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Airport Information For LUKK

Terminal Charts For LUKK

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: CHISINAU MDA
ICAO/IATA: LUKK / KIV
Lat/Long: N46° 55.7', E028° 55.8'
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: 0236 Z
Sunset: 1725 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

Runway: 09
Length x Width: 7818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 359 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 7818 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 293 ft
Lighting: Edge, ALS

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
Chsinau Control ACC: 128.975 RCO

LUKK/KIV
CHISINAU INTL

JEPPESEN

13 JUL 18

10-1P

Eff 19 Jul

CHISINAU, MOLDOVA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 125.225

1.2. NOISE ABATEMENT PROCEDURES

All ACFT taking off/landing with MTOW greater than 5700kg should not fly below 3500' above Chisinau City, inside the sector R304 - R360, distance D2.5-D10 from DVOR/DME KIV.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

The preparation phase will be implemented when visibility falls below RVR 1000m and it is deteriorated, and/or ceiling is at or below 300' and it is deteriorated, and conditions for CAT II operations are expected.

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

During LVP in force, taxiing of departing/arriving ACFT will be guided by Follow-me car when RVR falls below 550m and less, or ceiling is at or below 100'.

Operation of vehicles on the maneuvering area is permitted only after approval received from TWR controller.

1.3.2. DESCRIPTION

ATC will inform pilots when LVP are in force.

Pilots must request an ILS/DME CAT II approach for RWY 08 on first contact with LUKK Approach.

ACFT will be vectored to intercept the ILS/DME at least 10NM from touchdown.

1.3.3. ARRIVAL

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDER

Flight crew of ACFT equipped with Mode S having an ACFT identification feature shall set the ACFT identification in the transponder.

TCAS should be selected before entering the RWY, after receiving line-up clearance; it should be deselected after vacating the RWY.

ACFT not equipped with Mode S transponder or with unserviceable Mode S transponder

Mode A+C transponder should be ON for all the duration of displacement during moving on maneuvering area.

1. GENERAL

1.5. PARKING INFORMATION

Taxiing on apron between stands 9 and 33 for ACFT with wingspan of more than 98'/30m is permitted by towing or accompanied by Follow-me car.

Taxiing to stands 12 and 14 is permitted from West only.

Taxiing from/to ACFT stands 9, 11 and 13 for ACFT with wingspan up to 82'/25m are allowed only by OPS department clearance (Chisinau apron).

Stands 51 and 52 are closed during RWY 09/27 in use.

1.6. OTHER INFORMATION

Birds.

LUKK/KIV
CHISINAU INTL

JEPPESEN

8 DEC 17

10-1P2

CHISINAU, MOLDOVA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE

If communication failure occurs during STAR execution, but approach clearance is not received, the pilot maintains the last received and acknowledged level (altitude) until IAFs (RWY 08/26) and carries out an instrument approach for the RWY-in-use.

In the event of communication failure during radar vectoring, when approach clearance is not received, the pilot maintains the last received and acknowledged level (altitude), proceeds direct to IAFs (RWY 08/26) and carries out an instrument approach for the runway-in-use.

During RCF, pilots should monitor emergency frequency 121.500MHz and KIV DVOR/DME FREQ 113.700MHz for ATC blind transmissions.

ATC Signal Light Gun is available with range 4NM.

2.2. CAT II OPERATIONS

RWY 08 is approved for CAT II operations, special aircrew and ACFT certification required.

2.3. OPERATION OF MODE S TRANSPONDER PROCEDURES

As soon as practicable after landing de-select "TCAS" (e.g. TA/RA).

Select automatic mode (e.g. AUTO) or, if automatic mode is not available, select ON (e.g. ON or XPDR); continue to squawk last assigned Mode A code until fully parked.

Select standby (e.g. STBY) when ACFT fully parked.

3. DEPARTURE

3.1. PUSH-BACK

Push-back required on stands 12, 14 thru 18, 20 thru 22, 24 thru 29, 31, 1M thru 4M, 6M and 9M thru 13M.

3.2. OPERATION OF MODE S TRANSPONDER PROCEDURES

Set ACFT identification and, when received, set assigned Mode A code.

Immediately prior to request for push-back or taxi, whichever is earlier, select automatic mode (e.g. AUTO) or, if automatic mode is not available, select ON (e.g. ON or XPDR).

Only when approaching the holding position of the departure RWY, select TCAS (e.g. TA/RA).

NOT TO SCALE



A compass rose with a stylized winged figure (an angel or cherub) standing on top of the North arrow. The North arrow is labeled 'N'. The figure has large, feathered wings and is holding a small globe or sphere. The entire figure is oriented towards the top of the page.

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LUKK/KIV
CHISINAU INTL

JEPPESSEN
13 JUL 18 (10-2A)

Eff 19 Jul

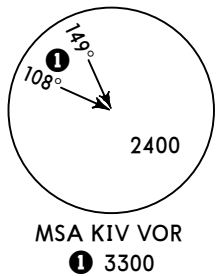
CHISINAU, MOLDOVA

STAR

ATIS
125.225

Apt Elev
399'

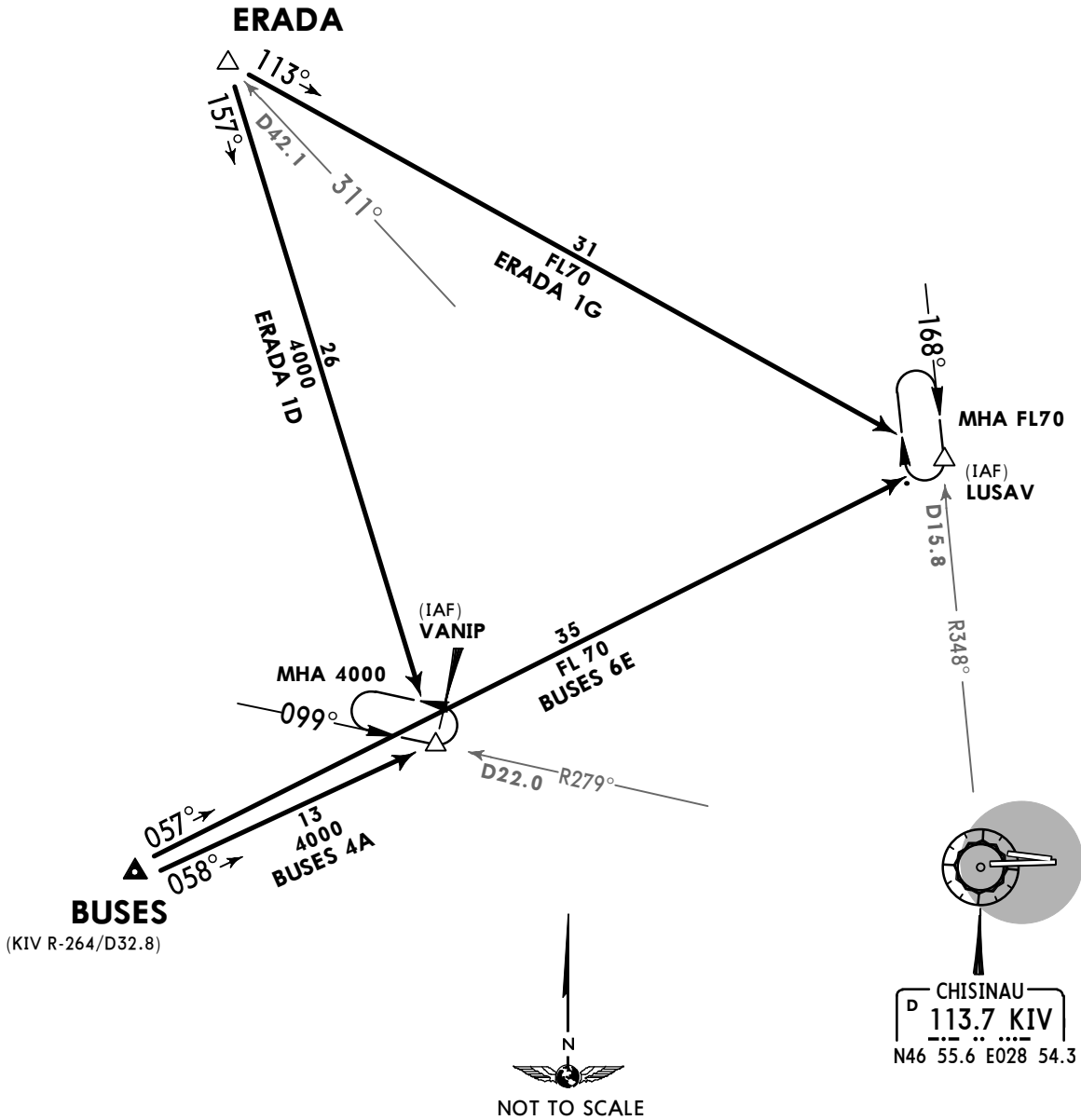
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
If unable to comply contact ATC.



BUSES 4A [BUSE4A]
ERADA 1D [ERAD1D]
RWYS 08, 09 ARRIVALS

BUSES 6E [BUSE6E]
ERADA 1G [ERAD1G]
RWYS 26, 27 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' (RWYS 08, 09)/
FL70 (RWYS 26, 27) for instrument approach.

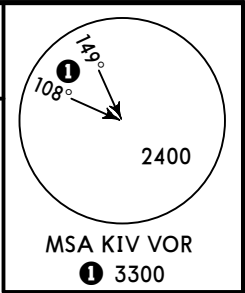


LUKK/KIV
CHISINAU INTL

JEPPESEN
13 JUL 18 10-2B Eff 19 Jul

CHISINAU, MOLDOVA
STAR

ATIS 125.225	Apt Elev 399'	Alt Set: hPa Trans level: By ATC Trans alt: 4000 If unable to comply contact ATC.
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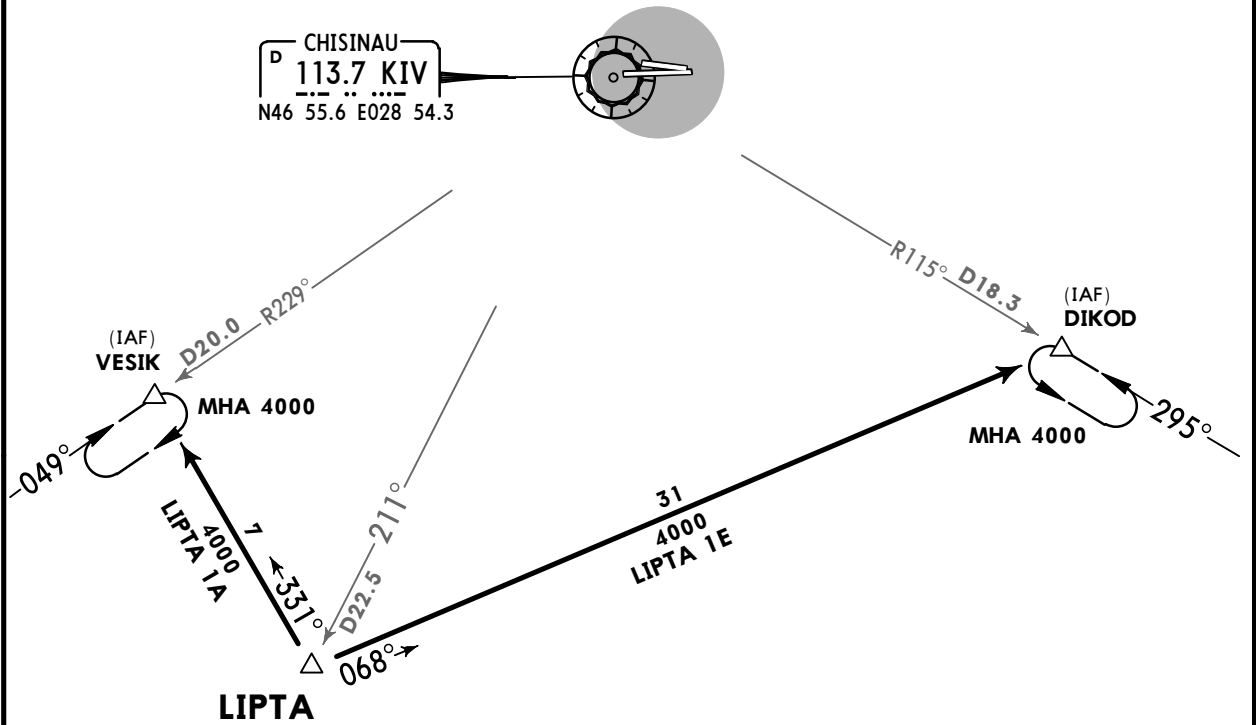
LIPTA 1A [LIPT1A]
RWYS 08, 09 ARRIVAL

LIPTA 1E [LIPT1E]
RWYS 26, 27 ARRIVAL

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.

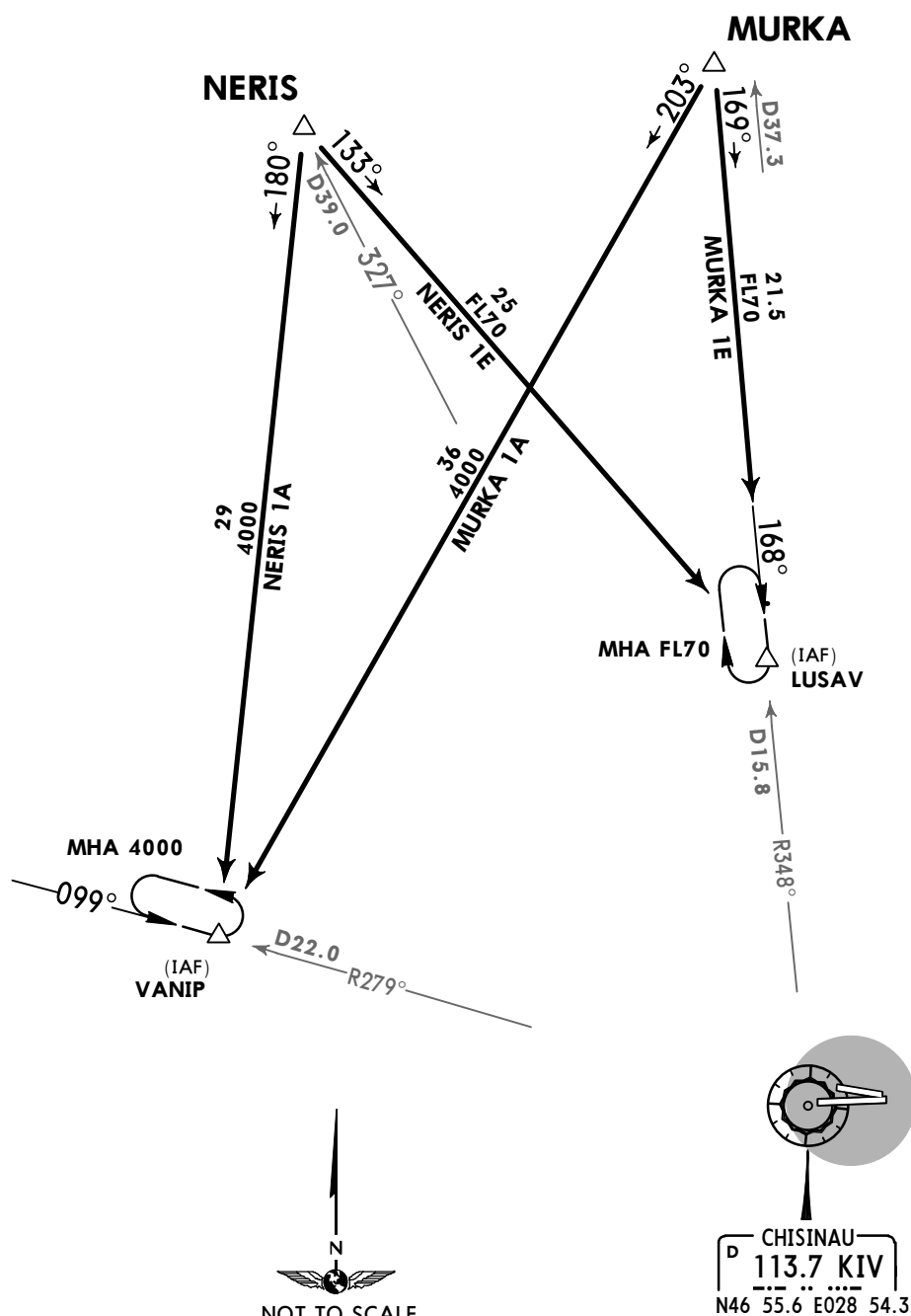
LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST COMMS



MSA KIV VOR

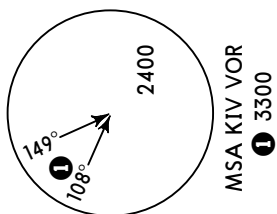
1 3300

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' (RWYS 08, 09)/
 FL70 (RWYS 26, 27) for instrument approach.



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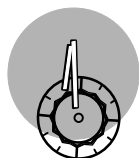
Alt Set: hPa
Trans level: By ATC Trans alt: 4000'
If unable to comply contact ATC.



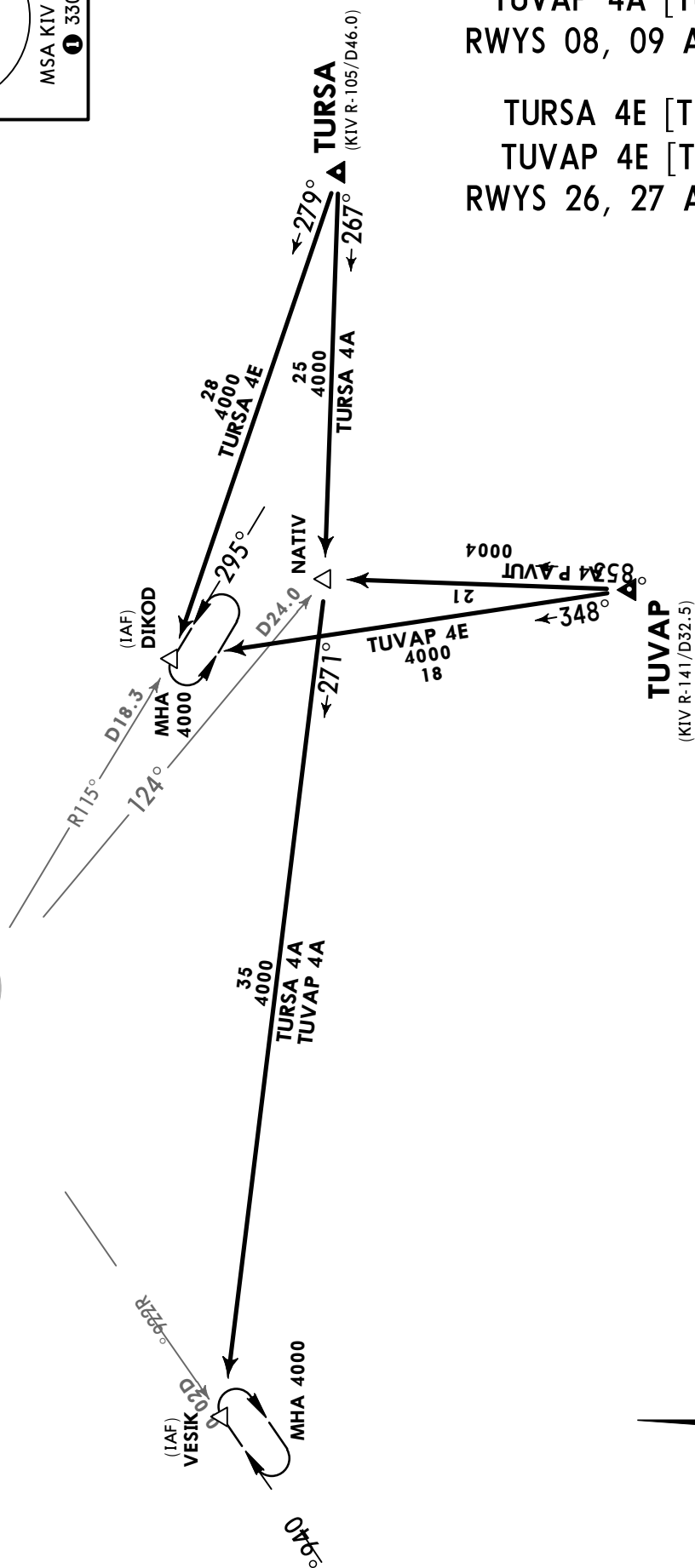
TURSA 4E [TURS4E]
TUVAP 4E [TUVA4E]
RWYS 26, 27 ARRIVALS

LOST COMMS

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



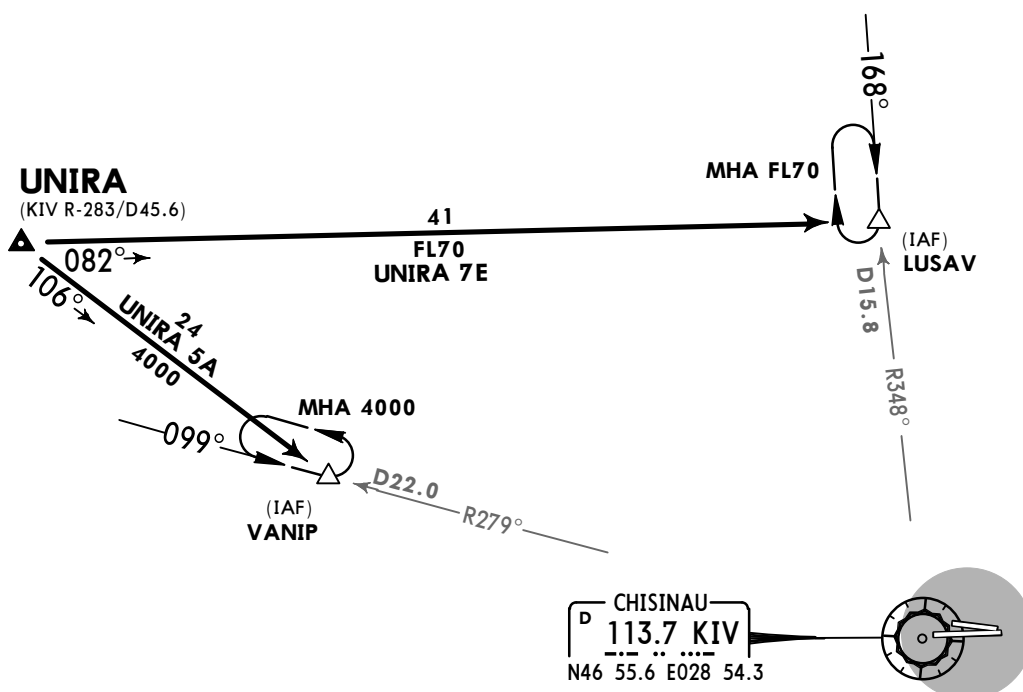
CHISINAU
D 113.7 KIV
N46 55.6 E028 54.3



MSA KIV VOR
1 3300

UNIRA 7E [UNIR7E]
RWYS 26, 27 ARRIVAL

Maintain last cleared FL/altitude to initial approach fix, then descend in holding pattern to 4000' (RWYS 08, 09) / FL70 (RWYS 26, 27) for instrument approach.

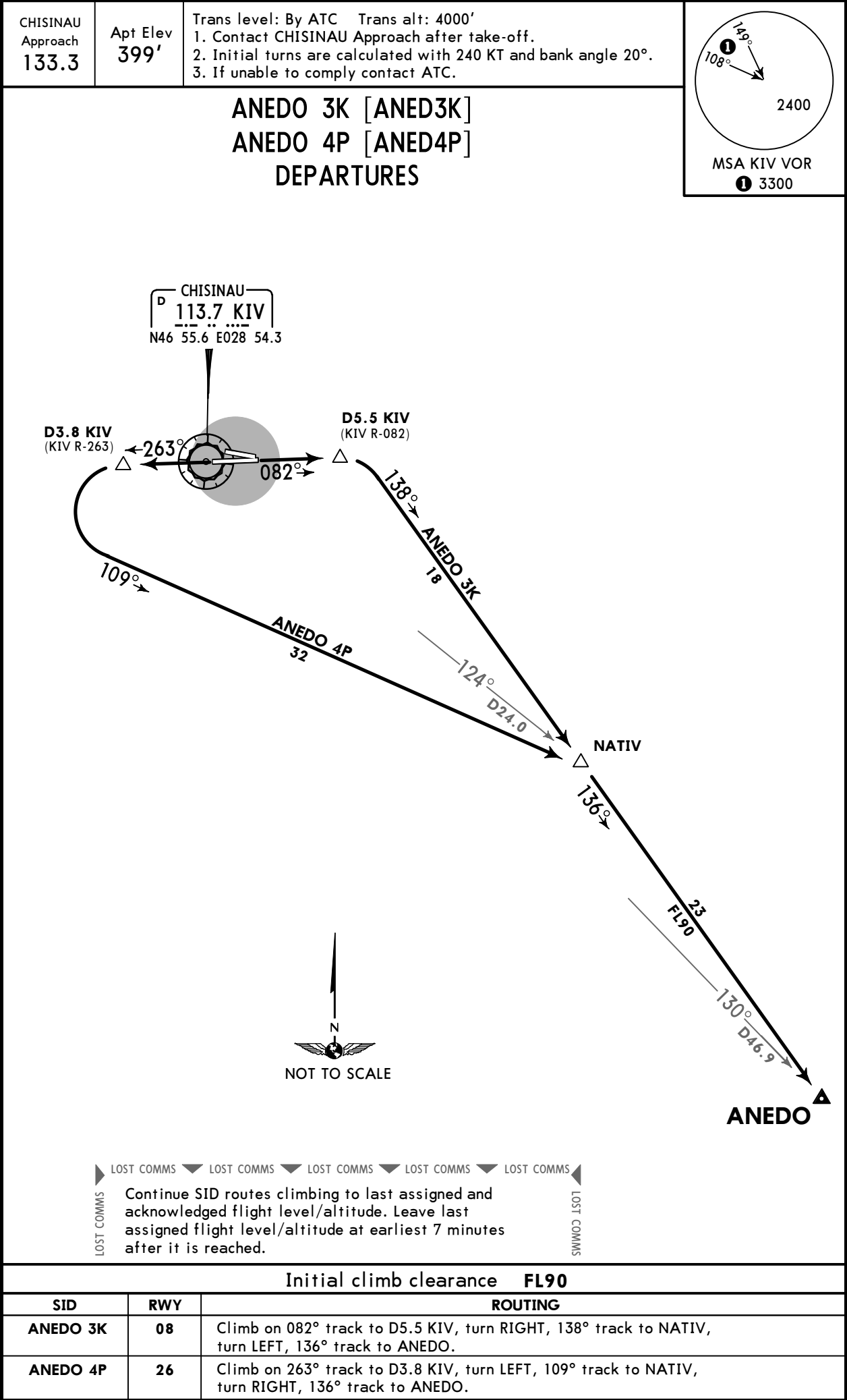


LUKK/KIV
CHISINAU INTL

JEPPESSEN
10 AUG 18 10-3 Eff 16 Aug

CHISINAU, MOLDOVA

SID



LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3A Eff 16 Aug

CHISINAU, MOLDOVA

SID

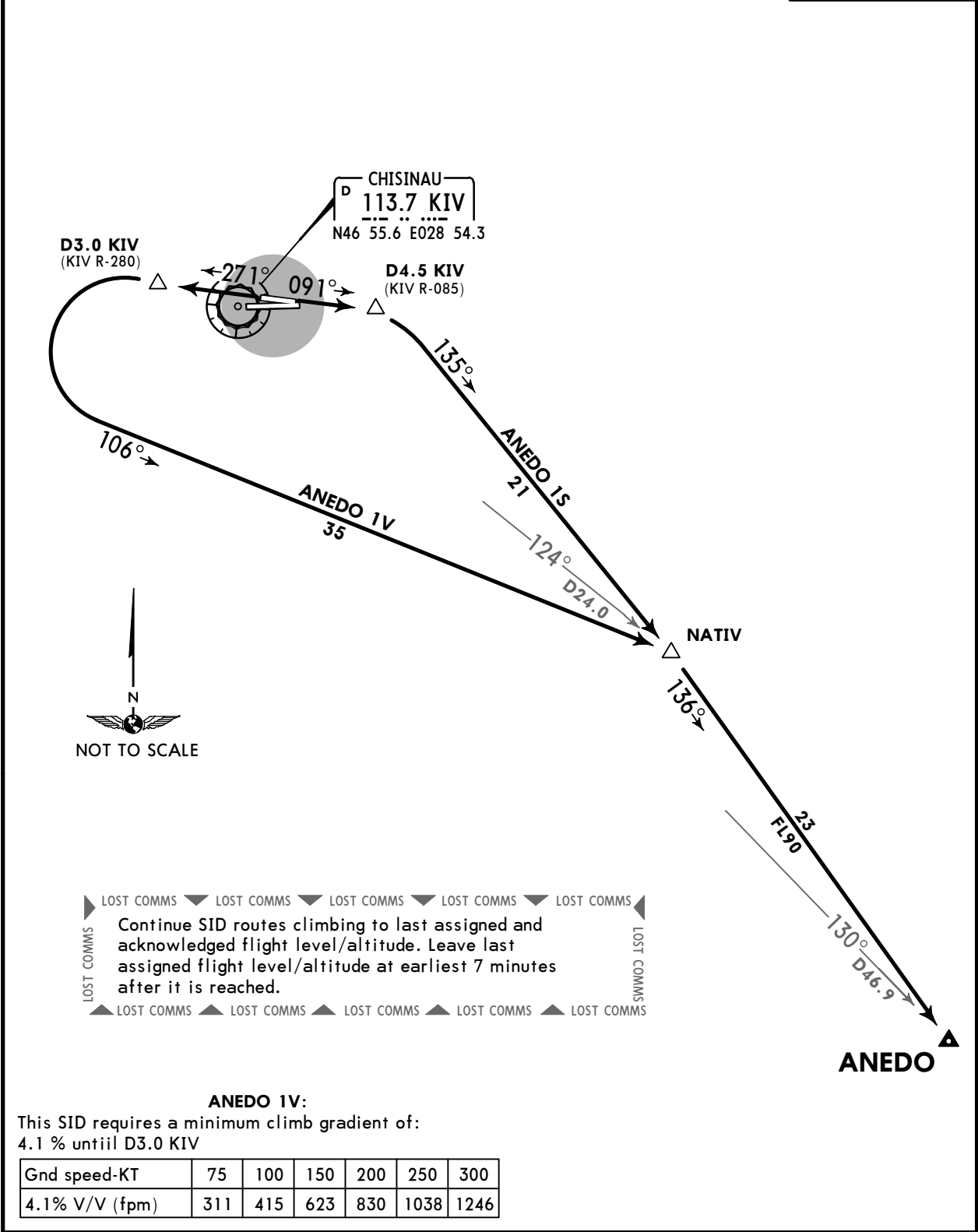
CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.

ANEDO 1S [ANED1S]
ANEDO 1V [ANED1V]
DEPARTURES

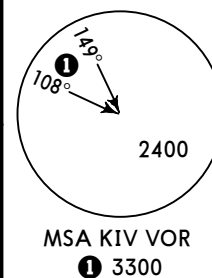
MSA KIV VOR
3300



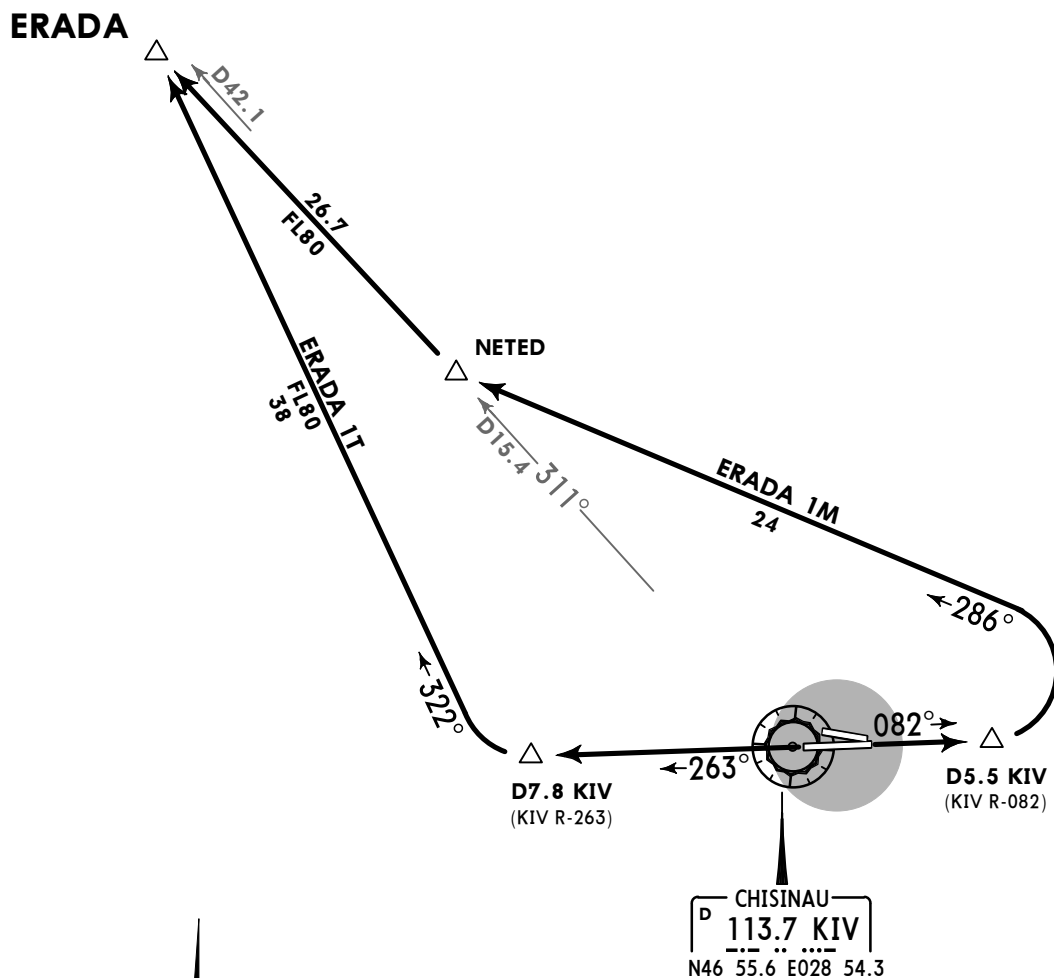
Initial climb clearance			FL90
SID	RWY	ROUTING	
ANEDO 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 135° track to NATIV, turn RIGHT, 136° track to ANEDO.	
ANEDO 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 106° track to NATIV, turn RIGHT, 136° track to ANEDO.	

Trans level: By ATC Trans alt: 4000'

1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 20°.
3. If unable to comply contact ATC.



ERADA 1M [ERAD1M]
ERADA 1T [ERAD1T]
DEPARTURES



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.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3C Eff 16 Aug

CHISINAU, MOLDOVA
SID

CHISINAU
Approach
133.3

Apt Elev
399'

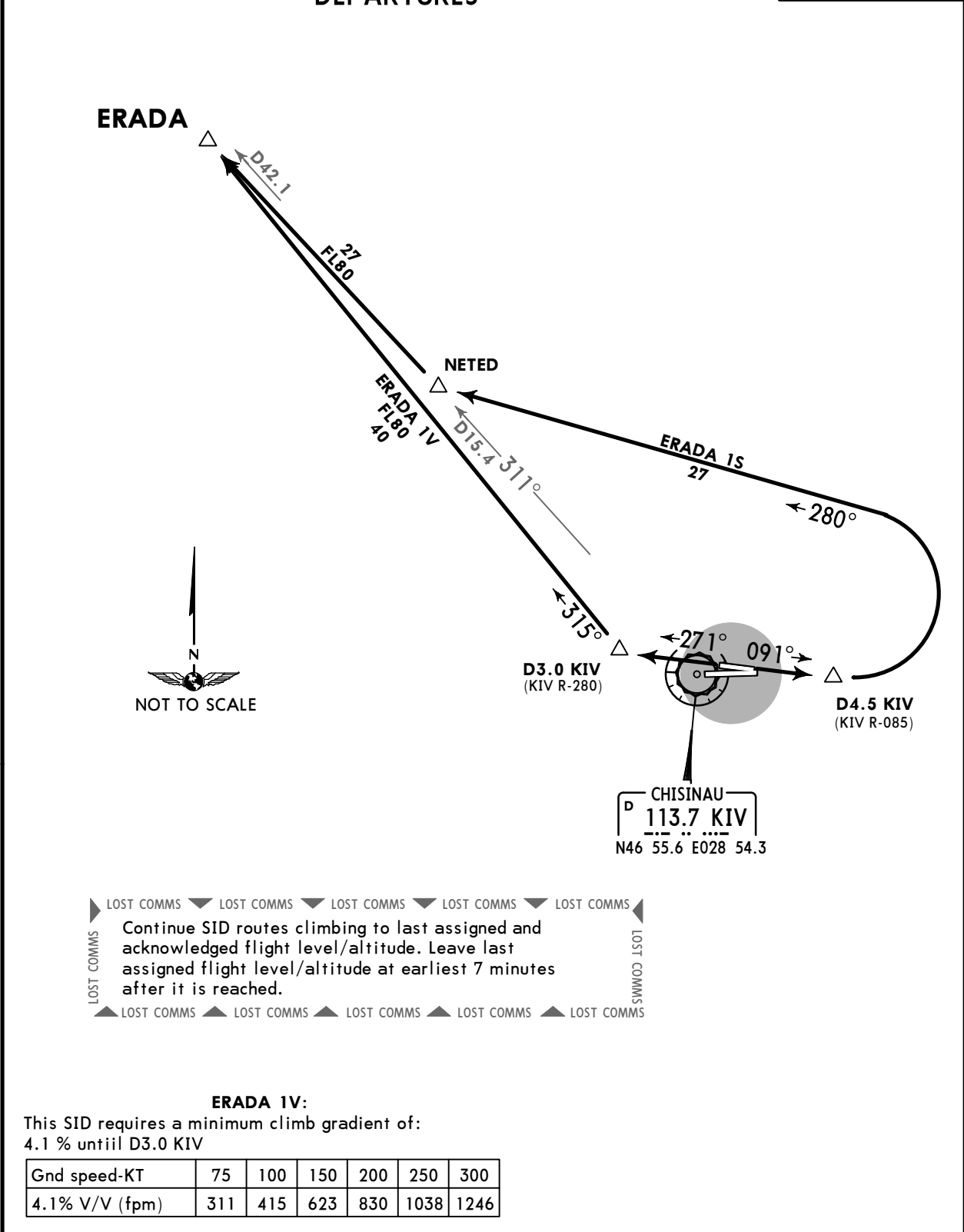
Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.

ERADA 1S [ERAD1S]
ERADA 1V [ERAD1V]
DEPARTURES

149°
108°

2400

MSA KIV VOR
① 3300



Initial climb clearance FL80		
SID	RWY	ROUTING
ERADA 1S	09	Climb on 091° track to D4.5 KIV, turn LEFT, 280° track to NETED, turn RIGHT, 311° track to ERADA.
ERADA 1V	27	Climb on 271° track to D3.0 KIV, turn RIGHT, 315° track to ERADA.

LUKK/KIV
CHISINAU INTL

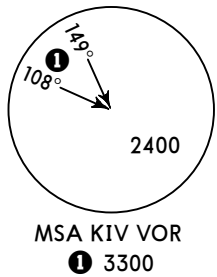
JEPPESEN
10 AUG 18 10-3D

Eff 16 Aug

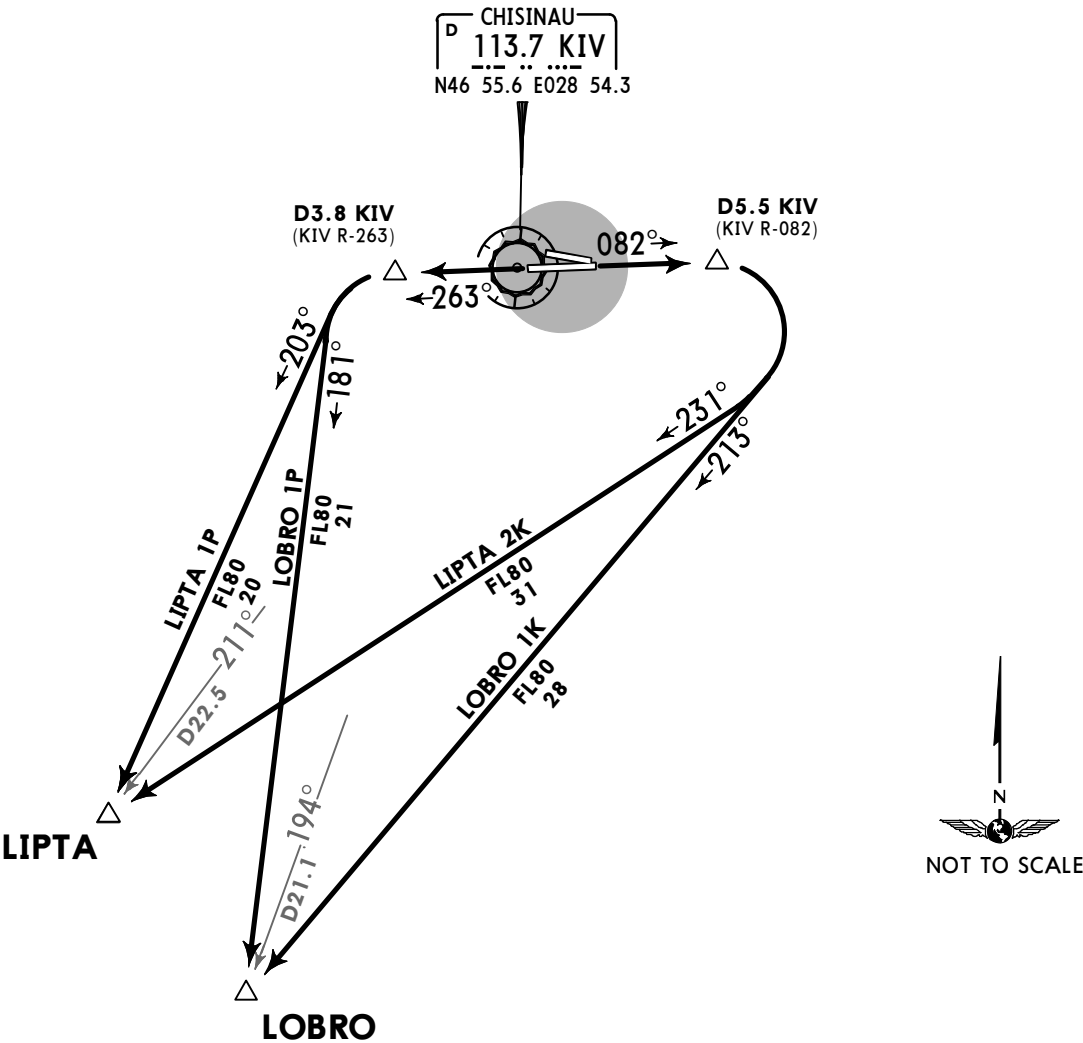
CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°. 3. If unable to comply contact ATC.
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LIPTA 2K [LIPT2K]
LIPTA 1P [LIPT1P]
LOBRO 1K [LOBR1K]
LOBRO 1P [LOBR1P]
DEPARTURES



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.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3E Eff 16 Aug

CHISINAU, MOLDOVA

SID

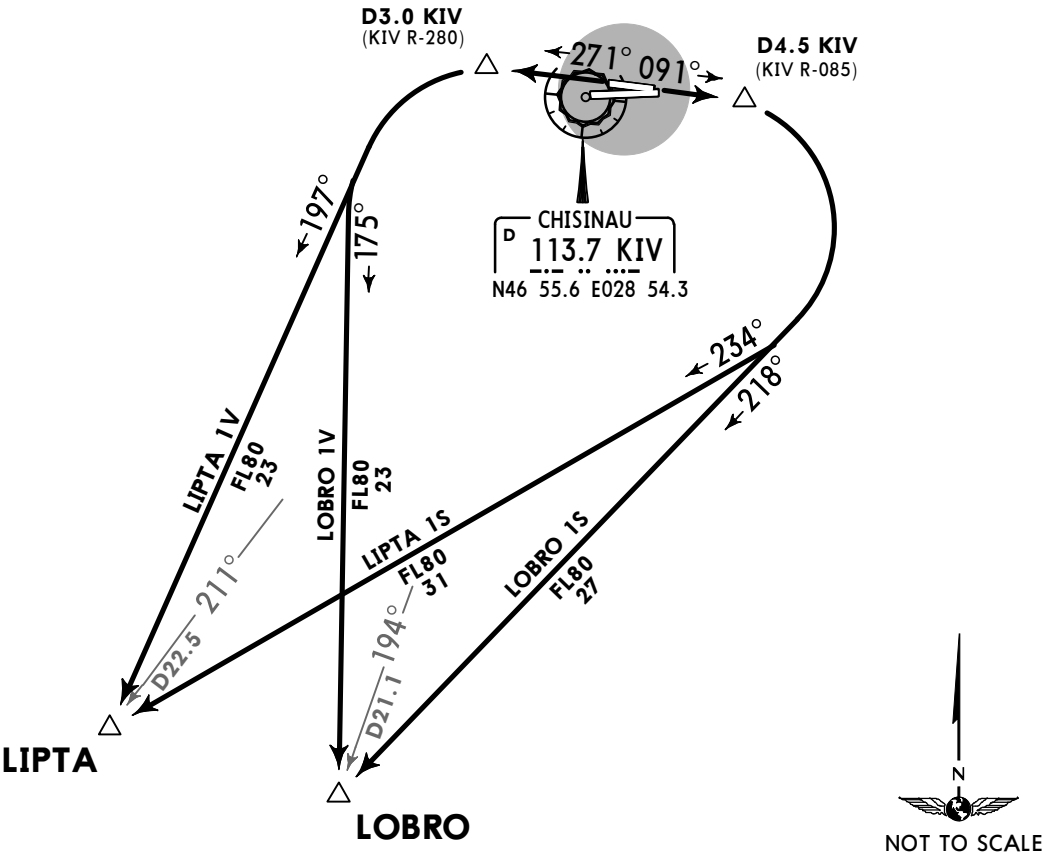
CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.

MSA KIV VOR
3300

LIPTA 1S [LIPT1S]
LIPTA 1V [LIPT1V]
LOBRO 1S [LOBR1S]
LOBRO 1V [LOBR1V]
DEPARTURES



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.

LIPTA 1V, LOBRO 1V:
These SIDs require a minimum climb gradient of:
4.1 % until D3.0 KIV

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance FL80		
SID	RWY	ROUTING
LIPTA 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 234° track to LIPTA.
LIPTA 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 197° track to LIPTA.
LOBRO 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 218° track to LOBRO.
LOBRO 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 175° track to LOBRO.

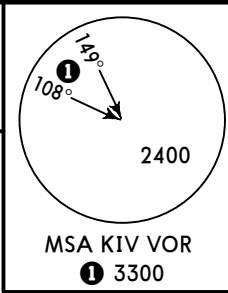
LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3F Eff 16 Aug

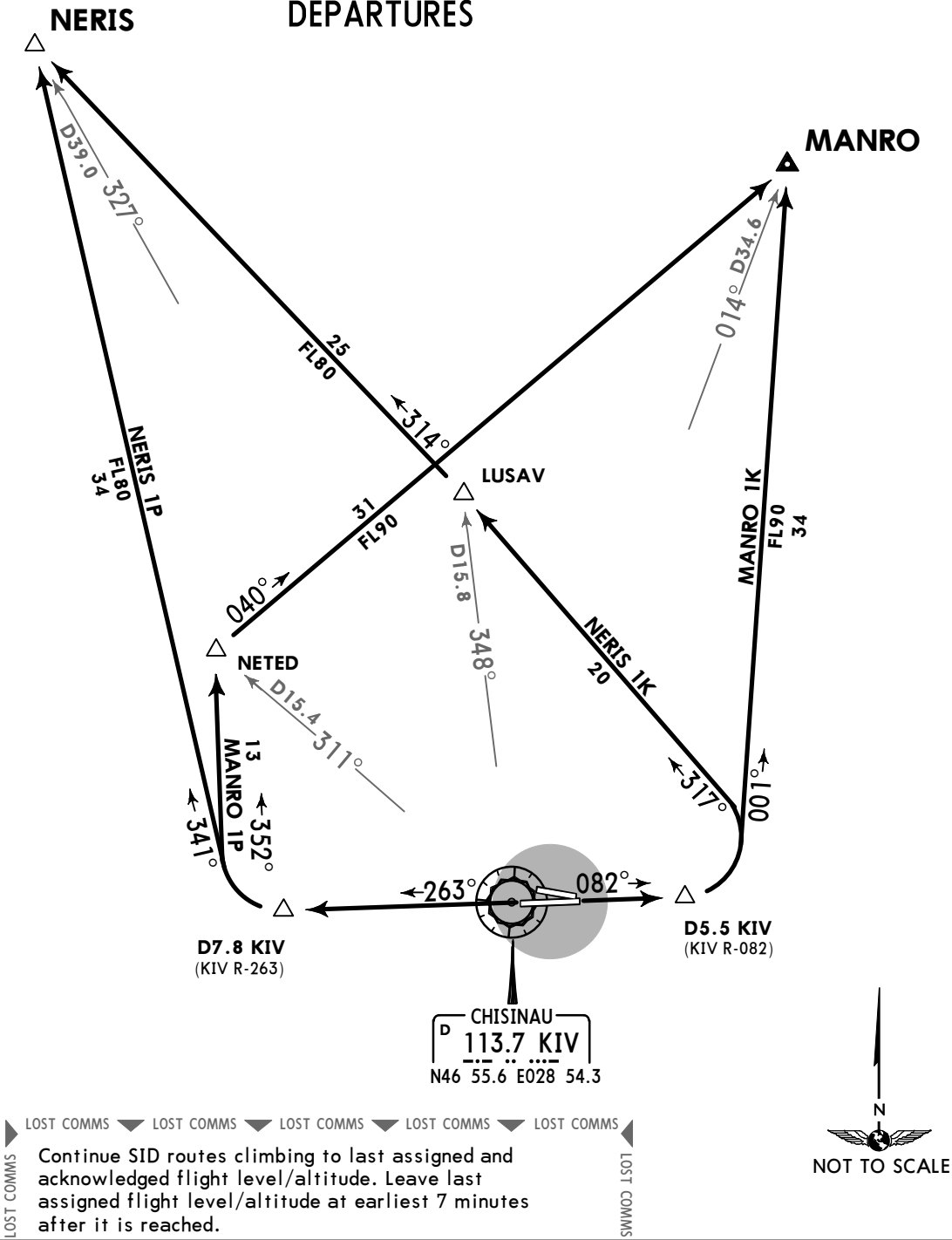
CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°. 3. If unable to comply contact ATC.
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MANRO 1K [MANR1K]
MANRO 1P [MANR1P]
NERIS 1K [NERI1K]
NERIS 1P [NERI1P]
DEPARTURES



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.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3G

Eff 16 Aug

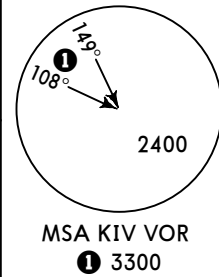
CHISINAU, MOLDOVA

SID

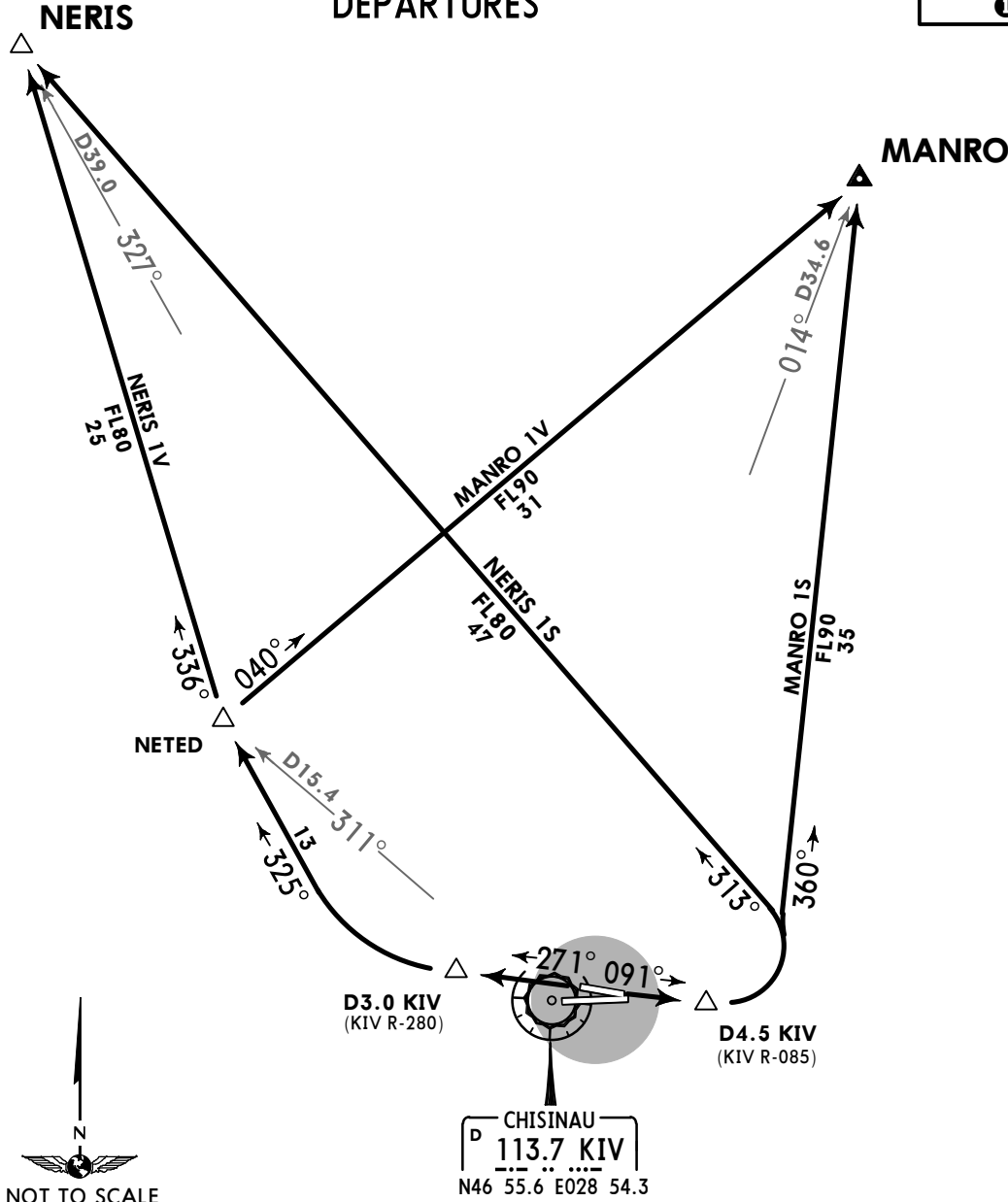
CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.



MANRO 1S [MANR1S], MANRO 1V [MANR1V]
NERIS 1S [NERI1S], NERIS 1V [NERI1V]
DEPARTURES



MANRO 1V, NERIS 1V:

These SIDs require a minimum climb gradient of:
4.1 % until D3.0 KIV

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

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

MANRO 1S, 1V: Initial climb clearance FL90
NERIS 1S, 1V: Initial climb clearance FL80

SID	RWY	ROUTING
MANRO 1S	09	Climb on 091° track to D4.5 KIV, turn LEFT, 360° track to MANRO.
MANRO 1V	27	Climb on 271° track to D3.0 KIV, turn RIGHT, 325° track to NETED, turn RIGHT, 040° track to MANRO.
NERIS 1S	09	Climb on 091° track to D4.5 KIV, turn LEFT, 313° track to NERIS.
NERIS 1V	27	Climb on 271° track to D3.0 KIV, turn RIGHT, 325° track to NETED, turn RIGHT, 336° track NERIS.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3H Eff 16 Aug

CHISINAU, MOLDOVA

SID

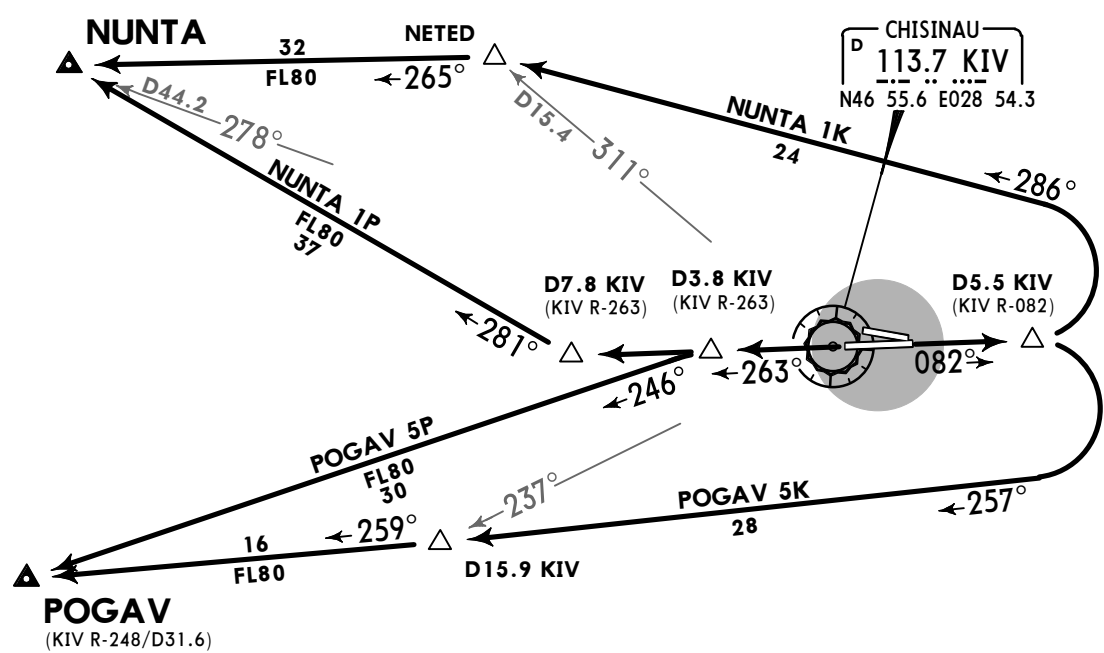
CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 20°.
3. If unable to comply contact ATC.

MSA KIV VOR
1 3300

NUNTA 1K [NUNT1K]
NUNTA 1P [NUNT1P]
POGAV 5K [POGA5K]
POGAV 5P [POGA5P]
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
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.

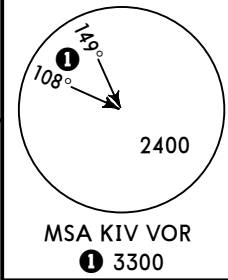
LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 (10-3J) Eff 16 Aug

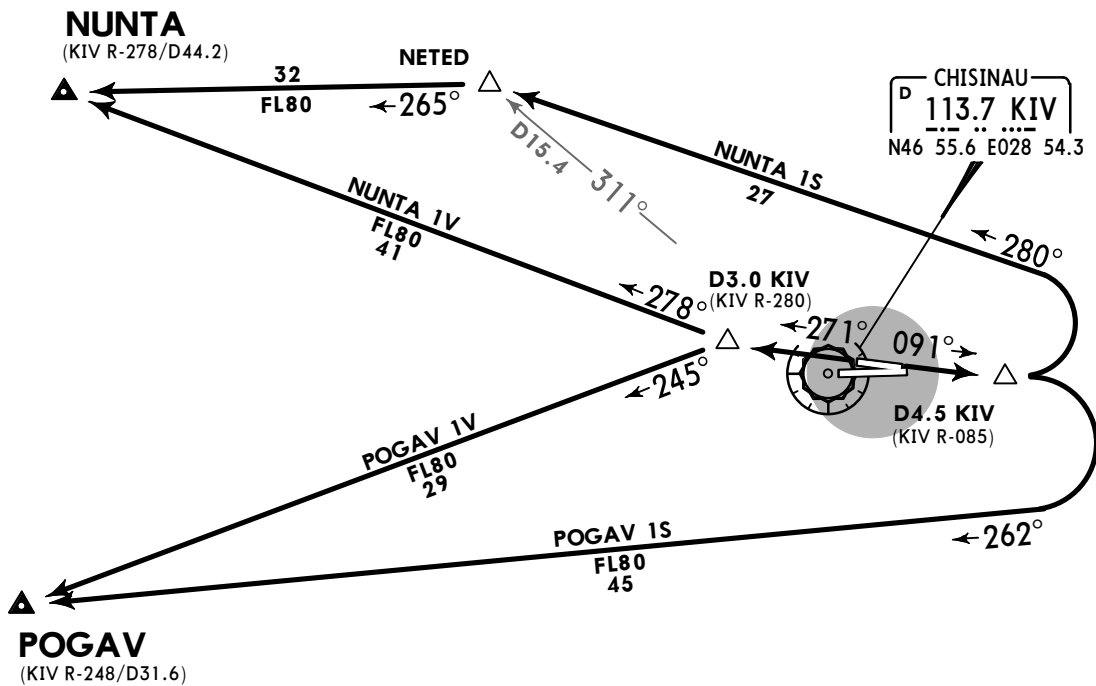
CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 15°. 3. If unable to comply contact ATC.
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NUNTA 1S [NUNT1S]
NUNTA 1V [NUNT1V]
POGAV 1S [POGA1S]
POGAV 1V [POGA1V]
DEPARTURES



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.

NUNTA 1V, POGAV 1V:
These SIDs require a minimum climb gradient of:
4.1 % until D3.0 KIV

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246



Initial climb clearance FL80		
SID	RWY	ROUTING
NUNTA 1S	09	Climb on 091° track to D4.5 KIV, turn LEFT, 280° track to NETED, turn LEFT, 265° track to NUNTA.
NUNTA 1V	27	Climb on 271° track to D3.0 KIV, turn RIGHT, 278° track to NUNTA.
POGAV 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 262° track to POGAV.
POGAV 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 245° track to POGAV.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3K Eff 16 Aug

CHISINAU, MOLDOVA

SID

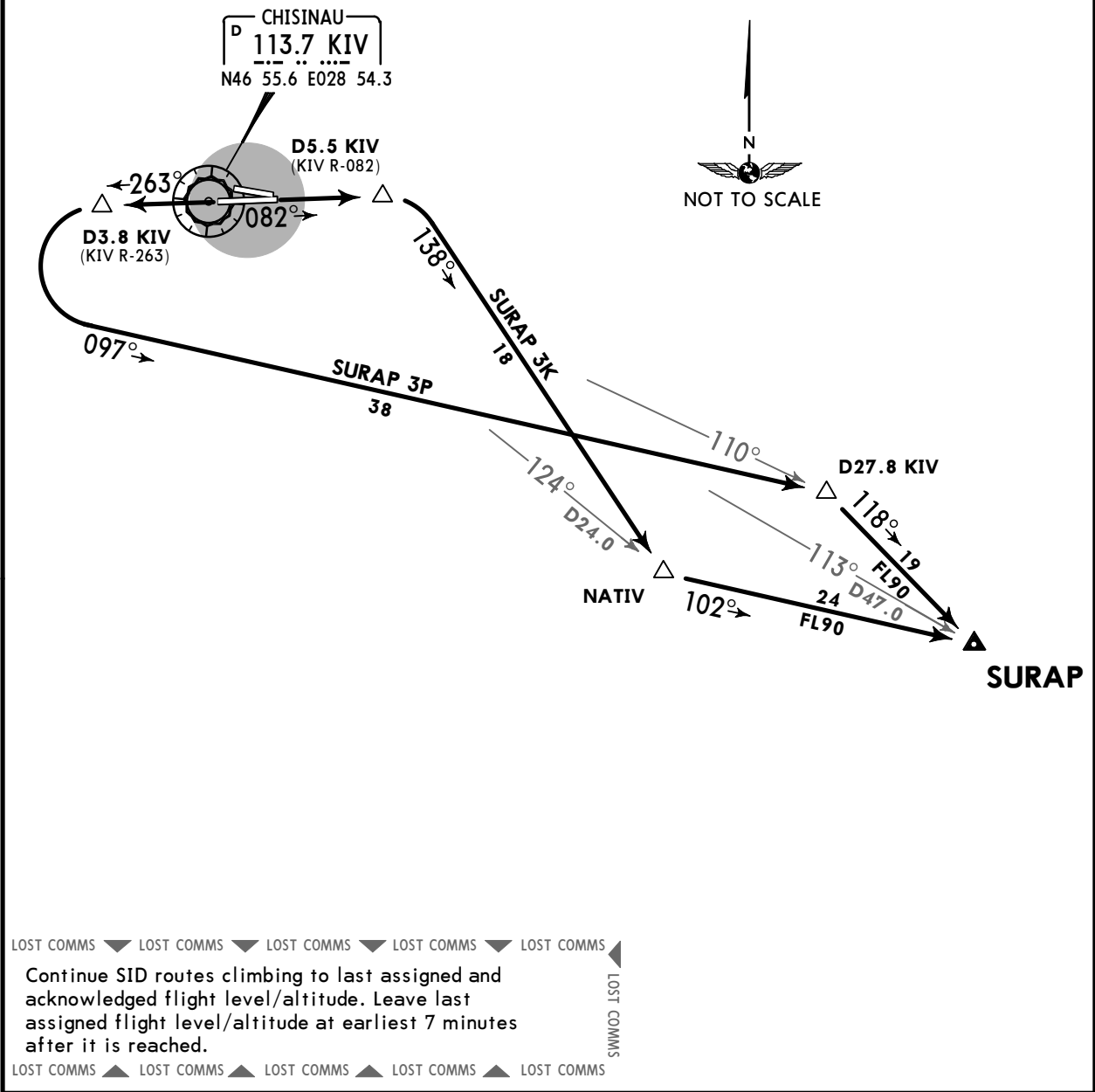
CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 20°.
3. If unable to comply contact ATC.

MSA KIV VOR
3300

SURAP 3K [SURA3K]
SURAP 3P [SURA3P]
DEPARTURES



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.

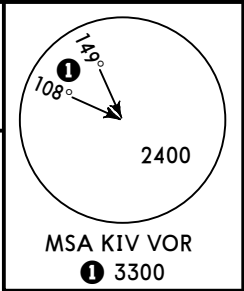
LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3L Eff 16 Aug

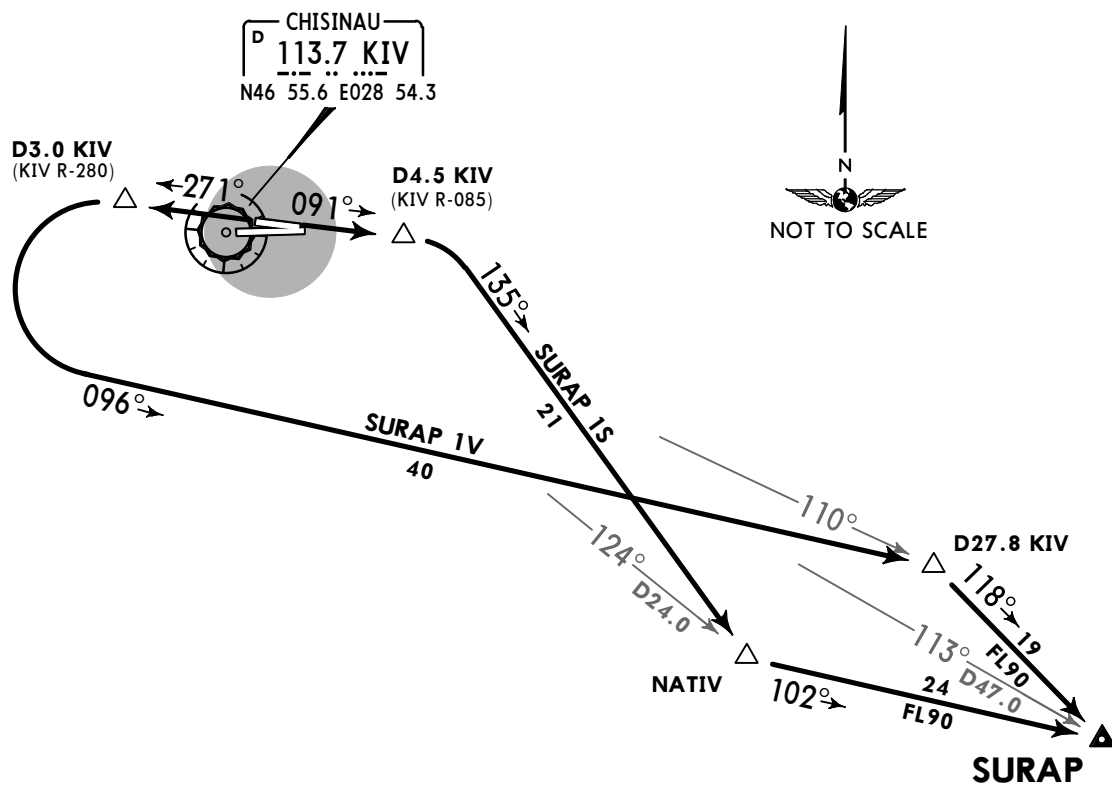
CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 15°. 3. If unable to comply contact ATC.
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SURAP 1S [SURA1S]
SURAP 1V [SURA1V]
DEPARTURES



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.

SURAP 1V:
This SID requires a minimum climb gradient of:
4.1 % until D3.0 KIV

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

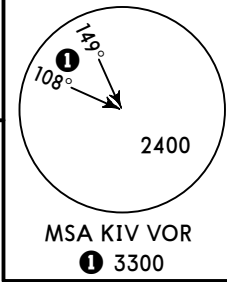
Initial climb clearance FL90		
SID	RWY	ROUTING
SURAP 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 135° track to NATIV, turn LEFT, 102° track to SURAP.
SURAP 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 096° track to D27.8 KIV, turn RIGHT, 118° track to SURAP.

LUKK/KIV
CHISINAU INTL

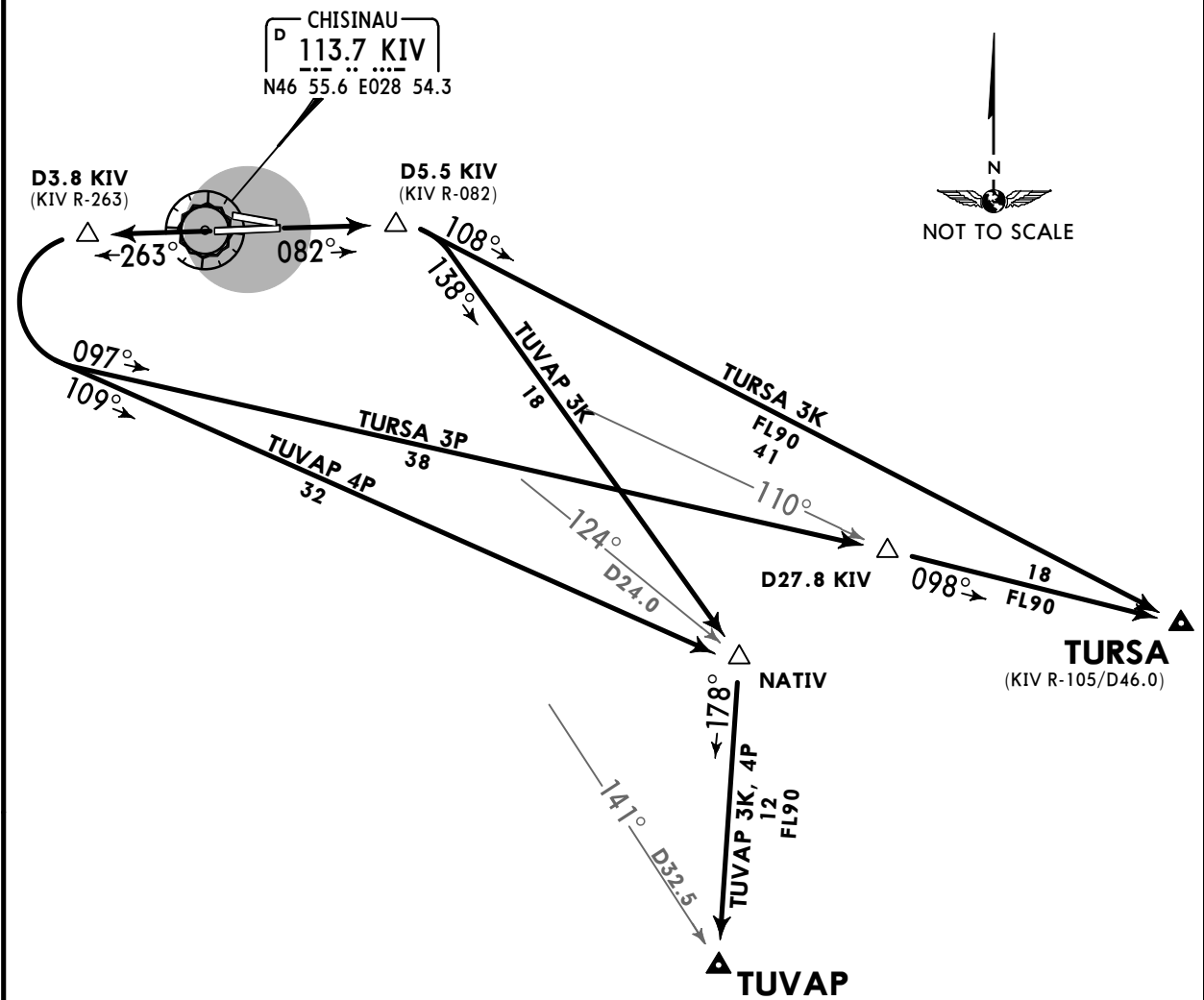
JEPPESEN
10 AUG 18 10-3M Eff 16 Aug

CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°. 3. If unable to comply contact ATC.	
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TURSA 3K [TURS3K]
TURSA 3P [TURS3P]
TUVAP 3K [TUVA3K]
TUVAP 4P [TUVA4P]
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.

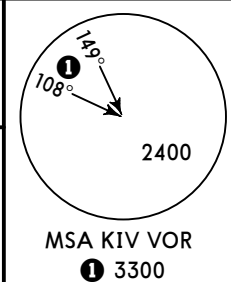
Initial climb clearance FL90		
SID	RWY	ROUTING
TURSA 3K	08	Climb on 082° track to D5.5 KIV, turn RIGHT, 108° track to TURSA.
TURSA 3P	26	Climb on 263° track to D3.8 KIV, turn LEFT, 097° track to D27.8 KIV, turn RIGHT, 098° track to TURSA.
TUVAP 3K	08	Climb on 082° track to D5.5 KIV, turn RIGHT, 138° 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.

LUKK/KIV
CHISINAU INTL

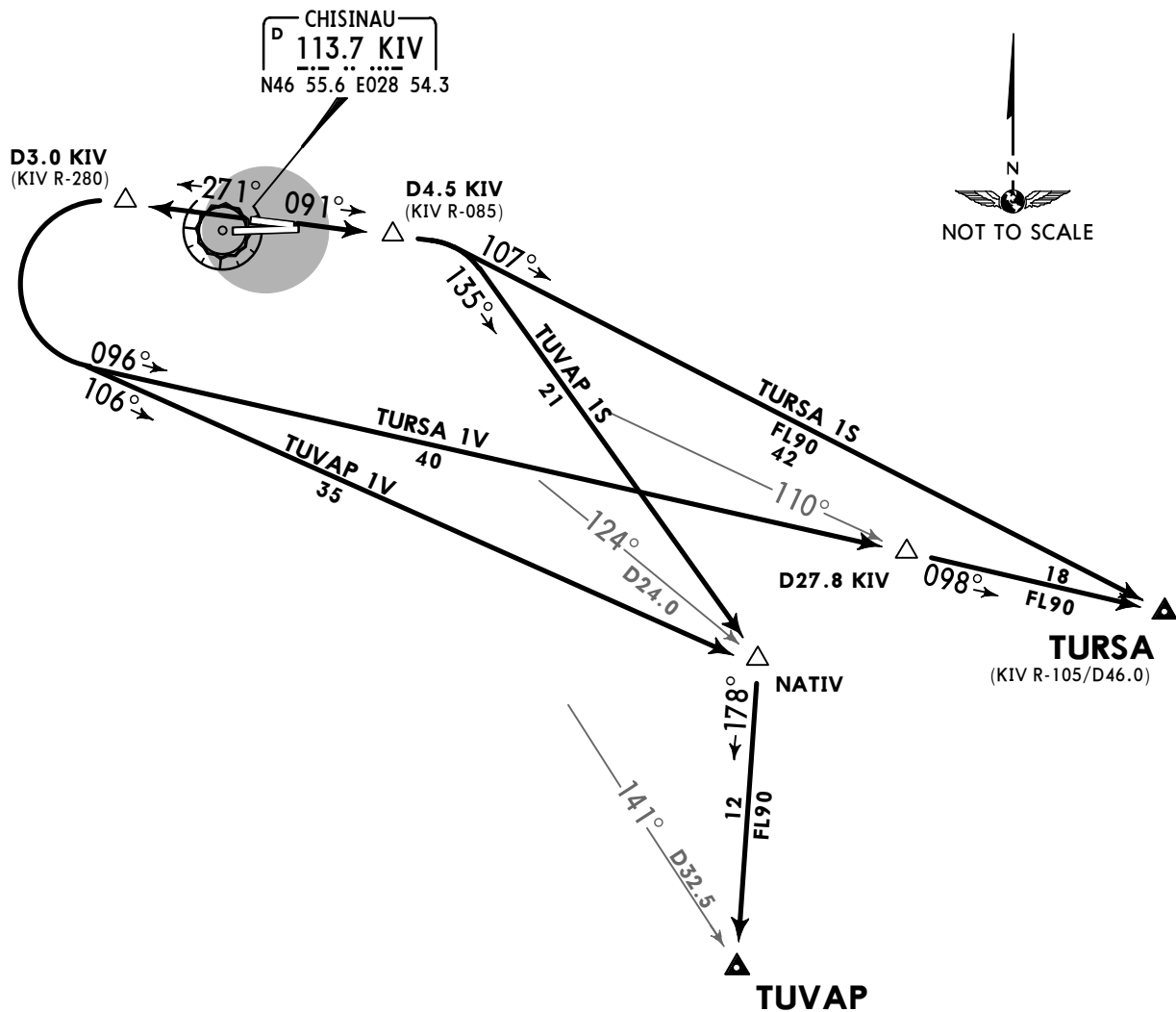
JEPPESEN
10 AUG 18 (10-3N) Eff 16 Aug

CHISINAU, MOLDOVA

SID

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach after take-off. 2. Initial turns are calculated with 240 KT and bank angle 15°. 3. If unable to comply contact ATC.	
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TURSA 1S [TURS1S]
TURSA 1V [TURS1V]
TUVAP 1S [TUA1S]
TUVAP 1V [TUA1V]
DEPARTURES



TURSA 1V, TUVAP 1V:
These SIDs require a minimum climb gradient of:
4.1 % until D3.0 KIV

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

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 ▲

Initial climb clearance FL90		
SID	RWY	ROUTING
TURSA 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 107° track to TURSA.
TURSA 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 096° track to D27.8 KIV, turn RIGHT, 098° track to TURSA.
TUVAP 1S	09	Climb on 091° track to D4.5 KIV, turn RIGHT, 135° track to NATIV, turn RIGHT, 178° track to TUVAP.
TUVAP 1V	27	Climb on 271° track to D3.0 KIV, turn LEFT, 106° track to NATIV, turn RIGHT, 178° track to TUVAP.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 10-3P Eff 16 Aug

CHISINAU, MOLDOVA

SID

CHISINAU
Approach
133.3

Apt Elev
399'

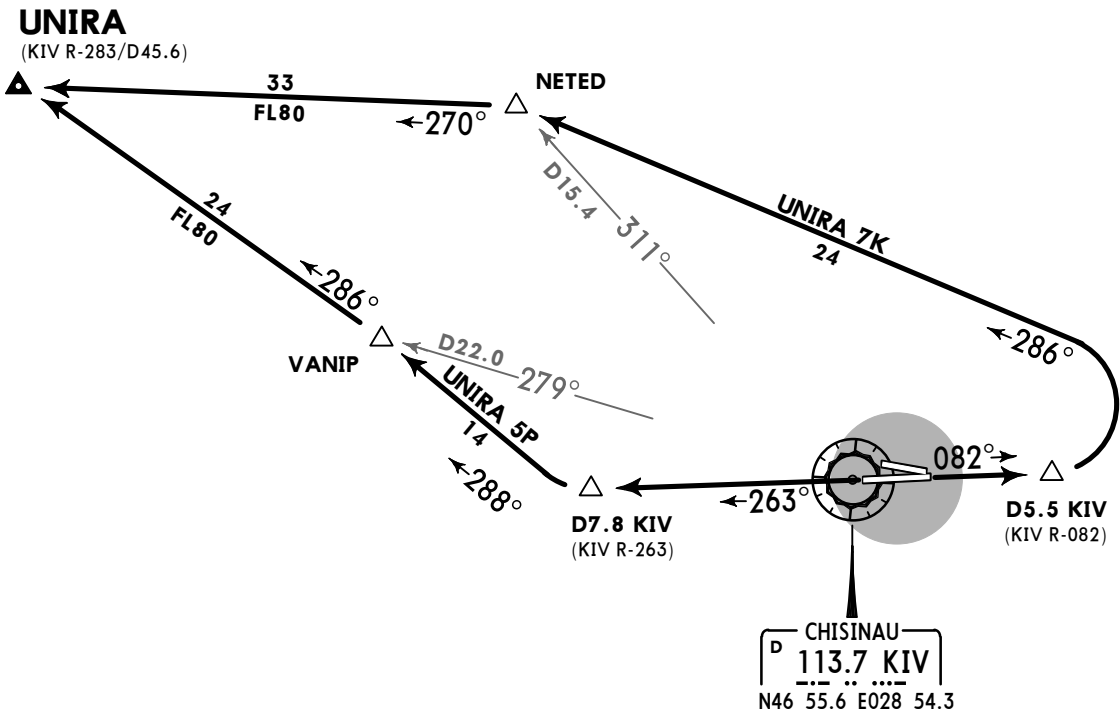
Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 20°.
3. If unable to comply contact ATC.

149°
108°

2400

MSA KIV VOR
1 3300

UNIRA 7K [UNIR7K]
UNIRA 5P [UNIR5P]
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 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.

LUKK/KIV
CHISINAU INTL

JEPPESEN
10 AUG 18 (10-3Q) Eff 16 Aug

CHISINAU, MOLDOVA
SID

CHISINAU
Approach
133.3

Apt Elev
399'

Trans level: By ATC Trans alt: 4000'
1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.

UNIRA 1S [UNIR1S]
UNIRA 1V [UNIR1V]
DEPARTURES

149°
108°

2400

MSA KIV VOR
① 3300

N

NOT TO SCALE

UNIRA
(KIV R-283/D45.6)

NETED

UNIRA 1S
27

UNIRA 1V
43

D3.0 KIV
(KIV R-280)

D4.5 KIV
(KIV R-085)

CHISINAU
D 113.7 KIV
N46 55.6 E028 54.3

33
FL80

270°

280°

283°

091°

271°

15.4

311°

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

UNIRA 1V:
This SID requires a minimum climb gradient of:
4.1 % until D3.0 KIV

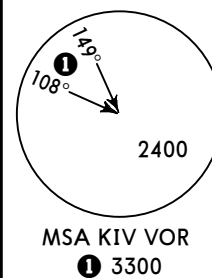
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

Initial climb clearance FL80		
SID	RWY	ROUTING
UNIRA 1S	09	Climb on 091° track to D4.5 KIV, turn LEFT, 280° track to NETED, turn LEFT, 270° track to UNIRA.
UNIRA 1V	27	Climb on 271° track to D3.0 KIV, turn RIGHT, 283° track to UNIRA.

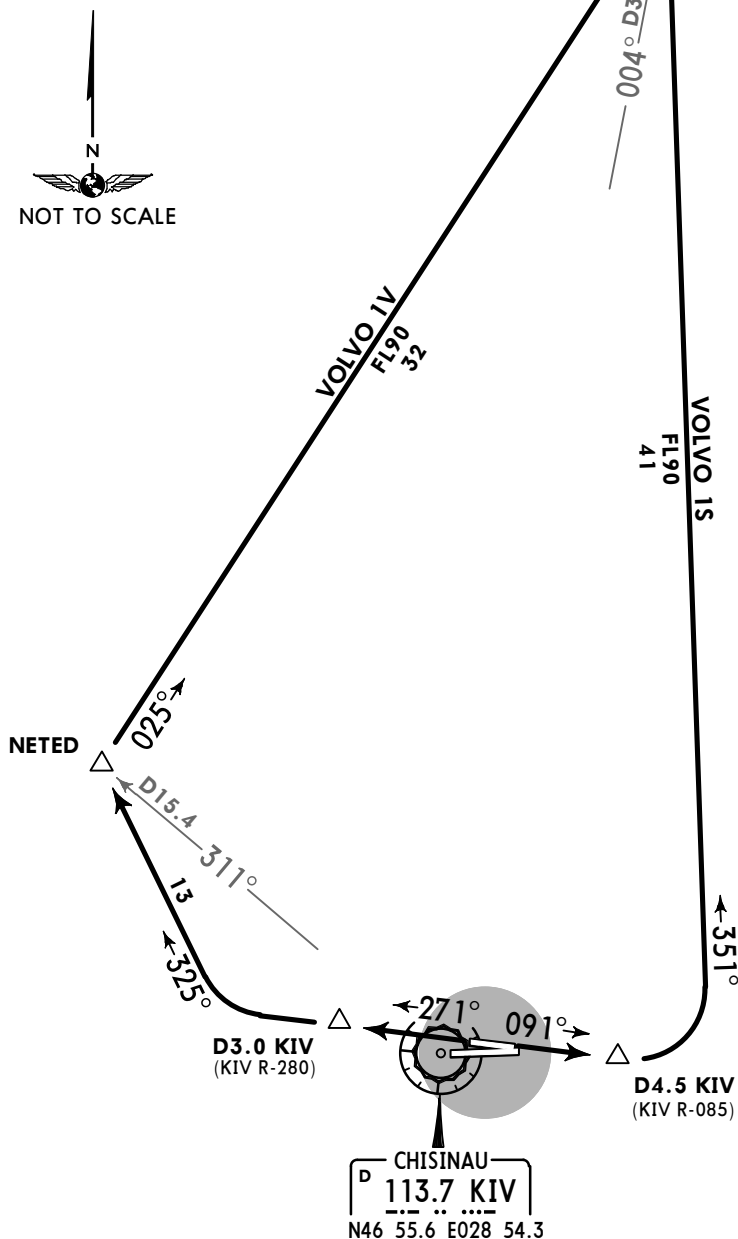
CHANGES: Departure communication established. © JEPPESEN, 2018. ALL RIGHTS RESERVED.

Trans level: By ATC Trans alt: 4000'

1. Contact CHISINAU Approach after take-off.
2. Initial turns are calculated with 240 KT and bank angle 15°.
3. If unable to comply contact ATC.



VOLVO 1S [VOLV1S]
VOLVO 1V [VOLV1V]
DEPARTURES

VOLVO

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

▶ 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
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LUKK/KIV

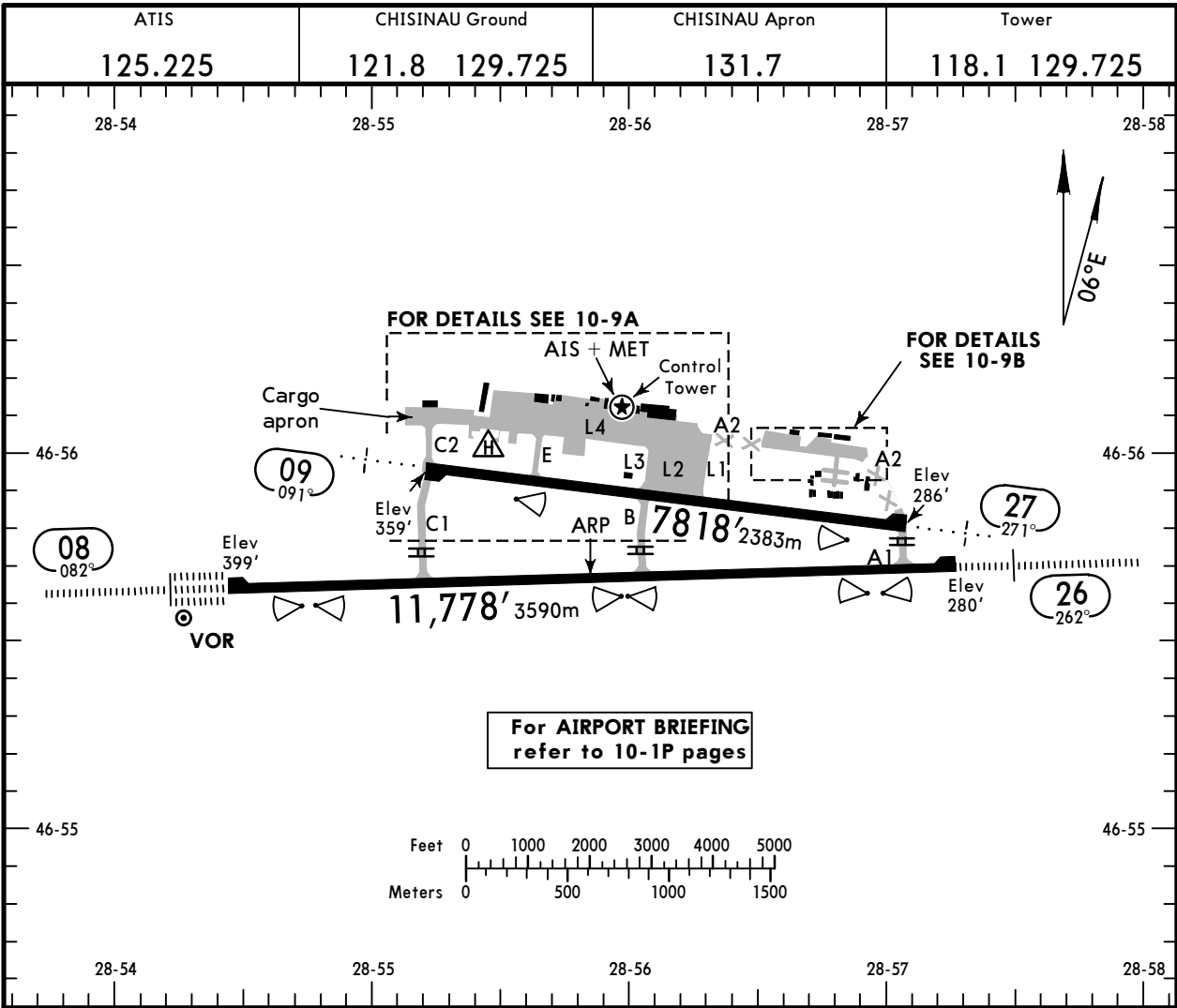
Apt Elev **399'**
N46 55.7 E028 55.9

JEPPESSEN

26 OCT 18 **(10-9)** Eff 8 Nov

CHISINAU, MOLDOVA

CHISINAU INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
08	HIRL (58m) CL (15m) HIALS-II TDZ PAPI-L (3.0°) RVR		10,624' 3238m	2	148'
26	HIRL (58m) CL (15m) HIALS PAPI-L (3.0°) RVR		10,927' 3331m		45m
09	HIRL (60m) ALS PAPI-L (3.0°) RVR			3	148'
27	HIRL (60m) ALS PAPI-L (3.0°) RVR				45m

1 RWY 09/27 can be activated only if RWY 08/26 is closed.
RWY 08/26 closure will be announced by NOTAM.
RWY 09/27 is used as TWY D when RWY 08/26 is active.

2 TAKE-OFF RUN AVAILABLE

RWY 08:

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

RWY 26:

From rwy head 11,778' (3590m)
twy A1 int 10,928' (3331m)
twy B int 6716' (2047m)

3 TAKE-OFF RUN AVAILABLE

RWY 09:

From rwy head 7818' (2383m)
twy E int 6063' (1848m)
twy L3 int 4252' (1296m)

RWY 27:

From rwy head 7818' (2383m)
twy L1 int 4465' (1361m)

Standard		TAKE-OFF					
		Low Visibility Take-off					
		HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A							
B	TDZ, MID, RO	TDZ, MID, RO					
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m	
D							

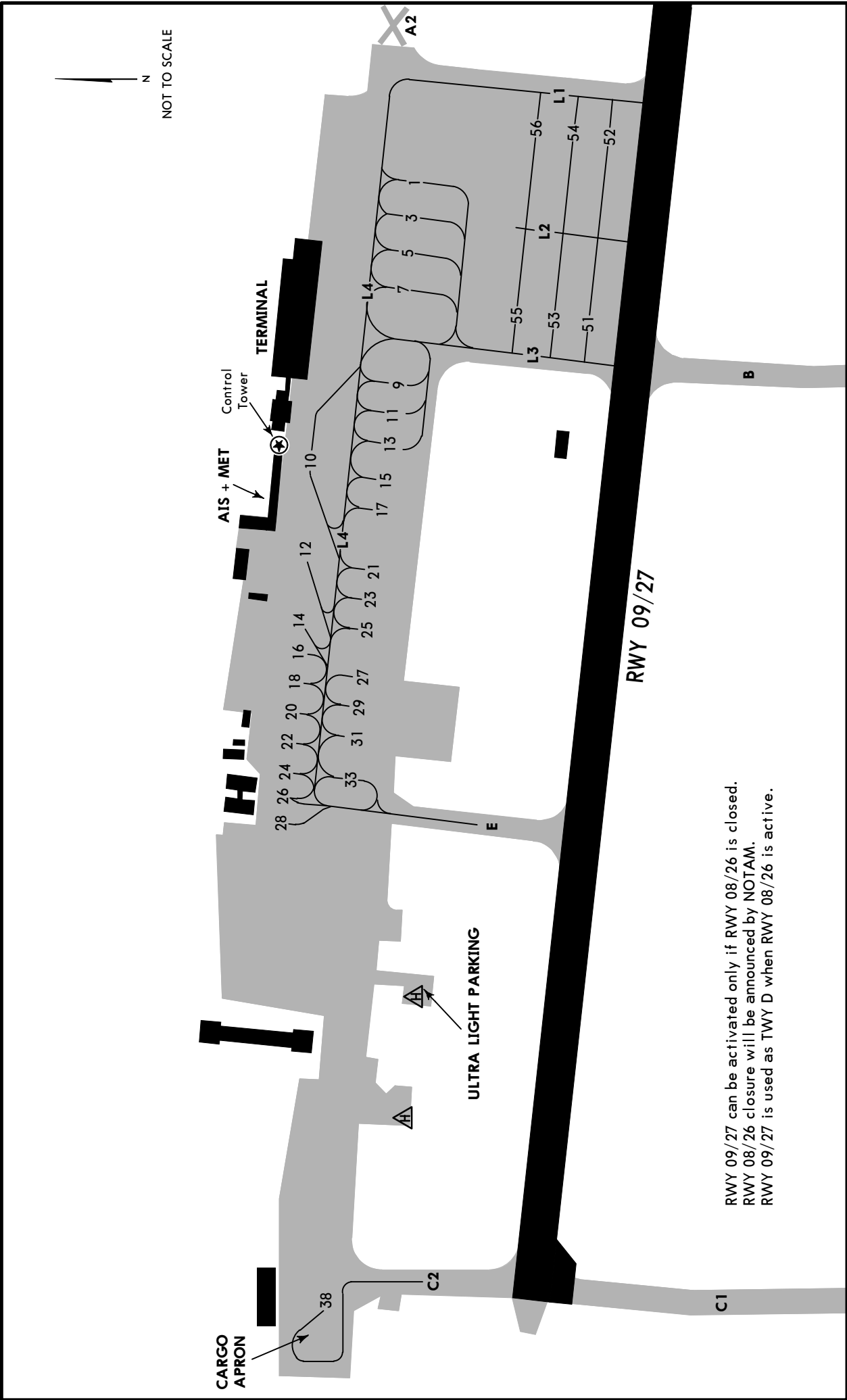
LUKK/KIV

JEPPESSEN

CHISINAU, MOLDOVA

26 OCT 18 10-9A Eff 8 Nov

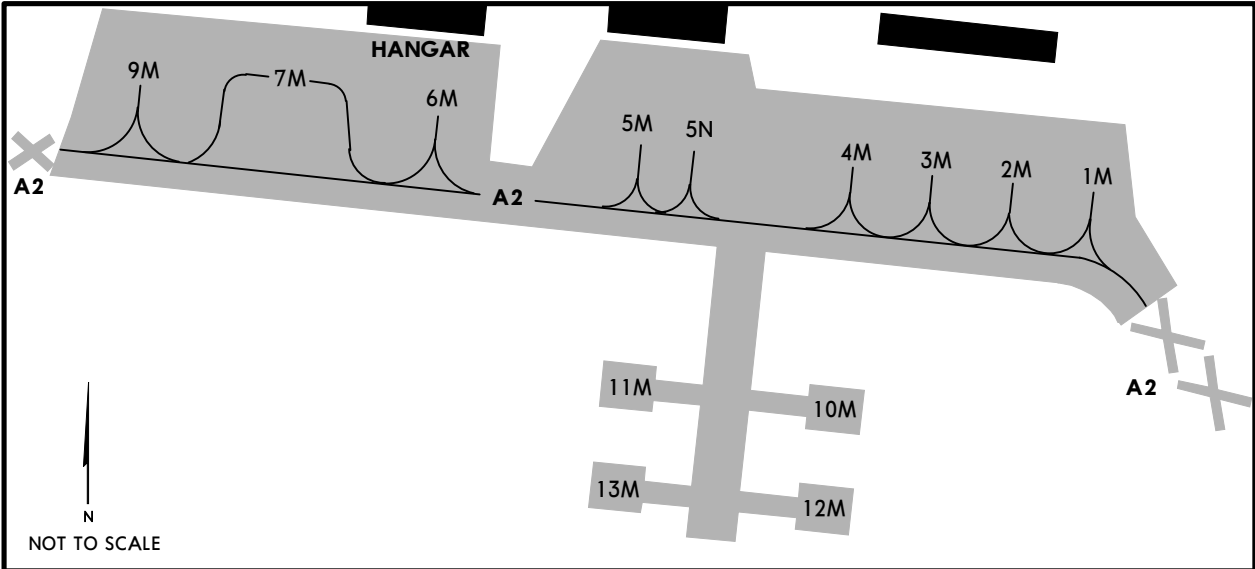
CHISINAU INTL



LUKK/KIV

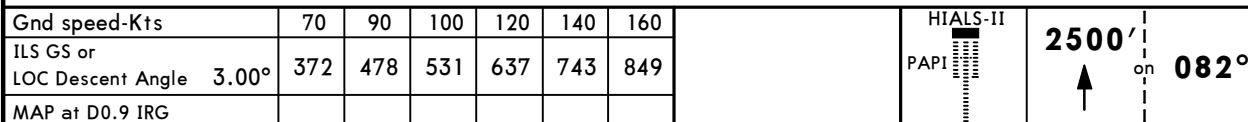
8 DEC 17 **10-9B**

CHISINAU, MOLDOVA
CHISINAU INTL



INS COORDINATES							
STAND No.	COORDINATES		ELEV	STAND No.	COORDINATES		ELEV
1	N46 56.0	E028 56.2	312	38	N46 56.1	E028 55.2	364
3	N46 56.0	E028 56.2	314	51	N46 55.9	E028 56.1	316
5	N46 56.0	E028 56.2	315	52	N46 55.9	E028 56.2	313
7, 9	N46 56.0	E028 56.1	316	53	N46 55.9	E028 56.1	316
10	N46 56.1	E028 56.0	313	54	N46 55.9	E028 56.2	313
11	N46 56.0	E028 56.0	315	55	N46 56.0	E028 56.1	317
12	N46 56.1	E028 55.9	317	56	N46 56.0	E028 56.2	313
13	N46 56.0	E028 56.0	315	1M	N46 56.0	E028 56.9	295
14	N46 56.1	E028 55.9	319	2M	N46 56.0	E028 56.9	296
15	N46 56.0	E028 56.0	316	3M	N46 56.0	E028 56.9	297
16	N46 56.1	E028 55.8	323	4M	N46 56.0	E028 56.8	298
17	N46 56.1	E028 55.9	317	5M, 5N	N46 56.0	E028 56.8	299
18	N46 56.1	E028 55.8	325	6M	N46 56.0	E028 56.7	300
20	N46 56.1	E028 55.8	326	7M	N46 56.0	E028 56.6	300
21	N46 56.1	E028 55.9	318	9M	N46 56.0	E028 56.5	301
22	N46 56.1	E028 55.7	327	10M, 11M	N46 56.0	E028 56.8	298
23	N46 56.0	E028 55.9	320	12M	N46 55.9	E028 56.8	297
24	N46 56.1	E028 55.7	328	13M	N46 55.9	E028 56.8	298
25	N46 56.1	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				
29	N46 56.0	E028 55.8	324				
31	N46 56.1	E028 55.7	325				
33	N46 56.1	E028 55.7	328				

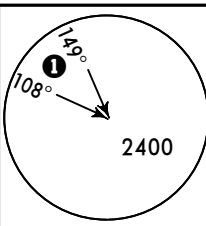
BRIEFING STRIP™

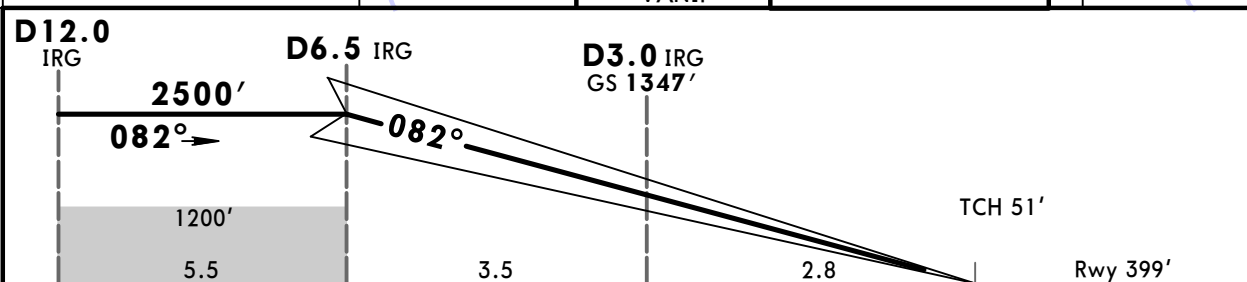
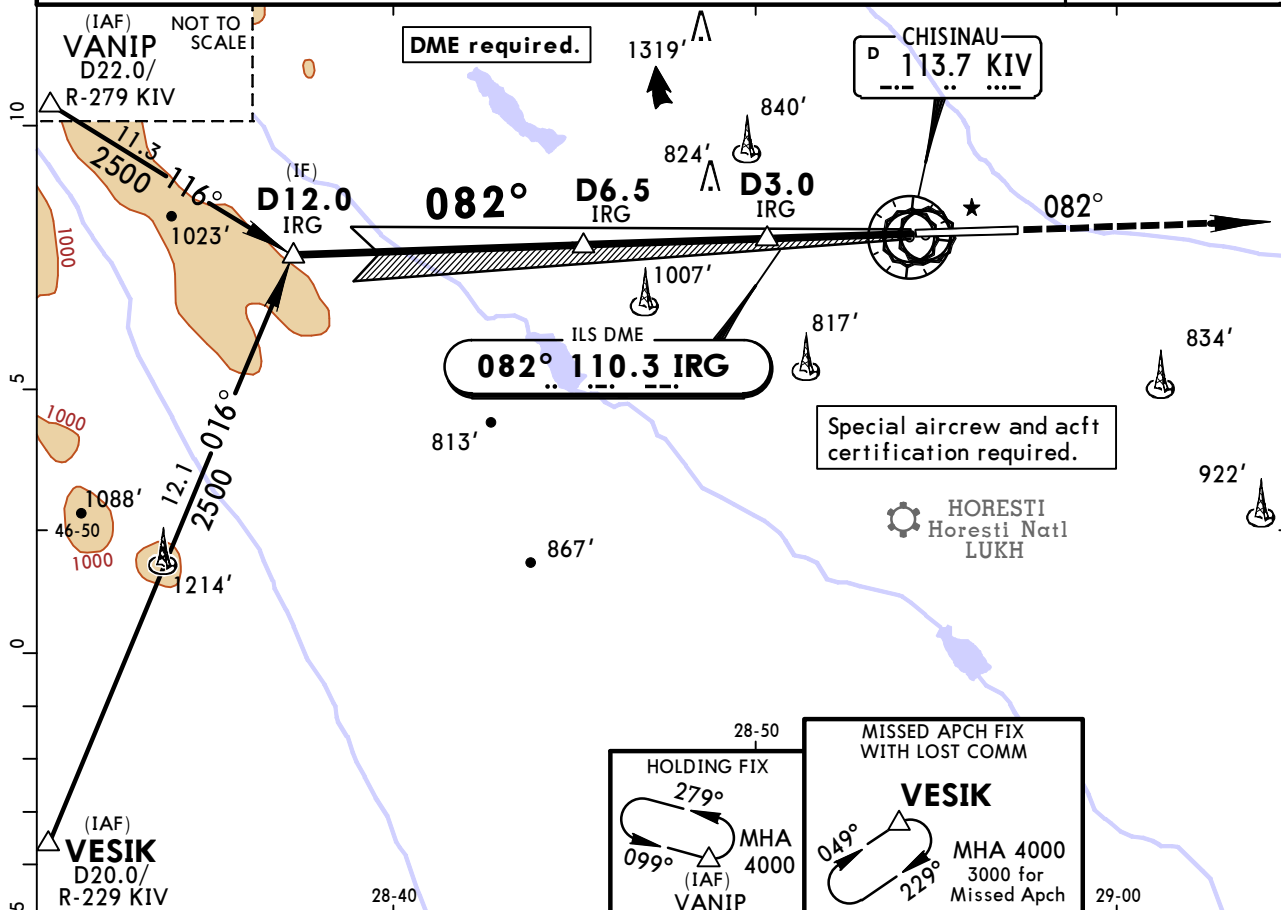


PANS OPS

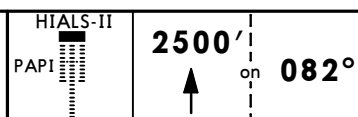
LUKK/KIV
CHISINAU INTL
JEPPESSEN
 7 SEP 18 **(11-1A)**
CHISINAU, MOLDOVA
CAT II ILS Rwy 08

BRIEFING STRIP

ATIS 125.225		CHISINAU Approach 133.3 129.725		CHISINAU Tower/Radar 118.1 129.725		Ground 121.8 129.725	
LOC IRG 110.3	Final Apch Crs 082°	GS D3.0 IRG 1347' (948')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 399' Rwy 399'		
MISSED APCH: Climb on 082° to 2500', radar vectoring will be provided.							MSA KIV VOR 1 3300
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'	



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



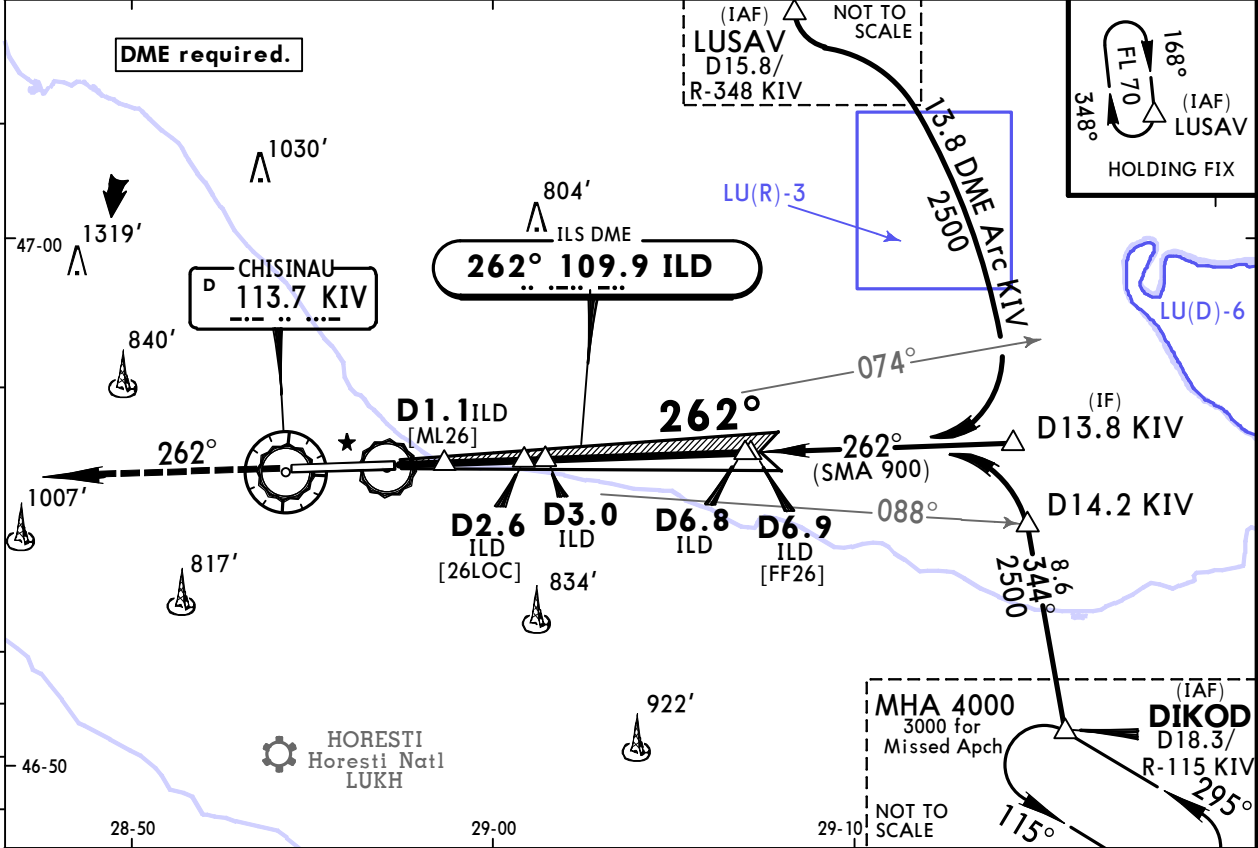
Standard		STRAIGHT-IN LANDING RWY 08	
ABC		CAT II ILS	
RA 103'		D RA 110'	
DA(H) 499'(100')		DA(H) 506'(107')	
RVR 300m			

LUKK/KIV
CHISINAU INTL

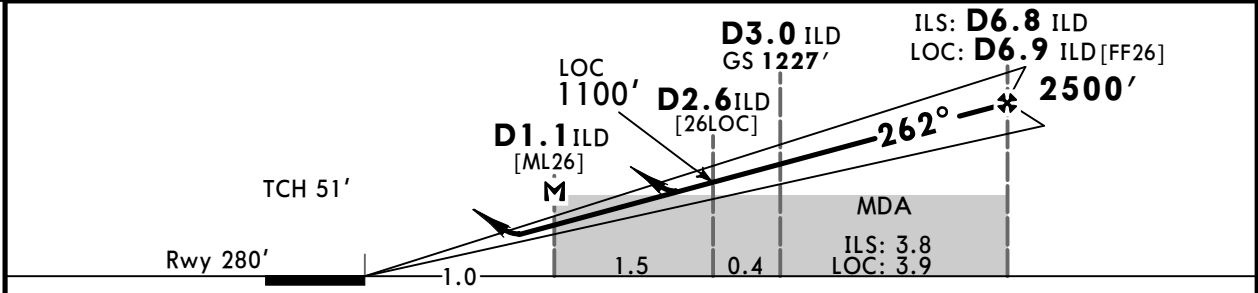
7 SEP 18 **11-2**

CHISINAU, MOLDOVA
ILS or LOC Rwy 26

ATIS		CHISINAU Approach		CHISINAU Tower/Radar		Ground	
125.225		133.3 129.725		118.1 129.725		121.8 129.725	
LOC ILD 109.9	Final Apch Crs 262°	GS D3.0 ILD 1227' (947')	ILS DA(H) Refer to Minimums	Apt Elev 399'	Rwy 280'	 MSA KIV VOR ① 3300	
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'	



LOC (GS out)	ILD DME ALTITUDE	1.0	2.0	3.0	4.0	5.0	6.0
		601'	922'	1244'	1568'	1890'	2211'



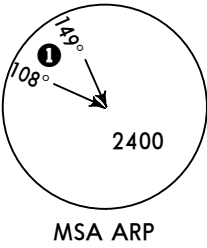
Gnd speed-Kts	70	90	100	120	140	160		2500' on 262°
ILS GS	3.00°	372	478	531	637	743		
LOC Descent Angle	3.04°	376	484	538	645	753		
MAP at D1.1 ILD								

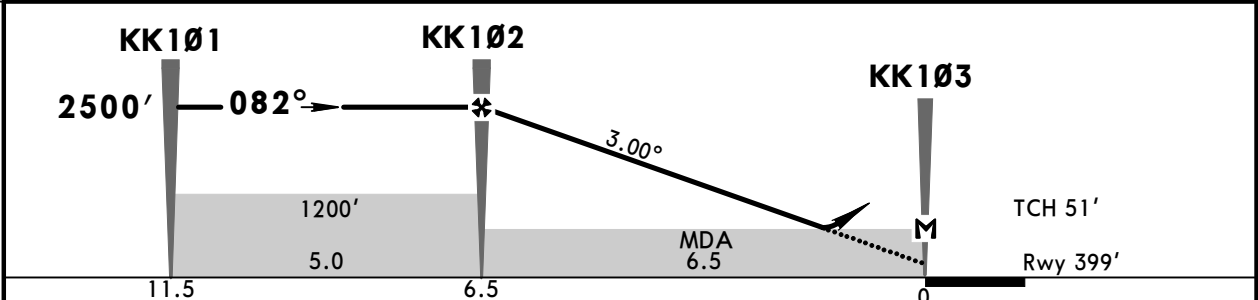
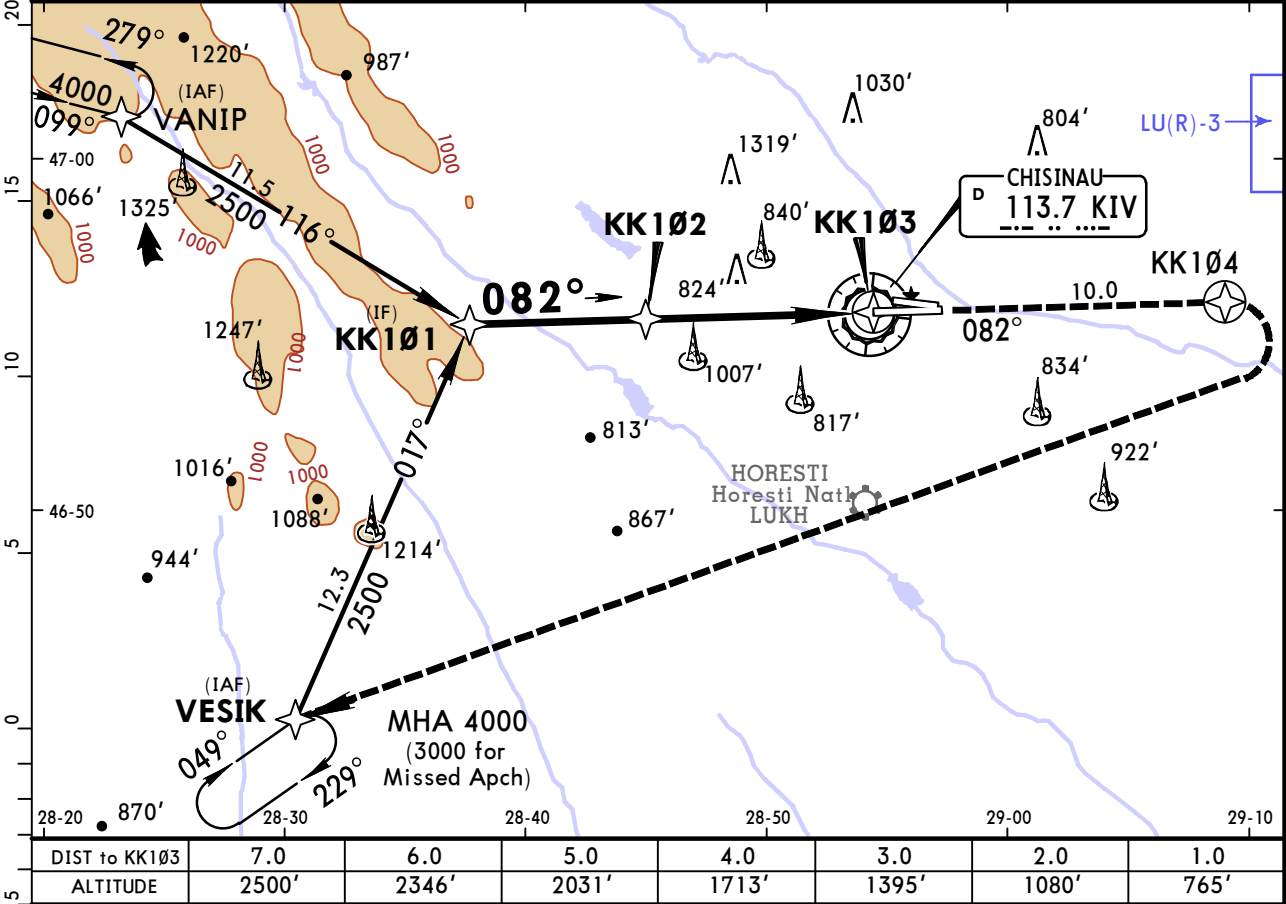
Standard		STRAIGHT-IN LANDING RWY 26		LOC (GS out) CDFA	
ILS		DA(H) ABC: 480' (200') D: 488' (208')		DA/MDA(H) 650' (370')	
FULL		ALS out		ALS out	
A					
B					RVR 1500m
C	RVR 550m I	RVR 1200m	RVR 1000m		RVR 1700m
D					
I W/o HUD/AP/FD: RVR 750m					

LUKK/KIV
CHISINAU INTL

JEPPESSEN
26 OCT 18 (12-1) Eff 8 Nov

CHISINAU, MOLDOVA
RNAV (GNSS) Rwy 08

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	Procedure Alt KK102	LNAV DA/MDA(H)	Apt Elev	399'		
	082°	2500' (2101')	820' (421')	Rwy	399'		
MISSED APCH: Climb on 082° to KK104 to 2500', radar vectoring will be provided. MISSED APCH WITH LOST COMM: Climb on 082° to KK104 to 2500', then turn RIGHT 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'	



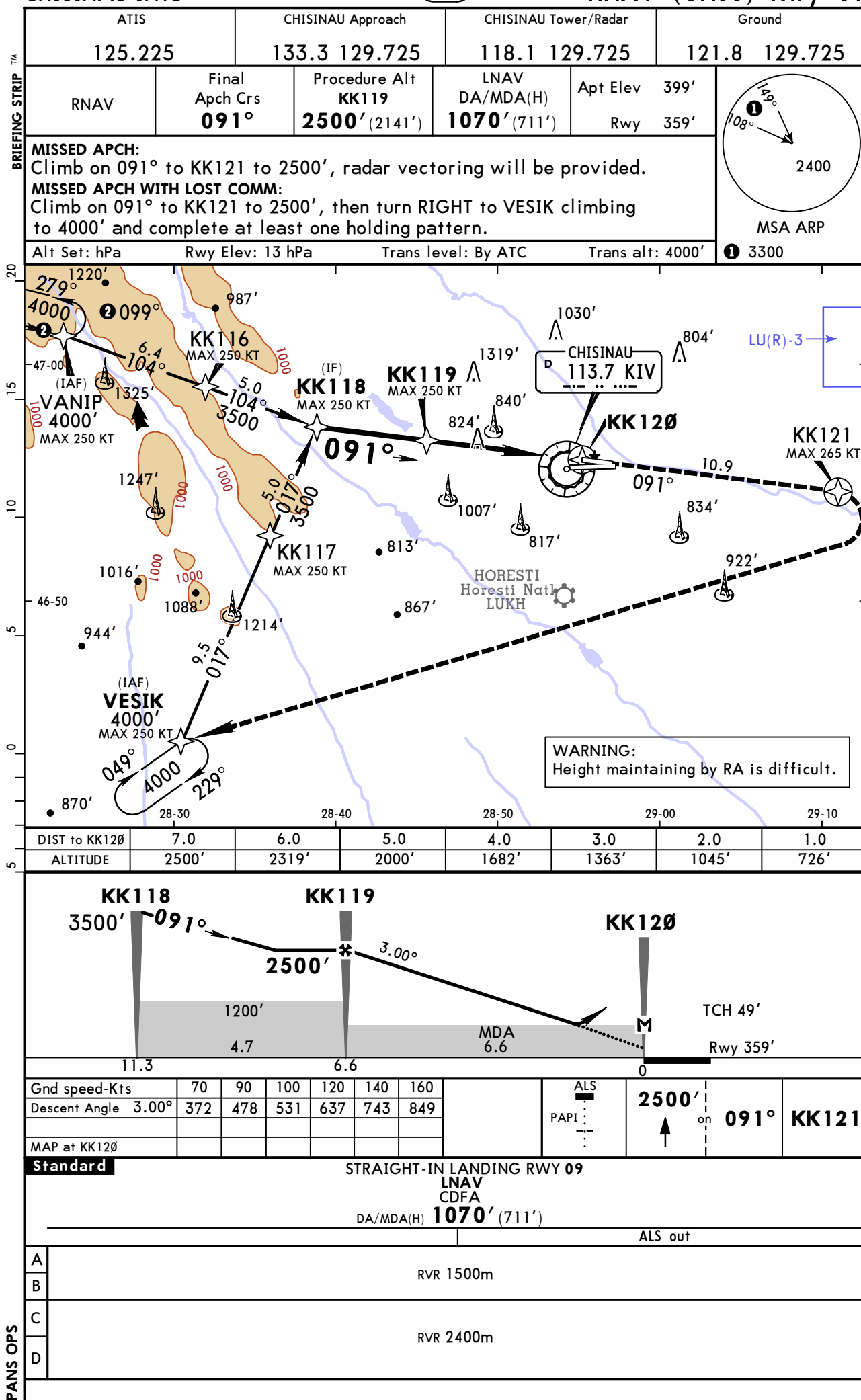
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2500' ↑ on	082° KK104
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at KK103									

Standard STRAIGHT-IN LANDING RWY 08										
LNAV CDFA DA/MDA(H) 820' (421')										
ALS out										
RVR 1500m										
RVR 1300m										
RVR 2000m										

LUKK/KIV CHISINAU INTL

JEPPESSEN
 26 OCT 18 **(12-2)** Eff 8 Nov

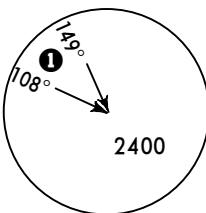
CHISINAU, MOLDOVA RNAV (GNSS) Rwy 09

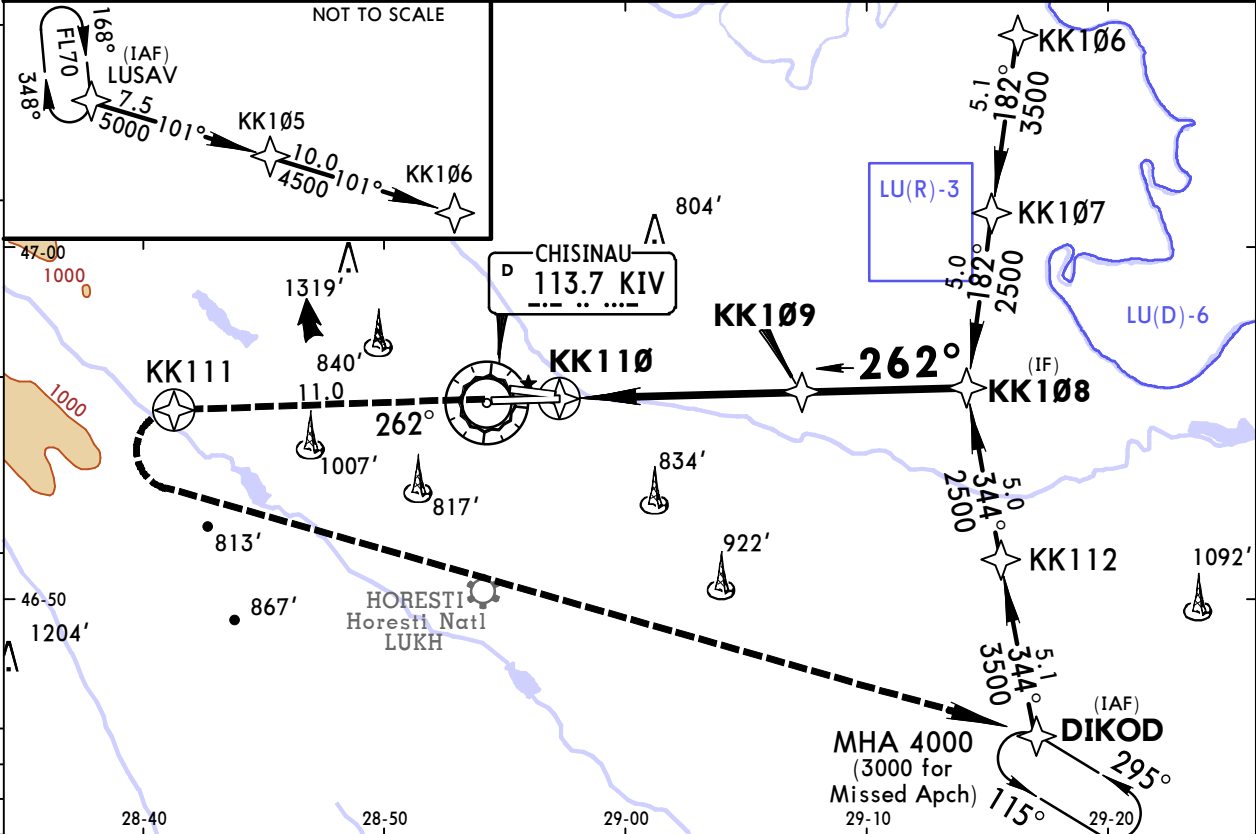


LUKK/KIV
CHISINAU INTL

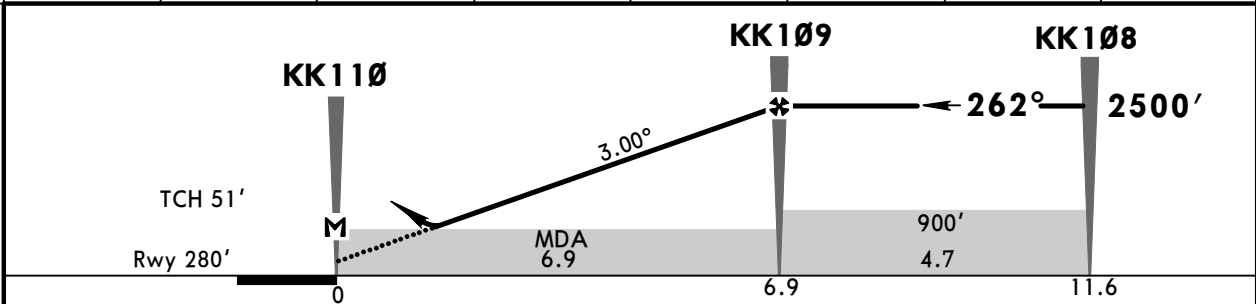
JEPPESSEN
26 OCT 18 (12-3) Eff 8 Nov

CHISINAU, MOLDOVA
RNAV (GNSS) Rwy 26

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 262°	Procedure Alt KK109 2500' (2220')	LNNAV DA/MDA(H) 530' (250')	Apt Elev 399' Rwy 280'			
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.						MSA ARP	
Alt Set: hPa		Rwy Elev: 10 hPa		Trans level: By ATC		Trans alt: 4000'	
						① 3300	



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at KK110						

Standard		STRAIGHT-IN LANDING RWY 26	
		LNNAV CDFA DA/MDA(H) 530' (250')	
		ALS out	

A	RVR 750m		RVR 1300m	
B				
C				
D				

LUKK/KIV CHISINAU INTL

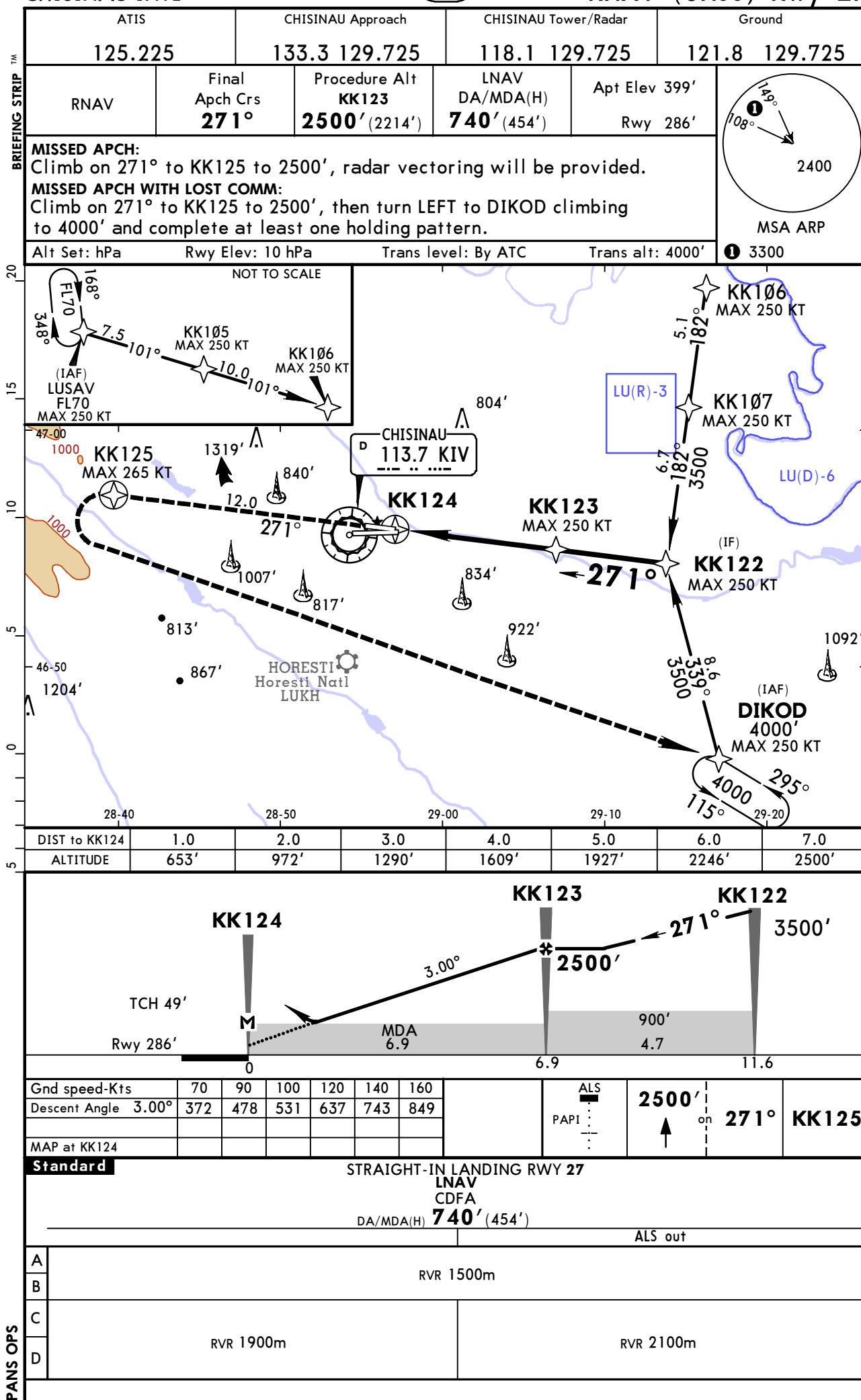
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26 OCT 18

(12-4)

Eff 8 Nov

CHISINAU, MOLDOVA RNAV (GNSS) Rwy 27



CHANGES: Lights.

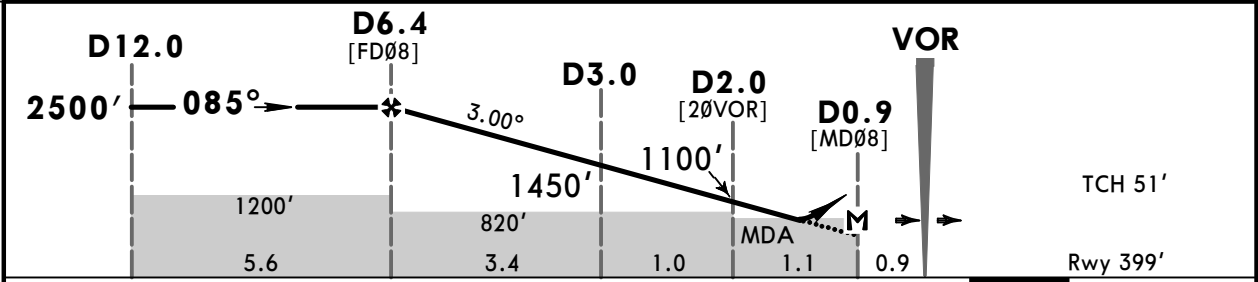
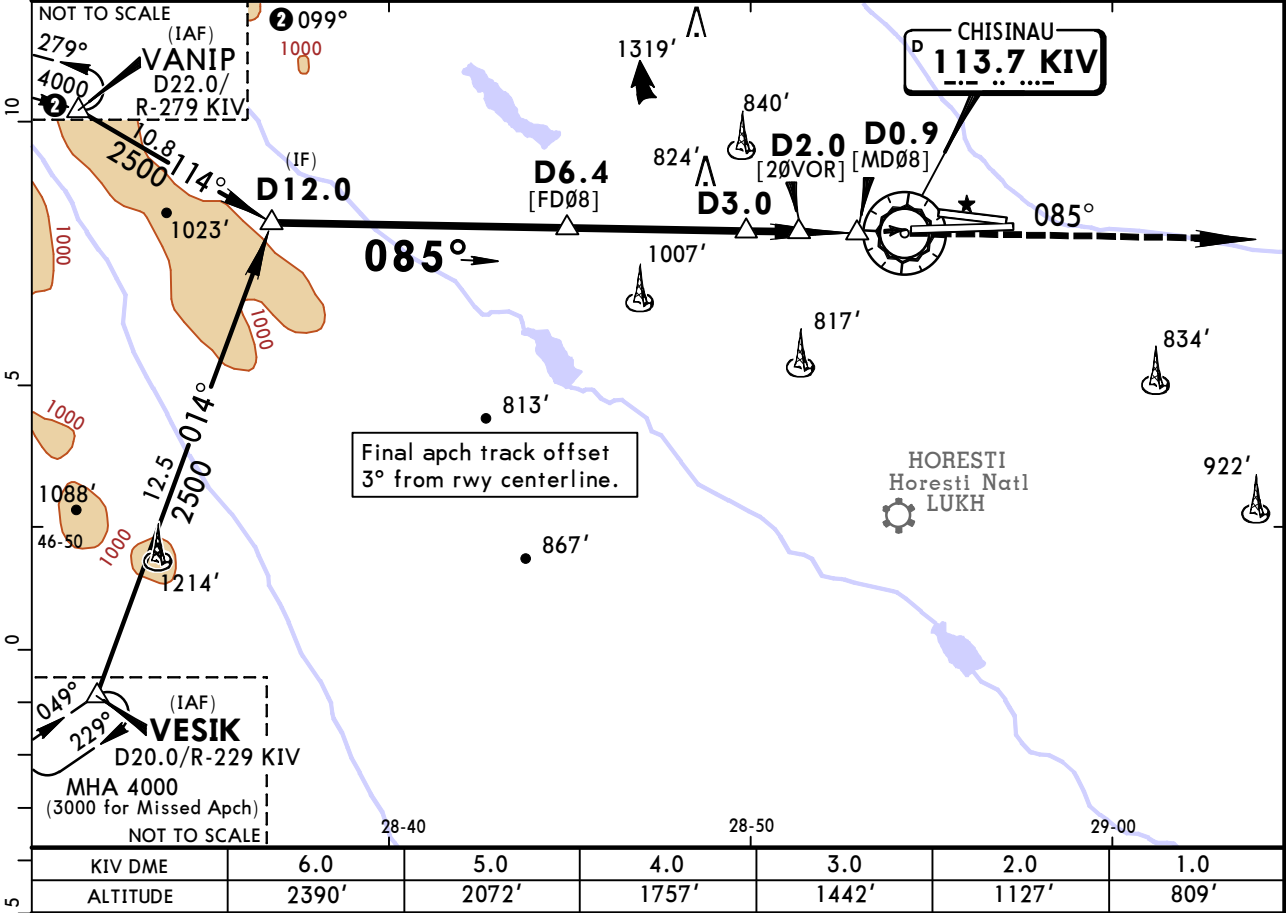
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LUKK/KIV
CHISINAU INTL

JEPPESEN
26 OCT 18 (13-1) Eff 8 Nov

CHISINAU, MOLDOVA
VOR DME Rwy 08

ATIS 125.225		CHISINAU Approach 133.3 129.725		CHISINAU Tower/Radar 118.1 129.725		Ground 121.8 129.725	
VOR KIV 113.7	Final Apch Crs 085°	Procedure Alt D6.4 2500' (2101')	DA/MDA(H) 770' (371')	Apt Elev 399'	Rwy 399'	 MSA KIV VOR 3300	
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'		



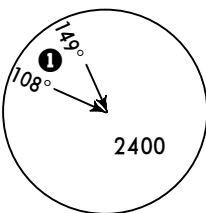
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.9						

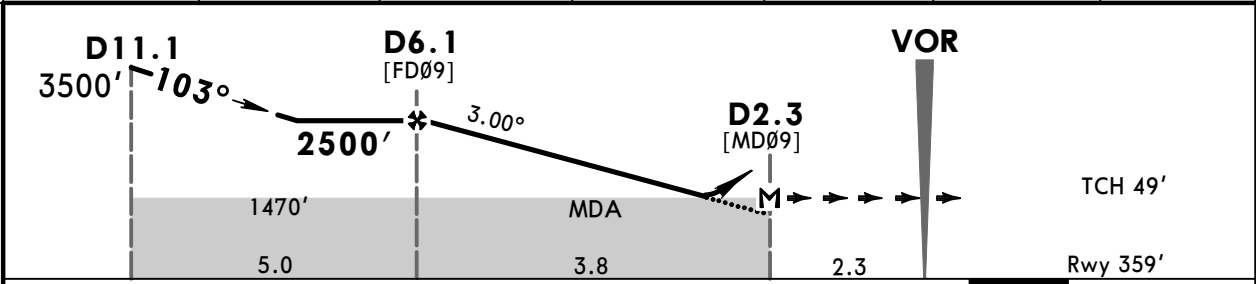
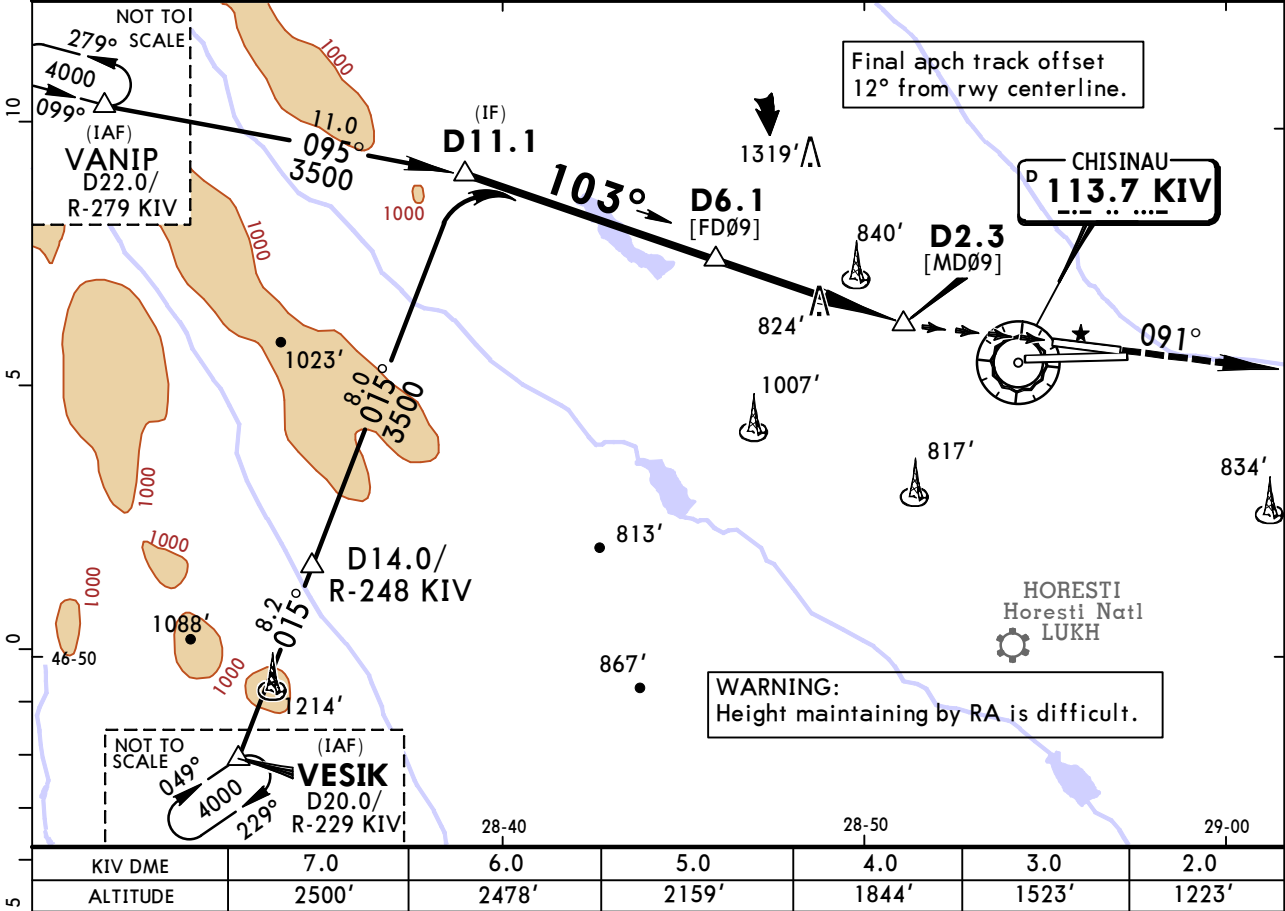
Standard		STRAIGHT-IN LANDING RWY 08	
		CDFA	
		DA/MDA(H) 770' (371')	
		ALS out	
A	RVR 1000m	RVR 1500m	
B			
C		RVR 1700m	
D			

LUKK/KIV
CHISINAU INTL

JEPPESSEN
26 OCT 18 13-2 Eff 8 Nov

CHISINAU, MOLDOVA
VOR DME Rwy 09

ATIS 125.225		CHISINAU Approach 133.3 129.725		CHISINAU Tower/Radar 118.1 129.725		Ground 121.8 129.725	
VOR KIV 113.7	Final Apch Crs 103°	Procedure Alt D6.1 2500' (2141')	DA/MDA(H) 1470' (1111')	Apt Elev 399' Rwy 359'	 MSA KIV VOR 3300		
MISSED APCH: Climb on 091° to 2500', radar vectoring will be provided.							
MISSED APCH WITH LOST COMM: Climb on 091° to 2500', then turn RIGHT on track 271° to intercept R-229, then proceed to VESIK climbing to 4000' and complete at least one holding pattern.							
Alt Set: hPa		Rwy Elev: 13 hPa	Trans level: By ATC		Trans alt: 4000'		



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.3						

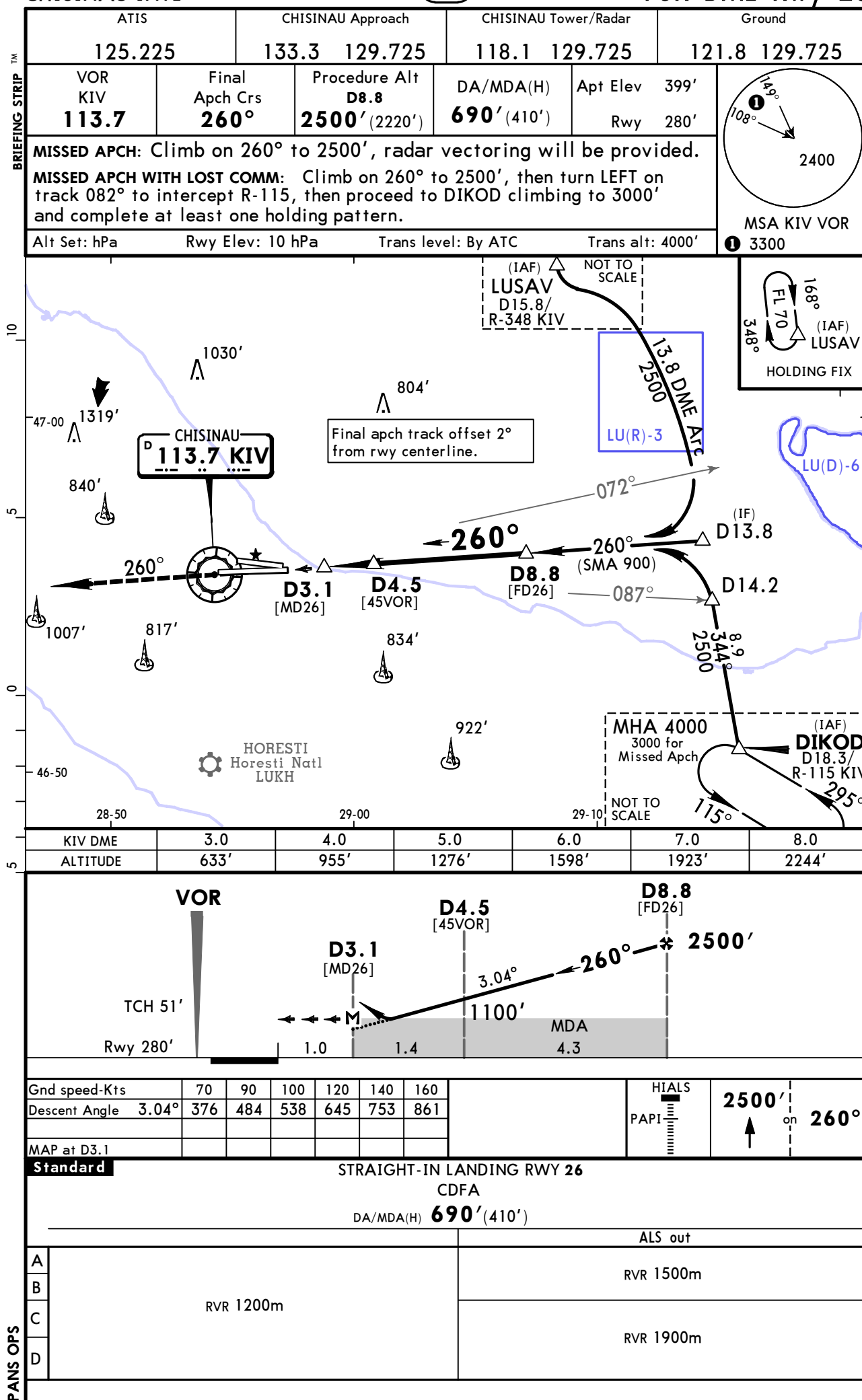
STRAIGHT-IN LANDING RWY 09					
CDFA					
DA/MDA(H) 1470' (1111')					
ALS out					

A	RVR 1500m				
B					
C	RVR 5000m				
D					

LUKK/KIV
CHISINAU INTL

JEPPESSEN
26 OCT 18 **(13-3)** Eff 8 Nov

CHISINAU, MOLDOVA
VOR DME Rwy 26



LUKK/KIV CHISINAU INTL

JEPPESSEN
 26 OCT 18 **(13-4)** Eff 8 Nov

CHISINAU, MOLDOVA VOR DME Rwy 27

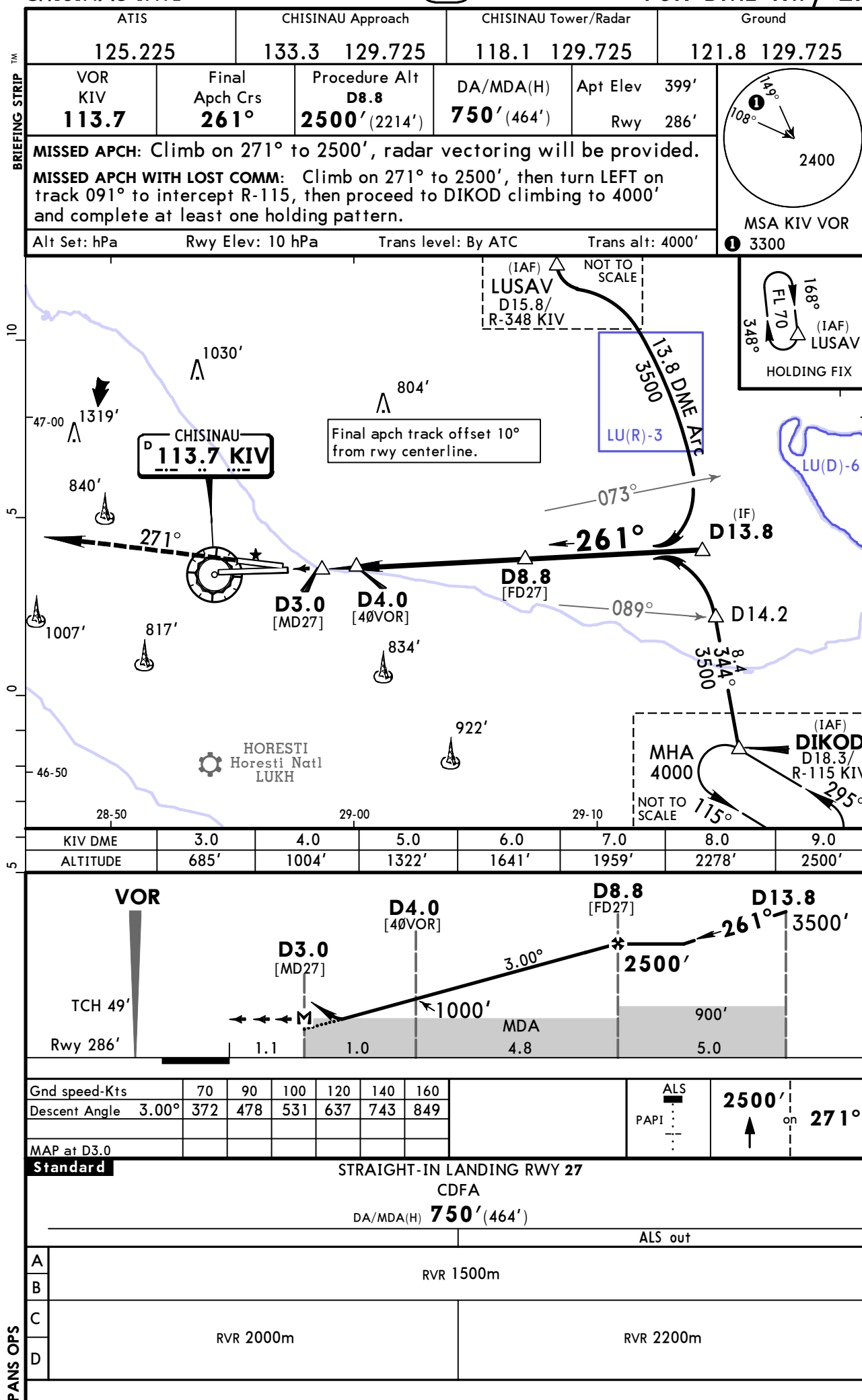


Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
CHISINAU, (CHISINAU INTL - LUKK)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LUKK