

LRIA AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRIA - IAȘI / Iași**LRIA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	471049N 0273715E Runway centre.
2	Direction and distance from city	3.48 km East from IAȘI.
3	Elevation/Reference temperature/mean low temperature	411 FT / 30.3°C / -12.8°C
4	Geoid undulation at AD ELEV PSN	105 FT
5	MAG VAR/Annual rate of change	6° E (2020) / 7.2' E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul Iași R.A. Str. Moara de Vânt nr. 34, cod 700376 Tel: +40-(0)232-271590 Fax: +40-(0)232-271570 AFS: LRIARAYD SITA: IASAPXH operational@aeroport.ro handling@aeroport.ro iasi@aeroport.ro www.aeroport-iasi.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRIA AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Notification on requested services shall be addressed by fax, AFS or SITA address of AD Administration. Lack of prior notification may cause delays in service delivery.

LRIA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	4 electric tractors, 1 diesel tractor, 19 bag carts, 4 GPU 115V/400Hz & 28.5V, 1 GPU 28.5V, 1 air starter unit, 1 aircraft heater, 2 self-propelled lavatory service vehicles, 1 self-propelled potable water vehicles, 2 catering products transportation vehicle, 5 self-propelled conveyor-belt loader, 12 towed passengers stairs, 1 equipment towing vehicle, 3 aircraft towing/ push-back tractors.
2	Fuel/Oil types	JET A1 / NIL AVGAS / NIL
3	Fuelling facilities/capacity	Storage: JET A1 - 180 m ³ Refueling equipments: JET A1 - 1 truck / 20 m ³ - 1 truck / 30 m ³ AVGAS - 1 mobile pump / 1 m ³
4	De-icing facilities	3 de-icing vehicles, type II ACFT de/anti-icing fluids.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	On request, for BOEING 737 & AIRBUS A320 families. Major repairs by arrangement.
7	Remarks	1. Catering services available. Contact: iasi@aircatering.ro. 2. Preliminary briefing, requests of operating permissions on aerodrome and handling shall be sent by fax, AFS or SITA address of AD Administration. Any other way of contact may cause delays. 3. ACFT AVGAS refueling AVBL only based on prior request to AD Administration 24 hours before ETA.

LRIA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Snack bar on the AD.
3	Transportation	Buses, taxis and rent-a-car on the AD.
4	Medical facilities	First aid on the AD. Hospitals in the city.
5	Bank and Post Office	Bank ATM on AD. Bank and Post office in the city.
6	Tourist Office	In the city.
7	Remarks	Rent-a-car offices on AD: Tel: +40-(0)731-630800; +40-(0)752-220222; +40-(0)728-228923; +40-(0)733-207554; +40-(0)748-110557; +40-(0)745-062158; +40-(0)740-175488; +40-(0)757-067182.

LRIA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	2 Rescue and firefighting vehicles with extrication equipment.
3	Capability for removal of disabled aircraft	Limited by arrangement. Local Action Coordinator: +40-(0)790-678346 e-mail: iso@aeroport.ro
4	Remarks	NIL

LRIA AD 2.7 RUNWAY SURFACE CONDITION ASSESSMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	4 snow ploughs with brush and blower sweeper, 1 tractor with snow blower; 1 spreader for liquid and solid de-icing materials, 2 mini trucks with snow brush/plough, snow blower and spreader for liquid and solid de-icing materials, 1 truck with plough, brush and spreader for liquid de-icing materials, 1 tractor with plough and spreader for solid de-icing materials.
2	Clearance priorities	1. RWY 14/32 2. TWY A 3. TWY D 4. APRON 1 5. TWY E 6. RWY14 intermediate runway turn pad
3	Use of material for movement area surface treatment	Generic fluids and solid materials used for movement area de/anti-icing: 1. KFOR(potassium formate fluid); 2. KAC (potassium acetate fluid), and 3. NAFO (sodium formate granular solid).
4	Specially prepared winter runways	NIL
5	Remarks	Runway Condition Report/SNOWTAM issued according to Global Reporting Format by Operational Safety Service tel: +40 728 060 757. See also the snow plan in section AD 1.2.2.

LRIA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	APRON 1 Surface: Concrete Strength: 88/R/C/W/T - Stand 01-06 102/R/C/W/T - Stand 07-13																							
2	Taxiway designation, width, surface and strength	<table><tr><td></td><td>TWY A</td><td>TWY B</td><td>TWY D</td><td>TWY E</td></tr><tr><td>Width:</td><td>23 M</td><td>48 M</td><td>23 M</td><td>23 M</td></tr><tr><td>Surface:</td><td>Asphalt</td><td>Concrete</td><td>Asphalt</td><td>Asphalt</td></tr><tr><td>Strength:</td><td>99/F/C/W/T</td><td>25/R/D/W/T</td><td>99/F/C/W/T</td><td>102/F/C/W/T</td></tr></table>					TWY A	TWY B	TWY D	TWY E	Width:	23 M	48 M	23 M	23 M	Surface:	Asphalt	Concrete	Asphalt	Asphalt	Strength:	99/F/C/W/T	25/R/D/W/T	99/F/C/W/T	102/F/C/W/T
	TWY A	TWY B	TWY D	TWY E																					
Width:	23 M	48 M	23 M	23 M																					
Surface:	Asphalt	Concrete	Asphalt	Asphalt																					
Strength:	99/F/C/W/T	25/R/D/W/T	99/F/C/W/T	102/F/C/W/T																					
3	Altimeter checkpoints location and elevation	Location: APRON 1 Elevation: 362 FT (110 M)																							
4	VOR checkpoints	NIL																							
5	INS checkpoints	On each stand: see AD 2.10-22 LRIA Aircraft Parking/Docking Chart - ICAO - APRON 1																							
6	Remarks	NIL																							

LRIA 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	Nose-in aircraft stands with ID markings at the beginning of the lead-in lines. Stand 1 lead-in line lighted. Turning and lead-out lines: NIL. Visual docking guidance system of aircraft stands: NIL. Parking guidance provided by marshallers.
2	RWY and TWY markings and LGT	RWY: - markings: designation, THR, TDZ, aiming point, centre line, edge, runway end, turn pad; - lights: THR, wingbar, TDZ, centre line, edge, runway end, turn pad. TWY A, E: - markings: centre line, edge, runway holding position, enhanced centre line, mandatory instruction, information; - lights: centre line, edge. TWY B: - markings: closed runway and closed taxiway; - lights: No entry red lights. TWY D: - markings: centre line, East only edge, information; - lights: centre line, East only edge.
3	Stop bars and runway guard lights	Stop bar and runway guard lights on TWY A and TWY E.
4	Other runway protection measures	Mandatory instruction signs on TWY A. Mandatory instruction markings and signs on TWY E.
5	Remarks	NIL

LRIA AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LRIA_2	NAVAID	471109.1N 0273650.6E	409/13 FT	MARKED/LGTD R	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_3	NAVAID	471112.7N 0273647.3E	413/12 FT	MARKED/LGTD R	
LRIA_5	NAVAID	471022.3N 0273731.4E	376/34 FT	MARKED	
LRIA_7	NAVAID	471109.3N 0273650.4E	456/59 FT	MARKED/LGTD R	
LRIA_8	NAVAID	471110.7N 0273651.1E	422/24 FT	MARKED	
LRIA_9	NAVAID	471025.8N 0273731.0E	369/24 FT	MARKED	
LRIA_118	BUILDING	470714.9N 0274039.6E	636/22 FT	NIL	
LRIA_119	BUILDING	470714.5N 0274039.4E	638/18 FT	NIL	
LRIA_160	POLE	470515.5N 0274045.7E	1387/98 FT	NIL	
LRIA_161	POLE	470521.1N 0274041.7E	1394/98 FT	NIL	
LRIA_162	POLE	470528.2N 0274036.5E	1388/98 FT	NIL	
LRIA_163	POLE	470535.4N 0274031.0E	1384/98 FT	NIL	
LRIA_164	POLE	470543.9N 0274030.3E	1386/98 FT	NIL	
LRIA_165	POLE	470632.4N 0273957.5E	1242/98 FT	NIL	
LRIA_166	POLE	470642.4N 0273952.9E	1247/98 FT	NIL	
LRIA_167	POLE	470651.2N 0273946.8E	1237/98 FT	NIL	
LRIA_168	POLE	470655.5N 0273942.4E	1211/98 FT	NIL	
LRIA_169	POLE	470659.4N 0273939.4E	1162/98 FT	NIL	
LRIA_170	POLE	470705.4N 0273934.9E	1060/98 FT	NIL	
LRIA_217	NATURAL HIGHPOINT	470637.6N 0274130.5E	856/13 FT	NIL	
LRIA_218	NATURAL HIGHPOINT	470538.0N 0274040.8E	1349/13 FT	NIL	
LRIA_219	MONUMENT	470736.7N 0274106.4E	723/67 FT	LGTD R	
LRIA_220	ANTENNA	470736.1N 0274105.9E	757/100 FT	MARKED/LGTD R	
LRIA_221	TREE	471139.6N 0273618.2E	478/63 FT	NIL	
LRIA_222	TREE	471140.3N 0273618.1E	478/62 FT	NIL	
LRIA_223	TREE	471140.4N 0273617.3E	473/61 FT	NIL	
LRIA_224	TREE	471141.6N 0273621.4E	456/24 FT	NIL	
LRIA_225	TREE	471141.7N 0273621.9E	462/29 FT	NIL	
LRIA_226	TREE	471141.8N 0273622.2E	462/27 FT	NIL	
LRIA_227	TREE	471141.8N 0273622.5E	464/28 FT	NIL	
LRIA_228	TREE	471141.8N 0273622.8E	462/25 FT	NIL	
LRIA_229	TREE	471141.9N 0273623.2E	461/23 FT	NIL	
LRIA_230	TREE	471141.9N 0273623.6E	470/31 FT	NIL	
LRIA_231	TREE	471142.0N 0273624.0E	471/31 FT	NIL	
LRIA_232	TREE	471142.1N 0273624.4E	470/28 FT	NIL	
LRIA_233	BUILDING	471157.2N 0273630.6E	491/13 FT	NIL	
LRIA_234	BUILDING	471201.8N 0273627.7E	507/18 FT	NIL	
LRIA_235	BUILDING	471206.8N 0273606.5E	495/17 FT	NIL	
LRIA_236	BUILDING	471214.0N 0273603.0E	511/18 FT	NIL	
LRIA_237	BUILDING	471208.5N 0273607.7E	512/19 FT	NIL	
LRIA_238	BUILDING	471208.6N 0273607.3E	502/11 FT	NIL	



a	b	c	d	e	f
LRIA_239	BUILDING	471206.9N 0273607.0E	494/10 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_240	BUILDING	471212.9N 0273602.7E	499/13 FT	NIL	
LRIA_241	BUILDING	471210.8N 0273604.1E	495/13 FT	NIL	
LRIA_242	BUILDING	471210.8N 0273603.5E	492/13 FT	NIL	
LRIA_243	BUILDING	471210.8N 0273602.8E	500/26 FT	NIL	
LRIA_244	BUILDING	471211.4N 0273603.2E	497/17 FT	NIL	
LRIA_246	BUILDING	471211.0N 0273605.1E	502/13 FT	NIL	
LRIA_250	BUILDING	471207.6N 0273607.2E	505/17 FT	NIL	
LRIA_251	BUILDING	471210.5N 0273608.7E	512/12 FT	NIL	
LRIA_252	BUILDING	471211.4N 0273610.8E	524/20 FT	NIL	
LRIA_253	BUILDING	471211.2N 0273611.4E	521/17 FT	NIL	
LRIA_254	BUILDING	471210.8N 0273611.5E	524/20 FT	NIL	
LRIA_255	BUILDING	471212.0N 0273611.8E	523/13 FT	NIL	
LRIA_256	BUILDING	471213.3N 0273615.7E	543/25 FT	NIL	
LRIA_257	BUILDING	471213.9N 0273616.8E	542/21 FT	NIL	
LRIA_258	BUILDING	471214.4N 0273617.7E	549/25 FT	NIL	
LRIA_259	BUILDING	471211.1N 0273620.5E	527/10 FT	NIL	
LRIA_260	BUILDING	471215.6N 0273610.1E	527/11 FT	NIL	
LRIA_261	BUILDING	471215.4N 0273611.7E	533/15 FT	NIL	
LRIA_262	BUILDING	471211.2N 0273619.7E	538/21 FT	NIL	
LRIA_263	BUILDING	471213.8N 0273613.2E	545/31 FT	NIL	
LRIA_264	BUILDING	471211.3N 0273606.7E	511/14 FT	NIL	
LRIA_265	BUILDING	471211.8N 0273606.5E	522/24 FT	NIL	
LRIA_266	BUILDING	471214.4N 0273614.7E	548/30 FT	NIL	
LRIA_267	BUILDING	471214.9N 0273615.1E	543/23 FT	NIL	
LRIA_268	BUILDING	471212.6N 0273606.6E	528/26 FT	NIL	
LRIA_269	BUILDING	471212.6N 0273610.1E	526/18 FT	NIL	
LRIA_270	BUILDING	471214.6N 0273611.3E	536/19 FT	NIL	
LRIA_271	BUILDING	471216.2N 0273612.2E	543/23 FT	NIL	
LRIA_272	BUILDING	471214.8N 0273607.2E	545/35 FT	NIL	
LRIA_273	BUILDING	471212.9N 0273608.3E	518/12 FT	NIL	
LRIA_274	BUILDING	471213.3N 0273610.0E	522/12 FT	NIL	
LRIA_277	BUILDING	471202.3N 0273625.7E	502/11 FT	NIL	
LRIA_278	BUILDING	471157.0N 0273629.6E	493/15 FT	NIL	
LRIA_279	BUILDING	471201.2N 0273626.2E	500/13 FT	NIL	
LRIA_280	BUILDING	471201.0N 0273625.4E	502/15 FT	NIL	
LRIA_282	FENCE	471141.2N 0273623.4E	448/10 FT	NIL	
LRIA_283	FENCE	471143.1N 0273632.6E	463/10 FT	NIL	
LRIA_284	FENCE	471143.2N 0273633.9E	463/10 FT	NIL	
LRIA_285	FENCE	471143.5N 0273636.2E	466/10 FT	NIL	
LRIA_286	FENCE	471143.5N 0273636.5E	466/10 FT	NIL	
LRIA_287	FENCE	471142.1N 0273639.8E	465/10 FT	NIL	
LRIA_288	FENCE	471140.6N 0273622.0E	443/10 FT	NIL	
LRIA_289	FENCE	471140.2N 0273620.8E	441/10 FT	NIL	
LRIA_297	BUILDING	471148.9N 0273621.5E	466/13 FT	NIL	
LRIA_298	BUILDING	471156.0N 0273617.1E	477/14 FT	NIL	
LRIA_299	BUILDING	471151.5N 0273623.2E	486/14 FT	NIL	
LRIA_300	BUILDING	471150.3N 0273618.0E	462/14 FT	NIL	
LRIA_302	BUILDING	471159.3N 0273617.9E	489/15 FT	NIL	
LRIA_303	BUILDING	471157.4N 0273611.0E	469/15 FT	NIL	
LRIA_304	BUILDING	471204.0N 0273611.2E	495/15 FT	NIL	
LRIA_306	BUILDING	471205.5N 0273624.6E	516/16 FT	NIL	
LRIA_307	BUILDING	471159.0N 0273615.3E	487/16 FT	NIL	
LRIA_309	BUILDING	471204.9N 0273624.3E	514/16 FT	NIL	
LRIA_311	BUILDING	471155.7N 0273616.3E	476/16 FT	NIL	
LRIA_312	BUILDING	471151.2N 0273612.9E	451/17 FT	NIL	
LRIA_313	BUILDING	471155.6N 0273622.0E	484/17 FT	NIL	
LRIA_314	BUILDING	471158.3N 0273612.7E	475/17 FT	NIL	
LRIA_316	BUILDING	471159.9N 0273614.5E	489/17 FT	NIL	
LRIA_317	BUILDING	471154.0N 0273611.7E	464/17 FT	NIL	
LRIA_318	BUILDING	471159.9N 0273619.9E	493/17 FT	NIL	
LRIA_321	BUILDING	471205.4N 0273608.2E	495/18 FT	NIL	
LRIA_322	BUILDING	471151.9N 0273623.1E	477/18 FT	NIL	
LRIA_323	BUILDING	471202.3N 0273607.7E	485/18 FT	NIL	
LRIA_324	BUILDING	471153.1N 0273611.6E	456/18 FT	NIL	
LRIA_325	BUILDING	471157.1N 0273619.1E	488/19 FT	NIL	
LRIA_326	BUILDING	471204.7N 0273608.1E	495/19 FT	NIL	
LRIA_329	BUILDING	471150.4N 0273613.1E	450/19 FT	NIL	
LRIA_331	BUILDING	471202.6N 0273611.4E	499/20 FT	NIL	
LRIA_332	BUILDING	471203.0N 0273611.5E	499/20 FT	NIL	
LRIA_333	BUILDING	471154.1N 0273629.6E	490/20 FT	NIL	
LRIA_334	BUILDING	471155.6N 0273615.1E	476/20 FT	NIL	



a	b	c	d	e	f
LRIA_335	BUILDING	471201.8N 0273612.2E	495/20 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_336	BUILDING	471202.3N 0273611.0E	498/20 FT	NIL	
LRIA_337	BUILDING	471200.1N 0273616.6E	494/20 FT	NIL	
LRIA_339	BUILDING	471151.2N 0273617.2E	469/21 FT	NIL	
LRIA_341	BUILDING	471148.9N 0273614.2E	448/21 FT	NIL	
LRIA_342	BUILDING	471152.5N 0273610.8E	455/21 FT	NIL	
LRIA_343	BUILDING	471201.4N 0273607.1E	473/21 FT	NIL	
LRIA_344	BUILDING	471152.7N 0273627.0E	487/21 FT	NIL	
LRIA_345	BUILDING	471149.4N 0273633.8E	486/38 FT	LGTD R	
LRIA_346	BUILDING	471155.5N 0273613.9E	474/22 FT	NIL	
LRIA_347	BUILDING	471158.1N 0273619.1E	494/22 FT	NIL	
LRIA_351	BUILDING	471202.4N 0273610.2E	500/23 FT	NIL	
LRIA_353	BUILDING	471147.6N 0273626.5E	481/24 FT	NIL	
LRIA_355	BUILDING	471150.8N 0273614.7E	464/24 FT	NIL	
LRIA_356	BUILDING	471147.8N 0273623.6E	477/24 FT	NIL	
LRIA_357	BUILDING	471152.1N 0273612.0E	460/24 FT	NIL	
LRIA_358	BUILDING	471204.2N 0273624.8E	523/24 FT	NIL	
LRIA_359	BUILDING	471149.3N 0273623.8E	480/24 FT	NIL	
LRIA_360	BUILDING	471207.0N 0273616.2E	520/24 FT	NIL	
LRIA_361	BUILDING	471205.5N 0273618.9E	516/24 FT	NIL	
LRIA_362	BUILDING	471203.8N 0273619.1E	515/24 FT	NIL	
LRIA_363	BUILDING	471156.0N 0273611.9E	473/24 FT	NIL	
LRIA_364	BUILDING	471202.5N 0273608.7E	495/24 FT	NIL	
LRIA_365	BUILDING	471204.5N 0273606.1E	490/25 FT	NIL	
LRIA_367	BUILDING	471203.4N 0273614.3E	508/25 FT	NIL	
LRIA_368	BUILDING	471151.4N 0273619.6E	480/25 FT	NIL	
LRIA_369	BUILDING	471202.4N 0273609.5E	498/25 FT	NIL	
LRIA_371	BUILDING	471207.7N 0273616.8E	523/25 FT	NIL	
LRIA_375	BUILDING	471154.9N 0273624.0E	494/25 FT	NIL	
LRIA_376	BUILDING	471200.4N 0273606.8E	470/26 FT	NIL	
LRIA_377	BUILDING	471155.9N 0273610.4E	475/26 FT	NIL	
LRIA_379	BUILDING	471205.4N 0273613.7E	515/26 FT	NIL	
LRIA_380	BUILDING	471152.9N 0273622.1E	487/26 FT	NIL	
LRIA_381	BUILDING	471151.9N 0273614.0E	460/26 FT	NIL	
LRIA_382	POLE	471151.2N 0273622.4E	485/26 FT	NIL	
LRIA_383	POLE	471148.7N 0273623.5E	481/26 FT	NIL	
LRIA_384	BUILDING	471208.6N 0273618.5E	530/26 FT	NIL	
LRIA_385	BUILDING	471153.2N 0273621.0E	488/27 FT	NIL	
LRIA_386	BUILDING	471155.2N 0273625.2E	496/27 FT	NIL	
LRIA_387	BUILDING	471151.8N 0273621.6E	484/27 FT	NIL	
LRIA_388	BUILDING	471210.0N 0273615.9E	532/27 FT	NIL	
LRIA_389	BUILDING	471209.4N 0273616.0E	530/27 FT	NIL	
LRIA_390	BUILDING	471158.4N 0273611.5E	484/27 FT	NIL	
LRIA_392	BUILDING	471155.2N 0273622.9E	495/27 FT	NIL	
LRIA_393	BUILDING	471153.9N 0273623.6E	493/27 FT	NIL	
LRIA_394	BUILDING	471154.4N 0273623.3E	494/27 FT	NIL	
LRIA_396	BUILDING	471209.8N 0273610.7E	529/28 FT	NIL	
LRIA_398	BUILDING	471148.8N 0273624.7E	484/30 FT	NIL	
LRIA_399	BUILDING	471150.1N 0273624.0E	484/28 FT	NIL	
LRIA_400	BUILDING	471155.2N 0273612.7E	476/28 FT	NIL	
LRIA_401	POLE	471150.6N 0273618.1E	478/28 FT	NIL	
LRIA_402	POLE	471150.9N 0273618.0E	478/28 FT	NIL	
LRIA_403	POLE	471150.9N 0273620.3E	483/28 FT	NIL	
LRIA_404	POLE	471150.4N 0273616.2E	470/28 FT	NIL	
LRIA_405	POLE	471150.1N 0273614.3E	464/28 FT	NIL	
LRIA_406	POLE	471149.8N 0273612.5E	456/28 FT	NIL	
LRIA_407	POLE	471150.1N 0273612.3E	456/28 FT	NIL	
LRIA_408	POLE	471150.2N 0273612.7E	458/28 FT	NIL	
LRIA_409	POLE	471151.4N 0273612.1E	461/28 FT	NIL	
LRIA_410	POLE	471151.1N 0273611.8E	460/28 FT	NIL	
LRIA_411	POLE	471152.6N 0273611.5E	463/28 FT	NIL	
LRIA_412	POLE	471153.5N 0273611.0E	467/28 FT	NIL	
LRIA_413	POLE	471153.8N 0273610.9E	465/28 FT	NIL	
LRIA_414	POLE	471148.6N 0273613.1E	455/28 FT	NIL	
LRIA_415	POLE	471148.7N 0273613.6E	455/28 FT	NIL	
LRIA_416	POLE	471147.4N 0273613.8E	450/28 FT	NIL	
LRIA_417	POLE	471146.4N 0273614.3E	449/28 FT	NIL	
LRIA_418	POLE	471145.5N 0273614.8E	444/28 FT	NIL	
LRIA_419	POLE	471144.3N 0273615.5E	445/28 FT	NIL	
LRIA_420	POLE	471143.0N 0273616.3E	442/28 FT	NIL	
LRIA_421	POLE	471141.7N 0273617.0E	443/28 FT	NIL	
LRIA_422	POLE	471155.9N 0273618.0E	493/28 FT	NIL	



a	b	c	d	e	f
LRIA_423	POLE	471203.4N 0273611.2E	508/28 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_424	POLE	471203.2N 0273611.4E	507/28 FT	NIL	
LRIA_425	POLE	471203.0N 0273609.8E	501/28 FT	NIL	
LRIA_426	POLE	471147.7N 0273624.0E	481/28 FT	NIL	
LRIA_427	POLE	471149.8N 0273623.1E	484/28 FT	NIL	
LRIA_428	POLE	471150.0N 0273623.0E	484/28 FT	NIL	
LRIA_430	BUILDING	471200.0N 0273615.5E	500/28 FT	NIL	
LRIA_432	BUILDING	471159.2N 0273606.6E	467/29 FT	NIL	
LRIA_433	BUILDING	471203.1N 0273621.5E	516/29 FT	NIL	
LRIA_435	BUILDING	471203.0N 0273622.8E	517/29 FT	NIL	
LRIA_437	BUILDING	471208.2N 0273617.1E	532/29 FT	NIL	
LRIA_439	BUILDING	471200.9N 0273620.6E	512/32 FT	NIL	
LRIA_440	BUILDING	471209.0N 0273613.8E	534/32 FT	NIL	
LRIA_441	BUILDING	471204.5N 0273615.0E	517/32 FT	NIL	
LRIA_442	BUILDING	471203.5N 0273608.1E	501/32 FT	NIL	
LRIA_443	BUILDING	471212.7N 0273614.3E	539/32 FT	NIL	
LRIA_444	BUILDING	471142.6N 0273618.1E	448/32 FT	NIL	
LRIA_448	BUILDING	471205.7N 0273622.8E	531/33 FT	NIL	
LRIA_450	BUILDING	471206.2N 0273615.5E	525/34 FT	NIL	
LRIA_451	BUILDING	471206.5N 0273610.7E	520/34 FT	NIL	
LRIA_455	BUILDING	471203.7N 0273609.5E	512/37 FT	NIL	
LRIA_456	BUILDING	471206.1N 0273623.8E	535/37 FT	NIL	
LRIA_457	POLE	471154.6N 0273612.1E	486/38 FT	NIL	
LRIA_458	POLE	471154.9N 0273613.8E	494/38 FT	NIL	
LRIA_459	POLE	471155.2N 0273615.7E	499/38 FT	NIL	
LRIA_460	POLE	471155.4N 0273617.7E	502/38 FT	NIL	
LRIA_461	POLE	471155.7N 0273619.5E	506/38 FT	NIL	
LRIA_464	BUILDING	471223.3N 0273604.9E	552/43 FT	NIL	
LRIA_466	TREE	471221.7N 0273557.0E	530/71 FT	NIL	
LRIA_467	BUILDING	471224.5N 0273606.0E	580/72 FT	NIL	
LRIA_468	TREE	471140.6N 0273617.8E	486/72 FT	NIL	
LRIA_492	POLE	471150.5N 0273634.1E	492/26 FT	NIL	
LRIA_493	BUILDING	471159.6N 0273628.5E	497/14 FT	NIL	
LRIA_494	BUILDING	471152.5N 0273630.5E	486/19 FT	NIL	
LRIA_857	ANTENNA	471150.4N 0273624.7E	500/38 FT	NIL	
LRIA_858	POLE	471156.4N 0273625.1E	513/39 FT	NIL	
LRIA_859	BUILDING	471155.3N 0273623.4E	496/27 FT	NIL	
LRIA_860	POLE	471203.9N 0273613.7E	520/25 FT	NIL	
LRIA_861	BUILDING	471214.7N 0273607.7E	551/39 FT	NIL	
LRIA_904	TREE	471142.1N 0273624.7E	465/23 FT	NIL	
LRIA_905	FENCE	471141.9N 0273625.0E	453/10 FT	NIL	
LRIA_906	FENCE	471142.1N 0273626.4E	456/10 FT	NIL	
LRIA_907	FENCE	471142.5N 0273627.6E	456/10 FT	NIL	
LRIA_908	FENCE	471142.7N 0273629.6E	456/10 FT	NIL	
LRIA_909	BUILDING	471147.4N 0273625.3E	479/24 FT	NIL	
LRIA_910	POLE	471146.6N 0273624.4E	480/28 FT	NIL	
LRIA_911	TREE	471142.2N 0273624.8E	469/28 FT	NIL	
LRIA_912	TREE	471138.3N 0273617.8E	466/54 FT	NIL	
LRIA_913	TREE	471140.3N 0273615.5E	468/70 FT	NIL	
LRIA_916	ANTENNA	471025.3N 0273756.5E	400/70 FT	NIL	
LRIA_917	TREE	471042.5N 0273700.0E	408/51 FT	NIL	
LRIA_918	TREE	471044.6N 0273659.9E	414/55 FT	NIL	
LRIA_919	TREE	471137.2N 0273617.0E	459/56 FT	NIL	
LRIA_920	TREE	471004.1N 0273731.1E	356/66 FT	NIL	
LRIA_932	POLE	471014.4N 0273928.2E	413/98 FT	NIL	
LRIA_933	POLE	471021.2N 0273923.1E	414/98 FT	NIL	
LRIA_934	POLE	471027.7N 0273918.1E	418/98 FT	NIL	
LRIA_940	POLE	471057.1N 0273833.1E	411/98 FT	NIL	
LRIA_941	POLE	471104.7N 0273829.9E	437/98 FT	NIL	
LRIA_942	POLE	471111.9N 0273826.9E	462/98 FT	NIL	
LRIA_943	POLE	471118.8N 0273823.8E	468/98 FT	NIL	
LRIA_944	POLE	471125.8N 0273820.8E	480/98 FT	NIL	
LRIA_945	POLE	471133.2N 0273817.6E	507/98 FT	NIL	
LRIA_946	POLE	471140.2N 0273814.6E	523/98 FT	NIL	
LRIA_947	POLE	471147.6N 0273811.4E	546/98 FT	NIL	
LRIA_948	POLE	471155.0N 0273808.3E	571/98 FT	NIL	
LRIA_949	POLE	471202.2N 0273805.2E	594/98 FT	NIL	
LRIA_950	POLE	471209.2N 0273802.1E	618/98 FT	NIL	
LRIA_951	POLE	471216.3N 0273759.0E	639/98 FT	NIL	
LRIA_952	POLE	471223.9N 0273755.7E	667/98 FT	NIL	
LRIA_953	POLE	471229.5N 0273748.1E	689/98 FT	NIL	
LRIA_954	POLE	471235.0N 0273740.6E	704/98 FT	NIL	



a	b	c	d	e	f
LRIA_955	POLE	471240.5N 0273733.1E	717/98 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_956	POLE	471246.0N 0273725.4E	718/98 FT	NIL	
LRIA_957	POLE	471251.6N 0273717.7E	725/98 FT	NIL	
LRIA_958	POLE	471257.0N 0273710.4E	732/98 FT	NIL	
LRIA_959	POLE	471302.7N 0273702.7E	751/98 FT	NIL	
LRIA_960	POLE	471308.2N 0273655.1E	769/98 FT	NIL	
LRIA_961	POLE	471313.7N 0273647.7E	771/98 FT	NIL	
LRIA_962	POLE	471319.7N 0273643.7E	747/98 FT	NIL	
LRIA_963	POLE	471326.0N 0273640.4E	682/98 FT	NIL	
LRIA_985	BUILDING	471038.2N 0273702.2E	402/50 FT	NIL	
LRIA_990	TREE	471036.7N 0273659.8E	408/57 FT	NIL	
LRIA_991	ANTENNA	471033.4N 0273703.3E	412/58 FT	NIL	
LRIA_996	ANTENNA	471138.3N 0273509.2E	524/66 FT	NIL	
LRIA_1119	ANTENNA	471101.8N 0273407.2E	570/133 FT	NIL	
LRIA_1147	ANTENNA	471059.7N 0273341.7E	623/177 FT	NIL	
LRIA_1153	POLE	471101.0N 0273338.4E	653/192 FT	NIL	
LRIA_1154	POLE	471103.8N 0273345.5E	653/192 FT	NIL	
LRIA_1155	POLE	471107.2N 0273342.1E	655/192 FT	NIL	
LRIA_1163	STACK	470857.5N 0273618.1E	460/328 FT	MARKED/LGTD R	
LRIA_1167	TREE	471212.8N 0273432.5E	600/65 FT	NIL	
LRIA_1169	TREE	471149.8N 0273440.7E	588/69 FT	NIL	
LRIA_1170	TREE	471152.8N 0273446.7E	589/70 FT	NIL	
LRIA_1171	TREE	471148.7N 0273444.6E	587/70 FT	NIL	
LRIA_1175	BUILDING	471122.1N 0273337.7E	615/100 FT	NIL	
LRIA_1177	ANTENNA	471056.4N 0273402.3E	559/121 FT	NIL	
LRIA_1178	ANTENNA	471057.3N 0273404.7E	574/134 FT	NIL	
LRIA_1184	BUILDING	471117.0N 0273332.9E	564/59 FT	NIL	
LRIA_1189	BUILDING	471207.9N 0273223.4E	665/65 FT	NIL	
LRIA_1190	BUILDING	471137.0N 0273327.3E	583/70 FT	NIL	
LRIA_1191	BUILDING	471133.2N 0273321.8E	589/71 FT	NIL	
LRIA_1192	BUILDING	471129.9N 0273326.1E	585/63 FT	NIL	
LRIA_1193	BUILDING	471204.1N 0273219.9E	661/65 FT	NIL	
LRIA_1194	BUILDING	471128.2N 0273324.6E	587/64 FT	NIL	
LRIA_1196	BUILDING	471205.3N 0273215.8E	659/57 FT	NIL	
LRIA_1201	BUILDING	471134.4N 0273329.0E	583/72 FT	NIL	
LRIA_1203	BUILDING	471128.5N 0273321.8E	578/55 FT	NIL	
LRIA_1204	BUILDING	471146.3N 0273228.7E	619/53 FT	NIL	
LRIA_1210	POLE	470714.0N 0273913.9E	859/98 FT	NIL	
LRIA_1211	POLE	470717.5N 0273907.8E	803/98 FT	NIL	
LRIA_1212	POLE	470721.2N 0273849.8E	720/98 FT	NIL	
LRIA_1213	POLE	470724.9N 0273838.1E	685/98 FT	NIL	
LRIA_1214	POLE	470729.9N 0273833.1E	632/98 FT	NIL	
LRIA_1215	POLE	470735.9N 0273827.0E	563/98 FT	NIL	
LRIA_1216	POLE	470740.7N 0273813.9E	553/98 FT	NIL	
LRIA_1217	POLE	470747.8N 0273754.5E	519/98 FT	NIL	
LRIA_1218	POLE	470754.3N 0273748.5E	525/98 FT	NIL	
LRIA_1224	POLE	471332.3N 0273636.2E	593/98 FT	NIL	
LRIA_1251	POLE	471156.0N 0273259.1E	628/98 FT	NIL	
LRIA_1292	BUILDING	470753.3N 0273502.6E	552/121 FT	NIL	
LRIA_1295	ANTENNA	471212.5N 0273214.0E	738/123 FT	NIL	
LRIA_1307	ANTENNA	471253.7N 0273422.6E	775/188 FT	MARKED/LGTD R	
LRIA_1309	POLE	471104.7N 0273335.1E	655/192 FT	NIL	
LRIA_1312	NATURAL HIGHPOINT	471325.7N 0273959.5E	776/59 FT	NIL	
LRIA_1313	TREE	471256.1N 0273418.6E	696/62 FT	NIL	
LRIA_1314	BUILDING	471139.3N 0273323.5E	604/86 FT	NIL	
LRIA_1315	BUILDING	471129.2N 0273331.8E	600/86 FT	NIL	
LRIA_1318	TREE	471049.1N 0273646.3E	400/79 FT	NIL	
LRIA_1320	TREE	471052.7N 0273642.7E	408/80 FT	NIL	
LRIA_1321	TREE	471053.9N 0273642.5E	402/69 FT	NIL	
LRIA_1322	TREE	471055.8N 0273643.1E	414/67 FT	NIL	
LRIA_1323	TREE	471058.4N 0273643.2E	424/71 FT	NIL	
LRIA_1325	TREE	471103.9N 0273636.6E	436/92 FT	NIL	
LRIA_1326	TREE	471106.4N 0273633.9E	416/79 FT	NIL	
LRIA_1328	TREE	471112.3N 0273629.4E	420/69 FT	NIL	
LRIA_1329	TREE	471115.0N 0273628.0E	420/55 FT	NIL	
LRIA_1331	TREE	471120.0N 0273624.8E	436/66 FT	NIL	
LRIA_1332	TREE	471122.1N 0273622.8E	432/60 FT	NIL	
LRIA_1333	TREE	471126.3N 0273618.9E	430/63 FT	NIL	
LRIA_1334	TREE	471128.9N 0273617.2E	440/64 FT	NIL	
LRIA_1335	TREE	471132.1N 0273615.7E	436/62 FT	NIL	
LRIA_1336	TREE	471134.6N 0273615.1E	440/64 FT	NIL	
LRIA_1337	TREE	471136.2N 0273615.5E	450/63 FT	NIL	

a	b	c	d	e	f
LRIA_1557	BUILDING	471017.0N 0273613.8E	425/70 FT	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRIA_4187	ANTENNA	471230.7N 0273155.0E	763/87 FT	NIL	
LRIA_4189	ANTENNA	471245.8N 0274143.6E	820/107 FT	NIL	
LRIA_4198	STACK	470850.4N 0274301.7E	660/540 FT	NIL	
LRIA_4222	MONUMENT	470601.8N 0273955.6E	1371/139 FT	LGTD R	
LRIA_4223	ANTENNA	471229.7N 0273154.2E	790/113 FT	NIL	
LRIA_4227	ANTENNA	471207.7N 0274220.8E	731/146 FT	NIL	
LRIA_4229	ANTENNA	470907.9N 0273236.5E	739/166 FT	NIL	
LRIA_4232	ANTENNA	470508.9N 0273848.7E	1384/169 FT	MARKED/LGTD R	
LRIA_4233	ANTENNA	470456.5N 0273901.9E	1437/203 FT	NIL	
LRIA_4234	ANTENNA	470459.5N 0273900.3E	1359/132 FT	NIL	
LRIA_4235	ANTENNA	470606.4N 0274001.8E	1313/64 FT	NIL	
LRIA_4236	ANTENNA	470606.4N 0274002.3E	1339/90 FT	NIL	
LRIA_4237	ANTENNA	470602.3N 0274008.2E	1384/110 FT	MARKED/LGTD R	
LRIA_4238	ANTENNA	470603.8N 0274006.7E	1359/89 FT	NIL	
LRIA_4239	ANTENNA	470557.6N 0274006.8E	1466/175 FT	MARKED/LGTD R	
LRIA_4240	ANTENNA	470553.4N 0274008.4E	1458/173 FT	MARKED/LGTD R	
LRIA_4241	ANTENNA	470552.3N 0274005.2E	1451/175 FT	NIL	
LRIA_4248	ANTENNA	470510.4N 0273848.7E	1834/626 FT	MARKED/LGTD R	
LRIA_4255	POLE	470550.0N 0274016.6E	1365/98 FT	NIL	
LRIA_4256	POLE	470602.7N 0274010.7E	1357/98 FT	NIL	
LRIA_4257	POLE	470608.9N 0274007.8E	1330/98 FT	NIL	
LRIA_4440	POLE	471039.1N 0273703.7E	452/89 FT	NIL	
LRIA_4443	POLE	471036.2N 0273705.8E	465/105 FT	NIL	
LRIA_4444	POLE	471033.0N 0273708.1E	464/105 FT	NIL	
LRIA_4446	POLE	471029.8N 0273710.4E	462/105 FT	NIL	
LRIA_4447	POLE	471028.6N 0273710.3E	402/51 FT	NIL	
LRIA_4448	ANTENNA	471054.8N 0272723.3E	619/470 FT	MARKED/LGTD R	
LRIA_4449	ANTENNA	471056.0N 0272728.1E	619/470 FT	MARKED/LGTD R	
LRIA_4450	WINDMILL	465324.0N 0274005.6E	1562/484 FT	LGTD R	
LRIA_4451	WINDMILL	465323.2N 0273955.0E	1564/484 FT	LGTD R	
LRIA_4468	NAVAID	471108.1N 0273651.4E	404/12 FT	MARKED	
LRIA_4725	BUILDING	471023.7N 0273714.8E	425/86 FT	NIL	
LRIA_4728	ANTENNA	471038.5N 0273703.2E	442/88 FT	NIL	
LRIA_4732	NAVAID	471109.1N 0273650.2E	416/20 FT	MARKED/LGTD R	
LRIA_4747	POLE	471152.9N 0273632.6E	500/28 FT	LGTD R	
LRIA_4748	POLE	471151.8N 0273633.3E	495/43 FT	LGTD R	
LRIA_4751	BUILDING	471147.8N 0273627.6E	471/17 FT	NIL	
LRIA_4752	BUILDING	471147.4N 0273623.7E	476/21 FT	NIL	
LRIA_4753	BUILDING	471148.6N 0273616.3E	459/16 FT	NIL	
LRIA_4754	BUILDING	471149.0N 0273616.0E	453/10 FT	NIL	
LRIA_4756	POLE	470555.2N 0274010.1E	1374/90 FT	NIL	
LRIA_4757	POLE	470557.4N 0274009.9E	1381/99 FT	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LRIA_2	NAVAID	471109.1N 0273650.6E	408.9/12.8 FT	MARKED/LGTD R	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
LRIA_4	NAVAID	471107.4N 0273650.5E	428.5/36.4 FT	MARKED/LGTD R	
LRIA_5	NAVAID	471022.3N 0273731.4E	376.2/33.7 FT	MARKED	
LRIA_7	NAVAID	471109.3N 0273650.4E	455.7/59.1 FT	MARKED/LGTD R	
LRIA_8	NAVAID	471110.7N 0273651.1E	422.1/24.2 FT	MARKED	
LRIA_9	NAVAID	471025.8N 0273731.0E	369.5/24.2 FT	MARKED	
LRIA_985	BUILDING	471038.2N 0273702.2E	401.6/49.9 FT	NIL	
LRIA_4440	POLE	471039.1N 0273703.7E	452.1/89.4 FT	NIL	
LRIA_4443	POLE	471036.2N 0273705.8E	465.3/104.7 FT	NIL	
LRIA_4444	POLE	471033.0N 0273708.1E	463.9/105.0 FT	NIL	
LRIA_4446	POLE	471029.8N 0273710.4E	462.1/105.3 FT	NIL	
LRIA_4447	POLE	471028.6N 0273710.3E	401.6/50.9 FT	NIL	
LRIA_4468	NAVAID	471108.1N 0273651.4E	404.0/11.8 FT	MARKED	
LRIA_4478	FENCE	471029.0N 0273710.4E	364.3/10.5 FT	NIL	
LRIA_4479	FENCE	471039.8N 0273702.7E	365.2/10.5 FT	NIL	
LRIA_4480	FENCE	471040.4N 0273702.7E	371.1/10.5 FT	NIL	
LRIA_4481	BUILDING	471038.2N 0273704.3E	377.6/13.3 FT	NIL	
LRIA_4482	BUILDING	471039.5N 0273703.0E	372.2/13.9 FT	NIL	
LRIA_4483	BUILDING	471039.7N 0273702.7E	372.2/13.9 FT	NIL	
LRIA_4484	BUILDING	471035.6N 0273706.3E	384.0/23.1 FT	NIL	
LRIA_4485	BUILDING	471033.6N 0273707.7E	384.0/23.1 FT	NIL	
LRIA_4487	BUILDING	471040.9N 0273703.1E	387.1/24.0 FT	NIL	
LRIA_4488	BUILDING	471041.2N 0273704.2E	387.2/24.0 FT	NIL	
LRIA_4490	BUILDING	471037.9N 0273703.3E	384.5/31.9 FT	NIL	

a	b	c	d	e	f
LRIA 4493	POLE	471038.7N 0273704.1E	398.1/36.4 FT	NIL	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
LRIA 4494	POLE	471037.7N 0273704.8E	398.2/37.4 FT	NIL	
LRIA 4497	POLE	471036.6N 0273705.3E	403.1/42.6 FT	NIL	
LRIA 4508	NAVAID	471040.2N 0273708.4E	389.8/24.4 FT	NIL	
LRIA 4510	FENCE	471032.1N 0273707.5E	368.5/10.5 FT	NIL	
LRIA 4511	FENCE	471031.7N 0273707.8E	367.1/10.5 FT	NIL	
LRIA 4512	FENCE	471031.4N 0273707.9E	367.6/10.5 FT	NIL	
LRIA 4515	BUILDING	471035.6N 0273704.9E	379.3/23.4 FT	NIL	
LRIA 4516	BUILDING	471036.8N 0273704.0E	379.4/23.5 FT	NIL	
LRIA 4517	BUILDING	471037.5N 0273703.2E	384.4/25.3 FT	NIL	
LRIA 4519	POLE	471035.1N 0273705.1E	401.6/40.7 FT	NIL	
LRIA 4520	POLE	471027.8N 0273710.5E	387.2/41.0 FT	NIL	
LRIA 4724	NAVAID	471022.1N 0273732.4E	349.4/7.9 FT	NIL	
LRIA 4725	BUILDING	471023.7N 0273714.8E	425.0/85.9 FT	NIL	
LRIA 4726	BUILDING	471025.8N 0273711.5E	381.1/34.8 FT	NIL	
LRIA 4727	BUILDING	471034.8N 0273706.8E	384.4/23.1 FT	NIL	
LRIA 4728	ANTENNA	471038.5N 0273703.2E	441.5/87.9 FT	NIL	
LRIA 4729	BUILDING	471040.7N 0273703.0E	372.2/10.4 FT	NIL	
LRIA 4730	ANTENNA	471035.9N 0273703.9E	397.1/35.8 FT	NIL	
LRIA 4732	NAVAID	471109.1N 0273650.2E	416.1/20.0 FT	MARKED/LGTD R	
LRIA 4758	NAVAID	471022.2N 0273733.4E	346.4/5.4 FT	NIL	

LRIA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	IAȘI
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: +40-(0)232-271530 Fax: +40-(0)232-271530
9	ATS units provided with information	IAȘI TWR
10	Additional information (limitation of service, etc.)	NIL

LRIA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coord RWY end coord THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
14	148.85°	2400 x 45	99/F/C/W/T Asphalt	471122.10N 0273645.71E 471015.64N 0273744.79E GUND 106.1 FT	THR 411.1 FT TDZ 411.1 FT	-1.0%
32	328.86°	2400 x 45	99/F/C/W/T Asphalt	471015.64N 0273744.79E 471122.10N 0273645.71E GUND 106.1 FT	THR 332.3 FT	1.0%
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of ARST system		Remarks
8	9	10	11	12	13	14
NIL	150 x 180	2520 x 280	155 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M Intermediate turn pad Dimensions: 97 x 22 M
NIL	150 x 180	2520 x 280	190 x 150	NIL	NIL	RWY end turn pad Dimensions: 122 x 33 M

LRIA AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
14	2400	2550	2400	2400	NIL
32	2400	2550	2400	2400	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	5
32 TWY E	2051	2201	2051	349 M FROM THR 32

LRIA 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
14	ALSF II 720M LIH	Green WBAR	PAPI 3° (54 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	LED lights are exclusively used for lighting systems described in columns 4, 5, 6.
32	ALSF II 720M LIH	Green WBAR	PAPI 3.5° (60 FT)	900M, 30M, White	1500M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M Red, LIH	1800M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	

LRIA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN / IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL 110°, 440 M from THR 14, LGT 247°, 320 M from THR 32, LGT
3	TWY edge and centre line lighting	TWY A, E: edge, centre line. TWY D: edge East only, centre line.
4	Secondary power supply/switch-over time	Secondary power supply for all lighting on the AD. Switch-over time 1 SEC.
5	Remarks	TWY A, E: coded centre line lights showing alternating green and yellow from the perimeter of ILS critical/sensitive area.

LRIA 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

LRIA AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	IAȘI CTR A circle, radius 16 NM centered at 471049N 0273715E, limited by FIR boundary.
2	Vertical limits	SFC to FL85
3	Airspace classification	C
4	ATS unit call sign Language(s)	Iași Tower English, Romanian
5	Transition altitude	4000 FT AMSL
6	Hours of applicability	H24
7	Remarks	NIL

LRIA AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Channel/ Frequency</i>	<i>SATVOICE</i>	<i>Logon address</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5	6	7
APP/TWR	IAȘI Tower	119.955 119.200 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
ATIS	Iași ATIS	121.500 MHz EMERG 122.865	NIL	NIL	H24	NIL

LRIA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)</i>	<i>ID</i>	<i>Frequency/ Channel</i>	<i>Hours of operation</i>	<i>Position of transmitting antenna coordinates</i>	<i>ELEV of DME transmitting antenna/ ELEV of GBAS reference point</i>	<i>Service volume radius from the GBAS reference point</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8
LOC 14 (6°E/2020) ILS CAT I (II.T.3)	IIS	109.100 MHz	H24	471006.6N 0273752.8E	-	NIL	Front course angle 4.5°.
GP 14	-	331.400 MHz	H24	471109.3N 0273650.4E	-	NIL	GP angle 3°. ILS RDH 55FT (16.8M).
DME 14	IIS	1052.000 MHz CH 28X	H24	471109.1N 0273650.2E	500FT	NIL	NIL
DME	ISI	CH 82X (113.500 MHz)	H24	471403.5N 0273445.9E	300FT	NIL	113.5 MHz Ghost frequency. Coverage 100NM (declared). Unusable in sector 200°-220° at 20NM at FL050 and below and at 40NM at FL100 and below. Published procedures not affected by restriction.
NDB(LO)	ISI	351 KHz	H24	471403.4N 0273446.9E	-	NIL	328° MAG / 3.23NM from THR 14. Coverage 50NM (declared).
NDB(LM)	IAS	384 KHz	H24	470946.6N 0273810.6E	-	NIL	143° MAG / 0.57NM from THR 32. Unusable at 20NM in sector 150°-190° below FL080 and 230°-250° below FL070.
GPS NPA	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	-	-	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.



LRIA AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reglementări de aeroport

1.1. Procedures for acceptance

- (1) Operations permitted only for aircraft with maximum code letter „D”.
- (2) Prior to flight schedule, operators are asked to check the availability of ground handling services and parking space.
- (3) Changes in regular flight schedule are subject to prior permission of Airport Administration.
- (4) Nominating LRIA as alternate airport shall be made only with Airport Administration permission.

1.2. Taxiing the aircraft on the manoeuvring area

- (1) Pilots are requested to use minimum power when ground manoeuvring.
- (2) Aircraft 180 DEG turn are only permitted on RWY END or INTERMEDIATE turn pads.
- (3) Code letter D aircraft will taxi between runway and APRON 1 only via TWY E.

1.3. Accompanying aircraft with Follow Me car

- (1) *Follow me* assistance available on request.
- (2) If ATC advises the accompanying of a taxiing aircraft with *Follow Me* car, the pilot shall adhere to its signals.
- (3) Aircraft accompanying vehicle is identifiable by a lighted signals display (**Follow Me**) and orange flashing beacon.

1.4. Taxiing of aircraft on apron

- (1) Taxiing of aircraft on apron shall be carried out under the direction of marshaller.
- (2) Always the marshaller's signals prevail over the stand markings.
- (3) Code letter D aircraft (wingspan between 36 m and 51.9 m) will only be parked at stand 1.
- (4) On TWY D at the completion of pushback manoeuvre from stand 1, code letter D aircraft shall not cross beyond stand 3 identification marking.

1.5. Aircraft parking

- (1) Parking positions on APRON 1:
 - stand 01: nose-in parking position, for code letter „D” (maximum 52.0m wingspan);
 - stands 02-03: nose-in parking positions for code letter „C” (maximum 36,0 m wingspan);
 - stands 04-13: angled nose-in parking position, for code letter „C” aircraft (maximum 36.0 m wingspan).
- (2) Aircraft subject to an act of illegal intervention will be parked on runway holding position on TWY E, which will be closed to traffic.

1.6. Aircraft exit from the stand

- (1) Aircraft code letter minimum C shall exit from stand only by *pushback*.
- (2) Aircraft code letter maximum B, or aircraft code letter C with turboprop engines are permitted to exit from stand by *self-manoeuving* only with aircraft guidance provided by marshaller.
- (3) Only by exception, aircraft are permitted to exit from stand by powerback in case of operational necessity. Marshalling with wingwalker is mandatory.

1.1. Proceduri de admisibilitate

- (1) Se admit operări numai pentru aeronave cu literă de cod maxim „D”.
- (2) Înainte de programarea zborului, operatorii aerieni trebuie să verifice disponibilitatea serviciilor de handling și a locului de parcare.
- (3) Modificările în programul regulat de operare fac obiectul aprobării prealabile a administrației aeroportului.
- (4) Declararea LRIA ca aeroport alternativ se poate face doar cu acordul administrației aeroportului.

1.2. Rularea aeronavelor pe suprafața de manevră

- (1) Pe perioada rulării la sol, piloților li se cere să țină motoarele aeronavei la putere minimă.
- (2) Întoarcerea aeronavelor cu 180 grade este permisă numai pe platformele de la capătul pistei sau pe cea intermediară.
- (3) Aeronavele cu litera de cod D vor rula între pistă și APRON 1 numai via TWY E.

1.3. Însoțirea aeronavelor cu vehicul Follow Me

- (1) Asistența *Follow me* disponibilă la cerere.
- (2) Dacă CTA solicită însoțirea cu vehicul *Follow Me* a aeronavei în rulare, pilotul trebuie să urmeze întocmai semnalele acestuia.
- (3) Vehiculul de însoțire a aeronavelor este identificabil prin rampa luminoasă de semnalizare (*Follow Me*) și girofarul omnidirecțional de culoare portocalie intermitentă.

1.4. Rularea aeronavelor pe platformă

- (1) Rularea aeronavelor pe platformă se efectuează sub direcția dispecerului sol.
- (2) Semnalele dispecerului de sol prevalează întotdeauna asupra marcajelor standului.
- (3) Aeronavele cu litera de cod D (anvergura aripilor între 36 m și 51,9 m) vor fi parcate numai la standul 1.
- (4) Pe TWY D la încheierea manevrei pushback de la standul 1, aeronavele cu litera de cod D nu vor depăși marcajul de identificare a standului 3.

1.5. Parcarea aeronavelor

- (1) Pozițiile de parcare de la APRON 1:
 - stand 01: poziție de parcare nose-in pentru aeronave cu litera de cod „D” (maximum 52,0 m anvergura aripilor);
 - standuri 02-03: poziții de parcare nose-in, pentru aeronave cu litera de cod „C” (maximum 36,0 m anvergura aripilor);
 - standuri 04-13: poziții de parcare angled nose-in, pt aeronave cu litera de cod „C” (maximum 36 m anvergura aripilor).
- (2) Aeronavele supuse unui act de intervenție ilicită vor fi parcate pe poziția de așteptare la pistă de pe TWY E, care va fi închisă traficului.

1.6. Iesirea aeronavelor din poziția de parcare

- (1) Iesirea de la stand a aeronavelor litera de cod minimum C se face numai prin *pushback*.
- (2) Iesirea de la stand a aeronavelor litera de cod maximum B, sau a aeronavelor litera de cod C cu motoare turbopropulsoare este permisă prin *self-manoeuving* doar cu dirijarea aeronavei asigurată de dispecerul de sol.
- (3) În mod excepțional, iesirea de la stand a aeronavelor este permisă prin *powerback* în caz de necesitate operațională. Este obligatorie dirijarea aeronavei de dispecerul de sol asistat de wingwalker.

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 14	Taxi via standard taxi route	Arrival 14	To	Stands: 1 - 13	TWY E - TWY D	NIL
RWY 32	Taxi via standard taxi route	Arrival 32A	To	Stands: 1 - 11	BACKTRACK RWY 32 - TWY A - TWY D	
		Arrival 32B		Stands: 12, 13	BACKTRACK RWY 32 - TWY A	

2.2. Departure information

Departure from	Instruction given by ATC				Taxiway to be followed	Remarks
		Name of the Standard Taxi Route				
APRON 1	Taxi via standard taxi route	Departure 14A	From	Stands: 12, 13	TWY A - BACKTRACK RWY 14	NIL
		Departure 14B	From	Stands: 1 - 11	TWY D - TWY A - BACKTRACK RWY 14	
		Departure 32	From	Stands: 1 - 13	TWY D - TWY E - BACKTRACK RWY 32	

LRIA AD 2.21 NOISE ABATEMENT PROCEDURES**1. On Departure - see AD 1.1-3****1. La decolare - vezi AD 1.1-3****2. On the ground**

- (1) The use of the APU is allowed for a maximum of 15 MIN after Actual In Block Time and a maximum of 30 MIN before the Scheduled Off Block Time.
- (2) Aircraft engines ground run-ups are allowed between 0600 LT and 2300 LT.
- (3) For aircraft which takes off in the early hours of the morning, engines ground run-ups are allowed before 0600 LT with the minimum necessary time, idle running and with Safety Officer approval only.

2. La sol

- (1) Este permisă utilizarea APU maximum 15 MIN după Actual In Block Time și maximum 30 MIN înainte de Scheduled Off Block Time.
- (2) Testarea la sol a motoarelor aeronavelor este permisă între orele 0600 LT și 2300 LT.
- (3) Pentru aeronavele care decolează la primele ore ale dimineții, este permisă testarea la sol a motoarelor înainte de ora 0600 LT cu timpul minim necesar, doar la ralanti și numai cu aprobarea Inspectorului de Siguranță Operațională.

LRIA AD 2.22 FLIGHT PROCEDURES**LOW VISIBILITY PROCEDURES / PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ****1. Low Visibility Procedures applied for LVTO**

LRIA establishes LVP applied for LVTO.
In Low Visibility Conditions, runway capacity is expected to decrease due to restrictions on ground movements.

1. Proceduri în condiții de vizibilitate redusă aplicate pentru LVTO

LRIA instituie LVP aplicată pentru LVTO.
În condiții de vizibilitate redusă este de așteptat o reducere a capacității pistei din cauza restricțiilor privind mișcările la sol.

1.1 Description of facilities

- a) Runway 14 is provided with facilities for LVTO with RVR not less than 125 M.
- b) Runway 32 is provided with facilities for LVTO with RVR not less than 125 M.
- c) Runway, runway turn pads, taxiways and lead-in line to stand 1 are provided with axial lights and marginal lights, as appropriate, spaced at intervals suitable for use in conditions with RVR less than 350 M.
- d) To prevent runway incursions, during LVP the STOP-BAR lights are permanently on.

1.1 Descrierea facilităților

- a) Pista 14 este prevăzută cu facilități pentru LVTO cu RVR nu mai mică de 125 M.
- b) Pista 32 este prevăzută cu facilități pentru LVTO cu RVR nu mai mică de 125 M.
- c) Pista, platformele de întoarcere la pistă, căile de rulare și linia de intrare la standul 1 sunt prevăzute cu lumini axiale și lumini marginale, după caz, distanțate la intervale adecvate pentru utilizare în condiții cu RVR mai mică de 350 M.
- d) Pentru a preveni incursiunile la pistă, pe durata LVP luminile STOP-BAR sunt aprinse permanent.



1.2 Criteria for the initiation and termination of LVP

- a) LVP Preparation Phase is initiated when RVR decreases to 800M (visibility decreases at 1500 M), with continued decreasing trends or cloud base height decreases to 500 FT, with continued decreasing trends.
- b) LVP Operations Phase are in force when RVR decreases to 550 M (visibility decreases at 800 M) or cloud base height/vertical visibility decreases to 200 FT.
- c) LVP Termination is initiated when RVR increases above 800 M (visibility increases above 1500 M), cloud base height increases above 300 FT and continuous improvement in weather conditions is forecast.
- d) If LVP is not in force, LVTO must be required at least 30 MIN before EOBT/CTOT to allow the completion of LVP Preparation Phase.

1.3 LVP description

1.3.1 Low-Visibility Take-Off

- a) Aircraft exiting the stand will start taxiing to RWY only after receiving ATC clearance.
- b) After clearance to enter runway, aircraft will start taxiing only when the axial lights are on.
- c) All clearances and instructions sent to flight crews by CTA will be acknowledged by READ BACK.
- d) In Low Visibility Conditions intersection take-off is not permitted.

1.3.2 CAT II Approach and Landing – NOT AVAILABLE

- a) CAT II is not available.
- b) Flight crews will be informed by CTA about the establishment of the LVP procedure at the aerodrome, specifying that LVP is in force only for LVTO.

1.3.3 CAT II simulated approach – NOT AVAILABLE

CTA will inform the flight crews that runway 14 is certified for CAT I precision approaches, so clearance for CAT II simulated approaches cannot be granted.

1.3.4 Restrictions on ground movement

- a) It is strictly forbidden to pass the RWY Holding Position when the STOP BAR lights are on.
- b) RWY Holding Position accidental passing must be reported to ATC.
- c) If a STOP BAR is unserviceable, only one aircraft movement will be cleared on the manoeuvring area at a time.
- d) Separation will be done in such a way that there are not two aircraft at the same time on a taxiway. Only one aircraft is allowed to operate on a taxiway at a time.

1.2 Criterii pentru inițierea și terminarea LVP

- a) Faza de Pregătire a LVP este declanșată atunci când RVR scade la 800 M (vizibilitatea scade la 1500 M), cu tendințe de scădere continuă sau înălțimea bazei norilor scade la 500 FT, cu tendințe de scădere continuă.
- b) Faza Operațională a LVP este în vigoare atunci când RVR scade la 550 M (vizibilitatea scade la 800 M) sau înălțimea bazei norilor/vizibilitatea verticală scade la 200 FT.
- c) Încetarea LVP este declanșată atunci când RVR crește peste 800 M (vizibilitatea crește peste 1500 M), înălțimea bazei norilor crește peste 300 FT și este prognozată îmbunătățirea continuă a condițiilor meteo.
- d) Dacă LVP nu este declanșată, LVTO trebuie solicitată cu cel puțin 30 MIN înainte EOBT/CTOT pentru a permite finalizarea Fazei de Pregătire a LVP.

1.3 Descrierea LVP

1.3.1 Decolarea cu vizibilitate redusă

- a) Aeronavele care ies din stand vor începe rularea spre pistă numai după ce primesc aprobarea CTA.
- b) După autorizarea intrării la pistă, aeronava va începe să ruleze doar atunci când luminile axiale sunt aprinse.
- c) Toate autorizările și instrucțiunile transmise echipajelor de zbor de către CTA vor fi confirmate prin READ BACK.
- d) În condiții de vizibilitate redusă nu este permisă decolarea de la intersecție.

1.3.2 Aproximare și aterizare CAT II - INDISPONIBIL

- a) CAT II este indisponibilă.
- b) Echipajele de zbor vor fi informate de către CTA despre instituirea procedurii LVP pe aerodrom, specificând faptul că LVP este în vigoare numai pentru LVTO.

1.3.3 Aproximare CAT II simulată - INDISPONIBILĂ

CTA va informa echipajele de zbor despre faptul că pista 14 este certificată pentru apropieri de precizie CAT I, astfel încât nu pot fi autorizate apropieri în condiții simulate CAT II.

1.3.4 Restricții privind mișcarea la sol

- a) Este strict interzisă traversarea poziției de așteptare la pistă atunci când luminile STOP BAR sunt aprinse.
- b) Depășirea poziției de așteptare la pistă trebuie raportată către CTA.
- c) Dacă o baretă STOP BAR este inutilizabilă, va fi autorizată o singură mișcare de aeronavă pe suprafața de manevră la un moment dat.
- d) Eșalonarea la sol se va face astfel încât să nu fie două aeronave în același timp pe o cale de rulare. Pe o cale de rulare este permisă operarea unei singure aeronave la un moment dat.

LRIA AD 2.23 ADDITIONAL INFORMATION**1. WARNING: birds/wildlife presence on airfield**

There may be concentrations of birds in the airfield area, with greater probability in the summer season. Their flight crosses the runway from South sector to North sector and back (see LRIA AD 2.10-46). Species more often observed and monitored: european bee eater, common starling, common buzzard, common kestrel, barn swallow, pheasant, caspian gull and short-eared owl.

There may be wild animals in the airfield perimeter. Species more often observed and monitored: small rodents and rabbits.

Dispersal activities include emission of bird distress calls from fixed and mobile means, use of acoustic cannons for every 300 m of runway length, placement of cages to capture animals.

Caution advised when taking-off or landing.

2. Recovery of disabled aircraft

- a) Iași International Airport provides air operators with the contact details of companies that have equipment for the recovery of disabled aircraft.
- b) The operator of disabled aircraft is responsible for aircraft recovery as soon as possible after the approval of accident investigation authority.

1. AVERTIZARE:prezența faunei sălbatice pe aerodrom

Pot exista concentrații de păsări în zona aerodromului, cu probabilitate mai mare în sezonul de vară. Zborul lor traversează pista din sectorul sudic în sectorul nordic și invers (vezi LRIA AD 2.10-46). Specii mai des observate și monitorizate: prigorie, graur, șorecar comun, vânturel roșu, rândunică, fazan, pescăruș și ciuf de câmp.

Pot exista animale sălbatice în perimetrul aerodromului. Specii mai des observate și monitorizate: rozătoare mici și iepuri.

Activitățile de dispersie includ emiterea de sunete de pericol ale păsărilor de pe mijloace fixe și mobile, folosirea tunurilor acustice pentru fiecare 300 m lungime de pistă, plasarea de cuști pentru capturarea animalelor.

Se recomandă prudență la decolare sau aterizare.

2. Recuperarea aeronavelor imobilizate

- a) Aeroportul Internațional Iași pune la dispoziția operatorilor aerieni datele de contact ale firmelor care dețin echipamente pentru recuperarea aeronavelor imobilizate accidental.
- b) Operatorul aeronavei imobilizate accidental este răspunzător pentru recuperarea aeronavei în cel mai scurt timp posibil după aprobarea autorității de investigare a accidentelor.

LRIA AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.10-20
Aircraft Parking/Docking Chart - ICAO - APRON 1	AD 2.10-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 14/32	AD 2.10-25
Precision Approach Terrain Chart - ICAO	
RWY 14	AD 2.10-28
Standard Departure Charts - Instrument - ICAO	
RWY 14	AD 2.10-30
RWY 32	AD 2.10-31
Bird concentrations in the vicinity of the aerodrome	AD 2.10-46
Instrument Approach Charts - ICAO	
ILS Z RWY 14	AD 2.10-51
ILS Y RWY 14	AD 2.10-52
RNP RWY 14	AD 2.10-71
RNP RWY 32	AD 2.10-72
NDB Z RWY 14	AD 2.10-91
NDB Y RWY 14	AD 2.10-92
NDB Z RWY 32	AD 2.10-93
NDB Y RWY 32	AD 2.10-94

LRIA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable.