

Page 1  
Changed chart(s) since Disc 07-2011  
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

No revision activity since Disc 07-2011

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport UKWW**

**UKWW (Gavryshivka)****General Info**

Vinnytsia, UKR

N 49° 14.5' E 28° 36.8' Mag Var: 4.9°E

Elevation: 974'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Time Zone Info: GMT+2:00 uses DST

**Runway Info**

Runway 13-31 8202' x 138' concrete

Runway 13 (134.0°M) TDZE 971'

Lights: Edge, ALS

Runway 31 (314.0°M) TDZE 967'

Lights: Edge, ALS

**Communications Info**Vinnytsia Tower **128.0** Non-EnglishBasket Start Tower **124.0****Notebook Info**

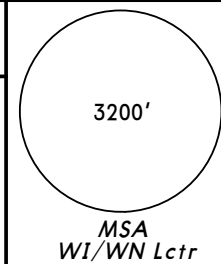
**UKWW/VIN**  
**GAVRYSHIVKA**

**JEPPESEN**  
20 NOV 09 **10-2**

**VINNYTSIA, UKRAINE**  
**STAR**

Apt Elev  
**974'**

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



**NEMYRIV THREE CHARLIE (NM 3C)**  
**NEMYRIV THREE DELTA (NM 3D)**  
**POGER THREE DELTA (POGER 3D)**  
**POGER THREE ECHO (POGER 3E)**  
**RWYS 13, 31 ARRIVALS**  
**FROM EAST**



(IAF)  
**\*415 WI**  
N49 16.7 E028 33.9  
At 4270'

**BELOE**  
**D14.8 VIN**  
N49 24.0 E028 54.5  
At 6070'

(IAF)  
**\*415 WN**  
N49 12.4 E028 39.9  
At 4270'

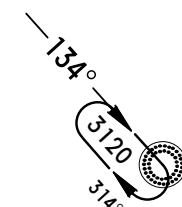
DME  
**VINNYTSIA**  
**P(114.8) VIN**  
N49 14.4 E028 37.3

**BARAK**  
**D13.9 VIN**  
N49 02.2 E028 47.4  
At 6070'

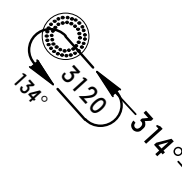
**NEMYRIV**  
**1060 NM**  
N48 58.0 E028 51.0

**FT/METER CONVERSION**  
QNH  
10010' - 3050m  
6070' - 1850m  
4270' - 1300m  
3120' - 950m

**HOLDINGS**  
**OVER**  
**WI**



**WN**



| STAR            | RWY       | ROUTING                                                             |
|-----------------|-----------|---------------------------------------------------------------------|
| <b>NM 3C</b>    | <b>13</b> | On 327° bearing to BARAK, turn LEFT, intercept 325° bearing to WI.  |
| <b>NM 3D</b>    | <b>31</b> | On 327° bearing to BARAK, turn RIGHT, intercept 330° bearing to WN. |
| <b>POGER 3D</b> | <b>13</b> | On 226° track to BELOE, turn RIGHT, intercept 238° bearing to WI.   |
| <b>POGER 3E</b> | <b>31</b> | On 226° track to BELOE, turn LEFT, intercept 216° bearing to WN.    |

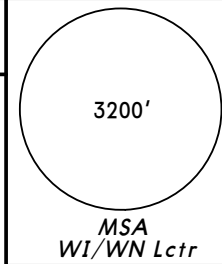
**UKWW/VIN**  
**GAVRYSHIVKA**

**JEPPESEN**  
20 NOV 09 **(10-2A)**

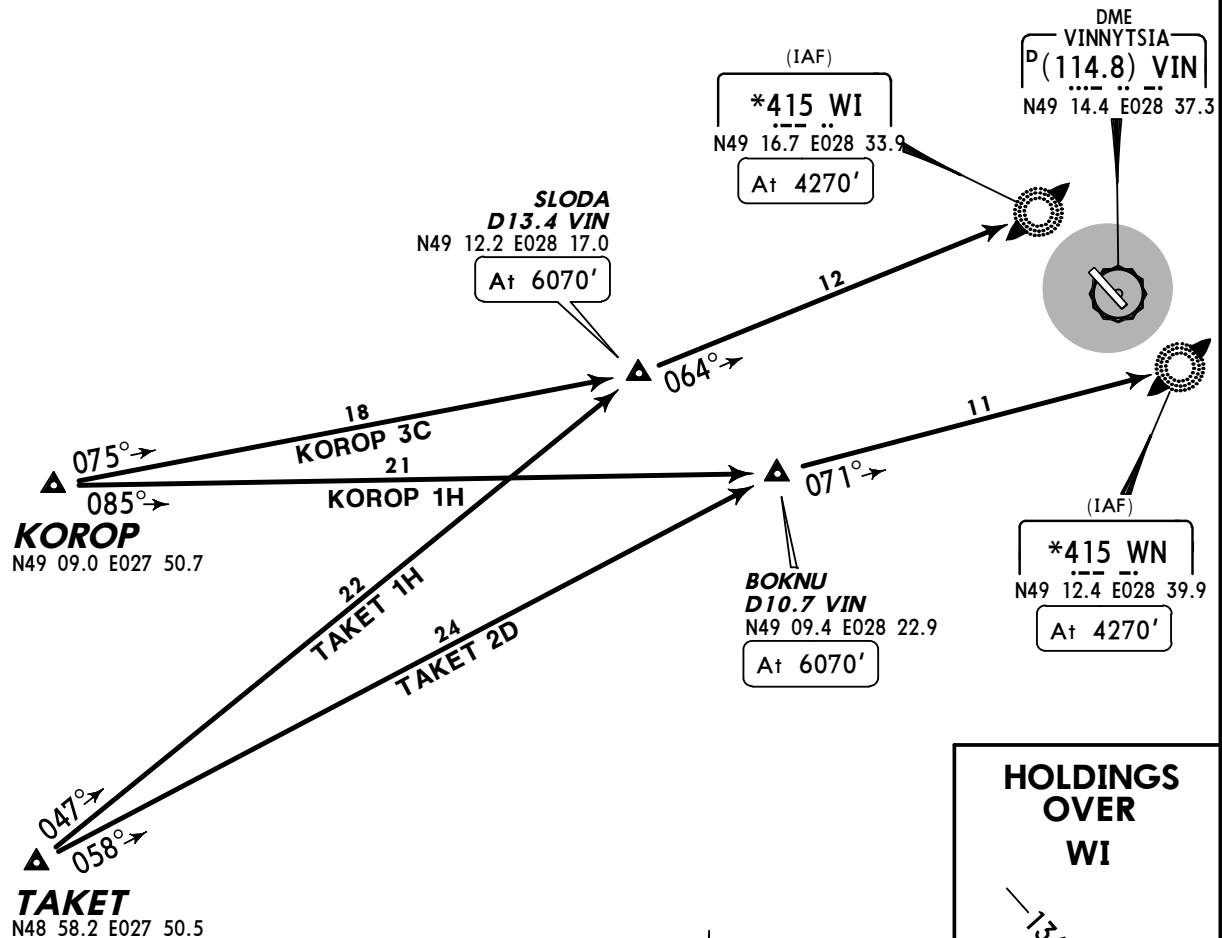
**VINNYTSIA, UKRAINE**  
**STAR**

*Apt Elev*  
**974'**

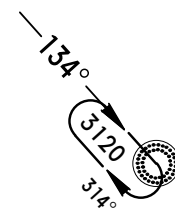
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



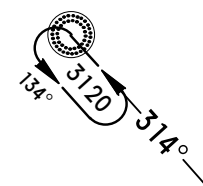
**KOROP THREE CHARLIE (KOROP 3C)**  
**KOROP ONE HOTEL (KOROP 1H)**  
**TAKET TWO DELTA (TAKET 2D)**  
**TAKET ONE HOTEL (TAKET 1H)**  
**RWYS 13, 31 ARRIVALS**  
**FROM WEST**



**HOLDINGS**  
**OVER**  
**WI**



**WN**



| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 6070'               | - 1850m |
| 4270'               | - 1300m |
| 3120'               | - 950m  |

| STAR            | RWY       | ROUTING                                                           |
|-----------------|-----------|-------------------------------------------------------------------|
| <b>KOROP 3C</b> | <b>13</b> | On 075° track to SLODA, turn LEFT, intercept 064° bearing to WI.  |
| <b>KOROP 1H</b> | <b>31</b> | On 085° track to BOKNU, turn LEFT, intercept 071° bearing to WN.  |
| <b>TAKET 2D</b> |           | On 058° track to BOKNU, turn RIGHT, intercept 071° bearing to WN. |
| <b>TAKET 1H</b> | <b>13</b> | On 047° track to SLODA, turn RIGHT, intercept 064° bearing to WI. |

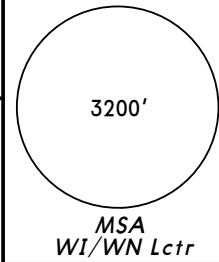
**UKWW/VIN**  
**GAVRYSHIVKA**

**JEPPESSEN**  
20 NOV 09 **10-3**

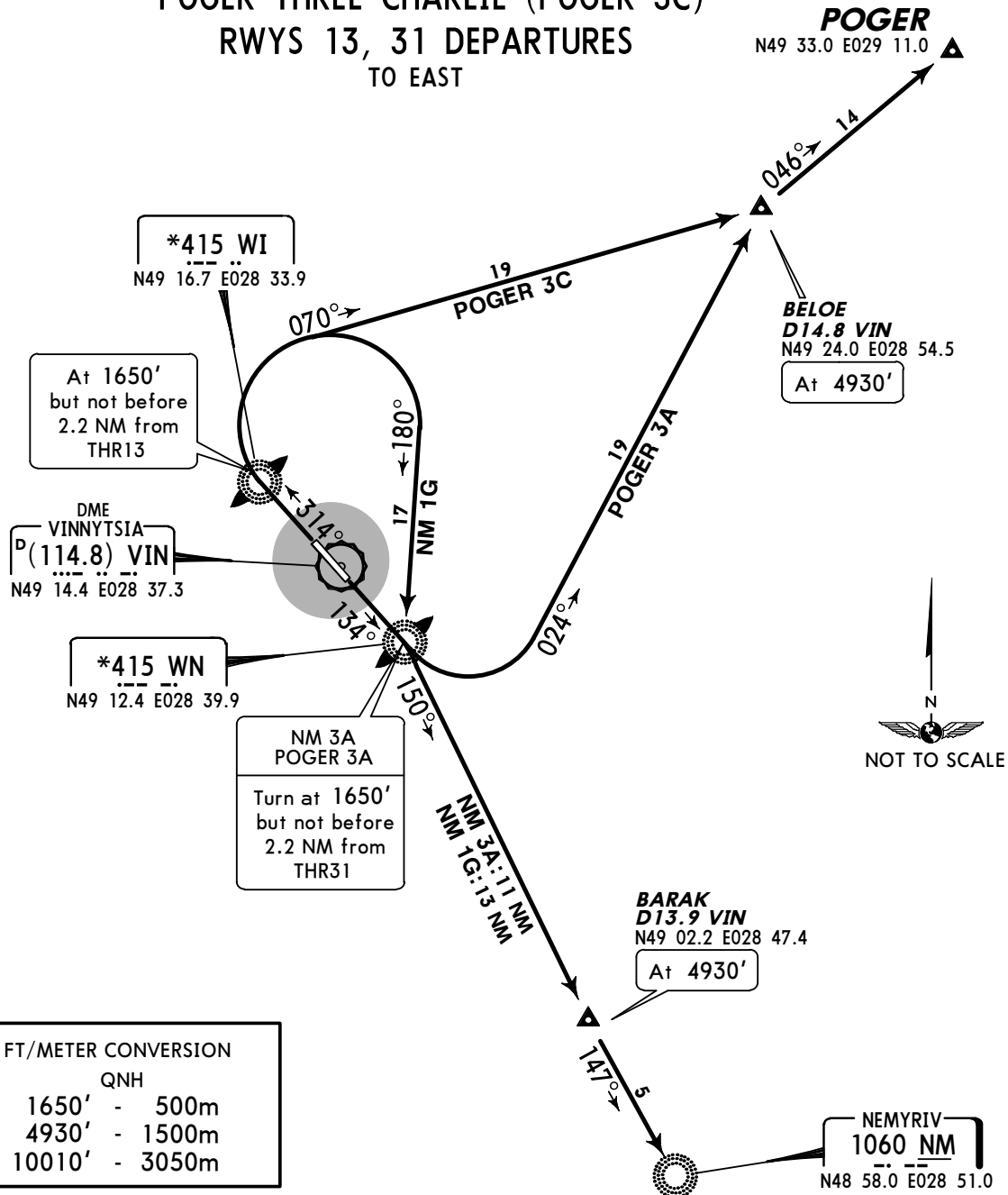
**VINNYTSIA, UKRAINE**  
**SID**

*Apt Elev*  
**974'**

Trans level: By ATC Trans alt: 10010'  
Noise abatement procedures should be applied at all times according to ICAO Annex 16 chapter 2 & 3.



**NEMYRIV THREE ALFA (NM 3A)**  
**NEMYRIV ONE GOLF (NM 1G)**  
**POGER THREE ALFA (POGER 3A)**  
**POGER THREE CHARLIE (POGER 3C)**  
**RWYS 13, 31 DEPARTURES**  
**TO EAST**



| FT/METER CONVERSION |         |
|---------------------|---------|
|                     | QNH     |
| 1650'               | - 500m  |
| 4930'               | - 1500m |
| 10010'              | - 3050m |

| SID             | RWY       | ROUTING                                                                                                                                                                             |
|-----------------|-----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NM 3A</b>    | <b>13</b> | Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 150° track to BARAK, turn LEFT, intercept 147° bearing to NM.                                            |
| <b>NM 1G</b>    | <b>31</b> | Climb on 314° track, at 1650' but not before 2.2 NM from THR13 turn RIGHT, intercept 180° bearing to WN, turn LEFT, 150° bearing to BARAK, turn LEFT, intercept 147° bearing to NM. |
| <b>POGER 3A</b> | <b>13</b> | Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn LEFT, 024° track to BELOE, turn RIGHT, 046° track to POGER.                                                     |
| <b>POGER 3C</b> | <b>31</b> | Climb on 314° track, at 1650' but not before 2.2 NM from THR13 turn RIGHT, 070° track to BELOE, turn LEFT, 046° track to POGER.                                                     |

**UKWW/VIN  
GAVRYSHIVKA**

20 NOV 09 **JEPPESEN** (10-3A)

## VINNYTSIA, UKRAINE

**SID**

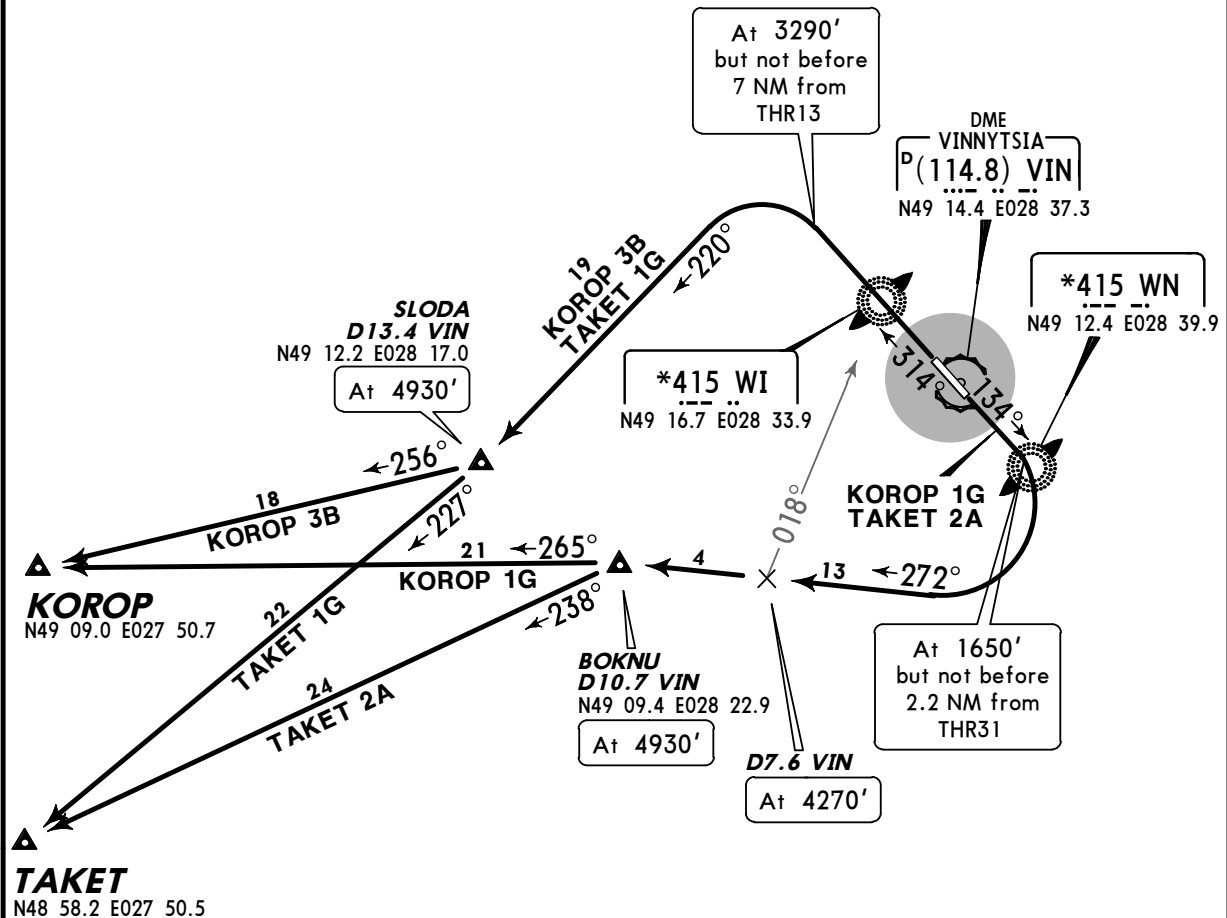
*Apt Elev*  
**974'**

Trans level: By ATC    Trans alt: 10010'  
Noise abatement procedures should be applied at all times  
according to ICAO Annex 16 chapter 2 & 3.

3200'

MSA  
WI/WN Lctr

KOROP THREE BRAVO (KOROP 3B)  
KOROP ONE GOLF (KOROP 1G)  
TAKET TWO ALFA (TAKET 2A)  
TAKET ONE GOLF (TAKET 1G)  
RWYS 31, 13 DEPARTURES  
TO WEST



## FT/METER CONVERSION

QNH

|        |   |       |
|--------|---|-------|
| 1650'  | - | 500m  |
| 3290'  | - | 1000m |
| 4270'  | - | 1300m |
| 4930'  | - | 1500m |
| 10010' | - | 3050m |

| SID      | RWY | ROUTING                                                                                                                         |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------|
| KOROP 3B | 31  | Climb on 314° track, at 3290' but not before 7 NM from THR13 turn LEFT, 220° track to SLODA, turn RIGHT, 256° track to KOROP.   |
| KOROP 1G | 13  | Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 272° track to BOKNU, turn LEFT, 265° track to KOROP. |
| TAKET 2A |     | Climb on 134° track, at 1650' but not before 2.2 NM from THR31 turn RIGHT, 272° track to BOKNU, turn LEFT, 238° track to TAKET. |
| TAKET 1G | 31  | Climb on 314° track, at 3290' but not before 7 NM from THR13 turn LEFT, 220° track to SLODA, turn RIGHT, 227° track to TAKET.   |

**CHANGES:** New chart.

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**UKWW/VIN**

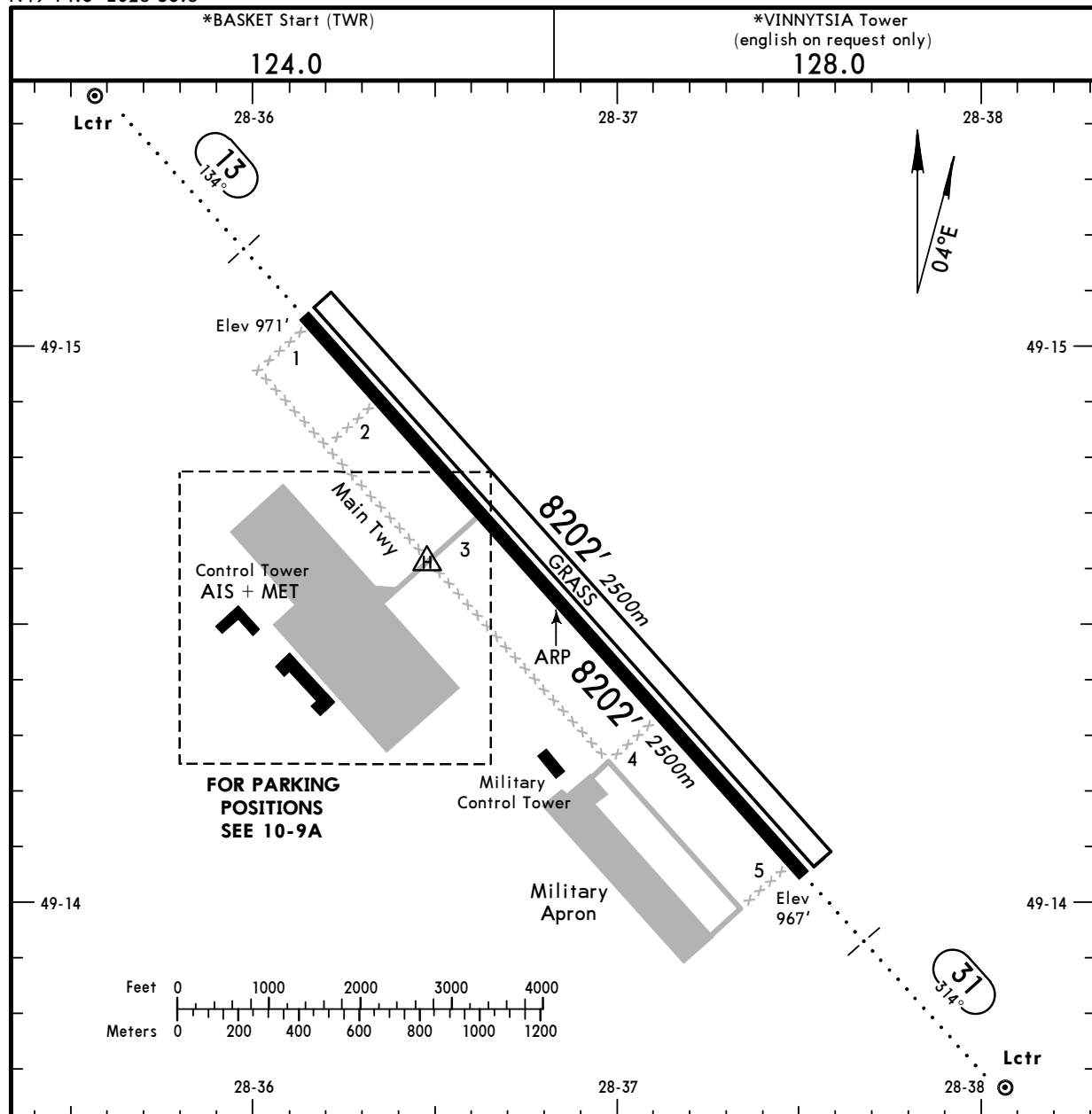
Apt Elev **974'**  
N49 14.6 E028 36.8

**JEPPesen**

8 OCT 10 **(10-9)** Eff 21 Oct

**VINNYTSIA, UKRAINE**

**GAVRYSHIVKA**



**ADDITIONAL RUNWAY INFORMATION**

| RWY |    | USABLE LENGTHS |             |          |          |
|-----|----|----------------|-------------|----------|----------|
|     |    | LANDING BEYOND |             | TAKE-OFF | WIDTH    |
|     |    | Threshold      | Glide Slope |          |          |
| 13  | 31 | RL (100m) ALS  | 6987' 2130m |          | 138' 42m |
| 13  | 31 | Grass runway   |             |          | 249' 76m |

**JAR-OPS**

**TAKE-OFF 1**

|   | Main Rwy                 |                          |                   |
|---|--------------------------|--------------------------|-------------------|
|   | LVP must be in force     |                          |                   |
|   | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A |                          |                          |                   |
| B | 250m                     | 400m                     | 500m              |
| C |                          |                          |                   |
| D | 300m                     |                          |                   |

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

UKWW/VIN

**JEPPESEN**

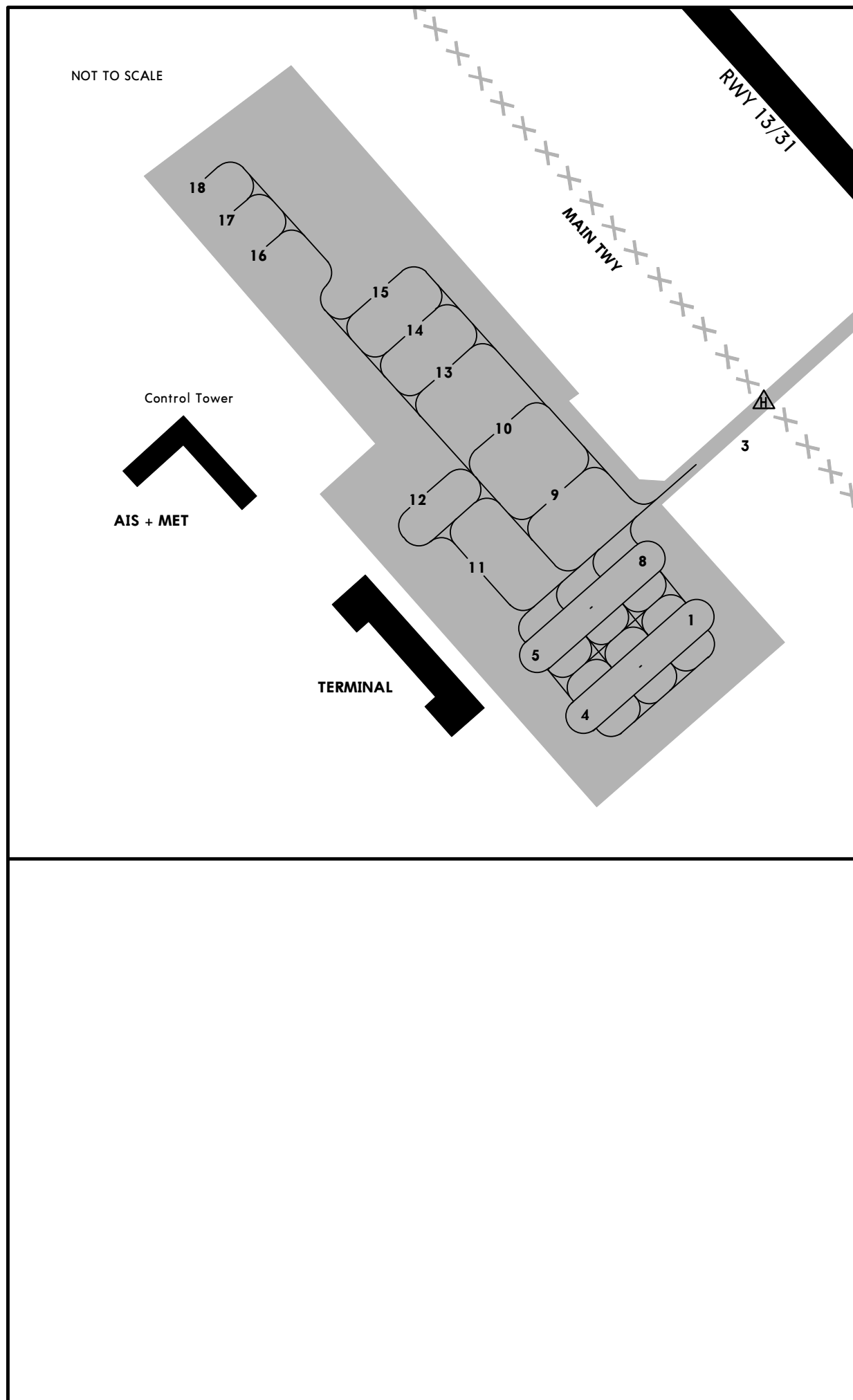
VINNYTSIA, UKRAINE

8 OCT 10

10-9A

Eff 21 Oct

GAVRYSHIVKA



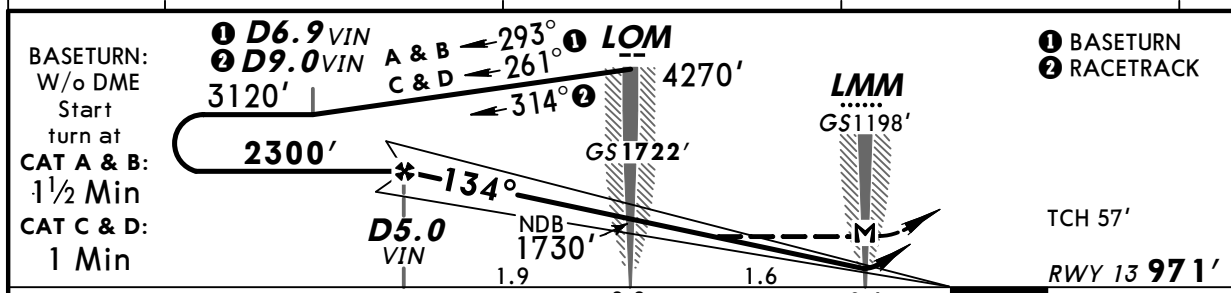
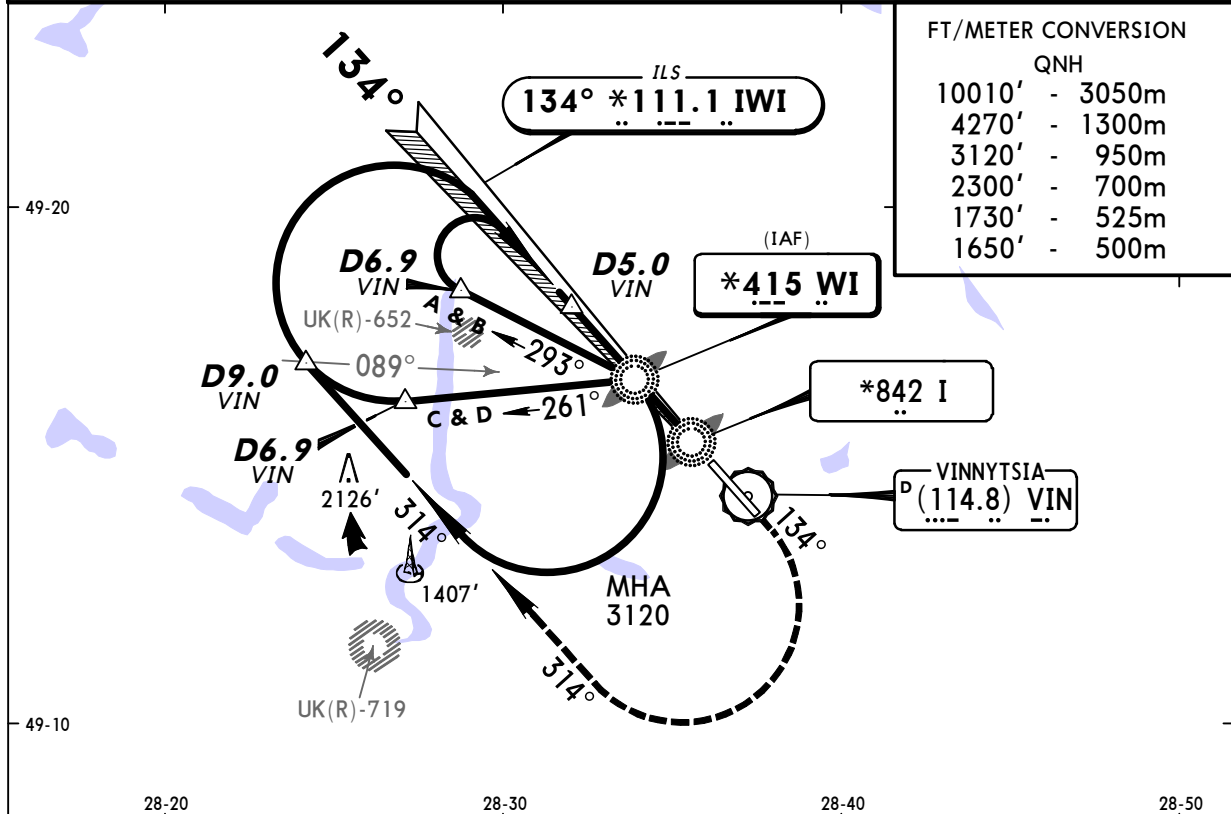
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**JEPPESSEN**  
20 NOV 09 **(11-1)**

**VINNYTSIA, UKRAINE**  
**ILS or NDB Rwy 13**

BRIEFING STRIP

|                                                                                                            |                           |                                          |                                      |                              |                  |                |
|------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------------------|--------------------------------------|------------------------------|------------------|----------------|
| *VINNYTSIA Tower<br>(english on request only)<br>128.0                                                     |                           |                                          |                                      | *BASKET Start (TWR)<br>124.0 |                  |                |
| LOC<br>IWI<br>*111.1                                                                                       | Final<br>Apch Crs<br>134° | GS<br>LOM<br>1722' (751')                | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 974'<br>RWY 971'    | <div>3200'</div> |                |
| Lctr<br>WI<br>*415                                                                                         |                           | Minimum Alt<br>D5.0 VIN<br>2300' (1329') | NDB<br>MDA(H)<br>1320' (349')        |                              |                  |                |
| MISSED APCH: Climb on 134° to 1650', then turn RIGHT onto 314° climbing to 3120', then according to chart. |                           |                                          |                                      |                              |                  | MSA<br>WI Lctr |
| Alt Set: hPa (MM on req)                                                                                   |                           | Rwy Elev: 35 hPa                         | Trans level: By ATC                  |                              |                  |                |
|                                                                                                            |                           | Trans alt: 10010'                        |                                      |                              |                  |                |



| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | ALS | 1650' | 134° | 314° | 3120' |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-------|------|------|-------|
| ILS GS or<br>NDB Desc angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 | ... | ↑     | ↑    | RT   | ↑     |
| MAP at LMM                        |     |     |     |     |     |     | ... |       |      |      |       |

| JAR-OPS                         |  |  |  | STRAIGHT-IN LANDING RWY 13 |  |  |  | CIRCLE-TO-LAND     |  |  |  |
|---------------------------------|--|--|--|----------------------------|--|--|--|--------------------|--|--|--|
| ILS                             |  |  |  | NDB                        |  |  |  | CIRCLE-TO-LAND     |  |  |  |
| DA(H)                           |  |  |  | MDA(H)                     |  |  |  | MDA(H)             |  |  |  |
| A: 1178' (207') C: 1197' (226') |  |  |  | 1320' (349')               |  |  |  | 1380' (406') 1500m |  |  |  |
| B: 1188' (217') D: 1207' (236') |  |  |  |                            |  |  |  | 1480' (506') 1600m |  |  |  |
| FULL                            |  |  |  | ALS out                    |  |  |  | 1650' (676') 2400m |  |  |  |
| A                               |  |  |  | NOT AUTH                   |  |  |  | 1680' (706') 3600m |  |  |  |
| B                               |  |  |  |                            |  |  |  |                    |  |  |  |
| C                               |  |  |  |                            |  |  |  |                    |  |  |  |
| D                               |  |  |  |                            |  |  |  |                    |  |  |  |

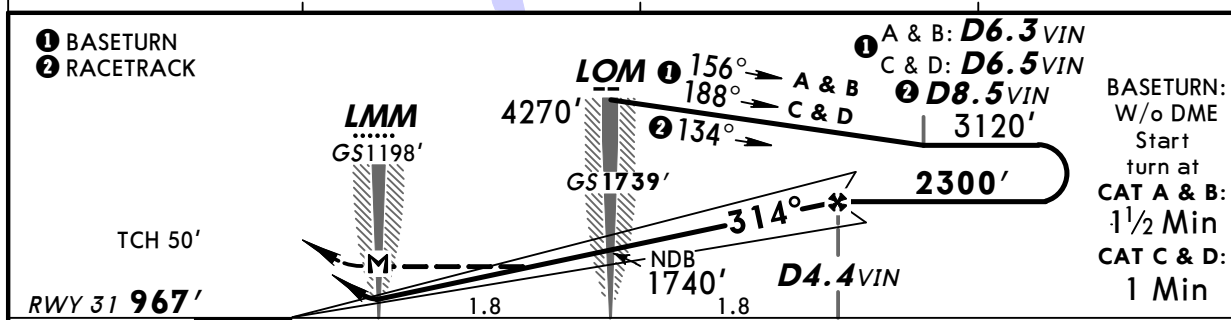
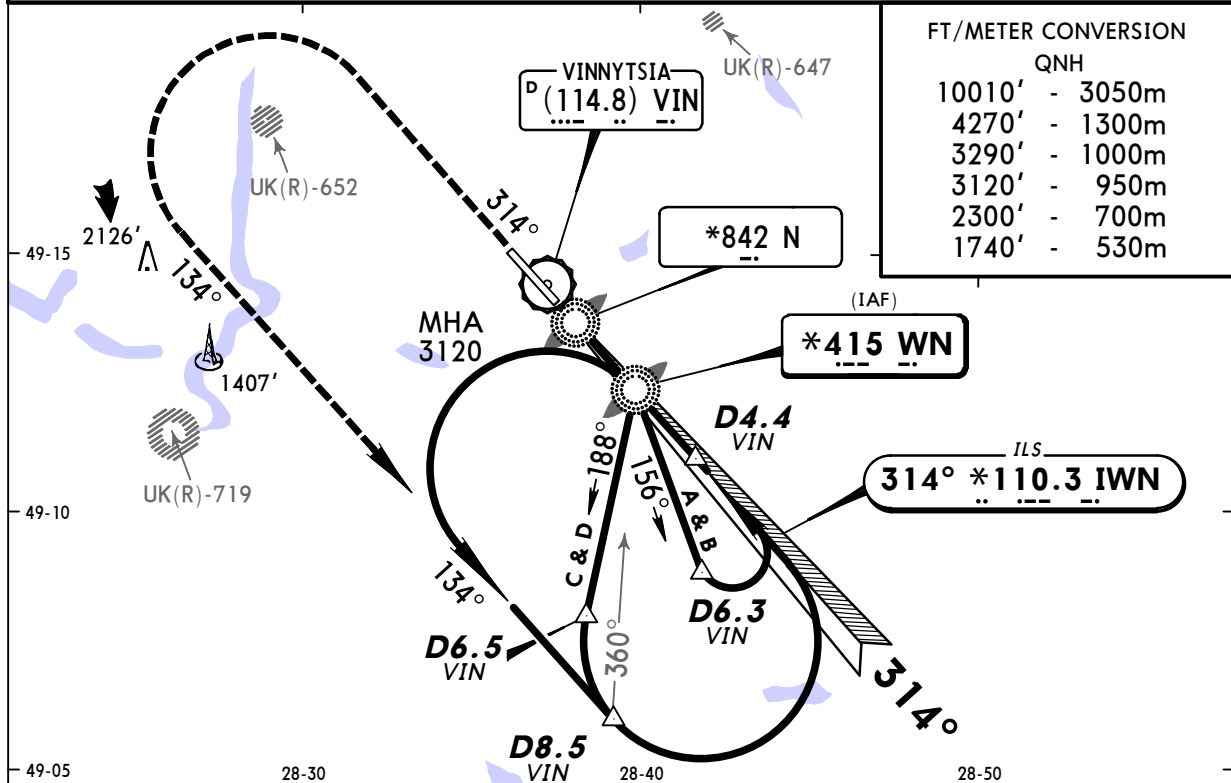
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**JEPPESSEN**  
20 NOV 09 **(11-2)**

**VINNYTSIA, UKRAINE**  
**ILS or NDB Rwy 31**

BRIEFING STRIP

|                                                                                         |                           |                                          |                                      |                               |                  |                |
|-----------------------------------------------------------------------------------------|---------------------------|------------------------------------------|--------------------------------------|-------------------------------|------------------|----------------|
| *VINNYTSIA Tower<br>(english on request only)<br>128.0                                  |                           |                                          |                                      | *BASKET Start (TWR)<br>124.0  |                  |                |
| LOC<br>IWN<br>*110.3                                                                    | Final<br>Apch Crs<br>314° | GS<br>LOM<br>1739' (772')                | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 974'<br><br>RWY 967' | <div>3200'</div> |                |
| Lctr<br>WN<br>*415                                                                      |                           | Minimum Alt<br>D4.4 VIN<br>2300' (1333') | NDB<br>MDA(H)<br>1320' (353')        |                               |                  |                |
| MISSED APCH: Climb on 314° to 3290', then turn LEFT onto 134°, then according to chart. |                           |                                          |                                      |                               |                  | MSA<br>WN Lctr |
| Alt Set: hPa (MM on req)                                                                |                           | Rwy Elev: 35 hPa                         | Trans level: By ATC                  |                               |                  |                |



|                                   |     |     |     |     |     |     |     |       |      |      |
|-----------------------------------|-----|-----|-----|-----|-----|-----|-----|-------|------|------|
| Gnd speed-Kts                     | 70  | 90  | 100 | 120 | 140 | 160 | ALS | 3290' | 314° | 134° |
| ILS GS or<br>NDB Desc angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |     | ↑     | on   | LT   |
| MAP at LMM                        |     |     |     |     |     |     |     |       |      |      |

| JAR-OPS                         |  |                                 |  | STRAIGHT-IN LANDING RWY 31      |  |                                 |  | CIRCLE-TO-LAND |  |                    |  |
|---------------------------------|--|---------------------------------|--|---------------------------------|--|---------------------------------|--|----------------|--|--------------------|--|
| ILS                             |  | NDB                             |  | LOC (GS out)                    |  | MDA(H) 1320' (353')             |  | Max Kts        |  | MDA(H) VIS         |  |
| A: 1170' (203') C: 1190' (223') |  | A: 1170' (203') C: 1190' (223') |  | B: 1180' (213') D: 1200' (233') |  | B: 1180' (213') D: 1200' (233') |  | 100            |  | 1380' (406') 1500m |  |
| FULL                            |  | ALS out                         |  | NOT AUTH                        |  | ALS out                         |  | 135            |  | 1480' (506') 1600m |  |
| A                               |  | RVR 800m                        |  | RVR 1000m                       |  | RVR 1300m                       |  | 180            |  | 1650' (676') 2400m |  |
| B                               |  | RVR 800m                        |  | RVR 1000m                       |  | RVR 1400m                       |  | 205            |  | 1680' (706') 3600m |  |
| C                               |  | RVR 800m                        |  | RVR 1000m                       |  | RVR 1600m                       |  |                |  |                    |  |
| D                               |  | RVR 800m                        |  | RVR 1000m                       |  | RVR 1800m                       |  |                |  |                    |  |