

Page 1

Changed chart(s) since Disc 02-2015

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 02-2015

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport LUKK**

**General Info**

Chisinau, MDA

N 46° 55.7' E 28° 55.9' Mag Var: 4.6°E

Elevation: 399'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100-130, Jet, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

**Runway Info**

Runway 08-26 11778' x 148' concrete

Runway 08 (83.0°M) TDZE 399'

Lights: Edge, ALS, Centerline, TDZ

Runway 26 (263.0°M) TDZE 303'

Lights: Edge, ALS, Centerline

**Communications Info**

ATIS **133.7** MF

Chisinau Tower **118.1**

Chisinau Ground Control **121.8**

Chisinau Approach Control **125.9** At or below 19700'

**Notebook Info**

LUKK/KIV  
CHISINAU INTL

JEPPESEN  
30 NOV 12 (10-2) Eff 13 Dec

CHISINAU, MOLDOVA

STAR

ATIS  
125.22

Apt Elev  
399'

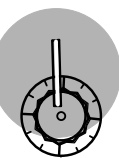
Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'

ANEDO FOUR ALFA (ANEDO 4A) [ANED4A]  
RWY 08 ARRIVAL

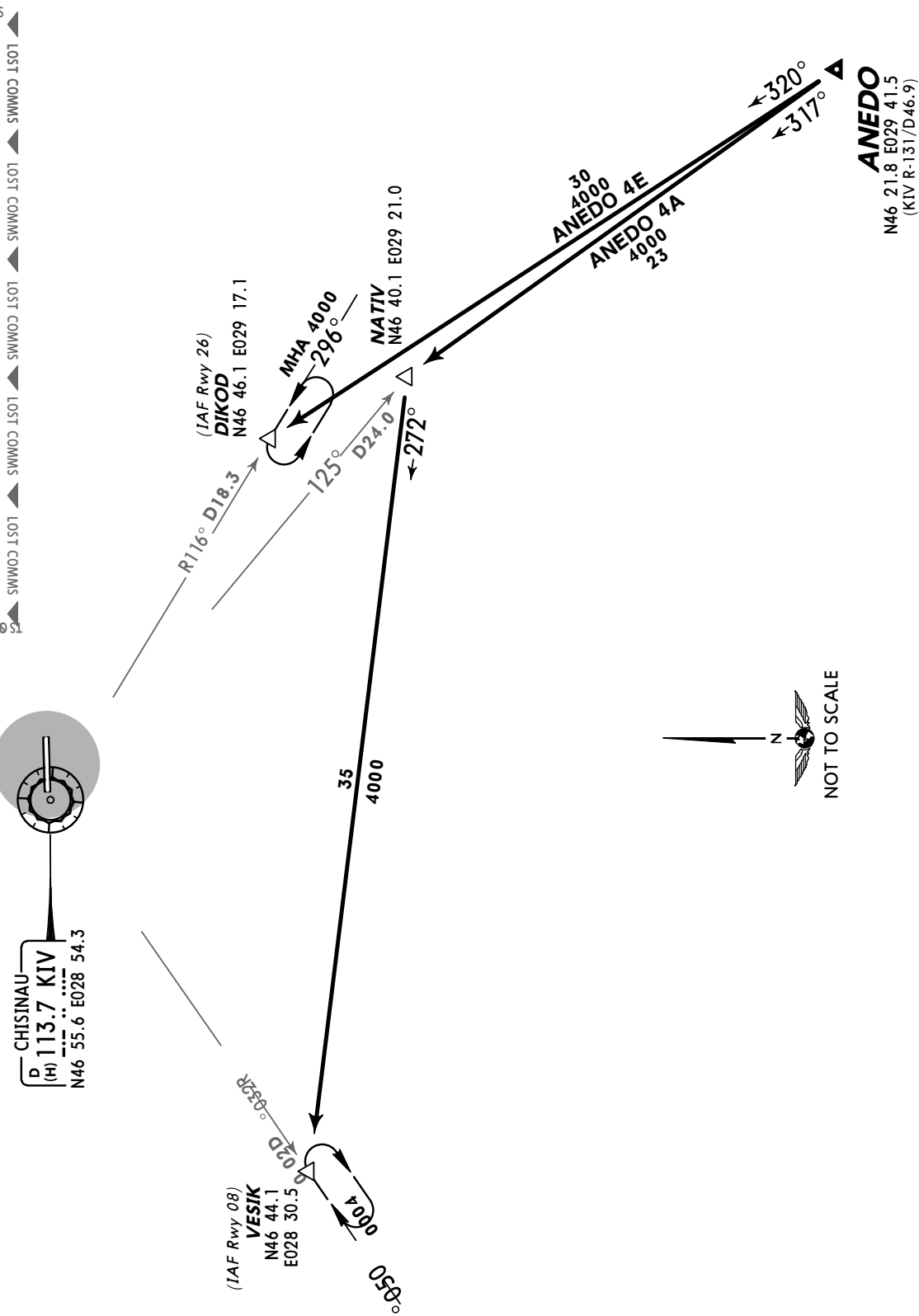
ANEDO FOUR ECHO (ANEDO 4E) [ANED4E]  
RWY 26 ARRIVAL

LOST COMMS

Maintain last cleared FL/altitude to initial approach  
fix, then descend in holding pattern to 4000' for  
instrument approach.



CHISINAU  
D 113.7 KIV  
(H) N46 55.6 E028 54.3



ANEDO  
N46 21.8 E029 41.5  
(KIV R-131/D46.9)

**LUKK/KIV**  
CHISINAU INTL

**JEPPESEN**  
30 NOV 12 **(10-2A)** **Eff 13 Dec**

**CHISINAU, MOLDOVA**

**STAR**

ATIS  
**125.22**

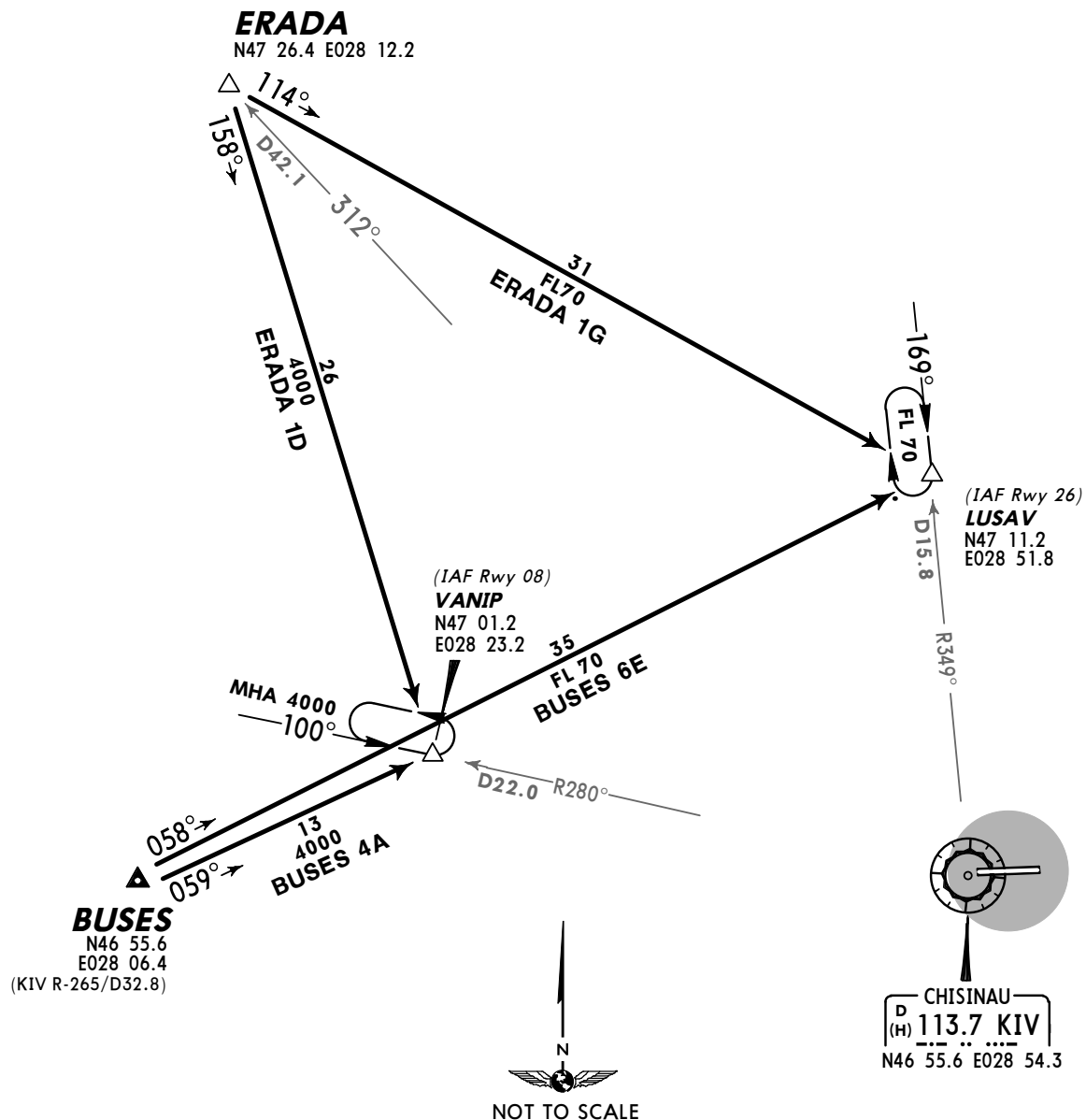
Apt Elev  
**399'**

Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'

**BUSES FOUR ALFA (BUSES 4A) [BUSE4A]  
ERADA ONE DELTA (ERADA 1D) [ERAD1D]  
RWY 08 ARRIVALS**

**BUSES SIX ECHO (BUSES 6E) [BUSE6E]  
ERADA ONE GOLF (ERADA 1G) [ERAD1G]  
RWY 26 ARRIVALS**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Maintain last cleared FL/altitude to initial approach  
fix, then descend in holding pattern to 4000' (RWY 08)/  
FL70 (RWY 26) for instrument approach.  
▲ COMMS ▲ COMMS ▲ COMMS ▲ COMMS ▲ COMMS ▲ COMMS ▲



LUKK/KIV  
CHISINAU INTL

JEPPESEN  
8 NOV 13 10-2B Eff 14 Nov

CHISINAU, MOLDOVA

STAR

ATIS  
125.22

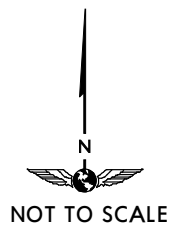
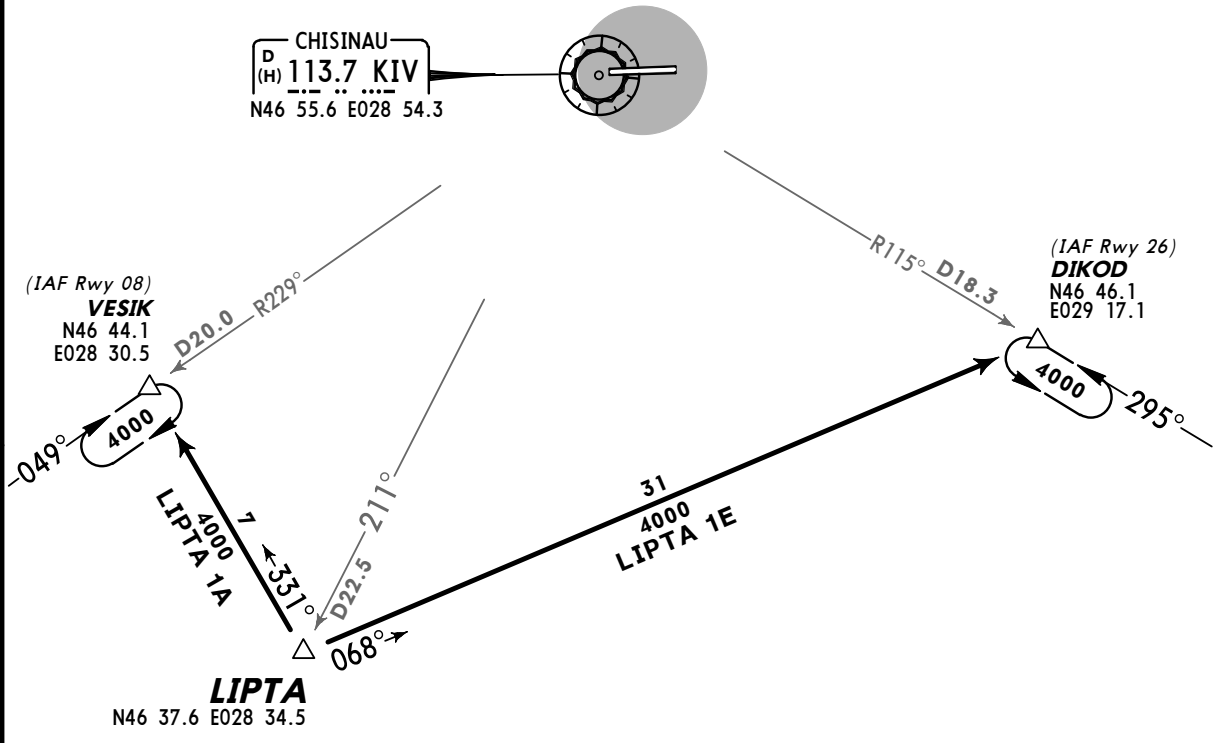
Apt Elev  
399'

Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'

LIPTA ONE ALFA (LIPTA 1A) [LIPT1A]  
RWY 08 ARRIVAL

LIPTA ONE ECHO (LIPTA 1E) [LIPT1E]  
RWY 26 ARRIVAL

LOST COMMS  
▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Maintain last cleared FL/altitude to initial approach  
fix, then descend in holding pattern to 4000' for  
instrument approach.  
▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS





LUKK/KIV  
CHISINAU INTL

JEPPESEN  
18 APR 14 (10-2D) Eff 1 May

CHISINAU, MOLDOVA

STAR

ATIS  
125.22

Apt Elev  
399'

Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'

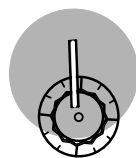
RUVER ONE ALFA (RUVER 1A) [RUVE1A]  
RWY 08 ARRIVAL

RUVER ONE ECHO (RUVER 1E) [RUVE1E]  
RWY 26 ARRIVAL

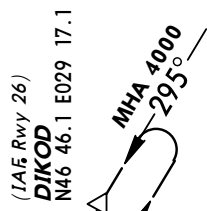
LOST COMMS

Maintain last cleared FL/altitude to initial approach fix, then descend in holding pattern to 4000' for instrument approach.

SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT SWWOC LSOT



CHISINAU  
D 113.7 KIV  
(H) N46 55.6 E028 54.3



(IAE Rwy 26)  
DIKOD  
N46 46.1 E029 17.1

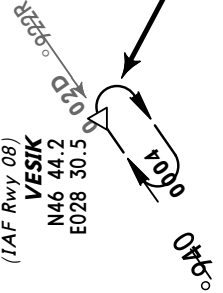
R115° D18.3

E1 REVR  
0004  
71

157° D25.5

RUVER  
N46 31.2 E029 05.3

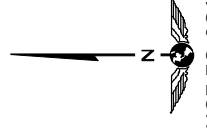
27  
4000  
RUVER 1A



(IAF Rwy 08)  
VESIK  
N46 44.2  
E028 30.5

02D  
0929R

0004  
940



NOT TO SCALE



LUKK/KIV  
CHISINAU INTL

JEPPESEN  
18 APR 14 10-2E Eff 1 May

CHISINAU, MOLDOVA

STAR

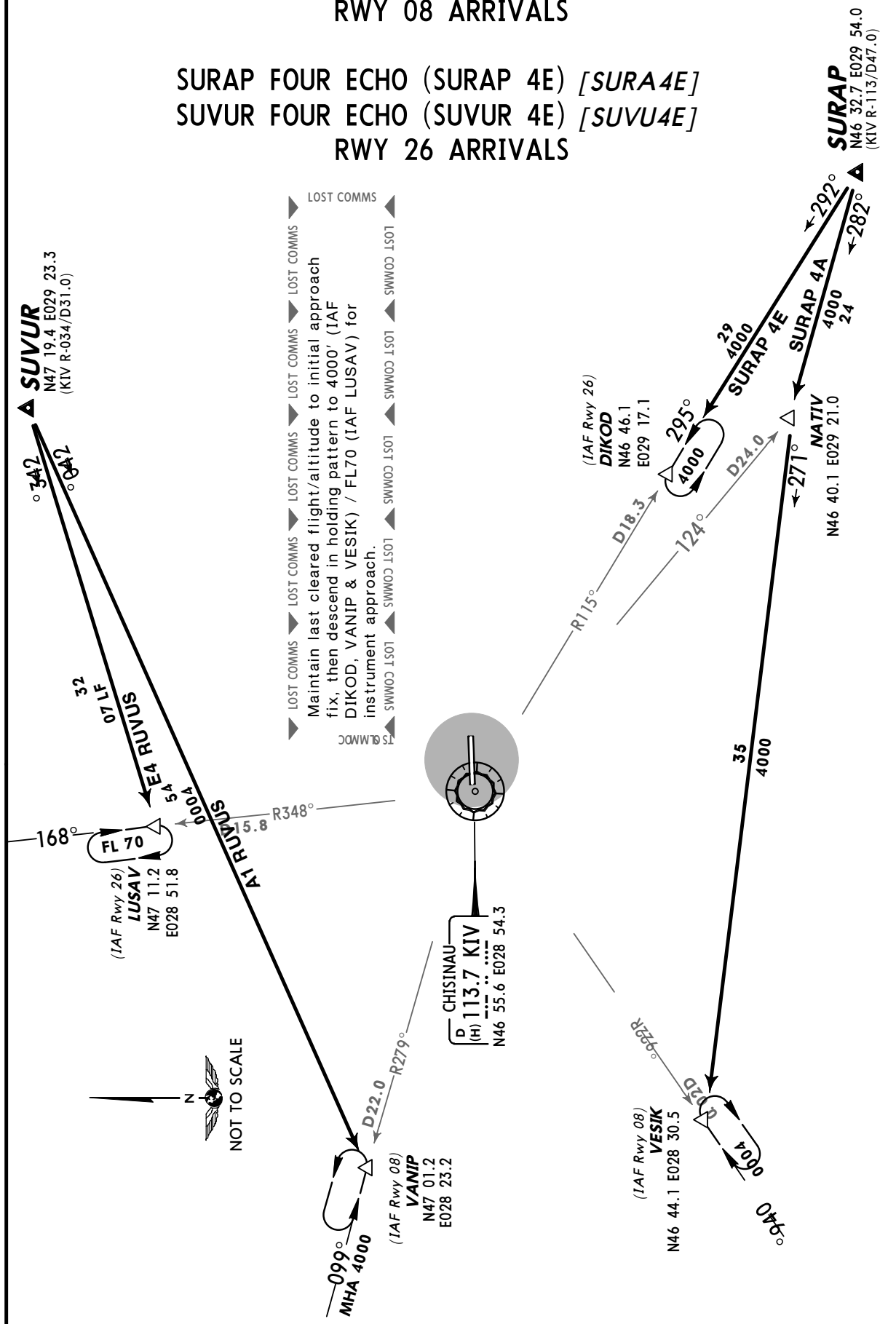
ATIS  
125.22

Apt Elev  
399'

Alt Set: hPa  
Trans level: By ATC Trans alt: 4000'

SURAP FOUR ALFA (SURAP 4A) [SURA4A]  
SUVUR ONE ALPHA (SUVUR 1A) [SUVU1A]  
RWY 08 ARRIVALS

SURAP FOUR ECHO (SURAP 4E) [SURA4E]  
SUVUR FOUR ECHO (SUVUR 4E) [SUVU4E]  
RWY 26 ARRIVALS







**LUKK/KIV**  
**CHISINAU INTL**

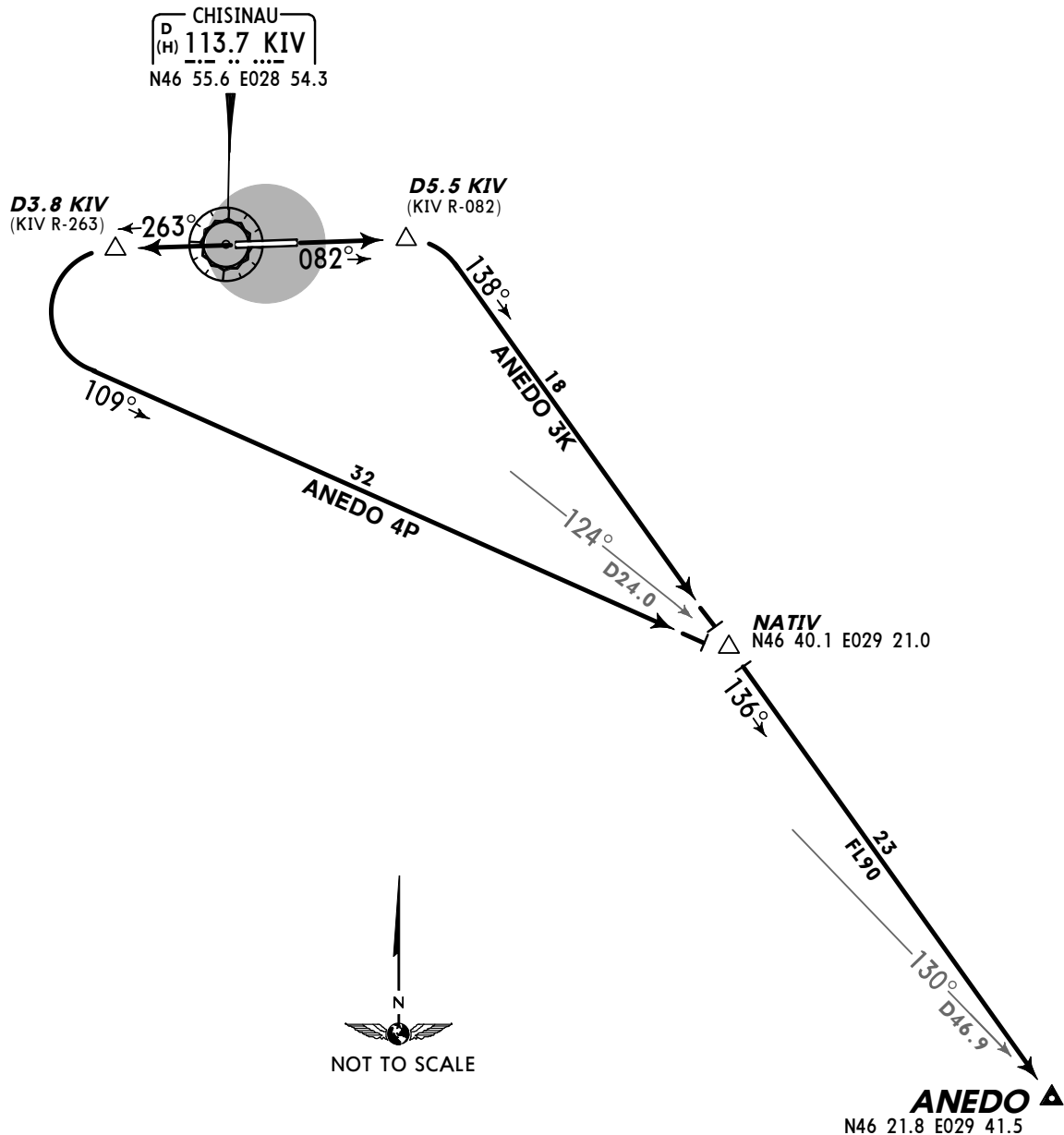
**JEPPESEN**  
18 APR 14 **10-3** **Eff 1 May**

**CHISINAU, MOLDOVA**  
**SID**

*Apt Elev*  
**399'**

Trans level: By ATC    Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**ANEDO THREE KILO (ANEDO 3K) [ANED3K]**  
**ANEDO FOUR PAPA (ANEDO 4P) [ANED4P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS

Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

LOST COMMS

**Initial climb clearance FL90**

SID	RWY	ROUTING
<b>ANEDO 3K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 138° track to NATIV, turn LEFT, 136° track to ANEDO.
<b>ANEDO 4P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 109° track to NATIV, turn RIGHT, 136° track to ANEDO.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
18 APR 14 **(10-3A)** Eff 1 May

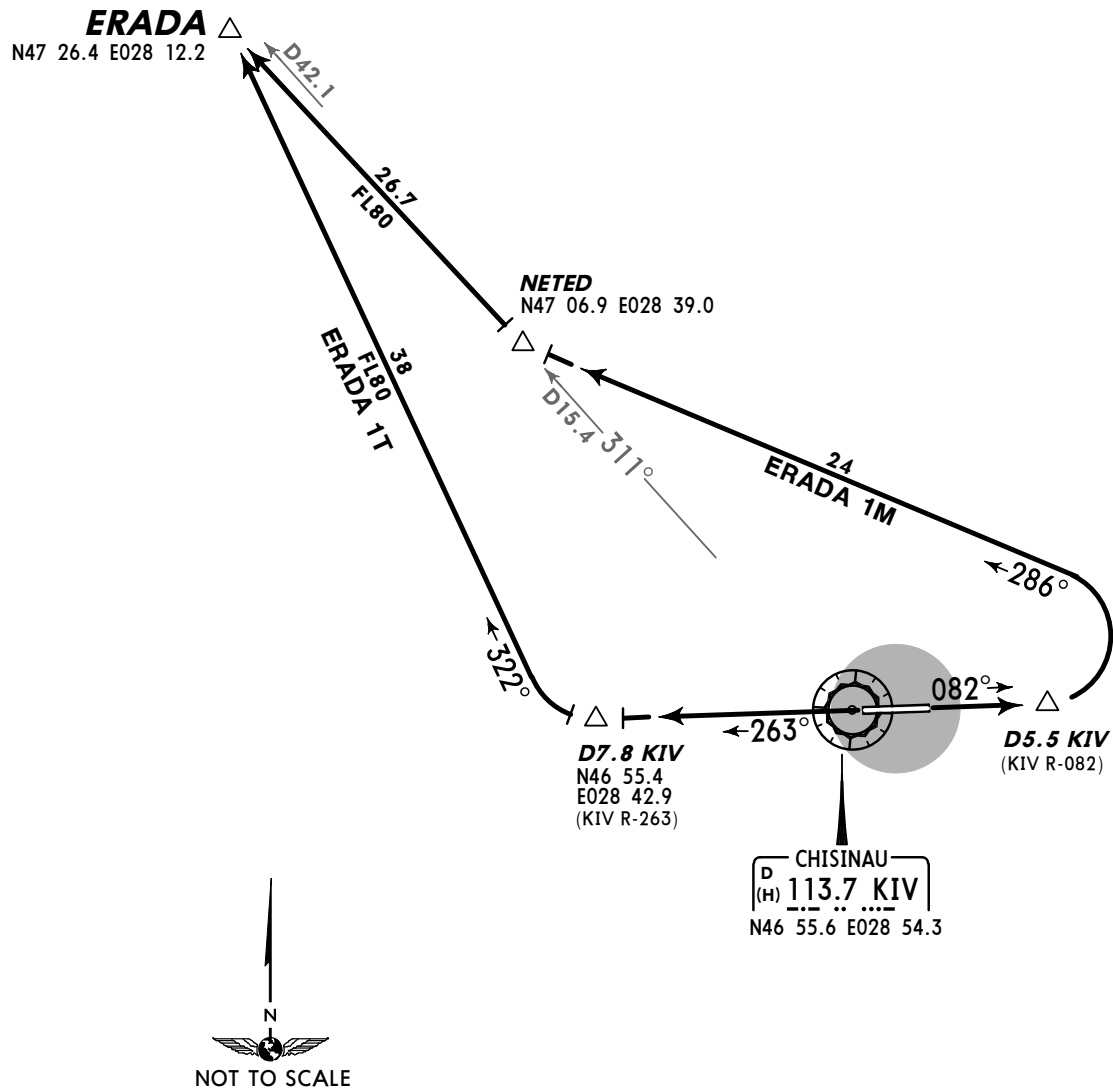
**CHISINAU, MOLDOVA**

**SID**

Apt Elev  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**ERADA ONE MIKE (ERADA 1M) [ERAD1M]**  
**ERADA ONE TANGO (ERADA 1T) [ERAD1T]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

**Initial climb clearance FL80**

SID	RWY	ROUTING
<b>ERADA 1M</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 286° track to NETED, turn RIGHT, 311° track to ERADA.
<b>ERADA 1T</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 322° track to ERADA.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
7 NOV 14 **10-3B** **Eff 13 Nov**

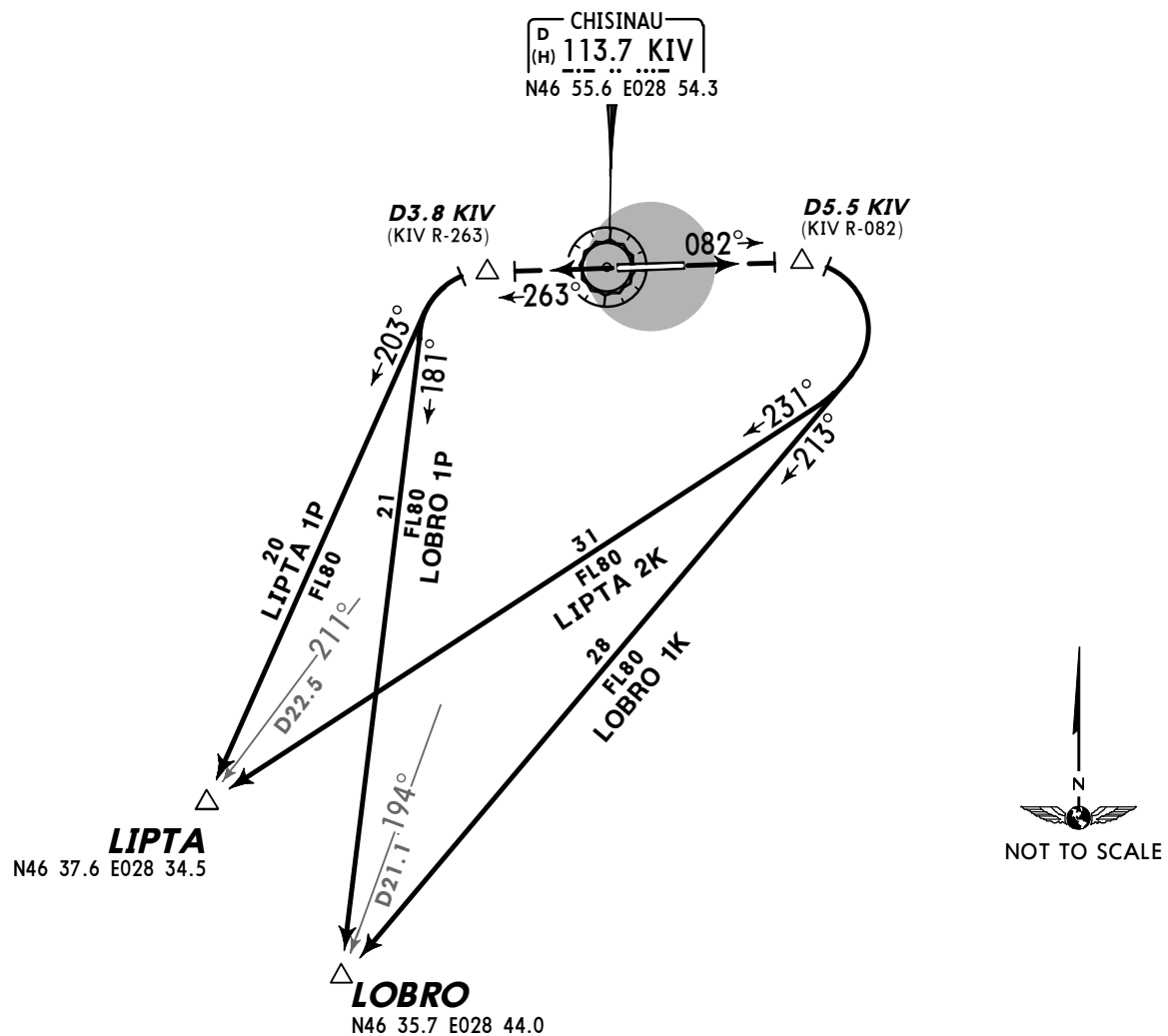
**CHISINAU, MOLDOVA**

**SID**

*Apt Elev*  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**LIPTA TWO KILO (LIPTA 2K) [LIPT2K]**  
**LIPTA ONE PAPA (LIPTA 1P) [LIPT1P]**  
**LOBRO ONE KILO (LOBRO 1K) [LOBR1K]**  
**LOBRO ONE PAPA (LOBRO 1P) [LOBR1P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS

Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

LOST COMMS

Initial climb clearance <b>FL80</b>		
SID	RWY	ROUTING
<b>LIPTA 2K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 231° track to LIPTA.
<b>LIPTA 1P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 203° track to LIPTA.
<b>LOBRO 1K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 213° track to LOBRO.
<b>LOBRO 1P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 181° track to LOBRO.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
7 NOV 14 **(10-3C)** **Eff 13 Nov**

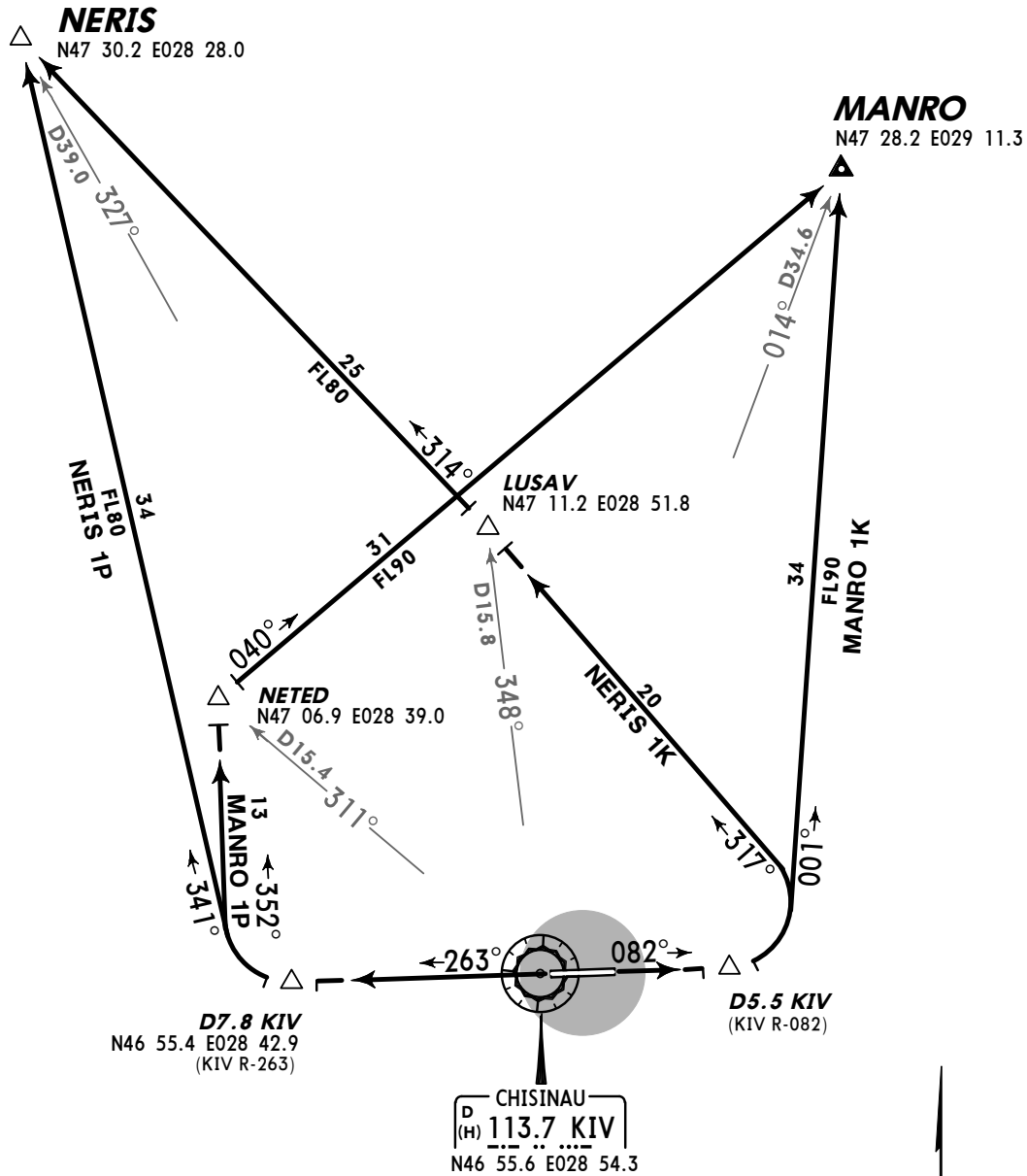
**CHISINAU, MOLDOVA**

**SID**

Apt Elev  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**MANRO ONE KILO (MANRO 1K) [MANR1K]**  
**MANRO ONE PAPA (MANRO 1P) [MANR1P]**  
**NERIS ONE KILO (NERIS 1K) [NERI1K]**  
**NERIS ONE PAPA (NERIS 1P) [NERI1P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS  
 Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.



**MANRO 1K, 1P: Initial climb clearance FL90**  
**NERIS 1K, 1P: Initial climb clearance FL80**

SID	RWY	ROUTING
<b>MANRO 1K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 001° track to MANRO.
<b>MANRO 1P</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 352° track to NETED, turn RIGHT, 040° track to MANRO.
<b>NERIS 1K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 317° track to LUSAV, turn LEFT, 314° track to NERIS.
<b>NERIS 1P</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 341° track to NERIS.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
18 APR 14 **(10-3D)** **Eff 1 May**

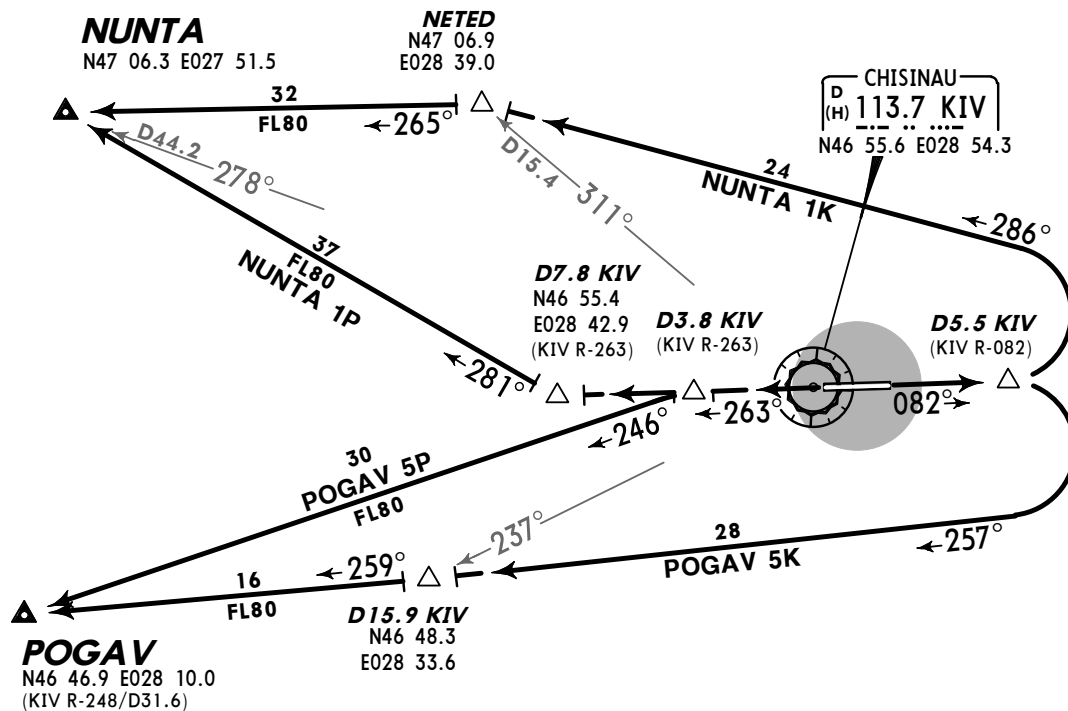
**CHISINAU, MOLDOVA**

**SID**

Apt Elev  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**NUNTA ONE KILO (NUNTA 1K) [NUNT1K]**  
**NUNTA ONE PAPA (NUNTA 1P) [NUNT1P]**  
**POGAV FIVE KILO (POGAV 5K) [POGA5K]**  
**POGAV FIVE PAPA (POGAV 5P) [POGA5P]**  
**RWYS 08, 26 DEPARTURES**



▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ◀  
Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

**Initial climb clearance FL80**

SID	RWY	ROUTING
<b>NUNTA 1K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 286° track to NETED, turn LEFT, 265° track to NUNTA.
<b>NUNTA 1P</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 281° track to NUNTA.
<b>POGAV 5K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 257° track to D15.9 KIV, turn RIGHT, 259° track to POGAV.
<b>POGAV 5P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 246° track to POGAV.



**LUKK/KIV**  
**CHISINAU INTL**

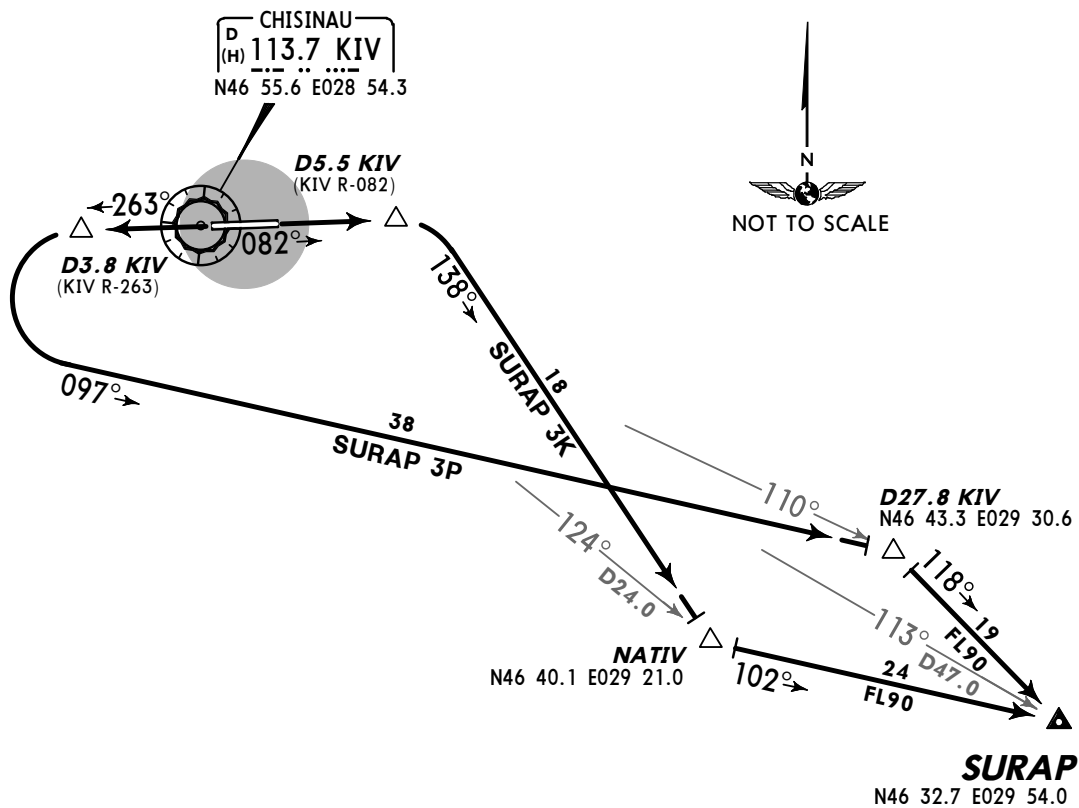
**JEPPESEN**  
18 APR 14 **10-3E** **Eff 1 May**

**CHISINAU, MOLDOVA**  
**SID**

*Apt Elev*  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**SURAP THREE KILO (SURAP 3K) [SURA3K]**  
**SURAP THREE PAPA (SURAP 3P) [SURA3P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

LOST COMMS

Initial climb clearance **FL90**

SID	RWY	ROUTING
<b>SURAP 3K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 138° track to NATIV, turn LEFT, 102° track to SURAP.
<b>SURAP 3P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 097° track to D27.8 KIV, turn RIGHT, 118° track to SURAP.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
18 APR 14 **10-3F** **Eff 1 May**

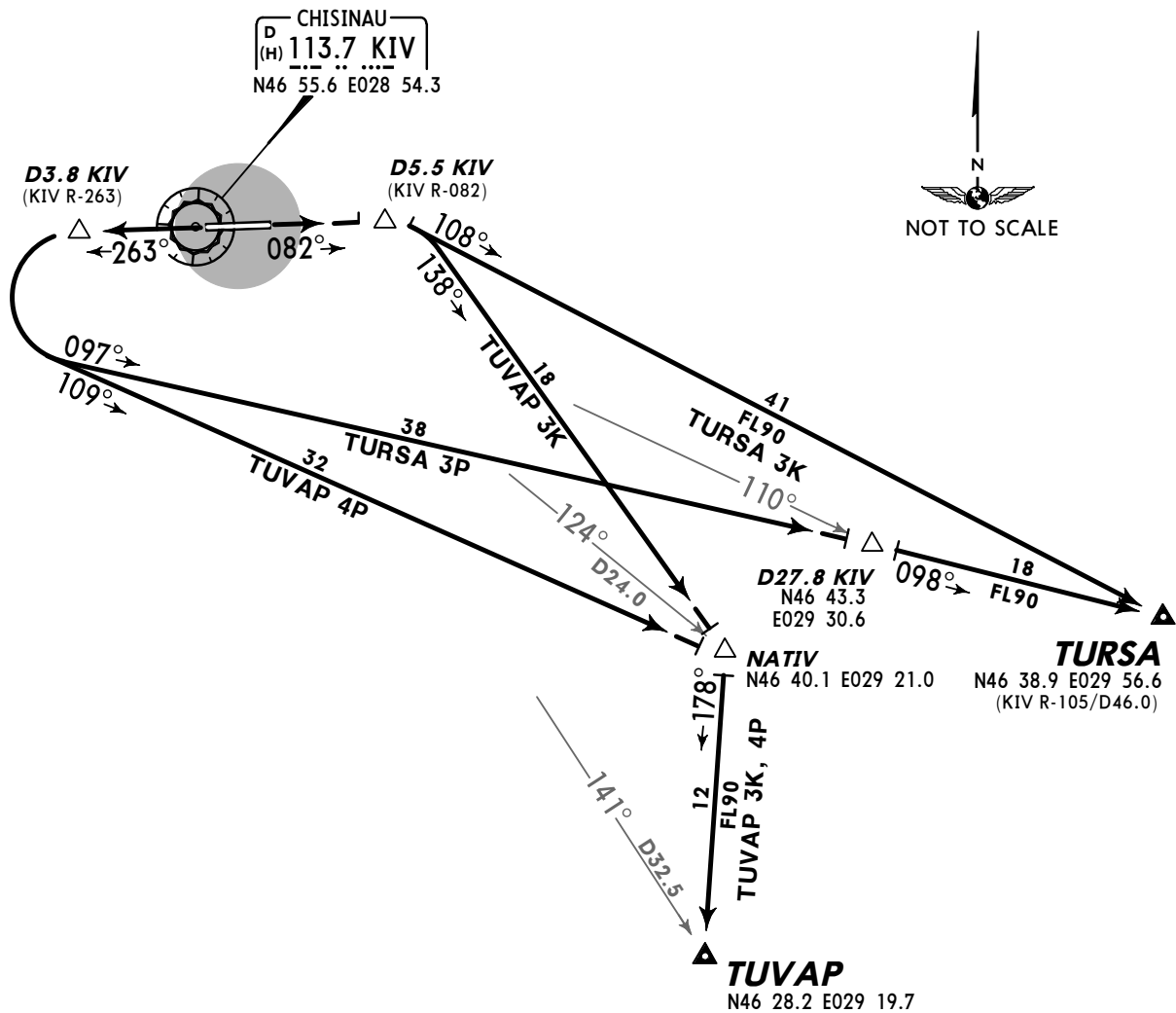
**CHISINAU, MOLDOVA**

**SID**

**Apt Elev**  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**TURSA THREE KILO (TURSA 3K) [TURS3K]**  
**TURSA THREE PAPA (TURSA 3P) [TURS3P]**  
**TUVAP THREE KILO (TUVAP 3K) [TUVA3K]**  
**TUVAP FOUR PAPA (TUVAP 4P) [TUVA4P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

**Initial climb clearance FL90**

SID	RWY	ROUTING
<b>TURSA 3K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 108° track to TURSA.
<b>TURSA 3P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 097° track to D27.8 KIV, turn RIGHT, 098° track to TURSA.
<b>TUVAP 3K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn RIGHT, 138° track to NATIV, turn RIGHT, 178° track to TUVAP.
<b>TUVAP 4P</b>	<b>26</b>	Climb on 263° track to D3.8 KIV, turn LEFT, 109° track to NATIV, turn RIGHT, 178° track to TUVAP.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
18 APR 14 **(10-3G)** **Eff 1 May**

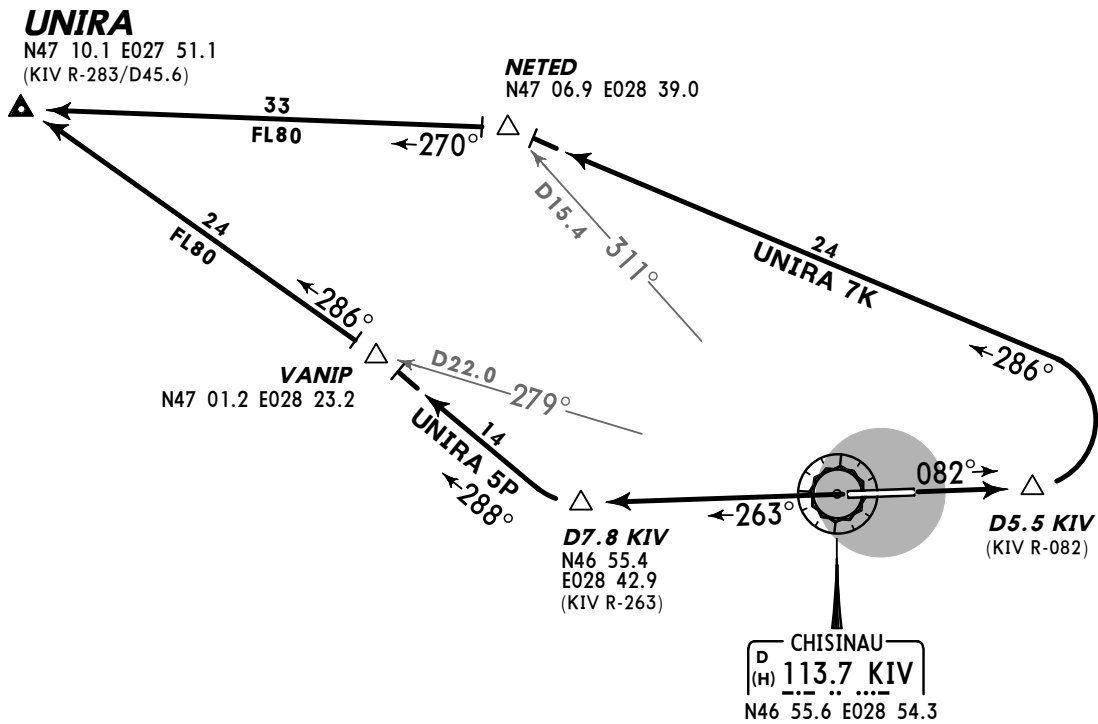
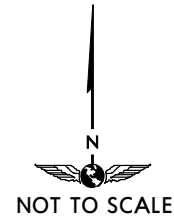
**CHISINAU, MOLDOVA**

**SID**

*Apt Elev*  
**399'**

Trans level: By ATC    Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**UNIRA SEVEN KILO (UNIRA 7K) [UNIR7K]**  
**UNIRA FIVE PAPA (UNIRA 5P) [UNIR5P]**  
**RWYS 08, 26 DEPARTURES**



LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS    LOST COMMS

Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

Initial climb clearance **FL80**

SID	RWY	ROUTING
<b>UNIRA 7K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 286° track to NETED, turn LEFT, 270° track to UNIRA.
<b>UNIRA 5P</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 288° track to VANIP, turn LEFT, 286° track to UNIRA.

**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
18 APR 14 **(10-3H)** **Eff 1 May**

**CHISINAU, MOLDOVA**

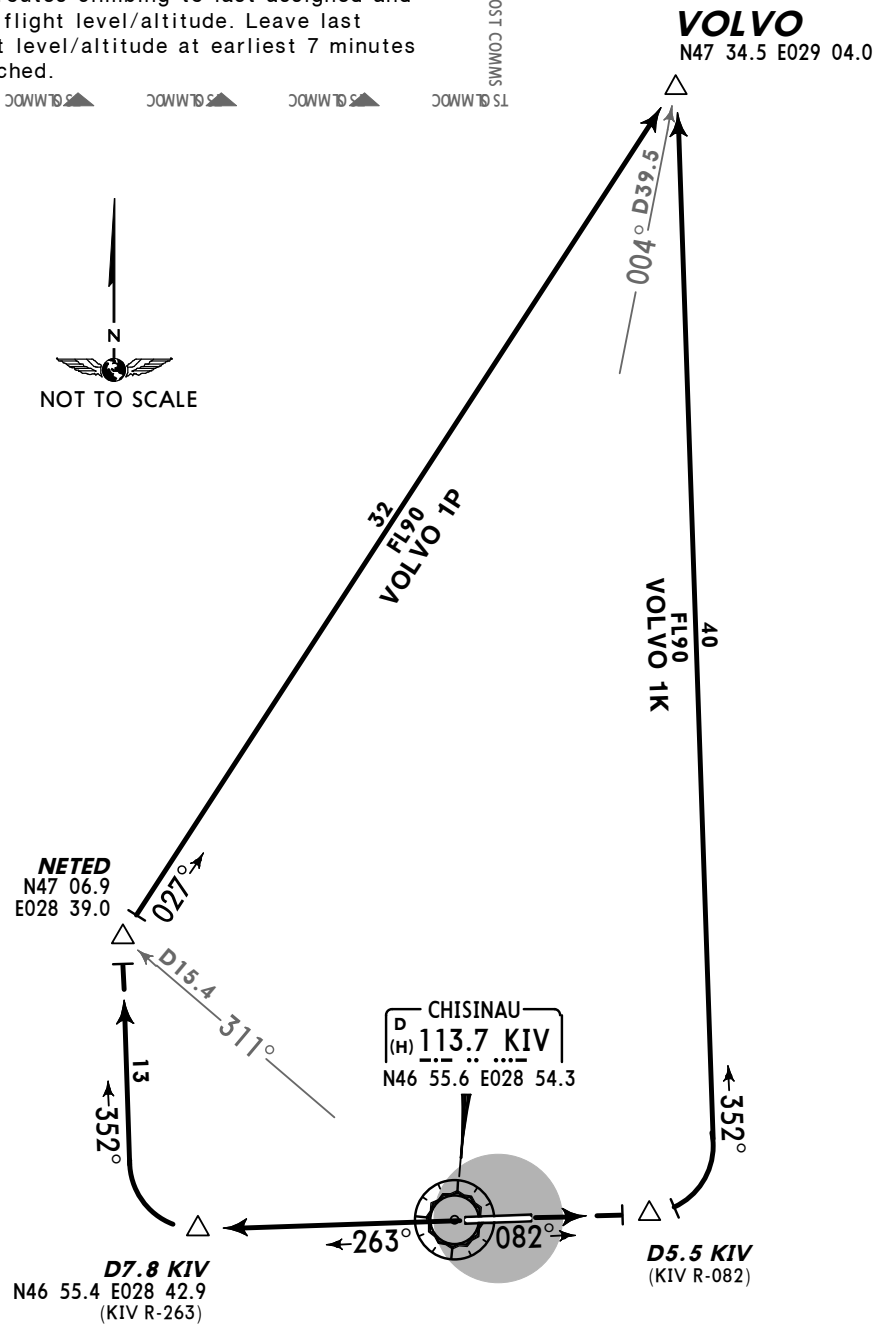
**SID**

**Apt Elev**  
**399'**

Trans level: By ATC Trans alt: 4000'  
Initial turns are calculated with 240 KT and bank angle 20°.

**VOLVO ONE KILO (VOLVO 1K) [VOLV1K]**  
**VOLVO ONE PAPA (VOLVO 1P) [VOLV1P]**  
**RWYS 08, 26 DEPARTURES**

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.  
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲



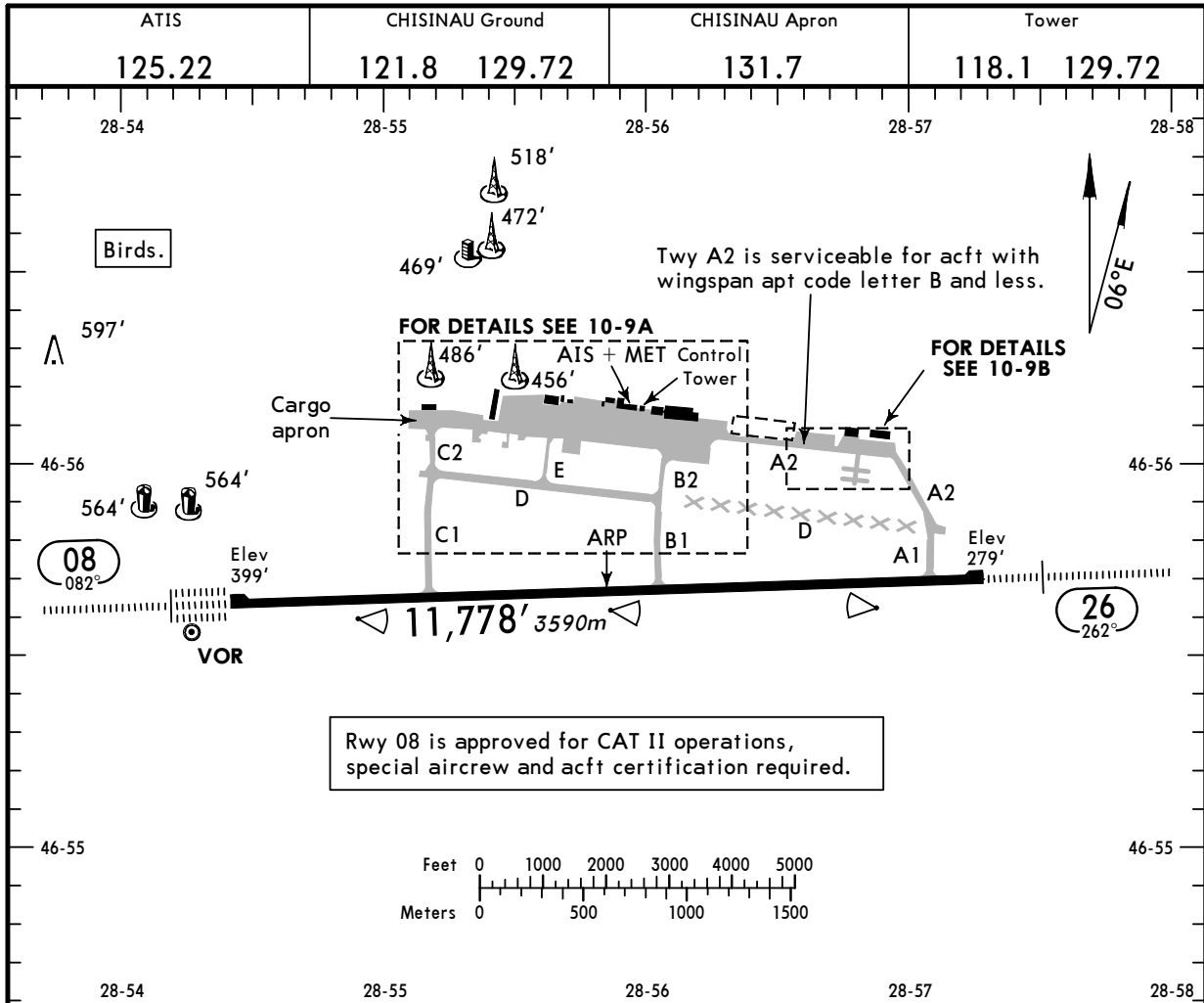
**Initial climb clearance FL90**

SID	RWY	ROUTING
<b>VOLVO 1K</b>	<b>08</b>	Climb on 082° track to D5.5 KIV, turn LEFT, 352° track to VOLVO.
<b>VOLVO 1P</b>	<b>26</b>	Climb on 263° track to D7.8 KIV, turn RIGHT, 352° track to NETED, turn RIGHT, 027° track to VOLVO.

**LUKK/KIV**  
Apt Elev **399'**  
N46 55.7 E028 55.9

**JEPPESEN**  
22 MAR 13 **(10-9)** **Eff 4 Apr**

**CHISINAU, MOLDOVA**  
**CHISINAU INTL**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	LANDING BEYOND				
	Threshold	Glide Slope			
08	HIRL(58m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	10,589' 3228m	①	148'	
26	HIRL(58m) CL(15m) HIALS PAPI-L(3.0°) RVR	10,958' 3340m		45m	

**① TAKE OFF RUN AVAILABLE**

**RWY 08:**

From rwy head 11,778'(3590m)  
twy C1 int 8612'(2625m)  
twy B1 int 5062'(1543m)

**RWY 26:**

From rwy head 11,778'(3590m)  
twy A1 int 10,929'(3331m)  
twy B1 int 6716'(2047m)

**JAR-OPS**

**TAKE-OFF ①**

A	All Rwys					
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
B	125m	150m	200m	250m	400m	500m
C	150m	200m	250m	300m		
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LUKK/KIV

JEPPESEN

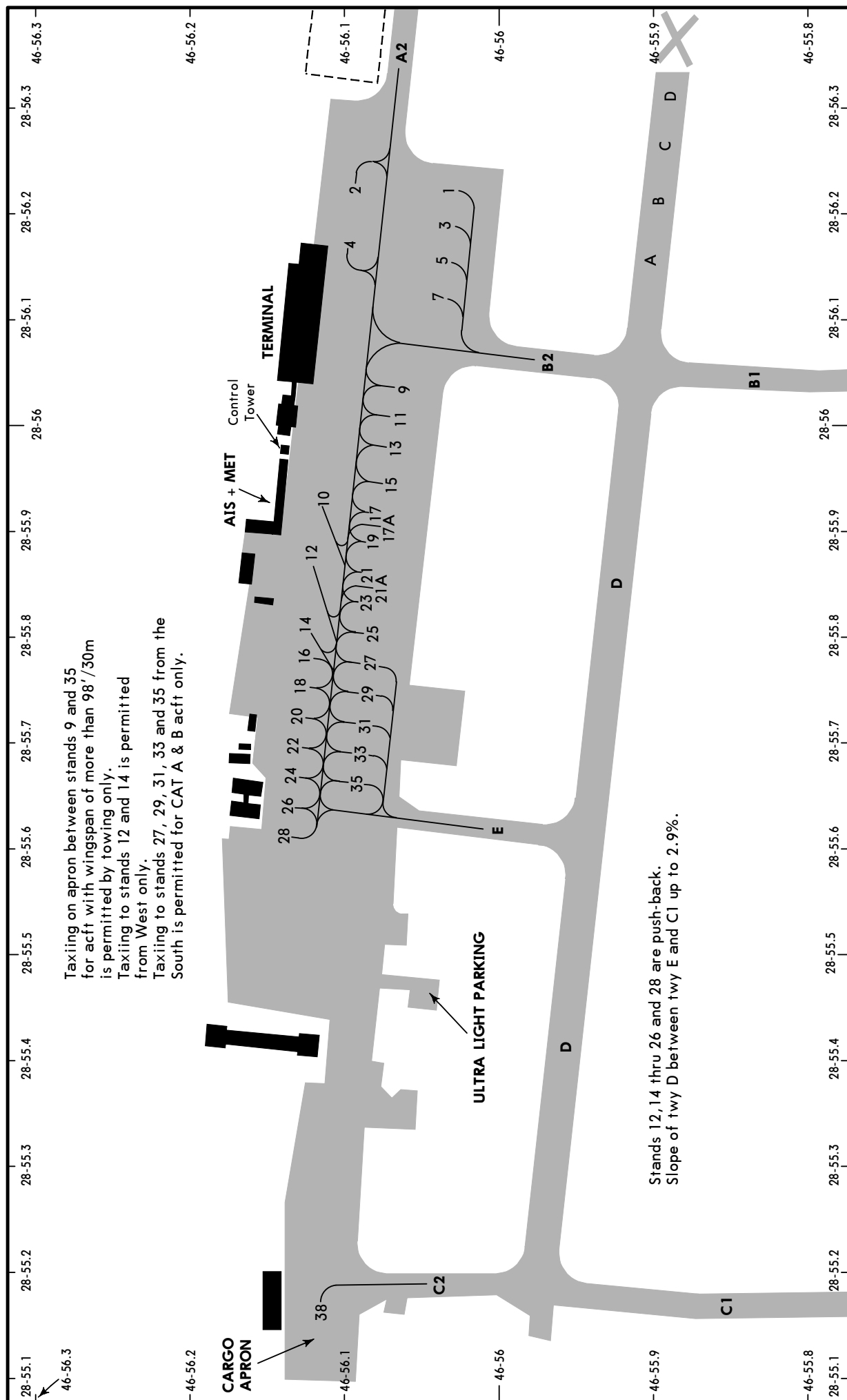
CHISINAU, MOLDOVA

22 MAR 13

10-9A

Eff 4 Apr

CHISINAU INTL



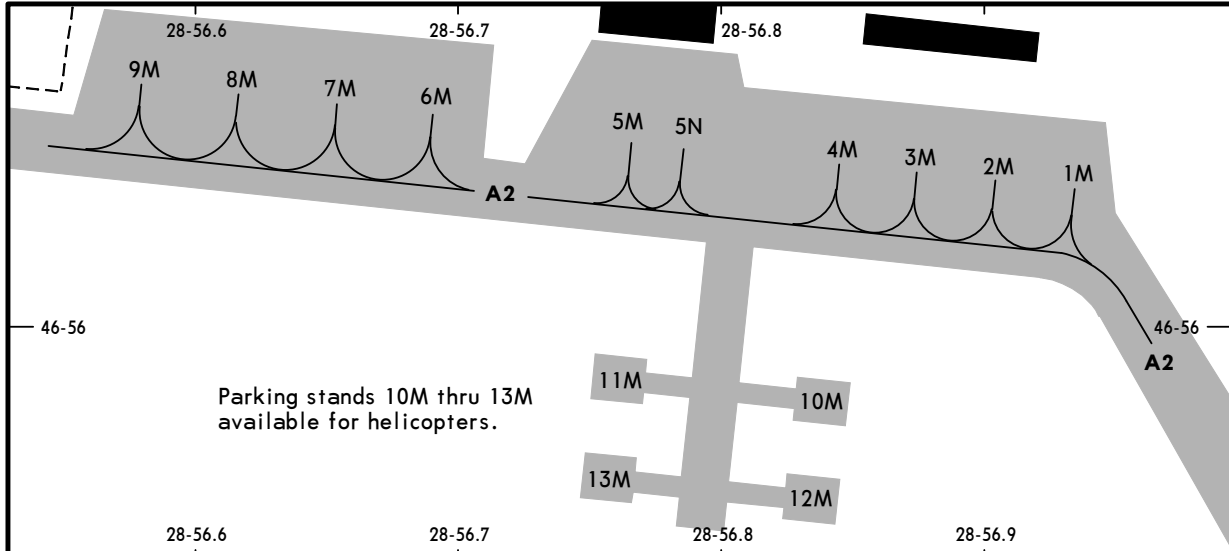
Taxiing on apron between stands 9 and 35 for acft with wingspan of more than 98'/30m is permitted by towing only.  
 Taxiing to stands 12 and 14 is permitted from West only.  
 Taxiing to stands 27, 29, 31, 33 and 35 from the South is permitted for CAT A & B acft only.

Stands 12, 14 thru 26 and 28 are push-back.  
 Slope of twy D between twy E and C1 up to 2.9%.

**LUKK/KIV**

**JEPPESEN**  
 8 NOV 13 **10-9B** Eff 14 Nov

**CHISINAU, MOLDOVA**  
 CHISINAU INTL



**INS COORDINATES**

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
A, B	N46 55.9 E028 56.2	-	24	N46 56.1 E028 55.7	328
C, D	N46 55.9 E028 56.3	-	25	N46 56.0 E028 55.8	321
1	N46 56.0 E028 56.2	312	26	N46 56.1 E028 55.7	329
2	N46 56.1 E028 56.2	310	27	N46 56.1 E028 55.8	323
3	N46 56.0 E028 56.2	314	28	N46 56.1 E028 55.6	330
4	N46 56.1 E028 56.2	312	29	N46 56.1 E028 55.8	325
5	N46 56.0 E028 56.2	315	31	N46 56.1 E028 55.7	326
7	N46 56.0 E028 56.1	316	33	N46 56.1 E028 55.7	327
9	N46 56.0 E028 56.1	317	35	N46 56.1 E028 55.7	328
10	N46 56.1 E028 56.0	313	38	N46 56.1 E028 55.2	-
11	N46 56.0 E028 56.0	316	1M	N46 56.0 E028 56.9	295
12	N46 56.1 E028 55.9	317	2M	N46 56.0 E028 56.9	296
13	N46 56.0 E028 56.0	315	3M	N46 56.0 E028 56.9	297
14	N46 56.1 E028 55.9	319	4M	N46 56.0 E028 56.8	298
15	N46 56.0 E028 56.0	316	5M, 5N	N46 56.0 E028 56.8	299
16	N46 56.1 E028 55.8	323	6M	N46 56.0 E028 56.7	300
17	N46 56.0 E028 55.9	317	7M, 8M	N46 56.0 E028 56.6	301
17A	N46 56.0 E028 55.9	-	9M	N46 56.0 E028 56.5	301
18	N46 56.1 E028 55.8	325	10M, 11M	N46 56.0 E028 56.8	298
19	N46 56.0 E028 55.9	318	12M	N46 55.9 E028 56.8	297
20	N46 56.1 E028 55.8	326	13M	N46 55.9 E028 56.8	298
21	N46 56.0 E028 55.9	319			
21A	N46 56.0 E028 55.9	-			
22	N46 56.1 E028 55.7	327			
23	N46 56.0 E028 55.9	320			

**LOW VISIBILITY PROCEDURES (LVP)**

**GENERAL**

LVP will be commenced when RVR falls to 550m and less, or ceiling is at or below 200'.

ATC will inform pilots when LVP are in force.

"FOLLOW ME" mandatory when LVP are in force.

**APPROACH**

After each landing, pilot shall report ILS sensitive area vacated.

**Landing rwy 08:**

Acft must vacate rwy only via twy B1, then via twy B2 to the parking position.

**DEPARTURE**

Departing acft is restricted to one movement at a time.

**Departure rwy 08:**

Acft with wingspan more then 98'/30m from parking position via twy B2, twy D and twy C1.

Acft with wing span less then 98'/30m from parking position via twy E, twy D and twy C1.

**Departure rwy 26:**

For all acft types from parking position via Twys B2 and B1.

LUKK/KIV



**Standard**

15 AUG 14

**10-9S**

**Eff 21 Aug**

**CHISINAU, MOLDOVA**

**CHISINAU INTL**

STRAIGHT-IN RWY		A	B	C	D
<b>08</b>	CAT 2 ILS	<b>499'</b> (100')	<b>499'</b> (100')	<b>499'</b> (100')	<b>506'</b> (107')
		<b>RA 103' R300m</b>	<b>RA 103' R300m</b>	<b>RA 103' R300m</b>	<b>RA 110' R300m</b>
	ILS	<b>599'</b> (200')	<b>599'</b> (200')	<b>599'</b> (200')	<b>599'</b> (200')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>760'</b> (361')	<b>760'</b> (361')	<b>760'</b> (361')	<b>760'</b> (361')
		<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	RNAV ①	<b>820'</b> (421')	<b>820'</b> (421')	<b>820'</b> (421')	<b>820'</b> (421')
	<b>R1300m</b>	<b>R1300m</b>	<b>R1300m</b>	<b>R1300m</b>	
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m	
VOR ①	<b>770'</b> (371')	<b>770'</b> (371')	<b>770'</b> (371')	<b>770'</b> (371')	
	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m	
<b>26</b>	ILS	<b>479'</b> (200')	<b>479'</b> (200')	<b>479'</b> (200')	<b>487'</b> (208')
		<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	<b>650'</b> (371')	<b>650'</b> (371')	<b>650'</b> (371')	<b>650'</b> (371')
		<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>	<b>R1000m</b>
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	RNAV ①	<b>580'</b> (301')	<b>580'</b> (301')	<b>580'</b> (301')	<b>580'</b> (301')
		<b>R750m</b>	<b>R750m</b>	<b>R750m</b>	<b>R750m</b>
	<i>ALS out</i>	R1400m	R1400m	R1400m	R1400m
VOR ①	<b>690'</b> (411')	<b>690'</b> (411')	<b>690'</b> (411')	<b>690'</b> (411')	
	<b>R1200m</b>	<b>R1200m</b>	<b>R1200m</b>	<b>R1200m</b>	
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m	

① Continuous Descent Final Approach.

**TAKE-OFF RWY 08, 26**

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force				NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		



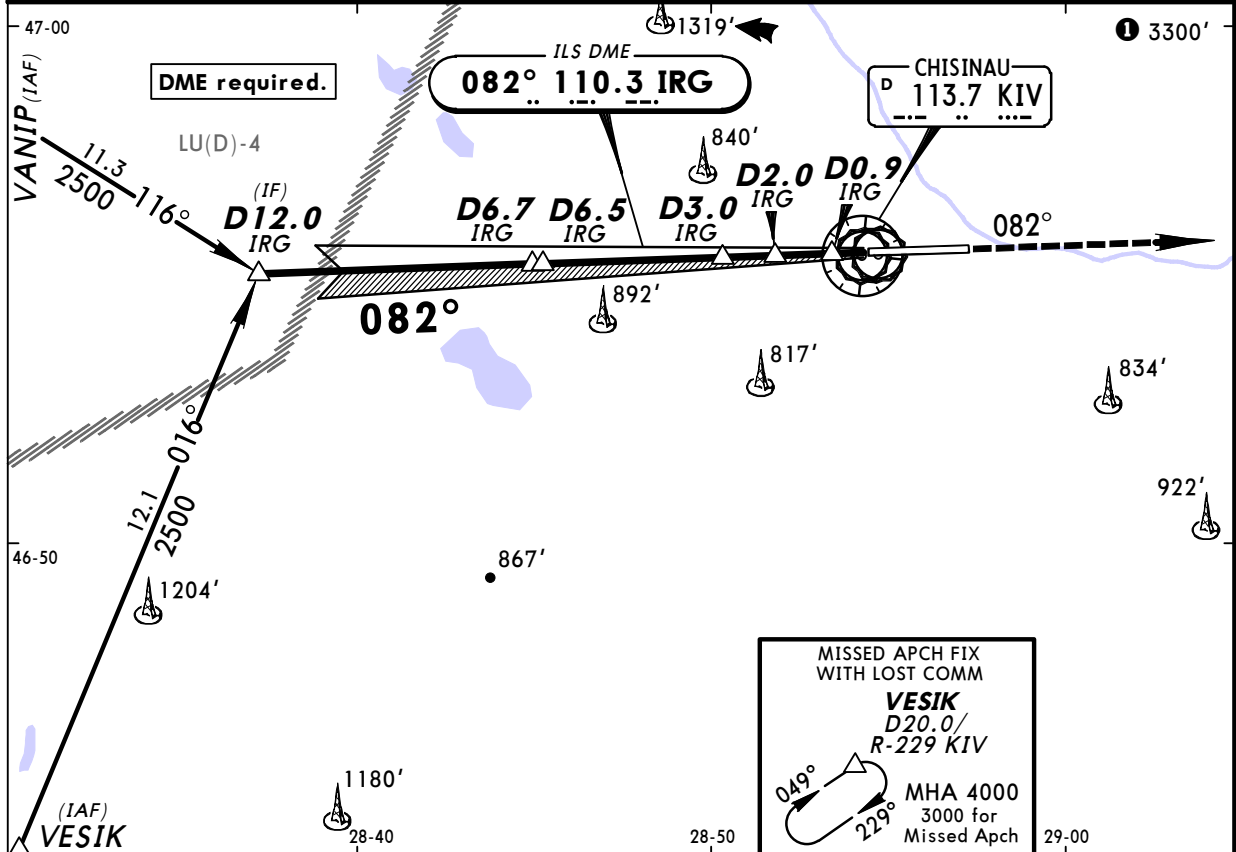
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
22 MAR 13 **(11-1)** Eff 4 Apr

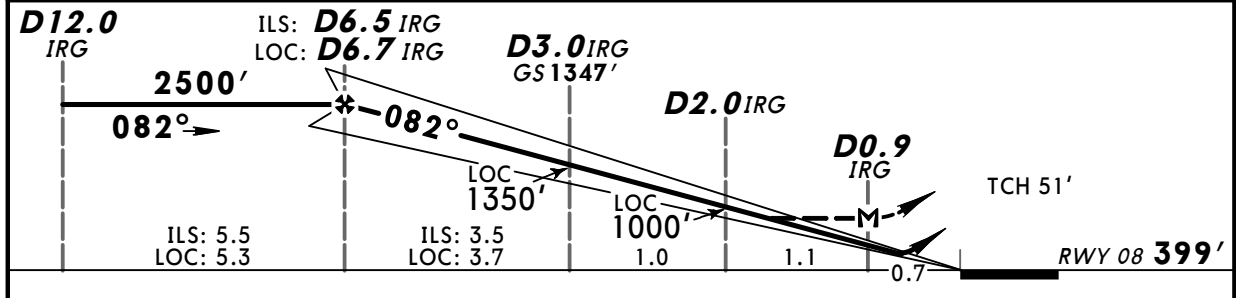
**CHISINAU, MOLDOVA**  
**ILS or LOC Rwy 08**

BRIEFING STRIP™

ATIS <b>125.22</b>		CHISINAU Approach <b>133.3 129.72</b>		CHISINAU Tower/Radar <b>118.1 129.72</b>		Ground <b>121.8 129.72</b>	
LOC IRG <b>110.3</b>	Final Apch Crs <b>082°</b>	GS <b>D3.0 IRG</b> 1347' (948')	ILS DA(H) <b>599' (200')</b>	Apt Elev <b>399'</b>	RWY <b>399'</b>		
<b>MISSED APCH:</b> Climb on 082° to 2500', radar vectoring will be provided. <b>MISSED APCH WITH LOST COMM:</b> Climb on 082° to 2500', then turn RIGHT on track 262° to intercept R-229 KIV to VESIK climbing to 3000'.							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 4000'	



LOC (GS out)	IRG DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2300'	1980'	1670'	1350'	1040'	720'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2500' on 082°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.9 IRG							

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 08			
ILS		LOC (GS out)					
DA(H) <b>599' (200')</b>		MDA(H) <b>760' (361')</b>					
FULL		ALS out		ALS out			
A				RVR 900m	RVR 1500m		
B				RVR 1000m	RVR 1800m		
C	RVR 550m	RVR 1000m					
D				RVR 1400m	RVR 2000m		

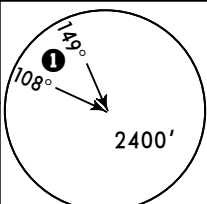
PANS OPS

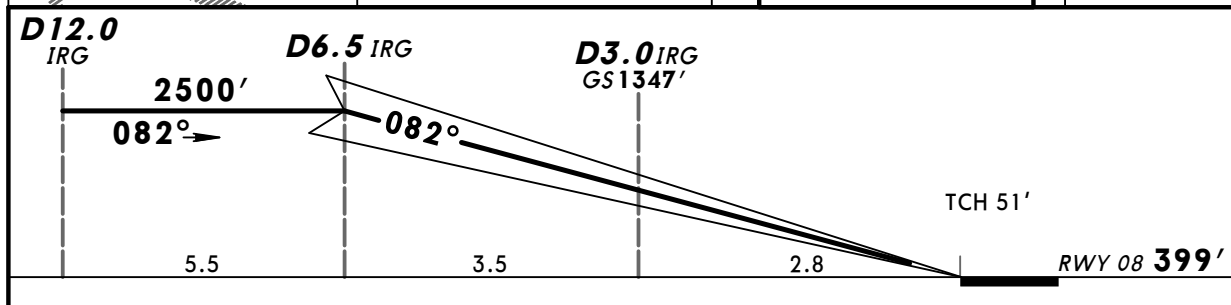
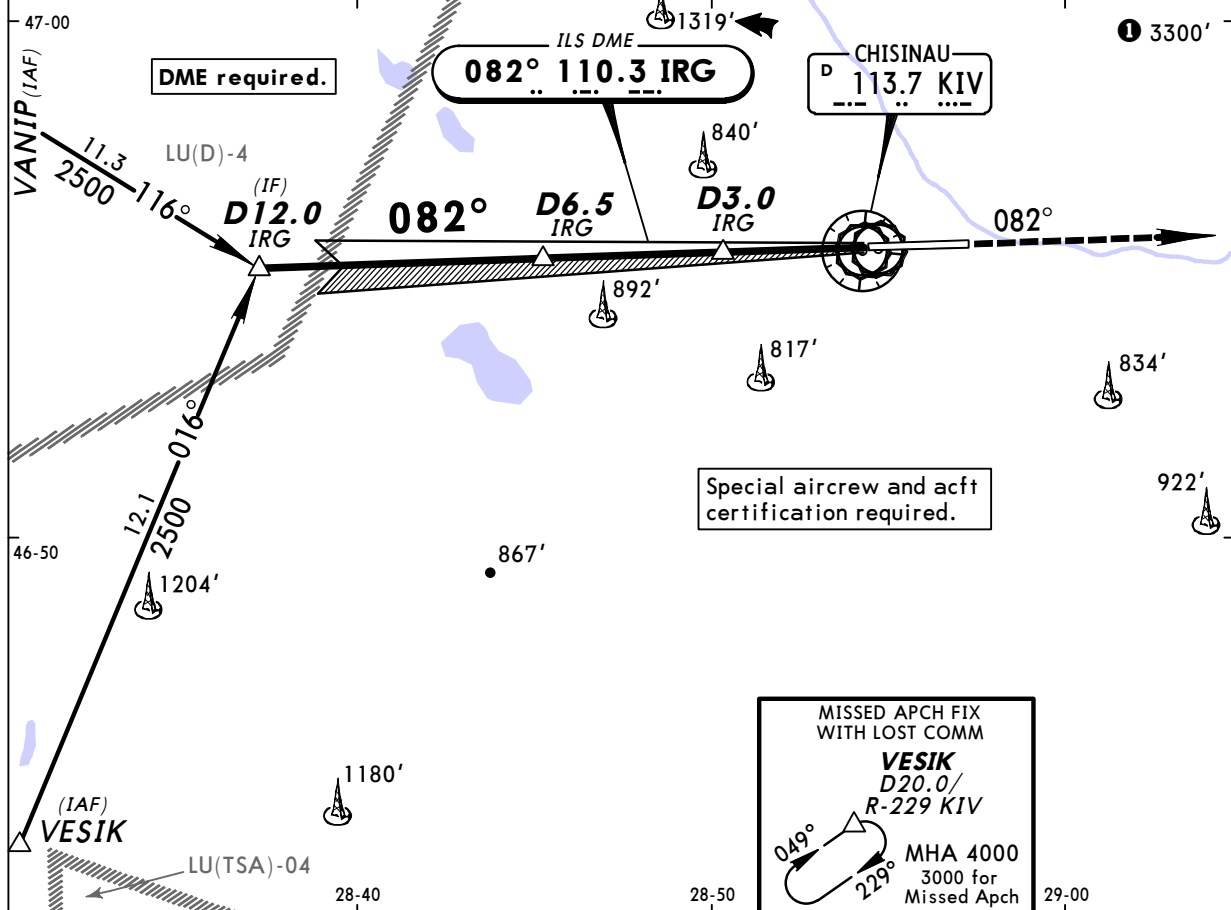
**LUKK/KIV**  
**CHISINAU INTL**

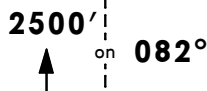
**JEPPESEN**  
22 MAR 13 **(11-1A)** **Eff 4 Apr**

**CHISINAU, MOLDOVA**  
**CAT II ILS Rwy 08**

BRIEFING STRIP™

ATIS <b>125.22</b>		CHISINAU Approach <b>133.3 129.72</b>		CHISINAU Tower/Radar <b>118.1 129.72</b>		Ground <b>121.8 129.72</b>	
LOC IRG <b>110.3</b>	Final Apch Crs <b>082°</b>	GS <b>D3.0 IRG</b> <b>1347' (948')</b>	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev <b>399'</b>		
<b>MISSED APCH:</b> Climb on 082° to 2500', radar vectoring will be provided. <b>MISSED APCH WITH LOST COMM:</b> Climb on 082° to 2500', then turn RIGHT on track 262° to intercept R-229 KIV to VESIK climbing to 3000'.							MSA KIV VOR
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 
GS 3.00°	372	478	531	637	743	849	

<b>JAR-OPS</b>		<b>STRAIGHT-IN LANDING RWY 08</b>	
ABC <b>RA 103'</b> DA(H) <b>499' (100')</b>		D <b>RA 110'</b> DA(H) <b>506' (107')</b>	

**RVR 300m**

**Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.**

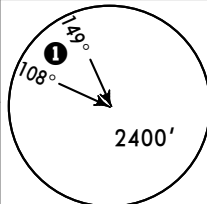
PANS OPS

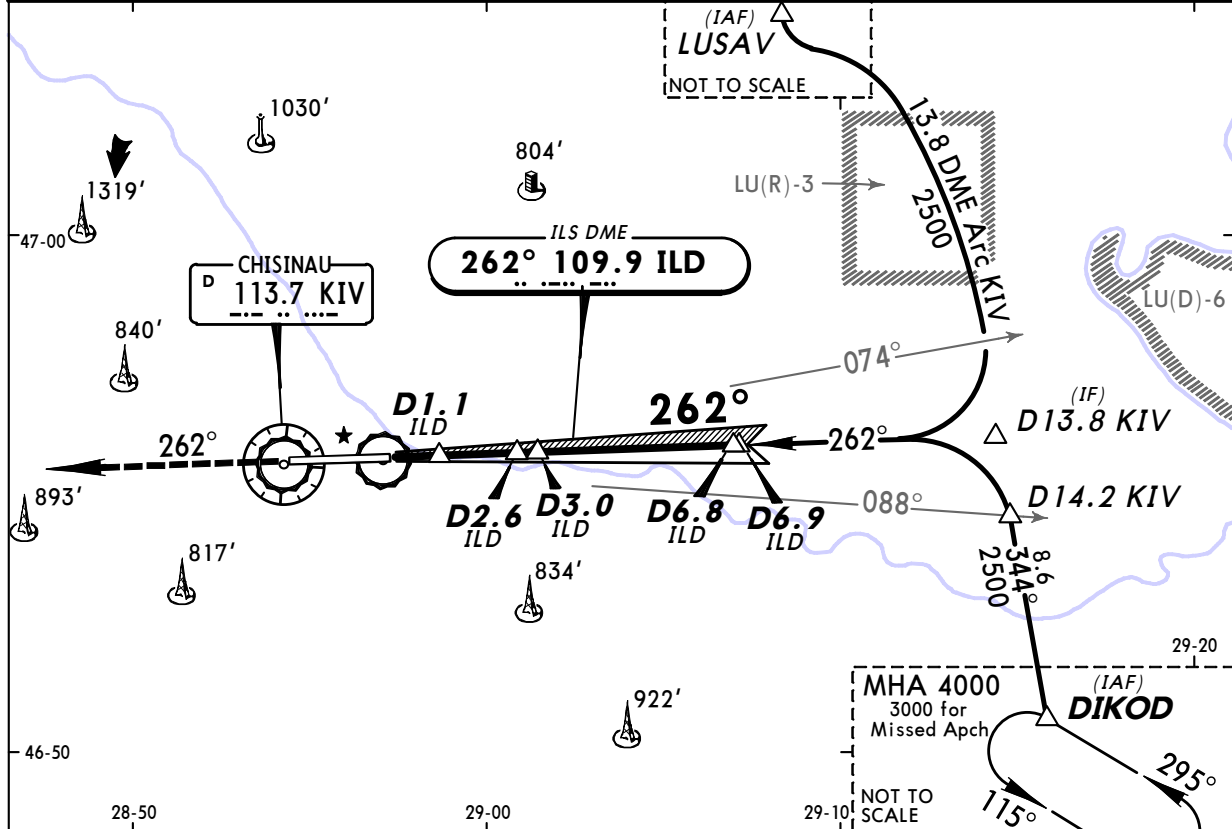
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
15 AUG 14 **(11-2)** Eff 21 Aug

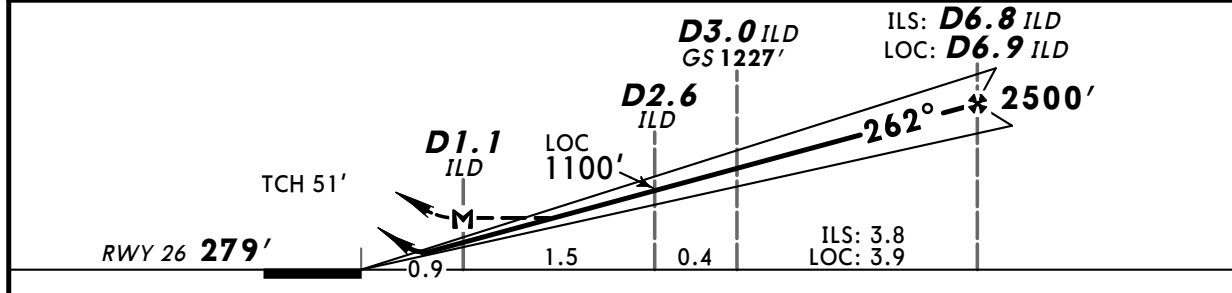
**CHISINAU, MOLDOVA**  
**ILS or LOC Rwy 26**

BRIEFING STRIP™

ATIS 125.22		CHISINAU Approach 133.3 129.72		CHISINAU Tower/Radar 118.1 129.72		Ground 121.8 129.72	
LOC ILD <b>109.9</b>	Final Apch Crs <b>262°</b>	GS <b>D3.0</b> ILD <b>1227'</b> (948')	ILS DA(H) Refer to Minimums	Apt Elev <b>399'</b>	ILS DA(H) Refer to Minimums	RWY <b>279'</b>	
<b>MISSED APCH:</b> Climb on 262° to 2500', radar vectoring will be provided. <b>MISSED APCH WITH LOST COMM:</b> Climb on 262° to 2500', then turn LEFT on track 082° to intercept R-115 KIV to DIKOD climbing to 3000'.							MSA KIV VOR ① 3300'
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	



LOC (GS out)	ILD DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	610'	930'	1250'	1570'	1890'	2220'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2500' on 262°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.1 ILD							

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 26			
ILS		LOC (GS out)			
DA(H)		MDA(H) <b>650'</b> (371')			
ABC: <b>479'</b> (200') D: <b>487'</b> (208')					
FULL		ALS out		ALS out	
A	RVR 550m	RVR 1000m		RVR 900m	RVR 1500m
B				RVR 1000m	RVR 1800m
C				RVR 1400m	RVR 2000m
D				RVR 600m	

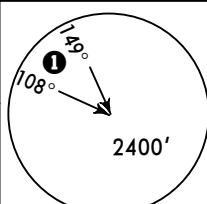
PANS OPS

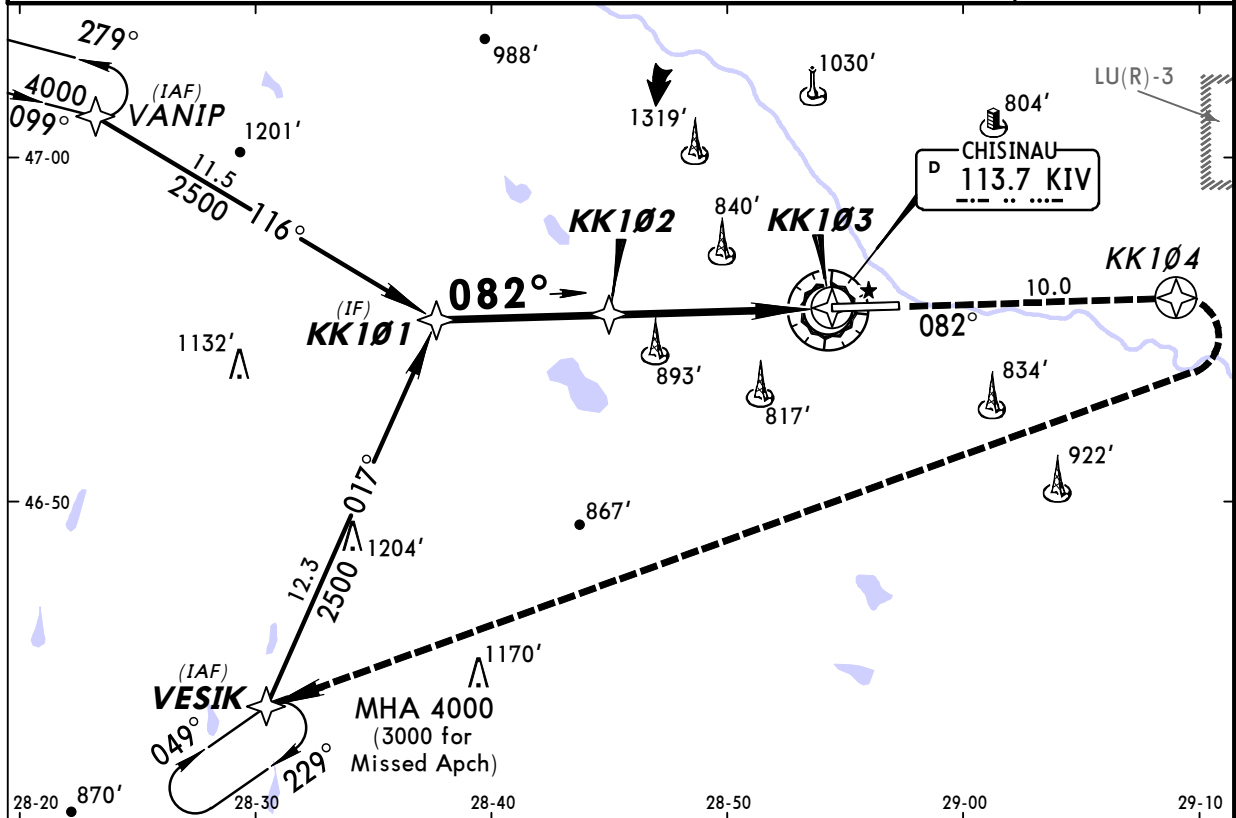
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
15 AUG 14 (12-1) Eff 21 Aug

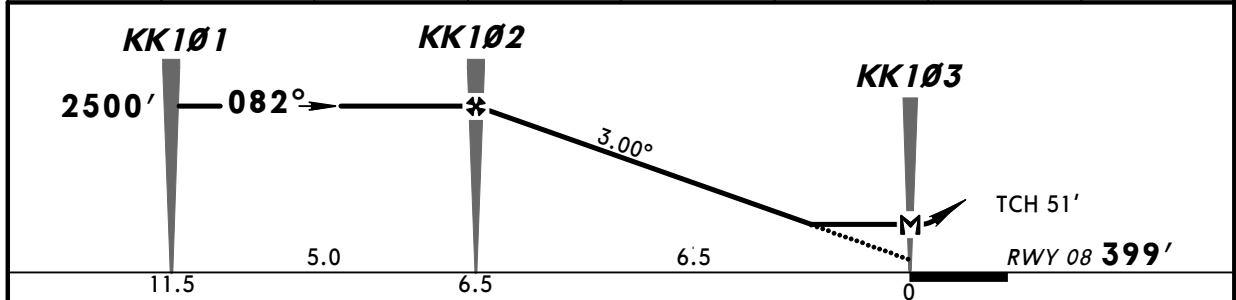
**CHISINAU, MOLDOVA**  
**RNAV (GPS) Rwy 08**

BRIEFING STRIP™

ATIS 125.22		CHISINAU Approach 133.3 129.72		CHISINAU Tower/Radar 118.1 129.72		Ground 121.8 129.72	
RNAV	Final Apch Crs <b>082°</b>	Minimum Alt <b>2500'</b> (2101')	LNNAV MDA(H) <b>820'</b> (421')	Apt Elev <b>399'</b>	RWY <b>399'</b>		
<b>MISSED APCH:</b> Climb on 082° to KK104 to 2500', radar vectoring will be provided. <b>MISSED APCH WITH LOST COMM:</b> Climb on 082° to KK104 to 2500', then turn RIGHT to VESIK climbing to 3000' and complete at least one holding pattern.						 MSA KIV VOR 3300'	
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 4000'	



DIST to KK103	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2500'	2346'	2031'	1713'	1395'	1080'	765'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2500' on 082° KK104
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at KK103							

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 08	
LNNAV		MDA(H) <b>820'</b> (421')	
		ALS out	
A	RVR 900m	RVR 1500m	
B	RVR 1000m	RVR 1800m	
C	RVR 1400m	RVR 2000m	
D	RVR 1400m	RVR 2000m	

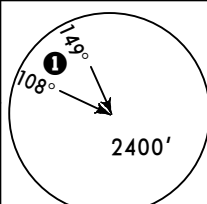
PANS OPS

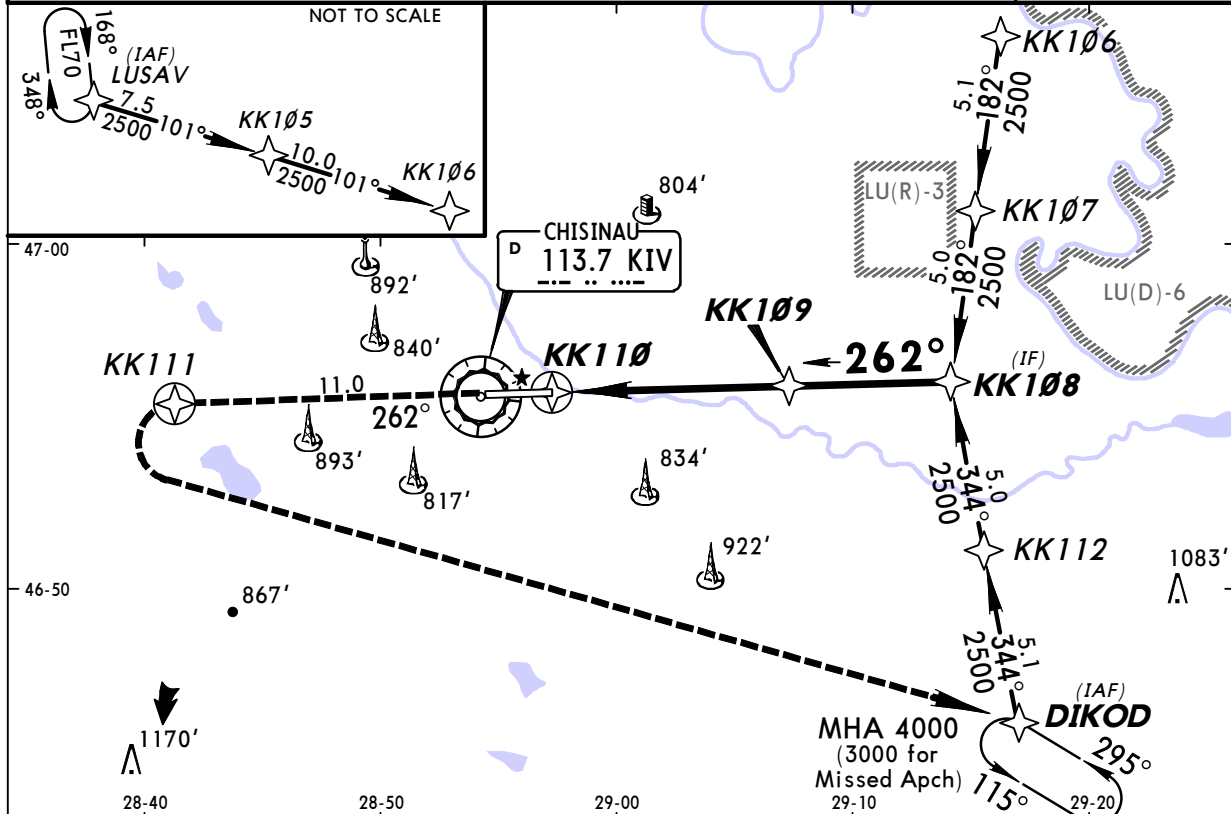
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
15 AUG 14 (12-2) Eff 21 Aug

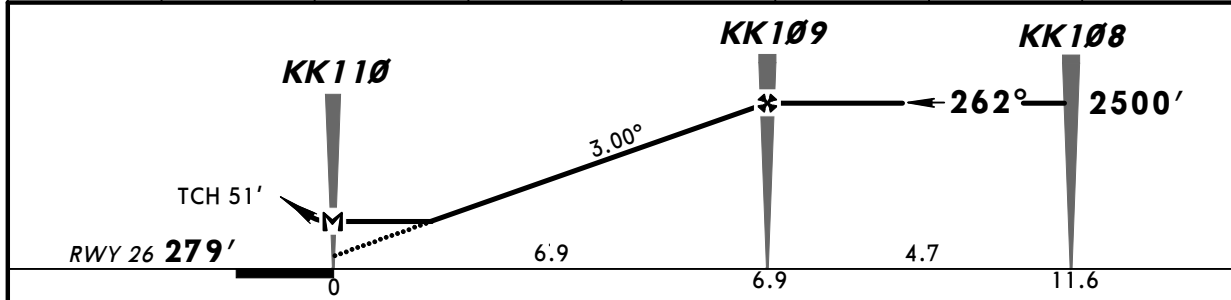
**CHISINAU, MOLDOVA**  
**RNAV (GPS) Rwy 26**

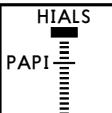
BRIEFING STRIP™

ATIS <b>125.22</b>		CHISINAU Approach <b>133.3 129.72</b>		CHISINAU Tower/Radar <b>118.1 129.72</b>		Ground <b>121.8 129.72</b>	
RNAV	Final Apch Crs <b>262°</b>	Minimum Alt <b>2500'</b> (2221')	LNAV MDA(H) <b>530'</b> (251')	Apt Elev <b>399'</b>	RWY <b>279'</b>		
<b>MISSED APCH:</b> Climb on 262° to KK111 to 2500', radar vectoring will be provided. <b>MISSED APCH WITH LOST COMM:</b> Climb on 262° to KK111 to 2500', then turn LEFT to DIKOD climbing to 3000' and complete at least one holding pattern.						 <b>MSA KIV VOR</b> <b>3300'</b>	
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	



DIST to KK110	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	645'	960'	1275'	1593'	1911'	2226'	2500'



Gnd speed-Kts	70	90	100	120	140	160		2500' ↑ 50' 262° KK111
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at KK110								

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 26	
		LNAV	
		MDA(H) <b>530'</b> (251')	
		ALS out	
A		RVR 1500m	
B	RVR 800m		
C		RVR 1600m	
D	RVR 1200m	RVR 1800m	

PANS OPS

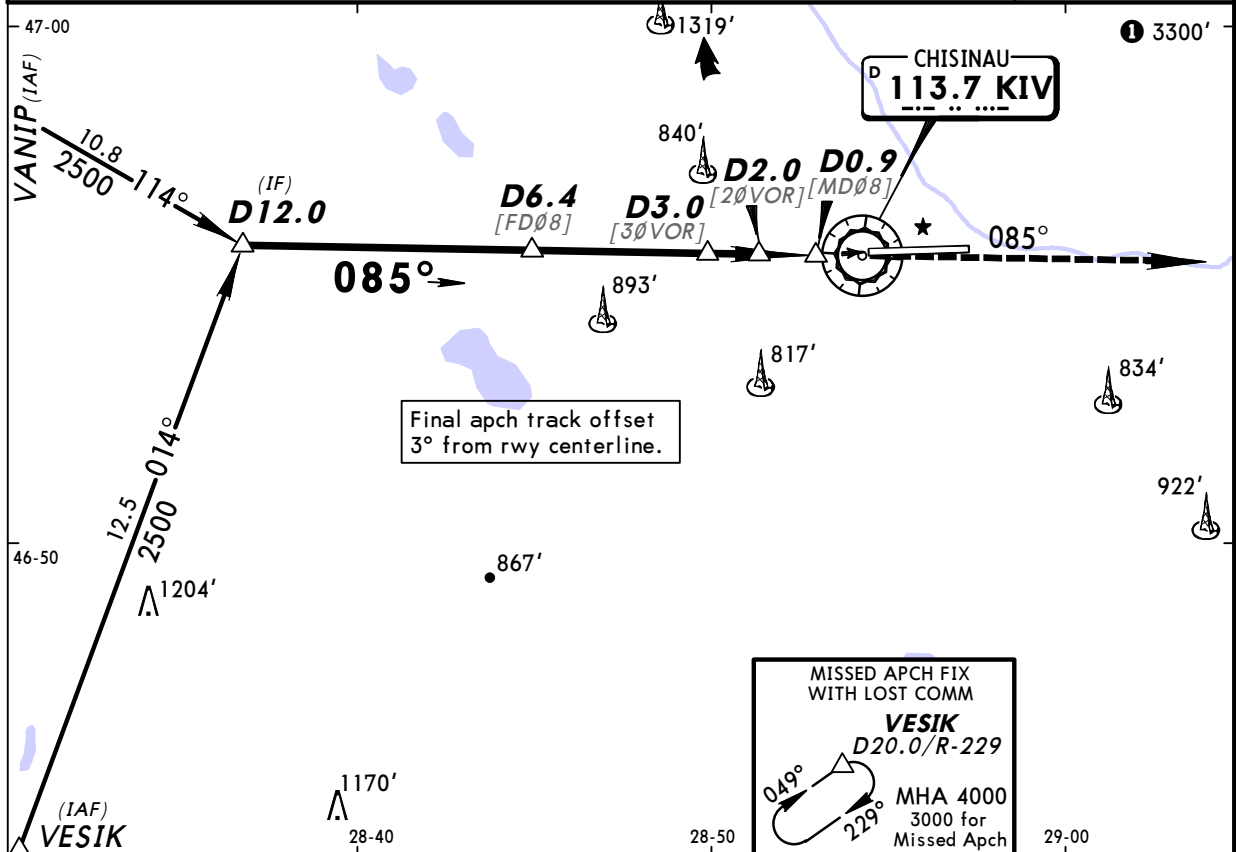
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPesen**  
15 AUG 14 (13-1) Eff 21 Aug

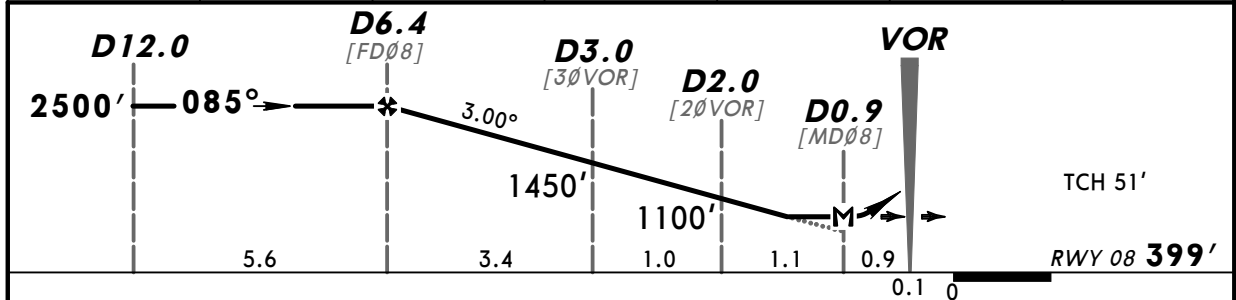
**CHISINAU, MOLDOVA**  
**VOR DME Rwy 08**

BRIEFING STRIP™

ATIS 125.22		CHISINAU Approach 133.3 129.72		CHISINAU Tower/Radar 118.1 129.72		Ground 121.8 129.72	
VOR KIV 113.7	Final Apch Crs 085°	Minimum Alt D6.4 2500' (2101')	MDA(H) 770' (371')	Apt Elev 399'	RWY 399'		
<p><b>MISSED APCH:</b> Climb on 085° to 2500', radar vectoring will be provided.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on 085° to 2500', then turn RIGHT on track 262° to intercept R-229, then proceed to VESIK climbing to 3000'.</p>							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 4000'	
						MSA KIV VOR	



KIV DME	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2390'	2080'	1760'	1450'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.9							

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 08	
		MDA(H) <b>770' (371')</b>	
		ALS out	
A	RVR 900m	RVR 1500m	
B	RVR 1000m	RVR 1800m	
C	RVR 1400m	RVR 2000m	
D	RVR 1400m	RVR 2000m	

PANS OPS



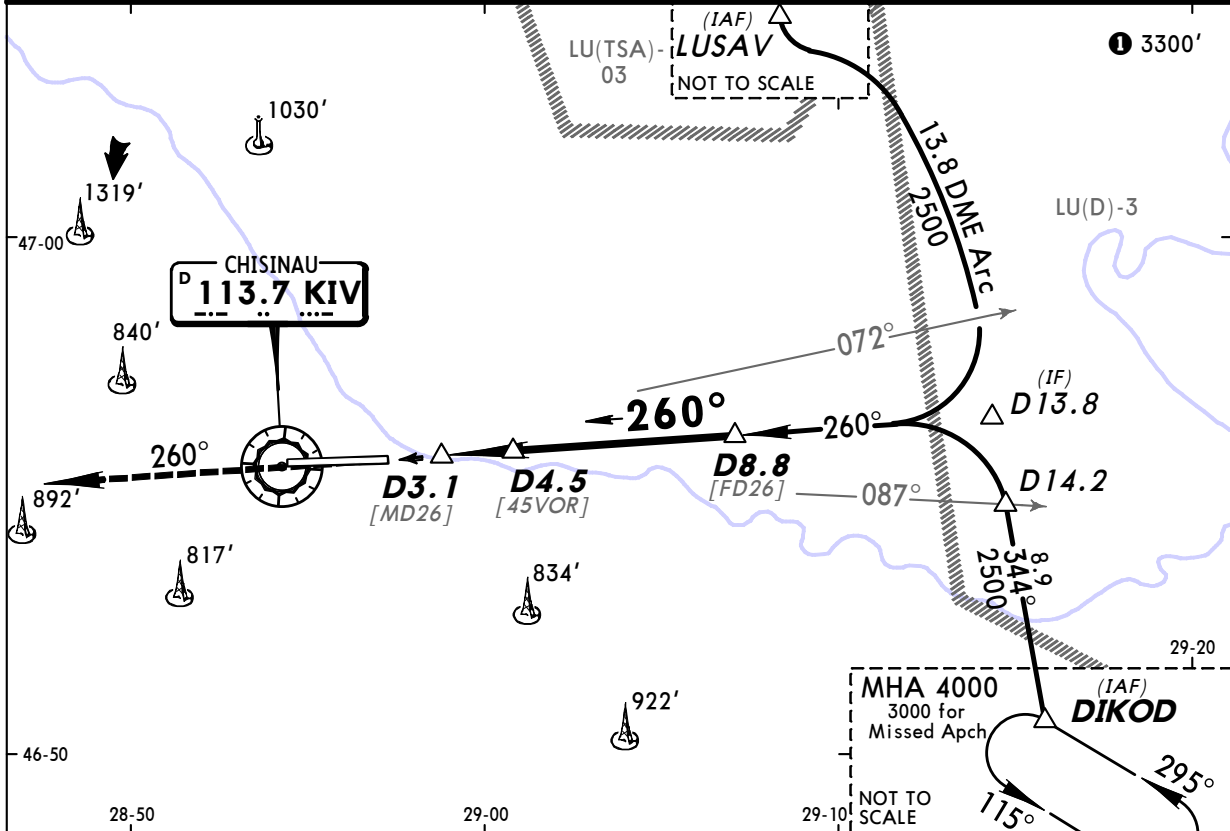
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
22 MAR 13 **(13-2)** Eff 4 Apr

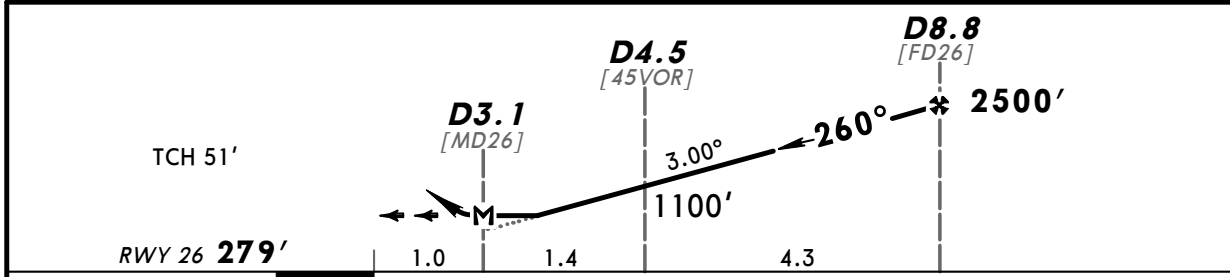
**CHISINAU, MOLDOVA**  
**VOR DME Rwy 26**

BRIEFING STRIP™

ATIS <b>125.22</b>		CHISINAU Approach <b>133.3 129.72</b>		CHISINAU Tower/Radar <b>118.1 129.72</b>		Ground <b>121.8 129.72</b>	
VOR KIV <b>113.7</b>	Final Apch Crs <b>260°</b>	Minimum Alt <b>D8.8</b> <b>2500'</b> (2221')	MDA(H) <b>690'</b> (411')	Apt Elev <b>399'</b>	RWY <b>279'</b>		
<p><b>MISSED APCH:</b> Climb on 260° to 2500', radar vectoring will be provided.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on 260° to 2500', then turn LEFT on track 082° to intercept R-115, then proceed to DIKOD climbing to 3000'.</p>							
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	
Final apch track offset 2° from rwy centerline.						MSA KIV VOR	



KIV DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	640'	960'	1280'	1600'	1930'	2250'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D3.1							

PANS OPS

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 26	
		MDA(H) <b>690'</b> (411')	
		ALS out	
A	RVR 900m	RVR 1500m	
B	RVR 1000m	RVR 1800m	
C	RVR 1400m	RVR 2000m	