

**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 (2015) / 2.4°E
6	AD Administration, address, telephone, telefax, e-mail, AFS, website	Aeroportul Târgu Mureș/Transilvania, cod 547612 Tel: + 40-(0)265-328888/328259 Telefax: + 40-(0)265-263050 Fax: + 40-(0)265-328257 e-mail: office@transylvaniaairport.ro web: www.transylvaniaairport.ro AFS: LRTMRAYD SITA: TGMYDXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Helicopter flights permitted.

**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 <sup>3</sup>
4	De-icing facilities	1 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	2 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 B to Apron 1 TWY A to Apron 2 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 Apron 2 Surface: Concrete Concrete Strength: PCN 79/R/D/W/T Stands 06-07 PCN 137/R/D/W/T Stands 04-05 PCN 27/R/D/W/T
2	Taxiway designation, width, surface and strength	Width: TWY A TWY B 30 M 23 M Surface: Asphalt Asphalt Strength: PCN 64/F/D/W/T PCN 71/F/D/W/T
3	ACL location and elevation	Location: Apron 1 Apron 2 Elevation: 964 FT (294 M) 964 FT (294 M)
4	VOR checkpoints	Nil
5	INS checkpoints	See Aircraft Parking/Docking Chart AD 2.15-22/22a.
6	Remarks	RWY turn pad: Location THR 07 and THR 25 Surface: Asphalt Strength: PCN 70/F/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, turn pad. TWY: Centre line, holding position at RWY/TWY intersections marked, edge lines.
3	Stop bars	Red stop bar on TWY B.
4	Remarks	Guard lights on TWY B. On Apron 1 aircraft must follow stand guidelines with COCKPIT OVER THE CENTER LINE. On Apron 2 stands parking guidance is provided by marshaller.

**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 25/TKOF	TWR 1048 LGTD Mast/Water tower 1109 Nil Antenna 1074 Nil Church 1094 LGTD Antenna 1016 LGTD Building 1239 Nil	462801.45N 0242523.37E  462843.15N 0242820.41E  462714.54N 0242147.47E  462734.55N 0242119.87E  462742.00N 0242252.74E  462858.40N 0242940.59E	Building 1577 Nil Hill 1586 UNMARKED Building 1577 Nil Hill 1681 UNMARKED Building 1730 Nil Hill 1733 UNMARKED	462938.11N 0242441.60E  462848.75N 0242028.73E  463023.28N 0242529.93E  463124.87N 0242449.36E  463310.49N 0242316.46E  462524.45N 0242729.28E	Nil

1			2		3
a	b	c	a	b	
	Water tower 1078 Nil	462830.36N 0242507.06E			Nil
	Building 1100 Nil	462735.22N 0242412.91E			
	Mast 1076 Nil	462736.98N 0242606.62E			
	Hill 1586 UNMARKED	462848.75N 0242028.73E			
	Hill 1500 UNMARKED	462812.47N 0241940.69E			
	Hill 1381 UNMARKED	462747.27N 0241901.95E			
	Mast 1211 Nil	462708.03N 0242343.25E			
	Mast 1397 Nil	462638.96N 0242349.32E			
	Mast 1236 Nil	462656.35N 0242243.70E			
	Antenna 1112 LGTD	462835.97N 0242725.72E			
	Antenna 1104 LGTD	462836.29N 0242726.15E			

**LRTM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED**

1	<i>Associated MET Office</i>	TÂRGU MUREŞ
2	<i>Hours of service</i> <i>MET Office outside hours</i>	H24 -
3	<i>Office responsible for TAF preparation</i> <i>Periods of validity</i> <i>Interval of issuance</i>	LROM 9 HR 3 HR, during aerodrome operational hours
4	<i>Type of landing forecast</i> <i>Interval of issuance</i>	Nil -
5	<i>Briefing / consultation provided</i>	Self-briefing; briefing/consultation on request (see row 8)
6	<i>Flight documentation</i> <i>Language(s) used</i>	Charts, tabular form, abbreviated plain language text Romanian, English
7	<i>Charts and other information available for briefing or consultation</i>	SWC, W/T Charts, SIGMET, METAR, TAF.
8	<i>Supplementary equipment available for providing information</i>	Tel./Fax: +40-(0)265-328262
9	<i>ATS units provided with information</i>	TÂRGU MUREŞ TWR
10	<i>Additional information (limitation of service, etc.)</i>	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	70/F/D/W/T Asphalt	462755.01N 0242400.25E 462812.59N 0242530.19E GUND 129 FT	THR 963 FT TDZ 963 FT
25	254.22°	2000 x 45	70/F/D/W/T Asphalt	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
-0.46%(200M) -0.19%(450M) 0.14%(150M) 0.07%(350M) 0.14%(350M) 0.47%(300M) -0.30%(200M)	Nil	275 x 300	2120 x 300	Nil	RESA 220M x 150M
0.30%(200M) -0.47%(300M) -0.14%(350M) -0.07%(350M) -0.14%(150M) 0.19%(450M) 0.46%(200M)	Nil	240 x 300	2120 x 300	Nil	RESA 240M x 150M

**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	1994	Nil
25	2000	2240	2000	1994	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 WBAR	Left/3.0° (54FT)	White 900	1100M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, Red, LIH	1400M, 59M White, LIH 600M, 59M Yellow, LIH	Red -	Nil	Turn pad center line lights (green). Turn pad edge lights (blue).
25	Simplified ALS 420 M	Green	Left/3.0° (53FT)	Nil	1100M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, 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 B edge blue. TWY B 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
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	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	NAPOC Approach	126.430 127.275 MHz ALTN	Nil	Nil	H24	Radar Service
APP	NAPOC North Approach	126.430 127.275 MHz ALTN	Nil	Nil	H24	Radar Service
APP	NAPOC South Approach	119.680 127.275 MHz ALTN	Nil	Nil	H24	Radar Service
TWR	Târgu Mureş Tower	119.180 120.325 MHz ALTN	Nil	Nil	H24	Exempted 8.33 kHz State aircraft.
ATIS	Târgu Mureş ATIS	121.500 MHz EMERG 125.950 MHz	Nil	Nil	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 TWY B) – 3 parking stands: parking stands 01, 02 for aircraft code letter C (wing span < 36 m) and parking stand 03 for aircraft code letter C (wing span = 24.57 m);
- APRON 2 (associated to TWY A) - 4 parking stands: parking stands 04, 05, 06 for aircraft code letter A (wing span < 15 m) and parking stand 07 for aircraft code letter B (wing span < 24 m).

##### 1.1.2 Processing of aircraft to parking positions

(APRON 1 - parking stands no. 01÷03 stands, and APRON 2 - parking stands no. 04÷07 stands). When aircrafts are parking at positions (stands) no. 01÷03, self manoeuvring procedure shall be applied.

Marshall's guidance shall be provided to a moving aircraft on the APRON1 whenever:

- a. Pilot in command requests this;
- b. Painted markings and aeronautical lights are not visible on the apron;
- c. During LVO conditions;
- d. Parking position(stands) are obstructed by obstacles.

Marshall's guidance shall be assured to a moving aircraft on the APRON2 in any conditions.

##### 1.1.3 Using APRON 2

Due to lack of TWY A lighting, operating on this apron it is allowed only on **daytime (HJ)**, in **good visibility conditions (RVR≥800 m)**.

##### Caution!

In case of emergency requests (aircraft flying in **minimum fuel state**, 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

- APRON 1 (asociată TWY B) - 3 poziții parcare: pozițiile 01, 02 pentru aeronave literă de cod C (wing span < 36 m) și poziția 03 pentru aeronave literă de cod C (wing span = 24.57 m);
- APRON 2 (asociată TWY A) - 4 poziții parcare: pozițiile 04, 05, 06 pentru aeronave literă de cod A (wing span < 15 m) și poziția 07 pentru aeronavă literă de cod B (wing span < 24 m).

##### 1.1.2 Procesarea aeronavei la pozițiile de staționare

(APRON 1 - pozițiile de parcare nr. 01÷03 și APRON 2 - pozițiile de parcare nr.04÷07). Când aeronavelor li se alocă pozițiile de parcare 01÷03, acestea vor urma procedura self-maneuvering.

Dirijarea aeronavelor în mișcare pe APRON 1 va fi asigurată de către dispecerul de sol în următoarele situații:

- a. La cererea pilotului comandant;
- b. Când marcajele și luminile platformelor nu sunt vizibile;
- c. În condiții de LVO;
- d. Când în apropierea pozițiilor de parcare se găsesc obstacole.

Dirijarea aeronavelor în mișcare pe APRON 2 va fi asigurată de către Dispecerul sol în orice condiții.

##### 1.1.3 Utilizare APRON 2

Datorită lipsei balizajului la TWY A, operarea pe această platformă este permisă doar **pe timp de zi (HJ)**, în **condiții de vizibilitate bună (RVR≥800 m)**.

##### Atenție!

La solicitări de urgență (aeronavă în zbor în limită de combustibil, rerutări zbor, defecțiuni tehnice, cazuri medicale urgențe, etc.) în situații de congestie pe APRON 1, se poate opera și pe APRON 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			Via TWY	Instructions	Remarks
	Route to be follow	Name of Standard Taxi Route	To			
RWY07	Standard taxi route	Arrival 07	Stand number 4/5/6/7	A	After landing taxi down the RWY and vacate RIGHT via TWY A.	HJ only, in good visibility conditions(RVR≥800m).
RWY25		Arrival 25			After landing perform backtrack and vacate RIGHT via TWY A.	
RWY07	Standard taxi route	Arrival 07	Stand number 1/2/3	B	After landing taxi down the RWY and vacate RIGHT via TWY B.	(Cat A, B, C aircraft turn around in turning bay at THR 25).
RWY25		Arrival 25			After landing perform backtrack and vacate RIGHT via TWY B.	Nil

**2.2 Departure Information**

Departure from	Instruction given by ATC			Via TWY	RWY in use	Instructions	Remarks
	Route to be follow	Name of Standard Taxi Route	To				
Stand number 4/5/6/7	Standard taxi route	Departure 07	Active RWY	A	RWY07	TWY A, turn LEFT, taxi to the end of the RWY and line-up.	HJ only, in good visibility conditions (RVR≥800m).
		Departure 25		A	RWY25	TWY A, turn LEFT, enter and line-up.	
Stand number 1/2/3	Standard taxi route	Departure 07	Active RWY	B	RWY07	TWY B, turn LEFT, taxi to the end of the RWY and line-up.	Nil
		Departure 25		B	RWY25	TWY B, turn RIGHT, taxi to the end of the RWY and line-up.	

**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 **RVR≥350m**;

1.3 RWY 07/25 - equipped with edge lights, axial lights, THR and ENDS lights;

1.4 **TWY** A - no lighting - not available for LVP;

1.5 **TWY** B - equipped with edge lights, axial lights and input / output alignments at RWY holdline position lights;

1.6 FOLLOW ME **car** 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 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 operațiilor CAT II (RVR nu mai mică de 350M). ~~Pistele 07/25 sunt autorizate pentru LVTO.~~

1.2 Pista 07/25 este autorizată pentru LVTO **RVR≥350m**;

1.3 Pista 07/25 - balizaj marginal, prag și capăt de pistă, balizaj axial;

1.4 **TWY** A - nu este balizată - nu este disponibilă pentru LVP;

1.5 **TWY** 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 operațiilor 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 TWY 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 TWY 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 Apropierea 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****Removal blocked aircraft**

1. Transilvania Târgu Mureș Airport does not have equipments of removal of the accidental blocked aircrafts in movement surface and adjacent safety strip.

2. Aircraft operators are responsible for removing accidentally immobilized aircraft on the moving surface and the adjacent safety strip.

3. Airport can provide airline operators with contact details of companies owning equipment and machinery capable of removing accidentally fixed aircraft.

**Înlăturarea aeronavelor imobilizate**

1. Aeroportul Transilvania Târgu Mureș nu dispune de echipamente și utilaje de înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

2. Operatorii Aerieni sunt răspunzători de înlăturarea aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

3. Aeroportul poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje capabile să înlătore aeronavele imobilizate accidental.

**LRTM AD 2.24 CHARTS RELATED TO THE AERODROME**

Aerodrome Chart - ICAO .....	AD 2.15-20
Aircraft Parking/Docking Chart - ICAO - APRON 1 .....	AD 2.15-22
<del>Aircraft Parking/Docking Chart - ICAO - APRON 2 .....</del>	<del>AD 2.15-23</del>
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