

Cluj-Napoca International Airport

IATA/ICAO CODE: CLJ/LRCL
 CITY: Cluj Napoca
 COUNTRY: Romania

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

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 Title: General Manager
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 oper@airportcluj.ro
 Airport Web Site: www.airportcluj.ro

ELEVATION: 1035 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
08/26	2100	08/165 26/85	08/3.0 26/3.2	30

NOISE ABATEMENT PROCEDURES

See AIP Romania AD 1.1.3 for details.

Noise Abatement Departure Procedures 1 (**NADP1**) is in effect for all take-offs from **Runway 26** for the purpose to avoid excessive noise over sensitive (populated) areas under or adjacent to the take-off flight path.

The noise abatement procedure is not to be initiated at less than 800 ft above the airport elevation. The initial climb speed shall not be less than V2 +10 kt (20km/h).

- On reaching an altitude at of above 800 ft above the airport elevation, adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V2+10-20kt (20-40 km/h) with flaps and slats in the take-off configuration.

- At no more than an altitude equivalent to 3000 ft above the airport elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats on schedule.

- At 3000 ft above the airport elevation, accelerate to en-route climb speed.

For all other runways it is recommended that one of the two ICAO Noise Abatement Departure Procedures (1 or 2) should be applied routinely for take-offs. NAPD 2 is shown below.

Noise Abatement Departure Procedures 1 (**NADP2**)

The noise abatement procedure is not to be initiated at less than 800 ft above the airport elevation. The initial climb speed shall not be less than $V_2 + 10 - 20$ kt (20-40km/h).

- On reaching an altitude at of above 800 ft above the airport elevation, decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards V_{zf} and either:

- a) reduce power with the initiation of the first flaps/slats retraction or
- b) reduce power after flaps/slats retraction

Maintain a positive rate of climb and accelerate to and maintain a climb speed of $V_{zf} + 10 - 20$ kt to 3000 ft above the airport elevation.

On reaching 3000 ft, transition to normal en-route climb speed.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS

The APU is permitted functioning maximum 15 minutes after block on time and may be started with maximum 30 minutes before STD.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure		

Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - [NONE](#)