

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKLT

UKLT (Ternopil' Intl)**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 InfoTernopil' Tower **134.3****Notebook Info**

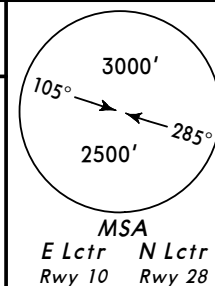
UKLT
TERNOPIL' INTL

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

LAGUP
N49 40.7 E024 47.6

At or above
9030'

TERNOPIL'
*530 E
N49 31.8 E025 40.5

TERNOPIL'
*530 N
N49 31.2 E025 43.8

(IAF)
TERNOPIL'
*1075 TN
N49 30.8 E025 46.0

(IAF Rwy 10)
TERNOPIL'
*1075 TE
N49 32.2 E025 38.0

DIDUR 1N
LAGUP 1N
MAPUR 1C
At or above
2960'

MAPUR
N49 17.2 E025 35.0

At or above
9030'

DIDUR
N50 00.6 E026 02.2
At or above
9030'

101°

34
2960
LAGUP 1N, 1P

101°

15
2960
MAPUR 1C

16
2960
MAPUR 1D

36
2960
DIDUR 1N

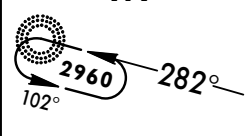
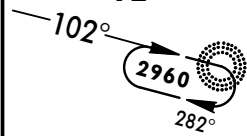
31
2960
DIDUR 1P



HOLDINGS OVER

TE

TN



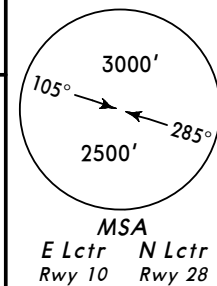
UKLT
TERNOPIL' INTL

JEPPESEN
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'

(IAF)
TERNOPIL'
***1075 TE**
N49 32.2 E025 38.0

At or above
2960'

TERNOPIL'
***530 E**
N49 31.8 E025 40.5

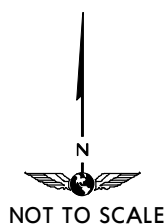
TERNOPIL'
***530 N**
N49 31.2 E025 43.8

(IAF)
TERNOPIL'
***1075 TN**
N49 30.8 E025 46.0

At or above
2960'

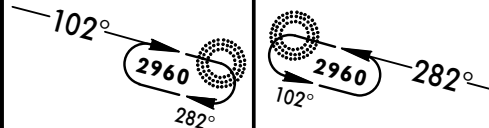
SOLNU
N49 17.8 E025 23.9

At 6070'



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

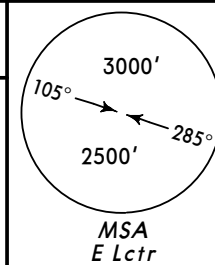
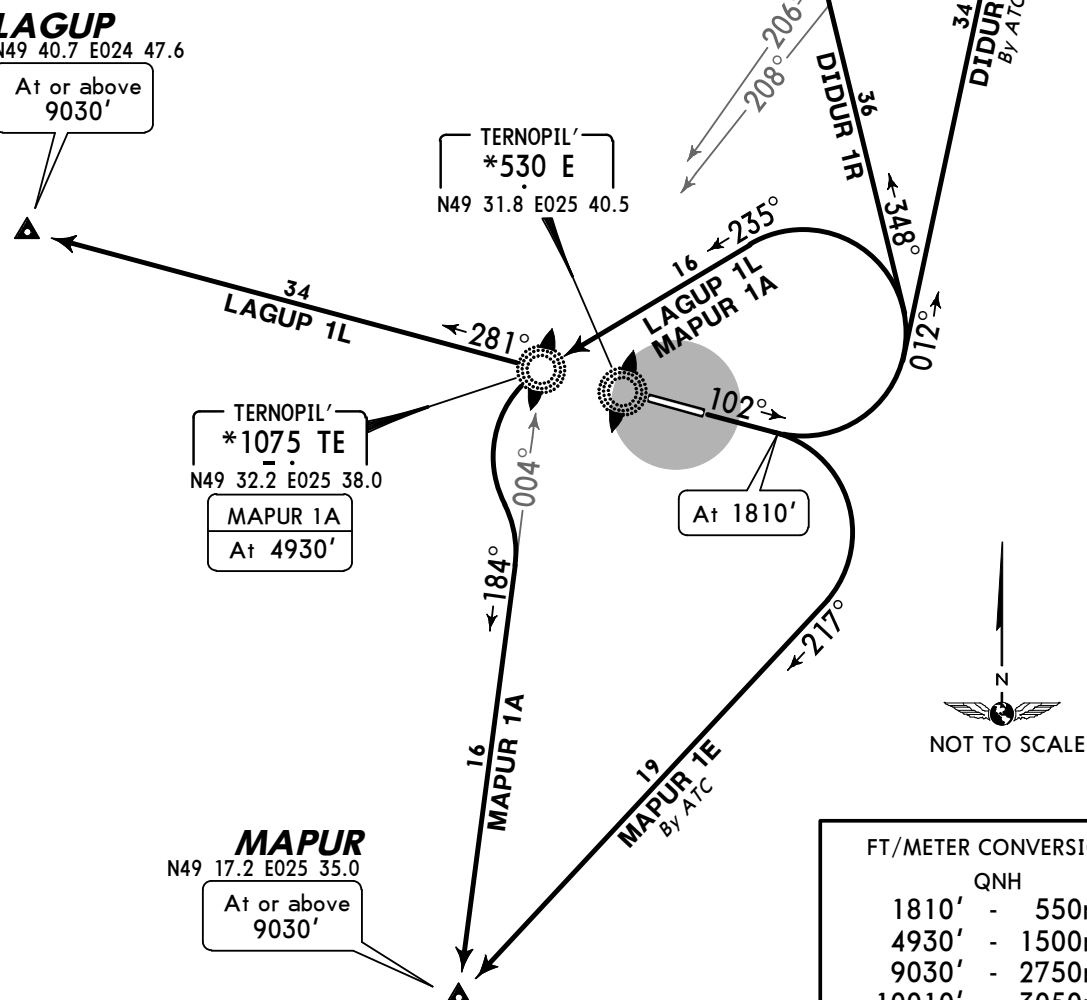
HOLDINGS OVER
TE **TN**



UKLT
TERNOPIL' INTL**JEPPESSEN**
11 JAN 08 **10-3** **Eff 17 Jan****TERNOPIL', UKRAINE****SID***Apt Elev*
1072'

Trans level: By ATC Trans alt: 10010'

DIDUR ONE LIMA (DIDUR 1L)
DIDUR ONE ROMEO (DIDUR 1R)
LAGUP ONE LIMA (LAGUP 1L)
MAPUR ONE ALFA (MAPUR 1A)
MAPUR ONE ECHO (MAPUR 1E)
RWY 10 DEPARTURES

DIDUR
N50 00.6 E026 02.2At or above
9030'**LAGUP**
N49 40.7 E024 47.6At or above
9030'TERNOPIL'
*530 E
N49 31.8 E025 40.5TERNOPIL'
*1075 TE
N49 32.2 E025 38.0
MAPUR 1A
At 4930'**MAPUR**
N49 17.2 E025 35.0At or above
9030'

NOT TO SCALE

FT/METER CONVERSION

QNH

1810' - 550m
 4930' - 1500m
 9030' - 2750m
 10010' - 3050m

SID	ROUTING
DIDUR 1L By ATC	Climb on 102° track to 1810', turn LEFT, 012° track to DIDUR.
DIDUR 1R	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.
LAGUP 1L	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn RIGHT, 281° bearing to LAGUP.
MAPUR 1A	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 184° bearing to MAPUR.
MAPUR 1E By ATC	Climb on 102° track to 1810', turn RIGHT, 217° track to MAPUR.

UKLT TERNOPIL' INTL

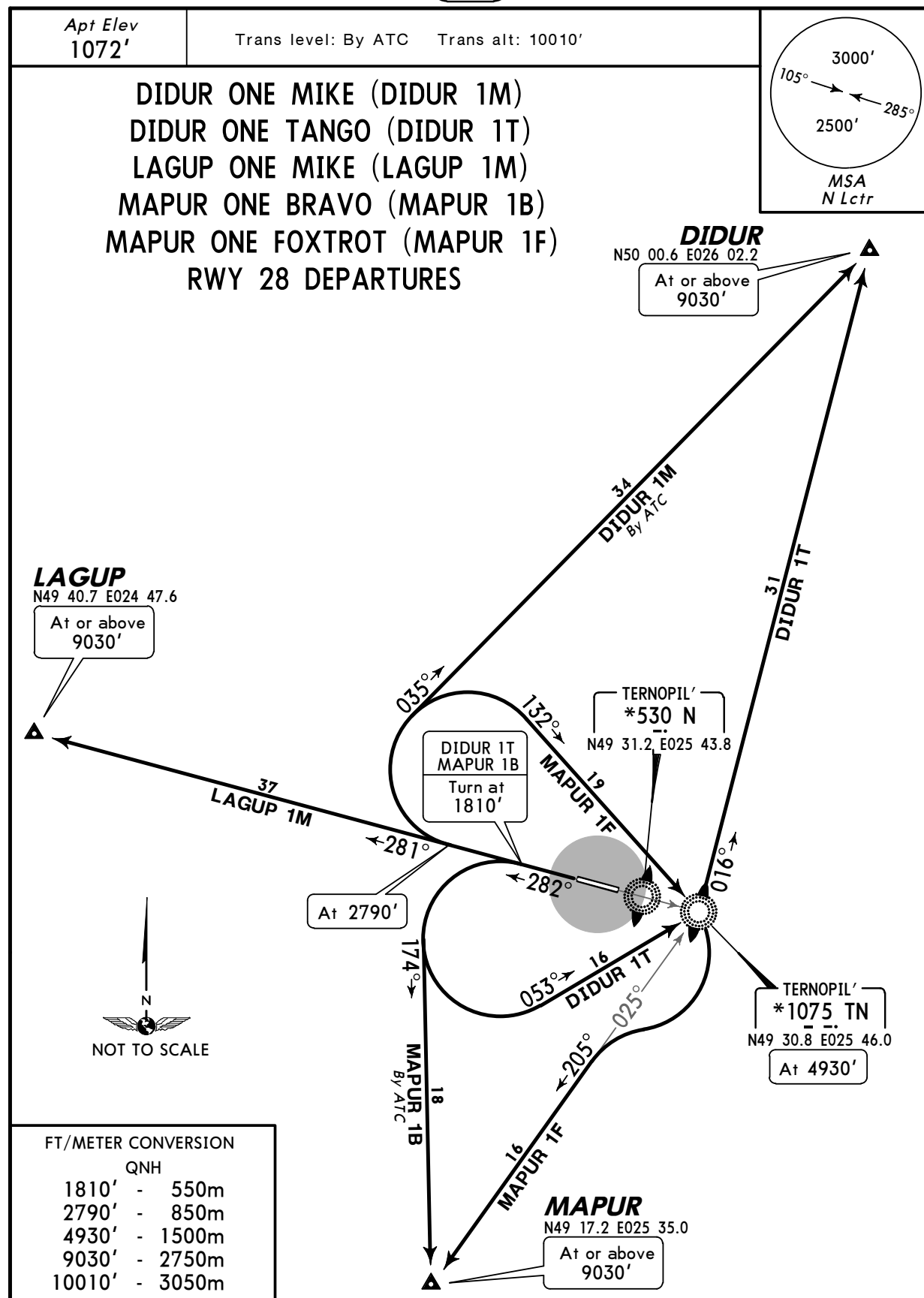
11 JAN 08

10-3A

Eff 17 Jan

TERNOPIL', UKRAINE

SID



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

CHANGES: SID_s DIDUR 1M & 1T & LAGUP 1M revised.

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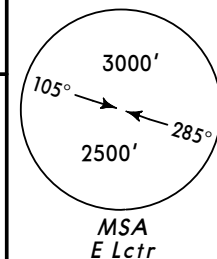
UKLT
TERNOPIL' INTL

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

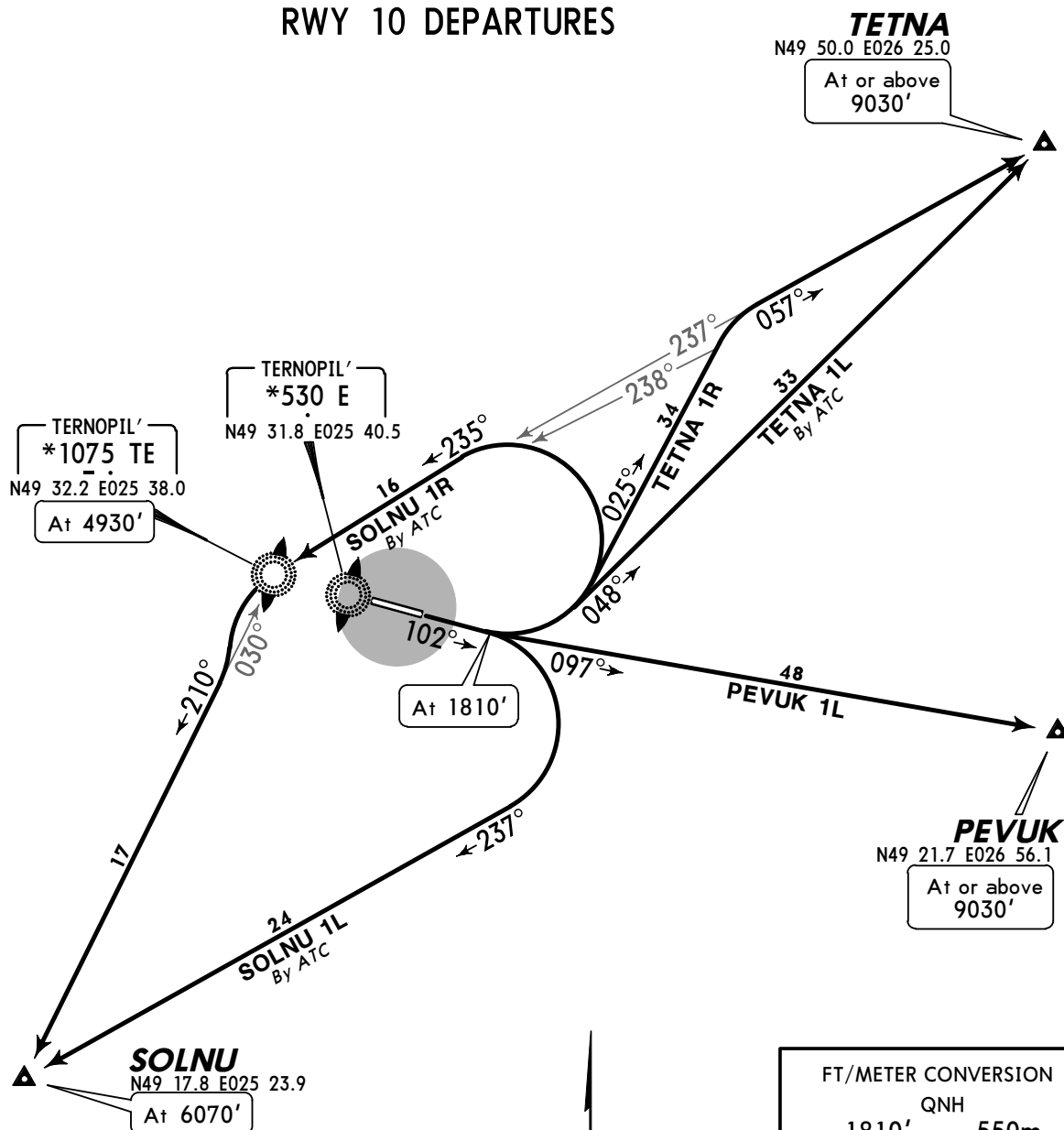
TERNOPIL', UKRAINE
SID

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

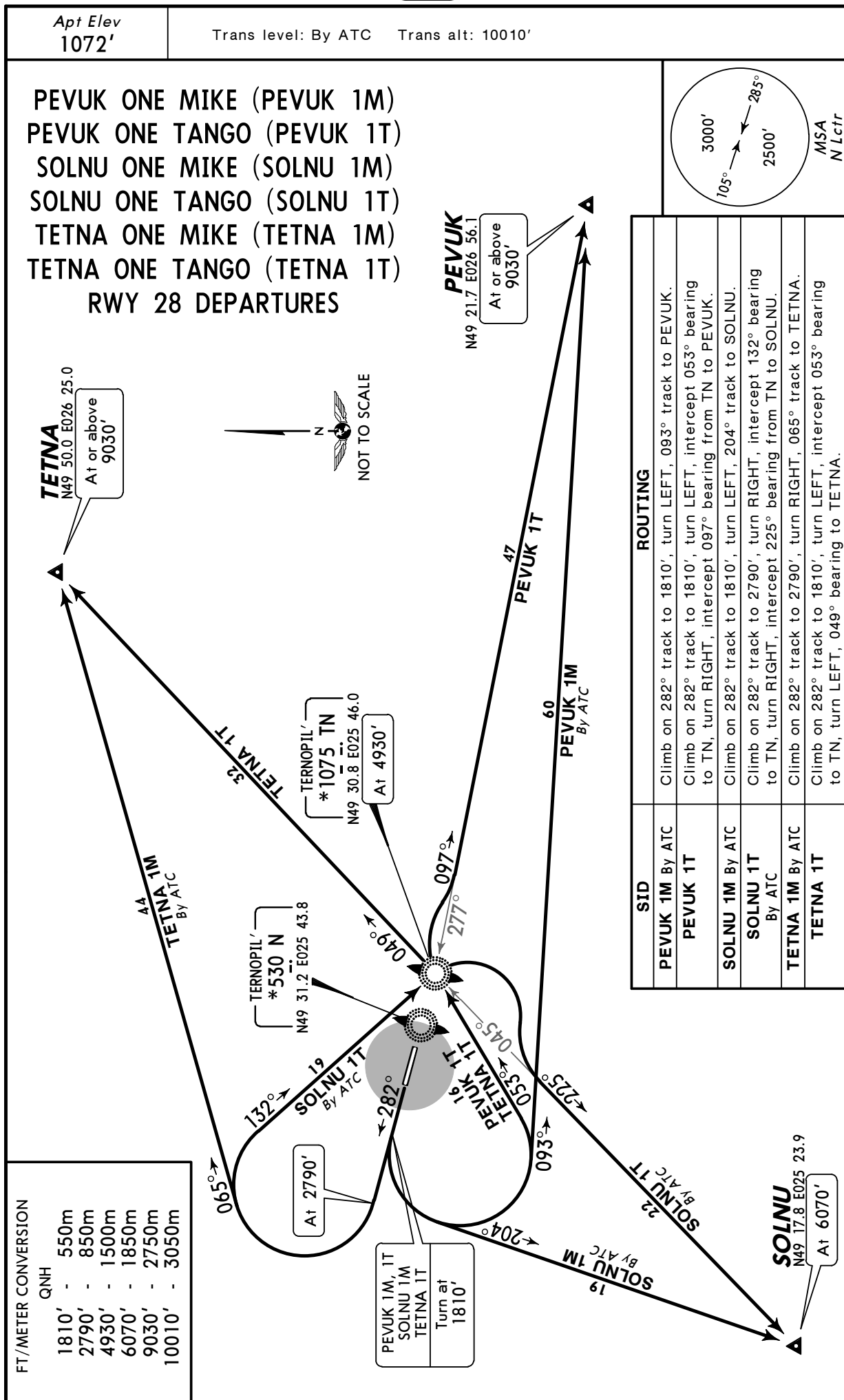
SID	ROUTING
PEVUK 1L	Climb on 102° track to 1810', turn LEFT, 097° track to PEVUK.
SOLNU 1L By ATC	Climb on 102° track to 1810', turn RIGHT, 237° track to SOLNU.
SOLNU 1R By ATC	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 210° bearing from TE to SOLNU.
TETNA 1L By ATC	Climb on 102° track to 1810', turn LEFT, 048° track to TETNA.
TETNA 1R	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.

UKLT
TERNOPIL' INTL

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

TERNOPIL', UKRAINE

SID



UKLT
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

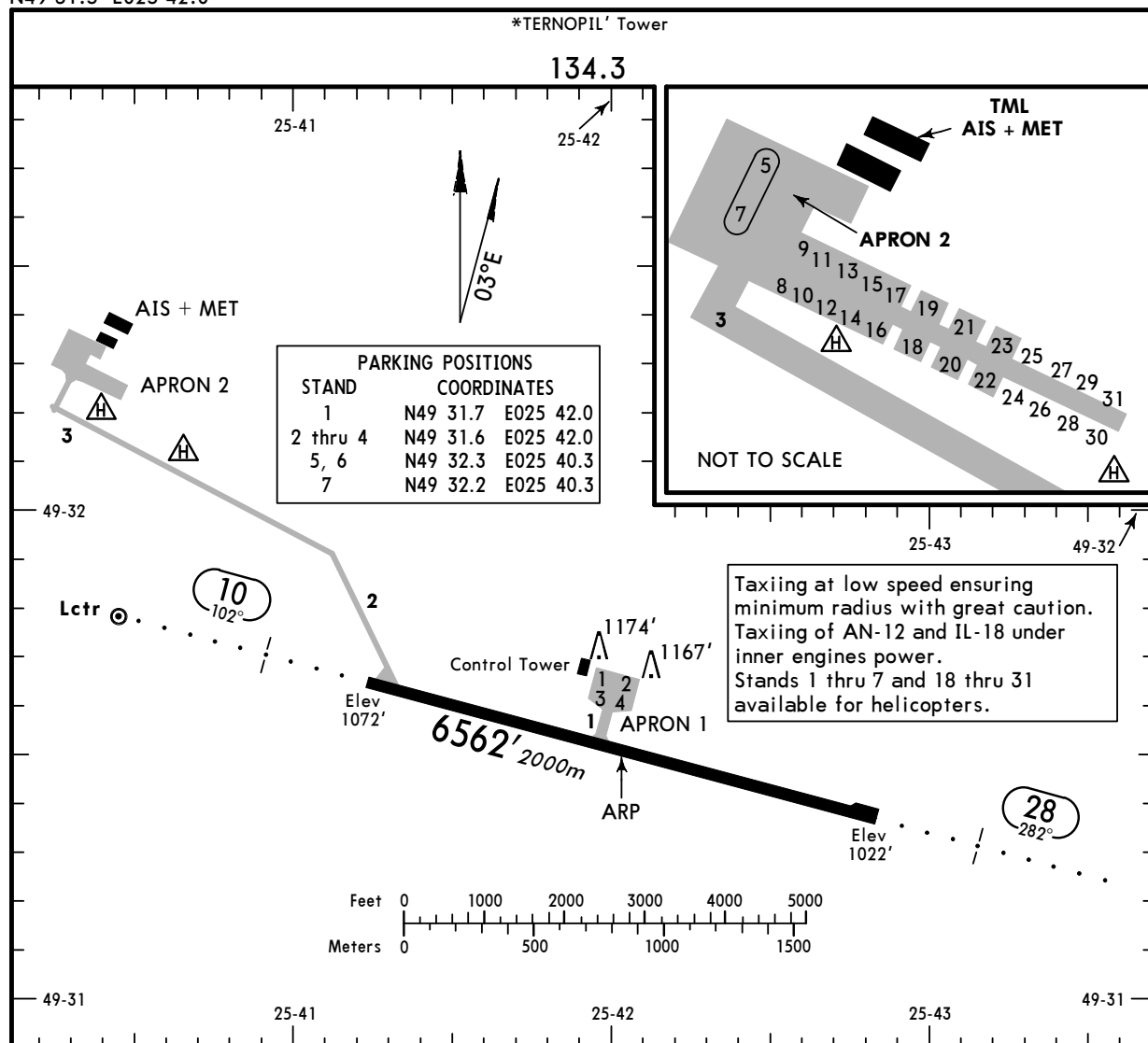
Apt Elev **1072'**
N49 31.5 E025 42.0

JEPPesen

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

TERNOPIL', UKRAINE

TERNOPIL' INTL



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
10	28	RL (60m) ALS				138' 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

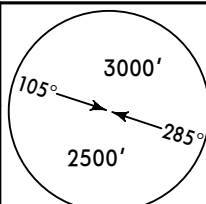
400m

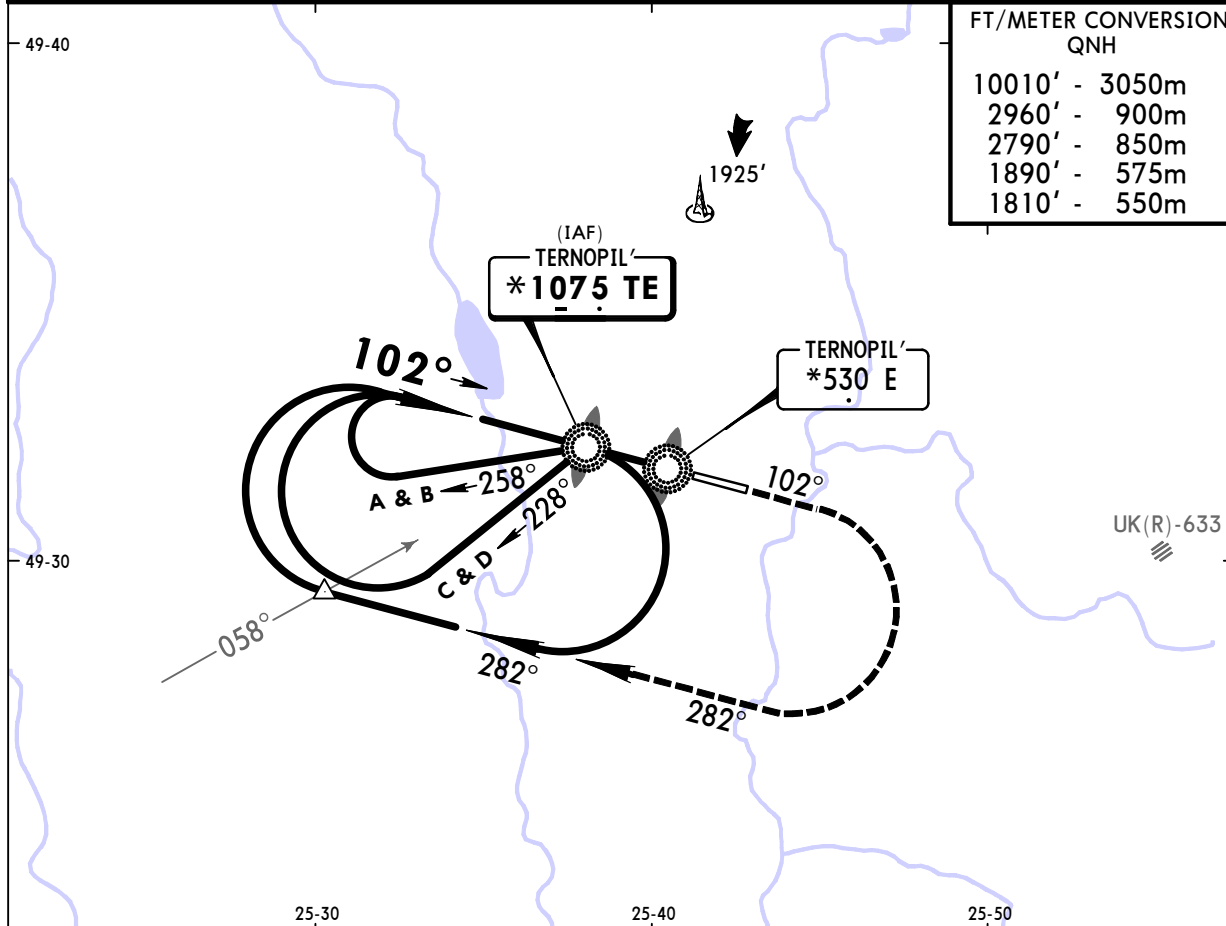
UKLT
TERNOPIL' INTL

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

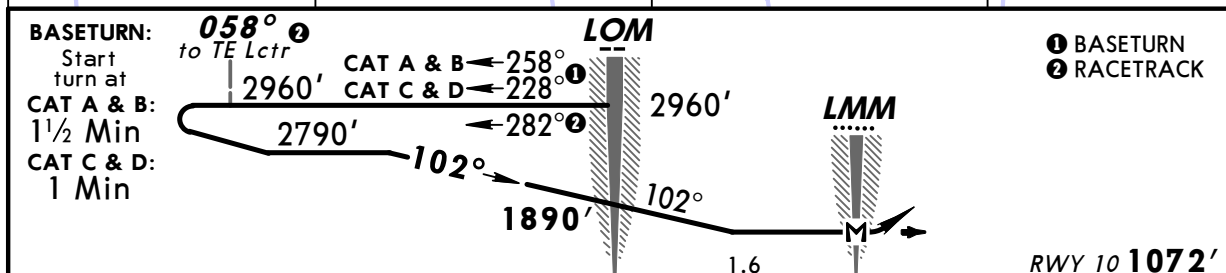
TERNOPIL', UKRAINE
2 NDB Rwy 10

BRIEFING STRIP

*TERNOPIL' Tower					
134.3					
Lctr TE *1075	Final Apch Crs 102°	Minimum Alt LOM 1890' (818')	MDA(H) 1510' (438')	Apt Elev 1072' RWY 1072'	
MISSED APCH: Climb on track 102° to 1810', then turn RIGHT on track 282° climbing to 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'					
					MSA LMM E



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) 1510' (438')							
ALS out				Max Kts	MDA(H)		
A	1600m			100	1600' (528')	1600m	
B				135	1780' (708')	1600m	
C	2000m			180	1870' (798')	3600m	
D	2400m			205	1870' (798')	4000m	

PANS OPS

