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JEPPESEN
JeppView for Windows

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Terminal Charts For LUKK
Revision Letter For Cycle 13-2016
Change Notices
Notebook

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General Information

Location: CHISINAU MDA
ICAO/IATA: LUKK / KIV
Lat/Long: N46° 55.67', E028° 55.86'
Elevation: 399 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° 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: 0209 Z
Sunset: 1802 Z

Runway Information

Runway: 08
Length x Width: 7546 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 399 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26
Length x Width: 7546 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 318 ft
Lighting: Edge, Centerline

Communication Information

ATIS: 125.225
Chisinau Tower/Radar Tower: 118.100
Chisinau Tower/Radar Tower: 129.725 Secondary
Chisinau Ground: 129.725 Secondary
Chisinau Ground: 121.800
Chisinau Apron Ramp/Taxi: 131.700
Chisinau Approach: 133.300
Chisinau Approach: 129.725 Secondary

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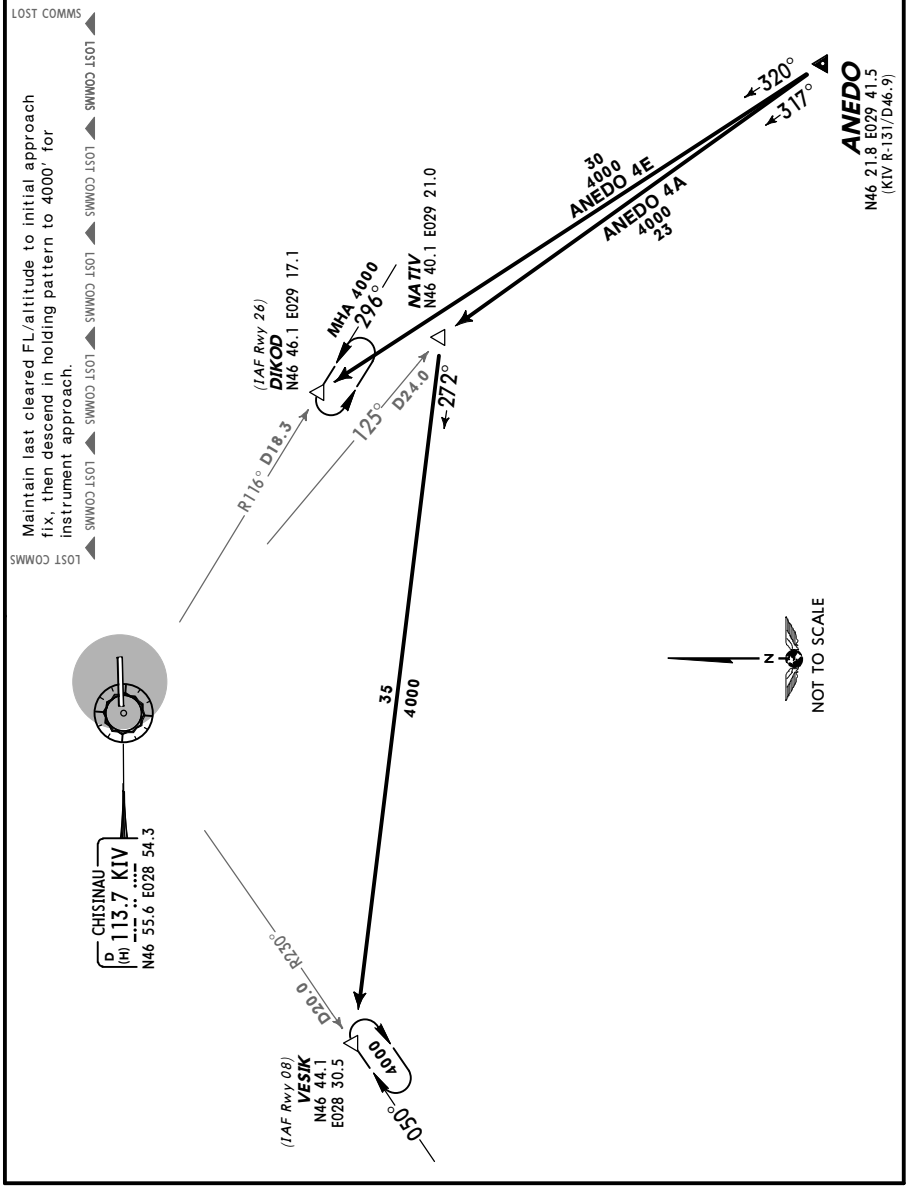
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

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



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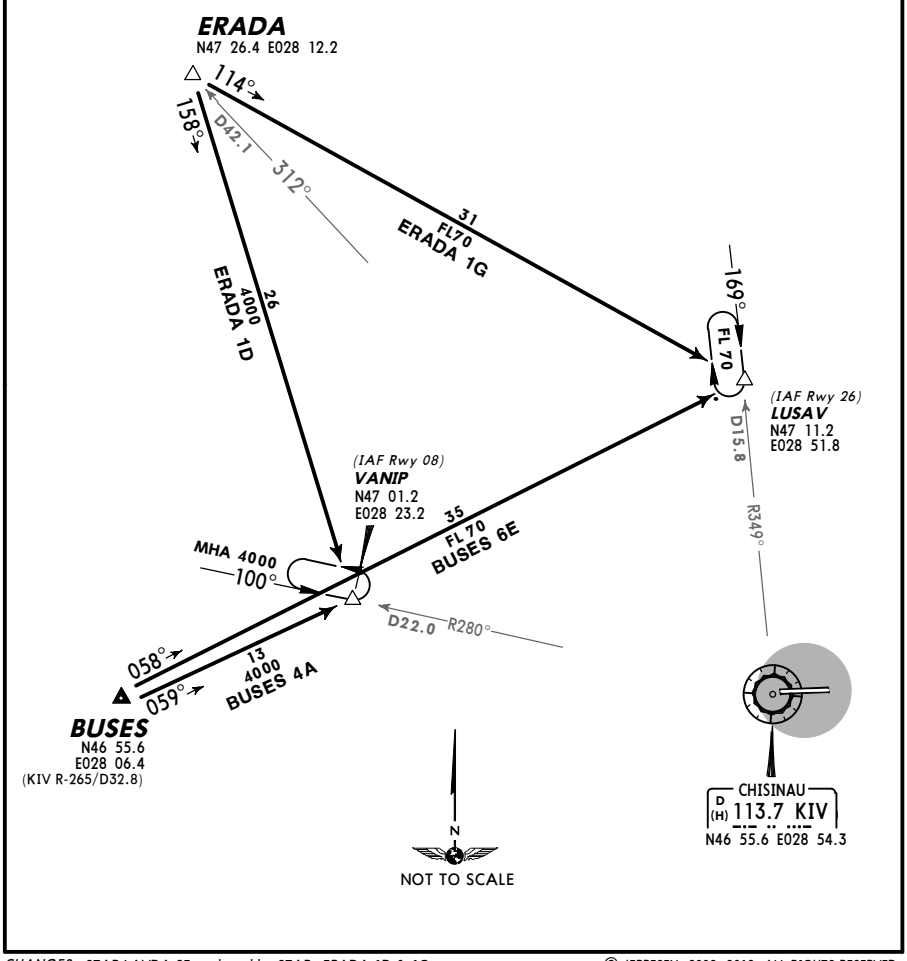
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

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



CHANGES: STAR LAVDA 2E replaced by STARs ERADA 1D & 1G.

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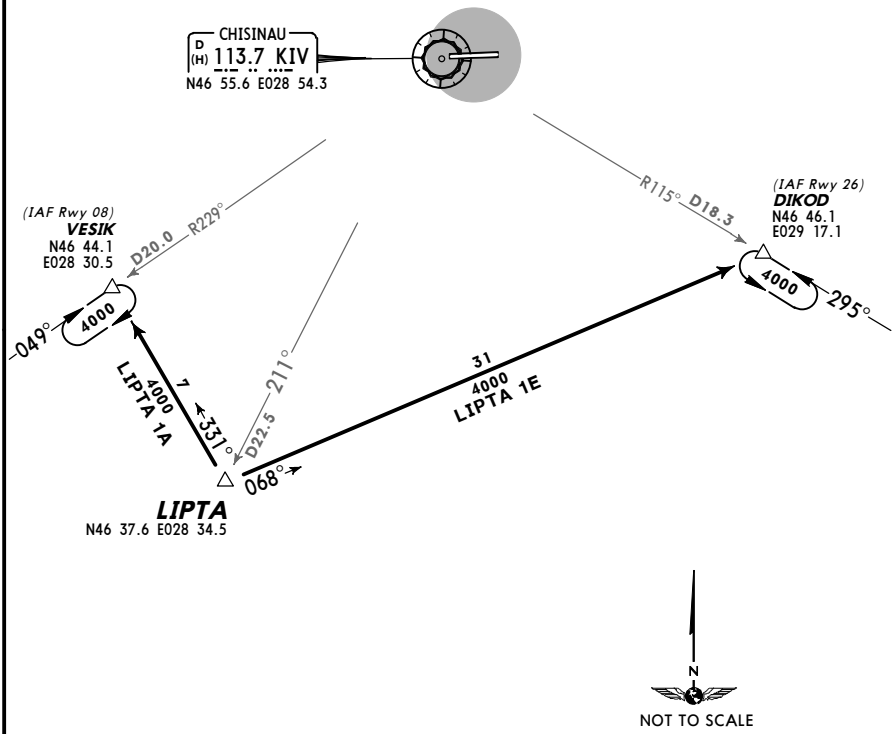
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

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

LOST COMMS

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



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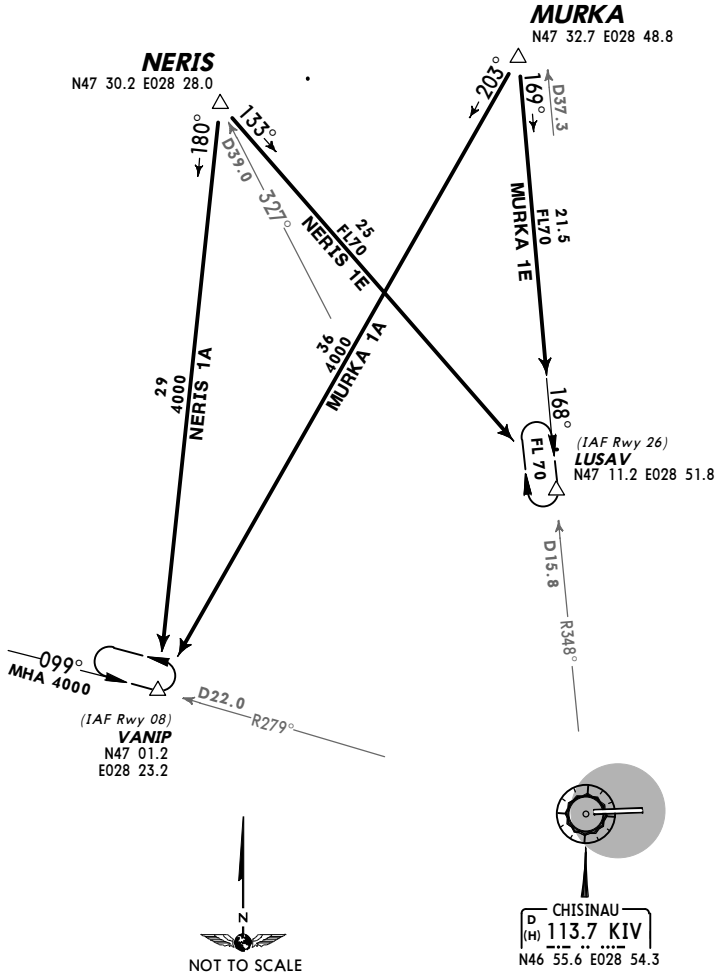
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

MURKA ONE ALFA (MURKA 1A) *[MURK1A]*
NERIS ONE ALFA (NERIS 1A) *[NERI1A]*
RWY 08 ARRIVALS

MURKA ONE ECHO (MURKA 1E) *[MURK1E]*
NERIS ONE ECHO (NERIS 1E) *[NERI1E]*
RWY 26 ARRIVALS

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.



CHANGES: STAR LUSAV 4A withdrawn; STAR MURKA 1A established.

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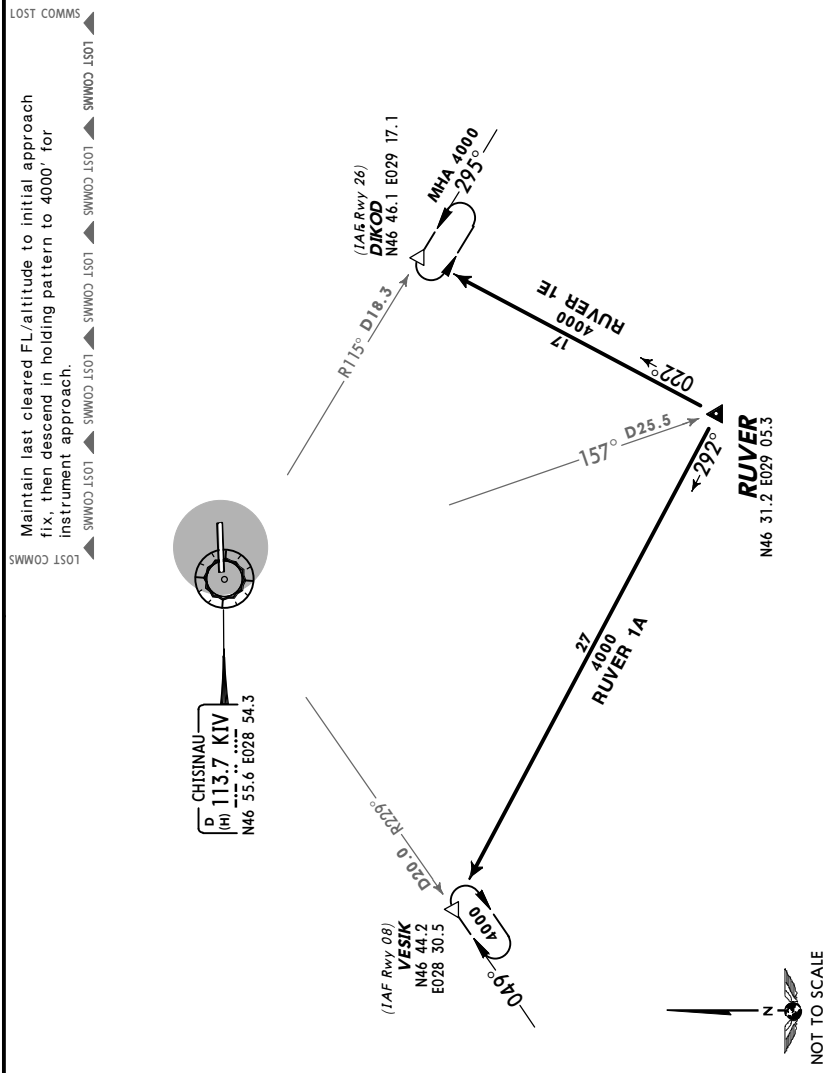
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

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



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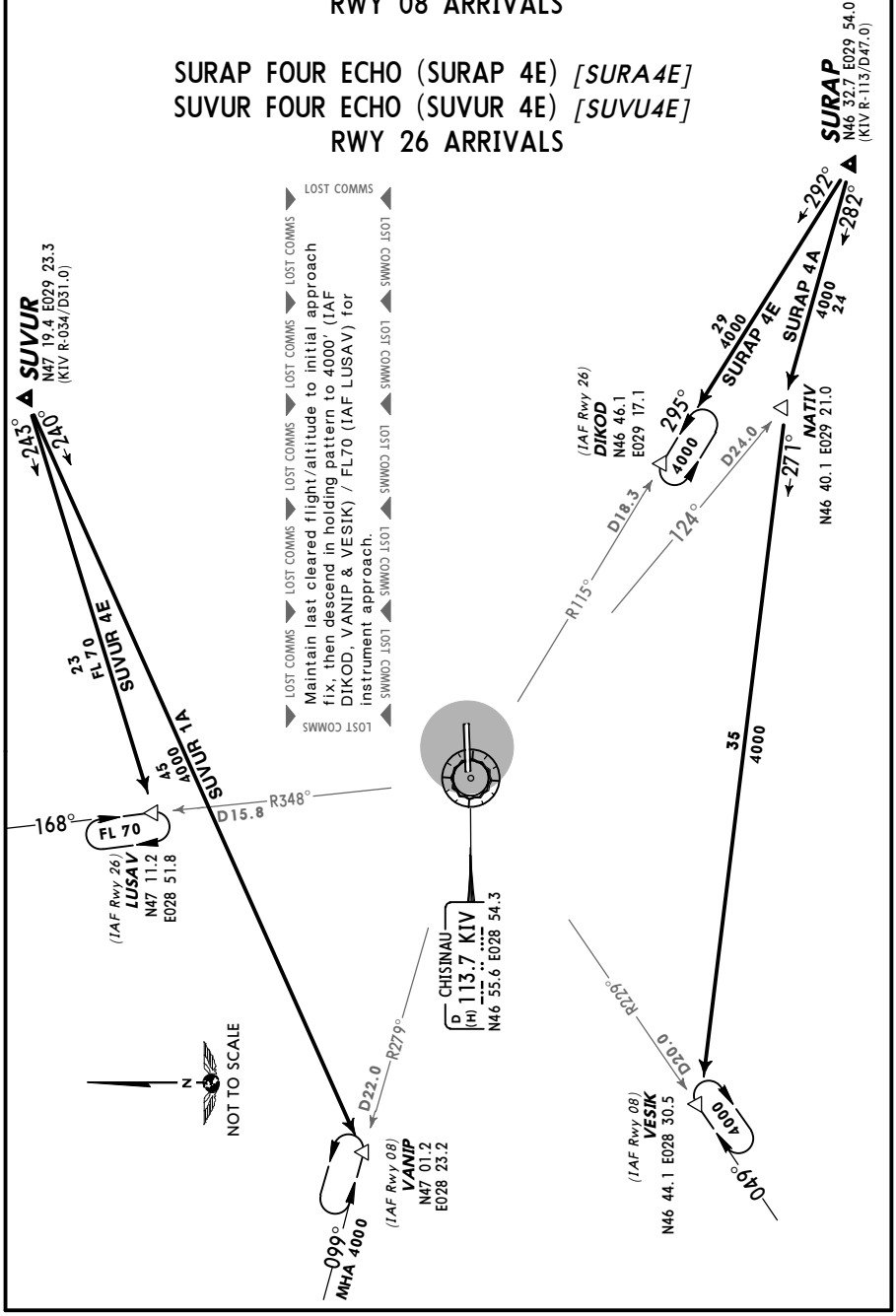
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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



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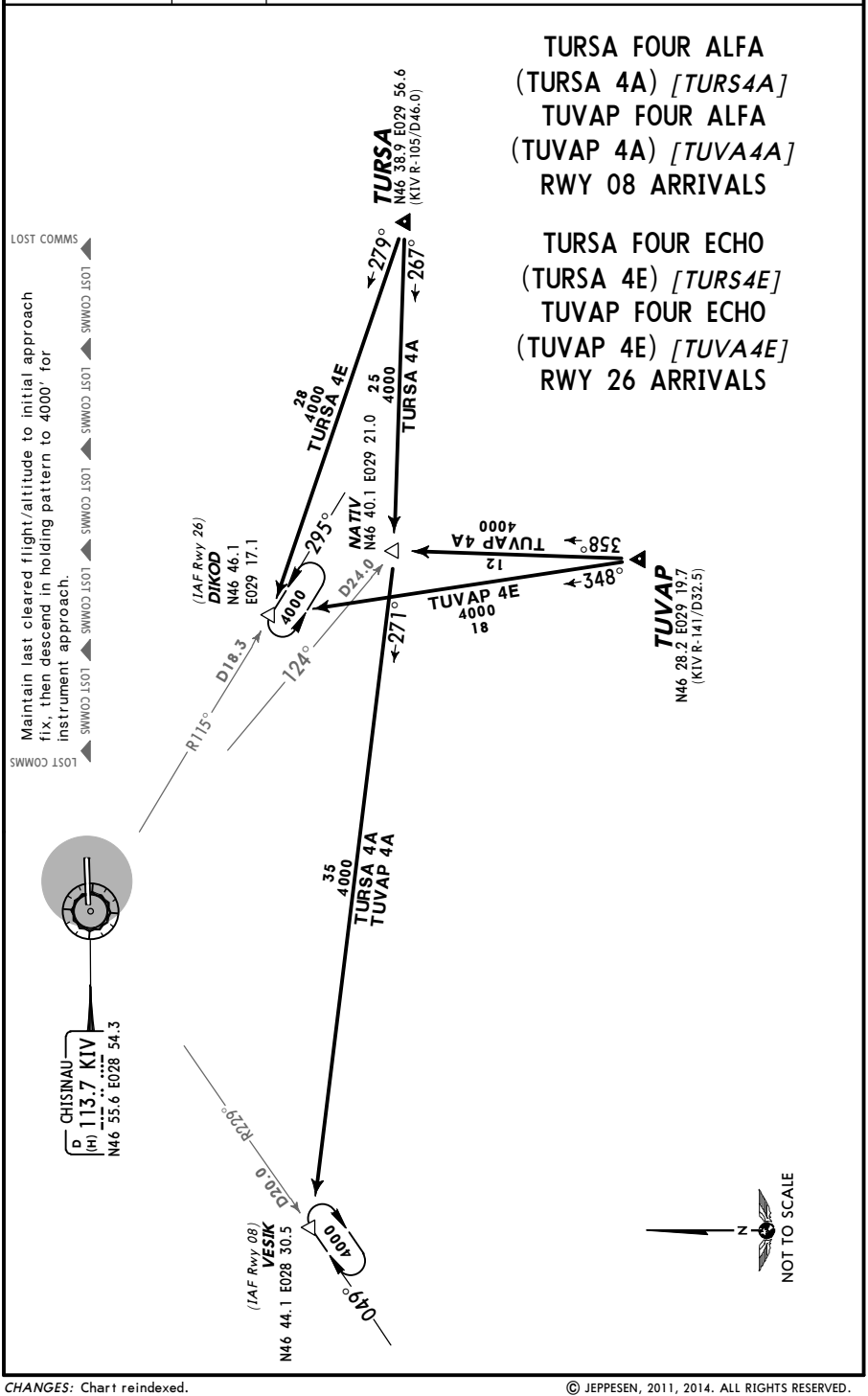
LUKK/KIV
CHISINAU INTL

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

CHISINAU, MOLDOVA
STAR

ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′



CHANGES: Chart reindexed.

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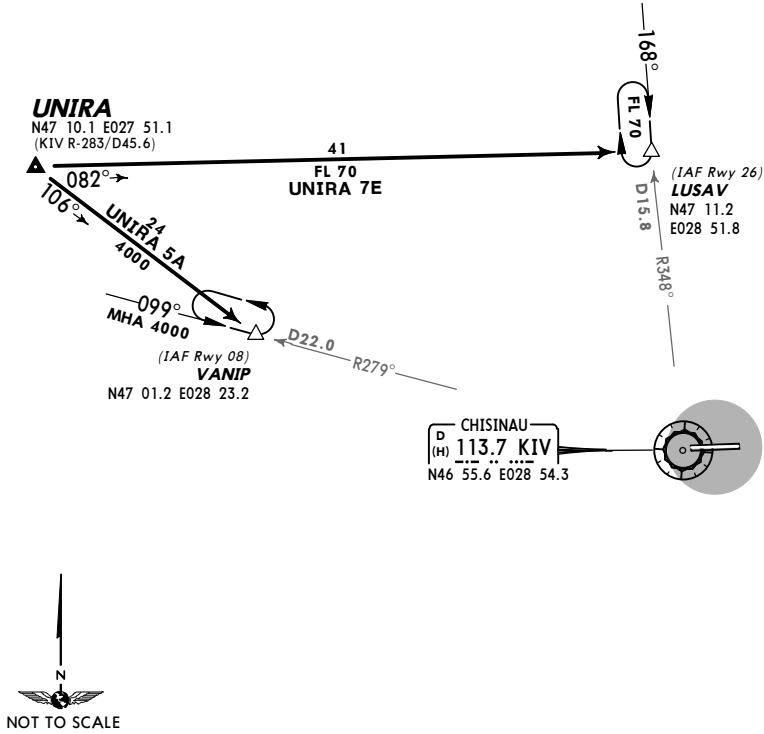
ATIS	Apt Elev	
125.22	399′	Alt Set: hPa Trans level: By ATC Trans alt: 4000′

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

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



CHANGES: Chart reindexed.

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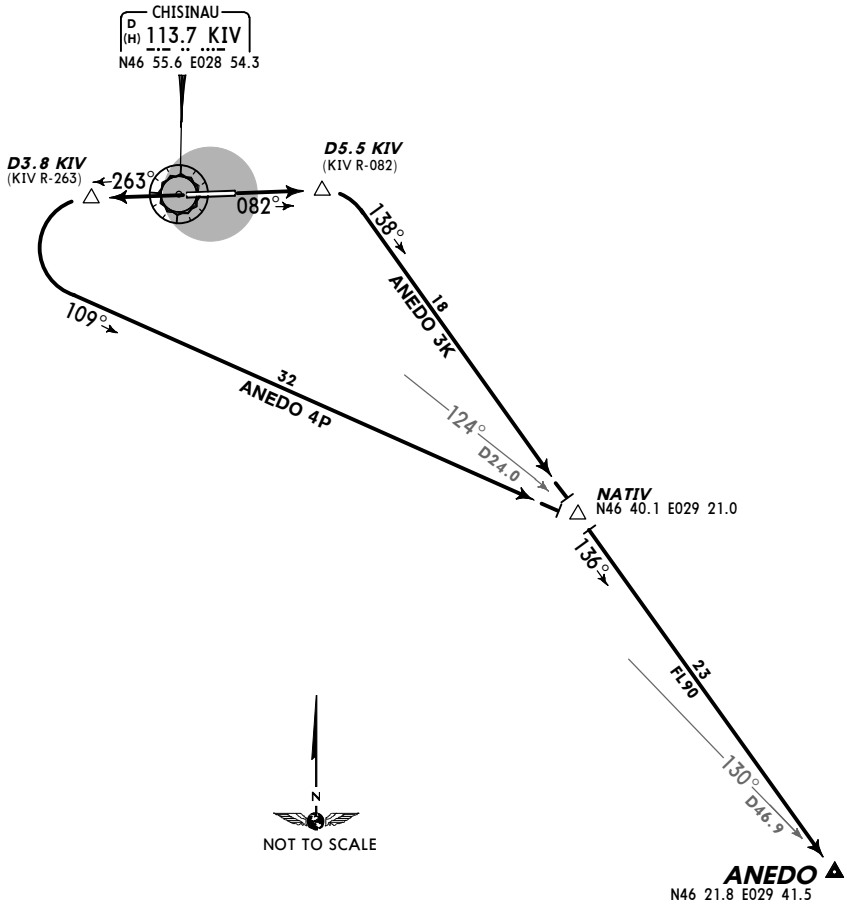
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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.

Initial climb clearance **FL90**

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

CHANGES: None.

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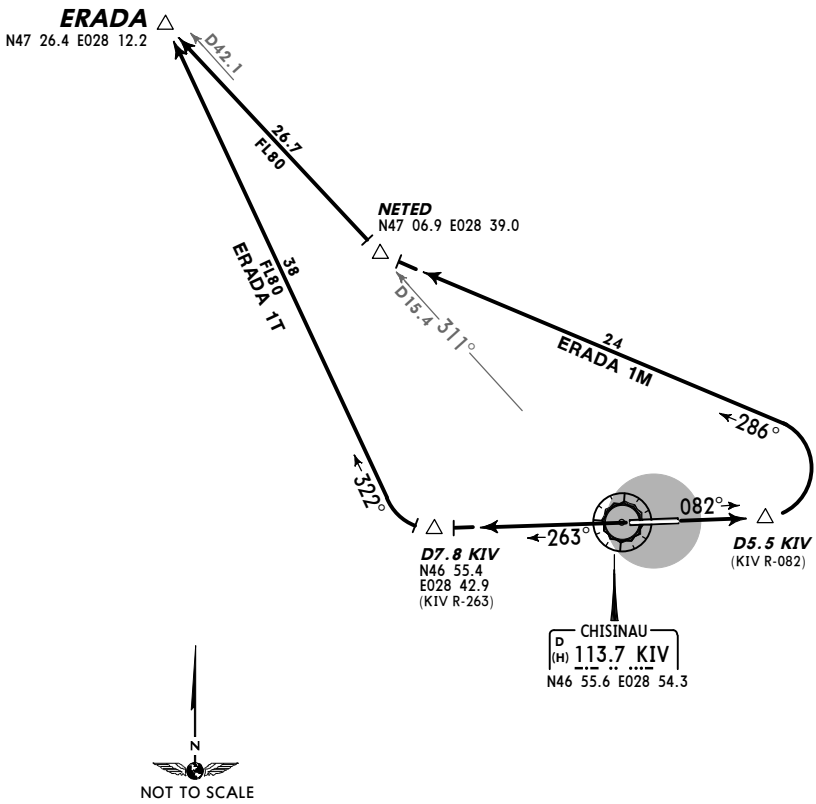
Apt Elev	
399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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
ERADA 1M	**08**	Climb on 082° track to D5.5 KIV, turn LEFT, 286° track to NETED, turn RIGHT, 311° track to ERADA.
ERADA 1T	**26**	Climb on 263° track to D7.8 KIV, turn RIGHT, 322° track to ERADA.

CHANGES: Chart reindexed.

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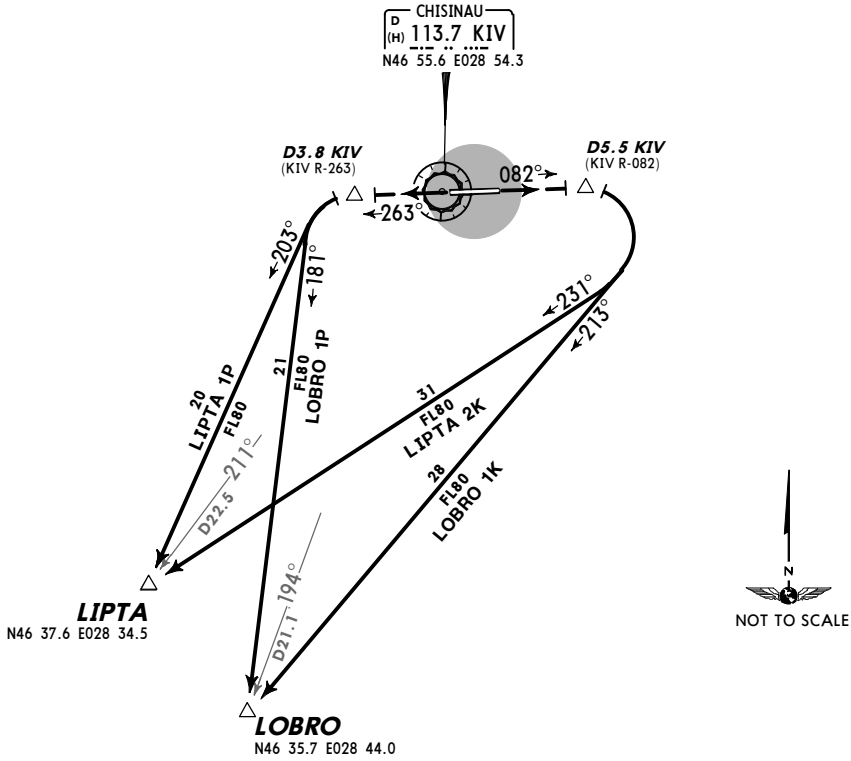
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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.

Initial climb clearance **FL80**

SID	RWY	ROUTING
LIPTA 2K	**08**	Climb on 082° track to D5.5 KIV, turn RIGHT, 231° track to LIPTA.
LIPTA 1P	**26**	Climb on 263° track to D3.8 KIV, turn LEFT, 203° track to LIPTA.
LOBRO 1K	**08**	Climb on 082° track to D5.5 KIV, turn RIGHT, 213° track to LOBRO.
LOBRO 1P	**26**	Climb on 263° track to D3.8 KIV, turn LEFT, 181° track to LOBRO.

CHANGES: None.

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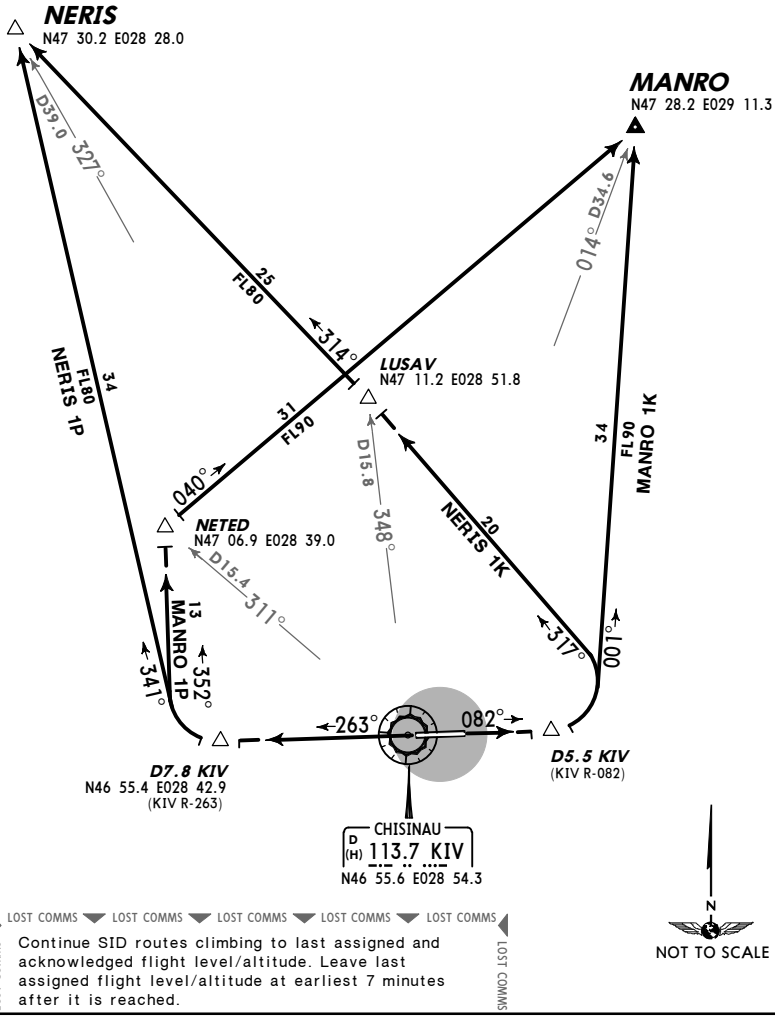
Apt Elev	
399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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

CHANGES: NERIS 1P established.

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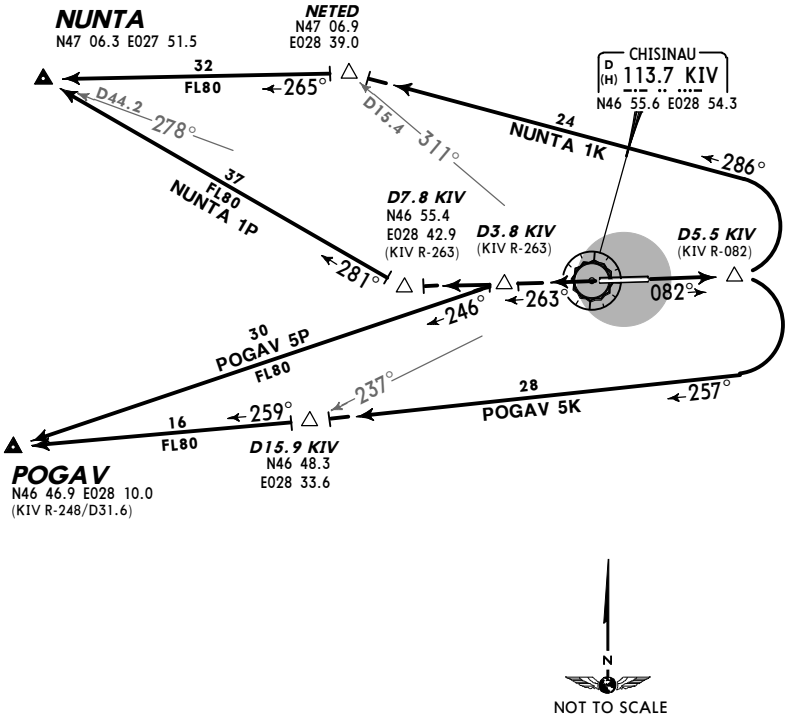
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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

CHANGES: NUNTA SIDs established; chart reindexed.

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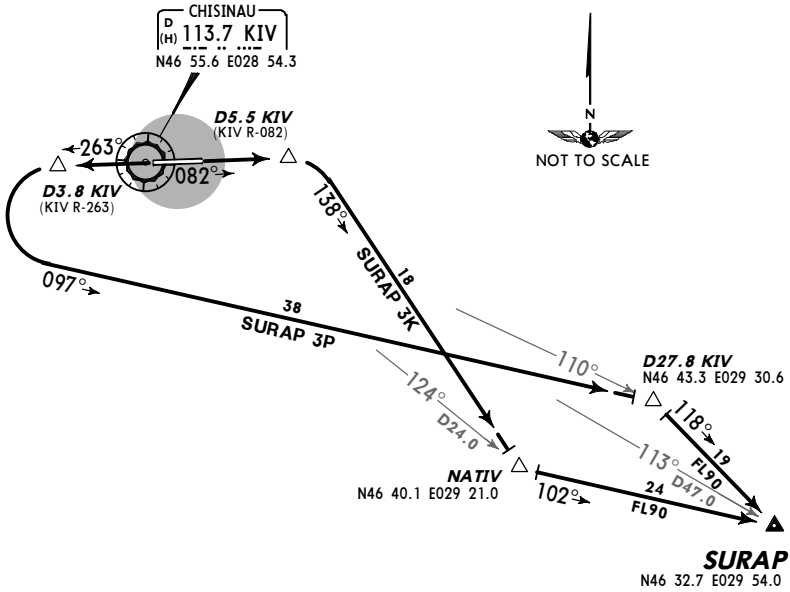
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

Initial climb clearance **FL90**

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

CHANGES: SURAP SIDs transferred.

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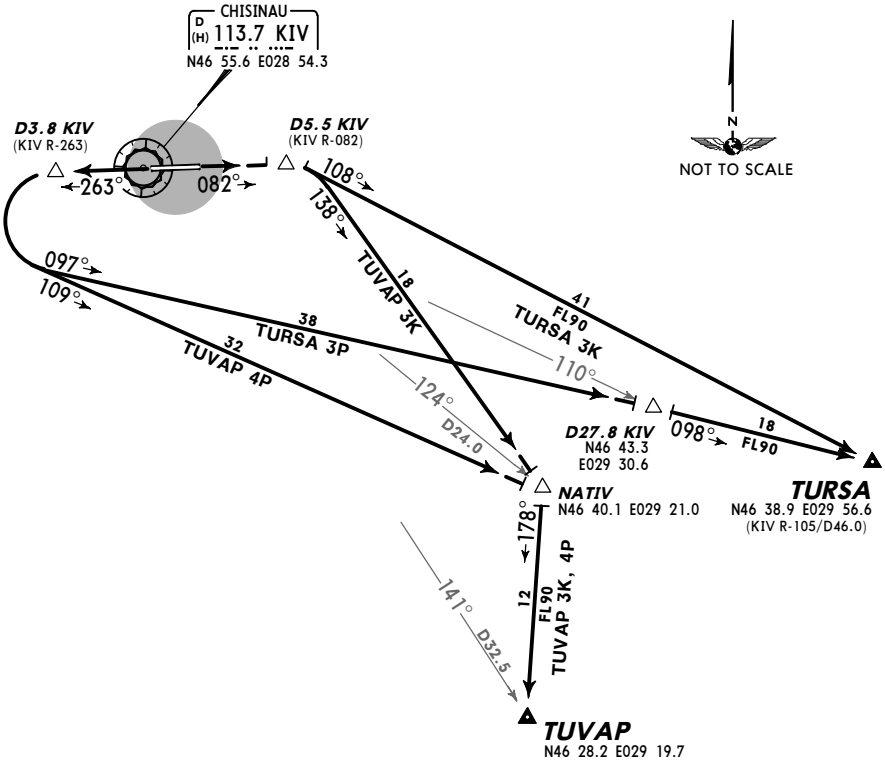
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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

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

CHANGES: SUVUR SIDs withdr; TURSA & TUVAP SIDs transfd; chart redrawn.

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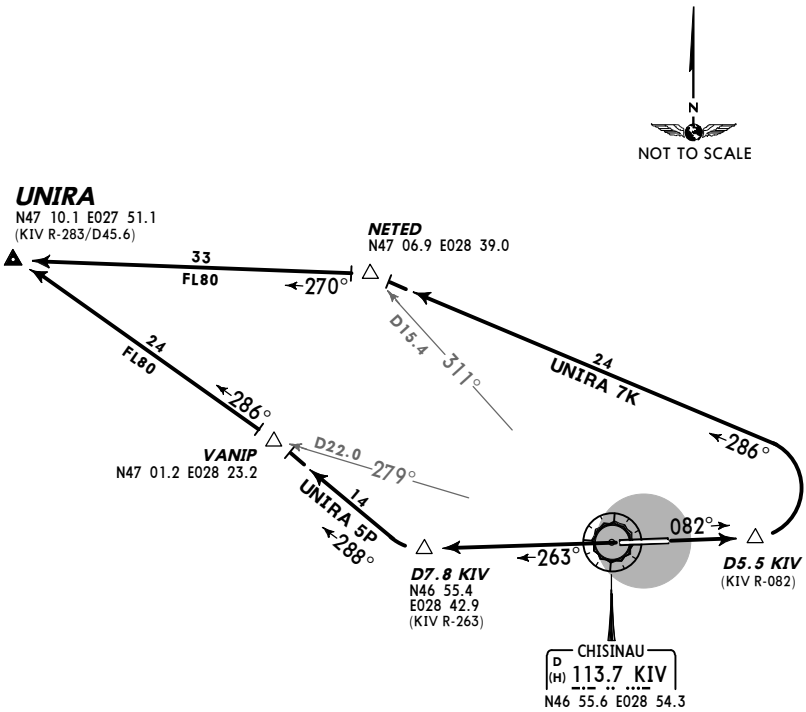
Apt Elev	
399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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

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 **FL80**

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

CHANGES: Chart reindexed.

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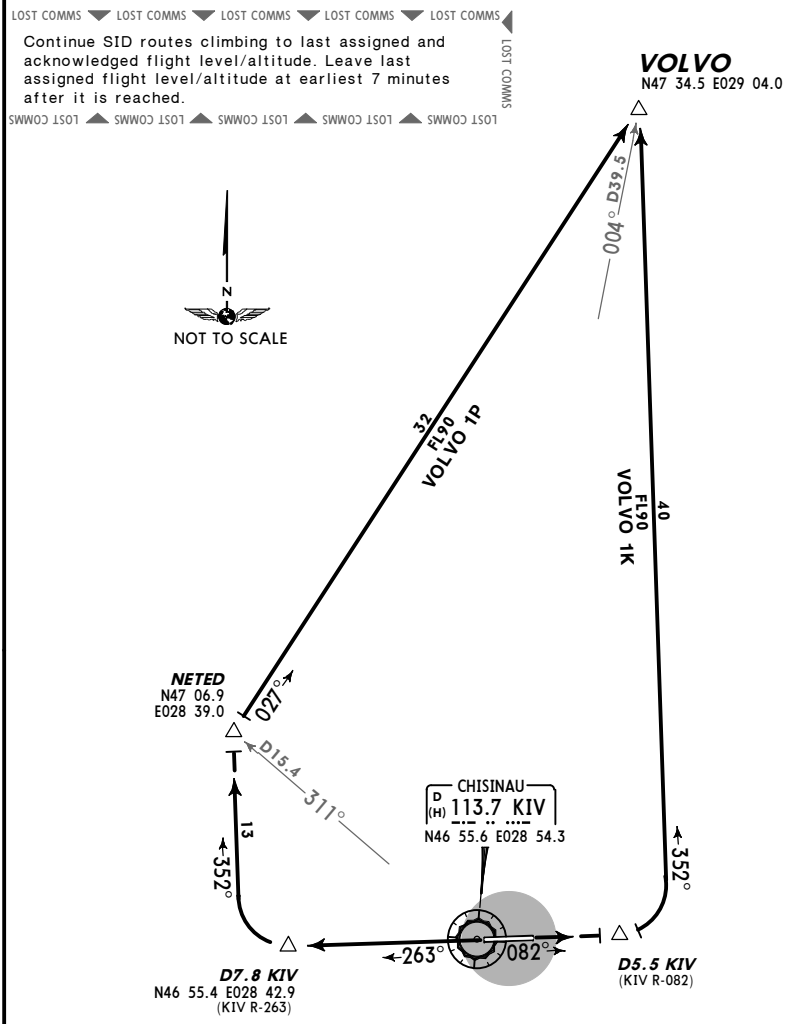
Apt Elev 399′	Trans level: By ATC Trans alt: 4000′ Initial turns are calculated with 240 KT and bank angle 20°.

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



Initial climb clearance **FL90**

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

CHANGES: Chart reindexed.

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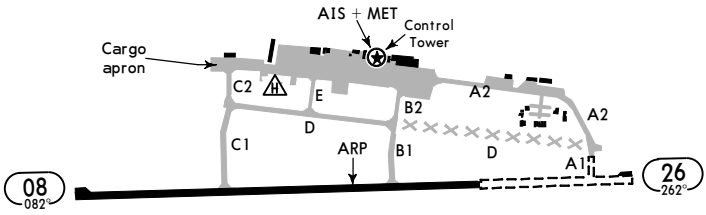
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS



RESTRICTIONS RWY 08/26

Threshold 26 and RWY 08 END displaced by 4232'/1290m.
RWY 08/26 TORA and LDA 7546' (2300m).
TWY A1 closed.
GP 08/26 unserviceable.
DME 08/26 unserviceable.
HIALS RWY 26 unserviceable.

CHANGES: New temporary chart.

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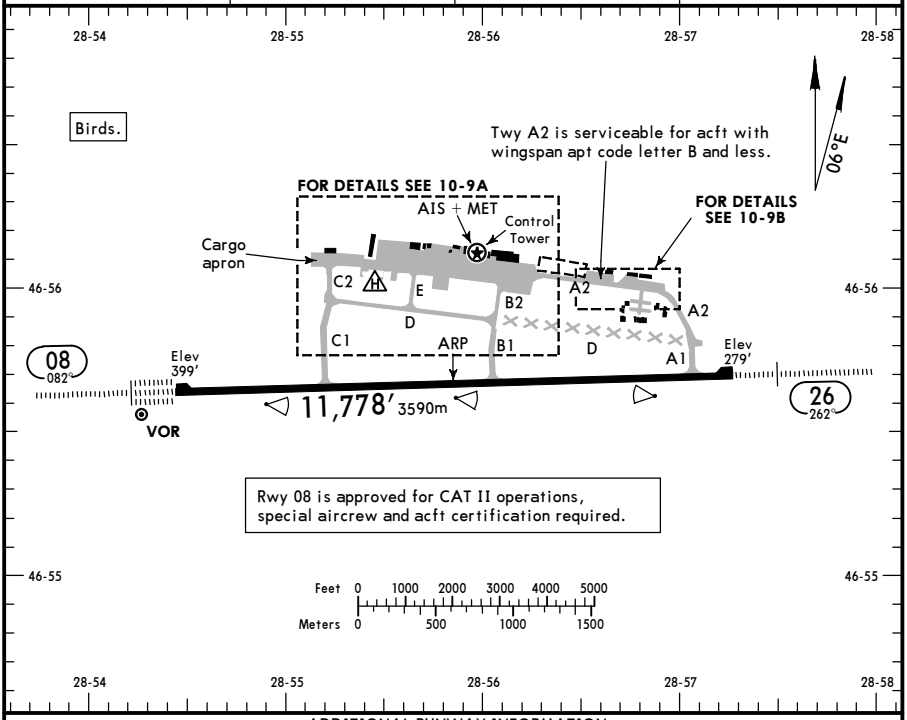
LUKK/KIV

Apt Elev **399′**
N46 55.7 E028 55.9

JEPPESEN
29 JAN 16 (10-9) **Eff 4 Feb**

CHISINAU, MOLDOVA
CHISINAU INTL

ATIS	CHISINAU Ground	CHISINAU Apron	Tower
125.225	121.8 129.725	131.7	118.1 129.725



ADDITIONAL RUNWAY INFORMATION

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

❶ 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 ❶

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

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

CHANGES: None.

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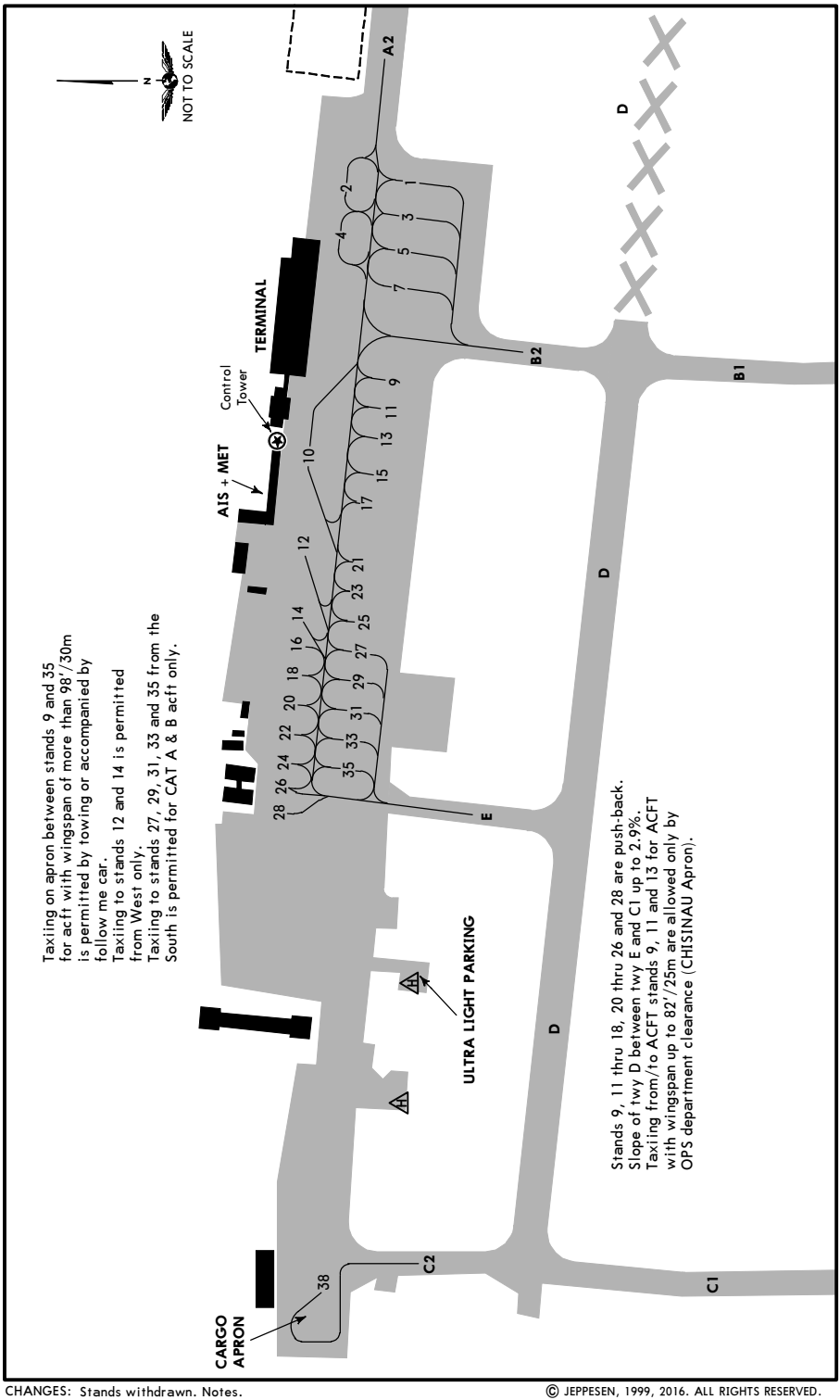

CHANGES: Stands withdrawn. Notes.

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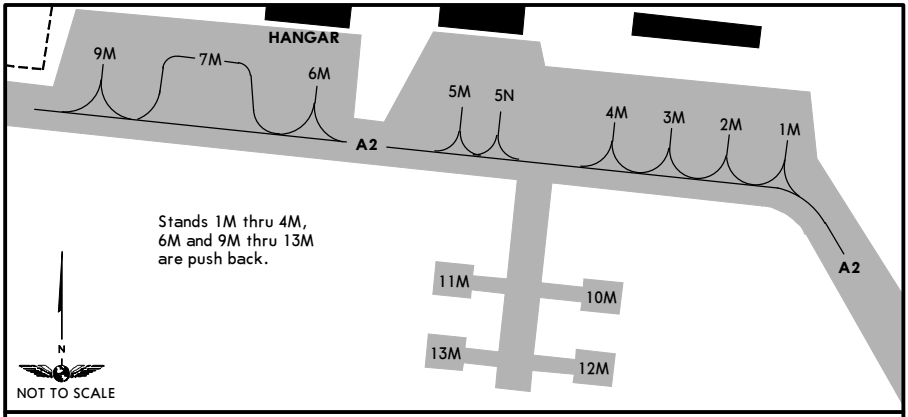

INS COORDINATES

STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N46 56.0	E028 56.2	312	29	N46 56.1	E028 55.8	325
2	N46 56.1	E028 56.2	310	31	N46 56.1	E028 55.7	326
3	N46 56.0	E028 56.2	314	33	N46 56.1	E028 55.7	327
4	N46 56.1	E028 56.2	312	35	N46 56.1	E028 55.7	328
5	N46 56.0	E028 56.2	315	38	N46 56.1	E028 55.2	364
7, 9	N46 56.0	E028 56.1	316	1M	N46 56.0	E028 56.9	295
10	N46 56.1	E028 56.0	313	2M	N46 56.0	E028 56.9	296
11	N46 56.0	E028 56.0	315	3M	N46 56.0	E028 56.9	297
12	N46 56.1	E028 55.9	317	4M	N46 56.0	E028 56.8	298
13	N46 56.0	E028 56.0	315	5M, 5N	N46 56.0	E028 56.8	299
14	N46 56.1	E028 55.9	319	6M	N46 56.0	E028 56.7	300
15	N46 56.0	E028 56.0	316	7M	N46 56.0	E028 56.6	300
16	N46 56.1	E028 55.8	323	9M	N46 56.0	E028 56.5	301
17, 17A	N46 56.0	E028 55.9	317	10M, 11M	N46 56.0	E028 56.8	298
18	N46 56.1	E028 55.8	325	12M	N46 55.9	E028 56.8	297
19	N46 56.0	E028 55.9	318	13M	N46 55.9	E028 56.8	298
20	N46 56.1	E028 55.8	326				
21, 21A	N46 56.0	E028 55.9	319				
22	N46 56.1	E028 55.7	327				
23	N46 56.0	E028 55.9	320				
24	N46 56.1	E028 55.7	328				
25	N46 56.0	E028 55.8	321				
26	N46 56.1	E028 55.7	329				
27	N46 56.1	E028 55.8	323				
28	N46 56.1	E028 55.6	330				

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.

CHANGES: Note. Stands elevation.

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STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	**499′**(100′)	**499′**(100′)	**499′**(100′)	**506′**(107′)
		RA103′ R300m	**RA103′ R300m**	**RA103′ R300m**	**RA110′ 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 ❶	**760′**(361′)	**760′**(361′)	**760′**(361′)	**760′**(361′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	RNAV ❶	**820′**(421′)	**820′**(421′)	**820′**(421′)	**820′**(421′)
		R1300m	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ❶	**770′**(371′)	**770′**(371′)	**770′**(371′)	**770′**(371′)
		R1000m	**R1000m**	**R1000m**	**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 ❶	**650′**(371′)	**650′**(371′)	**650′**(371′)	**650′**(371′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	RNAV ❶	**580′**(301′)	**580′**(301′)	**580′**(301′)	**580′**(301′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR ❶	**690′**(411′)	**690′**(411′)	**690′**(411′)	**690′**(411′)
		R1200m	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 08, 26

	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	NIL (DAY only)
A, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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CHISINAU, MOLDOVA

CHISINAU INTL

STRAIGHT-IN RWY		A	B	C	D
08	RNAV ❶	**820**′(421′) **R1300m**	**820**′(421′) **R1300m**	**820**′(421′) **R1300m**	**820**′(421′) **R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR ❶	**770**′(371′) **R1000m**	**770**′(371′) **R1000m**	**770**′(371′) **R1000m**	**770**′(371′) **R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
26	RNAV ❶	**660**′(342′) **R1500m**	**660**′(342′) **R1500m**	**660**′(342′) **R1600m**	**660**′(342′) **R1600m**
	VOR ❶	**700**′(382′) **R1500m**	**700**′(382′) **R1500m**	**700**′(382′) **R1800m**	**700**′(382′) **R1800m**

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 08, 26

	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	NIL (DAY only)
A, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

CHANGES: New temporary chart.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (11-1) Eff 23 Jul

CHISINAU, MOLDOVA
ILS or LOC Rwy 08

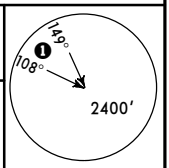
BRIEFING STRIP

ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

LOC IRG	Final Apch Crs	GS	ILS DA(H)	Apt Elev / RWY
110.3	082°	D3.0 IRG 1347′(948′)	599′(200′)	Apt Elev 399′ RWY 399′

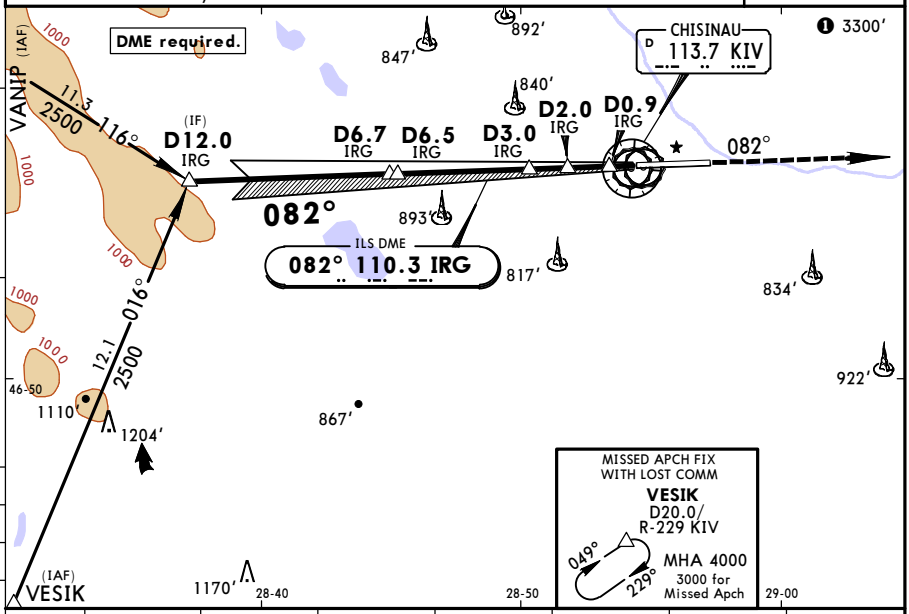
MISSED APCH: Climb on 082° to 2500′, radar vectoring will be provided.

MISSED APCH WITH LOST COMM: Climb on 082° to 2500′, then turn RIGHT on track 262° to intercept R-229 KIV to VESIK climbing to 3000′ and complete at least one holding pattern.

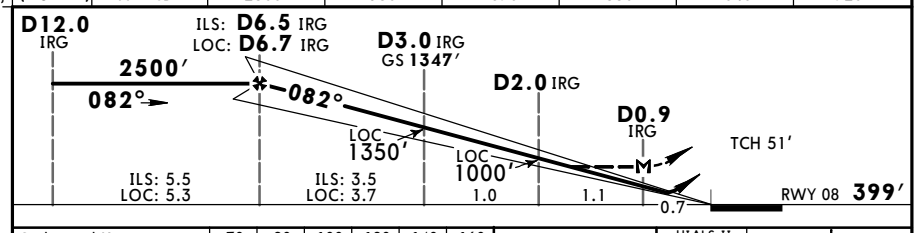


MSA KIV VOR

Alt Set: hPa Rwy Elev: 15 hPa 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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9 IRG							

HIALS-II PAPI

2500′ on 082°

JAR-OPS

STRAIGHT-IN LANDING RWY 08

	ILS		LOC (GS out)	
	DA(H) 599′(200′)		MDA(H) 760′(361′)	
	FULL	ALS out		ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

PANS OPS

CHANGES: Missed approach.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (11-1A) Eff 23 Jul

CHISINAU, MOLDOVA
CAT II ILS Rwy 08

BRIEFING STRIP

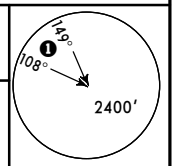
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

LOC IRG	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev / RWY
110.3	082°	D3.0 IRG 1347′ (948′)	Refer to Minimums	Apt Elev 399′ RWY 399′

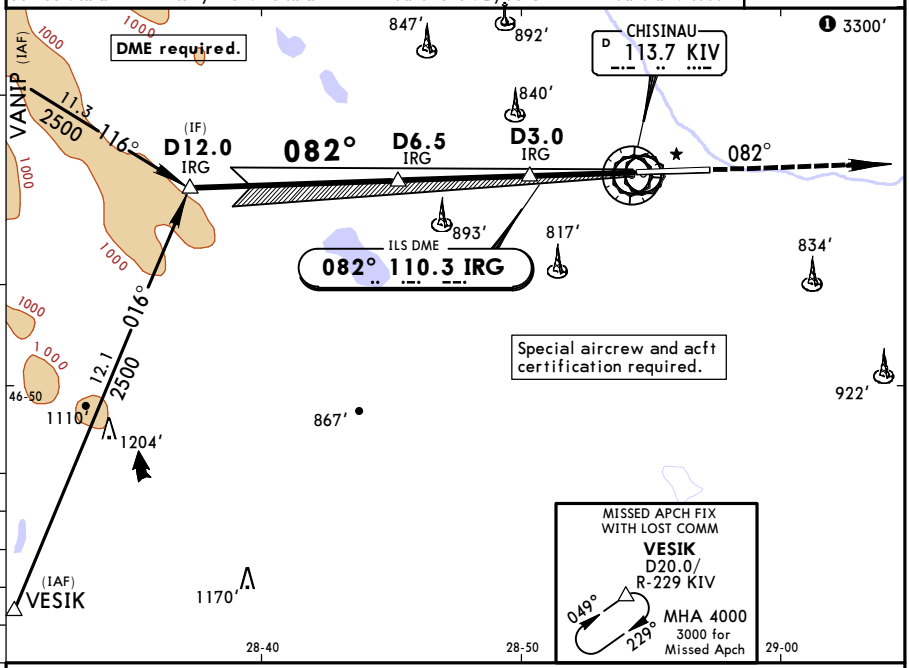
MISSED APCH: Climb on 082° to 2500′, radar vectoring will be provided.

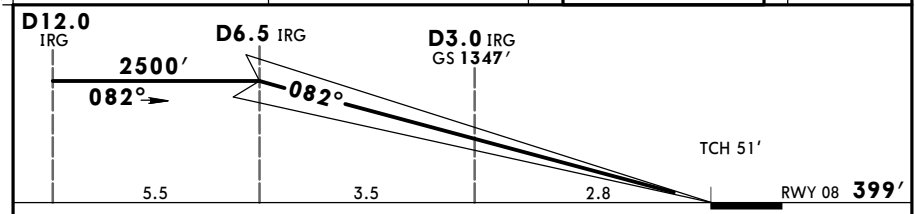
MISSED APCH WITH LOST COMM: Climb on 082° to 2500′, then turn RIGHT on track 262° to intercept R-229 KIV to VESIK climbing to 3000′ and complete at least one holding pattern.

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 4000′



MSA KIV VOR





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

HIALS-II
PAPI
2500′ on 082°

JAR-OPS

STRAIGHT-IN LANDING RWY 08
CAT II ILS

ABC	D
RA 103′	RA 110′
DA(H) 499′ (100′)	DA(H) 506′ (107′)

PANS OPS

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

CHANGES: Missed approach.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (11-2) Eff 23 Jul

CHISINAU, MOLDOVA
ILS or LOC Rwy 26

BRIEFING STRIP TM

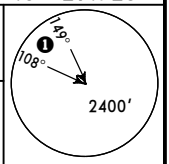
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

LOC ILD	Final Apch Crs	GS	ILS DA(H)	Apt Elev 399′
109.9	262°	D3.0 ILD 1227′ (948′)	Refer to Minimums	RWY 279′

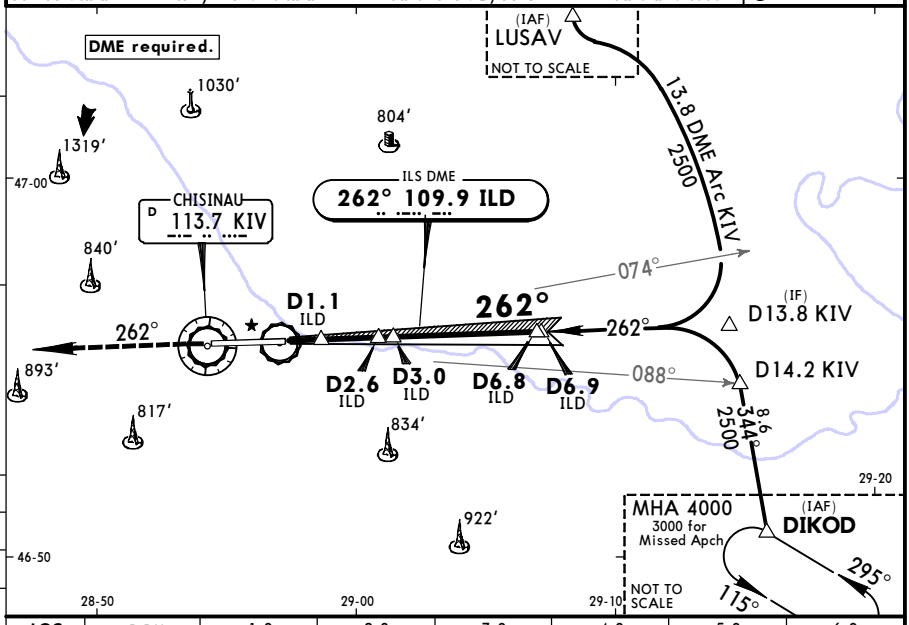
MISSED APCH: Climb on 262° to 2500′, radar vectoring will be provided.

MISSED APCH WITH LOST COMM: Climb on 262° to 2500′, then turn LEFT on track 082° to intercept R-115 KIV to DIKOD climbing to 3000′ and complete at least one holding pattern.

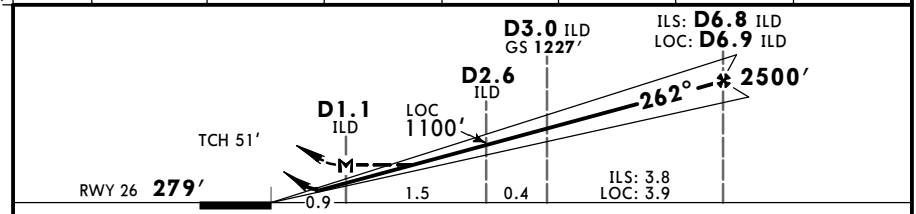
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 4000′



MSA KIV VOR
❶ 3300′



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
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.1 ILD						

HIALS
PAPI

2500′ on 262°

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	
C				RVR 1800m
D	RVR 600m		RVR 1400m	RVR 2000m

PANS OPS

CHANGES: Missed approach.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (12-1) Eff 23 Jul

CHISINAU, MOLDOVA
RNAV (GPS) Rwy 08

BRIEFING STRIP

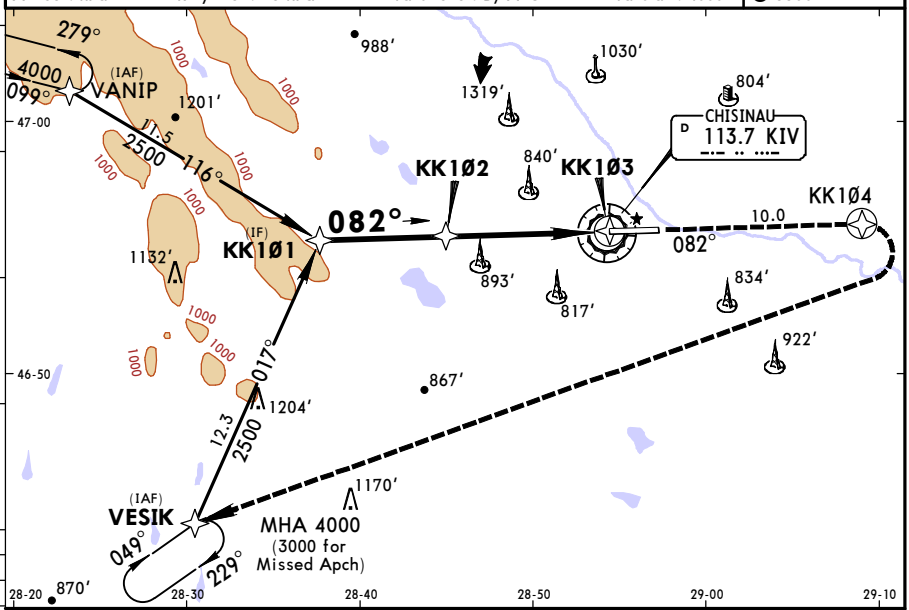
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

RNAV	Final Apch Crs	Minimum Alt KK1Ø2	LNAV MDA(H)	Apt Elev 399′
	082°	2500′ (2101′)	820′ (421′)	RWY 399′

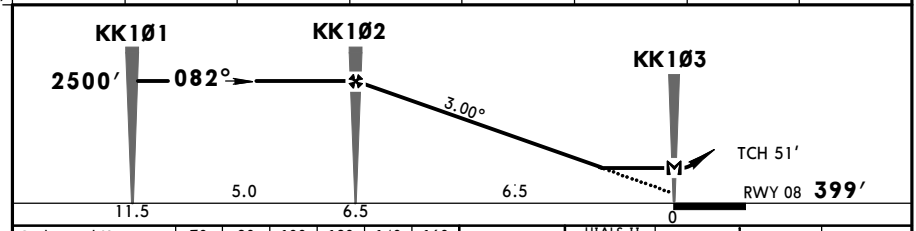
MISSED APCH:
Climb on 082° to KK1Ø4 to 2500′, radar vectoring will be provided.
MISSED APCH WITH LOST COMM:
Climb on 082° to KK1Ø4 to 2500′, then turn RIGHT to VESIK climbing to 3000′ and complete at least one holding pattern.

149° 108° 2400′
MSA KIV VOR
3300′

Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 4000′



DIST to KK1Ø3	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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at KK1Ø3						

HIALS-II PAPI 2500′ on 082° KK1Ø4

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **08**
LNAV
MDA(H) **820′** (421′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CHANGES: None.

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LUKK/KIV
CHISINAU INTL

JEPPESEN 18 MAR 16 (12-02) Eff 31 Mar

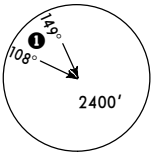
CHISINAU, MOLDOVA
RNAV (GNSS) Rwy 26

BRIEFING STRIP ™

ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

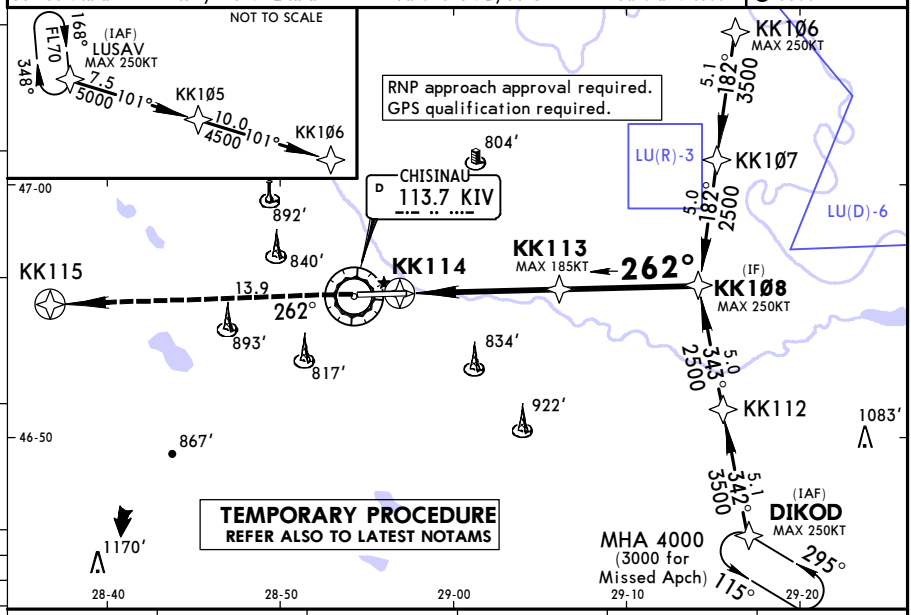
RNAV	Final Apch Crs	Minimum Alt KK113	LNAV MDA(H)	Apt Elev 399′ Rwy 318′
	262°	2500′ (2182′)	660′ (342′)	

MISSED APCH:
Climb on 262° to KK115 to 2500′, radar vectoring will be provided.
MISSED APCH WITH LOST COMM:
Climb on 262° to KK115 to 2500′, then turn LEFT to DIKOD climbing to 3000′ and complete at least one holding pattern.

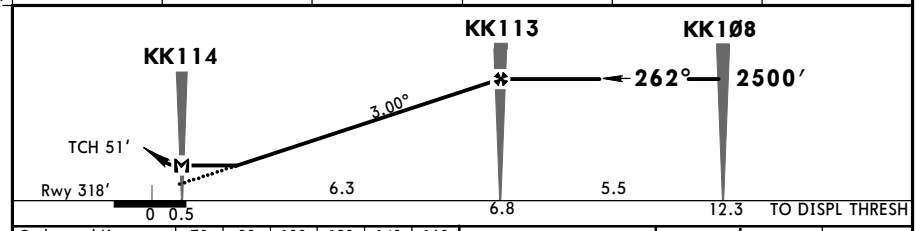


MSA KIV VOR
❶ 3300′

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000′



DIST to displ THR	2.0	3.0	4.0	5.0	6.0
ALTITUDE	970′	1290′	1610′	1930′	2250′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at KK114						

2500′ on 262° KK115

JAR-OPS

STRAIGHT-IN LANDING RWY 26
LNAV
MDA(H) 660′ (342′)

A	RVR 1500m
B	
C	RVR 1800m
D	RVR 2000m

PANS OPS

CHANGES: New temporary procedure.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (12-2) Eff 23 Jul

CHISINAU, MOLDOVA
RNAV (GPS) Rwy 26

BRIEFING STRIP

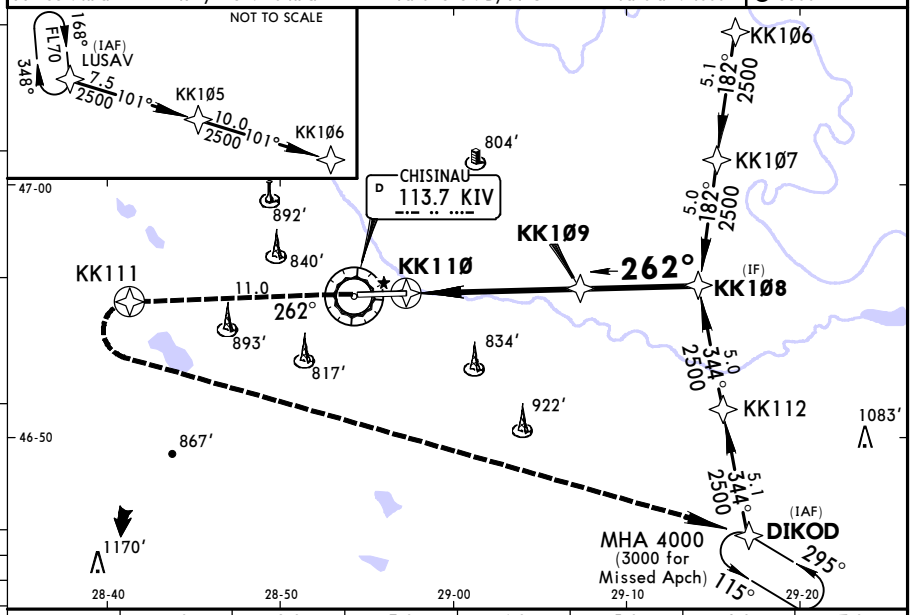
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 399′
	262°	KK1Ø9 2500′(2221′)	530′(251′)	RWY 279′

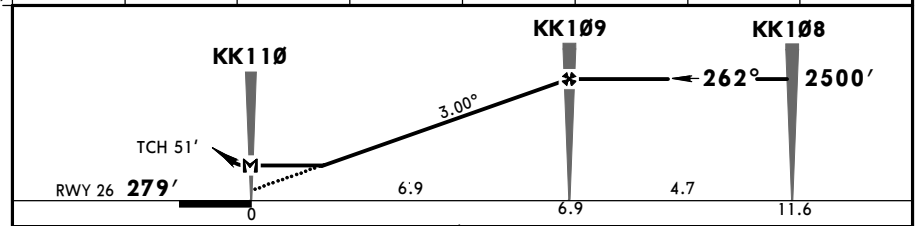
MISSED APCH:
Climb on 262° to KK111 to 2500′, radar vectoring will be provided.
MISSED APCH WITH LOST COMM:
Climb on 262° to KK111 to 2500′, then turn LEFT to DIKOD climbing to 3000′ and complete at least one holding pattern.

Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 4000′

149° 108° 2400′
MSA KIV VOR
❶ 3300′



DIST to KK11Ø	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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at KK11Ø						

HIALS
PAPI
2500′ on 262° KK111

JAR-OPS

STRAIGHT-IN LANDING RWY **26**
LNAV
MDA(H) **530′**(251′)

PANS OPS

		ALS out
A	RVR 800m	RVR 1500m
B		
C		RVR 1600m
D	RVR 1200m	RVR 1800m

CHANGES: None.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (13-1) Eff 23 Jul

CHISINAU, MOLDOVA
VOR DME Rwy 08

BRIEFING STRIP

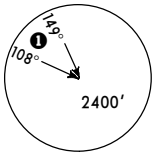
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

VOR KIV	Final Apch Crs	Minimum Alt D6.4	MDA(H)	Apt Elev / RWY
113.7	085°	2500′ (2101′)	770′ (371′)	399′ / 399′

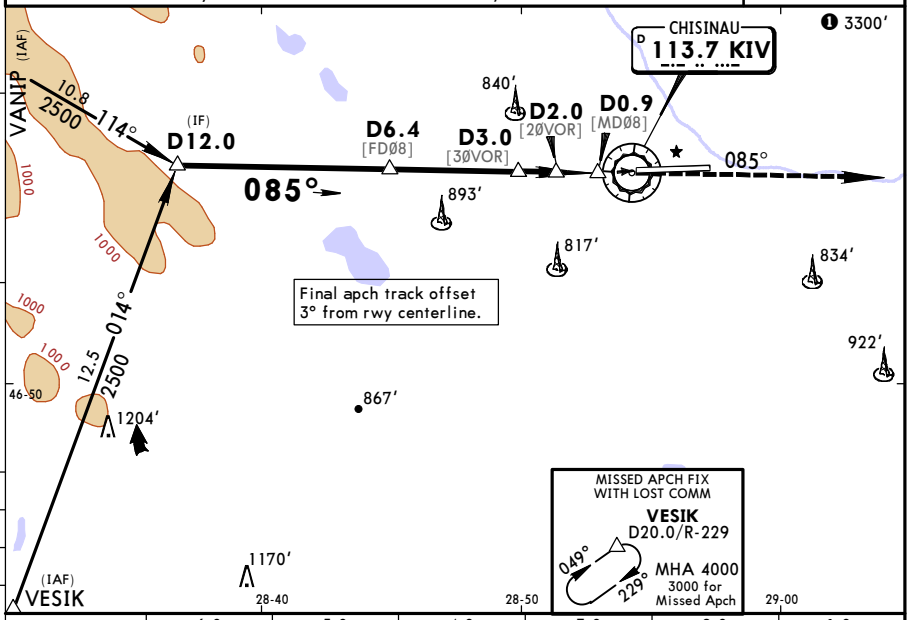
MISSED APCH: Climb on 085° to 2500′, radar vectoring will be provided.

MISSED APCH WITH LOST COMM: Climb on 085° to 2500′, then turn RIGHT on track 262° to intercept R-229, then proceed to VESIK climbing to 3000′ and complete at least one holding pattern.

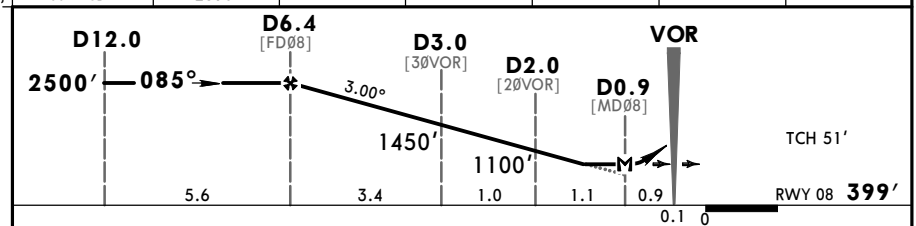
Alt Set: hPa | Rwy Elev: 15 hPa | Trans level: By ATC | Trans alt: 4000′



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						

HIALS-II
PAPI
2500′ on 085°

JAR-OPS STRAIGHT-IN LANDING RWY **08**

MDA(H) **770′** (371′)

PANS OPS

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CHANGES: Missed approach.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

10 JUL 15 (13-2) Eff 23 Jul

CHISINAU, MOLDOVA
VOR DME Rwy 26

BRIEFING STRIP

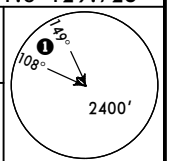
ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

VOR KIV	Final Apch Crs	Minimum Alt D8.8	MDA(H)	Apt Elev / RWY
113.7	260°	2500′ (2221′)	690′ (411′)	399′ / 279′

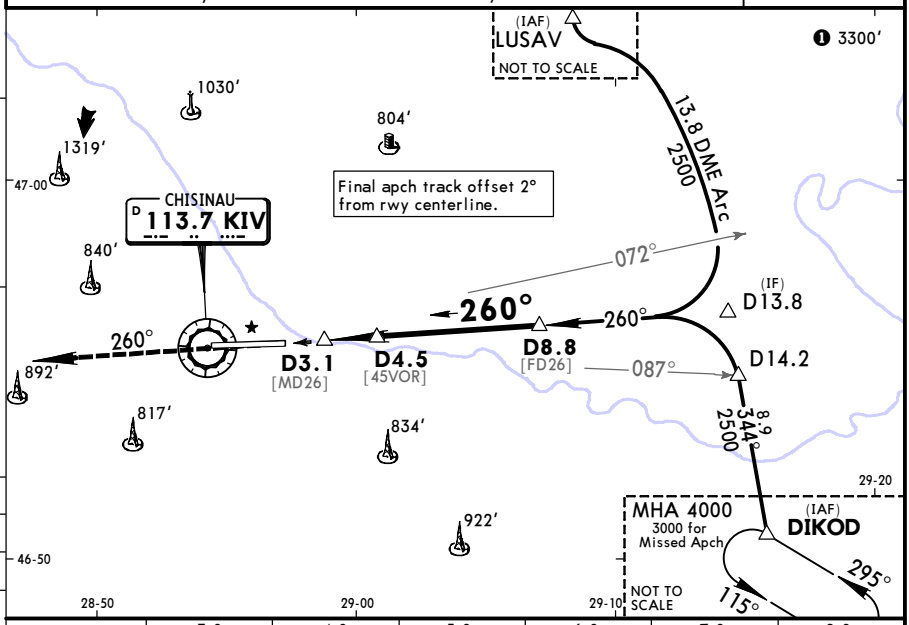
MISSED APCH: Climb on 260° to 2500′, radar vectoring will be provided.

MISSED APCH WITH LOST COMM: Climb on 260° to 2500′, then turn LEFT on track 082° to intercept R-115, then proceed to DIKOD climbing to 3000′ and complete at least one holding pattern.

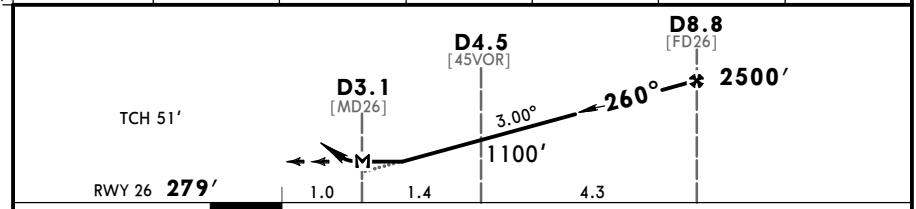
Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 4000′



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						

HIALS
PAPI

2500′ on 260°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 26

MDA(H) 690′ (411′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CHANGES: Missed approach.

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LUKK/KIV
CHISINAU INTL

JEPPESEN

18 MAR 16 (13-02) Eff 31 Mar

CHISINAU, MOLDOVA
VOR DME Rwy 26

BRIEFING STRIP

ATIS	CHISINAU Approach	CHISINAU Tower/Radar	Ground
125.225	133.3 129.725	118.1 129.725	121.8 129.725

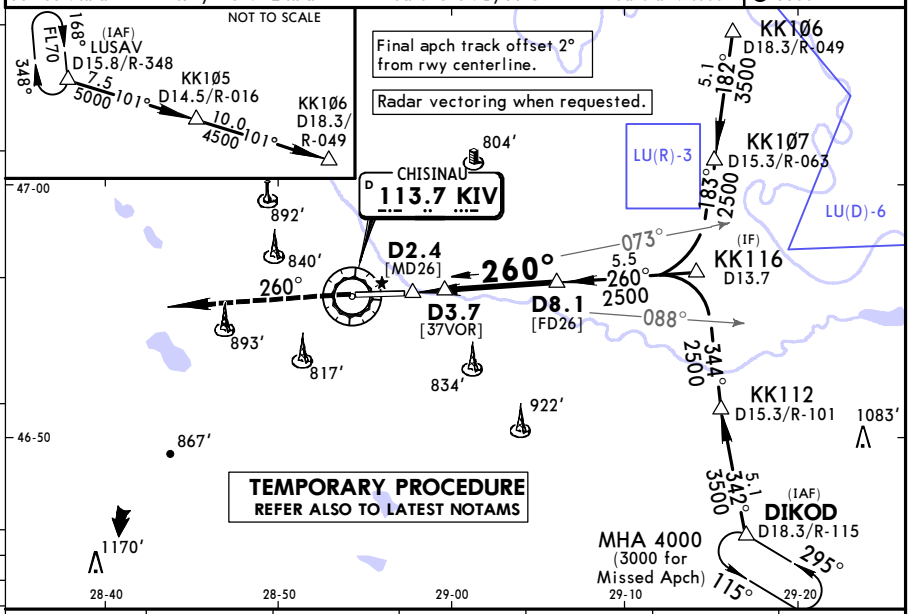
VOR KIV	Final Apch Crs	Minimum Alt D8.1	MDA(H)	Apt Elev 399'
113.7	260°	2500' (2182')	700' (382')	Rwy 318'

MISSED APCH: Climb on 260° to 2500', radar vectoring will be provided.

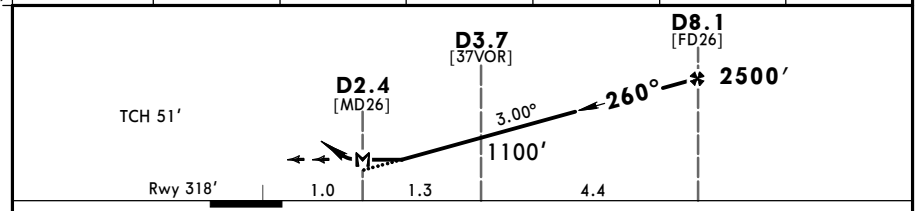
MISSED APCH WITH LOST COMM: Climb on 260° to 2500', then turn LEFT on track 082° to intercept R-115, then proceed to DIKOD climbing to 3000' and complete at least one holding pattern.

MSA KIV VOR
149° 108° 2400'
❶ 3300'

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 4000'



KIV DME	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	880'	1200'	1520'	1840'	2150'	2470'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.4						

2500' on 260°

JAR-OPS STRAIGHT-IN LANDING RWY **26**

MDA(H) **700'** (382')

PANS OPS

A	RVR 1500m	
B		
C	RVR 1800m	
D	RVR 2000m	

CHANGES: New temporary procedure.

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Chart changes since cycle 12-2016

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

CHISINAU, (CHISINAU INTL - LUKK)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LUKK

Type: Terminal
Effectivity: Temporary
Begin Date: 20160330
End Date: 20160818

Based on SUP 001-16, (10-9) Airport, Airport info, Take-off MNMS, (10-9S) Standard MNMS, (11-1) ILS or LOC Rwy 08, (11-1A) CAT II ILS Rwy 08, (11-2) ILS or LOC Rwy 26, (12-2) RNAV (GPS) Rwy 26 and (13-2) VOR DME Rwy 26 suspended. Refer to temporary charts: (10-8) Construction works, (10-9S1) Standard MNMS, (12-02) RNAV (GNSS) Rwy 26, (13-02) VOR DME Rwy 26 and latest NOTAMS.