

GENERAL**ATS Hours**

H24

Airport Information**RFF:** CAT 6**PCN:** RWY 14/32: 70/F/D/W/T**Operation****Low Visibility Procedure**

LVP in force when RVR below 600m (VIS below 800m) or ceiling is below 60m.

ARRIVAL**Speed**

MAX IAS 210KT below FL100 within CTRs.

Arrival Procedure**Non-standard GP intercept position on RWY 14**

GP intercepts RWY 14 at 320m / 1050ft after landing threshold.

Remaining LDG DIST beyond GP is 2080m / 6824ft.

DEPARTURE**Take-off Minima**

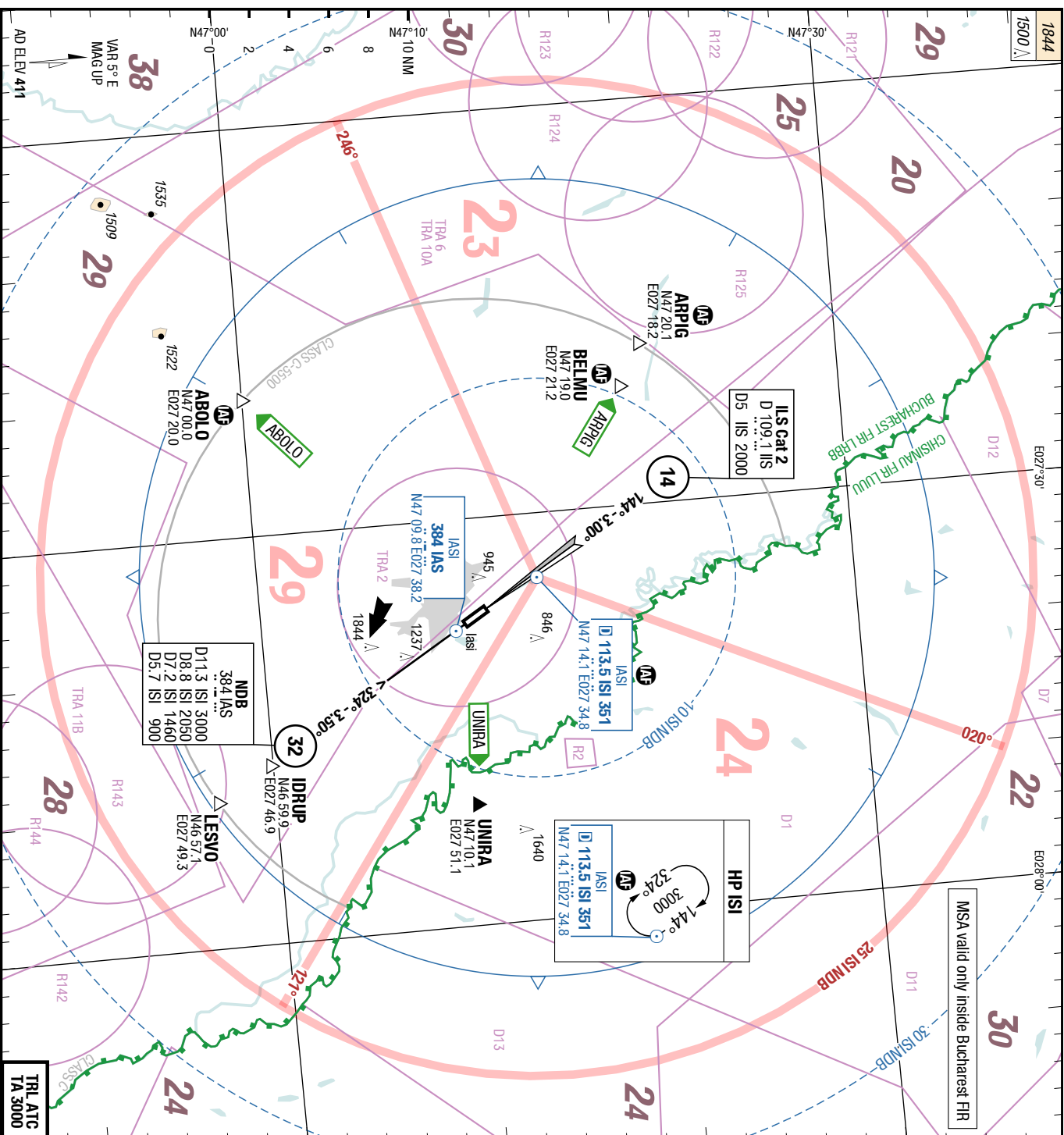
RWY		14	
All ACFT	ft - m/km	0 - 125R	-
RWY		32	
All ACFT	ft - m/km	0 - 400V	-

Speed

MAX IAS 210KT below FL100 within CTRs.

Departure Procedure**Noise Abatement Procedure:** ICAO Standard TKOF PROC NADP 1 or NADP 2.**De-Icing**

AVBL



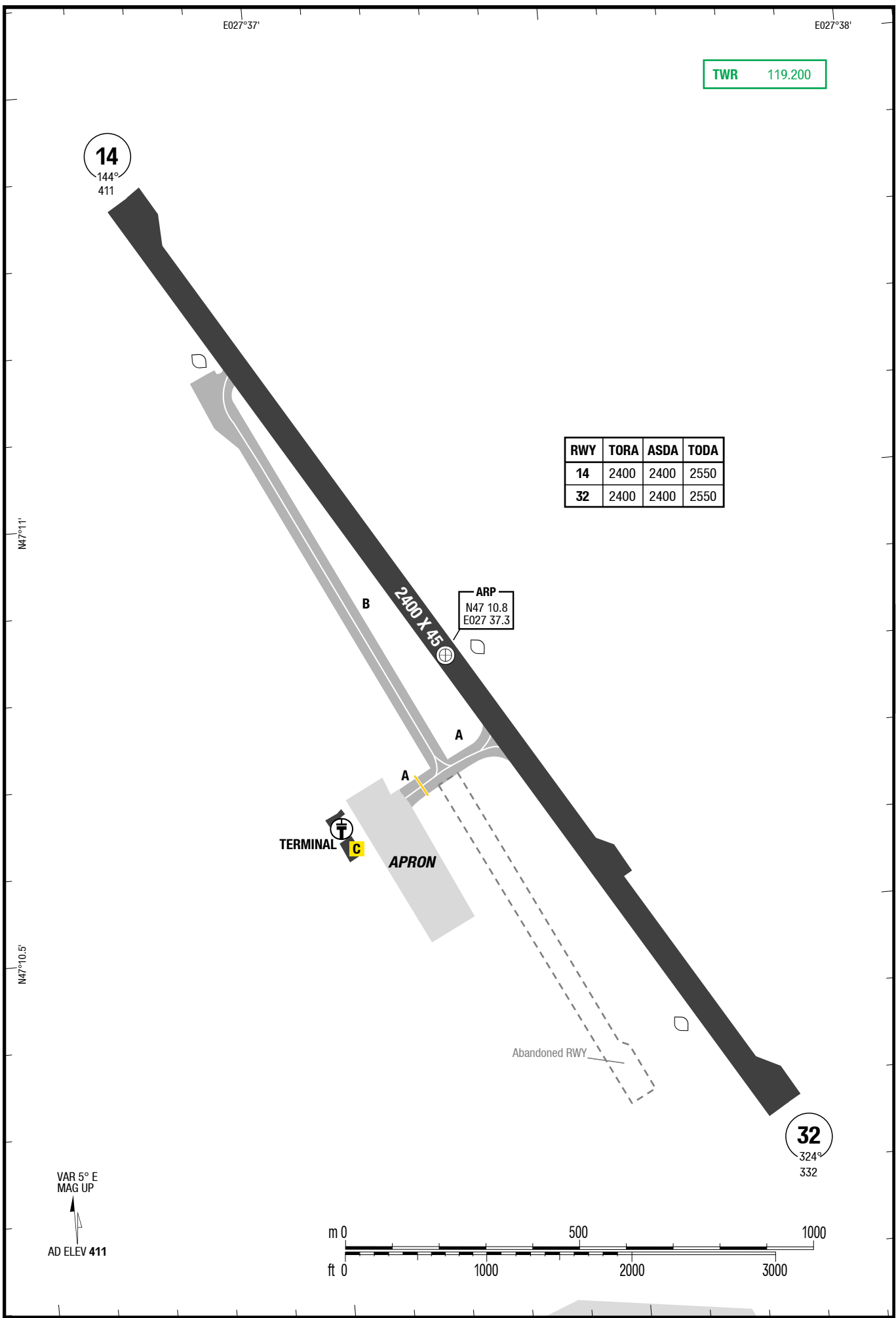
APP 119.200
TWR 119.200

Landing RWY system:

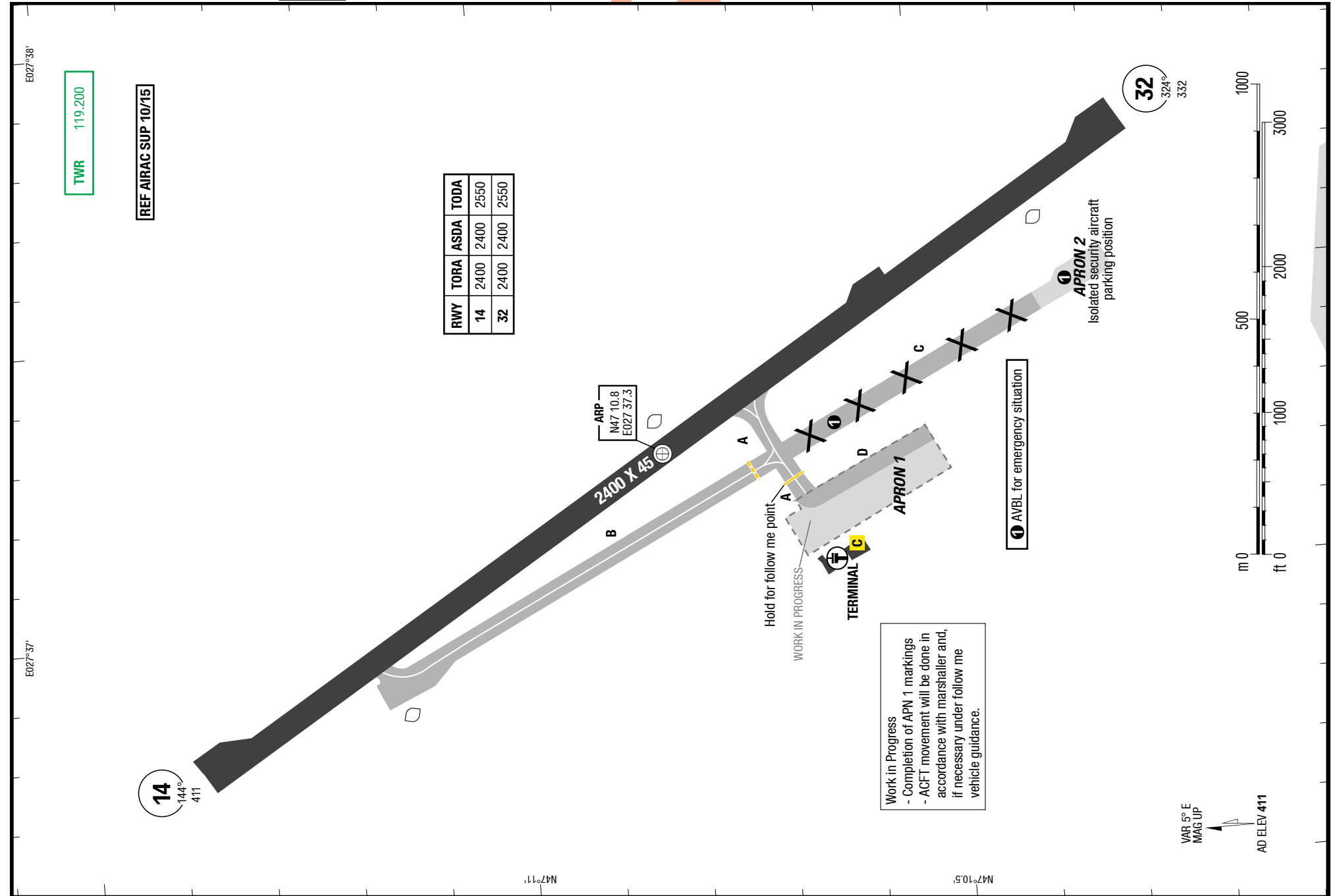
14 83.0°
HL-P2F THR 411 (15hPa) / TDZ --- (---%) -1.0%

60 HL
15 HL
45 x 2400
720
3.5°
TDZ --- (---%) / THR 332 (12hPa) HL-P2F

TRL ATC
TA 3000



Changes: Nil



IAS-LRIA

SIDs RWY 32

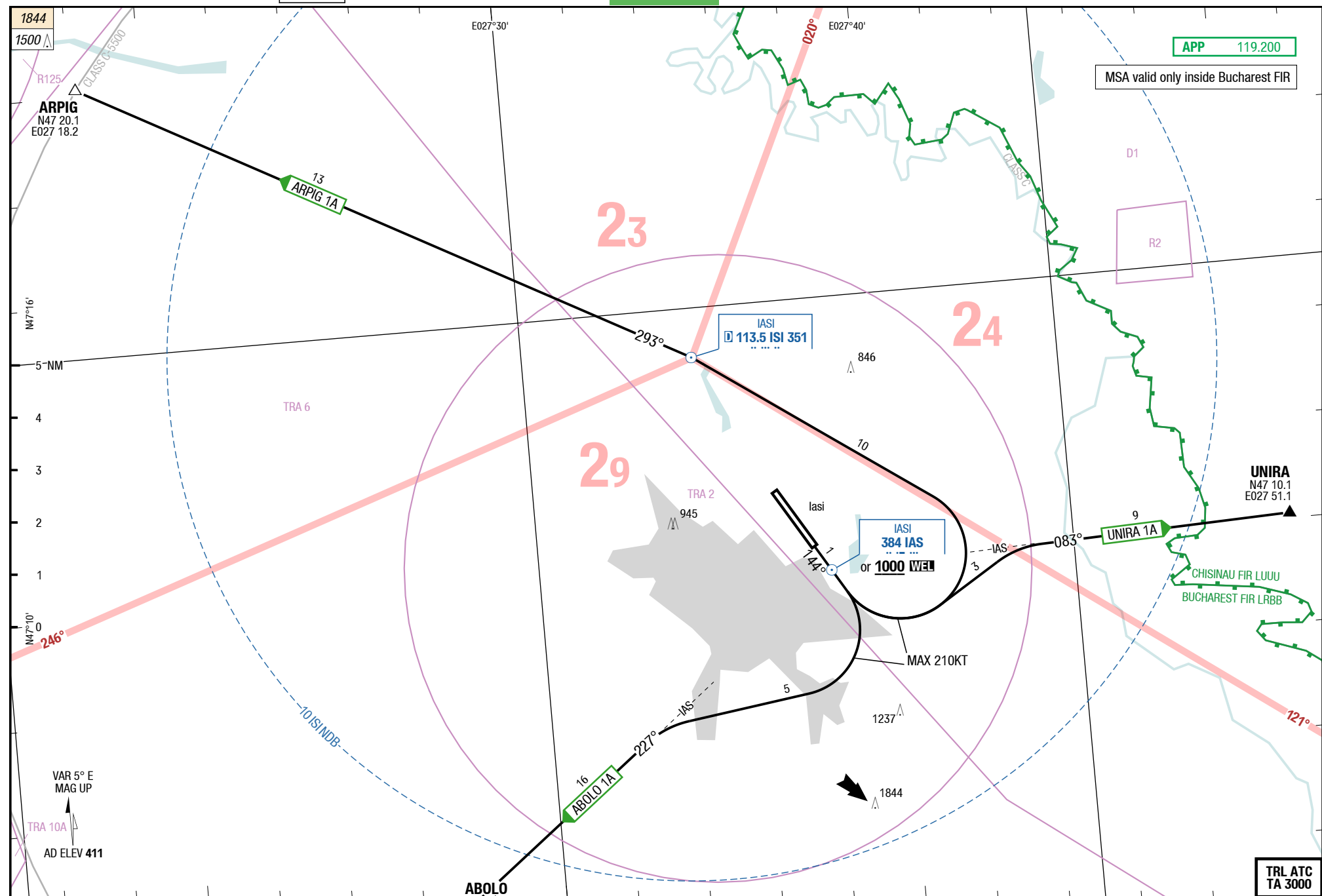
SIDs RWY 14

SID

SID

SIDs RWY 32

SIDs RWY 14



Changes: SUAs, OBST

TRL ATC
TA 3000

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23-FEB-2017

IAS-LRIA

4-20

Romania Iasi

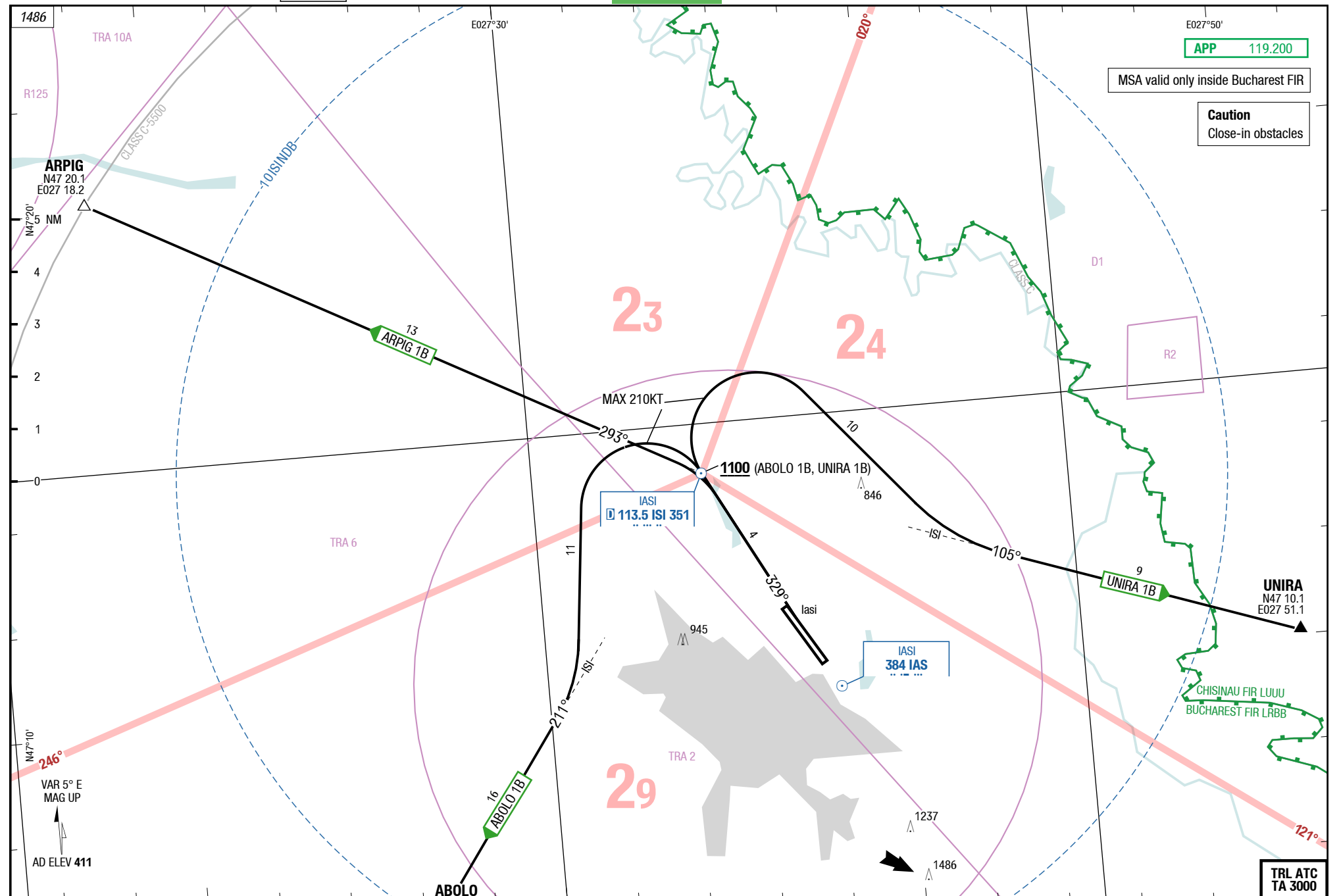
SIDs RWY 32

SID

SID

Iasi Romania

SIDs RWY 32



Changes: SUAs, OBST

ABOLO 1A / ARPIG 1A / UNIRA 1A

RWY 14 (144°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
5.7%	ft/MIN	700	900	1100	1300	1400	1600
5.9%	ft/MIN	800	900	1100	1300	1500	1700
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
ABOLO 1A 5.9% to 2200 4.2% to ABOL0 119.200 ①②	at MNM 1000 or IAS , whichever is later, RT (MAX 210KT) intercept QDR 227 IAS to ABOL0	
ARPIG 1A 5.7% to 1600 119.200 ①	at MNM 1000 or IAS , whichever is later, LT (MAX 210KT) direct ISI - QDR 293 ISI to ARPIG	
UNIRA 1A 8.3% to UNIRA 5.7% to 1600 119.200 ①③	at MNM 1000 or IAS , whichever is later, LT (MAX 210KT) intercept QDR 083 IAS to UNIRA	

① If unable to comply with climb gradient, advise ATC before departure.

② Climb gradient 4.2% due to airspace structure.

③ Climb gradient 8.3% due to airspace structure.

ABOLO 1B / ARPIG 1B / UNIRA 1B

RWY 32 (324°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
6.4%	ft/MIN	800	1000	1200	1400	1600	1800

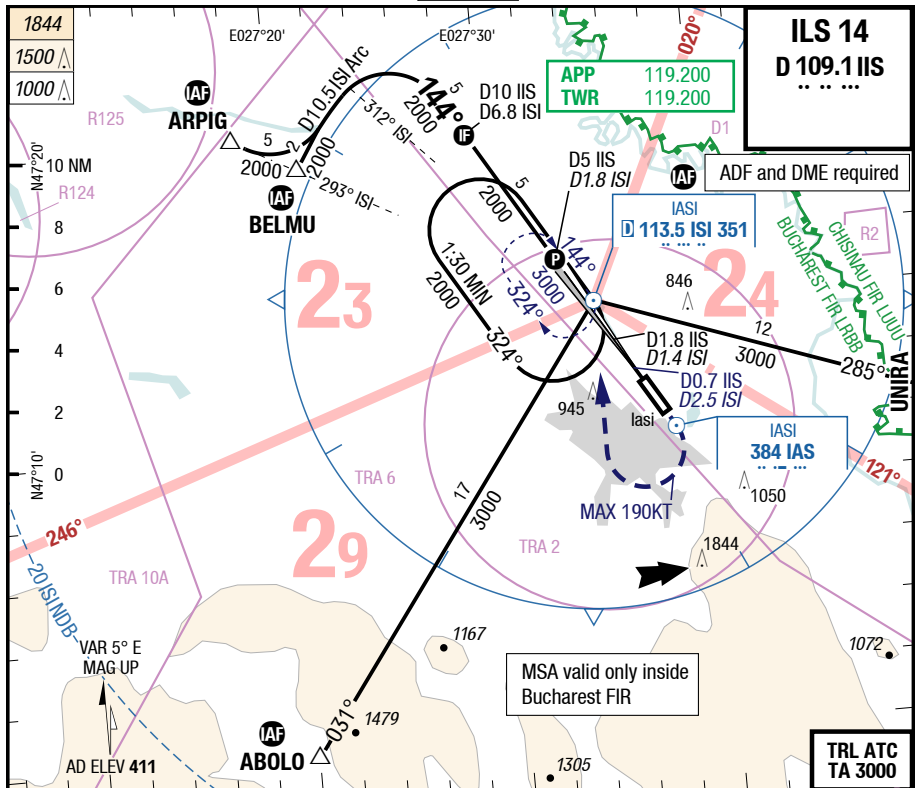
DESIGNATOR	ROUTING	ALTITUDES
	Runway 32	
ABOLO 1B 4.0% to ABOLO 119.200 ①②③	QDM 329 ISI - at MNM 1100 LT (MAX 210KT) intercept QDR 211 ISI to ABOLO	
ARPIG 1B 3.8% to ARPIG 119.200 ①②③	QDM 329 ISI to ISI - LT intercept QDR 293 ISI to ARPIG	
UNIRA 1B 6.4% to UNIRA 119.200 ①②③	QDM 329 ISI - at MNM 1100 RT (MAX 210KT) intercept QDR 105 ISI to UNIRA	

- ① If unable to comply with climb gradient, advise ATC before departure.
 ② Climb gradient due to airspace structure.
 ③ Caution: close-in obstacles.

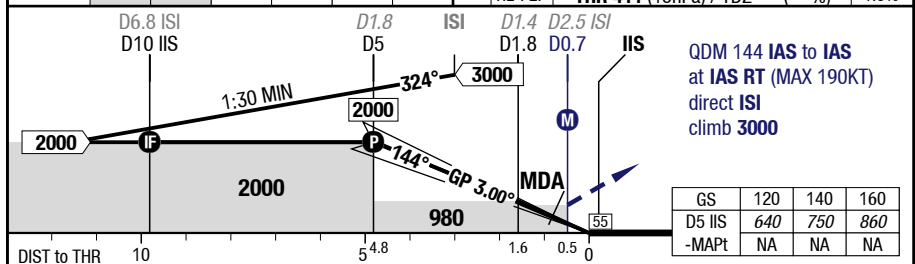
IAS-LRIA

7-10

ILS 14



LOC 3.03° D HS		5	4	3	2	
		2000	1680	1360	1040	



14		Cat 2 DME	Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	160 - 450R 132 RA	240 - 550 650	490 - 1.5 900			1260 - 2.4V 1670
D	ft - m/km ft	180 - 450R 142 RA	250 - 550 660	490 - 1.5 900			1830 - 3.6V 2240

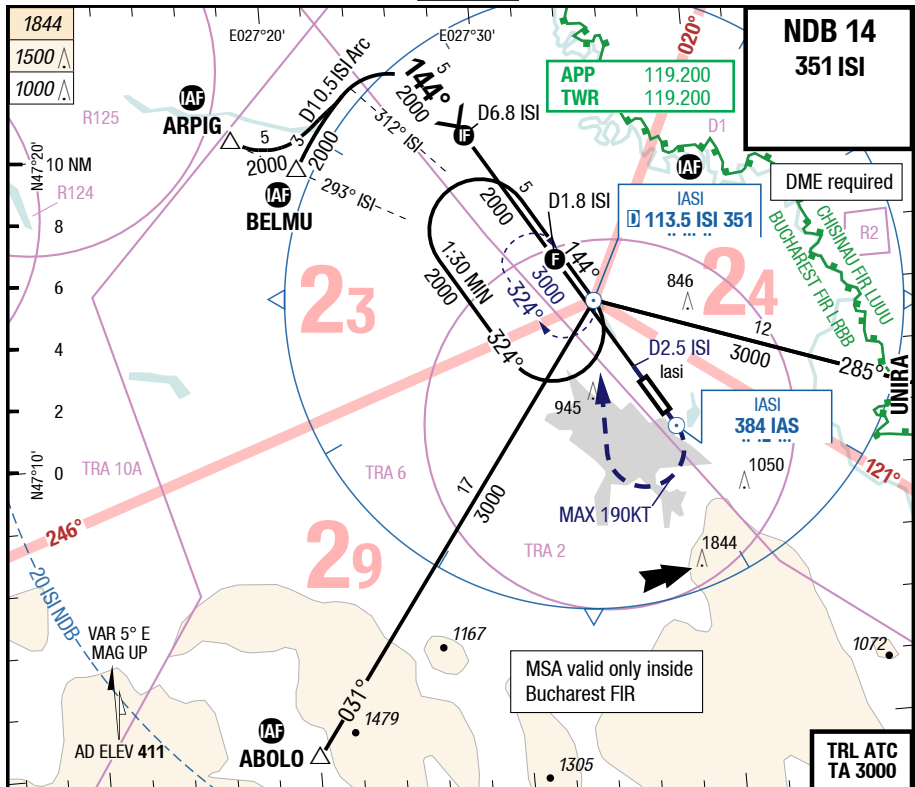
1) With EVS 350m

Changes: IAF, PROC, OBST

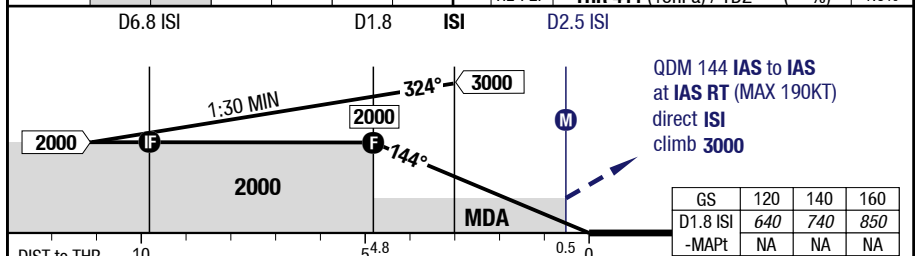
IAS-LRIA

7-20

NDB 14



3.00° D ISI		1.8	1	ISI	1	
		2000	1730	1420	1110	



DIST TO THR		10	5	0			
14		NDB DME [SI]					Circling
C	ft - m/km ft	610 - 2.1 1020					1260 - 2.4V 1670
D	ft - m/km ft	610 - 2.1 1020					1830 - 3.6V 2240

IAS-LRIA

7-30

NDB 32

