

CND-LRCK

1-10

A01**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

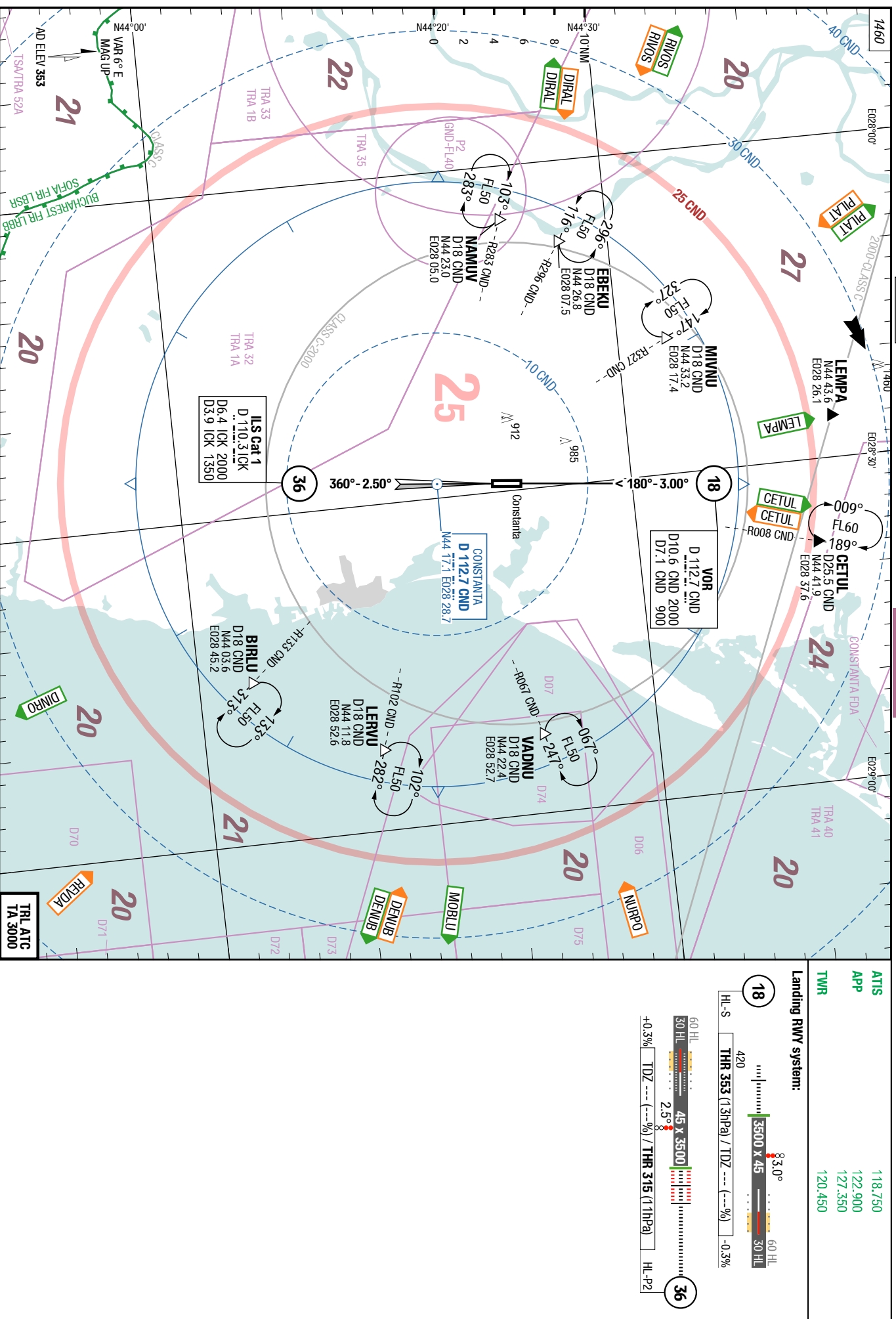
Noise Abatement Procedure: ICAO Standard TKOF PROC NADP 1 or NADP 2.

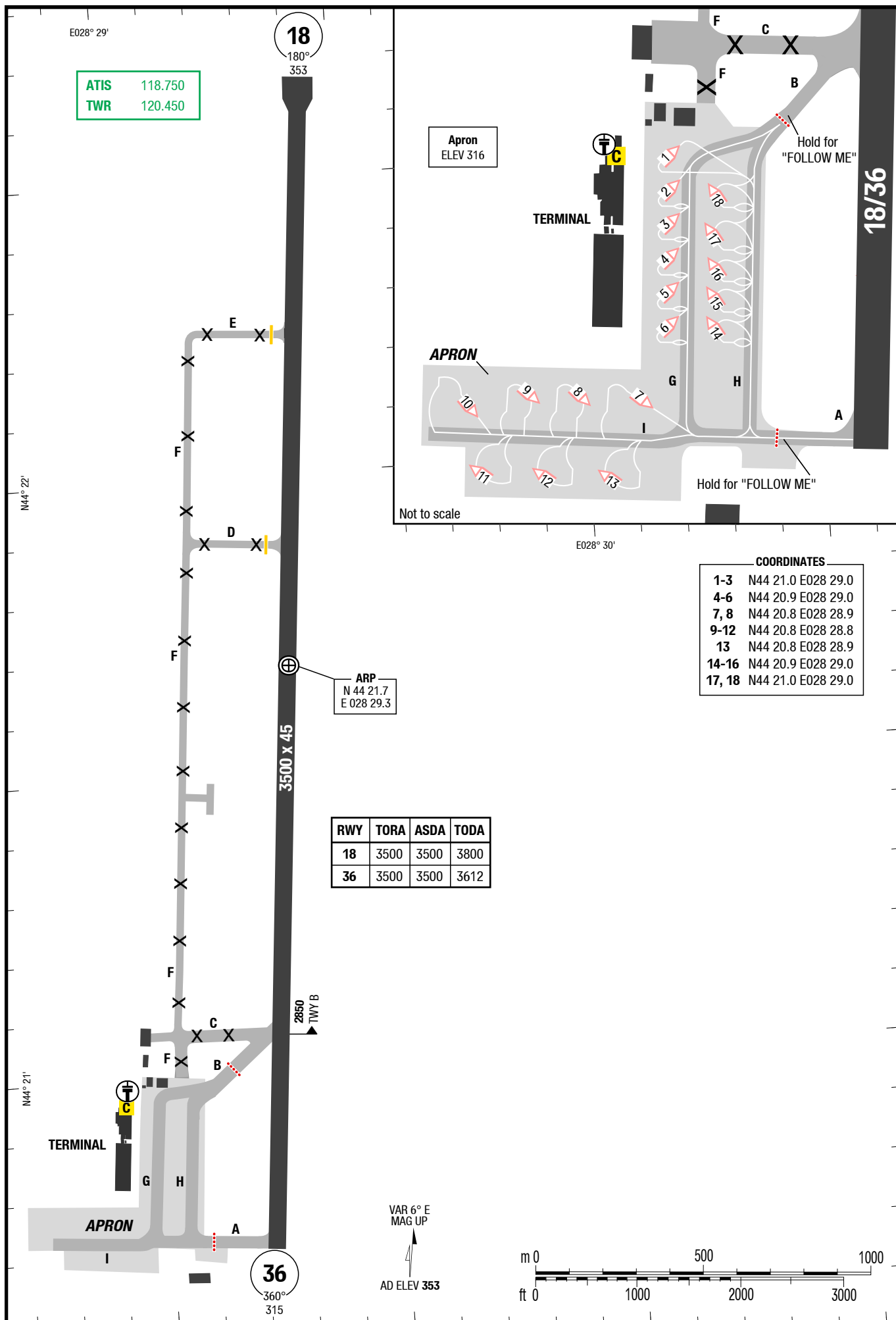
De-Icing

AVBL

Mihail Kogălniceanu-Constanta **Constanta** Romania

AFC





Effective 26-MAY-2016

19-MAY-2016

CND-LRCK

Romania **Constanta** Mihail Kogalniceanu-Constanta

SIDs RWY 36

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SIDs RWY 18

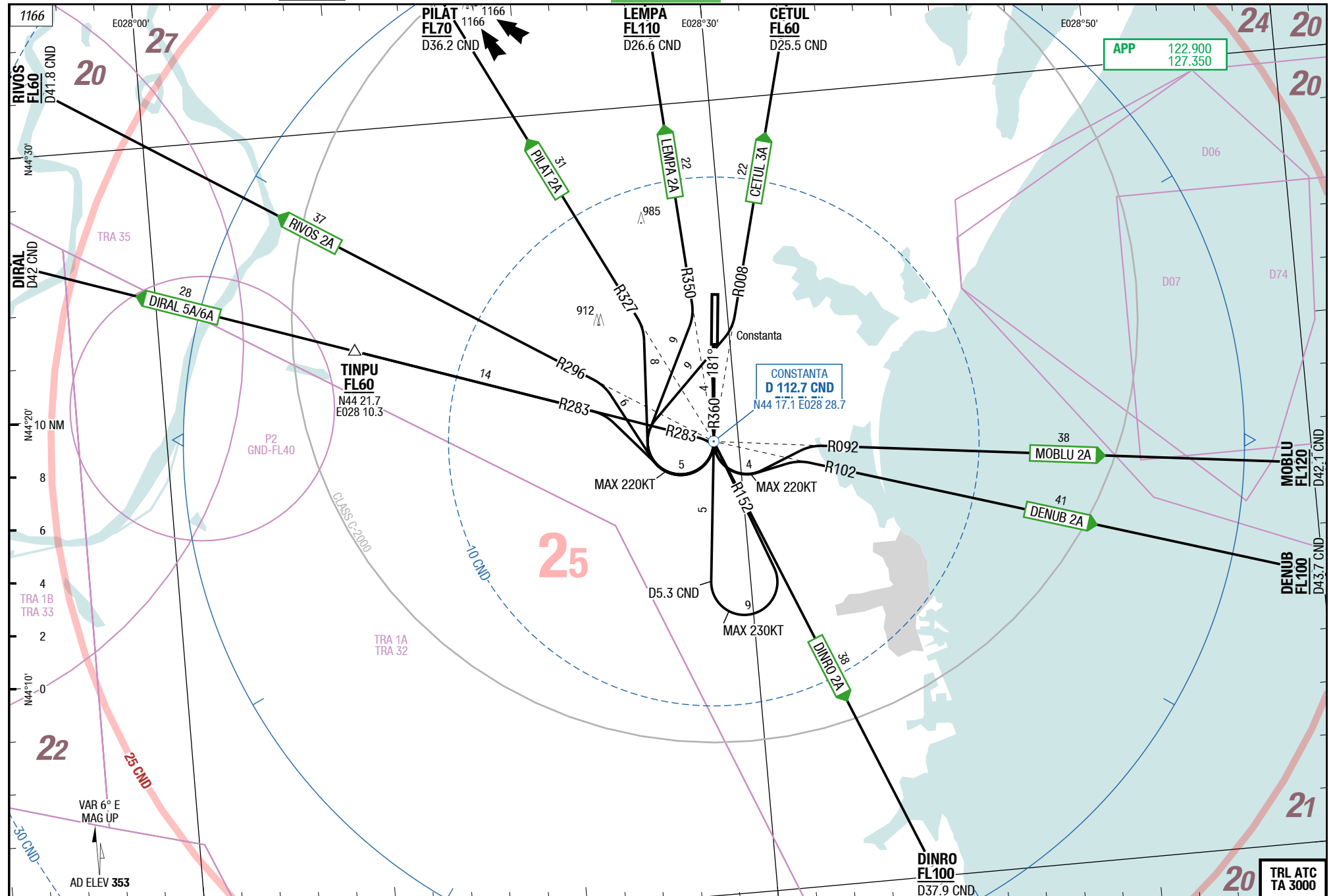
SID

SID

Mihail Kogalniceanu-Constanta **Constanta** Romania

SIDs RWY 36

SIDs RWY 18

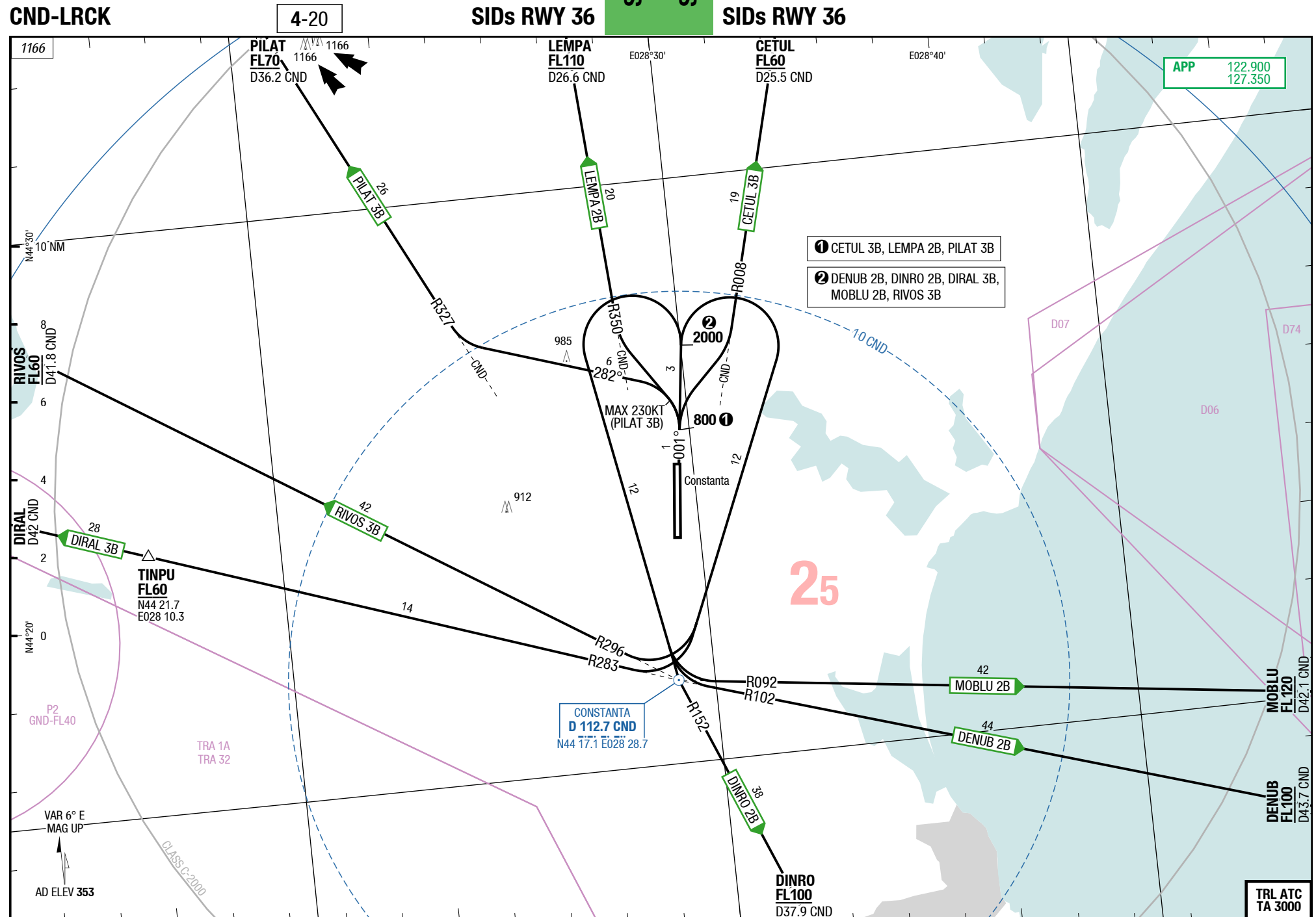


Changes: Completely revised

CND-LRCK

SID

SIDs RWY 36



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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

CND-LRCK

STARs RWY 36

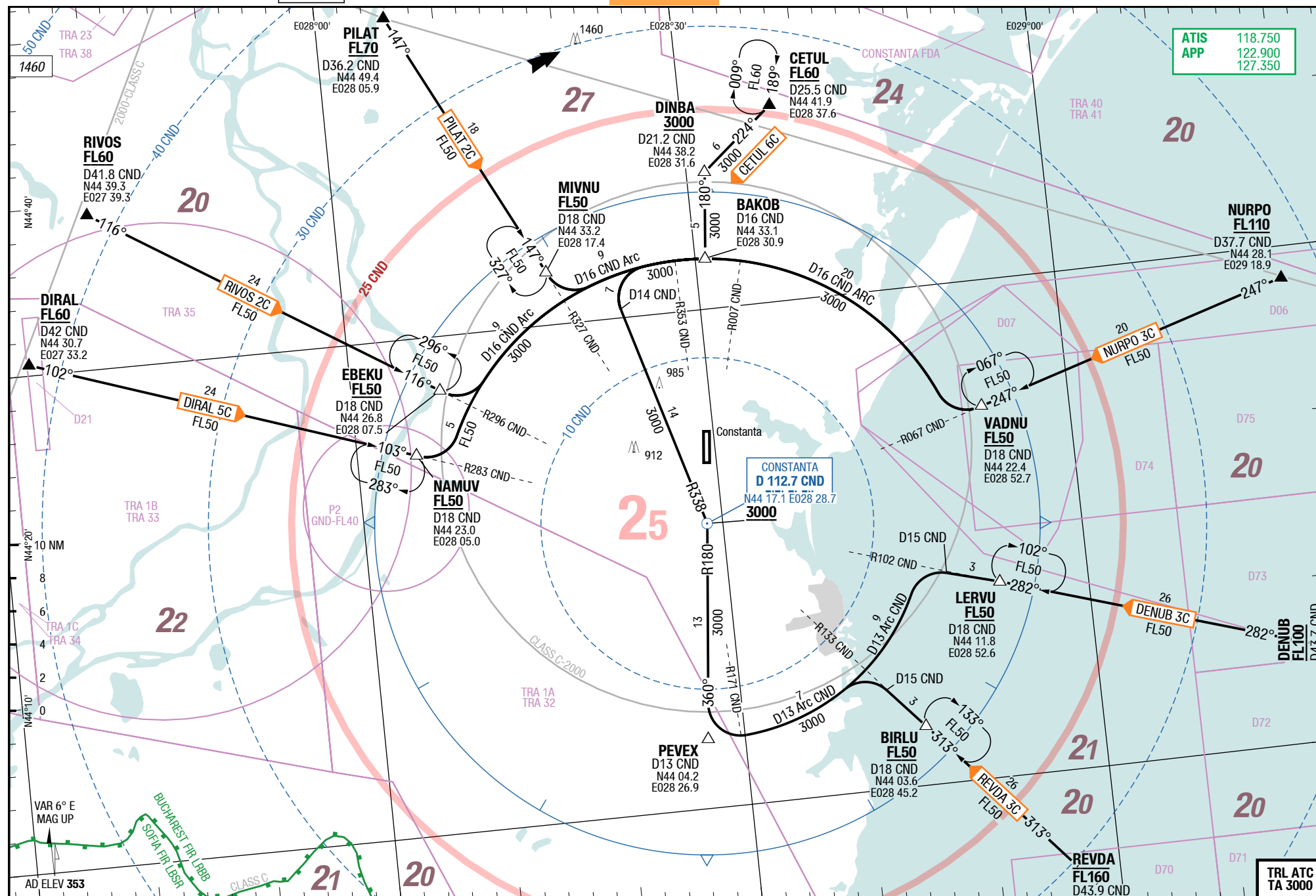
STARs RWY 18

STAR

STAR

STARs RWY 36

STARs RWY 18



Changes: ASP, OBST

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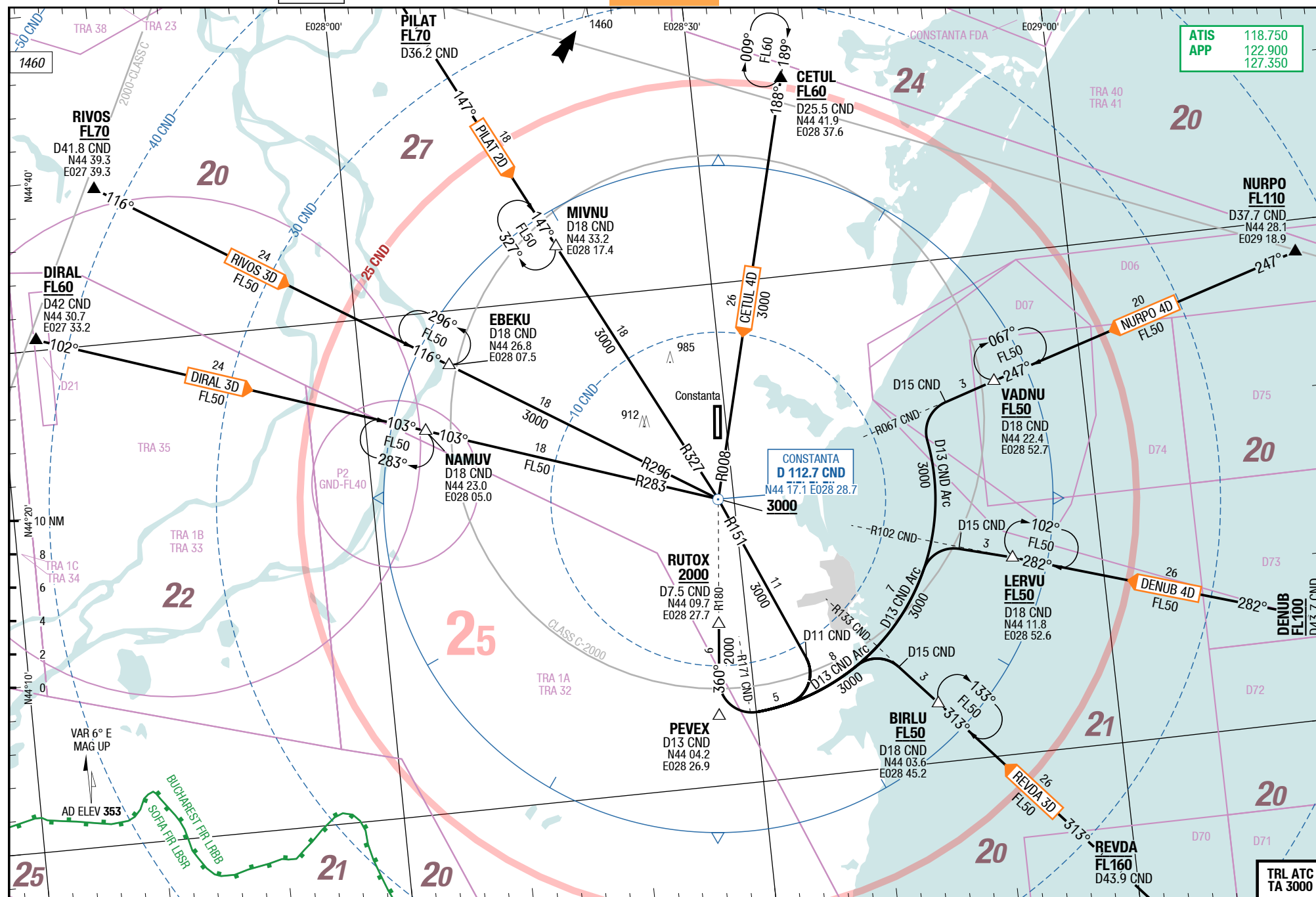
CND-LRCK

STARs RWY 36

STAR

STAR

STARs RWY 36



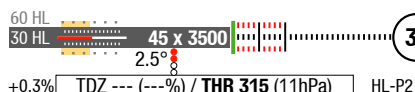
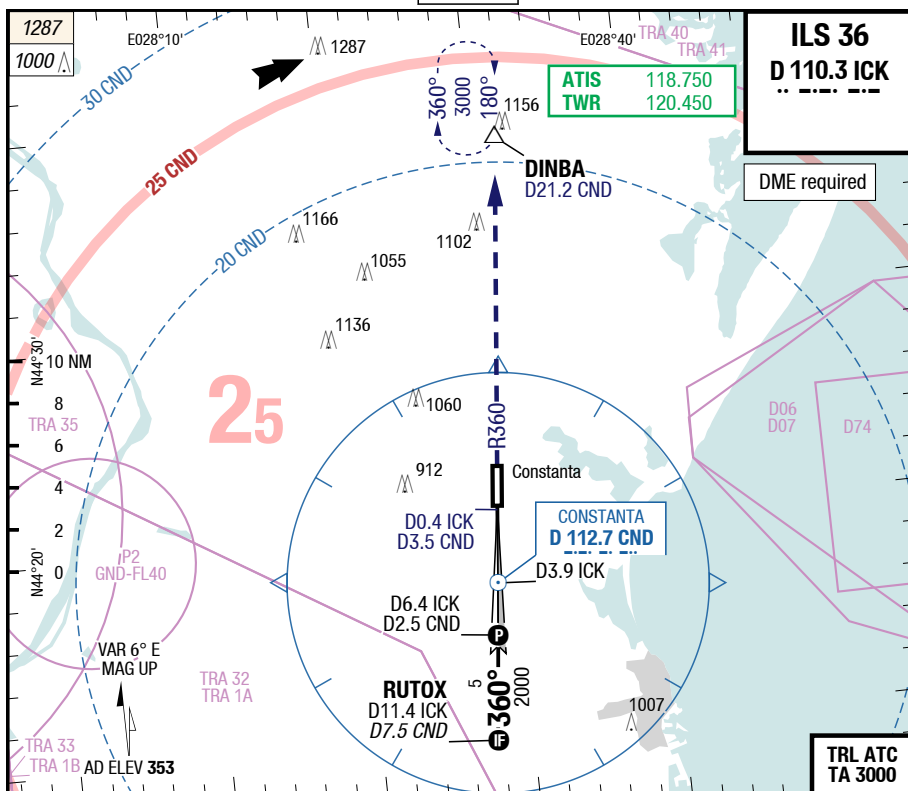
Changes: Nil

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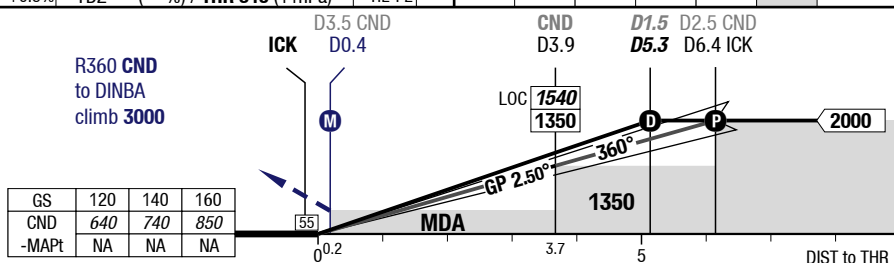
CND-LRCK

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ILS 36



2	3	4	5	5.3	LOC 3.00°
940	1260	1580	1900	2000	D ICK

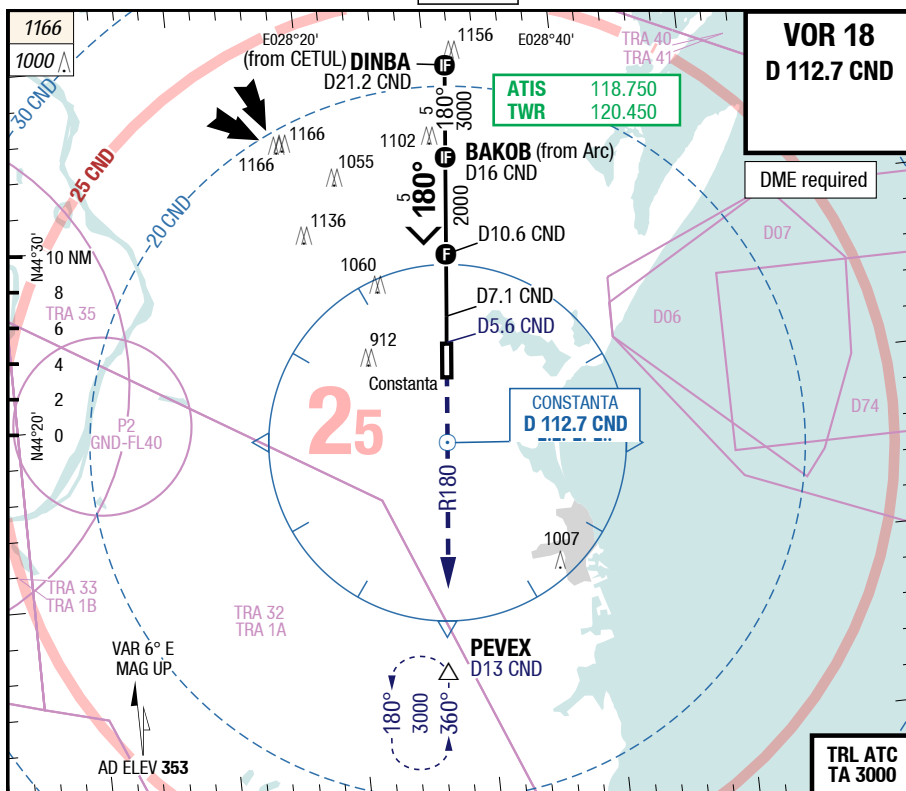


36		Cat 1 DME	LOC DME		Circling
C	ft - m/km ft	220 - 550 540	380 - 1.0 690		1030 - 2.4V 1380
D	ft - m/km ft	230 - 550 550	380 - 1.0 690		1090 - 3.6V 1440

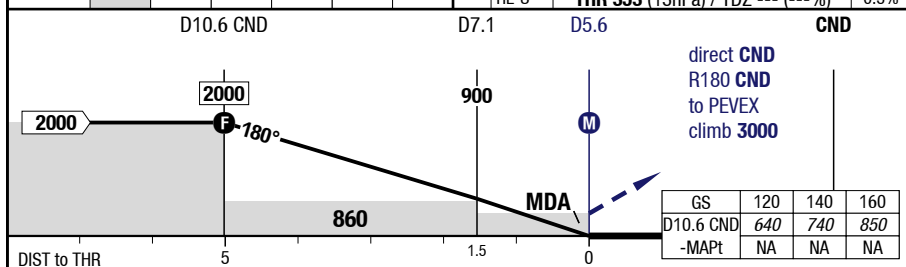
CND-LRCK

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VOR 18



3.00° D CND	10.6	10	9	8	7	
	2000	1820	1500	1180	870	

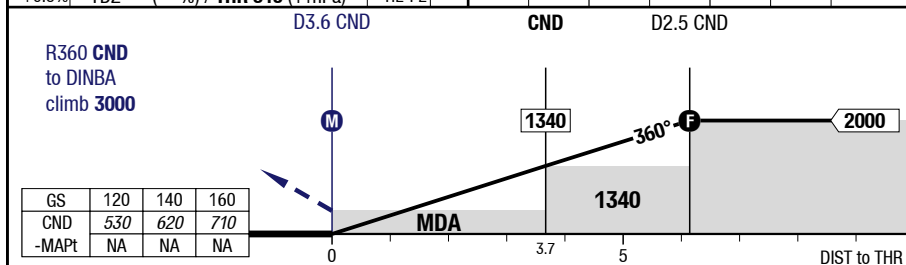
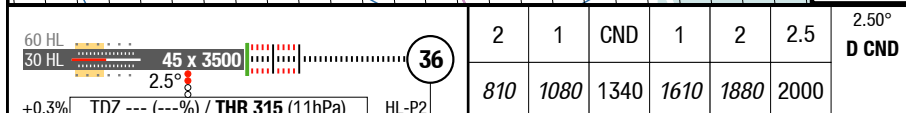
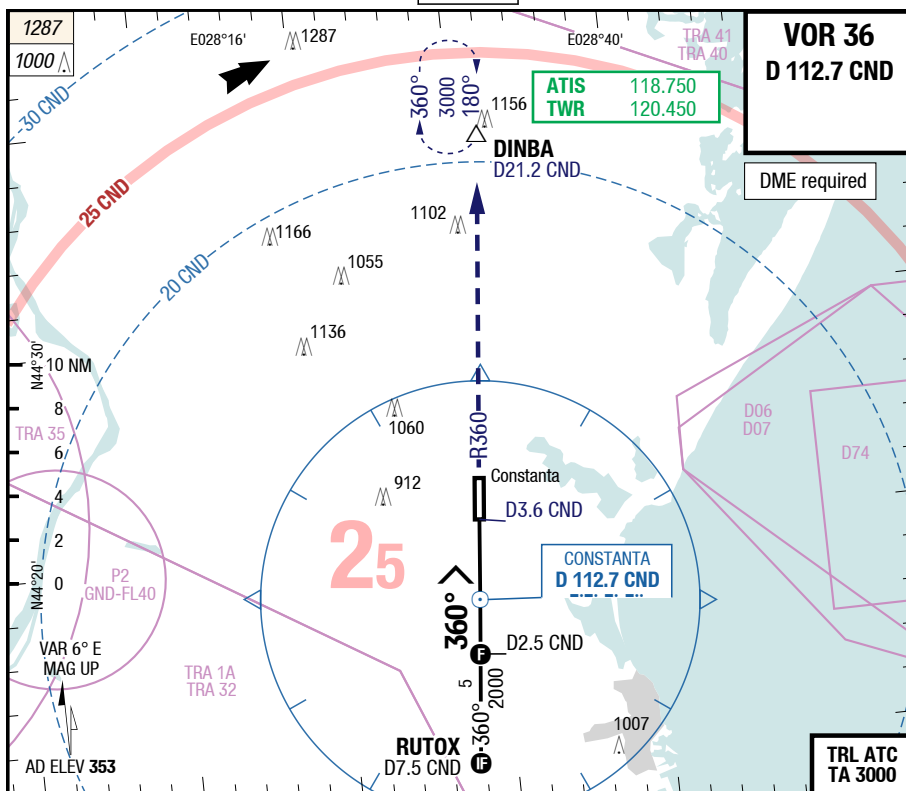


18		VOR DME				Circling
C	ft - m/km ft	330 - 1.1 680				1030 - 2.4V 1380
D	ft - m/km ft	330 - 1.1 680				1090 - 3.6V 1440

CND-LRCK

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VOR 36



36		VOR DME				Circling
C	ft - m/km ft	380 - 1.0 690				1030 - 2.4V 1380
D	ft - m/km ft	380 - 1.0 690				1090 - 3.6V 1440

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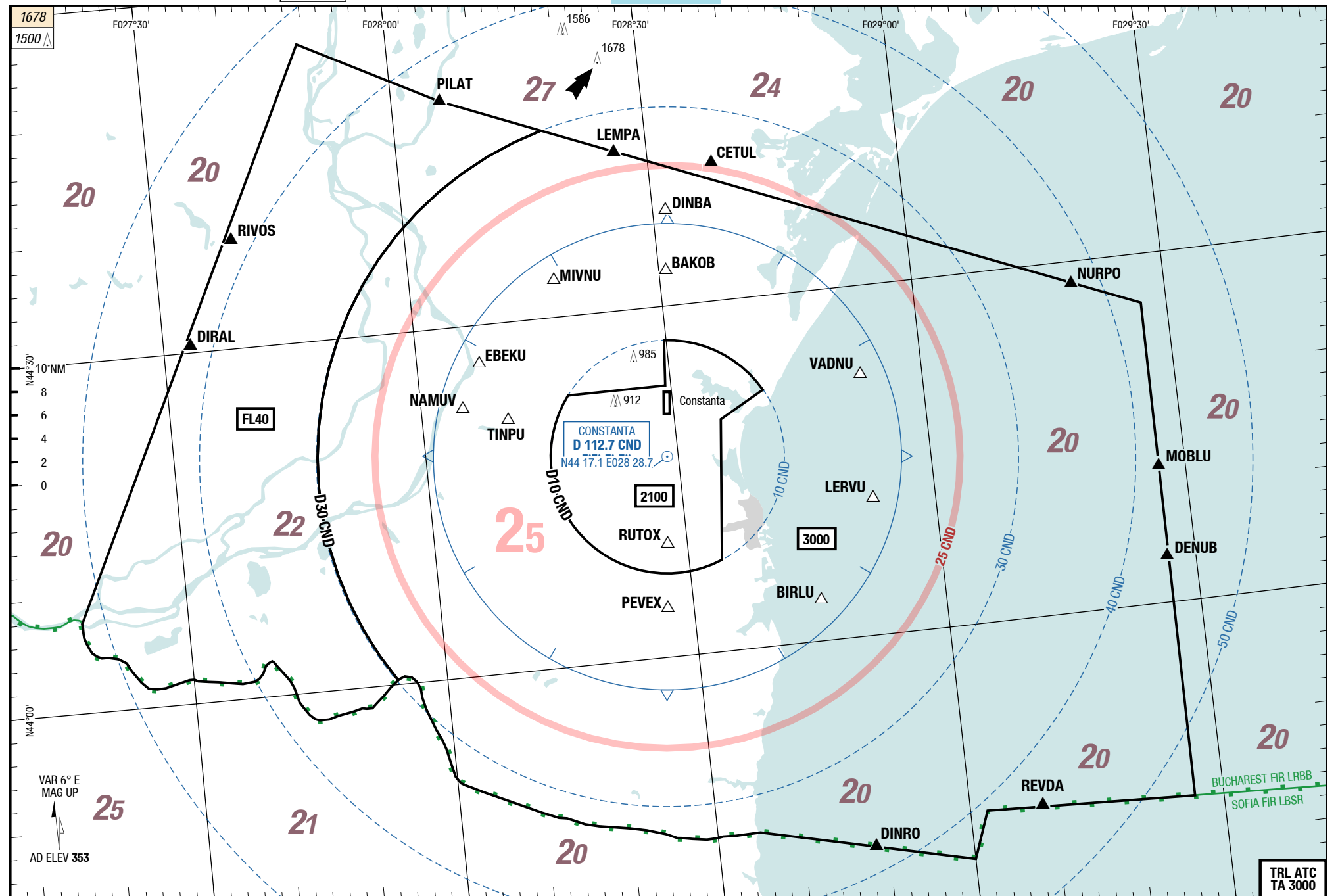
NIL
MRC

MRC

MRC

NIL
MRC

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Changes: WPT , VAR, OBST

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