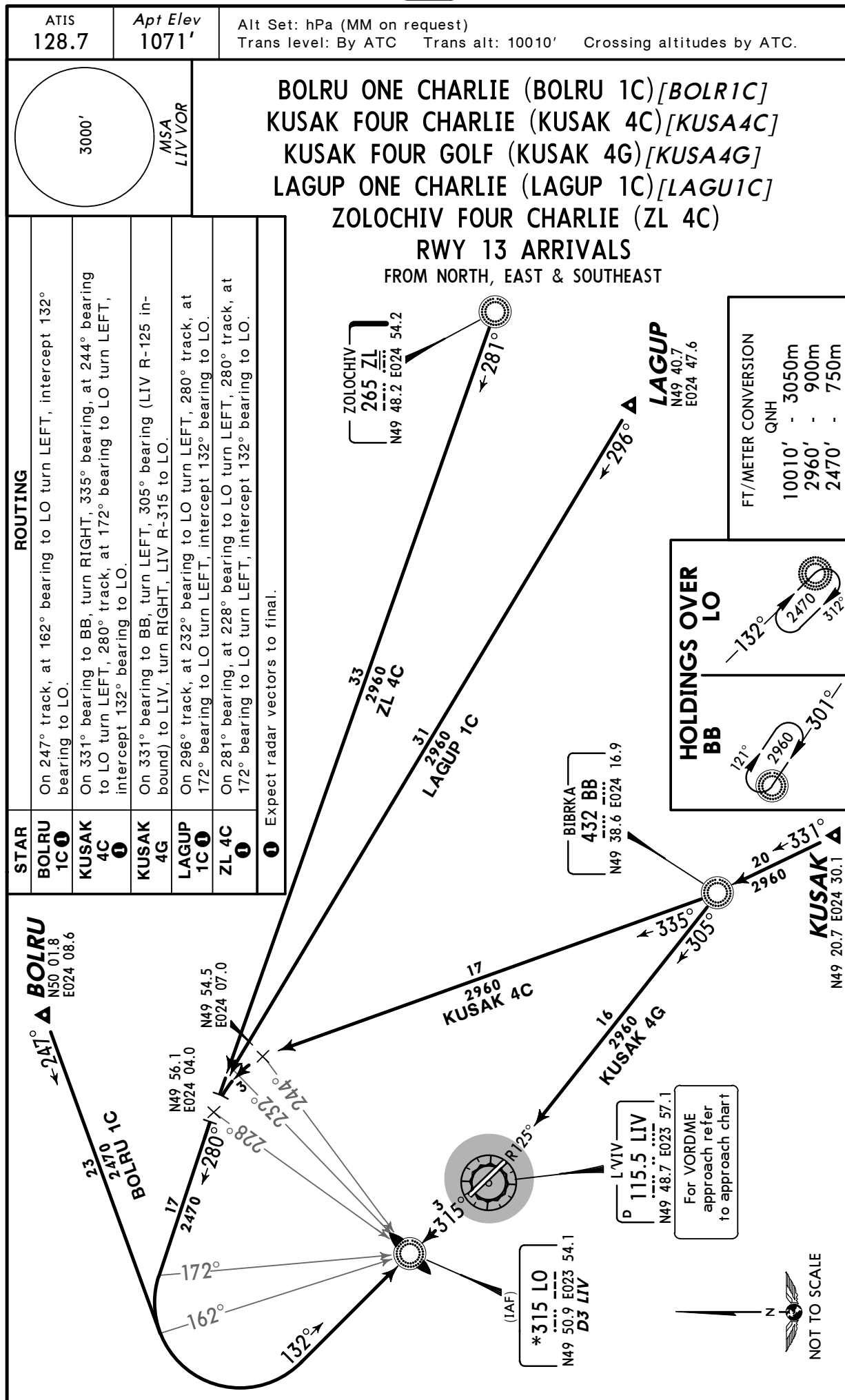


UKLL/LWO
L'VIV

JEPPESSEN
7 NOV 08 10-2 Eff 20 Nov

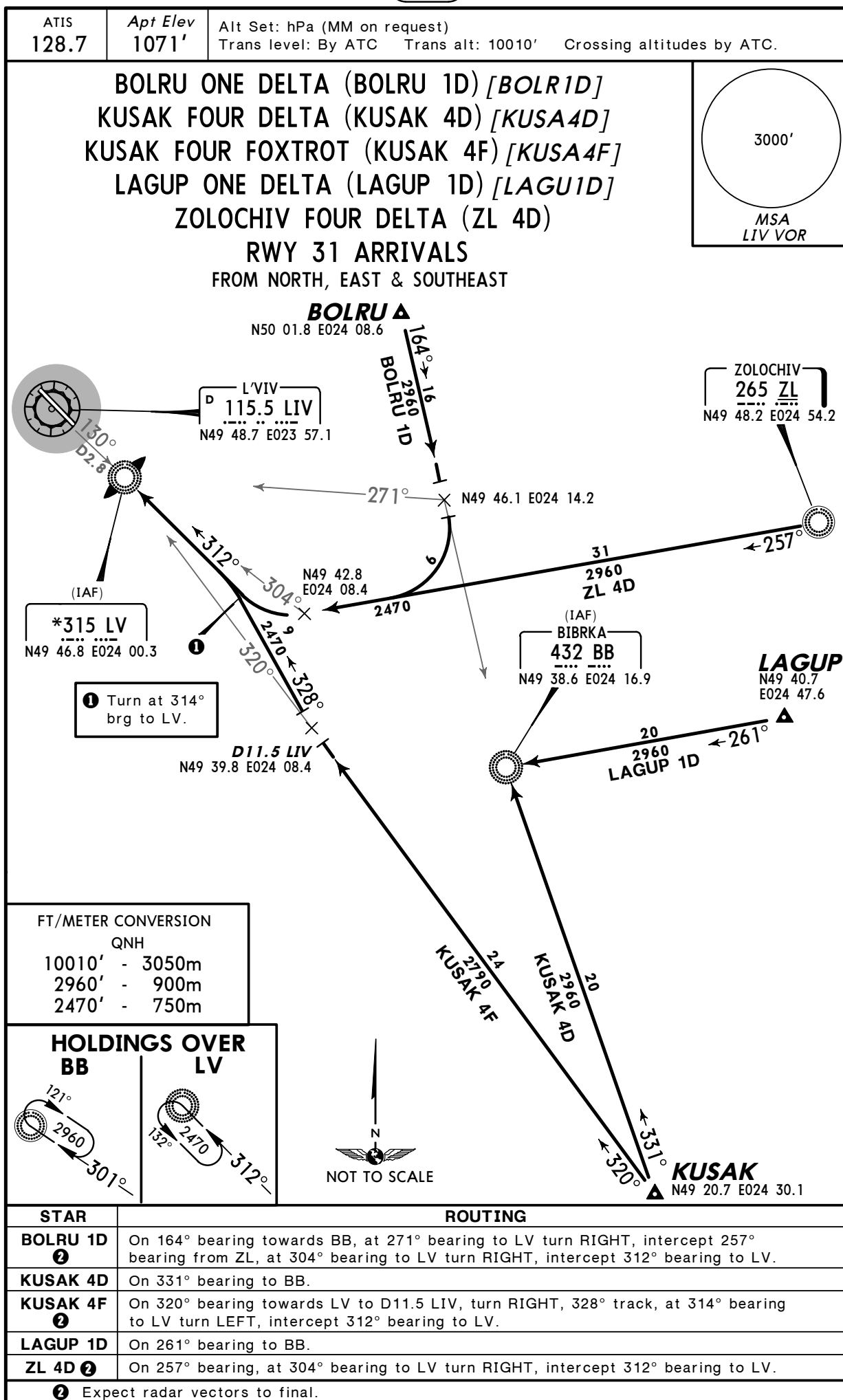
L'VIV, UKRAINE
STAR



UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 **10-2A** Eff 20 Nov

L'VIV, UKRAINE
STAR



UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 **10-2B** Eff 20 Nov

L'VIV, UKRAINE

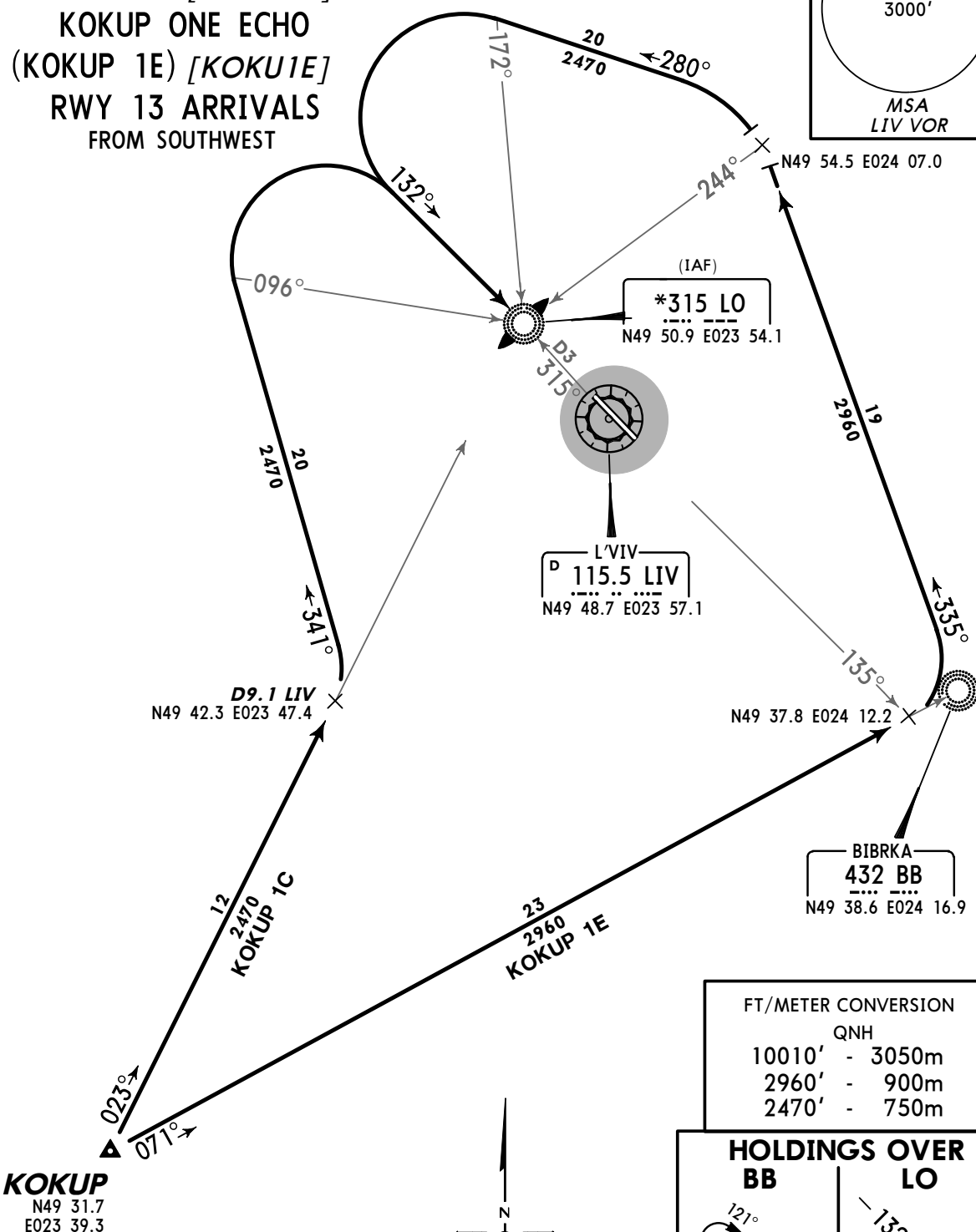
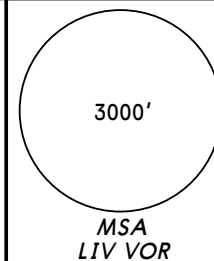
STAR

ATIS
128.7

Apt Elev
1071'

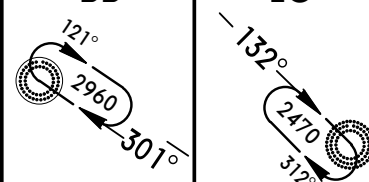
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
1. Crossing altitudes by ATC.
2. Expect radar vectors to final.

KOKUP ONE CHARLIE
(KOKUP 1C) [KOKU1C]
KOKUP ONE ECHO
(KOKUP 1E) [KOKU1E]
RWY 13 ARRIVALS
FROM SOUTHWEST



FT/METER CONVERSION
QNH
10010' - 3050m
2960' - 900m
2470' - 750m

HOLDINGS OVER
BB LO



STAR

ROUTING

KOKUP 1C

On 023° bearing towards LO, at D9.1 LIV turn LEFT, 341° track, at 096° bearing to LO turn RIGHT, intercept 132° bearing to LO.

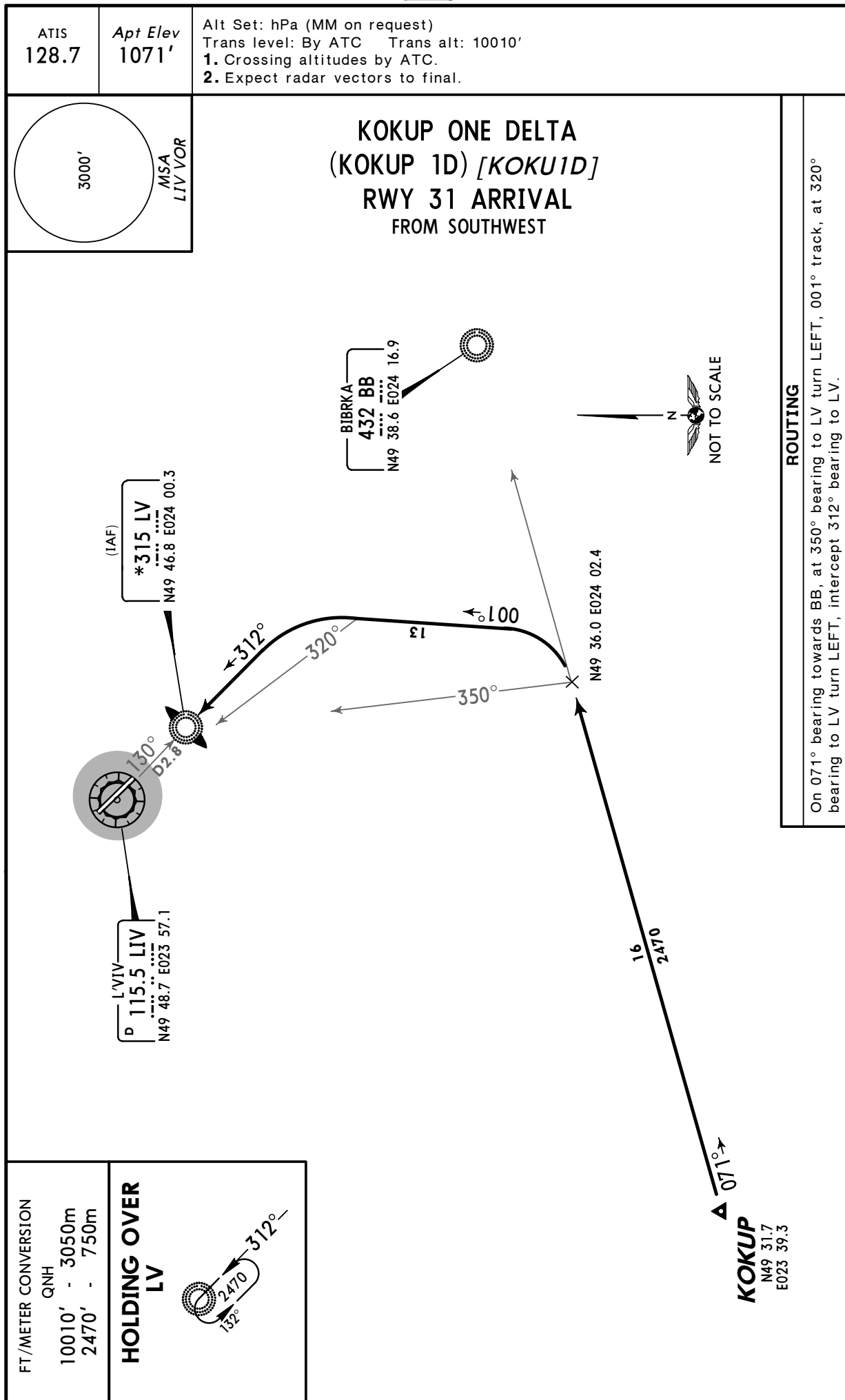
KOKUP 1E

On 071° bearing towards BB, at LIV R-135 turn LEFT, 335° track, at 244° bearing to LO turn LEFT, 280° track, at 172° bearing to LO turn LEFT, intercept 132° bearing to LO.

UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 **10-2C** Eff 20 Nov

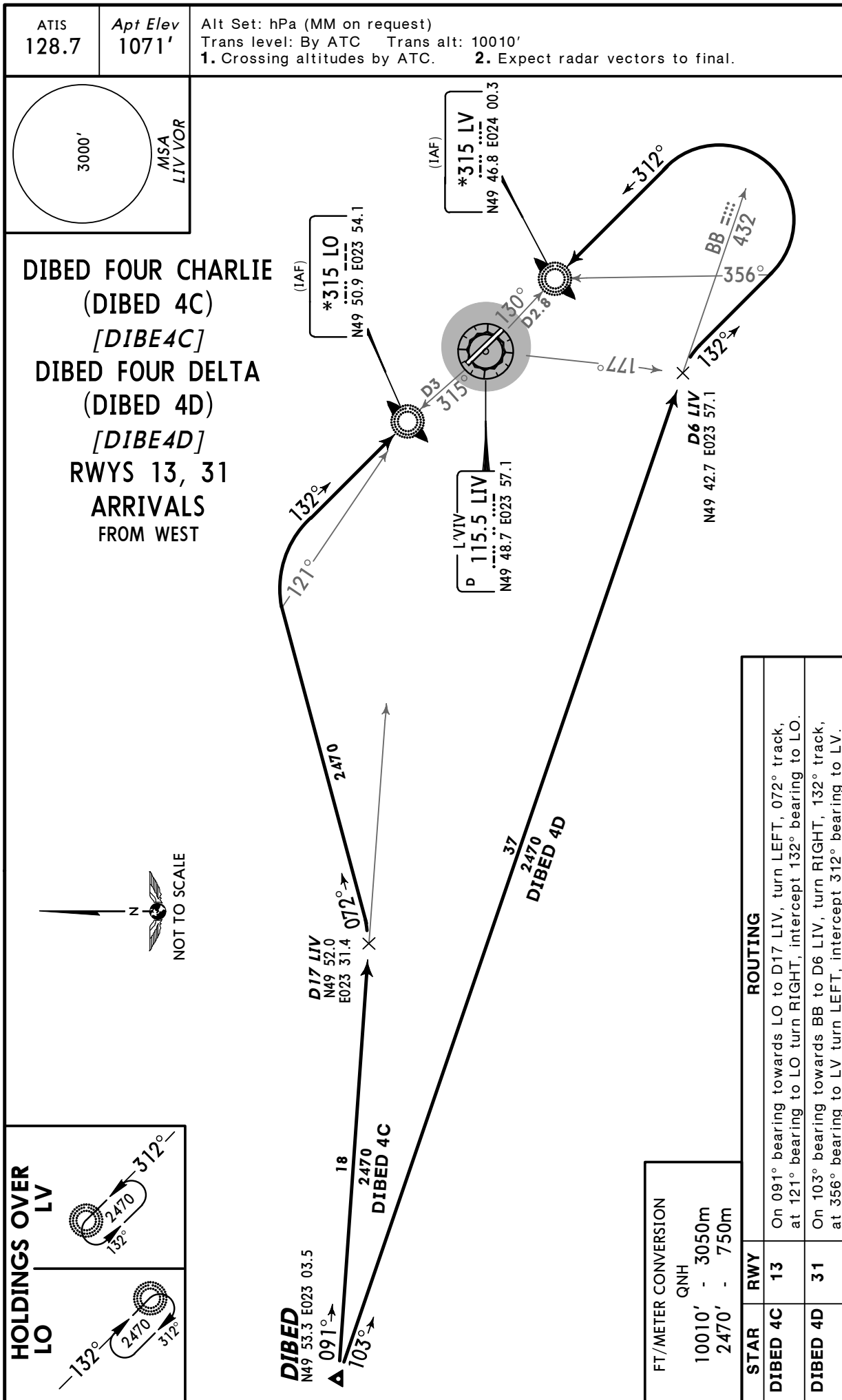
L'VIV, UKRAINE
STAR



UKLL/LWO
 L'VIV

JEPPESSEN
 7 NOV 08 10-2D Eff 20 Nov

L'VIV, UKRAINE
 STAR



UKLL/LWO
L'VIV

29 APR 05

10-3

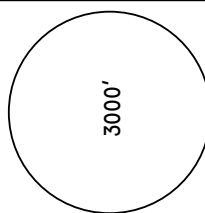
Eff 12 May

L'VIV, UKRAINE

SID

Apt Elev
1071'

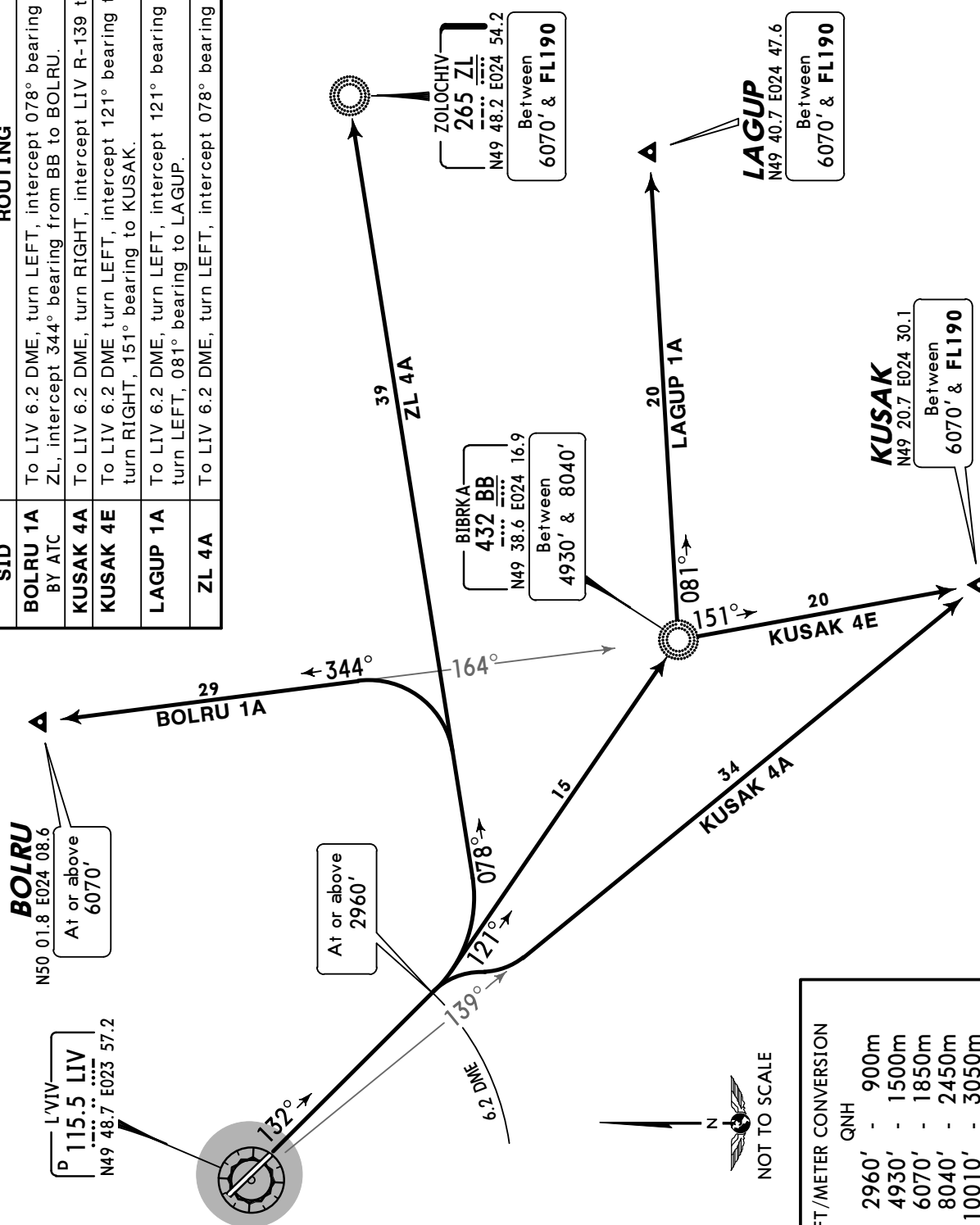
Trans level: By ATC Trans alt: 10010'

MSA
LIV VOR

BOLRU ONE ALFA (BOLRU 1A) *[BOLR1A]*
KUSAK FOUR ALFA (KUSAK 4A) *[KUSA4A]*
KUSAK FOUR ECHO (KUSAK 4E) *[KUSA4E]*
LAGUP ONE ALFA (LAGUP 1A) *[LAGU1A]*
ZOLOCHIV FOUR ALFA (ZL 4A)

RWY 13 DEPARTURES TO NORTH, EAST & SOUTHEAST

SID	ROUTING
BOLRU 1A BY ATC	To LIV 6.2 DME, turn LEFT, intercept 078° bearing towards ZL, intercept 344° bearing from BB to BOLRU.
KUSAK 4A	To LIV 6.2 DME, turn RIGHT, intercept LIV R-139 to KUSAK.
KUSAK 4E	To LIV 6.2 DME turn LEFT, intercept 121° bearing to BB, turn RIGHT, 151° bearing to KUSAK.
LAGUP 1A	To LIV 6.2 DME, turn LEFT, intercept 121° bearing to BB, turn LEFT, 081° bearing to LAGUP.
ZL 4A	To LIV 6.2 DME, turn LEFT intercept 078° bearing to ZL.



FT/METER CONVERSION

QNH
2960' - 900m
4930' - 1500m
6070' - 1850m
8040' - 2450m
0010' - 3050m

NOT TO SCALE

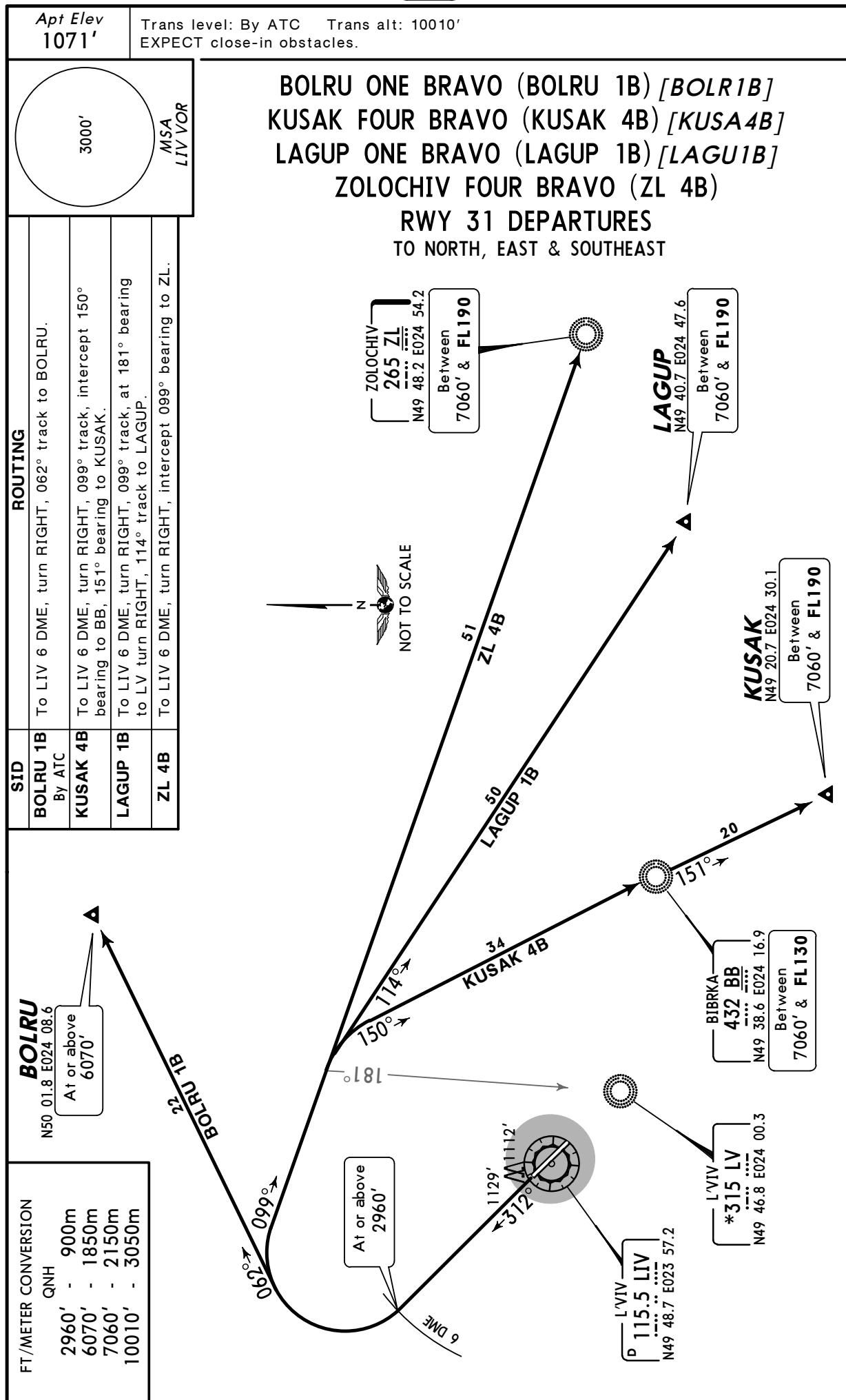
UKLL/LWO
 L'VIV

JEPPesen

29 APR 05 (10-3A) Eff 12 May

L'VIV, UKRAINE

SID



CHANGES: SIDs completely revised.

© JEPPESEN SANDERSON, INC., 2002, 2005. ALL RIGHTS RESERVED.

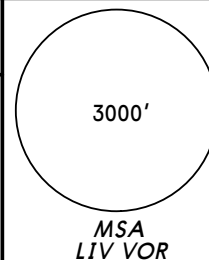
UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 (10-3B) Eff 20 Nov

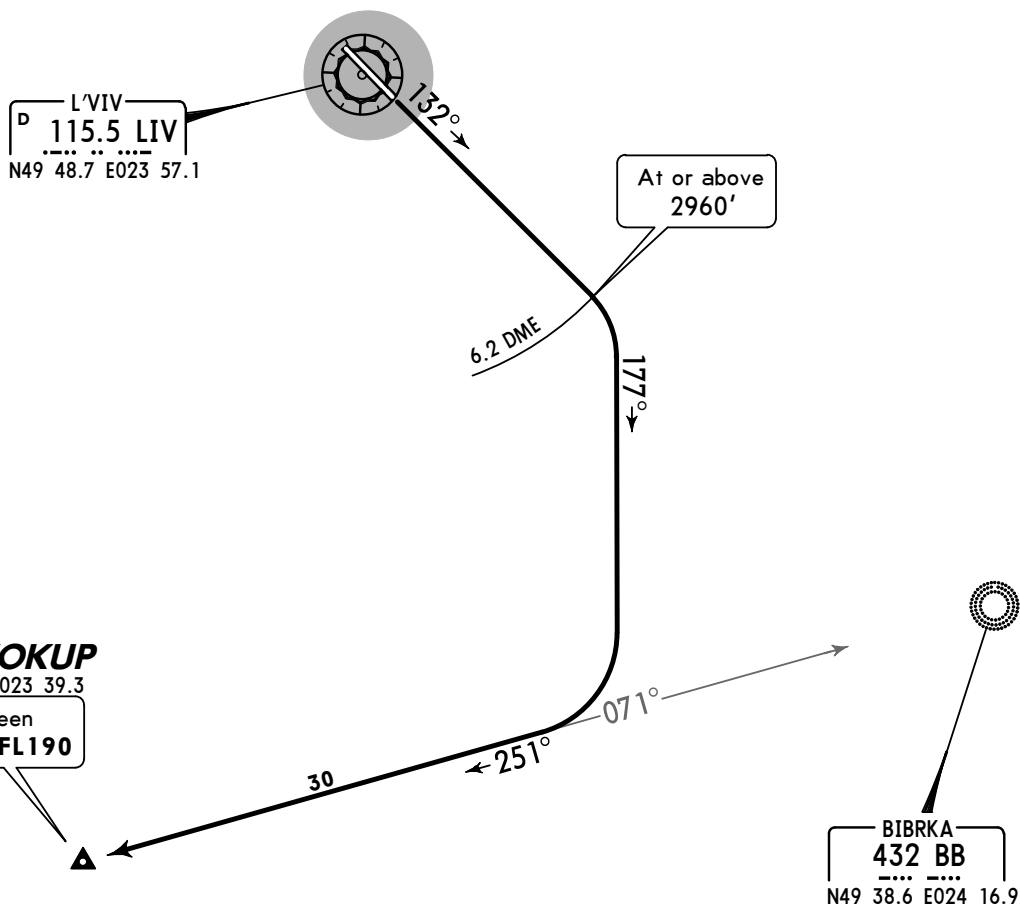
L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



KOKUP ONE ALFA (KOKUP 1A) [KOKU1A]
RWY 13 DEPARTURE
TO SOUTHWEST



FT/METER CONVERSION	
QNH	
2960'	- 900m
6070'	- 1850m
10010'	- 3050m

ROUTING

Climb to LIV 6.2 DME, turn RIGHT, 177° track, intercept 251° bearing from BB to KOKUP.

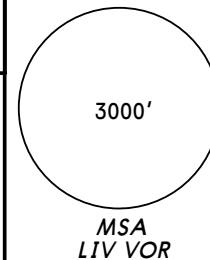
UKLL/LWO
 L'VIV

JEPPESEN
 7 NOV 08 (10-3C) Eff 20 Nov

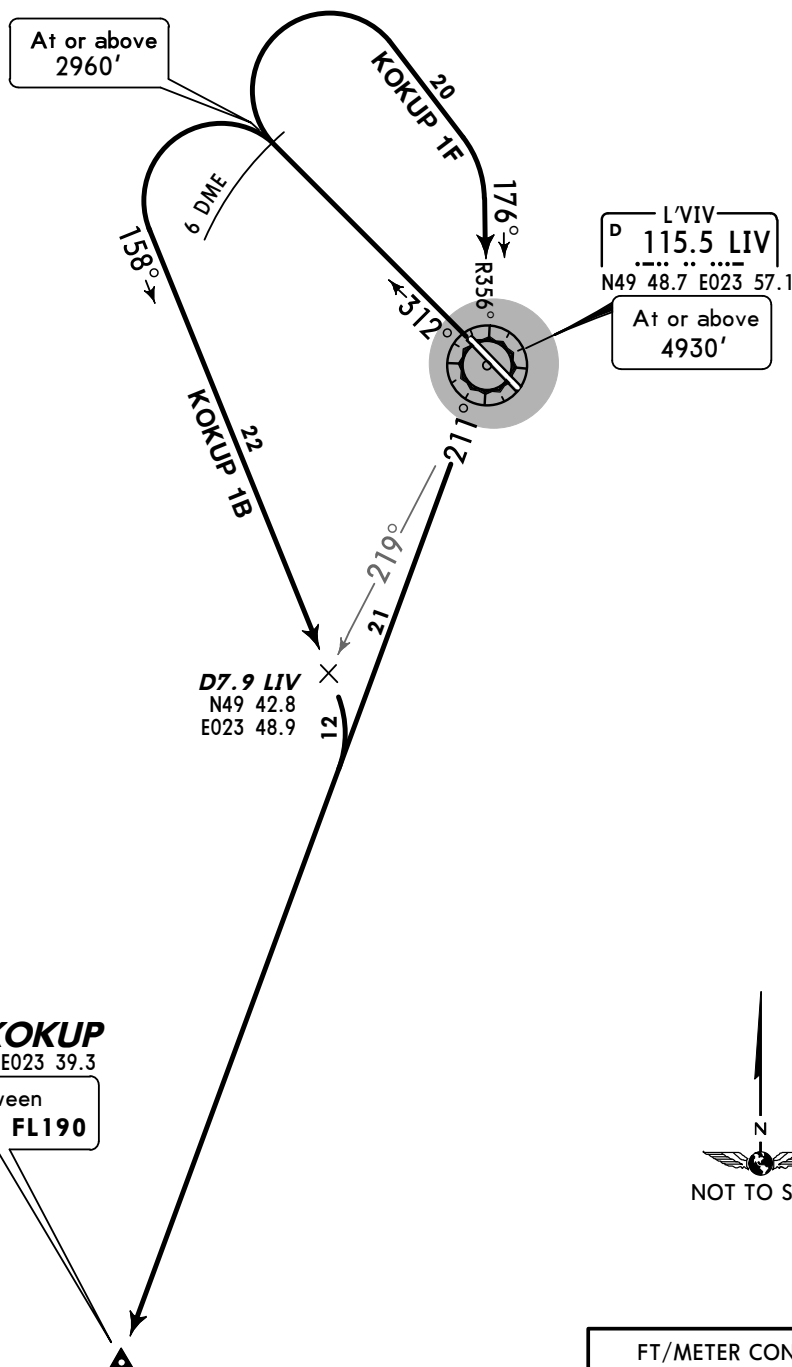
L'VIV, UKRAINE
 SID

Apt Elev
 1071'

Trans level: By ATC Trans alt: 10010'



KOKUP ONE BRAVO (KOKUP 1B)[KOKU1B]
 KOKUP ONE FOXTROT (KOKUP 1F)[KOKU1F]
 RWY 31 DEPARTURES
 TO SOUTHWEST



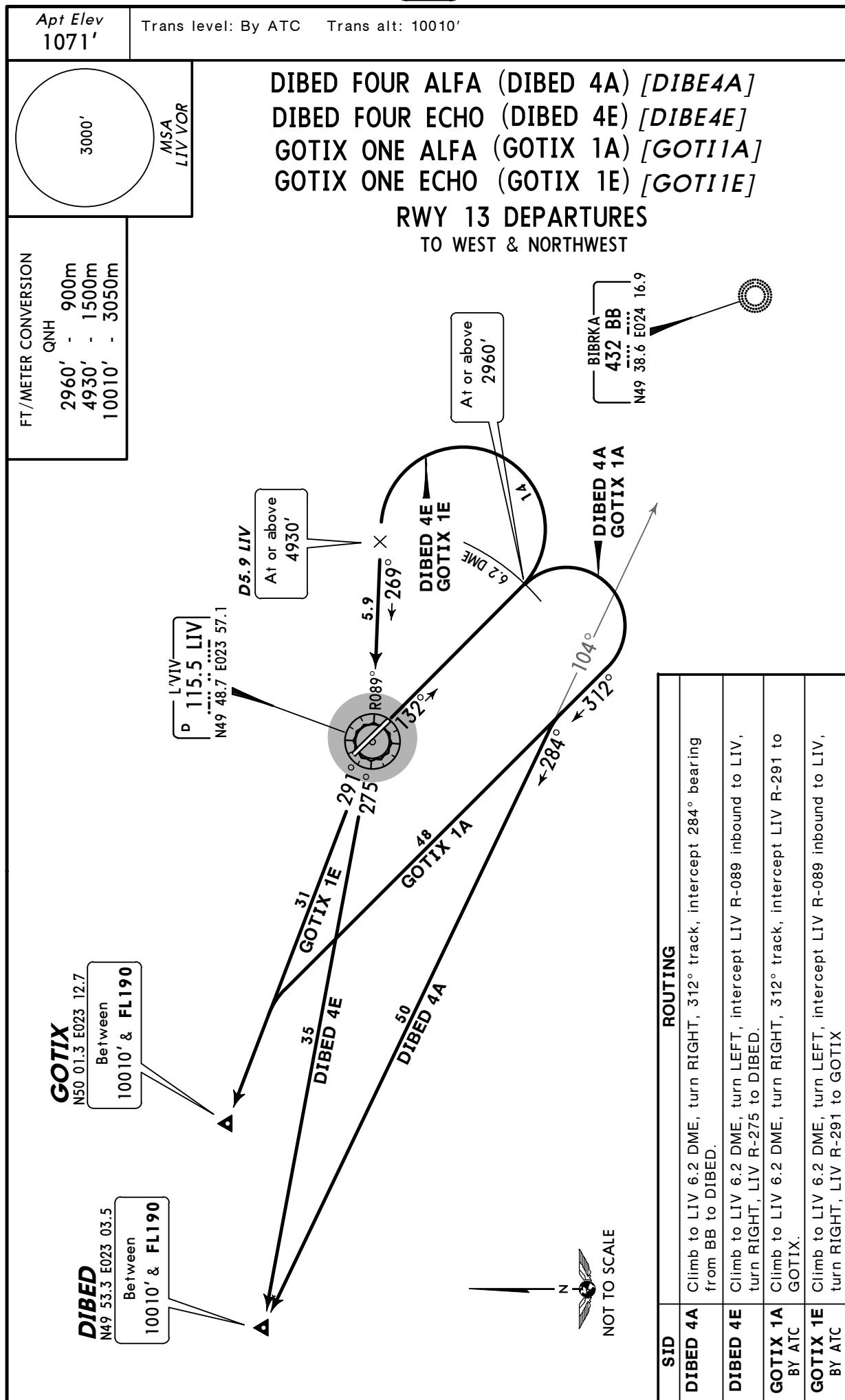
FT/METER CONVERSION	
QNH	
2960'	- 900m
4930'	- 1500m
6070'	- 1850m
10010'	- 3050m

SID	ROUTING
KOKUP 1B	Climb to LIV 6 DME, turn LEFT, 158° track, intercept LIV R-211 to KOKUP.
KOKUP 1F	Climb to LIV 6 DME, turn RIGHT, intercept LIV R-356 inbound to LIV, turn RIGHT, LIV R-211 to KOKUP.

UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 10-3D Eff 20 Nov

L'VIV, UKRAINE
SID



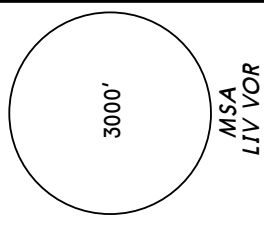
UKLL/LWO
L'VIV

JEPPESEN
7 NOV 08 10-3E Eff 20 Nov

L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

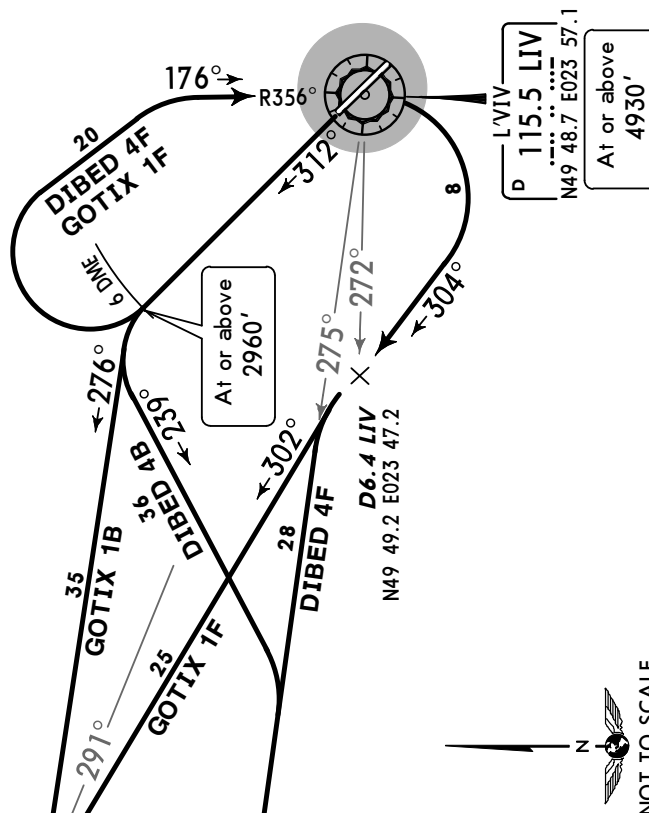


DIBED FOUR BRAVO
(DIBED 4B) [DIBE4B]
DIBED FOUR FOXTROT
(DIBED 4F) [DIBE4F]
GOTIX ONE BRAVO
(GOTIX 1B) [GOTI1B]
GOTIX ONE FOXTROT
(GOTIX 1F) [GOTI1F]
RWY 31 DEPARTURES
TO WEST & NORTHWEST

GOTIX
N50 01.3 E023 12.7
Between
10010' & FL190

FT/METER CONVERSION
QNH
2960' - 900m
4930' - 1500m
10010' - 3050m

DIBED
N49 53.3 E023 03.5
Between
10010' & FL190



SID	ROUTING
DIBED 4B	Climb to LIV 6 DME, turn LEFT, 239° track, intercept LIV R-275 to DIBED.
DIBED 4F	Climb to LIV 6 DME, turn RIGHT, intercept LIV R-356 inbound to LIV, turn RIGHT, 304° track, intercept LIV R-275 to DIBED.
GOTIX 1B BY ATC	Climb to LIV 6 DME, turn LEFT, 276° track, intercept LIV R-291 to GOTIX.
GOTIX 1F BY ATC	Climb to LIV 6 DME, turn RIGHT, intercept LIV R-356 inbound to LIV, turn RIGHT, 304° track, at LIV R-272 turn LEFT, 302° track, intercept LIV R-291 to GOTIX.

UKLL/LWO
Apt Elev 1071'
N49 48.8 E023 57.4

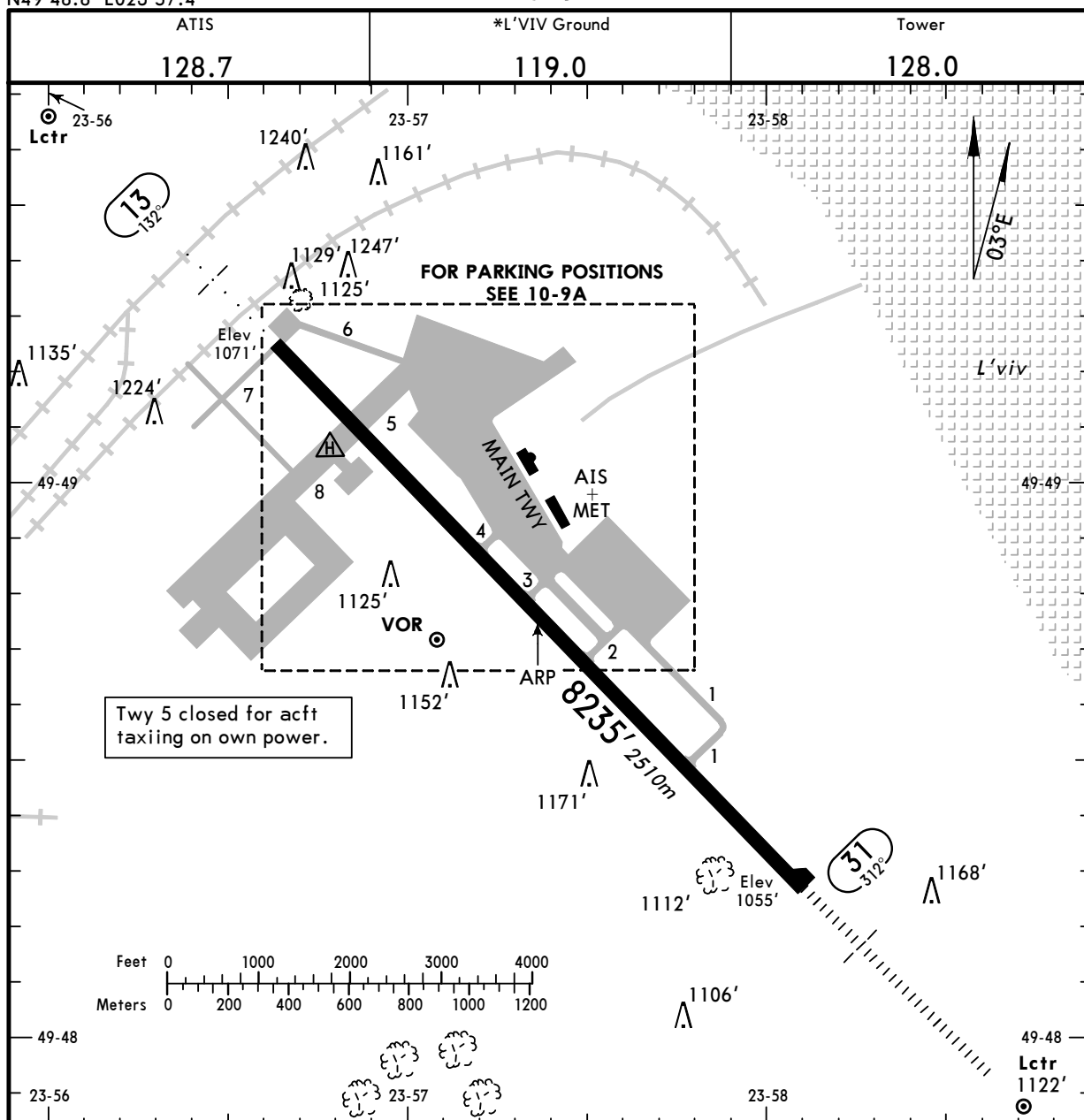
26 SEP 08

JEPPESEN

10-9

L'VIV, UKRAINE

L'VIV

[illegible]

JAR-OPS

TAKE-OFF 1

All Rwys

	LVP must be in force	Nil Rate	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			

1 Operators applying U.S. Ops Specs: CL required below 300m.

NOISE ABATEMENT PROCEDURE

The first turn after take-off is performed at a height of 1970'/600m or at a distance of 4.6 NM from ARP, whichever is earlier.

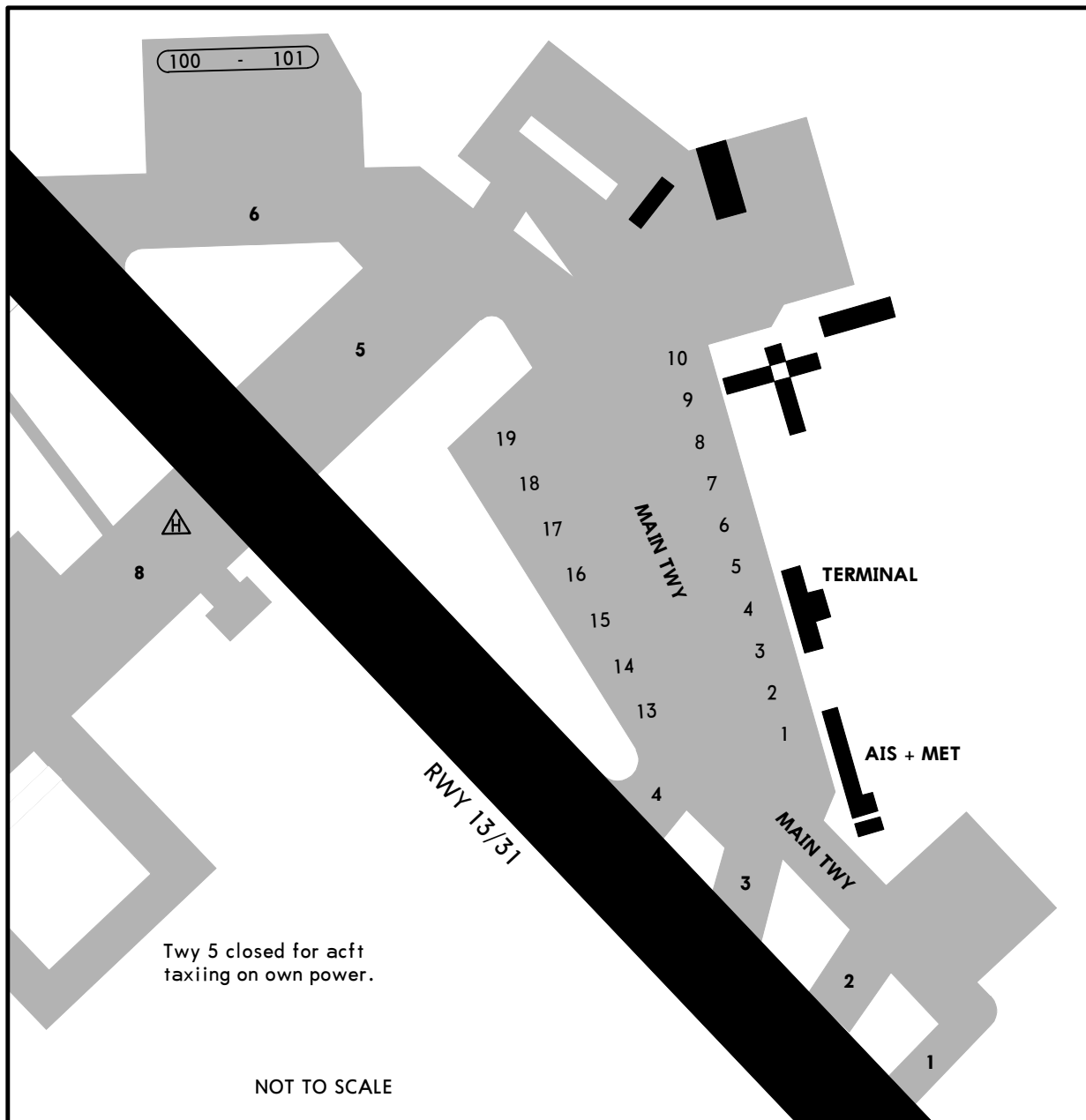
Flights over the city below 4930'/1500m are prohibited.

Flights at NIGHT are limited.

UKLL/LWO

26 SEP 08 **JEPPESEN**
(10-9A)

L'VIV, UKRAINE
L'VIV



INS COORDINATES

STAND No	COORDINATES
1 thru 3	N49 48.9 E023 57.3
4 thru 7	N49 49.0 E023 57.3
8, 9	N49 49.1 E023 57.3
10	N49 49.1 E023 57.2
13 thru 16	N49 49.0 E023 57.2
17, 18	N49 49.1 E023 57.1
19	N49 49.2 E023 57.1

Exit stands 13 thru 19 with inner engines only.
Twy 6 to be used by towing for acft with wingspan exceeding 137'/42m.

UKLL/LWO
L'VIV

JEPPESEN
26 SEP 08 (11-1)

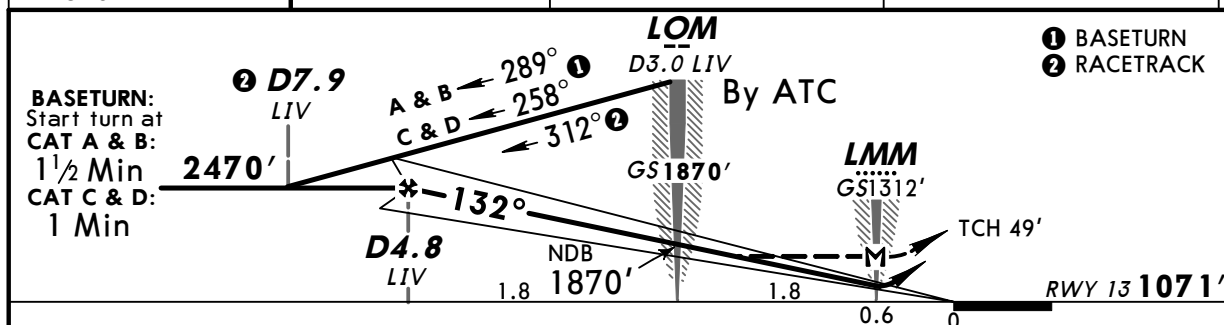
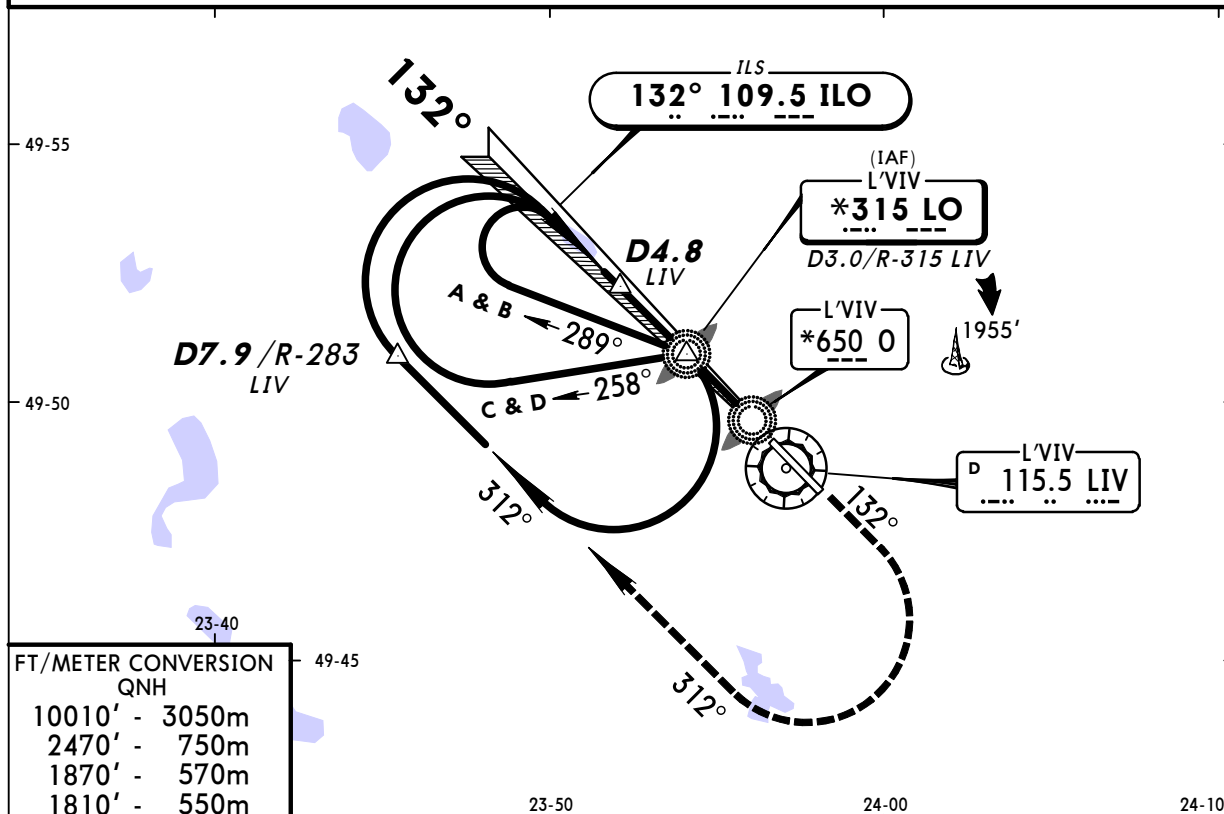
L'VIV, UKRAINE
ILS or NDB Rwy 13

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR
LOC ILO 109.5	Final Apch Crs 132°		GS LOM 1870' (799')	ILS DA(H) Refer to Minimums		Apt Elev 1071' RWY 1071'		
NDB LO *315			Minimum Alt D4.8 LIV 2470' (1399')	NDB MDA(H) 1510' (439')				

MISSED APCH: Climb on 132° to 1810', then turn RIGHT on 312° climbing to 2470', then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'
Heavy turbulence with downdrafts and windshear may occur on final.



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810' on 132°	312° RT	2470' ↑
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861				
MAP at LMM										

JAR-OPS				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
ILS		LOC (GS out)		NDB		CIRCLE-TO-LAND	
A: 1271' (200')		C: 1283' (212')		MDA(H) 1510' (439')		Max Kts	
B: 1273' (202')		D: 1289' (218')				MDA(H) VIS	
FULL		ALS out		ALS out			
A				RVR 1300m	RVR 1500m	100	1730' (659') 1500m
B				RVR 1400m		135	1740' (669') 1600m
C	RVR 800m	RVR 1000m	NOT AUTH	RVR 1600m	RVR 1800m	180	2350' (1279') 2400m
D				RVR 1800m	RVR 2000m	205	2350' (1279') 3600m

CHANGES: Ground frequency.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

UKLL/LWO
L'VIV

JEPPESEN
26 SEP 08 (11-2)

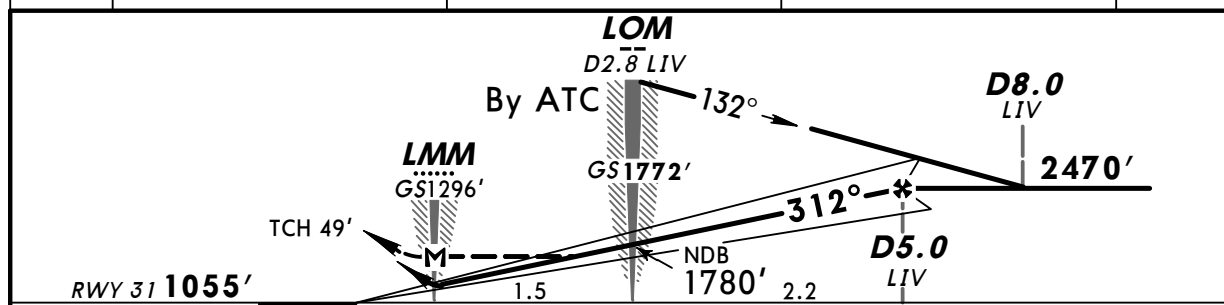
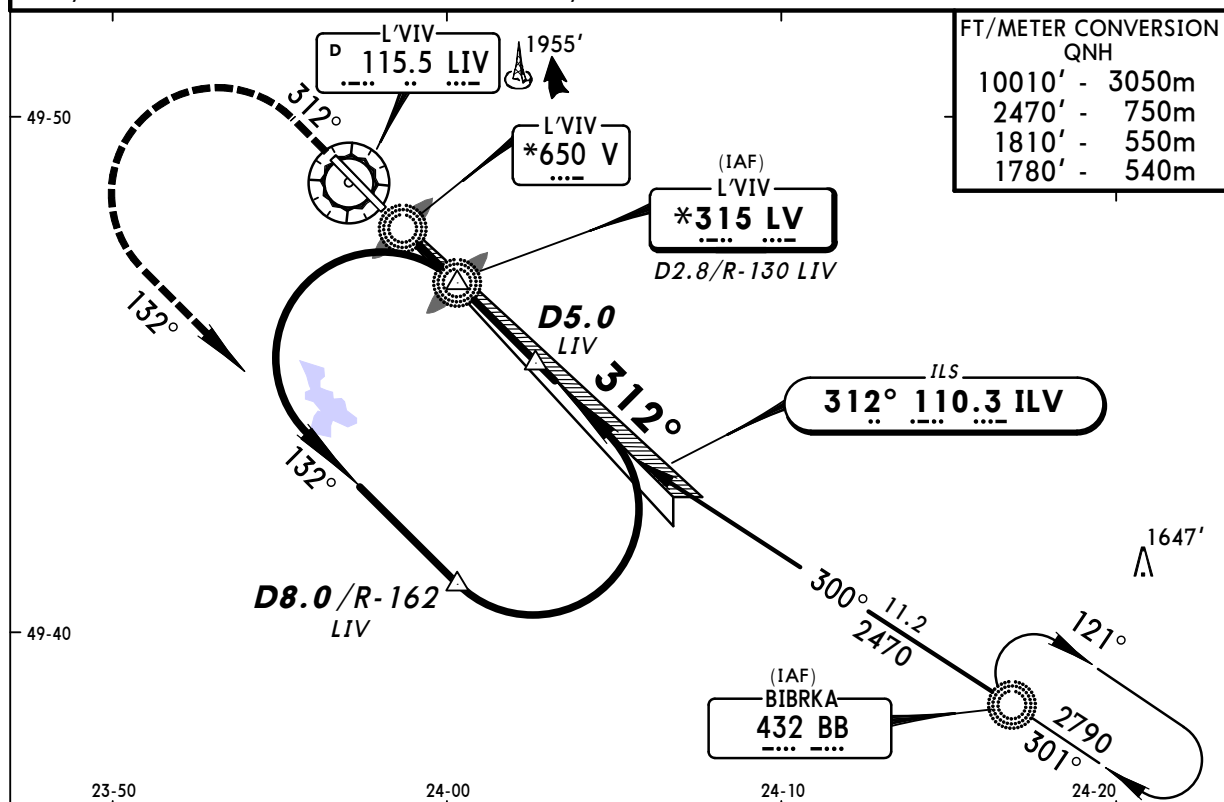
L'VIV, UKRAINE
ILS or NDB Rwy 31

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR
LOC ILV 110.3	Final Apch Crs 312°		GS LOM 1772' (717')	ILS DA(H) Refer to Minimums	Apt Elev 1071' RWY 1055'			
NDB LV *315			Minimum Alt D5.0 LIV 2470' (1415')	NDB MDA(H) 1510' (455')				

MISSED APCH: Climb on 312° to 1810', then turn LEFT on 132° climbing to 2470', then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'
Heavy turbulence with downdrafts and windshear may occur on final.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1810' on 312°	132° LT	2470'
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861				
MAP at LMM										

JAR-OPS STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND 1	
ILS			LOC (GS out)		NDB		
DA(H)			C: 1257' (202')		MDA(H) 1510' (455')		
AB: 1255' (200')			D: 1270' (215')				
FULL		ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 1000m		RVR 1000m	RVR 1500m	100	1730' (675') 1500m
B				RVR 1200m		135	1740' (685') 1600m
C	RVR 600m			RVR 1600m	RVR 2000m	180	2350' (1295') 2400m
D		NOT AUTH				205	2350' (1295') 3600m

1 Circling height based on rwy 31 thresh elev of 1055'.

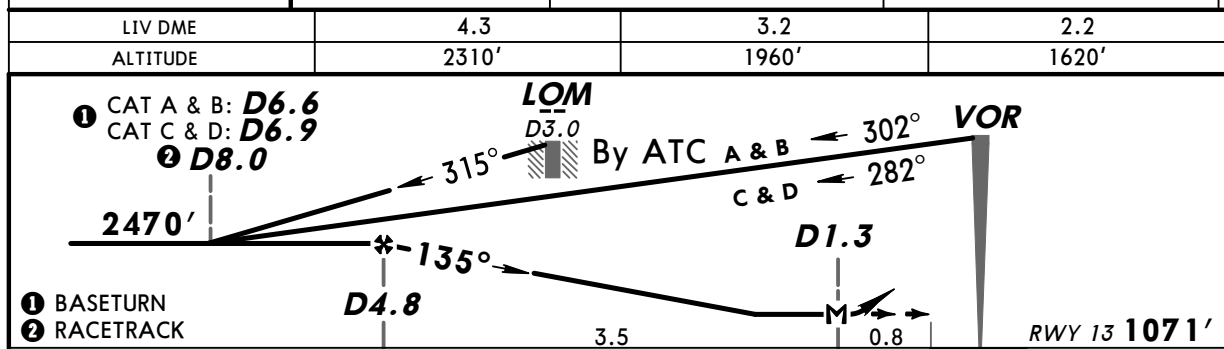
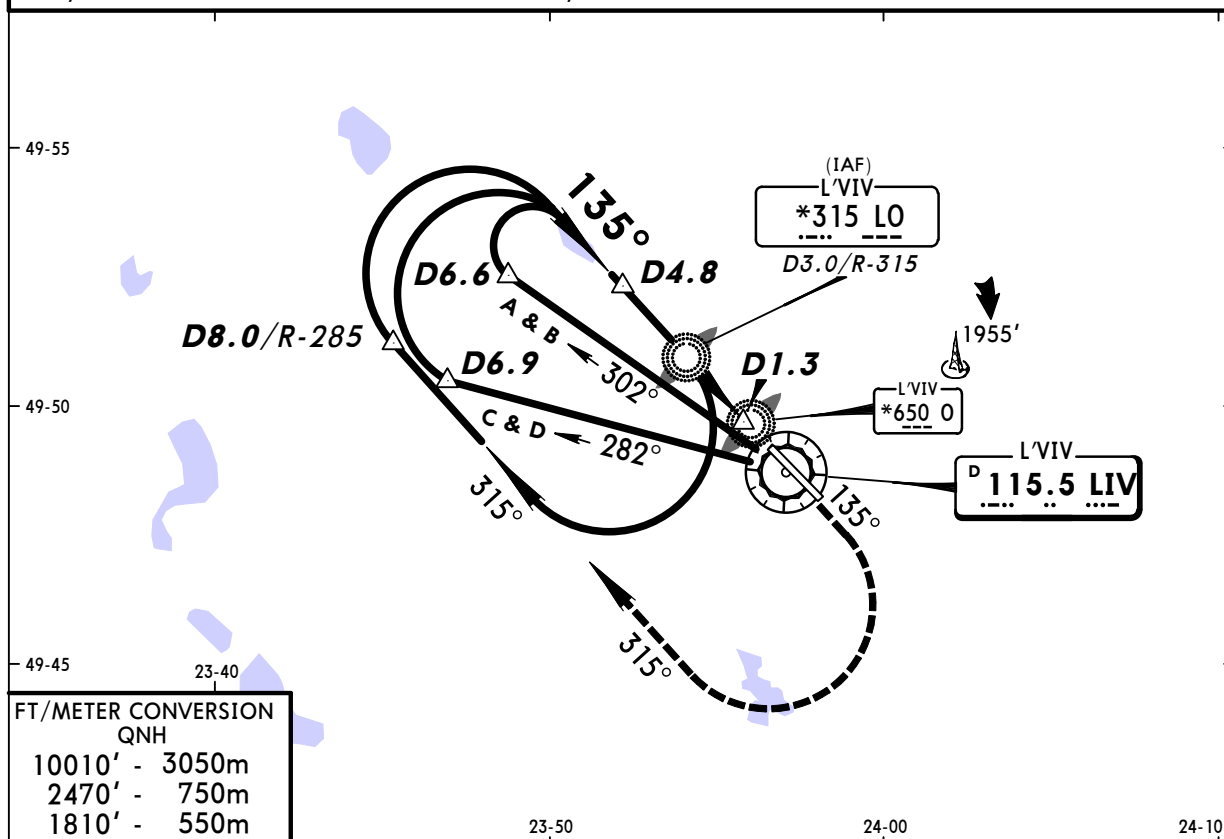
UKLL/LWO
L'VIV

JEPPESEN
26 SEP 08 (13-1)

L'VIV, UKRAINE
VOR DME Rwy 13

BRIEFING STRIP

ATIS	L'VIV Radar (APP)	L'VIV Tower	*Ground	
128.7	126.0	128.0	119.0	
VOR LIV 115.5	Final Apch Crs 135°	Minimum Alt D4.8 2470' (1399')	MDA(H) 1550' (479')	Apt Elev 1071' RWY 1071
MISSED APCH: Climb on 135° to 1810', then turn RIGHT on 315° climbing to 2470', then according to chart.				
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'				
Heavy turbulence with downdrafts and windshear may occur on final.				



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810'	on 135°	315°	2470'
Descent Gradient	5.2%	369	474	527	632	737	843			RT	
MAP at D1.3											

JAR-OPS	STRAIGHT-IN LANDING RWY 13	CIRCLE-TO-LAND
	MDA(H) 1550' (479')	
	ALS out	Max Kts
A	RVR 1500m	100 1730' (659') 1500m
B		135 1740' (669') 1600m
C	RVR 1800m RVR 2000m	180 2350' (1279') 2400m
D	RVR 2000m	205 2350' (1279') 3600m

CHANGES: Ground frequency.

© JEPPESEN, 2004, 2008. ALL RIGHTS RESERVED.

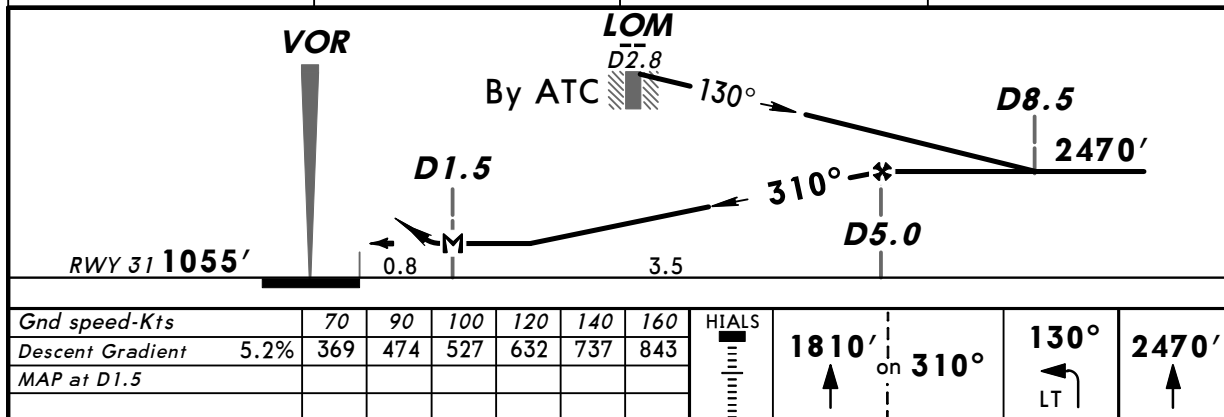
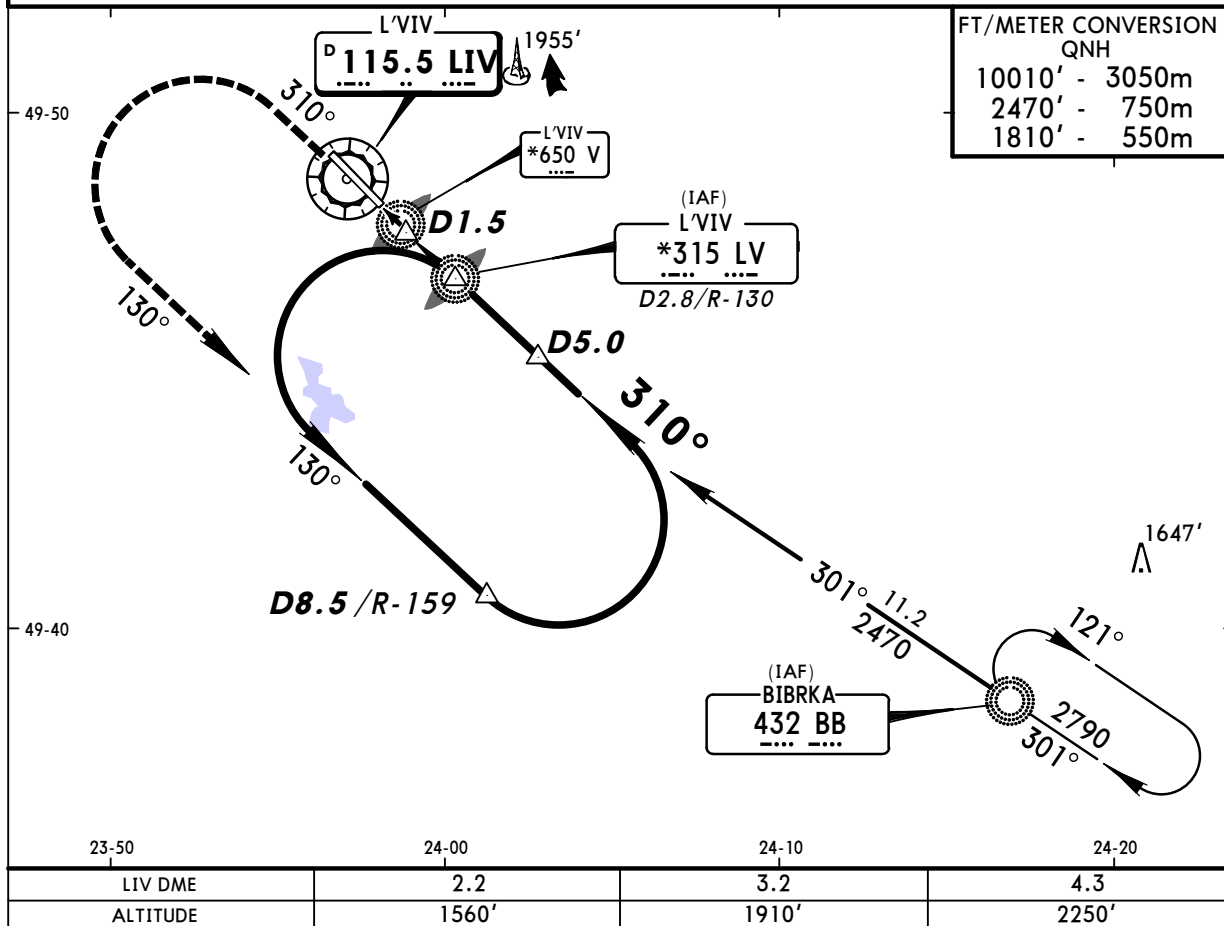
UKLL/LWO
L'VIV

JEPPESEN
26 SEP 08 (13-2)

L'VIV, UKRAINE
VOR DME Rwy 31

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR
VOR LIV 115.5	Final Apch Crs 310°	Minimum Alt D5.0 2470' (1415')		MDA(H) 1500' (445')		Apt Elev 1071' RWY 1055'		
MISSED APCH: Climb on 310° to 1810', then turn LEFT on 130° climbing to 2470', then according to chart.								
Alt Set: hPa (MM on req)		Rwy Elev: 38 hPa		Trans level: By ATC		Trans alt: 10010'		
Heavy turbulence with downdrafts and windshear may occur on final.								



JAR-OPS				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND 1			
				MDA(H) 1500' (445')							
				ALS out				Max Kts			
A	RVR 900m			RVR 1500m			100	MDA(H)	1730' (675')	VIS 1500m	
B	RVR 1000m			RVR 1800m			135	MDA(H)	1740' (685')	1600m	
C							180	MDA(H)	2350' (1295')	2400m	
D	RVR 1400m			RVR 2000m			205	MDA(H)	2350' (1295')	3600m	

1 Circling height based on rwy 31 thresh elev of 1055'.