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Airport Information For LRIA

Terminal Charts For LRIA

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: IASI ROU
ICAO/IATA: LRIA / IAS
Lat/Long: N47° 10.82', E027° 37.25'
Elevation: 411 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: 0406 Z
Sunset: 1553 Z

Runway Information

Runway: 14
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 411 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 32
Length x Width: 7874 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 332 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

Iasi Tower: 119.200 Secondary
Iasi Tower: 119.955
Iasi Approach: 119.955
Iasi Approach: 119.200 Secondary
Bucharest Radar/Control ACC: 128.610 RCO
Bucharest Radar/Control ACC: 125.725 Secondary RCO

1. GENERAL

1.1. NOISE ABATEMENT

1.1.1. REVERSE THRUST

Avoid reverse thrust, especially between 2300-0600LT - as possible as in safe.

1.1.2. RUN-UP TESTS

ATC will approve engine ground operation only at idle speed.

Engines ground testing permitted only in interval 0600-2300LT and only with ATC approval.

For safety reasons, the Safety Officer on duty decides the location and timing for engines ground testing.

1.1.3. USE OF GPU AND APU

Use of GPU (Ground Power Unit) and APU (Auxiliary Power Unit) must be limited.

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

The preparation phase will be triggered when RVR falls below 800m with continued decreasing trends (VIS falls below 1500m with continued decreasing trends) or ceiling is below 500' with continued decreasing trends, and the release of CAT II operations is foreseen.

The operations phase will be triggered when RVR falls below 550m (VIS falls below 800m) or ceiling is below 200'.

LVP will be terminated when RVR is greater than 600m (respectively: VIS increases over 1500m) and ceiling is over 300' - as long as the continuous weather improvement is anticipated.

1.2.2. TAKE-OFF

If LVP is not in force, the LVTO must be required at least 30 minutes before EOBT/CTOT.

1.2.3. CAT II APPROACH AND LANDING

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

1.2.4. SIMULATED CAT II APPROACH

Prior to performing a simulated CAT II approach is mandatory for the pilot to submit a request to ATC.

ATC can authorize a simulated CAT II approach only after all relevant procedures are in force.

1.2.5. RESTRICTIONS ON GROUND MOVEMENT

Strictly forbidden for ACFT to cross the RWY holding position when the red lights of stop bar are on.

1.2.6. OTHER INFORMATION

In low visibility conditions, ACFT parking will be done only on apron 1.

In low visibility conditions, the Isolated Security ACFT Parking Position will be on TWY E, which will be closed.

1. GENERAL**1.3. GROUND MOVEMENT**

For ground movement restrictions on apron 1 refer to 10-9 chart.

Pilots are requested to use minimum power when ground maneuvering.

If ATC advises the accompanying of a taxiing ACFT with Follow-me car, the pilot shall adhere to its signals.

Follow-me assistance available on request.

1.4. PARKING INFORMATION

Stand 1: nose-in parking position, for ACFT code letter D
(MAX wingspan 171'/52m).

Stands 2 and 3: nose-in parking positions for ACFT code letter C
(MAX wingspan 118'/36m).

Stands 4 thru 13: angled nose-in parking position, for ACFT code letter C
(MAX wingspan 118'/36m).

Parking of ACFT at the stationary position is done by self-parking procedure or, if marshaller assistance is provided, according to his signals.

Taxiing of ACFT on apron shall be carried out under the direction of marshaller.

Always the marshaller's signals prevail over stand markings.

ACFT subject to an act of illegal intervention will be parked on RWY holding position on TWY E, which will be closed to traffic.

ACFT code letter minimum C shall exit from stand only by push-back.

ACFT code letter maximum B, or ACFT code letter C with turboprop engines are permitted to exit from stand by self-maneuvering only with ACFT guidance provided by marshaller.

Only by exception, ACFT are permitted to exit from stand by powerback in case of operational necessity. Marshalling with wingwalker is mandatory.

1.5. OTHER INFORMATION

Warning: Birds/wildlife.

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

RWY 14 is approved for CAT II operations; special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES**2.2.1. STANDARD TAXI ROUTES****2.2.1.1. RWY 14/32**

ARR on	Instruction given by ATC			TWY to be followed	
	Name of STD Taxi Route	To	Stand		
RWY 14		Arrival 14		1 thru 13	TWY E - TWY D
RWY 32	Taxi via STD taxi route	Arrival 32A	To	1 thru 11	BACKTRACK RWY 32 - TWY A - TWY D
		Arrival 32B		12 and 13	BACKTRACK RWY 32 - TWY A

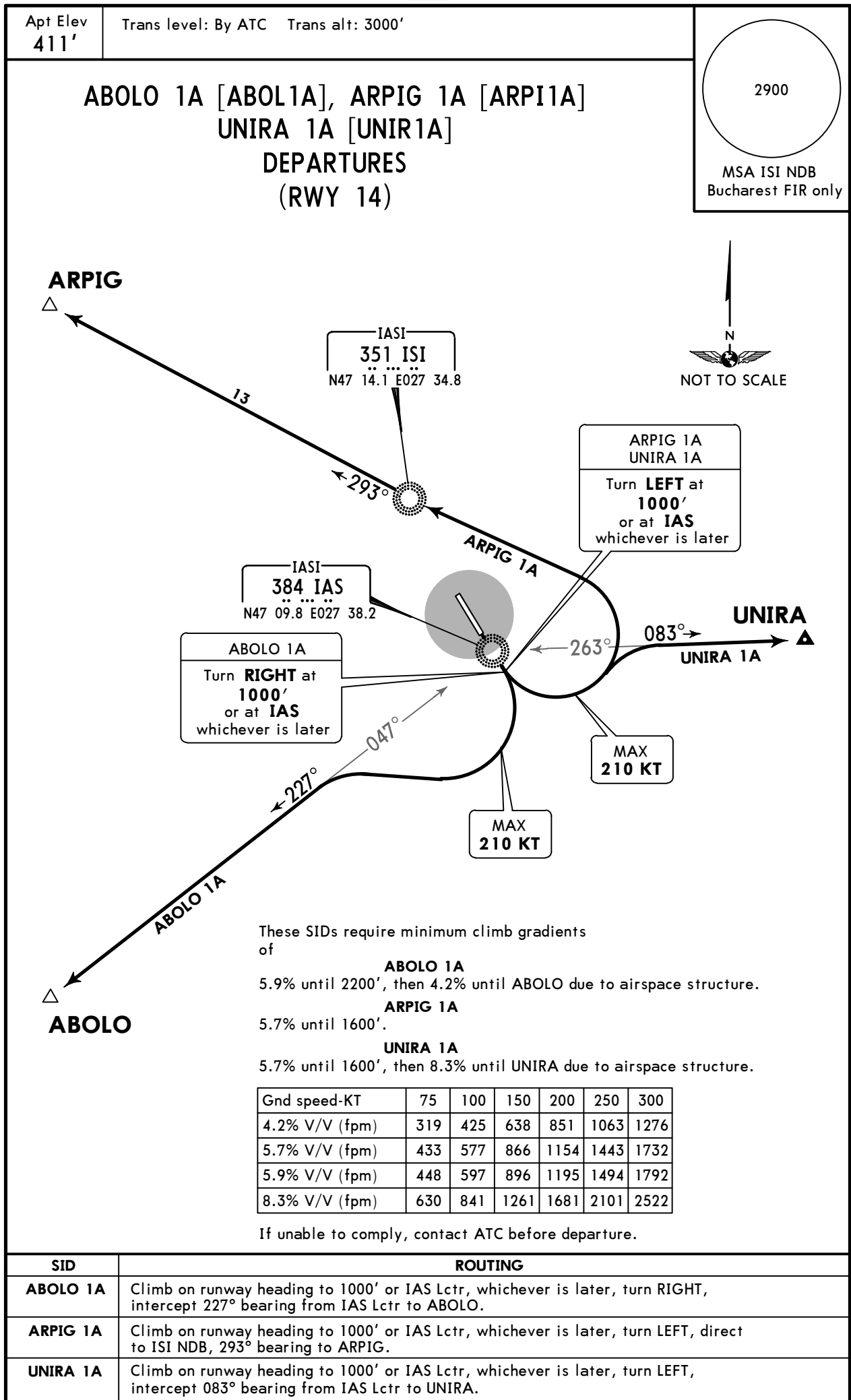
3. DEPARTURE

3.1. TAXI PROCEDURES

3.1.1. STANDARD TAXI ROUTES

3.1.1.1. RWY 14/32

DEP from	Instruction given by ATC				TWY to be followed
		Name of STD Taxi Route		Stand	
Apron	Taxi via STD taxi route	Departure 14A	From	12 and 13	TWY A - BACKTRACK RWY 14
		Departure 14B		1 thru 11	TWY D - TWY A - BACKTRACK RWY 14
		Departure 32		1 thru 13	TWY D - TWY E - BACKTRACK RWY 32



LRIA/IAS
IASI

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

IASI, ROMANIA
SID

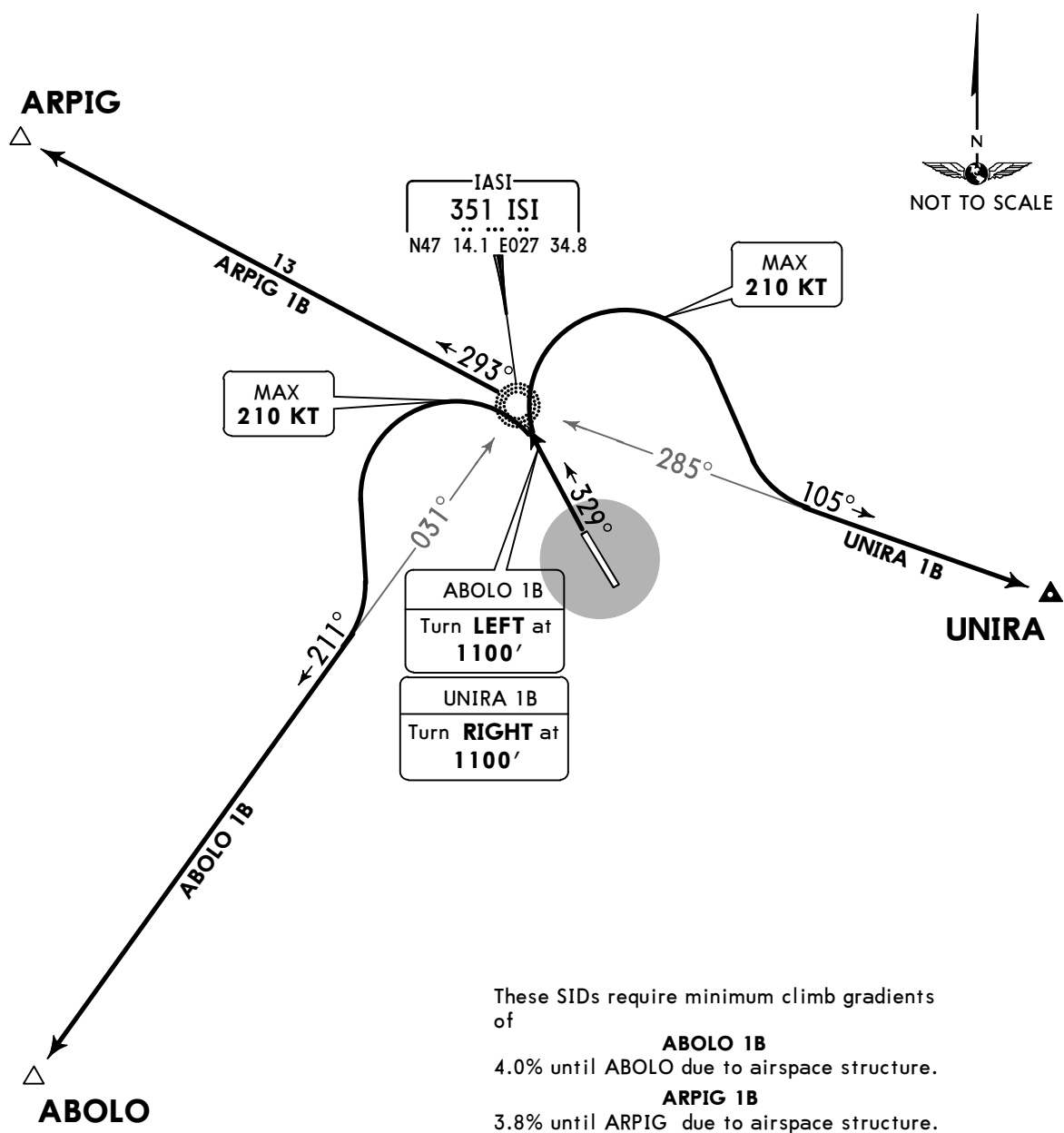
Apt Elev
411'

Trans level: By ATC Trans alt: 3000'
EXPECT close-in obstacles.

2900

MSA ISI NDB
Bucharest FIR only

**ABOLO 1B [ABOL1B], ARPIG 1B [ARPI1B]
UNIRA 1B [UNIR1B]
DEPARTURES
(RWY 32)**



These SIDs require minimum climb gradients of

ABOLO 1B
4.0% until ABOLO due to airspace structure.

ARPIG 1B
3.8% until ARPIG due to airspace structure.

UNIRA 1B
6.4% until UNIRA due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.4% V/V (fpm)	486	648	972	1296	1620	1944

If unable to comply, contact ATC before departure.

SID	ROUTING
ABOLO 1B	Climb on 329° bearing towards ISI NDB, at 1100' turn LEFT, intercept 211° bearing from ISI NDB to ABOLO.
ARPIG 1B	On 329° bearing to ISI NDB, turn LEFT, 293° bearing to ARPIG.
UNIRA 1B	Climb on 329° bearing towards ISI NDB, at 1100' turn RIGHT, intercept 105° bearing from ISI NDB to UNIRA.

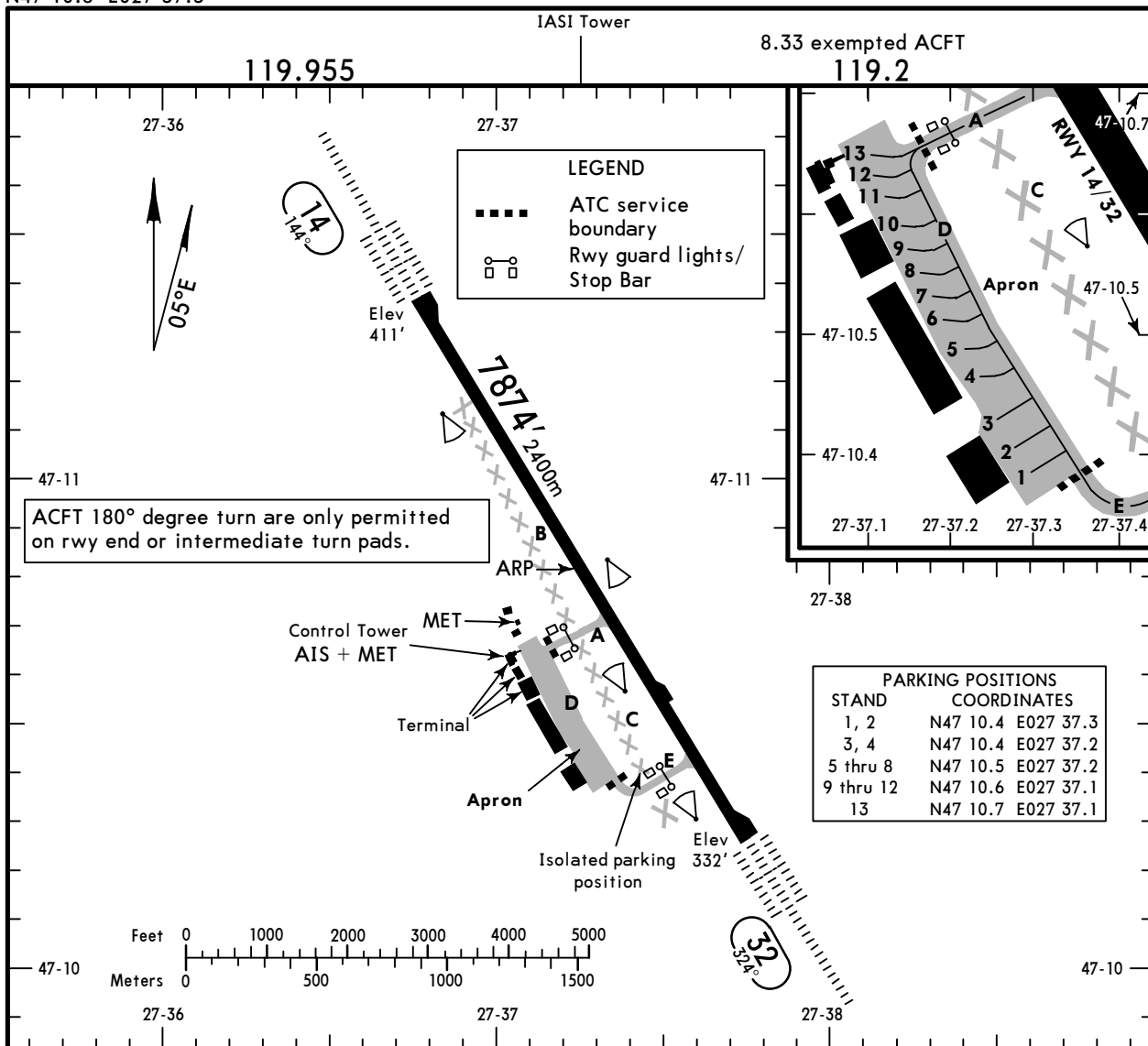
LRIA/IAS

Apt Elev **411'**
N47 10.8 E027 37.3

JEPPesen
30 JUN 23 **(10-9)** Eff 13 Jul

IASI, ROMANIA

IASI



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m)	ALSF-II	TDZ	PAPI-L (3.0°)	USABLE LENGTHS			WIDTH
					Threshold	Landing Beyond Glide Slope	TAKE-OFF	
14		①				6598' 2011m		148'
32		①					②	45m

① length 720m

② TAKE-OFF RUN AVAILABLE

RWY 32:

From rwy head 7874' (2400m)
twy E int 6729' (2051m)

Std/State

TAKE-OFF

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
① R125m	R150m	R300m	R/V400m	R/V400m	R/V500m	NA	NA

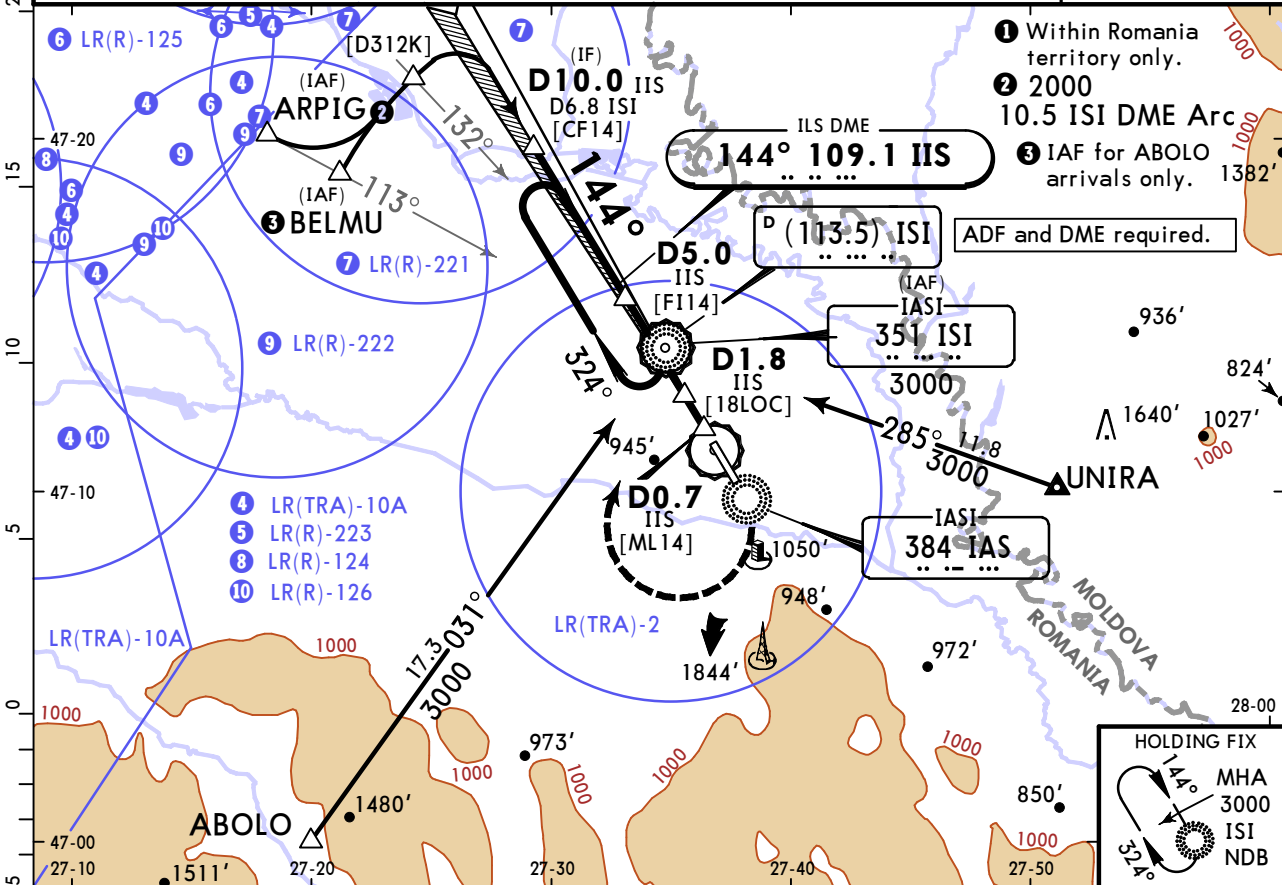
① RWY 32: R75m with approved lateral guidance system.

LRIA/IAS IASI

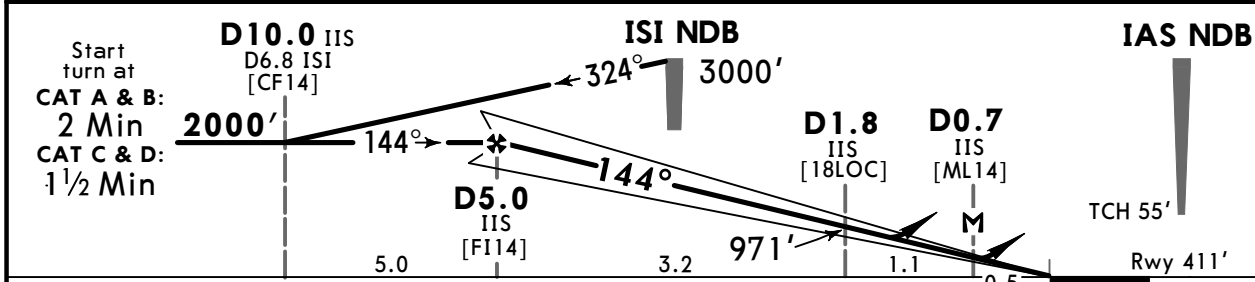
JEPPESEN
9 DEC 22 (11-1)

IASI, ROMANIA ILS Rwy 14

IASI Tower (APP/TWR)					2900
119.955		8.33 exempted ACFT 119.2			
LOC IIS 109.1	Final Apch Crs 144°	D5.0 IIS 2000' (1589')	ILS DA(H) Refer to Minimums	Apt Elev 411' Rwy 411'	
MISSED APCH: Climb STRAIGHT AHEAD on 144° to IAS NDB, then turn RIGHT (MAX 190 KT) to ISI NDB climbing to 3000' and join holding.					MSA ① ISI NDB
Alt Set: hPa		Rwy Elev: 15 hPa	Trans level: By ATC		Trans alt: 3000



LOC	IIS DME	4.0	3.0	2.0	1.8	1.0
(GS out)	ALTITUDE	1672'	1353'	1035'	971'	716'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	144°	IAS	190 KT	3000'
ILS GS	3.00°	372	478	531	637	849	PAPI	↑	384	MAX	351
LOC Descent Angle	3.07°	380	489	543	652	869				RT	

Std/State	ILS		STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H)	A: 627' (216') B: 639' (228')	C: 647' (236') D: 658' (247')	LOC (GS out) CDFA	DA/MDA(H)	900' (489')	Max Kts	MDA(H)
A							100	1080' (669') V1500m
B	R550m	R550m ①	R1200m	R1500m	R1500m		135	1240' (829') V1600m
C							180	1670' (1259') V2400m
D			R1300m				205	2240' (1829') V3600m

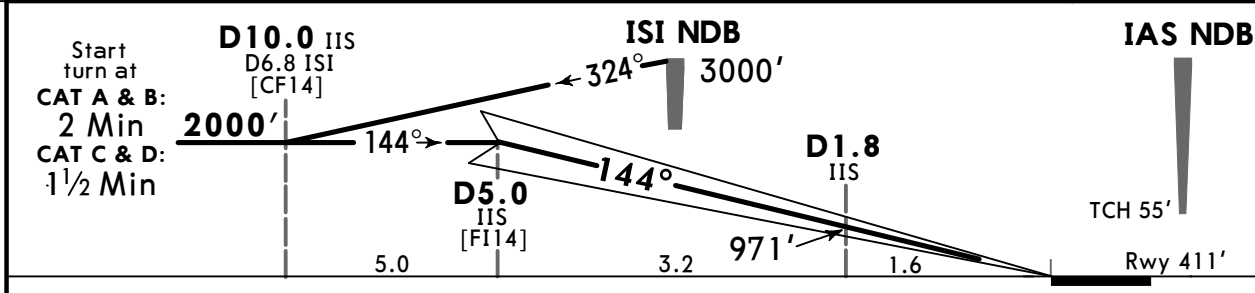
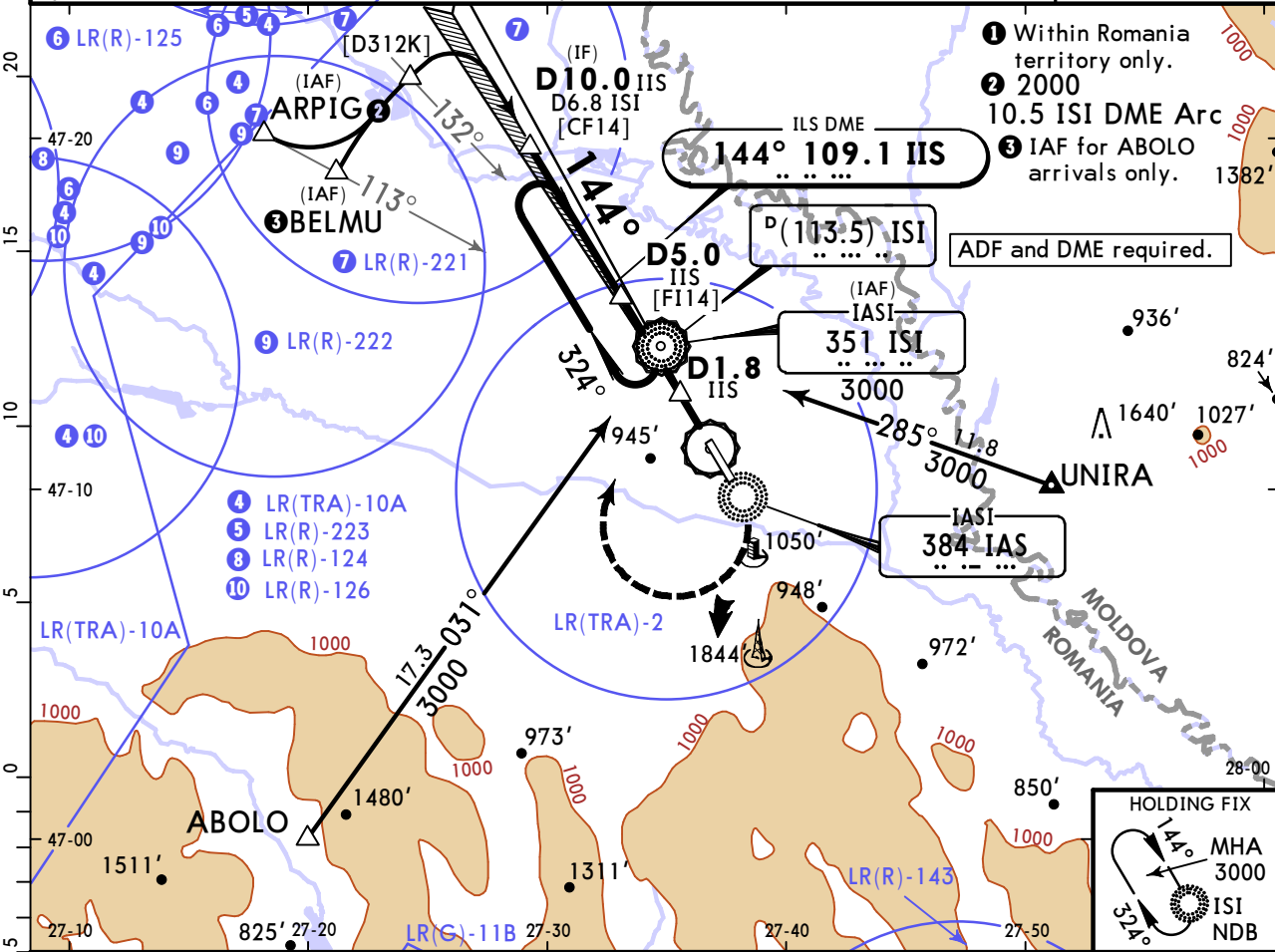
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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LRIA/IAS IASI

JEPPESEN
9 DEC 22 **(11-1A)**

IASI, ROMANIA CAT II ILS Rwy 14

IASI Tower (APP/TWR)		8.33 exempted ACFT		2900
119.955		119.2		
LOC IIS 109.1	Final Apch Crs 144°	D5.0 IIS 2000' (1589')	CAT II ILS RA/DA(H) Refer to Minimums	
MISSED APCH: Climb STRAIGHT AHEAD on 144° to IAS NDB, then turn RIGHT (MAX 190 KT) to ISI NDB climbing to 3000' and join holding.				
Alt Set: hPa		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 3000
Special Aircrew and Aircraft Certification Required.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	144°	IAS	190 KT	3000'
GS	3.00°	372	478	531	637	849	PAPI	↑	384	MAX	351
										RT	

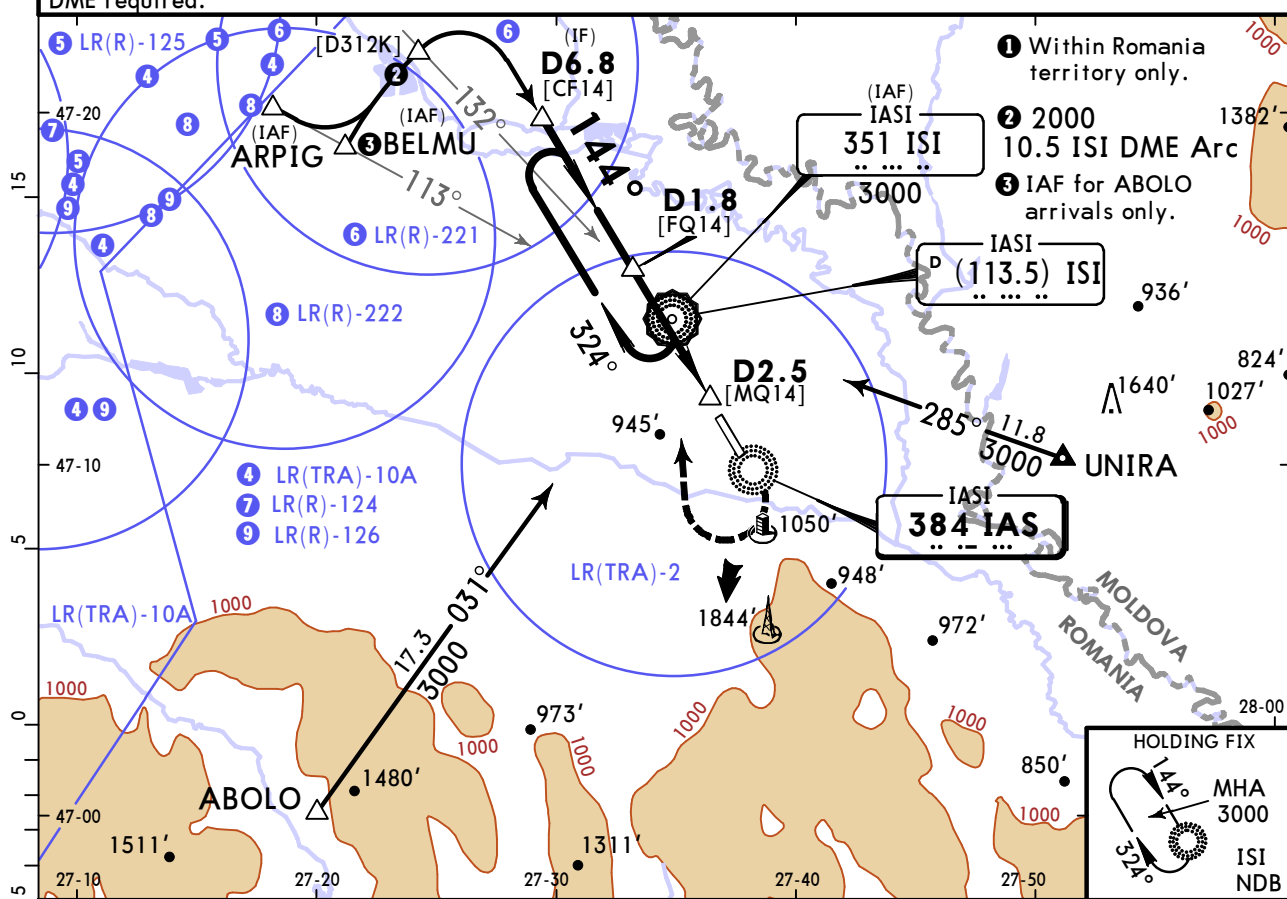
Std/State				STRAIGHT-IN LANDING CAT II ILS			
A RA 112' DA(H) 539' (128')		B RA 124' DA(H) 556' (145')		C RA 133' DA(H) 568' (157')		D RA 143' DA(H) 582' (171')	
R400m				R450m			

LRIA/IAS IASI

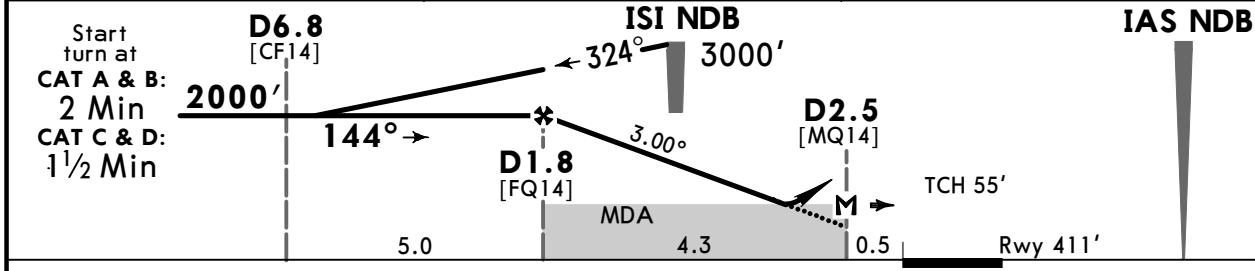
JEPPESEN
9 DEC 22 (16-1)

IASI, ROMANIA NDB Rwy 14

IASI Tower (APP/TWR)		8.33 exempted ACFT			2900
119.955		119.2			
NDB IAS 384	Final Apch Crs 144°	D1.8 2000' (1589')	DA/MDA(H) 1020' (609')	Apt Elev 411' Rwy 411'	
MISSED APCH: Climb STRAIGHT AHEAD on 144° to IAS NDB, then turn RIGHT (MAX 190 KT) to ISI NDB climbing to 3000' and join holding.					MSA ① ISI NDB
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC	
DME required.					



ISI DME ALTITUDE	D1.0 BEFORE ISI	D1.0 AFTER ISI
	1730'	1112'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	144° ↑	IAS 384	190 KT MAX RT	3000' ISI 351
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at D2.5											
D1.8 to MAP	4.3	3:41	2:52	2:35	2:09	1:51	Timing not authorized for defining the MAP.				

PANS OPS	Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
		CDFA				
		① DA/MDA(H) 1020' (609')				
		ALS out		Max Kts	MDA(H)	
	A	R1500m		100	1080' (669')	V1500m
B			135	1240' (829')	V1600m	
C			180	1670' (1259')	V2400m	
D	R2100m	R2400m	205	2240' (1829')	V3600m	

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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LRIA/IAS IASI

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9 DEC 22 **(16-2)**

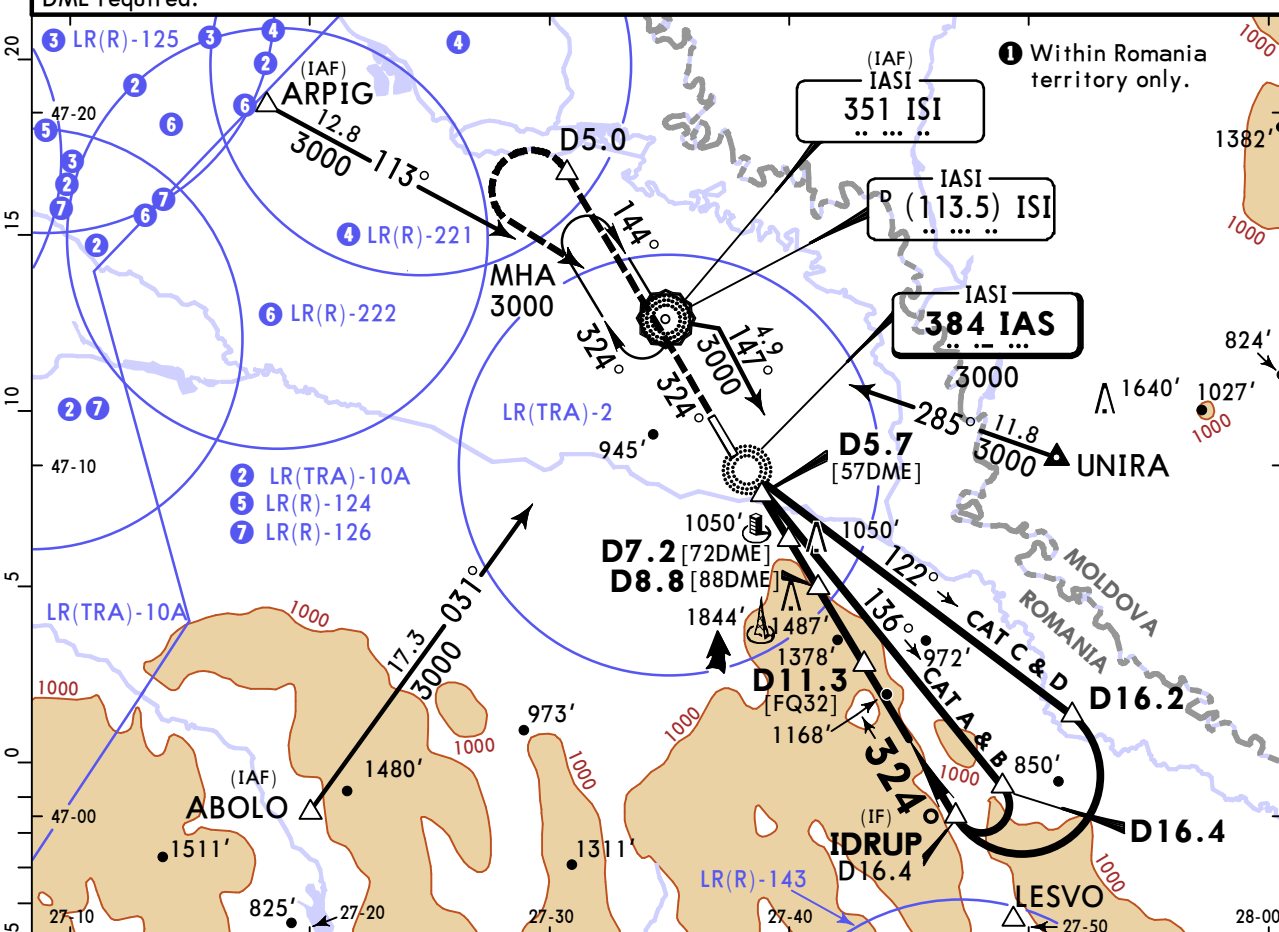
IASI, ROMANIA NDB Rwy 32

IASI Tower (APP/TWR)		8.33 exempted ACFT			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> 2900 </div> <p style="text-align: center; margin-top: 5px;">MSA ① ISI NDB</p>
119.955		119.2			
NDB IAS 384	Final Apch Crs 324°	D11.3 3000' (2668')	DA/MDA(H) 690' (358')	Apt Elev 411' Rwy 332'	

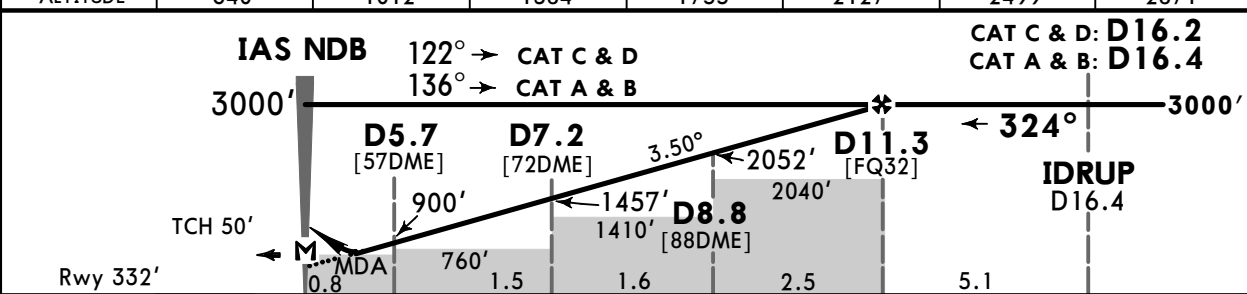
MISSED APCH: Climb STRAIGHT AHEAD on 324° from IAS NDB to D5.0, then turn LEFT to ISI NDB climbing to 3000' and join holding.

Alt Set: hPa Rwy Elev: 12 hPa Trans level: By ATC Trans alt: 3000'

DME required.



ISI DME	5.0	6.0	7.0	8.0	9.0	10.0	11.0
ALTITUDE	640'	1012'	1384'	1755'	2127'	2499'	2871'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI <div style="display: flex; align-items: center; justify-content: center;"> <div style="border-left: 1px dashed black; width: 10px; height: 20px; margin-right: 5px;"></div> D5.0 324° from IAS 384 </div>
Descent Angle	3.50°	434	557	619	743	867	
MAP at IAS NDB							
D11.3 to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26

Timing not authorized for defining the MAP.

PANS OPS	Std/State	STRAIGHT-IN LANDING CDFA	CIRCLE-TO-LAND
	① DA/MDA(H) 690' (358')		Max Kts
	A	ALS out	MDA(H)
	B	R1500m	100 1080' (669')
C	R900m	135 1240' (829')	V1500m
D	R1600m	180 1670' (1259')	V1600m
		205 2240' (1829')	V2400m
			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
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IASI, (IASI - LRIA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LRIA