

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 22-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UKLL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-9) Twy 6 perm closed.

General Info

L'viv, UKR

N 49° 48.7' E 23° 57.3' Mag Var: 4.1°E

Elevation: 1071'

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 13-31 8245' x 148' asphalt

Runway 13 (132.0°M) TDZE 1071'

Lights: Edge

Runway 31 (312.0°M) TDZE 1055'

Lights: Edge, ALS

Communications InfoATIS **128.7**L'viv Start Tower **124.0** MilitaryL'viv Tower **128.0**L'viv Ground Control **119.0**L'viv Radar Approach Control **126.0****Notebook Info**

UKLL/LWO
L'VIV

14 AUG 09

JEPPESEN
10-1R

Eff 27 Aug

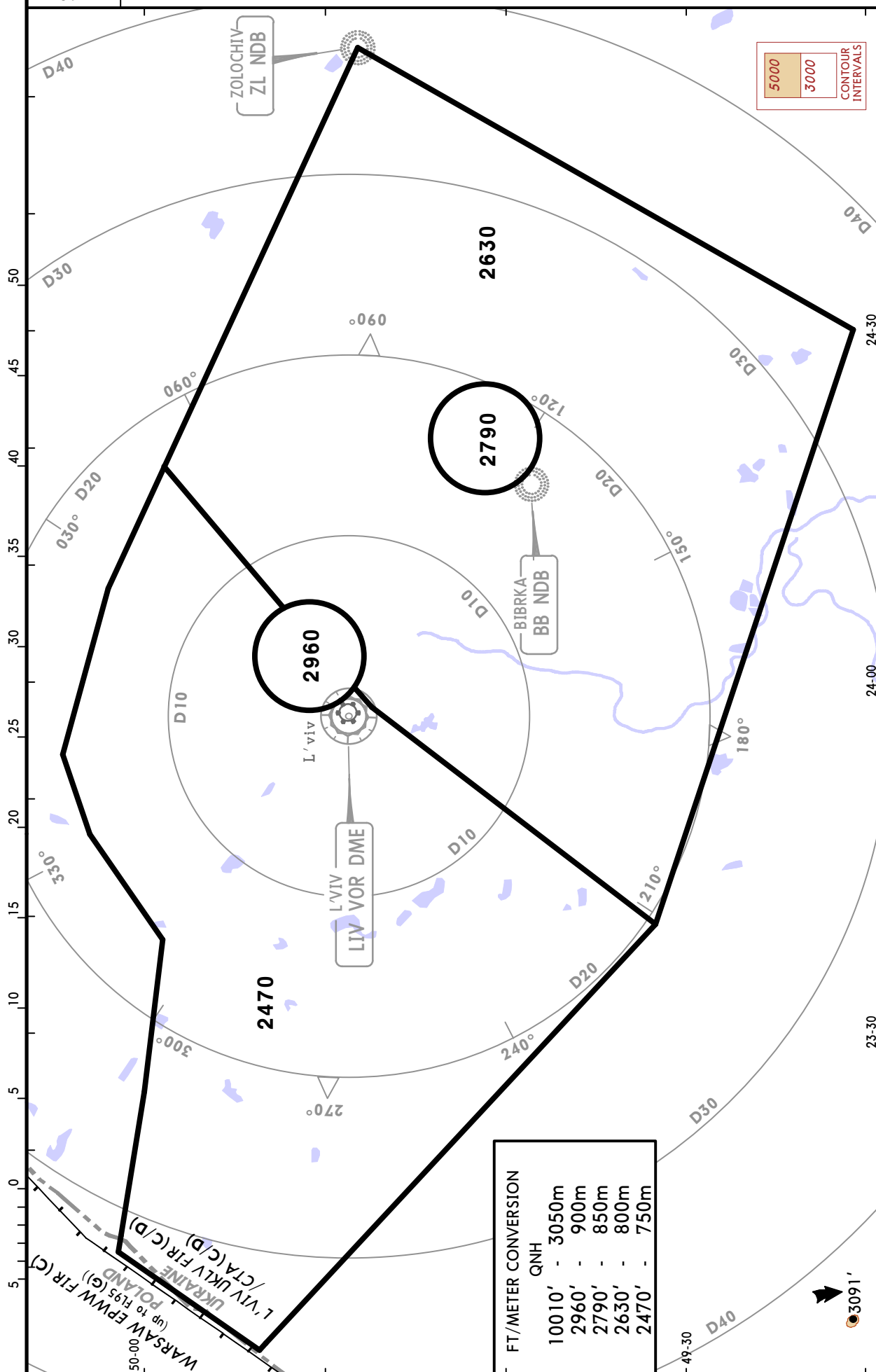
RADAR MINIMUM ALTITUDES

L'VIV, UKRAINE

Apt Elev
1071'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

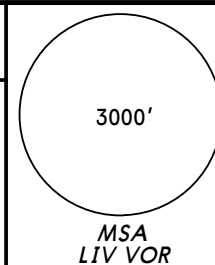


UKLL/LWO
L'VIV

JEPPESEN
 25 SEP 09 **10-2**

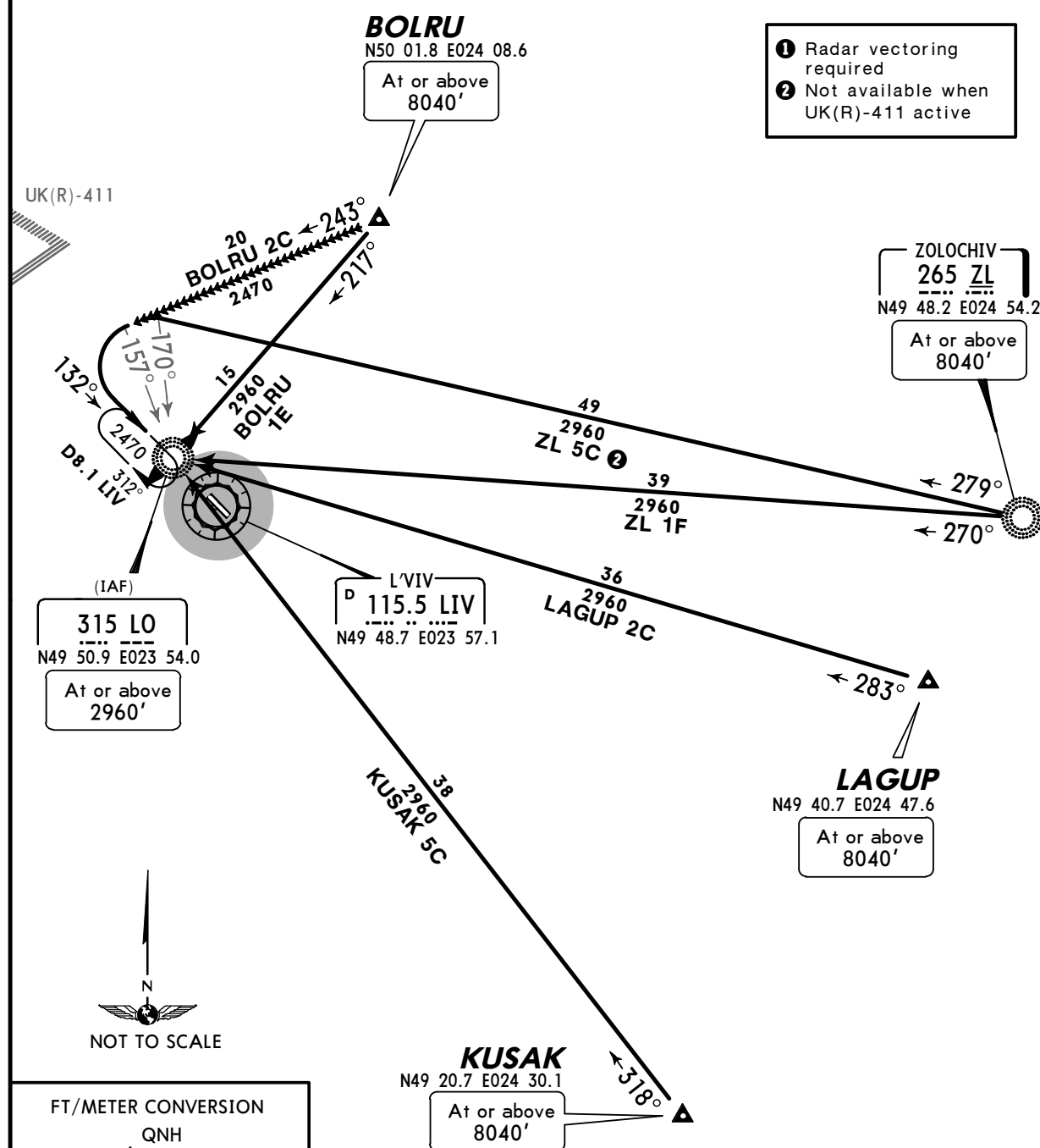
L'VIV, UKRAINE
STAR

ATIS 128.7	Apt Elev 1071'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
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BOLRU TWO CHARLIE (BOLRU 2C) [BOLR2C] ①
BOLRU ONE ECHO (BOLRU 1E) [BOLR1E]
KUSAK FIVE CHARLIE (KUSAK 5C) [KUSA5C]
LAGUP TWO CHARLIE (LAGUP 2C) [LAGU2C]
ZOLOCHIV FIVE CHARLIE (ZL 5C) ②
ZOLOCHIV ONE FOXTROT (ZL 1F)
RWY 13 ARRIVALS
FROM EAST

- ① Radar vectoring required
- ② Not available when UK(R)-411 active

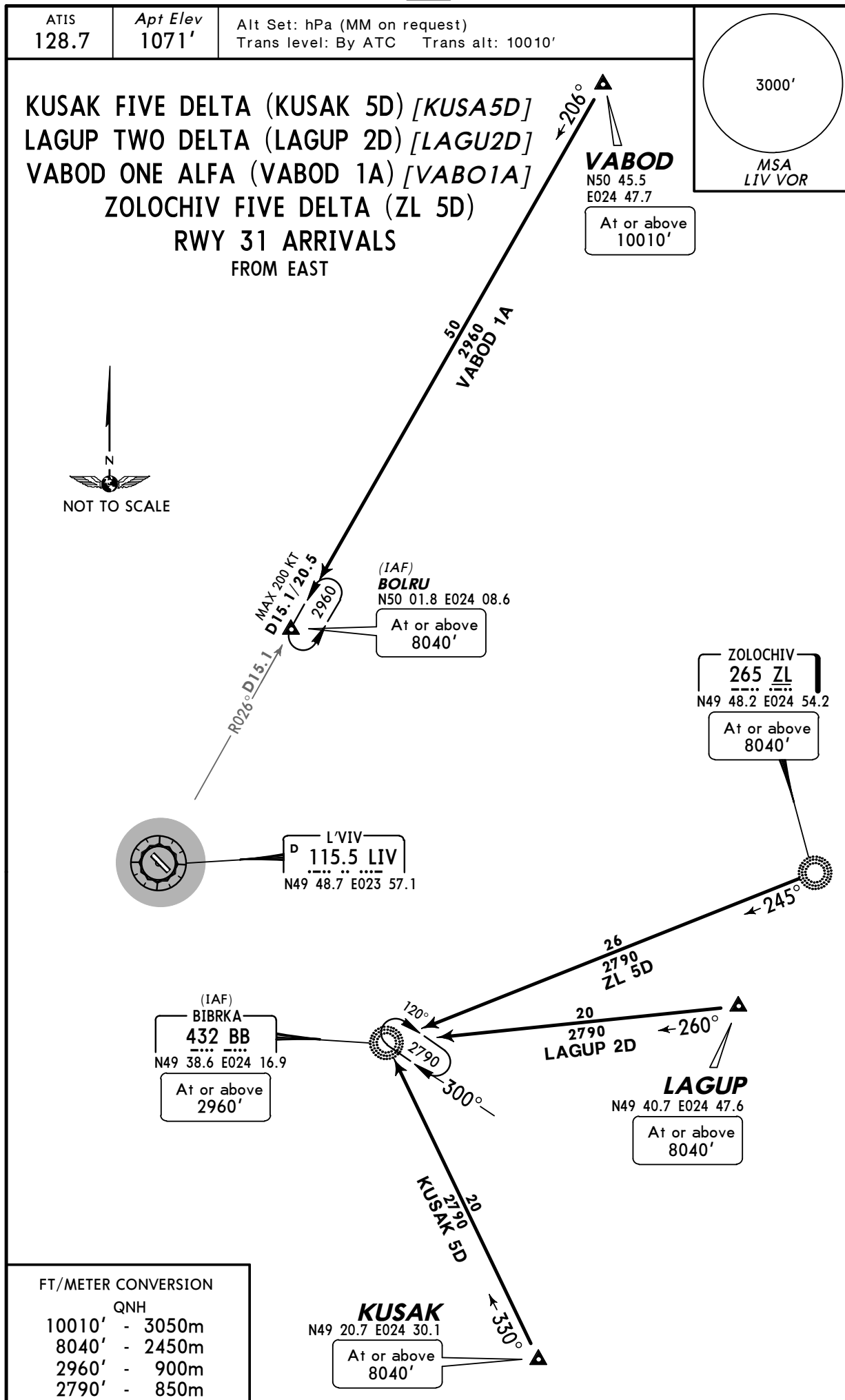


FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
2960'	- 900m
2470'	- 750m

UKLL/LWO
L'VIV

JEPPESSEN
 25 SEP 09 **(10-2A)**

L'VIV, UKRAINE
STAR



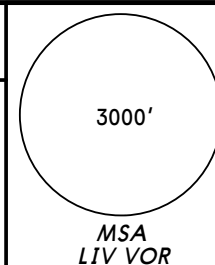
CHANGES: Crossing at BB.

UKLL/LWO
 L'VIV

JEPPESSEN
 25 SEP 09 **(10-2B)**

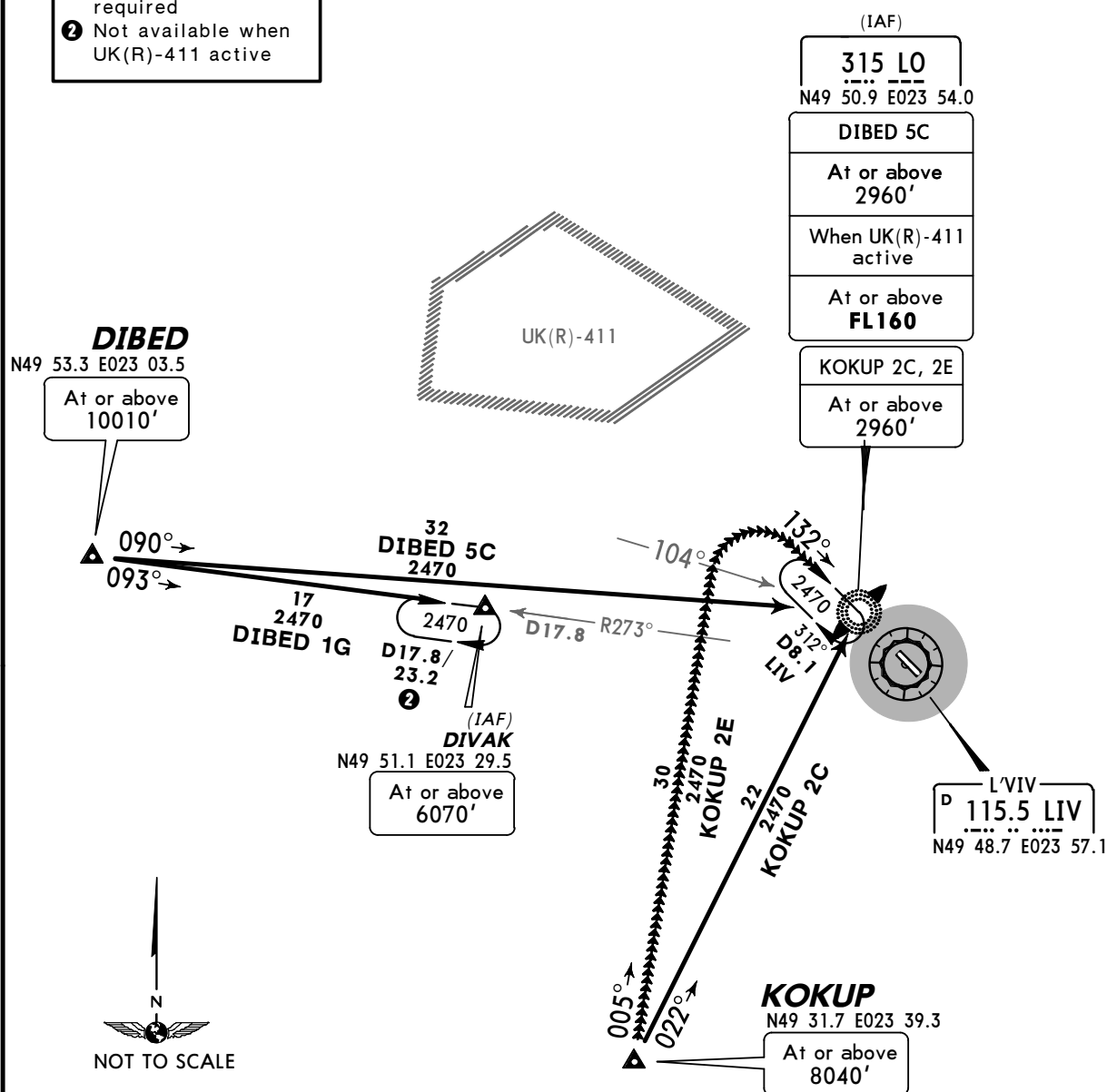
L'VIV, UKRAINE
STAR

ATIS **128.7** *Apt Elev* **1071'** Alt Set: hPa (MM on request)
 Trans level: By ATC Trans alt: 10010'



DIBED FIVE CHARLIE (DIBED 5C) [DIBE5C]
DIBED ONE GOLF (DIBED 1G) [DIBE1G]
KOKUP TWO CHARLIE (KOKUP 2C) [KOKU2C]
KOKUP TWO ECHO (KOKUP 2E) [KOKU2E] ❶
RWY 13 ARRIVALS
FROM WEST

- ❶ Radar vectoring required
 ❷ Not available when UK(R)-411 active



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
2960'	- 900m
2470'	- 750m

UKLL/LWO
 L'VIV

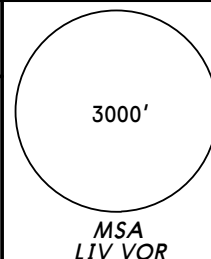
JEPPESEN
 25 SEP 09 **(10-2C)**

L'VIV, UKRAINE
STAR

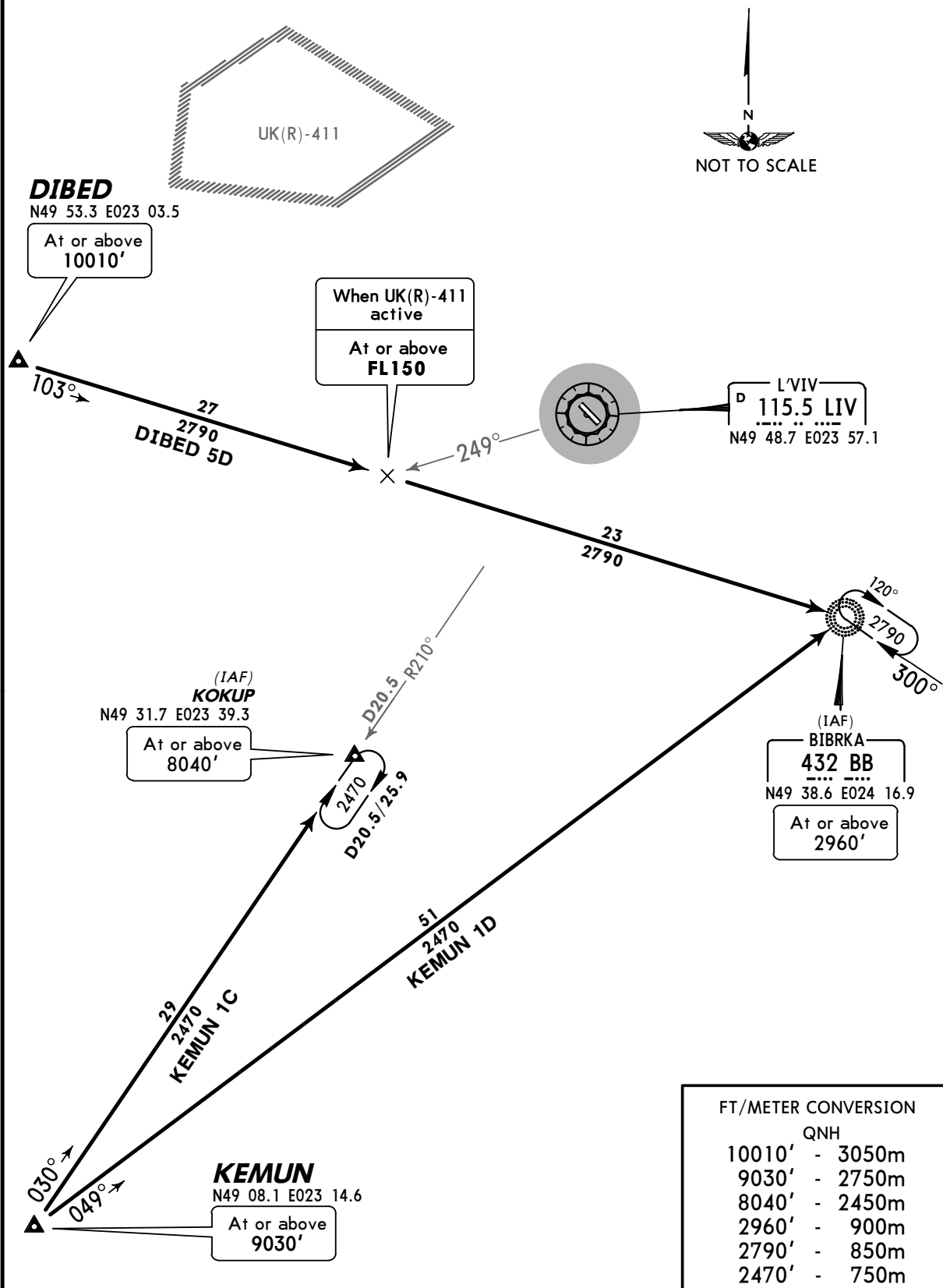
ATIS
 128.7

Apt Elev
 1071'

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



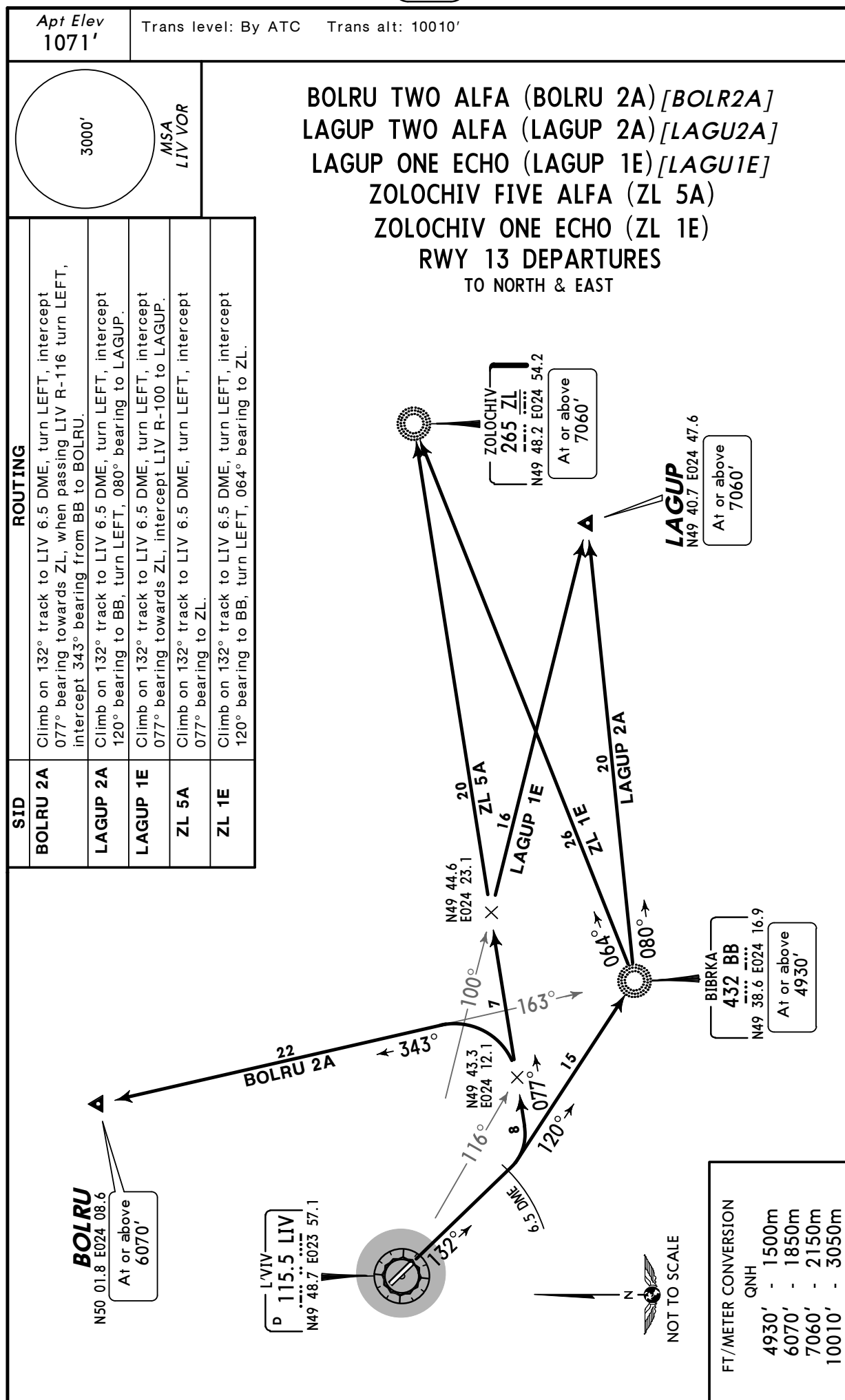
DIBED FIVE DELTA (DIBED 5D) [DIBE5D]
KEMUN ONE CHARLIE (KEMUN 1C) [KEMU1C]
KEMUN ONE DELTA (KEMUN 1D) [KEMU1D]
RWY 31 ARRIVALS
FROM WEST



UKLL/LWO
L'VIV

JEPPESSEN
14 AUG 09 **10-3** **Eff 27 Aug**

L'VIV, UKRAINE
SID



UKLL/LWO
L'VIV

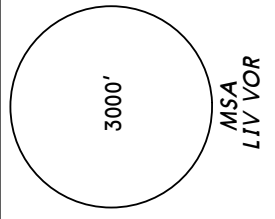
JEPPESSEN
14 AUG 09 **(10-3A)** **Eff 27 Aug**

L'VIV, UKRAINE

SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



BOLRU TWO BRAVO (BOLRU 2B) [BOLR2B]
LAGUP TWO BRAVO (LAGUP 2B) [LAGU2B]
LAGUP ONE FOXTROT (LAGUP 1F) [LAGU1F]
ZOLOCHIV FIVE BRAVO (ZL 5B)

RWY 31 DEPARTURES
TO NORTH & EAST

ROUTING

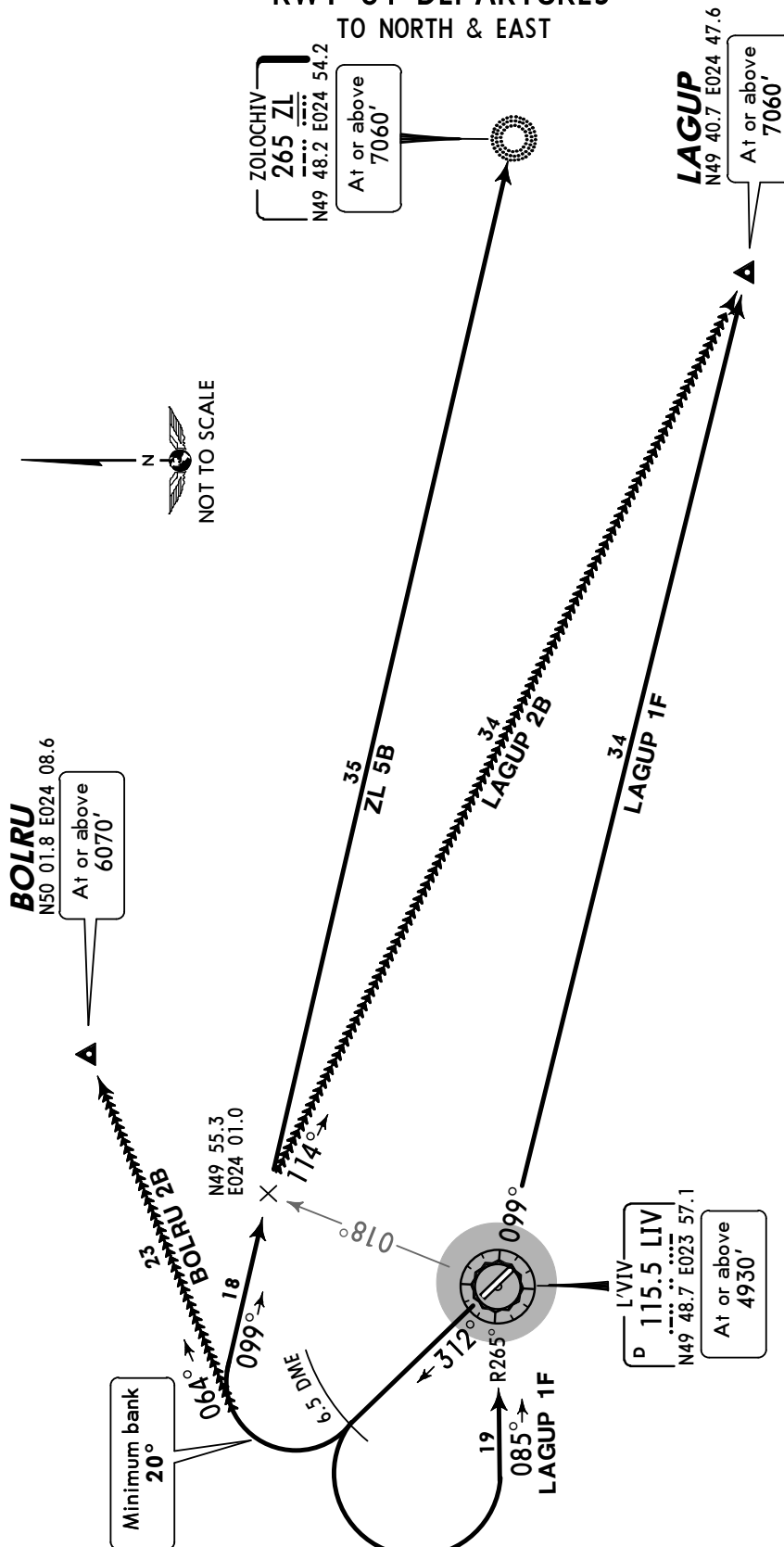
SID

BOLRU 2B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, 064° track to BOLRU.
LAGUP 2B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing towards ZL, when passing LIV R-018 turn RIGHT, 114° track to LAGUP.
LAGUP 1F	Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-265 inbound to LIV, turn RIGHT, intercept LIV R-099 to LAGUP.
ZL 5B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing to ZL.

FT/METER CONVERSION

QNH

4930' - 1500m
6070' - 1850m
7060' - 2150m
10010' - 3050m



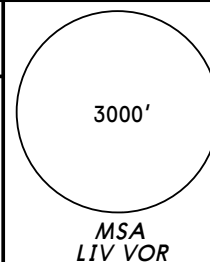
UKLL/LWO
L'VIV

JEPPESEN
14 AUG 09 **10-3B** **Eff 27 Aug**

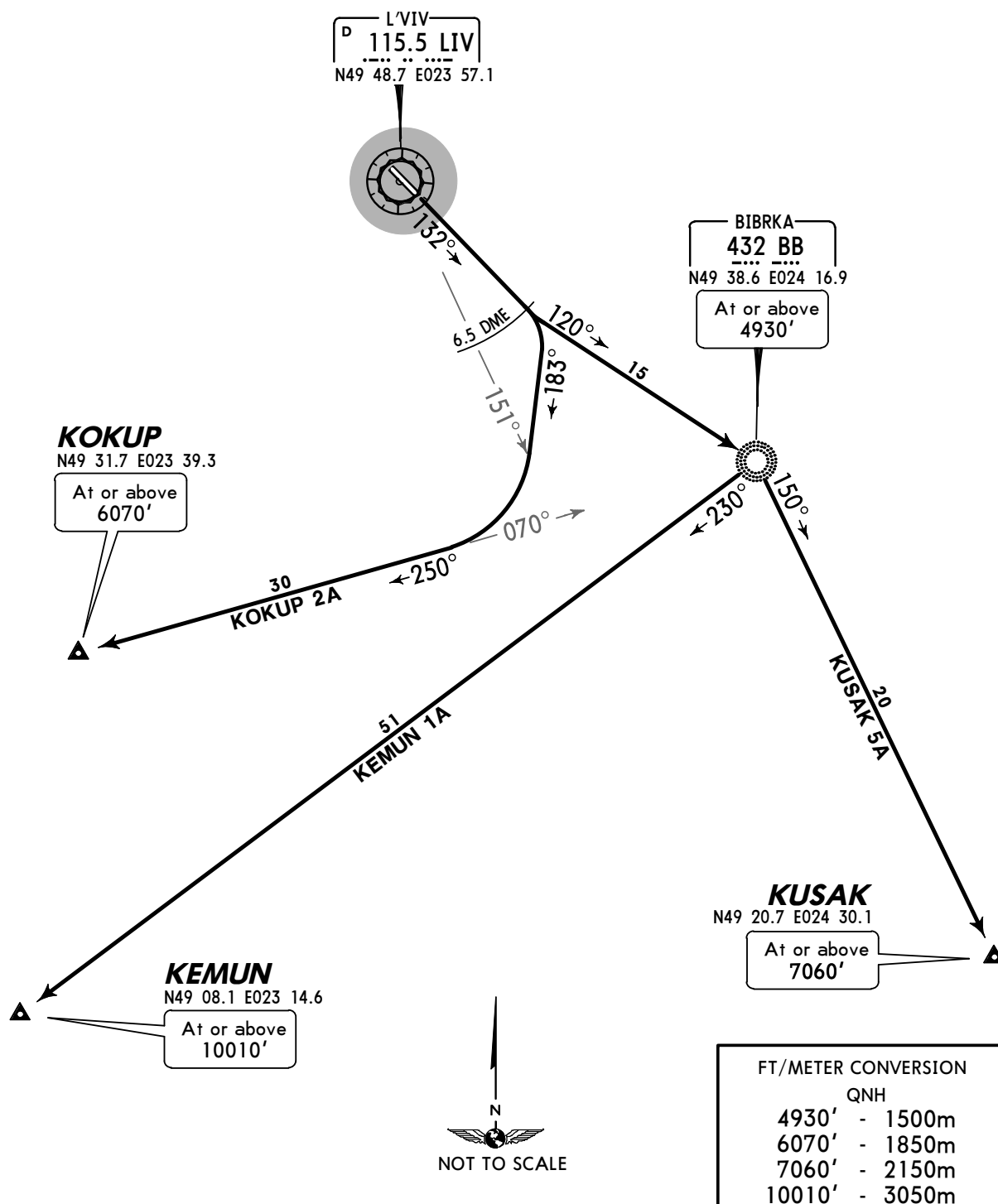
L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



KEMUN ONE ALFA (KEMUN 1A) [KEMU1A]
KOKUP TWO ALFA (KOKUP 2A) [KOKU2A]
KUSAK FIVE ALFA (KUSAK 5A) [KUSA5A]
RWY 13 DEPARTURES
TO SOUTH



SID	ROUTING
KEMUN 1A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn RIGHT, 230° bearing to KEMUN.
KOKUP 2A	Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track, when passing LIV R-151 turn RIGHT, intercept 250° bearing from BB to KOKUP.
KUSAK 5A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn RIGHT, 150° bearing to KUSAK.

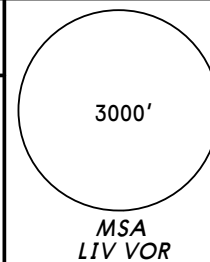
UKLL/LWO
L'VIV

JEPPESSEN
14 AUG 09 **10-3C** **Eff 27 Aug**

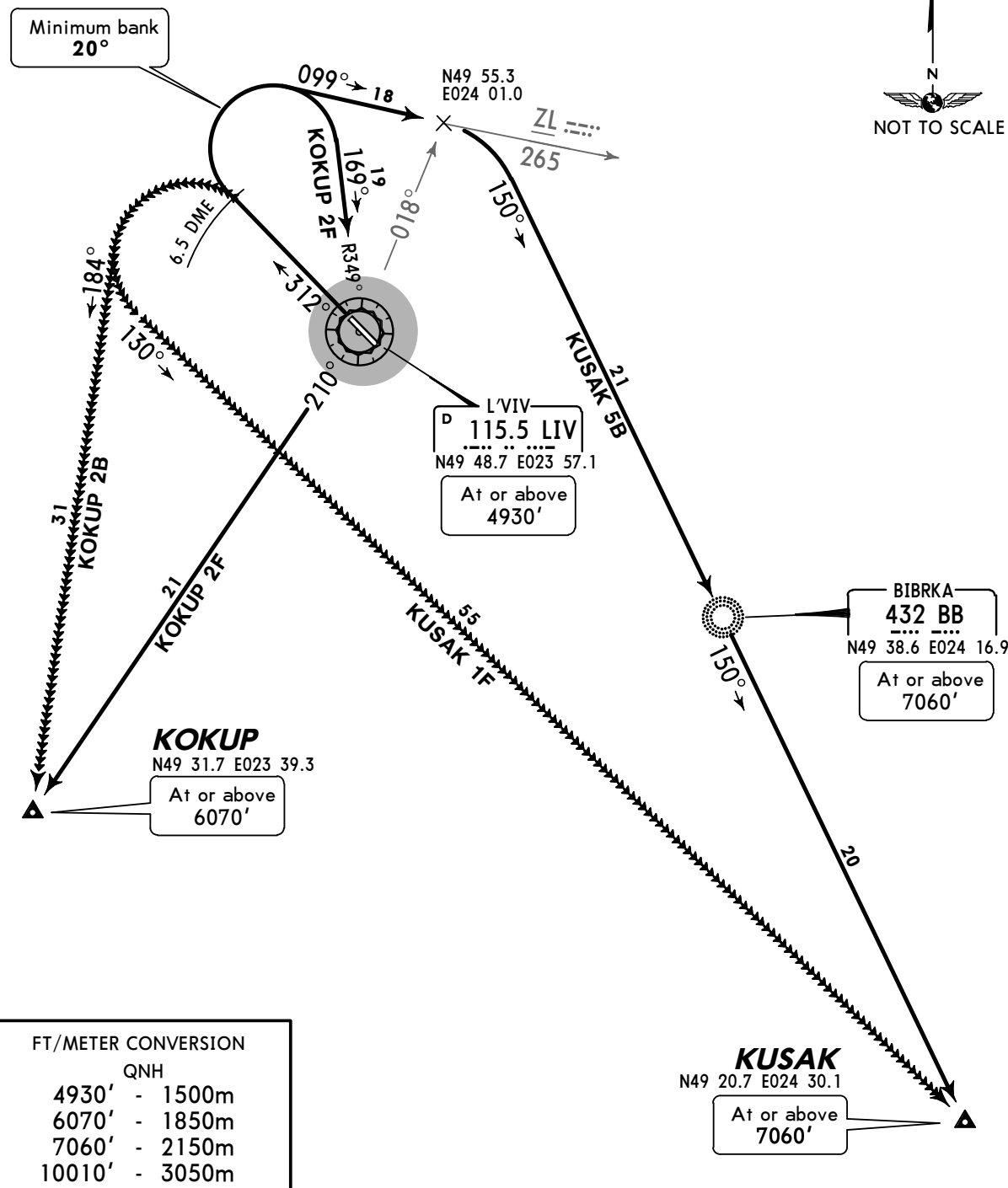
L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



KOKUP TWO BRAVO (KOKUP 2B) [KOKU2B]
KOKUP TWO FOXTROT (KOKUP 2F) [KOKU2F]
KUSAK FIVE BRAVO (KUSAK 5B) [KUSA5B]
KUSAK ONE FOXTROT (KUSAK 1F) [KUSA1F]
RWY 31 DEPARTURES
TO SOUTH



FT/METER CONVERSION	
QNH	
4930'	- 1500m
6070'	- 1850m
7060'	- 2150m
10010'	- 3050m

SID	ROUTING
KOKUP 2B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 184° track to KOPUK.
KOKUP 2F	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-349 inbound to LIV, turn RIGHT, LIV R-210 to KOKUP.
KUSAK 5B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing towards ZL, when passing LIV R-018 turn RIGHT, intercept 150° bearing via BB to KUSAK.
KUSAK 1F	Climb on 312° track to LIV 6.5 DME, turn LEFT, 130° track to KUSAK.

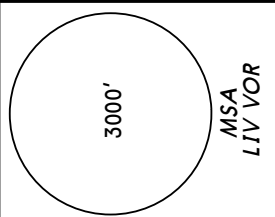
UKLL/LWO
L'VIV

JEPPESSEN
 14 AUG 09 **(10-3D)** **Eff 27 Aug**

L'VIV, UKRAINE
SID

Apt Elev
 1071'

Trans level: By ATC Trans alt: 10010'



DIBED FIVE ALFA (DIBED 5A) [DIBE5A]
DIBED FIVE ECHO (DIBED 5E) [DIBE5E]
GOTIX TWO ALFA (GOTIX 2A) [GOTI2A]
GOTIX TWO ECHO (GOTIX 2E) [GOTI2E]

RWY 13 DEPARTURES
TO WEST

ROUTING

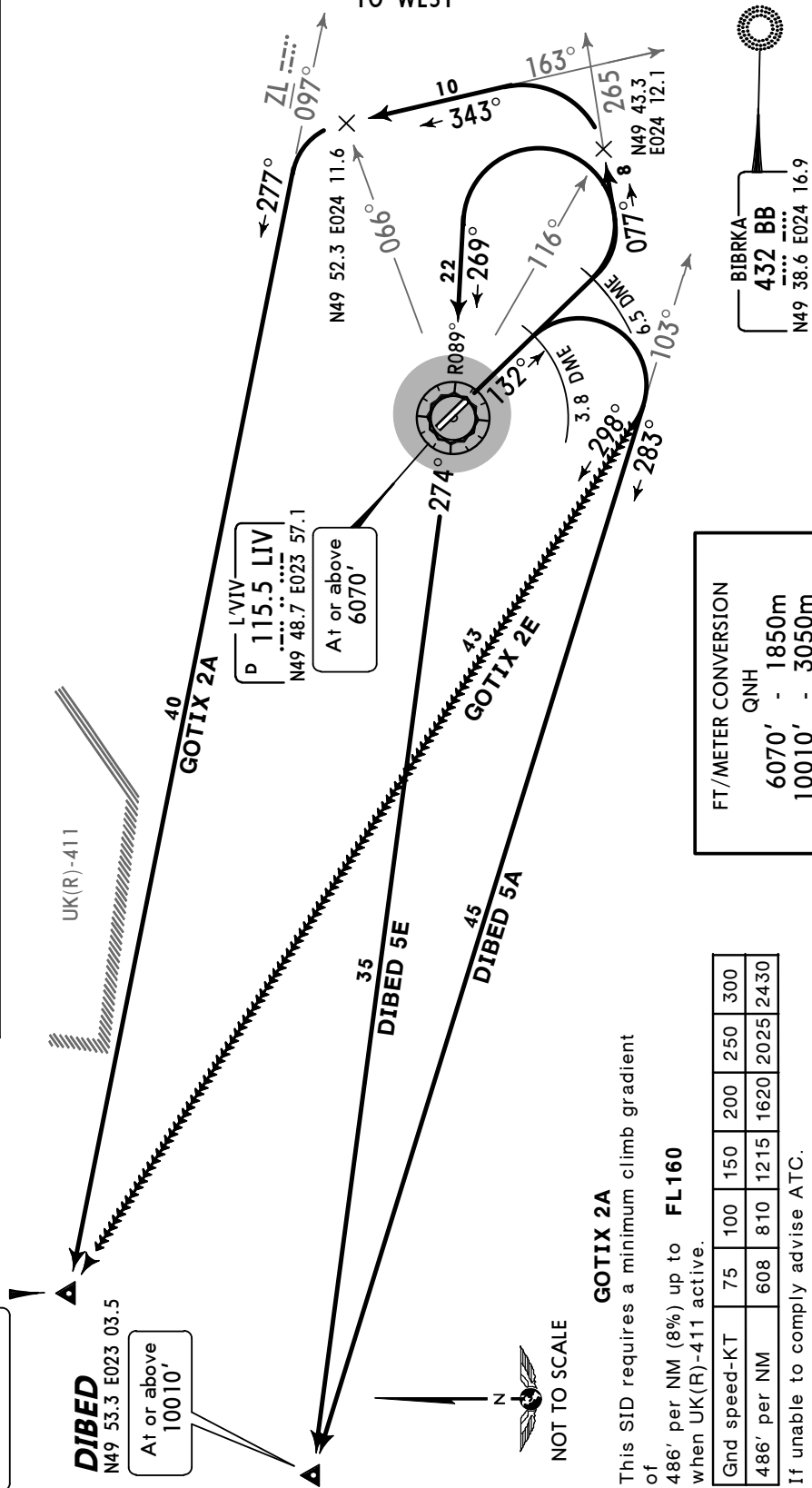
SID

DIBED 5A	Climb on 132° track to LIV 3.8 DME, turn RIGHT, intercept 283° bearing from BB to DIBED.
DIBED 5E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-089 inbound to LIV, turn RIGHT, LIV R-274 to DIBED.
GOTIX 2A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing towards ZL, when passing LIV R-116 turn LEFT, intercept 343° bearing from BB, when passing LIV R-066 turn LEFT, intercept 277° bearing from ZL to GOTIX.
GOTIX 2E ①	Climb on 132° track to LIV 3.8 DME, turn RIGHT, 298° track to GOTIX.
① Not available when UK(R)-411 active	

GOTIX

N50 01.3 E023 12.7

GOTIX 2A	GOTIX 2E
At or above 10010'	At or above 10010'
When UK(R)-411 active	
At or above FL160	



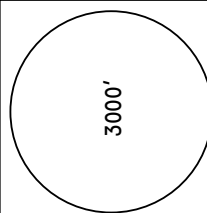
UKLL/LWO
L'VIV

JEPPESSEN
14 AUG 09 **(10-3E)** **Eff 27 Aug**

L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



MSA
L'VIV VOR

DIBED FIVE BRAVO (DIBED 5B) [DIBE5B]
GOTIX TWO BRAVO (GOTIX 2B) [GOTI2B]
RWY 31 DEPARTURES
TO WEST

ROUTING

SID

DIBED 5B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 251° track, intercept LIV R-274 to DIBED.
GOTIX 2B ①	Climb on 312° track to LIV 6.5 DME, turn LEFT, 259° track, intercept LIV R-290 to GOTIX.

① Not available when UK(R)-411 active

GOTIX

N50 01.3 E023 12.7

At or above
10010'

DIBED

N49 53.3 E023 03.5

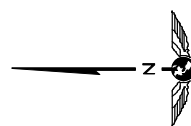
At or above
10010'



UK(R)-411

32
GOTIX 2B

36
DIBED 5B



NOT TO SCALE

FT/METER CONVERSION
QNH

10010' - 3050m

L'VIV
D 115.5 LIV
N49 48.7 E023 57.1

UKLL/LWO
L'VIV**JEPPESEN**
10 SEP 10 10-4L'VIV, UKRAINE
NOISE**NOISE ABATEMENT**

SUMMER	: LT minus 3 HOURS	= UTC (Z)
WINTER	: LT minus 2 HOURS	= UTC (Z)

GENERAL

From 2300-0700LT flights of aircraft with high noise level and military aviation are prohibited, irregular flights are limited.

With purpose of noise abatement, special take-off and landing procedures are performed by crews of all aircraft types of national and foreign carriers.

Performance of procedures shall not be made to reduction of the level of flight safety.

PREFERENTIAL RUNWAY SYSTEM

Preferential use of Runway:

- Runway 13 for take-off;
- Runway 31 for landing.

ARRIVALS

For intermediate approach to 11.3 NM from touchdown zone, aircraft flying with lift devices and gear not below 4030'.

After 11.3 NM from touchdown zone, descend to 2490', then according IAC.

DEPARTURES

Climbing:

- Take-off to 2060'
 - maintain take-off power of all engines
 - retract gears
 - wing configuration in take-off position with flaps 10°-30° (depends on aircraft type) and in accordance Airplane Flight Manual.

- At 2060'
 - retract flaps and reduce to rated power.

- Between 2490' - 4030'
 - the nominal capacity of all engines is kept, continue climb.

Strict adherence to entry/exit patterns by crews.

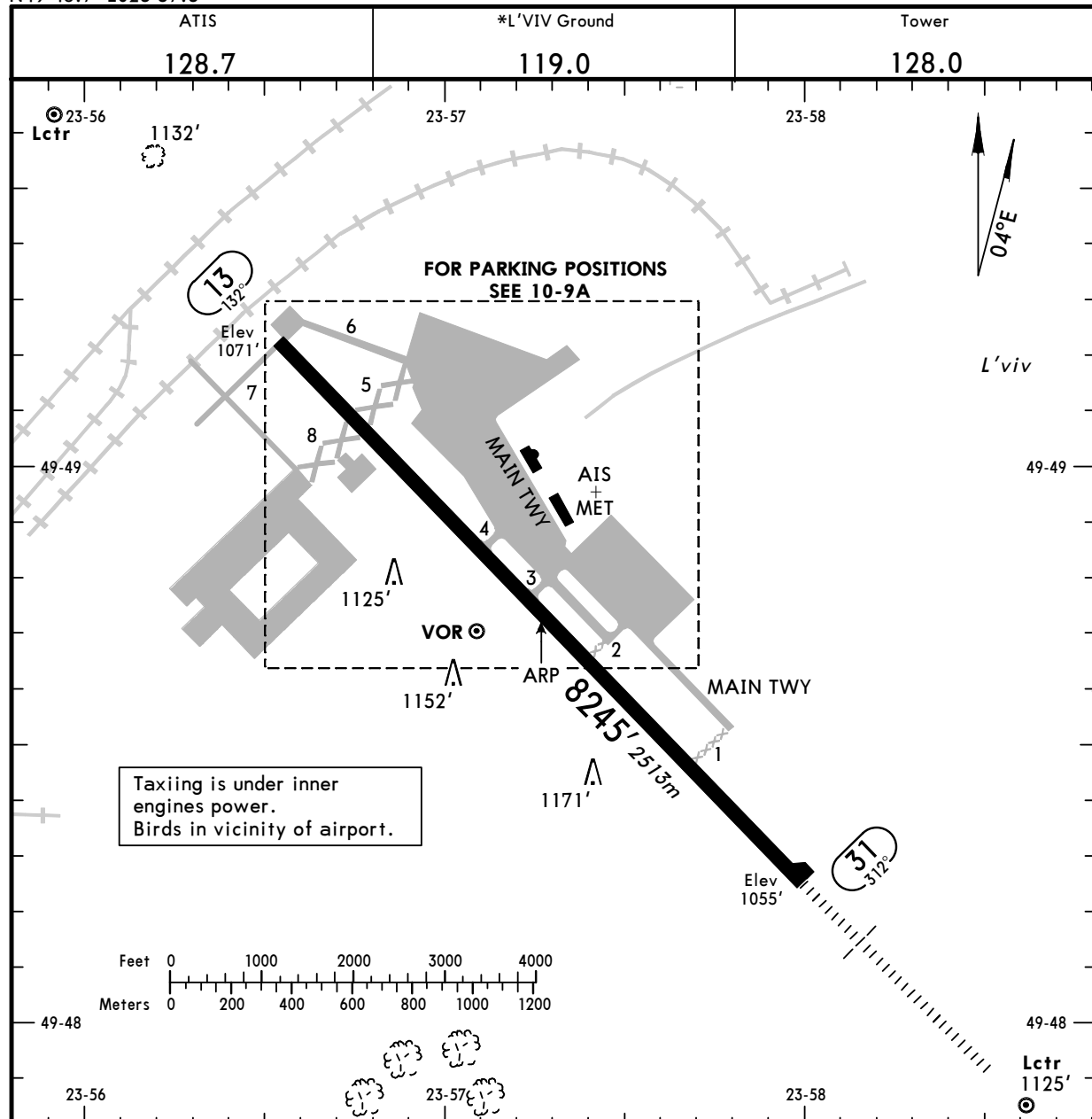
The first turn is performed at a distance of LIV 6.5 DME.

For take-off Runway 13, SIDs DIBED 5A and GOTIX 2E: do not turn before LIV 3.8 DME.

UKLL/LWO
Apt Elev **1071'**
N49 48.7 E023 57.3

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

L'VIV, UKRAINE
L'VIV



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS			WIDTH
			LANDING BEYOND		TAKE-OFF	
			Threshold	Glide Slope		
13	HIRL (60m)	RVR	7900' 2408m	7110' 2167m	7900' 2408m	148'
31	HIRL (60m) HIALS	RVR	8081' 2463m	7413' 2259m	8081' 2463m	45m

JAR-OPS

TAKE-OFF 1

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

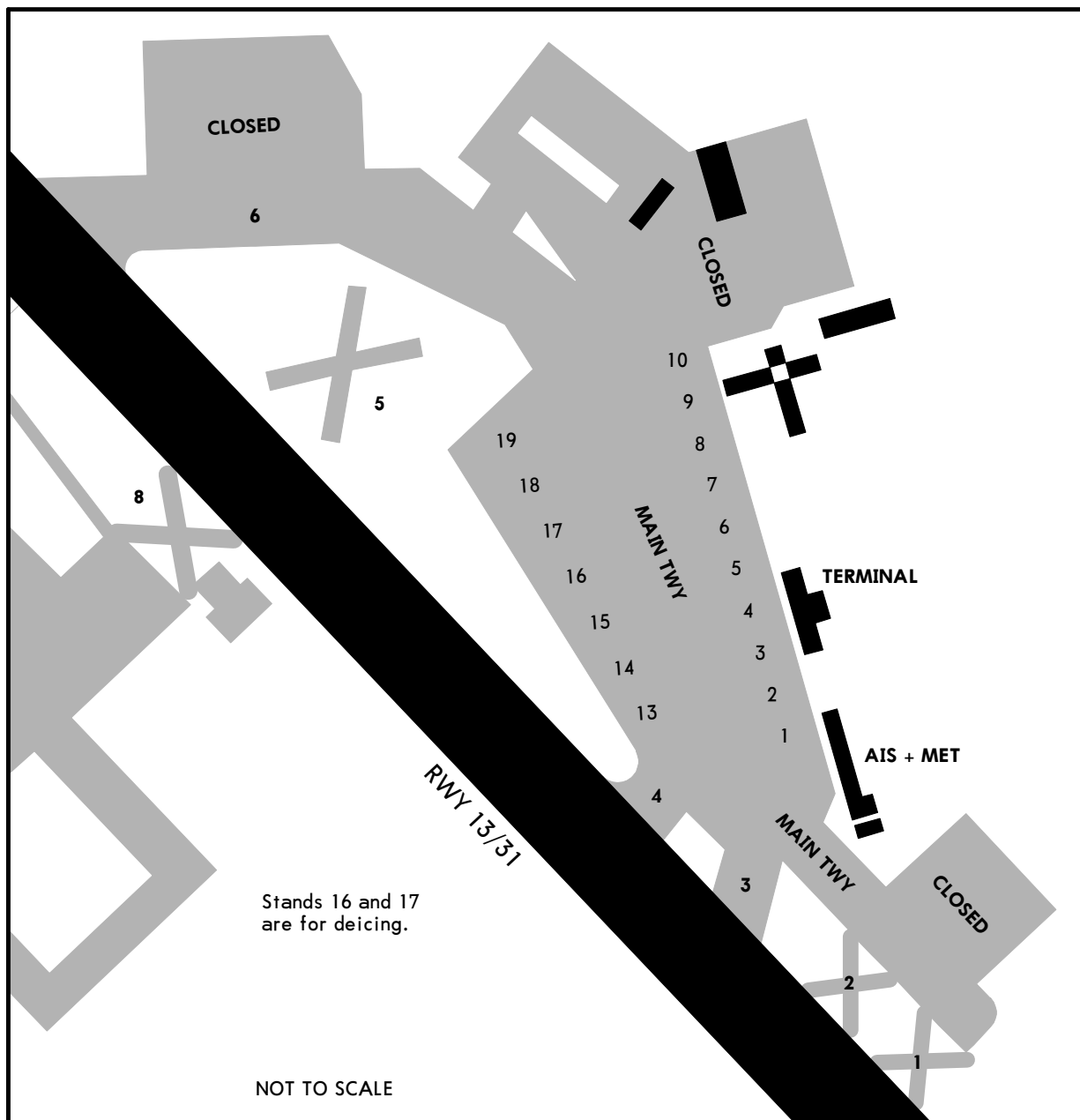
1 Operators applying U.S. Ops Specs: CL required below 300m.

UKLL/LWO

JEPPESEN
20 NOV 09 (10-9A)

L'VIV, UKRAINE

L'VIV



UKLL/LWO


JEPPESEN
2 APR 10 **10-9S**
Standard
L'VIV, UKRAINE
 L'VIV

STRAIGHT-IN RWY		A	B	C	D
13	ILS	1276' (205') R1200m	1286' (215') R1200m	1296' (225') R1200m	1306' (235') R1200m
	VOR ❶	1560' (489') R1500m	1560' (489') R1500m	1560' (489') C2300m	1560' (489') C2300m
	NDB ❶	1560' (489') R1500m	1560' (489') R1500m	1560' (489') C2300m	1560' (489') C2300m
31	ILS	1276' (221') R550m	1286' (231') R550m	1296' (241') R550m	1306' (251') R600m
	<i>FULL</i>	R550m	R550m	R550m	R600m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
	VOR ❶❷	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	VOR ❶❸	1580' (525') R1500m	1580' (525') R1500m	1580' (525') R1700m	1580' (525') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶❹	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	NDB ❶❺	1560' (505') R1500m	1560' (505') R1500m	1560' (505') R1600m	1560' (505') R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

❷ With D2.7.

❸ W/o D2.7.

❹ With LOM.

❺ W/o LOM.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 13	1730' (659')	1730' (659')	2370' (1299')	2370' (1299')
After apch to rwy 31 ❻	1730' (675') V1500m	1730' (675') V1600m	2370' (1315') V2400m	2370' (1315') V3600m

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

TAKE-OFF RWY 13, 31

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

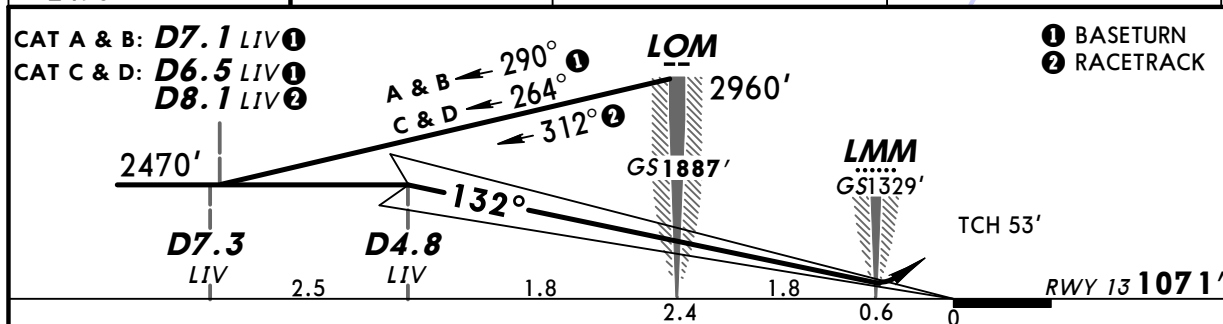
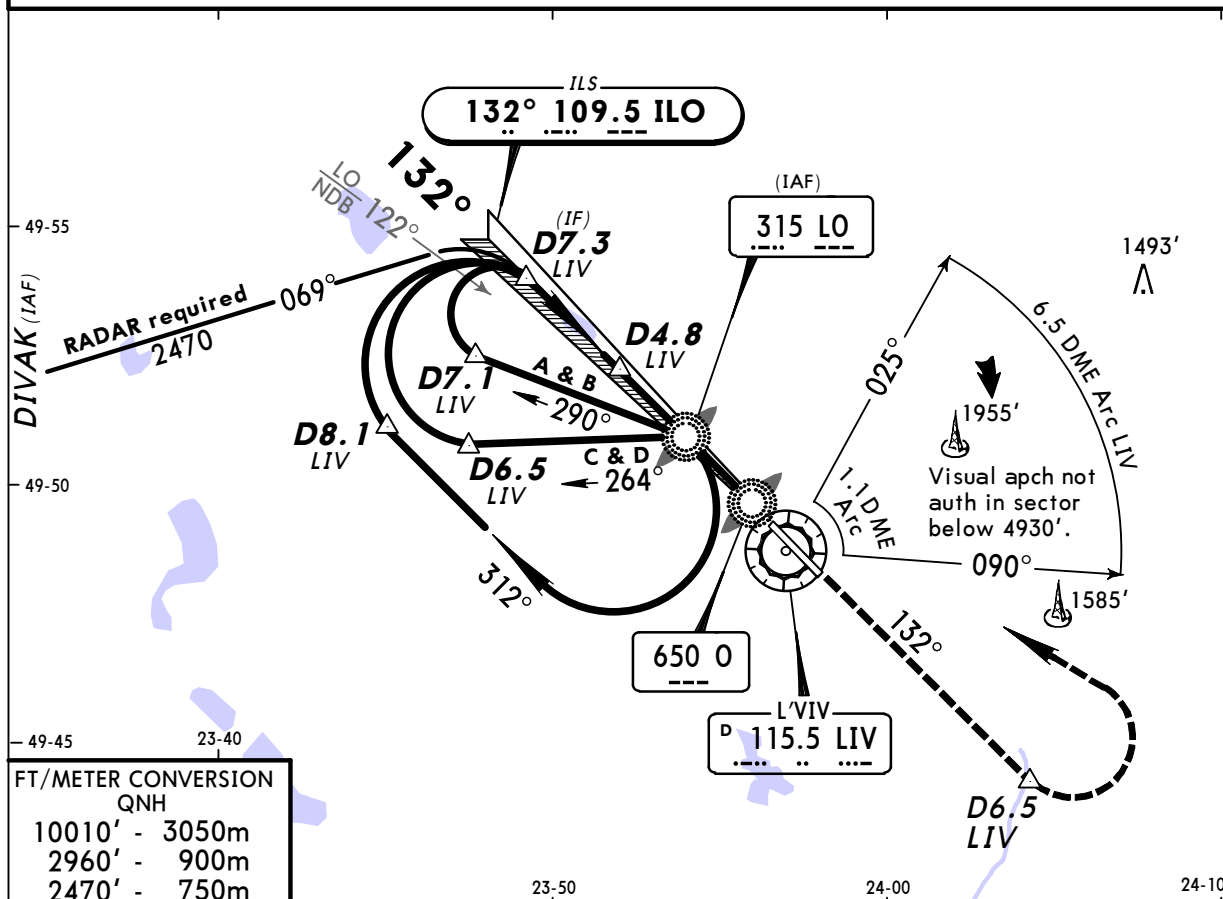
UKLL/LWO
L'VIV

JEPPESSEN
25 SEP 09 **(11-1)**

L'VIV, UKRAINE
ILS 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 1887' (816')		ILS DA(H) Refer to Minimums			Apt Elev 1071' RWY 1071'		
MISSED APCH: Climb on 132° to D6.5 LIV, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above.											
Alt Set: hPa (MM on req)									Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

JAR-OPS		STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H)					
A: 1276' (205')		C: 1296' (225')			
B: 1286' (215')		D: 1306' (235')			
RVR 1000m		NOT AUTHORIZED			
				Max Kts	MDA(H) VIS
A				100	1730' (659') 1500m
B				135	1730' (659') 1600m
C				180	2370' (1299') 2400m
D				205	2370' (1299') 3600m

UKLL/LWO
L'VIV

JEPPESSEN
25 SEP 09 **(11-2)**

L'VIV, UKRAINE
ILS Rwy 31

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0			
LOC ILV 110.3		Final Apch Crs 312°		GS LOM 1772' (717')		ILS DA(H) Refer to Minimums		Apt Elev 1071' RWY1055'	
MISSED APCH: Climb on track 312° to D6.5 LIV, then turn RIGHT (MIM BANK 20°) on track 103° inbound ZL NDB to 203° to LV NDB, then turn RIGHT to BB NDB to be crossed at 2960' or above.									

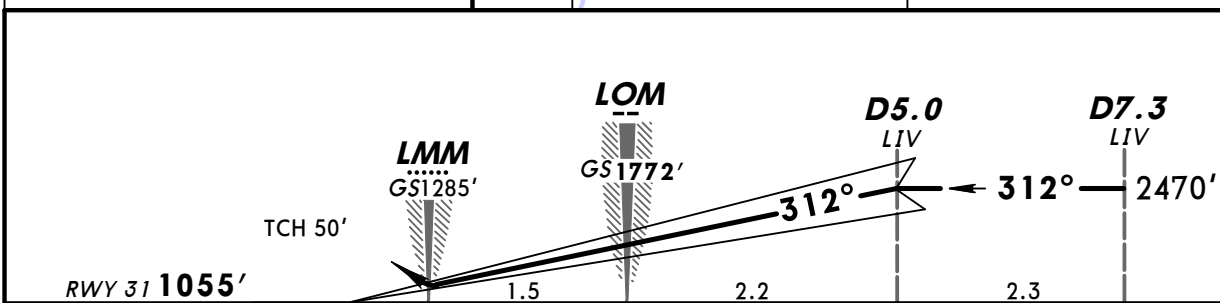
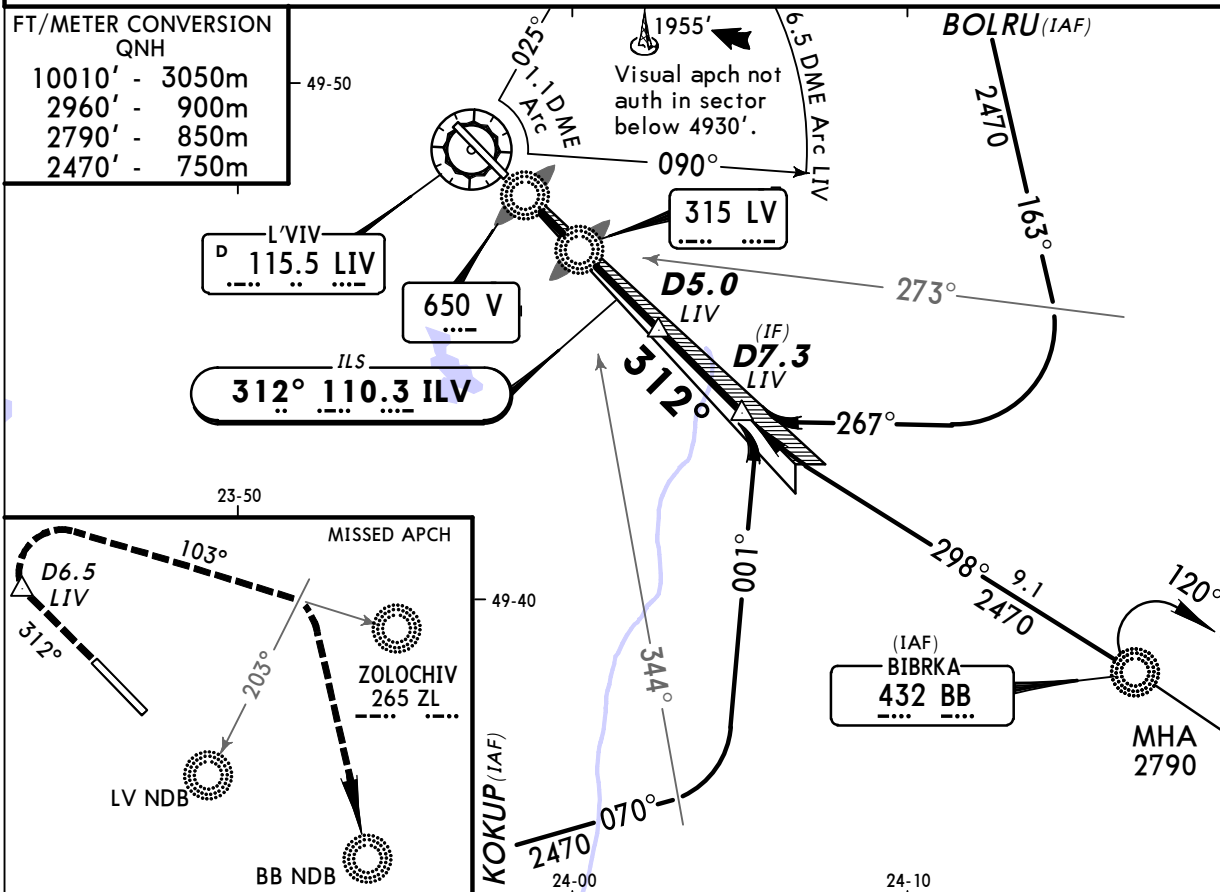
3000'

MSA
LIV VOR

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' - 3050m	49-50
2960' - 900m	
2790' - 850m	
2470' - 750m	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	D6.5 LIV on 312°
GS 3.00°	377	484	538	646	753	861		

JAR-OPS STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND 1	
DA(H)				LOC (GS out)	
A: 1276' (221')		C: 1296' (241')			
B: 1286' (231')		D: 1306' (251')			
FULL		ALS out			
A					
B	RVR 600m	RVR 1000m			
C				NOT AUTHORIZED	
D	RVR 650m	RVR 1200m			
Max Kts	MDA(H)	VIS			
100	1730' (675')	1500m			
135	1730' (675')	1600m			
180	2370' (1315')	2400m			
205	2370' (1315')	3600m			

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

CHANGES: Altitudes.

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PANS OPS

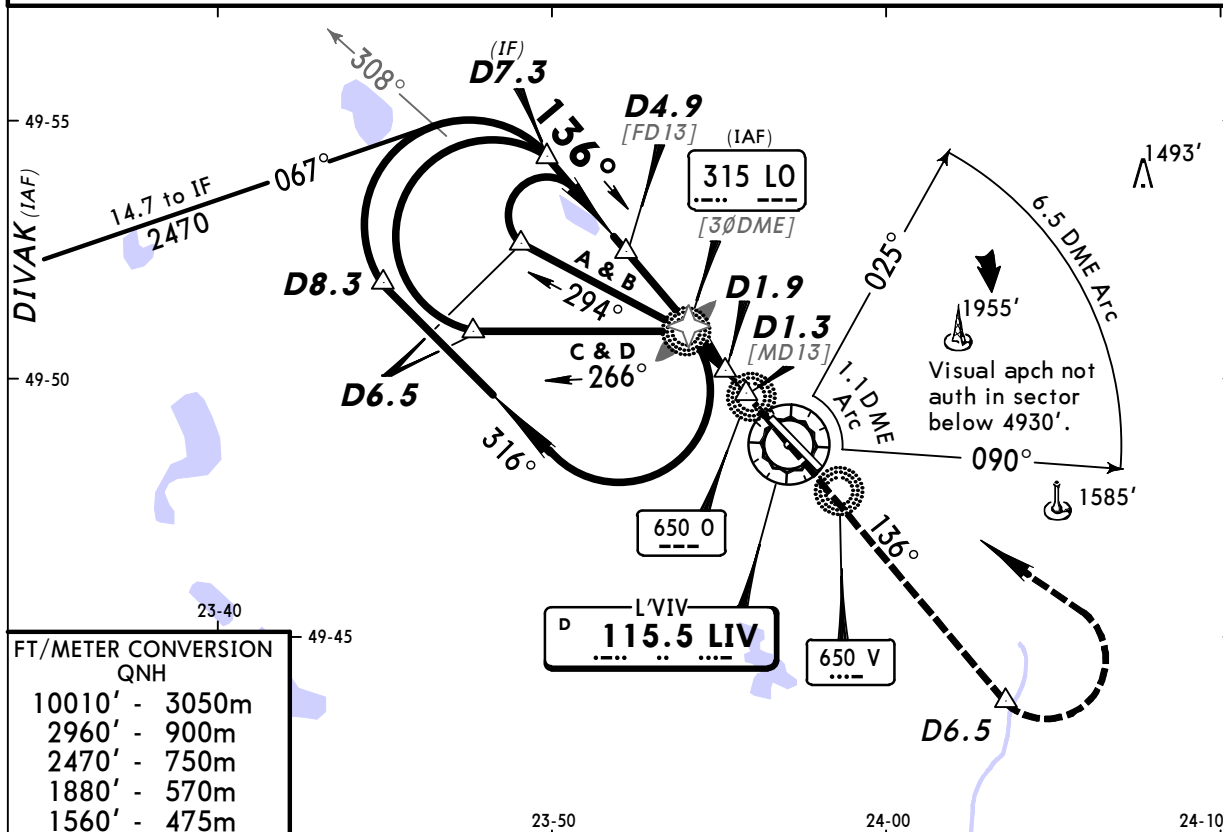
UKLL/LWO
L'VIV

JEPPESEN
9 APR 10 **(13-1)**

L'VIV, UKRAINE
VOR Rwy 13

BRIEFING STRIP

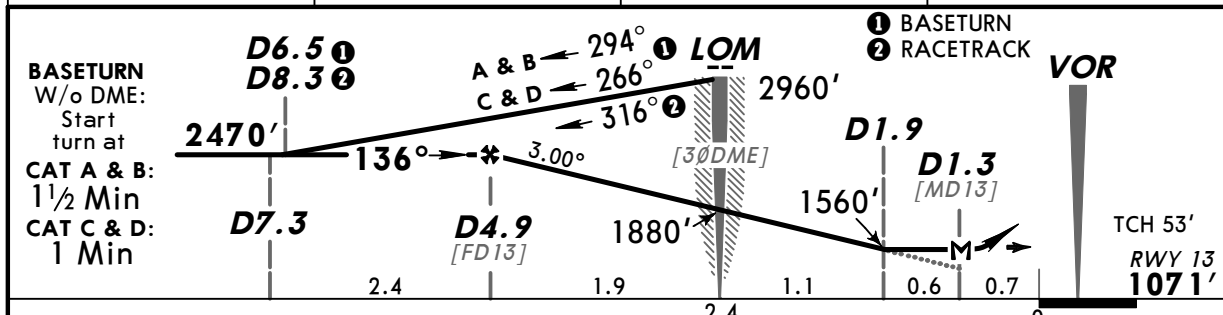
ATIS 128.7	L'VIV Radar (APP) 126.0	L'VIV Tower 128.0	*Ground 119.0	3000' MSA LIV VOR	
VOR LIV 115.5	Final Apch Crs 136°	Minimum Alt D4.9 2470' (1399')	MDA(H) 1560' (489')		Apt Elev 1071' RWY 1071'
MISSED APCH: Climb on 136° to D6.5, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa	Trans level: By ATC		Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2470'	-	750m
1880'	-	570m
1560'	-	475m

LIV DME	4.3	3.2	2.2
ALTITUDE	2300'	1960'	1630'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			MDA(H) 1560' (489')			Max Kts.	MDA(H)	VIS
A	RVR 1500m					100	1730' (659')	1500m
B						135	1730' (659')	1600m
C	RVR 2000m					180	2370' (1299')	2400m
D						205	2370' (1299')	3600m

UKLL/LWO
L'VIV

JEPPesen
9 APR 10 **(13-2)**

L'VIV, UKRAINE
VOR Rwy 31

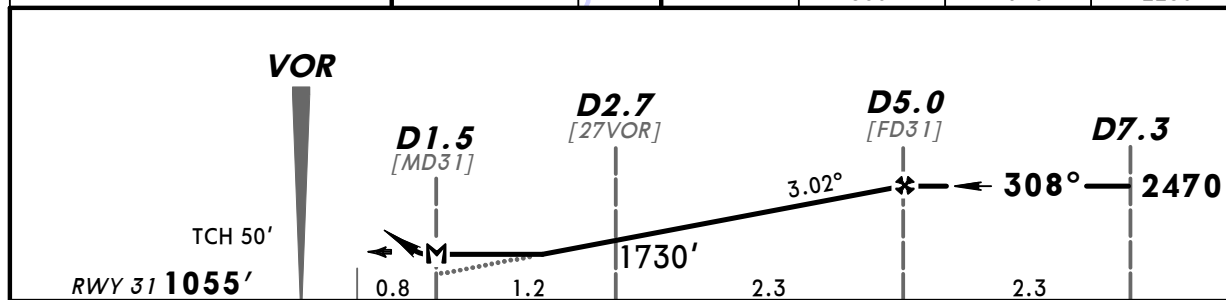
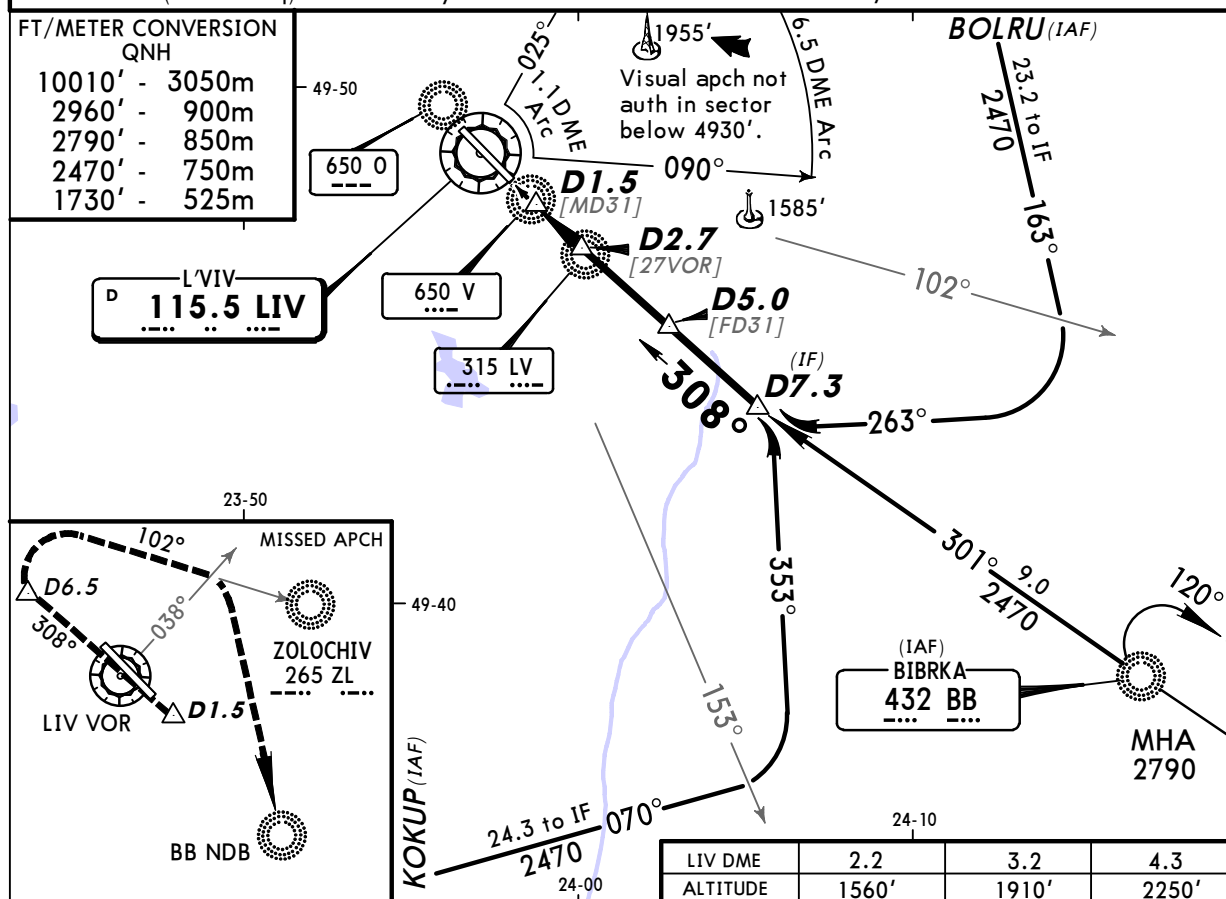
BRIEFING STRIP

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 308°		Minimum Alt D5.0 2470' (1415')		MDA(H) (CONDITIONAL) 1500' (445')			Apt Elev 1071' RWY1055'
MISSED APCH: Climb on track 308° to D6.5, then turn RIGHT (MIM BANK 20°) on track 102° inbound ZL NDB to R-038, then turn RIGHT to BB NDB to be crossed at 2960' or above.									

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' - 3050m
2960' - 900m
2790' - 850m
2470' - 750m
1730' - 525m



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.02°	374	481	534	641	748	855
MAP at D1.5						



D6.5 on **308°**

JAR-OPS

STRAIGHT-IN LANDING RWY 31

CIRCLE-TO-LAND 1

With D2.7			W/o D2.7		Max Kts.	CIRCLE-TO-LAND	
MDA(H) 1500' (445')			MDA(H) 1580' (525')			MDA(H)	VIS
		ALS out					
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	1730' (675')	1500m
B	RVR 1000m		RVR 1200m		RVR 2000m	135	1730' (675')
C		RVR 1800m	180	2370' (1315')		2400m	
D	RVR 1400m	RVR 2000m	RVR 1600m	205	2370' (1315')	3600m	

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

PANS OPS

UKLL/LWO
L'VIV

JEPPESSEN
25 SEP 09 **(16-1)**

L'VIV, UKRAINE
NDB Rwy 13

BRIEFING STRIP

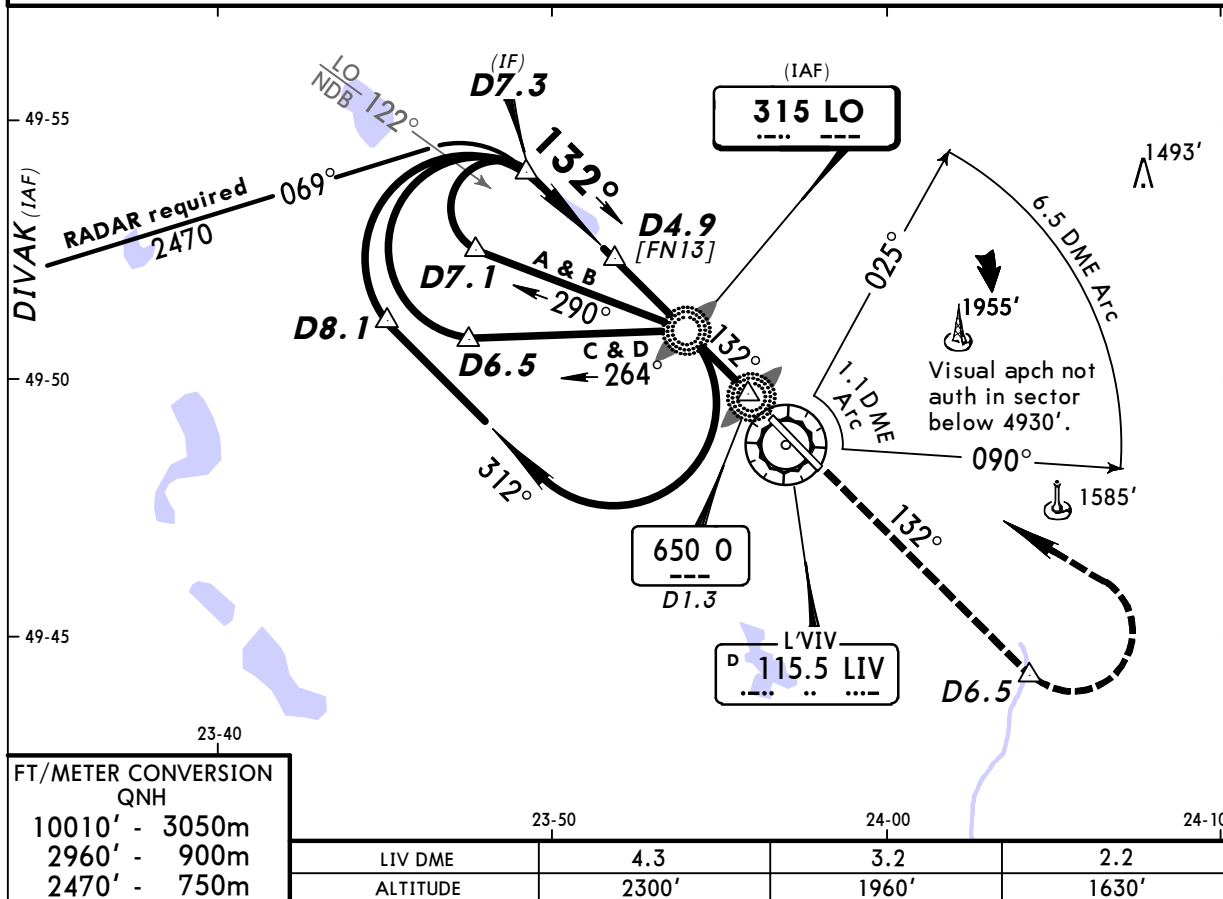
ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR			
NDB LO 315		Final Apch Crs 132°		Minimum Alt D4.9 2470' (1399')		MDA(H) 1560' (489')			Apt Elev 1071' RWY1071'		
MISSED APCH: Climb on 132° to D6.5, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above.											
Alt Set: hPa (MM on req)									Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'

Alt Set: hPa (MM on req)

Rwy Elev: 39 hPa

Trans level: By ATC

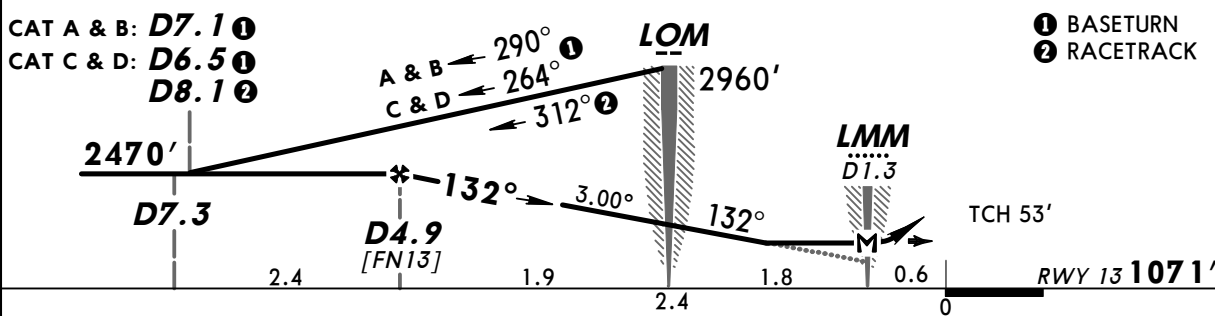
Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2470'	-	750m

LIV DME	4.3	3.2	2.2
ALTITUDE	2300'	1960'	1630'



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle 3.00°	372	478	531	637	743	849
MAP at LMM/D1.3						

JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			With LOM or w/o LOM					
			MDA(H) 1560' (489')					
A	RVR 1500m		Max Kts	100	MDA(H) 1730' (659')	VIS	1500m	
B				135	MDA(H) 1730' (659')		1600m	
C	RVR 2000m			180	MDA(H) 2370' (1299')		2400m	
D				205	MDA(H) 2370' (1299')		3600m	

UKLL/LWO
L'VIV

JEPPesen
25 SEP 09 **(16-2)**

L'VIV, UKRAINE
NDB Rwy 31

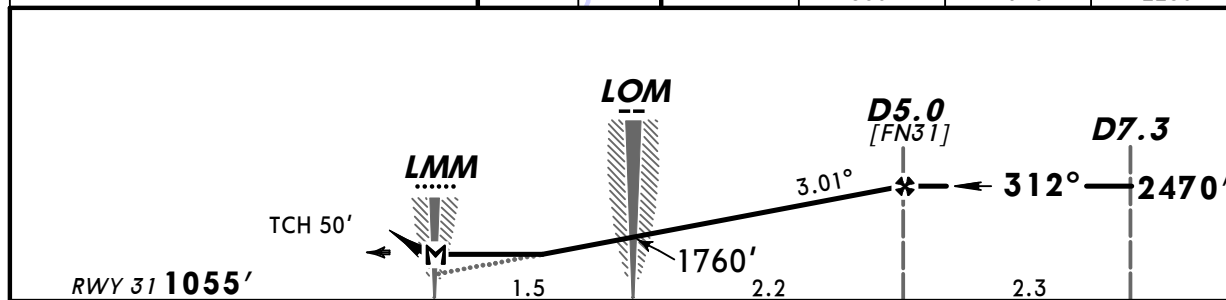
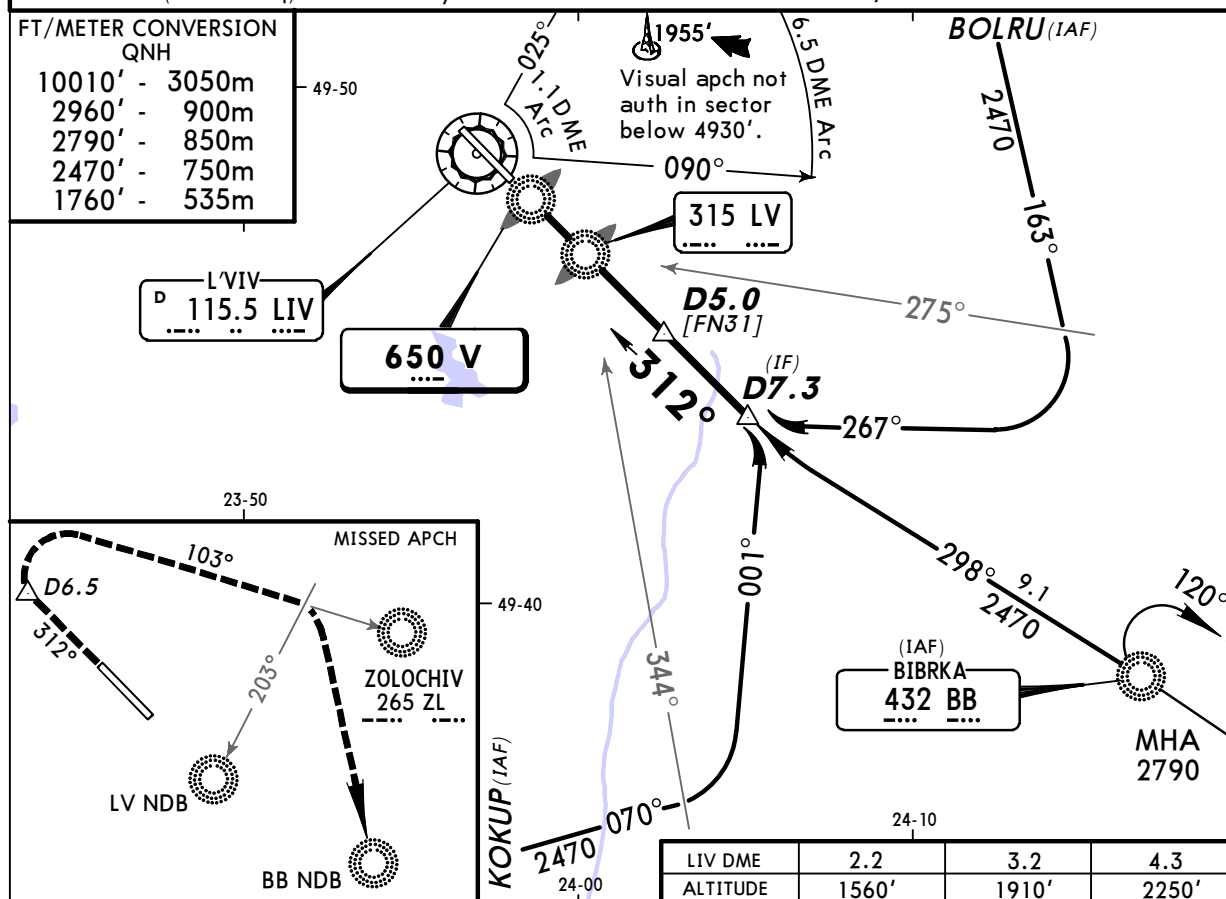
BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR
Lctr V 650	Final Apch Crs 312°	Minimum Alt D5.0 2470' (1415')	MDA(H) (CONDITIONAL) 1510' (455')	Apt Elev 1071'	RWY1055'			
MISSED APCH: Climb on track 312° to D6.5, then turn RIGHT (MIM BANK 20°) on track 103° inbound ZL NDB to 203° to LV NDB, then turn RIGHT to BB NDB to be crossed at 2960' or above.								

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' -	3050m
2960' -	900m
2790' -	850m
2470' -	750m
1760' -	535m



MAP at LMM						
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JAR-OPS				STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
With LOM		W/o LOM		Max Kts		MDA(H) VIS	
MDA(H) 1510' (455')		MDA(H) 1560' (505')					
ALS out		ALS out					
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	100	1730' (675')	1500m
B	RVR 1200m		RVR 1200m		135	1730' (675')	1600m
C		RVR 2000m		RVR 2000m	180	2370' (1315')	2400m
D	RVR 1600m		RVR 1600m		205	2370' (1315')	3600m

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

CHANGES: Altitudes.

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PANS OPS