

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: L'viv Ukr
IATA Code: LWO
Lat/Long: N49° 48.7' E023° 57.3'
Elevation: 1078 ft

Airport Use: Public
Magnetic Variation: 5.3 °E

Fuel Types: Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0323 Z
Sunset: 1724 Z,

Runway Information

Runway: 13
Length x Width: 6562 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1058 ft
Lighting: Edge

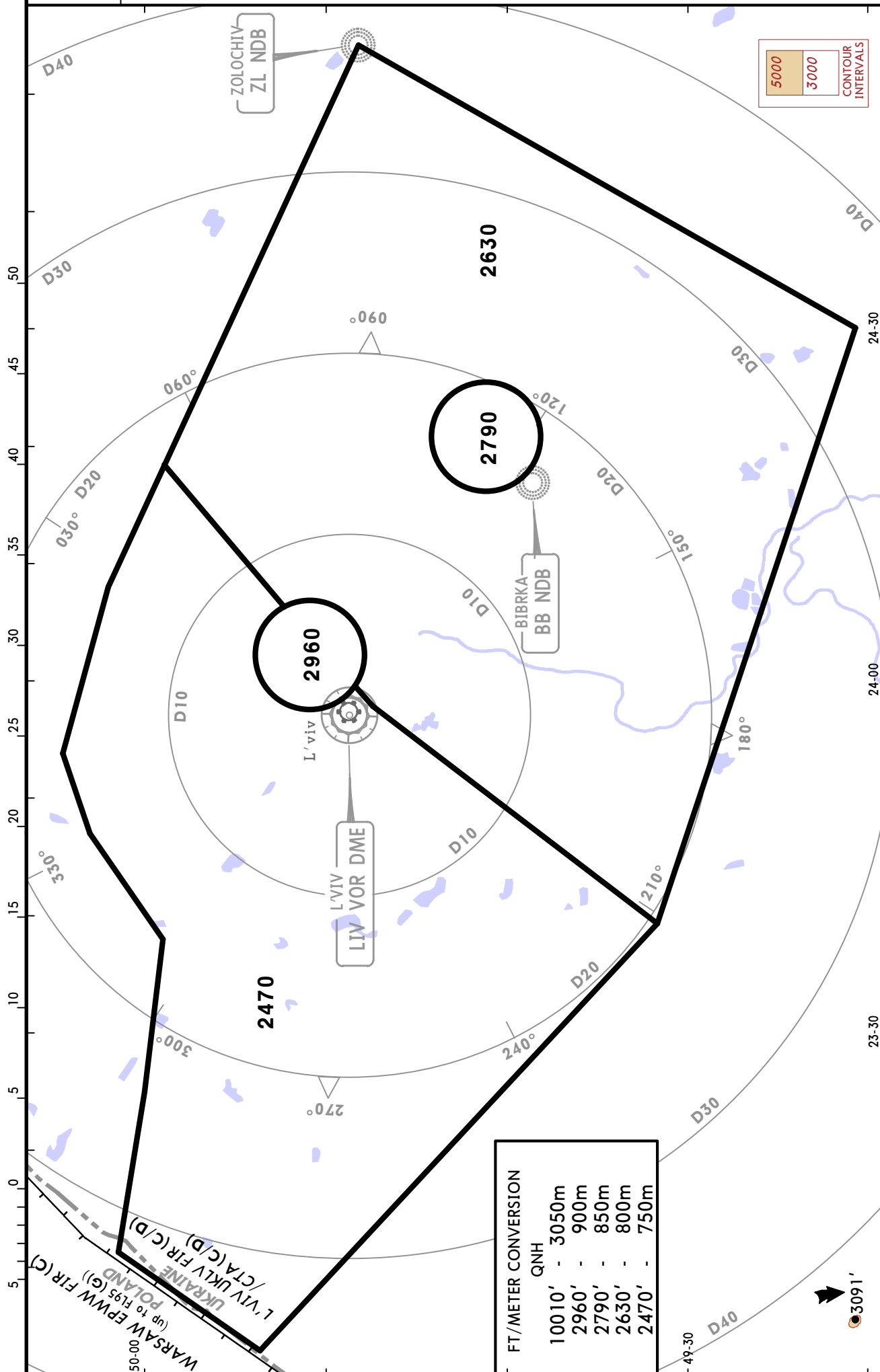
Runway: 31
Length x Width: 6562 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1078 ft
Lighting: Edge, ALS

Communication Information

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

Apt Elev
1071'

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



Apt Elev
1078'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

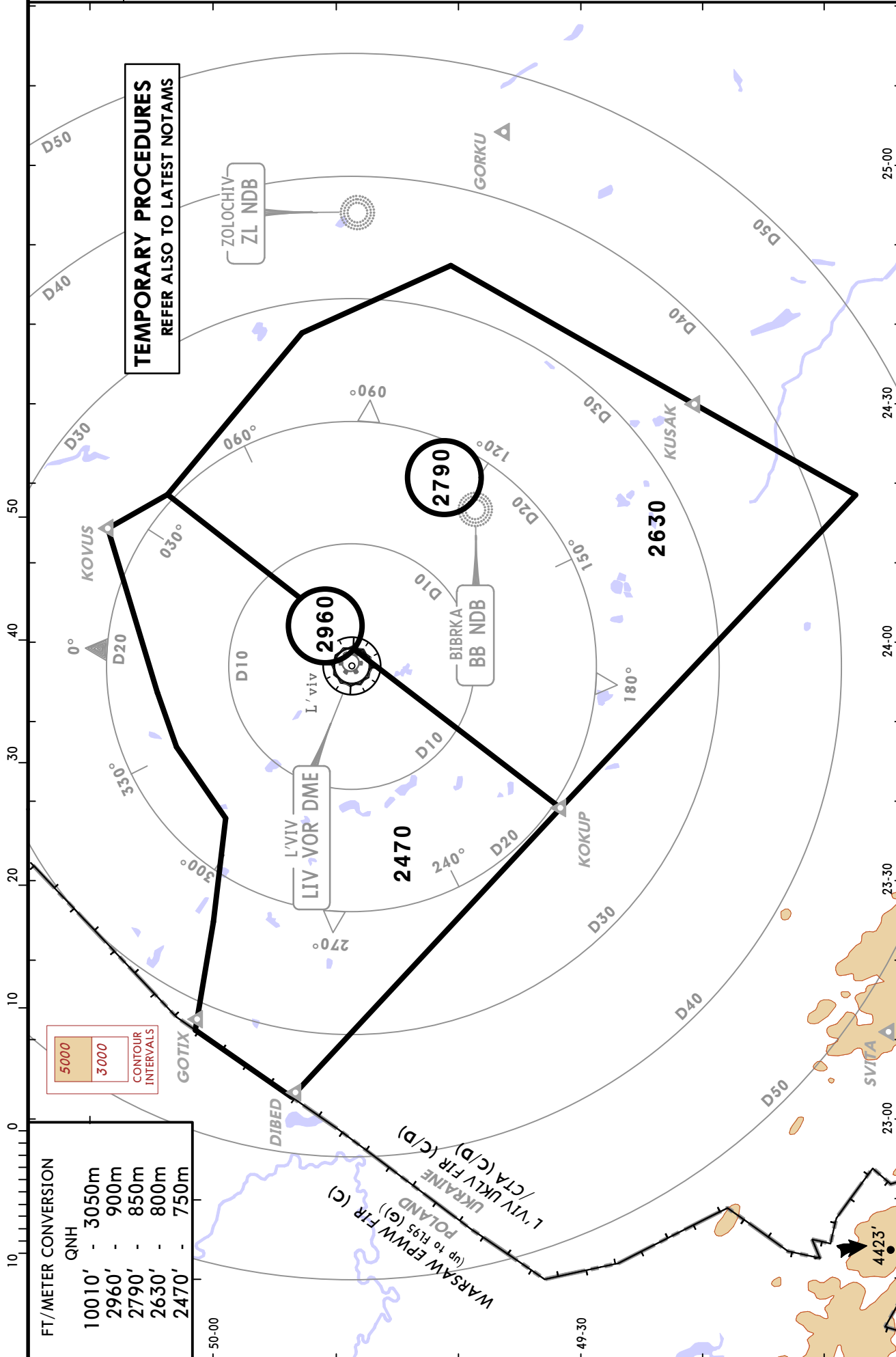
This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

5000
3000
CONTOUR
INTERVALS

FT/METER CONVERSION

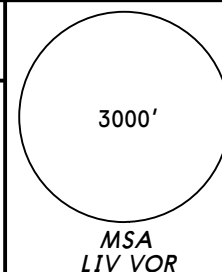
QNH	10010'	3050m
2960'	900m	
2790'	850m	
2630'	800m	
2470'	750m	



ATIS
128.7

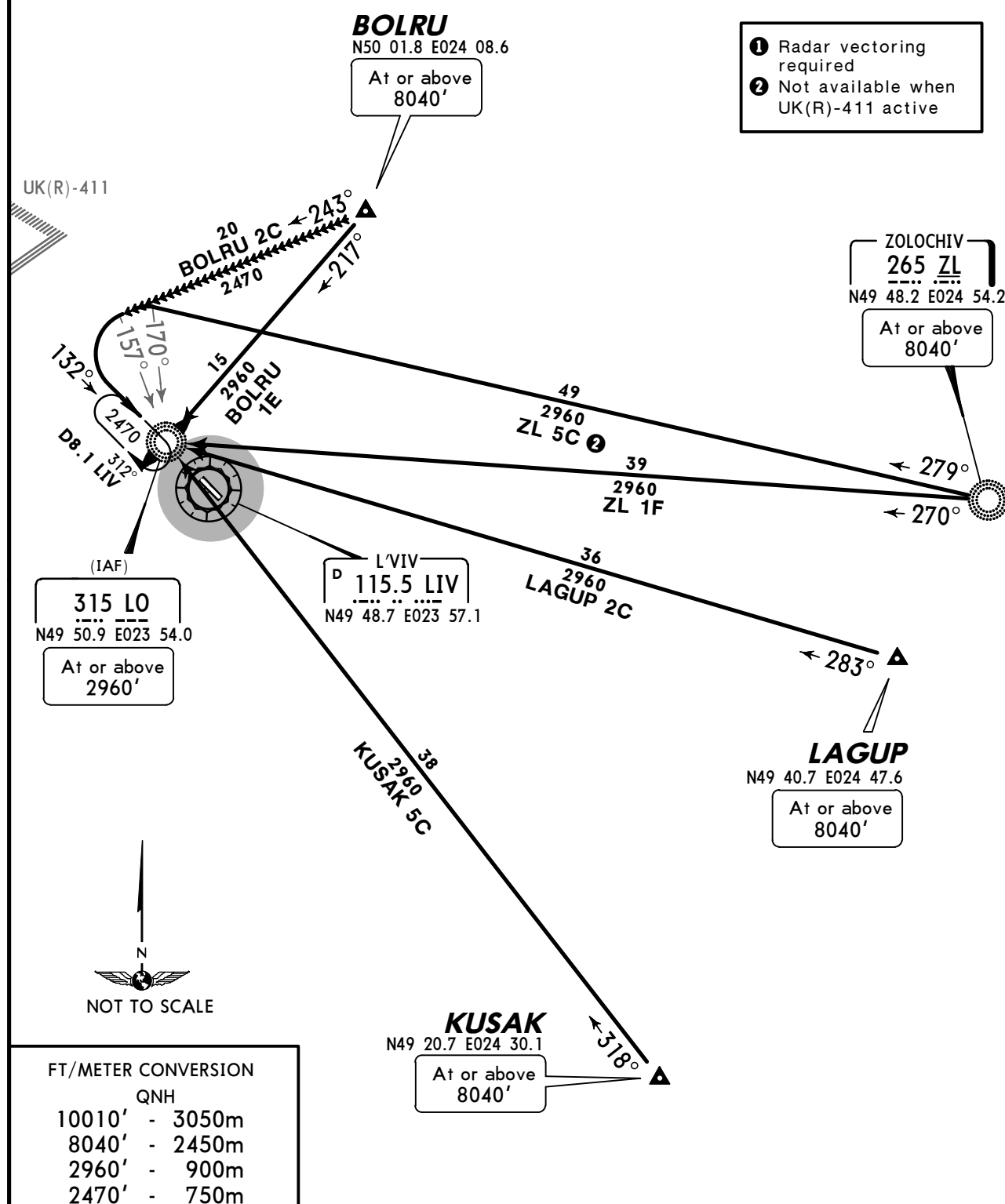
Apt Elev
1071'

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



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

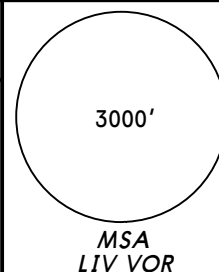


ATIS
128.7

Apt Elev
1071'

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

KUSAK FIVE DELTA (KUSAK 5D) [KUSA5D]
LAGUP TWO DELTA (LAGUP 2D) [LAGU2D]
VABOD ONE ALFA (VABOD 1A) [VABO1A]
ZOLOCHIV FIVE DELTA (ZL 5D)
RWY 31 ARRIVALS
FROM EAST



VABOD
N50 45.5
E024 47.7

At or above
10010'

(IAF)
BOLRU
N50 01.8 E024 08.6
At or above
8040'

ZOLOCHIV
265 ZL
N49 48.2 E024 54.2
At or above
8040'

L'VIV
D 115.5 LIV
N49 48.7 E023 57.1

(IAF)
BIBRKA
432 BB
N49 38.6 E024 16.9
At or above
2960'

LAGUP
N49 40.7 E024 47.6
At or above
8040'

KUSAK
N49 20.7 E024 30.1
At or above
8040'

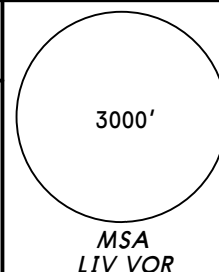
FT/METER CONVERSION

	QNH
10010'	- 3050m
8040'	- 2450m
2960'	- 900m
2790'	- 850m

ATIS
128.7

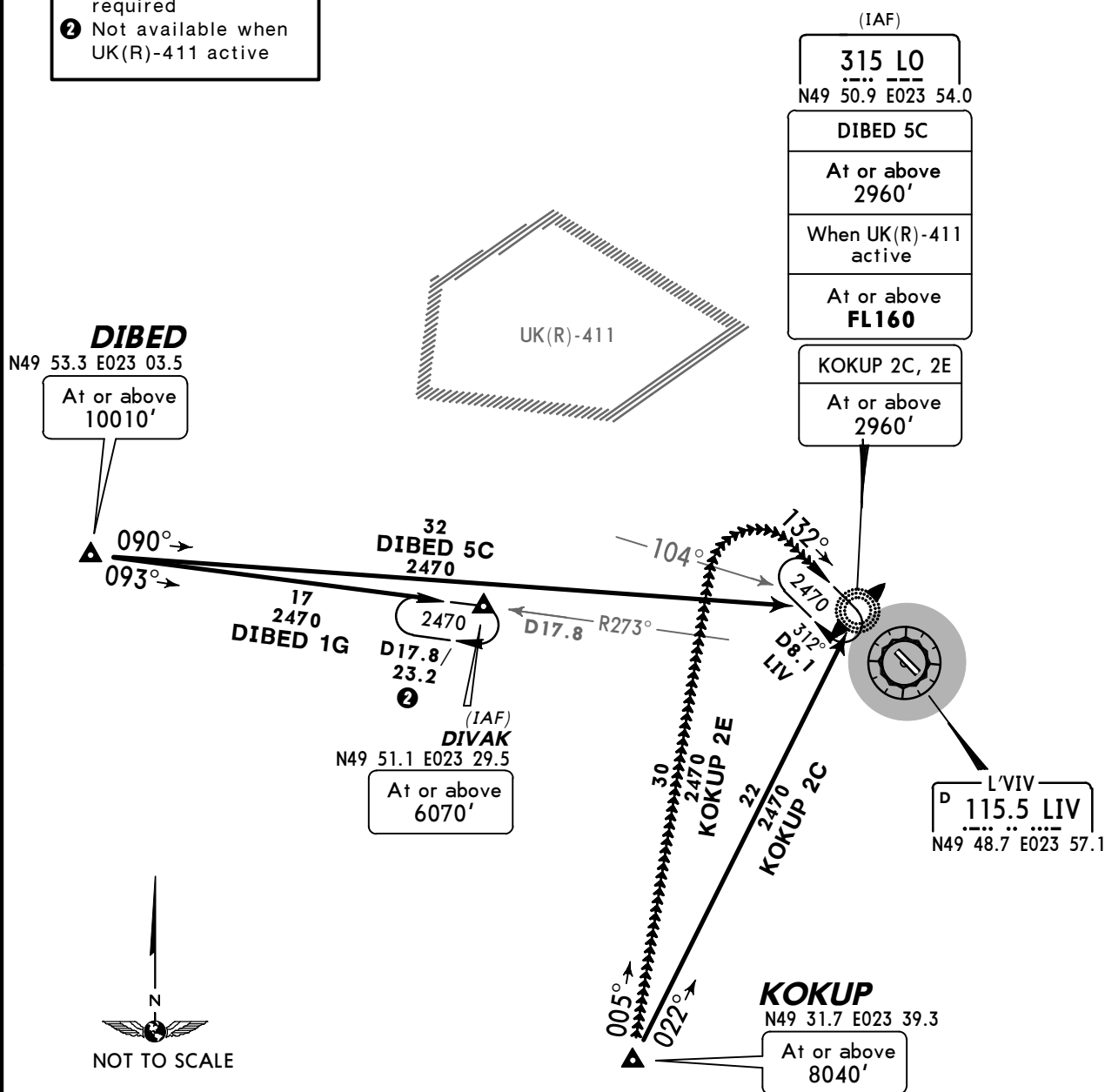
Apt Elev
1071'

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] ①
RWY 13 ARRIVALS
FROM WEST

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



FT/METER CONVERSION

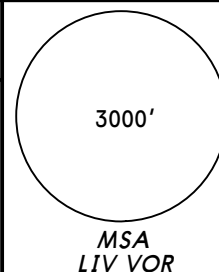
QNH

10010' - 3050m
8040' - 2450m
6070' - 1850m
2960' - 900m
2470' - 750m

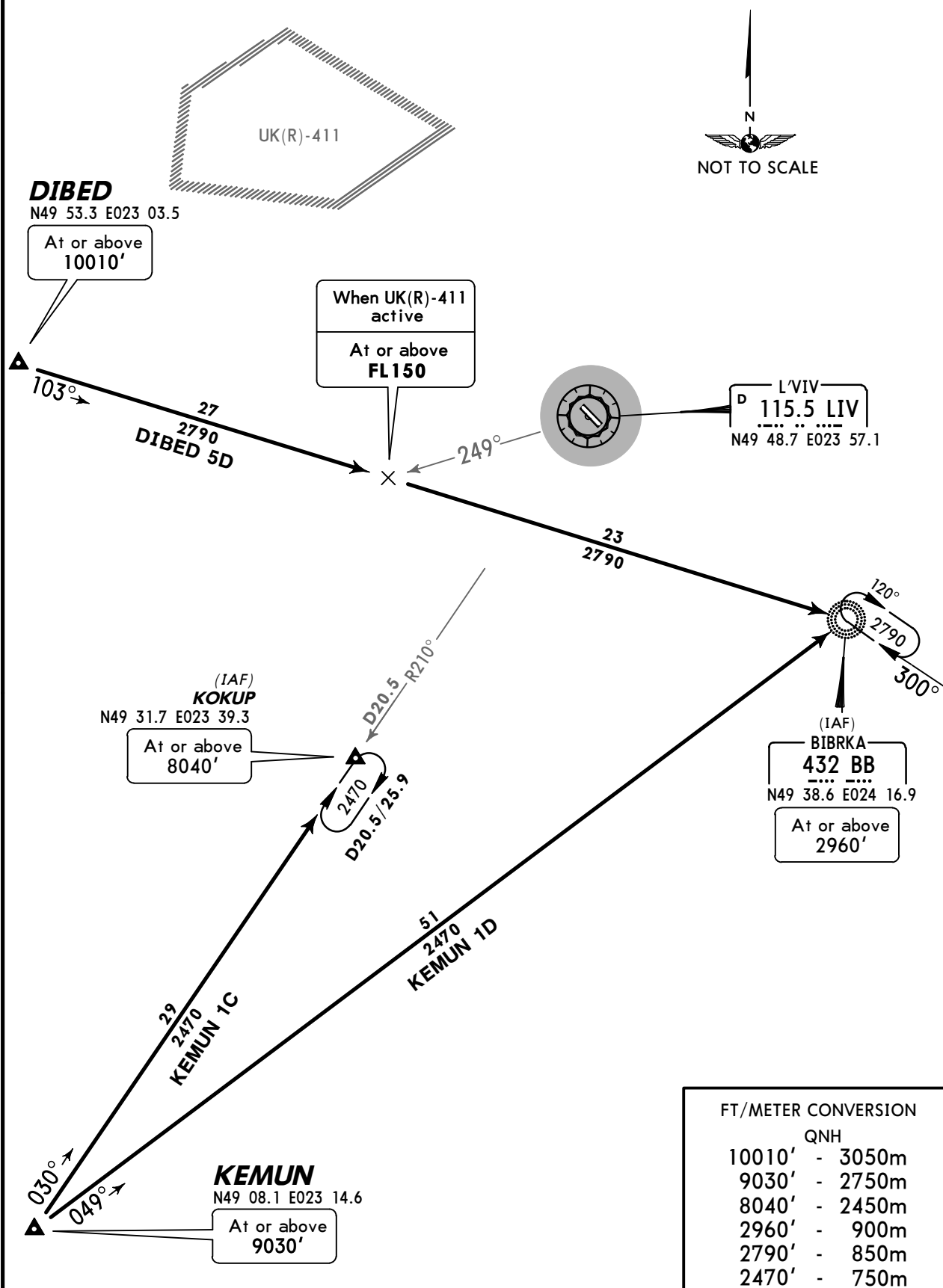
ATIS
128.7

Apt Elev
1071'

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



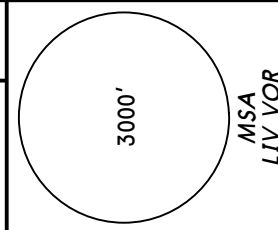
DIBED FIVE DELTA (DIBED 5D) [DIBE5D]
KEMUN ONE CHARLIE (KEMUN 1C) [KEMU1C]
KEMUN ONE DELTA (KEMUN 1D) [KEMU1D]
RWY 31 ARRIVALS
FROM WEST



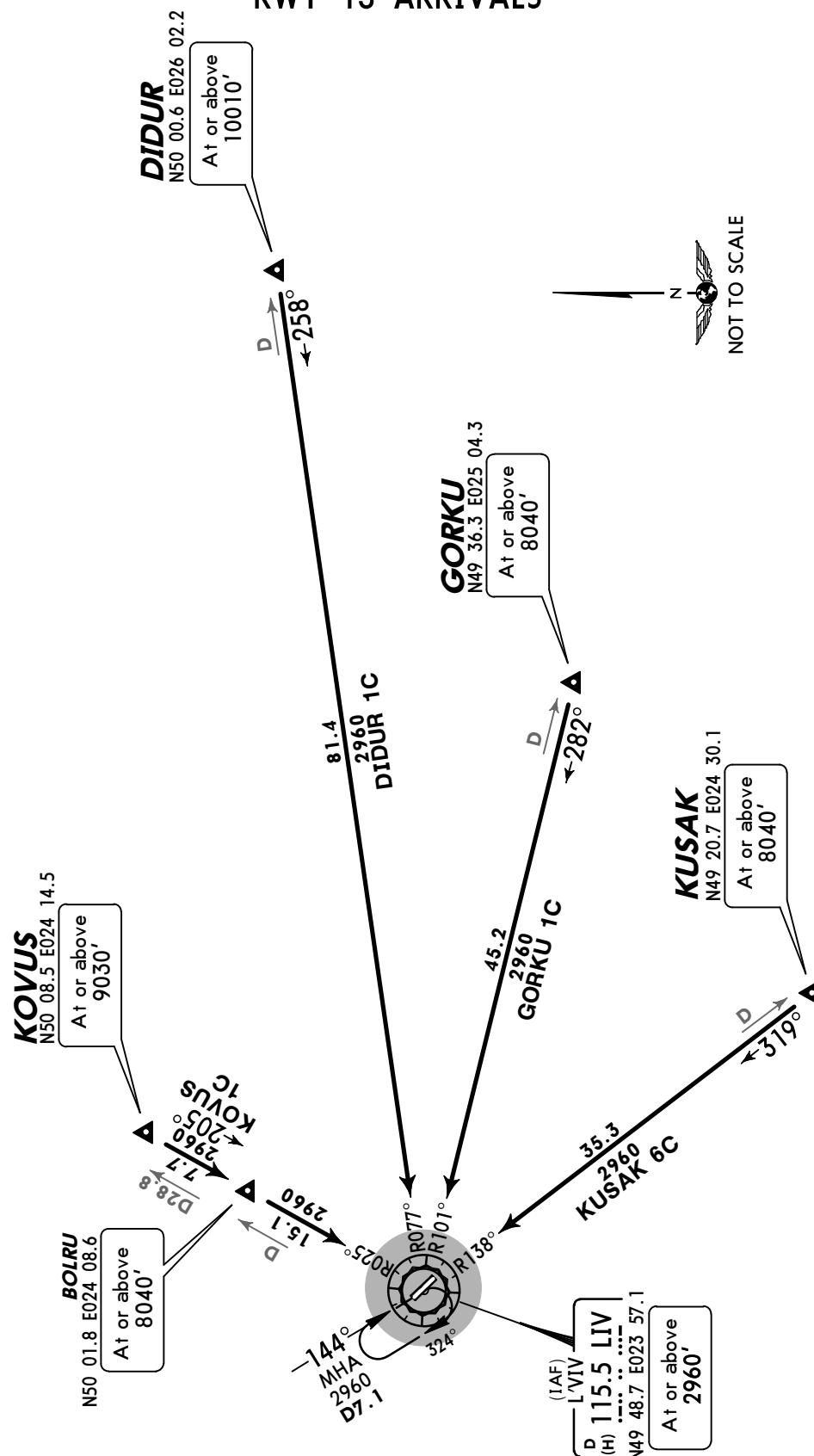
ATIS
128.7

Apt Elev
1078'

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

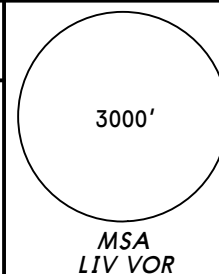


DIDUR ONE CHARLIE (DIDUR 1C) [DIDU1C]
GORKU ONE CHARLIE (GORKU 1C) [GORK1C]
KOVUS ONE CHARLIE (KOVUS 1C) [KOVU1C]
KUSAK SIX CHARLIE (KUSAK 6C) [KUSA6C]
RWY 13 ARRIVALS

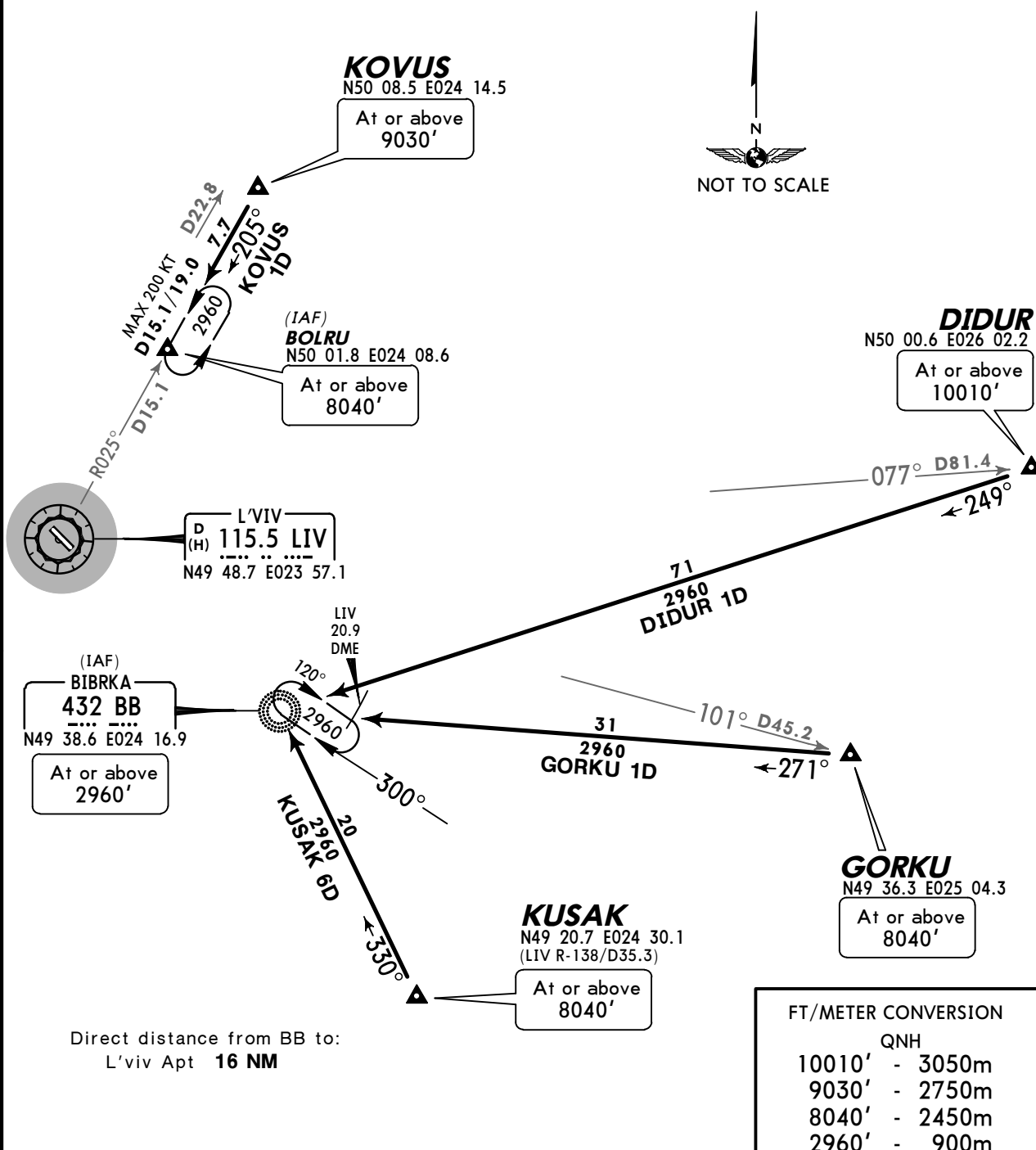


TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

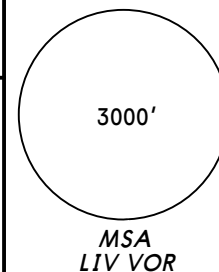
FT/METER CONVERSION	QNH
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
2960'	- 900m

ATIS
128.7Apt Elev
1078'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

DIDUR ONE DELTA (DIDUR 1D) [DIDU1D]
GORKU ONE DELTA (GORKU 1D) [GORK1D]
KOVUS ONE DELTA (KOVUS 1D) [KOVU1D]
KUSAK SIX DELTA (KUSAK 6D) [KUSA6D]
RWY 31 ARRIVALS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

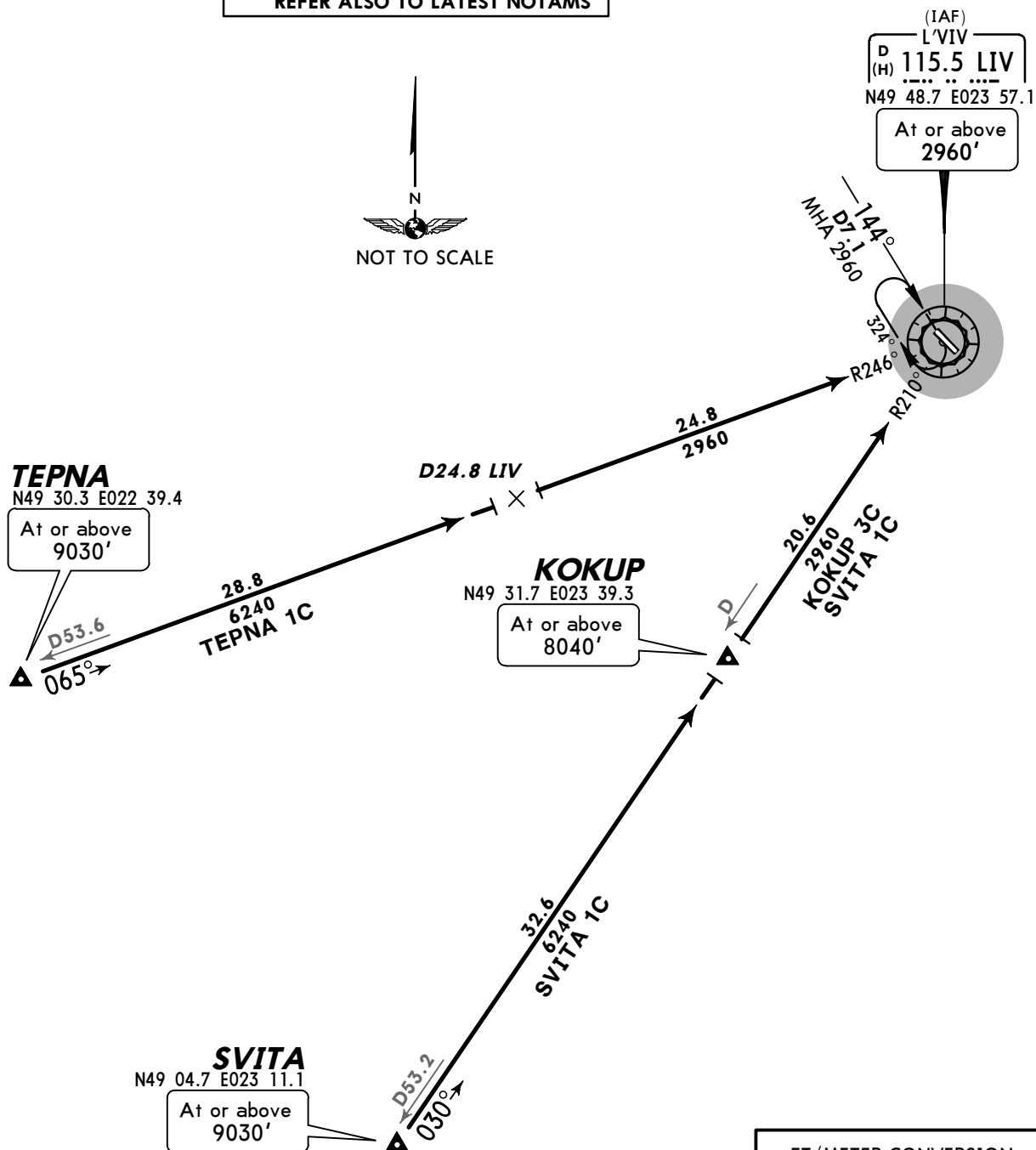
STAR	ROUTING
DIDUR 1D	Intercept 249° bearing to BB.
GORKU 1D	Intercept 271° bearing to BB.
KOVUS 1D	On 205° track to BOLRU.
KUSAK 6D	Intercept 330° bearing to BB.

ATIS
128.7Apt Elev
1078'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

KOKUP THREE CHARLIE (KOKUP 3C) [KOKU3C]
SVITA ONE CHARLIE (SVITA 1C) [SVIT1C]
TEPNA ONE CHARLIE (TEPNA 1C) [TEPN1C]
RWY 13 ARRIVALS

TEMPORARY PROCEDURES

REFER ALSO TO LATEST NOTAMS

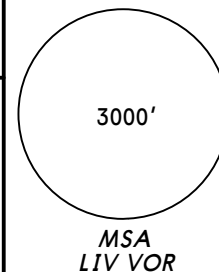


FT/METER CONVERSION

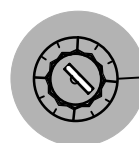
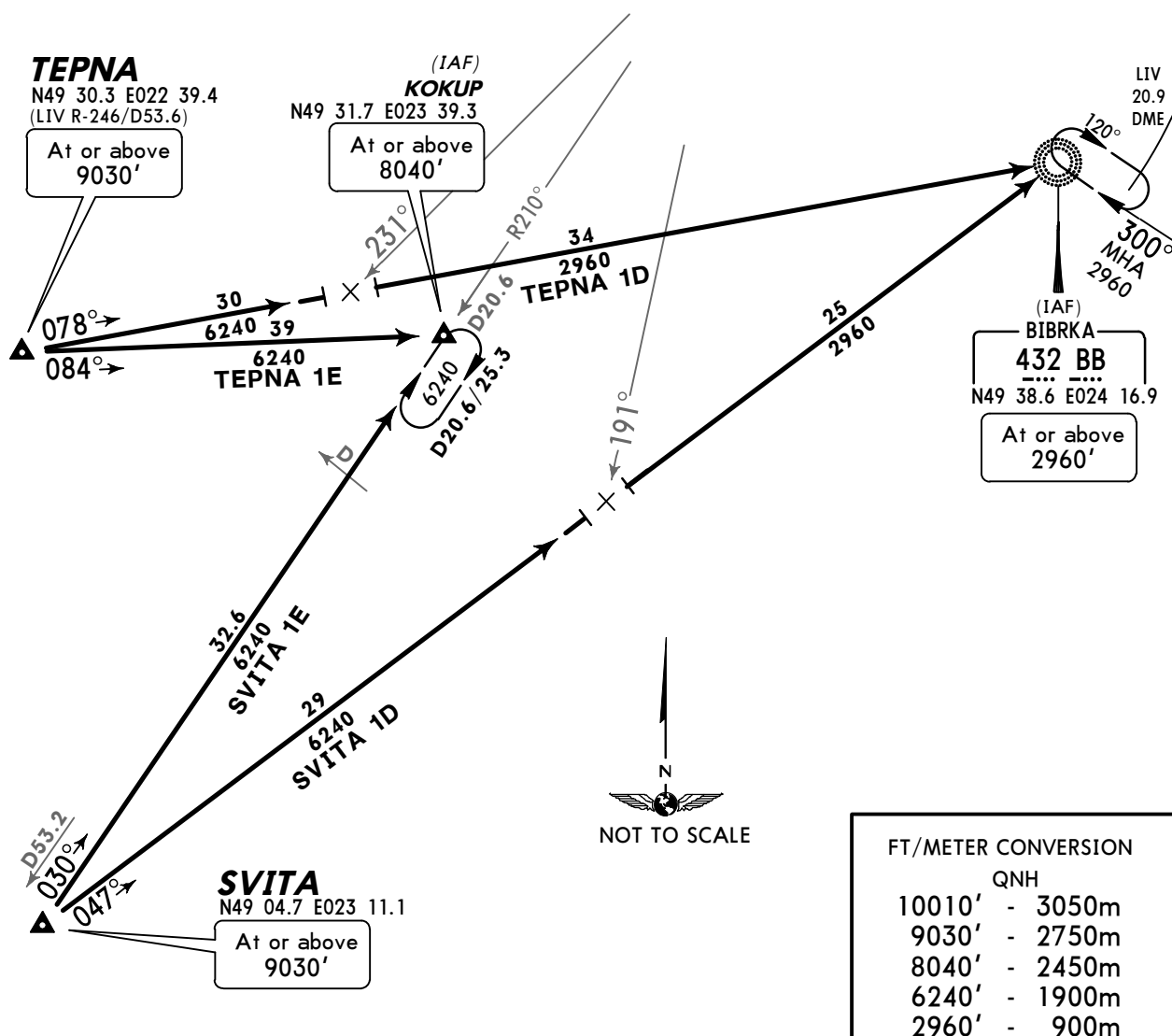
QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
2960'	-	900m

STAR	ROUTING
KOKUP 3C	Intercept LIV R-210 inbound to LIV.
SVITA 1C	Intercept LIV R-210 inbound via KOKUP to LIV.
TEPNA 1C	Intercept LIV R-246 inbound to LIV.

ATIS
128.7Apt Elev
1078'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

SVITA ONE DELTA (SVITA 1D) [SVIT1D]
SVITA ONE ECHO (SVITA 1E) [SVIT1E]
TEPNA ONE DELTA (TEPNA 1D) [TEPN1D]
TEPNA ONE ECHO (TEPNA 1E) [TEPN1E]
RWY 31 ARRIVALS

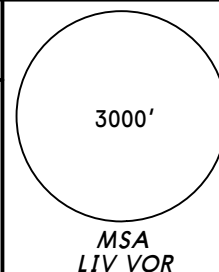
TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMSDirect distance from BB to:
L'viv Apt 16 NML'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1

STAR	ROUTING
SVITA 1D	Intercept 047° bearing to BB.
SVITA 1E	On 030° track KOKUP.
TEPNA 1D	Intercept 078° bearing to BB.
TEPNA 1E	On 084° track to KOKUP.

ATIS
128.7

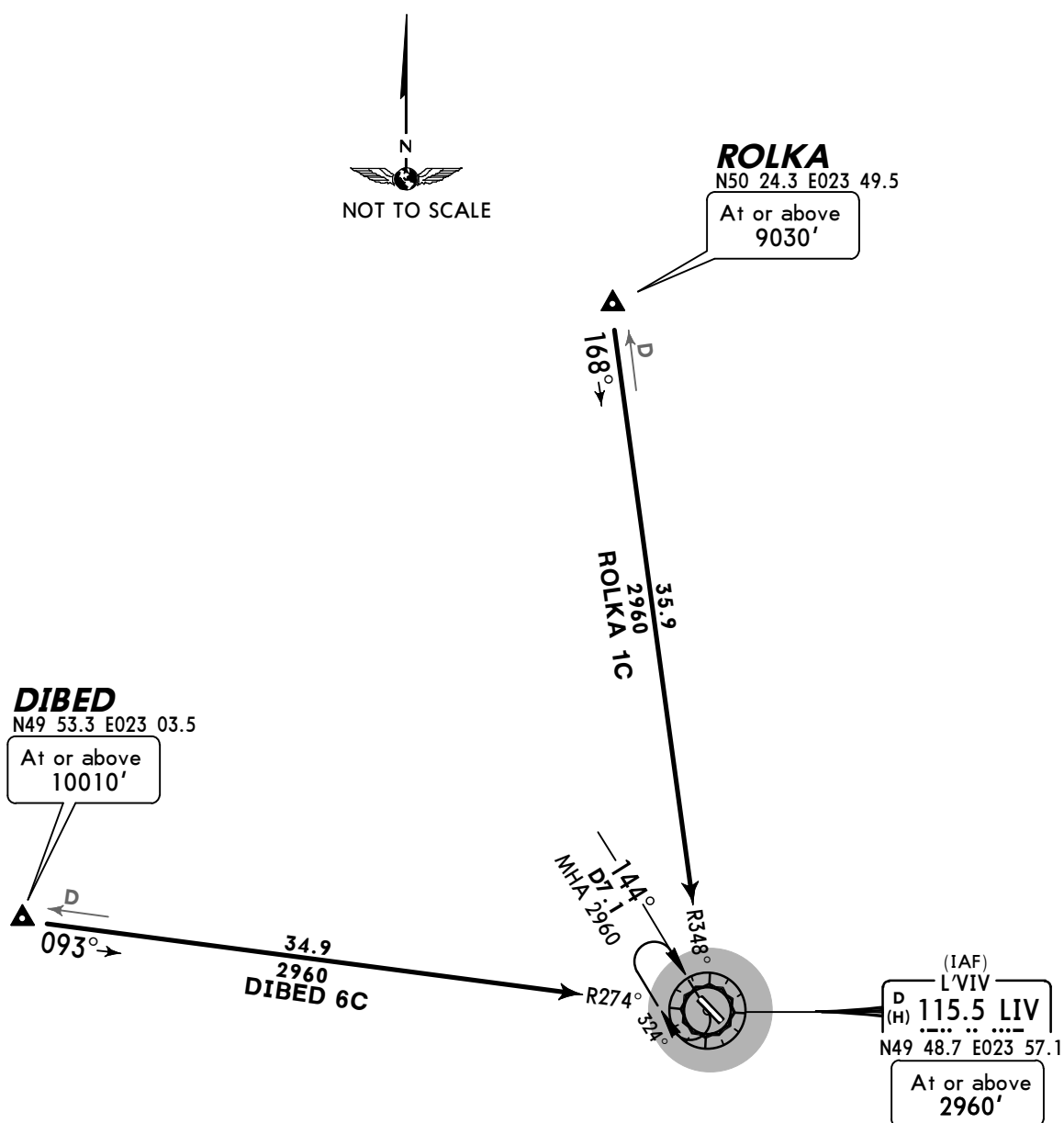
Apt Elev
1078'

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



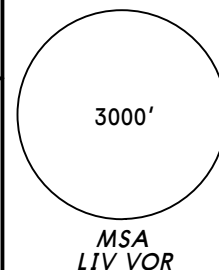
DIBED SIX CHARLIE (DIBED 6C) [DIBE6C]
ROLKA ONE CHARLIE (ROLKA 1C) [ROLK1C]
RWY 13 ARRIVALS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



FT/METER CONVERSION	
	QNH
10010'	- 3050m
9030'	- 2750m
2960'	- 900m

STAR	ROUTING
DIBED 6C ①	Intercept LIV R-274 inbound to LIV.
ROLKA 1C	Intercept LIV R-348 inbound to LIV.
① Not authorized in the period from 31 MAY 2012 till 26 JUL 2012.	

ATIS
128.7Apt Elev
1078'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

DIBED SIX DELTA (DIBED 6D) [DIBE6D]
ROLKA ONE DELTA (ROLKA 1D) [ROLK1D]
ROLKA ONE ECHO (ROLKA 1E) [ROLK1E]
RWY 31 ARRIVALS

ROLKA
N50 24.3 E023 49.5
(LIV R-348/D34.9)

At or above
9030'

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

Direct distance from BB to:
L'viv Apt 16 NM

DIBED
N49 53.3 E023 03.5

At or above
10010'

L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1

(IAF) **BOLRU**
N50 01.8 E024 08.6

At or above
8040'

LIV
20.9
DME

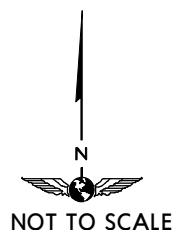
(IAF) **BIBRKA**
432 BB
N49 38.6 E024 16.9

At or above
2960'

FT/METER CONVERSION

QNH

10010' - 3050m
9030' - 2750m
8040' - 2450m
2960' - 900m



STAR

ROUTING

DIBED 6D ① Intercept 103° bearing to BB.

ROLKA 1D Intercept 155° bearing to BB.

ROLKA 1E On 147° track to BOLRU.

① Not authorized in the period from 31 MAY 2012 till 26 JUL 2012.

ATIS
128.7

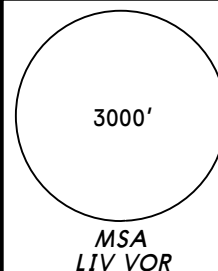
Apt Elev
1078'

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT radar vectors to final.

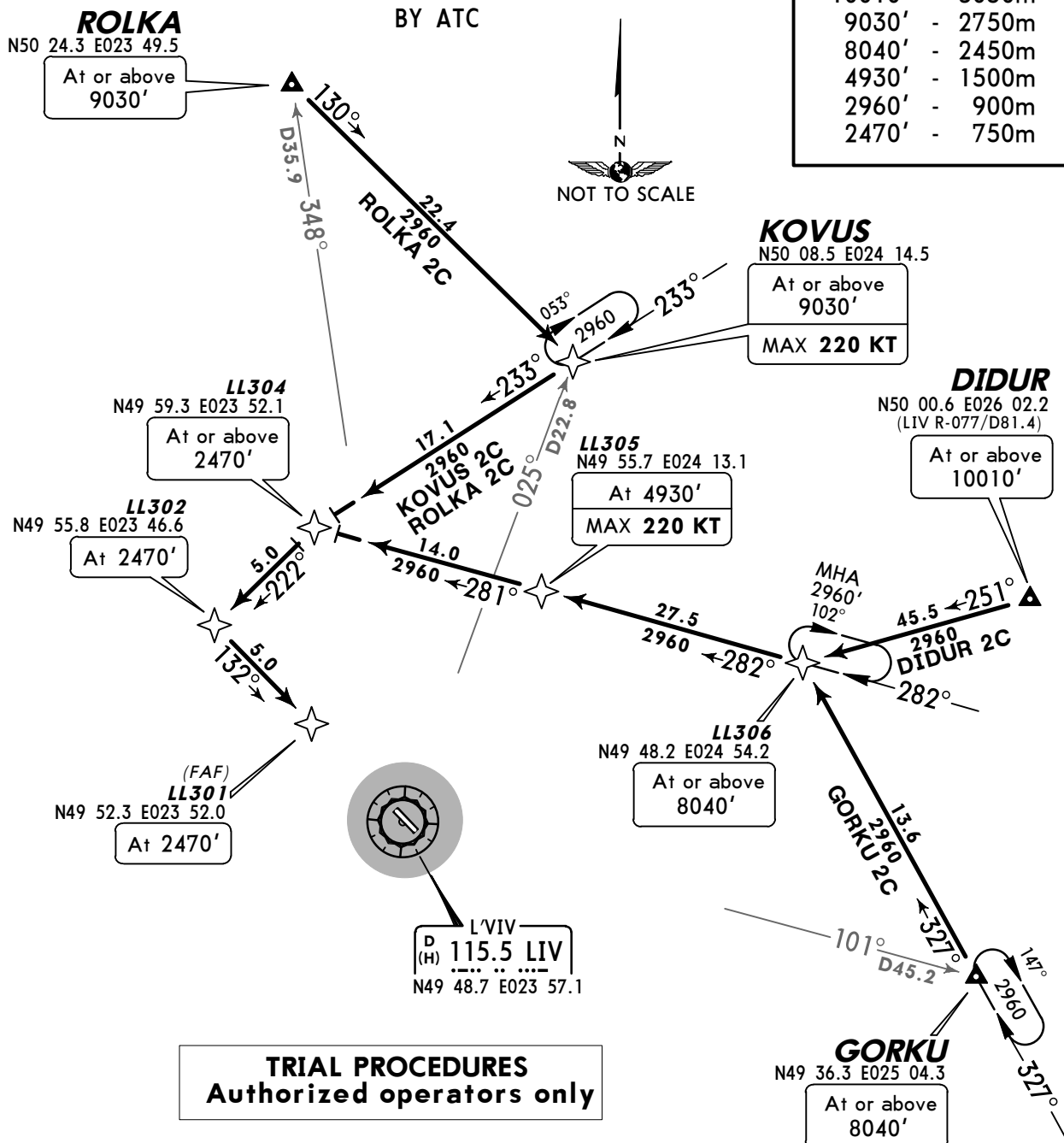
DIDUR TWO CHARLIE (DIDUR 2C) [DIDU2C]
GORKU TWO CHARLIE (GORKU 2C) [GORK2C]
KOVUS TWO CHARLIE (KOVUS 2C) [KOVU2C]
ROLKA TWO CHARLIE (ROLKA 2C) [ROLK2C]
RWY 13 RNAV ARRIVALS

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC



FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
4930'	- 1500m
2960'	- 900m
2470'	- 750m



STAR	ROUTING
DIDUR 2C	DIDUR (10010'+) - LL306 (8040'+) - LL305 (4930'; K220-) - LL304 (2470'+) - LL302 (2470') - LL301 (2470').
GORKU 2C	GORKU (8040'+) - LL306 (8040'+) - LL305 (4930'; K220-) - LL304 (2470'+) - LL302 (2470') - LL301 (2470').
KOVUS 2C	KOVUS (9030'+; K220-) - LL304 (2470'+) - LL302 (2470') - LL301 (2470').
ROLKA 2C	ROLKA (9030'+) - KOVUS (9030'+; 220-) - LL304 (2470'+) - LL302 (2470') - LL301 (2470').

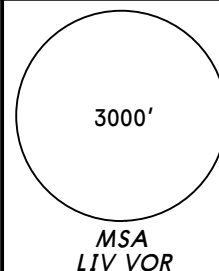
ATIS
128.7Apt Elev
1078'

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT radar vectors to final.

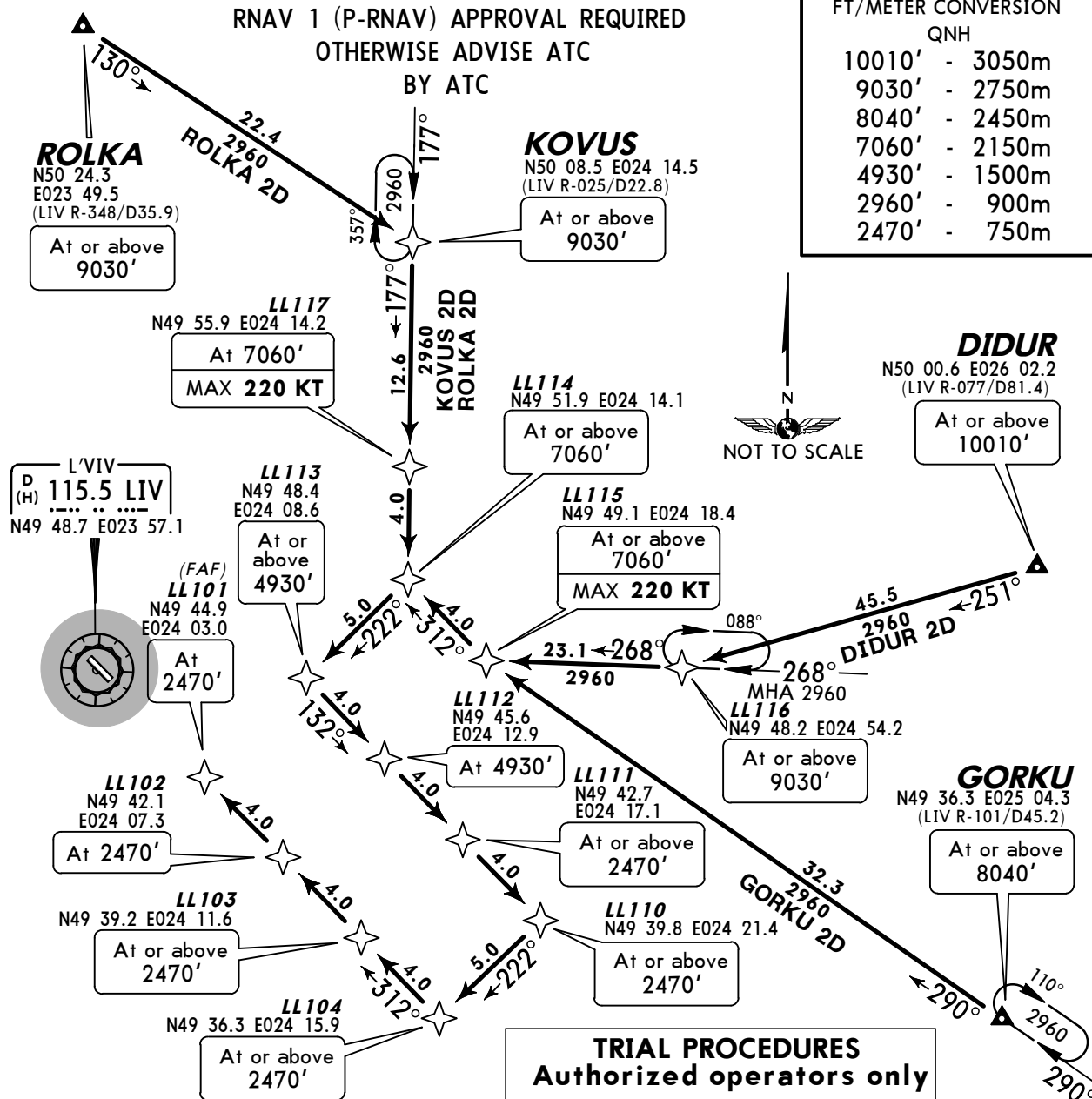
DIDUR TWO DELTA (DIDUR 2D) [DIDU2D]
GORKU TWO DELTA (GORKU 2D) [GORK2D]
KOVUS TWO DELTA (KOVUS 2D) [KOVU2D]
ROLKA TWO DELTA (ROLKA 2D) [ROLK2D]
RWY 31 RNAV ARRIVALS

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC
BY ATC

FT/METER CONVERSION
QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
4930'	-	1500m
2960'	-	900m
2470'	-	750m



TRIAL PROCEDURES
Authorized operators only

STAR	ROUTING
DIDUR 2D	DIDUR (10010'+) - LL116 (9030'+) - LL115 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930') - LL111 (2470'+) - LL110 (2470'+) - LL104 (2470'+) - LL103 (2470'+) - LL102 (2470') - LL101 (2470').
GORKU 2D	GORKU (8040'+) - LL115 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930') - LL111 (2470'+) - LL110 (2470'+) - LL104 (2470'+) - LL103 (2470'+) - LL102 (2470') - LL101 (2470').
KOVUS 2D	KOVUS (9030'+) - LL117 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930') - LL111 (2470'+) - LL110 (2470'+) - LL104 (2470'+) - LL103 (2470'+) - LL102 (2470') - LL101 (2470').
ROLKA 2D	ROLKA (9030'+) - KOVUS (9030'+) - LL117 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930') - LL111 (2470'+) - LL110 (2470'+) - LL104 (2470'+) - LL103 (2470'+) - LL102 (2470') - LL101 (2470').

ATIS
128.7Apt Elev
1078'

Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
1. Speed restrictions are always mandatory unless cancelled by ATC.
2. Altitudes will be assigned by ATC.
3. On downwind EXPECT radar vectors to final.

DIBED SEVEN CHARLIE (DIBED 7C) [DIBE7C]
KOKUP TWO CHARLIE (KOKUP 2C) [KOKU2C]
KUSAK SEVEN CHARLIE (KUSAK 7C) [KUSA7C]
SVITA TWO CHARLIE (SVITA 2C) [SVIT2C]
TEPNA TWO CHARLIE (TEPNA 2C) [TEPN2C]

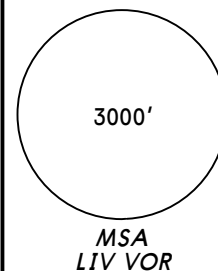
RWY 13 RNAV ARRIVALS

RNAV 1 (GNSS)

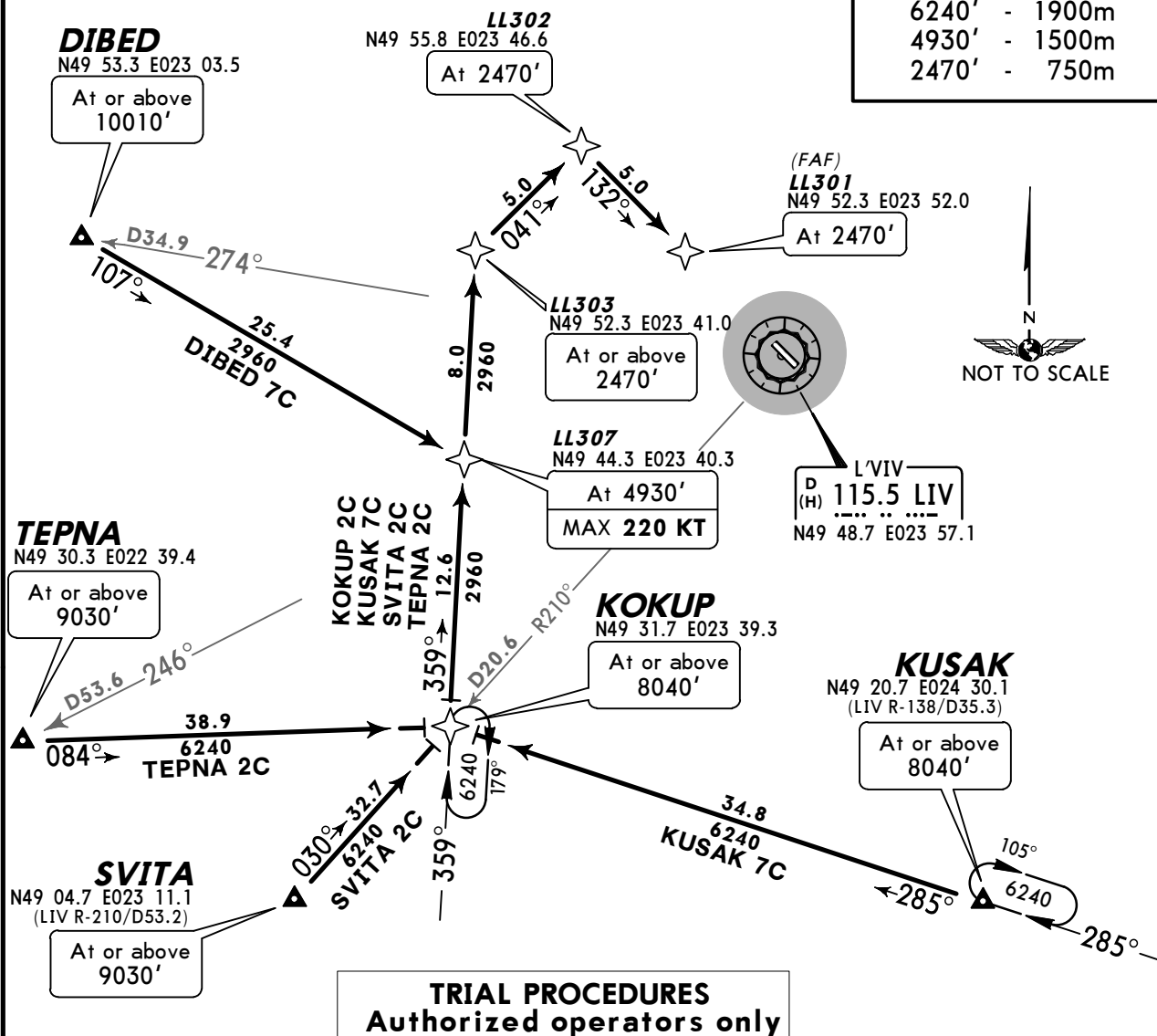
RNAV 1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC

BY ATC

FT/METER CONVERSION
QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
6240'	-	1900m
4930'	-	1500m
2470'	-	750m



STAR	ROUTING
DIBED 7C	DIBED (10010'+) - LL307 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470') - LL301 (2470').
KOKUP 2C	KOKUP (8040'+) - LL307 (4930'; K220-) - LL303 (2470'+) - LL302 (2470') - LL301 (2470').
KUSAK 7C	KUSAK (8040'+) - KOKUP (8040'+) - LL307 (4930'; K220-) - LL303 (2470'+) - LL302 (2470') - LL301 (2470').
SVITA 2C	SVITA (9030'+) - KOKUP (8040'+) - LL307 (4930'; K220-) - LL303 (2470'+) - LL302 (2470') - LL301 (2470').
TEPNA 2C	TEPNA (9030'+) - KOKUP (8030'+) - LL307 (4930'; K220-) - LL303 (2470'+) - LL302 (2470') - LL301 (2470').

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Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

3000'

MSA
LIV VOR

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

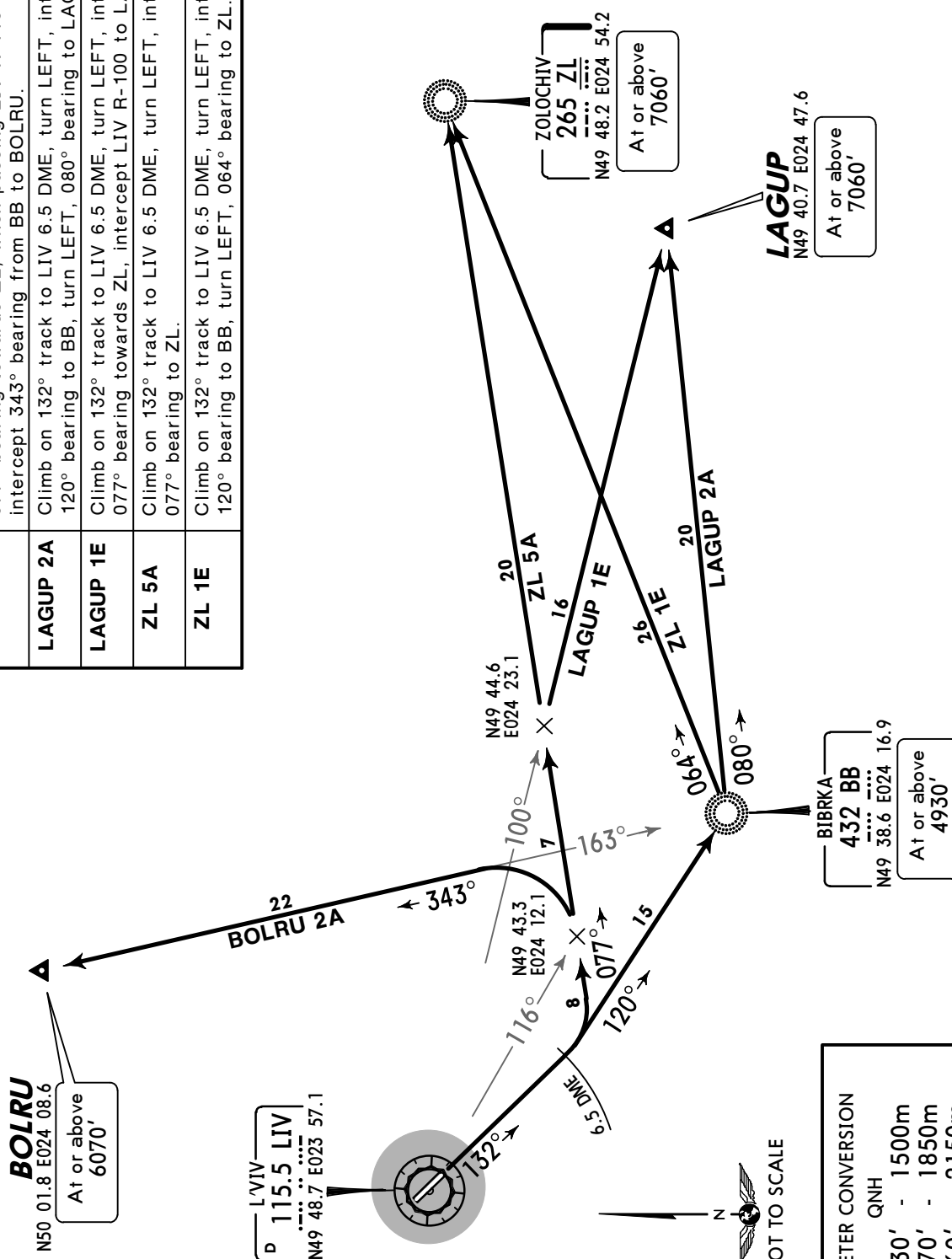
BOLRU 2A
Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing towards ZL, when passing LIV R-116 turn LEFT, intercept 343° bearing from BB to BOLRU.

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.



Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

3000'

MSA
LIV VOR

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

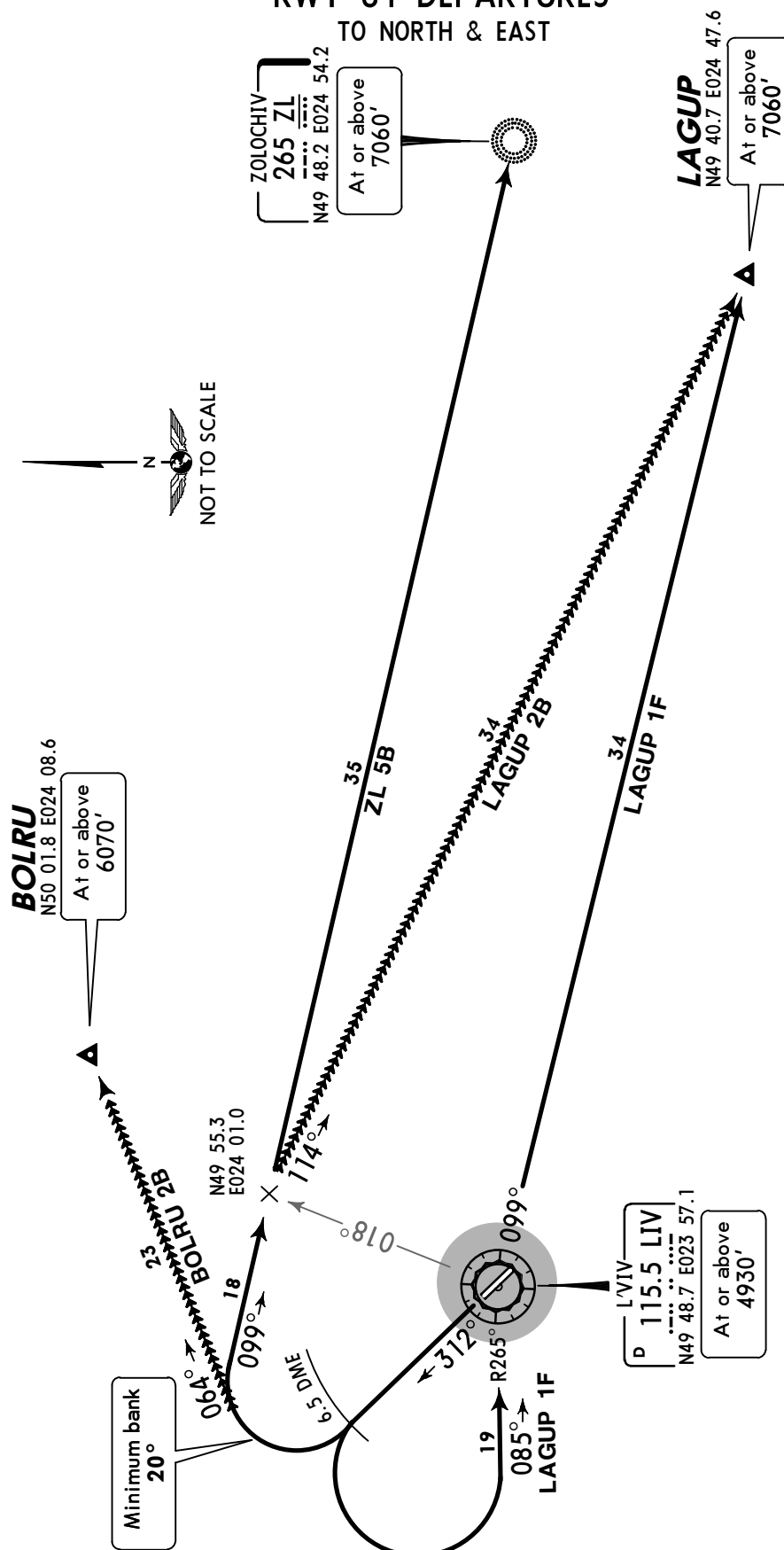
ROUTING

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.

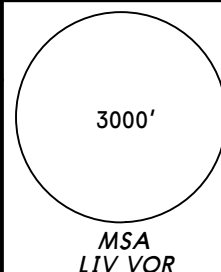
FT/METER CONVERSION

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



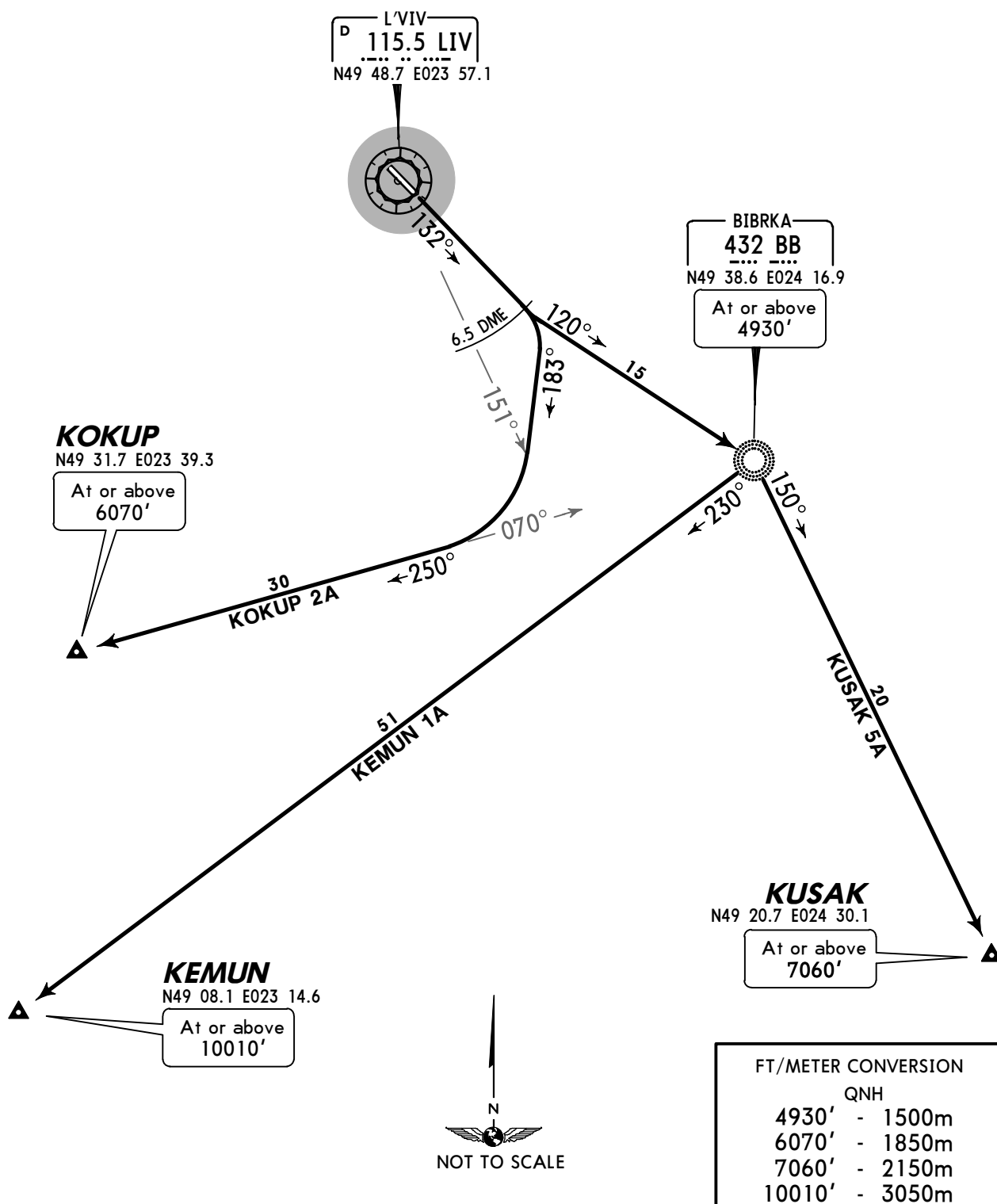
Apt Elev
1071'

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]

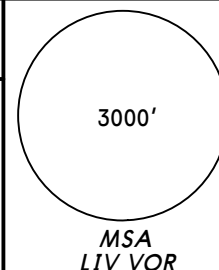
RWY 13 DEPARTURES
TO SOUTH



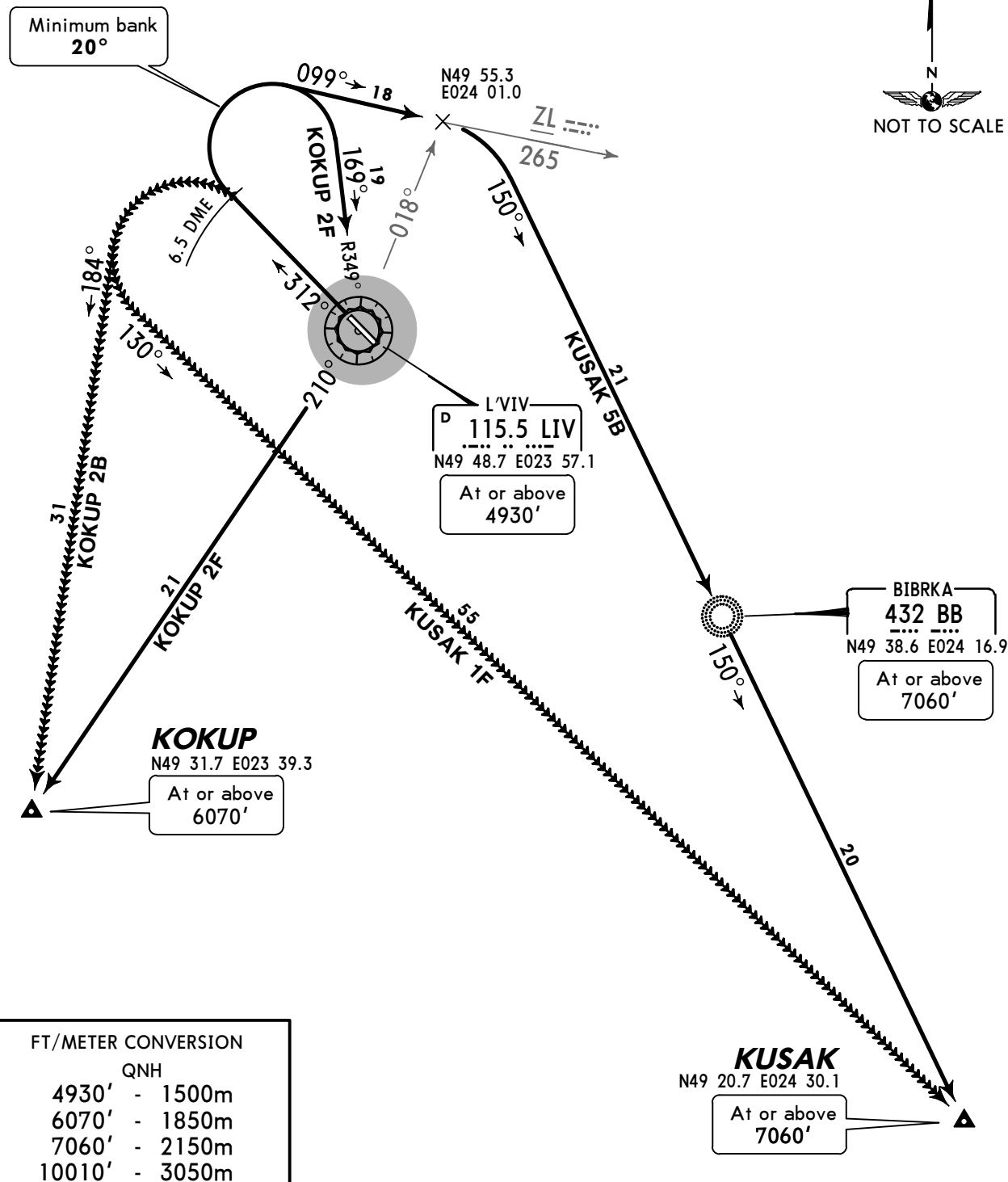
SID	ROUTING
KEMUN 1A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 120° bearing to BB, turn RIGHT, 230° bearing to KEMUN.
KOKUP 2A	Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track, when passing LIV R-151 turn RIGHT, intercept 250° bearing from BB to KOKUP.
KUSAK 5A	Climb on 132°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

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



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.

Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'

3000'

MSA
LIV VOR

ROUTING

SID

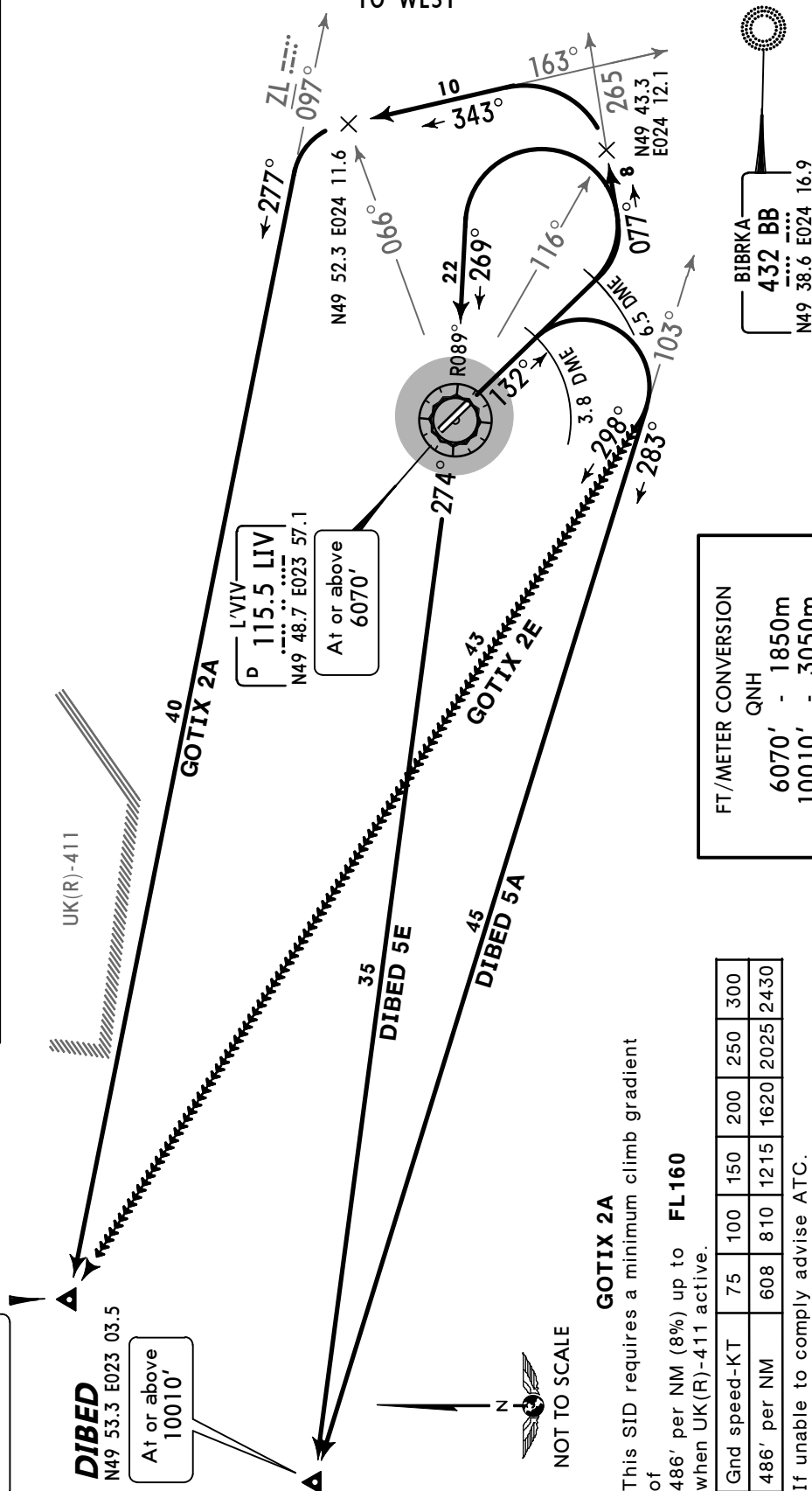
DIBED 5A	Climb on 132° track to LIV 3.8 DME, turn RIGHT, intercept 283° bearing from BB to DIBED.
DIBED 5E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-089 inbound to LIV, turn RIGHT, LIV R-274 to DIBED.
GOTIX 2A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 077° bearing towards ZL, when passing LIV R-116 turn LEFT, intercept 343° bearing from BB, when passing LIV R-066 turn LEFT, intercept 277° bearing from ZL to GOTIX.
GOTIX 2E ①	Climb on 132° track to LIV 3.8 DME, turn RIGHT, 298° track to GOTIX.

① Not available when UK(R)-411 active

GOTIX

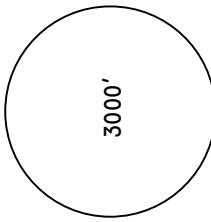
N50 01.3 E023 12.7

GOTIX 2A	GOTIX 2E
At or above 10010'	At or above 10010'
When UK(R)-411 active	
At or above FL160	



Apt Elev
1071'

Trans level: By ATC Trans alt: 10010'



MSA
LIV VOR

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 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

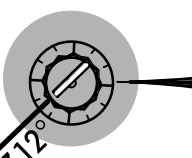
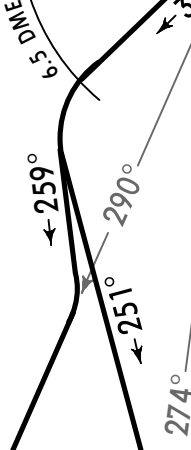
N49 53.3 E023 03.5

At or above
10010'

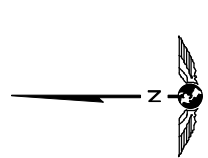


32
GOTIX 2B

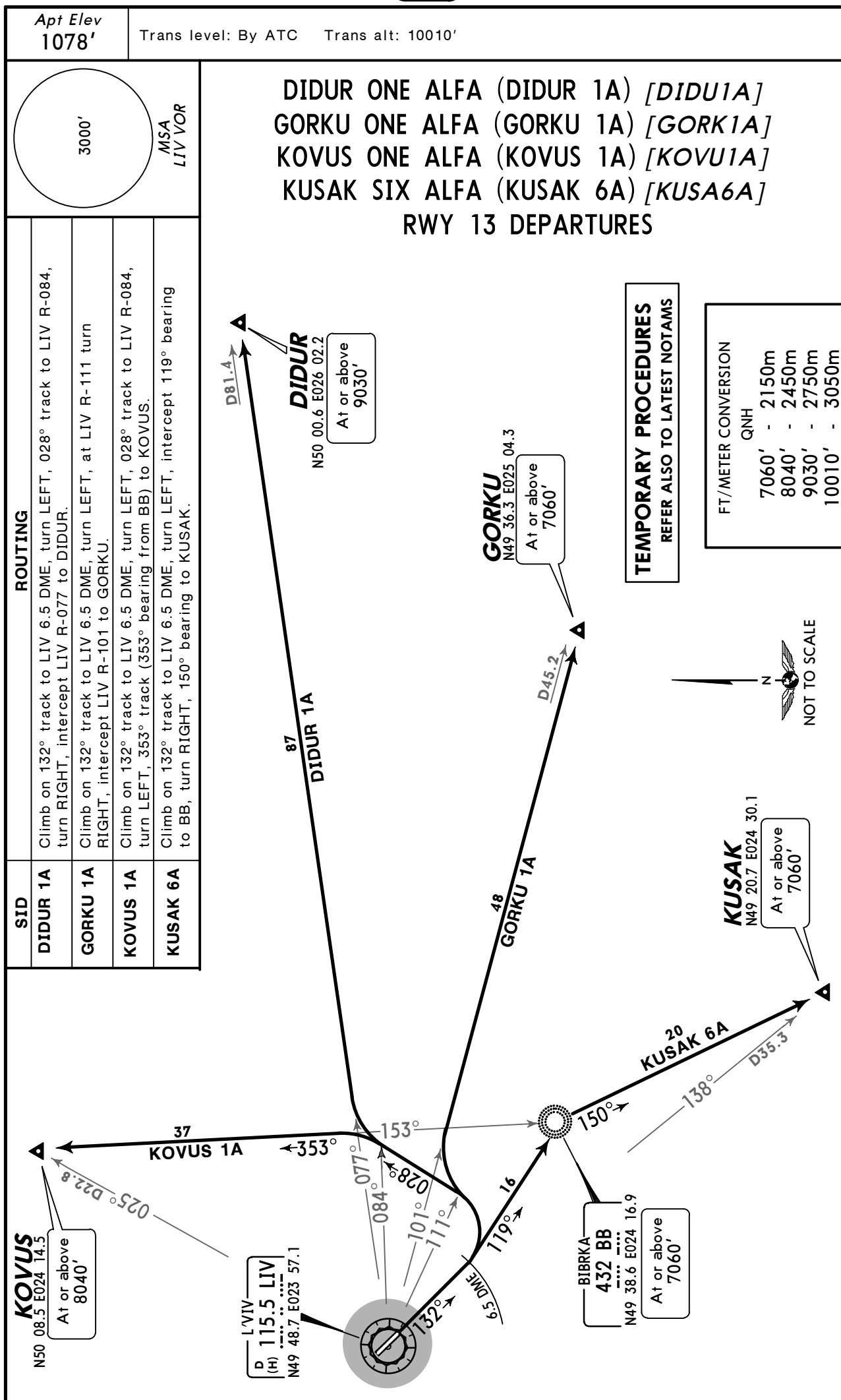
36
DIBED 5B

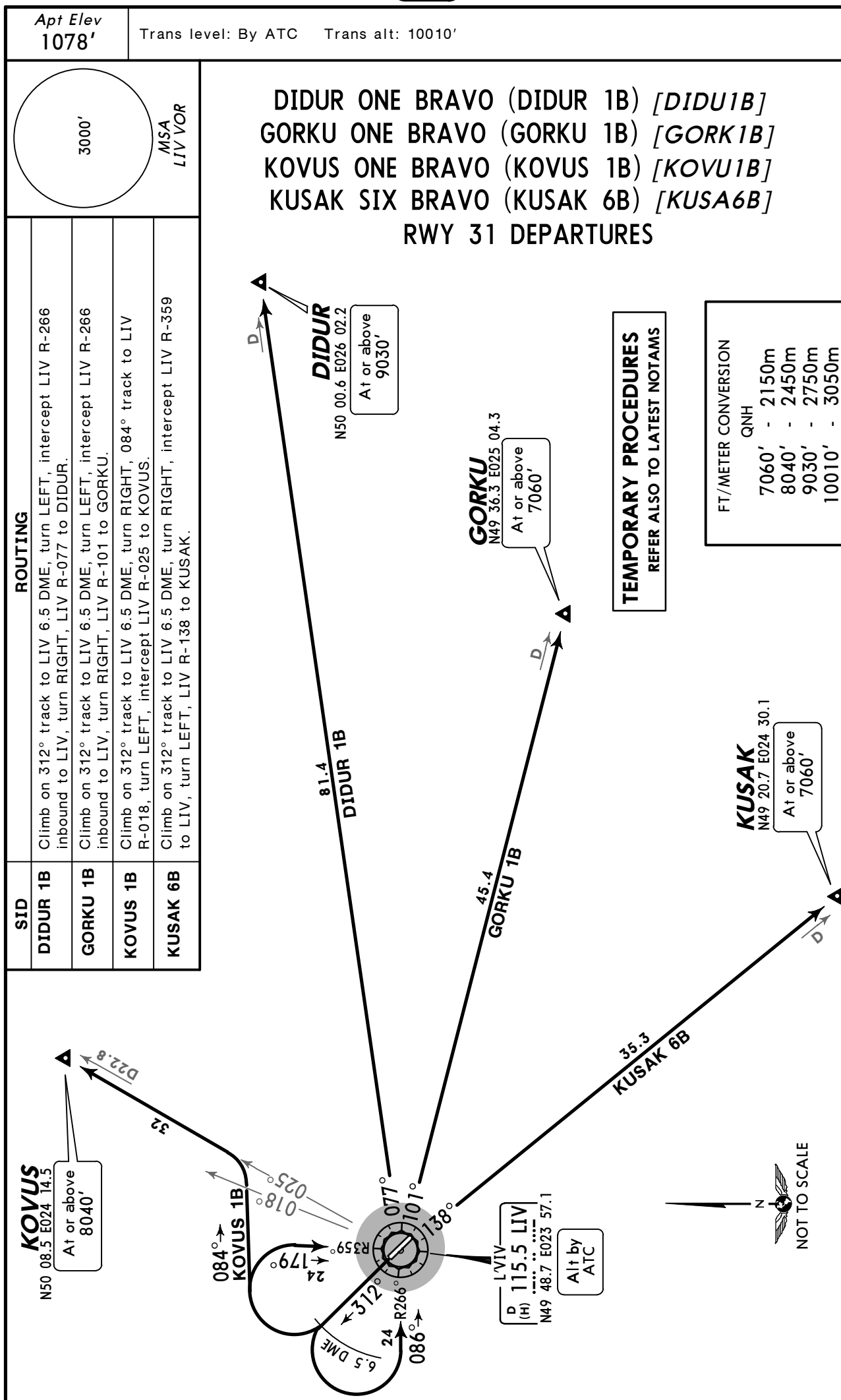


L'VIV
D 115.5 LIV
N49 48.7 E023 57.1



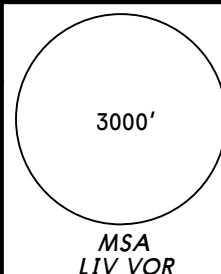
FT/METER CONVERSION
QNH
10010' - 3050m





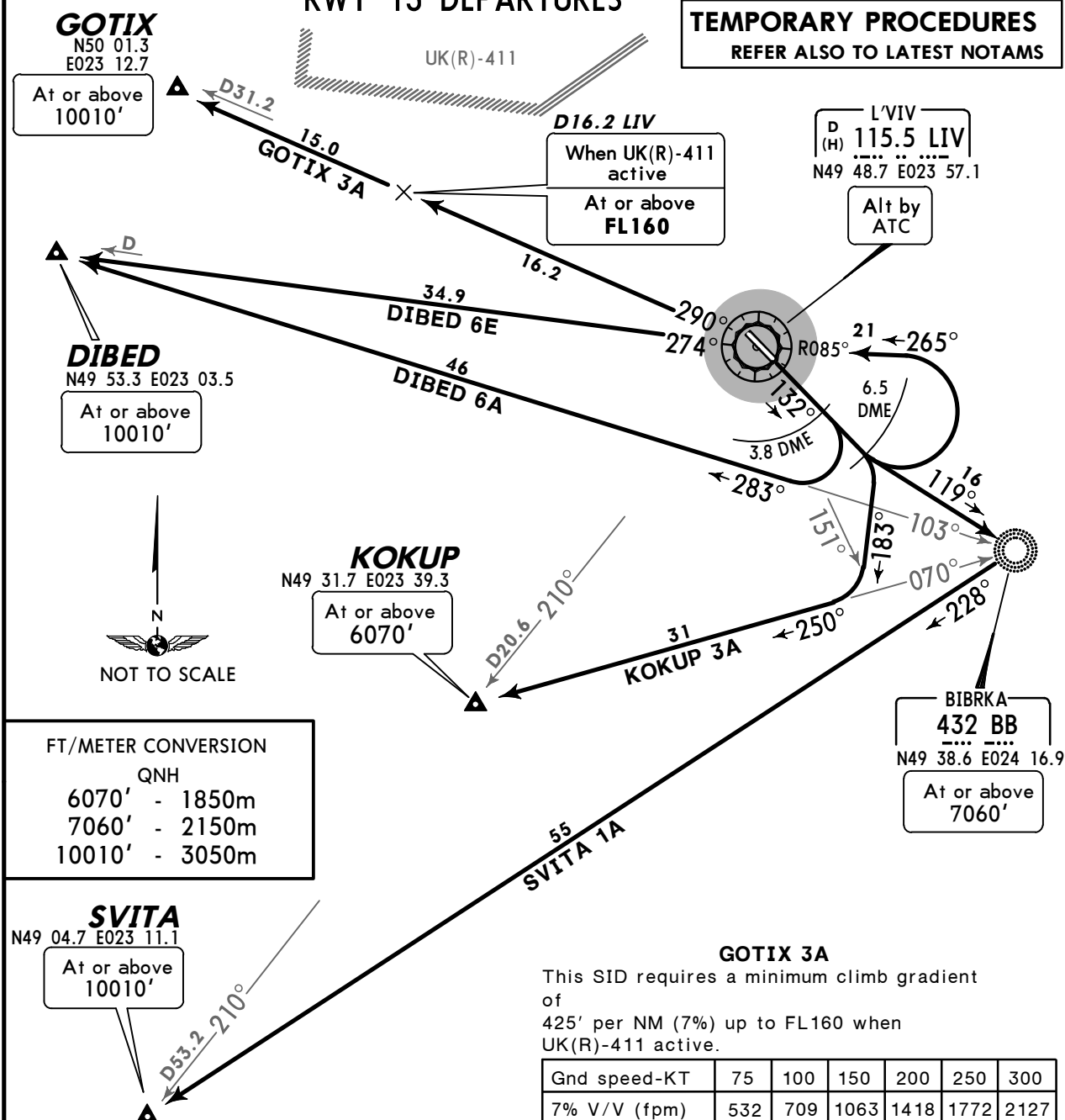
Apt Elev
1078'

Trans level: By ATC Trans alt: 10010'



DIBED SIX ALFA (DIBED 6A) [DIBE6A]
DIBED SIX ECHO (DIBED 6E) [DIBE6E]
GOTIX THREE ALFA (GOTIX 3A) [GOTI3A]
KOKUP THREE ALFA (KOKUP 3A) [KOKU3A]
SVITA ONE ALFA (SVITA 1A) [SVIT1A]
RWY 13 DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

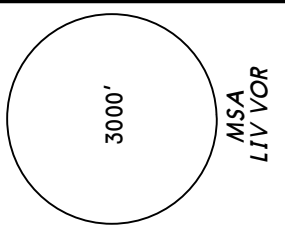


If unable to comply advise ATC.

SID	ROUTING
DIBED 6A	Climb on 132° track to LIV 3.8 DME, turn RIGHT, intercept 283° bearing from BB to DIBED.
DIBED 6E	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-274 to DIBED.
GOTIX 3A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-290 to GOTIX.
KOKUP 3A	Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track to LIV R-151, turn RIGHT, intercept 250° bearing from BB to KOKUP.
SVITA 1A	Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 119° bearing to BB, turn RIGHT, 228° bearing to SVITA.

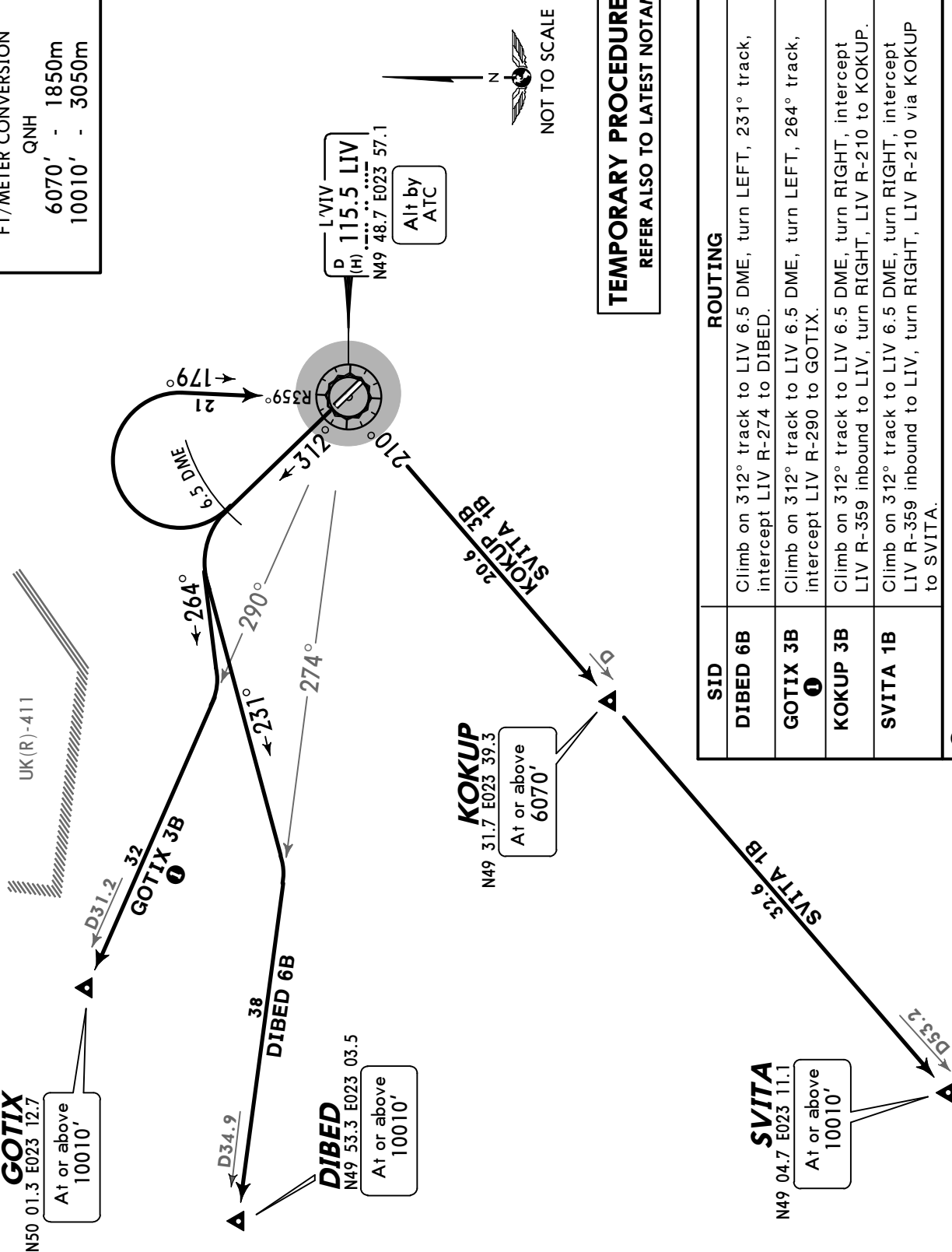
Apt Elev
1078'

Trans level: By ATC Trans alt: 10010'



DIBED SIX BRAVO (DIBED 6B) [DIBE6B]
GOTIX THREE BRAVO (GOTIX 3B) [GOTI3B]
KOKUP THREE BRAVO (KOKUP 3B) [KOKU3B]
SVITA ONE BRAVO (SVITA 1B) [SVIT1B]
RWY 31 DEPARTURES

FT/METER CONVERSION
QNH
6070' - 1850m
10010' - 3050m



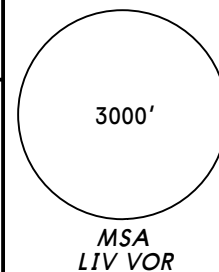
TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

SID	ROUTING
DIBED 6B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 231° track, intercept LIV R-274 to DIBED.
GOTIX 3B	Climb on 312° track to LIV 6.5 DME, turn LEFT, 264° track, intercept LIV R-290 to GOTIX.
KOKUP 3B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn RIGHT, LIV R-210 to KOKUP.
SVITA 1B	Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn RIGHT, LIV R-210 via KOKUP to SVITA.

① Not available when UK(R)-411 active

Apt Elev
1078'

Trans level: By ATC Trans alt: 10010'

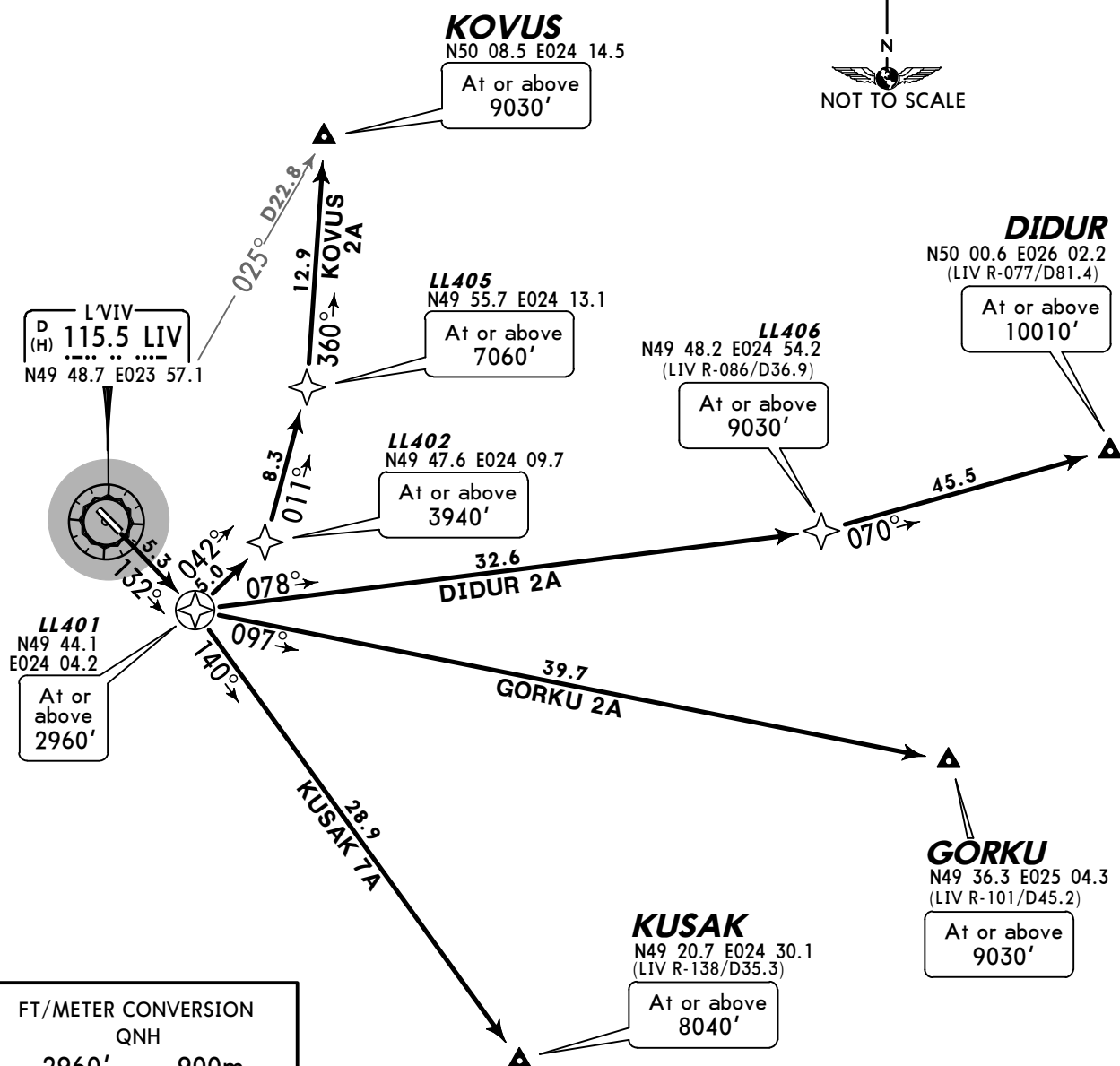


DIDUR TWO ALFA (DIDUR 2A) [DIDU2A]
GORKU TWO ALFA (GORKU 2A) [GORK2A]
KOVUS TWO ALFA (KOVUS 2A) [KOVU2A]
KUSAK SEVEN ALFA (KUSAK 7A) [KUSA7A]
RWY 13 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only

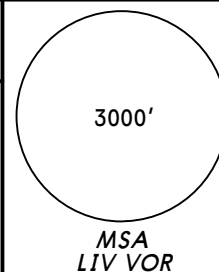


FT/METER CONVERSION	
QNH	
2960'	- 900m
3940'	- 1200m
7060'	- 2150m
8040'	- 2450m
9030'	- 2750m
10010'	- 3050m

SID	ROUTING
DIDUR 2A	LL401 (2960'+) - LL406 (9030'+) - DIDUR (10010'+).
GORKU 2A	LL401 (2960'+) - GORKU (9030'+).
KOVUS 2A	LL401 (2960'+) - LL402 (3940'+) - LL405 (7060'+) - KOVUS (9030'+).
KUSAK 7A	LL401 (2960'+) - KUSAK (8040'+).

Apt Elev
1078'

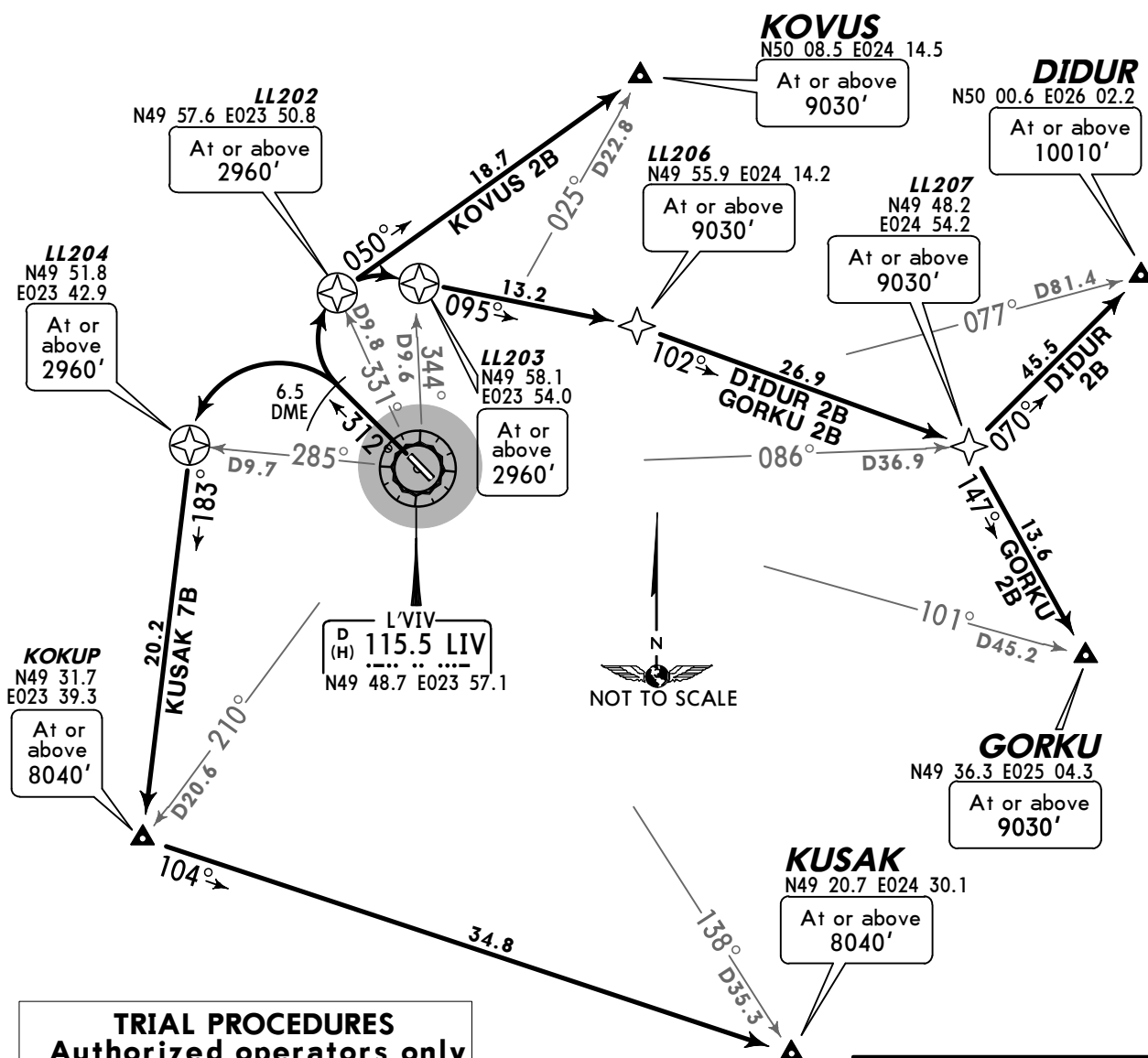
Trans level: By ATC Trans alt: 10010'



DIDUR TWO BRAVO (DIDUR 2B) [DIDU2B]
GORKU TWO BRAVO (GORKU 2B) [GORK2B]
KOVUS TWO BRAVO (KOVUS 2B) [KOVU2B]
KUSAK SEVEN BRAVO (KUSAK 7B) [KUSA7B]
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



TRIAL PROCEDURES
Authorized operators only

These SIDs require a minimum climb gradient of 7% up to 2960'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

FT/METER CONVERSION

QNH

2960'	-	900m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

SID	INITIAL CLIMB (CONVENTIONAL)
DIDUR 2B, GORKU 2B	On runway track to LIV 6.5 DME, turn RIGHT to LL203.
KOVUS 2B	On runway track to LIV 6.5 DME, turn RIGHT to LL202.
KUSAK 7B	On runway track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING
DIDUR 2B	LL203 (2960'+) - LL206 (9030'+) - LL207 (9030'+) - DIDUR (10010'+).
GORKU 2B	LL203 (2960'+) - LL206 (9030'+) - LL207 (9030'+) - GORKU (9030'+).
KOVUS 2B	LL202 (2960'+) - KOVUS (9030'+).
KUSAK 7B	LL204 (2960'+) - KOKUP (8040'+) - KUSAK (8040'+).

Trans level: By ATC Trans alt: 10010'

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC

TRIAL PROCEDURES
Authorized operators only

GOTIX
N50 01.3 E023 12.7
At or above 10010'

DIBED
N49 53.3 E023 03.5
At or above 10010'

L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1

LL404
N49 44.3 E023 40.3
At or above 7060'

KOKUP
N49 31.7 E023 39.3
At or above 8040'

SVITA
N49 04.7 E023 11.1
At or above 9030'

LL403
N49 40.6 E023 58.6
At or above 3940'

LL401
N49 44.1 E024 04.2
At or above 2960'

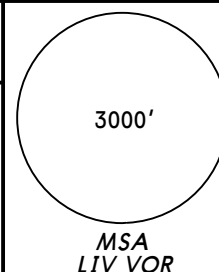
FT/METER CONVERSION
QNH

2960'	-	900m
3940'	-	1200m
7060'	-	2150m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
DIBED 7A	LL401 (2960'+) - LL403 (3940'+) - LL404 (7060'+) - DIBED (10010'+).
GOTIX 4A	LL401 (2960'+) - LL403 (3940'+) - LL404 (7060'+) - GOTIX (10010'+).
KOKUP 4A	LL401 (2960'+) - LL403 (3940'+) - KOKUP (8040'+).
SVITA 2A	LL401 (2960'+) - LL403 (3940'+) - SVITA (9030'+).

Apt Elev
1078'

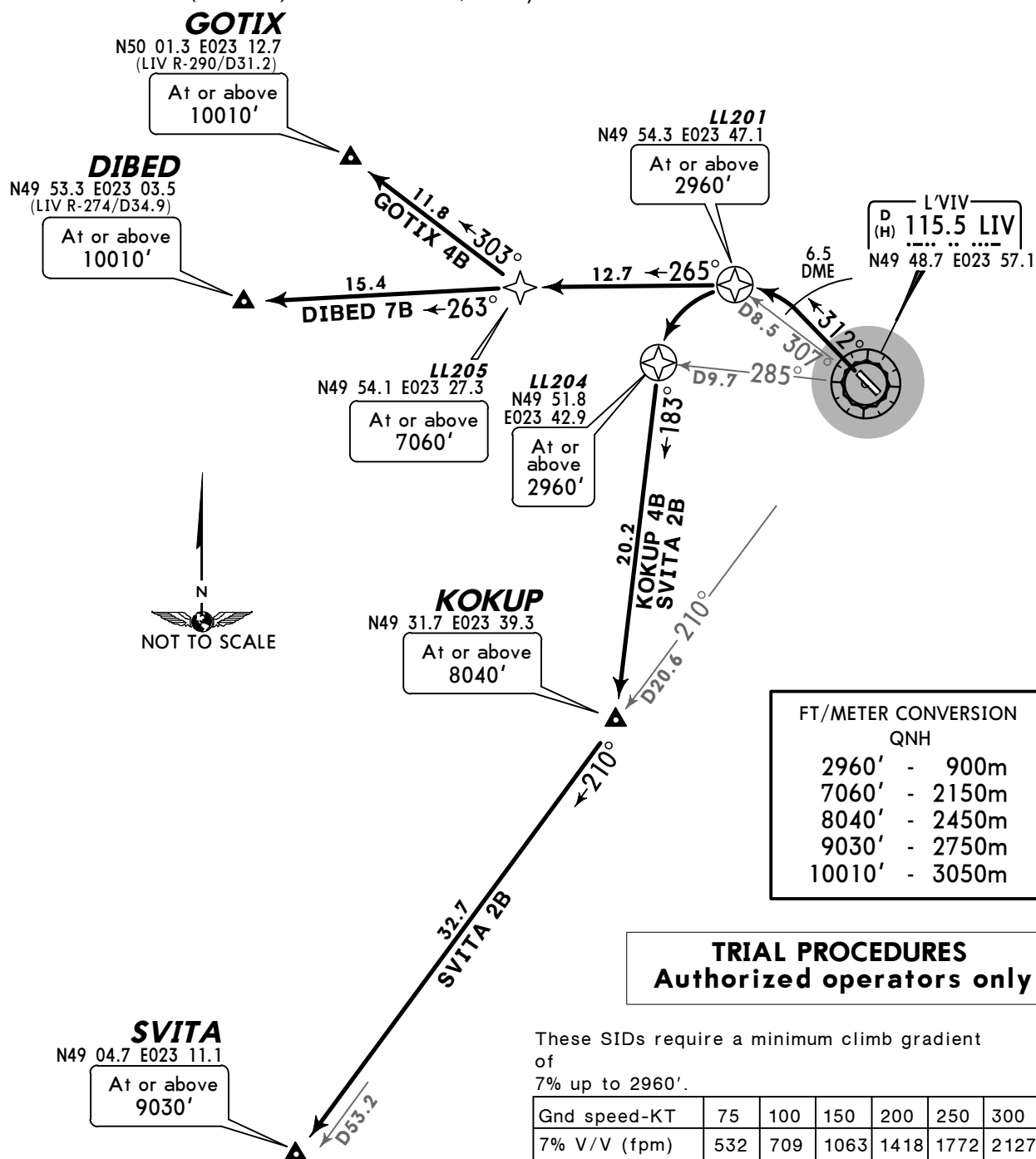
Trans level: By ATC Trans alt: 10010'



DIBED SEVEN BRAVO (DIBED 7B) [DIBE7B]
GOTIX FOUR BRAVO (GOTIX 4B) [GOTI4B]
KOKUP FOUR BRAVO (KOKUP 4B) [KOKU4B]
SVITA TWO BRAVO (SVITA 2B) [SVIT2B]
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



SID	INITIAL CLIMB (CONVENTIONAL)
DIBED 7B, GOTIX 4B	On runway track to LIV 6.5 DME, turn LEFT to LL201.
KOKUP 4B, SVITA 2B	On runway track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING
DIBED 7B	LL201 (2960'+) - LL205 (7060'+) - DIBED (10010'+).
GOTIX 4B	LL201 (2960'+) - LL205 (7060'+) - GOTIX (10010'+).
KOKUP 4B	LL204 (2960'+) - KOKUP (8040'+).
SVITA 2B	LL204 (2960'+) - KOKUP (8040'+) - SVITA (9030'+).

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.

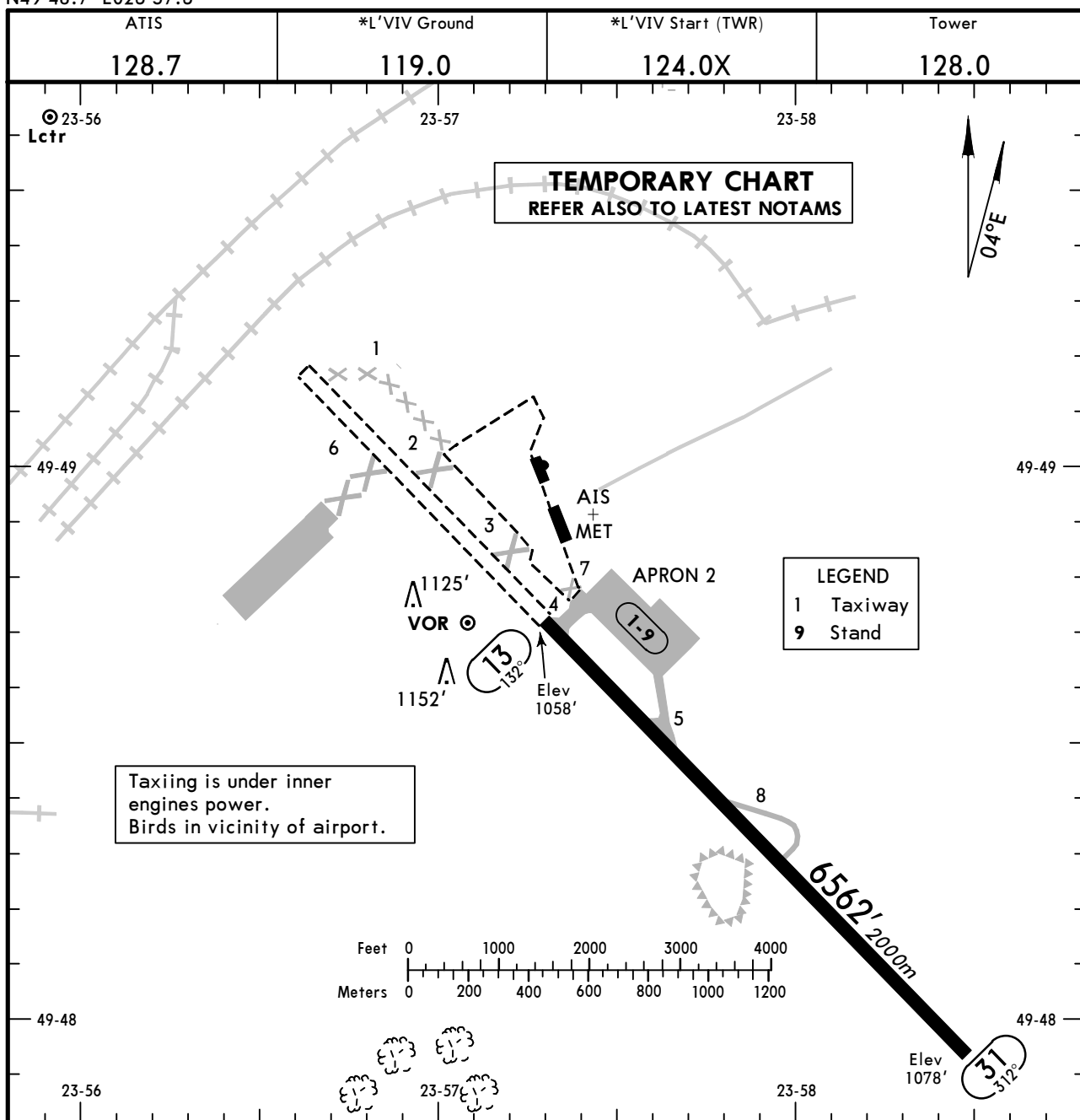
The first turn is performed at a distance of LIV 6.5 DME.

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

UKLL/LWO
Apt Elev 1078'
N49 48.7 E023 57.3

JEPPESEN
7 OCT 11 10-8 Eff 20 Oct

L'VIV, UKRAINE
L'VIV



ADDITIONAL RUNWAY INFORMATION

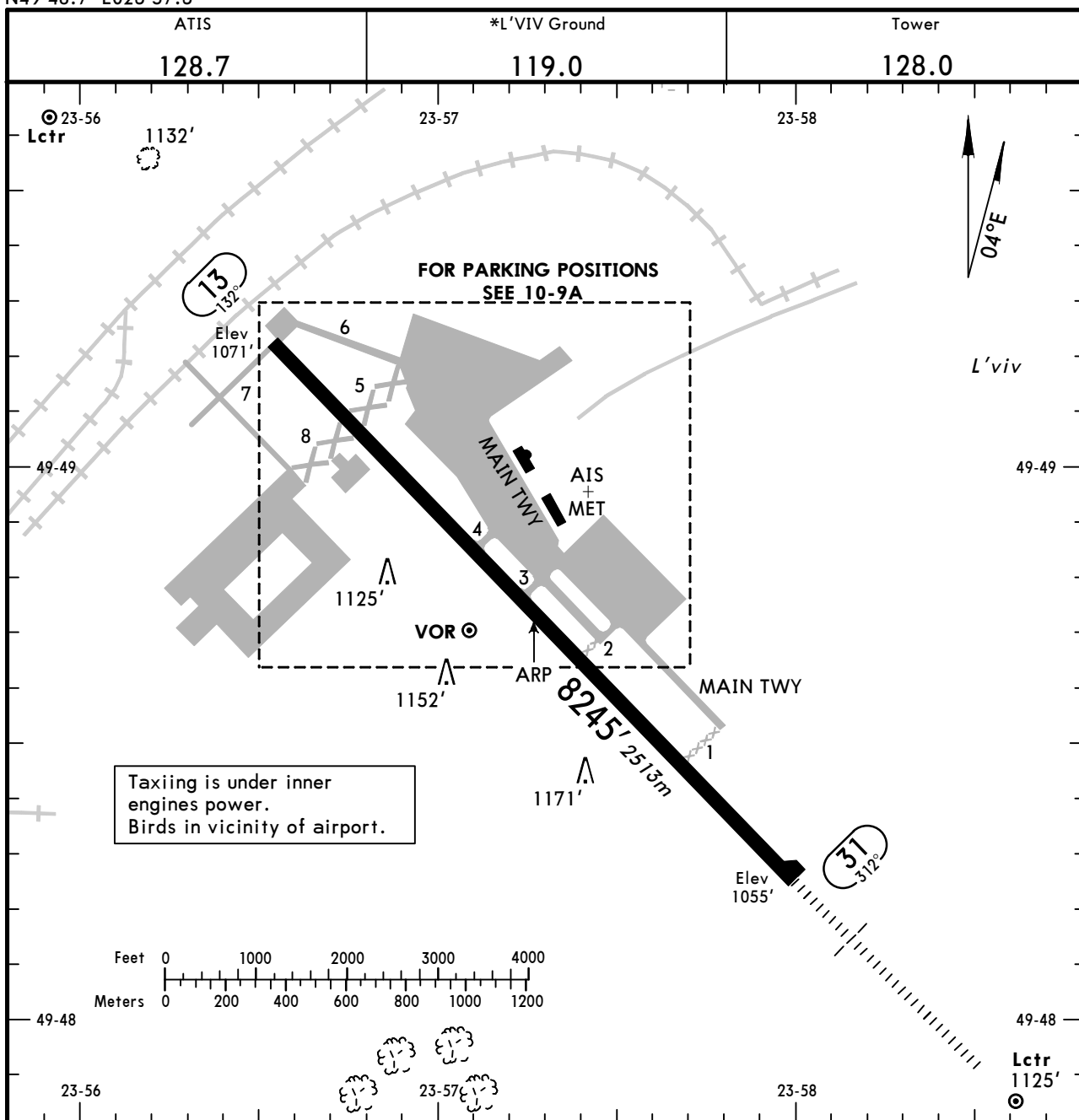
RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
13	HIRL (60m)		RVR				148'
31	HIRL (60m)	PAPI-L (3.00°)	RVR				45m

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			
B	250m	400m	500m
C			
D	300m		

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



ADDITIONAL RUNWAY INFORMATION

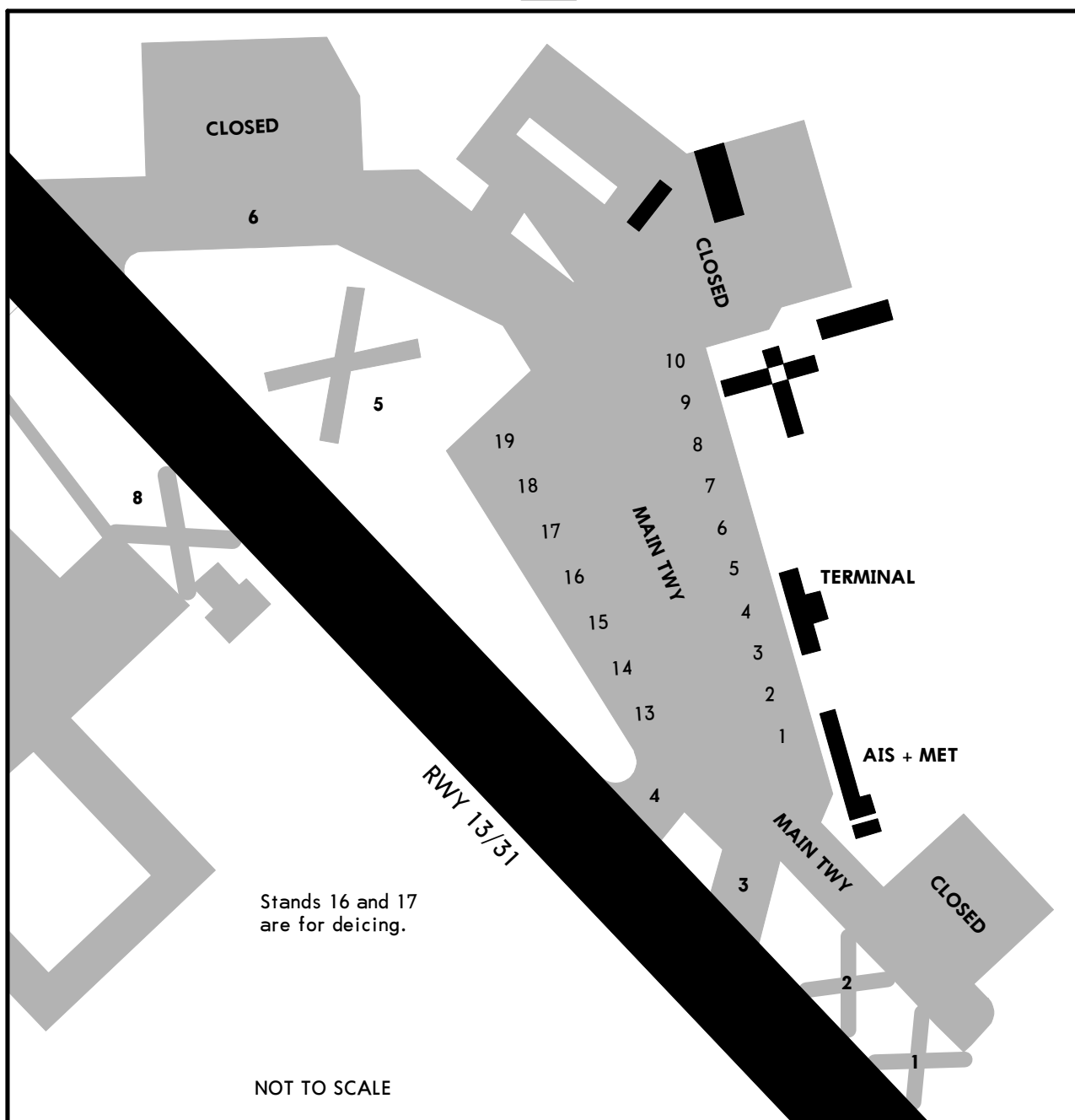
RWY			USABLE LENGTHS				WIDTH
			LANDING BEYOND		TAKE-OFF		
			Threshold	Glide Slope			
13	HIRL (60m)	RVR	7900' 2408m	7110' 2167m	7900' 2408m		148'
31	HIRL (60m) HIALS	RVR	8081' 2463m	7413' 2259m	8081' 2463m		45m

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			
B	250m	400m	500m
C			
D	300m		

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



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
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1300m	R1300m
	ALS out				
	VOR ❶❷	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m	1500' (445') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	VOR ❶❸	1580' (525') R1500m	1580' (525') R1500m	1580' (525') R1700m	1580' (525') R1700m
	ALS out	R1500m	R1500m	C2400m	C2400m
	NDB ❶❹	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m	1510' (455') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB ❶❺	1560' (505') R1500m	1560' (505') R1500m	1560' (505') R1600m	1560' (505') R1600m
	ALS out	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		

STRAIGHT-IN RWY		A	B	C	D
13	VOR ❶	1600' (542') R1500m	1600' (542') R1500m	1600' (542') C2500m	1600' (542') C2500m
31	VOR ❶	1560' (482') R1500m	1560' (482') R1500m	1560' (482') C2300m	1560' (482') C2300m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 13 ❷	1730' (672')	1730' (672')	2370' (1312')	2370' (1312')
After apch to rwy 31	1730' (652') V1500m	1730' (652') V1600m	2370' (1292') V2400m ❸	2370' (1292') V3600m

❷ Circling height based on rwy 13 thresh elev of 1058'.

❸ or higher minimums of preceding straight-in approach.

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

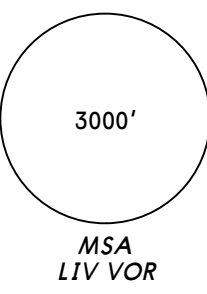
BRIEFING STRIP TM



- ❶ BASETURN
- ❷ RACETRACK

D6.5
LIV on **132°**

PANS OPS

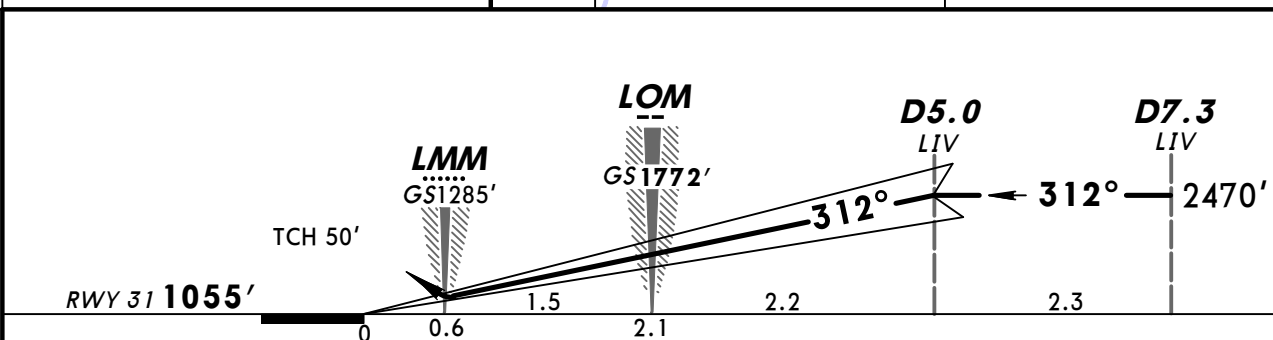
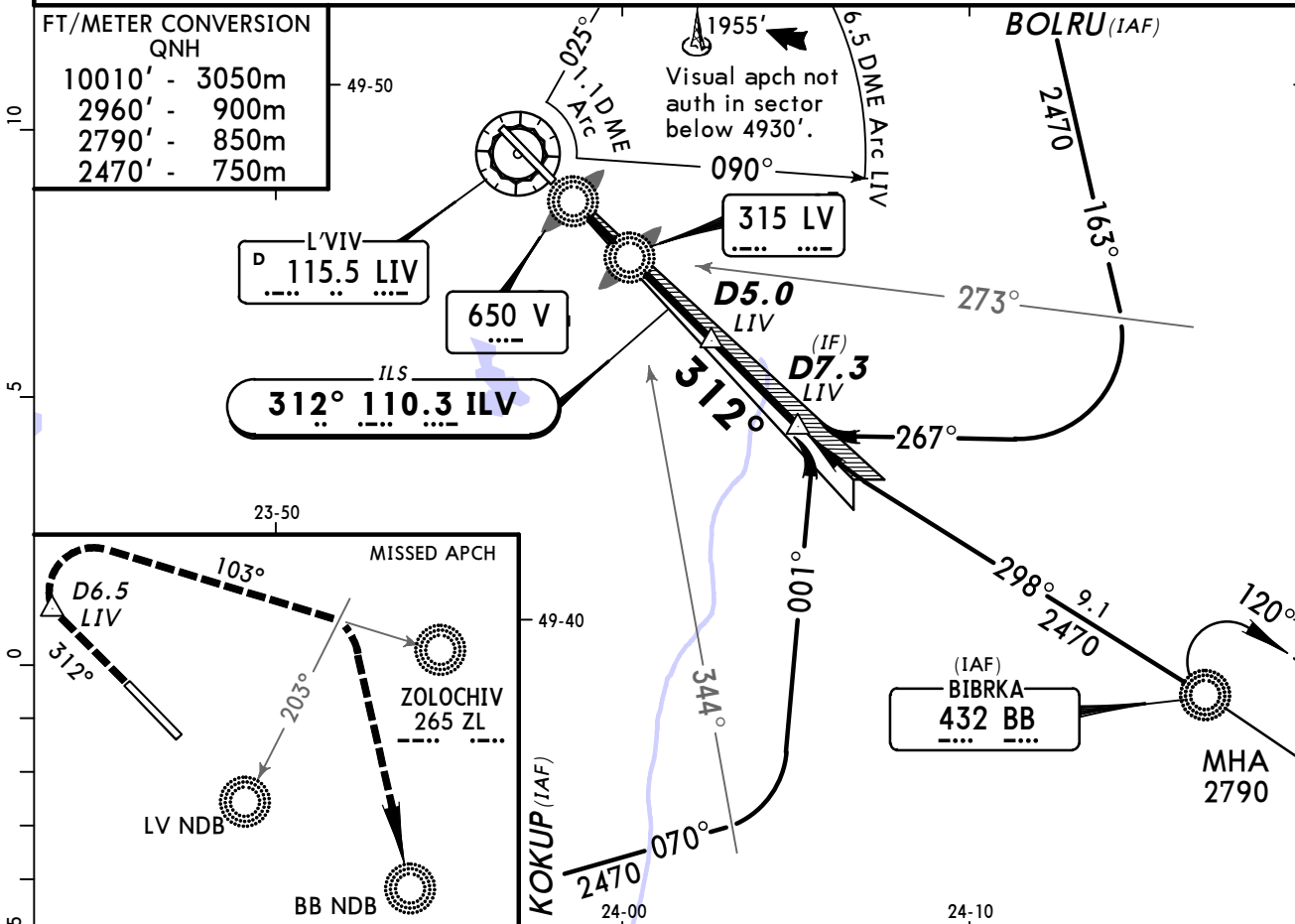
ATIS 128.7	L'VIV Radar (APP) 126.0	L'VIV Tower 128.0	*Ground 119.0	
LOC ILV 110.3	Final Apch Crs 312°	GS LOM 1772' (717')	ILS DA(H) Refer to Minimums	
			Apt Elev 1071' RWY 1055'	

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.

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	



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

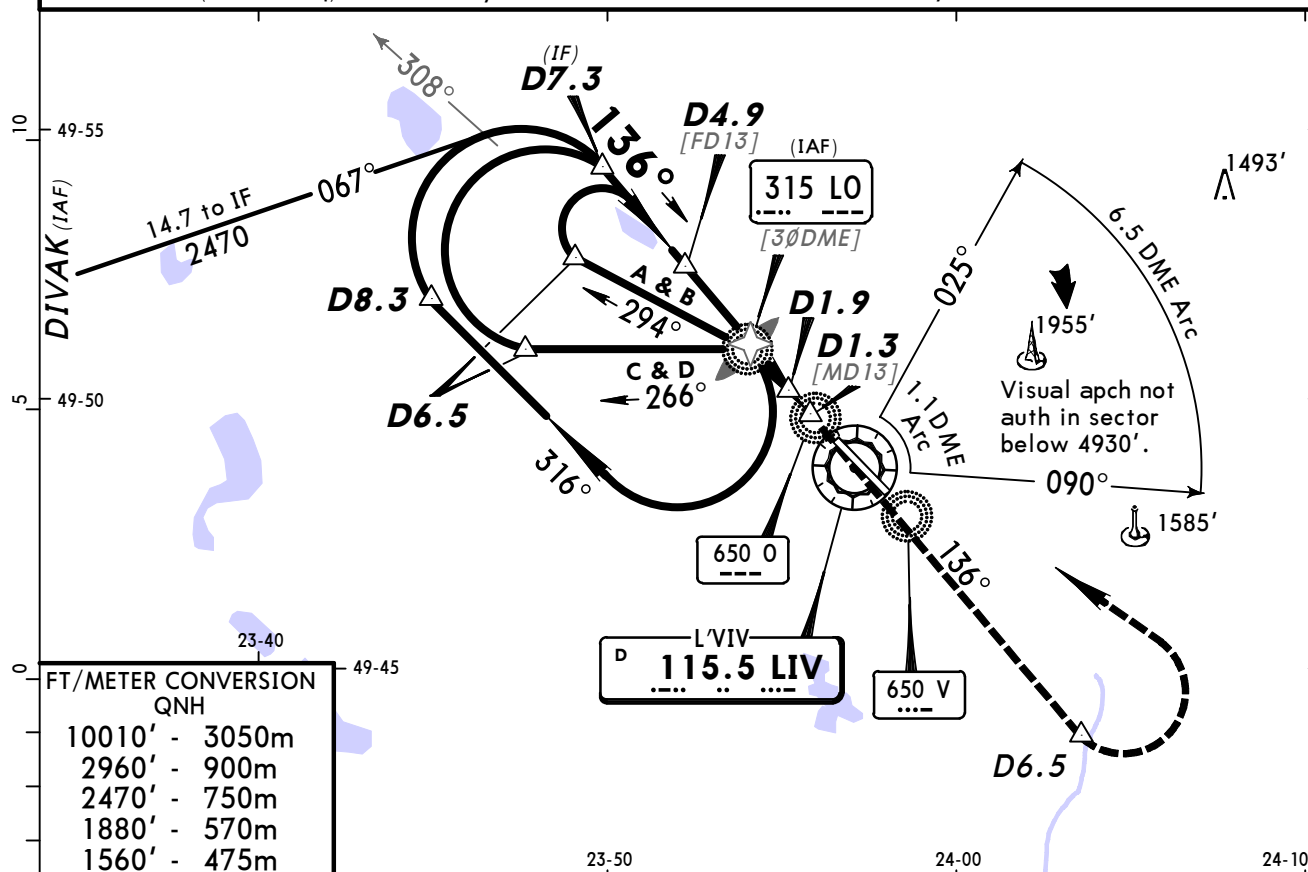
JAR-OPS				STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND 1	
DA(H)		ILS		LOC (GS out)			
A: 1276' (221')		C: 1296' (241')					
B: 1286' (231')		D: 1306' (251')					
FULL		ALS out					
A				NOT AUTHORIZED		Max Kts	
B	RVR 600m		RVR 1000m			100	1730' (675') 1500m
C						135	1730' (675') 1600m
D	RVR 650m		RVR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

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

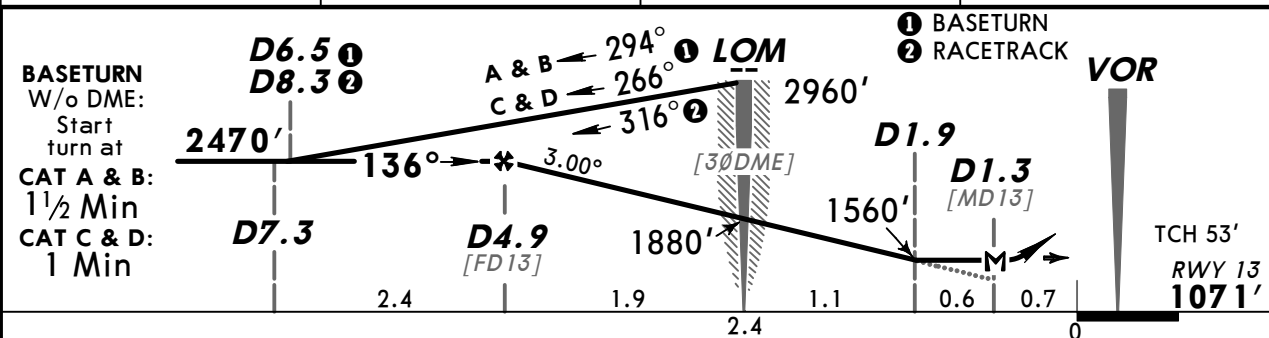
ATIS 128.7	L'VIV Radar (APP) 126.0	L'VIV Tower 128.0	*Ground 119.0	3000' MSA LIV VOR
VOR LIV 115.5	Final Apch Crs 136°	Minimum Alt D4.9 2470' (1399')	MDA(H) 1560' (489')	
			Apt Elev 1071' RWY1071'	

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.

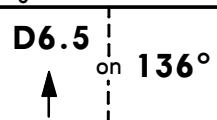
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'



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						



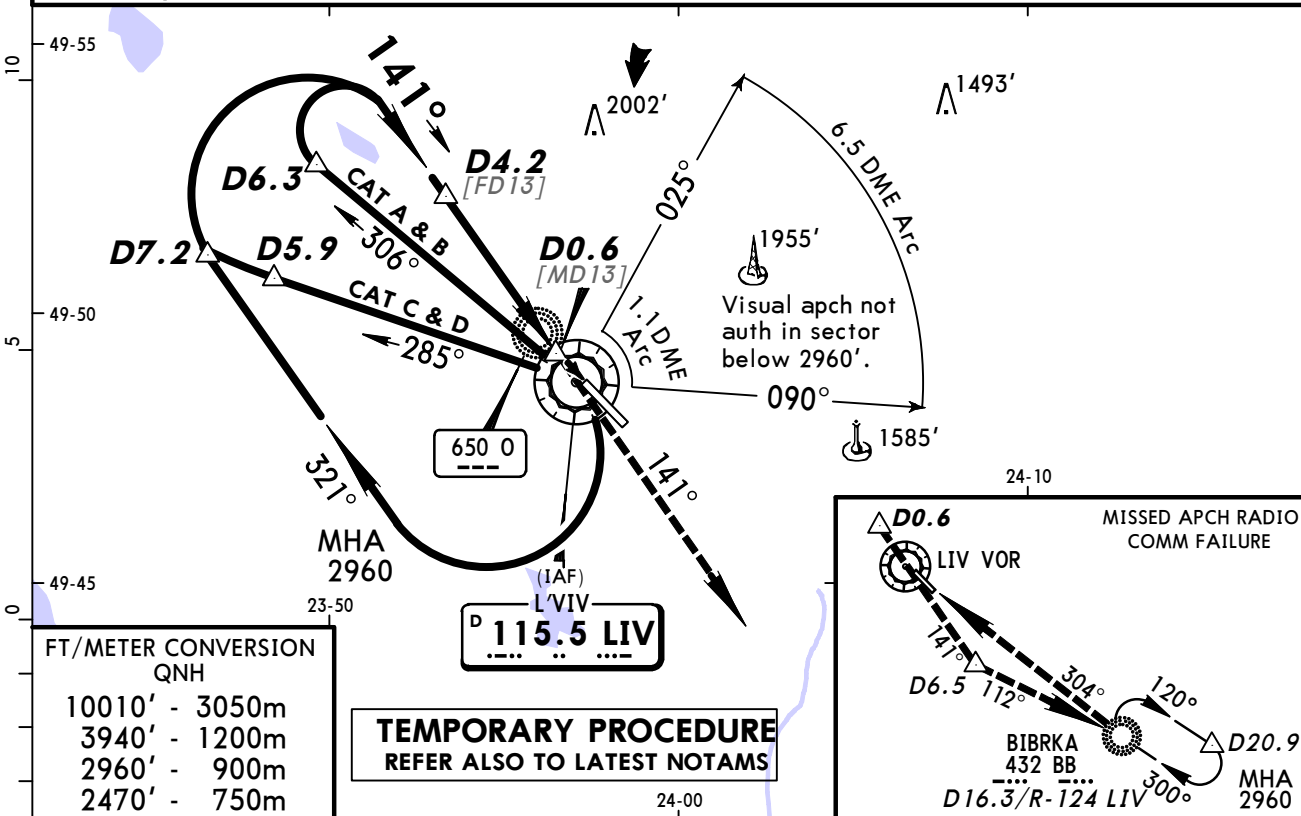
JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			MDA(H) 1560' (489')					
A	RVR 1500m			Max Kts	MDA(H)	VIS		
B				100	1730' (659')	1500m		
C	RVR 2000m			135	1730' (659')	1600m		
D				180	2370' (1299')	2400m		
				205	2370' (1299')	3600m		

UKLL/LWO
L'VIV

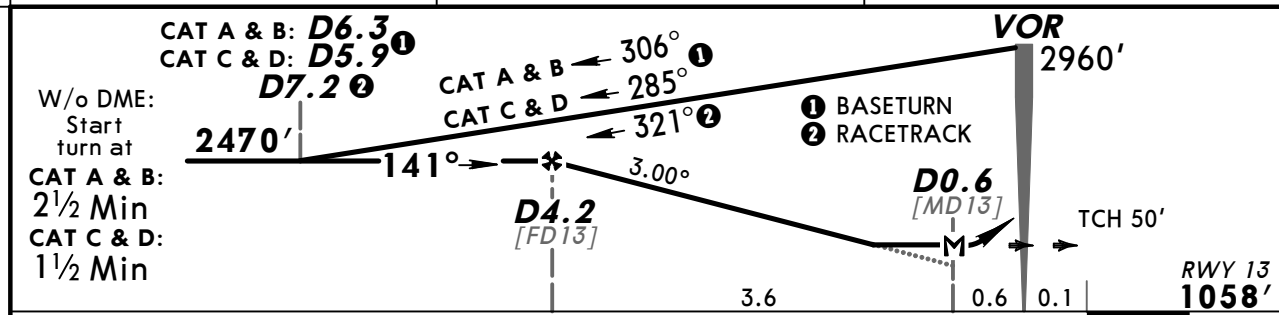
JEPPESSEN
7 OCT 11 (13-01) Eff 20 Oct

L'VIV, UKRAINE
VOR Rwy 13

ATIS 128.7	L'VIV Radar (APP) 126.0	*L'VIV Start (TWR) 124.0X	L'VIV Tower 128.0	*Ground 119.0
VOR LIV 115.5	Final Apch Crs 141°	Minimum Alt D4.2 2470' (1412')	MDA(H) 1600' (542')	Apt Elev 1078' RWY 1058'
MISSED APCH: Climb on 141° to 3940', then as directed. MISSED APCH RADIO COMM FAILURE: Climb on 141° to 3940'. At D6.5 turn LEFT onto 112° inbound BB NDB, hold 5 min at 3940', then continue on 304° inbound VOR, then according to chart.				
Alt Set: hPa (MM on req) Rwy Elev: 38 hPa Trans level: By ATC Trans alt: 10010' 1.DME required. 2. Procedure restricted to MAX 230 KT.				



LIV DME	3.2	2.2
ALTITUDE	2220'	1880'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at D0.6						

JAR-OPS			STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
			MDA(H) 1600' (542')					
A	RVR 1500m			Max Kts	MDA(H)	VIS		
B				100	1730' (672')	1500m		
C				135	1730' (672')	1600m		
D	RVR 2000m			180	2370' (1312')	2400m		
				205	2370' (1312')	3600m		

1 Circling height based on rwy 13 thresh elev of 1058'.
 CHANGES: Procedure. MDA(H)s. © JEPPESSEN, 2011. ALL RIGHTS RESERVED.



BRIEFING STRIP™

PANS OPS

PANS OPS

PANS OPS

BRIEFING STRIPTM

Alt Set: hPa (MM on req)	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'
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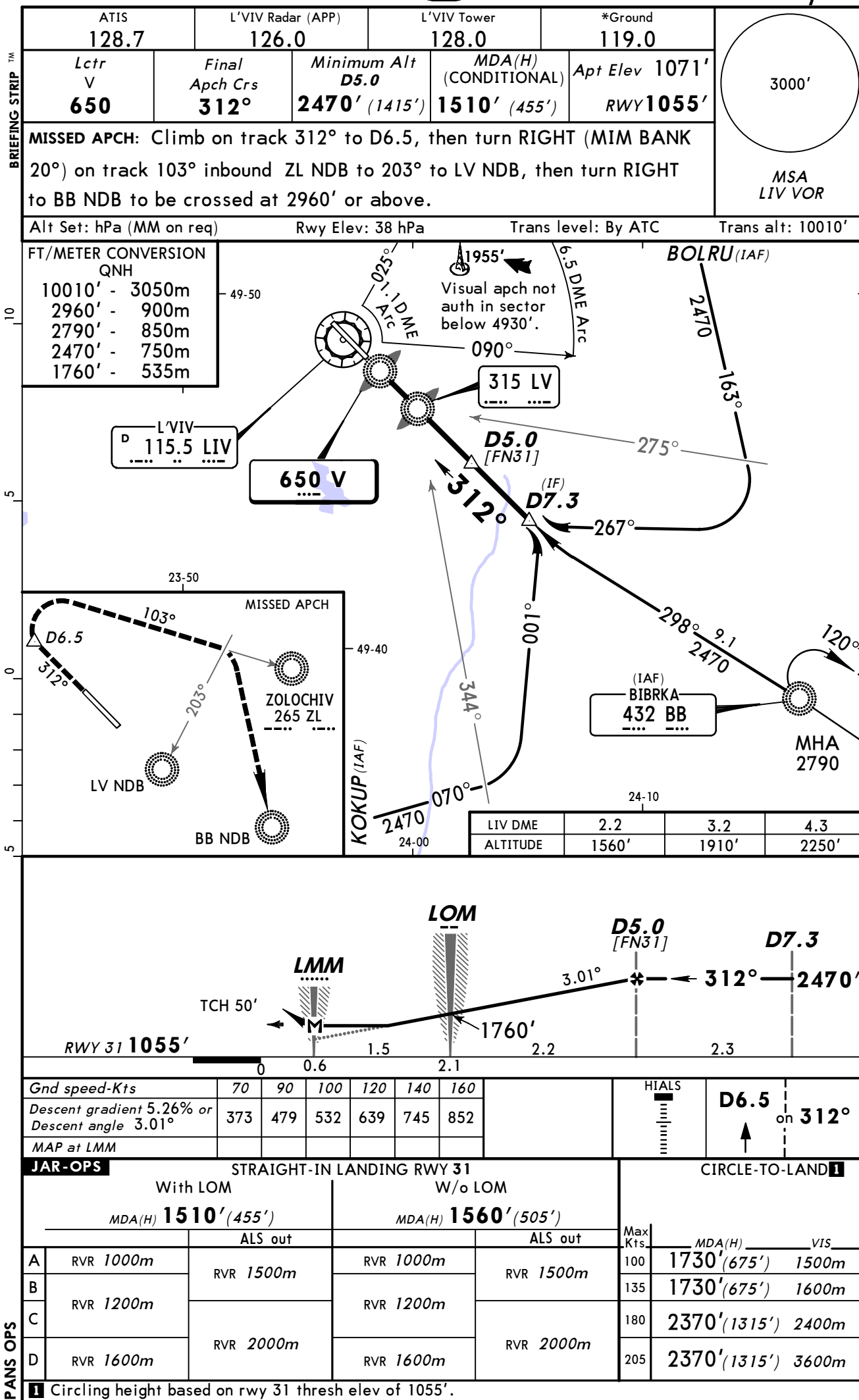


D6.5 on **132°**

CIRCLE-TO-LAND

MDA(H) **1560'** (489')

PANS OPS



L'VIV, (L'VIV - UKLL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKLL

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 25 Aug 11 during construction work on rwy SID/STARs renumbered and revised; refer to temp charts and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(13-01) Coding waypoints chgd from [FD13] to [FS13] and [MD13] to [MS13]. (13-02) from [FD31] to [FS31] and [MD31] to [MS31].

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-2K to 10-2N) RNAV STARs suspended.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(10-3K to 10-3N) RNAV SIDs suspended.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Construction work along rwy; (11-1, 11-2, 16-2) ILS Rwy 13/31 and NDB Rwy 31 suspended, additionally eff 25 Aug 11 (16-1) NDB Rwy 13 suspended; for operational restrictions and modified IAPs refer to temp charts and latest NOTAMs.