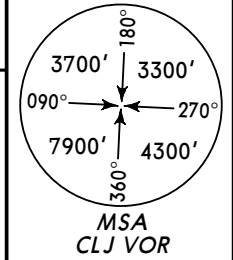


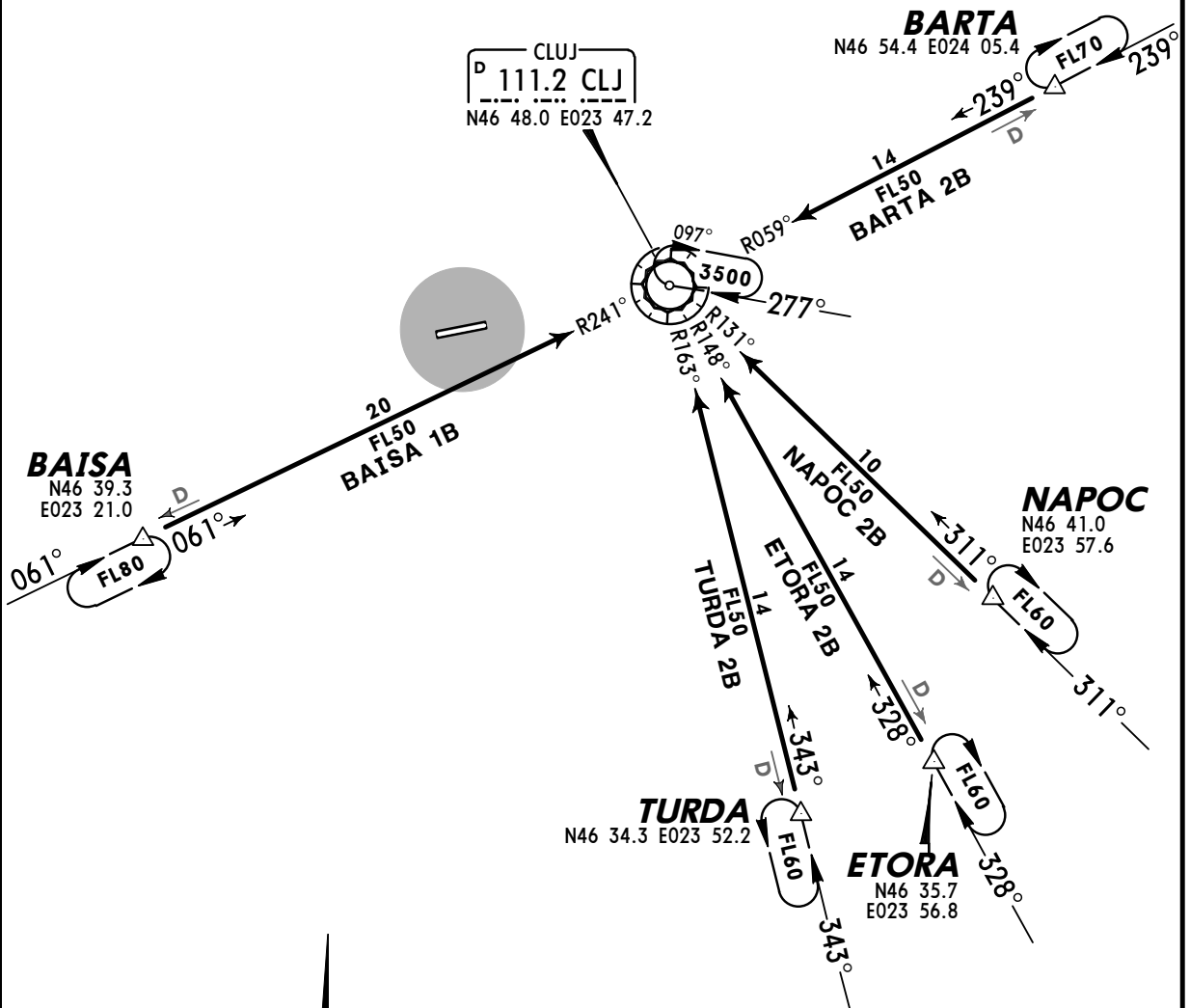
ATIS
125.52

Apt Elev
1035'

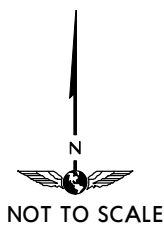
Alt Set: hPa (MM on req)
Trans level: By ATC Trans alt: 4000'



BAISA 1B [BAIS1B]
BARTA 2B [BART2B]
ETORA 2B [ETOR2B]
NAPOC 2B [NAPO2B]
TURDA 2B [TURD2B]
RWY 08 ARRIVALS
FROM EAST, SOUTH & SOUTHWEST



NOT FOR OPERATIONAL USE

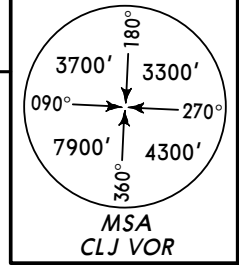


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
These routings also apply in case of communication failure for en-route clearance limit points:
BAISA, BARTA, ETORA, NAPOC, TURDA.

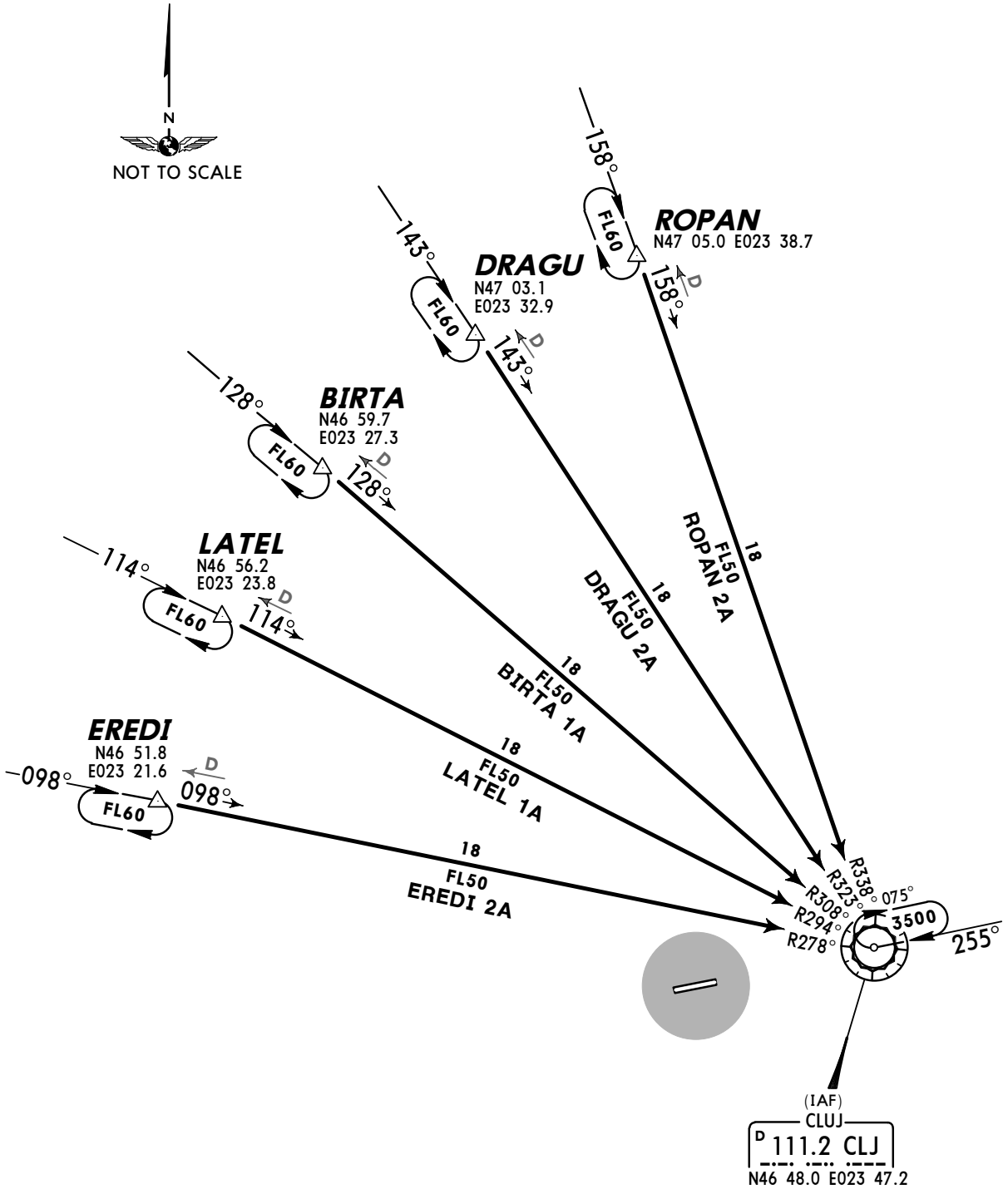
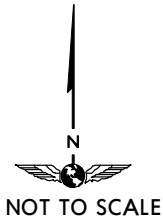
ATIS
125.52

Apt Elev
1035'

Alt Set: hPa (MM on req)
Trans level: By ATC Trans alt: 4000'



BIRTA 1A [BIRT1A]
DRAGU 2A [DRAG2A]
EREDI 2A [ERED2A]
LATEL 1A [LATE1A]
ROPAN 2A [ROPA2A]
RWY 26 ARRIVALS
FROM NORTHWEST



NOT FOR OPERATIONAL USE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

These routings also apply in case of communication failure for en-route clearance limit points: BIRTA, DRAGU, EREDI, LATEL, ROPAN.

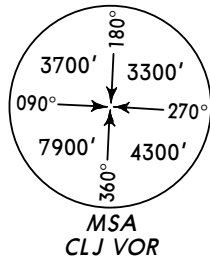
CHANGES: ATIS commissioned.

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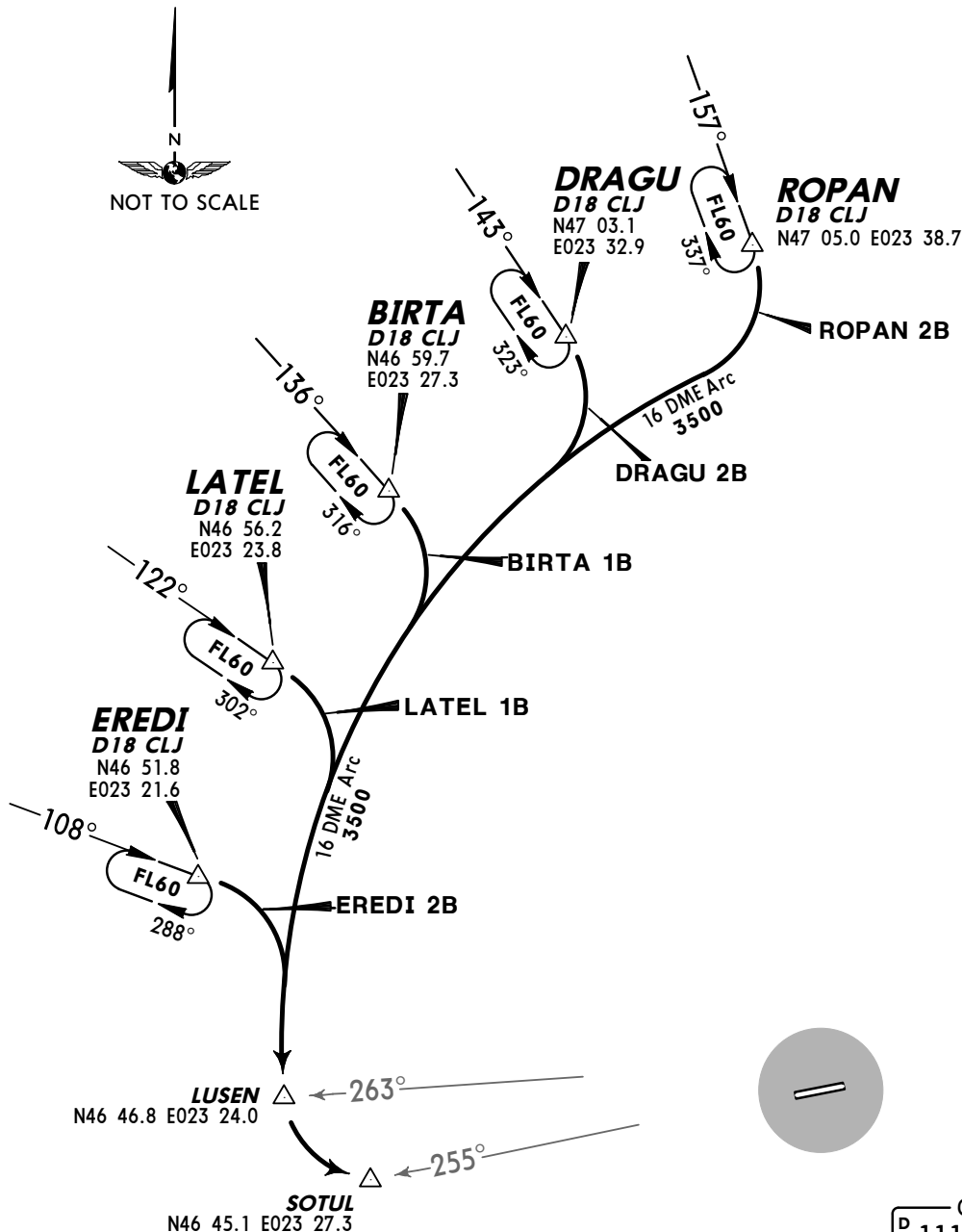
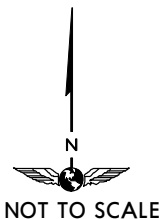
ATIS
125.52

Apt Elev
1035'

Alt Set: hPa (MM on req)
Trans level: By ATC Trans alt: 4000'



BIRTA 1B [BIRT1B]
DRAGU 2B [DRAG2B]
EREDI 2B [ERED2B]
LATEL 1B [LATE1B]
ROPAN 2B [ROPA2B]
RWY 08 ARRIVALS
FROM NORTHWEST



NOT FOR OPERATIONAL USE

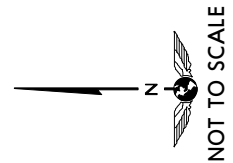
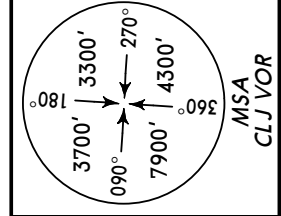
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS
These routings also apply in case of communication failure for en-route clearance limit points:
BIRTA, DRAGU, EREDI, LATEL, ROPAN.

CLUJ
P 111.2 CLJ
N46 48.0 E023 47.2

Apt Elev
1035'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.

**ABISU 1C [ABIS1C], ABISU 2C [ABIS2C]
BARTA 1C [BART1C]
RWY 26 DEPARTURES**
SPEED MAX 250 KT BELOW FL100

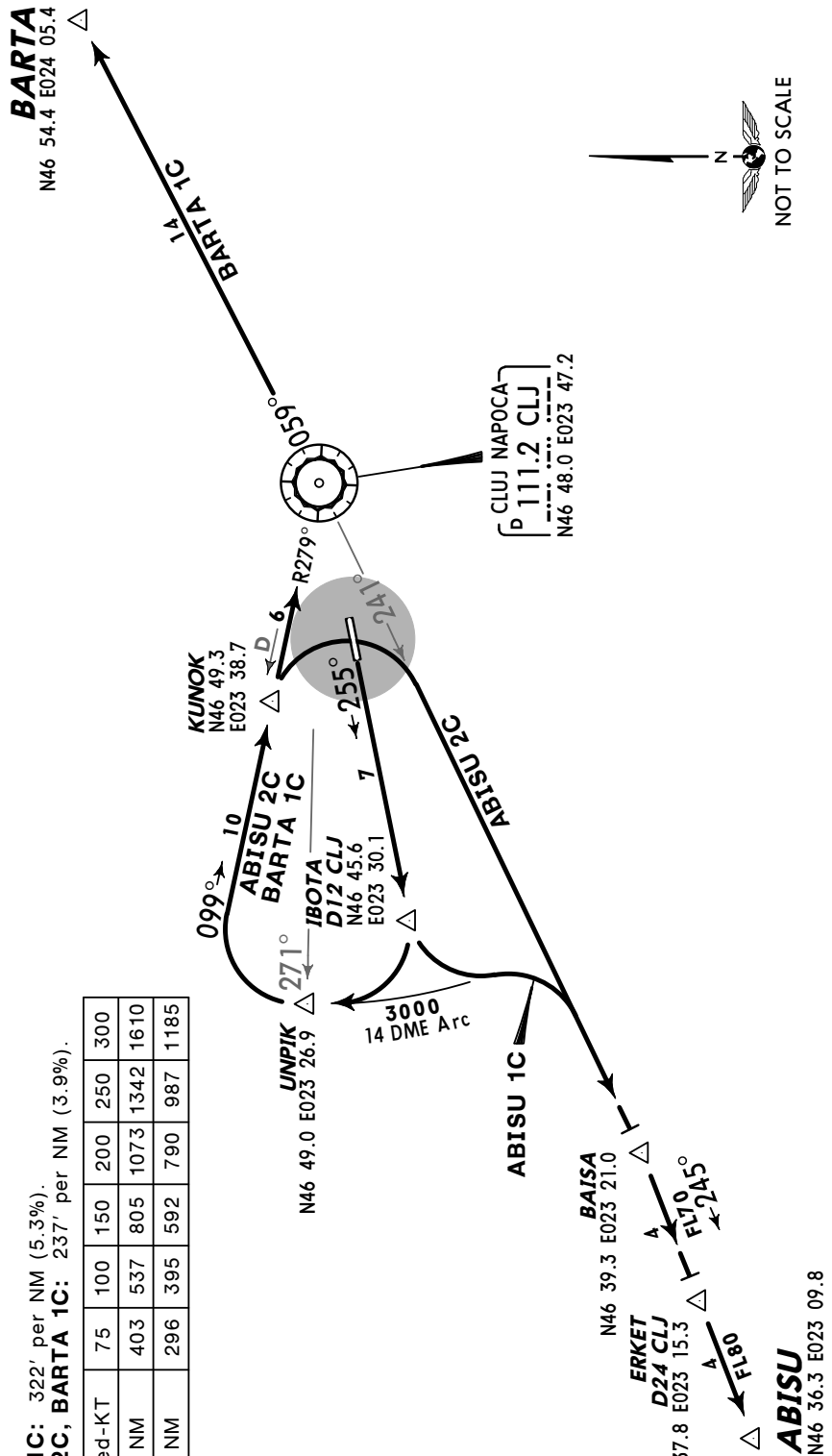


NOT FOR OPERATIONAL USE

SID	ROUTING
ABISU 1C	Climb on runway track to IBOTA, turn LEFT, intercept CLJ R-241 to BAISA, 245° track to ABISU.
ABISU 2C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UNPIK, turn RIGHT, intercept CLJ R-279 inbound to KUNOK, turn RIGHT, intercept CLJ R-241 to BAISA, 245° track to ABISU.
BARTA 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UNPIK, turn RIGHT, intercept CLJ R-279 inbound to CLJ, CLJ R-059 to BARTA.

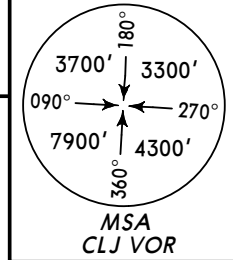
These SIDs require minimum climb gradients of
ABISU 1C: 322' per NM (5.3%).
ABISU 2C, BARTA 1C: 237' per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610
237' per NM	296	395	592	790	987	1185

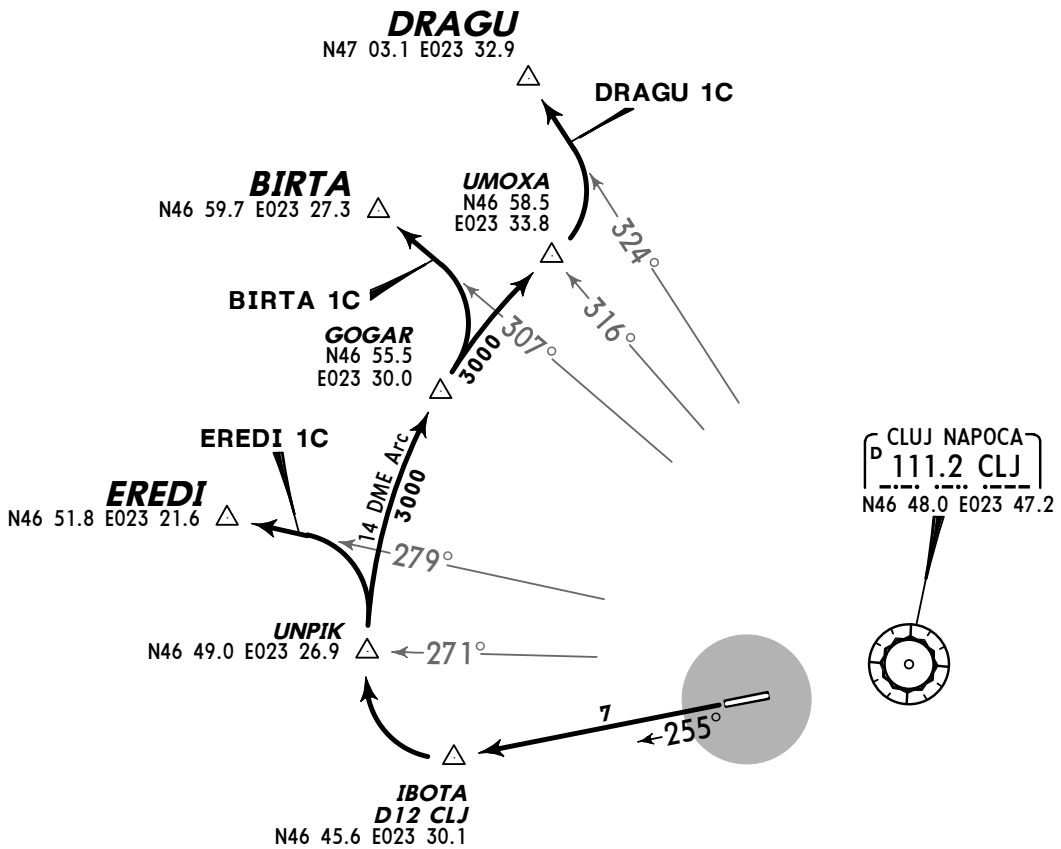


Apt Elev
1035'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.



**BIRTA 1C [BIRT1C], DRAGU 1C [DRAG1C]
EREDI 1C [ERED1C]
RWY 26 DEPARTURES**
~~SPEEDS~~ MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 237' per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

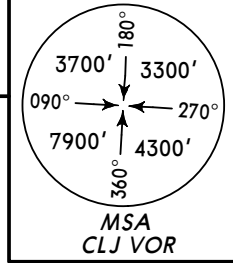


NOT FOR OPERATIONAL USE

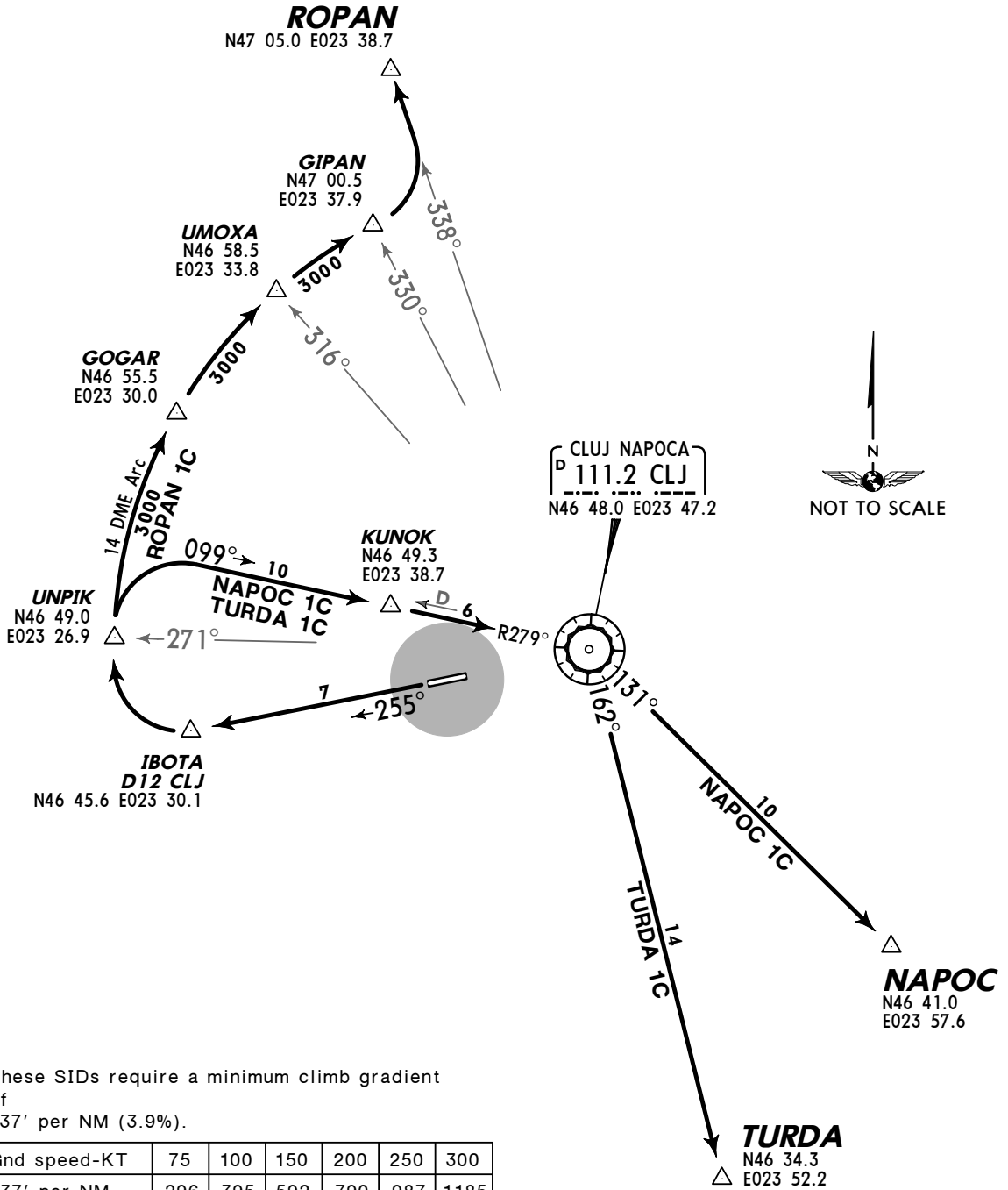
SID	ROUTING
BIRTA 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to GOGAR, turn LEFT, intercept CLJ R-307 to BIRTA.
DRAGU 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UMOXA, turn LEFT, intercept CLJ R-324 to DRAGU.
EREDI 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UNPIK, turn LEFT, intercept CLJ R-279 to EREDI.

Apt Elev
1035'

Trans level: By ATC Trans alt: 4000'
SIDs are also noise abatement routings. Strict adherence within the limit of performance criteria is mandatory.



**NAPOC 1C [NAPO1C], ROPAN 1C [ROPA1C]
TURDA 1C [TURD1C]
RWY 26 DEPARTURES**
~~SPEEDS~~ MAX 250 KT BELOW FL100

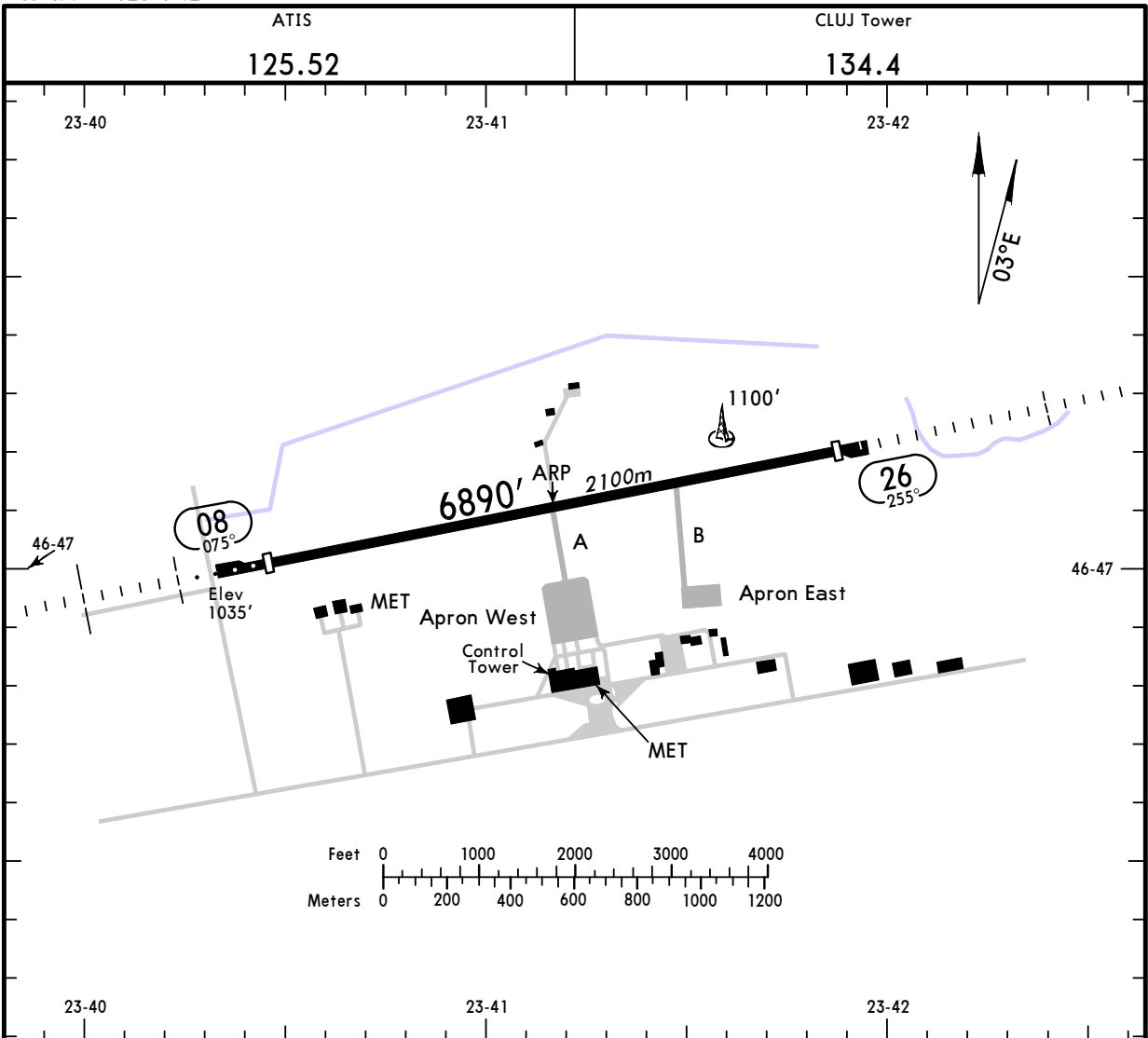


These SIDs require a minimum climb gradient of 237' per NM (3.9%).

Gnd speed-KT	75	100	150	200	250	300
237' per NM	296	395	592	790	987	1185

NOT FOR OPERATIONAL USE

SID	ROUTING
NAPOC 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UNPIK, turn RIGHT, intercept CLJ R-279 inbound to CLJ, turn RIGHT, CLJ R-131 to NAPOC.
ROPAN 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to GIPAN, turn LEFT, intercept CLJ R-338 to ROPAN.
TURDA 1C	Climb on runway track to IBOTA, turn RIGHT, along CLJ 14 DME arc to UNPIK, turn RIGHT, intercept CLJ R-279 inbound to CLJ, turn RIGHT, CLJ R-162 to TURDA.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (60m) ALS PAPI-L(3.0°)	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
08	HIRL (60m) CL (60m) ALS PAPI-L(3.0°)	6070'	1850m	6611' 2015m	98'
26	HIRL (60m) CL (60m) HIALS PAPI-L(3.2°)			6348' 1935m	30m

NOISE ABATEMENT PROCEDURES

The auxiliary power unit is permitted functioning max 15 minutes after block on time and may be started with max 30 minutes before scheduled time of departure.

Standard

TAKE-OFF 1

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

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

NOT FOR OPERATIONAL USE

STRAIGHT-IN RWY		A	B	C	D
08	PAR	1234' (200')	1234' (200')	1234' (200')	1234' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
26	ILS DME	1223' (200')	1223' (200')	1223' (200')	1223' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	1500' (477')	1500' (477')	1500' (477')	1500' (477')
		R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	PAR	1223' (200')	1223' (200')	1223' (200')	1223' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
VOR DME Rwy 08 or after PAR 08 or after ILS DME/LOC/PAR 26	2000' (965')	2000' (965')	2250' (1215')	2540' (1505')
	V1500m	V1600m	V2400m	V3600m
VOR DME Rwy 26	2000' (977')	2000' (977')	2250' (1227')	2540' (1517')
	V1500m	V1600m	V2400m	V3600m

① Not authorized South of airport.

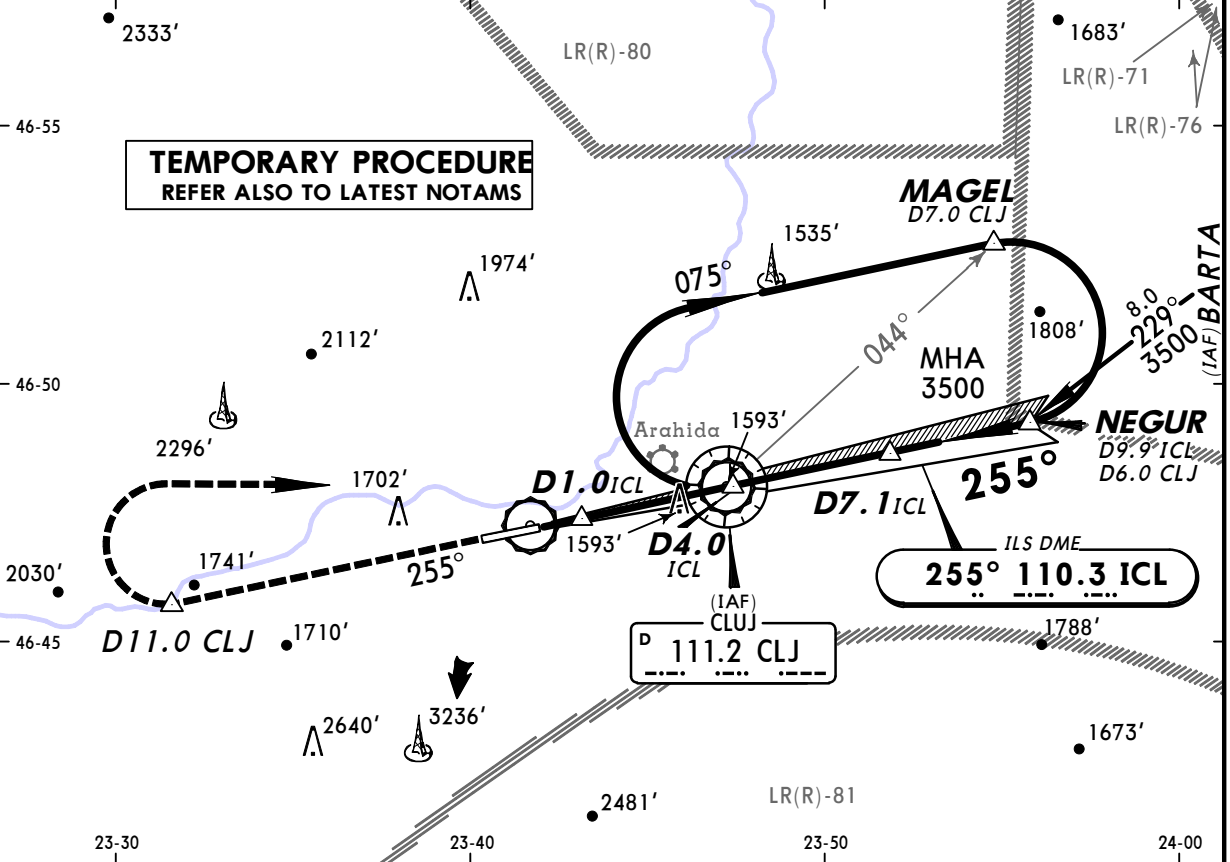
TAKE-OFF RWY 08, 26

LVP must be in force			
RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	200m	250m	400m
B			
C	250m	300m	500m
D			

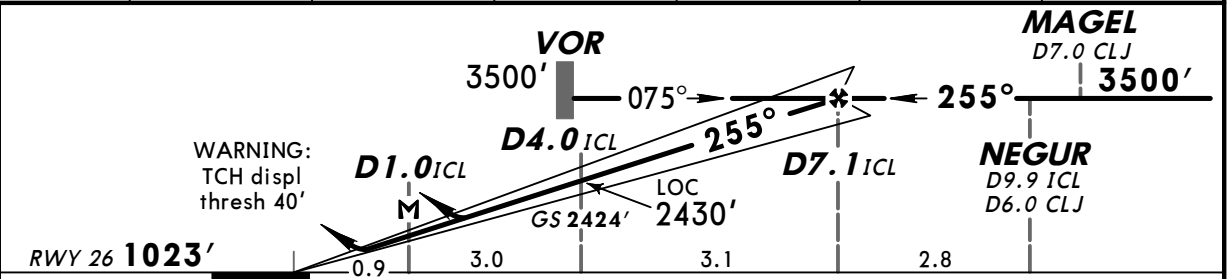
NOT FOR OPERATIONAL USE

ATIS 125.52		CLUJ Approach (R) 125.1		CLUJ Tower 134.4		<p>MSA CLJ VOR</p>
LOC ICL 110.3	Final Apch Crs 255°	GS D4.0 ICL 2424' (1401')	ILS DA(H) 1223' (200')	Apt Elev 1035' RWY 1023'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D11.0 CLJ, whichever is later, then turn RIGHT to VOR and join holding, or as directed.</p>						

Alt Set: hPa (MM on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 4000'



LOC (GS out)	ICL DME ALTITUDE	2.0	3.0	4.0	5.0	6.0
		1730'	2080'	2430'	2780'	3130'



Gnd speed-Kts	70	90	100	120	140	160		3500' D11.0 ↑ whichever later ↑
ILS GS or LOC Descent Angle 3.30°	414	532	591	710	828	946		
MAP at D1.0 ICL								

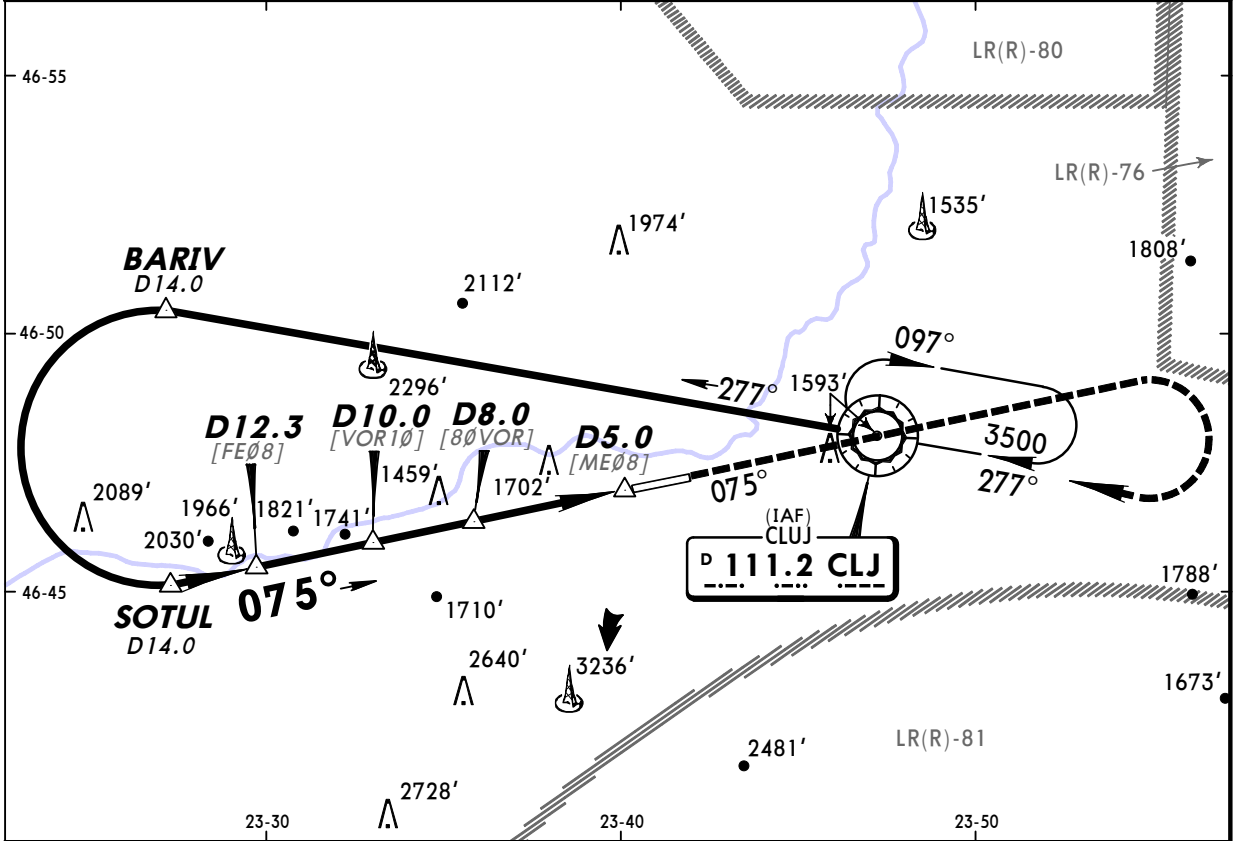
Standard				STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND Not authorized South of airport	
ILS DA(H) 1223' (200')		LOC (GS out) DA(H) 1500' (477')						Max Kts	MDA(H) VIS
FULL		Limited		ALS out		ALS out			
A						RVR 1500m		100	2000' (965') 1500m
B								135	2000' (965') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m				180	2250' (1215') 2400m
D						CMV 2200m		205	2540' (1505') 3600m

NOT FOR OPERATIONAL USE

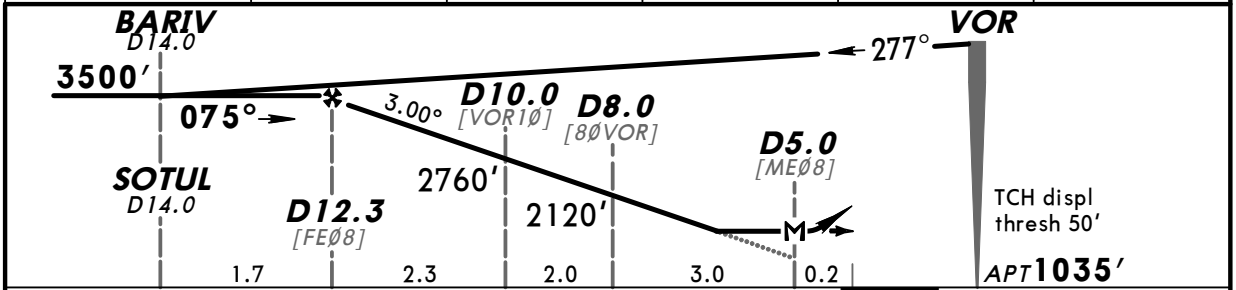
PANS OPS 4

BRIEFING STRIP™

ATIS 125.52		CLUJ Approach (R) 125.1		CLUJ Tower 134.4
VOR CLJ 111.2	Final Apch Crs 075°	Minimum Alt D12.3 3500' (2465')	MDA(H) Refer to Minimums	Apt Elev 1035'
MISSED APCH: Climb STRAIGHT AHEAD to 3500', then turn RIGHT to VOR and join holding, or as directed.				
Alt Set: hPa (MM on req)		Apt Elev: 37 hPa	Trans level: By ATC	Trans alt: 4000'
				MSA CLJ VOR



CLUJ DME	11.0	10.0	9.0	8.0	7.0
ALTITUDE	3080'	2760'	2440'	2120'	1800'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI
Descent angle 3.00°	372	478	531	637	743	849	
MAP at D5.0							

Standard		CIRCLE-TO-LAND	
		Not authorized South of airport	
	Max Kts	MDA(H)	Vis
	A 100	2000' (965')	1500m
	B 135	2000' (965')	1600m
	C 180	2250' (1215')	2400m
	D 205	2540' (1505')	3600m

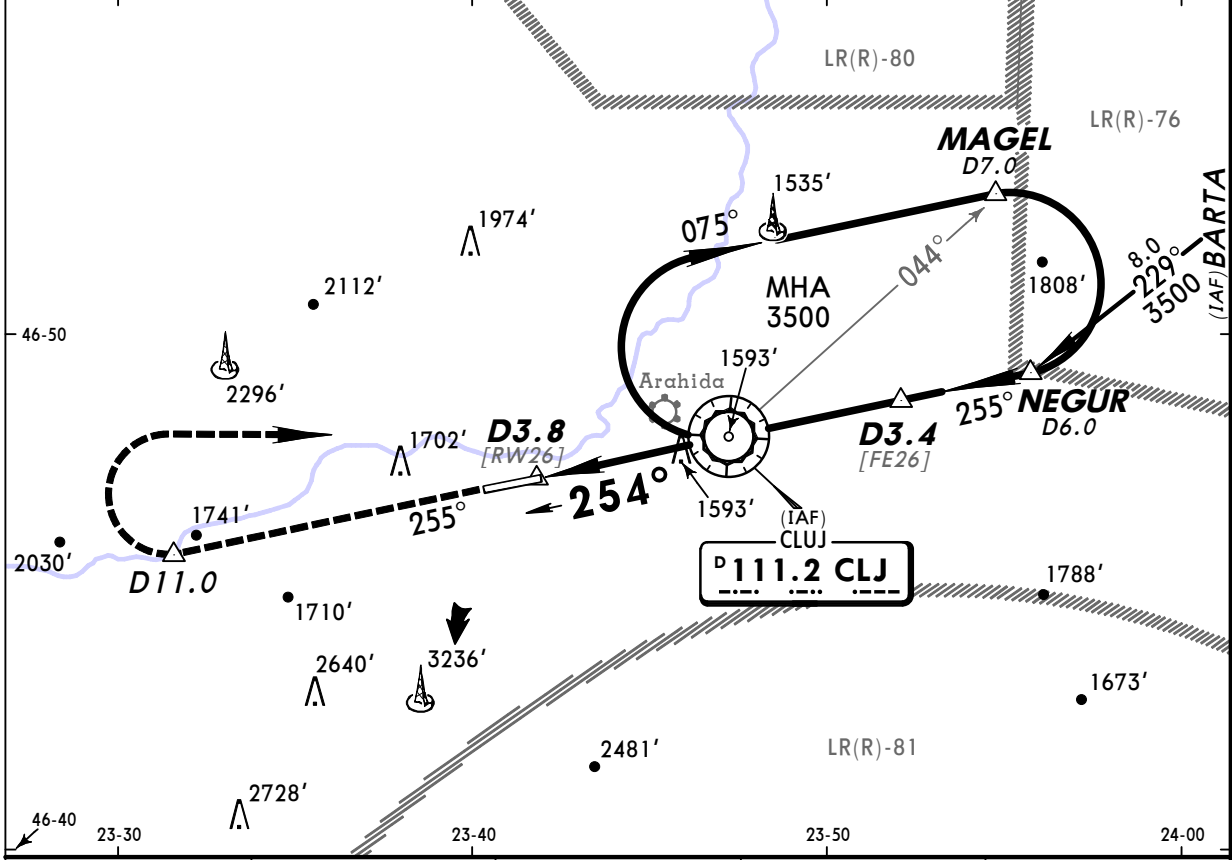
NOT FOR OPERATIONAL USE

PANS OPS 4

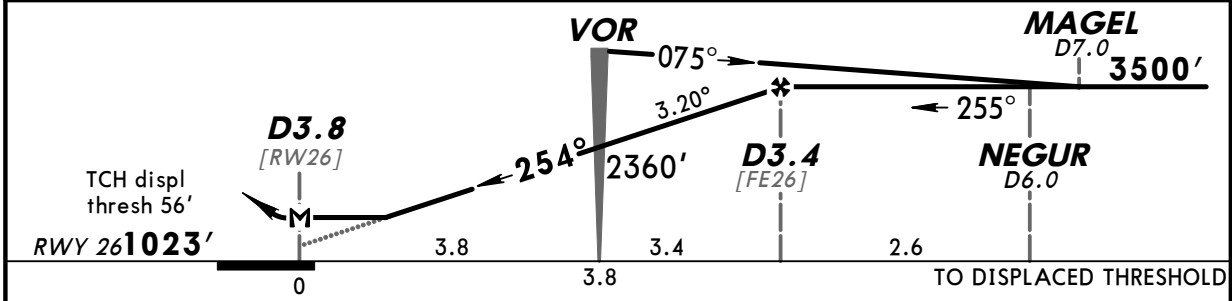
LRCL/CLJ
CLUJ-NAPOCA

BRIEFING STRIP™

ATIS 125.52		CLUJ Approach (R) 125.1		CLUJ Tower 134.4	
VOR CLJ 111.2	Final Apch Crs 254°	Minimum Alt D3.4 3500' (2477')	MDA(H) Refer to Minimums	Apt Elev 1035' RWY 1023'	
MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D11.0, whichever is later, then turn RIGHT to VOR and join holding, or as directed.					
Alt Set: hPa (MM on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 4000'					MSA CLJ VOR



CLUJ DME	2.0 after CLJ	1.0 after CLJ	1.0 before CLJ	2.0 before CLJ
ALTITUDE	1680'	2020'	2700'	3040'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3500' D11.0 ↑ ↑ whichever later
Descent angle 3.20°	396	510	566	679	793	906	
MAP at D3.8							

Standard		CIRCLE-TO-LAND	
		Not authorized South of airport	
	Max Kts	MDA(H)	VIS
	A 100	2000' (977')	1500m
	B 135	2000' (977')	1600m
	C 180	2250' (1227')	2400m
	D 205	2540' (1517')	3600m

1 Circling heights based on rwy 26 displaced threshold elevation of 1023'.

NOT FOR OPERATIONAL USE

PANS OPS 4

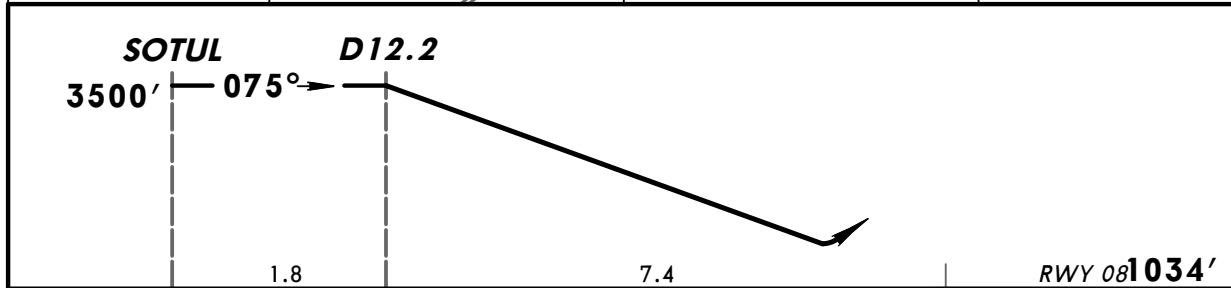
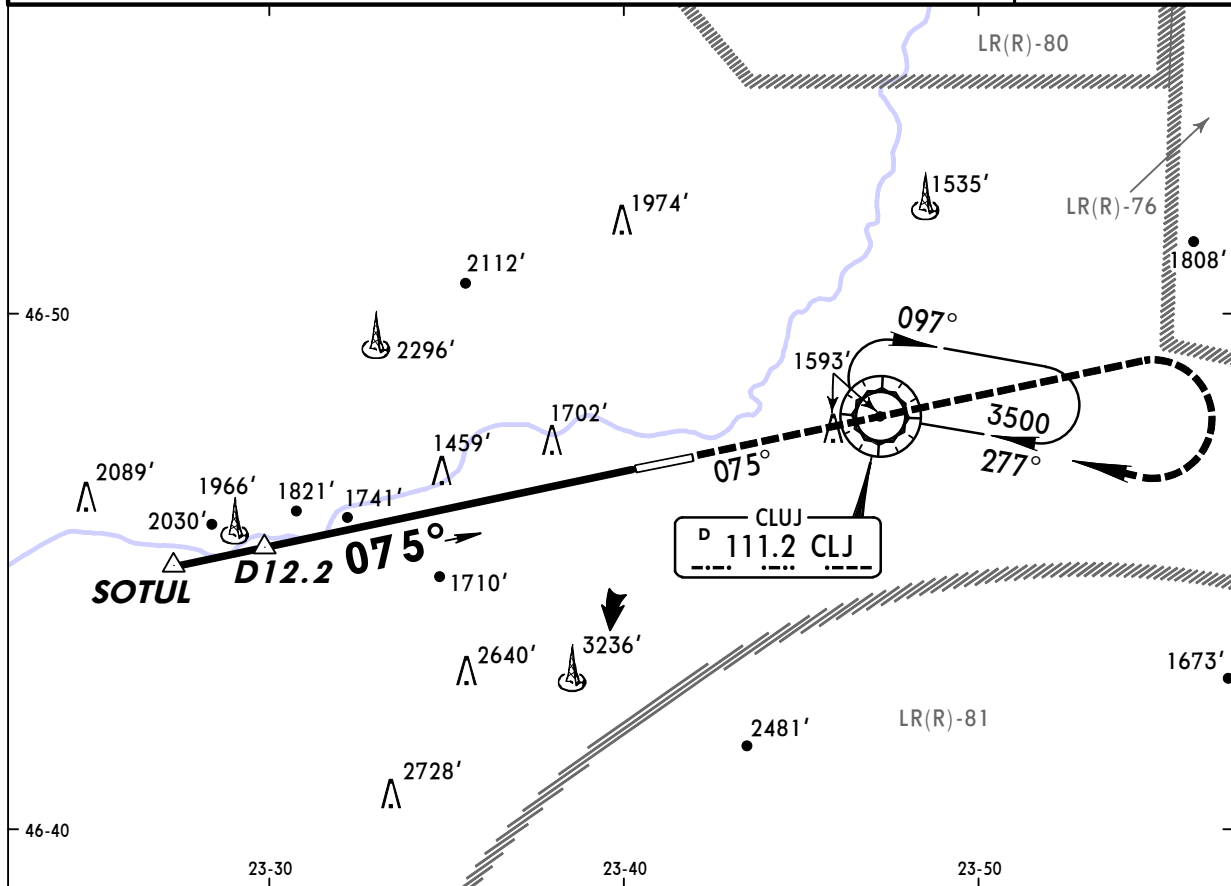
LRCL/CLJ CLUJ-NAPOCA

JEPPESEN
20 NOV 09 (18-1)

CLUJ-NAPOCA, ROMANIA
PAR Rwy 08

BRIEFING STRIP™

ATIS 125.52		CLUJ Approach (R) 125.1		CLUJ Precision (APP/PAR) 118.7		CLUJ Tower 134.4	
RADAR	Final Apch Crs 075°	PAR GS D12.2 3500' (2466')	PAR DA(H) 1234' (200')	Apt Elev 1035' RWY 1034'			
MISSED APCH: Climb STRAIGHT AHEAD to 3500', then turn RIGHT to VOR and join holding, or as directed.							MSA CLJ VOR
Alt Set: hPa (MM on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 4000' WARNING: Do not descent below 3500' before intercepting R-255 inbound VOR.							



Gnd speed-Kts	70	90	100	120	140	160	ALS 	3500' ↑
PAR GS 3.00°	377	484	538	646	753	861		

Standard				STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND	
				DA(H) 1234' (200')		Not authorized South of airport	
				ALS out		Max Kts	
A	RVR 1000m		RVR 1200m		100	2000' (965')	1500m
B					135	2000' (965')	1600m
C					180	2250' (1215')	2400m
D					205	2540' (1505')	3600m

NOT FOR OPERATIONAL USE
PANS OPS 4

CHANGES: Minimums.

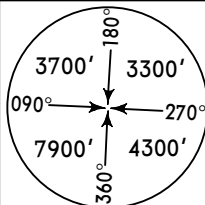
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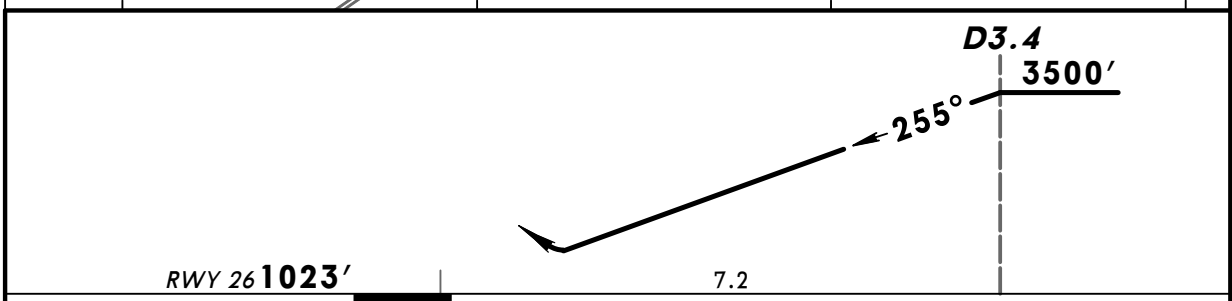
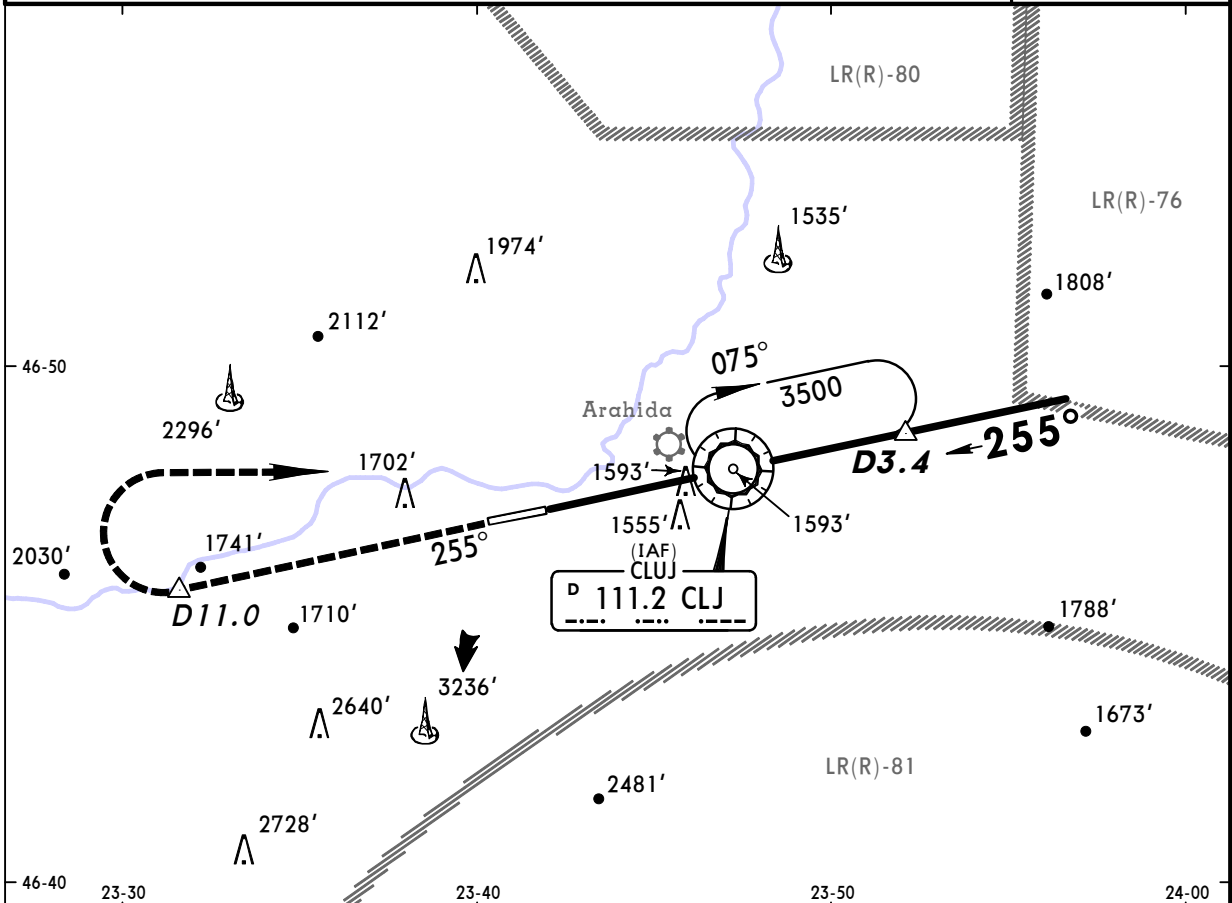
LRCL/CLJ
CLUJ-NAPOCA

JEPPESEN
20 NOV 09 (18-2)

CLUJ-NAPOCA, ROMANIA
PAR Rwy 26

BRIEFING STRIP™

ATIS 125.52		CLUJ Approach (R) 125.1		CLUJ Precision (APP/PAR) 118.7		CLUJ Tower 134.4	
RADAR	Final Apch Crs 255°	PAR GS D3.4 3500' (2477')	PAR DA(H) 1223' (200')	Apt Elev 1035' RWY 1023'			
MISSED APCH: Climb STRAIGHT AHEAD to 3500' or D11.0, whichever is later, then turn RIGHT to VOR and join holding, or as directed.							MSA CLJ VOR
Alt Set: hPa (MM on req)		Rwy Elev: 37 hPa	Trans level: By ATC	Trans alt: 4000'			



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3500' D11.0 whichever later
PAR GS	3.20°	401	516	574	688	803	

Standard STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND	
DA(H) 1223' (200')			Not authorized South of airport	
ALS out		Max Kts	MDA(H)	VIS
A	RVR 750m	RVR 1200m	100	2000' (965') 1500m
B			135	2000' (965') 1600m
C			180	2250' (1215') 2400m
D			205	2540' (1505') 3600m

NOT FOR OPERATIONAL USE

PANS OPS 4

CHANGES: Minimums.

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