

**AD 2 AERODROMES****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	465540N 0285551E 1795M from THR RWY 08
2	Direction and distance from (city)	120°, 13KM (7.0NM) from CHISINAU city center
3	Elevation/Reference temperature	399FT / 28.9°C
4	Geoid undulation at AD ELEV PSN	102FT
5	MAG VAR/Annual Change	7°E (2020) / 0.12° 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 Phone: + 373 22 52 60 60 Fax: + 373 22 52 60 87 SITA: KIVZXXH AFS: LUKKZXZX 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 3 tones
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2	Fuel/oil types	Fuel types: TS-1, RT (GOST 10227-86) JET A-1 (DEF STAN 91-91/Issue 10; ASTM D 1655-18a)
3	Fuelling facilities/capacity	2 refueling tanker vehicles by 20000L 1 refueling tanker vehicle by 25000L 1 refueling tanker vehicle by 30000L Refueling flow rates - 400-1200L/min 1 defueling tanker vehicle by 2193L.
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 is mandatory for all types of flight.
<b>Ground handling services available at AD in accordance with national regulations:</b>		
1.	Representation and Accommodation	8. Fuel
2.	Load control, Communications and DCS	9. Aircraft Maintenance
3.	-	10. Flight Operations and Crew Administration
4.	Passengers and Baggage	11. Surface Transport
5.	Cargo and Post Office Mail	12. Catering Services
6.	Ramp	13. Supervision and Administration
7.	Aircraft Servicing	14. Security
<b>Ground handling companies:</b>		
<b>S.R.L. "AVIA INVEST"</b> Certified to provide above services 5, 6 and 11 Phone: + 373 22 52 44 59 Fax: + 373 22 52 60 76 SITA: KIVZXXH AFS: LUKKZXZX Email: ops@airport.md		
<b>AEROFOOD S.R.L.</b> Certified to provide above service 12 Phone: + 373 22 81 48 27, + 373 22 52 54 63 Mob: + 373 69802069, + 373 60182999 Email: orders@aircatering.md		
<b>Aeroport Handling S.R.L.</b> Certified to provide above services 1, 2, 4, 5, 6, 7 and 11, 3 x De/Anti-icing units with approved Type I, II De/Anti-icing fluids Phone: + 373 22 52 54 55 (H24), + 373 22 52 59 99 Mob: + 373 78390505 (H24) Fax: + 373 22 52 57 96 (H24), + 373 22 52 51 14 SITA: KIVDAXH, KIVOPXH Email: ops@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 and II De/Anti-icing fluids

Phone: + 373 22 52 40 69 (H24)

Mob:+ 373 79942448 (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

Phone: + 373 22 52 54 64, + 373 22 52 59 71

Fax: + 373 22 52 54 64

Email: aero@lukoil.md

URL: http://www.lukoil.md/

**LUKK AD 2.5 PASSENGER FACILITIES**

1	<b>Hotels</b>	In the city
2	<b>Restaurants</b>	At AD and in the city
3	<b>Transportation</b>	Taxi, bus, trolley bus, rent a car.
4	<b>Medical facilities</b>	First aid at AD Hospitals in the city
5	<b>Bank and Post Office</b>	Bank: at AD and in the city Post Office: in the city
6	<b>Tourist Office</b>	In the city
7	<b>Remarks</b>	NIL

**LUKK AD 2.6 RESCUE AND FIREFIGHTING SERVICES**

1	<b>AD category for fire fighting</b>	H24, CAT A7
2	<b>Rescue equipment</b>	AVBL
3	<b>Capability for removal of disabled aircraft</b>	On request by external companies. Contact details of the aerodrome coordinator for the removal of disabled aircraft: Ops Department Director Phone: + 373 78117777 Email: burduh@airport.md  Airport Ops manager (H24) Phone: + 373 79930481 Email: opsmanager@airport.md
4	<b>Remarks</b>	The additional civil aviation and municipal fire fighting facilities, municipal ambulances, police intervention in case of need.

**LUKK AD 2.7 SEASONAL AVAILABILITY - CLEARING**

<b>1</b>	<b>Types of clearing equipment</b>	2 Spreaders for solid RMG - 4B, 2 wheeled tractors VALTRA, 2 wheeled tractors T - 155, 1 grader, 2 front loaders, 4 Jet Sweepers Type CJS 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.
<b>2</b>	<b>Clearance priorities</b>	1. RWYs, TWY's B, L3, L4, L1, A1, E, C1, apron and access road from fire station, parking 2. TWY D, L2, parking № 51 – 56 3. TWY C2, cargo apron, roads.
<b>3</b>	<b>Remarks</b>	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**

<b>1</b>	<b>Apron surface and strength</b>	Surface: ASPH Strength: Stands Nr. 1, 3, 5, 7 PCN 26/F/C/W/T Stands Nr. 9-18, 20-25, 27, 29, 31, 33 PCN 23/F/C/W/T Stands Nr. 38, 38A, 38B, 38C (Apron Cargo) PCN 21/F/C/W/T Stands Nr. 2M, 4M, 5M, 7M, 9M PCN 16/F/C/W/T Stands Nr. 10M, 11M, 12M, 13M, 30, 35, 37, 39, 41 - PCN N/A. Surface: CONC Strength: Stands Nr. 51-56, 51A, 52A PCN 70/R/C/W/T			
<b>2</b>	<b>Taxiway width, surface and strength</b>	<b>TWY:</b>	<b>Width:</b>	<b>Surface:</b>	<b>Strength:</b>
		A1	23M	CONC	PCN 55/R/C/W/T
		A2	31M	ASPH	PCN 16/F/C/W/T
		B	22.5M	CONC	PCN 53/R/C/W/T
		C1	22M	CONC	PCN 57/R/C/W/T
		C2	21M	ASPH	PCN 27/F/D/W/T
		D	45M	CONC	PCN 55/R/C/W/T
		E	23M	CONC	PCN 55/R/C/W/T
		L1	23M	CONC	PCN 70/R/C/W/T
		L2	23M	CONC	PCN 70/R/C/W/T
		L3	23M	CONC	PCN 70/R/C/W/T
		L4	18M	ASPH	PCN 23/F/C/W/T
		L5	18M	ASPH	PCN 26/F/C/W/T
<b>3</b>	<b>Altimeter checkpoint location and elevation</b>	See Chart AD 2 LUKK 2-7-1.			
<b>4</b>	<b>VOR checkpoints</b>	NIL			

5	INS checkpoints	See Chart <a href="#">AD 2 LUKK 2-7-1</a>
6	Remarks	<ol style="list-style-type: none"> <li>TWY D: See also AD 2.20 TWY D slope 2,5% (347M from west)</li> <li>TWY A1 shoulder 1M TWY B shoulder 7.5M TWY B width 22.5M from 0+50 to 0+220 TWY C1 shoulder 5M TWY C2 shoulder 5M TWY E shoulder 1M TWY L1 shoulder 8M (from east) TWY L3 shoulder 8M (from west)</li> <li>See Chart <a href="#">AD 2 LUKK 2-7-1</a></li> </ol>

### LUKK 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	<b>RWY's markings:</b> Threshold, Touchdown Zone, Runway Centre Line, exit lines from the runway. <b>TWY's markings:</b> Centre Line, TWY edge, Runway and intermediate holding PSN. TWY D marking is shown in <a href="#">AD 2 LUKK 2-5-1</a> . <b>RWY 08/26 Lights:</b> RWY 08: Threshold, RWY end, TDZ, RWY edge and Centre Line. RWY 26: Threshold, RWY end, RWY edge and Centre Line. <b>RWY 09/27 Lights:</b> Threshold, RWY end, RWY edge. <b>TWY's Lights:</b> A1, D (A1-L3) Center Line. B, E, C1, D (L3-C1) TWY edge.
3	Stop bars	At TWYs E, L1, L3 - located across the taxiway distance 75m from RWY 09/27 center line.
4	Remarks	NIL

### 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 /	LGTD/R	
OBLUKK0003	STACK	470052.0N 0285340.6E	909 /	LGTD/R	
OBLUKK0004	STACK	465933.7N 0284922.1E	892 /	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
OBLUKK0006	STACK	470144.3N 0285338.4E	886 /	LGTD/R	
OBLUKK0007	TOWER	465418.5N 0284651.3E	863 /	NIL	
OBLUKK0008	TOWER	465415.5N 0284655.6E	892 /	LGTD/R	
OBLUKK0010	TOWER	465659.4N 0284847.2E	824 /	NIL	
OBLUKK0011	TOWER	465709.2N 0284945.4E	840 /	NIL	
OBLUKK0012	BUILDING	465936.8N 0284901.5E	810 /	NIL	
OBLUKK0016	NATURAL_HIGHPOINT	465128.4N 0290158.6E	784 /	NIL	
OBLUKK0017	GENERAL_UTILITY	465249.7N 0285241.2E	781 /	NIL	
OBLUKK0018	NATURAL_HIGHPOINT	465926.3N 0285014.5E	764 /	NIL	
OBLUKK0021	TOWER	465837.4N 0285046.2E	781 /	NIL	
OBLUKK0022	POLE	465303.5N 0285223.9E	742 /	NIL	
OBLUKK0024	ANTENNA	465847.8N 0285038.0E	742 /	NIL	
OBLUKK0030	TOWER	465952.7N 0284831.7E	840 /	NIL	
OBLUKK0035	POLE	465243.0N 0285435.4E	728 /	NIL	
OBLUKK0036	NATURAL_HIGHPOINT	465209.5N 0285156.9E	751 /	NIL	
OBLUKK0038	NATURAL_HIGHPOINT	465109.4N 0285922.3E	751 /	NIL	
OBLUKK0039	NATURAL_HIGHPOINT	465116.3N 0285802.1E	732 /	NIL	
OBLUKK0042	POLE	465216.9N 0285748.6E	742 /	NIL	
OBLUKK0043	POLE	465228.3N 0285338.9E	715 /	NIL	
OBLUKK0048	NATURAL_HIGHPOINT	465149.2N 0285525.4E	712 /	NIL	
OBLUKK0049	POLE	465719.0N 0284844.4E	712 /	NIL	
OBLUKK0051	POLE	465301.8N 0285123.1E	817 /	NIL	
OBLUKK0054	STACK	465817.9N 0285458.3E	702 /	LGTD/R	
OBLUKK0056	POLE	465241.7N 0290112.4E	837 /	NIL	
OBLUKK0057	POLE	465900.9N 0284957.3E	712 /	NIL	
OBLUKK0058	NATURAL_HIGHPOINT	465116.3N 0285532.0E	696 /	NIL	
OBLUKK0060	BUILDING	465848.7N 0285011.9E	699 /	NIL	
OBLUKK0062	POLE	465702.9N 0285207.0E	709 /	NIL	
OBLUKK0063	POLE	465720.3N 0285200.0E	692 /	NIL	
OBLUKK0064	TOWER	465336.1N 0284743.0E	715 /	NIL	
OBLUKK0065	NATURAL_HIGHPOINT	465140.3N 0285038.0E	722 /	NIL	
OBLUKK0069	POLE	465301.8N 0285025.2E	764 /	NIL	

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0072	NATURAL_HIGHPOINT	465315.5N 0284847.5E	712 /	NIL	
OBLUKK0073	POLE	465237.3N 0285412.2E	673 /	NIL	
OBLUKK0074	POLE	465222.6N 0285715.1E	673 /	NIL	
OBLUKK0075	POLE	465916.6N 0285801.0E	712 /	NIL	
OBLUKK0076	POLE	465907.0N 0285836.7E	699 /	NIL	
OBLUKK0077	NATURAL_HIGHPOINT	465247.8N 0290112.6E	751 /	NIL	
OBLUKK0078	TOWER	465925.7N 0285750.0E	663 /	NIL	
OBLUKK0079	TOWER	465216.7N 0285354.5E	663 /	NIL	
OBLUKK0080	NATURAL_HIGHPOINT	465313.9N 0285015.5E	689 /	NIL	
OBLUKK0087	POLE	470021.3N 0285619.0E	653 /	NIL	
OBLUKK0088	POLE	465238.0N 0285651.2E	620 /	NIL	
OBLUKK0089	POLE	465221.6N 0290414.5E	715 /	NIL	
OBLUKK0091	TANK	465127.4N 0285037.9E	738 /	NIL	
OBLUKK0092	POLE	465220.0N 0290414.2E	692 /	NIL	
OBLUKK0093	POLE	465211.8N 0285729.5E	715 /	NIL	
OBLUKK0094	BUILDING	465924.3N 0284940.8E	745 /	NIL	
OBLUKK0097	POLE	465701.8N 0285157.5E	682 /	NIL	
OBLUKK0098	BUILDING	465939.1N 0284927.5E	797 /	NIL	
OBLUKK0099	POLE	465233.4N 0285812.1E	745 /	NIL	
OBLUKK0101	TOWER	465957.8N 0284843.2E	837 /	NIL	
OBLUKK0105	POLE	465937.9N 0284751.7E	807 /	NIL	
OBLUKK0109	POLE	465908.8N 0284802.1E	787 /	NIL	
OBLUKK0117	STACK	470146.3N 0285338.0E	1030 /	LGTD/R	
OBLUKK0119	BUILDING	465837.5N 0285710.3E	610 /	NIL	
OBLUKK0126	TOWER	465656.9N 0285320.5E	620 /	NIL	
OBLUKK0127	POLE	465709.1N 0284845.7E	686 /	NIL	
OBLUKK0133	TOWER	465704.2N 0290331.9E	623 /	NIL	
OBLUKK0134	POLE	465308.7N 0285819.8E	643 /	NIL	
OBLUKK0135	NATURAL_HIGHPOINT	465823.5N 0285722.1E	620 /	NIL	
OBLUKK0136	NATURAL_HIGHPOINT	465643.8N 0285232.0E	620 /	NIL	
OBLUKK0137	TOWER	465700.6N 0290328.6E	617 /	NIL	
OBLUKK0138	POLE	465753.3N 0284925.8E	682 /	NIL	

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0139	TOWER	465657.6N 0285321.7E	617 /	NIL	
OBLUKK0141	POLE	465719.5N 0285230.5E	617 /	NIL	
OBLUKK0143	NATURAL_HIGHPOINT	465840.2N 0285718.3E	610 /	NIL	
OBLUKK0145	GENERAL_UTILITY	465407.5N 0285037.5E	614 /	NIL	
OBLUKK0148	NATURAL_HIGHPOINT	465642.1N 0285325.5E	594 /	NIL	
OBLUKK0154	NATURAL_HIGHPOINT	465645.4N 0285252.1E	591 /	NIL	
OBLUKK0155	NATURAL_HIGHPOINT	465403.4N 0285803.5E	591 /	NIL	
OBLUKK0156	GENERAL_UTILITY	465658.8N 0290155.7E	591 /	NIL	
OBLUKK0157	NATURAL_HIGHPOINT	465807.6N 0290010.1E	591 /	NIL	
OBLUKK0159	POLE	465326.5N 0285903.0E	587 /	NIL	
OBLUKK0160	GENERAL_UTILITY	465344.5N 0285220.2E	607 /	NIL	
OBLUKK0161	NATURAL_HIGHPOINT	465847.6N 0285835.0E	577 /	NIL	
OBLUKK0164	ANTENNA	465642.2N 0285525.2E	518 /	NIL	
OBLUKK0165	TOWER	465633.5N 0285524.6E	472 /	NIL	
OBLUKK0166	POLE	465616.3N 0285520.4E	440 /	NIL	
OBLUKK0168	ANTENNA	465617.6N 0285539.2E	423 /	NIL	
OBLUKK0169	POLE	465619.5N 0285520.9E	423 /	NIL	
OBLUKK0171	GENERAL_UTILITY	465535.5N 0285448.2E	420 / 33	LGTD/R	
OBLUKK0172	ANTENNA	465534.7N 0285601.6E	391 / 66	LGTD/R	404FT FRANGIBLE.
OBLUKK0173	GENERAL_UTILITY	465534.2N 0285447.0E	420 / 33	LGTD/R	
OBLUKK0175	ANTENNA	465536.2N 0285331.1E	453 /	NIL	
OBLUKK0176	TOWER	465612.5N 0285552.3E	427 /	NIL	
OBLUKK0179	NATURAL_HIGHPOINT	465527.8N 0285438.0E	417 /	NIL	
OBLUKK0185	TOWER	465615.8N 0285530.1E	456 /	NIL	
OBLUKK0190	BUILDING	465533.2N 0285445.3E	417 /	NIL	
OBLUKK0191	GENERAL_UTILITY	465537.4N 0285655.6E	312 / 33	LGTD/R	
OBLUKK0192	ANTENNA	465537.6N 0285415.9E	407 / 10	LGTD/R	ANTENNA LLZ26 R
OBLUKK0194	ANTENNA	465538.6N 0285415.9E	404 / 10	LGTD/R	
OBLUKK0195	BUILDING	465555.7N 0285642.0E	322 / 23	LGTD/R	
OBLUKK0201	ANTENNA	465538.2N 0285420.1E	403 / 6	LGTD/R	
OBLUKK0204	STACK	465634.8N 0285810.1E	404 /	LGTD/R	
OBLUKK0210	POLE	465736.1N 0285245.6E	610 /	NIL	



In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0212	POLE	465609.6N 0285512.7E	446 /	LGTD/R	
OBLUKK0214	TOWER	465613.5N 0285516.3E	427 /	NIL	
OBLUKK0218	ANTENNA	465557.2N 0285703.3E	331 / 43	LGTD/R	
OBLUKK0227	BUILDING	465632.1N 0285519.3E	469 /	NIL	
OBLUKK0228	TOWER	465612.3N 0285514.1E	479 /	NIL	
OBLUKK0229	TOWER	465613.3N 0285510.8E	486 /	NIL	
OBLUKK0230	TOWER	465614.3N 0285514.3E	486 /	NIL	
OBLUKK0239	BUILDING	465559.2N 0285702.4E	312 / 26	LGTD/R	
OBLUKK0245	POLE	465609.5N 0285514.4E	441 /	LGTD/R	
OBLUKK0249	POLE	465611.3N 0285517.5E	423 /	NIL	
OBLUKK0250	POLE	465609.6N 0285517.4E	428 /	LGTD/R	
OBLUKK0251	POLE	465612.2N 0285506.0E	463 /	NIL	
OBLUKK0256	POLE	465609.5N 0285515.8E	428 /	LGTD/R	
OBLUKK0257	BUILDING	465613.6N 0285521.2E	423 /	NIL	
OBLUKK0261	POLE	465630.8N 0285919.6E	440 /	NIL	
OBLUKK0262	POLE	465600.2N 0285543.4E	428 /	LGTD/R	
OBLUKK0263	POLE	465508.6N 0285232.2E	446 /	NIL	
OBLUKK0264	POLE	465608.2N 0285611.0E	417 /	LGTD/R	
OBLUKK0265	POLE	465608.8N 0285603.3E	415 /	LGTD/R	
OBLUKK0270	TOWER	465419.3N 0285823.5E	456 /	LGTD/R	
OBLUKK0274	TOWER	465404.4N 0285803.6E	630 /	LGTD/R	
OBLUKK0315	TOWER	465934.0N 0284923.0E	883 /	LGTD/R	
OBLUKK0317	TOWER	465828.0N 0285053.0E	643 /	LGTD/R	
OBLUKK0331	TOWER	470004.1N 0284836.2E	1234 /	LGTD/R	
OBLUKK0338	ANTENNA	465615.9N 0285344.7E	584 / 69	NIL	597FT FRANGIBLE. THALES RADAR
OBLUKK0339	TOWER	465612.3N 0285552.1E	482 /	NIL	
OBLUKK0357	ANTENNA	465541.2N 0285728.4E	282 / 10	LGTD/R	
OBLUKK0358	ANTENNA	465542.8N 0285728.3E	282 / 10	LGTD/R	
OBLUKK0359	ANTENNA	465541.9N 0285722.7E	282 / 6	LGTD/R	
OBLUKK0360	ANTENNA	465535.1N 0285443.3E	390 / 59	LGTD/R	435FT FRANGIBLE. ANTENNA GP08

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0361	ANTENNA	465534.6N 0285444.3E	410 / 20	LGTD/R	417FT FRANGIBLE. BUILDING SKP26
OBLUKK0362	ANTENNA	465543.7N 0285613.0E	335 / 20	LGTD/R	
OBLUKK0363	BUILDING	465537.3N 0285659.2E	302 / 20	LGTD/R	308FT FRANGIBLE. BUILDING SKP 08
OBLUKK0364	ANTENNA	465538.0N 0285704.4E	325 / 46	LGTD/R	
OBLUKK0372	TOWER	465319.0N 0284603.2E	817 / 197	NIL	
OBLUKK0378	BUILDING	465553.4N 0285655.1E	315 / 23	NIL	
OBLUKK0379	BUILDING	465553.5N 0285654.1E	315 / 23	NIL	
OBLUKK0380	BUILDING	465553.7N 0285655.1E	315 / 23	NIL	
OBLUKK0381	BUILDING	465553.8N 0285655.0E	315 / 23	NIL	
OBLUKK0382	BUILDING	465553.9N 0285654.2E	315 / 23	NIL	
OBLUKK0383	GENERAL_UTILITY	465535.2N 0285448.7E	423 / 36	LGTD/R	
OBLUKK0384	GENERAL_UTILITY	465535.8N 0285416.0E	404 / 3	LGTD/R	
OBLUKK0387	GENERAL_UTILITY	465538.1N 0285655.5E	318 / 36	LGTD/R	
OBLUKK0390	POLE	465305.7N 0285843.9E	653 / 164	LGTD/R	
OBLUKK0396	TOWER	465556.6N 0285702.8E	390 / 102	LGTD/R	
OBLUKK0406	POLE	465321.4N 0285927.8E	538 / 98	LGTD/R	
OBLUKK0408	POLE	465421.4N 0285752.8E	404 / 79	LGTD/R	
OBLUKK0421	TOWER	465933.2N 0284923.6E	807 / 98	NIL	
OBLUKK0422	TOWER	465933.8N 0284922.1E	741 / 66	NIL	
OBLUKK0423	ANTENNA	465415.6N 0284655.8E	1007 / 131	LGTD/R	
OBLUKK0424	TOWER	465558.2N 0285636.1E	430 / 66	LGTD/R	
OBLUKK0425	TOWER	465558.0N 0285636.6E	430 / 66	LGTD/R	
OBLUKK0426	BUILDING	465556.8N 0285638.9E	338 / 20	NIL	
OBLUKK0427	BUILDING	465555.9N 0285638.2E	338 / 20	NIL	
OBLUKK0428	BUILDING	465555.9N 0285638.8E	338 / 20	NIL	
OBLUKK0429	BUILDING	465554.4N 0285641.5E	338 / 20	NIL	
OBLUKK0430	BUILDING	465553.5N 0285641.4E	335 / 20	NIL	
OBLUKK0431	BUILDING	465553.4N 0285642.8E	335 / 20	NIL	
OBLUKK0432	BUILDING	465553.2N 0285645.6E	335 / 20	NIL	
OBLUKK0433	BUILDING	465553.1N 0285649.1E	335 / 20	NIL	
OBLUKK0434	BUILDING	465554.1N 0285649.1E	335 / 20	NIL	

In Area 2					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0435	GENERAL_UTILITY	465403.4N 0285803.4E	568 /	NIL	
OBLUKK0436	ANTENNA	470326.1N 0290033.3E	666 / 164	LGTD/R	
OBLUKK0437	ANTENNA	465938.6N 0284714.5E	505 / 66	LGTD/R	
OBLUKK0438	ANTENNA	465855.5N 0284620.7E	817 / 66	LGTD/R	
OBLUKK0441	ANTENNA	470718.1N 0283355.0E	2218 / 1165	LGTD/R	
OBLUKK0442	ANTENNA	464939.0N 0292343.8E	1092 / 659	LGTD/R	
OBLUKK0449	TREE	465551.2N 0285418.3E	512 / 49	NIL	
OBLUKK0450	TOWER	465551.3N 0285414.6E	498 / 33	NIL	
OBLUKK0451	TREE	465550.6N 0285415.4E	469 / 33	NIL	
OBLUKK0452	TOWER	465552.9N 0285405.3E	507 / 26	NIL	
OBLUKK0453	BUILDING	465557.1N 0285600.8E	358 / 39	NIL	
OBLUKK0454	BUILDING	465557.3N 0285559.1E	358 / 39	NIL	
OBLUKK0480	TOWER	471752.0N 0284858.0E	1086 / 384	LGTD/R	
OBLUKK0481	STACK	470232.0N 0284825.0E	492 / 328	LGTD/R	
OBLUKK0586	WINDMILL	465653.6N 0290924.0E	833 / 331	LGTD/R	
OBLUKK0587	WINDMILL	465702.0N 0290930.8E	835 / 331	LGTD/R	
OBLUKK0588	ANTENNA	465445.2N 0290942.0E	410 / 180	NIL	
OBLUKK0589	POLE	465544.4N 0285055.7E	525 / 131	NIL	
OBLUKK0590	POLE	465535.6N 0285056.1E	505 / 148	NIL	

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 /	LGTD/R	
OBLUKK0170	CONTROL_MONITORING_SYSTEM	465538.9N 0285659.0E	293.9 / 9.8	NIL	
OBLUKK0177	POLE	465607.2N 0285527.6E	447.8 /	LGTD/R	
OBLUKK0184	POLE	465610.1N 0285530.3E	454.1 /	LGTD/R	
OBLUKK0186	TOWER	465606.9N 0285557.2E	413.1 /	LGTD/R	
OBLUKK0188	POLE	465607.5N 0285508.9E	516.1 /	LGTD/R	
OBLUKK0189	POLE	465603.7N 0285521.9E	455.1 /	LGTD/R	
OBLUKK0193	BUILDING	465609.9N 0285540.5E	417.0 /	NIL	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0196	POLE	465607.9N 0285543.0E	424.9 /	LGTD/R	
OBLUKK0202	POLE	465605.6N 0285505.6E	451.8 /	LGTD/R	
OBLUKK0206	POLE	465605.3N 0285548.1E	425.9 /	LGTD/R	
OBLUKK0208	POLE	465603.4N 0285526.6E	437.0 /	LGTD/R	
OBLUKK0213	POLE	465605.0N 0285610.4E	415.0 /	LGTD/R	
OBLUKK0219	CONTROL_MONITORING_SYSTEM	465538.8N 0285655.5E	294.0 / 9.8	NIL	
OBLUKK0225	BUILDING	465607.4N 0285526.6E	461.0 /	NIL	
OBLUKK0233	POLE	465608.5N 0285537.4E	432.1 /	LGTD/R	
OBLUKK0234	POLE	465600.8N 0285616.2E	415.0 /	LGTD/R	
OBLUKK0235	POLE	465601.6N 0285543.4E	427.2 /	NIL	
OBLUKK0240	POLE	465601.7N 0285547.4E	426.8 /	LGTD/R	
OBLUKK0241	POLE	465602.9N 0285531.8E	432.7 /	LGTD/R	
OBLUKK0243	POLE	465602.5N 0285537.3E	413.1 /	LGTD/R	
OBLUKK0244	POLE	465604.7N 0285613.4E	415.0 /	LGTD/R	
OBLUKK0246	POLE	465600.1N 0285602.1E	425.2 /	LGTD/R	
OBLUKK0247	POLE	465606.8N 0285553.1E	421.9 /	LGTD/R	
OBLUKK0252	POLE	465605.7N 0285602.1E	414.0 /	LGTD/R	
OBLUKK0253	POLE	465607.9N 0285511.3E	419.9 /	LGTD/R	
OBLUKK0254	POLE	465607.6N 0285516.9E	392.7 /	LGTD/R	
OBLUKK0255	POLE	465601.3N 0285552.1E	419.9 /	LGTD/R	
OBLUKK0258	POLE	465600.9N 0285557.1E	419.3 /	LGTD/R	
OBLUKK0269	BUILDING	465607.1N 0285558.7E	431.1 /	LGTD/R	
OBLUKK0365	CONTROL_MONITORING_SYSTEM	465536.1N 0285444.7E	387.1 / 9.8	NIL	
OBLUKK0366	CONTROL_MONITORING_SYSTEM	465536.1N 0285448.2E	393.4 / 9.8	NIL	
OBLUKK0367	CONTROL_MONITORING_SYSTEM	465537.6N 0285557.8E	335.6 / 9.8	NIL	
OBLUKK0368	CONTROL_MONITORING_SYSTEM	465537.6N 0285554.3E	338.9 / 9.8	NIL	
OBLUKK0385	GENERAL_UTILITY	465536.0N 0285443.6E	397.0 / 9.8	LGTD/R	
OBLUKK0386	GENERAL_UTILITY	465537.7N 0285600.8E	335.0 / 9.8	LGTD/R	
OBLUKK0388	GENERAL_UTILITY	465538.9N 0285702.4E	292.0 / 9.8	LGTD/R	

In Area 3					
OBST ID/ Designation	OBST type	OBST position	ELEV / HGT (FT)	Markings/ Type, Colour	Remarks
a	b	c	d	e	f
OBLUKK0391	POLE	465602.1N 0285652.7E	374.0 / 82.0	NIL	
OBLUKK0392	POLE	465602.3N 0285648.1E	377.0 / 82.0	NIL	
OBLUKK0393	POLE	465602.5N 0285643.3E	381.0 / 82.0	NIL	
OBLUKK0397	BUILDING	465602.8N 0285639.8E	351.0 / 49.2	NIL	
OBLUKK0398	BUILDING	465603.5N 0285640.0E	348.0 / 49.2	NIL	
OBLUKK0399	BUILDING	465603.0N 0285637.8E	348.0 / 49.2	NIL	
OBLUKK0400	BUILDING	465603.7N 0285638.0E	348.0 / 49.2	NIL	
OBLUKK0401	STACK	465602.5N 0285648.1E	348.0 / 49.2	NIL	
OBLUKK0455	BUILDING	465556.4N 0285600.7E	358 / 39	NIL	
OBLUKK0456	BUILDING	465556.5N 0285559.0E	358 / 39	NIL	
OBLUKK0466	POLE	465604.1N 0285506.7E	443.0 / 79.0	LGTD/R	
OBLUKK0469	POLE	465604.1N 0285516.5E	440.0 / 79.0	LGTD/R	
OBLUKK0482	POLE	465600.5N 0285555.5E	382.5 / 65.6	LGTD/R	
OBLUKK0483	POLE	465600.3N 0285558.3E	381.6 / 65.6	LGTD/R	
OBLUKK0484	POLE	465600.6N 0285602.8E	416.0 / 65.6	LGTD/R	
OBLUKK0485	POLE	465558.7N 0285602.5E	415.0 / 98.4	LGTD/R	
OBLUKK0486	POLE	465556.7N 0285602.1E	414.0 / 98.4	LGTD/R	
OBLUKK0487	POLE	465555.3N 0285619.0E	408.8 / 98.4	LGTD/R	
OBLUKK0488	POLE	465556.8N 0285619.3E	408.8 / 98.4	LGTD/R	
OBLUKK0489	POLE	465558.2N 0285619.5E	408.1 / 98.4	LGTD/R	
OBLUKK0490	POLE	465559.7N 0285619.8E	405.8 / 98.4	LGTD/R	
OBLUKK0491	POLE	465601.1N 0285620.0E	403.9 / 98.4	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 (WAFC produces) English

7	<b>Charts and other information available for briefing or consultation</b>	Surface analysis, AT850 AT700 AT500 AT400 AT300 AT200, Satellite Images, Radar Images
8	<b>Supplementary equipment available for providing information</b>	Weather displays by AWOS, by Phone: +373 22 50 29 23
9	<b>ATS units provided with information</b>	ACC, APP, TWR, ARO, Briefing Office
10	<b>Additional information (limitation of service, etc.)</b>	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 <i>The visibility and runway visual range in the ATIS broadcasts refers to the TDZ only.</i>

**LUKK 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 elevation and highest elevation of TDZ of precision APP RWY
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
09	097.06°	2383 x 45	55/R/C/W/T CONC	465557.74N 0285512.73E - GUND 102FT	THR 359FT TDZ 327FT
27	277.08°	2383 x 45	55/R/C/W/T CONC	465548.24N 0285704.55E - GUND 102FT	THR 286FT TDZ 293FT

Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	OFZ	Remarks
7	8	9	10	11	12	13
0.01 (1%)	NIL	NIL	3710 x 235	198 x 150	AVBL	The exploitation of overcharge pavement is allowed by approbation of exploiter only.
0.01 (1%)	NIL	NIL	3710 x 235	165 x 150	AVBL	
2,5% / 1% (507M/1876M)	NIL	240 x 150	2503 x 150	240 x 90	AVBL	
1% / 2,5% (1876M/507M)	NIL	NIL	2503 x 150	240 x 90	AVBL	

## LUKK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	3590	3590	3590	3590	NIL
26	3590	3590	3590	3590	NIL
09	2383	2623	2383	2383	NIL
27	2383	2383	2383	2383	NIL

## LUKK AD 2.14 APPROACH AND RUNWAY LIGHTING

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, INTST	RWY End LGT colour, WBAR	SWY LGT LEN, colour
1	2	3	4	5	6	7	8	9
08	CAT - II 870M LIH <sup>i</sup>	Are installed at all width GRN	PAPI LEFT/3° (48FT)	899M <sup>ii</sup>	3590M 14-15M WHI WHI/RED LIH <sup>iii</sup>	3590M 58M WHI WHI/YEL LIH <sup>iv</sup>	RED	NIL
26	CAT - I 899M LIH <sup>v</sup>	Are installed at all width GRN	PAPI LEFT/3° (62FT)	NIL	3590M 14-15M WHI WHI/RED LIH <sup>iii</sup>	3590M 58M WHI WHI/YEL LIH <sup>iv</sup>	RED	NIL
09	NO CAT 360M LIL <sup>vi</sup>	Are installed in two groups GRN <sup>viii</sup>	PAPI LEFT/3° (51FT)	NIL	NIL	2383M 60M WHI/YEL LIH <sup>vii</sup>	RED	NIL
27	NO CAT 420M LIL <sup>vi</sup>	Are installed in two groups GRN	PAPI LEFT/3° (51FT)	NIL	NIL	2383M 60M WHI/YEL LIH <sup>vii</sup>	RED	NIL

**10. Remarks:**

- 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.
- vi. Lights forming a crossbar are installed at a distance of 300M from the RWY THR.
- vii. Section of the lights 600M at the remote end of the RWY from the end at which the take-off run is started are YELLOW.
- viii. Wing bar lights are symmetrically disposed about the RWY 26 centerline at the threshold in two groups.

**LUKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

<b>1</b>	<b>ABN/IBN location, characteristics and hours of operation</b>	ABN white/white on Top of TWR at day/night. Rate: 25FPM; Cycle: 2.4 SEC/IBN, H24. Supported by secondary power supply.
<b>2</b>	<b>LDI location and LGT Anemometer location and LGT</b>	See Chart AD 2 LUKK 2-5-1
<b>3</b>	<b>TWY edge and centre line lighting</b>	TWY edge: B, D (L3-C1), E, C1 Centre line: TWY A1, D (A1-L3)
<b>4</b>	<b>Secondary power supply/switch-over time</b>	2 electrical power systems CATERPILLAR DE200 2 electrical power systems CATERPILLAR GEH250 1 electric power system E65DMA3 Start-up time 15 SEC Switch-over time for secondary power 1 SEC.
<b>5</b>	<b>Remarks</b>	NIL

**LUKK AD 2.16 HELICOPTER LANDING AREA**

<b>1</b>	<b>Coordinates TLOF or THR of FATO Geoid undulation</b>	AVIASAN 1: 465602.43N 0285523.18E 102FT AVIASAN 2: 465602.04N 0285528.95E 102FT
<b>2</b>	<b>TLOF and/or FATO elevation M/FT</b>	AVIASAN 1: 339FT AVIASAN 2: 332FT
<b>3</b>	<b>TLOF and FATO area dimensions, surface, strength, marking</b>	AVIASAN 1: 22M x 10M, ASPH, 3.6 tonnes, NIL AVIASAN 2: 20M x 30M, ASPH, 3.6 tonnes, NIL
<b>4</b>	<b>True BRG of FATO</b>	NIL
<b>5</b>	<b>Declared distance available</b>	NIL
<b>6</b>	<b>APP and FATO lighting</b>	NIL



7	Remarks	Approved for emergency-rescue and ambulance flights only.
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**LUKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE**

1	Designation and lateral limits	CHISINAU CTR 470145N 0284611E - 465957N 0290724E then a clockwise arc radius 9 NM centered on 465540N 0285551E - 465053N 0290658E - 465152N 0285406E - 465026N 0284511E then a clockwise arc radius 9 NM centered on 465540N 0285551E - 470145N 0284611E
2	Vertical limits	GND to 2500 FT ALT
3	Airspace classification	C
4	ATS unit call sign Language(s)	CHISINAU TOWER EN
5	Transition altitude	4000FT
6	Hours of applicability	H24
7	Remarks	NIL

**LUKK AD 2.18 AIR TRAFFIC SERVICES 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 129.725MHZ 121.500MHZ	H24	Primary frequency Alternate frequency Emergency frequency
TWR	CHISINAU TOWER Radar	118.100MHZ 129.725MHZ 121.500MHZ	H24	Primary frequency Alternate frequency Emergency frequency
GND	CHISINAU Ground	121.800MHZ 129.725MHZ 121.500MHZ	H24	Primary frequency Alternate frequency Emergency frequency
OPC	CHISINAU Apron	131.700MHZ	H24	Flight regularity messages

**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
DVOR/DME (7°E / 2020)	KIV	113.700MHZ CH84X	H24	465533.7N 0285416.2E	400FT	Designated Operational Coverage 200NM, FL400. FRA (I).
ILS (CAT II)						
LOC 08 (7°E / 2020)	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.
ILS (CAT I)						
LOC 26 (7°E / 2020)	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 AERODROME REGULATIONS**

**1. RUNWAY PREFERENTIAL USE**

1.1 RWY 09/27 can be activated only if RWY 08/26 is closed, with physical characteristics as shown in [LUKK AD-2.12](#), but markings and signs as shown in [AD 2 LUKK 2-5-3](#).

1.2 RWY 08/26 closure will be announced by NOTAM.

1.3 Therefore all information contained in AIP Moldova (AD) about RWY 09/27 is valid at the moment of activation of configuration announced by NOTAM as mentioned above in item 1.2

### Special rules for taxiway use

RWY 09/27 is used as TWY D when RWY 08/26 is active. The marking and signs are shown in [AD 2 LUKK 2-5-1](#).

## 2. 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;
- e. mandatory - in safety reason during work in progress on ground movement area and aprons.

### Charges.

*Basis of assessment:* Number of operations.

*Unit rate:*

- EUR 50 / one operation (for Scheduled flights);
- EUR 100 / one operation (for non Scheduled flights);

## 3. ADDITIONAL DECLARED DISTANCES

RWY Designator	Description	Distances (M)
08	From intersection with TWY C1 to RWY end	2625
	From intersection with TWY B to RWY end	1543
26	From intersection with TWY A1 to RWY end	3331
	From intersection with TWY B to RWY end	2047
09	From intersection with TWY E to RWY end + CWY	2088
	From intersection with TWY L3 to RWY end + CWY	1536
27	From intersection with TWY L1 to RWY end	1361

## 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 III, Section 9*.

### Restrictions:

All aircraft take-off/landing at AD LUKK with MTOW greater than 5700KG should not fly below 3500FT ALT above Chisinau city, with lateral limits: 470412N 0284810E - 470407N 0285354E - 465910N 0285540E - 465751N 0284930E - 465908N 0284640E - 470059N 0284419E - 470228N 0284509E - 470412N 0284810E.

## LUKK AD 2.22 FLIGHT PROCEDURES

## **1. PROCEDURE FOR IFR FLIGHTS WITHIN CHISINAU TMA.**

### **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*.

The minimum altitude during the radar vectoring will be as follow:

- TMA SECTOR 1 – 2500FT AMSL;
- TMA SECTOR 2 – 3500FT AMSL.

Radar vectoring is executed for instrumental approach RWY 08/26 and RWY 09/27 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, RWY 09/27 and should normally provide an intercept angle with final approach track of 30 degrees (maximum angle 45 degrees).

1.1.2 When LUTRA02 is activated the following procedures are suspended IAP: ILS CAT I RWY 26 (IAF LUSAV - IF segment); LOC RWY 26 (IAF LUSAV - IF segment); VOR/DME RWY 26 (IAF LUSAV - IF segment); VOR/DME RWY 27 (IAF LUSAV - IF segment), expect radar vectoring for intercepting ILS or final inbound radial.

When LUR3 is activated the following procedures are suspended IAP: ILS CAT I RWY 26 (IAF LUSAV - IF segment); LOC RWY 26 (IAF LUSAV - IF segment); VOR/DME RWY 26 (IAF LUSAV - IF segment); VOR/DME RWY 27 (IAF LUSAV - IF segment); RNP (LNAV&LNAV/VNAV ONLY) RWY 26 (KK106 – KK143 segment); RNP (LNAV&LNAV/VNAV ONLY) RWY 27 (KK106 – KK163 segment), expect radar vectoring for intercepting ILS, final inbound radial or final inbound track.

## **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.

2.3 When visual approach is authorized the minimum altitude of descent shall be:

- TMA SECTOR 1 – 2500FT AMSL;
- TMA SECTOR 2 – 3500FT AMSL.

Until entering the CTR CHISINAU.

## **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 08/26 exits are marked as follows:

TWY A1 - yellow taxiway centre line and green taxiway centre line lights;

TWY B - yellow taxiway centre line and blue taxiway edge lights;

TWY C1 - yellow taxiway centre line and blue taxiway edge lights.

3.3.2 Pilots will be informed by Air Traffic Controller which TWY to use to vacate RWY. After RWY vacated, the aircraft shall taxi to leave the ILS sensitive area. ILS sensitive area boundary is marked by sign: LOCATION/ RUNWAY VACATED.

### 3.4 Description of LVP.

- a. 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".
- b. Pilots must request an ILS/DME CAT II approach for RWY 08 on first contact with LUKK Approach.
- c. Aircraft will be vectored to intercept the ILS/DME at least 10NM from touchdown.
- d. 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.

### 3.5 Ground movement restrictions.

3.5.1 During LVP in force, taxiing of departing/arriving aircraft will be guided by FOLLOW ME CAR when RVR falls to 550M and less, or ceiling is at or below 100FT.

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

3.5.3 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 4\_1\_5, 4\_2\_1 to 4\_2\_5, 4\_3\_1 to 4\_3\_3, completes at least one holding pattern at 4000FT, then commences an approach for landing in accordance with the approach procedures for RWY 08/26.

3.6.6 If communication failure occurs during a missed approach the pilot proceeds according to

AD\_2\_LUKK\_4\_1\_7, 4\_2\_7 completes at least one holding pattern at 4000FT, and according to AD\_2\_LUKK\_4\_4\_1, 4\_4\_3 completes at least one holding pattern at 4000FT, then commences an approach for landing in accordance with the approach procedures for RWY 09/27.

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

3.6.8 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. SURVEILLANCE PROCEDURES.**

##### **4.1 Operation of Mode S transponder on the CHISINAU aerodrome.**

4.1.1 Flight crew of aircraft equipped with Mode S having an aircraft identification feature shall set the aircraft identification in the transponder. This setting shall correspond to the aircraft identification specified in item 7 of the ICAO flight plan, or, if flight plan has been filed, the aircraft registration.

##### **4.1.2 Mode S transponder shall be operated in accordance with the following provision:**

###### **Departing aircraft:**

- a. Set aircraft identification and, when received, set assigned Mode A code,
- b. 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),
- c. Only when approaching the holding position of the departure runway, select "TCAS" (e.g.: TA/RA).

###### **Arriving aircraft:**

- a. As soon as practicable after landing de-select "TCAS" (e.g.: TA/RA),
- b. Select "automatic mode" (e.g.: AUTO) or, if automatic mode is not available, select "ON" (e.g. ON or XPDR),
- c. Continue to squawk last assigned Mode A code until fully parked,
- d. When fully parked, select "standby" (e.g.: STBY).

##### **4.2 Aircraft not equipped with Mode S transponder or with unserviceable Mode S transponder.**

Moving aircraft on the maneuvering area maintain Mode A + C transponder to ON for all the duration of displacement.

###### **REMARK**

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

#### **5. VFR FLIGHTS.**

5.1 Provided that traffic situation makes it possible, an ATC clearance for VFR flight will be issued under the conditions described in the following provisions.

VFR entry and exit significant points to/from CTR LUKK/Chisinau aerodrome are shown on VFR Arrivals and Departures Chart.

Inbound/outbound VFR traffic shall be planned via the following CTR VFR entry/exit points: NARWE, NOWAS, PUHEW, HANCU as published on VFR chart.

Designation	Location	Coordinates	
NARWE	Durlesti	470051N 0284508E	entry/exit
NOWAS	Colonita	470049N 0285715E	entry/exit
HANCU	Costesti	465050N 0284738E	entry/exit
PUHEW	Puhoi	465119N 0290117E	entry/exit
NORCU	Bubuieci	465823N 0285635E	holding
SUDAX	Revaca lake	465336N 0285557E	holding

Pilots in-command of aircraft flying VFR and intending to enter CTR LUKK/Chisinau from uncontrolled class G airspace the entry altitude shall not be higher than 1500FT AMSL in horizontal flight.

Pilots in-command of aircraft flying VFR and intending to enter CTR LUKK/Chisinau from controlled class C airspace the entry altitude shall not be higher than 2500FT AMSL and lower than 1500FT AMSL altitude, in horizontal flight.

After entry, the arriving aircraft is expected to land on the runway—in-use without delay unless a pilot requested otherwise.

Traffic crossing Chisinau CTR shall leave the zone in accordance with CHISINAU TOWER instruction without delay unless a pilot requested otherwise.

The traffic may be directed to one of the existing holding patterns depending on existing traffic.

Time-based separation will be provided by a TWR controller for VFR flights if there is an IFR flight making a visual approach to RWY 08/26, 09/27.

## 5.2 VFR Routes:

V1 – **NARWE – NORCU**; bidirectional, the minimum flight altitude is 1000FT (300M) above the highest obstacle within a radius of 600M from the aircraft, used only for the following VFR flights:

- State aircraft;
- HEMS “Helicopter Emergency Service” flights (flights directly connected with human life rescue and Integrated Rescue System);
- SAR;
- Calibration flights of Civil Aviation Authority and Air Navigation Services;
- On basis of clearance of appropriate ATC unit. Further exemptions can be permitted by Civil Aviation Authority.

V2 – **NOWAS – NORCU**; bidirectional, the minimum flight altitude is 1000FT (300M) above the highest obstacle within a radius of 600M from the aircraft, for all types of VFR flights.

V3 – **NORCU – SUDAX**; bidirectional, for all types of VFR flights, minimum flight altitude 1500FT AMSL. Using of this VFR route is subjected to an ATC Clearance and will be allowed only if there is no IFR traffic established on final of the runway in use at LUKK/Chisinau Intl. or any IFR departures from any runway at LUKK/Chisinau Intl.

Regardless of the flight direction, only one aircraft can follow the V3 transit route at any time.

V4 – **SUDAX – HANCU**; bidirectional, the minimum flight altitude is 1000FT (300M) above the highest obstacle within a radius of 600M from the aircraft, for all types of VFR flights.

V5 – **SUDAX – PUHEW**; bidirectional, the minimum flight altitude is 1000FT (300M) above the highest obstacle within a radius of 600M from the aircraft, for all types of VFR flights.

### **5.3 Arriving flights and overflights.**

Pilots of aircraft entering Chisinau CTR from uncontrolled airspace shall establish two-way radio contact with CHISINAU TOWER at least 10 minutes before entering and obtain entry clearance at least 5 minutes before, and give the following information:

- identification of aircraft;
- type of aircraft;
- entry point into CTR;
- exit point from CTR (for aircraft flying through CTR);
- estimated time of entry into CTR;
- aerodrome of landing.

Pilots-in-command are requested to confirm ATIS information and read back its QNH when they establish radio contact.

VFR flights may expect significant restrictions regarding required trajectory, flight level and entry time (its extension) when high IFR traffic density inbound/outbound LUKK/Chisinau Intl. to keep desired safety level, fluency and efficiency of flights.

### **5.4 Departing flights.**

Pilots of aircraft departing from Chisinau International aerodrome shall establish two-way radio contact with CHISINAU GROUND. Pilots shall consequently pass:

- aircraft identification,
- stand identification or place of departure within CTR if appropriate,
- confirmation of ATIS information and QNH,
- request for a flight clearance for flights with submitted flight plan.

### **5.5 Holding.**

Pilots may be required to hold at a specific geographical location.

VFR traffic holding over VFR points NORCU and SUDAX will not be in conflict with IFR arrivals and departures to/from AD LUKK provided that the arriving IFR traffic is performing an instrument approach and departing IFR traffic is performing a Standard Instrument Departure.

Only one VFR traffic is permitted to hold over a designated VFR holding point at a time.

### **5.6 Missed Approach.**

In case of missed approach pilot-in-command shall turn inbound (holding point SUDAX) after passing the threshold and climb 1500FT AMSL.

### **5.7 Procedures for balloon flights in CTR Chisinau.**

Prior to take-off from a place inside CTR Chisinau, a pilot of balloon shall request ATC clearance from TWR Chisinau by phone: +373 22 502835.



Prior to take-off from a place outside CTR Chisinau, if the balloon subsequently enters the CTR, a pilot of balloon is obliged to negotiate estimated time of entry the CTR, flight altitude and expected route with Chisinau Supervisor (TWR Chisinau) by phone: +373 22 502833.

Prior to entering the CTR Chisinau, a pilot of balloon in flight is obliged to request ATC clearance from TWR Chisinau in advance, so that in case of refusal he/she might be able to land safely outside the CTR Chisinau.

The conditions for entering the CTR Chisinau are as follows:

- flight plan submitted 1HR prior estimated time of entry in controlled airspace,
- two-way radio communication,
- equipped by transponder mode A,C,
- receipt of ATC clearance from TWR Chisinau and agreeing on procedures for the event of loss of communication.

Balloons flights may be considerably restricted if necessary to maintain the required level of safety, fluency and efficiency of flights in CTR Chisinau, especially when the intended flight path of balloons is conflicting with the traffic in the area of take-off and landing.

## **6. MISCELLANEOUS INFORMATION.**

All VFR flights to/from the Chisinau CTR shall be carried out only via established entry and exit points via VFR routes, unless the appropriate ATS unit states otherwise.

Pilots of VFR flights are reminded of the requirements to remain in VMC at all times and shall advise ATC if at any time they are unable to comply with the instructions issued.

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 routes 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 on the CHISINAU International Airport territory.**

a. The most dangerous time intervals are:

1. post nested period (second decade of June - August).

2. migration period (February – April / September - November).
- b. According to the bird/wildlife strike statistics, the most dangerous, in annual, period is June - September - 75% from all confirmed bird/wildlife strikes.
- c. Bird/wildlife strikes are distributed as follows:
1. 00:00 - 05:59 – 8%;
  2. 06:00 - 11:59 – 33%;
  3. 12:00 - 17:59 – 42%;
  4. 18:00 - 23:59 – 16%.
- d. Main directions of bird migration through the airport territory are northern east and southwest.
- e. The most dangerous bird/wildlife species on or in the vicinity of an aerodrome are: owls, swallows, kestrels, rook, tern, stork and bee-eaters, among mammals - foxes, hare.
- f. For more detailed information refer to NOTAMs;
- g. Pilot shall immediately inform ATC unit whenever a potential bird/wildlife hazard is observed. In addition, if he is aware that a bird/wildlife strike has occurred, he shall report without delay to the ATC unit.
- h. Information on all events, connected with bird/wildlife influence on flight safety, is recommended to transmit to airport operational manager (24H) from ATC unit or directly from pilots:

Tel: + 373 79930481

Email: opsmanager@airport.md

Callsign Apron: FREQ 131.7MHZ.

### **LUKK AD 2.24 CHARTS RELATED TO AN AERODROME**

<b>Name</b>	<b>Page</b>
Aerodrome Chart - ICAO RWY 08/26	AD 2 LUKK 2-5-1
Aerodrome Chart - ICAO RWY 09/27	AD 2 LUKK 2-5-3
Aircraft Parking/Docking and Aerodrome Ground Movement Chart - ICAO RWY 08/26	AD 2 LUKK 2-7-1
Aircraft Parking/Docking and Aerodrome Ground Movement Chart - ICAO RWY 09/27	AD 2 LUKK 2-7-3
Aerodrome Obstacle Chart - ICAO Type A - RWY 08/26	AD 2 LUKK 2-13-1
Aerodrome Obstacle Chart - ICAO Type A - RWY 09/27	AD 2 LUKK 2-13-3
Precision Approach Terrain Chart - ICAO RWY 08	AD 2 LUKK 2-15-1
RNAV (GNSS), VOR/DME Overlay - Standard Arrival Chart - Instrument (STAR) - ICAO RWY 08, RWY 09	AD 2 LUKK 3-1-1
RNAV (GNSS), VOR/DME Overlay - Standard Arrival Chart - Instrument (STAR) - ICAO RWY 26, RWY 27	AD 2 LUKK 3-1-3
Instrument Approach Chart - ICAO ILS CAT I & II RWY 08	AD 2 LUKK 4-1-1
Instrument Approach Chart - ICAO LOC RWY 08	AD 2 LUKK 4-1-3
Instrument Approach Chart - ICAO VOR/DME RWY 08	AD 2 LUKK 4-1-5
Instrument Approach Chart - ICAO VOR/DME RWY 09	AD 2 LUKK 4-1-7
Instrument Approach Chart - ICAO ILS CAT I RWY 26	AD 2 LUKK 4-2-1
Instrument Approach Chart - ICAO LOC RWY 26	AD 2 LUKK 4-2-3
Instrument Approach Chart - ICAO VOR/DME RWY 26	AD 2 LUKK 4-2-5
Instrument Approach Chart - ICAO VOR/DME RWY 27	AD 2 LUKK 4-2-7
Instrument Approach Chart - ICAO RNP RWY 08	AD 2 LUKK 4-3-1

<i>Name</i>	<i>Page</i>
Instrument Approach Chart - ICAO RNP RWY 26	AD 2 LUKK 4-3-3
Instrument Approach Chart - ICAO RNP RWY 09	AD 2 LUKK 4-4-1
Instrument Approach Chart - ICAO RNP RWY 27	AD 2 LUKK 4-4-3
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 08	AD 2 LUKK 5-1-1
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 08	AD 2 LUKK 5-1A-1
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 26	AD 2 LUKK 5-1-3
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 09	AD 2 LUKK 5-2-1
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 09	AD 2 LUKK 5-2A-1
RNAV (GNSS), VOR/DME Overlay - Standard Departure Chart - Instrument (SID) - ICAO RWY 27	AD 2 LUKK 5-2-3
Visual Approach Chart - ICAO	AD 2 LUKK 6-1-1
Bird Concentration and Movements	AD 2 LUKK 7-1-1

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