

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

LRTM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	462804N 0242445E Runway centre.
2	Direction and distance from city	225°, 14 km from Târgu Mureș.
3	Elevation/Reference temperature/Mean low temperature	963 FT / 29.8°C / -13.6°C
4	Geoid undulation at AD ELEV PSN	129 FT
5	MAG VAR/ Annual rate of change	5°E (2015) / 2.4'E
6	AD Operator, address, telephone, telefax, e-mail, AFS, website	Aeroportul Târgu Mureș/Transilvania, Loc. Vidrasău, Oraș Ungheni, cod 547612 Tel: + 40-(0)265-328888 (Office) + 40-(0)265-328259 (Information) Telefax: + 40-(0)265-263050 (Operations) + 40-(0)265-328258 (Handling) Fax: + 40-(0)265-328257 (Office) e-mail: office@transylvaniaairport.ro operations@transylvaniaairport.ro handling@transylvaniaairport.ro web: www.transylvaniaairport.ro AFS: LRTMRAYD SITA: TGMYDXH
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Helicopter flights permitted.

LRTM AD 2.3 OPERATIONAL HOURS

1	AD Operator	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24 (See GEN 3.1-5)
5	ATS Reporting Office (ARO)	H24 (See ENR 1.10-3)
6	MET Briefing Office	H24
7	ATS	W: 0500 - 1700; S: 0400 - 1600
8	Fueling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Outside the operational hours of ATS, services are available O/R submitted to the ATS with at least 24 hours in advance at MUREȘ TWR: +40-265-328260; e-mail: twr.lrtm@romatsa.ro

LRTM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	1 GPU 28.5V, 1 GPU 115V-200V, 400Hz, 2 GPU 115V/400 Hz and 28.5V, 1 air starter unit, 1 heater, 1 towed lavatory service vehicle, 1 towed potable water vehicle, 1 ambulift vehicle, 2 conveyor belt truck up to 3,5t, 2 conveyor electric baggage belt loader, 4 self propelled passengers stairs, 2 towed passenger stairs, 3 electric baggage/GSE tow tractors, 1 diesel baggage/GSE tow tractor, 6 baggage carts, 2 passenger crew minibus.
2	Fuel/Oil types	Jet A1 / NIL
3	Fueling facilities/capacity	1 refueling truck with 25.750 l capacity, refueling rate: 800 l /min 1 storage of fuel 80m ³
4	De-icing facilities	Available on parking stands on request. 1 truck with de-icing/anti-icing fluid Type II 1 truck with de-icing fluid Type I and anti-icing fluid Type II 1 heater unit with hot air for engines and landing gears.
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

LRTM AD 2.5 PASSENGER FACILITIES

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

LRTM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	CAT 7
2	Rescue equipment	2 vehicle with extrication equipment.
3	Capability for removal of disabled aircraft	Limited by arrangement. Local Action Coordinator: +40-(0)744-790299 e-mail: ioan.pop@transylvaniaairport.ro
4	Remarks	NIL

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

1	Types of clearing equipment	5 tractors with blade and brush, 1 truck with plough, brush, turbo blower and liquid spreading runway deicing, 1 solid materials spreading equipment, 1 snow blower, 1 truck with plough, brush and turbo blower. 1 FOD runway sweeper, 1 FOD multi purpose sweeper, 1 FOD-BOOS sweeper.
2	Clearance priorities	1. RWY 07/25 2. TWY A, B, C 3. Apron 4. Other surfaces
3	Use of material for movement area surface treatment	Fluids used for RWY de/anti-icing: KFOR potassium formate. Solid materials used for RWY de/anti-icing: NAFO sodium formate.
4	Specially prepared winter runways	NIL
5	Remarks	Information on RWYCC reported by SNOWTAM are issued in the context of the GRF. Information on the progress of the snow removal and the conditions of the movement area are provided by Ground Operations Service - Tel.: +40 758 222 530. See also the snow plan in section AD 1.2.2.

LRTM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron designation, surface and strength	Designation: Apron Surface: Concrete Strength: Stands 1, 2 PCN 27/R/D/W/T Stands 3, 4 PCN 95/R/D/W/T Stands 5, 6, 7 PCN 79/R/D/W/T			
2	Taxiway designation, width, surface and strength	Width: 30 M	TWY A TWY B 23 M	TWY C 18 M	TAXILANE D 11 M
		Surface: Asphalt	Asphalt	Concrete	Concrete
		Strength: PCN 64/F/D/W/T	PCN 71/F/D/W/T	PCN 79/R/D/W/T	PCN 27/R/D/W/T
3	ACL location and elevation	Location: Apron Elevation: 963 FT			
4	VOR checkpoints	NIL			
5	INS checkpoints	INS 1: 462807.39N 0242533.61E INS 2: 462805.73N 0242534.45E INS 3: 462805.94N 0242530.29E INS 4: 462805.43N 0242527.54E INS 5: 462804.52N 0242525.34E INS 6: 462804.46N 0242522.59E INS 7: 462803.91N 0242519.76E			
6	Remarks	RWY turn pad: Location THR 07 and THR 25 Surface: Asphalt Strength: PCN 70/F/D/W/T			

LRTM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands	Aircraft stand ID markings at the beginning of the lead-in lines to stands: 1,2,3,4,5,6,7. TWY guide lines on the apron. Stand 1 : helicopters parking position. Stands 2,3,4,5,6,7 : angled nose out parking positions. Parking guidance provided by marshallers.
2	RWY and TWY markings and LGT	RWY: - markings: designation, THR, TDZ, centre line, aiming point, edges, turn pads. - lights: centre line, THR, TDZ on RWY 07, END, edges, wing bars, turn pads. TWY A, B: - markings: enhanced centre line, edges, holding position. - lights: centre line, edges, stop bar, runway guard lights. TWY C: - markings: enhanced center line, edge only North side (common with APRON). - lights: centre line, edge only North side (common with APRON). TAXILANE D: - markings: enhanced center line. - lights: centre line.
3	Stop bars and runway guard lights	TWY A, B: Stop bars and runway guard lights at holding positions.
4	Other RWY protection measure	NIL
5	Remarks	NIL



LRTM 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	POLE	462802.4N 0242414.6E	994/35	MARKED/LGTD R	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
2	POLE	462801.2N 0242414.5E	984/24	MARKED/LGTD R	
3	POLE	462753.6N 0242412.0E	976/20	MARKED/LGTD R	
4	NAVAID	462754.4N 0242416.1E	1011/56	MARKED/LGTD R	
5	NAVAID	462754.3N 0242416.4E	975/20	MARKED/LGTD R	
7	POLE	462754.1N 0242418.0E	990/35	MARKED/LGTD R	
8	POLE	462806.9N 0242517.6E	986/24	MARKED/LGTD R	
39	ANTENNA	462836.7N 0242726.5E	1119/141	MARKED/LGTD R	
40	ANTENNA	462838.7N 0242746.1E	1116/140	MARKED/LGTD R	
41	WATER TOWER	462843.5N 0242819.8E	1110/131	NIL	
42	ANTENNA	462742.9N 0242252.1E	1013/39	MARKED/LGTD R	
44	ANTENNA	462740.6N 0242253.0E	1013/39	MARKED/LGTD R	
45	BUILDING	462734.5N 0242119.9E	1092/75	NIL	
94	NAVAID	462816.3N 0242549.0E	977/15	N/A	
138	OTHER	462858.4N 0242940.6E	1239/13	NIL	
488	TRANSMISSION LINE	462916.4N 0242909.3E	1161/104	NIL	
546	TRANSMISSION LINE	462840.0N 0243010.2E	1203/115	NIL	
548	TRANSMISSION LINE	462855.4N 0242948.2E	1243/82	NIL	
549	TRANSMISSION LINE	462901.2N 0242955.7E	1253/78	NIL	
550	TRANSMISSION LINE	462907.7N 0243004.1E	1240/75	NIL	
561	TRANSMISSION LINE	462843.2N 0242932.6E	1180/82	NIL	
562	TRANSMISSION LINE	462836.9N 0242924.5E	1198/98	NIL	
572	TRANSMISSION LINE	463000.2N 0243111.6E	1356/98	NIL	
9	ANTENNA	462821.0N 0242446.3E	1064/98	NIL	
10	ANTENNA	462822.5N 0242445.6E	1062/98	NIL	
13	POLE	462801.0N 0242521.5E	1036/73	MARKED/LGTD R	
14	CONTROL TOWER	462801.4N 0242523.3E	1048/83	MARKED/LGTD R	
34	WATER TOWER	462829.6N 0242509.1E	1070/112	NIL	
35	BUILDING	462747.1N 0242501.4E	1082/56	NIL	
36	BUILDING	462747.0N 0242503.0E	1095/71	NIL	
46	BUILDING	462854.7N 0242717.1E	1125/149	NIL	
52	ANTENNA	462834.5N 0242506.0E	1089/131	MARKED/LGTD R	
53	TRANSMISSION LINE	462656.2N 0242243.6E	1235/102	MARKED/LGTD R	
54	TRANSMISSION LINE	462708.2N 0242342.8E	1182/79	MARKED/LGTD R	
55	TRANSMISSION LINE	462639.1N 0242349.0E	1392/83	MARKED/LGTD R	
56	TRANSMISSION LINE	462723.2N 0242414.7E	1193/97	MARKED/LGTD R	
57	TRANSMISSION LINE	462724.8N 0242429.1E	1203/100	MARKED/LGTD R	
58	TRANSMISSION LINE	462727.4N 0242443.8E	1185/102	MARKED/LGTD R	
59	TRANSMISSION LINE	462729.6N 0242458.1E	1171/99	MARKED/LGTD R	
60	TRANSMISSION LINE	462732.1N 0242511.8E	1177/98	MARKED/LGTD R	
61	TRANSMISSION LINE	462737.0N 0242606.7E	1074/101	NIL	
65	STACK	463046.7N 0243006.0E	1359/363	MARKED/LGTD R	
67	STACK	463043.0N 0243028.6E	1329/328	MARKED/LGTD R	
68	ANTENNA	463054.0N 0243005.1E	1266/271	MARKED/LGTD R	
71	STACK	463100.0N 0243024.7E	1288/293	MARKED/LGTD R	
146	NATURAL HIGHPOINT	462523.8N 0242728.7E	1733/109	NIL	
302	BUILDING	462826.5N 0242513.1E	1007/49	MARKED/LGTD R	
314	BUILDING	462806.4N 0242350.8E	1027/64	MARKED/LGTD R	
318	BUILDING	462759.3N 0242519.6E	1032/70	MARKED/LGTD R	
347	BUILDING	462834.4N 0242249.5E	1036/79	NIL	
353	BUILDING	462806.1N 0242349.0E	1038/73	NIL	
356	BUILDING	462806.0N 0242351.0E	1017/52	NIL	
367	BUILDING	462838.6N 0242452.0E	1030/74	NIL	
368	BUILDING	463011.4N 0242340.3E	1132/79	NIL	
376	BUILDING	462918.5N 0242621.4E	1053/79	NIL	
494	TRANSMISSION LINE	463016.6N 0243057.7E	1272/104	NIL	
495	TRANSMISSION LINE	463016.3N 0243100.6E	1274/106	NIL	
496	TRANSMISSION LINE	463020.3N 0243108.9E	1277/108	NIL	
497	TRANSMISSION LINE	463020.9N 0243114.6E	1298/118	NIL	
498	TRANSMISSION LINE	463016.6N 0243113.4E	1277/107	NIL	
518	TRANSMISSION LINE	462800.3N 0242658.3E	1080/115	NIL	
519	TRANSMISSION LINE	462803.6N 0242658.7E	1070/98	NIL	
521	TRANSMISSION LINE	462804.6N 0242708.5E	1071/98	NIL	
523	TRANSMISSION LINE	462804.3N 0242711.9E	1073/98	NIL	
526	TRANSMISSION LINE	462807.1N 0242707.8E	1071/98	NIL	
531	BUILDING	462712.8N 0242922.4E	1196/87	NIL	
532	BUILDING	462717.0N 0242859.0E	1321/51	NIL	
535	TREE	462703.4N 0243007.6E	1445/57	NIL	



a	b	c	d	e	f
536	TREE	462704.4N 0243009.4E	1442/54	NIL	Electronic form of obstacle data sets for Area 2 are available (see GEN 3.1.6)
537	TREE	462702.4N 0243005.1E	1445/57	NIL	
544	TREE	462723.1N 0243310.5E	1398/51	NIL	
545	TREE	462723.5N 0243310.1E	1399/54	NIL	
551	TRANSMISSION LINE	462959.9N 0243010.8E	1263/98	NIL	
552	TRANSMISSION LINE	463000.9N 0243010.1E	1255/98	NIL	
553	TRANSMISSION LINE	462956.2N 0242959.7E	1265/98	NIL	
554	TRANSMISSION LINE	462957.1N 0242958.6E	1265/98	NIL	
579	TREE	462435.2N 0241814.5E	1362/49	NIL	
625	TRANSMISSION LINE	462629.2N 0242130.3E	1132/92	NIL	
627	TREE	462538.1N 0242151.4E	1398/56	NIL	
629	TREE	462535.1N 0242142.8E	1435/57	NIL	
630	BUILDING	462617.6N 0242238.2E	1097/87	NIL	
631	BUILDING	462612.1N 0242236.4E	1105/78	NIL	
634	TRANSMISSION LINE	462647.4N 0242238.8E	1191/115	NIL	
635	TRANSMISSION LINE	462715.2N 0242417.9E	1092/82	NIL	
636	TRANSMISSION LINE	462717.0N 0242426.9E	1215/115	NIL	
637	TRANSMISSION LINE	462631.8N 0242449.9E	1304/59	NIL	
638	TRANSMISSION LINE	462630.2N 0242503.7E	1247/92	NIL	
639	TRANSMISSION LINE	462629.8N 0242545.5E	1389/98	NIL	
640	TRANSMISSION LINE	462625.8N 0242539.5E	1398/98	NIL	
641	BUILDING	462749.7N 0242500.4E	1053/89	NIL	
642	TRANSMISSION LINE	462707.6N 0242616.1E	1080/88	NIL	
643	BUILDING	462717.8N 0242654.8E	1074/71	NIL	
644	TREE	462617.3N 0242702.7E	1382/52	NIL	
645	TREE	462612.2N 0242703.1E	1441/89	NIL	
646	TRANSMISSION LINE	462800.5N 0242702.8E	1071/98	NIL	
648	STACK	460659.0N 0241315.3E	1765/820	MARKED/LGTD R	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV/HGT	Markings/ Type, colour	Remarks
a	b	c	d	e	f
12	POLE	462801.3N 0242521.4E	979.2/15.9	NIL	Electronic form of obstacle data sets for Area 3 are available (see GEN 3.1.6)
23	POLE	462803.3N 0242533.9E	982.4/17.2	MARKED/LGTD R	
24	FENCE	462803.7N 0242535.9E	983.6/18.2	NIL	
25	POLE	462803.1N 0242532.9E	980.3/14.3	MARKED/LGTD R	
26	FENCE	462804.4N 0242535.6E	983.4/18.1	MARKED/LGTD R	
27	FENCE	462804.3N 0242535.1E	985.0/21.1	MARKED/LGTD R	
28	BUILDING	462803.7N 0242531.2E	991.6/26.0	MARKED/LGTD R	
29	POLE	462803.1N 0242530.7E	1004.0/38.8	MARKED/LGTD R	
31	POLE	462802.7N 0242524.8E	1009.4/45.7	MARKED/LGTD R	
33	BUILDING	462802.5N 0242523.4E	1004.2/40.4	MARKED/LGTD R	
109	NAVAID	462800.3N 0242416.2E	959.0/3.1	N/A	
110	VISUAL AID	462760.0N 0242416.3E	959.0/2.6	N/A	
111	VISUAL AID	462759.7N 0242416.4E	959.0/2.2	N/A	
112	VISUAL AID	462759.4N 0242416.5E	959.0/1.6	N/A	
113	VISUAL AID	462807.6N 0242515.9E	963.6/2.7	N/A	
114	VISUAL AID	462807.9N 0242515.8E	963.6/2.6	N/A	
115	VISUAL AID	462808.2N 0242515.7E	963.6/2.3	N/A	
116	VISUAL AID	462808.5N 0242515.6E	963.6/2.1	N/A	
121	VISUAL AID	462755.0N 0242358.5E	964.4/1.6	N/A	
126	SIGN	462808.5N 0242515.5E	964.9/3.3	N/A	
127	SIGN	462806.7N 0242520.6E	966.0/3.3	N/A	
128	SIGN	462807.2N 0242523.4E	966.0/3.3	N/A	
130	SIGN	462807.2N 0242523.3E	966.0/3.3	N/A	
131	SIGN	462806.7N 0242520.6E	966.0/3.3	N/A	
132	SIGN	462810.4N 0242524.9E	965.5/3.3	N/A	
135	SIGN	462809.9N 0242532.2E	966.6/5.0	N/A	
140	SIGN	462802.9N 0242522.8E	969.3/3.9	N/A	
200	OTHER	462805.1N 0242518.5E	965.8/2.0	N/A	
247	OTHER	462805.0N 0242517.8E	963.9/2.0	N/A	
296	POLE	462802.5N 0242521.1E	1005.4/39.8	MARKED/LGTD R	
297	POLE	462802.9N 0242522.7E	1005.2/39.7	MARKED/LGTD R	
298	POLE	462803.3N 0242524.5E	1005.2/39.7	MARKED/LGTD R	
299	POLE	462803.6N 0242526.3E	1005.2/39.7	MARKED/LGTD R	
300	SIGN	462803.6N 0242526.4E	967.7/3.3	NIL	
301	SIGN	462804.3N 0242531.2E	966.2/3.3	NIL	
5319 LRTM	SIGN	462808.5N 0242529.7E	962.0/3.7	N/A	
5320 LRTM	SIGN	462808.5N 0242529.7E	962.0/3.7	N/A	
5321 LRTM	SIGN	462809.0N 0242532.4E	962.9/3.5	N/A	
5322 LRTM	SIGN	462809.0N 0242532.4E	963.7/3.7	N/A	
5323 LRTM	SIGN	462807.7N 0242520.4E	962.1/2.6	N/A	
5324 LRTM	POLE	462804.1N 0242532.2E	964.2/52.8	MARKED/LGTD R	
5325 LRTM	POLE	462804.5N 0242534.5E	963.5/52.9	MARKED/LGTD R	

LRTM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

LRTM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR 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
07	074.20°	2000 x 45	70/F/D/W/T Asphalt	462755.01N 0242400.25E 462812.59N 0242530.19E GUND 129 FT	THR 963 FT TDZ 963 FT	-0.46%(200M) -0.19%(450M) 0.14%(150M) 0.07%(350M) 0.14%(350M) 0.47%(300M) -0.30%(200M)
25	254.22°	2000 x 45	70/F/D/W/T Asphalt	462812.53N 0242529.92E 462754.96N 0242359.98E GUND 129 FT	THR 963 FT	0.30%(200M) -0.47%(300M) -0.14%(350M) -0.07%(350M) -0.14%(150M) 0.19%(450M) 0.46%(200M)
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	275 x 300	2120 x 280	220 x 150	NIL	Yes	NIL
NIL	240 x 300	2120 x 280	240 x 150	NIL	NIL	NIL

LRTM AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2000	2275	2000	1994	NIL
25	2000	2240	2000	1994	NIL

REDUCED DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	Remarks
1	2	3	4	6
25 TWY B	1795	2035	1795	NIL

LRTM AD 2.14 APPROACH AND RWY LIGHTING

<i>RWY Designator</i>	<i>APCH LGT type</i> <i>LEN INTST</i>	<i>THR LGT colour</i> <i>WBAR</i>	<i>VASIS (MEHT)</i> <i>PAPI</i>	<i>TDZ, LGT LEN</i>	<i>RWY Centre Line LGT</i> <i>Length, spacing, colour, INTST</i>	<i>RWY edge LGT</i> <i>LEN, spacing, colour, INTST</i>	<i>RWY End LGT colour</i> <i>WBAR</i>	<i>SWY LGT LEN(M)</i> <i>colour</i>	<i>Remarks</i>
1	2	3	4	5	6	7	8	9	10
07	ALS CAT II 900 M	Green WBAR	Left/3.0° (54FT)	White 900	1100M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, Red, LIH	1400M, 59M White, LIH 600M, 59M Yellow, LIH	Red -	NIL	Turn pad center line lights (green). Turn pad edge lights (blue). NIL
25	Simplified ALS 420 M	Green	Left/3.0° (53FT)	NIL	1100M, 15M, White, LIH 600M, 15M, Red/White, LIH 300M, 15M, Red, LIH	1400M, 59M White, LIH 600M, 59M Yellow, LIH	Red -	NIL	NIL

LRTM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	<i>ABN / IBN location, characteristics and hours of operation</i>	NIL
2	<i>LDI location and LGT</i> <i>Anemometer location and LGT</i>	NIL
3	<i>TWY edge and centre line lighting</i>	315°, 160 M from touch down point RWY 07. TWY A, B, C (only North side) edge: blue. TWY A, B centre line: green/yellow, green/green. TWY C, TAXILANE D centre line: green/green.
4	<i>Secondary power supply/switch-over time</i>	Secondary power supply to all lighting on the AD. Switch-over time 1 s.
5	<i>Remarks</i>	Apron floodlighting. Obstacle lighting.

LRTM AD 2.16 HELICOPTER LANDING AREA

1	<i>Coordinates TLOF or THR of FATO</i> <i>Geoid undulation</i>	NIL NIL
2	<i>TLOF and/or FATO elevation M/FT</i>	NIL
3	<i>TLOF and FATO area dimensions, surface, strength, marking</i>	NIL
4	<i>True and MAG BRG of FATO</i>	NIL
5	<i>Declared distance available</i>	NIL
6	<i>APP and FATO lighting</i>	NIL
7	<i>Remarks</i>	RWY 07/25 to be used.

LRTM AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	Târgu Mureş CTR 462804N 0240855E - 463348N 0243815E - 462509N 0244148E - 461925N 0241227E - 462804N 0240855E
2	<i>Vertical limits</i>	GND to 3000 FT AMSL
3	<i>Airspace classification</i>	Class C
4	<i>ATS unit call sign</i> <i>Language(s)</i>	Târgu Mureş Tower English, Romanian
5	<i>Transition altitude</i>	7000 FT QNH
6	<i>Hours of applicability</i>	W: 0500 - 1700; S: 0400 - 1600
7	<i>Remarks</i>	1. CTR established during hours of operation of ATS. See NOTAMs for changes. 2. Outside hours of operation of ATS airspace classification is G. 3. Outside hours of operation of ATS it is recommended to monitor Târgu Mureş TWR FREQ and Târgu Mureş ATIS FREQ and check on FIS FREQ about CTR status.

LRTM AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel/ Frequency	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
APP	NAPOC	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	Târgu Mureş Tower	119.180 120.325 MHz ALTN	NIL	NIL	H24	Exempted 8.33 kHz State aircraft.
ATIS	Târgu Mureş ATIS	121.500 MHz EMERG 125.950 MHz	NIL	NIL	H24	NIL

LRTM AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR	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	9	10	11	12
NDB(LO)	TGM	428 KHz	H24	462648.9N 0241823.7E	-	NIL	251° MAG / 4 NM from THR 07 Coverage 80NM (declared)				
LOC 07 (5°E/2015) ILS CAT II (II.T.3)	ITM	109.900 MHz	H24	462815.1N 0242543.3E	-	NIL	Front course angle 5.25° No back course				
GP 07	-	333.800 MHz	H24	462754.4N 0242416.2E	-	NIL	GP Angle 3.0°, ILS RDH 54 FT				
DME 07	ITM	CH 36X	H24	462754.2N 0242416.4E	1000 FT	NIL	NIL				
DVOR/DME (5°E/2015)	CLJ	111.200 MHz CH 49X	H24	464800.6N 0234714.1E	1600 FT	NIL	Coverage 175 NM (assumed)				
DVOR/DME (5°E/2010)	SBI	114.000 MHz CH 87X	H24	454651.3N 0240516.1E	1500 FT	NIL	Coverage 150NM DVOR Coverage 100NM DME				
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	1083.000 MHz CH 59Y	H24	461940.4N 0233211.0E	3400 FT	NIL	Coverage 100 NM (assumed) Unusable in sector 230°-340°				
DME	PLT	1102.000 MHz 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	471638.8N 0244407.0E	5400 FT	NIL	Coverage 100 NM (declared) Unusable in sector 310°-075°				
NDB	SIB	381 KHz	H24	454706.0N 0240909.3E	NIL	NIL	Coverage 100 NM (declared)				

LRTM AD 2.20 LOCAL AERODROME REGULATIONS

1. Airport regulations / Reglementări de aeroport

1.1 Procedures for acceptance

Operations of aircraft with higher code letter than aerodrome reference code „4C” are forbidden, except for declared emergency situations.

1.2 Aircraft categories

APRON - 7 parking stands:

- Stands - 3,4,6,7 for aircraft code letter C (wing span < 36 m);
- Stand - 5 for aircraft code letter C (wing span < 27 m);
- Stand - 2 for aircraft code letter B (wing span < 24 m);
- Stand - 1 for helicopter BlackHawk (D < 19.76 m).

1.3 Taxiing of aircraft to and from parking positions

a) Taxiing of aircraft on apron taxiway - TWY C is performed, following TWY C marking / centre line lights, until entering the guide line of the allocated parking stand, according to the predetermined guidance instructions, transmitted by ATC.

b) Parking of aircraft is performed only by marshaller signals who transmits guidance instructions - from the moment the aircraft enters the guidance line of the allocated parking stand.

c) In order to avoid the jet blast effect on people, aircrafts and ground equipments, the taxiing on the apron will be performed with engines power as low as possible.

d) Marshaller, in coordination with TWR gives the authorization to start the engines. The engines start will be performed at the marshaller signals or via headset.

e) For all aircraft, after landing, backtrack is permitted only at the RWY end using the turnpad markings.

1.4 Apron Management

a) Transylvania Airport manages the services on the apron in coordination with the air traffic service provider.

b) Designated unit for performing air-ground communications on the apron is TWR Târgu Mureş. The relevant frequencies of TWR Târgu Mureş are those in LRTM AD 2.18 ATS COMMUNICATION FACILITIES.

1.5 Operation of helicopters

a) Stand 1 is designed for helicopters parking.

b) Helicopters follow the aircraft operating rules, as follows:

- Landing/takeoff is performed using runway 07/25.
- Air/ground taxiing is performed using standard taxi routes.
- On arrival, helicopters follow the guide lines until they have the marshaller in sight.
- Parking of helicopters is performed only by marshaller's signals.
- On departure, the helicopters taxi on the ground/air, following the guide lines from the parking stand to the runway.

1.1 Proceduri de admisibilitate

Cu excepția situațiilor de urgență declarată este interzisă operarea aeronavelor care au literă de cod superioară celei de referință a aerodromului „4C”.

1.2 Categorii aeronave

PLATFORMA - 7 standuri de parcare:

- Standurile - 3,4,6,7 pentru aeronavă literă de cod C (wing span < 36 m);
- Standul - 5 pentru aeronavă literă de cod C (wing span < 27 m);
- Standul - 2 pentru aeronavă literă de cod B (wing span < 24 m);
- Standul - 1 pentru elicopter BlackHawk (D < 19.76 m).

1.3 Rularea aeronavelor la și de la pozițiile de parcare

a) Rularea aeronavei pe calea de rulare de platformă - TWY C se face, urmând marcajul / luminile axiale ale TWC, până la intrarea pe linia de ghidare a standului de parcare alocat, conform instrucțiunilor de dirijare prestabilite, transmise de CTA.

b) Parcarea aeronavei se face numai la semnalele dispecerului sol, care transmite instrucțiuni de dirijare - din momentul în care aeronava intră pe linia de ghidare a standului de parcare alocat.

c) Pentru evitarea efectului suflului motoarelor asupra persoanelor, aeronavelor și echipamentelor la sol, rulajul pe platformă se va efectua cu turația motoarelor cât mai redusă posibil.

d) Dispecer sol, în coordonare cu TWR acordă autorizarea de pornire a motoarelor. Pornirea motoarelor se va efectua la semnalele dispecerului de sol sau prin căști.

e) Pentru toate aeronavele, după aterizare, întoarcerea este permisă doar la capătul pistei utilizând marcajele buzunarului de întoarcere.

1.4 Administrarea platformei

a) Aeroportul Transilvania administrează serviciile la platformă în coordonare cu furnizorul serviciilor de trafic aerian.

b) Unitatea desemnată pentru realizarea comunicațiilor aer-sol pe platformă este TWR Târgu Mureş. Frecvențele relevante ale TWR Târgu Mureş sunt cele din LRTM AD 2.18 ATS COMMUNICATION FACILITIES.

1.5 Operarea elicopterelor

a) Standul 1 este proiectat pentru parcare elicopterelor.

b) Elicopterele urmează regulile de operare ale aeronavelor, astfel:

- Aterizarea/decolarea se face utilizând pista 07/25.
- Rulajul aerian/la sol se face utilizând rutele standard de rulare.
- La sosire, elicopterele urmează liniile de ghidare până în momentul în care au dispecerul sol la vedere.
- Parcarea elicopterelor se face, numai la semnalele dispecerului sol.
- La plecare, elicopterele rulează la sol /aerian, urmând liniile de ghidare de la standul de parcare până la pistă.

2. Standard Taxi Routes / Rutele Standard de Rulare

2.1 Arrival information

Arrival on	Instruction given by ATC				
	Route to be follow	Name of the Standard Taxi Route	To	Taxiway to be followed	Remarks
RWY 07	Standard taxi route	Arrival 1	Stand number 1/2	TWY A TAXILANE D	NIL
		Arrival 2	Stand number 3/4/5/6/7	TWY A TWY C	NIL
		Arrival 3	Stand number 3/4/5/6/7	TWY B TWY C	NIL
RWY 25		Arrival 4	Stand number 1/2	TWY A TAXILANE D	A/C turn around in turning bay at THR 07. Arrival not available in LVO
		Arrival 5	Stand number 3/4/5/6/7	TWY B TWY C	

2.2 Departure Information

Departure from	Instruction given by ATC					
	Route to be follow	Name of the Standard Taxi Route	To	Taxiway to be followed	RWY in use	Remarks
Stand number 1/2	Standard taxi route	Departure 1	Holding position	TAXILANE D TWY A	RWY 07	NIL
Stand number 3/4/5/6/7		Departure 2		TWY C TWY A		NIL
		Departure 3		TWY C TWY B		See bellow B ¹ remarks. (TORA 1795m). Not available in LVO.
Stand number 1/2		Departure 4	Holding position	TAXILANE D TWY A	RWY 25	NIL
Stand number 3/4/5/6/7		Departure 5		TWY C TWY A		NIL
		Departure 6		TWY C TWY B		NIL

B¹ Aircraft departing from RWY 25 may line-up from intersection of TWY B with RWY25 (TORA 1795m) according to airline's Standard Operating Procedure.

Pentru decolarea de pe pista 25, aeronavele se pot alinia de la intersecția pistei 25 cu TWY B (TORA 1795m) conform procedurilor Standard de Operare ale companiei aeriene.

LRTM AD 2.21 NOISE ABATEMENT PROCEDURES

- See AD 1.1-3 -

The APU is permitted functioning maximum 15 minutes after BLOCK ON TIME and may be started with maximum 30 minutes before STD.

La aterizare, aeronavele pot menține APU în funcțiune maxim 15 minute de la ora BLOCK ON TIME. La decolare APU poate fi pornit cu maxim 30 minute înainte de STD.

LRTM AD 2.22 FLIGHT PROCEDURES / PROCEDURI DE ZBOR

1. P-RNAV requirements / Cerințe P-RNAV

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

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

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

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

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

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

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

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

Ori de câte ori este posibil, ATC va acorda autorizări "direct-to" (îndeosebi în afara perioadelor de vârf). Virajul către apropierea finală este de obicei efectuat prin vectorizare radar, pentru a fluidiza traficul și pentru asigurarea eșalonării. Sunt stabilite puncte tactice pentru apropieri non-standard mai scurte: RUTUV pentru TM RWY07, ETEPA pentru TM RWY25. Aceste puncte pot fi utilizate numai la cererea sau cu acordul echipajului.

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

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

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

1. Low visibility procedures - LVP

During low visibility operation, ATC capacity is reduced. To ensure aircraft safety and an optimal ATC capacity, Transilvania Târgu-Mureș Airport applies Low Visibility Operating Procedures.

1.1 Description of facilities

- Runway 07 is equipped with ILS and is certified for CAT II (RVR not less than 300m) operations.
- Runway 07 is certified for low visibility take-off - LVTO (RVR not less than 125m) operations.
- Runway 25 is certified for low visibility take-off - LVTO (RVR not less than 125m) operations.
- ILS GP and LOC critical and sensitive areas are protected during LVP and LVTO operations.

2. Criteria for the initiation and termination of LVP

2.1 Approach and landing

a) The preparation phase:

- It is initiated when the RVR falls below 800m (or the horizontal meteorological visibility falls below 1500m if RVR data are not available) and/or the cloud ceiling/vertical visibility falls below 500ft;

- If doesn't exist planned flight operations LVP procedures are not initiated;

- The preparation phase will be initiated at least one hour before the estimated landing time of the first aircraft planned, in order that, the operational phase to be activated at least 30 minutes before the estimated landing time.

b) The operations phase:

- Is triggered when RVR falls below 550m (or horizontal meteorological visibility falls below 800m, if RVR data is not available) and/or cloud ceiling/vertical visibility drops below 200ft;

- It shall be triggered under existing traffic conditions at the aerodrome, only after all preparation phase specific activities are completed.

1. Proceduri în condiții de vizibilitate redusă - LVP

Pe timpul operării în condiții de vizibilitate redusă, capacitatea ATC este redusă. Pentru a asigura siguranța aeronavelor și o capacitate ATC optimă, Aeroportul Transilvania Târgu-Mureș aplică proceduri de operare în condiții de vizibilitate redusă.

1.1 Descrierea facilităților

- Pista 07 este echipată cu ILS și este certificată pentru desfășurarea operațiunilor CAT II (RVR nu mai mic de 300m).
- Pista 07 este certificată pentru decolare în condiții de vizibilitate redusă - LVTO (RVR nu mai mic de 125m).
- Pista 25 este certificată pentru decolare în condiții de vizibilitate redusă - LVTO (RVR nu mai mic de 125m).
- Zonele critice și sensibile ILS GP și LOC sunt protejate pe timpul operațiunilor LVP și LVTO.

2. Criterii pentru inițierea și terminarea LVP

2.1 Apropierea și aterizarea

a) Faza de pregătire:

- Se inițiază atunci când RVR scade sub 800m (sau vizibilitatea meteorologică orizontală scade sub 1500m, dacă nu sunt disponibile datele de RVR) și/sau plafonul norilor/vizibilitatea verticală scade sub 500ft;

- Dacă nu există operațiuni de zbor planificate, nu se inițiază faza pregătitoare în vederea declanșării procedurilor LVP;

- Inițierea fazei de pregătire se face cel puțin cu o oră înainte de ora estimată de aterizare a primei aeronave planificate, astfel încât, faza operațională să fie declanșată cu cel puțin cu 30min înainte de ora estimată de aterizare a acesteia.

b) Faza operațională:

- Se declanșează atunci când RVR scade sub 550m (sau vizibilitatea meteorologică orizontală scade sub 800m, dacă nu sunt disponibile datele de RVR) și/sau plafonul norilor/vizibilitatea verticală scade sub 200ft;

- Se declanșează în condiții de trafic existent pe aerodrom, numai după încheierea tuturor activităților specifice fazei pregătitoare.

c) The termination phase:

- It is initiated when the RVR reaches or increases above 800m (or the horizontal meteorological visibility reaches or increases above 1500m, if RVR data is not available) and the cloud ceiling/vertical visibility reaches or increases above 300ft;
- In the case that there are no more planned flight operations, the operational phase ending at 30 minutes from the aircraft transfer to APP București-TMA NAPOC.

2.2 Take-off

- LVTO is triggered only if there are requests, under RVR conditions below 550m;
- In the case that there are no more planned flight operations, the take-off in LVTO shall be requested 30 minutes before the EOBT to allow for appropriate preparations.

3. Any ground movements restrictions

- All movements on the maneuvering area must be made using only the Standard Taxi Routes
- Upon receiving taxi clearance, aircraft must only proceed when a green centerline path is illuminated.
- During LVO taxiing on the maneuvering area is restricted to one aircraft.
- Stop Bar lights permanently on in LVO. They are off only when is permitted the access to the aircraft or essential vehicles on the runway.
- During the LVO it is forbidden to enter any vehicle on the maneuvering surface when there is already an aircraft. Similarly, an aircraft will not enter on the maneuvering area until all vehicles being previously on the maneuvering area have reported on its release.

4. Description of LVP**4.1 CAT II Approach and Landing**

- During the LVO pilots will be informed by ATIS and RTF that LVP procedures are in force;
- The localizer sensitive area will be protected when a landing aircraft is within 6NM from touchdown. ATC will provide suitable spacing between aircraft on final approach and will ensure that any aircraft aligned on the runway shall commence the take-off before another aircraft, being in landing sequence on final approach prior it reaches to 6 NM from threshold.
- ATC issues the landing permit or landing abort instructions for an aircraft being on final approach, before it reaches to 6NM from threshold.
- Persons and vehicle movement who operating on the apron is reduced to an essential minimum number determined by the sequence of strictly necessary operations at the aircraft.
- On the apron, the aircraft guidance to the parking position is made with two marshalls by using red marshalling wands.

4.2 Simulated CAT II Approaches

- Prior to performing a simulated CAT II approach, is mandatory for the pilot to submit a request to ATC at least 30 minutes prior the estimated time of landing.
- ATC can authorize a simulated CAT II approach only after all relevant procedures are in force.

c) Faza de încheiere:

- Se inițiază atunci când RVR atinge sau crește peste 800m (sau vizibilitatea meteorologică orizontală atinge sau crește peste 1500m, dacă nu sunt disponibile datele de RVR) și plafonul norilor/vizibilitatea verticală atinge sau crește peste 300ft;
- În cazul în care nu mai există operațiuni de zbor planificate, faza operațională se încheie la 30 minute de la realizarea transferului aeronavei către APP București-TMA NAPOC.

2.2 Decolarea

- LVTO se declanșează doar dacă există solicitări, în condițiile RVR sub 550m;
- În cazul în care nu mai există operațiuni de zbor planificate, decolarea în LVTO se solicită cu 30 minute înainte de EOBT pentru a permite pregătirile corespunzătoare.

3. Restricții privind mișcarea la sol

- Toate mișcările pe suprafața de manevră trebuie făcute utilizând doar Rutele Standard de Rulare.
- După obținerea autorizării de rulare, aeronava trebuie să înceapă rularea doar atunci când luminile verzi axiale au fost aprinse.
- În timpul LVO rularea pe suprafața de manevră este restricționată la o singură aeronavă.
- Luminile Stop Bar aprinse permanent în condiții LVO. Acestea se sting numai pentru permiterea accesului aeronavei sau vehiculelor esențiale pe pistă.
- În timpul LVO se interzice intrarea oricărui vehicul pe suprafața de manevră atunci când acolo există deja o aeronavă. Similar, o aeronavă nu va intra pe suprafața de manevră până când toate vehiculele existente în prealabil pe respectiva suprafață raportează eliberarea acestora.

4. Descrierea procedurilor în condiții de vizibilitate scăzută**4.1 Apropierea și aterizarea CAT II**

- Pe durata LVO piloții vor fi informați prin ATIS și RTF că procedurile LVP sunt active;
- Zona sensibilă ILS va fi protejată atunci când o aeronavă care aterizează se află la 6NM de punctul de contact. CTA va asigura eșalonarea corespunzătoare între aeronavele aflate pe apropierea finală și se asigură că orice aeronavă aliniată pe pistă începe decolarea înainte ca o altă aeronavă aflată pe finală la aterizare să ajungă la 6 NM de prag.
- CTA emite autorizarea de aterizare sau instrucțiuni de ratare aterizare pentru o aeronavă aflată pe finală, înainte ca aceasta să ajungă la 6NM de prag.
- Circulația persoanelor și vehiculelor care operează pe platformă se reduce la un număr minim esențial, determinat de succesiunea operațiunilor strict necesare la aeronavă.
- Pe platformă, dirijarea aeronavei la poziția de parcare se face cu doi dispeceri utilizând bastoane luminoase de culoare roșie.

4.2 Apropieri CAT II în condiții LVP simulate

- Înainte de efectuarea unei simulări de apropiere CAT II, pilotul este obligat să transmită o solicitare către CTA cu cel puțin 30 min înainte de ora estimată de aterizare.
- CTA poate aproba apropieri în condiții simulate LVP numai după îndeplinirea tuturor condițiilor.

LRTM AD 2.23 ADDITIONAL INFORMATION**1. Removal blocked aircraft**

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

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

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

2. Warning for bird hazard

There may be bird concentrations in the immediate vicinity, but also within Transylvania Targu-Mures Airport perimeter (grassy areas).

Birds fly from resting areas to feeding areas regularly, with periods of maximum activity (usually morning or evening), but erratic movements have also been observed.

Depending on the species, concentration areas appear either to the east (the case of crows - the urban area of Târgu Mureș city) or to the north (the case of some species associated with wetlands that appear especially along the Mureș river), overlapping to flight lanes, either from north to south (and vice versa) or from east to west (and vice versa).

As a rule, flight ceilings of bird species are between 0 and 900ft, rarely (especially during migration) reaching higher ceilings.

As far as possible, the control tower will inform the pilots about the activity of the birds and the height of their flight AGL.

The directions of movement of the birds and the maximum heights reached are represented on chart AD 2.15-46.

1. Înlăturarea aeronavelor imobilizate

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

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

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

2. Avertizare pentru pericol de păsări

Pot exista concentrații de păsări în imediata proximitate, dar și la nivelul unor suprafețe din interiorul perimetrului Aeroportului Transilvania Târgu-Mureș (zone înierbate).

Păsările se deplasează în zbor din zonele de odihnă spre cartiere de hrănire, în mod regulat, existând perioade de maximă activitate (de regulă de dimineață sau seara), dar au fost observate și deplasări eratice.

În funcție de specie, cartierele de odihnă sunt concentrate fie la est (cazul ciorilor - zona urbană a orașului Târgu Mureș) sau la nord (cazul unor specii asociate zonelor umede ce apar în special de-a lungul luncii râului Mureș), traversând culoarele de zbor, fie de la nord spre sud (și invers), fie de la est spre vest (și invers).

De regulă, plafoanele de zbor a speciilor de păsări se situează între 0 și 900ft, mai rar (în special în perioada de migrație) atingându-se plafoane mai înalte.

Pe cât posibil, turnul de control va informa piloții cu privire la activitatea păsărilor și înălțimea AGL de zbor a acestora.

Direcțiile de deplasare ale păsărilor și înălțimile maxime atinse sunt reprezentate pe harta AD 2.15-46.

LRTM AD 2.24 CHARTS RELATED TO THE AERODROME

Aerodrome Chart - ICAO	AD 2.15-20
Aircraft Parking/Docking Chart - ICAO - APRON.....	AD 2.15-22
Aerodrome Obstacle Chart - ICAO - Type A	
RWY 07.....	AD 2.15-25
RWY 25	AD 2.15-26
Precision Approach Terrain Chart - ICAO	
RWY 07.....	AD 2.15-29
Standard Departure Chart - Instrument - ICAO	
RWY 07.....	AD 2.15-30
RWY 25.....	AD 2.15-31
Standard Arrival Charts - Instrument - ICAO	
RWY 07/25.....	AD 2.15-32
RNAV Standard Departure Chart - Instrument - ICAO	
RWY 07.....	AD 2.15-34
RWY 25.....	AD 2.15-35
RNAV Standard Arrival Charts - Instrument - ICAO	
RWY 07.....	AD 2.15-36
RWY 25.....	AD 2.15-37
ATC Surveillance Minimum Altitude Chart - ICAO.....	AD 2.15-45
Bird concentrations in the vicinity of the aerodrome	AD 2.15-46
Instrument Approach Charts - ICAO	
RWY 07 ILS - CAT A / B	AD 2.15-51
RWY 07 ILS - CAT C / D.....	AD 2.15-52
RWY 07 NDB - CAT A / B	AD 2.15-91
RWY 07 NDB - CAT C / D.....	AD 2.15-92
RWY 25 NDB - CAT A / B	AD 2.15-93
RWY 25 NDB - CAT C / D.....	AD 2.15-94

LRTM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable