

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: 0300-2100†

Airport Information

RFF: CAT 7

PCN: RWY 16/34: 110/F/C/W/T

Customs: H24

Operation**Low Visibility Procedure**

LVP in force when RVR is below 550m (VIS below 800m) or CEIL is below 200ft.

REQ LVTO at least 30min prior to DEP if LVP not in force.

ACFT movements must be carried out with marshaller assistance.

Standard Taxi Routes:

LDG RWY 34/16:

Arrival 1A/2A: TWY A - stand

Arrival 1B/2B: TWY B - stand

DEP RWY 34/16:

Departure 1A: TWY A - RWY holding position

Departure 1B: TWY B - RWY holding position

Taxi/Parking

Self-maneuvering:

- Stop ACFT when pilot's eye view at a 90° angle to the lead-in line.
- Self-parking PROC applicable at stands 1, 3, 6.

Parking at stands 2, 4, 5 and alternative stand 5A with marshaller assistance.

ARRIVAL**Arrival Procedure****Non-standard GP intercept position on RWY 34**GP intercepts RWY 34 at *314m / 1030ft* after landing threshold.Remaining LDG DIST beyond GP is *1726m / 5663ft*.

SCV-LRSV

1-20

A01**DEPARTURE****Take-off Minima**

RWY		34	
All ACFT	ft - m/km	0 - 200R/200V	-
RWY		16	
All ACFT	ft - m/km	0 - 200V	-

Communication**COM Failure**

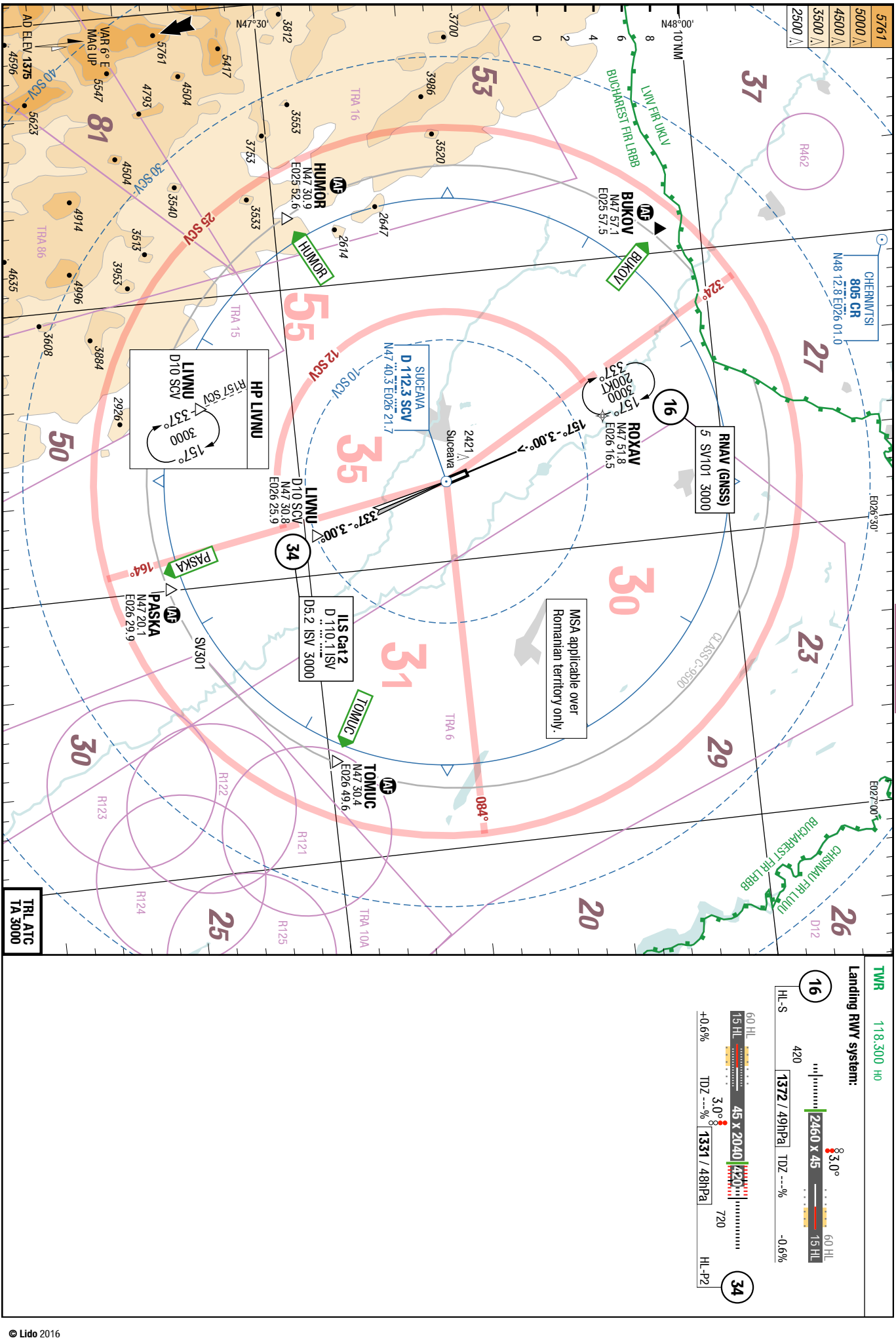
Continue on assigned and acknowledged SID. After 2min climb to FPL FL.

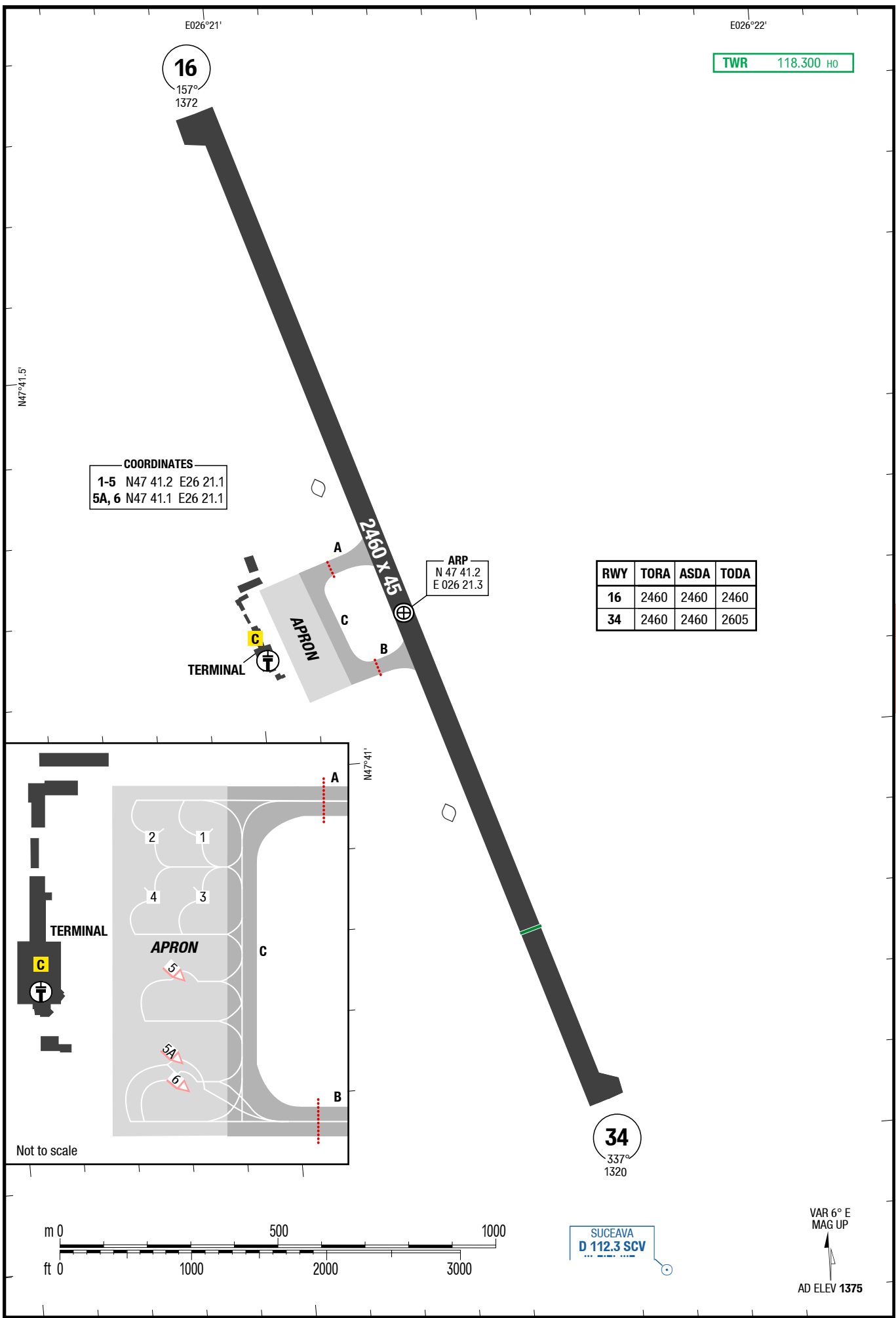
Departure Procedure

Noise Abatement Procedure: ICAO Standard TKOF PROC NADP 1 or NADP 2.

De-Icing

AVBL





25-FEB-2016

SCV-LRSV

Romania **Suceava** Stefan cel Mare - Suceava

SIDs RWY34

SIDs RWY16

SID

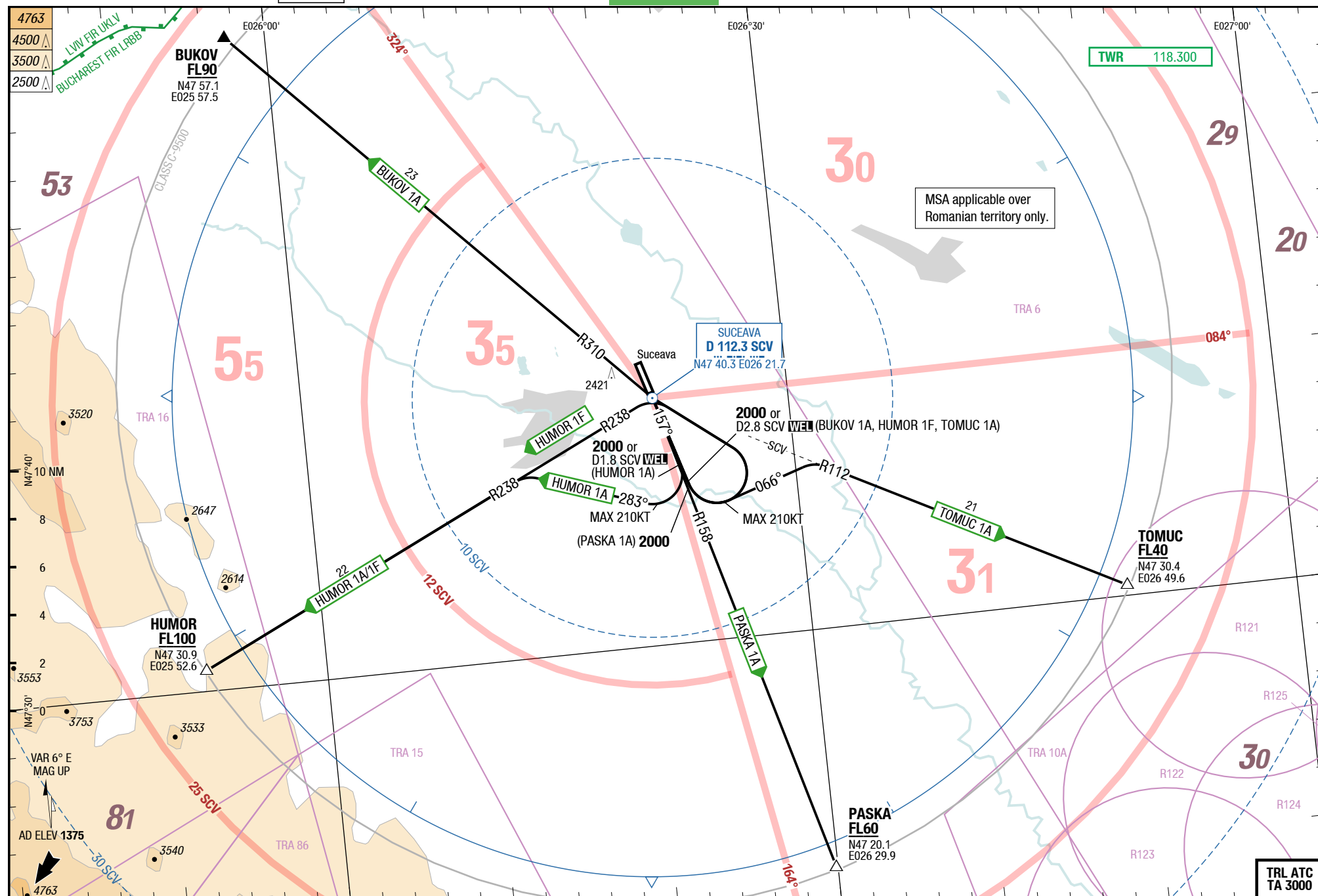
SID

Stefan cel Mare - Suceava **Suceava** Romania

SIDs RWY34

SIDs RWY16

4-10



Changes: MEA, OBST

SCV-LRSV

4-20

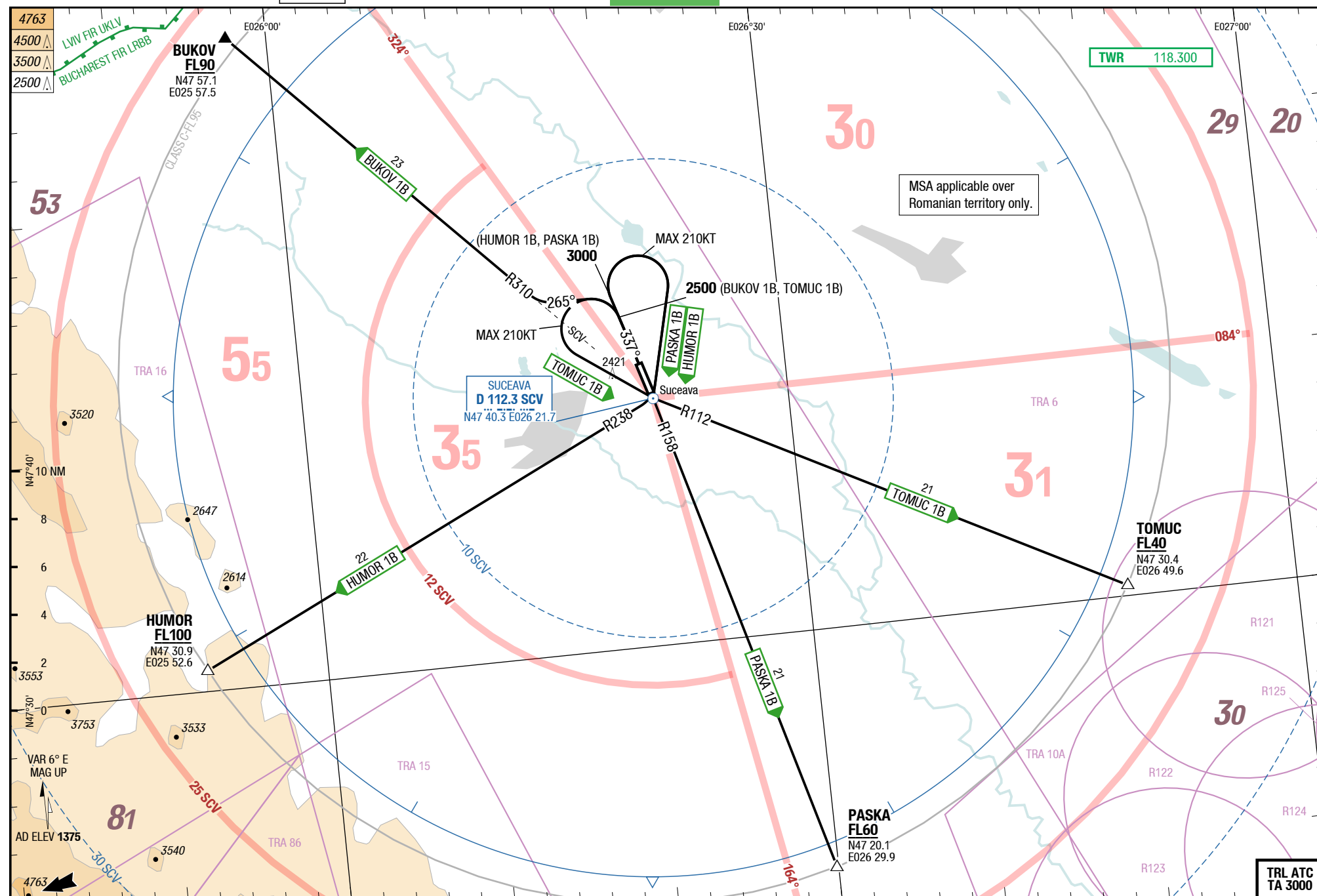
SIDs RWY34

SID

SID

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SIDs RWY34



Changes: OBST

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21-JAN-2016

SCV-LRSV**5-10****SIDs RWY16****SIDPT****BUKOV 1A / HUMOR 1A / HUMOR 1F / PASKA 1A / TOMUC 1A****RWY 16 (157°)**

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.0%	ft/MIN	500	700	800	900	1000	1100
4.7%	ft/MIN	600	800	900	1000	1200	1300
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 16	
BUKOV 1A 4.7% 118.300 ①	at 2000 or D2.8 SCV , whichever is later, LT (MAX 210KT) direct SCV - R310 SCV to BUKOV	BUKOV MNM FL90
HUMOR 1A 3.7% to 2000 8.0% 118.300 ②	at 2000 or D1.8 SCV , whichever is later, RT (MAX 210KT) 283° - intercept R238 SCV to HUMOR	HUMOR MNM FL100
HUMOR 1F 4.0% 118.300 ①	at 2000 or D2.8 SCV , whichever is later, LT (MAX 210KT) direct SCV - R238 SCV to HUMOR	HUMOR MNM FL100
PASKA 1A 118.300	at 2000 intercept R158 SCV to PASKA	PASKA MNM FL60
TOMUC 1A 118.300	at 2000 or D2.8 SCV , whichever is later, LT (MAX 210KT) 066° - intercept R112 SCV to TOMUC	TOMUC MNM FL40

① climb gradient due to ASP

② climb gradient 8.0% due to ASP

21-JAN-2016

SCV-LRSV**5-20****SIDs RWY34****SIDPT****BUKOV 1B / HUMOR 1B / PASKA 1B / TOMUC 1B**

RWY 34 (337°)

	GS	120	150	180	210	240	270
5.1%	ft/MIN	700	800	1000	1100	1300	1400
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 34	
BUKOV 1B 7.3% 118.300 ①	at 2500 LT 265° - intercept R310 SCV to BUKOV	BUKOV MNM FL90
HUMOR 1B 5.1% 118.300 ①	at 3000 RT (MAX 210KT) direct SCV - R238 SCV to HUMOR	HUMOR MNM FL100
PASKA 1B 118.300	at 3000 RT (MAX 210KT) direct SCV - R158 SCV to PASKA	PASKA MNM FL60
TOMUC 1B 118.300	at 2500 LT (MAX 210KT) direct SCV - R112 SCV to TOMUC	TOMUC MNM FL40

① climb gradient due to ASP

SCV-LRSV

NIL

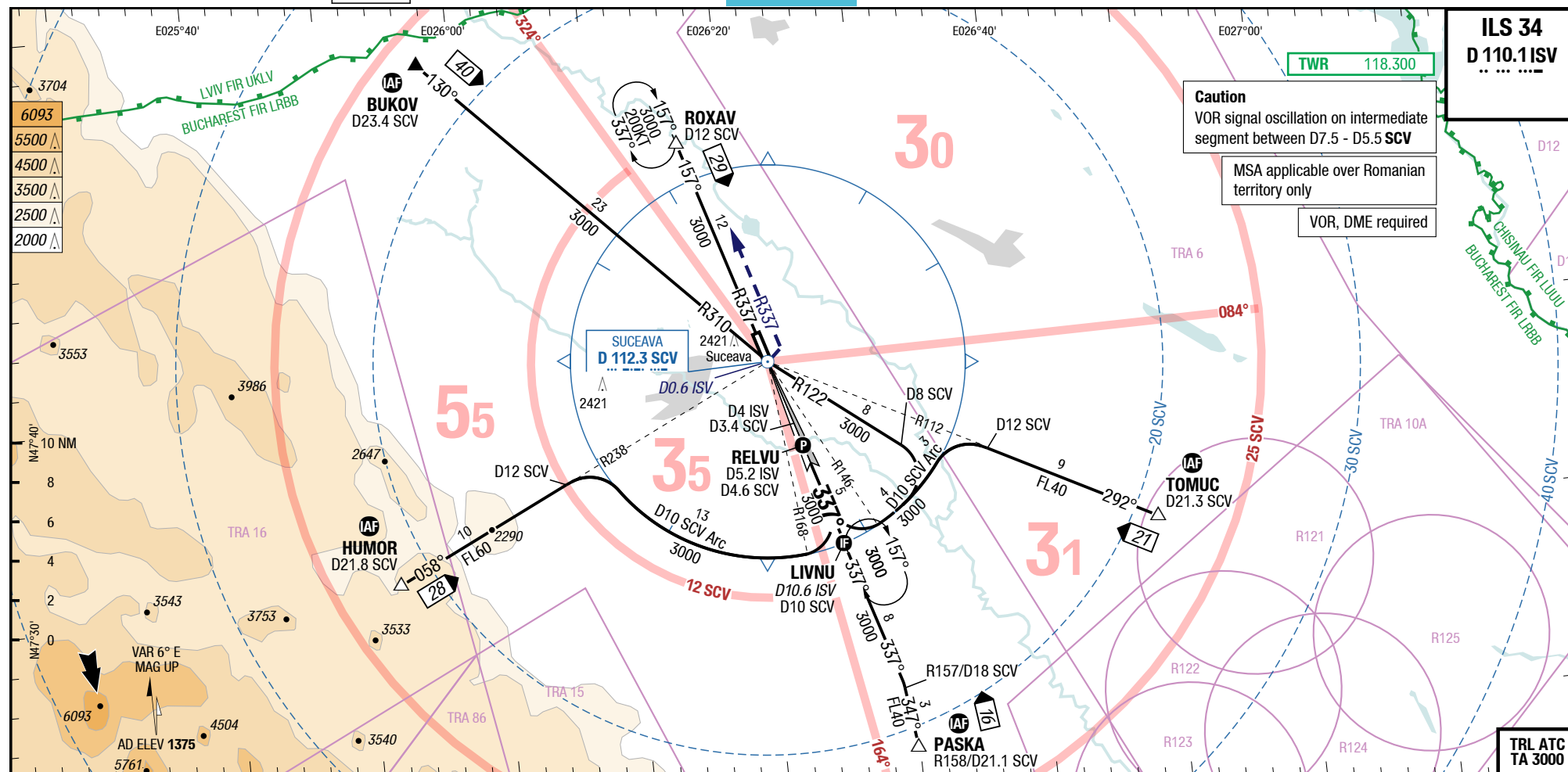
ILS 34

IAC

IAC

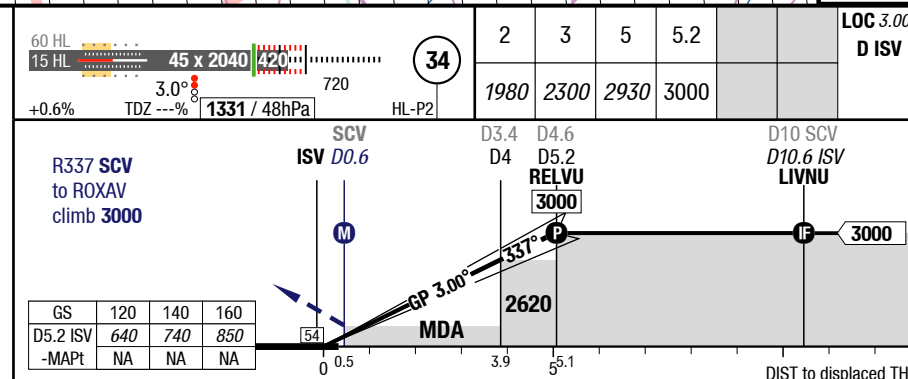
NIL

ILS 34



34		Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling
C	ft - m/km ft	190 - 450R 227 RA	270 - 600 1600	340 - 800 1670		660 - 2.4V 2030
D	ft - m/km ft	210 - 450R 246 RA	280 - 600 1610	340 - 800 1670		700 - 3.6V 2080

1) With EVS 400m



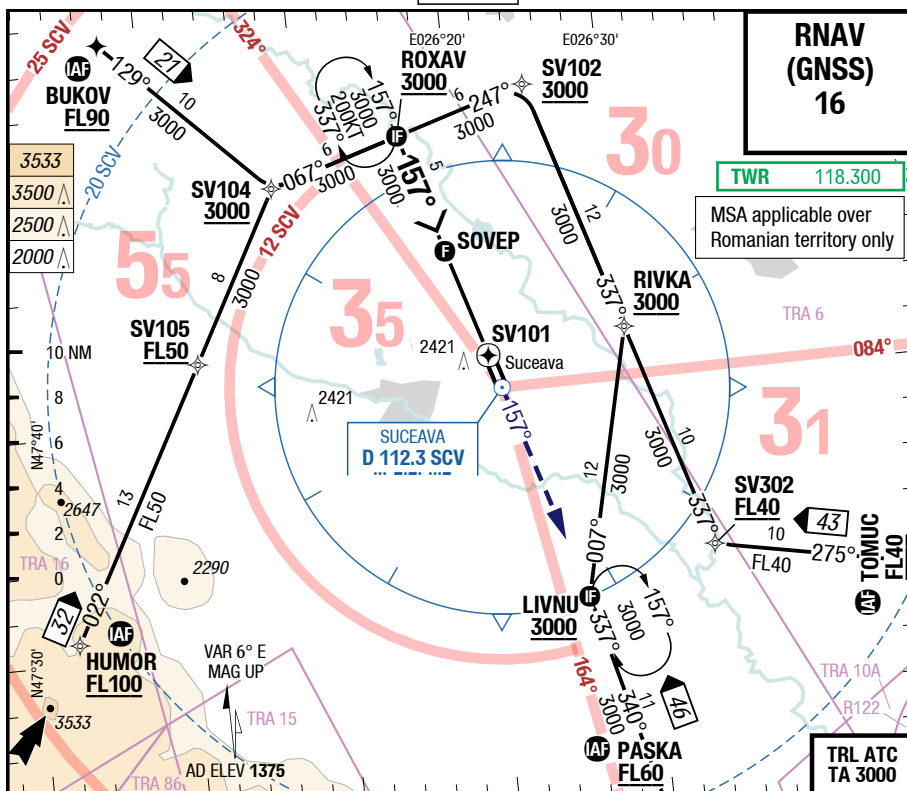
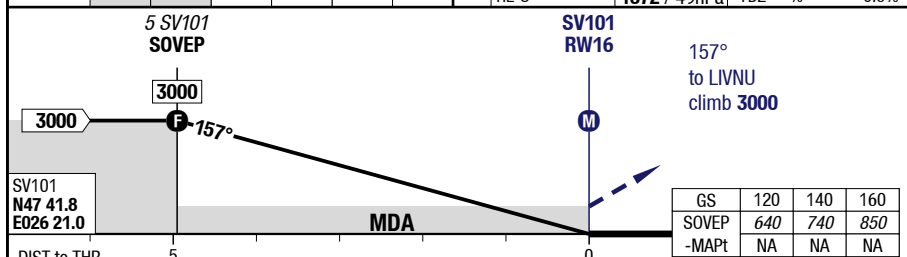
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Changes: new

SCV-LRSV

7-30

RNAV (GNSS) 16

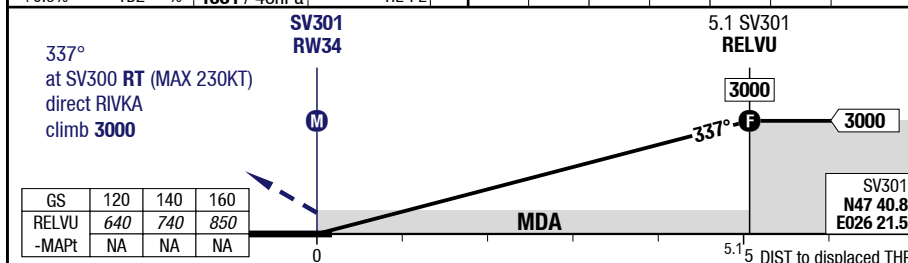
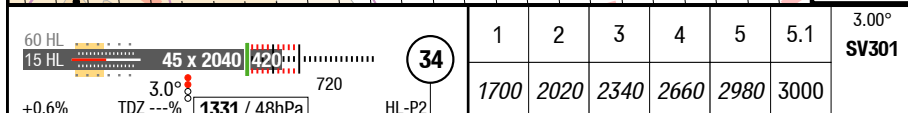
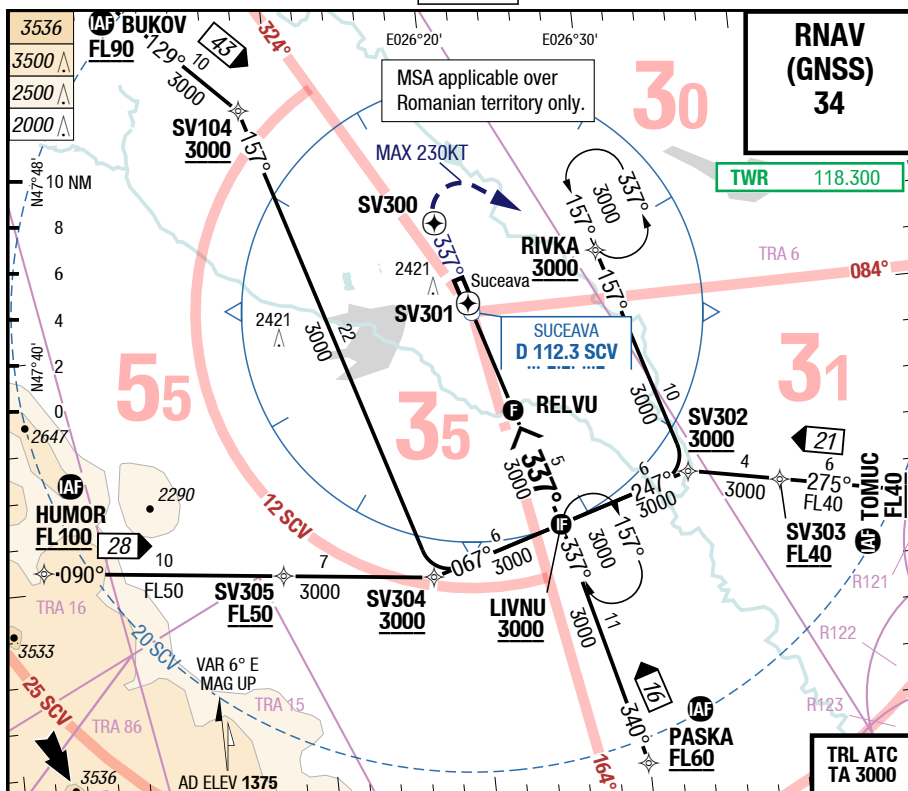
[illegible]

16		RNAV GNSS LP				Circling
C	ft - m/km ft	400 - 1.4 1770				660 - 2.4V 2030
D	ft - m/km ft	400 - 1.4 1770				700 - 3.6V 2080

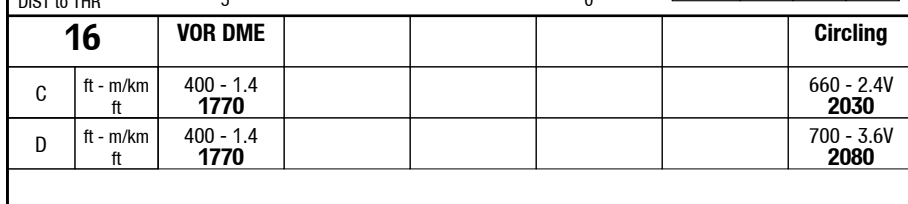
SCV-LRSV

7-40

RNAV (GNSS) 34



34		RNAV GNSS LP					Circling
C	ft - m/km ft	340 - 800 1670					660 - 2.4V 2030
D	ft - m/km ft	340 - 800 1670					700 - 3.6V 2080



VOR 34

