

CND-LRCK

1-10

AOI

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 7, CAT 8 24HR PPR**PCN:** RWY 18/36: 62/R/A/W/T**Operation****Traffic Note**

During activation of ALTN ATS routes over Black Sea Area, REVDA 3C/3D STARs and DINRO 2A/2B SIDs suspended. Expect RAD vectoring to intercept an IAP or VIS APCH. DEP ACFT will be normally cleared to climb on RWY track to MSA then vectored to the appropriate exit point.

RWY Restriction

RWY 18/36 allowable crosswind component is minus 30 percent from the MAX permissible crosswind component stated in the ACFT manual.

Warnings

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below FL100 in TMA

Arrival Procedure**Non-standard GP Intercept Position on RWY 36**

GP intercepts RWY 36 at 384m / 1260ft after landing threshold.

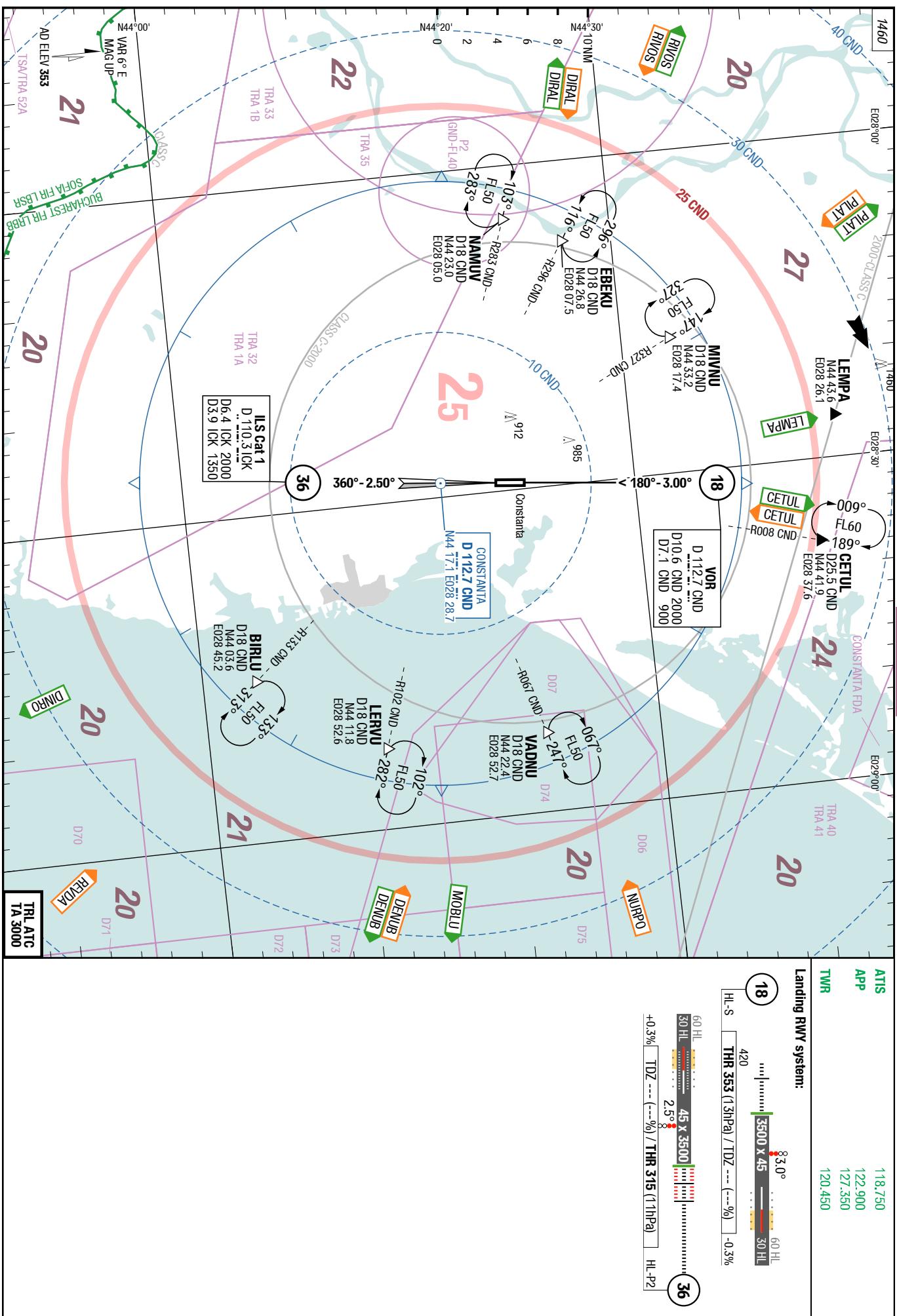
Remaining DIST beyond GP is 3116m / 10223ft.

DEPARTURE**Take-off Minima**

RWY		36	
All ACFT	ft - m/km	0 - 400R/400V	-
RWY		18	
All ACFT	ft - m/km	0 - 400V	-

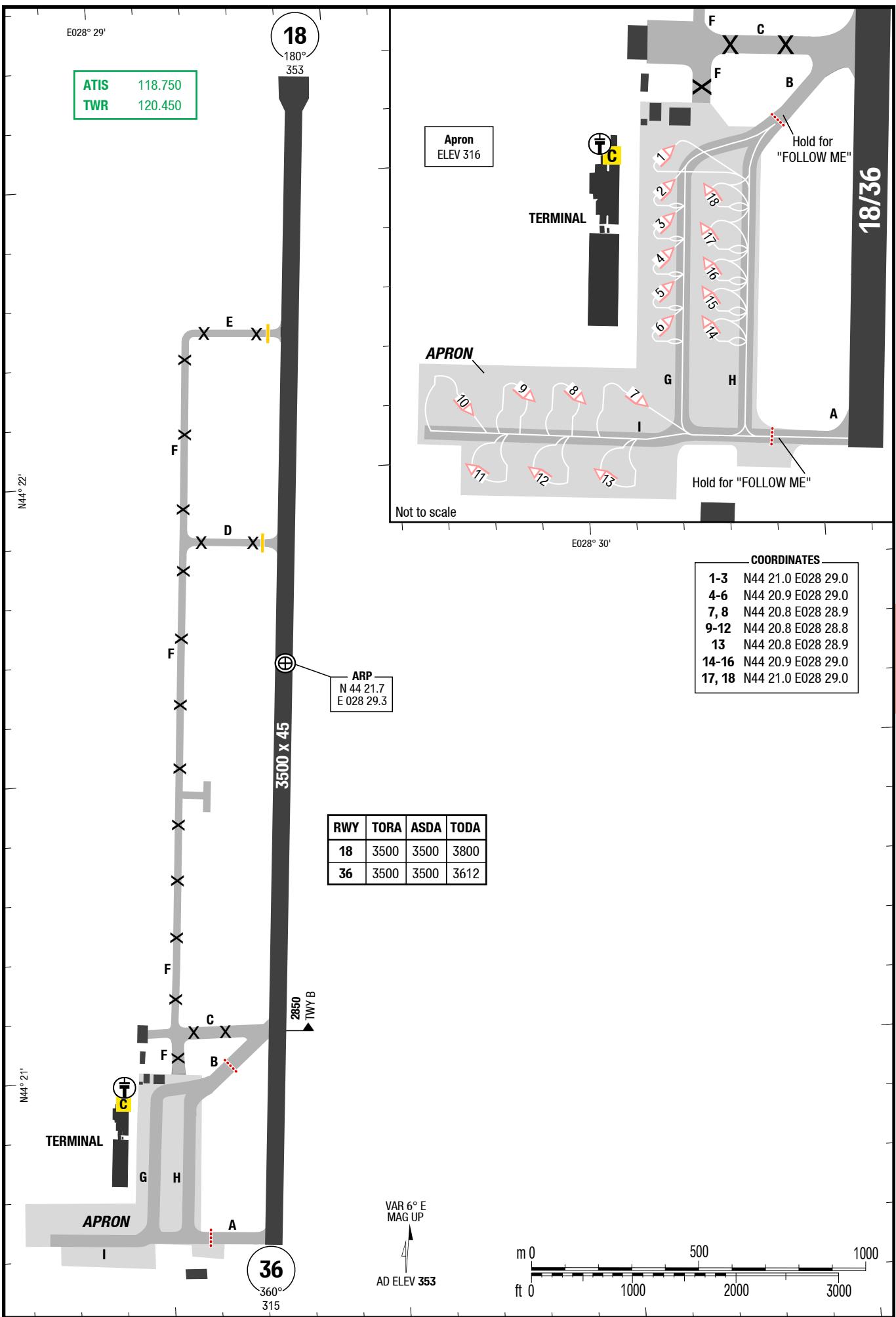
Departure Procedure**Noise Abatement Procedure:** ICAO Standard TKOF PROC NADP 1 or NADP 2.**De-Icing**

AVBL



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Effective 26-MAY-2016

19-MAY-2016

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SIDs RWY 36

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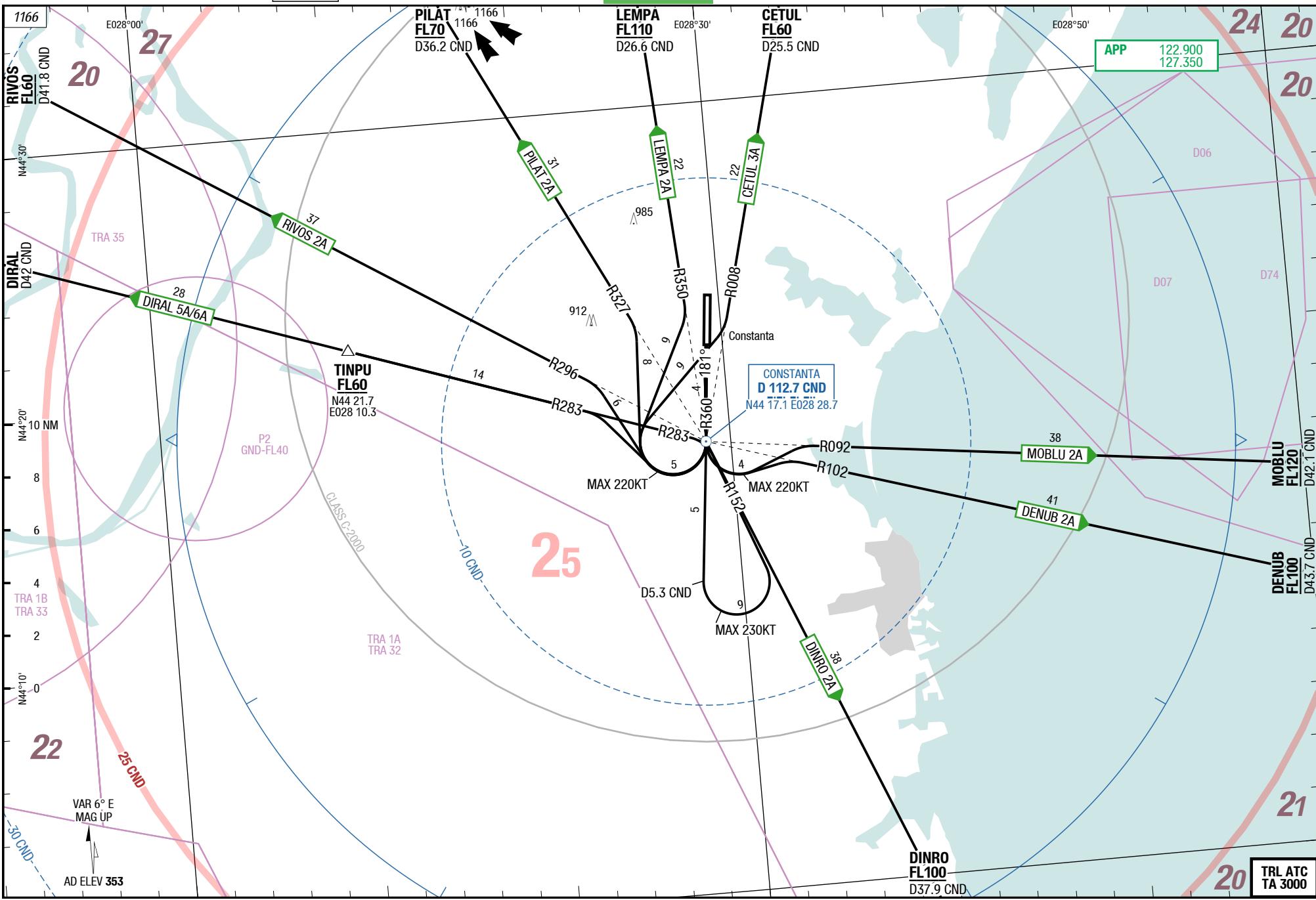
SIDs RWY 36

SIDs RWY 18

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SID

SID



Changes: Completely revised

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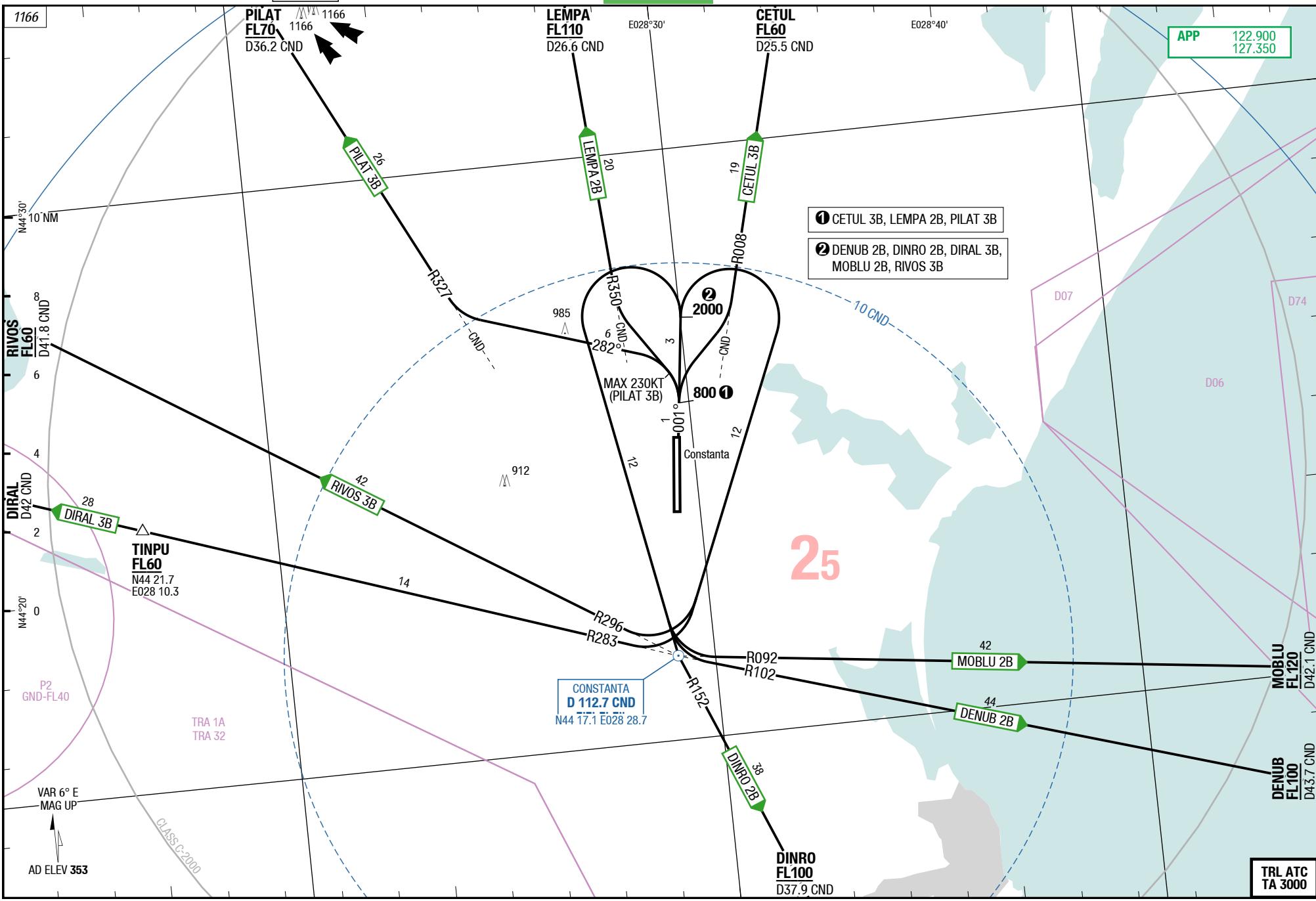
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SIDs RWY 36

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SIDs RWY 36



Changes: Completely revised

CND-LRCK**5-10****SIDs RWY 18**

CETUL 3A / DENUB 2A / DINRO 2A / DIRAL 5A / DIRAL 6A / LEMPA 2A / MOBLU 2A / PILAT 2A / RIVOS 2A
RWY 18 (180°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100
4.1%	ft/MIN	500	700	800	900	1000	1200
4.7%	ft/MIN	600	800	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
CETUL 3A 122.900	intercept R360 CND to CND - RT (MAX 220KT) intercept R008 CND to CETUL	CETUL MNM FL60
DENUB 2A 122.900	intercept R360 CND to CND - LT (MAX 220KT) intercept R102 CND to DENUB	DENUB MNM FL100
DINRO 2A 3.9% 122.900 ①	intercept R360 CND to CND - R152 CND to DINRO	DINRO MNM FL100
DIRAL 5A 122.900	181° - at D5.3 CND LT (MAX 230KT) direct CND - R283 CND to TINPU - DIRAL	TINPU MNM FL60
DIRAL 6A 4.7% to TINPU 122.900 ①	intercept R360 CND to CND - RT (MAX 220KT) intercept R283 CND to TINPU - DIRAL	TINPU MNM FL60
LEMPA 2A 4.8% 122.900 ①	intercept R360 CND to CND - RT (MAX 220KT) intercept R350 CND to LEMPA	LEMPA MNM FL110
MOBLU 2A 4.1% 122.900 ①	intercept R360 CND to CND - LT (MAX 220KT) intercept R092 CND to MOBLU	MOBLU MNM FL120
PILAT 2A 122.900	intercept R360 CND to CND - RT (MAX 220KT) intercept R327 CND to PILAT	PILAT MNM FL70
RIVOS 2A 122.900	intercept R360 CND to CND - RT (MAX 220KT) intercept R296 CND to RIVOS	RIVOS MNM FL60

① Climb gradient due to ASP structure

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SIDs RWY 36

CETUL 3B / DENUB 2B / DINRO 2B / DIRAL 3B / LEMPA 2B / MOBLU 2B / PILAT 3B / RIVOS 3B

RWY 36 (360°)

	GS	120	150	180	210	240	270
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300

DESIGNATOR	ROUTING	ALTITUDES
CETUL 3B 4.6% 122.900 ①	001° - at 800 RT intercept R008 CND to CETUL	CETUL MNM FL60
DENUB 2B 122.900	001° - at 2000 LT direct CND - R102 CND to DENUB	DENUB MNM FL100
DINRO 2B 122.900	001° - at 2000 LT direct CND - R152 CND to DINRO	DINRO MNM FL100
DIRAL 3B 122.900	001° - at 2000 RT direct CND - R283 CND to TINPU - DIRAL	TINPU MNM FL60
LEMPA 2B 8.3% 122.900 ①	001° - at 800 LT intercept R350 CND to LEMPA	LEMPA MNM FL110
MOBLU 2B 122.900	001° - at 2000 LT direct CND - R092 CND to MOBLU	MOBLU MNM FL120
PILAT 3B 4.2% to 800 122.900	001° - at 800 LT (MAX 230KT) 282° - intercept R327 CND to PILAT	PILAT MNM FL70
RIVOS 3B 122.900	001° - at 2000 RT direct CND - R296 CND to RIVOS	RIVOS MNM FL60

① Climb gradient due to ASP structure

15-FEB-2018

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STAR

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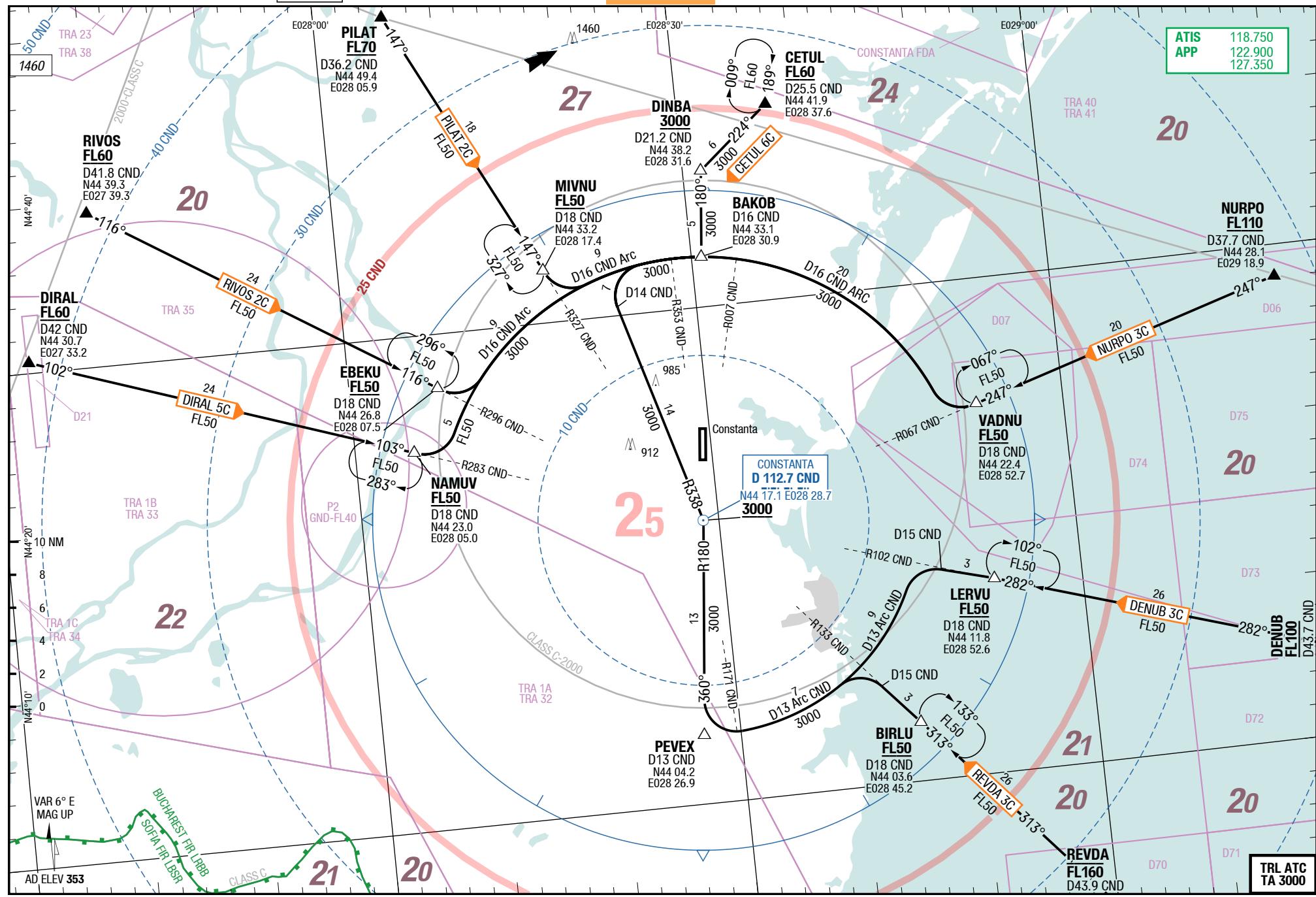
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STARs RWY 18

STARs RWY 18



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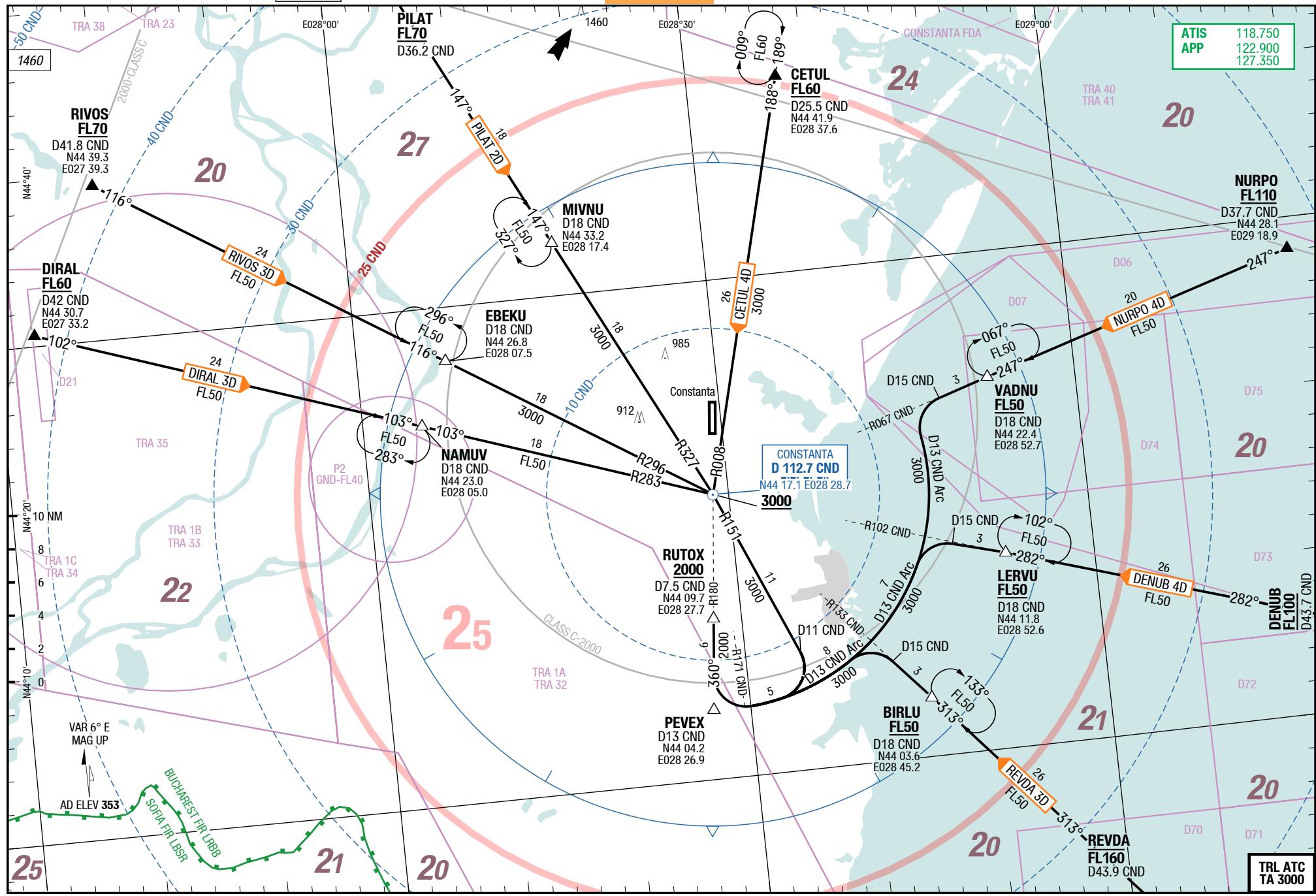
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STARs RWY 36

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STARs RWY 36



Effective 02-MAR-2017
23-FEB-2017

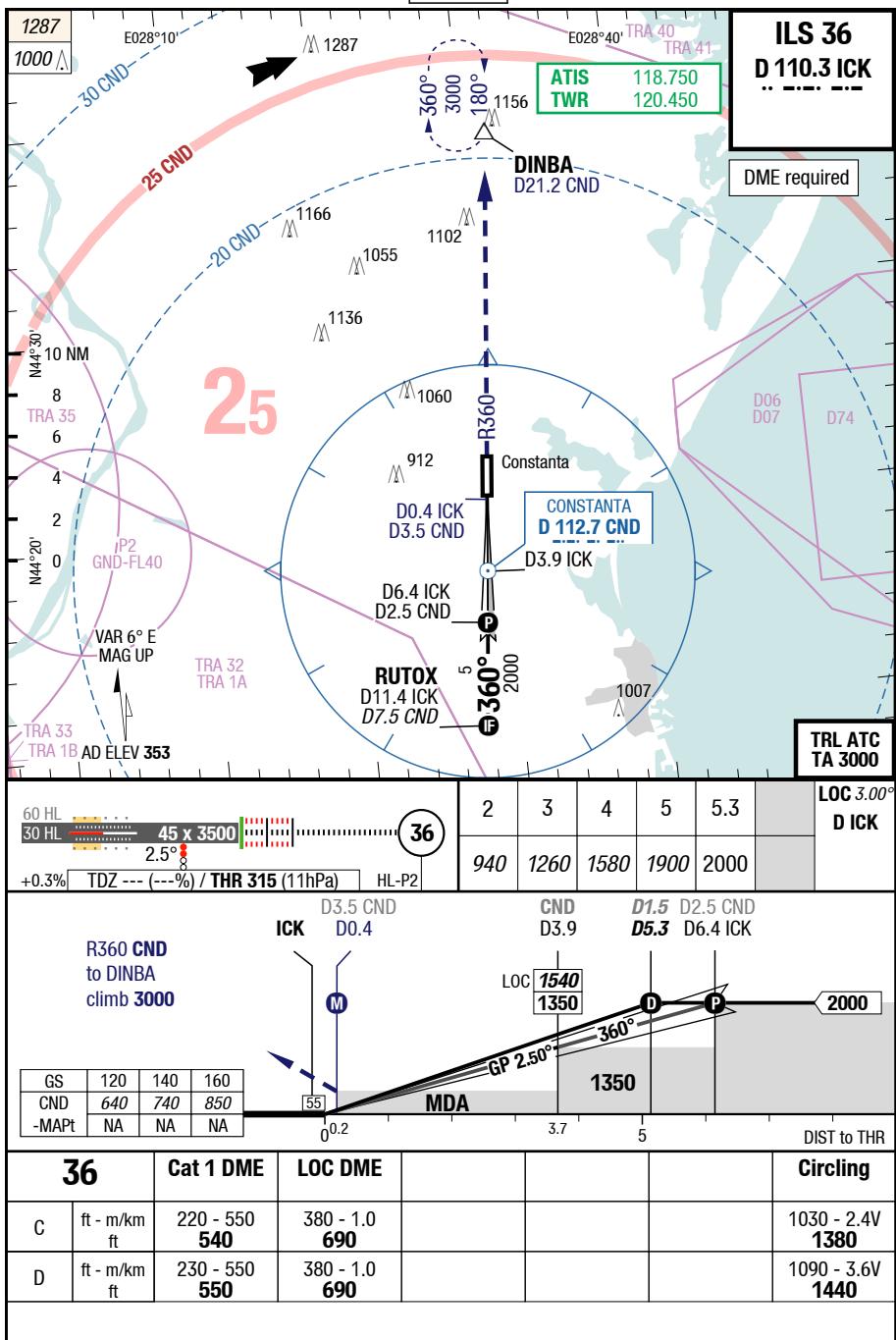
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IAC

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ILS 36



Changes: QFU

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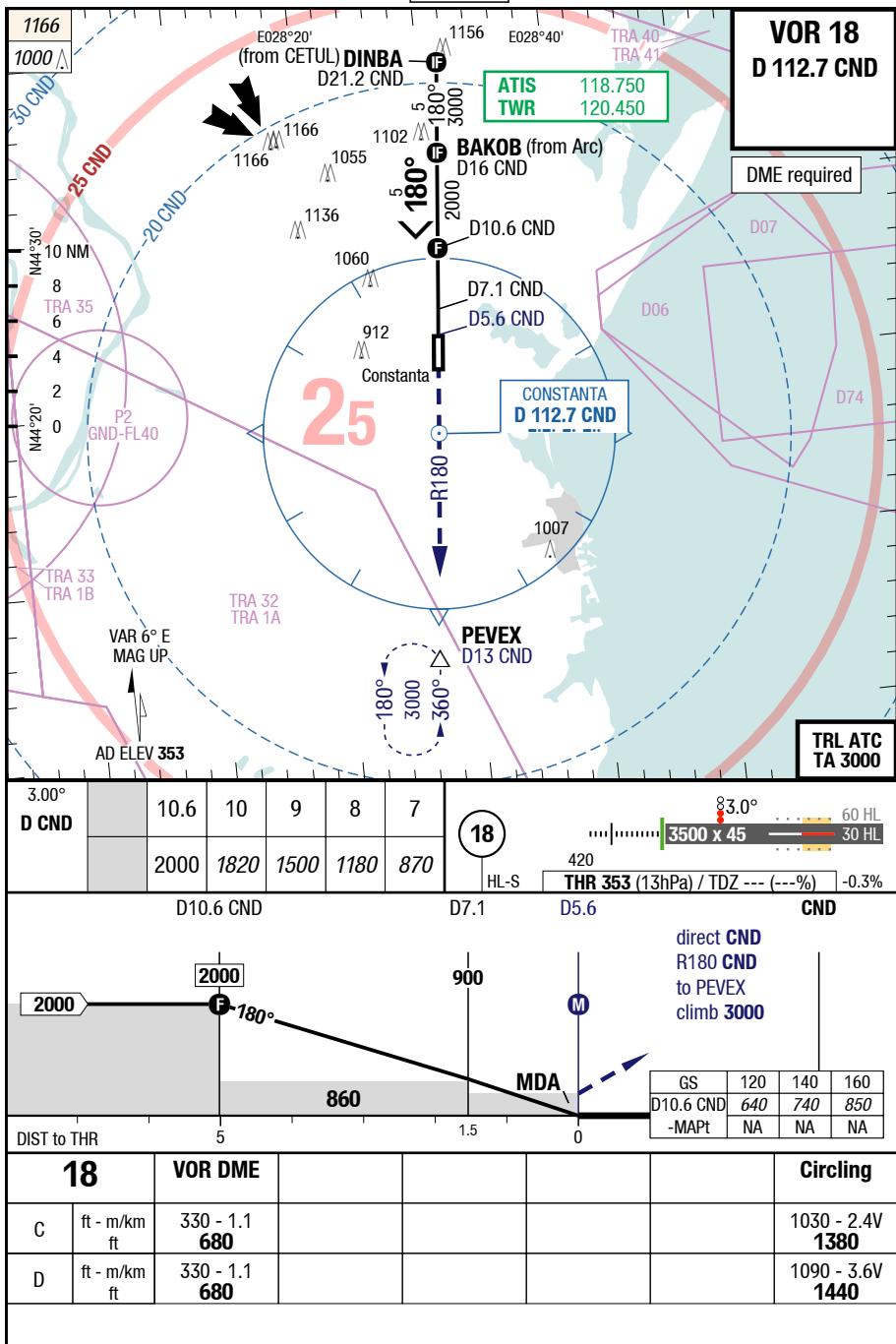
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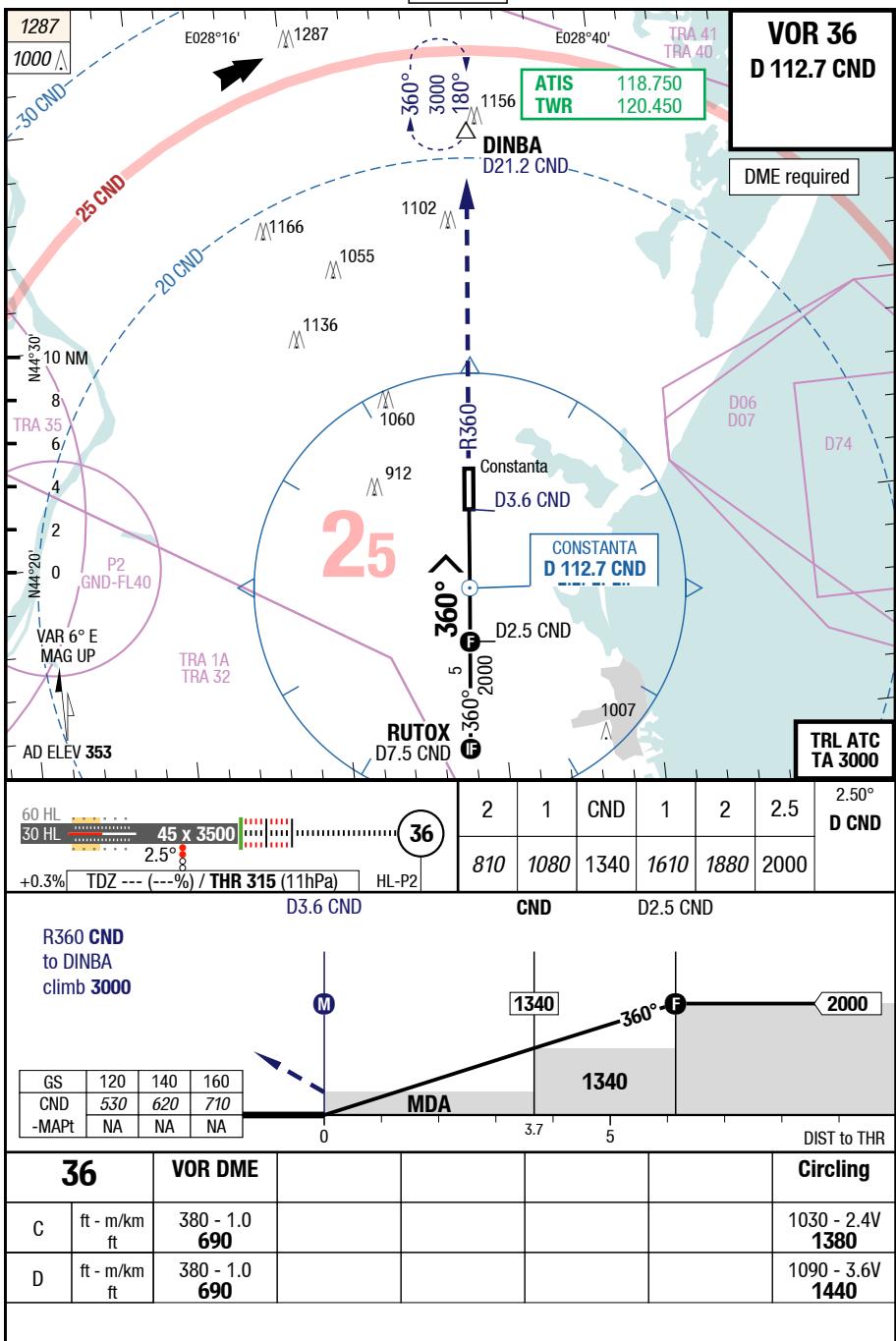
VOR 18



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VOR 36



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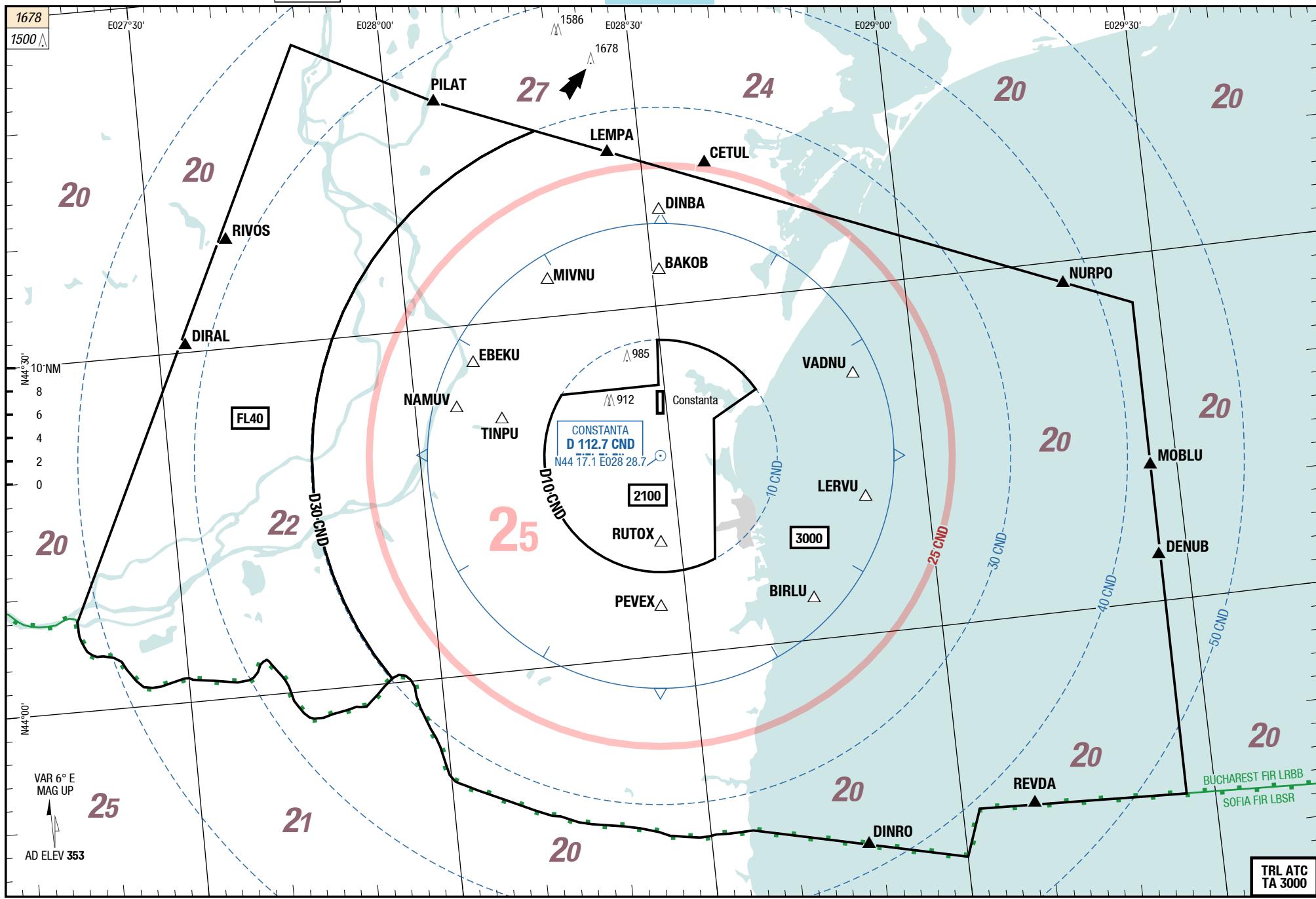
MRC

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Changes: WPT, VAR, OBST