

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LRCL

Terminal Charts For LRCL

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: CLUJ-NAPOCA ROU
ICAO/IATA: LRCL / CLJ
Lat/Long: N46° 47.35', E023° 41.53'
Elevation: 1039 ft

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

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0422 Z
Sunset: 1609 Z

Runway Information

Runway: 07
Length x Width: 6693 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1037 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 787 ft

Runway: 25
Length x Width: 6693 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1023 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 125.525
Cluj Tower: 118.705
Cluj Tower: 134.400 Secondary
Napoc Approach: 126.430
Napoc Approach: 127.275 Secondary
Napoc Approach: 119.680

LRCL/CLJ
AVRAM IANCU

JEPPESEN

8 APR 22

10-1P

Eff 21 Apr

CLUJ-NAPOCA, ROMANIA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS 125.525

1.2. NOISE ABATEMENT PROCEDURES**1.2.1 GENERAL**

NADP1 shall be applied for all take-offs from RWY 25.

In order to ensure noise reduction, mostly, landing will be performed on RWY 25 and take-off will be performed on RWY 07 on the following time intervals:

- for summer season: between 2000-0400UTC;
- for winter season: between 2100-0500UTC.

1.2.2. AUXILIARY POWER UNITS (APUs)

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

1.3. LOW VISIBILITY PROCEDURES (LVP s)**1.3.1. CRITERIA FOR INITIATION AND TERMINATION OF LVP****1.3.1.1. APPROACH AND LANDING**

The preparation phase will be commenced when the RVR is 800m (horizontal visibility 1500m) or cloud ceiling/vertical visibility is 500' and CAT II operations are expected.

The operation phase will be commenced when the RVR falls below 550m (horizontal visibility falls below 800m) or cloud ceiling/vertical visibility is 200' or less.

LVP will be terminated when RVR is greater than 800m (horizontal visibility is 1500m or higher) and cloud ceiling/vertical visibility is greater than 300' and a continuing improvement of these conditions is anticipated.

1.3.1.2. LOW VISIBILITY TAKE-OFF (LVTO)

LVTO will enter in force when RVR is below 400m.

1.3.2. GROUND MOVEMENTS RESTRICTIONS

Pilots shall report "Out of RWY CAT II holding position" only after ACFT passed the green/yellow coded TWY centerline lights section of TWYs F and G.

All ACFT movements on TWYs to/from RWY 07/25 shall be carried out on standard LVP taxi routes.

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

During LVP, taxiing is restricted to one ACFT movement at a time.

1.4. TAXI PROCEDURES

During taxi on apron, it is recommended that all ACFT to use the engine thrust as low as possible.

Marshaller's guidance must be provided to a moving ACFT on the apron surface whenever:

- on pilot request;
- during low visibility conditions (LVP);
- there are obstacles close to parking stands.

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8 APR 22

10-1P1

Eff 21 Apr

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AIRPORT BRIEFING

1. GENERAL**1.5. PARKING INFORMATION**

For ACFT parking at stands 1 thru 6 and 12, self-maneuvering procedure is applied.

For ACFT parking at stands 7 thru 9, marshaller assistance is provided.

For ACFT parking at stands 10, 11, 13 thru 18, self-parking procedure must be applied, exit from stands is carried out by push-back procedure.

1.6. OTHER

Birds.

2. ARRIVAL**2.1. CAT II OPERATIONS**

RWY 25 is equipped with ILS and is approved for CAT II operations.

2.2. STANDARD TAXI ROUTES

Landing on RWY 07						
Taxi via Standard Taxi Route	Instructions given by ATC				TWY to be followed	Remarks
	Name of Standard Taxi Route					
Taxi via Standard Taxi Route	Arrival 1A	To	Apron 1	1 thru 9	G-D-A	-
	Arrival 1B		Apron 2	10, 11	G	
	Arrival 1C			13 thru 18	G-C	
	Arrival 1D			12	G-E	In emergency situation is assigned as isolated ACFT position

Landing on RWY 25						
Taxi via Standard Taxi Route	Instructions given by ATC				TWY to be followed	Remarks
	Name of Standard Taxi Route					
Taxi via Standard Taxi Route	Arrival 2A	To	Apron 1	1 thru 9	F-D-A	-
	Arrival 2B		Apron 2	10, 11	F-D-G	
	Arrival 2C			13 thru 18	F-D-C	
	Arrival 2D			12	F-D-E	In emergency situation is assigned as isolated ACFT position

2.3. USE OF RWYs BY HIGHER CODE LETTER ACFT

When landing on RWY 07, ACFT with higher code letter than aerodrome reference code 4C, shall vacate RWY via TWY G, and will be parked on stands 10 or 11.

When landing on RWY 25, ACFT with higher code letter than aerodrome reference code 4C, shall perform backtrack and vacate RWY via TWY G, will be parked on stands 10 or 11.

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8 APR 22

10-1P2

Eff 21 Apr

AIRPORT BRIEFING

3. DEPARTURE

3.1. STANDARD TAXI ROUTES

Take-off RWY 07					
	Instructions given by ATC			Stop Bar	Remarks
	Location	Name of Standard Taxi Route	TWY to be followed		
Taxi via Standard Taxi Route	Apron 1	Departure 1A (stands 1 thru 9)	A-D-F	TWY D	-
	Apron 2	Departure 1B (stands 10, 11)	G-D-F		
		Departure 1C (stands 13 thru 18)	C-D-F		
		Departure 1D (stand 12)	E-D-F		

Take-off RWY 25					
	Instructions given by ATC			Stop Bar	Remarks
	Location	Name of Standard Taxi Route	TWY to be followed		
Taxi via Standard Taxi Route	Apron 1	Departure 2A (stands 1 thru 9)	A-D-G	TWY G	-
	Apron 2	Departure 2B (stands 10, 11)	G		
		Departure 2C (stands 13 thru 18)	C-G		
		Departure 2D (stand 12)	E-G		

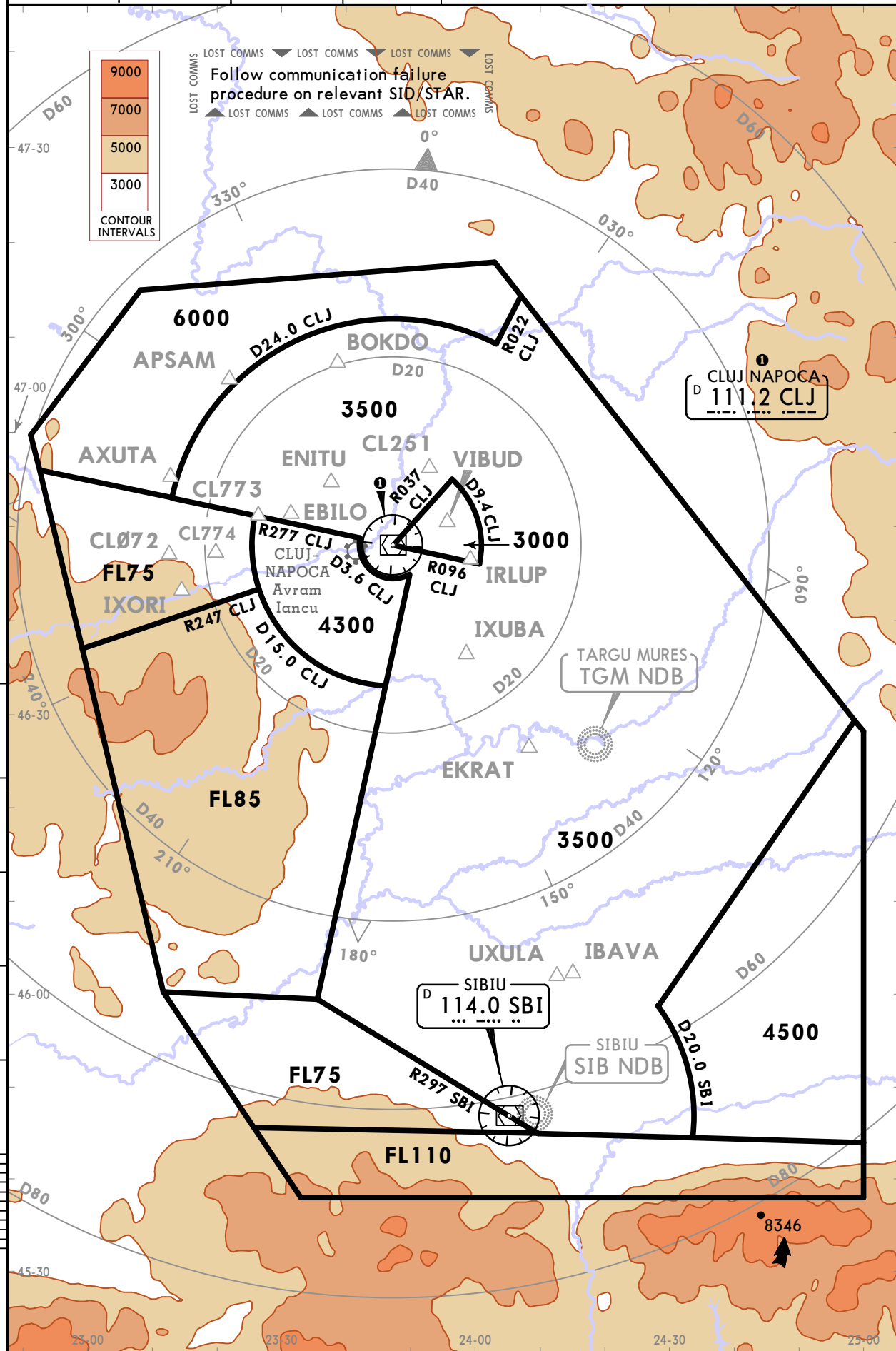
LRCL/CLJ AVRAM IANCU

22 FEB 19 **10-1R**

CLUJ-NAPOCA, ROMANIA

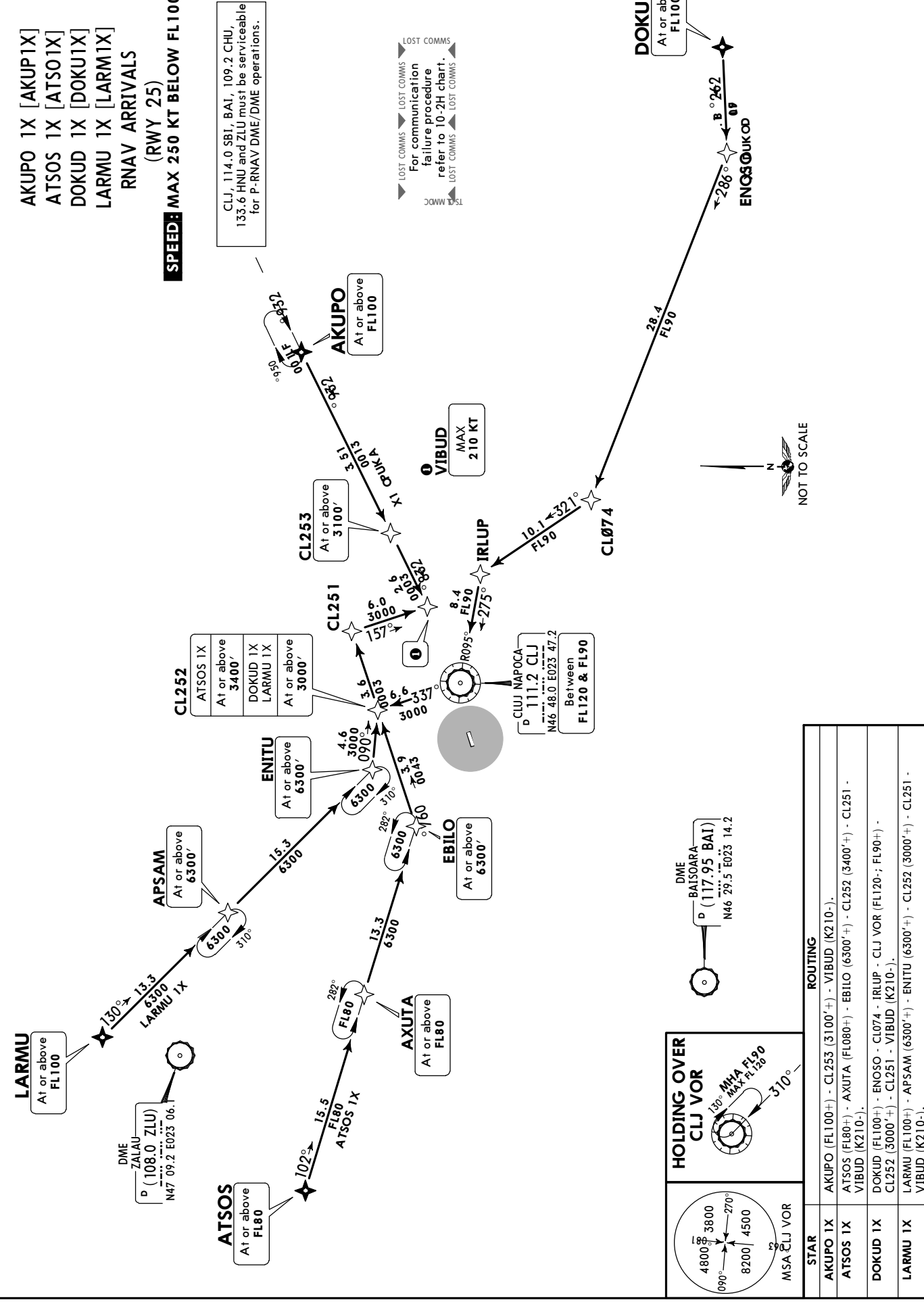
Eff 28 Feb **RADAR MINIMUM ALTITUDES**

NAPOC Approach (R)			Apt Elev 1039	Alt Set: hPa Trans level: By ATC Trans alt: 7000 1. Chart only to be used for cross-checking of altitudes assigned while under RADAR control. 2. MAX 250 KIAS below FL100, unless otherwise authorized or required by ATC.
	North	South		
126.430	126.430	119.680		
127.275	127.275	127.275		



ATIS 125.525
Apt Elev 1039'
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. RNAV-1 (P-RNAV) approval required.
2. Air crew should plan for possible descent clearance in accordance with vertical restrictions specified on chart.
3. Actual descent clearance will be as directed by ATC.
4. VIBUD is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

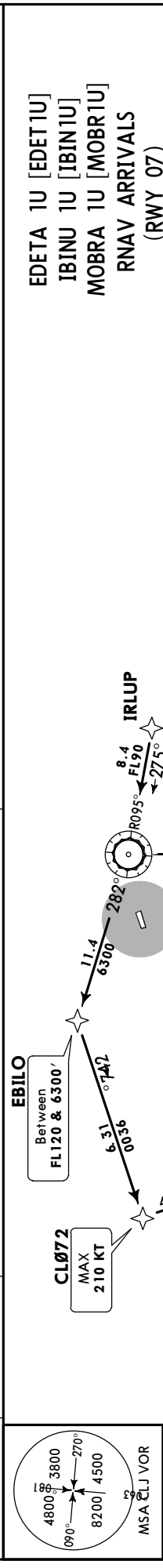


STAR	ROUTING
AKUPO 1X	AKUPO (FL100+) - CL253 (3100'+) - VIBUD (K210-).
ATOS 1X	ATOS (FL80+) - AXUTA (FL080+) - EBILU (6300'+) - CL252 (3400'+) - CL251 - VIBUD (K210-).
DOKUD 1X	DOKUD (FL100+) - ENOSO - CL074 - IRLUP - CLJ VOR (FL120+; FL90+) - CL252 (3000'+) - CL251 - VIBUD (K210-).
LARMU 1X	LARMU (FL100+) - APSAM (6300'+) - ENITU (6300'+) - CL252 (3000'+) - CL251 - VIBUD (K210-).

CLUJ-NAPOCA, ROMANIA
RNAV STAR

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4 NOV 22 (10-2B)

ATIS 125.525
Apt Elev 1039'
Alt Ser: hPa Trans level: By ATC Trans alt: 7000'



1. RNAV-1 (P-RNAV) approval required.
2. Air crew should plan for possible descent clearance in accordance with vertical restrictions specified on chart.
3. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
4. IXORI is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

Between FL120 & 6300' 74.2° 6.31 0036
Between FL120 & FL90 282° 11.4 6300
Between FL120 & FL90 275° 8.4
At or above 4000' FAF
At or above 5300' CLØ71
At or above 6300' IXORI
At or above 210 KT MAX
At or above 210 KT MAX
At or above 250 KT MAX
At or above 250 KT MAX

CLØ72 MAX 210 KT
IXORI MAX 210 KT
IBINA MAX 250 KT
OTRIX MAX 250 KT
EDETA At or above FL110
MOBRA At or above FL110

IBAVA MAX 250 KT
At or above FL90

SIBIU 114.0 SBI N45 46.9 E024 05.3

CLØ74

EBILØ Between FL120 & 6300' 74.2° 6.31 0036

IRLUP 275° 8.4

CLØ72 MAX 210 KT

IXORI MAX 210 KT

IBINA At or above FL110

OTRIX MAX 250 KT

EDETA At or above FL110

MOBRA At or above FL110

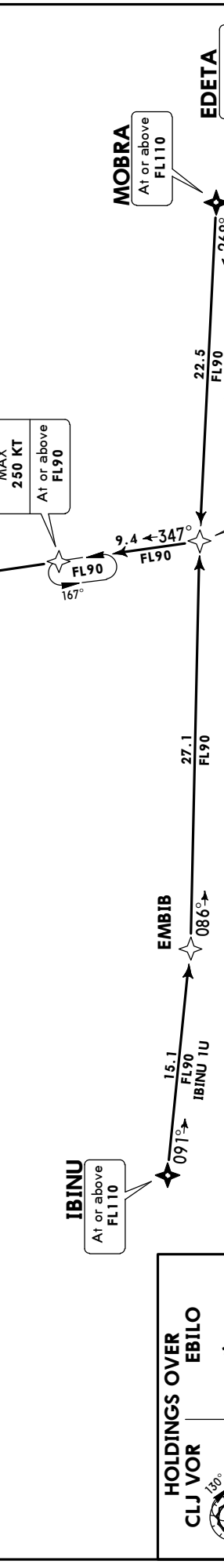
IBAVA MAX 250 KT

SIBIU 114.0 SBI N45 46.9 E024 05.3

CLØ74

NOT TO SCALE

STAR	ROUTING
EDETA 1U	EDETA (FL110+) - MOBRA (FL110+) - OTRIX (K250+) - IBAVA (K250+; FL90+) - CLØ74 - IRLUP - CLJ VOR (FL120+; FL90+) - EBILØ (FL120+; 6300+) - CLØ72 (K210+) - IXORI (K210+; 6300+) - CLØ71 (5300+) - FAF (4000+).
IBINU 1U	IBINU (FL110+) - EMBIB - OTRIX (K250+) - IBAVA (K250+; FL90+) - CLØ74 - IRLUP - CLJ VOR (FL120+; FL90+) - EBILØ (FL120+; 6300+) - CLØ72 (K210+) - IXORI (K210+; 6300+) - CLØ71 (5300+) - FAF (4000+).
MOBRA 1U	MOBRA (FL110+) - OTRIX (K250+) - IBAVA (K250+; FL90+) - CLØ74 - IRLUP - CLJ VOR (FL120+; FL90+) - EBILØ (FL120+; 6300+) - CLØ72 (K210+) - IXORI (K210+; 6300+) - CLØ71 (5300+) - FAF (4000+).



MSA CLJ VOR

MSA

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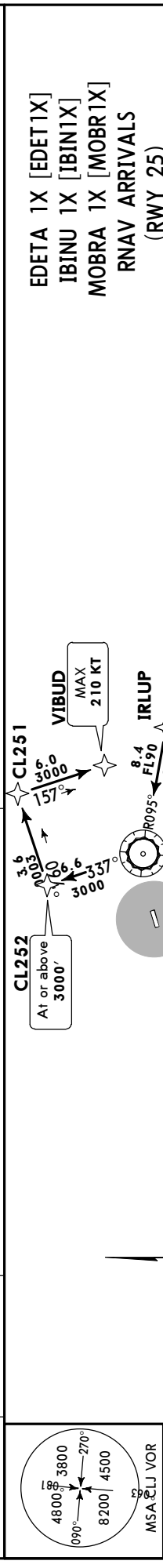
CHANGES: MSA.

ATIS
 125.525

Apt Elev
 1039'

Alt Set: hPa Trans level: By ATC Trans alt: 7000'

1. RNAV-1 (P-RNAV) approval required.
 2. Air crew should plan for possible descent clearance in accordance with vertical restrictions specified on chart.
 3. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.
 4. VIBUD is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

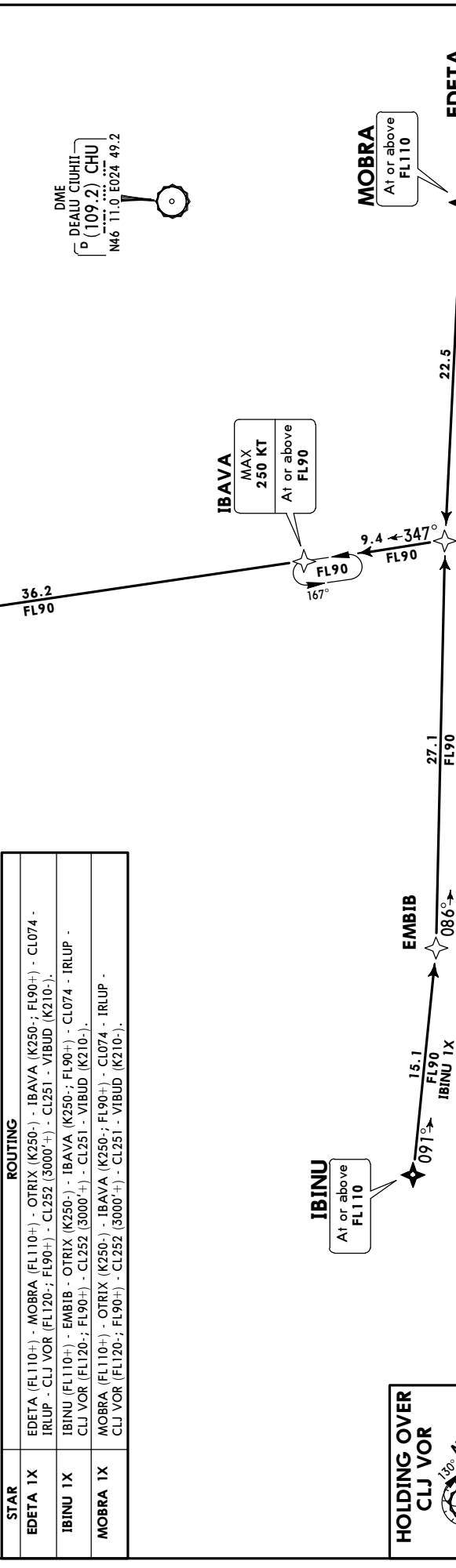


EDETA 1X [EDET1X]
IBINU 1X [IBIN1X]
MOBRA 1X [MOBR1X]
RNAV ARRIVALS (RWY 25)
SPEED: MAX 250 KT BELOW FL100

CLJ, SBI, BAI, CHU, 133.6 HNU and 108.0 ZIU must be serviceable for P-RNAV DME/DME operations.

LOST COMMS
 For communication failure procedure refer to 10-2H chart.

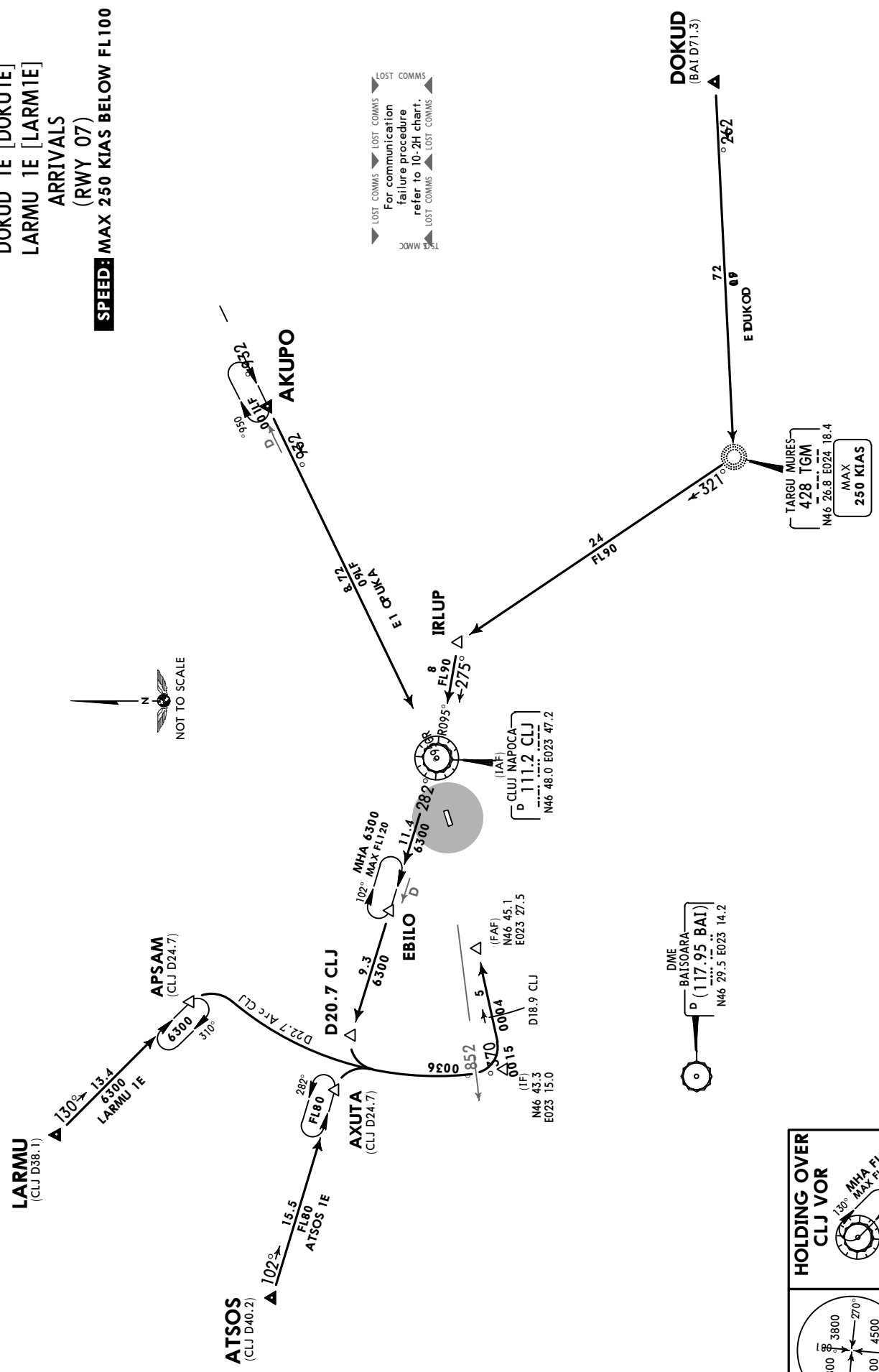
STAR	ROUTING
EDETA 1X	EDETA (FL110+) - MOBRA (FL110+) - OTRIX (K250+) - IBAVA (K250+; FL90+) - CL074 - IRLUP - CLJ VOR (FL120+; FL90+) - CL252 (3000'+) - CL251 - VIBUD (K210+).
IBINU 1X	IBINU (FL110+) - EMBIB - OTRIX (K250+) - IBAVA (K250+; FL90+) - CL074 - IRLUP - CLJ VOR (FL120+; FL90+) - CL252 (3000'+) - CL251 - VIBUD (K210+).
MOBRA 1X	MOBRA (FL110+) - OTRIX (K250+) - IBAVA (K250+; FL90+) - CL074 - IRLUP - CLJ VOR (FL120+; FL90+) - CL252 (3000'+) - CL251 - VIBUD (K210+).



ATIS 125.525	Apt Elev 1039'	Alt Set: hPa	Trans level: By ATC	Trans alt: 7000'
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1. ADF required.
2. WARNING: Final approach track is 6° offset from RWY.
3. WARNING: Do not use for RNAV (GNSS) Rwy 07 approach.

AKUPO 1E [AKUP1E]
ATSOS 1E [ATSO1E]
DOKUD 1E [DOKU1E]
LARMU 1E [LARM1E]
ARRIVALS
(RWY 07)
SPEED: MAX 250 KIAS BELOW FL100

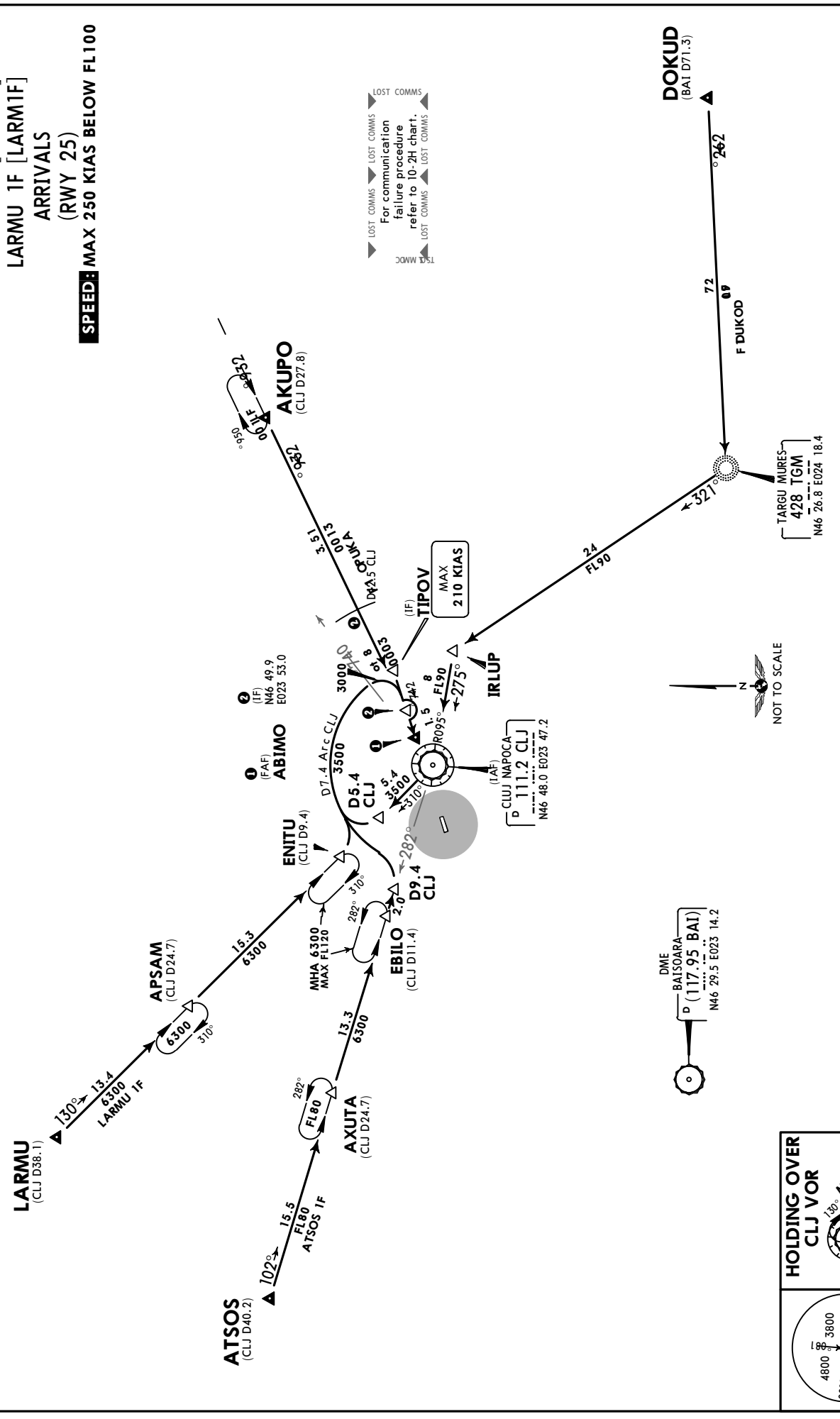


4 NOV 22 (10-2E)
 JEPPESEN
 LRLCL/CLJ
 AVRAM IANCU

CLUJ-NAPOCA, ROMANIA
 STAR

ATIS 125.525	Apt Elev 1039'	Alt Set: hPa	Trans level: By ATC	Trans alt: 7000'
1. ADF required. 2. WARNING: Do not use for RNAV (GNSS) Rwy 25 approach.				

AKUPO 1F [AKUP1F]
 ATSOS 1F [ATSO1F]
 DOKUD 1F [DOKU1F]
 LARMU 1F [LARM1F]
 ARRIVALS
 (RWY 25)
SPEED: MAX 250 KIAS BELOW FL100

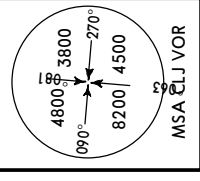


1. ADF required.
2. WARNING: Final approach track is 6° offset from rwy.
3. WARNING: Do not use for RNAV (GNSS) Rwy 07 approach.

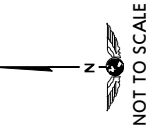
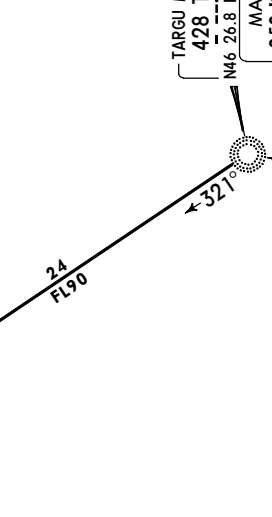
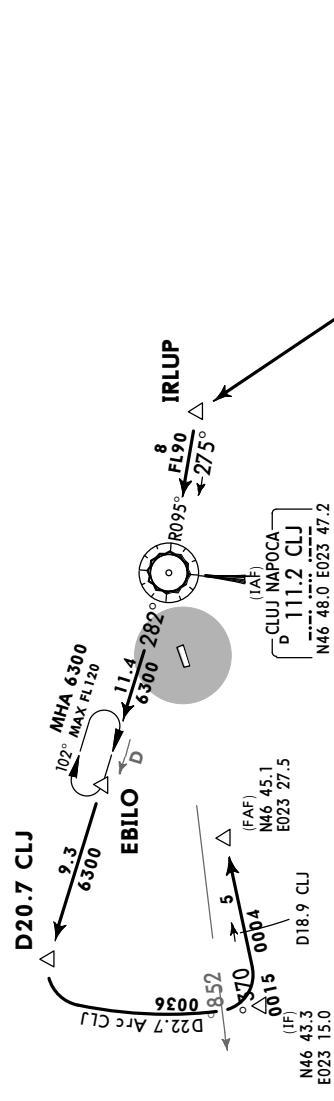
Alt Set: hPa Trans level: By ATC Trans alt: 7000'

Apt Elev 1039'

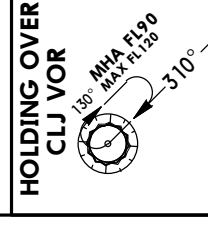
ATIS 125.525

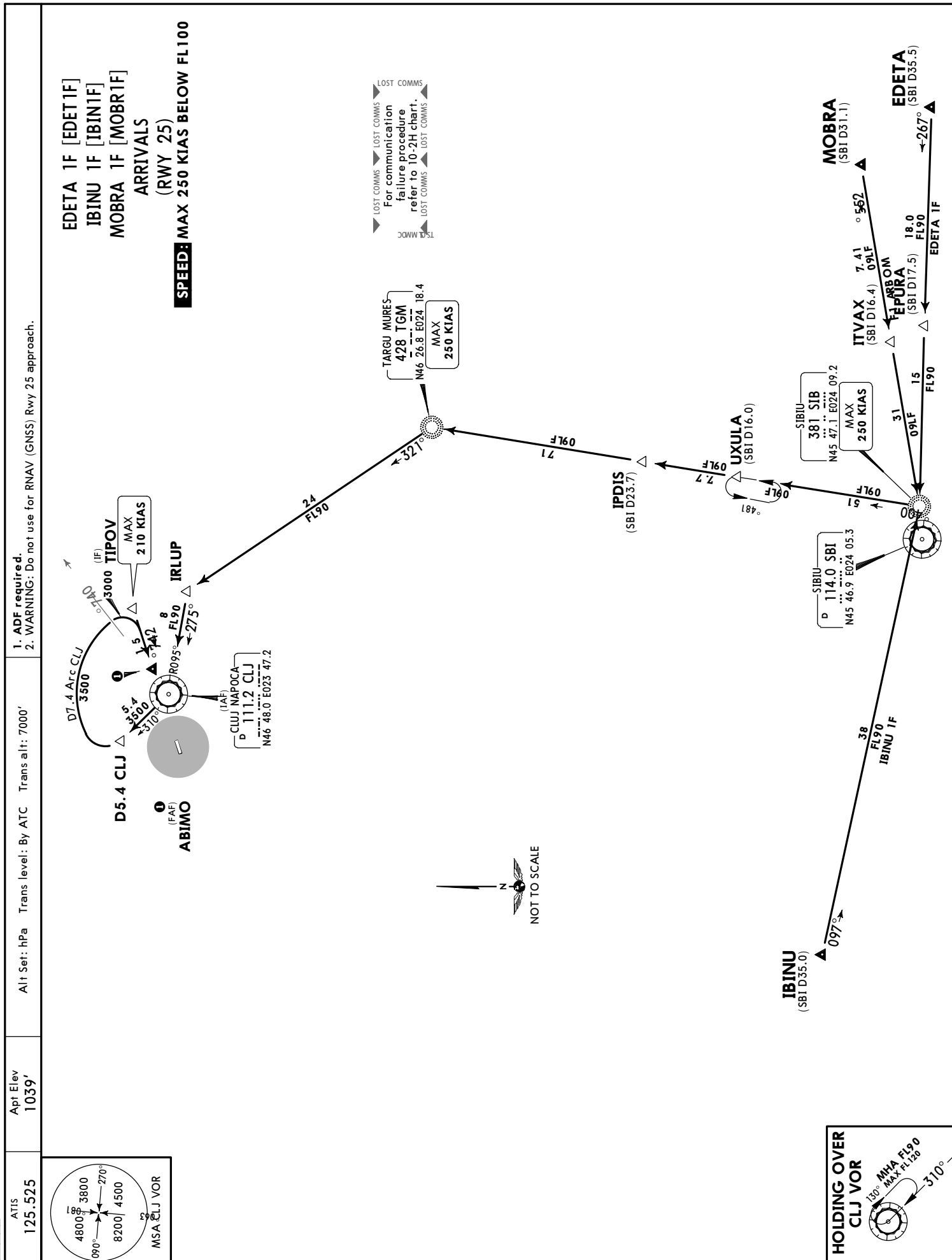


EDETA 1E [EDET1E]
IBINU 1E [IBIN1E]
MOBRA 1E [MOBR1E]
ARRIVALS
(RWY 07)
SPEED: MAX 250 KIAS BELOW FL100



LOST COMMS
For communication failure procedure refer to 10-2H chart.
LOST COMMS





COMMUNICATION FAILURE PROCEDURE

RNAV STAR/STAR RWY 07

- If RWY in use received proceed according assigned STAR, otherwise proceed according FPL STAR. Descending in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. from setting 7600.
- If direct routing was initiated continue to assigned point and last cleared FL for 2 min., then continue on STAR or if no STAR received proceed direct to EBILO, join AKUPO 1U (RNAV) / AKUPO 1E. Descending in accordance with MRVA until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. form setting 7600.
- If vectoring was initiated continue on assigned heading and last cleared FL for 2 min., then direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA, join AKUPO 1U (RNAV) / AKUPO 1E. Descending in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. from setting 7600.
- In case of missed approach. From APSAM join LARMU 1U (RNAV) / LARMU 1E. If necessary to change RWY, join LARMU 1X (RNAV) / LARMU 1F. Descending in accordance with vertical restrictions specified on charts.

RNAV STAR/STAR RWY 25

- If RWY in use received proceed according assigned STAR, otherwise proceed according FPL STAR. Descending in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. from setting 7600.
- If direct routing was initiated continue to assigned point and last cleared FL for 2 min., then continue on STAR or if no STAR received proceed direct to EBILO, join ATSOS 1X (RNAV) / ATSOS 1F. Descending in accordance with MRVA until assigned point and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. form setting 7600.
- If vectoring was initiated continue on assigned heading and last cleared FL for 2 min., then direct to EBILO. If last cleared FL is lower than MRVA climb immediately to MRVA, join ATSOS 1X (RNAV) / ATSOS 1F. Descending in accordance with MRVA until EBILO and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 min. from setting 7600.
- In case of missed approach. From APSAM join LARMU 1X (RNAV) / LARMU 1F. If necessary to change RWY, join LARMU 1U (RNAV) / LARMU 1E. Descending in accordance with vertical restrictions specified on charts.

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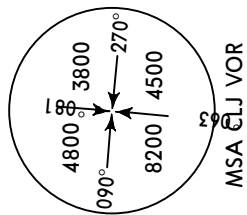
4 NOV 22 **10-3**

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RNAV SID

Apt Elev
1039'

Trans level: By ATC Trans alt: 7000'
RNAV-1 (P-RNAV) approval required.



MSA CLJ VOR

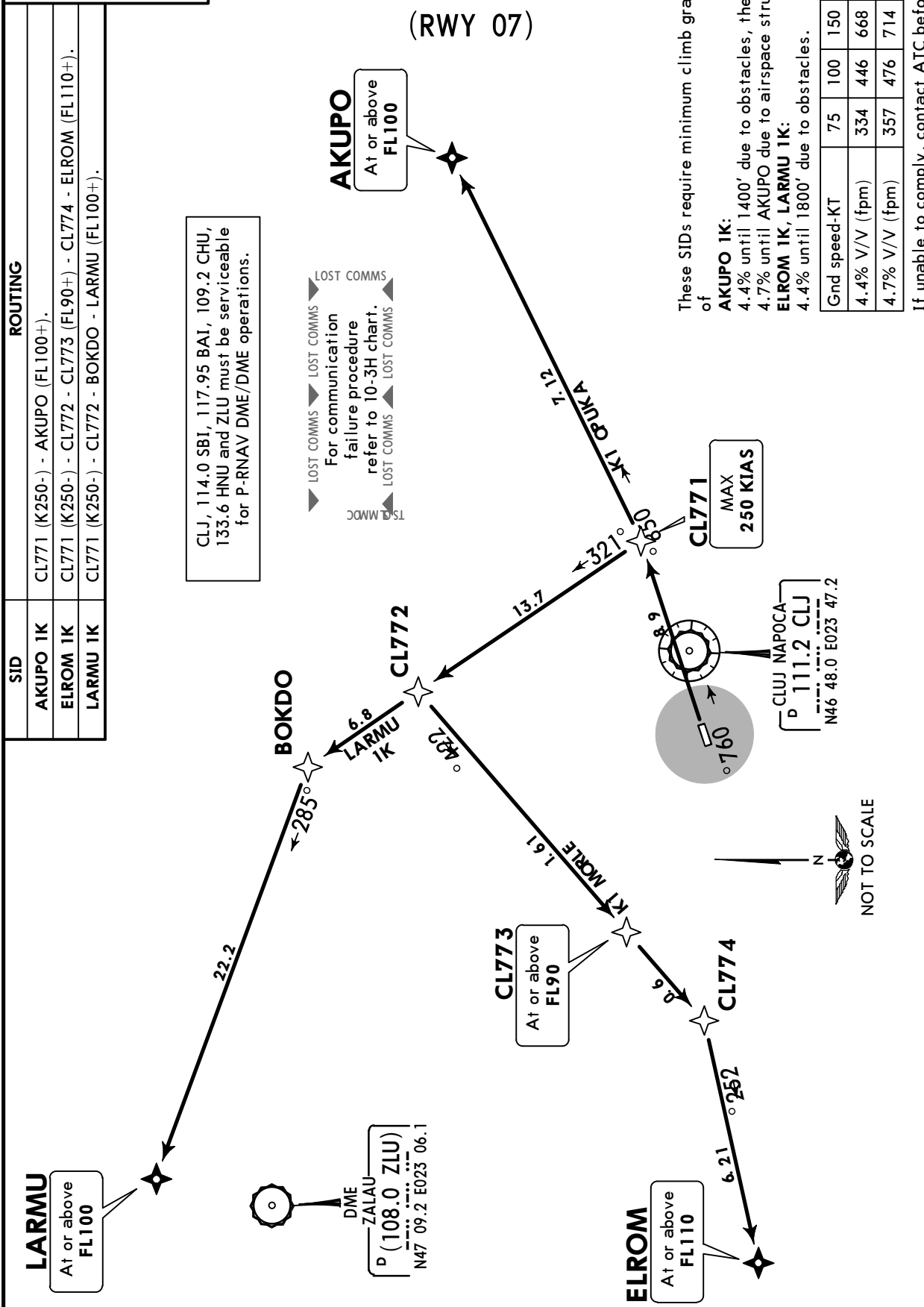
AKUPO 1K [AKUP1K]
ELROM 1K [ELRO1K]
LARMU 1K [LARM1K]
RNAV DEPARTURES
(RWY 07)

ROUTING

SID	ROUTING
AKUPO 1K	CL771 (K250-) - AKUPO (FL100+).
ELROM 1K	CL771 (K250-) - CL772 - CL773 (FL90+) - CL774 - ELROM (FL110+).
LARMU 1K	CL771 (K250-) - CL772 - BOKDO - LARMU (FL100+).

CLJ, 114.0 SBI, 117.95 BAI, 109.2 CHU, 133.6 HNU and ZLU must be serviceable for P-RNAV DME/DME operations.

LOST COMMS
For communication failure procedure refer to 10-3H chart.
LOST COMMS



These SIDs require minimum climb gradients of
of
AKUPO 1K:
4.4% until 1400' due to obstacles, then
4.7% until AKUPO due to airspace structure.
ELROM 1K, LARMU 1K:
4.4% until 1800' due to obstacles.

Grnd speed-KT	75	100	150	200	250	300
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428

If unable to comply, contact ATC before departure.

LARMU
At or above
FL100



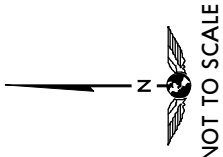
DME
ZALAU
(108.0 ZLU)
N47 09.2 E023 06.1

CL773
At or above
FL90

ELROM
At or above
FL110

CL771
MAX
250 KIAS

CLUJ NAPOCA
P 111.2 CLJ
N46 48.0 E023 47.2

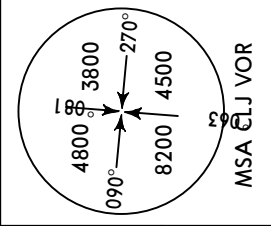


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AVRAM IANCU

JEPPESSEN CLUJ-NAPOCA, ROMANIA
4 NOV 22 **10-3A** **RNAV SID**

Apt Elev
1039'

Trans level: By ATC Trans alt: 7000'
1. **RNAV-1 (P-RNAV) approval required.**
2. CAUTION: Close-in obstacles.



AKUPO 1M [AKUP1M]
ELROM 1M [ELRO1M]
LARMU 1M [LARM1M]
RNAV DEPARTURES
(RWY 25)

SID	ROUTING
AKUPO 1M	CL552 (K250-) - CL553 (K250-) - CL554 - CL073 - AKUPO (FL100+).
ELROM 1M	CL551 - ELROM (FL110+).
LARMU 1M	CL552 (K250-) - CL553 - CL555 - LARMU (FL100+).

CLJ, 114.0 SBI, 117.95 BAI, 109.2 CHU, 133.6 HNU and ZLU must be serviceable for P-RNAV DME/DME operations.

LOST COMMS
For communication failure procedure refer to 10-3H chart.
LOST COMMS

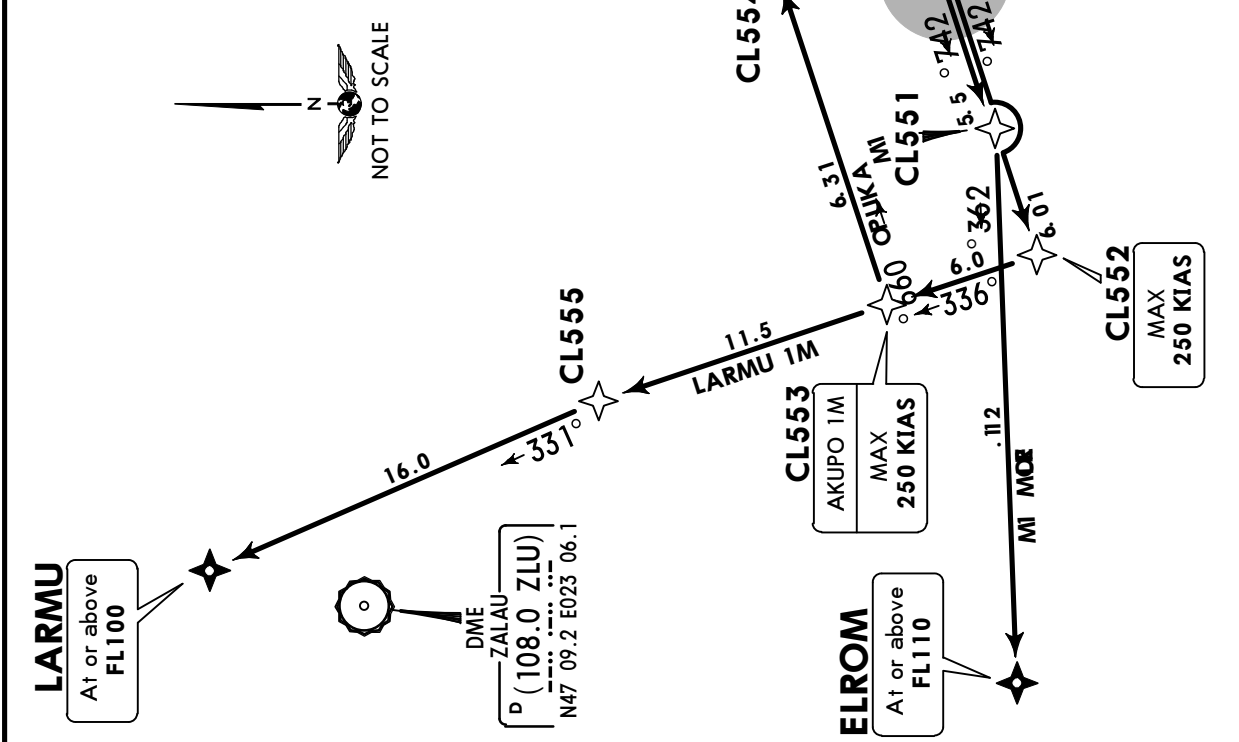
AKUPO
At or above FL100

These SIDs require minimum climb gradients of

- AKUPO 1M, LARMU 1M:** 4.5% until 2500', then 4.1% until CL553 due to mountainous terrain.
- ELROM 1M:** 6.3% until ELROM due to airspace structure. 5.3% until 2300', then 4.1% until ELROM due to mountainous terrain.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.3% V/V (fpm)	478	638	957	1276	1595	1914

If unable to comply, contact ATC before departure.



CLUJ-NAPOCA, ROMANIA

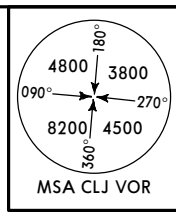
4 NOV 22 10-3C
JEPPESEN
 LRCL/CLJ
 AVRAM IANCU

RNAV SID

Apt Elev
 1039'

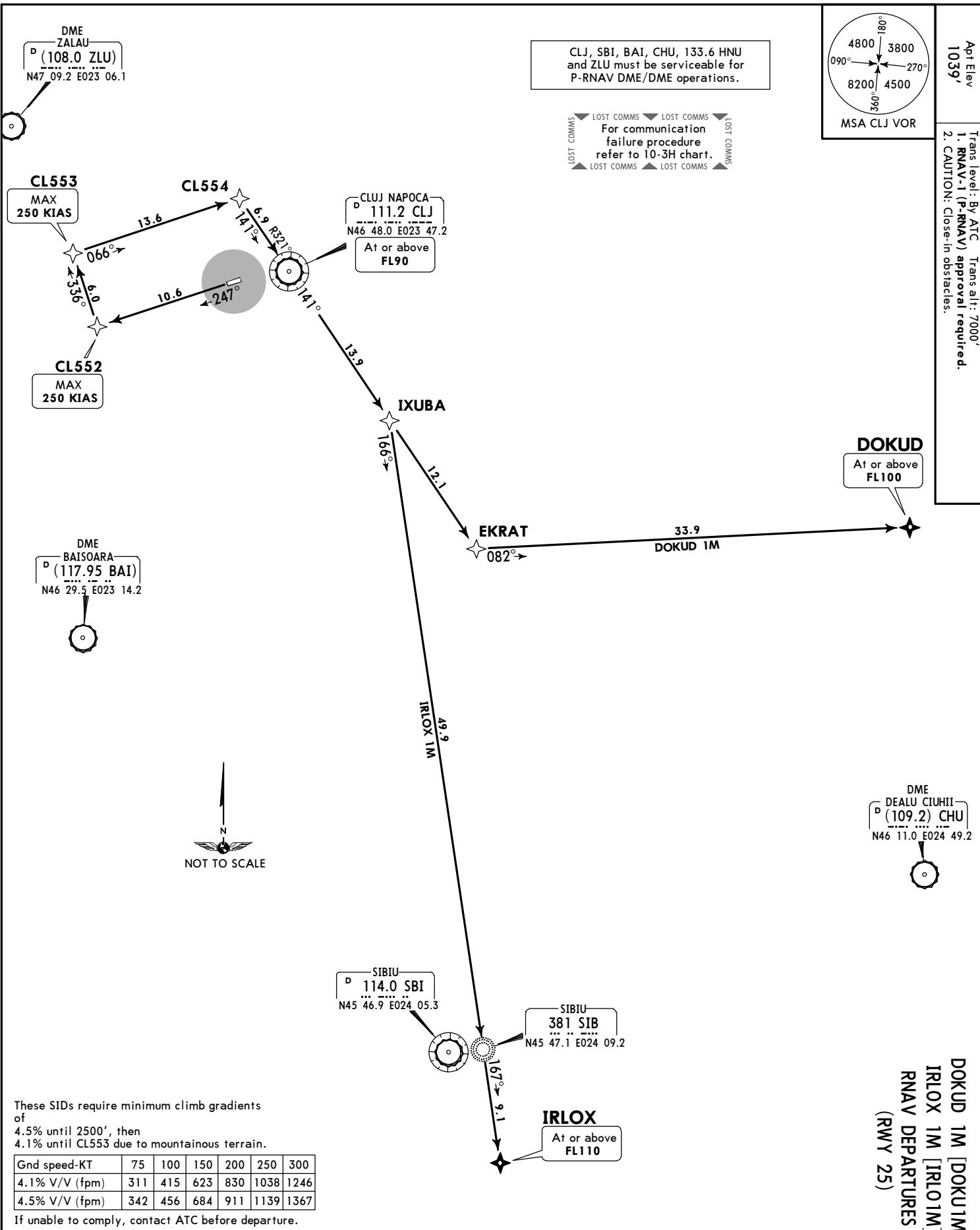
Trans level: By ATC Trans alt: 7000'

1. RNAV-1 (P-RNAV) approval required.
 2. CAUTION: Close-in obstacles.



CLJ, SBI, BAI, CHU, 133.6 HNU and ZLU must be serviceable for P-RNAV DME/DME operations.

LOST COMMS
 For communication failure procedure refer to 10-3H chart.
 LOST COMMS



These SIDs require minimum climb gradients of 4.5% until 2500', then 4.1% until CL553 due to mountainous terrain.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply, contact ATC before departure.

SID	ROUTING
DOKUD 1M	CL552 (K250-) - CL553 (K250-) - CL554 - CLJ VOR (FL90+) - IXUBA - EKCRAT - DOKUD (FL100+).
IRLOX 1M	CL552 (K250-) - CL553 (K250-) - CL554 - CLJ VOR (FL90+) - IXUBA - SIB NDB - IRLOX (FL110+).

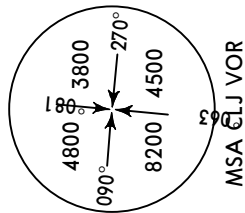
DOKUD 1M [DOKU1M]
IRLOX 1M [IRLO1M]
 RNAV DEPARTURES
 (RWY 25)

LRCL/CLJ
AVRAM IANCU

JEPPESSEN CLUJ-NAPOCA, ROMANIA
4 NOV 22 **10-3D** **SID**

Apt Elev
1039'

Trans level: By ATC Trans alt: 7000'
ADF required.



AKUPO 1A [AKUP1A]
ELROM 1A [ELRO1A]
LARMU 1A [LARM1A]
DEPARTURES
(RWY 07)

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
4.4% V/V (fpm)	334	446	668	891	1114	1337
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.4% V/V (fpm)	410	547	820	1094	1367	1641

If unable to comply, contact ATC before departure.

These SIDs require minimum climb gradients of

AKUPO 1A:

4.7% until CLJ VOR due to obstacles.

5.4% until AKUPO due to airspace structure.

ELROM 1A:

4.7% until CLJ VOR due to obstacles, then

4.4% until ELROM due to airspace structure.

LARMU 1A:

4.7% until CLJ VOR due to obstacles, then

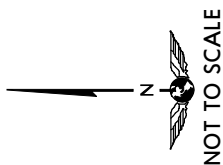
3.6% until LARMU due to airspace structure.

LOST COMMS
For communication failure procedure refer to 10-3H chart.
LOST COMMS

AKUPO
At or above FL100

LARMU
At or above FL100

ELROM
At or above FL110



MAX 220 KIAS

CLUJ NAPOCA
P 111.2 CLJ
N46 48.0 E023 47.2

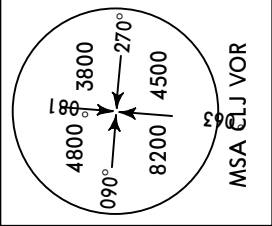
SID	ROUTING
AKUPO 1A	Direct to CLJ VOR, turn LEFT, intercept CLJ R-059 to AKUPO.
ELROM 1A	Direct to CLJ VOR, turn LEFT, intercept CLJ R-259 to ELROM.
LARMU 1A	Direct to CLJ VOR, turn LEFT, intercept CLJ R-310 to LARMU.

LRCL/CLJ
AVRAM IANCU

JEPPESEN CLUJ-NAPOCA, ROMANIA
4 NOV 22 **10-3E** **SID**

Apt Elev
1039'

Trans level: By ATC Trans alt: 7000'
1. **ADF required.**
2. CAUTION: Close-in obstacles.



AKUPO 1C [AKUP1C]
ELROM 1C [ELRO1C]
DEPARTURES
(RWY 25)

ROUTING

AKUPO 1C Climb on runway track to 4900', turn RIGHT, direct to CLJ VOR climbing to FL90 or above, turn LEFT, intercept CLJ R-059 to AKUPO.
ELROM 1C Climb on runway track to 4900', turn RIGHT, 304° track, intercept CLJ R-259 to ELROM.

SID

AKUPO 1C
ELROM 1C

These SIDs require minimum climb gradients of
AKUPO 1C:
5.3% until 4900' due to obstacles, then
4.1% until CLJ VOR due to mountainous terrain and airspace structure.
ELROM 1C:
6.2% until ELROM due to airspace structure.
5.3% until 4900' due to obstacles, then
4.1% until ELROM due to mountainous terrain.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.3% V/V (fpm)	403	537	805	1073	1342	1610
6.2% V/V (fpm)	471	628	942	1256	1570	1884

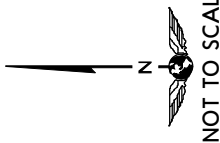
If unable to comply, contact ATC before departure.

LOST COMMS
For communication failure procedure refer to 10-3H chart.
LOST COMMS

AKUPO
At or above FL100



CT GUKA
8 272



CLUJ NAPOCA
P 111.2 CLJ
M46 48.0 E023 47.2

At or above FL90



ELROM

At or above FL110



CT MORLE
4 13D

952

304°

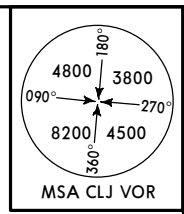
Turn at 4900'

742

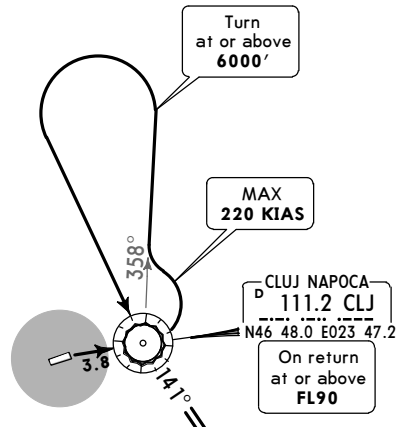
CHANGES: MSA

LRCL/CLJ
AVRAM IANCU
4 NOV 22 10-3F
JEPPESSEN

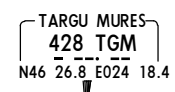
Apt Elev
1039'
Trans level: By ATC Trans alt: 7000'
ADF required.



LOST COMMS
For communication failure procedure refer to 10-3H chart.
LOST COMMS

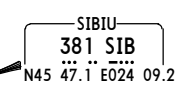
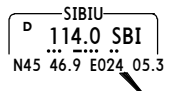
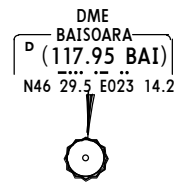


IXUBA



DOKUD
(BAI D71.3)
At or above FL100

EKRAT



IRLOX
(SBI D9.7)
At or above FL110

These SIDs require a minimum climb gradient of 4.7% until CLJ VOR due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428

If unable to comply, contact ATC before departure.

DOKUD 1A [DOKU1A]
IRLOX 1A [IRLO1A]
DEPARTURES
(RWY 07)

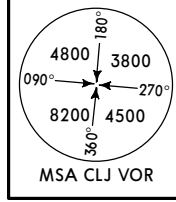
SID	ROUTING
DOKUD 1A	Direct to CLJ VOR, turn LEFT, intercept CLJ R-358, climb to 6000' or above, turn LEFT, direct to CLJ VOR climbing to FL90 or above, intercept CLJ R-141 to EKRAT, turn LEFT, 082° bearing inbound to TGM NDB, 082° bearing to DOKUD.
IRLOX 1A	Direct to CLJ VOR, turn LEFT, intercept CLJ R-358, climb to 6000' or above, turn LEFT, direct to CLJ VOR climbing to FL90 or above, intercept CLJ R-141 to IXUBA, turn RIGHT, 166° bearing inbound to SIB NDB, 167° bearing to IRLOX.

CLUJ-NAPOCA, ROMANIA
SID

CHANGES: MSA

SID
CLUJ-NAPOCA, ROMANIA

Apt Elev
1039'
Trans level: By ATC Trans alt: 7000'
1. ADF required.
2. CAUTION: Close-in obstacles.



▲ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
For communication failure procedure refer to 10-3H chart.
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

CLUJ NAPOCA
D 111.2 CLJ
N46 48.0 E023 47.2
At or above
FL90

Turn at
4900'

IXUBA
166°

DOKUD 1C
26

TARGU MURES
428 TGM
N46 26.8 E024 18.4

DOKUD
(BAI D71.3)
At or above
FL100

EKRAT
082° 7

DME
BAISOARA
D (117.95 BAI)
N46 29.5 E023 14.2



SIBIU
D 114.0 SBI
N45 46.9 E024 05.3

SIBIU
381 SIB
N45 47.1 E024 09.2

IRLOX
(SBI D9.7)
At or above
FL110

These SIDs require minimum climb gradients of 5.3% until 4900' due to obstacles, then 4.1% until CLJ VOR due to mountainous terrain and airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
5.3% V/V (fpm)	403	537	805	1073	1342	1610

If unable to comply, contact ATC before departure.

SID	ROUTING
DOKUD 1C	Climb on runway track to 4900', turn RIGHT, direct to CLJ VOR climbing to FL90 or above, intercept CLJ R-141 to EKRAT, turn LEFT, 082° bearing inbound to TGM NDB, 082° bearing to DOKUD.
IRLOX 1C	Climb on runway track to 4900', turn RIGHT, direct to CLJ VOR climbing to FL90 or above, intercept CLJ R-141 to IXUBA, turn RIGHT, 166° bearing inbound to SIB NDB, 167° bearing to IRLOX.

DOKUD 1C [DOKU1C]
IRLOX 1C [IRLO1C]
DEPARTURES
(RWY 25)

LRCL/CLJ
AVRAM IANCU

 **JEPPESEN** CLUJ-NAPOCA, ROMANIA
4 NOV 16 (10-3H) Eff 10 Nov **SID**

COMMUNICATION FAILURE PROCEDURE

All SID RWY 07/25

- Continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 min. climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart.
7 min. from setting 7600 climb to FPL flight level.
- If being vectored, continue on assigned heading for 2 min., then proceed direct to last SID point and cleared FL. If cleared FL is lower than MRVA, climb immediately to MRVA. If cleared FL is lower than FL110, after 2 min. climb to FL110.
Climbing shall be executed in accordance with MRVA chart.
7 min. from setting 7600 climb to FPL flight level.

LRCL/CLJ



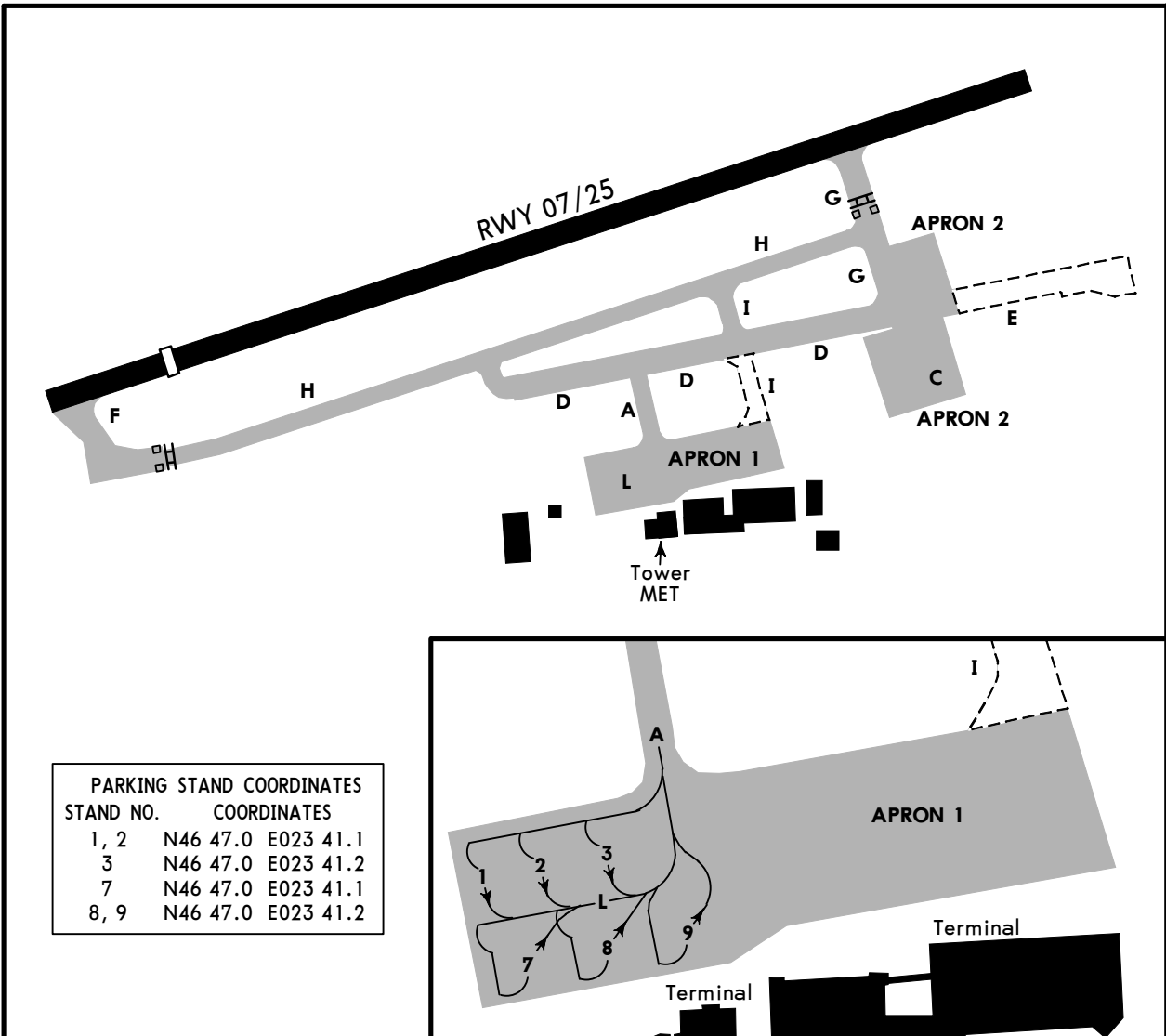
JEPPESEN CLUJ-NAPOCA, ROMANIA

2 JUN 23 (10-8) Eff 15 Jun

AVRAM IANCU

AIRPORT CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



PARKING STAND COORDINATES	
STAND NO.	COORDINATES
1, 2	N46 47.0 E023 41.1
3	N46 47.0 E023 41.2
7	N46 47.0 E023 41.1
8, 9	N46 47.0 E023 41.2

TWY H put into operational use.
 TWY E, TWY K and part of TWY I between Apron 1 and TWY D intersection are out of service.
 Stands 4, 5, 6 and 12 out of service.
 New dedicated area for ACFT isolation on TWY H segment between TWY G and TWY I.
 ACFT access to/from Apron 1 will take place via TWY A and TWY L.
 At stands 1 thru 3, 7 thru 11, 13 thru 18 ACFT parking will be performed with marshaller assistance.

TEMPORARY TAXI PROCEDURES

1. ARRIVAL TAXI ROUTES

Landing on RWY 07				
Instruction given by ATC				
Taxi Route	Apron	Stand	Taxiway to be followed	Remarks
Arrival 1A	Apron 1	1 thru 3	G-D-A	To be used by ACFT with MTOW less than 62t. Exceptions may be applied by TWR in order to ensure fluency of the airport air traffic.
Arrival 1B		7 thru 9	G-D-A-L	
Arrival 1C	Apron 2	10, 11	G	-
Arrival 1D		13 thru 18	G-C	

Landing on RWY 25				
Instruction given by ATC				
Taxi Route	Apron	Stand	Taxiway to be followed	Remarks
Arrival 2A	Apron 1	1 thru 3	F-H-D-A	To be used by ACFT with MTOW less than 62t. Exceptions may be applied by TWR in order to ensure fluency of the airport air traffic.
Arrival 2B		7 thru 9	F-H-D-A-L	
Arrival 2C	Apron 2	10, 11	F-H-G	-
Arrival 2D		13 thru 18	F-H-G-C	

TEMPORARY TAXI PROCEDURES (CONTD)

2. DEPARTURE TAXI ROUTES

Take-off RWY 07					
Instruction given by ATC				Stop bar	Remarks
Location	Stand	Taxi Route	Taxiway to be followed		
Apron 1	1 thru 3	Departure 1A	A-D-H-F	TWY H	To be used by ACFT with MTOW less than 62t. Exceptions may be applied by TWR in order to ensure fluency of the airport air traffic.
	7 thru 9	Departure 1B	L-A-D-H-F		
Apron 2	10, 11	Departure 1C	G-H-F		
	13 thru 18	Departure 1D	C-G-H-F		

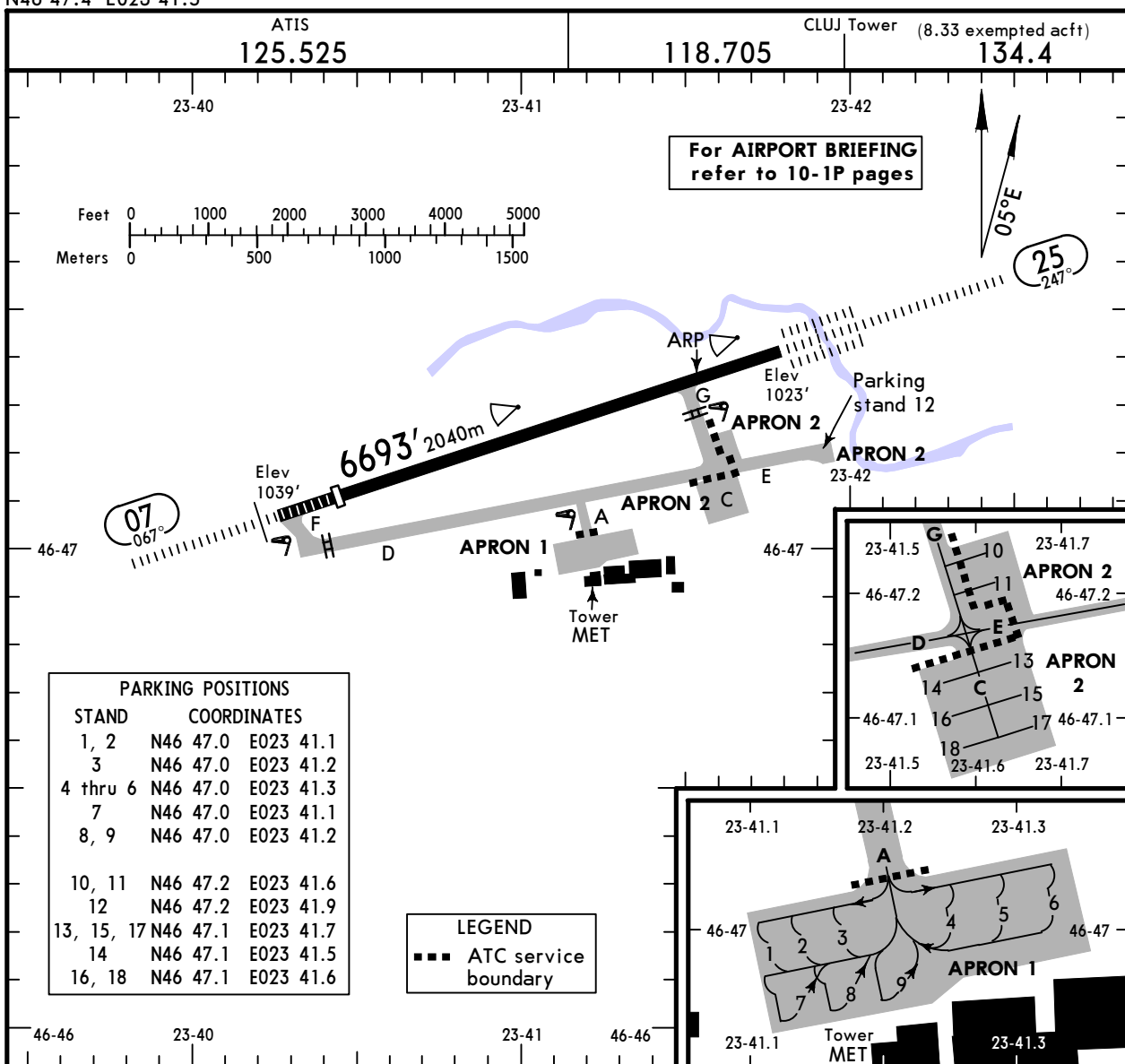
Take-off RWY 25					
Instruction given by ATC				Stop bar	Remarks
Location	Stand	Taxi Route	Taxiway to be followed		
Apron 1	1 thru 3	Departure 2A	A-D-G- RWY backtrack	TWY G	To be used by ACFT with MTOW less than 62t. Exceptions applied by TWR in order to ensure fluency of the airport air traffic.
	7 thru 9	Departure 2B	L-A-D-G- RWY backtrack		
Apron 2	10, 11	Departure 2C	G- RWY backtrack		
	13 thru 18	Departure 2D	C-G- RWY backtrack		

LRCL/CLJ
 Apt Elev **1039'**
 N46 47.4 E023 41.5

JEPPESSEN CLUJ-NAPOCA, ROMANIA

8 APR 22 **(10-9)** Eff 21 Apr

AVRAM IANCU



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS				TAKE-OFF	WIDTH
	LANDING BEYOND					
	Threshold	Glide Slope				
07	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR	5906' 1800m				148'
25	HIRL (60m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		5660' 1725m			45m

Standard TAKE-OFF						
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

CHANGES: Notes transferred to 10-1P pages.

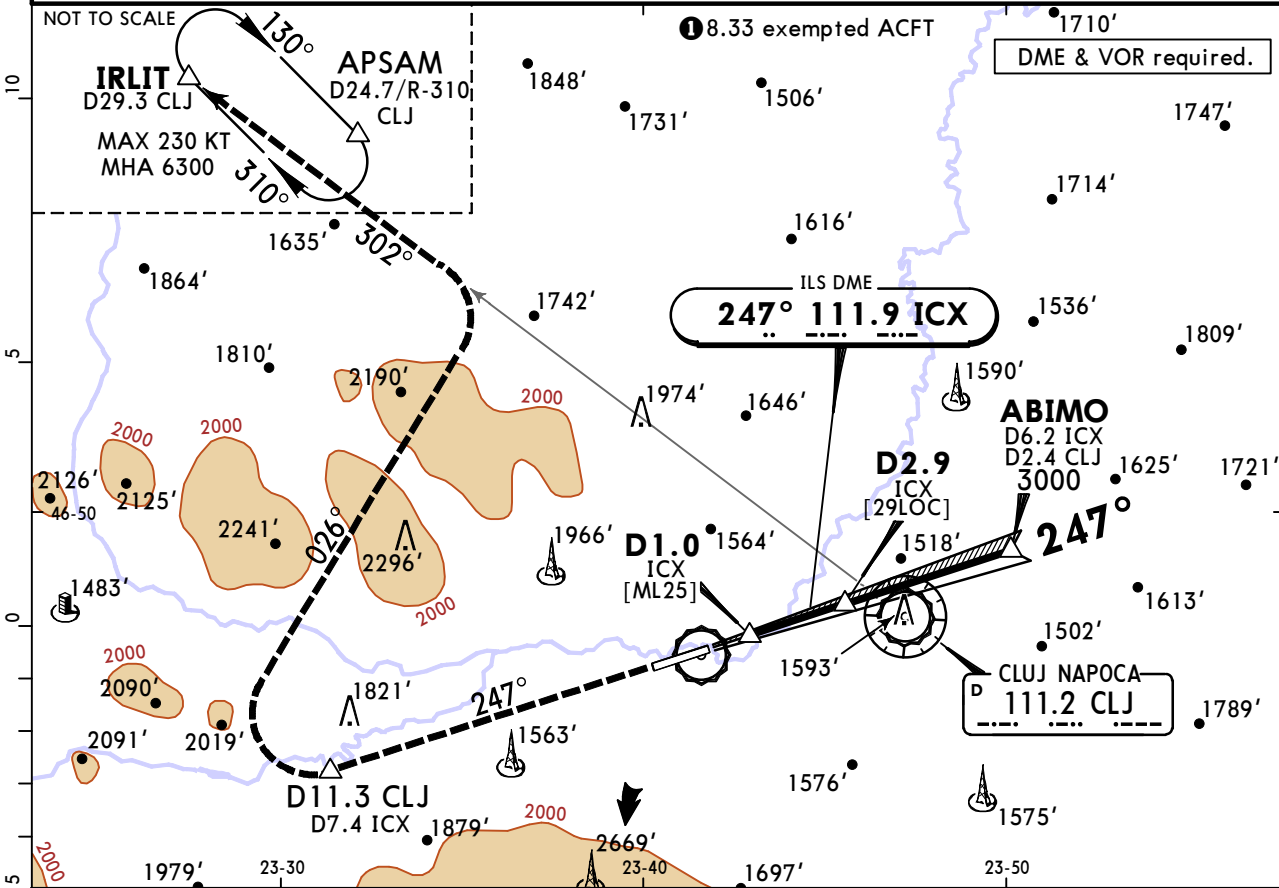
LRCL/CLJ AVRAM IANCU

JEPPESEN
4 NOV 22 (11-1)

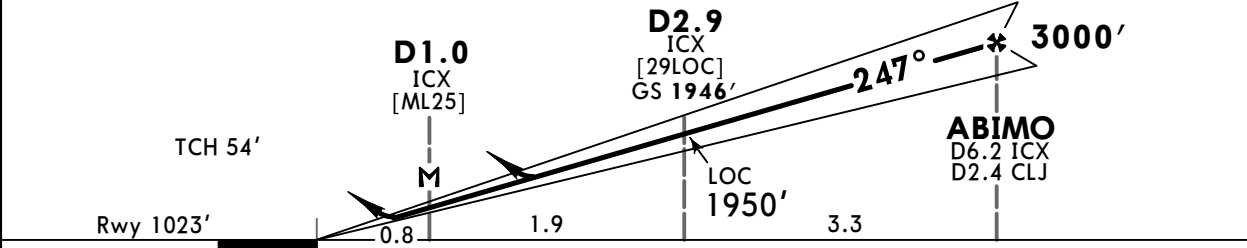
CLUJ-NAPOCA, ROMANIA ILS Rwy 25

ATIS 125.525	CLUJ Approach/Radar North 126.430 127.275 126.430 127.275	CLUJ Tower 118.705 134.4	<p>MSA CLJ VOR</p>		
LOC ICX 111.9	Final Apch Crs 247°	D2.9 ICX 1946' (923')		ILS DA(H) Refer to Minimums	Apt Elev 1039' Rwy 1023'
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2800' or D11.3 CLJ/D7.4 ICX whichever is later, then turn RIGHT onto 026° to intercept R-302 CLJ to IRLIT climbing to 6300' and join APSAM holding or as directed. MAX 230 KT for all turns.</p>					

Alt Set: hPa Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 7000'



LOC (GS out)	ICX DME	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	1659'	1978'	2296'	2615'	2933'



Gnd speed-Kts	70	90	100	120	140	160	<p>2800' D11.3 CLJ D7.4 ICX ↑ whichever later ↑</p>
GS	3.00°	372	478	531	637	743	
MAP at D1.0 ICX							
ABIMO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	

Timing not authorized for defining the MAP.

Standard STRAIGHT-IN LANDING RWY 25										CIRCLE-TO-LAND	
MACG mim 3.0% DA(H) ABC: 1223' (200') D: 1227' (204')			ILS MACG mim 2.5% DA(H) A: 1226' (203') B: 1238' (215') C: 1246' (223') D: 1257' (234')			LOC (GS out) with D2.9 CDFA DA/MDA(H) 1350' (327')		LOC (GS out) w/o D2.9 CDFA DA/MDA(H) 1920' (897')		Not authorized South of airport	
FULL	TDZ or Clout	ALS out	FULL	TDZ or Clout	ALS out	ALS out	ALS out	ALS out	Max Kts	MDA(H)	VIS
A									100	2060' (1021')	1500m
B	RVR 550m	RVR 550m	RVR 1200m	RVR 550m	RVR 550m	RVR 1200m	RVR 800m	RVR 1500m	135	2190' (1151')	1600m
C									180	2540' (1501')	2400m
D									205	2700' (1661')	3600m

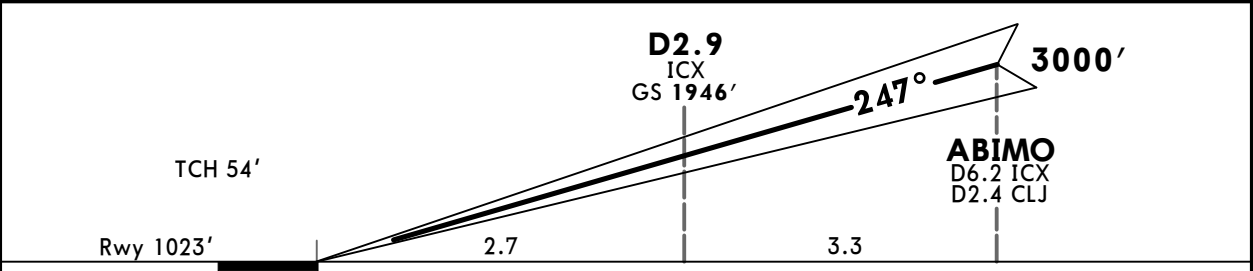
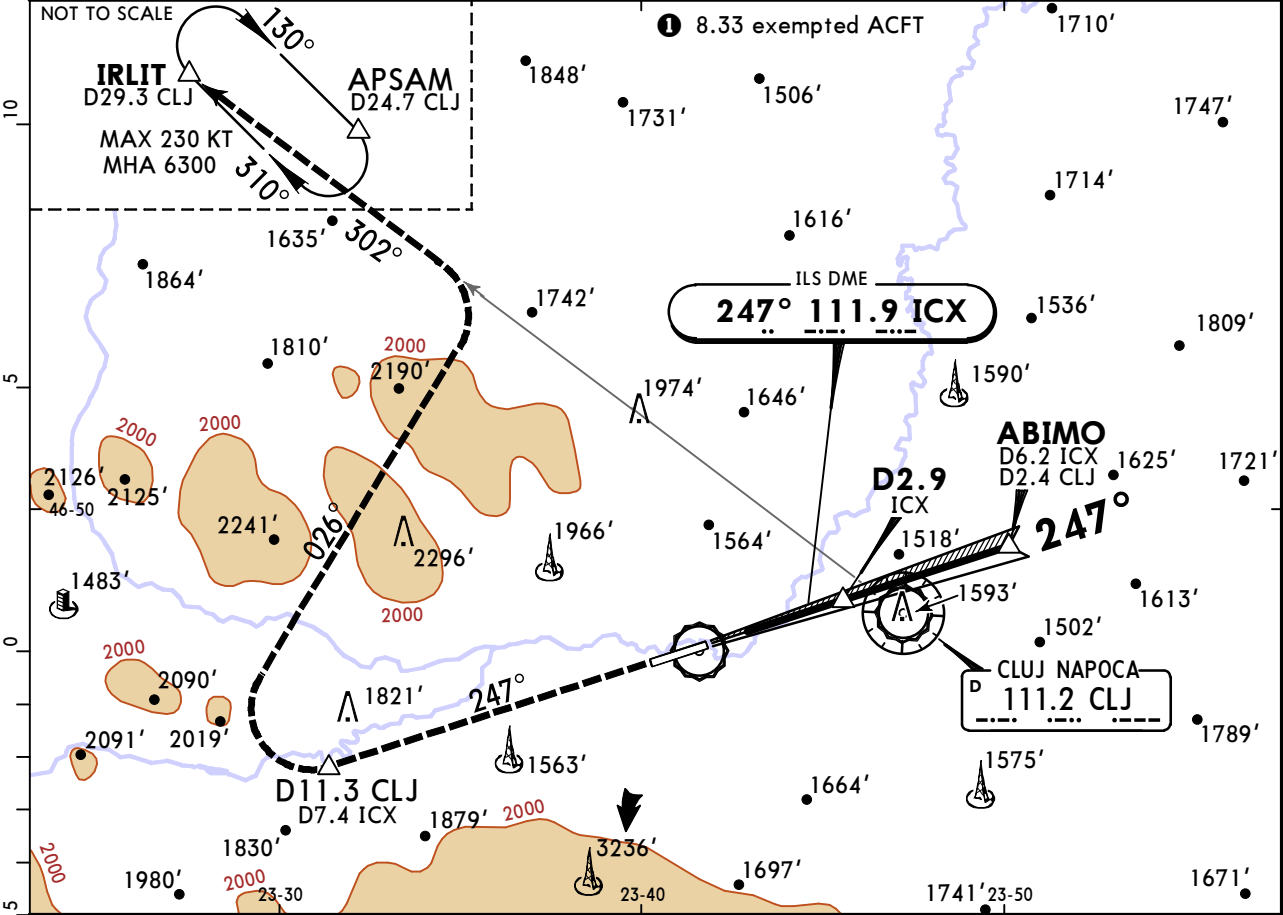
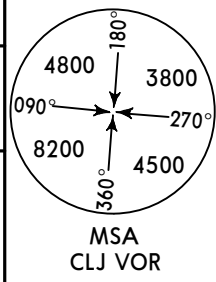
■ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

LRCL/CLJ
AVRAM IANCU

4 NOV 22 **(11-1A)**

CLUJ-NAPOCA, ROMANIA
CAT II ILS Rwy 25

BRIEFING STRIP™	ATIS	CLUJ Approach/Radar North			CLUJ Tower	
	125.525	126.430	127.275	126.430	127.275	118.705 134.4 ①
	LOC ICX 111.9	Final Apch Crs 247°	D2.9 ICX 1946' (923')		CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1039' Rwy 1023'
MISSED APCH: Climb STRAIGHT AHEAD to 2800' or D11.3 CLJ/7.4 ICX whichever is later, then turn RIGHT onto 026° to intercept R-302 CLJ to IRLIT climbing to 6300' and join APSAM holding or as directed. MAX 230 KT for all turns.						
Alt Set: hPa		Rwy Elev: 37 hPa		Trans level: By ATC		Trans alt: 7000'
1. DME & VOR required.			2. Special Aircrew & Aircraft Certification required.			



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2800'	D11.3 CLJ D7.4 ICX ↑ whichever later ↑
GS	3.00°	372	478	531	637	743			

Standard STRAIGHT-IN LANDING RWY 25							
CAT II ILS				CAT II ILS			
Missed apch climb gradient mim 3.0%							
A	B	C	D	A	B	C	D
RA 106'	RA 108'	RA 119'	RA 135'	RA 122'	RA 140'	RA 153'	RA 167'
DA(H) 1123'(100')	DA(H) 1125'(102')	DA(H) 1137'(114')	DA(H) 1151'(128')	DA(H) 1139'(116')	DA(H) 1156'(133')	DA(H) 1168'(145')	DA(H) 1182'(159')
RVR 300m		RVR 400m		RVR 300m		RVR 400m	
				RVR 450m			

PANS OPS

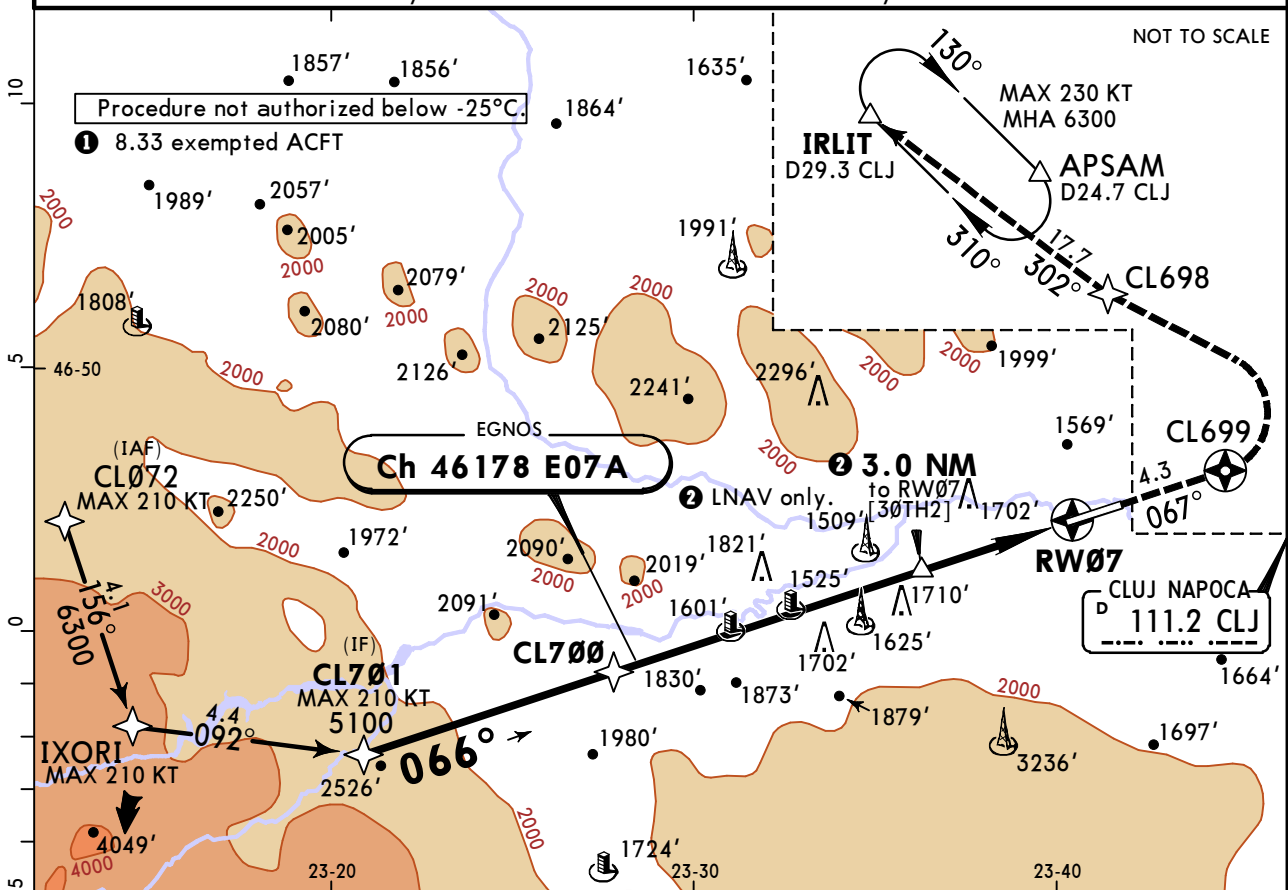
LRCL/CLJ AVRAM IANCU

JEPPESEN
21 JUL 23 (12-1)

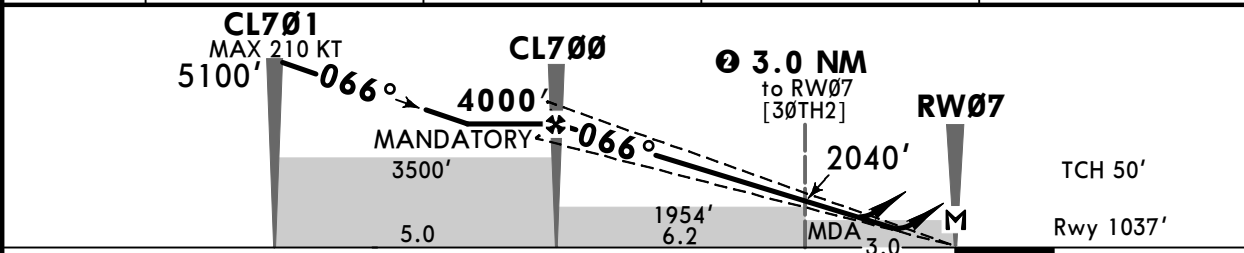
CLUJ-NAPOCA, ROMANIA RNAV (GNSS) Rwy 07

BRIEFING STRIP™	ATIS	CLUJ Approach/Radar			CLUJ Tower			
	125.525	126.430	127.275	126.430	127.275	118.705		134.4
	EGNOS Ch 46178 E07A	Final Apch Crs 066°	CL700 MANDATORY 4000' (2963')	LPV DA(H) Refer to Minimums	Apt Elev 1039' Rwy 1037'			
MISSED APCH: Initial climb clearance 5300'. Climb STRAIGHT AHEAD to CL699, turn LEFT to CL698 then continue climb to 6300' to IRLIT and join APSAM holding or as directed.							MSA CLJ VOR	

Alt Set: hPa Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 7000'



DIST to RW07	8.0	6.0	4.0	2.0
ALTITUDE	3634'	2997'	2360'	1723'



Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at RW07							
CL700 to MAP	9.2	7:53	6:08	5:31	4:36	3:57	3:27
Timing not authorized for defining the MAP.							

Std/State		STRAIGHT-IN LANDING			CIRCLE-TO-LAND																
LPV		LNAV/VNAV		LNAV		Not authorized South of airport															
DA(H)		DA(H)		DA/MDA(H)																	
A: 1287' (250')		1430' (393')		1560' (523')																	
B: 1292' (255')																					
C: 1300' (263')																					
D: 1311' (274')																					
ALS out		ALS out		ALS out		<table border="1"> <tr> <td>Max Kts</td> <td>MDA(H)</td> <td></td> </tr> <tr> <td>100</td> <td>2060' (1021')</td> <td>V1500m</td> </tr> <tr> <td>135</td> <td>2190' (1151')</td> <td>V1600m</td> </tr> <tr> <td>180</td> <td>2540' (1501')</td> <td>V2400m</td> </tr> <tr> <td>205</td> <td>2700' (1661')</td> <td>V3600m</td> </tr> </table>	Max Kts	MDA(H)		100	2060' (1021')	V1500m	135	2190' (1151')	V1600m	180	2540' (1501')	V2400m	205	2700' (1661')	V3600m
Max Kts	MDA(H)																				
100	2060' (1021')	V1500m																			
135	2190' (1151')	V1600m																			
180	2540' (1501')	V2400m																			
205	2700' (1661')	V3600m																			
A			R1500m	R1500m																	
B	R750m	R1300m	R1100m	R1500m																	
C			R1800m	R1700m	R2400m																
D																					

■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Note withdrawn, EASA update. © JEPPESEN, 2016, 2023. ALL RIGHTS RESERVED.

LRCL/CLJ AVRAM IANCU

JEPPESSEN
4 NOV 22 (13-1)

CLUJ-NAPOCA, ROMANIA VOR Rwy 07

BRIEFING STRIP™ ATIS 125.525 VOR CLJ 111.2	CLUJ Approach/Radar North 126.430 127.275 126.430 127.275 Final Apch Crs 073° D13.9 4000' (2963')	CLUJ Tower 118.705 134.4 MDA(H) Refer to Minimums Apt Elev 1039' Rwy 1037'	
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Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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CLUJ-NAPOCA, (AVRAM IANCU - LRCL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LRCL

Type: Terminal

Effectivity: Temporary

Begin Date: 20230615

End Date: Until Further Notice

Based on AIP AIRAC SUP 005/23, construction work in progress on AD. Refer to temporary charts 10-8, 10-8A, 10-8B and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230615

End Date: Until Further Notice

Based on AIP AIRAC SUP 05/23, (10-1P) AIRPORT BRIEFING (GEN) para 1.3.1.2. LOW VISIBILITY TAKE-OFF (LVTO) withdrawn.

Type: Terminal

Effectivity: Temporary

Begin Date: 20230615

End Date: Until Further Notice

Based on AIP AIRAC SUP 05/23, (10-1P) AIRPORT BRIEFING (GEN) para 1.4. TAXI PROCEDURES sentence: during low visibility conditions (LVP) is withdrawn. (10-1P1) AIRPORT BRIEFING (GEN CONTD) para 1.5. PARKING INFORMATION changed to: For ACFT parking, Marshaller assistance is provided. ACFT exit from parking stands 10, 11, 13 thru 18 is carried out by push-back procedure.