

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
16	HIRL (60m) CL (15m) ① HIALS PAPI-L (3.0°)				98'
34	HIRL (60m) CL (15m) ① HIALS-II TDZ PAPI-L (3.0°)		5772' 1759m		30m

① Configuration unknown

Standard

TAKE-OFF ①

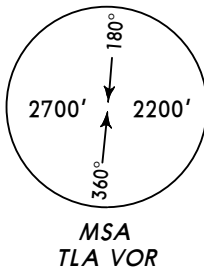
	All Rwys					
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

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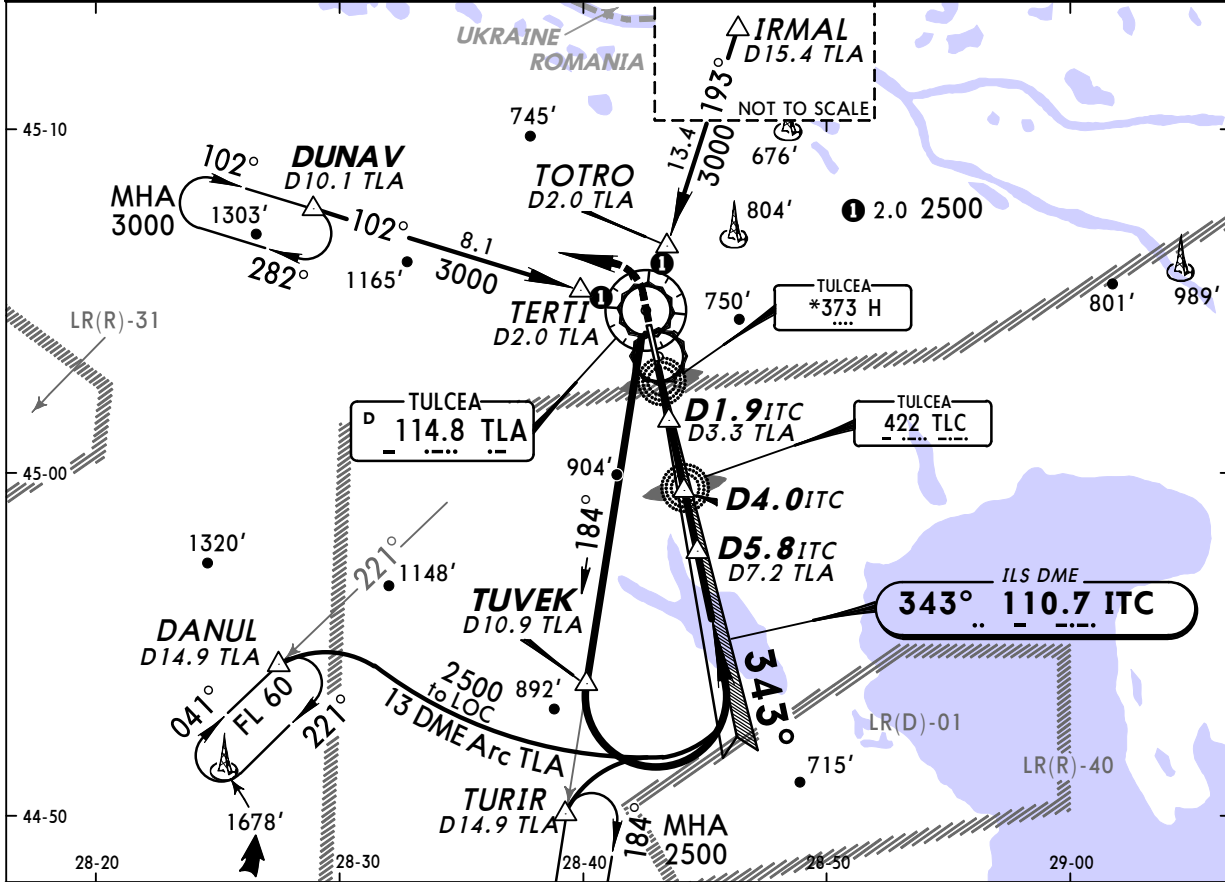
Approach Control through Tower
*TULCEA Tower
120.3



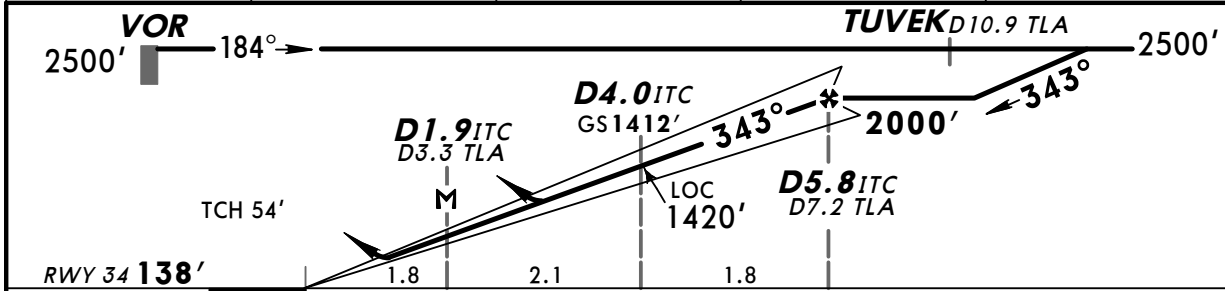
LOC ITC 110.7	Final Apch Crs 343°	GS D4.0 ITC 1412' (1274')	ILS DA(H) 338' (200')	Apt Elev 200' RWY 138'
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MISSED APCH: Climb STRAIGHT AHEAD on Rwy track to 1000', then turn LEFT and join DUNAV holding at 3000'.

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 3000'



LOC (GS out)	ITC DME	3.0	4.0	5.0
	ALTITUDE	1100'	1420'	1730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI-L 1000' on track RWY
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861	
MAP at D1.9 ITC/D3.3 TLA							

Standard				STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	MDA(H)		VIS
DA(H) 338' (200')		DA(H) 740' (602')					
FULL	Limited	ALS out	ALS out				
A				100		1200' (1000')	1500m
B				135	RVR 1500m	1200' (1000')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	180		1300' (1100')	2400m
D				205	CMV 2100m CMV 2400m	1300' (1100')	3600m

CHANGES: Lights. Minimums.

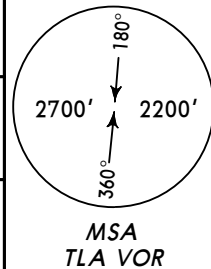
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PANS OPS 4

BRIEFING STRIP™

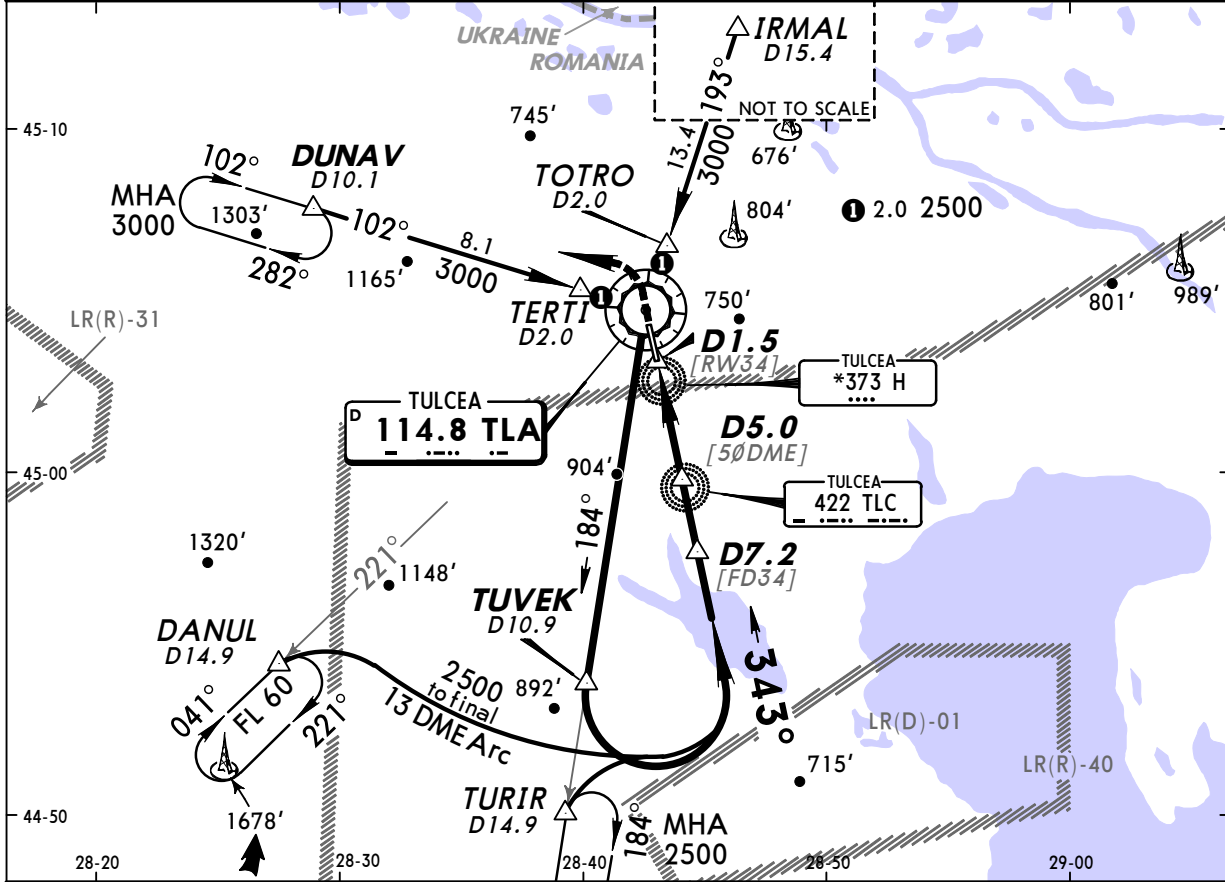
Approach Control through Tower
*TULCEA Tower
120.3



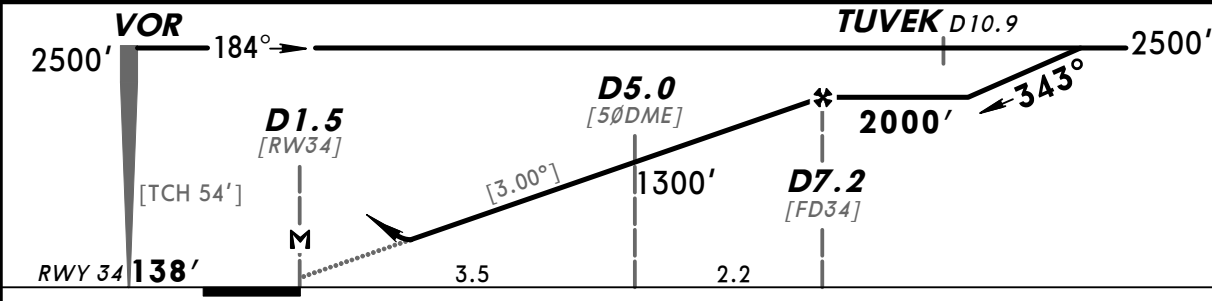
VOR TLA 114.8	Final Apch Crs 343°	Minimum Alt D7.2 2000' (1862')	DA(H) 510' (372')	Apt Elev 200' RWY 138'
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MISSED APCH: Climb STRAIGHT AHEAD on Rwy track to 1000', then turn LEFT and join DUNAV holding at 3000'.

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 3000'



TLA DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	660'	980'	1300'	1620'	1930'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI-L	1000' on track
Descent angle	3.00°	372	478	531	637	743		
MAP at D1.5								

Standard STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND		
DA(H) 510' (372')					
	ALS out	Max Kts	MDA(H)	VIS	
A		100	1200' (1000')	1500m	
B	RVR 1500m	135	1200' (1000')	1600m	
C	RVR 1000m	180	1300' (1100')	2400m	
D	RVR 1700m	205	1300' (1100')	3600m	

CHANGES: Lights. Minimums.

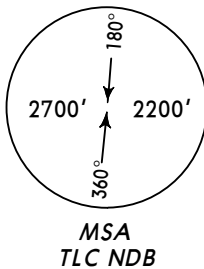
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BRIEFING STRIP™

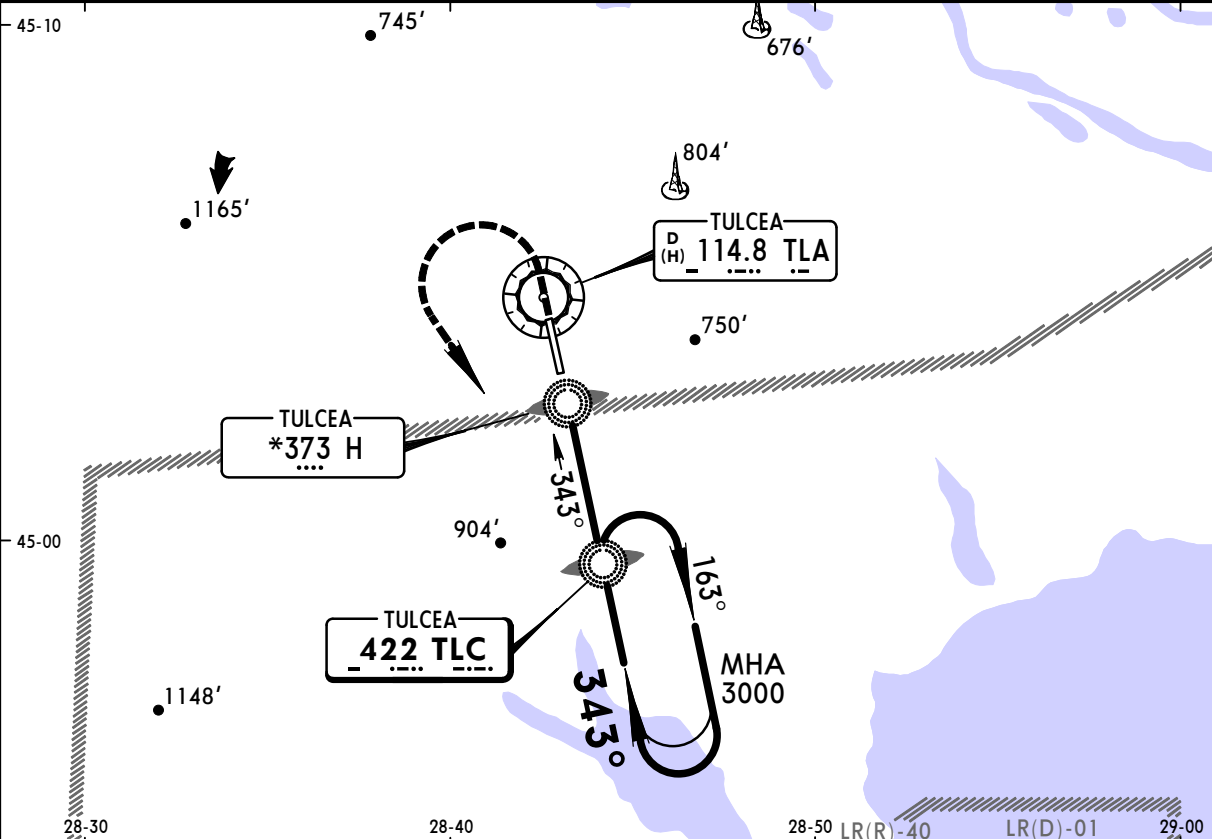
Approach Control through Tower
*TULCEA Tower
120.3



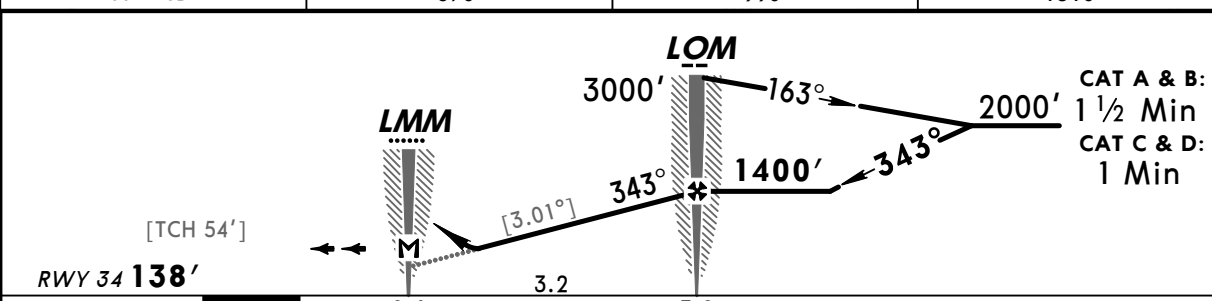
NDB TLC 422	Final Apch Crs 343°	Minimum Alt LOM 1400' (1262')	DA(H) 510' (372')	Apt Elev 200' RWY 138'
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MISSED APCH: Climb STRAIGHT AHEAD on Rwy track to 1000', then turn LEFT to TLC NDB and join holding at 3000'.

Alt Set: hPa (MM on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 3000'



TLA DME	3.0	4.0	5.0
ALTITUDE	670'	990'	1310'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI-L	1000' on track ↑	RWY	
Desc angle	3.01°	373	479	532	639	745				852
MAP at LMM										

Standard STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND		
DA(H) 510' (372')					
A	ALS out	Max Kts	MDA(H)	VIS	
B	RVR 1500m	100	1200' (1000')	1500m	
C	RVR 1000m	135	1200' (1000')	1600m	
D	RVR 1700m	180	1300' (1100')	2400m	
		205	1300' (1100')	3600m	

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