

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LRTM

Terminal Charts For LRTM

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: TARGU MURES ROU  
ICAO/IATA: LRTM / TGM  
Lat/Long: N46° 28.07', E024° 24.75'  
Elevation: 963 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: Yes

Sunrise: 0419 Z  
Sunset: 1606 Z

## Runway Information

Runway: 07  
Length x Width: 6562 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 963 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 25  
Length x Width: 6562 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 963 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 125.950  
Targu Mures Tower: 119.180  
Targu Mures Tower: 120.325 Secondary  
Napoc Approach: 119.680  
Napoc Approach: 126.430  
Napoc Approach: 127.275 Secondary

**LRTM/TGM****JEPPESEN****TARGU MURES, ROMANIA**

TRANSILVANIA-TARGU MURES 17 FEB 23

10-1P

Eff 23 Eff

**AIRPORT BRIEFING****1. GENERAL****1.1. ATIS**

ATIS 125.950

**1.2. PROCEDURES FOR ACCEPTANCE**

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

**1.3. NOISE ABATEMENT PROCEDURES**

The Auxiliary Power Unit is permitted functioning maximum 15 minutes after BLOCK ON TIME and may be started with maximum 30 minutes before scheduled time of departure.

**1.4. LOW VISIBILITY PROCEDURES (LVP)****1.4.1. CRITERIA FOR THE INITIATION AND TERMINATION OF LVP****Approach and Landing**

- The preparation phase will be implemented when VIS falls below 1500m and is deteriorated to 800m or ceiling is 500' and is deteriorated to 200' and CAT II OPS are expected.
- The OPS phase will be commenced when the RVR falls below 600 m (VIS falls below 800m) or ceiling is below 200'.
- LVP will be terminated when RVR is greater than 800m and ceiling is greater than 300' and a continuing improvement in these conditions is anticipated.

**Take-off**

- LVP OPS will be provided when requested by an ACFT operator to conduct Low Visibility Take-off (LVTO) when the RVR is below 400m.
- If LVP OPS are not in force, LVTO must be requested MIM 30 minutes in advance EOBT/CTOT to permit the appropriate preparations.

**1.4.2. GROUND MOVEMENT RESTRICTIONS**

- Pilots shall report "RUNWAY VACATED MARSHALLER IN SIGHT" only after ACFT passed the green/yellow coded TWY centerline lights section of TWYs A and B.
- ACFT movements on maneuvering area to/from RWY 07/25 must be made using only the standard TWY routes.
- Upon receiving taxi clearance, ACFT must only proceed when a green center-line 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.
- Stop bar lights permanently on LVP.

**1.4.3. DESCRIPTION OF LVP****Description of Facilities**

RWY 07 is equipped with ILS and is approved for CAT II (RVR not less than 300m) operations.

RWY 07/25 is certified for LVTO (RVR not less than 125m) operations.

Follow-me car as required.

## 1. GENERAL

### 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 4NM from touchdown. ATC will provide suitable spacing between ACFT on final approach to achieve this objective.
- It is forbidden to enter/stop on the RWY or between the RWY and the RWY holding point of any ACFT, vehicle or person in the following situations:
  - a) an ACFT is in a approach procedure less than 4NM from TDZ and until the ACFT vacates the RWY;
  - b) when an ACFT in a take-off procedure, not less than 1 minute after flying over the RWY end.

### 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.

### 1.5. PARKING PROCEDURES

Taxiing on aprons to parking positions for all ACFT will be performed with guidance by the marshaller using standard marshalling signals in the following situations:

- Pilot-in-command requests this;
- Painted markings and aeronautical lights are not visible on the apron;
- During Low Visibility Procedures (LVP);
- Parking stands are obstructed by obstacles.

### 1.6. TAXI PROCEDURES

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

**LRTM/TGM****JEPPESEN****TARGU MURES, ROMANIA**

TRANSILVANIA-TARGU MURES 17 FEB 23

10-1P2

Eff 23 Feb

**AIRPORT BRIEFING**

---

## 2. ARRIVAL

---

### 2.1. COMMUNICATION FAILURE PROCEDURES

#### 2.1.1. RNAV STARS TO RWY 07 AND CONVENTIONAL STARS

If RWY in use received, set transponder 7600, proceed according assigned or designated STAR, otherwise proceed according flight plan STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 minutes from setting 7600.

If direct routing was initiated, set transponder 7600 and continue to assigned point and last cleared FL for 2 minutes, then continue on STAR or if no STAR received proceed direct to TGM NDB. At TGM NDB proceed instrument approach procedure for RWY 07. Descending shall be executed 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 minutes from setting 7600.

If vectoring was initiated set transponder 7600 and continue on assigned heading and last cleared FL for 2 minutes, then proceed direct to TGM NDB. If last cleared FL is lower than MRVA climb IMMEDIATELY to MRVA. At TGM NDB proceed instrument approach procedure for RWY 07. Descending shall be executed in accordance with MRVA until TGM NDB and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 minutes from setting 7600.

In case of missed approach: From TGM NDB proceed instrument approach procedure for RWY 07. If necessary to change RWY, proceed instrument approach procedure for RWY 25. Descending shall be executed in accordance with vertical restrictions specified on charts.

#### 2.1.2. RNAV STARS TO RWY 25

If RWY in use received, set transponder 7600, proceed according assigned or designated STAR, otherwise proceed according flight plan STAR. Descending shall be executed in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 minutes from setting 7600.

If direct routing was initiated, set transponder 7600 and continue to assigned point and last cleared FL for 2 minutes, then continue on STAR or if no STAR received proceed direct to TGM NDB. At TGM NDB proceed instrument approach procedure for RWY 25. Descending shall be executed 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 minutes from setting 7600.

If vectoring was initiated set transponder 7600 and continue on assigned heading and last cleared FL for 2 minutes, then proceed direct to TGM NDB. If last cleared FL is lower than MRVA climb IMMEDIATELY to MRVA. At TGM NDB proceed instrument approach procedure for RWY 25. Descending shall be executed in accordance with MRVA until TGM NDB and thereafter in accordance with vertical restrictions specified on chart. Descending below last cleared FL at least 2 minutes from setting 7600.

In case of missed approach: From TGM NDB proceed instrument approach procedure for RWY 25. If necessary to change RWY, proceed instrument approach procedure for RWY 07. Descending shall be executed in accordance with vertical restrictions specified on charts.

**2. ARRIVAL**

**2.2. CAT II OPERATIONS**

RWY 07 is approved for CAT II operations, special aircrew and ACFT certification required.

**2.3. RWY OPERATIONS**

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

**2.4. TAXI PROCEDURES**

**2.4.1. STANDARD TAXI ROUTES**

Arrival on	Instruction given by ATC			Via TWY	Instructions	Remarks
	Route to follow	Name of Standard Taxi Route	To			
RWY 07	Standard taxi route	Arrival 07	Stand number 4/5/6/7	A	After landing taxi down the RWY and vacate RIGHT via TWY A.	NIL
RWY 25		Arrival 25			After landing perform backtrack and vacate RIGHT via TWY A.	
RWY 07		Arrival 07	Stand number 1/2/3	B	After landing taxi down the RWY and vacate RIGHT via TWY B.	CAT A, B, C ACFT turn around in turning bay at THR 25.
RWY 25		Arrival 25			After landing perform backtrack and vacate RIGHT via TWY B.	NIL

### 3. DEPARTURE

#### 3.1. COMMUNICATION FAILURE PROCEDURES

Set transponder to 7600, then,

- continue on assigned SID and cleared FL. If cleared FL is lower than FL110, after 2 minutes climb FL110. Climbing shall be executed in accordance with vertical restrictions specified on chart.  
7 minutes from setting 7600 climb to flight plan flight level.
- if being vectored, continue on assigned heading for 2 minutes, 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 minutes climb to FL110.  
Climbing shall be executed in accordance with MRVA chart.  
7 minutes from setting 7600 climb to flight plan flight level.

#### 3.2. START-UP AND TAXI PROCEDURES

##### 3.2.1. ENGINE START-UP

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

##### 3.2.2. STANDARD TAXI ROUTES

Departure from	Instruction given by ATC			Via TWY	RWY in use	Instructions	Remarks
	Route to follow	Name of Standard Taxi Route	To				
Stand number 4/5/6/7	Standard taxi route	Departure 07	Active RWY	A	RWY 07	TWY A, turn LEFT, taxi to the end of the RWY and line-up.	NIL
		Departure 25		A	RWY 25	TWY A, taxi to THR, enter and line-up.	
Departure 07		B		RWY 07	TWY B, turn LEFT, taxi to the end of the RWY and line-up.	NIL	
Departure 25					TWY B, turn RIGHT, taxi to the end of the RWY and line-up.		
Stand number 1/2/3		Departure 25		B <sup>1</sup>	RWY 25	TWY B, taxi to RWY, enter and line-up.	See below B <sup>1</sup> remarks. (TORA 5889'/1795m) Not available in LVO.

B<sup>1</sup>: ACFT departing from RWY 25 may line-up from intersection of TWY B with RWY 25 (TORA 5889'/1795m) or may use THR 25 turn pad, according to airline's Standard Operating Procedure.

# LRTM/TGM

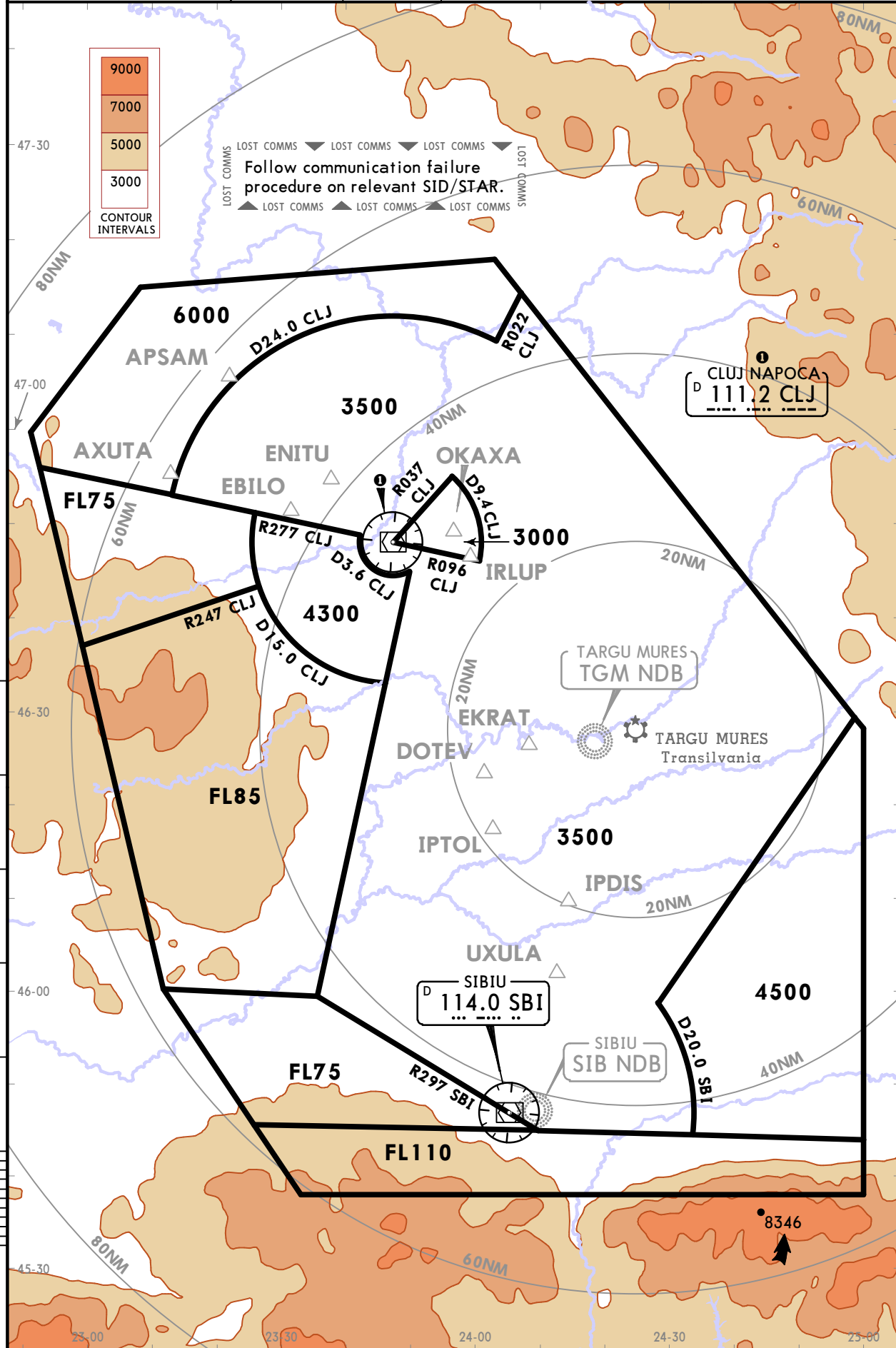
## TRANSILVANIA-TARGU MURES

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

# TARGU MURES, ROMANIA

## RADAR MINIMUM ALTITUDES

NAPOC Approach (R)			Apt Elev <b>963</b>	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		



CHANGES: NAPOC Approach frequencies revised.



**JEPPESENTARGU MURES, ROMANIA**  
**RNAV STAR**

**LRM/TGM**  
 TRANSILVANIA-TARGU MURES

10 FEB 23 (10-2A)

ATIS  
 125.950  
 Apt Elev  
 963

Alt Set: hPa (MM on request) Trans level: By ATC

RNAV-1 (P-RNAV) approval required

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

2. Aircrews should plan for possible descent clearance in accordance with vertical restrictions specified on chart. Actual descent clearance will be as directed by ATC.

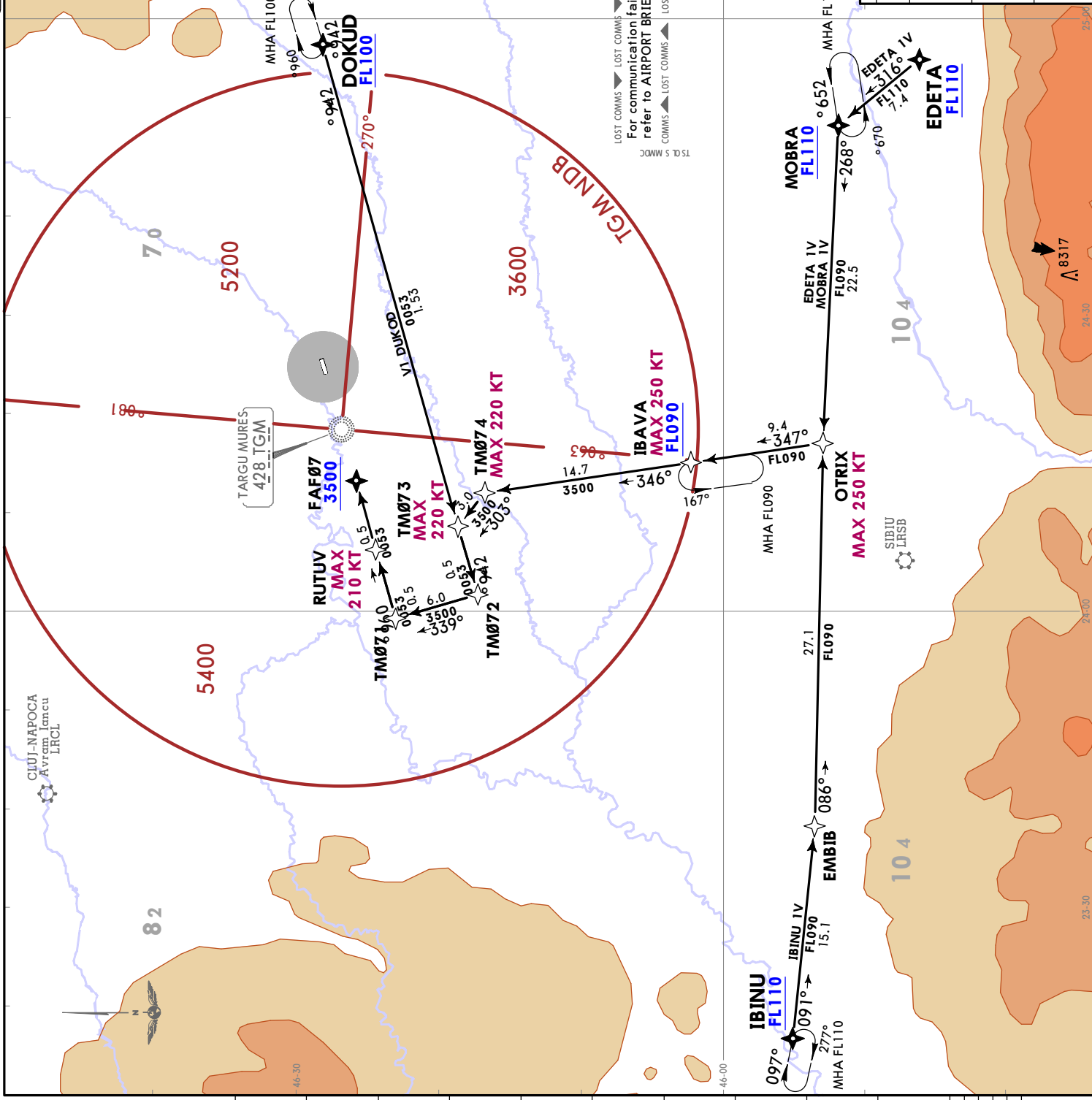
3. EXPECT direct routing/shortcuts by ATC whenever possible, including shortcuts on downwind to final approach.

4. RUTUV is a tactical fix for non-standard shorter approach, used only after request or approval by aircrew.

**DOKUD 1V [DOKU1V]**  
**EDETA 1V [EDET1V]**  
**IBINU 1V [IBIN1V]**  
**MOBRA 1V [MOBR1V]**  
**RNAV ARRIVALS**  
**(RWY 07)**

**SPEED: MAX 250 KT BELOW FL100**

STAR	ROUTING
DOKUD 1V	DOKUD (FL100+) - TM073 (K220-) - TM072 - TM071 - RUTUV (K210-) - FAF07 (3500+)
EDETA 1V	EDETA (FL110+) - MOBRA (FL110+) - OTRIX (K250-) - IBAVA (K250+; FL090+) - TM074 (K220-) - TM073 (K220-) - TM072 - TM071 - RUTUV (K210-) - FAF07 (3500+)
IBINU 1V	IBINU (FL110+) - EMBIB - OTRIX (K250-) - IBAVA (K250+; FL090+) - TM074 (K220-) - TM073 (K220-) - TM072 - TM071 - RUTUV (K210-) - FAF07 (3500+)
MOBRA 1V	MOBRA (FL110+) - OTRIX (K250+) - IBAVA (K250+; FL090+) - TM074 (K220-) - TM073 (K220-) - TM072 - TM071 - RUTUV (K210-) - FAF07 (3500+)







# TARGU MURES, ROMANIA

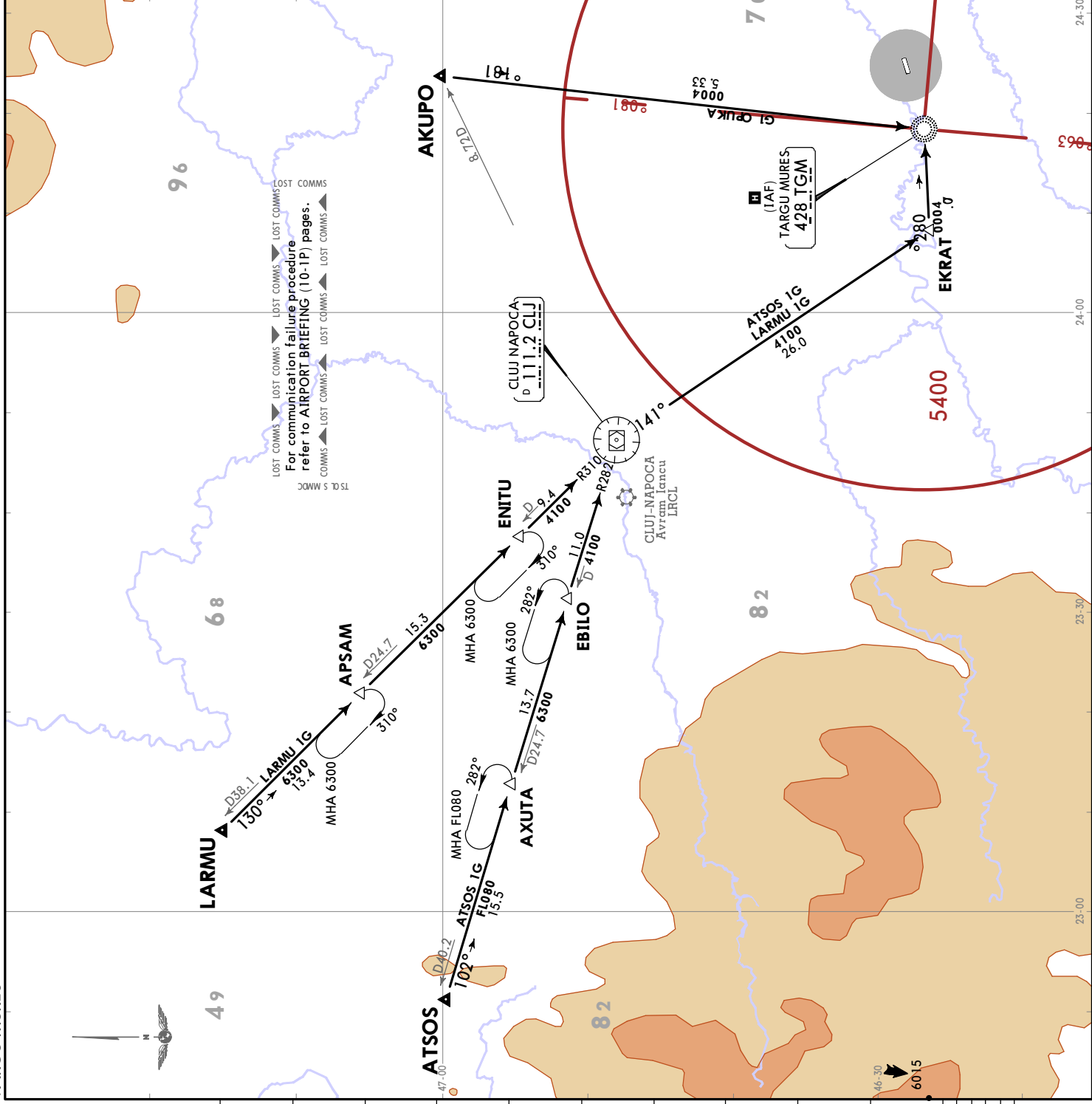
STAR

LRTM/TGM  
TRANSILVANIA-  
TARGU MURES

10 FEB 23 (10-2D)

JEPPESEN

ATIS	125.950	Apt Elev	963
Alt Set: hPa (MM on request) Trans level: By ATC ADF required.			
<b>AKUPO 1G [AKUP1G]</b> <b>ATSOS 1G [ATSO1G]</b> <b>LARMU 1G [LARM1G]</b> <b>ARRIVALS</b> <b>(ALL RWYS)</b> <b>SPEED: MAX 250 KT BELOW FL100</b>			
RWY 07	MAX 250 KT MHA 4000	RWY 25	MHA 4000A2
<b>TGM NDB</b>			

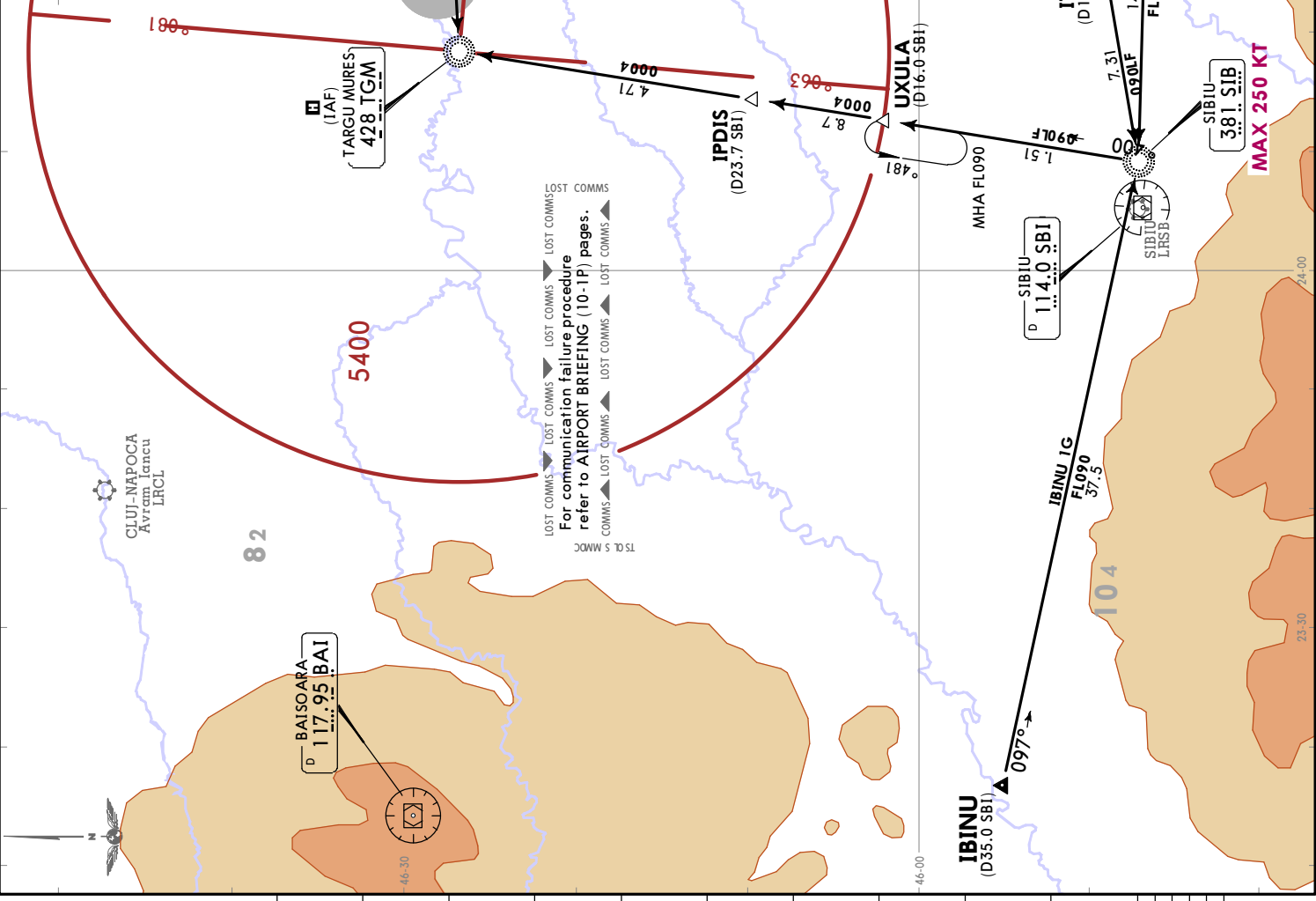


**JEPPESENTARGU MURES, ROMANIA**  
**STAR**  
 10 FEB 23 10-2E

**LRTM/TGM**  
 TRANSILVANIA-TARGU MURES

ATIS	125.950	Apt Elev	963
Alt Set: hPa (MM on request) Trans level: By ATC ADF required.			
<b>DOKUD 1G [DOKU1G]</b> <b>EDETA 1G [EDET1G]</b> <b>IBINU 1G [IBIN1G]</b> <b>MOBRA 1G [MOBR1G]</b> ARRIVALS (ALL RWYS) <b>SPEED: MAX 250 KT BELOW FL100</b>			

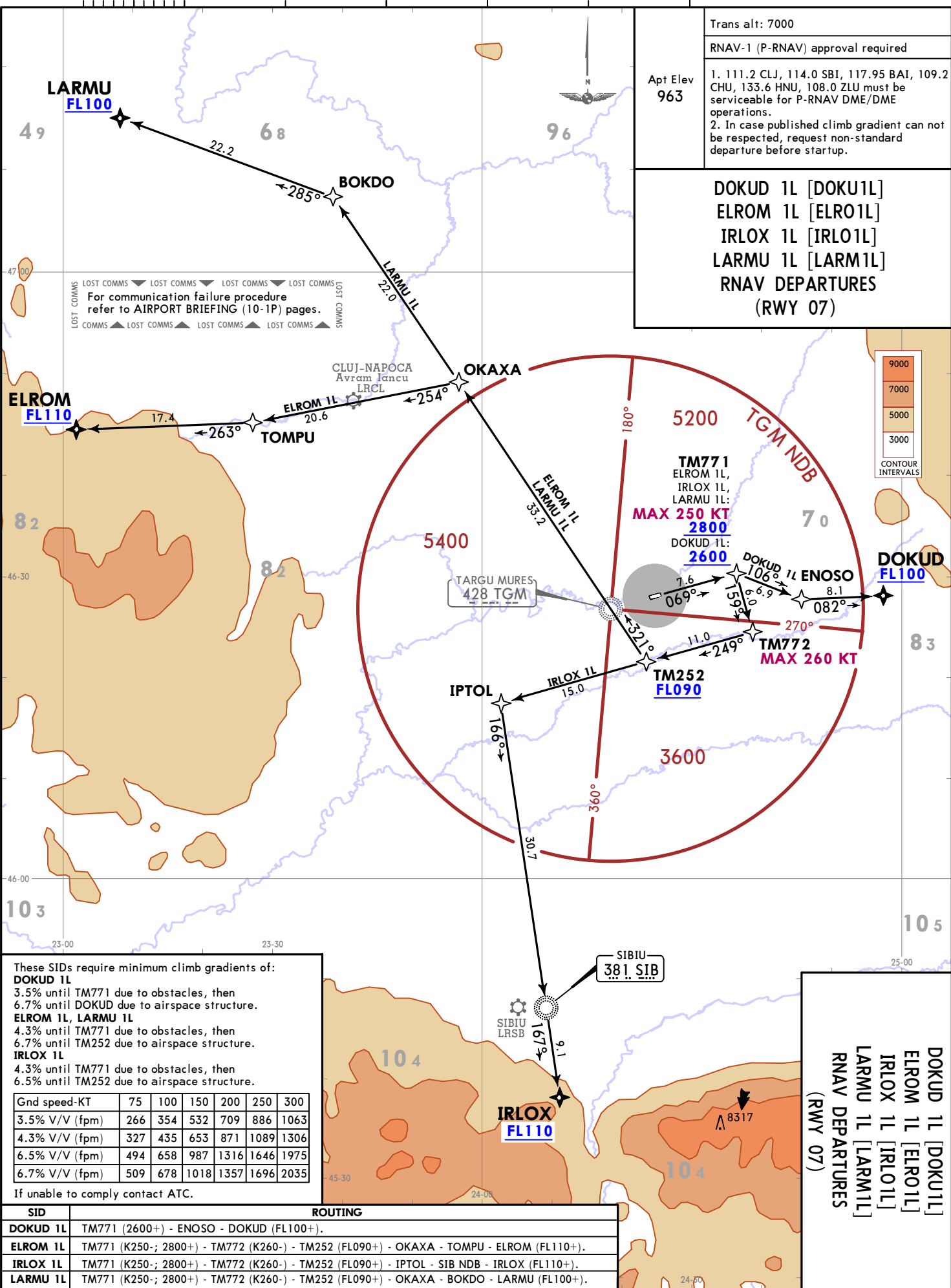
RWY 07 MAX 250 KT MHA 4000	RWY 25 MHA 4000
TGM NDB MHA 4000	



TSLS 5 MMDC  
 LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS  
 For communication failure procedure refer to AIRPORT BRIEFING (10-1P) pages.  
 COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS → LOST COMMS  
 SIBIU 381 SIB MAX 250 KT

CHANGES: Procedures transferred, new format.

LRTM/TGM  
TRANSILVANIA  
TARGU MURES  
10 FEB 23  
10-3  
JEPPESSEN



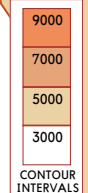
Trans alt: 7000  
RNAV-1 (P-RNAV) approval required

Apt Elev 963

1. 111.2 CLJ, 114.0 SBI, 117.95 BAI, 109.2 CHU, 133.6 HNU, 108.0 ZLU must be serviceable for P-RNAV DME/DME operations.
2. In case published climb gradient can not be respected, request non-standard departure before startup.

**DOKUD 1L [DOKU1L]  
ELROM 1L [ELRO1L]  
IRLOX 1L [IRLO1L]  
LARMU 1L [LARM1L]  
RNAV DEPARTURES  
(RWY 07)**

LOST COMMS  
For communication failure procedure refer to AIRPORT BRIEFING (10-1P) pages.



These SIDs require minimum climb gradients of:

- DOKUD 1L**  
3.5% until TM771 due to obstacles, then 6.7% until DOKUD due to airspace structure.
- ELROM 1L, LARMU 1L**  
4.3% until TM771 due to obstacles, then 6.7% until TM252 due to airspace structure.
- IRLOX 1L**  
4.3% until TM771 due to obstacles, then 6.5% until TM252 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
4.3% V/V (fpm)	327	435	653	871	1089	1306
6.5% V/V (fpm)	494	658	987	1316	1646	1975
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

If unable to comply contact ATC.

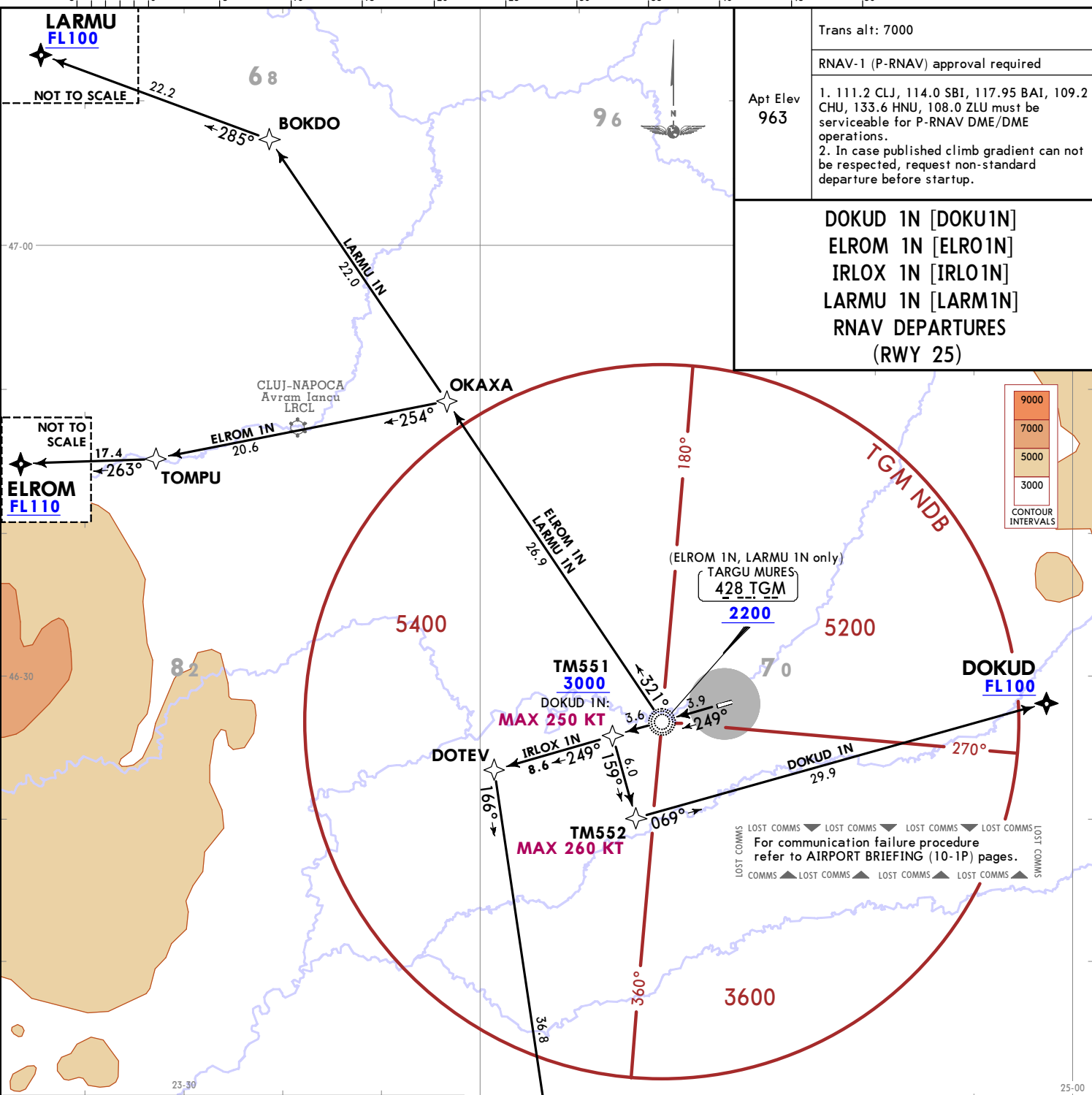
SID	ROUTING
<b>DOKUD 1L</b>	TM771 (2600+) - ENOSO - DOKUD (FL100+).
<b>ELROM 1L</b>	TM771 (K250-; 2800+) - TM772 (K260-) - TM252 (FL090+) - OKAXA - TOMPU - ELROM (FL110+).
<b>IRLOX 1L</b>	TM771 (K250-; 2800+) - TM772 (K260-) - TM252 (FL090+) - IPTOL - SIB NDB - IRLOX (FL110+).
<b>LARMU 1L</b>	TM771 (K250-; 2800+) - TM772 (K260-) - TM252 (FL090+) - OKAXA - BOKDO - LARMU (FL100+).

**DOKUD 1L [DOKU1L]  
ELROM 1L [ELRO1L]  
IRLOX 1L [IRLO1L]  
LARMU 1L [LARM1L]  
RNAV DEPARTURES  
(RWY 07)**

TARGU MURES, ROMANIA  
RNAV SID

© JEPPESSEN, 2023. ALL RIGHTS RESERVED.

CHANGES: Procedures transferred, new format.



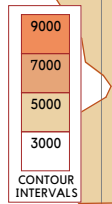
Trans alt: 7000

RNAV-1 (P-RNAV) approval required

Apt Elev 963

- 111.2 CLJ, 114.0 SBI, 117.95 BAI, 109.2 CHU, 133.6 HNU, 108.0 ZLU must be serviceable for P-RNAV DME/DME operations.
- In case published climb gradient can not be respected, request non-standard departure before startup.

**DOKUD 1N [DOKU1N]**  
**ELROM 1N [ELRO1N]**  
**IRLOX 1N [IRLO1N]**  
**LARMU 1N [LARM1N]**  
**RNAV DEPARTURES (RWY 25)**



These SIDs require minimum climb gradients of:

**DOKUD 1N**  
5.0% until TM551 due to obstacles, then 3.8% until DOKUD due to airspace structure.

**ELROM 1N, LARMU 1N**  
4.9% until TGM NDB due to obstacles.

**IRLOX 1N**  
4.2% until TM551 due to obstacles.

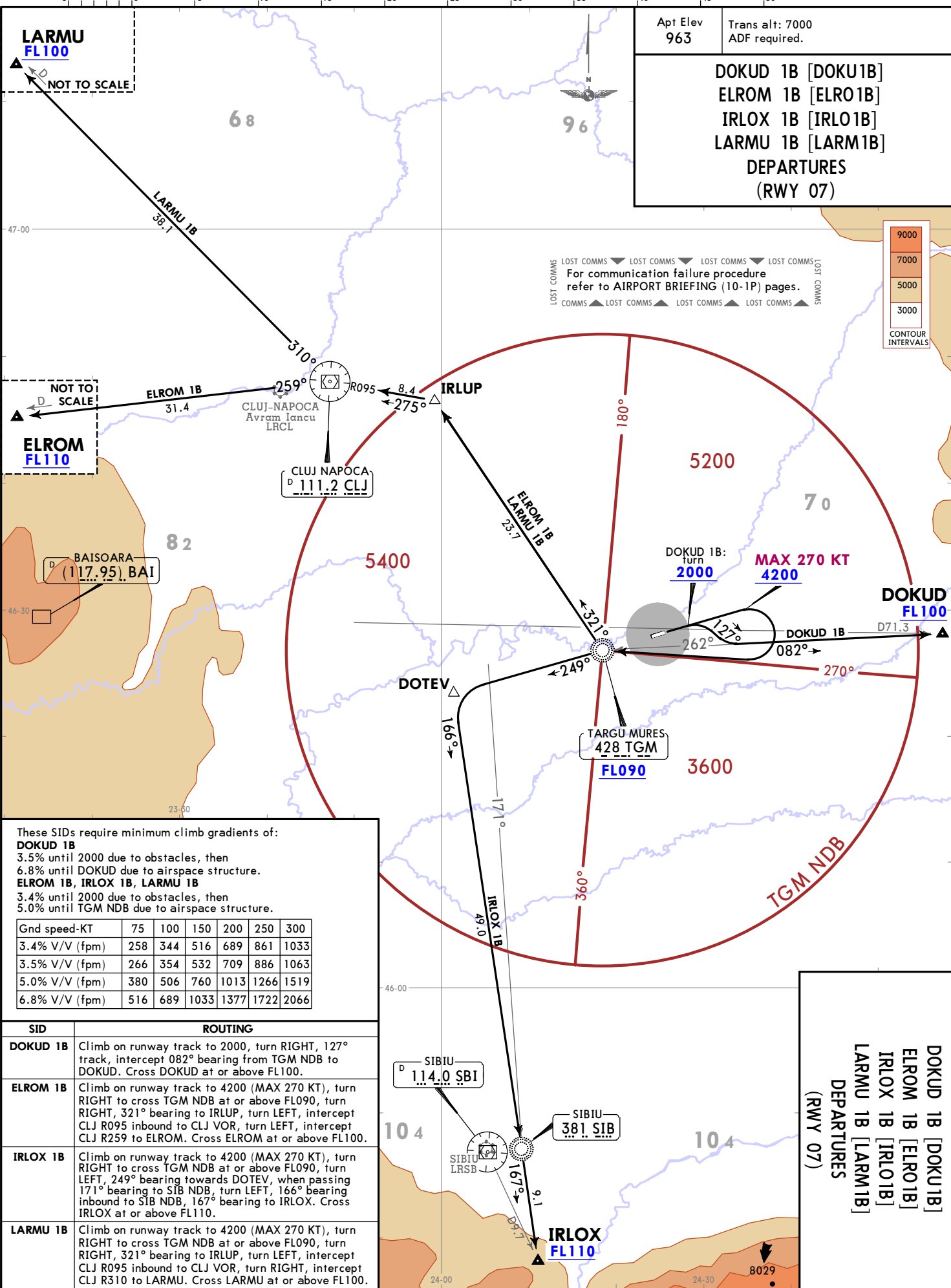
Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply contact ATC.

SID	ROUTING
<b>DOKUD 1N</b>	TM551 (K250-; 3000+) - TM552 (K260-) - DOKUD (FL100+).
<b>ELROM 1N</b>	TGM NDB (2200+) - OKAXA - TOMPU - ELROM (FL110+).
<b>IRLOX 1N</b>	TM551 (3000+) - DOTEV - SIB NDB - IRLOX (FL110+).
<b>LARMU 1N</b>	TGM NDB (2200+) - OKAXA - BOKDO - LARMU (FL100+).

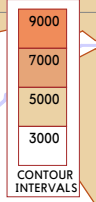
**DOKUD 1N [DOKU1N]**  
**ELROM 1N [ELRO1N]**  
**IRLOX 1N [IRLO1N]**  
**LARMU 1N [LARM1N]**  
**RNAV DEPARTURES (RWY 25)**

LRTM/TGM  
TRANSILVANIA-TARGU MURES  
10 FEB 23 (10-3A)  
JEPPESSEN TARGU MURES, ROMANIA  
RNAV SID



Apt Elev 963      Trans alt: 7000  
ADF required.

**DOKUD 1B [DOKU1B]**  
**ELROM 1B [ELRO1B]**  
**IRLOX 1B [IRLO1B]**  
**LARMU 1B [LARM1B]**  
**DEPARTURES**  
**(RWY 07)**



For communication failure procedure refer to AIRPORT BRIEFING (10-1P) pages.

These SIDs require minimum climb gradients of:

**DOKUD 1B**  
3.5% until 2000 due to obstacles, then 6.8% until DOKUD due to airspace structure.

**ELROM 1B, IRLOX 1B, LARMU 1B**  
3.4% until 2000 due to obstacles, then 5.0% until TGM NDB due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
3.5% V/V (fpm)	266	354	532	709	886	1063
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

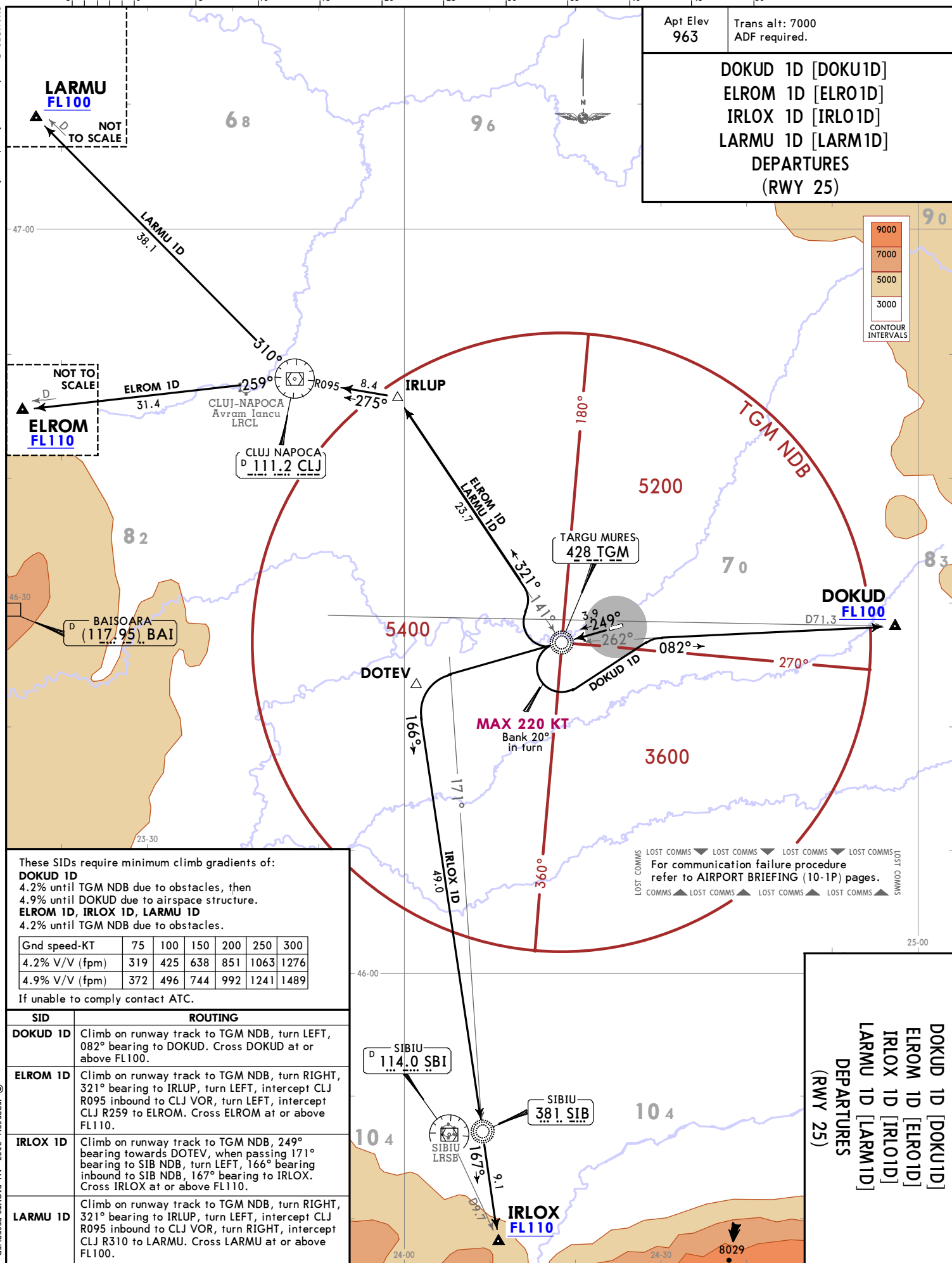
SID	ROUTING
<b>DOKUD 1B</b>	Climb on runway track to 2000, turn RIGHT, 127° track, intercept 082° bearing from DOKUD to DOKUD. Cross DOKUD at or above FL100.
<b>ELROM 1B</b>	Climb on runway track to 4200 (MAX 270 KT), turn RIGHT to cross TGM NDB at or above FL090, turn RIGHT, 321° bearing to IRLUP, turn LEFT, intercept CLJ R095 inbound to CLJ VOR, turn LEFT, intercept CLJ R259 to ELROM. Cross ELROM at or above FL100.
<b>IRLOX 1B</b>	Climb on runway track to 4200 (MAX 270 KT), turn RIGHT to cross TGM NDB at or above FL090, turn LEFT, 249° bearing towards DOTEV, when passing 171° bearing to SIB NDB, turn LEFT, 166° bearing inbound to SIB NDB, 167° bearing to IRLOX. Cross IRLOX at or above FL110.
<b>LARMU 1B</b>	Climb on runway track to 4200 (MAX 270 KT), turn RIGHT to cross TGM NDB at or above FL090, turn RIGHT, 321° bearing to IRLUP, turn LEFT, intercept CLJ R095 inbound to CLJ VOR, turn RIGHT, intercept CLJ R310 to LARMU. Cross LARMU at or above FL100.

**DOKUD 1B [DOKU1B]**  
**ELROM 1B [ELRO1B]**  
**IRLOX 1B [IRLO1B]**  
**LARMU 1B [LARM1B]**  
**DEPARTURES**  
**(RWY 07)**

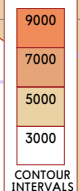
CHANGES: Procedures as transferred, new format.

© JEPPESSEN, 2023. ALL RIGHTS RESERVED.

CHANGES: Procedures as transferred, new format.



Apt Elev <b>963</b>	Trans alt: 7000 ADF required.
<b>DOKUD 1D [DOKU1D]</b> <b>ELROM 1D [ELRO1D]</b> <b>IRLOX 1D [IRLO1D]</b> <b>LARMU 1D [LARM1D]</b> <b>DEPARTURES</b> <b>(RWY 25)</b>	



**LARMU 1D**  
**FL100**  
NOT TO SCALE

**ELROM 1D**  
**FL110**  
NOT TO SCALE

**CLUJ NAPOCA**  
D 111.2 CLJ

**TARGU MURES**  
428 TGM

**BAISOARA**  
(117.95) BAI

**DOKUD**  
**FL100**

**MAX 220 KT**  
Bank 20°  
in turn

For communication failure procedure refer to AIRPORT BRIEFING (10-1P) pages.

These SIDs require minimum climb gradients of:  
**DOKUD 1D**  
 4.2% until TGM NDB due to obstacles, then 4.9% until DOKUD due to airspace structure.  
**ELROM 1D, IRLOX 1D, LARMU 1D**  
 4.2% until TGM NDB due to obstacles.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
4.9% V/V (fpm)	372	496	744	992	1241	1489

If unable to comply contact ATC.

SID	ROUTING
<b>DOKUD 1D</b>	Climb on runway track to TGM NDB, turn LEFT, 082° bearing to DOKUD. Cross DOKUD at or above FL100.
<b>ELROM 1D</b>	Climb on runway track to TGM NDB, turn RIGHT, 321° bearing to IRLUP, turn LEFT, intercept CLJ R095 inbound to CLJ VOR, turn LEFT, intercept CLJ R259 to ELROM. Cross ELROM at or above FL110.
<b>IRLOX 1D</b>	Climb on runway track to TGM NDB, 249° bearing towards DOTEV, when passing 171° bearing to SIB NDB, turn LEFT, 166° bearing inbound to SIB NDB, 167° bearing to IRLOX. Cross IRLOX at or above FL110.
<b>LARMU 1D</b>	Climb on runway track to TGM NDB, turn RIGHT, 321° bearing to IRLUP, turn LEFT, intercept CLJ R095 inbound to CLJ VOR, turn RIGHT, intercept CLJ R310 to LARMU. Cross LARMU at or above FL100.

**DOKUD 1D [DOKU1D]**  
**ELROM 1D [ELRO1D]**  
**IRLOX 1D [IRLO1D]**  
**LARMU 1D [LARM1D]**  
**DEPARTURES**  
**(RWY 25)**

**JEPPESEN TARGU MURES, ROMANIA**  
 SID  
 10 FEB 23 (10-3C)

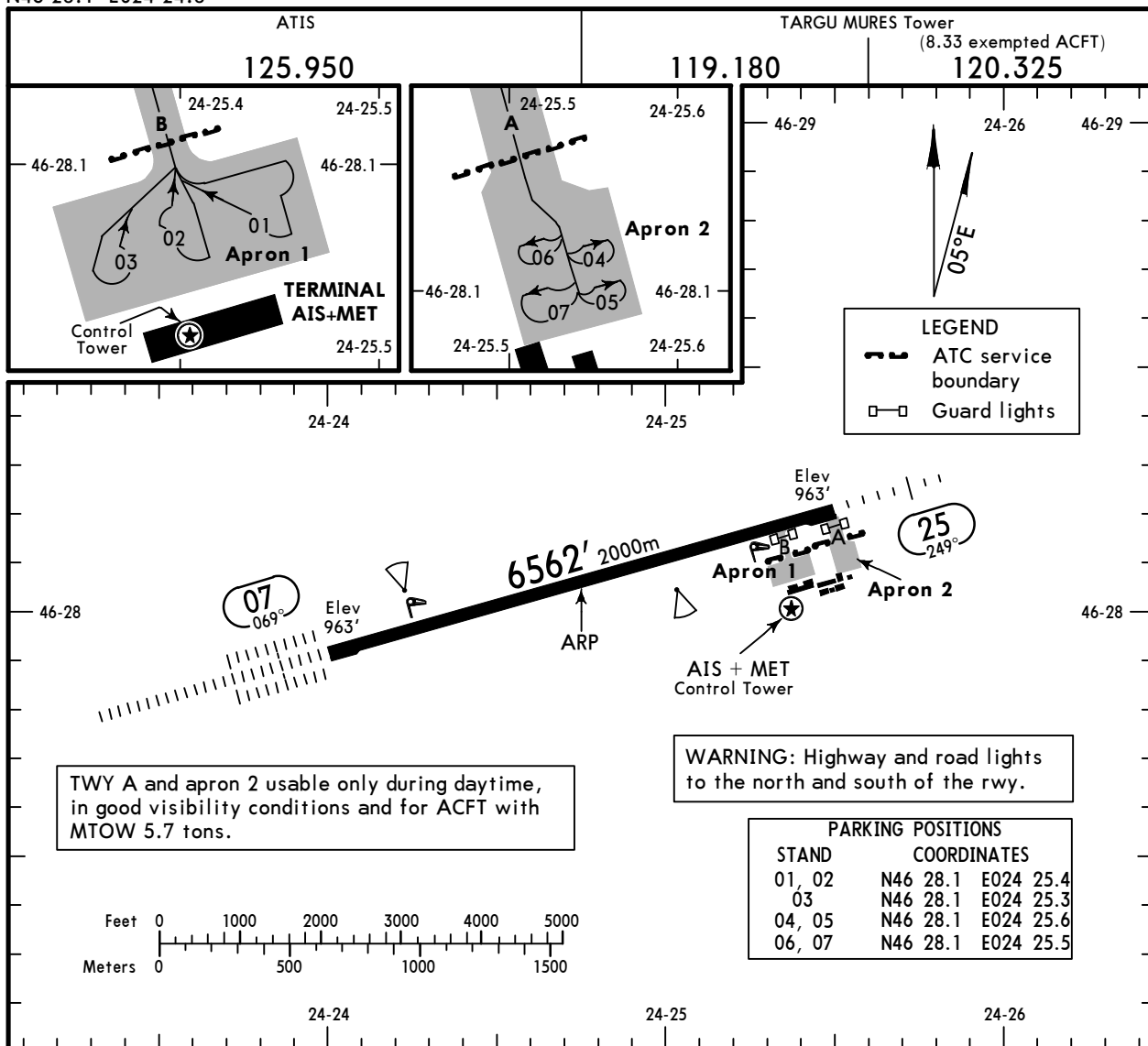
# LRTM/TGM

Apt Elev **963'**  
N46 28.1 E024 24.8

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

# JEPPESSEN TARGU MURES, ROMANIA

## TRANSILVANIA-TARGU MURES



TWY A and apron 2 usable only during daytime, in good visibility conditions and for ACFT with MTOW 5.7 tons.

### ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (59m) CL (15m) HIALS II TDZ ①	ALS PAPI-L (3.00°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
07	HIRL (59m) CL (15m) HIALS II TDZ ①	ALS PAPI-L (3.00°)	RVR		5529' 1685m	②	148'
25	HIRL (59m) CL (15m) ALS PAPI-L (3.00°)		RVR				45m

① PAPI-L (3.00°)

② TAKE-OFF RUN AVAILABLE

#### RWY 25

From rwy head 6562' (2000m)  
twy B int 5889' (1795m)

### Std/State

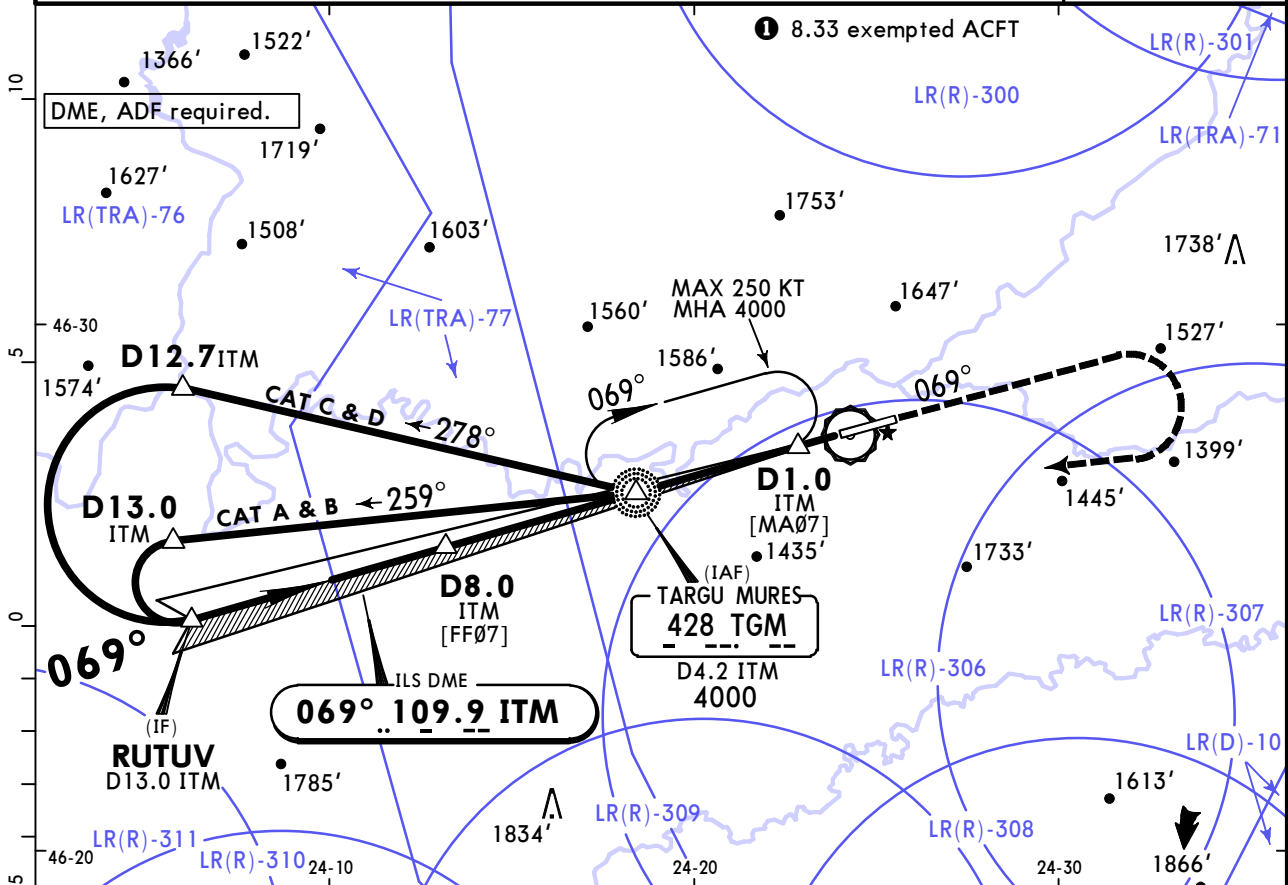
### TAKE-OFF

Low Visibility Take-off				RL or RCLM		RL or CL		Adequate Vis Ref		
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	DAY	NIGHT	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	

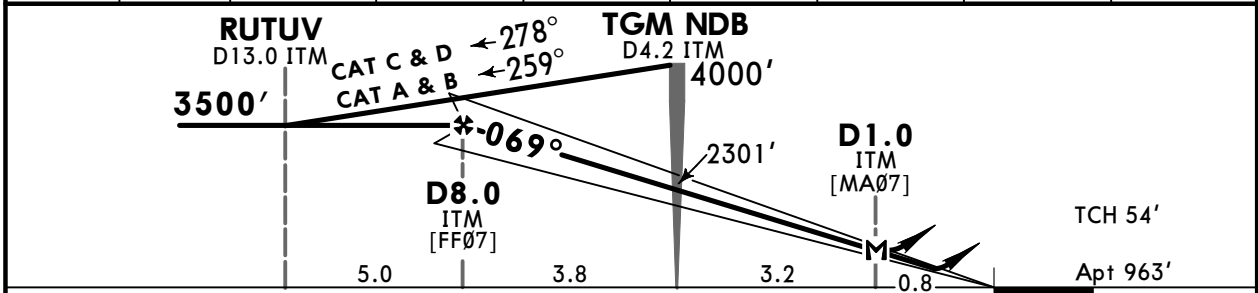
# LRTM/TGM

## TRANSILVANIA-TARGU MURES 9 DEC 22 (11-1) ILS Rwy 07

ATIS	NAPOC Approach (R)				TARGU MURES Tower			
	North	South						
125.950	126.430	127.275	126.430	127.275	119.680	127.275	119.180	120.325
LOC ITM <b>109.9</b>	Final Apch Crs <b>069°</b>	D8.0 ITM <b>3500'</b> (2537')		ILS DA(H) <b>1163'</b> (200')		Apt Elev 963'		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D2.4 ITM, whichever is later, then turn RIGHT (MAX 250 KT) to TGM NDB climbing to 4000' and hold.</b>								
Alt Set: hPa		Apt Elev: 35 hPa		Trans level: By ATC		Trans alt: 7000'		



LOC	ITM DME	7.0	6.0	5.0	4.2	4.0	3.0	2.0
(GS out)	ALTITUDE	3190'	2871'	2553'	2301'	2234'	1916'	1597'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3000' or D2.4 ITM whichever later
GS	3.00°	372	478	531	637	849		
MAP at D1.0 ITM								
D8.0 ITM to MAP	7.0	6:00	4:40	4:12	3:30	3:00		

Timing not authorized for defining the MAP.

	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	ILS			Not authorized North of airport	
	DA(H) <b>1163'</b> (200')			LOC (GS out) <b>2</b>	
	FULL			DA/MDA(H) <b>1500'</b> (537')	
		TDZ or CL out	ALS out	ALS out	
A				R1500m	Max Kts   MDA(H)
B	R550m	R550m <b>1</b>	R1200m		100   1730' (767') V1500m
C					135   1900' (937') V1600m
D				R1700m   R2400m	180   2200' (1237') V2400m
					205   2300' (1337') V3600m

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

# LRTM/TGM

TRANSILVANIA-TARGU MURES

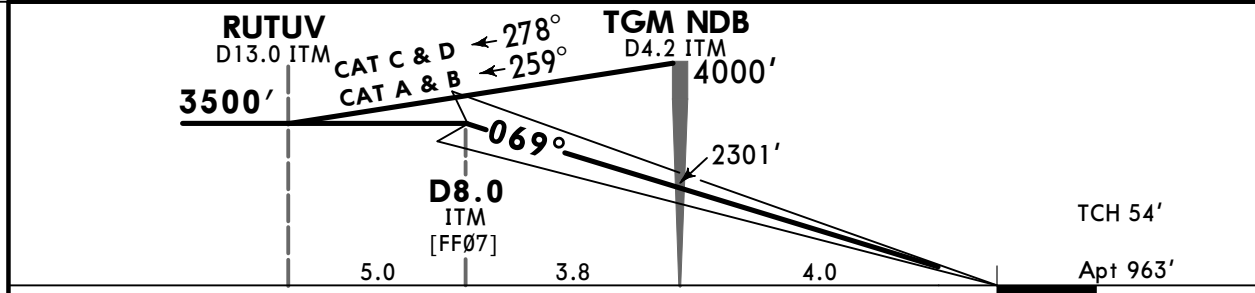
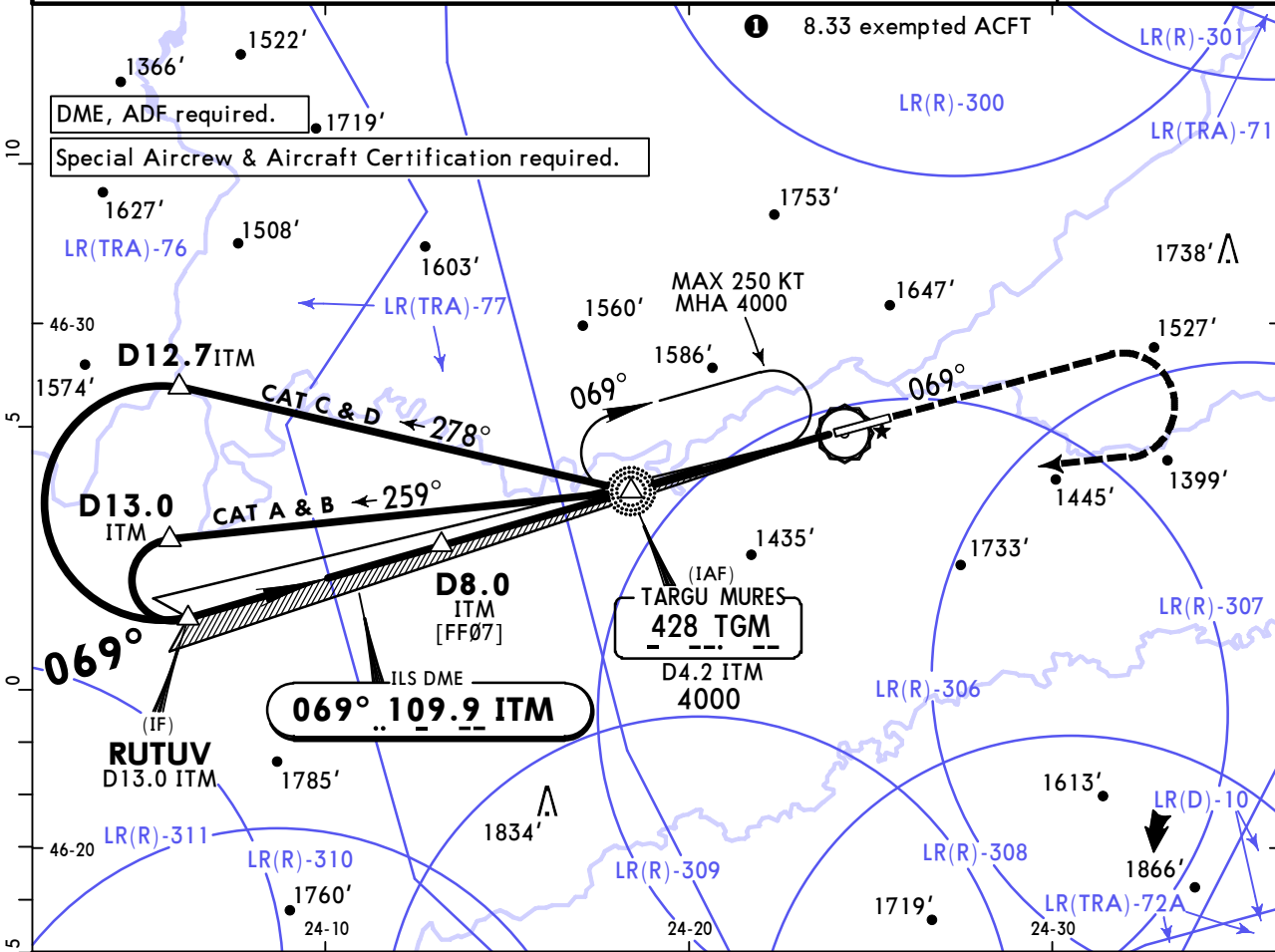


# TARGU MURES, ROMANIA

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

# CAT II ILS Rwy 07

ATIS	NAPOC Approach (R)				TARGU MURES Tower	
125.950	126.430	127.275	126.430	127.275	119.680	127.275 119.180 120.325
LOC ITM <b>109.9</b>	Final Apch Crs <b>069°</b>	D8.0 ITM <b>3500'</b> (2537')	CAT II ILS <b>RA 97'</b> DA(H) 1063'(100')		Apt Elev 963'	
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D2.4 ITM, whichever is later, then turn RIGHT (MAX 250 KT) to TGM NDB climbing to 4000' and hold.</b></p>						
Alt Set: hPa		Apt Elev: 35 hPa		Trans level: By ATC		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	3000' or D2.4 ITM whichever later
GS	3.00°	372	478	531	637	849		

**Std/State** STRAIGHT-IN LANDING  
 CAT II ILS  
 ABCD  
**RA 97'**  
 DA(H) **1063'** (100')

**R300m** **1**  
**1** CAT D without autoland: R350m.

# LRTM/TGM

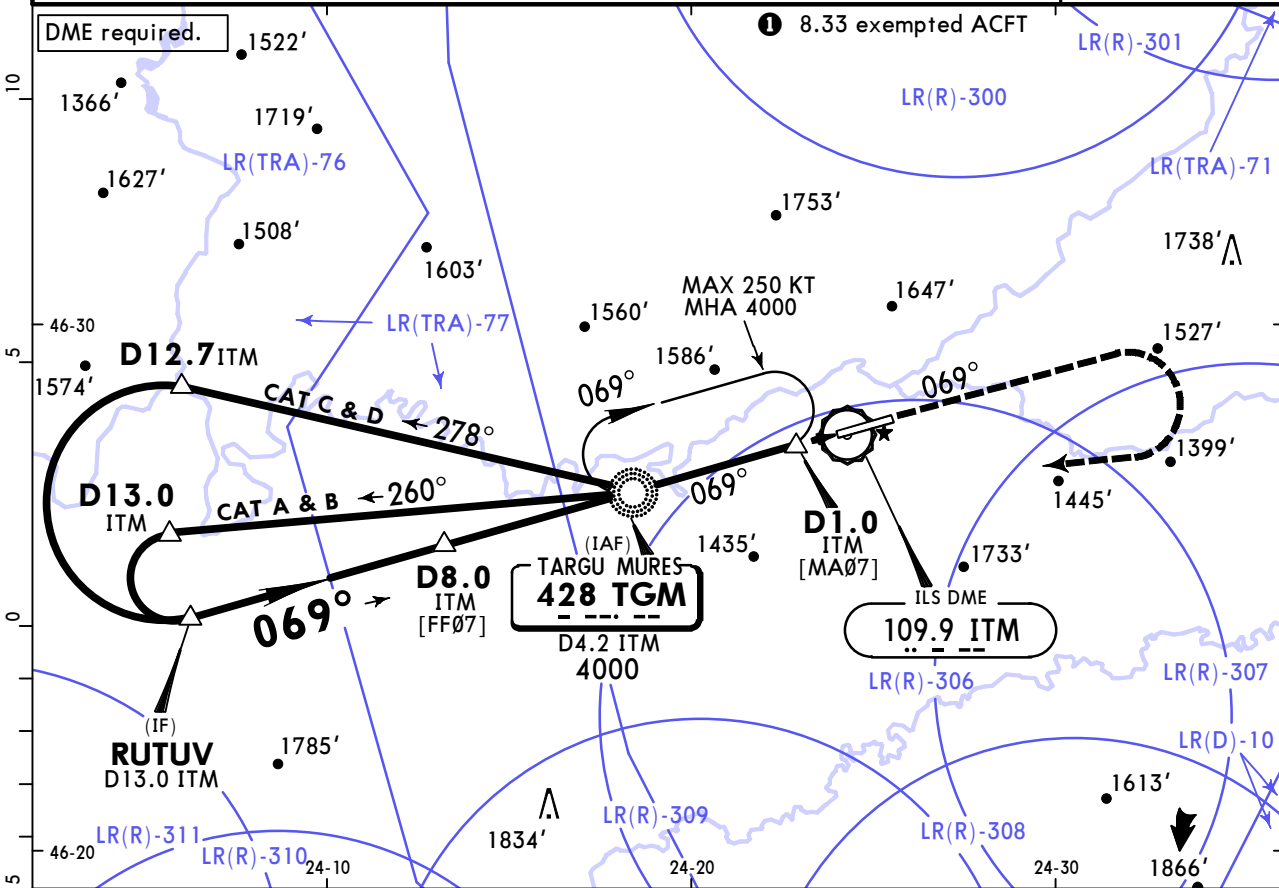
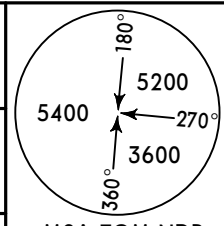
## TRANSILVANIA-TARGU MURES

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

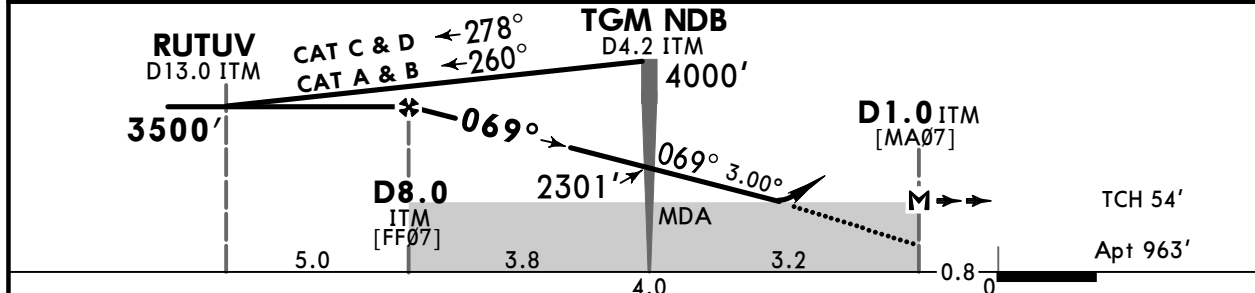
# JEPPESEN TARGU MURES, ROMANIA

## NDB Rwy 07

ATIS		NAPOC Approach (R)				TARGU MURES Tower	
125.950		126.430		127.275		119.180 120.3250	
NDB TGM <b>428</b>		Final Apch Crs <b>069°</b>		D8.0 ITM <b>3500'</b> (2537')		DA/MDA(H) <b>1720'</b> (757')	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D2.4 ITM, whichever is later, then turn RIGHT (MAX 250 KT) to NDB climbing to 4000' and hold.		Apt Elev 963'		MSA TGM NDB			
Alt Set: hPa		Apt Elev: 35 hPa		Trans level: By ATC		Trans alt: 7000'	

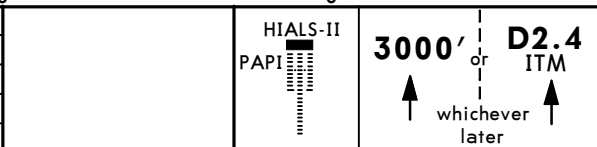


ITM DME	7.0	6.0	5.0	4.2	4.0	3.0	2.0
ALTITUDE	3190'	2871'	2553'	2301'	2234'	1916'	1597'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 ITM						
D8.0 ITM to MAP	7.0	6:00	4:40	4:12	3:30	3:00

Timing not authorized for defining the MAP.



Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA	ALS out	Not authorized North of airport	MDA(H)	
	<b>DA/MDA(H) 1720' (757')</b>				
A	R1500m	Max Kts	100	1880' (917')	V1500m
B			135	2040' (1077')	V1600m
C			180	2200' (1237')	V2400m
D			205	2300' (1337')	V3600m

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

# LRTM/TGM

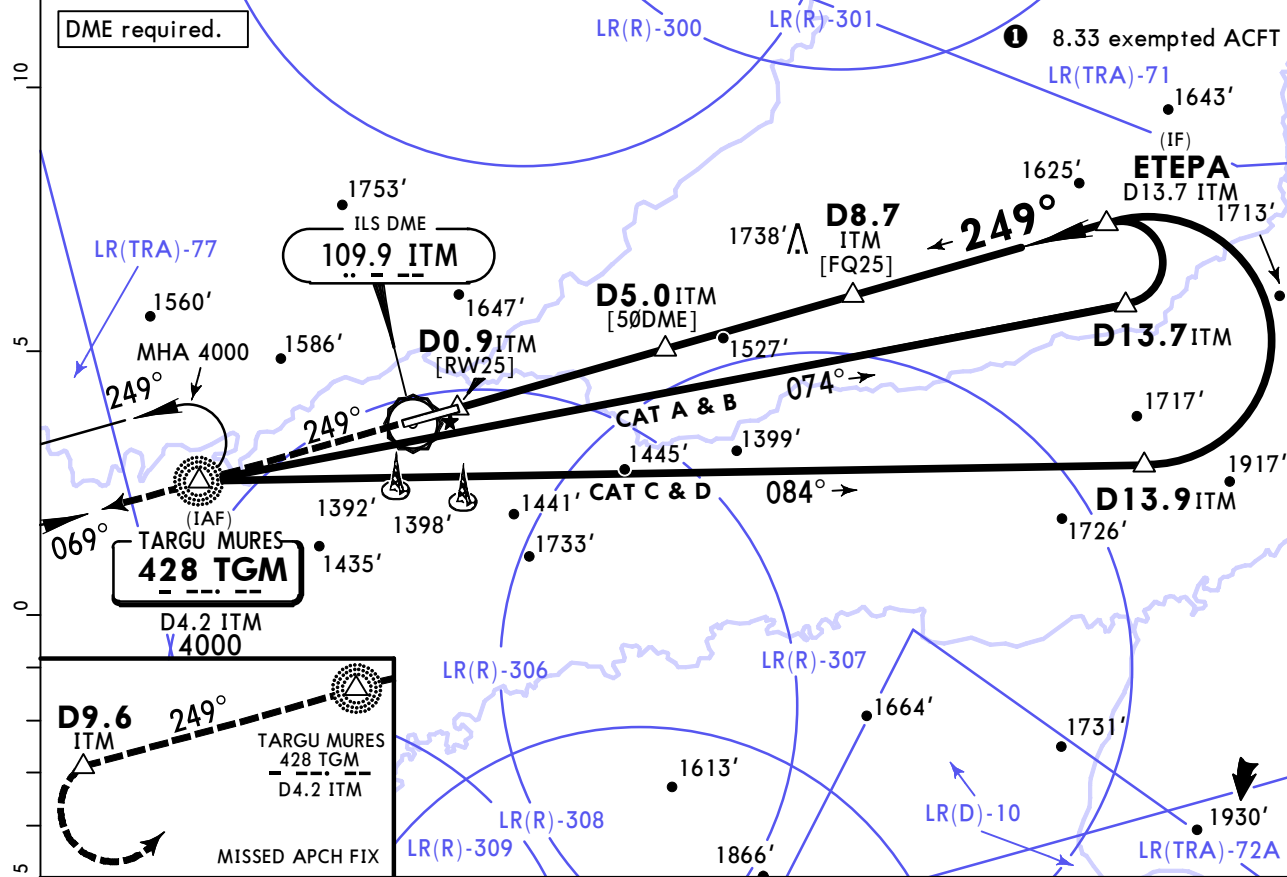
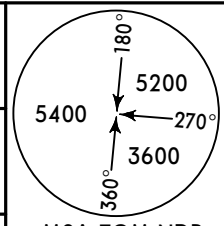
## TRANSILVANIA-TARGU MURES

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

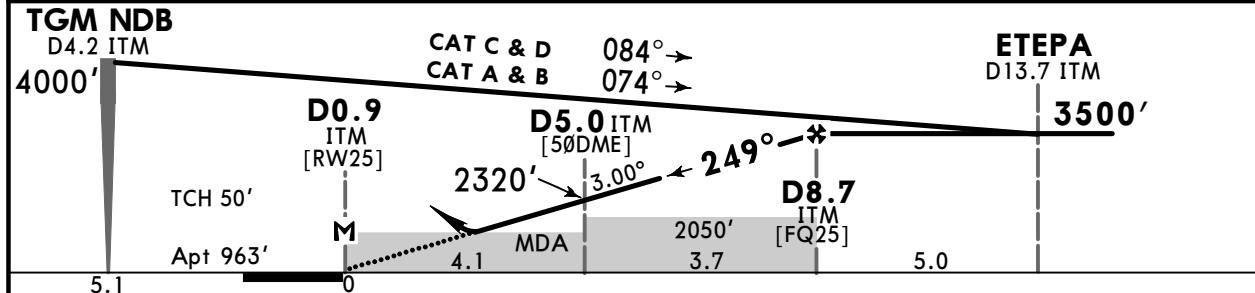
# TARGU MURES, ROMANIA

## NDB Rwy 25

ATIS		NAPOC Approach (R)				TARGU MURES Tower	
125.950		126.430		127.275		119.180 120.325	
NDB TGM		Final Apch Crs		D8.7 ITM		DA/MDA(H)	
428		249°		3500' (2537')		Apt Elev 963'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to NDB, continue climbing on 249° from NDB to D9.6 ITM, then turn LEFT (MAX 250 KT) direct to TGM NDB climbing to 4000' and hold.							
Alt Set: hPa		Apt Elev: 35 hPa		Trans level: By ATC		Trans alt: 7000'	



ITM DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1365'	1684'	2002'	2320'	2639'	2957'	3276'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9 ITM						
D8.7 ITM to MAP	7.8	6:41	5:12	4:41	3:54	3:21
Timing not authorized for defining the MAP.						

ALS PAPI: **TGM 428**

Std/State	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Not authorized North of airport	
	DA/MDA(H) <b>1730' (767')</b>		Max Kts	
	ALS out		MDA(H)	
A	R1500m		100	1880' (917') V1500m
B	R1500m		135	2040' (1077') V1600m
C	R2400m		180	2200' (1237') V2400m
D	R2400m		205	2300' (1337') 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
<b>TARGU MURES, (TRANSILVANIA-TARGU MURES - LRTM)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LRTM