

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 04-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UKLR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

PAPI-L rwy 12/30 angle 2.67°/3.0° ops.

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 InfoRivne Tower **124.0** SecondaryRivne Tower **123.7****Notebook Info**

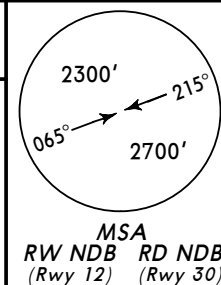
UKLR/RWN
RIVNE

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

RIVNE, UKRAINE
STAR

Apt Elev
755'

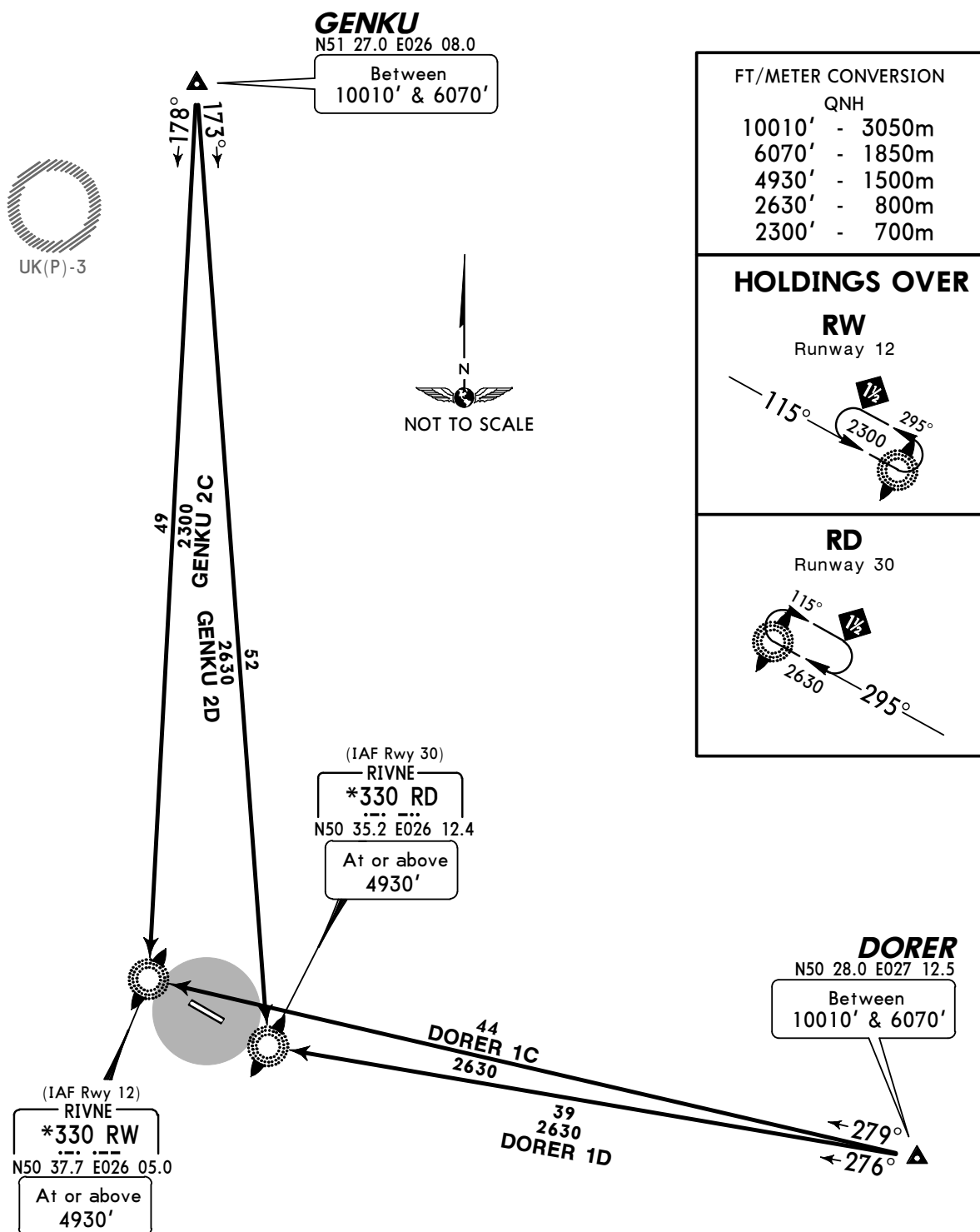
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



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

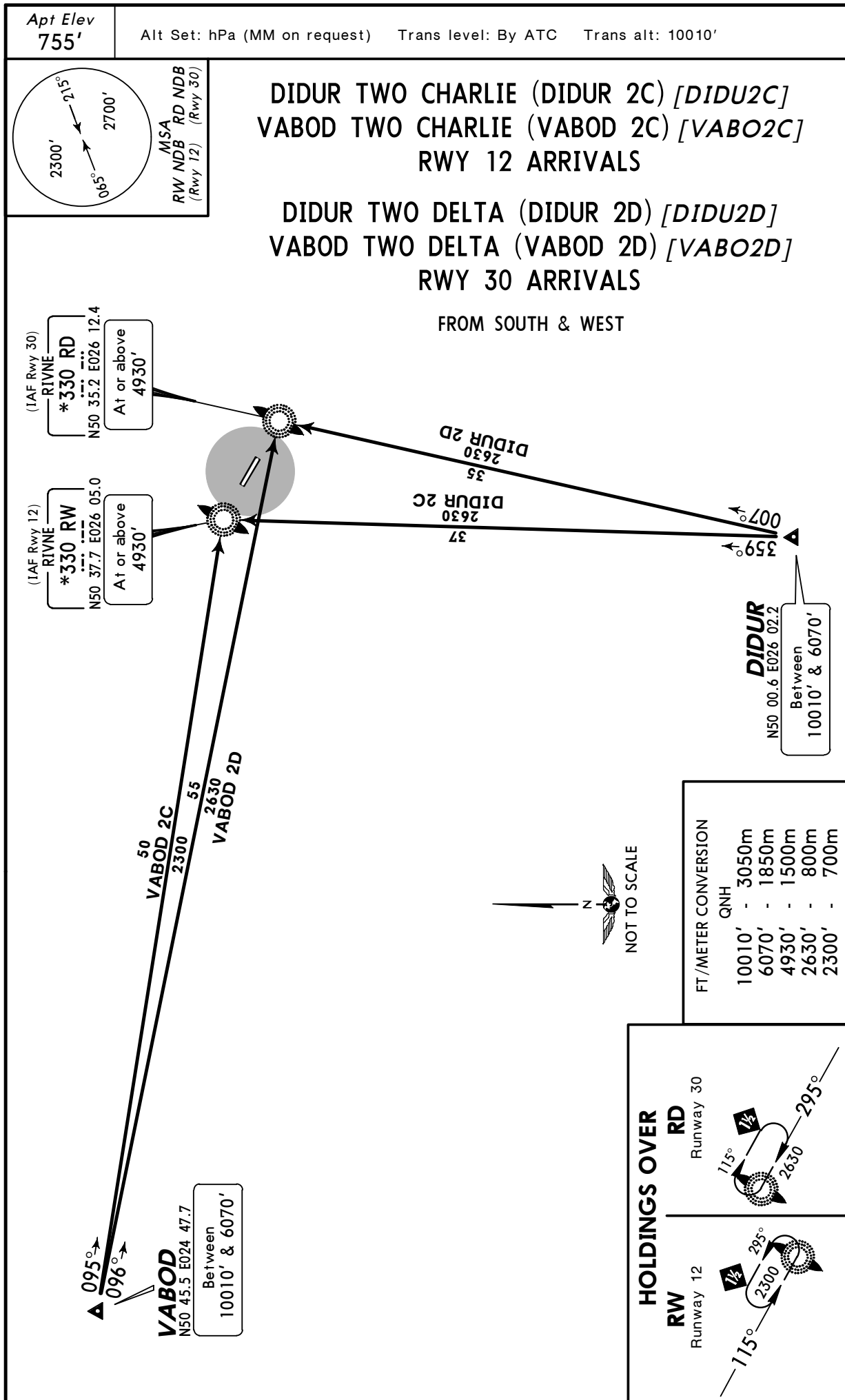
FROM NORTH & EAST



UKLR/RWN
RIVNE

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

RIVNE, UKRAINE
STAR



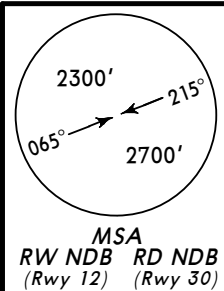
UKLR/RWN
RIVNE

29 APR 05

10-3

Eff 12 May

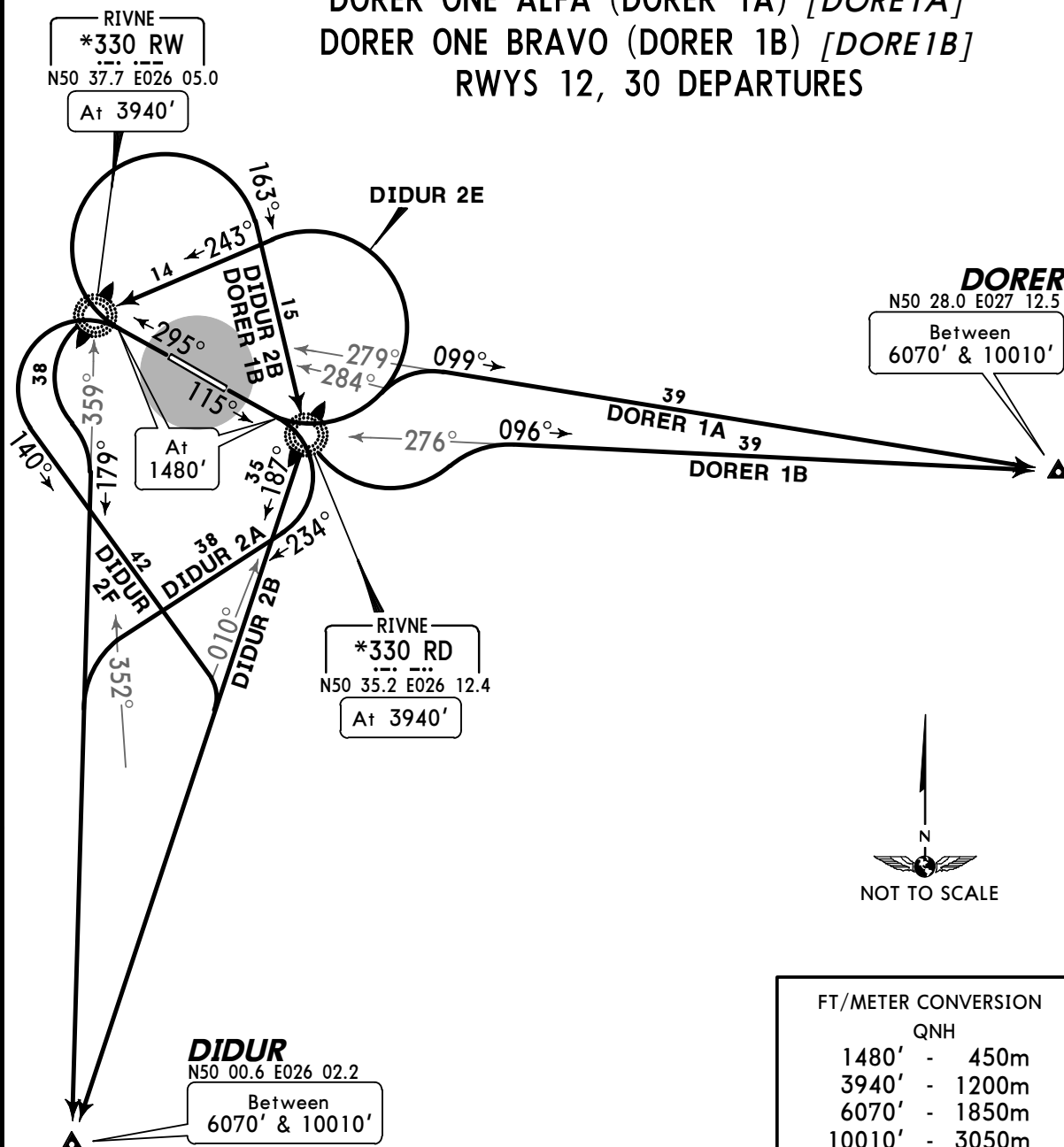
RIVNE, UKRAINE

SID

Apt Elev
755'

Trans level: By ATC Trans alt: 10010'

DIDUR TWO ALFA (DIDUR 2A) [DIDU2A]
DIDUR TWO BRAVO (DIDUR 2B) [DIDU2B]
DIDUR TWO ECHO (DIDUR 2E) [DIDU2E]
DIDUR TWO FOXTROT (DIDUR 2F) [DIDU2F]
DORER ONE ALFA (DORER 1A) [DORE1A]
DORER ONE BRAVO (DORER 1B) [DORE1B]
RWYS 12, 30 DEPARTURES



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

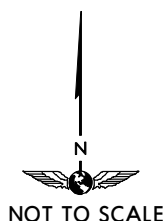
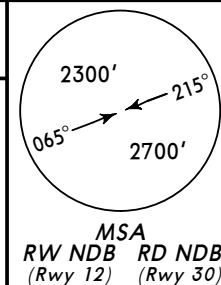
JEPPESEN
29 APR 05 **(10-3A)** **Eff 12 May**

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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Apt Elev **755'**

JEPPESEN

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

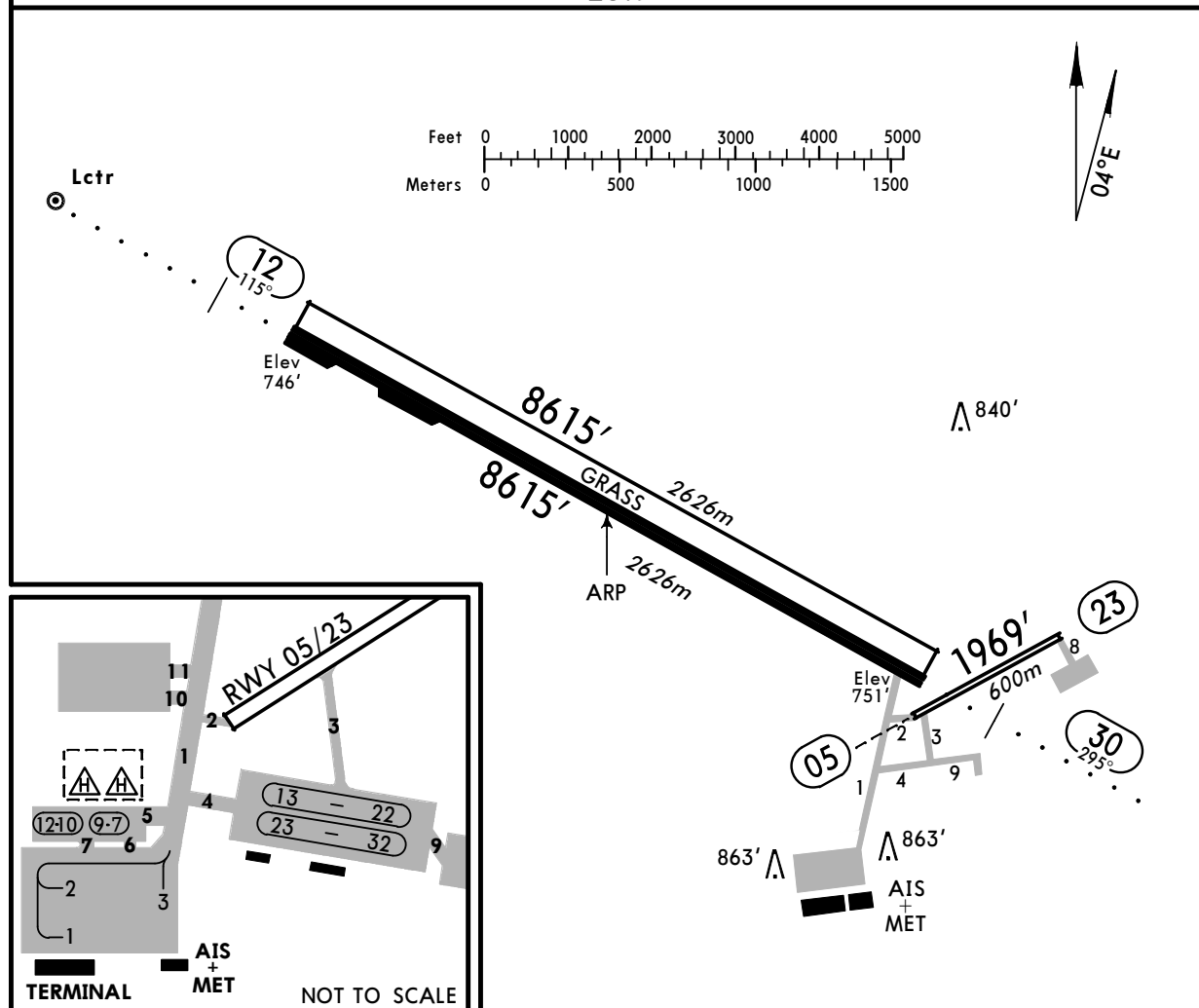
RIVNE, UKRAINE

RIVNE

N50 36.1 E026 08.8

*RIVNE Tower

123.7



ADDITIONAL RUNWAY INFORMATION

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

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	

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JEPPESEN

1 AUG 03

Eff 7 Aug

10-9X

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
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	1050' (304')	1050' (304')	1050' (304')	1050' (304')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
30	NDB	1180' (429')	1180' (429')	1180' (429')	1180' (429')
		R1300m	R1400m	R1600m	R1800m
	ALS out	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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RIVNE

JEPPESEN

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

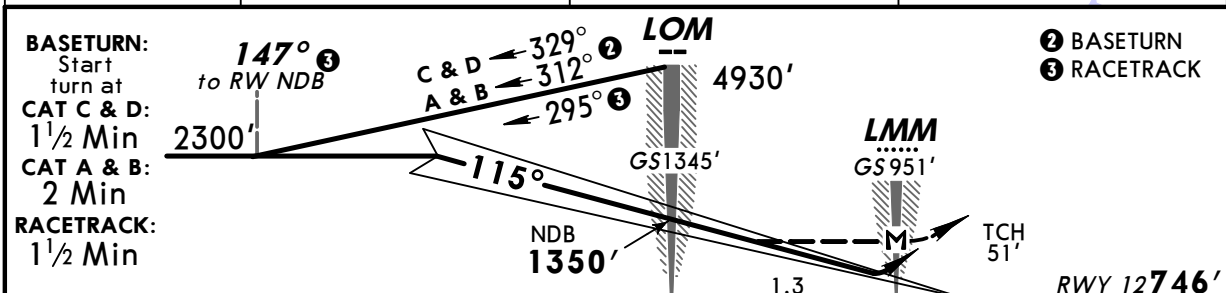
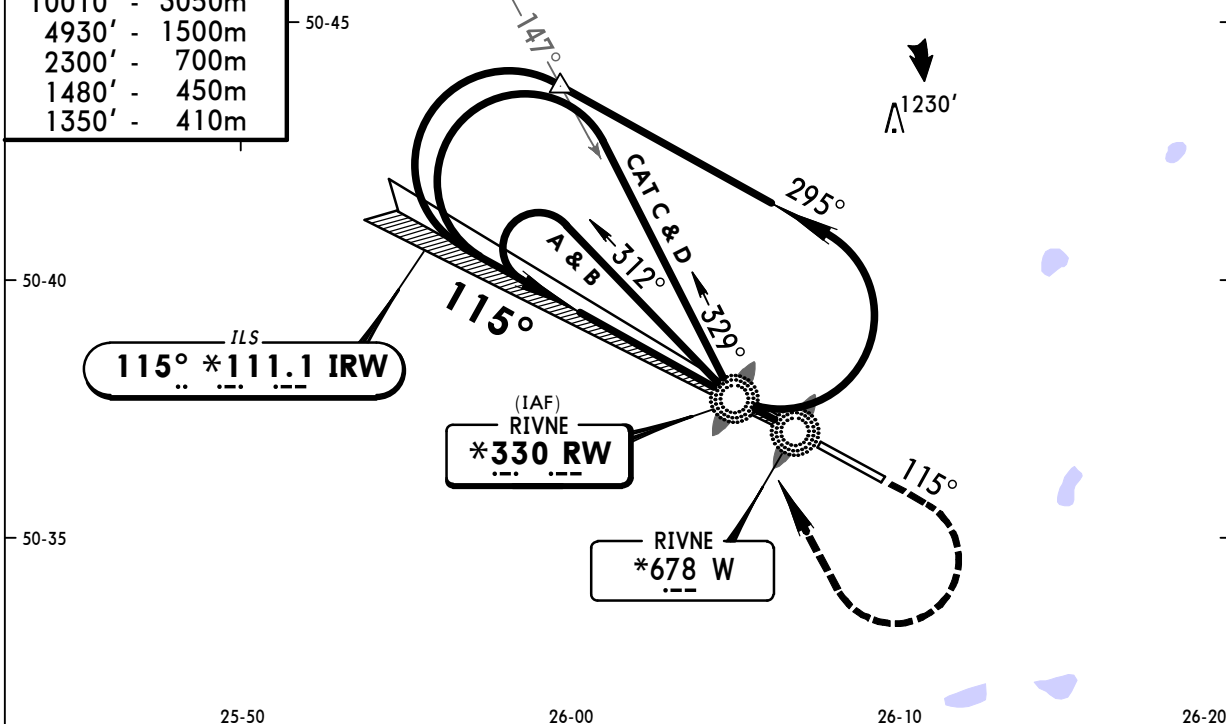
RIVNE, UKRAINE
ILS or 2 NDB Rwy 12

BRIEFING STRIP

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'	on 115°	2300'	RW 330
ILS GS 2.67° or NDB Descent Grad 4.7%	336	433	481	577	673	769					
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

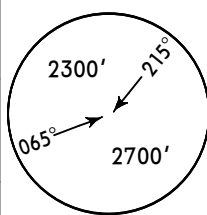
I Circling height based on rwy 12 thresh elev of 746'.

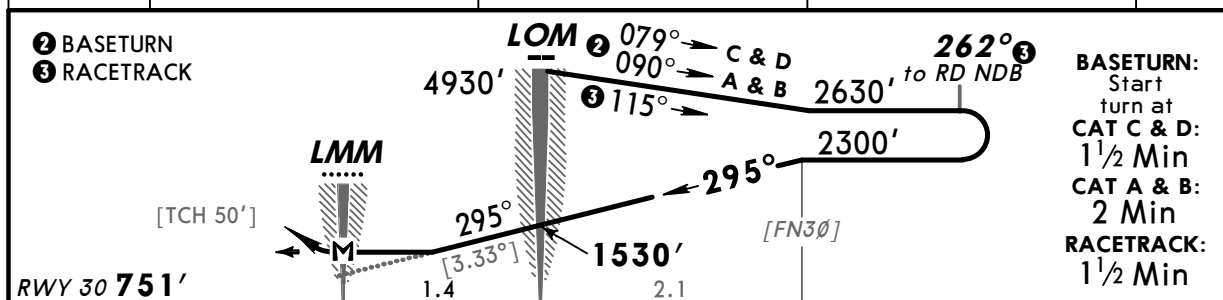
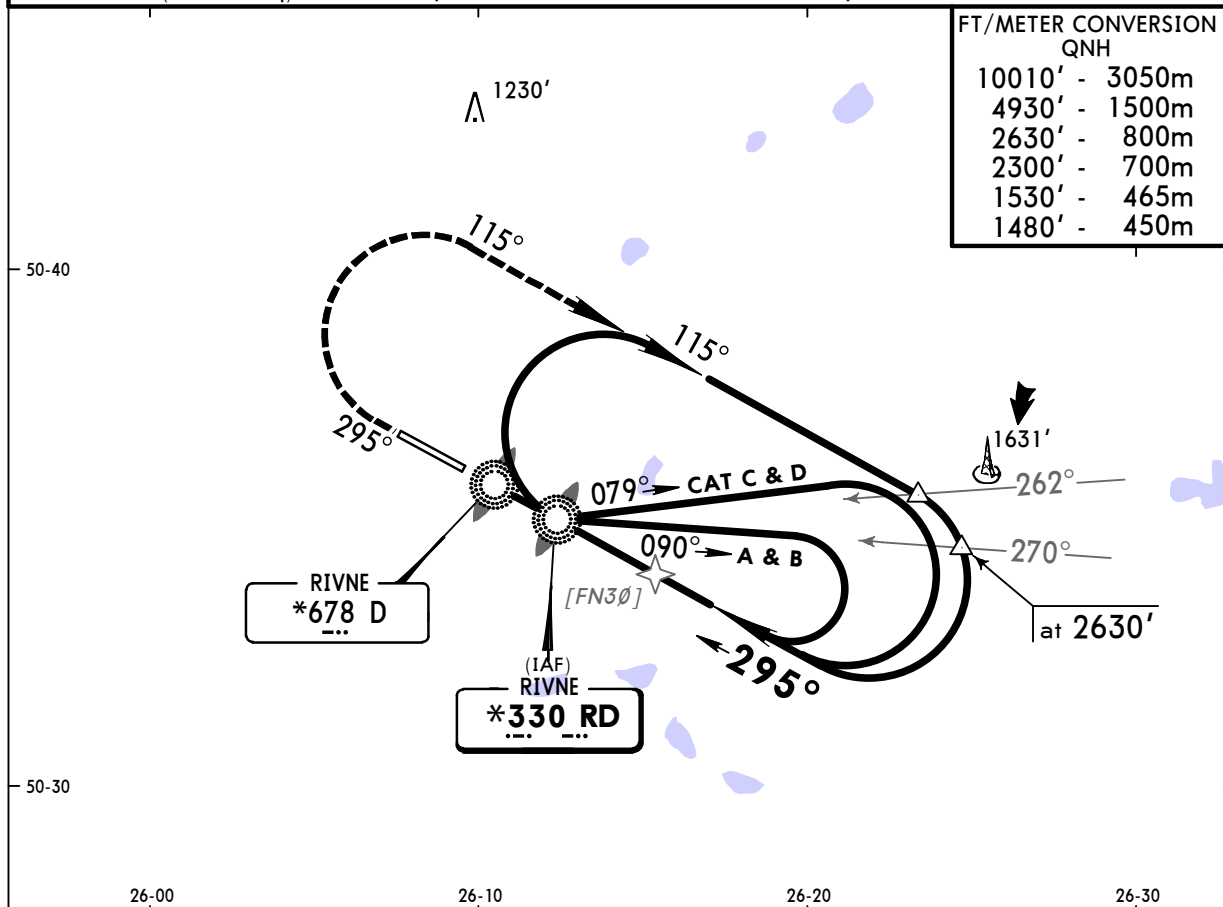
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RIVNE

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

RIVNE, UKRAINE
2 NDB Rwy 30

BRIEFING STRIP

*RIVNE Tower					
NDB RD	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 755'	
*330	295°	1530' (779')	1190' (439')	RWY 751'	
MISSED APCH: Climb on 295° to 1480', then turn RIGHT onto 115° climbing to 2630', then according to chart.					MSA RD NDB
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 I		
MDA(H) 1190' (439')					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

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