

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7**PCN:** RWY 29: 42/R/B/W/T

RWY 11: 74/R/B/W/T first 2500m / 8202ft , 42/R/B/W/T last 1000m / 3280ft

Operation**Traffic Note**

AD is PPR.

Low Visibility Procedure

LVP in force when RVR below 550m (VS falls below 800m) or ceiling is below 200ft.

Taxi only permitted when green TWY CL illuminated.

Only one ACFT at a time is allowed on the maneuvering area, when LVTO is announced.

After LDG report to TWR "RWY is vacated via TWY... out of CAT... HLDG point TWY...".

TKOF

- LVP operations will be provided when requested by an ACFT operator to conduct low visibility TKOF (LVTO) when RVR is below 400m.
- REQ LVTO at least 30min prior DEP if LVP not in force.
- Follow-me mandatory for taxi.

RWY Restriction

ACFT with ACN higher than 44:

- PPR is mandatory
- LDG/TKOF on RWY 11
- LDG/TKOF on RWY 29 only if WX conditions does not permit LDG/TKOF on RWY 11.

180° turns on RWY only permitted at turning pad THR 29.

TWY Restriction

ACFT with ACN higher than 44:

- Taxi on TWY A, C and TWY L only

TWY P AVBL for towed ACFT only.

TWY D, E AVBL for MIL ACFT only.

GENERAL

Standard Taxi Routes Arrival

Instruction given by ATC					TWY to be followed	Remarks
ARR on		Name of the Stand- ard Taxi Route				
RWY 11 or RWY 29	Taxi via standard taxi route	ARR 1A	To APN	Stand 1-14	TWY A	For ACFT wingspan below 52m / 171ft
		ARR 1B			TWY B	For ACFT wingspan below 52m /171ft and ACN ≤ 37
		ARR 1C			TWY C, TWY L	For ACFT wingspan below 36m / 118ft

Standard Taxi Routes Departure

Instruction given by ATC					TWY to be followed	Remarks	
DEP from		Name of the Standard Taxi Route					
Apron	Taxi via standard taxi route	DEP 1A	To HLDG point	A	RWY 11	TWY A	For ACFT wingspan below 52m / 171ft
		DEP 1B		C		TWY L, TWY C, turn left, taxi to the end of RWY and line-up	For ACFT wingspan below 36m / 118ft
Apron	Taxi via standard taxi route	DEP 1C	To HLDG point	A	RWY 29	TWY A, turn right, taxi to end of RWY and line-up	For ACFT wingspan below 52m / 171ft
		DEP 1D		C		TWY L, TWY C, turn right, taxi to the end of RWY and line-up	For ACFT wingspan below 36m / 171ft

Taxi/Parking

Nose-out guidance at stands.

Warnings

LOC RWY 11/29: Back-course unusable.

Birds in vicinity of AD.

ARRIVAL

Speed

MAX IAS 250KT below FL100 within Bucharest TMA.

Communication

COM Failure

When no STAR in use:

Continue flight at the last assigned LVL/ALT assigned by ATC to **NSR NDB**. Descend in holding pattern over **TSR NDB**, then execute an INST APCH procedure.

COM Failure when conducting a P-RNAV or conventional SID:

If STAR was assigned and acknowledged, continue with FPL and assigned STAR, then execute an ILS or NDB APCH and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min from setting 7600.

If STAR was assigned and acknowledged by air crew and vectoring was initiated, set to 7600 and continue on assigned HDG and last cleared and acknowledged ALT for 2min from setting 7600. Then proceed direct FAP/FAF and execute an ILS or NDB APCH and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

If STAR was not assigned, proceed according to FPL and FPL STAR, execute an ILS or NDB APCH and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2min from setting 7600. If landing is not possible execute MISAP and proceed to FAP/FAF or most convenient RWY, execute ILS or NDB APCH and land.

COM Failure when conducting a conventional STAR:

STAR assigned

Continue with FPL and assigned STAR, then execute an ILS or NDB and land. Descending shall be executed in accordance with vertical restr. specified on chart after 2min from setting 7600.

If vectoring initiated continue on assigned HDG and last cleared and acknowledged ALT for 2min from setting 7600. Then proceed direct **TSR NDB** and execute an ILS or NDB and land. Descending shall be executed in accordance with vertical RESTR specified on chart.

STAR not assigned

Proceed according to FPL and FPL STAR, execute an ILS or NDB APCH and land. Descending shall be executed in accordance with vertical RESTR specified on chart after 2min from setting 7600.

DEPARTURE

Take-off Minima

RWY		11/29	
All ACFT	ft - m/km	0 - 75R	-

Communication

COM Failure

P-RNAV / Conventional SID:

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

If being vectored continue on assigned HDG 2min, then proceed direct to last SID (WPT or REP, as appropriate) climbing to FPL FL.

Departure Procedure

Noise Abatement Procedure

ICAO Standard: TKOF PROC NADP 1 or NADP 2.

De-Icing

AVBL.

Effective 13-SEP-2018

06-SEP-2018

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AGC

AFC

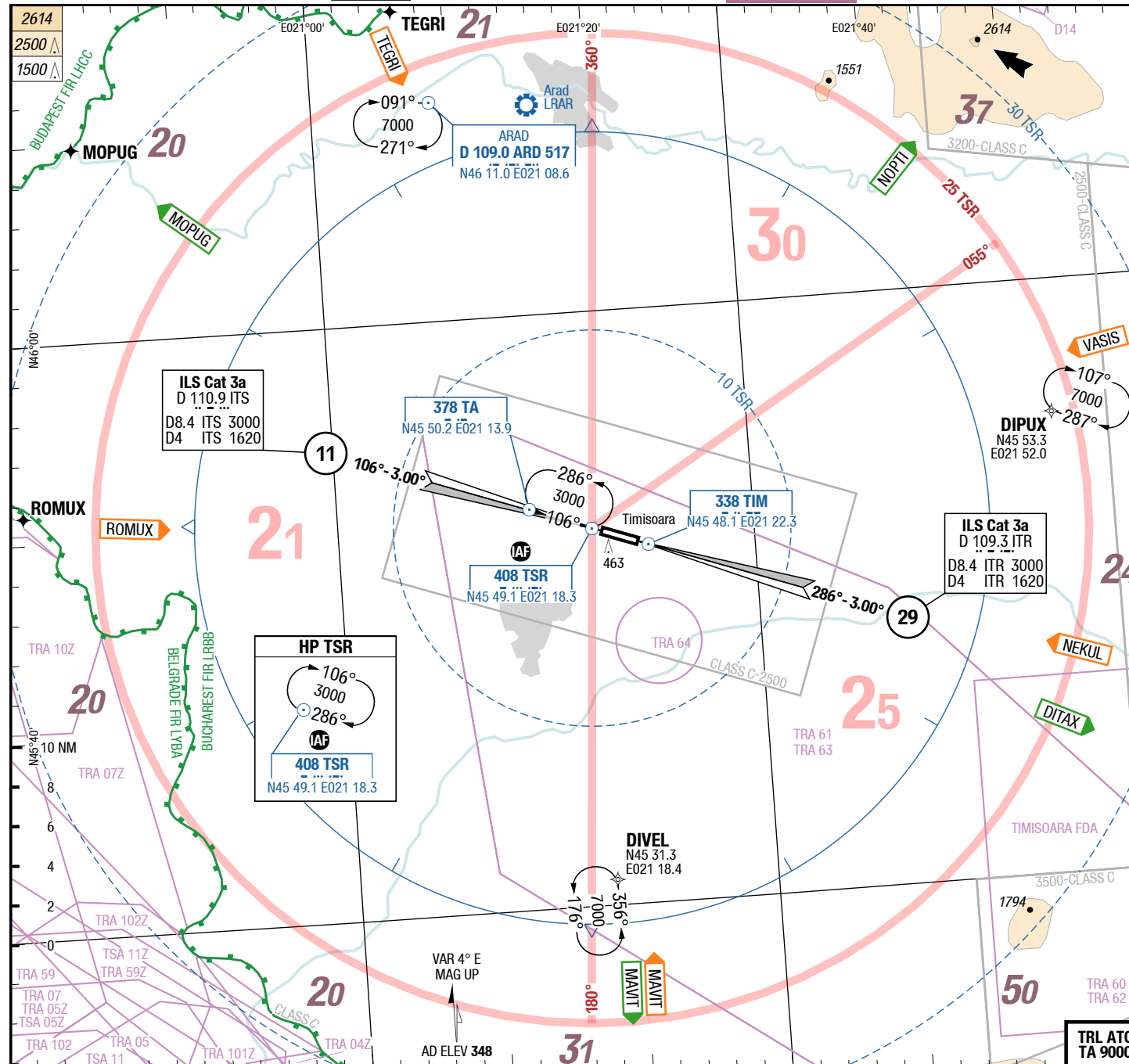
AFC

AFC

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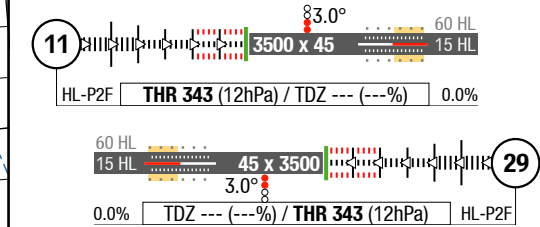
AGC

AFC



ATIS 123.125
Arad APP 123.530
126.350
TWR 120.100
129.450
GND 121.600

Landing RWY system:



Changes: FREQ

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06-SEP-2018

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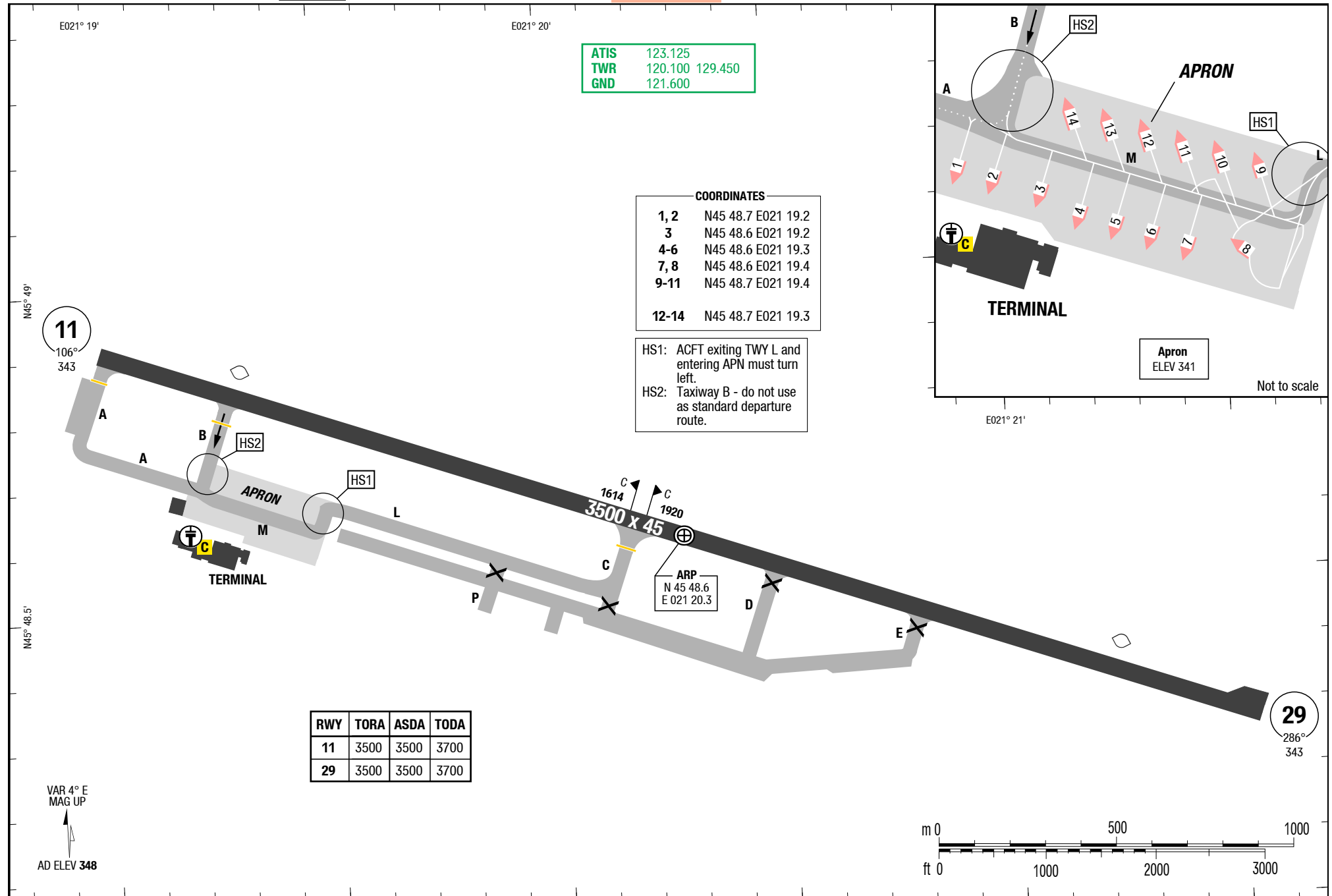
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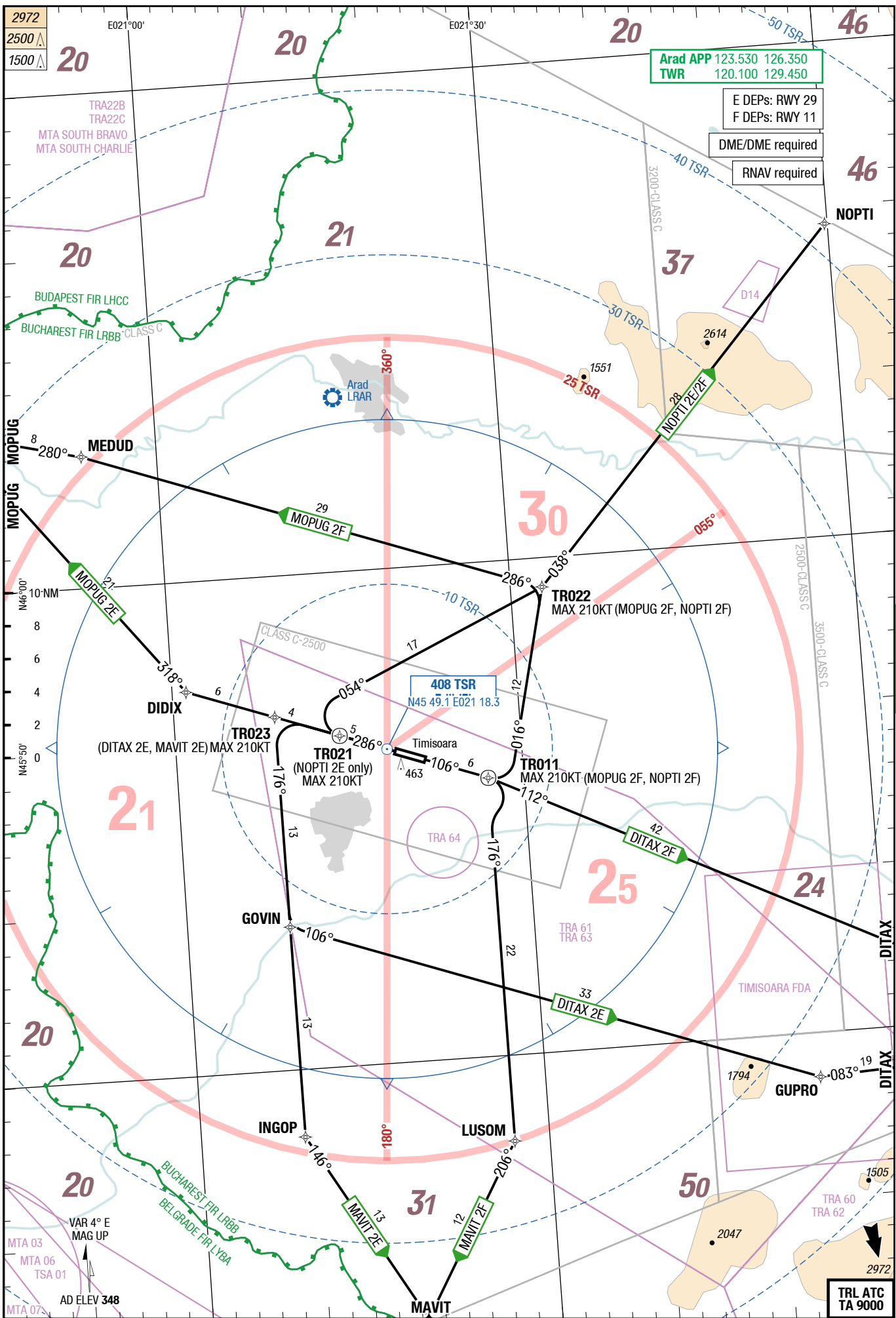
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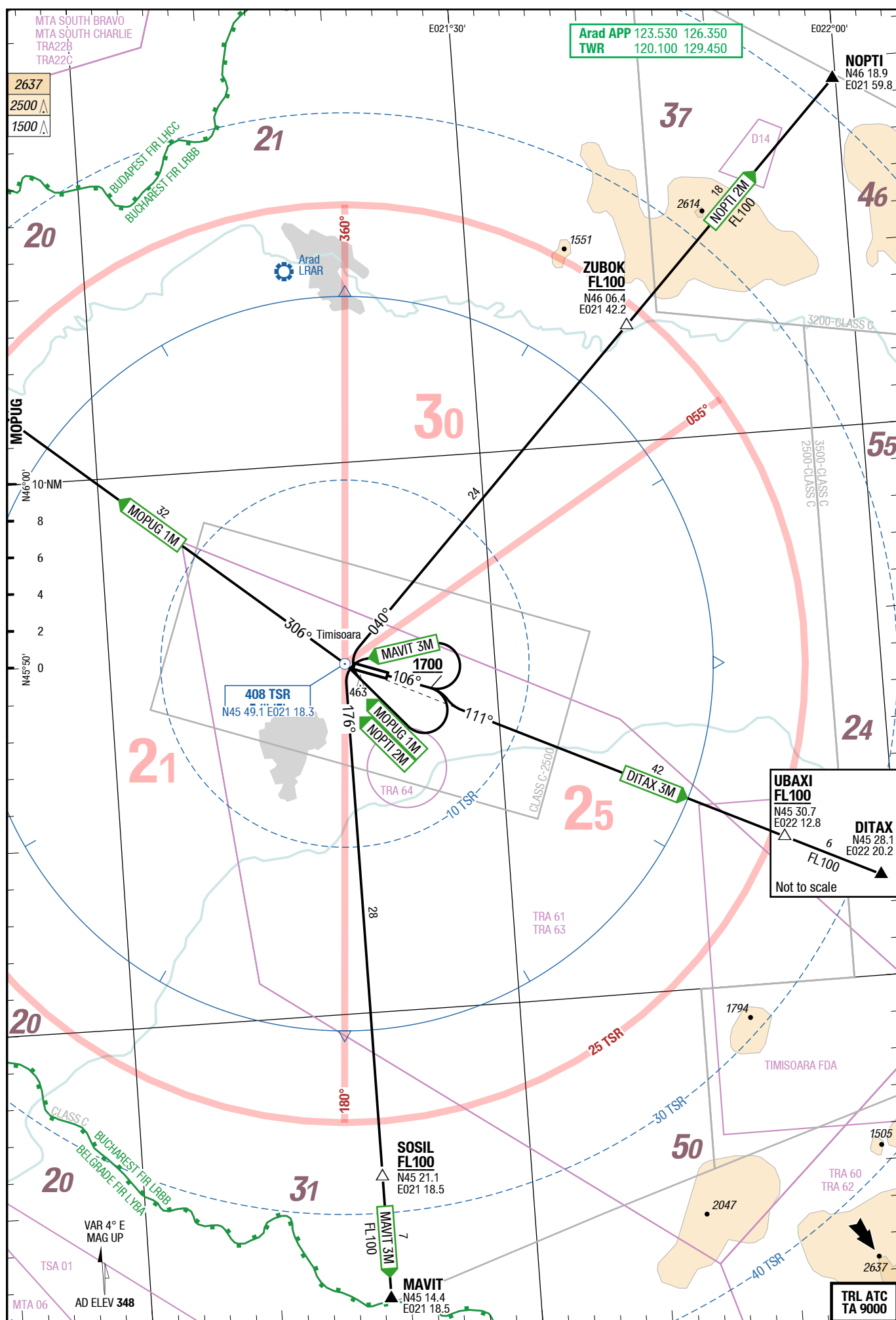
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3-20



Changes: Nil





06-SEP-2018

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NIL

SID

SID

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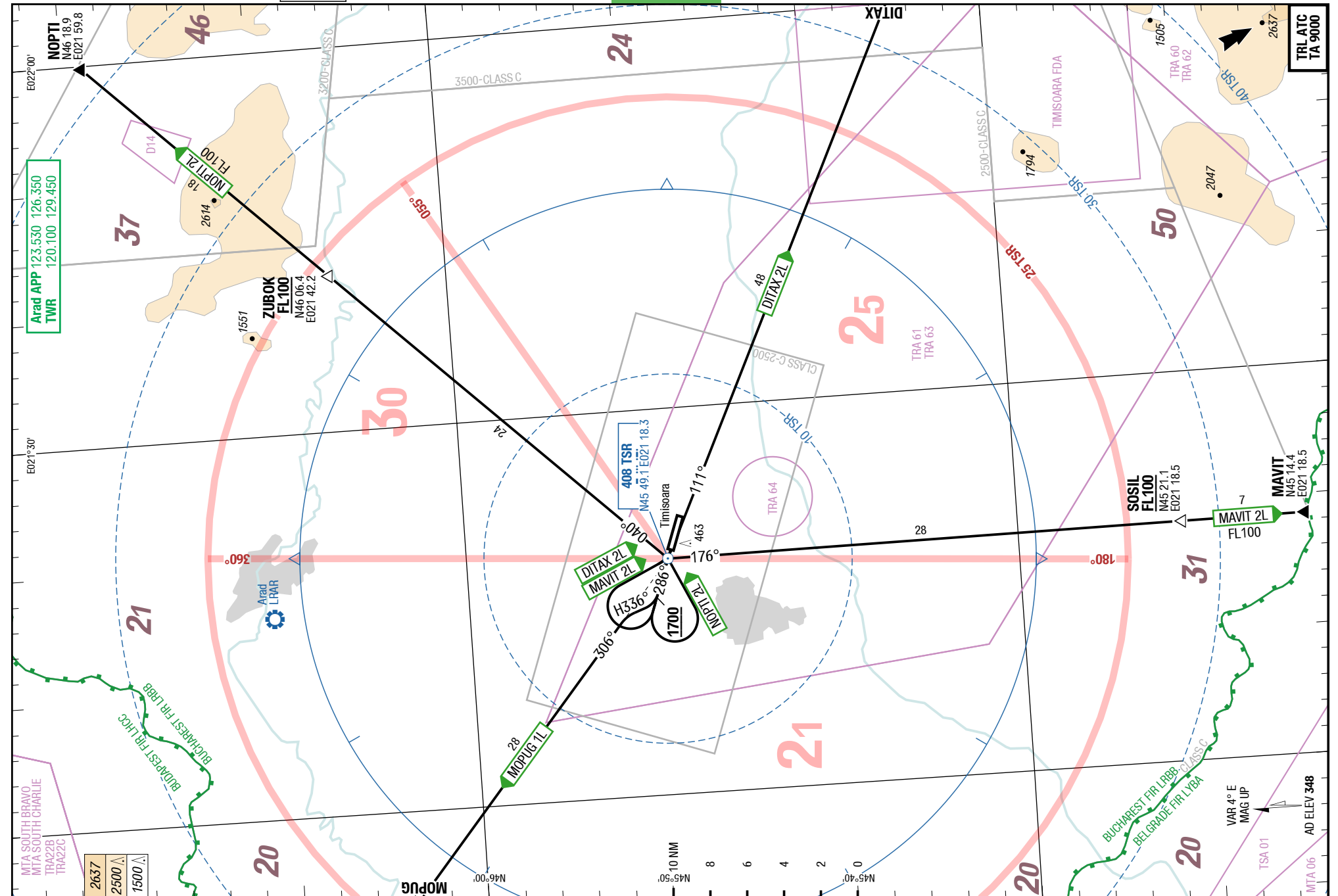
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SIDs RWY 29

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4-30

SIDs RWY 29



Changes: FREQ

18-MAY-2017

TSR-LRTR**5-10****RNAV SIDs****SIDPT****DITAX 2F / MAVIT 2F / MOPUG 2F / NOPTI 2F**

RWY 11 (106°)

	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
6.1%	ft/MIN	800	1000	1200	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
DITAX 2F 3.8% 120.100 ①	<u>TR011</u> - DITAX	initial climb 6000
MAVIT 2F 6.1% 120.100 ①	<u>TR011</u> - LUSOM - MAVIT	initial climb 6000
MOPUG 2F 120.100	<u>TR011</u> [K210-] - TR022 [K210-] - MEDUD - MOPUG	initial climb 6000
NOPTI 2F 4.0% 120.100 ①	<u>TR011</u> [K210-] - TR022 [K210-] - NOPTI	initial climb 6000

① Climb gradient due to airspace structure. If unable to comply, contact ATC.

18-MAY-2017

TSR-LRTR**5-20****RNAV SIDs****SIDPT****DITAX 2E / MAVIT 2E / MOPUG 2E / NOPTI 2E**

RWY 29 (286°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
DITAX 2E 120.100	TR023 [K210-] - GOVIN - GUPRO - DITAX	initial climb 6000
MAVIT 2E 5.0% 120.100 ①	TR023 [K210-] - GOVIN - INGOP - MAVIT	initial climb 6000
MOPUG 2E 5.1% 120.100 ①	TR023 - DIDIX - MOPUG	initial climb 6000
NOPTI 2E 3.4% 120.100 ①	TR021 [K210-] - TR022 - NOPTI	initial climb 6000

① Climb gradient due to airspace structure. If unable to comply, contact ATC.

18-MAY-2017

TSR-LRTR**5-30****SIDs RWY 11****SIDPT****DITAX 3M / MAVIT 3M / MOPUG 1M / NOPTI 2M**

RWY 11 (106°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.4%	ft/MIN	600	700	900	1000	1100	1300

DESIGNATOR	ROUTING	ALTITUDES
	Runway 11	
DITAX 3M 4.1% 120.100 ①	at MNM 1700 RT intercept QDR 111 TSR to UBAXI - DITAX	UBAXI MNM FL100 initial climb 6000
MAVIT 3M 3.8% 120.100 ①	at MNM 1700 LT direct TSR - QDR 176 TSR to SOSIL - MAVIT	SOSIL MNM FL100 initial climb 6000
MOPUG 1M 120.100	at MNM 1700 RT direct TSR - QDR 306 TSR to MOPUG	initial climb 6000
NOPTI 2M 4.4% 120.100 ①	at MNM 1700 RT direct TSR - QDR 040 TSR to ZUBOK - NOPTI	ZUBOK MNM FL100 initial climb 6000

① Climb gradient due to airspace structure. If unable to comply, contact ATC.

18-MAY-2017

TSR-LRTR**5-40****SIDs RWY 29****DITAX 2L / MAVIT 2L / MOPUG 1L / NOPTI 2L**

RWY 29 (286°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 29	
DITAX 2L 120.100	at MNM 1700 RT direct TSR - QDR 111 TSR to DITAX	initial climb 6000
MAVIT 2L 4.2% 120.100 ①	at MNM 1700 RT direct TSR - QDR 176 TSR to SOSIL - MAVIT	SOSIL MNM FL100 initial climb 6000
MOPUG 1L 5.2% 120.100 ①	at MNM 1700 RT HDG 336° - intercept QDR 306 TSR to MOPUG	 initial climb 6000
NOPTI 2L 4.9% 120.100 ①	at MNM 1700 LT direct TSR - QDR 040 TSR to ZUBOK - NOPTI	ZUBOK MNM FL100 initial climb 6000

① Climb gradient due to airspace structure. If unable to comply, contact ATC.

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RNAV STARs RWY 29

6-10

RNAV STARs RWY 11

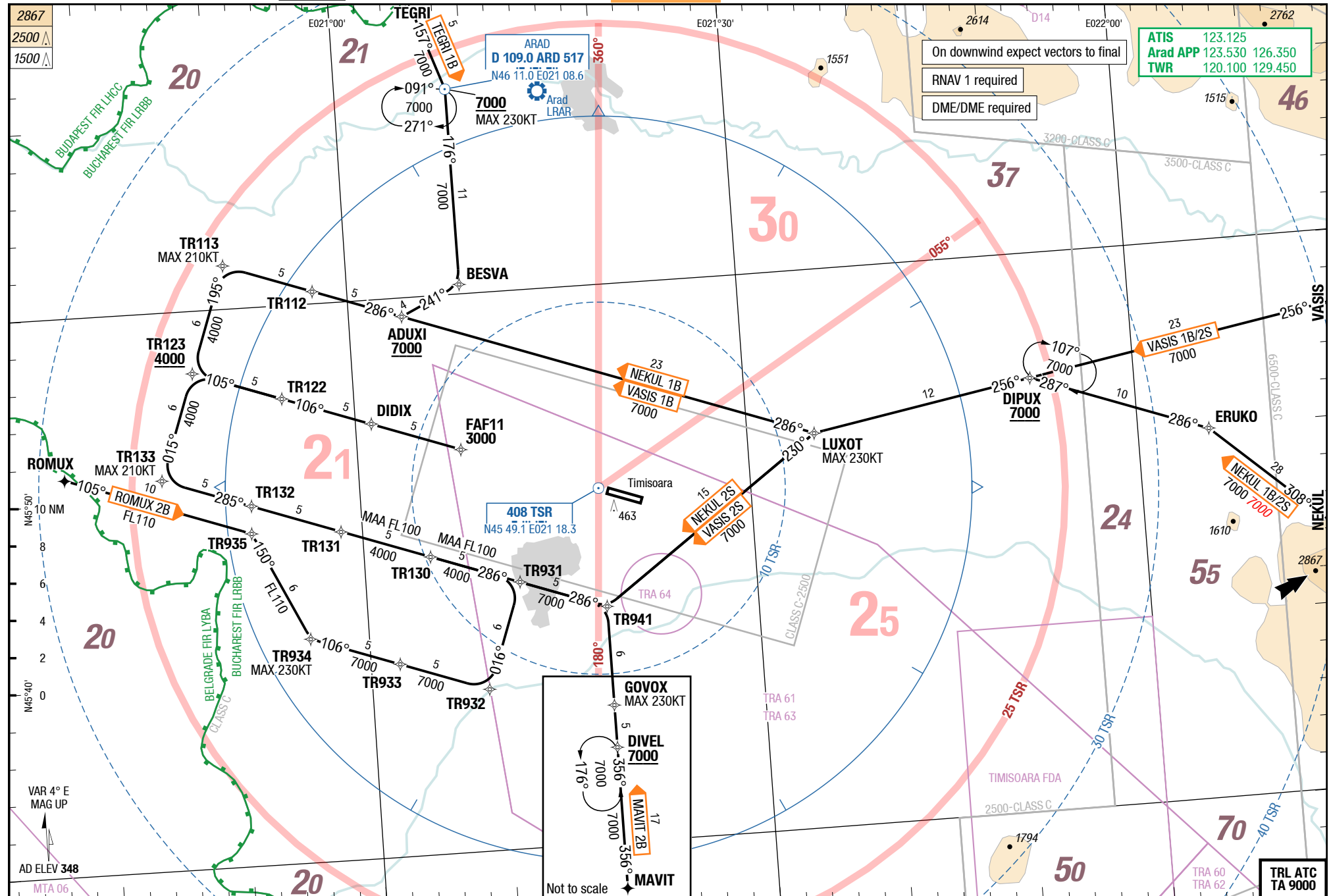
STAR

STAR

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RNAV STARs RWY 29

RNAV STARs RWY 11



Changes: FREQ

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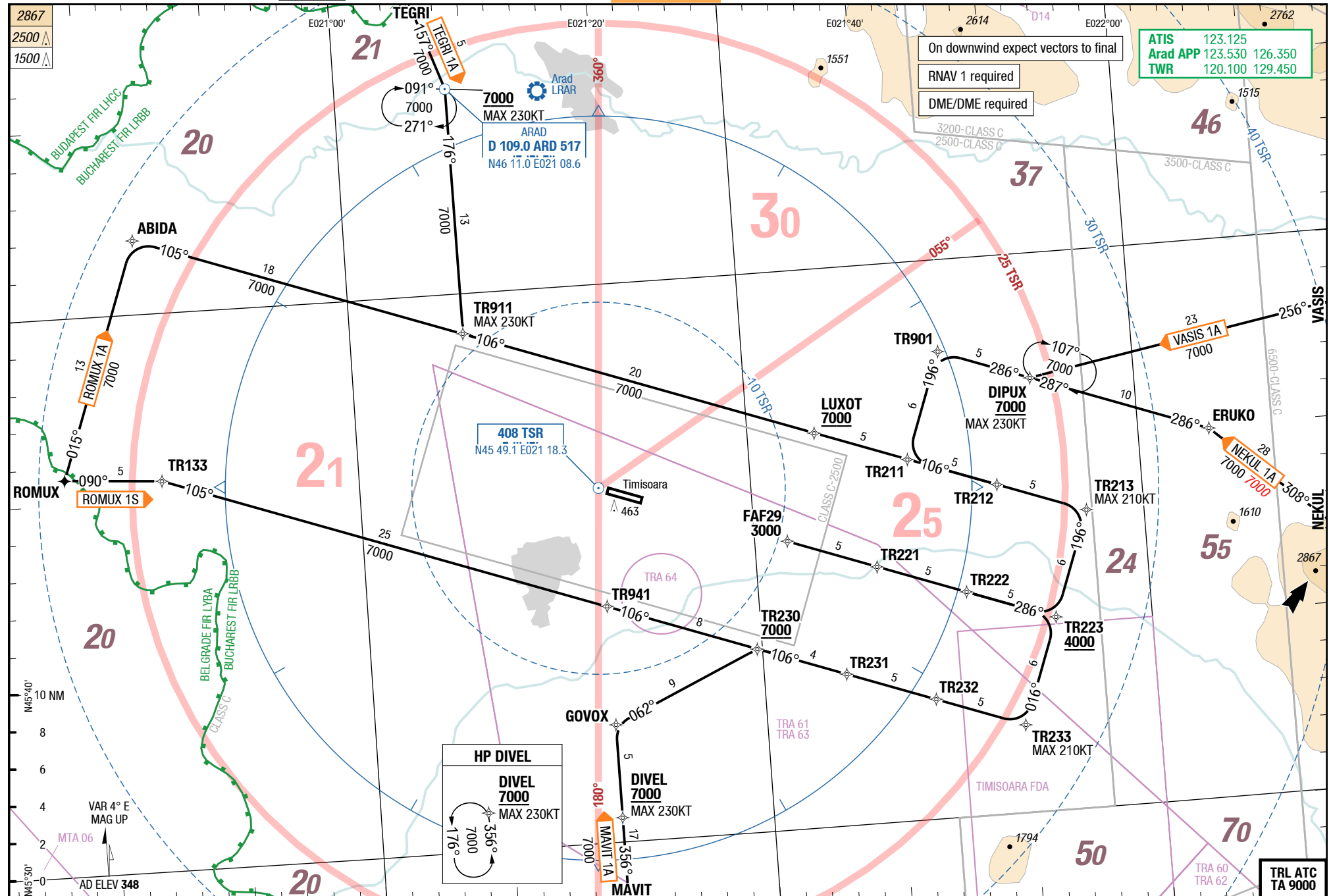
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STAR

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RNAV STARs RWY 29

RNAV STARs RWY 29



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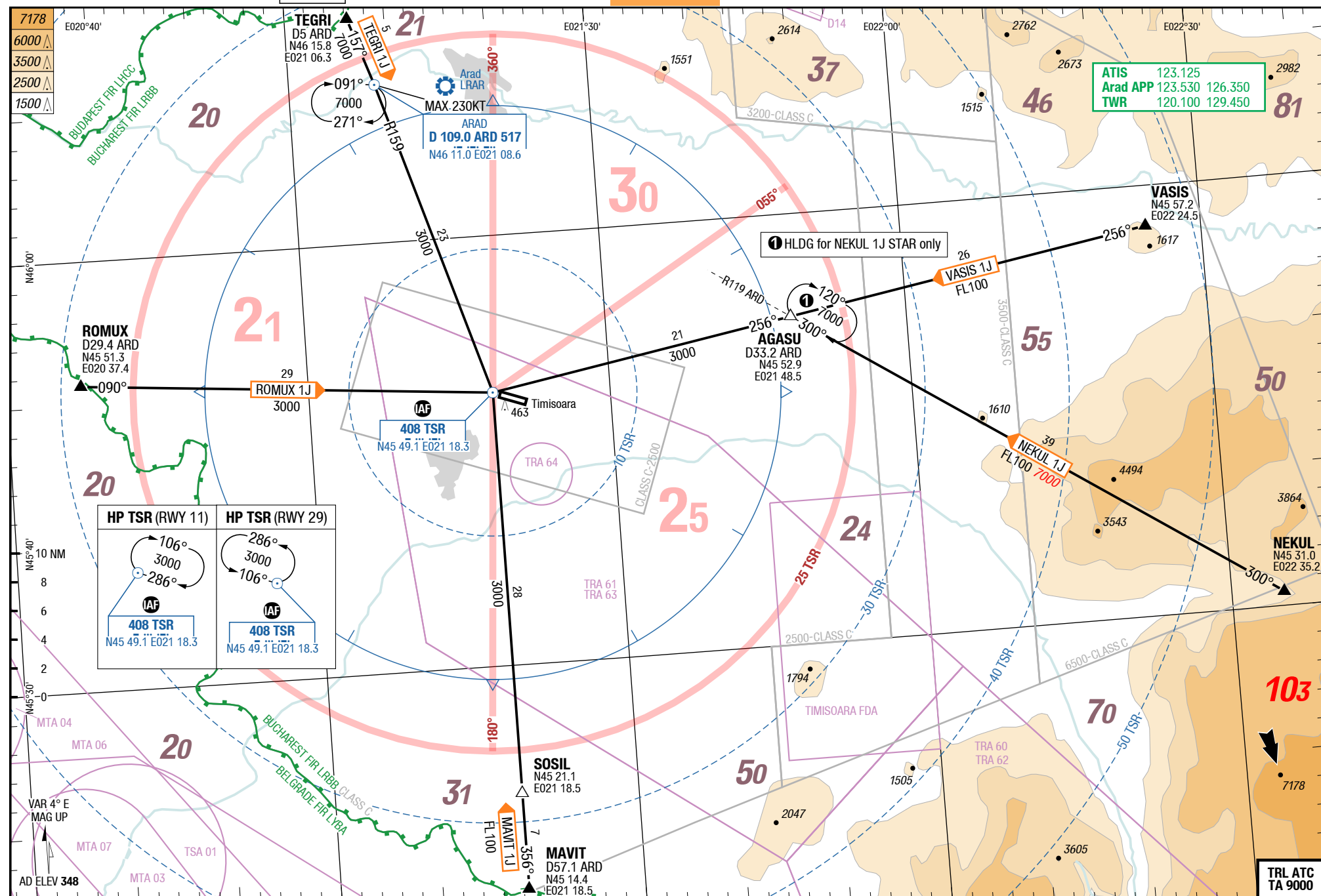
STARS

STAR

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NIL

STARS



Changes: FREQ

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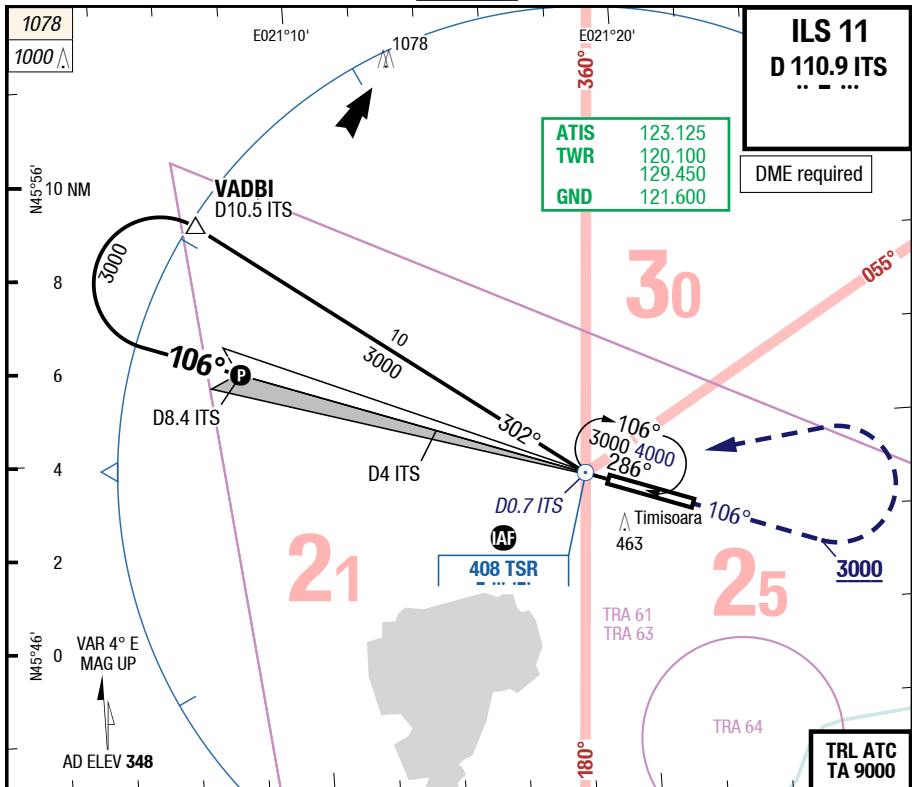
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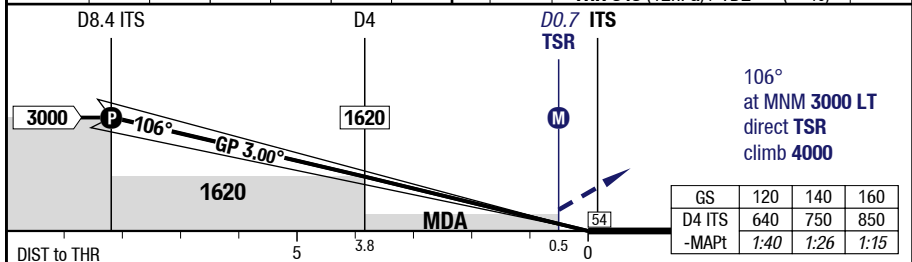
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7-10

ILS 11



LOC 3.02°	8.4	7	6	5	3	2	11	83.0°	60 HL	15 HL
D ITS	3000	2590	2260	1940	1300	980	THR 343 (12hPa) / TDZ --- (---%)	0.0%		



11	Cat 3a DME	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME ²⁾	Circling N of AD only
C	ft - m/km ft 0 - 200R Company	140 - 400R 142 RA	220 - 550 560	390 - 1.1 730	670 - 2.4V 1010
D	ft - m/km ft 0 - 200R Company	160 - 450R 154 RA	230 - 550 580	390 - 1.1 730	700 - 3.6V 1050

1) With EVS 350m

2) Timing to determine MAPt NA

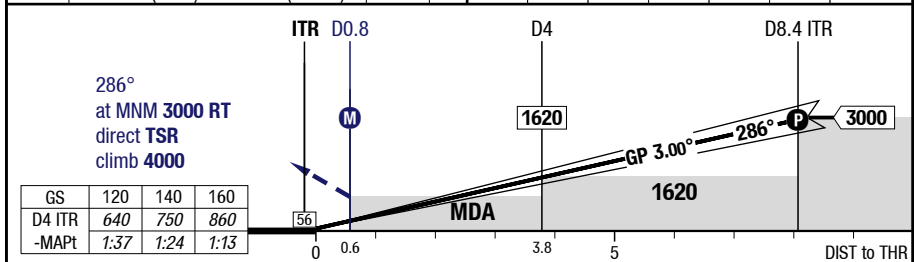
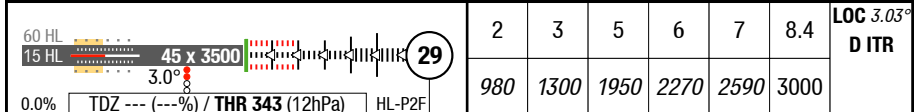
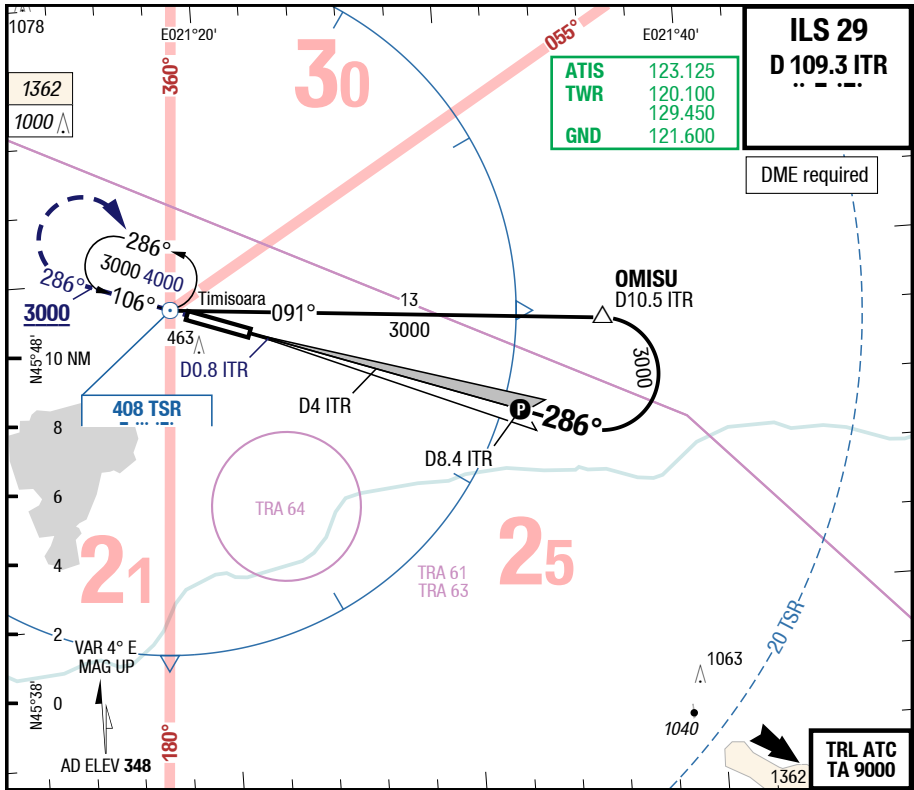
Changes: ALT, APL, MIN, MISAP text

18-MAY-2017

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7-20

ILS 29



29	Cat 3a DME	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME ²⁾	Circling N of AD only
C	ft - m/km ft 0 - 200R Company	100 - 300R 100 RA	200 - 550 550	300 - 750 640	670 - 2.4V 1010
D	ft - m/km ft 0 - 200R Company	100 - 300R 100 RA ³⁾	200 - 550 550	300 - 750 640	700 - 3.6V 1050

1) With EVS 350m

2) Timing to determine MAPt NA

3) If not conducting autoland RVR 350m required

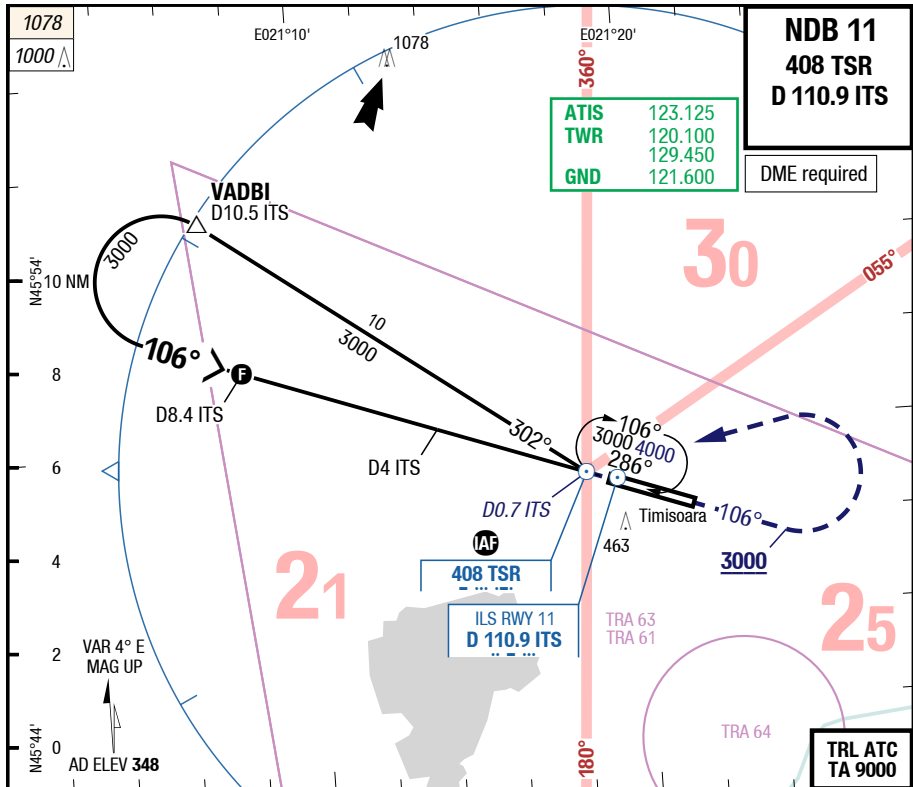
Changes: ALT, APL, OBST, MISAP text

18-MAY-2017

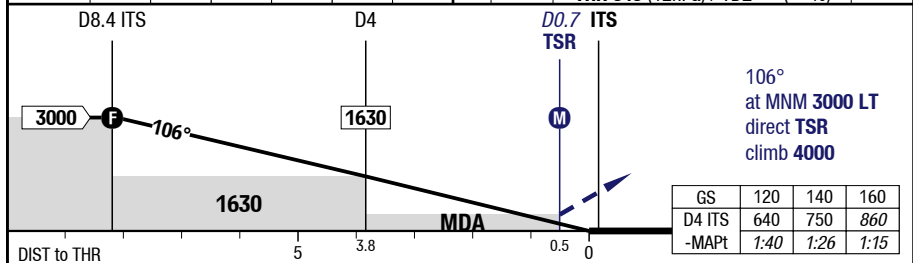
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7-30

NDB 11



3.03° D ITS	8.4	7	6	5	3	2	11	83.0°	60 HL	15 HL
	3000	2590	2260	1940	1310	980		3500 x 45		
							HL-P2F	THR 343 (12hPa) / TDZ --- (---%)	0.0%	



11	NDB DME ITS ¹⁾					Circling ²⁾
C	ft - m/km ft	400 - 1.1 740				670 - 2.4V 1010
D	ft - m/km ft	400 - 1.1 740				700 - 3.6V 1050

1) Timing to determine MAPt NA

2) N of AD only

Changes: APL, ALT, MISAP text, Editorial

18-MAY-2017

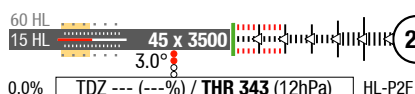
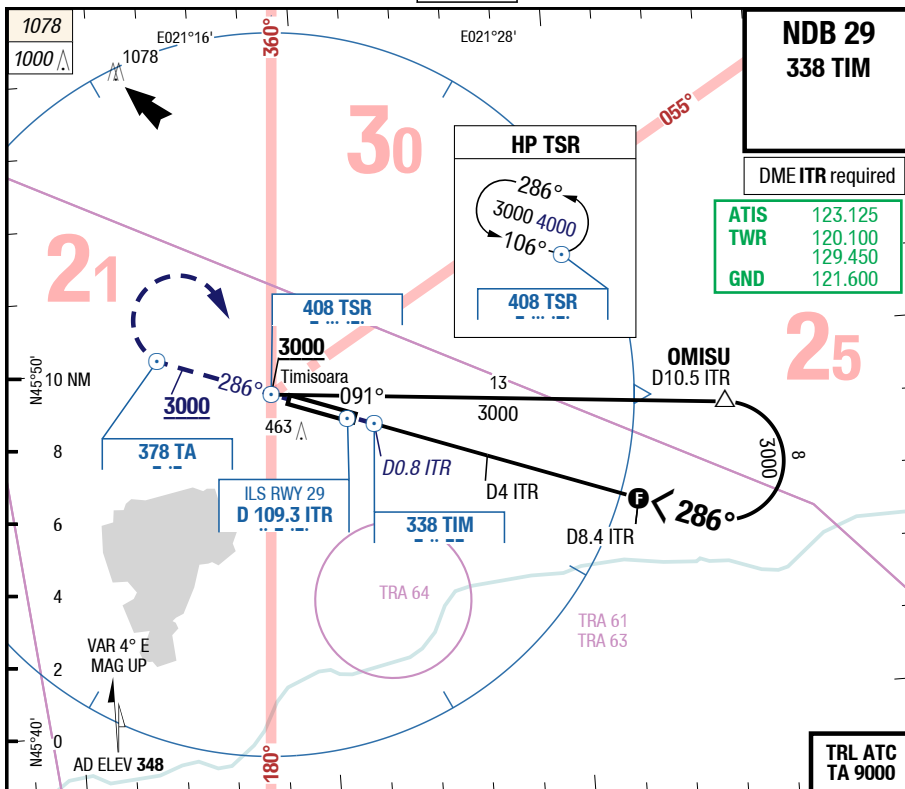
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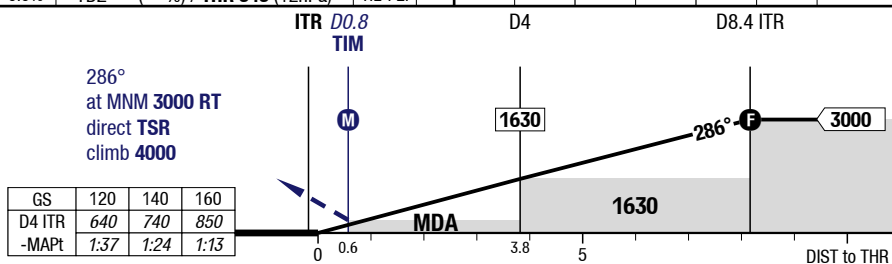
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7-40

NDB 29



2	3	5	6	7	8.4	3.00° D ITR
990	1310	1940	2260	2580	3000	



29	NDB DME ITR 1)						Circling 2)
C	ft - m/km ft	300 - 750 650					670 - 2.4V 1010
D	ft - m/km ft	300 - 750 650					700 - 3.6V 1050

1) Timing to determine MAPt NA

2) N of AD only

Changes: APL, ALT, MISAP text, Editorial

18-MAY-2017

TSR-LRTR

8-10

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NIL

MRC

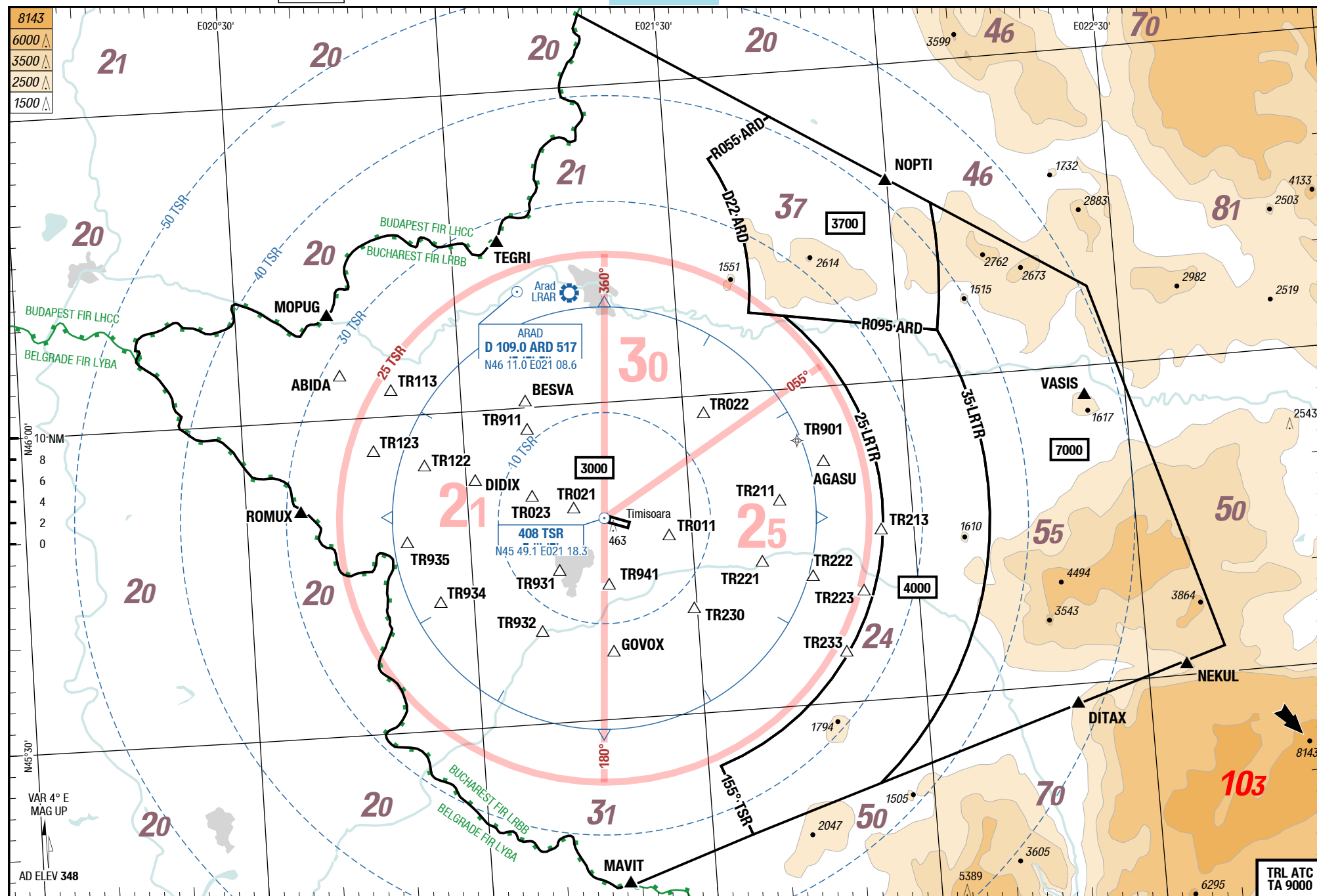
MRC

MRC

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NIL

MRC



Changes: Editorial

TRL ATC
TA 9000

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