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Publication Date: **02 APR 2026**

Effective Date: **14 MAY 2026**

AIRAC AIP AMDT
05
14 MAY 2026

AIRAC AIP AMENDMENT 05/26

I. Content

AD
- LRAR - AD regulations updated.
- LROD - AD regulations updated.
- LRSM - new chart available - Bird concentrations in the vicinity of the aerodrome.
- LRSV - ALS on RWY 34 updated.

II.

Insert the following new pages and/or charts:		**Destroy the following pages and/or charts:**	
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II.	**Insert the following new pages and/or charts:**		**Destroy the following pages and/or charts:**	
	AD 3.8-1	14 MAY 2026	AD 3.8-1	25 MAR 2021

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

END

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AD 2.31-3	27 NOV 2025
AD 2.31-4	30 NOV 2023
AD 2.31-5	19 MAR 2026
AD 2.31-20	27 NOV 2025
AD 2.31-40	18 APR 2024
AD 2.32-1	28 DEC 2023
AD 2.32-2	28 DEC 2023
AD 2.32-3	28 DEC 2023
AD 2.32-4	10 JUL 2025
AD 2.32-5	19 MAR 2026
AD 2.32-20	28 DEC 2023
AD 2.32-40	18 APR 2024
AD 2.33-1	07 AUG 2025
AD 2.33-2	07 AUG 2025
AD 2.33-3	04 SEP 2025
AD 2.33-4	07 AUG 2025
AD 2.33-5	19 MAR 2026
AD 2.33-20	07 AUG 2025
AD 2.33-40	07 AUG 2025
AD 2.34-1	04 SEP 2025
AD 2.34-2	04 SEP 2025
AD 2.34-3	04 SEP 2025
AD 2.34-4	19 MAR 2026
AD 2.34-20	04 SEP 2025
AD 2.34-40	04 SEP 2025
AD 2.35-1	27 NOV 2025
AD 2.35-2	27 NOV 2025
AD 2.35-3	27 NOV 2025
AD 2.35-4	19 MAR 2026
AD 2.35-20	27 NOV 2025
AD 2.35-40	27 NOV 2025
AD 2.36-1	19 MAR 2026
AD 2.36-2	19 MAR 2026
AD 2.36-3	19 MAR 2026
AD 2.36-4	19 MAR 2026
AD 2.36-20	19 MAR 2026
AD 2.36-40	19 MAR 2026
AD 3	
AD 3.2-1	22 APR 2021
AD 3.2-2	22 APR 2021
AD 3.2-3	13 JUL 2023
AD 3.2-4	18 APR 2024
AD 3.2-20	22 APR 2021
AD 3.2-40	18 APR 2024
AD 3.5-1	10 JUL 2025
AD 3.5-2	11 AUG 2022
AD 3.5-3	25 JAN 2024
AD 3.5-4	10 JUL 2025
AD 3.5-20	25 JAN 2024
AD 3.6-1	07 AUG 2025
AD 3.6-2	07 AUG 2025
AD 3.6-3	07 AUG 2025
AD 3.6-4	07 AUG 2025
AD 3.6-20	07 AUG 2025
AD 3.7-1	13 AUG 2020
AD 3.7-2	13 AUG 2020
AD 3.7-3	03 NOV 2022
AD 3.7-4	13 AUG 2020
AD 3.7-20	03 NOV 2022
AD 3.7-40	18 APR 2024
AD 3.7-40a	18 APR 2024
AD 3.8-1	14 MAY 2026
AD 3.8-2	25 MAR 2021
AD 3.8-3	25 MAR 2021
AD 3.8-4	25 MAR 2021
AD 3.8-20	25 MAR 2021

1	2	3	4
Aerodrome Chart - ICAO*	1:2 500	**GRADIŞTEA/Grădiştea**	
(AC)	1:15 000	**IAŞI/Iaşi**	
	1:4 000	**IAŞI/Iaşi-Sud**	
		ORADEA/Oradea	
	1:5 000	**PITEŞTI/Geamăna**	
	1:5 000	**PIATRA NEAMȚ/Zănești-Neamț**	
	1:5 000	**PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti**	
		SATU-MARE/Satu-Mare	
		SIBIU/Sibiu	
	1:15 000	**SUCEAVA/Ştefan cel Mare-Suceava**	
	1:5000	**TÂRGU MUREŞ/Mureşeni**	
	1:15 000	**TÂRGU MUREŞ/Transilvania-Târgu Mureş**	
		TIMIŞOARA/Traian Vuia	
	1:20 000	**TULCEA/Delta Dunării**	
	1:7 000	**TUZLA/Tuzla**	
Heliport Chart - ICAO*	1:2 000	**BRAŞOV/Cobrex**	
(HC)	1:2 500	**GHIMBAV/IAR Braşov**	
	1:2 000	**GHIMBAV/MIR AERO-Braşov**	
	1:1 000	**NĂVODARI/Midia-Constanţa**	
	1:500	**ORADEA/SMURD BH 2**	
	1:1 000	**OŞORHEI/Dogaru**	
Aircraft Parking/Docking Chart - ICAO*		**ARAD/Arad - APRON 1/APRON 2**	
		BACĂU/George Enescu	
		BAIA MARE/Maramureş	
		BRAŞOV/Braşov-Ghimbav	
		BUCUREŞTI/Băneasa-Aurel Vlaicu	
		BUCUREŞTI/Henri Coandă - APRON 1	
		BUCUREŞTI/Henri Coandă - APRON 2	
		BUCUREŞTI/Henri Coandă - APRON 3	
		CLINCENI/Clinceni	
		CLUJ NAPOCA/Avram Iancu - APRON 1	
		CLUJ NAPOCA/Avram Iancu - APRON 2	
		CONSTANŢA/Mihail Kogălniceanu-Constanţa	
		CRAIOVA/Craiova - APRON 1	
		CRAIOVA/Craiova - APRON 2	
		CRAIOVA/Craiova - APRON 3 / APRON 4	
		IAŞI/Iaşi	
		ORADEA/Oradea - APRON 1	
		ORADEA/Oradea - APRON 2	
		PLOIEŞTI/Gheorghe Valentin Bibescu-Ploieşti	
		SATU MARE/Satu Mare	
		SIBIU/Sibiu	
		SUCEAVA/Ştefan cel Mare-Suceava - APRON 1	
		SUCEAVA/Ştefan cel Mare-Suceava - APRON 2	
		TÂRGU MUREŞ/Transilvania-Târgu Mureş - APRON 1	
		TÂRGU MUREŞ/Transilvania-Târgu Mureş - APRON 2	
		TIMIŞOARA/Traian Vuia - APRON	
		TULCEA/Delta Dunării	
Aerodrome Obstacle Chart - ICAO*	1:10 000	**ARAD/Arad**	**AOC - A 27**
TYPE A (AOC)	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/Maramureş**	**AOC - A 09/27**
	1:15 000	**BRAŞOV/Braşov-Ghimbav**	**AOC - A 21/03**
	1:15 000	**BUCUREŞTI/Băneasa-Aurel Vlaicu**	**AOC - A 07**
	1:15 000	**BUCUREŞTI/Băneasa-Aurel Vlaicu**	**AOC - A 25**
	1:15 000	**BUCUREŞTI/Henri Coandă**	**AOC - A 08R/26L**
	1:15 000	**BUCUREŞTI/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	**CONSTANŢA/Mihail Kogălniceanu-Constanţa**	**AOC - A 36/18**
	1:15 000	**CRAIOVA/Craiova**	**AOC - A 08/26**
	1:20 000	**IAŞI/Iaşi**	**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/Ştefan cel Mare-Suceava**	**AOC - A 16/34**
	1:15 000	**TÂRGU MUREŞ/Transilvania - Târgu Mureş**	**AOC - A 07**
	1:15 000	**TÂRGU MUREŞ/Transilvania - Târgu Mureş**	**AOC - A 25**
	1:15 000	**TIMIŞOARA/Traian Vuia**	**AOC - A 11**
	1:15 000	**TIMIŞOARA/Traian Vuia**	**AOC - A 29**
	1:15 000	**TULCEA/Delta Dunării**	**AOC - A 16**
	1:15 000	**TULCEA/Delta Dunării**	**AOC - A 34**

1	2	3	4
Aerodrome Ground Movement Chart - ICAO*	1:25 000	**BUCUREŞTI/Henri Coandă** **CLUJ NAPOCA/Avram Iancu** **PLOIEȘTI/Gheorghe Valentin Bibescu-Ploiești** **TULCEA/Delta Dunării**	
Visual Approach Chart - ICAO* (VAC)	NIL		
Precision Approach Terrain Chart - ICAO* (PATC)		**ARAD/Arad**	
	1:2 500	LRAR PATC RWY 27	
		BACĂU/George Enescu	
	1:2 500	LRBC PATC RWY 16	
	1:2 500	LRBC PATC RWY 34	
		BAIA MARE/Maramureş	
	1:2 500	LRBM PATC RWY 09	
		BRAŞOV/Braşov-Ghimbav	
	1:2 500	LRBV PATC RWY 21	
		BUCUREŞTI/Băneasa-Aurel Vlaicu	
	1:2 500	LRBS PATC RWY 07	
		BUCUREŞTI/Henri Coandă	
	1:2 500	LROP PATC RWY 08R	
		LROP PATC RWY 08L	
		CLUJ NAPOCA/Avram Iancu	
		LRCL PATC RWY 25	
		CONSTANŢA/Mihail Kogălniceanu-Constanţa	
	1:2 500	LRCK PATC RWY 36	
		CRAIOVA/Craiova	
	1:2 500	LRCV PATC RWY 26	
		IAŞI/Iaşi	
	1:2 500	LRIA PATC RWY 14	
		SATU MARE/Satu Mare	
	1:2 500	LRSM PATC RWY 19	
		SIBIU/Sibiu	
	1:2 500	LRSB PATC RWY 27	
		SUCEAVA/Ştefan cel Mare-Suceava	
	1:2 500	LRSV PATC RWY 34	
		TÂRGU MUREŞ/Transilvania-Târgu Mureş	
	1:2 500	LRTM PATC RWY 07	
		TIMISOARA/Traian Vuia	
	1:2 500	LRTR PATC RWY 11	
	1:2 500	LRTR PATC RWY 29	
		ORADEA/Oradea	
	1:2 500	LROD PATC RWY 19	
RNAV Departure Chart*		**ARAD/Arad**	
		LRAR RWY 09	
		LRAR RWY 27	
		BRAŞOV/Braşov-Ghimbav	
	1:500 000	LRBV RWY 21	
	1:500 000	LRBV RWY 03	
		BUCUREŞTI/Băneasa-Aurel Vlaicu	
		LRBS RWY 07	
		LRBS RWY 25	
		BUCUREŞTI/Henri Coandă	
		LROP RWY 08L/R	
		LROP RWY 26L/R	
		CLUJ NAPOCA/Avram Iancu	
		LRCL RWY 07	
		LRCL RWY 25	
		CRAIOVA/Craiova	
	1:500 000	LRCV RWY 08	
	1:500 000	LRCV RWY 26	
		SIBIU/Sibiu	
		LRSB RWY 09	
		LRSB RWY 27	
		TÂRGU MUREŞ/Transilvania-Târgu Mureş	
		LRTM RWY 07	
		LRTM RWY 25	
		TIMIŞOARA/Traian Vuia	
		LRTR RWY 11	
		LRTR RWY 29	
RNAV Arrival Chart*		**ARAD/Arad**	
		LRAR RWY 09	
		LRAR RWY 27	
		BUCUREŞTI/Băneasa-Aurel Vlaicu	
		LRBS RWY 07	
		LRBS RWY 25	
		BUCUREŞTI/Henri Coandă	
		LROP RWY 08L/R	
		LROP RWY 26L/R	

3. Meteorological observations and reports

Name of station/ Location indicator	*Type & frequency of observation/ automatic observing equipment*	*Types of MET reports & availability of trend forecasts*	*Observation System & Site(s)*	*Hours of operation (UTC)*	*Climatological information*
1	*2*	*3*	*4*	*5*	*6*
ARAD/Arad LRAR	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 150m FM THR 09 and 380m FM THR 27 Ceilometer 400m BFR THR 27 RVR EQPT 370m and 1000m FM THR 27 Thermometer 380m FM THR 27	H24	Climatological tables AVBL
BACĂU/George Enescu LRBC	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors THR 16, THR 34 Ceilometer THR 16, THR 34 RVR EQPT THR 16, MID, THR 34 Thermometer THR 16, THR 34	H24	Climatological tables AVBL
BAIA MARE/Maramureş LRBM	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 300m and 315m FM THR 09 Ceilometer 1038m BFR THR 09 RVR EQPT 300m and 1259m FM THR 09 Thermometer 300m FM THR 09	H24	Climatological tables AVBL
BRAŞOV/Braşov-Ghimbav LRBV	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 319m FM THR 03 and 327m FM THR 21 RVR EQPT 319m FM THR 03, 327m FM THR 21 and 1410m FM THR 21 Ceilometers 315m BFR THR 03 and 315m BFR THR 21 Thermometer 298m FM THR 03	H24	Climatological tables AVBL
BUCUREŞTI/Băneasa - Aurel Vlaicu LRBS	Half hourly plus special obsecvations/AWOS	METAR, SPECI, TREND,WS	SFC wind sensors 130m FM THR 07 and THR 25 RVR EQPT 300m, 1500m and 2700m FM THR 07 Ceilometers 1095m BFR THR 07 and 1140m BFR THR 25 Thermometer next to MET station	H24	Climatological tables AVBL
BUCUREŞTI/Henri Coandă LROP	Half hourly plus special observations/AWOS	METAR, SPECI, TREND,WS	SFC wind sensors 130m FM THRs 08R, 08L, 26R and 26L RVR EQPT 300m, 1750m and 3200m FM THRs 08R and 08L Ceilometers 1094m BFR THR 08R, 1039m BFR THR 26L, 964m BFR THR 08L and 1116m BFR THR 26R Thermometer near TWY R	H24	Climatological tables AVBL
CLUJ NAPOCA/ Avram Iancu LRCL	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 64m FM THR 07 and 165m FM THR 25 Ceilometer 143m FM THR 25 RVR EQPT 150m and 1000m FM THR 25 Thermometer 165m FM THR 25	H24	Climatological tables AVBL
CONSTANŢA/Mihail Kogalniceanu - Constanţa LRCK	Half hourly plus special observations/AWOS	METAR, SPECI , TREND, WS	SFC wind sensors 400m FM THR 18 and 408m FM THR 36 RVR EQPT 400m FM THR 18 and 408m and 1708m FM THR 36 Ceilometers 1197m BFR THR18 and 1067m BFR THR 36 Thermometer 172m BFR THR 36	H24	Climatological tables AVBL
CRAIOVA/Craiova LRCV	Half hourly plus special observations/AWOS METAR AUTO and SPECI AUTO outside aerodrome operational hours.	METAR, SPECI	SFC wind sensors 385m FM THR 08 and 376m FM THR 26 Ceilometers 350m FM THR 08 and 1174m BFR THR 26 RVR EQPT 370m FM THR 08, 376m FM THR 26 and 1026m FM THR 26 Thermometer 376m FM THR 26	H24	Climatological tables AVBL

1	2	3	4	5	6
IAŞI/Iaşi LRIA	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 442m and 445m FM THR 14 and 298m FM THR 32 RVR EQPT 431m, 1200m and 2117m FM THR 14 Ceilometers 393m FM THR 14 and 276m FM THR 32 Thermometer 442m FM THR 14	H24	Climatological tables AVBL
ORADEA/Oradea LROD	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 82m and 390m FM THR 19 Ceilometer 1347m BFR THR 19 RVR EQPT 375m and 1130m FM THR 19 Thermometer 390m FM THR 19	H24	Climatological tables AVBL
SATU MARE/Satu Mare LRSM	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 399m FM THR 19 Ceilometer 1080m BFR THR 19 RVR EQPT 375m and 1250m FM THR 19 Thermometer 390m FM THR 19	H24	Climatological tables AVBL
SIBIU/Sibiu LRSB	Half hourly plus special observations/AWOS	METAR, SPECI, TREND	SFC wind sensors 374m and 389m FM THR 27 Ceilometer 344m FM THR 27 RVR EQPT 359m and 1050m FM THR 27 Thermometer 374m FM THR 27	H24	Climatological tables AVBL
SUCEAVA/Stefan cel Mare - Suceava LRSV	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 315m FM THR 16, 200m and 365m FM THR 34 Ceilometer 1021m BFR THR 34 RVR EQPT 350m, ~~and~~ 1100m and 1740m FM THR 34 Thermometer 365m FM THR 34	H24	Climatological tables AVBL
TÂRGU MUREŞ/ Transilvania - Târgu Mureş LRTM	Half hourly plus special observations/AWOS	METAR, SPECI	SFC wind sensors 362m and 358m FM THR 07 and 100m FM THR 25 Ceilometer 1500m BFR THR 07 RVR EQPT 340m and 1300m FM THR 07 Thermometer 362m FM THR 07	H24	Climatological tables AVBL
TIMIŞOARA/Traian Vuia LRTR	Half hourly plus special observations/AWOS	METAR, SPECI, TREND	SFC wind sensors 431m FM THR 11 and 437m FM THR 29 Ceilometers 905m BFR THR 11 and 1068m BFR THR 29 RVR EQPT 346m and 1674m FM THR 11 and 423m FM THR 29 Thermometer 438m FM THR11	H24	Climatological tables AVBL
TULCEA/Delta Dunării LRTC	Half hourly plus special observations/AWOS METAR AUTO and SPECI AUTO outside aerodrome operational hours.	METAR, SPECI	SFC wind sensors 307m and 324m FM THR 34 Ceilometer 1115m BFR THR 34 RVR EQPT 292m and 1305m FM THR 34 Thermometer 307m FM THR 34	See AD 2.17-3 LRTC AD 2.11	Climatological tables AVBL

Note: Aeronautical climatological information for the above-mentioned aerodromes is available on written request at the address mentioned in GEN 3.5, pt.1 (meteorological services). The climatological information is based on a period of 10 years of MET observations.

8.7 Additional conditions associated with landing, passenger services and development charges apply uniform and non-discriminatory to all airlines operating at Iași I'nal Airport.

8.8 Charge application is carried out in compliance with national and community laws and by respecting the already settled condition through the approved notifications by The Competition Council and European Commission.

8.9 General conditions for granting discounts and incentives

1. If an operator meets the conditions for multiple discount schemes, they shall apply provided that each passenger/operation benefits from only one discount on each fare type;
2. Volume-based discounts apply only to regular commercial flights;
3. In determining the level of volume-based discounts, all boarded passengers are considered, but the discount is applied only to those not benefiting from other discount schemes;
4. In determining the level of volume-based discounts, all landings are considered, but the discount is applied only to those landings not benefiting from other discount schemes;
5. The passenger services charge discount is applied to the amount remaining after deducting the fees collected for the supervision of safety-related objectives (OMT no. 7/2014) and SITA.
6. The discount schemes are applied according to the conditions associated with each type of fare, from which the passengers related to the months for which the operator exceeds the payment deadline by more than 30 days are deducted. The landing fee discount scheme is applied after confirmation of payment of the invoice, respecting the payment condition above.

8.10 Current charges do not include VAT.

8.11 Airlines that consider they should be exempted from VAT, must provide to airport administration:

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

8.12 According to Romanian Air Code, are exempt from paying airport passenger, security, development, transit, transfer, landing, parking and lighting fees:

- Romanian military aircrafts;
- aircraft of a NATO member state performing military flights, in which case the exemption must be justified by indicating the flight status in the flight plan;
- aircraft performing special flights, only in the case of dignitaries on official missions;
- aircraft nominated through the S.A.C. Program, militarily registered;
- aircraft performing flights for the benefit of the United Nations or other international organizations to which Romania is a party, respectively for the benefit of non-governmental organizations operating for humanitarian purposes, recognized by Romania;
- civil aircraft performing search and rescue flights, authorized according to the specific applicable regulations;
- aircraft performing humanitarian flights, authorized in accordance with the procedure provided for in art. 13 para. (1) of the Air Code;
- aircraft landing in case of force majeure;
- aircraft landing for cargo verification at the disposal of a Romanian authority;
- flights carried out with aircraft taking off and returning to the same aerodrome;
- other categories of aircraft, according to the treaties to which Romania is a party.

8.7 Condițiile suplimentare asociate tarifelor de aterizare, de servicii pentru pasageri și de dezvoltare se aplică tuturor companiilor aeriene care operează pe Aeroportul Iași, în mod unitar și nediscriminatoriu.

8.8 Aplicarea tarifelor se face cu respectarea legislaţiei naţionale şi comunitare şi cu respectarea condiţiilor stabilite prin notificări aprobate de Consiliul Concurenţei şi Comisia Europeană.

8.9 Condiții generale pentru acordarea de reduceri și stimulente
1. În cazul în care un operator îndeplinește condițiile pentru mai multe scheme de reduceri, acestea se aplica cu conditia ca fiecare pasager / operatiune sa beneficieze de o singura reducere pe fiecare tip de tarif.
2. Reducerile de volum se acordă doar pentru zboruri comerciale regulate.
3. Pentru stabilirea nivelului reducerilor de volum se iau în calcul toți pasagerii îmbarcați, dar se aplica doar pasagerilor care nu beneficiază de alte scheme de reduceri la tariful de servicii pasageri.
4. Pentru stabilirea nivelului reducerilor de volum se iau în calcul toate aterizările efectuate, dar se aplică doar aterizărilor care nu beneficiază de alte scheme de reduceri.
5. Reducerea pentru tariful de servicii pasageri se aplică la suma rămasă după deducerea taxelor colectate pentru supravegherea obiectivelor necesare siguranței pasagerilor (OMT nr. 7/2014) și SITA.
6. Schemele de reducere se aplică conform condițiilor asociate fiecărui tip de tarif, din care se scad pasagerii aferenți lunilor pentru care operatorul depășește cu mai mult de 30 de zile termenul scadent de plată. Schema de reducere la tariful de aterizare se aplică după confirmarea achitării facturii, respectând condiția de plată de mai sus.

8.10 Tarifele prezentate nu conţin TVA.

8.11 Operatorii aerieni care consideră că trebuie să fie scutiţi de TVA, trebuie să prezinte administraţiei aeroportului următoarele documente:
- copie a AOC (Air Operator's Certificate);
- codul de înregistrare fiscal (CIF), conform certificatului de înregistrare în scopuri TVA.

8.12 Conform Codului Aerian al României sunt scutite de la plata tarifelor aeroportuare de pasager, securitate, dezvoltare, tranzit, transfer, aterizare, staţionare şi iluminat următoarele categorii de aeronave:
- aeronavele de stat româneşti;
- aeronavele unui stat membru al NATO care execută zboruri militare, situaţie în care scutirea trebuie justificată prin indicarea statutului zborului în planul de zbor;
- aeronavele care execută zboruri speciale, numai în cazul demnitarilor aflați în misiuni oficiale;
- aeronavele nominalizate prin Programul S.A.C., înmatriculate militar;
- aeronavele care execută zboruri în folosul Organizației Națiunilor Unite sau al altor organizații internaționale la care România este parte, respectiv în folosul unor organizații neguvernamentale activând în scop umanitar, recunoscute de România;
- aeronavele civile care efectuează zboruri de căutare-salvare, autorizate conform reglementărilor specifice aplicabile;
- aeronavele care efectuează zboruri umanitare, autorizate în conformitate cu procedura prevăzută la art. 13 alin. (1) din Codul Aerian;
- aeronavele care sunt nevoite să aterizeze din cauza unor situații de forță majoră;
- aeronavele care aterizează pentru verificarea încărcăturii din dispoziția unei autorități române;
- zborurile efectuate cu aeronavele care decolează și se întorc pe același aerodrom;
- alte categorii de aeronave, conform tratatelor la care România este parte.

LRAR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)	*ID*	*Frequency / Channel*	*Hours of operation*	*Position of transmitting antenna coordinates*	*Elevation of DME transmitting antenna / ELEV of GBAS reference point*	*Service volume radius from the GBAS reference point*	*Remarks*
1	2	3	4	5	6	7	8
DVOR/DME (5°E/2017)	ARD	109.000 MHz CH 27X	H24	461102.7N 0210837.0E	400 FT	NIL	Coverage 175 NM (assumed)
LOC 27 (5°E/2017) ILS CAT II (II.T.3)	IAD	110.700 MHz	H24	461039.4N 0211443.8E	-	NIL	Front course angle 5.8°. No back course
GP 27	-	330.200 MHz	H24	461038.0N 0211606.8E	-	NIL	GP Angle 3°. ILS RDH 54 FT.
DME 27	IAD	- CH 44X	H24	461038.2N 0211606.7E	400 FT	NIL	NIL
DME	LGJ	1091.000 MHz CH 67X	H24	454311.0N 0215942.0E	800 FT	NIL	Coverage 100 NM (declared) Unusable in sector 065°-180°
DME	CNI	1127.000 MHz CH 103X	H24	454258.0N 0205427.0E	300 FT	NIL	Coverage 100 NM (declared)
DME	SAC	1072.000 MHz CH 48X	H24	453345.9N 0214323.9E	1300 FT	NIL	Coverage 100 NM (assumed)
DME	SIR	1117.000 MHz CH 93X	H24	461554.9N 0213949.5E	1800 FT	NIL	Coverage 100 NM (assumed)
NDB (LM)	TSR	408 KHz	H24	454904.8N 0211819.5E	-	NIL	Coverage 50 NM (declared)

LRAR AD 2.20 LOCAL AERODROME REGULATIONS

1. Standard Taxi Routes / Rutele Standard de Rulare

1.1 Arrival Information

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

1.2 Departure Information

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

2. Airport regulations / Reguli de aeroport

2.1 Before landing on airport or before filling LRAR as alternate for aircraft with maximum ACN higher than 41 for rigid pavements subgrades code C operators are required to contact airport administration for permission to operate on aerodrome.
2.2 TWY B and Apron 1 are exclusively for aircraft max code B.
2.3 Helicopter landing and take-off are carried out using the maneuvering surface of Arad Airport.

2.1 Înainte de operarea pe aeroport sau înainte de a declara LRAR ca aeroport de rezervă, pentru aeronavele cu ACN mai mare decât 41 pentru suprafaţă rigidă categoria C operatorii sunt obligaţi să ia legătura cu administraţia aeroportului pentru obţinerea permisiunii de a opera pe aerodrom.
2.2 TWY B și Apron 1 sunt utilizate doar de aeronave cu litera de cod max B.
2.3 Aterizarea și decolarea elicopterelor se efectuează folosind suprafața de manevră a Aeroportului Arad.

LRAR AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1-3

LRAR AD 2.22 FLIGHT PROCEDURES

1. P-RNAV REQUIREMENTS

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

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

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

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

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

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

1. CERINŢE P-RNAV

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

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

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

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

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

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

LRIA AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRIA - IAŞI / Iaşi

LRIA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	471049N 0273715E Runway centre.
2	*Direction and distance from city*	3.48 km East from IAŞI.
3	*Elevation/Reference temperature/mean low temperature*	411 FT / 30.3°C / -12.8°C
4	*Geoid undulation at AD ELEV PSN*	105 FT
5	*MAG VAR/Annual rate of change*	6° E (2020) / 7.2´ E
6	*AD Operator, address, telephone, telefax, e-mail, AFS, website*	Aeroportul Iaşi R.A. Str. Moara de Vânt nr. 34, cod 700376 Tel: +40-(0)232-271590 Fax: +40-(0)232-271570 AFS: LRIARAYD SITA: IASAPXH operational@aeroport.ro handling@aeroport.ro iasi@aeroport.ro www.aeroport-iasi.ro
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

LRIA AD 2.3 OPERATIONAL HOURS

1	*AD Operator*	H24
2	*Customs and immigration*	H24
3	*Health and sanitation*	H24
4	*AIS Briefing Office*	H24
5	*ATS Reporting Office (ARO)*	H24
6	*MET Briefing Office*	H24
7	*ATS*	H24
8	*Fuelling*	H24
9	*Handling*	H24
10	*Security*	H24
11	*De-icing*	H24
12	*Remarks*	Notification on requested services shall be addressed by fax, AFS or SITA address of AD Administration. Lack of prior notification may cause delays in service delivery.

LRIA AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	4 electric tractors, 1 diesel tractor, 19 bag carts, 4 GPU 115V/400Hz & 28.5V, 1 GPU 28.5V, 1 air starter unit, 1 aircraft heater, 2 self-propelled lavatory service vehicles, 1 self-propelled potable water vehicles, 2 catering products transportantion vehicle, 5 self-propelled conveyor-belt loader, 12 towed passengers stairs, 1 equipment towing vehicle, 3 aircraft towing/ push-back tractors.
2	*Fuel/Oil types*	JET A1 / NIL AVGAS / NIL
3	*Fuelling facilities/capacity*	Storage: JET A1 - 180 m^3 Refueling equipments: JET A1 - 1 truck / 20 m^3 - 1 truck / 30 m^3 AVGAS - 1 mobile pump / 1 m^3
4	*De-icing facilities*	3 de-icing vehicles, type II ACFT de/anti-icing fluide.
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	On request, for BOEING 737 & AIRBUS A320 families. Major repairs by arrangement.
7	*Remarks*	1. Catering services available. Contact: iasi@aircatering.ro. 2. Preliminary briefing, requests of operating permissions on aerodrome and handling shall be sent by fax, AFS or SITA address of AD Administration. Any other way of contact may cause delays. 3. ACFT AVGAS refueling AVBL only based on prior request to AD Administration 24 hours before ETA.

LRIA AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Hotels in the city.
2	*Restaurants*	Snack bar on the AD.
3	*Transportation*	Buses, taxis and rent-a-car on the AD.
4	*Medical facilities*	First aid on the AD. Hospitals in the city.
5	*Bank and Post Office*	Bank ATM on AD. Bank and Post office in the city.
6	*Tourist Office*	In the city.
7	*Remarks*	Rent-a-car offices on AD: Tel: +40-(0)731-630800; +40-(0)752-220222; +40-(0)728-228923; +40-(0)733-207554; +40-(0)748-110557; +40-(0)745-062158; +40-(0)740-175488; +40-(0)757-067182.

LRIA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	*AD category for fire fighting*	CAT 7
2	*Rescue equipment*	2 Rescue and firefighting vehicles with extrication equipment.
3	*Capability for removal of disabled aircraft*	Limited by arrangement. Local Action Coordinator: +40-(0)790-678346 e-mail: iso@aeroport.ro
4	*Remarks*	NIL

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

1	*Types of clearing equipment*	4 snow ploughs with brush and blower sweeper, 1 tractor with snow blower; 1 spreader for liquid and solid de-icing materials, 2 mini trucks with snow brush/plough, snow blower and spreader for liquid and solid de-icing materials, 1 truck with plough, brush and spreader for liquid de-icing materials, 1 tractor with plough and spreader for solid de-icing materials.
2	*Clearance priorities*	1. RWY 14/32 2. TWY A 3. TWY D 4. APRON 1 5. TWY E 6. RWY14 intermediate runway turn pad
3	*Use of material for movement area surface treatment*	Generic fluids and solid materials used for movement area de/anti-icing: 1. KFOR(potassium formate fluid); 2. KAC (potassium acetate fluid), and 3. NAFO (sodium formate granular solid).
4	*Specially prepared winter runways*	NIL
5	*Remarks*	Runway Condition Report/SNOWTAM issued according to Global Reporting Format by Operational Safety Service tel: +40 728 060 757. See also the snow plan in section AD 1.2.2.

LRIA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron designation, surface and strength*	APRON 1 Surface: Concrete Strength: 88/R/C/W/T - Stand 01-06 102/R/C/W/T - Stand 07-13
2	*Taxiway designation, width, surface and strength*	TWY A / TWY ~~B~~ / TWY D / TWY E Width: 23 M / ~~18 M~~ / 23 M / 23 M Surface: Asphalt / ~~Concrete~~ / Asphalt / Asphalt Strength: 99/F/C/W/T / ~~25/R/D/W/T~~ / 99/F/C/W/T / 102/F/C/W/T
3	*Altimeter checkpoints location and elevation*	Location: APRON 1 Elevation: 362 FT (110 M)
4	*VOR checkpoints*	NIL
5	*INS checkpoints*	On each stand: see AD 2.10-22 LRIA Aircraft Parking/Docking Chart - ICAO - APRON 1
6	*Remarks*	NIL

LROD 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	Oradea Tower	118.455 120.200 MHz ALTN 121.500 MHz EMERG	NIL	NIL	W: 0500-1900 S: 0400-1800	Exempted 8.33 kHz State aircraft.
APP	Oradea Tower	120.200 MHz	NIL	NIL	W: 0500-1900 S: 0400-1800	Procedural service

LROD 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	ELEV of DME transmitting antenna/ ELEV of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 19 6°E (2020) ILS CAT II (II.T.3)	IOD	109.500 MHz	H24	470031.5N 0215351.5E	-	NIL	Front course angle 4.19°
GP 19	-	332.600 MHz	H24	470149.5N 0215419.8E	-	NIL	GP angle 3° ILS RDH 52 FT
DME 19	IOD	CH 32X	H24	470149.3N 0215419.9E	500 FT	NIL	NIL
NDB(LO)	ORA	418 KHz	H24	470601.3N 0215526.9E	-	NIL	006° MAG/4.11 NM from THR 19 Coverage 100 NM (declared)
GPS NPA	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.

LROD AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reglementări de aeroport

1.1. Procedures for acceptance

(1) Prior to flight schedule, operators are asked to check the availability of ground handling services and parking space.

1.2. Taxiing the aircraft on the manoeuvring area

(1) Aircraft 180 DEG turn are only permitted on RWY END or INTERMEDIATE turn pads.

(2) Aircraft 180 DEG turn to the intermediate platform for take-off is prohibited. The platforms at the ends of the runway will be used for takeoff.

(3) Caution, comply with Oradea TWR instructions at the intermediate holding positions on TWY B and TWY C, otherwise an aircraft taxiing on TWY C and TWY B may collide with an aircraft holding at the runway holding position on TWY A.

1.3. Taxiing of aircraft on apron

(1) Taxiing of aircraft on apron shall be carried out under the direction of marshaller.

1.1. Proceduri de admisibilitate

(1) Înainte de programarea zborului, operatorii aerieni trebuie să verifice disponibilitatea serviciilor de handling şi a locului de parcare.

1.2. Rularea aeronavelor pe suprafața de manevră

(1) Întoarcerea aeronavelor cu 180 grade este permisă numai pe platformele de la capătul pistei sau pe cea intermediară.

(2) Întoarcerea aeronavelor cu 180 grade la platforma intermediară, pentru decolare, este interzisă. Pentru decolare se vor folosi platformele de la capetele pistei.

(3) Atenție, respectați indicațiile TWR Oradea la pozițiile intermediare de așteptate de pe TWY B și TWY C, în caz contrar o aeronavă ce rulează pe TWY C și TWY B poate intra în coliziune cu o aeronavă ce așteaptă la poziția de așteptare la pistă de pe TWY A.

1.3. Rularea aeronavelor pe platformă

(1) Rularea aeronavelor pe platformă se efectuează sub dirijarea dispecerului sol.

(2) Always the marshaller's signals prevail over the stand markings and guidance light.
(3) Speed on TWY C must be reduced as it is followed by a tight right junction with TWY D1.

1.4. Aircraft parking

(1) Parking positions on APRON 1:
- stands 01-02: parking position for code letter „C" aircraft (maximum 26.5 m wingspan)
- stands 03-04: parking position for code letter „C" aircraft (maximum 29 m wingspan)
- stands 05-10: parking position for code letter „C" aircraft (maximum 36.0 m wingspan).

(2) Parking positions on APRON 2:
- stands 01-04: nose-in parking position, for code letter „C" aircraft (maximum 36.0 m wingspan).

(3) Aircraft subject to an act of illegal intervention will be parked on runway holding position on TWY B, which will be closed to traffic.

1.5. Exiting the aircraft from the parking position

(1) The departure of the aircraft from the stands at APRON 1 is allowed by self-manoeuvring only with the direction of the aircraft provided by the ground dispatcher.
(2) The exit of the aircraft from the APRON 2 stands is done only by pushback.

1.6. Use of the aerodrome by aircraft exceeding the certified design characteristics of the aerodrome

1.6.1 General information

The aircraft exceeding the certified design characteristics of the aerodrome that can operate at Oradea Airport are: A300 B4 600 Freighter (code letter D); A300 B4 600R Freighter (code letter D); A300 C4 600 Freighter (code letter D); A300 C4 600R Freighter (code letter D); A300 F4 600 Freighter (code letter D); A300 F4 600R Freighter (code letter D); A330 200 Freighter (code letter E); A330 300 Freighter (code letter E); B767 200F (SF and BCF) (code letter D); B767 300F (code letter D); B767 300F (SF and BCF) (code letter D); B757-200PF(code letter D); B757-200SF/ B757-200PCF(code letter D).

The aircraft exceeding the certified design characteristics of the aerodrome, exemplified above, will operate only on the following surfaces:
- RWY;
- TWY E;
- TWY F;
- APRON 2.

1.6.2. Taxiing on the movement area.

Given the limited dimensions of the turn pads, TWY E, TWY A, TWY B, TWY C, TWY D1, TWY D2, APRON 1 and APRON 2, aircraft will be towed from the runway to the parking position on APRON 2 and from the parking position to the runway as follows:

1.6.2.1. Operation of A300 B4 600 Freighter (code letter D); A300 B4 600R Freighter (code letter D); A300 C4 600 Freighter (code letter D); A300 C4 600R Freighter (code letter D); A300 F4 600 Freighter (code letter D); A300 F4 600R Freighter (code letter D); A330 200 Freighter (code letter E); A330 300 Freighter (code letter E); B767 200F (SF and BCF) (code letter D); B767 300F (code letter D); B767 300F (SF and BCF) (code letter D); B757-200PF(code letter D); B757-200SF/ B757-200PCF(code letter D).

1.6.2.1.1. Aircraft arrival:
- After landing, the aircraft will turn on the turn pads, taxiing at a reduced speed and using the maximum turning angle due to the small radius of the centerline marking;
- The aircraft will taxi up to the centerline marking of TWY A, TWY B or TWY E, as instructed by Oradea TWR;
- While taxiing on the runway, Oradea TWR will instruct the pilot to stop at the beginning of the centerline marking of TWYA, TWY B or TWY E, as applicable;

(2) Semnalele dispecerului de sol prevalează întotdeauna asupra marcajelor standului și luminilor de ghidare.
(3) Viteza de rulare pe TWY C trebuie să fie redusă deoarece este urmată de o intersecție strânsă la dreapta cu TWY D1.

1.4. Parcarea aeronavelor

(1) Pozițiile de parcare de la APRON 1:
- standuri 01-02: poziții de parcare pentru aeronave cu litera de cod „C" (maximum 26.5 m anvergura aripilor).
- standuri 03-04: poziții de parcare pentru aeronave cu litera de cod „C" (maximum 29 m anvergura aripilor).
- standuri 05-10: poziții de parcare pentru aeronave cu litera de cod „C" (maximum 36 m anvergura aripilor).

(2) Pozițiile de parcare de la APRON 2:
- standuri 01-04: poziții de parcare nose-in, pentru aeronave cu litera de cod „C" (maximum 36 m anvergura aripilor).

(3) Aeronavele supuse unui act de intervenţie ilicită vor fi parcate pe poziţia de aşteptare la pistă de pe TWY B, care va fi inchisă traficului.

1.5. Ieșirea aeronavelor din poziția de parcare

(1) Iesirea de la standurile de la APRON 1 a aeronavelor este permisă prin self-manoeuvring doar cu dirijarea aeronavei asigurată de dispecerul de sol.
(2) Iesirea de la standurile de la APRON 2 a aeronavelor se face numai prin pushback.

1.6. Utilizarea aerodromului de către aeronave care depășesc caracteristicile de proiectare

1.6.1 Generalități

Aeronavele ce depășesc caracteristicile de proiectare certificate ale aerodromului care pot opera pe Aeroportul Oradea sunt: A300 B4 600 Freighter (literă de cod D); A300 B4 600R Freighter (literă de cod D); A300 C4 600 Freighter; A300 C4 600R Freighter (literă de cod D); A300 F4 600 Freighter (literă de cod. D); A300 F4 600R Freighter (literă de cod D); A330 200 Freighter (literă de cod E); A330 300 Freighter (literă de cod E); B767 200F (SF și BCF) (literă de cod D); B767 300F (literă de cod D); B767 300F (SF și BCF) (literă de cod D); B757-200PF (literă de cod D); B757-200SF/ B757-200PCF(literă de cod D).

Aeronavele ce depășesc caracteristicile de proiectare certificate ale aerodromului, exemplificate mai sus, vor opera doar pe următoarele suprafețe:
- RWY;
- TWY E;
- TWY F;
- APRON 2.

1.6.2. Rulajul pe suprafața de mișcare.

Având în vedere dimensiunile reduse ale platformelor de întoarcere, a TWY E, TWY A, TWY B, TWY C, TWY D1, TWY D2, APRON 1 și APRON 2, aeronavele vor fi tractate de la pistă până la poziția de parcare de pe APRON 2 și de la poziția de parcare până la pistă după cum urmează:

1.6.2.1. Operarea aeronavelor A300 B4 600 Freighter(literă de cod D); A300 B4 600R Freighter(literă de cod D); A300 C4 600 Freighter; A300 C4 600R Freighter (literă de cod D); A300 F4 600 Freighter (literă de cod. D); A300 F4 600R Freighter (literă de cod D); A330 200 Freighter (literă de cod E); A330 300 Freighter (literă de cod E); B767 200F (SF și BCF) (literă de cod D); B767 300F (literă de cod D); B767 300F (SF și BCF) (literă de cod D); B757-200PF(code letter D); B757-200SF/ B757-200PCF(code letter D).

1.6.2.1.1. Sosirea aeronavei:
- După aterizare aeronava va întoarce pe platformele de întoarcere, rulând cu o viteză redusă și utilizând un unghi maxim de întoarcere, raza marcajului axial fiind mică;
- Aeronava va rula până la marcajul axial al TWY A, TWY B sau TWY E, în funcție de indicațiile TWR Oradea;
- În timpul rulajului pe pistă TWR Oradea va instrui pilotul să oprească la începutul marcajului axial al TWY A, TWY B sau TWY E, după caz;

- The aircraft will stop at the beginning of the centerline marking of TWY A, TWY B or TWY E, as instructed by Oradea TWR;
- After the aircraft stops at the beginning of the centerline marking at the of TWYA, TWY B or TWY E, Oradea TWR will instruct the pilot to shut down the engines;
- The aircraft will shut down the engines and apply the brakes until coupling for towing;
- ~~The surface of the runway, TWY E, TWY F, and APRON 2 will be closed with a NOTAM;~~
- After connection, the aircraft will be towed to the parking position.

1.6.2.1.2. Aircraft departure:

- The aircraft will be towed from the parking position with engines off to the runway, up to the end area of the centre line marking of TWYA, TWY B or TWY E, as applicable;
- In this area, the aircraft engines will be started;
- The aircraft will wait until Oradea TWR grants taxi clearance onto the runway after the surface is opened via NOTAM;
- The aircraft will turn on the turning pad at low speed, using the maximum turn angle, as the centre line marking radius is small;
- The aircraft will take off after Oradea TWR grants takeoff clearance.

1.6.3. Visual slope:

Caution, the visual slope of the Precision Approach Path Indicator (PAPI) has been calculated taking into account the Boeing 737 Series 800 and Airbus A320 Series 200 aircraft.

1.6.4 Turn pads:

- Be advised: turn pads (at RWY 01 END and at 520M before RWY 19 END) centre line marking does not ensure 180-degree turn;
- The centre line marking of the turn pads does not ensure the taxiing of A330-200F, A330-300F and B767-300F and B767-300F (SF and BCF) aircraft with the geometric center of the aircraft cabin aligned along the entire length of the marking; the aircraft must maintain a constant turning angle both while on the marking and when exiting it

- Aeronava va opri la începutul marcajului axial de intrare pe TWY A, TWY B sau TWY E, în funcție de indicațiile TWR Oradea;
- După oprirea aeronavei la începutul marcajului axial de intrare la TWY A, TWY B sau TWY E, TWR Oradea va solicita pilotului oprirea motoarelor;
- Aeronava va opri motoarele și va acționa frânele până la cuplarea pentru tractare;
- ~~Suprafața pistei, a TWY E, TWY F și APRON 2 se vor închide cu NOTAM;~~
- După cuplare, aeronava va fi tractată până la poziția de parcare;

1.6.2.1.2. Plecarea aeronavei:

- Aeronava va fi tractată de la poziția de parcare, cu motoarele oprite până la pistă, în zona de final a marcajului axial al TWY A, TWY B sau TWY E, după caz;
- În această zonă motoarele aeronavei vor fi pornite;
- Aeronava va aștepta până când TWR Oradea va da aprobarea de rulaj pe pistă, după deschiderea suprafeței prin NOTAM;
- Aeronava va întoarce pe platforma de întoarcere cu viteză redusă utilizând un unghi de viraj maxim de întoarcere, raza marcajului axial fiind mică;
- Aeronava va decola după ce TWR Oradea va da aprobarea de decolare.

1.6.3. Panta vizuală:

Atenție, panta vizuală a Indicatorului traiectoriei de apropiere de precizie (PAPI) a fost calculată ținând cont de aeronavele Boeing 737 seria 800 și Airbus A320 seria 200.

1.6.4 Platformele de întoarcere:

- marcajul axial al platformelor de întoarcere (la capătul pistei 01 și la 520 m înainte de capătul pistei 19) nu asigură întoarcerea completă de 180 de grade;
- marcajul axial al platformelor de întoarcere nu asigură rulajul aeronavelor A330 seria 200F, A330 seria 300F și B767-300F și B767-300F (SF și BCF) cu centrul geometric al cabinei aeronavei pe întreaga lungime a marcajului, aeronavele trebuie sa utilizeze un unghi de virare constant atât pe marcaj cât și la ieșirea de pe acesta.

2. Standard Taxi Routes / Rutele Standard de Rulare

2.1. Arrival information

Arrival on	Instruction given by ATC					Taxiway to be followed	Remarks
	APRON		Name of the Standard Taxi Route				
RWY 01	APRON 1	Taxi via standard taxi route	Arrival 01A	To	Stands: 1-6	TWY B	NIL
			Arrival 01B		Stands: 7	TWY B - TWY C	
			Arrival 01C		Stands: 8-10	TWY B - TWY C - TWY D1	
			Arrival 01D		Stands: 1-5	TWY A - TWY B	
			Arrival 01E		Stand: 6	TWY A	
			Arrival 01F		Stand: 7	TWY A - TWY C	
			Arrival 01G		Stands: 8-10	TWY A - TWY C - TWY D1	
	APRON 2		Arrival 01H		Stands: 1	BACKTRACK RWY 01 - TWY E	
			Arrival 01I		Stands: 2-4	BACKTRACK RWY 01 TWY E - TWY F	
			Arrival 01J		Stands: 1	TWY E	
			Arrival 01K		Stands: 2-4	TWY E - TWY F	
RWY 19	APRON 1	Taxi via standard taxi route	Arrival 19A	To	Stands: 1-5	BACKTRACK RWY 19 - TWY A - TWY B	
			Arrival 19B		Stands: 6	BACKTRACK RWY 19 - TWY A	
			Arrival 19C		Stands: 7	BACKTRACK RWY 19 - TWY A - TWY C	
			Arrival 19D		Stands: 8-10	BACKTRACK RWY 19 - TWY A - TWY C - TWY D1	
	APRON 2		Arrival 19E		Stands: 1	BACKTRACK RWY 19 - TWY E	
			Arrival 19F		Stands: 2-4	BACKTRACK RWY 19 - TWY E - TWY F	
			Arrival 19G		Stands: 1	TWY E	
			Arrival 19H		Stands: 2-4	TWY E - TWY F	

2.2. Departure information

Departure from	Instruction given by ATC			Taxiway to be followed	Remarks
		Name of the Standard Taxi Route			
APRON 1	Taxi via standard taxi route	Departure 19A	From Stands: 1-5	TWY B - TWY A - BACKTRACK RWY 19	NIL
		Departure 19B	Stands: 1-5	TWY B	
		Departure 19C	Stands: 6	TWY B	
		Departure 19D	Stands: 6	TWY A - BACKTRACK RWY 19	
		Departure 19E	Stands: 7	TWY A - BACKTRACK RWY 19	
		Departure 19F	Stands: 7	TWY B	
		Departure 19G	Stands: 8-10	TWY D2 - TWY C - TWY A - BACKTRACK RWY 19	
		Departure 19H	Stands: 8-10	TWY D2 - TWY C - TWY B	
		Departure 01A	Stands: 1-5	TWY B - TWY A - BACKTRACK RWY 01	
		Departure 01B	Stands: 6	TWY A - BACKTRACK RWY 01	
		Departure 01C	Stands: 7	TWY A - BACKTRACK RWY 01	
		Departure 01D	Stands: 1-5	TWY B - TWY A - BACKTRACK RWY 01	
		Departure 01E	Stands: 8-10	TWY D2 - TWY C - TWY A - BACKTRACK RWY 01	
APRON 2	Taxi via standard taxi route	Departure 19I	From Stands: 1	TWY E - BACKTRACK RWY 19	
		Departure 19J	Stands: 2-4	TWY F - TWY E - BACKTRACK RWY 19	
		Departure 01F	Stands: 1	TWY E - BACKTRACK RWY 01	
		Departure 01G	Stands: 2-4	TWY F - TWY E - BACKTRACK RWY 01	

LROD AD 2.21 NOISE ABATEMENT PROCEDURES

See AD 1.1-3

LROD AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIŢII DE VIZIBILITATE REDUSĂ

1. Description of facilities
1.1 Runway 19 is equipped with ILS and is authorised for CAT II operations (RVR not less than 300m).
1.2 Runway 19 approved for LVTO (RVR not less than 125m).

2. Criteria for the initiation and termination of LVP
2.1 The preparation phase will be triggered when the RVR is 800m (horizontal visibility 1500m) or the cloud ceiling/vertical visibility is 500ft and the initiation of CAT II operations is foreseen;
2.2 The initiation phase will be triggered when the value of RVR falls below 550m (horizontal visibility falls below 800m) or cloud ceiling/vertical visibility is 200ft or less;

2.3 LVP will be terminated when the value of RVR is greater than 800m (horizontal visibility is 1500m or higher) and cloud ceiling/vertical visibility is greater than 500ft and a continuing improvement of these conditions is anticipated

2.4 Take-off
LVTO will be triggered when the RVR is less than 550 m.

3. Details of runway exits
3.1 Runway connections with taxiways are equipped with green/yellow coded centerline lights.
3.2 Pilots will report "Runway Clear" only after the aircraft has passed the green/yellow light-coded segment of the centerline of taxiways A, B and E.

1. Descrierea facilităţilor
1.1 Pista 19 este echipată cu ILS şi este autorizată pentru desfăşurarea operaţiunilor CAT II (RVR nu mai mic de 300m).
1.2 Pista 19 autorizată pentru LVTO (RVR nu mai mic de 125m).

2. Criterii pentru iniţierea şi terminarea LVP
2.1 Faza de pregătire va fi declanșată atunci când RVR are valoarea de 800m (vizibilitate orizontală 1500m) sau plafonul norilor/vizibilitate verticală este de 500ft şi sunt prevăzute declanşarea operaţiunilor CAT II;
2.2 Faza de inițiere va fi declanşată atunci când valoarea RVR scade sub 550m (vizibilitatea orizontală scade sub 800m) sau plafonul norilor/vizibilitate verticală are valoare de 200ft sau mai puţin;
2.3 LVP vor fi încheiate atunci când valoarea RVR este mai mare de 800m (vizibilitate orizontală este 1500m sau mai mult) şi plafonul norilor/vizibilitate verticală este mai mare de 500ft şi este anticipată îmbunătăţirea continuă a acestor condiţii.
2.4 Decolarea
LVTO va fi declanşată atunci când RVR este mai mică de 550 m.

3. Detalii privind eliberarea pistei
3.1 Racordurile pistei cu căile de rulare sunt echipate cu lumini axiale codificate verde/galben.
3.2 Piloţii vor raporta "Pista liberă" numai după ce aeronava a depaşit segmentul codat cu lumini verde/galben al axului căilor de rulare A,B şi E.

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 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/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

- NIL -

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 -

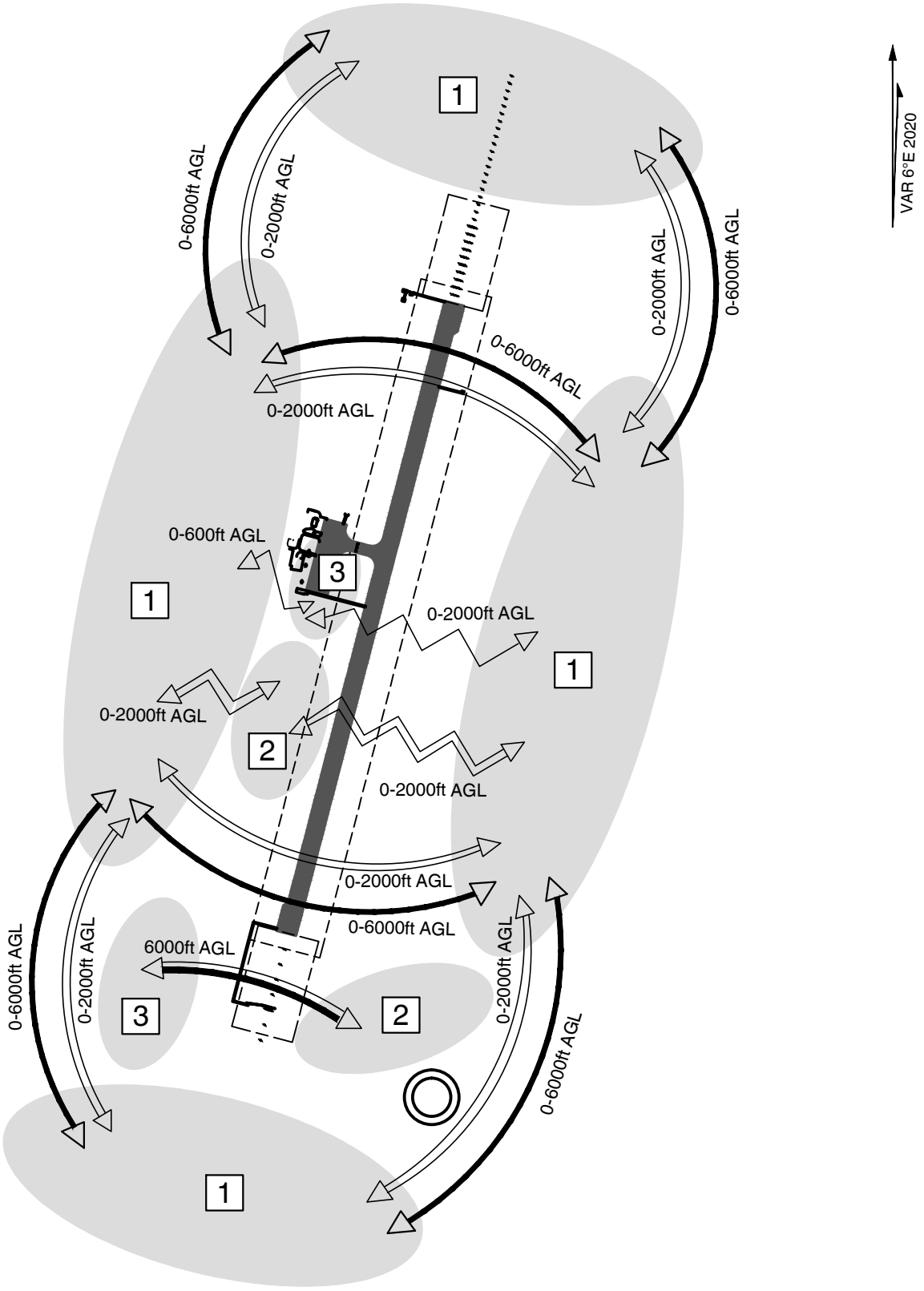
LRSM AD 2.24 CHARTS RELATED TO THE AERODROME

LRSM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

Bird Concentrations in the vicinity of the aerodrome **SATU MARE / Satu Mare (LRSM)**

New chart.



LEGEND	
1	Feeding and resting area
2	Nesting area
3	Resting area
	Waterbirds, egrets, ducks, gulls
	Crows, kestrels, pheasants, sparrows
	Pigeons, crows, sparrows
	Crows, colony
	Crows, kestrels, doves, sparrows
	Pheasants, birds of prey, sparrows, magpies

NOT TO SCALE

LRSV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LRSV - SUCEAVA / Ştefan cel Mare - Suceava

LRSV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*ARP coordinates and site at AD*	474111N 0262116E Runway center.
2	*Direction and distance from city*	8 km East from Suceava
3	*Elevation//Reference temperature/ Mean low temperature*	1375 FT / 28.5°C / -12°C
4	*Geoid undulation at AD ELEV PSN*	112 FT
5	*MAG VAR /Annual rate of change*	7°E (2020) / 7'E
6	*AD Operator, address, telephone, telefax, e-mail, AFS, website*	Aeroportul SUCEAVA / Ştefan cel Mare - Suceava, Romania Tel.: +40-(0)230-529999; +40-(0)230-529962 +40-(0)230-529621 +40-(0)747 095716 (Operational) Fax: +40-(0)230-529999; +40-(0)230-529621 AFS: LRSVRAYD E-mail: office@aeroportsuceava.ro briefing@aeroportsuceava.ro Web: www.aeroportsuceava.ro
7	*Types of traffic permitted (IFR/VFR)*	IFR/VFR
8	*Remarks*	NIL

LRSV AD 2.3 OPERATIONAL HOURS

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

LRSV AD 2.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	2 baggage tractors, 20 baggage carts, 2 GPU 28,5 VDC units, 2 GPU 115 VAC/400Hz & 28,5 VDC, 1 air starter unit, 1 aircraft heater, 1 self propelled lavatory service vehicle, 1 self propelled potable water vehicle, 3 towed passenger stair, 1 self propelled telescopic passenger stair, 2 self propelled conveyor belt loader, 1 aircraft towing/push-back tractor, 1 ambulift.
2	*Fuel/Oil types*	JET A1, ~~AVGAS~~ / NIL
3	*Fuelling facilities/capacity*	Refueling equipments: JET A1 - 810 L/min. ~~AVGAS - 80-100 L/min~~ Storage: JET A1 - 50000 L ~~AVGAS - 35000 L~~
4	*De-icing facilities*	2 de-icing/anti-icing vehicles with type II liquid.
5	*Hangar space for visiting aircraft*	NIL
6	*Repair facilities for visiting aircraft*	NIL
7	*Remarks*	NIL

LRSV AD 2.5 PASSENGER FACILITIES

1	*Hotels*	Hotels in the city.
2	*Restaurants*	Snack bar on the airport, restaurants in the city.
3	*Transportation*	Buses, taxis from the AD, rent-a-car office at the AD.
4	*Medical facilities*	Ambulance and first aid on the AD. Hospitals in the city.
5	*Bank and Post Office*	In the city.
6	*Tourist Office*	In the city.
7	*Remarks*	NIL

LRSV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LRSV AD 2.7 RUNWAY SURFACE CONDITION ASSESMENT AND REPORTING, AND SNOW PLAN

1	*Types of clearing equipment*	3 snow plough with brush and sweeper blower, 1 tractor with plough, brush and spreader for solid de-icing materials, 1 tractor with spreader for liquid de-icing materials, 3 snow blowers.
2	*Clearance priorities*	Fire station, TWY A, TWY B towards RWY, Apron 1, TWY D, APRON 2 and other TWY and surfaces.
3	*Use of material for movement area surface tratment*	LSRV is using KFOR and UREA as deicing substances.
4	*Specially prepared winter runways*	NIL
5	*Remarks*	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2.

LRSV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron designation, surface and strength*		APRON 1	APRON 2
		Surface:	Concrete	Concrete
		Strength:	73/R/A/W/T	5.7 t
2	*Taxiway designation, width, surface and strength*	Width:	TWY A, B, C:	23 M
			TWY D:	11 M
		Surface:	TWY A, B, D:	Asphalt
			TWY C:	Concrete
		Strength:	TWY A, B:	110/F/C/W/T
			TWY C:	73/R/A/W/T
			TWY D:	5.7 t
3	*ACL location and elevation*	NIL		
4	*VOR checkpoints*	NIL		
5	*INS checkpoints*	INS1:	474113.11N	0262101.90E
		INS2:	474111.67N	0262102.55E
		INS3:	474110.24N	0262103.19E
		INS4:	474108.80N	0262103.84E
		INS5:	474107.24N	0262106.40E
		INS6:	474117.40N	0262058.89E
		INS7:	474116.17N	0262059.64E
6	*Remarks*	RWY turning bay:	Location: THR 16, THR 34	
			Surface: Asphalt	
			Dimensions: 117 M x 33 M	
			Strength: 110/F/C/W/T	

LRSV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	*Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands*	All Stands have a single yellow centre-line. Each stand has an individual stand number. Terminal Apron (Stands 1-4). All aircraft stands are laid out for nose-in/push-back, with exception of Stand 5; nose-wheel guidelines are provided. Aircraft parking on all stands is by marshallers instructions, pilots must hold on the TWY C centreline until signalled to make a turn to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made prior to aircraft arrival.
2	*RWY and TWY markings and LGT*	RWY markings: designation, THR, aiming point, centre line, edge lines and TDZ markings. Lead-offs from the RWY are marked by a continuous yellow line from the centre line of the RWY. RWY Lights: THR and displaced THR, edge, center line, TDZ, RWY END. TWY A, B: - markings: centre line, holding position , edge line. - lights: edge, center line. TWY C: - markings: centre line, edge line. - lights: edge on East Side. TWY D: - markings: centre line, holding position, edge line, intermediate holding position. - lights: edge, intermediate holding position.
3	*Stop bars*	Red stop bar on TWY A Red stop bar on TWY B Stop bars are in operation H24.
4	*Other runway protection measures*	Mandatory instruction signs on TWY A, B, C, D.
5	*Remarks*	THR 34 displaced 420 m RWY turnpad bay lights: LIL – green lights, edge: LIL – blue lights.

LRSV 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
34	343.15°	2460 x 45	110/F/C/W/T Asphalt	474046.24N 0262127.35E 474149.46N 0262059.00E GUND 112 FT	THR 1331 FT -	0.8% (780 M) 1.0% (840 M) 0.5% (540 M) -0.45% (300 M)
16	163.15°	2460 x 45	110/F/C/W/T Asphalt	474149.46N 0262059.00E 474033.22N 0262133.18E GUND 112 FT	THR 1372 FT -	0.45% (300 M) - 0.5% (540 M) - 1.0% (840 M) - 0.8% (780 M)

SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of ARST system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	145 x 180	2580 x 280	90 x 150	NIL	YES	Threshold displaced from the beginning of the runway by 420 m
NIL	NIL	2580 x 280	175 x 150	NIL	NIL	NIL

LRSV AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
34	2460	2605	2460	2040	NIL
16	2460	2460	2460	2460	NIL

LRSV AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN(M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
34	ALSF-II 720 M LIH	Green WBAR	PAPI 3° (53FT)	White 900M	1140M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M White, LIH	1440M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	To be supplementary considered: CL LGT White, 420M, 15M, LIH only on RWY 34 departure; Red edge lights, 420M, 60M, LIH, before THR, only for approach operations White edge LGT, 420M, 60M, LIH, before THR, only for departure operations.
16	SALS 420 M LIH	Green WBAR	PAPI 3° (60FT)	NIL	1560M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M White, LIH	1860M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL

LRSV 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 NIL
3	*TWY edge and centre line lighting*	TWY A, B TWY edge blue omnidirectional lights LIL, 60M (15M) spacing TWY centre line green/green ; yellow/green lights, 15M (7.5M) spacing TWY D TWY edge blue omnidirectional lights LIL, 52M spacing
4	*Secondary power supply/switch-over time*	Secondary power supply to all lighting on the AD, Switch-over time 1 SEC.
5	*Remarks*	NIL

LRSV 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

LRSV AD 2.17 ATS AIRSPACE

1	*Designation and lateral limits*	SUCEAVA CTR A circle, radius 22 NM centered at 474111N 0262116E (ARP), limited by FIR boundary.
2	*Vertical limits*	SFC to FL95
3	*Airspace classification*	C
4	*ATS unit call sign* *Language(s)*	Suceava Tower English, Romanian
5	*Transition altitude*	5000 FT AMSL
6	*Hours of applicability*	As ATS
7	*Remarks*	NIL

LRSV 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	Suceava Tower	129.955 118.300 MHz ALTN 121.500 MHz EMERG	NIL	NIL	As ATS	Exempted 8.33 kHz State aircraft.
APP	Suceava Tower	118.300 MHz	NIL	NIL	As ATS	Procedural service

AERODROME CHART - ICAO

47° 41' 11" N
026° 21' 16" E
ELEV 1375FT

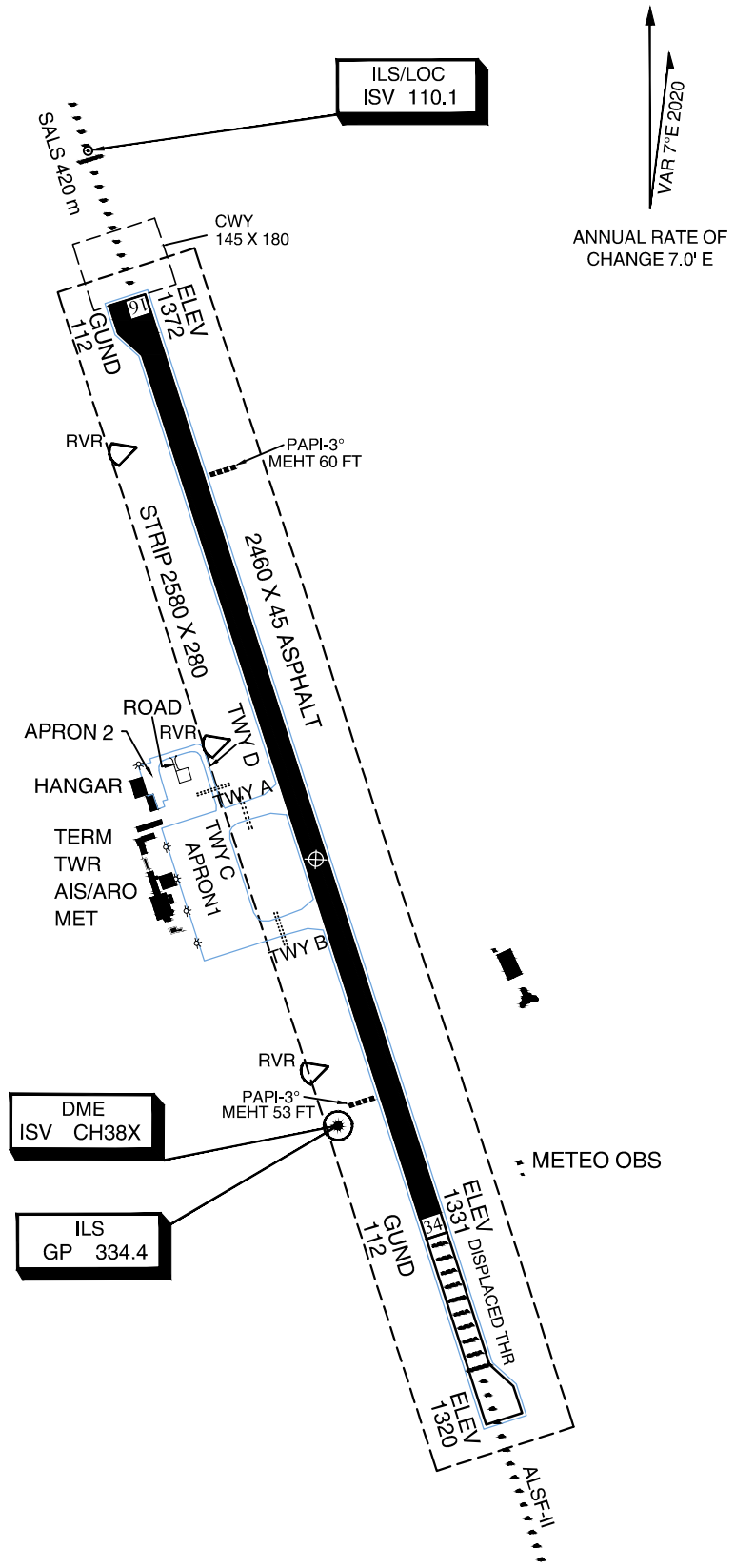
SUCEAVA TWR	129.955
SUCEAVA TWR ALTN	118.300

SUCEAVA / Ştefan cel Mare (LRSV)

RWY	DIRECTION	THR	BEARING STRENGTH
34	336°	47°40' 46"N 026°21' 27"E	110/F/C/W/T Asphalt
16	156°	47°41' 49"N 026°20' 59"E	
HELIPORT		-	

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

TWY	WIDTH	SURFACE	BEARING STRENGTH
A	23	Asphalt	110/F/C/W/T
B	23	Asphalt	110/F/C/W/T
C	23	Concrete	73/R/A/W/T
D	11	Asphalt	5.7t



LEGEND	
FLOODLIGHTS	
AERODROME REFERENCE POINT	
BUILDING	
ATC SERVICE BOUNDARY	
MOVEMENT SURFACE BOUNDARY	

SCALE 1 : 15 000

METRES
400 200 0 500 1000

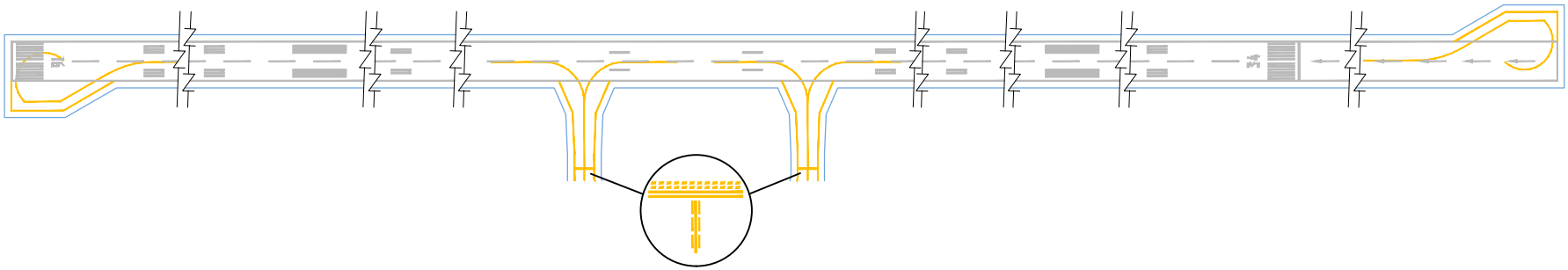
1000 500 0 1000 2000 3000
FEET

Changes: Chart redrawn.

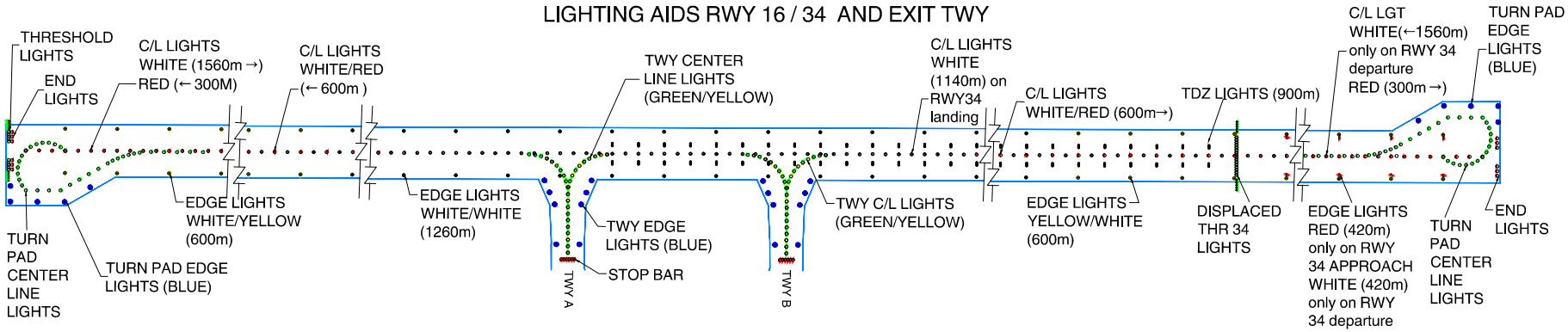
47° 41' 11" N
026° 21' 16" E
ELEV 1375FT

SUCEAVA TWR 129.955
SUCEAVA TWR ALTN 118.300

MARKING AIDS RWY 16 / 34 AND EXIT TWY



LIGHTING AIDS RWY 16 / 34 AND EXIT TWY



SCALE 1 : 7 500

METRES
50 0 100 200

100 0 200 400 600
FEET

LEGEND	
RUNWAY-HOLDING POSITION POINT	
MOVEMENT SURFACE BOUNDARY	

Changes: Chart redrawn.

LRDD AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

LRDD – OŞORHEI / Dogaru

LRDD AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	*Heliport reference point coordinates and site at heliport*	470330N 0220442E The centre TLOF
2	*Direction and distance from city*	NE OŞORHEI, distance 3,84 km
3	*Elevation/Reference temperature*	498 FT / 28° C
4	*Geoid undulation at ELEV PSN*	135 FT
5	*MAG VAR/ Annual rate of change*	5°E (2020) / 8'E
6	*Heliport Administration, address, telephone, telefax, e-mail, AFS, website*	Fughiu village, Oșorhei commune, 529 Street, No. 4, Bihor county Tel: +40-(0)744-647256 Fax: +40-(0)259-430175 E-mail: fly.company.ops@gmail.com dogarunicu@yahoo.com
7	*Types of traffic permitted (IFR/VFR)*	VFR
8	*Remarks*	NIL

LRDD AD 3.3 OPERATIONAL HOURS

1	*Heliport Administration*	HJ
2	*Customs and immigration*	NIL
3	*Health and sanitation*	NIL
4	*AIS Briefing Office*	NIL
5	*ATS Reporting Office (ARO)*	NIL
6	*MET Briefing Office*	NIL
7	*ATS*	NIL
8	*Fuelling*	Yes
9	*Handling*	As AD Administration
10	*Security*	H24
11	*De-icing*	NIL
12	*Remarks*	Any other air operator has the possibility to use the aerodrome only with the consent of the holder of this certificate, throughout the period the heliport is available for take-off and landing operations.

LRDD AD 3.4 HANDLING SERVICES AND FACILITIES

1	*Cargo-handling facilities*	NIL
2	*Fuel/Oil types*	AVGAS 100 LL /NIL Kerosene JET A1/NIL
3	*Fuelling facilities/capacity*	AVGAS 100 LL - 1 tank / 30m^3 Kerosene JET A1 - 1 tank / 19,8m^3
4	*De-icing facilities*	NIL
5	*Hangar space for visiting aircraft*	Yes
6	*Repair facilities for visiting aircraft*	Yes
7	*Remarks*	NIL

LRDD AD 3.5 PASSENGER FACILITIES

1	*Hotels*	NIL
2	*Restaurants*	NIL
3	*Transportation*	NIL
4	*Medical facilities*	NIL
5	*Bank and Post Office*	NIL
6	*Tourist Office*	NIL
7	*Remarks*	NIL

LRDD AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	*Heliport category for fire fighting*	H1
2	*Rescue equipment*	NIL
3	*Capability for removal of disabled helicopter*	NIL
4	*Remarks*	NIL

LRDD AD 3.7 SEASONAL AVAILABILITY - CLEARING

1	*Types of clearing equipment*	Tractor with blade
2	*Clearance priorities*	1. TLOF 2. FATO 3. SAFETY AREA
3	*Remarks*	NIL

LRDD AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	*Apron/helicopter stands surface and strength*	NIL
2	*Ground taxiway width, surface and designation*	NIL
3	*Air taxiway width and designation*	NIL
4	*ACL location and elevation*	NIL
5	*VOR checkpoints*	NIL
6	*INS checkpoints*	NIL
7	*Remarks*	NIL

LRDD AD 3.9 MARKINGS AND MARKERS

1	*Final approach and take-off markings*	White FATO and TLOF edge
2	*TWY, air TWY, air transit route markers*	NIL
3	*Remarks*	NIL

LRDD AD 3.10 HELIPORT OBSTACLES

OBST ID/ Designation	*OBST type*	*OBST position*	*ELEV/HGT*	*Markings/ Type, colour*	*Remarks*
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

LRDD AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	*Associated MET Office*	NIL
2	*Hours of service* *MET Office outside hours*	NIL
3	*Office responsible for TAF preparation* *Periods of validity Interval of issuance*	NIL
4	*Trend forecast* *Interval of issuance*	NIL
5	*Briefing / consultation provided*	NIL
6	*Flight documentation* *Language(s) used*	NIL
7	*Charts and other information available for briefing or consultation*	NIL
8	*Supplementary equipment available for providing information*	NIL
9	*ATS units provided with information*	NIL
10	*Additional information (limitation of service, etc.)*	NIL