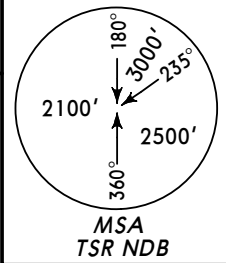


ATIS
123.12

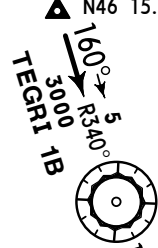
Apt Elev
348'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 3000'



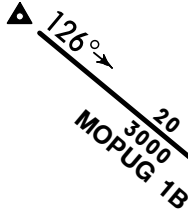
MOPUG 1B [MOPU1B], PABLI 1B [PABL1B]
ROMUX 1B [ROMU1B], TEGRI 1B
RWY 11 ARRIVALS

TEGRI
D28.3 ITS
N46 15.8 E021 06.3



ARAD
D 109.0 ARD
N46 11.0 E021 08.6

MOPUG
D33.1 ITS
N46 09.8 E020 42.5



DOSAG
D12.7 ITS
N46 00.9 E021 13.1



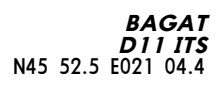
GIROK
D12.7 ITS
N45 56.8 E021 05.0



DEDUK
D9.1 ITS
N45 54.5 E021 09.1



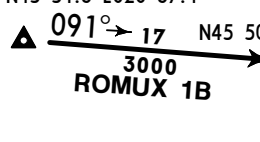
BAGAT
D11 ITS
N45 52.5 E021 04.4



TIMISOARA
408 TSR
N45 49.1 E021 18.3

ILS DME
TIMISOARA
D (110.9) ITS
N45 49.0 E021 19.4

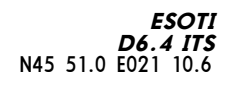
ROMUX
D29.4 ITS
N45 51.3 E020 37.4



GINTA
D12.8 ITS
N45 50.1 E021 01.1

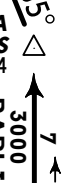


ESOTI
D6.4 ITS
N45 51.0 E021 10.6



TIMISOARA
378 TA
N45 50.2 E021 13.9
D4 ITS

ALOX
D6.5 ITS
N45 42.5 E021 18.4



PABLI
D13.8 ITS
N45 35.2 E021 18.4

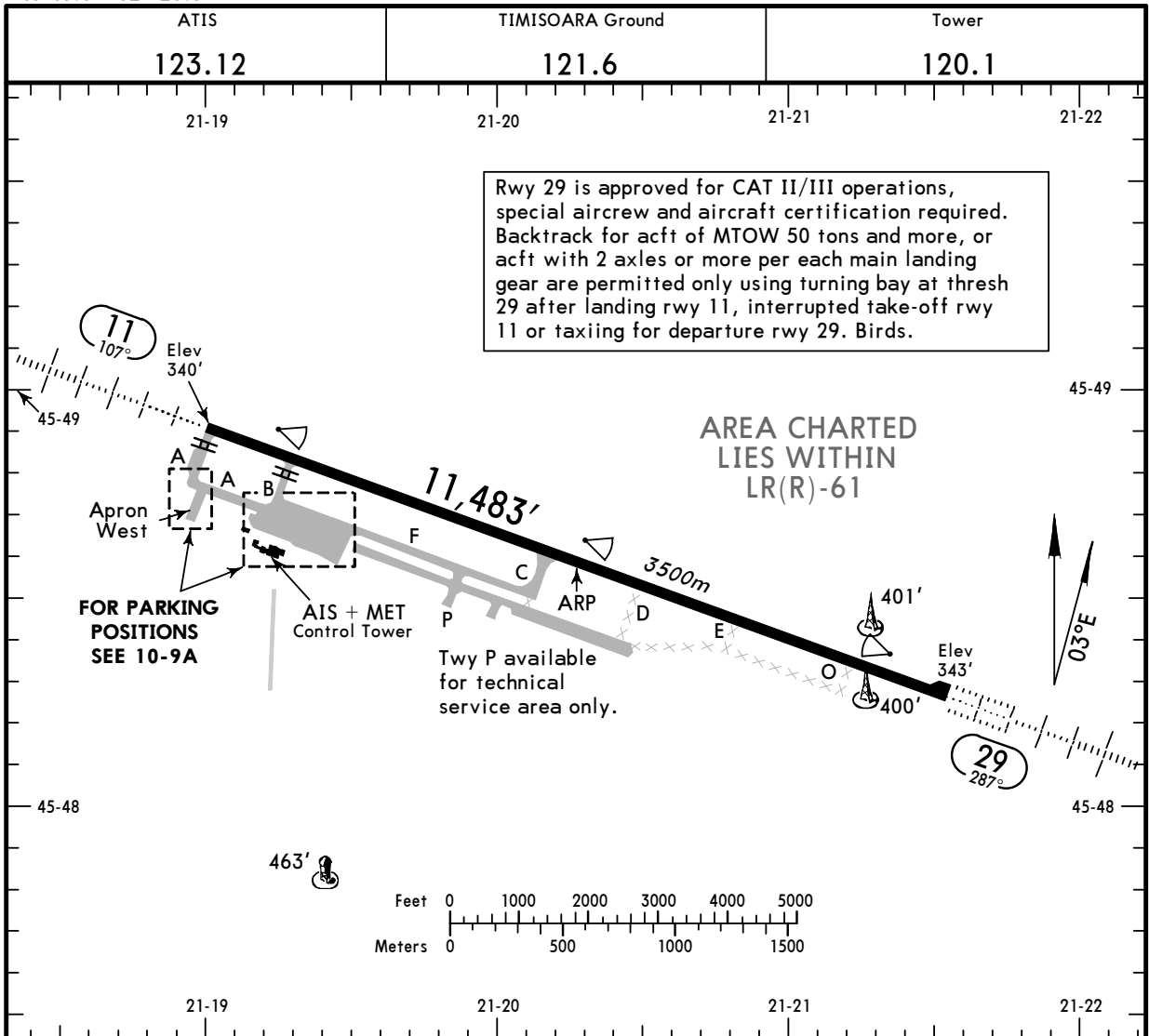


NOT FOR OPERATIONAL USE

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 ▲ Clearance limit:
 MOPUG, ROMUX, PABLI, TEGRI
 Descend in holding pattern from last assigned FL to the minimum FL/altitude of the appropriate STAR and carry out instrument approach to runway 11, if needed followed by circling to runway 29.
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

CHANGES: ATIS frequency.

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ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR	USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
11	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		9842' 3000m	1	148'
29	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L (3.0°) RVR		10,346' 3154m		45m

1 TAKE-OFF RUN AVAILABLE
RWY 11:
From rwy head 11,483' (3500m)
twy B int 10,115' (3083m)

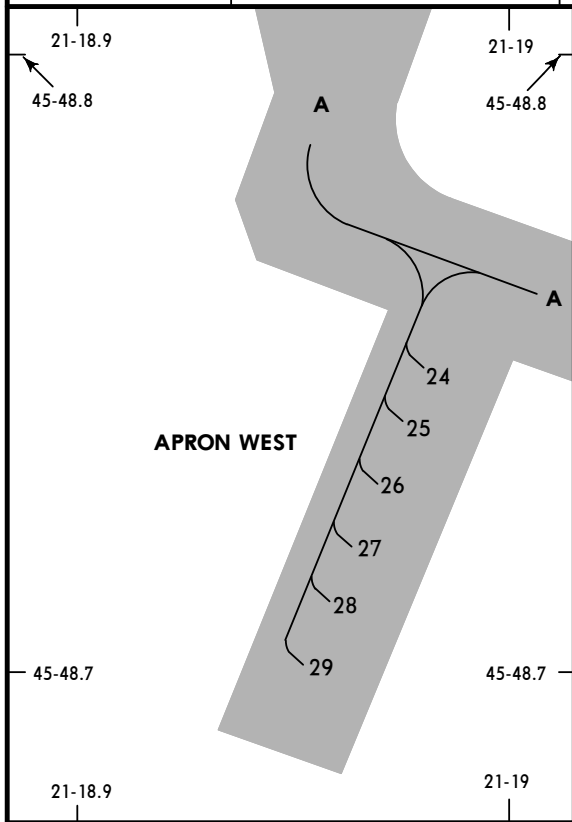
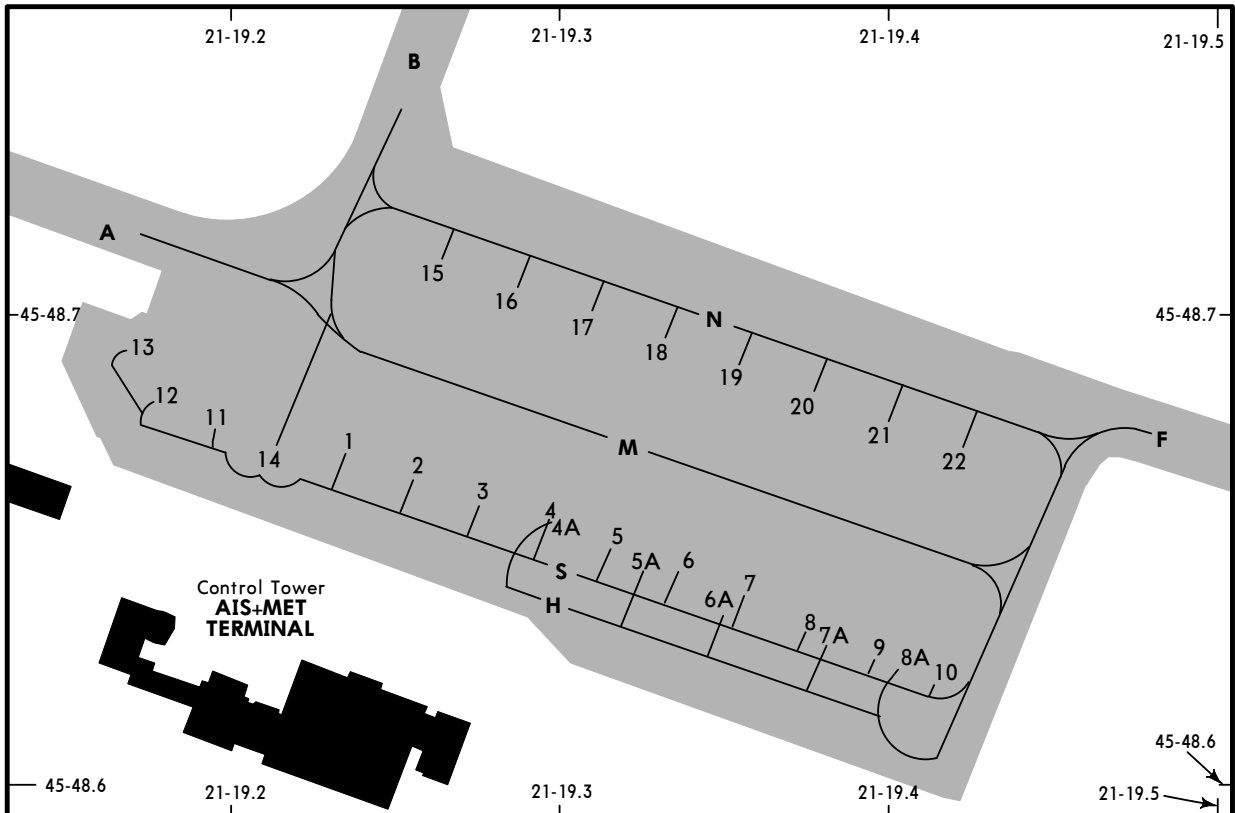
Standard

TAKE-OFF **1**

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

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

NOT FOR OPERATIONAL USE



INS COORDINATES

STAND No.	COORDINATES
1	N45 48.7 E21 19.2
2	N45 48.7 E21 19.3
3 thru 5	N45 48.6 E21 19.3
6 thru 9	N45 48.6 E21 19.4
10	N45 48.6 E21 19.5
11 thru 14	N45 48.7 E21 19.2
15 thru 18	N45 48.7 E21 19.3
19 thru 21	N45 48.7 E21 19.4
22	N45 48.6 E21 19.4
Apron West	
24 thru 29	N45 48.7 E21 19.0

NOT FOR OPERATIONAL USE

LOW VISIBILITY PROCEDURES

CRITERIA FOR THE INITIATION AND TERMINATION OF LVP

APPROACH AND LANDING

- The preparation phase will be implemented when VIS falls below 1500m and is deteriorated to 800m or ceiling is 500ft and is deteriorated to 200ft and CAT II/IIIA OPS are expected.
- The OPS phase will be commenced when the RVR falls below 600m (VIS falls below 800m) or ceiling is below 200ft.
- LVP will be terminated when RVR is greater than 600m and ceiling is greater than 200ft and a continuing improvement in these conditions is anticipated.

TAKE-OFF

- LVP OPS will be provided when requested by an acft operator to conduct Low Visibility Take-off (LVTO) when the RVR is below 400m.
- If LVP OPS are not in force, LVTO must be requested a mim of 30 min in advance to permit the appropriate preparations.

GROUND MOVEMENT RESTRICTIONS

- Acft movements on manoeuvring area to/from RWY 11/29 should be made using the Std Taxi Routes.
- Upon receiving taxi clearance, acft must only proceed when a green centerline path is illuminated.
- During LVTO, taxiing is normally restricted to one acft movement at a time. Operation of vehicles on the manoeuvring area is not permitted when LVTO is in progress.

DESCRIPTION OF LVP

1. CAT II/IIIA APPROACH AND LANDING

- Pilots will be informed by ATIS or RTF when LVP are in operation;
- The LOC sensitive area will be protected when a landing acft is within 4 NM from touchdown.

ATC will provide suitable spacing between acft on final apch to achieve this objective.

2. LOW VISIBILITY TAKE-OFF

Acft movements on the apron must be carried out with the direction of a "FOLLOW-ME" car.

STANDARD TAXI ROUTES

1. ARRIVAL INFORMATION

	Instruction given by ATC				Taxiway to be followed	Remarks
	Taxi via standard taxi route	Taxi Route		Stand number ...		
Arrival on RWY 29			Arrival 1A		To Apron	...
	Arrival 1B		TWY B			
	Arrival 2A		To Apron West	...	TWY A	Only for acft with wingspan < 24m.
	Arrival 2B				TWY B, A	

2. DEPARTURE INFORMATION

	Instruction given by ATC				Taxiway to be followed	Remarks	
	DEP from	Taxi via Std taxi route	Taxi Route				
DEP from			Apron	Taxi via Std taxi route	DEP 1A	To holding point	R W Y 11
	DEP 1B	B			TWY B, turn left, taxi to the end of RWY and line-up THR		
	Apron West	DEP 2A	B		R W Y 11	TWY A	Only for acft with wingspan < 24m.
		DEP 2B				TWY A, TWY B, turn left, taxi to the end of RWY and line-up THR	
	Apron	DEP 1C	B		R W Y 29	TWY B, turn right, taxi to the end of RWY and line-up THR	Only for acft with wingspan < 24m.
	Apron West	DEP 1D				B	

NOT FOR OPERATIONAL USE

STRAIGHT-IN RWY		A	B	C	D
11	ILS	540' (200')	540' (200')	540' (200')	540' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	730' (390')	730' (390')	730' (390')	730' (390')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
NDB DME	730' (390')	730' (390')	730' (390')	730' (390')	
	R900m	R1000m	R1000m	R1400m	
<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m	
29	CAT II ILS	443' (100')	443' (100')	443' (100')	443' (100')
		RA 100' R300m	RA 100' R300m	RA 100' R300m	RA 100' R300m
	ILS	543' (200')	543' (200')	543' (200')	543' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	640' (297')	640' (297')	640' (297')	640' (297')
		R800m	R800m	R800m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1800m
	NDB DME	650' (302')	650' (302')	650' (302')	650' (302')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	NDB	770' (422')	770' (422')	870' (522')	870' (522')
R900m		R1000m	R1200m	R1600m	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized South of airport	810' (462')	850' (502')	1010' (662')	1050' (702')
	V1500m	V1600m	V2400m	V3600m

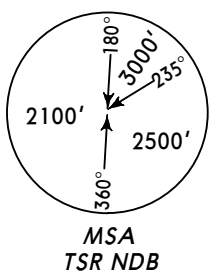
TAKE-OFF RWY 11, 29

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

NOT FOR OPERATIONAL USE

BRIEFING STRIP™

ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
LOC ITS 110.9	Final Apch Crs 107°	GS D2.0 ITS 977' (637')	ILS DA(H) 540' (200')	Apt Elev 348' RWY 340'	

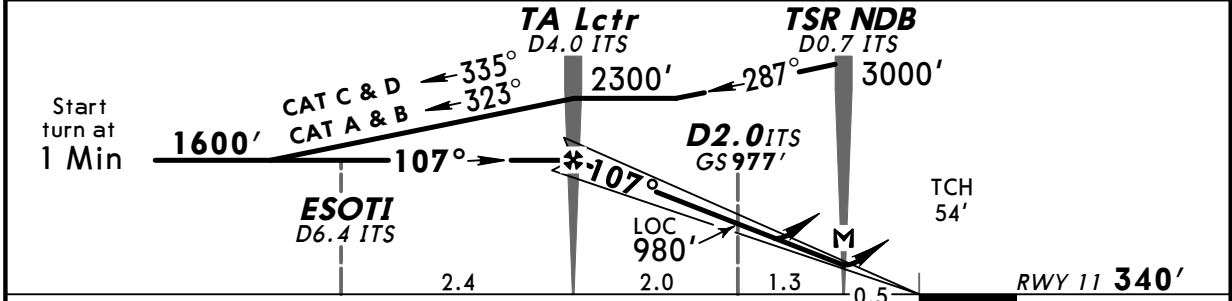


MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to TSR NDB and hold at 3000'.

Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



LOC (GS out)	ITS DME	3.0	2.0	1.0
	ALTITUDE	1300'	980'	660'



Gnd speed-Kts	70	90	100	120	140	160		2000'	3000'	TSR
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861		↑	←	408
MAP at TSR NDB/D0.7 ITS										

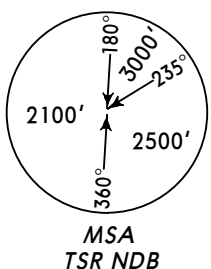
Standard					STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND Not authorized South of airport		
ILS DA(H) 540' (200')		LOC (GS out) DA(H) 730' (390')								
FULL		Limited	ALS out	ALS out	Max Kts	MDA(H)		VIS		
A					100	810' (462')		1500m		
B					135	850' (502')		1600m		
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1100m	180	1010' (662')		2400m		
D					205	1050' (702')		3600m		

NOT FOR OPERATIONAL USE

PANS OPS 4

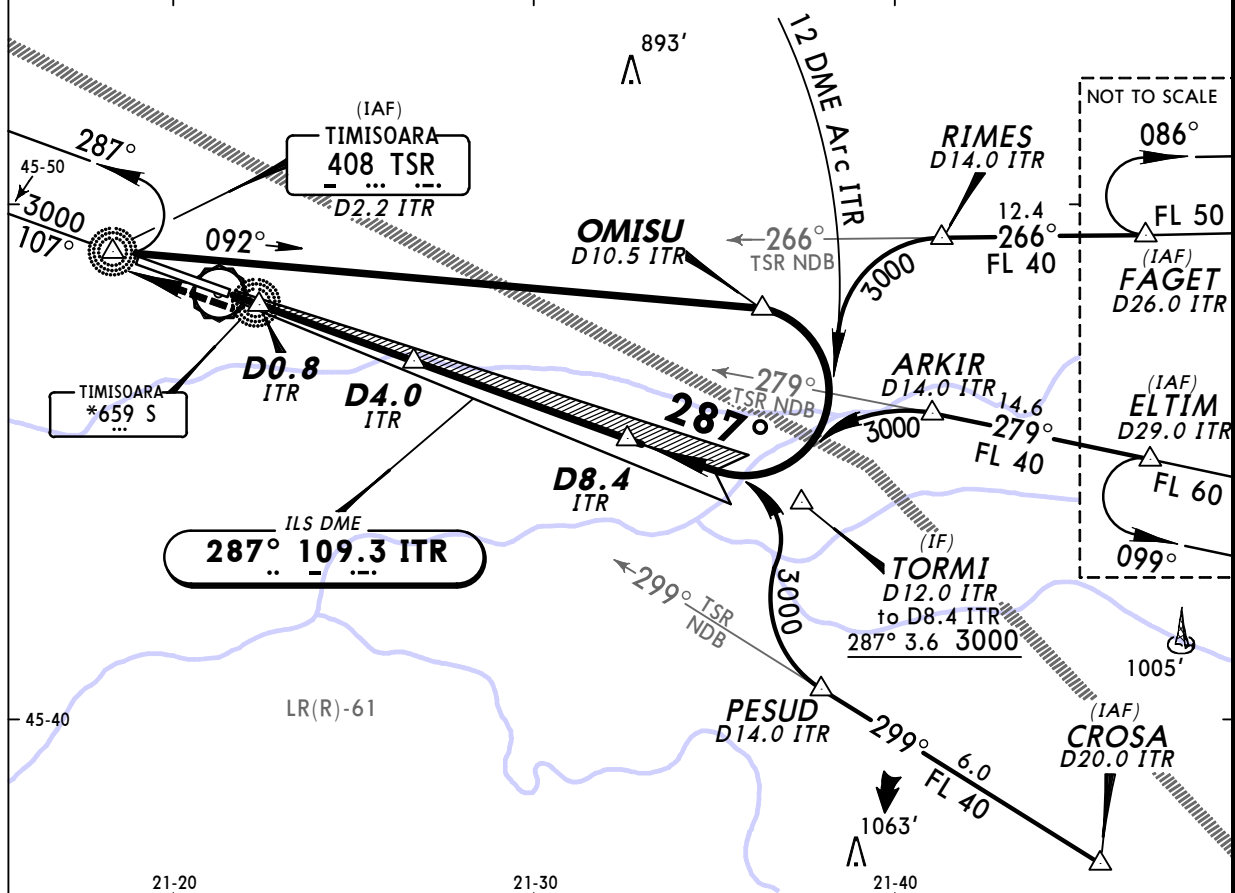
BRIEFING STRIP

ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
LOC ITR 109.3	Final Apch Crs 287°	GS D4.0 ITR 1611' (1268')	ILS DA(H) 543' (200')	Apt Elev 348' RWY 343'	

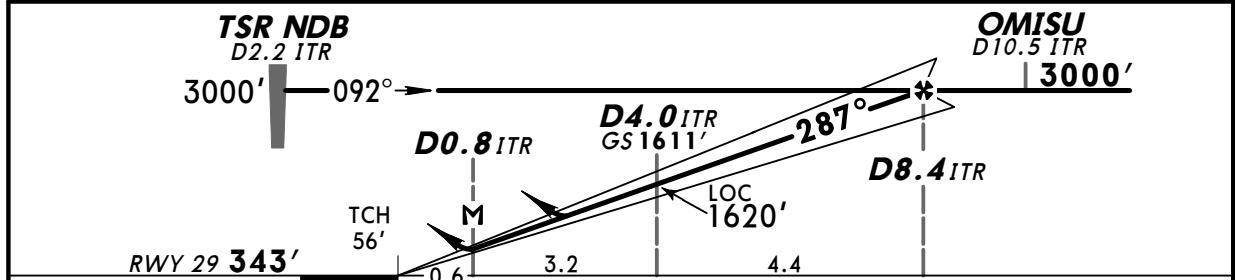


MISSED APCH: Climb STRAIGHT AHEAD to TSR NDB and hold at 3000'.

Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



LOC (GS out)	ITR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	660'	980'	1300'	1620'	1930'	2250'	2570'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	3000'	TSR 408
ILS GS or LOC Descent angle 3.00°	377	484	538	646	753	861			
MAP at D0.8 ITR									

STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND	
ILS DA(H) 543' (200')			LOC (GS out) DA(H) 640' (297')		Not authorized South of airport	
	FULL	Limited	ALS out	ALS out	Max Kts	MDA(H) VIS
A					100	810' (462') 1500m
B					135	850' (502') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	180	1010' (662') 2400m
D				RVR 1400m	205	1050' (702') 3600m

NOT FOR OPERATIONAL USE

PANS OPS 4

CHANGES: ATIS. Minimums.

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LRTR/TSR
TRAIAN VUIA

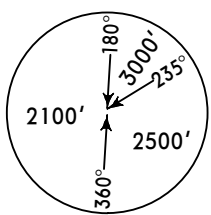
9 OCT 09
Eff 22 Oct

11-2A

TIMISOARA, ROMANIA
CAT II ILS Rwy 29

BRIEFING STRIP

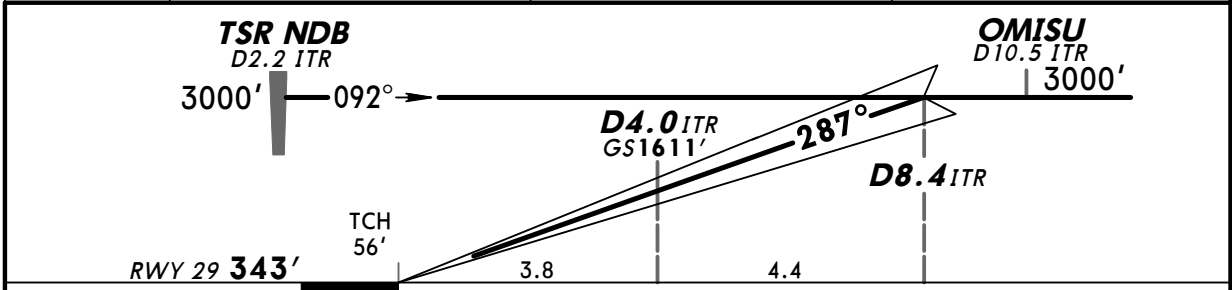
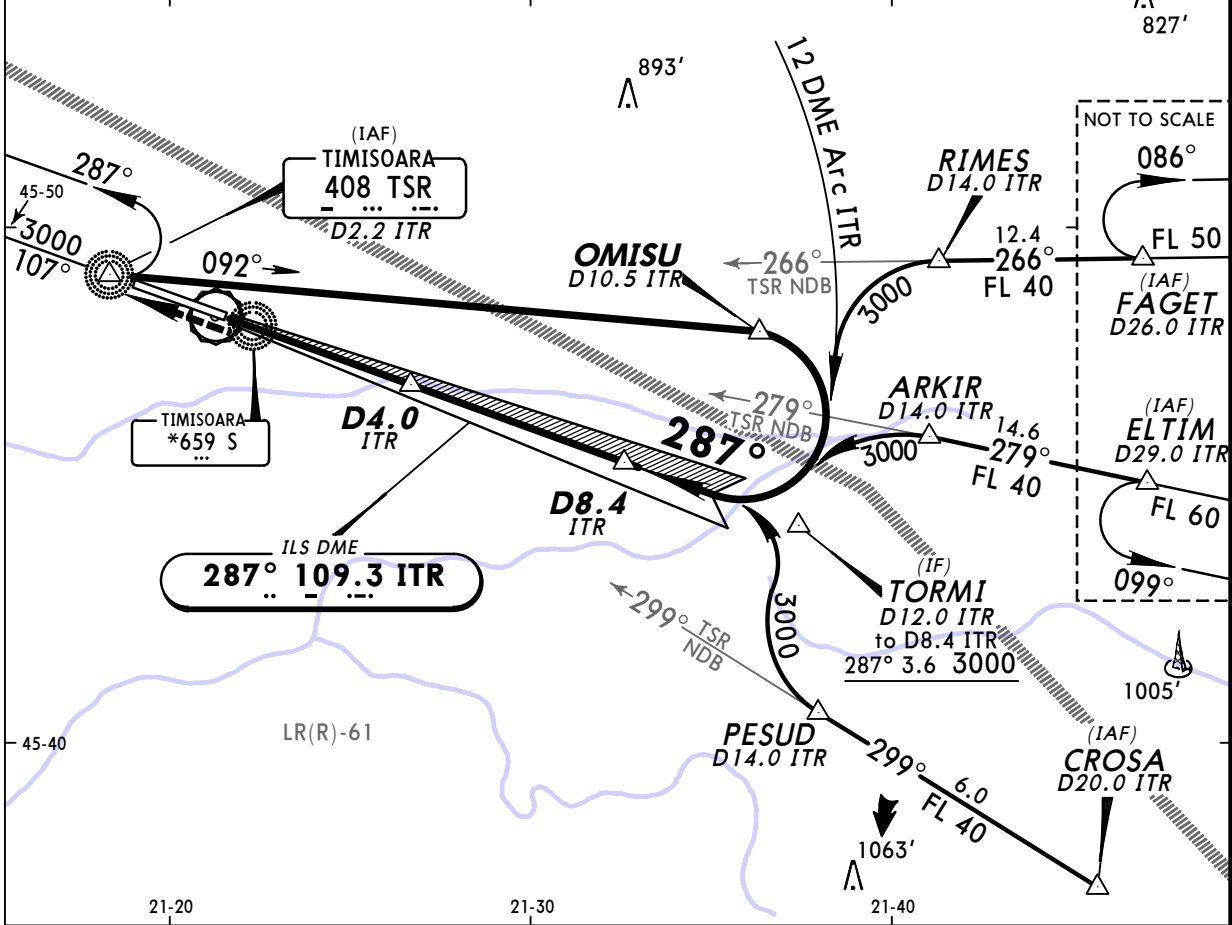
ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
LOC ITR 109.3	Final Apch Crs 287°	GS D4.0 ITR 1611' (1268')	CAT II ILS RA 100' DA(H) 443' (100')	Apt Elev 348' RWY 343'	



MISSED APCH: Climb STRAIGHT AHEAD to TSR NDB and hold at 3000'.

MSA TSR NDB

Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'
Special Aircrew & Aircraft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

ALSF-II
PAPI
3000'
↑
TSR
408

Standard STRAIGHT-IN LANDING RWY 29
CAT II ILS
ABCD
RA 100'
DA(H) **443'** (100')

RVR **300m**

 Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

NOT FOR OPERATIONAL USE

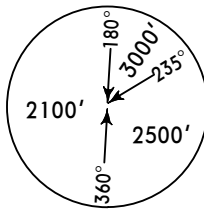
PANS OPS 4

CHANGES: ATIS. Minimums.

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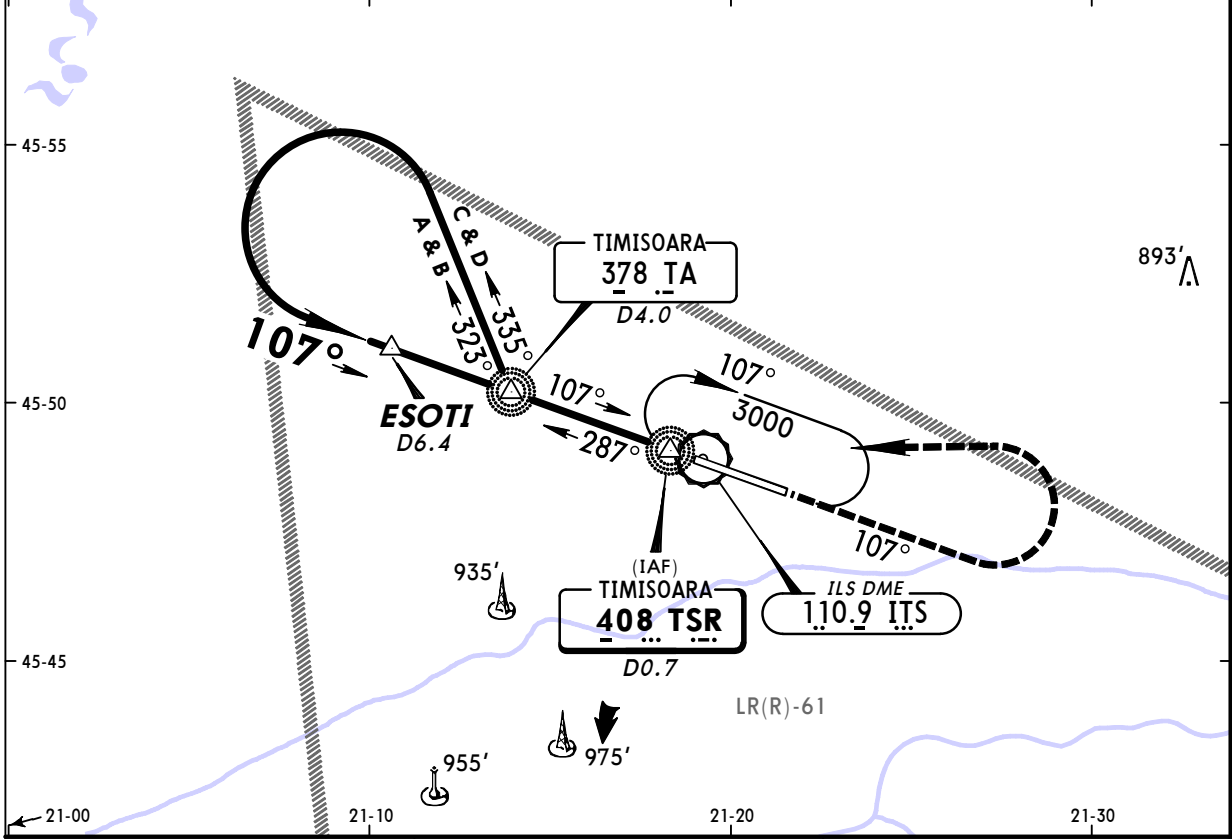
BRIEFING STRIP

ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
NDB TSR 408	Final Apch Crs 107°	Minimum Alt TA Lctr 1600' (1260')	DA(H) 730' (390')	Apt Elev 348' RWY 340'	

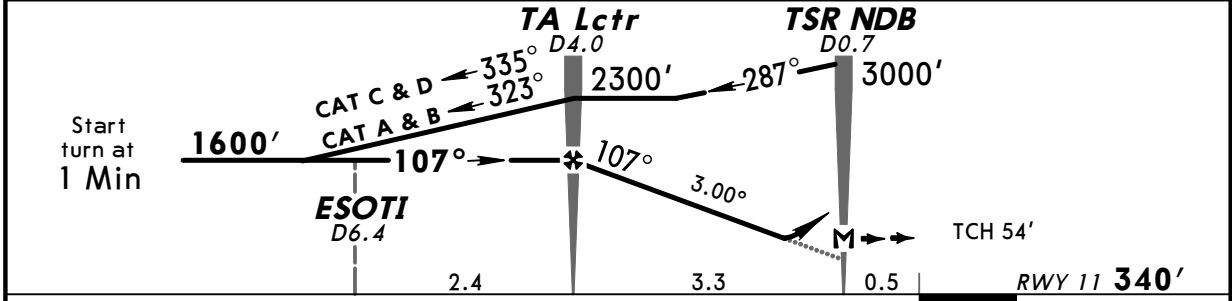


MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn LEFT to TSR NDB and hold at 3000'.

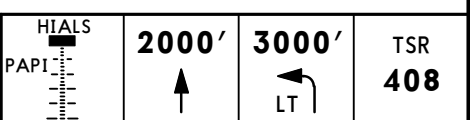
Alt Set: hPa (MM on req) Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



ITS DME	3.0	2.0
ALTITUDE	1280'	960'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849



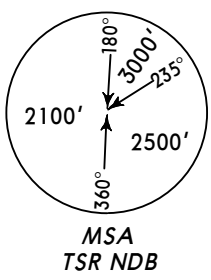
Standard STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND Not authorized South of airport		
DA(H) 730' (390')					
		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1100m	RVR 1500m	100	810' (462')	1500m
B			135	850' (502')	1600m
C		RVR 1800m	180	1010' (662')	2400m
D			205	1050' (702')	3600m

NOT FOR OPERATIONAL USE

PANS OPS 4

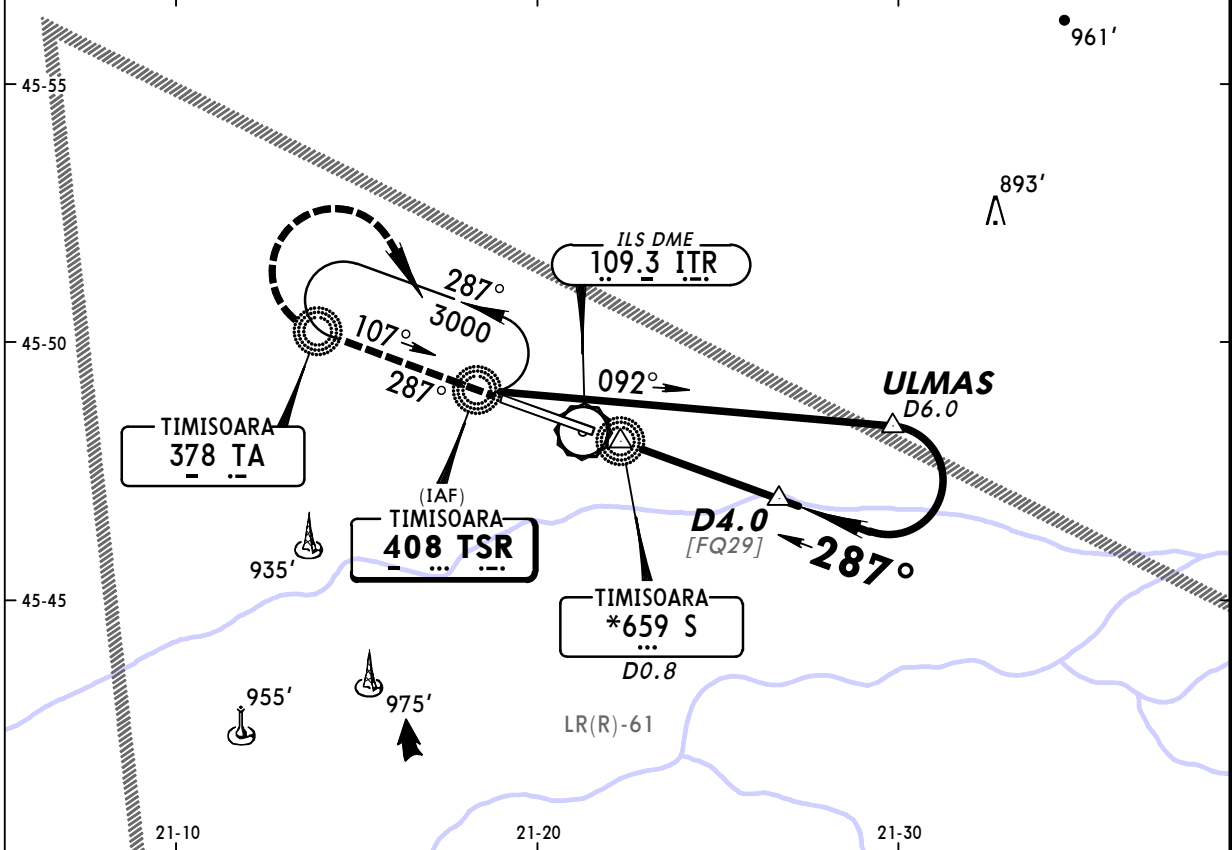
BRIEFING STRIP™

ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
NDB TSR 408	Final Apch Crs 287°	Minimum Alt D4.0 1600' (1252')	DA(H) 650' (302')	Apt Elev 348'	

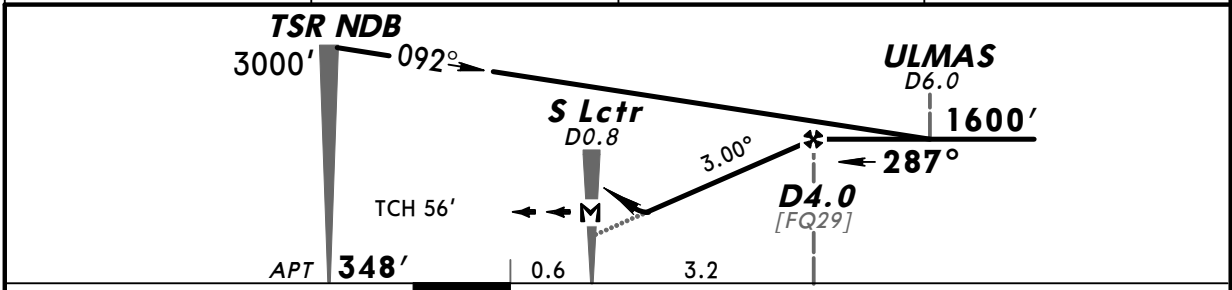


MISSED APCH: Climb STRAIGHT AHEAD to TA Lctr, then turn RIGHT to join holding at 3000'.

Alt Set: hPa (MM on req) Apt Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



ITR DME	1.0	2.0	3.0
ALTITUDE	660'	980'	1300'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	TA 378
Descent angle 3.00°	372	478	531	637	743	849		
MAP at S Lctr/D0.8								

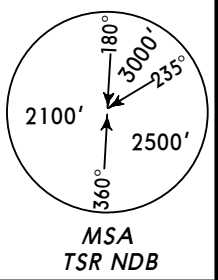
Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND Not authorized South of airport			
DA(H) 650' (302')							
		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 750m	RVR 1400m		100	810' (462')	1500m	
B			135	850' (502')	1600m		
C			180	1010' (662')	2400m		
D			205	1050' (702')	3600m		

NOT FOR OPERATIONAL USE

PANS OPS 4

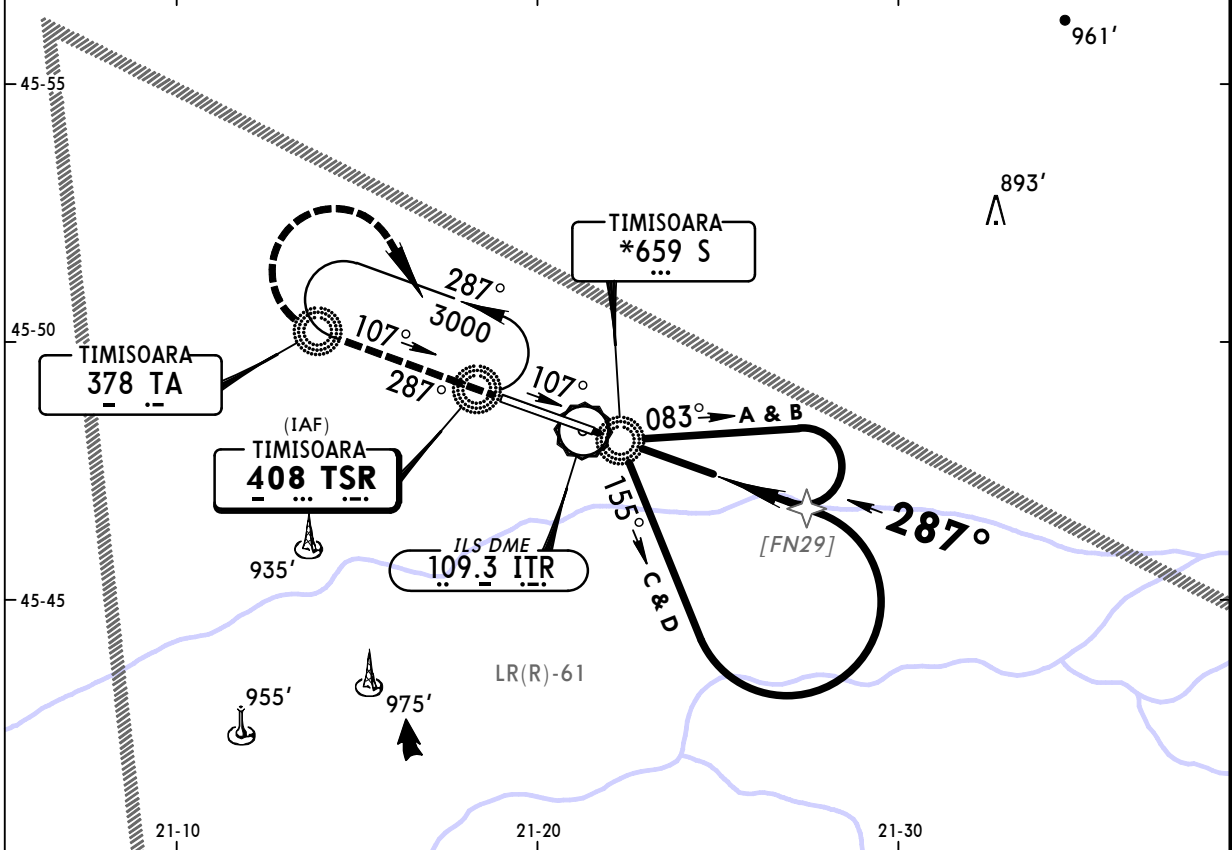
BRIEFING STRIP™

ATIS 123.12		Approach Control through Tower TIMISOARA Tower 120.1		Ground 121.6	
NDB TSR 408	Final Apch Crs 287°	Minimum Alt No FAF	CDFA DA(H) Refer to Minimums	Apt Elev 348'	

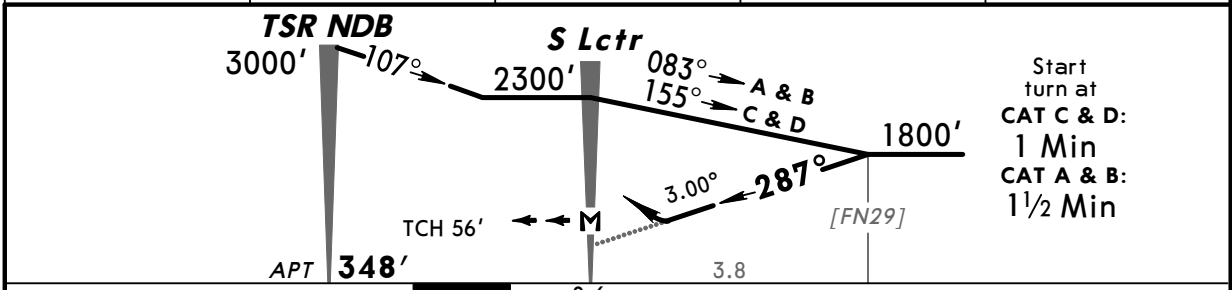


MISSED APCH: Climb STRAIGHT AHEAD to TA Lctr, then turn RIGHT to join holding at 3000'.

Alt Set: hPa (MM on req) Apt Elev: 12 hPa Trans level: By ATC Trans alt: 3000'



ITR DME	2.0	3.0	4.0	4.6
ALTITUDE	980'	1300'	1610'	1800'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI TA 378
Descent angle 3.00°	372	478	531	637	743	849	
MAP at S Lctr							

Standard STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND	
CDFA		non-CDFA		Not authorized South of airport	
DA(H)		MDA(H)			
AB: 770' (422') CD: 870' (522')		AB: 770' (422') CD: 870' (522')			
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1300m	RVR 1500m	RVR 1500m	100	810' (462') 2200m
B	RVR 1700m	CMV 2400m	CMV 2100m	135	850' (502') 2200m
C	RVR 1700m	CMV 2400m	CMV 2100m	180	1010' (662') 2800m
D	RVR 1700m	CMV 2400m	CMV 2100m	205	1050' (702') 3600m

NOT FOR OPERATIONAL USE

PANS OPS 4