

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LRSB

Terminal Charts For LRSB

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: SIBIU ROU
ICAO/IATA: LRSB / SBZ
Lat/Long: N45° 47.15', E024° 05.13'
Elevation: 1520 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: 0420 Z
Sunset: 1608 Z

Runway Information

Runway: 09
Length x Width: 8629 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1520 ft
Lighting: Edge, ALS, Centerline
Stopway: 486 ft

Runway: 27
Length x Width: 8629 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1458 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 126.950
Sibiu Tower: 122.700 Secondary
Sibiu Tower: 121.305
Napoc Approach: 127.275 Secondary
Napoc Approach: 126.430
Napoc Approach: 119.680

LRSB/SBZ
SIBIU

JEPPESEN

24 DEC 21

10-1P

Eff 30 Dec

SIBIU, ROMANIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 126.950

1.2. LOW VISIBILITY PROCEDURES (LVP)

1.2.1. GENERAL

LVP operations will be commenced when RVR falls below 550m or visibility is 800m or lower (when RVR is not available) or ceiling is 200' or lower.

LVP will be terminated when RVR is greater than 800m or visibility is greater than 1500m (when RVR is not available) or ceiling is greater than 300' and continuing improvement in these conditions is anticipated.

1.2.2. TAKE-OFF

LVP operations will be provided when LVP requested by an ACFT operator to conduct Low Visibility Take-Off (LVTO) when the RVR is below 400m.

If LVP operations are not in force, LVTO must be requested a minimum of 30 minutes in advance to permit the appropriate preparations.

ACFT movements on the apron must be carried out with the direction of a Follow-me car.

1.2.3. CAT II APPROACH AND LANDING

Pilots will be informed by ATIS or RTF when LVP are in operation.

The LOC-sensitive area will be protected when a landing ACFT is within 5NM from touchdown. ATC will provide suitable spacing between ACFT on final approach to achieve this objective.

1.3. PARKING INFORMATION

Before landing on APT or before filling LRSB as an alternate, for ACFT with maximum ACN higher than 110 for rigid pavements subgrades code D, operators are required to contact APT administration for permission to operate on aerodrome.

Rules for ACFT with actual ACN higher than 56 for rigid pavements subgrades code D - allowed to taxi on TWY E only.

Parking of ACFT at the positions is performed according to the signals of the marshaller on apron 1 at ACFT stands 1 thru 15. If the pilot prefers guidance by a Follow-me car for a taxiing maneuver, he may request one from TWR. Follow-me car are identifiable by a functioning lighting signal ramp (Follow-me) and orange omnidirectional light/flashing light.

On the aprons ACFT are permitted to taxi only at the indispensable minimum engine speed.

Passengers pedestrian displacement on apron 1 parking positions 1, 2, 3, 8 thru 15 is strictly forbidden due to security and safety reasons.

2. ARRIVAL

2.1. CAT II OPERATIONS

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

2.2. TAXI PROCEDURES

2.2.1. STANDARD TAXI ROUTES

Arrival on	Instructions given by ATC			TWY to be followed	
		Standard Taxi Route			
RWY 09 (ACFT turnaround in turning bay located at the end of RWY 27)	Taxi via standard taxi route	Arrival 09 W	to	Stands 1 thru 15	TWY W - TWY N to stands 1 thru 15
		Arrival 09 E		Stands 1 thru 9 11 thru 15	TWY E - TWY N to stands 1 thru 9 11 thru 15
		Arrival 09 E10		Stand 10	TWY E - to stand 10
RWY 27 (Cat I/II ACFT turnaround in turning bay located at the end of RWY 09)		Arrival 27 W		Stands 1 thru 15	TWY W - TWY N to stands 1 thru 15
		Arrival 27 E		Stands 1 thru 9 11 thru 15	TWY E - TWY N to stands 1 thru 9 11 thru 15
		Arrival 27 E10		Stand 10	TWY E - to stand 10

3. DEPARTURE

3.1. TAXI PROCEDURES

3.1.1. STANDARD TAXI ROUTES

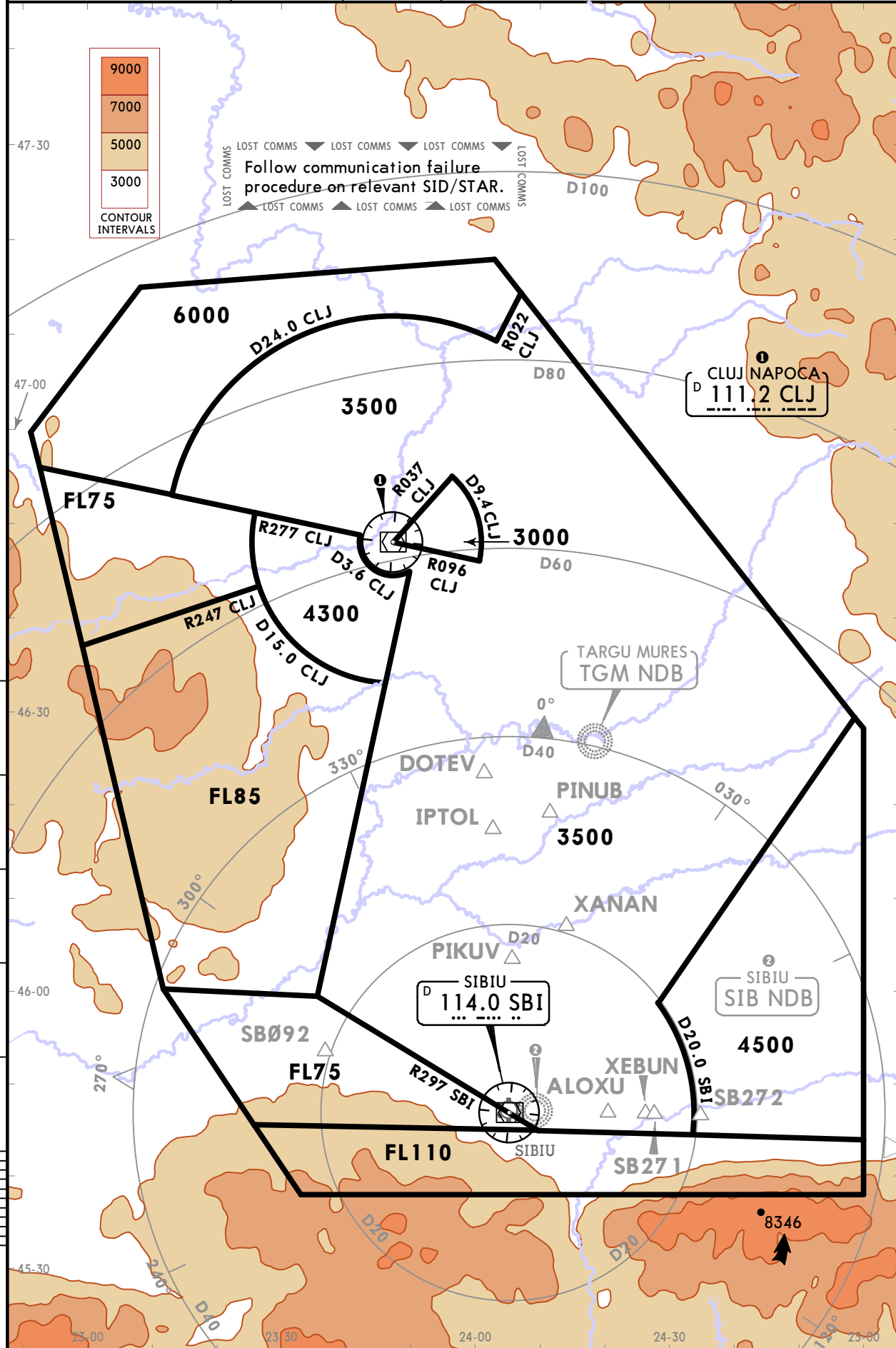
Departure from	Instructions given by ATC			TWY to be followed	
		Standard Taxi Route			
Apron 1, stands 1 thru 15	Taxi via standard taxi route	Departure 09 E	to holding point	RWY 09 E	TWY N - TWY E turn RIGHT and taxi line-up THR 09
		Departure 27 E		RWY 27 E	TWY N - TWY E turn LEFT and taxi line-up THR 27
		Departure 09 W		RWY 09 W	TWY N - TWY W turn RIGHT and taxi line-up THR 09
		Departure 27 W		RWY 27 W	TWY N - TWY W turn LEFT and taxi line-up THR 27

LRSB/SBZ SIBIU

JEPPESEN
8 FEB 19 **(10-1R)**

SIBIU, ROMANIA RADAR MINIMUM ALTITUDES

NAPOC Approach (R)			Apt Elev 1520	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		

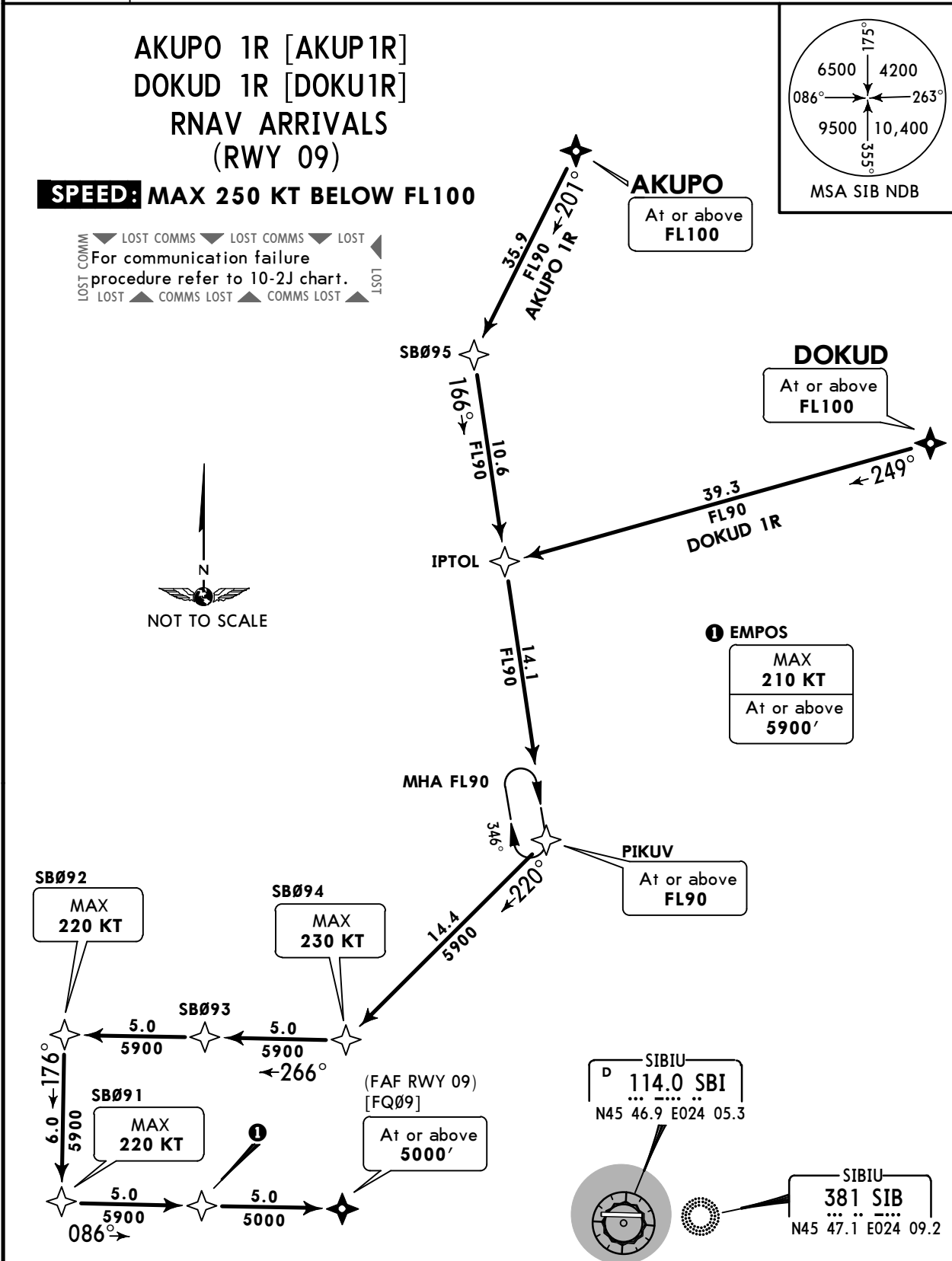


LRSB/SBZ
SIBIU

JEPPESEN
9 DEC 22 **10-2**

SIBIU, ROMANIA
RNAV STAR

ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000' RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
Apt Elev 1520'	1. Air crews 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. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be serviceable for P-RNAV DME/DME operations. 4. EMPOS is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.



STAR	ROUTING
AKUPO 1R	AKUPO (FL100+) - SB095 - IPTOL - PIKUV (FL90+) - SB094 (K230-) - SB093 - SB092 (K220-) - SB091 (K220-) - EMPOS (K210-; 5900'+) - [FQ09] (5000'+).
DOKUD 1R	DOKUD (FL100+) - IPTOL - PIKUV (FL90+) - SB094 (K230-) - SB093 - SB092 (K220-) - SB091 (K220-) - EMPOS (K210-; 5900'+) - [FQ09] (5000'+).

LRSB/SBZ
SIBIU

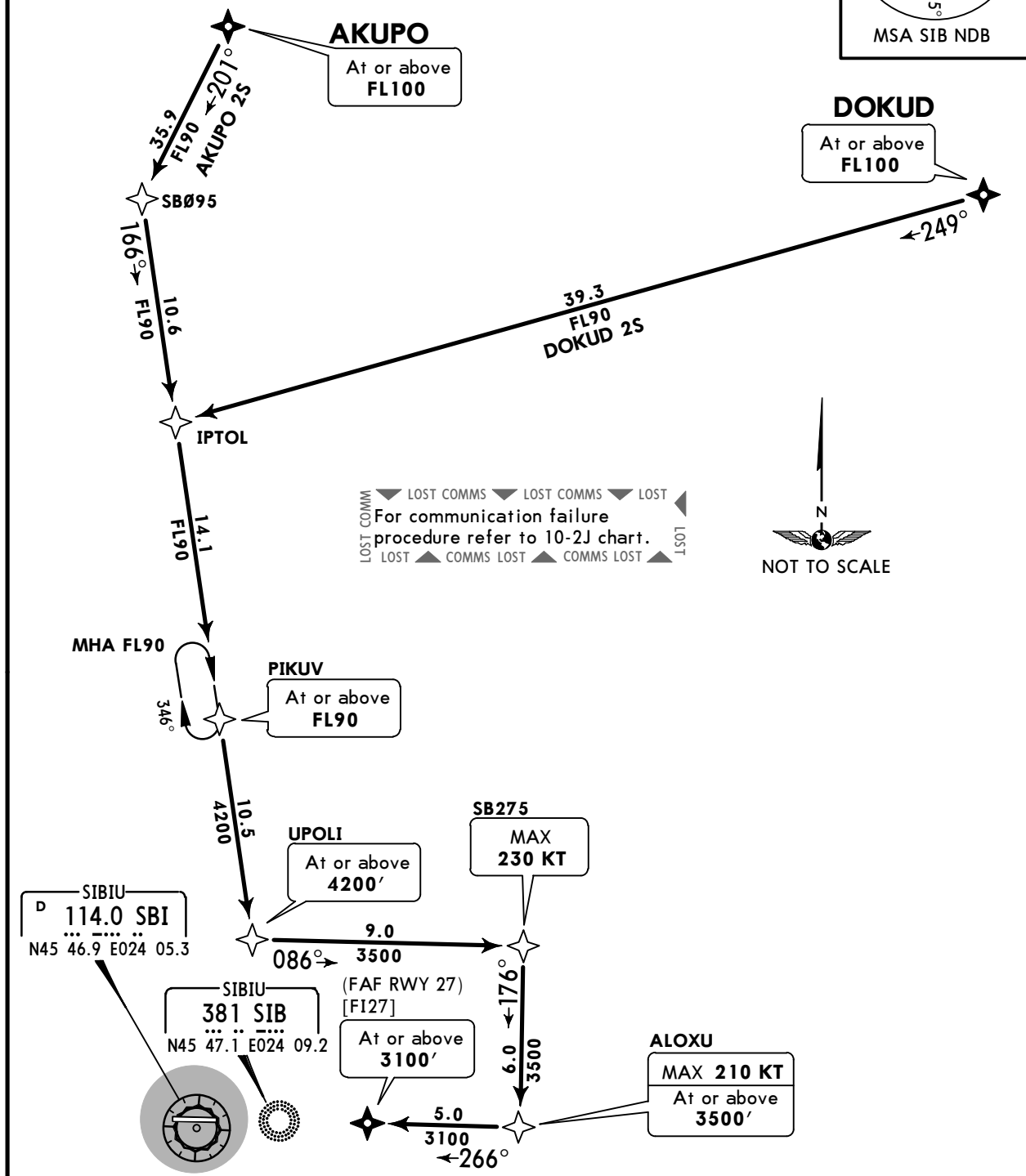
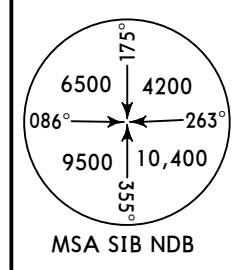
JEPPESSEN
9 DEC 22 **(10-2A)**

SIBIU, ROMANIA
RNAV STAR

ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000' RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
	1. Air crews 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. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be serviceable for P-RNAV DME/DME operations. 4. ALOXU is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.
Apt Elev 1520'	

AKUPO 2S [AKUP2S], DOKUD 2S [DOKU2S]
RNAV ARRIVALS
(RWY 27)

SPEED: MAX 250 KT BELOW FL100



STAR	ROUTING
AKUPO 2S	AKUPO (FL100+) - SB095 - IPTOL - PIKUV (FL90+) - UPOLI (4200'+) - SB275 (K230-) - ALOXU (K210-; 3500'+) - [F127] (3100'+).
DOKUD 2S	DOKUD (FL100+) - IPTOL - PIKUV (FL90+) - UPOLI (4200'+) - SB275 (K230-) - ALOXU (K210-; 3500'+) - [F127] (3100'+).

LRSB/SBZ
SIBIU

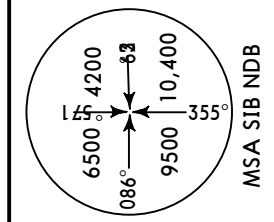
JEPPESEN
9 DEC 22 **(10-2B)**

SIBIU, ROMANIA
RNAV STAR

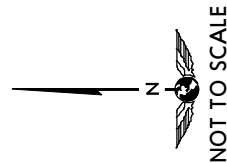
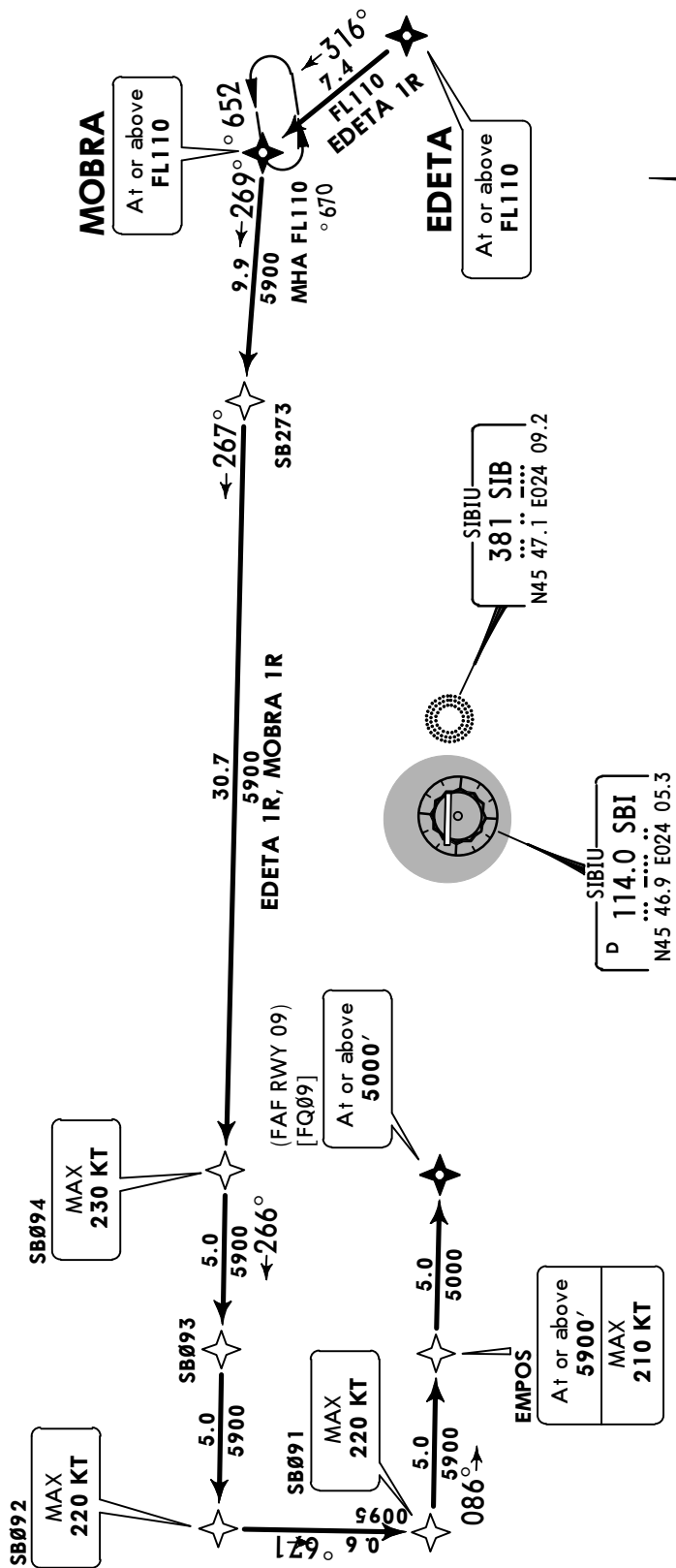
ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000' RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
Apt Elev 1520'	1. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach. 3. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be serviceable for P-RNAV DME/DME operations. 4. EMPOS is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

**EDETA 1R [EDET1R], MOBRA 1R [MOBR1R]
RNAV ARRIVALS
(RWY 09)**

SPEED: MAX 250 KT BELOW FL100



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



STAR	ROUTING
EDETA 1R	EDETA (FL110+) - MOBRA (FL110+) - SB273 - SB094 (K230-) - SB093 - SB092 (K220-) - SB091 (K220-) - EMPOS (5900' +; K210-) - [FQ09] (5000' +).
MOBRA 1R	MOBRA (FL110+) - SB273 - SB094 (K230-) - SB093 - SB092 (K220-) - SB091 (K220-) - EMPOS (5900' +; K210-) - [FQ09] (5000' +).

LRSB/SBZ
SIBIU

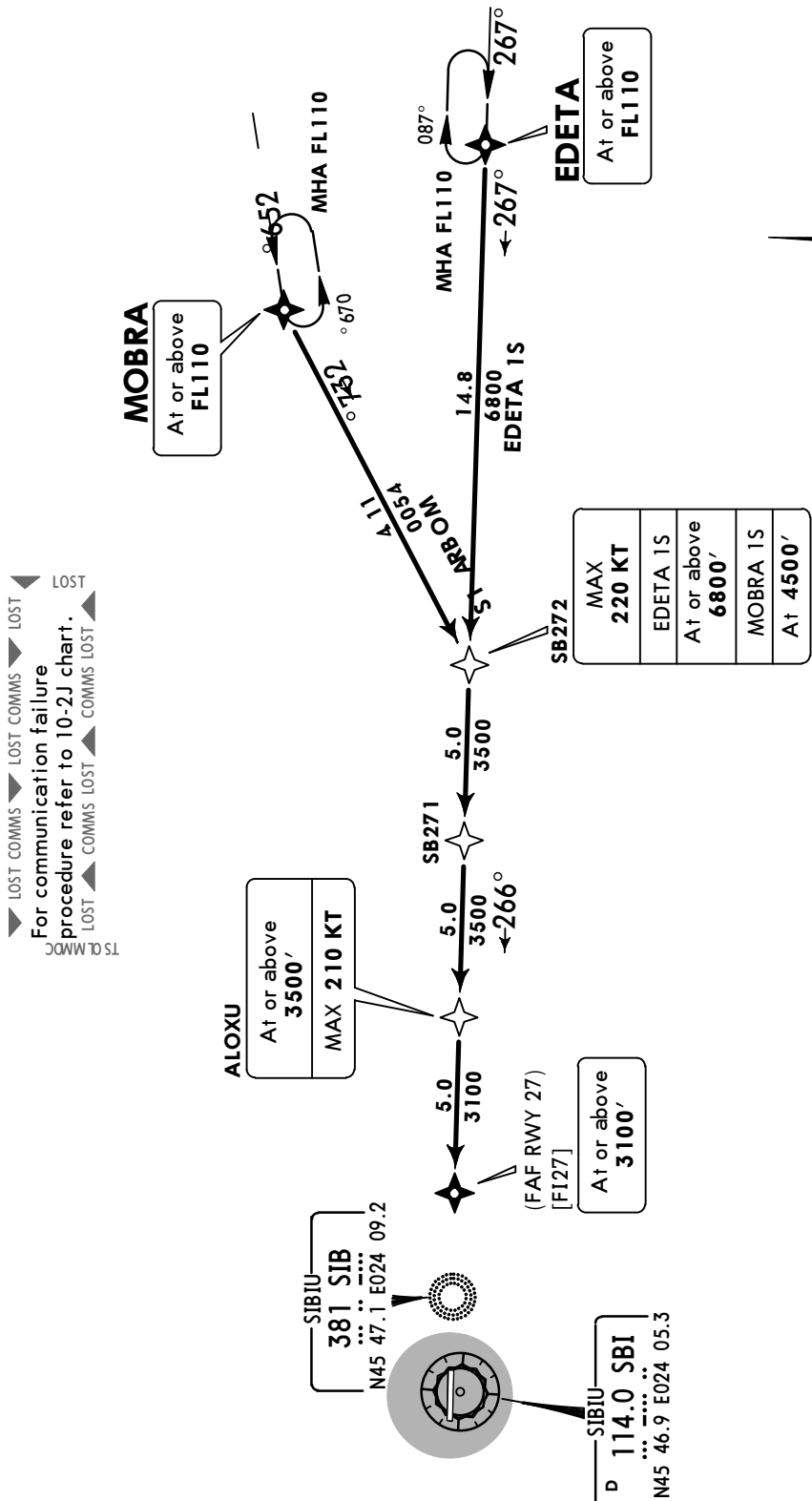
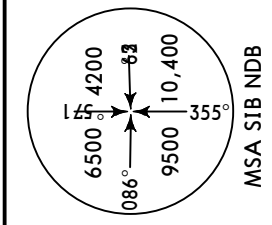
JEPPesen
9 DEC 22 10-2C

SIBIU, ROMANIA
RNAV STAR

ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
	RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
Apt Elev 1520'	1. Air crews 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. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be serviceable for P-RNAV DME/DME operations. 4. ALOXU is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

**EDETA 1S [EDET1S], MOBRA 1S [MOBR1S]
RNAV ARRIVALS
(RWY 27)**

SPEED: MAX 250 KT BELOW FL100



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

STAR	ROUTING
EDETA 1S	EDETA (FL110+) - SB272 (6800'+; K220-) - SB271 - ALOXU (3500'+; K210-) - [FI27] (3100'+).
MOBRA 1S	MOBRA (FL110+) - SB272 (4500'+; K220-) - SB271 - ALOXU (3500'+; K210-) - [FI27] (3100'+).

LRSB/SBZ
SIBIU

JEPPESEN
9 DEC 22 **10-2D**

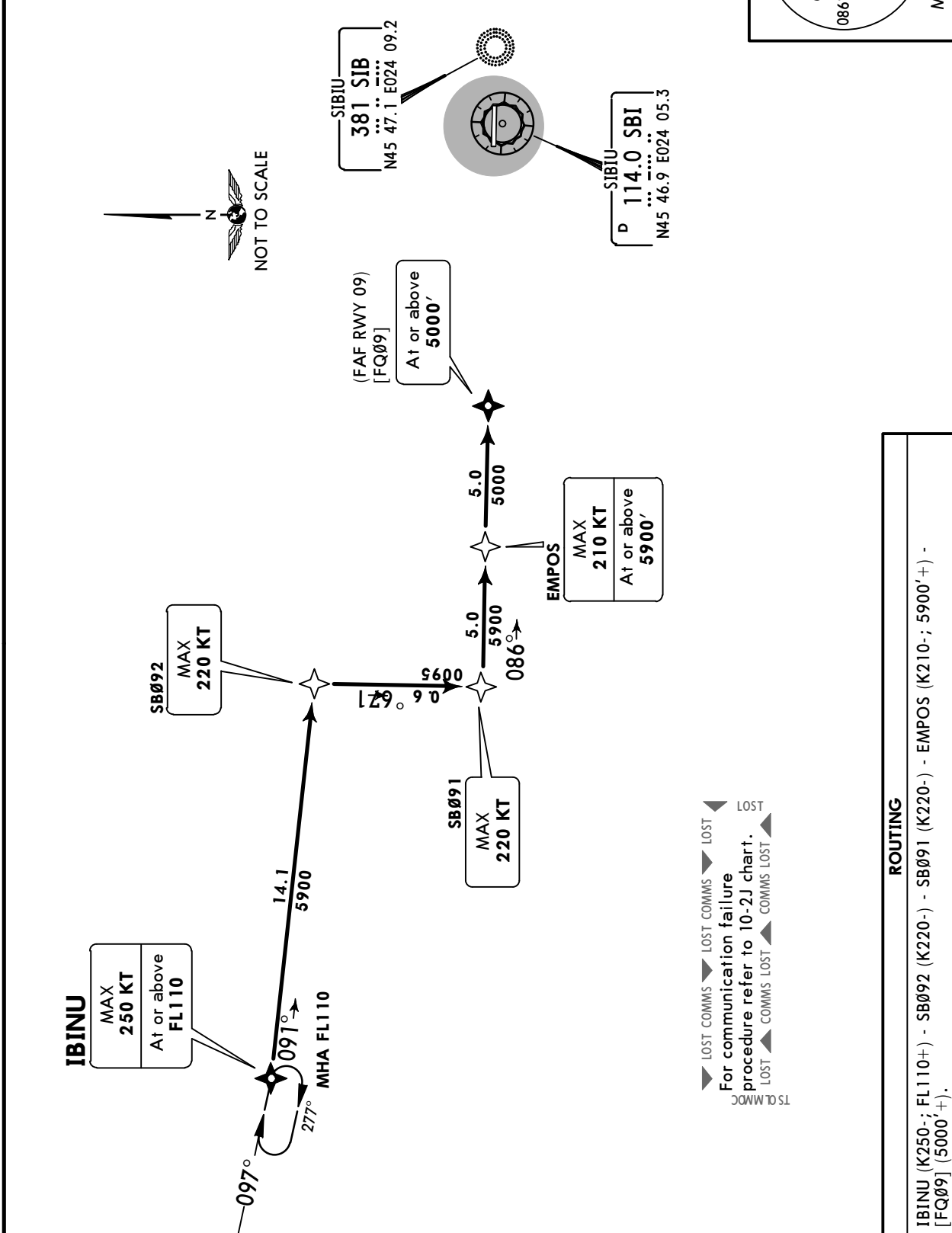
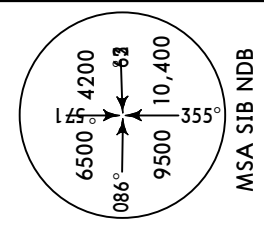
SIBIU, ROMANIA
RNAV STAR

ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
	RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
Apt Elev 1520'	1. Air crews 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. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be seviceable for P-RNAV DME/DME operations. 4. EMPOS is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

IBINU 1R RNAV ARRIVAL

[IBIN1R]
(RWY 09)

SPEED: MAX 250 KT BELOW FL100



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

ROUTING

IBINU (K250-; FL110+) - SB092 (K220-) - SB091 (K220-) - EMPOS (K210-; 5900'+) - [FQ09] (5000'+).

LRSB/SBZ
SIBIU

JEPPESEN
9 DEC 22 10-2E

SIBIU, ROMANIA
RNAV STAR

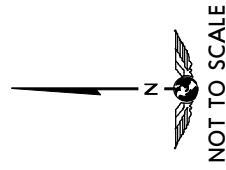
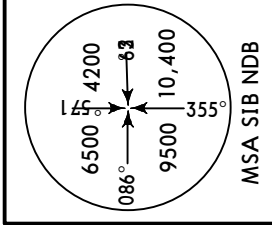
ATIS 126.950	Alt Set: hPa Trans level: By ATC Trans alt: 7000'
	RNAV (DME/DME) RNAV-1 (P-RNAV) approval required
Apt Elev 1520'	1. Air crews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC. 2. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach. 3. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be seviceable for P-RNAV DME/DME operations. 4. ALOXU is a tactical fix for non-standard shorter approach, used only after request or approval by air crew.

IBINU 2S RNAV ARRIVAL

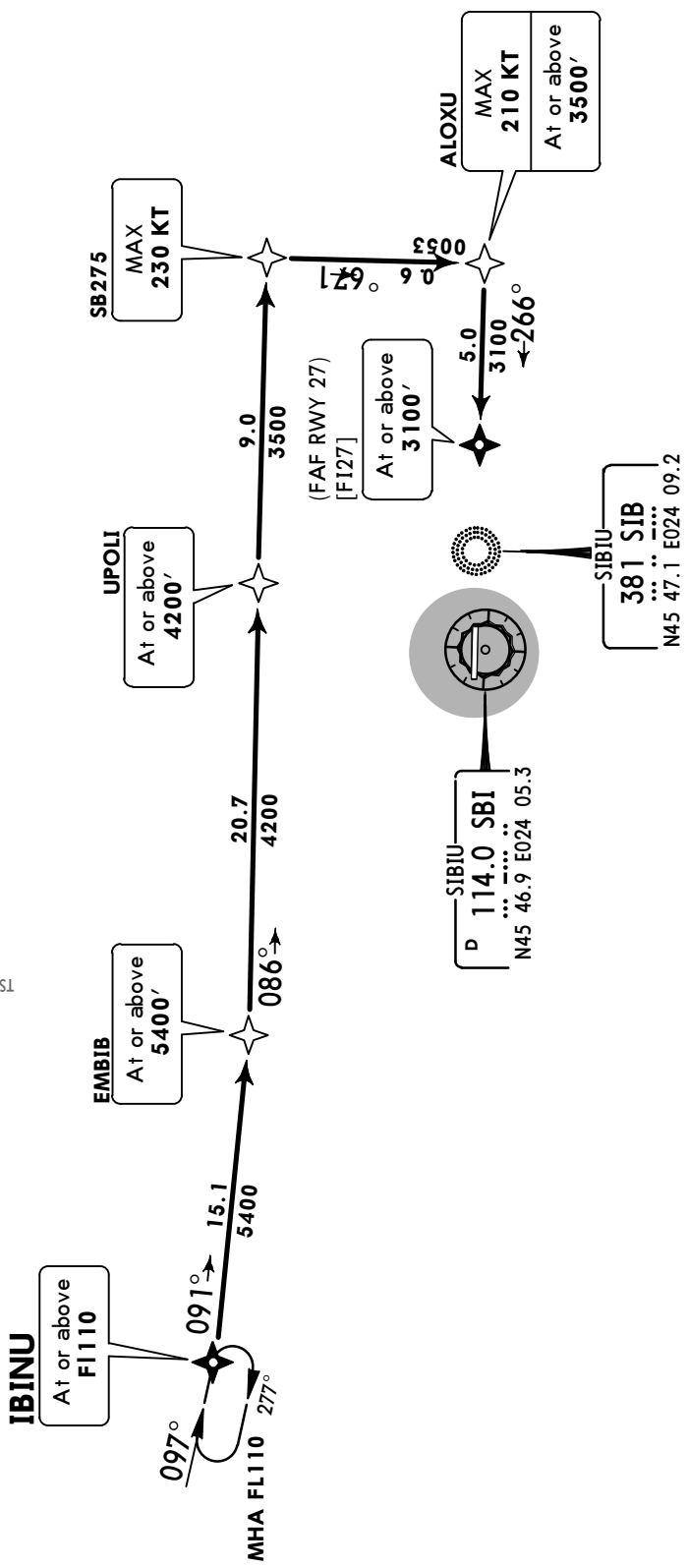
[IBIN2S]

(RWY 27)

SPEED: MAX 250 KT BELOW FL100



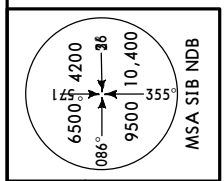
▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 For communication failure procedure refer to 10-2J chart.
 LOST ▼ COMMS LOST ▼ COMMS LOST ▼



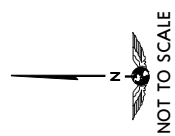
ROUTING

IBINU (FL110+) - EMBIB (5400'+) - UPOLI (4200'+) - SB275 (K230-) - ALOXU (K210-; 3500'+) - [F127] (3100'+).

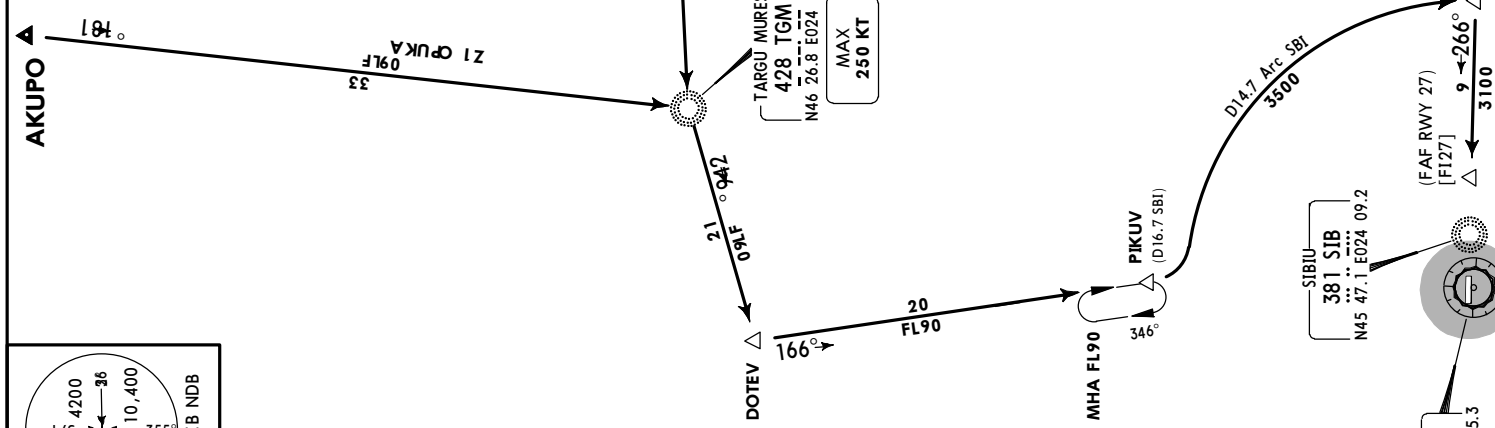
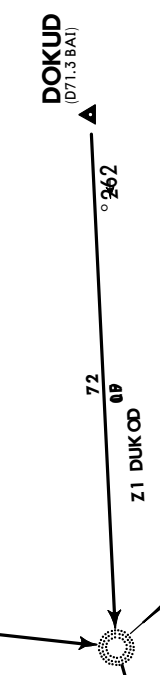
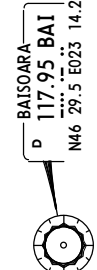
ATIS 126.950	Apt Elev 1520'	Alt Set: hPa Trans level: By ATC ADF required.	Trans alt: 7000'
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AKUPO 1Z [AKUP1Z]
DOKUD 1Z [DOKU1Z]
ARRIVALS
(RWY 27)
SPEED: MAX 250 KT BELOW FL100



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



LRSB/SBZ
SIBIU

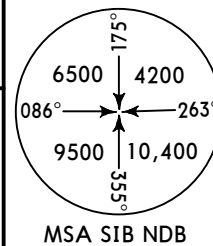
JEPPESEN
9 DEC 22 (10-2G)

SIBIU, ROMANIA
STAR

ATIS
126.950

Apt Elev
1520'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
ADF required.

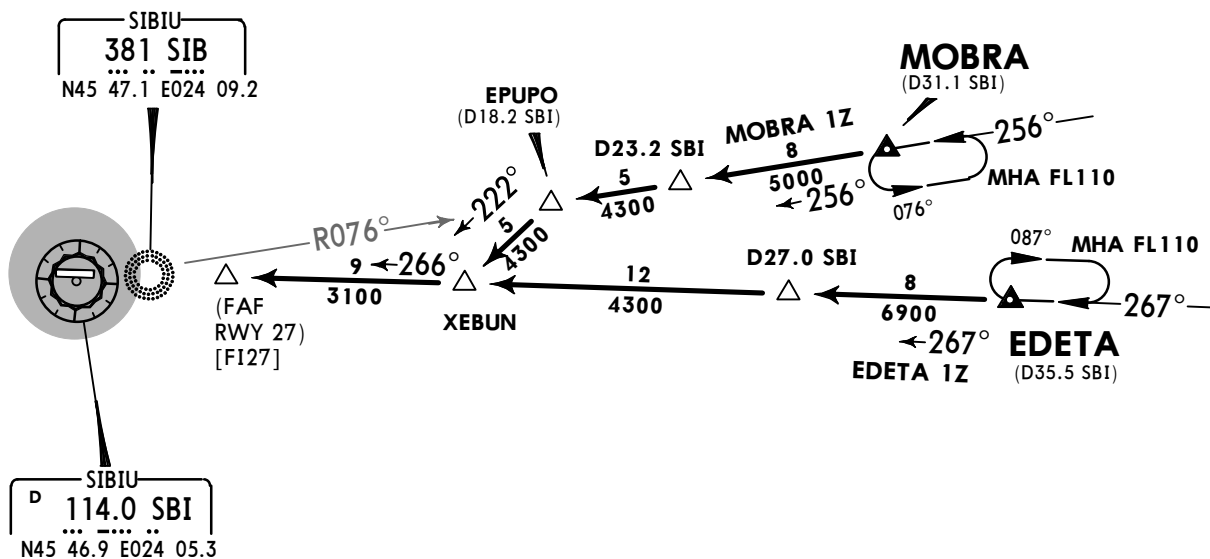


EDETA 1Z [EDET1Z]
MOBRA 1Z [MOBR1Z]
ARRIVALS
(RWY 27)

SPEED: MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST
For communication failure
procedure refer to 10-2J chart.
LOST ▲ COMMS LOST ▲ COMMS LOST ▲



LRSB/SBZ
SIBIU

JEPPESEN
9 DEC 22 10-2H

SIBIU, ROMANIA

STAR

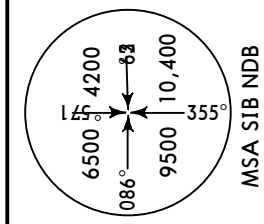
ATIS
126.950

Apt Elev
1520'

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

IBINU 1Z ARRIVAL
[IBIN1Z]
(RWY 27)

SPEED: MAX 250 KT BELOW FL100



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

IBINU
(D35.0 SBI)

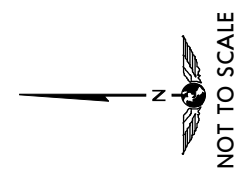


38
6000



SIBIU
38.1 SIB
N45 47.1 E024 09.2

P SIBIU
114.0 SBI
N45 46.9 E024 05.3



COMMUNICATION FAILURE PROCEDURE

1. FLIGHTS ABLE TO PERFORM RNAV ARRIVAL

- if RWY in use was received, set transponder to 7600, proceed according FPL and assigned or designated STAR. Descending shall be executed in accordance with vertical restrictions specified on chart at least 2 min from setting 7600.

-If direct routing was initiated, set transponder to 7600 and continue to last assigned point and cleared FL for 2 min. Then continue on STAR. If no STAR was assigned:

RWY 09: Proceed direct to SIB, continue to SB094, join MOBRA 1R and follow approach procedure for RWY 09.

RWY 27: Proceed to SIB, follow approach procedure for RWY 27.

Descending shall be executed in accordance with Minimum Radar Vectoring Altitude (MRVA) until assigned point and then with vertical restrictions on chart at least 2 min from setting 7600.

-If vectoring was initiated, set transponder to 7600 and continue on assigned heading and last cleared FL for 2 min. Then proceed direct to SIB, if last cleared FL is lower than MRVA, climb to MRVA immediately.

RWY 09: From SIB continue to SB094, join MOBRA 1R and follow approach procedure for RWY 09.

RWY 27: Proceed to SIB, follow approach procedure for RWY 27.

Descending shall be executed in accordance with MRVA until SIB and then with vertical restrictions on chart at least 2 min from setting 7600

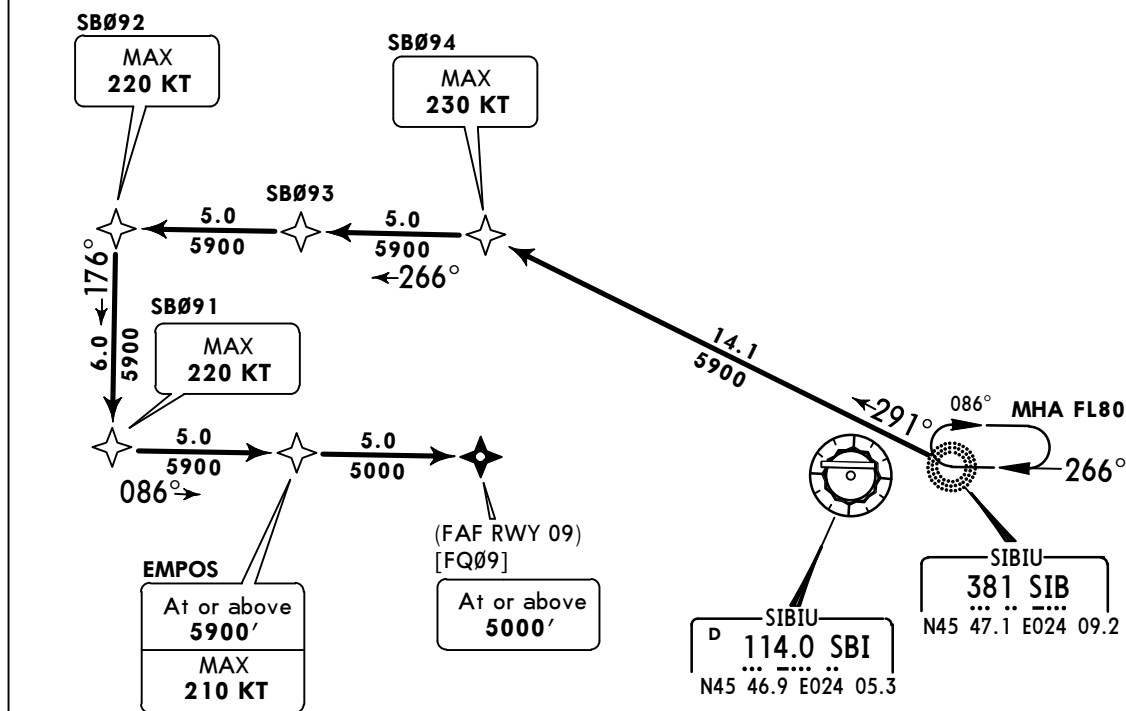
- In case of missed approach:

RWY 09: From SIB proceed to SB094, join MOBRA 1R and follow approach procedure for RWY 09. If necessary to change runway, proceed approach procedure for RWY 27 from SIB.

RWY 27: From SIB proceed approach procedure for RWY 27. If necessary to change runway, from SIB proceed to SB094, join MOBRA 1R and follow approach procedure for RWY 09.

Descending shall be executed in accordance with vertical restrictions on chart.

Communication failure procedure RWY 09



2. FLIGHTS UNABLE TO PERFORM RNAV ARRIVAL

- Continue in accordance with lost communication procedure for RNAV Procedure for RWY 27.

- In case of missed approach. From SIB proceed approach procedure for RWY 27. If necessary to to change RWY, from SIB proceed approach procedure for RWY 27, then circling to RWY 09. Descending shall be executed in accordance with vertical restrictions on chart.

Trans level: By ATC Trans alt: 7000'

RNAV (DME/DME) RNAV-1 (P-RNAV) approval required

1. CLJ (111.2), SBI (114.0), CHU (109.2), BAI (117.95), HNU (133.6) and ZLU (108.0) must be serviceable for P-RNAV DME/DME operations.

2. NADP 1 is mandatory for this runway.

Apt Elev
 1520'

MSA SIB NDB

DOKUD 1P RNAV DEPARTURE
 [DOKU1P]
 (RWY 09)

DOKUD
 At or above
 FL100

XANAN
 At or above
 FL90

PINUB
 960

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
 At or above
 3300'

DOKUD
 At or above
 FL100

OTRIX

SBIU
 114.0 SBI
 N45 46.9 E024 05.3

SIBIU
 381 SIB
 N45 47.1 E024 09.2

SBR991
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 3300'

DOKUD
 At or above
 FL100

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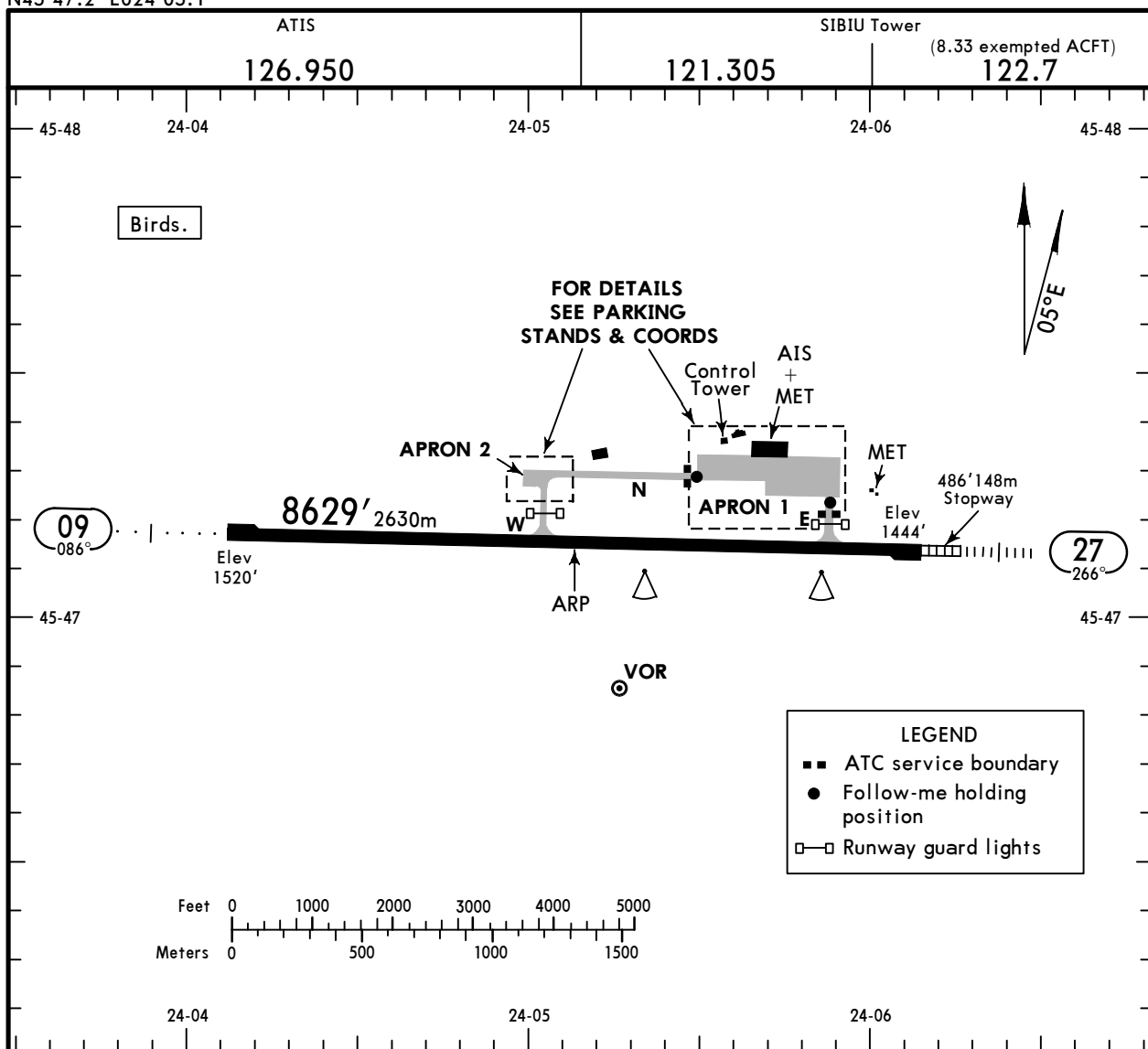
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 381 SIB
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SBR991
 At or above
 3300'

LRSB/SBZ
 Apt Elev **1520'**
 N45 47.2 E024 05.1

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

SIBIU, ROMANIA
SIBIU



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS			WIDTH
					LANDING BEYOND		TAKE-OFF	
				Threshold	Glide Slope			
09	HIRL (60m)	CL (15m)	HIALS PAPI-L (3.5°)				148'	
27	HIRL (60m)	CL (15m)	HIALS-II TDZ ① RVR		7657' 2334m	②	45m	

- ① PAPI-L (3.0°)
 - ② TAKE-OFF RUN AVAILABLE
- RWY 27:**
 From rwy head 8629' (2630m)
 twy E int 7513' (2290m)

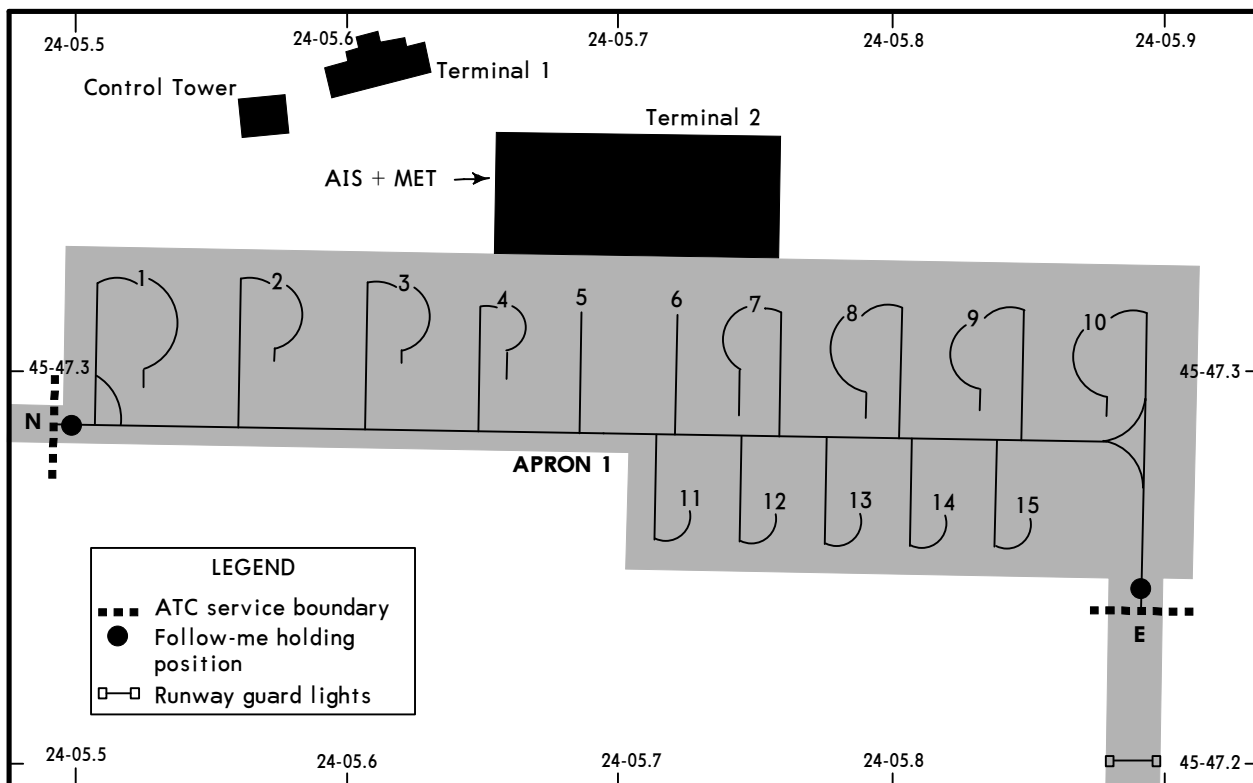
Std/State		TAKE-OFF						
Low Visibility Take-off		RL & RCLM		RL or CL		Adequate Vis Ref		
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

LRSB/SBZ

JEPPESEN
9 DEC 22 (10-9A)

SIBIU, ROMANIA

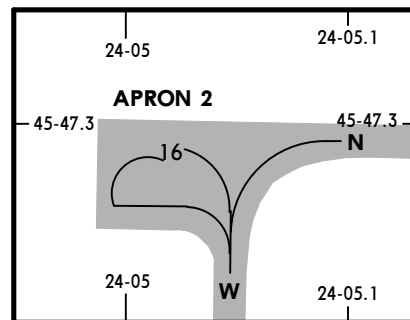
SIBIU



LEGEND	
---	ATC service boundary
●	Follow-me holding position
□—	Runway guard lights

INS COORDINATES

STAND No.	COORDINATES
1	N45 47.3 E024 05.5
2, 3	N45 47.3 E024 05.6
4 thru 7	N45 47.3 E024 05.7
8, 9	N45 47.3 E024 05.8
10	N45 47.3 E024 05.9
11	N45 47.3 E024 05.7
12 thru 15	N45 47.3 E024 05.8
16	N45 47.3 E024 05.0



LRSB/SBZ SIBIU

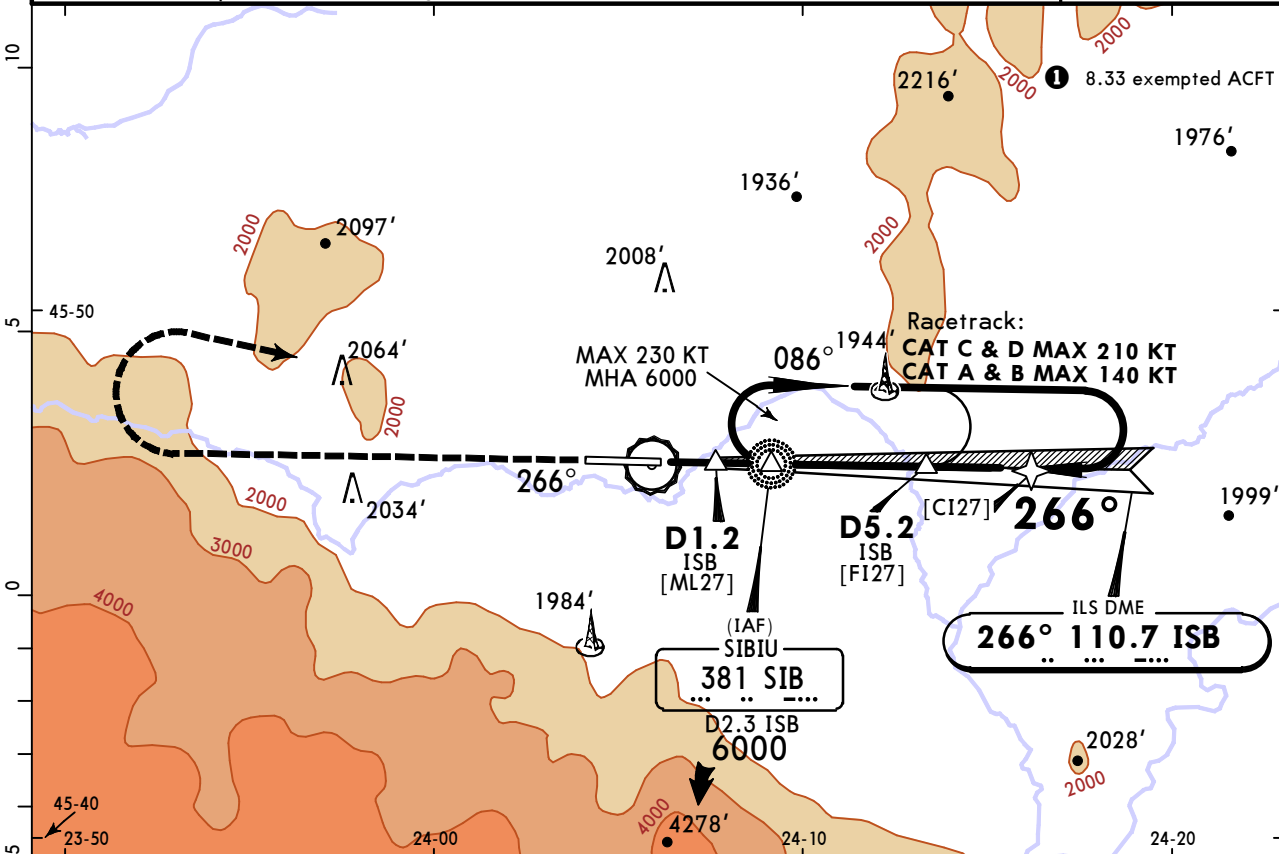


9 DEC 22 **(11-1)**

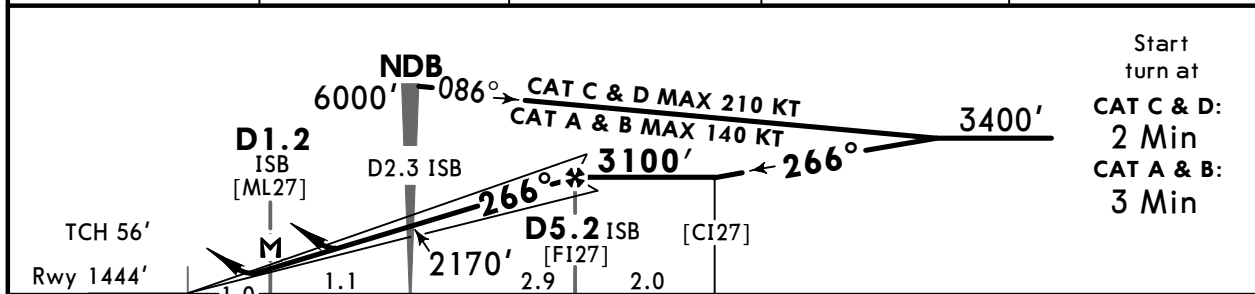
SIBIU, ROMANIA ILS Rwy 27

MISSED APCH CLIMB
GRADIENT MIN 4.0%

BRIEFING STRIP™	ATIS	NAPOC Approach (R)				SIBIU Tower	
		126.950	126.430	127.275	126.430	127.275	119.680 127.275 121.305 122.70
	LOC ISB	Final Apch Crs		D5.2 ISB	ILS DA(H)	Apt Elev 1520'	
	110.7	266°		3100' (1656')	1644' (200')	Rwy 1444'	
MISSED APCH: Climb STRAIGHT AHEAD to 5400', then turn RIGHT (MAX 230 KT) to NDB climbing to 6000' and hold or as directed. Missed approach requires a minimum climb gradient of 4.0% (244'/NM).							
Alt Set: hPa Rwy Elev: 52 hPa Trans level: By ATC Trans alt: 7000'							
1. ADF, DME required. 2. Warning: Do not overshoot South the extended RCL.							
						MSA SIB NDB	



ISB DME	2.0	3.0	4.0	5.0
ALTITUDE	2084'	2402'	2721'	3039'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	5400'	230 KT MAX	SIB 381
GS	3.00°	372	478	531	637	849				
MAP at D1.2 ISB										
D5.2 ISB to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30	Timing not authorized for defining the MAP.		

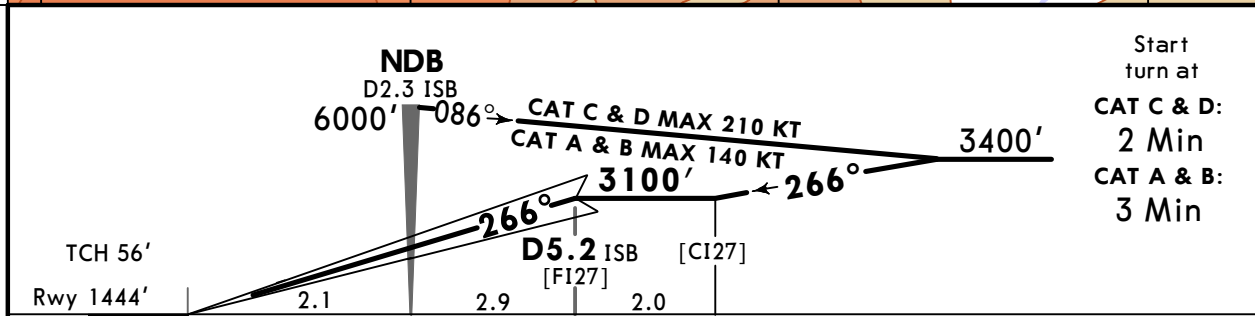
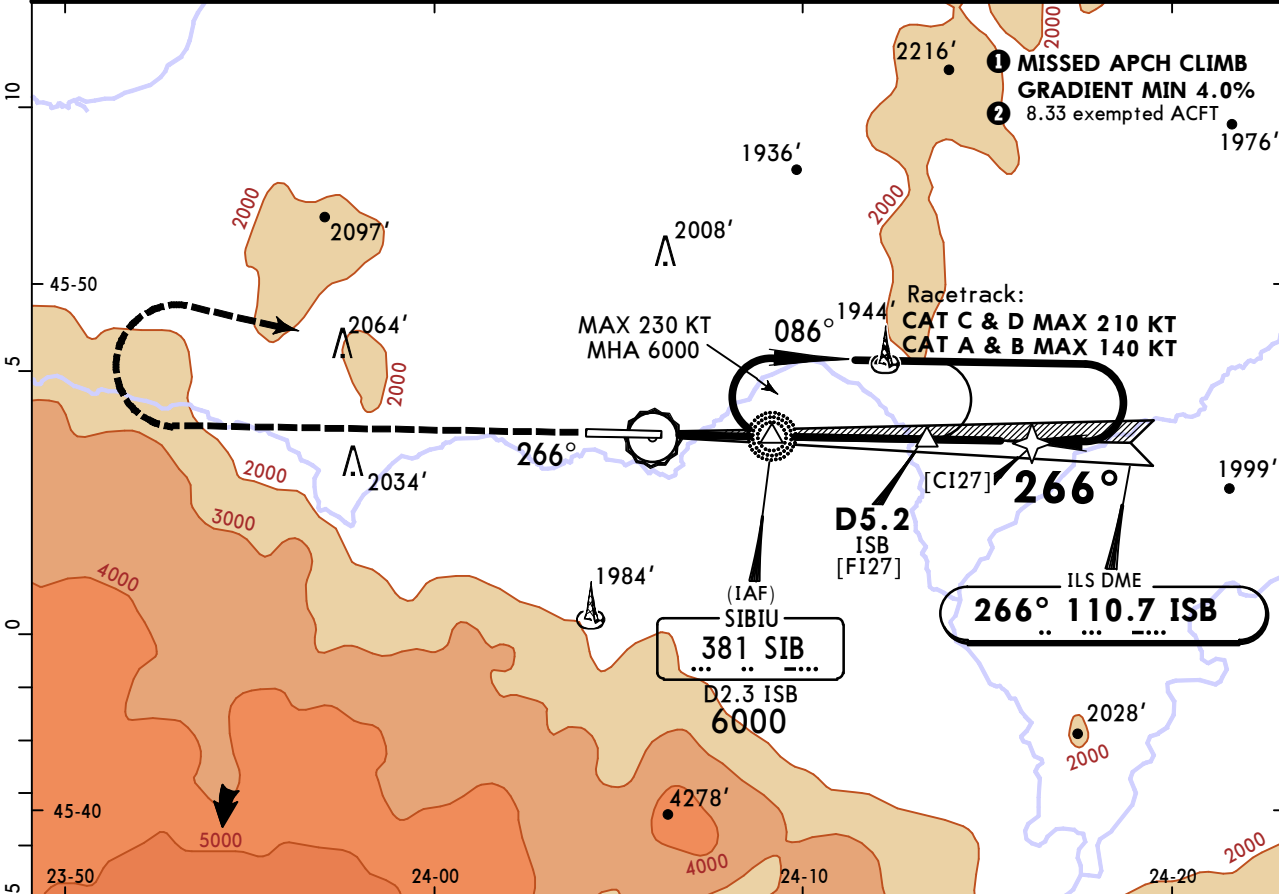
PANS OPS	Std/State				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CDFA		Not authorized South of airport	
	DA(H) 1644' (200')		DA/MDA(H) 1850' (406')					
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H)		
A				100	2370' (850')	V1500m		
B	R750m	R1200m	R1500m	135	2470' (950')	V1600m		
C				180	2900' (1380')	V2400m		
D				205	3200' (1680')	V3600m		
VNAV DA(H) in lieu of MDA(H) depends on operator policy.								

LRSB/SBZ SIBIU

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

SIBIU, ROMANIA CAT II ILS Rwy 27

BRIEFING STRIP™	ATIS	NAPOC Approach (R)				SIBIU Tower	
		126.950	126.430	127.275	126.430	127.275	119.680 127.275 121.305 122.70
	LOC ISB	Final Apch Crs		D5.2 ISB	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1520' Rwy 1444'	
	110.7	266°		3100' (1656')			
MISSED APCH: Climb STRAIGHT AHEAD to 5400', then turn RIGHT (MAX 230 KT) to NDB climbing to 6000' and hold or as directed. Missed approach requires a minimum climb gradient of 4.0% (244'/NM).							
Alt Set: hPa		Rwy Elev: 52 hPa	Trans level: By ATC		Trans alt: 7000'		
1. ADF, DME required. 2. Warning: Do not overshoot South the extended RCL. 3. Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	5400'	230 KT	SIB
GS	3.00°	372	478	531	637	743	849	PAPI	↑	MAX RT	381

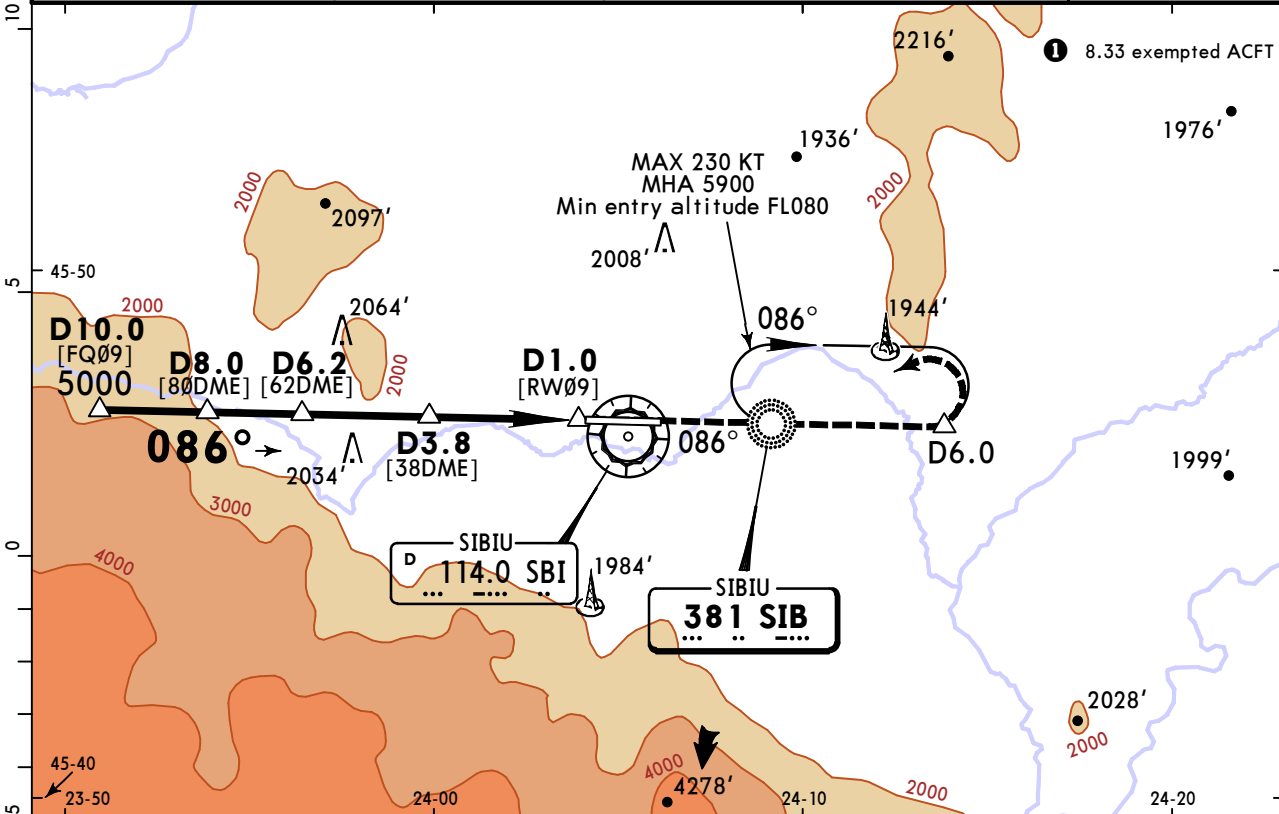
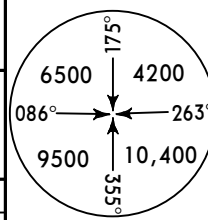
PANS OPS	Std/State STRAIGHT-IN LANDING CAT II ILS			
	A RA 114' DA(H) 1557' (113')	B RA 155' DA(H) 1574' (130')	C RA 189' DA(H) 1586' (142')	D RA 213' DA(H) 1600' (156')
	R350m	R400m	R450m	

LRSB/SBZ
SIBIU

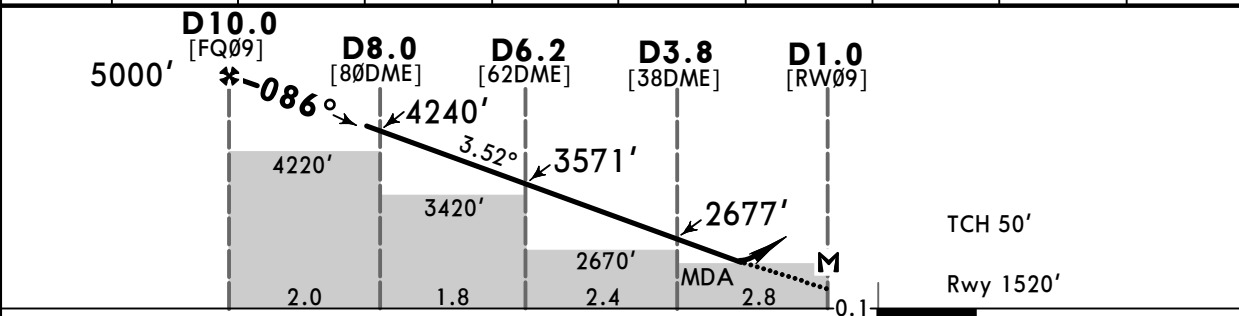
JEPPESSEN
9 DEC 22 **(16-1)**

SIBIU, ROMANIA
NDB Rwy 09

BRIEFING STRIP™	ATIS	NAPOC Approach (R)				SIBIU Tower	
		126.950	126.430	127.275	126.430	127.275	119.680 127.275 121.305 122.70
	NDB SIB	Final Apch Crs		D10.0	DA/MDA(H)	Apt Elev 1520'	
	381	086°		5000' (3480')	2370' (850')	Rwy 1520'	
MISSED APCH: Climb STRAIGHT AHEAD to NDB, continue climbing on 086° from NDB to 5500' or D6.0, whichever is later, then turn LEFT (MAX 230 KT) direct to NDB climbing to FL080 and hold.							
Alt Set: hPa		Rwy Elev: 54 hPa		Trans level: By ATC		Trans alt: 7000'	
1. DME required. 2. Warning: Do not overshoot South the extended RCL. 3. Procedure available only with P-RNAV STAR Rwy 09.							
						MSA SIB NDB	



SBI DME	9.0	8.0	7.0	6.2	6.0	5.0	4.0	3.8	3.0
ALTITUDE	4612'	4240'	3868'	3571'	3496'	3124'	2752'	2677'	2378'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI SIB 381
Descent Angle	3.52°	436	561	623	748	872	
MAP at D1.0							
D10.0 to MAP	9.0	7:43	6:00	5:24	4:30	3:51	

Timing not authorized for defining the MAP.

PANS OPS	Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
		CDFA		Not authorized	
		DA/MDA(H) 2370' (850')		South of airport	
		ALS out		Max Kts	MDA(H)
A	R1500m		100	2370' (850') V1500m	
B	R1500m		135	2470' (950') V1600m	
C	R2400m		180	2900' (1380') V2400m	
D	R2400m		205	3200' (1680') V3600m	

■ 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
SIBIU, (SIBIU - LRSB)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LRSB