

Page 1  
Changed chart(s) since Disc 22-2010  
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.  
ACT      PROCEDURE IDENT                                      INDEX      REV DATE              EFF DATE

No revision activity since Disc 22-2010

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport UKLT**

## General Info

Ternopil', UKR

N 49° 31.5' E 25° 42.0' Mag Var: 4.4°E

Elevation: 1072'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe

Time Zone Info: GMT+2:00 uses DST

## Runway Info

Runway 10-28 6562' x 138' concrete

Runway 10 (102.0°M) TDZE 1072'

Lights: Edge, ALS

Runway 28 (282.0°M) TDZE 1022'

Lights: Edge, ALS

## Communications Info

Ternopil' Tower **134.3**

## Notebook Info

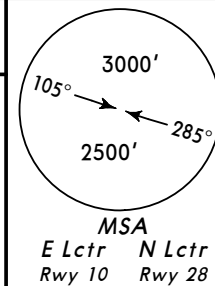
**UKLT**  
**TERNOPIL' INTL**

**JEPPESSEN**  
 17 MAR 06 **10-2**

**TERNOPIL', UKRAINE**  
**STAR**

*Apt Elev*  
**1072'**

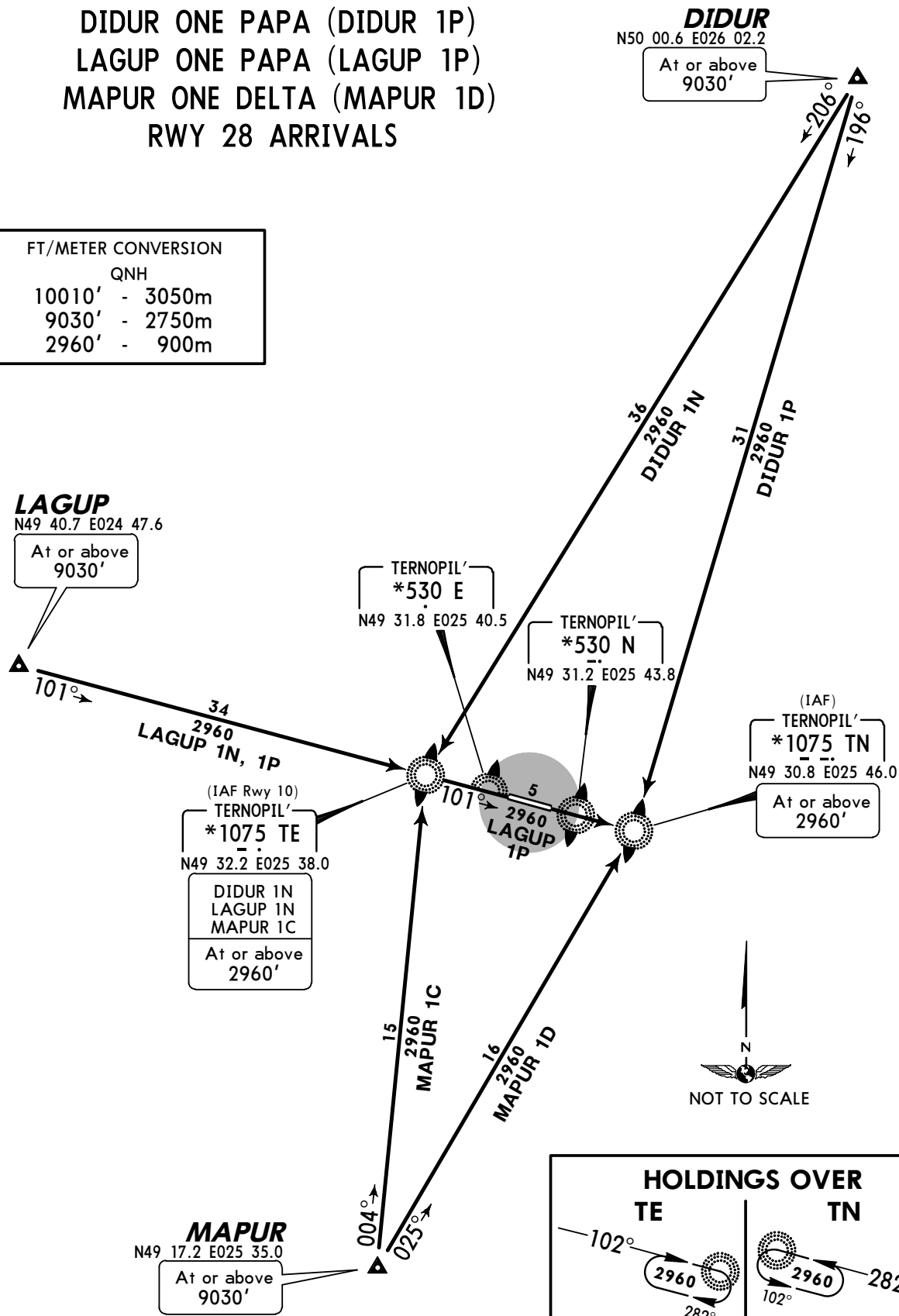
Alt Set: hPa (MM on request)  
 Trans level: By ATC Trans alt: 10010'



**DIDUR ONE NOVEMBER (DIDUR 1N)**  
**LAGUP ONE NOVEMBER (LAGUP 1N)**  
**MAPUR ONE CHARLIE (MAPUR 1C)**  
**RWY 10 ARRIVALS**

**DIDUR ONE PAPA (DIDUR 1P)**  
**LAGUP ONE PAPA (LAGUP 1P)**  
**MAPUR ONE DELTA (MAPUR 1D)**  
**RWY 28 ARRIVALS**

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 9030'               | - 2750m |
| 2960'               | - 900m  |



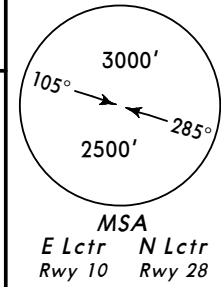
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17 MAR 06 **(10-2A)**

**TERNOPIL', UKRAINE**  
**STAR**

*Apt Elev*  
**1072'**

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



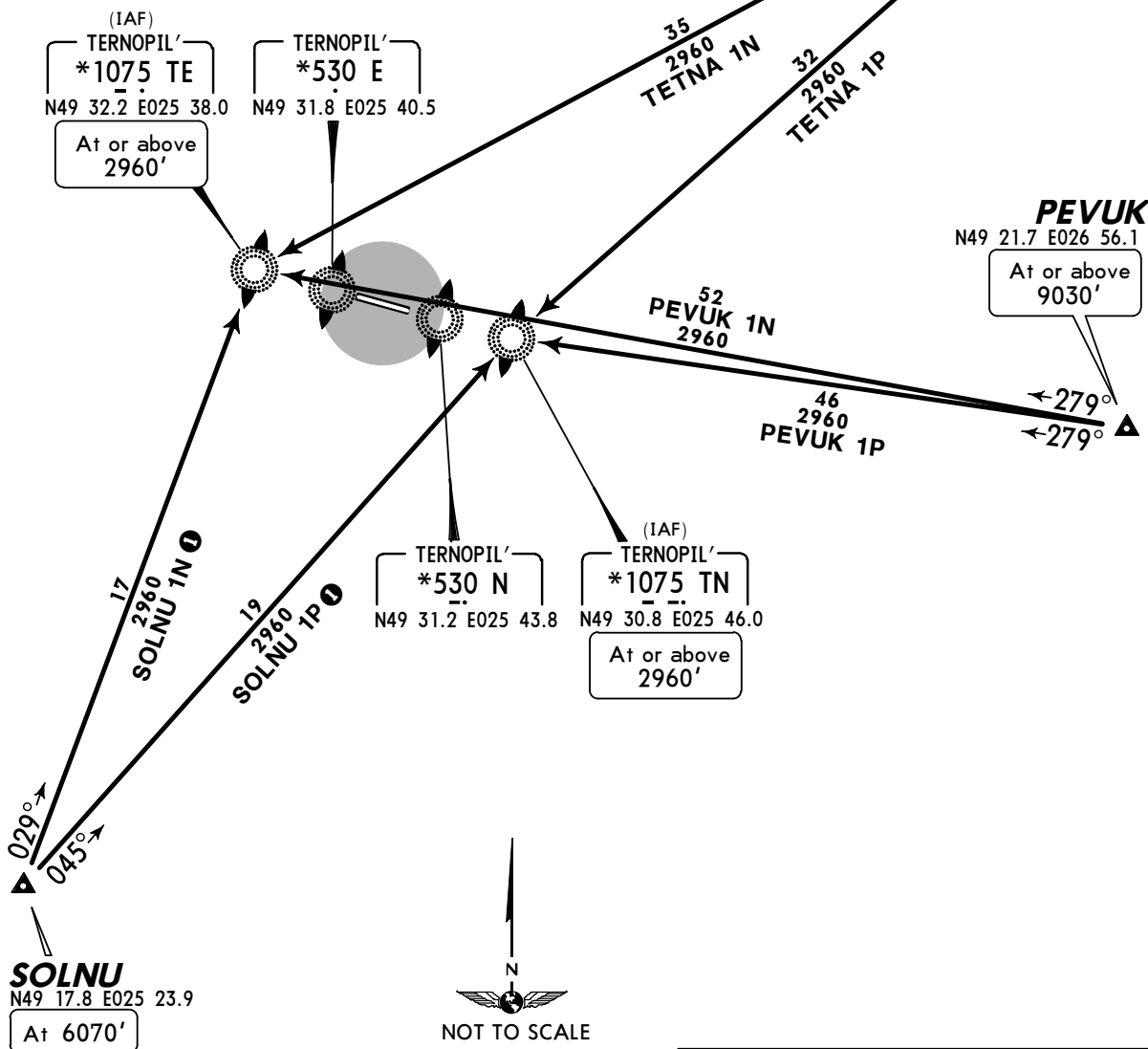
**PEVUK ONE NOVEMBER (PEVUK 1N)**  
**SOLNU ONE NOVEMBER (SOLNU 1N)①**  
**TETNA ONE NOVEMBER (TETNA 1N)**  
**RWY 10 ARRIVALS**

**PEVUK ONE PAPA (PEVUK 1P)**  
**SOLNU ONE PAPA (SOLNU 1P)①**  
**TETNA ONE PAPA (TETNA 1P)**  
**RWY 28 ARRIVALS**

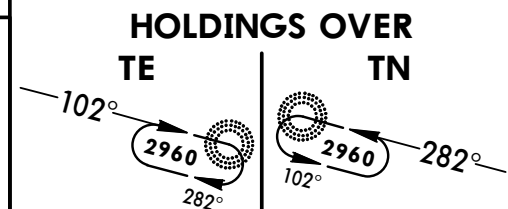
① By ATC.

**TETNA**  
N49 50.0 E026 25.0  
At or above  
9030'

**PEVUK**  
N49 21.7 E026 56.1  
At or above  
9030'



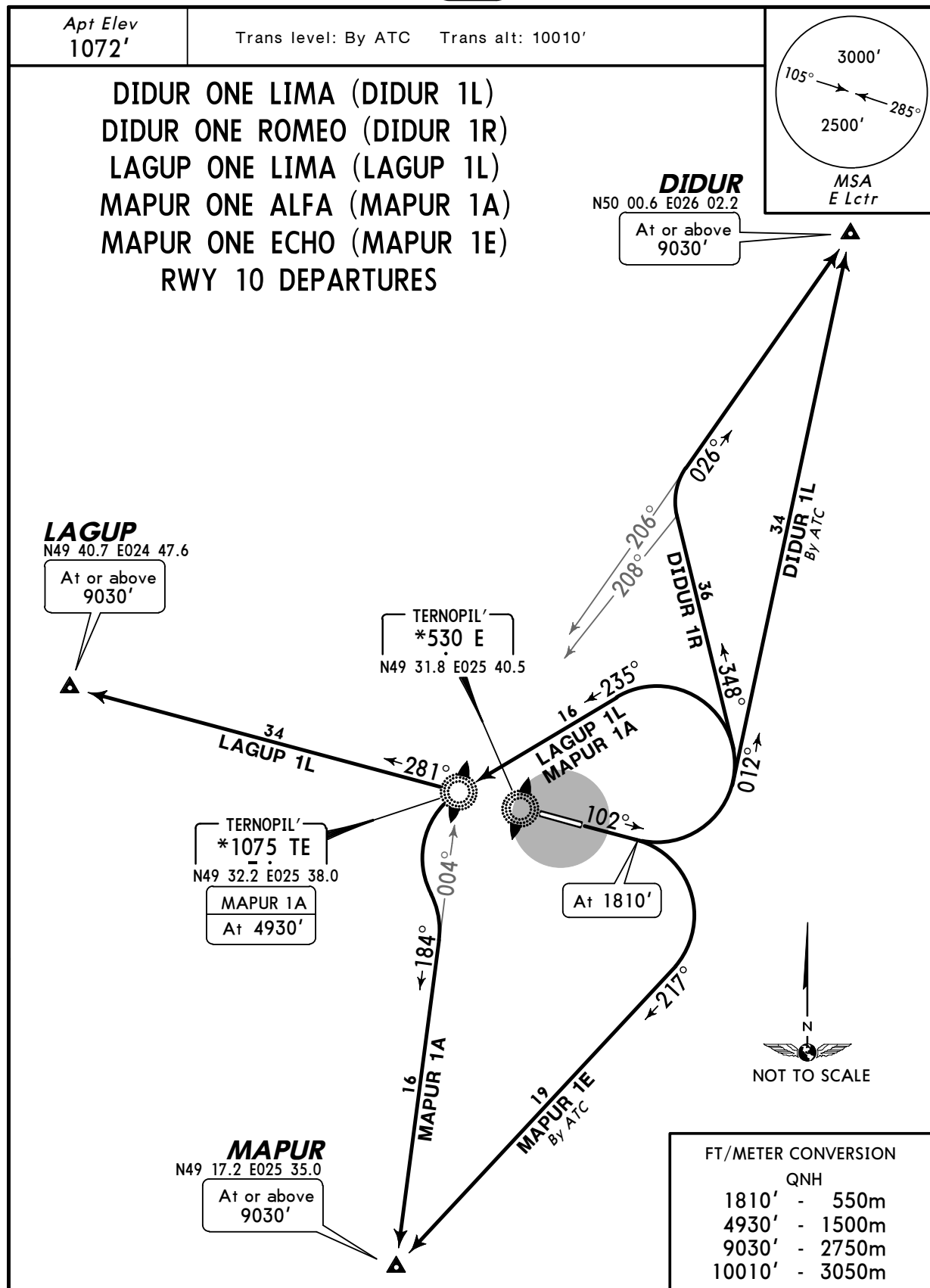
| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 9030'               | - 2750m |
| 6070'               | - 1850m |
| 2960'               | - 900m  |



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11 JAN 08 **10-3** **Eff 17 Jan**

**TERNOPIL', UKRAINE**  
**SID**

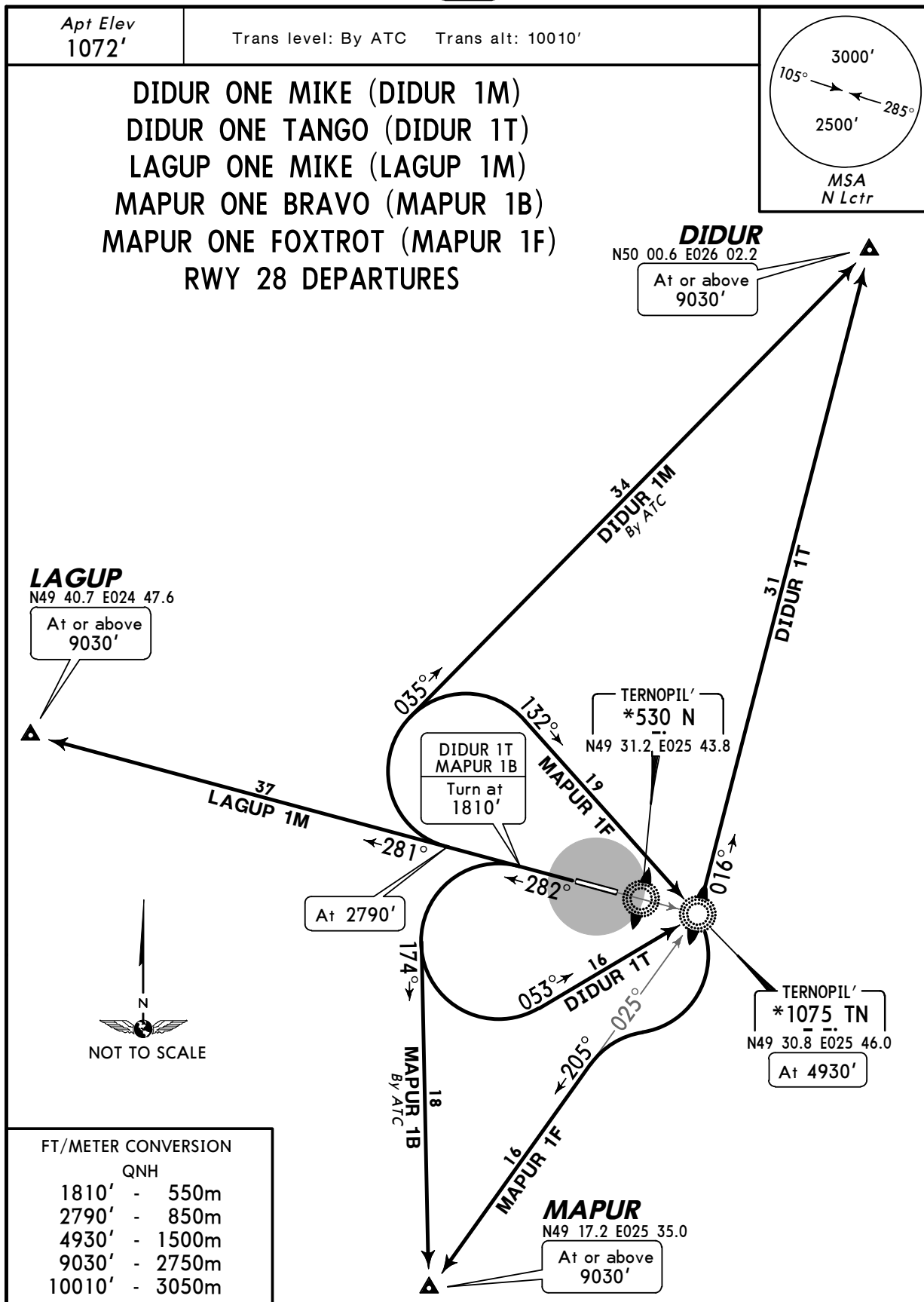


| SID                       | ROUTING                                                                                                                                   |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DIDUR 1L</b><br>By ATC | Climb on 102° track to 1810', turn LEFT, 012° track to DIDUR.                                                                             |
| <b>DIDUR 1R</b>           | Climb on 102° track to 1810', turn LEFT, 348° track, when passing 208° bearing to TE turn RIGHT, intercept 026° bearing from TE to DIDUR. |
| <b>LAGUP 1L</b>           | Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn RIGHT, 281° bearing to LAGUP.                                 |
| <b>MAPUR 1A</b>           | Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 184° bearing to MAPUR.                        |
| <b>MAPUR 1E</b><br>By ATC | Climb on 102° track to 1810', turn RIGHT, 217° track to MAPUR.                                                                            |

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 11 JAN 08 **(10-3A)** **Eff 17 Jan**

**TERNOPIL', UKRAINE**  
**SID**



| SID                       | ROUTING                                                                                                                      |
|---------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <b>DIDUR 1M</b><br>By ATC | Climb on 282° track to 2790', turn RIGHT, 035° track to DIDUR.                                                               |
| <b>DIDUR 1T</b>           | Climb on 282° track to 1810', turn LEFT, intercept 053° bearing to TN, turn LEFT, 016° bearing to DIDUR.                     |
| <b>LAGUP 1M</b>           | Climb on 282° bearing from TN to 2790', 281° track to LAGUP.                                                                 |
| <b>MAPUR 1B</b><br>By ATC | Climb on 282° track to 1810', turn LEFT, 174° track to MAPUR.                                                                |
| <b>MAPUR 1F</b>           | Climb on 282° track to 2790', turn RIGHT, intercept 132° bearing to TN, turn RIGHT, intercept 205° bearing from TN to MAPUR. |

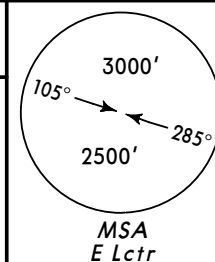
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**TERNOPIL' INTL**

**JEPPESSEN**  
11 JAN 08 **(10-3B)** **Eff 17 Jan**

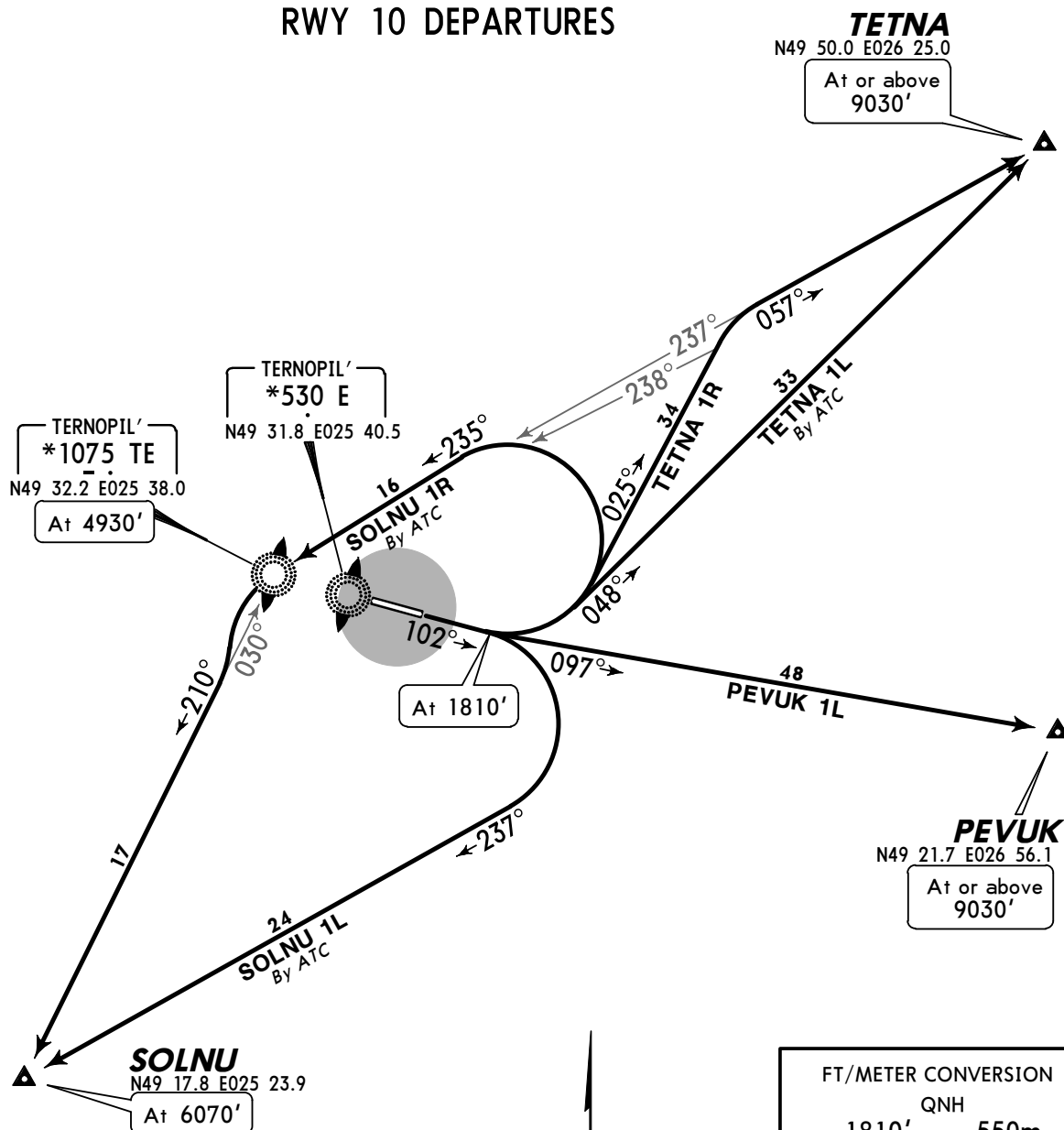
**TERNOPIL', UKRAINE**  
**SID**

*Apt Elev*  
**1072'**

Trans level: By ATC    Trans alt: 10010'



**PEVUK ONE LIMA (PEVUK 1L)**  
**SOLNU ONE LIMA (SOLNU 1L)**  
**SOLNU ONE ROMEO (SOLNU 1R)**  
**TETNA ONE LIMA (TETNA 1L)**  
**TETNA ONE ROMEO (TETNA 1R)**  
**RWY 10 DEPARTURES**



| FT/METER CONVERSION |   |       |
|---------------------|---|-------|
| QNH                 |   |       |
| 1810'               | - | 550m  |
| 4930'               | - | 1500m |
| 6070'               | - | 1850m |
| 9030'               | - | 2750m |
| 10010'              | - | 3050m |

| SID                       | ROUTING                                                                                                                                   |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PEVUK 1L</b>           | Climb on 102° track to 1810', turn LEFT, 097° track to PEVUK.                                                                             |
| <b>SOLNU 1L</b><br>By ATC | Climb on 102° track to 1810', turn RIGHT, 237° track to SOLNU.                                                                            |
| <b>SOLNU 1R</b><br>By ATC | Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 210° bearing from TE to SOLNU.                |
| <b>TETNA 1L</b><br>By ATC | Climb on 102° track to 1810', turn LEFT, 048° track to TETNA.                                                                             |
| <b>TETNA 1R</b>           | Climb on 102° track to 1810', turn LEFT, 025° track, when passing 238° bearing to TE turn RIGHT, intercept 057° bearing from TE to TETNA. |

CHANGES: SIDs TETNA 1L & 1R & PEVUK 1L revised.

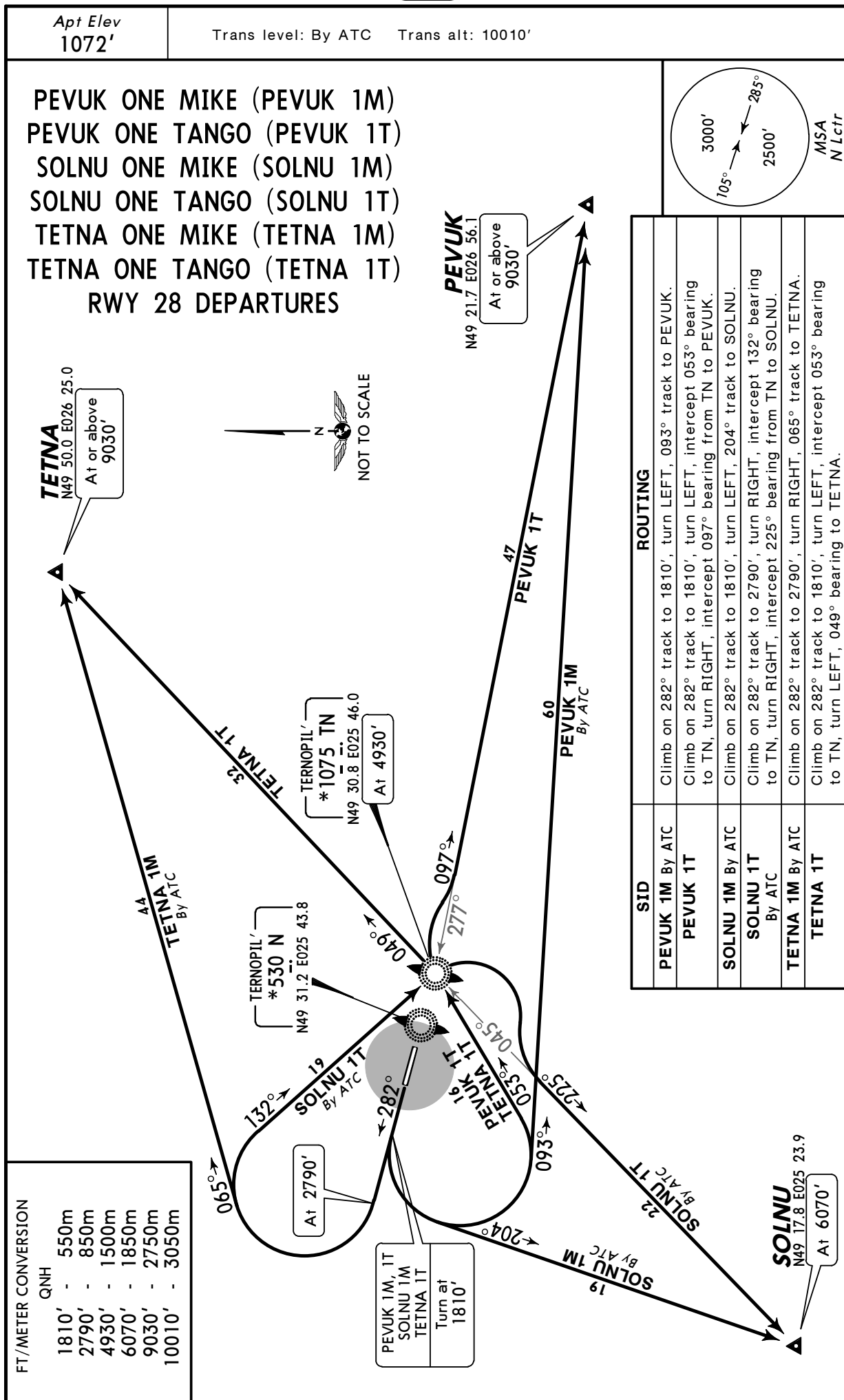
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**TERNOPIL' INTL**

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 11 JAN 08 **10-3C** **Eff 17 Jan**

**TERNOPIL', UKRAINE**

**SID**



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TERNOPIL' INTL**JEPPESEN**  
17 MAR 06 **10-4****TERNOPIL', UKRAINE**  
**NOISE****NOISE ABATEMENT****GENERAL**

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 due to reduction of the level of safety of flights.

**ARRIVALS**

Final approach is performed according to established patterns, extension of the gear and wing configuration is done not less than 7 NM from FAF, the speed of flight in the pattern is not more than 215 KT.

**DEPARTURES**

Climbing:

Take-off to 1480'

- maintain take-off power of all engines
- retract gears
- wing configuration in take-off position with flaps 10°-30° (depending on aircraft type) and in accordance with Flight Manual
- climb at  $V_2 + 11-22$  KT with the maximum rate of climb considering the pitch limitation.

At 1480'

- reduce to rated power

Between 1480' - 2960'

- the nominal capacity of all engines is kept, climb at  $V_2 + 11-22$  KT.

At 2960'

- reduce rate of climb, start climb acceleration to zero flap speed
- begin retracting the flaps into flight wing configuration
- stage-by stage retracting of flaps into flight position is made

**UKLT**

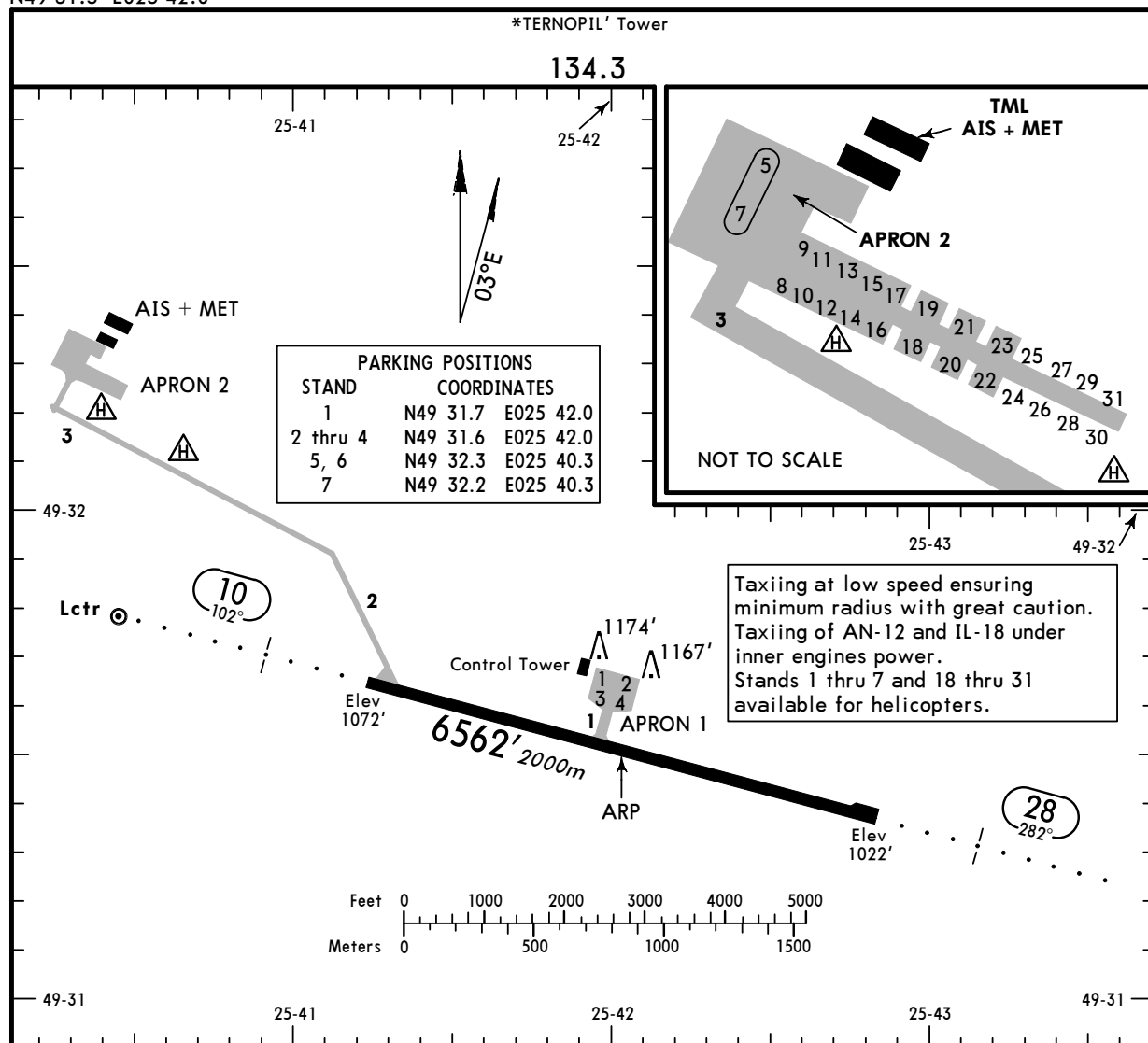
Apt Elev **1072'**  
N49 31.5 E025 42.0

**JEPPesen**

13 APR 07 **(10-9)**

**TERNOPIL', UKRAINE**

**TERNOPIL' INTL**



**ADDITIONAL RUNWAY INFORMATION**

| RWY      |          |     | USABLE LENGTHS |                               | TAKE-OFF | WIDTH       |
|----------|----------|-----|----------------|-------------------------------|----------|-------------|
|          |          |     | Threshold      | Landing Beyond<br>Glide Slope |          |             |
| 10<br>28 | RL (60m) | ALS |                |                               |          | 138'<br>42m |
|          |          |     |                |                               |          |             |
|          |          |     |                |                               |          |             |
|          |          |     |                |                               |          |             |
|          |          |     |                |                               |          |             |

**TAKE-OFF**

**AIR CARRIER (JAA)**

**All Rwy's**

**LVP must be in force**

RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

A

B

C

D

250m

300m

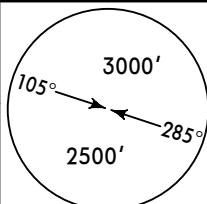
400m

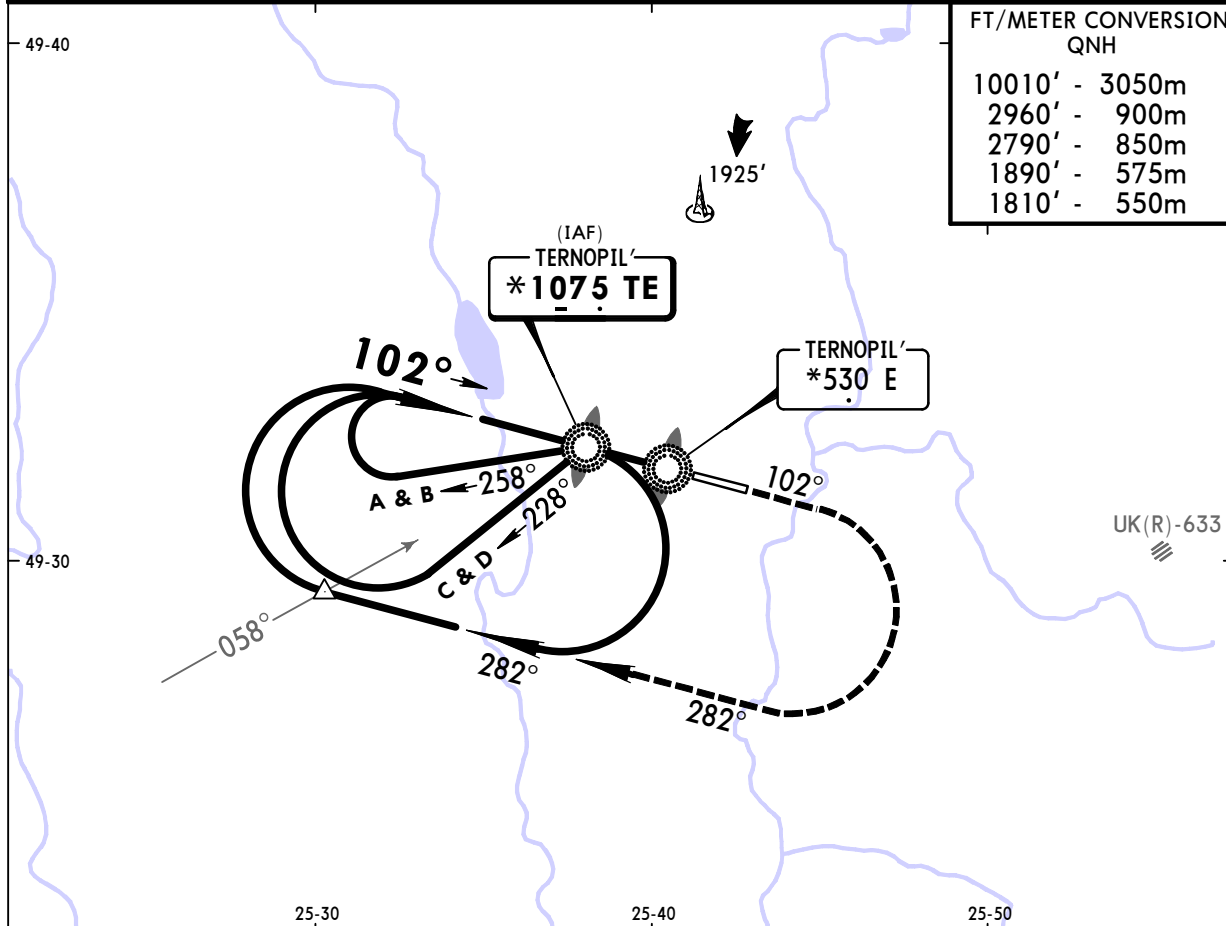
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13 APR 07 **(16-1)**

**TERNOPIL', UKRAINE**  
**2 NDB Rwy 10**

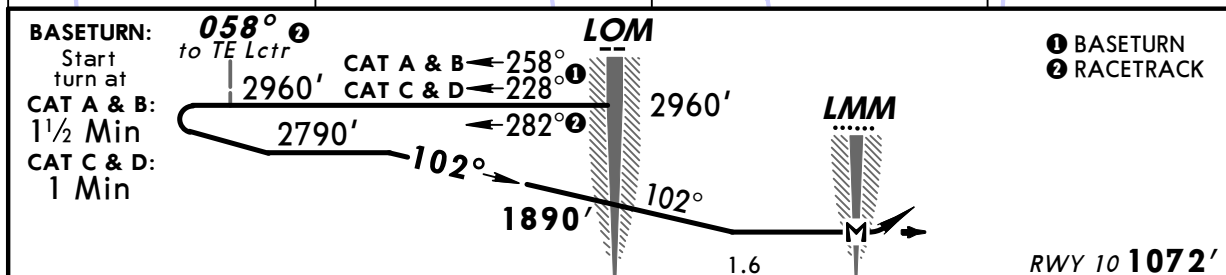
BRIEFING STRIP

| *TERNOPIL' Tower                                                                                                            |                                  |                                           |                               |                                    |  |
|-----------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------|-------------------------------|------------------------------------|-------------------------------------------------------------------------------------|
| Lctr<br>TE<br><b>*1075</b>                                                                                                  | Final<br>Apch Crs<br><b>102°</b> | Minimum Alt<br>LOM<br><b>1890'</b> (818') | MDA(H)<br><b>1510'</b> (438') | Apt Elev 1072'<br>RWY <b>1072'</b> |                                                                                     |
| <b>MISSED APCH:</b> Climb on track 102° to 1810', then turn RIGHT on track 282° climbing to 2960', then according to chart. |                                  |                                           |                               |                                    | <b>MSA LMM E</b>                                                                    |
| 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  |
| 2790'  | - | 850m  |
| 1890'  | - | 575m  |
| 1810'  | - | 550m  |



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALS | 1810' | on 102° | 2960' | on 282° |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-------|---------|-------|---------|
| Descent Gradient 5.8% | 411 | 529 | 587 | 705 | 822 | 940 | ... | ↑     |         | ↻ RT  |         |
| MAP at LMM            |     |     |     |     |     |     | ... |       |         |       |         |

| STRAIGHT-IN LANDING RWY 10 |       |  |  | CIRCLE-TO-LAND |                     |       |  |
|----------------------------|-------|--|--|----------------|---------------------|-------|--|
| MDA(H) <b>1510'</b> (438') |       |  |  |                |                     |       |  |
| ALS out                    |       |  |  | Max Kts        | MDA(H)              |       |  |
| A                          | 1600m |  |  | 100            | <b>1600'</b> (528') | 1600m |  |
| B                          |       |  |  | 135            | <b>1780'</b> (708') | 1600m |  |
| C                          | 2000m |  |  | 180            | <b>1870'</b> (798') | 3600m |  |
| D                          | 2400m |  |  | 205            | <b>1870'</b> (798') | 4000m |  |

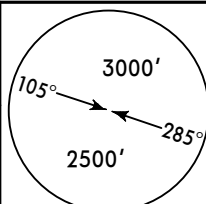
PANS OPS

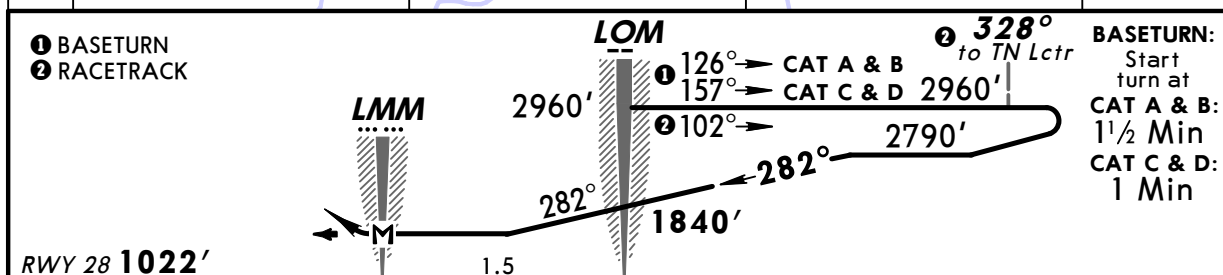
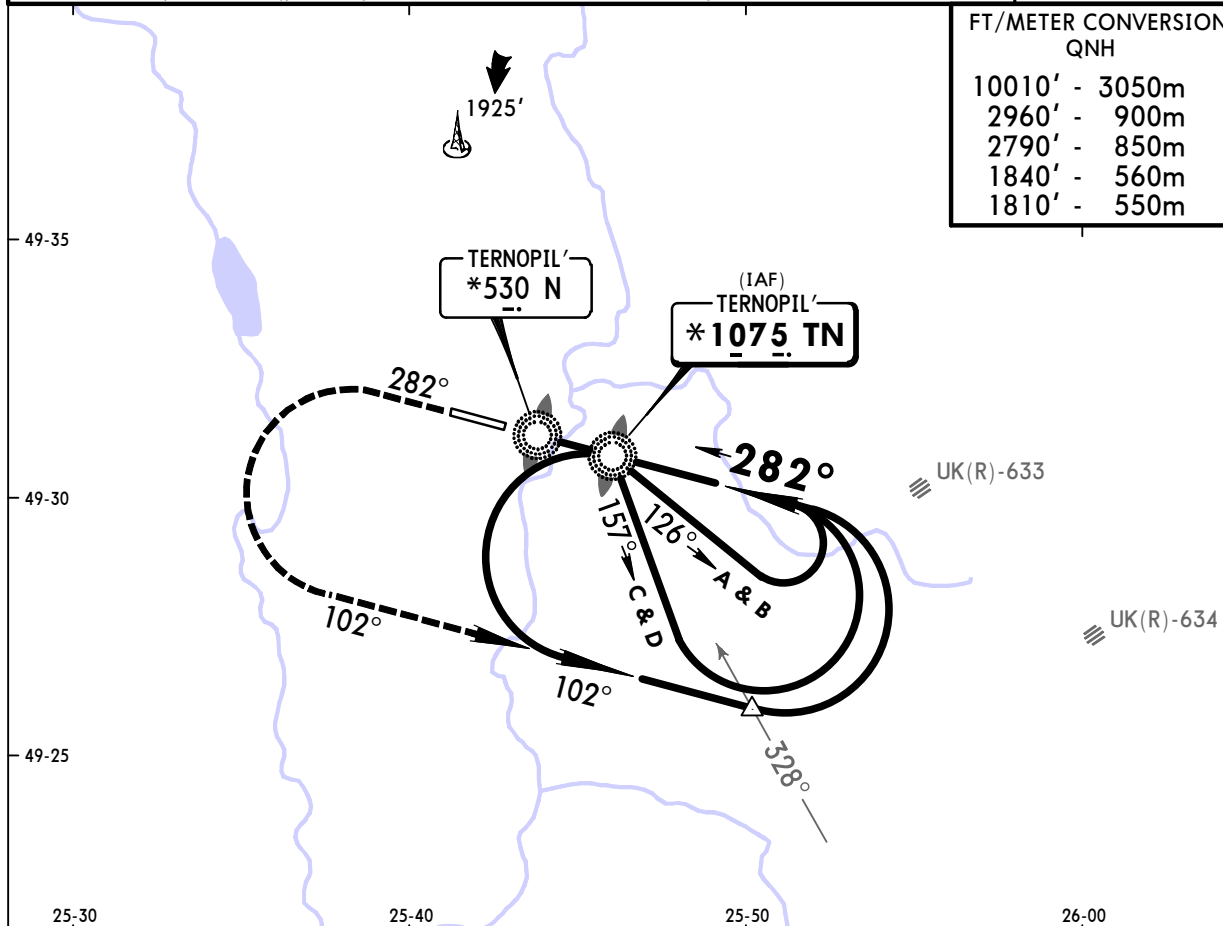
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**TERNOPIL' INTL**

**JEPPesen**  
13 APR 07 **(16-2)**

**TERNOPIL', UKRAINE**  
**2 NDB Rwy 28**

BRIEFING STRIP

| *TERNOPIL' Tower                                                                                                    |                           |                                    |                        |                             |                                                                                     |
|---------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------|------------------------|-----------------------------|-------------------------------------------------------------------------------------|
| 134.3                                                                                                               |                           |                                    |                        |                             |                                                                                     |
| Lctr<br>TN<br>*1075                                                                                                 | Final<br>Apch Crs<br>282° | Minimum Alt<br>LOM<br>1840' (818') | MDA(H)<br>1400' (378') | Apt Elev 1072'<br>RWY 1022' |  |
| MISSED APCH: Climb on track 282° to 1810', then turn LEFT on track 102° climbing to 2960', then according to chart. |                           |                                    |                        |                             |                                                                                     |
| Alt Set: hPa (MM on req)    Rwy Elev: 37 hPa    Trans level: By ATC    Trans alt: 10010'                            |                           |                                    |                        |                             |                                                                                     |
|                                                                                                                     |                           |                                    |                        |                             |                                                                                     |
|                                                                                                                     |                           |                                    |                        |                             | MSA LMM N                                                                           |



| Gnd speed-Kts         | 70  | 90  | 100 | 120 | 140 | 160 | ALS | 1810' | on 282° | 2960' | on 102° |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-------|---------|-------|---------|
| Descent Gradient 5.8% | 411 | 529 | 587 | 705 | 822 | 940 | ... | ↑     |         | LT    |         |
| MAP at LMM            |     |     |     |     |     |     | ... |       |         |       |         |

| STRAIGHT-IN LANDING RWY 28 |       |  |  | CIRCLE-TO-LAND |                     |       |  |
|----------------------------|-------|--|--|----------------|---------------------|-------|--|
| MDA(H) <b>1400'</b> (378') |       |  |  |                |                     |       |  |
| ALS out                    |       |  |  | Max Kts        | MDA(H)              |       |  |
| A                          |       |  |  | 100            | <b>1600'</b> (528') | 1600m |  |
| B                          | 1600m |  |  | 135            | <b>1780'</b> (708') | 1600m |  |
| C                          |       |  |  | 180            | <b>1870'</b> (798') | 3600m |  |
| D                          | 2000m |  |  | 205            | <b>1870'</b> (798') | 4000m |  |

PANS OPS