Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UKLN

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 19 DEC 09 THR rwy 33 displaced by 1037'(316m), TORA/LDA rwy 15/33 reduced to 6234'(1900m).

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Until 19 DEC 09 GS rwy 33 u/s.

General Info
Chernivtsi, UKR
N 48° 15.6' E 25° 58.9' Mag Var: 4.3°E
Elevation: 826'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info
Runway 15-33 7270' x 138' asphalt

Runway 15 (149.0°M) TDZE 801'
  Lights: Edge, ALS
Runway 33 (329.0°M) TDZE 827'
  Lights: Edge, ALS

Communications Info
Chernivtsi Tower **121.3**

Notebook Info

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UKLN/CWC CHERNIVTSI

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CHERNIVTSI, UKRAINE

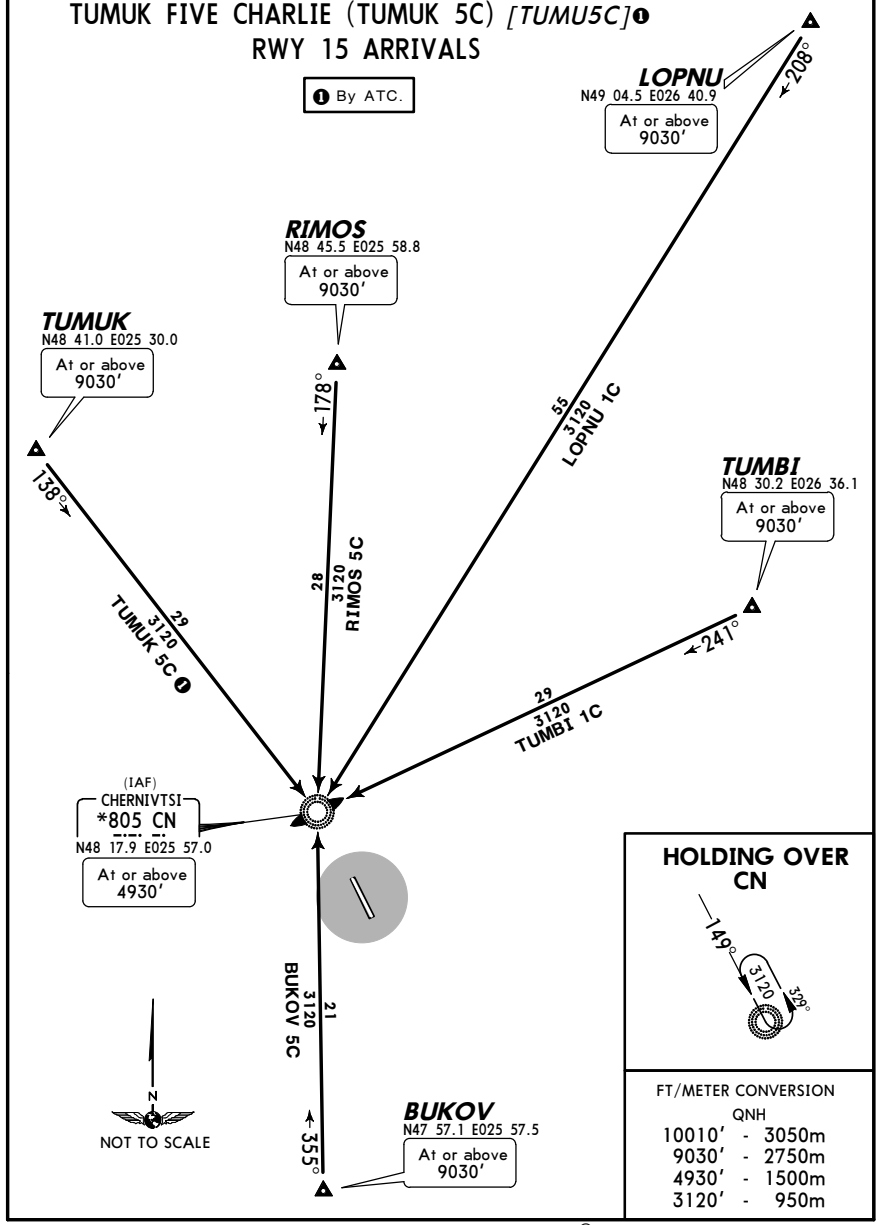
7 NOV 08 (10-2) Eff 20 Nov **STAR**

Apt Elev	
826′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA CN NDB: 090° 3200′; 360° 4800′

BUKOV FIVE CHARLIE (BUKOV 5C) *[BUKO5C]*
LOPNU ONE CHARLIE (LOPNU 1C) *[LOPN1C]*
RIMOS FIVE CHARLIE (RIMOS 5C) *[RIMO5C]*
TUMBI ONE CHARLIE (TUMBI 1C) *[TUMB1C]*
TUMUK FIVE CHARLIE (TUMUK 5C) *[TUMU5C]*❶
RWY 15 ARRIVALS

❶ By ATC.



FT/METER CONVERSION

QNH	
10010′	3050m
9030′	2750m
4930′	1500m
3120′	950m

CHANGES: STARs completely revised.

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UKLN/CWC CHERNIVTSI

JEPPESEN

CHERNIVTSI, UKRAINE

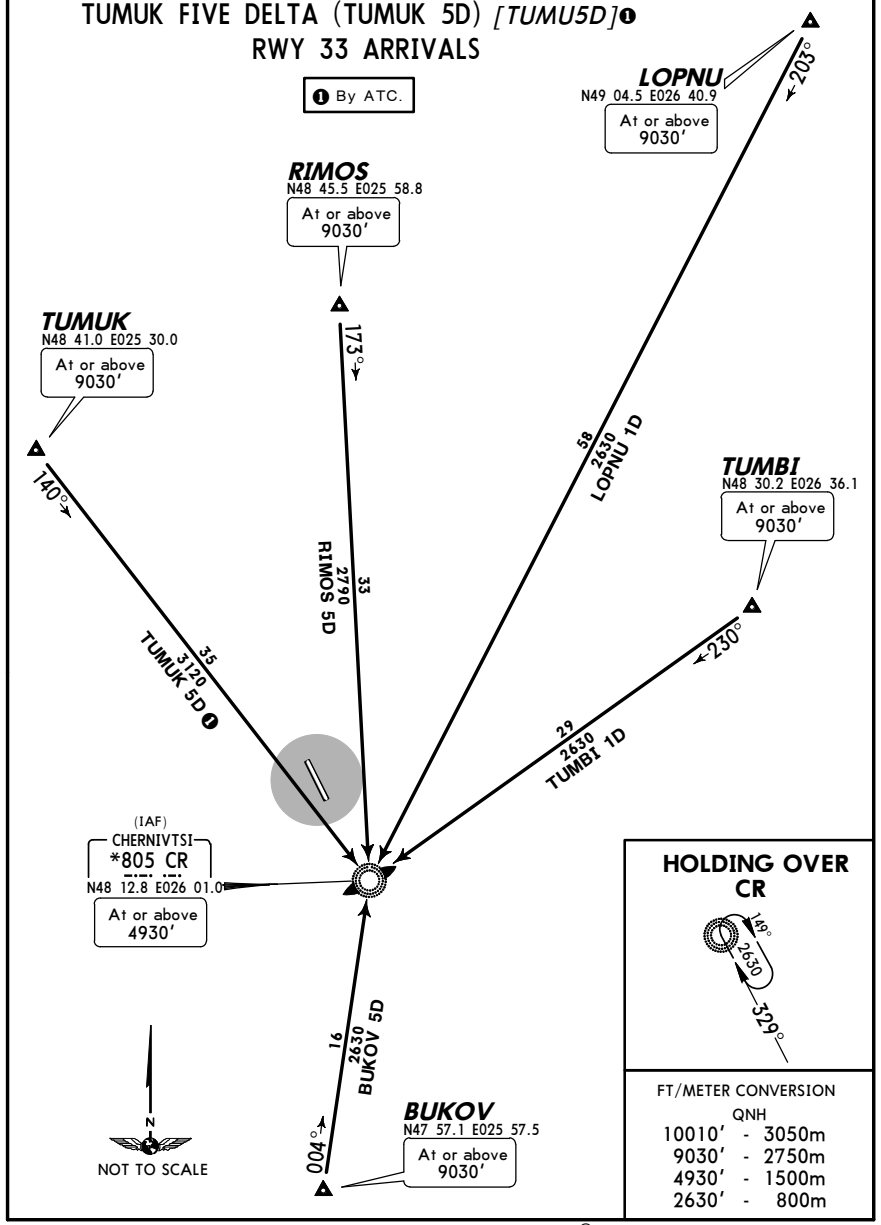
7 NOV 08 (10-2A) Eff 20 Nov **STAR**

Apt Elev	
826′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA CR NDB: 090° 3200′; 360° 4800′

BUKOV FIVE DELTA (BUKOV 5D) *[BUKO5D]*
LOPNU ONE DELTA (LOPNU 1D) *[LOPN1D]*
RIMOS FIVE DELTA (RIMOS 5D) *[RIMO5D]*
TUMBI ONE DELTA (TUMBI 1D) *[TUMB1D]*
TUMUK FIVE DELTA (TUMUK 5D) *[TUMU5D]*❶
RWY 33 ARRIVALS

❶ By ATC.



FT/METER CONVERSION

QNH	
10010′	3050m
9030′	2750m
4930′	1500m
2630′	800m

CHANGES: STARs completely revised.

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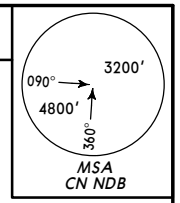
UKLN/CWC CHERNIVTSI, UKRAINE

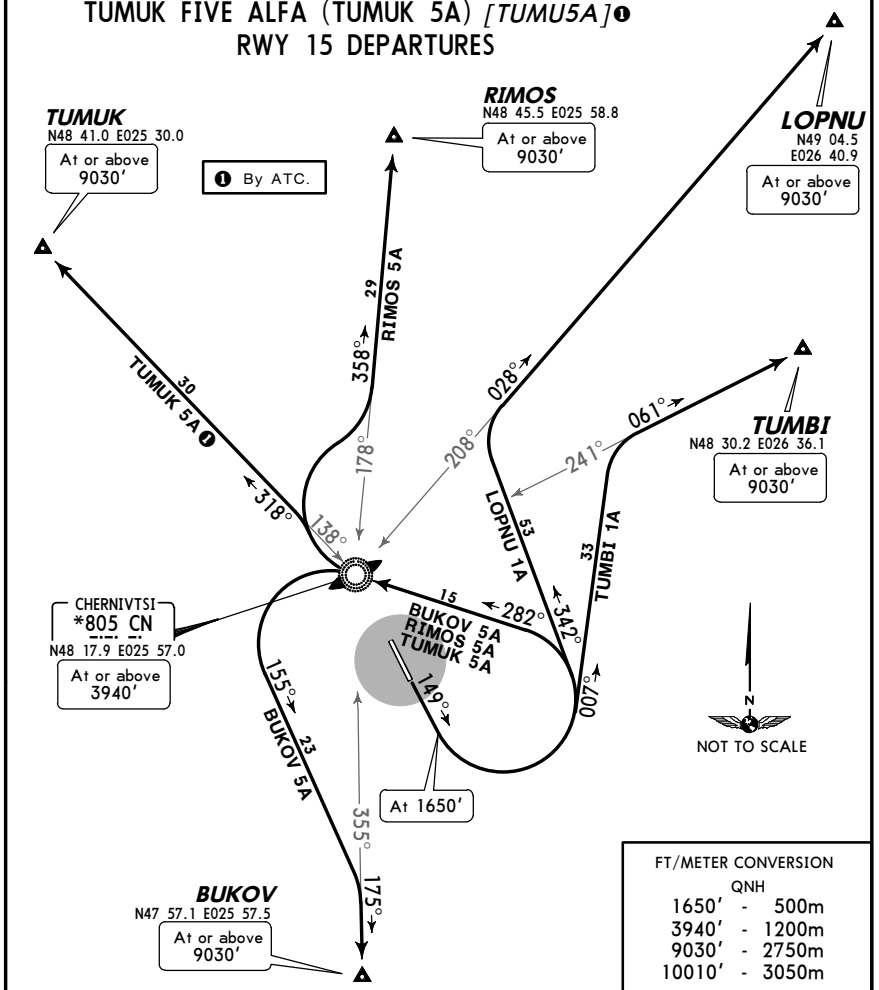
CHERNIVTSI

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

Apt Elev	
826′	Trans level: By ATC Trans alt: 10010′

BUKOV FIVE ALFA (BUKOV 5A) *[BUKO5A]*
LOPNU ONE ALFA (LOPNU 1A) *[LOPN1A]*
RIMOS FIVE ALFA (RIMOS 5A) *[RIMO5A]*
TUMBI ONE ALFA (TUMBI 1A) *[TUMB1A]*
TUMUK FIVE ALFA (TUMUK 5A) *[TUMU5A]* ❶
RWY 15 DEPARTURES





FT/METER CONVERSION	
QNH	
1650′	500m
3940′	1200m
9030′	2750m
10010′	3050m

SID	ROUTING
BUKOV 5A	Climb on 149° track to 1650′, turn LEFT, intercept 282° bearing to CN, turn LEFT, 155° track, turn RIGHT, intercept 175° bearing from CN to BUKOV.
LOPNU 1A	Climb on 149° track to 1650′, turn LEFT, 342° track, intercept 028° bearing from CN to LOPNU.
RIMOS 5A	Climb on 149° track to 1650′, turn LEFT, intercept 282° bearing to CN, turn RIGHT, intercept 358° bearing from CN to RIMOS.
TUMBI 1A	Climb on 149° track to 1650′, turn LEFT, 007° track, intercept 061° bearing from CN to TUMBI.
TUMUK 5A ❶	Climb on 149° track to 1650′, turn LEFT, intercept 282° bearing to CN, turn RIGHT, intercept 318° bearing from CN to TUMUK.

CHANGES: SID completely revised.

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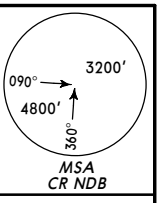
UKLN/CWC CHERNIVTSI, UKRAINE

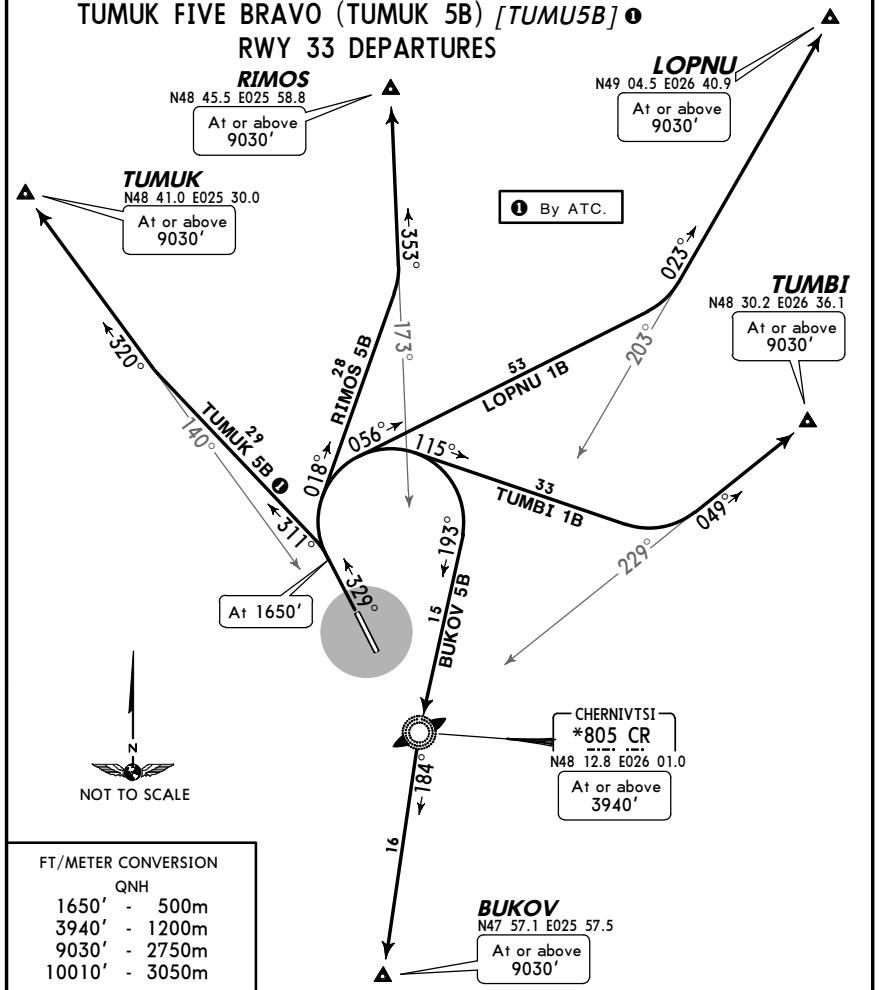
CHERNIVTSI

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

Apt Elev	
826′	Trans level: By ATC Trans alt: 10010′ EXPECT close-in obstacles.

BUKOV FIVE BRAVO (BUKOV 5B) *[BUKO5B]*
LOPNU ONE BRAVO (LOPNU 1B) *[LOPN1B]*
RIMOS FIVE BRAVO (RIMOS 5B) *[RIMO5B]*
TUMBI ONE BRAVO (TUMBI 1B) *[TUMB1B]*
TUMUK FIVE BRAVO (TUMUK 5B) *[TUMU5B]* ❶
RWY 33 DEPARTURES





FT/METER CONVERSION	
QNH	
1650′	500m
3940′	1200m
9030′	2750m
10010′	3050m

SID	ROUTING
BUKOV 5B	Climb on 329° track to 1650′, turn RIGHT, intercept 193° bearing to CR, turn LEFT, 184° bearing to BUKOV.
LOPNU 1B	Climb on 329° track to 1650′, turn RIGHT, 056° track, intercept 023° bearing from CR to LOPNU.
RIMOS 5B	Climb on 329° track to 1650′, turn RIGHT, 018° track, intercept 353° bearing from CR to RIMOS.
TUMBI 1B	Climb on 329° track to 1650′, turn RIGHT, 115° track, intercept 049° bearing from CR to TUMBI.
TUMUK 5B ❶	Climb on 329° track to 1650′, turn LEFT, 311° track, intercept 320° bearing from CR to TUMUK.

CHANGES: SIDs completely revised.

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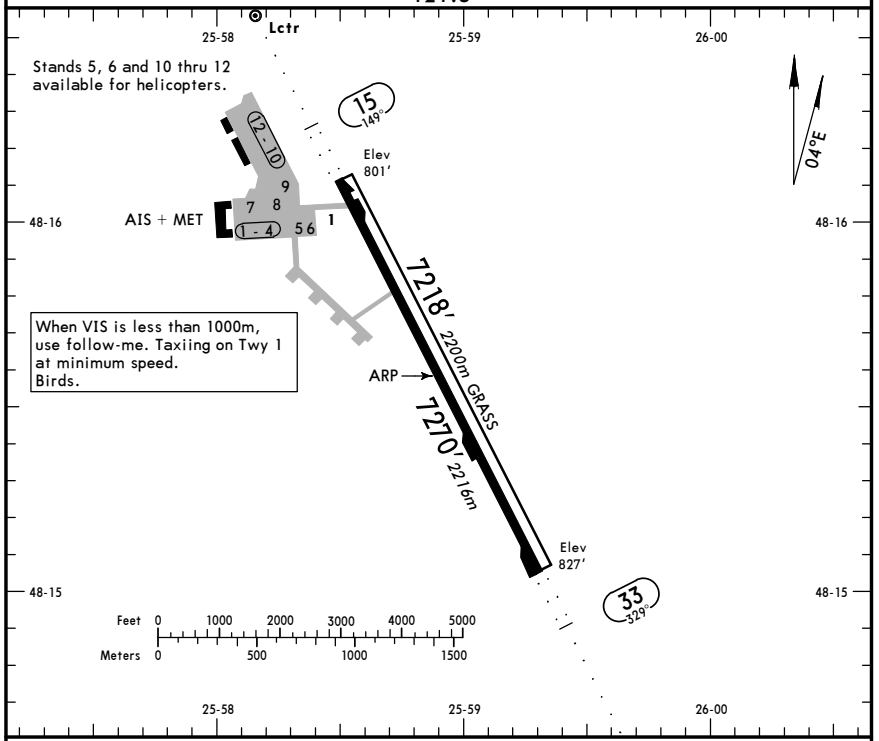
UKLN
Apt Elev **826′**
N48 15.6 E025 58.9

JEPPESEN
18 FEB 05 (10-9)

CHERNIVTSI, UKRAINE
CHERNIVTSI

*CHERNIVTSI Tower (TWR/GND)

121.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15 / 33	RL *(60m)* ALS RVR		5971′ *1820m* / 6204′ *1891m*		138′ *42m*
15 / 33	Grass runway				164′ *50m*

TAKE-OFF

	AIR CARRIER (JAA) Main rwy 15/33 — LVP must be in force: RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

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UKLN
CHERNIVTSI

JEPPESEN
18 FEB 05 (11-1)

CHERNIVTSI, UKRAINE
ILS or 2 NDB Rwy 15

*CHERNIVTSI Tower (TWR/GND)

121.3

BRIEFING STRIP™

LOC ICN *109.5	Final Apch Crs 149°	GS LOM 1509′ *(708′)*	ILS DA(H) Refer to Minimums	Apt Elev 826′
NDB CN *805		Minimum Alt LOM 1510′ *(709′)*	NDB MDA(H) 1220′ *(419′)*	RWY 801′

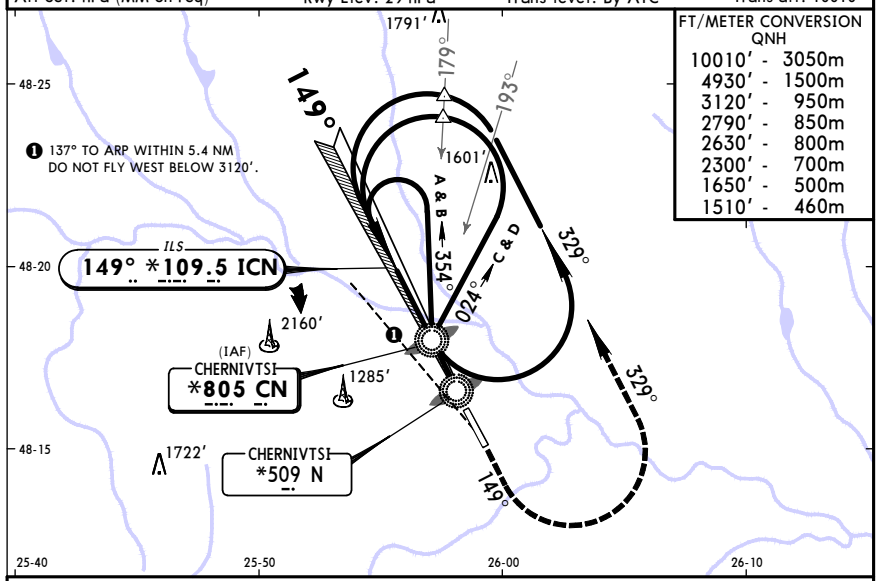
MISSED APCH: Climb on 149° to 1650′, then turn LEFT on 329° climbing to 2790′, then according to chart.

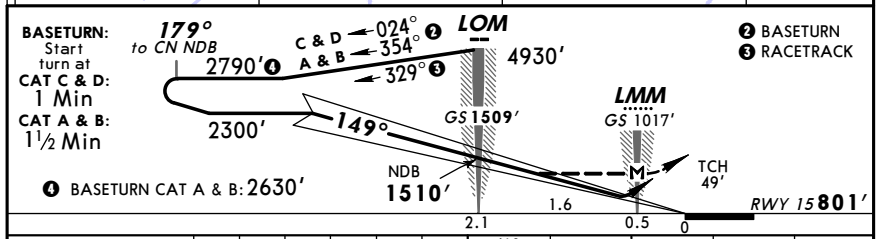
MSA CN NDB: 090° 3200′; 180° 4800′; 360°

Alt Set: hPa (MM on req) | Rwy Elev: 29 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION QNH

10010′ -	3050m
4930′ -	1500m
3120′ -	950m
2790′ -	850m
2630′ -	800m
2300′ -	700m
1650′ -	500m
1510′ -	460m





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
MAP at LMM						

ALS: 1650′ on 149° — 329° LT — 2790′

STRAIGHT-IN LANDING RWY 15

	ILS DA(H)	LOC (GS out)	NDB MDA(H)
AB:	1001′ *(200′)* FULL		1220′ *(419′)* ALS out
C:	1007′ *(206′)* ALS out		
D:	1017′ *(216′)* ALS out		
A	1200m	NOT AUTH	1600m
B			
C			2000m
D			

CIRCLE-TO-LAND ❶ Prohibited West of apt between 180° and 317° to ARP

Max Kts.	MDA(H)
100 / 135	1320′ *(519′)* 1600m
180	1690′ *(889′)* 4400m
205	2010′ *(1209′)* 4800m

PANS OPS

❶ Circling height based on rwy 15 thresh elev of 801′.

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UKLN
CHERNIVTSI

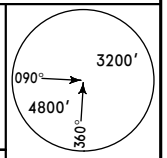
JEPPESEN
18 FEB 05 (11-2)

CHERNIVTSI, UKRAINE
ILS or 2 NDB Rwy 33

BRIEFING STRIP ™

*CHERNIVTSI Tower (TWR/GND)
121.3

LOC ICR	Final Apch Crs	GS/ Minimum Alt	ILS DA(H)	Apt Elev 826′
*110.3	329°	LOM 1690′(863′)	1027′(200′)	RWY 827′
NDB CR *805			NDB MDA(H) 1140′(313′)	



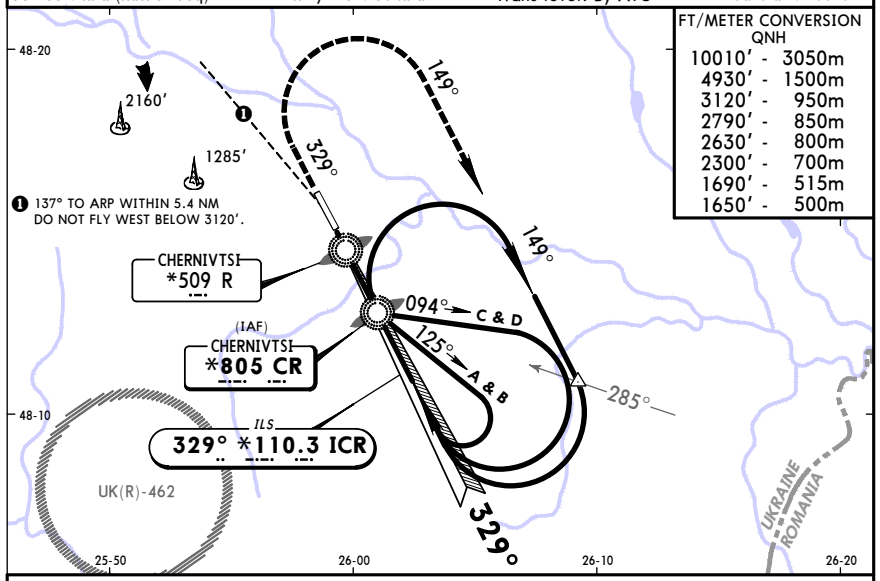
MSA CR NDB

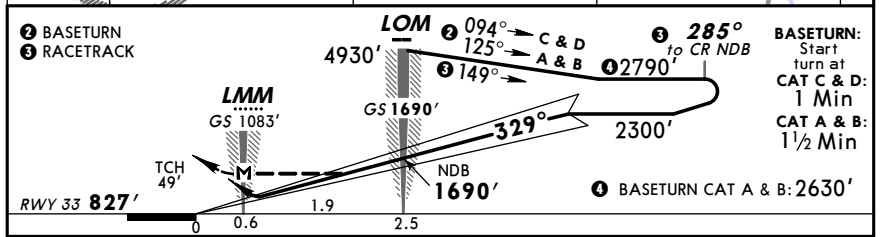
MISSED APCH: Climb on 329° to 1650′, then turn RIGHT on 149° climbing to 2790′, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 10010′

FT/METER CONVERSION
QNH

10010′ -	3050m
4930′ -	1500m
3120′ -	950m
2790′ -	850m
2630′ -	800m
2300′ -	700m
1690′ -	515m
1650′ -	500m





BASETURN: Start turn at
CAT C & D: 1 Min
CAT A & B: 1½ Min

❹ BASETURN CAT A & B: 2630′

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
MAP at LMM						

ALS

1650′ on 329° | 149° RT | 2790′

PANS OPS

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 1027′(200′) FULL	ILS DA(H) 1027′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1140′(313′)	NDB MDA(H) 1140′(313′) ALS out
A	1200m		NOT AUTH	1600m	
B					
C					
D					

CIRCLE-TO-LAND ❶
Prohibited West of apt between 180° and 317° to ARP

Max Kts.	MDA(H)
100	1320′(493′) 1600m
135	
180	1690′(863′) 4000m
205	2010′(1183′) 4800m

❶ Circling height based on rwy 33 thresh elev of 827′.

CHANGES: Communications.

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