

LUKK — CHISINAU / INTERNATIONAL

LUKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LUKK — CHISINAU / INTERNATIONAL

LUKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	465540.06N 0285551.34E 1795M from THR RWY 08
2	Direction and distance from (city)	120°, 13KM (7.0NM) from CHISINAU city center
3	Elevation/Reference temperature	399FT / 26.7°C
4	Geoid undulation at AD ELEV PSN	102FT
5	MAG VAR/Annual Change	6°E (2012) / 0.06° increasing
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Aeroportul International Chisinau S.R.L. "AVIA INVEST" Bd. Dacia 80/3, MD 2026 Chisinau Republica MOLDOVA Tel:+ 373 22 52 60 60 Fax:+ 373 22 52 60 87 SITA:KIVZXXH AFS:LUKKZXX URL: www.airport.md
7	Types of traffic permitted (IFR VFR)	IFR-VFR
8	Remarks	NIL

LUKK AD 2.3 OPERATIONAL HOURS

1	AD Administration	MON-FRI: 0600-1500 (0500-1400)
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	NIL

LUKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	2 ACFT cargo service trucks Fork-lift truck - up to 5 tones Electric fork-lift truck - up to 1 tone
2	Fuel/oil types	TS-1 (JET A1), RT (GOST 10227-86)
3	Fuelling facilities/capacity	2 refueling tanker vehicles by 20000l and 1 refueling tanker vehicle by 30000l Refueling flow rates - 400- 1200l/min
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 Ground handling services:
	1. Representation and Accommodation 2. Load control, Communications and DCS 3. Unit Load Device (ULD) Control 4. Passengers and Baggage 5. Cargo and Post Office Mail 6. Ramp 7. Aircraft Servicing 8. Fuel and Oil 9. Aircraft Maintenance 10. Flight Operations and Crew Administration 11. Surface Transport 12. Catering Services 13. Supervision and Administration 14. Security
	Ground handling companies:
	S.R.L. "AVIA INVEST" Certified to provide above services 5, 6 and 11 Tel:+ 373 22 52 44 59 Fax:+ 373 22 52 60 76 SITA:KIVZXXH AFS:LUKKZZX Email: ops@airport.md
	Aeroport Catering S.R.L. Certified to provide above service 12 Tel:+ 373 22 52 54 63 Fax:+ 373 22 52 61 81 SITA:KIVCC9U Email: catering@mtc.md URL: www.aircatering.md
	Aeroport Handling S.R.L. Certified to provide above service 1, 2, 4, 5, 6, 7 and 11 2 x De-anti-icing units with approved Type I, II De-anti-icing fluids Tel:+ 373 22 52 54 55 (H24), + 373 22 39 05 05 (H24), + 373 22 52 59 99 Fax:+ 373 22 52 57 96 (H24), + 373 22 52 51 14 SITA:KIVDAXH, KIVOPXH AFS:LUKKYYH

Email: operations@handling.md URL: http://www.handling.md	
MGH GROUND HANDLING SRL	
Certified to provide following services 1, 2, 4, 5, 6, 7 and 11;	
De-Anti Icing Unit with approved Type I, II, and IV De-Anti Icing fluids;	
Tel:+ 373 22 52 40 69 (H24)	
Fax:+ 373 22 52 40 69 (H24)	
SITA:KIVWW8X	
Email: dispatcher@mghandling.com	
Email: office@mghandling.com	
URL: http://www.mghandling.com	
LUKOIL - Moldova S.R.L.	
Certified to provide above service 8	
Tel:+ 373 22 52 54 64, + 373 22 52 59 71	
Fax:+ 373 22 52 54 64	
Email: aero@lucoil.md	
URL: http://www.lukoil.md/	

LUKK AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD and in the city
2	Restaurants	In the city
3	Transportation	Buses: 0400-1900
		Taxis: H24
		Route Taxis: 0400-1900
4	Medical facilities	First aid at AD Hospitals in the city
5	Bank and Post Office	At AD and in the city
6	Tourist Office	At AD and in the city
7	Remarks	NIL

LUKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

AD category	Within AD HR: CAT A7
1 for fire	

fighting	
2 Rescue equipment	AVBL
3 Capability for removal of disabled aircraft	Rope set, 3 skis, trailer with sleepers
4 Remarks	The additional civil aviation and municipal fire fighting facilities, municipal ambulances, police intervention in case of need.

LUKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1 Types of clearing equipment	1 thermal machine TM - 59, 2 Spreaders for solid RMG - 4B, 2 wheeled tractors VALTRA, 1 grader, 2 front loaders, 4 Jet Sweepers Type CGS 914 Super II, 1 Snow Clearing Machine SUPRA - 4001, 1 combined liquid and solid spreader, 1 aerodrome vacuum cleaner, 1 Snow Clearing machine ROLBA 1500.
2 Clearance priorities	1. RWY, TWY's B1, B2, E, C1, D (between TWY's C1 and E), Apron, ILS Zone and access road from fire station 2. TWY D (between TWY's E and B1), TWY A2, parking positions 3. TWY C2, cargo apron, roads
3 Remarks	Information on Snow Clearance Published from NOV to APR in SNOWTAM. See also the Snow Plan in Section AD 1.2.2

LUKK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

	Surface: ASPH Strength:
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1	Apron surface and strength	Stands Nr. 1, 2, 3, 4, 5, 7 PCN 26/F/C/W/T Stands Nr. 9 - 29, 31, 33 PCN 23/F/C/W/T Stands Nr. 38 (Apron Cargo) PCN 21/F/C/W/T Stands Nr. 1M-9M,5N PCN 16/F/C/W/T
2	Taxiway width, surface and strength	TWY Width: Surface: Strength: D 42M ASPH PCN 49/F/C/W/T A2 31M ASPH PCN 16/F/C/W/T C2 21M ASPH PCN 27/F/D/W/T E 21M ASPH PCN 57/F/A/W/T B2 21M ASPH PCN 24/F/D/W/T A1 22M CONC PCN 28/R/C/W/T B1 22M CONC PCN 53/R/C/W/T C1 22M CONC PCN 57/R/C/W/T
3	Altimeter checkpoint location and elevation	See Chart AD 2 LUKK 2-7-1
4	VOR checkpoints	NIL
5	INS checkpoints	See Chart AD 2 LUKK 2-7-1
6	Remarks	TWY A1 shoulder 5M TWY B1 shoulder 5M TWY C1 shoulder 5M TWY C2 shoulder 5M TWY E shoulder 5M TWY B2 shoulder 5M See Chart AD 2 LUKK 2-7-1

LUKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

LJKK AD 2.9 SURFACE MOVEMENT GUIDANCE						
Obstacle Designation	Obstacle type	Obstacle position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks	
1 and Visual	Obstacle type <td>Obstacle position<td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td></td>	Obstacle position <td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td>	ELEV / HGT (FT) <td>Markings/ Type, Colour<td>Remarks</td></td>	Markings/ Type, Colour <td>Remarks</td>	Remarks	
2	Obstacle type <td>Obstacle position<td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td></td>	Obstacle position <td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td>	ELEV / HGT (FT) <td>Markings/ Type, Colour<td>Remarks</td></td>	Markings/ Type, Colour <td>Remarks</td>	Remarks	
3	Obstacle type <td>Obstacle position<td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td></td>	Obstacle position <td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td>	ELEV / HGT (FT) <td>Markings/ Type, Colour<td>Remarks</td></td>	Markings/ Type, Colour <td>Remarks</td>	Remarks	
4	Obstacle type <td>Obstacle position<td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td></td>	Obstacle position <td>ELEV / HGT (FT)<td>Markings/ Type, Colour<td>Remarks</td></td></td>	ELEV / HGT (FT) <td>Markings/ Type, Colour<td>Remarks</td></td>	Markings/ Type, Colour <td>Remarks</td>	Remarks	

LUKK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0001	TOWER	470002.4N 0284833.8E	1319 / NIL	LGTD/ R	TV TOWER TELECENTRU
OBLUKK0003	STACK	470052.0N 0285340.6E	909 / NIL	LGTD/ R	
OBLUKK0004	STACK	465933.7N 0284922.1E	892 / NIL	LGTD/ R	
OBLUKK0005	TOWER	465015.3N 0290357.9E	922 / NIL	LGTD/ R	MOLDCELL
OBLUKK0006	STACK	470144.3N 0285338.4E	886 / NIL	LGTD/ R	

In Area 2						
OBST ID/ Designation	OBST type	OBST position	ELEV /HGT (FT)	Markings/ Type, Colour	Remarks	
a	b	c	d	e	f	
OBLUKK0007	TOWER	465418.5N 0284651.3E	863 / NIL	NIL	MOLDTELECOM	
OBLUKK0008	TOWER	465415.5N 0284655.6E	892 / NIL	LGTD/ R	ORANGE	
OBLUKK0009	TOWER	465317.4N 0284602.6E	781 / NIL	NIL	MOLDCELL	
OBLUKK0010	TOWER	465659.4N 0284847.2E	824 / NIL	NIL		
OBLUKK0011	TOWER	465709.2N 0284945.4E	840 / NIL	NIL	MOLDCELL	
OBLUKK0012	BUILDING	465936.8N 0284901.5E	810 / NIL	NIL		
OBLUKK0014	STACK	465844.0N 0284633.3E	797 / NIL	LGTD/ R		
OBLUKK0016	NATURAL_HIGHPOINT	465128.4N 0290158.6E	784 / NIL	NIL		
OBLUKK0017	GENERAL_UTILITY	465249.7N 0285241.2E	781 / NIL	NIL		
OBLUKK0021	TOWER	465837.4N 0285046.2E	781 / NIL	NIL		
OBLUKK0022	POLE	465303.5N 0285223.9E	742 / NIL	NIL		
OBLUKK0029	BUILDING	470051.6N 0290116.7E	804 / NIL	NIL		
OBLUKK0030	TOWER	465952.7N 0284831.7E	840 / NIL	NIL		
OBLUKK0031	TOWER	465946.9N 0284703.6E	814 / NIL	NIL		

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV /HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0035	POLE	465243.0N 0285435.4E	728 / NIL	NIL	
OBLUKK0051	POLE	465301.8N 0285123.1E	817 / NIL	NIL	
OBLUKK0054	STACK	465817.9N 0285458.3E	702 / NIL	LGTD/ R	
OBLUKK0056	POLE	465241.7N 0290112.4E	834 / NIL	NIL	
OBLUKK0062	POLE	465702.9N 0285207.0E	709 / NIL	NIL	
OBLUKK0063	POLE	465720.3N 0285200.0E	692 / NIL	NIL	
OBLUKK0097	POLE	465701.8N 0285157.5E	682 / NIL	NIL	
OBLUKK0098	BUILDING	465939.1N 0284927.5E	797 / NIL	NIL	
OBLUKK0101	TOWER	465957.8N 0284843.2E	837 / NIL	NIL	
OBLUKK0103	BUILDING	465943.5N 0284710.0E	804 / NIL	NIL	
OBLUKK0105	POLE	465937.9N 0284751.7E	807 / NIL	NIL	
OBLUKK0106	POLE	465943.9N 0284748.6E	791 / NIL	NIL	
OBLUKK0109	POLE	465908.8N 0284802.1E	787 / NIL	NIL	
OBLUKK0117	STACK	470146.3N 0285338.0E	1030 / NIL	LGTD/ R	

In Area 2						
OBST ID/ Designation	OBST type	OBST position	ELEV /HGT (FT)	Markings/ Type, Colour	Remarks	
a	b	c	d	e	f	
OBLUKK0126	TOWER	465656.9N 0285320.5E	620 / NIL	NIL		
OBLUKK0134	POLE	465308.7N 0285819.8E	643 / NIL	NIL		
OBLUKK0135	NATURAL_HIGHPOINT	465823.5N 0285722.1E	620 / NIL	NIL		
OBLUKK0136	NATURAL_HIGHPOINT	465643.8N 0285232.0E	620 / NIL	NIL		
OBLUKK0139	TOWER	465657.6N 0285321.7E	617 / NIL	NIL		
OBLUKK0141	POLE	465719.5N 0285230.5E	617 / NIL	NIL		
OBLUKK0148	NATURAL_HIGHPOINT	465642.1N 0285325.5E	594 / NIL	NIL		
OBLUKK0154	NATURAL_HIGHPOINT	465645.4N 0285252.1E	591 / NIL	NIL		
OBLUKK0155	NATURAL_HIGHPOINT	465403.4N 0285803.5E	591 / NIL	NIL		
OBLUKK0159	POLE	465326.5N 0285903.0E	587 / NIL	NIL		
OBLUKK0160	GENERAL_UTILITY	465344.5N 0285220.2E	607 / NIL	NIL		
OBLUKK0164	ANTENNA	465642.2N 0285525.2E	518 / NIL	NIL		
OBLUKK0165	TOWER	465633.5N 0285524.6E	472 / NIL	NIL		
OBLUKK0171	GENERAL_UTILITY	465535.5N 0285448.2E	420 / NIL	LGTD/ R	DKP12 WMS	

In Area 2						
OBST ID/ Designation	OBST type	OBST position	ELEV /HGT (FT)	Markings/ Type, Colour	Remarks	
a	b	c	d	e	f	
OBLUKK0172	RADAR	465534.7N 0285601.6E	391 / NIL	LGTD/ R	404FT FRANGIBLE. ALENIA RADAR	
OBLUKK0173	GENERAL_UTILITY	465534.2N 0285447.0E	420 / NIL	LGTD/ R	M63 MAST WMS	
OBLUKK0175	ANTENNA	465536.2N 0285331.1E	453 / NIL	NIL		
OBLUKK0180	POLE	465729.9N 0285326.2E	528 / NIL	NIL		
OBLUKK0181	POLE	465730.9N 0285326.2E	528 / NIL	NIL		
OBLUKK0183	ANTENNA	470343.3N 0290056.3E	577 / NIL	NIL		
OBLUKK0185	TOWER	465615.8N 0285530.1E	456 / NIL	NIL		
OBLUKK0192	ANTENNA	465537.6N 0285415.9E	407 / NIL	LGTD/ R	ANTENNA LLZ26 R	
OBLUKK0200	GENERAL_UTILITY	465535.8N 0285416.0E	407 / NIL	LGTD/ R	SHELTER LLZ26	
OBLUKK0201	ANTENNA	465538.2N 0285420.1E	403 / NIL	LGTD/ R	MONITOR LLZ26	
OBLUKK0210	POLE	465736.1N 0285245.6E	610 / NIL	NIL		
OBLUKK0211	POLE	465742.9N 0285345.5E	456 / NIL	NIL		
OBLUKK0215	TOWER	465353.2N 0285438.6E	515 / NIL	NIL	ORANGE	
OBLUKK0216	TANK	465402.4N 0285242.2E	502 / NIL	NIL		

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV /HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0227	BUILDING	465632.1N 0285519.3E	469 / NIL	NIL	
OBLUKK0228	TOWER	465612.3N 0285514.1E	479 / NIL	NIL	
OBLUKK0229	TOWER	465613.3N 0285510.8E	486 / NIL	NIL	
OBLUKK0230	TOWER	465614.3N 0285514.3E	486 / NIL	NIL	
OBLUKK0231	TANK	465553.0N 0285405.3E	564 / NIL	NIL	
OBLUKK0232	TANK	465552.6N 0285415.5E	564 / NIL	NIL	
OBLUKK0251	POLE	465612.2N 0285506.0E	463 / NIL	NIL	
OBLUKK0270	TOWER	465419.3N 0285823.5E	456 / NIL	LGTD/ R	
OBLUKK0274	TOWER	465404.4N 0285803.6E	630 / NIL	LGTD/ R	ORANGE
OBLUKK0277	TOWER	465934.7N 0284714.0E	843 / NIL	NIL	ORANGE
OBLUKK0278	TOWER	465850.9N 0284621.0E	847 / NIL	NIL	ORANGE
OBLUKK0315	TOWER	465934.0N 0284923.0E	883 / NIL	NIL	EVENTIS
OBLUKK0320	TOWER	465946.0N 0284705.0E	781 / NIL	NIL	EVENTIS
OBLUKK0331	TOWER	470004.1N 0284836.2E	1234 / NIL	NIL	EVENTIS

In Area 3				In Area 2			
OBST ID/ Designation	OBST type	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks	
a	b	b	c	d	c e d	f e f	
OBLUKK0338	RADAR			465615.9N 0285344.7E	584 / NIL	597FT FRANGIBLE. THALES RADAR	
OBLUKK0339	TOWER			465612.3N 0285552.1E	482 / NIL		
OBLUKK0361	ANTENNA			465534.6N 0285444.3E	410 / NIL	417FT FRANGIBLE. BUILDING SKP26	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0167	POLE	465607.4N 0285522.0E	458.0 / NIL	LGTD/ R	
OBLUKK0184	POLE	465610.1N 0285530.3E	454.1 / NIL	LGTD/ R	
OBLUKK0188	POLE	465607.5N 0285508.9E	516.1 / NIL	LGTD/ R	
OBLUKK0189	POLE	465603.7N 0285521.9E	455.1 / NIL	LGTD/ R	
OBLUKK0202	POLE	465605.6N 0285505.6E	451.8 / NIL	LGTD/ R	
OBLUKK0225	BUILDING	465607.4N 0285526.6E	461.0 / NIL	NIL	
OBLUKK0260	POLE	465601.4N 0285511.3E	459.0 / NIL	LGTD/ R	

LUKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	CHISINAU
2	Hours of service MET Office outside hours	H24 —
3	Office responsible for TAF preparation Periods of validity	CHISINAU 24HR
4	Trend forecast Interval of issuance	TREND 0.5HR
5	Briefing/consultation provided	MET Staff consultation (English, Russian languages)
6	Flight documentation Language(s) used	ICAO standard (WAF C produces) English
7	Charts and other information available for briefing or consultation	Surface analysis, AT850 AT700 AT500 AT400 AT300 AT200, Satellite Images, Radar Images
8	Supplementary equipment available for providing information	Weather displays by AWOS, byPhone: +373 22 50 29 23
9	ATS units provided with information	ACC, APP, TWR, ARO, Briefing Office
10	Additional information (limitation of service, etc.)	Aeronautical Terminal Information Service (ATIS – broadcast) FREQ – 125.225MHZ, hours of service: – H24. English language. Auto Answer (for listening ATIS by the phone): Phone: +373 22 50 29 22 Phone: +373 22 52 54 22

Slope of RWY-SWY	SWY dimensions (M)	The visibility and runway visual thresholds are the same as the dimensions of the RWY and reference to the RWY only			THR and
Designations RWY NR	8 Dimensions of RWY (M)		10 coordinates highest RWY end elevation coordinates of TDZ		THR and
	TRUE BRG	surface of RWY and SWY (PCN)	surface of RWY and SWY (PCN)	THR geoid undulation coordinates RWY end elevation coordinates of TDZ	
Designations RWY NR	Dimensions of RWY (M)		surface of RWY and SWY	THR geoid undulation coordinates RWY end elevation coordinates of TDZ	THR and
	TRUE BRG	surface of RWY (M)	surface of RWY and SWY	THR geoid undulation coordinates RWY end elevation coordinates of TDZ	
1	2	3	4	5	6
08	088.29°	3590 x 45	51 R/C/W/T CONC	465538.34N 0285426.51E - GUND 102.1FT	THR 399.0FT TDZ 399.0FT
26	268.33°	3590 x 45	51 R/C/W/T CONC	465541.77N 0285716.14E - GUND 101.7FT	THR 279.5FT TDZ 303.3FT

12 RUNWAY PHYSICAL CHARACTERISTICS

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
0.01 (1%)	NIL	NIL	3710 x 235	AVBL	The exploitation of

LUKK AD 2.13 DECLARED DISTANCES

LUKK AD 2.14 APPROACH AND RUNWAY LIGHTING

<http://www.ead.eurocontrol.int/eadbasic/ea/s-5394/5E839CDC01567362C12DF020405F/SEG7WV2U5K3RW/EN/2016-10-13-AIRAC/html/index.html?show=eAIP/LU-AD-0.2-en-GB.html>

RWY Designator	APCH LGT type, LEN, INTST	THR LGT colour, WBAR	VASIS, (MEHT), PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, WBAR INTST	RWY End LGT LEN, colour	SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
26	CAT - I 899M LIHv	Are installed at all width	PAPI LEFT/3°(56FT)	NIL	3590M 14-15M WHI	3590M 58M WHI	RED	NIL
10. Remarks: GRN LIL LIHiv i. First crossbar is installed at a distance of 290M, second crossbar is installed at a distance of 145M from the RWY THR. Side row barrettes are installed at a distance of 261M from the RWY THR. RWY 08 APCH LGT masts, height up to 25 meters (from 1 to 8), are installed with down-slope direction 1:40. Top part (12 meters) all of above mentioned masts is not brittle. ii. The longitudinal spacing between pairs of barrettes is 29M. iii. WHITE from the THR to the point 884M from the RWY end; Alternate RED and variable WHITE from 884M to 304M from the RWY end; and RED from 304M to the RWY end. iv. Section of the lights 580M at the remote end of the RWY from the end at which the take-off run is started are YELLOW. v. Lights forming a crossbar are installed at a distance of 310M from the RWY THR. Light No.8 of precision approach CAT I lighting system is missing. RWY 26 APCH LGT masts, height up to 45 meters (from 1 to 20), are installed with down-slope direction 1:40. Top part (12 meters) all of above mentioned masts is not brittle.								

LUK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

ABN/IBN location, 1 characteristics and hours of operation	NIL
LDI location and LGT	

2	Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	NIL
4	Secondary power supply/switch-overtime	4 electric power system ASDA-200 Start-up time 15 SEC Switch-over time for secondary power 1 SEC
5	Remarks	NIL

LUKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	AVIASAN 1: 465602.43N 0285523.18E 102FT AVIASAN 2: 465602.04N 0285528.95E 102FT
2	TLOF and/or FATO elevation M/FT	AVIASAN 1: 339FT AVIASAN 2: 332FT
3	TLOF and FATO area dimensions, surface, strength, marking	AVIASAN 1: 22M x 10M, ASPH, 3.6 tonnes, NIL. AVIASAN 2: 20M x 30M, ASPH, 3.6 tonnes, NIL.
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Approved for emergency-rescue and ambulance flights only.

LUKK AD 2.17 ATS AIRSPACE

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Designation	CHISINAU CTR	Hours of operation	Remarks
Designational limits	465925N 0284420E - 465925N 0284420E	0800-1800	EN
Vertical limits	SFC to 2500 FT ALT		
Airspace classification	C		
ATS unit call sign Language(s)	CHISINAU TOWER EN (See GEN 3.4, item 3.4)		
Transition altitude	4000FT		
Hours of applicability	H24		
7 Remarks	NIL		

LUKK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
ATIS	CHISINAU ATIS	125.225MHZ	H24	Broadcast Language: EN
APP	CHISINAU APPROACH	133.300MHZ 121.500MHZ 129.725MHZ	H24	Primary frequency Emergency frequency Alternate frequency

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	Call sign	Channel	Hours of operation	Remarks
1	2	3	4	5
2	1	Frequency	Hours of operation	Position of transmitting antenna coordinates
3	2	Frequency	Hours of operation	Elevation of DME transmitting antenna
4	3	Frequency	Hours of operation	Emergency frequency
5	4	Frequency	Hours of operation	Alternate frequency
6	5	Frequency	Hours of operation	Flight regularity messages
7	6	Frequency	Hours of operation	Remarks

LUKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
CHISINAU DVOR/DME (6°E / 2012)	KIV	113.700MHZ CH84X	H24	465533.7N 0285416.2E	400FT	Designated Operational Coverage 200NM, FL400. FRA Relevance - (I).

Type of aid, MAG V.A.R., Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS (CAT II)						
LOC 08 (6°E / 2012)	IRG	110.300MHZ	H24	465542.0N 0285728.3E		Location: 258M East of THR 26, on RWY Centre Line.
GP 08		335.000MHZ	H24	465535.1N 0285443.3E		Glide Path Angle 3.0°. RDH 51FT. Usable up to 10 NM in the Area 8° South to 8° North of Approach Base Line.
DME 08	IRG	CH40X	H24	465535.1N 0285443.3E	400FT	DME Facility Instead of Marker. DME Coverage up to 15 NM in the Area +/- 35° from Approach Base Line.

Type of aid, MAG V.A.R., Type of supported OPS (for VOR/ILS/MLS, give declination)	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS (CAT I)						
LOC 26 (6°E / 2012)	ILD	109.900MHZ	H24	465538.1N 0285415.9E		Location: 225M West of THR 08, on RWY Centre Line.
GP 26		333.800MHZ	H24	465538.0N 0285704.4E		Glide Path Angle 3.0°. RDH 51 FT. Usable up to 10 NM in the Area 8° South to 8° North of Approach Base Line.
DME 26	ILD	CH36X	H24	465538.0N 0285704.4E	300FT	DME Facility Instead of Marker. DME Coverage up to 15 NM in the Area +/- 35° from Approach Base Line.

LUKK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. AIRCRAFT MARSHALLING PROCEDURES.

General.

For aircraft marshalling on ground the 'FOLLOW ME' car is available at CHISINAU / International as follows:

- a. mandatory - during ACFT ground movement in low visibility operations;
- b. mandatory for flights with status HEAD/OFFICIAL DELEGATION;
- c. mandatory in safety reasons for all flights;
- d. available on crew request.

Charges.

Basis of assessment: Number of operations.

Unit rate:

- EUR 25 / one operation (for scheduled flights);
- EUR 50 / one operation (for non-scheduled flights);

Rules of application:

- ACFT leading from RWY to parking position (one operation); and
- ACFT leading from parking position to the RWY for take-off (one operation).

LUKK 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.

LUKK AD 2.22 FLIGHT PROCEDURES

1. PROCEDURE FOR IFR FLIGHTS WITHIN CHISINAU TMA.

1.1 Inbound traffic.

1.1.1 Radar vectoring.

Radar vectoring for arriving traffic is executed by the CHISINAU APP, ACC units according to the requirements of Doc 4444 ATM/501 and Doc 8168 PANS-OPS.

Radar vectoring is executed for instrumental approach RWY 08/26 for glide path entering altitude (FAP/FAF) 2500FT. Aircraft vectored for final approach will be given a heading or a series of headings calculated to close with the final approach track. The final vector shall enable the aircraft to be established in level flight on the final approach track 1.5NM prior to FAP/FAF RWY 08/26 and should normally provide an intercept angle with final approach track of 30 degrees (maximum angle 45 degrees).

2. VISUAL APPROACH PROCEDURE.

2.1 Aircraft is considered to request ATC clearance for a visual approach if reporting "Field in sight", "RWY (lights) in sight" or "Visual".

2.2 Visual approach is not authorized from sunset till sunrise for aircraft not equipped by transponder mode A, C, or in case of transponder failure. Same limitation is applicable in case of secondary surveillance radar is out of operation.

3. LOW VISIBILITY PROCEDURES.

3.1 Runways and associated equipment.

3.1.1 RWY 08 is equipped with ILS/DME and approved for CAT II operations. CAT II operations are not approved for RWY 26.

3.2 Criteria for the initiation and termination of LVP and CAT II operations.

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

3.2.2 The LVP operations phase will be commenced when the RVR falls to 550M and less, or the ceiling is at or below 200FT.

3.2.3 The LVP will be terminated when RVR is greater than 550M and ceiling is greater than 200FT, at least for a 30MIN period and a continuing improvement in these conditions is expected, and/or when technical failure of involved ground equipment will be reported as per CAA approved Low Visibility Procedure.

3.3 Description of ground marking and lighting.

3.3.1 Runway exit for RWY 08 is marked with yellow taxiway centre line and blue taxiway edge lights.

3.3.2 Aircraft landing on RWY 08 must vacate only via TWY B1. After RWY vacated, the aircraft should taxi via TWY B1 to leave the ILS sensitive area free. ILS sensitive area boundary is marked by sign: LOCATION/RUNWAY VACATED.

3.4 Description of LVP.

- Pilots will be informed by Air Traffic Controllers when LVP are in operation or must be terminated with following expressions: "LOW VISIBILITY PROCEDURES IN FORCE" or "LOW VISIBILITY PROCEDURES CANCELLED".
- Pilots must request an ILS/DME CAT II approach for RWY 08 on first contact with LUKK Approach.
- Aircraft will be vectored to intercept the ILS/DME at least 13NM from touchdown.
- The ILS localizer sensitive area will be protected when an ILS landing aircraft is within 4NM from touchdown. ATC will provide suitable spacing between aircraft on final approach to achieve this objective.

3.4.1 During LVP the following standard taxi routes are established:

Landing RWY 08:

For all types of aircraft TWY B1 and TWY B2 to the parking position.

Departure RWY 08:

- a. Aircraft with Wing Span more than 30 meters: from parking position via TWY B2, TWY D, TWY C1.
- b. Aircraft with Wing Span less than 30 meters from parking position via TWY E, TWY D, TWY C1.

Departure RWY 26:

For all types of aircraft from parking position via TWY B2 and TWY B1.

Note: Towing available by request.

3.5 Ground movement restrictions.

3.5.1 Aircraft movements on maneuvering area to/from RWY 08/26 should use standard taxi routes only.

3.5.2 During LVP in force, taxiing of departing aircraft is restricted to one movement at a time.

3.5.3 During LVP in force, operation of vehicles on the maneuvering area is permitted only after approval received from TWR controller.

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

3.6 Communication failure.

3.6.1 Aircraft shall adhere to the procedure stipulated in Annex 2 (Rules of the Air) and in Doc 7030.

3.6.2 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 runway-in-use.

3.6.3 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.

3.6.4 If communication failure occurs when approach clearance is received the pilot proceeds in accordance with the published approach procedures.

3.6.5 If communication failure occurs during a missed approach the pilot proceeds according to AD_2_LUKK_4-1-1 to AD_2_LUKK_4-2-6, completes at least one holding pattern at 3000FT, then commences an approach for landing in accordance with the approach procedures.

3.6.6 During RCF pilots should monitor emergency FREQ 121.500MHZ and KIV DVOR/DME FREQ 113.700MHZ for ATC blind transmissions.

3.6.7 LUKK ATC Signal Light Gun is available with range 4NM. All signals in case of radio failure are provided in accordance with ICAO Annex 2 (Appendix 1).

4. MISCELLANEOUS INFORMATION.

During the significant changes of the surface conditions of RWY in the heavy rain/snow and transition of outside temperature below zero, the crews shall expect delay due to measurement of breaking actions on the RWY. Additional information regarding the RWY surface will be provided by ATC unit.

LUKK AD 2.23 ADDITIONAL INFORMATION

Bird concentrations in the vicinity of the airport.

The take-off and landing area is under evening movement of rooks, birds of prey, storks and swallows from the fields to the settlements Airport and Codru for the night time spending. In the morning the same activity takes place in the opposite direction. Their routs partially are altered, depending on weather conditions, but generally remain constants. Intensive activity of flocks proceeds about 1 hour in the morning since rather good visibility and 1 hour before twilight. At this time thousands of birds fly the take-off and landing area at altitudes up to 150M. The western region of the airport especially is ornithological unfavourable.

As far as practicable, Aerodrome Control will inform pilots of this 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 playing back of distress calls from tape together with the firing of shell crackers, supplemented by scaring the birds away using the ammunition or signal rockets. Modifications of the environment are under way to reduce, if not eliminate, the hazard. They comprise better methods of garbage disposal and drainage, elimination of hedge and ground cover and cessation of farming activity.

Recommendations for pilots concerning bird/wildlife hazards on or in the vicinity of the CHISINAU International Airport.

- a. The most dangerous time interval is from June till November. It includes post nested period (second decade of July - August) and migration period (September - November).
- b. According to the confirmed bird/wildlife strike statistics, the most dangerous, in annual scale, period is July-August - 87% from all confirmed bird/wildlife strikes.
- c. According to the analysis of prevention cases of bird/wildlife influence on flight safety the peak months of bird/wildlife activity are September - October (41%).
- d. According to allocation of confirmed bird/wildlife strikes the most dangerous time intervals are:
 - 07:30 - 11:00 - 36%;
 - 13:00 - 18:00 - 26%;
 - 18:30 - 20:00 - 25%;
 - 00:00 - 01:00 - 12%.
- e. Main directions of bird migration through the airport territory are northern and southwest.
- f. More dangerous is magnetic course 082° - 68% of all bird/wildlife strikes.
- g. The most dangerous bird/wildlife on or in the vicinity of an airdrome are: swallows, crows and rooks, among mammals-dogs and foxes.
- h. For more detailed information refer to NOTAMs;
- i. Information on all events, connected with bird/wildlife influence on flight safety, is recommended to transmit to airport operational division (24H):

Callsign:










CHISINAU Apron (131,7MHZ)










Operational manager:

Tel: + 37379930481

or (if more detailed) to airport safety division:

LUKK AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
AD-2.LUKK_2-5-1_Aerodrome_Chart-ICAO	 ./graphics/eAIP/4372145 LU AD 2 LUKK 2-5-1 EN.pdf
AD-2.LUKK_2-7-1_Aerodrome_Aircraft_Parking_and_Ground_Movement_Chart-ICAO	 ./graphics/eAIP/4372144 LU AD 2 LUKK 2-7-1 EN.pdf
AD-2.LUKK_2-13-1_Aerodrome_Obstacle_Chart-ICAO_Type_A	 ./graphics/eAIP/4024304 LU AD 2 LUKK 2-13-1 EN.pdf
AD-2.LUKK_2-15-1_Precision_Approach_Terrain_Chart-ICAO_RWY_08	 ./graphics/eAIP/3723229 LU AD 2 LUKK 2-15-1 EN.pdf
AD-2.LUKK_3-1-1_Standard_Arrival_Chart-Instrument_STAR-ICAO_RWY_08	 ./graphics/eAIP/3918047 LU AD 2 LUKK 3-1-1 EN.pdf
AD-2.LUKK_3-1-3_Standard_Arrival_Chart-Instrument_STAR-ICAO_RWY_26	 ./graphics/eAIP/3918045 LU AD 2 LUKK 3-1-3 EN.pdf
AD-2.LUKK_4-1-1_Instrument_Approach_Chart-ICAO_ILS_CAT_I_and_II_RWY_08	 ./graphics/eAIP/4372147 LU AD 2 LUKK 4-1-1 EN.pdf
AD-2.LUKK_4-1-3_Instrument_Approach_Chart-ICAO_LOC_RWY_08	 ./graphics/eAIP/4372151 LU AD 2 LUKK 4-1-3 EN.pdf
AD-2.LUKK_4-1-5_Instrument_Approach_Chart-ICAO_VOR_DME_RWY_08	 ./graphics/eAIP/4372149 LU AD 2 LUKK 4-1-5 EN.pdf
AD-2.LUKK_4-2-1_Instrument_Approach_Chart-ICAO_ILS_CAT_I_RWY_26	

Name	Page
AD-2.LUKK_4-2-3_Instrument_Approach_Chart-ICAO_LOC_RWY_26	 ../graphics/eAIP/4372148 LU AD 2 LUKK 4-2-1 EN.pdf
AD-2.LUKK_4-2-5_Instrument_Approach_Chart-ICAO_VOR_DME_RWY_26	 ../graphics/eAIP/4372152 LU AD 2 LUKK 4-2-3 EN.pdf
AD-2.LUKK_4-3-1_Instrument_Approach_Chart-ICAO_RNAV_GPS_RWY_08	 ../graphics/eAIP/4372150 LU AD 2 LUKK 4-2-5 EN.pdf
AD-2.LUKK_4-3-3_Instrument_Approach_Chart-ICAO_RNAV_GPS_RWY_26	 ../graphics/eAIP/4372146 LU AD 2 LUKK 4-3-1 en.pdf
AD-2.LUKK_5-1-1_Standard_Departure_Chart-Instrument_SID-ICAO_RWY_08	 ../graphics/eAIP/4372153 LU AD 2 LUKK 4-3-3 en.pdf
AD-2.LUKK_5-1-3_Standard_Departure_Chart-Instrument_SID-ICAO_RWY_26	 ../graphics/eAIP/3961681 LU AD 2 LUKK 5-1-1 EN.pdf
AD-2.LUKK_6-1-1_Visual_Approach_Chart-ICAO	 ../graphics/eAIP/3991447 LU AD 2 LUKK 5-1-3 EN.pdf
AD-2.LUKK_7-1-1_Bird_Concentration_and_Movements	 ../graphics/eAIP/4087358 LU AD 2 LUKK 6-1-1 EN.pdf
	 ../graphics/eAIP/3753337 LU AD 2 LUKK 7-1-1 EN.pdf