

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** MON-FRI 0600-1500±**Airport Information****RFF:** CAT 7**PCN:** RWY 08/26: 51/R/C/W/T

RWY 09/27: 55/R/C/W/T

Operation**Transponder OPS**

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- Immediately prior to request for push-back or taxi whichever is earlier.
- After LDG until fully parked on stand, when fully parked select STANDBY.

ACFT not equipped with Mode S transponder or with unserviceable Mode S transponder should set Mode A+C transponder to ON during maneuvering.

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

Low Visibility Procedures

LVP in force when RVR at or below 550m or CEIL is at or below 200ft.

When RVR is at or below 550m or CEIL is at or below 100ft follow-me mandatory.

Tow AVBL O/R.

ARR:

- REQ an ILS/DME CAT II APCH for RWY 08 on first contact with LUKK APP.
- Pilots will be informed by ATC which TWY to use to vacate RWY.
- After vacating the RWY, report when clear of the ILS sensitive area.

RWY Restriction

RWY 08/26 closure will be announced by NOTAM.

RWY 09/27 is used as TWY D when RWY 08/26 is active.

TWY Restriction

TWY C2 width 21m / 69ft.

TWY L4 width 18m / 59ft.

TWY A2 CLSD.

Taxi/Parking

Follow-me AVBL.

Stands 9, 33: Taxiing for ACFT with wingspan above 30m / 98ft by towing or follow-me only.

Stands 9, 11, 13: Taxiing to/from stands are allowed for ACFT with MAX wingspan 25m / 82ft only by OPS department clearance (call sign APN 131.700).

Stands 12, 14: Taxi-in from west only.

Noise Abatement Procedure

Do not fly below 3500ft over Chisinau city, inside the sector R304-R360, D2.5-D10 KIV.

GENERAL

Warnings

The longitudinal slope of TWY D at the section from TWY E to TWY C1 reaches 2.9%.
Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition:

RWY 08, 09: Maintain last cleared FL/ALT to IAF. Then descend in HLDG pattern to 4000ft MSL for INST APCH.

RWY 26, 27: Maintain last cleared FL/ALT to IAF. Descend in holding pattern IAF LUSAV to FL70 and IAF DIKOD to 4000ft MSL for INST APCH.

During Radar Vectoring

When APCH CLR is not received maintain last received and acknowledged LVL, proceed direct to IAFs (RWY 08/26) and carry out an INST APCH for the RWY-in-use.

In case of MISAP

ILS/LOC RWY 08: Climb on track 082° to 2500ft then turn right on track 262° for intercepting KIV VOR/DME R229. Proceed to VESIK, climbing to 3000ft and complete at least one holding pattern.

VOR/DME RWY 08: Climb on track 085° to 2500ft then turn right on track 262° for intercepting KIV VOR/DME R229. Proceed to VESIK, climbing to 3000ft and complete at least one holding pattern.

VOR/DME RWY 09: Climb on track 091° to 2500ft, then turn right on track 271° for intercepting KIV VOR/DME R229. Proceed to VESIK, climbing to 4000ft and complete at least one holding pattern.

ILS/LOC RWY 26: Climb on track 262° to 2500ft, then turn left on track 082° for intercepting KIV VOR/DME R115. Proceed to DIKOD, climbing to 3000ft and complete at least one holding pattern.

VOR/DME RWY 26: Climb on track 260° to 2500ft, then turn left on track 082° for intercepting KIV VOR/DME R115. Proceed to DIKOD, climbing to 3000ft and complete at least one holding pattern.

VOR/DME RWY 27: Climb on track 271° to 2500ft, then turn left on track 091° for intercepting KIV VOR/DME R115. Proceed to DIKOD, climbing to 4000ft and complete at least one holding pattern.

RNAV (GNSS) RWY 08: Climb on track 082° to KK104 to 2500ft, then right turn and proceed to VESIK, climbing to 3000ft and complete at least one holding pattern.

RNAV (GNSS) RWY 09: Climb on track 091° to KK121 to 2500ft, then right turn and proceed to VESIK, climbing to 4000ft and complete at least one holding pattern.

RNAV (GNSS) RWY 26: Climb on track 262° to KK111 to 2500ft, then left turn and proceed to DIKOD, climbing to 3000ft and complete at least one holding pattern.

RNAV (GNSS) RWY 27: Climb on track 271° to KK125 to 2500ft, then left turn and proceed to DIKOD, climbing to 4000ft and complete at least one holding pattern.

DEPARTURE**Take-off Minima**

RWY		08/26	
All ACFT	ft - m/km	0 - 150R	-
RWY		09/27	
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

COM Failure: See CRAR and in addition:

Continue climbing to last acknowledged FL/ALT. Leave last assigned FL/ALT at earliest 7min after it is reached.

De-icing

AVBL.

Effective 16-AUG-2018

09-AUG-2018

KIV-LUKK

Moldova Chisinau Chisinau Intl

AGC

AFC

AFC

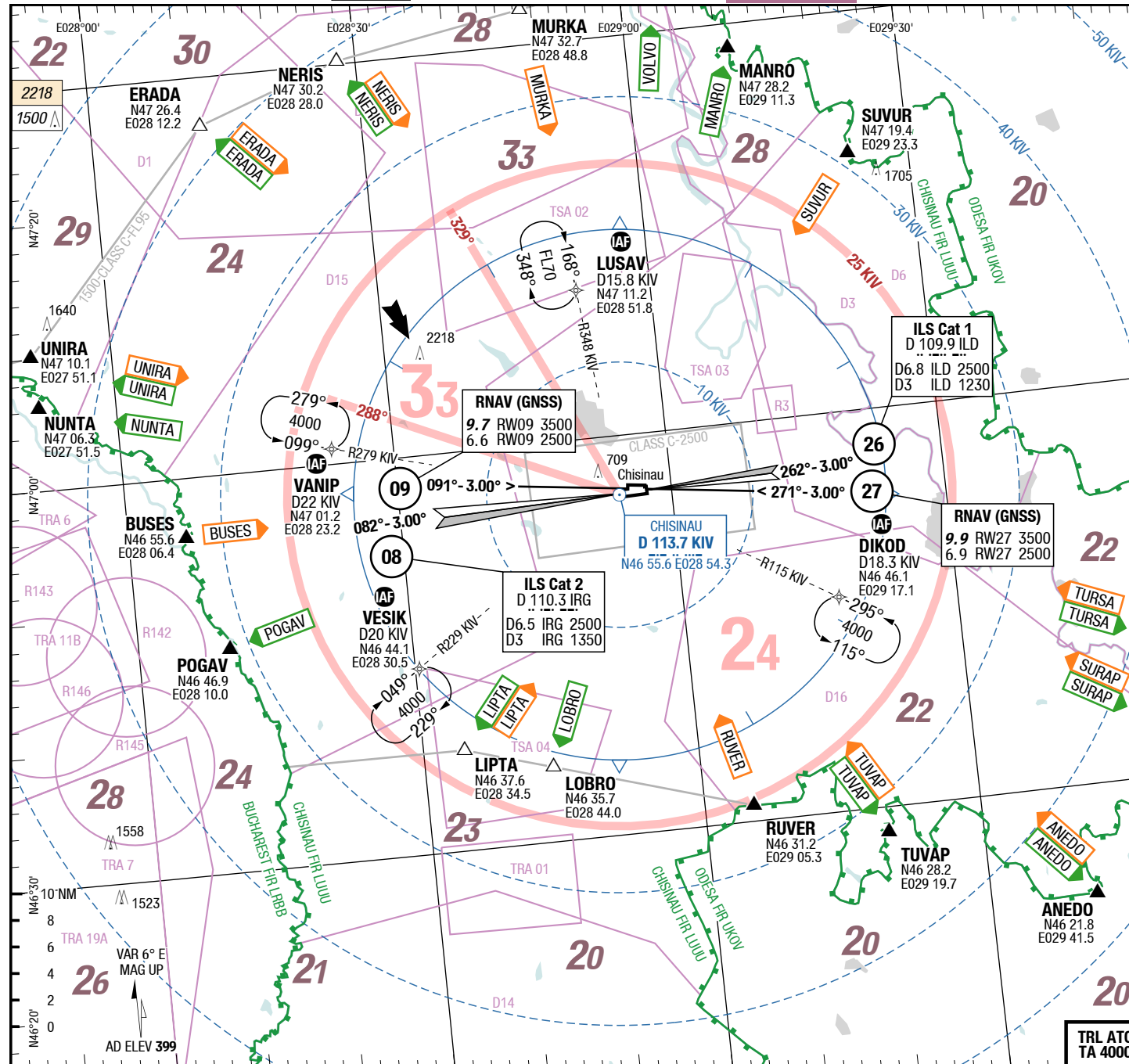
AFC

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AGC

AFC

2-10



ATIS	125.225	AWOS
APP	133.300	129.725
CTL	128.975	
TWR	118.100	129.725
GND	121.800	129.725
APN	131.700	

Landing RWY system:	
08	870 HL-P2 THR 399 (15hPa) / TDZ 399 (-0.8%) -1.0%
26	899 +1.0% TDZ 303 (+0.8%) / THR 280 (10hPa) HL-P1
09	420 L-S THR 359 (13hPa) / TDZ 327 (---%) -0.9%
27	420 +0.9% TDZ 293 (---%) / THR 286 (10hPa) L-S

Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

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Moldova Chisinau Chisinau Intl

AGC

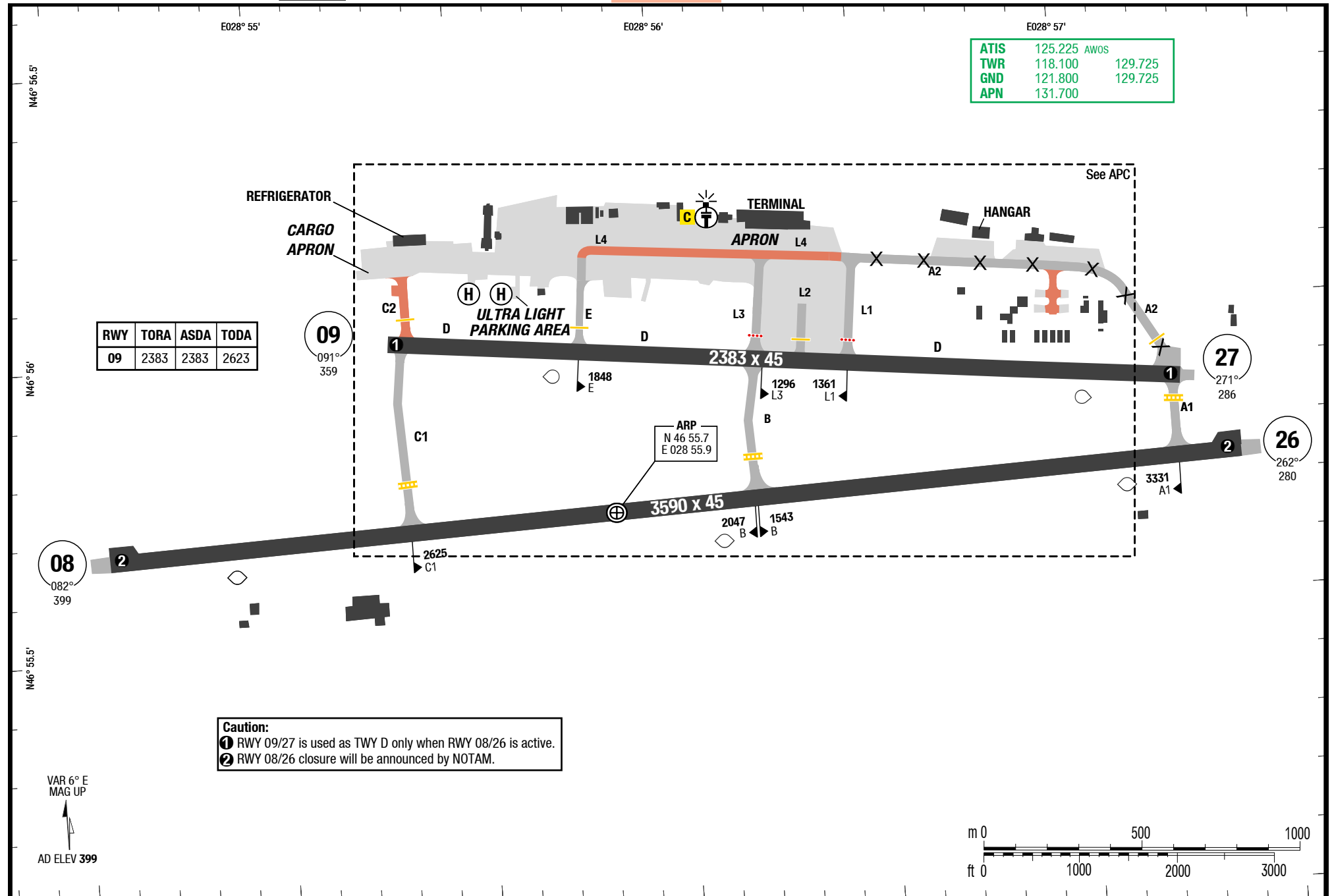
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3-20



Changes: TWY D, Note

Effective 16-AUG-2018

09-AUG-2018

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NIL
APC

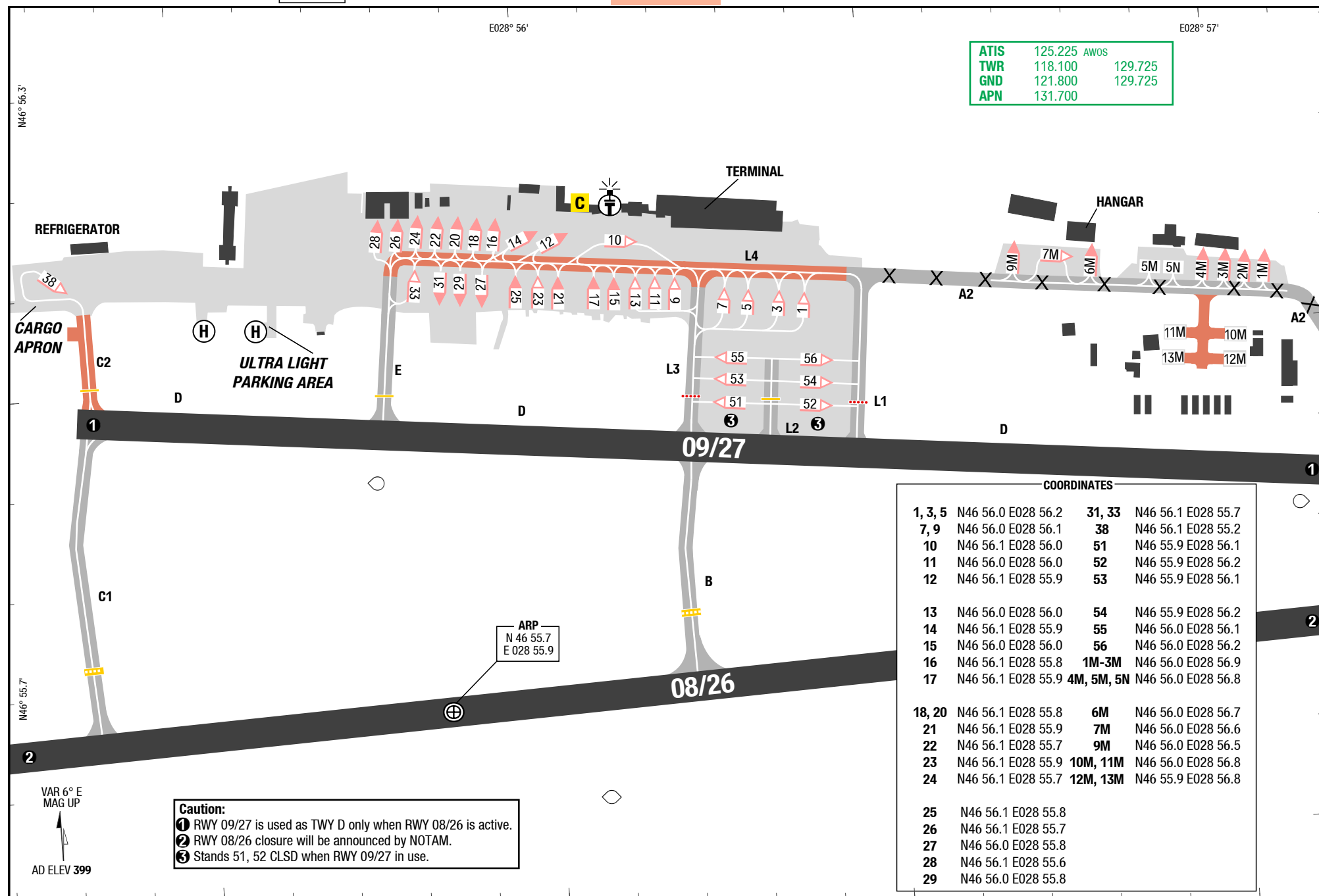
APC

APC

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NIL
APC

3-30



Changes: TWY D, Note, Parking Stands restriction

12-JUL-2018

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SIDs RWY 09

4-10

SIDs RWY 08

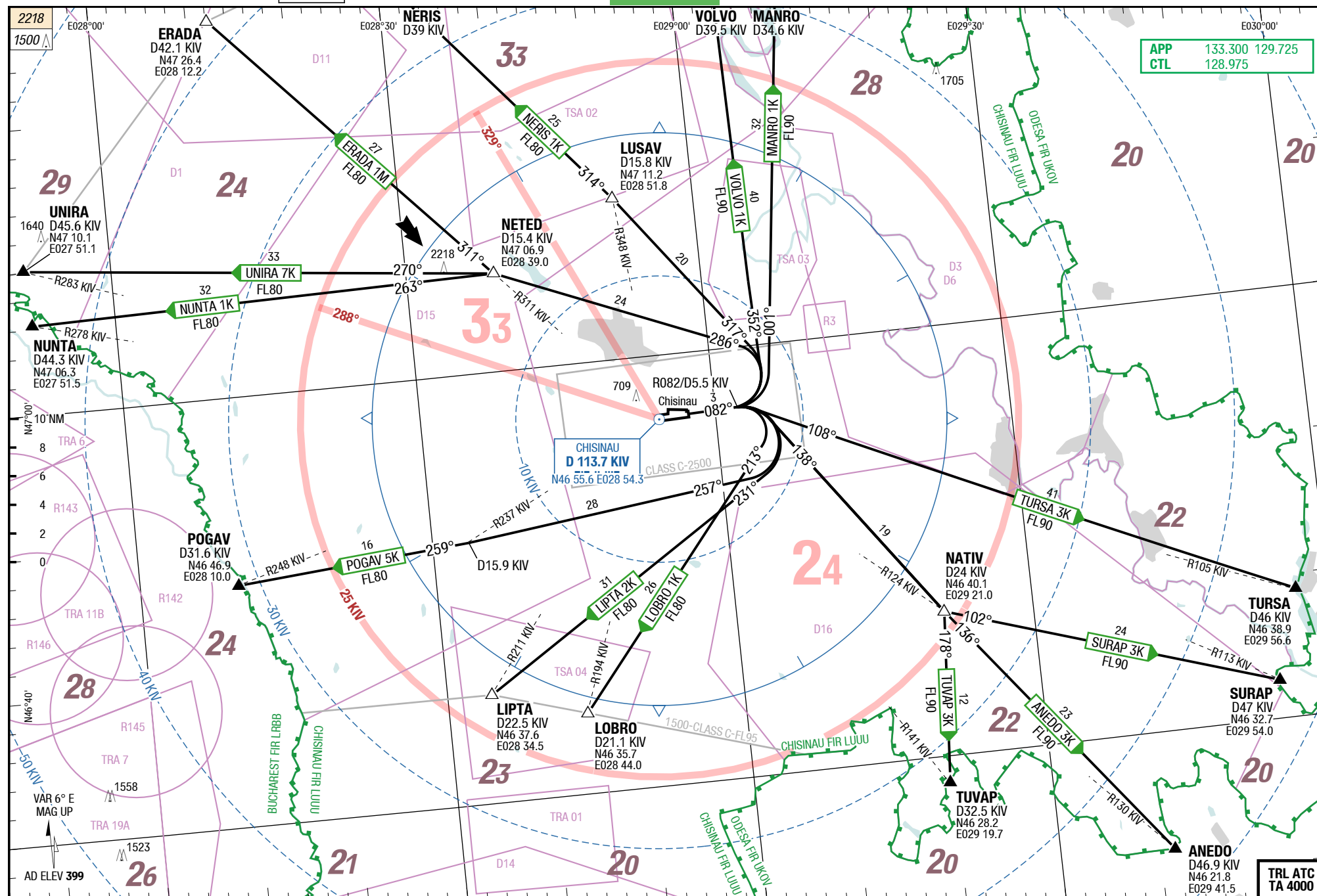
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SID

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SIDs RWY 09

SIDs RWY 08



Changes: RWY polygon, SUAs, DIST

TRL ATC
TA 4000

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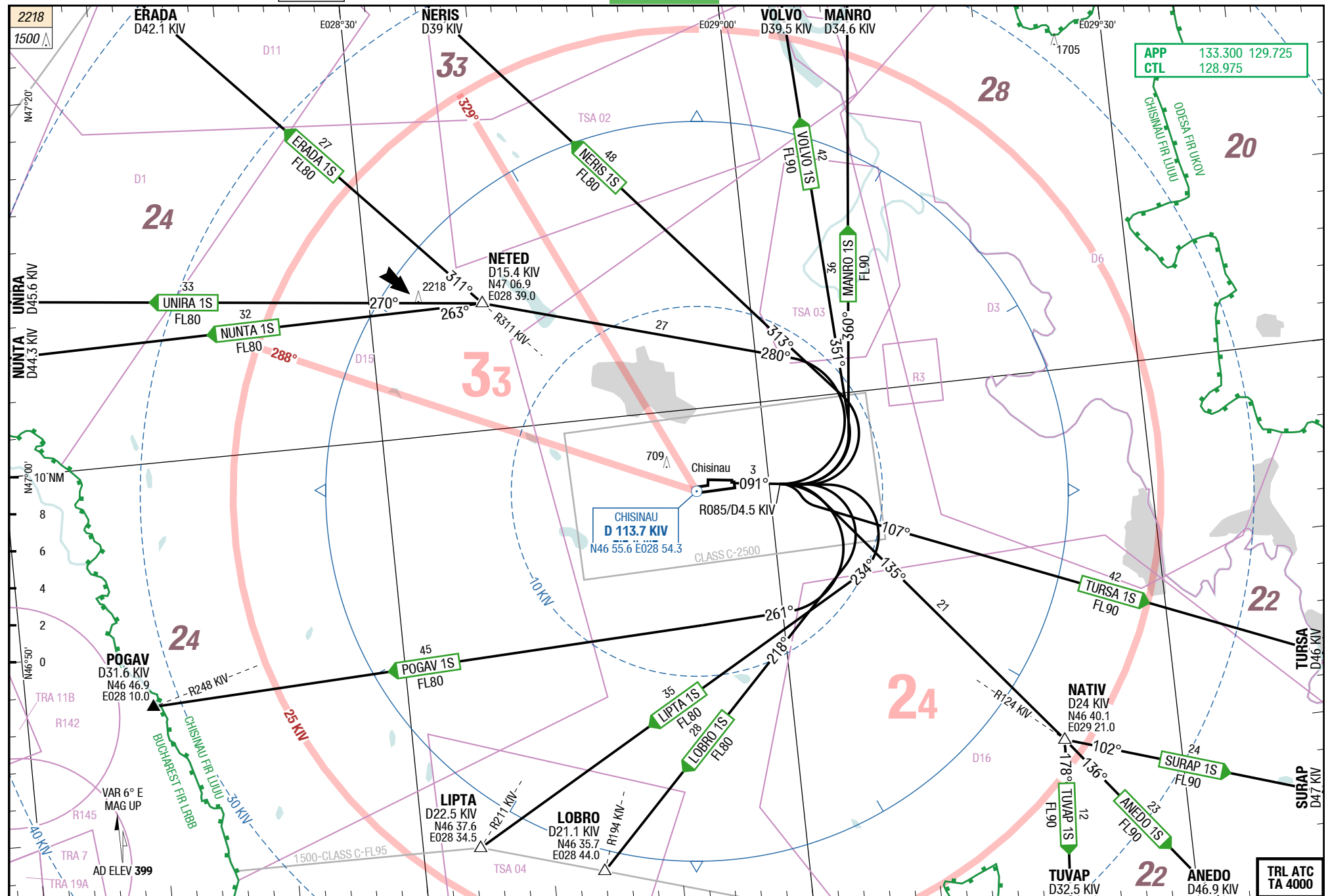
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SID

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SIDs RWY 09

SIDs RWY 09



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SIDs RWY 27

SIDs RWY 26

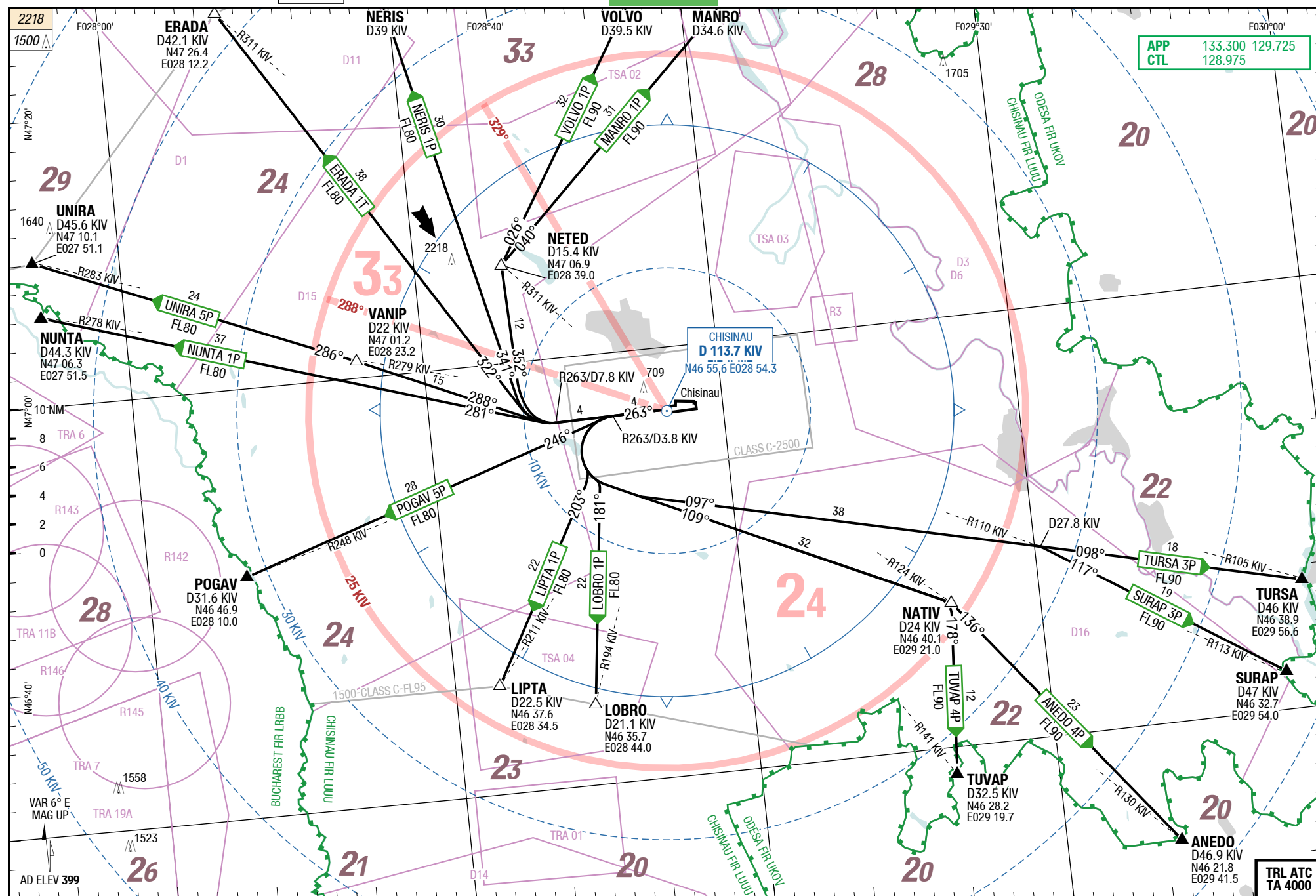
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SIDs RWY 27

SIDs RWY 26



Changes: RWY polygon, SUAs, DIST

TRL ATC
TA 4000

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Effective 19-JUL-2018

12-JUL-2018

KIV-LUKK

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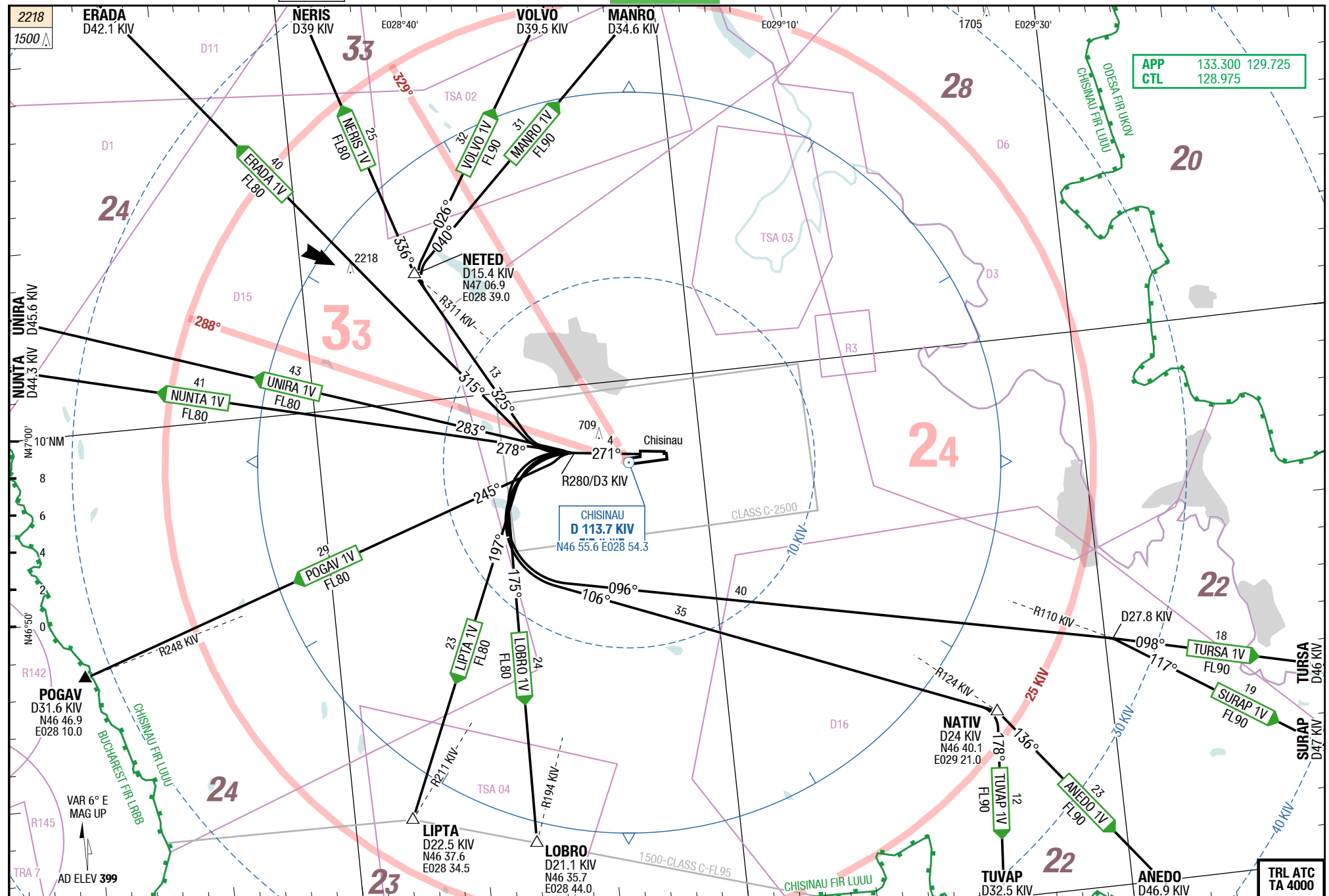
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SIDs RWY 27

SIDs RWY 27

4-40



Changes: new

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5-10

SIDs RWY 08

ANEDO 3K / ERADA 1M / LIPTA 2K / LOBRO 1K / MANRO 1K / NERIS 1K / NUNTA 1K /
POGAV 5K / SURAP 3K / TURSA 3K / TUVAP 3K

RWY 08 (082°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
ANEDO 3K 133.300 ①②	at R082/D5.5 KIV RT 138° to NATIV - ANEDO	initial climb FL90
ERADA 1M 133.300 ①②	at R082/D5.5 KIV LT 286° to NETED - ERADA	initial climb FL80
LIPTA 2K 133.300 ①②	at R082/D5.5 KIV RT 231° to LIPTA	initial climb FL80
LOBRO 1K 133.300 ①②	at R082/D5.5 KIV RT 213° to LOBRO	initial climb FL80
MANRO 1K 133.300 ①②	at R082/D5.5 KIV LT 001° to MANRO	initial climb FL90
NERIS 1K 133.300 ①②	at R082/D5.5 KIV LT 317° to LUSAV - NERIS	initial climb FL80
NUNTA 1K 133.300 ①②	at R082/D5.5 KIV LT 286° to NETED - NUNTA	initial climb FL80
POGAV 5K 133.300 ①②	at R082/D5.5 KIV RT 257° to R237/D15.9 KIV - RT 259° to POGAV	initial climb FL80
SURAP 3K 133.300 ①②	at R082/D5.5 KIV RT 138° to NATIV - SURAP	initial climb FL90
TURSA 3K 133.300 ①②	at R082/D5.5 KIV RT 108° to TURSA	initial climb FL90
TUVAP 3K 133.300 ①②	at R082/D5.5 KIV RT 138° to NATIV - TUVAP	initial climb FL90

① First turn calculated with 20° bank and 240KT.

② If unable to comply, contact ATC.

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5-20

SIDs RWY 08**UNIRA 7K / VOLVO 1K**

RWY 08 (082°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
UNIRA 7K 133.300 ①②	at R082/D5.5 KIV LT 286° to NETED - UNIRA	initial climb FL80
VOLVO 1K 133.300 ①②	at R082/D5.5 KIV LT 352° to VOLVO	initial climb FL90

① First turn calculated with 20° bank and 240KT.

② If unable to comply, contact ATC.

KIV-LUKK

5-30

SIDs RWY 09

**ANEDO 1S / ERADA 1S / LIPTA 1S / LOBRO 1S / MANRO 1S / NERIS 1S / NUNTA 1S /
POGAV 1S / SURAP 1S / TURSA 1S / TUVAP 1S**

RWY 09 (091°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
ANEDO 1S 133.300 ①②	at R085/D4.5 KIV RT 135° to NATIV - ANEDO	initial climb FL90
ERADA 1S 133.300 ①②	at R085/D4.5 KIV LT 280° to NETED - ERADA	initial climb FL80
LIPTA 1S 133.300 ①②	at R085/D4.5 KIV RT 234° to LIPTA	initial climb FL80
LOBRO 1S 133.300 ①②	at R085/D4.5 KIV RT 218° to LOBRO	initial climb FL80
MANRO 1S 133.300 ①②	at R085/D4.5 KIV LT 360° to MANRO	initial climb FL90
NERIS 1S 133.300 ①②	at R085/D4.5 KIV LT 313° to NERIS	initial climb FL80
NUNTA 1S 133.300 ①②	at R085/D4.5 KIV LT 280° to NETED - NUNTA	initial climb FL80
POGAV 1S 133.300 ①②	at R085/D4.5 KIV RT 261° to POGAV	initial climb FL80
SURAP 1S 133.300 ①②	at R085/D4.5 KIV RT 135° to NATIV - SURAP	initial climb FL90
TURSA 1S 133.300 ①②	at R085/D4.5 KIV RT 107° to TURSA	initial climb FL90
TUVAP 1S 133.300 ①②	at R085/D4.5 KIV RT 135° to NATIV - TUVAP	initial climb FL90

① First turn calculated with 15° bank and 240 KT.

② If unable to comply, contact ATC.

UNIRA 1S / VOLVO 1S

RWY 09 (091°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
UNIRA 1S 133.300 ①②	at R085/D4.5 KIV LT 280° to NETED - UNIRA	initial climb FL80
VOLVO 1S 133.300 ①②	at R085/D4.5 KIV LT 351° to VOLVO	initial climb FL90

① First turn calculated with 15° bank and 240 KT.

② If unable to comply, contact ATC.

KIV-LUKK

5-50

SIDs RWY 26

ANEDO 4P / ERADA 1T / LIPTA 1P / LOBRO 1P / MANRO 1P / NERIS 1P / NUNTA 1P /
POGAV 5P / SURAP 3P / TURSA 3P / TUVAP 4P

RWY 26 (262°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ANEDO 4P 133.300 ①②	263° - at R263/D3.8 KIV LT 109° to NATIV - ANEDO	initial climb FL90
ERADA 1T 133.300 ①②	263° - at R263/D7.8 KIV RT 322° to ERADA	initial climb FL80
LIPTA 1P 133.300 ①②	263° - at R263/D3.8 KIV LT 203° to LIPTA	initial climb FL80
LOBRO 1P 133.300 ①②	263° - at R263/D3.8 KIV LT 181° to LOBRO	initial climb FL80
MANRO 1P 133.300 ①②	263° - at R263/D7.8 KIV RT 352° to NETED - MANRO	initial climb FL90
NERIS 1P 133.300 ①②	263° - at R263/D7.8 KIV RT 341° to NERIS	initial climb FL80
NUNTA 1P 133.300 ①②	263° - at R263/D7.8 KIV RT 281° to NUNTA	initial climb FL80
POGAV 5P 133.300 ①②	263° - at R263/D3.8 KIV LT 246° to POGAV	initial climb FL80
SURAP 3P 133.300 ①②	263° - at R263/D3.8 KIV LT 097° to R110/D27.8 KIV - SURAP	initial climb FL90
TURSA 3P 133.300 ①②	263° - at R263/D3.8 KIV LT 097° to R110/D27.8 KIV - TURSA	initial climb FL90
TUVAP 4P 133.300 ①②	263° - at R263/D3.8 KIV LT 109° to NATIV - TUVAP	initial climb FL90

① First turn calculated with 20° bank and 240KT.

② If unable to comply, contact ATC.

UNIRA 5P / VOLVO 1P

RWY 26 (262°)

After take-off, contact Chisinau APP

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
UNIRA 5P 133.300 ①②	263° - at R263/D7.8 KIV RT 288° to VANIP - UNIRA	initial climb FL80
VOLVO 1P 133.300 ①②	263° - at R263/D7.8 KIV RT 352° to NETED - VOLVO	initial climb FL90

① First turn calculated with 20° bank and 240KT.

② If unable to comply, contact ATC.

KIV-LUKK

5-70

SIDs RWY 27

ANEDO 1V / ERADA 1V / LIPTA 1V / LOBRO 1V / MANRO 1V / NERIS 1V / NUNTA 1V / POGAV 1V

RWY 27 (271°)

After take-off, contact Chisinau APP

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
ANEDO 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 106° to NATIV - ANEDO	initial climb FL90
ERADA 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 315° to ERADA	initial climb FL80
LIPTA 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 197° to LIPTA	initial climb FL80
LOBRO 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 175° to LOBRO	initial climb FL80
MANRO 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 325° to NETED - MANRO	initial climb FL90
NERIS 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 325° to NETED - NERIS	initial climb FL80
NUNTA 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 278° to NUNTA	initial climb FL80
POGAV 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 245° to POGAV	initial climb FL80

① First turn calculated with 15° bank and 240KT.

② If unable to comply, contact ATC.

KIV-LUKK

5-80

SIDs RWY 27

SURAP 1V / TURSA 1V / TUVAP 1V / UNIRA 1V / VOLVO 1V

RWY 27 (271°)

After take-off, contact Chisinau APP

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 27	
SURAP 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 096° to R110/D27.8 KIV - SURAP	initial climb FL90
TURSA 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 096° to R110/D27.8 KIV - TURSA	initial climb FL90
TUVAP 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV LT 106° to NATIV - TUVAP	initial climb FL90
UNIRA 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 283° to UNIRA	initial climb FL80
VOLVO 1V 4.1% to R280/D3 KIV 133.300 ①②	at R280/D3 KIV RT 325° to NETED - VOLVO	initial climb FL90

① First turn calculated with 15° bank and 240KT.

② If unable to comply, contact ATC.

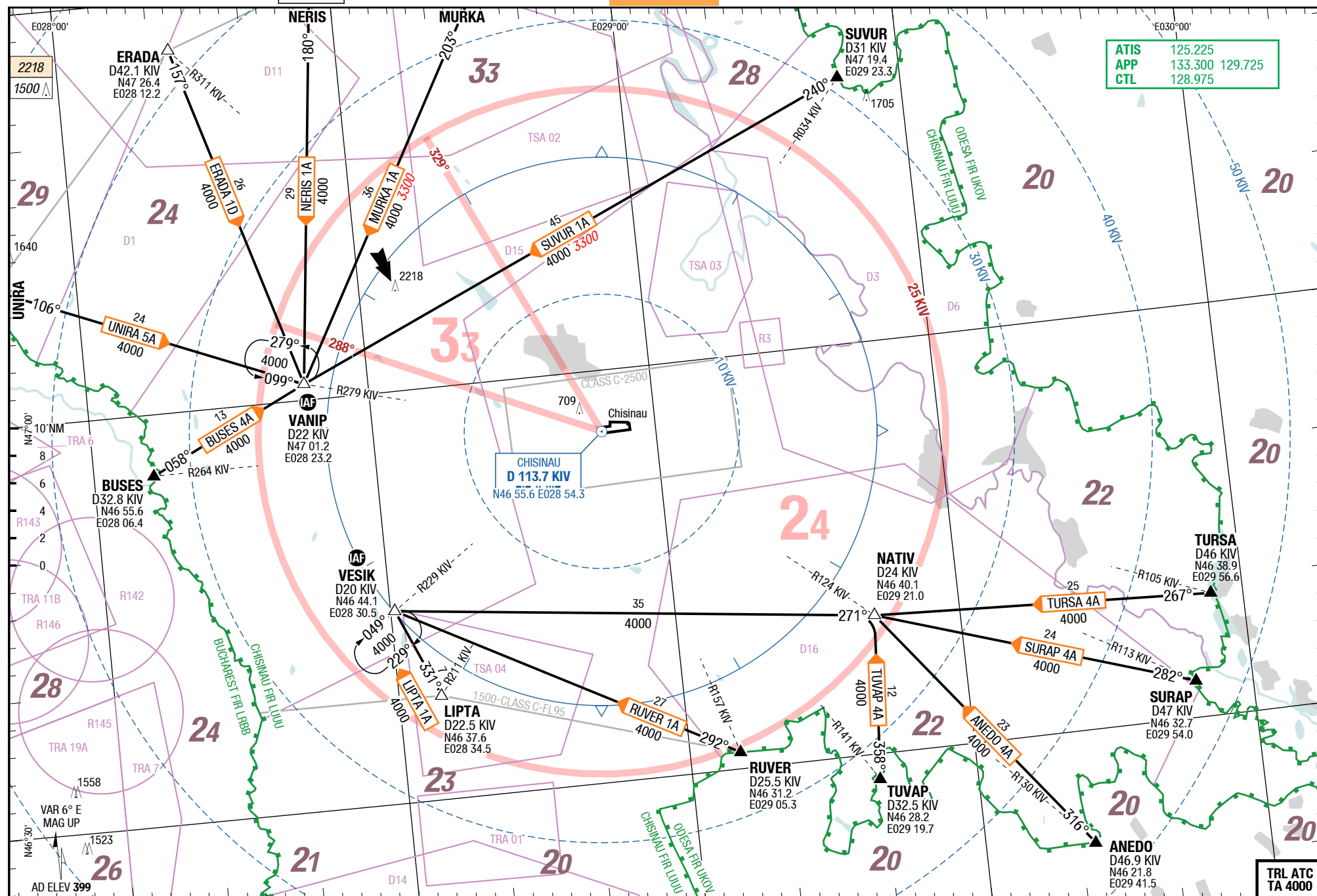
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STARs RWYs 08/09

STAR

STAR

STARs RWYs 08/09



Changes: RWY polygon, chart title, RWY 09/27, SUAs

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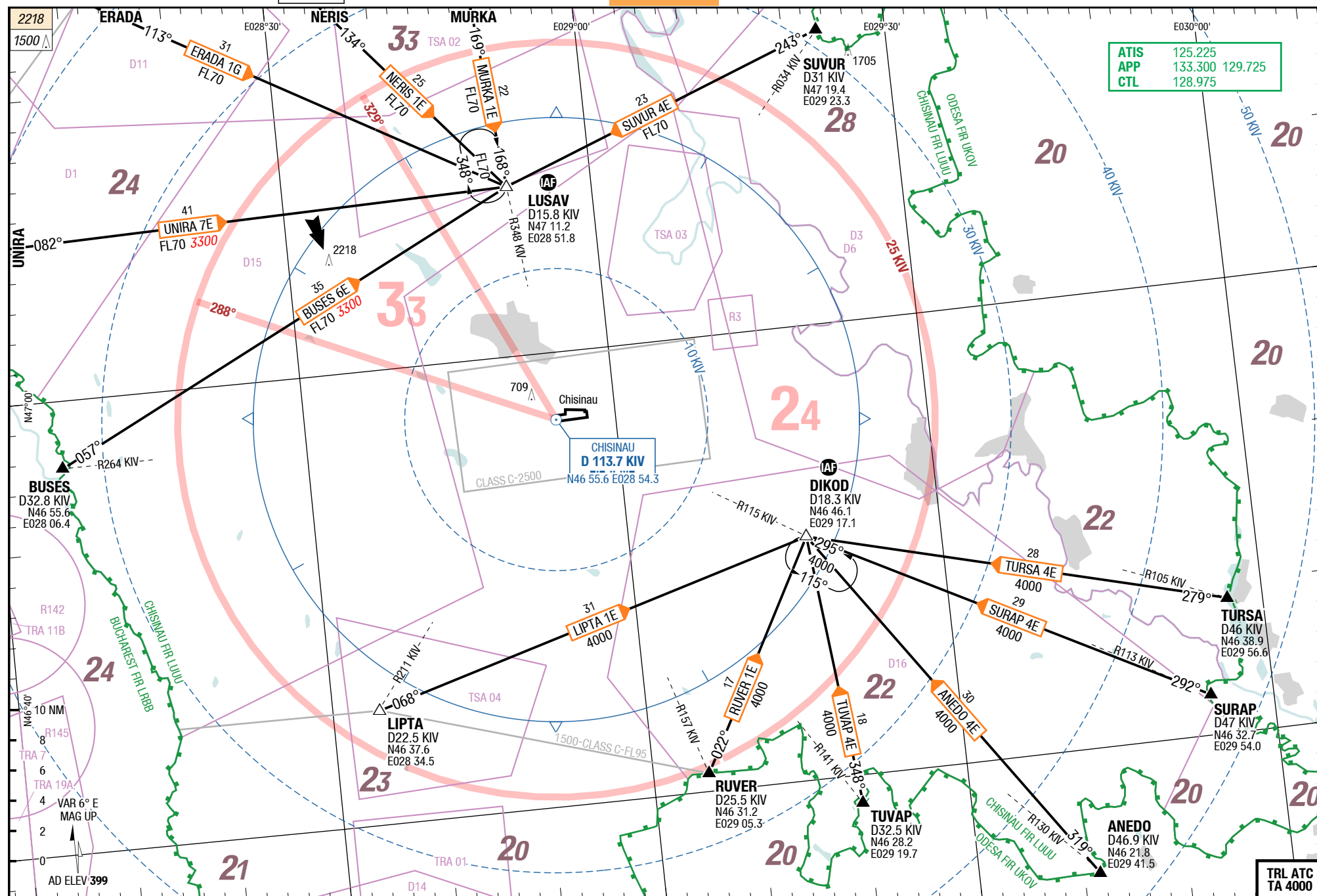
KIV-LUKK

STARs RWYs 26/27

STAR

STAR

STARs RWYs 26/27



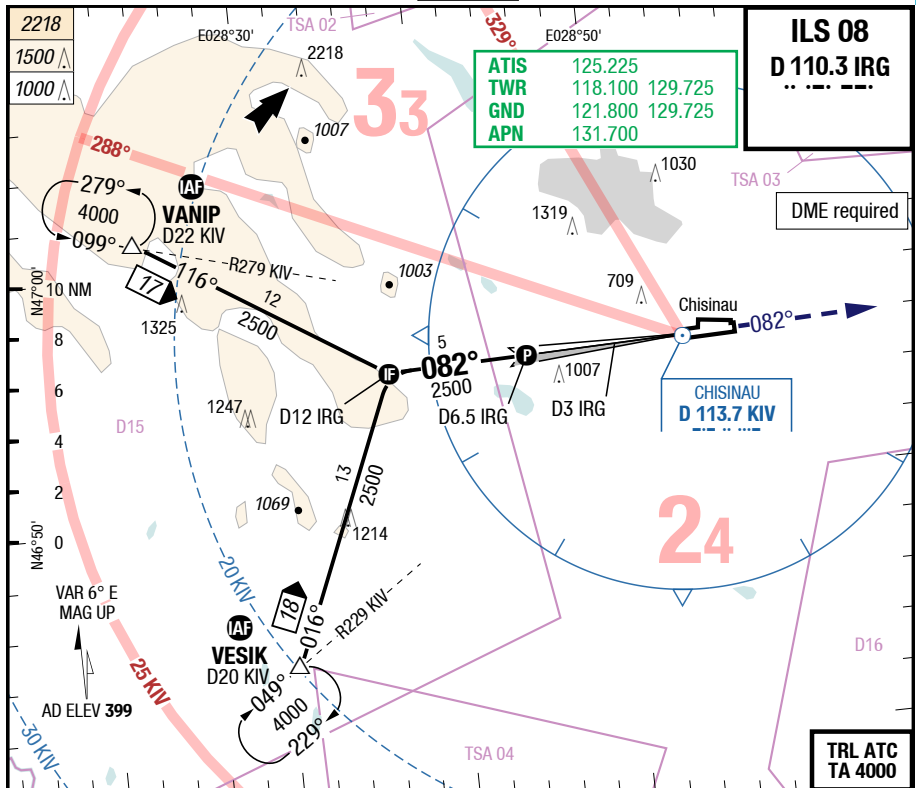
Changes: RWY 09/27, RWY polygon, chart title, Track, SUAs

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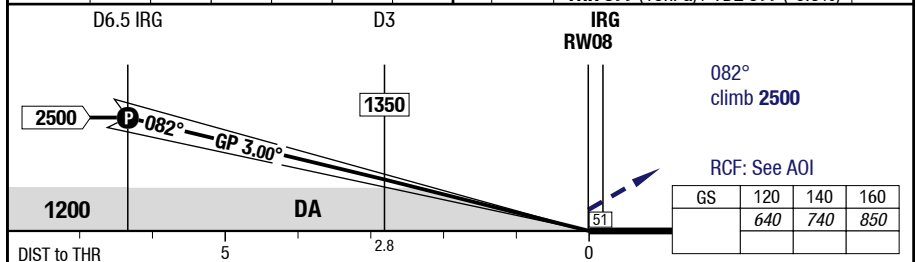
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7-10

ILS 08



D IRG	6.5	6	5	4	2	1	08	83.0°	58 HL
	2500	2340	2010	1680	1040	720	870	3590 x 45	15 L
	D6.5 IRG						HL-P2	THR 399 (15hPa) / TDZ 399 (-0.8%)	-1.0%



08	Cat 2 DME	Cat 1 DME				Circling
C	ft - m/km ft	100 - 300R 104 RA	200 - 550 600			Not published
D	ft - m/km ft	110 - 300R 112 RA 2)	200 - 550 600			Not published

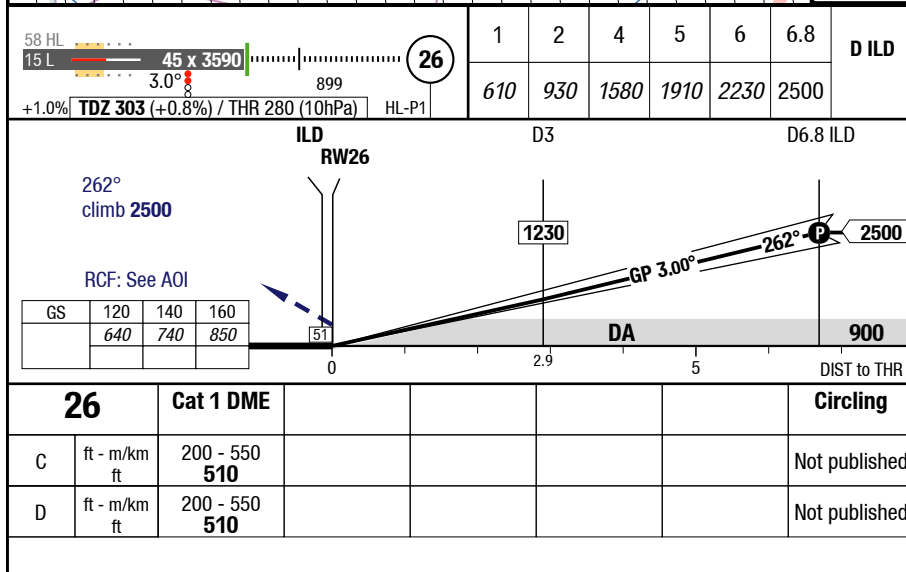
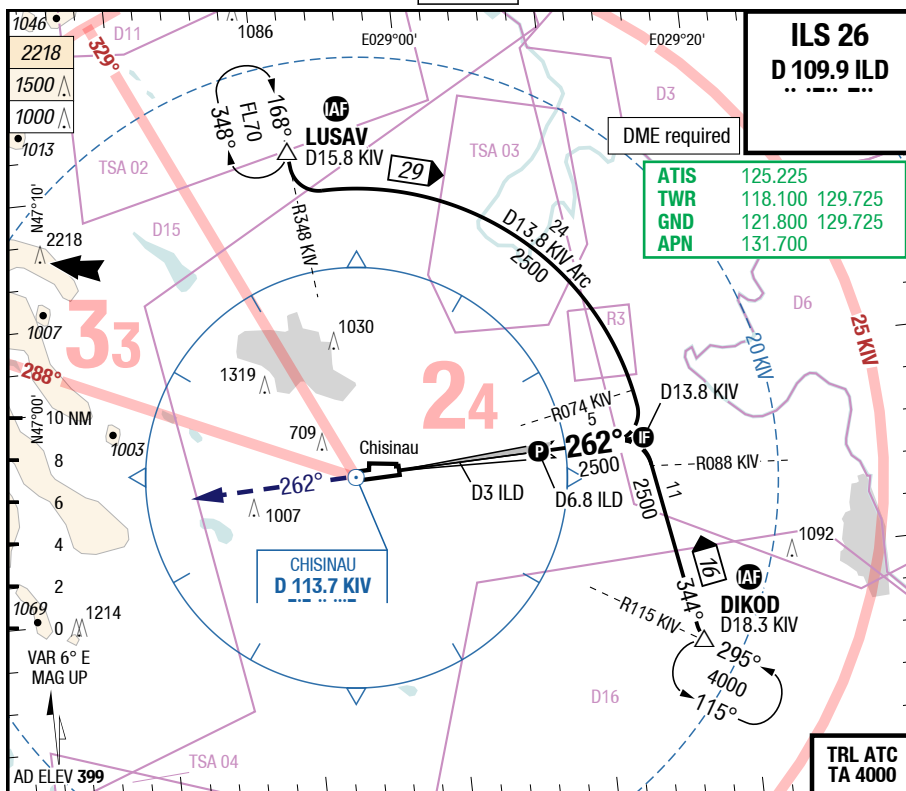
1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: RWY polygon, SUAs, DIST, OBST

7-20

ILS 26



12-JUL-2018

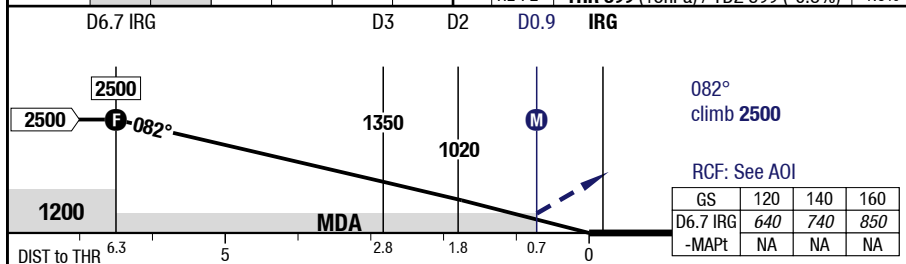
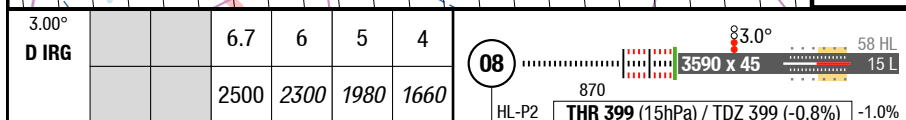
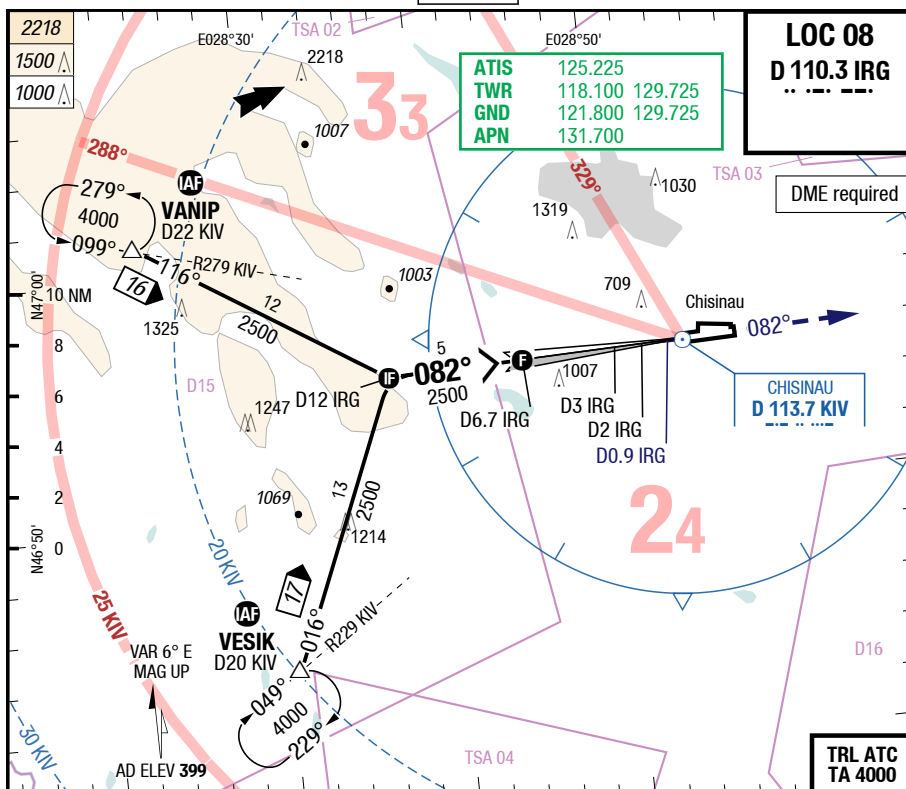
Moldova **Chisinau** Chisinau Intl

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7-30

LOC 08

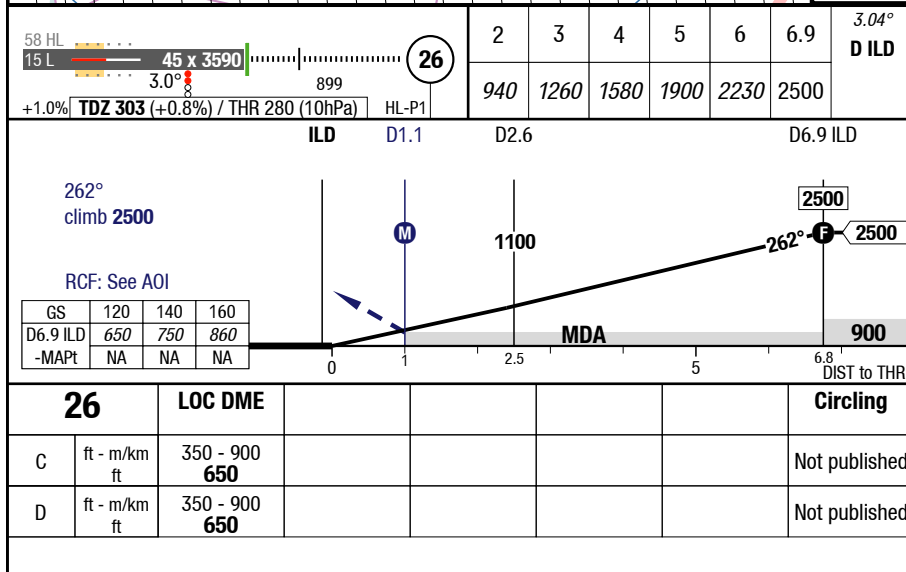
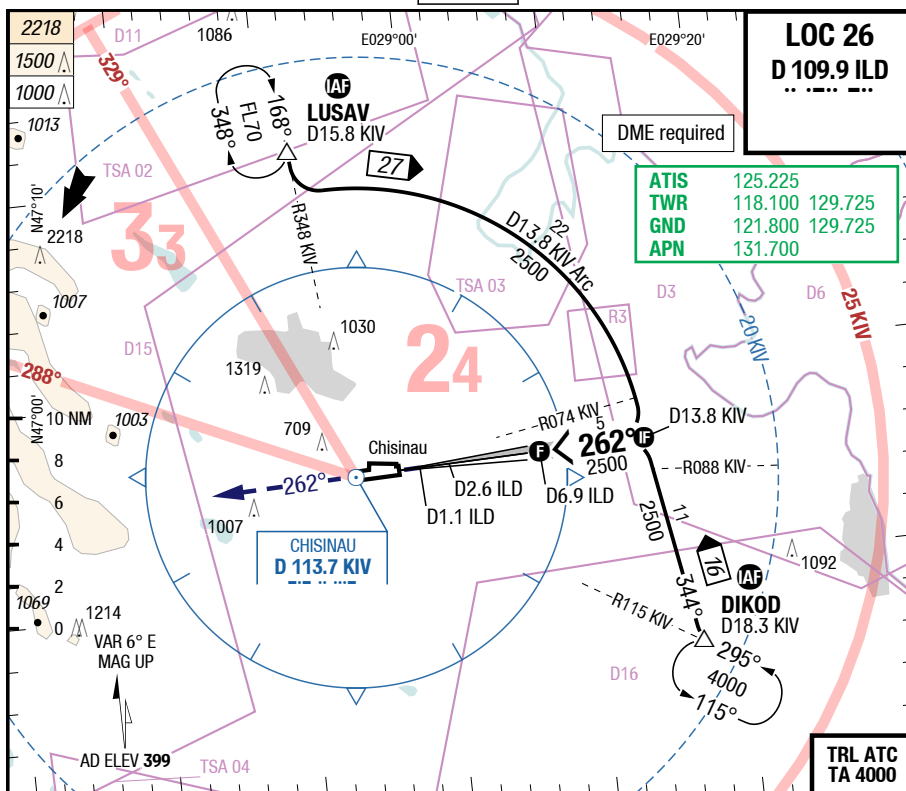


08		LOC DME					Circling
C	ft - m/km ft	370 - 1.0 760					Not published
D	ft - m/km ft	370 - 1.0 760					Not published

Changes: RWY polygon, OBST, SUAs

7-40

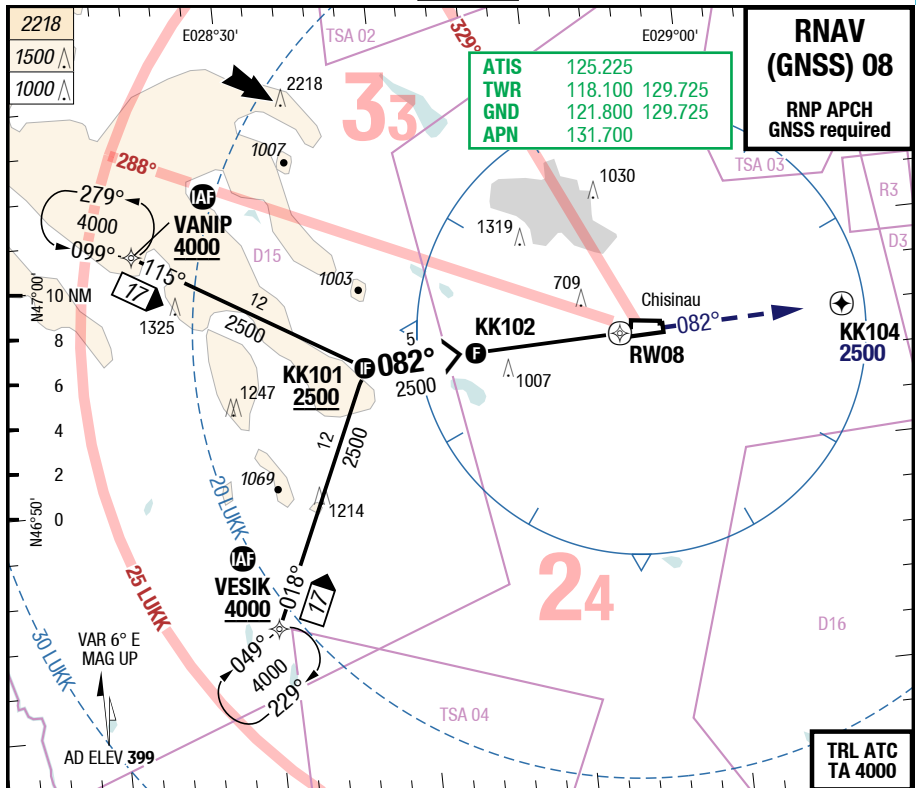
LOC 26



KIV-LUKK

7-50

RNAV (GNSS) 08

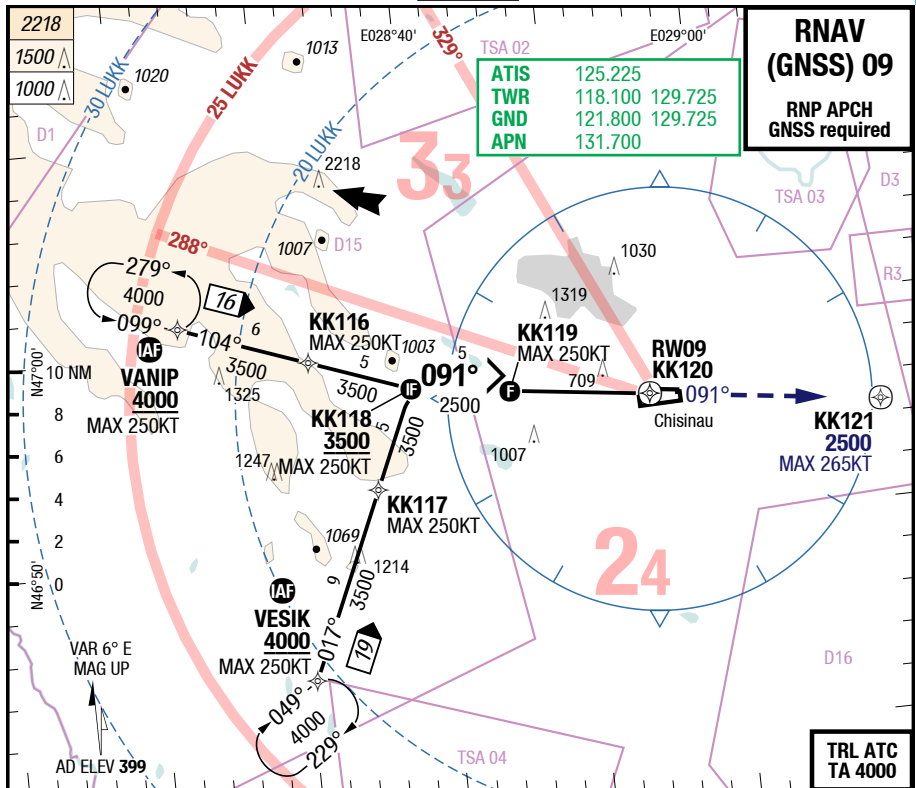


3.00° RW08		6.5	6	5	4	3	2	<div><div>08</div><div>HL-P2</div></div>		<div><div>83.0°</div><div>58 HL</div></div>		<div><div>15 L</div></div>												
		2500	2360	2030	1710	1400	1080	<div>870</div>		3590 x 45														
									THR 399 (15hPa) / TDZ 399 (-0.8%)		-1.0%													
11.5 RW08 KK101		6.5 KK102		RW08																				
2500		2500		082°		M		082° to KK104 climb 2500																
RW08 N46 55.6 E028 54.4		1200		MDA		RCF: See A01																		
DIST to THR		10		6.5		5		0		<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>KK102</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>NA</td><td>NA</td><td>NA</td></tr></table>			GS	120	140	160	KK102	640	740	850	-MAPt	NA	NA	NA
GS	120	140	160																					
KK102	640	740	850																					
-MAPt	NA	NA	NA																					
08		RNAV GNSS LNAV										Circling												
C	ft - m/km ft	420 - 1.2 820										Not published												
D	ft - m/km ft	420 - 1.2 820										Not published												

KIV-LUKK

7-60

RNAV (GNSS) 09

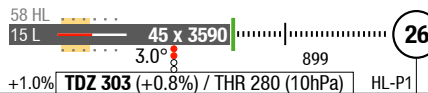
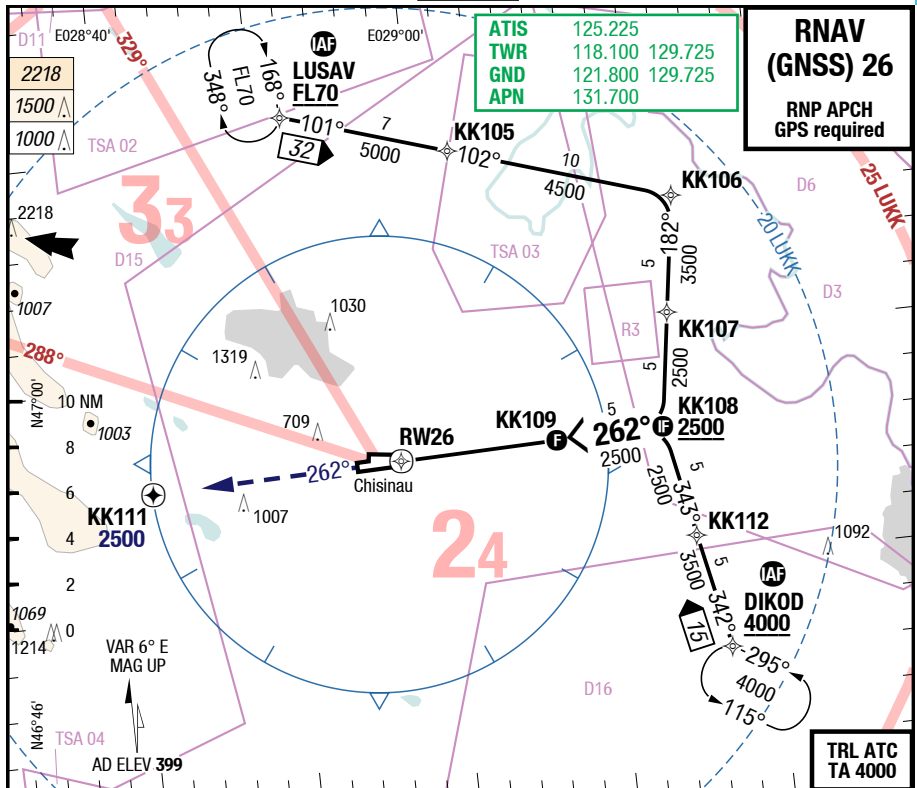


09		RNAV GNSS	Circling	
		LNAV		
C	ft - m/km ft	710 - 2.4 1070	Not published	
D	ft - m/km ft	710 - 2.4 1070	Not published	

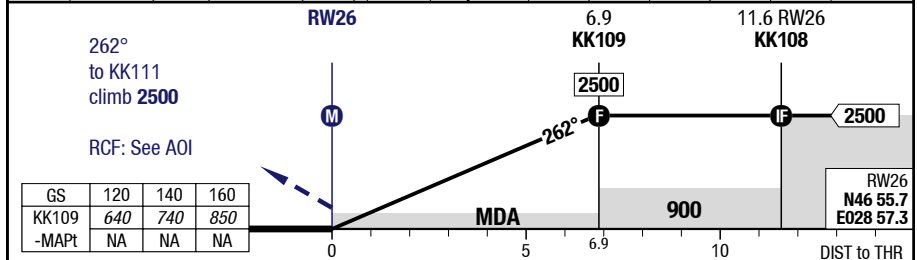
KIV-LUKK

7-70

RNAV (GNSS) 26



1	2	3	4	5	6.9	3.00°
650	960	1280	1590	1910	2500	RW26

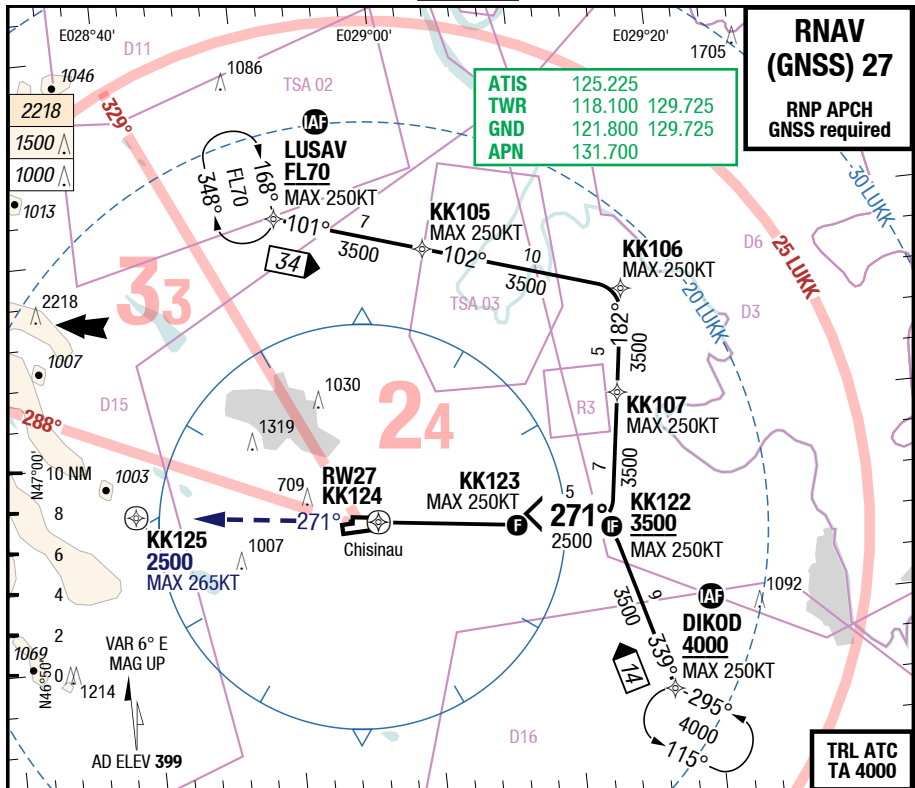


26	RNAV GNSS					Circling
C	ft - m/km ft	250 - 750 560				Not published
D	ft - m/km ft	250 - 750 560				Not published

KIV-LUKK

7-80

RNAV (GNSS) 27



60 HL				45 x 2383		420		27	2	3	5	7	9	9.9	3.00° RW27	
+0.9%				TDZ 293 (---%) / THR 286 (10hPa)		L-S			980	1290	1930	2570	3200	3500		
271° to KK125 climb 2500				RW27 KK124				6.9 KK123		9.9 11.5 RW27 KK122						
RCF: See A01				M				2500		271° D		IF		3500		
GS		120	140	160												
KK123		640	740	850												
-MAPt		NA	NA	NA												
					0	5	6.9	10	11.5	DIST TO THR						
MDA					900											
					RW27 N46 55.8 E028 57.1											
27		RNAV GNSS LNAV														Circling
C	ft - m/km ft	450 - 1.9 740														Not published
D	ft - m/km ft	450 - 1.9 740														Not published

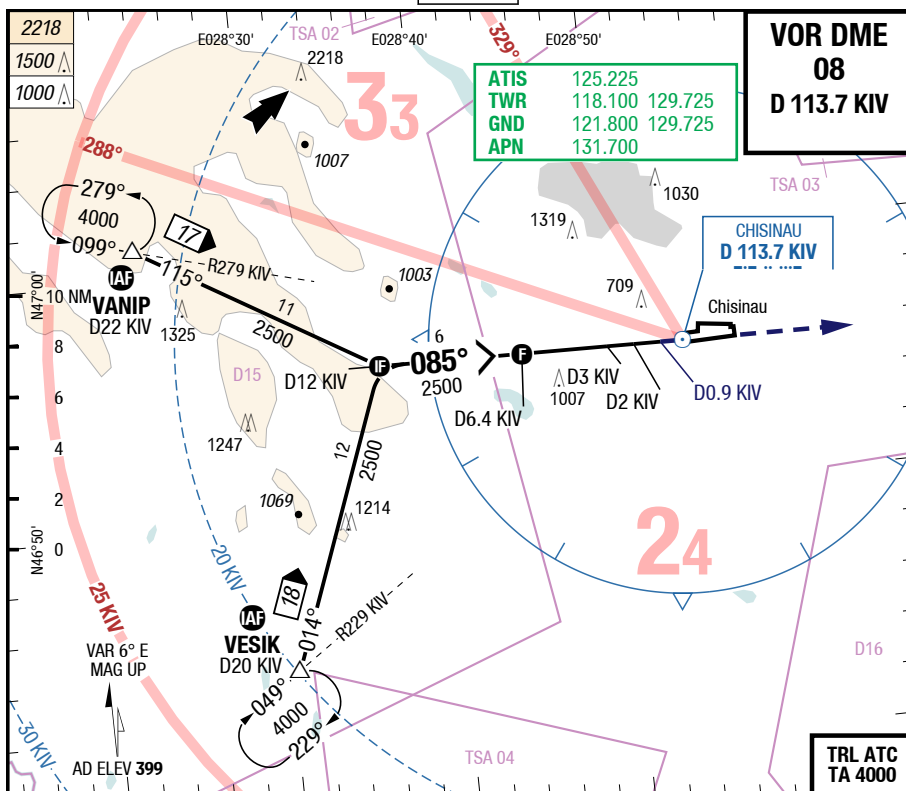
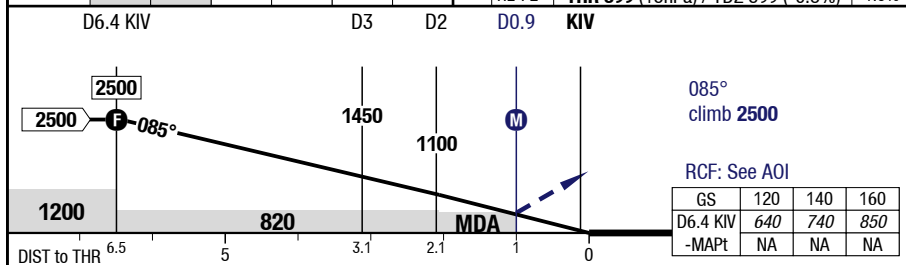
KIV-LUKK

Moldova **Chisinau** Chisinau Intl

IAC

7-90

VOR DME 08

[illegible]

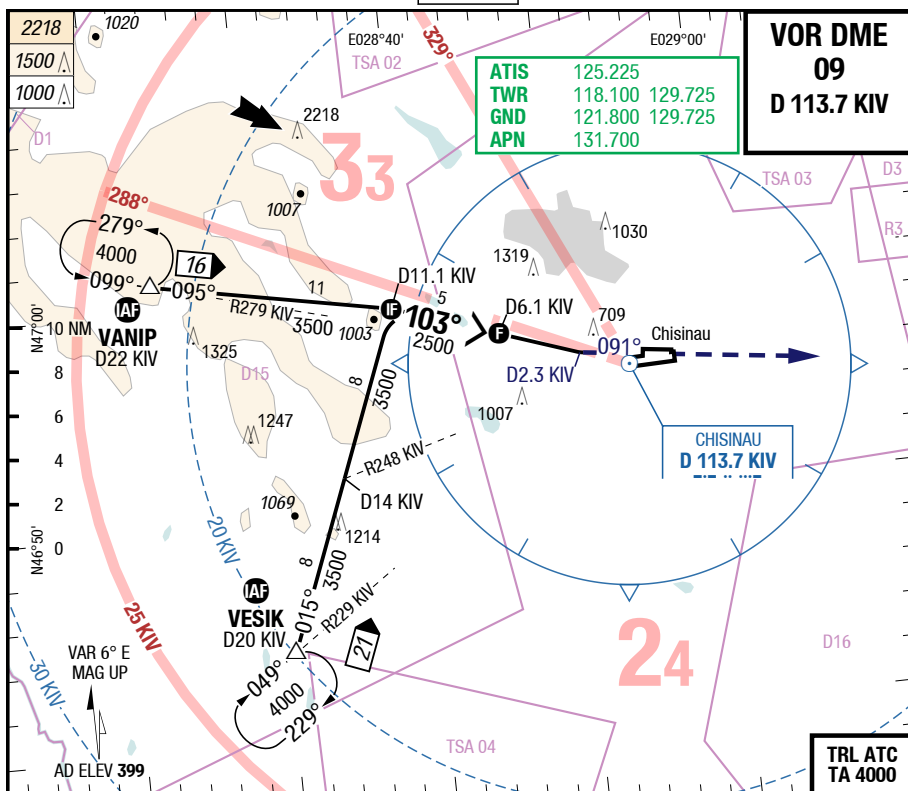
08		VOR DME					Circling
C	ft - m/km ft	380 - 1.0 770					Not published
D	ft - m/km ft	380 - 1.0 770					Not published

Changes: Nil

KIV-LUKK

7-100

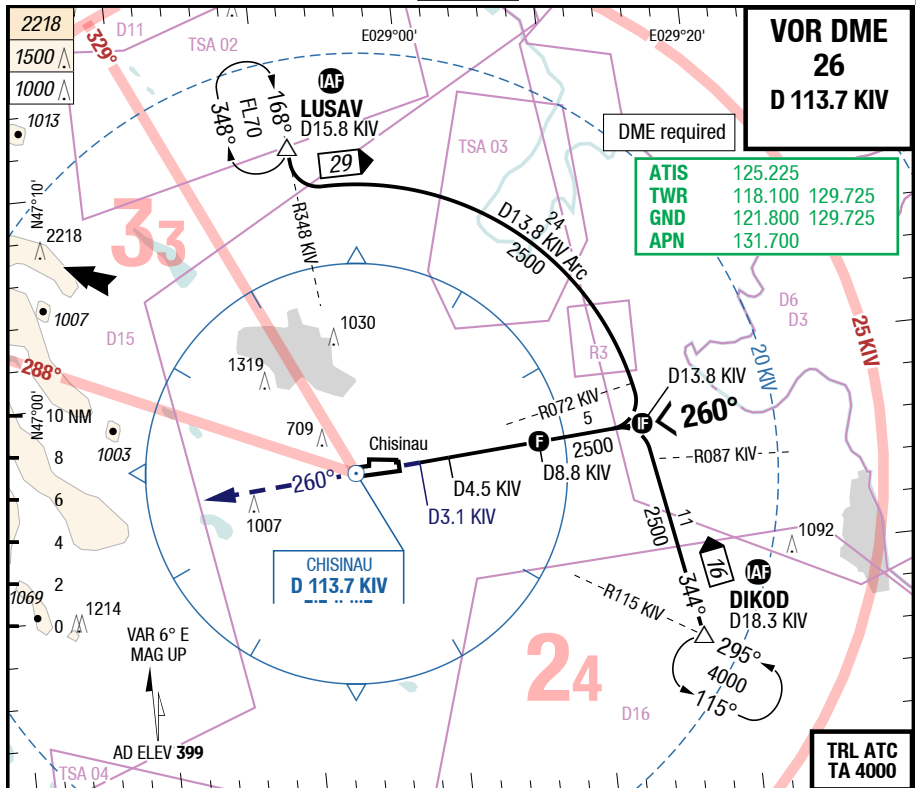
VOR DME 09



KIV-LUKK

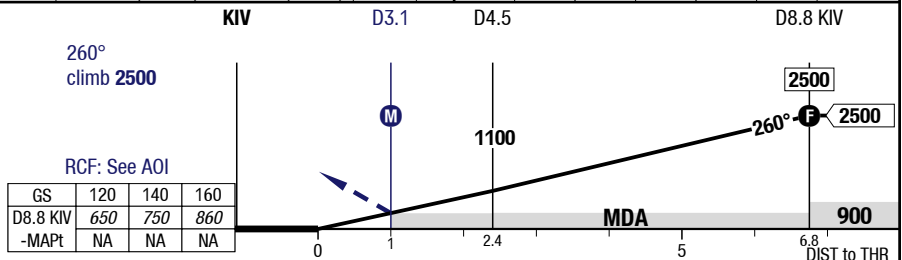
7-110

VOR DME 26



58 HL 45 x 3590
15 L 3.0°
+1.0% TDZ 303 (+0.8%) / THR 280 (10hPa) HL-P1

4	5	6	7	8	8.8	3.04° D KIV 260° RWY 262°
960	1280	1610	1930	2250	2500	

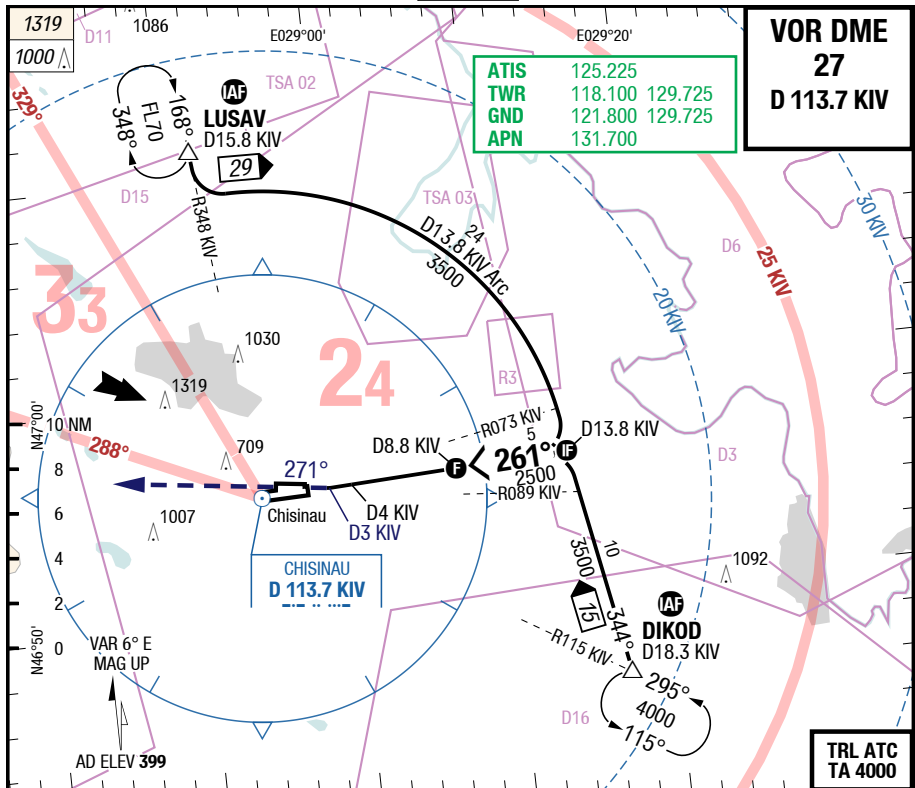


26	VOR DME					Circling
C	ft - m/km ft	390 - 1.1 690				Not published
D	ft - m/km ft	390 - 1.1 690				Not published

KIV-LUKK

7-120

VOR DME 27



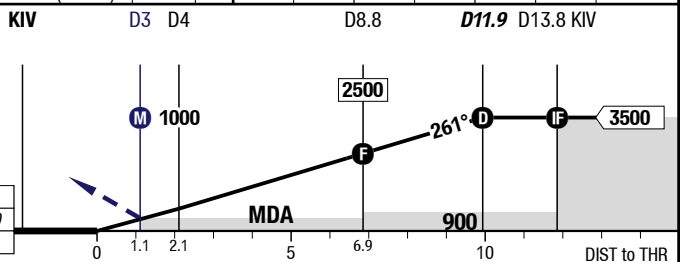
60 HL 45 x 2383
3.0°
+0.9% TDZ 293 (---%) / THR 286 (10hPa)

27

5	6	7	8	10	11.9	3.00° D KIV 261° RWY 271°
1320	1640	1960	2280	2910	3500	

271°
climb 2500
RCF: See A01

GS	120	140	160
D8.8 KIV	640	740	850
-MAPt	NA	NA	NA



27	VOR DME					Circling
C	ft - m/km ft	460 - 1.9 750				Not published
D	ft - m/km ft	460 - 1.9 750				Not published