

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

No revision activity since Disc 09-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKLH

UKLH (Khmel'nyts'kyi Intl)**General Info**

Khmel'nyts'kyi, UKR

N 49° 21.6' E 26° 56.0' Mag Var: 4.6°E

Elevation: 1160'

Public, IFR, Control Tower, Customs availble on a restrcted basis,

Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 16-34 7218' x 138' concrete

Runway 16 (163.0°M) TDZE 1143'

Lights: Edge, ALS

Runway 34 (343.0°M) TDZE 1139'

Lights: Edge, ALS

Communications InfoKhmel'nyts'kyi Tower **118.2****Notebook Info**

UKLH
KHMEL'NYTS'KYI INTL

8 MAY 09

10-2

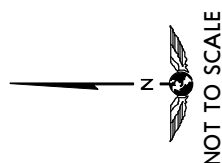
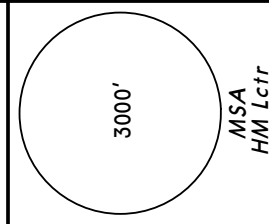
KHMEL'NYTS'KYI, UKRAINE

STAR

Apt Elev
 1160'

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

BAGSA ONE CHARLIE (BAGSA 1C)
KOROP THREE CHARLIE (KOROP 3C)
LOPNU ONE CHARLIE (LOPNU 1C)
TERNO THREE CHARLIE (TERNO 3C)
TETNA THREE CHARLIE (TETNA 3C)
RWY 16 ARRIVALS



(IAF)
***1165 HM**
 N49 24.4 E026 54.9
 At or above 4930'

CAT A, B: 2 min
 CAT C, D: 1.5 min
 MHA 2960
 163°

KOROP
 N49 09.0 E027 50.7
 At or above 10010'

LOPNU
 N49 04.5 E026 40.9
 At or above 9030'

TETNA
 N49 50.0 E026 25.0
 At or above 7060'

TERNO
 N49 31.5 E025 42.0
 At or above 9030'

BAGSA
 N49 15.7 E026 00.1
 At or above 9030'

FT/METER CONVERSION	
QNH	
10010' - 3050m	
9030' - 2750m	
7060' - 2150m	
4930' - 1500m	
2960' - 900m	

UKLH

KHMEL'NYTS'KYI INTL

8 MAY 09

(10-2A)

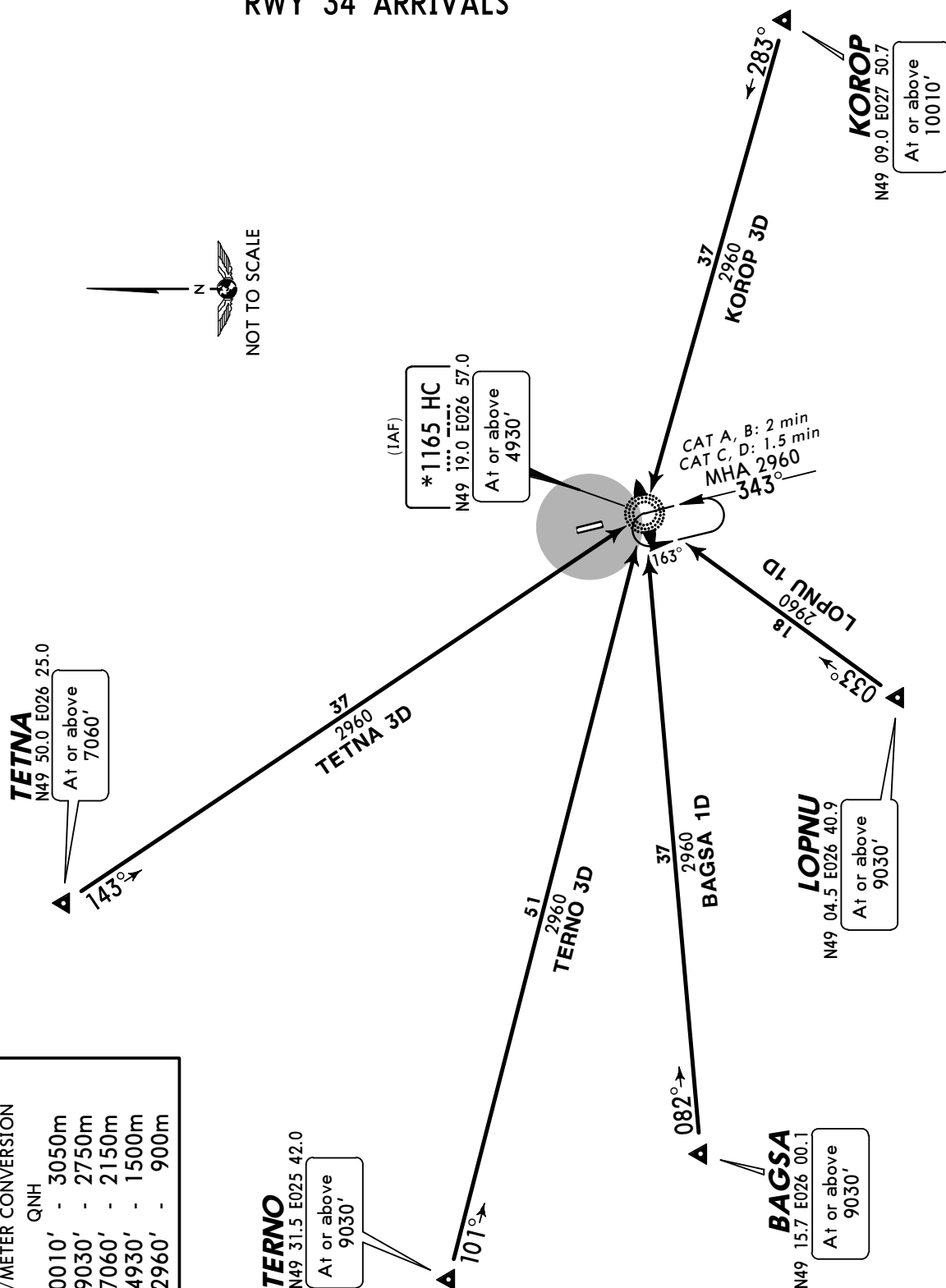
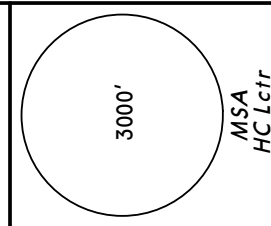
KHMEL'NYTS'KYI, UKRAINE

STAR

Apt Elev
 1160'

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

BAGSA ONE DELTA (BAGSA 1D)
 KOROP THREE DELTA (KOROP 3D)
 LOPNU ONE DELTA (LOPNU 1D)
 TERNO THREE DELTA (TERNO 3D)
 TETNA THREE DELTA (TETNA 3D)
 RWY 34 ARRIVALS



FT/METER CONVERSION

QNH	
10010'	- 3050m
9030'	- 2750m
7060'	- 2150m
4930'	- 1500m
2960'	- 900m

UKLH
KHMEL'NYTS'KYI INTL

8 MAY 09

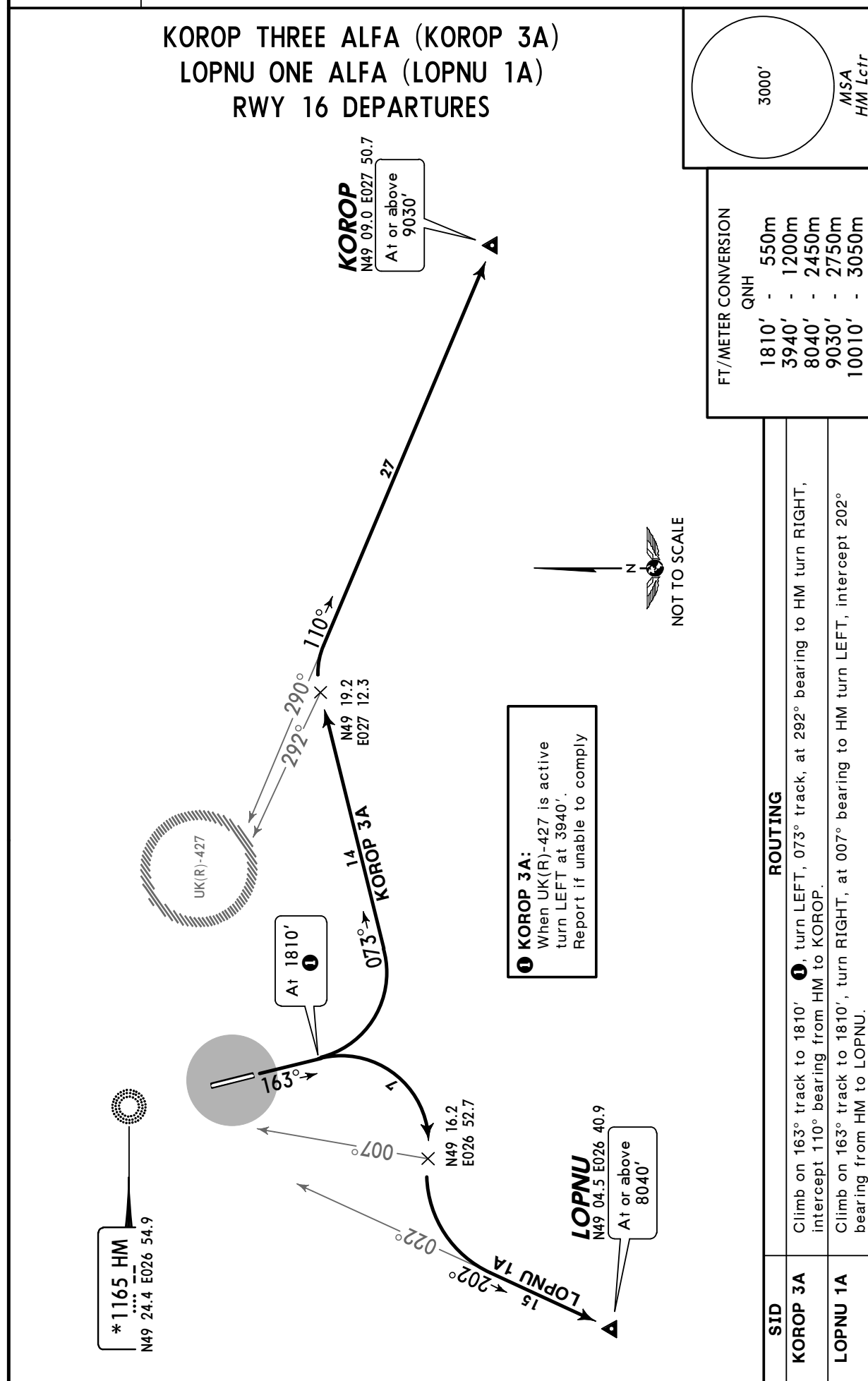
10-3

KHMEL'NYTS'KYI, UKRAINE

SID

Apt Elev
1160'

Trans level: By ATC Trans alt: 10010'



UKLH
KHMEI'NYTS'KYI INTL

8 MAY 09

JEPPESEN

KHMEL'NYTS'KYI, UKRAINE

SID

Apt Elev
1160'

Trans level: By ATC Trans alt: 10010'

KOROP THREE BRAVO (KOROP 3B)
LOPNU ONE BRAVO (LOPNU 1B)
RWY 34 DEPARTURES

3000'

MSA
HC Lctr

FT/METER CONVERSION

QNH

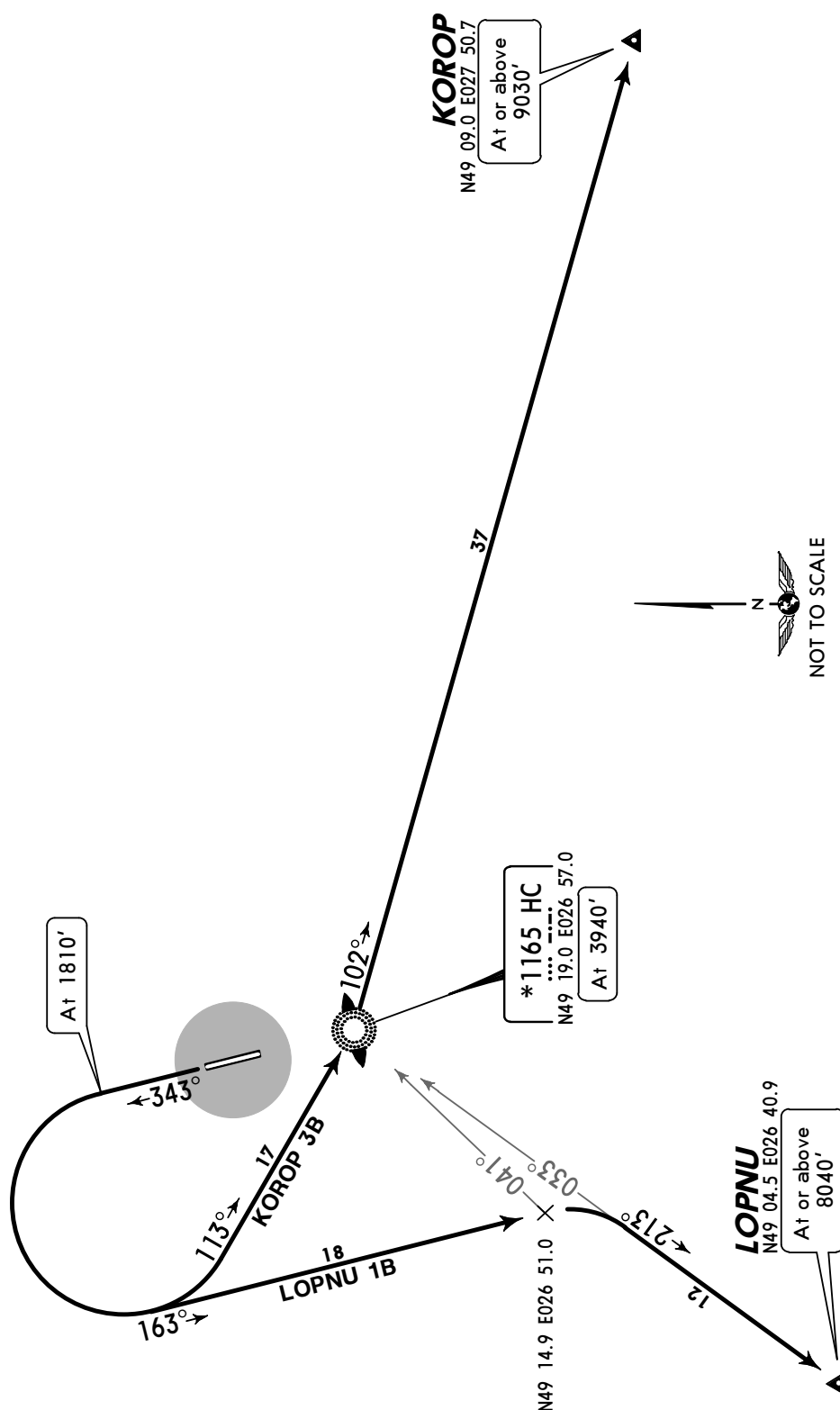
1810'	-	550m
3940'	-	1200m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

ROUTING

SID

Climb on 343° to 1810', turn LEFT, intercept 113° bearing to HC, turn LEFT, 102° bearing to KOROP.

Climb on 343° track to 1810', turn LEFT, 163° track, at 041° bearing to HC turn RIGHT, intercept 213° bearing from HC to LOPNU.



UKLH

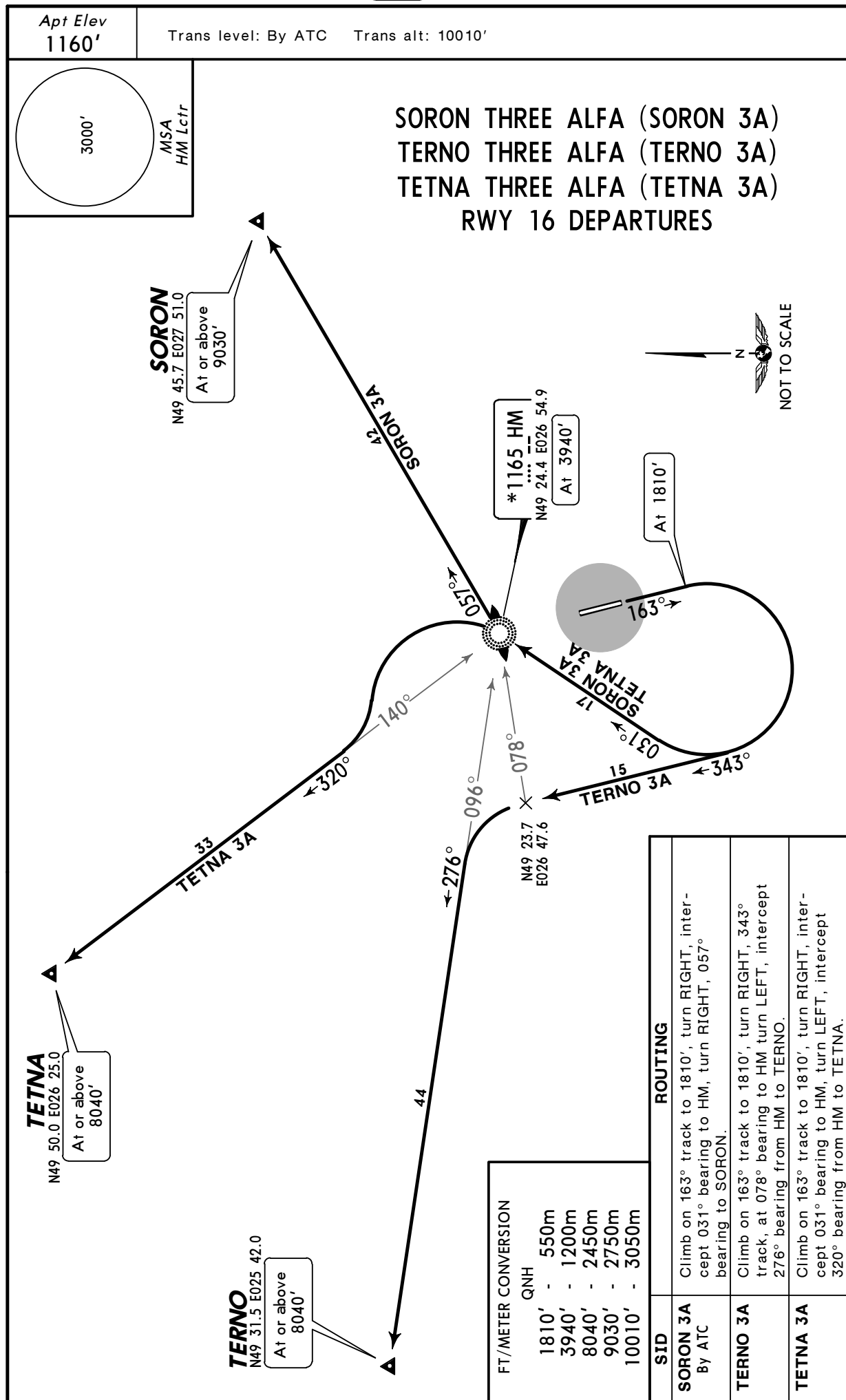
KHMEL'NYTS'KYI INTL

8 MAY 09

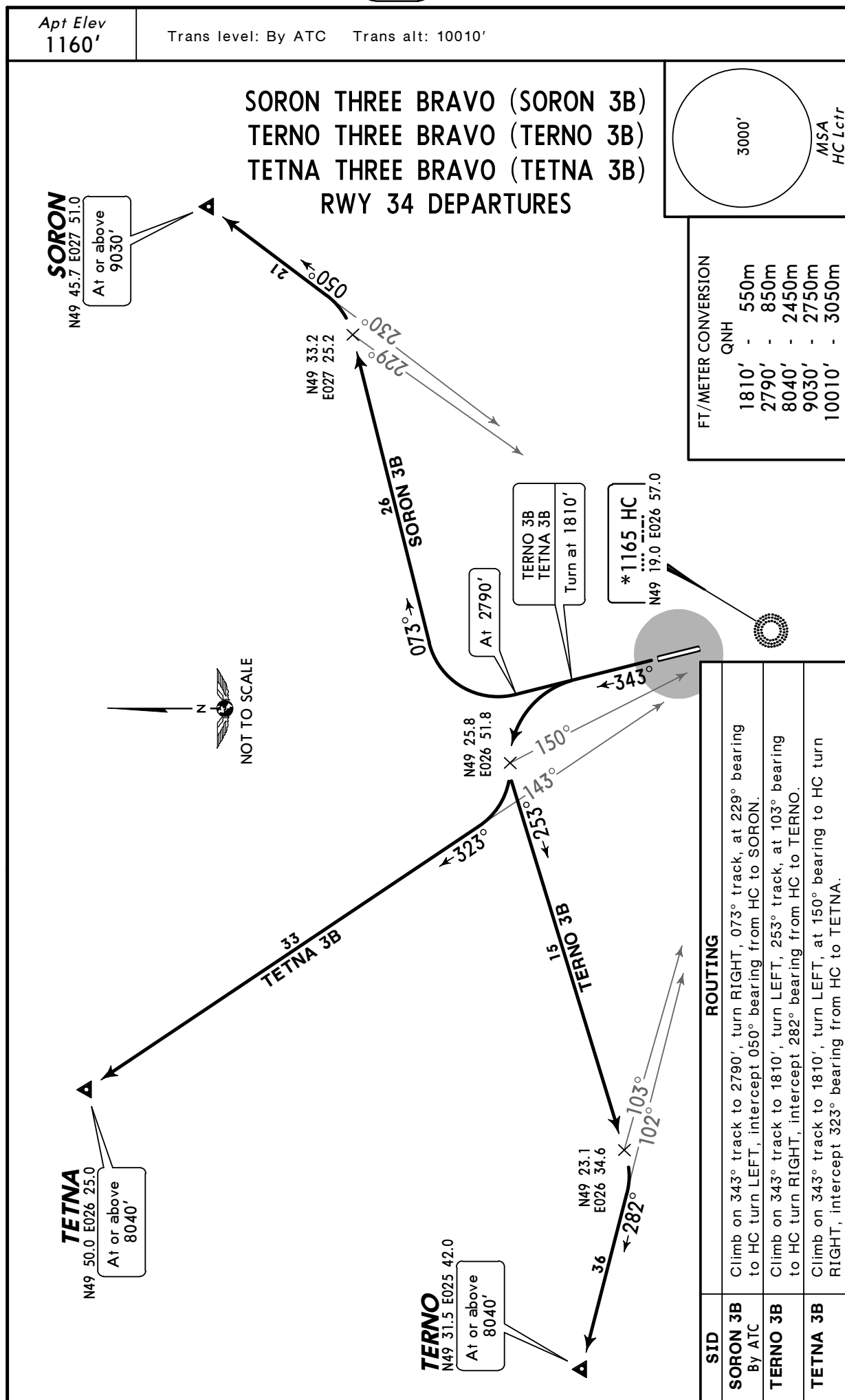
10-3B

KHMEL'NYTS'KYI, UKRAINE

SID

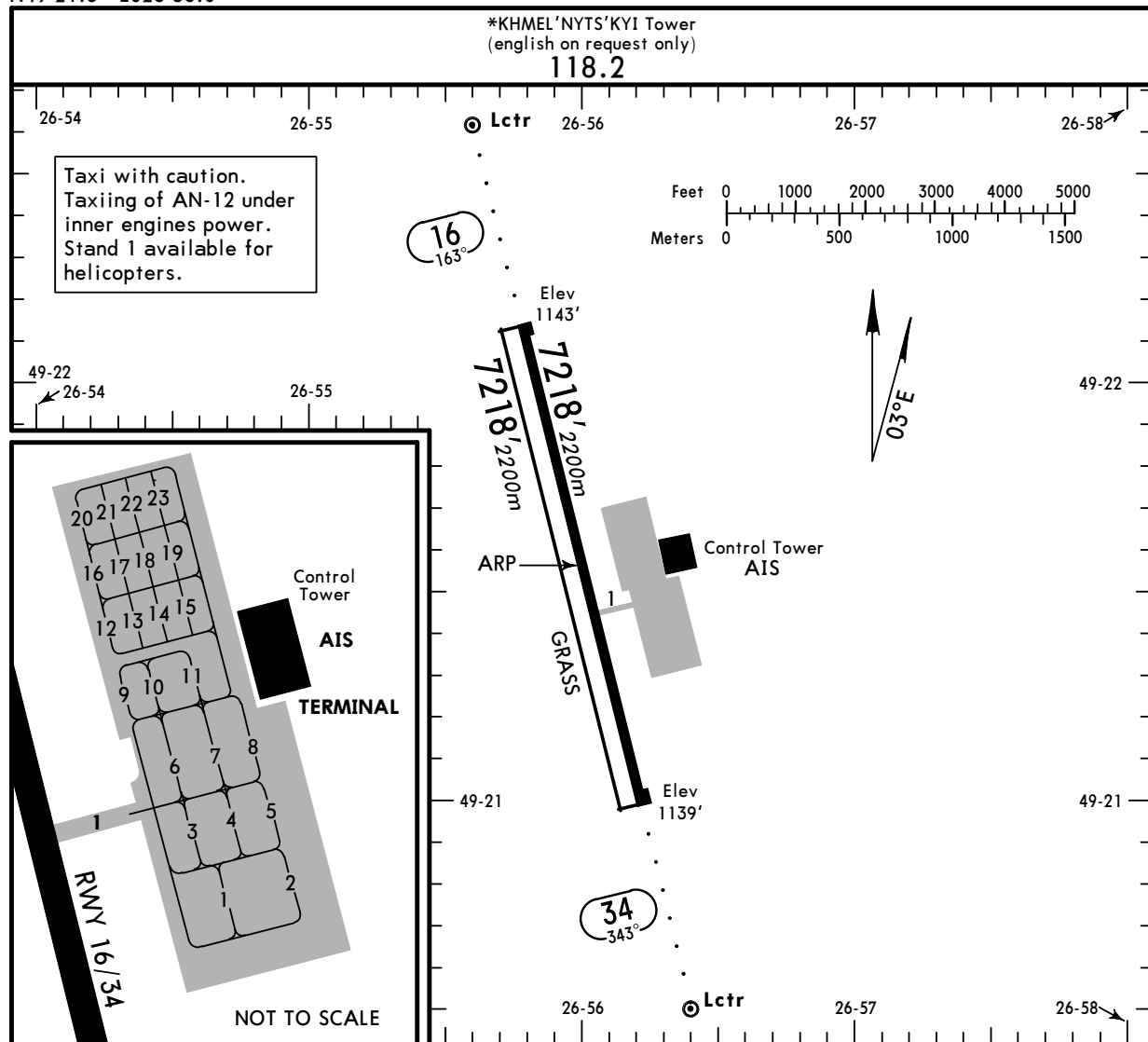


UKLH **JEPPesen** **KHMEI'NYTS'KYI, UKRAINE**
 KHMEI'NYTS'KYI INTL 8 MAY 09 **(10-3C)** **SID**



UKLH/HMJ
Apt Elev **1160'**
N49 21.6 E026 56.0

JEPPesen **KHMEI'NYTS'KYI, UKRAINE**
12 MAR 10 **(10-9)**
KHMEI'NYTS'KYI INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
16	RL (60m) ALS		6124' 1867m		138' 42m
16	Grass runway				279' 85m
34					

JAR-OPS

TAKE-OFF 1

	Main Rwy		
	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		

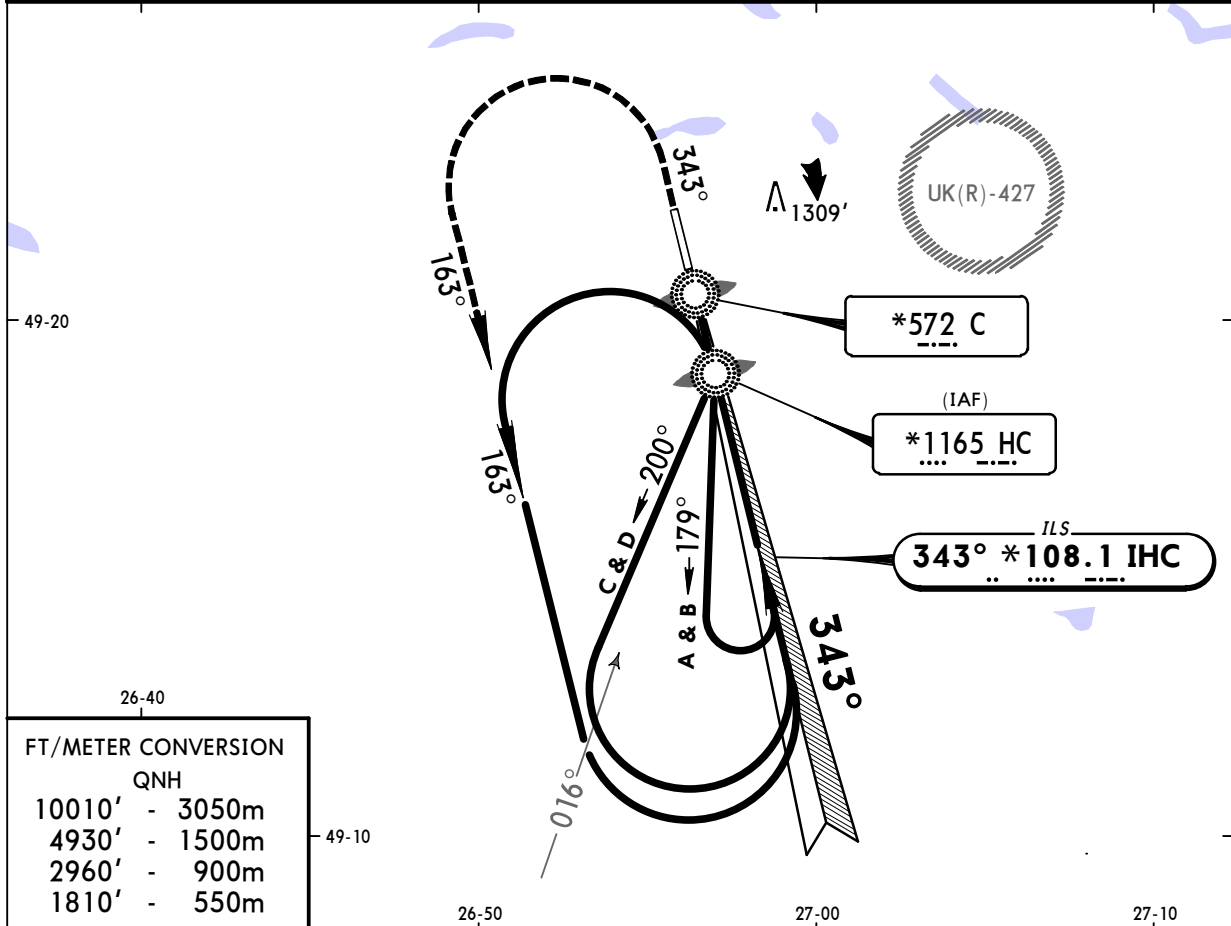
1 Operators applying U.S. Ops Specs: CL required below 300m.

UKLH/HMJ
KHMEL'NYTS'KYI INTL

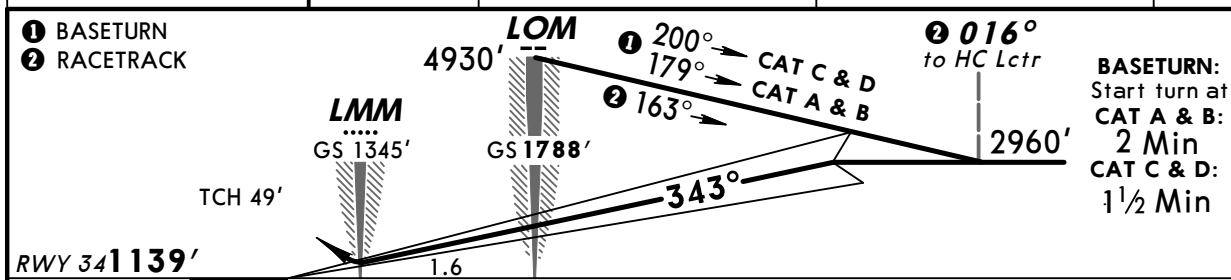
JEPPesen KHMEL'NYTS'KYI, UKRAINE
12 MAR 10 **(11-1)**
ILS Rwy 34

BRIEFING STRIP

*KHMEL'NYTS'KYI Tower (english on request only) 118.2					
LOC IHC *108.1	Final Apch Crs 343°	GS LOM 1788' (649')	ILS DA(H) Refer to Minimums	Apt Elev 1160' RWY 1139'	3000' MSA HC Lctr
MISSED APCH: Climb on 343° to 1810', then turn LEFT onto 163° climbing to 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 41 hPa Trans level: By ATC Trans alt: 10010'					



FT/METER CONVERSION	
QNH	
10010'	3050m
4930'	1500m
2960'	900m
1810'	550m



1	BASETURN
2	RACETRACK
1	200°
2	179°
1	163°
2	016° to HC Lctr
1	2960'
2	1810'
1	343°
2	163°

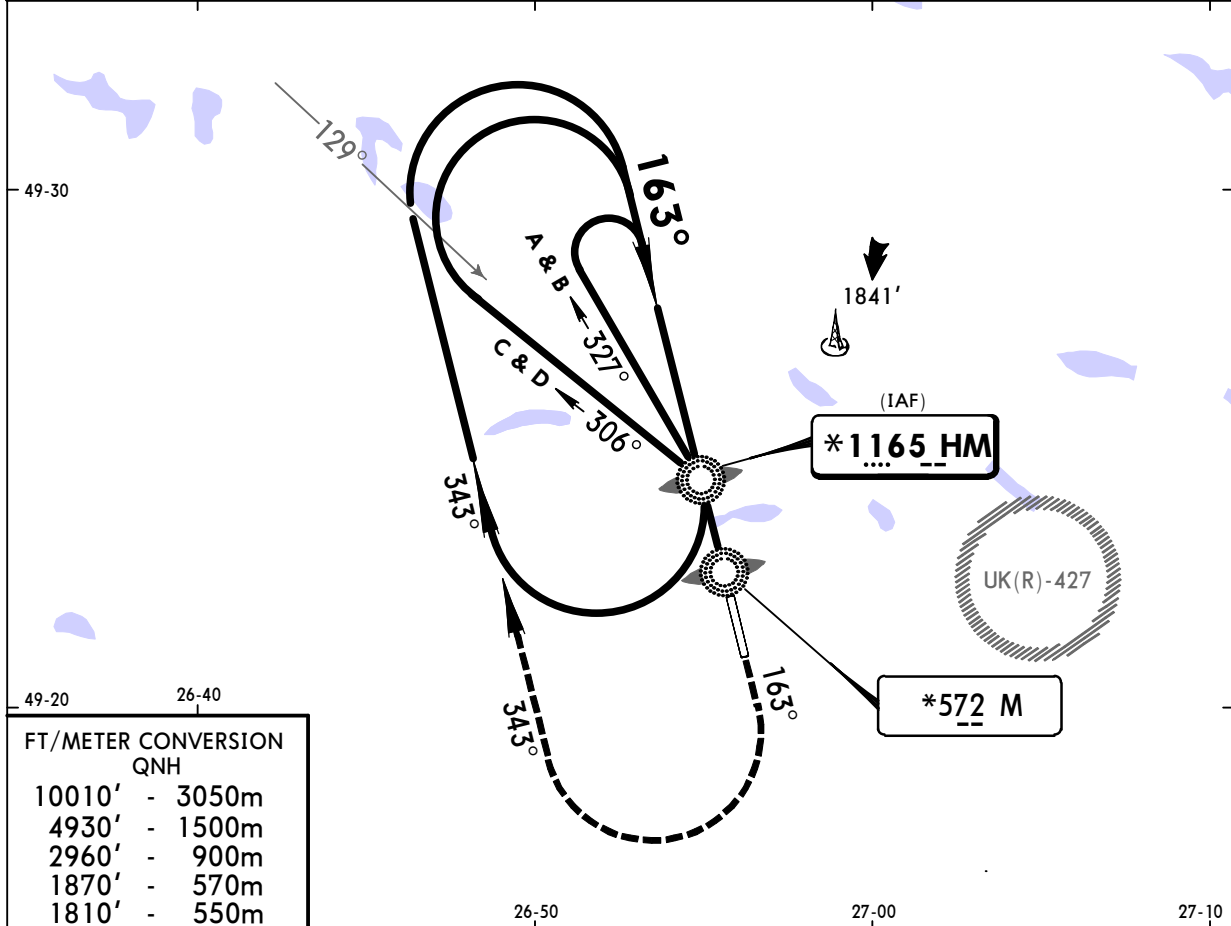
JAR-OPS		STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
A: 1339' (200') C: 1352' (213')					
B: 1342' (203') D: 1362' (223')					
FULL		ALS out			
A				Max Kts	MDA(H) VIS
B				100	1560' (400') 1500m
C	RVR 800m	RVR 1000m	NOT AUTHORIZED	135	1660' (500') 1600m
D				180	1760' (600') 2400m
				205	2250' (1090') 3600m

UKLH/HMJ
KHMEI'NYTS'KYI INTL

JEPPESSEN KHMEI'NYTS'KYI, UKRAINE
12 MAR 10 (16-1) **NDB Rwy 16**

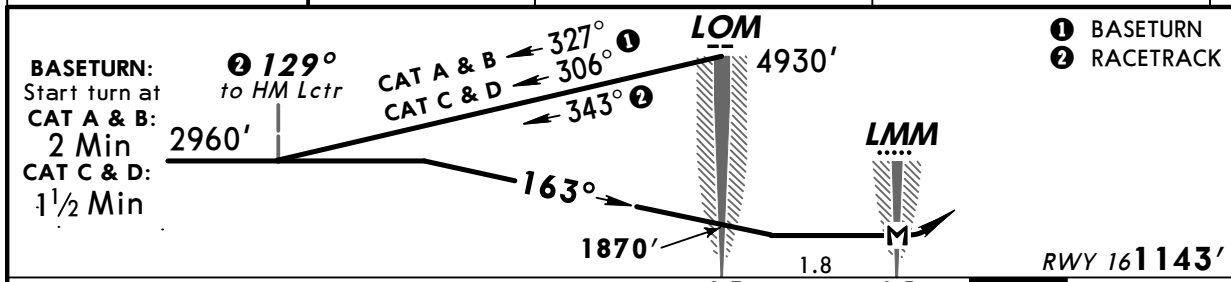
BRIEFING STRIP

*KHMEI'NYTS'KYI Tower (english on request only) 118.2					
Lctr HM *1165	Final Apch Crs 163°	Minimum Alt LOM 1870' (727')	MDA(H) 1510' (367')	Apt Elev 1160' RWY 1143'	3000'
MISSED APCH: Climb on 163° to 1810', then turn RIGHT onto 343° climbing to 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 41 hPa Trans level: By ATC Trans alt: 10010'					
					MSA HM Lctr



FT/METER CONVERSION
QNH

10010'	-	3050m
4930'	-	1500m
2960'	-	900m
1870'	-	570m
1810'	-	550m



Gnd speed-Kts	70	90	100	120	140	160	ALS ...	1810'	on 163°	2960'	on 343°
Descent angle	2.69°	333	428	476	571	666		↑		RT	
MAP at LMM											

JAR-OPS STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
MDA(H) 1510' (367')							
			ALS out	Max Kts	MDA(H)	VIS	
A	RVR 1300m	RVR 1500m		100	1560' (400')	1500m	
B	RVR 1400m			135	1660' (500')	1600m	
C	RVR 1600m	RVR 1800m		180	1760' (600')	2400m	
D	RVR 1800m	RVR 2000m		205	2250' (1090')	3600m	

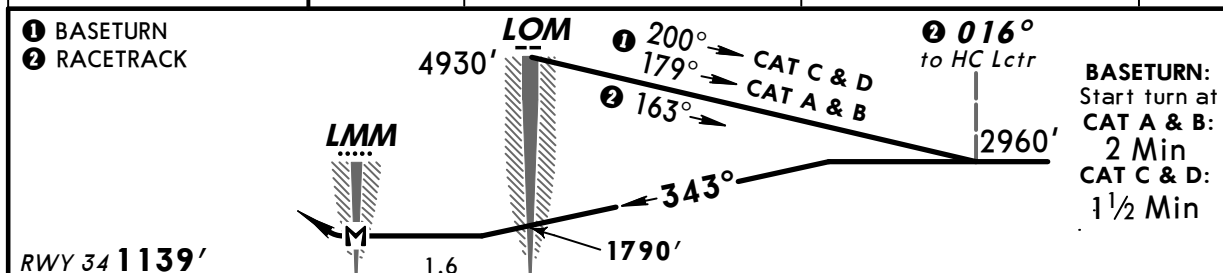
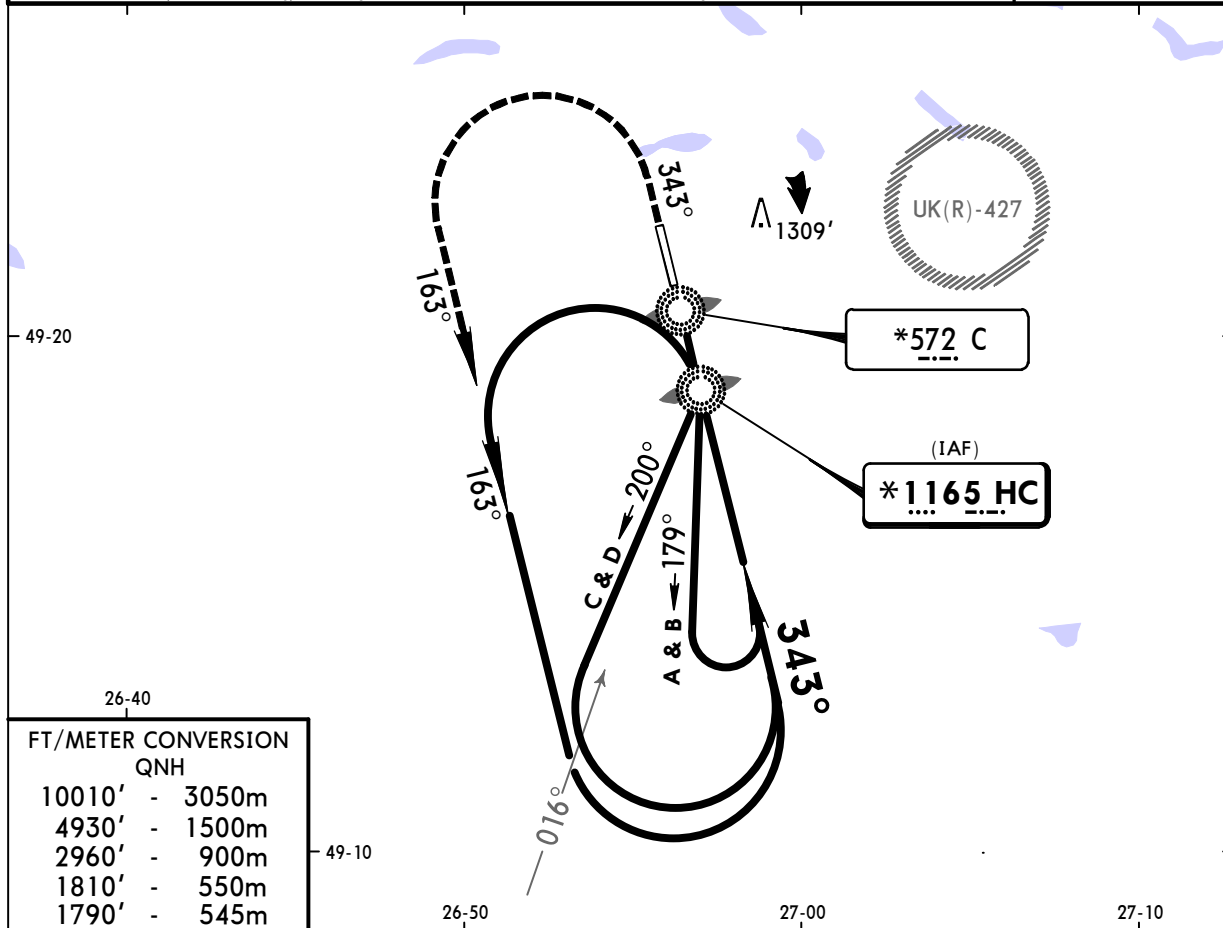
PANS OPS

UKLH/HMJ
KHMEL'NYTS'KYI INTL

JEPPesen KHMEL'NYTS'KYI, UKRAINE
12 MAR 10 (16-2) **NDB Rwy 34**

BRIEFING STRIP™

*KHMEL'NYTS'KYI Tower (english on request only) 118.2					3000' MSA HC Lctr
Lctr HC *1165	Final Apch Crs 343°	Minimum Alt LOM 1790' (651')	MDA(H) 1510' (371')	Apt Elev 1160' RWY 1139'	
MISSED APCH: Climb on 343° to 1810', then turn LEFT onto 163° climbing to 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 41 hPa Trans level: By ATC Trans alt: 10010'					



							ALS		1810' on 343°		2960' on 163°	
Gnd speed-Kts	70	90	100	120	140	160						
Descent angle 2.69°	333	428	476	571	666	761						
MAP at LMM												

JAR-OPS		STRAIGHT-IN LANDING RWY 34		CIRCLE-TO-LAND	
		MDA(H) 1510' (371')			
		ALS out		Max Kts	
A	RVR 1300m	RVR 1500m	100	MDA(H) 1560' (400')	VIS 1500m
B	RVR 1400m		135	1660' (500')	1600m
C	RVR 1600m	RVR 1800m	180	1760' (600')	2400m
D	RVR 1800m	RVR 2000m	205	2250' (1090')	3600m