

LRSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRSB - SIBIU / Sibiu**LRSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	454709N 0240508E Runway centre.
2	Direction and distance from city	270°, 3 km from Sibiu.
3	Elevation/Reference temperature/Mean low temperature	1520 FT / 28.3°C / -17.4°C
4	Geoid undulation	138 FT
5	MAG VAR/ Annual rate of change	5°E (2010)
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul International Sibiu Șos. Alba Iulia, nr. 73, Sibiu, cod 550052 Tel: +40-372 055 861 (Info) +40-372 055 862 (Office) Fax: +40-(0)269-253047 (operational) AFS: LRSBRAYD
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRSB 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	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LRSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	5 tractor for equipments, 20 trailers, 1 dollies pallet, 3 self-propeller conveyor-belt loader, 4 self-propeller stairs, 2 tractable stairs, 1 highloader, 1 forklift.
2	Fuel/Oil types	Kerosene JET A1 / NIL AVGAS 100LL / NIL
3	Fueling facilities/capacity	Kerosene JET A1: 1 refueling truck of 20t / storage depot of 100 m ³ AVGAS 100LL: 1 unit 8m ³
4	De-icing facilities	Two units with liquid killfrost type ABC II plus minimal rate 120L/min
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	3 GPU units 115V and 28V 1 self-propeller lavatory service vehicle, 1 tractable lavatory service unit 1 self-propeller portable water vehicle, 1 tractable potable water unit 1 cabin/engine heater equipment 1 air start unit

LRSB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Restaurant, snack bar on the AD, HO
3	Transportation	Buses, taxis and airport shuttle bus.
4	Medical facilities	1 ambulance and first aid on the AD. Hospitals in the city
5	Bank and Post Office	In the city.
6	Tourist Office	At the AD.
7	Remarks	NIL

LRSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Within AD HR: CAT 7.
2	Rescue equipment	1 rescue equipment type HOLMATRO
3	Capability for removal of disabled aircraft	Cranes AVBL via contractor. Local Action Coordinator: +40-(0)732-650 905 for substitute: +40-(0)732-650 918 email: operations@sibiuairport.ro
4	Remarks	NIL

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

1	Types of clearing equipment	2 trucks with brush, blade and snowblower, 1 autospreader de-icing, 1 truck with brush and snowblower, 3 small trucks with blade, cup and spreader de-icing.
2	Clearance priorities	1. RWY 09/27 2. TWY 3. Apron
3	Use of material for movement area surface treatment	Generic fluids and solid materials used for runway de/anti-icing are UREA .
4	Specially prepared winter runways	NIL
5	Remarks	Information about Runway surface condition in Global Reporting Format published by SNOWTAM. See also the snow plan in section AD 1.2.

LRSB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	APRON 1 Surface: Concrete Strength: PCN 110/R/D/W/T	APRON 2 Concrete PCN 56/R/D/W/T
2	Taxiway designation, width, surface and strength	Width: TWY E: 25 M ; TWY W, N: 18 M Surface: Concrete Strength: TWY E: PCN 110/R/D/W/T, TWY W, N: PCN 56/R/D/W/T	
3	ACL location and elevation	Location: APRON1 Elevation: 1451 FT	
4	VOR checkpoints	NIL	
5	INS checkpoints	See Aircraft parking chart AD 2.13-22	
6	Remarks	RWY turning bay: Location THR 09 and THR 27 Surface: Concrete Dimensions: 15M x 100M Strength : PCN 110/R/D/W/T	

LRSB 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.
2	RWY and TWY markings and LGT	RWY - markings: color white; designation, THR, TDZ, centre line, aiming point, edges, RWY end marked as appropriate. - lights: runway edges lights, THR lights, runway end lights, wing bar lights, runway centerline lights, TDZ lights on RWY 27, STOPWAY lights on RWY 09. TWY E, W - markings: color yellow; centre line, runway holding position, edges, enhanced centerline, runway designator marking. - lights: centerline lights, taxiway edges lights, stop bar lights, runway guard lights. TWY N - markings: color yellow; centre line, edges. - lights: centerline lights, taxiway edges lights.
3	Stop bars	Red stop bars at all intersections of TWYs with RWY.
4	Remarks	Illuminated wind direction indicators are located adjacent to TDZ of RWY 27 and RWY 09.



LRSB 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
1_LRSB	POLE	454704.5N 0240558.0E	1446/21 FT	RED-WHITE/LGTD R	NIL
6_LRSB	ANTENNA	454704.5N 0240554.8E	1447/48 FT	RED-WHITE/LGTD R	
7_LRSB	ANTENNA	454704.3N 0240554.6E	1447/18 FT	RED-WHITE/LGTD R	
12_LRSB	POLE	454703.9N 0240551.5E	1447/35 FT	RED-WHITE/LGTD R	
13_LRSB	POLE	454703.9N 0240550.8E	1447/34 FT	RED-WHITE/LGTD R	
17_LRSB	NAVAID	454709.5N 0240358.3E	1522/13 FT	LGTD R	
36_LRSB	NAVAID	454711.1N 0240358.4E	1522/13 FT	LGTD R	
37_LRSB	NAVAID	454712.9N 0240358.2E	1520/15 FT	RED-WHITE/LGTD R	
18_LRSB	POLE	454712.6N 0240423.5E	1509/32 FT	RED-WHITE/LGTD R	
35_LRSB	POLE	454711.2N 0240555.2E	1449/24 FT	RED-WHITE/LGTD R	
79_LRSB	BUILDING	454659.0N 0240849.6E	1425/180 FT	LGTD R	
97_LRSB	BUILDING	454701.9N 0240846.0E	1425/189 FT	LGTD R	
100_LRSB	SPIRE	454705.9N 0240141.7E	1449/216 FT	NIL	
171_LRSB	BUILDING	454614.1N 0240729.8E	1498/51 FT	NIL	
230_LRSB	PANEL	454731.7N 0240629.6E	1435/51 FT	LGTD R	
168_LRSB	BUILDING	454621.4N 0240716.8E	1497/57 FT	NIL	
169_LRSB	BUILDING	454620.5N 0240721.5E	1496/57 FT	NIL	
178_LRSB	BUILDING	454631.4N 0240733.0E	1470/60 FT	NIL	
220_LRSB	BUILDING	454737.0N 0240641.0E	1435/62 FT	LGTD R	
170_LRSB	BUILDING	454625.8N 0240720.8E	1485/62 FT	NIL	
180_LRSB	BUILDING	454616.5N 0240738.1E	1491/63 FT	NIL	
172_LRSB	TREE	454604.6N 0240712.5E	1500/65 FT	NIL	
185_LRSB	BUILDING	454636.3N 0240739.9E	1470/65 FT	NIL	
173_LRSB	BUILDING	454620.3N 0240734.2E	1491/66 FT	NIL	
231_LRSB	SIGN	454733.1N 0240628.4E	1435/67 FT	LGTD R	
158_LRSB	POLE	454529.7N 0240619.4E	1531/69 FT	NIL	
157_LRSB	POLE	454515.2N 0240617.3E	1626/69 FT	NIL	
369_LRSB	POLE	454412.6N 0240607.0E	1626/72 FT	NIL	
174_LRSB	BUILDING	454613.6N 0240733.2E	1496/76 FT	NIL	
163_LRSB	POLE	454544.9N 0240622.4E	1484/76 FT	NIL	
206_LRSB	BUILDING	454740.6N 0240629.3E	1434/79 FT	NIL	
222_LRSB	BUILDING	454736.3N 0240651.7E	1426/81 FT	NIL	
368_LRSB	POLE	454423.0N 0240608.5E	1633/89 FT	NIL	
166_LRSB	FOREST	454554.6N 0240716.4E	1514/91 FT	NIL	
223_LRSB	POLE	454736.3N 0240650.0E	1425/94 FT	RED-WHITE/LGTD R	
155_LRSB	BUILDING	454604.6N 0240731.7E	1502/96 FT	NIL	
388_LRSB	POLE	454721.2N 0240631.9E	1376/97 FT	NIL	
183_LRSB	ANTENNA	454603.8N 0240735.6E	1498/98 FT	LGTD R	
184_LRSB	BUILDING	454604.5N 0240733.9E	1501/103 FT	LGTD R	
175_LRSB	BUILDING	454607.0N 0240731.5E	1500/105 FT	LGTD R	
194_LRSB	POLE	454725.9N 0240620.8E	1438/113 FT	RED-WHITE/LGTD R	
149_LRSB	ANTENNA	454603.3N 0240721.0E	1502/115 FT	LGTD R	
165_LRSB	FOREST	454533.0N 0240645.1E	1568/118 FT	NIL	
224_LRSB	SPIRE	454723.6N 0240703.4E	1386/120 FT	NIL	
151_LRSB	SPIRE	454636.5N 0240754.8E	1469/122 FT	NIL	
235_LRSB	GRAIN ELEVATOR	454741.1N 0240617.8E	1439/151 FT	LGTD R	
150_LRSB	ANTENNA	454639.6N 0240848.6E	1434/152 FT	NIL	
258_LRSB	SPIRE	454751.9N 0240859.5E	1393/254 FT	NIL	
384_LRSB	TREE	454714.2N 0240617.3E	1441/50 FT	NIL	
385_LRSB	TREE	454717.4N 0240608.3E	1439/51 FT	NIL	
412_LRSB	SIGN	454721.4N 0240507.7E	1469/53 FT	LGTD	
383_LRSB	TREE	454715.7N 0240616.4E	1438/58 FT	NIL	
382_LRSB	TREE	454715.2N 0240621.1E	1438/63 FT	NIL	
241_LRSB	BUILDING	454728.3N 0240550.8E	1451/65 FT	NIL	
248_LRSB	TREE	454734.5N 0240510.2E	1461/65 FT	NIL	
246_LRSB	POLE	454730.1N 0240518.6E	1461/65 FT	LGTD R	
277_LRSB	SIGN	454726.4N 0240552.6E	1447/69 FT	LGTD R	
249_LRSB	BUILDING	454742.6N 0240501.2E	1456/75 FT	LGTD R	
247_LRSB	BUILDING	454728.4N 0240516.2E	1462/80 FT	LGTD R	
371_LRSB	FOREST	454428.8N 0240507.1E	1822/87 FT	NIL	
367_LRSB	FOREST	454451.1N 0240546.0E	1698/93 FT	NIL	
236_LRSB	BUILDING	454737.4N 0240608.8E	1443/108 FT	LGTD R	
237_LRSB	BUILDING	454736.5N 0240605.3E	1442/110 FT	LGTD R	
238_LRSB	GRAIN ELEVATOR	454734.1N 0240607.6E	1442/124 FT	LGTD R	
399_LRSB	POLE	454719.7N 0240547.5E	1453/92 FT	RED-WHITE/LGTD R	
400_LRSB	POLE	454719.7N 0240540.2E	1454/92 FT	RED-WHITE/LGTD R	
401_LRSB	POLE	454719.7N 0240542.8E	1454/91 FT	RED-WHITE/LGTD R	
402_LRSB	POLE	454719.6N 0240545.6E	1454/91 FT	RED-WHITE/LGTD R	



a	b	c	d	e	f
403_LRSB	POLE	454719.7N 0240549.5E	1454/91 FT	RED-WHITE/LGTD R	NIL
404_LRSB	POLE	454719.7N 0240551.6E	1454/91 FT	RED-WHITE/LGTD R	
405_LRSB	POLE	454719.6N 0240553.6E	1454/88 FT	RED-WHITE/LGTD R	
406_LRSB	POLE	454720.0N 0240538.0E	1458/88 FT	RED-WHITE/LGTD R	
407_LRSB	POLE	454720.1N 0240535.6E	1455/92 FT	RED-WHITE/LGTD R	
408_LRSB	CONROL TOWER	454721.5N 0240534.4E	1458/120 FT	LGTD R	
409_LRSB	POLE	454720.1N 0240533.2E	1458/91 FT	RED-WHITE/LGTD R	
410_LRSB	POLE	454720.2N 0240531.0E	1460/91 FT	RED-WHITE/LGTD R	
202_LRSB	POLE	454737.0N 0240115.8E	1571/93 FT	LGTD R	
195_LRSB	POLE	454742.1N 0240125.2E	1555/92 FT	LGTD W	
196_LRSB	POLE	454745.0N 0240130.4E	1541/82 FT	LGTD W	
199_LRSB	POLE	454756.5N 0240151.5E	1522/82 FT	LGTD W	
198_LRSB	POLE	454751.6N 0240142.7E	1525/82 FT	LGTD W	
197_LRSB	POLE	454746.8N 0240134.0E	1530/82 FT	LGTD W	
361_LRSB	ANTENNA	454828.3N 0241214.0E	1940/156 FT	RED-WHITE/LGTD R	
363_LRSB	ANTENNA	454830.9N 0241212.0E	1928/161 FT	RED-WHITE/LGTD R	
362_LRSB	ANTENNA	454830.0N 0241212.6E	1938/149 FT	RED-WHITE/LGTD R	
360_LRSB	ANTENNA	454829.0N 0241214.1E	1944/111 FT	RED-WHITE/LGTD R	
359_LRSB	ANTENNA	455038.9N 0240615.8E	1648/326 FT	RED-WHITE/LGTD R	
356_LRSB	ANTENNA	454829.7N 0241214.8E	1886/163 FT	RED-WHITE/LGTD R	
376_LRSB	ANTENNA	454337.4N 0240414.3E	1984/184 FT	RED-WHITE/LGTD R	
375_LRSB	ANTENNA	454628.6N 0235747.6E	1947/87 FT	RED-WHITE/LGTD R	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
2_LRSB	ELECTRICAL_EXIT_ LIGHT	454707.2N 0240555.5E	1448/3 FT	NIL	NIL
3_LRSB	ELECTRICAL_EXIT_ LIGHT	454706.9N 0240555.5E	1448/3 FT	NIL	
4_LRSB	ELECTRICAL_EXIT_ LIGHT	454706.6N 0240555.5E	1447/3 FT	NIL	
5_LRSB	ELECTRICAL_EXIT_ LIGHT	454706.3N 0240555.5E	1447/3 FT	NIL	
19_LRSB	ELECTRICAL_EXIT_ LIGHT	454711.2N 0240421.1E	1511/4 FT	NIL	
20_LRSB	ELECTRICAL_EXIT_ LIGHT	454711.5N 0240421.2E	1511/4 FT	NIL	
21_LRSB	ELECTRICAL_EXIT_ LIGHT	454711.8N 0240421.2E	1511/4 FT	NIL	
22_LRSB	ELECTRICAL_EXIT_ LIGHT	454712.1N 0240421.2E	1511/4 FT	NIL	
23_LRSB	SIGN	454710.6N 0240457.6E	1483/5 FT	NIL	
24_LRSB	SIGN	454713.2N 0240501.4E	1475/5 FT	NIL	
25_LRSB	SIGN	454714.2N 0240501.5E	1474/5 FT	NIL	
26_LRSB	SIGN	454714.1N 0240504.0E	1472/5 FT	NIL	
27_LRSB	SIGN	454713.2N 0240503.9E	1474/5 FT	NIL	
28_LRSB	SIGN	454710.4N 0240507.6E	1475/4 FT	NIL	
29_LRSB	SIGN	454709.6N 0240557.8E	1447/4 FT	NIL	
30_LRSB	SIGN	454709.7N 0240547.6E	1451/4 FT	NIL	
31_LRSB	SIGN	454712.3N 0240554.1E	1450/4 FT	NIL	
32_LRSB	SIGN	454713.3N 0240554.2E	1449/4 FT	NIL	
33_LRSB	SIGN	454712.4N 0240551.5E	1448/6 FT	NIL	
34_LRSB	SIGN	454713.3N 0240551.5E	1450/4 FT	NIL	
465_LRSB	SIGN	454712.4N 0240554.2E	1450/5 FT	NIL	
466_LRSB	SIGN	454712.4N 0240551.4E	1448/5 FT	NIL	
18_LRSB	POLE	454712.6N 0240423.5E	1509/32 FT	RED-WHITE/LGTD R	
35_LRSB	POLE	454711.2N 0240555.2E	1449/24 FT	RED-WHITE/LGTD R	
390_LRSB	ANTENNA	454719.5N 0240555.2E	1521/5 FT	NIL/LGDT R	
399_LRSB	POLE	454719.7N 0240547.5E	1453/92 V	RED-WHITE/LGDT R	
400_LRSB	POLE	454719.7N 0240540.2E	1454/92 FT	RED-WHITE/LGDT R	
401_LRSB	POLE	454719.7N 0240542.8E	1454/91 FT	RED-WHITE/LGDT R	
402_LRSB	POLE	454719.6N 0240545.6E	1454/91 FT	RED-WHITE/LGDT R	
403_LRSB	POLE	454719.7N 0240549.5E	1454/91 FT	RED-WHITE/LGDT R	
404_LRSB	POLE	454719.7N 0240551.6E	1454/91 FT	RED-WHITE/LGDT R	
405_LRSB	POLE	454719.7N 0240553.6E	1454/88 FT	RED-WHITE/LGDT R	
406_LRSB	POLE	454720.0N 0240538.0E	1458/88 FT	RED-WHITE/LGDT R	
407_LRSB	POLE	454720.1N 0240535.6E	1455/92 FT	RED-WHITE/LGDT R	
408_LRSB	CONTROL TOWER	454721.5N 0240534.4E	1458/120 FT	NIL/LGDT R	
409_LRSB	POLE	454720.1N 0240533.2E	1458/91 FT	RED-WHITE/LGDT R	
410_LRSB	POLE	454720.2N 0240531.0E	1460/91 FT	RED-WHITE/LGDT R	
413_LRSB	BUILDING	454720.8N 0240539.6E	1490/14 FT	NIL/LGDT R	

LRSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SIBIU
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 24 HR 6 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)269-228088
9	ATS units provided with information	SIBIU TWR
10	Additional information (limitation of service, etc.)	NIL

LRSB 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
27	271.35°	2630 x 45	110/R/D/W/T Concrete	454708.20N 0240608.97E 454710.19N 0240407.22E GUND 138 FT	THR 1444 FT TDZ 1458 FT	0.50% (914 M) 1.25% (1106 M) 0.80% (610 M)
09	091.32°	2630 x 45	110/R/D/W/T Concrete	454710.19N 0240407.22E 454708.20N 0240608.97E GUND 138 FT	THR 1520 FT TDZ 1516 FT	-0.80% (610 M) -1.25% (1106 M) -0.50% (914 M) -0.12% (150 M)
SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and description of ARST system	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	2900 x 300	90 x 90	NIL	YES	No runway concrete shoulders.
148 x 45	210 x 180	2900 x 300	145 x 90	NIL	YES	No runway concrete shoulders.

LRSB AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
27	2630	2630	2630	2630	NIL
09	2630	2840	2778	2630	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	5
27 TWY E	2290	2290	2290	NIL

LRSB 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
27	ALS CAT II 420M LIH	Green -	PAPI Left/3° (50FT)	White 900M	1730M, 15M White, LIH 600M, 15M White-Red, LIH 300M, 15M Red, LIH	2030M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL
09	SALS 420M LIH	Green -	PAPI Left/3.5° (50FT)	NIL	1730M, 15M White, LIH 600M, 15M White-Red, LIH 300M, 15M Red, LIH	2030M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	148 Red	NIL

LRSB 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 150 M from THR 27, lighted.
3	TWY edge and centre line lighting	TWY edge blue omnidirectional LIL. TWY centre line: TWY E, W green. Exit taxiway centre line lights: yellow/green.
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on the AD; Switch-over time 1 sec.
5	Remarks	NIL

LRSB AD 2.16 HELICOPTER LANDING AREA

1	Co-ordinates 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

LRSB AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SIBIU CTR 455322N 0235122E - 455255N 0241922E - 454155N 0241900E - 454222N 0235059E - 455322N 0235122E
2	Vertical limits	GND to 3000 FT AMSL
3	Airspace classification	C
4	ATS unit call sign Language(s)	Sibiu Tower English, Romanian
5	Transition altitude	7000 FT QNH
6	Hours of applicability	H24
7	Remarks	NIL

LRSB 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	126.430	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
APP	NAPOC North	126.430	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
APP	NAPOC South	119.680	NIL	NIL	H24	Radar Service
	Approach	127.275 MHz ALTN				
TWR	Sibiu Tower	121.305	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
		122.700 MHz ALTN				
		121.500 MHz EMERG				
ATIS	Sibiu ATIS	126.950 MHz	NIL	NIL	H24	NIL

LRSB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR Type of supported OPS ILS classification GBAS classification (For VOR/ILS/MLS give declination)	ID	Frequency/ Channel	Hours of operation	Position of transmitting antenna coordinates	ELEV of DME transmitting antenna/ ELEV of GBAS reference point	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
LOC 27 (5°E/2010) ILS CAT II (II.T.3)	ISB	110.700 MHz	H24	454710.3N 0240358.3E	-	NIL	Front course angle 4.34°
GP 27	-	330.200 MHz	H24	454704.5N 0240554.8E	-	NIL	GP Angle 3° ILS RDH 56 FT
DME 27	ISB	CH 44X	H24	454704.3N 0240554.6E	1500 FT	NIL	NIL
NDB(LO)	SIB	381 KHz	H24	454706.0N 0240909.3E	-	NIL	086° MAG / 2.1 NM from THR 27
DVOR/DME (5°E/2010)	SBI	114.000 MHz CH 87X	H24	454651.3N 0240516.1E	1500 FT	NIL	Coverage 100 NM (declared) 241° MAG / 0.7 NM from THR 27
DVOR/DME (5°E/2015)	CLJ	111.200 MHz CH 49X	H24	464800.6N 0234714.1E	1600 FT	NIL	Coverage 150 NM DVOR Coverage 100 NM DME Coverage 175 NM (assumed)
DME	BAI	1150.000 MHz CH 126Y	H24	462928.0N 0231412.0E	6000 FT	NIL	Coverage 100 NM (declared) Unusable in sector 140°-260°
DME	CHU	1053.000 MHz CH 29X	H24	461059.0N 0244913.9E	2500 FT	NIL	Coverage 100 NM (declared) Unusable in sector 110°-205°
DME	ZLU	1041.000 MHz CH 17X	H24	470910.1N 0230606.9E	2400 FT	NIL	Coverage 100 NM (declared) Unusable in sectors 245°- 360° and 045°-060°
DME	CIC	1083.000MHz CH 59Y	H24	461940.4N 0233211.0E	3400 FT	NIL	Coverage 100 NM (assumed) Unusable in sector 230°-340°
DME	PLT	1102.000MHz CH 78X	H24	453832.2N 0235637.3E	5800 FT	NIL	Coverage 100 NM (assumed) Unusable in sector 90°-92° and 190°-260°
DME	HNU	1087.000 MHz CH 63X	H24	471638.79N 0244407.0E	5400 FT	NIL	Coverage 100 NM (declared) Unusable in sector 310°-075°
NDB	TGM	428 KHz	H24	462648.9N 0241823.7E	-	NIL	Coverage 80 NM (declared)

LRSB AD 2.20 LOCAL AERODROME REGULATIONS

Passengers pedestrian displacement on APRONS 1 parking position no. 01, 02, 03, 08, 09, 10, 11, 12 13, 14, 15 is strictly forbidden due to security and safety reasons.

Deplasarea pedestră a pasagerilor pe APRON 1, locurile de parcare nr. 01, 02, 03, 08, 09, 10, 11, 12, 13, 14, 15 este strict interzisă din motive de securitate și siguranța aeronautică.

**1. Aiport regulations / Reguli de aeroport****1. Procedures for acceptance of the aircraft on airfield pavements**

Aircraft with higher code letter than aerodrome reference code 4C :

a) must obtain prior approval from the aerodrome operator, request that must be sent to office@sibuiairport.ro and operations@sibuiairport.ro, minimum 10 days before flight;

b) in case of declared emergency situations, these may use LRSB without prior approval.

2. Apron procedures

2.1 Parking of aircraft at the positions is performed:

- according to the signals of the marshaller on APRON 1 at aircraft stands 01-15.

2.2 If the pilot prefers guidance by a follow me car for a taxiing maneuver, he may request one from TWR.

2.3 Follow-me car are identifiable by a functioning lighting signal ramp (Follow Me) and orange omnidirectional light/flashing light.

2.4 On the aprons aircraft are permitted to taxi only at the indispensable minimum engine speed

1. Proceduri de admisibilitate a aeronavelor pe suprafața de mișcare

Aeronavele cu litera de cod superioară celei de referință a aerodromului 4C :

a) trebuie să obțină în prealabil aprobarea operatorului de aerodrom, solicitarea care va fi transmisă pe adresa secretariat@sibuiairport.ro și operations@sibuiairport.ro cu minim 10 zile înaintea zborului;

b) în situații de urgență declarate, acestea pot utiliza LRSB fără aprobare prealabilă.

2. Proceduri la platformă

2.1 Parcarea aeronavei la pozițiile de staționare se face:

- în conformitate cu semnalele marșaler-ului pe APRON 1 la pozițiile de staționare 01-15.

2.2 În cazul în care pilotul dorește efectuarea manevrelor de rulare cu asistență Follow Me, va solicita acest lucru la TWR.

2.3. Vehiculul Follow Me este identificabil prin rampa luminoasă de semnalizare (Follow Me) și girofar de culoare orange

2.4 Rularea aeronavelor pe platformă este permisă numai la un regim de turajie al motoarelor care să permit deplasarea aeronavei.

2. Standard taxi routes / Rutele standard de rulare**1. Landing**

1. Landing		Instruction given by ATC			Taxiway to be followed	Remarks
Arrival on		Name of the Standard Taxi Route				
RWY 27 (Cat I / II aircraft turn around in turning bay located at the end of RWY 09)	Taxi via standard taxi route	Arrival 27 W	To	Stand number 1/2/3/4/5/6/7/8/9/10/11/12/13/14/15	TWY W - TWY N to stands 1/2/3/4/5/6/7/8/9/10/11/12/13/14/15	
		Arrival 27 E		Stand number 1/2/3/4/5/6/7/8/9/11/12/13/14/15	TWY E - TWY N to stands 1/2/3/4/5/6/7/8/9/11/12/13/14/15	
		Arrival 27 E10		Stand number 10	TWY E - to stand 10	
RWY 09 (aircraft turn around in turning bay located at the end of RWY 27)		Arrival 09 W		Stand number 1/2/3/4/5/6/7/8/9/10/11/12/13/14/15	TWY W - TWY N to stands 1/2/3/4/5/6/7/8/9/10/11/12/13/14/15	
		Arrival 09 E		Stand number 1/2/3/4/5/6/7/8/9/11/12/13/14/15	TWY E - TWY N to stands 1/2/3/4/5/6/7/8/9/11/12/13/14/15	
		Arrival 09 E10		Stand number 10	TWY E - to stand 10	

2. Departure

E. Departures		Instruction given by ATC						Taxiway to be followed	Remarks
Arrival on			Name of the Standard Taxi Route						
APRON 1	1/2/3/4/5/6/ /7/8/9/10/ /11/12/13/ /14/15	Taxi via standard taxi route	Departure 27 E	To holding point	E	RWY 27	TWY N - TWY E - turn LEFT and taxi line-up THR 27		
			Departure 09 E			RWY 09	TWY N - TWY E - turn RIGHT and taxi line-up THR 09		
			Departure 09 W		W	RWY 09	TWY N - TWY W turn RIGHT and taxi line-up THR 09		
			Departure 27 W			RWY 27	TWY N - TWY W turn LEFT and taxi line-up THR 27		

3. Helicopter operation-limitations / Operarea elicopterelor - limitări

1. Helicopter movement can be performed both by air or ground taxi, but only with mandatory use of the published standard taxi routes.
2. Helicopters will be parked on a marked / unmarked apron parking stand only with ground marshaller guidance.

1. Deplasarea elicopterelor poate fi efectuată atât în rula aerian, cât și la sol dar cu respectarea obligatorie a rutelor standard de rulare publicate.
2. Elicopterele vor fi parcate pe platformă, pe poziții marcate / nemarcate, doar cu dirijarea dispecerului de sol.

LRSB AD 2.21 NOISE ABATEMENT PROCEDURES

- See AD 1.1-3

LRSB AD 2.22 FLIGHT PROCEDURES**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.

Tactical points for non-standard shorter approach are established: EMPOS for SB RWY09, ALOXU for SB RWY27. 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.

Aircraft movements on the apron surfaces shall be carried out in accordance with the Marshaller's instructions or FOLLOW - ME guidance

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: EMPOS pentru SB RWY09, ALOXU pentru SB RWY27. 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.

Deplasarea aeronavelor pe platformă se va face doar în condițiile dirijării de către dispecerul sol sau a ghidării cu vehiculul FOLLOW - ME.

2. Low visibility procedures / Proceduri în condiții de vizibilitate redusă**1. Description of facilities**

- 1.1. Runway 27 is equipped with ILS and is approved for CAT II (RVR not less than 350m) and LVTO operations.
- 1.2. Runways 09 are approved for LVTO operations.

2. Criteria for the initiation and termination of LVP**2.1. Approach and landing**

a) The preparation phase will be implemented when those values falls below :

- RVR 800 m or;
- visibility 1500 m(when is not available RVR) or
- ceiling 500 ft (150 m).

b) The operation phase will be commenced when those values falls below:

- RVR 550 m or;
- visibility 800 m(when is not available RVR) or
- ceiling 200 ft (60 m).

c) LVP will be terminated when

- RVR is greater than 800m
- visibility greater than 1500 m (when is not available RVR)
- 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;

1. Descrierea facilităților

1.1. Pista 27 este echipată cu ILS și este autorizată pentru desfășurarea operațiunilor CAT II (RVR nu mai mică de 350M) și LVTO.

1.2. Pista 09 este autorizată pentru operațiuni LVTO.

2. Criterii pentru inițierea și terminarea LVP**2.1. Apropierea și aterizarea**

a) Faza de pregătire se declanșează la atingerea sau trecerea în scădere prin una din următoarele valori de prag:

- RVR 800 m sau;
- vizibilitatea orizontală 1500 m(când nu e disponibil RVR) sau;
- plafonul norilor 500 ft (150 m).

b) Faza operațională se declanșează la atingerea sau trecerea în scădere prin una din următoarele valori de prag:

- RVR 550 m sau;
- vizibilitatea orizontală 800 m(când nu e disponibil RVR sau;
- plafonul norilor 200 ft (60 m).

c) Procedurile în condiții de vizibilitate redusă vor fi încheiate atunci când:

- valoarea RVR este mai mare de 800 m;
- vizibilitatea orizontală atinge sau trece în creștere valoarea de 1500 m(când nu e disponibil RVR);
- 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) 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.

4. Any ground movements restrictions

4.1. Aircraft movements on manoeuvring area to/from RWY 09/27 should be made using the Standard Taxi-Routes.

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

4.3. When LVP is in progress, aircraft taxi is limited to one movement at any time. Operation of vehicles on the movement area is limited as minimum required.

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 5 NM 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.

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. Restricții privind mișcarea la sol

4.1. Toate mișcările pe suprafața de manevră spre/dinspre pista 09/27 trebuie făcute utilizând Rutele de Rulare Standard.

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

4.3. Pe timpul derulării LVP deplasarea pe suprafața de manevră a aeronavelor este limitată la una singură în orice moment. Circulația vehiculelor pe suprafața de mișcare este limitată la minimum necesar.

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 5 NM 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 platformă trebuie efectuată cu asistența serviciului "FOLLOW ME".

LRSB AD 2.23 ADDITIONAL INFORMATION

a) Removal blocked aircraft / Înlăturarea aeronavelor imobilizate

1. Sibiu 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. Sibiu Airport can provides airline operators with contact details of companies owning equipment and machinery capable of removing accidentally fixed aircraft.

1. Aeroportul Sibiu 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 înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.
3. Aeroportul Sibiu poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje capabile să înlătore aeronavele imobilizate accidental.

b) Warning for bird hazard / Avertizare pentru pericol de păsări

Bird concentration in the AD area.

There are bird concentrations in the proximity of Sibiu International Airport. These bird concentrations with their associated feeding, nesting and resting areas are represented on the map AD 2.13-46 and identified by numbers. 11 bird concentrations were identified in different habitat types: urban, rural, industrial, lake, field and waste. The species that form these concentrations are: yellow-legged gulls, white storks, rock doves, northern goshawks, rooks, western jackdaws and mallards. Bird transit routes and their maximum flight heights are represented on map AD 2.13-46 and numbered with letters. Pilots are asked to use caution on takeoff and while approaching for landing.

Concentrare de păsări în zona de aerodrom.

Există concentrații de păsări în apropierea Aeroportului Internațional Sibiu. Aceste concentrații de păsări cu zonele de hrănire, cuibărit și odihnă aferente sunt reprezentate pe harta AD 2.13-46 și identificate prin cifre. Au fost identificate 11 concentrații de păsări în diferite tipuri de habitate: urban, rural, industrial, lac, câmp și deșeu. Speciile ce formează aceste concentrații sunt: pescăruși cu picioare galbene, berze albe, porumbei de stâncă, ulii porumbari, ciori de semănătură, stâncuțe și rațe mari Mallard. Rutele de tranzit ale păsărilor și înălțimile maxime atinse sunt reprezentate pe harta AD 2.13-46 și identificate prin litere. Piloții sunt rugați să fie precauți la decolare și în timp ce se apropie pentru aterizare.

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

Aerodrome Chart - ICAO	AD 2.13-20
Aircraft Parking/Docking Chart	AD 2.13-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 09	AD 2.13-25
RWY 27	AD 2.13-26
Precision Approach Terrain Charts - ICAO	
RWY 27	AD 2.13-28
Standard Departure Chart - Instrument - ICAO	
RWY 09	AD 2.13-30
RWY 27	AD 2.13-31
Standard Arrival Charts - Instrument - ICAO	
RWY 27	AD 2.13-33
RNAV Standard Departure Chart – Instrument - ICAO	
RWY 09	AD 2.13-34
RWY 27	AD 2.13-35
RNAV Standard Arrival Charts - Instrument - ICAO	
RWY 09	AD 2.13-36
RWY 27	AD 2.13-37
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2.13-45
Bird concentrations in the vicinity of the aerodrome	AD 2.13-46
Instrument Approach Charts - ICAO	
RWY 27 ILS.....	AD 2.13-51
RWY 09 NDB.....	AD 2.13-92