Section 12
Romania

Abbreviations

A/C	Aircraft	IFR	Instrument Flight Rules
ADF	Aircraft De-icing Fluid	IFRS	International Financial Reporting Standards
AFIS	Aerodrome Flight Information Services	ILS	Instrument Landing System
AGL	Apron Ground Lighting	Intl	International
AIP	Aeronautical Information Publication	ISPA	Instrument for Structural Policies for Pre-Accession
AMSL	Above Mean Sea Level	LCC	Low-Cost Carrier
ANS	Air Navigation Service	LLZ	Localizer
ANSP	Air Navigation Service Provider	LT	Local Time
		MAP	Million Annual Passengers
AOC	Air Operators Certificate	MIL	Military
APP	Approach Control Service	MoT	Ministry of Transport, Construction and Tourism
ATC	Air Traffic Control		
ATM	Air Traffic Movement	MAP	Million Passengers per Annum
BAX	Baggage		
BHCIA	Bucharest Henri Coanda International Airport	MSL	Mean Sea Level
		MTCT	Ministry of Transport, Construction and Tourism
BIP	Border Inspection Post		
BOT	Build, Operate and Transfer	MTOW	Maximum Take-Off Weight
CAA	Civil Aviation Authority	n.a.	not available/not applicable
CCTV	Closed-circuit television	NDB	Non Directional Beacon
CTA	Control Area	NG	New Generation
CTR	Control Zone	PaPi	Precision Approach Path Indicator
CUTE	Common Use Terminal Equipment	PAR	Precision Approach Radar
DCS	Departure Control System	PAX	Passengers
DME	Distance Measuring Equipment	PCN	Pavement Classification Number
Dom	Domestic	PEDS	Passive Electro-magnetic Detection System
EASA	European Aviation Safety Authority.	PRM	Persons with Reduced Mobility
EBRD	European Bank for Reconstruction and Development	RCAA	Romanian Civil Aeronautical Authority
EC	European Commission	RET	Rapid Exit Taxiway
ECAC	European Civil Aviation Conference	ROMATSA	Romanian Air Traffic Services Administration
EIA	Environmental Impact Assessment	RWY	Runway
		SAC	Sort Allocation Control system and audit)
EIB	European Investment Bank		
GA	General Aviation	SMR	Surface Movement Radar
GND	Ground	SOPP	Standard Operating Policies and Procedures
GP	Glide Path		
GPU	Ground Power Unit	TMA	Terminal Manoeuvring Area
GSE	Ground Support Equipment	TWR	Tower
GYR	Green/Yellow/Red	TWY	Taxiway
HBS	Hold Baggage Screening	UTC	Coordinated Universal Time [Greenwich Mean Time]
IATA	International Air Transport Association		
		VDF	VHF Direction Finder
ICAO	International Civil Aviation Organisation	VFR	Visual Flight Rules
		VOR	VHF Omnidirectional Range
ID	Identification	WTMD	Walk-Through Metal Detector

12.1   General Introduction

12.1.1   Background

Romania is a country in south-eastern Europe. It is bordered on the east by the Black Sea, to the south by Bulgaria and Serbia and Montenegro, to the west by Hungary and to the northeast by Ukraine and Moldova. The terrain is dominated by several mountainous areas like the Carpathian Mountains, and the Transylvanian alps. On either side of these mountains the terrain consists of relatively flat plateaus.

The early history of Romania is dominated by the Dacians, a Thracian tribe, which inhabited Romania. In the second century A.D. Dacia, as Romania was called then, was occupied by the Roman Empire and was part of this empire for two centuries. Until the 8th century Romania was the subject of several conquests by different tribes until the country became part of the first Bulgarian Empire (until the 11th century).

In the Middle Ages and until the 16th century, Romania consisted of three parts: the principalities of Moldavia, Wallachia and Transylvania. Transylvania was part of the Hungarian kingdom until the 16th century when it became independent. The other two became part of the Ottoman Empire at the end of the Middle Ages. After several wars in the 19th century, Romania finally became independent in 1878 and became a kingdom in 1881.

Romania took part in the Balkan wars and was part of the allies in World War I. King Carol II, crowned in 1930, forced Romania into a royal dictatorship. During World War II, Romania fought on the side of the Axis Powers. Since 1940 as a result of the Second Vienna Award, Northern Transylvania was conceded to Hungary. With a coup in 1944 King Michael became monarch changing sides to support the allies. The occupying Russian forces reformed Romania back into a republic. In 1955 Romania joined the Warsaw pact.

Nicolae Ceausescu became head of the Communist Party in 1965 and head of state in 1967. Until 1989 he turned Romania into a neo-Stalinist state ruling Romania with an iron fist. After a rebellion, he was executed in December 1989. Ceausescu's most unpopular

measures, such as bans on private commercial entities and independent political activity, were repealed.

The new government led by ex-communist Ion Iliescu began free market reforms opening up the economy. His party ruled Romania from 1990 until 1996 through several coalitions and governments with Ion Iliescu as head of state. Since then there have been three democratic changes of government.

Progress to reform the economy and to abolish the wide spread corruption has been slow as many of the politicians who have come forward after the revolution seemed tainted by association with the previous regime.

Romania joined NATO in 2004, followed in 2005 by the EU approving the entry of Romania in 2007, forcing many reforms in Romanian legislation, amongst others by increasing law enforcement, taking environmental measures and increasing protection of the rights of the Roma minority.

In April 2007, the Parliament suspended President Traian Basescu for abuse of power, and appointed the President of the Senate as acting President, after which he was re-instated following a public referendum.

12.1.2   Economic Overview

Romanian Economic Statistics

Romanian Economic Statistics	Unit
Population	21.57 million (31 Dec. 2006)*
Population growth	-0.2% (2005-2004)*
GDP	RON 342.4 billion (2006)*
Surface Area of country	238,391 Sq. km. (2006)*
Population density	90 (2006)*
Urbanisation	54.9% (July 2005)*
GDP per head	RON 13.321 (2005)*
GDP growth rate	7.7 % (2006)*
Unemployment rate	9.9 % (Nov. 2006)*
Inflation rate	6.6% (2006)*
Imports	€ 50.9 billion (2007)*
Exports	€ 29.4 billion (2007)*
External debt	€ 57.6 billion (2007)#
Internet hosts	1.406 million (2007)**
Internet users	5.053 million (2007)**

source: * National Institute of Statistics, Romania; ** US Central Intelligence Agency factbook.

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12.2   Main actual issues in the Air Transport Sector

12.2.1   Actual issues

Decentralisation of control of local airports to local counties
All airports in Romania were controlled from the central government in Bucharest up to the 1990s. In 1997 the ownership and control of 12 of the airports was transferred from the national government to individual county councils. The 4 main airports (Otopeni, Băneasa, Timisoara, and Constanta)[1] remained under the control of the national government (i.e. the Ministry of Transport, Construction and Tourism, and the Ministry of Finance).

The reasons for this decentralisation were that the government wanted to focus on the 4 main airports and to reorganise (liberalise) the air transport market, following the initial market reforms started in the 1990s.

The control of the airports is thus scattered over multiple government authorities and at the moment there is a need for a long term national strategy on the development of the air transport market in Romania.

Infrastructure
The airport infrastructure (runways, taxiways, terminal, ancillary facilities) of most of the smaller airports is outdated. When the airport infrastructure was planned the types of aircraft used were relatively small and the traffic volume was quite small. The infrastructure is therefore designed for flights with relatively small aircraft and low passenger volumes.

Most of the airside infrastructure has a low bearing strength (PCN) and the passenger terminals are mostly designed for a maximum demand of 100 passengers per 1-way flow (arrival or departure).

The air traffic demand is fast increasing for the small airports in Romania. The aircraft used by the new entrants in the Romanian market are mostly code C (e.g. Airbus A320, Boeing B737) which is larger and therefore heavier than the design aircraft the runways were designed for. Most of the airports have therefore commenced development plans to expand the terminal (passenger and cargo) infrastructure to cope with the EU-requirement for passenger flow separation and to increase the capacity of the terminal to handle the increasing number of passengers per flight, and to expand and increase the bearing strength of the airside infrastructure such as runways, taxiways and apron.

Competition between airports
Several airports are located quite close to one another. The airports are increasingly competing with each other for airlines to open routes, etc. One of the decisive elements will be the height of the User Charges but also the availability of the required infrastructure.

It remains to be seen whether Romania can sustain 16 international airports when the road infrastructure improves, the capacity of single airports increases, and certain factors limiting competition such as limitations on the number of movements with large code C aircraft (based on the low bearing strength of most existing runways) are removed.

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[1] Bucharest – Henri Coanda International Airport, Băneasa Bucharest International Airport, Traian Vuia Timisoara International Airport, and Mihail Kogălniceanu – International Airport Constanta

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New Airports

The road infrastructure in Romania is relatively poor as compared to western European standards. This means that the catchment area in terms of square kilometres around the airport is relatively small (The catchment area is generally considered to be the area which can be reached from the airport within two hours). Brasov is a city located in between Bucharest (160 km), Sibiu (140 km), and Targu Mures (170 km) and it is the only major city within Romania without an airport.

Based on the assessment that an airport at Brasov has a sufficiently large catchment area, the Brasov county council has decided to plan the development of a new airport and has announced that it will construct an airport, based on a public-private-partnership, which will open in 2009. However, it is still not certain that this project will materialise.

In Romania, and especially the area of Bucharest, traffic has been growing and is forecasted for the coming years to grow at a high rate (e.g. 2007 passenger traffic figures are approx. 40% higher than those of 2006 for both Bucharest' airports). Because of concerns that the capacity of both existing airport will be insufficient in the long term, the government is considering the construction of a third airport to the south of Bucharest.

12.2.2 (Government) Policies

The government policies are intended to solve the above issues. Apart from investing in the 4 main airports and upgrading the infrastructure to satisfy the current and near future requirements, the Ministry of Transportation also has a budget available to invest in the local airports.

The 4 main airports have long term development plans which are supported by the Ministry of Transportation. In general, the general quality of the transport infrastructure in Romania is relatively poor. The general policy of the Ministry of Transportation is to have a balanced development of all transport infrastructure (road, water, rail, air), which limits the available investments for the air transport infrastructure.

The main priorities for the Ministry of Transport/General Directorate for Civil Aviation are to further liberalise the air transport market and to facilitate an easier access to airport infrastructure, increased protection of passengers' rights and aeronautical security. For example, accession into the EU in 2007 and the corresponding removal of several restrictions from previously existing Bilateral Air Service Agreements have allowed more low-cost operators to fly in Romania without restrictions.

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12.2.3 Airlines

The following table details the name, ownership and aircraft types of all Romanian registered carriers.

Air Carrier	Aircraft Type	Ownership status
Acvila Air	2 x A320, 1 x An 2TP, 1 x Bae 146-100, 1 x Bae 146-200, 1 x B737-8, 1 x Tu 154 (Cargo aircraft: An-12, An-124, An-24, An-225, Il-76)	Private company
Blue Air	2 x B737-300, 2 x B737-400, 1 x B737-500	Private company
Carpatair	2 x Fokker-100, 14 x Saab-2000, 2 x SAAB-340.	Private company
Eurojet Romania	1 x Cessna C560 Citation Ultra Encore	Subsidiary of the Rompetrol group
Ion Tiriac Air	1 x Eclipse 500, 1 x Global 500, 2 x Gulfstream 200, 1 x Boeing 737-300, 1 x Cessna 560	Subsidiary of the Tiriac Group
Mia Airlines	3 x BAC 1-11 400, 1 x DA-900	Private company
Romavia	1 x An-26, 1 x BAe-146-200, 1 x BAC 1-11 500, 1 x B707-300C	Romanian government (Ministry of National Defence)
Tarom	7 x ATR 42-500, 2 x A318-111, 5 x B737-300, 4 x B737-700	Joint stock company, stocks owned by the Romanian Ministry of Transportation (95%), Otopeni Romatsa, RCAA, and a private investment fund

source: Flight international - World Airline Directory, 2007, Airlines

Airline market share in Romania (2006)

Airline	Code	Estimated Market Share (%)
Tarom	RO	28%
Air France - KLM	AF / KL	19%
Carpatair	V3	12%
Lufthansa	LH	12%
Blue Air	0B	10%
Other		19%

source: Ziarul Financiar

12.2.4 Low Cost Airline Market Penetration

Currently, the market share of the low-cost carriers in Romania is approximately 15% (July 2007). The market leader in this segment is Blue Air (65-70% of the market) which has Bucharest – Băneasa as their main hub. Other low cost airlines include Wizz Air, My Air, and Sky Europe. Considering the number of flights, the share of the low cost carriers is about 12%[2].

It is expected that this market share will increase the coming years, facilitated by increasing competition between airports, improvements in airport infrastructure, and an increased propensity to fly as the average income of Romanians will rise. Furthermore, after accession into the EU, more and more Romanians are working abroad and flying home on regular bases, which is an increasingly important market for Low Cost Airlines.

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[2] Figures of Jan-Jun 2007, source: EUROCONTROL Low-Cost Carrier Market Update June 2007.

The above is inline with the rise in market share in the other eastern European countries which have previously joined the European Union. The Romanian CAA expects the market share could go up to 35 – 40% in the short term.

It is furthermore expected that in 2008, the Low Cost Carriers (Blue Air and MyAir) will also start operating flights on domestic routes.

12.2.5   Airports

Romanian Airports Summary:

16 x International Airports

	Otopeni (Henri Coanda)	Băneasa (Aurel Vlaicu)	Timisoara (Traian Vuia)	Cluj-Napoca
IATA Code	OTP	BBU	TSR	CLJ
ICAO Code	LROP	LRBS	LRTR	LRCL
Annual Passengers	4,978,587	968,000	864,371	390,434
Annual Freight (tonnes)	17,423	n.a.	1,666	245
Annual ATM	70,588	14,000	25,320	9,416
Ave. Departures per day	193	38	69	26
Total Revenues (€ m)	78.3	n.a.	6.6*	3.1
Annual Terminal Capacity	4.5	1	0.98	0.7
No. of destinations	44 (2007)	28	29	12**
No. of Airlines	33 (2007)	8	6	7**
Runway 1 Length (m)	3500 x 45	3200 x 45	3500 x 45	2100 x 30
Runway 2 Length (m)	3500 x 45	n.a.	n.a.	n.a.
Elevation (metres)	96	91	106	315

* As exchange rate € 1 = Lei 3.7 was used; ** scheduled

	Targu Mures (Transilvania Airport)	Bacau	Sibiu	Arad International Airport
IATA Code	TGM	BCM	SBZ	ARW
ICAO Code	LRTM	LRBC	LRSB	LRAR
Annual Passengers	157,531	128,912	112,077	80,000
Annual Freight (tonnes)	11.99#	190	31,327	1,000
Annual ATM	2303#	n.a.	5,510	n.a.
Ave. Departures per day	3	-	15	-
Total Revenues (€ m)	0.83	0.81	1.43	5.5
Annual Terminal Capacity	1.1	0.45	2.6	0.3
No. of destinations	3	4	5	5
No. of Airlines	2	3	4	2
Runway 1 Length (m)	2000 x 30	2500 x 80	2780 x 30	2000 x 45
Runway 2 Length (m)	n.a.	n.a.	n.a.	n.a.
Elevation (metres)	294	185	456	107

* As exchange rate € 1 = Lei 3.7 was used

	Constanta (Mihail Kogalniceanu)	Iasi	Oradea	Suceava (Stefan Cel Mare)
IATA Code	CND	IAS	OMR	SCV
ICAO Code	LRCK	LRIA	LROD	LRSV
Annual Passengers	71,973	71,378	41,607	20,909
Annual Freight (tonnes)	-	-	-	-
Annual ATM	n.a.	3700	2,172	872**ca
Ave. Departures per day	-	5	3	1

	Constanta (Mihail Kogalniceanu)	Iasi	Oradea	Suceava (Stefan Cel Mare)
Total Revenues (€ m)	n.a.	n.a.	0.7	0.26
Annual Terminal Capacity	0.5	1.1	0.28	1.2
No. of destinations	1	3	2	2
No. of Airlines	1	3	2	2
Runway 1 Length (m)	3500 x 45	1800 x 30	1800 x 30	1800 x 30
Runway 2 Length (m)	n.a.	n.a.	n.a.	n.a.
Elevation (metres)	106	121	142	419

* As exchange rate € 1 = Lei 3.7 was used; ** 2006 figures; # 2005 figures

	Baia Mare (Tautii Magheraus)	Satu Mare	Craiova	Tulcea##
IATA Code	BAY	SUJ	CRA	TCE
ICAO Code	LRBM	LRSM	LRCV	LRTC
Annual Passengers	14,877	5,883	835**	4,784**
Annual Freight (tonnes)	0.930	0.634	-	-
Annual ATM	750	515	n.a.	n.a.
Ave. Departures per day	1	1	-	-
Total Revenues (€ m)	0.68	0.73	1.33	n.a.
Annual Terminal Capacity	0.5	0.6	0.01	n.a.
No. of destinations	1	2	2	0
No. of Airlines	1	2	1	0
Runway 1 Length (m)	1800 x 30	2500 x 45	2500 x 45	2000 x 30
Runway 2 Length (m)	n.a.	n.a.	n.a.	n.a.
Elevation (metres)	184	126	191	60

* As exchange rate € 1 = Lei 3.7 was used; ** 2006 figures; # 2005 figures, ## airport without scheduled flights.

Domestic/Private Airports

	ICAO-CODE	**Runway 1 dimensions (m)**
Carancebes	LRCS	2000 X 45

source: WorldAerdoData, DAFIF

Military Airfields

	ICAO-CODE	**Runway 1 dimensions (m)**
Boboc	-	2500 x 80
Campi Turzii	LRCT	2500 x 50
Deveselu	-	2500 x 80
Fetesti	-	2500 x 80
Ianca		2500 x 80

source: WorldAerdoData, DAFIF

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12.3   Aviation Authorities

12.3.1   Aviation Safety Regulation

Organisation Responsible for the following activities:

"Flight safety of civil airline operations"	Inspections on air safety for aircraft are carried out by the RCAA.
Corresponding organisation funding mechanism? Corresponding Supervision?	The RCAA is self funded. The CAA is paid for each time a service is provided. The RCAA is supervised by the Ministry of Transportation, Construction and Tourism (MoT).
"Civil aircraft approved design, production and maintenance organisations"	As on 1 January 2007, the responsibility for the design approval was transferred to EASA. Within this transfer process, the Romanian type certificates issued to Romanian designed aircraft were revoked and replaced with type certificates issued by EASA. The RCAA is responsible for certification of maintenance organisations.
Corresponding organisation funding mechanism? Corresponding Supervision?	The RCAA is self funded. The CAA is paid for each time a service is provided. The RCAA is supervised by the MoT.
"Flight crew and engineer licensing; Control of aircraft registration"	The RCAA is responsible for certification of maintenance organisations.
Corresponding organisation funding mechanism? Corresponding Supervision?	The RCAA is self funded. The CAA is paid for each time a service is provided. The RCAA is supervised by the MoT.
"Airworthiness of commercial and general aviation aircraft"	RCAA
Corresponding organisation funding mechanism? Corresponding Supervision?	The RCAA is self funded. The CAA is paid for each time a service is provided. The MoT.

| "Regulation of Air Navigation Services" | RCAA. |
| Corresponding organisation funding mechanism?

Corresponding Supervision? | The RCAA is self funded. The CAA is paid for each time a service is provided.

The MoT. |

| "Licensing and certification of Aerodromes" | RCAA. |
| Corresponding organisation funding mechanism?

Corresponding Supervision? | The RCAA is self funded. The CAA is paid for each time a service is provided.

The MoT. |

| "Regulation of environmental standards (emission and noise policies)" | Ministry of Transportation. |
| Corresponding organisation funding mechanism?

Corresponding Supervision? | The state.

The state. |

| "Airworthiness of commercial and general aviation aircraft" | RCAA. |
| Corresponding organisation funding mechanism?

Corresponding Supervision? | The RCAA is self funded. The CAA is paid for each time a service is provided.

The MoT. |

| "Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure" | RCAA. |
| Corresponding organisation funding mechanism?

Corresponding Supervision? | The RCAA is self funded. The CAA is paid for each time a service is provided.

The MoT. |

12.3.2   Air Navigation Services

Organisation Responsible for the following activities:

"Provision of air navigation services for airfields"	ROMATSA
Corresponding organisation funding mechanism?	Self funded (by User Charges).
Corresponding Supervision?	The MoT.

"Provision of en-route air navigation services"	ROMATSA
Corresponding organisation funding mechanism?	Self funded (by User Charges).
Corresponding Supervision?	The MoT.

12.3.3   Economic Regulation

Organisation Responsible for the following activities:	
"Regulation of airport charges, including; • Landing / Use of runway • Parking and Handling • Passenger Charge.	The Airports.
Corresponding organisation funding mechanism? Corresponding Supervision?	n.a. The charge system of the 4 airports owned by the state is approved by the MoT, which also approves the security charges of the other airports. For the airports owned by the county council, the county council approves the charges.
"Regulation of ATM terminal charges"	The Airports.
Corresponding organisation funding mechanism? Corresponding Supervision?	n.a. The charge system of the 4 airports owned by the state is approved by the MoT. For the airports owned by the county council, the county council approves the charges.
"Regulation of en-route charges"	ROMATSA
Corresponding organisation funding mechanism? Corresponding Supervision?	Self funded (by User Charges). MoT.
"The issue of tour operator licences"	The Ministry of Transport, Construction and Tourism (MoT)
Corresponding organisation funding mechanism? Corresponding Supervision?	The state The state

"The issue of travel agency licenses"	The Ministry of Transport, Construction and Tourism (MoT)
Corresponding organisation funding mechanism?	The state
Corresponding Supervision?	The state

"The issue of air operator licences and air operator certificate"	RCAA
Corresponding organisation funding mechanism?	The state.
Corresponding Supervision?	The MoT.

"The issue of ground-handling licences or approvals"	RCAA
Corresponding organisation funding mechanism?	The RCAA is self funded. The CAA is paid for each time a service is provided.
Corresponding Supervision?	The MoT.

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12.3.4 Air Transport Facilitation

Organisation Responsible for the following activity:	
"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to: • Entry and departure of aircraft, • Entry and departure of persons, • baggage and cargo; and • Facilities and services for traffic at • international airports"	RCAA
Corresponding organisation funding mechanism? Corresponding Supervision?	The RCAA is self funded. The CAA is paid for each time a service is provided. The MoT

12.3.5 Air Transport Security

Organisation Responsible for the following activity:	
"Regulation of aviation security with respect to: • Airports • Airlines • Airspace"	The Ministry of Transport, Construction and Tourism (MoT)
Corresponding organisation funding mechanism?	The state
Corresponding Supervision?	The state

12.3.6   Air Accident Investigation

Organisation Responsible for the following activity:	
"Air Accident Investigation"	The Inspectorate of Civil Aviation (ICA), a part of the Ministry of Transport, Construction and Tourism (MTCT)
Corresponding organisation funding mechanism?	The state
Corresponding Supervision?	By the Ministry of Transportation

NACO

12.4   Bucharest – Otopeni Airport

12.4.1   General Airport Information

Full Airport Name	Bucharest Henri Coanda International Airport
Full Airport Address	Calea Bucurestilor 224E , 075150 Otopeni, Ilfov county Romania
Website Address	http://www.otp-airport.ro
IATA Code	OTP **ICAO Code** LROP
Managing Director/ Chief Executive	Mr. Gabriel TARA, General Director

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	No
Other	-

Fire Fighting	
Fire Fighting Category	Cat 9. There is a protocol for common action between the airport and the Rescue & Fire Fighting Division of Ilfov County (RFFDIC); assisting the airport fire brigade when necessary.
Maximum Aircraft Size	B747

Key Airport Contacts

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12.4.2   Airport Ownership and Management

Current ownership structure of the airport

National Company "Bucharest Henri Coanda International Airport" is a Romanian share capital company, acting under the authority of the Ministry of Transports. The shareholders of this company are the Romanian State represented by Ministry of Transports (80%) and a private property fund (20%), a closed investment company.

Current management structure at the airport

The following structure applies for the airport:
a. Shareholders General Assembly
b. Administration Board
c. General Director
    c.1. Deputy General Director – Chief of the Airport Security
        c.1.1. Security Director
    c.2. Technical – Operational Deputy General Director
        c.2.1. Technical Director
        c.2.2. Operational Director
    c.3. Deputy General Director – Commercial, Marketing, Protocol
        c.3.1. Commercial Director
        c.3.2. Protocol Director
    c.4. Economic Director
    c.5. Quality & Environment Director
    c.6. Aeronautical Safety Director
    c.7. Development Director
    c.8. Human resources department
    c.9. Legal department
    c.10. Internal Controlling & Audit
    c.11. Counsellors

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Number of employees working for the airport operator

Currently, the airport employs 810 people.

Ground handling service provision at the airport

There are 6 other parties providing these services at the airport:
- Globe Ground: handling of passengers / baggage / freight & mail, de-icing, ramp, ground transport;
- Menzies Aviation: handling of passengers / baggage / freight & mail, de-icing, ramp, ground transport;
- Derubar: interior cleaning of aircraft, exterior cleaning of aircraft (washing and waxing), cleaning and maintenance of airport building;
- TAROM Airlines: handling of passengers / baggage / freight & mail
- Kamino Cargo: freight & mail handling;
- Ion Tiriac Air*: handling of passengers and baggage, cargo, ramp, ground transport
(*only on Ion Tiriac Air platform)

Brief history of the airport, highlighting major events

1944:	On the present land of Bucharest Henri Coanda International Airport there functioned a military base of the Third Reich.
1944 - 1965:	The existing infrastructure (a 1200 m runway and buildings) is used by the Romanian military aviation.
1965:	The increase of the air traffic, provided until then exclusively by Băneasa Airport, results in the transformation of the military air base Bucharest into a commercial airport: Bucharest - Otopeni International Airport gets. In this and the following years the runway is modernised and extended up to 3500 m and other facilities are upgraded including the modernization of the airport electric plant and building of a passengers' terminal.
1970:	The new passenger terminal is opened, having the capacity of handling 1,2 million passengers/year.
1986:	The second runway (3500m) and the corresponding taxiways system are built. The operational capacity increases to 35 aircraft movements/hour. The lighting system is modernized.
1991:	The airport starts a vast investment program - "BOIA Development and Modernization" - together with a Romanian-Italian joint - venture (Italstrade, S.E.A. Milano, C.C.C.F.).
1997:	The International Departures Terminal is opened, having a capacity of processing 1200 passengers/peak hour. The boarding hall is equipped with five air-bridges for the passengers' direct access to the aircraft.
2000:	The terminal is reconfigured allowing the separation of international departure and arrival flows.
2001:	The landside parking facilities at the Arrivals terminal is extended. The new facility is 3 levels with 800 places; The Bucharest International Cargo Centre (BICC) is commissioned.
2003:	The Domestic Passenger Terminal is inaugurated with a capacity of 270 passengers/peak hour for each of the two flows (Departures and Arrivals).
2005:	The shareholder structure changed. The resulting ownership shares are: Ministry of Transports 80% and a Property Fund 20%.
2006:	The taxiway system is extended and a connection building between International Departures and International Arrivals/Domestic Flights is opened.

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12.4.3   Financial Issues

Financial Performance

The below figures on Financial Performance are estimated for the year 2007:
- Turnover in aeronautical revenues: € 65,2 million
- Turnover in non aeronautical revenues: € 13,1 million
- Operating Profit before tax: € 27,5 million
- Net profit: € 23,1 million

User Charges

Landing Charges:
- Unit rate: € 8.32 / tonne of MTOW
- Minimum charge: € 54.39

Lighting Charges:
- Unit rate: € 1.60 / tonne MTOW
- Minimum charge: € 31.94

Parking Charge: (overnight charge, aerobridge usage, remote parking, etc.)
- Unit rate: € 0.13 / tonne of MTOW per hour; first 3 hours free
- Minimum charge: € 9.58

Aerobridge Usage:
- Unit rate: € 90.72 / operation

Passenger Service Charges: (i.e. arriving, departing or transfer passengers, bus usage)
- International passenger charge: € 8.94 / pax
- Domestic passenger charge: € 1.92 / pax

Security Charge:
- International passenger charge: € 7.50 / pax
- Domestic passenger charge: € 3.83/ pax

Exeptions to the above charge are applied according to the general exceptions defined in the AIP of Romania.

In general the Airport charges are cost related. According to ICAO provisions, the Airlines are consulted with minimum 3 (three) months before, regarding the intention of the Airport to modify the airport service charges.

12.4.4   Airport Traffic

Airport Traffic History

Aircraft Movements per year				
Year	Domestic	International	Other	Total
2003	4,657	30,801	2,015	37,473
2004	5,736	34,594	2,138	42,468
2005	6,846	42,747	3,903	53,496
2006	8,225	46,831	2,997	58,053
2007	10,330	57,042	3,216	70,588

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Passengers per year				
	Domestic		International		
Year	Scheduled	Non-scheduled	Scheduled	Non-scheduled	Total
2003	155,894	1,456	2,064,821	125,046	2,347,217
2004	185,150	2,440	2,293,384	163,331	2,644,305
2005	221,671	2,250	2,593,135	218,455	3,035,511
2006	276,417	5,860	3,072,831	158,468	3,513,576
2007	404,849	5,922	4,320,621	247,195	4,978,587

Cargo per year				
	Freight (tonnes)		Mail	
Year	Domestic	International	(tonnes)	Total
2003	114.5	11,024.0	3,043.9	14,182.4
2004	120.1	13,616.7	2,567.1	16,303.9
2005	106.7	14,317.5	2,462.2	16,886.4
2006	121.2	15,384.1	2,583.4	18,088.7
2007	151.5	14,288.6	2,983.0	17,423.1

Passenger breakdown
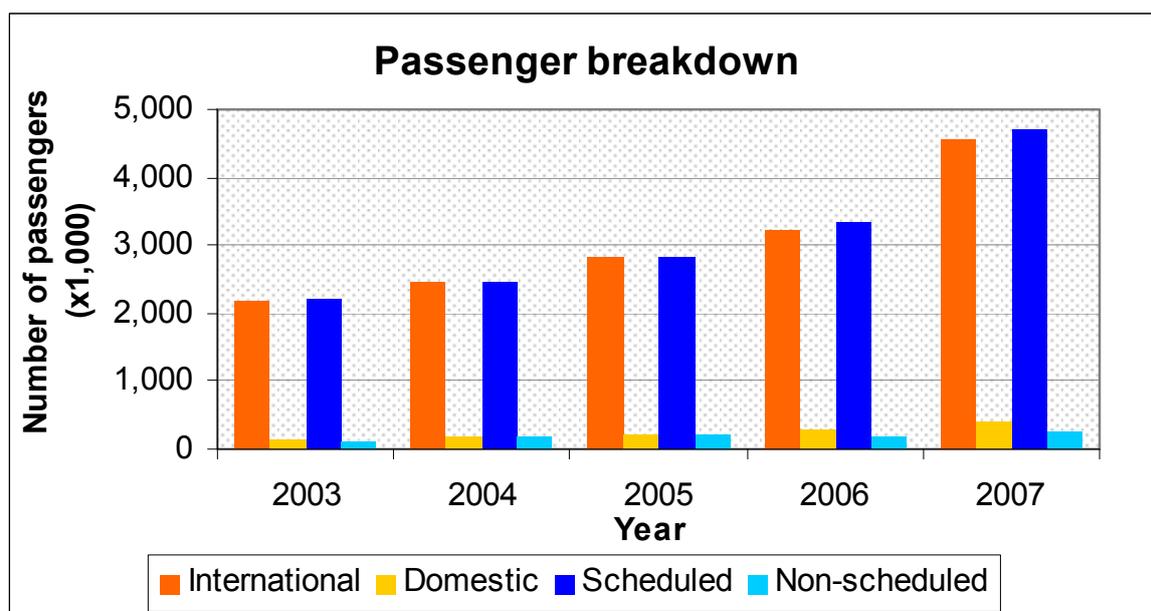
Most important scheduled destinations of 2007		
No.	Destination	Passengers
1	Paris	314,798
2	Amsterdam	296,721
3	Frankfurt	270,835
4	Munich	270,554
5	Vienna	251,409
6	Milan	246,913
7	Rome	239,526
8	Tel Aviv	231,259
9	London (Heathrow)	225,725
10	Istanbul	200,451

Most important non-scheduled destinations of 2007		
No.	Destination	Passengers
1	Antalya	63,795
2	Heraklion	11,477
3	Rhodos	10,256
4	Bodrum Milas	9,526
5	Kerkyra	4,825
6	London (Heathrow)	4,094
7	Izmir	3,847
8	Rome	3,541
9	Tel Aviv	2,699
10	Venice	2,556

Current Flight Programme

Currently there are 1228 scheduled flights per week. (As per the winter schedule of 2007-2008).

Traffic Forecast

There is a Traffic Forecast made by the airport. This Traffic Forecast is a scenario-based forecast using three scenario's:
1. The high – growth scenario,
2. The baseline scenario, and
3. The low-growth scenario

For these scenario's the Traffic Forecast is given in the following tables:

High – Growth Scenario				
	Aircraft movements		Passengers	
Year	Total	Growth (%)	Total	Growth (%)
2008*	76,300	15.0	5,830,000	30.0
2009	83,900	10.0	6,413,000	10.0
2010	92,300	10.0	7,054,000	10.0
2011	101,500	10.0	7,759,000	10.0
2012 - 2020		10.0		10.0

* The base for calculation is the aircraft movement's number in 2007 for BHCIA exclusively (66332 mvts). For passengers the base for calculation is the passenger number in 2007 for BHCIA exclusively (4482762 pax)

For the High – growth scenario there an extrapolation is made of past trends and judgmental forecast, based on comparison with airports considered representative for the last countries integrated into the EU

NACO

Baseline Scenario				
	Aircraft movements		Passengers	
Year	Total	Growth (%)	Total	Growth (%)
2008*	70,600	6.5	4,980,000	11,05
2009	75,200	6,.5	5,478,000	10.0
2010	80,100	6.5	6,026,000	10.0
2011	85,300	6.5	6,508,000	8.0
2012 - 2020		6.5		8.0

* The base for calculation is the aircraft movement's number in 2007 for BHCIA exclusively (66332 mvts). For passengers the base for calculation is the passenger number in 2007 for BHCIA exclusively (4482762 pax)

For the Baseline scenario a computerised regression is used using the passenger numbers and the GDP indicators.

Low-Growth Scenario				
	Aircraft movements		Passengers	
Year	Total	Growth (%)	Total	Growth (%)
2008*	69,500	5.0	4,800,000	7.5
2009	73,000	5.0	5,088,000	6.0
2010	76,700	5.0	5,393,000	6.0
2011	80,500	5.0	5,717,000	6.0
2012 - 2020		5.0		6.0

* The base for calculation is the aircraft movement's number in 2007 for BHCIA exclusively (66332 mvts). For passengers the base for calculation is the passenger number in 2007 for BHCIA exclusively (4482762 pax)

The Low-growth scenario is based on IATA and EUROCONTROL world-wide Traffic Forecasts.

NACO

12.4.5 Runway Information

Overview of Airport Layout
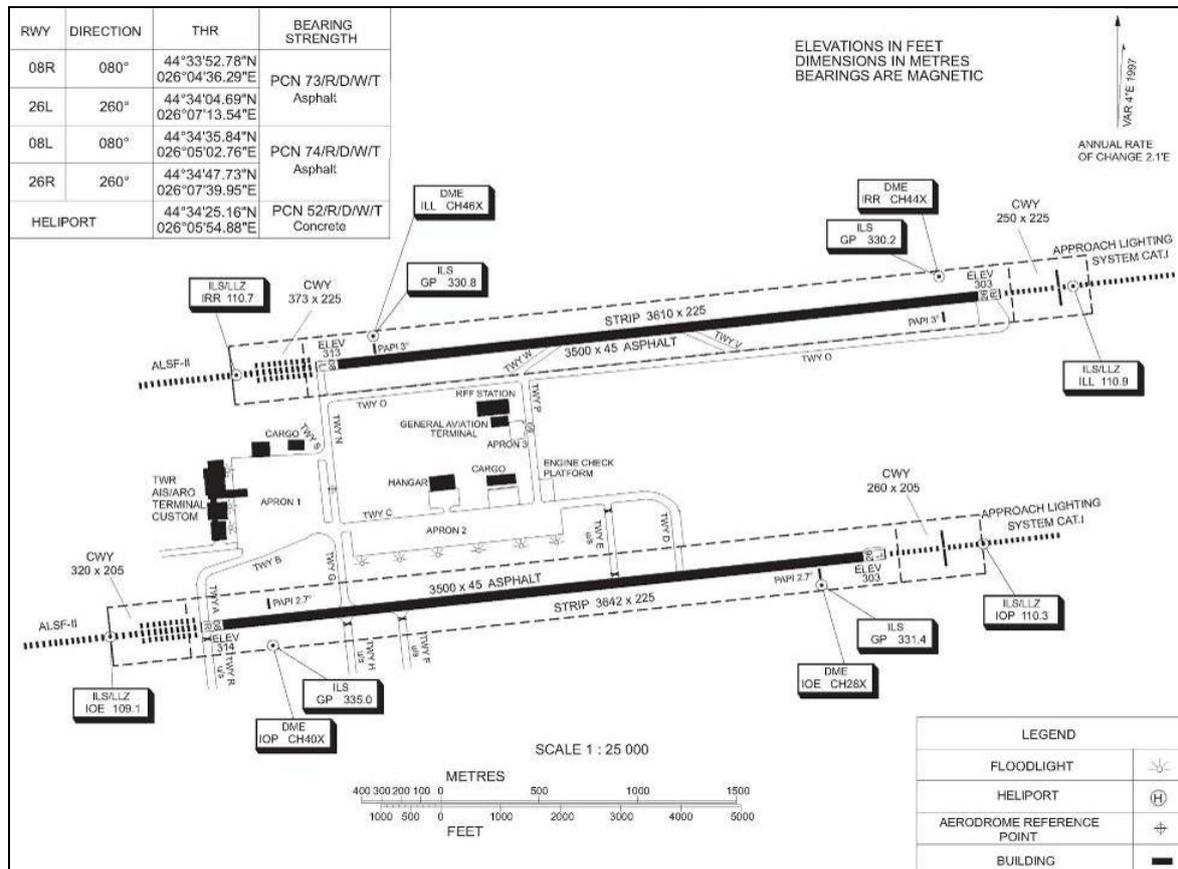
Aerodrome layout

The distance between the runways is 1250 metres, sufficient to be operated independently according to ICAO requirements. However, due to the current ROMATSA procedures, the runways are operated dependently.

to / from
THR RWY 08L/26R

CARGO
BUILDING

ANNUAL RATE
OF CHANGE 2.1°E

TWY N

TWY S

TWY L

TWY M

TWY K

TWY N

FINGER

TWY I

TWR
ARO/MET
TERMINAL
CUSTOM

to/from RWY 26L

TWY C

APRON 2

TWY G

TWY B

TWY A

to / from
THR RWY 08R

METRES

FEET

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

INS COORDINATES FOR AIRCRAFT STANDS		
01	443415.84N	0260444.37E
02	443415.63N	0260446.75E
03	443416.02N	0260449.24E
04	443416.19N	0260451.53E
05	443416.49N	0260453.81E
06	443416.52N	0260458.32E
07	443413.72N	0260458.72E
08	443413.35N	0260454.70E
09	443413.20N	0260452.83E
10	443412.98N	0260450.95E
11	443413.39N	0260448.52E
12	443413.22N	0260446.20E
13	443413.07N	0260444.24E
14	443408.44N	0260444.31E
15	443406.51N	0260444.59E
16	443405.20N	0260444.78E
17	443407.79N	0260449.92E
18	443407.79N	0260452.04E
19	443407.96N	0260454.12E
20	443408.06N	0260455.82E
21	443408.38N	0260457.48E
22	443406.67N	0260449.76E
23	443406.62N	0260451.21E
24	443406.97N	0260452.82E

TWYs A,B,C,S 23 m WIDE
TWYs G,N 24 m WIDE

BEARING STRENGTH
APRON 1 54/R/D/W/T

***Orange marked
mandatory for:
A 300, A 310
B 707-320, B 757-200
B 767-200, B 777
DC 10-30, IL 18
IL 62, IL 76, IL 86
L 100-30, L 1011500
TU 154, B 747-200
B 747-400, AN 124

LEGEND	
TAXIWAY LIGHT	·
PARKING AREA FOR HANDLING EQUIPMENT	
TO AIRCRAFT STAND	
FLOODLIGHT	
AIRCRAFT STAND	01
PUSH-BACK EXIT	·
INS CHECK POINTS	
TAXI GUIDANCE LINES	(***orange, (yellow)
INTERMEDIATE HOLDING POSITION	
BUILDING	

Layout of apron 1

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

to / from
RWY 26L

TWY D

ANNUAL RATE
OF CHANGE 2.1E

VAR 4°E 1997

to / from
APRON 3
and RWY 26R/08L

TWY P

A

CARGO
BUILDING

HANGAR

INS COORDINATES FOR AIRCRAFT STANDS		
01	443409.90N	0260558.80E
02	443409.74N	0260557.14E
03	443409.46N	0260554.42E
04	443409.26N	0260551.86E
05	443409.06N	0260549.42E
06	443408.89N	0260547.15E
07	443408.72N	0260544.74E
08	443408.53N	0260542.19E
09	443408.24N	0260539.93E
10	443408.10N	0260538.06E
11	443407.80N	0260534.23E
12	443407.66N	0260532.36E
13	443407.52N	0260530.49E
14	443407.44N	0260528.61E
15	443407.29N	0260526.74E
16	443407.15N	0260524.87E
17	443407.05N	0260522.95E
18	443406.90N	0260521.01E
19	443406.75N	0260519.07E
20	443406.50N	0260517.30E
21	443406.44N	0260515.60E
22	443406.25N	0260513.96E

TWYs C,D,P 23 m WIDE

BEARING STRENGTH
APRON 36/R/D/W/T

**Orange marked
mandatory for:
A 300, A 310
B 707-320, B 757-200
B 767-200, B 777
DC 10-30, IL 18
IL 62, IL 76, IL 86
L 100-30, L 1011500
TU 154, B 747-200
B 747-400, AN 124

TWY C

A

METRES

50   25   0   100   200   300

300   0   500   1000

FEET

LEGEND	
PUSH-BACK EXIT	*
TAXIWAY LIGHT	.
TO AIRCRAFT STAND	
FLOODLIGHT	
AIRCRAFT STAND	01
INS CHECK POINTS	
TAXI GUIDANCE LINES	(**orange (yellow)
INTERMEDIATE HOLDING POSITION	
BUILDING	

to / from
APRON 1
and RWY 08R/08L

Layout of Apron 2

NACO

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

VAR 4°E 1997

ANNUAL RATE
OF CHANGE 2.1°E

GENERAL AVIATION TERMINAL

TWY P

06   04   02

TWY T

H

05   03   01

INS COORDINATES FOR AIRCRAFT STANDS		
01	443424.01N	0260552.39E
05	443423.85N	0260550.33E
(H)	443425.16N	0260554.88E

METRES

20   10   0   10   20   30   40   50
50   0   50   100   150

FEET

	LEGEND	
HELIPORT		(H)
TAXIWAY LIGHT		•
TO AIRCRAFT STAND		(D
FLOODLIGHT		☼
AIRCRAFT STAND		01
INS CHECK POINTS		⊕
TAXI GUIDANCE LINES		—
INTERMEDIATE HOLDING POSITION		----
BUILDING		▓

TYPE	STANDS
FALCON20,50,2000,900Ex CESSNA CITATION X 750, C.L.600,WW1124 and similar	01,02
CESSNA340,414A,425 FALCON20,HS125 LEARJET25,54,55,56 and similar	03,04,05,06

TWY P 23 m WIDE

BEARING STRENGTH
TWY P 45 t SIWL
TWY T 30 t SIWL

BEARING STRENGTH
APRON 30 t SIWL

Layout of Apron 3

NACO

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	08 R – 26 L	08 L – 26 R
Length (m) x Width (m)	3500 x 45	3500 x 45
ILS Cat.	CAT III B / CAT I	CAT III A / CAT I
Peak Hour Departures	14	
Peak Hour Arrivals	11	
Hourly Capacity (IFR)	21	22
Average Movement Delay Rate (min)	-	-
Annual Movement Capacity	115,000 mvts/yr with both runways in use	
Runway Operating Hours	24 h	24 h

Basis for Runway Movement Capacity Calculation

EUROCONTROL'S Commonly Agreed Methodology for Airport Airside Capacity Assessment over E.C.A.C. (CAMACA).

Multi-Runway Operating Procedures

As per Romanian Air Traffic Services Administration (ROMATSA) procedures, approved by Romanian Civil Aviation Authority.

08R-26L is mostly used (77%) because of the noise pollution.

Factors Limiting Runway Capacity

- Dependent runways (distance between runways < 4300 ft or 1280 m)
- Manoeuvring area layout
- ATC procedures due to TMA sharing with Bucharest Băneasa International Airport

12.4.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	International	Domestic	n.a.
Departing Passengers per Hour	1684	335	
Arriving Passengers per Hour	1615	410	
Transfer Passengers per Hour	168	193	
Annual Capacity	3.8 MAP	0.7 MAP	

Basis for Terminal Capacity Calculation

The capacity analysis based on terminal operational systems, acceptable level of service, average number of operating hours per day.

Excess Capacity

The domestic part of the terminal is frequently used in excess of its design capacity because of the 0.3 mil passengers per year – domestic.

Main Bottleneck of Terminal Capacity

- Check-in
- Baggage (security check) screening
- Baggage claim

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	International	Domestic	n.a.
Terminal Total Floor Area (sqm)	~36000*[1]	~ 8000	
Number of Check-in Desks	44	9	
Number of Self Service Check-in machines	1*[2]	0	
Number of Passenger Security Screening Positions	7	2	
Number of Baggage Belts	2	1	
Number of Departure Gates	10	4	
Number of Loading Bridges	5	0	
Number of Inbound Passport / Immigration Positions	20	n.a.	
Number of Baggage Claim Units	3	1	
Number of Commercially Important Passenger Lounges	2	1	

Further details on terminal passenger facilities

* Notes:
1. Including also areas not designated for Passenger Services (i.e. offices, technical areas etc.)
2. To be developed in the near future. There are, also, airlines with internet check-in desk in the terminal.

Terminal expansion planed for 2010, from 4.5 MAP to 6 MAP capacity (see also Section 12.4.7)
CUTE platform already in use on check-in counters and gates
CUSS implementation – tender in process.

The following figure details the configuration of the passenger terminals.

NACO
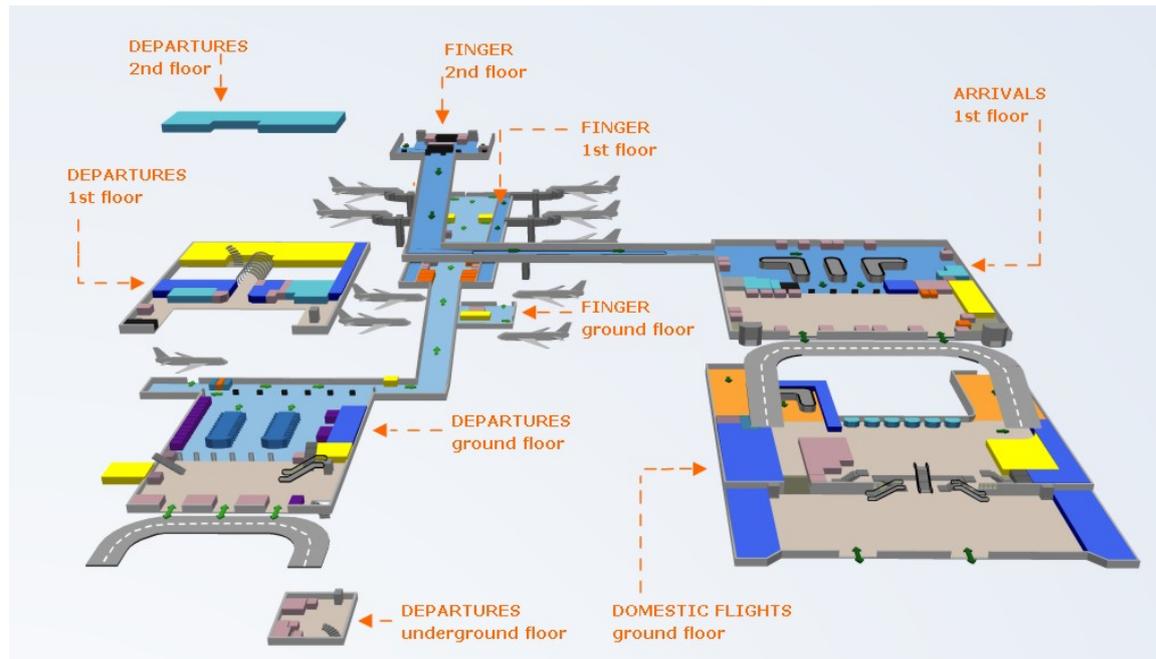
Terminal Flows.

Number of Parking Stands

- Apron 1 – 23 stands, 5 in contact, 18 – remote stands / by coach
- Apron 2 – 22 stands – remote / by coach

Retail Facilities

- 11 duty-paid shops located in the airside area
- 7 retailing shops, located in the landside area

Terminal Facilities (Cargo)

	1st Terminal	2nd Terminal (if applicable)
Name of Cargo Terminal	TAROM Cargo	B.I.C.C. – Bucharest International Cargo Centre
Description	TAROM cargo terminal; dry storage rooms, special storage rooms, equipment for parcel processing; special equipment for cargo processing	Modern cargo centre equipped with dry storage rooms, refrigerating storage rooms for perishable goods, special storage rooms, equipment for parcel processing; special equipment for goods processing
Annual Cargo Capacity (metric tonnes)	20.000 t/yr	30.000 t/yr
Total Annual Inbound Cargo (metric tonnes)	12452.2	
Total Annual Outbound Cargo (metric tonnes)	4970.9	
Share Carried on Cargo Aircraft (%)	n.a.	
Total Domestic Cargo (metric tonnes)	17222.7	
Total International Cargo (metric tonnes)	200.4	

Further detail on cargo facilities

According to the Strategic program for airport infrastructure development for Bucharest Henri Coanda International Airport, during Jan. 2013 – Dec. 2015 there a multi-modal cargo platform will be developed (as per Romanian Law no. 58/2007 provisions). The feasibility study is under tendering procedure.

At the airport there are also other facilities operated by different agents which are used to handle cargo.

Almost all cargo is carried in the belly of passenger aircraft. There is also cargo processed in the terminals which is not shipped by air but trucked.

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Other Facilities

Aircraft Maintenance / Engineering Facilities
• TAROM hangar (~ 9000 sqm), services on request. • Ion Tiriac Air hangar (~4000 sqm), services on request.

Refuelling
4 refuelling agents Fuel/Oil types: as per AIP Romania in force. Fuelling facilities/capacity: as per AIP Romania in force.

Ground Handling
As per chapter "Airport ownership and management", point 9 Services performed: handling for passengers/bags/cargo, de-icing, ramp, ground transport Push-back and aerobridge assistance.

Winter Operation Facilities
• 8 snow ploughs with blower and sweeper, • 3 snow blowers, • 5 trucks/plugs/spreaders for liquid/solid de-icing materials.

Ground Transportation Centres
n.a.

12.4.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years
• International Arrivals Building • Domestic Terminal • Administrative Building • Multi-storey car parking • Technical installations • Connection building between International Departures and International Arrivals/Domestic Terminal • Extension of Oscar and Victor taxiways and lighting upgrading to CAT II etc.

| Future Approved Works |
| --- |
| • Extension of Boarding Lounge (Finger) to 12 air bridges and connection with the two terminals.
• Extension of International Departures Terminal.
• Extension of International Arrivals and Domestic Departures & Arrivals Terminal.
• Passengers flows segregation according to Schengen Agreement.
• VIP/Officials Lounge modernization
• Parking
• Turning bay 26L and access roads |

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Long Term Development Plan (Master Plan) for the airport

The Romanian Law no. 58/2007 approved the Strategic Program for Airport Infrastructure Development for Bucharest Henri Coanda International Airport. This program defines the long term development of the airport, until 2018. The major works cover: improved ground access to the East area of the airport (by road, metro and rail), new terminal buildings for passengers and the required aprons and taxiways, a multi-modal cargo platform, a "high-tech" technological park. Status: feasibility study (under tender procedure).

The following figure details the long term development until 2018
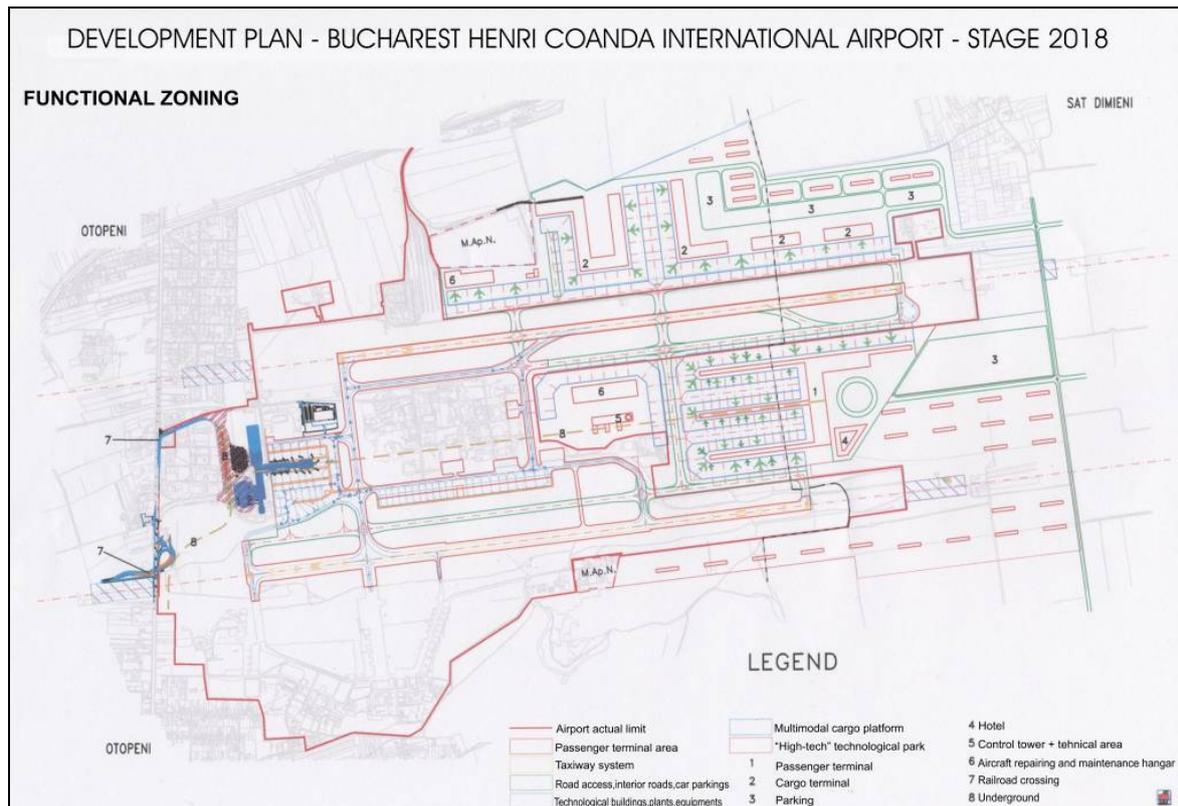
Long Term Development Plan (2018)

12.4.8   Environment

Environmental Policy

QUALITY, ENVIRONMENT OCCUPATIONAL SAFETY AND HEALTH POLICY STATEMENT (d.d. 23-Nov 2007).
As a General Manager, supported by the Board of Directors and following the tradition, experience and good name of our company, gained over 35 years of activity, regarding the airports infrastructure (facilities), being also aware of the advantages of a modern and efficient management, I decided to implement the quality-environment- occupational health and safety integrated management system in conformity with SR EN 9001:2001 and SR EN ISO 14001:2004. The company strive to accomplish the implementation of occupational health & safety requirements in accordance with OHSAS 18001:2007, by including it in the integrated quality and environment management system.
The company aims to:
• answer our clients and other interested parts requests, needs and expectations by offering high quality services.
• maintain and strengthen our position on the market, alongside with the diversification of our

activity.
- evaluate, control, prevent and reduce the risks of producing accidents, occupational diseases and the negative impact on the environment.
- prevent producing damages to its own employees or/and to other interested parts
- assure an adequate working environment for the processes/products/services to be well achieved.
- continuously improve the integrated management system and the overall performances of the company.

In all our actions, we commit ourselves to comply with the regulations/legal provisions in force and the European Directives as well.

For the well functioning of the integrated management system, I commit myself, on behalf of the Board of Directors, to assure the organizational framework and the necessary resources for the implementation of our company's policy and objectives.

The success in business is given by the quality of the people, their commitment, their motivation and the importance of those who work for the company regarding the knowledge and the company's commitment.

The policy of our company aims to continuously improve the integrated management system, assuring the competence, the responsibility and the involvement, at all levels for our goals to be achieved.

Our organizational framework assures a sustained communication with our clients and suppliers, with all entities working for us and with the public opinion and with other interested parts as well.

The continuous improvement is the result of our management team monitoring and periodically analyzing our company performances. The Quality and Environment Director, empowered by decision as the management spokesman, has the responsibility and the authority to follow up the implementation of our policy and practice and to analyze and report the integrated system functionality.

General Director
Mr. Gabriel Tara (Director General)

12.4.9   Accessibility

Road Access (private vehicle)

The distance to the city centre of Bucharest is approximately 16.5 km.

At the time being, the access to the airport is done by a motorway (3 lanes / direction to Bucharest). The connection to Bucharest has been recently modernized.

Car Parking

The parking facilities comprise of:
- 2 public parking areas with a total capacity of 1200 parking places
- 1 VIP parking
- 3 employee parking areas with a total capacity of 450 parking places

The parking fee for the public parking is 4 RON/hour ≈1,40 € hour

Public Transport Access – Rail

The rail access to the airport will be developed in the near future. There will be a direct connection from the main rail station in Bucharest to the airport. The airport station (an underground one) will be located in front of the existing passenger terminals and there are plans to have a dual function, both for train and metro.

The metro access to the airport will be developed in the future as well. The metro line will connect the airport to the city centre.

Public Transport Access – Bus and Coach

The public transportation, under the authority of Bucharest Municipality, offers an express bus line, from the city centre to the airport (with different intermediate stops), with a frequency of 15 minutes in the week-days, and 30 minutes in week-end days.

Taxi/Car Rental

There is one taxi company accepted by the airport, but the services could also be provided by the public taxi companies.
Rent a car services are assured by 17 companies.

Access for Persons with Reduced Mobility

Disabled persons and persons with reduced mobility, whether caused by disability, age or any other factor have the same opportunity for air travel at Bucharest Henri Coanda International Airport, comparable with other citizens. Starting with 28.07.2008, if requested, assistance will be provided by the airport based on the Regulation (EC) No. 1107/2006 of the European Parliament and of the Council, concerning the rights of disabled persons and persons with reduced mobility when travelling by air.

12.4.10   Key issues and other information

Key issues for the airport over the next 5 years

Capacity constraints, high-growth Traffic Forecast (passengers), force majeure (natural calamities, curfew, wars etc.)

NACO

12.4.11   Airport Photographs

Kerb at the arrivals area on the airport

Public area in the International Terminal

Passenger loading bridges and apron of the international terminal.
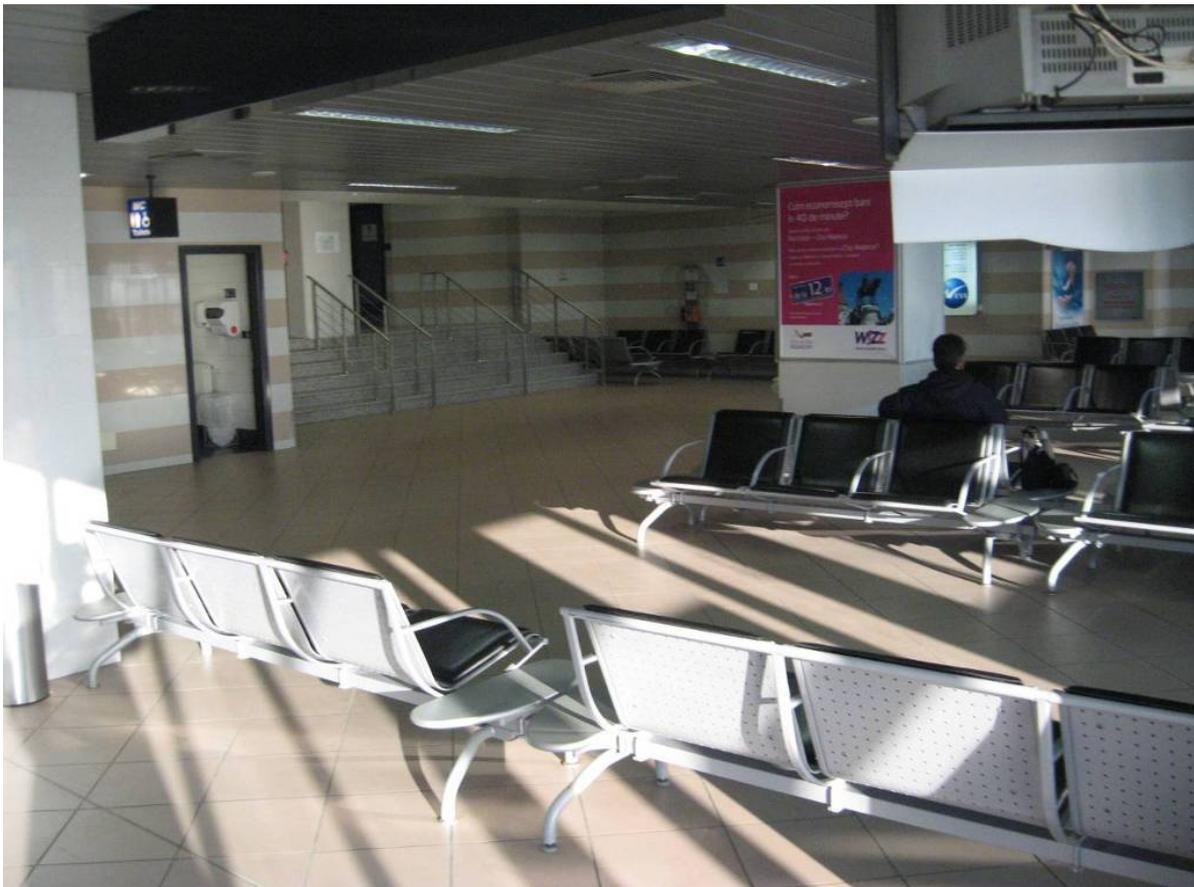
Domestic departure area

ATC Tower. Domestic terminal is further to the left. International terminal is to the right,

Cargo Terminal as seen from apron 1

12.5   Bucharest - Băneasa Airport

12.5.1   General Airport Information

Full Airport Name	Băneasa Bucharest International Airport (BBIA) (Aeroportul Bucureşti / Băneasa - Aurel Vlaicu
Full Airport Address	Şos. Bucureşti-Ploieşti, nr. 40, sect. 1, Bucureşti
Website Address	http://www.Băneasa.aero
IATA Code	LRBS	**ICAO Code**	BBU
Managing Director/ Chief Executive	Mr. Stefan Mladin

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	8
Maximum Aircraft Size	Corresponding to Cat. 8 aircraft., largest aircraft to land is the Antonov 124

NACO

Key Airport Contacts

Mr. Stefan Mladin, Director General
Şos. Bucureşti-Ploieşti, nr. 40, sector 1, 013695, Bucureşti
Tel: +40 21 230 56 07
Fax: +40 21 232 36 87
email: airport@Băneasa.aero

Girdea Marius, Director of Operations
Şos. Bucureşti-Ploieşti, nr. 40, sector 1, 013695, Bucureşti
email: radu.bondar@Băneasa.aero

12.5.2   Airport Ownership and Management

Current ownership structure of the airport

The airport is a private company. The stocks are owned by the ministry of transport.

Current management structure at the airport

The airport has a board of 3 directors headed by the general director.

Number of employees working for the airport operator

The airport has 198 employees.

Ground handling service provision at the airport

Ground handling at the airport is performed by 3 companies: Blue Air, Romanian Airport Services (partly owned by the airport operator), and Constants.

Brief history of the airport, highlighting major events

1909 - First flights were flown in the Băneasa area by Louis Bleriot.
1910 - The first international aircraft meeting of Romania and of Eastern Europe took
         place. Among the participants was Aurel Vlaicu.
1912 - National Romanian Air League organises the first flying school in Băneasa.
1912 - The airdrome becomes an airport, and aeronautic activities diversified and
         expanded to include a civil pilot school (later also military) and the Royal Romanian
         Aeroclub.
1920 - The French-Romanian Company of Air Navigation, was set up using Romanian
         capital and French technical equipment. It was the initiative of Nicolae Titulescu,
         and had its financial headquarters in Bucharest. This was the first air transport
         company in the world to serve passengers, goods and mail.
1922 - The first international airline crossing Europe to Asia took place. The route was:
         Paris - Strasbourg - Prague - Vienna - Bucharest (Băneasa) - Constantinopole
         (with the unachieved goal of reaching Beirut).
1925 - Internal and international commercial air routes are officially opened: Bucharest
         (Băneasa) - Galati - Chisinau, Bucharest (Băneasa)-Iasi-Cernauti, Bucharest
         (Băneasa) - Cluj Napoca, Bucharest (Băneasa)-Constanta using "De Haviland 9"
         former military aircrafts.

1932 - The airport expands in area and personnel. Its runaway is extended to 1200 meters and buildings, such as a hangar, a 20,000 litre fuel tank, an airport terminal building and a larger ramp area are added.

1995 - The immigration facility and the customs unit (both on permanent call) are re-opened and the airport becomes officially "BĂNEASA - Bucharest City Airport"

2008 - The International Airport Bucharest-Băneasa had a complete modernization program and diversifying into various commercially related fields of aviation. In the process, extensive facilities for all air activities are created.

12.5.3   Financial Issues

Financial Performance

Not made available after request

User Charges

Landing Charges are determined based on the aircrafts weight, arrival time and ICAO noise category[3] as follows:

Landing Charge [€ / tonne]				
AC WEIGHT [tonne]	OPERATIONAL HOURS			
	06.00-22.00 LT	22.00-06.00 LT		
		volume 1, Chapter 3[4]	volume 1, Chapter 2[5]	a/c without noise certificate[6]
> 0 & ≤-16	6.00	6.00	6.00	6.00
> 16 & ≤-30		6.00	9.00	10.00
> 30 & ≤-50		7.00	16.00	19.00
> 50 & ≤-80		8.00	17.00	21.00
> 80 & ≤-120		9.00	19.00	23.00
> 120		10.00	21.00	26.00

There is a reduction applicable for the Landing Charges for airlines depending on the frequency of landings (in one month) of 5% (4 – 10 landings), 15% (11-40), 20% (41-100), and up to 30% (over 100 landings).

Lighting Charges:
*   € 2.50 /tonne with a minimum charge of € 50.00

Parking Charges:
*   € 0.15 Euro/tonne/hour with a minimum of € 12.00

Passenger Service Charge:
*   € 10.00 per international passenger,
*   € 4.00 per domestic passenger.

Security Charge:
*   €: 4.00 per passenger

There is also a reduction in passenger service charge applicable for airlines depending on the number of passenger embarked on landing aircraft (in one month) of 5% (200 – 500 passengers), 15% (501-1000), 20% (1001-2000), and up to 30% (over 2000 passengers).

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[3] As per ICAO Annex 16
[4] With reference to ICAO Annex 16
[5] With reference to ICAO Annex 16
[6] With reference to ICAO Annex 16

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12.5.4 Airport Traffic

Airport Traffic History

Year	2002	2003	2004	2005	2006	2007*
Pax (x 1,000)	20	51	119	380	639	968

* (including closure period 3 months closed)

		TOTAL	BLUE AIR	MY AIR	WIZZ AIR	SKY EUROPE	KHAR-TAGO	KORAL BLUE	GERMAN WINGS	AIR MALTA
1	Valencia	5	5							
2	Cologne	6	3						3	
3	Paris	7	7							
4	Lyon	4	4							
5	Rome	6	3			3				
6	Naples	3		3						
7	Rome	13	5	5	3					
8	Istanbul	3	3							
9	Brussels	2	2							
10	Barcelona	7	5		2					
11	Bergamo	9	4	5						
12	Wien	7				7				
13	Luton	2			2					
14	Madrid	4	4							
15	Venice	6		6						
16	Bologna	2	2							
17	Dortmund	3			3					
18	Turin	4	4							
19	Catania	2		2						
20	Bari	3		3						
21	Milan	2		2						
22	Malaga	2	2							
23	Lisbon	2	2							
24	Budapest	2			2					
25	Tunis	4					4			
26	Hurgada	1						1		
27	Malta	1								1
28	Verona	2	2							
	Total	114	57	26	12	10	4	1	3	1

source: Airport

Current Flight Programme

During the coming summer season there will be 25 to 35 departures daily. It is expected that during the summer season there will be an average of approximately 10 charter flights per week.

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Traffic Forecast

It is expected that this year (based on the traffic growth of the past year) the airport will handle approximately 1.5 MAP. The number of movements will increase from 14 thousand to 18 thousand.

12.5.5 Runway Information

Overview of Airport Layout
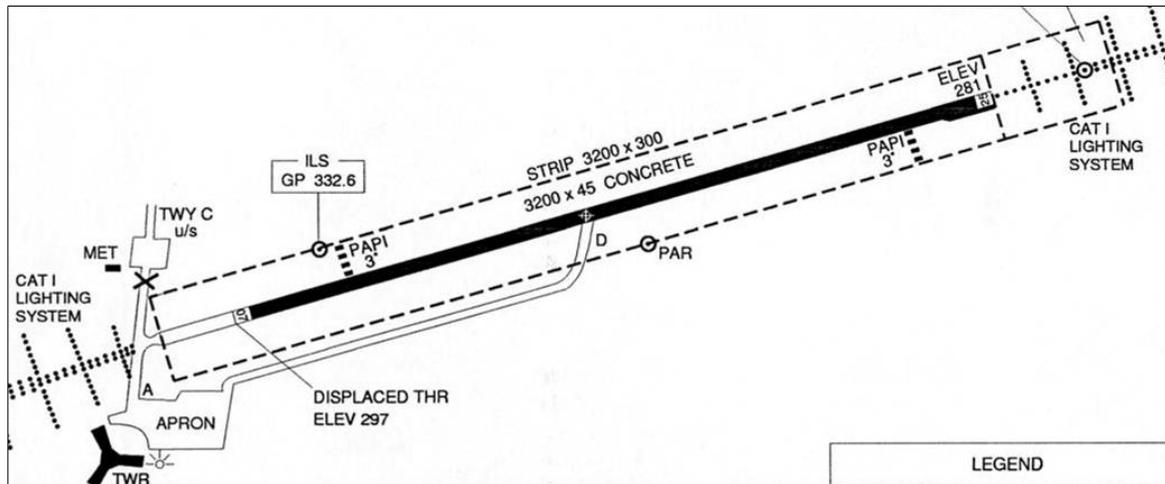
Aerodrome Layout of Băneasa Airport
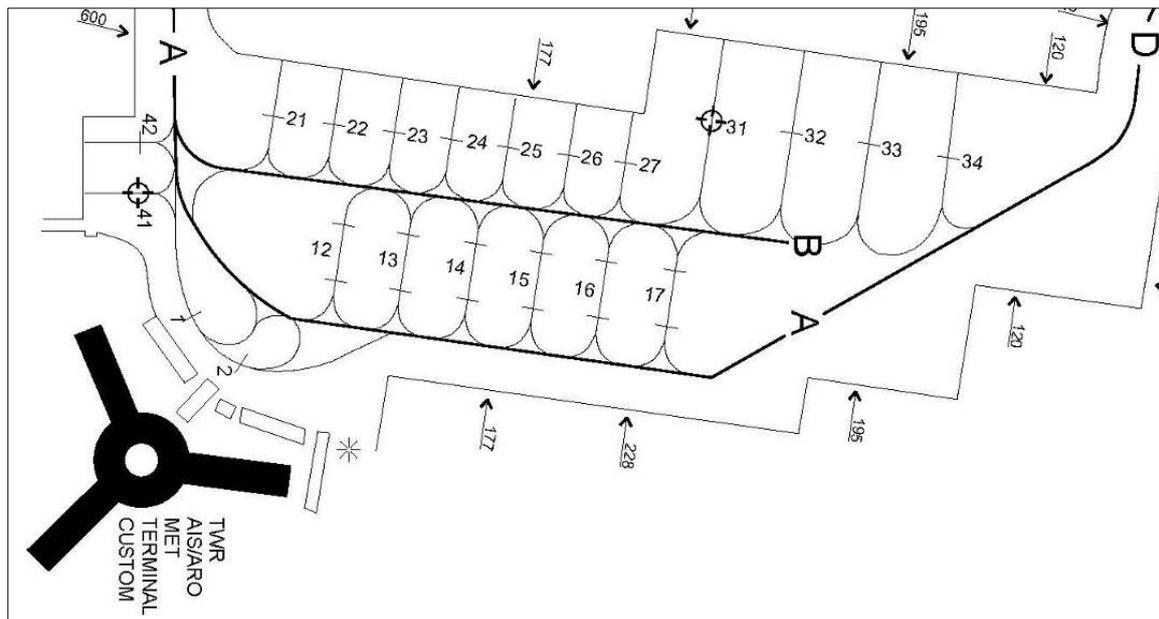
Apron Layout of Băneasa Airport.

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	07-25	
Length (m) x Width (m)	3200 x 45	
ILS Cat.	Cat 1 (only RWY 07)	
Peak Hour Departures		
Peak Hour Arrivals		
Hourly Capacity (IFR)	10	
Average Movement Delay Rate (min)	-	
Annual Movement Capacity	-	
Runway Operating Hours	H24	

Basis for Runway Movement Capacity Calculation
Practice.
Multi-Runway Operating Procedures
n.a.
Factors Limiting Runway Capacity
The parallel taxiway is the half of the length of the runway. Therefore, departing aircraft using RWY 25, have to use the runway to taxi to the runway end and using the turn around pad before take-off. Landing aircraft using RWY 07 which are not able to brake sufficiently before reaching TWY "D", have to use the turnaround point at runway end 25 and backtrack on the runway.

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12.5.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Departures	Arrivals	
Departing Passengers per Hour	600	-	
Arriving Passengers per Hour	-	600	
Transfer Passengers per Hour	0	0	
Annual Capacity	1 MAP		

Basis for Terminal Capacity Calculation

Design capacity of the terminal was 100 pax per hour per flow. Therefore the level of service is very low during peak periods.

Excess Capacity

During the peak hours (0700-1000) and certain days of the week (mainly Friday and Sunday), the airport handles passengers in excess of the peak hour capacity.

Main Bottleneck of Terminal Capacity

Size of the facility, number of check-in counters and number of passenger security screening positions.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Departures	Arrivals	n.a.
Terminal Total Floor Area	400m^2	300m^2	
Number of Check-in Desks	14	-	
Number of Self Service Check-in Machines	-	-	
Number of Passenger Security Screening Positions	4	-	
Number of Baggage Belts	-	1	
Number of Departure Gates	3	-	
Number of Loading Bridges	-	-	
Number of Inbound Passport / Immigration Positions	4	6	
Number of Baggage Claim Units	-	1	
Number of Commercially Important Passenger Lounges	1 (arrival and departure)		

Further Details on Terminal Passenger Facilities

There are no CUSS counters. This is because most of the passengers are medium to low class workers. Tickets are mostly bought by agencies over the internet.

Number of Parking Stands

There are a total of 21 parking stands. These are all remote stands. There is no isolated parking position. In case such need arises taxiway "D" can be used or the runway end 25.

Retail Facilities

Not provided.

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Terminal Facilities (Cargo)

Further Detail on Cargo Facilities

There is no cargo terminal. If cargo is handled it has to be trucked from the airport immediately or can only enter the airport just before loading into the aircraft. A cargo terminal is planned.

Other Facilities

Aircraft Maintenance / Engineering Facilities

Băneasa is one of two airports in Romania with aircraft maintenance facilities. The company Romair has 3 to 4 hangars at the airport. Several airlines do their maintenance at the airport. For instance My Air does only line maintenance, while Blue Air does the whole range of checks (A-D).

Refuelling

Refuelling is done by 3 subcontractors: Petrom Aviation, RBP, and Air Total.
At the airport there is a limited storage capacity of 100-150 tonnes of kerosene TH and Avgas.

Ground Handling

Ground handling at the airport is performed by 3 companies: Romanian Airport Services (partly owned by the airport operator), Blue Air(self-handling) and AIC Handling

Winter Operation Facilities

The airport operates 4 de-icing units. The De-icing takes place on the apron. The apron's run-off (including residue from the de-icing) is collected.

For snow removal the airport operates 2 snow blowers, 1 sweeper, 4 snow ploughs, 1 solid spreader and 1 liquid spreader.

Ground Transportation Centres

n.a.

12.5.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

The airport has been closed in 2007 for three months for construction works on the runway resurfacing the runway with a new asphalt overlay. This is the first asphalt runway in Romania. A new AGL system was installed.

Future Approved Works

A new passenger terminal (to be used for departures only) and a new General Aviation facility are 98% approved.

Long Term Development Plan (Master Plan) for the airport

The airport plans to expand the terminal and apron in the short term. In the long term there will be a new General Aviation Terminal.

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12.5.8 Environment

Environmental Policy

A study is currently being performed to implement environmental procedures on the airport. There are noise abatement procedures and there is a penalty charge for flying at night. It is analysed whether deflector panels can be used to protect nearby housing areas from excessive noise.

There are fines for oil spillages.

12.5.9 Accessibility

Road Access (private vehicle)

The airport is 8 kilometres from the centre of Bucharest. The airport terminal is next to the DN-1, which is a 2 x 3 lane highway from Bucharest to Ploiesti. This road is quite congested during peak periods, as this road is the main access road to Bucharest from the North.

Car Parking

There is a very limited parking area on the side of the terminal (≈150 places).
It is planned to construct a multi-storey car park.

Public Transport Access – Rail

There is no rail connection provided to or near the airport. There are however, plans to connect the airport to the subway system of Bucharest in the further future.

Public Transport Access – Bus and Coach

There are 5 bus lines to and from the airport, 4 of which are terminating at the terminal. Additionally there is a tramway line stopping near the terminal.

Taxi / Car Rental

At the terminal there are:
- 17 taxi parking positions.
- 7 car rental companies.

Access for Persons with Reduced Mobility

Further facilitation of persons with reduced mobility will be implemented in June. At the moment there are dedicated toilets and ramps throughout the terminal.

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12.5.10   Key issues and other information

Key issues for the airport over the next 5 years

The airport is located next to the city. The main development of the city is towards and beyond the airport (in the direction of Otopeni). Therefore, there is increased pressure to use the airport to build housing. Furthermore, in the vicinity of the airport houses are built without approval. Agreements are signed with inhabitants of nearby residential housing areas regarding the pollution (noise, etc.) caused by the airport.

The airport has limited area available for further expansion. Especially the terminal area is quite cramped.

In terms of facilities the key issues are the terminal capacity, apron capacity and there are safety and security issues which are currently being solved.

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12.5.11   Airport Photographs

Kerbside

Check in hall

Remote positions

Airside view terminal

Airside view

Apron view

12.6 Timisoara International Airport

12.6.1 General Airport Information

Full Airport Name	Traian Vuia Timisoara International Airport
Full Airport Address	Airport street, no 2, 307210 Ghiroda – Timis, O.P.7 C.P.1375 Romania
Website Address	http://www.aerotim.ro
IATA Code	TSR **ICAO Code** LRTR
Managing Director/ Chief Executive	Mr. Daniel Iulian Idolu

IATA Slot Coordination Level	Level 1: Non-coordinated airport

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	7
Maximum Aircraft Size	ICAO Code D

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Key Airport Contacts

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e-mail: paul.lombrea@aerotim.ro

12.6.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is a limited company. The airport is owned by the Ministry of Transportation (80%) and by private investors (20%)
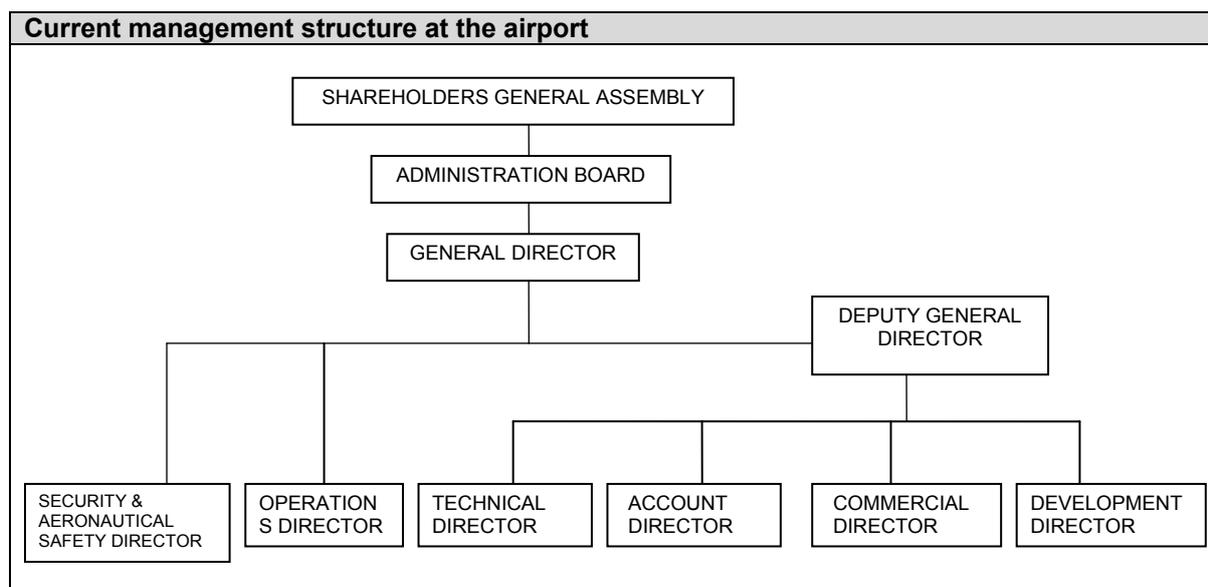
Current management structure at the airport

Number of employees working for the airport operator

Currently 245 employees.

Ground handling service provision at the airport

- Traian Vuia Timisoara Airport performs ground handling services
- Menzies Aviation performs passenger handling for general aviation
- Carpatair performs passenger handling and catering
- Austrian Airlines performs passenger handling
- Tarom performs passenger handling

Brief history of the airport, highlighting major events

1935 - The 29th of May, an official paper was signed for the establishment of Timisoara Regional Airport, near Mosnita Veche village and, on the 17th of July the first technical flight landed on the airport;

1960 - The head office of the airport was built on the present location, in the neighbourhoods of Ghiroda village;

1964 - The present terminal building for domestic flights was inaugurated;

1975-'80 The extension works of the runway, from 2.500 to 3.500m were carried out and the international terminal building, the control tower, the VIP lounge and the administrative buildings were opened;

1980-'90 Domestic flights connecting Timisoara to Bucharest and Constanta, as well as international flights to and from Frankfurt, New York and Chicago were being operated on the airport;

1998 - The cargo warehouse was opened for cargo related activities;

2002 - The domestic flights departure lounge was modernized;

2003 - The 6th of February, the airport found its spiritual identity – the airport borrowed the name of the pioneer of world aeronautics, the Romanian – Train Vuia; on the 19th of May, the transfer terminal was opened for traffic, the airport becoming an air hub, connecting airports in Romania to cities in Italy and Germany;

2004 - An extension and modernization of the international flights terminal was carried out.

2006 - The apron was extended, a new parking lot constructed as well as a new access road within the airport premises.

2007 - Further extension and modernisation of the parking lot.

12.6.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenue's: € 5.000.000 (2007)
- Turnover in non aeronautical revenue's: € 1.250.000 (2007)
- Operating Profit before tax: € 95.000 (2007)
- Net profit :   € 80.000 (2007)

User Charges

Landing Charges:
Basis of assessment: maximum take-off weight of the aircraft as entered in the Aircraft Flight Manual. The weight fraction of less than 500 kg is negligible and those of more than 500 kg are considered as one tonne.
- Unit rate: € 7.00 /tonne, with a minimum charge of € 50.00.

This charge is applied for one landing including one take-off and entitles to:
- use the airport equipment and facilities except lighting;
- use the terminal surfaces and facilities except those charged separately;
- aircraft parking but not for more than 3 hours after landing

Parking Charges: (overnight charge, aerobridge usage, remote parking, etc.)
Basis of assessment: maximum take-off weight of the aircraft as entered in the Aircraft Flight Manual. The weight fraction of less than 500 kg is negligible and those of more than 500 kg are considered as one tonne. Unit rate: 0.15 € tonne/hour, with a minimum charge of 15.00 EUR. Rules of application for this charge are applied for each parking hour or fraction of hour except the first 3 hours after landing.

Lighting Charges:
Basis of assessment: maximum take-off weight of the aircraft as entered in the Aircraft Flight Manual. The weight fraction of less than 500 kg is negligible and those of more than 500 kg are considered as one tonne. Unit rate: € 2.10 /tonne, with a minimum charge of € 50.00.
Rules of application for this charge is applied for each landing and each take-off using the lighting system and airports lights.

Passenger Service Charges: (i.e. arriving, departing or transfer passengers, bus usage) are:
- € 8.00 /passenger (international flight);
- € 3.00 /passenger (domestic flight) (+VAT).

Security Charge:
- € 10.00 passenger

Transit or Transfer Charge:
- € 5.00 passenger

The aircraft listed hereunder are exempted from landing, lighting and Parking Charges**:**
a. Romanian state aircraft;
b. Foreign state aircraft, based on reciprocal agreement, on request of the Romanian interested institution;
c. Romanian civil aircraft, used for official, presidential and governmental purposes, and foreign aircraft, based on reciprocal agreement;
d. Aircraft belonging to the United Nation Organization, Red Cross and Red Crescent Organization;
e. Civil aircraft carrying out search and rescue flight or transporting personnel and materials necessary for such actions;
f. Aircraft carrying out humanitarian flights and providing urgent assistance;
   Note: the humanitarian flights are exempted from charges, if the flight operator proves the purpose of the flight by official documents. These documents should be submitted together with the over fly and/or landing request to Romanian Civil Aeronautical Authority. Ambulance flight are excepted;
g. Aircraft participating into special action for the protection of public health and agriculture;
h. Aircraft forced to land due to technical reasons, bad weather or other force major reasons.
i. Aircraft landing by order of Romanian competent authorities;
j. Other aircraft according to the law provisions;
   For exemptions application, the users must submit in writing the necessary details 24

hours before the start of the flight.

Passengers Charges exceptions:
- infants up to age of two;
- passengers on board of aircraft exempted from Landing Charges;
- crew members participating in the operation of the aircraft and shift crew members.

In general the height of the charges is subject to approval from the Ministry of Transportation.
For construction works, a development charge can be imposed. For application of this charge the costs that are resulted from an investment are discussed and justified to the airlines minimum 4 months before application.

12.6.4 Airport Traffic

Airport Traffic History

Year	Passenger traffic	Aircraft movements	Cargo (Tonnes)
2001	250,808	9,191	510
2002	270,230	12,065	452
2003	332,572	16,974	511
2004	403,050	18,838	1046
2005	479,433	23,347	1012
2006	753,934	24,670	1400
2007	864,371	25,320	1666

The top 10 scheduled destinations are:
1. Bucharest (63993 pax)
2. Milan (37571 pax)
3. Venice (28833 pax)
4. Wien (27185 pax)
5. Chisinau (24043 pax)
6. Bergamo (14406 pax)
7. Dusseldorf (11202 pax)
8. Iasi (11124 pax)
9. Budapest (9898 pax)
10. Cluj (9654 pax)
source: Airport

The top 10 non-scheduled destinations are:
1. Antalya (15803 pax)
2. Monastir (2989 pax)
3. Corfu (2329 pax)
4. Heraklion (2292 pax)
5. Salonic (2184 pax)
6. Zakinthos (1866 pax)
7. Malta (1546 pax)
8. Palma de Mallorca (1029 pax)
9. Rhodos (740 pax)
10. Hurghada (318 pax)
source: Airport

Traffic Forecast

Year	Passenger traffic	Aircraft movements	Cargo (Tonnes)
2008	950,000	27,350	1850
2009	1,065,000	30,200	2050

Current Flight Programme

Airport	frequency (flights/week)
Bucharest/Otopeni	30
Munich	24
Wien	11
Frankfurt	7
Iasi	6
Sibiu	6
Cluj	6
Bacau	6
Dusseldorf	6
Stuttgart	6
Budapest	6
Venice	6
Bergamo	6
Roma	6
Florence	6
Verona	6
Ancona	6
Chisinau	6
Lvov	6
Constanta	3
Craiova	3
Suceava	3
Satu-Mare	3
Oradea	3
Milan	3
Bologna	3
Bari	3
Athena	3
Odessa	3

source: Airport

12.6.5   Runway Information

Overview of Airport Layout
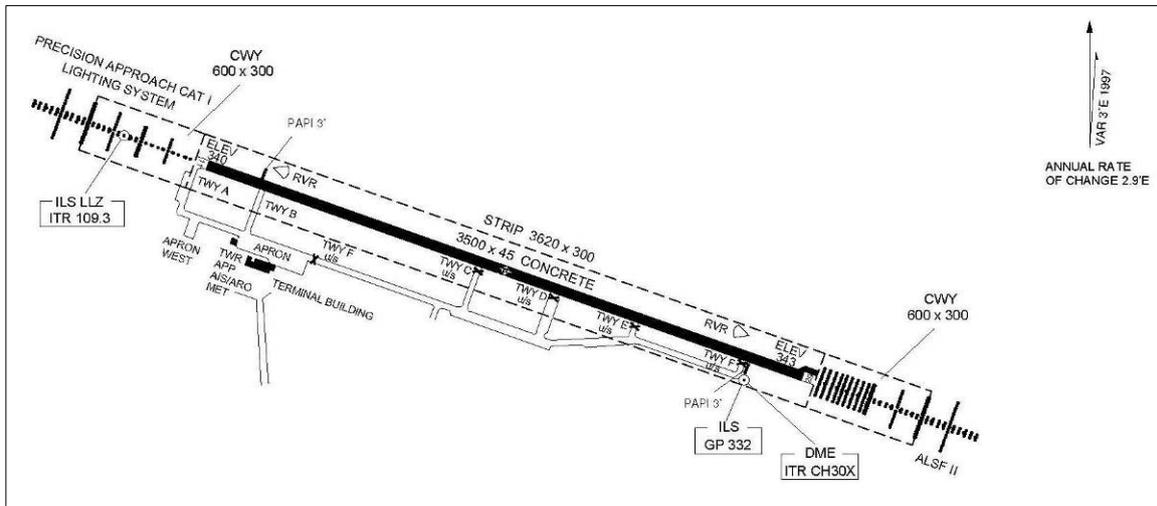
Runway/Taxiway Layout plan (currently, several taxiways cannot be used by commercial traffic).
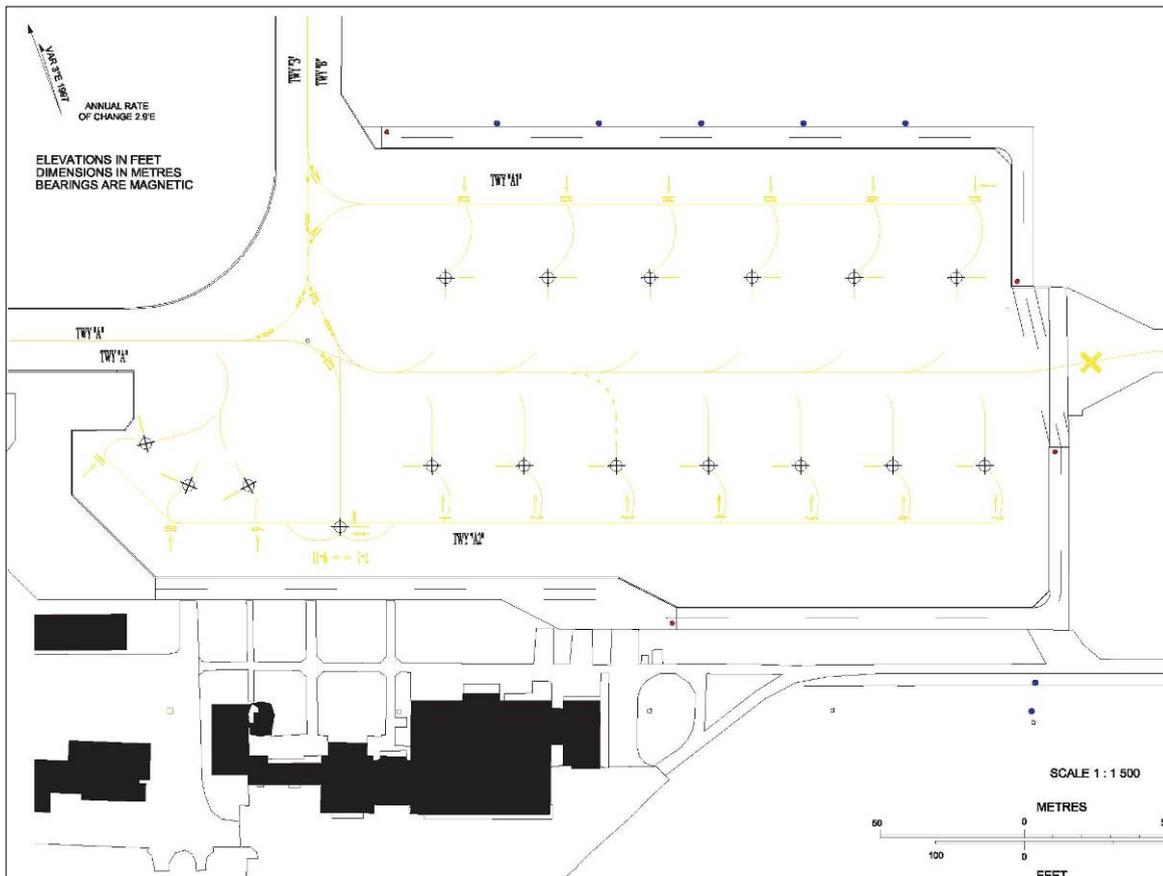
Layout of the passenger apron

Layout of the west apron
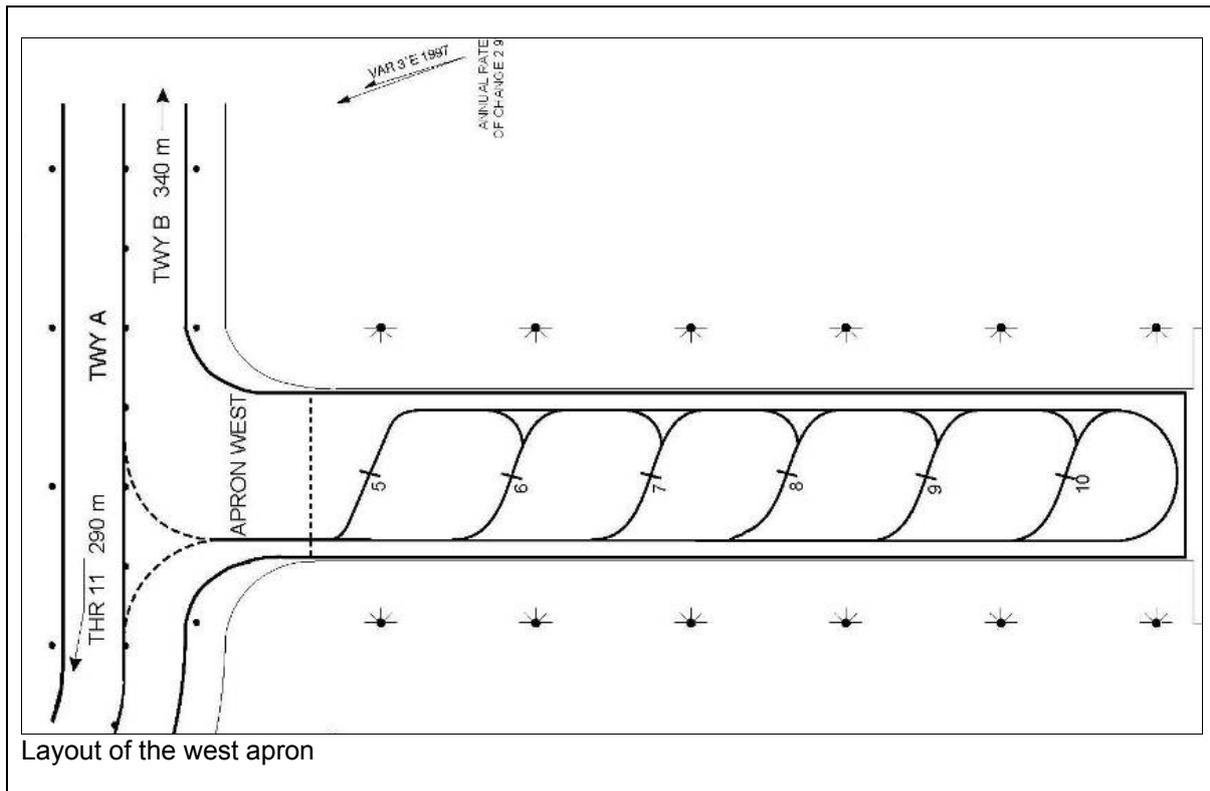
Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	11	n.a.
Length (m) x Width (m)	3500 x 45	
ILS Cat.	III	
Peak Hour Departures	12	
Peak Hour Arrivals	12	
Hourly Capacity (IFR)	15	
Average Movement Delay Rate (min)	~ 10 min.	
Annual Movement Capacity	100.000	
Runway Operating Hours	H24	

Basis for Runway Movement Capacity Calculation

There are almost no weather problems (wind/ snow). The capacity of the runway is determined by

the hub type of operation which is operated by Carpatair. The peak hours of their operation occur during the morning (from 08:00 to 10:00) and the afternoon (16:00 – 18:30).

Multi-Runway Operating Procedures
N.a.

Factors Limiting Runway Capacity
• The TWY configuration and wind direction • A mixed traffic arrivals and departures • ILS cat II/III on direction 11 (on test) • Lack of SID/STAR procedures

12.6.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	International	Domestic	
Departing Passengers per Hour	700	200	
Arriving Passengers per Hour	300	200	
Transfer Passengers per Hour	300	-	
Annual Capacity	980.000		

Basis for Terminal Capacity Calculation
The terminal capacity is determined by the process with the least capacity: • Number of check-in desks • Number of security positions • Number of immigrations desks • Number of gates

Excess Capacity
n.a.

Main Bottleneck of Terminal Capacity
The number of security Screening positions and the size of the common departure area are the main bottleneck of the terminal capacity

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	International	Domestic	
Terminal Total Floor Area (sqm)	1st floor: ~1259 2nd floor : ~632	1st floor: ~508 2nd floor:~240	
Number of Check-in Desks	8	2	
Number of Self Service Check-in machines	0	0	
Number of Passenger Security Screening Positions	3	2	
Number of Baggage Belts	1	1	
Number of Departure Gates	7	3	
Number of Loading Bridges	0	0	
Number of Inbound Passport / Immigration Positions	4	n.a.	
Number of Baggage Claim Units	1	1	
Number of Commercially Important Passenger Lounges	2	0	

Further details on terminal passenger facilities

CUSS equipment– 3 items will be provided by SITA in 2009. The terminal has been expanded multiple times over the past years. In the coming years the terminal will be further expanded to have sufficient capacity up to 2010 and to prepare for the Schengen accession of Romania.

Number of Parking Stands

There are 23 stands: 11 x Code B category. 6 x code C, and 6 x code A.
The connection between the aircraft and the terminal is made by bus.

Retail Facilities

In the terminal the following commercial facilities are provided: 1 duty free shop, 4 bars and 3 newspaper stands

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Terminal Facilities (Cargo)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Cargo Terminal	Airport Cargo	n.a.	n.a.
Description			
Annual Cargo Capacity (metric tonnes)	1.728,123		
Share Carried on Cargo Aircraft (%)	100%		
Total Domestic Cargo (metric tonnes)	0		
Total International Cargo (metric tonnes)	1666		

Further detail on cargo facilities

Terminal is mostly operated by a 3rd party (TNT). There are 2 weekly full freighter flights carrying mainly express freight (98%).

Other Facilities

Aircraft Maintenance / Engineering Facilities

There is one maintenance hangar. It is a former military hangar. At the hangar A- and B-checks can be performed. The C- and D-checks for Carpatair aircraft are performed at another airport.

Refuelling

Available H24 by two providers: Petrom Aviation and Air Total.

Ground Handling

Traian Vuia Timisoara Airport – Handling Company

Winter Operation Facilities

There are 4 de-icing/anti-icing units with type I and type II fluids

Ground Transportation Centres

n.a.

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12.6.7 Infrastructure Development

Infrastructure Development

Major works in the past 5 years

- Apron Extension to the North,
- International Terminal Extension,
- Building of Transit Terminal,
- Building of additional Gates (Gates 6-10).

Future Approved Works

- Timisoara Inter Modal Terminal,
- Logistic apron,
- Domestic terminal area extension ,
- Construction of a General Aviation Terminal,
- Apron extension (new 6 stands), and
- Renovation of the East and Fox-Charlie taxiways.

Long Term Development Plan (Master Plan) for the airport

A long term development has been recently prepared. The plan foresees a development in several phases which are shown in the following pictures. The development plan includes, amongst others, expansion of passenger, GA and cargo terminals and construction of a multimodal logistics centre.

Phase 2009

Phase 2015

Final phase

12.6.8   Environment

Environmental Policy

Timisoara Airport is in course of drawing up an environmental policy in order to respect/comply the measures for implementation and certification of an environmental marketing system (conform ISO 14001).

A 3rd party is contracted to remove residues of animal origin.

The apron run-off (i.e. containing de-icing fluids, oil from spillages, etc.) is currently not collected.

12.6.9   Accessibility

Road Access (private vehicle)

The distance of the airport to the city is 12 kilometres.
The airport is connected to the city by a four lanes speedway and a two lanes national road.

Car Parking

The parking lot has the capacity of 500 parking positions.
The airport parking fees are:

Parking no.1		Parking no.2	
period	charge (Lei)	period	charge (Lei)
15 min.	1 LEU	15 min.	0,5 LEU
30 min.	2 LEI	30 min.	1 LEU
1 hour	4 LEI	1 hour	2 LEI
2 hours	8 LEI	2 hours	4 LEI
3 hours	12 LEI	3 hours	6 LEI
4 hours	16 LEI	4 hours	8 LEI
5 hours	24 LEI	5 hours	12 LEI
…	…	…	…
…	…	…	…
48hours	200 LEI	48hours	100 LEI
Note 1euro = 3.7lei			

Public Transport Access – Rail

Currently, there is no rail access provided. In the future however, a rail access can be added as rail infrastructure is provided to the military area on the airport.

Public Transport Access – Bus and Coach

There are bus services that are provided to the airport at a frequency of once per hour.

Taxi

Taxi services are provided by a 3rd party. They are available 24 hours per day.

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Access for Persons with Reduced Mobility

Persons with reduced mobility have to be announced at least 24 hours before departure/ arrival at the terminal. Such persons are assisted through the terminal by airport employees and can follow the normal flow. If necessary vehicles can be used to transport the passenger from the terminal to the aircraft.

12.6.10   Key issues and other information

Key issues for the airport over the next 5 years

There are some disputed issues related to the surrounding lands owned by private owners.

12.6.11   Airport Photographs

Airside View of ATC Tower, Airport Offices and Passenger Terminal
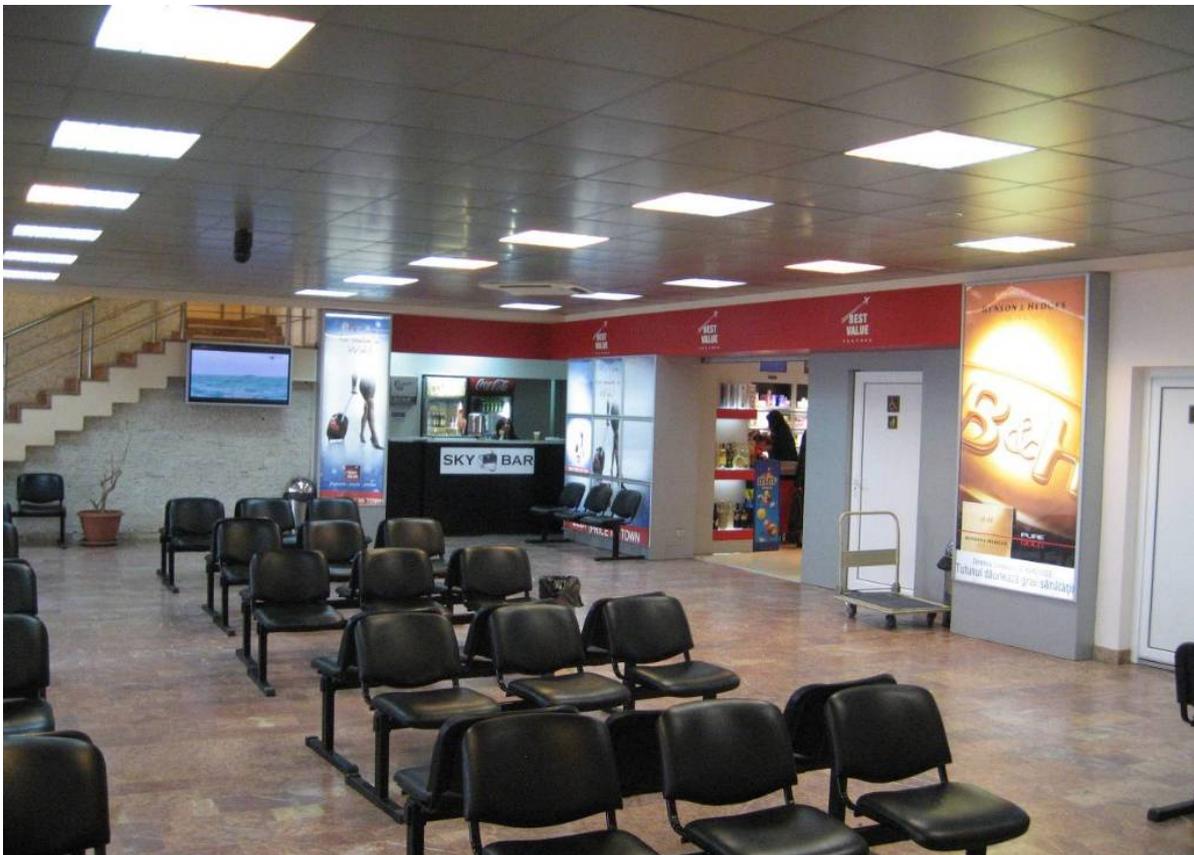
Common Departure Area

Connection from Arrivals to Departure Area for transfer passengers

Kerbside

Passenger Parking

12.7 Cluj-Napoca International Airport

12.7.1 General Airport Information

Full Airport Name	Cluj-Napoca International Airport
Full Airport Address	149 Traian Vuia Str. , Cluj-Napoca, cod 400397, Romania
Website Address	http://www.airportcluj.ro
IATA Code	CLJ
ICAO Code	LRCL
Managing Director/ Chief Executive	Mr. David Ciceo

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Cluj Tower (TWR) Cluj Approach (APP) Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	No
DME	Yes
VOR	Yes
Other	P.A.R.

Fire Fighting	
Fire Fighting Category	CAT 7
Maximum Aircraft Size	49 m length ; 5m fuselage width

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Key Airport Contacts

General Director
Mr. David Ciceo
Tel : +40 264 416702
Fax : +40 264 416712
e-mail : aercj@codec.ro

12.7.2   Airport Ownership and Management

Current ownership structure of the airport

The airport is owned by the County Council of Cluj.

Current management structure at the airport

Board of Administration $\rightarrow$ General Director $\rightarrow$ Departments Directors $\rightarrow$ Execution Staff

Number of employees working for the airport operator

The airport has 164 employees.

Ground handling service provision at the airport

A number of companies, including the airport, provide ground handling services at the airport:
- Cluj-Napoca Airport – handling of passengers and baggage, ramp handling, cleaning services, de-icing, ground transport
- Transylvania Handling Services – passengers and baggage handling, catering
- Nemar Company – catering
- Exclusiv Catering Company – catering
- Petrom Aviation - refuelling

Brief history of the airport, highlighting major events

Cluj-Napoca Airport was founded on 1 April 1932 by the Romanian Ministry of Industry and Trade. Before the civil airport construction, the first flights were operated at Someşeni Military Aerodrome, which was founded by the Romanian National Service of Air Navigation in 1928. This Service of Air Navigation was instructed by the Romanian Ministry of War to open an air transportation line between Cluj and Bucharest. In 1933, Cluj Airport became an International Airport.

Domestic flights were in service, also in this period, as Cluj-Satu-Mare and Chernivtsi-Cluj-Arad. In the late 1930s the airport recorded a steady growth. The passenger terminal was also built in this period, being inaugurated in 1939.

During World War II, the airport became a military airport, the most significant in Transylvania. Since 1940, as a result of the Second Vienna Award, Northern Transylvania (including Cluj) was conceded to Hungary and the airport was used by the Hungarian Air Force and German Luftwaffe. In October 1944, Hungarian forces were defeated from Cluj by Romanian and Soviet armies. During the fights, late in September 1944, the airport was entirely destroyed.

After the war, the airport's operations resumed as a domestic airport. In the 1960s an extensive upgrade of the airport begun. In 1969, a new passenger terminal was opened and by 1970 the airport was fully equipped with all the safety facilities. Airport status remained domestic until

September 1996, when it was opened to international passenger and cargo traffic.

The extension of the terminal building, run by Cluj County Council, started in 1996 and was completed in August 1997; in 2001 a modern runway lighting system and a ILS CAT I was installed. In 2006 the runway length was extended from 1,850 m to 2,100 m. The extension of the airport facilities continue. At the end of 2007 works at two new terminals started, first for arrivals and secondly for departures, also a cargo terminal was planned to be built.

12.7.3   Financial Issues

Financial Performance

The turnover for 2007 is 11,501,138 RON; no distinction is made between aeronautical and non-aeronautical revenues. As the airport is owned by the county council it cannot make profit. Therefore the operating and net profit is Nil.

User Charges

The User Charges are determined based on the MTOW of aircraft.

Landing Charge:
* € 12.00 /tonne for international flights
* € 9.00 /tonne - domestic flights
Minimum charge: € 80.00

Lighting Charges:
* € 3.00 /tonne/movement, with a minimum charge of € 80.00

Parking Charges:
* € 0.20 /tonne/hour – aircraft, with a minimum charge of € 50.00
* € 1.00 /tonne/hour – helicopters, with a minimum charge of € 50.00
For helicopters this charge is applied from landing time. No exemption for 3 hours after landing.

Passenger Service:
* € 12.00 /passenger

Security charge:
* € 7.00 /passenger

Transit or transfer:
* € 3.00 /passenger

Other charges:
* Airport development charge: € 5.00 /passenger

Exemptions:
Exempted from all charges are Romanian and foreign state aircraft, aircraft carrying out humanitarian flights and providing urgent assistance.

Exempted from passenger and security charges are infants up to age of two, passengers in transit who continue their flight within maximum 12 hours from arrival; passengers on board of aircraft excepted from Landing Charges, and crew members participating in the operation of the aircraft and shift crew members.

Reductions:
Rebates are applied for aircraft with MTOW less than or equal to 2 tonnes, as follows:
Landing charge: € 15.00

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Parking Charges: € 20.00
Lighting Charges: € 30.00 – for each landing/take-off.

Rebates are applied for helicopters with MTOW less than or equal to 2 tonnes, as follows:
• Parking Charges: € 20.00
• Lighting Charges: € 30.00 – for each landing/take-off.

The regulatory regime is according to the European and Romanian legislation based on costs incurred and traffic volume. The airlines are consulted.

12.7.4   Airport Traffic

Airport Traffic History

Year	Aircraft Movements	Passengers	Passengers Direct transit	Cargo (tonnes)	Mail (tonnes)
2003	5,064	121,037	26,472	61.3	15.6
2004	6,781	162,668	15,194	127	14.9
2005	8,333	202,556	12,935	272	12.0
2006	9,075	244,366	15,322	282	16.9
2007	9,416	390,434	24,800	245	20.1

source: airport

Top 10 of scheduled destinations (based on Jan. 2008 traffic data):

Destination	Number of passengers
Bucharest	9,731
Budapest	5,030
Barcelona	3,889
London	3,834
Madrid	3,489
Rome	3,202
Milan	2,324
Frankfurt	1,734
Bologna	1,515
Wien	1,090

source: airport

Top 10 of non-scheduled destinations (based on Jan. 2008 traffic data):

Destination	Number of passengers
Hurgada	777
Monastir	704
Malta	141
Salzburg	82
Antalya	42
Clermont-Ferrand	21
Wien	18
Bucharest	8
Dusseldorf	7
Budapest	5

source: airport

Current Flight Programme

Currently there are 82 scheduled flights per week. Additionally the airport has had several non-scheduled flights, averaging 17 flights per week.

Traffic Forecast

The traffic provisions are based on studies and analysis. The table below details the Traffic Forecast.

Year	Passenger
2007	300,000
2008	360,000
2009	430,000
2010	520,000
2011	600,000
2012	700,000
2013	800,000
2014	900,000
2015	1,000,000

source: Airport

The traffic development for 2007 has surpassed already the traffic projections for 2008. The traffic growth is thus much higher than previously expected. Therefore, the airport predicts also higher traffic figures than expected for 2008 with 700,000-800,000 passengers. Because of this the above shown forecast needs to be updated.

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12.7.5 Runway Information

Overview of Airport Layout
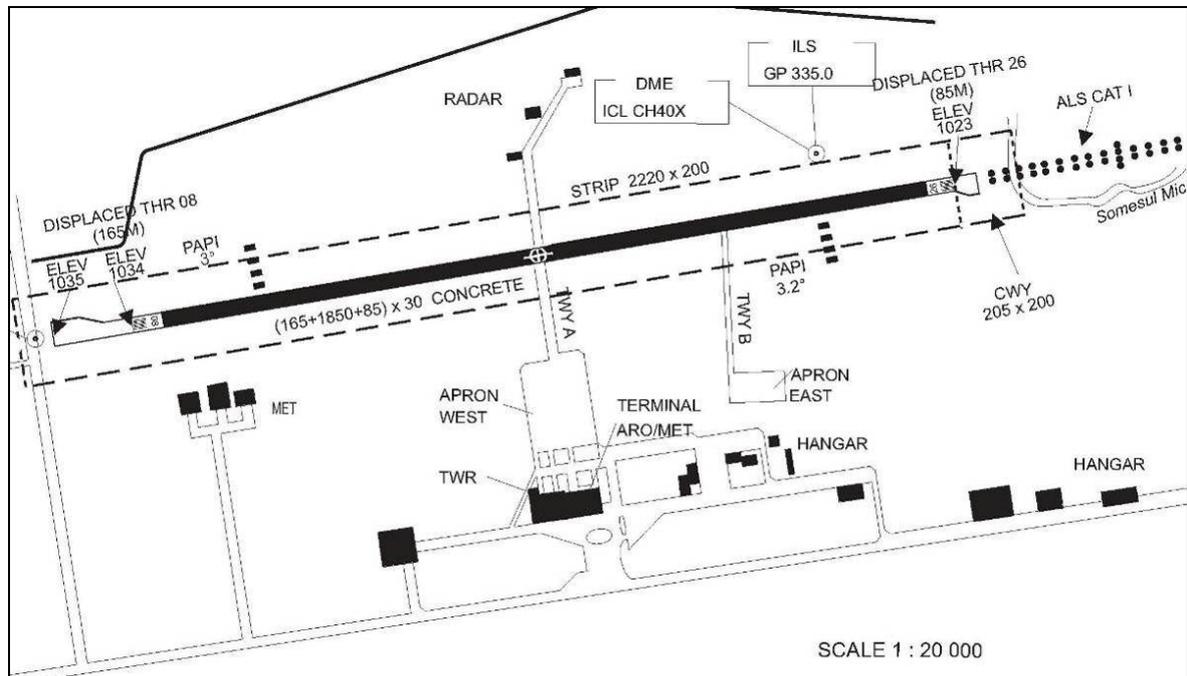
The airport is planning the construction of a new runway with a length of 3.500 metres next to the existing runway (see Section 12.7.7)

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	08-26	n.a.
Length (m) / Width (m)	2100 x 30	
ILS Cat.	Cat. I	
Peak Hour Departures	6 (06.30 – 07.30 LT)	
Peak Hour Arrivals	6 (21.30 – 22.30 LT)	
Hourly Capacity (IFR)	6-8	
Average Movement Delay Rate (min)	n.a	
Annual Movement Capacity	55,000 movements	
Runway Operating Hours	24 H	

Basis for Runway Movement Capacity Calculation

The main determining factor for the runway capacity is the runway occupancy time of the aircraft on the current runway (backtrack over the runway after landing and taxiing over the runway before departure are necessary).

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The main apron W is connected to the runway at the middle of the runway. The runway occupancy time of both departing and arriving aircraft is therefore increased as they have to either taxi over the runway before departure from any of the thresholds or have to backtrack over the runway to the runway exit after landing.

12.7.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Main		
Departing Passengers per Hour	400		
Arriving Passengers per Hour	300		
Transfer Passengers per Hour	200		
Annual Capacity	700,000		

Basis for Terminal Capacity Calculation

The size of the terminal facility

Excess Capacity

During peak periods the terminal is used in excess of its design capacity. However, with the current construction of a new terminal this will be solved.

Main Bottleneck of Terminal Capacity

The space in the current terminal is limited especially for domestic departures, international departures and in the public area.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	MAIN		
Terminal Total Floor Area	2030 m^2		
Number of Check-in Desks	8		
Number of Self Service Check-in machines	0		
Number of Passenger Security Screening Positions	2		
Number of Baggage Belts	2		
Number of Departure Gates	2		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further details on terminal passenger facilities

In the 2 new terminals (arrivals terminal and departures terminal) new technologies will be introduced like the CUTE system.

Number of Parking Stands

At the apron there are 8 parking positions for Cat. C aircraft (at apron W), 4 parking positions for Cat. A and B aircraft (at apron E). The connection between the aircraft and the terminal is provided by coaches and minibuses or by walking.

Retail Facilities

In the existing terminal a number of facilities is provided, including 1 bar, 1 restaurant, 1 newspaper stand, and 1 duty paid shop.

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Terminal Facilities (Cargo)

Details on Cargo Facilities
There are plans to build a cargo terminal in the near future.

Other Facilities

Aircraft Maintenance / Engineering Facilities
n.a.

Refuelling
Refuelling is done by a 3rd party: Petron Aviation.

Ground Handling
- GPU: 115V,400Hz; 28.5 V,   - Air Starter,   - Lavatory Service,   - Potable Water,   - Cleaning services.

Winter Operation Facilities
4 De-icing units with liquid type I or II. Snow clearance equipments and solid de-icing materials for runway, taxiways and aprons.

Ground Transportation Centres
n.a.

12.7.7 Infrastructure Development

Infrastructure Development

| Major works in the past 5 years |
| --- |
| Runway extension at 2100 m. Apron surface enlarged at 28782 square metres. Taxiways surface enlarged at 8156 square metres. Centre line lighting on runway. |

Future Approved Works
There are two new terminals (arrivals and departures) under construction and these will be finalized in this year together with a new electric power station, a new steam-generating station, a new building for handling equipments, an apron enlargement, an ILS cat II, a new runway of 3500 m and a cargo terminal.

Long Term Development Plan (Master Plan) for the airport
The development plan includes the construction of the terminal (see also above) and construction of a new, 3500 meter Runway. The drawing below details the proposed new runway configuration.
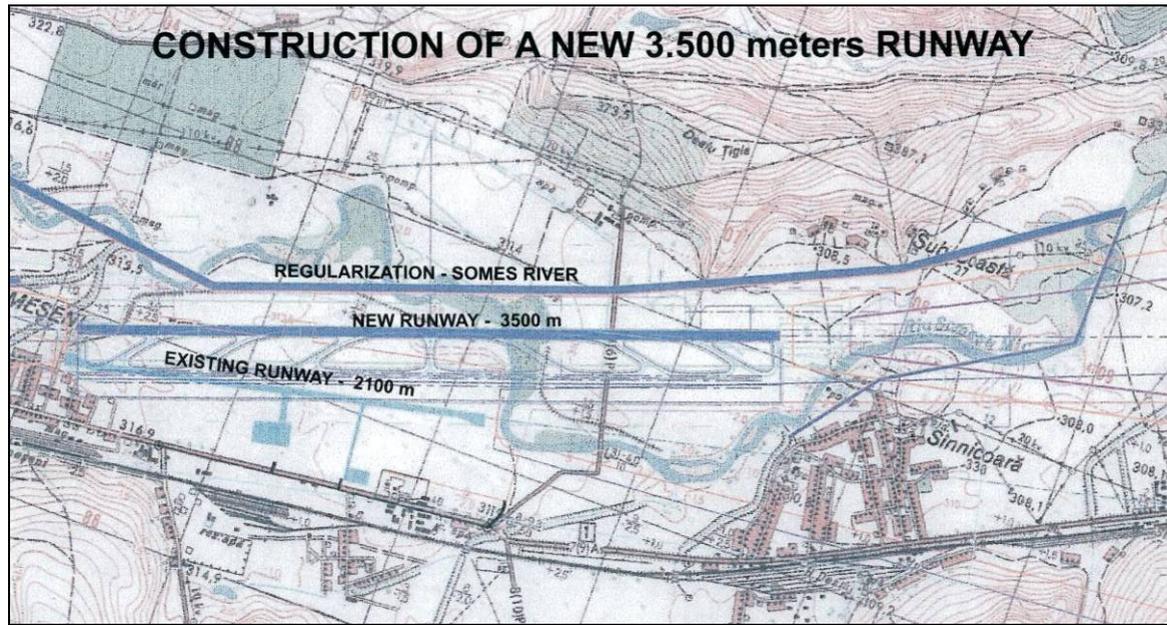
New Runway configuration showing also the re-routing of the Somes river and the existing runway

12.7.8 Environment

Environmental Policy

According to the EU and Romanian legislation

12.7.9 Accessibility

Road Access (private vehicle)

The distance to the city is 9 kilometres. The access road is connected to a 2x2 lane motorway

Car Parking

There are separate parking areas for employees, short term parking, long term parking and temporary parking. With a combined total of 300 spaces.

Public Transport Access – Rail

Railway station at 3 km, connected by motorway to airport.

Public Transport Access – Bus and Coach

There are bus services from the city centre to the airport and v.v.. They run daily from 05.00am - 11.00pm, with an average frequency of 15 minutes.

Taxi/ Rental Cars

There is a taxi station based at the airport and on request by phone.

A total of 5 car rental offices are based at the airport.

Access for Persons with Reduced Mobility

Ramps for wheelchairs at all entrances / exits. There are also wheelchairs provided by the airport inside the terminal.

12.7.10 Key issues and other information

Key issues for the airport over the next 5 years

There are delays in re-routing the Somes River, problems in obtaining the necessary land for 3500 m runway construction, and with assuring the funds for the 3500m runway construction.

12.7.11 Airport Photographs

Landside view Terminal

New Terminal

Rent a car facility in the existing terminal.
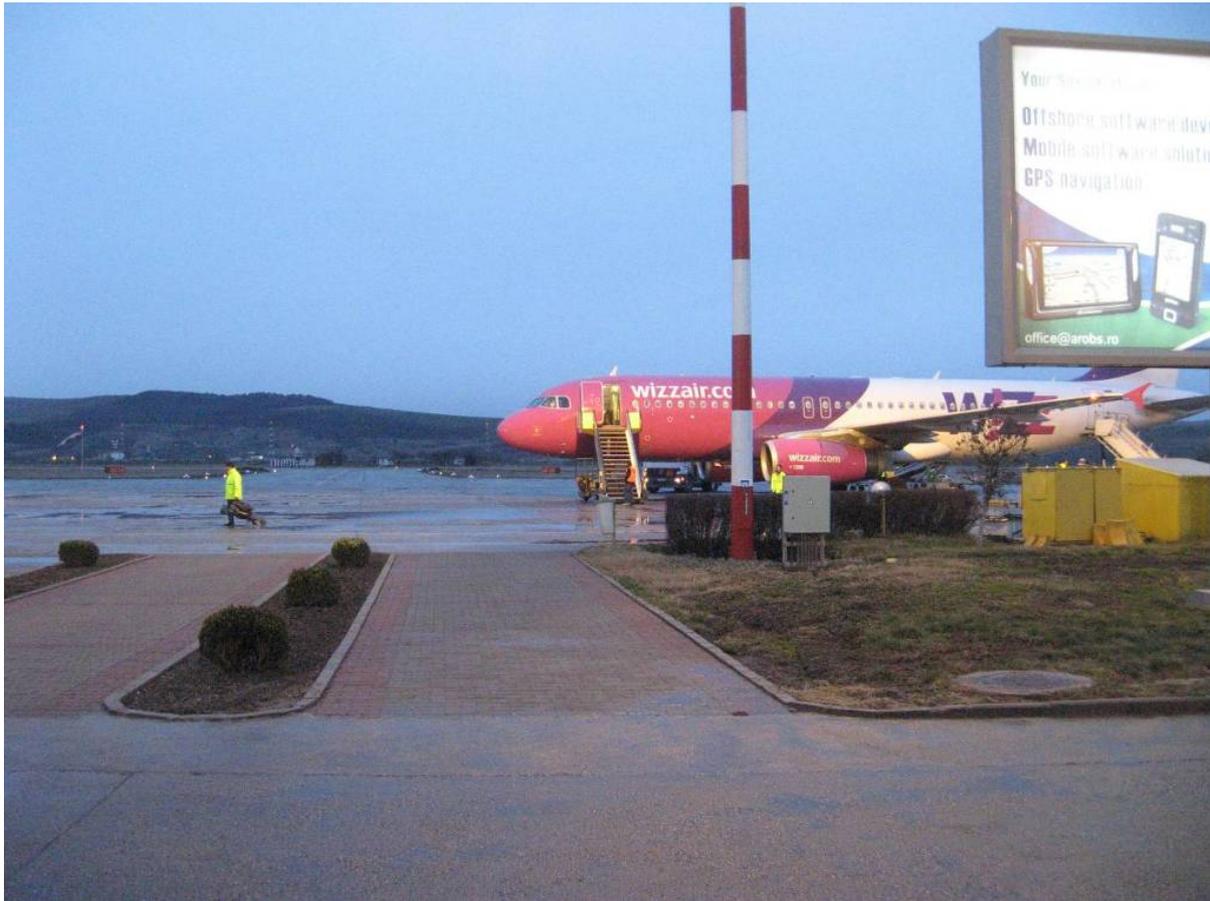
Wizz Air Aircraft on the apron and connection of the apron to the terminal

12.8   Targu Mures International Airport

12.8.1   General Airport Information

Full Airport Name	RA Aeroport Transilvania Targu Mureş
Full Airport Address	Vidrasău, DN 15, km 15,5 Târgu Mureş – Luduş, cod postal 547612, Mureş county, Romănia
Website Address	http://www.targumuresairport.ro
IATA Code	TGM
ICAO Code	LRTM
Managing Director/ Chief Executive	Runcan Petru Ştefan

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	No
VOR	No
Other	

Fire Fighting	
Fire Fighting Category	CAT 5. This can be upgraded to Cat. 7 if necessary (it is planned to permanently upgrade to Cat. 7))
Maximum Aircraft Size	Airbus 320; Boeing 737-800

Key Airport Contacts

General Director
Mr. Runcan Petru Ştefan (Director General)
Phone +40265328259
Fax +40265328257
e-mail: pruncan@rdslink.ro

12.8.2 Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the Mures county council.

Current management structure at the airport

- Mures County Council,
- Council Board,
- General Director.

Number of employees working for the airport operator

The airport has 83 employees.

Ground handling service provision at the airport

All the handling services are performed by the airport.

Brief history of the airport, highlighting major events

- Initially the airport was founded in 1936, at a different location, than the current airport with a grass runway.
- At the present location the airport was set up in 1969 with a concrete runway of 1375 x 30 m with a simplified lighting system (Calvert I).
- In the following years (up to 1978) extensions were constructed to the aprons and the runway (2000 x30 m).
- In 2005 the passenger terminal facilities were extended with a new terminal for international flights. The lighting system was also replaced.
- The airport was renamed Transilvania Târgu Mureş Airport in August 2006.

12.8.3 Financial Issues

Financial Performance

- Turnover in aeronautical revenues: € 262,443 (2006)
                                            € 693,352 (2007)
- Turnover in non aeronautical revenues: € 33,667 (2006)
                                            € 137,673 (2007)

The airport is owned by the county council and thus doesn't make profit. At the moment the expenses are not covered by the income and the county council supplements this deficit.

User Charges

The system of charges is based on the MTOW of aircraft (in tonnes).

Landing Charge:
Unit rate: € 6.30 /tonne, with a minimum charge of € 50.00.
For aircraft with MTOW less than 7 tonnes, the minimum charge does not apply.

Lighting Charges:
Unit rate: € 2.10 /tonne, with a minimum charge of € 50.00.
For aircraft with MTOW less than 7 tonnes, the minimum charge does not apply.

Parking Charges:
Unit rate: € 0.15 /tonne/hour, with a minimum charge of € 15.00.
For aircraft with MTOW less than 7 tonnes, the minimum charge does not apply.

Passenger Service Charge:
• € 5.00 per passenger

Security Charge:
• € 5.00 per passenger,

Exemptions are applied according to the AIP of Romania (in general state and military aircraft are exempted).

Depending on the frequency of usage by an airline, reductions to the charges could apply:

Reduced Charges (Euro)						
Flight frequency	Landing charge		Lighting Charges		Parking Charges		Passenger services (per pax)
	Rate/ tonne	Minimum	Rate/ tonne	Minimum	Rate/ tonne	Minimum	
6/week	1.8	30	0.6	30	0.046	7	1.43
5/week	2.17	30	0.72	30	0.051	7	1.72
4/week	2.54	35	0.85	35	0.06	9	2.01
3/week	2.89	35	0.96	35	0.069	9	2.30
2/week	4.43	40	1.44	40	0.103	12	3.45
1/week	5.07	45	1.69	45	0.126	12	4.02
3/month	5.79	50	1.93	50	0.138	15	4.60
2/month	the 6th flight exempted		the 6th flight exempted		the 6th flight exempted		the 6th flight exempted
1/month	the 7th flight exempted		the 7th flight exempted		the 7th flight exempted		the 7th flight exempted

The system of charges is based on the frequency of flights per week and the operational airport costs. These are consulted the airlines. The airport administration and the county council approve the charges.

12.8.4 Airport Traffic

Airport Traffic History

Year	Aircraft movements			Passengers			Cargo
	Dom.	Int.	Total	Dom.	Int.	Total	(Tonnes)
2001	344	65	409	4,288	859	5,147	17.97
2002	197	129	326	2,685	399	3,084	18.48
2003	158	80	238	1,064	398	1,462	5.00
2004	373	415	788	5,056	2,440	7,496	35.41
2005	1,414	889	2,303	3,872	8,699	12,571	11.99
2006						47,316	
2007						159,398	

source: airport

The air traffic has changed significantly in 2006-2007 because Wizz air started operations at the airport.

the top 10 scheduled traffic destinations (and number of passengers per destination)
- Budapest,
- Bucharest,
- Copenhagen,
- Barcelona,
- Rome,
- London.

The top 10 non-scheduled traffic destinations (and number of passengers per destination).
- Dortmund – approx. 420 pax
- Budapest – approx. 50 pax
- Bucharest – approx. 45 pax
- Other – approx. 1200 pax

Current Flight Programme

a. Scheduled
- Budapest 7 flights / week
- Bucharest 4 flights / week
- Copenhagen 1 flight/week

b. Non- scheduled
- Dortmund 2 flights / week
- other 7 flights / week

Traffic Forecast

Wizz air has relocated their operations recently to Cluj-Napoca which has a negative influence on the traffic expected for this year.

There is no Traffic Forecast.

12.8.5   Runway Information
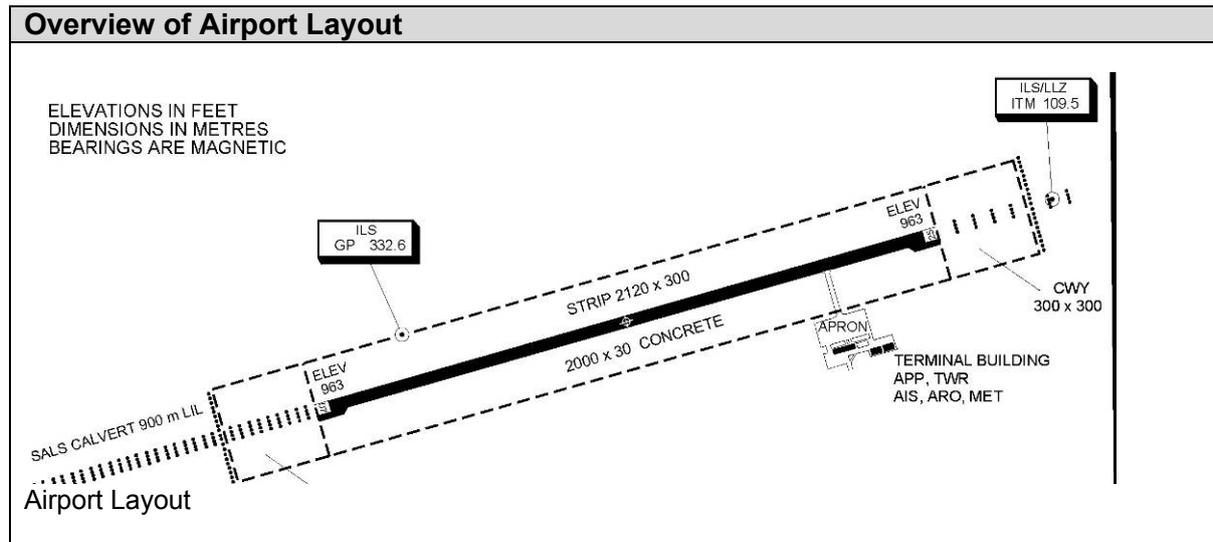
Overview of Airport Layout

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

ILS/LLZ
ITM 109.5

ILS
GP 332.6

ELEV
963

STRIP 2120 x 300

2000 x 30 CONCRETE

APRON

CWY
300 x 300

TERMINAL BUILDING
APP, TWR
AIS, ARO, MET

ELEV
963

SALS CALVERT 900 m LIL

Airport Layout

Current Runway Capacity

	Runway 1	**Runway 2 (if applicable)**
Designation	07 /25	-
Length (m) x Width (m)	2000 x 30	-
ILS Cat.	Cat I (THR 07 only)	-
Peak Hour Departures	1 (14,00 UTC)	-
Peak Hour Arrivals	1 (13,00 UTC)	-
Hourly Capacity (IFR)	6 A/C	-
Average Movement Delay Rate (min)	15	-
Annual Movement Capacity	52,560	-
Runway Operating Hours	Winter 0500 – 1700 UTC Summer 0400 – 1600 UTC	-

Basis for Runway Movement Capacity Calculation

Total capacity = 12 hours X   6 A / C   X   365 days X 2 movements.

Multi-Runway Operating Procedures

n.a.

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Factors Limiting Runway Capacity

- PCN of the runway and apron,
- Apron capacity,
- Terminal Capacity.

12.8.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Domestic flights " A"	International flights "B"	n.a.
Departing Passengers per Hour	60 pax	200 pax	
Arriving Passengers per Hour	60 pax	200 pax	
Transfer Passengers per Hour	60 pax	60 pax	
Annual Capacity	268,200	876,000	

Basis for Terminal Capacity Calculation

Total pax = terminal capacity X 365 days X 12 operational hours

Excess Capacity

No.

Main Bottleneck of Terminal Capacity

Not available.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Domestic flights " A"	International flights "B"	-
Terminal Total Floor Area	90 sqm	1600 sqm	-
Number of Check-in Desks	1	3	-
Number of Self Service Check-in Machines	0	0	-
Number of Passenger Security Screening Positions	1	2	-
Number of Baggage Belts	0	1	-
Number of Departure Gates	1	2	-
Number of Loading Bridges	0	0	-
Number of Inbound Passport / Immigration Positions	n.a.	3	-
Number of Baggage Claim Units	1	1	-
Number of Commercially Important Passenger Lounges	1	1	-

Further Details on Terminal Passenger Facilities
n.a.
Number of Parking Stands
At the apron there are 6 parking stands (2 Code B, 4 code C), connection to the terminal is by foot.

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Retail Facilities

The facilities in the terminal include:
- Bars, Restaurant,
- Rent a car facility,
- ATM,
- Information desk,
- Nursery.

Terminal Facilities (Cargo)

Further detail on cargo facilities

Currently there is no cargo terminal. Only small parcels are transported (last year approx. 12 tons). A room in the terminal can be used for temporary storage (12 sqm).

A new cargo terminal is currently planned at the airport.

Other Facilities

Aircraft Maintenance / Engineering Facilities

None.

Refuelling

Yes, provided by Petrom Aviation, fuel JET A1, and AVGAS LL100 by request.

Ground Handling

Provided by Targu Mures Airport

Winter Operation Facilities

De/anti icing operation provided by the Airport

Ground Transportation Centres

n.a.

12.8.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

A new terminal building was opened in 2005, to enable the airport to handle international flights.

Future Approved Works

- Platform extension of 12.000 sm.
- Runway extension to 3600 X 45 m,
- Cargo terminal.
- Upgrade ILS and lighting system to CAT III OACI.

Long Term Development Plan (Master Plan) for the airport
Cargo terminal, airport master plan, multimodal platform

12.8.8   Environment

Environmental Policy
The environmental policy is in accordance with Romanian Law. In the future the run-off of the apron will be collected, but at the moment the necessary infrastructure/ equipment is not installed.

12.8.9   Accessibility

Road Access (private vehicle)
The airport is located approximately 14.5 km from Targu Mures City It is connected with European Road E 60. Two new motorways are planned which will pass the airport.

Car Parking
- Employee parking 25 places   - Short term parking 110 places   - Long term parking 25 places   There is no charge for usage of the parking facilities for less than 10 minutes. 1 hour of parking costs 1.5 LEI (approx. € 0.40). After 24 hours the charge is reduced to 0.42 LEI per day.

Public Transport Access – Rail
Actually none, possible after multimodal platform construction.

Public Transport Access – Bus and Coach
Shuttle buses, regularly, at 30 min.

Taxi / Car Rental
There is one city taxi company and there are 5 car rental companies.

Access for Persons with Reduced Mobility
At the airport there is specially trained staff which can handle persons with reduced mobility. Assistance is provided by airport employees through the terminal and into the aircraft. For transportation over the apron a bus can be used if needed. A specially designed chair is used to carry people into the aircraft.

12.8.10   Key issues and other information

Key issues for the airport over the next 5 years
The issues below list the key issues for the airport: • acquisition of land for a future runway extension, and extension of the runway; • repair work on the runway;

12.8.11   Airport Photographs

Terminal

Security fence to the non-public support area.

NACO

Terminal

12.9   Bacau International Airport

12.9.1   General Airport Information

Full Airport Name	R.A. Aeroportul Bacau
Full Airport Address	Str. Aeroportului nr. 1, Bacau 600324
Website Address	http://www.bacauairport.ro
IATA Code	BCM
ICAO Code	LRBC
Managing Director/ Chief Executive	Mr. Radu Gabriel Bondar

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
Level 2: Schedules facilitated airport or
Level 3: Fully coordinated airport)

ATC & Navigation

ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	P.A.R.

Fire Fighting

Fire Fighting Category	CAT 6
Maximum Aircraft Size	B737

Key Airport Contacts

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Fax: + 40 234 575 366
Mobile: +40 720 880 802
 e-mail: office@bacauairport.ro

 Mr. Lucian Sion, technical director
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 Fax: + 40 234 575 366
 Mobile: + 40 744 97 34 80
 e-mail: lucian.sion@bacauairport.ro

12.9.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the Bacau County Council. It is planned to tender a concession to operate the airport for a period of 35 years within the coming 6 months.

Current management structure at the airport

The General Director is appointed by the County Council which heads the board of directors which also comprises of the Operational Director, Technical Director, Chief Accountant, Chief electrical department and Chief auto department.

Number of employees working for the airport operator

Currently the airport employs 44 persons.

Ground handling service provision at the airport

Ground handling is performed by Bacau Airport except refuelling (Petrom Aviation).

Brief history of the airport, highlighting major events

The airport was first opened in 1946 with a grass runway. Located in northern part of the city. From 1964 the airport was relocated to the current location, replacing a part of the military base. The dimensions of the runway, both used by military and commercial aircraft were 2,500 by 80 meters, which is the largest runway infrastructure in the north eastern part of Romania.

In 1970 a new terminal building was opened which could handle about 70 pax/hour, dedicated for domestic flights. As from 1975, the airport was declared international and the total traffic was about 5,000 – 7,000 pax/ annually from western Europe. The annual traffic in the eighties was ~ 50.000 pax.

After 1990, the domestic traffic steadily declined. In 1995, Tarom cancelled the flights to Bacau. From 2000, regular flights were restarted by Carpatair. Soon followed by Clubair, Tarom and low cost Blue Air. In 2007, the passenger volume reached 128,600 passengers, which is a growth of 200 % as compared to 2006.

12.9.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenue's (year):   € 655.970 (2007)
- Turnover in non aeronautical revenue's (year):   € 155.236 (2007)
- Operating Profit before tax (year):   NIL
- Net profit (year):   NIL

User Charges

The User Charges are determined based on the aircraft's MTOW.

Landing Charges
€ 7,00 per tonne;
minimum charge is € 50,00.

Lighting Charges
€ 2,10 per tonne;
minimum charge is € 50,00.

Parking Charges   (overnight charge, aerobridge usage, , remote parking, etc.)
€ 0,15 per tonne;
minimum charge is € 15,00

Passenger Service Charges (i.e. arriving, departing or transfer passengers, bus usage):
€ 5,00 per departing passenger

Security Charge
€ 4,00 per departing passenger

Exceptions or exemptions are applicable according to the AIP in Romania.

12.9.4   Airport Traffic

Airport Traffic History

Year	Passengers					Cargo
	Total	International	Domestic	Scheduled	Non-scheduled	Full Freighter (International)
2003	22,500	21,600	900	21,600	900	75
2004	33,750	28,200	5,550	33,400	350	311
2005	39,560	31,480	8,080	38,900	660	250
2006	43,230	34,950	8,280	42,760	470	96
2007	128,912	120,422	8,490	128,642	270	190

Passenger breakdown
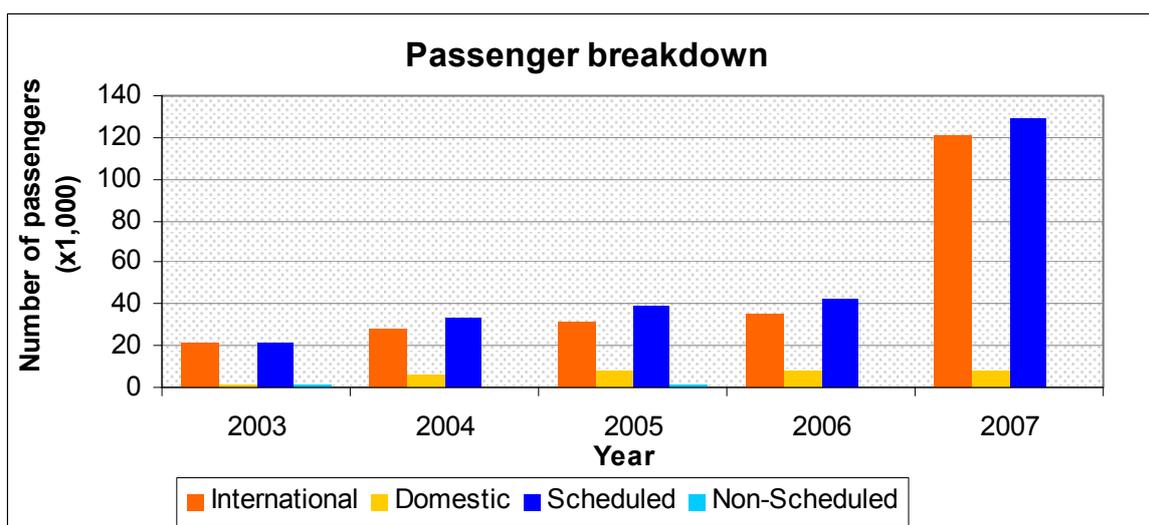
The top 10 scheduled traffic destinations are:

no.	Destination	Pax/year
1	Roma	45,000
2	Torino	28,000
3	Bucharest	2,900
4	Bergamo	2,600
5	Verona	1,600
6	Munich	800
7	Timisoara	750
8	Dusseldorf	700
9	Stuttgart	700
Other	London, Madrid, Barcelona, Paris	

The top 10 non-scheduled traffic destinations are:

no.	Destination	Pax/year
1	Bucharest	200
2	Wien	60
3	Kiev	50
4	Amsterdam	50
Other	Brussels, Antalya*	
* Traffic to and from the aircraft maintenance base at the airport.		

Current Flight Programme

Airline	Aircraft	Destination	flights/week
Blue Air	B737-300	Rome	4
Blue Air	B737-300	Torino	3
Carpatair	SAAB 2000	Timisoara	6
Tarom	ATR42-500	Bucharest	14

Traffic Forecast

A Traffic Forecast is almost finalised. When a concessionaire takes over the operation of the airport they should abide by this master plan.

For 2015, a total of 500,000 passengers are forecasted to be handled at the airport. These will be mostly Schengen passengers. The growth in traffic will be caused by an influx in Romanians working abroad, increase in leisure traffic and increase of the local economy (textile industry and nearby industrial park).

### 12.9.5 Runway Information

Overview of Airport Layout

RWY	DIRECTION	THR	BEARING STRENGTH
16	160°	46°31'57.74"N 026°54'21.36"E	19 R/C/W/T
34	340°	46°30'39.97"N 026°54'51.92"E	
HELIPORT			

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC
VAR 4°E 1997

SCALE 1 : 25 000
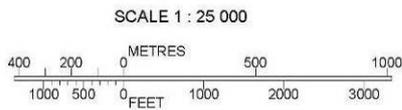
LEGEND

FLOODLIGHT	☀
TAXI HOLDING POSITION	☰
AERODROME REFERENCE POINT	⊕
BUILDING	▬

Aerodrome layout
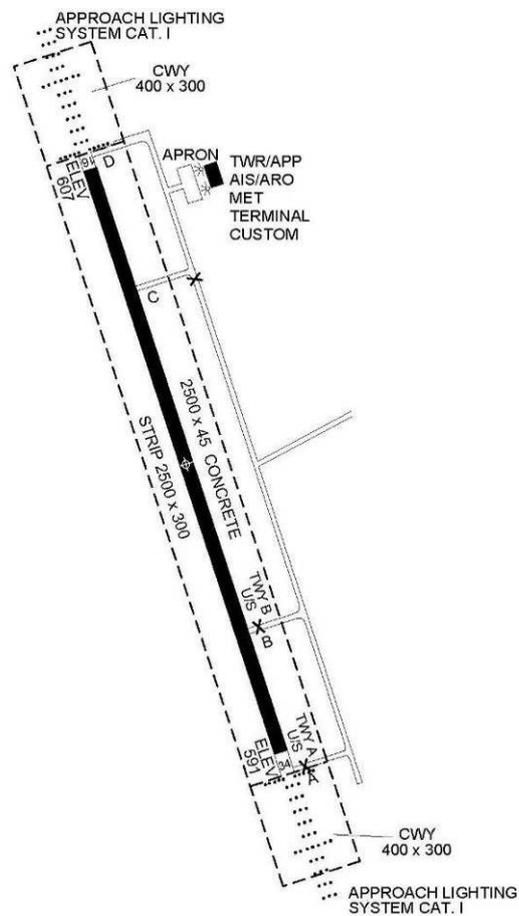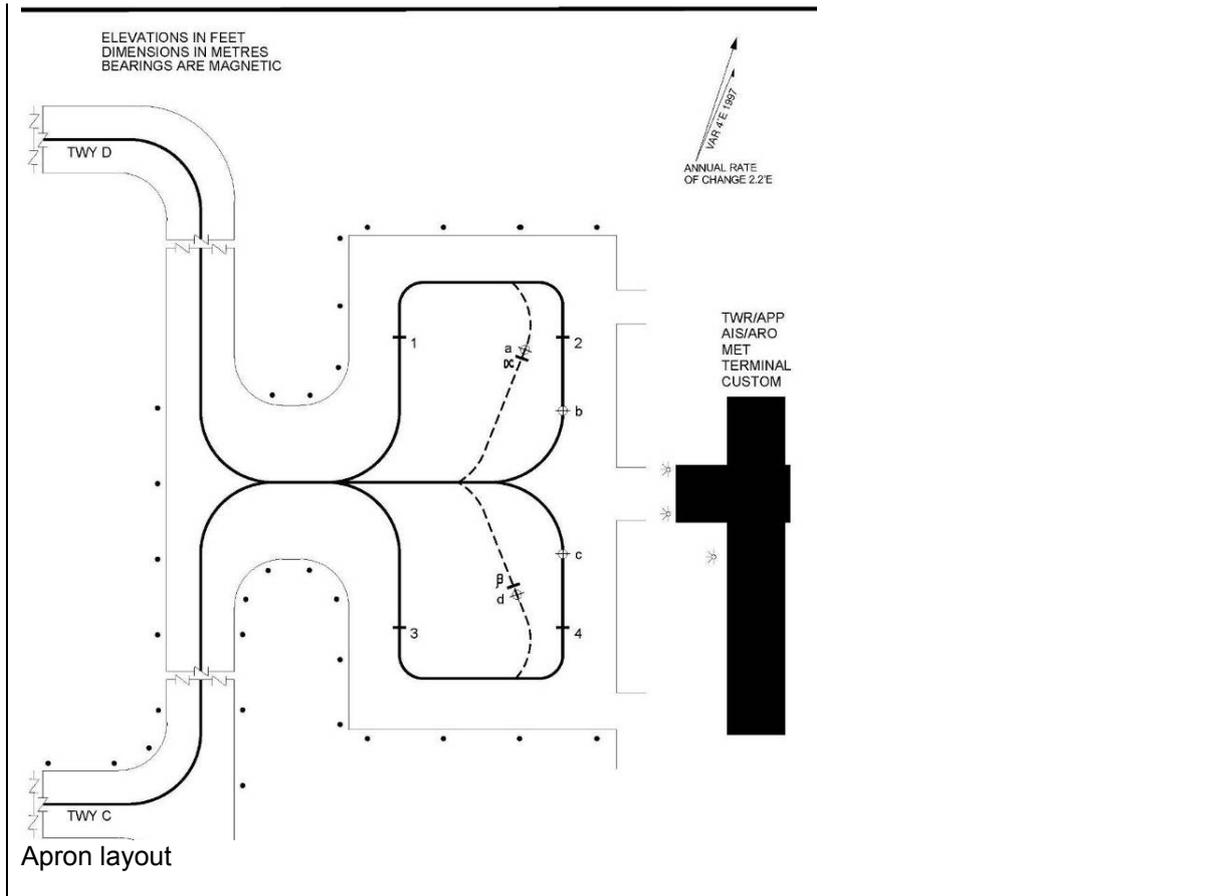
ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

Apron layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	16-34	n.a.
Length (m) x Width (m)	2.500 x 45 (80 for military)	
ILS Cat.	II (thr 36 only)	
Peak Hour Departures	2	
Peak Hour Arrivals	2	
Hourly Capacity (IFR)	10	
Average Movement Delay Rate (min)	-	
Annual Movement Capacity	70.000	
Runway Operating Hours	06.00 – 22.00	

Basis for Runway Movement Capacity Calculation

During several days of the year the airport has a lower capacity due to adverse weather conditions. The PCN of the Runway is relatively low and therefore the number of movements of large aircraft (code C and higher) is limited. Therefore the capacity is determined for movements of smaller (code B) aircraft.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The actual PCN of 19. Therefore only 7 B737 per week can operate on the runway. Because of the configuration of the taxiway system and limitations imposed because of the military area near the runway, larger aircraft will have to backtrack on the runway after landing to reach the apron and taxi over the runway to the departure threshold before take-off.

The capacity of the apron and terminal are limitative to the practical capacity of the runway.

12.9.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	200		
Arriving Passengers per Hour	200		
Transfer Passengers per Hour	0		
Annual Capacity	450.000		

Basis for Terminal Capacity Calculation

The annual capacity is based on the hourly capacity multiplied by the number of operating hours (6 per day, 350 days per year) per year.

Excess Capacity

The terminal is seldom used in excess of its capacity. This happens when there are multiple flights at the same moment.

NACO

Main bottleneck of terminal capacity

The terminal capacity is determined by the number of security screening machines. At the moment there is only one (both used for hold baggage and hand baggage), but 2 new machines have been purchased.

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area	1,000		
Number of Check-in Desks	2		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further details on terminal passenger facilities

n.a.

Number of Parking Stands

At the apron 4 code B aircraft can be parked. Alternatively on 2 of those positions a single code C aircraft can be parked.

NACO

Retail Facilities

n.a.

Terminal Facilities (Cargo)

Further detail on cargo facilities

There is no cargo terminal.

Currently, when cargo is handled at the airport, the cargo has to be loaded directly from trucks to the aircraft or v.v. Last year 200 tonnes of cargo was handled at the airport. The forecast is to handle 500 tonnes in 2020.

Other Facilities

Aircraft Maintenance / Engineering Facilities

There is a major aircraft maintenance facility at the airport. This is one of the two aircraft maintenance facilities in Romania. The facility can handle 5 to 6 aircraft at the same time. According to the AIP the maintenance facilities can handle aircraft up to Saab 340 or Boeing 737 aircraft.

For GSE equipment there is a basic maintenance facility at the airport.

Refuelling

Refuelling is operated by Petrom Aviation. The total storage facility can store 60 tonnes of fuel.

Ground Handling

The ground handling is operated by the airport.

Winter Operation Facilities

1 de-icing unit elephant MY with fluid type II. Aircraft are de-iced at the apron.
For snow removal on the aircraft manoeuvring areas there are 3 tractors with ploughs, 2 snow blowers, 1 sweeper, and 1 spreader.

Ground Transportation Centres

n.a.

12.9.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

In 2007 a part of the runway was rehabilitated (total: 300 sqm). In 2007-2008 the fence is renewed (almost completed).
In 2006-2007 the terminal was renovated and modernised, including an extension of the arrival area.

Future Approved Works

The airport plans to refurbish taxiways A and B.

NACO

Long Term Development Plan (Master Plan) for the airport

The runway will be extended by 600 metres. A new taxiway will be built in between the existing taxiways C and D.

12.9.8   Environment

Environmental Policy

The master plan contains several improvements for the environment including a drainage system to collect apron run-off and de-icing fluids.

The military area on the airport is mostly responsible for noise problems. Currently the commercial aviation isn't considered to create noise problems. For night operations there are noise abatement procedures.

12.9.9   Accessibility

Road Access (private vehicle)

The distance to the city is 3 kilometres.
The access consists of a 2x1 motorway.

Car Parking

There is a combined parking for employees and passengers. A total of 60-80 vehicles can be parked.

Public Transport Access – Rail

n.a.

Public Transport Access – Bus and Coach

n.a.

Taxi / Rental Cars

There is a car rental via blue-air.

The taxis operate for the airport to and from the city. There is no permanent taxi post at the airport.

Access for Persons with Reduced Mobility

There are ramps throughout the terminal. Passengers are assisted by airport employees in the terminal. When necessary they are carried on to the aircraft.

NACO

12.9.10   Key issues and other information

Key issues for the airport over the next 5 years

The movement area (rwy, twy, apron) was constructed during the 1950s. The PCN is too low for the requirement of the current aircraft used by the airlines flying at the airport.

Bacau is one of three airports in Moldavia. There is increasing competition between these airports. Bacau is in a relatively good position because of the presence of aircraft maintenance facilities, longest runway and largest catchment area according to the airports opinion.

NACO

12.9.11   Airport Photographs

Landside view of the terminal

Airside view of the terminal.

Reclaim area

Check-in area

Departure lounge
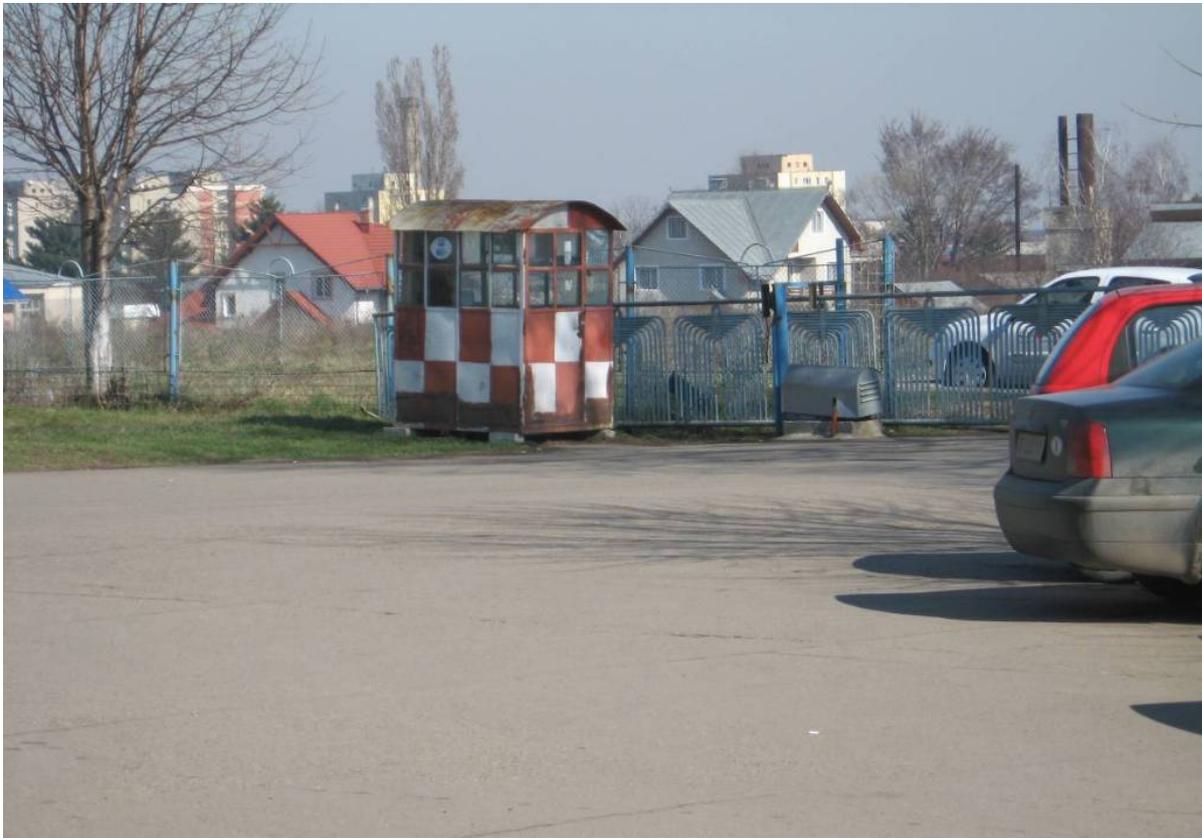
Landside access to the airport.

12.10   Sibiu International Airport

12.10.1   General Airport Information

Full Airport Name	RA AEROPORTUL SIBIU
Full Airport Address	SIBIU, SOSEAUA ALBA IULIA, NR. 73
Website Address	http://www.sibiuairport.ro
IATA Code	SBZ
ICAO Code	LRSB
Managing Director/ Chief Executive	Mr. Sava Augustin

IATA Slot Coordination Level	Level 3.

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	TWR and APP Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	Since 01.06.2008 it is category 7.
Maximum Aircraft Size	B-737-800

Key Airport Contacts

General Director
Mr. Sava Augustin (director general)
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Mobile +40 744 605992
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e-mail: dirgen@sibiuairport.ro

Technical Director
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Mobile +40 744 505186
Fax   +40 269 253131
e-mail: dirteh@sibiuairport.ro

Operational Director
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Mobile +40 744 605991
Fax   +40 269 253131
e-mail: dirop@sibiuairport.ro

Financial Director
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Mobile +40 744 605993
Fax   +40 269 253131
e-mail: direcon@sibiuairport.ro

Chief of Airport Security
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Mobile +40 744 709897
Fax   +40 269 253131
e-mail: sefsecuritate@sibiuairport.ro

12.10.2   Airport Ownership and Management

Current ownership structure of the airport

Sibiu Airport is owned by Sibiu County Council. It functions as an "autonomous region" within this county council. There is a study ongoing for privatisation.

Current management structure at the airport

General Director; Technical Director; Operational Director; Economical Director; Chief of Airport Security

Number of employees working for the airport operator

There are 120 employees currently working for the airport.

NACO

Ground handling service provision at the airport

Sibiu Airport:
- handling of passengers / baggage
- cleaning services
- de-icing
- ramp
- ground transport

These services are not profitable and the airport operator is therefore thinking about outsourcing these activities. However, to make these activities profitable, an investment is necessary.

PETROM AVIATION
- refuelling

Brief history of the airport, highlighting major events

On the actual location the airport was opened in 1943.
- from 1944 civil internal flights were opened which connected Sibiu with Bucharest, Brasov, Deva, Oradea, and Targu Mures;
- in 1959 a new airport terminal was opened with a capacity of 50 passengers per flow;
- In 1970 construction was approved for a concrete runway, taxiways, and the apron. Furthermore, in this year a lighting system was installed.
- The radar building together with its installations were operational starting with 1975;
- In 1992 the airport was opened for the international traffic, the first destinations being Stuttgart and Munich;
- In 1997 the ownership structure was modified and the airport was organised as Autonomous Administration, with specific nature, under the authority of the Sibiu County Council;
- Until 2007, the airport had a concrete runway of 2000 x 45 meters, with a PCN of 18 and an apron of 300 m long and 70 m broad, with 5 parking places, which permitted only to operate with small capacity airplanes. However now a new terminal has been opened, the apron is extended and construction works are underway to strengthen and extend the runway.

12.10.3   Financial Issues

Financial Performance

Financial statistics for 2007	Lei (million)	Equiv. € (million)
Turnover in aeronautical revenue's	3.3	0.99
Turnover in non aeronautical revenue's	1.5	0.44
Budgetary allocations (subventions, transfers)	0.64	0.19
Total	5.4	1.6
Operating Profit before tax (year):	n.a.	n.a.
Net profit (year) :	n.a.	n.a.

As the airport is a part of the county council it cannot make profit.

User Charges

Landing Charge:
The landing charge is based on the MTOW of the aircraft. With a minimum of 40 € for aircraft with a MTOW below 2 tonnes, and 70 € for aircraft with a MTOW over 2 tonnes, the unit rate is 10 € per tonne MTOW. For helicopters the landing charge is 0 Euro.

Lighting Charges:
The Lighting Charges is also based on the MTOW. With a minimum charge of 70 Euro, there is a unit rate of 3 € per tonne of MTOW.

Parking Charges:
The Parking Charges is based on the MTOW of the aircraft and the duration of stay. With a minimum of 30 € for aircraft with a MTOW below 2 tonnes, and 50 € for aircraft with a MTOW over 2 tonnes, the unit rate is 0.20 € per hour per tonne MTOW.

For helicopters the unit rate is 1 € per hour per tonne, with a minimum charge of 30 Euro.

Passenger Service Charge:
The passenger service charge is 12 € per passenger. Additionally there is a security charge applied of 7.50 € per passenger

At the airport ground handling is performed by the airport. The following charges are applied (unit: Euro) for the services performed.

Ground handling services provided by the airport (Euro)	
Basic Handling	
- Until 25000	320
- 25001 – 30000	330
- 30001 – 35000	340
- 35001 – 40000	350
- 40001 – 45000	360
- 45001 – 55000	370
- 55001 – 65000	380
1. GPU (30 min.)	30
2. Airplane stair (per flight)	30
3. Special equipment for passenger with problems (per operation)	24
4. Baggage belt (30 min.)	30
5. Freight – Mail (per kg)	0,30
6. Passenger transport to airplane (per flight)	22
7. Interior cleaning (per operation)	
- Aircraft with less than 40 seats	55
- Aircraft with in between 41 – 100 seats	95
- Aircraft with in between 101 – 150 seats	145
- Aircraft with in between 151 – 200 seats	195
8. Equipment for freight transport (auto + trailers per flight)	20
9. Toilet equipment (15 min.)	60
10. Potable water equipment (15 min.)	60
11. heater (1 hour)	50
12. PSI assistance (20 min.)	20

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13. De-icing (15 min. for each MTOW class (in kg.), fluid is taxed separately)	
- Until 25000	320
- 25001 – 30000	330
- 30001 – 35000	340
- 35001 – 40000	350
- 40001 – 45000	360
- 45001 – 55000	370
- 55001 – 65000	380
De-icing liquid (concentration 100%)	4

The charges will be reduced / increased as follows:
- Reductions:
   1. The basic handling in case of technical landing for other purposes than commercial, will be taxed with 50% from the value described in the second column, meaning that a physical change of the load has not occurred.
   2. The basic handling in case of returning to the platform will not be extra charged and it will be assured only if a physical change of load is not involved.
   3. The basic handling in case of returning to the platform involving a physical change of load, the handling will be taxed like the handling in case of technical landing in accordance with subparagraph 1.
- Increases:
   1. The basic handling granted between 22.00 – 06.00 (local times), will be taxed in proportion of 150% towards the mentioned charges.
   2. Exemptions from the charges (except the ground handling charges) will be granted according to art. 31, alignment 3 from the Air Code, respectively GEN 4.1-8 from the AIP of ROMANIA.

The charges are negotiated with every airline which operates scheduled flights on the airport.

12.10.4 Airport Traffic

Airport Traffic History

	Aircraft Movements per year					
	2007	2006	2005	2004	2003	2002
Total	5,510	4,134	3,936	2,728	2,196	2,156
Passenger	4,996	3,766	3,496	2,246	1,920	1,952
Full freighter	18	54	6	22	130	
other	496	314	434	260	146	204
International	3,383	3,080	2,776	2,293	2,001	705
Domestic	1,631	740	726	175	49	1,247

source: Airport

	Passengers per year					
	2007	2006	2005	2004	2003	2002
Total	112,077	73,103	60,774	44,497	35,226	37,862
Scheduled	102,496	61,327	47,440	37,433	27,064	24,403
Non-Scheduled	3,158	2,302	1,456	1,620	1,373	2,809
Direct Transit	6,423	9,474	11,878	5,444	6,789	10,650
International	87,949	58,676	44,283	38,309	28,249	18,096
Domestic	17,705	4,953	4,613	744	188	9,116

source: Airport

NACO

Passenger breakdown

Legend: ■ International ■ Domestic ■ Scheduled ■ Non-Scheduled
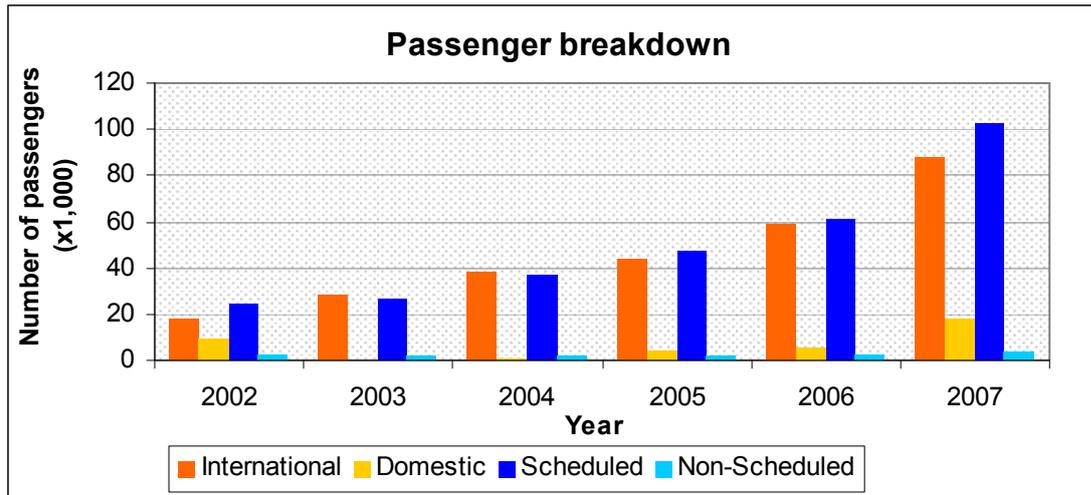
	Cargo per year (metric tonnes)					
	2007	2006	2005	2004	2003	2002
Total	31	35	11	18	45	28
Scheduled	29	15	10	11	11	28
Non-Scheduled	2.5	20	2	7	34	1
International	25.5	27.5	6.5	16.8	45.3	6.3
Domestic	5.8	7.4	4.9	1.3	0	22
Full freighter	8.0%	58.2%	13.2%	39.2%	75.1%	0.0%

source: Airport

Top destinations (2007)	Flights	Passengers
Italy (scheduled)	4,900	190,000
Germany (scheduled)	5,600	160,000
Bucharest, Otopeni (scheduled)	2,464	25,389
Austria (unscheduled)	600	2000
Italy (unscheduled)	500	2000
Germany (unscheduled)	700	1900
Belgium (unscheduled)	200	1200
Austria (scheduled)	50	300
Greece (unscheduled)	20	60

source: Airport

NACO

Current Flight Programme

Currently there are 50 flights per week.

Airline	Destination	flights/week
Tarom	Munich	14
Tarom	Vienna	3
Tarom	Bucharest - Otopeni	11
Tarom	Targu Mures	4
Austrian	Vienna	7
Lufthansa	Munich	7
Romavia	Bucharest - Otopeni*	2
Romavia	Nuremberg*	2

* Romavia operates 2 flights per week Otopeni – Sibiu – Nuremberg – Sibiu - Otopeni

Traffic Forecast

A Traffic Forecast has been made, according to the IATA calculations:

Year	Pax / year
2007	112.077
2015	496.5
2020	650

12.10.5   Runway Information

Overview of Airport Layout
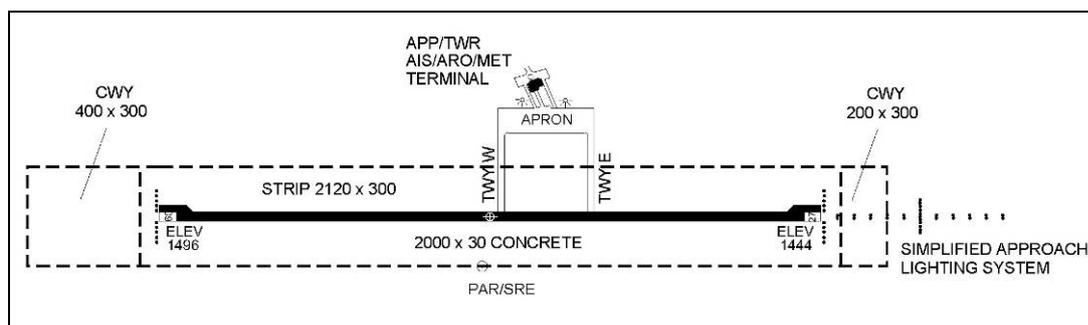
Aerodrome Layout

There is also a grass runway at the airport which is currently only used by the Aero Club of Sibiu. In the long term this runway could be upgraded to a asphalt runway which could also be used for general aviation traffic.

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	09-27	n.a.
Length (m) x Width (m)	2780 x 30 (extension works to extend the runway from 2100 to 2780 metres are currently carried out.)	
ILS Cat.	II (only THR 27)	
Peak Hour Departures	4	
Peak Hour Arrivals	5	
Hourly Capacity (IFR)	6	
Average Movement Delay Rate (min)		
Annual Movement Capacity	50,000	
Runway Operating Hours	24 hours	

Basis for Runway Movement Capacity Calculation

The Annual Movement Capacity is based on the hourly capacity (1 aircraft every 10 minutes) multiplied with the number of days and number of hours per day.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The ground processing of the aircraft is the limiting factor for the runway capacity.

NACO

12.10.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	300		
Arriving Passengers per Hour	300		
Transfer Passengers per Hour	300		
Annual Capacity	2.628.000 pax/year		

Basis for Terminal Capacity Calculation

The terminal capacity is calculated from the Peak hour capacity by 300x365x24h.

Excess Capacity

No. The new terminal has been recently opened.

Main Bottleneck of Terminal Capacity

No problems are currently expected with the new terminal.

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area (sqm)	7.995		
Number of Check-in Desks	10		
Number of Self Service Check-in Machines	10		
Number of Passenger Security Screening Positions	6		
Number of Baggage Belts	1		
Number of Departure Gates	5		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	8		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further details on the passenger terminal facilities

n.a.

Number of Parking Stands

The apron has the following configuration: 11 stands code "C", 1 stand code "D", 5 stands code "B"

Retail Facilities

In the new terminal there are several retail facilities:
- 1 – shop for magazines
- 1 – shop for handicraft – gifts
- 1 – shop for clothing – shoes
- 2 – duty-paid
- 2 – duty-free
- Bar - restaurant

NACO

Terminal Facilities (Cargo)

Further detail on cargo facilities

There is currently no cargo terminal. It will be constructed in the following years. The new cargo terminal will consist of 3 sections (container, mail, refrigerated goods).

Other Facilities

Aircraft Maintenance / Engineering Facilities

n.a.

Refuelling

Refuelling is done by a 3rd party: Petrom Aviation. In the following years the airport plans to extend the existing fuel storage facilities, which are:
- Kerosene - 10700 m3;
- AVGAS 100LL - 100 m3;
- NATO Code F34 - 400 m3

The following equipment is available for refuelling:
- Kerosene JET A1 - 15 trucks
- AVGAS 100LL - 1 truck

Ground Handling

- GPU – 3
- Passenger stairs – 2
- Self propelled potable water vehicle – 1
- Self propelled lavatory vehicle – 1
- Self propelled baggage belt – 2
- Passenger bus – 1
- Baggage trailers – 15
- Equipment for hauling the baggage trailers - 1
- Measuring device of retardation (brake) rate on the runway - 1

Winter Operation Facilities

- De-icing equipment – 1
- Truck with plough for snow – 1
- Sweeping/aspirating equipment with blast-engine – 1
- Measuring device of friction rate on the runway - 1

Ground Transportation Centres

n.a.

12.10.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

Development and modernisation works of Sibiu Airport. These include construction of a new passenger terminal, extension of the apron and construction works on the runway extension. Also several ancillary facilities have been constructed like the new Fire Fighting facility.

NACO

Future Approved Works

Several works are approved:
- Fuel storage facility
- Cargo Terminal
- Fence (will be completed after finalisation of the construction works on the runway)

Long Term Development Plan (Master Plan) for the airport

A Long Term Development Plan for the airport is currently being made. However it is not finalised yet.

12.10.8   Environment

Environmental Policy

An Environmental Impact Assessment has been carried for the expansion of the airport. An oil separator is currently under construction. It is planned to separate the run-off of the apron.

There are currently no noise problems at the airport.

12.10.9   Accessibility

Road Access (private vehicle)

The distance from the airport to the city centre is 3 km.

The airport is connected by a highway – 2 lanes one way.

Car Parking

The parking is secured.

Occasional utilisation with a ticket released by the slot machine:
1 hour = 4 lei
3 hours = 10 lei
5 hours = 16 lei
12 hours = 24 lei
24 hours = 32 lei

Long term ticket:
Month = 160 lei
Half-year = 800 lei
Year = 1400 lei

Public Transport Access – Rail

There will be in the future.

Public Transport Access – Bus and Coach

There are buses coming to the airport. Until the centre of the town you can make 20 minutes.

NACO

Taxi / Car Rental

There are no car rental services but there will be in the near future. There are taxis available.

Access for Persons with Reduced Mobility

The Access for Persons with Reduced Mobility is made according to the:
(CE) Regulation 1107 / 05.07.2006
Government Decision (HG) 787 / 2007.

12.10.10 Key issues and other information

Key issues for the airport over the next 5 years

n.a.

NACO

12.10.11   Airport Photographs

Kerb and parking area

The new passenger terminal and apron

The new ATC Tower, apron and terminal

Check-in

Airlines desks

Reclaim hall

Access road and kerb

NACO

12.11 Arad International Airport

12.11.1 General Airport Information

Full Airport Name	Arad International Airport
Full Airport Address	4 Airport street, Cod postal: 310059, Arad, Romania
Website Address	http://www.aeroportularad.ro
IATA Code	ARW
ICAO Code	LRAR
Managing Director/ Chief Executive	Balacel Dan Traian

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
Level 2: Schedules facilitated airport or
Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	Cat. 6. This can be increased, on request, to 7 (with 24 hours prior notice).
Maximum Aircraft Size	B737-800

Key Airport Contacts

Balacel Dan Traian (Managing Director)
Tel: +40 (0)257 254203
e-mail: dan.balacel@yahoo.com

Mircea Grec (Chief engineer)
Tel: +40 (0257) 254 553
Mob: +40 (0723) 250 329
e-mail: grec_mircea@yahoo.com

12.11.2   Airport Ownership and Management

Current ownership structure of the airport

The airport is a limited stock company. The stocks are owned by the County council.
To raise money to develop the airport further, 30% of the stocks was planned to be sold in 2008.

Current management structure at the airport

There is a general manager. The general manager chairs the board which is formed by the
directors/ department heads of the technical, operational, commercial and financial department.

Number of employees working for the airport operator

The airport employs 75 people.

Ground handling service provision at the airport

The airport is responsible for all handling operations at the airport (ground handling as well as
passenger handling and the handling of cargo).

Brief history of the airport, highlighting major events

The Arad International Airport has the advantage of high accessibility, being located at 4km West
from Arad's downtown, at 106 meters above sea level. It's located at 250km from Budapest and
300km from Belgrade. It's located near the border with Hungary, at 30km from the closest point for
crossing the border-Turnu and 20km away from the closest railway point for crossing the border-
Curtici.

On the land of that Gai suburb there was an infrastructure with a runway, hangar and a terminal,
from the military campaign from 1917. Here, on 14 July 1912, a big meeting took place when Aurel
Vlaicu, a pioneer in Romanian aviation, returned from Aspen Vienna and he was seen by his co
nationals as a hero of all the Romanians.

As a result of some negotiations that took place in order to build a new airport, on 30 May 1935 the
civil municipal aviation gave the land from the Ceala suburb where the constructions started for the
infrastructure. The construction work ended in 1936 and the official inauguration of the new airport
took place on 14 November 1937. From that moment all the air traffic was conducted on this
location and the landings and taking off happened on a grass runway. In 1953 a concrete runway,
2000 meters long, was built, due to the increased traffic. The A and D taxiway were build in the
same time as the runway. The lightning system was re built in 1954 and was endowed with Elba
lamps.

Blue Air operates currently on Arad Airport having international flights to Spain, Italy and Germany.

Since its opening in 2003 Cargo Arad terminal represents an important factor of economical development

12.11.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenues: € 5,000,000 (2007).
- Turnover in non aeronautical revenues: € 500,000 (2007).

Figures on operational and net profit are not available.

User Charges

The system of charges is based on the MTOW of aircraft (in tonnes).

Landing Charge
- Unit rate: € 6.50 /tonne, with a minimum charge of € 30.00.

Lighting Charges
- Unit rate: € 2.50 /tonne, with a minimum charge of € 40.00.

Parking Charges
- For aircraft: Unit rate: € 0.15 /tonne/hour, with a minimum charge of € 15.00.
- For helicopters: Unit rate: € 1.00 Euro/tonne/hour, with a minimum charge of € 15.00.
- For helicopters this charge is applied after 1 hour from landing time.

Passenger Service
- € 2.00 /passenger (domestic),
- € 6.00 /passenger (international),
- € 4.00 /passenger security charge,
- € 3.00 /passenger (transfer or transit passengers).

Exemptions and reductions are applied according to the AIP of Romania (in general state and military aircraft are exempted).

Depending on the frequency of usage by an airline, the charges can be negotiated.

12.11.4   Airport Traffic

Airport Traffic History

In 2007 80.000 passengers used the airport. According to the Romanian CAA, in previous years the passenger numbers were:

Passengers	2004	2005	2006
Total	3078	4357	23805
International	578	721	9021
Domestic	1369	n.a.	899

source: Romanian CAA

Main scheduled destinations are:
- Spain (Barcelona, Valencia, Madrid, Malaga)
- Italy (Milano, Verona, Venice, Rome)
- Germany (Stuttgart)
- France (Paris, Lyon)

For non-schedule flights, the main destinations are:
- Cyprus
- Greece
- Croatia

For cargo the handled volume was approx. 500 tonnes (2006) and 1000 tonnes (2007).

Current Flight Programme

There are 2 full freighter operations (DHL) per week to and from Budapest

The following table details the passenger flights which are operated from Arad Airport:

Route	Day	Departure time
Bucharest	Monday	16:40
Bucharest	Tuesday	13:55
Bucharest	Tuesday	18:30
Bucharest	Tuesday	20:30
Bucharest	Thursday	16:40
Bucharest	Thursday	19:55
Bucharest	Friday	18:40
Bucharest	Sunday	12:55
Bucharest	Sunday	18:30
Bucharest	Sunday	20:30
Verona	Tuesday	9:50
Verona	Thursday	15:50
Verona	Sunday	8:50
Valencia	Tuesday	10:45
Valencia	Sunday	10:45
Valencia	Thursday	8:30
Valencia	Monday	8:30
Stuttgart	Tuesday	15:50
Stuttgart	Friday	14:00
Stuttgart	Sunday	15:50
Barcelona	Tuesday	9:40
Barcelona	Saturday	9:55

source: Airport

Traffic Forecast

The forecast is prepared based on information and requests received from airlines.
In general, the traffic has developed from nearly 0 in 2003 up to 80,000 in 2007. For 2010 it is expected that Arad will handle 200,000 passengers

NACO

12.11.5   Runway Information
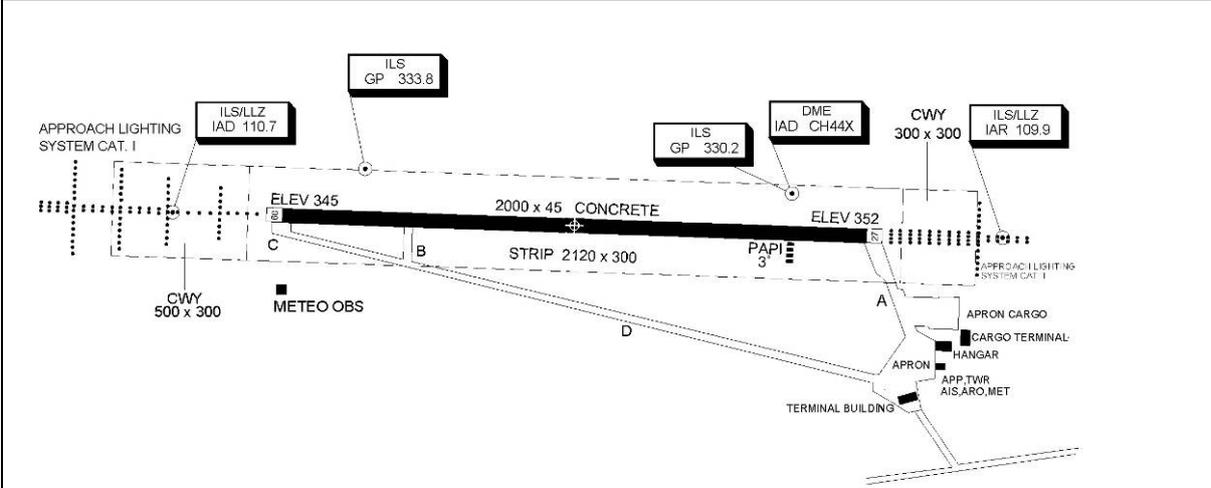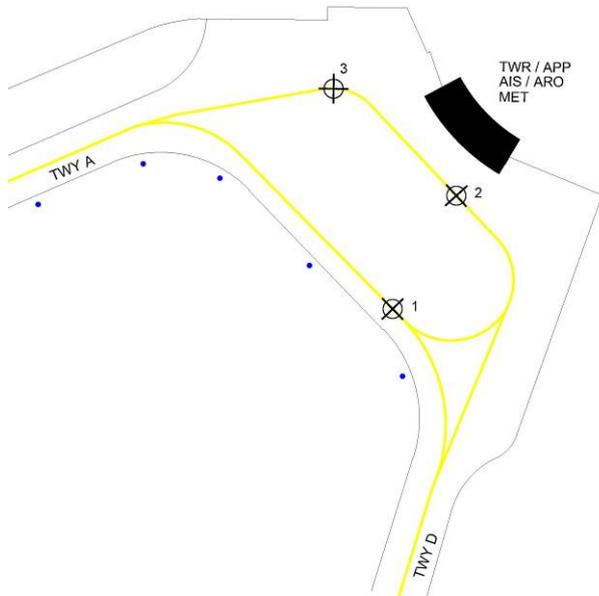
Overview of Airport Layout

Airport Layout

Apron Layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	09-27	n.a.
Length (m) x Width (m)	2000 x 45	
ILS Cat.	Cat II (THR 27), Cat I (09)	
Peak Hour Departures	1	
Peak Hour Arrivals	1	
Hourly Capacity (IFR)	12	
Average Movement Delay Rate (min)	~0	
Annual Movement Capacity	10.000	
Runway Operating Hours	24H	

Basis for Runway Movement Capacity Calculation

The apron capacity and the terminal capacity are limitative to the capacity of the runway.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The runway capacity is further (see also above) limited due to the fact that taxiway "D" can only be used by small aircraft. Therefore all larger aircraft have to backtrack over the runway after landing or before take-off.

NACO

12.11.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	300		
Arriving Passengers per Hour	300		
Transfer Passengers per Hour	0		
Annual Capacity	300.000		

Basis for Terminal Capacity Calculation

Excess Capacity

At the moment there are no moments during the year that the terminal is used in excess of the design capacity.

Main bottleneck of terminal capacity

There are only 2 check-in desks and one screening position. These limit the capacity.

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area	1300		
Number of Check-in Desks	2		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	3		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further Details on Terminal Passenger Facilities

The size of the important passenger lounge is approximately 10 persons. The number of baggage belts could be expanded.

A new terminal building is planned for the future. In this terminal new technologies will also be implemented (such as Self-service check-in etc.)

Number of Parking Stands

There are 3 stands at apron 1 and 1 at apron 2

Retail Facilities

In the terminal there are a bar and a restaurant. Furthermore the terminal has wireless internet and a nursery is available for passengers.

NACO

Terminal Facilities (Cargo)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Cargo Terminal			
Description	DHL		
Annual Cargo Capacity (metric tonnes)	300 ton/day 50 ton/hour		
Total annual inbound cargo (metric tonnes)	47%		
Total Annual outbound cargo (metric tonnes)	53%		
Share carried on cargo aircraft (%)	100%		
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			

Further detail on cargo facilities

There are some unscheduled full freighter flights which transport pre-packed automotive parts. These are not handled at the cargo terminal as they are delivered just in time to the aircraft or picked up immediately after landing of the aircraft.

The cargo terminal has been recently opened. The construction was partly financed with EU-assistance. In the vicinity of Arad there are special economic zones which result in additional cargo opportunities.

Cargo terminal

Other Facilities

Aircraft Maintenance / Engineering Facilities
n.a.

Refuelling
Refuelling is done by a third party: Air Total. On the airport there is a storage facility for 50,000 litres of A1 and 5,000 litres of Avgas.

Ground Handling
Ground handling is done by the airport. There is a small maintenance facility for repairing these vehicles used for ground handling.

Winter Operation Facilities
The de-icing of aircraft is done at the apron. (VMC de-icers)

Ground Transportation Centres
n.a.

12.11.7   Infrastructure Development

Infrastructure Development

| Major works in the past 5 years |
|---|
| n.a. |

Future Approved Works
It is planned to construct a new terminal building, also requiring, because of the current configuration, the construction of a new tower.

NACO

Long Term Development Plan (Master Plan) for the airport

See the future approved works above. Long term development objectives include upgrading and extension of the runway and apron.
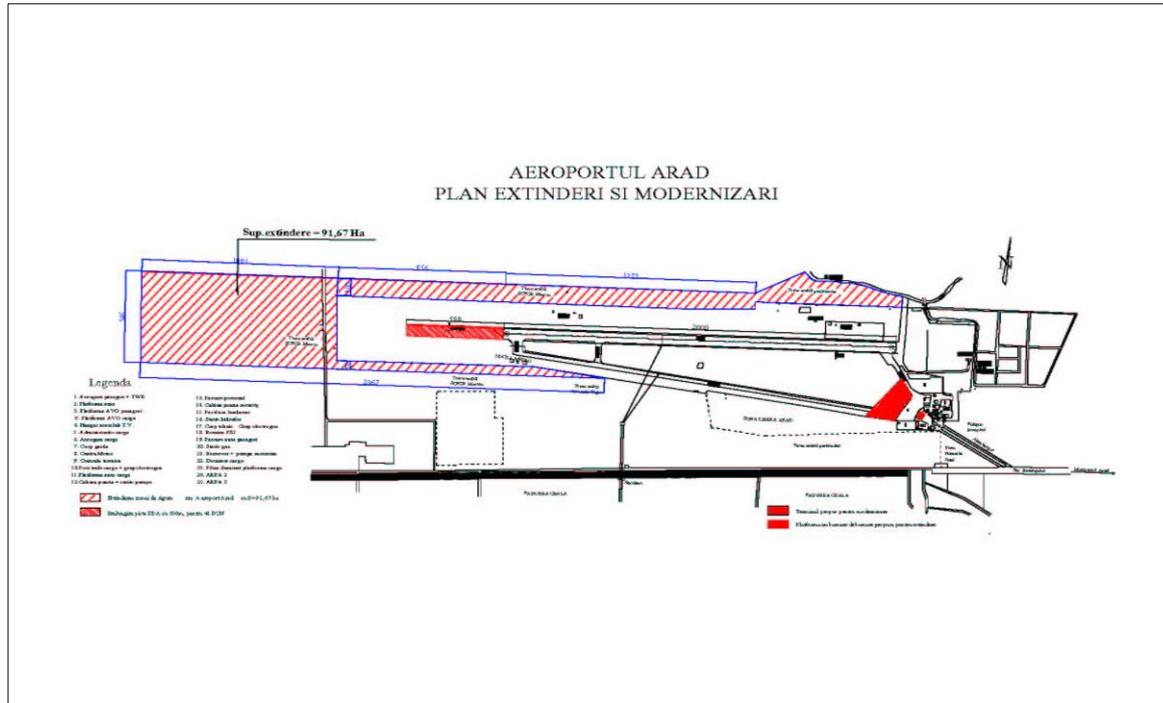
Development plan of Arad Airport
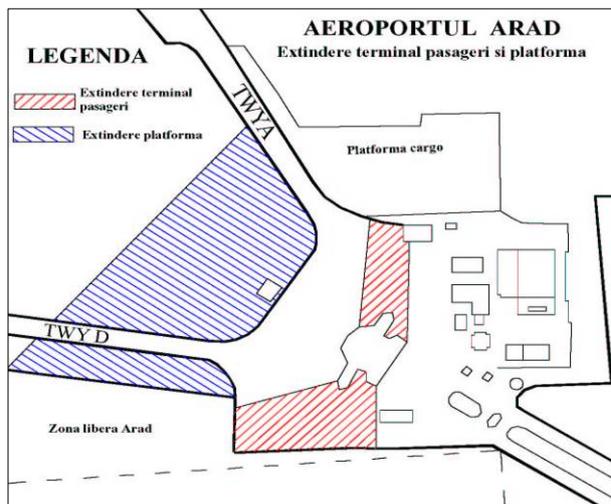
Development of terminal and Apron

12.11.8 Environment

Environmental Policy

n.a.

12.11.9   Accessibility

Road Access (private vehicle)

The airport is 4 kilometres from the city. Access is provided through a rural road (1x2 lanes).

Car Parking

There is a single parking for both employees and passengers. In total 200 parking spaces are provided.

Public Transport Access – Rail

n.a.

Public Transport Access – Bus and Coach

n.a.

Taxi

Taxi services are provided 24 hours a day.

Access for Persons with Reduced Mobility

When persons with reduced mobility use the airport, they are assisted by airport employees through the terminal. However, no lift is provided for lifting of passengers into aircraft. The passengers are thus carried into the aircraft.

12.11.10   Key issues and other information

Key issues for the airport over the next 5 years

The following key issues could hinder or prevent the airport from development:
- ATC Tower location,
- Terminal Building (limited capacity),
- Runway length (extension necessary),
- Overhaul of taxiway,
- Funds for Investment,
- Apron capacity (extension necessary).

12.11.11   Airport Photographs

Airport approach

Passenger terminal and control tower (on the right)

The new cargo terminal from the landside

12.12   Constanta International Airport

12.12.1   General Airport Information

Full Airport Name	Mihail Kogălniceanu – International Airport Constanta
Full Airport Address	Str. Tudor Vladimirescu, nr. 4, Mihail Kogălniceanu, cod 907195, Constanta, Romania
Website Address	http://www.mk-airport.ro/
IATA Code	CND
ICAO Code	LRCK
Managing Director/ Chief Executive	Mr. Titus Adrian Cazacu

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	

Fire Fighting	
Fire Fighting Category	Cat 8 (upgraded recently from Cat. 7, which still is to be amended in the AIP)
Maximum Aircraft Size	According to Cat . 8.

Key Airport Contacts

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Mob: +40 (723) 166 901
E-mail: titus.cazacu@mk-airport.ro

12.12.2   Airport Ownership and Management

Current ownership structure of the airport

The airport is a limited stock company. The stocks are owned by the Romanian State (60 %), the County Council (20%), and a special investment fund (20%).

Current management structure at the airport

The general director is the chairman of the board of administration, which includes also members of the Ministry of Transport, Ministry of Finance, and several aviation specialists.

Number of employees working for the airport operator

The airport has 252 employees.

Ground handling service provision at the airport

The ground handling services are provided by the airport.
Since 2003, a 3rd party started ground handling operations at the airport. This company currently handles 7-8% of the aircraft.

Brief history of the airport, highlighting major events

The International Airport Mihail Kogalniceanu Constanta, situated at 26 Km North West side of the city of Constanta, has its name connected to the nearby locality, Mihail Kogalniceanu.

The operation began in 1961 in the precinct of an old terminal and on a vehicle platform transferred from the army. The only flight available was between Mihail Kogalniceanu and Băneasa.

On June 1st, 1962 a new terminal was opened together with a new control tower. Several international and domestic flights were scheduled to Arad, Timisoara, Odessa, Budapest, Berlin, Prague, Bratislava, Ostrava and Varna. In the same period there were charter flights to Oslo, Copenhagen, Stockholm, Helsinki and London.

In the beginning of the 70s, up to 1973, the airport was modernised, being even closed in the summer of 1971 for the extension of the runway to 3500m.

The traffic volume in 1975 was 10.697 aircraft movements and 764.005 passengers. After 1979 the traffic volume decreased.

For a period, starting in 1999, the airport was in use by the United States Air Force.

NACO

12.12.3 Financial Issues

Financial Performance

Figures on turn-over and profit are not available.

Because the airport is used now and then for military flights the aeronautical revenue's are supplemented by the state to pay for the military flights.

User Charges

The system of charges is based on the aircraft's MTOW.

Landing charge:
- € 2.00 /tonne for scheduled passenger aircraft
- € 5.40 /tonne for non-scheduled passenger aircraft
- € 7.50 /tonne for other aircraft (ambulance, military, cargo, general aviation, aerial work)
- € 3.50 /tonne for helicopters

Lighting Charges:
- € 2.10 /tonne, with a minimum charge of € 50.00.

Parking Charges:
- € 0.15 /tonne/hour, with a minimum charge of € 15.00.

Passenger Service:
- € 4.20 /passenger – international flights
- € 3.50 /passenger – domestic flights
- € 12.00 /passenger – general aviation flights

Security Charge:
- € 5.00 /passenger

Other charges:
Long term Parking Charges:
- € 100.00 /month for spots 1-6
- € 150.00 /month for spots 7-18
(based on agreements with airport administration)

Exceptions and or reductions apply according to the AIP of Romania.

The board of Administration of the airport and the Ministry of Transport approve the system of User Charges.

12.12.4 Airport Traffic

Airport Traffic History

Constanta	Passengers
2004	83,827
2005	110,902
2006	71,698

Current Flight Programme

There is a high seasonality factor between the traffic in the summer and the traffic in the winter.

At the moment Carpatair has 3 flights per week to Timisoara (with a stop in Craiova), from which several destinations inside and outside Romania can be reached.

From the 18th of April 2008 Ryanair started flying to Pisa.

Traffic Forecast

n.a.

12.12.5   Runway Information

Overview of Airport Layout

Aerodrome Layout

Apron Layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	18 -36	n.a.
Length (m) x Width (m)	3500 x 45	
ILS Cat.	Cat. II (THR 36), Cat. I (THR 18)	
Peak Hour Departures	4	
Peak Hour Arrivals	4	
Hourly Capacity (IFR)	10	
Average Movement Delay Rate (min)	<10 min.	
Annual Movement Capacity	10.000	
Runway Operating Hours	H24	

Basis for Runway Movement Capacity Calculation

n.a.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

Because of the configuration of the taxiway system, depending on the landing/ take-off direction, aircraft have to taxi over the runway prior to take-off/ after landing.

NACO

12.12.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrival	Departures	n.a.
Departing Passengers per Hour	-	400	
Arriving Passengers per Hour	400	-	
Transfer Passengers per Hour	0	0	
Annual Capacity	250.000	250.000	

Basis for Terminal Capacity Calculation
In 1977/1978 the airport handled 800.000 passengers. Since then the security measures have changed significantly and therefore the capacity of the terminal has decreased.

Excess Capacity
At the moment, no. In 2005, during the summer season and especially in the weekends, the terminal experienced some congestion because of simultaneously arriving/ departing charter flights.

Main Bottleneck of Terminal Capacity
There are a few limiting factors to the terminal capacity: • 4 conveyors, • 18 check-in desks, • 1 security screening machines, • Passport control points (mainly with Russian charter flights).

NACO

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrivals	Departures	
Terminal Total Floor Area	?	?	
Number of Check-in Desks	-	8	
Number of Self Service Check-in machines	-	0	
Number of Passenger Security Screening Positions	-	2	
Number of Baggage Belts	-	4	
Number of Departure Gates	-	5	
Number of Loading Bridges	0	0	
Number of Inbound Passport / Immigration Positions	4+4	0	
Number of Baggage Claim Units	2	0	
Number of Commercially Important Passenger Lounges	0	1 (for general aviation)	

Further details on terminal passenger facilities

A CIP lounge for departures is planned for this year.

Number of Parking Stands

There are 18 parking stands:
- 6 x Code B,
- 5 x Code C,
- 7 x Code D.

Retail Facilities

There are some shops in the terminal: a shop for liquor, tobacco and gifts, and a cafe.

NACO

Terminal Facilities (Cargo)

Further detail on cargo facilities

There is currently no cargo terminal at the airport.

When cargo is handled at the airport it needs to be delivered just in time before the flight, or, after arrival, has to be transported off the airport immediately.

Last year a total of 3300 tonnes of cargo was handled. Most cargo is transported with full freighter aircraft t (99%)

Other Facilities

Aircraft Maintenance / Engineering Facilities

There is no aircraft maintenance facility.
For the maintenance of airport equipment there is a facility with 8 bays available.

Refuelling

2 companies perform refuelling services. These companies, RBP and Petrom Aviation have separate areas on the airport. Petrom has a storage tank (ca. 100.000 m^3) just outside the airport. RBP has a plan to build a 100.000 m^3 tank on the airport in the near future.

Winter Operation Facilities

De-icing is done on the apron. There is a feasibility study to construct a separate stand for the collection and re-use of de-icing fluid.

Ground Transportation Centres

n.a.

12.12.7 Infrastructure Development

Infrastructure Development

Major works in the past 5 years

In 2006, runway and taxiway repairs (re-sealing, etc.) were carried out
In the terminal the flows were reconfigured to be able to separate them.

Future Approved Works

There is a feasibility study for the development of the airport.

Long Term Development Plan (Master Plan) for the airport

The forecasted traffic development has a optimistic, a pessimistic and a medium scenario. The development plan has several phases:
- Terminal expansion, (parallel) taxiway extension,
- Apron extension & upgrading of existing apron,
- New runway.

NACO

12.12.8   Environment

Environmental Policy

An EIA is done for the noise impact.
When the apron is expanded a collection system will be made for the collection of glycol. This expansion will likely be done next year.

12.12.9   Accessibility

Road Access (private vehicle)

The distance to the city centre is 26 kilometres.

Next to the airport there is a national road of 2x2 lanes to Constanta and 2x1 lanes in the opposite direction.

Car Parking

The car parking facilities have a total of 300 parking spaces for passengers (including some spaces for coaches) and 50 spaces for employees.

Public Transport Access – Rail

There is no rail connection to the airport at the moment. There is however rail infrastructure in the vicinity of the airport. In the long term (10-15 years) this infrastructure could be extended to connect the airport to the railway network.

Public Transport Access – Bus and Coach

There are limited bus services at the airport. From the 18th of April 2008 the bus services is increased to 5 per day.

Taxi / Car Rental

There are 2 car rental companies at the airport. This will likely be increased to 4.

Taxi services are on demand at the airport. When the number of flights increases (in the summer) there will be permanent taxi services available at the airport.

Access for Persons with Reduced Mobility

There is assistance provided by airport employees through the terminal. When necessary, the passengers are carried into the aircraft.

NACO

12.12.10   Key issues and other information

Key issues for the airport over the next 5 years
The key issue is the availability of the land around the airport. The land which is required for expansion is currently in private hands. Another key issue is the attraction of Low Cost Carriers as Ryan Air to the airport.

NACO

12.12.11   Airport Photographs

Control Tower

Arrivals Terminal

Departures Terminal

Airside view arrivals

Check in

Baggage reclaim

12.13   Iasi International Airport

12.13.1   General Airport Information

Full Airport Name	Iasi International Airport
Full Airport Address	Strada Moara de Vânt, Nr. 34 Iaşi, IAŞI, Romania
Website Address	http://www.aeroport.ro
IATA Code	IAS
ICAO Code	LRIA
Managing Director/ Chief Executive	Mr. Mitica Rebegea

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation

ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	No
Other	P.A.R.

Fire Fighting

Fire Fighting Category	CAT 5. CAT 6 O/R with 24 hours notification in advance and additional charges.
Maximum Aircraft Size	B737

Key Airport Contacts

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e-mail: hdlgias@yahoo.com
e-mail: handling@aeroport.ro

12.13.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the Iasi county council and functions as an autonomous body within the county council authority.

Current management structure at the airport

The airport has a board of directors which is chaired by the general manager.

Number of employees working for the airport operator

77 employees

Ground handling service provision at the airport

The airport provides the ground handling services at the airport.
The handling of passenger is done by the airport for several airlines (Austrian airlines and blue air) but the other airlines doe their own passenger handling.

Brief history of the airport, highlighting major events

NACO

Located in the North – East of Moldavia on a 180 m MSL elevated hill, Iasi Airport is one of the most ancient accredited airports in Romania. Even from 1905, on a grass runway more or less adjusted, there were taking place "flight art contests" with pioneers of the romantic aviation – supported at that time by the Royal House.

Between WW1 and WW2, Iasi zone earned its commercial representative status in 1926, when scheduled flights were officialised on the route Bucharest – Galati – Iasi and Chisinau, operated with DeHavilland aircrafts, twin engines with propellers, 14 seats max capacity. Until the dawn of WW2 this route was constantly exploited, but once with the heavy bombardments over Iasi when the airport was also4 369 destructed, the entire area became hardly accessible.

In 1969 Iasi Airport was modernized, as part of a national program for many strategic objectives rehabilitation. A concrete runway was built with a total length of 1800 m, with a modern lighting and passenger terminal. With its new technical characteristics Iasi Airport resumed the national commercial competition, while Tarom Company used to operate daily on destinations like Bucharest, Arad, Timisoara, Cluj.

At this moment Iasi Airport is equipped with an ILS approach system CAT I assisted by a Precision Approach Radar, CAT I lighting with approach lights for Runways 15 and 33 and the most modern passengers terminal from the regional airports.

12.13.3   Financial Issues

Financial Performance

Not provided.

User Charges

The system of charges is based on the MTOW of aircraft.

Landing Charge:
- € 6.30 /tonne, with a minimum charge of € 50.00.
- € 4.00 /tonne - international scheduled flights, with a minimum charge of € 50.00.
- € 2.00 /tonne - domestic scheduled flights, with a minimum charge of € 25.00.

Lighting Charges:
- € 2.50 /tonne, with a minimum charge of € 50.00.
- € 2.10 /tonne - international scheduled flights, with a minimum charge of € 50.00.
- € 1.50 /tonne - domestic scheduled flights, with a minimum charge of € 25.00.

Parking Charges:
- € 0.15 /tonne/hour, with a minimum charge of € 15.00.

Passenger Service:
- € 5.00 /passenger
- € 3.00 /passenger - international scheduled flights
- € 2.00 /passenger - domestic scheduled flights

Security Charge:
- € 4.00 /passenger - international and domestic flights

Airport development charge:
- € 5.00 /passenger

Exceptions are according to the Romanian AIP.

Rebates up to 40 %, based on agreements with airport administration.

The system of charges is approved by the board of directors and then by the county council.

12.13.4   Airport Traffic

Airport Traffic History

Year	Ac. mvts	Pax
2000	499	5,302
2001	510	7,811
2002	880	9,858
2003	1,291	25,106
2004	1,405	27,574
2005	1,599	41,959
2006	2,520	71,378
2007*	2,482	79,408

* Based on Jan – Aug traffic figures

The most important scheduled destinations are:
- Bucharest Otopeni (Tarom),
- Vienna (Austrian),
- Timisoara (Karpatair),
- Paris (Blue Air),
- Milano (Blue Air)

The most important non-scheduled destinations are Antalya (Turkey) and Bodrum (Turkey)

Current Flight Programme

Airline	Destination	flights/week
Tarom	Bucharest Otopeni	20
Tarom	Vienna	6
Karpatair	Timisoara	6
Austrian	Vienna	6

Traffic Forecast

The Traffic Forecast has been prepared as part of the feasibility study for the airport modernisation project (see also Section 12.13.7). The forecast is based on an economic study and has a scenario based approach (optimistic, pessimistic and realistic scenario).

According to the realistic scenario the following traffic development is forecasted:

Year	Passengers
2008	200,000
2009	315,000
2010	456,000
2011	608,000
2012	739,000
2013	813,000

NACO

12.13.5 Runway Information
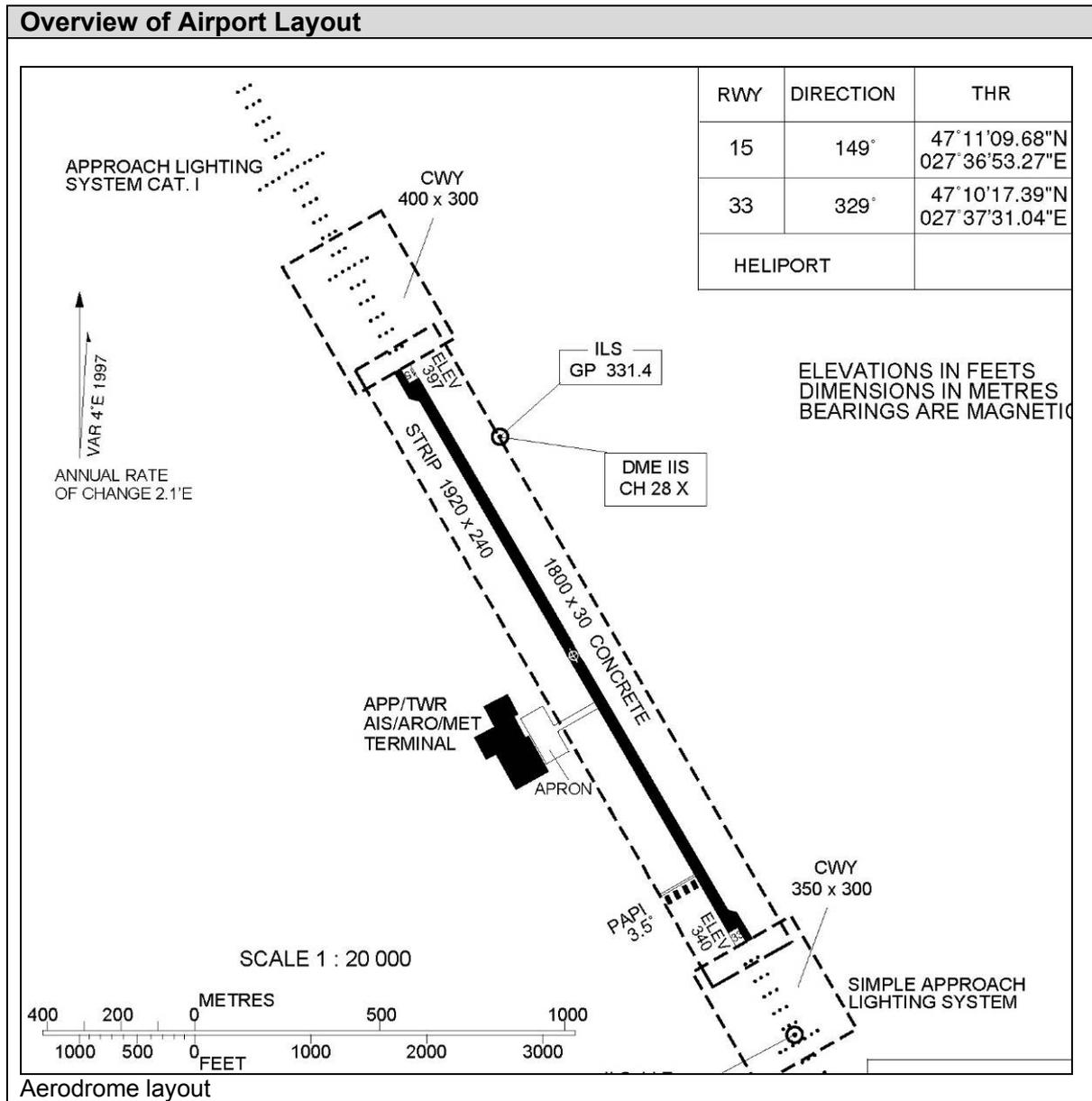
Overview of Airport Layout

APPROACH LIGHTING
SYSTEM CAT. I

CWY
400 x 300

ILS
GP 331.4

DME IIS
CH 28 X

VAR 4°E 1997

ANNUAL RATE
OF CHANGE 2.1'E

STRIP 1920 x 240

1800 x 30 CONCRETE

APP/TWR
AIS/ARO/MET
TERMINAL

APRON

CWY
350 x 300

PAPI
3.5°

ELEV
340

SIMPLE APPROACH
LIGHTING SYSTEM

ELEVATIONS IN FEETS
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

RWY	DIRECTION	THR
15	149°	47°11'09.68"N 027°36'53.27"E
33	329°	47°10'17.39"N 027°37'31.04"E
HELIPORT		

SCALE 1 : 20 000

METRES
400   200   0   500   1000
1000 500   0   1000 2000 3000
FEET

Aerodrome layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	15 - 33	n.a.
Length (m) x Width (m)	1800 x 30	
ILS Cat.	II (THR 33 only)	
Peak Hour Departures	3	
Peak Hour Arrivals	3	

Hourly Capacity (IFR)	8	
Average Movement Delay Rate (min)	-	
Annual Movement Capacity	36000	
Runway Operating Hours	H24 (in practice 0500 – 2200)	

Basis for Runway Movement Capacity Calculation

The capacity is based on a capacity of 100 aircraft per day, 360 days per year. There are 7 fog days per year.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

There is no parallel taxiway and therefore aircraft taxi on the runway, increasing the runway occupancy time.

12.13.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	250		
Arriving Passengers per Hour	250		
Transfer Passengers per Hour	0		
Annual Capacity	1.1 MAP		

Basis for Terminal Capacity Calculation
100 passengers per hour per flow is the design capacity of the terminal. The capacity is computed by: (100 + 100) * 15 hours/day * 360 days/year.

Excess Capacity
In the summer period there are three days per week (Tue, Fri, Sun) when around noon the terminal experiences problems as multiple flights are handled at the same time.

Main bottleneck of terminal capacity
In general the terminal has insufficient space in all areas. The main problems occur in the public area where the queues for check-in and security screening are interfering with each other and the limited size of the departure lounge.

NACO

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area	300		
Number of Check-in Desks	6		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	2		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further details on terminal passenger facilities

n.a.

Number of Parking Stands

The apron has 4 stands for code B aircraft. Alternatively, 2 code B stands can be used to park 1 code C aircraft.

Retail Facilities

There is a bar in the departure area.

NACO

Terminal Facilities (Cargo)

Further detail on cargo facilities

There is currently no cargo terminal. A new cargo terminal is planned to be constructed within the next years.

There is a very small room available in the terminal for temporary storage whenever small packages are handled.

Other Facilities

Aircraft Maintenance / Engineering Facilities

There is no aircraft maintenance facility at the airport.

There is a maintenance facility for GSE vehicles which has 3 bays.

Refuelling

Refuelling is operated by Petrom Aviation. Petrom has storage tanks for a total of 60 tons of A1 fuel.

Ground Handling

Ground handling is operated by the airport.

Cargo-handling facilities 2 trucks of 1.5 t, 1 self-propelled conveyor-belt loader, 1 forklift, 1 GPU 115V 400Hz and 28.5V, 1 GPU 28.5V

Winter Operation Facilities

The airport has a de-icing vehicle: Ford FMC TM 1800 TIP II, 1 truck. De-icing of aircraft is carried out at the apron.
For snow removal there are several clearing equipment: 2 snow blowers, 3 snow ploughs, 1 sand spreader, 1 sand and liquid spreader

Ground Transportation Centres

n.a.

12.13.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

Some of the slabs of the runway have been rehabilitated.

Future Approved Works

There is a master plan. A technical (feasibility) study is done on a new runway and a new terminal.

Long Term Development Plan (Master Plan) for the airport

The Long Term Development Plan of the airport (see the figure below) entails the construction of a new runway at a slightly different angle than the current runway. This is to avoid existing obstacles. At the same time the location of the terminal facility is changed. The terminal will be located on the

main road to Iasi (the new by-pass which is currently under construction), while the current terminal is located on a terminating road. The current terminal will remain in use for General Aviation purposes.

Long term development plan. The plan also features the current runway and terminal building.

The Long Term Development Plan has the following characteristics:
- New Runway
- Parallel taxi ways
- Rapid Exit taxi ways
- Turning Points
- Aprons for aircraft parings
- Passengers Terminal extension
- Rehabilitation of the Utilitarian Aviation building as CARGO Terminal
- Rehabilitation of the Utilitarian Aviation building as aircraft HANGAR
- New Cargo Terminal
- Aircraft Fuel Depot
- Access Road to the Cargo Terminal
- Methane Gas Network
- Security Perimeter Fence
- Runway lighting works for CAT 2
- The upgrading of the air navigation equipments and communications

12.13.8   Environment

Environmental Policy

n.a.

12.13.9   Accessibility

Road Access (private vehicle)
The airport is 8 kilometres for the city of Iasi. The access road is a motorway of 2x1 lanes. It is a road terminating at the airport. In between the airport and the city there is a leisure area which the road passes through.

Car Parking
Ion front of the terminal there is a car parking area. For employees there is a separate parking. The public parking has approximately 100 parking spaces.

Public Transport Access – Rail
no

Public Transport Access – Bus and Coach
no

Taxi/Car Rental
There are car rental providers in the terminal. Taxis are on stand by outside the passenger terminal.

Access for Persons with Reduced Mobility
There are wheelchairs and assistance is provided by airport staff. At the airport there is an ambi-lift.

12.13.10   Key issues and other information

Key issues for the airport over the next 5 years
The political situation in the county council is a key issue as the county council determines whether or not the development plans will be carried out. This depends also on the coming elections (summer 2008). Hopefully, this year the construction for the runway, apron and taxiway will start. For this project money is still an issue. For studies the airport has received a budget of € 5 mln. which includes money to buy the necessary lands. For further development promises have been made by the Ministry of Transport in the order of € 50 mln.

12.13.11 Airport Photographs

Public area in the terminal with car rental office.

Check-in desks.

Terminal and kerb

Corridor from the passenger terminal (departure lounge) to the apron and ATC Tower.

Connection between terminal and apron. Left: to Arrivals level and Right: Departure lounge

Access to the public parking area with to the right the access to the non-public parking.

12.14 Oradea International Airport

12.14.1 General Airport Information

Full Airport Name	R. A. AEROPORTUL ORADEA
Full Airport Address	Oradea, 80 Aradului Road Bihor
Website Address	http://www.aeroportoradea.ro
IATA Code	OMR **ICAO Code** LROD
Managing Director/ Chief Executive	Mr. Gheorghe Pasc

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	TWR – 20km Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	ORA – 418 kHz
DME	n.a.
VOR	n.a.
Other	

Fire Fighting	
Fire Fighting Category	Cat. 5
Maximum Aircraft Size	B737 - 500

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Key Airport Contacts

General Director
Mr. Gheorghe Pasc (Director General)
Phone +40 259416082
Mobile +40 723711120
Fax +40 259455641
e-mail: airport@aeroportoradea.ro

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e mail: airport@aeroportoradea.ro

Tehnic Operational Manager
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Mobile +40 788525101
Fax +40 259455641
e mail: airport@aeroportoradea.ro

12.14.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the Bihor County Council.

Current management structure at the airport

The airport is directed by the Administration Board. The General Manager is responsible for the day to day operations of the airport.

Number of employees working for the airport operator

The airport operator currently has 65 employees.

Ground handling service provision at the airport

Most of the ground handling services is operated by the airport (R.A. Aeroportul Oradea).
Refuelling is not operated by the airport but by a third party (used to be Petrom Aviation but is now another operator).

Brief history of the airport, highlighting major events

In Oradea, the first airport with landing/take-off runway was functioning north of its current position. In the period between the First and Second World War, the airport was used both by military and civil aircraft. The airport was opened to passenger traffic in 1938, using a grass runway, the current runway of the "Smaranda Braescu" flying club, located inside the perimeter of Oradea Airport.

During World War II, the airport kept its functionality, used as a logistic base for the air units destined for military operations. The end of World War II meant the definitive consecration of Oradea Airport. On October 21st 1946, the passenger flights were restarted on the route Timisoara

– Arad – Oradea – Satu-Mare.

The first functioning phase of the airport in modernized version was inaugurated at the beginning of 1967, with the presence of the homologation commission. At the time, the available length of the runway was 1.300 m, and the modernization works were in progress. The completion of works took place at the end of the same year, resulting in a 1.800 m long and 30 m wide runway, a 15.000 m2 apron, a modern air traffic control tower, a technical block and a passenger terminal.

The current airport infrastructure corresponds to the above mentioned data, without expansions, but has suffered adaptations in time as: introducing a lighting system and a modern navigation equipment required by the new aircraft types. The airport infrastructure was modernized by building a new passenger terminal, which was inaugurated in 1974, with a total capacity of 150 passengers on the designated flows for international and domestic destinations, with separate passenger lounges for departure and arrival.

12.14.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenues: € 360.000 (2007)
- Turnover in non aeronautical revenues: € 220.000 (2007)

As the airport is owned by the county council profit cannot be made. However the airport is not breaking even at the moment on its own revenue's. Therefore the county council has to supplement the income of the airport to break even.

User Charges

The charges are based on the MTOW of aircraft.

Landing Charges:
- € 7.00 /tonne, with a minimum charge of 50 Euro.

Parking Charges: (overnight charge, air bridge usage, remote parking, etc.)
- € 0,15 /tonne/hour
- minimum charge of 15 € – first 3 hours free of charge

Passenger Service Charges: (i.e. arriving, departing or transfer passengers, bus usage)
- € 7.00 /passenger

Security Charge:
- € 7.00 /passenger

Development Charge:
- € 5.00 /passenger.

There are no noise related charges.

The general exemptions and reductions are applicable per the AIP of Romania.

The system of charges is determined by the administrative board of the airport. The development charge (intended to develop specific airport infrastructure) is determined by the county council. The security tax is approved by the Ministry of Transport.

NACO

12.14.4 Airport Traffic

Airport Traffic History

Traffic category	Aircraft mvts	Passengers			
		Enplaned	Deplaned	Transit	Total
2003					
Scheduled international flights	618	4622	4667	1829	11118
Non-scheduled international flights	87	170	209	-	379
Total international flights	705	4792	4876	1829	11497
Scheduled domestic flights	1086	8430	8575	4669	21674
Non-scheduled domestic flights	111	169	243	-	412
Total domestic flights	1197	8599	8818	4669	22086
Grand total	1902	13391	13694	6498	33583
2004					
Scheduled international flights	973	6354	6513	3237	16104
Non-scheduled international flights	91	120	108	59	287
Total international flights	1064	6474	6621	3296	16391
Scheduled domestic flights	901	8505	8640	4052	21197
Non-scheduled domestic flights	110	145	131	27	303
Total domestic flights	1011	8650	8771	4079	21500
Grand total	2075	15124	15392	7375	37891
2005					
Scheduled international flights	1031	7439	7776	3607	18822
Non-scheduled international flights	148	247	284	67	625
Total international flights	1179	7713	8060	3674	19447
Scheduled domestic flights	593	6069	6250	3805	16124
Non-scheduled domestic flights	134	207	203	18	428
Total domestic flights	727	6276	6453	3823	16552
Grand total	1906	13989	14513	7497	35999
2006					
Scheduled international flights	1023	6798	7291	4847	18936
Non-scheduled international flights	165	245	267	17	529
Total international flights	1188	7043	7558	4864	19465
Scheduled domestic flights	637	5462	6229	4377	16068
Non-scheduled domestic flights	175	293	307	15	615
Total domestic flights	812	5755	6536	4392	16683
Grand total	2000	12798	14094	9256	36148
2007					
Scheduled international flights	944	5861	5907	3736	15504
Non-scheduled international flights	268	1616	1590	13	3219
Total international flights	1212	7477	7497	3749	18723
Scheduled domestic flights	736	9926	10342	2045	22313
Non-scheduled domestic flights	224	302	261	8	571
Total domestic flights	960	10228	10603	2053	22884
Grand total	2172	17705	18100	5802	41607

NACO

Passenger breakdown
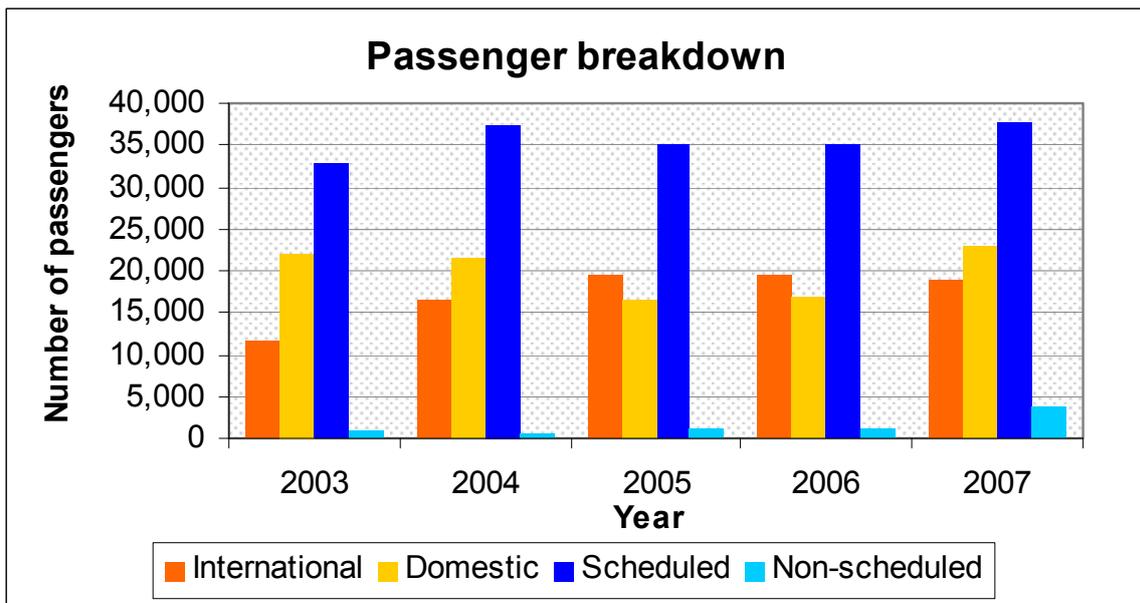
The most important scheduled traffic destinations are:
- Bucharest – Otopeni (domestic)
- Italy: Bergamo, Bologna, Florence, Venice, Verona, Rome, Ancona, Torino, Bari.
- Germany: Munich, Stuttgart, Frankfurt, Dusseldorf.
- Greece: Athens.

The most important non-scheduled traffic destinations are:
- Romania: Bucharest (Otopeni, Băneasa), Cluj-Napoca, Sibiu, Baia Mare.
- Germany: Berlin.
- Austria: Vienna.
- France: Paris.
- Hungary: Budapest.
- Czech Republic: Prague.

Current Flight Programme

Domestic flights:

Oradea – Bucharest Otopeni			
Mon	6:05	Tarom	AT 42
Tue	6:05	Tarom	AT 42
Wed	6:05	Tarom	AT 42
Thu	6:05	Tarom	AT 42
Thu	19:00	Tarom	AT 42
Fri	10:40	Tarom	AT 42
Fri	19:00	Tarom	AT 42
Bucharest Otopeni -Oradea			
Mon	22:00	Tarom	AT 42
Tue	22:00	Tarom	AT 42
Wed	22:00	Tarom	AT 42
Thu	18:40	Tarom	AT 42
Fri	10:20	Tarom	AT 42
Fri	18:40	Tarom	AT 42
Sun	22:00	Tarom	AT 42

In total there are 7 domestic flights/ week (per direction).

International flights:

Carpatair operates flights to and from several international destinations via their hub at Timisoara with a frequency of 6 flights per week (all days except Sunday, departing from Oradea at 07:30, arrival of return flight at 16:00 at Oradea).

The destinations which Carpatair connects to are Munich, Stuttgart, Dusseldorf, Verona, Venice, Ancona, Florence, Milan, Chisinau, Lviv, Torino, Paris, Athens, Rome, Bologna and Bari.

Originally the flight was designated as an international flight. This will however has been changed from the 1st of April 2008, when the flight will became a domestic flight, allowing also passengers to use this flight for domestic flights.

In total there are 7 domestic flights/ week.

The non-scheduled flights operate according to the opening hours of the airport and the filed flight plans.

Traffic Forecast

There is a Traffic Forecast which is prepared by an Austrian consulting firm.

It can be said that demand for domestic flights surpasses supply. Part of the reason is that there are too few aircraft in Romania operated on domestic flights.

12.14.5   Runway Information

Overview of Airport Layout

RWY	DIRECTION	THR	BEARING STRENGTH
19	188˚	47˚01'59.53"N 021˚54'16.86"E	17 t SIWL Concrete
01	008˚	47˚01'02.79"N 021˚54'00.49"E	
HELIPORT			

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC

APPROACH LIGHTING SYSTEM CAT. I

CWY 500 x 300

VAR 3˚E 1997

ANNUAL RATE OF CHANGE 2.9'E

ELEV 450

PAPI 2.7˚

ILS GP 332.6

TERMINAL BUILDING
APP / TWR
AIS, ARO, MET

TWY A

STRIP 1920 x 300

APRON

1800 x 30 CONCRETE

SCALE 1 : 20 000

PAPI 2.7˚

APPROACH LIGHTING SIMPLIFIED

ELEV 465

		METRES		
400	200	0	500	1000
1000	500	0 FEET	1000	2000	3000

CWY 400 x 300

LEGEND	
FLOODLIGHT	☼
AERODROME REFERENCE POINT	+
RUNWAY-HOLDING POSITION	= = =

Airport Layout

NACO

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	19	n.a.
Length (m) x \Width (m)	1.800 x 30	
ILS Cat.	CAT II (only THR 19)	
Peak Hour Departures	2	
Peak Hour Arrivals	2	
Hourly Capacity (IFR)	12	
Average Movement Delay Rate (min)	10	
Annual Movement Capacity	60,000	
Runway Operating Hours	H24, but in practice, based on the airlines operating hours request, 05 – 19 UTC	

Basis for Runway Movement Capacity Calculation

Taxiing time, passenger and baggage enplaning/deplaning duration, aircraft handling duration.
Aircraft parking/operation capacity.
The capacity is calculated by multiplication of the capacity the number of days the airport is open time the operating hours: 12 x 14 x 365

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

Runway dimensions and strength, taxiway, aircraft parking capacity.

NACO

12.14.6   Terminal and Cargo Facilities
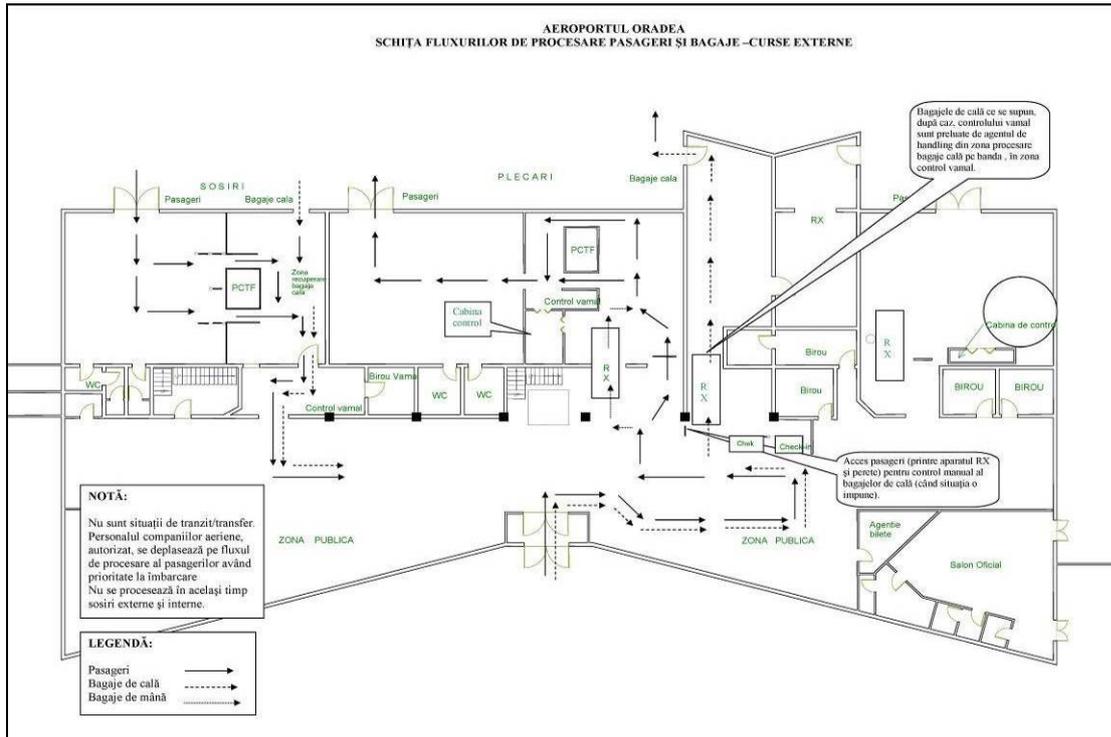
Layout plan of terminal

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrivals / Departures	n.a.	n.a.
Departing Passengers per Hour	150		
Arriving Passengers per Hour	150		
Transfer Passengers per Hour	0		
Annual Capacity	280.000		

Basis for Terminal Capacity Calculation

- The capacity of arrival/departure passenger lounges,
- Check in duration,
- Security control (screening) duration,
- Passport control duration,
- Baggage screening duration.

Excess Capacity

In general the terminal is not operated in excess of its design capacity. However, during diversions of traffic from other airports, this will occasionally occur. Sometimes flights are diverted from Cluj-Napoca and Satu Mare.

Main bottleneck of terminal capacity

The check-in system and immigration facilities are the bottleneck of the terminal.

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrivals / Departures	n.a.	n.a.
Terminal Total Floor Area	1.300 m^2		
Number of Check-in Desks	3		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	2		
Number of Baggage Belts	0		
Number of Departure Gates	2		
Number of Loading Bridges	1		
Number of Inbound Passport / Immigration Positions	1 departures 1 arrivals		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	2		

Further details on terminal passenger facilities

A feasibility study has been elaborated for building – extending passenger terminals, which mainly consists of:
- building a new passenger terminal for arrivals,
- extending and modernizing the current passenger terminal for departures,
- ensuring the utilities, facilities and equipment for the new terminals.

Number of Parking Stands
Short distance (100m) – the connection between the apron and terminal is made by 2 alleys By foot or by bus. In total 4 aircraft stands are provided: 2 x Code C and 2 x Code B.

Retail Facilities
• Bar 1, • Coffee vending machines 2, • Soft drinks vending machines 1, • Duty paid shop 1.

Terminal Facilities (Cargo)
There are currently no cargo facilities

Further detail on cargo facilities
At the moment cargo consists of occasional small packets (mail/ express freight). In the passenger terminal there are small rooms available for temporary storage of these goods. Tarom rents a room of 20-25 sqm.

Other Facilities

Aircraft Maintenance / Engineering Facilities
There are no aircraft maintenance facilities at the airport/. When there is an aircraft malfunction, maintenance crew is flown in. For airport equipment there is a maintenance department with some small maintenance facilities.

Refuelling
Work in progress

Ground Handling
Loading/unloading and transporting baggage to/from terminal, passenger stairs, lavatory service, G.P.U., fire fighting service when refuelling, passenger transport to/from aircraft to terminal, cabin and hold cleaning, transport of catering supplies to/from aircraft.

Winter Operation Facilities
De-icing and Anti-icing

Ground Transportation Centres
n.a.

NACO

12.14.7   Infrastructure Development

Major works in the past 5 years

Capital repair works were performed on:
- 250 m on both ends of the runway and 50% of the apron surface
- the asphalt strips of the runway were completely redone
- modernization works were performed on the terminal and the passenger flows were equipped according to the norms and regulations in effect.

Future Approved Works

Extending the aircraft parking capacity.
Prospective works: building – extending and modernizing passenger terminals; extending and modernizing movement surfaces.

Long Term Development Plan (Master Plan) for the airport

Broadening and modernizing airport surfaces:
- extending the current runway to a length of 2400 m and a width of 45 m,
- building a new taxiway,
- extending the current apron,
- introducing a new lighting system, suitable for CAT 2.

Extending and modernizing the passenger terminal.

12.14.8   Environment

Environmental Policy

Concerning the collecting, transport and storage of garbage, contracts have been made with S.C. Urbana S.A. and S.C. Protan S.R.L. In order to prevent soil pollution with residues, collecting and decantation sewers have been carried out. In the future projects measures for reducing noise will be provided.

12.14.9   Accessibility

Road Access (private vehicle)

The distance to the city centre is approximately 6 kilometres. The airport is next to the motorway which is 2 lanes.

Car Parking

There are two parking areas: one for employees (50 spaces) and one for passengers (50 spaces).
For passengers the charges are 0.6 €/hour or 1.5 €/day

Public Transport Access – Rail

There is no direct connection to a railway station at the airport. However there are connecting cars, buses and taxis to the railway station in the city centre. In the further future there are plans from the county council to construct a direct rail link to the airport.

Public Transport Access – Bus and Coach

There is a bus service from the Airport to Oradea and another from the Airport to Nojorid. Both bus lines have a frequency of once per hour.

Taxi

There is a dedicated taxi stand at the airport. Taxis are provided during the operating hours of the airport.

At the airport there are two car-rental companies.

Access for Persons with Reduced Mobility

At the airport there are access ramps and 2 wheelchairs for transport. Also there is medical assistance available.

12.14.10   Key issues and other information

**Key issues for the airport over the next 5 years**

The lack of necessary funds for development and modernization;
The expansion of the city limits. Furthermore the land around the airport is not owned by the airport.

12.14.11 Airport Photographs

Terminal and ATC Tower

Public area in Terminal

Kerbside

Fuel storage and runway threshold (to the right) from the Control Tower

The apron and taxiway connection to the runway

Fire fighting facility

Public parking area

12.15   Suceava International Airport

12.15.1   General Airport Information

Full Airport Name	Regia Autonoma,,Aeroportul Stefan Cel Mare – Suceava'
Full Airport Address	Salcea-Suceava-Romania Oficiul Postal Nr. 1 Casuta Postala Nr. 9 Suceava
Website Address	http://www.aeroportsuceava.ro
IATA Code	SCV **ICAO Code** LRSV
Managing Director/ Chief Executive	Asmarandei Mihai Dan

IATA Slot Coordination Level	Level 3

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	Precision approach radar (P.A.R.)

Fire Fighting	
Fire Fighting Category	5
Maximum Aircraft Size	Wingspan 24 – 36 m exclusive. Overall main fuselage width up to (but not including) 9 m.

NACO

Key Airport Contacts

General Director
Dl. Asmarandei Mihai Dan
Telephone: +40 230529999/529962
Mobile +40 745204904
Fax +40 230529999
e-mail: office@aeroportsuceava.ro

12.15.2 Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the county council of Suceava. The airport is operated as an "Autonomous body" within the county council administration.

Current management structure at the airport

There is an administrative board which is led by the general director.

Number of employees working for the airport operator

48 employees (the organizational chart allows 52 employees)

Ground handling service provision at the airport

The airport has its own handling department ensuring :
- Passenger and luggage
- Cargo and goods handling
- Ramp handling
- De-icing services
- Cleaning, water supply and toilet services for aircraft
- Passenger transport upon request either by minivan 16 places or bus 29 places.

Brief history of the airport, highlighting major events

- The first flights started in 1962, and as from 1965 the concrete runway has been commissioned, an approach lighting system together with a passenger and goods boarding apron.
- There were no traffic interruptions
- The airport ensures high quality standard services for the aircraft and passengers (custom formalities, Passport control, air traffic info, anti-terrorist and anti hijacking control, taxi ordering, assistance given to disabled people, medical services, telephone, internet, etc.

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12.15.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenues: 50.000 LEI for 2007
- Turnover in non aeronautical revenues: 12.500 € for 2007
- Operating Profit before tax: The airport does not have profit or loss
- Net profit: The airport does not have profit or loss

User Charges

The landing charge is based on the maximal take off weight of the aircraft and gives the right to the operator to use the infrastructure. Currently is € 6.5 per tonne but with a minimum of € 50.

The Parking Charges gives the right to the operator to use the airport infrastructure, for parking day/night. The current tariff is € 0.15 per tonne but with a minimum € 15, the first 3 hours are exempted.

- Boarding Tariff € 5.00 per passenger;
- Security Tariff € 4.00 per passenger;
- Currently there is no transit fee;
- Tariff for using the passenger bus is € 1.00 /km.

There are exemptions according to the Aero Code and following the negotiations with the airlines according to the respective service contracts.

Decision of the Airport Administration council after consultation and negotiation with the interested airlines.

NACO

12.15.4   Airport Traffic

Airport Traffic History

The following table details the passenger traffic for the previous years. This is further detailed in the following diagram.

Passengers	Total	Int	Dom
2004	2,489	415	1,082
2005	7,734	98	7,636
2006	12,766	2,976	9,790
2007	20,909		

Trafic de aeroport comparativ 2000 - 05 MARTIE 2008 (10:00 L.T.)
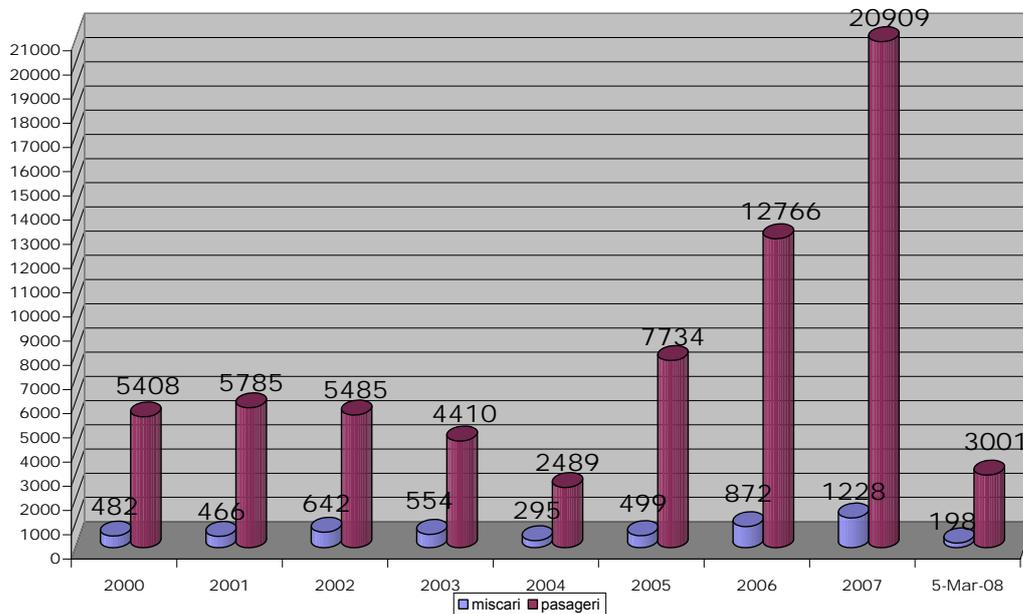
The main destinations in 2007 are:
- Bucharest 12,357 passengers;
- Timisoara   7,089 passengers.

The main non-scheduled destinations of 2007 are:
- Vienna   157 passengers;
- Milan   141 passengers;
- Paris   74 passengers;
- Salzburg   53 passengers.

Current Flight Programme

Tarom has a daily flight to Bucharest Otopeni, and Carpatair has 3 flights per week to Timisoara.

Traffic Forecast

Currently under development of a market survey which will be followed by a master plan.

12.15.5   Runway Information

Overview of Airport Layout

Airport layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	16 / 34	n.a.
Length (m) x Width (m)	1800 x 30	
ILS Cat.	NIL	
Peak Hour Departures	2	
Peak Hour Arrivals	2	
Hourly Capacity (IFR)	6	
Average Movement Delay Rate (min)	5 min	
Annual Movement Capacity	24.000	
Runway Operating Hours	07.00 – 19.00 LT (in theory H24).	

Basis for Runway Movement Capacity Calculation

The capacity is restricted because of the absence of an ILS system. The annual capacity is determined based on the annual operating hours and the hourly capacity.

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

Runway strength and taxiway configuration.

12.15.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	100		
Arriving Passengers per Hour	100		
Transfer Passengers per Hour	100		
Annual Capacity	1,224,000		

Basis for Terminal Capacity Calculation

The hourly capacity (300 passengers) is multiplied by the annual operating hours (340 days x 12 hours). The hourly capacity is based on real passenger flows.

Excess Capacity

No.

Main bottleneck of terminal capacity

100 Passengers/hour per flow.

NACO

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area			
Number of Check-in Desks	2		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1 arrivals & 1 departures		
Number of Departure Gates	2		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2 arrivals & 2 departures		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	1		

Further details on terminal passenger facilities
Bar, internet, rent a car, ATM, TV

Number of Parking Stands
4 parking positions which can accommodate 4 B737 or 6 ATR-42. The distance between terminal and apron is 15-25 meters and therefore the boarding is by foot.

Retail Facilities
In the public area there is a bar opened during the operational hours..

NACO

Terminal Facilities (Cargo)

Further detail on cargo facilities

At present, there is no cargo terminal. In the passenger terminal there is a small room available for the temporary storage of small parcels, etc.

There is a technical design for a new cargo terminal.

Other Facilities

Aircraft Maintenance / Engineering Facilities

No

Refuelling

Currently there is no refuel possibility at the airport.
The airport applying for authorisation for fuelling and also in the procedure of buying a fuelling device.

Ground Handling

De-icing, aircraft cleaning, water supply , toilet servicing, G.P.U and cockpit warming

Winter Operation Facilities

De/anti icing
Warming of the cockpit
Snow clearing services (2 tractors with pulled plough, brush, anti freezing spreader, 2 vacuum cleaners, and one specialized device with plough, brush and warm air blower)

Ground Transportation Centres

n.a.

12.15.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years

- Joints sealing
- Complete fencing of the airport (to be finalized in 2008)
- Modernizing the de-icing area
- Reconfiguring the passenger flow.
- Interior luggage belt
- Luggage sealing machine
- CCTV circuit
- Natural gas supply ;
- Modernizing of exterior parking
- Modernizing of the equipment (2 starting groups, cockpit warmer, de-icer, toilet services, water supply device, luggage car seek and rescue car, car and equipment washing device)

Future Approved Works

Modernizing of garage and electrical plant.

Long Term Development Plan (Master Plan) for the airport

A long term development plan is under completion.

12.15.8   Environment

Environmental Policy

Compliance to legal framework.

12.15.9   Accessibility

Road Access (private vehicle)

Distance between Airport and city centre 14 km.

The Access from the city centre is provided by a 5 km urban road 4 lanes, and 9 km county road with 2 lanes. The status is good

Car Parking

There is a single parking area of 80 places for employees and passengers. Parking is free.
There is a bus service which transports employees to and from the airport.

Public Transport Access – Rail

No.

Public Transport Access – Bus and Coach

No.

Taxi

There is a rent a car company in the airport and taxi can be ordered having an estimated waiting time of 10 minutes

Access for Persons with Reduced Mobility

These passengers have to be announced in advance. There are special ramps and also medical assistance can be ensured. The normal flow can be followed through the terminal. Passengers are carried into the aircraft when necessary.

12.15.10   Key issues and other information

Key issues for the airport over the next 5 years

- Low bearing capacity of the runway ;
- Lack of modern lighting;
- Lack of ILS;
- Lack of a cargo terminal ;
- Modernizing of the terminal.

12.15.11   Airport Photographs

Airside view of the terminal and apron.

Aircraft de-icing

Overview of the airport.

Terminal, ATC Tower and apron.

12.16   Baia Mare Airport

12.16.1   General Airport Information

Full Airport Name	Baia Mare International Airport
Full Airport Address	Address: R.A. Aeroportul Baia Mare OP 2 CP 226, RO 430450, Baia Mare, Romania
Website Address	http://www.baiamareairport.go.ro
IATA Code	BAY
ICAO Code	LRBM
Managing Director/ Chief Executive	Mr. Vasile Dale

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	No
VOR	No
Other	PAR

Fire Fighting	
Fire Fighting Category	Cat. 5, can which can on request by upgraded to Cat. 6.
Maximum Aircraft Size	ATR 42

NACO

Key Airport Contacts

Tel/Fax: + 40 - (0)262 - 223 394
Tel: + 40 - (0)262 - 293 444
Tel. Accounting office: + 40 - (0)262 - 222 245
e-mail: lrbm_airport@yahoo.com

Mr. Vasile DALE - General Director
Mr. Traian BRAD - Director for Ground Operations and Handling
Opening hours: Monday - Sunday, 07:00 - 19:00
AFTN address: LRBMRAYD
Tel.: ++40 - 262 - 293444
Tel./Fax: ++40 - 262 - 223394
Tel. (control tower): ++40 - 262 - 293811
E-mail: lrbm_airport@yahoo.com

12.16.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the Maramures County Council.

Current management structure at the airport

The airport is managed by the general director and operational director. At the second level there are 4 heads of the departments: Infrastructure, Technical, Fire Fighting, Economical, and Administration.

Number of employees working for the airport operator

The airport employs 55 fulltime employees.

Ground handling service provision at the airport

The airport is responsible for all ground handling at the airport.

Brief history of the airport, highlighting major events

The airport was opened in the 1960s. By the 70s the airport was modernised and the runway was extended to 1,800 metres. In 1994 the terminal was extended and runway lighting was installed.

12.16.3   Financial Issues

Financial Performance

The turnover is RON 2.5 million.

As the airport is owned and operated by the county council there can be no profit made by the airport.

User Charges

The system of charges is based on the MTOW of aircraft.

Landing Charges:
• € 8.00 /tonne

Lighting Charges:
• € 2.10 /tonne

Parking Charges:
• € 0.15 /tonne/hour

Passengers Service Charge:
• € 5.00 /passenger

Security charge:
• € 3.00 /passenger

Reductions and exemptions are applicable as per the AIP of Romania.

12.16.4   Airport Traffic

Airport Traffic History

Traffic Stats (Year)						
	2002	2003	2004	2005	2006	2007
Aircraft Movements	**526**	**704**	**524**	**616**	**548**	**750**
International	166	216	186	217	178	183
Domestic	360	488	338	399	370	567
Scheduled	276	434	270	284	269	454
Non-scheduled	192	254	206	242	114	136
Total	468	688	476	526	383	590
Full freighter	0	0	0	0	0	0
Other	58	16	48	90	165	160
Passengers	**5,459**	**9,386**	**6,309**	**7,709**	**7,148**	**14,877**
International	402	603	371	489	182	346
Domestic	5,057	8,783	5,938	7,220	6,966	14,531
Scheduled	4,088	5,668	3,666	4,165	4,233	14,081
Non-scheduled	700	692	469	670	602	486
Total	4,788	6,360	4,135	4,835	4,835	14,567
Direct Transit	671	3,026	2,174	2,874	2,313	310
Cargo (metric tonnes)	**2.146**	**1.60**	**1.40**	**2.60**	**0.80**	**0.93**
International	0.00	0.00	0.00	0.00	0.00	0.00
Domestic	2.146	1.60	1.40	2.60	0.80	0.93
Scheduled	2.106	1.60	1.40	2.60	0.80	0.93
Non-scheduled	0.04	0.00	0.00	0.00	0.00	0.00
Mail (metric tonnes)	**0.052**	**0.00**	**0.00**	**0.00**	**0.00**	**0.01**

source: airport

NACO

Passenger breakdown
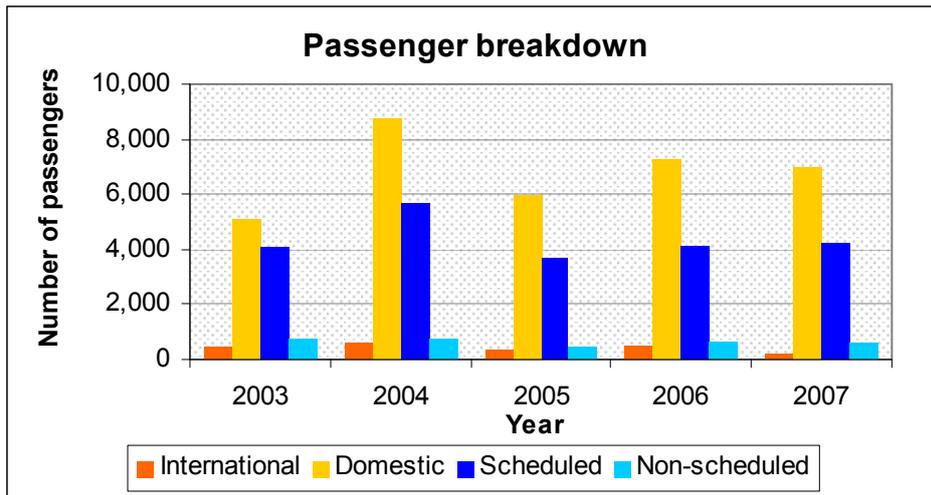
The most important destination for scheduled traffic is Bucharest – Otopeni.

For non-scheduled traffic the most important destinations are:
- Budapest
- Vienna
- Saarbrucken
- Several airports in Germany
- Belgrade

Current Flight Programme

Currently there are 5 flights per week. To Bucharest from Monday to Friday and From Bucharest Otopeni from Sun to Thursday.

From the 21st of April 2008, Austrian Airlines started operating 3 flights per week to Vienna.

Traffic Forecast

The table below details the Traffic Forecast as prepared by the airport.

Traffic Forecast											
	Passengers (*1,000)				Cargo (metric tonnes)			Aircraft movements			
Year	Dom.	Int.	Total	Trf. rate	Dom.	Int.	Full freighter share	Pax, Dom.	Pax, Int.	Cargo	Other
2007	15	0.1	15.1	5.8%	0.001	0	0%	0.5	0.01	0	0.2
Annual Growth Rates											
2008	5%	500%	50%	5%	5%	5%	0%	5%	500%	0%	5%
2009	5%	10%	8%	5%	5%	5%	0%	5%	5%	0%	5%
2010	5%	10%	8%	5%	100%	100%	95%	5%	5%	50%	5%
2011	5%	5%	5%	5%	5%	5%	95%	5%	5%	5%	5%
2012	5%	5%	5%	5%	5%	5%	95%	10%	1%	5%	5%
2012-17	25%	25%	25%	25%	25%	25%	95%	25%	5%	25%	25%
2017-27	25%	25%	25%	25%	25%	25%	95%	25%	5%	25%	25%

source: Airport

12.16.5   Runway Information
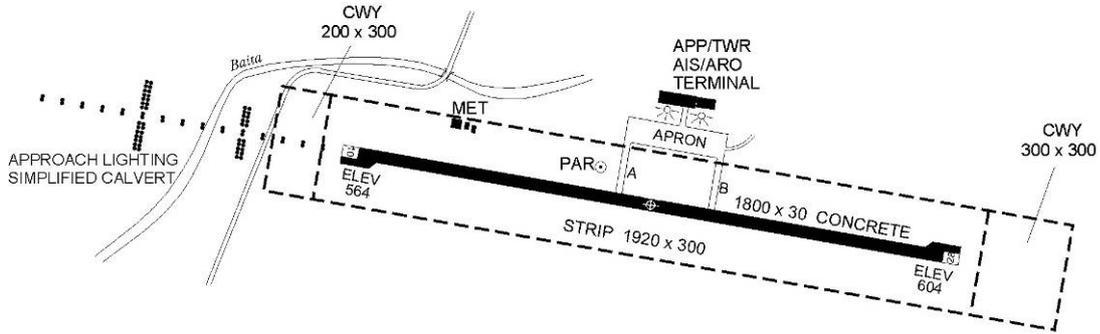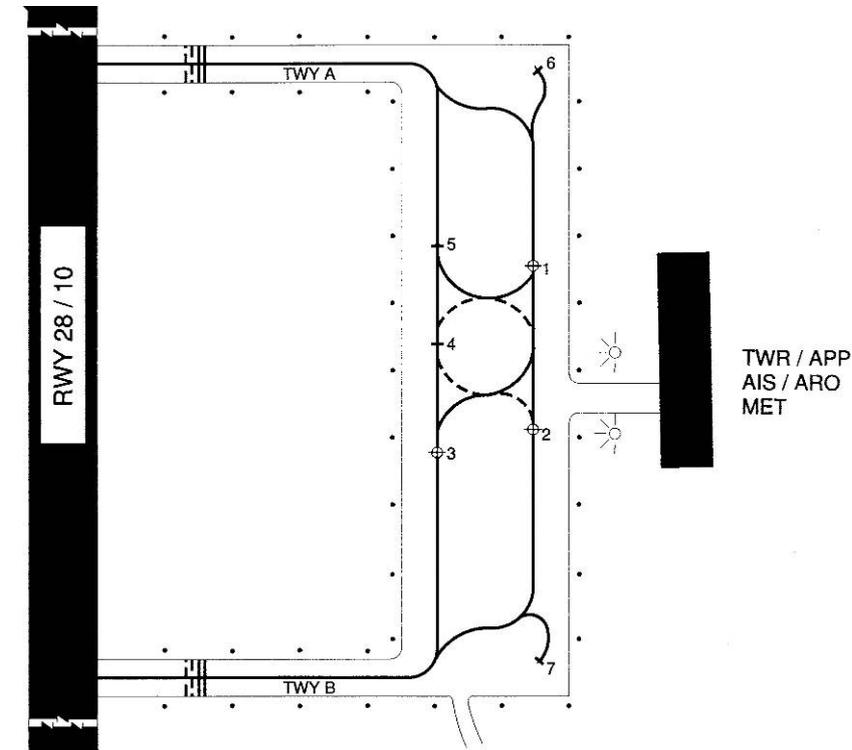
Overview of Airport Layout

Airport layout

Apron layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	10 - 28	n.a.
Length (m) x Width (m)	1800 x 30	
ILS Cat.	Nil	
Peak Hour Departures	1	
Peak Hour Arrivals	1	
Hourly Capacity (IFR)	6	
Average Movement Delay Rate (min)	Nil	
Annual Movement Capacity	30,000	
Runway Operating Hours	H24	

Basis for Runway Movement Capacity Calculation

Based on conservative assumption of hourly runway capacity multiplied by a realistic number of operating hours and by the number of days per year (6 x 14 x 365)

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The PCN of the runway.

12.16.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Departing Passengers per Hour	150		
Arriving Passengers per Hour	150		
Transfer Passengers per Hour	0		
Annual Capacity	500,000		

Basis for Terminal Capacity Calculation
Limitations in runway and apron capacity.

Excess Capacity
n.a.

Main bottleneck of terminal capacity
The bottlenecks in the terminal are the number of check-in positions and the configuration/ number of security screening positions.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal		n.a.	n.a.
Terminal Total Floor Area (sqm)	1800		
Number of Check-in Desks	2		
Number of Self Service Check-in Machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	0		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	0		
Number of Commercially Important Passenger Lounges	0		

Further details on terminal passenger facilities

Baia Mare is an international airport since August 2007. A new terminal is projected for domestic (Schengen) use. The current terminal will become an international terminal when this project is finished.

Number of Parking Stands

Passengers have to walk to the aircraft by foot. There are a total of 7 parking positions, although not all of them can be used independent of the others (see also the layout above).

Retail Facilities

There is currently 1 bar in the public area of the airport.

NACO

Terminal Facilities (Cargo)

Further detail on cargo facilities
There is currently no cargo terminal. In the terminal there is a limited sized room (20 sqm) available for the temporary storage of goods.

Other Facilities

Aircraft Maintenance / Engineering Facilities
There is no aircraft maintenance facility. In the Rescue and Fire Fighting Facility there is one vehicle bay which can be used for maintenance of the fire fighting equipment as well as the other vehicles used by the airport.

Refuelling
Currently no refuelling takes place at the airport. The airport is in the process of acquiring a refuelling truck in which also fuel will be stored temporarily.

Ground Handling
The airport performs the ground handling at the airport.

Winter Operation Facilities
The airport operates 2 de-icing vehicles: 1 plough and 1 blower.

Ground Transportation Centres
n.a.

12.16.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years
Sealing joints, concrete repair, and general maintenance on the airport' facilities

Future Approved Works
no

Long Term Development Plan (Master Plan) for the airport
There is an immediate need for adaptation of the terminal facilities for international flights. Apart from the plans to develop a new terminal to cater for these needs, there are no long term plans at the moment.

12.16.8   Environment

Environmental Policy

No.

12.16.9   Accessibility

Road Access (private vehicle)

The city centre is 10 kilometres from the airport. There is a 2-lane access road to the airport.

Car Parking

There is a combined employee-passenger parking with 50 places. There is no Parking Charge.

Public Transport Access – Rail

No.

Public Transport Access – Bus and Coach

No.

Taxi

Yes. Most of the passengers (approx. 99%) use taxis to get to and from the airport.

Access for Persons with Reduced Mobility

Persons with reduced mobility are assisted by airport employees through the terminal. They are carried into the aircraft when necessary.

12.16.10   Key issues and other information

Key issues for the airport over the next 5 years

Main issue is the availability of money to invest in the necessary airport development.

At the moment TAROM is not flying to the airport with a sufficient frequency, actual demand is higher than the number of seats available on the route Baia Mare-Bucharest.

NACO

12.16.11 Airport Photographs

Landside view

Airside view

Departures lounge

Apron and connection to Terminal

De-icing equipment with the Terminal and ATC Tower in the background

12.17   Satu Mare International Airport

12.17.1   General Airport Information

Full Airport Name	Regia Autonoma Aeroportul Satu Mare
Full Airport Address	Soseaua Satu Mare - Zalau, km 9,5 Satu Mare, Romania
Website Address	http://www.aeroportulsm.ro
IATA Code	SUJ
ICAO Code	LRSM
Managing Director/ Chief Executive	Nicolae Fechete

IATA Slot Coordination Level	Level 1

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Local, Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	2 NDB procedure for landing direction 19
DME	Yes
VOR	Yes
Other	n.a.

Fire Fighting	
Fire Fighting Category	Cat 5. On 24 hours prior request this can be upgraded to 7 (with additional staff) or 8 (by agreement with the local fire brigade)
Maximum Aircraft Size	Overall length 24-28m; Fuselage width 4m

Key Airport Contacts

General Director
Mr. Nicolae Fechete (Director General)
Phone +40 261 768640, +40 261 768846
Mobile +40 744 320 244
Fax +40 261 768776
e-mail: aeroportulsm@xnet.ro

12.17.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by Satu Mare County Council and is operated by Regia Autonoma Aeroportul Satu Mare.

Current management structure at the airport

Regia Autonoma Aeroportul Satu Mare is managed by an administration board appointed by the County Council.
The board president is the executive general director.

Number of employees working for the airport operator

There are 42 employees currently working for the airport operator.

Ground handling service provision at the airport

The airport operator is also the handling services provider. The following services are provided: baggage handling, cleaning services, de-icing and ground transport.
Passenger handling is the flight operator's task.

Brief history of the airport, highlighting major events

Satu Mare is one of the oldest airports in Romania, was founded in 1936, on a lot of 600X600 meters with a grass runway. After the start of WWII, the activities were interrupted. In 1946 the airport was temporarily re-opened for 3 years followed by another 9 years of inactivity

In 1973 the construction started of a concrete runway of 2500x60 meters, which was opened in 1975. In 1982 a new terminal building, for domestic usage was opened. During this period, scheduled flights were operating on the Satu Mare-Bucharest and Satu Mare-Constanta routes, using AN24, IL 18 and BAC 1-11 type aircraft. Furthermore the airport was used for postal, military and utilitarian flights. International traffic was composed of international charter flights, especially during the summer periods.

In June 1998, the airport becomes international. After that, the first regular external flight on the Bucharest-Satu Mare-New York route (and v.v.) is inaugurated. This route is operated because of the relatively large Romanian communities in the United states with origin in the region surrounding the Satu Mare airport. These flights have been suspended in 2000.

NACO

12.17.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenues: 58,879 € (2007)
- Turnover in non aeronautical revenues: 8,671 € (2007)
- Operating Profit before tax: 26,507 € (2007)
- Net profit: 22,266 € (2007)

User Charges

The system of charges is based on the MTOW of aircraft.

Landing Charges:
- unit rate: 5 € /tonne

Lighting Charges:
- 2.00 € / tonne,
- minimum charge 20 € /tonne.

Parking Charges: (overnight charge, aerobridge usage, remote parking, etc.)
- unit rate: € 0,15 /tonne/hour,
- minimum charge € 10.00.

Passenger Service Charges: (i.e. arriving, departing or transfer passengers, bus usage)
- € 3.00 per departing pax – international departure
- € 4.00 per departing pax – domestic departure

Security charge:
- € 5.00 per passenger

Exemptions are listed in Romania AIP(Romanian state aircraft; foreign state aircraft; Romanian civil aircraft used for official, presidential and governmental purposes; aircraft belonging to United Nations Organisation, Red Cross, Red Crescent Organisation; aircraft carrying out humanitarian flights and providing urgent assistance; aircraft participating into special actions for the protection of public health and agriculture; aircraft forced to land due to technical reasons, bad weather or other force major reasons; aircraft landing by order of Romanian competent authorities; other aircraft according to the law provisions)

In general, the charges are approved by the administration board of the airport and the county council. The security charge is subject to approval by the Ministry of Transport.

NACO

12.17.4 Airport Traffic

Airport Traffic History

Traffic Statistics (Year)										
	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Aircraft movement	936	872	962	618	536	603	592	428	623	515
- scheduled flights	896	596	616	408	240	420	390	286	461	417
- unscheduled flights	40	276	346	210	186	183	202	142	162	98
- other flights	-	-	-	-	110	103	208	142	149	457
Passengers	10,806	9,267	10,300	6,494	4,186	5,842	5,833	4,386	6,779	5,883
- Domestic	10,606	4,424	5,342	5,552	3,533	5,002	4,838	3,825	4,017	2,124
- International	200	4,843	4,953	942	653	840	995	561	2,762	3,759
- Scheduled		7,764	8,388	5,539	3,376	4,846	4,739	3,742	6,015	5,290
- Unscheduled		1,503	1,912	955	810	996	1,094	644	764	593
Cargo (kg)	24	7,451	4,356	1,769	6,161	3,341	376	45,542	15,956	634
- Arrivals		4,907	3,263	958	1,093	2,014	312	42,672	4,330	366
- Departures		2,544	1,093	811	5,068	1,327	64	2,870	11,626	268
Cargo (kg) (international)	15	0	0	0,2	4,949	1,785	0	41,600	12,498	603
- Arrivals		0	0	0	0	700	0	40,000	916	342
- Departures		0	0	0,2	4,949	1,085	0	1,600	11,582	261

Passenger breakdown
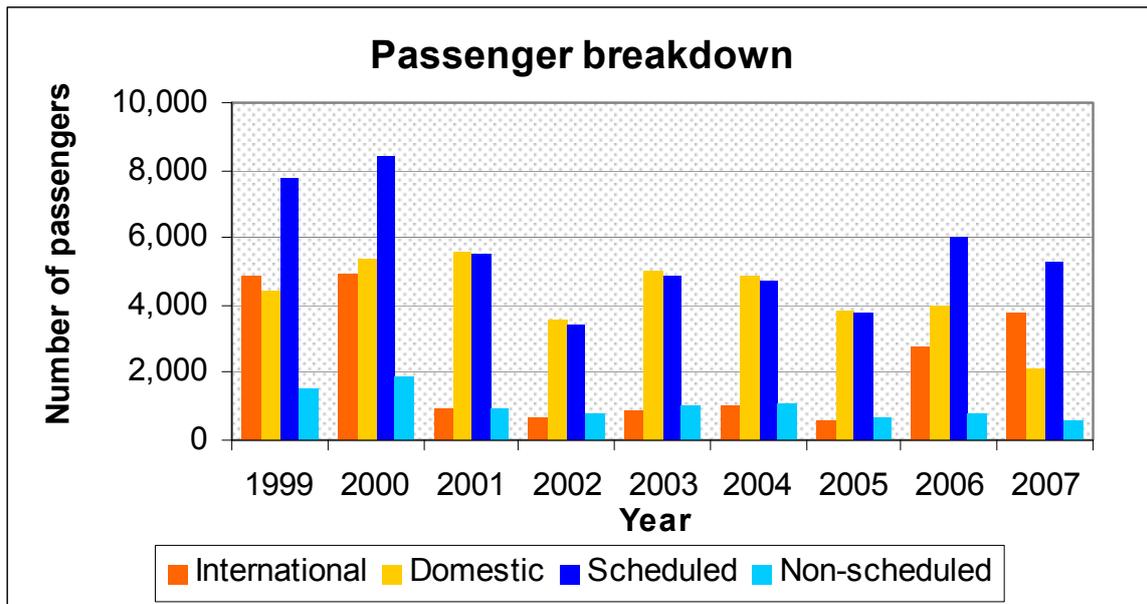
The top 10 scheduled traffic destinations (and number of passengers per destination) if applicable.
- Timisoara 1771 pax
- Bucharest 800 pax

The most important unscheduled destinations are in Germany (Stuttgart, Munich), Italy and Spain.

Current Flight Programme

The current flight programme of scheduled flights is: 5 flights per week:
- Satu Mare – Bucharest Otopeni, by Tarom, 2 times per week,
- Satu Mare – Timisoara – Ancona, by Carpatair, 3 times per week.

In the summer season, starting on 31.03.2008, there will be 8 scheduled flights per week. The last years average of non scheduled flights is 1 flight per week.

Traffic Forecast

At the moment, based on requests of the airlines, the traffic is expected to remain constant.

12.17.5   Runway Information

Overview of Airport Layout

RWY	DIRECTION	THR	BEARING STRENGTH
01	010°	47°41'33.05"N 022°52'54.70"E	PCN 35/R/C/W/T Concrete
19	190°	47°42'51.54"N 022°53'21.66"E	
HELIPORT			

ELEVATIONS IN FEET
DIMENSIONS IN METRES
BEARINGS ARE MAGNETIC
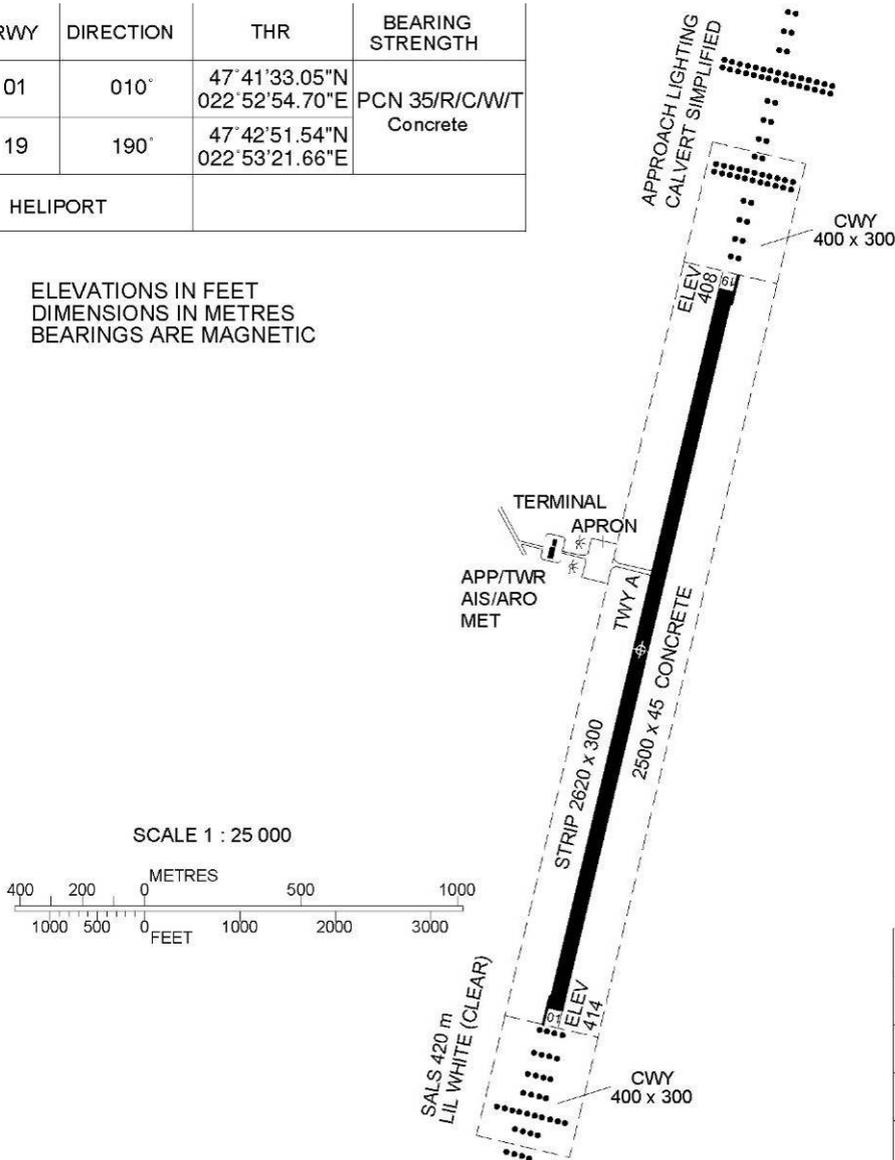
Airport layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	01 – 19	n.a.
Length (m) x Width (m)	2500 x 45	
ILS Cat.	n.a.	
Peak Hour Departures	1	
Peak Hour Arrivals	1	
Hourly Capacity (IFR)	12	
Average Movement Delay Rate (min)		
Annual Movement Capacity	65.000	
Runway Operating Hours	07 – 19 LT/ Mon – Sat	

Basis for Runway Movement Capacity Calculation

The capacity is based the hourly capacity, which is in turn based on flights of larger aircraft (therefore requiring to backtrack on the runway after landing or taxi over the runway before departure).

Multi-Runway Operating Procedures

n.a.

Factors Limiting Runway Capacity

The runway capacity is not the limitative factor for the airport. These are the apron capacity and the terminal capacity.

NACO

12.17.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Satu Mare	n.a.	n.a.
Departing Passengers per Hour	100		
Arriving Passengers per Hour	100		
Transfer Passengers per Hour	n.a.		
Annual Capacity	500.000 – 700.000		

Basis for Terminal Capacity Calculation

The capacity is based on the capacity of the flows (see above), the number of operating hours and the number of days in the year. Weather problems are almost nonexistent at the airport.

Excess Capacity

At the moment: no. However, currently there are talks with an LCC, which will operate larger aircraft (in seats) than what the terminal is designed to handle.

Main bottleneck of terminal capacity

The main bottlenecks are the security check area, the number of check-in counters and space in general.

NACO

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Satu Mare	n.a.	
Terminal Total Floor Area	800		
Number of Check-in Desks	2		
Number of Self Service Check-in Machines	Nil		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	Nil		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	n.a.		

Further details on terminal passenger facilities

There is a feasibility study regarding passenger flows modification according to EU requirements

Number of Parking Stands

There are four parking stands (for code B aircraft) on the apron. Usually the connection between the aircraft and terminal is by foot, but in adverse weather conditions the connection is provided by bus.

The four parking positions can also be reconfigured to park up to 2 A310/ B707 aircraft or 1 code E aircraft. Limiting factor is the PCN of the apron which is 35.

Retail Facilities

There is a bar in the public area of the terminal

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Terminal Facilities (Cargo)

n.a.

Further detail on cargo facilities
A small room (40 sqm.) in the terminal can be used by the airlines for temporary storage of goods; however, it is seldom used. There is a feasibility study for the construction of a cargo terminal, with separate taxiway, apron, and roads.

Other Facilities

Aircraft Maintenance / Engineering Facilities
n.a.
Refuelling
n.a.
Ground Handling
Ground handling provided by airport authority.
Winter Operation Facilities
1 UNIMOG with snow plough 4,8 m   1 UNIMOG with snow plough 4 m   1 snow blower Schmidt   1 snow blower DV470   1 runway de-icer with Kilfrost Runway   1 Schörling P12 sweeper and blower
Ground Transportation Centres
n.a.

12.17.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years
Modernization of the runway lighting system
Future Approved Works
Cargo terminal feasibility study, Runway rehabilitation works

Long Term Development Plan (Master Plan) for the airport

Repairing and refurbishing the runway, taxiway and apron, with upgrade PCN number.
Cargo terminal, apron and taxiway
Extension of the existing terminal
Garages for handling and infrastructure maintenance equipment.

12.17.8   Environment

Environmental Policy

There is no environmental policy defined at the moment for operations at the current infrastructure. However, for new infrastructure, additional measures will be taken to protect the environment. For instance, during the runway rehabilitation works also 2 parking positions will be modified so that de-icing fluids can be collected.

12.17.9   Accessibility

Road Access (private vehicle)

The distance of the airport to the city centre is 10 km.
The airport is next to the motorway Soseaua Nationala DN19 A (E81) which is 2x1 lane.

Car Parking

The total capacity of the parking area is 58 cars. At the moment there are no parking fees

Public Transport Access – Rail

There is no rail access

Public Transport Access – Bus and Coach

There are no bus services

Taxi

Taxi services are available on request

Access for Persons with Reduced Mobility

There are ramps available in the terminal. After being announced 24 hours in advance, airport staff will be appointed to assist these persons through the terminal. People are carried into the aircraft when necessary. If needed, also medical personnel are available.

12.17.10   Key issues and other information

Key issues for the airport over the next 5 years

The key issues for development of the airport are upgrading the facilities to be able to handle larger aircraft, for instance the B737/A320 of Low Cost operators. These upgrades will be necessary for terminal and apron.

## 12.17.11   Airport Photographs

Terminal building and kerb

ATC Tower and Terminal

Departure Area
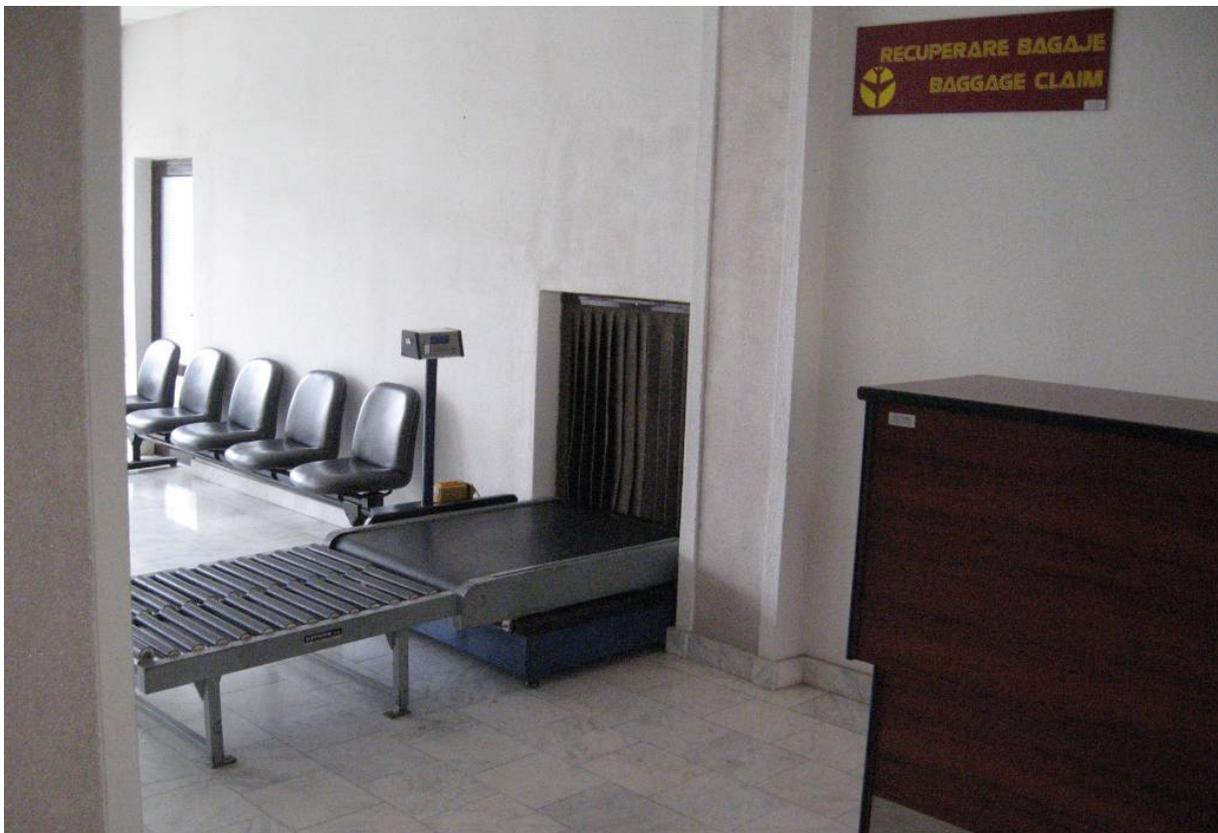
Baggage reclaim belt

Terminal, ATC Tower and Fuel Station

Check-in area and security screening

12.18   Craiova International Airport

12.18.1   General Airport Information

Full Airport Name	Craiova International Airport
Full Airport Address	Str. Calea Bucuresti, nr. 325, COD. 200785, Craiova, Jud. Dolj, Romania
Website Address	http://www.aeroportcraiova.ro
IATA Code	CRA
ICAO Code	LRCV
Managing Director/ Chief Executive	Mircea Dumitru

IATA Slot Coordination Level	Level 3

(Level 1: Non-coordinated airport or
 Level 2: Schedules facilitated airport or
 Level 3: Fully coordinated airport)

ATC & Navigation	
ATC Coverage (local or area control, who provides service)	Craiova CTR a circle radius 20 NM centred at 441905.32N0235318.72E Services provided by ROMATSA (Romanian Air Traffic Services Administration)
NDB	Yes
DME	Yes
VOR	Yes
Other	Nil

Fire Fighting	
Fire Fighting Category	Cat. 5. This can be upgraded to CAT 7 on request (requests are due not later than 24 hours before departure).
Maximum Aircraft Size	Length max. 49m

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Key Airport Contacts

General Director
Mr. Mircea Dumitru (Director General)
Phone +40 251416860
Mobile +40 754022501
Fax +40 251411112
e-mail: m_aeroportcv@yahoo.com
e-mail: mircea@aeroportcraiova.ro

12.18.2   Airport Ownership and Management

Current Ownership Structure of the airport

The airport is owned by the county council of Craiova.

Current management structure at the airport

The airport has a board of administration. The general director chairs this board. The organisation furthermore consists of several departments.

Number of employees working for the airport operator

The airport has 46 employees.

Ground handling service provision at the airport

All ground handling services are performed by the airport.

Brief history of the airport, highlighting major events

On January 27, 1938, Charles the 2nd of Romania decreed setting up, an airport in Craiova, which would also serve as a military aerodrome, in case of war. Starting with that year, the Craiova Airport assigned to public air passenger and merchandise transport.
Between 1938 and 1956 the passenger services were almost inexistent, lacking the comfort the passengers benefit nowadays.
On May 6, 1957, the first airline was opened, Craiova – Bucharest, with Russian LI2 planes. In 1959, the building in which the traffic control tower, the dispatcher for the airport, and housing of AN2 planes was opened and has been in use had until 1962, when the modern IL14 type aircraft arrived. This type of aircraft was assigned for Craiova – Bucharest flights until 1972.
Between 1972 and 1989, the Craiova – Bucharest route was assigned AN24 and IL18 planes. In this year also the technical body, waiting room for passengers, emission centre and protocol room of the airport have been built.
The 1989 revolution and the market economy in Romania led to a decrease of the number of flights from TAROM company, which meant ceasing intern regular flights starting with 1994. Starting with 1995, the Craiova Airport has been opened to national and international traffic, servicing charter flights only.
Starting with March 29, 2007, flights of CARPATAIR Company on the Craiova – Timisoara link have been launched officially, towards the 15 destinations in Italy, Germany, Greece, Moldavia and France
source: Craiova International Airport

12.18.3   Financial Issues

Financial Performance

- Turnover in aeronautical revenues: € 1,258,998 (2007)
- Turnover in non aeronautical revenues: € 72,500 (2007)

The airport is owned by the county council and therefore it cannot make profit.

User Charges

The charges are based on the MTOW and depending on the moment of the day. Outside operational hours the charges will be increased with 100%.

Landing Charges

Aircraft MTOW (kg)	Charge (€/tonne)			
	0600 - 2200	2200 – 0600		
		Chapter 3*	Chapter 2*	Without noise certificate*
0-5000	6	5	5	5
5001 – 1000		6	7	8
10001 – 30000		9	10	10
30001 – 60000		10	12	15
60001 – 80000		11	15	20
over 80001		13	20	25

* a/c with noise certificate according to ICAO Annex 16, volume 1, Chapter 3 or Chapter 2 or without noise certificate.

Minimum charge is € 50.

Lighting Charges
- € 2.10 /tonne with a minimum charge of € 50.
Outside operational hours the charges will be increased with 100%.

Parking Charges: (overnight charge, aerobridge usage, remote parking,)
- € 0.15 /tonne/hour.
Outside operational hours the charges will be increased with 100%. The minimum Parking Charges is € 15.

Passenger Service Charges: (i.e. arriving, departing or transfer passengers, bus usage)
- € 5 per departing passenger.

Security charge:
- € 3 per departing passenger.

Noise-related items
Between 22.00 and 06.00, aircraft with noise certificate according to ICAO Annex 16, chapter 1 increase with a maximum of 7 Euro/tonne and for aircraft with noise certificate according to ICAO Annex 16, chapter 2 increase with a maximum of 14 Euro/tonne and for aircraft without noise certificate according to ICAO Annex 16 increase with a maximum of 19 Euro/tonne.

Rebates will be established based on agreements with airport administration,

The established charges are consulted with the airlines. Rebates or reductions are possible based on traffic frequency and destinations.

NACO

12.18.4   Airport Traffic

Airport Traffic History

The table below details the passenger traffic over the period 2004 – 2006.

Year	Passengers Total	Domestic	International
2004	1,784	743	371
2005	500	264	236
2006	835	583	252

As Carpatair has started operations to Timisoara in 2007 the above figures have increased for 2007.

There was only one scheduled destination in 2007: Timisoara. Via Timisoara, several destinations can be reached using the Carpatair hub system.

The top 10 non-scheduled traffic destinations of 2007are Vienna, Rome, Milan, Berlin, Munich, Strassbourg, Bonn, Athens, Bergamo, and Bucharest.

Current Flight Programme

Carpatair operates 6 fights per week between Timisoara and Constanta which have a stopover in Craiova (3 flights Timisoara – Craiova – Constanta, and 3 flights Constanta – Craiova – Timisoara):

| Airline	Destination	flights/week
Carpatair	Timisoara	3
Carpatair	Constanta	3

On average there are 4 non scheduled flights/week.

Traffic Forecast

In 2008 the traffic is estimated to increase with 66%, in 2009 to increase with 100% and for the next 5 years to increase with 55% each year.

12.18.5   Runway Information

Overview of Airport Layout

Airport layout

INS CHECK POINT
44° 18' 47.82" N
023° 52' 40.10" E
ELEV 627FT

TAXIWAY 14 m WIDE
TAXIWAY AND APRON BEARING
PCN 35/R/C/W/T

TYPE	STANDS
FOKKER 100, SAAB 2000, B737 or similar type	1 - 2
SAAB 340, CESSNA, PIPER or similar type	3 - 4

Apron Layout

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	09/27	n.a.
Length (m) x Width (m)	2500 x 45	
ILS Cat.	Nil	
Peak Hour Departures	1	
Peak Hour Arrivals	1	
Hourly Capacity (IFR)	10 mvts	
Average Movement Delay Rate (min)	-	
Annual Movement Capacity	40.000 movements	
Runway Operating Hours	Airport operational hours and by request (in according with AIP)	

Basis for Runway Movement Capacity Calculation

The runway capacity is determined based on the hourly capacity and a estimate of the number of operating hours: 10 mvts * 365 days * 12 hours/day.

Multi-Runway Operating Procedures

Nil

Factors Limiting Runway Capacity

The limited bearing strength is limiting the maximum usage frequency for larger aircraft.

12.18.6   Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrivals	Departures	n.a.
Departing Passengers per Hour	0	100	
Arriving Passengers per Hour	100	0	
Transfer Passengers per Hour	50	50	
Annual Capacity	5000/year	5000/year	

Basis for Terminal Capacity Calculation

Capacity was calculated in coordinating with a maximal number of passengers, for 2 separate flights, arrival and departure, with 90% EU passengers and 10% non-EU passengers.

Excess Capacity

Was calculated for all passengers for arrival and departure and for 70% of number of passengers.

Main bottleneck of terminal capacity

Nil

NACO

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Arrivals	Departures	n.a.
Terminal Total Floor Area (sqm)	116	209	
Number of Check-in Desks	n.a.	2	
Number of Self Service Check-in Machines	n.a.	1	
Number of Passenger Security Screening Positions	3	1	
Number of Baggage Belts	n.a.	0	
Number of Departure Gates	1	2	
Number of Loading Bridges	1	0	
Number of Inbound Passport / Immigration Positions	1	2	
Number of Baggage Claim Units	1	0	
Number of Commercially Important Passenger Lounges	0	0	

Further details on terminal passenger facilities

A new terminal building is under construction. After finalisation it will increase the capacity by 100%.

The terminal has all facilities found at international airports such as: medical assistance services, handling, in-out of town transport, hotel room reservation, contacts with regional tour operators, services for issuing health insurance etc.

Number of Parking Stands

The apron has 5 parking positions. The transportation between aircraft and terminal is by bus.

Retail Facilities

At the airport there is a duty free shop, newspaper shop, and a snack bar.

NACO

Terminal Facilities (Cargo)

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Cargo Terminal	Place Cargo (for transit cargo only)	n.a.	
Description			
Annual Cargo Capacity (metric tonnes)	18		
Total annual inbound cargo (metric tonnes)	2		
Total annual outbound cargo (metric tonnes)	2		
Share carried on cargo aircraft (%)	10		
Total domestic cargo (metric tonnes)	1.5		
Total international cargo (metric tonnes)	0.3		

Further detail on cargo facilities

In 2008/2009 a new cargo terminal will be constructed.

Other Facilities

Aircraft Maintenance / Engineering Facilities

n.a.

Refuelling

By a third part company. However, it is only available on request 48 hours prior to the flight operation.

Ground Handling

The ground handling operations are performed by the airport operator.

Winter Operation Facilities

The winter operations are performed by a third party and a state company for all operations such as de-icing and snow removal.

Ground Transportation Centres
n.a.

12.18.7   Infrastructure Development

Infrastructure Development

Major works in the past 5 years
The following works have been carried out in the past 5 years: • new passenger terminal, • new fire fighting facility, • new landside parking area, • new airport/airline/ governmental (customs, immigrations, etc.) building.
Future Approved Works
Currently expansion works are carried out on • the apron, doubling the apron parking capacity, planned to be finished in 2008. • Cat II ILS system, planned to be finished in 2008. • new parking area for 150 cars. Furthermore, planned works are: • 1000 metre runway extension, • new passenger terminal, • new cargo terminal, • upgrade of the lighting system.

Long Term Development Plan (Master Plan) for the airport
The Long Term Development Plan details the planning of the construction of the above facilities.

12.18.8   Environment

Environmental Policy
Environmental policy is in according with European rules for protecting the environmental, all solutions used for de-icing, cleaning RWY, TWY and Apron etc. are biodegradable.

NACO

12.18.9   Accessibility

Road Access (private vehicle)
The distance to the city centre is 7 km. Craiova International Airport is connected direct to the E60 highway (Bucharest – Craiova) which has 2x2 lanes.

Car Parking
There are two parking areas: • 1 parking for employees with security restriction (every car and passenger is checked) • 1 public parking with the capacity for 60 cars in 2 zones (1 for long parking and 1 for short parking)

Public Transport Access – Rail
No. There is a rail connection in the city of Craiova. In the vicinity of the airport there is a rail line which is only used to transport goods to and from nearby factories.

Public Transport Access – Bus and Coach
There is a bus station in front of the Airport. Two bus lines service the airport with a 20min frequency,

Taxi – Rental car
In the passenger terminal there is a rent a car office. It is open during the airport operational hours. Taxi service can be arranged from the city but there is no permanent taxi post at the airport.

Access for Persons with Reduced Mobility
The construction of the new passenger terminal is in accordance with rules for persons with reduced mobility, in the terminal there is a permanently manned first aid facility with airport medical personal and for transportation the persons with reduced mobility to/from aircraft there are wheel chairs available and assistance is provided by airport employees.

12.18.10   Key issues and other information

Key issues for the airport over the next 5 years
Not all land needed for expansion of the airport (runway extension) is currently owned by the airport.

NACO

12.18.11   Airport Photographs

Airside view of terminal

ATC Tower

Rescue and Fire Fighting Station

Landside View of the passenger terminal, access road and parking area.