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Changed chart(s) since Disc 11-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.
ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

No revision activity since Disc 11-2011

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'

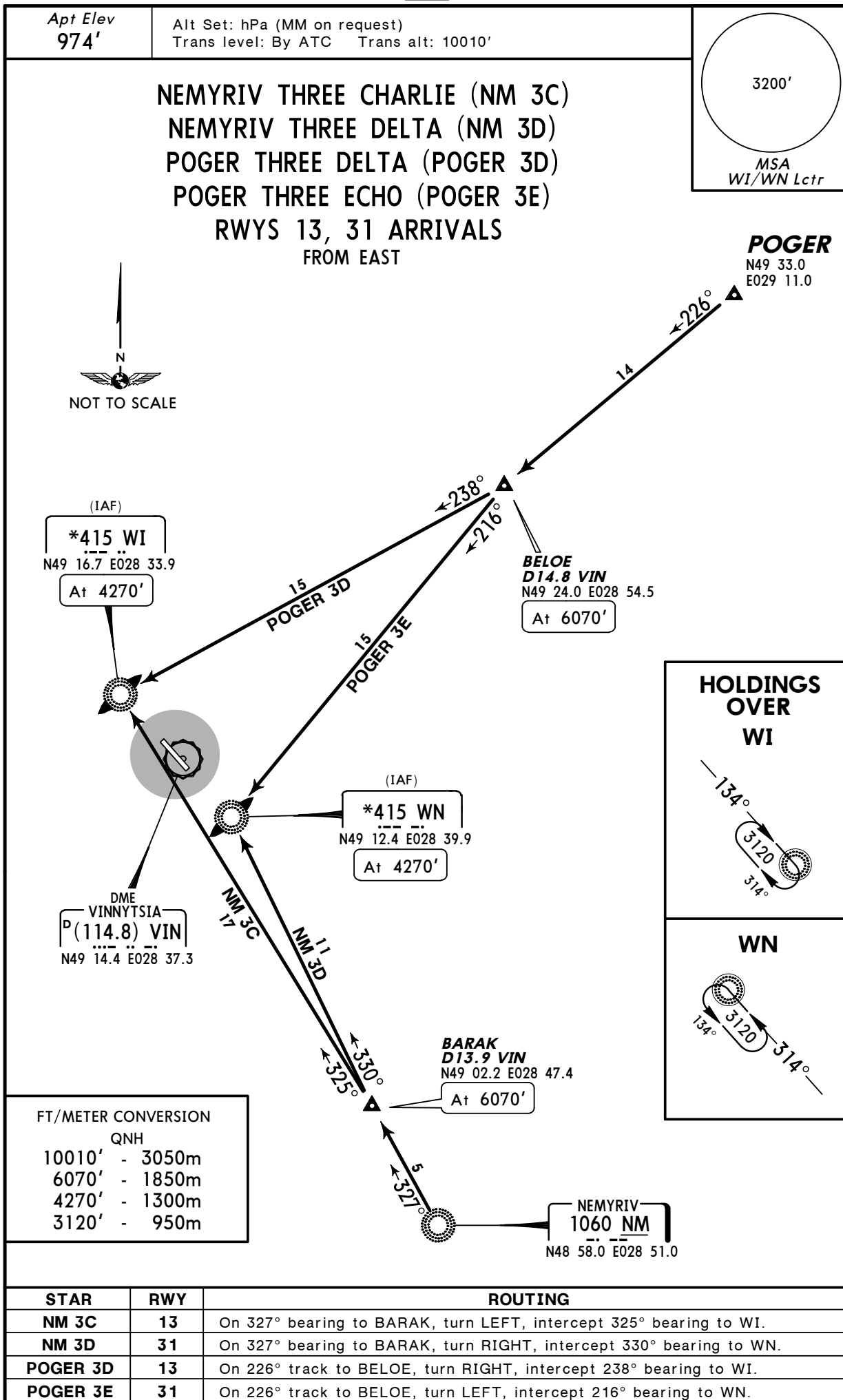
Lights: Edge, ALS

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

UKWW/VIN
GAVRYSHIVKA

JEPPESEN
 20 NOV 09 **10-2**

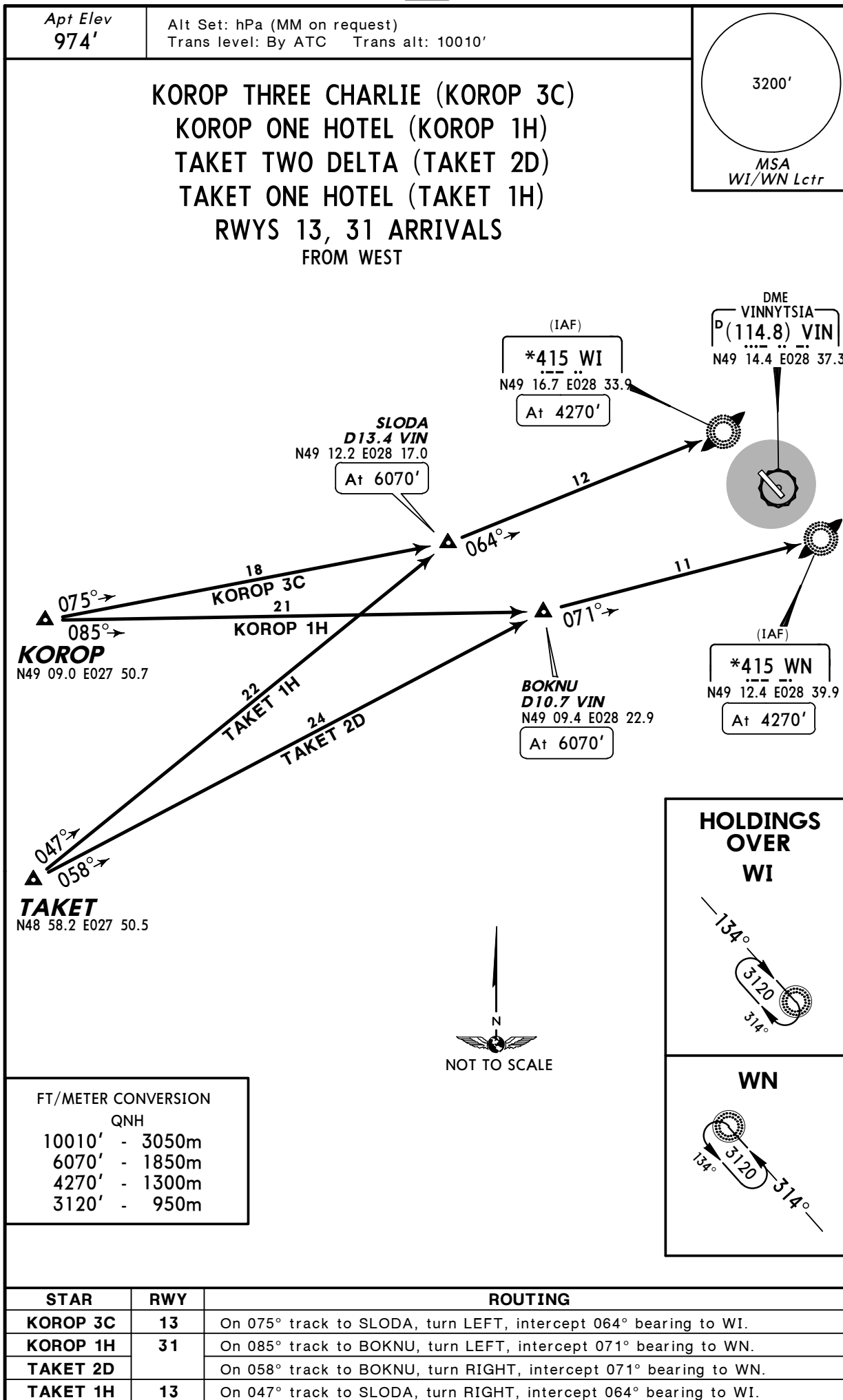
VINNYTSIA, UKRAINE
STAR

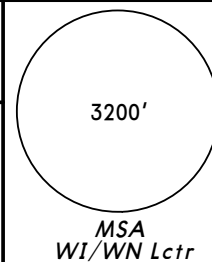


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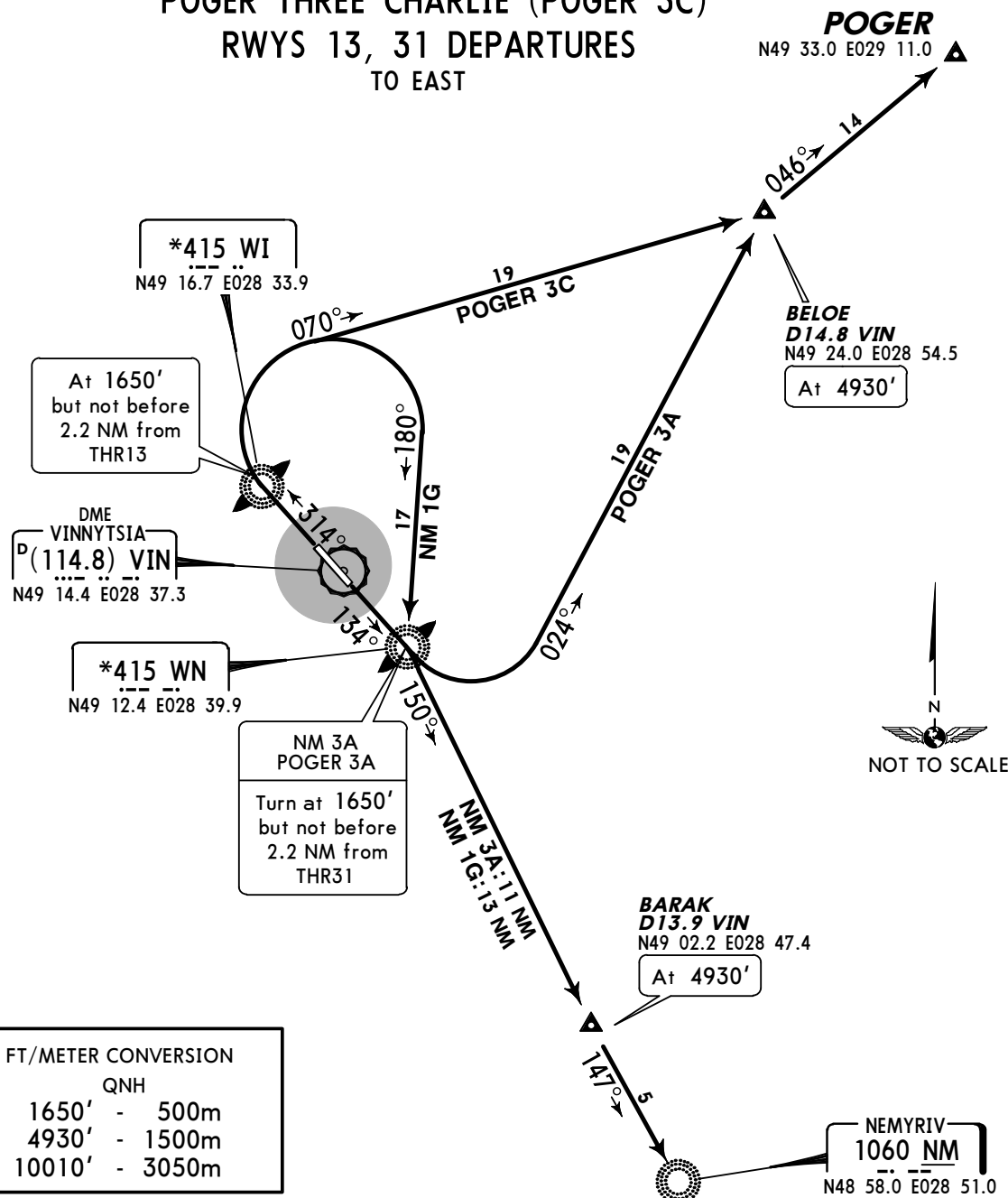
JEPPESEN
 20 NOV 09 **(10-2A)**

VINNYTSIA, UKRAINE
STAR



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



SID	RWY	ROUTING
NM 3A	13	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.
NM 1G	31	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.
POGER 3A	13	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.
POGER 3C	31	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.

CHANGES: New chart.

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JEPPESEN
20 NOV 09 (10-3A)

VINNYTSIA, UKRAINE

SID

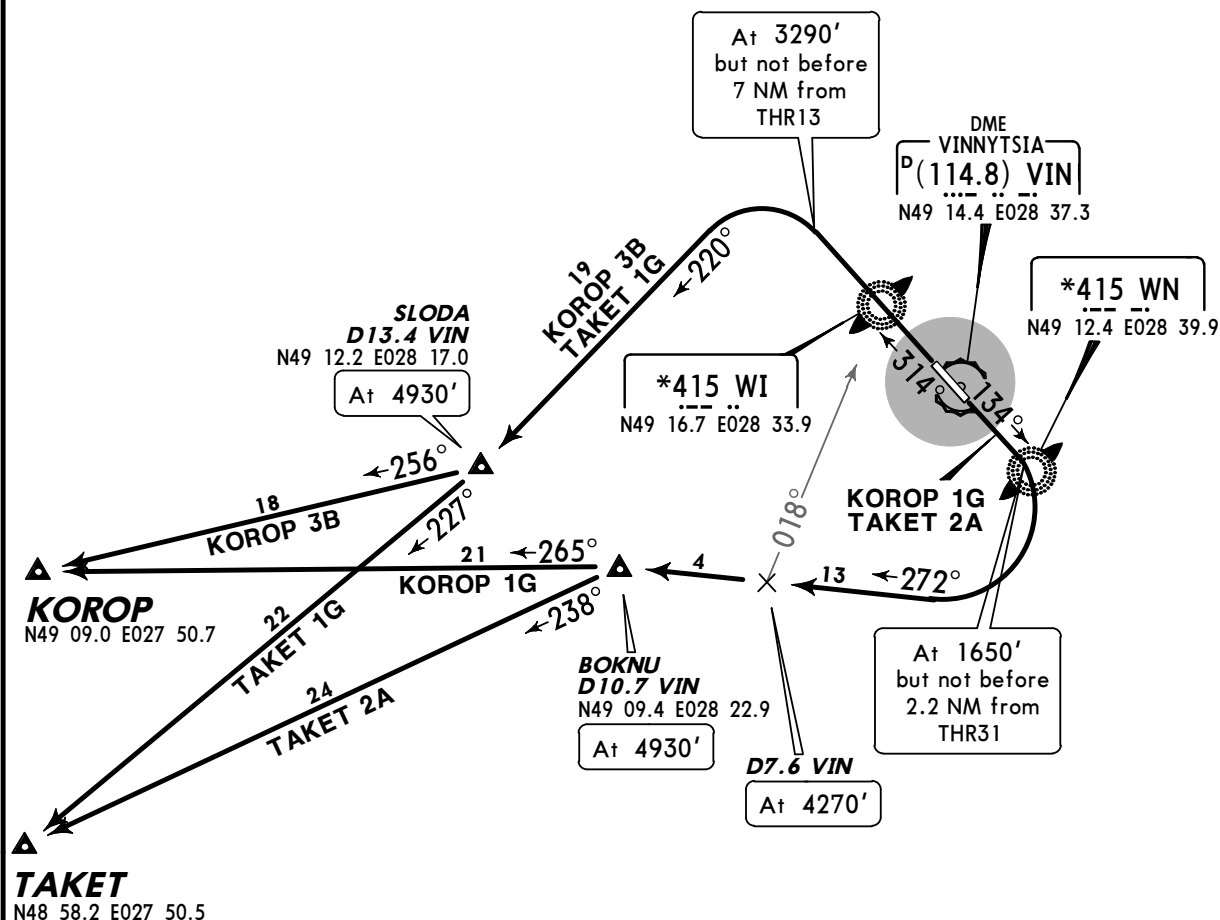
Apt Elev
974'

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



NOT TO SCALE

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.

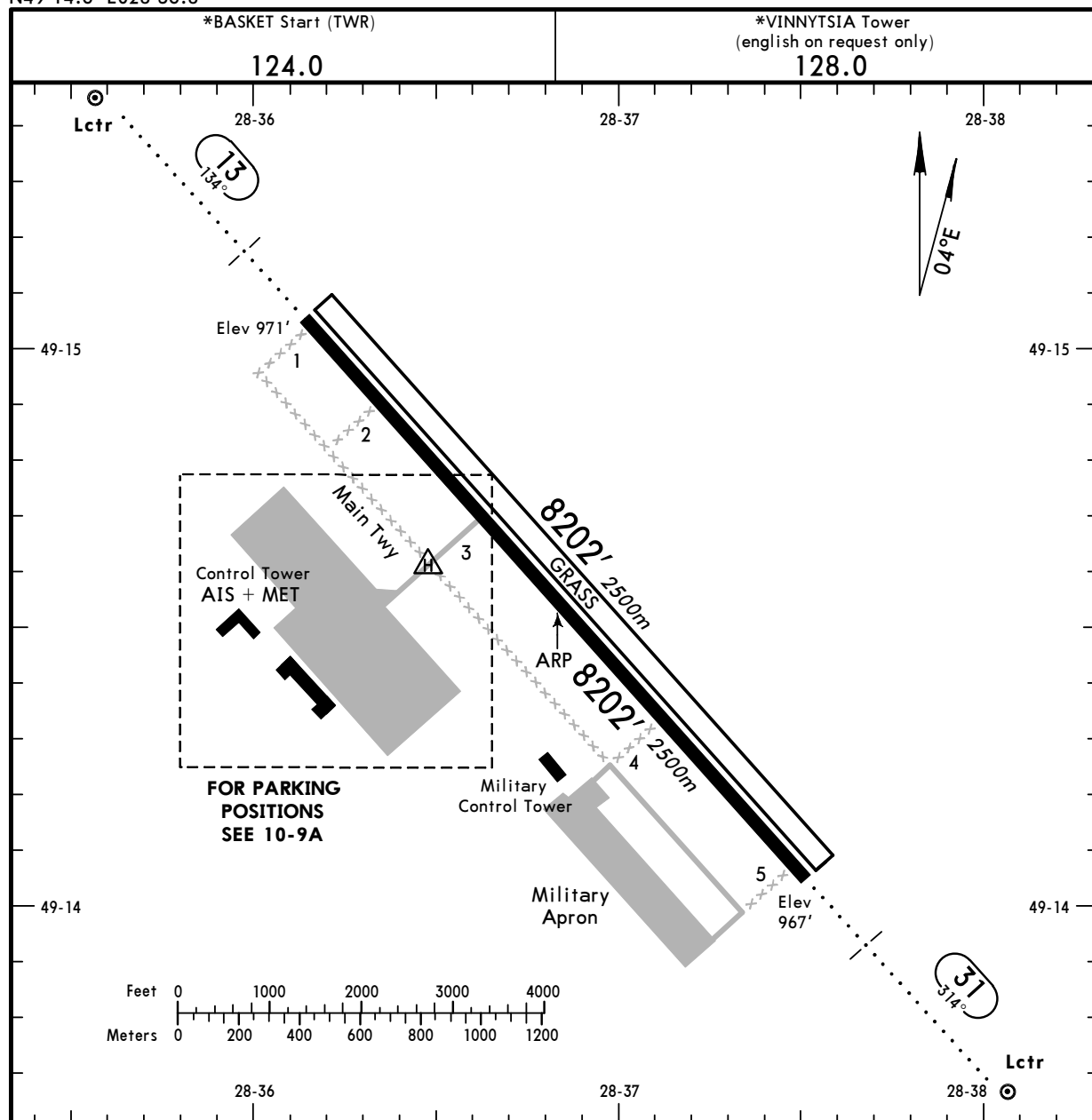
CHANGES: New chart.

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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) 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.

UKWW/VIN

JEPPESEN

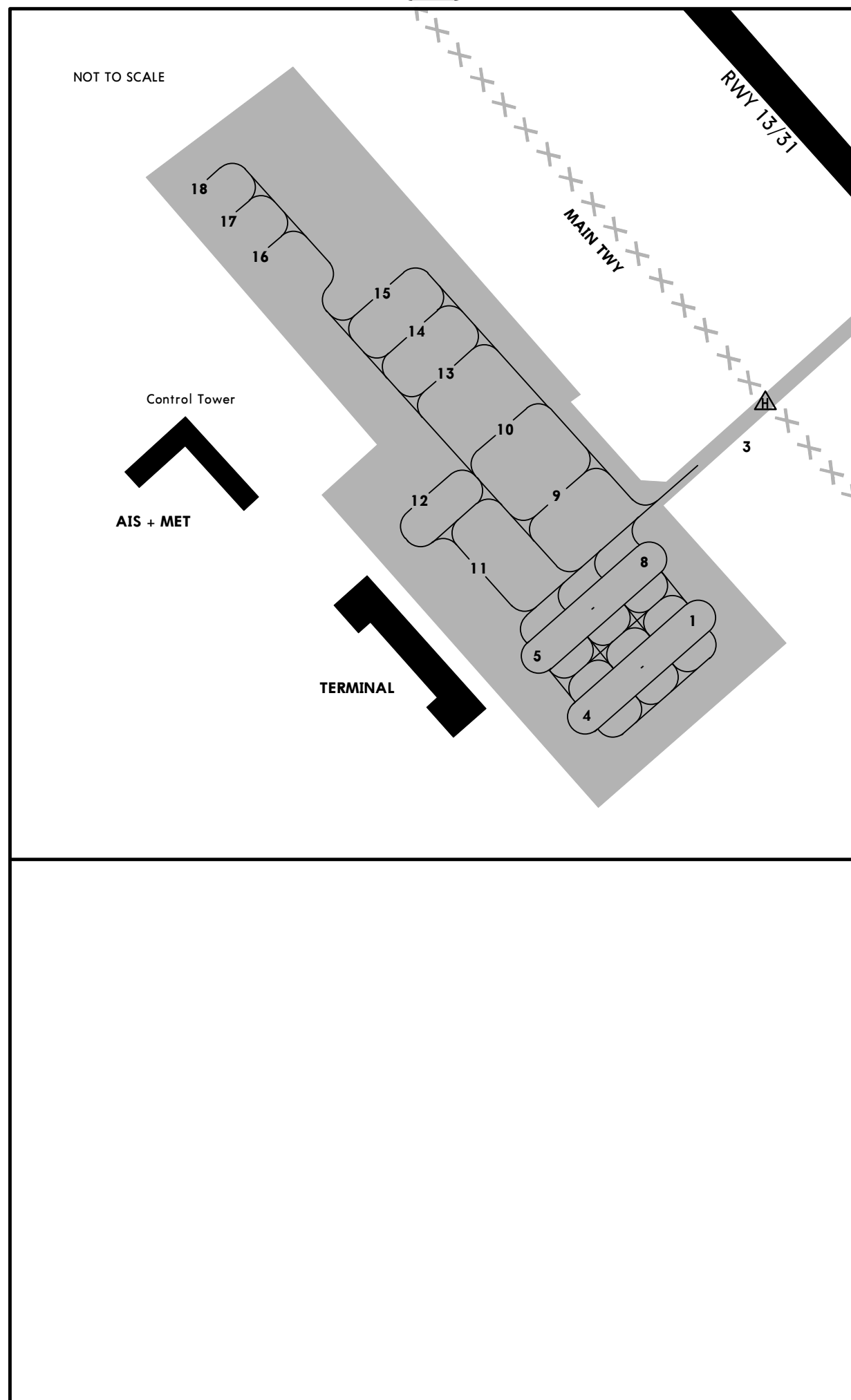
VINNYTSIA, UKRAINE

8 OCT 10

(10-9A)

Eff 21 Oct

GAVRYSHIVKA



UKWW/VIN


JEPPESEN
 13 MAY 11 **10-9S**
Standard
VINNYTSIA, UKRAINE
GÁVRYSHIVKA

STRAIGHT-IN RWY		A	B	C	D
13	ILS	1178' (207') R1000m R1200m	1188' (217') R1000m R1200m	1197' (226') R1000m R1200m	1207' (236') R1000m R1200m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ①	1320' (349') R1400m R1500m	1320' (349') R1400m R1500m	1320' (349') R1400m R1600m	1320' (349') R1400m R1600m
	ALS out				
31	ILS	1170' (203') R1000m R1200m	1180' (213') R1000m R1200m	1190' (223') R1000m R1200m	1200' (233') R1000m R1200m
	ALS out				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ①	1320' (353') R1400m R1500m	1320' (353') R1400m R1500m	1320' (353') R1400m R1600m	1320' (353') R1400m R1600m
	ALS out				

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1380' (406') V1500m	1480' (506') V1600m	1650' (676') V2400m	1680' (706') V3600m

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		

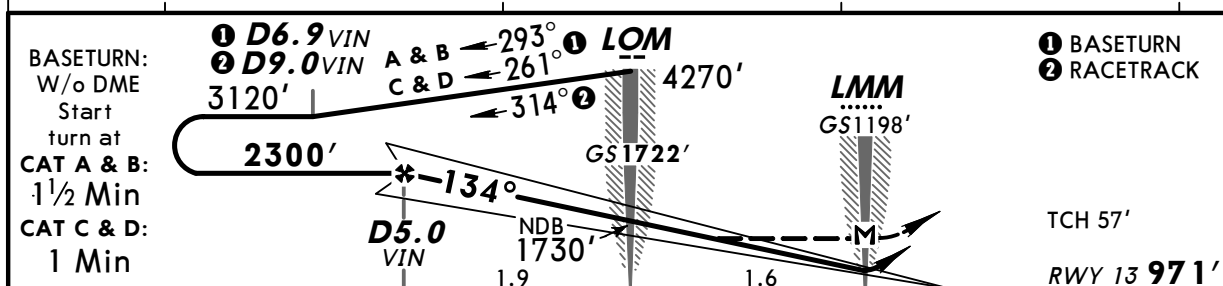
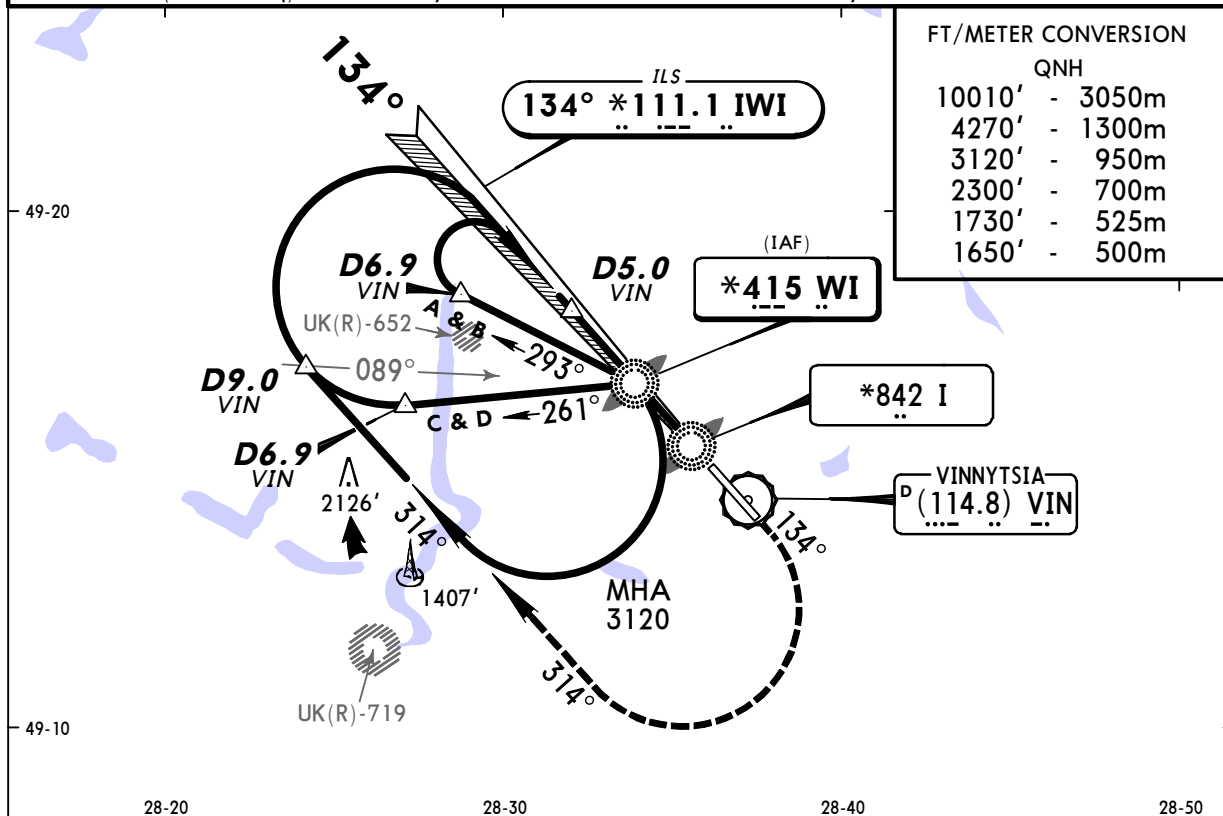
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JEPPesen
20 NOV 09 **(11-1)**

VINNYTSIA, UKRAINE
ILS or NDB Rwy 13

BRIEFING STRIP

*VINNYTSIA Tower (english on request only) 128.0				*BASKET Start (TWR) 124.0		
LOC IWI *111.1	Final Apch Crs 134°	GS LOM 1722' (751')	ILS DA(H) Refer to Minimums	Apt Elev 974' RWY 971'	3200'	
Lctr WI *415		Minimum Alt D5.0 VIN 2300' (1329')	NDB MDA(H) 1320' (349')			
MISSED APCH: Climb on 134° to 1650', then turn RIGHT onto 314° climbing to 3120', then according to chart.						MSA 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 NDB Desc angle 3.00°	377	484	538	646	753	861	...	↑	on	RT	↑
MAP at LMM											

JAR-OPS				STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
ILS		NDB		LOC (GS out)		NDB		Max Kts		MDA(H) VIS	
A: 1178' (207') C: 1197' (226')		A: 1320' (349')				A: 1320' (349')					
B: 1188' (217') D: 1207' (236')		B: 1320' (349')				B: 1320' (349')					
FULL		ALS out				ALS out					
A								100	1380' (406')	1500m	
B								135	1480' (506')	1600m	
C	RVR 800m	RVR 1000m						180	1650' (676')	2400m	
D								205	1680' (706')	3600m	

PANS OPS

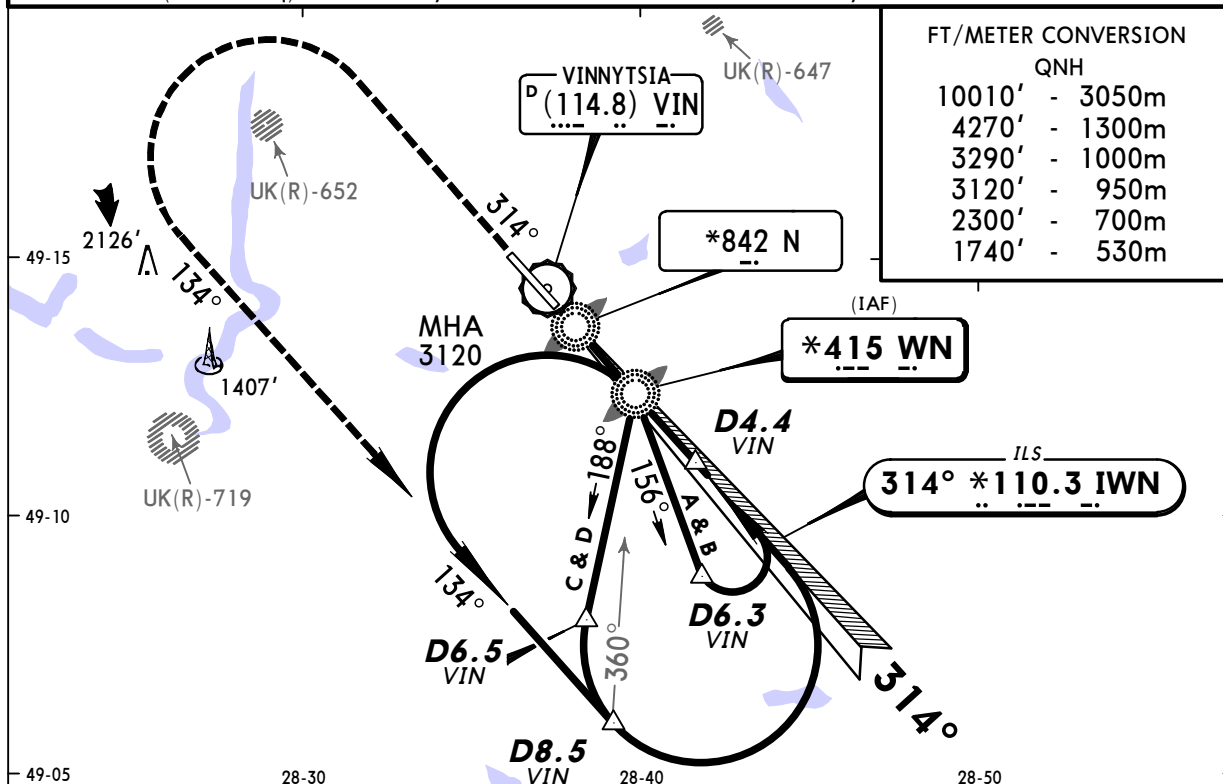
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20 NOV 09 **(11-2)**

VINNYTSIA, UKRAINE
ILS or NDB Rwy 31

BRIEFING STRIP

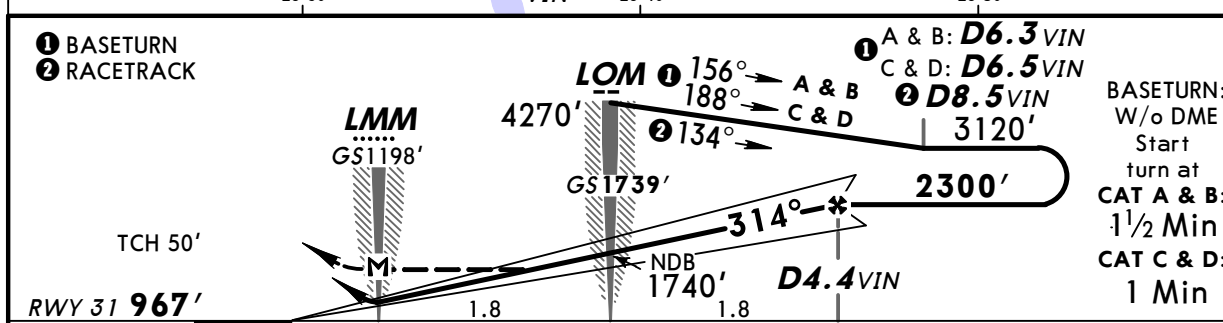
*VINNYTSIA Tower (english on request only) 128.0				*BASKET Start (TWR) 124.0		
LOC IWN *110.3	Final Apch Crs 314°	GS LOM 1739' (772')	ILS DA(H) Refer to Minimums	Apt Elev 974' RWY 967'	3200'	
Lctr WN *415		Minimum Alt D4.4 VIN 2300' (1333')	NDB MDA(H) 1320' (353')			
MISSED APCH: Climb on 314° to 3290',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



FT/METER CONVERSION
QNH

10010'	-	3050m
4270'	-	1300m
3290'	-	1000m
3120'	-	950m
2300'	-	700m
1740'	-	530m

- ① BASETURN
- ② RACETRACK



Gnd speed-Kts	70	90	100	120	140	160	ALS	3290'	314°	134°
ILS GS or 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		LOC		NDB						
A: 1170' (203') C: 1190' (223')		D: 1200' (233')		MDA(H) 1320' (353')						
B: 1180' (213')										
FULL		ALS out				ALS out		Max Kts	MDA(H) VIS	
A	RVR 800m	RVR 1000m	NOT AUTH	RVR 1300m		RVR 1500m		100	1380' (406') 1500m	
B				RVR 1400m		RVR 1800m		135	1480' (506') 1600m	
C				RVR 1600m		RVR 2000m		180	1650' (676') 2400m	
D				RVR 1800m		RVR 2400m		205	1680' (706') 3600m	