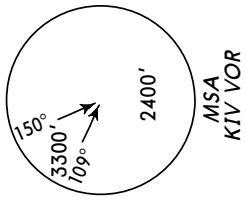


**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
 26 FEB 10 **10-2** **Eff 11 Mar**

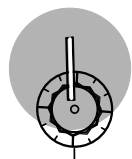
**CHISINAU, MOLDOVA**  
**STAR**

ATIS 125.22	Apt Elev 399'	Alt Set: hPa Trans level: By ATC    Trans alt: 4000'
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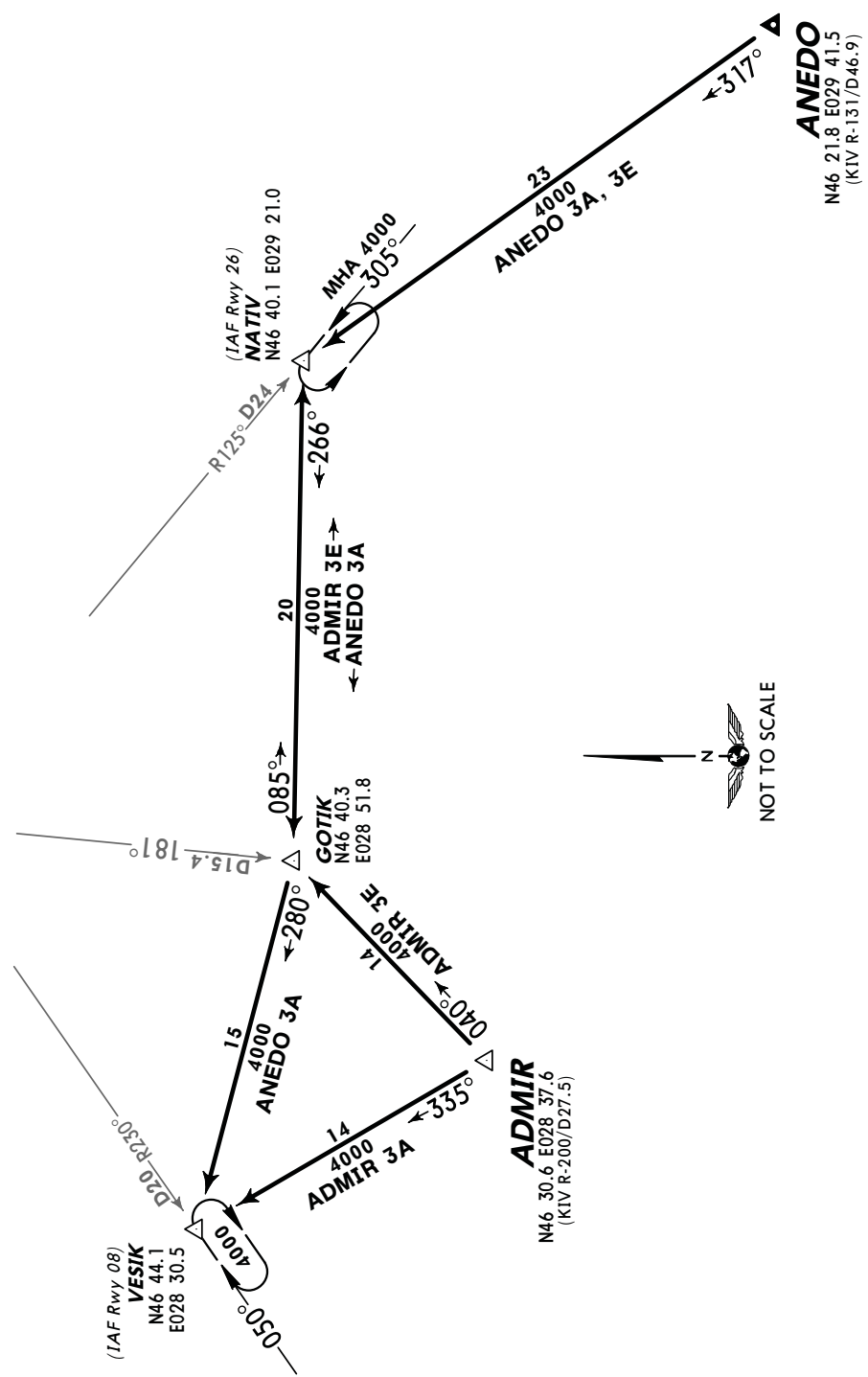


**ADMIR THREE ALFA (ADMIR 3A) [ADMI3A]**  
**ANEDO THREE ALFA (ANEDO 3A) [ANED3A]**  
 RWY 08 ARRIVALS

**ADMIR THREE ECHO (ADMIR 3E) [ADMI3E]**  
**ANEDO THREE ECHO (ANEDO 3E) [ANED3E]**  
 RWY 26 ARRIVALS



**CHISINAU**  
**113.7 KIV**  
 N46 55.6 E028 54.3



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**LUKK/KIV**  
**CHISINAU INTL**

**JEPESEN**  
 26 FEB 10 **(10-2A)** **Eff 11 Mar**

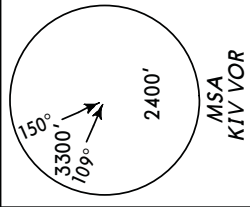
**CHISINAU, MOLDOVA**

**STAR**

ATIS  
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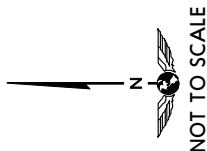
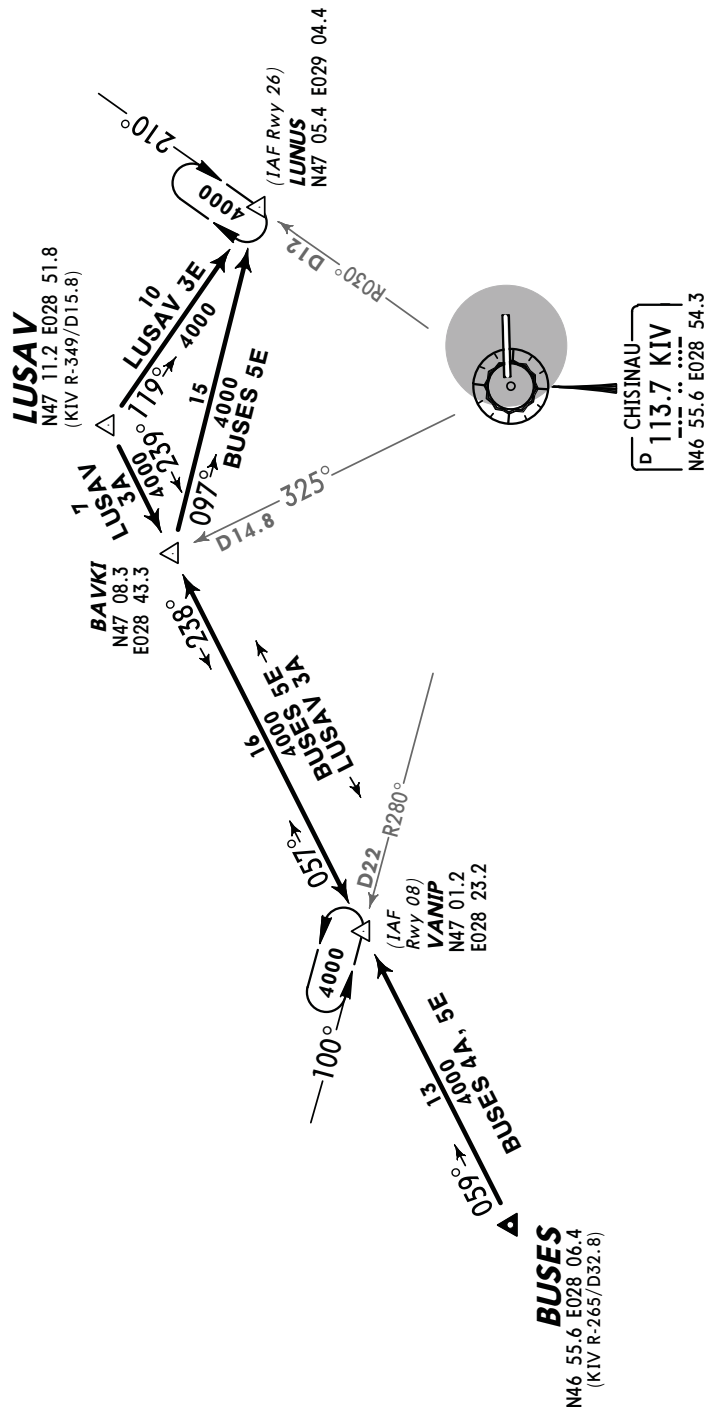
Apt Elev  
 399'

Alt Set: hPa  
 Trans level: By ATC Trans alt: 4000'



**BUSES FOUR ALFA (BUSES 4A) [BUSE4A]**  
**LUSAV THREE ALFA (LUSAV 3A) [LUSA3A]**  
**RWY 08 ARRIVALS**

**BUSES FIVE ECHO (BUSES 5E) [BUSE5E]**  
**LUSAV THREE ECHO (LUSAV 3E) [LUSA3E]**  
**RWY 26 ARRIVALS**



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**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESSEN**

**CHISINAU, MOLDOVA**

26 FEB 10

10-2B

Eff 11 Mar

STAR

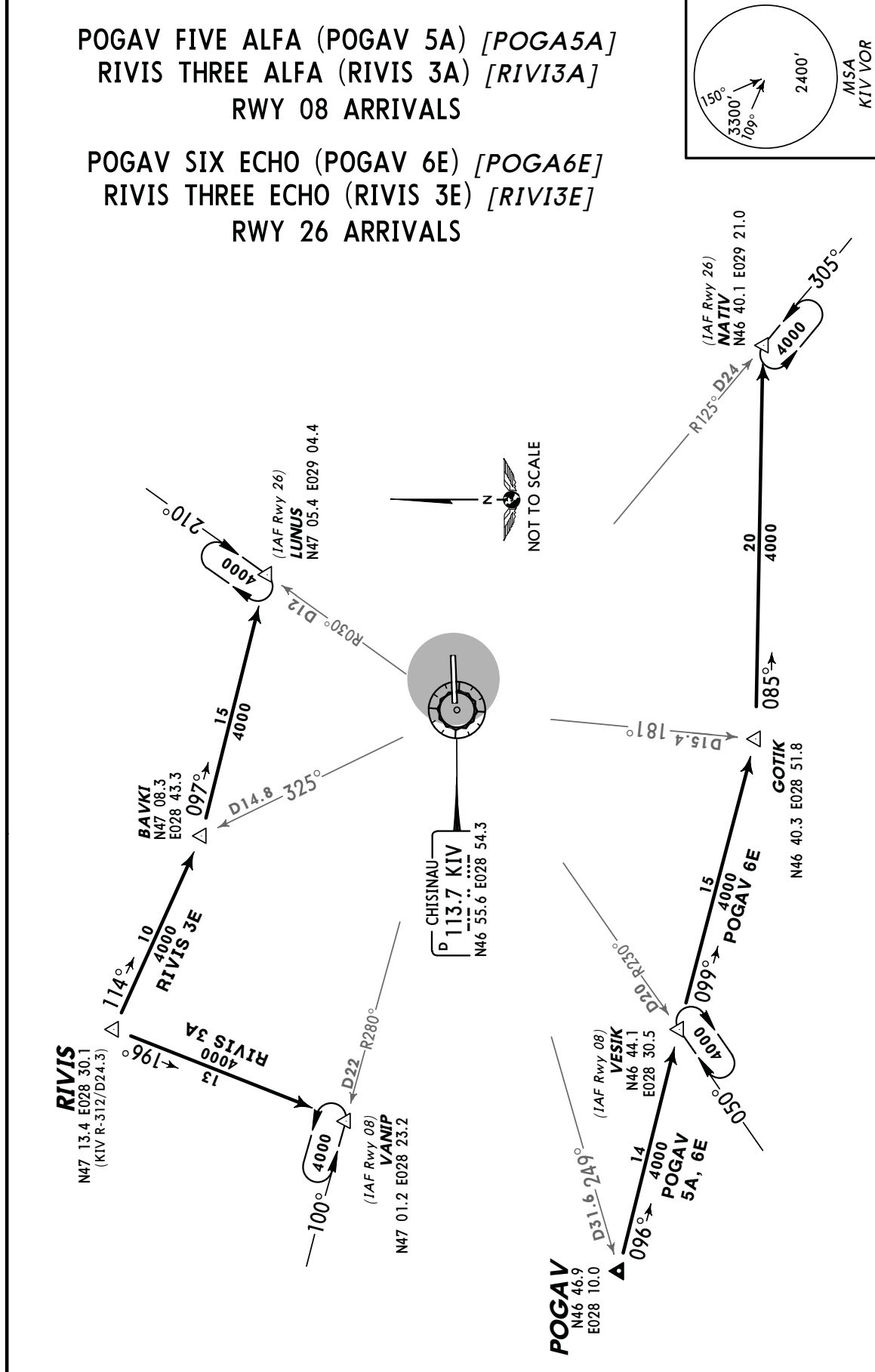
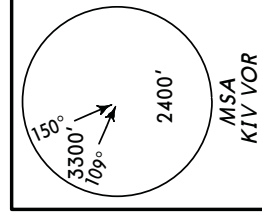
ATIS  
 125.22

Apt Elev  
 399'

Alt Set: hPa  
 Trans level: By ATC Trans alt: 4000'

**POGAV FIVE ALFA (POGAV 5A) [POGA5A]**  
**RIVIS THREE ALFA (RIVIS 3A) [RIVI3A]**  
**RWY 08 ARRIVALS**

**POGAV SIX ECHO (POGAV 6E) [POGA6E]**  
**RIVIS THREE ECHO (RIVIS 3E) [RIVI3E]**  
**RWY 26 ARRIVALS**



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**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**

**CHISINAU, MOLDOVA**

26 FEB 10

10-2C

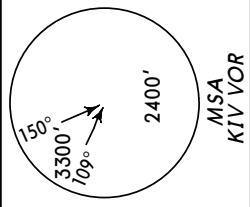
Eff 11 Mar

STAR

ATIS  
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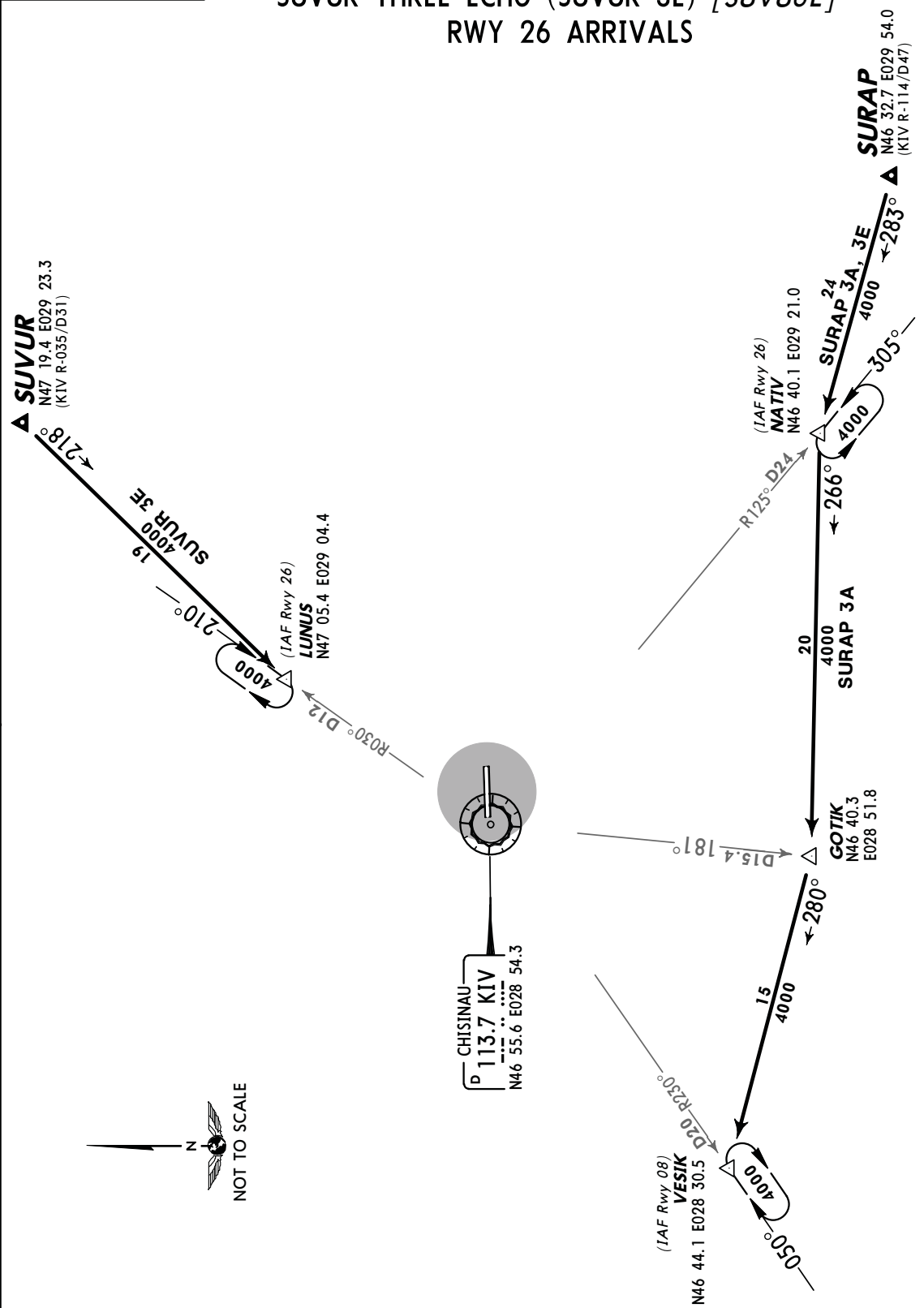
Apt Elev  
 399'

Alt Set: hPa  
 Trans level: By ATC Trans alt: 4000'



**SURAP THREE ALFA (SURAP 3A) [SURA3A]**  
**RWY 08 ARRIVAL**

**SURAP THREE ECHO (SURAP 3E) [SURA3E]**  
**SUVUR THREE ECHO (SUVUR 3E) [SUVU3E]**  
**RWY 26 ARRIVALS**



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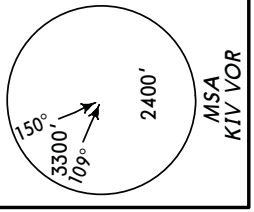
www.Flightsim.ro

**LUKK/KIV**  
**CHISINAU INTL**

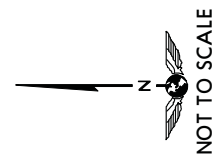
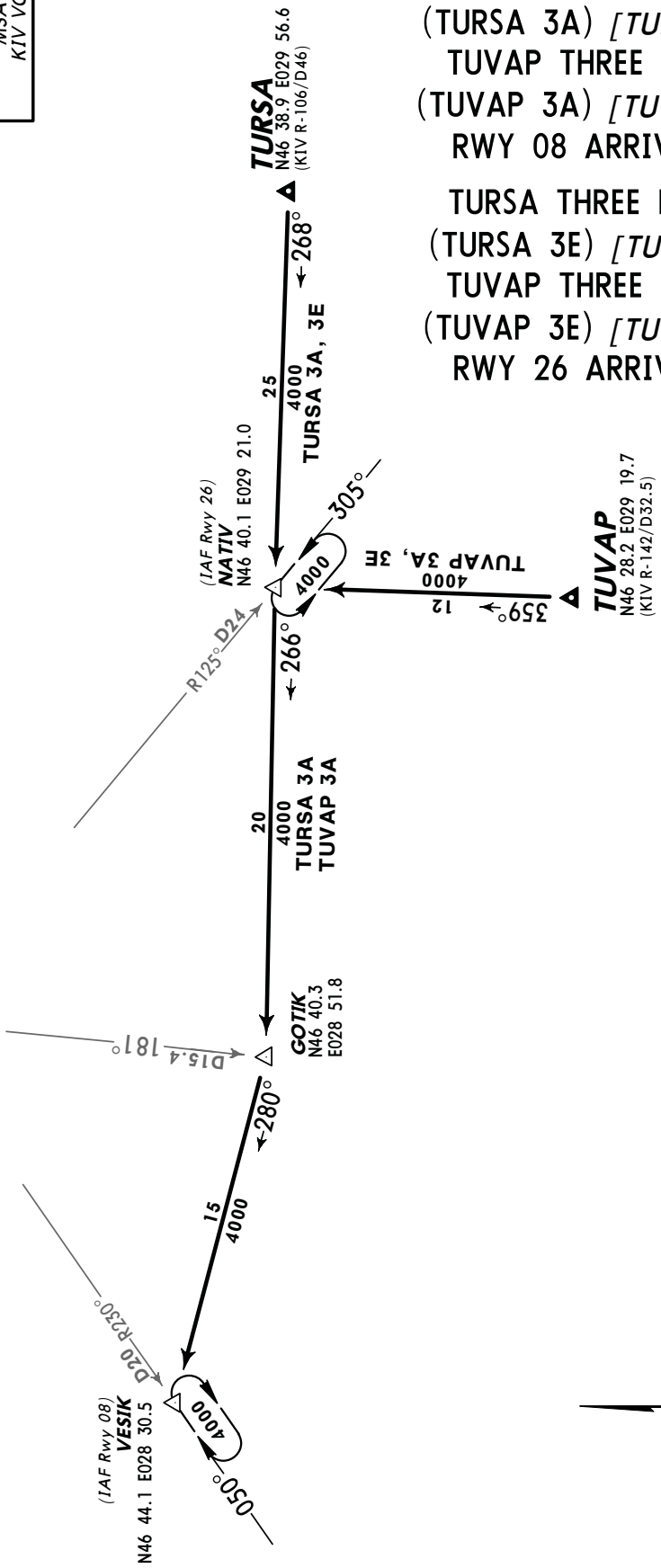
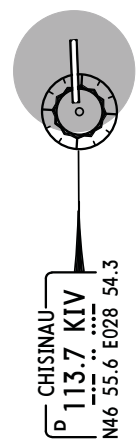
**JEPPESEN**  
 6 MAR 09 **10-2D** **Eff 12 Mar**

**CHISINAU, MOLDOVA**  
**STAR**

ATIS 125.22	Apt Elev 399'	Alt Set: hPa Trans level: By ATC	Trans alt: 4000'
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- TURSA THREE ALFA  
(TURSA 3A) [TURS3A]
- TUVAP THREE ALFA  
(TUVAP 3A) [TUVAP3A]
- RWY 08 ARRIVALS
- TURSA THREE ECHO  
(TURSA 3E) [TURS3E]
- TUVAP THREE ECHO  
(TUVAP 3E) [TUVAP3E]
- RWY 26 ARRIVALS



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**LUKK/KIV**  
**CHISINAU INTL**



**CHISINAU, MOLDOVA**

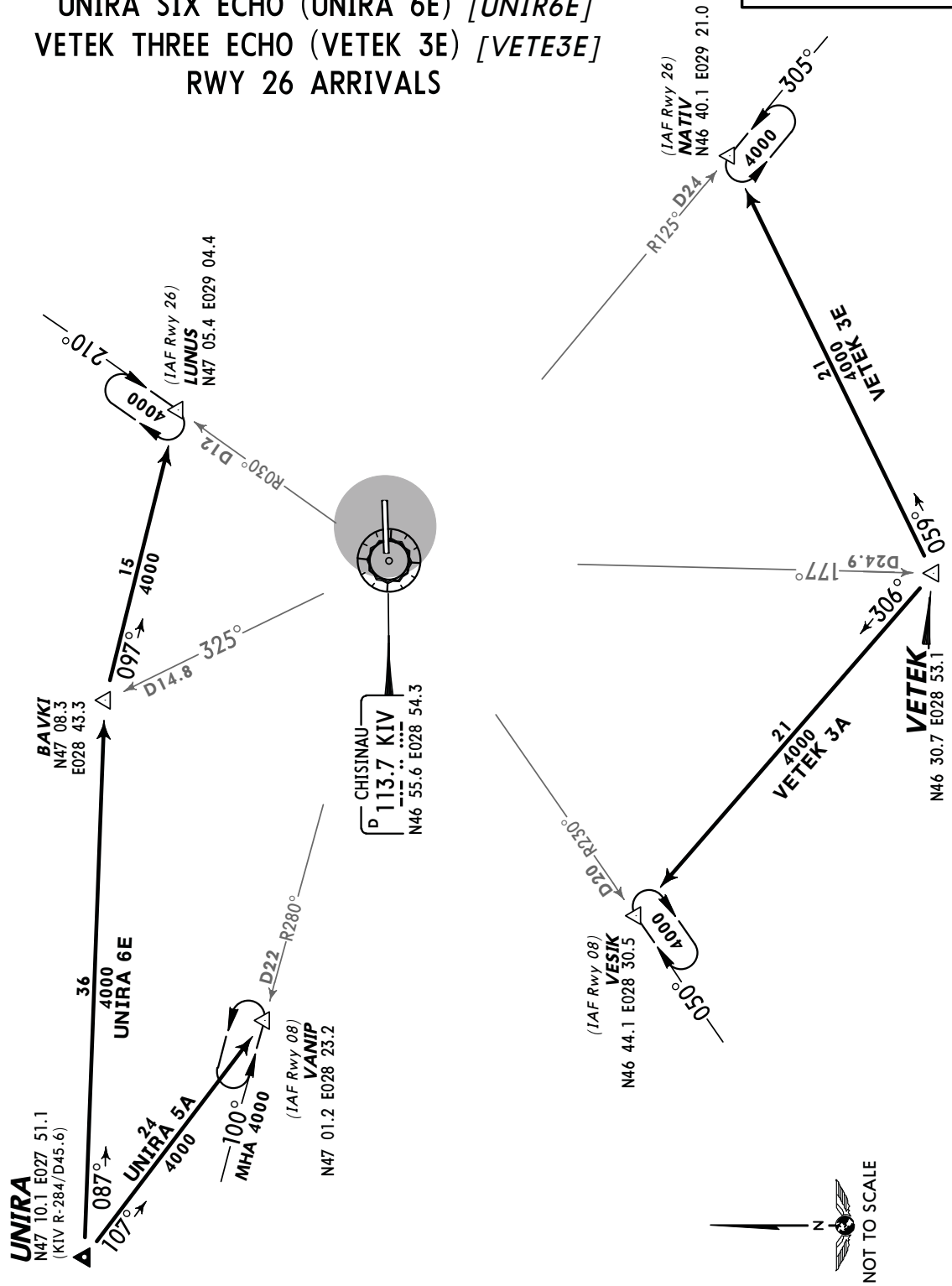
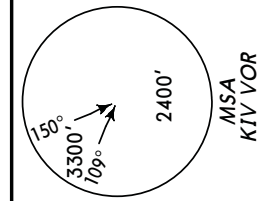
6 MAR 09 **10-2E** Eff 12 Mar

**STAR**

ATIS 125.22 Apt Elev 399' Alt Set: hPa  
 Trans level: By ATC Trans alt: 4000'

**UNIRA FIVE ALFA (UNIRA 5A) [UNIR5A]**  
**VETEK THREE ALFA (VETEK 3A) [VETE3A]**  
**RWY 08 ARRIVALS**

**UNIRA SIX ECHO (UNIRA 6E) [UNIR6E]**  
**VETEK THREE ECHO (VETEK 3E) [VETE3E]**  
**RWY 26 ARRIVALS**



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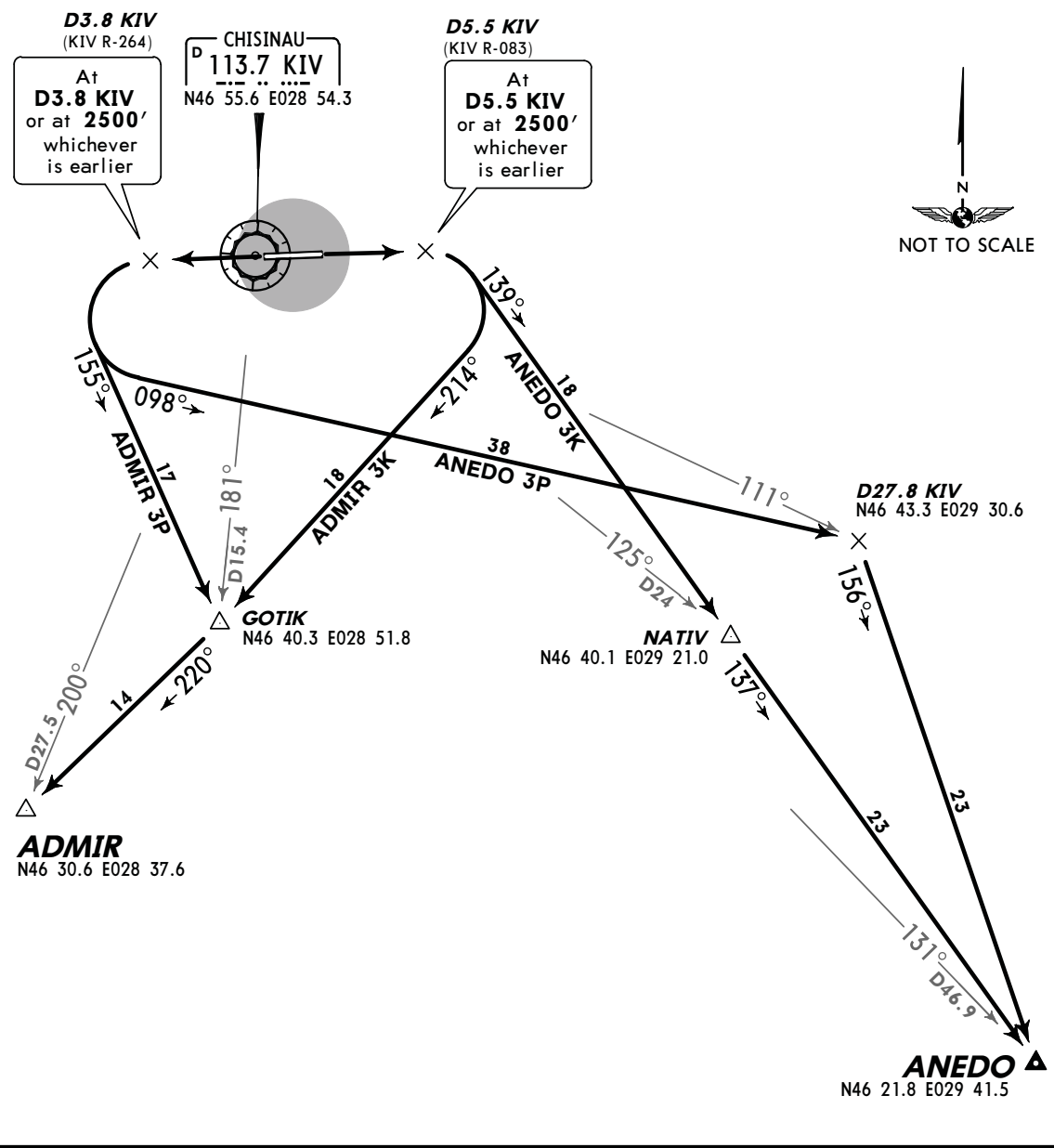
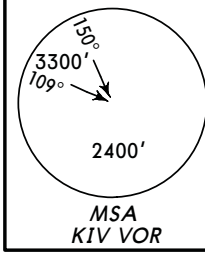
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
 26 FEB 10 **10-3** **Eff 11 Mar**

**CHISINAU, MOLDOVA**  
**SID**

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach immediately after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°.
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**ADMIR THREE KILO (ADMIR 3K) [ADMI3K]**  
**ADMIR THREE PAPA (ADMIR 3P) [ADMI3P]**  
**ANEDO THREE KILO (ANEDO 3K) [ANED3K]**  
**ANEDO THREE PAPA (ANEDO 3P) [ANED3P]**  
**RWYS 08, 26 DEPARTURES**



**ADMIR 3K, 3P: Initial climb clearance FL80**  
**ANEDO 3K, 3P: Initial climb clearance FL90**

SID	RWY	ROUTING
<b>ADMIR 3K</b>	<b>08</b>	Climb to D5.5 KIV or <b>2500'</b> , whichever is earlier, turn <b>RIGHT</b> , 214° track to GOTIK, turn <b>RIGHT</b> , 220° track to ADMIR.
<b>ADMIR 3P</b>	<b>26</b>	Climb to D3.8 KIV or <b>2500'</b> , whichever is earlier, turn <b>LEFT</b> , 155° track to GOTIK, turn <b>RIGHT</b> , 220° track to ADMIR.
<b>ANEDO 3K</b>	<b>08</b>	Climb to D5.5 KIV or <b>2500'</b> , whichever is earlier, turn <b>RIGHT</b> , 139° track to NATIV, turn <b>LEFT</b> , 137° track to ANEDO.
<b>ANEDO 3P</b>	<b>26</b>	Climb to D3.8 KIV or <b>2500'</b> , whichever is earlier, turn <b>LEFT</b> , 098° track to D27.5 KIV, turn <b>RIGHT</b> , 156° track to ANEDO.

CHANGES: ABLIK replaced by ADMIR.

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**LUKK/KIV**  
**CHISINAU INTL**

**JEPPesen**  
 26 FEB 10 **(10-3A)** Eff 11 Mar

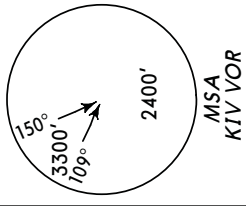
**CHISINAU, MOLDOVA**

**SID**

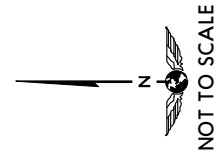
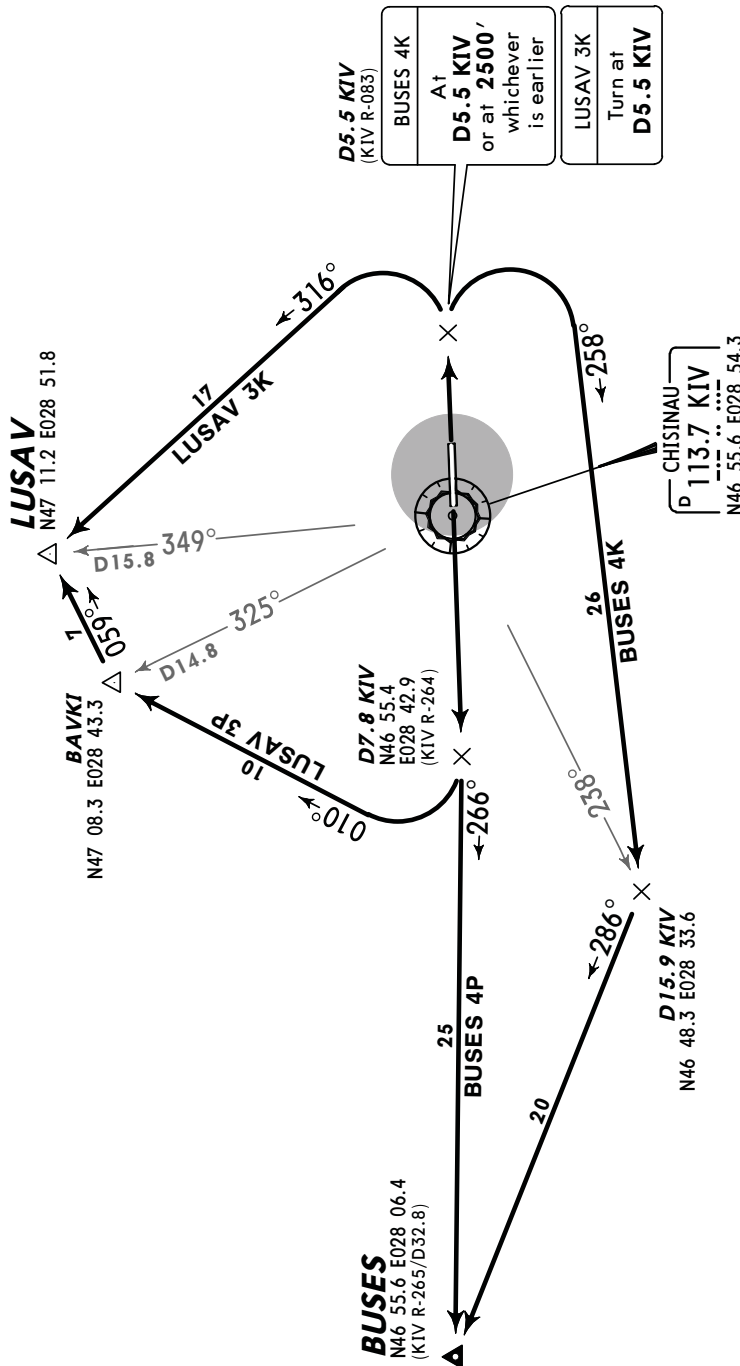
CHISINAU  
 Approach  
**133.3**

*Apt Elev*  
**399'**

Trans level: By ATC Trans alt: 4000'  
 1. Contact CHISINAU Approach immediately after take-off.  
 2. Initial turns are calculated with 240 KT and bank angle 20°.



**BUSES FOUR KILO (BUSES 4K) [BUSE4K]**  
**BUSES FOUR PAPA (BUSES 4P) [BUSE4P]**  
**LUSAV THREE KILO (LUSAV 3K) [LUSA3K]**  
**LUSAV THREE PAPA (LUSAV 3P) [LUSA3P]**  
**RWYS 08, 26 DEPARTURES**



SID	RWY	ROUTING
<b>BUSES 4K</b>	<b>08</b>	Climb to D5.5 KIV or 2500', whichever is earlier, turn RIGHT, 258° track to D15.9 KIV, turn RIGHT, 286° track to BUSES.
<b>BUSES 4P</b>	<b>26</b>	Climb to D7.8 KIV, turn RIGHT, 266° track to BUSES.
<b>LUSAV 3K</b>	<b>08</b>	Climb to D5.5 KIV, turn LEFT, 316° track to LUSAV.
<b>LUSAV 3P</b>	<b>26</b>	Climb to D7.8 KIV, turn RIGHT, 010° track to BAVKI, turn RIGHT, 059° track to LUSAV.

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**LUKK/KIV**  
**CHISINAU INTL**

**JEPESEN**  
 26 FEB 10 **(10-3B)** **Eff 11 Mar**

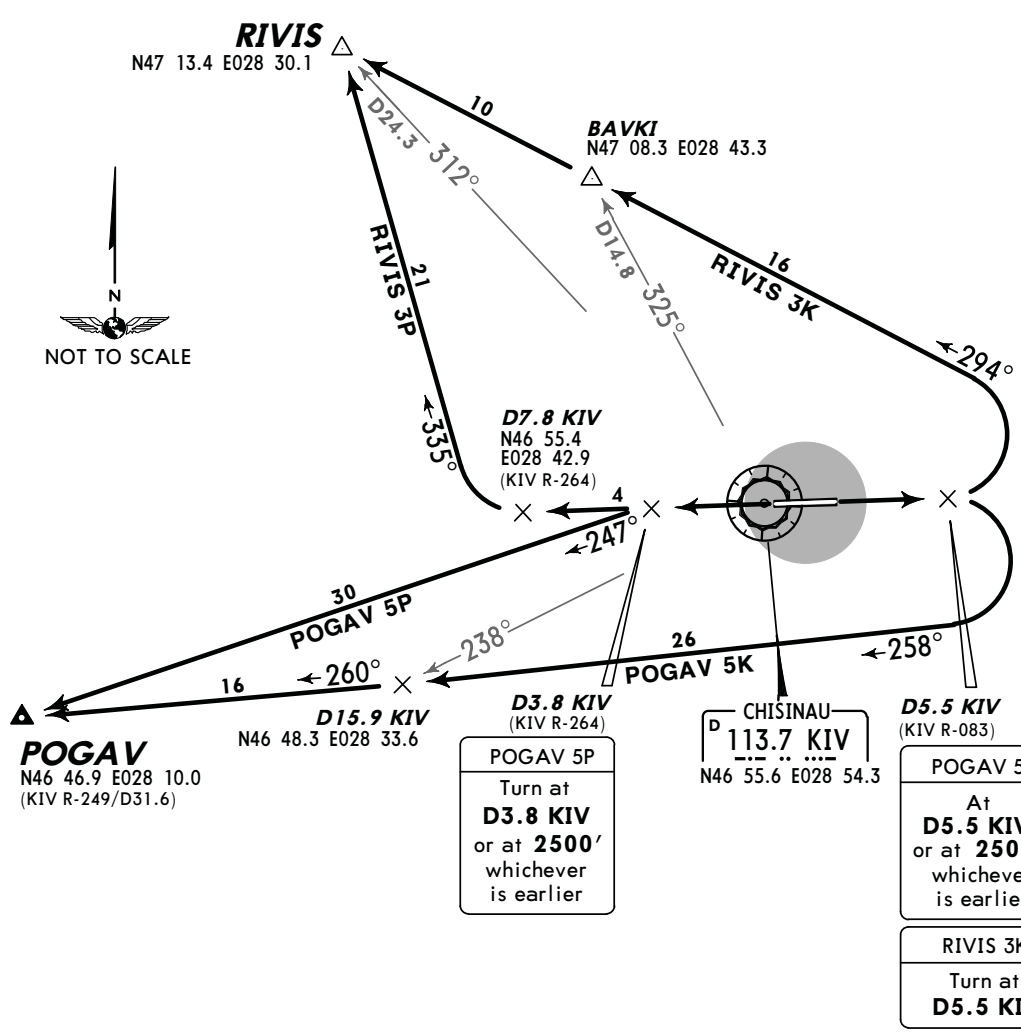
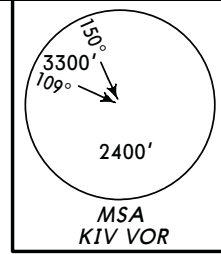
**CHISINAU, MOLDOVA**  
**SID**

CHISINAU  
 Approach  
**133.3**

*Apt Elev*  
**399'**

Trans level: By ATC Trans alt: 4000'  
 1. Contact CHISINAU Approach immediately after take-off.  
 2. Initial turns are calculated with 240 KT and bank angle 20°.

**POGAV FIVE KILO (POGAV 5K) [POGA5K]**  
**POGAV FIVE PAPA (POGAV 5P) [POGA5P]**  
**RIVIS THREE KILO (RIVIS 3K) [RIVI3K]**  
**RIVIS THREE PAPA (RIVIS 3P) [RIVI3P]**  
**RWYS 08, 26 DEPARTURES**



Initial climb clearance **FL 80**

SID	RWY	ROUTING
<b>POGAV 5K</b>	<b>08</b>	Climb to D5.5 KIV or <b>2500'</b> , whichever is earlier, turn RIGHT, 258° track to D15.9 KIV, turn RIGHT, 260° track to POGAV.
<b>POGAV 5P</b>	<b>26</b>	Climb to D3.8 KIV or <b>2500'</b> , whichever is earlier, turn LEFT, 247° track to POGAV.
<b>RIVIS 3K</b>	<b>08</b>	Climb to D5.5 KIV, turn LEFT, 294° track via BAVKI to RIVIS.
<b>RIVIS 3P</b>	<b>26</b>	Climb to D7.8 KIV, turn RIGHT, 335° track to RIVIS.

CHANGES: RIVIS SIDs established; LUSAV SIDs transferred.

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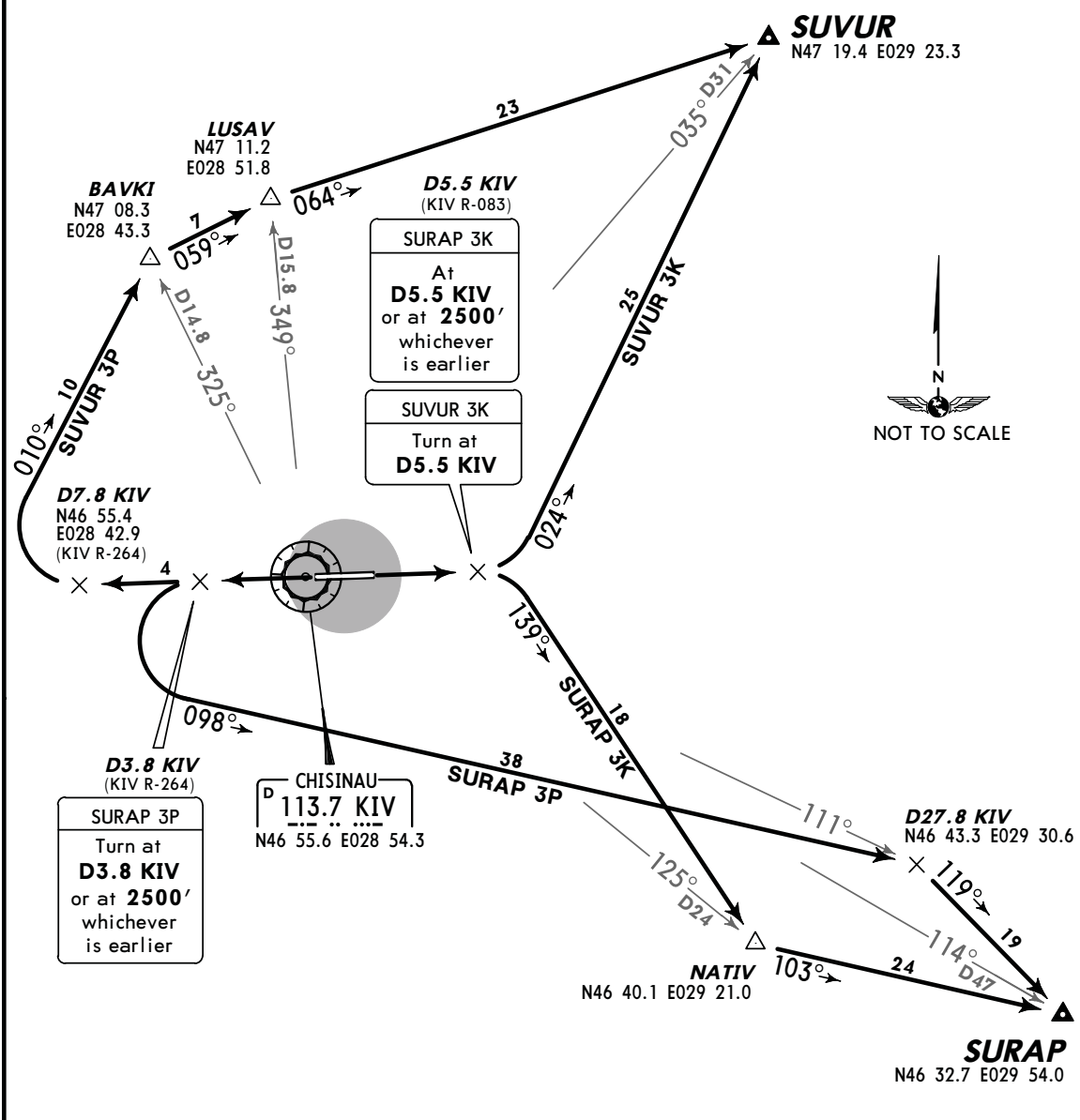
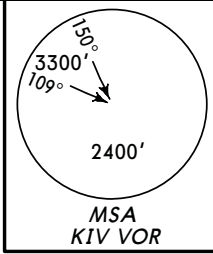
**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
 26 FEB 10 **10-3C** **Eff 11 Mar**

**CHISINAU, MOLDOVA**  
**SID**

CHISINAU Approach <b>133.3</b>	<b>Apt Elev</b> <b>399'</b>	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach immediately after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°.
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**SURAP THREE KILO (SURAP 3K) [SURA3K]**  
**SURAP THREE PAPA (SURAP 3P) [SURA3P]**  
**SUVUR THREE KILO (SUVUR 3K) [SUVU3K]**  
**SUVUR THREE PAPA (SUVUR 3P) [SUVU3P]**  
**RWYS 08, 26 DEPARTURES**



Initial climb clearance **FL90**

SID	RWY	ROUTING
<b>SURAP 3K</b>	<b>08</b>	Climb to D5.5 KIV or <b>2500'</b> , whichever is earlier, turn <b>RIGHT</b> , 139° track to NATIV, turn <b>LEFT</b> , 103° track to SURAP.
<b>SURAP 3P</b>	<b>26</b>	Climb to D3.8 KIV or <b>2500'</b> , whichever is earlier, turn <b>LEFT</b> , 098° track to D27.8 KIV, turn <b>RIGHT</b> , 119° track to SURAP.
<b>SUVUR 3K</b>	<b>08</b>	Climb to D5.5 KIV, turn <b>LEFT</b> , 024° track to SUVUR.
<b>SUVUR 3P</b>	<b>26</b>	Climb to D7.8 KIV, turn <b>RIGHT</b> , 010° track to BAVKI, turn <b>RIGHT</b> , 059° track to LUSAV, turn <b>RIGHT</b> , 064° track to SUVUR.

CHANGES: None.

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**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
 6 MAR 09 **(10-3E)** **Eff 12 Mar**

**CHISINAU, MOLDOVA**  
**SID**

CHISINAU Approach 133.3	Apt Elev 399'	Trans level: By ATC Trans alt: 4000' 1. Contact CHISINAU Approach immediately after take-off. 2. Initial turns are calculated with 240 KT and bank angle 20°.
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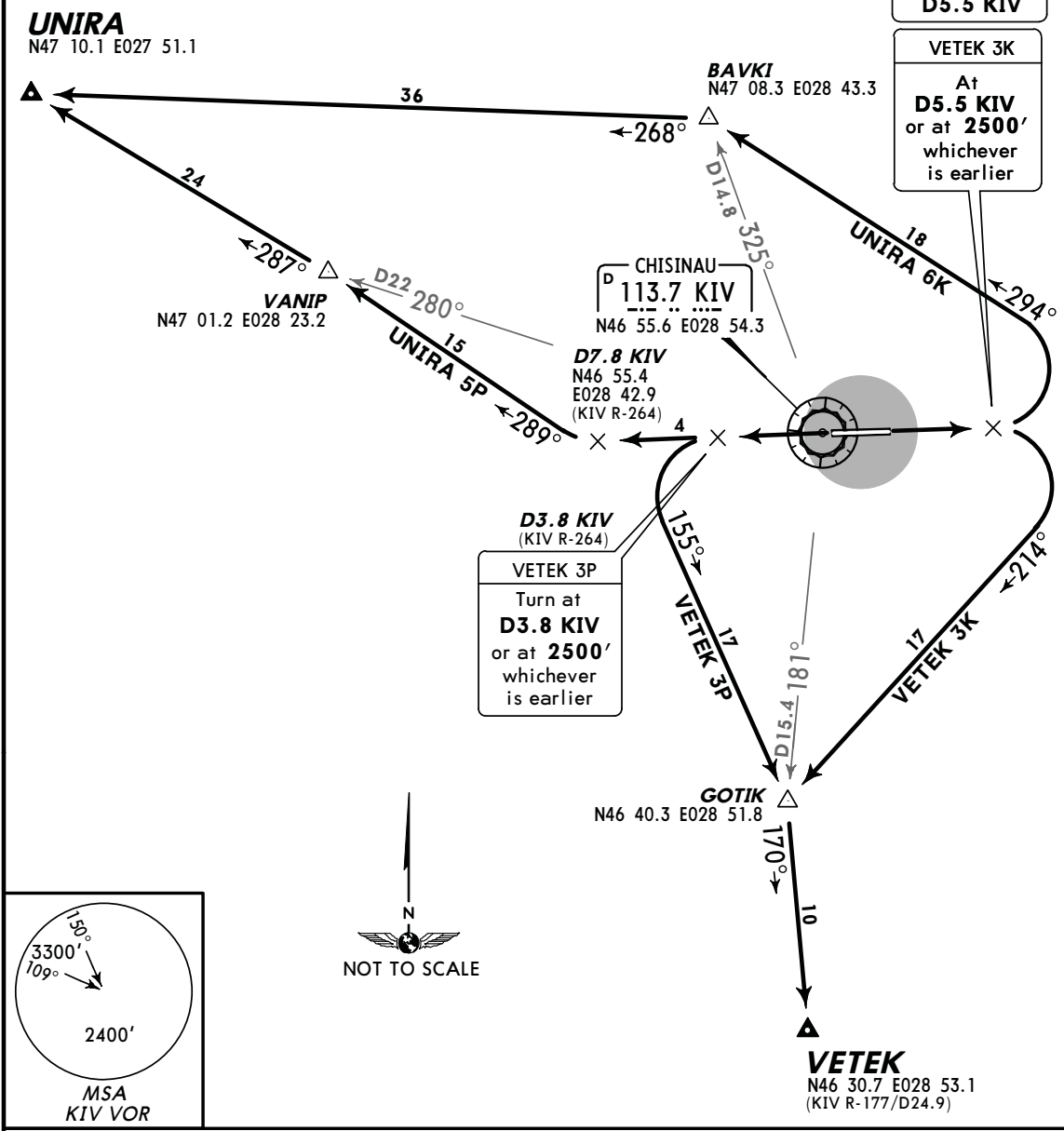
**UNIRA SIX KILO (UNIRA 6K) [UNIR6K]**  
**UNIRA FIVE PAPA (UNIRA 5P) [UNIR5P]**  
**VETEK THREE KILO (VETEK 3K) [VETE3K]**  
**VETEK THREE PAPA (VETEK 3P) [VETE3P]**  
**RWYS 08, 26 DEPARTURES**

**D5.5 KIV**  
 (KIV R-083)

<b>UNIRA 6K</b> Turn at <b>D5.5 KIV</b>
<b>VETEK 3K</b> At <b>D5.5 KIV</b> or at <b>2500'</b> whichever is earlier

**D3.8 KIV**  
 (KIV R-264)

<b>VETEK 3P</b> Turn at <b>D3.8 KIV</b> or at <b>2500'</b> whichever is earlier
--



**UNIRA 6K, 5P: Initial climb clearance FL80**  
**VETEK 3K, 3P: Initial climb clearance FL90**

SID	RWY	ROUTING
<b>UNIRA 6K</b>	<b>08</b>	Climb to D5.5 KIV, turn LEFT, 294° track to BAVKI, turn LEFT, 268° track to UNIRA.
<b>UNIRA 5P</b>	<b>26</b>	Climb to D7.8 KIV, turn RIGHT, 289° track to VANIP, turn LEFT, 287° track to UNIRA.
<b>VETEK 3K</b>	<b>08</b>	Climb to D5.5 KIV or <b>2500'</b> , whichever is earlier, turn RIGHT, 214° track to GOTIK, turn LEFT, 170° track to VETEK.
<b>VETEK 3P</b>	<b>26</b>	Climb to D3.8 KIV or <b>2500'</b> , whichever is earlier, turn LEFT, 155° track to GOTIK, turn RIGHT, 170° track to VETEK.

CHANGES: New chart.

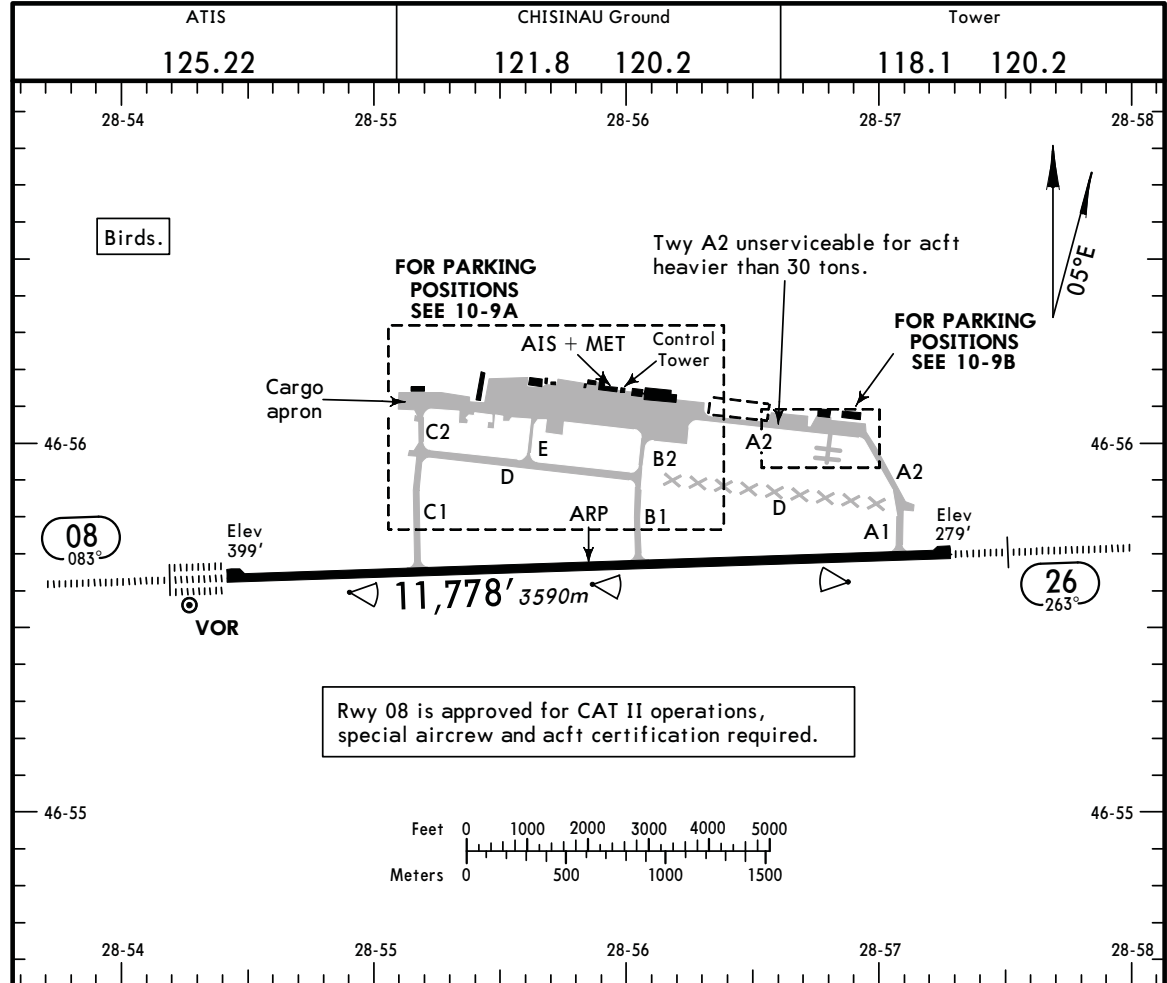
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**LUKK/KIV**  
 Apt Elev **399'**  
 N46 55.7 E028 55.9

**JEPPESEN**  
 31 JUL 09 **(10-9)**

**CHISINAU, MOLDOVA**  
**CHISINAU INTL**



Rwy 08 is approved for CAT II operations, special aircrew and acft certification required.

**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL(58m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
08	HIRL(58m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) RVR		10,589' 3228m	1	148' 45m
26	HIRL(58m) CL(15m) HIALS PAPI-L(3.0°) RVR		10,958' 3340m		

**1 TAKE OFF RUN AVAILABLE**

<b>RWY 08:</b>		<b>RWY 26:</b>	
From rwy head	11,778' (3590m)	From rwy head	11,778' (3590m)
twy C1 int	8612' (2625m)	twy A1 int	10,929' (3331m)
twy B1 int	5062' (1543m)	twy B1 int	6716' (2047m)

**JAR-OPS**

**TAKE-OFF 1**

	All Rwys				
	LVP must be in force				
Approved Operators	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A					
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

**1** Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

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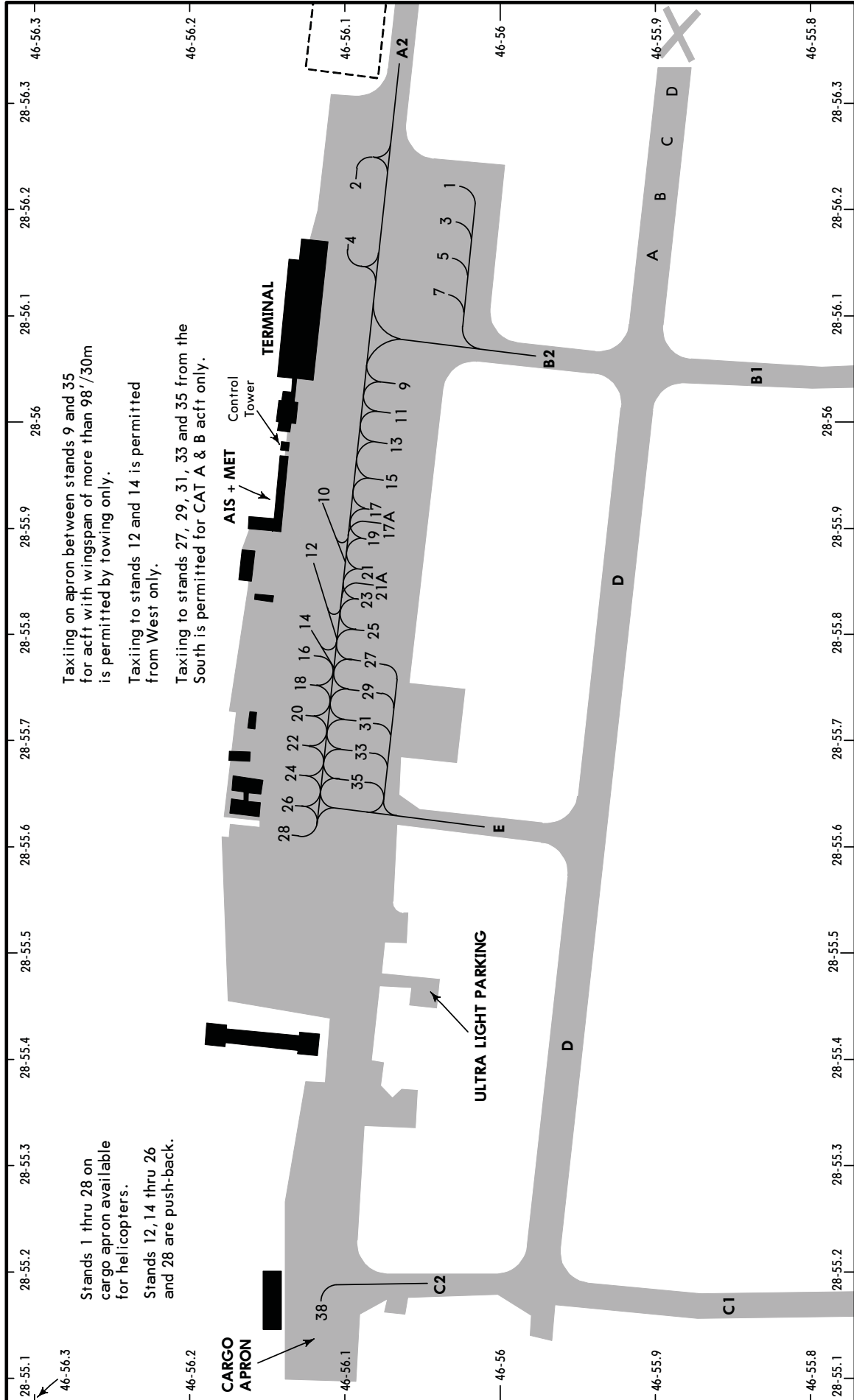
www.Flightsim.ro

LUKK/KIV

**JEPPESEN**  
 31 JUL 09 (10-9A)

CHISINAU, MOLDOVA  
 CHISINAU INTL

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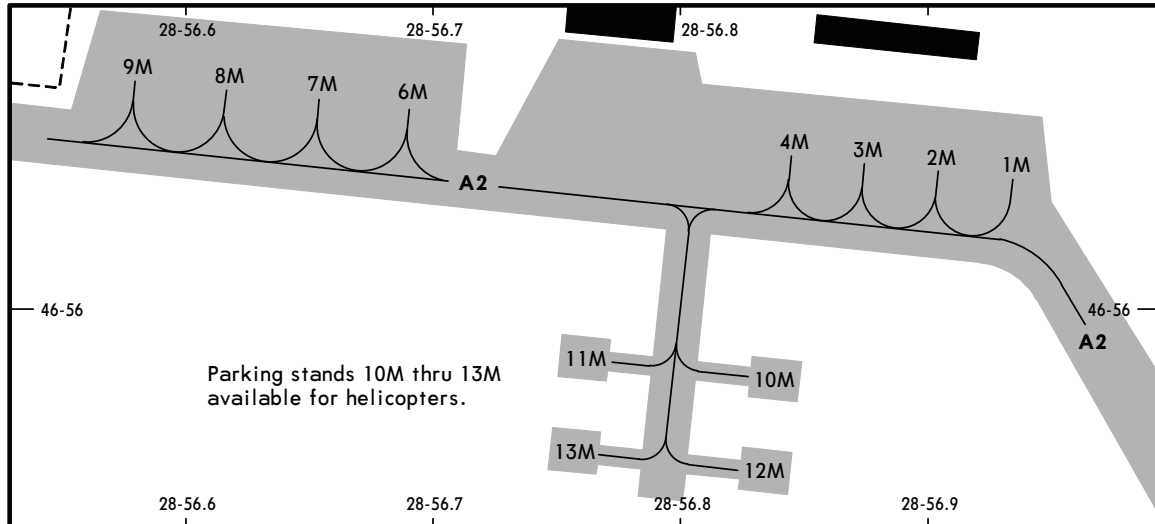
www.Flightsim.ro

LUKK/KIV



CHISINAU, MOLDOVA  
 CHISINAU INTL

4 SEP 09 (10-9B)



**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
A, B	N46 55.9 E028 56.2	21A	N46 56.1 E028 55.8
C, D	N46 55.9 E028 56.3	22	N46 56.1 E028 55.7
1	N46 56.0 E028 56.2	23	N46 56.0 E028 55.9
2	N46 56.1 E028 56.2	24	N46 56.1 E028 55.7
3	N46 56.0 E028 56.2	25	N46 56.0 E028 55.8
4	N46 56.1 E028 56.2	26	N46 56.1 E028 55.7
5	N46 56.0 E028 56.2	27	N46 56.1 E028 55.8
7,9	N46 56.0 E028 56.1	28	N46 56.1 E028 55.6
10	N46 56.1 E028 56.0	29	N46 56.1 E028 55.8
11	N46 56.0 E028 56.0	31, 33, 35	N46 56.1 E028 55.7
12	N46 56.1 E028 55.9	38	N46 56.1 E028 55.2
13	N46 56.0 E028 56.0	1M thru 3M	N46 56.0 E028 56.9
14	N46 56.1 E028 55.9	4M	N46 56.0 E028 56.8
15	N46 56.0 E028 56.0	6M, 7M	N46 56.1 E028 56.7
16	N46 56.1 E028 55.8	8M, 9M	N46 56.1 E028 56.6
17, 17A	N46 56.0 E028 55.9	10M thru 13M	N46 56.0 E028 56.8
18	N46 56.1 E028 55.8		
19	N46 56.0 E028 55.9		
20	N46 56.1 E028 55.8		
21	N46 56.0 E028 55.9		

**LOW VISIBILITY PROCEDURES (LVP)**

**GENERAL**

LVP will be commenced when RVR falls to 550m and less, or ceiling is at or below 200'.  
 ATC will inform pilots when LVP are in force.  
 "FOLLOW ME" mandatory when LVP are in force.

**APPROACH**

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

**Landing rwy 08:**

Acft must vacate rwy only via twy B1, then via twy B2 to the parking position.

**DEPARTURE**

Departing acft is restricted to one movement at a time.

**Departure rwy 08:**

Acft with wingspan more then 98'/30m from parking position via twy B2, twy D and twy C1.  
 Acft with wing span less then 98'/30m from parking position via twy E, twy D and twy C1.

**Departure rwy 26:**

For all acft types from parking position via Twys B2 and B1.

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30 APR 10 **10-9S**

**Standard**  
**CHISINAU, MOLDOVA**  
CHISINAU INTL

STRAIGHT-IN RWY		A	B	C	D
<b>08</b>	CAT 2 ILS	<b>499'</b> (100')	<b>514'</b> (115')	<b>527'</b> (128')	<b>540'</b> (141')
		<b>RA103' R300m</b>	<b>RA119' R300m</b>	<b>RA134' R400m</b>	<b>RA148' R450m</b>
	ILS	<b>599'</b> (200')	<b>599'</b> (200')	<b>606'</b> (207')	<b>616'</b> (217')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
<b>26</b>	LOC <b>①</b>	<b>860'</b> (461')	<b>860'</b> (461')	<b>860'</b> (461')	<b>860'</b> (461')
		<b>R1500m</b>	<b>R1500m</b>	<b>R1500m</b>	<b>R1500m</b>
	<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
	ILS	<b>479'</b> (200')	<b>480'</b> (201')	<b>490'</b> (211')	<b>500'</b> (221')
	<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
<b>26</b>	LOC <b>①</b>	<b>820'</b> (541')	<b>820'</b> (541')	<b>820'</b> (541')	<b>820'</b> (541')
		<b>R1500m</b>	<b>R1500m</b>	<b>R1800m</b>	<b>R1800m</b>
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

**①** Continuous Descent Final Approach.

**TAKE-OFF RWY 08, 26**

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
<b>A</b>							
<b>B</b>	125m	150m	200m	250m	400m	500m	
<b>C</b>							
<b>D</b>	150m	200m	250m	300m			

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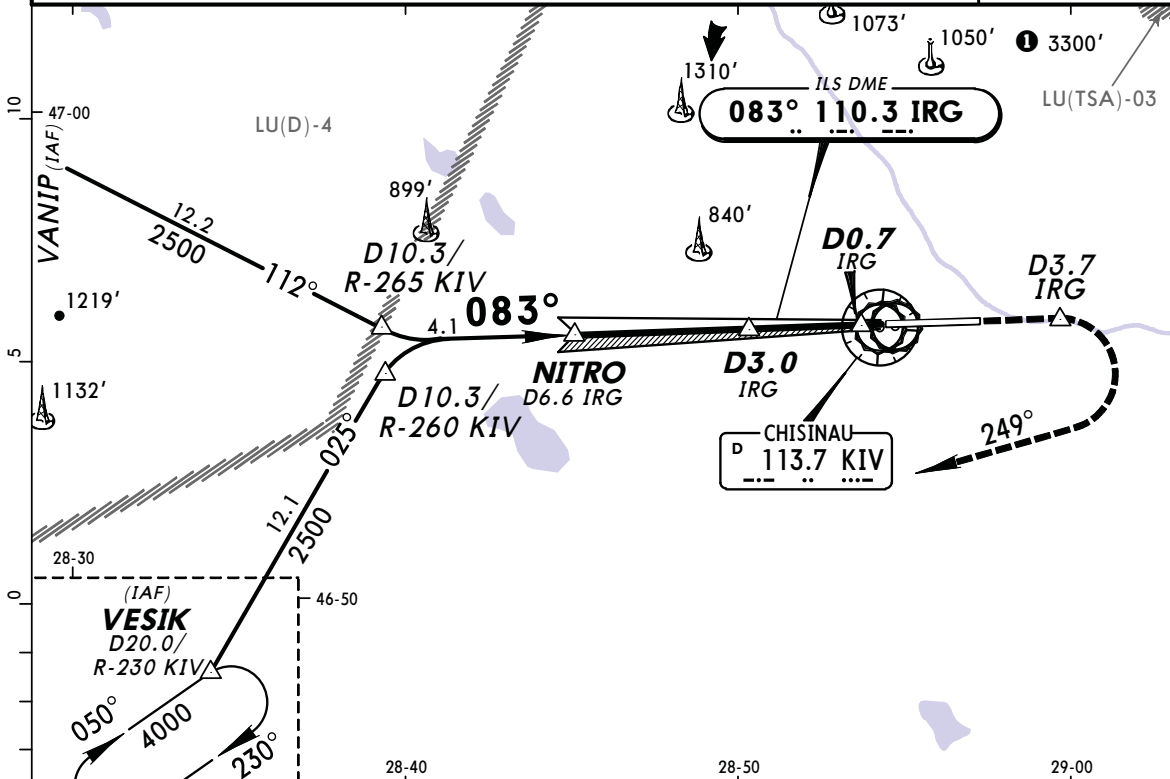
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**CHISINAU INTL**

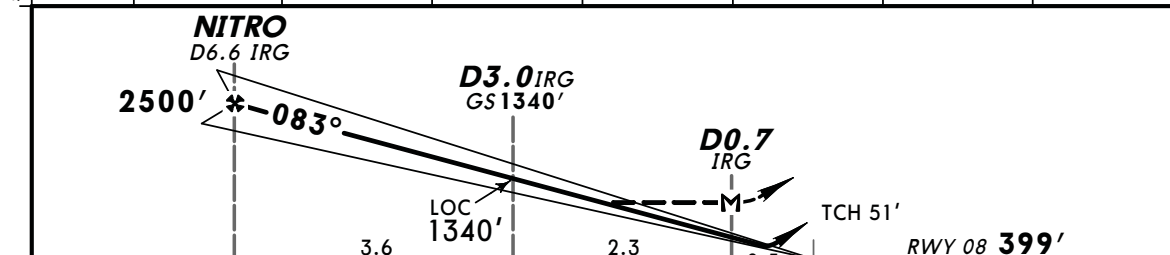
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31 JUL 09 (11-1)

**CHISINAU, MOLDOVA**  
**ILS or LOC Rwy 08**

ATIS 125.22		CHISINAU Approach 133.3 120.2		CHISINAU Tower/Radar 118.1 120.2		Ground 121.8 120.2	
LOC IRG <b>110.3</b>	Final Apch Crs <b>083°</b>	GS <b>D3.0 IRG</b> 1340' (941')	ILS DA(H) Refer to Minimums	Apt Elev 399'	RWY <b>399'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to D3.7 IRG, then turn RIGHT to VESIK climbing to 4000'.</b>							
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 15 hPa	Trans level: By ATC	Trans alt: 4000'	MSA KIV VOR		



LOC (GS out)	IRG DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2280'	1970'	1650'	1340'	1020'	700'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.00° or LOC Desc grad 5.2%	377	484	538	646	753	861			
MAP at D0.7 IRG							HIALS-II	D3.7 IRG	4000'
							PAPI	↑	RT

<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 08</b>			
ILS		LOC (GS out)					
DA(H)	C: 606' (207')	MDA(H) 860' (461')					
AB: 599' (200')	D: 616' (217')						
FULL		ALS out		ALS out			
A	RVR 550m			RVR 1000m	RVR 1500m		
B				RVR 1200m			
C		RVR 1000m			RVR 2000m		
D	RVR 600m			RVR 1600m			

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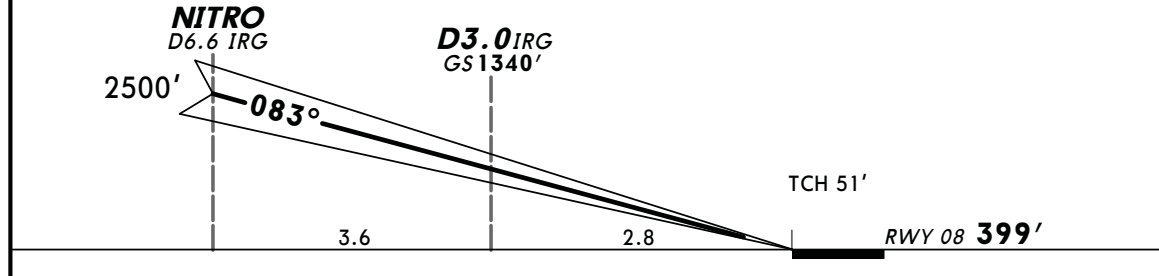
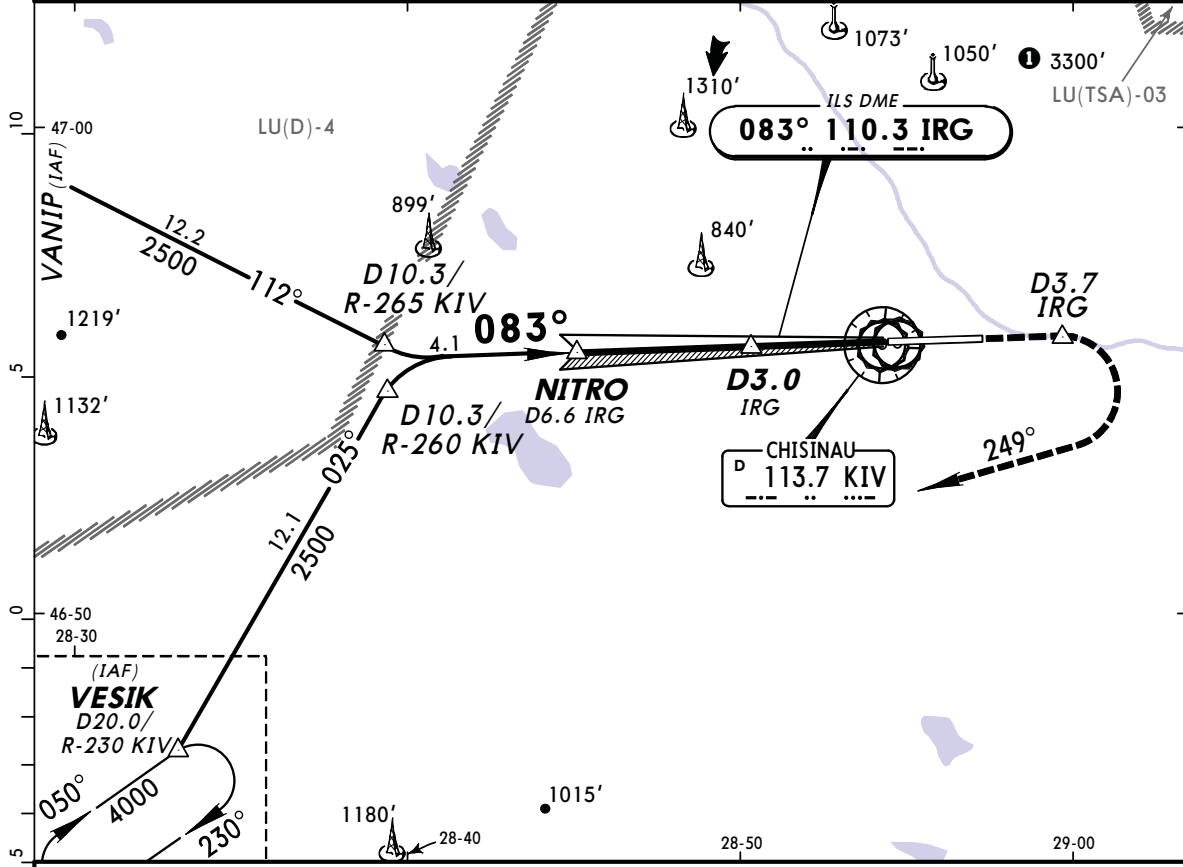
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**LUKK/KIV**  
**CHISINAU INTL**

**JEPPESEN**  
31 JUL 09 **(11-1A)**

**CHISINAU, MOLDOVA**  
**CAT II ILS Rwy 08**

ATIS 125.22		CHISINAU Approach 133.3 120.2		CHISINAU Tower/Radar 118.1 120.2		Ground 121.8 120.2	
LOC IRG <b>110.3</b>	Final Apch Crs <b>083°</b>	GS <b>D3.0 IRG</b> 1340' (941')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 399'	RWY <b>399'</b>	
<b>MISSED APCH: Climb STRAIGHT AHEAD to D3.7 IRG, then turn RIGHT to VESIK climbing to 4000'.</b>							
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC		Trans alt: 4000'	
1. DME required.		2. Special aircrew and acft certification required.					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>D3.7</b> IRG ↑	<b>4000'</b> RT	<b>VESIK</b>
GS	3.00°	377	484	538	646	753				

<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 08 CAT II ILS			
A <b>RA 103'</b> DA(H) <b>499'</b> (100')	B <b>RA 119'</b> DA(H) <b>514'</b> (115')	C <b>RA 134'</b> DA(H) <b>527'</b> (128')	D <b>RA 148'</b> DA(H) <b>540'</b> (141')
RVR <b>300m</b>		RVR <b>400m</b>	RVR <b>450m</b>

Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.  
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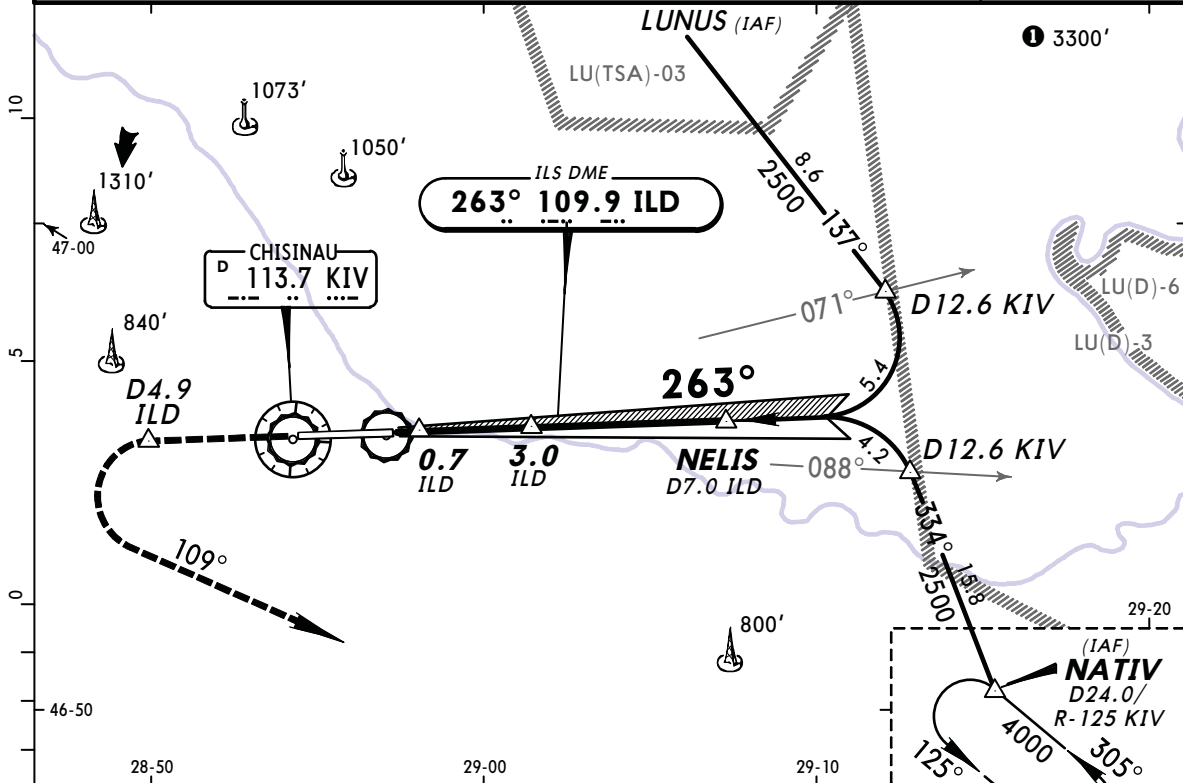
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**LUKK/KIV**  
**CHISINAU INTL**

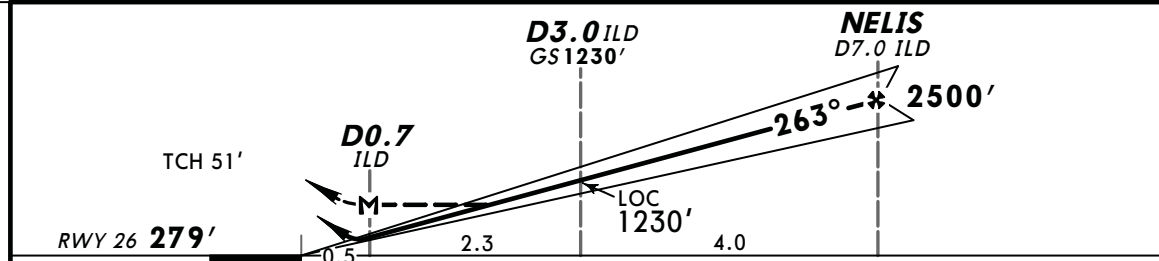
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31 JUL 09 **(11-2)**

**CHISINAU, MOLDOVA**  
**ILS or LOC Rwy 26**

ATIS 125.22		CHISINAU Approach 133.3 120.2		CHISINAU Tower/Radar 118.1 120.2		Ground 121.8 120.2	
LOC ILD <b>109.9</b>	Final Apch Crs <b>263°</b>	GS <b>D3.0 ILD</b> 1230' (951')	ILS DA(H) Refer to Minimums	Apt Elev <b>399'</b>	RWY <b>279'</b>		
<b>MISSED APCH: Climb STRAIGHT AHEAD to D4.9 ILD, then turn LEFT to NATIV climbing to 4000'.</b>							
Alt Set: hPa <b>DME required.</b>		Rwy Elev: 10 hPa	Trans level: By ATC	Trans alt: 4000'			



LOC (GS out)	ILD DME	1.0	2.0	3.0	4.0	5.0	6.0
	ALTITUDE	600'	910'	1230'	1540'	1860'	2180'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D4.9 ILD ↑	4000' ← LT	NATIV
ILS GS 3.00° or LOC Desc grad 5.2%	377	484	538	646	753	861				

PANS OPS	<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 26			
	ILS				LOC (GS out)			
	DA(H) A: <b>479'</b> (200') C: <b>490'</b> (211') B: <b>480'</b> (201') D: <b>500'</b> (221')		FULL		ALS out		ALS out	
	A	RVR 550m	RVR 1000m	RVR 1000m	RVR 1500m	RVR 2000m		
B	RVR 600m	RVR 1200m						
C		RVR 1600m						
D								

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