

LRTM AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRTM – TÂRGU MUREȘ / Transilvania – Târgu Mureș

LRTM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	462804N 0242445E Runway centre.
2	Direction and distance from city	225°, 14 km from Târgu Mureș.
3	Elevation/Reference temperature	963 FT / 27.5°C
4	Geoid undulation at AD ELEV PSN	129 FT
5	MAG VAR/ Annual rate of change	5°E (2014) / 2.4'E
6	AD Administration, address, telephone, telefax, e-mail, AFS, website	Aeroportul Târgu Mureș/Transilvania, cod 547612 Tel: + 40-(0)265-238888/328259 Telefax: + 40-(0)265-263050 Fax: + 40-(0)265-328257 e-mail: office@targumuresairport.ro web: www.targumuresairport.ro AFS: LRTMRAYD SITA: TGMYDXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Nil

LRTM AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	As AD Administration
3	Health and sanitation	As AD Administration
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fueling	As AD Administration
9	Handling	As AD Administration
10	Security	As AD Administration
11	De-icing	As AD Administration
12	Remarks	Nil

LRTM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 airport passenger bus, 1 passenger crew minibus, 1 heater, 1 truck 1.5 t. up to 3 t handling possible; 2 conveyor belt truck up to 3,5t; 1 electric car with trolley up to 3 t, 1 GPU 28.5V, 1 GPU 115V-200V, 400Hz, 1 GPU 115V/400 Hz and 28.5V, 2 passenger stairs, 1 air starter, 2 self propelled passengers stairs, lavatory service vehicle, potable water vehicle, 1 self propelled GSE towing car.
2	Fuel/Oil types	Jet A1 / Nil AVGAS 100LL / Nil – O/R with 1 hour notification in advance
3	Fueling facilities/capacity	1 refueling truck with 25.750 l capacity, refueling rate: 800 l /min 1 storage of fuel 80m ³
4	De-icing facilities	2 de-icing/anti-icing units with fluid type II
5	Hangar space for visiting aircraft	Nil
6	Repair facilities for visiting aircraft	Nil
7	Remarks	Nil

LRTM AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Snack-bar and restaurant on the AD.
3	Transportation	Buses, taxis.
4	Medical facilities	First aid on the AD. Ambulance on the AD, Surgery on AD. Hospitals in the city.
5	Bank and Post Office	Exchange office on AD, ATM on AD.
6	Tourist Office	In the city.
7	Remarks	Rent a car offices on AD.

LRTM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 7
2	Rescue equipment	1 vehicle with extrication equipment.
3	Capability for removal of disabled aircraft	Nil
4	Remarks	Nil

LRTM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	1 scraper, 2 tractors with blade and brush, 1 urea spreading equipment and 1 runway deicing equipment with fluid SAFEWAY, 1 truck with plough, brush and turbo blower, 1 tractor with plough and brush, 1 solid materials spreading equipment.
2	Clearance priorities	1. RWY 07/25 2. Associated TWY to apron 3. Apron 4. Other surfaces
3	Remarks	Information on snow clearance published from November - April in NOTAM (SNOWTAM). See also the snow plan in section AD 1.2.2.

LRTM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	Designation: Apron 1 Surface: Concrete Strength: PCN 45/R/D/W/T	Apron 2 Concrete Only for aircraft < 5700 kg
2	Taxiway designation, width, surface and strength	Width: TWY A: 30 M TWY B: 23 M Surface: TWY A: Asphalt TWY B: Concrete Strength: TWY A: Only for aircraft < 5700 kg TWY B: PCN 45/R/D/W/T	
3	ACL location and elevation	Nil	
4	VOR checkpoints	Nil	
5	INS checkpoints	See AD 2.15-22	
6	Remarks	RWY turning bay: Location THR 07 and THR 25 Strength : PCN 45/R/D/W/T	

LRTM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection with TWY and RWY, at holding positions. Guide lines on the apron. Nose-in guidance at aircraft stands.
2	RWY and TWY markings	RWY: Designation, THR, centre line, edges, marked as appropriate, aiming point, TDZ; TWY: Centre line, holding position at RWY/TWY intersections marked.
3	Stop bars	Red stop bar.
4	Remarks	Nil

LRTM AD 2.10 AERODROME OBSTACLES

In approach / TKOF areas			In circling area and at AD		Remarks
1			2		
RWY/Area affected	Obstacle type Elevation (FT) Markings/LGT	Coordinates	Obstacle type Elevation (FT) Markings/LGT	Coordinates	
a	b	c	a	b	
07/APCH	TWR	462801.45N	Building	462938.11N	Nil
25/TKOF	1048	0242523.37E	1577	0242441.60E	
	LGTD		Nil		
	Mast/Water tower	462843.15N	Hill	462848.75N	
	1109	0242820.41E	1586	0242028.73E	
	Nil		UNMARKED		
	Antenna	462714.54N	Building	463023.28N	
	1074	0242147.47E	1577	0242529.93E	
	Nil		Nil		
	Church	462734.55N	Hill	463124.87N	
	1094	0242119.87E	1681	0242449.36E	
	LGTD		UNMARKED		
	Antenna	462742.00N	Building	463310.49N	
	1016	0242252.74E	1730	0242316.46E	
	LGTD		Nil		
	Building	462858.40N	Hill	462524.45N	
	1239	0242940.59E	1733	0242729.28E	
	Nil		UNMARKED		
	Water tower	462830.36N			
	1078	0242507.06E			
	Nil				

1			2		3
a	b	c	a	b	
	Building	462735.22N			Nil
	1100	0242412.91E			
	Nil				
	Mast	462736.98N			
	1076	0242606.62E			
	Nil				
	Hill	462848.75N			
	1586	0242028.73E			
	UNMARKED				
	Hill	462812.47N			
	1500	0241940.69E			
	UNMARKED				
	Hill	462747.27N			
	1381	0241901.95E			
	UNMARKED				
	Mast	462708.03N			
	1211	0242343.25E			
	Nil				
	Mast	462638.96N			
	1397	0242349.32E			
	Nil				
	Mast	462656.35N			
	1236	0242243.70E			
	Nil				
	Antenna	462835.97N			
	1112	0242725.72E			
	LGTD				
	Antenna	462836.29N			
	1104	0242726.15E			
	LGTD				

LRTM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	TÂRGU MUREŞ
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 9 HR 3 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	Nil -
5	Briefing / consultation provided	Self-briefing; briefing/consultation on request (see row 8)
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text Romanian, English
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR, TAF.
8	Supplementary equipment available for providing information	Tel./Fax: +40-(0)265-328262
9	ATS units provided with information	TÂRGU MUREŞ TWR
10	Additional information (limitation of service, etc.)	Nil

LRTM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	074.20°	2000 x 45	45/R/D/W/T Concrete	462755.01N 0242400.25E 462812.59N 0242530.19E GUND 129 FT	THR 963 FT
25	254.22°	2000 x 45	45/R/D/W/T Concrete	462812.53N 0242529.92E 462754.96N 0242359.98E GUND 129 FT	THR 963 FT
Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0% (1 000 M)	Nil	275 x 300	2120 x 300	Nil	RESA 240 x 180
0% (1 000 M)	Nil	240 x 300	2120 x 300	Nil	RESA 240 x 180
0% (1 000 M)					

LRTM AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2000	2275	2000	2000	Nil
25	2000	2240	2000	2000	Nil

LRTM AD 2.14 APPROACH AND RWY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ,LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN(M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
07	ALS CAT II 900 M	Green	PAPI 3.0°	White 900	1100M, 30M, White, LIH 600M, 30M, Red/White, LIH 300M, 30M, Red, LIH	1400M, 59M White, LIH 600M, 59M Yellow, LIH	Red -	Nil	Nil
25	Simplified ALS 420 M	Green	PAPI 3.0°	Nil	1100M, 30M, White, LIH 600M, 30M, Red/White, LIH 300M, 30M, Red, LIH	1400M, 59M White, LIH 600M, 59M Yellow, LIH	Red -	Nil	Nil

LRTM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	On the TWR building, H24.
2	LDI location and LGT Anemometer location and LGT	Nil 315°, 160 M from touch down point RWY 07.
3	TWY edge and centre line lighting	TWY edge blue. TWY centre line: green/yellow, green/green.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on the AD. Switch-over time 1 s.
5	Remarks	Nil

LRTM AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	Nil Nil
2	TLOF and/or FATO elevation M/FT	Nil
3	TLOF and FATO area dimensions, surface, strength, marking	Nil
4	True and MAG BRG of FATO	Nil
5	Declared distance available	Nil
6	APP and FATO lighting	Nil
7	Remarks	Nil

LRTM AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Târgu Mureş CTR 462804N 0240855E - 463348N 0243815E - 462509N 0244148E - 461925N 0241227E - 462804N 0240855E
2	Vertical limits	GND to 3000 FT AMSL
3	Airspace classification	Class C
4	ATS unit call sign Language(s)	Târgu Mureş Tower English, Romanian
5	Transition altitude	7000 FT QNH
6	Hours of applicability	As ATS
7	Remarks	Nil

LRTM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	Târgu Mureş Tower	120.325 MHz 121.500 MHz EMERG	H24	Nil
APP	NAPOC Approach	126.425 MHz 127.275 MHz ALTN	H24	Radar Service
APP	NAPOC North Approach	126.425 MHz 127.275 MHz ALTN	H24	Radar Service
APP	NAPOC South Approach	119.675 MHz 127.275 MHz ALTN	H24	Radar Service
ATIS	Târgu Mureş ATIS	125.950 MHz	H24	Nil

LRTM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR CAT of ILS/MLS (For VOR/ILS/MLS give declination)	ID	Frequency	Hours of operation	Position of Transmitting antenna coordinates	Elevation of DME transmitting antenna (FT)	Remarks
1	2	3	4	5	6	7
NDB(LO)	TGM	428 KHz	H24	462648.9N 0241823.7E		251° MAG / 4 NM from THR 07 Coverage 80NM (declared)
NDB (LM)	D	373 KHz	H24	462741.8N 0242252.6E		251° MAG / 0.81 NM from THR 07
LOC 07 (4°E/2009) ILS CAT II	ITM	109.900 MHz	H24	462815.1N 0242543.3E		Front course angle 5.25° No back course
GP 07	-	333.800 MHz	H24	462754.4N 0242416.2E		GP Angle 3.0°, ILS RDH 54 FT
DME	ITM	CH 36X	H24	462754.2N 0242416.4E	1000	



LRTM AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reglementări de aeroport

1.1 Procedures for acceptance of the aircraft on airfield pavements

1.1.1 Aircraft categories

- APRON 1 (associated to TXY B) – 3 positions: 2 aircraft code letter A, B, C (wing span < 36 m) and 1 aircraft code letter A, B (wing span < 24 m);
- APRON 2 (associated to TXY A) - 6 positions: 6 aircraft code letter A (wing span < 15 m).

1.1.2 Processing of aircraft to parking positions

(APRON 1 – No. 7÷9 stands, and APRON 2 - No. 1÷6 stands) Always the signals of marshaller prevail over marking stands.

1.1.3 Using APRON 2

Due to lack of TXY A lighting, operating on this apron it is allowed only on **daytime (HJ)**, in **good visibility conditions**.

Attention!

In case of emergency requests (aircraft flying in fuel limit, flight diversions, technical failures, urgent medical cases, etc.) and there are congestion on APRON 1, it can operate also on APRON 2, – **night time** compulsory by FOLLOW ME car to parking position, respectively, from the parking position to the holding position. Demarcation of parking apron boundaries is done with mobile retractable lighting towers.

1.1 Proceduri de admisibilitate a aeronavelor pe aeroport

1.1.1 Categoriile aeronave

- PLATFORMA 1 (asociată căii de rulare B) - 3 poziții: 2 aeronave literă de cod A, B, C (wing span < 36 m) și 1 aeronavă literă de cod A, B (wing span < 24 m);
- PLATFORMA 2 (asociată căii de rulare A) - 6 poziții: 6 aeronave literă de cod A (wing span < 15 m).

1.1.2 Procesarea aeronavei la pozițiile de staționare (PLATFORMA 1 - pozițiile nr.7÷9 și PLATFORMA 2 – pozițiile nr.1÷6) Întotdeauna semnalele CTA-DS prevalează asupra marcajelor pozițiilor de parcare.

1.1.3 Utilizare PLATFORMA 2

Datorită lipsei balizajului la calea de rulare A, operarea pe această platformă este permisă doar **pe timp de zi (HJ)**, în **condiții de vizibilitate bună**.

Atenție!

La solicitări de urgență (aeronavă în zbor în limită de combustibil, rerutări zbor, defecțiuni tehnice, cazuri medicale urgente, etc.) în situații de congestie a PLATFORMEI 1, se poate opera și pe PLATFORMA 2, - **noaptea**, obligatoriu cu autovehiculul FOLLOW ME, la poziția de parcare, respectiv de la poziția de parcare la poziția liniei de așteptare.

Pentru demarcarea limitelor de parcare a platformei de parcare A, se utilizează stâlpi de iluminare mobili și retractabili.

2. Standard Taxi Routes / Rutele Standard de Rulare

2.1 Arrival information

Arrival on	Instruction given by ATC				Taxiway to be followed	Remarks
		Name of the Standard Taxi Route				
RWY 07 (Cat A,B,C aircraft turn around in turning bay at THR25)	Taxi via standard taxi route	Arrival 07	To	Stand number 7/8/9	TWY B to stands 7/8/9	-
RWY 07	Taxi via standard taxi route	Arrival 07	To	Stand number 1/2/3/4/5/6	TWY A to stands 1/2/3/4/5/6	Only HJ, in good vizibility conditions

2.2 Departure Information

Departure from	Instruction given by ATC				Taxiway to be followed	Remarks	
		Name of the Standard Taxi Route					
Stand No. 7/8/9	Taxi via standard taxi route	Departure	To holding position	B	RWY07	TWY B turn LEFT taxi to the end of RWY and line-up THR 07	-
				B	RWY25	TWY B turn RIGHT taxi to the end of RWY and line-up THR 25	-
Stand No. 1/2/3/4/5/6	Taxi via standard taxi route	Departure	-	A	RWY07	TWY A turn LEFT taxi to the end of RWY and line-up THR 07	Only HJ, in good vizibility conditions
				A	RWY25	TWY A turn LEFT taxi to the end of RWY and line-up THR 25	Only HJ, in good vizibility conditions

LRTM AD 2.21 NOISE ABATEMENT PROCEDURES

- See AD 1.1-3 -

LRTM AD 2.22 FLIGHT PROCEDURES / PROCEDURI DE ZBOR

1. P-RNAV requirements / Cerințe P-RNAV

RNAV SID and STAR procedures within NAPOC TMA are based on DME-DME sensors and designed in accordance with RNAV-1 (P-RNAV) criteria. RNAV-1 (P-RNAV) approval is required to conduct these procedures without additional restrictions.

RNAV-1 (P-RNAV) approved aircraft operators shall fill-in accordingly the flight plan.

Expect direct routing/shortcuts by ATC whenever possible (especially during off-peak hours). The turn to final approach is usually performed by radar vectors to expedite traffic handling and for separation reasons.

On all RWY directions, tactical points for non-standard shorter approach are established: RUTUV for TM RWY07, ETEPA for TM RWY25. These points may be used only after request/approval of air crews.

Vertical planning information: air crews should plan for possible descent clearance in accordance with vertical restrictions specified on STAR charts. Actual descent clearance will be as directed by ATC.

In case a published climb gradient can not be respected, air crews should request non-standard departure before startup.

Procedurile SID și STAR RNAV din TMA NAPOC se bazează pe senzori DME-DME și sunt proiectate în conformitate cu criteriile RNAV-1 (P-RNAV). Pentru operarea acestor proceduri fără restricții suplimentare, este necesară aprobarea RNAV-1 (P-RNAV).

Operatorii aeronavelor aprobate RNAV-1 (P-RNAV) trebuie să completeze corespunzător planul de zbor.

Ori de câte ori este posibil, ATC va acorda autorizări "direct-to" (îndeosebi în afara perioadelor de vârf).

Virajul către apropierea finală este de obicei efectuat prin vectorizare radar, pentru a fluidiza traficul și pentru asigurarea eșalonării.

Sunt stabilite puncte tactice pentru apropieri non-standard mai scurte: RUTUV pentru TM RWY07, ETEPA pentru TM RWY25. Aceste puncte pot fi utilizate numai la cererea sau cu acordul echipajului.

Informații privind planificarea profilului de zbor vertical: se recomandă ca echipajele să efectueze planificarea zborului pentru o posibilă autorizare a coborârii în conformitate cu restricțiile verticale specificate pe harta STAR. Coborârea se va efectua însă în conformitate cu instrucțiunile ATC.

În cazul în care un gradient de urcare publicat nu poate fi respectat, se recomandă ca echipajele să solicite o decolare non-standard înainte de pornirea motoarelor.

2. LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ

1. Description of facilities

- 1.1 Runway 07 is equipped with ILS and is approved for CAT II (RVR not less than 350m) operations. Runways 07/25 are approved for LVTO.
- 1.2 RWY 07/25 is approved for LVTO;
- 1.3 RWY 07/25 - equipped with edge lights, axial lights, THR and ENDS lights;
- 1.4 TXY A - no lighting - not available for LVP;
- 1.5 TXY B - equipped with edge lights, axial lights and input / output alignments at RWY holdline position lights;
- 1.6 FOLLOW ME vehicle equipped as required.

2. Criteria for the initiation and termination of LVP

- 2.1 Approach and landing
 - a) The preparation phase will be implemented when visibility falls below 1500m and is deteriorated to 800m or ceiling is 500ft and is deteriorated to 200ft and CAT II operations are expected;
 - b) The operation phase will be commenced when the RVR falls below to 600m (visibility falls below 800m) or ceiling is below 200ft;
 - c) LVP will be terminated when RVR is greater than 800m and ceiling is greater than 300ft and a continuing improvement in these conditions is anticipated.
- 2.2 Take-off
 - a) LVP operations will be provided when requested by an aircraft operator to conduct LVTO when the RVR is below 400m;
 - b) If LVP operations are not in force, LVTO must be requested a minimum of 30 minutes in advance to permit the appropriate preparations.

3. Details of runway exits

- 3.1 Runway exits are equipped with green/yellow coded taxiway centerline lights.

1. Descrierea facilităților

- 1.1 Pista 07 este echipată cu ILS și este autorizată pentru desfășurarea operațiunilor CAT II (RVR nu mai mică de 350M). Pistele 07/25 sunt autorizate pentru LVTO.
- 1.2 Pista 07/25 este autorizată pentru LVTO;
- 1.3 Pista 07/25 - balizaj marginal, prag și capăt de pistă, balizaj axial;
- 1.4 Calea de rulare A - nu este balizată - nu este disponibilă pentru LVP;
- 1.5 Calea de rulare B - balizaj - lumini marginale, linia de centru și aliniamente intrare/ieșire la pistă, lumini poziția liniei de așteptare;
- 1.6 Autovehiculul FOLLOW ME, echipat conform cerințelor.

2. Criterii pentru inițierea și terminarea LVP

- 2.1 Apropierea și aterizarea
 - a) Faza de pregătire va fi implementată atunci când vizibilitatea scade sub 1500m și are tendința de 800m sau plafonul este de 500ft și are tendința de 200ft și sunt prevăzute declanșarea operațiunilor CAT II;
 - b) Faza operațională va fi declanșată atunci când valoarea RVR scade sub 600m (vizibilitatea orizontală scade sub 800m) sau plafonul este sub 200ft;
 - c) Procedurile în condiții de vizibilitate redusă vor fi încheiate atunci când valoarea RVR este mai mare de 800m și plafonul este mai mare de 300ft și este anticipată îmbunătățirea continuă a acestor condiții.

2.2 Decolarea

- a) Operațiunile de vizibilitate redusă vor fi declanșate când există solicitarea unui operator aerian să decoleze când RVR este mai mică de 400m;
- b) Dacă procedurile în condiții de vizibilitate redusă nu sunt declanșate, LVTO trebuie solicitată cu 30 minute înainte pentru a permite pregătirile corespunzătoare LVTO.

3. Detalii privind eliberarea pistei

- 3.1 Racordurile pistei cu căile de rulare sunt echipate cu lumini axiale codificate verde/galben

4. Any ground movements restrictions

4.1 All movements on the manoeuvring area to/from RWY 07/25 must be made using **only the Standard Taxi Routes corresponding TXY B.**

4.2 Upon receiving taxi clearance, aircraft must only proceed when a green centerline path is illuminated.

4.3 During LVTO, taxiing is normally restricted to one movement at a time. Operation of vehicles on the manoeuvring area is not permitted when LVTO is in progress.

5. Description of LVP

5.1 CAT II Approach and Landing

a) Pilots will be informed by ATIS or RTF when LVP are in operation;

b) The localizer sensitive area will be protected when a landing aircraft is within 4NM from touchdown. ATC will provide suitable spacing between aircraft on final approach to achieve this objective.

5.2 Low Visibility Take Off

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

4. Restricții privind mișcarea la sol

4.1 Toate mișcările pe suprafața de manevră spre/dinspre pista 07/25 trebuie făcute utilizând **doar Rutele de Rulare Standard corespunzătoare căii de rulare B.**

4.2 După obținerea autorizării de rulare, aeronava trebuie să înceapă rularea doar atunci când luminile axiale au fost aprinse.

4.3 În timpul LVTO rularea pe suprafața de manevră este restricționată la o singură aeronavă. Operarea vehiculelor pe suprafața de manevră nu este permisă când LVTO este în desfășurare.

5. Descrierea procedurilor în condiții de vizibilitate scăzută

5.1 Aproximarea și aterizarea CAT II

a) Piloții vor fi informați RTF atunci când procedurile LVP sunt operaționale;

b) Zona sensibilă ILS va fi protejată atunci când o aeronavă care aterizează se află la 4NM de punctul de contact. CTA va asigura eșalonarea corespunzătoare între aeronavele aflate pe apropierea finală în vederea îndeplinirii acestui obiectiv.

5.2 Decolarea în condiții de vizibilitate redusă

a) Mișcarea aeronavelor pe suprafața de parcare trebuie efectuată cu asistența serviciului "FOLLOW ME".

LRTM AD 2.23 ADDITIONAL INFORMATION

- NIL -

LRTM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.15-20
Aircraft Parking/Docking Chart - ICAO	AD 2.15-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 07	AD 2.15-25
RWY 25	AD 2.15-26
Precision Approach Terrain Chart - ICAO	
RWY 07	AD 2.15-29
Standard Departure Chart - Instrument - ICAO	
RWY 07	AD 2.15-30
RWY 25	AD 2.15-31
Standard Arrival Charts - Instrument - ICAO	
RWY 07/25	AD 2.15-32
RNAV Standard Departure Chart - Instrument - ICAO	
RWY 07	AD 2.15-34
RWY 25	AD 2.15-35
RNAV Standard Arrival Charts - Instrument - ICAO	
RWY 07	AD 2.15-36
RWY 25	AD 2.15-37
ATC Surveillance Minimum Altitude Chart - ICAO	AD 2.15-45
Instrument Approach Charts - ICAO	
RWY 07 ILS - CAT A / B	AD 2.15-51
RWY 07 ILS - CAT C / D	AD 2.15-52
RWY 07 NDB - CAT A / B	AD 2.15-91
RWY 07 NDB - CAT C / D	AD 2.15-92
RWY 25 NDB - CAT A / B	AD 2.15-93
RWY 25 NDB - CAT C / D	AD 2.15-94