

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 UKLR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

TWR freq 123.7MHz avbl in russian only.

General Info

Rivne, UKR

N 50° 36.5' E 26° 08.6' Mag Var: 4.7°E

Elevation: 755'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 12-30 8615' x 138' concrete

Runway 12 (115.0°M) TDZE 746'

Lights: Edge, ALS

Runway 30 (295.0°M) TDZE 751'

Lights: Edge, ALS

Communications Info

Rivne Tower **124.0** Secondary

Rivne Tower **123.7** Non-English

Notebook Info

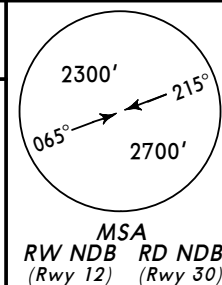
UKLR/RWN
RIVNE

JEPPESEN
29 APR 05 **10-2** **Eff 12 May**

RIVNE, UKRAINE
STAR

Apt Elev
755'

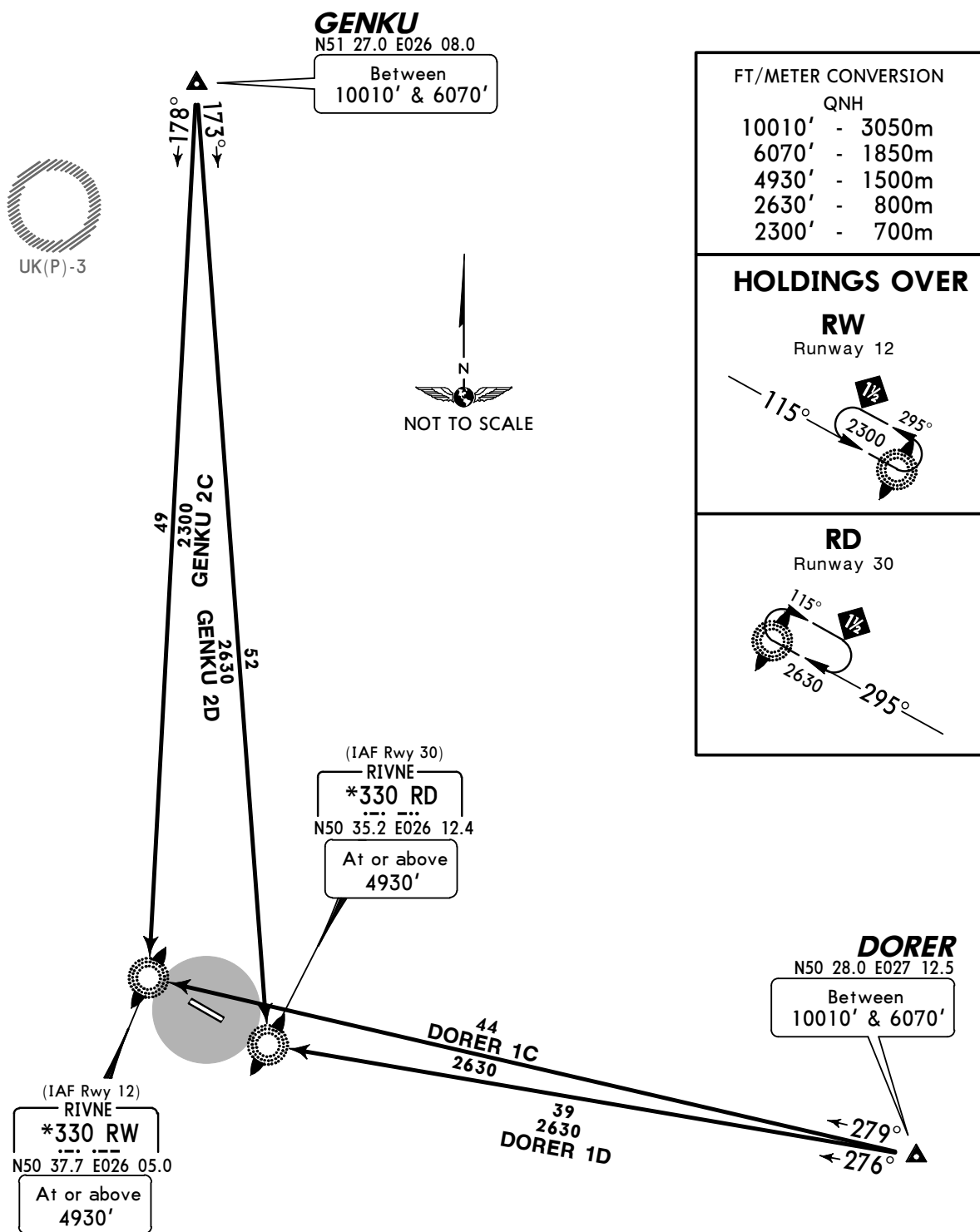
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



DORER ONE CHARLIE (DORER 1C) [DORE1C]
GENKU TWO CHARLIE (GENKU 2C) [GENK2C]
RWY 12 ARRIVALS

DORER ONE DELTA (DORER 1D) [DORE1D]
GENKU TWO DELTA (GENKU 2D) [GENK2D]
RWY 30 ARRIVALS

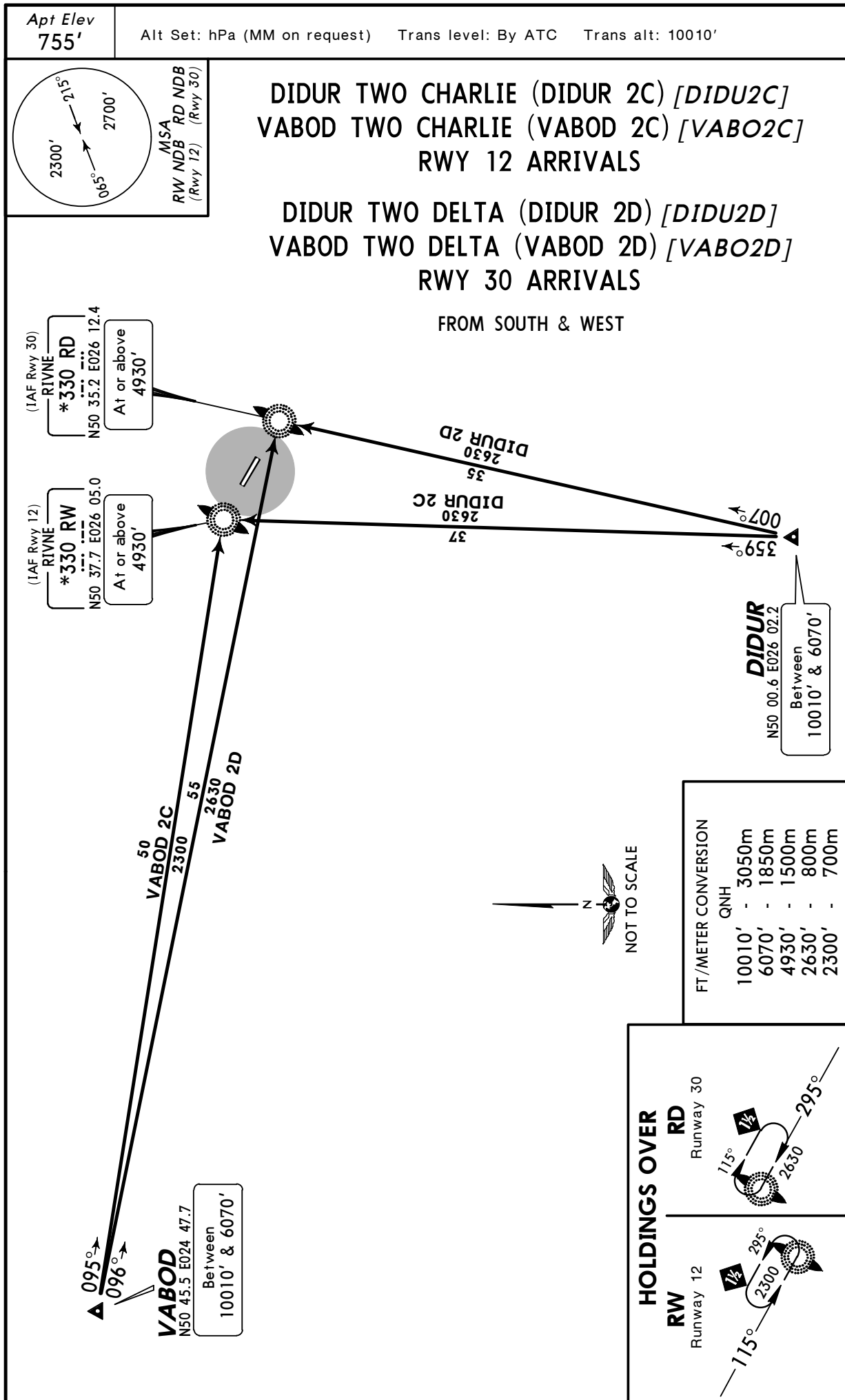
FROM NORTH & EAST



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RIVNE

JEPPesen
 29 APR 05 **10-2A** **Eff 12 May**

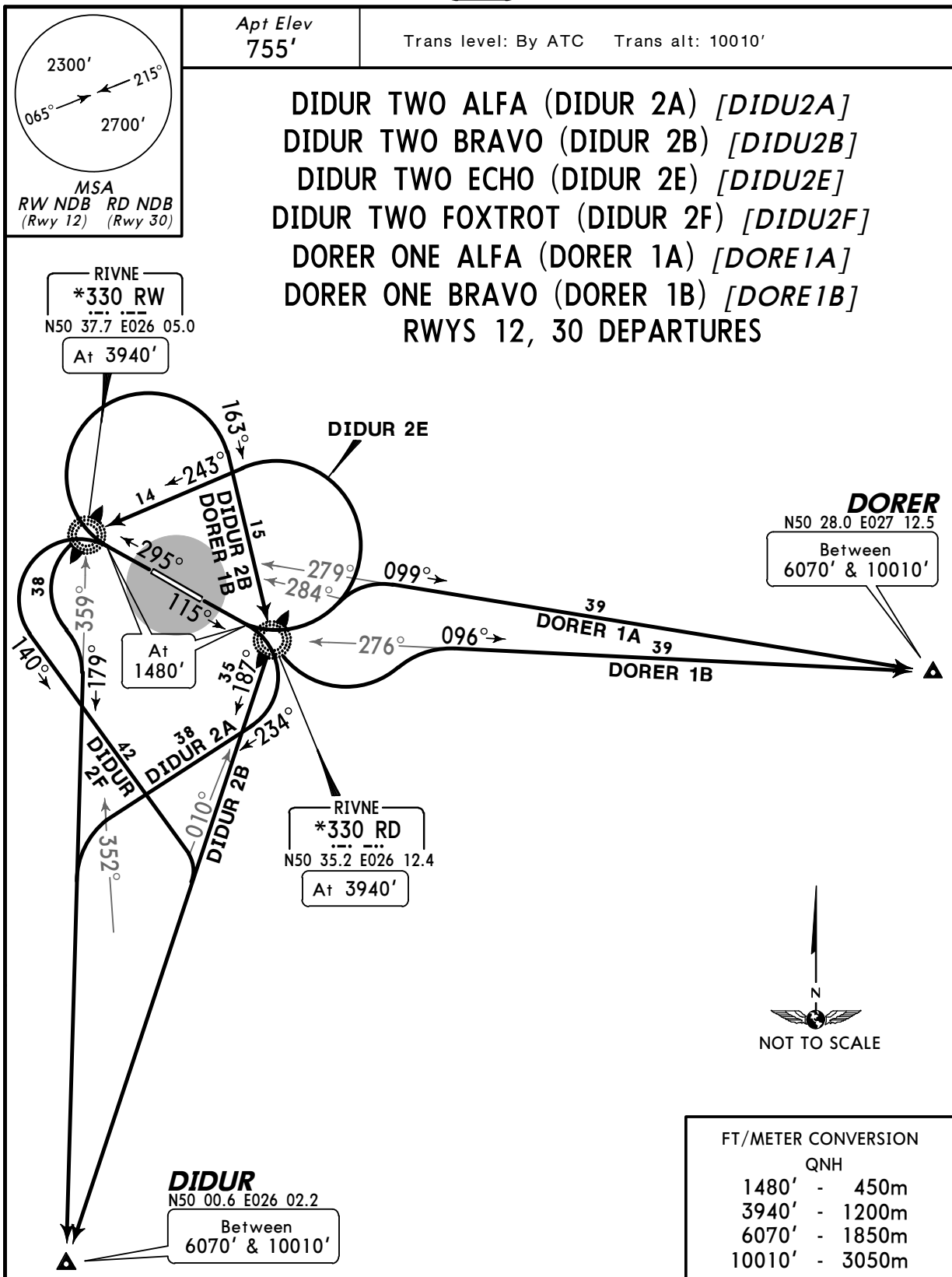
RIVNE, UKRAINE
STAR



UKLR/RWN
RIVNE

JEPPESSEN
 29 APR 05 **10-3** Eff 12 May

RIVNE, UKRAINE
SID



SID	RWY	ROUTING
DIDUR 2A	12	On 115° track to 1480', turn RIGHT, 234° track, at 352° bearing to RW turn LEFT, intercept 179° bearing from RW to DIDUR.
DIDUR 2B	30	On 295° track to 1480', turn RIGHT, intercept 163° bearing to RD, turn RIGHT, 187° bearing to DIDUR.
DIDUR 2E	12	On 115° track to 1480', turn LEFT, intercept 243° bearing to RW, turn LEFT, intercept 179° bearing from RW to DIDUR.
DIDUR 2F	30	On 295° track to 1480', turn LEFT, 140° track, at 010° bearing to RD turn RIGHT, intercept 187° bearing from RD to DIDUR.
DORER 1A	12	On 115° track to 1480', turn LEFT, intercept 099° bearing from RW to DORER.
DORER 1B	30	On 295° track to 1480', turn RIGHT, intercept 163° bearing to RD, turn LEFT, intercept 096° bearing from RD to DORER.

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RIVNE

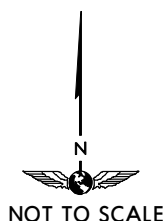
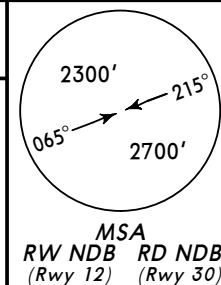
JEPPESEN
29 APR 05 **(10-3A)** **Eff 12 May**

RIVNE, UKRAINE
SID

Apt Elev
755'

Trans level: By ATC Trans alt: 10010'

GENKU TWO ALFA (GENKU 2A) [GENK2A]
GENKU TWO BRAVO (GENKU 2B) [GENK2B]
VABOD TWO ALFA (VABOD 2A) [VABO2A]
VABOD TWO BRAVO (VABOD 2B) [VABO2B]
RWYS 12, 30 DEPARTURES



GENKU

N51 27.0 E026 08.0

Between

6070' & 10010'



VABOD

N50 45.5 E024 47.7

Between

6070' & 10010'

RIVNE
*330 RW
N50 37.7 E026 05.0
At 3940'

FT/METER CONVERSION	
QNH	
1480'	450m
3940'	1200m
6070'	1850m
10010'	3050m

SID	RWY	ROUTING
GENKU 2A	12	On 115° track to 1480', turn LEFT, 307° track, at 186° bearing to RW turn RIGHT, intercept 358° bearing from RW to GENKU.
GENKU 2B	30	On 295° track to 1480', turn RIGHT, 034° track, at 170° bearing to RD turn LEFT, intercept 353° bearing from RD to GENKU.
VABOD 2A	12	On 115° track to 1480', turn LEFT, intercept 243° bearing to RW, turn RIGHT, intercept 276° bearing from RW to VABOD.
VABOD 2B	30	On 295° track to 1480', turn LEFT, 256° track, at 098° bearing to RD turn RIGHT, intercept 277° bearing from RD to VABOD.

CHANGES: None.

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JEPPESEN

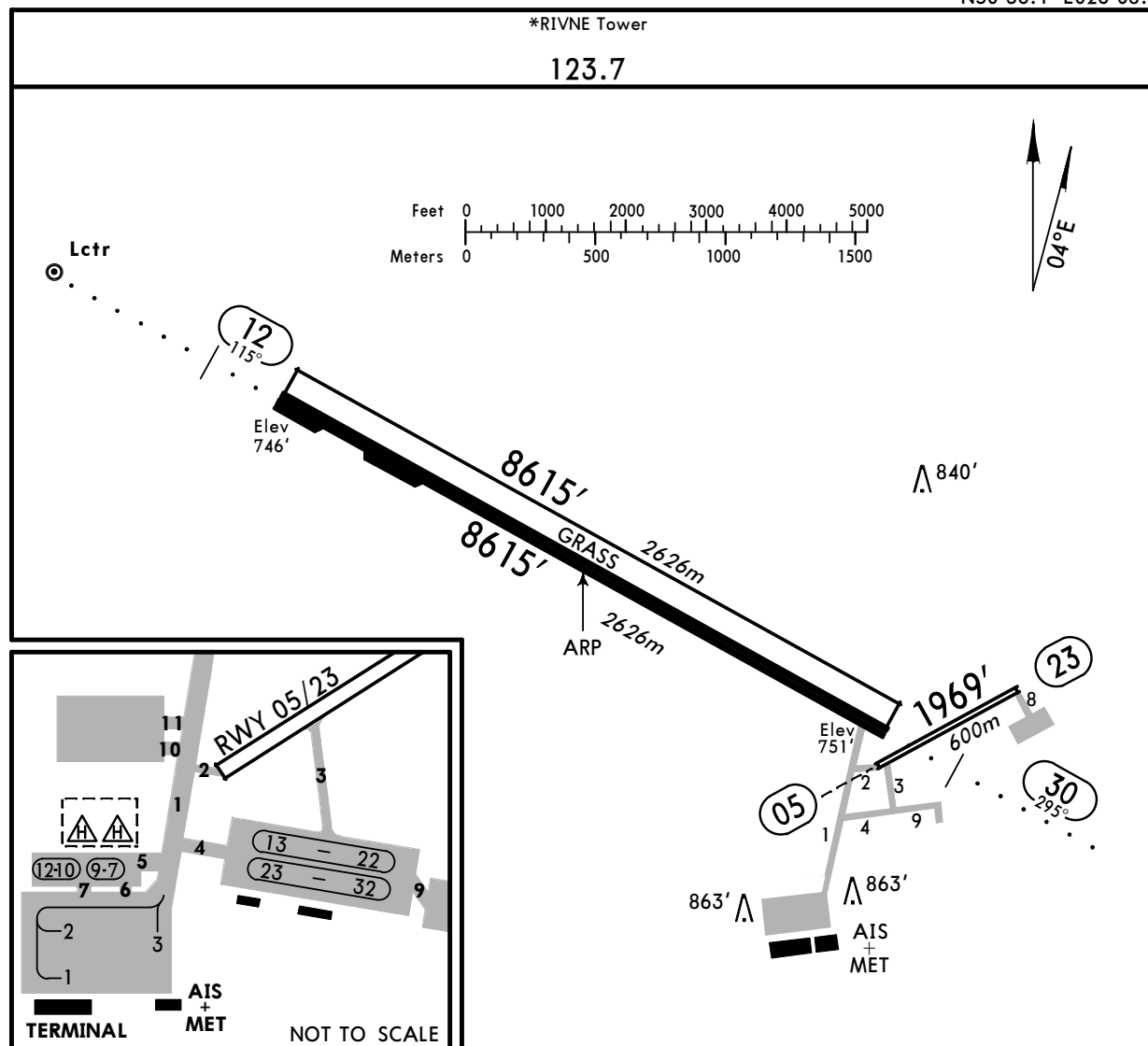
RIVNE, UKRAINE

Apt Elev **755'**

24 JAN 03 **(10-9)**

RIVNE

N50 36.1 E026 08.8



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
05				Threshold		69' 21m
23						
12	RL (60m) ALS	RVR		7815' 2382m		138' 42m
30						
12	Grass runway					328' 100m
30						

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 12/30

LVP must be in force
 RCLM (DAY only)
 or RL

RCLM (DAY only)
 or RL

A		
B	250m	400m
C		
D	300m	

UKLR/RWN**JEPPESEN**

1 AUG 03

10-9X**Eff 7 Aug****JAA MINIMUMS****RIVNE, UKRAINE****RIVNE**

STRAIGHT-IN RWY		A	B	C	D
12	ILS	946' (200')	946' (200')	946' (200')	946' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	1050' (304')	1050' (304')	1050' (304')	1050' (304')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
30	NDB	1180' (429')	1180' (429')	1180' (429')	1180' (429')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1240' (485')	1260' (505')	1450' (695')	1450' (695')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 12, 30

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

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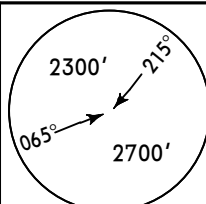
17 SEP 04
Eff 30 Sep **(11-1)**

RIVNE, UKRAINE
ILS or 2 NDB Rwy 12

BRIEFING STRIP

*RIVNE Tower

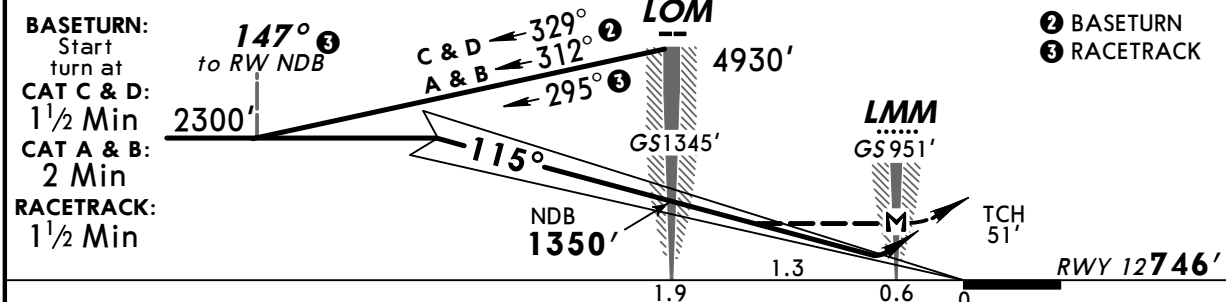
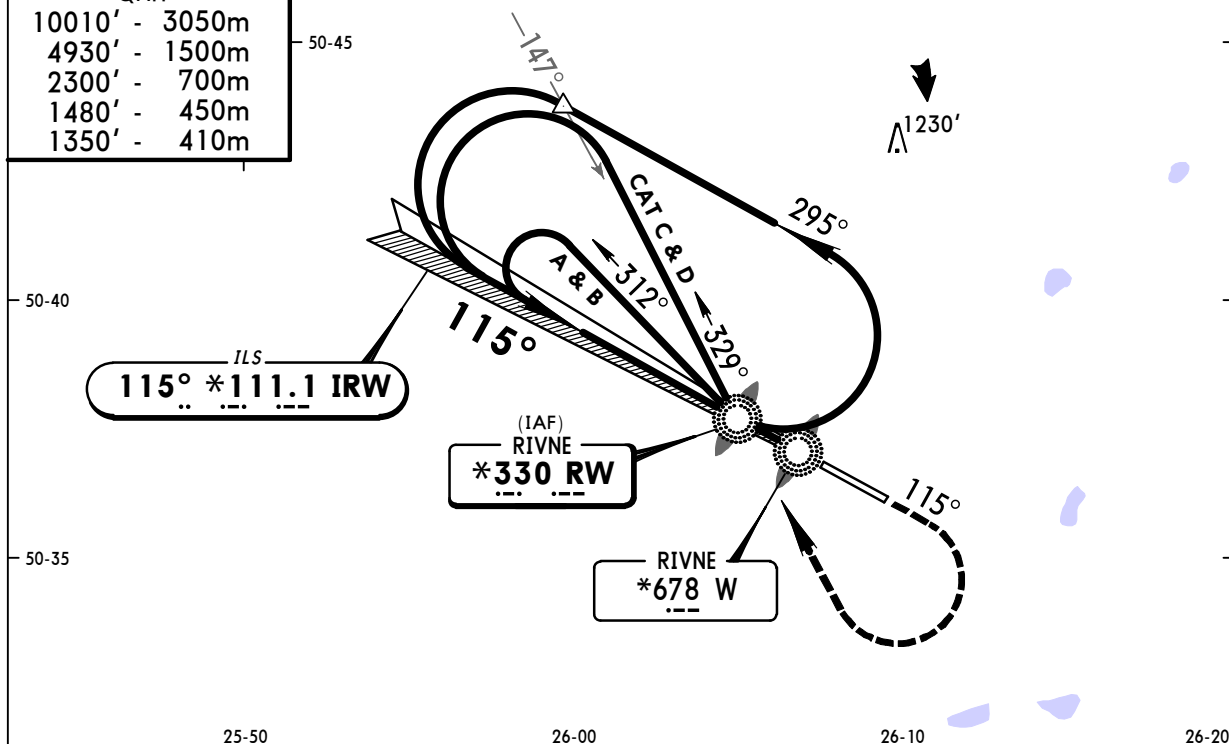
123.7

LOC IRW *111.1	Final Apch Crs 115°	GS LOM 1345'(599')	ILS DA(H) 946'(200')	Apt Elev 755' RWY 746'	 MSA RW NDB
NDB RW *330		Minimum Alt LOM 1350'(604')	NDB MDA(H) 1050'(304')		
MISSED APCH: Climb on 115° to 1480', then turn RIGHT to RW NDB climbing to 2300', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 27 hPa	Trans level: By ATC	Trans alt: 10010'	

FT/METER CONVERSION

QNH

10010' - 3050m
4930' - 1500m
2300' - 700m
1480' - 450m
1350' - 410m



Gnd speed-Kts	70	90	100	120	140	160	ALS	1480'	115°	2300'	RW
ILS GS 2.67° or NDB Descent Grad 4.7%	336	433	481	577	673	769	...	↑	on	RT	330
MAP at LMM							...				

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND I			
ILS DA(H) 946' (200')		LOC (GS out)		NDB MDA(H) 1050' (304')			
FULL	ALS out				ALS out	Max Kts	MDA(H)
A						100	1240' (494') 1600m
B						135	1250' (504') 1600m
C	1200m	NOT AUTHORIZED		RVR 1500m VIS 1600m		180	1450' (704') 3200m
D						205	1450' (704') 3600m

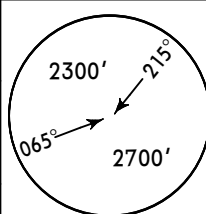
I Circling height based on rwy 12 thresh elev of 746'.

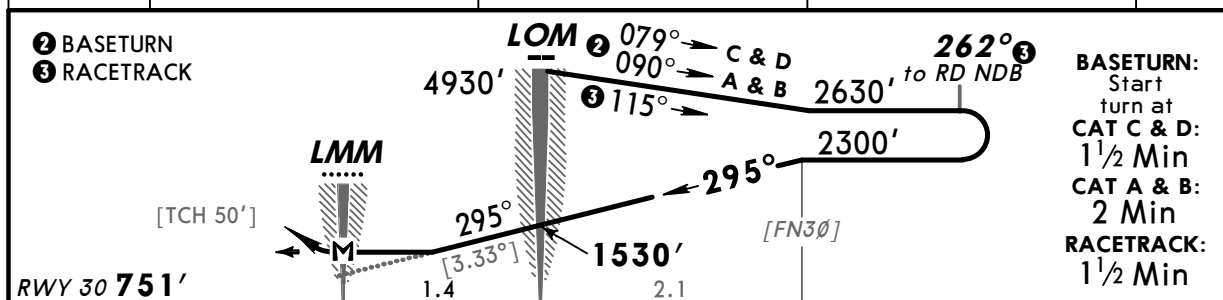
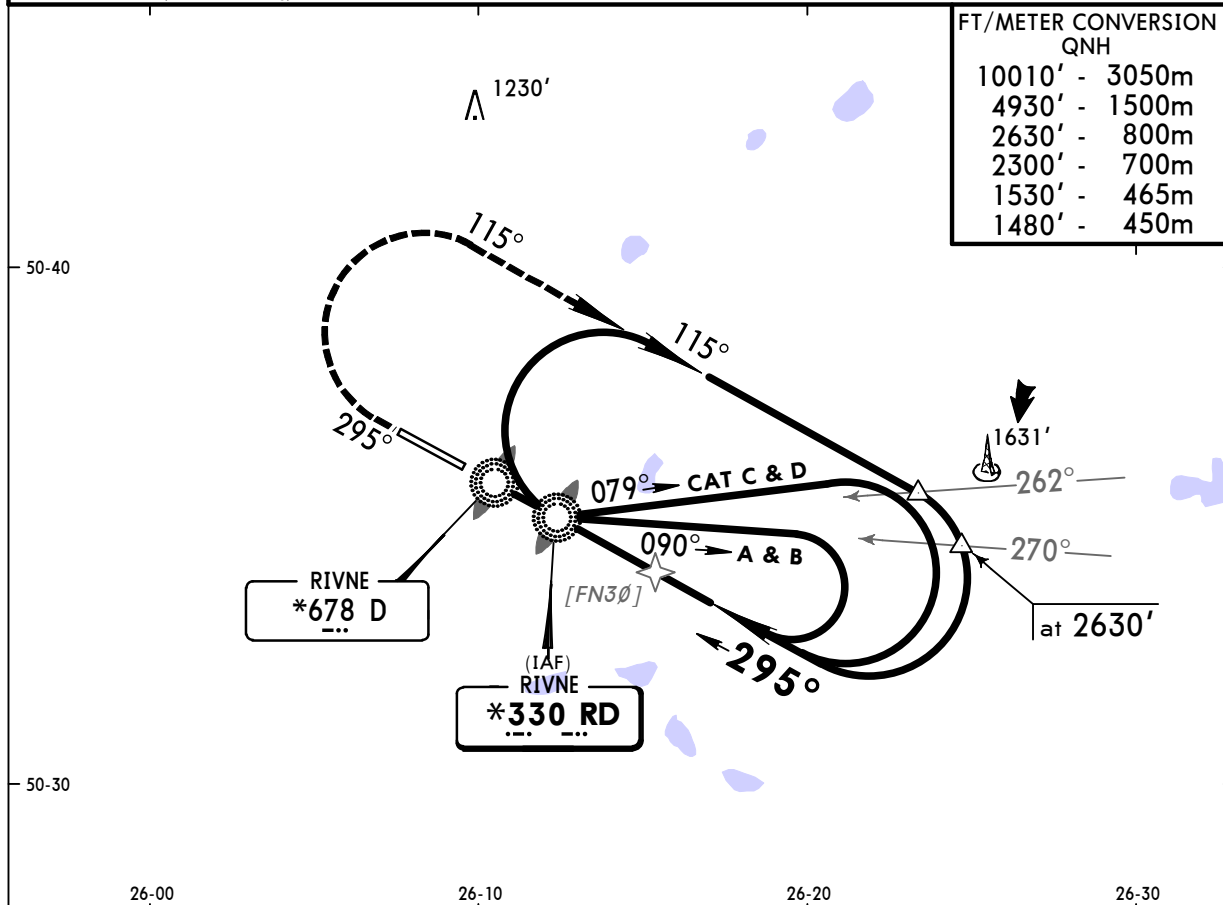
UKLR/RWN
RIVNE

JEPPesen
17 SEP 04 **(16-1)** Eff 30 Sep

RIVNE, UKRAINE
2 NDB Rwy 30

BRIEFING STRIP

*RIVNE Tower					 MSA RD NDB
123.7					
NDB RD *330	Final Apch Crs 295°	Minimum Alt LOM 1530' (779')	MDA(H) 1190' (439')	Apt Elev 755' RWY 751'	
MISSED APCH: Climb on 295° to 1480', then turn RIGHT onto 115° climbing to 2630', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 27 hPa	Trans level: By ATC		
			Trans alt: 10010'		



Gnd speed-Kts	70	90	100	120	140	160	ALS	1480' on 295°	115° RT	2630'
Desc gradient 5.81% or Descent angle [3.33°]	412	530	589	707	825	943				
MAP at LMM										

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
MDA(H) 1190' (439')							
ALS out				Max Kts	MDA(H)		
A	RVR 1500m VIS 1600m			100	1240'	(489')	1600m
B				135	1250'	(499')	1600m
C	RVR 1800m VIS 2000m			180	1450'	(699')	3200m
D	2400m			205	1450'	(699')	3600m

1 Circling height based on rwy 30 thresh elev of 751'.