

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LRAR

Terminal Charts For LRAR

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: ARAD ROU  
ICAO/IATA: LRAR / ARW  
Lat/Long: N46° 10.60', E021° 15.72'  
Elevation: 353 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 5.0° E

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0431 Z  
Sunset: 1619 Z

## Runway Information

Runway: 09  
Length x Width: 6562 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 345 ft  
Lighting: Edge, ALS, Centerline

Runway: 27  
Length x Width: 6562 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 351 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 591 ft

## Communication Information

Arad Tower: 118.230  
Arad Tower: 130.200 Secondary  
Arad Approach: 126.350 Secondary  
Arad Approach: 123.530  
Bucharest Radar/Control ACC: 121.375 Secondary RCO  
Bucharest Radar/Control ACC: 124.100 Secondary RCO  
Bucharest Radar/Control ACC: 130.230 RCO  
Bucharest Radar/Control ACC: 135.340 RCO

LRAR/ARW  
ARAD

JEPPESEN

28 JUL 23

10-1P

Eff 10 Aug

ARAD, ROMANIA  
AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. NOISE ABATEMENT PROCEDURES

NADP 1 shall be applied for all take-offs from RWY 09.

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

The preparation phase will be implemented when horizontal visibility falls below 1500m or RVR tendency is 800m or ceiling is 500ft.

The operation phase will be commenced when RVR falls below 550m (VIS falls below 800m) or ceiling is below 200ft.

LVP will be terminated when RVR is greater than 800m and ceiling is greater than 500ft and a continuing improvement in these conditions is anticipated.

Pilots shall report "RUNWAY VACCATED" only after the ACFT passed the green/yellow light-coded TWY centerline light section of TWY A.

ACFT movements on maneuvering area to/from RWY 27/09 should be made using the Standard Taxi Routes.

Upon receiving taxi clearance, ACFT must only proceed when a green centerline path is illuminated.

During LVTO, taxiing is normally restricted to one ACFT movement at a time. Operation of vehicles on the maneuvering area is not permitted when LVTO is in progress.

Pilots will be informed by RTF when LVP are in force.

### 1.3. OTHER INFORMATION

Birds.

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## 2. ARRIVAL

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### 2.1. CAT II OPERATIONS

RWY 27 is approved for CAT II operations; special aircrew and ACFT certification required.

### 2.2. RADIO COMMUNICATION FAILURE

#### General Procedure when no STARs are in Use

Continue flight at the last FL/altitude assigned by ATC to ARD VOR/DME.

Descend in holding pattern over ARD VOR/DME, then execute an instrument approach procedure.

#### Communication Failure Procedure when conducting a P-RNAV STAR

If STAR was assigned and acknowledged by air crew, set transponder, continue with flight plan and assigned STAR, then execute an ILS RWY 27 or VOR RWY 09/27 approach and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes from setting transponder.

If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder and continue on assigned heading and last cleared and acknowledged altitude for 2 minutes from setting transponder. Then proceed direct to AR111/211, then to FAF and execute an ILS RWY 27 or VOR RWY 09/27 approach and landing. Descending shall be executed in accordance with vertical restrictions specified on chart.

If STAR was not assigned, set transponder, proceed according to flight plan and flight plan STAR, execute an ILS RWY 27 or VOR RWY 09/27 approach and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes from setting transponder. If landing is not possible, execute missed approach and proceed to FAF of most convenient RWY, execute an ILS RWY 27 or VOR RWY 09/27 approach and land.

LRAR/ARW  
ARAD

JEPPESEN

28 JUL 23

10-1P1

Eff 10 Aug

ARAD, ROMANIA  
AIRPORT BRIEFING**2. ARRIVAL****Communication Failure Procedure when conducting a STAR**

If STAR was assigned and acknowledged by air crew, set transponder, continue with flight plan and assigned STAR, then execute an instrument approach and land.

Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes from setting transponder.

If STAR was assigned and acknowledged by air crew and vectoring was initiated, set transponder and continue on assigned heading and last cleared and acknowledged altitude for 2 minutes from setting transponder. Then proceed direct to ARD VOR/DME and execute an instrument approach and land. Descending shall be executed in accordance with vertical restrictions specified on chart.

If STAR was not assigned, set transponder, proceed according to flight plan and flight plan STAR, execute an instrument approach and land. Descending shall be executed in accordance with vertical restrictions specified on chart after 2 minutes from setting transponder.

If landing is not possible, execute missed approach and proceed to ARD VOR/DME, and execute approach and land on the most convenient RWY.

**2.3. TAXI PROCEDURES****2.3.1. STANDARD TAXI ROUTES****2.3.1.1. RWY 09 AND 27**

Arrival on	Instructions given by ATC			TWY to be followed	Remarks
		Standard Taxi Route			
RWY 09	After landing report RWY vacated and taxi via standard taxi route	Arrival 2	Apron 1 and 2	TWY A	Follow TWY A centerline and light to the apron. Standard taxi routes applied also for helicopters operations.
RWY 27	After landing backtrack, report RWY vacated and taxi via standard taxi route	Arrival 1	Apron 1 to Apron 2		

**2.3.2. APT REGULATIONS**

Apron 1 exclusively for General Aviation.

### 3. DEPARTURE

#### 3.1. RADIO COMMUNICATION FAILURE

**Communication Failure Procedure when conducting a P-RNAV SID or SID**

Continue on assigned and acknowledged SID. After 2 minutes climb to flight-planned flight level.

If being vectored, continue on assigned heading for 2 minutes, then proceed direct to last SID (WPT or REP, as appropriate) climbing to flight-planned flight level. Climbing shall be executed in accordance with vertical restrictions specified on charts.

#### 3.2. TAXI PROCEDURES

##### 3.2.1. STANDARD TAXI ROUTES

##### 3.2.1.1 RWY 09 AND 27

Departure from	Instructions given by ATC			TWY to be followed	Remarks
		Standard Taxi Route			
Apron 1 and 2	Taxi via standard taxi route	Departure 2		RWY 09	Follow TWY A centerline and light to RWY holding position. Standard taxi routes applied also for helicopters operations.
Apron 1					
Apron 2		Departure 1	to holding position	RWY 27	TWY A

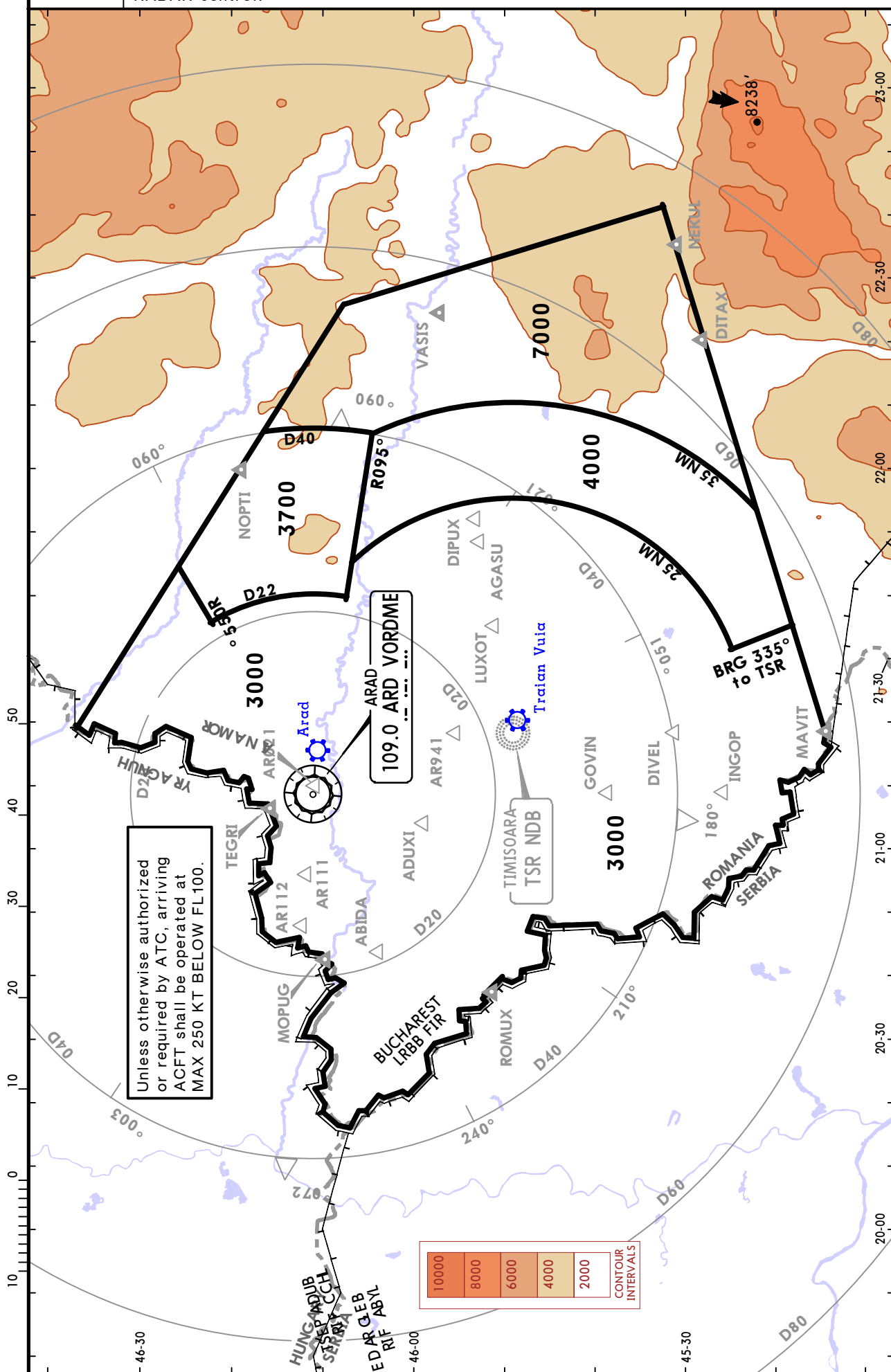
# LRAR/ARW ARAD

**JEPPESSEN**  
13 NOV 15 (10-1R)

# ARAD, ROMANIA RADAR MINIMUM ALTITUDES

Apt Elev  
**352'**

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 9000'  
Chart only to be used for cross-checking of altitudes assigned while under  
RADAR control.



CHANGES: Speed restriction established.

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LRAR/ARW  
ARAD

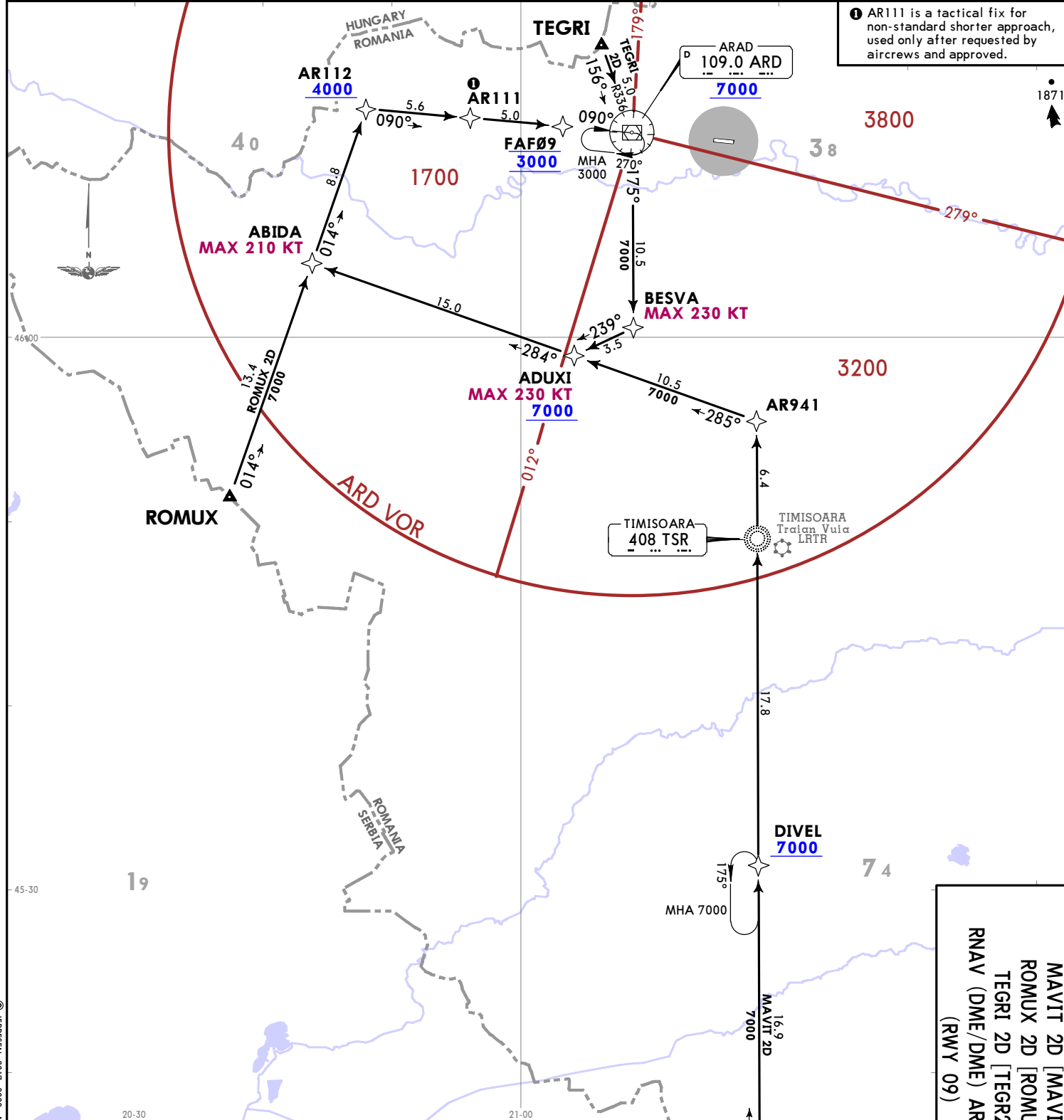
Alt Set: hPa (MM on request)  
Trans level: By ATC  
RNAV-1 (P-RNAV) approval required

Apt Elev  
**353**

1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.
2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
3. ARD, 115.6 CNI & 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.
4. STARs are also noise abatement routings. Strict adherence within performance criteria is mandatory.

**MAVIT 2D [MAVI2D]**  
**ROMUX 2D [ROMU2D]**  
**TEGRI 2D [TEGR2D]**  
**RNAV (DME/DME) ARRIVALS**  
**(RWY 09)**  
**SPEED: MAX 250 KT BELOW FL100**

① AR111 is a tactical fix for non-standard shorter approach, used only after requested by aircrews and approved.



STAR	ROUTING
MAVIT 2D	MAVIT - DIVEL (7000+) - TSR NDB - AR941 - ADUXI (K230-; 7000+) - ABIDA (K210-) - AR112 (4000+) - AR111 - FAF09 (3000).
ROMUX 2D	ROMUX - ABIDA (K210-) - AR112 (4000+) - AR111 - FAF09 (3000).
TEGRI 2D	TEGRI - ARD VOR (7000+) - BESVA (K230-) - ADUXI (K230-; 7000+) - ABIDA (K210-) - AR112 (4000+) - AR111 - FAF09 (3000).

**MAVIT 2D [MAVI2D]**  
**ROMUX 2D [ROMU2D]**  
**TEGRI 2D [TEGR2D]**  
**RNAV (DME/DME) ARRIVALS**  
**(RWY 09)**

16 DEC 22 (10-2)  
JEPPESSEN ARAD, ROMANIA  
RNAV STAR

CHANGES: MSA revised.  
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CHANGES: MSA revised.

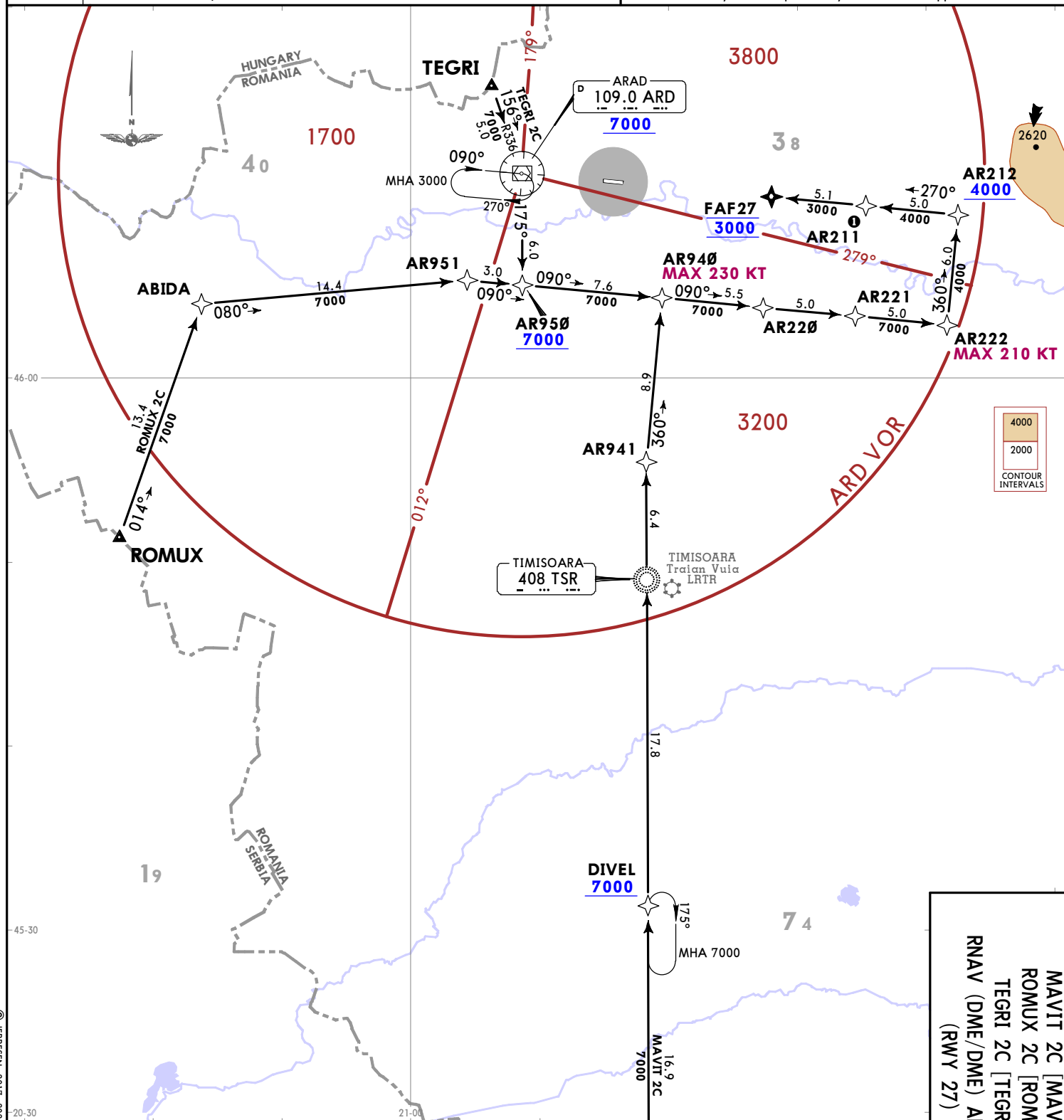
LRAR/ARW  
ARAD

Apt Elev  
353

Alt Set: hPa (MM on request)  
Trans level: By ATC  
RNAV-1 (P-RNAV) approval required  
1. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.  
2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.  
3. ARD, 115.6 CNI & 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.  
4. STARs are also noise abatement routings. Strict adherence within performance criteria is mandatory.

MAVIT 2C [MAVI2C], ROMUX 2C [ROMU2C]  
TEGRI 2C [TEGR2C]  
RNAV (DME/DME) ARRIVALS  
(RWY 27)  
**SPEED: MAX 250 KT BELOW FL100**

① AR211 is a tactical fix for non-standard shorter approach, used only after requested by aircrews and approved.



STAR	ROUTING
MAVIT 2C	MAVIT - DIVEL (7000+) - TSR NDB - AR941 - AR940 (K230-) - AR220 - AR221 - AR222 (K210-) - AR212 (4000+) - AR211 - FAF27 (3000).
ROMUX 2C	ROMUX - ABIDA - AR951 - AR950 (7000+) - AR940 (K230-) - AR220 - AR221 - AR222 (K210-) - AR212 (4000+) - AR211 - FAF27 (3000).
TEGRI 2C	TEGRI - ARD VOR (7000+) - AR950 (7000+) - AR940 (K230-) - AR220 - AR221 - AR222 (K210-) - AR212 (4000+) - AR211 - FAF27 (3000).

MAVIT 2C [MAVI2C]  
ROMUX 2C [ROMU2C]  
TEGRI 2C [TEGR2C]  
RNAV (DME/DME) ARRIVALS  
(RWY 27)

JEPPESSEN ARAD, ROMANIA  
16 DEC 22 (10-2B)  
RNAV STAR

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**LRAR/ARW**  
**ARAD**

**JEPPESEN**  
16 DEC 22 **10-2C**

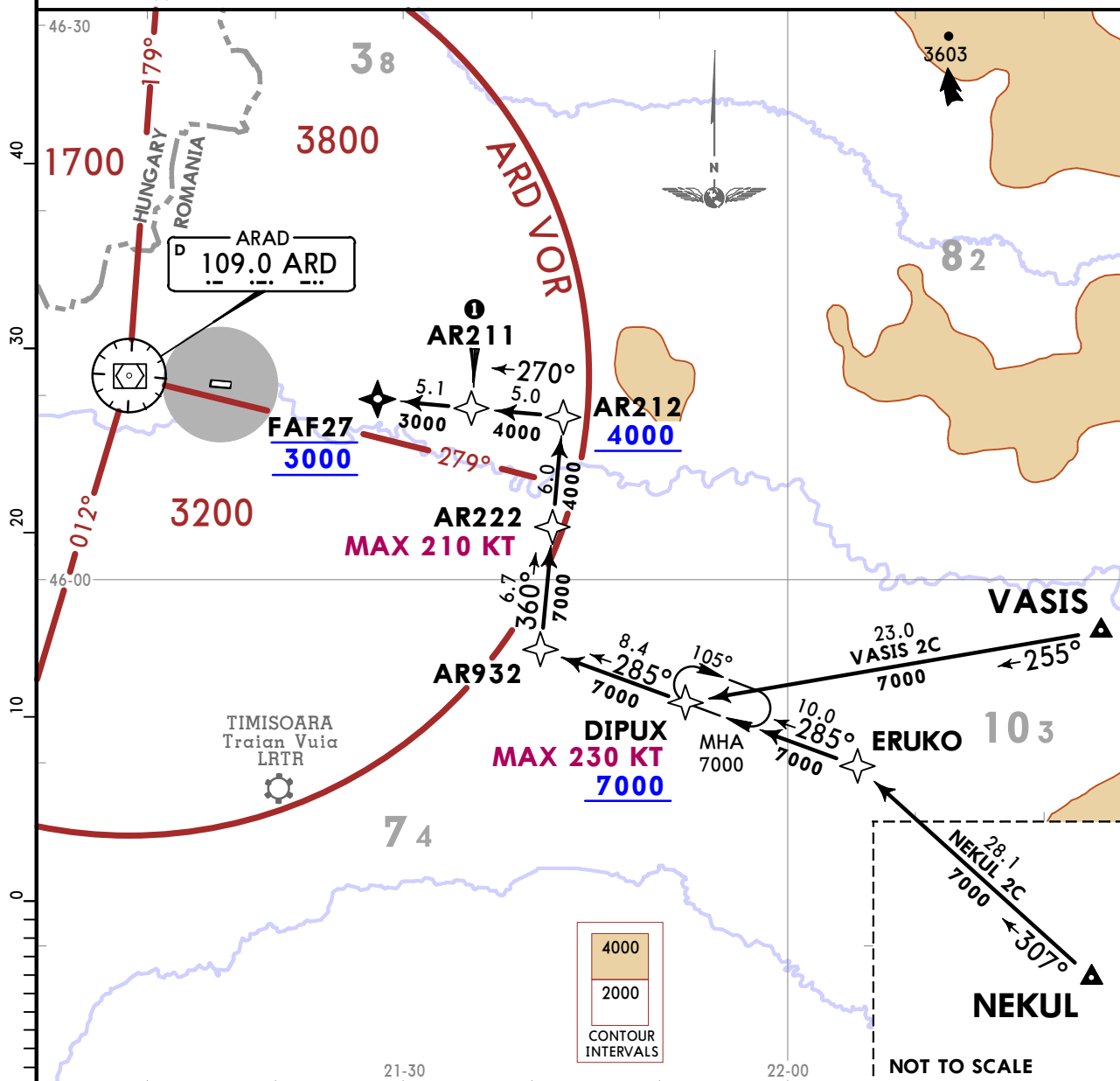
**ARAD, ROMANIA**  
**RNAV STAR**

Apt Elev <b>353</b>	Alt Set: hPa (MM on request) Trans level: By ATC
	RNAV-1 (P-RNAV) approval required
	<ol style="list-style-type: none"> <li>Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.</li> <li>EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.</li> <li>ARD, 115.6 CNI &amp; 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.</li> <li>STARs are also noise abatement routings. Strict adherence within performance criteria is mandatory.</li> </ol>

**NEKUL 2C [NEKU2C]**  
**VASIS 2C [VASI2C]**  
**RNAV (DME/DME) ARRIVALS**  
**(RWY 27)**

**SPEED: MAX 250 KT BELOW FL100**

**1** AR211 is a tactical fix for non-standard shorter approach, used only after requested by aircrews and approved.



STAR	ROUTING
<b>NEKUL 2C</b>	NEKUL - ERUKO - DIPUX (K230-; 7000+) - AR932 - AR222 (K210-) - AR212 (4000+) - AR211 - FAF27 (3000).
<b>VASIS 2C</b>	VASIS - DIPUX (K230-; 7000+) - AR932 - AR222 (K210-) - AR212 (4000+) - AR211 - FAF27 (3000).

CHANGES: MSA revised.

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LRAR/ARW  
ARAD

JEPPESSEN  
16 DEC 22 10-2D

ARAD, ROMANIA  
STAR

Apt Elev  
353

Alt Set: hPa (MM on request) Trans level: By ATC  
STARs are also noise abatement routings. Strict adherence within performance criteria is mandatory.

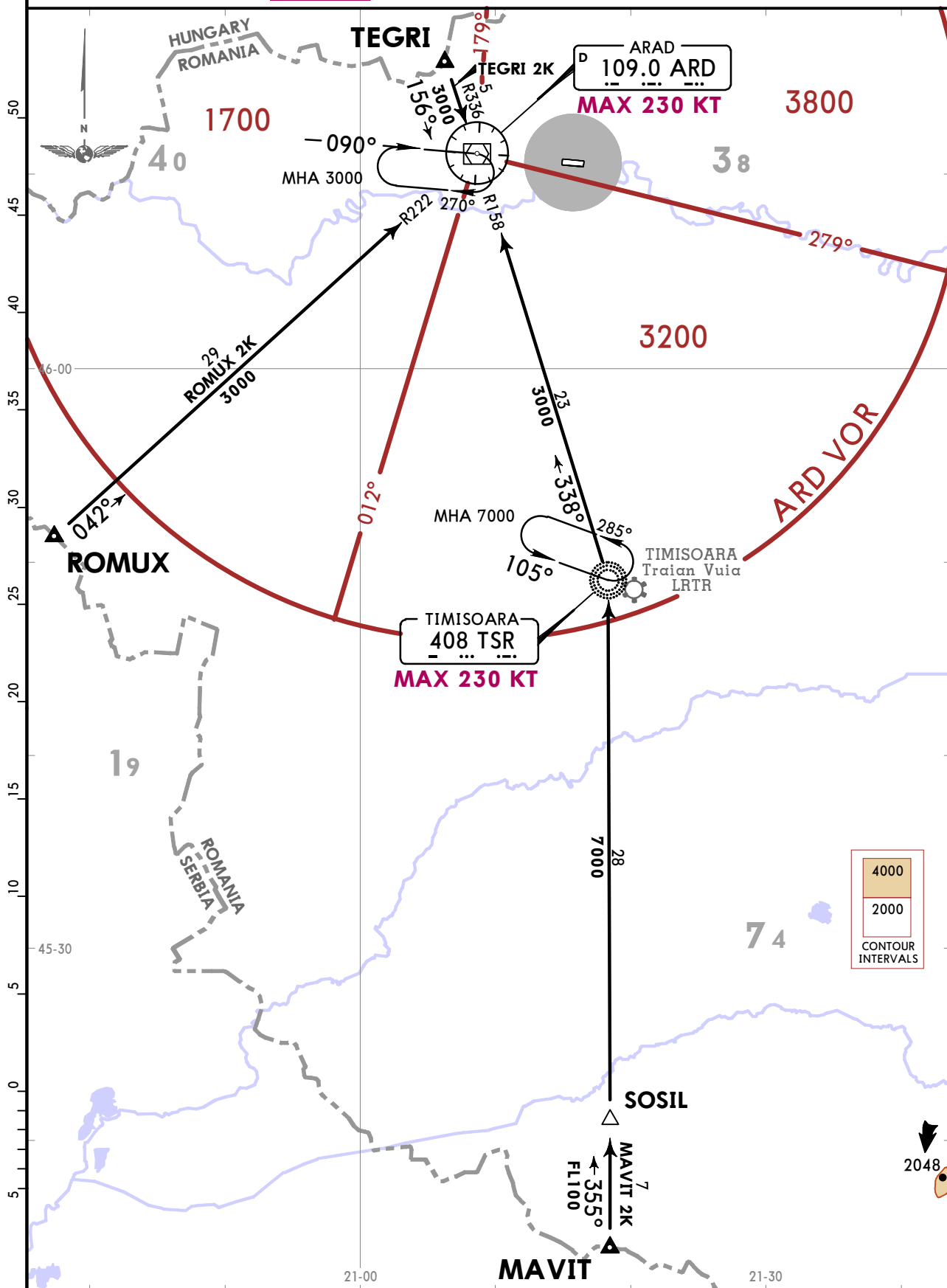
MAVIT 2K [MAVI2K], ROMUX 2K [ROMU2K]

TEGRI 2K [TEGR2K]

ARRIVALS

(RWYS 09/27)

**SPEED: MAX 250 KT BELOW FL100**



LRAR/ARW  
ARAD

JEPPESEN  
16 DEC 22 (10-2E)

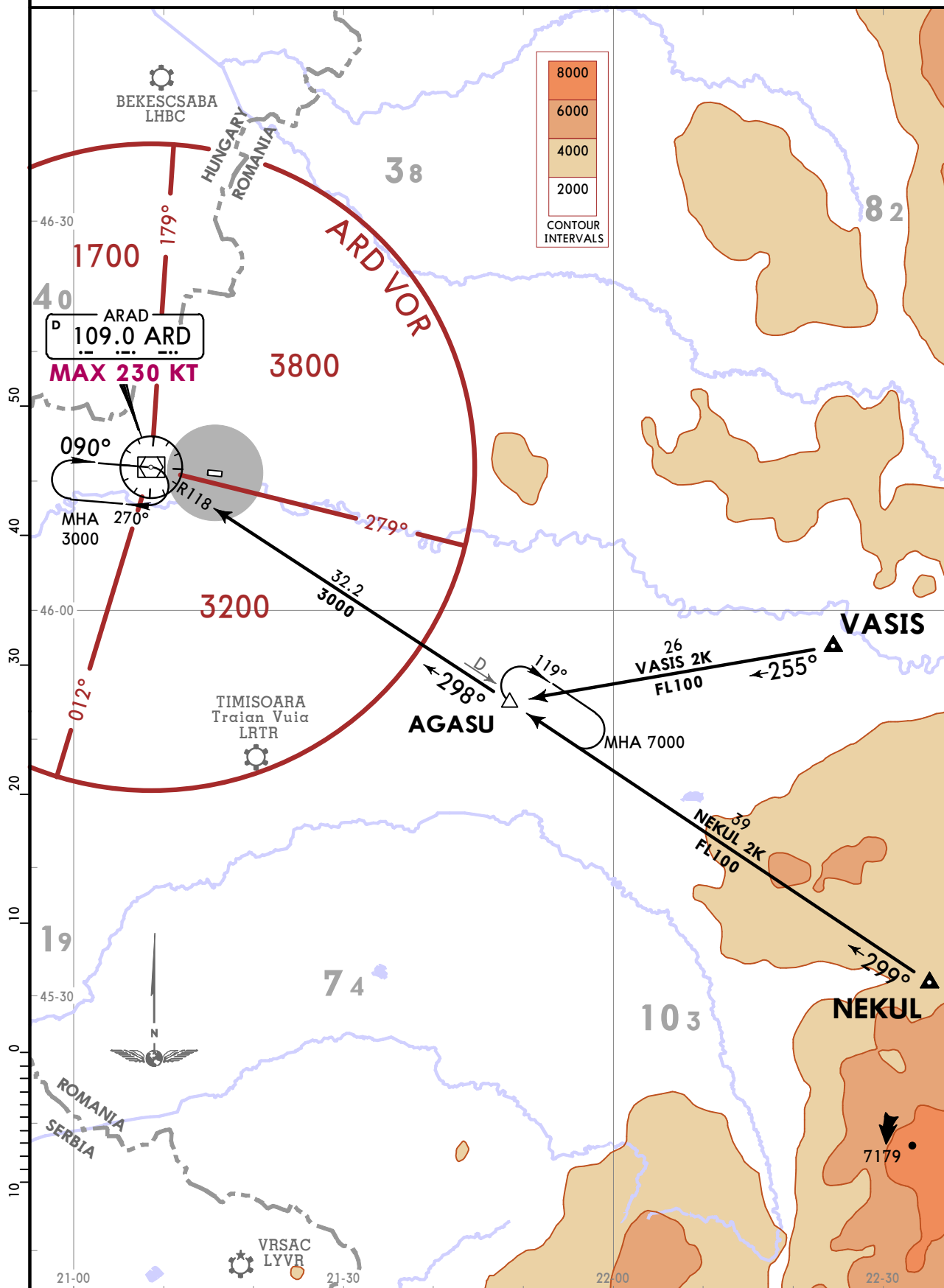
ARAD, ROMANIA  
STAR

Apt Elev  
353

Alt Set: hPa (MM on request) Trans level: By ATC  
STARs are also noise abatement routings. Strict adherence within performance criteria is mandatory.

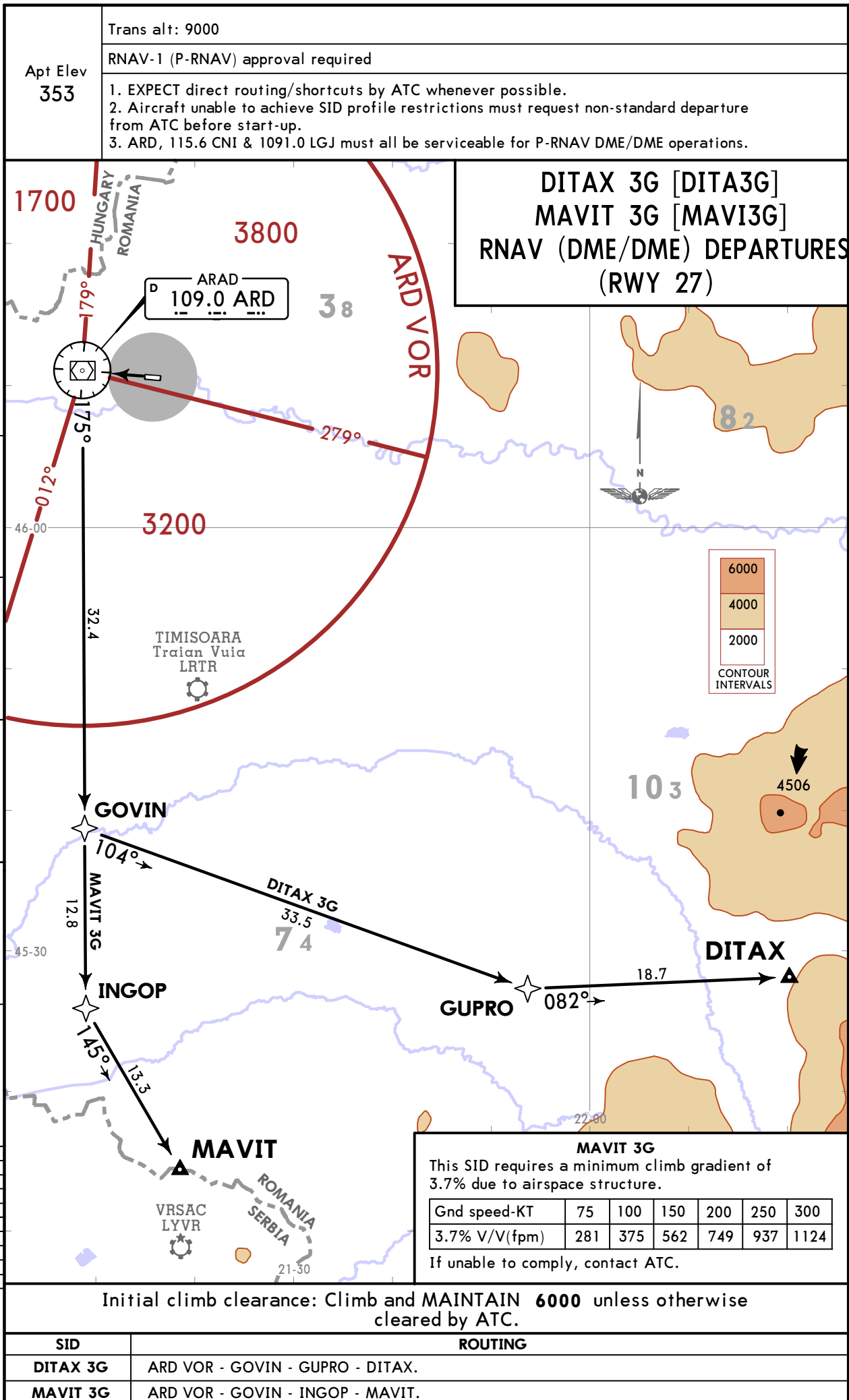
### NEKUL 2K [NEKU2K], VASIS 2K [VASI2K] ARRIVALS (RWYS 09/27)

**SPEED: MAX 250 KT BELOW FL100**



# LRAR/ARW ARAD

# ARAD, ROMANIA RNAV SID



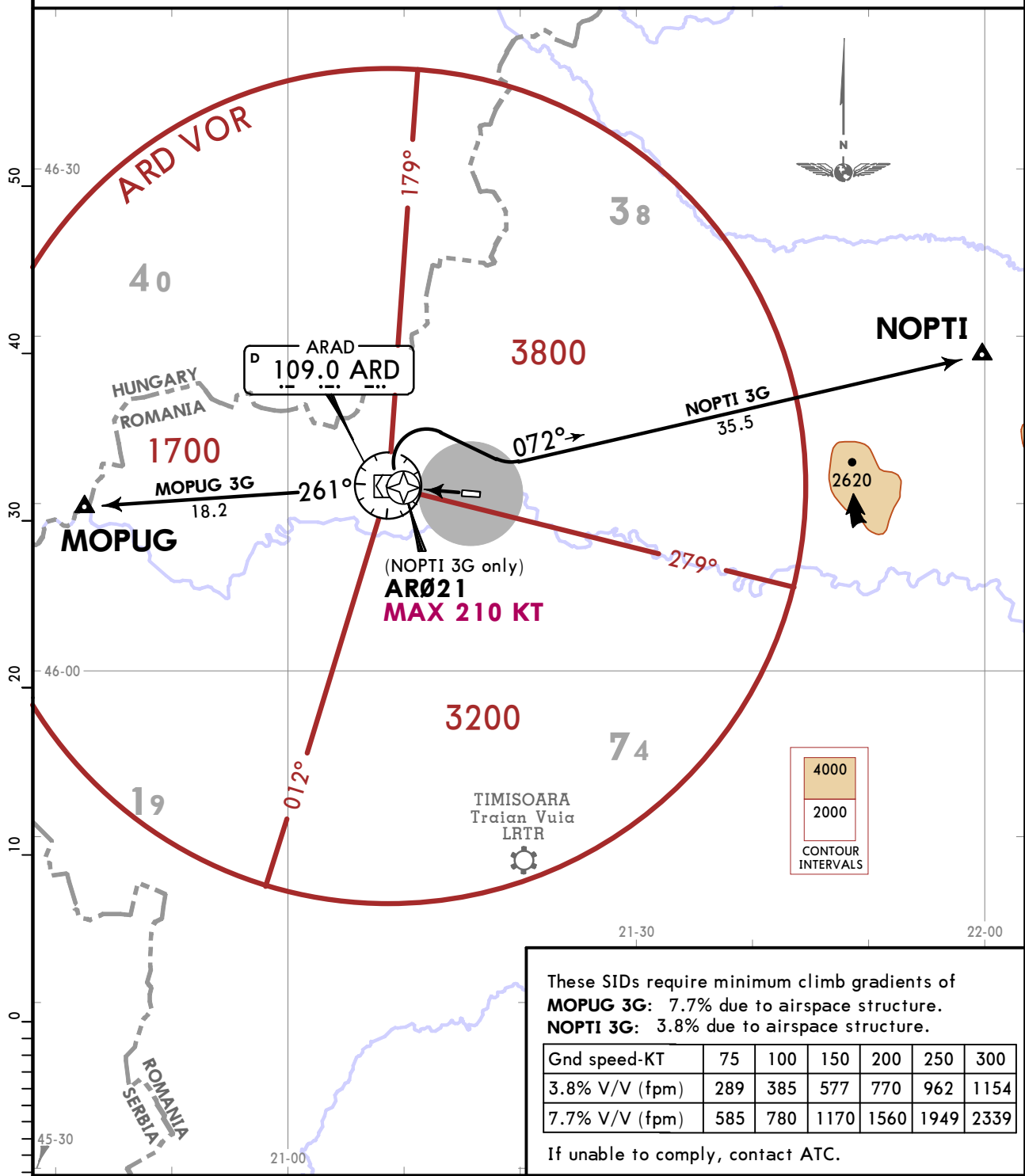
**LRAR/ARW**  
**ARAD**

**JEPPESEN**  
16 DEC 22 **(10-3A)**

**ARAD, ROMANIA**  
**RNAV SID**

Apt Elev <b>353</b>	Trans alt: 9000
	RNAV-1 (P-RNAV) approval required
	1. EXPECT direct routing/shortcuts by ATC whenever possible. 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up. 3. ARD, 115.6 CNI & 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.

**MOPUG 3G [MOPU3G], NOPTI 3G [NOPT3G]  
RNAV (DME/DME) DEPARTURES  
(RWY 27)**



Initial climb clearance: Climb and **MAINTAIN 6000** unless otherwise cleared by ATC.

SID	ROUTING
<b>MOPUG 3G</b>	ARD VOR - MOPUG.
<b>NOPTI 3G</b>	AR021 (K210-) - NOPTI.

# LRAR/ARW ARAD

**JEPPESEN**  
16 DEC 22 (10-3B)

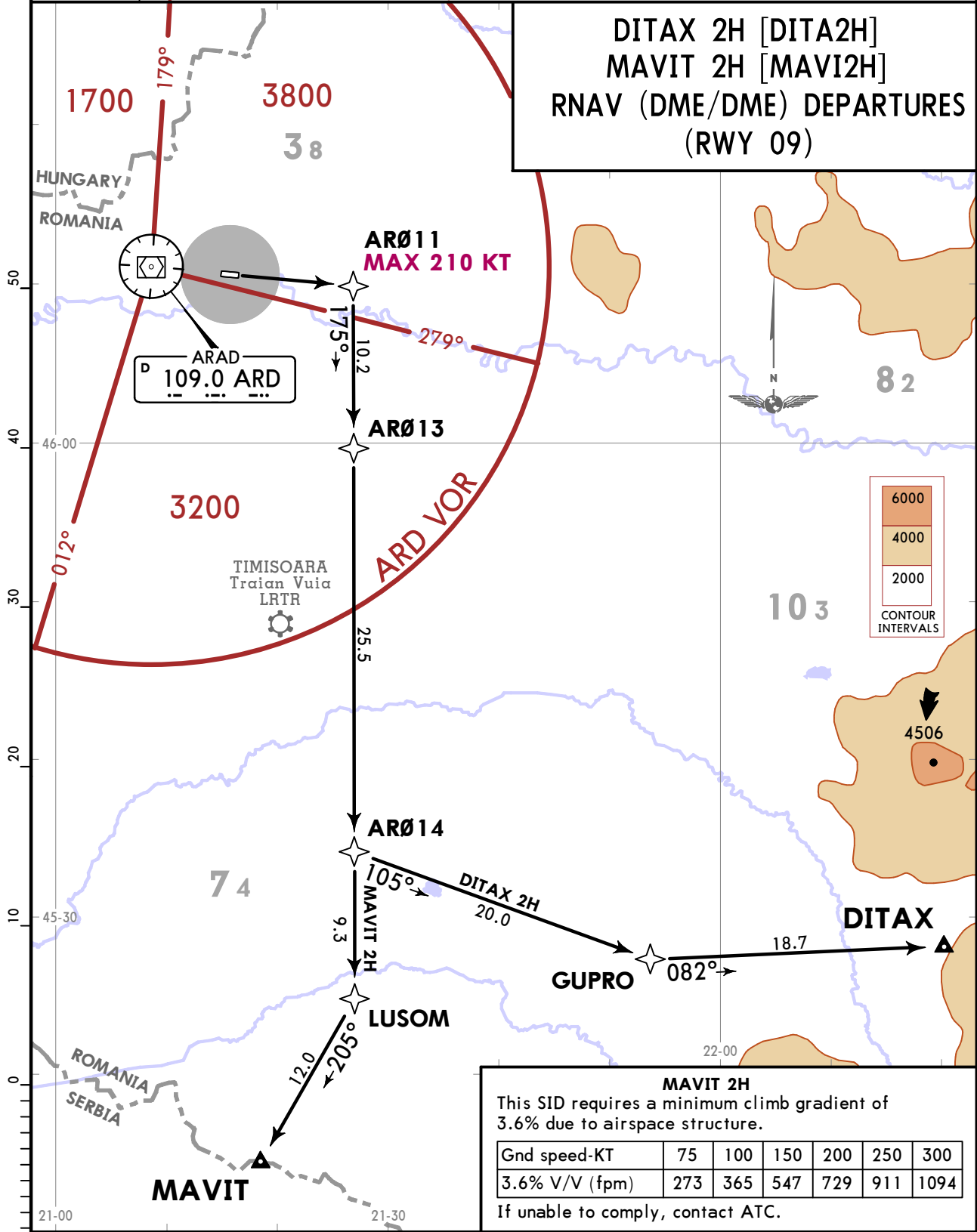
**ARAD, ROMANIA**  
**RNAV SID**

Trans alt: 9000  
RNAV-1 (P-RNAV) approval required

Apt Elev 353

1. EXPECT direct routing/shortcuts by ATC whenever possible.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. ARD, 115.6 CNI & 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.
4. EXPECT close-in obstacle.

**DITAX 2H [DITA2H]  
MAVIT 2H [MAVI2H]  
RNAV (DME/DME) DEPARTURES  
(RWY 09)**



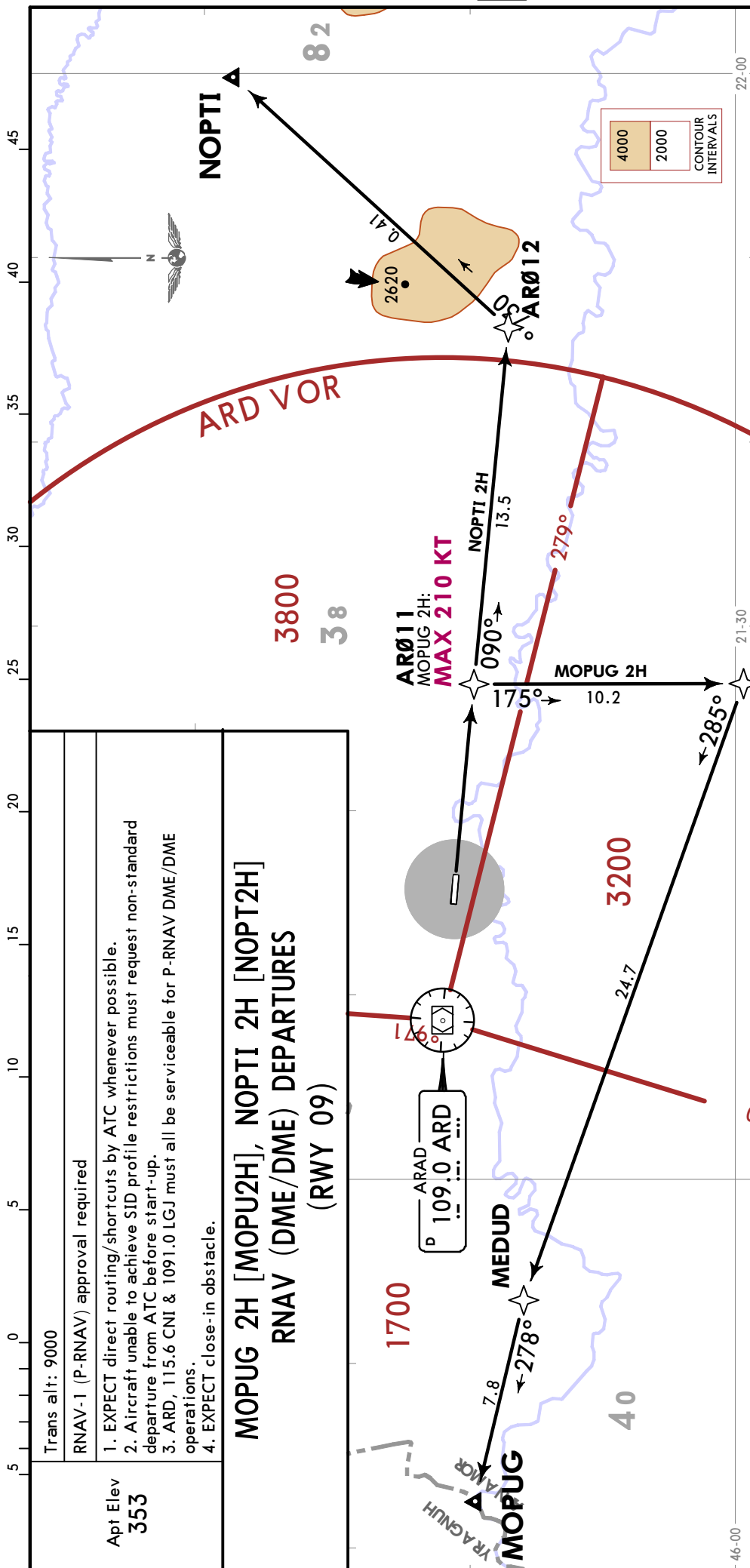
Initial climb clearance: Climb and **MAINTAIN 6000** unless otherwise cleared by ATC.

SID	ROUTING
<b>DITAX 2H</b>	ARØ11 (K210-) - ARØ13 - ARØ14 - GUPRO - DITAX.
<b>MAVIT 2H</b>	ARØ11 (K210-) - ARØ13 - ARØ14 - LUSOM - MAVIT.

LRAR/ARW  
ARAD

JEPPESEN  
16 DEC 22 (10-3C)

ARAD, ROMANIA  
RNAV SID



These SIDs require minimum climb gradients of

**MOPUG 2H:** 3.5% due to airspace structure.

**NOPTI 2H:** 5.0% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply, contact ATC.

Trans alt: 9000

RNAV-1 (P-RNAV) approval required

1. EXPECT direct routing/shortcuts by ATC whenever possible.
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
3. ARD, 115.6 CNI & 1091.0 LGJ must all be serviceable for P-RNAV DME/DME operations.
4. EXPECT close-in obstacle.

**MOPUG 2H [MOPUG2H], NOPTI 2H [NOPT2H]  
RNAV (DME/DME) DEPARTURES  
(RWY 09)**

Initial climb clearance: Climb and MAINTAIN **6000** unless otherwise cleared by ATC.

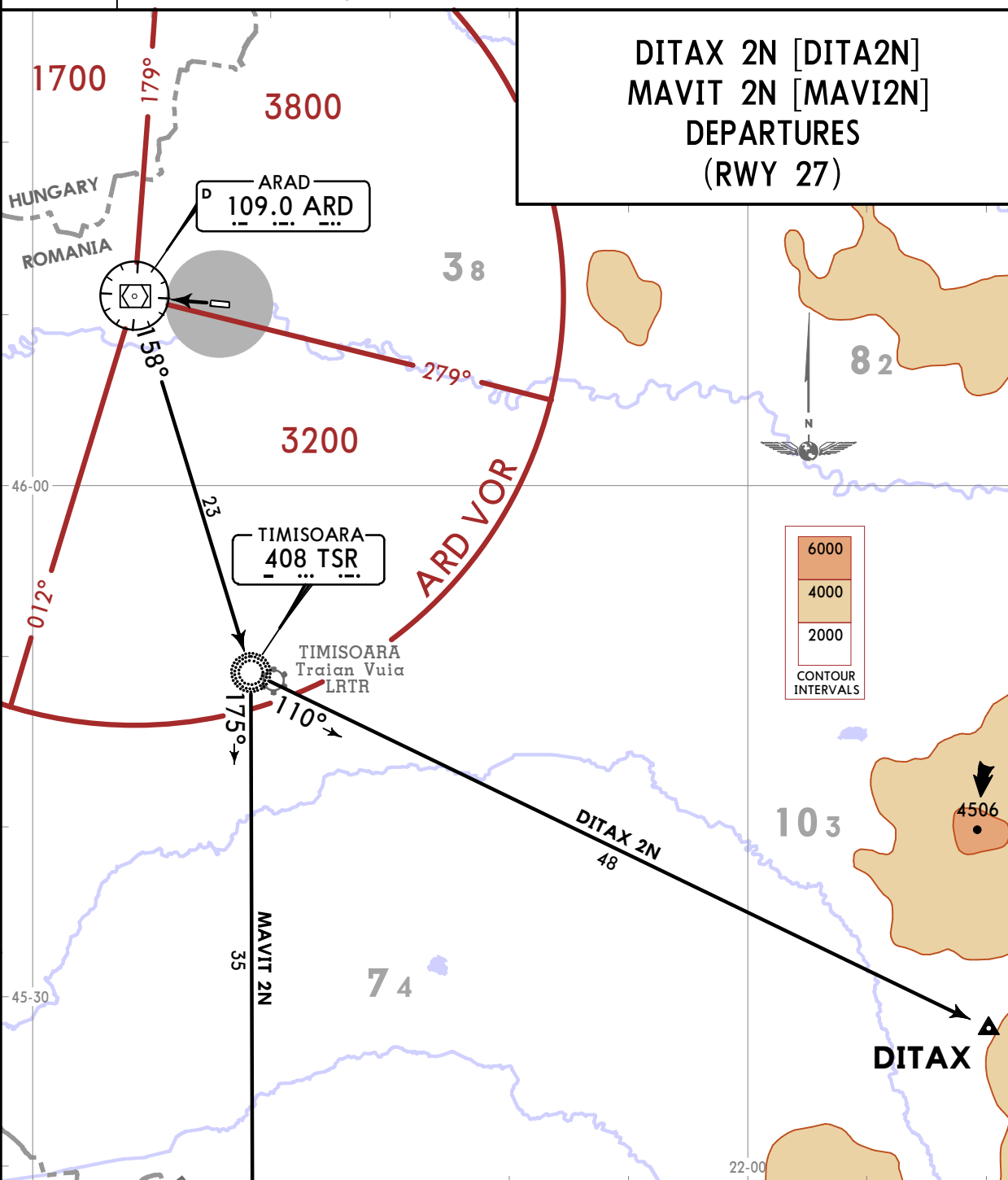
SID	ROUTING
MOPUG 2H	AR011 (K210-) - AR013 - MEDUD - MOPUG.
NOPTI 2H	AR011 - AR012 - NOPTI.

# LRAR/ARW ARAD

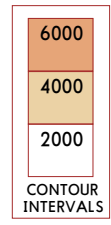
**JEPPESEN**  
16 DEC 22 (10-3D)

**ARAD, ROMANIA**  
**SID**

Apt Elev 353  
Trans alt: 9000  
1. EXPECT direct routing/shortcuts by ATC whenever possible.  
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.



**DITAX 2N [DITA2N]  
MAVIT 2N [MAVI2N]  
DEPARTURES  
(RWY 27)**



**MAVIT 2N**  
This SID requires a minimum climb gradient of 3.4% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V(fpm)	258	344	516	689	861	1033

If unable to comply, contact ATC.

**Initial climb clearance: Climb and MAINTAIN 6000 unless otherwise cleared by ATC.**

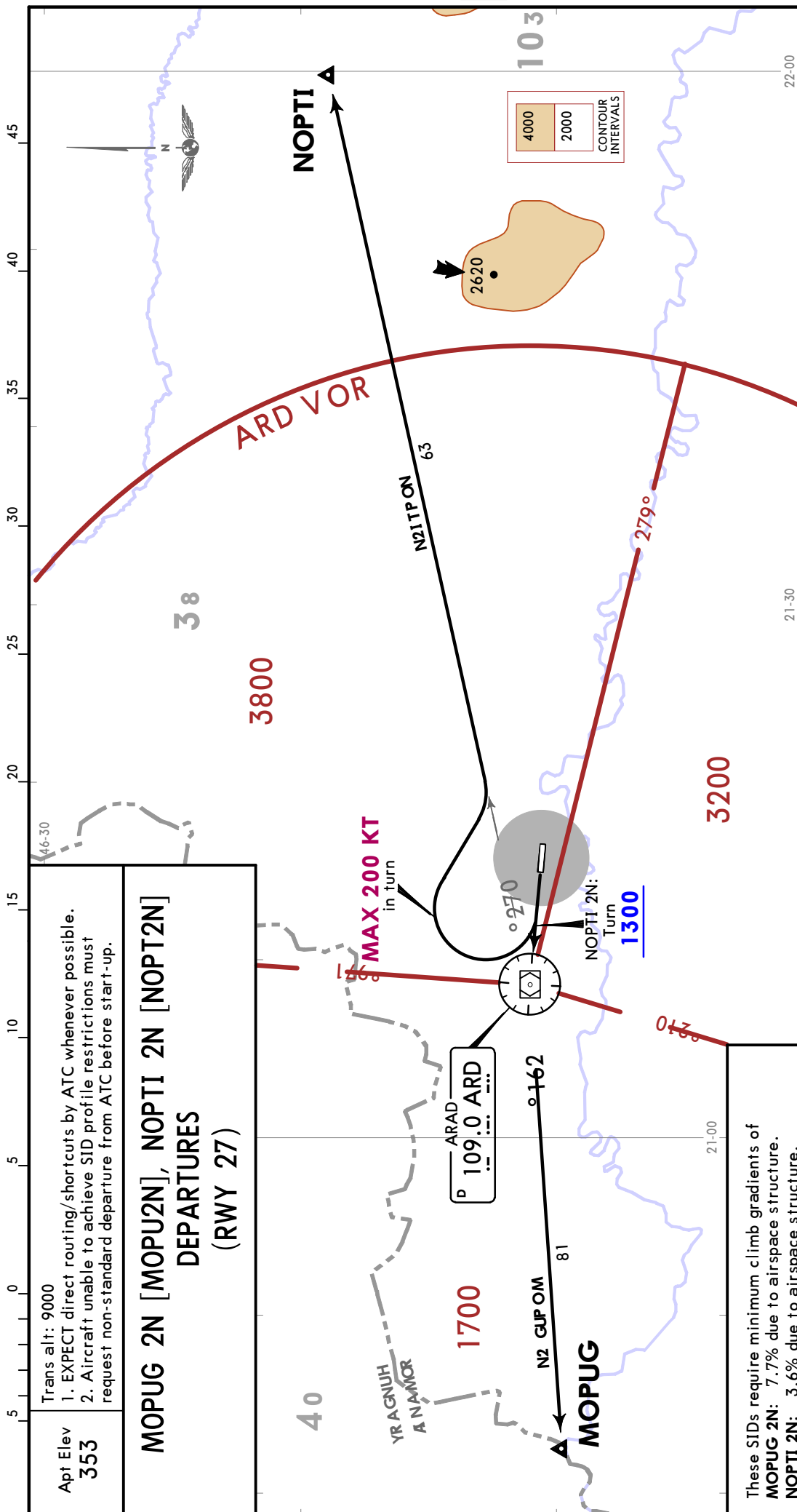
SID	ROUTING
<b>DITAX 2N</b>	On runway track to ARD VOR, turn LEFT, ARD R158 to TSR NDB, turn LEFT, 110° bearing to DITAX.
<b>MAVIT 2N</b>	On runway track to ARD VOR, turn LEFT, ARD R158 to TSR NDB, turn RIGHT, 175° bearing to MAVIT.

LRAR/ARW  
ARAD

16 DEC 22 (10-3E) JEPPESEN

ARAD, ROMANIA

SID



Trans alt: 9000  
Apt Elev 353  
1. EXPECT direct routing/shortcuts by ATC whenever possible.  
2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.

**MOPUG 2N [MOPUG 2N], NOPTI 2N [NOPTI 2N] DEPARTURES (RWY 27)**

Altitude (ft)	100	150	200	250	300
Gnd speed-KT	75	100	150	200	300
3.6% V/V (fpm)	273	365	547	729	1094
7.7% V/V (fpm)	585	780	1170	1560	2339

If unable to comply, contact ATC.

These SIDs require minimum climb gradients of  
**MOPUG 2N:** 7.7% due to airspace structure.  
**NOPTI 2N:** 3.6% due to airspace structure.

Initial climb clearance: Climb and MAINTAIN 6000 unless otherwise cleared by ATC.

SID	ROUTING
MOPUG 2N	On runway track to ARD VOR, turn LEFT, ARD R261 to MOPUG.
NOPTI 2N	Climb on runway track to 1300, turn RIGHT, intercept ARD R072 to NOPTI.

# LRAR/ARW ARAD

**JEPPESEN**  
16 DEC 22 **(10-3F)**

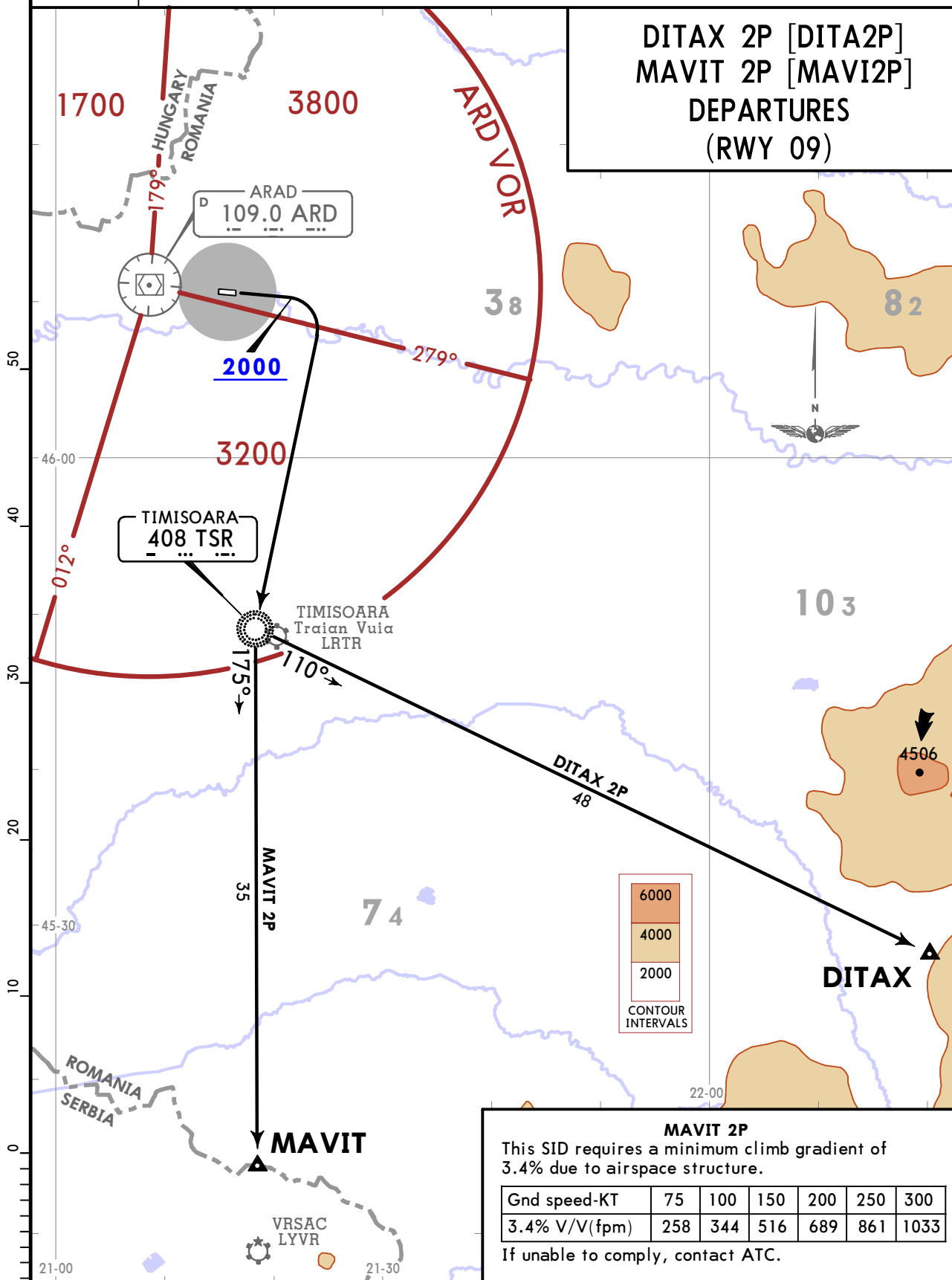
# ARAD, ROMANIA

**SID**

Apt Elev  
**353**

- Trans alt: 9000
1. EXPECT direct routing/shortcuts by ATC whenever possible.
  2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.
  3. EXPECT close-in obstacle.

**DITAX 2P [DITA2P]  
MAVIT 2P [MAVI2P]  
DEPARTURES  
(RWY 09)**



Initial climb clearance: Climb and MAINTAIN **6000** unless otherwise cleared by ATC.

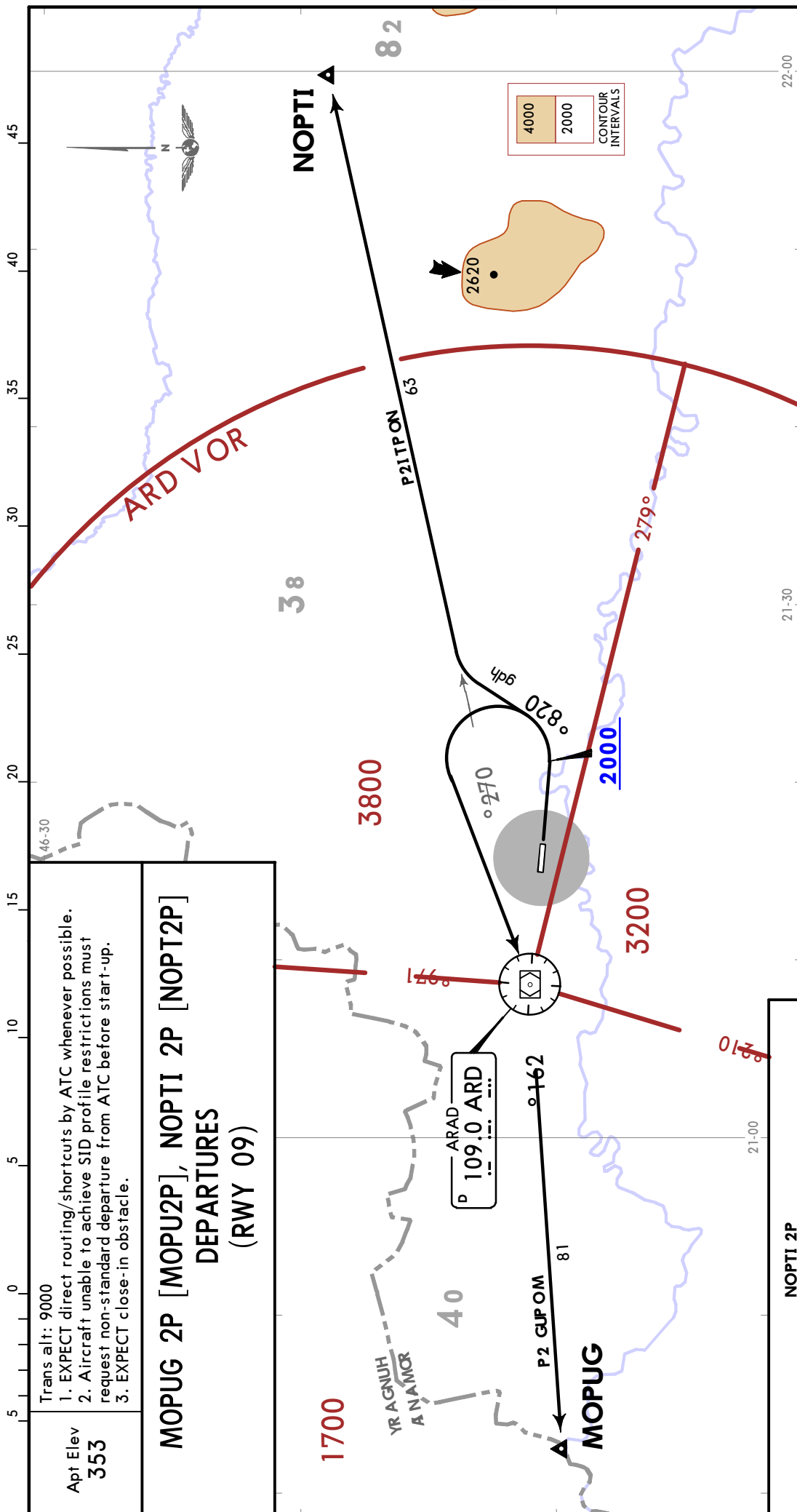
SID	ROUTING
<b>DITAX 2P</b>	On runway track to 2000, turn RIGHT to TSR NDB, turn LEFT, 110° bearing to DITAX.
<b>MAVIT 2P</b>	On runway track to 2000, turn RIGHT to TSR NDB, turn LEFT, 175° bearing to MAVIT.

LRAR/ARW  
ARAD

16 DEC 22 (10-3G) JEPPESEN

ARAD, ROMANIA

SID



Trans alt: 9000  
 1. EXPECT direct routing/shortcuts by ATC whenever possible.  
 2. Aircraft unable to achieve SID profile restrictions must request non-standard departure from ATC before start-up.  
 3. EXPECT close-in obstacle.

**MOPUG 2P [MOPU2P], NOPTI 2P [NOPT2P]  
 DEPARTURES  
 (RWY 09)**

**NOPTI 2P**  
 This SID requires a minimum climb gradient of 5.3% due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

If unable to comply, contact ATC.

**Initial climb clearance: Climb and MAINTAIN 6000 unless otherwise cleared by ATC.**

<b>SID</b>	<b>ROUTING</b>
<b>MOPUG 2P</b>	Climb on runway track to 2000, turn LEFT to ARD VOR, turn RIGHT, ARD R261 to MOPUG.
<b>NOPTI 2P</b>	Climb on runway track to 2000, turn LEFT, 028° heading, intercept ARD R072 to NOPTI.

# LRAR/ARW

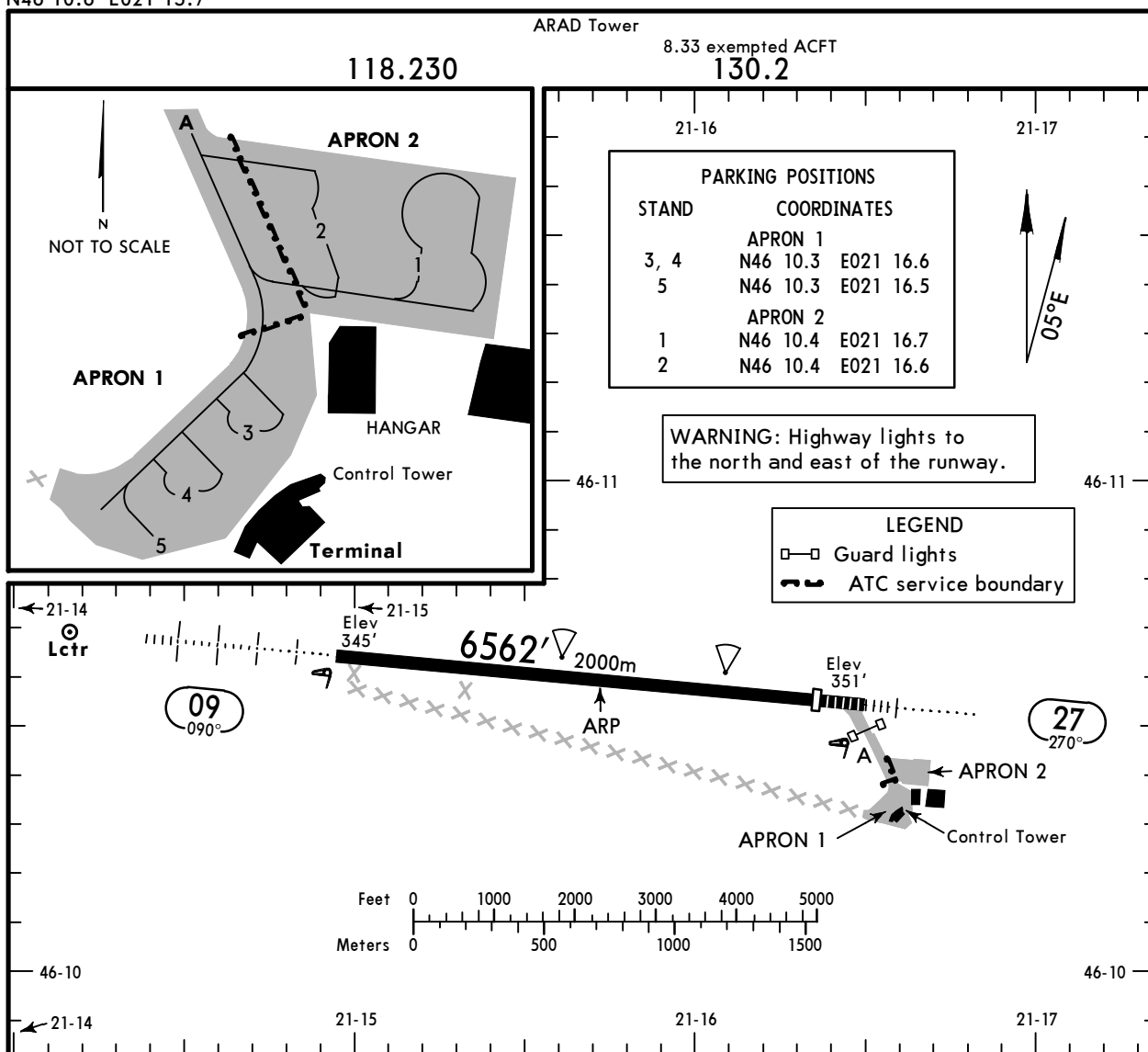
Apt Elev **353'**  
N46 10.6 E021 15.7



2 JUL 21 (10-9) Eff 15 Jul

# ARAD, ROMANIA

ARAD



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				
		LANDING BEYOND		TAKE-OFF	WIDTH	
		Threshold	Glide Slope			
09	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)			5971' 1820m	5971' 1820m	148'
27	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		4877' 1487m			45m

### Std/State

### TAKE-OFF

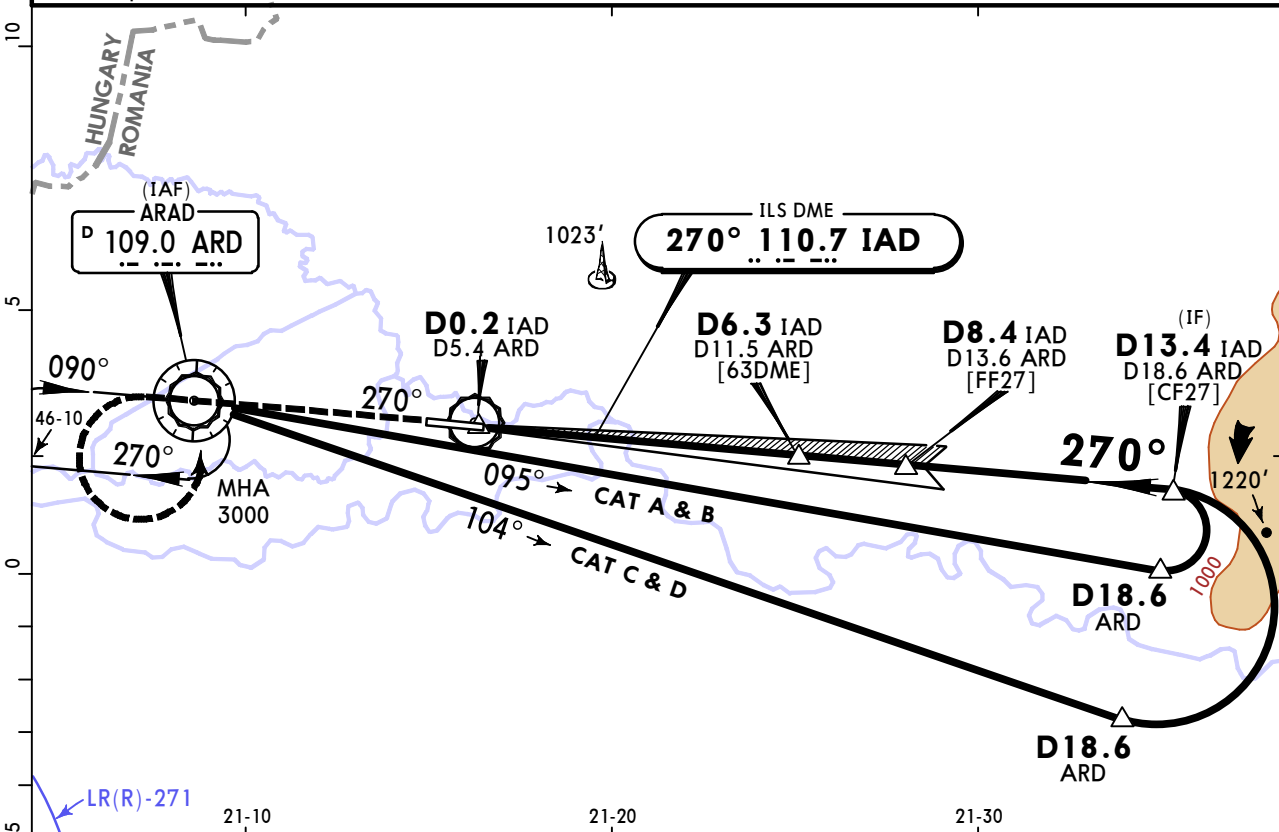
Low Visibility Take-off								
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref	
			DAY	NIGHT			DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

# LRAR/ARW ARAD

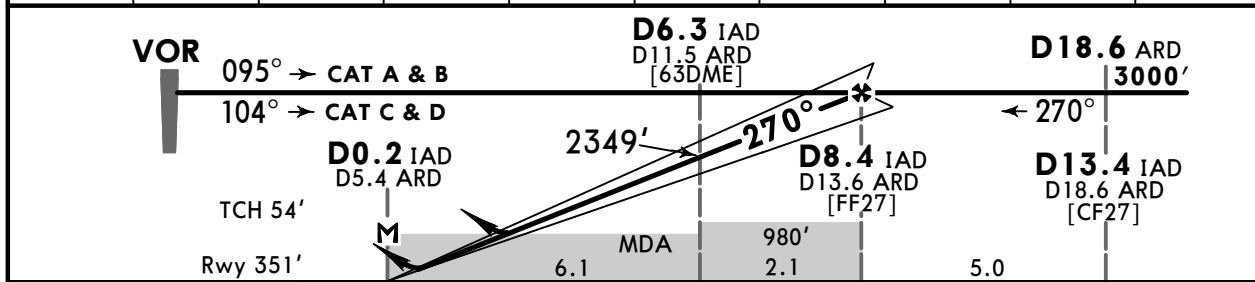
**JEPPESSEN**  
9 DEC 22 (11-1)

# ARAD, ROMANIA ILS Rwy 27

ARAD Approach 123.530		8.33 exempted ACFT 126.350		ARAD Tower 118.230		8.33 exempted ACFT 130.2	
LOC IAD <b>110.7</b>	Final Apch Crs <b>270°</b>	D8.4 IAD <b>3000'</b> (2649')		ILS DA(H) Refer to Minimums		Apt Elev 353' Rwy 351'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD on R-270 inbound to ARD VOR to 2300', then turn LEFT to ARD VOR climbing to 3000' and join holding.							
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9000'	
DME required.							



LOC (GS out)	IAD DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	ALTITUDE	667'	986'	1304'	1623'	1941'	2260'	2578'	2897'



Gnd speed-Kts		70	90	100	120	140	160		
GS	3.00°	372	478	531	637	743	849		
MAP at D0.2 IAD/D5.4 ARD									
D8.4 IAD/D13.6 ARD to MAP	8.2	7:02	5:28	4:55	4:06	3:31	3:04		
Timing not authorized for defining MAP.									

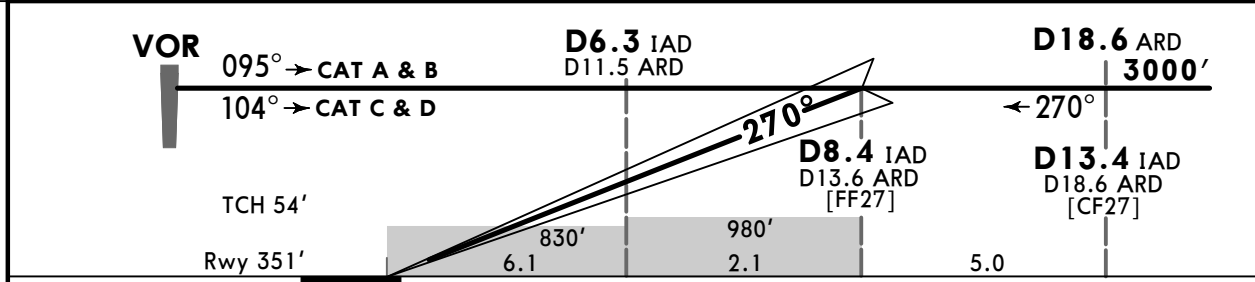
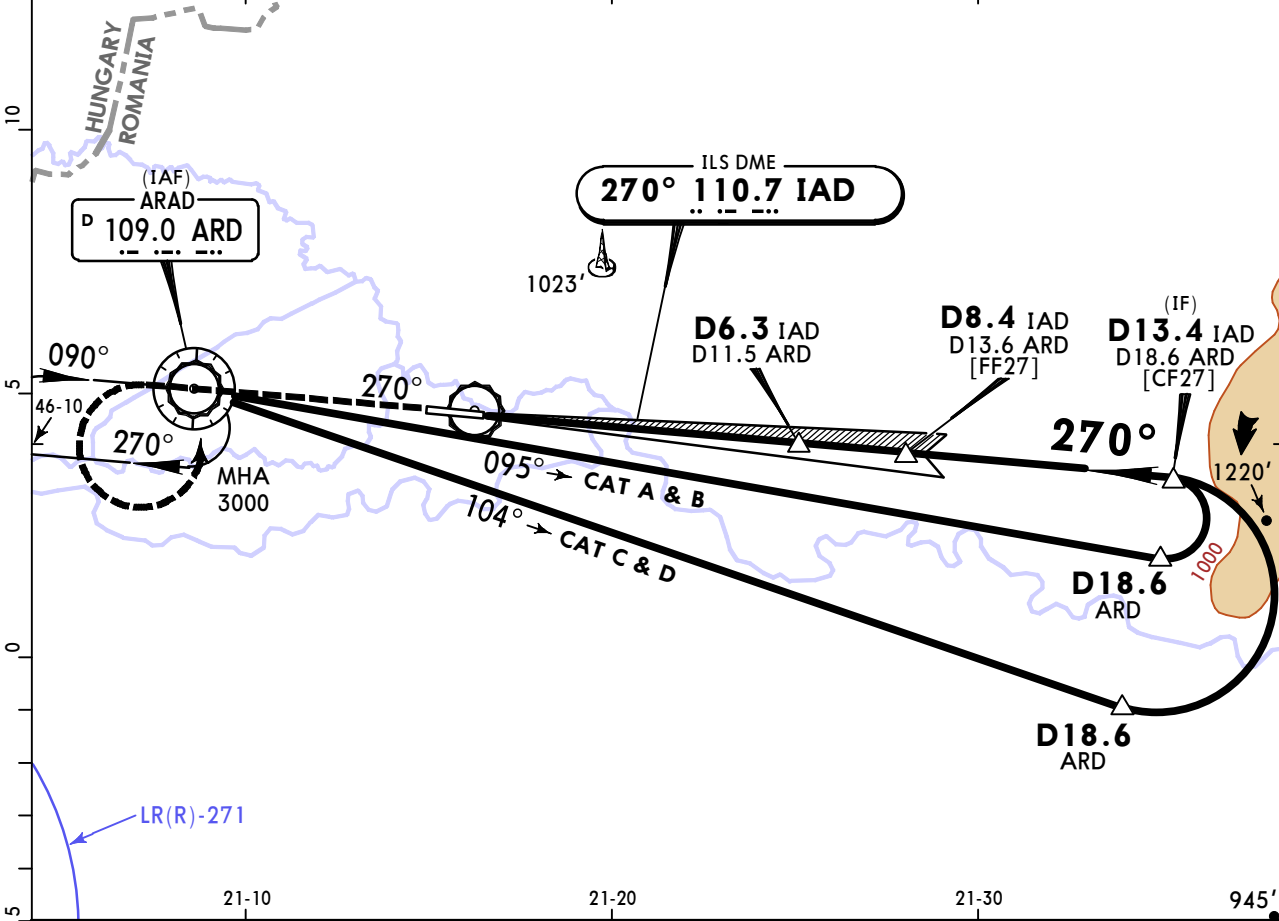
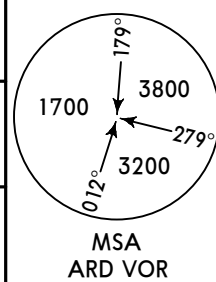
PANS OPS	<b>Std/State</b>				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS				LOC (GS out)							
	DA(H) A: <b>551'</b> (200') C: <b>567'</b> (216') B: <b>559'</b> (208') D: <b>578'</b> (227')				CDFA DA/MDA(H) <b>830'</b> (479')							
	FULL		ALS out		ALS out		ALS out		Max Kts		MDA(H)	
A	R750m				R1500m				100	850' (497') V1500m		
B									135	900' (547') V1600m		
C	R800m		R1200m		R1800m		R2200m		180	1410' (1057') V2400m		
D									205	1410' (1057') V3600m		

# LRAR/ARW ARAD

**JEPPESSEN**  
9 DEC 22 **11-1A**

# ARAD, ROMANIA CAT II ILS Rwy 27

ARAD Approach 123.530		8.33 exempted ACFT 126.350		ARAD Tower 118.230		8.33 exempted ACFT 130.2	
LOC IAD <b>110.7</b>	Final Apch Crs <b>270°</b>	D8.4 IAD <b>3000'</b> (2649')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 353' Rwy 351'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD on R-270 inbound to ARD VOR to 2300', then turn LEFT to ARD VOR climbing to 3000' and join holding.							
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9000'	
1. DME required. 2. Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2300' on 109.0 ↑ ARD R-270
GS	3.00°	372	478	531	637	849	

<b>Std/State</b>			STRAIGHT-IN LANDING CAT II ILS		
A: RA 101' DA(H) 451'(100')		C: RA 130' DA(H) 479'(128')		D: RA 144' DA(H) 493'(142')	
B: RA 118' DA(H) 467'(116')					
R350m		R400m		R450m	

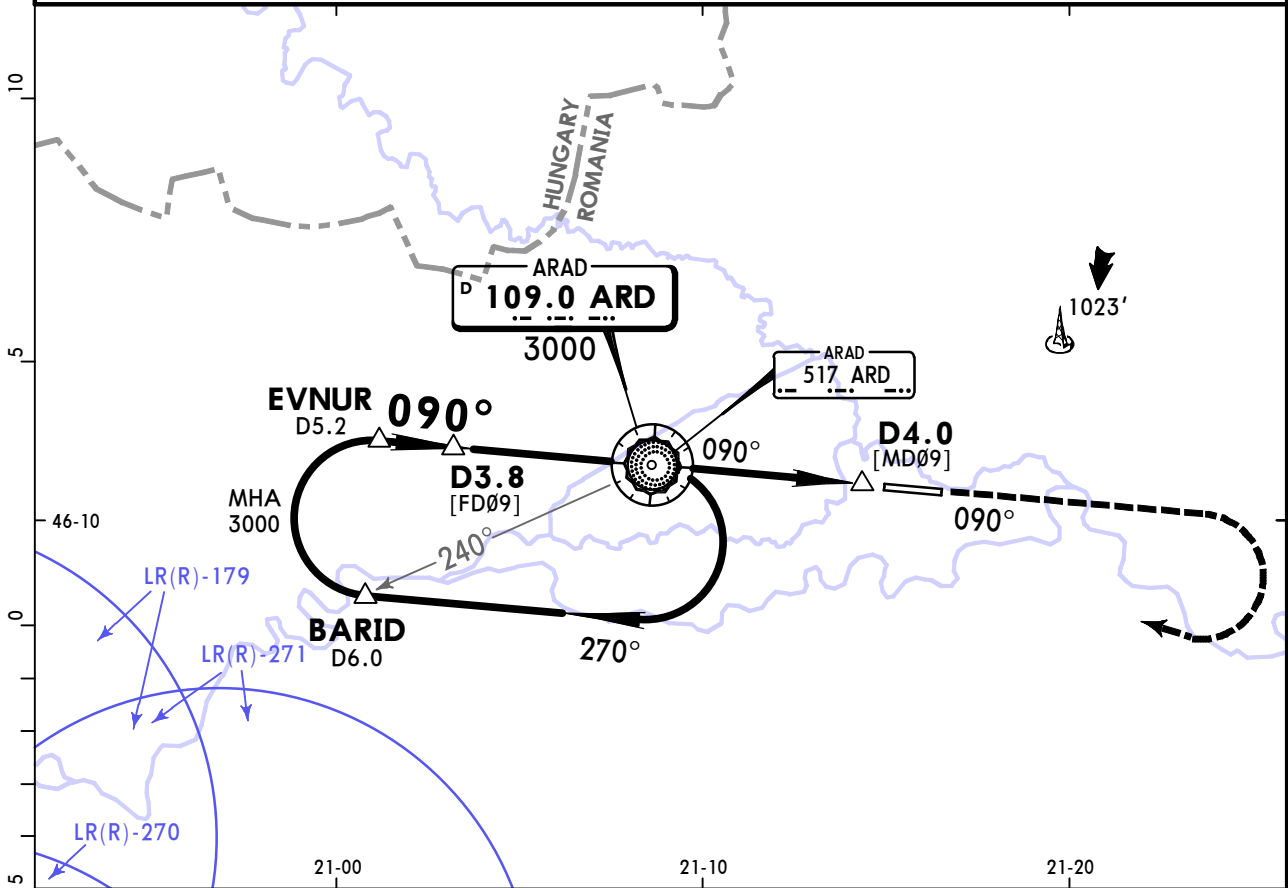
PANS OPS

**LRAR/ARW**  
**ARAD**

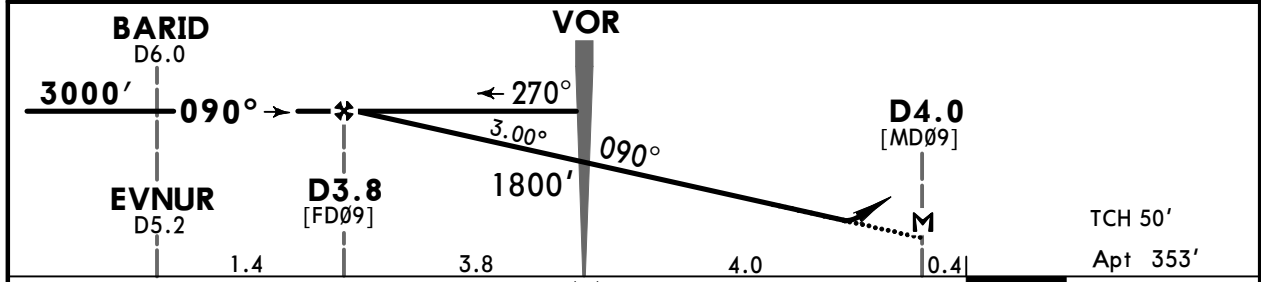
**JEPPESEN**  
9 DEC 22 **(13-1)**

**ARAD, ROMANIA**  
**VOR Rwy 09**

BRIEFING STRIP™	ARAD Approach 8.33 exempted ACFT		ARAD Tower 8.33 exempted ACFT		<p>MSA ARD VOR</p>
	123.530	126.350	118.230	130.2	
	VOR ARD <b>109.0</b>	Final Apch Crs <b>090°</b>	<b>D3.8</b> 3000' (2647')	DA/MDA(H) <b>810' (457')</b>	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500', then turn RIGHT to VOR climbing to 3000' and hold, or as directed.					
Alt Set: hPa (MM on req)		Apt Elev: 13 hPa		Trans level: By ATC	
DME required.					



ARD DME	2.0 before ARD	1.0 before ARD	1.0 after ARD	2.0 after ARD	3.0 after ARD
ALTITUDE	2440'	2120'	1490'	1170'	850'



Gnd speed-Kts	70	90	100	120	140	160		<b>2500'</b> ↑	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D4.0									
D3.8 to MAP	7.8	6:41	5:12	4:41	3:54	3:21			2:56

PANS OPS	<b>Std/State</b>		STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
			CDFA				
			DA/MDA(H) <b>810' (457')</b>				
			ALS out		Max Kts	MDA(H)	
	A	R1400m	R1500m	100	870' (517')	V1500m	
B	135			870' (517')	V1600m		
C	R2100m		180	1410' (1057')	V2400m		
D			205	1410' (1057')	V3600m		

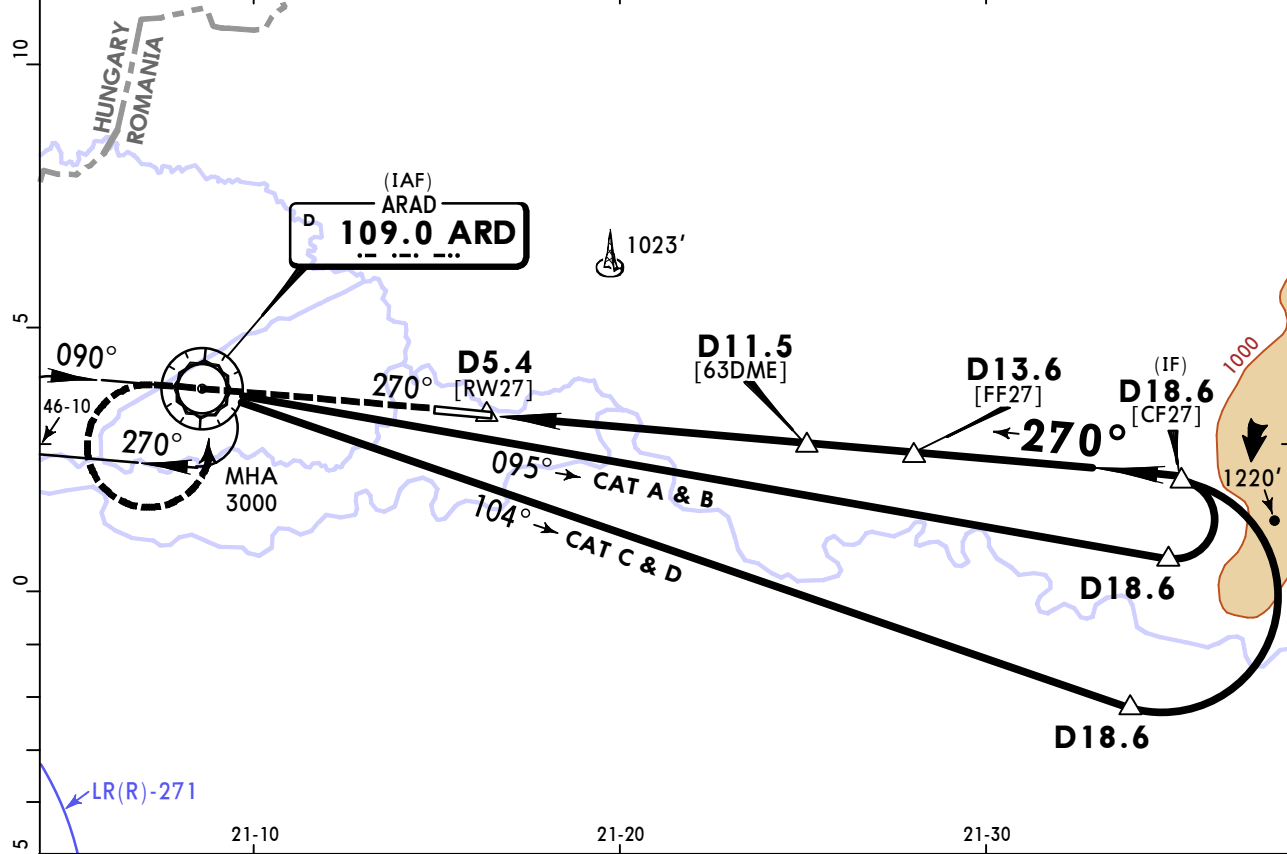
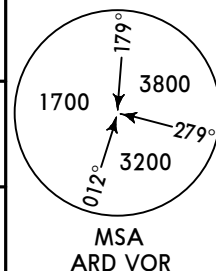
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
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# LRAR/ARW ARAD

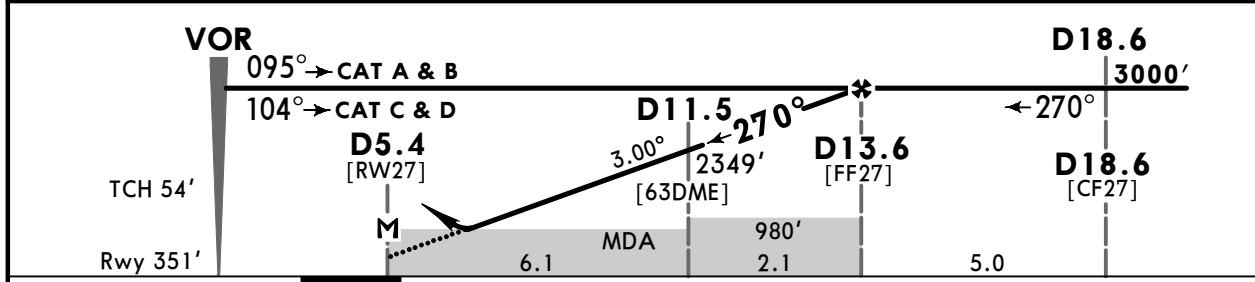
**JEPPESEN**  
9 DEC 22 (13-2)

# ARAD, ROMANIA VOR Rwy 27

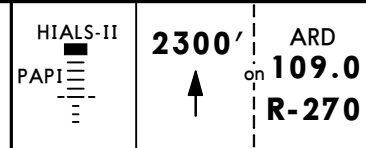
ARAD Approach 123.530		8.33 exempted ACFT 126.350		ARAD Tower 118.230		8.33 exempted ACFT 130.2	
VOR ARD <b>109.0</b>	Final Apch Crs <b>270°</b>	<b>D13.6</b> 3000' (2649')		DA/MDA(H) <b>830'</b> (479')	Apt Elev 353' Rwy 351'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD on R-270 inbound to ARD VOR to 2300', then turn LEFT to ARD VOR climbing to 3000' and join holding.							
Alt Set: hPa (MM on req)		Rwy Elev: 13 hPa		Trans level: By ATC		Trans alt: 9000'	
DME required.							



ARD DME	6.0	7.0	8.0	9.0	10.0	11.0	12.0	13.0
ALTITUDE	597'	916'	1234'	1553'	1873'	2190'	2508'	2826'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D5.4						
D13.6 to MAP	8.2	7:02	5:28	4:55	4:06	3:31
Timing not authorized for defining MAP.						



PANS OPS	<b>Std/State</b>	STRAIGHT-IN LANDING CDFA		CIRCLE-TO-LAND	
		1 DA/MDA(H) <b>830'</b> (479')		ALS out	
	A	R1500m		Max Kts 100	MDA(H) 850' (497') V1500m
	B	R1500m		135	900' (547') V1600m
	C	R1800m		180	1410' (1057') V2400m
D	R2200m		205	1410' (1057') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

## Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ARAD, (ARAD - LRAR)</b>				
REV	AIRPORT BRIEFING (GEN, AR...	10-1P	28 Jul 2023	10 Aug 2023
REV	AIRPORT BRIEFING (ARR CON...	10-1P1	28 Jul 2023	10 Aug 2023

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LRAR