

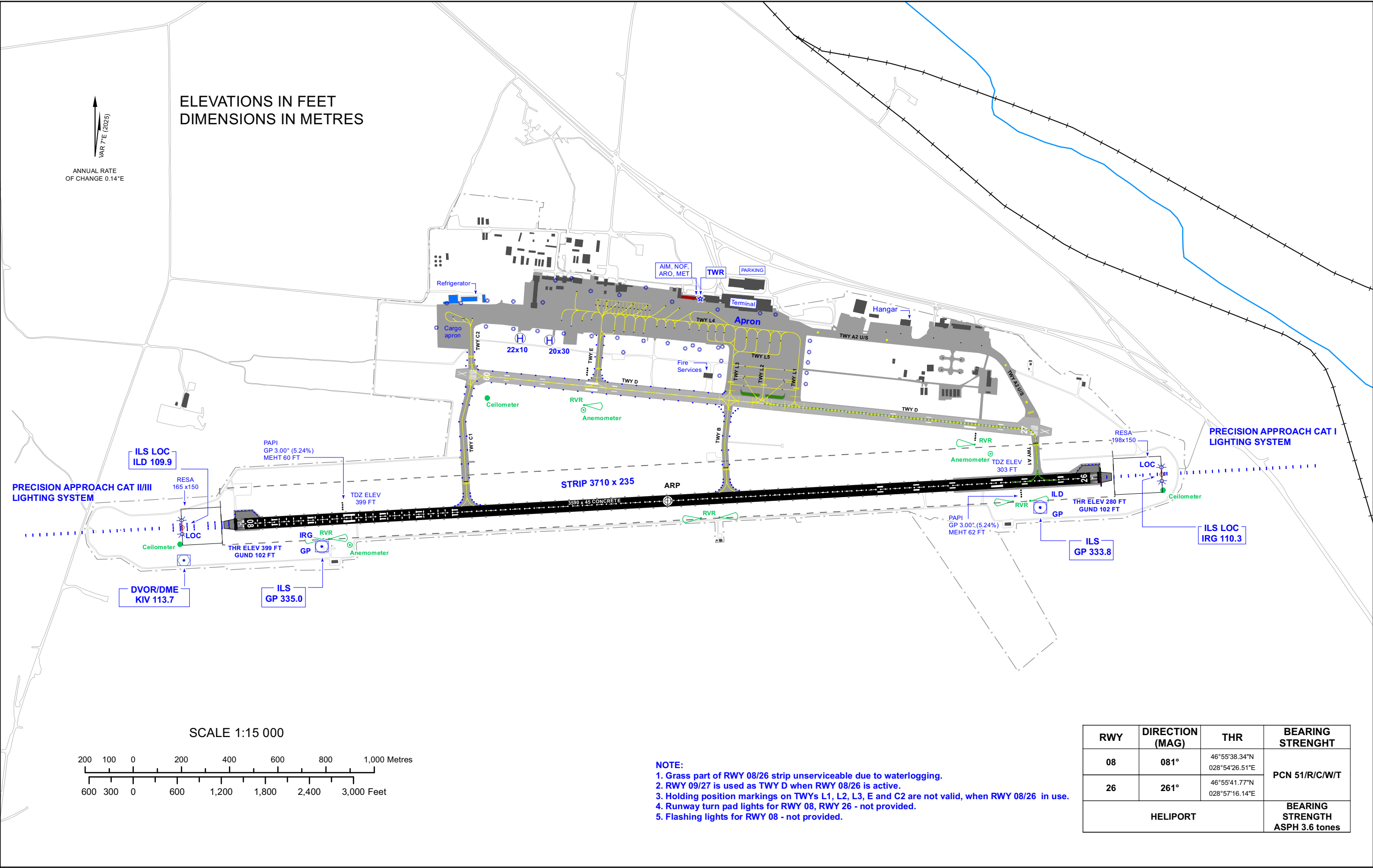
AERODROME CHART - ICAO

ARP: 46°55'40"N
028°55'51"E

AD ELEVATION
399FT

TOWER: 118.105 MHz
GROUND: 121.805 MHz
APRON: 131.705 MHz

CHISINAU / LUKK
RWY 08/26



Changes: MAG VAR Changed. TOWER, GROUND, APRON FREQ Changed.

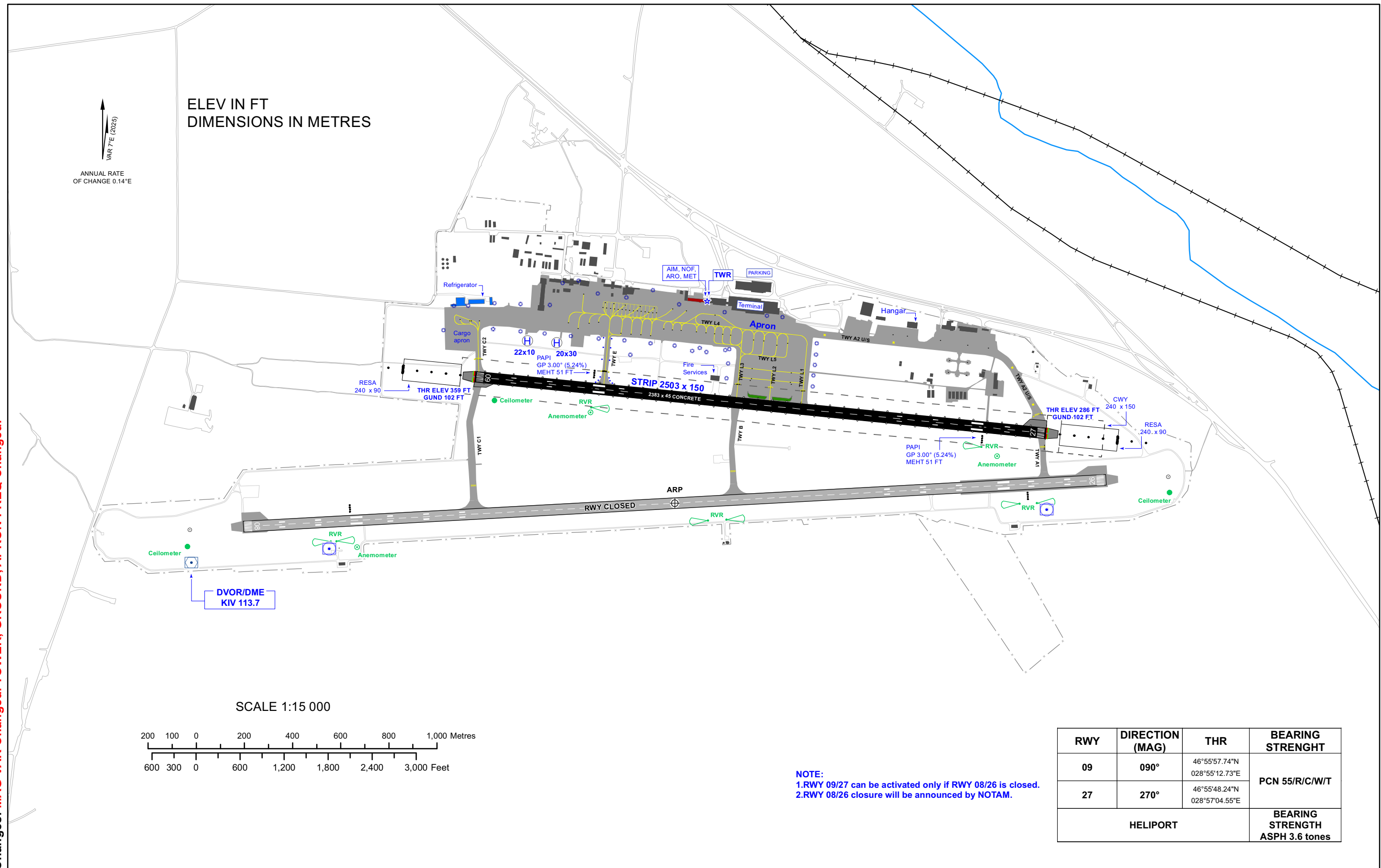
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ARP: 46°55'40"N
028°55'51"E

AD ELEVATION
399FT

TOWER:	118.105 MHz
GROUND:	121.805 MHz
APRON:	131.705 MHz

CHISINAU / LUKK
RWY 09/27



AIRAC AMDT 006/2025

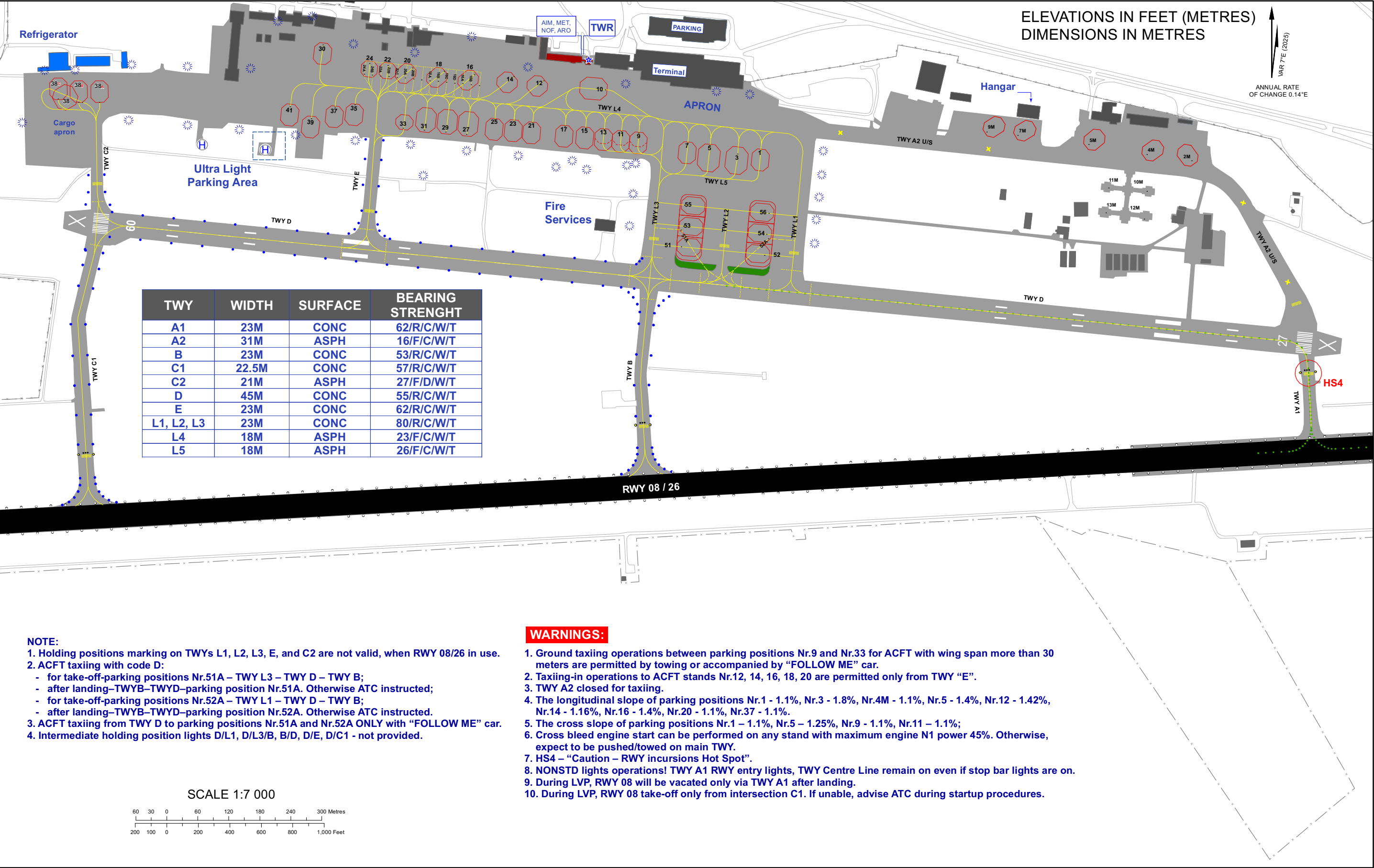
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AIRCRAFT PARKING/DOCKING AND
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
381FT
(116 M)

TOWER: 118.105 MHz
GROUND: 121.805 MHz
APRON: 131.705 MHz

CHISINAU / LUKK
RWY 08/26



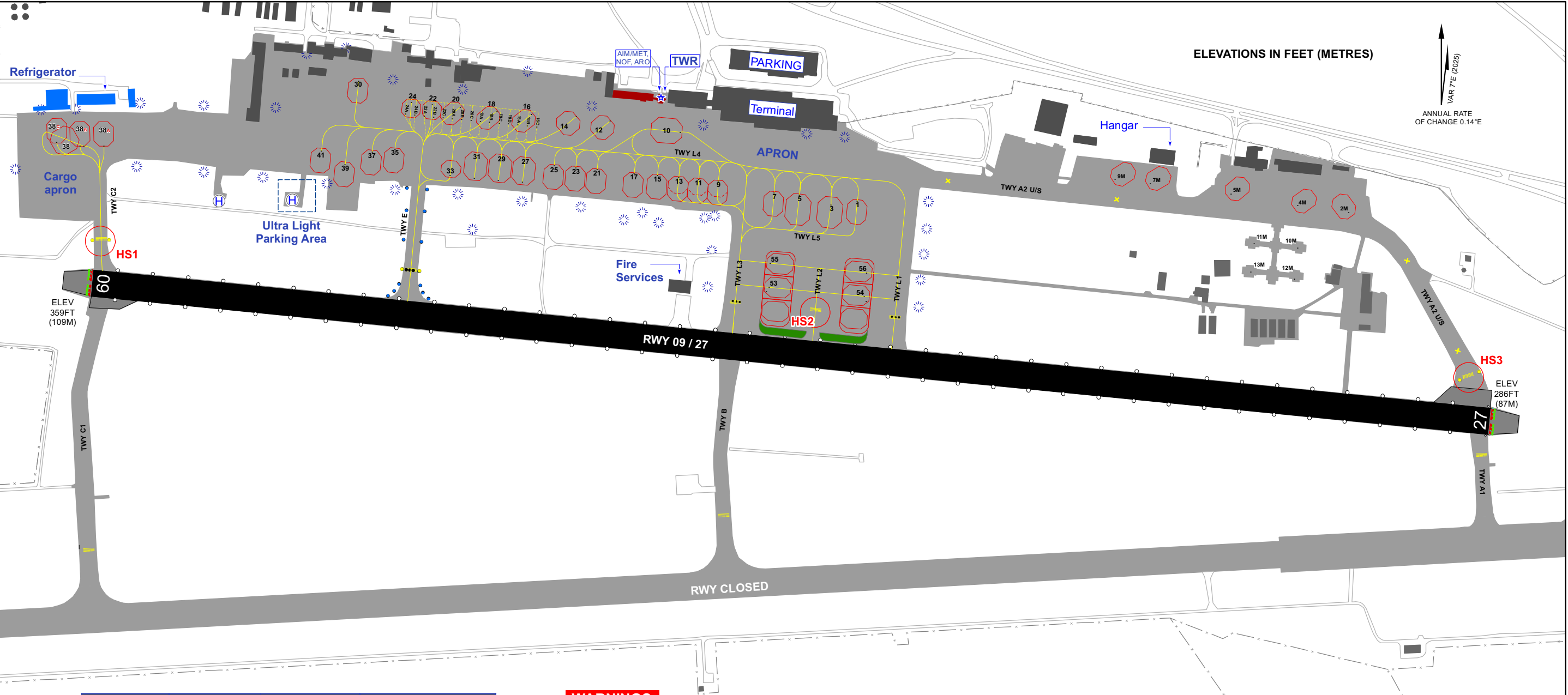
AERONAUTICAL DATA TABULATION												
ACFT STANDS												
Stand	Coordinates		ELEV (FT)	Wingspan max	Pushback Required		Stand	Coordinates		ELEV (FT)	Wingspan max	Pushback Required
	Latitude	Longitude										
1	465601.23N	0285614.28E	312	30M	N		24B	465606.56N	0285538.94E	331	15M	N
3	465601.40N	0285612.17E	314	36M	N		25	465603.58N	0285550.03E	321	35M	Y
5	465601.64N	0285609.65E	316	36M	N		27	465602.71N	0285547.43E	323	36M	Y
7	465601.80N	0285607.63E	316	29M	N		29	465602.87N	0285545.51E	324	36M	Y
9	465602.51N	0285603.17E	316	29M	Y		30	465608.50N	0285534.49E	332	35M	Y
10	465605.25N	0285600.22E	313	38M	N		31	465603.01N	0285543.58E	325	36M	Y
11	465602.64N	0285601.59E	315	29M	Y		33	465603.17N	0285541.65E	327	29M	N
12	465605.95N	0285554.60E	317	35M	Y		35	465604.72N	0285537.27E	332	35M	Y
13	465602.77N	0285600.01E	315	29M	Y		37	465604.59N	0285535.44E	332	35M	Y
14	465606.25N	0285551.88E	319	35M	Y		38	465605.29N	0285512.32E	364	51M	N
15	465602.90N	0285558.30E	316	35M	Y		38A	465605.27N	0285513.90E	364	35M	Y
16	465606.43N	0285548.30E	322	35M	Y		38B	465605.30N	0285512.00E	364	35M	Y
16A	465605.87N	0285547.20E	325	15M	N		38C	465605.53N	0285510.13E	365	35M	Y
16B	465605.81N	0285547.95E	323	15M	N		39	465603.92N	0285533.25E	331	35M	Y
16C	465605.74N	0285548.70E	323	15M	N		41	465604.70N	0285531.36E	330	35M	Y
17	465603.05N	0285556.44E	317	35M	Y		51	465555.30N	0285606.82E	316	36M	N
18	465606.67N	0285545.53E	326	35M	Y		51A	465556.36N	0285606.81E	316	52M	N
18A	465606.12N	0285544.19E	327	15M	N		52	465554.66N	0285614.41E	313	36M	N
18B	465606.06N	0285544.94E	327	15M	N		52A	465555.69N	0285614.80E	313	52M	N
18C	465605.99N	0285545.70E	326	15M	N		53	465556.60N	0285607.05E	316	36M	N
18D	465605.93N	0285546.45E	326	15M	N		54	465555.96N	0285614.65E	313	36M	N
20	465606.93N	0285542.60E	328	35M	Y		55	465557.92N	0285607.18E	317	36M	N
20A	465606.31N	0285541.95E	329	15M	N		56	465557.26N	0285614.89E	313	36M	N
20B	465606.25N	0285542.69E	328	15M	N							
20C	465606.18N	0285543.44E	328	15M	N		2M	465559.92N	0285653.71E	297	35M	Y
21	465603.31N	0285553.47E	318	35M	Y		4M	465600.38N	0285649.64E	298	35M	Y
22	465607.12N	0285540.38E	329	29M	Y		5M	465601.09N	0285644.32E	299	35M	Y
22A	465606.49N	0285539.69E	330	15M	N		7M	465601.78N	0285637.86E	300	35M	Y
22B	465606.43N	0285540.45E	330	15M	N		9M	465602.06N	0285635.04E	301	35M	Y
22C	465606.37N	0285541.20E	329	15M	N		10M	465558.06N	0285649.54E	298	23M	Y
23	465603.44N	0285551.75E	331	29M	Y		11M	465558.34N	0285646.06E	298	23M	Y
24	465607.26N	0285538.70E	331	29M	Y		12M	465556.33N	0285649.24E	297	23M	Y
24A	465606.63N	0285538.19E	331	15M	N		13M	465556.80N	0285645.74E	298	23M	Y

AIRCRAFT PARKING/DOCKING AND
AERODROME GROUND MOVEMENT CHART - ICAO

APRON ELEV
381FT
(116 M)

TOWER: 118.105 MHz
GROUND: 121.805 MHz
APRON: 131.705 MHz

CHISINAU / LUKK
RWY 09/27



TWY	WIDTH	SURFACE	BEARING STRENGTH
A1	23M	CONC	62/R/C/W/T
A2	31M	ASPH	16/F/C/W/T
B	23M	CONC	53/R/C/W/T
C1	22.5M	CONC	57/R/C/W/T
C2	21M	ASPH	27/F/D/W/T
E	23M	CONC	62/R/C/W/T
L1, L2, L3	23M	CONC	80/R/C/W/T
L4	18M	ASPH	23/F/C/W/T
L5	18M	ASPH	26/F/C/W/T

WARNINGS:

- Ground taxiing operations between parking positions № 9 and № 33 for ACFT with wing span more than 30 meters are permitted by towing or accompanied by "FOLLOW ME" car.
- Taxiing-in operations to ACFT stands № 12, 14, 16, 18, 20 are permitted from TWY "E" only.
- Stands 51, 51A, 52, 52A, are closed during RWY 09/27 in use.
- TWY A2 closed for taxiing.
- The longitudinal slope of parking positions № 1 - 1.1%, № 3 - 1.8%, № 4M - 1.1%, № 5 - 1.4%, № 12 - 1.42%, №14 - 1.16%, № 16 - 1.4%, № 20 - 1.1%, №37 - 1.1%.
- The cross slope of parking positions № 1 – 1.1%, № 5 – 1.25%, № 9 - 1.1%, № 11 – 1.1%
- GND taxiing OPS from / to ACFT stands № 9, 11, 13 for ACFT with wing span up to 25M are allowed only by OPS department clearance (call sign Apron -131,705 MHz).
- RWY 09/27 can be activated only if RWY 08/26 is closed.
- RWY 08/26 closure will be announced by NOTAM.
- HS1, HS2, HS3 – "Caution – RWY incursions Hot Spot".
- Cross bleed engine start can be performed on any stand with maximum engine N1 power 45%. Otherwise, expect to be pushed/towed on main TWY.

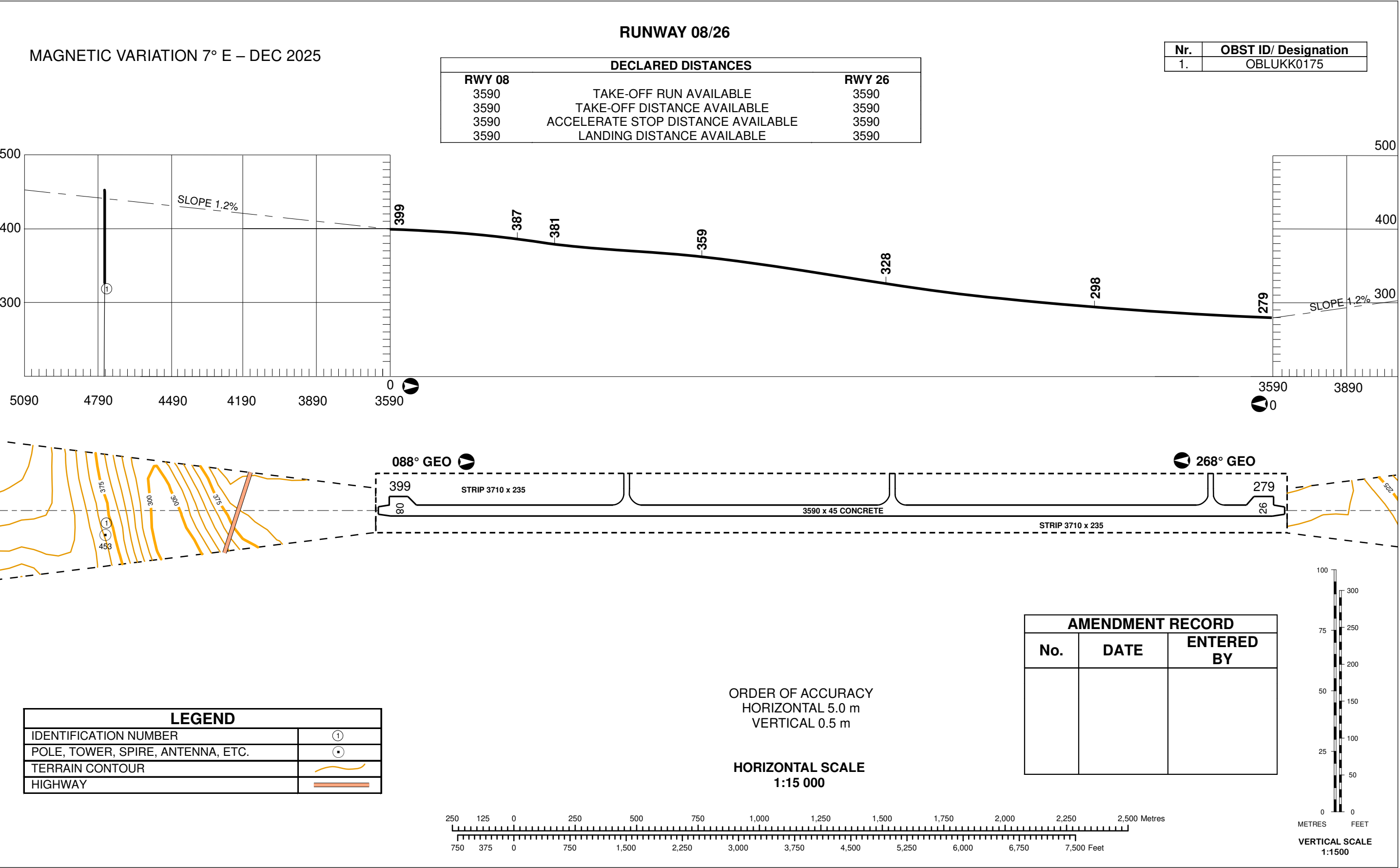
Changes: MAG VAR Changed. TOWER, GROUND, APRON FREQ Changed.

AERONAUTICAL DATA TABULATION													
ACFT STANDS													
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9	465602.51N	0285603.17E	316	29M	Y			30	465608.50N	0285534.49E	332	35M	Y
10	465605.25N	0285600.22E	313	38M	N			31	465603.01N	0285543.58E	325	36M	Y
11	465602.64N	0285601.59E	315	29M	Y			33	465603.17N	0285541.65E	327	29M	N
12	465605.95N	0285554.60E	317	35M	Y			35	465604.72N	0285537.27E	332	35M	Y
13	465602.77N	0285600.01E	315	29M	Y			37	465604.59N	0285535.44E	332	35M	Y
14	465606.25N	0285551.88E	319	35M	Y			38	465605.29N	0285512.32E	364	51M	N
15	465602.90N	0285558.30E	316	35M	Y			38A	465605.27N	0285513.90E	364	35M	Y
16	465606.43N	0285548.30E	322	35M	Y			38B	465605.30N	0285512.00E	364	35M	Y
16A	465605.87N	0285547.20E	325	15M	N			38C	465605.53N	0285510.13E	365	35M	Y
16B	465605.81N	0285547.95E	323	15M	N			39	465603.92N	0285533.25E	331	35M	Y
16C	465605.74N	0285548.70E	323	15M	N			41	465604.70N	0285531.36E	330	35M	Y
17	465603.05N	0285556.44E	317	35M	Y			53	465556.60N	0285607.05E	316	36M	N
18	465606.67N	0285545.53E	326	35M	Y			54	465555.96N	0285614.65E	313	36M	N
18A	465606.12N	0285544.19E	327	15M	N			55	465557.92N	0285607.18E	317	36M	N
18B	465606.06N	0285544.94E	327	15M	N			56	465557.26N	0285614.89E	313	36M	N
18C	465605.99N	0285545.70E	326	15M	N								
18D	465605.93N	0285546.45E	326	15M	N			2M	465559.92N	0285653.71E	297	35M	Y
20	465606.93N	0285542.60E	328	35M	Y			4M	465600.38N	0285649.64E	298	35M	Y
20A	465606.31N	0285541.95E	329	15M	N			5M	465601.09N	0285644.32E	299	35M	Y
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21	465603.31N	0285553.47E	318	35M	Y			10M	465558.06N	0285649.54E	298	23M	Y
22	465607.12N	0285540.38E	329	29M	Y			11M	465558.34N	0285646.06E	298	23M	Y
22A	465606.49N	0285539.69E	330	15M	N			12M	465556.33N	0285649.24E	297	23M	Y
22B	465606.43N	0285540.45E	330	15M	N			13M	465556.80N	0285645.74E	298	23M	Y
22C	465606.37N	0285541.20E	329	15M	N								
23	465603.44N	0285551.75E	331	29M	Y								
24	465607.26N	0285538.70E	331	29M	Y								
24A	465606.63N	0285538.19E	331	15M	N								

DIMENSIONS IN METRES,
ELEVATIONS IN FEET

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

CHISINAU / INTERNATIONAL
RWY 08/26



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DIMENSIONS IN METRES,
ELEVATIONS IN FEET

AERODROME OBSTACLE CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

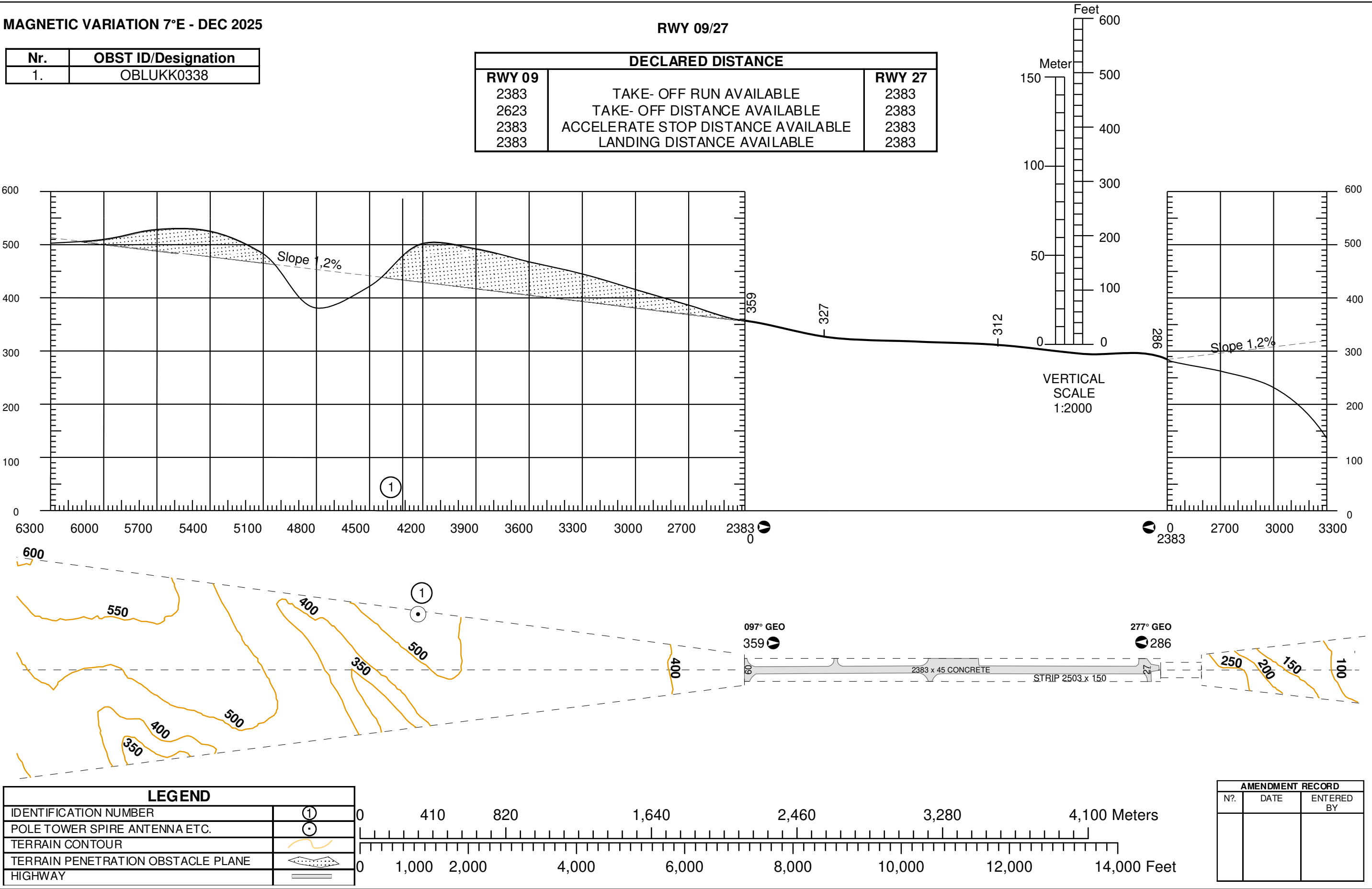
CHISINAU / INTERNATIONAL
RWY 09/27

MAGNETIC VARIATION 7°E - DEC 2025

RWY 09/27

Nr.	OBST ID/Designation
1.	OBLUKK0338

DECLARED DISTANCE		
RWY 09		RWY 27
2383	TAKE- OFF RUN AVAILABLE	2383
2623	TAKE- OFF DISTANCE AVAILABLE	2383
2383	ACCELERATE STOP DISTANCE AVAILABLE	2383
2383	LANDING DISTANCE AVAILABLE	2383

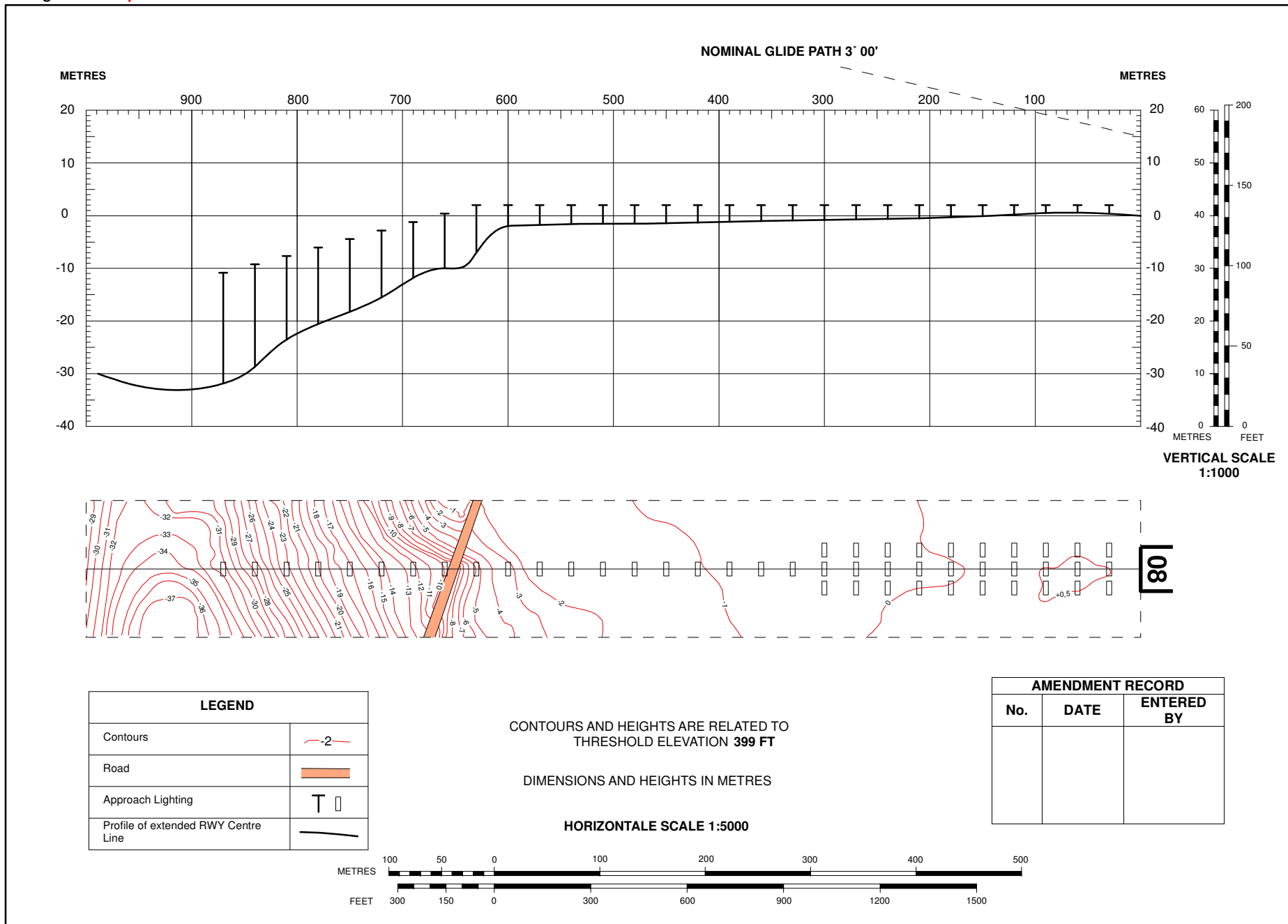


Changes: **MAG VAR** Changed.

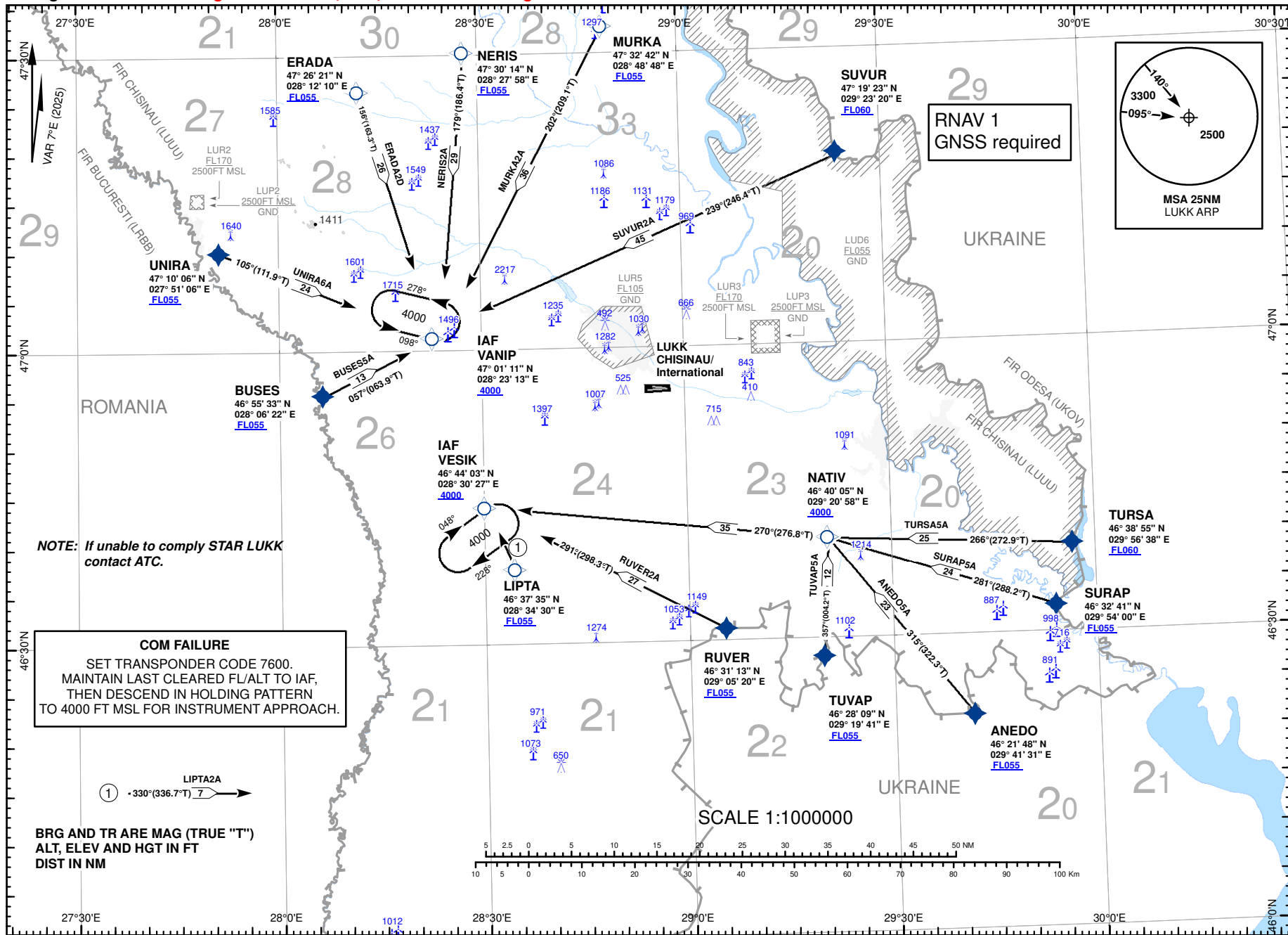
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**CHISINAU
RWY 08**

AIRAC AMDT 001/2018



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STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOTRANSITION
LEVEL BY ATC
4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TOWER 118.105 MHzCHISINAU/Int'l (LUKK)
RNAV Rwy 08, Rwy 09Changes: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

STANDARD ARRIVAL CHART–
INSTRUMENT(STAR) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 08, RWY 09

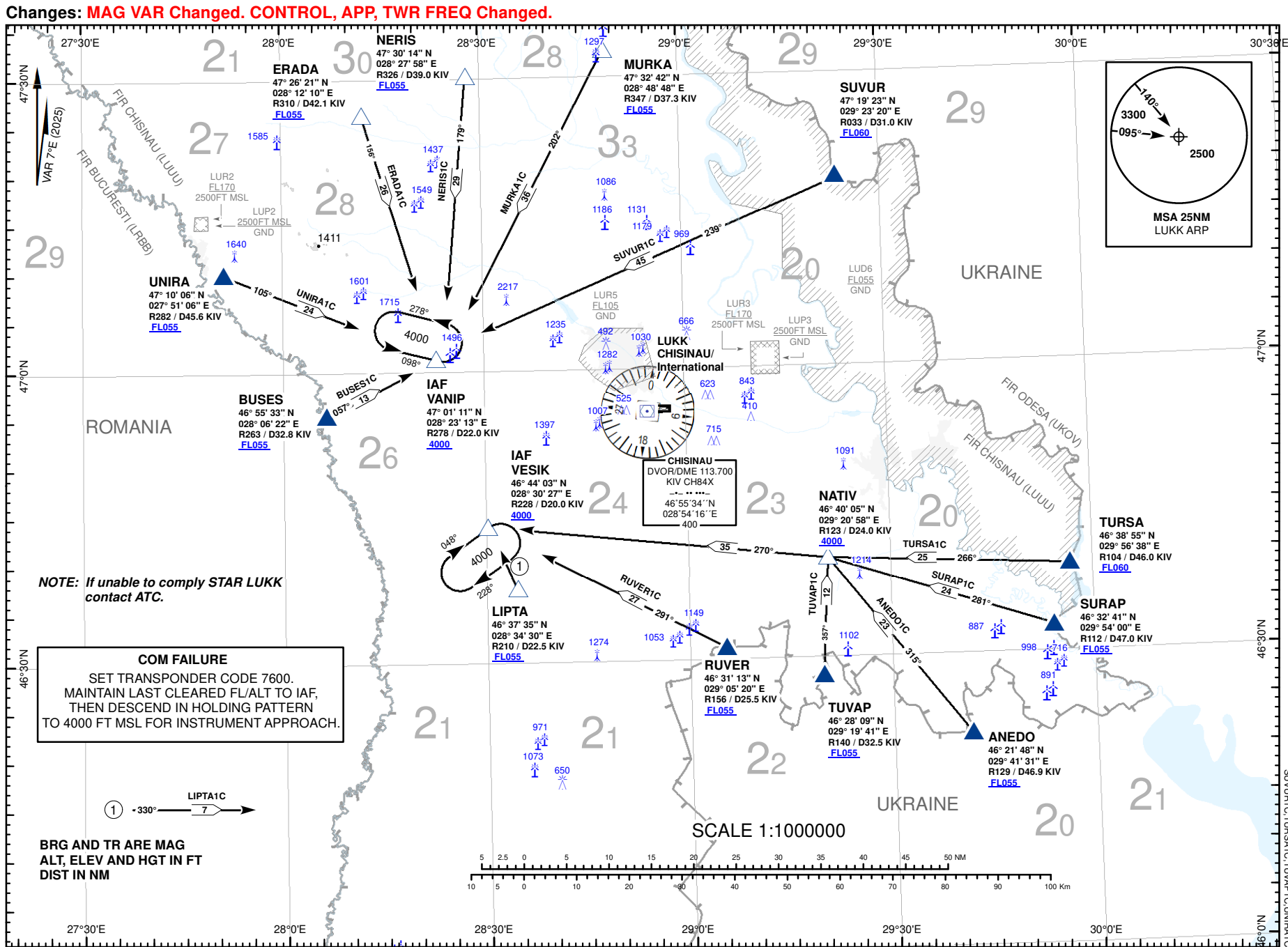
Procedure Coding Table

Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO5A (ANEDO FIVE ALPHA ARRIVAL)										
IF	ANEDO	-	462148.0N 0294131.0E	-	-	-	+FL055	-	RNAV 1	
TF	NATIV	-	464005.0N 0292058.0E	315 (322.3)	23.2	L	+4000FT	-		
TF	VESIK	-	464403.0N 0283027.0E	270 (276.8)	35.0	-	+4000FT	-		
BUSE5A (BUSES FIVE ALPHA ARRIVAL)										
IF	BUSES	-	465533.0N 0280622.0E	-	-	-	+FL055	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	057 (063.9)	12.8	-	+4000FT	-		
ERADA2D (ERADA TWO DELTA ARRIVAL)										
IF	ERADA	-	472621.0N 0281210.0E	-	-	-	+FL055	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	156 (163.3)	26.3	-	+4000FT	-		
LIPTA2A (LIPTA TWO ALPHA ARRIVAL)										
IF	LIPTA	-	463735.0N 0283430.0E	-	-	-	+FL055	-	RNAV 1	
TF	VESIK	-	464403.0N 0283027.0E	330 (336.7)	7.0	-	+4000FT	-		
MURKA2A (MURKA TWO ALPHA ARRIVAL)										
IF	MURKA	-	473242.0N 0284848.0E	-	-	-	+FL055	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	202 (209.1)	36.0	-	+4000FT	-		
NERIS2A (NERIS TWO ALPHA ARRIVAL)										
IF	NERIS	-	473014.0N 0282758.0E	-	-	-	+FL055	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	179 (186.4)	29.2	-	+4000FT	-		
RUVER2A (RUVER TWO ALPHA ARRIVAL)										
IF	RUVER	-	463113.0N 0290520.0E	-	-	-	+FL055	-	RNAV 1	
TF	VESIK	-	464403.0N 0283027.0E	291 (298.3)	27.3	-	+4000FT	-		
SURAP5A (SURAP FIVE ALPHA ARRIVAL)										
IF	SURAP	-	463241.0N 0295400.0E	-	-	-	+FL055	-	RNAV 1	
TF	NATIV	-	464005.0N 0292058.0E	281 (288.2)	23.9	-	+4000FT	-		
TF	VESIK	-	464403.0N 0283027.0E	270 (276.8)	35.0	-	+4000FT	-		
SUVUR2A (SUVUR TWO ALPHA ARRIVAL)										
IF	SUVUR	-	471923.0N 0292320.0E	-	-	-	+FL060	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	239 (246.4)	44.9	-	+4000FT	-		
TURSA5A (TURSA FIVE ALPHA ARRIVAL)										
IF	TURSA	-	463855.0N 0295638.0E	-	-	-	+FL060	-	RNAV 1	
TF	NATIV	-	464005.0N 0292058.0E	266 (272.9)	24.6	-	+4000FT	-		
TF	VESIK	-	464403.0N 0283027.0E	270 (276.8)	35.0	-	+4000FT	-		
TUVAP5A (TUVAP FIVE ALPHA ARRIVAL)										
IF	TUVAP	-	462809.0N 0291941.0E	-	-	-	+FL055	-	RNAV 1	
TF	NATIV	-	464005.0N 0292058.0E	357 (004.2)	12.0	L	+4000FT	-		
TF	VESIK	-	464403.0N 0283027.0E	270 (276.8)	35.0	-	+4000FT	-		
UNIRA6A (UNIRA SIX ALPHA ARRIVAL)										
IF	UNIRA	-	471006.0N 0275106.0E	-	-	-	+FL055	-	RNAV 1	
TF	VANIP	-	470111.0N 0282313.0E	105 (111.9)	23.7	-	+4000FT	-		

TRANSITION
LEVEL BY ATC
TRANSITION ALTITUDE
4000FT

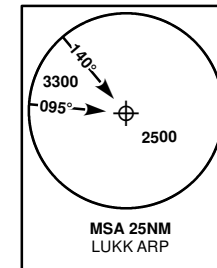
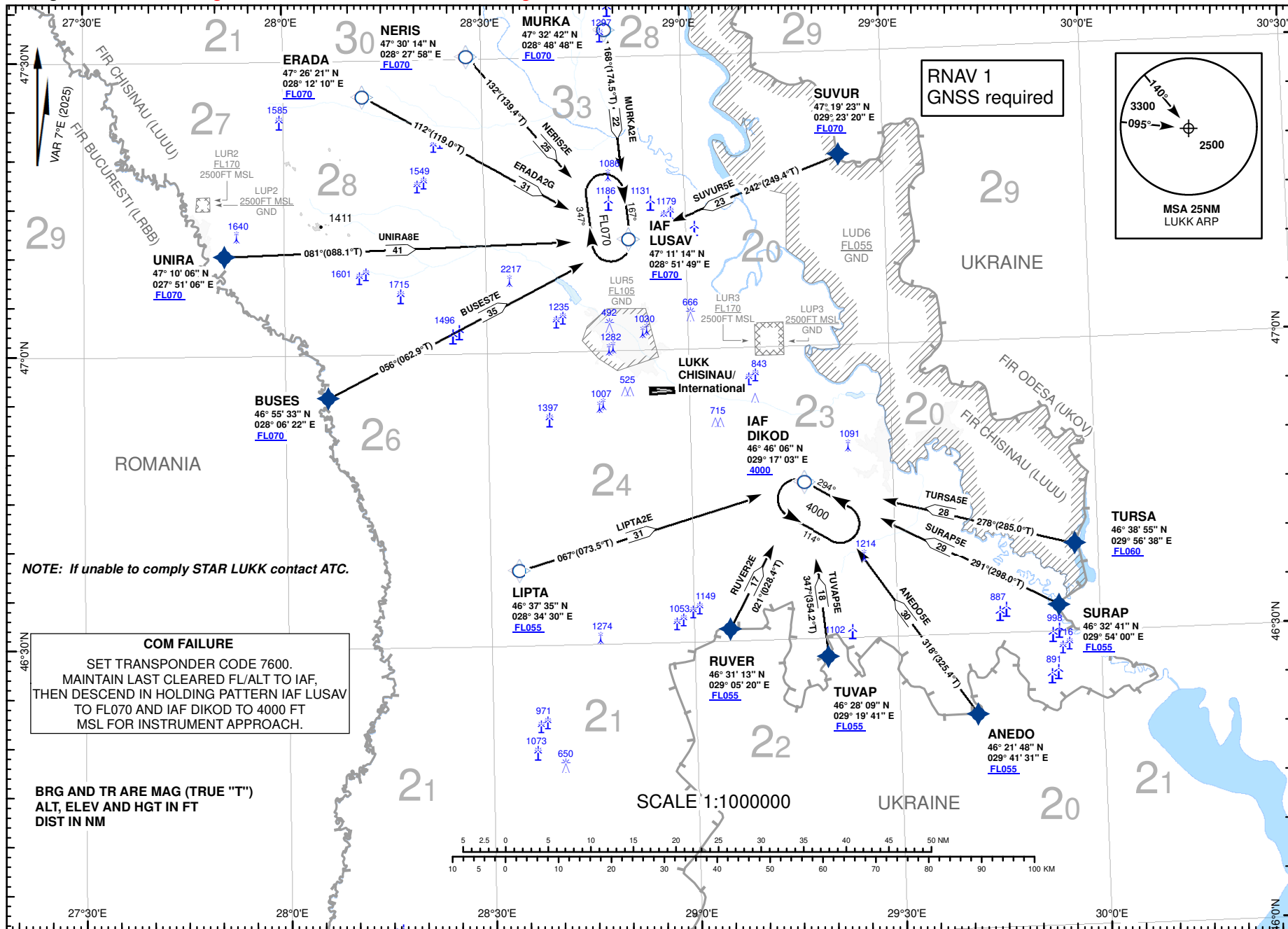
CONTROL	128.980 MHz
APPROACH	133.305 MHz
TOWER	118.105 MHz

CHISINAU/Int'l (LUKK)
RWY 08
RWY 09



STANDARD ARRIVAL CHART –
INSTRUMENT (STAR) – ICAOCHISINAU/Intl (LUKK)
RWY 08
RWY 09

Designator	Identification Significant Points	Course (°M)	Dist (NM)	Altitude (FT)	Remarks
ANEDO1C	ANEDO ONE CHARLIE ARRIVAL				
	▲ ANEDO	-	-	+FL055	
	△ NATIV	315	23	+4000	
	△ VESIK	270	35	+4000	
BUSES ONE CHARLIE ARRIVAL					
BUSES1C	▲ BUSES	-	-	+FL055	
	△ VANIP	057	13	+4000	
	ERADA ONE CHARLIE ARRIVAL				
ERADA1C	△ ERADA	-	-	+FL055	
	△ VANIP	156	26	+4000	
	LIPTA ONE CHARLIE ARRIVAL				
LIPTA1C	△ LIPTA	-	-	+FL055	
	△ VESIK	330	7	+4000	
	MURKA ONE CHARLIE ARRIVAL				
MURKA1C	△ MURKA	-	-	+FL055	
	△ VANIP	202	36	+4000	
	NERIS ONE CHARLIE ARRIVAL				
NERIS1C	△ NERIS	-	-	+FL055	
	△ VANIP	179	29	+4000	
	RUVUR ONE CHARLIE ARRIVAL				
RUVUR1C	▲ RUVUR	-	-	+FL055	
	△ VESIK	291	27	+4000	
	SURAP ONE CHARLIE ARRIVAL				
SURAP1C	▲ SURAP	-	-	+FL055	
	△ NATIV	281	24	+4000	
	△ VESIK	270	35	+4000	
	SUVUR ONE CHARLIE ARRIVAL				
SUVUR1C	▲ SUVUR	-	-	+FL060	
	△ VANIP	239	45	+4000	
	TURSA ONE CHARLIE ARRIVAL				
TURSA1C	▲ TURSA	-	-	+FL060	
	△ NATIV	266	25	+4000	
	△ VESIK	270	35	+4000	
	TUVAP ONE CHARLIE ARRIVAL				
TUVAP1C	▲ TUVAP	-	-	+FL055	
	△ NATIV	357	12	+4000	
	△ VESIK	270	35	+4000	
	UNIRA ONE CHARLIE ARRIVAL				
UNIRA1C	▲ UNIRA	-	-	+FL055	
	△ VANIP	105	24	+4000	

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOTRANSITION LEVEL
BY ATC
4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TOWER 118.105 MHzCHISINAU/Int'l (LUKK)
RNAV RWY 26, RWY 27ANEDOSE, BUSESTE, ERADA2G, LIPTAZE,
MURKAZE, NERISZE, RUVERSE, SURAPSE,
SUVURSE, TURSAZE, TUVAPSE, UNIRA8ERNAV 1
GNSS requiredChanges: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

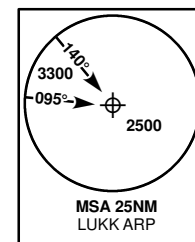
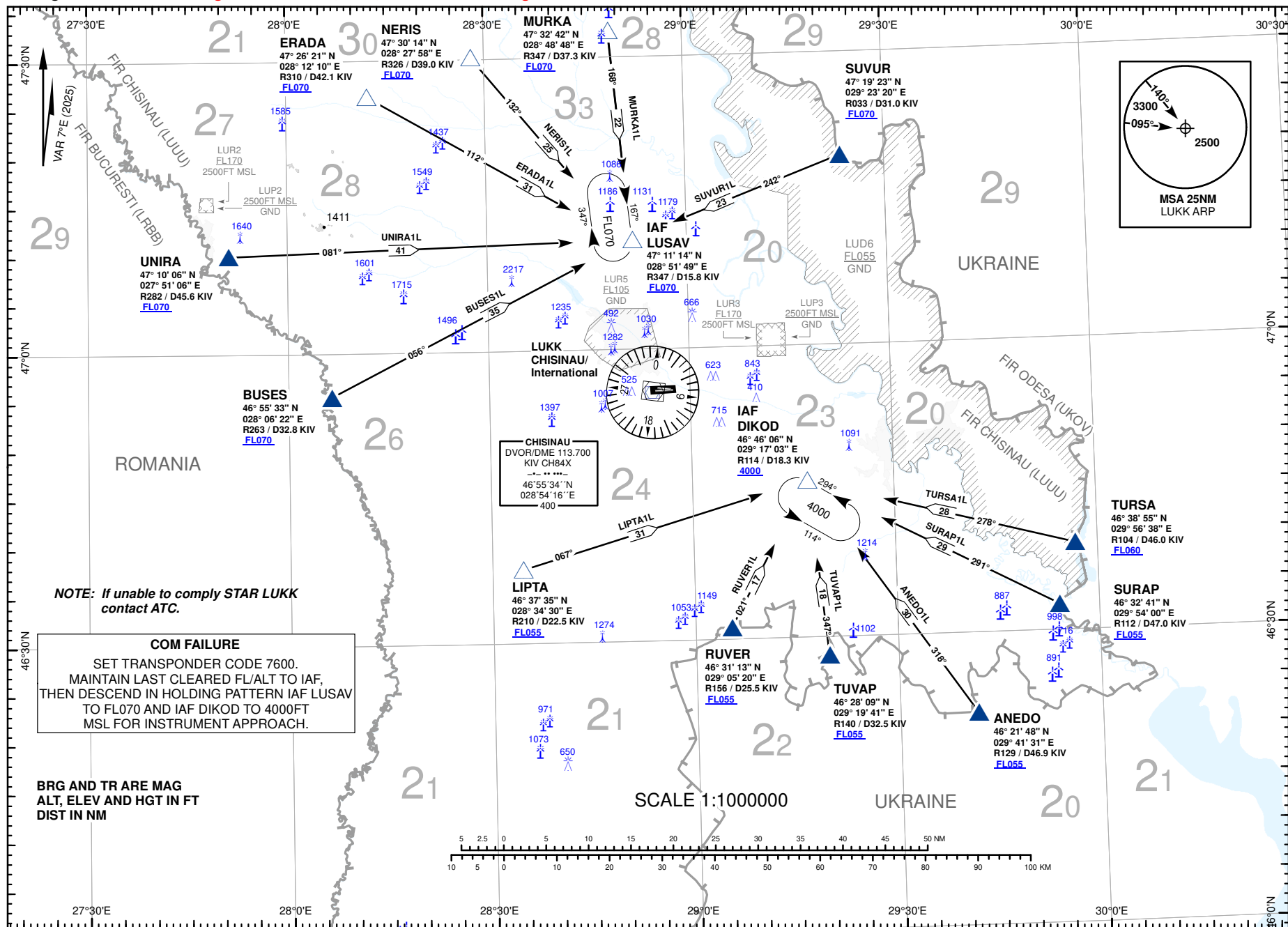
STANDARD ARRIVAL CHART –
INSTRUMENT (STAR) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 26, RWY 27

Procedure Coding Table

Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO5E (ANEDO FIVE ECHO ARRIVAL)										
IF	ANEDO	-	462148.0N 0294131.0E	-	-	-	+FL055	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	318 (325.4)	29.6	-	+4000FT	-		
BUSE5E (BUSES SEVEN ECHO ARRIVAL)										
IF	BUSE5	-	465533.0N 0280622.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	056 (062.9)	34.8	-	+FL070	-		
ERADA2G (ERADA TWO GOLF ARRIVAL)										
IF	ERADA	-	472621.0N 0281210.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	112 (119.0)	30.9	-	+FL070	-		
LIPTA2E (LIPTA TWO ECHO ARRIVAL)										
IF	LIPTA	-	463735.0N 0283430.0E	-	-	-	+FL055	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	067 (073.5)	30.5	-	+4000FT	-		
MURKA2E (MURKA TWO ECHO ARRIVAL)										
IF	MURKA	-	473242.0N 0284848.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	168 (174.5)	21.6	-	+FL070	-		
NERIS2E (NERIS TWO ECHO ARRIVAL)										
IF	NERIS	-	473014.0N 0282758.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	132 (139.4)	25.0	-	+FL070	-		
RUVER2E (RUVER TWO ECHO ARRIVAL)										
IF	RUVER	-	463113.0N 0290520.0E	-	-	-	+FL055	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	021 (028.4)	16.9	-	+4000FT	-		
SURAP5E (SURAP FIVE ECHO ARRIVAL)										
IF	SURAP	-	463241.0N 0295400.0E	-	-	-	+FL055	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	291 (298.0)	28.8	-	+4000FT	-		
SUVUR5E (SUVUR FIVE ECHO ARRIVAL)										
IF	SUVUR	-	471923.0N 0292320.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	242 (249.4)	23.0	-	+FL070	-		
TURSA5E (TURSA FIVE ECHO ARRIVAL)										
IF	TURSA	-	463855.0N 0295638.0E	-	-	-	+FL060	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	278 (285.0)	28.2	-	+4000FT	-		
TUVAP5E (TUVAP FIVE ECHO ARRIVAL)										
IF	TUVAP	-	462809.0N 0291941.0E	-	-	-	+FL055	-	RNAV 1	
TF	DIKOD	-	464606.0N 0291703.0E	347 (354.2)	18.0	-	+4000FT	-		
UNIRA8E (UNIRA EIGHT ECHO ARRIVAL)										
IF	UNIRA	-	471006.0N 0275106.0E	-	-	-	+FL070	-	RNAV 1	
TF	LUSAV	-	471114.0N 0285149.0E	081 (088.1)	41.4	-	+FL070	-		

STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAOTRANSITION LEVEL
BY ATC
TRANSITION ALTITUDE
4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TOWER 118.105 MHz

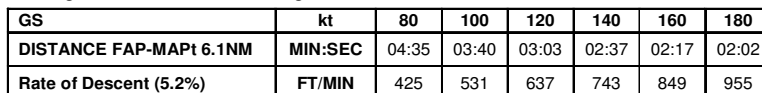
CHISINAU/Int'l (LUKK)

RWY 26
RWY 27Changes: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

STANDARD ARRIVAL CHART –
INSTRUMENT (STAR) – ICAOCHISINAU/Intl (LUKK)
RWY 26
RWY 27

Designator	Identification Significant Points	Course (°M)	Dist (NM)	Altitude (FT)	Remarks
ANEDO1L	ANEDO ONE LIMA ARRIVAL				
	▲ ANEDO	-	-	+FL055	
	△ DIKOD	318	30	+4000	
BUSES1L	BUSES ONE LIMA ARRIVAL				
	▲ BUSES	-	-	+FL070	
	△ LUSAV	056	35	+FL070	
ERADA1L	ERADA ONE LIMA ARRIVAL				
	△ ERADA	-	-	+FL070	
	△ LUSAV	112	31	+FL070	
LIPTA1L	LIPTA ONE LIMA ARRIVAL				
	△ LIPTA	-	-	+FL055	
	△ DIKOD	067	31	+4000	
MURKA1L	MURKA ONE LIMA ARRIVAL				
	△ MURKA	-	-	+FL070	
	△ LUSAV	168	22	+FL070	
NERIS1L	NERIS ONE LIMA ARRIVAL				
	△ NERIS	-	-	+FL070	
	△ LUSAV	132	25	+FL070	
RUVÉR1L	RUVÉR ONE LIMA ARRIVAL				
	▲ RUVÉR	-	-	+FL055	
	△ DIKOD	021	17	+4000	
SURAP1L	SURAP ONE LIMA ARRIVAL				
	▲ SURAP	-	-	+FL055	
	△ DIKOD	291	29	+4000	
SUVUR1L	SUVUR ONE LIMA ARRIVAL				
	▲ SUVUR	-	-	+FL070	
	△ LUSAV	242	23	+FL070	
TURSA1L	TURSA ONE LIMA ARRIVAL				
	▲ TURSA	-	-	+FL060	
	△ DIKOD	278	28	+4000	
TUVAP1L	TUVAP ONE LIMA ARRIVAL				
	▲ TUVAP	-	-	+FL055	
	△ DIKOD	347	18	+4000	
UNIRA1L	UNIRA ONE LIMA ARRIVAL				
	▲ UNIRA	-	-	+FL070	
	△ LUSAV	081	41	+FL070	

**CHISINAU/Intl (LUKK)
ILS CAT II & III RWY 08**



INSTRUMENT APPROACH
CHART – ICAO

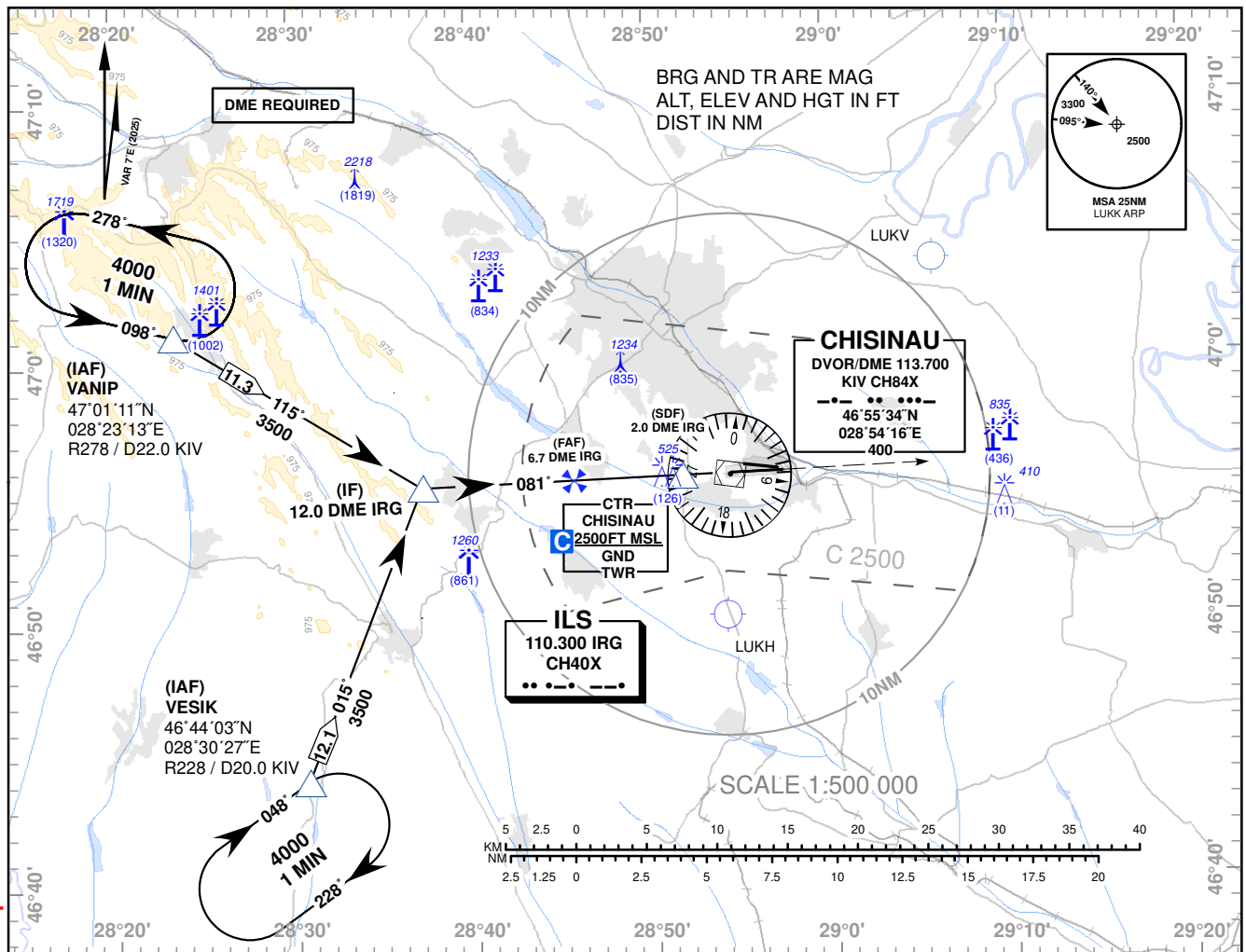
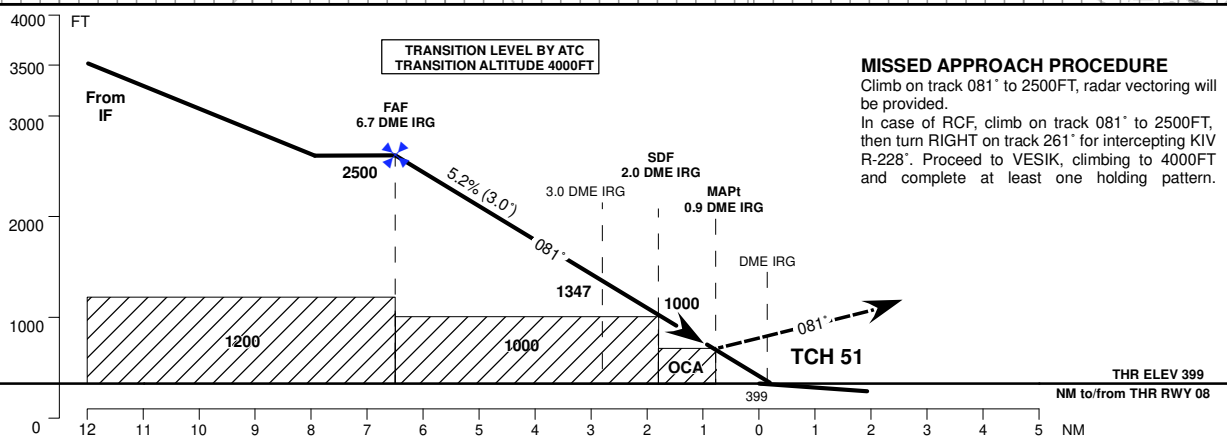
CHISINAU/IntI (LUKK)
ILS CAT II & III RWY 08

AERONAUTICAL DATA TABULATION				
ILS CAT II & III RWY08 (ILS CAT II & III APPROACH RUNWAY ZERO EIGHT)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF VANIP	470111.0N	0282313.0E	285.00° (278°) KIV	22.00 KIV
IAF VESIK	464403.0N	0283027.0E	235.00° (228°) KIV	20.00 KIV
IF	465515.5N	0283713.1E	088.29° (081°) IRG	12.00 DME IRG
FAP	465526.4N	0284512.9E	088.29° (081°) IRG	6.52 DME IRG
MAPt	465537.9N	0285411.2E	088.29° (081°) IRG	0.40 DME IRG

**INSTRUMENT APPROACH
CHART - ICAO**

 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 08 ELEV 399 FT

 APP 133.305 MHz
 TWR 118.105 MHz
 ATIS 125.230 MHz

CHISINAU/Intl (LUKK)
LOC RWY 08


OCA (OCH)	A	B	C	D
LOC	760 (360)			

DME IRG	7	6	5	4	3	2	1
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (Height)	2500 (2101)	2297 (1898)	1978 (1579)	1660 (1261)	1342 (943)	1023 (624)	705 (306)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 5.8NM	MIN:SEC	04:21	03:29	02:54	02:29	02:11	01:56
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: MAG VAR Changed. ATIS, APP, TWR FREQ Changed. Profile view updated.

INSTRUMENT APPROACH
CHART – ICAO

CHISINAU/IntI (LUKK)
LOC RWY 08

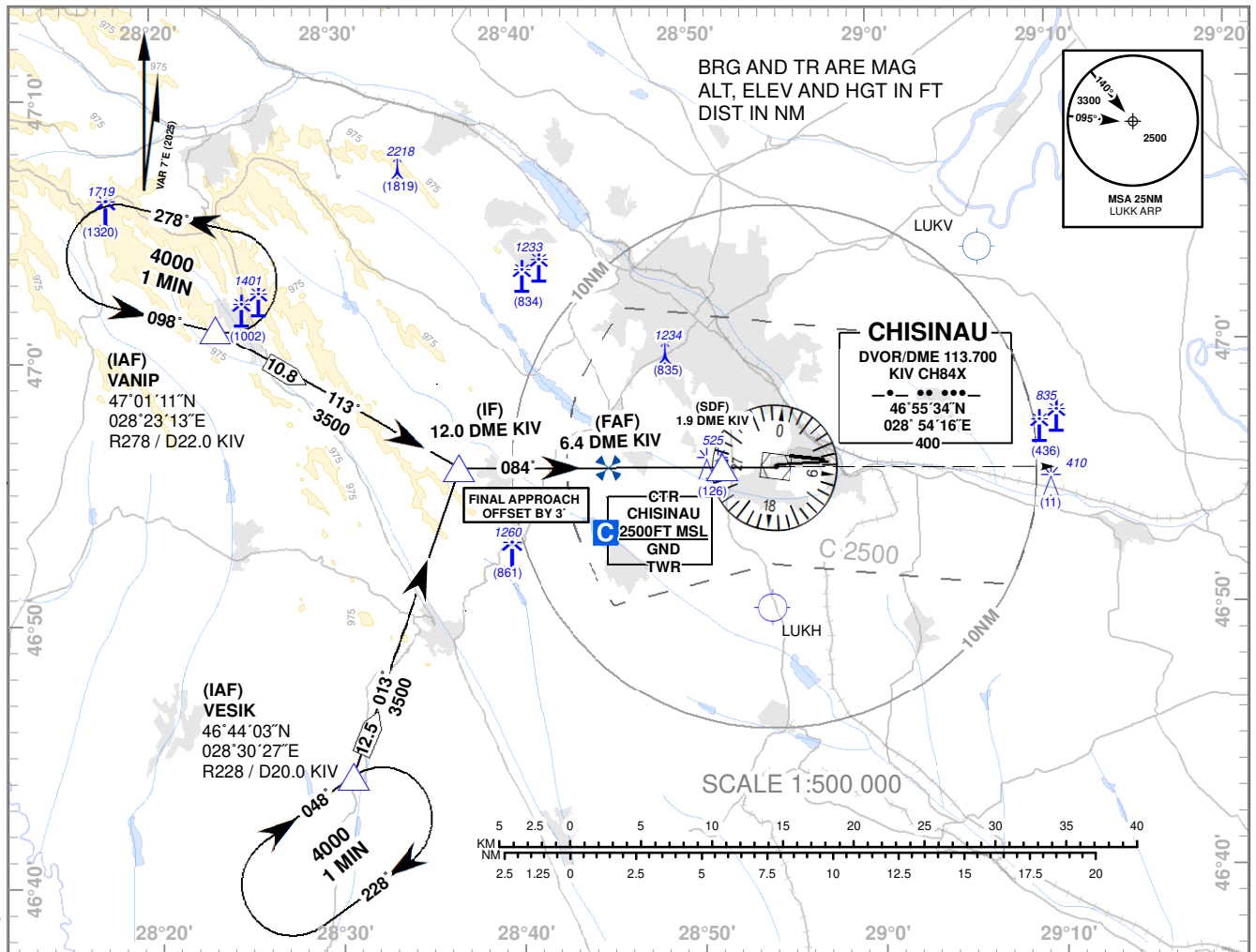
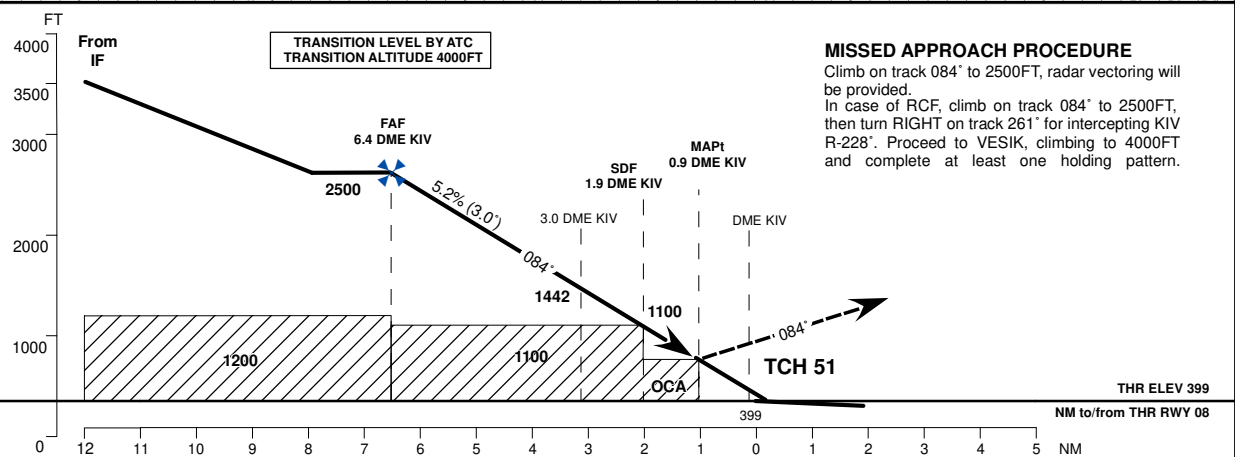
AERONAUTICAL DATA TABULATION				
LOC RWY08 (LOC APPROACH RUNWAY ZERO EIGHT)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF VANIP	470111.0N	0282313.0E	285.00° (278°) KIV	22.00 KIV
IAF VESIK	464403.0N	0283027.0E	235.00° (228°) KIV	20.00 KIV
IF	465514.8N	0283713.1E	088.29° (081°) IRG	12.02 DME IRG
FAF	465525.4N	0284457.7E	088.29° (081°) IRG	6.70 DME IRG
SDF	465534.4N	0285153.4E	088.29° (081°) IRG	1.97 DME IRG
MAPt	465536.3N	0285323.5E	088.29° (081°) IRG	0.91 DME IRG
Final approach descent angle: 3.00°				

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 399 FT
HEIGHTS RELATED TO
THR RWY 08 ELEV 399 FT

APP 133.305 MHz
TWR 118.105 MHz
ATIS 125.230 MHz

CHISINAU/Intl (LUKK)
VOR/DME RWY 08



OCA (OCH)	A	B	C	D
VOR/DME	770 (370)			

DME KIV	7	6	5	4	3	2	1
DIST THR	7.1	6.1	5.1	4.1	3.1	2.1	1.1
ALTITUDE (Height)	2500 (2101)	2392 (1993)	2074 (1675)	1756 (1357)	1437 (1038)	1119 (720)	800 (401)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 5.5NM	MIN:SEC	04:08	03:18	02:45	02:21	02:04	01:50
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: MAG VAR Changed. ATIS, APP, TWR FREQ Changed. Profile view updated.

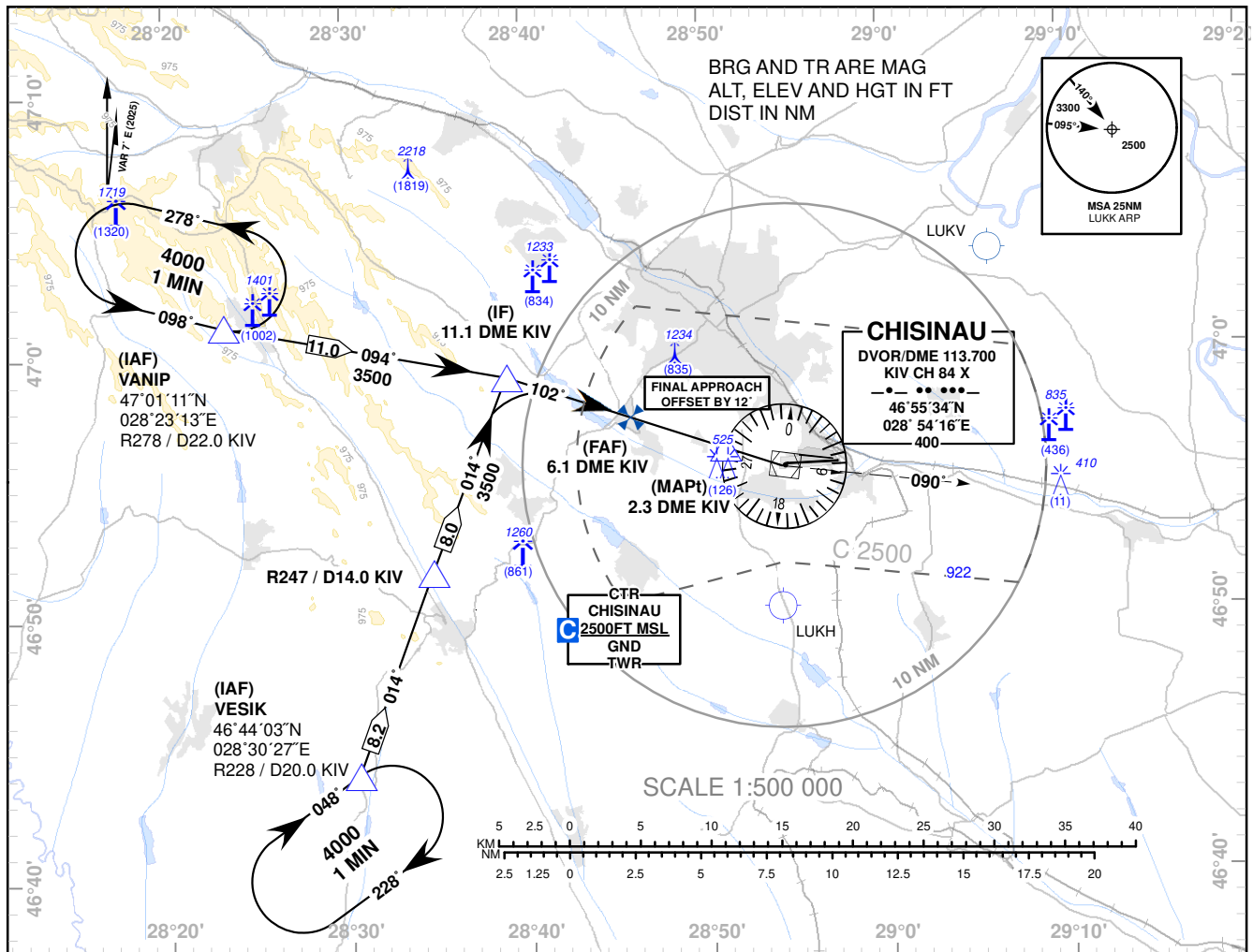
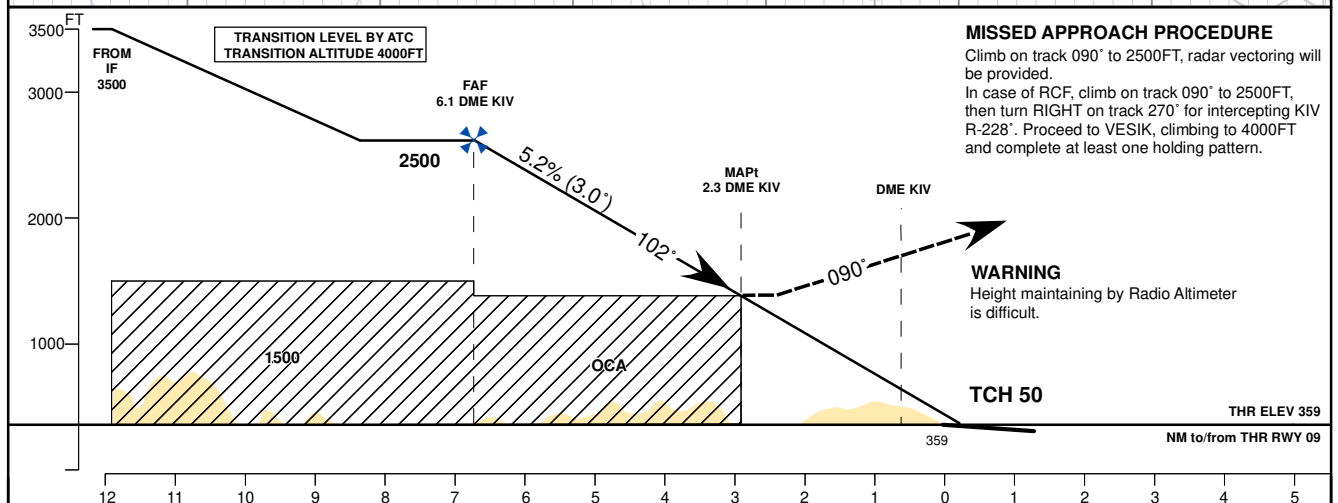
AERONAUTICAL DATA TABULATION				
VOR/DME RWY08 (VOR/DME APPROACH RUNWAY ZERO EIGHT)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF VANIP	470111.0N	0282313.0E	285.00° (278°) KIV	22.00 KIV
IAF VESIK	464403.0N	0283027.0E	235.00° (228°) KIV	20.00 KIV
IF	465544.9N	0283644.7E	091.00° (084°) KIV	12.01 DME KIV
FAF	465540.0N	0284458.1E	091.00° (084°) KIV	6.38 DME KIV
SDF	465535.7N	0285126.2E	091.00° (084°) KIV	1.94 DME KIV
MAPt	465534.6N	0285259.0E	091.00° (084°) KIV	0.88 DME KIV
Final approach descent angle: 3.00°				

INSTRUMENT APPROACH CHART - ICAO

AD ELEV 399 FT
HEIGHTS RELATED TO
THR RWY 09 ELEV 359 FT

APP: 133.305 MHz
TWR: 118.105 MHz
ATIS: 125.230 MHz

CHISINAU/Intl (LUKK)
VOR/DME RWY 09



OCA (OCH)	A	B	C	D
VOR/DME	1470 (1110)			

DME ILD	7	6	5	4	3	2
DIST THR	7.5	6.5	5.5	4.5	3.5	2.6
ALTITUDE (Height)	2500 (2141)	2478 (2119)	2159 (1800)	1844 (1485)	1523 (1164)	1223 (864)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 3.8NM	MIN:SEC	02:50	02:16	01:53	01:37	01:25	01:15
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: MAG VAR Changed. ATIS, APP, TWR FREQ Changed. Profile view updated.

INSTRUMENT APPROACH
CHART – ICAO

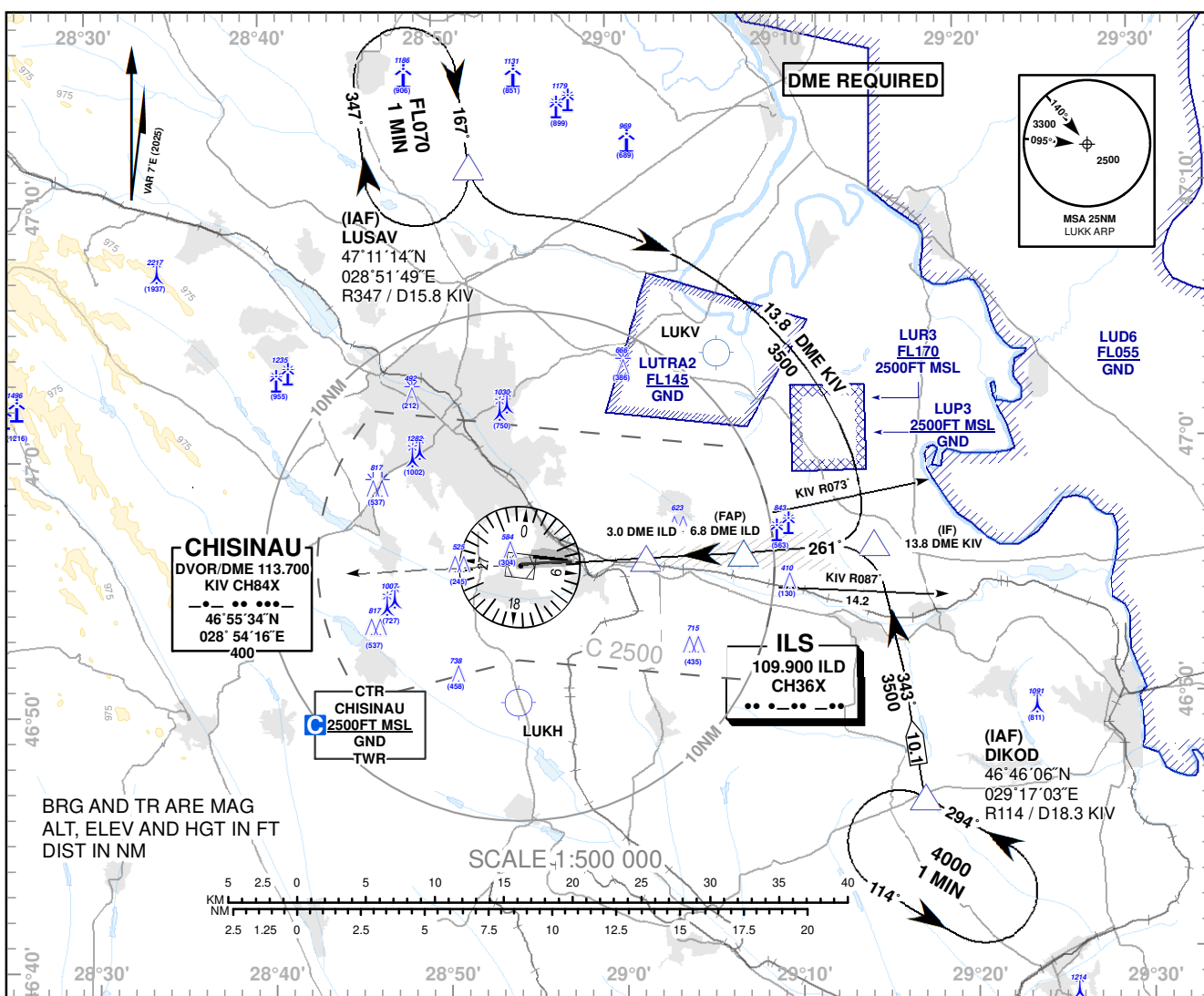
CHISINAU/Intl (LUKK)
VOR/DME RWY 09

AERONAUTICAL DATA TABULATION		
VOR/DME RWY09 (VOR/DME APPROACH RUNWAY ZERO NINE)		
Fix/point	Coordinates	
VANIP (IAF)	470111.0N	0282313.0E
VESIK (IAF)	464403.0N	0283027.0E
IF - BRG 101.8° / 11.08NM DME KIV	465909.1N	0283857.9E
FAF - 6.08NM DME KIV	465732.1N	0284552.7E
MAPt - 2.31NM DME KIV	465618.7N	0285105.1E
THR RWY 09	465557.74N	0285512.73E
KIV VOR/DME	465533.7N	0285416.2E

AD ELEV **399 FT**
HEIGHTS RELATED TO
THR RWY 26 ELEV **280 FT**

APP: 133.305 MHz
TWR: 118.105 MHz
ATIS: 125.230 MHz

CHISINAU/Intl (LUKK)
ILS CAT I RWY 26

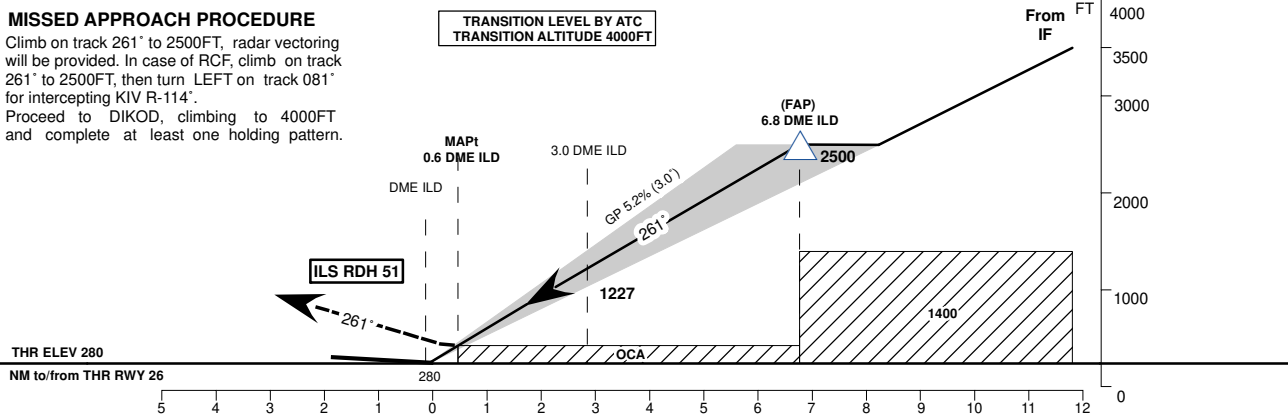


TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 4000FT

Climb on track 261° to 2500FT, radar vectoring will be provided. In case of RCF, climb on track 261° to 2500FT, then turn LEFT on track 081° for intercepting KIV R-114°.

Proceed to DIKOD, climbing to 4000FT and complete at least one holding pattern.

Proceed to DIKOD, climbing to 4000FT and complete at least one holding pattern.



OCA (OCH)	A	B	C	D
ILS CAT I	456 (177)	468 (189)	476 (197)	487 (208)

DME ILD	7	6	5	4	3	2	1
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (Height)	2500 (2220)	2178 (1898)	1859 (1579)	1541 (1261)	1223 (943)	904 (624)	586 (306)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAP-MAPt 6.2NM	MIN:SEC	04:39	03:43	03:06	02:39	02:20	02:04
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: **MAG VAR Changed. ATIS, APP, TWR FREQ Changed.**

INSTRUMENT APPROACH
CHART - ICAO

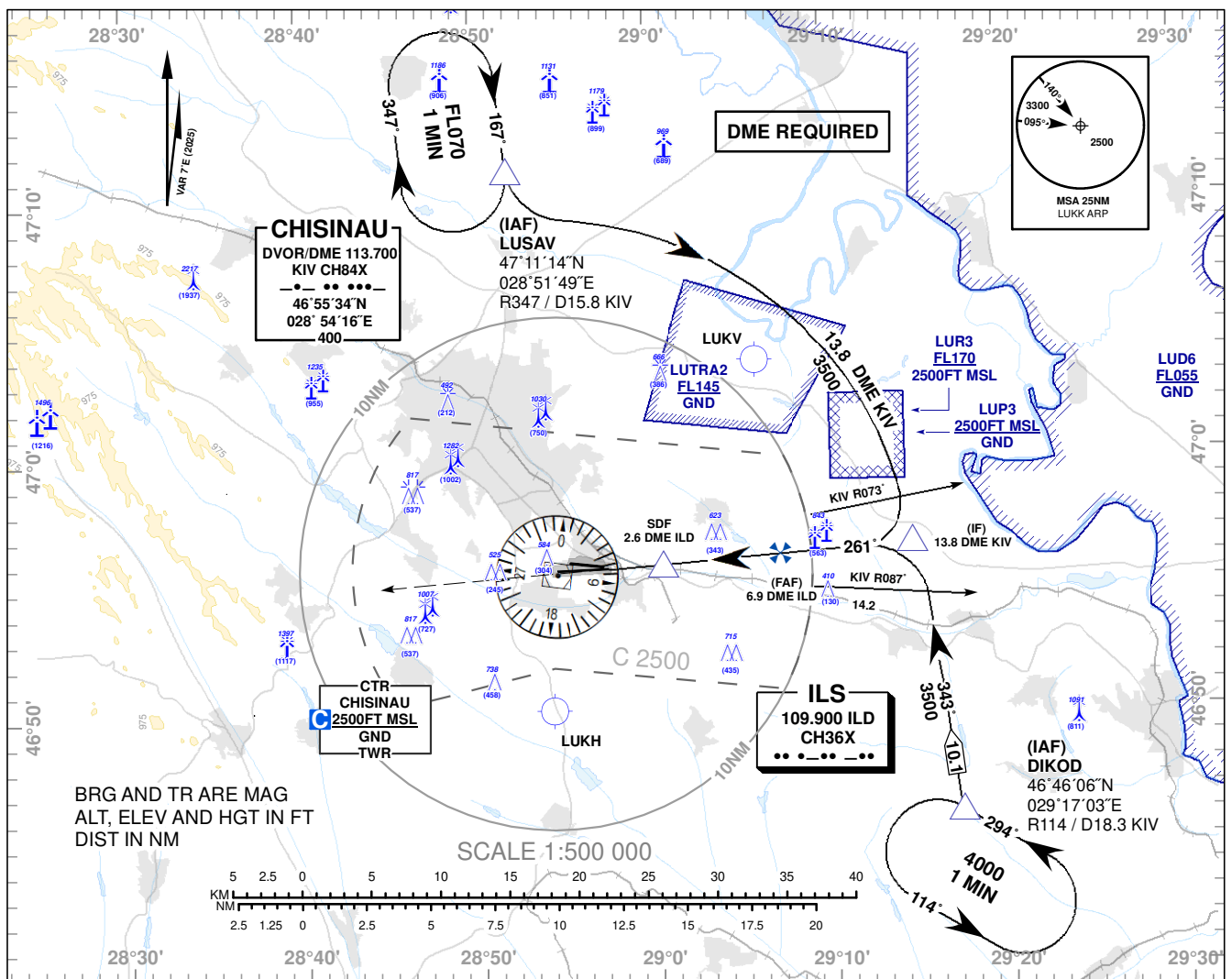
CHISINAU/Intl (LUKK)
ILS CAT I RWY 26

AERONAUTICAL DATA TABULATION				
ILS CAT I RWY26 (ILS CAT I APPROACH RUNWAY TWO SIX)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF LUSAV	471114.0N	0285149.0E	354.00° (347°) KIV	15.80 KIV
IAF DIKOD	464606.0N	0291703.0E	121.00° (114°) KIV	18.28 KIV
IF	465600.9N	0291423.8E	268.24° (261°) KIV	13.81 DME KIV
FAP	465553.0N	0290701.7E	268.33° (261°) ILD	6.83 DME ILD
MAPt	465542.6N	0285759.1E	268.33° (261°) ILD	0.63 DME ILD

**INSTRUMENT APPROACH
CHART - ICAO**

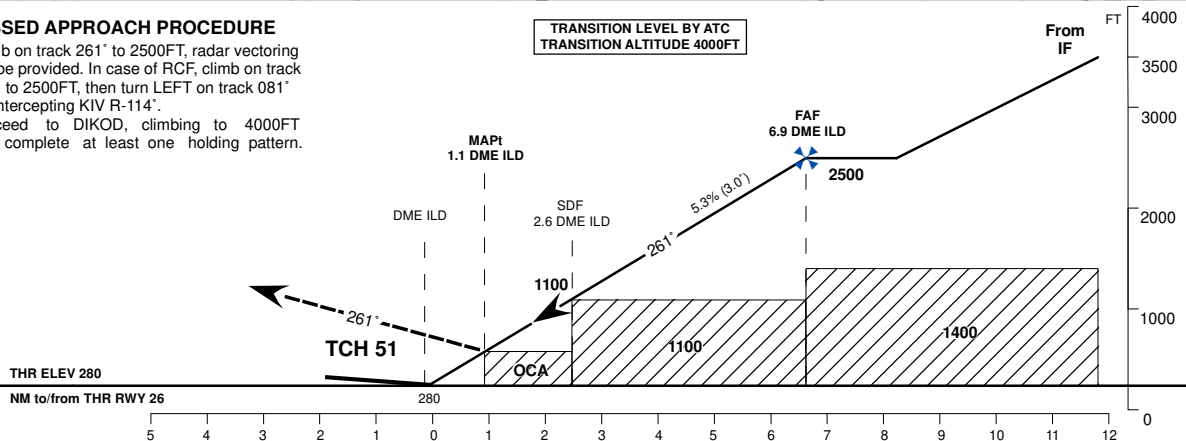
 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 26 ELEV 280 FT

 APP: 133.305 MHz
 TWR: 118.105 MHz
 ATIS: 125.230 MHz

**CHISINAU/Intl (LUKK)
LOC RWY 26**

MISSED APPROACH PROCEDURE

Climb on track 261° to 2500FT, radar vectoring will be provided. In case of RCF, climb on track 261° to 2500FT, then turn LEFT on track 081° for intercepting KIV R-114°.

Proceed to DIKOD, climbing to 4000FT and complete at least one holding pattern.

 TRANSITION LEVEL BY ATC
 TRANSITION ALTITUDE 4000FT


OCA (OCH)	A	B	C	D
LOC (GP INOP)	650 (370)			

DME ILD	7	6	5	4	3	2	1
DIST THR	6.8	5.8	4.8	3.8	2.8	1.8	0.8
ALTITUDE (Height)	2500 (2220)	2196 (1916)	1875 (1595)	1553 (1273)	1232 (952)	910 (630)	588 (308)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 5.8NM	MIN:SEC	04:21	03:29	02:54	02:29	02:11	01:56
Rate of Descent (5.3%)	FT/MIN	429	536	643	750	858	965

Changes: Editorial repositioning of labels in profile view.

INSTRUMENT APPROACH
CHART – ICAO

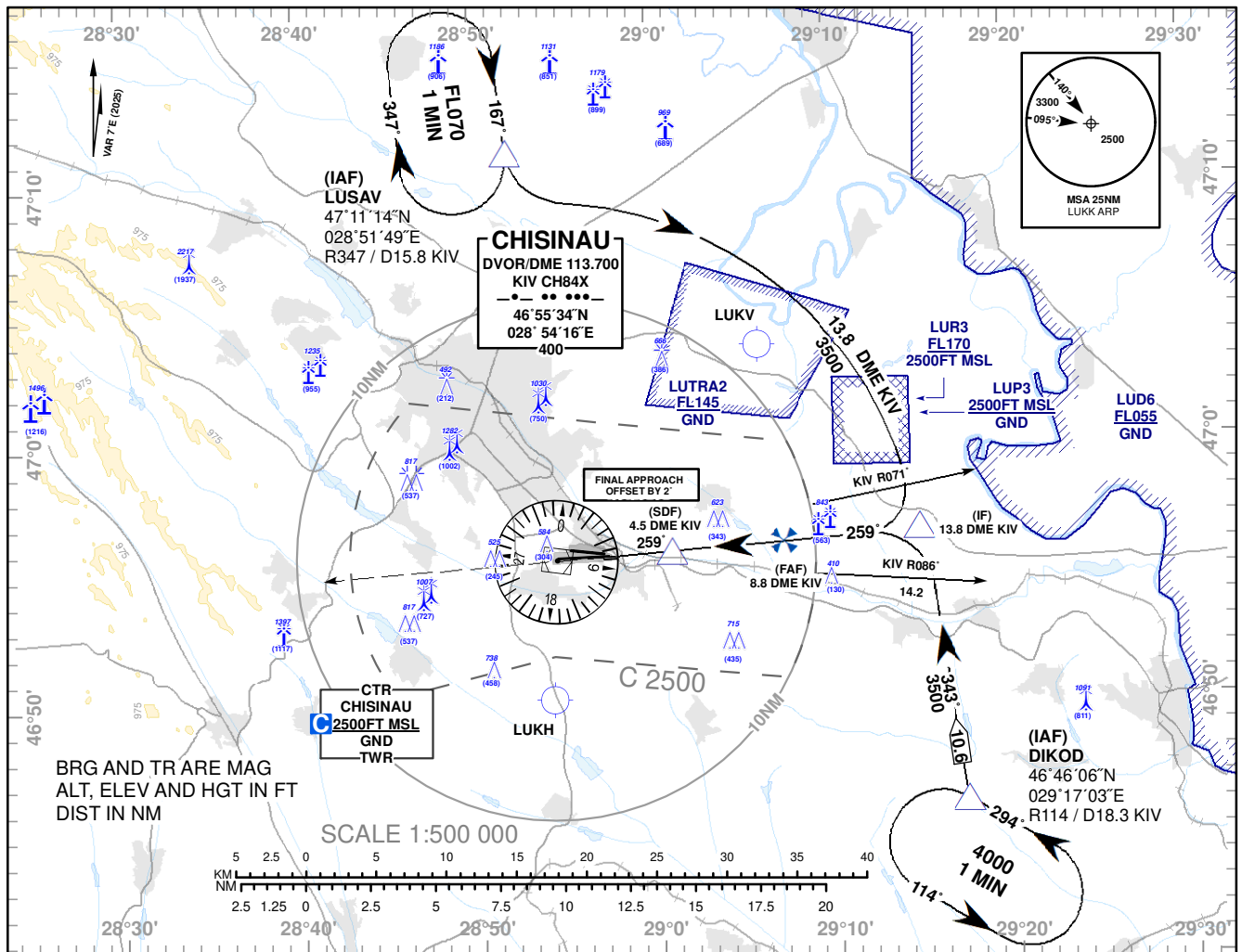
CHISINAU/Intl (LUKK)
LOC RWY 26

AERONAUTICAL DATA TABULATION				
LOC RWY26 (LOC APPROACH RUNWAY TWO SIX)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF LUSAV	471114.0N	0285149.0E	354.00° (347°) KIV	15.80 KIV
IAF DIKOD	464606.0N	0291703.0E	121.00° (114°) KIV	18.28 KIV
IF	465600.9N	0291424.7E	268.24° (261°) KIV	13.81 DME KIV
FAF	465553.1N	0290706.9E	268.33° (261°) ILD	6.89 DME ILD
SDF	465545.8N	0290046.2E	268.33° (261°) ILD	2.55 DME ILD
MAPt	465543.5N	0285843.7E	268.33° (261°) ILD	1.14 DME ILD
Final approach descent angle: 3.04°				

**INSTRUMENT APPROACH
CHART - ICAO**

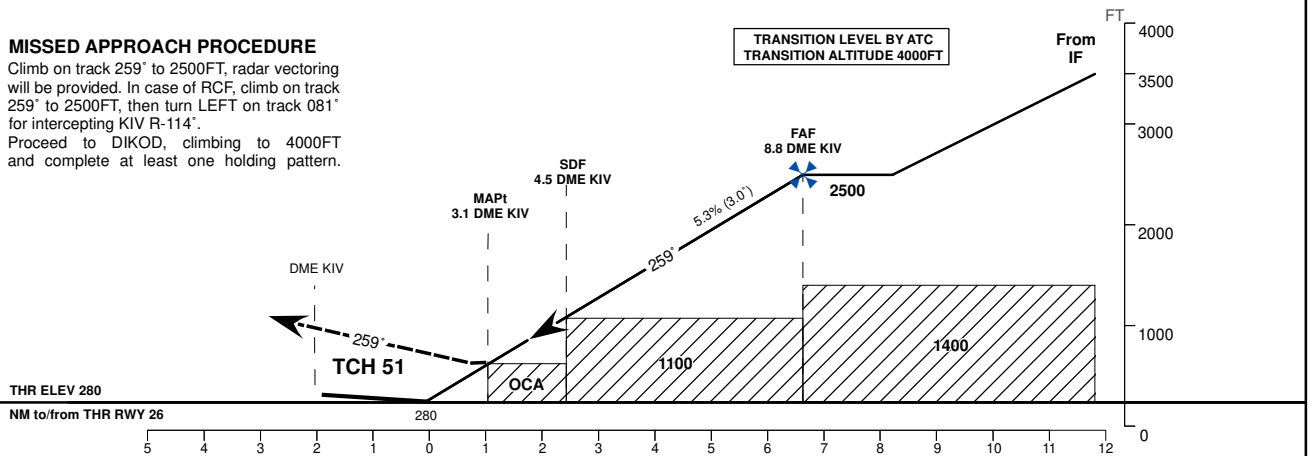
 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 26 ELEV 280 FT

 APP: 133.305 MHz
 TWR: 118.105 MHz
 ATIS: 125.230 MHz

CHISINAU/Intl (LUKK)
VOR/DME RWY 26

MISSED APPROACH PROCEDURE

Climb on track 259° to 2500FT, radar vectoring will be provided. In case of RCF, climb on track 259° to 2500FT, then turn LEFT on track 081° for intercepting KIV R-114°.

Proceed to DIKOD, climbing to 4000FT and complete at least one holding pattern.

TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 4000FT


OCA (OCH)	A	B	C	D
VOR/DME	690 (410)			

DME KIV	9	8	7	6	5	4	3
DIST THR	6.9	5.9	4.9	3.9	2.9	1.9	0.9
ALTITUDE (Height)	2500 (2220)	2229 (1949)	1907 (1627)	1585 (1305)	1264 (984)	942 (662)	620 (340)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 5.8NM	MIN:SEC	04:21	03:29	02:54	02:29	02:11	01:56
Rate of Descent (5.3%)	FT/MIN	429	536	643	750	858	965

Changes: Editorial repositioning of labels in profile view.

INSTRUMENT APPROACH
CHART - ICAO

CHISINAU/Intl (LUKK)
VOR/DME RWY26

AERONAUTICAL DATA TABULATION				
VOR/DME RWY26 (VOR/DME APPROACH RUNWAY TWO SIX)				
POINT	LATITUDE	LONGITUDE	BEARING GEO° (MAG°)	DISTANCE (NM)
IAF LUSAV	471114.0N	0285149.0E	354.00° (347°) KIV	15.80 KIV
IAF DIKOD	464606.0N	0291703.0E	121.00° (114°) KIV	18.28 KIV
IF	465629.7N	0291422.7E	266.33° (259°) KIV	13.81 DME KIV
FAF	465609.8N	0290705.8E	266.33° (259°) KIV	8.81 DME KIV
SDF	465552.2N	0290045.7E	266.33° (259°) KIV	4.46 DME KIV
MAPt	465546.4N	0285843.5E	266.33° (259°) KIV	3.06 DME KIV
Final approach descent angle: 3.04°				

**CHISINAU/Intl (LUKK)
VOR/DME RWY 27**



Profile view of the runway extension. The horizontal axis represents distance in stations from 8 to 12. The vertical axis represents elevation in feet from 0 to 2000. The profile shows a runway extension from station 0 to 12. Key features include:

- THR ELEV 286**: Threshold elevation at station 0.
- NM to/from THR RWY 27**: Distance in nautical miles to/from the threshold of runway 27.
- TCH 50**: Touchdown height at station 0.
- OCA**: Obstacle clearance altitude at station 0.
- DME KIV**: Distance measuring equipment key point at station 0.
- Slope**: A 5.2% slope is indicated from station 0 to station 12.
- Elevation**: The profile shows a constant elevation of 1000 feet from station 0 to station 6, and a constant elevation of 1400 feet from station 6 to station 12.
- Angles**: A 270° angle is shown at station 0, and a 260° angle is shown at station 6.

DME KIV	9	8	7	6	5	4	3
DIST THR	7.1	6.1	5.1	4.1	3.1	2.1	1.1
ALTITUDE (Height)	2500 (2214)	2279 (1993)	1961 (1675)	1643 (1357)	1324 (1038)	1006 (720)	687 (401)

GS	kt	80	100	120	140	160	180
DISTANCE FAF-MAPt 5.8NM	MIN:SEC	04:21	03:29	02:54	02:29	02:11	01:56
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

INSTRUMENT APPROACH
CHART - ICAO

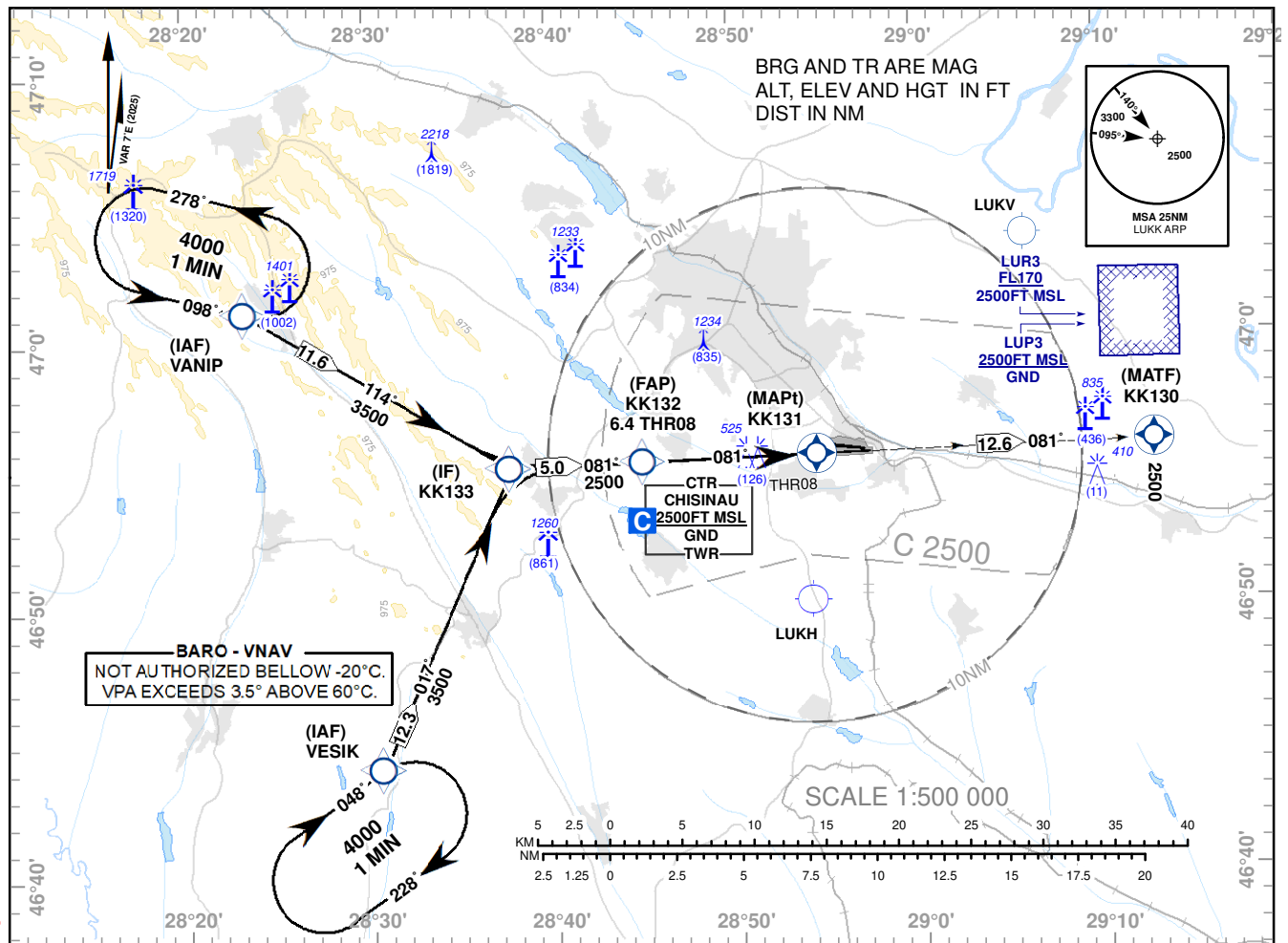
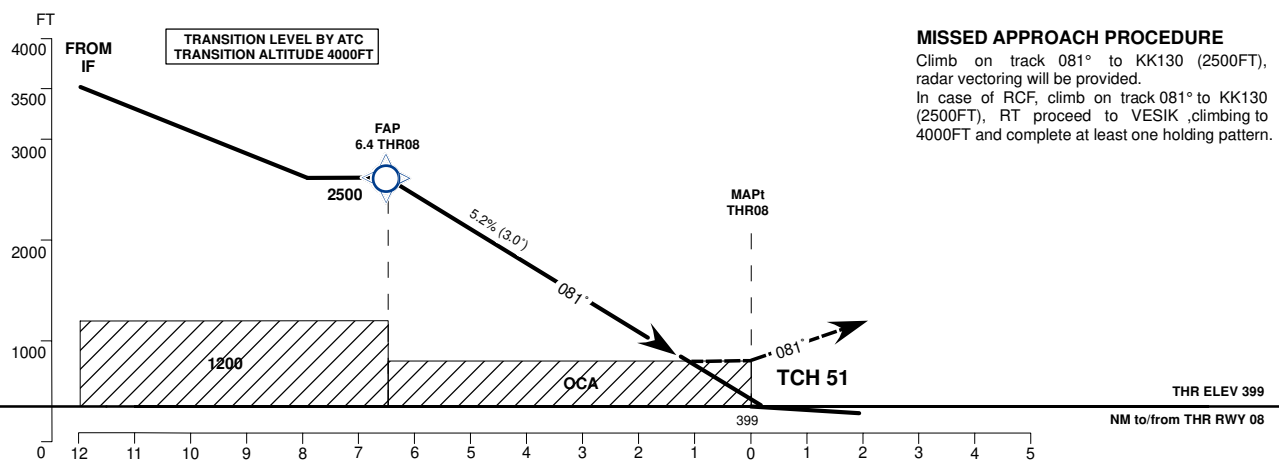
CHISINAU/Intl (LUKK)
VOR/DME RWY27

AERONAUTICAL DATA TABULATION		
VOR/DME RWY27 (VOR/DME APPROACH RUNWAY TWO SEVEN)		
Fix/point	Coordinates	
LUSAV (IAF)	471114.0N	0285149.0E
DIKOD (IAF)	464606.0N	0291703.0E
IF - BRG 260.3° / 13.77NM DME KIV	465614.2N	0291420.7E
FAF - 8.77NM DME KIV	465559.9N	0290703.4E
SDF - 4.03NM DME KIV	465546.0N	0290008.6E
MAPt - 3.03NM DME KIV	465543.0N	0285841.2E
THR RWY27	465548.24N	0285704.55E
KIV VOR/DME	465533.7N	0285416.2E

**INSTRUMENT APPROACH
CHART - ICAO**

 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 08 ELEV 399 FT

 APP: 133.305 MHz
 TWR: 118.105 MHz
 ATIS: 125.230 MHz

**CHISINAU/Intl (LUKK)
RNP RWY 08
(LNAV&LNAV/VNAV ONLY)**

MISSED APPROACH PROCEDURE

Climb on track 081° to KK130 (2500FT), radar vectoring will be provided.
 In case of RCF, climb on track 081° to KK130 (2500FT). RT proceed to VESIK, climbing to 4000FT and complete at least one holding pattern.

OCA (OCH)	A	B	C	D
LNAV	770 (380)			
LNAV/VNAV	689 (290)			

DIST THR	7	6	5	4	3	2	1
ALTITUDE (Height)	2500 (2101)	2359 (1960)	2040 (1641)	1722 (1323)	1404 (1005)	1085 (686)	767 (368)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAP-MAPt 6.4NM	MIN:SEC	04:50	03:52	03:13	02:46	02:25	02:09
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: MAG VAR Changed. ATIS, APP, TWR FREQ Changed. Profile view updated.

INSTRUMENT APPROACH
CHART - ICAO

AD ELEV – 399FT
HEIGHTS RELATED TO
THR RWY 08 - ELEV 399FT

CHISINAU/Intl (LUKK)
RNP RWY 08
(LNAV&LNAV/VNAV ONLY)

TABULAR DESCRIPTION

RNP RWY 08 (RNP APPROACH RUNWAY ZERO EIGHT)											
Serial Number	Path descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	°MAG VAR	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (Kt)	°VPA/ TCH (FT)	Navigation Specification
010	IF	VANIP	-	-	+7.0	-	-	+4000	-	-	RNP APCH
020	TF	KK133	-	114 (120.6)	+7.0	11.6	-	+3500	-210	-	RNP APCH
010	IF	VESIK	-	-	+7.0	-	-	+4000	-	-	RNP APCH
020	TF	KK133	-	017 (024.0)	+7.0	12.3	-	+3500	-210	-	RNP APCH
010	IF	KK133	-	-	+7.0	-	-	+3500	-	-	RNP APCH
020	TF	KK132	-	081 (088.3)	+7.0	5.0	-	@2500	-	-	RNP APCH
030	TF	RW08/ KK131	Y	081 (088.3)	+7.0	6.4	-	@448	-	3.00/51	RNP APCH
040	CF	KK130	Y	081 (088.3)	+7.0	12.6	-	+2500	-	-	RNP APCH

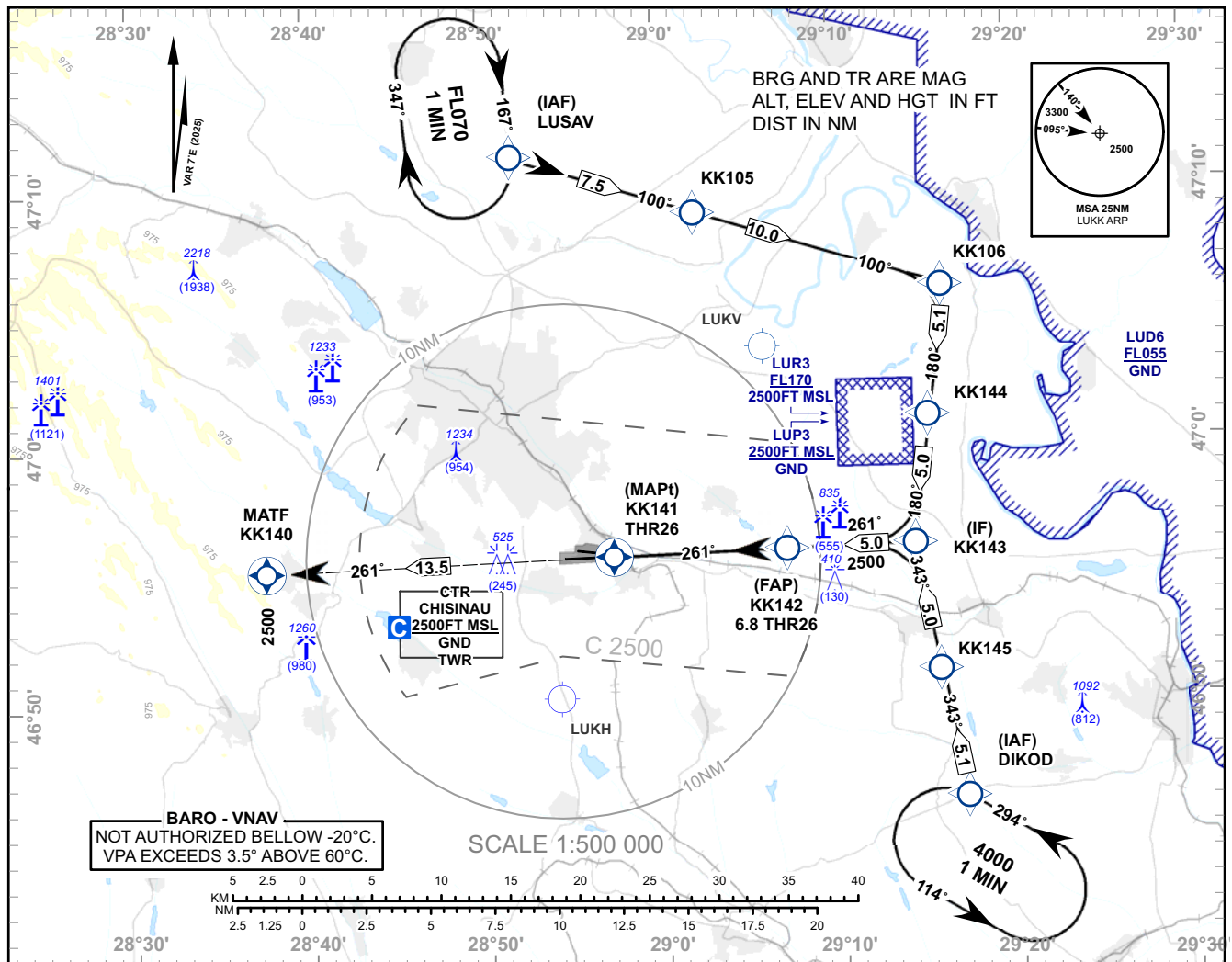
WAYPOINT LIST

RNP RWY 08		
Waypoint Identifier		
Coordinates		
IAF VANIP		
IAF VESIK		
KK133		
KK132		
RW08/KK131		
KK130		

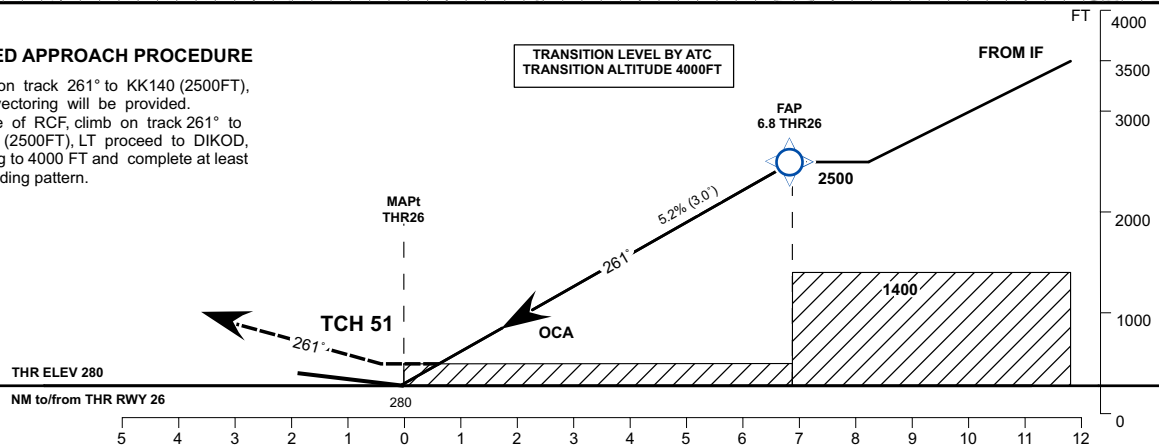
**INSTRUMENT APPROACH
CHART - ICAO**

 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 26 ELEV 280 FT

 APP: 133.305 MHz
 TWR: 118.105 MHz
 ATIS: 125.230 MHz

CHISINAU/Intl (LUKK)
RNP RWY 26
(LNAV&LNAV/VNAV ONLY)

MISSED APPROACH PROCEDURE

Climb on track 261° to KK140 (2500FT), radar vectoring will be provided.
 In case of RCF, climb on track 261° to KK140 (2500FT), LT proceed to DIKOD, climbing to 4000 FT and complete at least one holding pattern.

**TRANSITION LEVEL BY ATC
TRANSITION ALTITUDE 4000FT**


OCA (OCH)	A	B	C	D
LNAV	640 (360)			
LNAV/VNAV	601 (321)			

DIST THR	7	6	5	4	3	2	1
ALTITUDE (Height)	2500 (2220)	2240 (1960)	1921 (1640)	1603 (1323)	1285 (1005)	966 (686)	648 (368)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAP-MAPt 6.8NM	MIN:SEC	05:07	04:06	03:25	02:55	02:33	02:16
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

Changes: MAG VAR Changed. ATIS, APP, TWR FREQ Changed. Profile view updated.

INSTRUMENT APPROACH
CHART - ICAO

AD ELEV – 399FT
HEIGHTS RELATED TO
THR RWY 26 - ELEV 280FT

CHISINAU/Intl (LUKK)
RNP RWY 26
(LNAV&LNAV/VNAV ONLY)

TABULAR DESCRIPTION

RNP RWY 26 (RNP APPROACH RUNWAY TWO SIX)											
Serial Number	Path descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	°MAG VAR	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (Kt)	°VPA/ TCH (FT)	Navigation Specification
010	IF	LUSAV	-	-	+7.0	-	-	+FL070	-	-	RNP APCH
020	TF	KK105	-	100 (107.2)	+7.0	7.5	-	-	-	-	RNP APCH
030	TF	KK106	-	100 (107.4)	+7.0	10.0	-	-	-	-	RNP APCH
040	TF	KK144	-	180 (186.8)	+7.0	5.1	R	-	-	-	RNP APCH
050	TF	KK143	-	180 (186.8)	+7.0	5.0	-	+3500	-210	-	RNP APCH
010	IF	DIKOD	-	-	+7.0	-	-	+4000	-	-	RNP APCH
020	TF	KK145	-	343 (350.0)	+7.0	5.1	-	-	-	-	RNP APCH
030	TF	KK143	-	343 (350.0)	+7.0	5.0	-	+3500	-210	-	RNP APCH
010	IF	KK143	-	-	+7.0	-	-	+3500	-	-	RNP APCH
020	TF	KK142	-	261 (268.3)	+7.0	5.0	-	@2500	-	-	RNP APCH
030	TF	RW26/ KK141	Y	261 (268.1)	+7.0	6.8	-	@329	-	3.00/51	RNP APCH
040	CF	KK140	Y	261 (268.1)	+7.0	13.5	-	+2500	-	-	RNP APCH

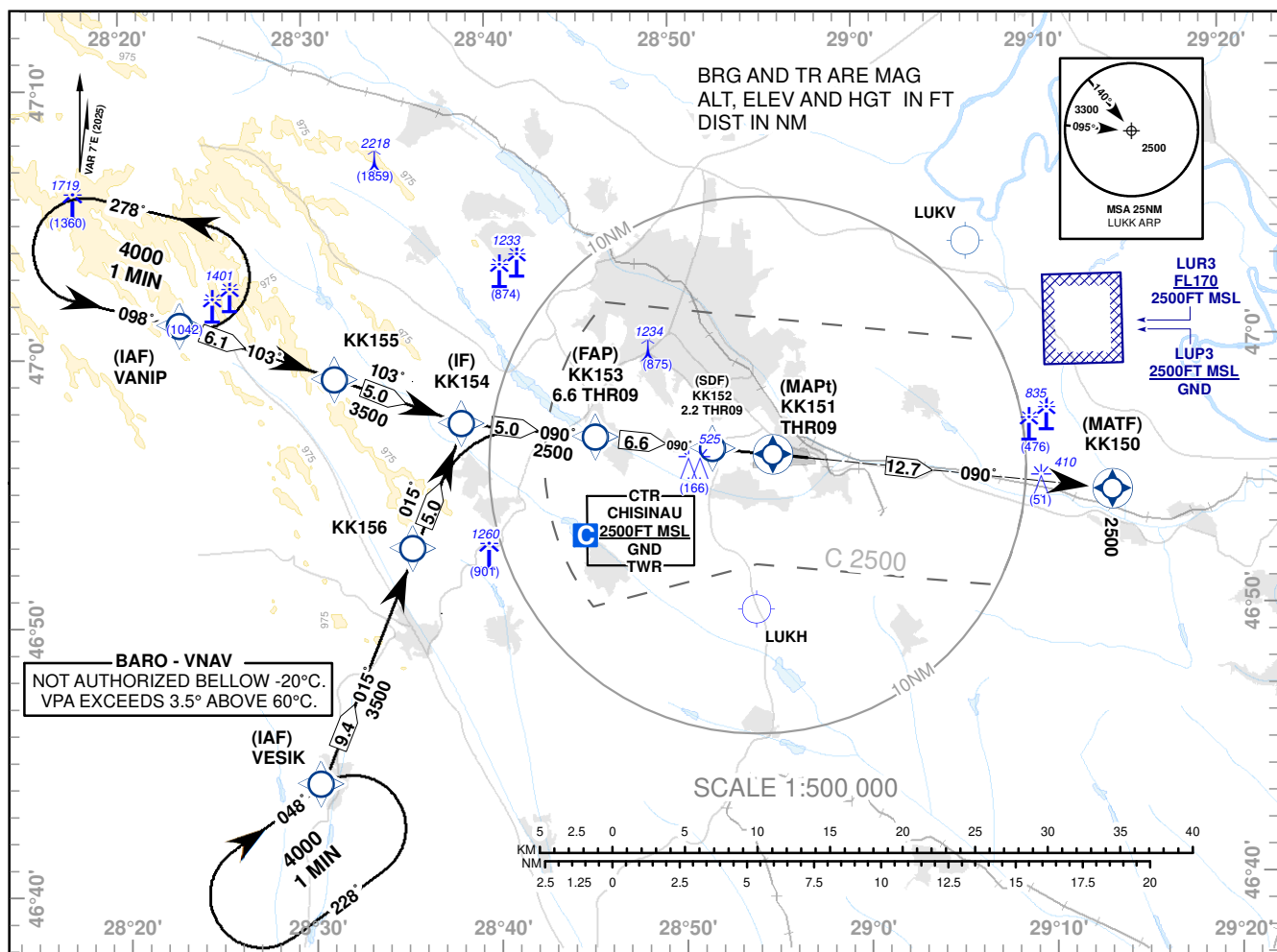
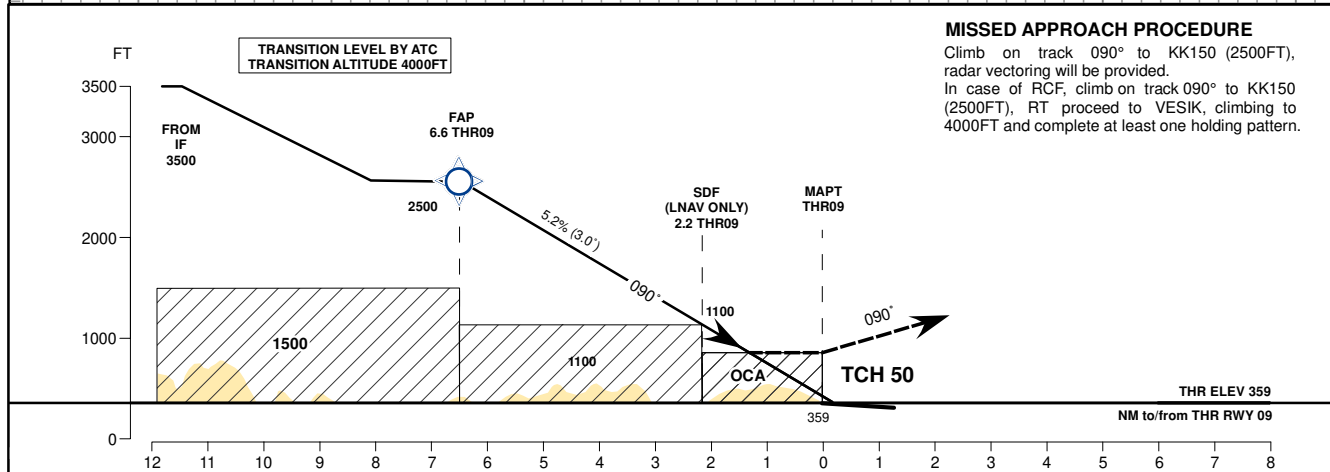
WAYPOINT LIST

RNP RWY 26		
Waypoint Identifier		
Coordinates		
IAF LUSAV	47°11'14.0"N	028°51'49.0"E
IAF DIKOD	46°46'06.0"N	029°17'03.0"E
KK105	47°09'00.5"N	029°02'17.9"E
KK106	47°06'00.8"N	029°16'15.9"E
KK144	47°00'58.9"N	029°15'22.9"E
KK143	46°56'01.1"N	029°14'30.9"E
KK142	46°55'53.3"N	029°07'13.1"E
RW26 / KK141	46°55'41.77"N	028°57'16.14"E
KK140	46°55'16.4"N	028°37'33.1"E
KK145	46°51'05.8"N	029°15'46.5"E

**INSTRUMENT APPROACH
CHART - ICAO**

 AD ELEV 399 FT
 HEIGHTS RELATED TO
 THR RWY 09 ELEV 359 FT

 APP: 133.305 MHz
 TWR: 118.105 MHz
 ATIS: 125.230 MHz

**CHISINAU/Int'l (LUKK)
RNP RWY 09
(LNAV&LNAV/VNAV ONLY)**


OCA (OCH)	A	B	C	D
LNAV	840 (490)			
LNAV/VNAV	745 (386)			

DIST THR	7	6	5	4	3	2	1
ALTITUDE (Height)	2500 (2141)	2319 (1960)	2000 (1641)	1682 (1323)	1364 (1005)	1045 (686)	727 (368)

Timing not Authorized for Defining the MAPt

GS	kt	80	100	120	140	160	180
DISTANCE FAP-MAPt 6.6NM	MIN:SEC	04:56	03:57	03:17	02:49	02:28	02:11
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

INSTRUMENT APPROACH
CHART - ICAO

AD ELEV – 399FT
HEIGHTS RELATED TO
THR RWY 09 - ELEV 359FT

CHISINAU/Intl (LUKK)
RNP RWY09
(LNAV&LNAV/VNAV ONLY)

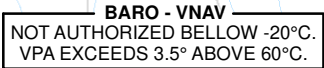
TABULAR DESCRIPTION

RNP RWY09 (RNP APPROACH RUNWAY ZERO NINE)											
Serial Number	Path descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	°MAG VAR	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (Kt)	°VPA/ TCH (FT)	Navigation Specification
010	IF	VANIP	-	-	+7.0	-	-	+4000	-	-	RNP APCH
020	TF	KK155	-	103 (110.0)	+7.0	6.1	-	-	-	-	RNP APCH
030	TF	KK154	-	103 (110.1)	+7.0	5.0	-	+3500	-210	-	RNP APCH
010	IF	VESIK	-	-	+7.0	-	-	+4000	-	-	RNP APCH
020	TF	KK156	-	015 (022.3)	+7.0	9.4	-	-	-	-	RNP APCH
030	TF	KK154	-	015 (022.4)	+7.0	5.0	-	+3500	-210	-	RNP APCH
010	IF	KK154	-	-	+7.0	-	-	+3500	-	-	RNP APCH
020	TF	KK153	-	090 (096.9)	+7.0	5.0	-	@2500	-	-	RNP APCH
030	TF	RW09/ KK151	Y	090 (097.0)	+7.0	6.6	-	@408	-	3.00/50	RNP APCH
040	CF	KK150	Y	090 (097.1)	+7.0	12.7	-	+2500	-	-	RNP APCH

WAYPOINT LIST

RNP RWY 09		
Waypoint Identifier		
Coordinates		
IAF VANIP	47°01'11.0"N	028°23'13.0"E
IAF VESIK	46°44'03.0"N	028°30'27.0"E
KK155	46°59'05.3"N	028°31'35.5"E
KK156	46°52'44.6"N	028°35'39.8"E
KK154	46°57'21.8"N	028°38'26.7"E
KK153	46°56'45.8"N	028°45'41.6"E
KK152	46°56'13.7"N	028°52'03.9"E
RW09 / KK151	46°55'57.74"N	028°55'12.73"E
KK150	46°54'22.7"N	029°13'34.9"E

**CHISINAU/Intl (LUKK)
RNP RWY 27
(LNAV&LNAV/VNAV ONLY)**



NM to/from THR RWY 27

DIST THR	7	6	5	4	3	2	1
ALTITUDE (Height)	2500 (2214)	2246 (1960)	1927 (1641)	1609 (1323)	1291 (1005)	972 (686)	654 (368)

GS	kt	80	100	120	140	160	180
DISTANCE FAP-MAPt 6.8NM	MIN:SEC	05:06	04:05	03:24	02:55	02:33	02:16
Rate of Descent (5.2%)	FT/MIN	425	531	637	743	849	955

INSTRUMENT APPROACH
CHART - ICAO

AD ELEV – 399FT
HEIGHTS RELATED TO
THR RWY 27 - ELEV 286FT

CHISINAU/Intl (LUKK)
RNP RWY 27
(LNAV&LNAV/VNAV ONLY)

TABULAR DESCRIPTION

RNP RWY27 (RNP APPROACH RUNWAY TWO SEVEN)											
Serial Number	Path descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	MAG VAR	Distance (NM)	Turn Direction	Altitude (FT)	Speed limit (Kt)	VPA°/TCH (FT)	Navigation Specification
010	IF	LUSAV	-	-	+7.0°	-	-	+FL070	-	-	RNP APCH
020	TF	KK105	-	100°(107.2°)	+7.0°	7.5	-	-	-	-	RNP APCH
030	TF	KK106	-	100°(107.4°)	+7.0°	10.0	-	-	-	-	RNP APCH
040	TF	KK144	-	180°(186.8°)	+7.0°	5.1	R	-	-	-	RNP APCH
050	TF	KK163	-	180°(187.2°)	+7.0°	6.7	-	+3500	-210	-	RNP APCH
010	IF	DIKOD	-	-	+7.0°	-	-	+4000	-	-	RNP APCH
020	TF	KK163	-	339°(346.5°)	+7.0°	8.5	-	+3500	-210	-	RNP APCH
010	IF	KK163	-	-	+7.0	-	-	+3500	-	-	RNP APCH
020	TF	KK162	-	270°(277.1°)	+7.0°	5.0	-	@2500	-	-	RNP APCH
030	TF	RW27/ KK161	Y	270°(276.8°)	+7.0°	6.8	-	@335	-	3.00°/50	RNP APCH
040	CF	KK160	Y	270°(276.8°)	+7.0°	13.5	-	+2500	-	-	RNP APCH

WAYPOINT LIST

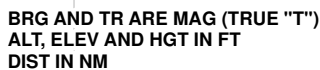
RNP RWY27		
Waypoint Identifier		
Coordinates		
IAF LUSAV	47°11'14.0"N	028°51'49.0"E
IAF DIKOD	46°46'06.0"N	029°17'03.0"E
KK105	47°09'00.5"N	029°02'17.9"E
KK106	47°06'00.8"N	029°16'15.9"E
KK144	47°00'58.9"N	029°15'22.9"E
KK163	46°54'19.7"N	029°14'09.5"E
KK162	46°54'57.5"N	029°06'55.3"E
RW27 / KK161	46°55'48.24"N	028°57'04.55"E
KK160	46°57'26.5"N	028°37'29.2"E

TRANSITION
ALTITUDE 4000FT

CONTROL	128.980 MHz
APPROACH	133.305 MHz
TWR	118.105 MHz

**CHISINAU/Int'l (LUKK)
RNAV RWY 08**

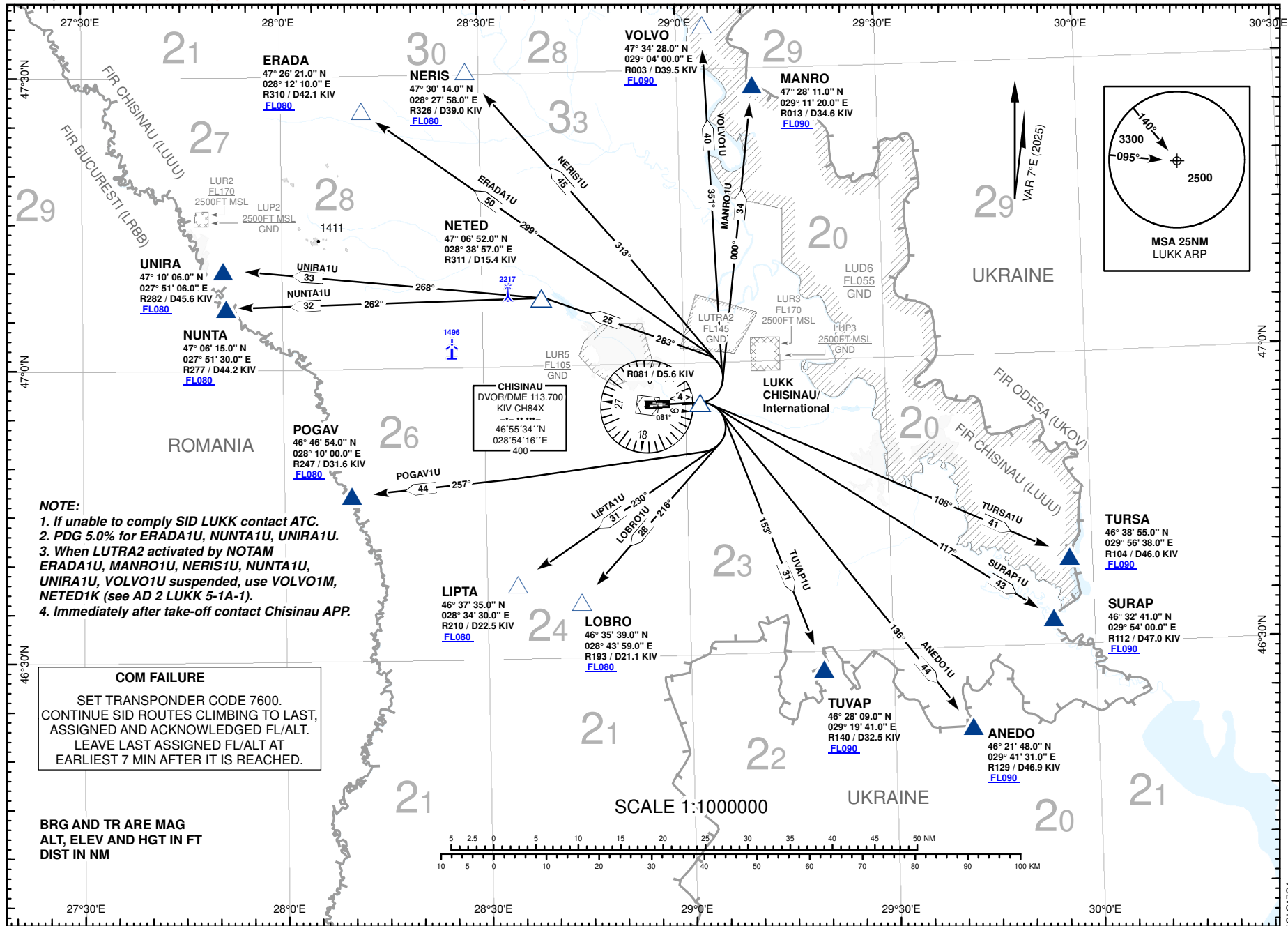
ANEDO4K,ERADAZM,LIPTA3K,LOBRO2K,
MANFO2K,NERIS2K,NUNTA2K,POGAV6K,
SURAP4K,TURSA4K,TUVAP4K,UNIFA8K,
VOLVO2K



STANDARD DEPARTURE CHART –
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 08

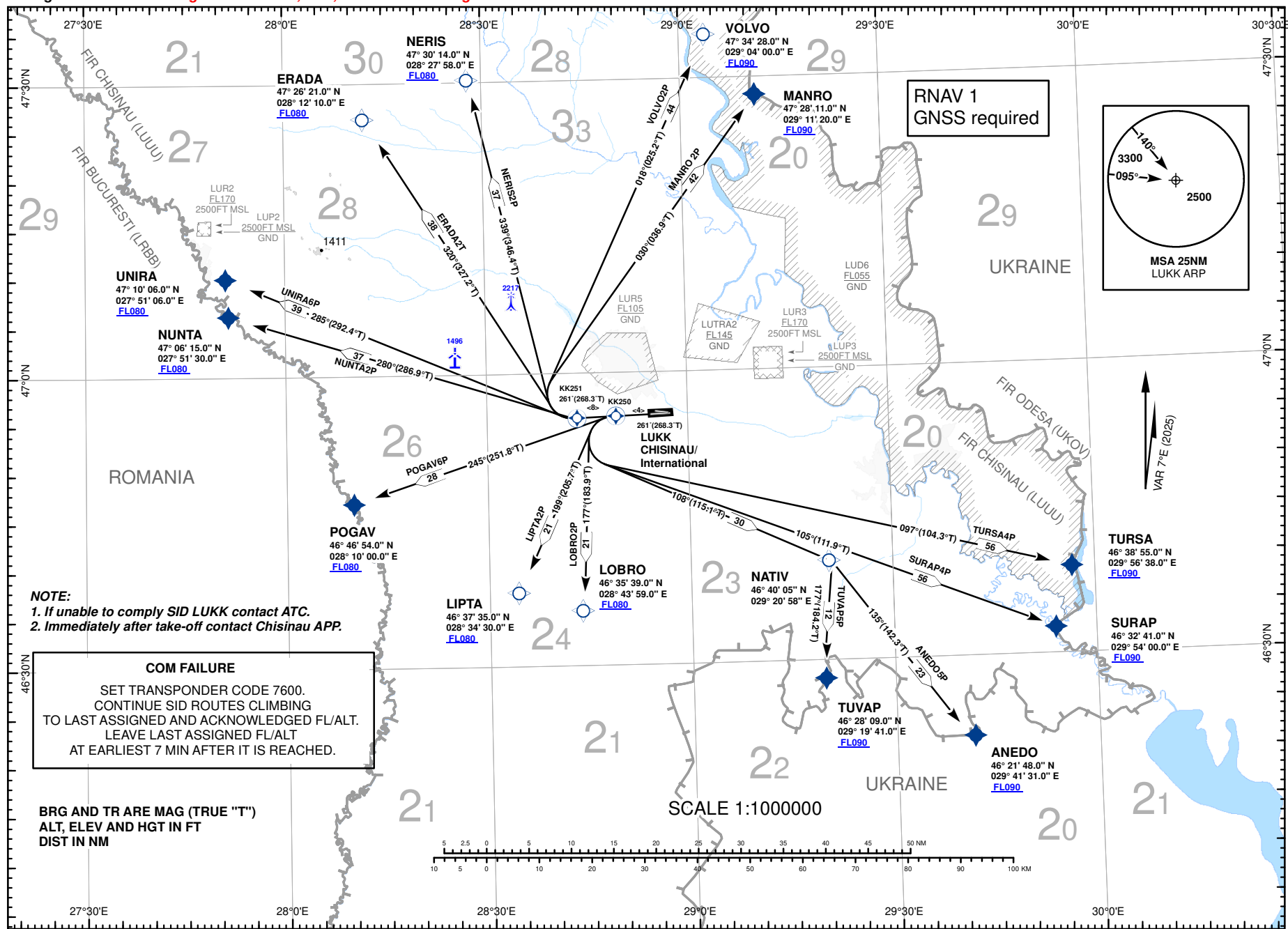
Procedure Coding Table

Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO4K (ANEDO FOUR KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	ANEDO	-	462148.0N 0294131.0E	-	43.7	R	+FL090	-		
ERADA2M (ERADA TWO MIKE DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	ERADA	-	472621.0N 0281210.0E	-	50.4	L	+FL080	-		
LIPTA3K (LIPTA THREE KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	LIPTA	-	463735.0N 0283430.0E	-	31.3	R	+FL080	-		
LOBRO2K (LOBRO TWO KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	LOBRO	-	463539.0N 0284359.0E	-	27.6	R	+FL080	-		
MANRO2K (MANRO TWO KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	MANRO	-	472811.0N 0291120.0E	-	34.0	L	+FL090	-		
NERIS2K (NERIS TWO KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	NERIS	-	473014.0N 0282758.0E	-	45.2	L	+FL080	-		
NUNTA2K (NUNTA TWO KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	NETED	-	470652.0N 0283857.0E	-	24.5	L	-	-		
TF	NUNTA	-	470615.0N 0275130.0E	262 (268.6)	32.4	-	+FL080	-		
POGAV6K (POGAV SIX KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	POGAV	-	464654.0N 0281000.0E	-	44.3	R	+FL080	-		
SURAP4K (SURAP FOUR KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	SURAP	-	463241.0N 0295400.0E	-	42.5	R	+FL090	-		
TURSA4K (TURSA FOUR KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	TURSA	-	463855.0N 0295638.0E	-	41.0	R	+FL090	-		
TUVAP4K (TUVAP FOUR KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	TUVAP	-	462809.0N 0291941.0E	-	30.8	R	+FL090	-		
UNIRA8K (UNIRA EIGHT KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	NETED	-	470652.0N 0283857.0E	-	24.5	L	-	-		
TF	UNIRA	-	471006.0N 0275106.0E	268 (275.4)	32.8	-	+FL080	-		
VOLVO2K (VOLVO TWO KILO DEPARTURE)										
CF	KK230	Y	465547.9N 0290222.5E	081 (088.3)	3.5	-	-	-	RNAV 1	Turn at KK230 is calculated with bank 20° and speed 240kt IAS
DF	VOLVO	-	473428.0N 0290400.0E	-	40.1	L	+FL090	-		

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION
ALTITUDE 4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TWR 118.105 MHzCHISINAU/Int'l (LUKK)
RWY 08ANEDOTU/ERADA1U, LIPTA1U, LOBRO1U,
MANRO1U, NERIS1U, NUNTA1U, POGAV1U,
SURAP1U, TURSA1U, TUVAP1U, UNIRA1U,
VOLVO1UChanges: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

STANDARD DEPARTURE CHART –
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RWY 08

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ANEDO1U	ANEDO ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 136° to ANEDO (▲).	+FL090	Approach frequency 133.305MHz	Turn at 5.6 DME KIV is calculated with bank 20° and 240kt IAS.
ERADA1U	ERADA ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 299° to ERADA (△).	+FL080		
LIPTA1U	LIPTA ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 230° to LIPTA (△).	+FL080		
LOBRO1U	LOBRO ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 216° to LOBRO (△).	+FL080		
MANRO1U	MANRO ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 000° to MANRO (▲).	+FL090		
NERIS1U	NERIS ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 313° to NERIS (△).	+FL080		
NUNTA1U	NUNTA ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 283° to NETED (△), Left Turn on Track 262° to NUNTA (▲).	+FL080		
POGAV1U	POGAV ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 257° to POGAV (▲).	+FL080		
SURAP1U	SURAP ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 117° to SURAP (▲).	+FL090		
TURSA1U	TURSA ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 108° to TURSA (▲).	+FL090		
TUVAP1U	TUVAP ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Right Turn on Track 153° to TUVAP (▲).	+FL090		
UNIRA1U	UNIRA ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 283° to NETED (△), Left Turn on Track 268° to UNIRA (▲).	+FL080		
VOLVO1U	VOLVO ONE UNIFORM DEPARTURE Climb on Track 081° to 5.6 DME KIV, Left Turn on Track 351° to VOLVO (△).	+FL090		

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION
ALTITUDE 4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TWR 118.105 MHzCHISINAU/Int'l (LUKK)
RNAV RWY 26ANEDOSP ERAD2T LPTA2P LOBRO2P
MANRO2P NERIS2P NUNTA2P POGAV6P
SURAP4P TURSA4P UNIRA6P VOLVO2PChanges: **MAG VAR** Changed. **CONTROL, APP, TWR FREQ** Changed.

STANDARD DEPARTURE CHART–
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 26

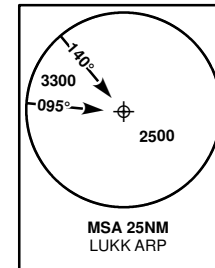
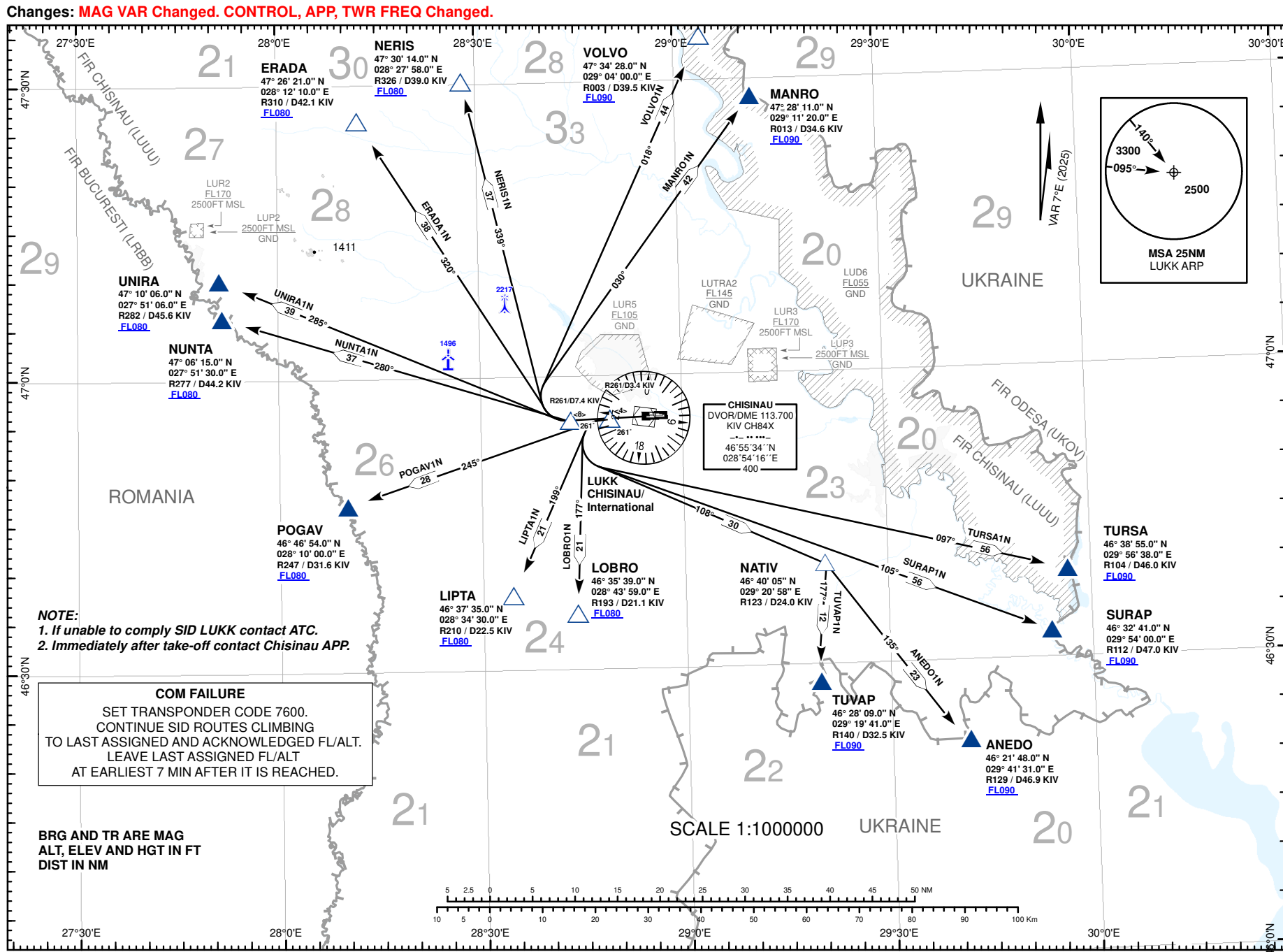
Procedure Coding Table

Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO5P (ANEDO FIVE PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	NATIV	-	464005.0N 0292058.0E	-	30.1	L	-	-		
TF	ANEDO	-	462148.0N 0294131.0E	135 (142.3)	23.2	R	+FL090	-		
ERADA2T (ERADA TWO TANGO DEPARTURE)										
CF	KK251	Y	465524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	ERADA	-	472621.0N 0281210.0E	-	38.1	R	+FL080	-		
LIPTA2P (LIPTA TWO PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	LIPTA	-	463735.0N 0283430.0E	-	21.1	L	+FL080	-		
LOBRO2P (LOBRO TWO PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	LOBRO	-	463539.0N 0284359.0E	-	21.3	L	+FL080	-		
MANRO2P (MANRO TWO PAPA DEPARTURE)										
CF	KK251	Y	465524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	MANRO	-	472811.0N 0291120.0E	-	41.6	R	+FL090	-		
NERIS2P (NERIS TWO PAPA DEPARTURE)										
CF	KK251	Y	465524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	NERIS	-	473014.0N 0282758.0E	-	37.4	R	+FL080	-		
NUNTA2P (NUNTA TWO PAPA DEPARTURE)										
CF	KK251	Y	475524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	NUNTA	-	470615.0N 0275130.0E	-	37.2	R	+FL080	-		
POGAV6P (POGAV SIX PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	POGAV	-	464654.0N 0281000.0E	-	28.3	L	+FL080	-		
SURAP4P (SURAP FOUR PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	SURAP	-	463241.0N 0295360.0E	-	55.8	L	+FL090	-		
TURSA4P (TURSA FOUR PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	TURSA	-	463855.0N 0295638.0E	-	55.6	L	+FL090	-		
TUVAP5P (TUVAP FIVE PAPA DEPARTURE)										
CF	KK250	Y	465532.1N 0284920.2E	261 (268.3)	3.5	-	-	-	RNAV 1	Turn at KK250 is calculated with bank 20° and speed 240kt IAS
DF	NATIV	-	464005.0N 0292058.0E	-	30.1	L	-	-		
TF	TUVAP	-	462809.0N 0291941.0E	177 (184.2)	12.0	R	+FL090	-		
UNIRA6P (UNIRA SIX PAPA DEPARTURE)										
CF	KK251	Y	475524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	UNIRA	-	471006.0N 0275106.0E	-	38.8	R	+FL080	-		
VOLVO2P (VOLVO TWO PAPA DEPARTURE)										
CF	KK251	Y	475524.7N 0284330.2E	261 (268.3)	7.5	-	-	-	RNAV 1	Turn at KK251 is calculated with bank 20° and speed 240kt IAS
DF	VOLVO	-	473428.0N 0290400.0E	-	44.4	R	+FL090	-		

TRANSITION
ALTITUDE 4000FT

CONTROL	128.980 MHz
APPROACH	133.305 MHz
TWR	118.105 MHz

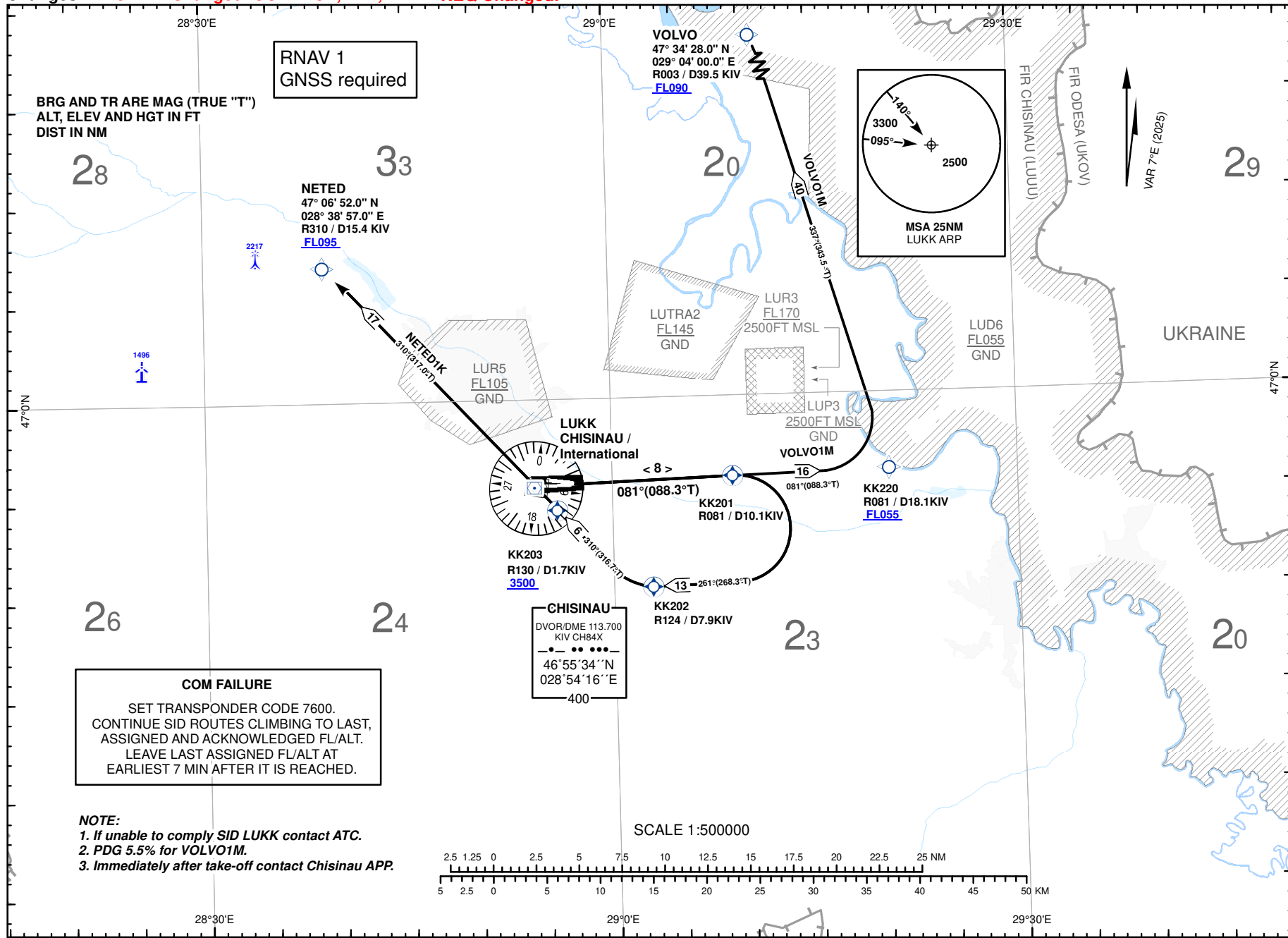
**CHISINAU/Inti (LUKK)
RWY 26**



AIRAC AMDT 006/2025

STANDARD DEPARTURE CHART –
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RWY 26

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ANEDO1N	ANEDO ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 108° to NATIV (△), Right Turn on Track 135° to ANEDO (▲).	+FL090	Approach frequency 133.305MHz	Turn at 3.4 DME KIV is calculated with bank 20° and 240 kt IAS. Turn at 7.4 DME KIV is calculated with bank 20° and 240 kt IAS.
ERADA1N	ERADA ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 320° to ERADA (△).	+FL080		
LIPTA1N	LIPTA ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 199° to LIPTA (△).	+FL080		
LOBRO1N	LOBRO ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 177° to LOBRO (△).	+FL080		
MANRO1N	MANRO ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 030° to MANRO (▲).	+FL090		
NERIS1N	NERIS ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 339° to NERIS (△)	+FL080		
NUNTA1N	NUNTA ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 280° to NUNTA (▲).	+FL080		
POGAV1N	POGAV ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 245° to POGAV (▲).	+FL080		
SURAP1N	SURAP ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 105° to SURAP (▲).	+FL090		
TURSA1N	TURSA ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 097° to TURSA (▲).	+FL090		
TUVAP1N	TUVAP ONE NOVEMBER DEPARTURE Climb on Track 261° to 3.4 DME KIV , Left Turn on Track 108° to NATIV (△), Right Turn on Track 177° to TUVAP (▲).	+FL090		
UNIRA1N	UNIRA ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 285° to UNIRA (▲).	+FL080		
VOLVO1N	VOLVO ONE NOVEMBER DEPARTURE Climb on Track 261° to 7.4 DME KIV , Right Turn on Track 018° to VOLVO (△).	+FL090		

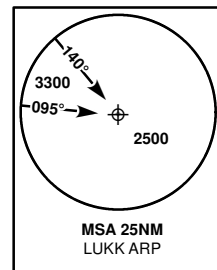
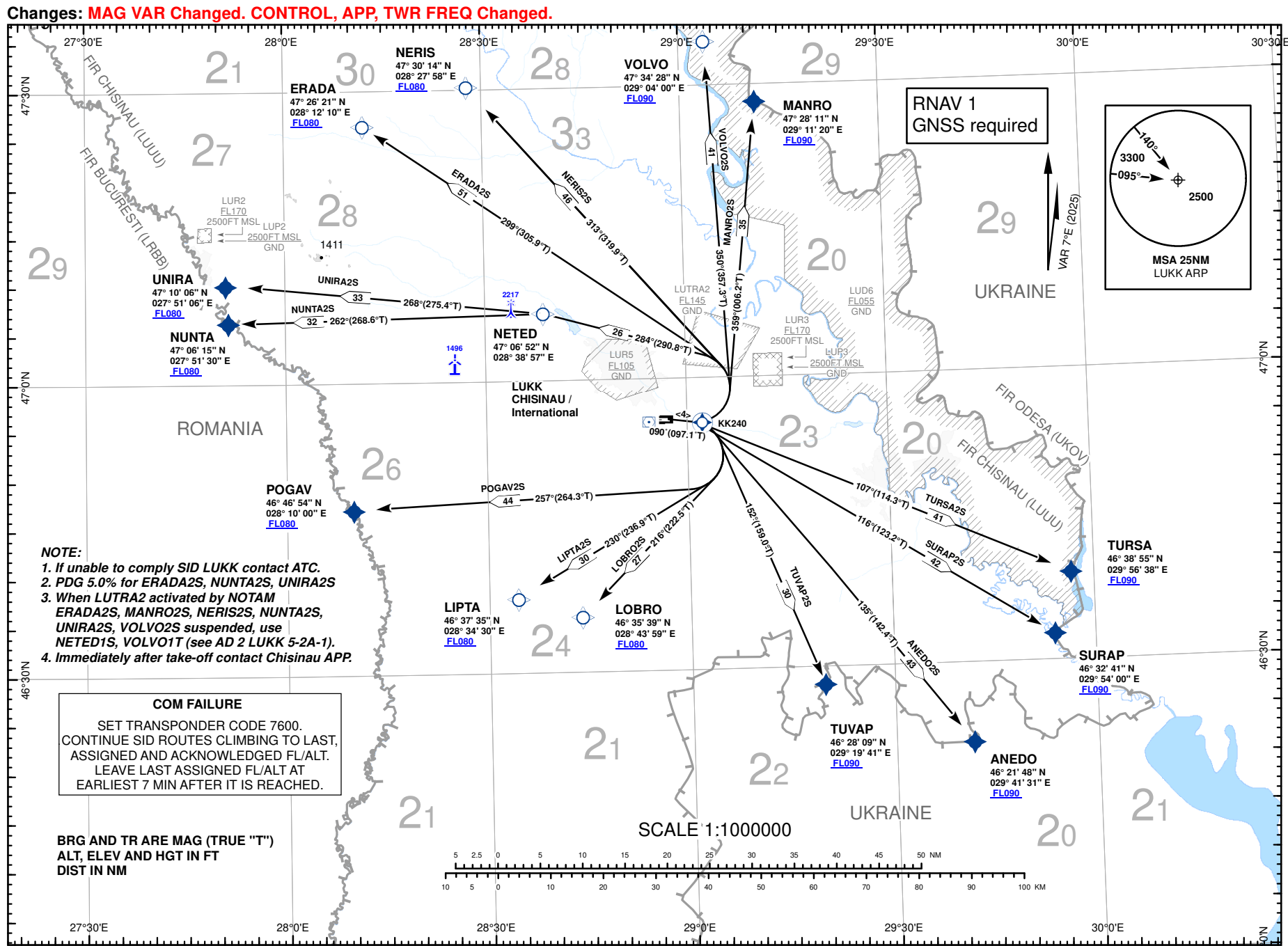
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION
ALTITUDE 4000FT**CONTROL** 128.980 MHz
APPROACH 133.305 MHz
TWR 118.105 MHz**CHISINAU/Int'l (LUKK)**
RNAV RWY 08
VOR/DME OVERLAY NETED1K
VOLVO1MChanges: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

STANDARD DEPARTURE CHART–
INSTRUMENT (SID) – ICAO

CHISINAU/Intl (LUKK)
RNAV RWY 08
VOR/DME OVERLAY

Procedure Coding Table										
Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
NETED1K (NETED ONE KILO DEPARTURE)										
CF	KK201	Y	465555.5N0290856.3E	081 (088.3)	8.0	-	-	-	RNAV 1	Turn at KK201 is calculated with bank 20° and speed 240kt IAS
DF	KK202	Y	465023.2N 0290253.6E	-	12.8	R	-	-		
DF	KK203	Y	465421.7N 0285555.4E	-	6.4	R	+3500FT	-		
TF	NETED	-	470652.0N 0283857.0E	310(317.0)	17.1	-	+FL095	-		
VOLVO1M (VOLVO ONE MIKE DEPARTURE)										
CF	KK220	-	465608.0N 0292036.5E	081 (088.3)	16.0	-	+FL055	-	RNAV 1	Turn at KK220is calculated with bank 25°
TF	VOLVO	-	473428.0N 0290400.0E	337 (343.5)	40.0	L	+FL090	-		

**CHISINAU/Int'l (LUKK)
RNAV RWY 09**



AIRAC AMDT 006/2025

STANDARD DEPARTURE CHART–
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 09

Procedure Coding Table

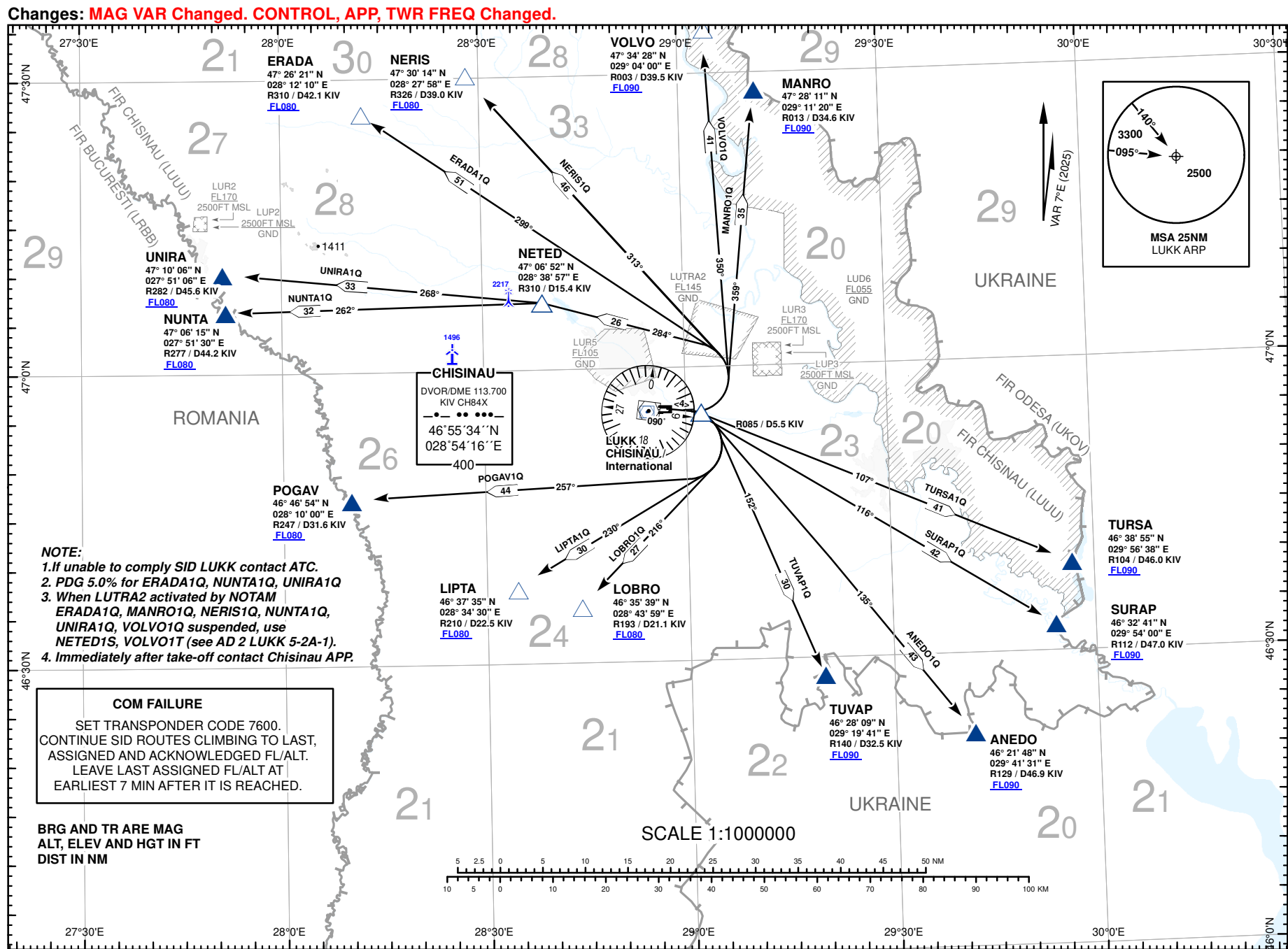
Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO2S (ANEDO TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	ANEDO	-	462148.0N 0294131.0E	-	43.3	R	+FL090	-		
ERADA2S (ERADA TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	ERADA	-	472621.0N 0281210.0E	-	51.4	L	+FL080	-		
LIPTA2S (LIPTA TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	LIPTA	-	463735.0N 0283430.0E	-	30.3	R	+FL080	-		
LOBRO2S (LOBRO TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	LOBRO	-	463539.0N 0284359.0E	-	26.6	R	+FL080	-		
MANRO2S (MANRO TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	MANRO	-	472811.0N 0291120.0E	-	34.8	L	+FL090	-		
NERIS2S (NERIS TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	NERIS	-	473014.0N 0282758.0E	-	46.1	L	+FL080	-		
NUNTA2S (NUNTA TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	NETED	-	470652.0N 0283857.0E	-	25.5	L	-	-		
TF	NUNTA	-	470615.0N 0275130.0E	262 (268.6)	32.4	-	+FL080	-		
POGAV2S (POGAV TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	POGAV	-	464654.0N 0281000.0E	-	43.5	R	+FL080	-		
SURAP2S (SURAP TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	SURAP	-	463241.0N 0295400.0E	-	42.2	R	+FL090	-		
TURSA2S (TURSA TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	TURSA	-	463855.0N 0295638.0E	-	40.8	R	+FL090	-		
TUVAP2S (TUVAP TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	TUVAP	-	462809.0N 0291941.0E	-	30.2	R	+FL090	-		
UNIRA2S (UNIRA TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	NETED	-	470652.0N 0283857.0E	-	25.5	L	-	-		
TF	UNIRA	-	471006.0N 0275106.0E	268 (275.4)	32.8	-	+FL080	-		
VOLVO2S (VOLVO TWO SIERRA DEPARTURE)										
CF	KK240	Y	465521.4N 0290219.9E	090 (097.1)	3.5	-	-	-	RNAV 1	Turn at KK240 is calculated with bank 20° and speed 240kt IAS
DF	VOLVO	-	473428.0N 0290400.0E	-	41.0	L	+FL090	-		

TRANSITION
ALTITUDE 4000FT

CONTROL	128.980 MHz
APPROACH	133.305 MHz
TWR	118.105 MHz

**CHISINAU/Int'l (LUKK)
RWY 09**

ANED01Q, ERADA1Q, LIPTA1Q, LOBRO1Q,
MANRO1Q, NERIS1Q, NUNTA1Q, POGAV1Q,
SURAP1Q, TURSAS1Q, UNIRAT1Q, VOLVO1Q



STANDARD DEPARTURE CHART –
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RWY 09

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ANEDO1Q	ANEDO ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 135° to ANEDO (▲).	+FL090	Approach frequency 133.305MHz	Turn at 5.5 DME KIV is calculated with bank 20° and 240 kt IAS.
ERADA1Q	ERADA ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 299° to ERADA (△).	+FL080		
LIPTA1Q	LIPTA ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 230° to LIPTA (△).	+FL080		
LOBRO1Q	LOBRO ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 216° to LOBRO (△).	+FL080		
MANRO1Q	MANRO ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 359° to MANRO (▲).	+FL090		
NERIS1Q	NERIS ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 313° to NERIS (△).	+FL080		
NUNTA1Q	NUNTA ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 284° to NETED (△), Left Turn on Track 262° to NUNTA (▲).	+FL080		
POGAV1Q	POGAV ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 257° to POGAV (▲).	+FL080		
SURAP1Q	SURAP ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 116° to SURAP (▲).	+FL090		
TURSA1Q	TURSA ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 107° to TURSA (▲).	+FL090		
TUVAP1Q	TUVAP ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Right Turn on Track 152° to TUVAP (▲).	+FL090		
UNIRA1Q	UNIRA ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 284° to NETED (△), Left Turn on Track 268° to UNIRA (▲).	+FL080		
VOLVO1Q	VOLVO ONE QUEBEC DEPARTURE Climb on Track 090° to 5.5 DME KIV , Left Turn on Track 350° to VOLVO (△).	+FL090		

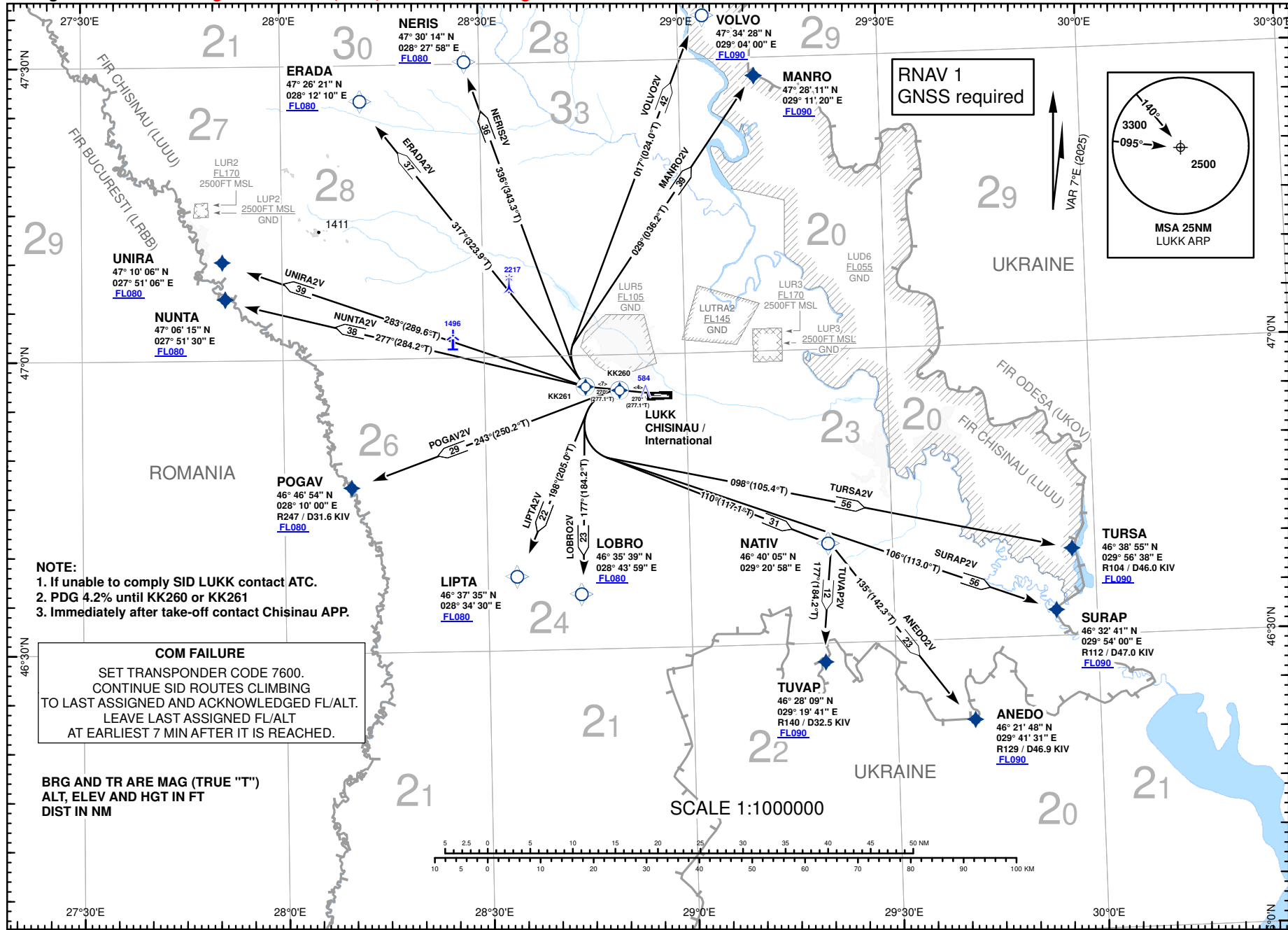
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

 TRANSITION
ALTITUDE 4000FT

CONTROL	128.980 MHz
APPROACH	133.305 MHz
TWR	118.105 MHz

CHISINAU/Int'l (LUKK) RNAV Rwy 27

 ANEDO2V, ERADA2V, LIPTA2V, LOBRO2V,
MANRO2V, NERIS2V, NUNTA2V, POGAV2V,
SURAP2V, TURSA2V, TUVAP2V, UNIRA2V, VOLVO2V

Changes: MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.


STANDARD DEPARTURE CHART–
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RNAV RWY 27

Procedure Coding Table

Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
ANEDO2V (ANEDO TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	NATIV	-	464005.0N 0292058.0E	-	30.8	L	-	-		
TF	ANEDO	-	462148.0N 0294131.0E	135 (142.3)	23.2	R	+FL090	-		
ERADA2V (ERADA TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7.0	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	ERADA	-	472621.0N 0281210.0E	-	37.3	R	+FL080	-		
LIPTA2V (LIPTA TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	LIPTA	-	463735.0N 0283430.0E	-	22.4	L	+FL080	-		
LOBRO2V (LOBRO TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	LOBRO	-	463539.0N 0284359.0E	-	22.6	L	+FL080	-		
MANRO2V (MANRO TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7.0	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	MANRO	-	472811.0N 0291120.0E	-	39.1	R	+FL090	-		
NERIS2V (NERIS TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7.0	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	NERIS	-	473014.0N 0282758.0E	-	36.0	R	+FL080	-		
NUNTA2V (NUNTA TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7.0	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	NUNTA	-	470615.0N 0275130.0E	-	37.8	R	+FL080	-		
POGAV2V (POGAV TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	POGAV	-	464654.0N 0281000.0E	-	29.2	L	+FL080	-		
SURAP2V (SURAP TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	SURAP	-	463241.0N 0295400.0E	-	56.4	L	+FL090	-		
TURSA2V (TURSA TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	TURSA	-	463855.0N 0295638.0E	-	56.0	L	+FL090	-		
TUVAP2V (TUVAP TWO VICTOR DEPARTURE)										
CF	KK260	Y	465623.5N 0285008.6E	270 (277.1)	3.5	-	-	-	RNAV 1	Turn at KK260 is calculated with bank 20° and speed 240kt IAS
DF	NATIV	-	464005.0N 0292058.0E	-	30.8	L		-		
TF	TUVAP	-	462809.0N 0291941.0E	177 (184.2)	12.0	R	+FL090	-		
UNIRA2V (UNIRA TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	UNIRA	-	471006.0N 0275106.0E	-	39.2	R	+FL080	-		
VOLVO2V (VOLVO TWO VICTOR DEPARTURE)										
CF	KK261	Y	465649.0N 0284504.3E	270 (277.1)	7.0	-	-	-	RNAV 1	Turn at KK261 is calculated with bank 20° and speed 240kt IAS
DF	VOLVO	-	473428.0N 0290400.0E	-	42.1	R	+FL090	-		

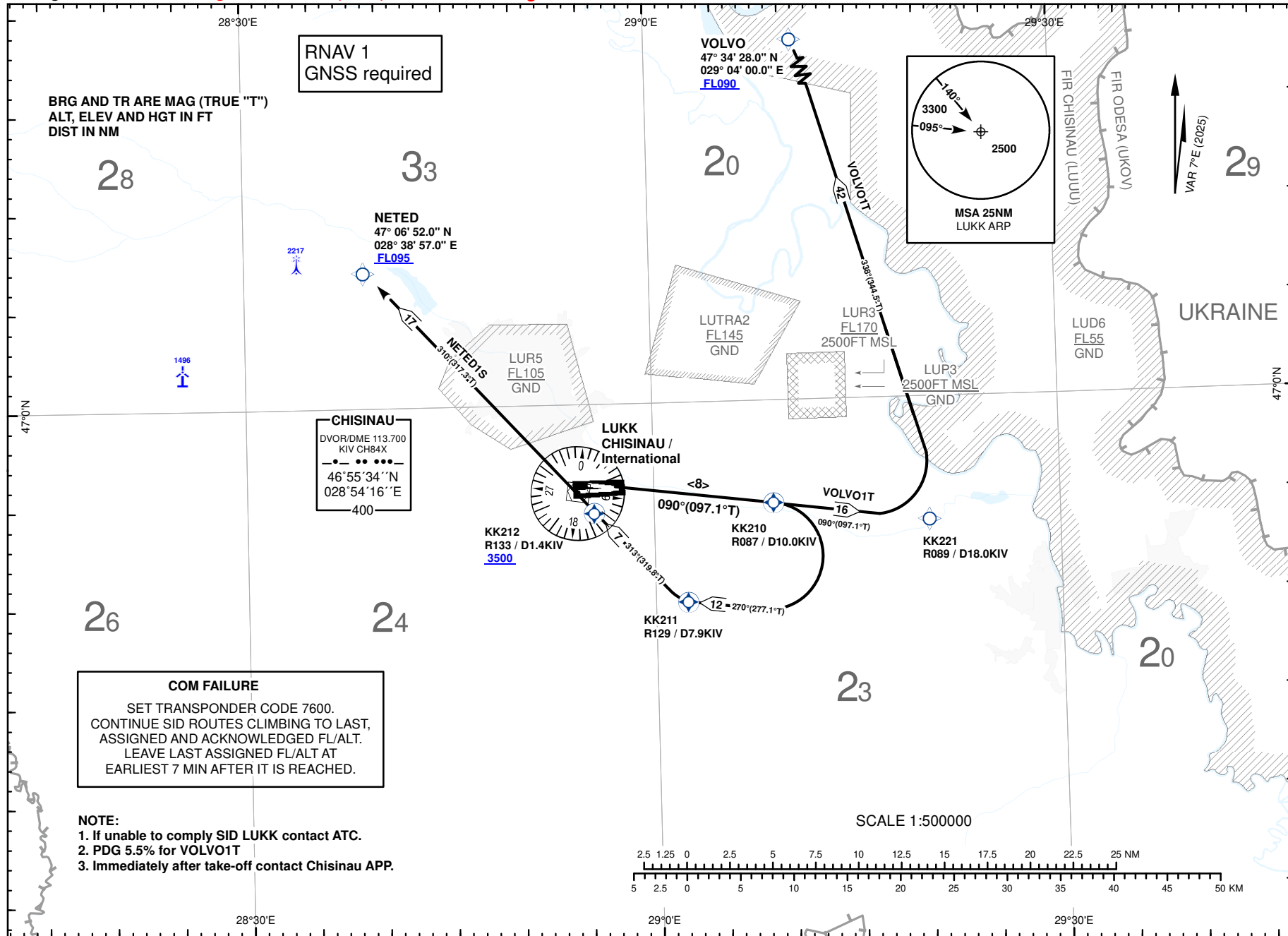
CONTROL	128.980 MHz
APPROACH	133.305 MHz
TWR	118.105 MHz

**CHISINAU/Inti (LUKK)
RWY 27**



STANDARD DEPARTURE CHART –
INSTRUMENT (SID) – ICAOCHISINAU/Intl (LUKK)
RWY 27

Designator	Route	After Take-off		Remarks
		Climb to	Contact	
ANEDO1W	ANEDO ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 110° to NATIV (△), Right Turn on Track 135° to ANEDO (▲).	+FL090	Approach frequency 133.305MHz	<p>Turn at 2.9 DME KIV is calculated with bank 20° and 240 kt IAS.</p> <p>Turn at 6.4 DME KIV is calculated with bank 20° and 240 kt IAS.</p> <p>PDG 4.2% until R275/D6.4 KIV or R280/D2.9 KIV</p>
ERADA1W	ERADA ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 317° to ERADA (△).	+FL080		
LIPTA1W	LIPTA ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 198° to LIPTA (△).	+FL080		
LOBRO1W	LOBRO ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 177° to LOBRO (△).	+FL080		
MANRO1W	MANRO ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 029° to MANRO (▲).	+FL090		
NERIS1W	NERIS ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 336° to NERIS (△).	+FL080		
NUNTA1W	NUNTA ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 277° to NUNTA (▲).	+FL080		
POGAV1W	POGAV ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 243° to POGAV (▲).	+FL080		
SURAP1W	SURAP ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 106° to SURAP (▲).	+FL090		
TURSA1W	TURSA ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 098° to TURSA (▲).	+FL090		
TUVAP1W	TUVAP ONE WHISKEY DEPARTURE Climb on Track 270° to 2.9 DME KIV , Left Turn on Track 110° to NATIV (△), Right Turn on Track 177° to TUVAP (▲).	+FL090		
UNIRA1W	UNIRA ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 283° to UNIRA (▲).	+FL080		
VOLVO1W	VOLVO ONE WHISKEY DEPARTURE Climb on Track 270° to 6.4 DME KIV , Right Turn on Track 017° to VOLVO (△).	+FL090		

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAOTRANSITION
ALTITUDE 4000FTCONTROL 128.980 MHz
APPROACH 133.305 MHz
TWR 118.105 MHzCHISINAU/Int'l (LUKK)
RNAV Rwy 09
VOR/DME OVERLAY NETED1S
VOLVO1TChanges: **MAG VAR Changed. CONTROL, APP, TWR FREQ Changed.**

STANDARD DEPARTURE CHART–
INSTRUMENT (SID) – ICAO

CHISINAU/Intl (LUKK)
RNAV RWY 09
VOR/DME OVERLAY

Procedure Coding Table										
Path Terminator	Waypoint			Course/Track °M(°T)	Dist (NM)	Turn Direction	Constraints		Navigation Specification	Remarks
	Identifier	Flyover	Coordinates				Altitude (FT)	Speed (kt IAS)		
NETED1S (NETED ONE SIERRA DEPARTURE)										
CF	KK210	Y	465447.7N 0290850.7E	090 (097.1)	8.0	-	-	-	RNAV 1	Turn at KK210 is calculated with bank 20° and speed 240kt IAS
DF	KK211	Y	464953.4N 0290222.7E	-	12.3	R	-	-		
DF	KK212	Y	465428.9N 0285536.1E	-	6.7	-	+3500FT	-		
TF	NETED	-	470652.0N 0283857.0E	310 (317.3)	16.8	-	+FL095	-		
VOLVO1T (VOLVO ONE TANGO DEPARTURE)										
CF	KK221	-	465347.0N 0292025.2E	090 (097.1)	16.0	-	-	-	RNAV 1	Turn at KK221 is calculated with bank 25°
TF	VOLVO	-	473428.0N 0290400.0E	338 (344.5)	42.2	L	+FL090	-		

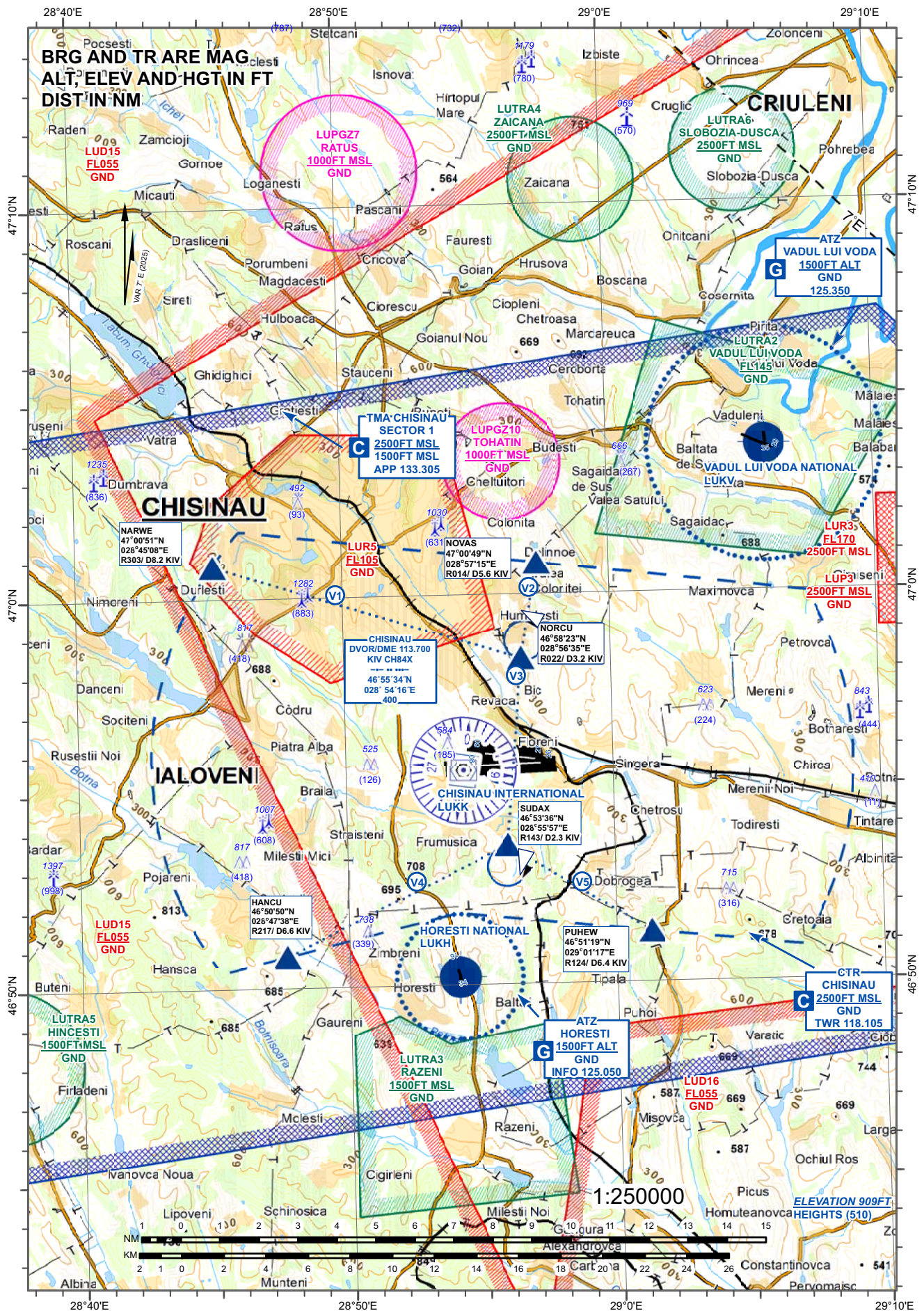
**VISUAL APPROACH
CHART - ICAO**

 AD ELEVATION 399FT
HEIGHTS RELATED
TO AD ELEV

 APP 133.305 MHz
TWR 118.105 MHz

CHISINAU/LUKK

Changes: MAG VAR Changed. APP, TWR FREQ Changed. LUTRA4, LUTRA5, LUTRA3, LUPGZ7 name updated.



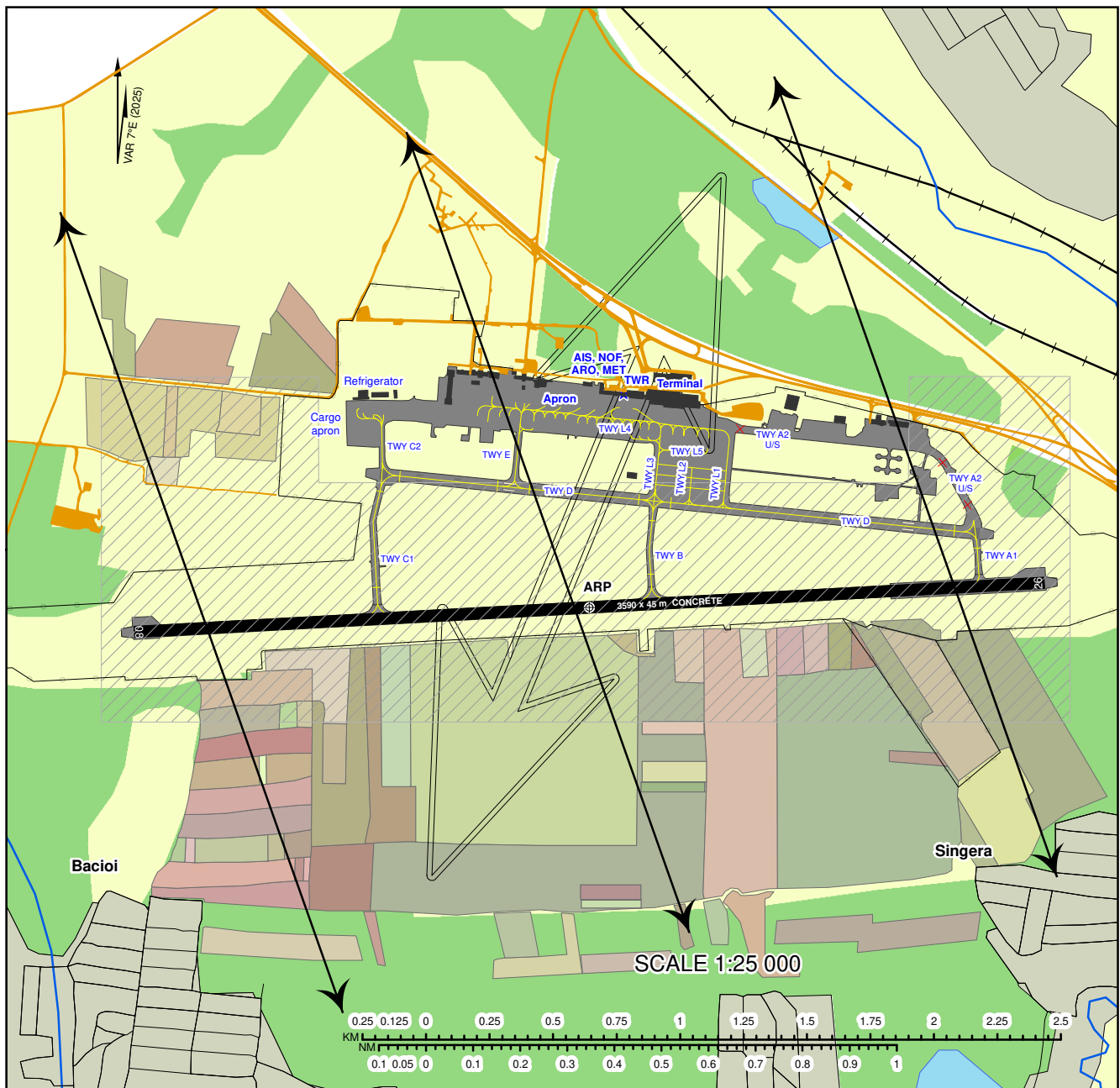
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**BIRD CONCENTRATION
AND MOVEMENTS**

AD ELEVATION 399 FT

APP 133.305 MHz
TWR 118.105 MHz

CHISINAU / LUKK



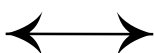
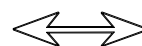
Area of flying during daytime (Crows, Bee-eaters, Rooks, Pigeons, Sparrows, Starlings, Swallows) up to 200 m.

Areas of concentration during sunset/sunrise (Rooks, Starlings, Crows) up to 300 m.

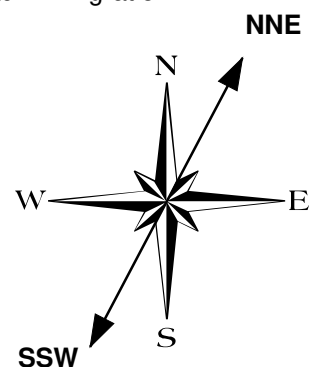
Direction of movement and migration in Spring and Autumn (Rooks, Starlings, Swallows) up to 400 m (Storks up to 2000 m)

LEGEND:

Road

Dangerous areas
of bird concentrationsRoutes of bird movements from
breeding area to feeding places
and roosting sites up to 200 m.

Flight directions

Directions of spring and
autumn migration

Changes: MAG VAR Changed, APP, TWR FREQ Changed

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