

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 UKLU

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn landing on rwy 28 not available.

General Info

Uzhhorod, UKR

N 48° 38.1' E 22° 15.9' Mag Var: 3.5°E

Elevation: 383'

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 10-28 6686' x 131' asphalt

Runway 10 (100.0°M) TDZE 373'

Lights: Edge, ALS

Runway 28 (280.0°M) TDZE 379'

Lights: Edge, ALS

Displaced Threshold Distance 1765'

Communications InfoUzhhorod Tower **134.5**Uzhhorod Approach Radar Approach Control **121.9**Uzhgorod Precision Radar **134.5** MF**Notebook Info**

UKLU/UDJ
UZHHOROD

JEPPESSEN
26 FEB 10 10-2 Eff 11 Mar

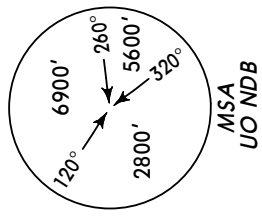
UZHHOROD, UKRAINE

STAR

*UZHHOROD Approach (R)
Russian 121.9
(English on request)

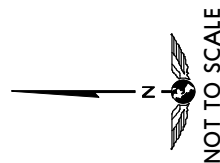
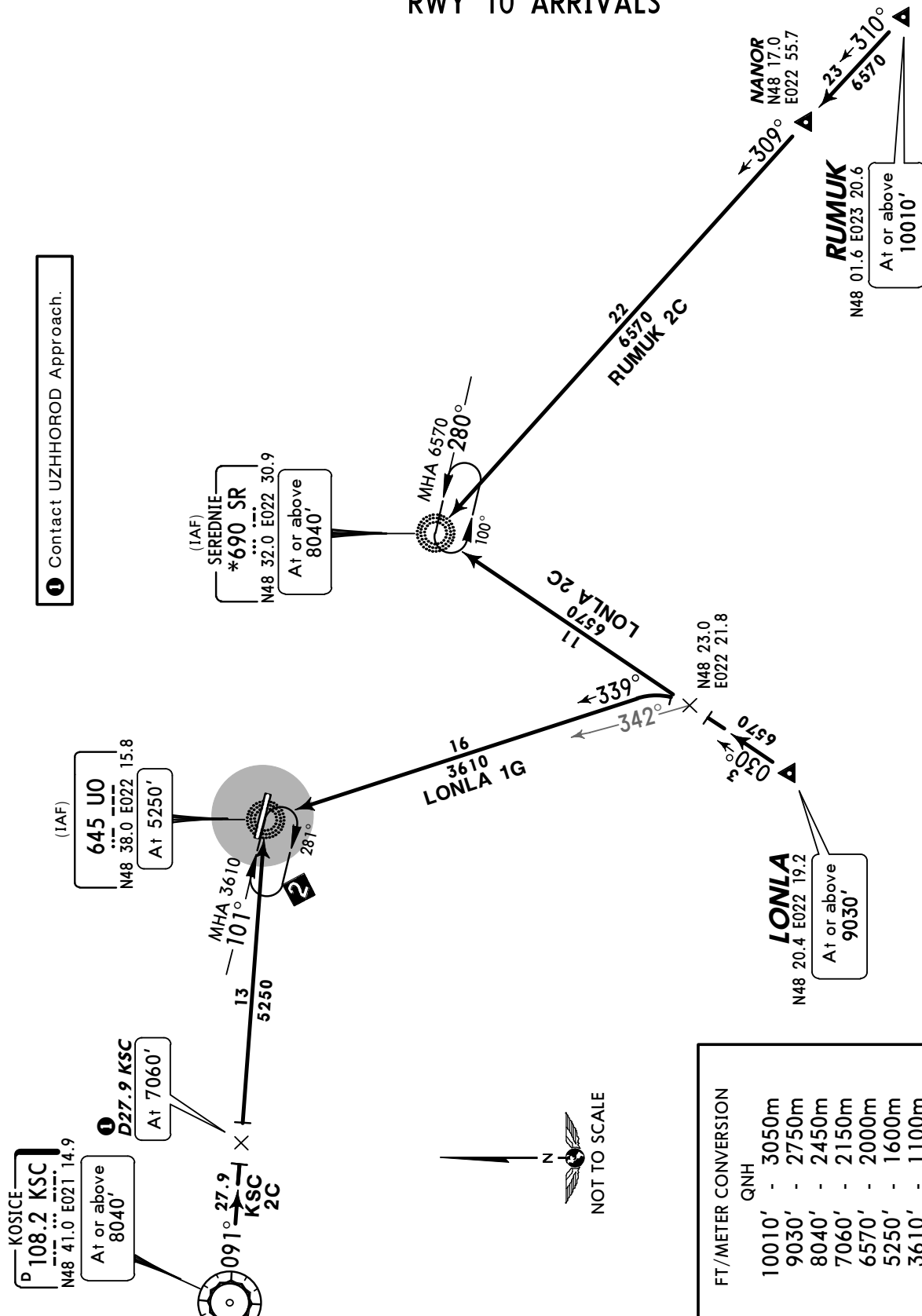
Apt Elev
383'

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



KOSICE TWO CHARLIE (KSC 2C)
LONLA TWO CHARLIE (LONLA 2C) [LONL2C]
LONLA ONE GOLF (LONLA 1G) [LONL1G]
RUMUK TWO CHARLIE (RUMUK 2C) [RUMU2C]
RWY 10 ARRIVALS

1 Contact UZHHOROD Approach.



FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
7060'	- 2150m
6570'	- 2000m
5250'	- 1600m
3610'	- 1100m

UKLU/UDJ
UZHHOROD

JEPPesen
26 FEB 10 **10-2A** Eff 11 Mar

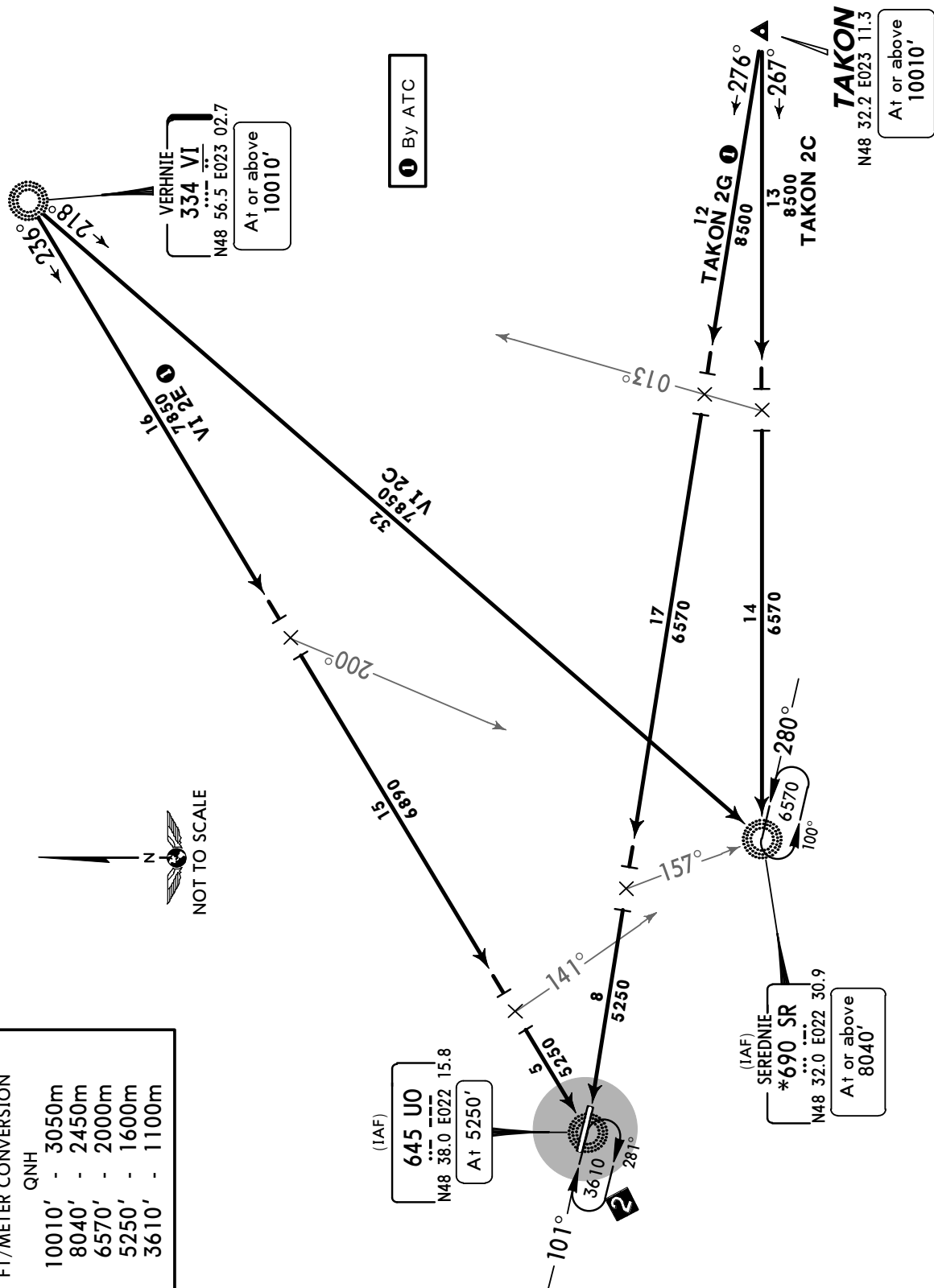
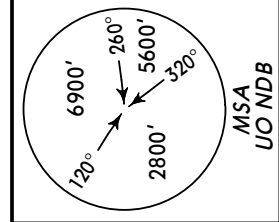
UZHHOROD, UKRAINE

STAR

Apt Elev
383'

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

TAKON TWO CHARLIE (TAKON 2C) [TAKO2C]
TAKON TWO GOLF (TAKON 2G) [TAKO2G] ①
VERHNIE TWO CHARLIE (VI 2C)
VERHNIE TWO ECHO (VI 2E) ①
RWY 10 ARRIVALS



FT/METER CONVERSION

QNH	
10010'	- 3050m
8040'	- 2450m
6570'	- 2000m
5250'	- 1600m
3610'	- 1100m

**UKLU/UDJ
UZHROD**

26 FEB 10

JEPPESEN

10-3

Eff 11 Mar

UZHHOROD, UKRAINE

SID

KOSICE Approach
119.85

Apt Elev
383'

Trans level: By ATC Trans alt: 10010'

KOSICE TWO BRAVO (KSC 2B)

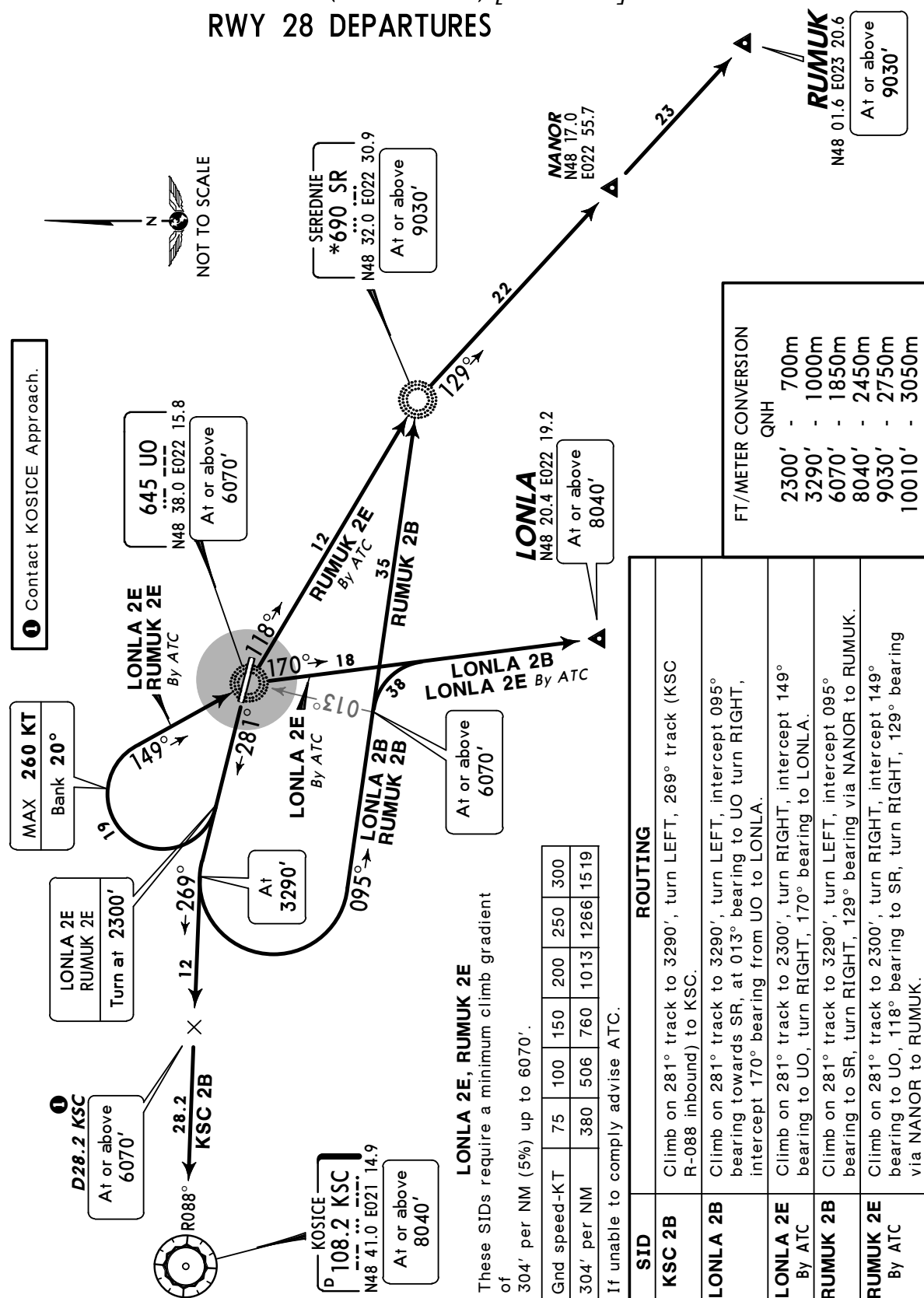
LONLA TWO BRAVO (LONLA 2B) [*LONL2B*]

LONLA TWO ECHO (LONLA 2E) [LONL2E]

RUMUK TWO BRAVO (RUMUK 2B) [RUMU2B]

RUMUK TWO ECHO (RUMUK 2E) [RUMU2E]

RWY 28 DEPARTURES



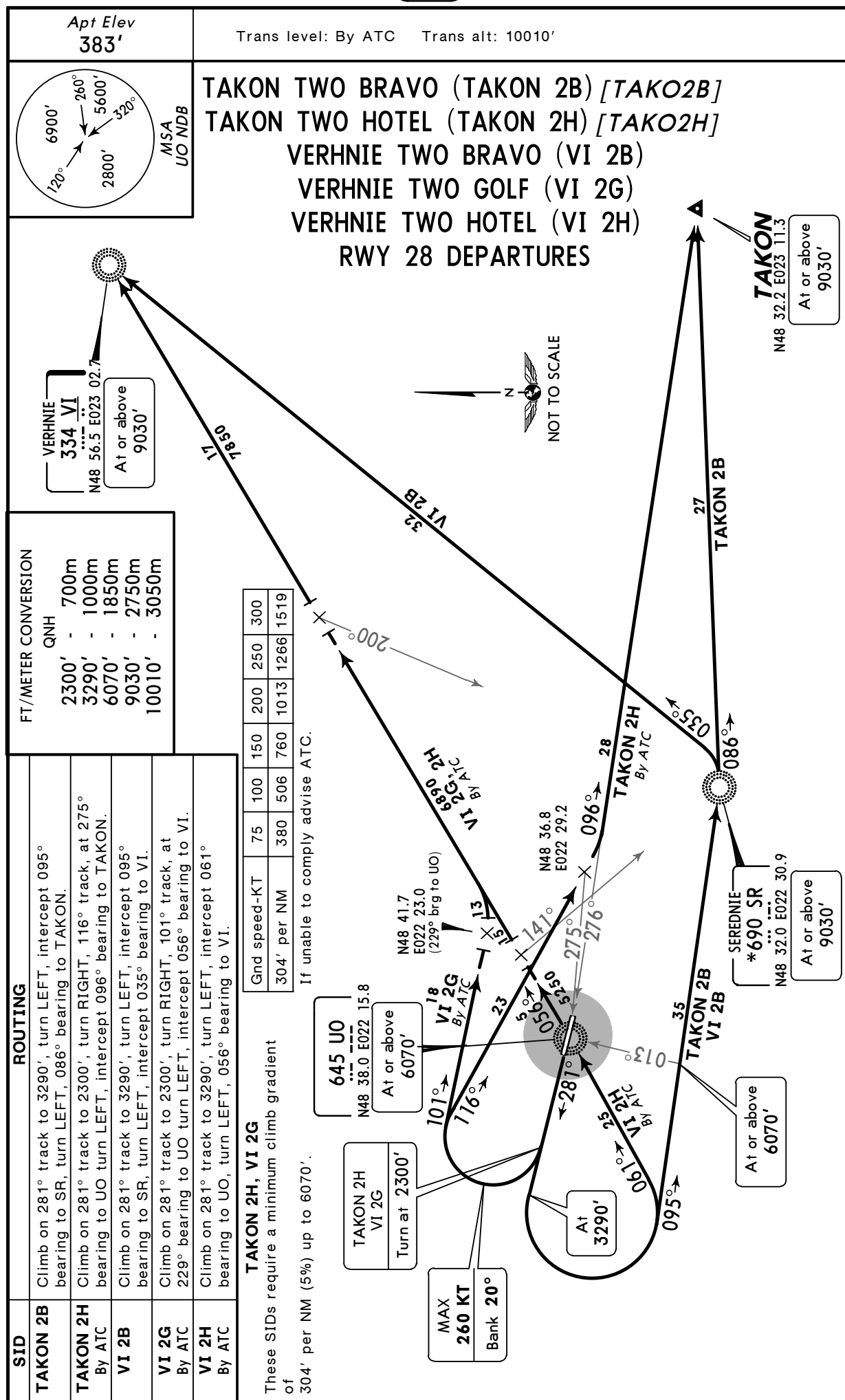
SID	ROUTING
KSC 2B	Climb on 281° track to 3290', turn LEFT, 269° track (KSC R-088 inbound) to KSC.
LONLA 2B	Climb on 281° track to 3290', turn LEFT, intercept 095° bearing towards SR, at 013° bearing to UO turn RIGHT, intercept 170° bearing from UO to LONLA.
LONLA 2E By ATC	Climb on 281° track to 2300', turn RIGHT, intercept 149° bearing to UO, turn RIGHT, 170° bearing to LONLA.
RUMUK 2B	Climb on 281° track to 3290', turn LEFT, intercept 095° bearing to SR, turn RIGHT, 129° bearing via NANOR to RUMUK.
RUMUK 2E By ATC	Climb on 281° track to 2300', turn RIGHT, intercept 149° bearing to UO, 118° bearing to SR, turn RIGHT, 129° bearing via NANOR to RUMUK.

**UKLU/UDJ
UZHROD**

26 FEB 10

JEPPESEN**Eff 11 Mar**

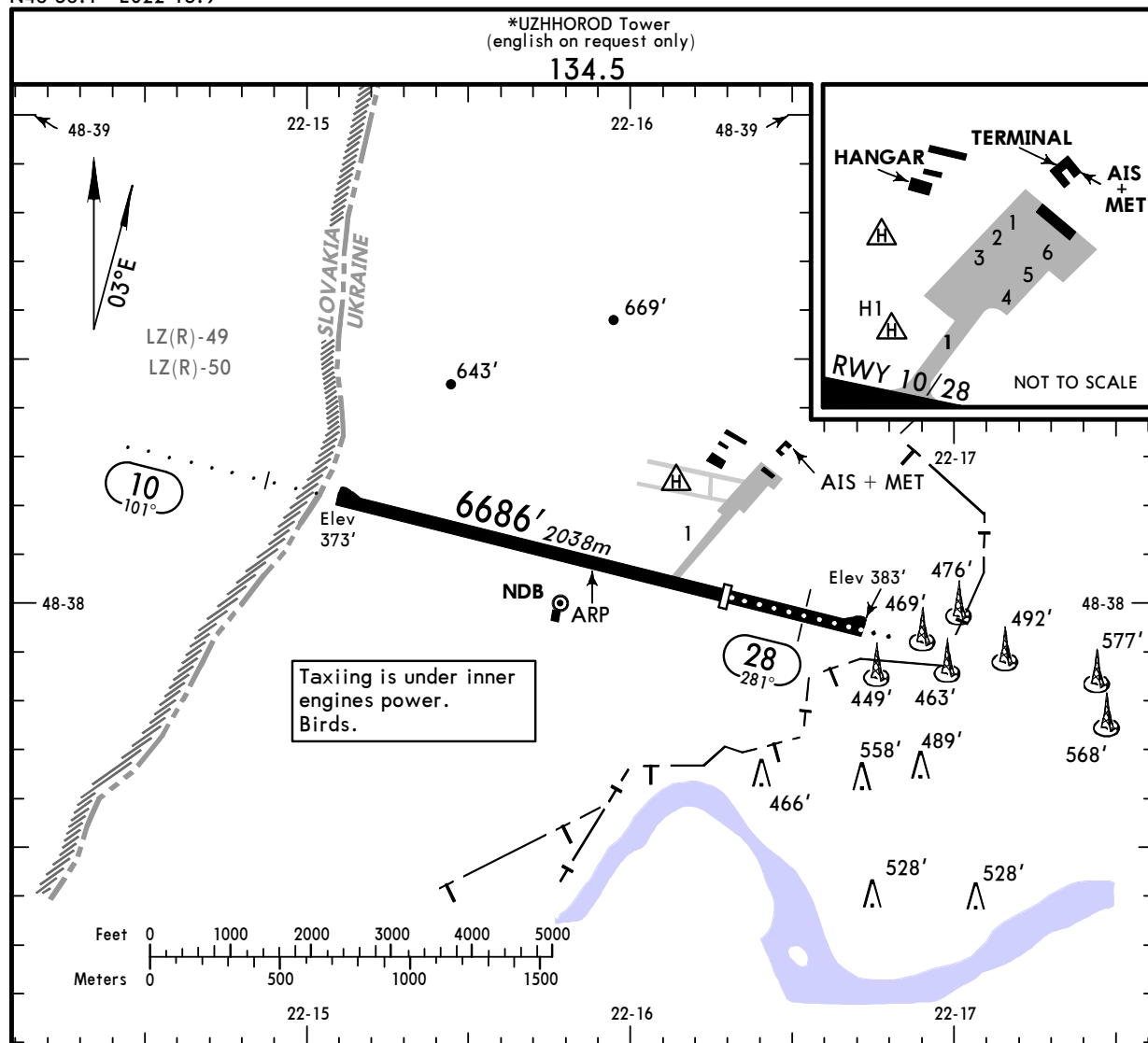
UZHGOROD, UKRAINE

SID

UKLU/UDJ
Apt Elev **383'**
N48 38.1 E022 15.9

JEPPESSEN
25 SEP 09 **(10-9)**

UZHGOROD, UKRAINE
UZHGOROD



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
RWY		Threshold	Glide Slope		
10	RL (60m) ALS	6522' 1988m		①	131'
28		NA		6555' 1998m	40m

① Take-off from rwy 10 is prohibited.

JAR-OPS

TAKE-OFF ①

	Rwy 28		
	LVP must be in force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

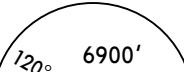
① Operators applying U.S. Ops Specs: CL required below 300m.

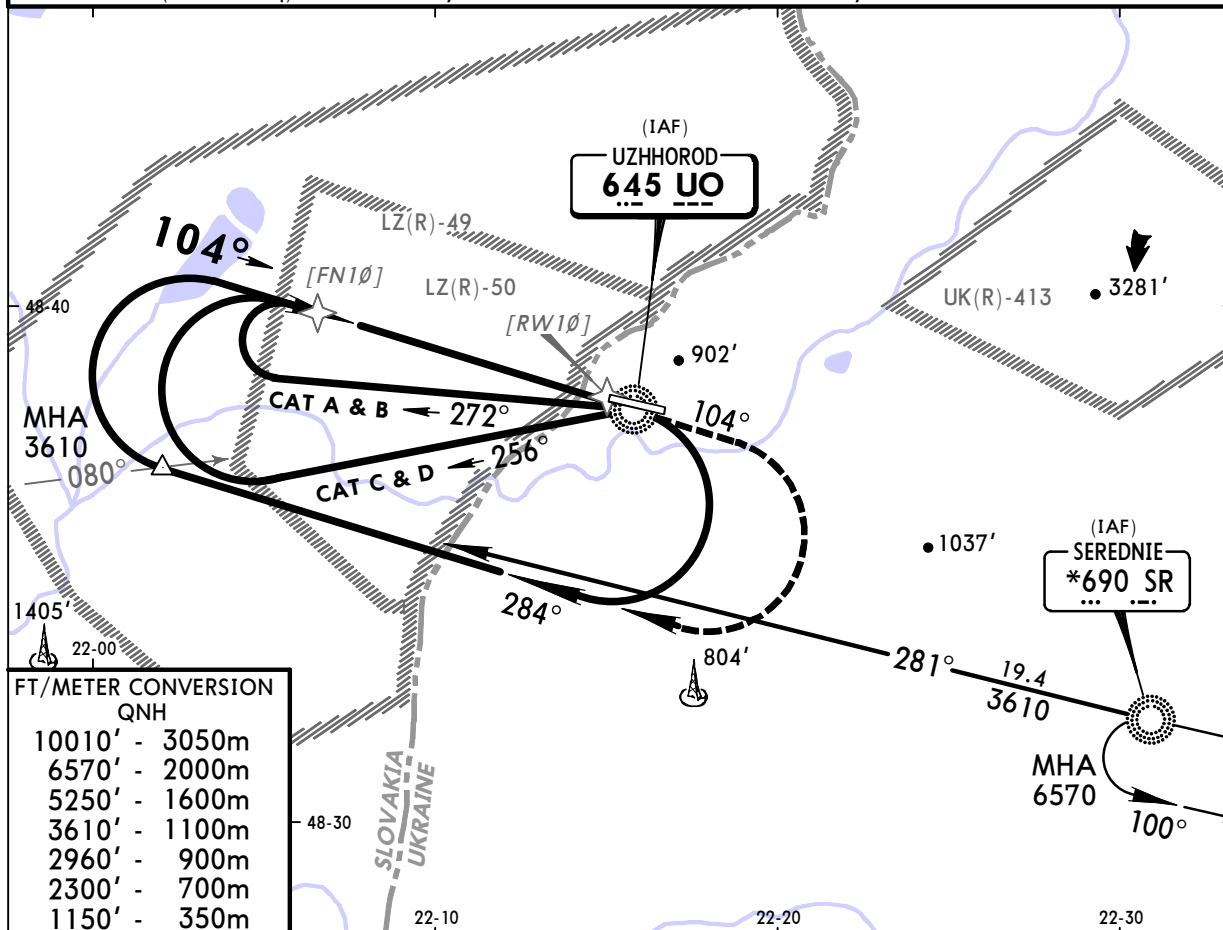
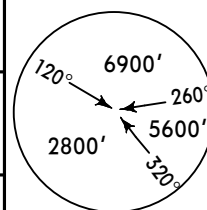
UKLU/UDJ
UZHGOROD

JEPPESEN
26 FEB 10 **(16-1)** **Eff 11 Mar**

UZHGOROD, UKRAINE
NDB Rwy 10

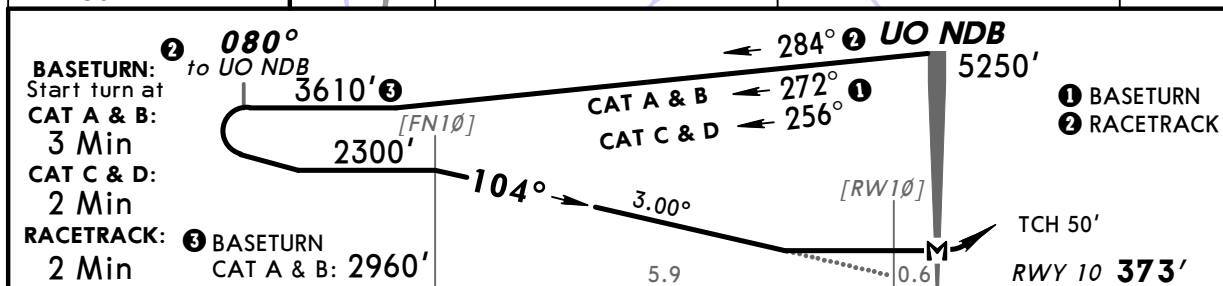
BRIEFING STRIP

*UZHHOROD Approach/Radar (english on request only) 121.9			*UZHHOROD Tower (english on request only) 134.5		 <i>MSA UO NDB</i>
<i>NDB</i> <i>UO</i> 645	<i>Final</i> <i>Apch Crs</i> 104°	<i>Minimum Alt</i> No FAF	<i>MDA(H)</i> 1040' (667')	<i>Apt Elev</i> 383' <i>RWY</i> 373'	
MISSED APCH: Climb on track 104° to 1150', then turn RIGHT on track 284° climbing to 3610', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: By ATC		
					Trans alt: 10010'



FT/METER CONVERSION
QNH

10010'	-	3050m
6570'	-	2000m
5250'	-	1600m
3610'	-	1100m
2960'	-	900m
2300'	-	700m
1150'	-	350m



Gnd speed-Kts	70	90	100	120	140	160	ALS	1150'	104°	284°	3610'
Descent angle 3.00°	372	478	531	637	743	849	...	↑	on	RT	↑
MAP at UO NDB											

JAR-OPS				STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND TO RWY 10			
				MDA(H) 1040' (667')				Not authorized North of apt			
				ALS out				Max Kts			
A	RVR 1500m							100	1200' (827')	1500m	
B								135	1200' (827')	1600m	
C	RVR 2000m							180	1300' (927')	2400m	
D								205	1300' (927')	3600m	

1 Circling height based on rwy 10 thresh elev of 373'.

CHANGES: Arrival route.

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UKLU/UDJ
UZHGOROD

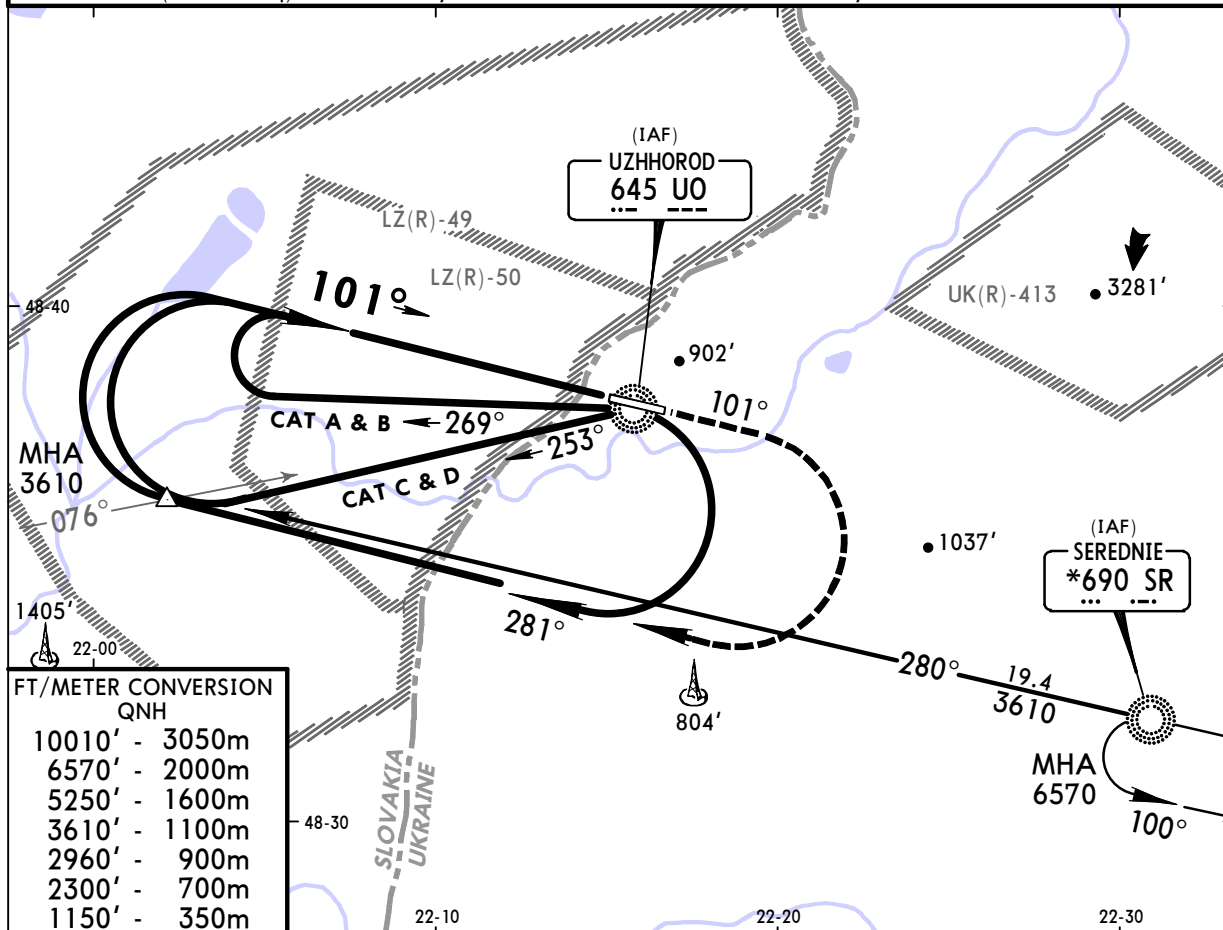
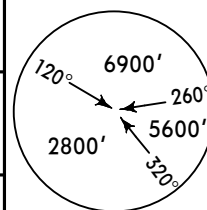
JEPPESEN
26 FEB 10 **(18-1)** **Eff 11 Mar**

UZHGOROD, UKRAINE
PAR Rwy 10

BRIEFING STRIP

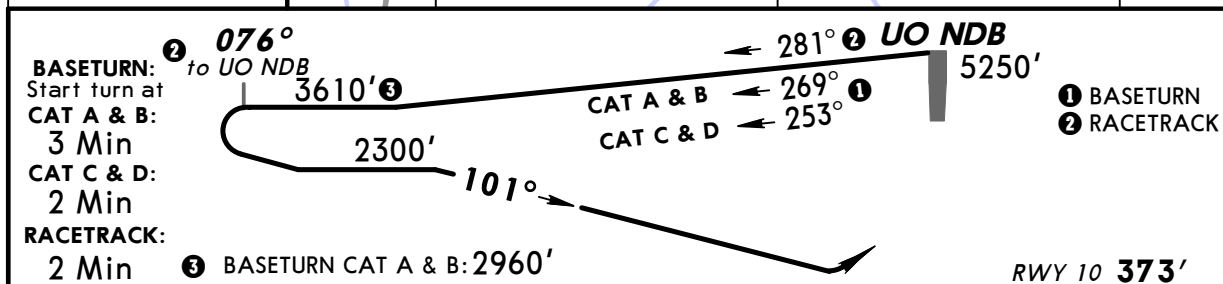
*UZHHOROD Approach/Radar (english on request only) 121.9		*UZHHOROD Precision (PAR) 134.5		*UZHHOROD Tower (english on request only) 134.5	
RADAR	<i>Final Apch Crs</i> 101°	<i>PAR GS</i> No altitude published	<i>PAR DA(H)</i> 650'(277')	<i>Apt Elev</i> 383'	<i>RWY</i> 373'
MISSED APCH: Climb on track 101° to 1150', then turn RIGHT on track 281° climbing to 3610', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa		Trans level: By ATC	
Trans alt: 10010'					

MSA UO NDB



FT/METER CONVERSION
QNH

10010'	-	3050m
6570'	-	2000m
5250'	-	1600m
3610'	-	1100m
2960'	-	900m
2300'	-	700m
1150'	-	350m



Gnd speed-Kts	70	90	100	120	140	160	ALS	1150'	on 101°	281°	3610'
PAR GS	3.00°	377	484	538	646	753	861			RT	

JAR-OPS				STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND TO RWY 10			
				DA(H) 650' (277')				Not authorized North of apt			
				ALS out				Max Kts			
A	RVR 900m			RVR 1200m				100	1200'	(827')	1500m
B								135	1200'	(827')	1600m
C								180	1300'	(927')	2400m
D								205	1300'	(927')	3600m

1 Circling height based on rwy 10 thresh elev of 373'.

CHANGES: Arrival route.

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