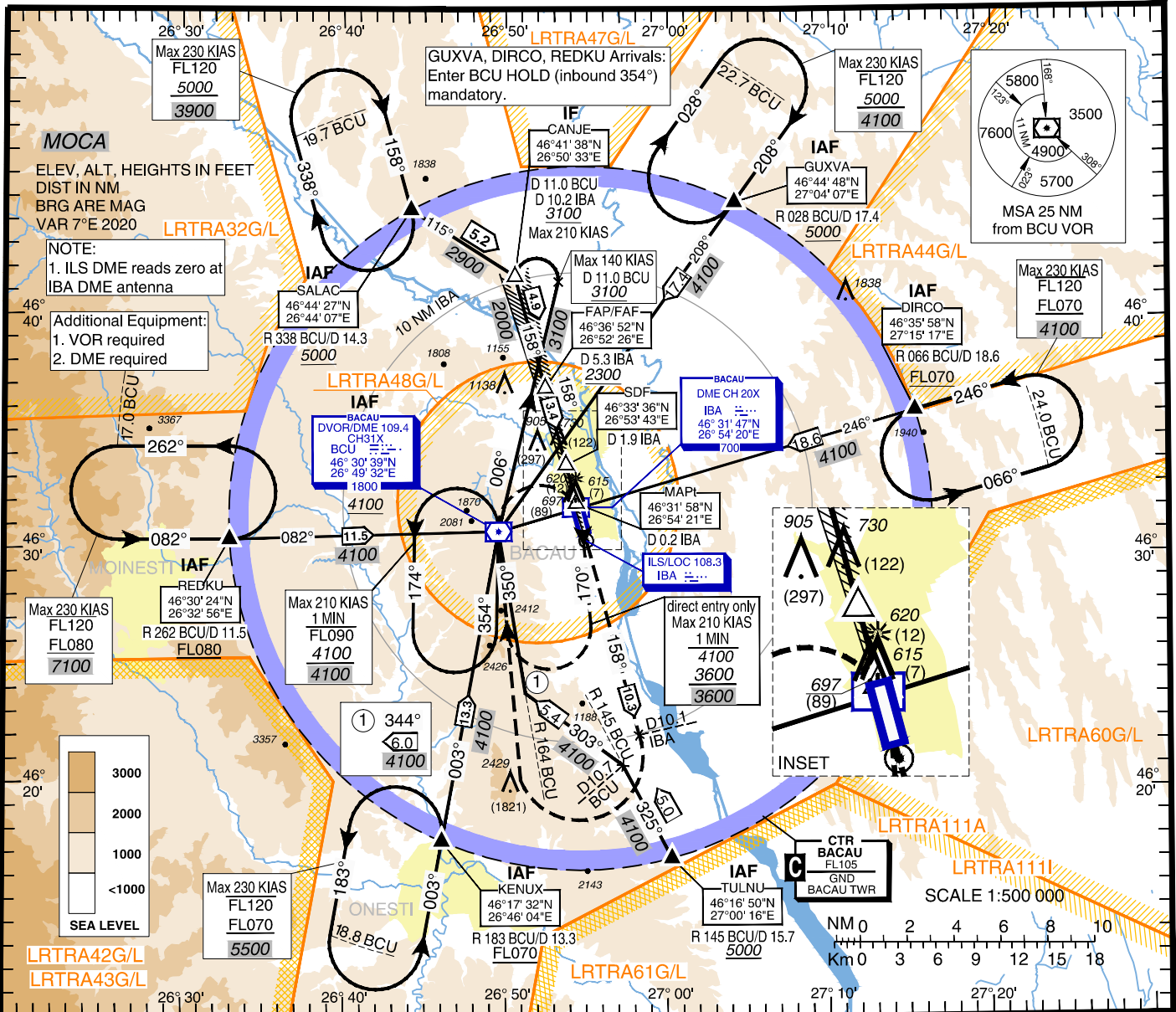
- a) If ILS X RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS X RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS X RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX) and hold at least 6 minutes, then continue to ILS X RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If ILS X RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU (IAF), then BC400 and hold at least 6 minutes, then continue the ILS X RWY 16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

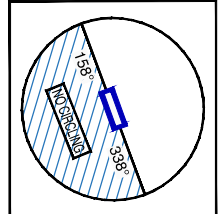
**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO AD ELEV

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu  
(LRBC)  
ILS Z RWY 16**



**MISSED APPROACH:**  
Climb straight ahead to D 10.1 IBA, then turn RIGHT direct to BCU DVOR/DME, climbing to **4100** and hold (inbound 350°) or follow ATC intructions.



OCA (H)	MACG	A	B
CAT I	2.50%	869 (261)	879 (271)
	3.00%	752 (144)	762 (154)
CAT II	2.50%	781 (173)	797 (189)
	3.00%	659 (51)	675 (67)
GP INOP with SDF	2.50%	930 (322)	
GP INOP w/o SDF	2.50%	980 (372)	
Circling (1)		1820	

Timing not authorized for defining the MAPt.

GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.1 NM	min:s	4:22	3:24	3:04	2:33	2:11	1:55
Rate of descent(5.2%)	ft/min	372	478	531	637	744	850

Dist to IBA DME	NM	5	4	3	2	1
Altitudes (Heights)	FT	2200 (1592)	1880 (1272)	1560 (952)	1240 (632)	930 (322)

(1) Circling West of airport prohibited.

For data tabulation see verso.

**BACĂU / George Enescu (LRBC)  
ILS Z RWY 16****AERONAUTICAL DATA TABULATION****ILS Z Approach to RWY 16 from GUXVA, DIRCO, TULNU, KENUX, REDKU, SALAC**

Fix/Point	Coordinates
GUXVA (IAF) – BRG 028.29° BCU / D 17.36 BCU	46°44'48.0" N 027°04'07.0" E
DIRCO (IAF) – BRG 066.17° BCU / D 18.55 BCU	46°35'58.0" N 027°15'17.0" E
TULNU (IAF) – BRG 144.69° BCU / D 15.70 BCU	46°16'50.0" N 027°00'16.0" E
KENUX (IAF) – BRG 183.38° BCU / D 13.34 BCU	46°17'32.0" N 026°46'04.0" E
REDKU (IAF) – BRG 261.82° BCU / D 11.47 BCU	46°30'24.0" N 026°32'56.0" E
SALAC (IAF) – BRG 337.90° BCU / D 14.30 BCU	46°44'27.0" N 026°44'07.0" E
CANJE (IF) – BRG 158.16° IBA / D 10.20 IBA / D 11.00 BCU	46°41'37.9" N 026°50'32.6" E
FAP/FAF (GP INOP) – BRG 158.16° IBA / D 5.25 IBA	46°36'51.8" N 026°52'25.6" E
SDF (GP INOP) – BRG 158.17° IBA / D 1.87 IBA	46°33'35.8" N 026°53'42.8" E
THR RWY 16 (MAPT GP INOP) – BRG 158.17° IBA / D 0.19 IBA	46°31'57.93" N 026°54'21.29" E
D 10.1 IBA – BRG 158.23° IBA / D 10.07 IBA	46°22'04.6" N 026°58'13.8" E
IBA DME	46°31'46.8" N 026°54'19.5" E
GP 16	46°31'46.9" N 026°54'19.8" E
IBA LOC	46°30'30.0" N 026°54'55.9" E
BCU DVOR/DME	46°30'39.3" N 026°49'32.0" E

Final approach descent angle: 3.00°

**TEMPORARY RESERVED AREAS (TRA)**

Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

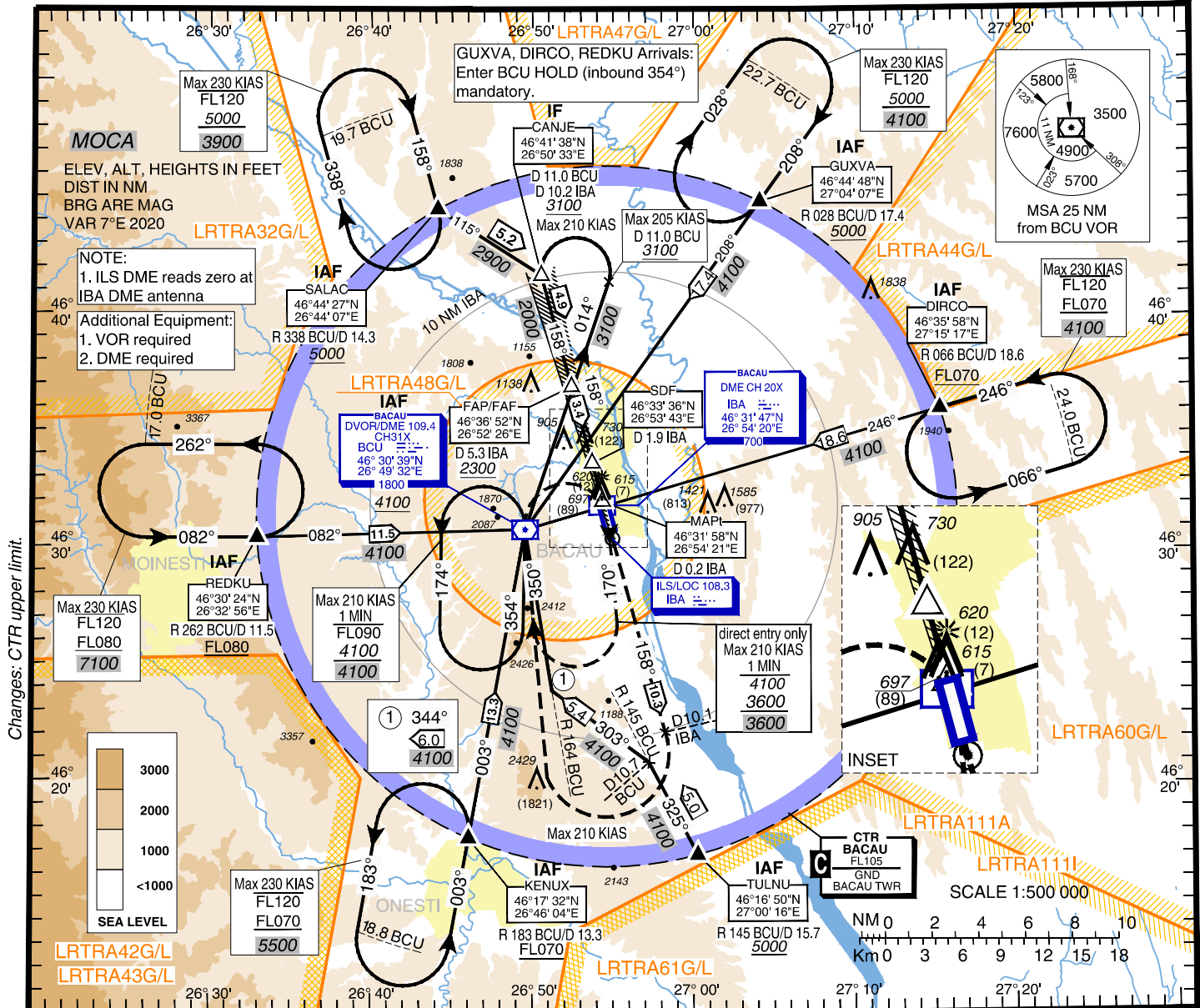
- If ILS Z RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS Z RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS Z RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX) and hold at least 6 minutes, then continue to ILS Z RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS Z RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU (IAF), then BCU VOR and hold at least 6 minutes, then continue the ILS Z RWY 16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT  
APPROACH  
CHART - ICAO**

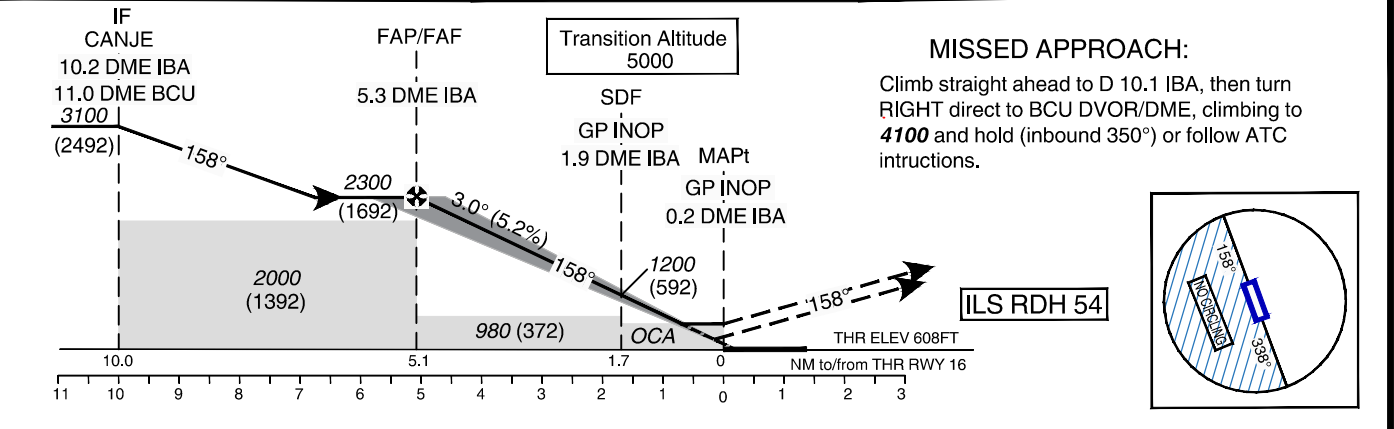
**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO AD ELEV

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu  
(LRBC)  
ILS Y RWY 16**



Changes: CTR upper limit.



OCA (H)	MACG	C	D
CAT I	2.50%	889 (281)	899 (291)
	3.00%	772 (164)	781 (173)
CAT II	2.50%	810 (202)	823 (215)
	3.00%	688 (80)	701 (93)
GP INOP with SDF	2.50%	930 (322)	
GP INOP w/o SDF	2.50%	980 (372)	
Circling (1)		1820	1980

Timing not authorized for defining the MAPt.

GS	KIAS	70	90	100	120	140	160
FAP-MAPT 5.1 NM	min:s	4:22	3:24	3:04	2:33	2:11	1:55
Rate of descent(5.2%)	ft/min	372	478	531	637	744	850

Dist to IBA DME	NM	5	4	3	2	1
Altitudes (Heights)	FT	2200 (1592)	1880 (1272)	1560 (952)	1240 (632)	930 (322)

(1) Circling West of airport prohibited.

For data tabulation see verso.

**BACĂU / George Enescu (LRBC)  
ILS Y RWY 16****AERONAUTICAL DATA TABULATION****ILS Y Approach to RWY 16 from GUXVA, DIRCO, TULNU, KENUX, REDKU, SALAC**

Fix/Point	Coordinates
GUXVA (IAF) – BRG 028.29° BCU / D 17.36 BCU	46°44'48.0" N 027°04'07.0" E
DIRCO (IAF) – BRG 066.17° BCU / D 18.55 BCU	46°35'58.0" N 027°15'17.0" E
TULNU (IAF) – BRG 144.69° BCU / D 15.70 BCU	46°16'50.0" N 027°00'16.0" E
KENUX (IAF) – BRG 183.38° BCU / D 13.34 BCU	46°17'32.0" N 026°46'04.0" E
REDKU (IAF) – BRG 261.82° BCU / D 11.47 BCU	46°30'24.0" N 026°32'56.0" E
SALAC (IAF) – BRG 337.90° BCU / D 14.30 BCU	46°44'27.0" N 026°44'07.0" E
CANJE (IF) – BRG 158.16° IBA / D 10.20 IBA / D 11.00 BCU	46°41'37.9" N 026°50'32.6" E
FAP/FAF (GP INOP) – BRG 158.16° IBA / D 5.25 IBA	46°36'51.8" N 026°52'25.6" E
SDF (GP INOP) – BRG 158.17° IBA / D 1.87 IBA	46°33'35.8" N 026°53'42.8" E
THR RWY 16 (MAPT GP INOP) – BRG 158.17° IBA / D 0.19 IBA	46°31'57.93" N 026°54'21.29" E
D 10.1 IBA – BRG 158.23° IBA / D 10.07 IBA	46°22'04.6" N 026°58'13.8" E
IBA DME	46°31'46.8" N 026°54'19.5" E
GP 16	46°31'46.9" N 026°54'19.8" E
IBA LOC	46°30'30.0" N 026°54'55.9" E
BCU DVOR/DME	46°30'39.3" N 026°49'32.0" E

Final approach descent angle: 3.00°

**TEMPORARY RESERVED AREAS (TRA)**

Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

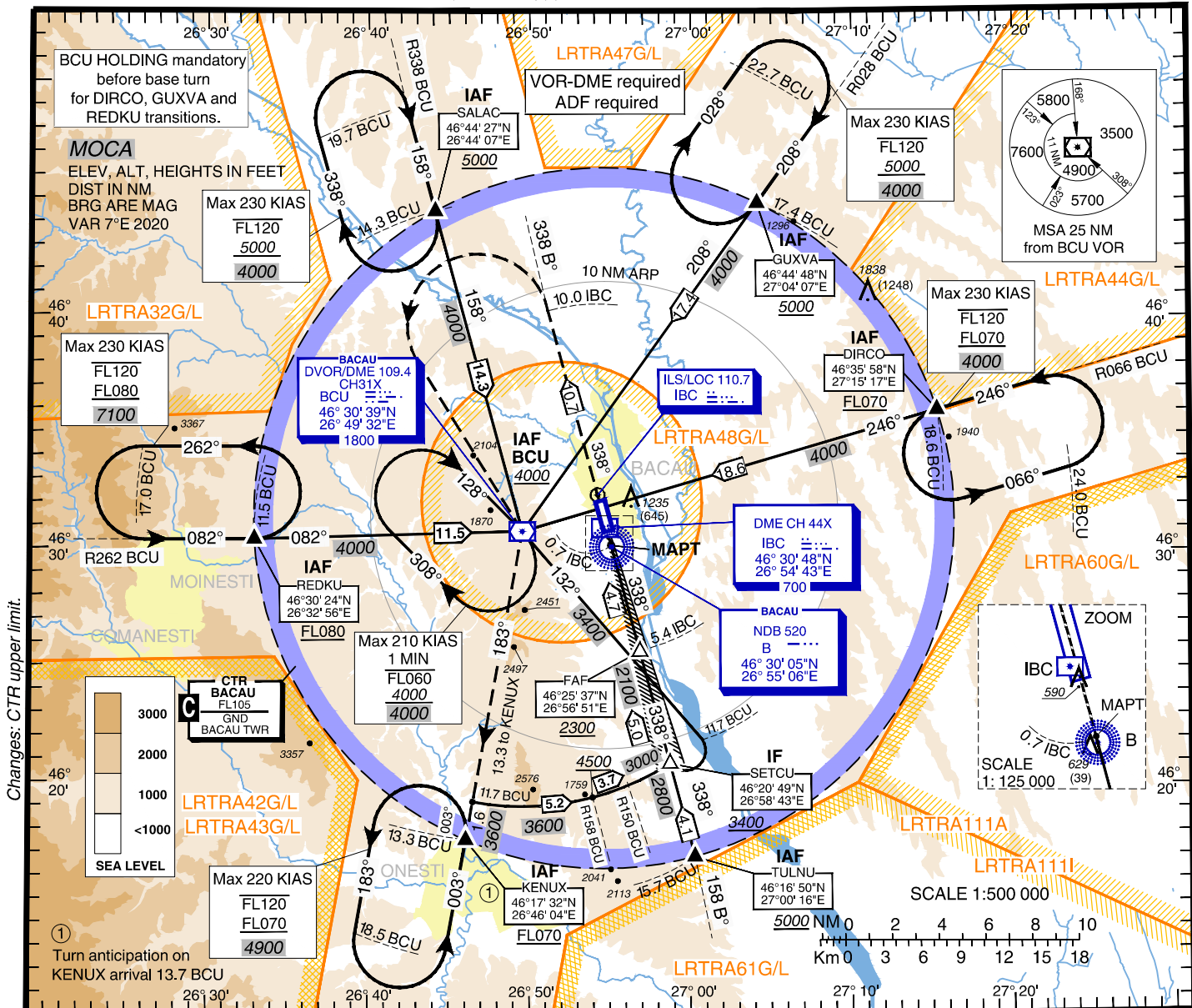
- If ILS Y RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS Y RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS Y RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU/ SALAC/ GUXVA/ DIRCO/ KENUX) and hold at least 6 minutes, then continue to ILS Y RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS Y RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU (IAF), then BCU VOR and hold at least 6 minutes, then continue the ILS Y RWY 16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH**  
**CHART - ICAO**

**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 590 ft

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

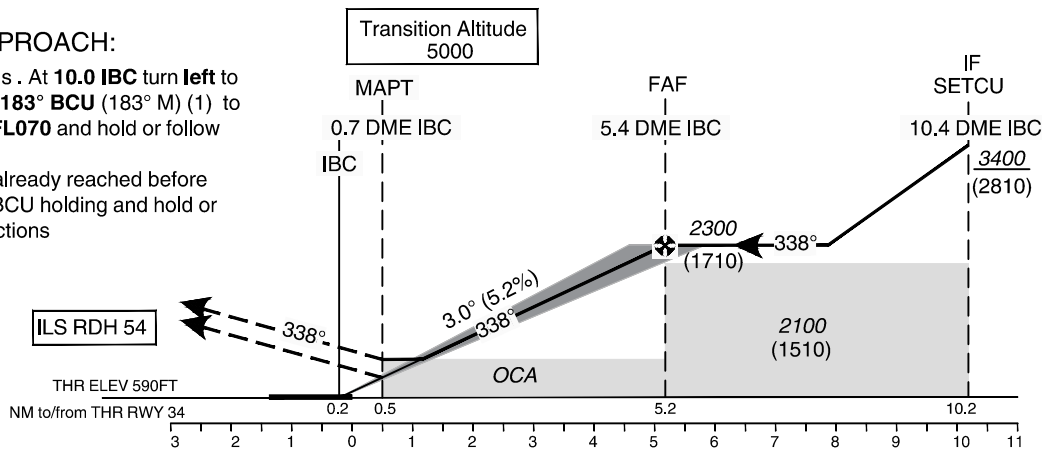
**BACĂU / George Enescu**  
**(LRBC)**  
**ILS Z RWY 34**



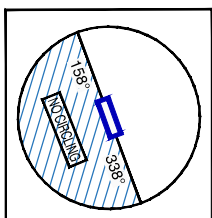
**MISSED APPROACH:**

Climb on Runway axis. At **10.0 IBC** turn **left** to **BCU** then to follow **R183° BCU** (183° M) (1) to **KENUX** climbing to **FL070** and hold or follow ATC intructions.

(1) If **4000** (3410) is already reached before BCU, then enter BCU holding and hold or follow ATC instructions



OCA(H)		A	B
Straight-in Approach	ILS CAT I	736 (146)	746 (156)
	ILS CAT II	650 (60)	664 (74)
	ILS GP INOP	880 (290)	
Circling (2)		1820	



GS	KIAS	70	90	100	120	140	160
FAF-MAPT 4.7 NM	min:s	4:02	3:08	2:49	2:21	2:01	1:46
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849
Dist to IBC DME	NM	1	2	3	4	5	
Altitudes (Heights)	FT	910 (320)	1230 (640)	1550 (960)	1870 (1280)	2180 (1590)	

(2) Circling West of airport prohibited.

For data tabulation see verso.

**BACĂU / George Enescu (LRBC)  
ILS Z RWY 34****AERONAUTICAL DATA TABULATION**

<b>ILS approach to RWY 34</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
BRG 158° / 11.7NM BCU	46°19'21.4"N 026°53'54.2"E
BRG 183.38° / 11.7NM BCU	46°19'09.0"N 026°46'29.5"E
<b>SETCU (IF)</b> – BRG 158° B / 11.7NM BCU BRG 157.83° IBC / 11.7 BCU	46°20'49.2"N 026°58'43.2"E
<b>FAF (GP INOP)</b> – BRG 157.83° IBC / 5.4NM IBC	46°25'36.7"N 026°56'50.8"E
<b>MAPT (GP INOP)</b> – BRG 157.83° IBC / 0.70NM IBC	46°30'08.9"N 026°55'04.1"E
<b>IBC LOC</b>	46°32'07.5"N 026°54'17.6"E
<b>IBC GP DME</b>	46°30'48.2"N 026°54'42.8"E
<b>THR 34</b>	46°30'39.79"N 026°54'51.99"E
BRG 338° B / 10.0NM IBC	46°40'28.1"N 026°51'00.3"E

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

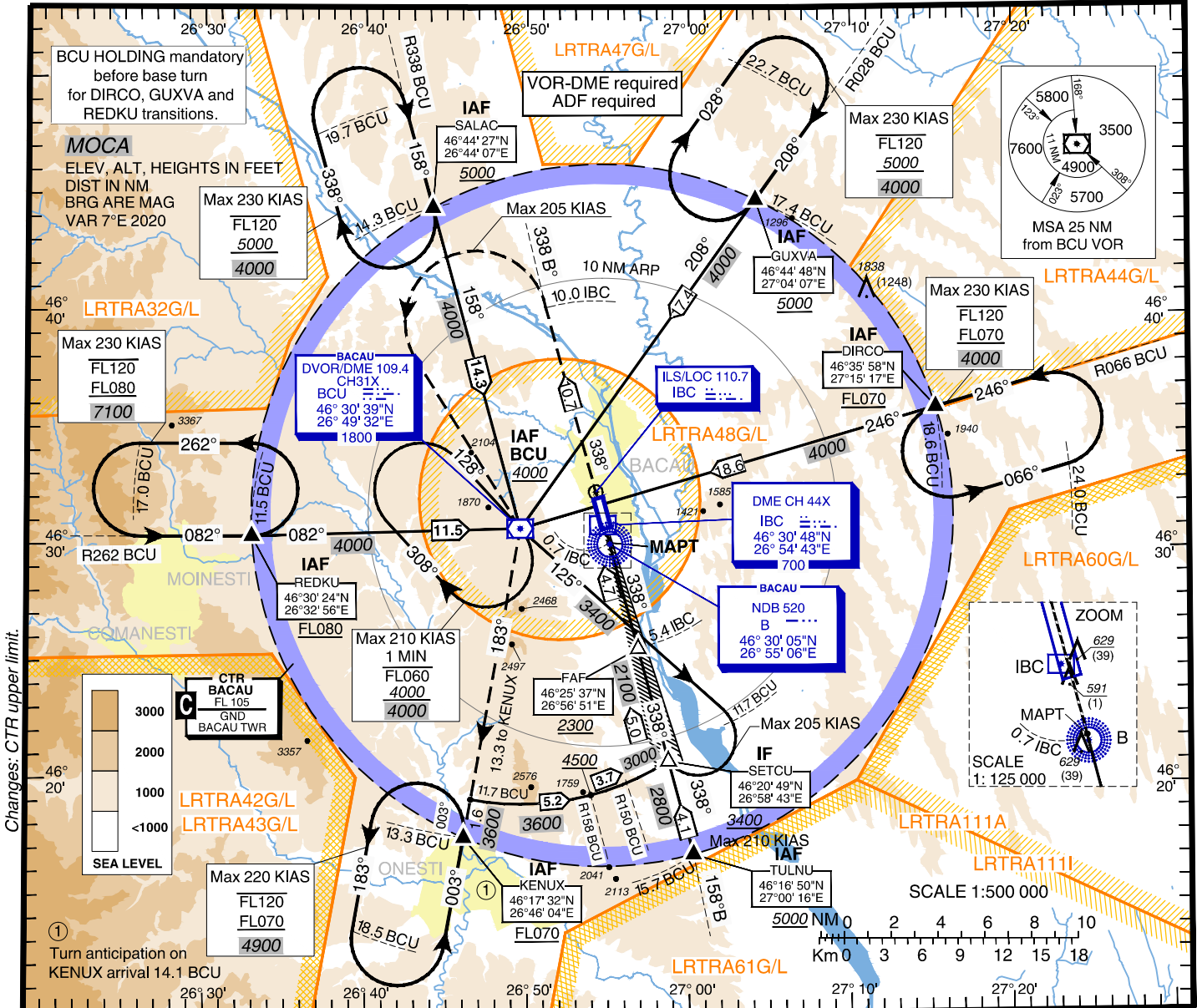
- If ILS instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU – IAF at min FL60, then direct to BCU VOR at or above MSA and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH AERODROME ELEV. 608 ft**  
**CHART - ICAO**

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

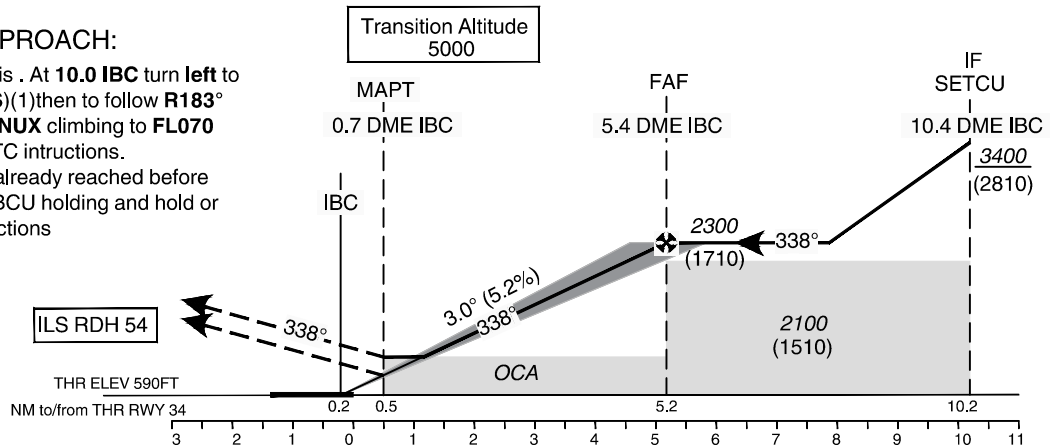
**BACĂU / George Enescu (LRBC)**  
**ILS Y RWY 34**

HEIGHTS RELATED TO  
THR RWY 34 - ELEV 590 ft

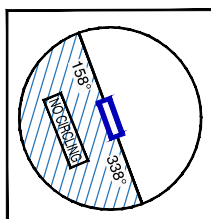


**MISSED APPROACH:**

Climb on Runway axis. At **10.0 IBC** turn **left** to **BCU** (Max 205 KIAS)(1) then to follow **R183° BCU** (183° M) to **KENUX** climbing to **FL070** and hold or follow ATC instructions.  
(1) If **4000** (3410) is already reached before BCU, then enter BCU holding and hold or follow ATC instructions



OCA(H)		C	D
Straight-in Approach	ILS CAT I	754 (164)	766 (176)
	ILS CAT II	675 (85)	691 (101)
	ILS GP INOP	880 (290)	
Circling (2)		1820	1980



GS	KIAS	70	90	100	120	140	160
FAF-MAPT 4.7 NM	min:s	4:02	3:08	2:49	2:21	2:01	1:46
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

Dist to IBC DME	NM	1	2	3	4	5
Altitudes (Heights)	FT	910 (320)	1230 (640)	1550 (960)	1870 (1280)	2180 (1590)

(2) Circling West of airport prohibited.

For data tabulation see verso.

BACĂU / George Enescu (LRBC)  
ILS Y RWY 34

## AERONAUTICAL DATA TABULATION

ILS approach to RWY 34	
Fix/Point	Coordinates
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
BRG 158° / 11.7NM BCU	46°19'21.4"N 026°53'54.2"E
BRG 183.38° / 11.7NM BCU	46°19'09.0"N 026°46'29.5"E
<b>SETCU (IF)</b> – BRG 158° B / 11.7NM BCU	46°20'49.2"N 026°58'43.2"E
BRG 157.83° IBC / 11.7 BCU	
<b>FAF (GP INOP)</b> – BRG 157.83° IBC / 5.4NM IBC	46°25'36.7"N 026°56'50.8"E
<b>MAPT (GP INOP)</b> – BRG 157.83° IBC / 0.70NM IBC	46°30'08.9"N 026°55'04.1"E
<b>IBC LOC</b>	46°32'07.5"N 026°54'17.6"E
<b>IBC GP DME</b>	46°30'48.2"N 026°54'42.8"E
<b>THR 34</b>	46°30'39.79"N 026°54'51.99"E
BRG 338° B / 10.0NM IBC	46°40'28.1"N 026°51'00.3"E

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

## RADIO COMMUNICATION FAILURE

- If ILS instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU – IAF at min FL60, then direct to BCU VOR at or above MSA and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

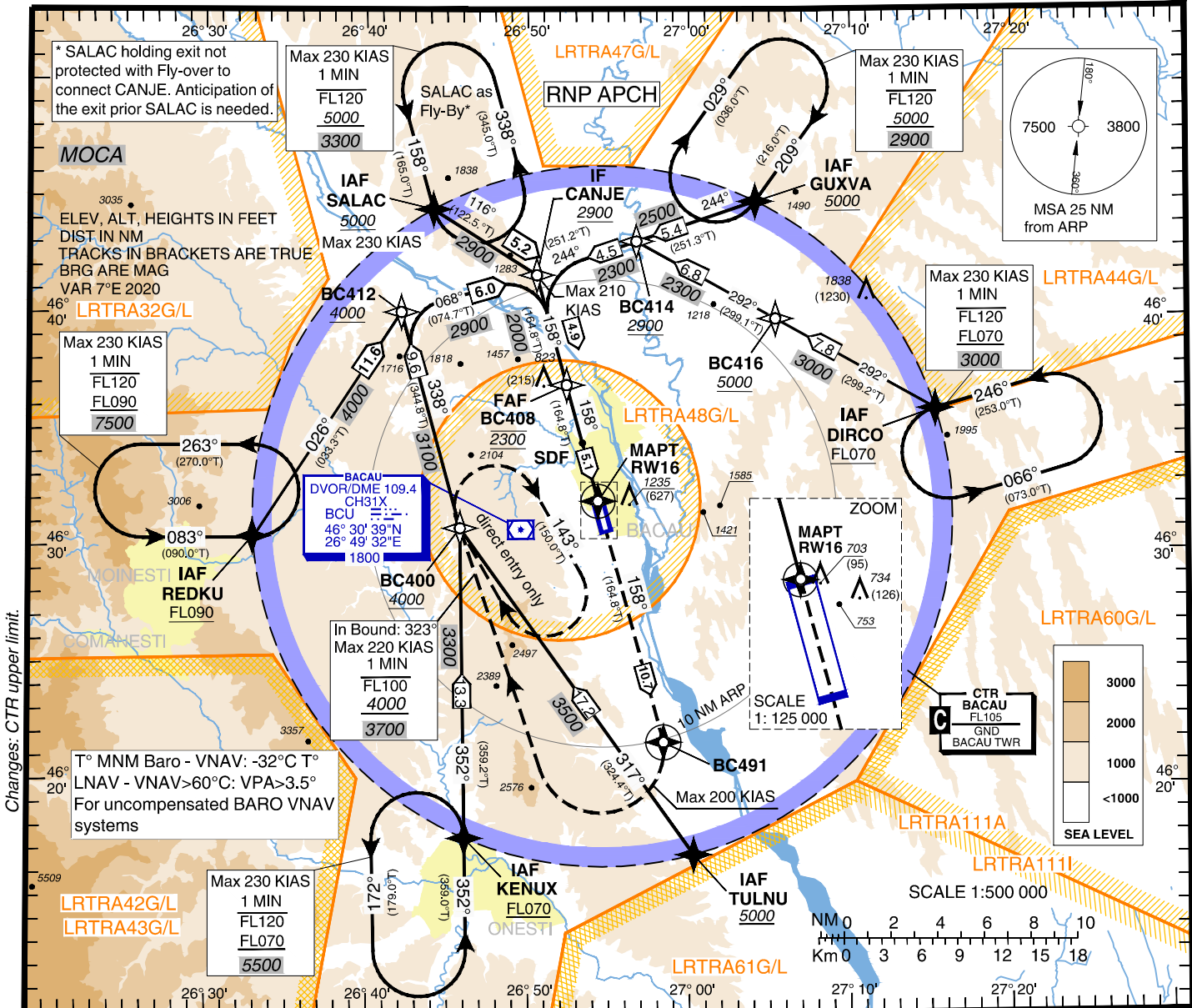
**INSTRUMENT APPROACH CHART - ICAO**

**EGNOS CH87924 E16A**

**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO THR RWY 16 - ELEV 608 ft

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu (LRBC) RNP RWY 16**

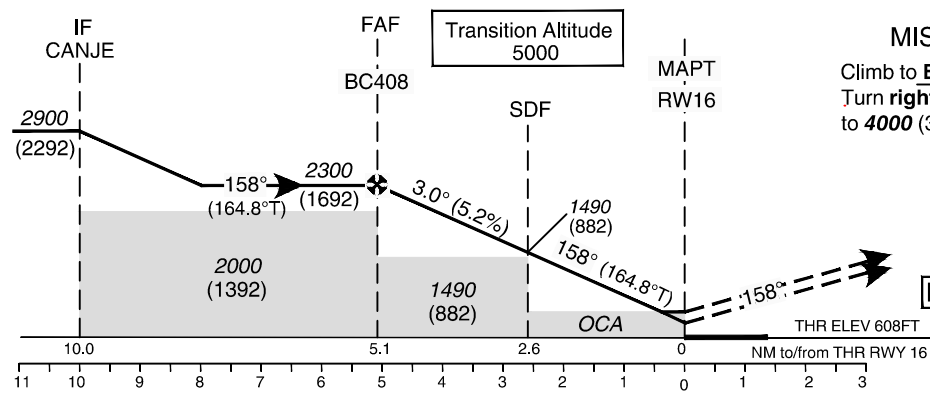


\* SALAC holding exit not protected with Fly-over to connect CANJE. Anticipation of the exit prior SALAC is needed.

ELEV. ALT. HEIGHTS IN FEET  
DIST IN NM  
TRACKS IN BRACKETS ARE TRUE  
BRG ARE MAG  
VAR 7°E 2020

T° MNM Baro - VNAV: -32°C T°  
LNAV - VNAV > 60°C: VPA > 3.5°  
For uncompensated BARO VNAV systems

**MISSED APPROACH:**  
Climb to **BC491** on course **158°**.  
Turn **right** direct to **BC400** (Max **200 KIAS**) climbing to **4000** (3392) and hold or follow ATC instructions.



Timing not authorized for defining the MAPt.

OCA (H)	A	B	C	D
LPV	840 (232)	850 (242)	860 (252)	870 (262)
LNAV/VNAV	850 (242)	860 (252)	880 (272)	910 (302)
LNAV	950 (342)	980 (372)	1000 (392)	1000 (392)
LNAV w/o SDF	1490 (882)			
Circling (1)	1820		1980	

GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.1 NM	min:s	4:25	3:26	3:05	2:34	2:12	1:56
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

Dist to THR	NM	5	4	3	2
Altitudes (Heights)	FT	2250 (1642)	1940 (1332)	1620 (1012)	1300 (692)

(1) Circling West of airport prohibited.

For data tabulation see verso.

BACĂU / George Enescu (LRBC)  
RNP RWY 16

## AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY16	
Fix/Point	Coordinates
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
CANJE (IF)	46°41'37.9"N 026°50'32.6"E
BC400 (IAF)	46°30'47.6"N 026°45'47.2"E
BC408 (FAF)	46°36'55.7"N 026°52'24.0"E
BC412	46°40'03.2"N 026°42'08.2"E
BC414	46°43'05.0"N 026°56'43.9"E
BC416	46°39'47.0"N 027°05'22.1"E
BC491	46°21'38.5"N 026°58'24.0"E
SDF	46°34'28.4"N 026°53'22.1"E
RW16 (MAPT)	46°31'57.93"N 026°54'21.29"E

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

## RADIO COMMUNICATION FAILURE

- a) If RNP RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the RNP RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If RNP RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to BC400 and hold at least 6 minutes, then continue the RNP RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

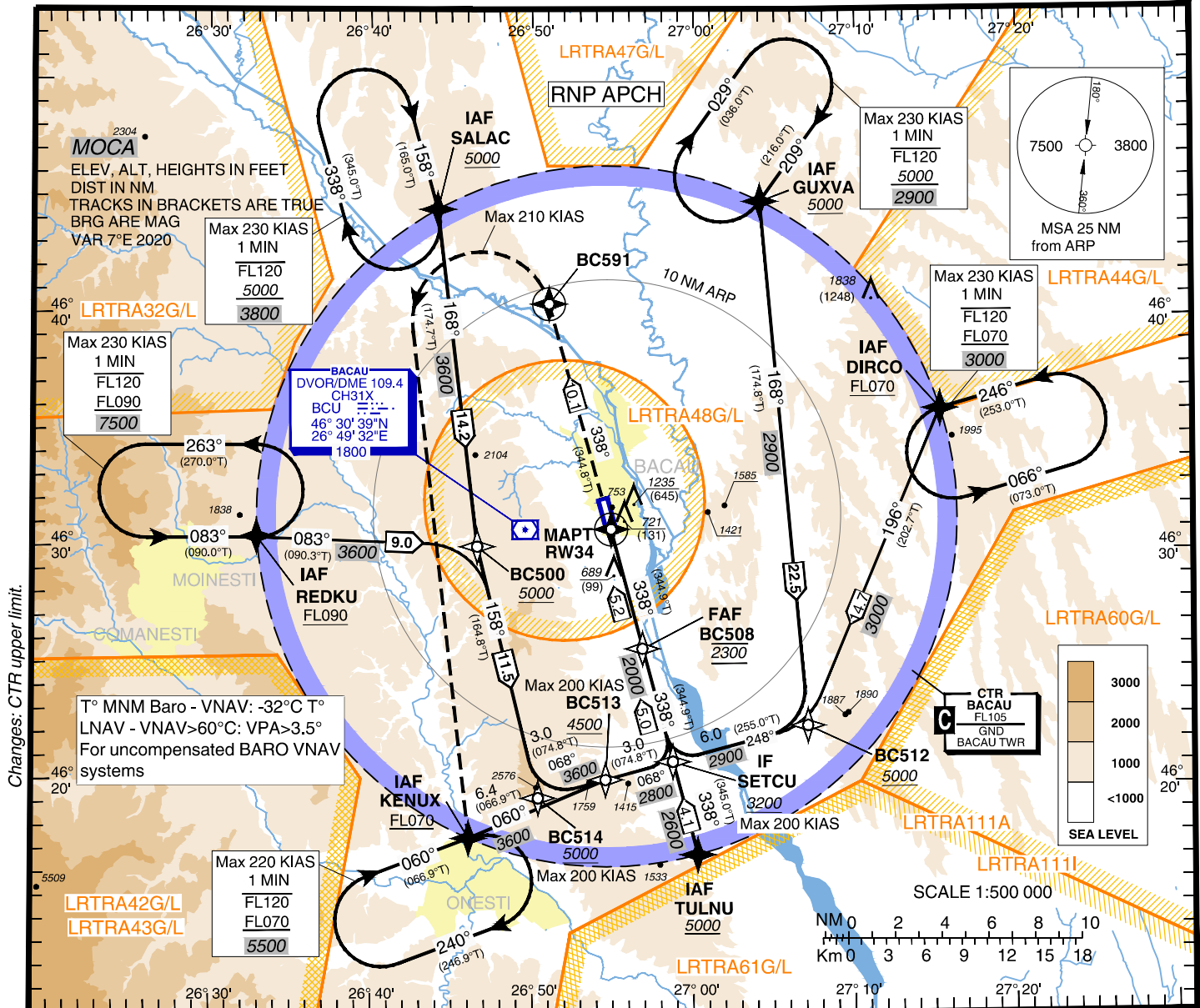
**INSTRUMENT  
APPROACH  
CHART - ICAO**

**EGNOS  
CH66817  
E34A**

**AERODROME ELEV. 608 ft**  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 590 ft

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

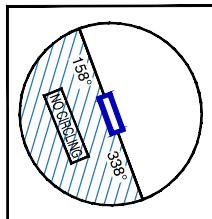
**BACĂU / George Enescu  
(LRBC)  
RNP RWY 34**



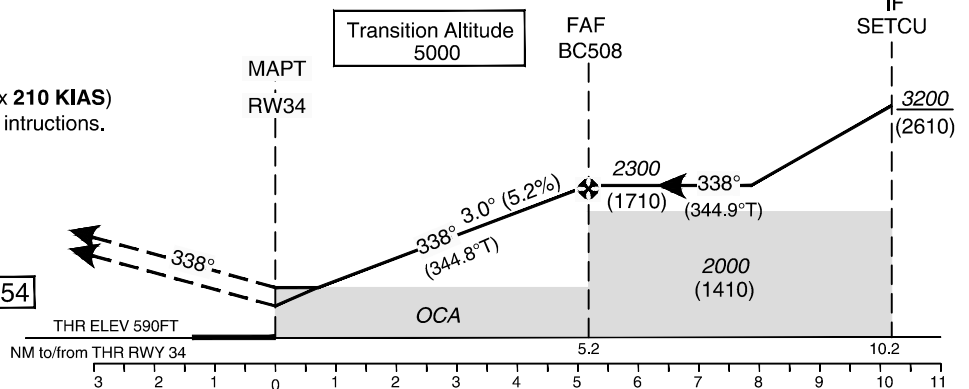
Changes: CTR upper limit.

**MISSED APPROACH:**

Climb to **BC591** on course **338° M**.  
At **BC591**, turn **left** direct to **KENUX** (Max 210 KIAS)  
climbing to **FL070** and hold or follow ATC instructions.



**RDH 54**



SBAS CAT I OPERATIONS NOT APPROVED

Timing not authorized for defining the MAPt.

OCA (H)		A	B	C	D
LPV	MACG 2.5%	857 (267)	870 (280)	878 (288)	888 (298)
	MACG 3.0%	811 (221)	823 (233)	832 (242)	842 (252)
LNAV/VNAV	MACG 2.5%	960 (370)	970 (380)	990 (400)	1020 (430)
	MACG 3.0%	820 (230)	830 (240)	850 (260)	
LNAV	MACG 2.5%	990 (400)	1020 (430)	1040 (450)	1060 (470)
	MACG 3.0%	940 (350)			
Circling (1)		1820			1980

GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.2 NM	min:s	4:27	3:28	3:07	2:36	2:14	1:57
Rate of descent (5.24%)	ft/min	372	478	531	637	743	849

Dist to THR	NM	1	2	3	4	5
Altitudes (Heights)	FT	960 (370)	1280 (690)	1600 (1010)	1920 (1330)	2240 (1650)

(1) Circling West of airport prohibited.

For data tabulation see verso.

BACĂU / George Enescu (LRBC)  
RNP RWY 34

## AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY34	
Fix/Point	Coordinates
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
SETCU (IF)	46°20'49.2"N 026°58'43.2"E
BC500	46°30'20.6"N 026°46'01.1"E
BC508 (FAF)	46°25'38.7"N 026°56'50.1"E
BC512	46°22'23.0"N 027°07'05.1"E
BC513	46°20'02.1"N 026°54'32.5"E
BC514	46°19'14.9"N 026°50'21.9"E
BC591	46°40'24.4"N 026°51'01.7"E
RW34 (MAPT)	46°30'39.79"N 026°54'51.99"E

TEMPORARY RESERVED AREAS (TRA)			
Identification	Vertical limits	Identification	Vertical limits
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

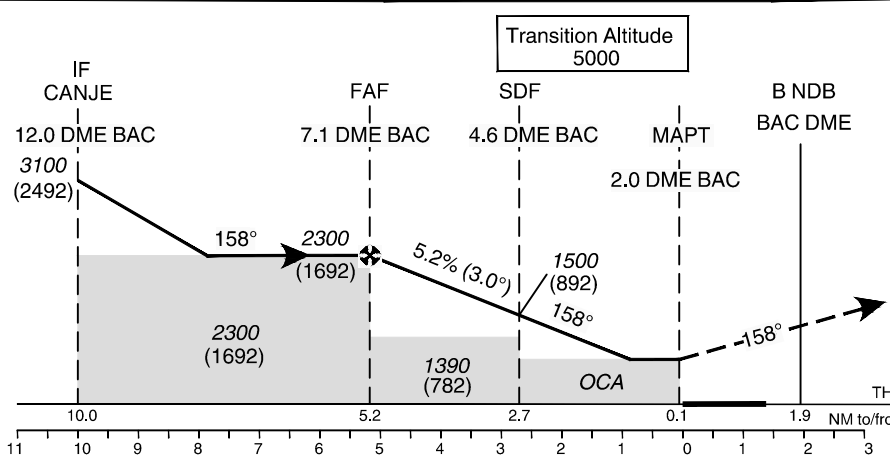
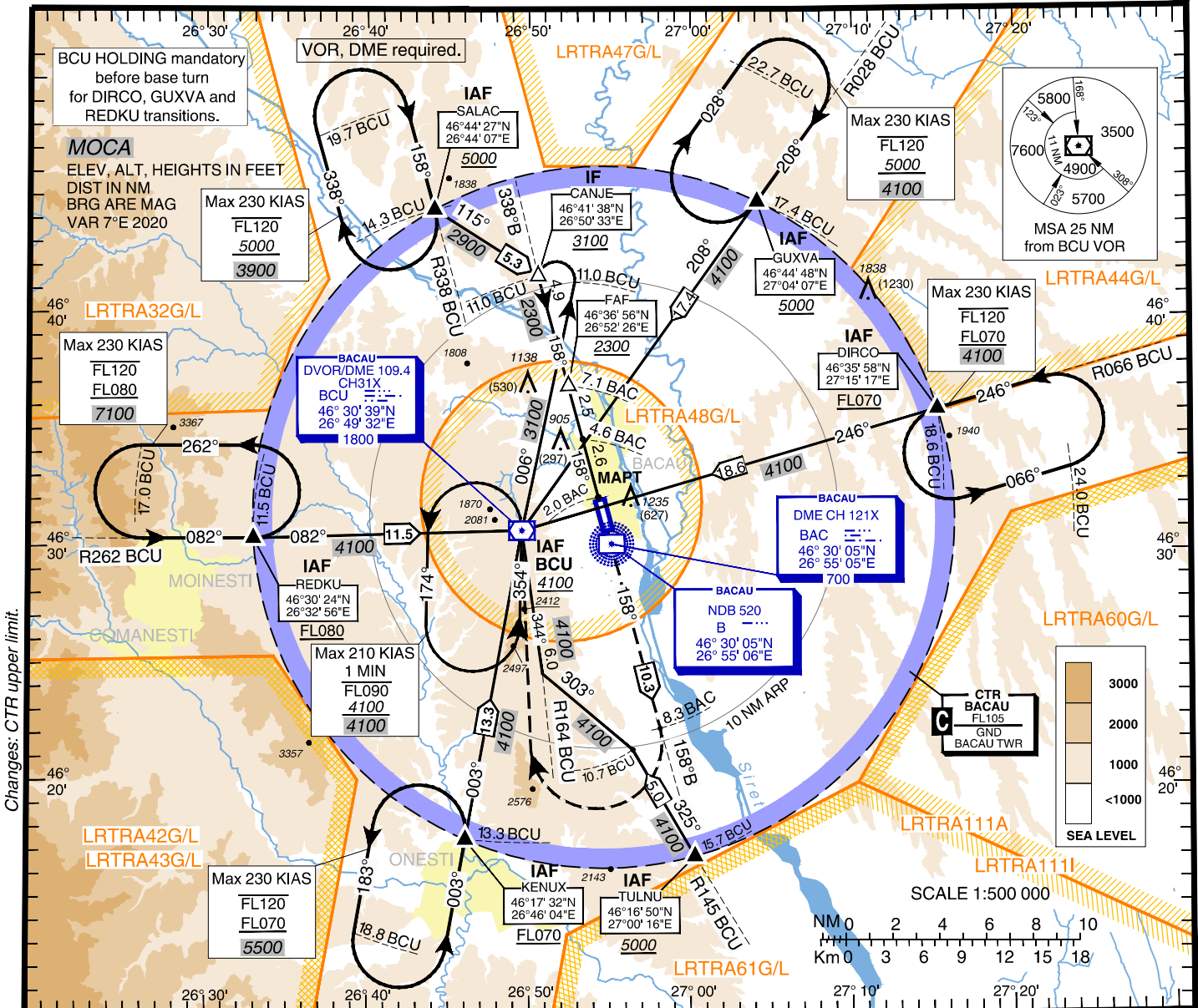
## RADIO COMMUNICATION FAILURE

- a) If RNP RWY 34 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 34 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 34 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the RNP RWY 34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If RNP RWY 34 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU:
  - c1) if no hold is required in order to comply with the expected approach time last received and acknowledged or the estimated time of arrival, set transponder 7600, proceed according RNP RWY 34 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
  - c2) if a hold is required in order to comply with the expected approach time last received and acknowledged or the estimated time of arrival, RNP RWY 34 is not authorised, please follow ILS RWY 34 or NDB RWY 34 and the associated RCF instructions.

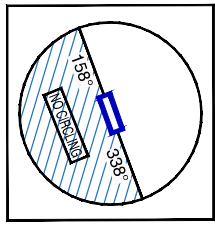
**INSTRUMENT APPROACH AERODROME ELEV. 608 ft**  
**CHART - ICAO** HEIGHTS RELATED TO AD ELEV

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

**BACĂU / George Enescu (LRBC)**  
**NDB Z RWY 16**



OCA(H)		MACG	A	B
Straight-in Approach	with SDF	2.5%	1320 (712)	1350 (742)
		3.0%	1290 (682)	1300 (692)
	w/o SDF		1390 (782)	
Circling (1)			1820	



GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.1 NM	min:s	4:22	3:24	3:04	2:33	2:11	1:55
Rate of descent (5.25%)	ft/min	372	478	532	638	744	851
Dist to BAC DME	NM	7	6	5	4		
Altitudes (Heights)	FT	2270 (1662)	1950 (1342)	1630 (1022)	1310 (702)		

(1) Circling West of airport prohibited.

For data tabulation see verso.

**BACĂU / George Enescu (LRBC)  
NDB Z RWY 16****AERONAUTICAL DATA TABULATION**

<b>NDB approach to RWY 16</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
<b>BAC DME</b>	46°30'05.0"N 026°55'05.0"E
BRG 144.69° / 10.7NM BCU	46°21'14.1"N 026°56'51.6"E
BRG 164.00° / 6NM BCU	46°24'43.9"N 026°50'53.4"E
<b>CANJE (IF)</b> – BRG 338° B / 11.0 BCU	46°41'37.9"N 026°50'32.6"E
<b>FAF</b> – BRG 338° B / 7.1 BAC	46°36'56.4"N 026°52'25.7"E
<b>SDF</b> – BRG 338° B / 4.6 BAC	46°34'31.6"N 026°53'22.1"E
<b>MAPT</b> – BRG 338° B / 2.0 BAC	46°32'01.0"N 026°54'20.6"E
<b>THR 16</b>	46°31'57.93"N 026°54'21.29"E
BRG 158° B / 8.3 BAC	46°22'04.2"N 026°58'11.7"E

Final approach descent angle: 5.2% (3.00°)

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

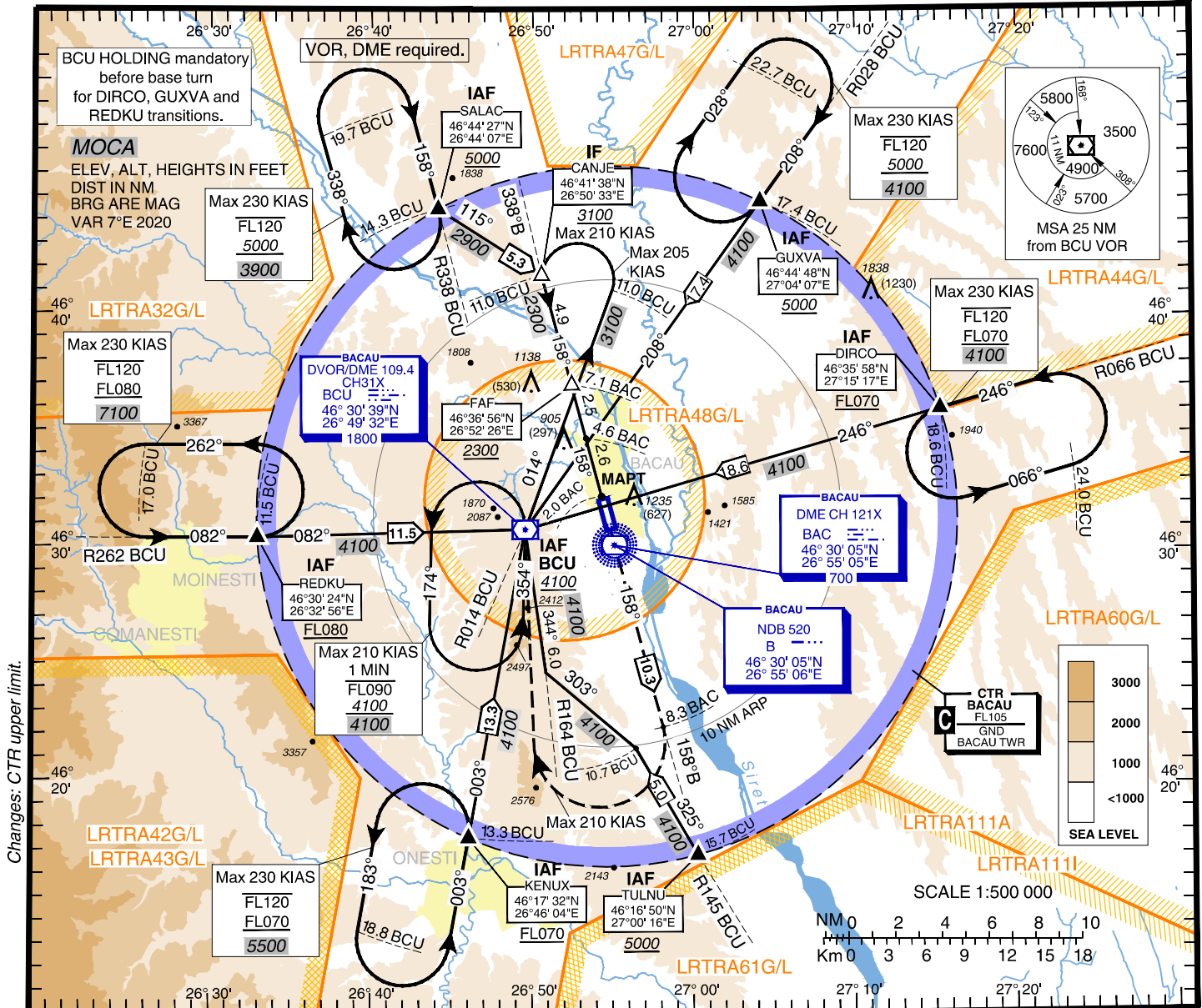
**RADIO COMMUNICATION FAILURE**

- If NDB RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the NDB RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to proceed according to FPL to CTR entry point TULNU, then BCU VOR and hold at least 6 minutes, then continue the NDB RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

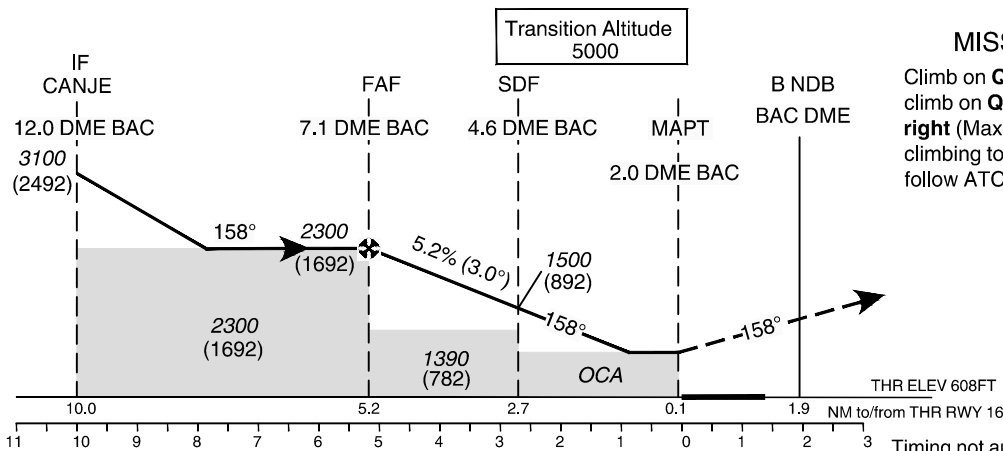
**INSTRUMENT APPROACH AERODROME ELEV. 608 ft**  
**CHART - ICAO** HEIGHTS RELATED TO AD ELEV

BACAU TOWER 120.980  
BACAU TOWER ALTN 118.600

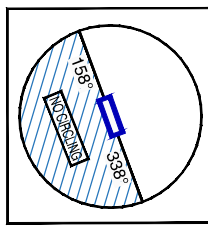
**BACĂU / George Enescu (LRBC)**  
**NDB Y RWY 16**



Changes: CTR upper limit.



OCA(H)		MACG	C	D
Straight-in Approach	with SDF	2.5%	1370 (762)	1390 (782)
		3.0%	1310 (702)	1310 (702)
	w/o SDF		1390 (782)	
Circling (1)			1820	1980



GS	KIAS	70	90	100	120	140	160
FAF-MAPT 5.1 NM	min:s	4:22	3:24	3:04	2:33	2:11	1:55
Rate of descent (5.25%)	ft/min	372	478	532	638	744	851
Dist to BAC DME	NM	7	6	5	4		
Altitudes (Heights)	FT	2270 (1662)	1950 (1342)	1630 (1022)	1310 (702)		

For data tabulation see verso.

**BACĂU / George Enescu (LRBC)  
NDB Y RWY 16****AERONAUTICAL DATA TABULATION**

<b>NDB approach to RWY 16</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
<b>BAC DME</b>	46°30'05.0"N 026°55'05.0"E
BRG 144.69° / 10.7NM BCU	46°21'14.1"N 026°56'51.6"E
BRG 164.00° / 6NM BCU	46°24'43.9"N 026°50'53.4"E
<b>CANJE (IF)</b> – BRG 338° B / 11.0 BCU	46°41'37.9"N 026°50'32.6"E
<b>FAF</b> – BRG 338° B / 7.1 BAC	46°36'56.4"N 026°52'25.7"E
<b>SDF</b> – BRG 338° B / 4.6 BAC	46°34'31.6"N 026°53'22.1"E
<b>MAPT</b> – BRG 338° B / 2.0 BAC	46°32'01.0"N 026°54'20.6"E
<b>THR 16</b>	46°31'57.93"N 026°54'21.29"E
BRG 158° B / 8.3 BAC	46°22'04.2"N 026°58'11.7"E

Final approach descent angle: 5.2% (3.00°)

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

- If NDB RWY16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the NDB RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY16 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to proceed according to FPL to CTR entry point TULNU, then BCU VOR and hold at least 6 minutes, then continue the NDB RWY16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



**BACĂU / George Enescu (LRBC)  
NDB Z RWY 34****AERONAUTICAL DATA TABULATION**

<b>NDB approach to RWY 34</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
<b>BAC DME</b>	46°30'05.0"N 026°55'05.0"E
BRG 158° / 11.7NM BCU	46°19'21.4"N 026°53'54.2"E
BRG 183.38° / 11.7NM BCU	46°19'09.0"N 026°46'29.5"E
<b>SETCU (IF)</b> – BRG 158° B / 11.7 BCU	46°20'49.2"N 026°58'43.2"E
<b>FAF</b> – BRG 158° B / 4.6 BAC	46°25'38.6"N 026°56'48.9"E
<b>MAPT (B NDB)</b>	46°30'05.2"N 026°55'05.6"E
<b>THR 34</b>	46°30'39.79"N 026°54'51.99"E
BRG 338° B / 10.7 BAC	46°40'24.9"N 026°51'04.3"E

Final approach descent angle: 5.3% (3.01°)

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

- a) If NDB RWY34 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY34 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB RWY34 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the NDB RWY34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- c) If NDB RWY34 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU – IAF at min FL60, then direct to BCU VOR at or above MSA and hold at least 6 minutes, then continue the NDB RWY34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



**BACĂU / George Enescu (LRBC)  
NDB Y RWY 34****AERONAUTICAL DATA TABULATION**

<b>NDB approach to RWY 34</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>DIRCO (IAF)</b> – BRG 066.17° / 18.55NM BCU	46°35'58.0"N 027°15'17.0"E
<b>GUXVA (IAF)</b> – BRG 028.29° / 17.36NM BCU	46°44'48.0"N 027°04'07.0"E
<b>KENUX (IAF)</b> – BRG 183.38° / 13.34NM BCU	46°17'32.0"N 026°46'04.0"E
<b>REDKU (IAF)</b> – BRG 261.82° / 11.47NM BCU	46°30'24.0"N 026°32'56.0"E
<b>SALAC (IAF)</b> – BRG 337.90° / 14.30NM BCU	46°44'27.0"N 026°44'07.0"E
<b>TULNU (IAF)</b> – BRG 144.69° / 15.70NM BCU	46°16'50.0"N 027°00'16.0"E
<b>BCU VORDME (IAF)</b>	46°30'39.3"N 026°49'32.0"E
<b>B NDB</b>	46°30'05.2"N 026°55'05.6"E
<b>BAC DME</b>	46°30'05.0"N 026°55'05.0"E
BRG 158° / 11.7NM BCU	46°19'21.4"N 026°53'54.2"E
BRG 183.38° / 11.7NM BCU	46°19'09.0"N 026°46'29.5"E
<b>SETCU (IF)</b> – BRG 158° B / 11.7 BCU	46°20'49.2"N 026°58'43.2"E
<b>FAF</b> – BRG 158° B / 4.6 BAC	46°25'38.6"N 026°56'48.9"E
<b>MAPT (B NDB)</b>	46°30'05.2"N 026°55'05.6"E
<b>THR 34</b>	46°30'39.79"N 026°54'51.99"E
BRG 338° B / 10.7 BAC	46°40'24.9"N 026°51'04.3"E

Final approach descent angle: 5.3% (3.01°)

<b>TEMPORARY RESERVED AREAS (TRA)</b>			
<b>Identification</b>	<b>Vertical limits</b>	<b>Identification</b>	<b>Vertical limits</b>
LRTRA32G	GND – FL95	LRTRA47L	5000 FT AMSL – FL200
LRTRA32L	FL95 – FL200	LRTRA48G	GND – 5500 FT AMSL
LRTRA42G	GND – FL85	LRTRA48L	5500 FT AMSL – FL200
LRTRA42L	FL85 – FL200	LRTRA60G	GND – 5000 FT AMSL
LRTRA43G	GND – FL90	LRTRA60L	5000 FT AMSL – FL200
LRTRA43L	FL90 – FL200	LRTRA61G	GND – FL65
LRTRA44G	GND – 5000 FT AMSL	LRTRA61L	FL65 – FL200
LRTRA44L	5000 FT AMSL – FL200	LRTRA111A	FL65 – FL280
LRTRA47G	GND – 5000 FT AMSL	LRTRA111I	FL65 – FL280

**RADIO COMMUNICATION FAILURE**

- a) If NDB RWY34 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY34 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB RWY34 instrument approach procedure was not assigned or received by ATC, for arrivals via REDKU / SALAC / GUXVA / DIRCO / KENUX: set transponder 7600, proceed according to FPL to CTR entry point (REDKU / SALAC / GUXVA / DIRCO / KENUX) and hold at least 6 minutes, then continue the NDB RWY34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- c) If NDB RWY34 instrument approach procedure was not assigned or received by ATC, for arrivals via TULNU: set transponder 7600, proceed according to FPL to CTR entry point TULNU – IAF at min FL60, then direct to BCU VOR at or above MSA and hold at least 6 minutes, then continue the NDB RWY34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

a	b	c	d	e	f
LRIA 4493	POLE	471038.7N 0273704.1E	398.1/36.4 FT	NIL	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
LRIA 4494	POLE	471037.7N 0273704.8E	398.2/37.4 FT	NIL	
LRIA 4497	POLE	471036.6N 0273705.3E	403.1/42.6 FT	NIL	
LRIA 4508	NAVAID	471040.2N 0273708.4E	389.8/24.4 FT	NIL	
LRIA 4510	FENCE	471032.1N 0273707.5E	368.5/10.5 FT	NIL	
LRIA 4511	FENCE	471031.7N 0273707.8E	367.1/10.5 FT	NIL	
LRIA 4512	FENCE	471031.4N 0273707.9E	367.6/10.5 FT	NIL	
LRIA 4515	BUILDING	471035.6N 0273704.9E	379.3/23.4 FT	NIL	
LRIA 4516	BUILDING	471036.8N 0273704.0E	379.4/23.5 FT	NIL	
LRIA 4517	BUILDING	471037.5N 0273703.2E	384.4/25.3 FT	NIL	
LRIA 4519	POLE	471035.1N 0273705.1E	401.6/40.7 FT	NIL	
LRIA 4520	POLE	471027.8N 0273710.5E	387.2/41.0 FT	NIL	
LRIA 4724	NAVAID	471022.1N 0273732.4E	349.4/7.9 FT	NIL	
LRIA 4725	BUILDING	471023.7N 0273714.8E	425.0/85.9 FT	NIL	
LRIA 4726	BUILDING	471025.8N 0273711.5E	381.1/34.8 FT	NIL	
LRIA 4727	BUILDING	471034.8N 0273706.8E	384.4/23.1 FT	NIL	
LRIA 4728	ANTENNA	471038.5N 0273703.2E	441.5/87.9 FT	NIL	
LRIA 4729	BUILDING	471040.7N 0273703.0E	372.2/10.4 FT	NIL	
LRIA 4730	ANTENNA	471035.9N 0273703.9E	397.1/35.8 FT	NIL	
LRIA 4732	NAVAID	471109.1N 0273650.2E	416.1/20.0 FT	MARKED/LGTD R	
LRIA 4758	NAVAID	471022.2N 0273733.4E	346.4/5.4 FT	NIL	

**LRIA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office	IAȘI
2	Hours of service MET Office outside hours	H24 -
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.
8	Supplementary equipment available for providing information	Tel: +40-(0)232-271530 Fax: +40-(0)232-271530
9	ATS units provided with information	IAȘI TWR
10	Additional information (limitation of service, etc.)	NIL

**LRIA 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 APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	148.85°	2400 x 45	99/F/C/W/T Asphalt	471122.10N 0273645.71E 471015.64N 0273744.79E GUND 106.1 FT	THR 411.1 FT TDZ 411.1 FT	-1.0%
32	328.86°	2400 x 45	99/F/C/W/T Asphalt	471015.64N 0273744.79E 471122.10N 0273645.71E GUND 106.1 FT	THR 332.3 FT	1.0%
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	150 x 180	2520 x 280	155 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M Intermediate turn pad Dimensions: 97 x 22 M
NIL	150 x 180	2520 x 280	190 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M

**LRIA AD 2.13 DECLARED DISTANCES**

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2400	2550	2400	2400	NIL
32	2400	2550	2400	2400	NIL

**REDUCED DECLARED DISTANCES**

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	5
32 TWY E	2051	2201	2051	349 M FROM THR 32

**LRIA AD 2.14 APPROACH AND RWY LIGHTING**

RWY Designator	APCH LGT type	THR LGT colour	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour	RWY End LGT colour	SWY LGT LEN(M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
14	ALSF II 720M LIH	Green WBAR	PAPI 3° (54 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	LED lights are exclusively used for lighting systems described in columns 4, 5, 6.
32	ALSF II 720M LIH	Green WBAR	PAPI 3.5° (60 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	

**LRIA 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 110°, 440 M from THR 14, LGT 247°, 320 M from THR 32, LGT
3	TWY edge and centre line lighting	TWY A, E: edge, centre line. TWY D: edge East only, centre line.
4	Secondary power supply/switch-over time	Secondary power supply for all lighting on the AD. Switch-over time 1 SEC.
5	Remarks	TWY A, E: coded centre line lights showing alternating green and yellow from the perimeter of ILS critical/sensitive area.

**LRIA AD 2.16 HELICOPTER LANDING AREA**

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

**LRIA AD 2.17 ATS AIRSPACE**

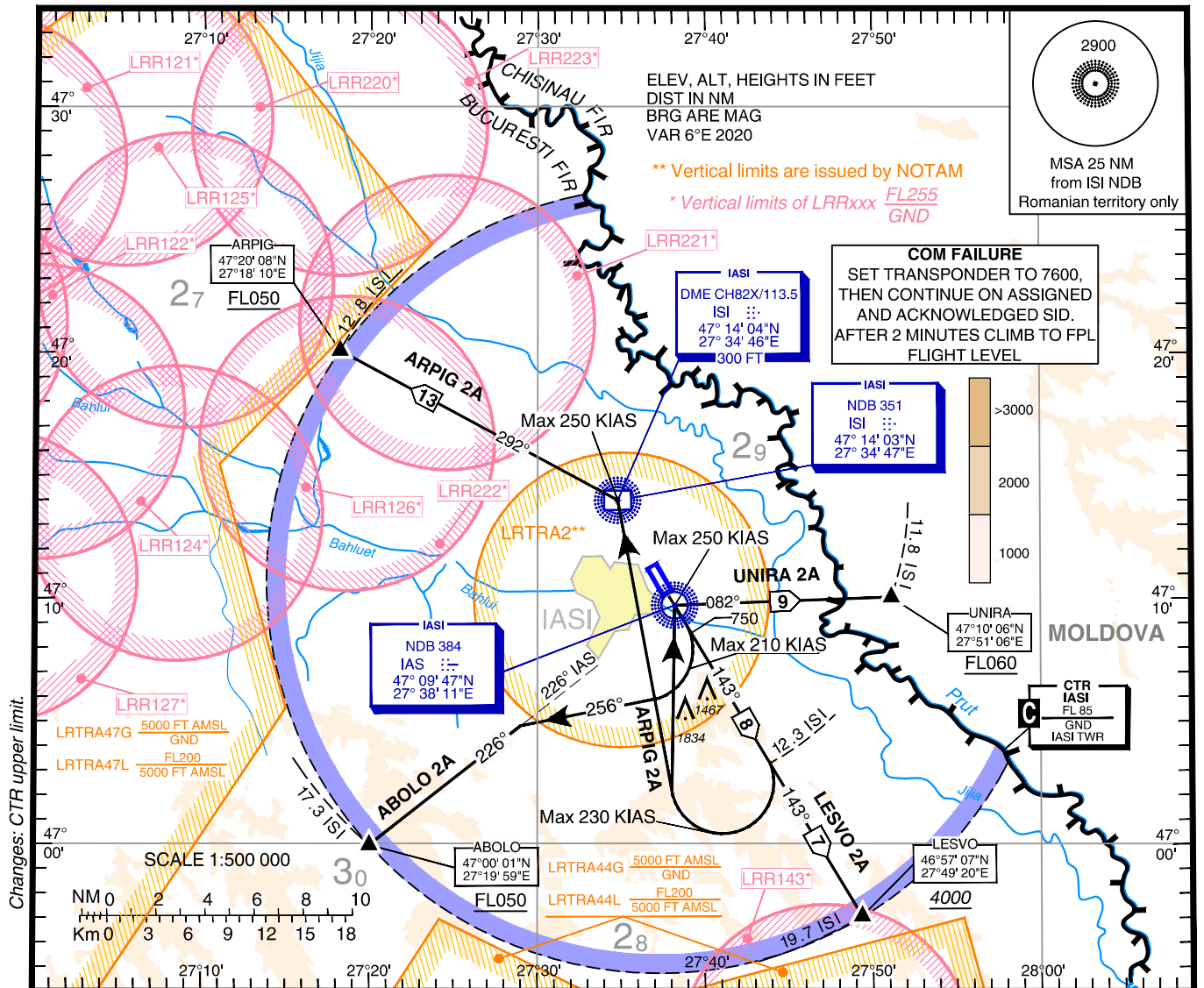
1	Designation and lateral limits	IAȘI CTR A circle, radius 16 NM centered at 471049N 0273715E, limited by FIR boundary.
2	Vertical limits	SFC to FL85
3	Airspace classification	C
4	ATS unit call sign Language(s)	Iași Tower English, Romanian
5	Transition altitude	4000 FT AMSL
6	Hours of applicability	H24
7	Remarks	NIL

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

Transition Altitude  
4000

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865  
Bacau SECTOR 128.610  
Bacau SECTOR ALTN 125.725

**IAȘI / Iași (LRIA)  
RWY 14  
ABOLO 2A, ARPIG 2A, LESVO 2A,  
UNIRA 2A**



SID Identifier	Description
ABOLO 2A	Climb on runway axis, at 750 (339) turn RIGHT (1) heading 256° M to intercept and follow QDR 226° IAS to ABOLO at or above FL050. (1) Max 210 KIAS for the turn. PDG: 5.7% up to FL050. No turn before DER
ARPIG 2A	Climb to IAS, then follow QDR 143° IAS. At 12.3 ISI turn RIGHT (1) to ISI (2) then follow QDR 292° ISI to ARPIG at or above FL050. (1) Max 230 KIAS for the turn. (2) Max 250 KIAS for the turn. PDG: 5% up to 3000ft.
LESVO 2A	Climb to IAS, then follow QDR 143° IAS to LESVO at or above 4000 (3589). PDG: 5% up to 3000ft.
UNIRA 2A	Climb to IAS, then follow QDR 143° IAS. At 12.3 ISI turn RIGHT (1) to IAS (2) then follow QDR 082° IAS to UNIRA at or above FL060. (1) Max 230 KIAS for the turn. (2) Max 250 KIAS for the turn. PDG: 5% up to 3000ft.

IAȘI / Iași (LRIA)  
SID RWY 14

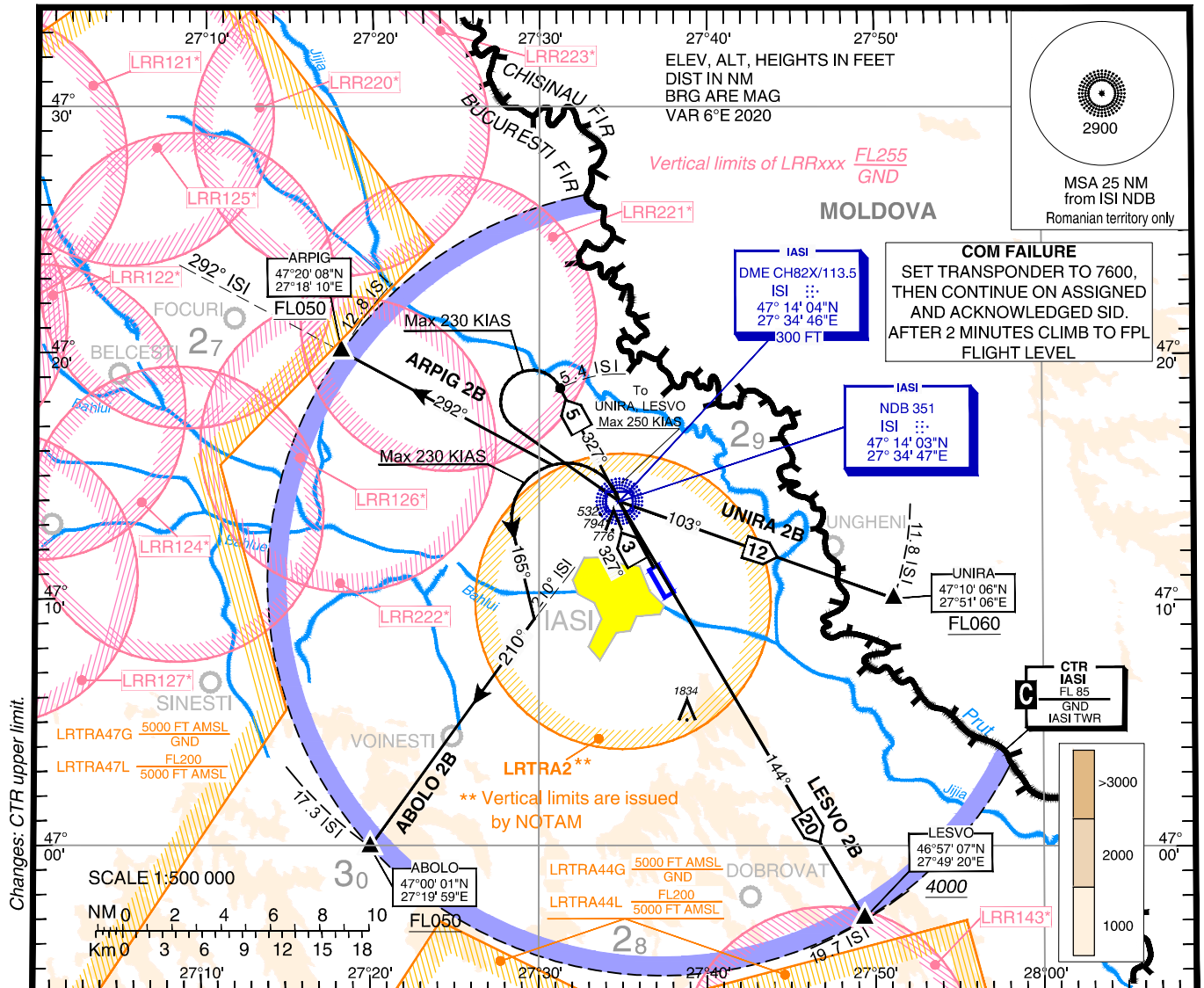
## AERONAUTICAL DATA TABULATION

SID RWY 14	
Fix/Point	Coordinates
ABOLO – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
ARPIG – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
LESVO – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
UNIRA – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
ISI NDB	47°14'03.4"N 027°34'46.9"E
ISI DME	47°14'03.5"N 027°34'45.9"E
IAS NDB	47°09'46.6"N 027°38'10.6"E
DER 14	47°10'11.5"N 027°37'48.5"E
BRG 143.00° IAS / 12.3 NM ISI	47°03'25.1"N 027°43'48.9"E

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

Transition Altitude	4000
IASI Tower	119.955
IASI Tower ALTN	119.200
IASI ATIS	122.865
Bacau SECTOR	128.610
Bacau SECTOR ALTN	125.725

**IAȘI / Iași (LRIA)  
RWY 32  
ABOLO 2B, ARPIG 2B, LESVO 2B,  
UNIRA 2B**



SID Identifier	Description
ABOLO 2B	Climb to <b>ISI</b> . At <b>ISI</b> turn <b>left</b> (1) heading <b>165° M</b> to intercept and follow <b>QDR 210° ISI</b> to <b>ABOLO</b> at or above <b>FL050</b> . (1) Max <b>230 KIAS</b> for the turn. <b>ATS climb gradient: 5.0%</b> up to <b>FL050</b> . Advise ATC if unable to ensure the ATS climb gradient. <b>PDG: 3.5%</b> up to 800ft.
ARPIG 2B	Climb to <b>ISI</b> . At <b>ISI</b> turn <b>LEFT</b> (1) to follow <b>QDR 292° ISI</b> to <b>ARPIG</b> at or above <b>FL050</b> . (1) Max <b>230 KIAS</b> for the turn. <b>ATS climb gradient: 5.0%</b> up to <b>ARPIG</b> . Advise ATC if unable to ensure the ATS climb gradient. <b>PDG: 3.5%</b> up to 800ft.
LESVO 2B	Climb to <b>ISI</b> , then follow <b>QDR 327° ISI</b> . At <b>5.4 ISI</b> turn <b>LEFT</b> (1) to <b>ISI</b> (2) then follow <b>QDR 144° ISI</b> to <b>LESVO</b> at or above <b>4000ft</b> (3589ft). (1) Max <b>230 KIAS</b> for the turn. (2) Max <b>250 KIAS</b> for the turn. <b>ATS climb gradient: 5.0%</b> up to <b>3000ft</b> . Advise ATC if unable to ensure the ATS climb gradient. <b>PDG: 3.5%</b> up to 800ft.
UNIRA 2B	Climb to <b>ISI</b> , then follow <b>QDR 327° ISI</b> . At <b>5.4 ISI</b> turn <b>LEFT</b> (1) to <b>ISI</b> (2) then follow <b>QDR 103° ISI</b> to <b>UNIRA</b> at or above <b>FL060</b> . (1) Max <b>230 KIAS</b> for the turn. (2) Max <b>250 KIAS</b> for the turn. <b>ATS climb gradient: 5.0%</b> up to <b>3000ft</b> . Advise ATC if unable to ensure the ATS climb gradient. <b>PDG: 3.5%</b> up to 800ft.

IAȘI / Iași (LRIA)  
SID RWY 32

AERONAUTICAL DATA TABULATION

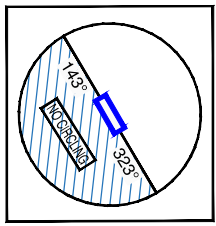
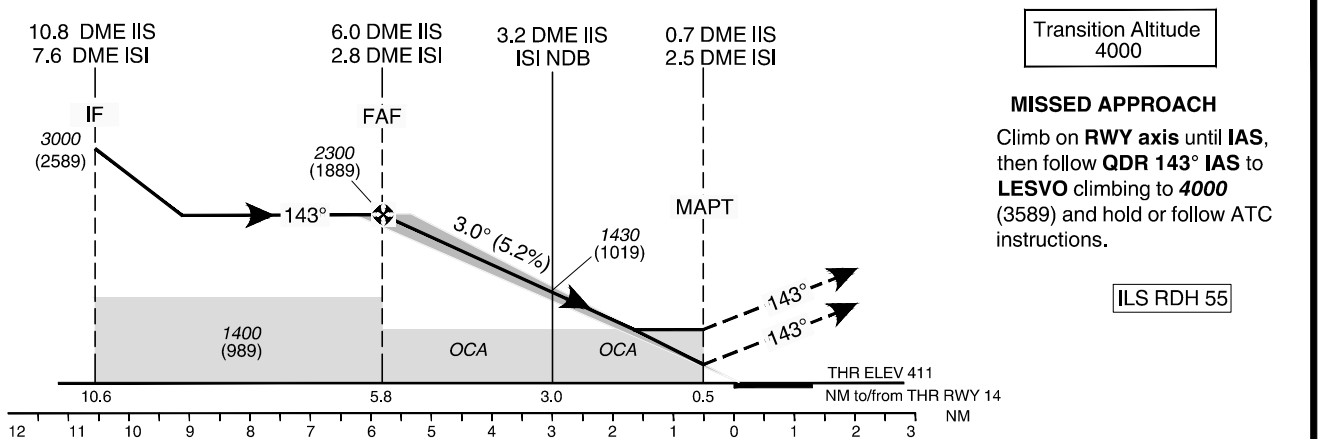
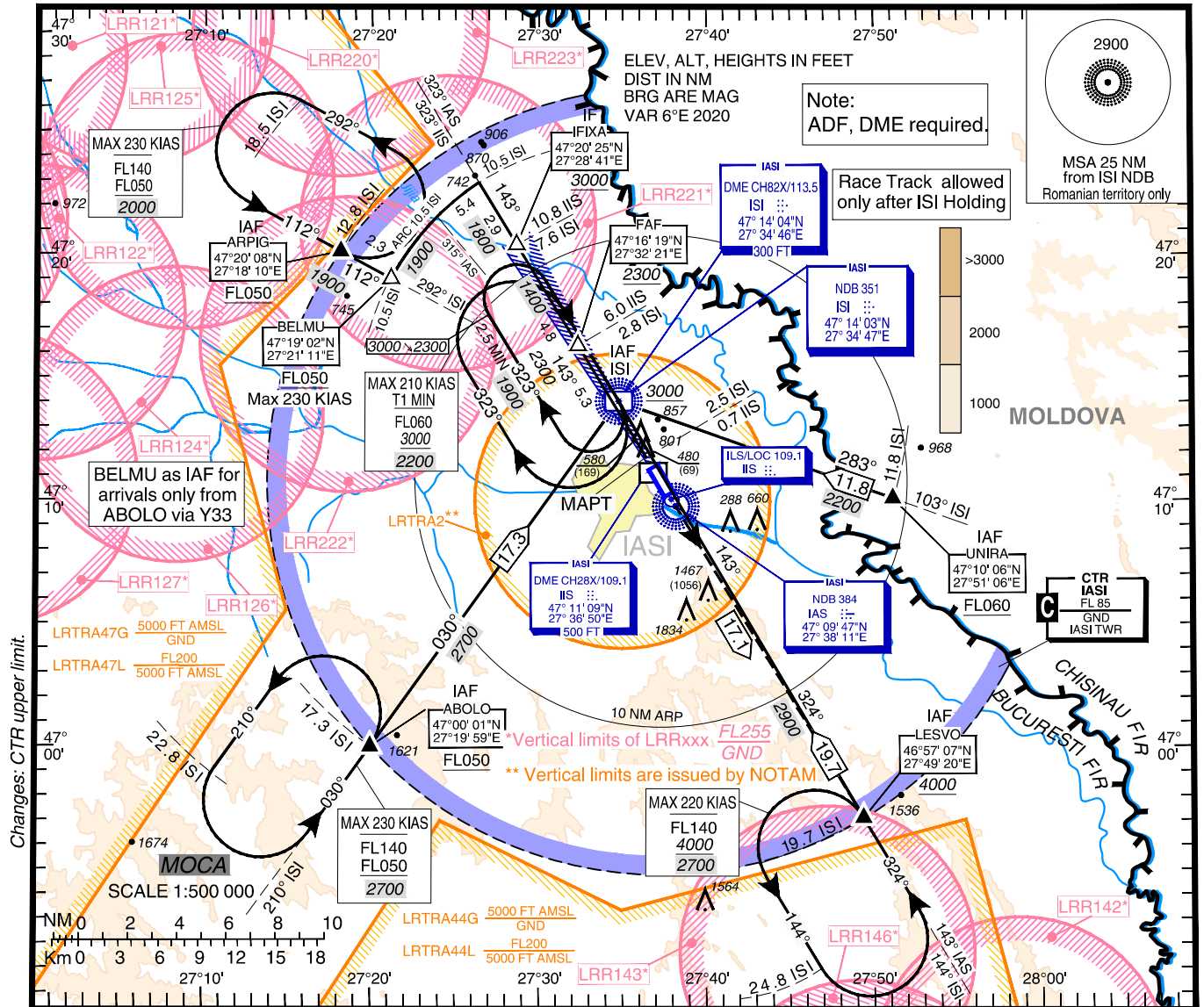
SID RWY 32	
Fix/Point	Coordinates
<b>ABOLO</b> – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG</b> – BRG 292.36° / 12.84 NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO</b> - BRG 143.51° / 19.65 NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA</b> – BRG 103.48° / 11.81 NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>DER 32</b>	47°11'26.3"N 027°36'42.0"E
BRG 327.00° / 5.4 NM ISI	47°18'53.1"N 027°31'14.2"E

**INSTRUMENT APPROACH  
CHART - ICAO**

**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO THR ELEV

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**IAȘI / Iași (LRIA)**  
**ILS Z**  
**RWY 14**



Distance to DME IIS	NM	5	4	3	2
Altitude (Height)	FT	1990 (1579)	1670 (1259)	1350 (939)	1040 (629)

Timing not authorized for defining the MAPT.

GS	KT	70	90	100	120	140	160
FAF MAPT 5.3NM	MIN:SEC	4:33	3:32	3:11	2:39	2:16	1:59
Rate of descent (5.24%)	FT/MIN	371	478	531	637	743	849

(1) Circling West of airport prohibited.

For data tabulation see verso.

IAȘI / Iași (LRIA)  
ILS Z RWY 14

**AERONAUTICAL DATA TABULATION**

<b>ILS Approach to RWY14 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO</b> (IAF) – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG</b> (IAF) – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO</b> (IAF) – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA</b> (IAF) – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b>	47°09'46.6"N 027°38'10.6"E
<b>BELMU</b> – 292.24 ISI / 10.50NM ISI	47°19'02.0"N 027°21'11.0"E
BRG 323.00° IAS / 10.5NM ISI	47°22'55.6"N 027°26'32.1"E
<b>IFIXA (IF)</b> – BRG 328.79° / 10.80NM IIS	47°20'25.4"N 027°28'41.0"E
<b>FAF (GP INOP)</b> – BRG 328.79° / 6.00NM IIS	47°16'19.0"N 027°32'21.3"E
<b>MAPT (GP INOP)</b> – BRG 328.79° / 0.70NM IIS	47°11'47.1"N 027°36'23.5"E
<b>IIS LOC</b>	47°10'06.6"N 027°37'52.8"E
<b>IIS GP</b>	47°11'09.3"N 027°36'50.4"E
<b>IIS DME</b>	47°11'09.1"N 027°36'50.2"E
<b>THR 14</b>	47°11'22.10"N 027°36'45.71"E

Final approach descent angle: 3.00°

**RADIO COMMUNICATION FAILURE**

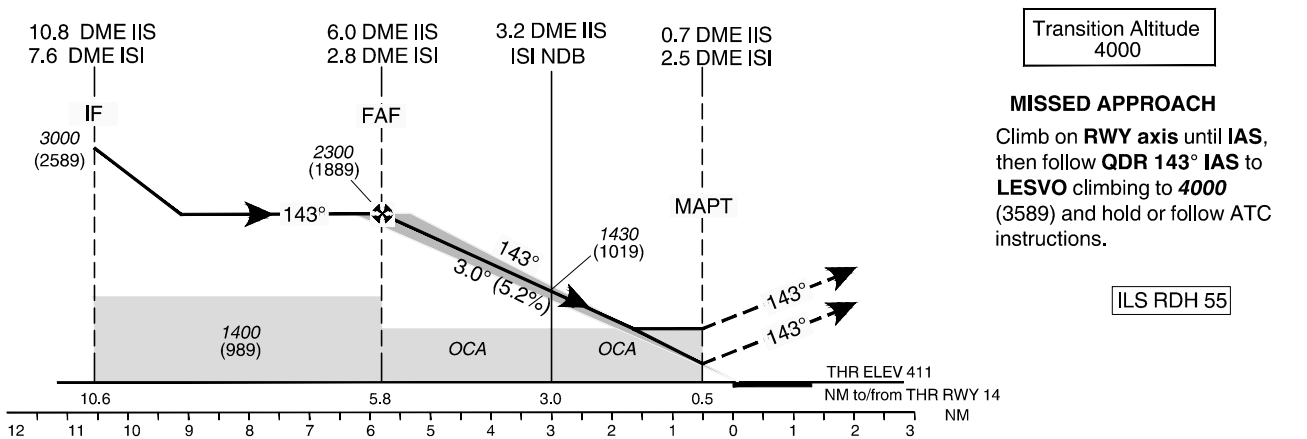
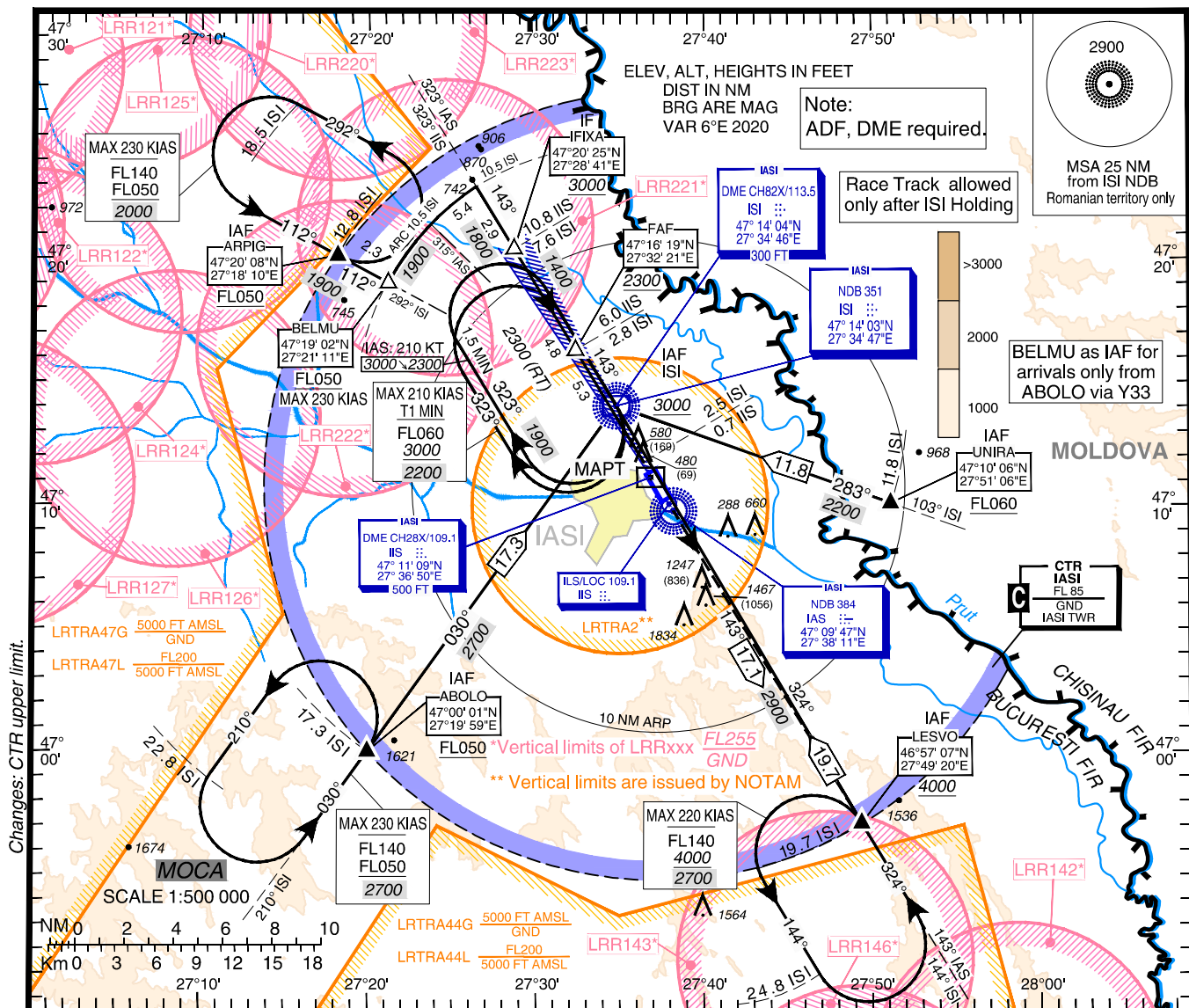
- a) If ILS instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG / LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO – IAF, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- d) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH  
CHART - ICAO**

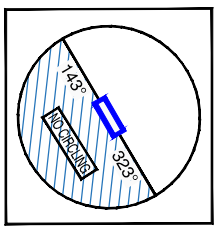
**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO THR ELEV

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**IAȘI / Iași (LRIA)**  
**ILS Y**  
**RWY 14**



OCA(H)	C	D
ILS CAT I	648 (237)	660 (249)
ILS CAT I	590 (179)	599 (188)
GP INOP	830 (419)	
Circling (1) (2)	1650	1860



Distance to DME IIS	NM	5	4	3	2
Altitude (Height)	FT	1990 (1579)	1670 (1259)	1350 (939)	1040 (629)

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF MAPt 5.3NM	MIN:SEC	4:33	3:32	3:11	2:39	2:16	1:59
Rate of descent (5.24%)	FT/MIN	371	478	531	637	743	849

For data tabulation see verso.

- (1) Circling West of airport prohibited.
- (2) Circling CAT D **MAX 195 KIAS.**

IAȘI / Iași (LRIA)  
ILS Y RWY 14

**AERONAUTICAL DATA TABULATION**

<b>ILS Approach to RWY14 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO</b> (IAF) – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG</b> (IAF) – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO</b> (IAF) – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA</b> (IAF) – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b>	47°09'46.6"N 027°38'10.6"E
<b>BELMU</b> – 292.24 ISI / 10.50NM ISI	47°19'02.0"N 027°21'11.0"E
BRG 323.00° IAS / 10.5NM ISI	47°22'55.6"N 027°26'32.1"E
<b>IFIXA (IF)</b> – BRG 328.79° / 10.80NM IIS	47°20'25.4"N 027°28'41.0"E
<b>FAF (GP INOP)</b> – BRG 328.79° / 6.00NM IIS	47°16'19.0"N 027°32'21.3"E
<b>MAPT (GP INOP)</b> – BRG 328.79° / 0.70NM IIS	47°11'47.1"N 027°36'23.5"E
<b>IIS LOC</b>	47°10'06.6"N 027°37'52.8"E
<b>IIS GP</b>	47°11'09.3"N 027°36'50.4"E
<b>IIS DME</b>	47°11'09.1"N 027°36'50.2"E
<b>THR 14</b>	47°11'22.10"N 027°36'45.71"E

Final approach descent angle: 3.00°

**RADIO COMMUNICATION FAILURE**

- a) If ILS instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG / LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO – IAF, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- d) If ILS instrument flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

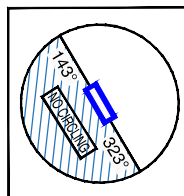
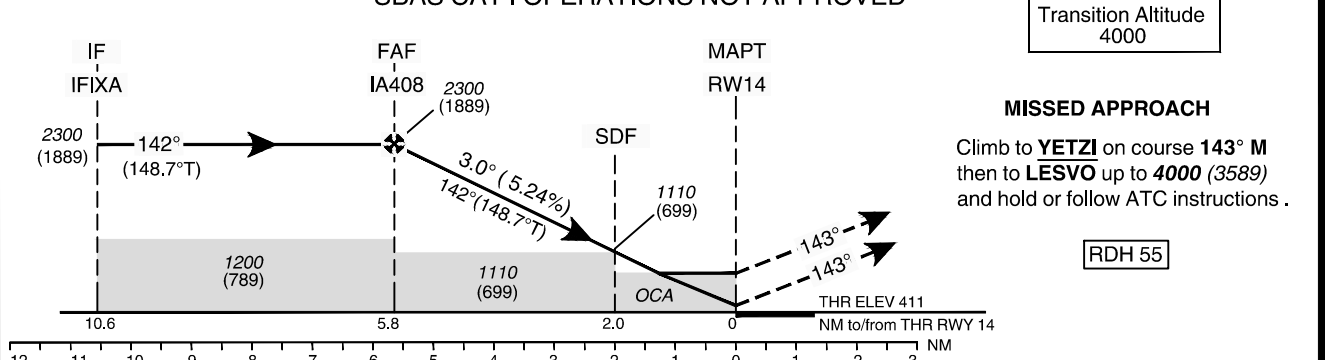
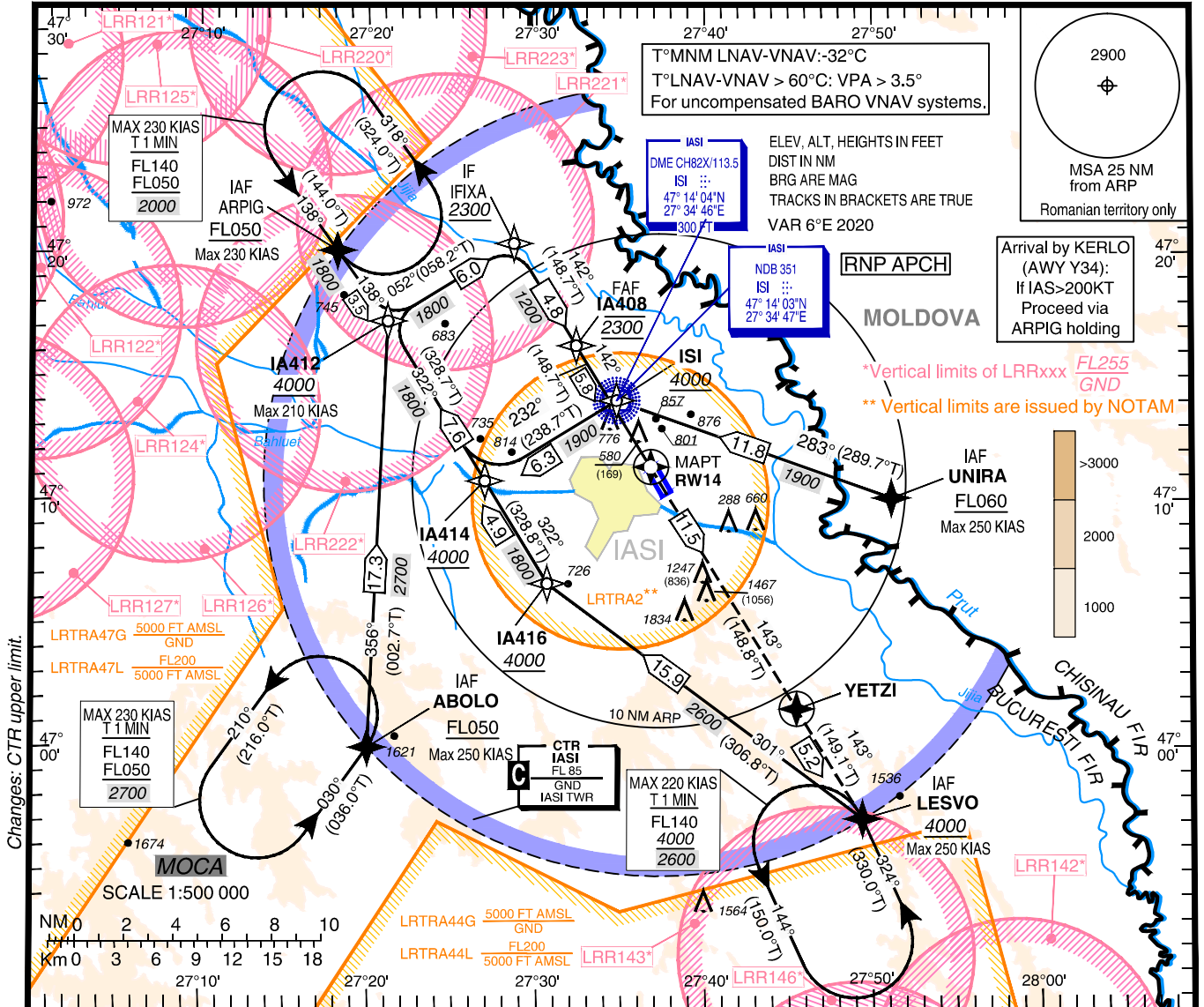
**INSTRUMENT APPROACH  
CHART - ICAO**

**EGNOS CH: 83842  
E14A** **AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO THR ELEV

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**IAȘI / Iași (LRIA)**

**RNP  
RWY 14**



Distance to THR	NM	5	4	3	2
Altitude (Height)	FT	2060 (1649)	1740 (1329)	1420 (1009)	1110 (699)

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF - MAPT 5.8NM	MIN:SEC	4:56	3:50	3:27	2:53	2:28	2:10
Rate of descent (5.24%)	FT/MIN	370	480	530	640	740	850

- (1) Circling West of airport prohibited.
- (2) Circling CAT D **MAX 195 KIAS**.

For data tabulation see verso.

IAȘI / Iași (LRIA)  
RNP RWY 14

## AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY14	
Fix/Waypoint Name	Coordinates
ABOLO (IAF)	47°00'01.0"N 027°19'59.0"E
ARPIG (IAF)	47°20'08.0"N 027°18'10.0"E
IFIXA	47°20'25.4"N 027°28'41.0"E
LESVO (IAF)	46°57'07.0"N 027°49'20.0"E
UNIRA (IAF)	47°10'06.0"N 027°51'06.0"E
YETZI (IF)	47°01'34.2"N 027°45'26.7"E
IA408 (FAF)	47°16'17.4"N 027°32'22.6"E
IA412	47°17'16.2"N 027°21'10.8"E
IA414	47°10'48.2"N 027°26'57.1"E
IA416	47°06'38.7"N 027°30'38.9"E
ISI NDB	47°14'03.4"N 027°34'45.9"E
SDF	47°13'04.2"N 027°35'14.9"E
RW14 (MAPT)	47°11'22.10"N 027°36'45.71"E

## RADIO COMMUNICATION FAILURE

- a) If RNP RWY 14 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 14 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG / ABOLO / LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / ABOLO / LESVO) and hold 6 minutes, then continue the RNP RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If RNP RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL and continue the RNP RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH CHART - ICAO**

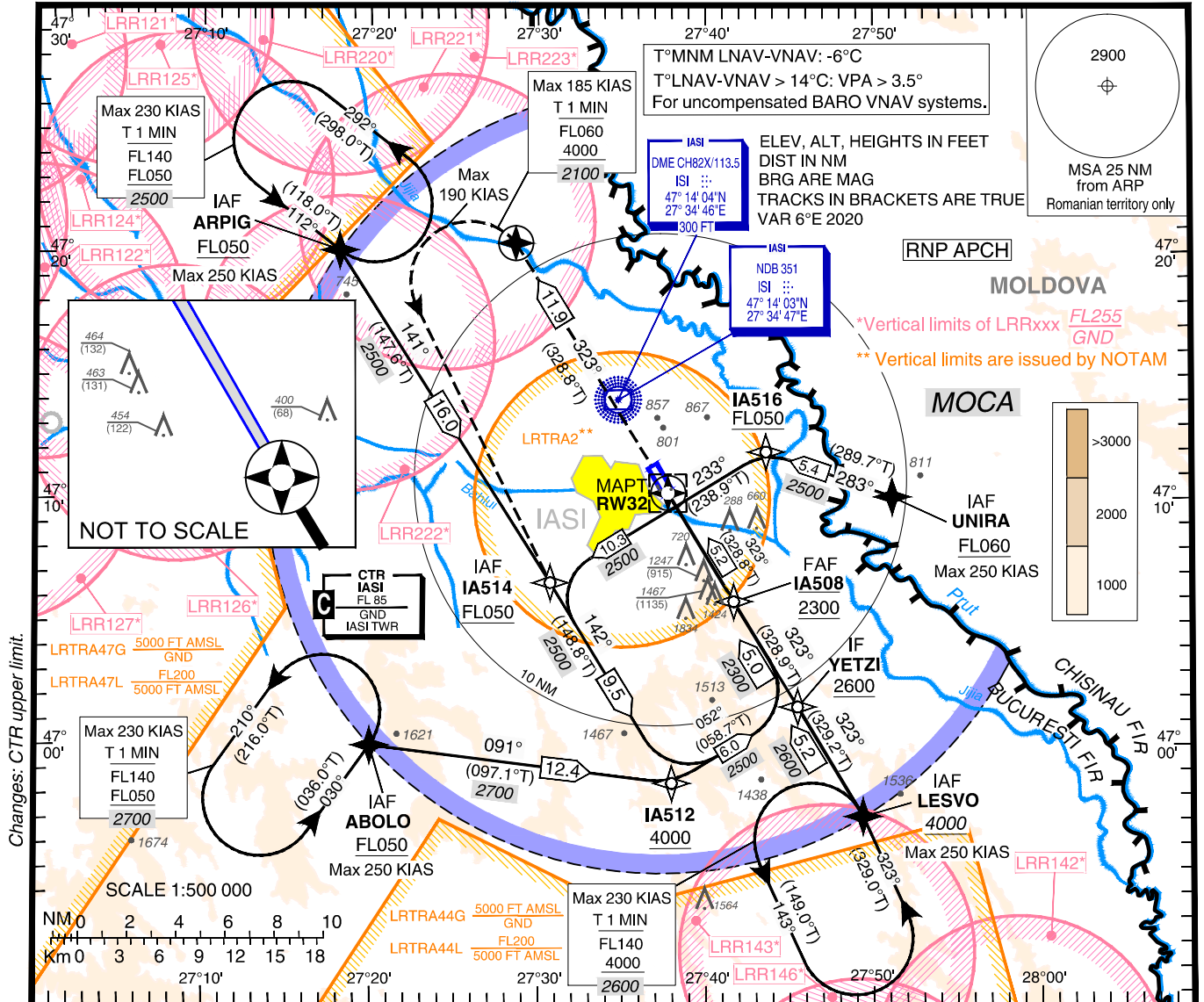
EGNOS  
CH: 43151  
E32A

**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO  
THR RWY 32 - ELEV 332 FT

**IAȘI / Iași (LRIA)**

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**RNP RWY 32**



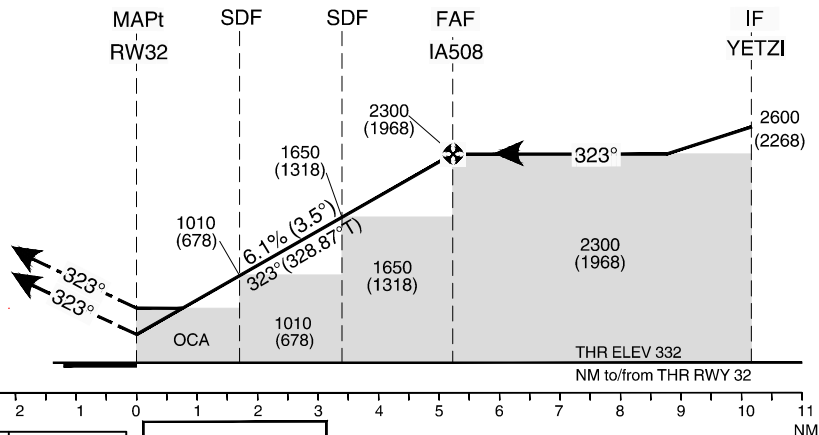
**SBAS CAT I OPERATIONS NOT APPROVED**

Transition Altitude  
4000

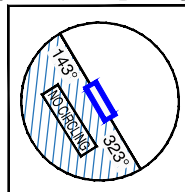
**MISSED APPROACH**

Climb to **IFIXA** on course 323° M then turn **left** direct to **IA514** (Max 190 KIAS) climbing to **FL050** to initiate a new approach.

RDH 49



OCA (H)	A	B	C	D
LPV	600 (268)	615 (283)	625 (293)	637 (305)
LNAV/VNAV	590 (258)	600 (268)	620 (288)	640 (308)
LNAV	650 (318)	650 (318)	680 (348)	700 (368)
LNAV w/o SDF	1650 (1318)			
Circling(1)(2)	1100	1160	1650	1860



Dist THR	NM	1	2	3	4	5
Altitude (Height)	FT	750 (418)	1120 (788)	1500 (1168)	1870 (1538)	2240 (1908)

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF MAPt 5.2 NM	MIN:SEC	4:25	3:26	3:06	2:35	2:13	1:56
Rate of descent (6.1%)	FT/MIN	430	560	620	740	860	990

(1) Circling West of airport prohibited.  
(2) Circling CAT D **MAX 195 KIAS.**

For data tabulation see verso.

IAȘI / Iași (LRIA)  
RNP RWY 32

## AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RWY32	
Fix/Waypoint Name	Coordinates
ABOLO (IAF)	47°00'01.0"N 027°19'59.0"E
ARPIG (IAF)	47°20'08.0"N 027°18'10.0"E
IFIXA	47°20'25.4"N 027°28'41.0"E
LESVO (IAF)	46°57'07.0"N 027°49'20.0"E
UNIRA (IAF)	47°10'06.0"N 027°51'06.0"E
YETZI (IF)	47°01'34.2"N 027°45'26.7"E
IA508 (FAF)	47°05'50.8"N 027°41'39.7"E
IA512	46°58'27.7"N 027°37'56.8"E
IA514	47°06'37.3"N 027°30'43.7"E
IA516	47°11'55.7"N 027°43'35.1"E
SDF 3.4	47°07'21.2"N 027°40'19.6"E
SDF 1.7	47°08'48.4"N 027°39'02.2"E
RW32 (MAPT)	47°10'15.64"N 027°37'44.79"E

## RADIO COMMUNICATION FAILURE

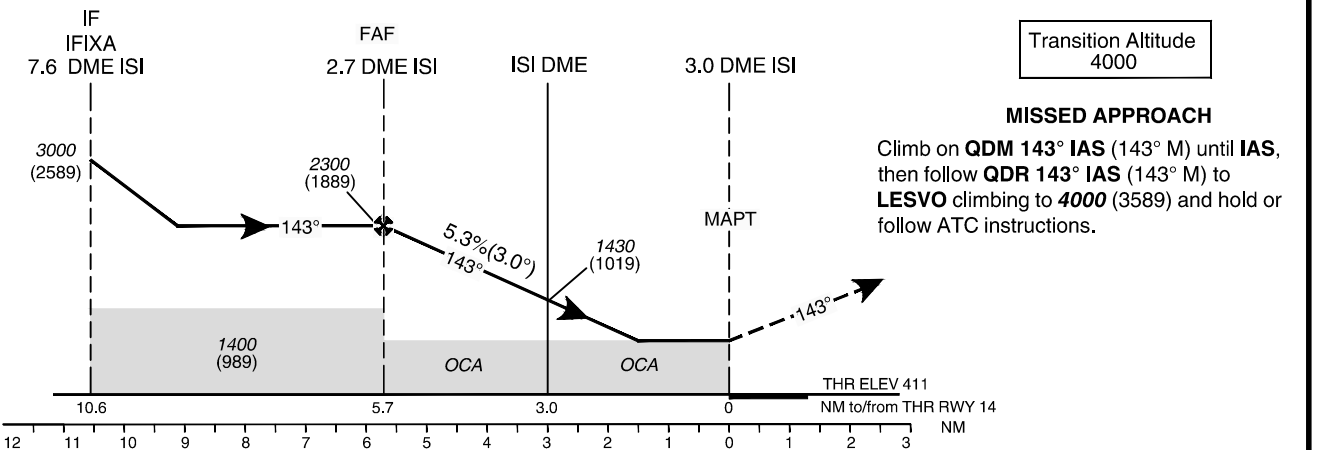
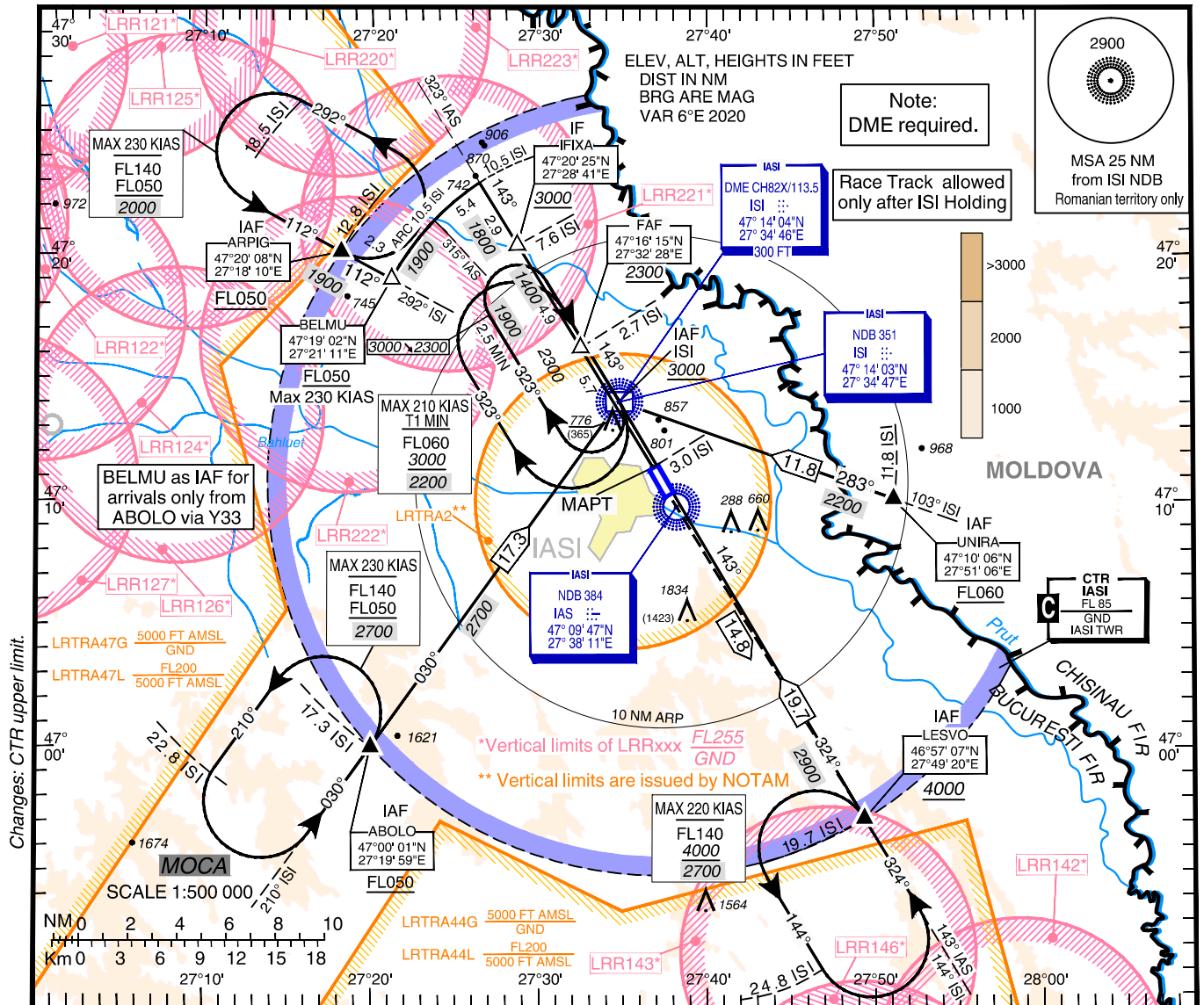
- a) If RNP RWY 32 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 32 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 32 instrument approach procedure was not assigned or received by ATC, for arrivals via ARPIG / ABOLO / LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / ABOLO / LESVO) and hold 6 minutes, then continue the RNP RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If RNP RWY 32 instrument approach procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to IA514, then continue the RNP RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH  
CHART - ICAO**

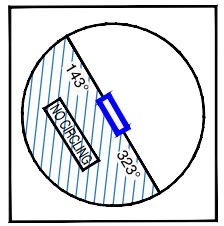
**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO THR ELEV

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**IAȘI / Iași (LRIA)**  
**NDB Z**  
**RWY 14**



OCA(H)	A	B
MA 2.5%	1050 (639)	1080 (669)
MA 3.0%	1030 (619)	
Circling (1)	1100	1160



Distance to DME ISI	NM	2	1	0	1
Altitude (Height)	FT	2070 (1659)	1750 (1339)	1430 (1019)	1110 (699)

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF MAPt 5.7NM	MIN:SEC	4:52	3:47	3:25	2:50	2:26	2:08
Rate of descent (5.32%)	FT/MIN	380	480	540	650	750	860

For data tabulation see verso.

(1) Circling West of airport prohibited.

IAȘI / Iași (LRIA)  
NDB Z RWY 14

**AERONAUTICAL DATA TABULATION**

<b>NDB Approach to RWY14 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO</b> (IAF) – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG</b> (IAF) – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO</b> (IAF) – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA</b> (IAF) – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b> (IAF)	47°09'46.6"N 027°38'10.6"E
<b>BELMU</b> – 292.24 ISI / 10.50NM ISI	47°19'02.0"N 027°21'11.0"E
BRG 323.00° IAS / 10.50NM ISI	47°22'55.6"N 027°26'32.1"E
<b>IFIXA</b> (IF) – BRG 323.00° IAS / 7.60NM ISI	47°20'25.4"N 027°28'41.0"E
<b>FAF</b> – BRG 323.00° IAS / 2.70NM ISI	47°16'14.7"N 027°32'27.8"E
<b>MAPT</b> – BRG 323.00° IAS / 3.00NM ISI	47°11'22.8"N 027°36'45.8"E
<b>THR 14</b>	47°11'22.10"N 027°36'45.71"E

Final approach descent gradient (angle): 5.3% (3.0°)

**RADIO COMMUNICATION FAILURE**

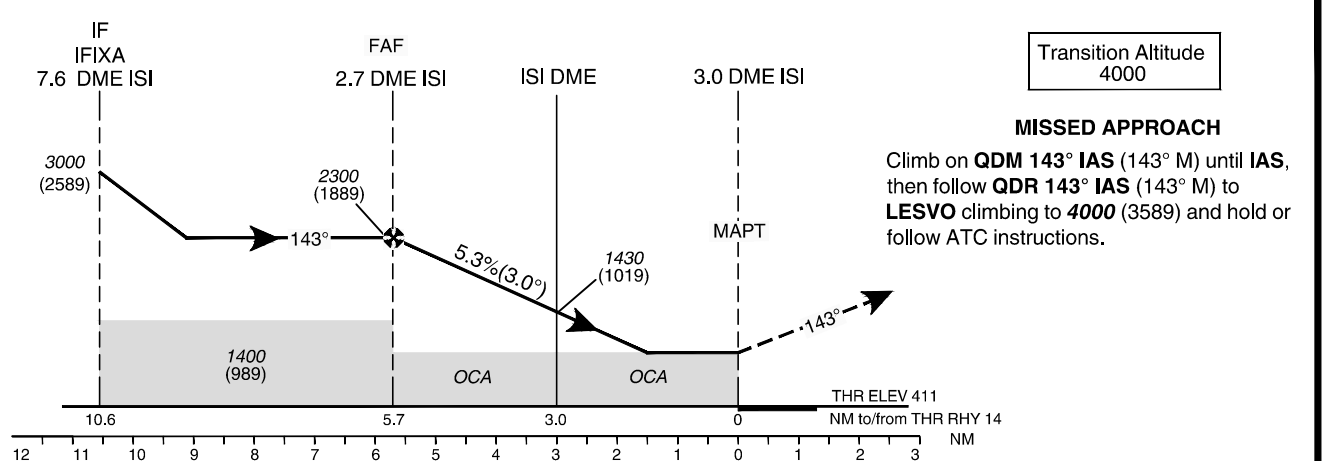
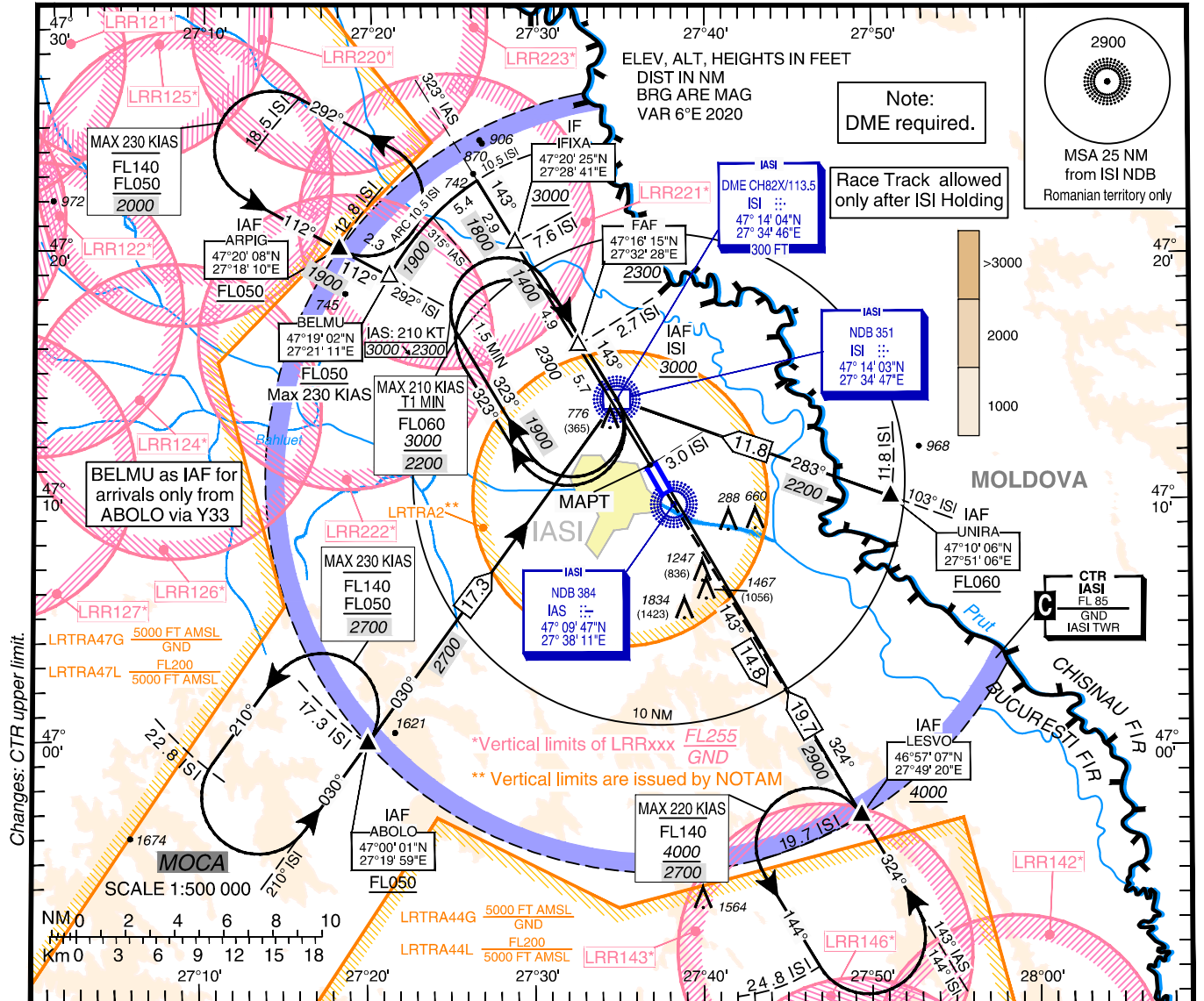
- a) If NDB RWY 14 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY 14 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG/ LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If NDB RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO – IAF, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- d) If NDB RWY 14 flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH  
CHART - ICAO**

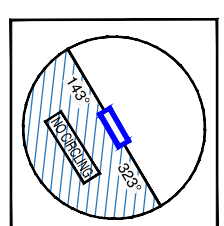
**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO THR ELEV

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

**IAȘI / Iași (LRIA)**  
**NDB Y**  
**RWY 14**



OCA(H)	C	D
MA 2.5%	1110 (689)	1120 (709)
MA 3.0%	1030 (619)	
Circling (1) (2)	1650	1860



Distance to DME ISI	NM	2	1	0	1
Altitude (Height)	FT	2070 (1659)	1750 (1339)	1430 (1019)	1110 (699)

Timing not authorized for defining the MAPt.

GS	KT	70	90	100	120	140	160
FAF MAPt 5.7NM	MIN:SEC	4:52	3:47	3:25	2:50	2:26	2:08
Rate of descent (5.32%)	FT/MIN	380	480	540	650	750	860

For data tabulation see verso.

- (1) Circling West of airport prohibited.
- (2) Circling CAT D **Max 195 KIAS**.

IAȘI / Iași (LRIA)  
NDB Y RWY 14

**AERONAUTICAL DATA TABULATION**

<b>NDB Approach to RWY14 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO</b> (IAF) – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG</b> (IAF) – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO</b> (IAF) – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA</b> (IAF) – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b> (IAF)	47°09'46.6"N 027°38'10.6"E
<b>BELMU</b> – 292.24 ISI / 10.50NM ISI	47°19'02.0"N 027°21'11.0"E
BRG 323.00° IAS / 10.50NM ISI	47°22'55.6"N 027°26'32.1"E
<b>IF (IFIXA)</b> – BRG 323.00° IAS / 7.60NM ISI	47°20'25.4"N 027°28'41.0"E
<b>FAF</b> – BRG 323.00° / 2.70NM ISI	47°16'14.7"N 027°32'27.8"E
<b>MAPT</b> – BRG 323.00° / 3.00NM ISI	47°11'22.8"N 027°36'45.8"E
<b>THR 14</b>	47°11'22.10"N 027°36'45.71"E

Final approach descent gradient (angle): 5.3% (3.0°)

**RADIO COMMUNICATION FAILURE**

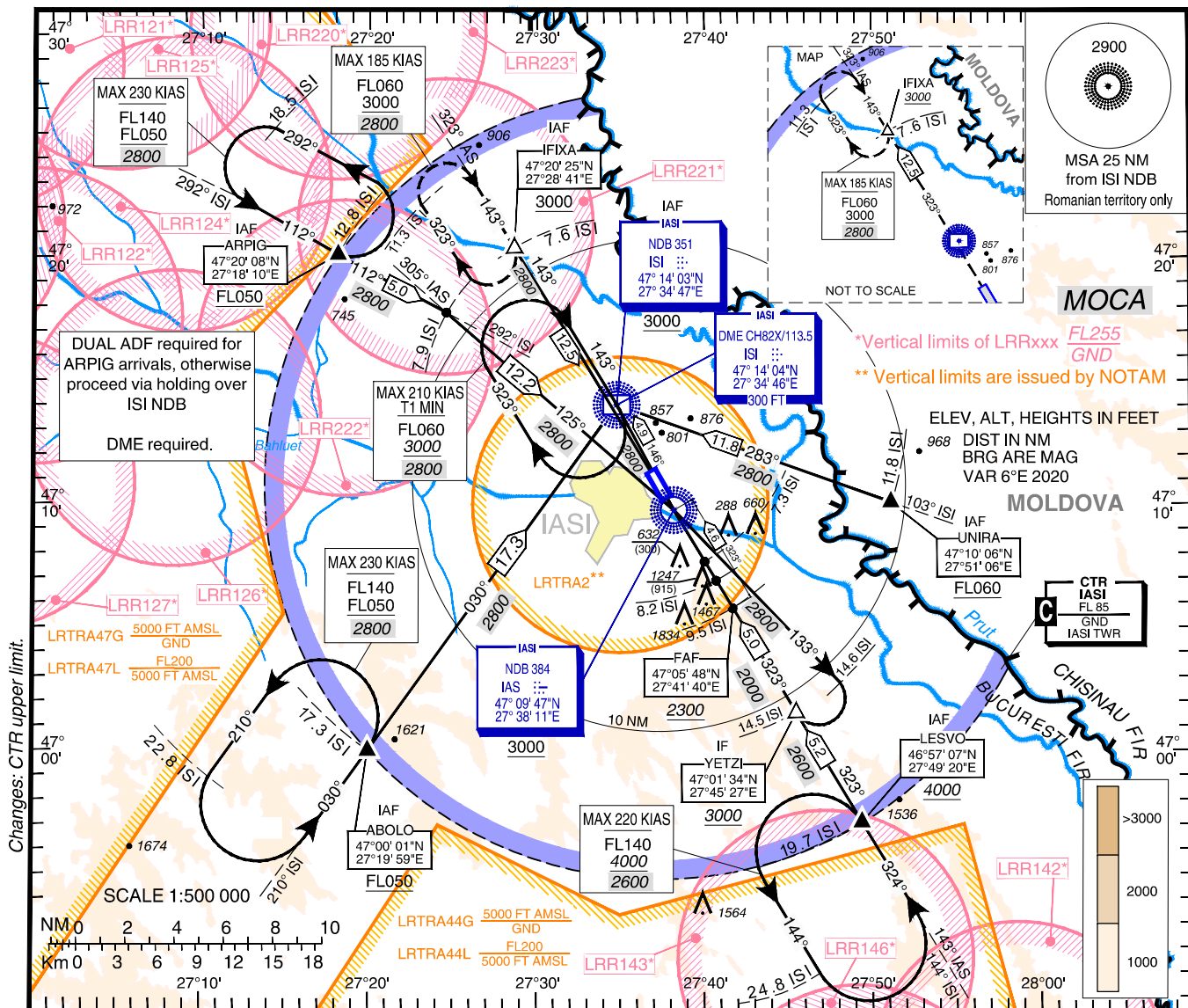
- a) If NDB RWY 14 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY 14 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG/ LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If NDB RWY 14 instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO – IAF, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart
- d) If NDB RWY 14 flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue with NDB RWY 14 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**INSTRUMENT APPROACH  
CHART - ICAO**

**AERODROME ELEV. 411 FT**  
HEIGHTS RELATED TO  
THR RWY 32 - ELEV 332 FT

IASI Tower 119.955  
IASI Tower ALTN 119.200  
IASI ATIS 122.865

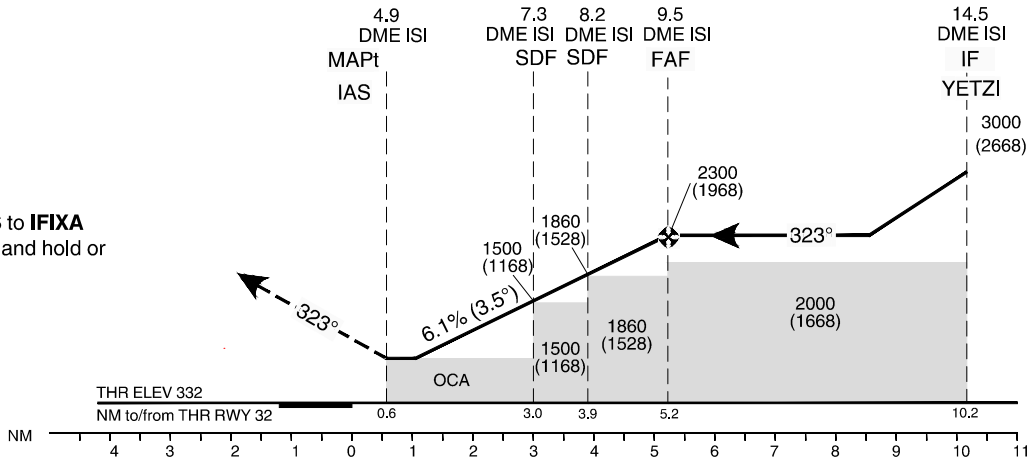
**IAȘI / Iași (LRIA)**  
**NDB Z**  
**RWY 32**



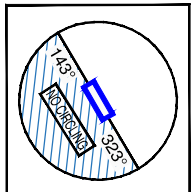
Transition Altitude  
4000

**MISSED APPROACH**

Climb on QDR 323° IAS to IFIXA climbing to 3000 (2668) and hold or follow ATC instructions.



OCA (OCH)	A	B
NDB	840 (508)	
NDB w/o SDF	1860 (1528)	
Circling (1)	1100	1160



(1) Circling West of airport prohibited.

Dist DME ISI	NM	6	7	8	9
Altitude (Height)	FT	1010 (678)	1380 (1048)	1750 (1418)	2120 (1788)

GS	KT	70	90	100	120	140	160
FAF - MAPt 4.6 NM	MIN:SEC	3:58	3:05	2:47	2:19	1:59	1:44
Rate of descent (6.07%)	FT/MIN	430	550	610	740	860	980

For data tabulation see verso.

Timing not authorized for defining the MAPt.

IAȘI / Iași (LRIA)  
NDB Z RWY 32

## AERONAUTICAL DATA TABULATION

<b>NDB Approach to RWY32 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO (IAF)</b> – BRG 209.83° / 17.30NM ISI	47°00'01.0"N 027°19'59.0"E
<b>ARPIG (IAF)</b> – BRG 292.36° / 12.84NM ISI	47°20'08.0"N 027°18'10.0"E
<b>LESVO (IAF)</b> – BRG 143.51° / 19.65NM ISI	46°57'07.0"N 027°49'20.0"E
<b>UNIRA (IAF)</b> – BRG 103.48° / 11.81NM ISI	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB (IAF)</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b>	47°09'46.6"N 027°38'10.6"E
<b>IFIXA (IAF)</b> – BRG 323.00° IAS / 7.60NM ISI	47°20'25.4"N 027°28'41.0"E
BRG 292.36° ISI / 305.00° IAS / 7.90NM ISI	47°17'46.8"N 027°24'37.3"E
<b>YETZI (IF)</b> – BRG 143.00° IAS / 14.50NM ISI	47°01'34.2"N 027°45'26.7"E
<b>FAF</b> – BRG 143.00° IAS / 9.50NM ISI	47°05'48.3"N 027°41'40.2"E
<b>SDF 1</b> – BRG 143.00° IAS / 8.20NM ISI	47°06'55.2"N 027°40'41.5"E
<b>SDF 2</b> – BRG 143.00° IAS / 7.30NM ISI	47°07'41.5"N 027°40'00.8"E
<b>IAS NDB (MAPT)</b>	47°09'46.6"N 027°38'10.6"E
<b>THR 32</b>	47°10'15.64"N 027°37'44.79"E

Final approach descent gradient (angle): 6.1% (3.5°)

## RADIO COMMUNICATION FAILURE

- If NDB RWY 32 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY 32 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY 32 instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG/ LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY 32 instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO and continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- If NDB RWY 32 flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



IAȘI / Iași (LRIA)  
NDB Y RWY 32

**AERONAUTICAL DATA TABULATION**

<b>NDB Approach to RWY32 from ABOLO, ARPIG, LESVO, UNIRA</b>	
<b>Fix/Point</b>	<b>Coordinates</b>
<b>ABOLO (IAF) – BRG 209.83° / 17.30NM ISI</b>	47°00'01.0"N 027°19'59.0"E
<b>ARPIG (IAF) – BRG 292.36° / 12.84NM ISI</b>	47°20'08.0"N 027°18'10.0"E
<b>LESVO (IAF) – BRG 143.51° / 19.65NM ISI</b>	46°57'07.0"N 027°49'20.0"E
<b>UNIRA (IAF) – BRG 103.48° / 11.81NM ISI</b>	47°10'06.0"N 027°51'06.0"E
<b>ISI NDB (IAF)</b>	47°14'03.4"N 027°34'46.9"E
<b>ISI DME</b>	47°14'03.5"N 027°34'45.9"E
<b>IAS NDB</b>	47°09'46.6"N 027°38'10.6"E
<b>IFIXA (IAF) – BRG 323.00° IAS / 7.60NM ISI</b>	47°20'25.4"N 027°28'41.0"E
<b>BRG 292.36° ISI / 305.00° IAS / 7.90NM ISI</b>	47°17'46.8"N 027°24'37.3"E
<b>YETZI (IF) – BRG 143.00° IAS / 14.50NM ISI</b>	47°01'34.2"N 027°45'26.7"E
<b>FAF – BRG 143.00° IAS / 9.50NM ISI</b>	47°05'48.3"N 027°41'40.2"E
<b>SDF 1 – BRG 143.00° IAS / 8.20NM ISI</b>	47°06'55.2"N 027°40'41.5"E
<b>SDF 2 – BRG 143.00° IAS / 7.30NM ISI</b>	47°07'41.5"N 027°40'00.8"E
<b>IAS NDB (MAPT)</b>	47°09'46.6"N 027°38'10.6"E
<b>THR 32</b>	47°10'15.64"N 027°37'44.79"E

Final approach descent gradient (angle): 6.1% (3.5°)

**RADIO COMMUNICATION FAILURE**

- a) If NDB RWY 32 instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated NDB RWY 32 instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If NDB RWY 32 instrument flight procedure was not assigned or received by ATC, for arrivals via ARPIG/ LESVO: set transponder 7600, proceed according to FPL to CTR entry point (ARPIG / LESVO) and hold 6 minutes, then continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If NDB RWY 32 instrument flight procedure was not assigned or received by ATC, for arrivals via ABOLO: set transponder 7600, proceed according to FPL to CTR entry point ABOLO and continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- d) If NDB RWY 32 flight procedure was not assigned or received by ATC, for arrivals via UNIRA: set transponder 7600, proceed according to FPL to ISI NDB and hold 6 minutes, then continue with NDB RWY 32 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**LRSM 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 operatio n	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 (6°E/2020)	SAT	108.400 MHz (CH 21X)	H24	474338.7N 0225337.9E	500 FT	NIL	007° MAG / 0.8 NM from THR 19 Coverage 150 NM (assumed)
LOC 19 (6°E/2020) ILS CAT I (II.T.3)	ISM	110.950 MHz	H24	474123.7N 0225251.5E	-	NIL	Front course angle 4.31°
GP 19	-	330.650 MHz	H24	474241.1N 0225323.5E	-	NIL	GP Angle 3° ILS RDH 54 FT
DME 19	ISM	CH 46Y	H24	474240.9N 0225323.7E	400 FT	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider – ESSP.

**LRSM AD 2.20 LOCAL AERODROME REGULATIONS**

To prevent runway pavement damage, aircraft with wingspan of 28 M or greater are not allowed to perform 180 degrees turn on the runway. The 180 degree turn shall be made only on runway turn pads located at each runway end. Aircraft should follow turn pad markings.

Pentru a preveni deteriorarea pavajului pistei, pentru aeronavele cu anvergura de 28 M sau mai mare, nu este permisă efectuarea de întoarceri de 180 grade pe pistă. Întoarcerile de 180 grade sunt permise doar pe platformele de întoarcere situate la capetele pistei. Aeronava trebuie să urmărească marcajul platformelor de întoarcere pe pistă.

**LRSM AD 2.21 NOISE ABATEMENT PROCEDURES**

See AD 1.1-3

**LRSM AD 2.22 FLIGHT PROCEDURES**

- NIL -

**LRSM AD 2.23 ADDITIONAL INFORMATION**

- NIL -

**LRSM AD 2.24 CHARTS RELATED TO THE AERODROME**

Aerodrome Chart - ICAO .....	AD 2.12-20
Aircraft Parking/Docking Chart - ICAO .....	AD 2.12-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 01.....	AD 2.12-25
RWY 19.....	AD 2.12-26
Precision Approach Terrain Chart – ICAO	
RWY 19.....	AD 2.12-28
Standard Departure Chart - Instrument - ICAO	
RWY 19.....	AD 2.12-30
RWY 01.....	AD 2.12-31
<b>Bird concentrations in the vicinity of the aerodrome .....</b>	<b>AD 2.12-46</b>
Instrument Approach Charts - ICAO	
RWY 19 ILS Y A/B.....	AD 2.12-51
RWY 19 ILS Z C/D.....	AD 2.12-52
RWY 19 RNP.....	AD 2.12-71
RWY 01 RNP.....	AD 2.12-72
RWY 19 VOR Y A/B.....	AD 2.12-81
RWY 19 VOR Z C/D.....	AD 2.12-82
RWY 01 VOR.....	AD 2.12-83

**LRSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

**LRSV 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 (7°E/2020)	SC V	112.300 MHz CH 70X	H24	474020.4N 0262139.0E	1300 FT	NIL	Coverage 175NM (declared)
LOC 34 (7°E/2020) ILS CAT III (III.E.4)	ISV	110.100 MHz	H24	474159.4N 0262054.6E	NIL	NIL	Front course angle 5.19°
GP 34	-	334.400 MHz	H24	474053.3N 0262118.2E	NIL	NIL	GP angle 3.0° ILS RDH 54 FT
DME 34	ISV	CH 38X	H24	474053.4N 0262117.8E	1400 FT	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

**LRSV AD 2.20 LOCAL AERODROME REGULATIONS**

**1 Airport regulations**

**1.1 Procedures for acceptance**

- (1) Operations permitted only for aircraft with maximum code letter „D”. Mandatory route for code letter "D" aircraft is: for arrivals: RWY - TWY B - INS 05, and for departures: INS 05 - TWY B - RWY.
- (2) Prior to flight schedule, operators are asked to check the availability of ground handling services and parking space.
- (3) The declared capacity of the airport is 200 passengers / hour which can determine delays for overlapping of the possible flights that land at the airport. Operators will take measures to program the flights to prevent these situations, otherwise the flights will be delayed.
- (4) Changes in regular flight schedule are subject to prior permission of Airport Administration.
- (5) Nominating LRSV as alternate airport shall be made only with Airport Administration permission.

**1.2 Aircraft Ground Movement**

- (1) Pilots are requested to use minimum power when ground maneuvering.
- (2) Backtrack of ACFT CAT B, C, D (ICAO Annex 14) is permitted only using RWY turning bays.
- (3) Aircraft using parking stand 5 on APRON 1, in order to avoid the jet blast effect on people, aircraft and ground equipment, must perform taxiing on the apron with engine power as low as possible.

**1 Reglementări de aeroport**

**1.1 Proceduri de admisibilitate**

- (1) Operațiuni permise pentru aeronave care au maxim litera de cod „D”. Ruta de rulare obligatorie pentru aeronavele de cod "D" este: pentru aterizări: RWY - TWY B - INS 05, iar pentru decolări: INS 05 - TWY B - RWY.
- (2) Înainte de programarea zborului operatorul trebuie să verifice disponibilitatea locurilor de parcare și a serviciilor handling.
- (3) Capacitatea declarată a aeroportului este de 200 de pasageri / oră, ceea ce poate determina întârzieri pentru suprapunerea posibilelor zboruri care aterizează pe aeroport. Operatorii vor lua măsuri pentru a programa zborurile pentru a preveni aceste situații, în caz contrar zborurile vor întârzia.
- (4) Modificări în programele de zbor ale operatorilor se pot face doar cu acordul administrației aeroportului.
- (5) Desemnarea LRSV ca aeroport de rezervă se face doar cu acordul administrației aeroportului.

**1.2 Miscarea la sol a aeronavei**

- (1) Pe perioada rulării la sol, piloților li se cere să țină motoarele aeronavei la putere minimă.
- (2) Backtrack pentru aeronavele de CAT B, C, D (ICAO Annex 14) folosind buzunarele de întoarcere ale RWY.
- (3) Aeronavele care utilizează poziția de parcare 5 de pe APRON 1, pentru evitarea efectului suflului motoarelor asupra persoanelor, aeronavelor și echipamentelor la sol, vor efectua rulajul pe platformă cu turația motoarelor cât mai redusă posibil.

### 1.3 Helicopters operation - Limitations

- (1) Helicopters have a designated parking position, on the Southern part of APRON 1.
- (2) Suceava TWR will inform helicopters about the parking position allocated by the apron administrator.
- (3) Helicopters:
  - a) will conduct the approach to the RWY and taxi from the RWY on TWY B to the designated parking position.
  - b) can taxi to the designated point on APRON 1 only when it is considered that the positioning and the generated air currents (air cushion) do not disrupt the safe performance of servicing activities, the other aircraft or vehicles on the apron.

### 1.4 Taxiing of aircraft on apron

- (1) Taxiing of aircraft on apron shall be carried out under the direction of marshaller.
- (2) Always the marshaller's signals prevail over the stand markings.
- (3) Code letter D aircraft (wingspan between 36 m and 51.9 m) will only be parked at stand 5.

### 1.5 Aircraft parking

- (1) Parking positions on APRON 1
    - stands 01-04: nose-in parking positions for code letter „C” (maximum 36.0 m wingspan)
    - stand 05 : parking position, for code letter „D” (maximum 52.0 m wingspan)
  - (2) Aircraft subject to an act of illegal intervention will be parked on the runway turning bay North area, which will be closed to traffic.
- ### 1.6 Aircraft exit from the stand
- (1) Aircraft code letter minimum C shall exit from stand only by *pushback*.
  - (2) Aircraft code letter maximum B, or aircraft code letter C with turboprop engines are permitted to exit from stand by *self-manoeuuvring* only with aircraft guidance provided by marshaller.
  - (3) Only by exception, aircraft are permitted to exit from stand by *powerback* in case of operational necessity. Marshalling with wingwalker is mandatory.

### 1.3 Operarea elicopterelor - Limitări

- (1) Elicopterele au desemnată o poziție de parcare, în partea de sud APRON 1.
- (2) TWR Suceava va informa elicopterele despre poziția de parcare alocată de către administratorul platformei.
- (3) Elicopterele:
  - a) vor desfășura apropierea la RWY și vor rula de la RWY pe TWY B, către poziția de parcare alocată.
  - b) pot rula la punctul desemnat la APRON 1 numai atunci când se consideră că poziționarea și suflul generat (pernă de aer) nu perturbă desfășurarea în condiții de siguranță a activităților de deservire, celelalte aeronave sau vehicule aflate pe platformă.

### 1.4 Rularea aeronavei pe platformă

- (1) Rularea aeronavelor pe platformă se efectuează sub dirijarea dispecerului sol.
- (2) Semnalele dispecerului de sol prevalează întotdeauna asupra marcajelor standului.
- (3) Aeronavele cu litera de cod D (anvergura aripilor între 36 m și 51,9 m) vor fi parcate numai la standul 5.

### 1.5 Parcarea aeronavelor

- (1) Pozițiile de parcare de la APRON 1:
  - standuri 01-04: poziții de parcare nose-in, pentru aeronave cu litera de cod „C” (maximum 36,0 m anvergura aripilor);
  - stand 05: poziție de parcare pentru aeronave cu litera de cod „D” (maximum 52,0 m anvergura aripilor);
- (2) Aeronavele supuse unui act de intervenție ilicită vor fi parcate în zona buzunarului de Nord al pistei, care va fi închisă traficului.

### 1.6 Leșirea aeronavelor din poziția de parcare

- (1) Leșirea de la stand a aeronavelor literă de cod minimum C se face numai prin *pushback*.
- (2) Leșirea de la stand a aeronavelor literă de cod maximum B, sau a aeronavelor literă de cod C cu motoare turbopropulsoare este permisă prin *self-manoeuuvring* doar cu dirijarea aeronavei asigurată de dispecerul de sol.
- (3) În mod excepțional, iesirea de la stand a aeronavelor este permisă prin *powerback* în caz de necesitate operațională. Este obligatorie dirijarea aeronavei de dispecerul de sol asistat de wingwalker

## LRSV AD 2.21 NOISE ABATEMENT PROCEDURES

### On Ground

ATC will approve engine ground operation only at idle speed.

### La sol

ATC va aproba folosirea la sol a motoarelor doar la relanti/idle power.

## LRSV AD 2.22 FLIGHT PROCEDURES

### 1. LOW VISIBILITY PROCEDURES - LVP

#### 1.1 Runway and associated equipment authorised for use under low visibility procedures

- 1.1.1. Runway 34 is equipped with ILS and is approved for CAT III operations.
- 1.1.2. The Runway is approved for LVTO on both directions, 16 and 34 respectively.

#### 1.2 Defined meteorological conditions (criteria) under which initiation, use and termination of low visibility operations would be made

- 1.2.1. The preparation phase will be commenced when the RVR is 800m or cloud ceiling is 500ft and **low visibility** operations are expected.

### 1. PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ - LVP

#### 1.1 Pista și echipamentele asociate autorizate pentru utilizare în cadrul procedurilor de vizibilitate redusă

- 1.1.1. Pista 34 este echipată cu ILS și autorizată pentru desfășurarea operațiilor CAT III.
- 1.1.2. Pista este autorizată pentru LVTO pe ambele direcții, respectiv 16 și 34.

#### 1.2 Condiții meteorologice stabilite (criterii) pentru pregătirea, utilizarea și finalizarea procedurilor în condiții de vizibilitate redusă

- 1.2.1. Faza de pregătire se va declanșa atunci când RVR are valoarea de 800m sau plafonul norilor este de 500ft și este prevăzută declanșarea procedurilor **în condiții de vizibilitate redusă**.

1.2.2. The initiation phase will be commenced for:  
a) Approach and landing, when the RVR falls below 550m or cloud ceiling is 200ft or less;

b) Take-off - LVTO, when RVR falls below 550m.

1.2.3. LVP will be terminated when RVR is greater than 800m and cloud ceiling is greater than 300ft and a continuing improvement of these conditions is expected.

### 1.3 Description of ground marking/lighting for use under low visibility procedures

1.3.1. Runway exits are equipped with green/yellow coded taxiway centerline lights.

### 1.4 Remarks

1.4.1. Taxiing from apron to TWY:

If necessary, guidance from the parking position to the TWY will be done by using a Wingwalker.

If the situation requires, the Marshaller will be assisted by an Ground Dispatcher or an authorized Ramp Agent, positioned at an intermediate point along the designated route, at a safe distance. The aircraft will be guided to the runway holding position using red light wands.

When visibility conditions drop below the level at which the pilot can taxi by following the markings on Apron 1, upon the pilot's request, aircraft pushback and towing procedures will be applied using a towbarless tractor, from the parking position along TWY C to the intersection with TWY A. From that point, the pilot will be able to see the STOPBAR lighting and the taxiway lighting.

1.4.2. Taxiing from TWY to Apron: If the situation requires, the Marshaller will be supported by a Ground Dispatcher or an authorized Ramp Agent, positioned at an intermediate point along the designated route, at a safe distance. The aircraft will be guided to the assigned stand using red light wands.

When visibility conditions fall below the level at which the pilot can taxi by following the markings on Apron 1, after vacating the maneuvering area and upon request, the aircraft will be towed using a towbarless tractor to the designated parking stand.

1.4.3. During LVO procedures, backtrack of all aeroplanes after landing on RWY16/34 is permitted only using the turning bay.

1.4.4. Operations in simulated low visibility conditions may be requested by the pilot with at least 20 minutes prior **ETA / ETD**.

1.4.5. In low visibility conditions, operations on Apron 2 and TWY D are forbidden.

1.2.2. Faza operațională se va declanșa pentru:

a) Aproximare și aterizare, atunci când valoarea RVR scade sub 550m sau plafonul norilor are valoarea de 200ft sau mai puțin.

b) Decolare - LVTO, când RVR scade sub 550m.

1.2.3. Procedurile LVP vor înceta atunci când valoarea RVR crește peste 800m și plafonul norilor crește peste 300ft și este anticipată îmbunătățirea continuă a acestor condiții.

### 1.3 Detalii privind rularea

1.3.1. Racordurile pistei cu căile de rulare sunt echipate cu lumini axiale codificate verde/galben.

### 1.4 Observații

1.4.1. Rularea aeronavelor pe platforma spre TWY:

În caz de necesitate, ghidarea ieșirii de la poziția de parcare se va face prin utilizarea unui Wingwalker.

Dacă situația impune, Dispecerul va fi dublat de un Dispecer sol sau Agent de rampă autorizat, poziționat într-un punct intermediar al traseului de urmat, la o distanță de siguranță. Aeronava va fi ghidată până la poziția de așteptare la pistă, utilizând bastoane luminoase de culoare roșie.

Atunci când condițiile de vizibilitate scad sub limita la care pilotul poate rula urmând marcajele pe Platforma 1, la solicitarea acestuia, se vor aplica procedurile de împingere și tractare a aeronavei cu tractor towbarless, din poziția de parcare a aeronavei, pe TWY C până la intersecția cu TWY A, de unde pilotul are posibilitatea de a vedea balizajul STOPBAR și balizajul căii de rulare.

1.4.2. Rularea aeronavelor pe platforma spre locul de parcare: Dacă situația impune, Dispecerul va fi dublat de un Dispecer sol sau Agent de rampă autorizat, poziționat într-un punct intermediar al traseului de urmat, la o distanță de siguranță. Aeronava va fi ghidată până la poziția de staționare alocată, utilizând bastoane luminoase de culoare roșie.

Atunci când condițiile de vizibilitate scad sub limita la care pilotul poate rula urmând marcajele pe Platforma 1, după părăsirea suprafeței de manevră și la solicitarea acestuia, se vor aplica procedurile de tractare a aeronavei cu tractor towbarless până la standul desemnat pentru parcare.

1.4.3. În timpul procedurilor LVP, întoarcerea pe pistă a tuturor aeronavelor după aterizarea pe pista 16/34 este permisă numai utilizând platforma de întoarcere

1.4.4. Operarea în condiții simulate de vizibilitate redusă poate fi solicitată de către pilot cu minimum 20 min înainte de **ETA / ETD**.

1.4.5. În condiții de vizibilitate redusă, operarea pe platforma 2 și calea de rulare D sunt interzise.

## LRSV AD 2.23 ADDITIONAL INFORMATION

### (1) Warning Bird flocks

Bird flocks are flying within airport area during the whole year, but culminates between May and September. Usually their flight is crossing runway, heading from East to West and vice versa. Species more often observed and monitored: vulture, sparrow, starlings and occasionally seagulls and crows. Caution advised when taking-off and landing.

### (2) Accidentally immobilized aircraft removal

2.1 Suceava Airport does not have equipment and machinery for removing aircraft accidentally immobilized on the movement surface and the adjacent safety areas.

2.2 Air Operators are responsible for the removal of aircraft accidentally immobilized on the movement surface and adjacent safety surfaces.

2.3 Suceava Airport can provide airlines with contact details of companies that have equipment and machinery necessary for removal operations

### (1) Avertizare stoluri de păsări

Stolurile de păsări zboară în zona aeroportului pe tot parcursul anului, dar culminează în perioada Mai-Septembrie. În mod obișnuit, zborul lor traversează pista, îndreptându-se de la Est la Vest și invers. Specii mai des observate și monitorizate: vânturel, vrabie, grauri și ocazional pescăruși și ciori. Se recomandă precauție la decolare și aterizare.

### (2) Îndepărtare aeronave imobilizate accidental

2.1 Aeroportul Suceava nu dispune de echipamente și utilaje de înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

2.2 Operatorii Aerieni sunt răspunzători de înlăturarea aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

2.3 Aeroportul Suceava poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje necesare operațiunilor de îndepărtare.



**LRSV AD 2.24 CHARTS RELATED TO THE AERODROME**

Aerodrome Chart - ICAO .....	AD 2.14-20
Aircraft Parking/Docking Chart - ICAO - APRON 1.....	AD 2.14-22
Aircraft Parking/Docking Chart - ICAO - APRON 2.....	AD 2.14-23
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 16/34.....	AD 2.14-25
Precision Approach Terrain Charts - ICAO	
RWY 34.....	AD 2.14-29
Standard Departure Charts - ICAO	
RWY 16.....	AD 2.14-30
RWY 34.....	AD 2.14-31
Instrument Approach Charts - ICAO	
ILS or LOC Z RWY 34.....	AD 2.14-51
ILS or LOC Y RWY 34 .....	AD 2.14-52
RNP RWY 16 .....	AD 2.14-71
RNP RWY 34 .....	AD 2.14-72
VOR Z RWY 16.....	AD 2.14-81
VOR Y RWY 16 .....	AD 2.14-82
VOR Z RWY 34.....	AD 2.14-83
VOR Y RWY 34 .....	AD 2.14-84

**LRSV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

Not applicable

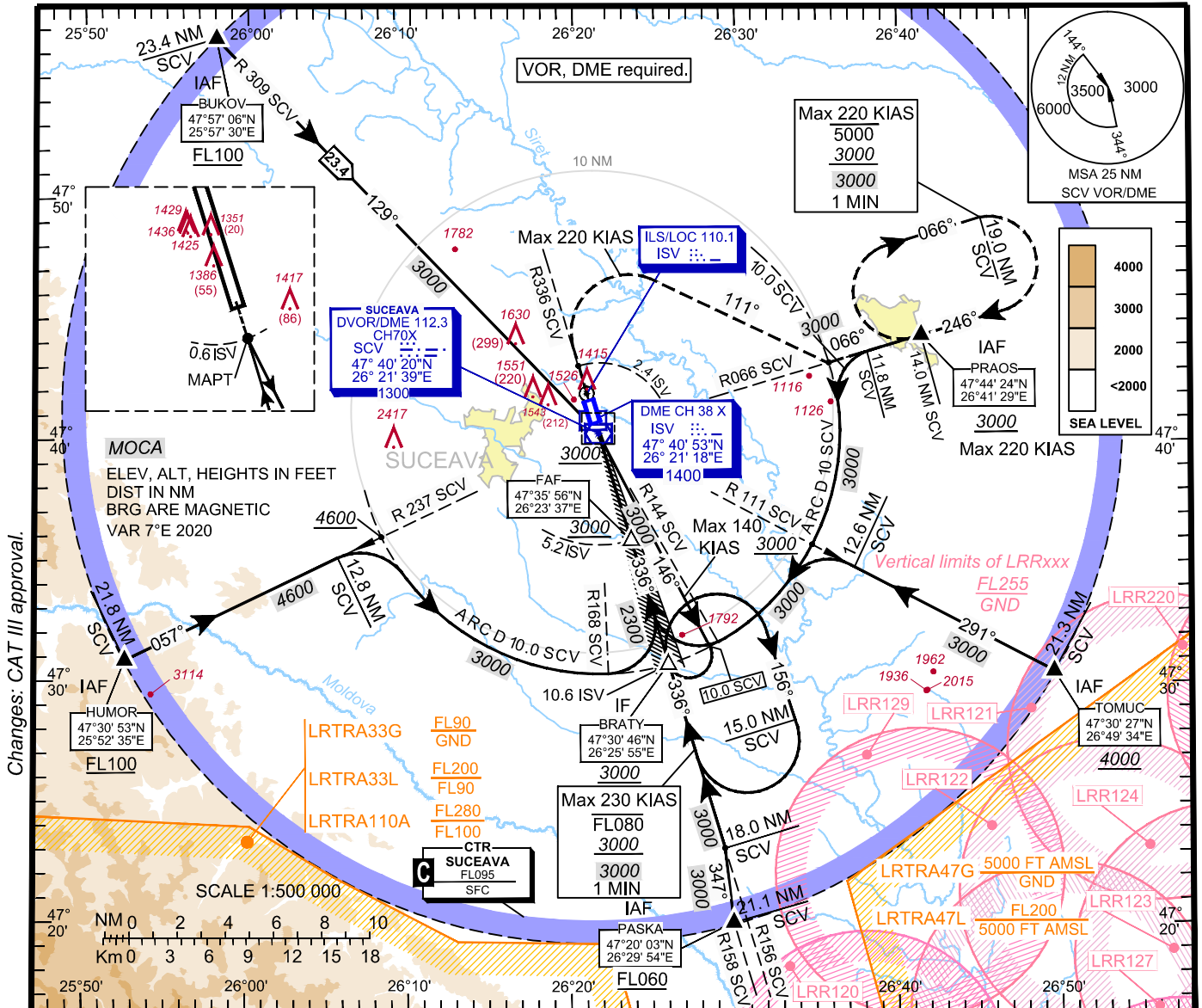
**INSTRUMENT APPROACH  
CHART - ICAO**

**AERODROME ELEV. 1375 ft**  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 1331

SUCEAVA TWR 129.955  
SUCEAVA TWR ALTN 118.300

**SUCEAVA/Ștefan cel Mare (LRSV)**

**ILS or LOC Z  
RWY 34**

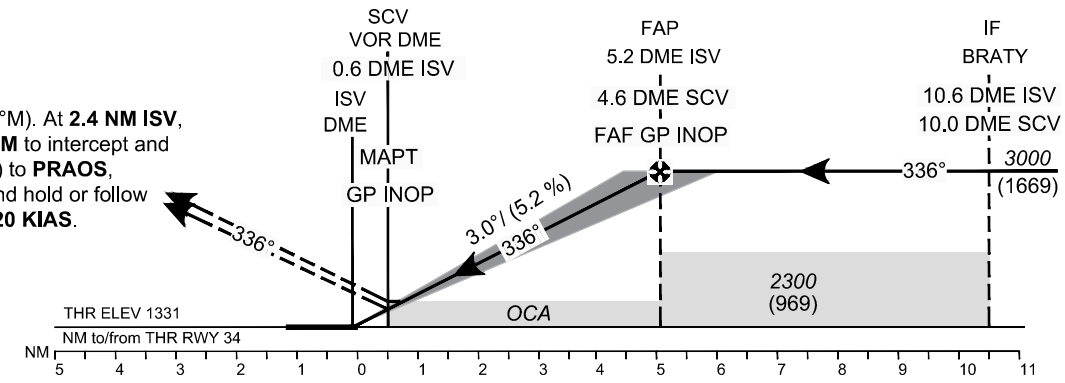


Transition Altitude  
5000

**MISSED APPROACH**

Climb on **R336 SCV** (336°M). At **2.4 NM ISV**, turn **RIGHT** heading **111°M** to intercept and follow **R066 SCV** (066°M) to **PRAOS**, climbing to **3000** (1669) and hold or follow ATC instructions. **MAX 220 KIAS**.

ILS RDH 54



OCA(H)		A	B
Straight-in Approach	ILS CAT I	1480 (149)	1491 (160)
	ILS CAT II	1390 (59)	1404 (73)
	ILS GP INOP	1600 (269)	
Circling		1840	1870

GS	KT	70	90	100	120	140	160
FAF-MAPT 4.6 NM	MIN:SEC	3:57	3:04	2:46	2:18	1:58	1:43
Rate of descent (5.24%)	FT/MIN	371	478	531	637	743	849

Dist. to ISV DME	NM	1.0	2.0	3.0	4.0	5.0
Altitudes (Heights)	FT	1660 (329)	1980 (649)	2290 (959)	2610 (1279)	2930 (1599)

CAT III approved.

Timing not authorised for defining the MAPt

SUCEAVA / Ștefan cel Mare (LRSV)  
ILS or LOC Z RWY 34

## AERONAUTICAL DATA TABULATION

ILS Approach to RWY 34 from BUKOV, TOMUC, PASKA, HUMOR, PRAOS.	
Fix/Waypoint Name	Coordinates
<b>BUKOV (IAF)</b> - BRG 309.00° / 23.37NM SCV	47°57'06.0"N 025°57'30.0"E
<b>TOMUC (IAF)</b> - BRG 110.81° / 21.34NM SCV	47°30'27.0"N 026°49'34.0"E
<b>PASKA (IAF)</b> - BRG 157.54° / 21.06NM SCV	47°20'03.0"N 026°29'54.0"E
<b>HUMOR (IAF)</b> - BRG 237.49° / 21.83NM SCV	47°30'53.1"N 025°52'35.2"E
<b>PRAOS (IAF)</b> - BRG 066.00° / 14.00NM SCV	47°44'24.1"N 026°41'29.1"E
BRG 237.49° / 10.00NM SCV	47°36'01.4"N 026°08'18.8"E
BRG 156.00° / 18.00NM SCV	47°23'07.9"N 026°29'23.7"E
BRG 110.81° / 10.00NM SCV	47°35'43.0"N 026°34'45.5"E
BRG 066.00° / 10.00NM SCV	47°43'14.8"N 026°35'48.8"E
BRG 336.00° / 2.40NM ISV	47°43'12.0"N 026°20'21.2"E
<b>BRATY (IF)</b> – BRG 156.15° / 10.60NM ISV	47°30'46.3"N 026°25'55.3"E
<b>FAF (LOC only)</b> – BRG 156.15° / 5.20NM ISV	47°35'56.0"N 026°23'37.3"E
<b>MAPT (LOC only)</b> – BRG 156.15° / 0.60NM ISV	47°40'20.2"N 026°21'39.1"E
<b>ISV LOC</b>	47°41'59.4"N 026°20'54.6"E
<b>ISV GP</b>	47°40'53.4"N 026°21'18.2"E
<b>THR 34</b>	47°40'46.24"N 026°21'27.35"E

## RADIO COMMUNICATION FAILURE

- a) If ILS instrument flight procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument flight procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BRATY and hold 4 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

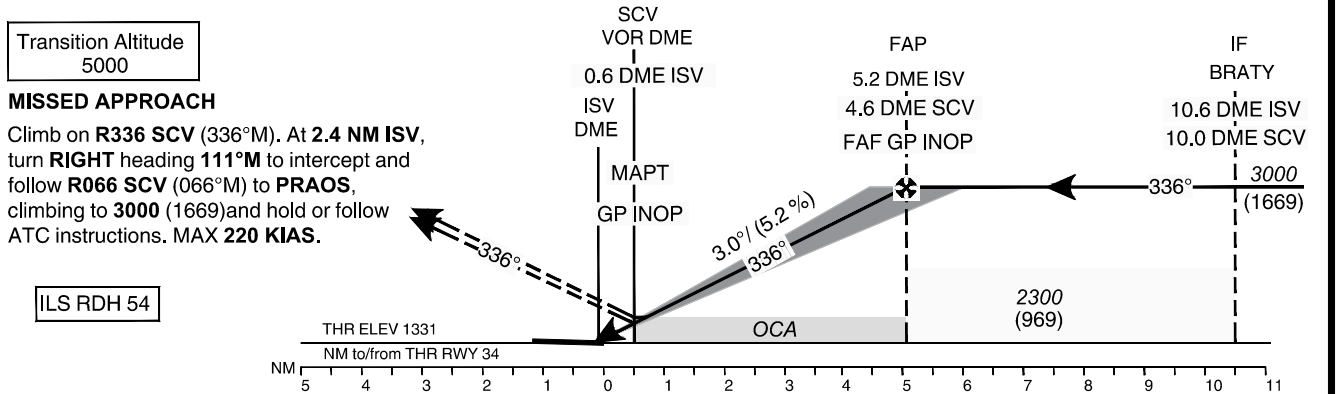
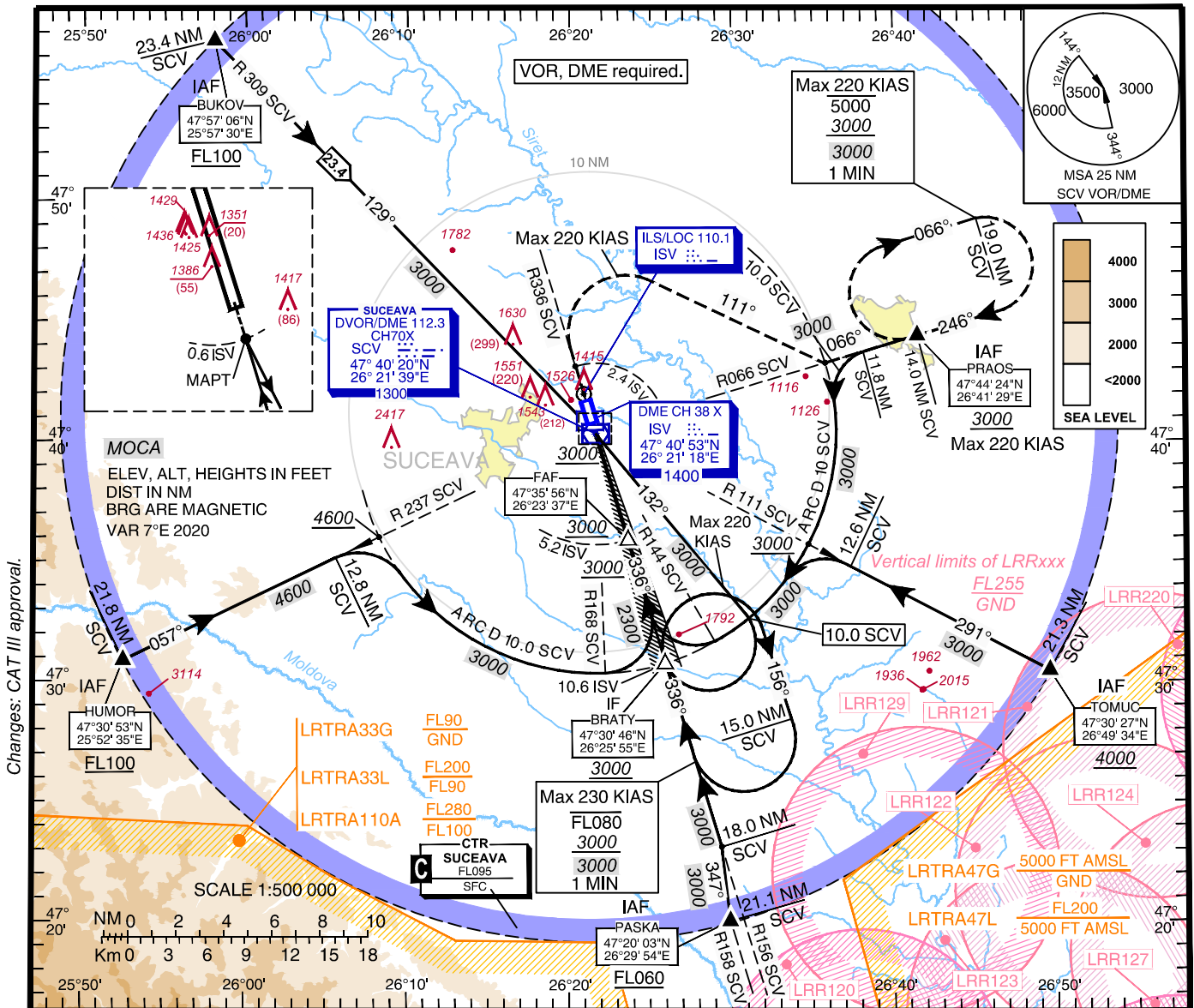
**INSTRUMENT APPROACH  
CHART - ICAO**

**AERODROME ELEV. 1375 ft**  
HEIGHTS RELATED TO  
THR RWY 34 - ELEV 1331

SUCEAVA TWR 129.955  
SUCEAVA TWR ALTN 118.300

**SUCEAVA/Ștefan cel Mare (LRSV)**

**ILS or LOC Y  
RWY 34**



**ILS RDH 54**

OCA(H)	C	D	
Straight-in Approach	ILS CAT I	1504 (173)	1518 (187)
	ILS CAT II	1414 (83)	1435 (104)
	ILS GP INOP	1600 (269)	
Circling	2030	2070	

GS	KT	70	90	100	120	140	160
FAF-MAPT 4.6 NM	MIN:SEC	3:57	3:04	2:46	2:18	1:58	1:43
Rate of descent (5.24%)	FT/MIN	371	478	531	637	743	849

Dist. to ISV DME	NM	1.0	2.0	3.0	4.0	5.0
Altitudes (Heights)	FT	1660 (329)	1980 (649)	2290 (959)	2610 (1279)	2930 (1599)

CAT III approved.

Timing not authorised for defining the MAPt

SUCEAVA / Ștefan cel Mare (LRSV)  
ILS or LOC Y RWY 34

## AERONAUTICAL DATA TABULATION

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## RADIO COMMUNICATION FAILURE

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- b) If ILS instrument flight procedure was not assigned or received by ATC, set transponder 7600, proceed according to FPL to BRATY and hold 4 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**LRTM AD 2.1 AERODROME LOCATION INDICATOR AND NAME**  
**LRTM - TÂRGU MUREȘ / Transilvania - Târgu Mureș**

**LRTM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	462804N 0242445E Runway centre.
2	Direction and distance from city	225°, 14 km from Târgu Mureș.
3	Elevation/Reference temperature/Mean low temperature	963 FT / 29.8°C / -13.6°C
4	Geoid undulation at AD ELEV PSN	129 FT
5	MAG VAR/ Annual rate of change	5°E (2015) / 2.4'E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul Târgu Mureș/Transilvania, Loc. Vidrasău, Oraș Ungheni, cod 547612 Tel: + 40-(0)265-328888 (Office) + 40-(0)265-328259 (Information) Telefax: + 40-(0)265-263050 (Operations) + 40-(0)265-328258 (Handling) Fax: + 40-(0)265-328257 (Office) e-mail: office@transylvaniaairport.ro operations@transylvaniaairport.ro handling@transylvaniaairport.ro web: www.transylvaniaairport.ro AFS: LRTMRAYD SITA: TGMYDXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Helicopter flights permitted.

**LRTM AD 2.3 OPERATIONAL HOURS**

1	AD Operator	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	W: 0500 - 1700; S: 0400 - 1600
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Outside the operational hours of ATS, services are available O/R submitted to the ATS with at least 24 hours in advance at MUREȘ TWR: +40-265-328260; e-mail: twr.lrtm@romatsa.ro

**LRTM AD 2.4 HANDLING SERVICES AND FACILITIES**

1	Cargo-handling facilities	1 GPU 28.5V, 1 GPU 115V-200V, 400Hz, 2 GPU 115V/400 Hz and 28.5V, 1 air starter unit, 1 heater, 1 towed lavatory service vehicle, 1 towed potable water vehicle, 1 ambulift vehicle, 2 conveyor belt truck up to 3,5t, 2 conveyor electric baggage belt loader, 4 self propelled passengers stairs, 2 towed passenger stairs, 3 electric baggage/GSE tow tractors, 1 diesel baggage/GSE tow tractor, 6 baggage carts, 2 passenger crew minibus.
2	Fuel/Oil types	Jet A1 / NIL
3	Fueling facilities/capacity	1 refueling truck with 25.750 l capacity, refueling rate: 800 l/min 1 storage of fuel 80m <sup>3</sup>
4	De-icing facilities	Available on parking stands on request. 1 truck with de-icing/anti-icing fluid Type II 1 truck with de-icing fluid Type I and anti-icing fluid Type II 1 heater unit with hot air for engines and landing gears.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

**LRTM AD 2.5 PASSENGER FACILITIES**

1	Hotels	Hotels in the city.
2	Restaurants	Snack-bar and restaurant on the AD.
3	Transportation	Buses, taxis.
4	Medical facilities	First aid on the AD. Ambulance on the AD, <del>Surgery on AD.</del> Hospitals in the city.
5	Bank and Post Office	Exchange office on AD, ATM on AD.
6	Tourist Office	In the city.
7	Remarks	Rent a car offices on AD.

**LRTM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	<i>AD category for fire fighting</i>	CAT 7
2	<i>Rescue equipment</i>	2 vehicle with extrication equipment.
3	<i>Capability for removal of disabled aircraft</i>	Limited by arrangement. Local Action Coordinator: +40-(0)744-790299 e-mail: ioan.pop@transylvaniaairport.ro
4	<i>Remarks</i>	NIL

**LRTM AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN**

1	<i>Types of clearing equipment</i>	5 tractors with blade and brush, 1 truck with plough, brush, turbo blower and liquid spreading runway deicing, 1 solid materials spreading equipment, 1 snow blower, 1 truck with plough, brush and turbo blower. 1 FOD runway sweeper, 1 FOD multi purpose sweeper, 1 FOD-BOOS sweeper.
2	<i>Clearance priorities</i>	1. RWY 07/25 2. TWY A, B, C 3. Apron 4. Other surfaces
3	<i>Use of material for movement area surface treatment</i>	Fluids used for RWY de/anti-icing: KFOR potassium formate. Solid materials used for RWY de/anti-icing: NAFO sodium formate.
4	<i>Specially prepared winter runways</i>	NIL
5	<i>Remarks</i>	Information on RWYCC reported by SNOWTAM are issued in the context of the GRF. Information on the progress of the snow removal and the conditions of the movement area are provided by Ground Operations Service - Tel.: +40 758 222 530. See also the snow plan in section AD 1.2.2.

**LRTM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	<i>Apron designation, surface and strength</i>	Designation: Apron Surface: Concrete Strength: Stands 1, 2 PCN 27/R/D/W/T Stands 3, 4 PCN 95/R/D/W/T Stands 5, 6, 7 PCN 79/R/D/W/T																				
2	<i>Taxiway designation, width, surface and strength</i>	<table border="1"> <thead> <tr> <th></th> <th>TWY A</th> <th>TWY B</th> <th>TWY C</th> <th>TAXILANE D</th> </tr> </thead> <tbody> <tr> <td>Width:</td> <td>30 M</td> <td>23 M</td> <td>18 M</td> <td>11 M</td> </tr> <tr> <td>Surface:</td> <td>Asphalt</td> <td>Asphalt</td> <td>Concrete</td> <td>Concrete</td> </tr> <tr> <td>Strength:</td> <td>PCN 64/F/D/W/T</td> <td>PCN 71/F/D/W/T</td> <td>PCN 79/R/D/W/T</td> <td>PCN 27/R/D/W/T</td> </tr> </tbody> </table>		TWY A	TWY B	TWY C	TAXILANE D	Width:	30 M	23 M	18 M	11 M	Surface:	Asphalt	Asphalt	Concrete	Concrete	Strength:	PCN 64/F/D/W/T	PCN 71/F/D/W/T	PCN 79/R/D/W/T	PCN 27/R/D/W/T
	TWY A	TWY B	TWY C	TAXILANE D																		
Width:	30 M	23 M	18 M	11 M																		
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Strength:	PCN 64/F/D/W/T	PCN 71/F/D/W/T	PCN 79/R/D/W/T	PCN 27/R/D/W/T																		
3	<i>ACL location and elevation</i>	Location: Apron Elevation: 963 FT																				
4	<i>VOR checkpoints</i>	NIL																				
5	<i>INS checkpoints</i>	INS 1: 462807.39N 0242533.61E INS 2: 462805.73N 0242534.45E INS 3: 462805.94N 0242530.29E INS 4: 462805.43N 0242527.54E INS 5: 462804.52N 0242525.34E INS 6: 462804.46N 0242522.59E INS 7: 462803.91N 0242519.76E																				
6	<i>Remarks</i>	RWY turn pad: Location THR 07 and THR 25 Surface: Asphalt Strength: PCN 70/F/D/W/T																				

**LRTM 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 at aircraft stands</i>	Aircraft stand ID markings at the beginning of the lead-in lines to stands: 1,2,3,4,5,6,7. TWY guide lines on the apron. Stand 1 : helicopters parking position. Stands 2,3,4,5,6,7 : angled nose out parking positions. Parking guidance provided by marshallers.
2	<i>RWY and TWY markings and LGT</i>	<p>RWY:</p> <ul style="list-style-type: none"> <li>- markings: designation, THR, TDZ, centre line, aiming point, edges, turn pads.</li> <li>- lights: centre line, THR, TDZ on RWY 07, END, edges, wing bars, turn pads.</li> </ul> <p>TWY A, B:</p> <ul style="list-style-type: none"> <li>- markings: enhanced centre line, edges, holding position.</li> <li>- lights: centre line, edges, stop bar, runway guard lights.</li> </ul> <p>TWY C:</p> <ul style="list-style-type: none"> <li>- markings: enhanced center line, edge only North side (common with APRON).</li> <li>- lights: centre line, edge only North side (common with APRON).</li> </ul> <p>TAXILANE D:</p> <ul style="list-style-type: none"> <li>- markings: enhanced center line.</li> <li>- lights: centre line.</li> </ul>
3	<i>Stop bars and runway guard lights</i>	TWY A, B: Stop bars and runway guard lights at holding positions.
4	<i>Other RWY protection measure</i>	NIL
5	<i>Remarks</i>	NIL

**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 / 31.9°C / -9.8°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, 307200 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

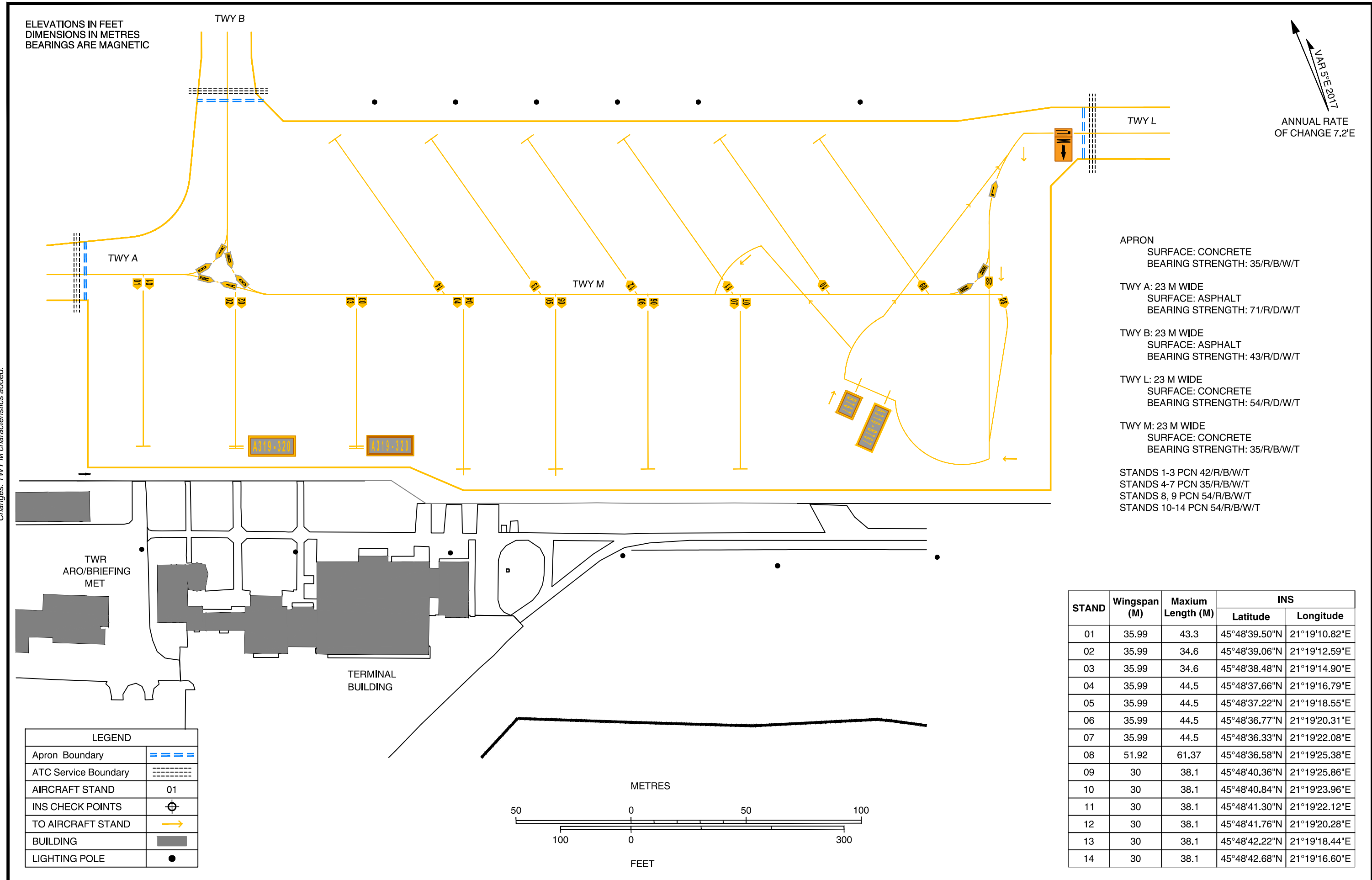


AIRCRAFT PARKING / DOCKING CHART - ICAO

APRON ELEV  
341 FT

TIMISOARA TOWER	120.105
TIMISOARA TOWER ALTN	129.450
TIMISOARA GROUND	121.600

TIMIȘOARA / Traian Vuia (LRTR)  
-APRON-



STAND	Wingspan (M)	Maxium Length (M)	INS	
			Latitude	Longitude
01	35.99	43.3	45°48'39.50"N	21°19'10.82"E
02	35.99	34.6	45°48'39.06"N	21°19'12.59"E
03	35.99	34.6	45°48'38.48"N	21°19'14.90"E
04	35.99	44.5	45°48'37.66"N	21°19'16.79"E
05	35.99	44.5	45°48'37.22"N	21°19'18.55"E
06	35.99	44.5	45°48'36.77"N	21°19'20.31"E
07	35.99	44.5	45°48'36.33"N	21°19'22.08"E
08	51.92	61.37	45°48'36.58"N	21°19'25.38"E
09	30	38.1	45°48'40.36"N	21°19'25.86"E
10	30	38.1	45°48'40.84"N	21°19'23.96"E
11	30	38.1	45°48'41.30"N	21°19'22.12"E
12	30	38.1	45°48'41.76"N	21°19'20.28"E
13	30	38.1	45°48'42.22"N	21°19'18.44"E
14	30	38.1	45°48'42.68"N	21°19'16.60"E

**LRTC 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: 1, 2, 3, 4, 5, 6. Nose-in aircraft stands with ID markings at the beginning of the lead-in lines. TWY guide lines: provided for TWY A, B, C. Visual docking guidance system of aircraft stands: NIL. Visual parking guidance system of aircraft stands: aircraft stand markings and ID markings at the beginning of the lead-in lines.
2	<i>RWY and TWY markings and LGT</i>	RWY: - markings: designation, THR, TDZ, centre line, aiming point, edges, RWY end. - lights: runway edges lights, THR lights, runway end lights, wing bar lights, runway centerline lights, TDZ lights on RWY 34. TWY: - markings: centre line, runway holding position, edges, enhanced centerline, runway designator marking. - lights: centerline lights, taxiway edges lights, stop bar lights, runway guard lights.
3	<i>Stop bars</i>	Red stop bar on TWY A and TWY C; Runway guard lights on TWY A and TWY C.
4	<i>Other RWY protection measure</i>	NIL
5	<i>Remarks</i>	THR 34 displaced 67 M.

**LRTC AD 2.10 AERODROME OBSTACLES**

<i>In Area 2</i>					
<i>OBST ID/ Designation</i>	<i>OBST type</i>	<i>OBST position</i>	<i>ELEV/HGT</i>	<i>Markings/ Type, colour</i>	<i>Remarks</i>
a	b	c	d	e	f
LRTC_1	POLE	450326.1N 0284304.7E	182/33 FT	MARKED/LGTD R	NIL
LRTC_2	POLE	450325.6N 0284304.8E	183/34 FT	MARKED/LGTD R	
LRTC_4	ANTENNA	450334.7N 0284039.8E	422/45 FT	MARKED/LGTD R	
LRTC_20	ANTENNA	450323.7N 0284305.0E	166/20 FT	MARKED/LGTD R	
LRTC_21	ANTENNA	450321.9N 0284305.3E	164/18 FT	MARKED/LGTD R	
LRTC_148	BUILDING	450357.2N 0284254.9E	191/10 FT	NIL	
LRTC_852	NAVAID	450406.3N 0284240.2E	213/25 FT	MARKED/LGTD R	
LRTC_853	NAVAID	450326.5N 0284303.9E	176/27 FT	MARKED/LGTD R	
LRTC_8	ANTENNA	450442.3N 0284229.9E	276/27 FT	MARKED/LGTD R	
LRTC_9	ANTENNA	450443.3N 0284234.2E	278/28 FT	MARKED/LGTD R	
LRTC_218	TREE	450508.7N 0284243.1E	279/38 FT	NIL	
LRTC_220	TREE	450507.8N 0284240.9E	284/43 FT	NIL	
LRTC_221	TREE	450505.4N 0284228.7E	307/44 FT	NIL	
LRTC_222	TREE	450505.8N 0284230.7E	306/46 FT	NIL	
LRTC_225	TREE	450501.7N 0284212.4E	311/31 FT	NIL	
LRTC_234	TREE	450437.6N 0284239.4E	251/18 FT	NIL	
LRTC_294	FENCE	450430.5N 0284242.0E	225/10 FT	NIL	
LRTC_615	POLE	450819.1N 0284034.7E	510/61 FT	NIL	
LRTC_622	POLE	450815.9N 0284035.9E	526/98 FT	NIL	
LRTC_623	POLE	450814.7N 0284049.0E	506/96 FT	NIL	
LRTC_626	POLE	450816.2N 0284110.0E	501/63 FT	NIL	
LRTC_628	POLE	450809.8N 0284125.6E	542/97 FT	NIL	
LRTC_629	POLE	450808.2N 0284116.7E	528/94 FT	NIL	
LRTC_633	POLE	450813.2N 0284117.4E	562/112 FT	NIL	
LRTC_635	POLE	450813.3N 0284105.6E	503/99 FT	NIL	
LRTC_636	POLE	450815.3N 0284116.8E	579/114 FT	NIL	
LRTC_669	POLE	450811.5N 0284134.4E	516/92 FT	NIL	
LRTC_678	POLE	450818.4N 0284133.3E	547/101 FT	NIL	
LRTC_680	POLE	450818.0N 0284143.0E	512/114 FT	NIL	
LRTC_681	POLE	450815.1N 0284127.5E	576/113 FT	NIL	
LRTC_682	POLE	450814.4N 0284131.4E	524/81 FT	NIL	
LRTC_47	POLE	450303.6N 0284305.5E	138/24 FT	MARKED	
LRTC_48	POLE	450303.5N 0284305.3E	138/24 FT	MARKED	
LRTC_49	POLE	450302.6N 0284305.6E	137/24 FT	MARKED	
LRTC_50	POLE	450302.6N 0284305.8E	137/24 FT	MARKED	
LRTC_51	POLE	450301.7N 0284305.9E	137/28 FT	MARKED	
LRTC_52	POLE	450301.7N 0284306.1E	138/28 FT	MARKED	
LRTC_54	POLE	450300.7N 0284306.3E	138/30 FT	NIL	
LRTC_57	POLE	450258.8N 0284306.7E	133/29 FT	NIL	
LRTC_61	POLE	450256.9N 0284307.3E	128/28 FT	NIL	
LRTC_348	ANTENNA	450213.3N 0284336.0E	244/147 FT	MARKED/LGTD R	
LRTC_25	ANTENNA	450353.9N 0284304.2E	240/72 FT	MARKED/LGTD R	
LRTC_26	ANTENNA	450353.9N 0284303.7E	238/69 FT	MARKED/LGTD R	
LRTC_27	ANTENNA	450353.5N 0284303.8E	234/66 FT	MARKED/LGTD R	
LRTC_28	ANTENNA	450353.6N 0284304.3E	236/68 FT	MARKED/LGTD R	
LRTC_142	BUILDING	450608.3N 0284458.3E	362/145 FT	NIL	
LRTC_160	BUILDING	450353.7N 0284303.9E	238/70 FT	NIL	
LRTC_246	TREE	450352.8N 0284302.8E	221/55 FT	NIL	

a	b	c	d	e	f
LRTC 266	TREE	450354.3N 0284305.1E	223/56 FT	NIL	NIL
LRTC 288	STACK	450352.1N 0284304.1E	217/49 FT	NIL	
LRTC 341	ANTENNA	450611.5N 0284459.1E	402/183 FT	MARKED	
LRTC 342	ANTENNA	450646.6N 0284615.4E	810/190 FT	NIL	
LRTC 344	ANTENNA	450649.0N 0284607.8E	720/64 FT	NIL	
LRTC 350	ANTENNA	450151.0N 0284358.9E	256/171 FT	MARKED/LGTD R	
LRTC 351	ANTENNA	450352.7N 0284305.7E	265/99 FT	MARKED/LGTD R	
LRTC 352	NAVAID	450323.5N 0284304.7E	193/47 FT	MARKED/LGTD R	
LRTC 483	POLE	450038.4N 0284722.7E	407/94 FT	NIL	
LRTC 484	POLE	450037.8N 0284731.8E	423/94 FT	NIL	
LRTC 485	POLE	450035.7N 0284742.3E	435/88 FT	NIL	
LRTC 486	POLE	450035.2N 0284752.7E	449/83 FT	NIL	
LRTC 487	POLE	450034.6N 0284803.3E	461/83 FT	NIL	
LRTC 488	POLE	450034.1N 0284813.7E	476/92 FT	NIL	
LRTC 489	POLE	450033.7N 0284821.4E	466/86 FT	NIL	
LRTC 490	POLE	450033.2N 0284830.4E	459/85 FT	NIL	
LRTC 693	POLE	450828.4N 0284226.9E	495/101 FT	NIL	
LRTC 702	POLE	450817.8N 0284314.4E	443/65 FT	NIL	
LRTC 703	POLE	450822.2N 0284320.8E	504/64 FT	NIL	
LRTC 704	POLE	450825.7N 0284326.1E	544/68 FT	NIL	
LRTC 705	POLE	450813.7N 0284308.2E	410/62 FT	NIL	
LRTC 706	POLE	450809.7N 0284302.2E	395/67 FT	NIL	
LRTC 707	POLE	450805.6N 0284256.3E	417/63 FT	NIL	
LRTC 708	POLE	450801.7N 0284250.5E	417/63 FT	NIL	
LRTC 709	POLE	450749.3N 0284232.0E	370/65 FT	NIL	
LRTC 712	POLE	450753.8N 0284238.7E	393/57 FT	NIL	
LRTC 713	POLE	450757.7N 0284244.5E	405/63 FT	NIL	
LRTC 715	POLE	450837.0N 0284324.8E	518/108 FT	NIL	
LRTC 717	POLE	450831.8N 0284323.3E	548/96 FT	NIL	
LRTC 724	POLE	450830.7N 0284317.6E	501/93 FT	NIL	
LRTC 727	POLE	450832.8N 0284328.3E	533/100 FT	NIL	
LRTC 729	POLE	450837.9N 0284343.7E	507/96 FT	NIL	
LRTC 736	POLE	450828.6N 0284330.4E	515/66 FT	NIL	
LRTC 739	POLE	450835.8N 0284344.6E	512/98 FT	NIL	
LRTC 840	POLE	450751.4N 0284516.2E	503/106 FT	NIL	
LRTC 841	POLE	450747.0N 0284523.1E	504/109 FT	NIL	
LRTC 842	POLE	450742.9N 0284530.2E	462/106 FT	NIL	
LRTC 846	POLE	450732.9N 0284555.1E	472/99 FT	NIL	
LRTC 847	POLE	450731.0N 0284602.4E	513/103 FT	NIL	
LRTC 848	POLE	450729.3N 0284608.8E	518/100 FT	NIL	
LRTC 849	POLE	450727.6N 0284615.2E	502/106 FT	NIL	
LRTC 850	POLE	450727.2N 0284625.2E	554/102 FT	NIL	
LRTC 851	POLE	450726.9N 0284634.8E	623/103 FT	NIL	
LRTC 870	POLE	450354.7N 0284300.6E	242/67 FT	NIL	
LRTC 871	POLE	450353.7N 0284304.0E	252/84 FT	NIL	
LRTC 872	POLE	450352.1N 0284304.2E	227/59 FT	NIL	
LRTC 873	POLE	450352.5N 0284301.3E	243/69 FT	NIL	
LRTC 874	POLE	450351.4N 0284303.8E	235/68 FT	NIL	
LRTC 875	POLE	450349.1N 0284304.5E	234/66 FT	NIL	
LRTC 876	POLE	450352.7N 0284305.7E	276/110 FT	NIL	
LRTC 894	BUILDING	450611.5N 0284458.3E	392/175 FT	NIL	
LRTC 925	POLE	450354.7N 0284300.6E	236/60 FT	NIL	
LRTC 929	POLE	450352.5N 0284301.3E	236/62 FT	NIL	
LRTC 931	POLE	450349.1N 0284304.5E	226/61 FT	NIL	
LRTC 932	POLE	450351.3N 0284303.8E	226/58 FT	NIL	
LRTC 947	ANTENNA	450213.3N 0284335.9E	244/148 FT	MARKED/LGTD R	
LRTC 949	ANTENNA	450151.0N 0284358.8E	256/171 FT	MARKED/LGTD R	
LRTC 1016	WINDMILL	450212.0N 0285043.0E	1064/468 FT	LGTD W	
LRTC 1017	WINDMILL	450202.0N 0285032.6E	1036/468 FT	LGTD W	
LRTC 1019	WINDMILL	450123.3N 0285013.6E	1022/476 FT	LGTD W	
LRTC 1020	WINDMILL	450101.3N 0285009.5E	976/476 FT	LGTD W	
LRTC 1021	WINDMILL	450115.1N 0284946.7E	940/476 FT	LGTD W	
LRTC 1022	WINDMILL	450115.2N 0284918.1E	907/476 FT	LGTD W	
LRTC 1026	WINDMILL	450143.2N 0284951.8E	1010/476 FT	LGTD W	
LRTC 1027	WINDMILL	450140.2N 0284911.4E	938/476 FT	LGTD W	
LRTC 1028	WINDMILL	450136.2N 0284848.9E	1015/476 FT	LGTD W	
LRTC 1029	WINDMILL	450118.5N 0284852.5E	978/476 FT	LGTD W	
LRTC 1036	WINDMILL	450424.4N 0284859.5E	895/476 FT	LGTD W	
LRTC 1037	WINDMILL	450409.8N 0284904.5E	869/476 FT	LGTD W	
LRTC 1038	WINDMILL	450358.1N 0284908.6E	938/476 FT	LGTD W	
LRTC 1039	WINDMILL	450344.6N 0284903.9E	1026/476 FT	LGTD W	
LRTC 1040	WINDMILL	450337.8N 0284924.0E	1025/476 FT	LGTD W	
LRTC 1064	WINDMILL	450220.0N 0285743.4E	625/469 FT	LGTD W	
LRTC 1065	WINDMILL	450242.4N 0285738.3E	617/469 FT	LGTD W	
LRTC 1409	WINDMILL	450644.6N 0284618.6E	1057/460 FT	LGTD W	
LRTC 200	TREE	450419.6N 0283945.7E	349/64 FT	NIL	

**LRTC 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 (6°E/2019)	TLA	114.800 MHz (CH 95X)	H24	450443.3N 0284234.2E	300 FT	NIL	Coverage 175 NM (assumed) in sector 060°-280° Coverage 29 NM (assumed) in sector 280°-060° (clockwise)
LOC 34 (6°E/2019) ILS CAT I (II.T.3)	ITC	110.700 MHz	H24	450427.2N 0284239.3E	-	NIL	Front course angle 5.28°
GP 34	-	330.200 MHz	H24	450323.4N 0284304.8E	-	NIL	GP angle 3° ILS RDH 54 FT
DME 34	ITC	CH 44X	H24	450323.5N 0284305.1E	200 FT	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	NIL	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	NIL	-	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

**LRTC AD 2.20 LOCAL AERODROME REGULATIONS**

- NIL -

**LRTC AD 2.21 NOISE ABATEMENT PROCEDURES**

See AD 1.1-3

**LRTC AD 2.22 FLIGHT PROCEDURES**

- NIL -

**LRTC AD 2.23 ADDITIONAL INFORMATION**

WARNING. There may be concentrations of birds in the aerodrome area. Activity is intensified in spring (MAR–MAY) and autumn (AUG–OCT), as well as during the wintering period. Bird movements may cross the runway from the southern sector to the northern sector and vice versa (see AD 2.17-46 LRTC ), singly or in flocks, day and night. Most frequently observed species: pelicans, storks, cormorants, gulls, rooks, starlings, geese, white-fronted geese and common buzzard.

Wild animals may be present in the aerodrome area, species more frequently observed and monitored: small rodents, rabbits and foxes.

Dispersal activities include emitting danger sounds for birds by mobile means, using the Laser Anti-Bird system and using acoustic cannons for each direction of the runway.

Caution is recommended during take-off and landing.

AVERTIZARE. Pot exista concentrații de păsări în zona aerodromului. Activitatea este intensificată primăvara (MAR–MAY) și toamna (AUG–OCT), precum și în perioada de iernare. Deplasările avifaunistice pot traversa pista din sectorul sudic către sectorul nordic și invers (vezi AD 2.17-46 LRTC ), izolat sau în stoluri, ziua și noaptea. Specii cel mai frecvent observate: pelicani, berze, cormorani, pescăruși, ciori de semănătură, grauri, găște, gărițe și șorecar comun.

Pot fi prezente animale sălbatice în perimetrul aerodromului, specii mai des observate și monitorizate: rozătoare mici, iepuri și vulpi.

Activitățile de dispersie includ emiterea de sunete de pericol pentru păsări prin mijloace mobile, utilizarea sistemului Laser Anti-Păsări și folosirea tunurilor acustice pentru fiecare direcție de pistă.

Se recomandă prudență la decolare și aterizare.

### LRTC AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO .....	AD 2.17-20
Aerodrome Ground Movement Chart - ICAO .....	AD 2.17-21
Aircraft Parking/Docking Chart - ICAO .....	AD 2.17-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 34 .....	AD 2.17-25
RWY 16 .....	AD 2.17-26
Standard Departure Chart - Instrument - ICAO	
RWY 34 .....	AD 2.17-30
RWY 16 .....	AD 2.17-31
Bird concentrations in the vicinity of the aerodrome .....	AD 2.17-46
Instrument Approach Charts - ICAO	
RWY 34 ILS Z .....	AD 2.17-51
RWY 34 ILS Y .....	AD 2.17-52
RWY 34 RNP .....	AD 2.17-71
RWY 16 RNP .....	AD 2.17-72
RWY 34 VOR Z .....	AD 2.17-81
RWY 34 VOR Y .....	AD 2.17-82

### LRTC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

45° 03' 46" N  
028° 42' 52" E  
ELEV 200FT

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

TULCEA / Delta Dunării Tulcea  
(LRTC)

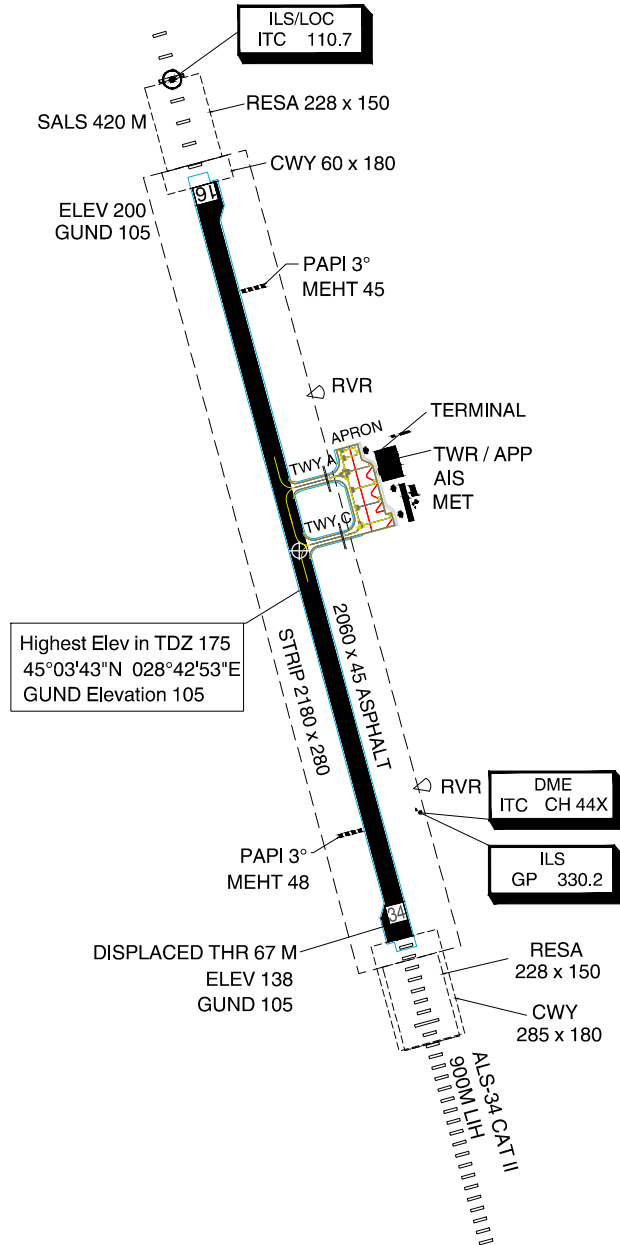
RWY	DIRECTION	THR	BEARING STRENGTH
16	162°	45°04'18"N 028°42'42"E	61/F/C/W/T
34	342°	45°03'15"N 028°43'02"E	
HELIPORT			

ELEVATIONS IN FEET  
DIMENSIONS IN METRES  
BEARINGS ARE MAGNETIC



Taxiway / Apron physical characteristics			
TWY/Apron	WIDTH	SURFACE	BEARING STRENGTH
Taxiway A	18 M	Concrete	52/R/C/W/T
Taxiway B	18 M	Concrete	54/R/C/W/T
Taxiway C	18 M	Concrete	98/R/A/W/T
Apron (stand 1, 2)		Concrete	71/R/C/W/T
Apron (stand 3, 4)		Concrete	116/R/A/W/T
Apron (stand 5, 6)		Concrete	54/R/C/W/T

Changes: RWY directions.



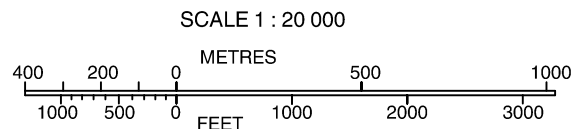
Highest Elev in TDZ 175  
45°03'43"N 028°42'53"E  
GUND Elevation 105

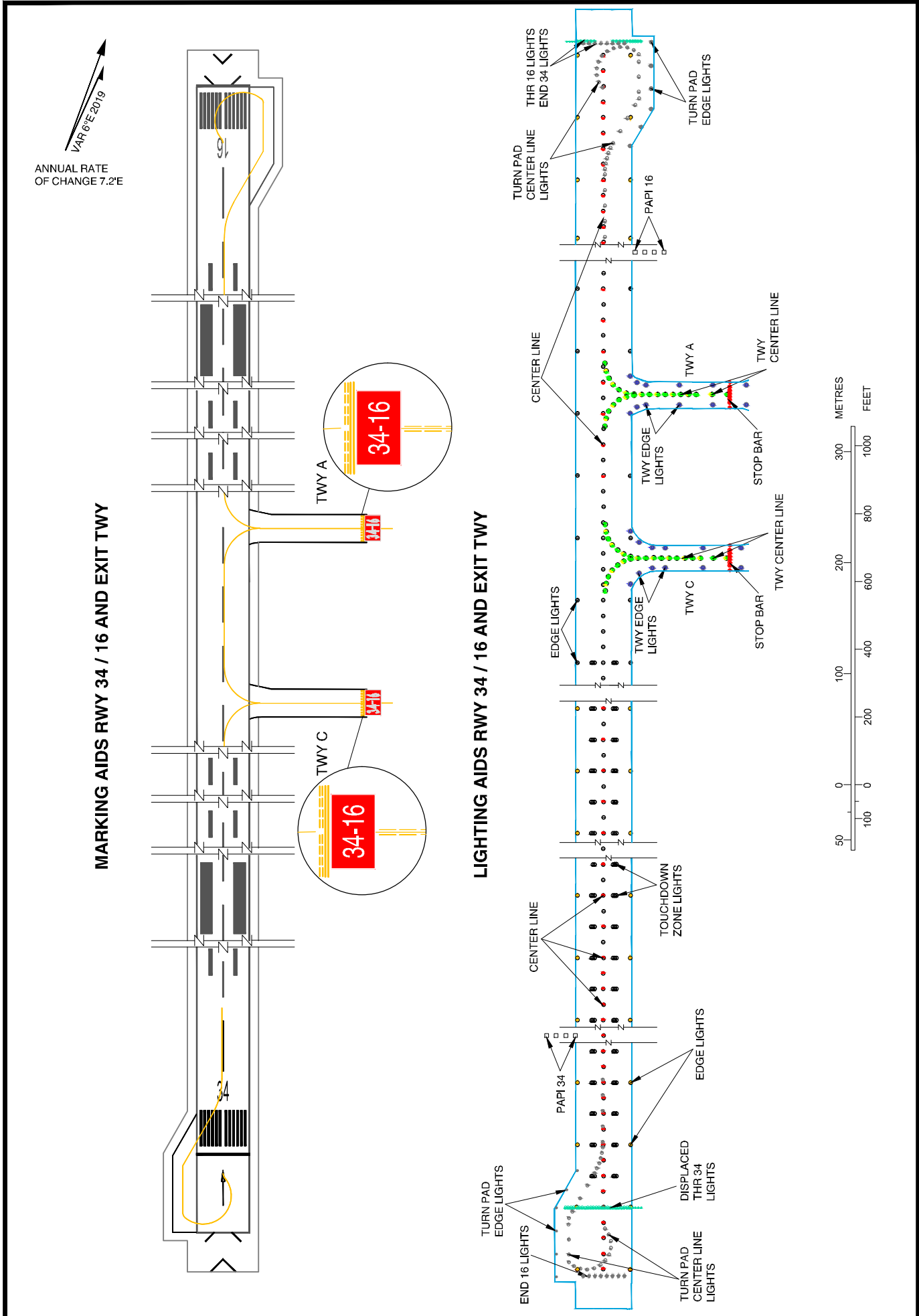
TAXIWAY A CENTERLINE COORDINATES		
T1	45°03'52.59"N	028°42'50.10"E
T2	45°03'50.57"N	028°42'50.73"E
T3	45°03'51.80"N	028°42'51.85"E
T4	45°03'52.62"N	028°42'57.03"E

TAXIWAY C CENTERLINE COORDINATES		
T7	45°03'47.63"N	028°42'51.65"E
T8	45°03'45.61"N	028°42'52.28"E
T9	45°03'46.85"N	028°42'53.39"E
T10	45°03'47.66"N	028°42'58.58"E

TAXIWAY B CENTERLINE COORDINATES		
T5	45°03'52.03"N	028°42'58.34"E
T6	45°03'48.58"N	028°42'59.41"E

LEGEND	
FLOODLIGHTS	☼
AERODROME REFERENCE POINT	⊕
BUILDING OR LARGE STRUCTURE	■
ATC SERVICE BOUNDARY	-----
RVR OBSERVATION SITE	△
APPROACH LIGHTS	—
MOVEMENT SURFACE BOUNDARY	—





Changes: Chart revised.

**AERODROME OBSTACLE CHART - ICAO**  
TYPE A (OPERATING LIMITATIONS)

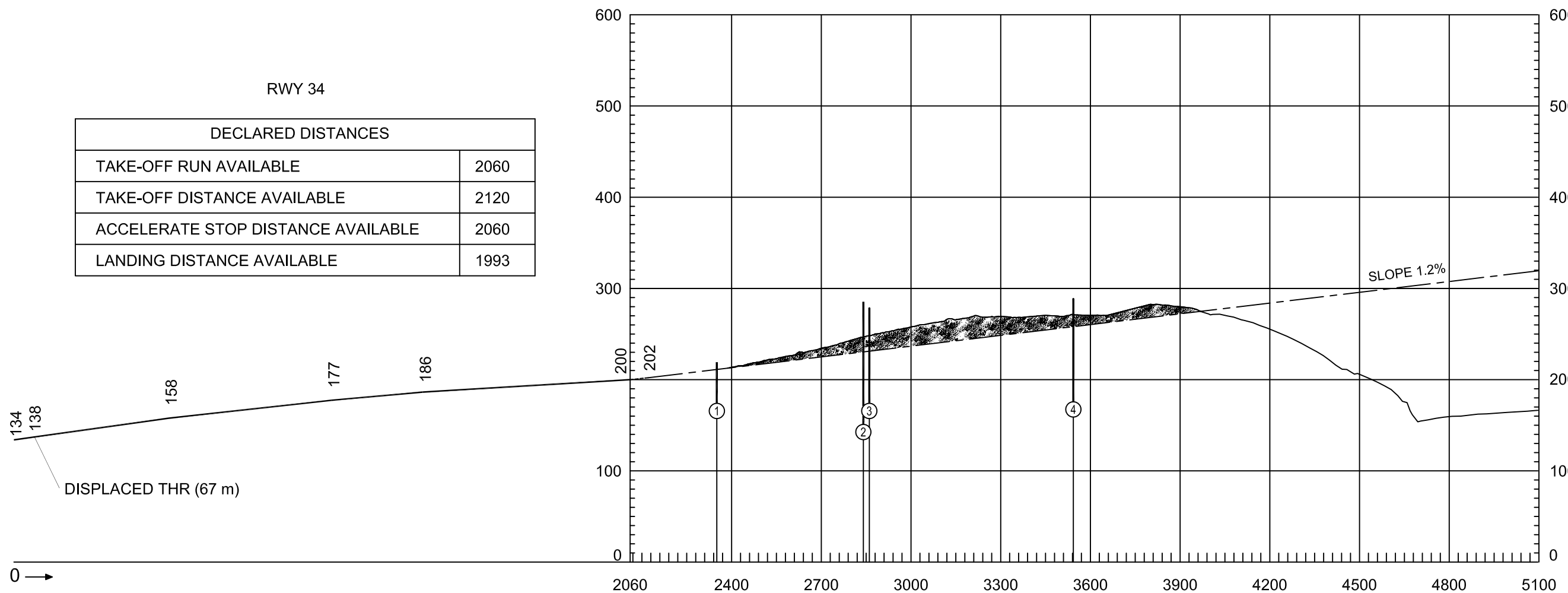
**TULCEA / Delta Dunării Tulcea (LRTC)**

ELEVATIONS IN FEET AND LINEAR DIMENSIONS IN METRES

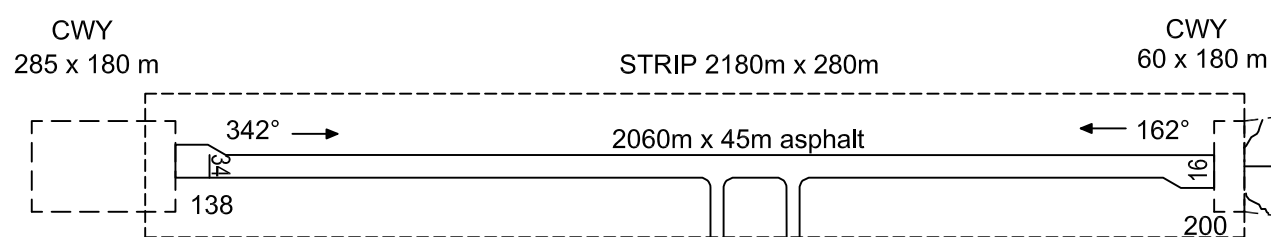
MAGNETIC VARIATION 6° E - 2019

RWY 34

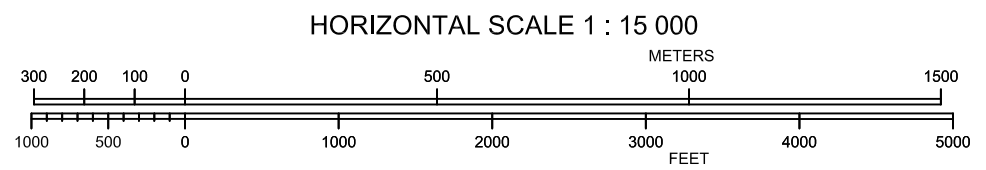
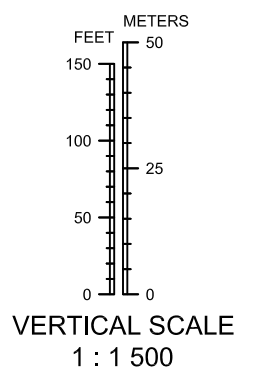
DECLARED DISTANCES	
TAKE-OFF RUN AVAILABLE	2060
TAKE-OFF DISTANCE AVAILABLE	2120
ACCELERATE STOP DISTANCE AVAILABLE	2060
LANDING DISTANCE AVAILABLE	1993



Changes: RWY directions.



LEGEND	
IDENTIFICATION NUMBER	①
PRIMARY ROAD	—
SECONDARY ROAD	—
TERRAIN CONTOUR	~
TERRAIN PENETRATING OBSTACLE PLANE	PLAN:  PROFILE:
ANTENNA, CHIMNEY, MAST, POLE, SPIRE or CRANE	⊙
TREES	✕



ORDER OF ACCURACY:  
HORIZONTAL: 0.5 METERS  
VERTICAL: 1 FT

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

**AERODROME OBSTACLE CHART - ICAO**  
TYPE A (OPERATING LIMITATIONS)

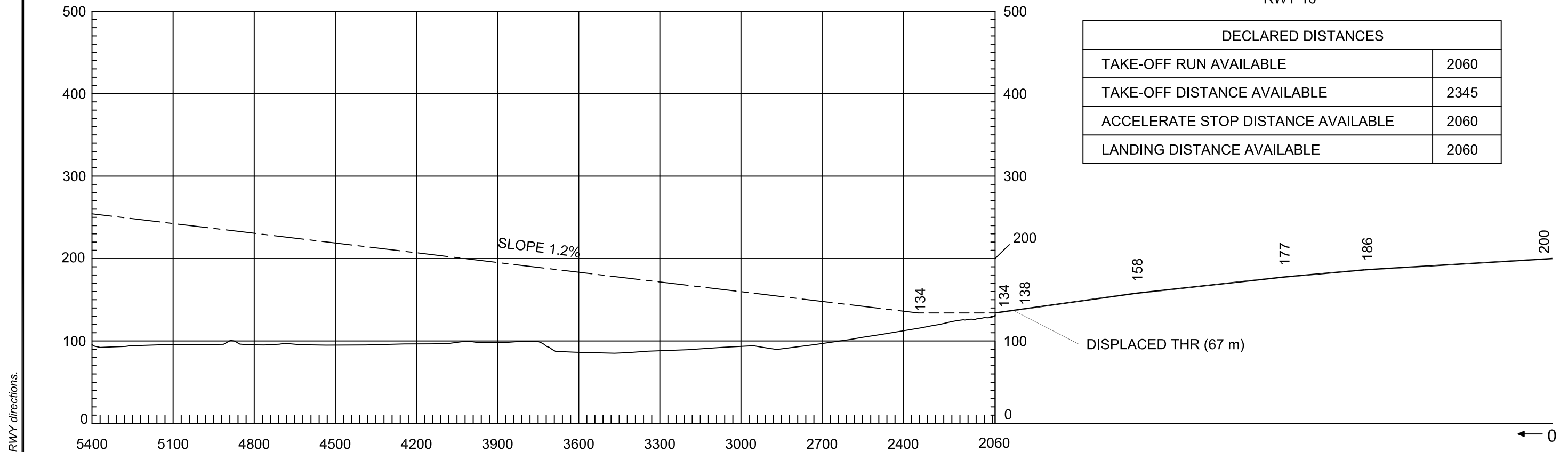
**TULCEA / Delta Dunării Tulcea (LRTC)**

ELEVATIONS IN FEET AND LINEAR DIMENSIONS IN METRES

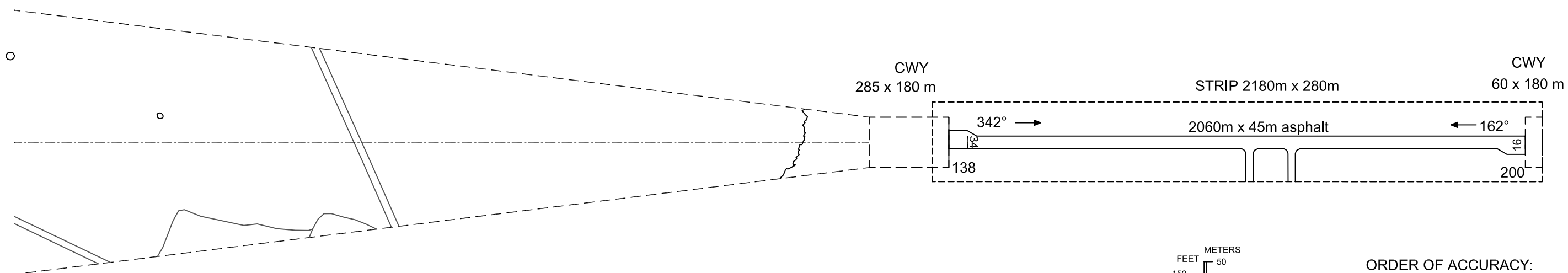
MAGNETIC VARIATION 6° E - 2019

RWY 16

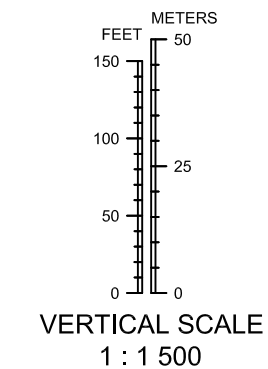
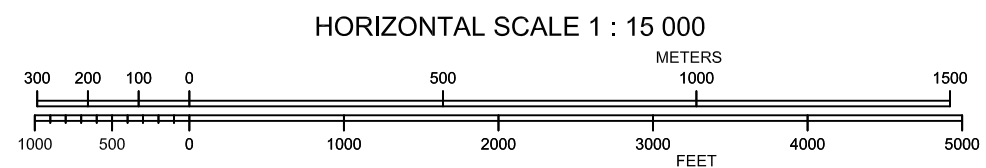
DECLARED DISTANCES	
TAKE-OFF RUN AVAILABLE	2060
TAKE-OFF DISTANCE AVAILABLE	2345
ACCELERATE STOP DISTANCE AVAILABLE	2060
LANDING DISTANCE AVAILABLE	2060



Changes: RWY directions.



LEGEND	
PRIMARY ROAD	
SECONDARY ROAD	
TERRAIN CONTOUR	
RAILROAD	



ORDER OF ACCURACY:  
HORIZONTAL: 0.5 METERS  
VERTICAL: 1 FT

AMENDMENT RECORD		
NO.	DATE	ENTERED BY

STANDARD DEPARTURE CHART  
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE  
4000

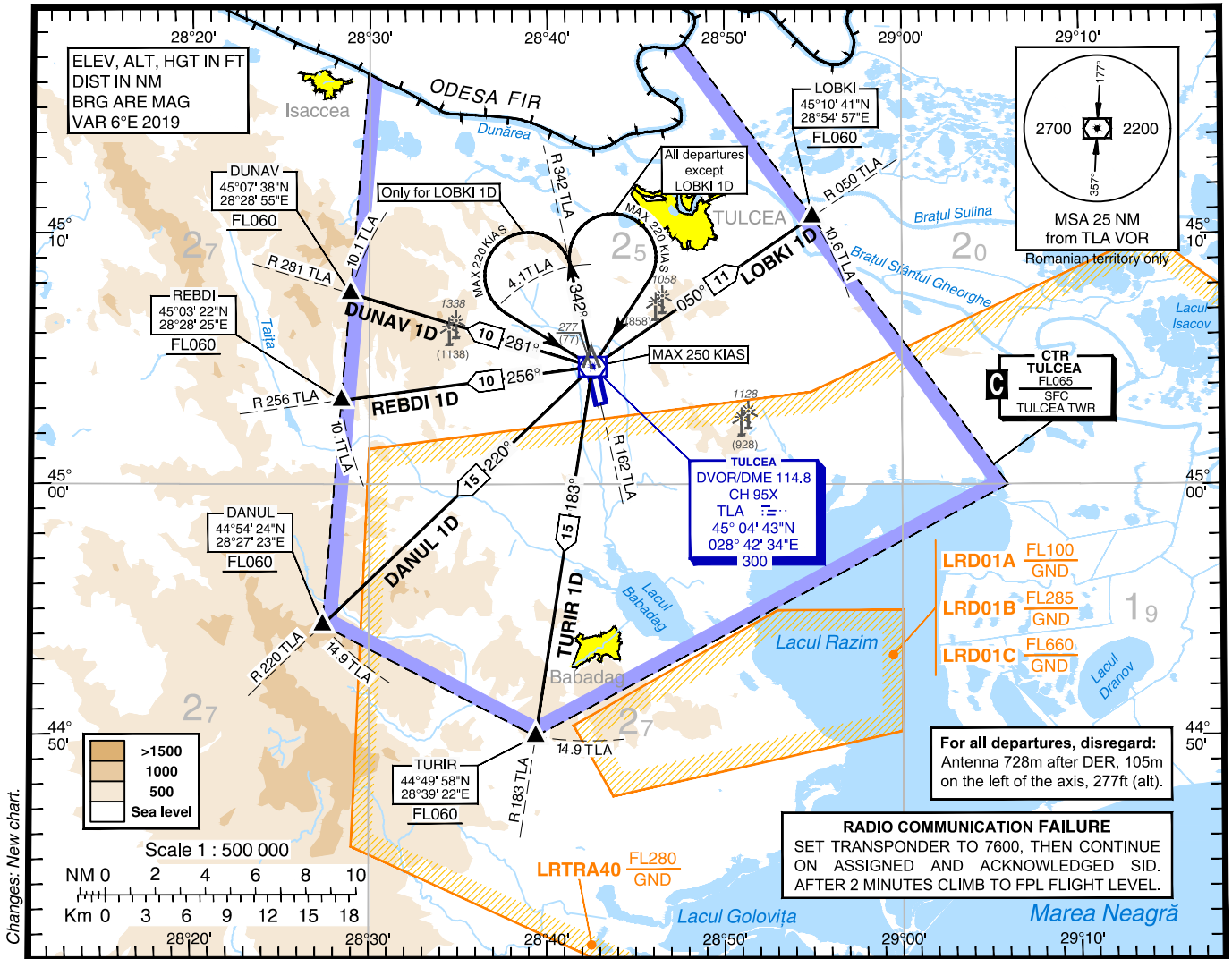
TULCEA / Delta Dunării Tulcea (LRTC)

SID RWY 34

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

DANUL 1D, DUNAV 1D

LOBKI 1D, REBDI 1D, TURIR 1D



Changes: New chart.

DESIGNATOR	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
DANUL 1D	Climb on R 162° TLA (342°M) until TLA, then follow R 342° TLA (342°M). At 4.1 TLA, turn <b>right</b> (Max 220 KIAS) direct to TLA. At TLA follow R 220° TLA (220°M) to DANUL at or above FL060 (1). (1) <b>ATS climb gradient: 4.1 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
DUNAV 1D	Climb on R 162° TLA (342°M) until TLA, then follow R 342° TLA (342°M). At 4.1 TLA, turn <b>right</b> (Max 220 KIAS) direct to TLA. At TLA follow R 281° TLA (281°M) to DUNAV at or above FL060 (1). (1) <b>ATS climb gradient: 5.1 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
LOBKI 1D	Climb on R 162° TLA (342°M) until TLA, then follow R 342° TLA (342°M). At 4.1 TLA, turn <b>left</b> (Max 220 KIAS) direct to TLA. At TLA follow R 050° TLA (050°M) to LOBKI at or above FL060 (1). (1) <b>ATS climb gradient: 5.0 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
REBDI 1D	Climb on R 162° TLA (342°M) until TLA, then follow R 342° TLA (342°M). At 4.1 TLA, turn <b>right</b> (Max 220 KIAS) direct to TLA. At TLA follow R 256° TLA (256°M) to REBDI at or above FL060 (1). (1) <b>ATS climb gradient: 5.1 %</b> up to FL060 safety altitude. Advise ATC if unable to ensure the ATS climb gradient.
TURIR 1D	Climb on R 162° TLA (342°M) until TLA, then follow R 342° TLA (342°M). At 4.1 TLA, turn <b>right</b> (Max 220 KIAS) direct to TLA. At TLA follow R 183° TLA (183°M) to TURIR at or above FL060 (1). (1) <b>ATS climb gradient: 4.1 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.

For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
SID RWY 34

## AERONAUTICAL DATA TABULATION

SID RWY 34	
Fix / Point	Coordinates
DANUL – R 220.34° / 14.93 NM TLA	44°54'24.1"N 028°27'22.6"E
DUNAV – R 280.82° / 10.10 NM TLA	45°07'37.8"N 028°28'55.2"E
LOBKI – R 049.70° / 10.60 NM TLA	45°10'41.0"N 028°54'57.0"E
REBDI – R 256.39° / 10.12 NM TLA	45°03'22.0"N 028°28'25.0"E
TURIR – R 182.77° / 14.93 NM TLA	44°49'58.3"N 028°39'22.3"E
TLA VORDME	45°04'43.3"N 028°42'34.2"E
TP 4.1 NM – R 342.00° / 4.10 NM TLA	45°08'43.9"N 028°41'22.0"E
DER 34	45°04'19.9"N 028°42'41.5"E



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

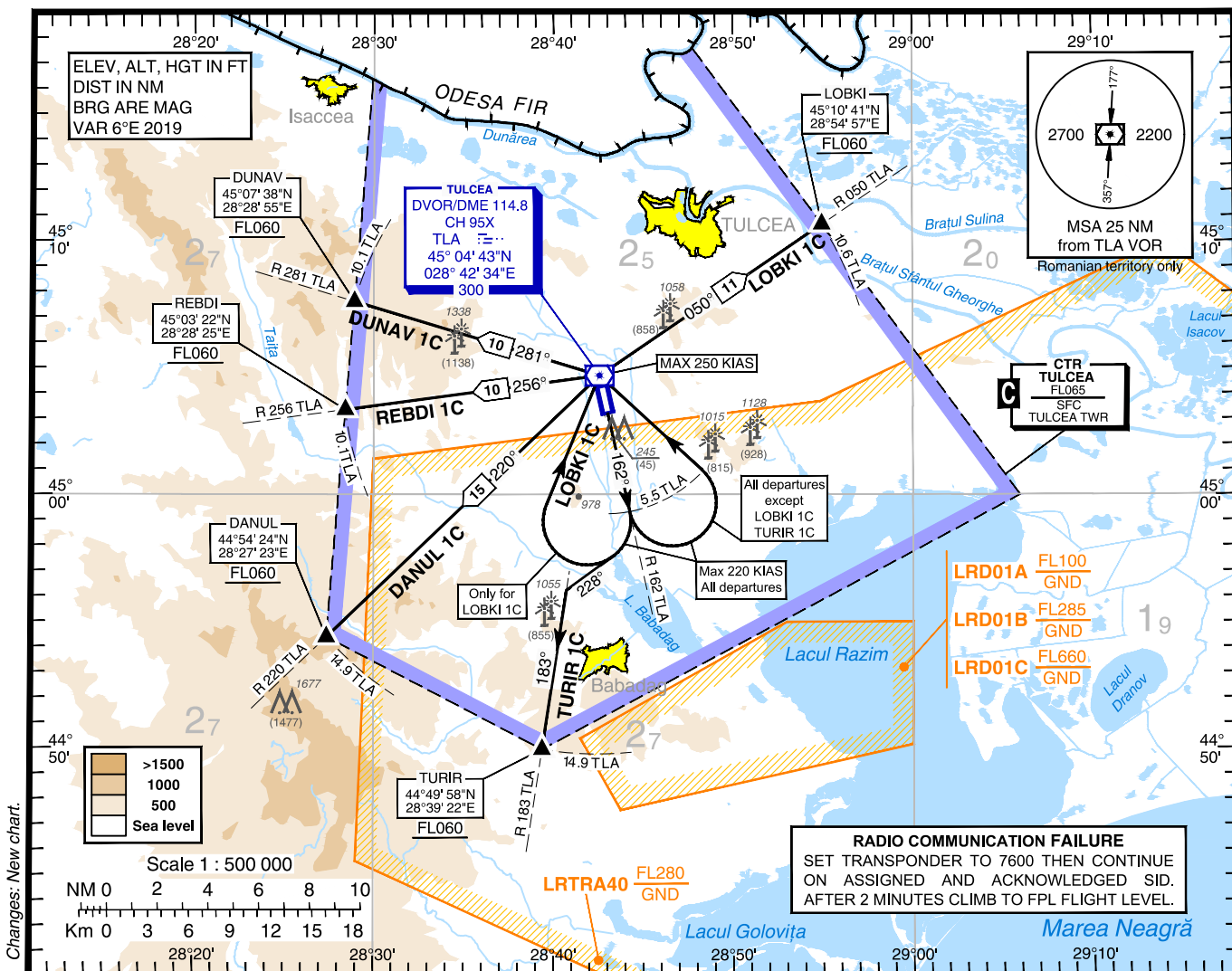
TRANSITION ALTITUDE  
4000

**TULCEA / Delta Dunării Tulcea (LRTC)**

**SID RWY 16**

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

**DANUL 1C, DUNAV 1C  
LOBKI 1C, REBDI 1C, TURIR 1C**



Changes: New chart.

DESIGNATOR	DEPARTURE ROUTE AND LEVEL INSTRUCTIONS / REMARKS
DANUL 1C	Climb on R 162° TLA (162°M). At 5.5 TLA, turn left (Max 220 KIAS) direct to TLA. At TLA follow R 220° TLA (220°M) to DANUL at or above FL060 (1). (1) <b>ATS climb gradient: 4.0 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
DUNAV 1C	Climb on R 162° TLA (162°M). At 5.5 TLA, turn left (Max 220 KIAS) direct to TLA. At TLA follow R 281° TLA (281°M) to DUNAV at or above FL060 (1). (1) <b>ATS climb gradient: 5.0 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
LOBKI 1C	Climb (1) on R 162° TLA (162°M). At 5.5 TLA, turn right (Max 220 KIAS) direct to TLA. At TLA follow R 050° TLA (050°M) to LOBKI at or above FL060 (2). (1) Minimum 4.0% climb gradient up to 1200ft, due to obstacles. (2) <b>ATS climb gradient: 4.9 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
REBDI 1C	Climb on R 162° TLA (162°M). At 5.5 TLA, turn left (Max 220 KIAS) direct to TLA. At TLA follow R 256° TLA (256°M) to REBDI at or above FL060 (1). (1) <b>ATS climb gradient: 5.0 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.
TURIR 1C	Climb on R 162° TLA (162°M). At 5.5 TLA, turn right (Max 220 KIAS) heading 228°M to intercept and follow R 183° TLA (183°M) to TURIR at or above FL060 (1). (1) <b>ATS climb gradient: 7.2 %</b> up to FL060. Advise ATC if unable to ensure the ATS climb gradient.

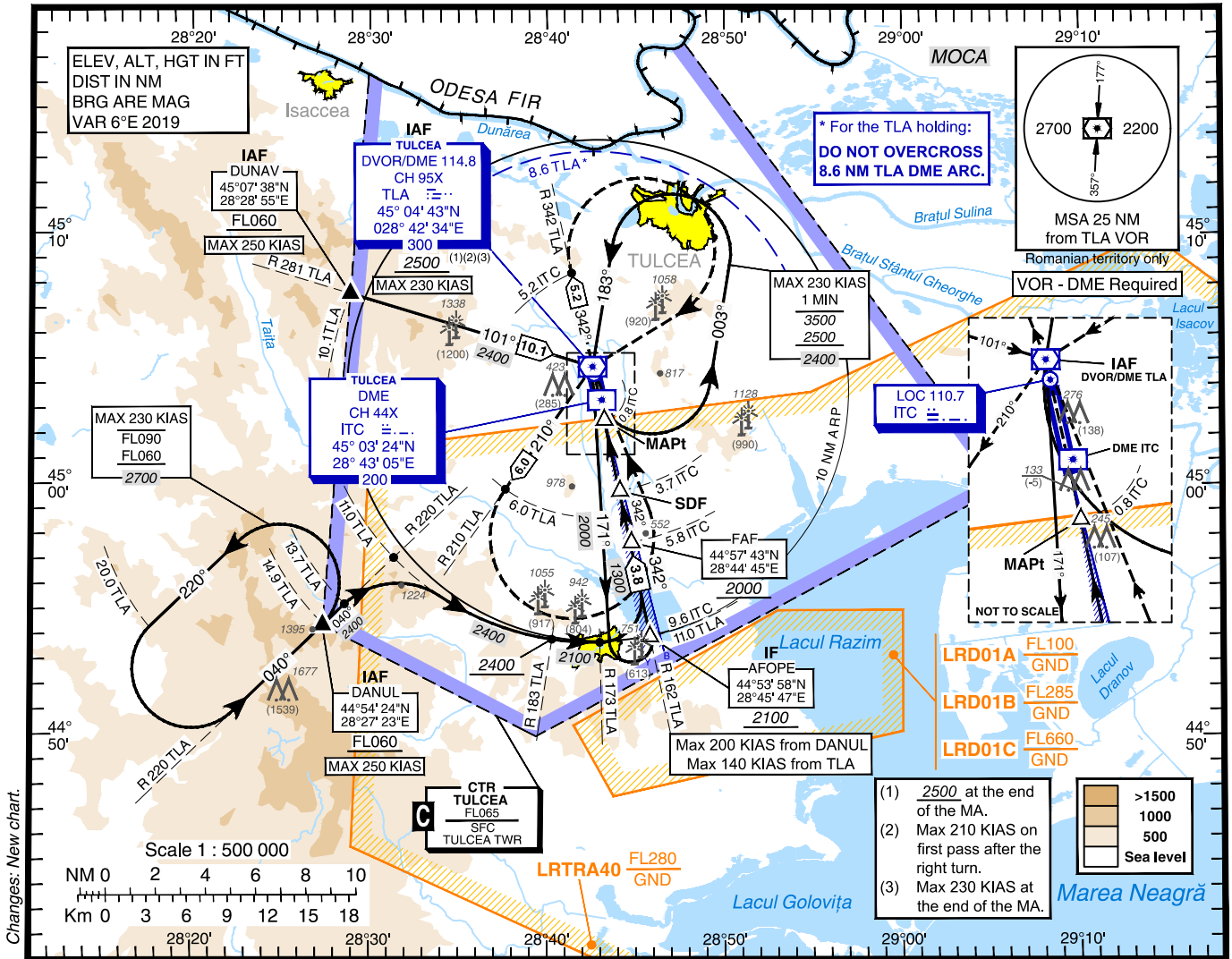
For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
SID RWY 16

## AERONAUTICAL DATA TABULATION

SID RWY 16	
Fix / Point	Coordinates
DANUL – BRG 220.34° / 14.93 NM TLA	44°54'24.1"N 028°27'22.6"E
DUNAV – BRG 280.82° / 10.10 NM TLA	45°07'37.8"N 028°28'55.2"E
LOBKI – BRG 049.70° / 10.60 NM TLA	45°10'41.0"N 028°54'57.0"E
REBDI – BRG 256.39° / 10.12 NM TLA	45°03'22.0"N 028°28'25.0"E
TURIR – BRG 182.77° / 14.93 NM TLA	44°49'58.3"N 028°39'22.3"E
TLA VORDME	45°04'43.3"N 028°42'34.2"E
TP 5.5 NM – BRG 162.00° / 5.50 NM TLA	44°59'20.5"N 028°44'10.9"E
DER 16	45°03'03.8"N 028°43'05.3"E

**AERODROME ELEV. 200 FT** **TULCEA / Delta Dunării Tulcea (LRTC)**  
**INSTRUMENT APPROACH** HEIGHTS RELATED TO DTHR RWY 34 - ELEV 138 FT **ILS Z**  
**CHART - ICAO** TULCEA TOWER 119.755 TULCEA TWR ALTN 120.300 **RWY 34**

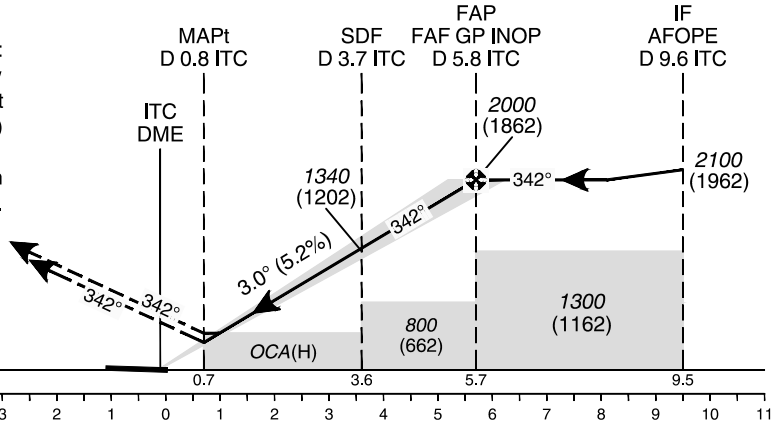


Changes: New chart.

Transition Altitude 4000

**MISSED APPROACH**  
 Climb on **RUNWAY AXIS**. At 5.2 ITC, turn **right** direct to **TLA** (Max 210 KIAS) (1). At **TLA** follow **R210° TLA** (210°M). At 6.0 TLA, turn **left** direct to **TLA** (Max 230 KIAS) climbing to 2500 (2362) and hold or follow ATC instructions.  
 (1) If 2500 (2362) is already reached, enter in **TLA** holding and hold or follow ATC instructions.

**ILS RDH 54FT**  
**DTHR ELEV 138FT**  
 NM to/from THR RWY34



		OCA(H)	A	B
Straight-in Approach	CAT I		307 (169)	320 (182)
	GP INOP		500 (362)	
	GP INOP w/o SDF		800 (662)	
Circling			720	1120

GS	KT	70	90	100	120	140	160
FAF-MAPt 5.0 NM	min:s	4:17	3:20	3:00	2:30	2:09	1:53
Rate of descent 5.24%	ft/min	371	478	531	637	743	849

Timing not authorized for defining the MAPt.

Dist to DME ITC	NM	2	3	4	5
Altitude (Height)	FT	790 (652)	1110 (972)	1420 (1282)	1740 (1602)

For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
ILS Z RWY 34

## AERONAUTICAL DATA TABULATION

ILS Approach to RWY34 from DANUL, DUNAV & TLA	
Fix / Point	Coordinates
DANUL (IAF) – BRG 220.34° / 14.93 NM TLA	44°54'24.1"N 028°27'22.6"E
DUNAV (IAF) – BRG 280.82° / 10.10 NM TLA	45°07'37.8"N 028°28'55.2"E
TLA (IAF) VORDME	45°04'43.3"N 028°42'34.2"E
BRG 220.34° / 11.00 NM TLA	44°57'07.2"N 028°31'21.8"E
BRG 182.77° / 11.00 NM TLA	44°53'51.0"N 028°40'12.6"E
BRG 341.53 / 5.20 NM ITC	45°08'27.2"N 028°41'24.2"E
BRG 210.00° / 6.00 NM TLA	44°59'52.0"N 028°37'36.0"E
AFOPE (IF) – BRG 161.53° ITC / 11.00 NM TLA	44°53'57.7"N 028°45'47.3"E
FAF (GP INOP) – BRG 161.53° / 5.80 NM ITC	44°57'42.9"N 028°44'45.2"E
SDF (GP INOP) – BRG 162.00° / 3.70 NM ITC	44°59'46.0"N 028°44'06.9"E
MAPT (GP INOP) – BRG 161.53° / 0.8 NM ITC	45°02'36.0"N 028°43'13.9"E
ITC LOC	45°04'27.2"N 028°42'39.3"E
ITC GP	45°03'23.4"N 028°43'04.8"E
ITC DME	45°03'23.5"N 028°43'05.1"E
DTHR 34	45°03'14.96"N 028°43'01.80"E

Final approach descent angle: 3.0°
------------------------------------

## RADIO COMMUNICATION FAILURE

- a) If ILS instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DANUL: set transponder 7600, proceed according to FPL to CTR entry point IAF DANUL and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DUNAV: set transponder 7600, proceed according to FPL to TLA VOR and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

AERODROME ELEV. 200 FT

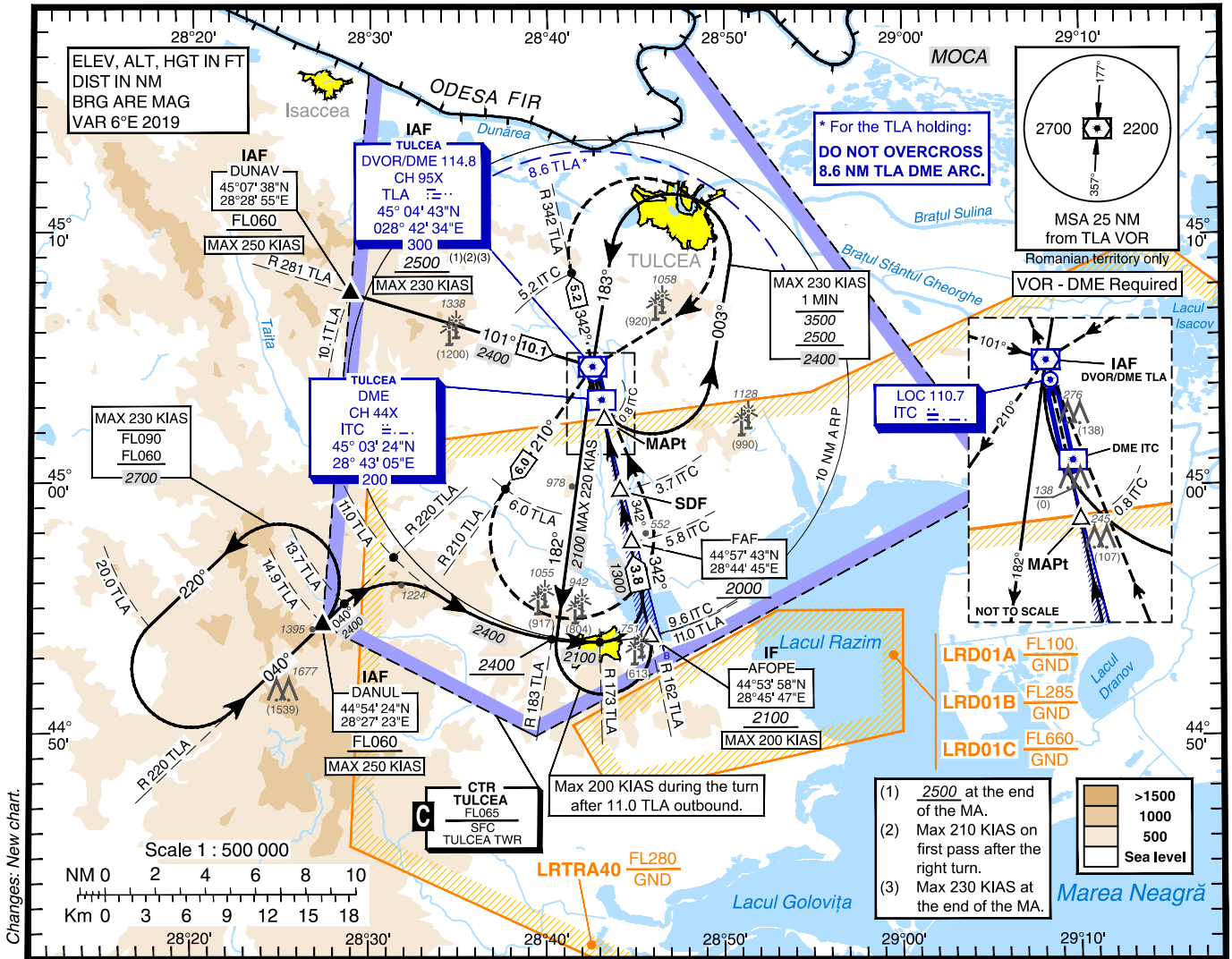
TULCEA / Delta Dunării Tulcea (LRTC)

INSTRUMENT APPROACH HEIGHTS RELATED TO DTHR RWY 34 - ELEV 138 FT

CHART - ICAO

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

ILS Y  
RWY 34

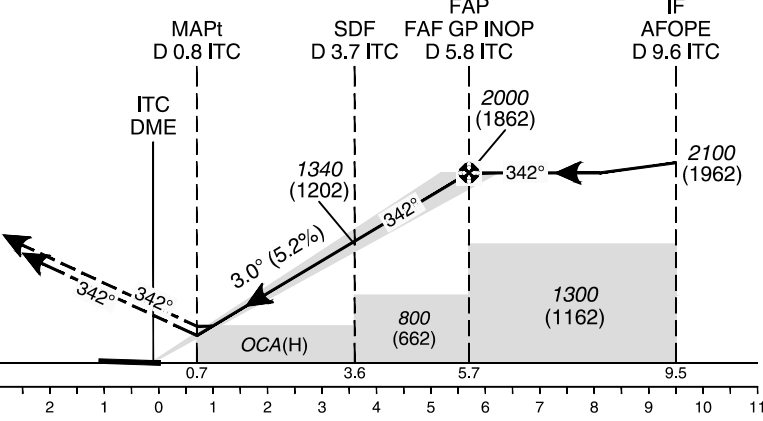


Changes: New chart.

Transition Altitude 4000

**MISSED APPROACH**  
Climb on **RUNWAY AXIS**. At 5.2 ITC, turn **right** direct to **TLA** (Max 210 KIAS) (1). At **TLA** follow **R210° TLA** (210°M). At 6.0 TLA, turn **left** direct to **TLA** (Max 230 KIAS) climbing to 2500 (2362) and hold or follow ATC instructions.  
(1) If 2500 (2362) is already reached, enter in **TLA** holding and hold or follow ATC instructions.

**ILS RDH 54FT**  
DTHR ELEV 138FT  
NM to/from THR RWY34



	OCA(H)	C	D
Straight-in Approach	CAT I	328 (190)	338 (200)
	GP INOP	500 (362)	
	GP INOP w/o SDF	800 (662)	
Circling	1460		

GS	KT	70	90	100	120	140	160
FAF-MAPt 5.0 NM	min:s	4:17	3:20	3:00	2:30	2:09	1:53
Rate of descent 5.24%	ft/min	371	478	531	637	743	849

Timing not authorized for defining the MAPt.

Dist to DME ITC	NM	2	3	4	5
Altitude (Height)	FT	790 (652)	1110 (972)	1420 (1282)	1740 (1602)

For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
ILS Y RWY 34

## AERONAUTICAL DATA TABULATION

ILS Approach to RWY34 from DANUL, DUNAV & TLA	
Fix / Point	Coordinates
DANUL (IAF) – BRG 220.34° / 14.93 NM TLA	44°54'24.1"N 028°27'22.6"E
DUNAV (IAF) – BRG 280.82° / 10.10 NM TLA	45°07'37.8"N 028°28'55.2"E
TLA (IAF) VORDME	45°04'43.3"N 028°42'34.2"E
BRG 220.34° / 11.00 NM TLA	44°57'07.2"N 028°31'21.8"E
BRG 182.77° / 11.00 NM TLA	44°53'51.0"N 028°40'12.6"E
BRG 341.53 / 5.20 NM ITC	45°08'27.2"N 028°41'24.2"E
BRG 210.00° / 6.00 NM TLA	44°59'52.0"N 028°37'36.0"E
AFOPE (IF) – BRG 161.53° ITC / 11.00 NM TLA	44°53'57.7"N 028°45'47.3"E
FAF (GP INOP) – BRG 161.53° / 5.80 NM ITC	44°57'42.9"N 028°44'45.2"E
SDF (GP INOP) – BRG 162.00° / 3.70 NM ITC	44°59'46.0"N 028°44'06.9"E
MAPT (GP INOP) – BRG 161.53° / 0.8 NM ITC	45°02'36.0"N 028°43'13.9"E
ITC LOC	45°04'27.2"N 028°42'39.3"E
ITC GP	45°03'23.4"N 028°43'04.8"E
ITC DME	45°03'23.5"N 028°43'05.1"E
DTHR 34	45°03'14.96"N 028°43'01.80"E

Final approach descent angle: 3.0°
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## RADIO COMMUNICATION FAILURE

- a) If ILS instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated ILS instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DANUL: set transponder 7600, proceed according to FPL to CTR entry point IAF DANUL and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If ILS instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DUNAV: set transponder 7600, proceed according to FPL to TLA VOR and hold at least 6 minutes, then continue the ILS approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



AERODROME ELEV. 200 FT

TULCEA / Delta Dunării Tulcea (LRTC)

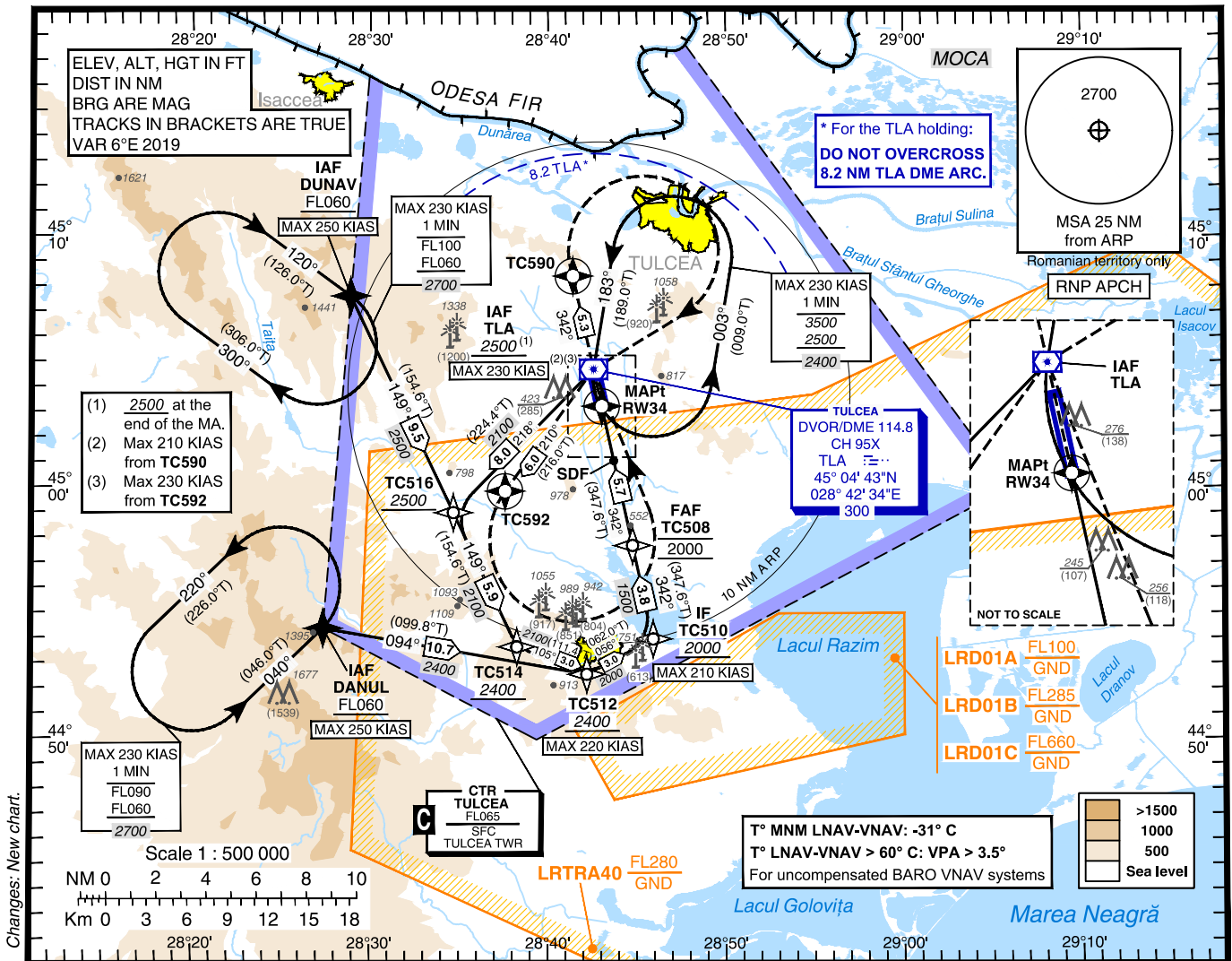
INSTRUMENT APPROACH HEIGHTS RELATED TO DTHR RWY 34 - ELEV 138 FT

CHART - ICAO

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

EGNOS  
CH 92034  
E34A

RNP  
RWY 34



Changes: New chart.

Transition Altitude 4000

**MISSED APPROACH**

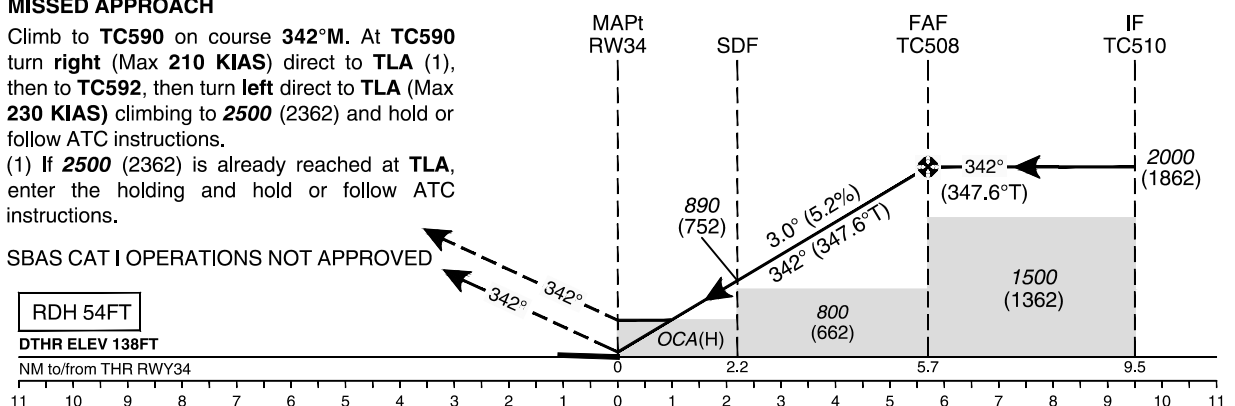
Climb to **TC590** on course **342°M**. At **TC590** turn **right** (Max **210 KIAS**) direct to **TLA** (1), then to **TC592**, then turn **left** direct to **TLA** (Max **230 KIAS**) climbing to **2500** (2362) and hold or follow ATC instructions.

(1) If **2500** (2362) is already reached at **TLA**, enter the holding and hold or follow ATC instructions.

SBAS CAT I OPERATIONS NOT APPROVED

RDH 54FT

DTHR ELEV 138FT  
NM to/from THR RWY34



OCA(H)		A	B	C	D
LVP		390 (252)	410 (272)	410 (272)	420 (282)
LNAV / VNAV	MACG 2.5%	400 (262)	410 (272)	430 (292)	460 (322)
	MACG 3.0%	380 (242)	390 (252)	400 (262)	410 (272)
LNAV		510 (372)			
LNAV w/o SDF		800 (662)			
Circling		720	1120	1460	1460

GS	KT	70	90	100	120	140	160
FAF-MAPt 5.7 NM	min:s	4:52	3:47	3:24	2:50	2:26	2:08
Rate of descent 5.24%	ft/min	371	478	531	637	743	849

Timing not authorized for defining the MAPt.

Dist to DTHR	NM	1	2	3	4	5
Altitude (Height)	FT	510 (372)	830 (692)	1150 (1012)	1470 (1332)	1780 (1642)

For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
RNP RWY 34

## AERONAUTICAL DATA TABULATION

LNAV, LNAV/VNAV and LPV approach to RW34	
Fix / Waypoint Name	Coordinates
DANUL (IAF)	44°54'24.1"N 028°27'22.6"E
DUNAV (IAF)	45°07'37.8"N 028°28'55.2"E
TLA (IAF)	45°04'43.3"N 028°42'34.2"E
TC508 (FAF)	44°57'42.3"N 028°44'45.4"E
TC510 (IF)	44°53'59.0"N 028°45'54.8"E
TC512	44°52'34.5"N 028°42'11.3"E
TC514	44°53'40.1"N 028°38'15.5"E
TC516	44°59'00.6"N 028°34'41.7"E
TC590	45°08'25.9"N 028°41'24.7"E
TC592	44°59'52.0"N 028°37'36.0"E
(SDF)	45°01'04.7"N 028°43'42.4"E
RW34 (MAPT)	45°03'14.96"N 028°43'01.80"E

## RADIO COMMUNICATION FAILURE

- a) If RNP RWY 34 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 34 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 34 instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DANUL / DUNAV: set transponder 7600, proceed according to FPL to IAF DANUL / DUNAV / TLA VOR and hold at least 6 minutes, then continue the RNP RWY 34 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

**TULCEA / Delta Dunării Tulcea (LRTC)  
RNP RWY 34****PROCEDURE CODING**

Seq No	APP ID	Path Descriptor	Waypoint ID	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TC H (°/ft)	NAV SPEC
10	R34	IF	DANUL			6.0 E			+FL060	-250		RNP APCH
20	R34	TF	TC512		094(099.8)	6.0 E	10.7		+2400	-220		RNP APCH
30	R34	TF	TC510		056(062.0)	6.0 E	3.0		+2000	-210		RNP APCH
10	R34	IF	TLA			6.0 E			+2500	-230		RNP APCH
20	R34	TF	TC516		218(224.4)	6.0 E	8.0		+2500			RNP APCH
30	R34	TF	TC514		149(154.6)	6.0 E	5.9		+2400			RNP APCH
40	R34	TF	TC512		105(111.4)	6.0 E	3.0		+2400	-220		RNP APCH
50	R34	TF	TC510		056(062.0)	6.0 E	3.0		+2000	-210		RNP APCH
10	R34	IF	DUNAV			6.0E			+FL060	-250		RNP APCH
20	R34	TF	TC516		149(154.6)	6.0E	9.5		+2500			RNP APCH
30	R34	TF	TC514		149(154.6)	6.0E	5.9		+2400			RNP APCH
40	R34	TF	TC512		105(111.4)	6.0E	3.0		+2400	-220		RNP APCH
50	R34	TF	TC510		056(062.0)	6.0E	3.0		+2000	-210		RNP APCH
10	R34	IF	TC510			6.0E			+2000	-210		RNP APCH
20	R34	TF	TC508		342(347.6)	6.0E	3.8		@2000			RNP APCH
30	R34	TF	RW34	Y	342(347.6)	6.0E	5.7		@192		-3/54	RNP APCH
10	R34	TF	TC590	Y	342(347.5)	6.0E	5.3					RNP APCH
20	R34	DF	TLA			6.0E		R		-210		RNP APCH
30	R34	TF	TC592	Y	210(216.0)	6.0E	6.0					RNP APCH
40	R34	DF	TLA			6.0E		L	+2500	-230		RNP APCH



**TULCEA / Delta Dunării Tulcea (LRTC)**  
**RNP RWY 34**

**LPV FAS DB**

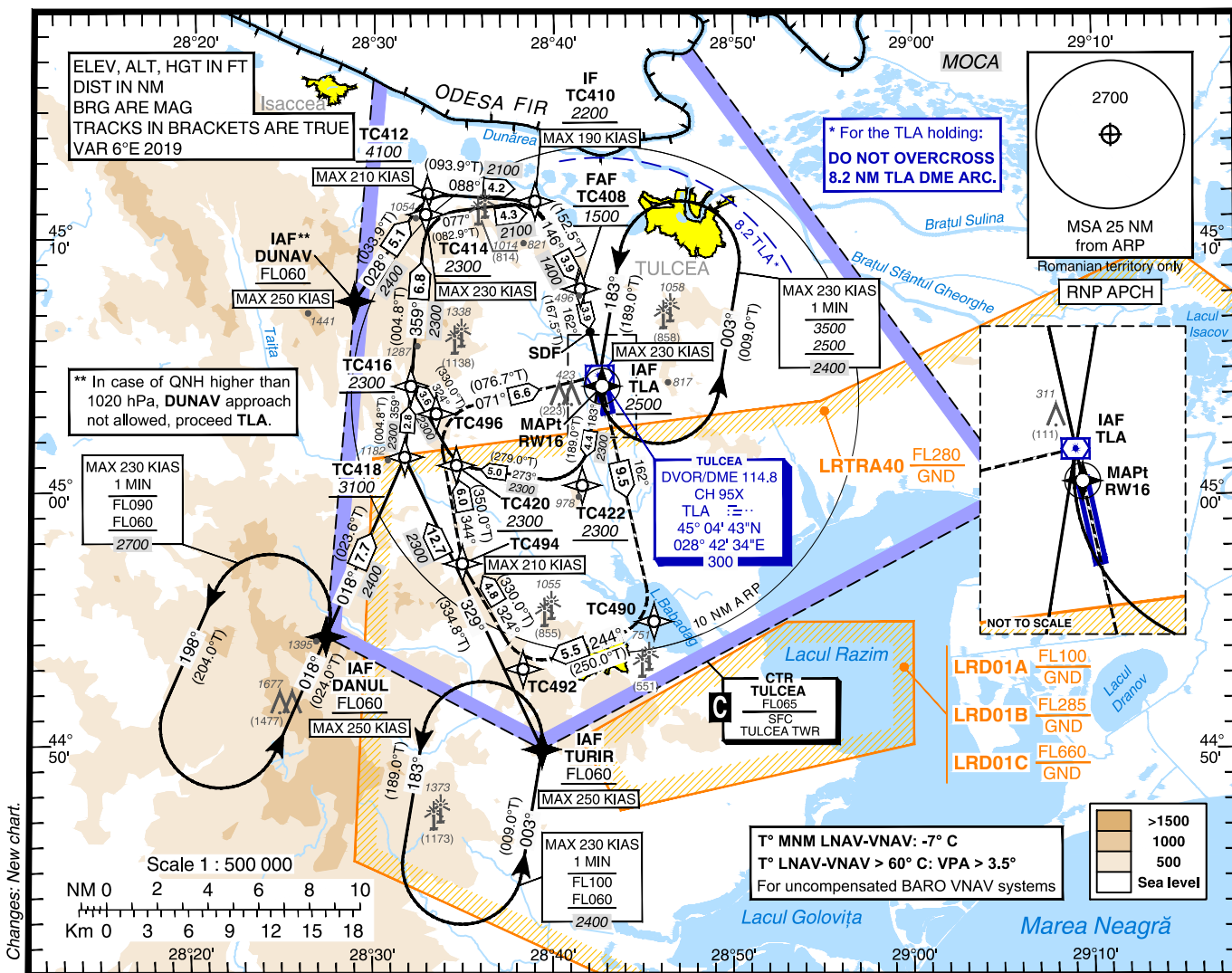
Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LRTC
Runway	34
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E34A
LTP/FTP Latitude	450314.9600N
LTP/FTP Longitude	0284301.8000E
LTP/FTP Ellipsoidal Height (metres)	74.0
FPAP Latitude	450417.9900N
Delta FPAP Latitude (seconds)	63.0300
FPAP Longitude	0284242.1300E
Delta FPAP Longitude (seconds)	-19.6700
Threshold Crossing Height	54.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data	
Data Block	10 03 14 12 0C 22 00 00 01 34 33 05 20 CC 55 13 50 F6 52 0C E4 16 6C EC 01 54 66 FF 1C 02 2C 01 64 00 C8 FA 02 A0 ED CD
Calculated CRC Value	02A0EDCD

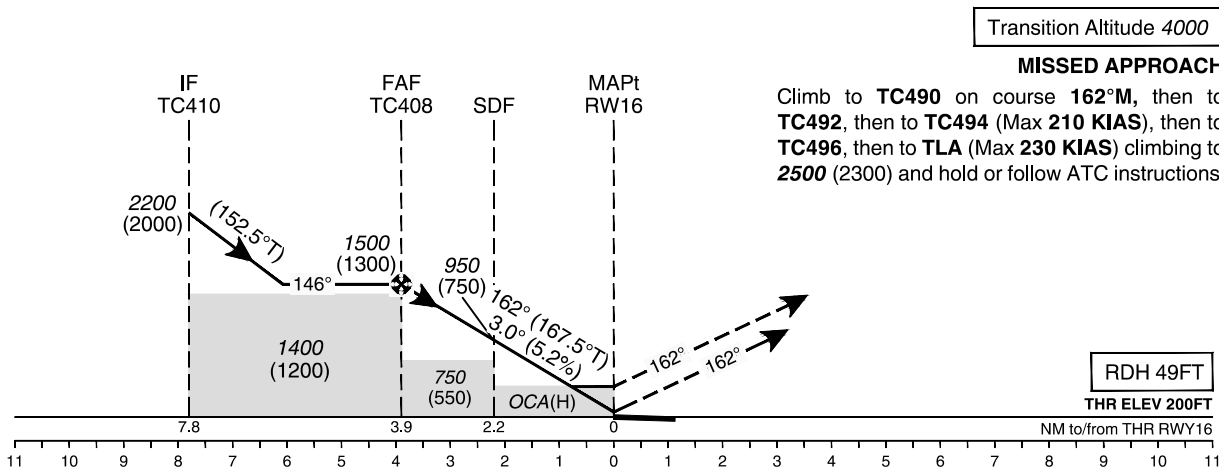
Required Additional Data	
Parameters	Values
ICAO Code	LR
LTP/FTP Orthometric Height (metres)	42.0



**AERODROME ELEV. 200 FT** **TULCEA / Delta Dunării Tulcea (LRTC)**  
**INSTRUMENT APPROACH** HEIGHTS RELATED TO THR RWY 16 - ELEV 200 FT **RNP**  
**CHART - ICAO** TULCEA TOWER 119.755 TULCEA TWR ALTN 120.300 **RNP**  
**RWY 16**



Changes: New chart.



OCA(H)	A	B	C	D
LNAV / VNAV	450 (250)	460 (260)	470 (270)	500 (300)
LNAV		560 (360)		570 (370)
LNAV w/o SDF		750 (550)		
Circling	720	1120	1460	1460

GS	KT	70	90	100	120	140	160
FAF-MAPt 3.9 NM	min:s	3:22	2:37	2:21	1:58	1:41	1:28
Rate of descent 5.24%	ft/min	372	478	531	637	743	849

Timing not authorized for defining the MAPt.

Dist to THR	NM	3	2	1
Altitude (Height)	FT	1200 (1000)	890 (690)	570 (370)

For data tabulation see verso

TULCEA / Delta Dunării Tulcea (LRTC)  
RNP RWY 16

## AERONAUTICAL DATA TABULATION

LNAV and LNAV/VNAV approach to RW16	
Fix / Waypoint Name	Coordinates
DANUL (IAF)	44°54'24.1"N 028°27'22.6"E
DUNAV (IAF)	45°07'37.8"N 028°28'55.2"E
TURIR (IAF)	44°49'58.3"N 028°39'22.3"E
TLA (IAF)	45°04'43.3"N 028°42'34.2"E
TC408 (FAF)	45°08'08.1"N 028°41'30.2"E
TC410 (IF)	45°11'35.6"N 028°38'57.5"E
TC412	45°11'53.2"N 028°32'58.4"E
TC414	45°11'03.8"N 028°32'52.5"E
TC416	45°04'17.2"N 028°32'03.9"E
TC418	45°01'29.3"N 028°31'43.9"E
TC420	45°01'10.2"N 028°34'36.3"E
TC422	45°00'23.3"N 028°41'36.2"E
TC490	44°55'01.5"N 028°45'35.4"E
TC492	44°53'08.4"N 028°38'19.2"E
TC494	44°57'17.7"N 028°34'56.4"E
TC496	45°03'12.2"N 028°33'28.3"E
(SDF)	45°06'26.9"N 028°42'01.9"E
RW16 (MAPT)	45°04'17.99"N 028°42'42.13"E

Final approach descent angle: 3.0°
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## RADIO COMMUNICATION FAILURE

- a) If RNP RWY 16 instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated RNP RWY 16 instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If RNP RWY 16 instrument approach procedure was not assigned or received by ATC, for arrivals via IAF TURIR / DANUL: set transponder 7600, proceed according to FPL to IAF TURIR / DANUL and hold at least 6 minutes, then continue the RNP RWY 16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If RNP RWY 16 instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DUNAV: set transponder 7600, proceed according to FPL to TLA VOR and hold at least 6 minutes, then continue the RNP RWY 16 approach. Descending shall be executed in accordance with vertical restrictions specified on chart.

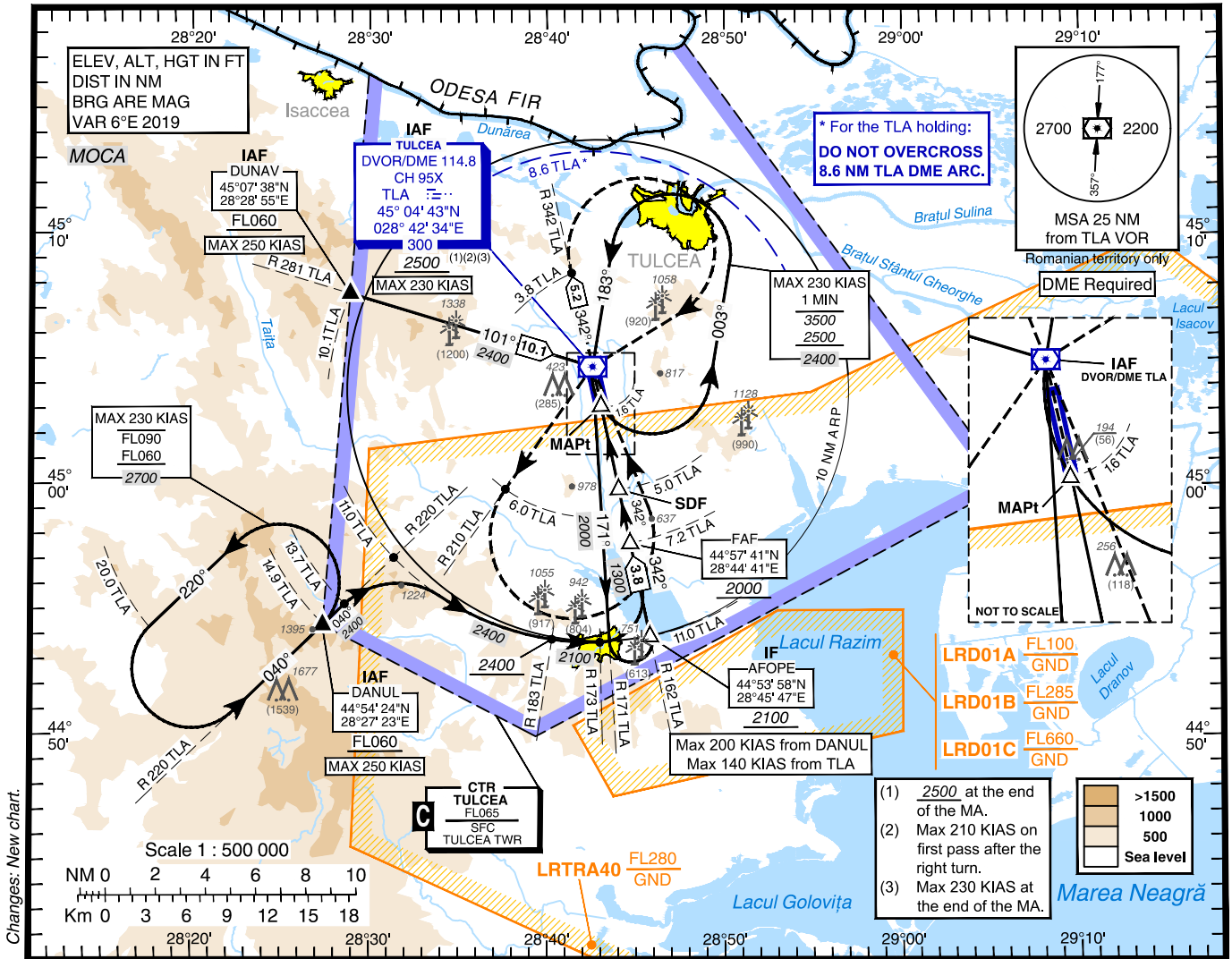
**TULCEA / Delta Dunării Tulcea (LRTC)  
RNP RWY 16****PROCEDURE CODING**

Seq No	APP ID	Path Descriptor	Waypoint ID	Flyover	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kts)	VPA/TC H (°/ft)	NAV SPEC
10	R16	IF	DUNAV			6.0 E			+FL060	-250		RNP APCH
20	R16	TF	TC412		028(033.9)	6.0 E	5.1		+4100	-210		RNP APCH
30	R16	TF	TC410		088(093.9)	6.0 E	4.2		+2200	-190		RNP APCH
10	R16	IF	DANUL			6.0 E			+FL060	-250		RNP APCH
20	R16	TF	TC418		018(023.6)	6.0 E	7.7		+3100			RNP APCH
30	R16	TF	TC416		359(004.8)	6.0 E	2.8		+2300			RNP APCH
40	R16	TF	TC414		359(004.8)	6.0 E	6.8		+2300	-230		RNP APCH
50	R16	TF	TC410		077(082.9)	6.0 E	4.3		+2200	-190		RNP APCH
10	R16	IF	TURIR			6.0E			+FL060	-250		RNP APCH
20	R16	TF	TC418		329(334.8)	6.0E	12.7		+3100			RNP APCH
30	R16	TF	TC416		359(004.8)	6.0E	2.8		+2300			RNP APCH
40	R16	TF	TC414		359(004.8)	6.0E	6.8		+2300	-230		RNP APCH
50	R16	TF	TC410		077(082.9)	6.0E	4.3		+2200	-190		RNP APCH
10	R16	IF	TLA			6.0E			+2500	-230		RNP APCH
20	R16	TF	TC422		183(189.0)	6.0E	4.4		+2300			RNP APCH
30	R16	TF	TC420		273(279.0)	6.0E	5.0		+2300			RNP APCH
40	R16	TF	TC416		324(330.0)	6.0E	3.6		+2300			RNP APCH
50	R16	TF	TC414		359(004.8)	6.0E	6.8		+2300	-230		RNP APCH
60	R16	TF	TC410		077(082.9)	6.0E	4.3		+2200	-190		RNP APCH
10	R16	IF	TC410			6.0E			+2200	-190		RNP APCH
20	R16	TF	TC408		146(152.5)	6.0E	3.9		@1500			RNP APCH
30	R16	TF	RW16	Y	162(167.5)	6.0E	3.9		@249		-3/49	RNP APCH
10	R16	TF	TC490		162(167.5)	6.0E	9.5					RNP APCH
20	R16	TF	TC492		244(250.0)	6.0E	5.5					RNP APCH
30	R16	TF	TC494		324(330.0)	6.0E	4.8			-210		RNP APCH
40	R16	TF	TC496		344(350.0)	6.0E	6.0					RNP APCH
50	R16	TF	TLA		071(076.7)	6.0E	6.6		+2500	-230		RNP APCH

**AERODROME ELEV. 200 FT** **TULCEA / Delta Dunării Tulcea (LRTC)**

**INSTRUMENT APPROACH** HEIGHTS RELATED TO DTHR RWY 34 - ELEV 138 FT **VOR Z**

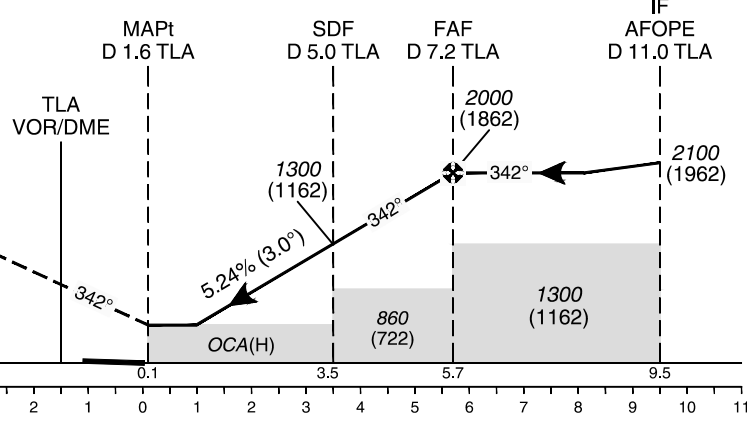
**CHART - ICAO** TULCEA TOWER 119.755 TULCEA TWR ALTN 120.300 **RWY 34**



Changes: New chart.

Transition Altitude 4000

**MISSED APPROACH**  
Climb on **R162° TLA** (342°M) until TLA, then follow **R342° TLA** (342°M). At **3.8 TLA**, turn **right** direct to TLA (Max 210 KIAS) (1). At TLA follow **R210° TLA** (210°M). At **6.0 TLA**, turn **left** direct to TLA (Max 230 KIAS) climbing to **2500** (2362) and hold or follow ATC instructions.  
(1) If **2500** (2362) is already reached, enter in TLA holding and hold or follow ATC instructions.



**DTHR ELEV 138 FT**  
NM to/from THR RWY34

OCA(H)	A	B
Straight-in approach	510 (372)	
w/o SDF	860 (722)	
Circling	720	1120

GS	KT	70	90	100	120	140	160
FAF-MAPt 5.6 NM	min:s	4:48	3:44	3:22	2:48	2:24	2:06
Rate of descent 5.24%	ft/min	371	478	531	637	743	849

Timing not authorized for defining the MAPt.

Dist to DME TLA	NM	3	4	5	6	7
Altitude (Height)	FT	660 (522)	980 (842)	1300 (1162)	1620 (1482)	1940 (1802)

For data tabulation see verso



**TULCEA / Delta Dunării Tulcea (LRTC)  
VOR Z RWY 34**

**AERONAUTICAL DATA TABULATION**

<b>VOR Approach to RWY34 from DANUL, DUNAV &amp; TLA</b>	
<b>Fix / Point</b>	<b>Coordinates</b>
<b>DANUL</b> (IAF) – BRG 220.34° / 14.93 NM TLA	44°54'24.1"N 028°27'22.6"E
<b>DUNAV</b> (IAF) – BRG 280.82° / 10.10 NM TLA	45°07'37.8"N 028°28'55.2"E
<b>TLA</b> (IAF) VORDME	45°04'43.3"N 028°42'34.2"E
BRG 220.34° / 11.00 NM TLA	44°57'07.2"N 028°31'21.8"E
BRG 182.77° / 11.00 NM TLA	44°53'51.0"N 028°40'12.6"E
BRG 342.00° / 3.80 NM TLA	45°08'26.3"N 028°41'27.2"E
BRG 210.00° / 6.00 NM TLA	44°59'52.0"N 028°37'36.0"E
<b>AFOPE</b> (IF) – BRG 162.00° / 11.00 NM TLA	44°53'57.7"N 028°45'47.3"E
<b>FAF</b> – BRG 162.00° / 7.20 NM TLA	44°57'40.8"N 028°44'40.7"E
<b>SDF</b> – BRG 162.00° / 5.00 NM TLA	44°59'49.9"N 028°44'02.1"E
<b>MAPT</b> – BRG 162.00° / 1.60 NM TLA	45°03'09.4"N 028°43'02.4"E
<b>DTHR 34</b>	45°03'14.96"N 028°43'01.80"E

Final approach descent gradient (angle): 5.24% (3.00°)

**RADIO COMMUNICATION FAILURE**

- a) If VOR instrument approach procedure was assigned or received by ATC, set transponder 7600, proceed according assigned or designated VOR instrument approach procedure. Descending shall be executed in accordance with vertical restrictions specified on chart.
- b) If VOR instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DANUL: set transponder 7600, proceed according to FPL to CTR entry point IAF DANUL and hold at least 6 minutes, then continue the VOR approach. Descending shall be executed in accordance with vertical restrictions specified on chart.
- c) If VOR instrument approach procedure was not assigned or received by ATC, for arrivals via IAF DUNAV: set transponder 7600, proceed according to FPL to TLA VOR and hold at least 6 minutes, then continue the VOR approach. Descending shall be executed in accordance with vertical restrictions specified on chart.



AERODROME ELEV. 200 FT

TULCEA / Delta Dunării Tulcea (LRTC)

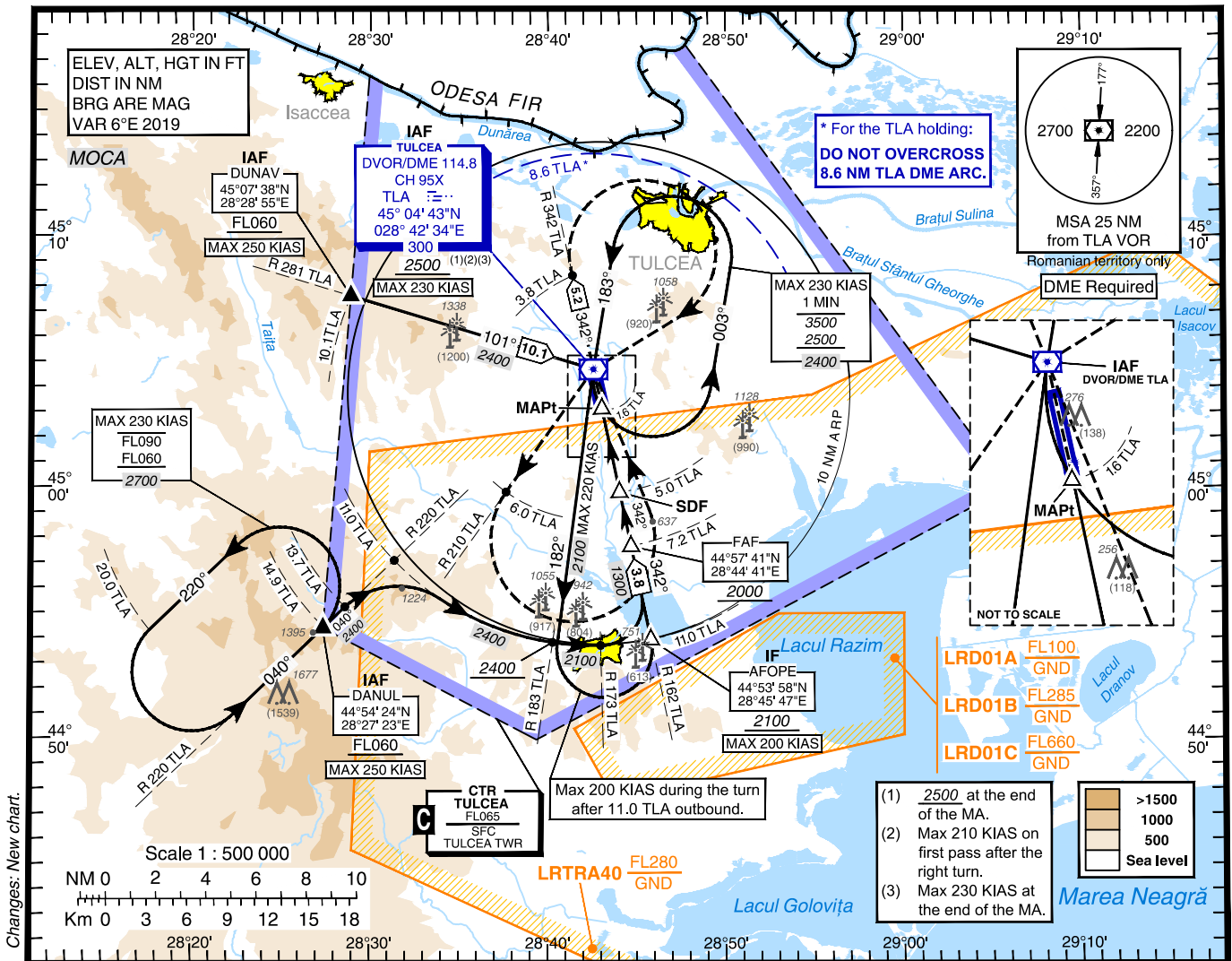
INSTRUMENT APPROACH HEIGHTS RELATED TO DTHR RWY 34 - ELEV 138 FT

VOR Y

CHART - ICAO

TULCEA TOWER 119.755  
TULCEA TWR ALTN 120.300

RWY 34





**TULCEA / Delta Dunării Tulcea (LRTC)  
VOR Y RWY 34**

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<b>Fix / Point</b>	<b>Coordinates</b>
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<b>MAPT</b> – BRG 162.00° / 1.60 NM TLA	45°03'09.4"N 028°43'02.4"E
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