

LRSV AD 2.1 AERODROME LOCATION INDICATOR AND NAME
LRSV - SUCEAVA / Ștefan cel Mare - Suceava**LRSV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA**

1	ARP coordinates and site at AD	474111N 0262116E Runway center.
2	Direction and distance from city	8 km East from Suceava
3	Elevation//Reference temperature/ Mean low temperature	1375 FT / 28.5°C / -12°C
4	Geoid undulation at AD ELEV PSN	112 FT
5	MAG VAR /Annual rate of change	7°E (2020) / 7'E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul SUCEAVA / Ștefan cel Mare - Suceava, Romania Tel.: +40-(0)230-529999; +40-(0)230-529962 +40-(0)230-529621 +40-(0)747 095716 (Operational) Fax: +40-(0)230-529999; +40-(0)230-529621 AFS: LRSVRYAD E-mail: office@aeroportsuceava.ro briefing@aeroportsuceava.ro Web: www.aeroportsuceava.ro
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LRSV AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	As AD Operator.
3	Health and sanitation	As AD Operator.
4	AIS Briefing Office	H24, see GEN 3.1-5.
5	ATS Reporting Office (ARO)	H24, see ENR 1.10-2.
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	As AD Operator.
9	Handling	As AD Operator.
10	Security	H24
11	De-icing	As AD Operator
12	Remarks	NIL

LRSV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 baggage tractors, 20 baggage carts, 2 GPU 28,5 VDC units, 2 GPU 115 VAC/400Hz & 28,5 VDC, 1 air starter unit, 1 aircraft heater, 1 self propelled lavatory service vehicle, 1 self propelled potable water vehicle, 3 towed passenger stair, 1 self propelled telescopic passenger stair, 2 self propelled conveyor belt loader, 1 aircraft towing/push-back tractor, 1 ambulift.
2	Fuel/Oil types	JET A1, AVGAS / NIL
3	Fuelling facilities/capacity	Refueling equipments: JET A1 - 810 L/min. AVGAS - 80-100 L/min Storage: JET A1 - 50000 L AVGAS - 35000 L
4	De-icing facilities	2 de-icing/anti-icing vehicles with type II liquid.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LRSV AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the city.
2	Restaurants	Snack bar on the airport, restaurants in the city.
3	Transportation	Buses, taxis from the AD, rent-a-car office at the AD.
4	Medical facilities	Ambulance and first aid on the AD. Hospitals in the city.
5	Bank and Post Office	In the city.
6	Tourist Office	In the city.
7	Remarks	NIL

LRSV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

LRSV AD 2.7 RUNWAY SURFACE CONDITION ASSESMENT AND REPORTING, AND SNOW PLAN

1	Types of clearing equipment	3 snow plough with brush and sweeper blower, 1 tractor with plough, brush and spreader for solid de-icing materials, 1 tractor with spreader for liquid de-icing materials, 3 snow blowers.
2	Clearance priorities	Fire station, TWY A, TWY B towards RWY, Apron 1, TWY D, APRON 2 and other TWY and surfaces.
3	Use of material for movement area surface treatment	LSRV is using KFOR and UREA as deicing substances.
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.

LRSV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	APRON 1 Surface: Concrete Strength: 73/R/A/W/T APRON 2 Concrete 5.7 t
2	Taxiway designation, width, surface and strength	Width: TWY A, B, C: 23 M TWY D: 11 M Surface: TWY A, B, D: Asphalt TWY C: Concrete Strength: TWY A, B: 110/F/C/W/T TWY C: 73/R/A/W/T TWY D: 5.7 t
3	ACL location and elevation	NIL
4	VOR checkpoints	NIL
5	INS checkpoints	INS1: 474113.11N 0262101.90E INS2: 474111.67N 0262102.55E INS3: 474110.24N 0262103.19E INS4: 474108.80N 0262103.84E INS5: 474107.24N 0262106.40E INS6: 474117.40N 0262058.89E INS7: 474116.17N 0262059.64E
6	Remarks	RWY turning bay: Location: THR 16, THR 34 Surface: Asphalt Dimensions: 117 M x 33 M Strength: 110/F/C/W/T

LRSV 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 at aircraft stands	All Stands have a single yellow centre-line. Each stand has an individual stand number. Terminal Apron (Stands 1-4). All aircraft stands are laid out for nose-in/push-back, with exception of Stand 5; nose-wheel guidelines are provided. Aircraft parking on all stands is by marshallers instructions, pilots must hold on the TWY C centreline until signalled to make a turn to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made prior to aircraft arrival.
2	RWY and TWY markings and LGT	RWY markings: designation, THR, aiming point, centre line, edge lines and TDZ markings. Lead-offs from the RWY are marked by a continuous yellow line from the centre line of the RWY. RWY Lights: THR and displaced THR, edge, center line, TDZ, RWY END. TWY A, B: - markings: centre line, holding position , edge line. - lights: edge, center line. TWY C: - markings: centre line, edge line. - lights: edge on East Side. TWY D: - markings: centre line, holding position, edge line, intermediate holding position. - lights: edge, intermediate holding position.
3	Stop bars	Red stop bar on TWY A Red stop bar on TWY B Stop bars are in operation H24.
4	Other runway protection measures	Mandatory instruction signs on TWY A, B, C, D.
5	Remarks	THR 34 displaced 420 m RWY turnpad bay lights: LIL – green lights, edge: LIL – blue lights.

LRSV 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
LRSV_1	ANTENNA	474113.2N 0262049.1E	1435/58FT	NIL/LGTD R	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
LRSV_5	ANTENNA	474057.1N 0262115.8E	1373/37FT	MARKED/LGTD R	
LRSV_7	ANTENNA	473945.2N 0260904.7E	2416/687FT	MARKED/LGTD R	
LRSV_33	BUILDING	474108.1N 0262101.6E	1416/54FT	NIL/LGTD R	
LRSV_34	BUILDING	474119.3N 0262049.7E	1437/58FT	NIL/LGTD R	
LRSV_42	BUILDING	474104.8N 0262134.8E	1380/54FT	NIL/LGTD R	
LRSV_57	TREE	474151.9N 0261737.3E	1550/98FT	NIL	
LRSV_62	TREE	474205.0N 0262100.7E	1399/37FT	NIL	
LRSV_63	TREE	474205.6N 0262101.2E	1391/29FT	NIL	
LRSV_64	TREE	474205.6N 0262100.6E	1392/30FT	NIL	
LRSV_66	TREE	474207.0N 0262058.4E	1417/56FT	NIL	
LRSV_67	TREE	474208.9N 0262057.7E	1409/49FT	NIL	
LRSV_68	TREE	474211.0N 0262056.3E	1414/55FT	NIL	
LRSV_69	TREE	474208.4N 0262056.5E	1409/49FT	NIL	
LRSV_71	TREE	474214.3N 0262053.7E	1398/38FT	NIL	
LRSV_105	POLE	474118.5N 0262048.2E	1440/60FT	NIL	
LRSV_106	POLE	474036.1N 0262206.4E	1414/99FT	NIL	
LRSV_107	POLE	474035.7N 0262205.4E	1416/101FT	NIL	
LRSV_112	NAVAID	474035.8N 0262205.9E	1384/69FT	NIL/LGTD R	
LRSV_133	CONTROL TOWER	474106.8N 0262102.4E	1429/72FT	NIL/LGTD R	
LRSV_134	ANTENNA	474101.7N 0262113.6E	1354/10FT	MARKED/LGTD R	
LRSV_136	ANTENNA	474053.4N 0262117.8E	1355/20FT	MARKED/LGTD R	
LRSV_137	ANTENNA	474051.4N 0262119.0E	1355/21T	MARKED/LGTD R	
LRSV_139	BUILDING	474053.4N 0262117.7E	1345/10FT	NIL/LGTD R	
LRSV_142	NAVAID	474053.3N 0262118.2E	1385/49FT	MARKED/LGTD R	
LRSV_143	TREE	474149.0N 0261819.2E	1558/98FT	NIL	
LRSV_144	POLE	474106.9N 0262102.2E	1435/78FT	NIL	
LRSV_145	POLE	474112.3N 0262101.1E	1432/64FT	MARKED/LGTD R	
LRSV_146	POLE	474105.8N 0262104.0E	1424/68FT	MARKED/LGTD R	
LRSV_148	TREE	474217.0N 0262053.6E	1444/82 FT	NIL	
LRSV_149	TREE	474211.9N 0262059.6E	1444/82FT	NIL	
LRSV_150	TREE	474151.7N 0262117.9E	1444/82FT	NIL	
LRSV_152	TREE	474314.9N 0261731.0E	1594/92FT	NIL	
LRSV_153	TREE	474152.4N 0261824.9E	1542/82FT	NIL	
LRSV_154	TREE	474201.7N 0261939.9E	1509/82FT	NIL	
LRSV_307	POLE	474159.2N 0262053.5E	1382/18FT	NIL	
LRSV_308	POLE	474159.6N 0262055.6E	1382/19FT	NIL	
LRSV_313	POLE	474107.7N 0262100.1E	1411/50FT	NIL/LGTD R	
LRSV_353	NAVAID	474159.4N 0262054.6E	1381/17FT	NIL	
LRSV_355	NAVAID	474137.8N 0262111.0E	1392/18FT	NIL	
LRSV_376	POLE	474106.7N 0262101.1E	1427/69FT	NIL/LGTD R	
LRSV_377	POLE	474108.0N 0262103.0E	1428/67FT	NIL/LGTD R	
LRSV_378	POLE	474110.2N 0262102.1E	1430/70FT	NIL/LGTD R	
LRSV_490	POLE	474140.8N 0261753.1E	1525/117FT	NIL	
LRSV_492	POLE	474131.1N 0261810.3E	1512/119FT	NIL	
LRSV_493	POLE	474122.6N 0261814.0E	1507/110FT	NIL	
LRSV_600	POLE	474143.7N 0261833.8E	1489/67FT	NIL	
LRSV_601	POLE	474137.9N 0261833.4E	1527/67FT	NIL	
LRSV_602	POLE	474132.1N 0261833.0E	1542/67FT	NIL	
LRSV_603	POLE	474126.2N 0261832.6E	1543/67FT	NIL	
LRSV_604	POLE	474120.5N 0261832.1E	1523/67FT	NIL	
LRSV_692	BUILDING	474056.4N 0262110.2E	1359/21FT	NIL	
LRSV_693	BUILDING	474055.1N 0262111.0E	1366/28FT	NIL/LGTD R	
LRSV_694	POLE	474110.1N 0262100.4E	1419/58FT	NIL	
LRSV_695	BUILDING	474110.2N 0262100.5E	1405/43FT	NIL/LGTD R	
LRSV_696	POLE	474116.3N 0262058.5E	1423/50FT	NIL	
LRSV_697	BUILDING	474107.1N 0262102.8E	1379/19FT	NIL/LGTD R	
LRSV_698	BUILDING	474115.5N 0262102.6E	1380/8FT	NIL/LGTD R	
LRSV_699	POLE	474115.9N 0262102.0E	1394/22FT	NIL	
LRSV_700	POLE	474106.9N 0262103.3E	1392/32FT	NIL	
LRSV_701	POLE	474115.7N 0262102.9E	1391/19FT	NIL/LGTD R	
LRSV_702	POLE	474116.1N 0262102.8E	1391/19FT	NIL/LGTD R	
LRSV_703	POLE	474115.8N 0262101.6E	1390/18FT	NIL/LGTD R	
LRSV_704	POLE	474115.5N 0262101.7E	1390/18FT	NIL/LGTD R	
LRSV_705	POLE	474113.3N 0262056.8E	1416/41FT	NIL	
LRSV_706	POLE	474111.9N 0262057.3E	1417/42FT	NIL	
LRSV_707	POLE	474112.8N 0262055.0E	1417/41FT	NIL	
LRSV_708	POLE	474112.1N 0262055.3E	1416/41FT	NIL	
LRSV_709	POLE	474111.2N 0262055.5E	1415/41FT	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
LRSV 33	BUILDING	474108.1N 0262101.6E	1416.0/54.1FT	NIL	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
LRSV 39	BUILDING	474114.0N 0262100.8E	1398.0/27.2FT	NIL	
LRSV 40	BUILDING	474113.0N 0262100.1E	1399.3/29.2FT	NIL	
LRSV 41	BUILDING	474114.9N 0262100.1E	1397.6/24.9FT	NIL/LGTD R	
LRSV 52	TREE	474114.8N 0262100.8E	1401.9/30.5FT	NIL	
LRSV 53	TREE	474114.8N 0262100.7E	1400.9/29.5FT	NIL	
LRSV 54	TREE	474114.7N 0262100.6E	1404.2/32.5FT	NIL	
LRSV 55	TREE	474114.6N 0262100.5E	1401.2/30.2FT	NIL	
LRSV 133	CONTROL TOWER	474106.8N 0262102.4E	1429.1/72.2FT	NIL	
LRSV 140	BUILDING	474114.2N 0262057.8E	1399.6/23.6FT	NIL/LGTD R	
LRSV 144	POLE	474106.9N 0262102.2E	1435.4/78.4FT	NIL	
LRSV 145	POLE	474112.3N 0262101.1E	1431.8/64.3FT	MARKED/LGTD R	
LRSV 146	POLE	474105.8N 0262104.0E	1424.5/67.9FT	MARKED/LGTD R	
LRSV 147	NAVAID	474119.2N 0262106.5E	1374.3/9.2FT	MARKED/LGTD R	
LRSV 316	POLE	474109.0N 0262101.2E	1401.7/40.2FT	NIL	
LRSV 340	BUILDING	474116.3N 0262057.9E	1409.5/36.4FT	NIL	
LRSV 341	BUILDING	474114.5N 0262100.9E	1390.0/17.8FT	NIL	
LRSV 352	BUILDING	474110.6N 0262101.7E	1403.2/43.5FT	NIL	
LRSV 354	NAVAID	474115.8N 0262103.0E	1397.4/25.2FT	NIL	
LRSV 356	SIGN	474104.3N 0262117.6E	1350.2/2.6FT	NIL	
LRSV 357	SIGN	474110.8N 0262114.6E	1357.2/2.7FT	NIL	
LRSV 358	SIGN	474112.1N 0262114.1E	1358.5/2.6FT	NIL	
LRSV 359	SIGN	474118.7N 0262111.2E	1365.3/2.6FT	NIL	
LRSV 360	SIGN	474115.5N 0262108.3E	1363.5/3.2FT	NIL	
LRSV 361	SIGN	474115.4N 0262108.2E	1363.4/3.1FT	NIL	
LRSV 362	SIGN	474113.7N 0262109.0E	1362.2/3.2FT	NIL	
LRSV 363	SIGN	474113.7N 0262108.9E	1362.2/3.2FT	NIL	
LRSV 364	SIGN	474107.7N 0262111.8E	1355.5/3.3FT	NIL	
LRSV 365	SIGN	474107.7N 0262111.7E	1355.5/3.3FT	NIL	
LRSV 366	SIGN	474105.9N 0262112.5E	1355.4/3.2FT	NIL	
LRSV 367	SIGN	474105.8N 0262112.4E	1355.4/3.2FT	NIL	
LRSV 368	NAVAID	474054.4N 0262120.4E	1340.2/3.1FT	NIL	
LRSV 369	NAVAID	474054.5N 0262120.8E	1340.3/2.8FT	NIL	
LRSV 370	NAVAID	474054.6N 0262121.2E	1340.3/2.6FT	NIL	
LRSV 371	NAVAID	474054.7N 0262121.6E	1340.3/2.3FT	NIL	
LRSV 372	NAVAID	474139.2N 0262106.9E	1375.8/3.4FT	NIL	
LRSV 373	NAVAID	474139.1N 0262106.5E	1376.1/3.1FT	NIL	
LRSV 374	NAVAID	474139.1N 0262106.0E	1376.6/2.7FT	NIL	
LRSV 375	NAVAID	474139.0N 0262105.6E	1376.7/2.4FT	NIL	
LRSV 377	POLE	474108.0N 0262103.0E	1428.5/66.6FT	NIL	
LRSV 378	POLE	474110.2N 0262102.1E	1429.8/70.1FT	NIL	
LRSV 694	POLE	474110.1N 0262100.4E	1419.7/58FT	NIL	
LRSV 695	BUILDING	474110.2N 0262100.5E	1405.3/43.6FT	NIL/LGTD R	
LRSV 696	POLE	474116.3N 0262058.5E	1423.8/50.5FT	NIL	
LRSV 697	BUILDING	474107.1N 0262102.8E	1379.1/19.3FT	NIL/LGTD R	
LRSV 698	BUILDING	474115.5N 0262102.6E	1380.6/8.8FT	NIL/LGTD R	
LRSV 699	POLE	474115.9N 0262102.0E	1394.2/22.6FT	NIL	
LRSV 700	POLE	474106.9N 0262103.3E	1392.4/32.8FT	NIL	
LRSV 701	POLE	474115.7N 0262102.9E	1391.0/19.3FT	NIL/LGTD R	
LRSV 702	POLE	474116.1N 0262102.8E	1391.0/19.3FT	NIL/LGTD R	
LRSV 703	POLE	474115.8N 0262101.6E	1390.3/18.7FT	NIL/LGTD R	
LRSV 704	POLE	474115.5N 0262101.7E	1390.0/18.3FT	NIL/LGTD R	

LRSV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	SUCEAVA
2	Hours of service MET Office outside hours	H24 -
3	Office responsible for TAF preparation Periods of validity Interval of issuance	LROM 9 HR 3 HR, during aerodrome operational hours
4	Type of landing forecast Interval of issuance	NIL -
5	Briefing / consultation provided	Self-briefing; briefing/consultation on request (see row 8)
6	Flight documentation Language(s) used	Charts, tabular form, abbreviated plain language text Romanian, English
7	Charts and other information available for briefing or consultation	SWC, W/T Charts, SIGMET, METAR, TAF.
8	Supplementary equipment available for providing information	Tel / Fax: +40-(0)230-535603
9	ATS units provided with information	SUCEAVA TWR
10	Additional information (limitation of service, etc.)	NIL

LRSV 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
34	343.15°	2460 x 45	110/F/CW/T Asphalt	474046.24N 0262127.35E 474149.46N 0262059.00E GUND 112 FT	THR 1331 FT -	0.8% (780 M) 1.0% (840 M) 0.5% (540 M) -0.45% (300 M)
16	163.15°	2460 x 45	110/F/CW/T Asphalt	474149.46N 0262059.00E 474033.22N 0262133.18E GUND 112 FT	THR 1372 FT -	0.45% (300 M) - 0.5% (540 M) - 1.0% (840 M) - 0.8% (780 M)
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	145 x 180	2580 x 280	90 x 150	NIL	YES	Threshold displaced from the beginning of the runway by 420 m
NIL	NIL	2580 x 280	175 x 150	NIL	NIL	NIL

LRSV AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
34	2460	2605	2460	2040	NIL
16	2460	2460	2460	2460	NIL

LRSV 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
34	ALSF-II 720 M LIH	Green WBAR	PAPI 3° (53FT)	White 900M	1140M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M White, LIH	1440M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	To be supplementary considered: CL LGT White, 420M, 15M, LIH only on RWY 34 departure; Red edge lights, 420M, 60M, LIH, before THR, only for approach operations White edge LGT, 420M, 60M, LIH, before THR, only for departure operations. NIL
16	SALS 420 M LIH	Green WBAR	PAPI 3° (60FT)	NIL	1560M, 15M White, LIH 600M, 15M White/Red, LIH 300M, 15M White, LIH	1860M, 60M, White, LIH 600M, 60M, Yellow, LIH	Red -	NIL	NIL

**LRSV 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 NIL
3	TWY edge and centre line lighting	TWY A, B TWY edge blue omnidirectional lights LIL, 60M (15M) spacing TWY centre line green/green ; yellow/green lights, 15M (7.5M) spacing TWY D TWY edge blue omnidirectional lights LIL, 52M spacing
4	Secondary power supply/switch-over time	Secondary power supply to all lighting on the AD, Switch-over time 1 SEC.
5	Remarks	NIL

LRSV 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

LRSV AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SUCEAVA CTR A circle, radius 22 NM centered at 474111N 0262116E (ARP), limited by FIR boundary.
2	Vertical limits	SFC to FL95
3	Airspace classification	C
4	ATS unit call sign Language(s)	Suceava Tower English, Romanian
5	Transition altitude	5000 FT AMSL
6	Hours of applicability	As ATS
7	Remarks	NIL

LRSV 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
TWR	Suceava Tower	129.955 118.300 MHz ALTN	NIL	NIL	As ATS	Exempted 8.33 kHz State aircraft.
APP	Suceava Tower	121.500 MHz EMERG 118.300 MHz	NIL	NIL	As ATS	Procedural service

LRSV 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	Elevation 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
DVOR/DME (7°E/2020)	SC V	112.300 MHz CH 70X	H24	474020.4N 0262139.0E	1300 FT	NIL	Coverage 175NM (declared)
LOC 34 (7°E/2020) ILS CAT III (III.E.4)	ISV	110.100 MHz	H24	474159.4N 0262054.6E	NIL	NIL	Front course angle 5.19°
GP 34	-	334.400 MHz	H24	474053.3N 0262118.2E	NIL	NIL	GP angle 3.0° ILS RDH 54 FT
DME 34	ISV	CH 38X	H24	474053.4N 0262117.8E	1400 FT	NIL	NIL
GPS NPA	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the U.S. Department of Defense.
EGNOS LPV	-	1575.420 MHz	H24	NIL	NIL	NIL	Transmitting antennas are satellite based. Maintained by the European Satellite Services Provider - ESSP.

LRSV AD 2.20 LOCAL AERODROME REGULATIONS**1 Airport regulations****1.1 Procedures for acceptance**

- (1) Operations permitted only for aircraft with maximum code letter „D”. Mandatory route for code letter "D" aircraft is: for arrivals: RWY - TWY B - INS 05, and for departures: INS 05 - TWY B - RWY.
- (2) Prior to flight schedule, operators are asked to check the availability of ground handling services and parking space.
- (3) The declared capacity of the airport is 200 passengers / hour which can determine delays for overlapping of the possible flights that land at the airport. Operators will take measures to program the flights to prevent these situations, otherwise the flights will be delayed.
- (4) Changes in regular flight schedule are subject to prior permission of Airport Administration.
- (5) Nominating LRSV as alternate airport shall be made only with Airport Administration permission.

1.2 Aircraft Ground Movement

- (1) Pilots are requested to use minimum power when ground maneuvering.
- (2) Backtrack of ACFT CAT B, C, D (ICAO Annex 14) is permitted only using RWY turning bays.
- (3) Aircraft using parking stand 5 on APRON 1, in order to avoid the jet blast effect on people, aircraft and ground equipment, must perform taxiing on the apron with engine power as low as possible.

1 Reglementări de aeroport**1.1 Proceduri de admisibilitate**

- (1) Operațiuni permise pentru aeronave care au maxim litera de cod „D”. Ruta de rulare obligatorie pentru aeronavele de cod "D" este: pentru aterizări: RWY - TWY B - INS 05, iar pentru decolări: INS 05 - TWY B - RWY.
- (2) Înainte de programarea zborului operatorul trebuie să verifice disponibilitatea locurilor de parcare și a serviciilor handling.
- (3) Capacitatea declarată a aeroportului este de 200 de pasageri / oră, ceea ce poate determina întârzieri pentru suprapunerea posibilelor zboruri care aterizează pe aeroport. Operatorii vor lua măsuri pentru a programa zborurile pentru a preveni aceste situații, în caz contrar zborurile vor întârzia.
- (4) Modificări în programele de zbor ale operatorilor se pot face doar cu acordul administrației aeroportului.
- (5) Desemnarea LRSV ca aeroport de rezervă se face doar cu acordul administrației aeroportului.

1.2 Mișcarea la sol a aeronavei

- (1) Pe perioada rulării la sol, piloților li se cere să țină motoarele aeronavei la putere minimă.
- (2) Backtrack pentru aeronavele de CAT B, C, D (ICAO Annex 14) folosind buzunarele de întoarcere ale RWY.
- (3) Aeronavele care utilizează poziția de parcare 5 de pe APRON 1, pentru evitarea efectului suflului motoarelor asupra persoanelor, aeronavelor și echipamentelor la sol, vor efectua rulajul pe platformă cu turația motoarelor cât mai redusă posibil.

1.3 Helicopters operation - Limitations

- (1) Helicopters have a designated parking position, on the Southern part of APRON 1.
- (2) Suceava TWR will inform helicopters about the parking position allocated by the apron administrator.
- (3) Helicopters:
 - a) will conduct the approach to the RWY and taxi from the RWY on TWY B to the designated parking position.
 - b) can taxi to the designated point on APRON 1 only when it is considered that the positioning and the generated air currents (air cushion) do not disrupt the safe performance of servicing activities, the other aircraft or vehicles on the apron.

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 5.

1.5 Aircraft parking

- (1) Parking positions on APRON 1
 - stands 01-04: nose-in parking positions for code letter „C” (maximum 36.0 m wingspan)
 - stand 05 : parking position, for code letter „D” (maximum 52.0 m wingspan)
 - (2) Aircraft subject to an act of illegal intervention will be parked on the runway turning bay North area, 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-maneuvring* 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.

1.3 Operarea elicopterelor - Limitări

- (1) Elicopterele au desemnată o poziție de parcare, în partea de sud APRON 1.
- (2) TWR Suceava va informa elicopterele despre poziția de parcare alocată de către administratorul platformei.
- (3) Elicopterele:
 - a) vor desfășura apropierea la RWY și vor rula de la RWY pe TWY B, către poziția de parcare alocată.
 - b) pot rula la punctul desemnat la APRON 1 numai atunci când se consideră că poziționarea și suflul generat (pernă de aer) nu perturbă desfășurarea în condiții de siguranță a activităților de deservire, celelalte aeronave sau vehicule aflate pe platformă.

1.4 Rularea aeronavei pe platformă

- (1) Rularea aeronavelor pe platformă se efectuează sub dirijarea 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 5.

1.5 Parcarea aeronavelor

- (1) Pozițiile de parcare de la APRON 1:
 - standuri 01-04: poziții de parcare nose-in, pentru aeronave cu litera de cod „C” (maximum 36,0 m anvergura aripilor);
 - stand 05: poziție de parcare pentru aeronave cu litera de cod „D” (maximum 52,0 m anvergura aripilor);
- (2) Aeronavele supuse unui act de intervenție ilicită vor fi parcate în zona buzunarului de Nord al pistei, care va fi închisă traficului.

1.6 Ieșirea aeronavelor din poziția de parcare

- (1) Ieșirea de la stand a aeronavelor literă de cod minimum C se face numai prin *pushback*.
- (2) Ieșirea de la stand a aeronavelor literă de cod maximum B, sau a aeronavelor literă de cod C cu motoare turbopropulsoare este permisă prin *self-maneuvring* doar cu dirijarea aeronavei asigurată de dispecerul de sol.
- (3) În mod excepțional, ieșirea 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

LRSV AD 2.21 NOISE ABATEMENT PROCEDURES

On Ground

ATC will approve engine ground operation only at idle speed.

La sol

ATC va aproba folosirea la sol a motoarelor doar la relanti/idle power.

LRSV AD 2.22 FLIGHT PROCEDURES

1. LOW VISIBILITY PROCEDURES - LVP

1.1 Runway and associated equipment authorised for use under low visibility procedures

- 1.1.1. Runway 34 is equipped with ILS and is approved for CAT III operations.
- 1.1.2. The Runway is approved for LVTO on both directions, 16 and 34 respectively.

1.2 Defined meteorological conditions (criteria) under which initiation, use and termination of low visibility operations would be made

- 1.2.1. The preparation phase will be commenced when the RVR is 800m or cloud ceiling is 500ft and **low visibility** operations are expected.

1. PROCEDURI ÎN CONDIȚII DE VIZIBILITATE REDUSĂ - LVP

1.1 Pista și echipamentele asociate autorizate pentru utilizare în cadrul procedurilor de vizibilitate redusă

- 1.1.1. Pista 34 este echipată cu ILS și autorizată pentru desfășurarea operațiunilor CAT III.
- 1.1.2. Pista este autorizată pentru LVTO pe ambele direcții, respectiv 16 și 34.

1.2 Condiții meteorologice stabilite (criterii) pentru pregătirea, utilizarea și finalizarea procedurilor în condiții de vizibilitate redusă

- 1.2.1. Faza de pregătire se va declanșa atunci când RVR are valoarea de 800m sau plafonul norilor este de 500ft și este prevăzută declanșarea procedurilor **în condiții de vizibilitate redusă**.

- 1.2.2. The initiation phase will be commenced for:
- Approach and landing, when the RVR falls below 550m or cloud ceiling is 200ft or less;
 - Take-off - LVTO, when RVR falls below 550m.
- 1.2.3. LVP will be terminated when RVR is greater than 800m and cloud ceiling is greater than 300ft and a continuing improvement of these conditions is expected.

1.3 Description of ground marking/lighting for use under low visibility procedures

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

1.4 Remarks

- 1.4.1. Taxiing from apron to TWY:

If necessary, guidance from the parking position to the TWY will be done by using a Wingwalker.

If the situation requires, the Marshaller will be assisted by an Ground Dispatcher or an authorized Ramp Agent, positioned at an intermediate point along the designated route, at a safe distance. The aircraft will be guided to the runway holding position using red light wands.

When visibility conditions drop below the level at which the pilot can taxi by following the markings on Apron 1, upon the pilot's request, aircraft pushback and towing procedures will be applied using a towbarless tractor, from the parking position along TWY C to the intersection with TWY A. From that point, the pilot will be able to see the STOPBAR lighting and the taxiway lighting.

- 1.4.2. Taxiing from TWY to Apron: If the situation requires, the Marshaller will be supported by a Ground Dispatcher or an authorized Ramp Agent, positioned at an intermediate point along the designated route, at a safe distance. The aircraft will be guided to the assigned stand using red light wands.

When visibility conditions fall below the level at which the pilot can taxi by following the markings on Apron 1, after vacating the maneuvering area and upon request, the aircraft will be towed using a towbarless tractor to the designated parking stand.

- 1.4.3. During LVO procedures, backtrack of all aeroplanes after landing on RWY16/34 is permitted only using the turning bay.

- 1.4.4. Operations in simulated low visibility conditions may be requested by the pilot with at least 20 minutes prior **ETA / ETD**.

- 1.4.5. In low visibility conditions, operations on Apron 2 and TWY D are forbidden.

- 1.2.2. Faza operațională se va declanșa pentru:

- Apropiere și aterizare, atunci când valoarea RVR scade sub 550m sau plafonul norilor are valoarea de 200ft sau mai puțin.
- Decolare - LVTO, când RVR scade sub 550m.

- 1.2.3. Procedurile LVP vor înceta atunci când valoarea RVR crește peste 800m și plafonul norilor crește peste 300ft și este anticipată îmbunătățirea continuă a acestor condiții.

1.3 Detalii privind rularea

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

1.4 Observații

- 1.4.1. Rularea aeronavelor pe platforma spre TWY:

În caz de necesitate, ghidarea ieșirii de la poziția de parcare se va face prin utilizarea unui Wingwalker.

Dacă situația impune, Dispecerul va fi dublat de un Dispecer sol sau Agent de rampă autorizat, poziționat într-un punct intermediar al traseului de urmat, la o distanță de siguranță. Aeronava va fi ghidată până la poziția de așteptare la pistă, utilizând bastoane luminoase de culoare roșie.

Atunci când condițiile de vizibilitate scad sub limita la care pilotul poate rula urmând marcajele pe Platforma 1, la solicitarea acestuia, se vor aplica procedurile de împingere și tractare a aeronavei cu tractor towbarless, din poziția de parcare a aeronavei, pe TWY C până la intersecția cu TWY A, de unde pilotul are posibilitatea de a vedea balizajul STOPBAR și balizajul căii de rulare.

- 1.4.2. Rularea aeronavelor pe platforma spre locul de parcare: Dacă situația impune, Dispecerul va fi dublat de un Dispecer sol sau Agent de rampă autorizat, poziționat într-un punct intermediar al traseului de urmat, la o distanță de siguranță. Aeronava va fi ghidată până la poziția de staționare alocată, utilizând bastoane luminoase de culoare roșie.

Atunci când condițiile de vizibilitate scad sub limita la care pilotul poate rula urmând marcajele pe Platforma 1, după părăsirea suprafeței de manevră și la solicitarea acestuia, se vor aplica procedurile de tractare a aeronavei cu tractor towbarless până la standul desemnat pentru parcare.

- 1.4.3. În timpul procedurilor LVP, întoarcerea pe pistă a tuturor aeronavelor după aterizarea pe pista 16/34 este permisă numai utilizând platforma de întoarcere

- 1.4.4. Operarea în condiții simulate de vizibilitate redusă poate fi solicitată de către pilot cu minimum 20 min înainte de **ETA / ETD**.

- 1.4.5. În condiții de vizibilitate redusă, operarea pe platforma 2 și calea de rulare D sunt interzise.

LRSV AD 2.23 ADDITIONAL INFORMATION

(1) Warning Bird flocks

Bird flocks are flying within airport area during the whole year, but culminates between May and September. Usually their flight is crossing runway, heading from East to West and vice versa. Species more often observed and monitored: vulture, sparrow, starlings and occasionally seagulls and crows. Caution advised when taking-off and landing.

(2) Accidentally immobilized aircraft removal

2.1 Suceava Airport does not have equipment and machinery for removing aircraft accidentally immobilized on the movement surface and the adjacent safety areas.

2.2 Air Operators are responsible for the removal of aircraft accidentally immobilized on the movement surface and adjacent safety surfaces.

2.3 Suceava Airport can provide airlines with contact details of companies that have equipment and machinery necessary for removal operations

(1) Avertizare stoluri de păsări

Stolurile de păsări zboară în zona aeroportului pe tot parcursul anului, dar culminează în perioada Mai-Septembrie. În mod obișnuit, zborul lor traversează pista, îndreptându-se de la Est la Vest și invers. Specii mai des observate și monitorizate: vânturel, vrabie, grauri și ocazional pescăruși și ciori. Se recomandă precauție la decolare și aterizare.

(2) Îndepărtare aeronave imobilizate accidental

2.1 Aeroportul Suceava nu dispune de echipamente și utilaje de înlăturare a aeronavelor imobilizate accidental pe suprafața de mișcare și benzile de siguranță adiacente.

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

2.3 Aeroportul Suceava poate pune la dispoziție operatorilor aerieni date de contact ale firmelor ce dețin echipamente și utilaje necesare operațiunilor de îndepărtare.



LRSV AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.14-20
Aircraft Parking/Docking Chart - ICAO - APRON 1.....	AD 2.14-22
Aircraft Parking/Docking Chart - ICAO - APRON 2.....	AD 2.14-23
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 16/34.....	AD 2.14-25
Precision Approach Terrain Charts - ICAO	
RWY 34.....	AD 2.14-29
Standard Departure Charts - ICAO	
RWY 16.....	AD 2.14-30
RWY 34.....	AD 2.14-31
Instrument Approach Charts - ICAO	
ILS or LOC Z RWY 34.....	AD 2.14-51
ILS or LOC Y RWY 34	AD 2.14-52
RNP RWY 16	AD 2.14-71
RNP RWY 34	AD 2.14-72
VOR Z RWY 16.....	AD 2.14-81
VOR Y RWY 16	AD 2.14-82
VOR Z RWY 34.....	AD 2.14-83
VOR Y RWY 34	AD 2.14-84

LRSV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable