

Timisoara International Airport

IATA/ICAO CODE: TSR/LRTR
CITY: Timisoara
COUNTRY: Romania

AIRPORT CONTACT

Information updated by the airport 2/2011

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ELEVATION: 348 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
11/29	11480	11/341.12 29/344.4	11/3 29/2.5	147.60

NOISE ABATEMENT PROCEDURES

6.1 Noise abatement departure procedures

I. For the following aerodromes and RWYs, the ICAO Noise Abatement Departure Procedure 1 (NADP1), described below, shall be applied for all take-offs with the purpose to avoid excessive noise over sensitive areas (populated areas) situated under and adjacent to the take-off flight path:

- Arad LRAR, RWY 09;
- Bucuresti/Baneasa LRBS, RWY 07/25;
- Oradea LROD, RWY 01
- Bacau LRBC, RWY 34;
- Cluj LRCL, RWY 26;
- Sibiu LRSB, RWY 09

The noise abatement procedure is not to be initiated at less than 80 ft (240m) above aerodrome elevation.

The initial climbing speed to the noise abatement initiation point shall not be less than V_2+10 kt (20km/h).

- on reaching an altitude at or above 800 ft (240 m) above aerodrome elevation, adjust and maintain engine power/thrust in accordance with noise abatement power/thrust schedule provided in the aircraft operating manual. Maintain a climb speed of V_2+10 to 20 kt (20 to 40 km/h) with flaps and slats in the take-off configuration;

- at no more than an altitude equivalent to 3000 ft (900 m) above aerodrome elevation, while maintaining a positive rate of climb, accelerate and retract flaps/slats an schedule; and

- at 3000 ft (900 m) above aerodrome elevation, accelerate to en-route climb speed.

II. For the other aerodromes or RWYs not specified in the list above, it is recommended that one of the two ICAO Noise Abatement Departure Procedure 1 or 2 should be applied routinely for take-offs:

Noise Abatement Departure Procedure 1 (NADP1):

- as described above;

Noise Abatement Departure Procedure 2 (NADP2):

The noise abatement procedure is not to be initiated at less than 800 ft (240 m) above aerodrome elevation. The initial climbing speed to the noise abatement initiation point is V_2+10 to 20 kt (20 to 40 km/h). On reaching an altitude equivalent to at least 800 ft (240 m) above aerodrome elevation, decrease aircraft body angle/angle of pitch whilst maintaining a positive rate of climb, accelerate towards VZF 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 $VZF+10$ to 20 kt (20 to 40 km/h) to 3000 ft (900 m) above aerodrome elevation.

On reaching 3000 ft (900 m) above aerodrome elevation, transition to normal en-route climb speed.

Arrivals - none

CONTINUOUS DESCENT ARRIVAL (CDA) - **NONE**

AIRPORT CURFEWS - **NONE**

The airport is open 24 hours

PREFERENTIAL RUNWAYS

As described in noise abatement procedures above.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS

ACC instructions TWR or ramp handling agent. APU shut-down is mandatory when is required, but power assured with GPU (when required)

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

See information under Chapter 2 Phase out.

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State. It is not known if this country adopted the ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes. This country is currently an EU Member State Applicant and would be required to have all EU legislation transposed into national law upon entry into the EU. The EU Chapter 2 phase out for airplanes >75,000 was completed April 1, 2002.

CHAPTER 3 RESTRICTIONS - [NONE](#)