

Page 1
Changed chart(s) since Disc 15-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 15-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKWW

UKWW (Gavryshivka)**General Info**

Vinnytsia, UKR

N 49° 14.6' E 28° 36.8' Mag Var: 4.9°E

Elevation: 974'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 13-31 8202' x 138' concrete

Runway 13 (134.0°M) TDZE 971'

Lights: Edge, ALS

Runway 31 (314.0°M) TDZE 967'

Lights: Edge, ALS

Communications InfoVinnytsia Tower **128.0** Non-EnglishBasket Start Tower **124.0****Notebook Info**

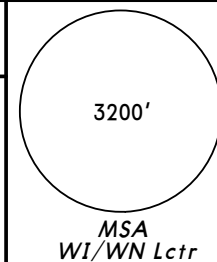
UKWW/VIN
GAVRYSHIVKA

JEPPESEN
20 NOV 09 **10-2**

VINNYTSIA, UKRAINE
STAR

Apt Elev
974'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



NEMYRIV THREE CHARLIE (NM 3C)
NEMYRIV THREE DELTA (NM 3D)
POGER THREE DELTA (POGER 3D)
POGER THREE ECHO (POGER 3E)
RWYS 13, 31 ARRIVALS
FROM EAST



POGER
N49 33.0
E029 11.0

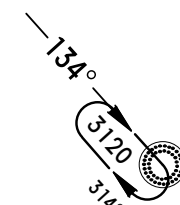
(IAF)
***415 WI**
N49 16.7 E028 33.9
At 4270'

BELOE
D14.8 VIN
N49 24.0 E028 54.5
At 6070'

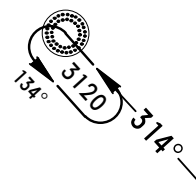
(IAF)
***415 WN**
N49 12.4 E028 39.9
At 4270'

DME
VINNYTSIA
P(114.8) VIN
N49 14.4 E028 37.3

HOLDINGS
OVER
WI



WN



FT/METER CONVERSION
QNH
10010' - 3050m
6070' - 1850m
4270' - 1300m
3120' - 950m

BARAK
D13.9 VIN
N49 02.2 E028 47.4
At 6070'

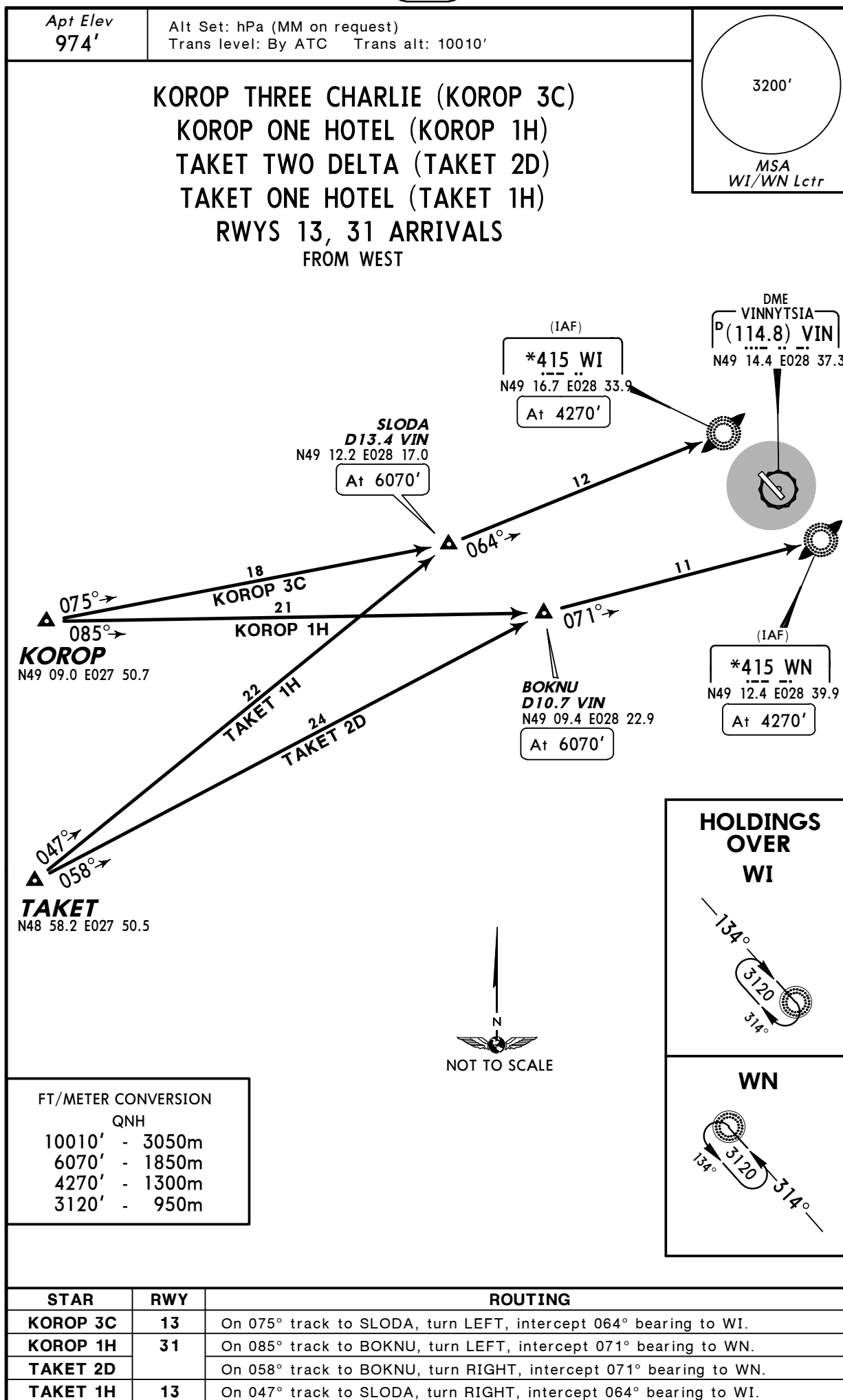
NEMYRIV
1060 NM
N48 58.0 E028 51.0

STAR	RWY	ROUTING
NM 3C	13	On 327° bearing to BARAK, turn LEFT, intercept 325° bearing to WI.
NM 3D	31	On 327° bearing to BARAK, turn RIGHT, intercept 330° bearing to WN.
POGER 3D	13	On 226° track to BELOE, turn RIGHT, intercept 238° bearing to WI.
POGER 3E	31	On 226° track to BELOE, turn LEFT, intercept 216° bearing to WN.

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 20 NOV 09 **(10-2A)**

VINNYTSIA, UKRAINE
STAR

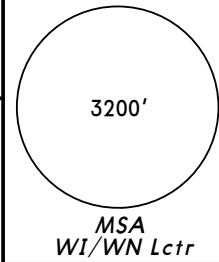


CHANGES: New chart.

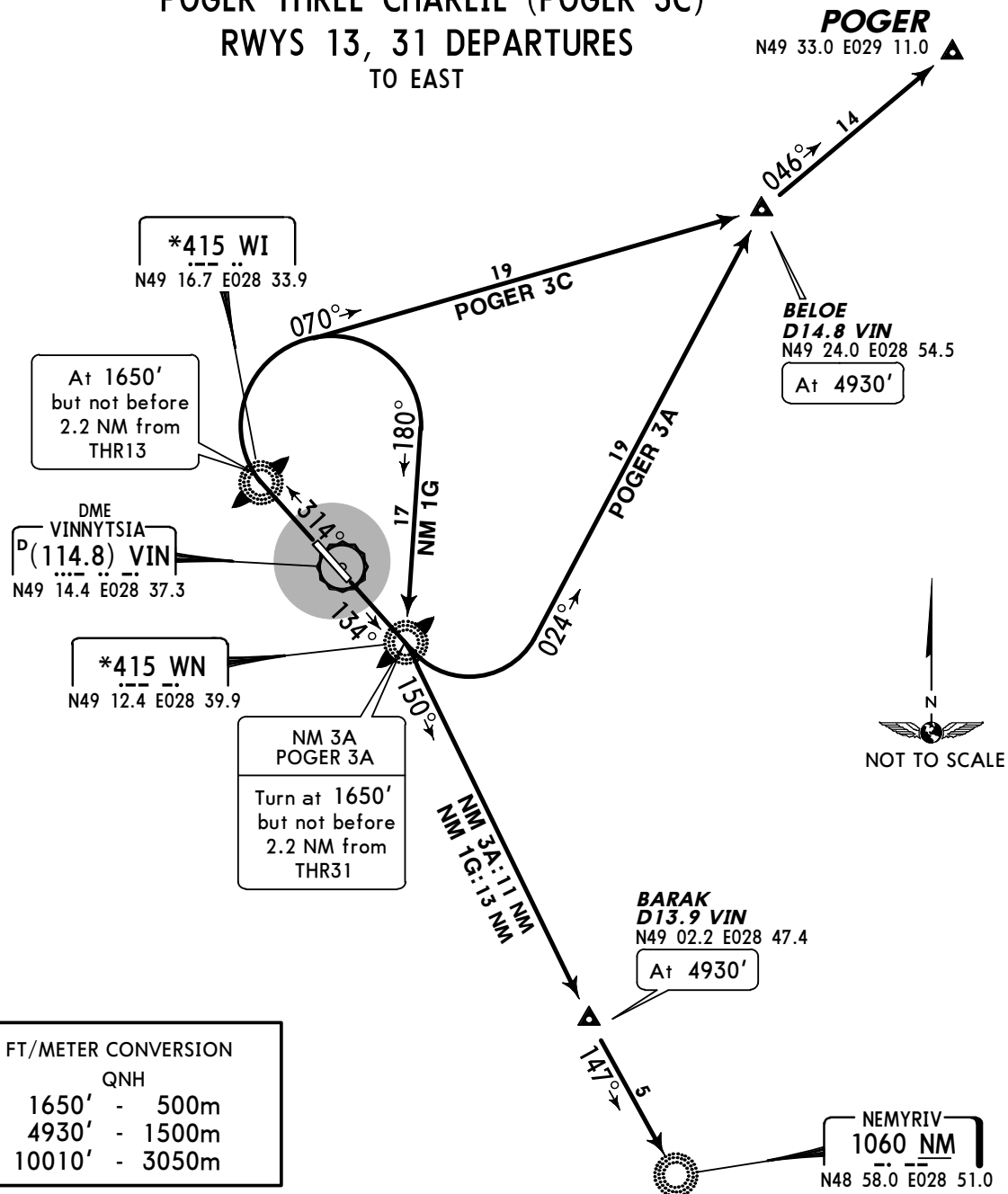
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 20 NOV 09 **10-3**
VINNYTSIA, UKRAINE
SID

 Apt Elev
974'

 Trans level: By ATC Trans alt: 10010'
 Noise abatement procedures should be applied at all times
 according to ICAO Annex 16 chapter 2 & 3.


NEMYRIV THREE ALFA (NM 3A)
NEMYRIV ONE GOLF (NM 1G)
POGER THREE ALFA (POGER 3A)
POGER THREE CHARLIE (POGER 3C)
RWYS 13, 31 DEPARTURES
TO EAST


FT/METER CONVERSION

	QNH
1650'	- 500m
4930'	- 1500m
10010'	- 3050m

SID	RWY	ROUTING
NM 3A	13	Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 150° track to BARAK, turn LEFT, intercept 147° bearing to NM.
NM 1G	31	Climb on 314° track, at 1650' but not before 2.2 NM from THR13 turn RIGHT, intercept 180° bearing to WN, turn LEFT, 150° bearing to BARAK, turn LEFT, intercept 147° bearing to NM.
POGER 3A	13	Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn LEFT, 024° track to BELOE, turn RIGHT, 046° track to POGER.
POGER 3C	31	Climb on 314° track, at 1650' but not before 2.2 NM from THR13 turn RIGHT, 070° track to BELOE, turn LEFT, 046° track to POGER.

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20 NOV 09 **JEPPESEN** (10-3A)

VINNYTSIA, UKRAINE

SID

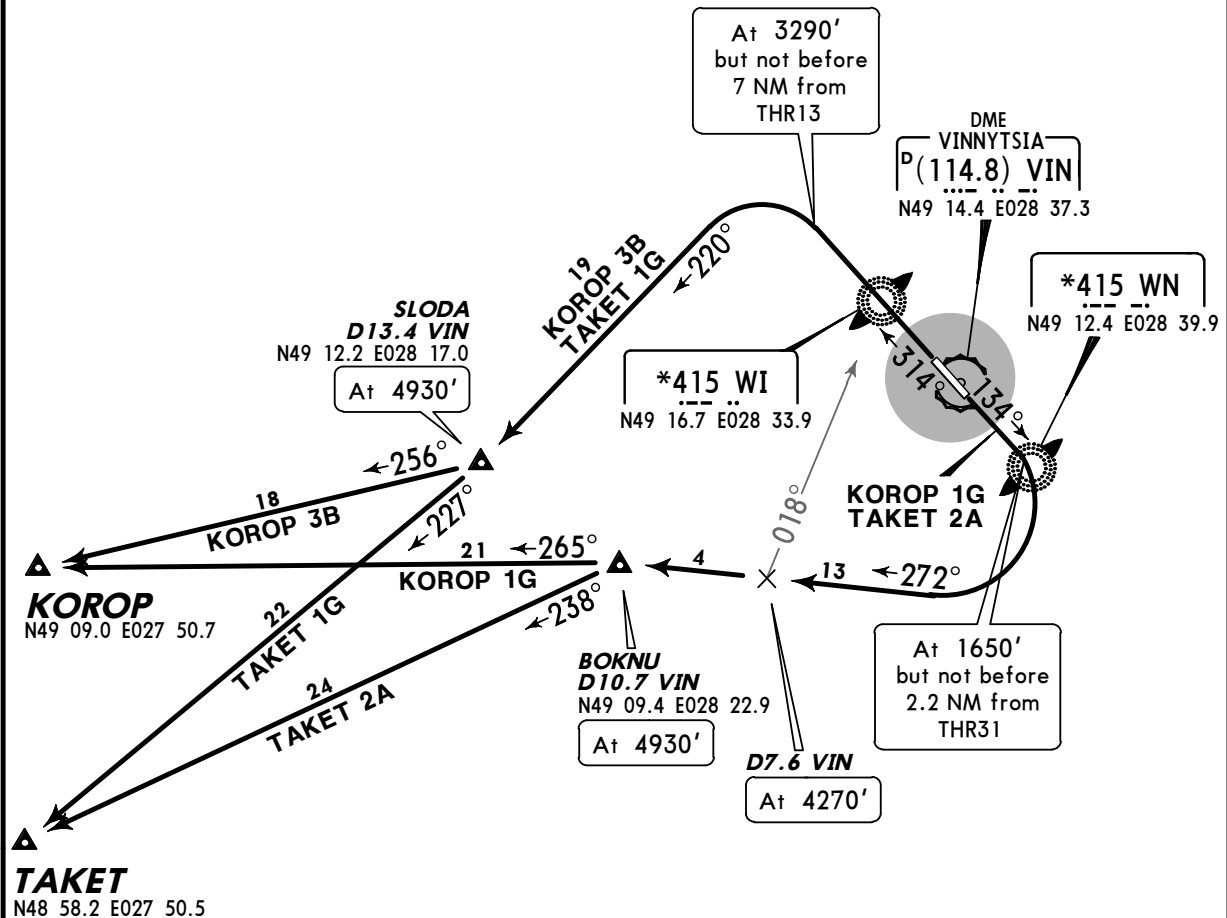
Apt Elev
974'

Trans level: By ATC Trans alt: 10010'
Noise abatement procedures should be applied at all times
according to ICAO Annex 16 chapter 2 & 3.

3200'

MSA
WI/WN Lctr

KOROP THREE BRAVO (KOROP 3B)
KOROP ONE GOLF (KOROP 1G)
TAKET TWO ALFA (TAKET 2A)
TAKET ONE GOLF (TAKET 1G)
RWYS 31, 13 DEPARTURES
TO WEST



FT/METER CONVERSION

QNH

1650' - 500m

3290' - 1000m

4270' - 1300m

4930' - 1500m

10010' - 3050m

SID	RWY	ROUTING
KOROP 3B	31	Climb on 314° track, at 3290' but not before 7 NM from THR13 turn LEFT, 220° track to SLODA, turn RIGHT, 256° track to KOROP.
KOROP 1G	13	Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 272° track to BOKNU, turn LEFT, 265° track to KOROP.
TAKET 2A		Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 272° track to BOKNU, turn LEFT, 238° track to TAKET.
TAKET 1G	31	Climb on 314° track, at 3290' but not before 7 NM from THR13 turn LEFT, 220° track to SLODA, turn RIGHT, 227° track to TAKET.

CHANGES: New chart.

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UKWW/VIN

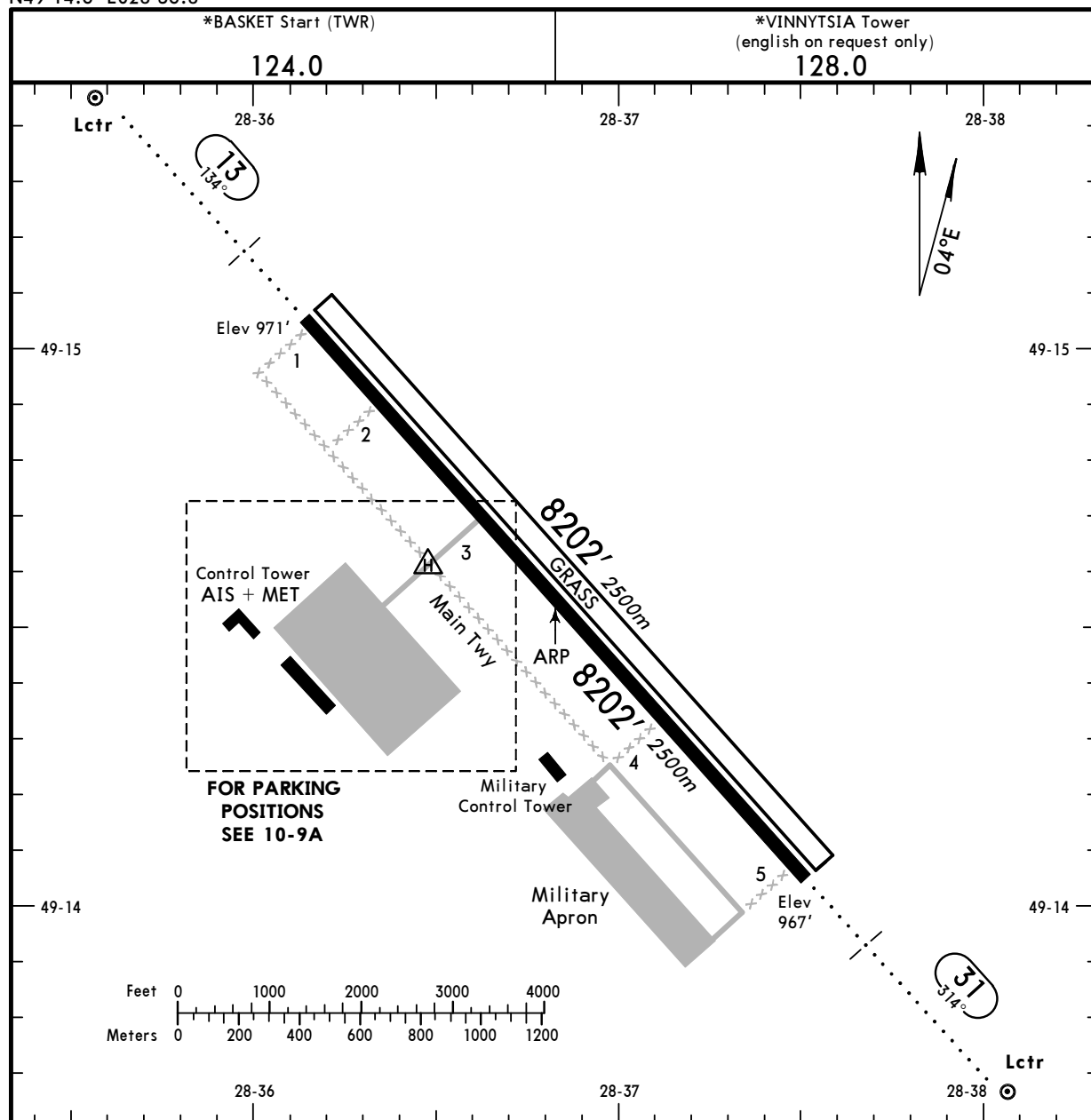
Apt Elev **974'**
N49 14.6 E028 36.8

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20 NOV 09 **(10-9)**

VINNYTSIA, UKRAINE

GAVRYSHIVKA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	31	RL (100m) ALS	6987' 2130m		138' 42m
13	31	Grass runway			249' 76m

JAR-OPS

TAKE-OFF 1

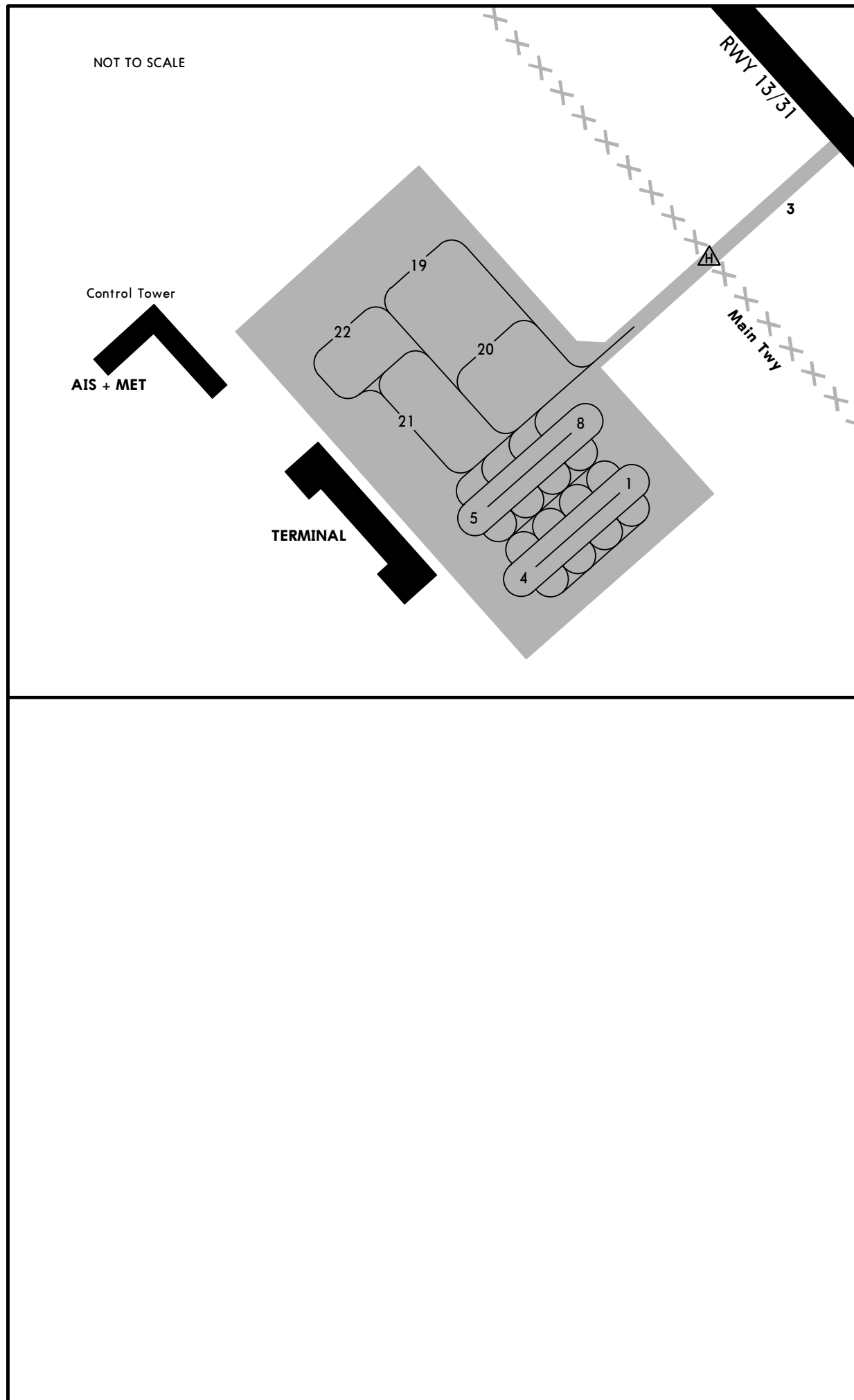
	Main Rwy		
	LVP must be in force		
A	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
B	250m	400m	500m
C			
D	300m		

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

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20 NOV 09 **10-9A**

VINNYTSIA, UKRAINE
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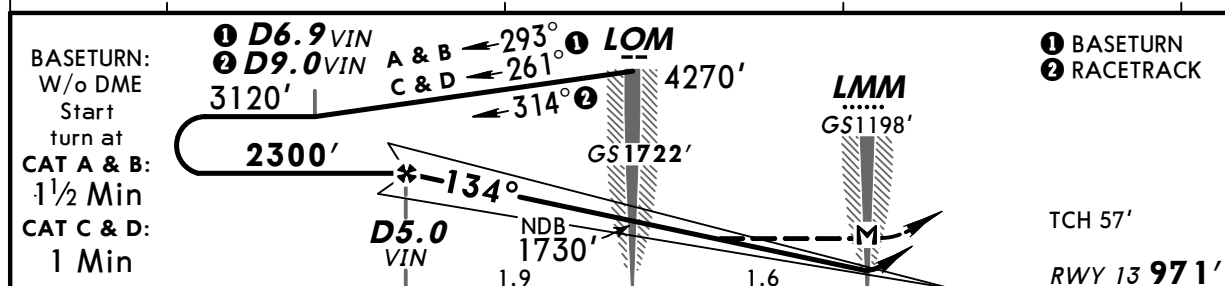
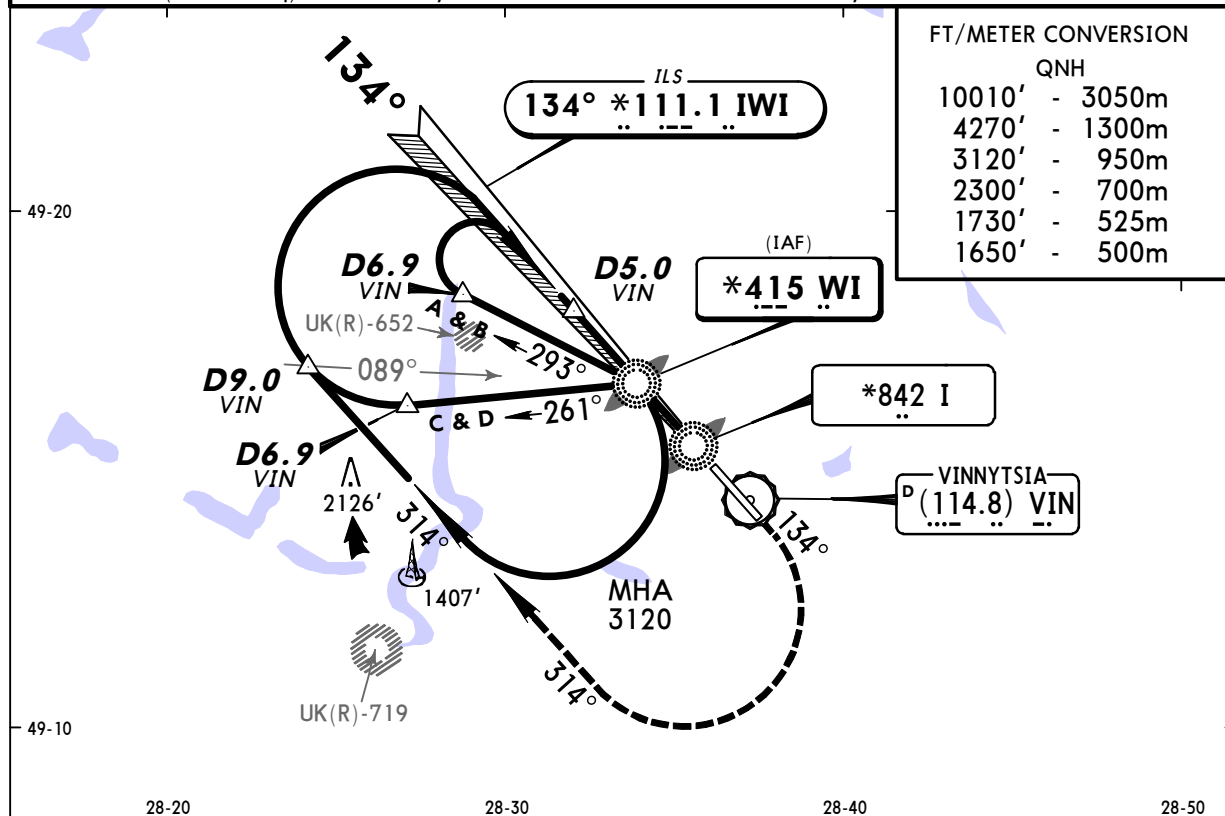
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JEPPESSEN
20 NOV 09 **(11-1)**

VINNYTSIA, UKRAINE
ILS or NDB Rwy 13

BRIEFING STRIP

*VINNYTSIA Tower (english on request only) 128.0				*BASKET Start (TWR) 124.0	
LOC IWI *111.1	Final Apch Crs 134°	GS LOM 1722' (751')	ILS DA(H) Refer to Minimums	Apt Elev 974' RWY 971'	3200' MSA WI Lctr
Lctr WI *415		Minimum Alt D5.0 VIN 2300' (1329')	NDB MDA(H) 1320' (349')		
MISSED APCH: Climb on 134° to 1650', then turn RIGHT onto 314° climbing to 3120', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 10010'					



Gnd speed-Kts	70	90	100	120	140	160	ALS	1650'	134°	314°	3120'
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861	...	↑	on	RT	↑
MAP at LMM											

JAR-OPS				STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
ILS		NDB		LOC (GS out)		NDB		Max Kts		MDA(H)	
A: 1178' (207') C: 1197' (226')		A: 1320' (349')		B: 1188' (217') D: 1207' (236')		B: 1320' (349')		100		1380' (406') 1500m	
FULL		ALS out		NOT AUTH		ALS out		135		1480' (506') 1600m	
RVR 800m		RVR 1000m		RVR 1300m		RVR 1500m		180		1650' (676') 2400m	
RVR 1400m		RVR 1600m		RVR 1800m		RVR 2000m		205		1680' (706') 3600m	

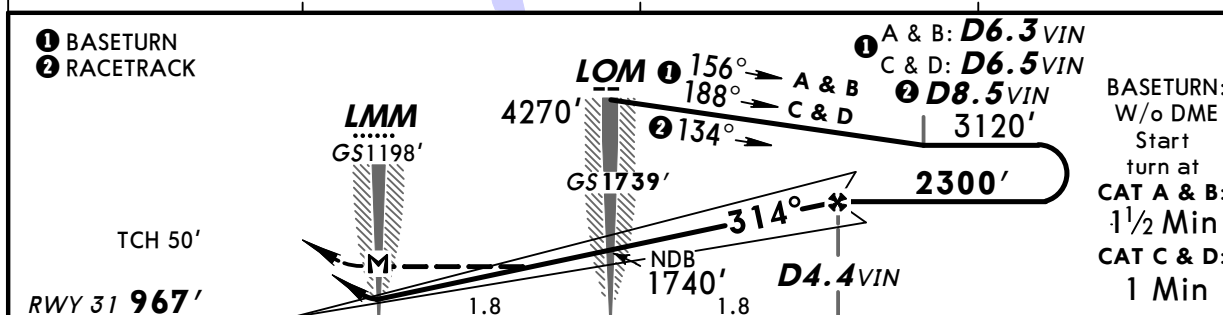
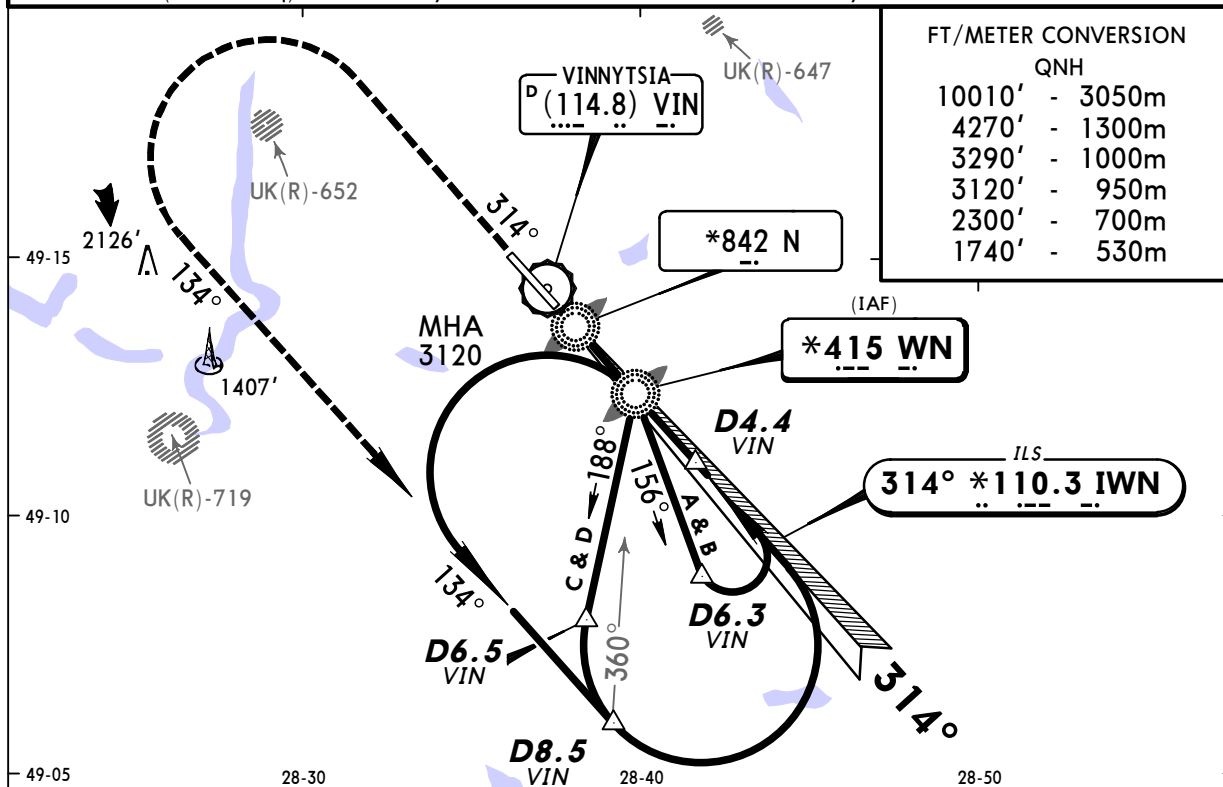
UKWW/VIN
GAVRYSHIVKA

JEPPESSEN
20 NOV 09 **(11-2)**

VINNYTSIA, UKRAINE
ILS or NDB Rwy 31

BRIEFING STRIP

*VINNYTSIA Tower (english on request only) 128.0				*BASKET Start (TWR) 124.0		
LOC IWN *110.3	Final Apch Crs 314°	GS LOM 1739' (772')	ILS DA(H) Refer to Minimums	Apt Elev 974' RWY 967'	3200'	
Lctr WN *415		Minimum Alt D4.4 VIN 2300' (1333')	NDB MDA(H) 1320' (353')			
MISSED APCH: Climb on 314° to 3290', then turn LEFT onto 134°, then according to chart.						MSA WN Lctr
Alt Set: hPa (MM on req) Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 10010'						



Gnd speed-Kts	70	90	100	120	140	160	ALS	3290'	314°	134°
ILS GS or NDB Desc angle 3.00°	377	484	538	646	753	861				LT
MAP at LMM										

JAR-OPS				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS		NDB		LOC (GS out)		MDA(H) 1320' (353')		Max Kts		MDA(H) VIS	
A: 1170' (203') C: 1190' (223')		A: 1170' (203') C: 1190' (223')		B: 1180' (213') D: 1200' (233')		B: 1180' (213') D: 1200' (233')		100		1380' (406') 1500m	
FULL		ALS out		NOT AUTH		ALS out		135		1480' (506') 1600m	
RVR 800m		RVR 1000m		RVR 800m		RVR 1000m		180		1650' (676') 2400m	
RVR 1300m		RVR 1500m		RVR 1600m		RVR 1800m		205		1680' (706') 3600m	