

LUBL — BALTI/International

LUBL AD 2.1 Aerodrome location indicator and name

LUBL — BALTI/International

LUBL AD 2.2 Aerodrome Geographical and Administrative Data

1	ARP coordinates and site at AD	47°50'18.48"N 027°46'50.54"E, 1110M from THR RWY 15
2	Direction and distance from (city)	13KM (7.0NM) from BALTI city center
3	Elevation/Reference Temperature	760FT/21°C
4	Geoid undulation at AD ELEV PSN	107FT
5	VAR/Annual change	5°E (2006)
6	AD Operator, address, telephone, telefax, e-mail address, AFS and website	Post: BALTI International Airport Str. Aerodromului 12 MD-3102, BALTI Republica MOLDOVA Tel: + 373 2 314 42 30 Fax: + 373 2 314 38 19 Telex: NIL AFS: LUBLYDYD URL: www.moldaeroservice.md
7	Types of traffic permitted	IFR/VFR
8	Remarks	NIL

LUBL AD 2.3 Operational Hours

1	AD Operator	MON-FRI: 0600-1500 (0500-1400)
2	Customs and immigration	O/R
3	Health and sanitation	0600-1500 (0500-1400) , other time O/R
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	HS
6	MET Briefing Office	NIL
7	ATS	HS 0600-1800 (0500-1700)
8	Fuelling	HS
9	Handling	0600-1500 (0500-1400)
10	Security	HS
11	De-icing	HS
12	Remarks	Other Time O/R

LUBL AD 2.4 Handling Services and Facilities

1	Cargo-handling facilities	2 APK-10, TPS-22-2, AP 10-12-1
2	Fuel/Oil types	TS-1 (Jet A1), RT, B - 91
3	Fuelling facilities/capacity	1 - TZ - 22 (22000 litres) 2 - TZ - 7,5 (7500 litres) 1200 litres per minute
4	De-icing facilities	De-icing unit with aircraft chemical
5	Hangar space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Separate repair works pursuant to nomenclature
7	Remarks	NIL

LUBL AD 2.5 Passenger Facilities

1	Hotels	In the City
2	Restaurants	Near AD and in the City
3	Transportation	Buses: 0600-1500 (0500-1400) Taxis: H24 Train in the City
4	Medical facilities	First aid at AD Hospitals in the city
5	Bank and Post Office	In the City
6	Tourist Office	Office in the city
7	Remarks	NIL

LUBL AD 2.6 Rescue and Fire Fighting Services

1	AD category for fire fighting	Within AD HR: CAT VI
2	Rescue equipment	3 fire-engine vehicle, 1 track, 1 ambulance, 1 technical kit
3	Capability for removal of disabled aircraft	Lift, rope set, trailer with cross with sleepers, tow-bar
4	Remarks	The fire fighting facility of the city and Department of Civil Protection are activated as necessary

LUBL AD 2.7 Seasonal Availability - Clearing

1	Types of clearing equipment	Snow ploughs: 2 - D 226, 1 - D 235, 1 - VM 63, thermal machine TM - 59, 1 - scrapper
2	Clearance priorities	1. Runway 2. Taxiway 3. Apron 4. ILS Zone
3	Remarks	NIL

LUBL AD 2.8 Aprons, Taxiways and Check Locations Data

1	Apron surface and strength	Surface: Concrete Strength: Stands Nr. 1, 2 PCN 20/R/A/W/T Asphalt Stands Nr. 3, 4 PCN 10/F/B/X/U
2	Taxiway width, surface and strength	TWY - 21M; concrete; PCN 16/R/A/W/T
3	ACL location and elevation	RWY THR RWY 15 - 757FT RWY 33 - 705FT
4	VOR/INS checkpoints	NIL
5	Remarks	NIL

LUBL AD 2.9 Surface Movement Guidance and Control System and Markings

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	At parking stands and apron: ACFT taxi guidelines, ACFT stop signs in the form of a "T", stand identification numbers, apron safety lines, service road boundary lines, used by ground vehicles. The taxiway and apron junction is marked by yellow guidelines.
2	RWY and TWY markings and LGT	At the RWY: Threshold, Touchdown Zone, Runway Centre line, exit lines from the runway. The TDZ and edge of the RWY are lighted.
3	Stop bars	A yellow colour marking and a illuminated sign are provided at the taxi-holding.
4	Remarks	NIL

LUBL AD 2.10 Aerodrome Obstacles

To Be Developed

LUBL AD 2.11 Meteorological Information Provided

1	Associated MET Office	BALTI
2	Hours of service MET Office outside hours	HS 0600-1800 (0500-1700) NIL
3	Office responsible for TAF preparation Periods of validity	CHISINAU 9HR(If METAR is accessible on a regular basis only)
4	Trend forecast Interval of issuance	NOT AVBL
5	Briefing/consultation provided	CHISINAU MET Office consultation (English, Russian languages) by Direct Telephone
6	Flight documentation Language used	ICAO standard (WAFC produces) from CHISINAU MET Office by FAX English
7	Charts and other information available for briefing or consultation	NOT AVBL
8	Supplementary equipment available for providing information	By Tel:+373 22 50 29 23
9	ATS units provided with information	ATS BALTI - Airport
10	Additional information (limitation of service, etc.)	Observations at aerodrome can be carried out during the daylight hours only (in the time interval from SR till SS). The runway visual range is not determined and not reported in the local regular and special reports and METAR.

LUBL AD 2.12 Runway Physical Characteristics

Designations RWY Nr.	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR ELEV TDZ ELEV
1	2	3	4	5	6
15	153.11°	2240 x 42	16 R/A/W/T Concrete	47°50'50.83"N 027°46'26.18"E - GUND 108FT	757FT 760FT
33	333.12°	2240 x 42	16 R/A/W/T Concrete	47°49'46.13"N 027°47'14.90"E - GUND 108FT	705FT 736FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.007 (0.7%)	400 x 42	400 x 150	2640 x 150	AVBL	SWY compacted ground
0.02 (2%)	400 x 42	400 x 150	2640 x 150	AVBL	
0.005 (0.5%)	400 x 42	400 x 150	2640 x 150		

Note: An aircraft with an ACN exceeding PCN 16 can operate on the RWY if the maximum take-off weight does not exceed 160 tones. In this case the number of take-off and landing procedures is limited per year.

LUBL AD 2.13 Declared Distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
15	2240	2640	2640	2240	NIL
33	2240	2640	2640	2240	NIL

LUBL AD 2.14 Approach and Runway Lighting

RWY designator	APCH light type, length INTST	THR light colour WBAR	PAPI MEHT	TDZ light length	RWY centre line light length spacing colour INTST	RWY edge light length spacing colour INTST	RWY end light colour WBAR	SWY light length colour
1	2	3	4	5	6	7	8	9
15	M-2 840M LIL	Are installed at all width Green	NIL	300M	NIL	2240M 60M white white/yellow LIH	Red	NIL
33	M-2 900M LIL	Are installed in two group Green	NIL	250M	NIL	2240M 60M white white/yellow LIH	Red	NIL

Remarks: NIL

LUBL AD 2.15 Other Lighting, Secondary Power Supply

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	TWY edge lights and taxiway unguided illuminated signs. TWY centre line lights are not provided.
4	Secondary power supply/switch-over time	Switch-over time for secondary power – 1SEC
5	Remarks	NIL

LUBL AD 2.16 Helicopter Landing Area

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	NIL

LUBL AD 2.17 Air Traffic Services Airspace

1	Designation and lateral limits	BALTI CTR 48°05'15"N 027°44'56"E – 48°06'42"N 028°10'59"E – Clockwise Arc of 15NM Radius Centered at 47°51'45"N 028°12'46"E – 47°36'49"N 028°14'33"E – 47°35'22"N 027°48'44"E – Clockwise Arc of 15NM Radius Centered at 47°50'18"N 027°46'51"E – 48°05'15"N 027°44'56"E
2	Vertical limits	SFC to FL055
3	Airspace classification	C
4	ATS unit call sign Languages	BALTI TOWER English, Russian
5	Transition altitude (QNH)	4000FT
6	Remarks	NIL

LUBL AD 2.18 Air Traffic Services Communication Facilities

Service designation	Call Sign	Frequency	Hours of operation	Remarks
1	2	3	4	5
TWR	BALTI Tower	122.300MHZ	0600-1800 (0500-1700)	NIL

LUBL AD 2.19 Radio Navigation and Landing Aids

Type of aid CAT of ILS (VAR), 2006	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 33 (CAT I)			O/R			
LLZ (5.2°E)	IBL	110.900MHZ		47°51'22.0"N 027°46'02.7"E	NIL	Ground cheked only
GP		330.800MHZ		47°49'51.9"N 027°47'04.1"E	NIL	

NDB RWY 15

LOM	LC	790.0KHZ	O/R	47°52'52.6"N 027°44'54.4"E	NIL	327.8° MAG / 2.3NM from THR 15.
LMM	L	389.0KHZ	O/R	47°51'23.4"N 027°46'01.7"E	NIL	327.8° MAG / 0.6NM from THR 15.

Type of aid CAT of ILS (VAR), 2006	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB RWY 33						
LOM	BL	790.0 KHZ	O/R	47°47'51.5"N 027°48'44.7"E	NIL	146.8° MAG / 2.2NM from THR 33.
LMM	B	389.0 KHZ	O/R	47°49'15.9"N 027°47'37.7"E	NIL	147.7° MAG / 0.6NM from THR 33.

LUBL AD 2.20 Local Traffic Regulations

To Be Developed

LUBL AD 2.21 Noise Abatement Procedures

Noise abatement procedures at aerodromes of the Republic of Moldova are used pursuant to ICAO Doc 8168, Volume 1, Part 5.

LUBL AD 2.22 Flight Procedures

To Be Developed

LUBL AD 2.23 Additional Information

Bird concentrations in the vicinity of the airport

Ornithological condition in the take-off and landing area is not complex. Separate flights of birds are observed in autumn and spring periods. Accordingly bird migration from south to north and from north to south. The flocks of birds are not large and the flights are infrequent.

As far as practicable, Aerodrome Control will inform pilots of bird activity and the estimated heights AGL.

During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the terminal area and during take-off, approach-to-land and climb and descent procedures.

Dispersal activities include occasional gunshots or signal rockets.

LUBL AD 2.24 Charts related to an aerodrome

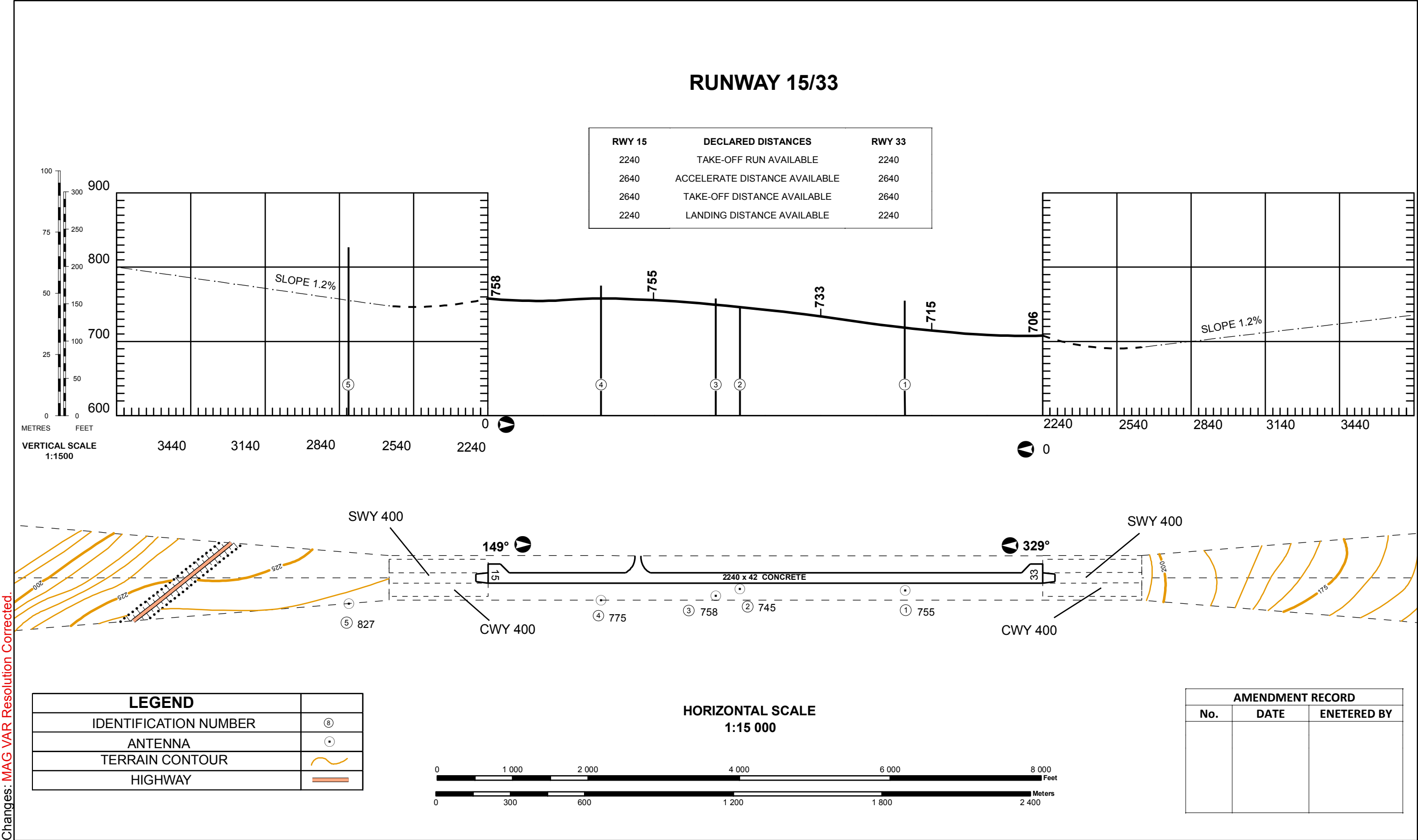
Aerodrome Chart – ICAO	AD 2 LUBL 2-5
Aerodrome Aircraft Parking and Ground Movement Chart – ICAO	AD 2 LUBL 2-7
Aerodrome Obstacle Chart - ICAO Type A	AD 2 LUBL 2-13
Precision Approach Terrain Chart - ICAO RWY 15	AD 2 LUBL 2-15
Precision Approach Terrain Chart - ICAO RWY 33	AD 2 LUBL 2-17
Standard Arrival Routes - Instrument (STAR) RWY 15	AD 2 LUBL 3-1-1
Standard Arrival Chart - Instrument (STAR) - ICAO RWY 15	AD 2 LUBL 3-1-3
Standard Arrival Routes - Instrument (STAR) RWY 33	AD 2 LUBL 3-1-5
Standard Arrival Chart - Instrument (STAR) - ICAO RWY 33	AD 2 LUBL 3-1-7
Instrument Approach Chart - ICAO NDB RWY 15	AD 2 LUBL 4-1-1
Instrument Approach Chart - ICAO NDB RWY 33	AD 2 LUBL 4-1-3
Instrument Approach Chart - ICAO ILS RWY 33	AD 2 LUBL 4-2-3
Standard Departure Routes - Instrument (SID) RWY 15	AD 2 LUBL 5-1-1
Standard Departure Chart - Instrument (SID) - ICAO RWY 15	AD 2 LUBL 5-1-3
Standard Departure Routes - Instrument (SID) RWY 33	AD 2 LUBL 5-1-5
Standard Departure Chart - Instrument (SID) - ICAO RWY 33	AD 2 LUBL 5-1-7

AERODROME OBSTACLE
CHART - ICAO TYPE A

DIMENSIONS IN METERS
ELEVATIONS IN FEET

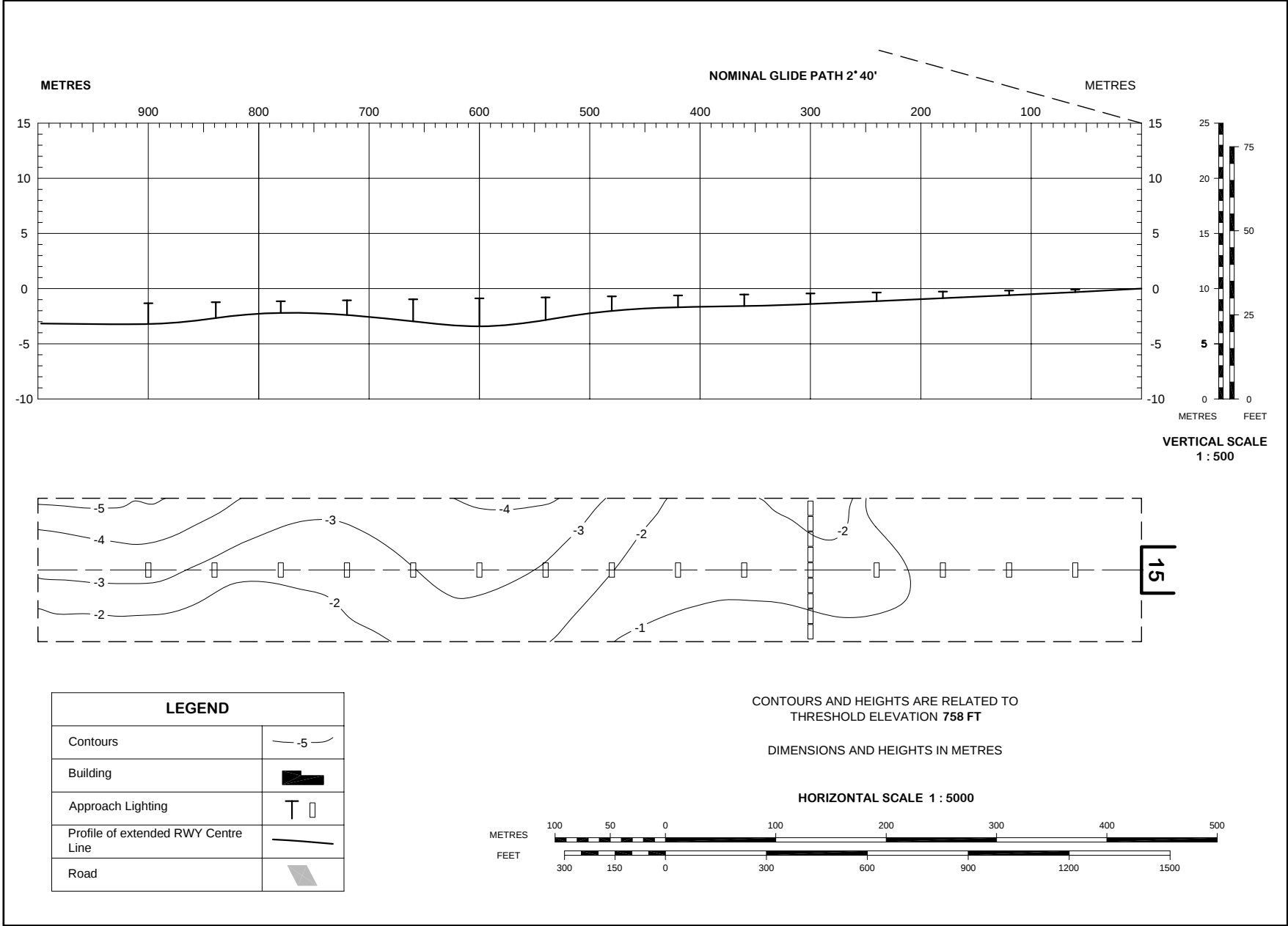
VAR 5°E (2006)

BALTI / INTERNATIONAL
RWY 15/33



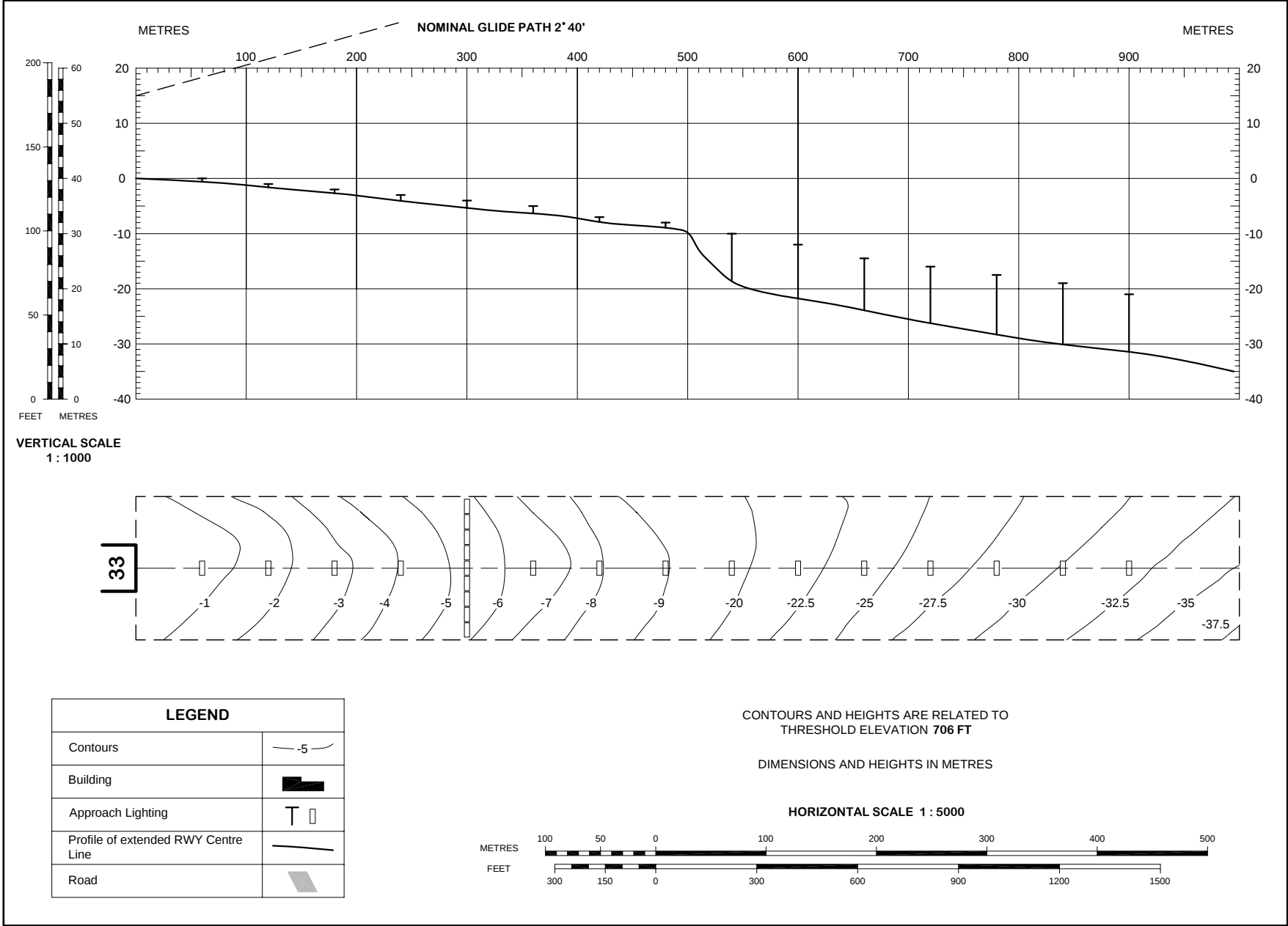
PRECISION APPROACH
TERRAIN CHART - ICAO

BALTI /
INTERNATIONAL



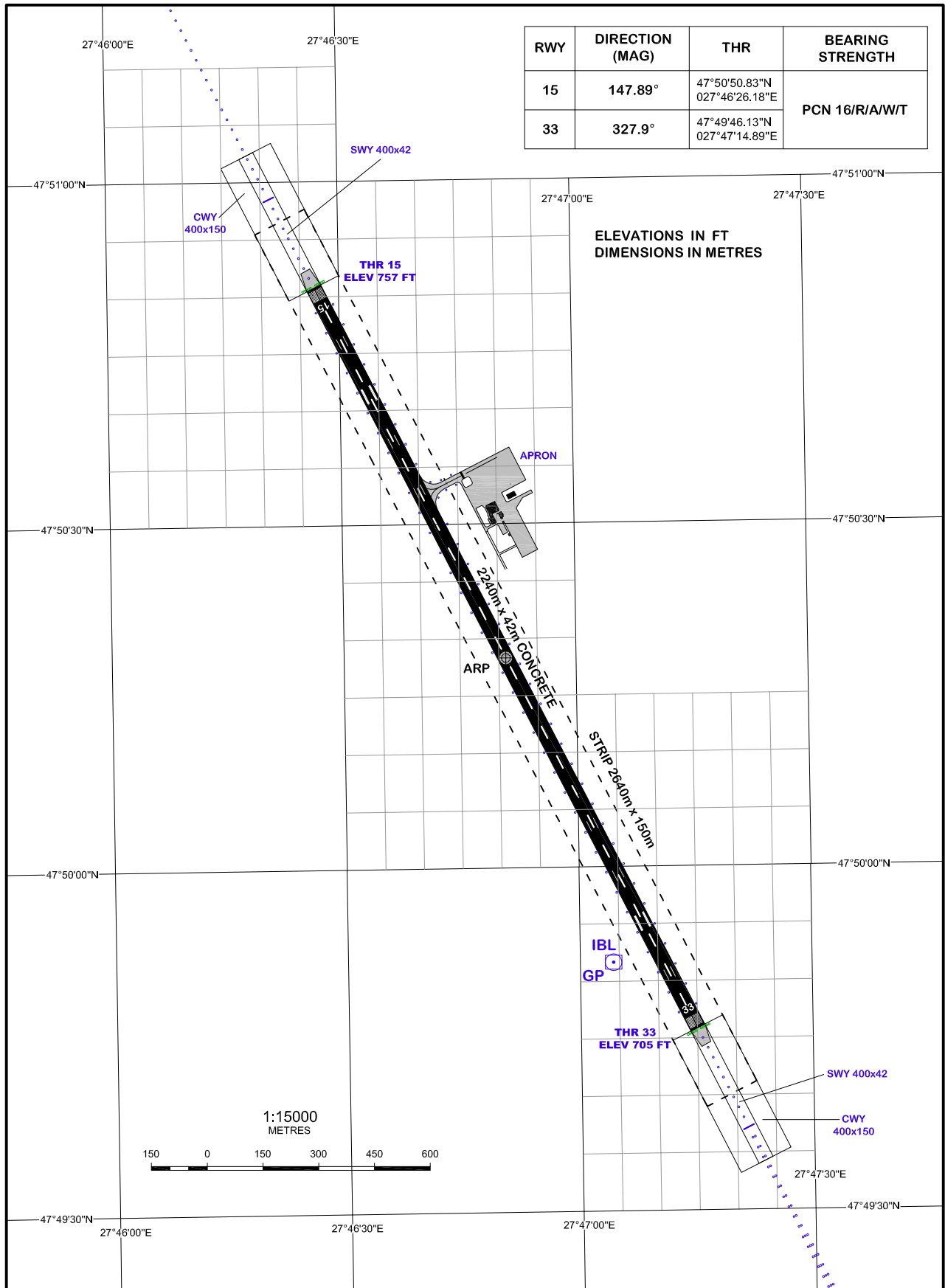
PRECISION APPROACH
TERRAIN CHART - ICAO

BALTI /
INTERNATIONAL



**AERODROME
CHART - ICAO**ARP: 47°50'18.48"N
027°46'50.54"EAD ELEVATION 760 FT
VAR 5°E (2006)

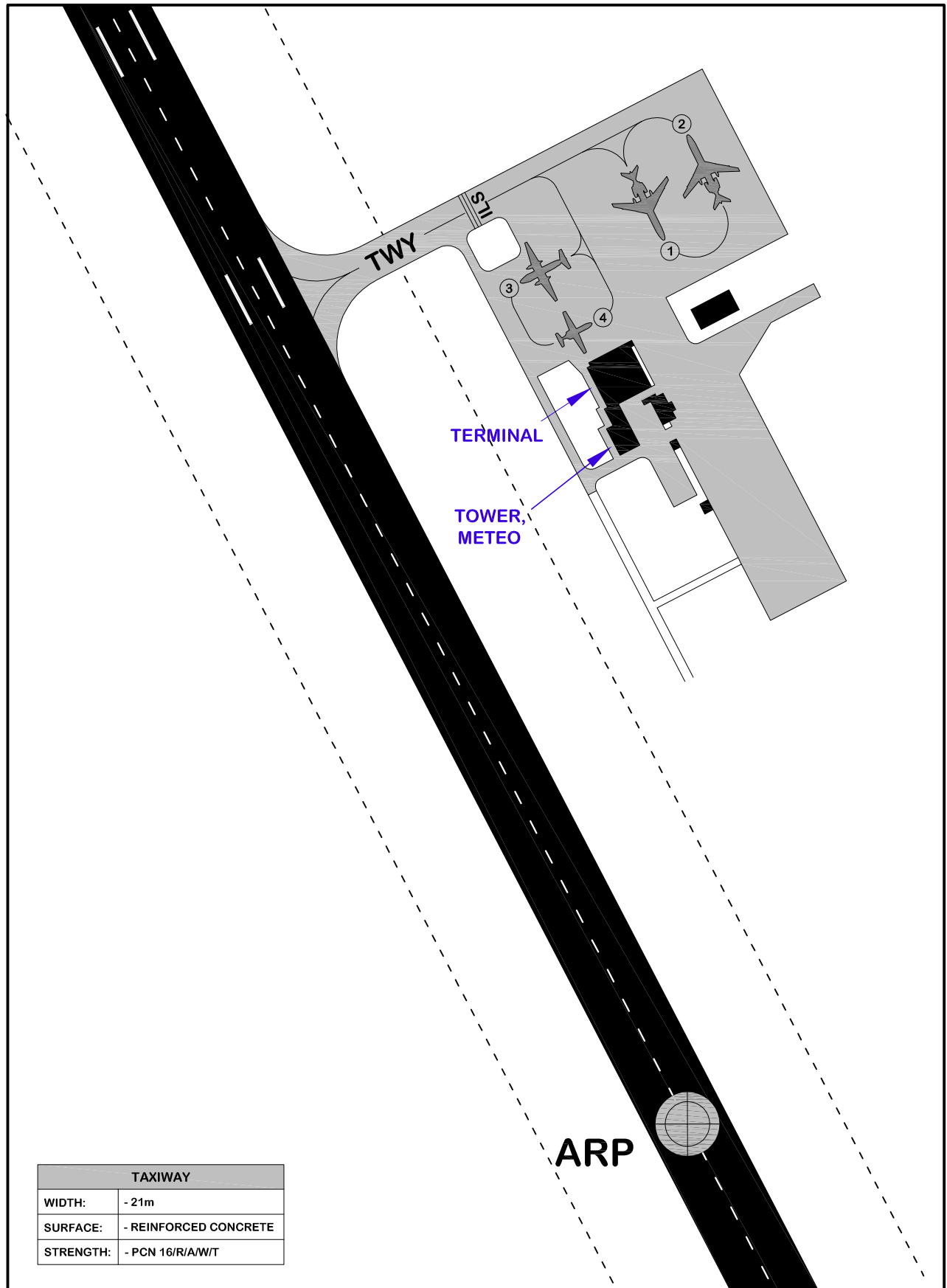
TOWER: 122.300 MHz

**BALTI /
INTERNATIONAL**

Changes: SWY Area Added.

**AERODROME AIRCRAFT PARKING AND
GROUND MOVEMENT CHART - ICAO**AD ELEVATION 760 FT
VAR 5°E (2006)

TOWER: 122.300 MHz

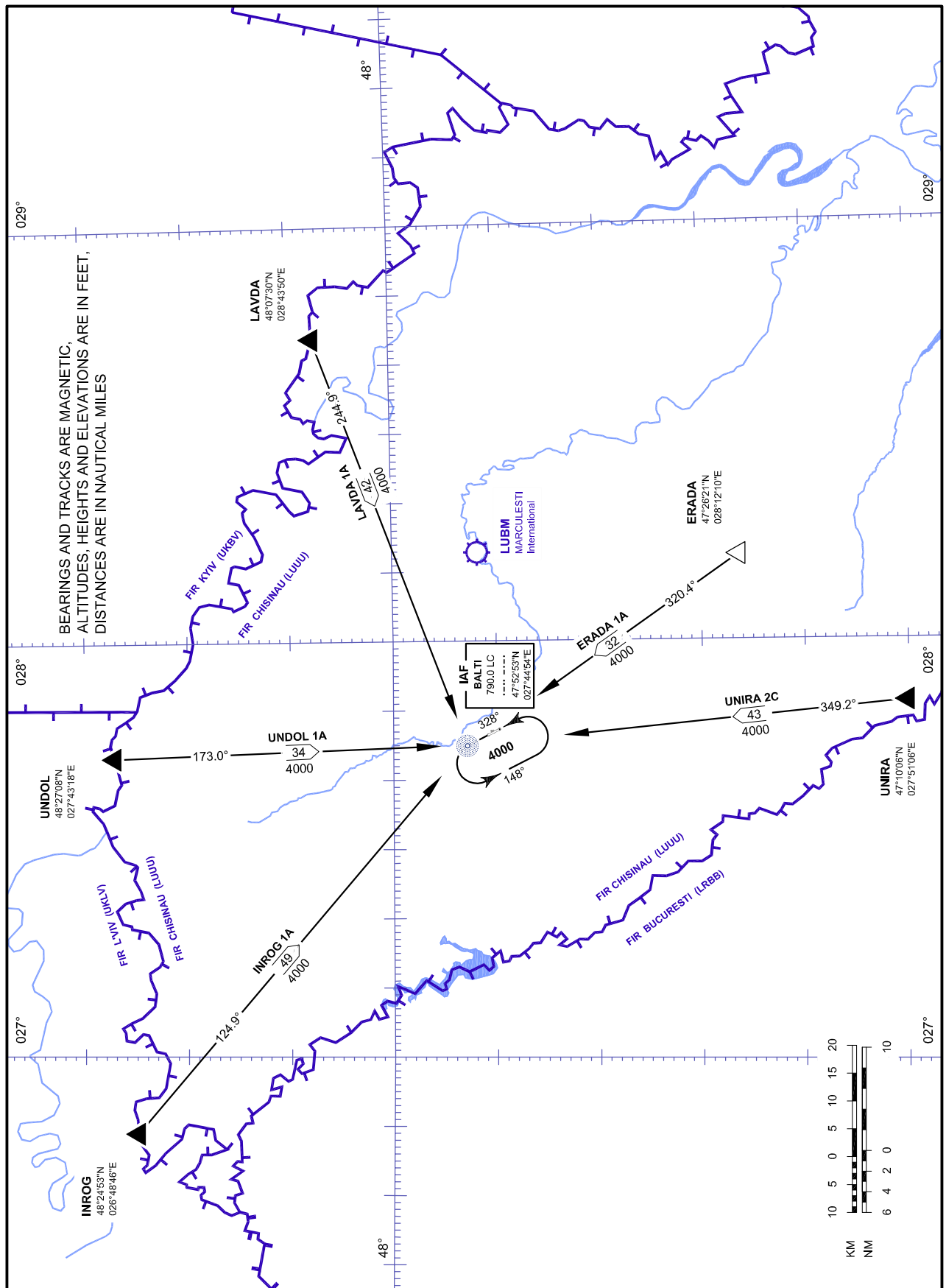
**BALTI /
INTERNATIONAL**Changes: **MAG VAR Resolution Corrected.**

**STANDARD ARRIVAL
ROUTES - INSTRUMENT (STAR)****BALTI
RWY 15**

Designator	Identification Significant Points	Mag Track	Dist NM	MNM Altitude FT	Remarks
ERADA 1A	ERADA ONE ALPHA △ ERADA △ BALTI NDB 'LC'				
		320.4	32	4000	
INROG 1A	INROG ONE ALPHA ▲ INROG △ BALTI NDB 'LC'				
		124.9	49	4000	
LAVDA 1A	LAVDA ONE ALPHA ▲ LAVDA △ BALTI NDB 'LC'				
		244.9	42	4000	
UNDOL 1A	UNDOL ONE ALPHA ▲ UNDOL △ BALTI NDB 'LC'				
		173.0	34	4000	
UNIRA 2C	UNIRA TWO CHARLIE ▲ UNIRA △ BALTI NDB 'LC'				
		349.2	43	4000	

**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**TRANSITION
LEVEL BY ATC
VAR 5°E (2006)

CONTROL	128.975 MHZ
TOWER	122.300 MHZ

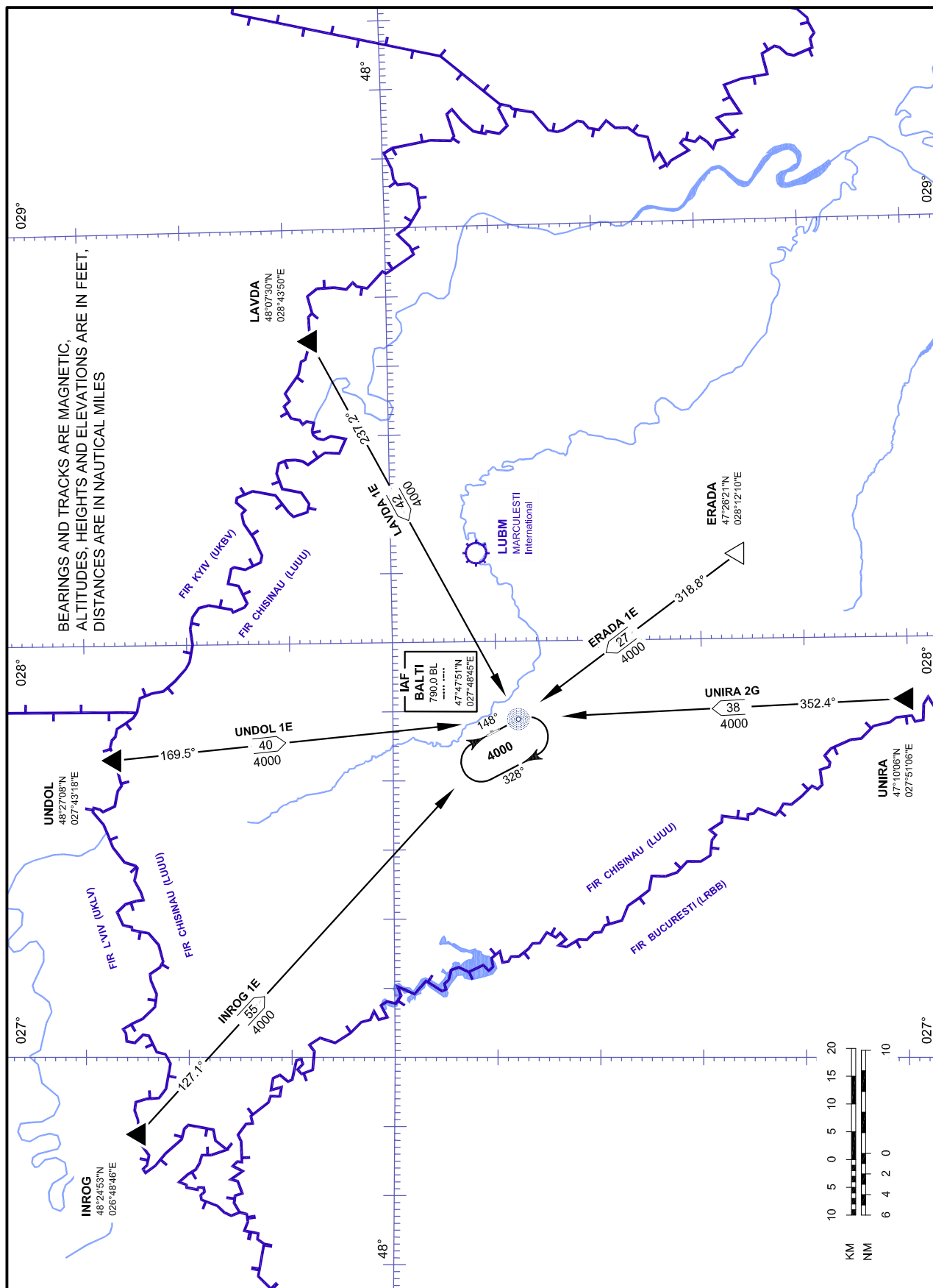
**BALTI
RWY 15**Changes: **MAG VAR** Resolution Corrected.

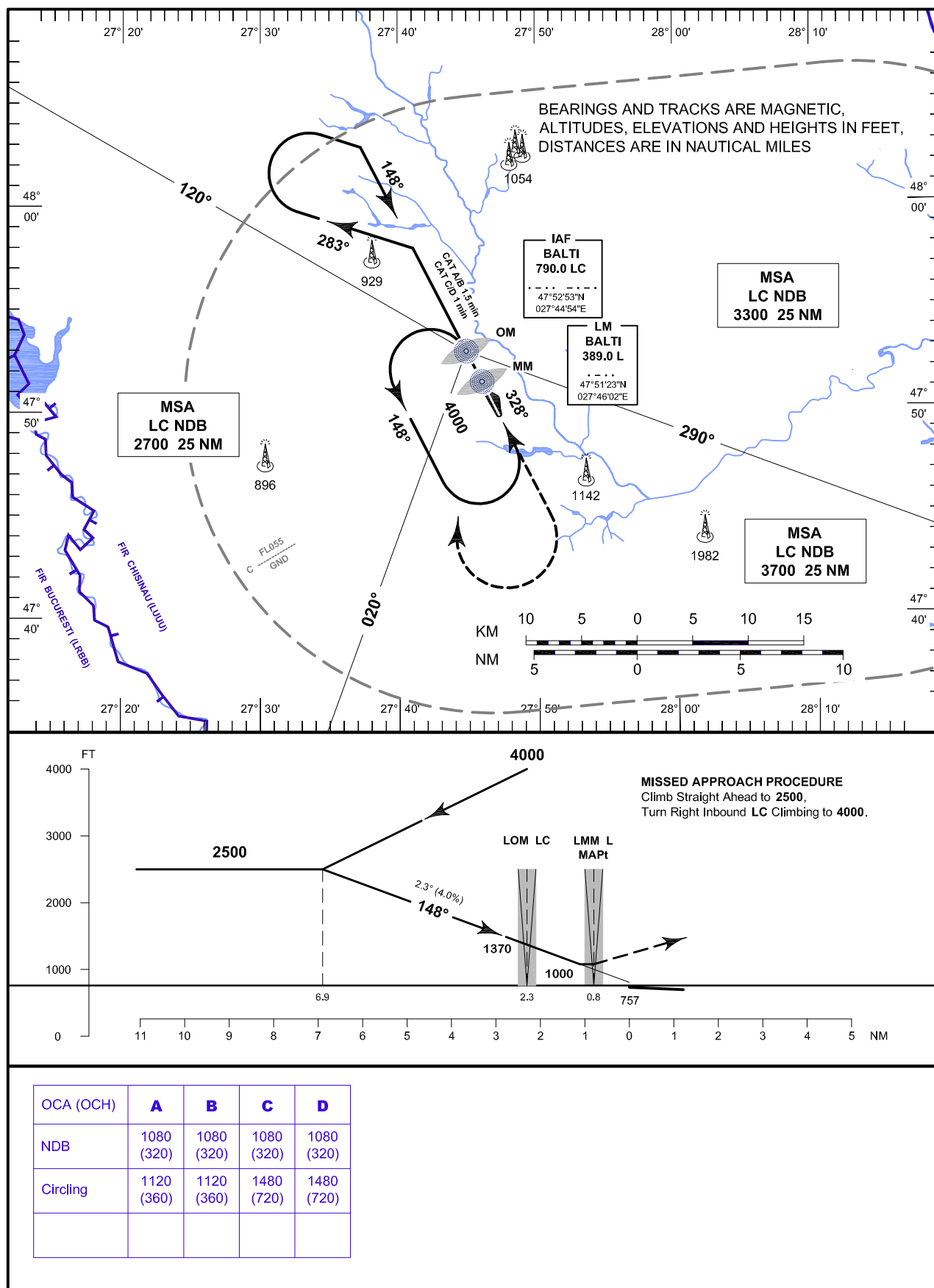
**STANDARD ARRIVAL
ROUTES - INSTRUMENT (STAR)****BALTI
RWY 33**

Designator	Identification Significant Points	Mag Track	Dist NM	MNM Altitude FT	Remarks
← ERADA 1E	ERADA ONE ECHO △ ERADA △ BALTI NDB 'BL'				
		318.8	27	4000	
INROG 1E	INROG ONE ECHO ▲ INROG △ BALTI NDB 'BL'				
		127.1	55	4000	
LAVDA 1E	LAVDA ONE ECHO ▲ LAVDA △ BALTI NDB 'BL'				
		237.2	42	4000	
UNDOL 1E	UNDOL ONE ECHO ▲ UNDOL △ BALTI NDB 'BL'				
		169.5	40	4000	
UNIRA 2G	UNIRA TWO GOLF ▲ UNIRA △ BALTI NDB 'BL'				
		352.4	38	4000	

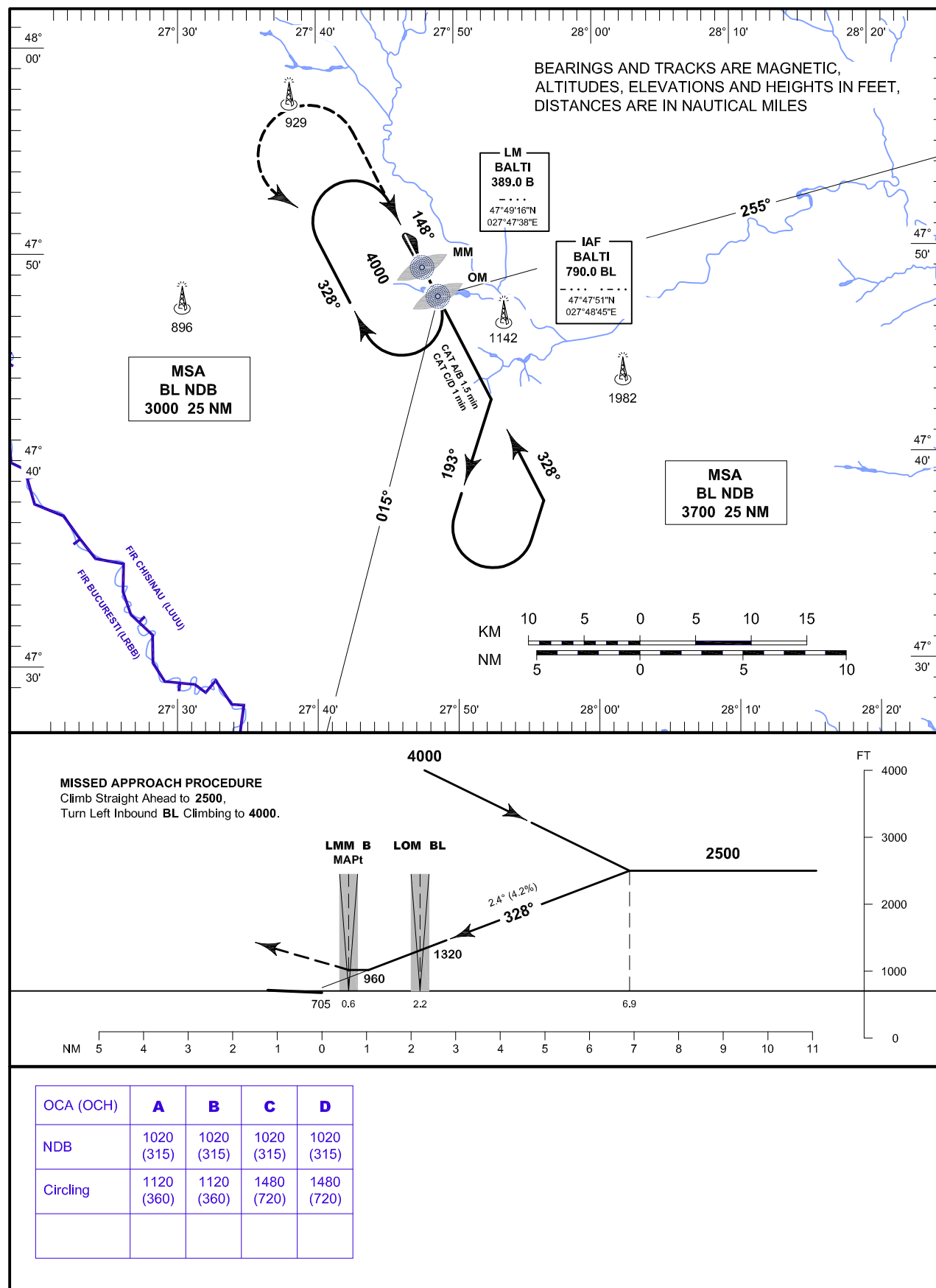
**STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**TRANSITION
LEVEL BY ATC
VAR 5°E (2006)

CONTROL	128.975 MHZ
TOWER	122.300 MHZ

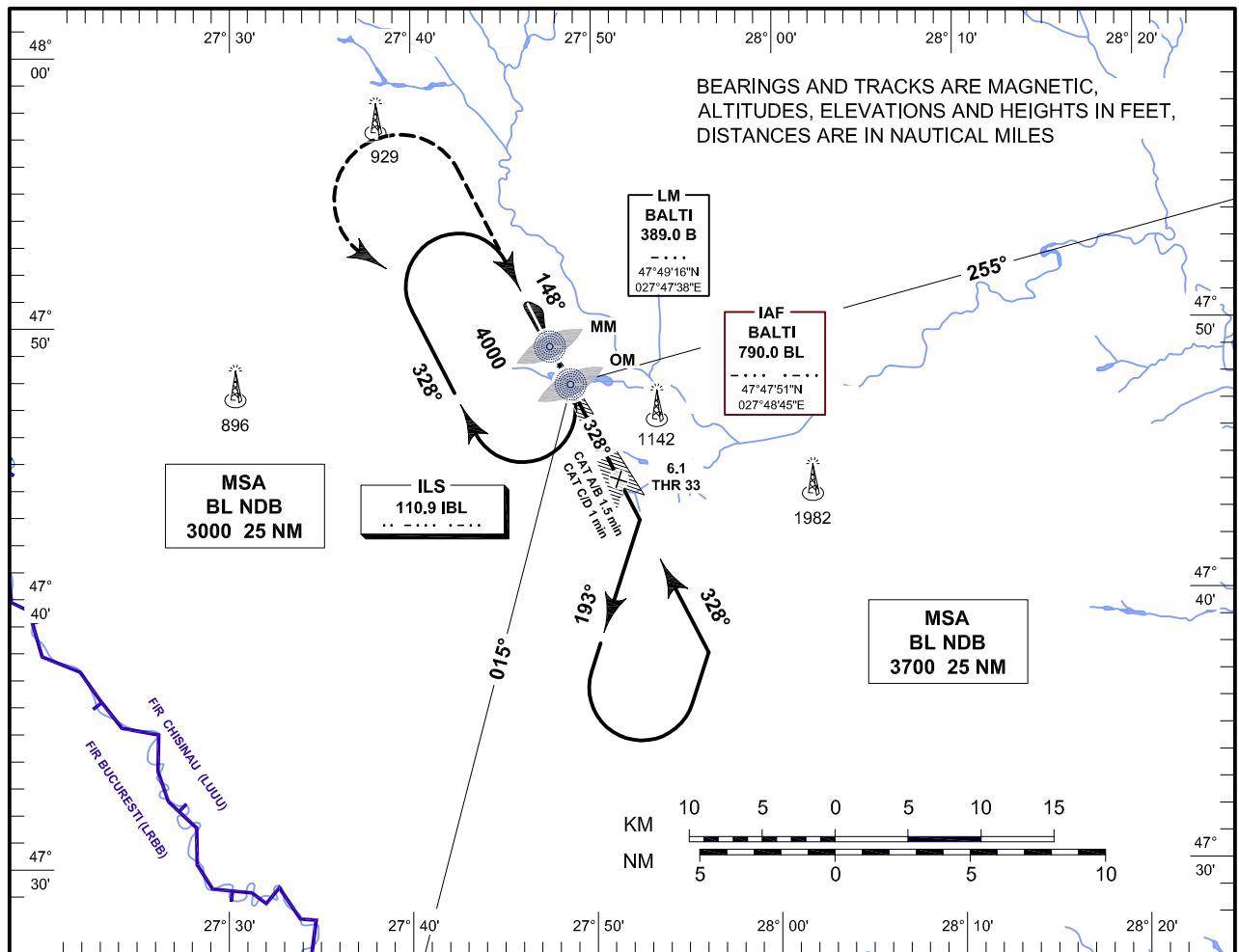
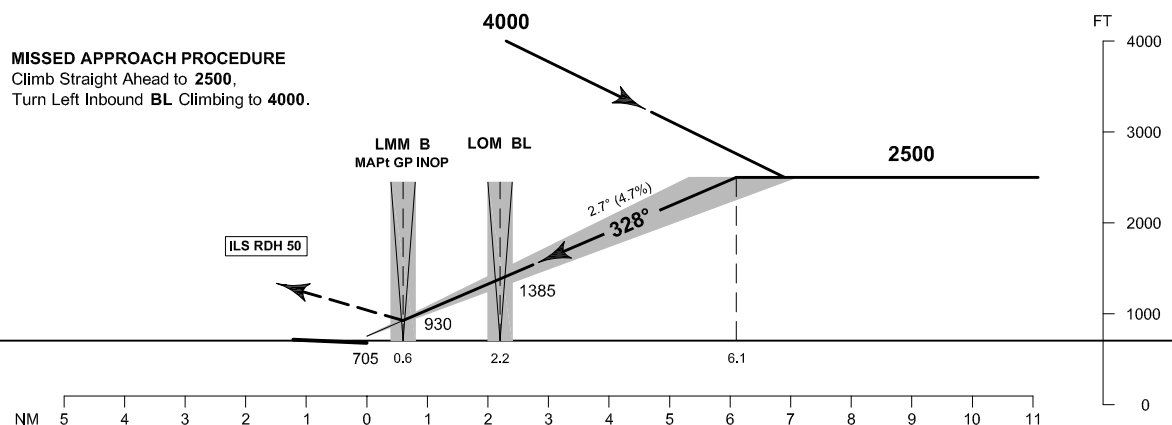
**BALTI
RWY 33**Changes: **MAG VAR** Resolution Corrected.

**INSTRUMENT APPROACH
CHART - ICAO**VAR 5°E
(2006)ELEV 760 FT
OCH RELATED TO THR
RWY 15 ELEV 757 FTCONTROL: 128.975 MHz
TOWER: 122.300 MHz**BALTI
NDB
RWY 15**

Changes: MAG VAR Resolution Corrected.

**INSTRUMENT APPROACH
CHART - ICAO**VAR 5°E
(2006)ELEV 760 FT
OCH RELATED TO THR
RWY 33 ELEV 705 FTCONTROL: 128.975 MHz
TOWER: 122.300 MHz**BALTI
NDB
RWY 33**

Changes: MAG VAR Resolution Corrected.

**INSTRUMENT APPROACH
CHART - ICAO**VAR 5°E
(2006)ELEV 760 FT
OCH RELATED TO THR
RWY 33 ELEV 705 FTCONTROL: 128.975 MHz
TOWER: 122.300 MHz**BALTI
ILS
RWY 33****MISSED APPROACH PROCEDURE**
Climb Straight Ahead to 2500,
Turn Left Inbound BL Climbing to 4000.

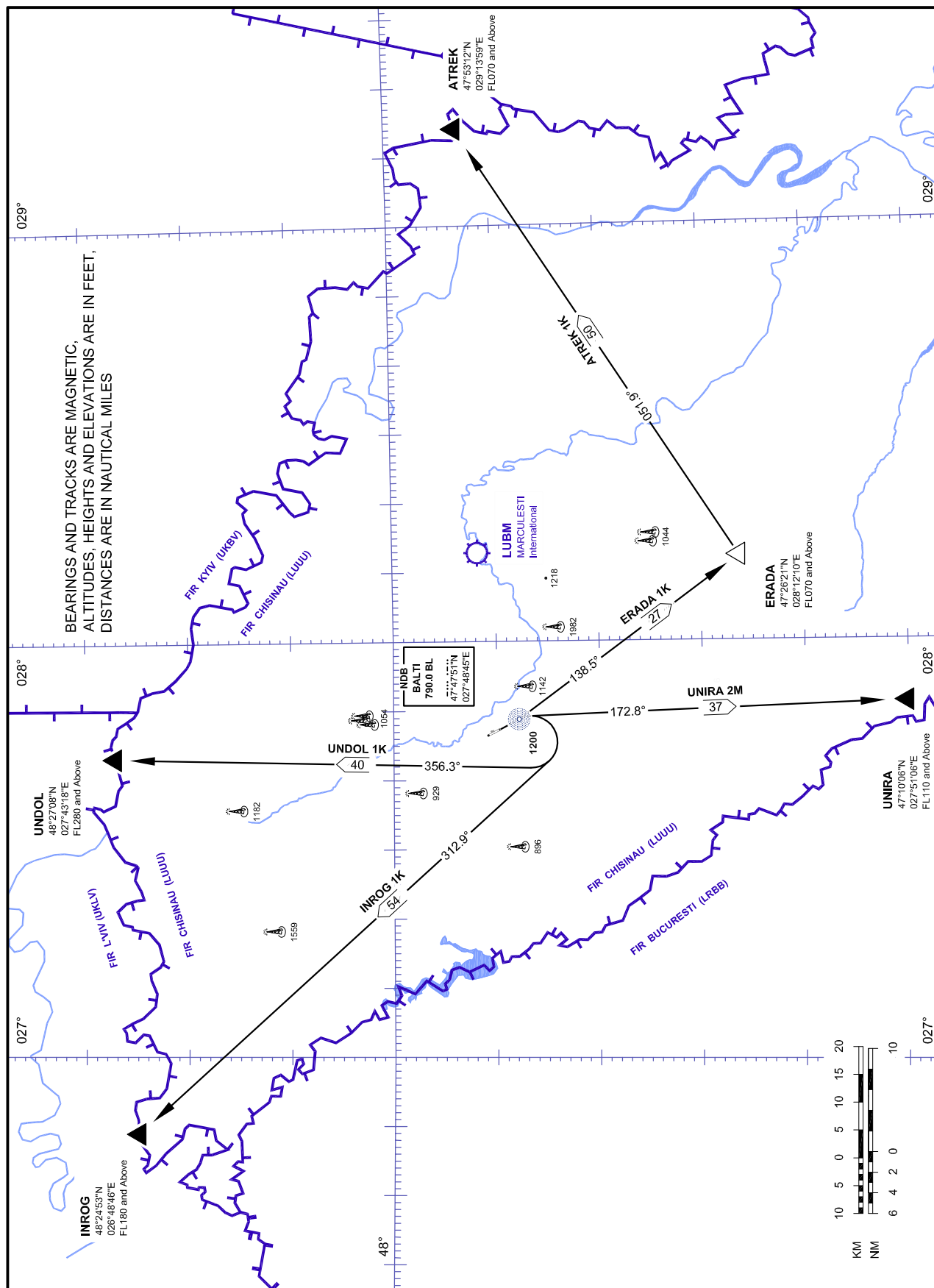
OCA (OCH)	A	B	C	D
ILS CAT I	891 (186)	903 (198)	911 (206)	922 (217)
Circling	1120 (360)	1120 (360)	1480 (720)	1480 (720)

GROUND SPEED	kt	80	100	120	140	160	180	200
OM - THR (2.2 NM)	MIN : SEC	1:39	1:19	1:06	0:57	0:50	0:44	0:40
Rate of Descent (4.7%)	FT / MIN	370	465	560	650	745	840	930
Remarks:	NIL							

Changes: ILS FREQ Corrected.

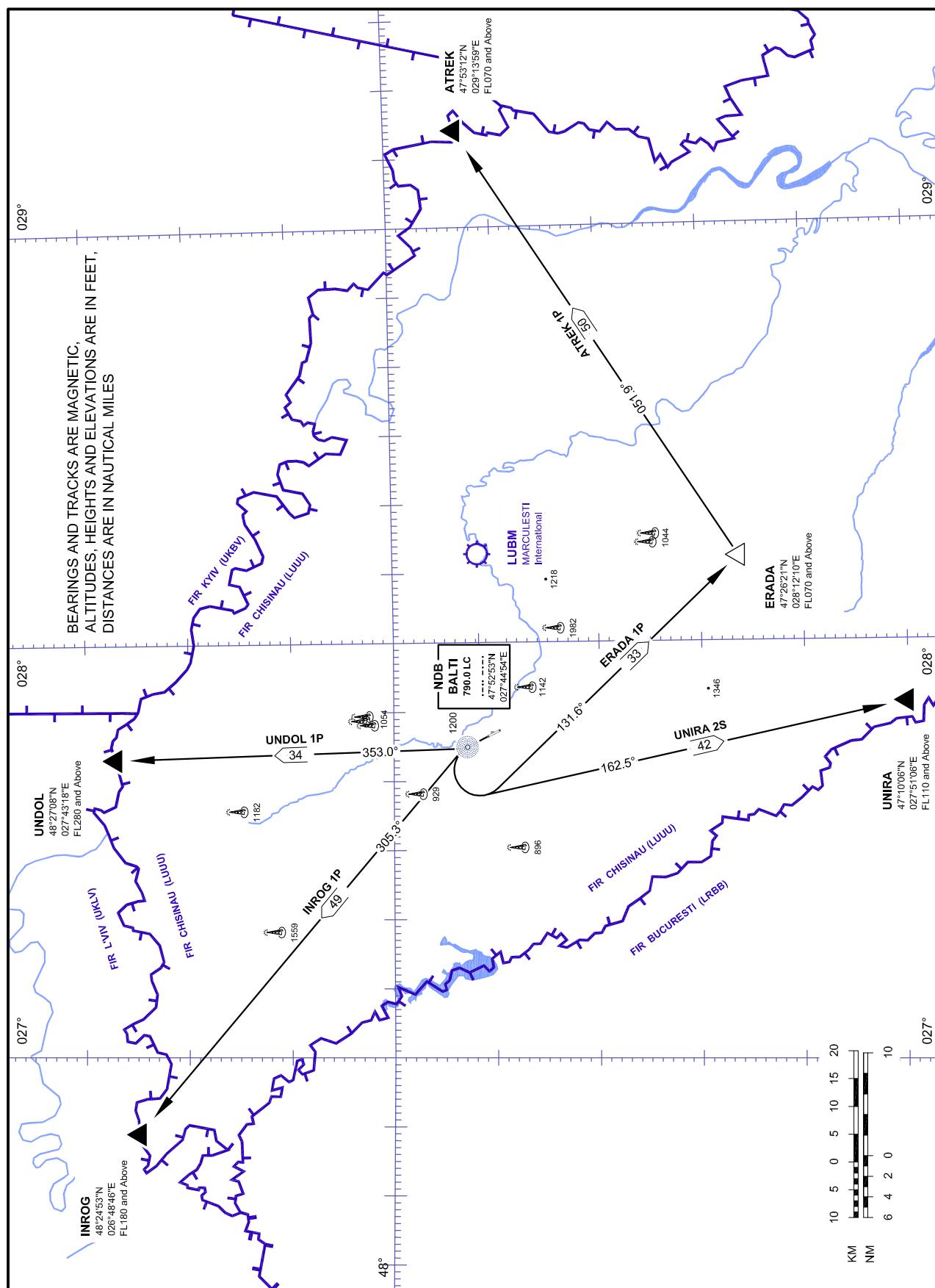
**STANDARD DEPARTURE
ROUTES - INSTRUMENT (SID)****BALTI
RWY 15**

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ATREK 1K	ATREK ONE KILO Climb Straight Ahead to 1200 FT , Left Turn on Track 138.5° to ERADA (△), Left Turn on Track 051.9° to ATREK (▲).	FL070	Balti Tower 122.300MHZ	Turns are calculated with bank 20° and 240 kt IAS.
ERADA 1K	ERADA ONE KILO Climb Straight Ahead to 1200 FT , Left Turn on Track 138.5° to ERADA (△).	FL070		
INROG 1K	INROG ONE KILO Climb Straight Ahead to 1200 FT , Right Turn on Track 312.9° to INROG (▲).	FL180		
UNDOL 1K	UNDOL ONE KILO Climb Straight Ahead to 1200 FT , Right Turn on Track 356.3° to UNDOL (▲).	FL280		
UNIRA 2M	UNIRA TWO MIKE Climb Straight Ahead to 1200 FT , Right Turn on Track 172.8° to UNIRA (▲).	FL110		

**STANDARD DEPARTURE
CHART - INSTRUMENT (SID)-ICAO**TRANSITION
ALTITUDE **4000 FT**
VAR **5°E (2006)**CONTROL TOWER 128.975 MHz
122.300 MHz**BALTI
RWY 15**Changes: **MAG VAR Resolution Corrected**.

**STANDARD DEPARTURE
ROUTES - INSTRUMENT (SID)****BALTI
RWY 33**

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ATREK 1P	ATREK ONE PAPA Climb Straight Ahead to 1200 FT , Left Turn on Track 131.6° to ERADA (△), Left Turn on Track 051.9° to ATREK (▲).	FL070	Balti Tower 122.300MHZ	Turns are calculated with bank 20° and 240 kt IAS.
ERADA 1P	ERADA ONE PAPA Climb Straight Ahead to 1200 FT , Left Turn on Track 131.6° to ERADA (△).	FL070		
INROG 1P	INROG ONE PAPA Climb Straight Ahead to 1200 FT , Left Turn on Track 305.3° to INROG (▲).	FL180		
UNDOL 1P	UNDOL ONE PAPA Climb Straight Ahead to 1200 FT , Right Turn on Track 353.0° to UNDOL (▲).	FL280		
UNIRA 2S	UNIRA TWO SIERRA Climb Straight Ahead to 1200 FT , Left Turn on Track 162.5° to UNIRA (▲).	FL110		

**STANDARD DEPARTURE
CHART - INSTRUMENT (SID)-ICAO**TRANSITION
ALTITUDE **4000 FT**
VAR **5°E** (2006)CONTROL TOWER 128.975 MHz
122.300 MHz**BALTI
RWY 33**Changes: **MAG VAR Resolution Corrected**.