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Trip Kit Index

Airport Information For LUKK

Terminal Charts For LUKK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Chisinau MDA
IATA Code: KIV
Lat/Long: N46° 55.7' E028° 55.9'
Elevation: 399 ft

Airport Use: Public
Magnetic Variation: 5.8°E

Fuel Types: 100-130 Octane, Jet, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0308 Z
Sunset: 1658 Z,

Runway Information

Runway: 08
Length x Width: 11778 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 399 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26
Length x Width: 11778 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 303 ft
Lighting: Edge, ALS, Centerline

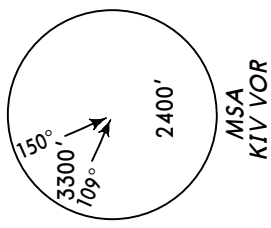
Communication Information

ATIS 125.225 MF
Chisinau Tower 129.725
Chisinau Tower 118.1
Chisinau Ground Control 129.725
Chisinau Ground Control 121.8
Chisinau Apron Ramp/Taxi Control 131.7
Chisinau Approach Control 133.3 At or below 19700 ft
Chisinau Approach Control 129.725

ATIS
125.22

Apt Elev
399'

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



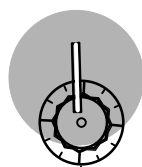
ANEDO FOUR ALFA (ANEDO 4A) [ANED4A]
RWY 08 ARRIVAL

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

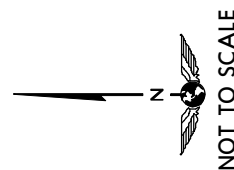
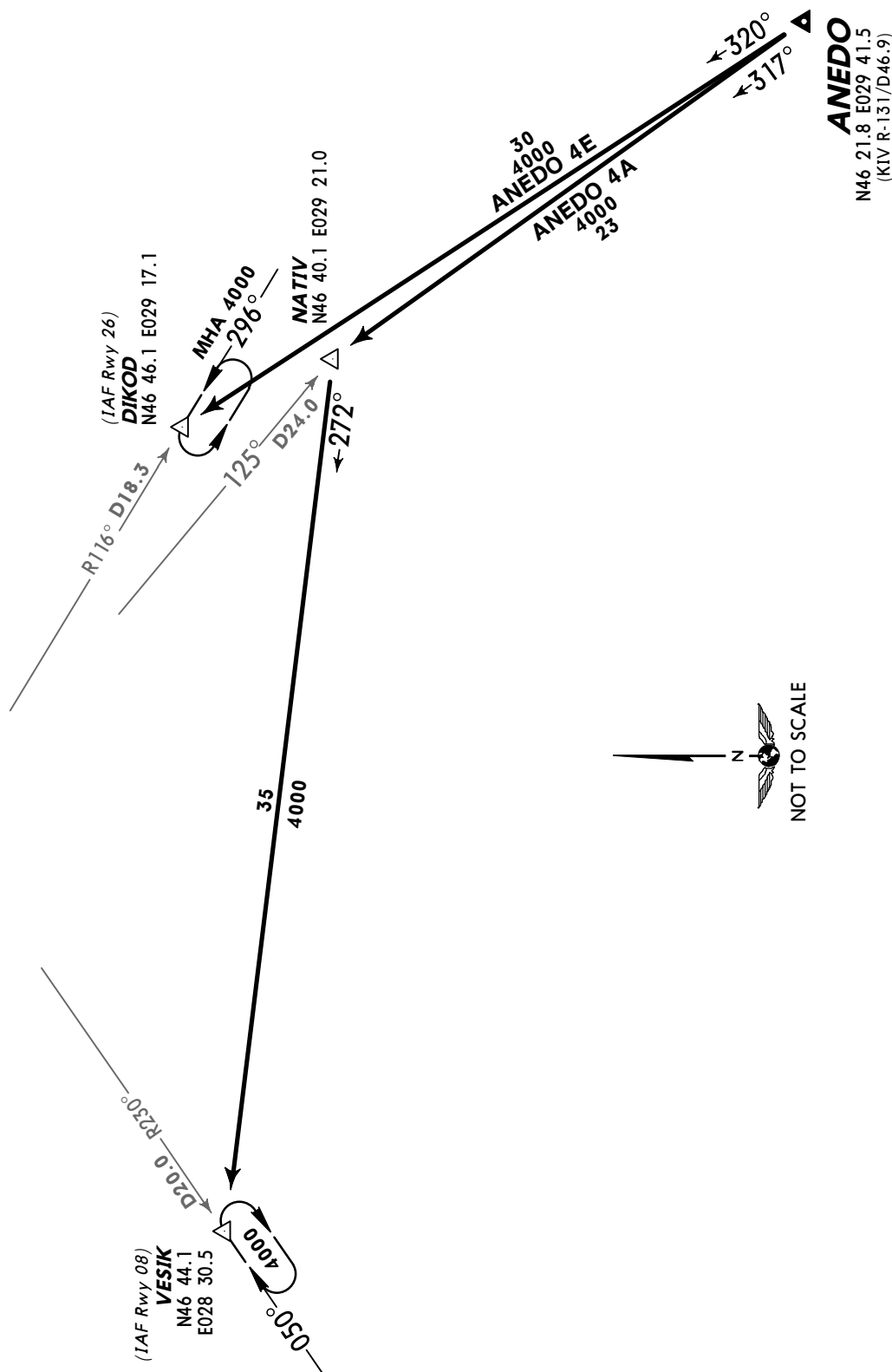
LOST COMMS

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

LOST COMMS



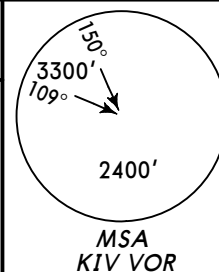
CHISINAU
D 113.7 KIV
N46 55.6 E028 54.3



ATIS
125.22

Apt Elev
399'

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



BUSES FOUR ALFA (BUSES 4A) [BUSE4A]
RWY 08 ARRIVAL

BUSES SIX ECHO (BUSES 6E) [BUSE6E]
LAVDA TWO ECHO (LAVDA 2E) [LAVD2E]
RWY 26 ARRIVALS



LAVDA
N48 07.5
E028 43.8
(KIV R-169/D72.3)

170°
56.5
FL 70
LAVDA 2E

(IAF Rwy 26)
LUSAV
N47 11.2
E028 51.8

(IAF Rwy 08)
VANIP
N47 01.2
E028 23.2

100°
MHA 4000

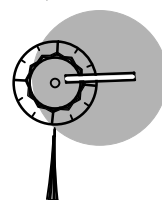
13
4000
BUSES 4A

BUSES 6E
FL 70
35

D22.0 R280°

BUSES
N46 55.6
E028 06.4
(KIV R-265/D32.8)

059°
058°

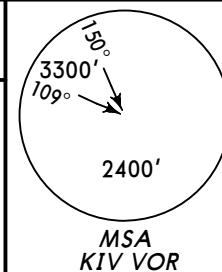


CHISINAU
(H) 113.7 KIV
N46 55.6 E028 54.3

ATIS
125.22

Apt Elev
399'

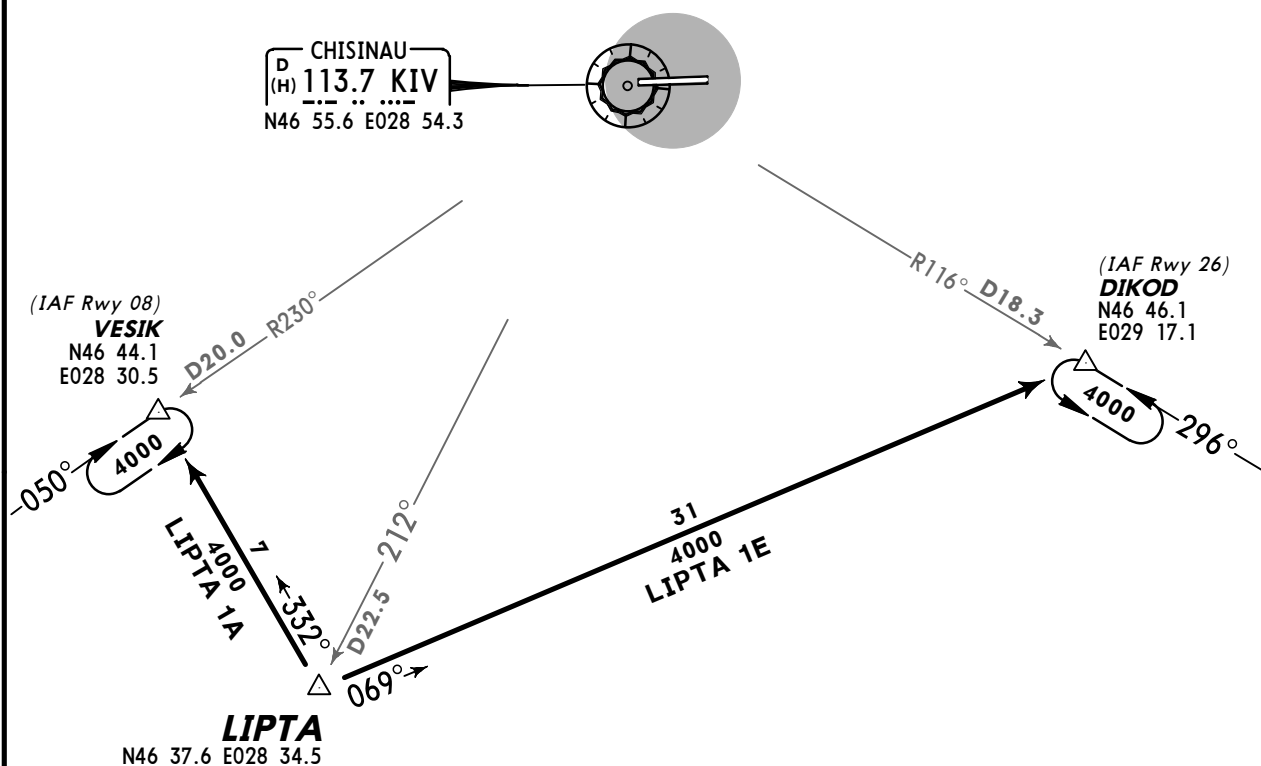
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



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

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

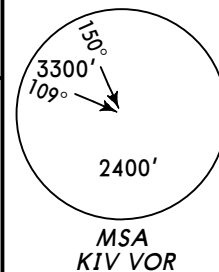
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Maintain last cleared flight/altitude to initial approach
fix, then descend in holding pattern to 4000' for
instrument approach.
▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT



ATIS
125.22

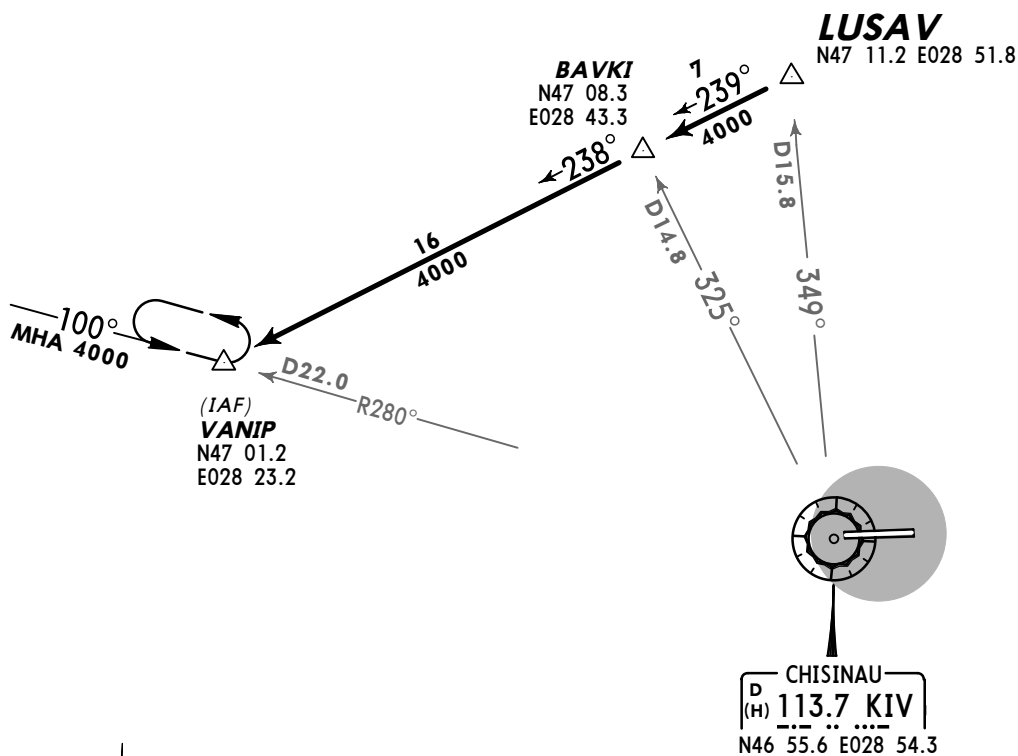
Apt Elev
399'

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



LUSAV THREE ALFA (LUSAV 3A) [LUSA3A] RWY 08 ARRIVAL

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Maintain last cleared flight/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 ▲



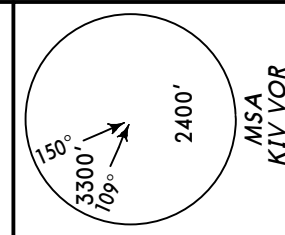
ATIS
125.22

Apt Elev
399'

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

POGAV FIVE ALFA (POGAV 5A) [POGA5A]
RIVIS THREE ALFA (RIVIS 3A) [RIVI3A]
RWY 08 ARRIVALS

POGAV SEVEN ECHO (POGAV 7E) [POGA7E]
RIVIS FOUR ECHO (RIVIS 4E) [RIVI4E]
RWY 26 ARRIVALS

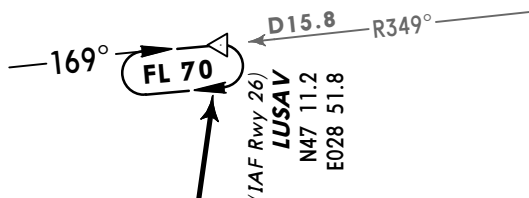
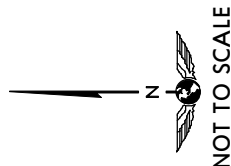


LOST COMMS

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

SWWOD LSOT SWWOD LSOT SWWOD LSOT SWWOD LSOT

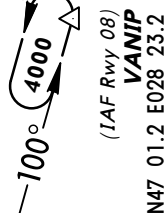
LOST COMMS



RIVIS

N47 13.4 E028 30.1
(KIV R-312/D24.3)

RIVIS 3A
4000



POGAV
N46 46.9
E028 10.0

096°

14

4000

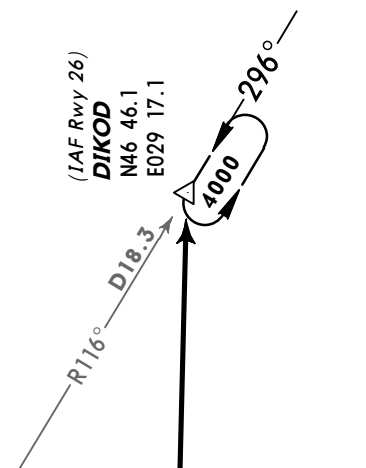
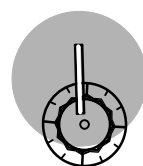
POGAV 5A

050°

4000

050°

CHISINAU
D 113.7 KIV
(H) N46 55.6 E028 54.3



(IAF Rwy 26)
DIKOD
N46 46.1
E029 17.1

D18.3

296°

4000

216°

116°

4000

296°

(IAF Rwy 08)
VESIK
N46 44.1
E028 30.5

D20.0

096°

14

4000

POGAV 5A

050°

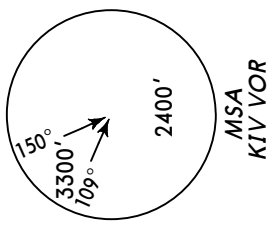
4000

050°

ATIS
125.22

Apt Elev
399'

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



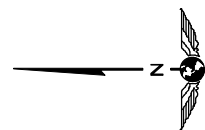
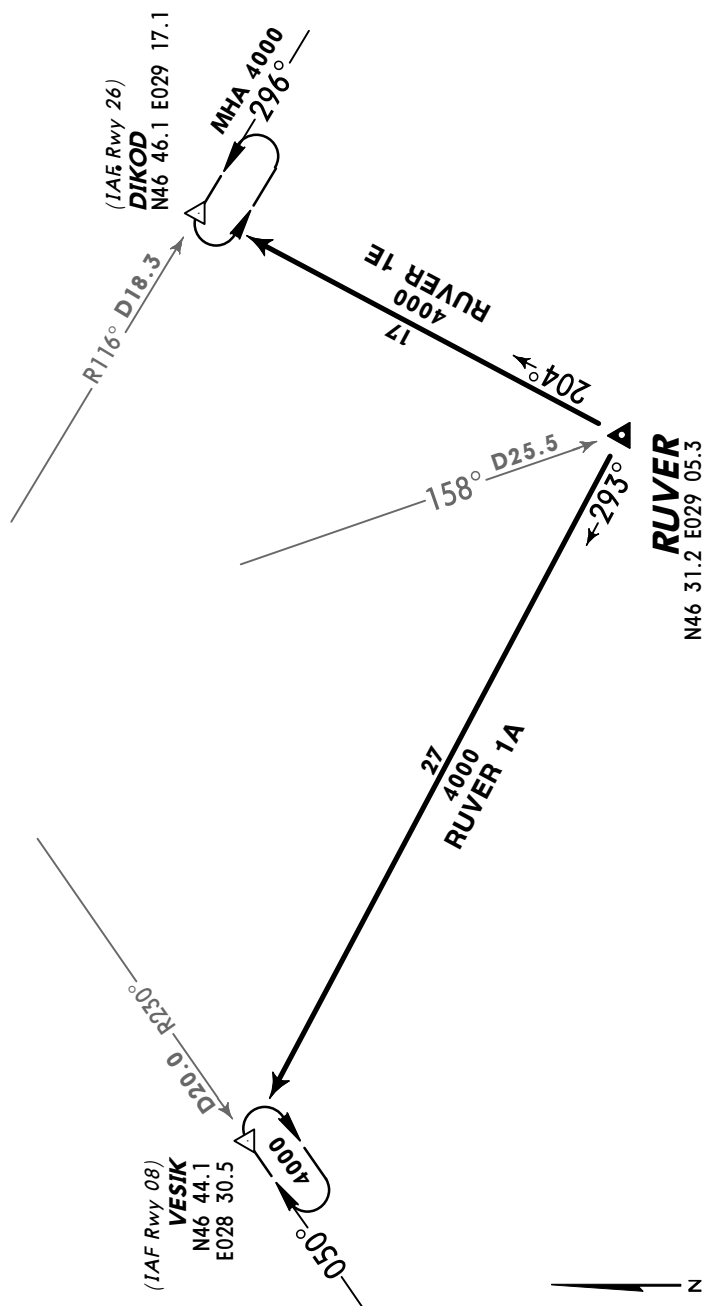
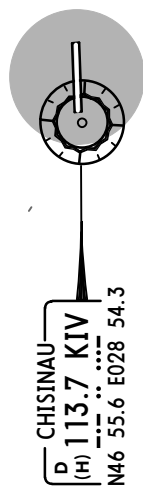
RUVER ONE ALFA (RUVER 1A) [RUVE1A]
RWY 08 ARRIVAL

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

LOST COMMS

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

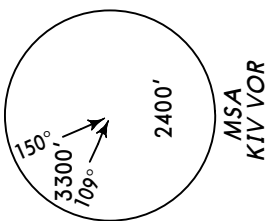
LOST COMMS



ATIS
125.22

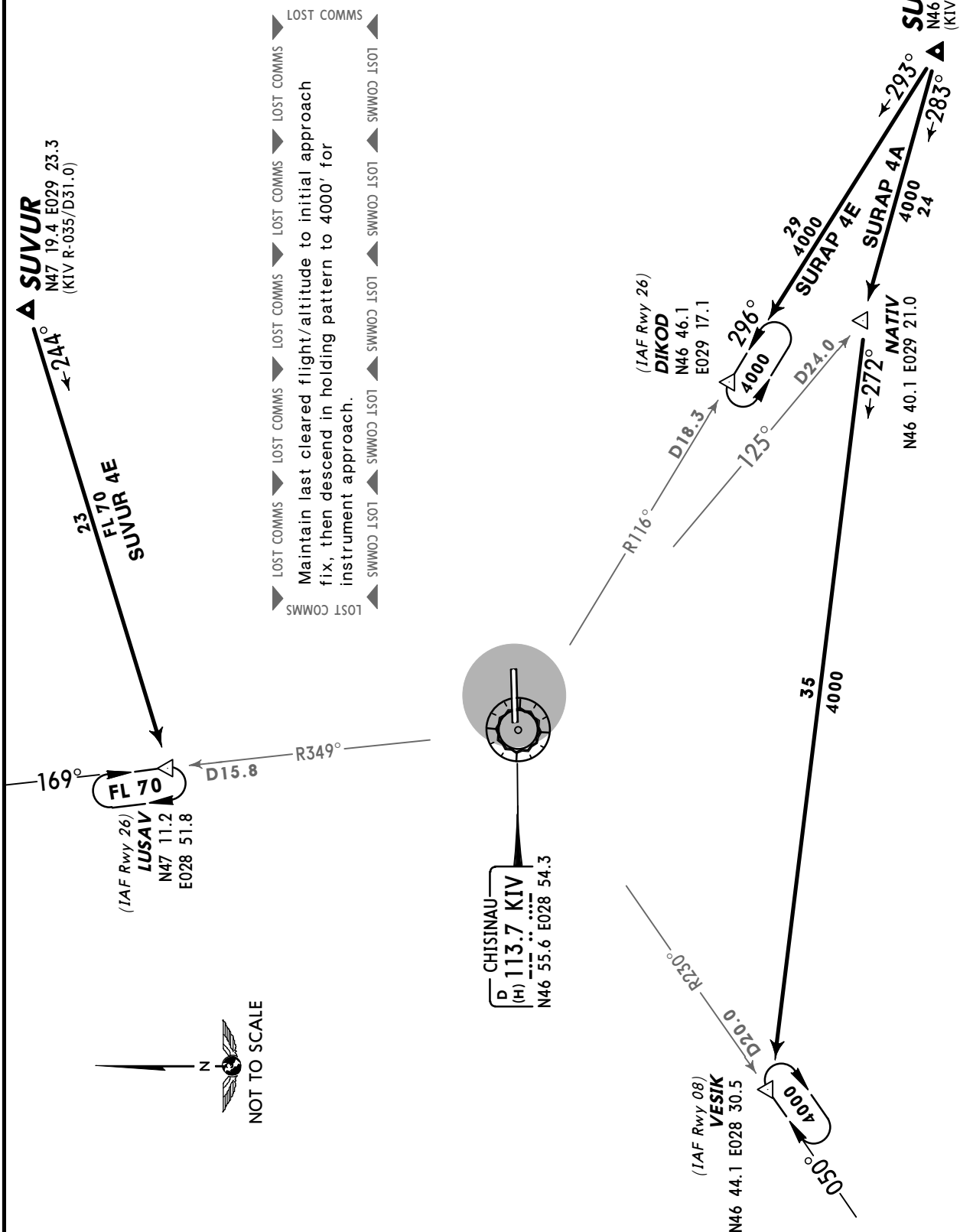
Apt Elev
399'

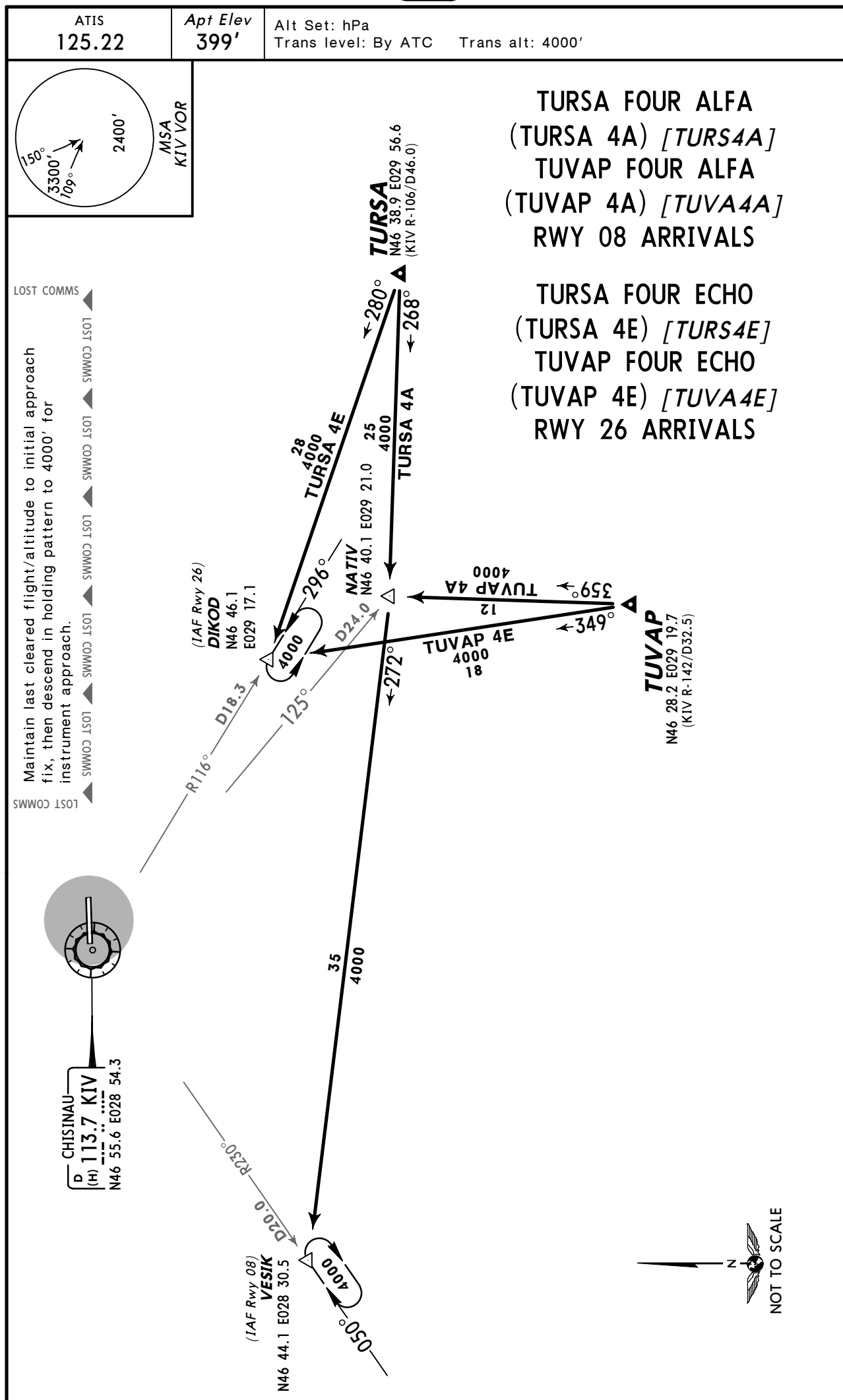
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



SURAP FOUR ALFA (SURAP 4A) [SURA4A]
RWY 08 ARRIVAL

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

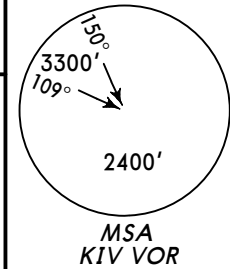




ATIS
125.22

Apt Elev
399'

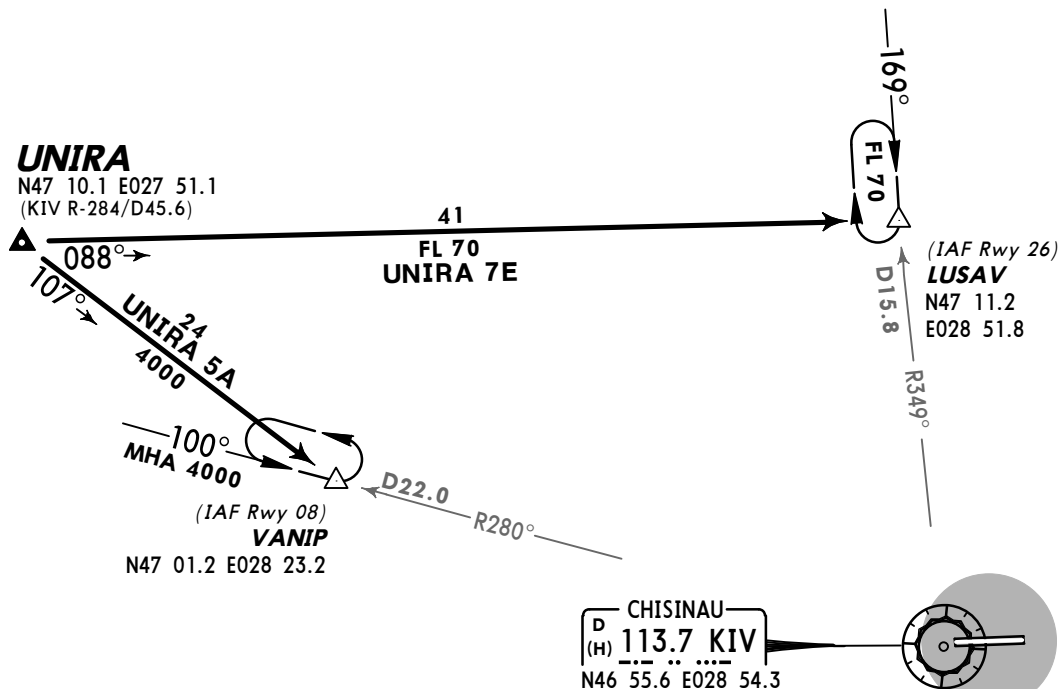
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'



UNIRA FIVE ALFA (UNIRA 5A) [UNIR5A]
RWY 08 ARRIVALS

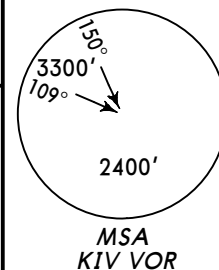
UNIRA SEVEN ECHO (UNIRA 7E) [UNIR7E]
RWY 26 ARRIVALS

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

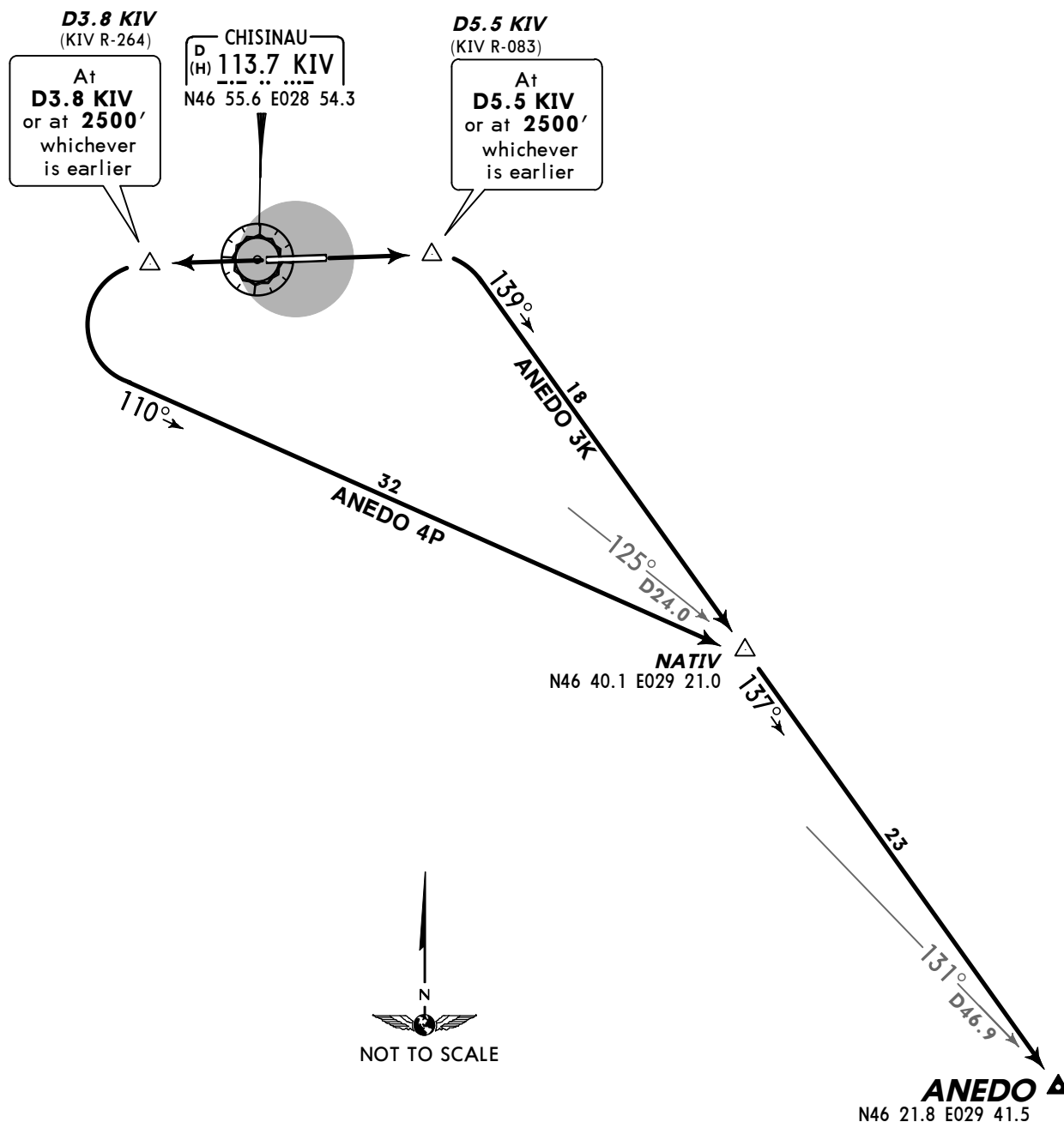


Apt Elev
399'

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**



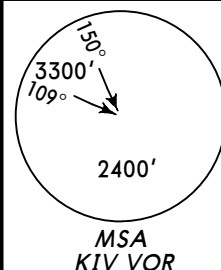
LOST COMMS
Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.
LOST COMMS

Initial climb clearance **FL90**

SID	RWY	ROUTING
ANEDO 3K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 139° track to NATIV, turn LEFT, 137° track to ANEDO.
ANEDO 4P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 110° track to NATIV, turn RIGHT, 137° track to ANEDO.

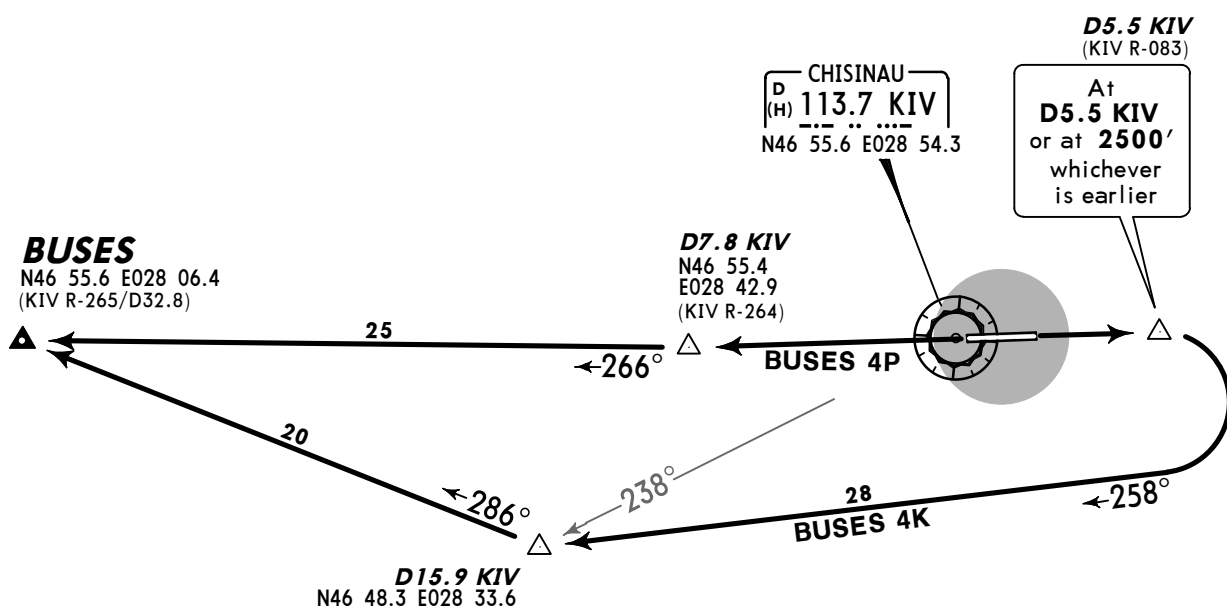
Apt Elev
399'

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



**BUSES FOUR KILO (BUSES 4K) [BUSE4K]
BUSES FOUR PAPA (BUSES 4P) [BUSE4P]
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.
▶ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

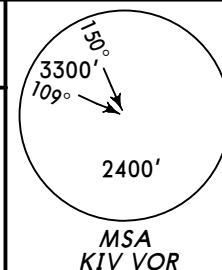


BUSES 4K: Initial climb clearance **FL100**
BUSES 4P: Initial climb clearance **FL60**

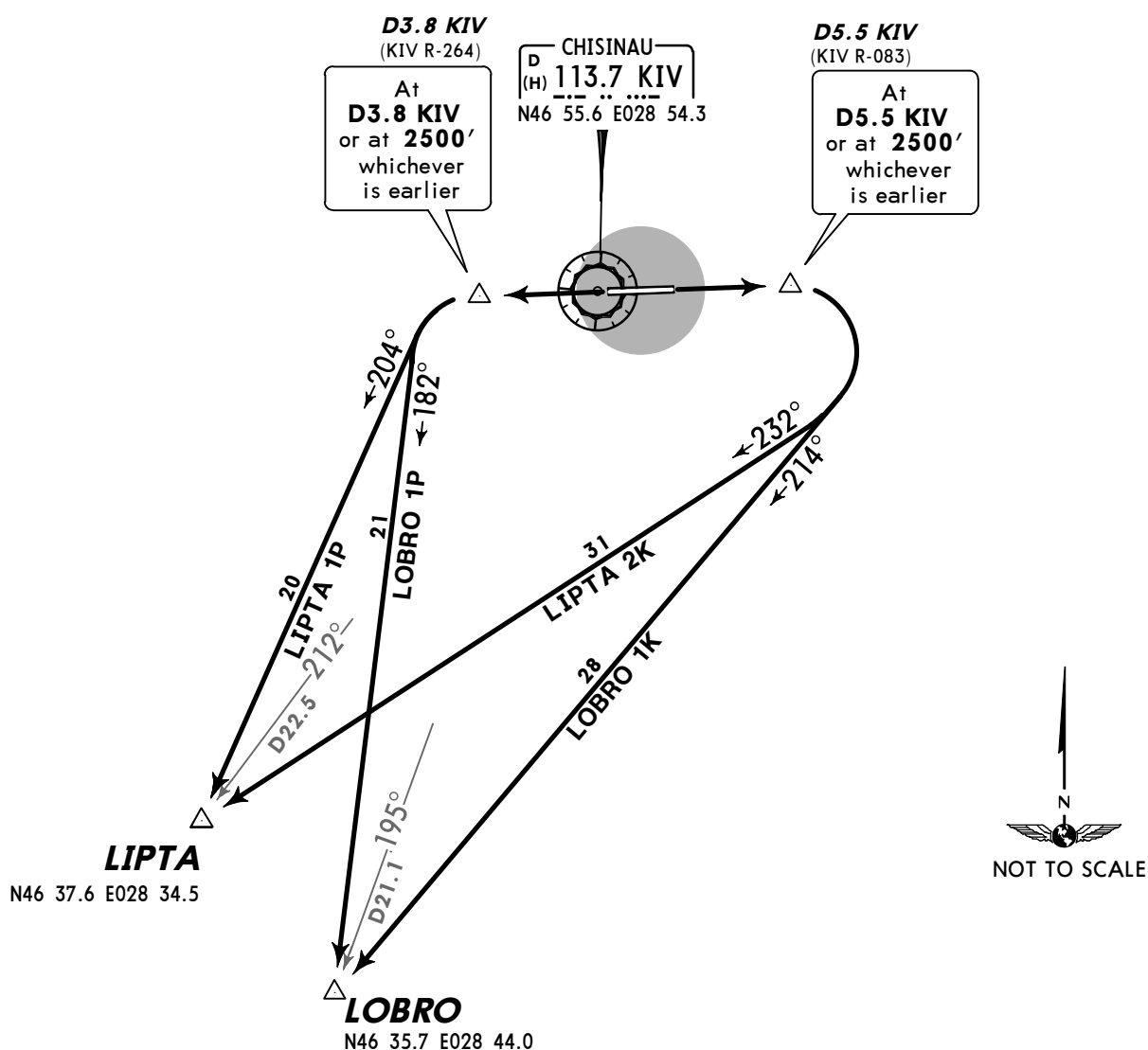
SID	RWY	ROUTING
BUSES 4K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 258° track to D15.9 KIV, turn RIGHT, 286° track to BUSES.
BUSES 4P	26	Climb to D7.8 KIV, turn RIGHT, 266° track to BUSES.

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 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.

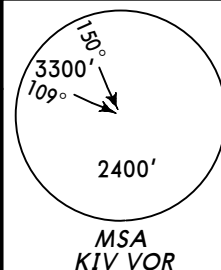
LOST COMMS LOST COMMS

Initial climb clearance **FL80**

SID	RWY	ROUTING
LIPTA 2K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 232° track to LIPTA.
LIPTA 1P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 204° track to LIPTA.
LOBRO 1K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 214° track to LOBRO.
LOBRO 1P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 182° track to LOBRO.

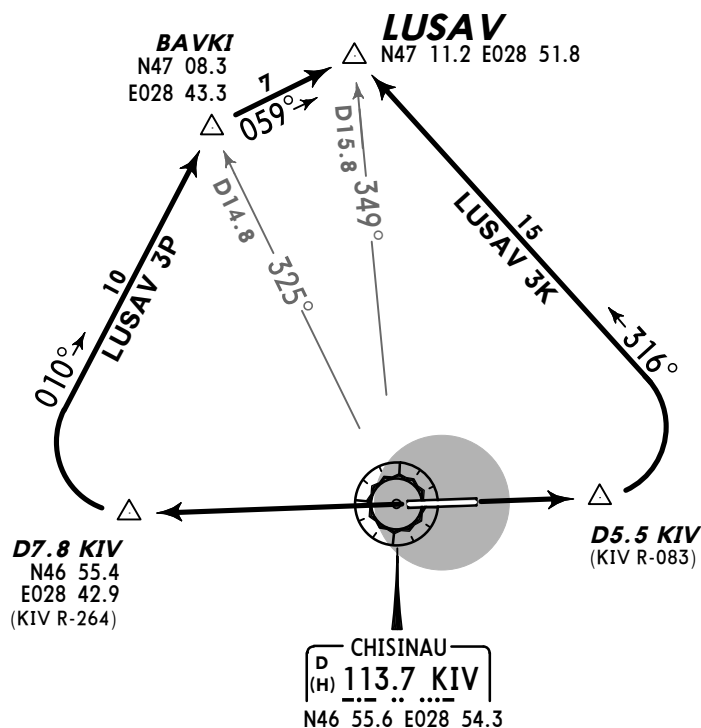
Apt Elev
399'

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



**LUSAV THREE KILO (LUSAV 3K) [LUSA3K]
LUSAV THREE PAPA (LUSAV 3P) [LUSA3P]
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.
▶ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01

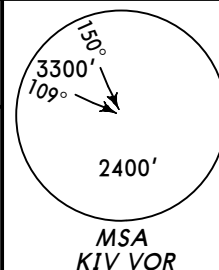


LUSAV 3K: Initial climb clearance **FL80**
LUSAV 3P: Initial climb clearance **FL70**

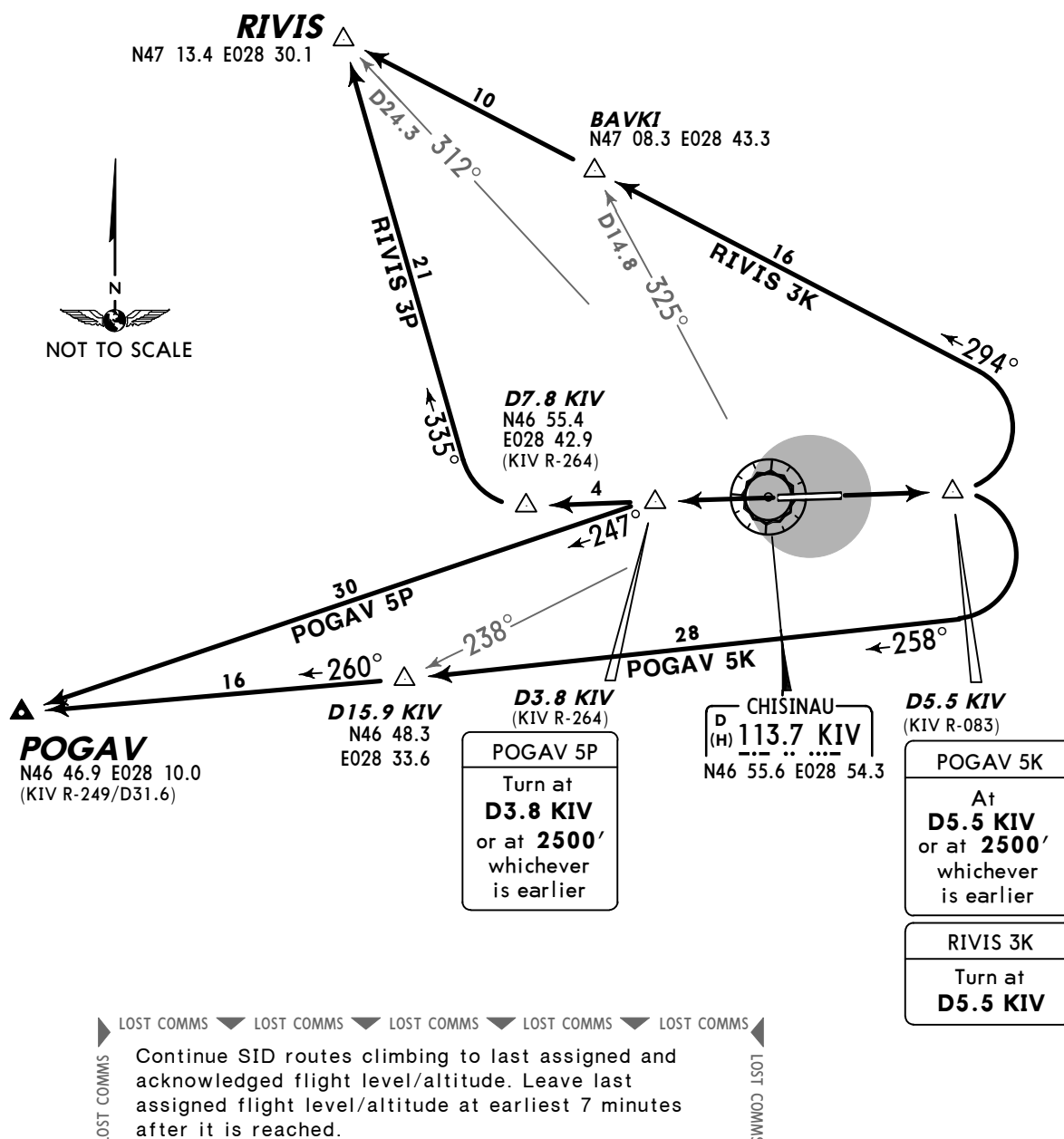
SID	RWY	ROUTING
LUSAV 3K	08	Climb to D5.5 KIV, turn LEFT, 316° track to LUSAV.
LUSAV 3P	26	Climb to D7.8 KIV, turn RIGHT, 010° track to BAVKI, turn RIGHT, 059° track to LUSAV.

Apt Elev
399'

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



POGAV FIVE KILO (POGAV 5K) [POGA5K]
POGAV FIVE PAPA (POGAV 5P) [POGA5P]
RIVIS THREE KILO (RIVIS 3K) [RIVI3K]
RIVIS THREE PAPA (RIVIS 3P) [RIVI3P]
RWYS 08, 26 DEPARTURES

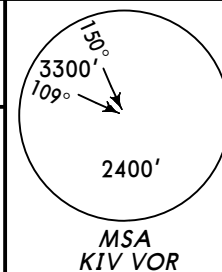


Initial climb clearance **FL80**

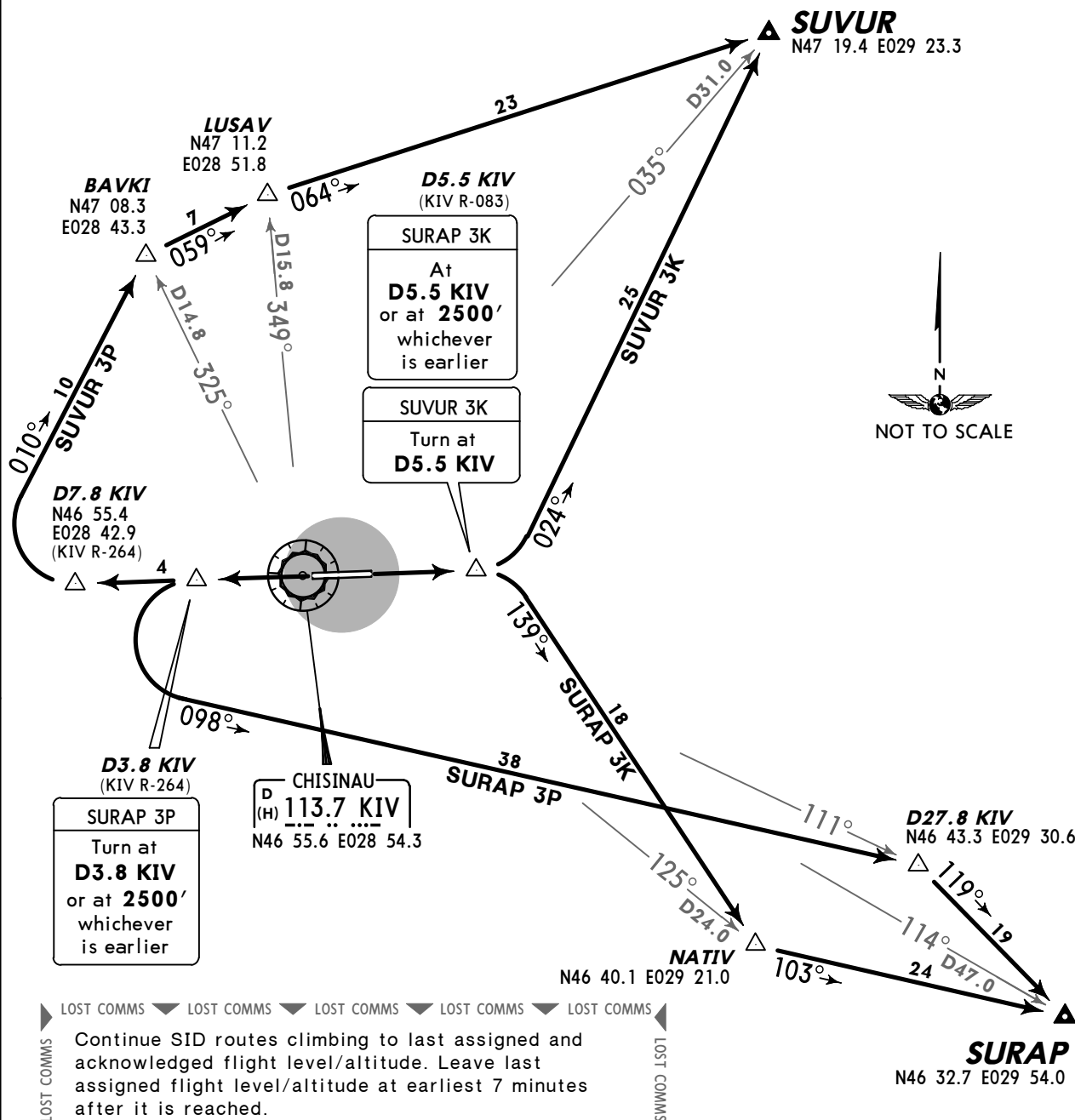
SID	RWY	ROUTING
POGAV 5K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 258° track to D15.9 KIV, turn RIGHT, 260° track to POGAV.
POGAV 5P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 247° track to POGAV.
RIVIS 3K	08	Climb to D5.5 KIV, turn LEFT, 294° track via BAVKI to RIVIS.
RIVIS 3P	26	Climb to D7.8 KIV, turn RIGHT, 335° track to RIVIS.

Apt Elev
399'

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



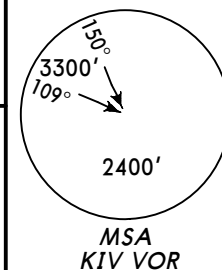
SURAP THREE KILO (SURAP 3K) [SURA3K]
SURAP THREE PAPA (SURAP 3P) [SURA3P]
SUVUR THREE KILO (SUVUR 3K) [SUVU3K]
SUVUR THREE PAPA (SUVUR 3P) [SUVU3P]
RWYS 08, 26 DEPARTURES



Initial climb clearance FL90		
SID	RWY	ROUTING
SURAP 3K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 139° track to NATIV, turn LEFT, 103° track to SURAP.
SURAP 3P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 098° track to D27.8 KIV, turn RIGHT, 119° track to SURAP.
SUVUR 3K	08	Climb to D5.5 KIV, turn LEFT, 024° track to SUVUR.
SUVUR 3P	26	Climb to D7.8 KIV, turn RIGHT, 010° track to BAVKI, turn RIGHT, 059° track to LUSAV, turn RIGHT, 064° track to SUVUR.

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) [TUV3K]
TUVAP FOUR PAPA (TUVAP 4P) [TUV4P]
RWYS 08, 26 DEPARTURES

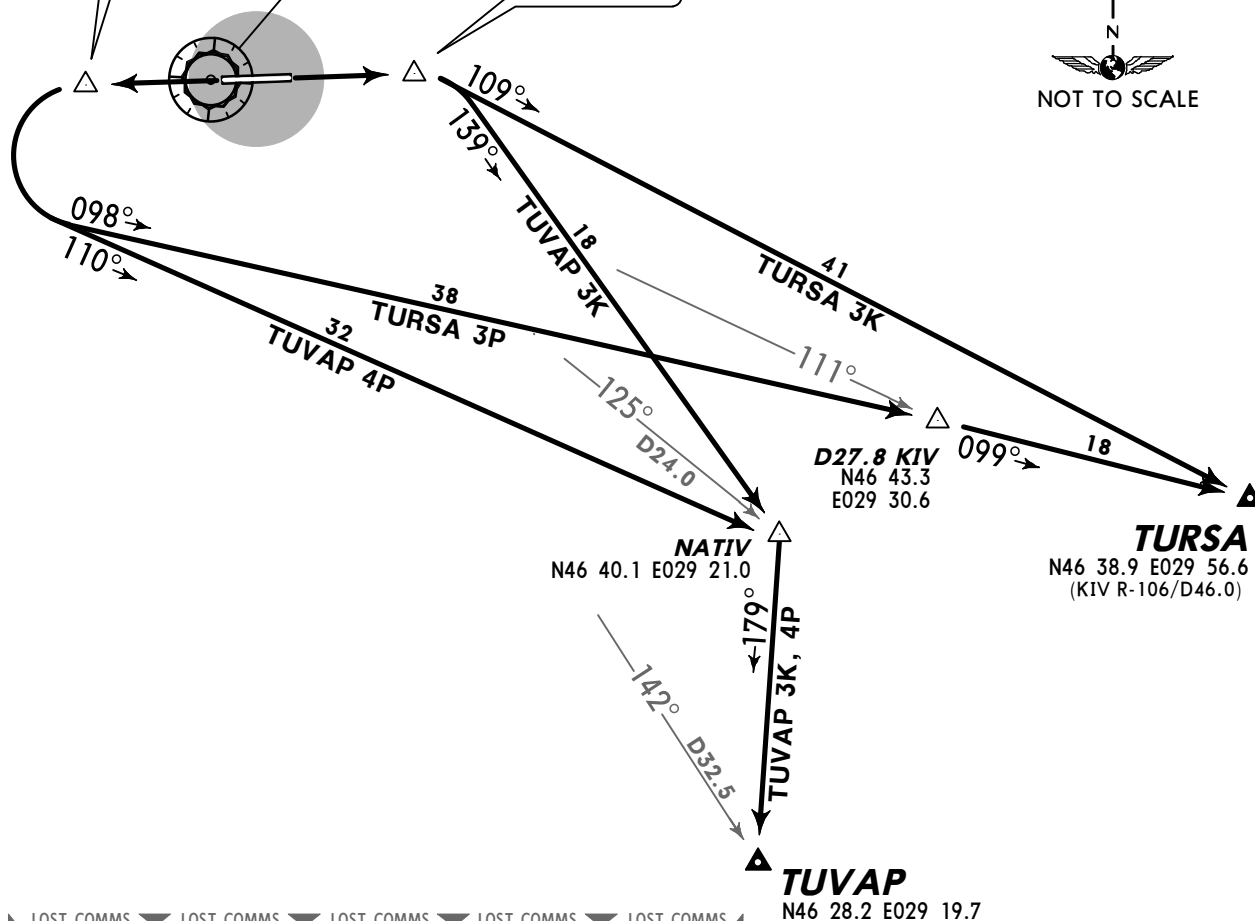
D3.8 KIV
(KIV R-264)

At
D3.8 KIV
or at **2500'**
whichever
is earlier

CHISINAU
D (H) **113.7 KIV**
N46 55.6 E028 54.3

D5.5 KIV
(KIV R-083)

At
D5.5 KIV
or at **2500'**
whichever
is earlier



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS

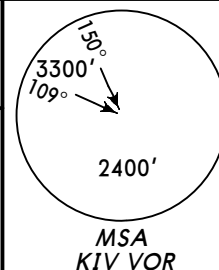
Continue SID routes climbing to last assigned and acknowledged flight level/altitude. Leave last assigned flight level/altitude at earliest 7 minutes after it is reached.

TURSA 3K: Initial climb clearance FL70
TURSA 3P, TUVAP 4P: Initial climb clearance FL90
TUVAP 3K: Initial climb clearance FL80

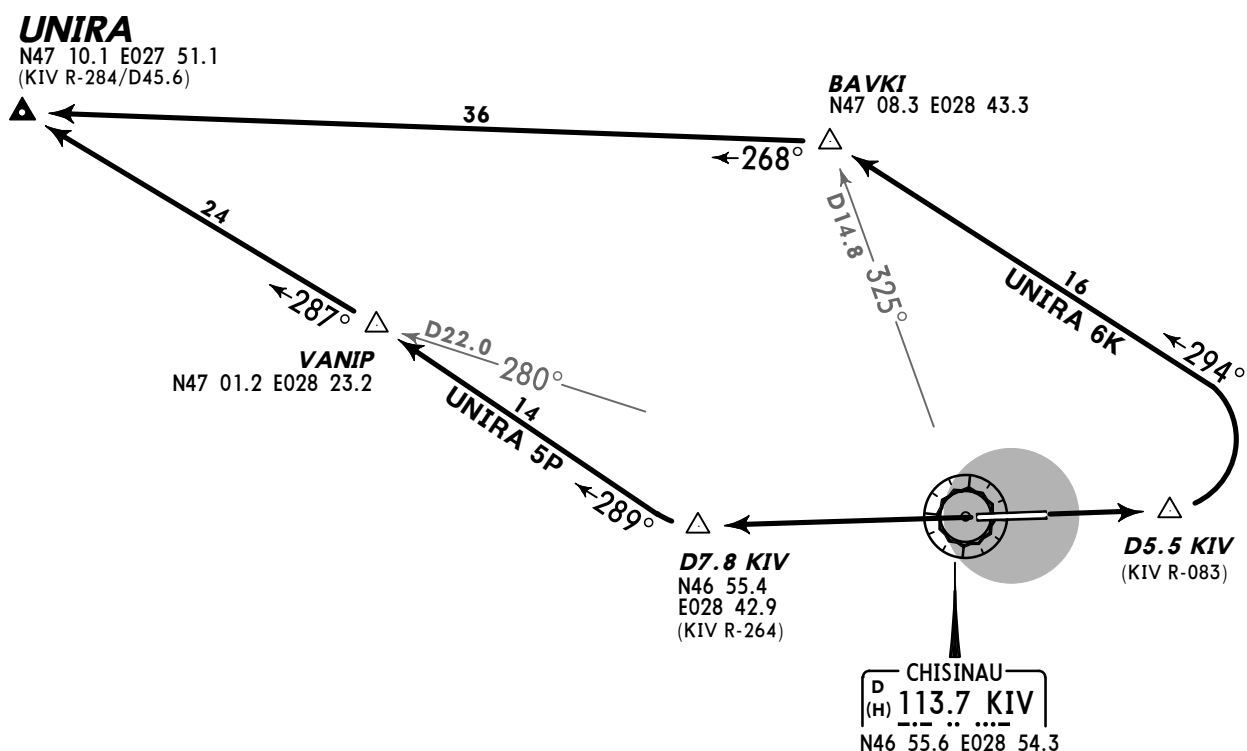
SID	RWY	ROUTING
TURSA 3K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 109° track to TURSA.
TURSA 3P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 098° track to D27.8 KIV, turn RIGHT, 099° track to TURSA.
TUVAP 3K	08	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 139° track to NATIV, turn RIGHT, 179° track to TUVAP.
TUVAP 4P	26	Climb to D3.8 KIV or 2500', whichever is earlier, turn LEFT, 110° track to NATIV, turn RIGHT, 179° track to TUVAP.

Apt Elev
399'

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



UNIRA SIX KILO (UNIRA 6K) [UNIR6K]
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.

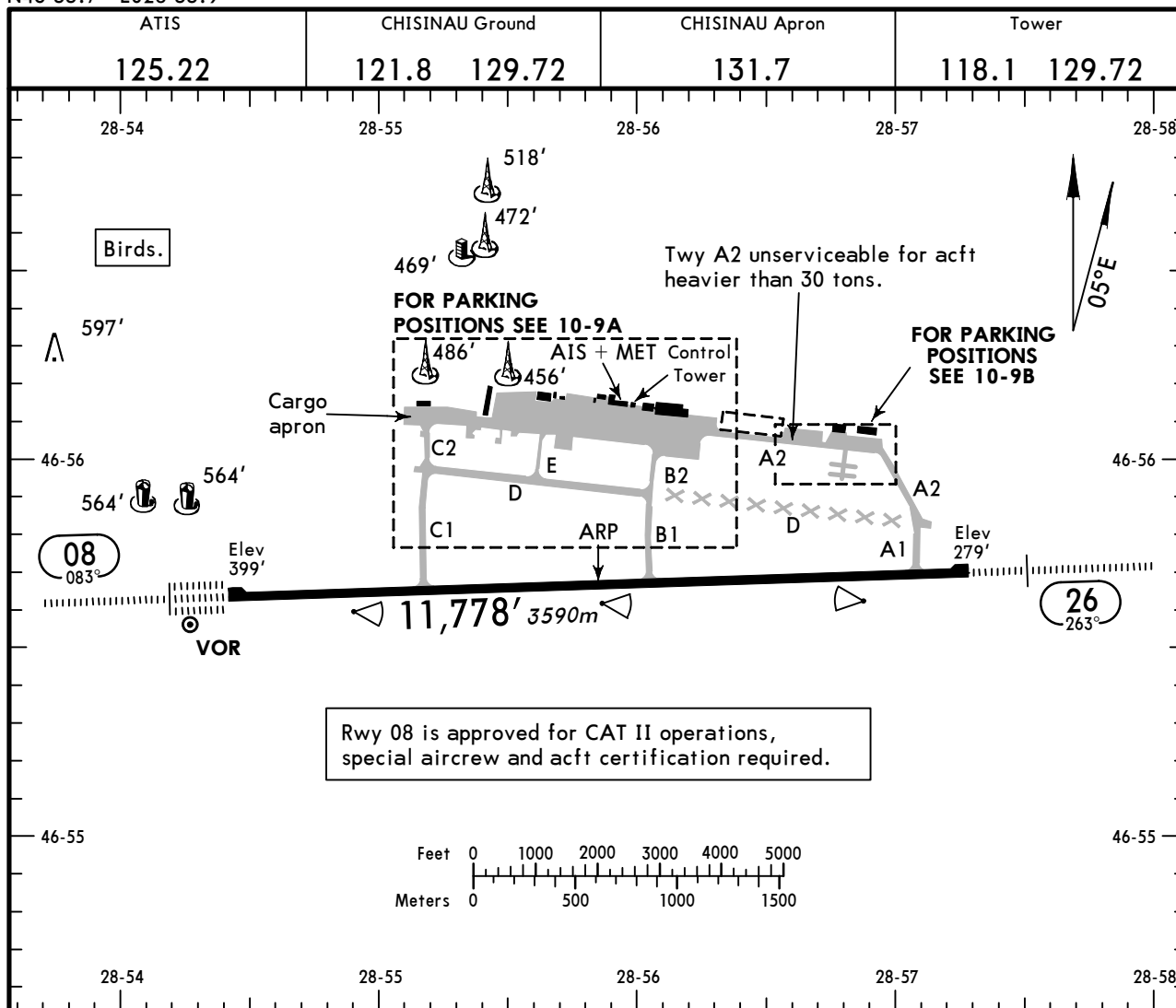
Initial climb clearance **FL80**

SID	RWY	ROUTING
UNIRA 6K	08	Climb to D5.5 KIV, turn LEFT, 294° track to BAVKI, turn LEFT, 268° track to UNIRA.
UNIRA 5P	26	Climb to D7.8 KIV, turn RIGHT, 289° track to VANIP, turn LEFT, 287° track to UNIRA.

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

JEPPESEN
6 MAY 11 **(10-9)**

CHISINAU, MOLDOVA
CHISINAU INTL



Rwy 08 is approved for CAT II operations,
special aircrew and acft certification required.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
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:

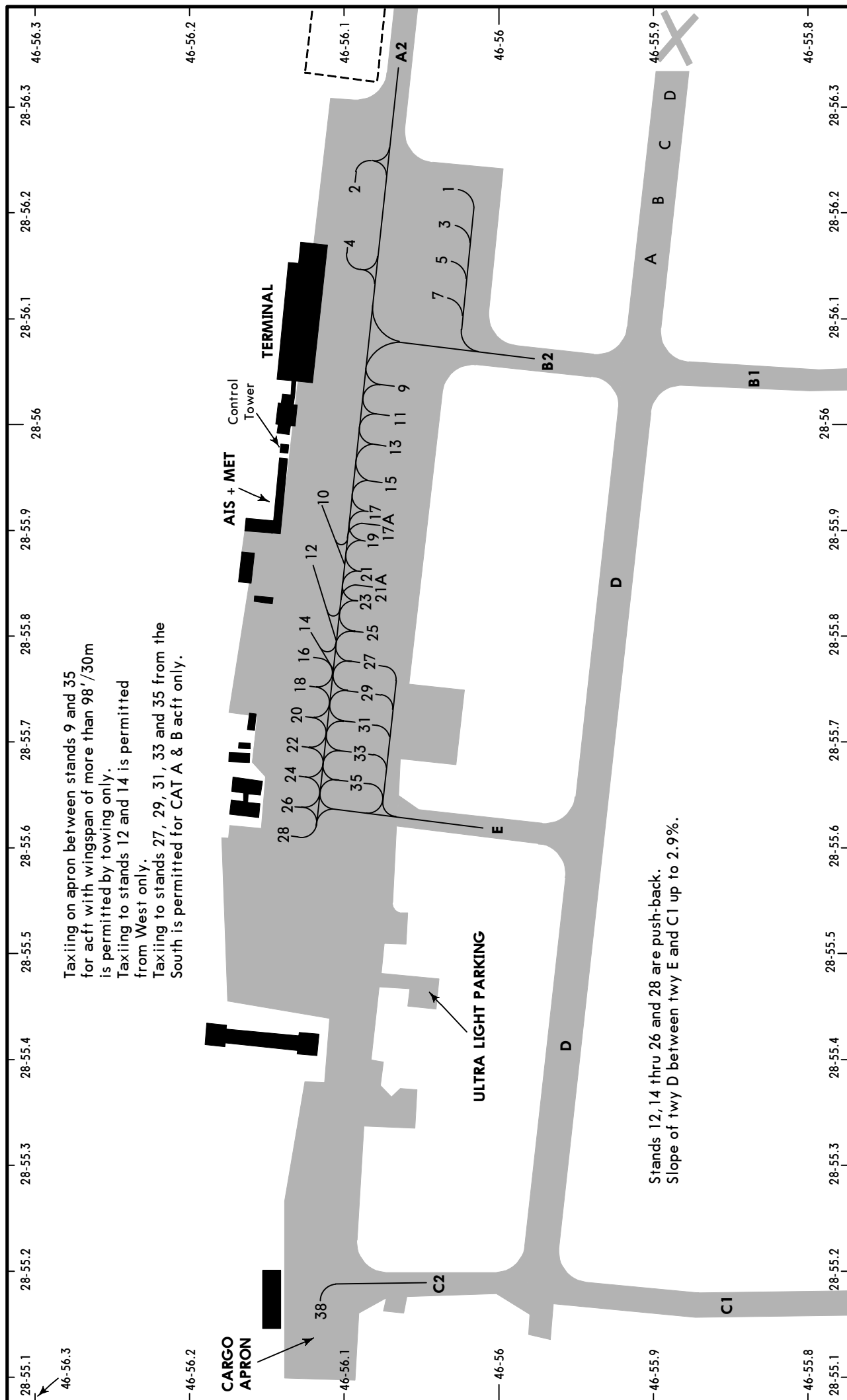
From rwy head 11,778' (3590m)
twy A1 int 10,929' (3331m)
twy B1 int 6716' (2047m)

JAR-OPS

TAKE-OFF 1

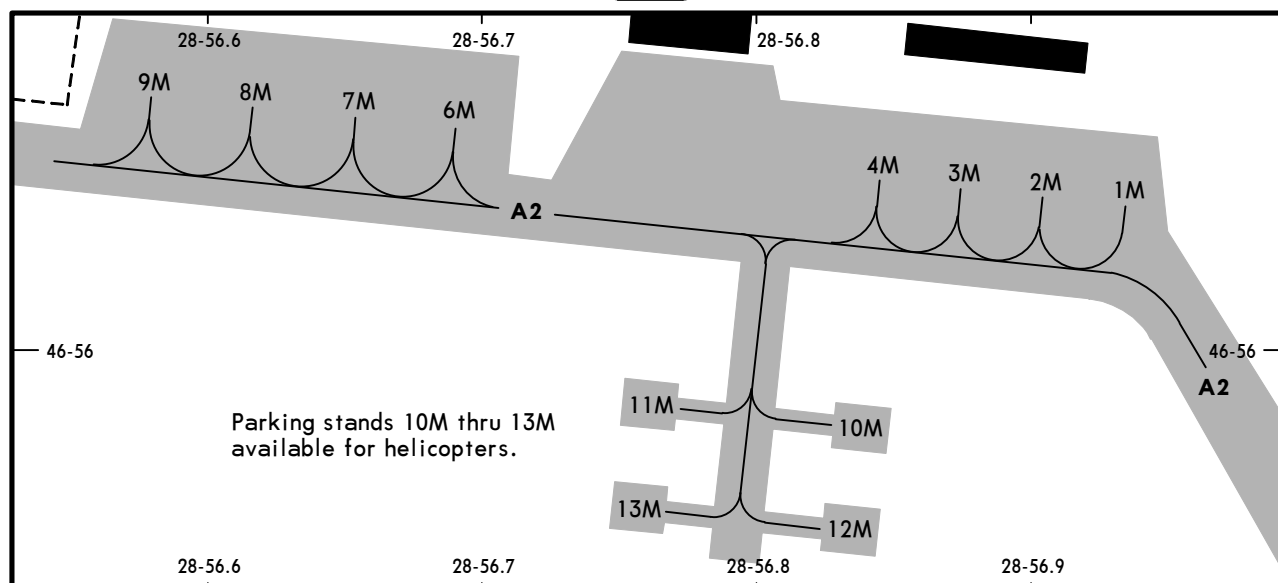
	All Rwys				
	LVP must be in force				
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A					
B	125m	150m	200m	250m	400m
C					
D	150m	200m	250m	300m	500m

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



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%.



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
A, B	N46 55.9 E028 56.2	21A	N46 56.1 E028 55.8
C, D	N46 55.9 E028 56.3	22	N46 56.1 E028 55.7
1	N46 56.0 E028 56.2	23	N46 56.0 E028 55.9
2	N46 56.1 E028 56.2	24	N46 56.1 E028 55.7
3	N46 56.0 E028 56.2	25	N46 56.0 E028 55.8
4	N46 56.1 E028 56.2	26	N46 56.1 E028 55.7
5	N46 56.0 E028 56.2	27	N46 56.1 E028 55.8
7, 9	N46 56.0 E028 56.1	28	N46 56.1 E028 55.6
10	N46 56.1 E028 56.0	29	N46 56.1 E028 55.8
11	N46 56.0 E028 56.0	31, 33, 35	N46 56.1 E028 55.7
12	N46 56.1 E028 55.9	38	N46 56.1 E028 55.2
13	N46 56.0 E028 56.0	1M thru 3M	N46 56.0 E028 56.9
14	N46 56.1 E028 55.9	4M	N46 56.0 E028 56.8
15	N46 56.0 E028 56.0	6M, 7M	N46 56.1 E028 56.7
16	N46 56.1 E028 55.8	8M, 9M	N46 56.1 E028 56.6
17, 17A	N46 56.0 E028 55.9	10M thru 13M	N46 56.0 E028 56.8
18	N46 56.1 E028 55.8		
19	N46 56.0 E028 55.9		
20	N46 56.1 E028 55.8		
21	N46 56.0 E028 55.9		

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.

STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	499'(100') RA 103' R300m	499'(100') RA 103' R300m	499'(100') RA 103' R300m	506'(107') RA 110' R300m
	ILS	599'(200')	599'(200')	599'(200')	599'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	760'(361') R1000m	760'(361') R1000m	760'(361') R1000m	760'(361') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ①	770'(371') R1000m	770'(371') R1000m	770'(371') R1000m	770'(371') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
26	ILS	479'(200')	479'(200')	479'(200')	487'(208')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	650'(371') R1000m	650'(371') R1000m	650'(371') R1000m	650'(371') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ①	690'(411') R1200m	690'(411') R1200m	690'(411') R1200m	690'(411') R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m

① Continuous Descent Final Approach.

TAKE-OFF RWY 08, 26

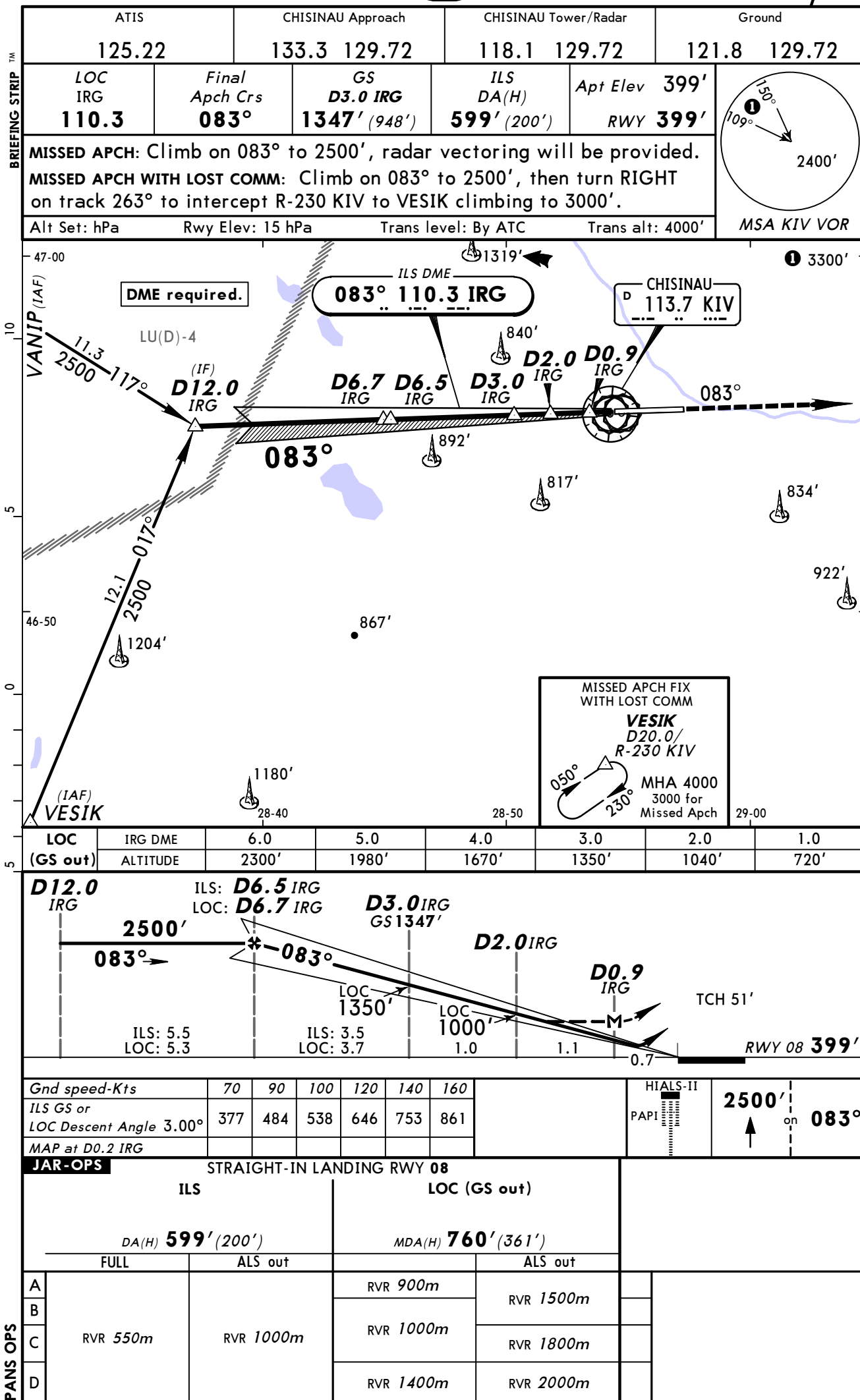
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

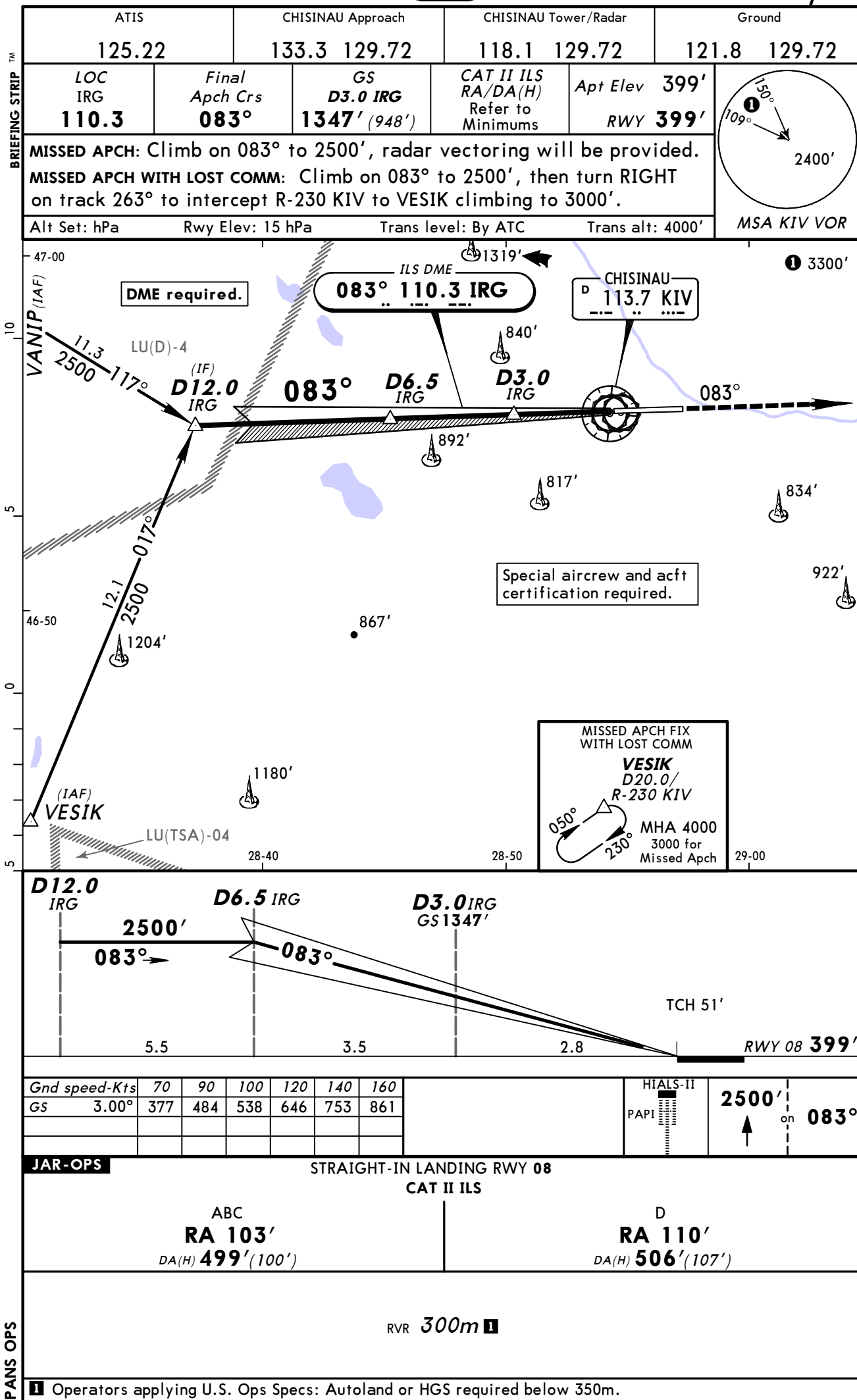
STRAIGHT-IN RWY		A	B	C	D
26	VOR ①	720' (392') R1500m	720' (392') R1500m	720' (392') R1800m	720' (392') R1800m

① Continuous Descent Final Approach.

TAKE-OFF RWY 08, 26

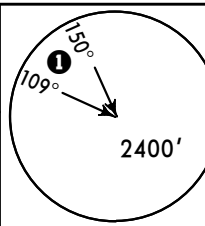
	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			



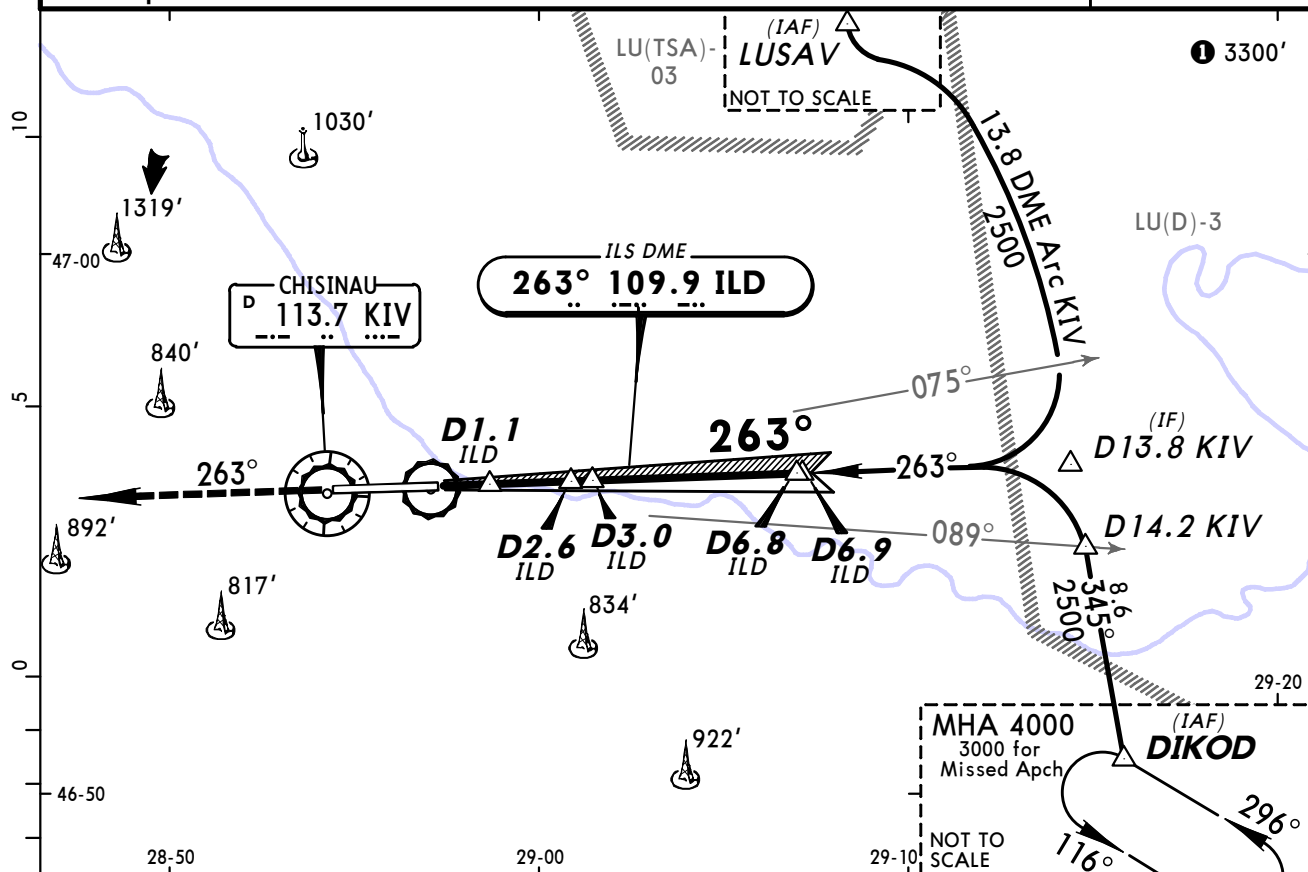


BRIEFING STRIP

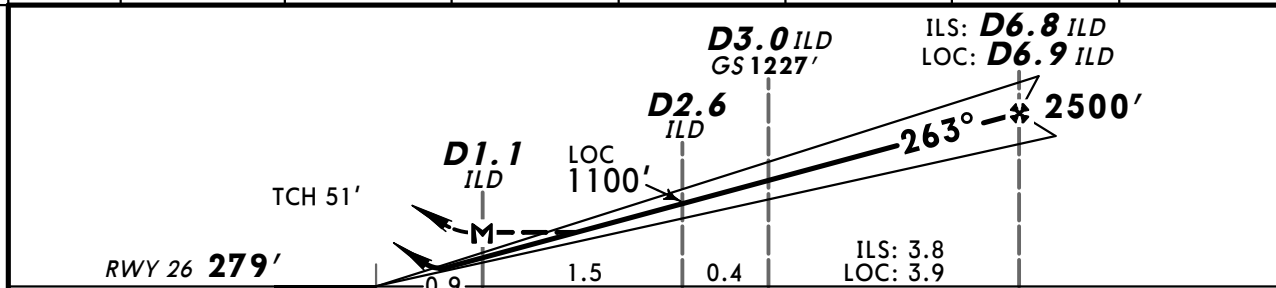
TM

ATIS		CHISINAU Approach		CHISINAU Tower/Radar		Ground	
125.22		133.3	129.72	118.1	129.72	121.8	129.72
LOC ILD 109.9	Final Apch Crs 263°	GS D3.0 ILD 1227' (948')	ILS DA(H) Refer to Minimums	Apt Elev 399'	RWY 279'		
MISSED APCH: Climb on 263° to 2500', radar vectoring will be provided.							
MISSED APCH WITH LOST COMM: Climb on 263° to 2500', then turn LEFT on track 083° to intercept R-116 KIV to DIKOD climbing to 3000'.							
Alt Set: hPa DME required.		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	

MSA
KIV VOR

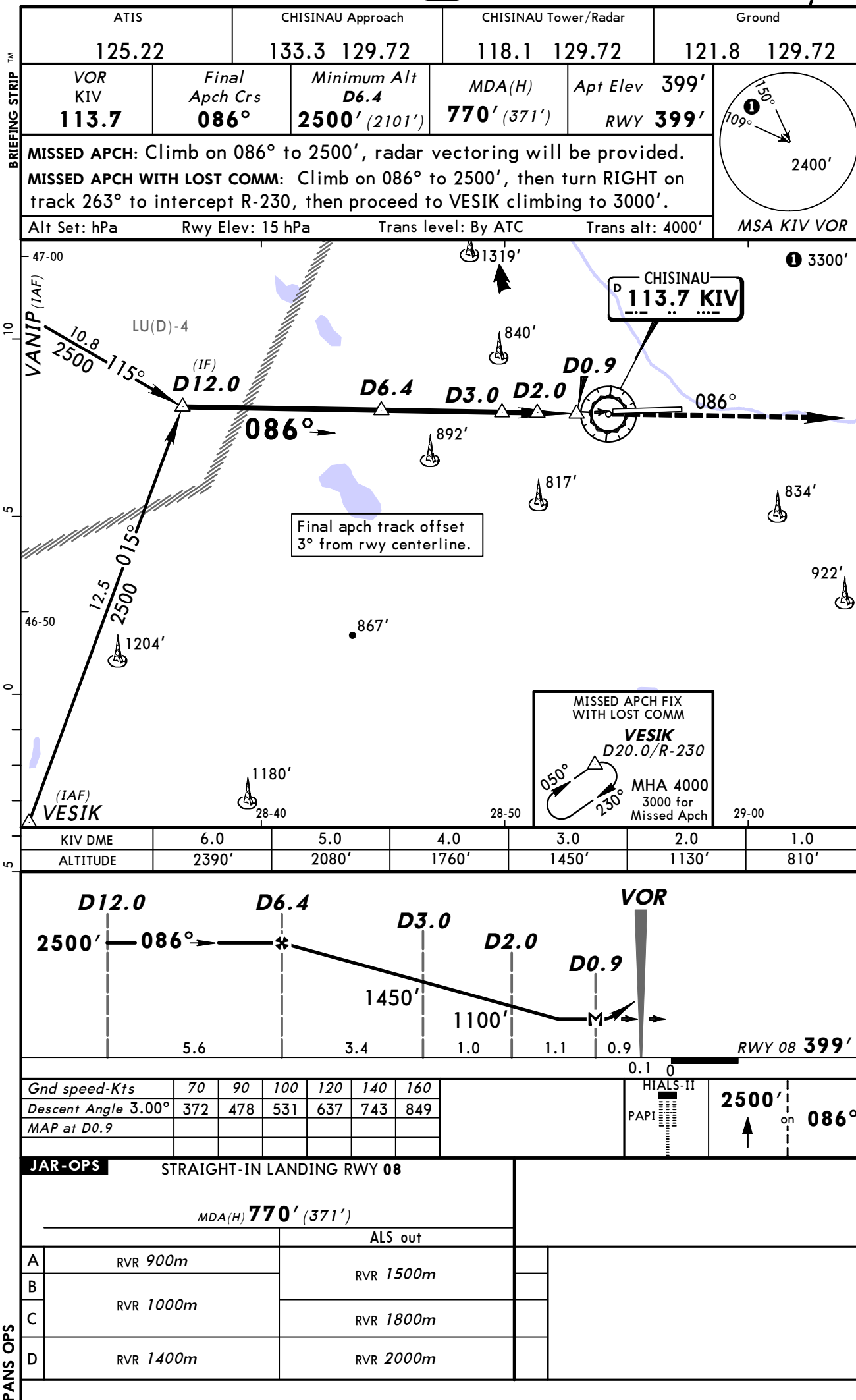


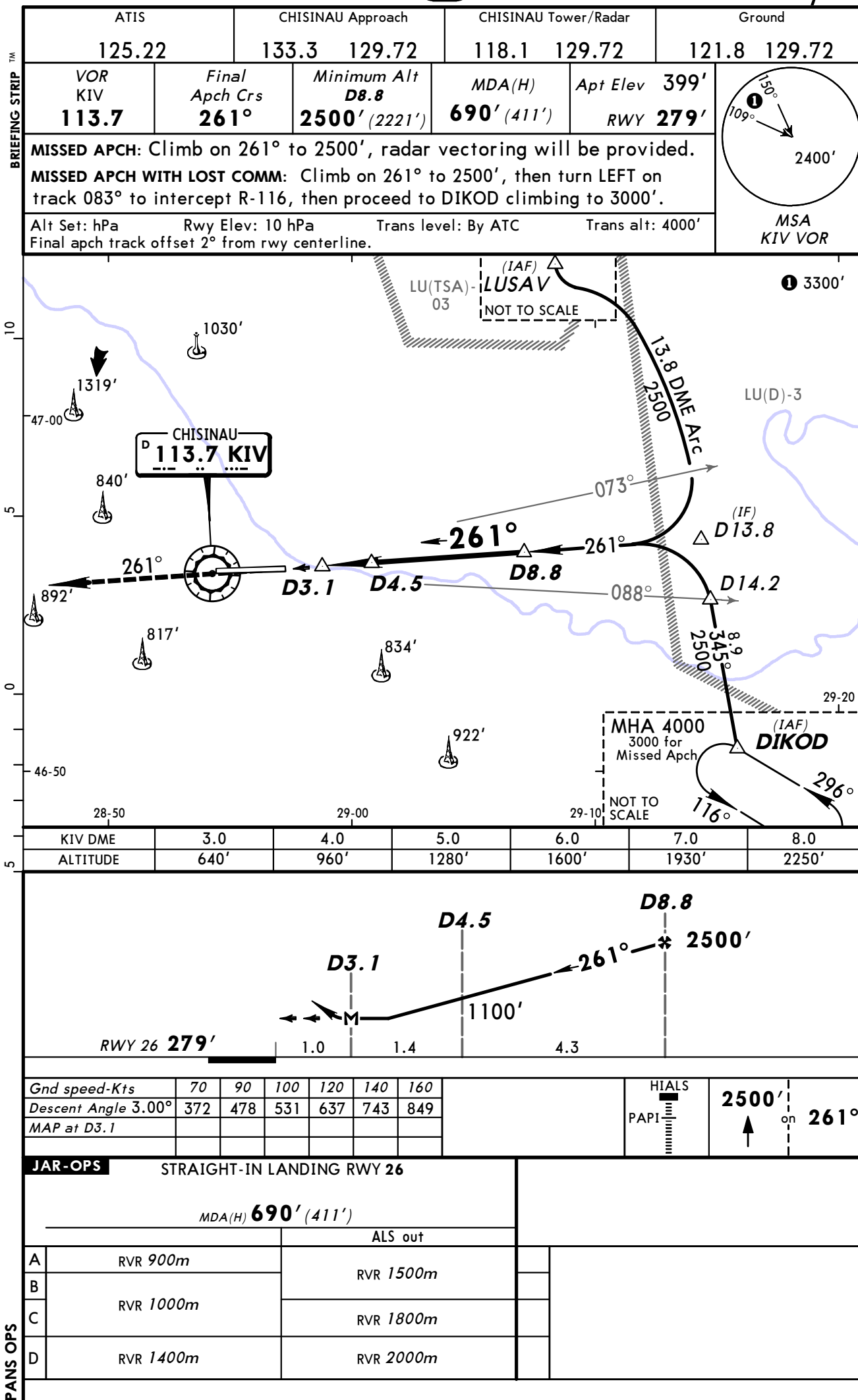
LOC (GS out)	ILD DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	610'	930'	1250'	1570'	1890'	2220'

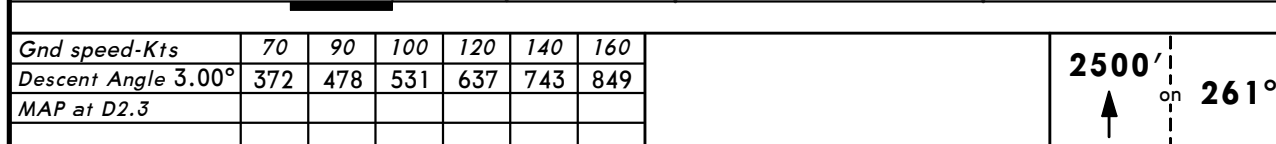


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861		
MAP at D1.1 ILD								

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







PANS OPS

CHISINAU, (CHISINAU INTL - LUKK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LUKK