

Page 1

Changed chart(s) since Disc 11-2011

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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L'viv, (L'viv - UKLL)

REV	AIRPORT, AIRPORT INFO, TAK...	10-8	03 èpí 2011	
REV	PARKING STANDS (TEMP)	10-8A	03 èpí 2011	
REV	STANDARD MNMS (TEMP)	10-9S1	03 èpí 2011	
REV	VOR RWY 13 (TEMP)	13-01	03 èpí 2011	
REV	VOR RWY 31 (TEMP)	13-02	03 èpí 2011	
REV	NDB RWY 13 (TEMP)	16-01	03 èpí 2011	

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKLL

General Info

L'viv, UKR

N 49° 48.7' E 23° 57.3' Mag Var: 4.1°E

Elevation: 1071'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 13-31 5292' x 148' asphalt

Runway 13 (132.0°M) TDZE 1071'

Lights: Edge

Runway 31 (312.0°M) TDZE 1057'

Lights: Edge, ALS

Communications Info

ATIS **128.7**

L'viv Start Tower **124.0** Military

L'viv Tower **128.0**

L'viv Ground Control **119.0**

L'viv Radar Approach Control **126.0**

Notebook Info

UKLL/LWO
L'VIV

14 AUG 09

JEPPESEN
10-1R

Eff 27 Aug

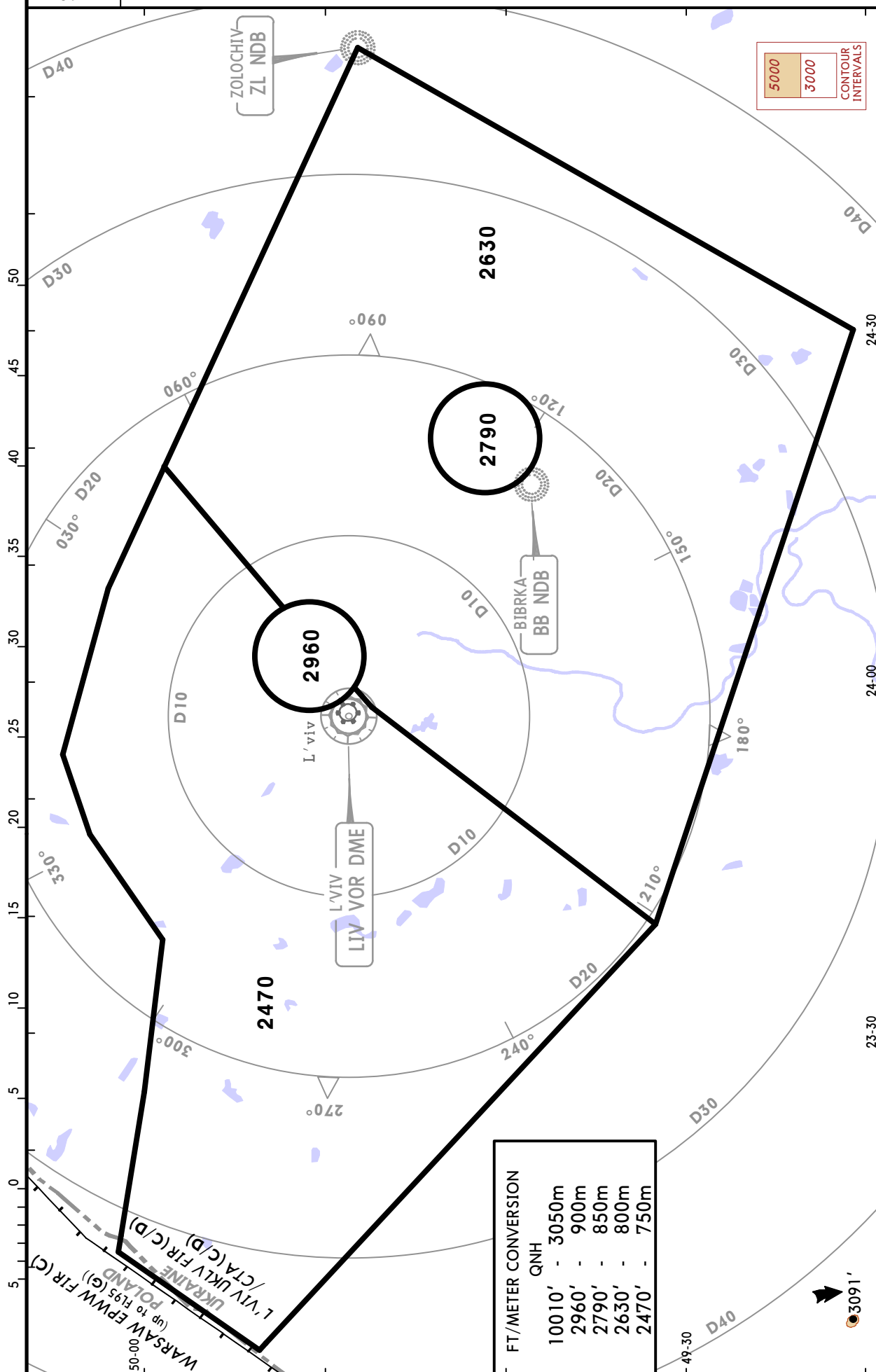
RADAR MINIMUM ALTITUDES

L'VIV, UKRAINE

Apt Elev
1071'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

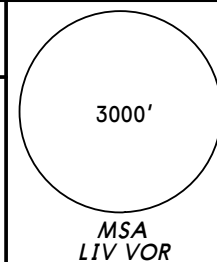


UKLL/LWO
L'VIV

JEPPESEN
 25 SEP 09 **10-2**

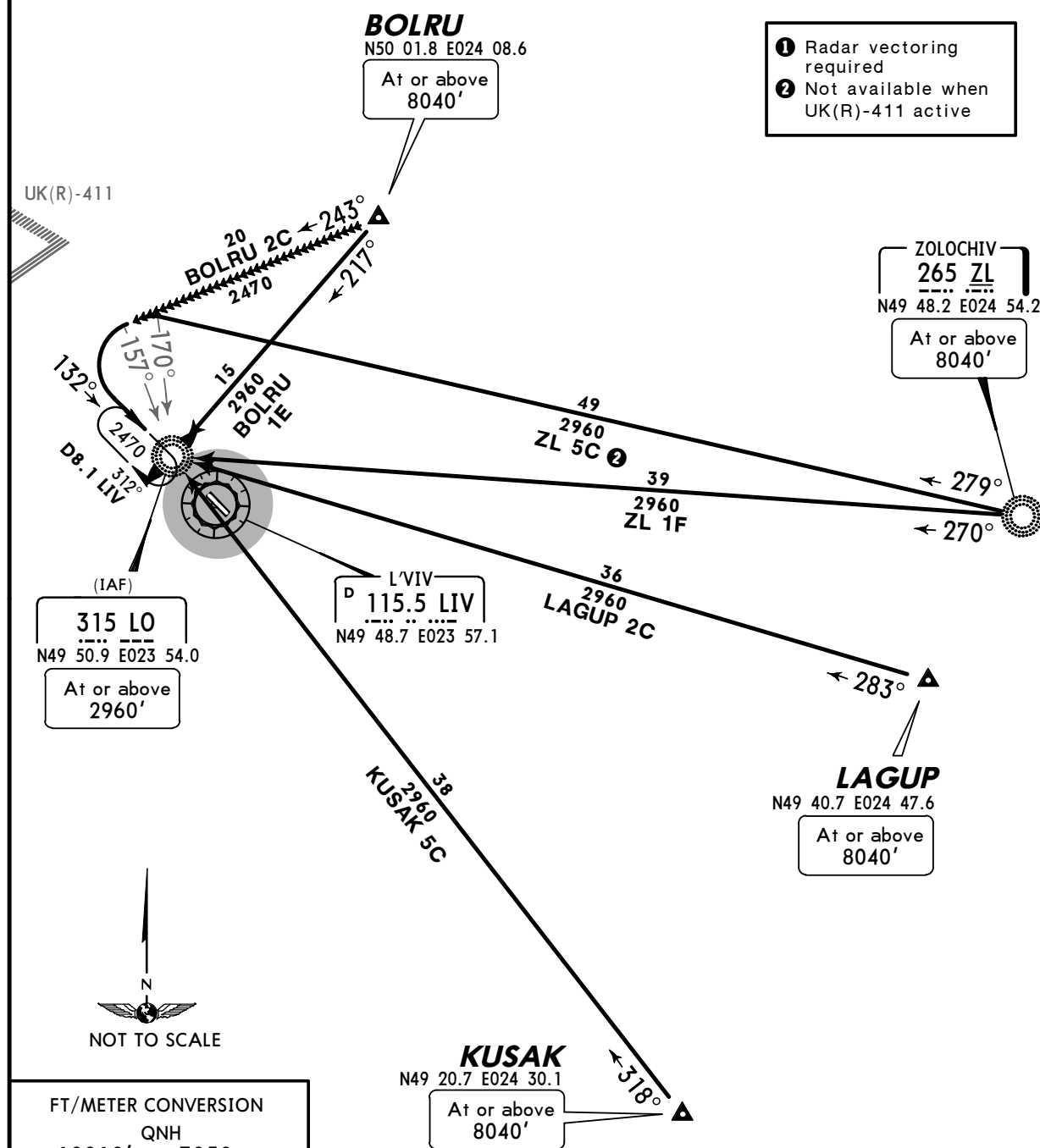
L'VIV, UKRAINE
STAR

ATIS 128.7	Apt Elev 1071'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
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BOLRU TWO CHARLIE (BOLRU 2C) [BOLR2C] ①
BOLRU ONE ECHO (BOLRU 1E) [BOLR1E]
KUSAK FIVE CHARLIE (KUSAK 5C) [KUSA5C]
LAGUP TWO CHARLIE (LAGUP 2C) [LAGU2C]
ZOLOCHIV FIVE CHARLIE (ZL 5C) ②
ZOLOCHIV ONE FOXTROT (ZL 1F)
RWY 13 ARRIVALS
FROM EAST

- ① Radar vectoring required
- ② Not available when UK(R)-411 active

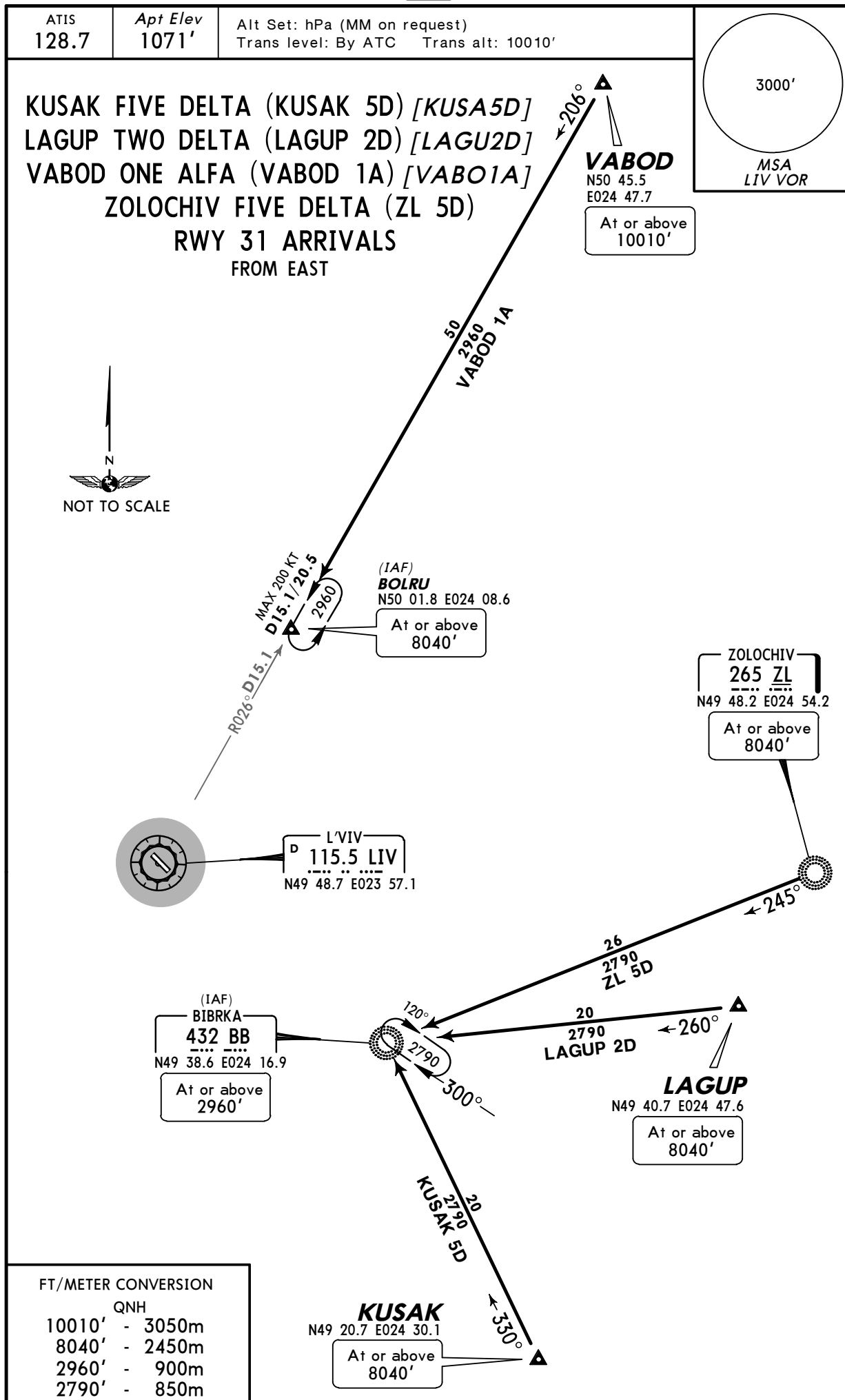


FT/METER CONVERSION	
	QNH
10010'	- 3050m
8040'	- 2450m
2960'	- 900m
2470'	- 750m

UKLL/LWO
L'VIV

JEPPESSEN
 25 SEP 09 **(10-2A)**

L'VIV, UKRAINE
STAR



CHANGES: Crossing at BB.

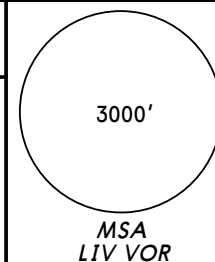
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UKLL/LWO
 L'VIV

JEPPesen
 25 SEP 09 **(10-2B)**

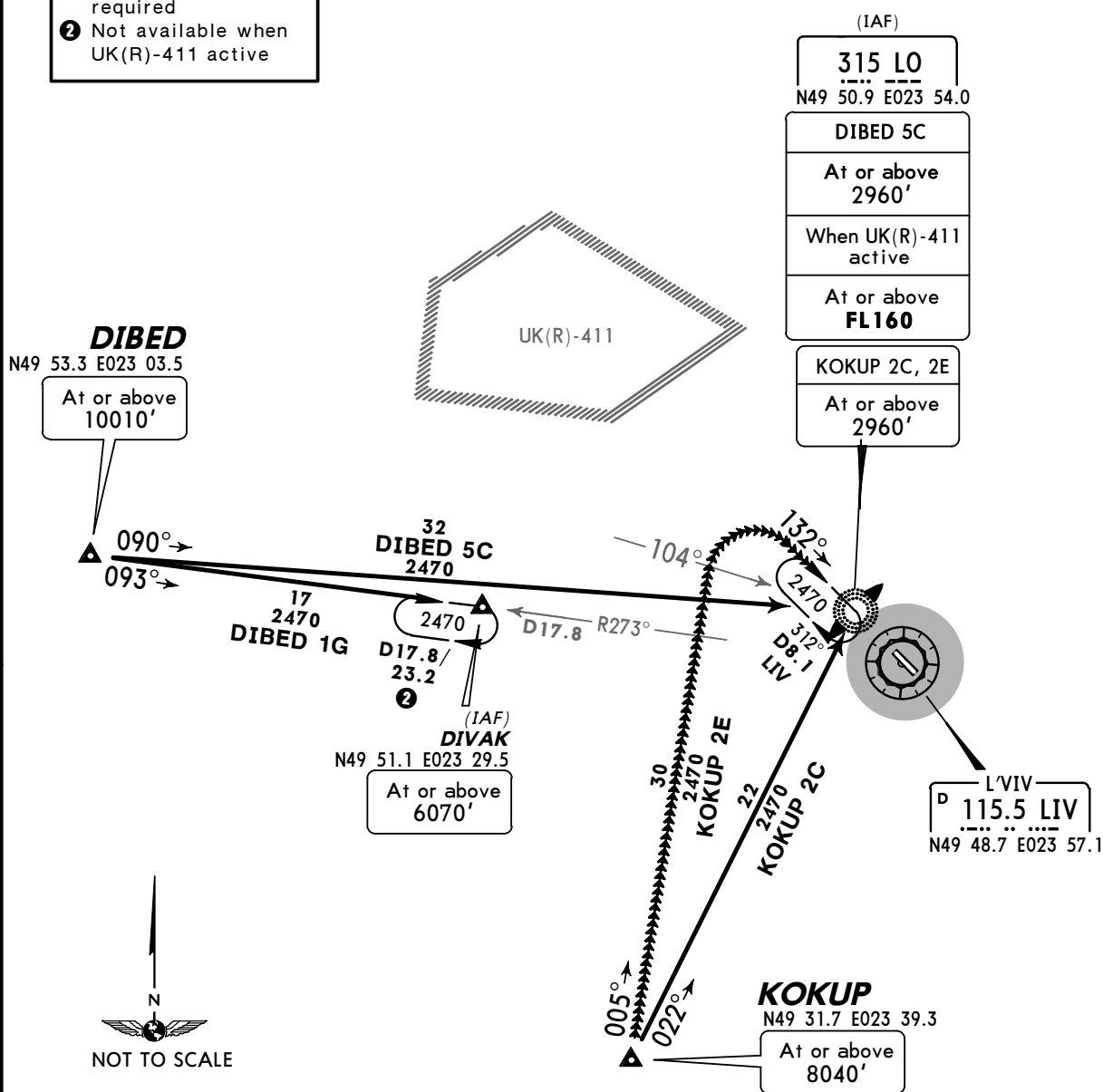
L'VIV, UKRAINE
STAR

ATIS **128.7** *Apt Elev* **1071'** Alt Set: hPa (MM on request)
 Trans level: By ATC Trans alt: 10010'



DIBED FIVE CHARLIE (DIBED 5C) [DIBE5C]
DIBED ONE GOLF (DIBED 1G) [DIBE1G]
KOKUP TWO CHARLIE (KOKUP 2C) [KOKU2C]
KOKUP TWO ECHO (KOKUP 2E) [KOKU2E] ❶
RWY 13 ARRIVALS
FROM WEST

- ❶ Radar vectoring required
 ❷ Not available when UK(R)-411 active



UKLL/LWO
 L'VIV

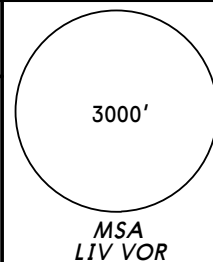
JEPPESEN
 25 SEP 09 **(10-2C)**

L'VIV, UKRAINE
STAR

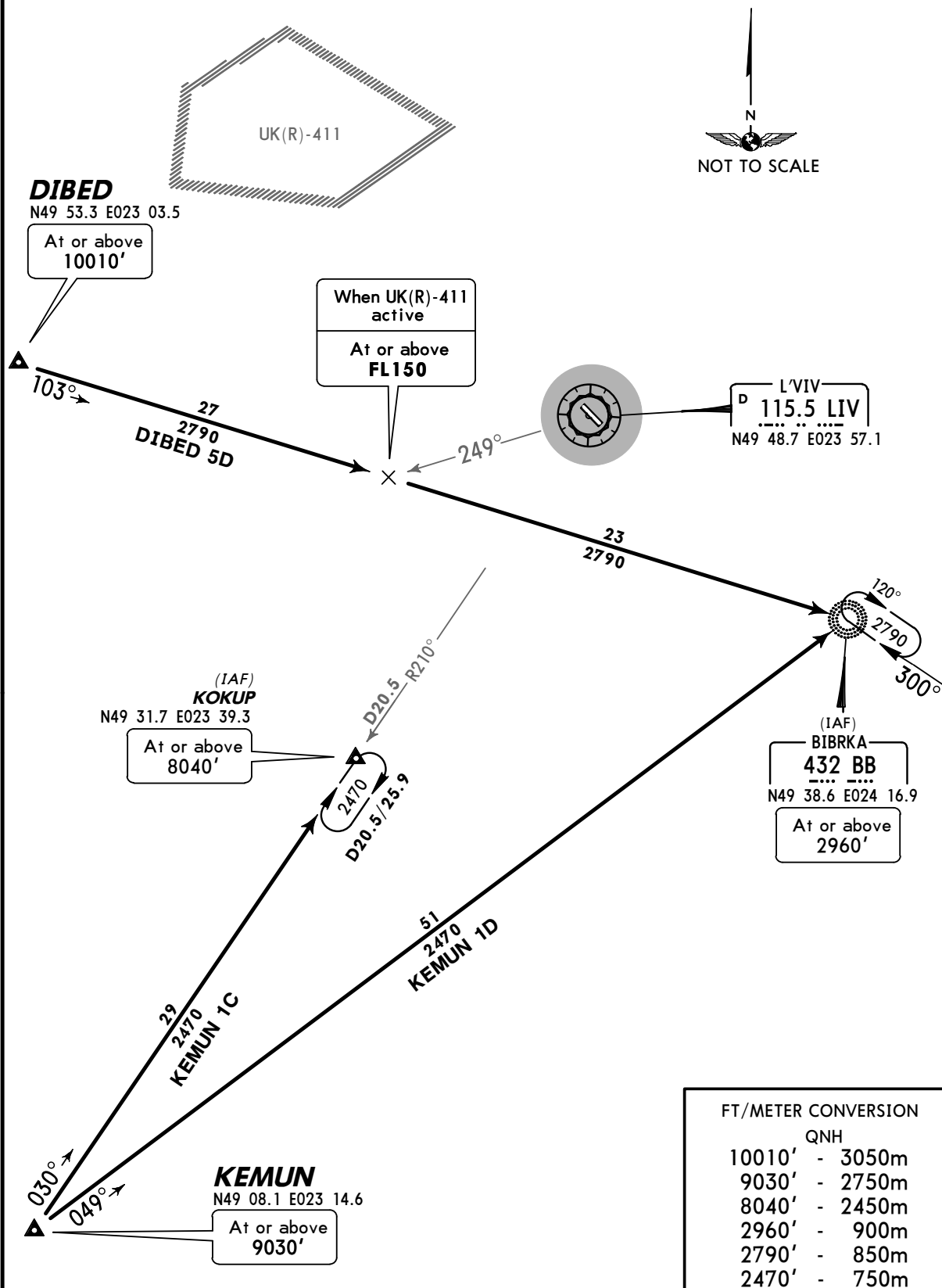
ATIS
 128.7

Apt Elev
 1071'

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



DIBED FIVE DELTA (DIBED 5D) [DIBE5D]
KEMUN ONE CHARLIE (KEMUN 1C) [KEMU1C]
KEMUN ONE DELTA (KEMUN 1D) [KEMU1D]
RWY 31 ARRIVALS
FROM WEST



UKLL/LWO
L'VIV

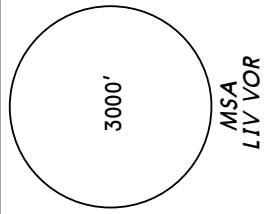
JEPPESSEN
14 AUG 09 **10-3** **Eff 27 Aug**

L'VIV, UKRAINE

SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

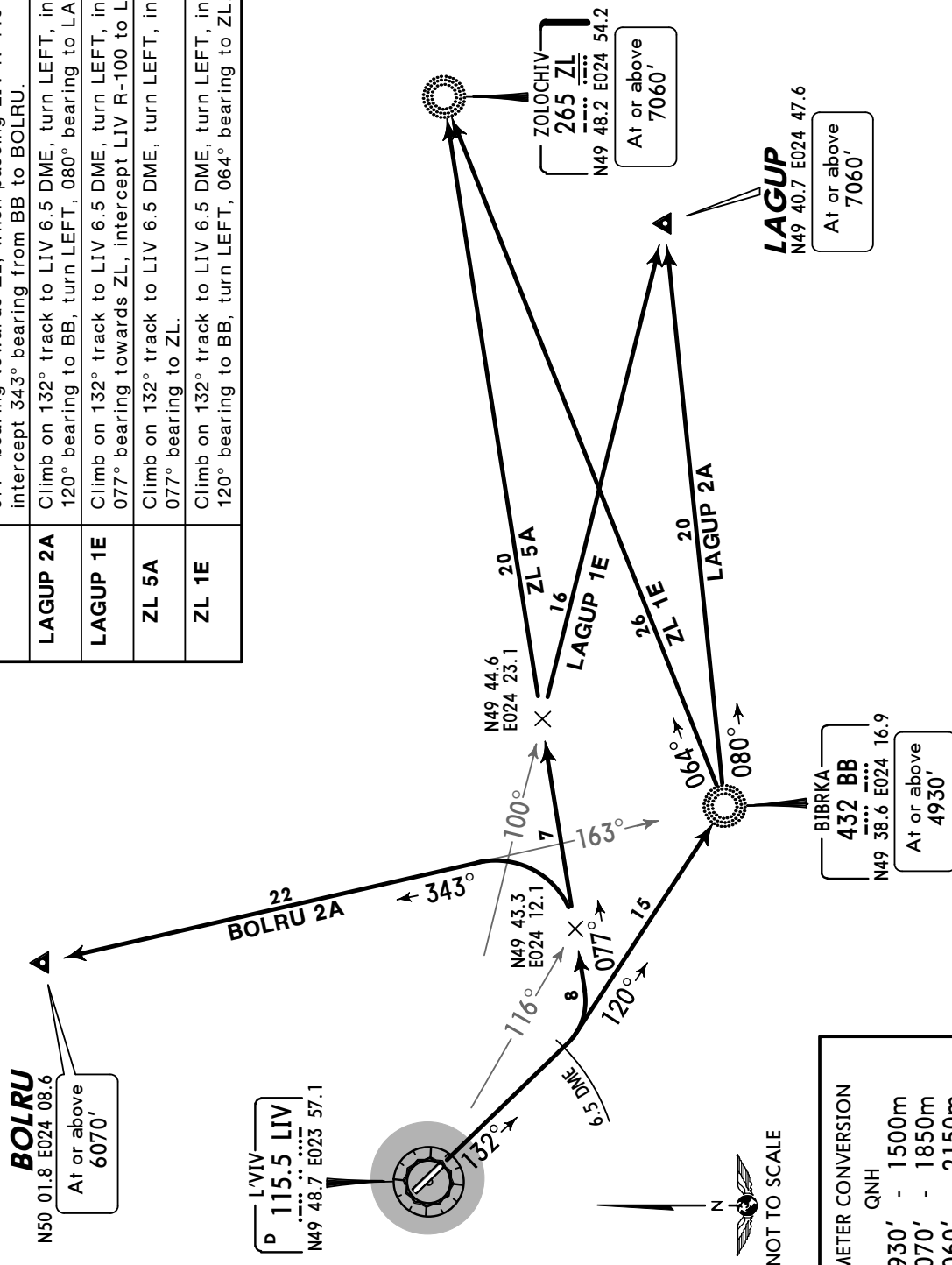


BOLRU TWO ALFA (BOLRU 2A) [BOLR2A]
LAGUP TWO ALFA (LAGUP 2A) [LAGU2A]
LAGUP ONE ECHO (LAGUP 1E) [LAGU1E]
ZOLOCHIV FIVE ALFA (ZL 5A)
ZOLOCHIV ONE ECHO (ZL 1E)
RWY 13 DEPARTURES
TO NORTH & EAST

ROUTING

SID

BOLRU 2A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing towards ZL, when passing LIV R-116 turn LEFT, intercept 343° bearing from BB to BOLRU.
LAGUP 2A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn LEFT, 080° bearing to LAGUP.
LAGUP 1E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing towards ZL, intercept LIV R-100 to LAGUP.
ZL 5A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing to ZL.
ZL 1E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn LEFT, 064° bearing to ZL.



FT/METER CONVERSION

QNH	
4930'	- 1500m
6070'	- 1850m
7060'	- 2150m
10010'	- 3050m

UKLL/LWO
L'VIV

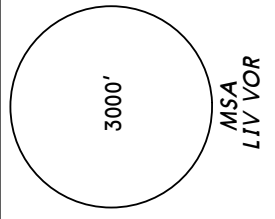
JEPPesen
14 AUG 09 **(10-3A)** **Eff 27 Aug**

L'VIV, UKRAINE

SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



BOLRU TWO BRAVO (BOLRU 2B) [BOLR2B]
LAGUP TWO BRAVO (LAGUP 2B) [LAGU2B]
LAGUP ONE FOXTROT (LAGUP 1F) [LAGU1F]
ZOLOCHIV FIVE BRAVO (ZL 5B)

RWY 31 DEPARTURES
TO NORTH & EAST

ROUTING

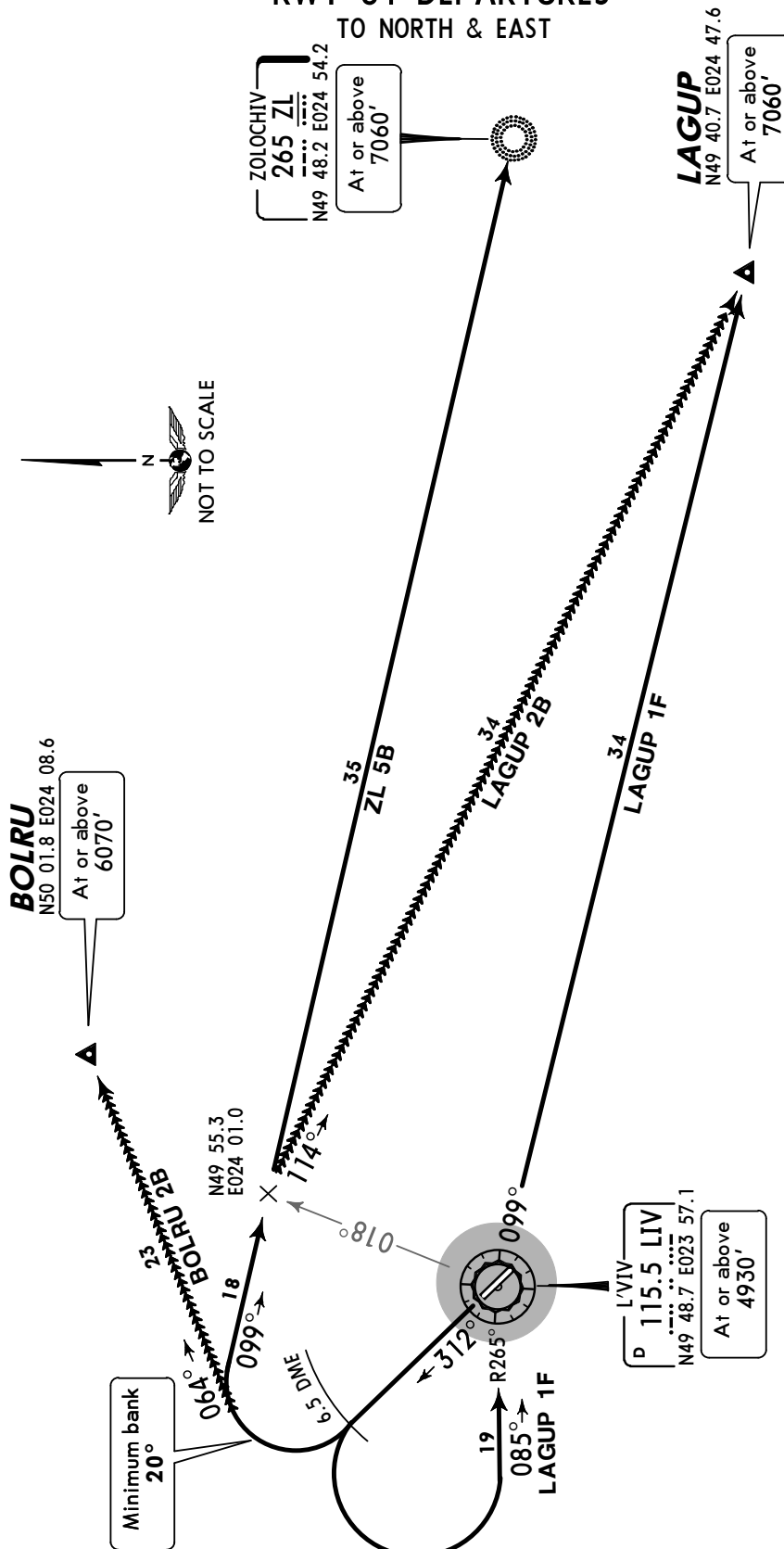
SID

BOLRU 2B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, 064° track to BOLRU.
LAGUP 2B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing towards ZL, when passing LIV R-018 turn RIGHT, 114° track to LAGUP.
LAGUP 1F	Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-265 inbound to LIV, turn RIGHT, intercept LIV R-099 to LAGUP.
ZL 5B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing to ZL.

FT/METER CONVERSION

QNH

4930' - 1500m
6070' - 1850m
7060' - 2150m
10010' - 3050m



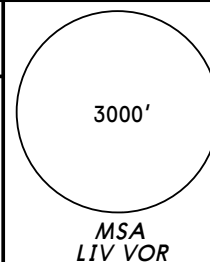
UKLL/LWO
L'VIV

JEPPESEN
14 AUG 09 **10-3B** **Eff 27 Aug**

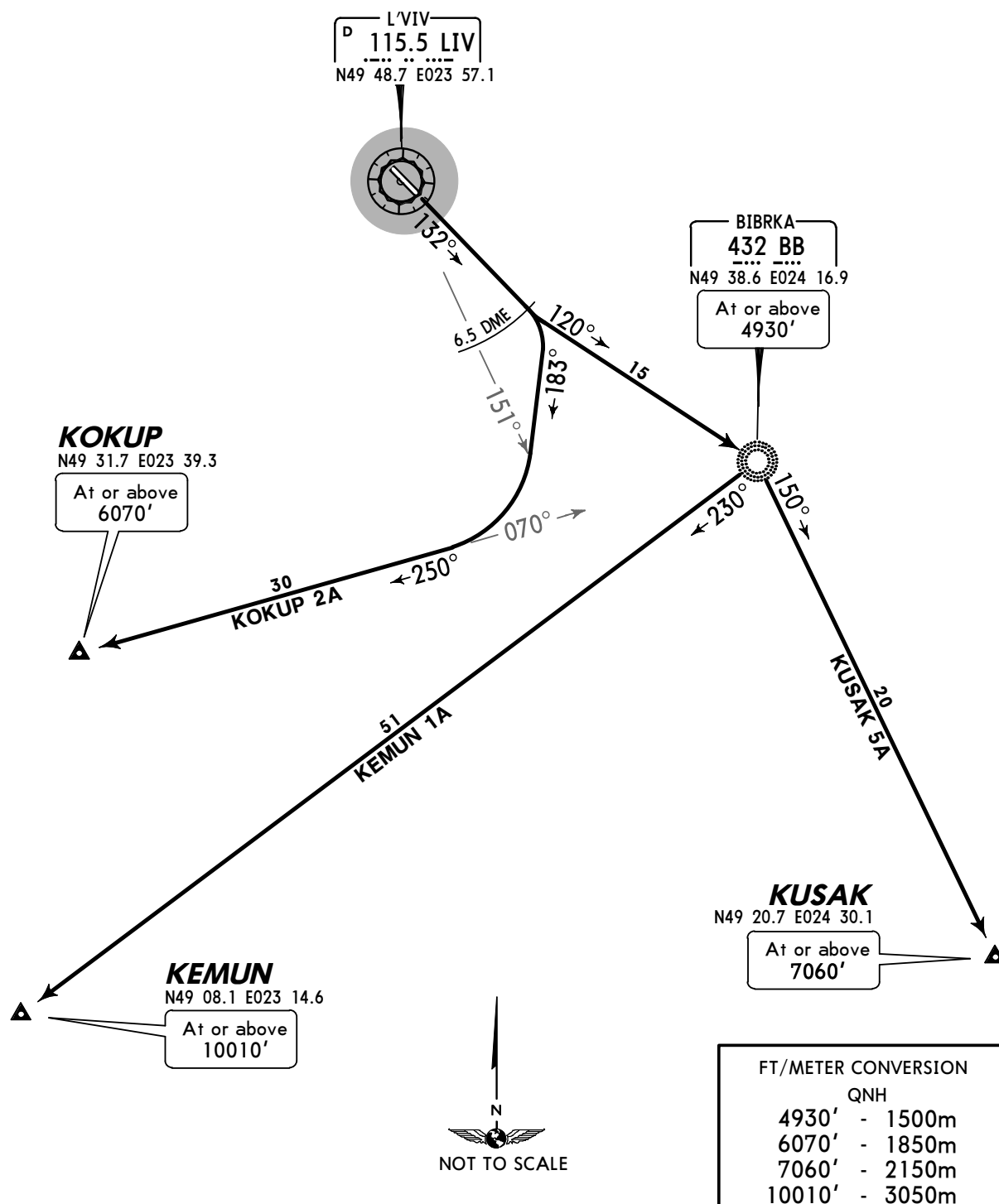
L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



KEMUN ONE ALFA (KEMUN 1A) [KEMU1A]
KOKUP TWO ALFA (KOKUP 2A) [KOKU2A]
KUSAK FIVE ALFA (KUSAK 5A) [KUSA5A]
RWY 13 DEPARTURES
TO SOUTH



SID	ROUTING
KEMUN 1A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn RIGHT, 230° bearing to KEMUN.
KOKUP 2A	Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track, when passing LIV R-151 turn RIGHT, intercept 250° bearing from BB to KOKUP.
KUSAK 5A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn RIGHT, 150° bearing to KUSAK.

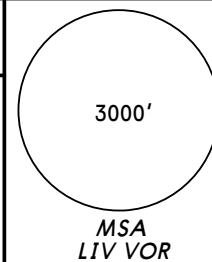
UKLL/LWO
L'VIV

JEPPESSEN
14 AUG 09 **10-3C** **Eff 27 Aug**

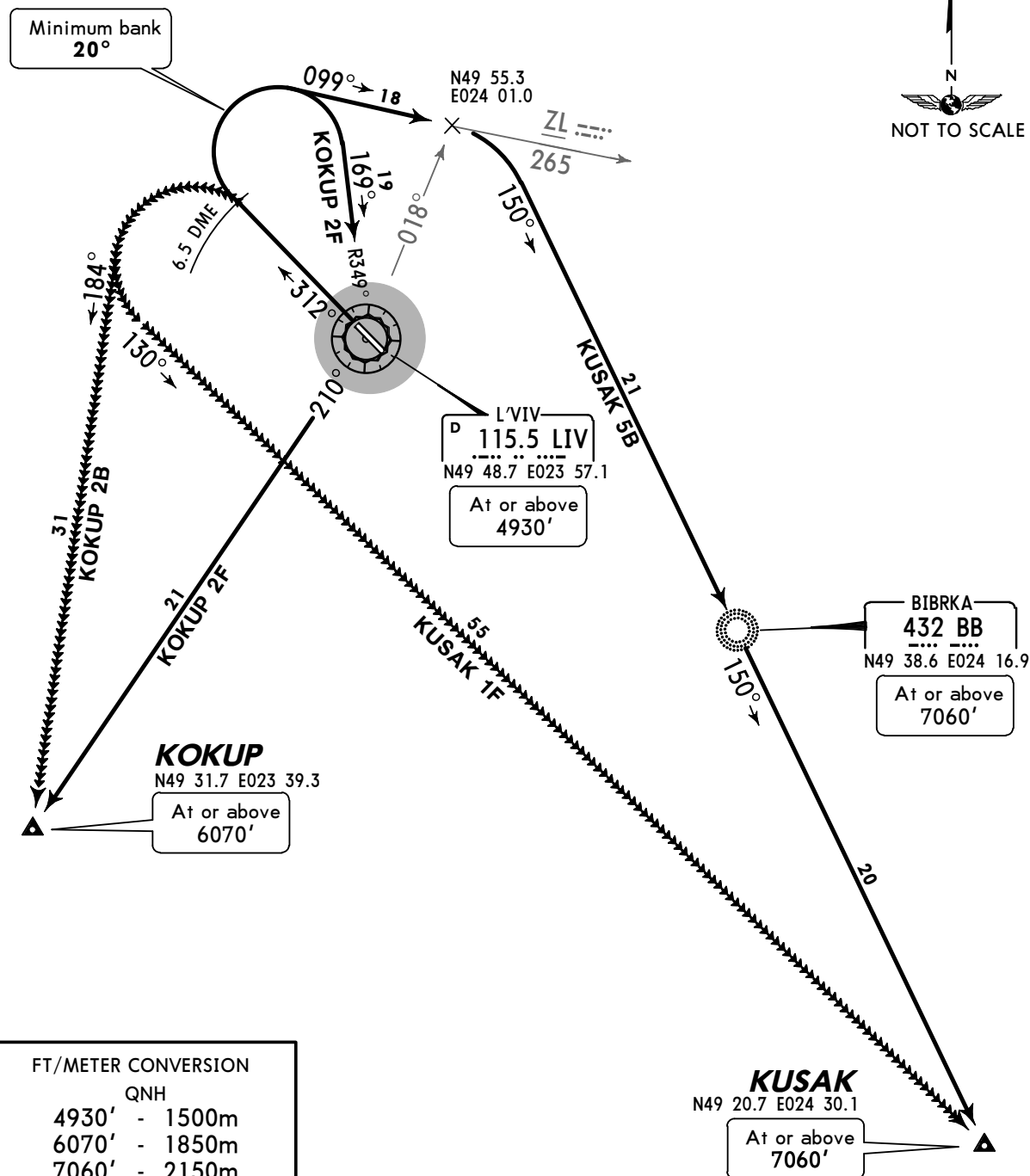
L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



KOKUP TWO BRAVO (KOKUP 2B) [KOKU2B]
KOKUP TWO FOXTROT (KOKUP 2F) [KOKU2F]
KUSAK FIVE BRAVO (KUSAK 5B) [KUSA5B]
KUSAK ONE FOXTROT (KUSAK 1F) [KUSA1F]
RWY 31 DEPARTURES
TO SOUTH



FT/METER CONVERSION	
QNH	
4930'	- 1500m
6070'	- 1850m
7060'	- 2150m
10010'	- 3050m

SID	ROUTING
KOKUP 2B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 184° track to KOPUK.
KOKUP 2F	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-349 inbound to LIV, turn RIGHT, LIV R-210 to KOKUP.
KUSAK 5B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept 099° bearing towards ZL, when passing LIV R-018 turn RIGHT, intercept 150° bearing via BB to KUSAK.
KUSAK 1F	Climb on 312° track to LIV 6.5 DME, turn LEFT, 130° track to KUSAK.

CHANGES: SIDs completely revised.

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UKLL/LWO
L'VIV

JEPPESEN
14 AUG 09 (10-3D) Eff 27 Aug

L'VIV, UKRAINE

SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

3000'

MSA
LIV VOR

ROUTING

SID
DIBED 5A
DIBED 5E
GOTIX 2A
GOTIX 2E 1
1 Not available

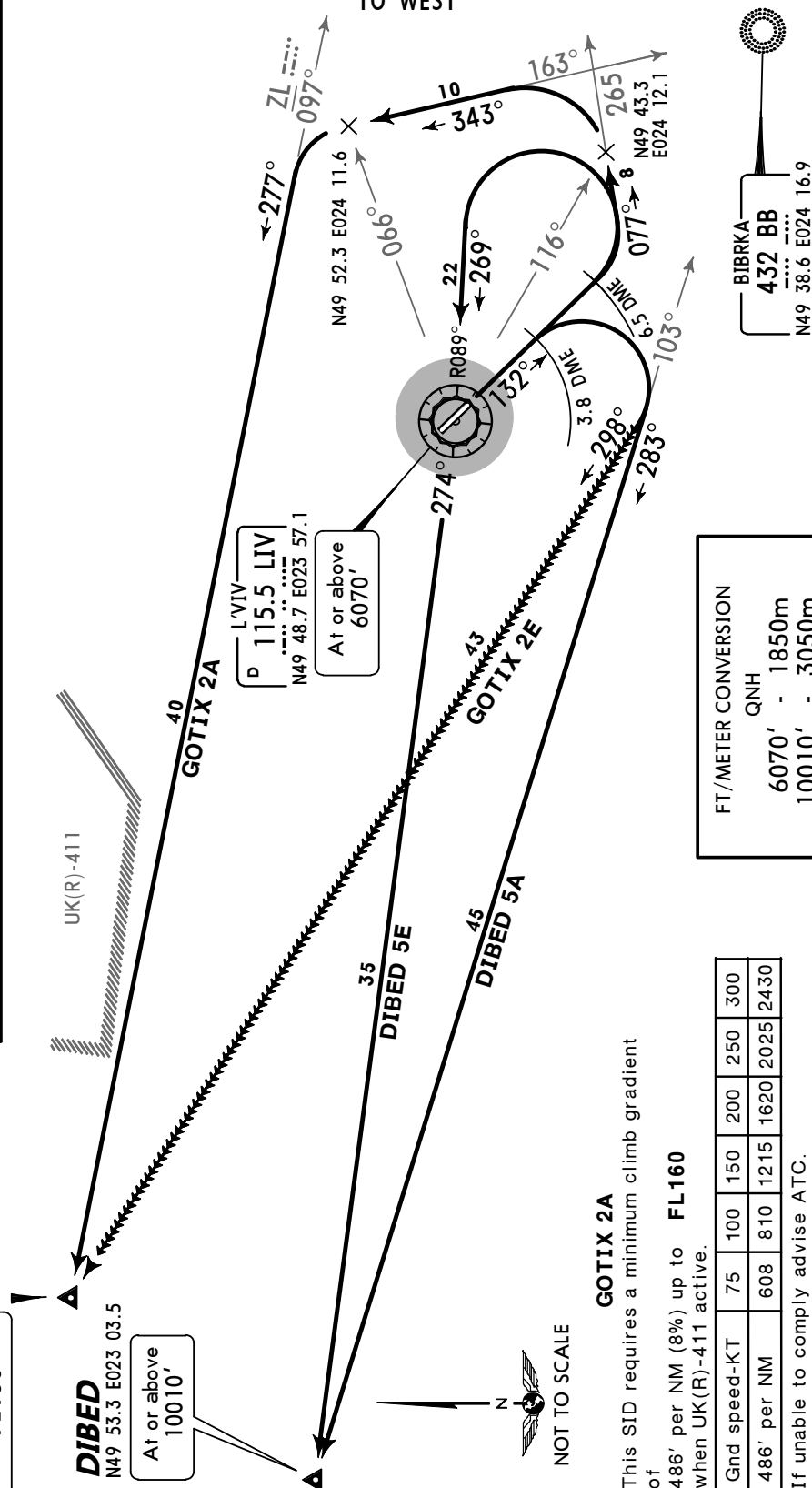
GOTIX N50 01.3 E023 12.7	GOTIX 2A	At or above 100 10'	When UK(R) - 411 active	At or above FL160
	GOTIX 2E	At or above 100 10'		

1 Not available when UK(R)-411 active

DIBED FIVE ALFA (DIBED 5A) [*DIBE5A*]
 DIBED FIVE ECHO (DIBED 5E) [*DIBE5E*]
 GOTIX TWO ALFA (GOTIX 2A) [*GOTI2A*]
 GOTIX TWO ECHO (GOTIX 2E) [*GOTI2E*]

RWY 13 DEPARTURES

TO WEST



FT/METER CONVERSION

CH

6070' - 1850m

10010' - 3050m

GOTIX 2A

This SID requires a minimum climb gradient of 486' per NM (8%) up to **FL160** when UK(R)-411 active.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430

If unable to comply advise ATC.

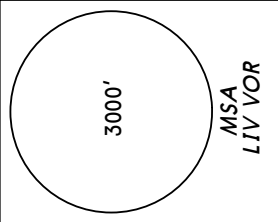
UKLL/LWO
L'VIV

JEPPESSEN
14 AUG 09 **(10-3E)** **Eff 27 Aug**

L'VIV, UKRAINE
SID

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



DIBED FIVE BRAVO (DIBED 5B) [DIBE5B]
GOTIX TWO BRAVO (GOTIX 2B) [GOTI2B]
RWY 31 DEPARTURES
TO WEST

ROUTING

SID

DIBED 5B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 251° track, intercept LIV R-274 to DIBED.
GOTIX 2B ①	Climb on 312° track to LIV 6.5 DME, turn LEFT, 259° track, intercept LIV R-290 to GOTIX.

① Not available when UK(R)-411 active

GOTIX

N50 01.3 E023 12.7

At or above
10010'

DIBED

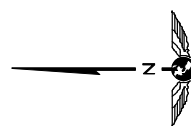
N49 53.3 E023 03.5

At or above
10010'



32
GOTIX 2B

36
DIBED 5B



FT/METER CONVERSION
QNH
10010' - 3050m

L'VIV
D 115.5 LIV
N49 48.7 E023 57.1

UKLL/LWO
L'VIV**JEPPESEN**

10 SEP 10

10-4

L'VIV, UKRAINE
NOISE**NOISE ABATEMENT**

SUMMER	: LT minus 3 HOURS	= UTC (Z)
WINTER	: LT minus 2 HOURS	= UTC (Z)

GENERAL

From 2300-0700LT flights of aircraft with high noise level and military aviation are prohibited, irregular flights are limited.

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 to reduction of the level of flight safety.

PREFERENTIAL RUNWAY SYSTEM

Preferential use of Runway:

- Runway 13 for take-off;
- Runway 31 for landing.

ARRIVALS

For intermediate approach to 11.3 NM from touchdown zone, aircraft flying with lift devices and gear not below 4030'.

After 11.3 NM from touchdown zone, descend to 2490', then according IAC.

DEPARTURES

Climbing:

- Take-off to 2060'
 - maintain take-off power of all engines
 - retract gears
 - wing configuration in take-off position with flaps 10°-30° (depends on aircraft type) and in accordance Airplane Flight Manual.

- At 2060'
 - retract flaps and reduce to rated power.

- Between 2490' - 4030'
 - the nominal capacity of all engines is kept, continue climb.

Strict adherence to entry/exit patterns by crews.

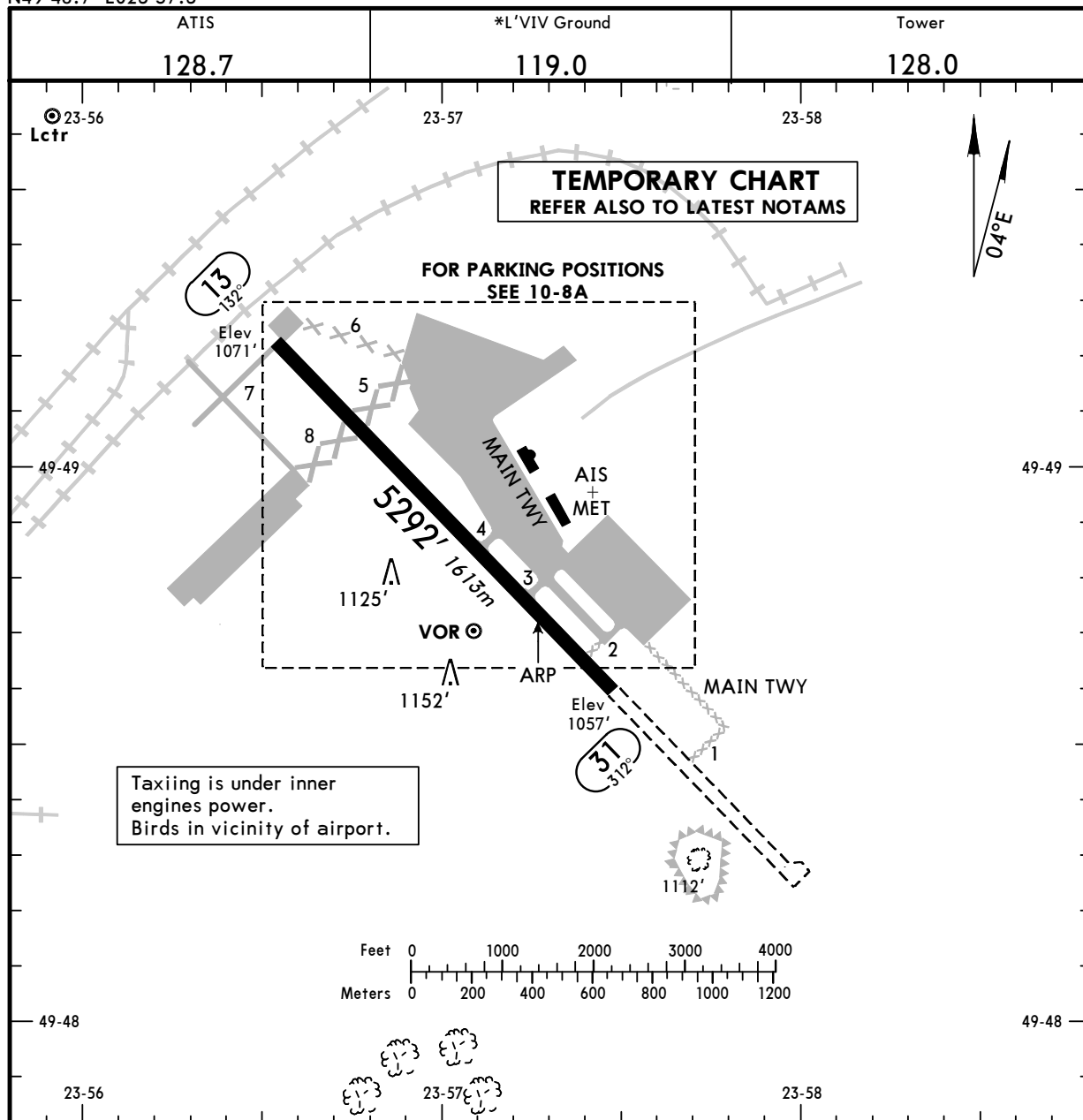
The first turn is performed at a distance of LIV 6.5 DME.

For take-off Runway 13, SIDs DIBED 5A and GOTIX 2E: do not turn before LIV 3.8 DME.

UKLL/LWO
 Apt Elev **1073'**
 N49 48.7 E023 57.3

JEPPESEN
 3 JUN 11 **(10-8)**

L'VIV, UKRAINE
 L'VIV



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13	RL ALS ①				148'
31	RL				45m

① Configuration unknown.

JAR-OPS

TAKE-OFF ①

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

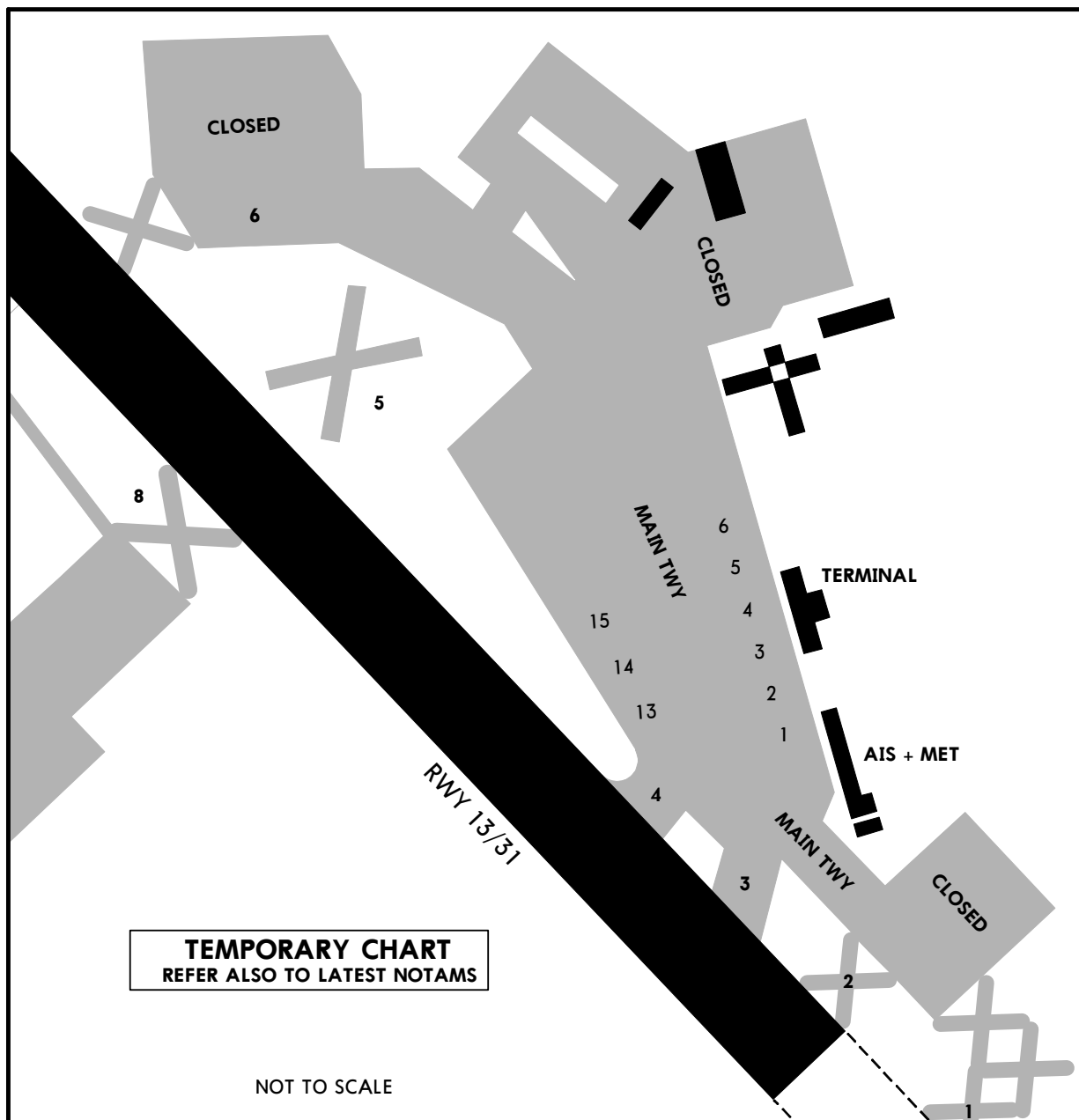
① Operators applying U.S. Ops Specs: CL required below 300m.

UKLL/LWO

JEPPESEN
3 JUN 11 (10-8A)

L'VIV, UKRAINE

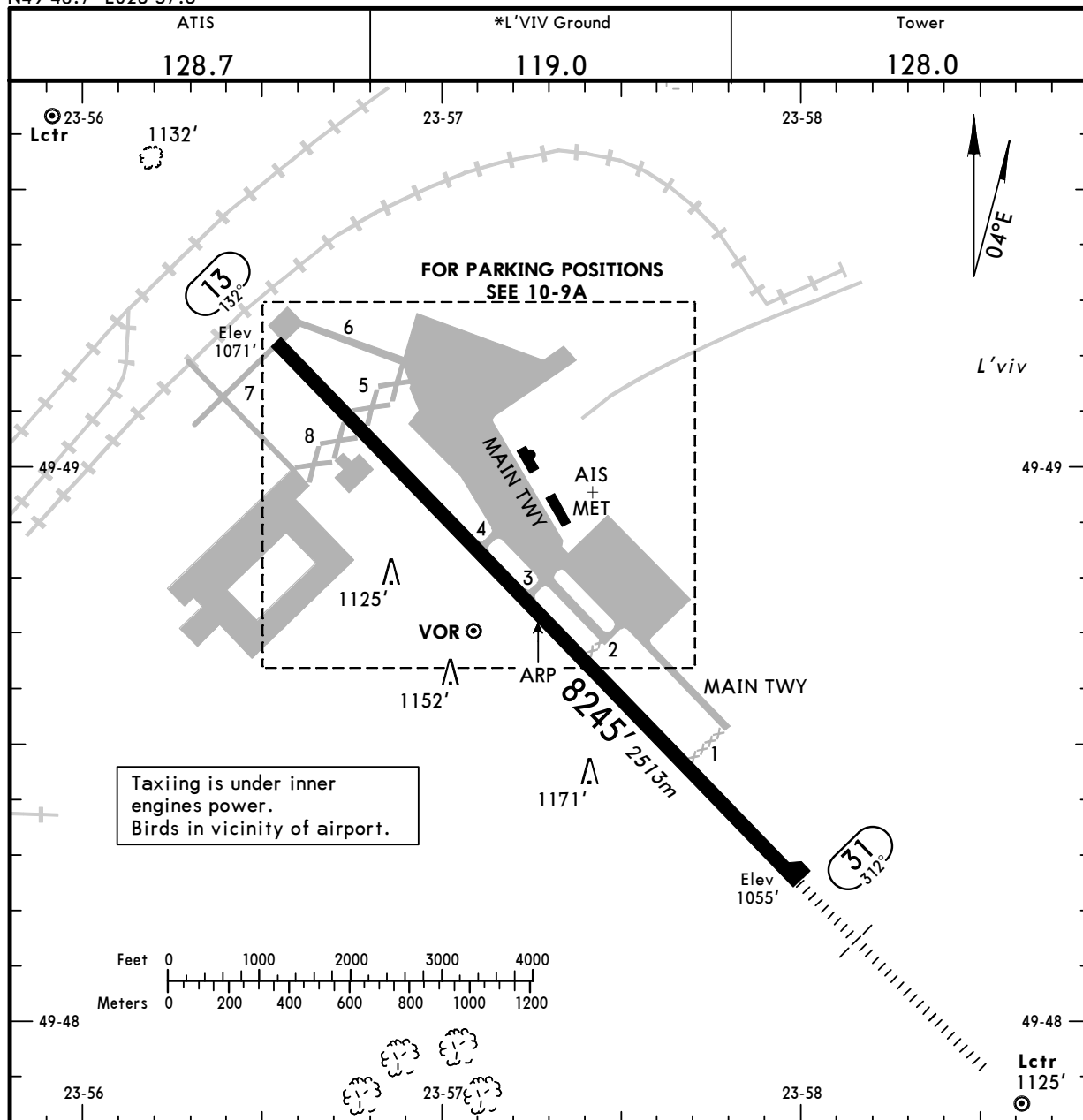
L'VIV



UKLL/LWO
 Apt Elev **1071'**
 N49 48.7 E023 57.3

JEPPESEN
 20 NOV 09 **(10-9)**

L'VIV, UKRAINE
 L'VIV



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS				WIDTH
			LANDING BEYOND		TAKE-OFF		
RWY			Threshold	Glide Slope			
13	HIRL (60m)	RVR	7900' 2408m	7110' 2167m	7900' 2408m	148'	
31	HIRL (60m) HIALS	RVR	8081' 2463m	7413' 2259m	8081' 2463m	45m	

JAR-OPS

TAKE-OFF 1

All Rwys			
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		

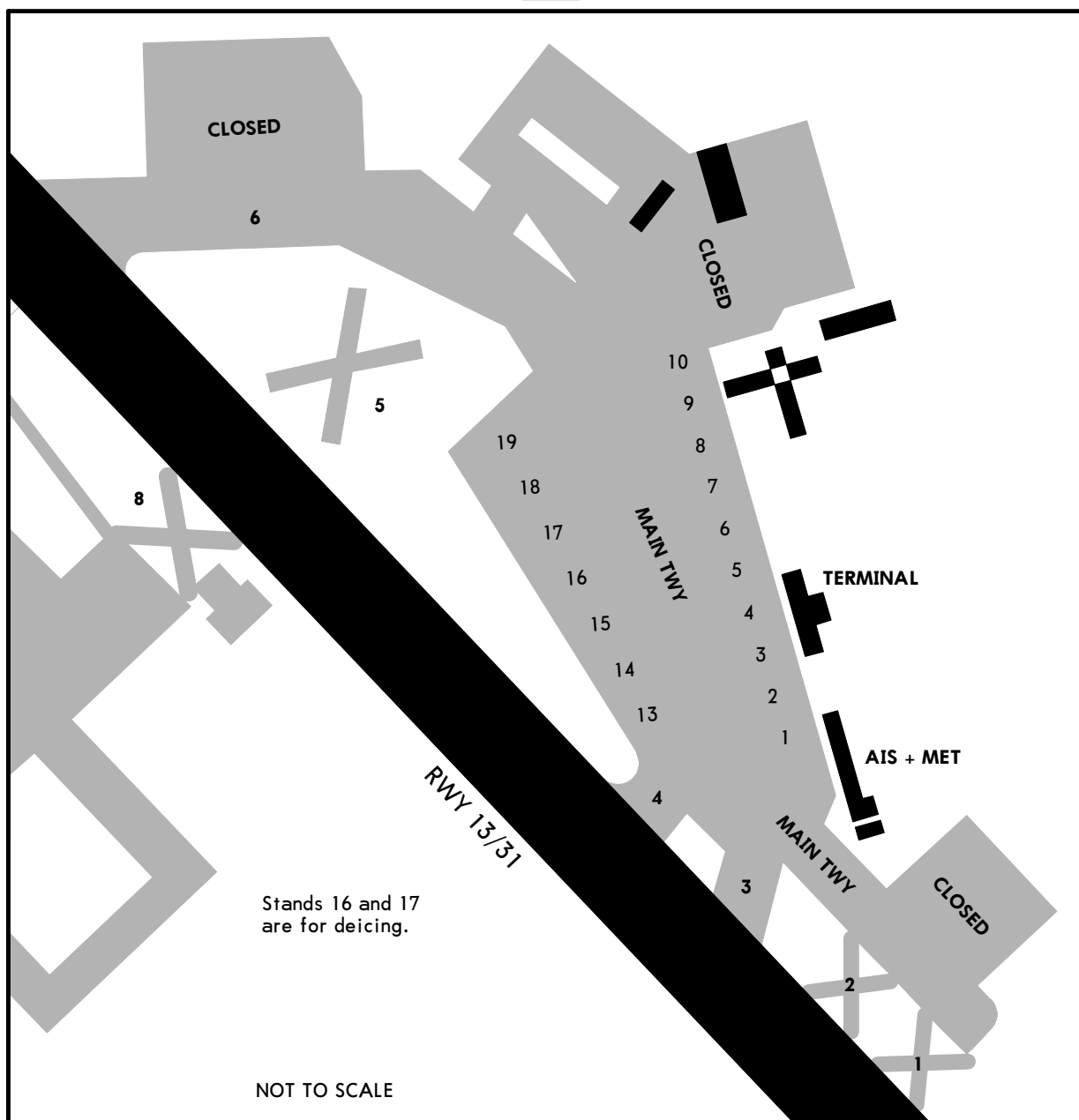
1 Operators applying U.S. Ops Specs: CL required below 300m.

UKLL/LWO

JEPPESEN
20 NOV 09 (10-9A)

L'VIV, UKRAINE

L'VIV



UKLL/LWO


JEPPESEN
2 APR 10 **10-9S**
Standard
L'VIV, UKRAINE
 L'VIV

STRAIGHT-IN RWY		A	B	C	D
13	ILS	1276' (205') R1200m	1286' (215') R1200m	1296' (225') R1200m	1306' (235') R1200m
	VOR ❶	1560' (489') R1500m	1560' (489') R1500m	1560' (489') C2300m	1560' (489') C2300m
	NDB ❶	1560' (489') R1500m	1560' (489') R1500m	1560' (489') C2300m	1560' (489') C2300m
31	ILS	1276' (221') R550m	1286' (231') R550m	1296' (241') R550m	1306' (251') R600m
	<i>FULL</i>	R550m	R550m	R550m	R600m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1300m	R1300m
	VOR ❶❷	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	VOR ❶❸	1580' (525') R1500m	1580' (525') R1500m	1580' (525') R1700m	1580' (525') R1700m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
	NDB ❶❹	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	NDB ❶❺	1560' (505') R1500m	1560' (505') R1500m	1560' (505') R1600m	1560' (505') R1600m
	<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

❷ With D2.7.

❸ W/o D2.7.

❹ With LOM.

❺ W/o LOM.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 13	1730' (659')	1730' (659')	2370' (1299')	2370' (1299')
After apch to rwy 31 ❻	1730' (675') V1500m	1730' (675') V1600m	2370' (1315') V2400m	2370' (1315') V3600m

❻ Circling height based on rwy 31 thresh elev of 1055'.

TAKE-OFF RWY 13, 31

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		

UKLL/LWO


JEPPESEN
 3 JUN 11 **(10-9S1)**
Standard
L'VIV, UKRAINE
 L'VIV

STRAIGHT-IN RWY		A	B	C	D
13	VOR ❶	1560' (489')	1560' (489')	1560' (489')	1560' (489')
		R1500m	R1500m	C2100m	C2100m
	ALS out	R1500m	R1500m	C2300m	C2300m
	NDB ❶	1610' (539')	1610' (539')	1610' (539')	1610' (539')
31		R1500m	R1500m	C2200m	C2200m
	ALS out	R1500m	R1500m	C2400m	C2400m
	VOR ❶❷	1510' (453')	1510' (453')	1510' (453')	1510' (453')
		R1500m	R1500m	C2100m	C2100m
31	VOR ❶❸	1610' (553')	1610' (553')	1610' (553')	1610' (553')
		R1500m	R1500m	C2400m	C2400m

❶ Continuous Descent Final Approach.

❷ With D2.7.

❸ W/o D2.7.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 13	1730' (657')	1730' (657')	2370' (1297')	2370' (1297')
After apch to rwy 31 ❹	1730' (673')	1730' (673')	2370' (1313')	2370' (1313')
	V1500m	V1600m	V2400m	V3600m

❹ Circling height based on rwy 31 thresh elev of 1057'.

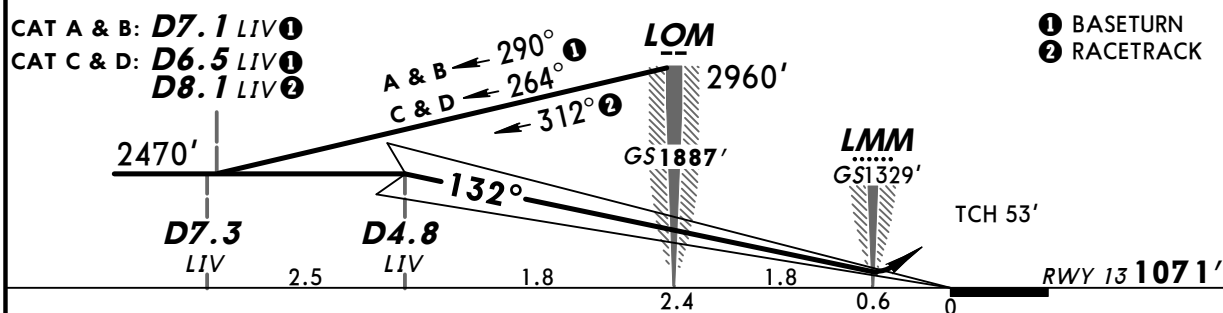
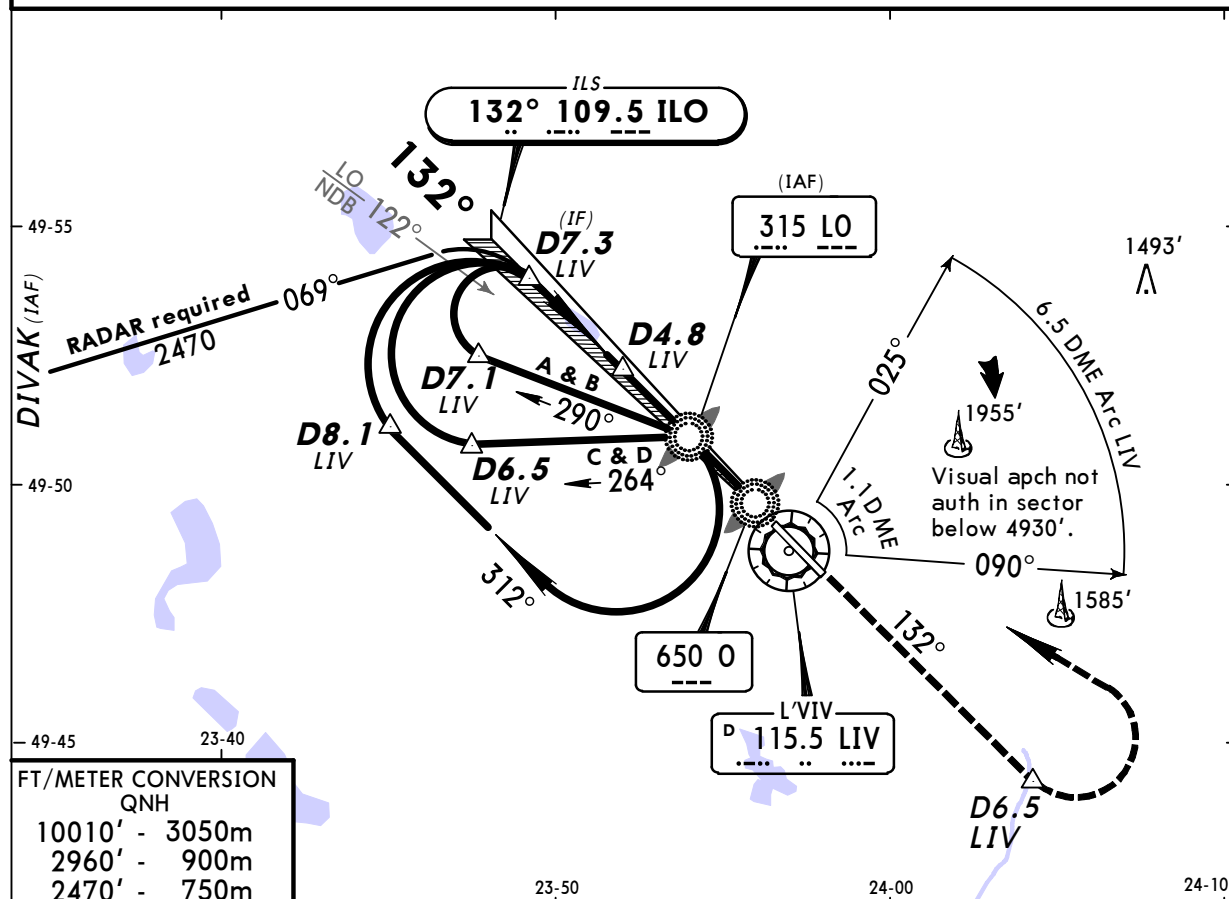
TAKE-OFF RWY 13, 31			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UKLL/LWO
L'VIV

JEPPESEN
25 SEP 09 (11-1)

L'VIV, UKRAINE
ILS Rwy 13

ATIS 128.7	L'VIV Radar (APP) 126.0	L'VIV Tower 128.0	*Ground 119.0	 3000' MSA LIV VOR
LOC ILO 109.5	Final Apch Crs 132°	GS LOM 1887' (816')	ILS DA(H) Refer to Minimums Apt Elev 1071' RWY 1071'	
MISSSED APCH: Climb on 132° to D6.5 LIV, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above.				
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'				



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>GS</i> 3.00°	377	484	538	646	753	861		

D6.5
LIV on 132°
↑

JAR-OPS		STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H)				Max Kts	MDA(H) VIS
A: 1276' (205')		C: 1296' (225')		100	1730' (659') 1500m
B: 1286' (215')		D: 1306' (235')		135	1730' (659') 1600m
A	RVR 1000m	NOT AUTHORIZED		180	2370' (1299') 2400m
B				205	2370' (1299') 3600m
C					
D					

CHANGES: Altitudes.

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UKLL/LWO
L'VIV

JEPPesen
25 SEP 09 **(11-2)**

L'VIV, UKRAINE
ILS Rwy 31

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0			
LOC ILV 110.3		Final Apch Crs 312°		GS LOM 1772' (717')		ILS DA(H) Refer to Minimums		Apt Elev 1071' RWY 1055'	
MISSED APCH: Climb on track 312° to D6.5 LIV, then turn RIGHT (MIM BANK 20°) on track 103° inbound ZL NDB to 203° to LV NDB, then turn RIGHT to BB NDB to be crossed at 2960' or above.									

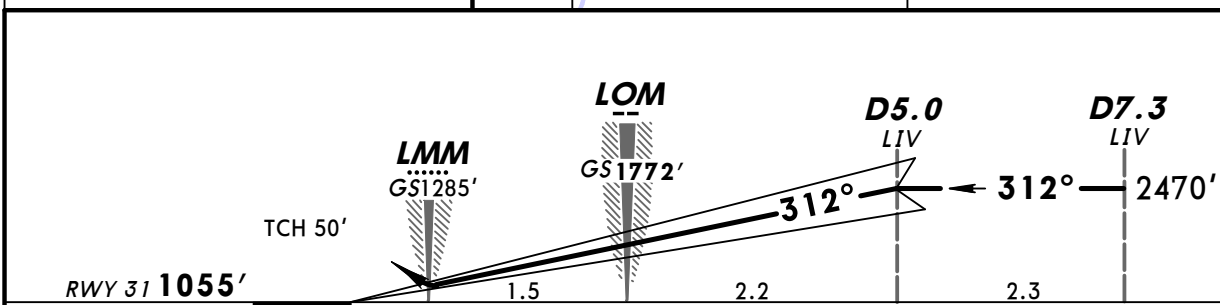
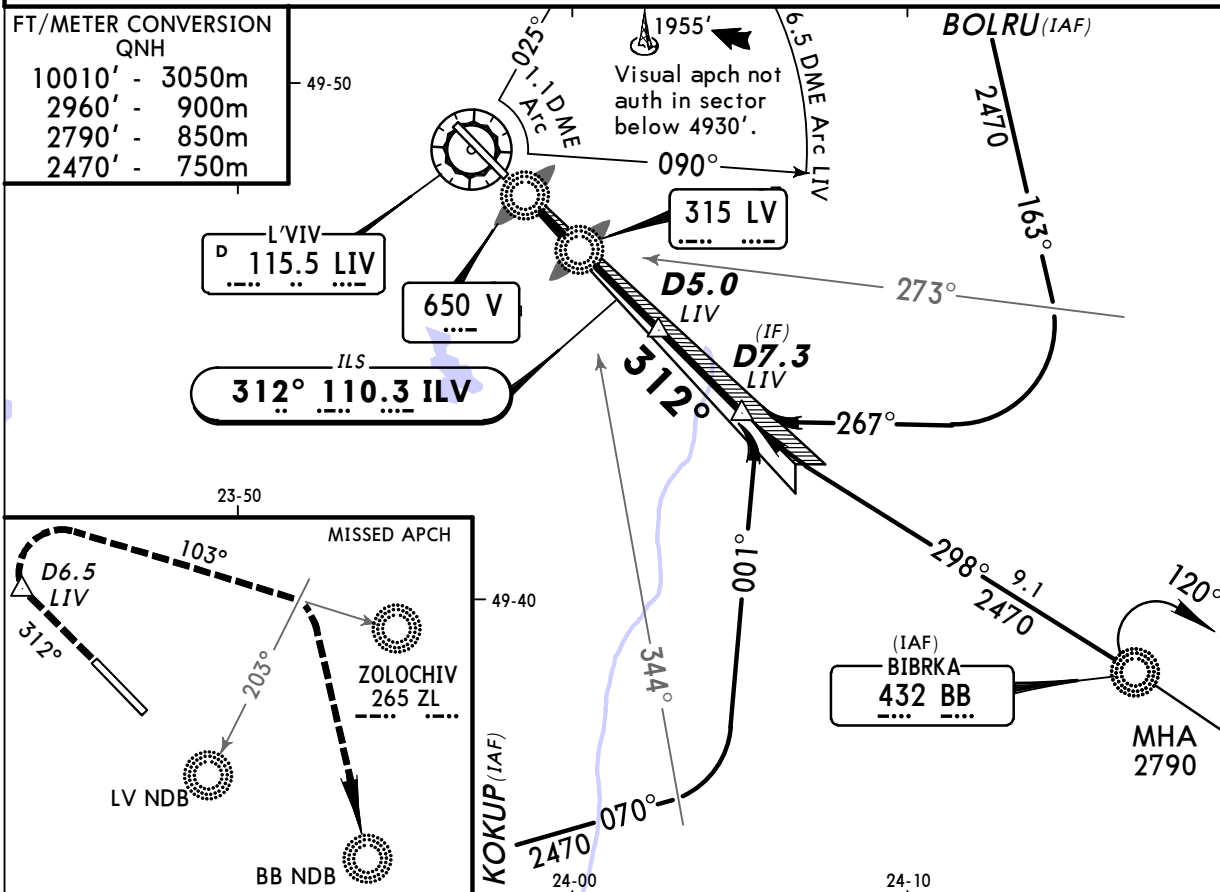
3000'

MSA
LIV VOR

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' - 3050m	49-50
2960' - 900m	
2790' - 850m	
2470' - 750m	



Gnd speed-Kts	70	90	100	120	140	160	D6.5 LIV on 312°
GS 3.00°	377	484	538	646	753	861	

JAR-OPS				STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND 1	
DA(H)		ILS		LOC (GS out)			
A: 1276' (221')		C: 1296' (241')					
B: 1286' (231')		D: 1306' (251')					
FULL		ALS out					
A				NOT AUTHORIZED		Max Kts	
B	RVR 600m		RVR 1000m			100	1730' (675') 1500m
C						135	1730' (675') 1600m
D	RVR 650m		RVR 1200m			180	2370' (1315') 2400m
						205	2370' (1315') 3600m

1 Circling height based on rwy 31 thresh elev of 1055'.

CHANGES: Altitudes.

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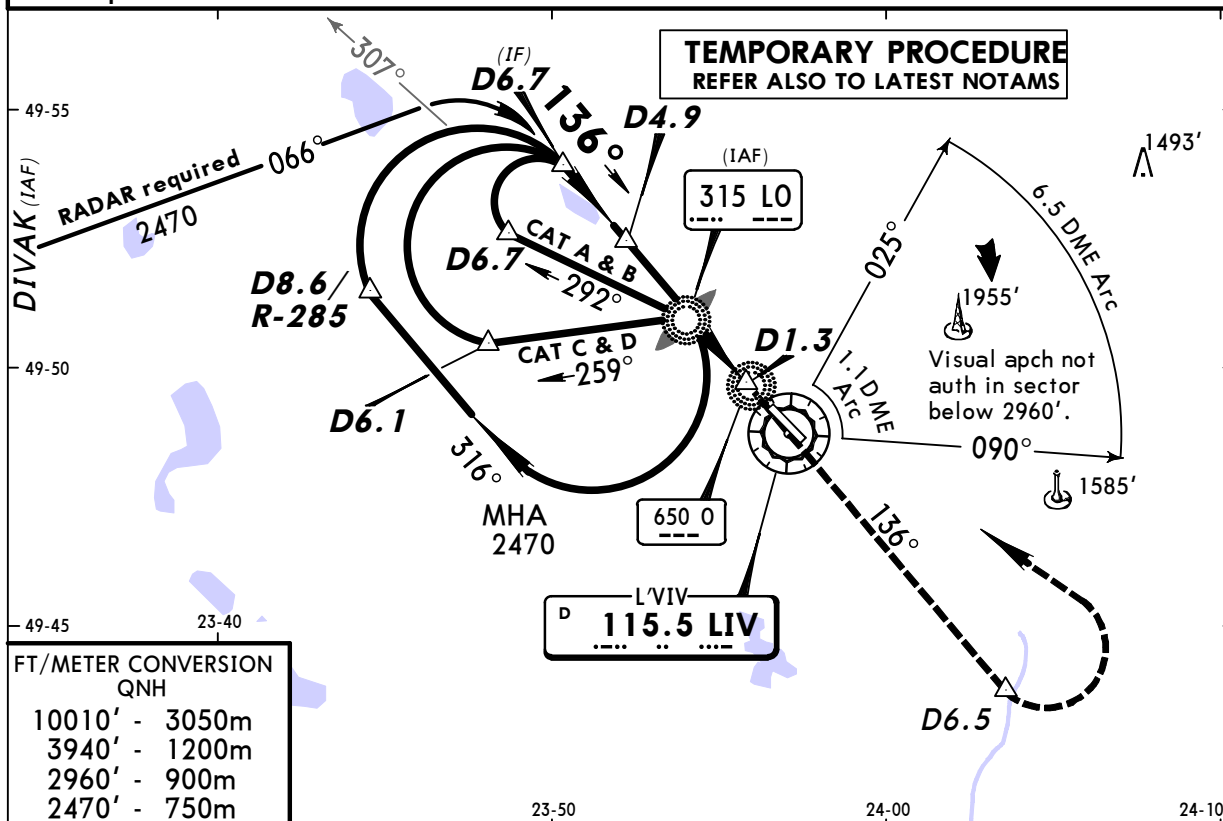
UKLL/LWO
L'VIV

JEPPesen
3 JUN 11 (13-01)

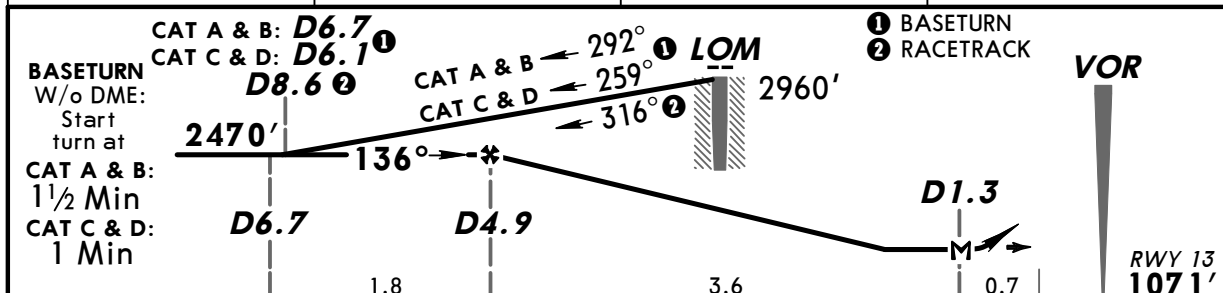
L'VIV, UKRAINE
VOR Rwy 13

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR	
VOR LIV 115.5		Final Apch Crs 136°		Minimum Alt D4.9 2470' (1399')		MDA(H) 1560' (489')			Apt Elev 1073' RWY 1071'
MISSED APCH: Climb on 136° to 3940'. At D6.5 turn LEFT to LO NDB and hold.									
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa		Trans level: By ATC		Trans alt: 10010'			
DME required.									



LIV DME	4.3	3.2	2.2
ALTITUDE	2300'	1960'	1630'



Gnd speed-Kts	70	90	100	120	140	160	ALS 3940' on 136°
Descent angle 3.00°	372	478	531	637	743	849	
MAP at D1.3							

JAR-OPS				STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
				MDA(H) 1560' (489')							
				ALS out				Max Kts			
A	RVR 1500m							100	1730' (657')	1500m	
B	RVR 1800m							135	1730' (657')	1600m	
C	RVR 2000m							180	2370' (1297')	2400m	
D	RVR 2000m							205	2370' (1297')	3600m	

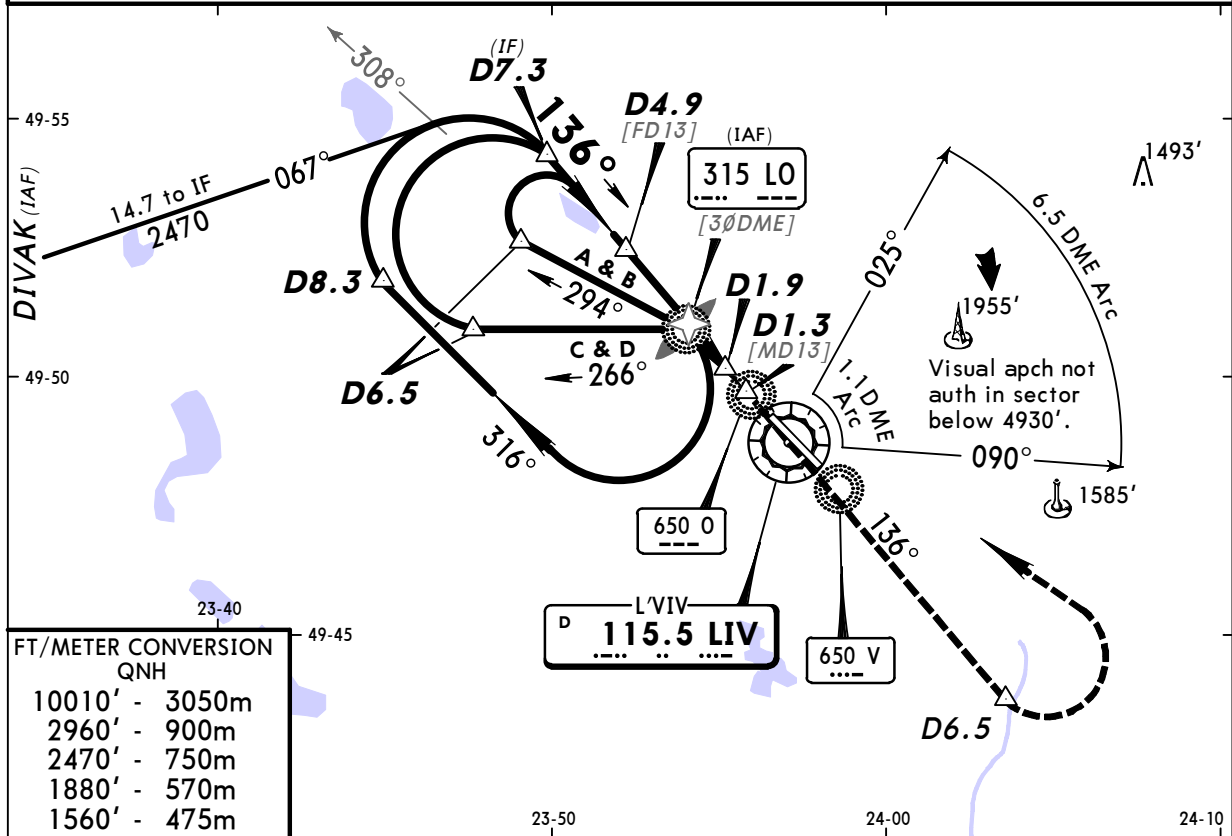
UKLL/LWO
L'VIV

JEPPESSEN
9 APR 10 **(13-1)**

L'VIV, UKRAINE
VOR Rwy 13

BRIEFING STRIP

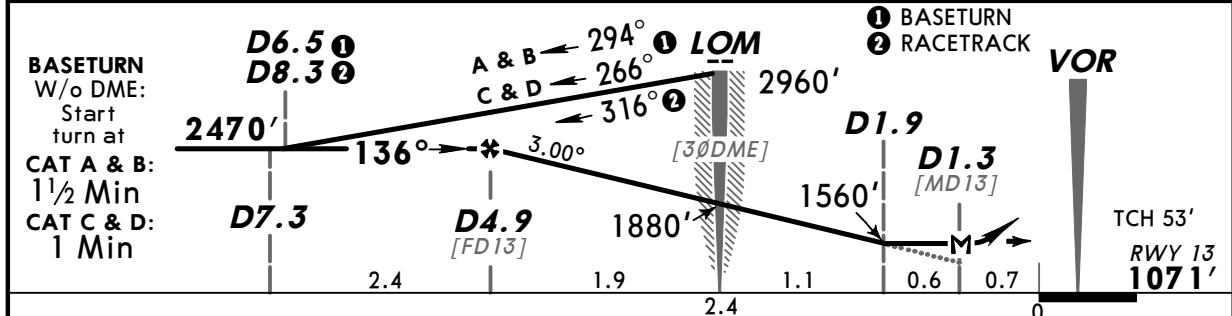
ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR		
VOR LIV 115.5		Final Apch Crs 136°		Minimum Alt D4.9 2470' (1399')		MDA(H) 1560' (489')			Apt Elev 1071' RWY1071'	
MISSED APCH: Climb on 136° to D6.5, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above, then according to chart.										
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa		Trans level: By ATC		Trans alt: 10010'				



FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2470'	-	750m
1880'	-	570m
1560'	-	475m

LIV DME	4.3	3.2	2.2
ALTITUDE	2300'	1960'	1630'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.3						

JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			MDA(H) 1560' (489')					
A	RVR 1500m			Max Kts.	MDA(H)	VIS		
B				100	1730' (659')	1500m		
C	RVR 2000m			135	1730' (659')	1600m		
D				180	2370' (1299')	2400m		
				205	2370' (1299')	3600m		

UKLL/LWO
L'VIV

JEPPesen
3 JUN 11 **(13-02)**

L'VIV, UKRAINE
VOR Rwy 31

BRIEFING STRIP

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0	
VOR LIV 115.5	Final Apch Crs 306°	Minimum Alt D4.5 2470' (1413')		MDA(H) (CONDITIONAL) 1510' (453')		Apt Elev 1073' RWY1057'	
MISSED APCH: Climb on 306° to 2960'. At D6.5 turn RIGHT (MIM BANK 20°) onto 102° inbound ZL NDB to R-036, then turn RIGHT to BB NDB and hold.							

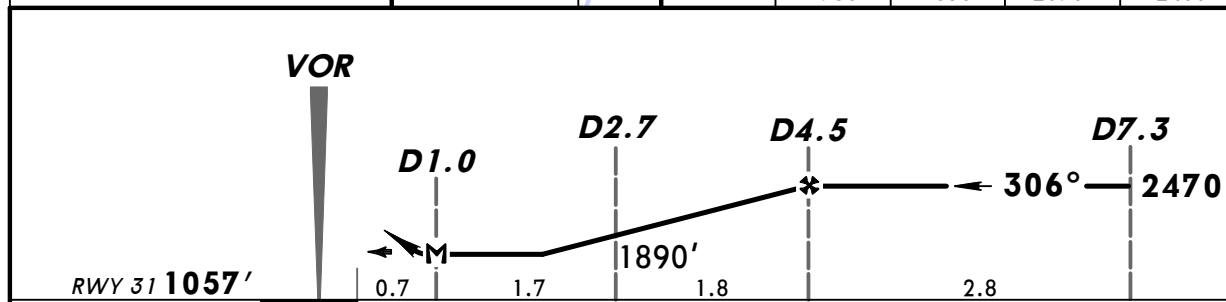
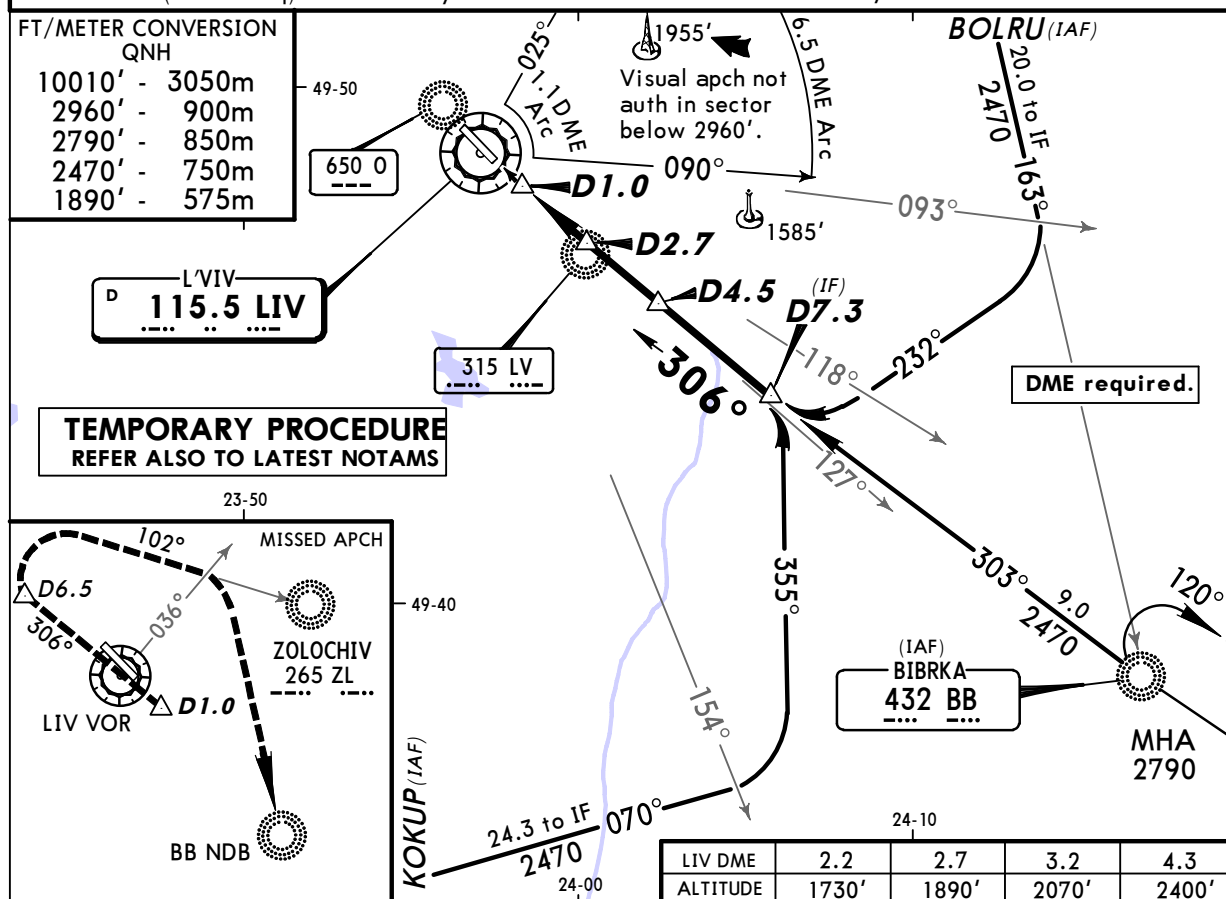
3000'

MSA
LIV VOR

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' - 3050m
2960' - 900m
2790' - 850m
2470' - 750m
1890' - 575m



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

2960'
↑
on **306°**

JAR-OPS

STRAIGHT-IN LANDING RWY 31

CIRCLE-TO-LAND 1

With D2.7		W/o D2.7		Max Kts.	MDA(H)	VIS
MDA(H) 1510'(453')		MDA(H) 1610'(553')				
A	RVR 1500m		RVR 1500m	100	1730'(673')	1500m
B				135	1730'(673')	1600m
C	RVR 2000m		RVR 2000m	180	2370'(1313')	2400m
D				205	2370'(1313')	3600m

1 Circling height based on rwy 31 thresh elev of 1057'.

PANS OPS

UKLL/LWO
L'VIV

JEPPESSEN
9 APR 10 **(13-2)**

L'VIV, UKRAINE
VOR Rwy 31

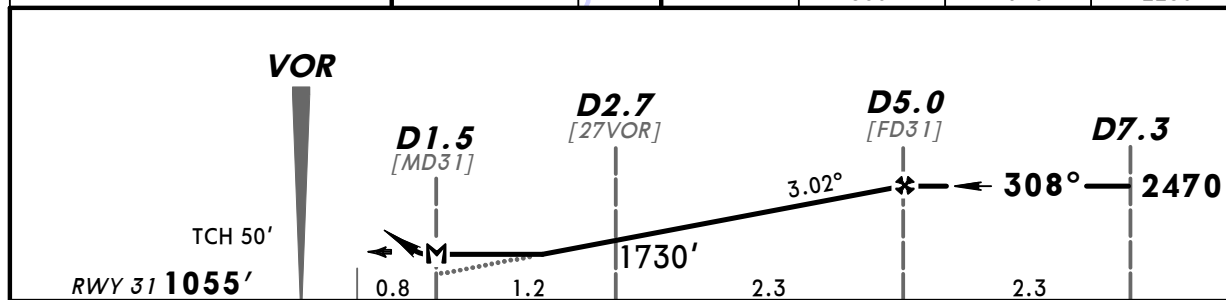
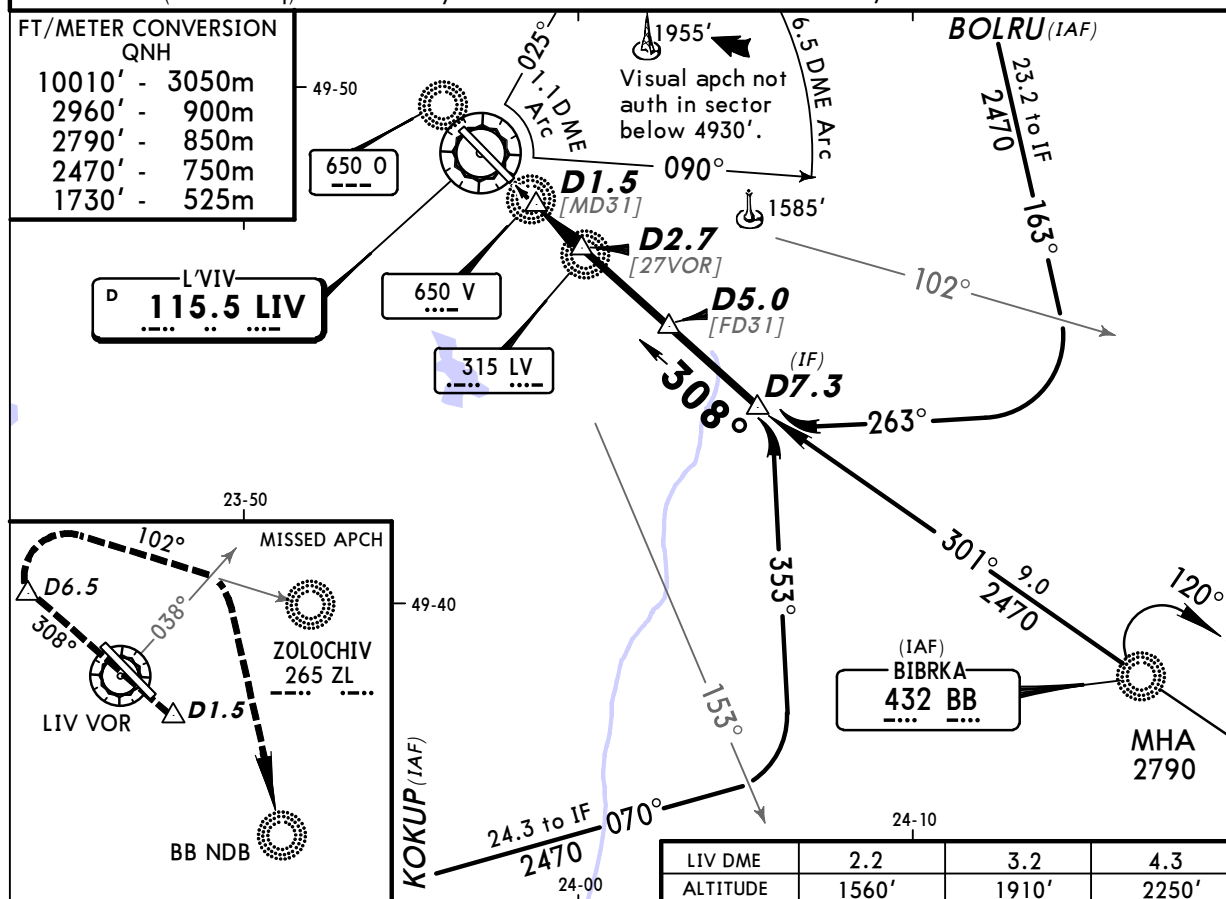
BRIEFING STRIP™

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR	
VOR LIV 115.5		Final Apch Crs 308°		Minimum Alt D5.0 2470' (1415')		MDA(H) (CONDITIONAL) 1500' (445')			Apt Elev 1071' RWY1055'
MISSED APCH: Climb on track 308° to D6.5, then turn RIGHT (MIM BANK 20°) on track 102° inbound ZL NDB to R-038, then turn RIGHT to BB NDB to be crossed at 2960' or above.									

Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010'

FT/METER CONVERSION
QNH

10010' -	3050m
2960' -	900m
2790' -	850m
2470' -	750m
1730' -	525m



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.02°	374	481	534	641	748	855
MAP at D1.5						



D6.5 on **308°**

JAR-OPS

STRAIGHT-IN LANDING RWY 31

CIRCLE-TO-LAND 1

With D2.7			W/o D2.7		Max Kts.	CIRCLE TO LAND	
MDA(H) 1500' (445')			MDA(H) 1580' (525')				
		ALS out			ALS out	MDA(H)	VIS
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	1730' (675')	1500m
B	RVR 1000m		RVR 1200m		135	1730' (675')	1600m
C		RVR 1800m		RVR 2000m	180	2370' (1315')	2400m
D	RVR 1400m	RVR 2000m	RVR 1600m		205	2370' (1315')	3600m

1 Circling height based on rwy 31 thresh elev of 1055'.

CHANGES: None.

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PANS OPS

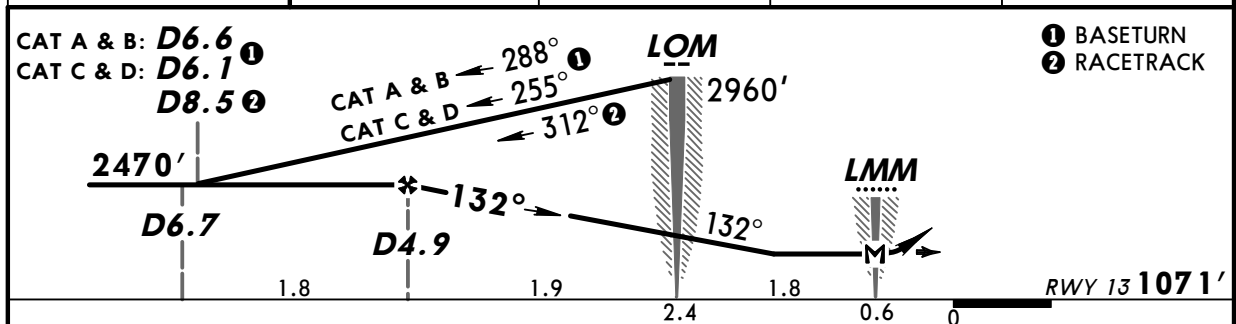
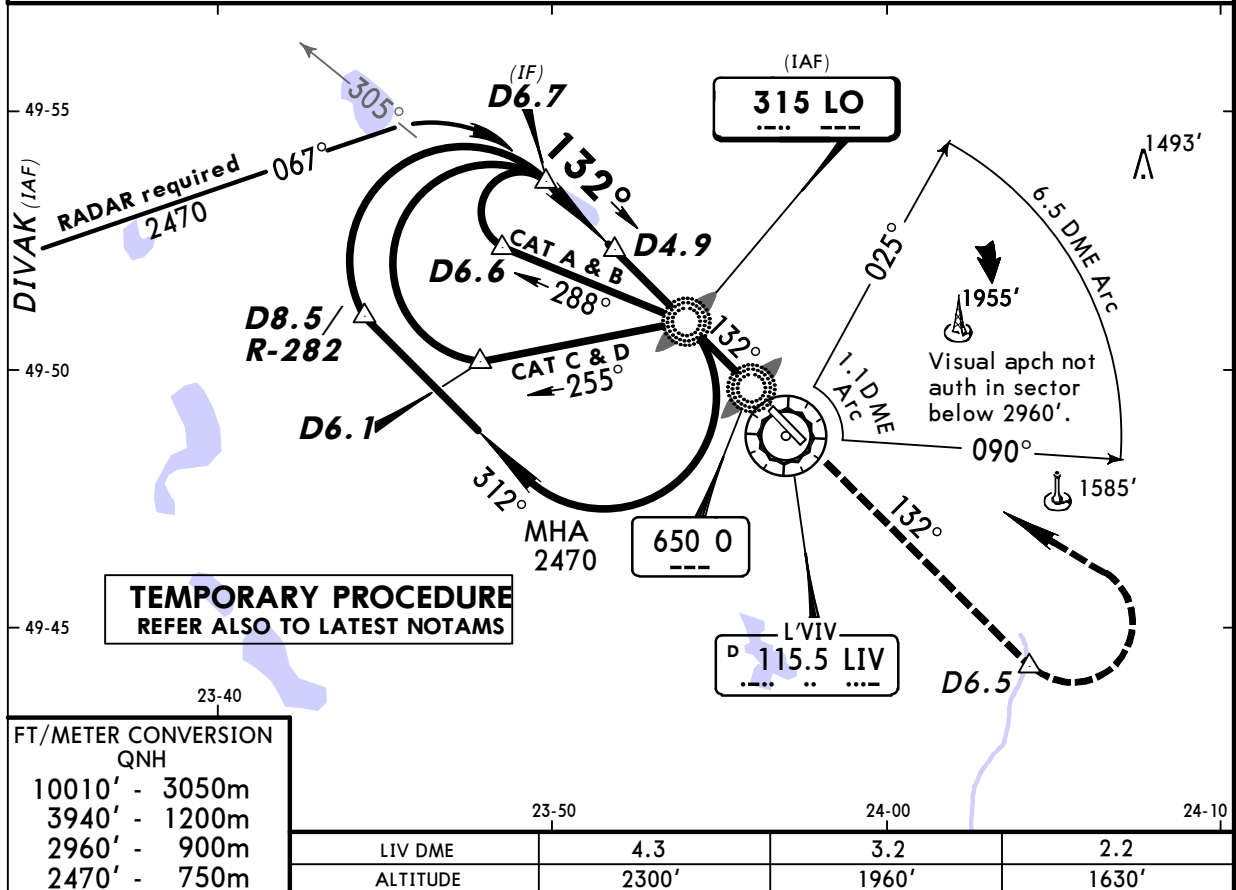
UKLL/LWO
L'VIV

JEPPESSEN
3 JUN 11 (16-01)

L'VIV, UKRAINE
NDB Rwy 13

BRIEFING STRIP

ATIS	L'VIV Radar (APP)	L'VIV Tower	*Ground	
128.7	126.0	128.0	119.0	
NDB LO	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev 1073' RWY 1071'
315	132°	2470' (1399')	1610' (539')	
MISSED APCH: Climb on 132° to 3940'. At D6.5 turn LEFT to LO NDB and hold.				3000' MSA LIV VOR
Alt Set: hPa (MM on req)	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'	
DME required.				



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle	3.00°	372	478	531	637	743	849	
MAP at LMM								

JAR-OPS				STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
				MDA(H) 1610' (539')							
				ALS out							
A	RVR 1500m							Max Kts	MDA(H)	VIS	
B								100	1730' (657')	1500m	
C	RVR 1800m			RVR 2000m				135	1730' (657')	1600m	
D								180	2370' (1297')	2400m	
								205	2370' (1297')	3600m	

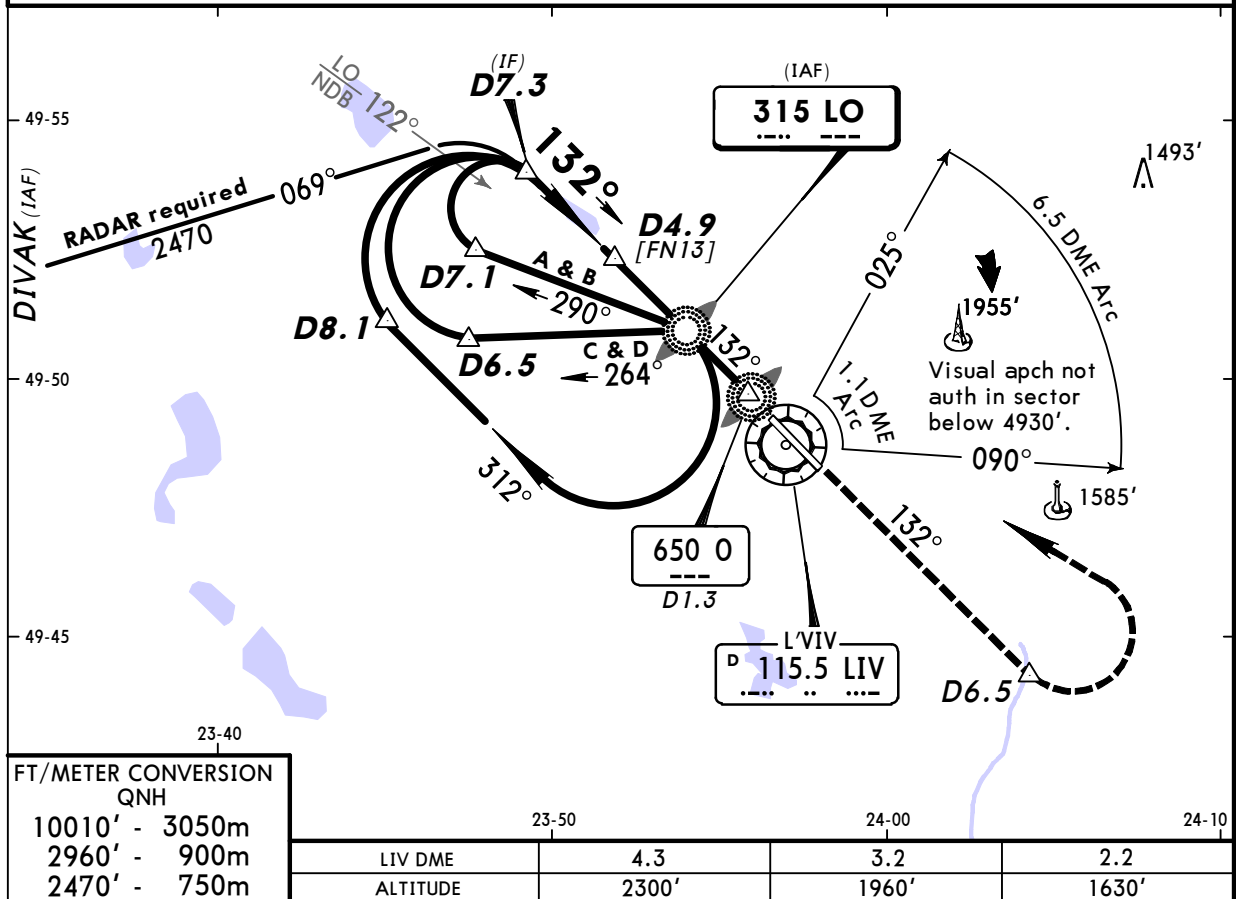
UKLL/LWO
L'VIV

JEPPesen
25 SEP 09 **(16-1)**

L'VIV, UKRAINE
NDB Rwy 13

BRIEFING STRIP

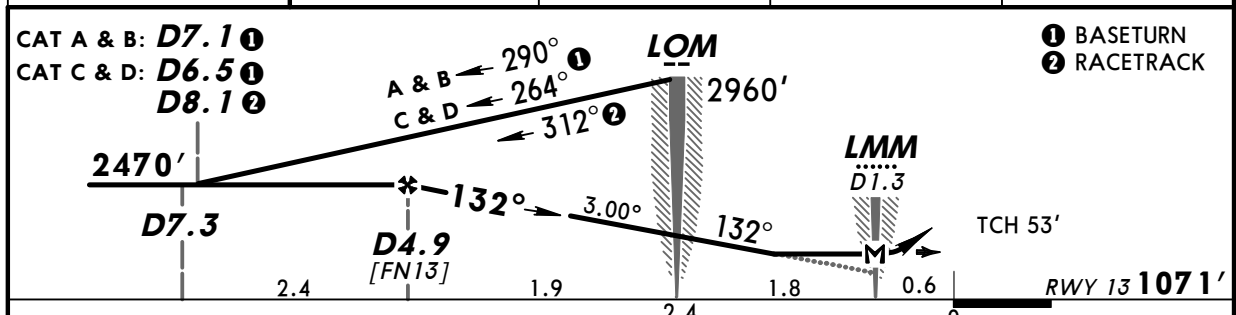
ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0		3000' MSA LIV VOR		
NDB LO 315		Final Apch Crs 132°		Minimum Alt D4.9 2470' (1399')		MDA(H) 1560' (489')			Apt Elev 1071' RWY1071'	
MISSED APCH: Climb on 132° to D6.5, then turn LEFT to LO NDB. Pass LO NDB at 2960' or above.										
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa		Trans level: By ATC		Trans alt: 10010'				



FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2470'	-	750m

LIV DME	4.3	3.2	2.2
ALTITUDE	2300'	1960'	1630'



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle 3.00°	372	478	531	637	743	849
MAP at LMM/D1.3						

JAR-OPS		STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
		With LOM or w/o LOM			
		MDA(H) 1560' (489')		Max Kts	MDA(H) VIS
A	RVR 1500m			100	1730' (659') 1500m
B				135	1730' (659') 1600m
C	RVR 2000m			180	2370' (1299') 2400m
D				205	2370' (1299') 3600m

UKLL/LWO
L'VIV

JEPPESEN
25 SEP 09 (16-2)

L'VIV, UKRAINE
NDB Rwy 31

ATIS 128.7		L'VIV Radar (APP) 126.0		L'VIV Tower 128.0		*Ground 119.0	
Lctr V 650		Final Apch Crs 312°		Minimum Alt D5.0 2470' (1415')		MDA(H) (CONDITIONAL) Apt Elev 1071' RWY 1055'	
MISSED APCH: Climb on track 312° to D6.5, then turn RIGHT (MIM BANK 20°) on track 103° inbound ZL NDB to 203° to LV NDB, then turn RIGHT to BB NDB to be crossed at 2960' or above.							



3000'

MSA
LIV VOR

Alt Set: hPa (MM on req)

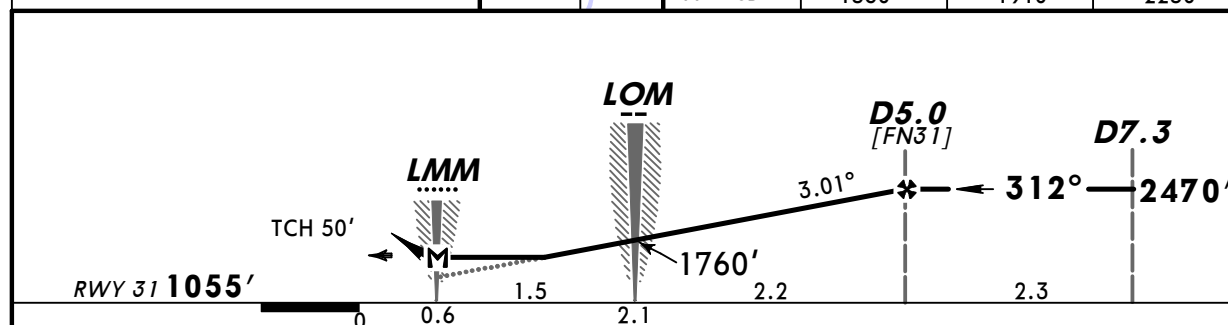
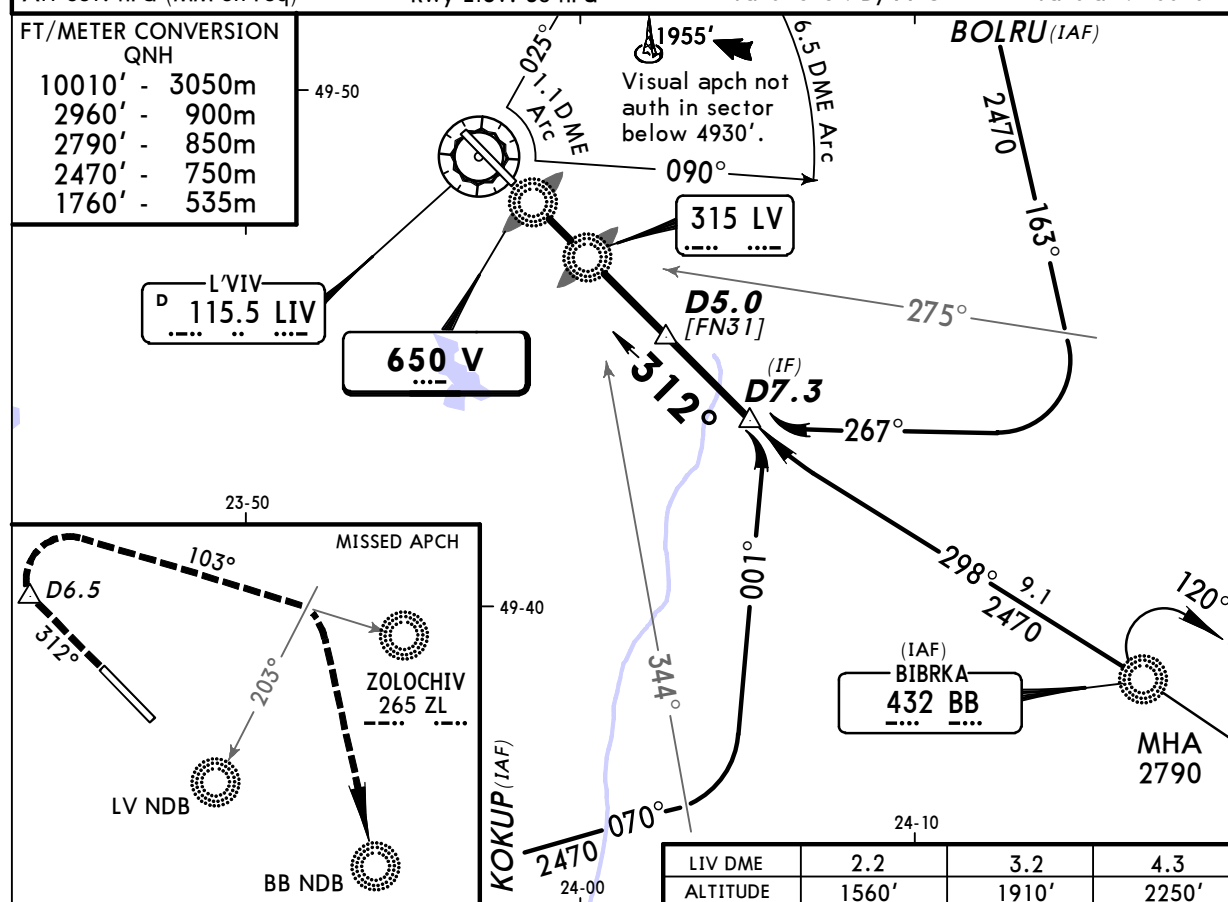
Rwy Elev: 38 hPa

Trans level: By ATC

Trans alt: 10010'

FT/METER CONVERSION	
QNH	
1000	300
9000	270
8000	240
7000	210
6000	180
5000	150
4000	120
3000	90
2000	60
1000	30
0	0

10010' - 3050m
2960' - 900m
2790' - 850m
2470' - 750m
1760' - 535m



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent gradient 5.26% or Descent angle 3.01°</i>	373	479	532	639	745	852
<i>MAP at LMM</i>						

HIALS

D6.5 on **312°**

JAR-OPS

STRAIGHT-IN LANDING RWY 31

CIRCLE-TO-LAND **1**

With LOM				W/o LOM		Max Kts	CIRCLE TO LAND	
MDA(H) 1510'(455')				MDA(H) 1560'(505')			MDA(H)	VIS
		ALS out		ALS out				
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m	100	1730'(675')	1500m	
B	RVR 1200m		RVR 1200m		135	1730'(675')	1600m	
C		RVR 2000m	RVR 2000m	180	2370'(1315')	2400m		
D	RVR 1600m			RVR 1600m	205	2370'(1315')	3600m	

1 Circling height based on rwy 31 thresh elev of 1055'.

CHANGES: Altitudes.

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