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Airport Information For UKLT

Terminal Charts For UKLT

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Ternopil' Ukr
IATA Code:
Lat/Long: N49° 31.5' E025° 42.0'
Elevation: 1072 ft

Airport Use: Public
Magnetic Variation: 5.7°E

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

Sunrise: 0316 Z
Sunset: 1716 Z,

Runway Information

Runway: 10
Length x Width: 6562 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 1072 ft
Lighting: Edge, ALS

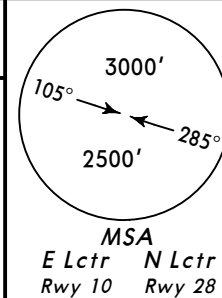
Runway: 28
Length x Width: 6562 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 1022 ft
Lighting: Edge, ALS

Communication Information

Ternopil' Information 134.3 AFIS

Apt Elev
1072'

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



DIDUR ONE NOVEMBER (DIDUR 1N)
LAGUP ONE NOVEMBER (LAGUP 1N)
MAPUR ONE CHARLIE (MAPUR 1C)
RWY 10 ARRIVALS

DIDUR ONE PAPA (DIDUR 1P)
LAGUP ONE PAPA (LAGUP 1P)
MAPUR ONE DELTA (MAPUR 1D)
RWY 28 ARRIVALS

FT/METER CONVERSION

QNH

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

LAGUP

N49 40.7 E024 47.6

At or above
9030'

TERNOPIL'
*530 E
N49 31.8 E025 40.5

TERNOPIL'
*530 N
N49 31.2 E025 43.8

(IAF)
TERNOPIL'
*1075 TN
N49 30.8 E025 46.0

(IAF Rwy 10)
TERNOPIL'
*1075 TE
N49 32.2 E025 38.0

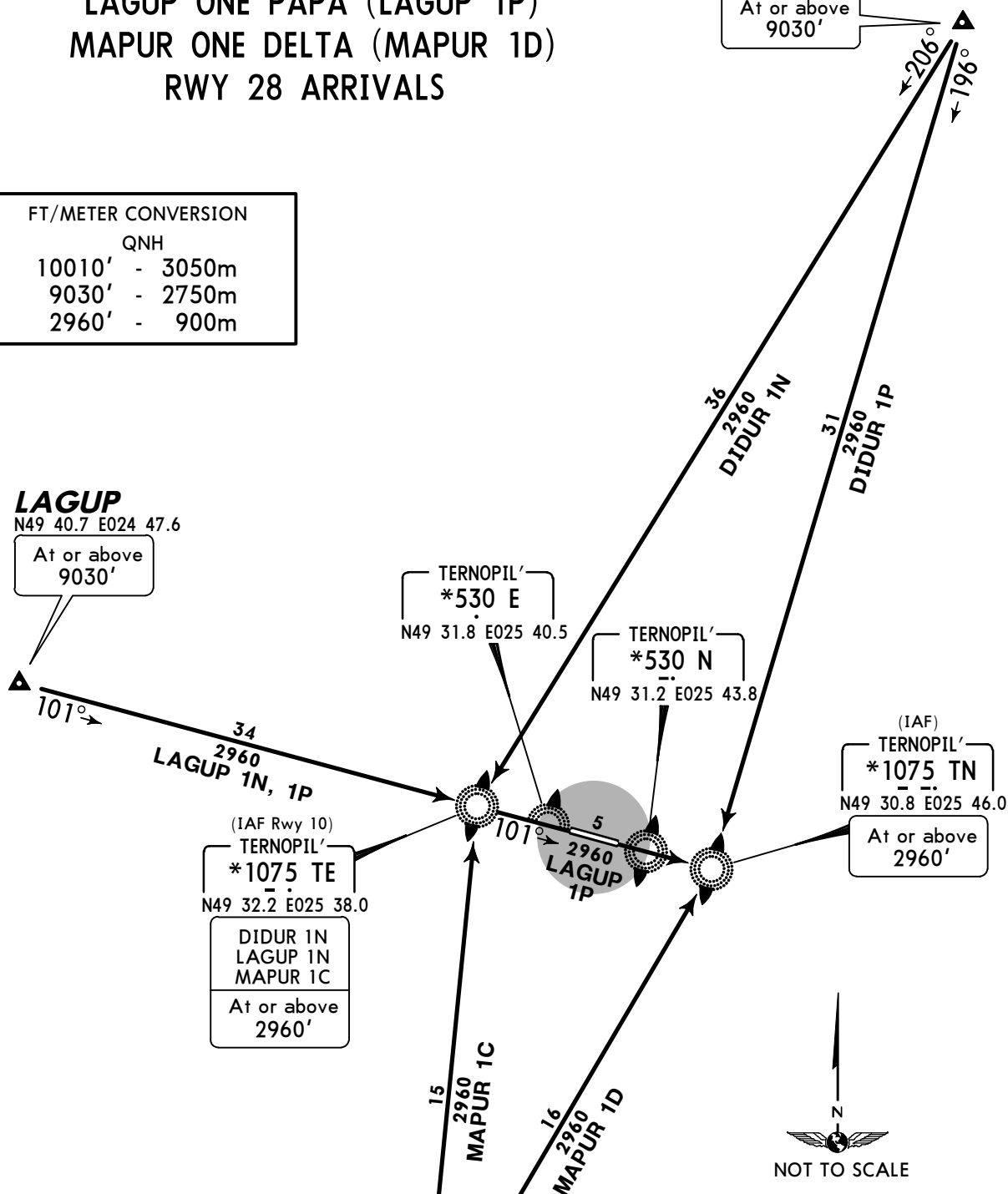
DIDUR 1N
LAGUP 1N
MAPUR 1C
At or above
2960'

MAPUR
N49 17.2 E025 35.0

At or above
9030'

DIDUR
N50 00.6 E026 02.2

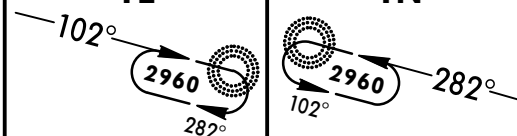
At or above
9030'



HOLDINGS OVER

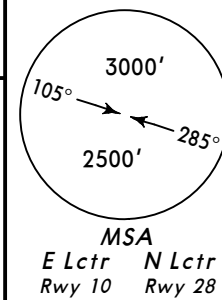
TE

TN



Apt Elev
1072'

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



PEVUK ONE NOVEMBER (PEVUK 1N)
SOLNU ONE NOVEMBER (SOLNU 1N)①
TETNA ONE NOVEMBER (TETNA 1N)
RWY 10 ARRIVALS

PEVUK ONE PAPA (PEVUK 1P)
SOLNU ONE PAPA (SOLNU 1P)①
TETNA ONE PAPA (TETNA 1P)
RWY 28 ARRIVALS

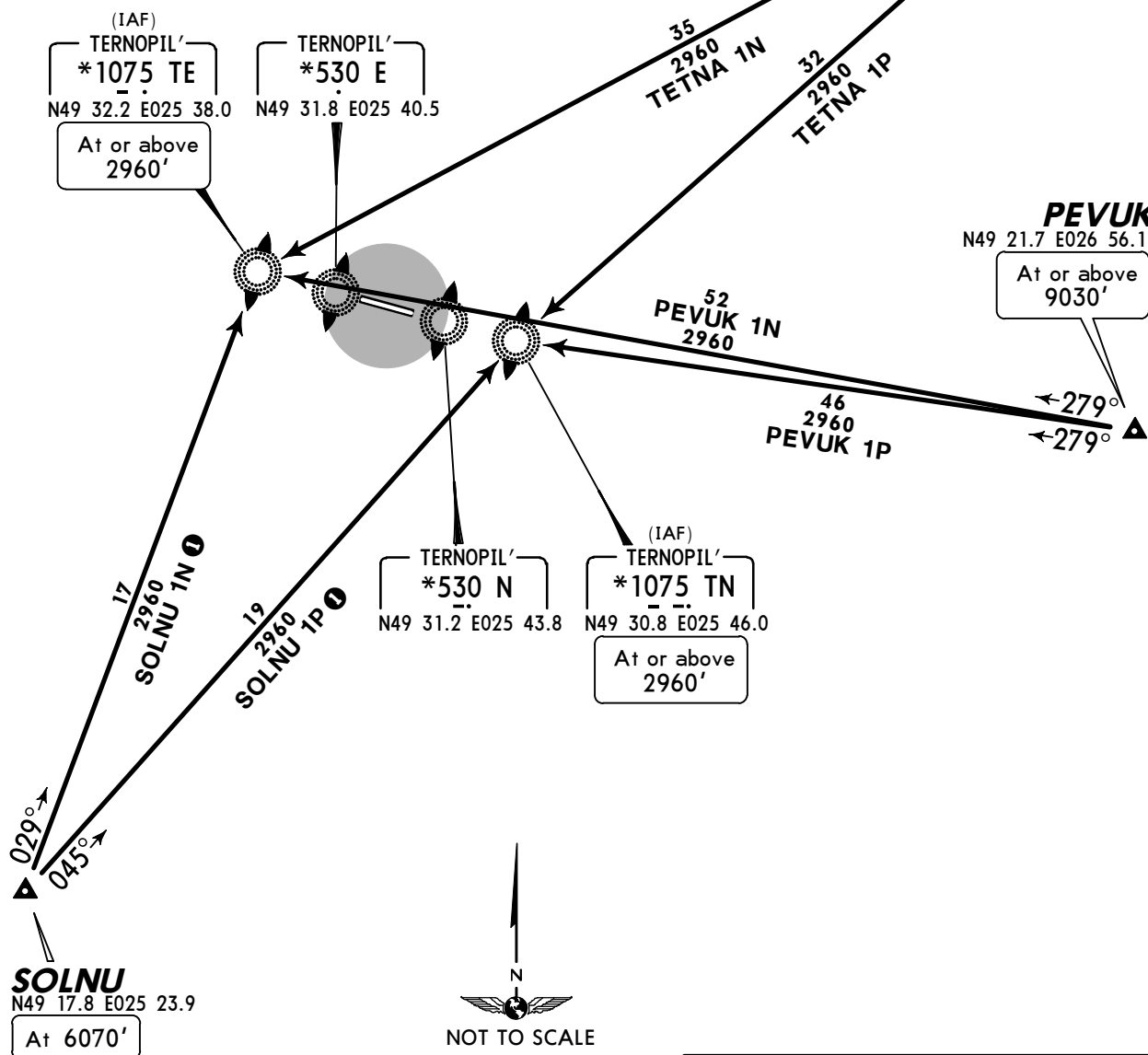
① By ATC.

TETNA
N49 50.0 E026 25.0

At or above
9030'

PEVUK
N49 21.7 E026 56.1

At or above
9030'



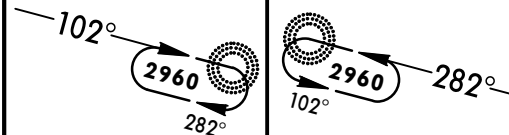
FT/METER CONVERSION

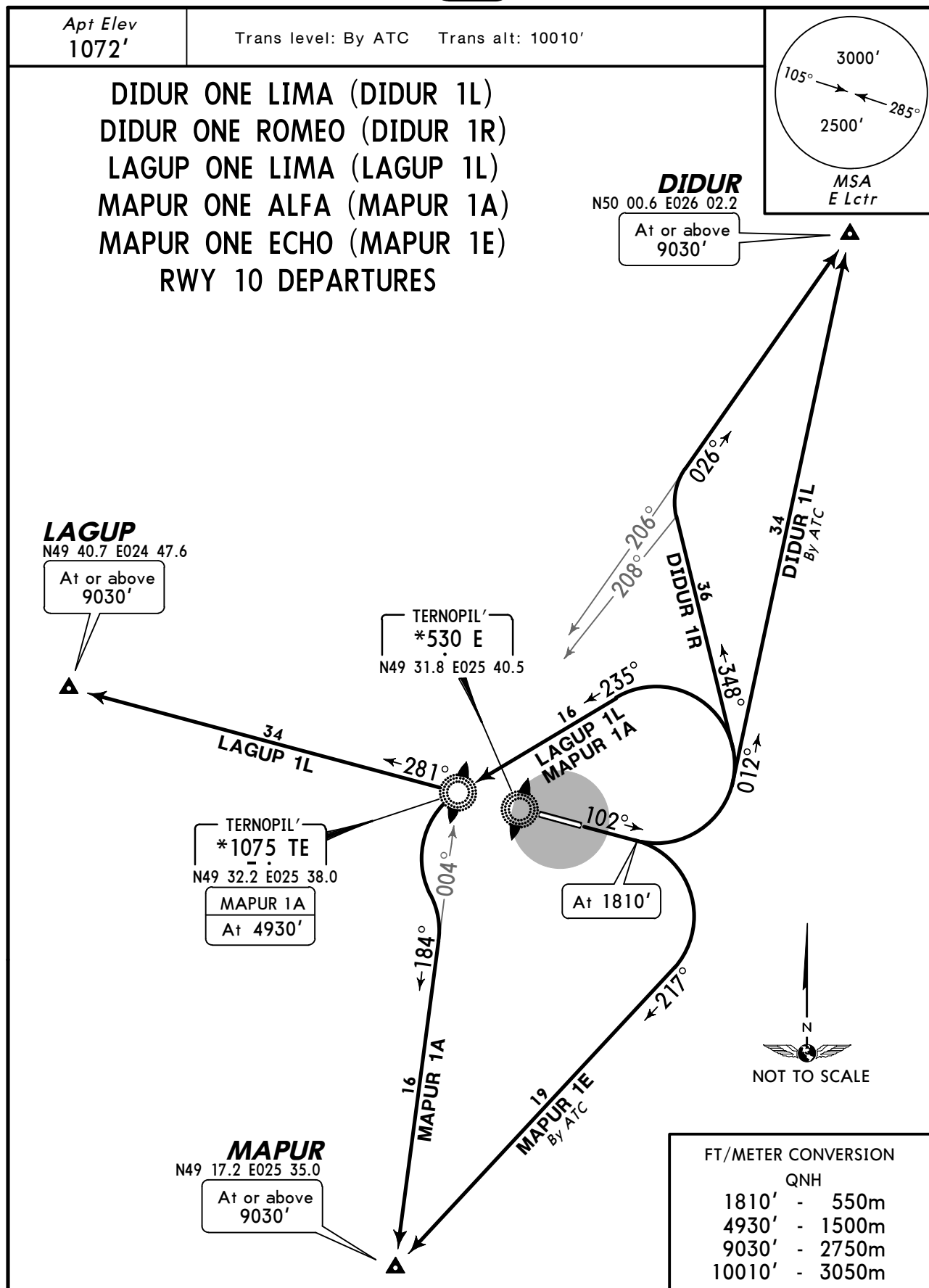
	QNH
10010'	- 3050m
9030'	- 2750m
6070'	- 1850m
2960'	- 900m

HOLDINGS OVER

TE

TN

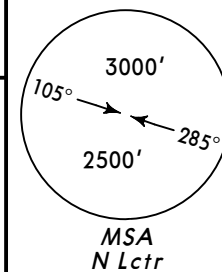




SID	ROUTING
DIDUR 1L By ATC	Climb on 102° track to 1810', turn LEFT, 012° track to DIDUR.
DIDUR 1R	Climb on 102° track to 1810', turn LEFT, 348° track, when passing 208° bearing to TE turn RIGHT, intercept 026° bearing from TE to DIDUR.
LAGUP 1L	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn RIGHT, 281° bearing to LAGUP.
MAPUR 1A	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 184° bearing to MAPUR.
MAPUR 1E By ATC	Climb on 102° track to 1810', turn RIGHT, 217° track to MAPUR.

Apt Elev
1072'

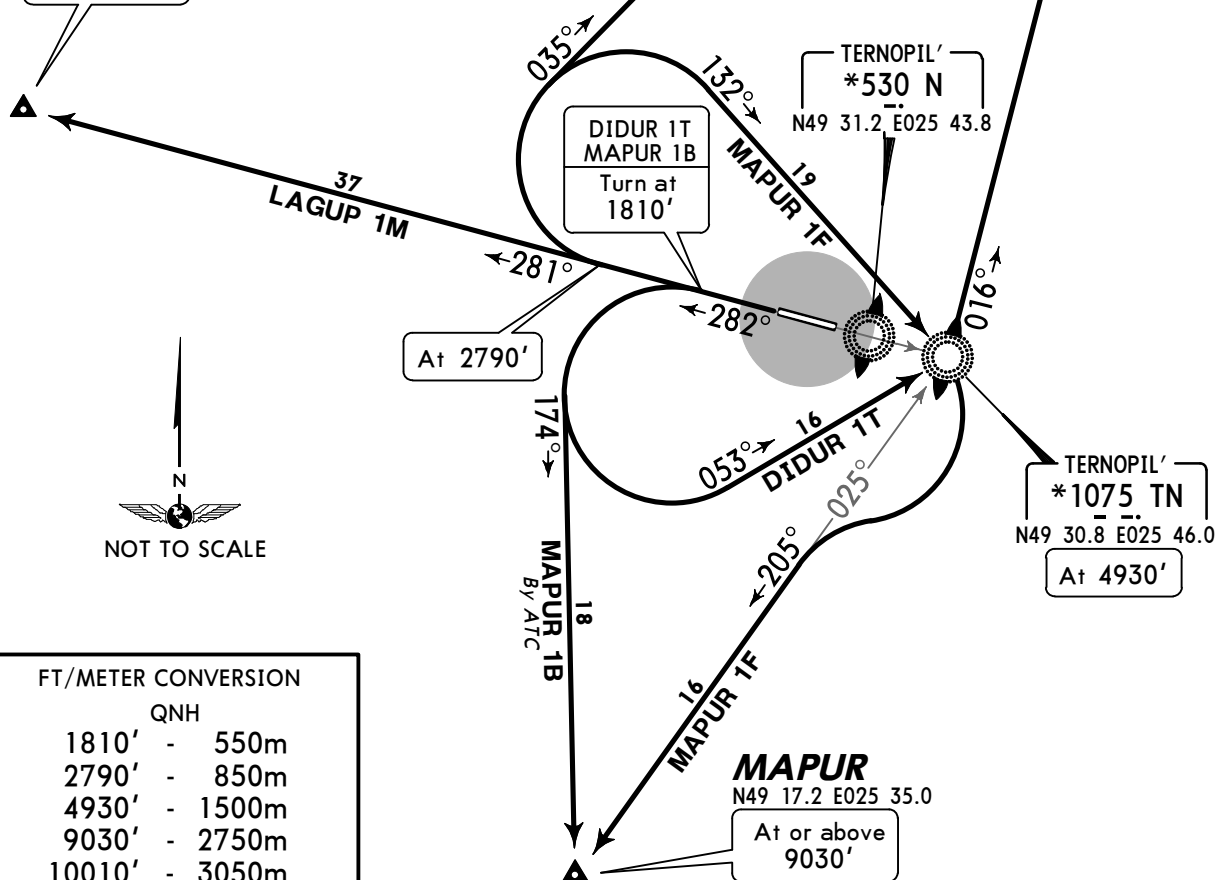
Trans level: By ATC Trans alt: 10010'



DIDUR ONE MIKE (DIDUR 1M)
DIDUR ONE TANGO (DIDUR 1T)
LAGUP ONE MIKE (LAGUP 1M)
MAPUR ONE BRAVO (MAPUR 1B)
MAPUR ONE FOXTROT (MAPUR 1F)
RWY 28 DEPARTURES

LAGUP
N49 40.7 E024 47.6
At or above
9030'

DIDUR
N50 00.6 E026 02.2
At or above
9030'



FT/METER CONVERSION

	QNH
1810'	- 550m
2790'	- 850m
4930'	- 1500m
9030'	- 2750m
10010'	- 3050m

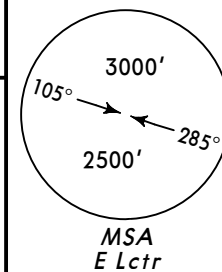
SID

ROUTING

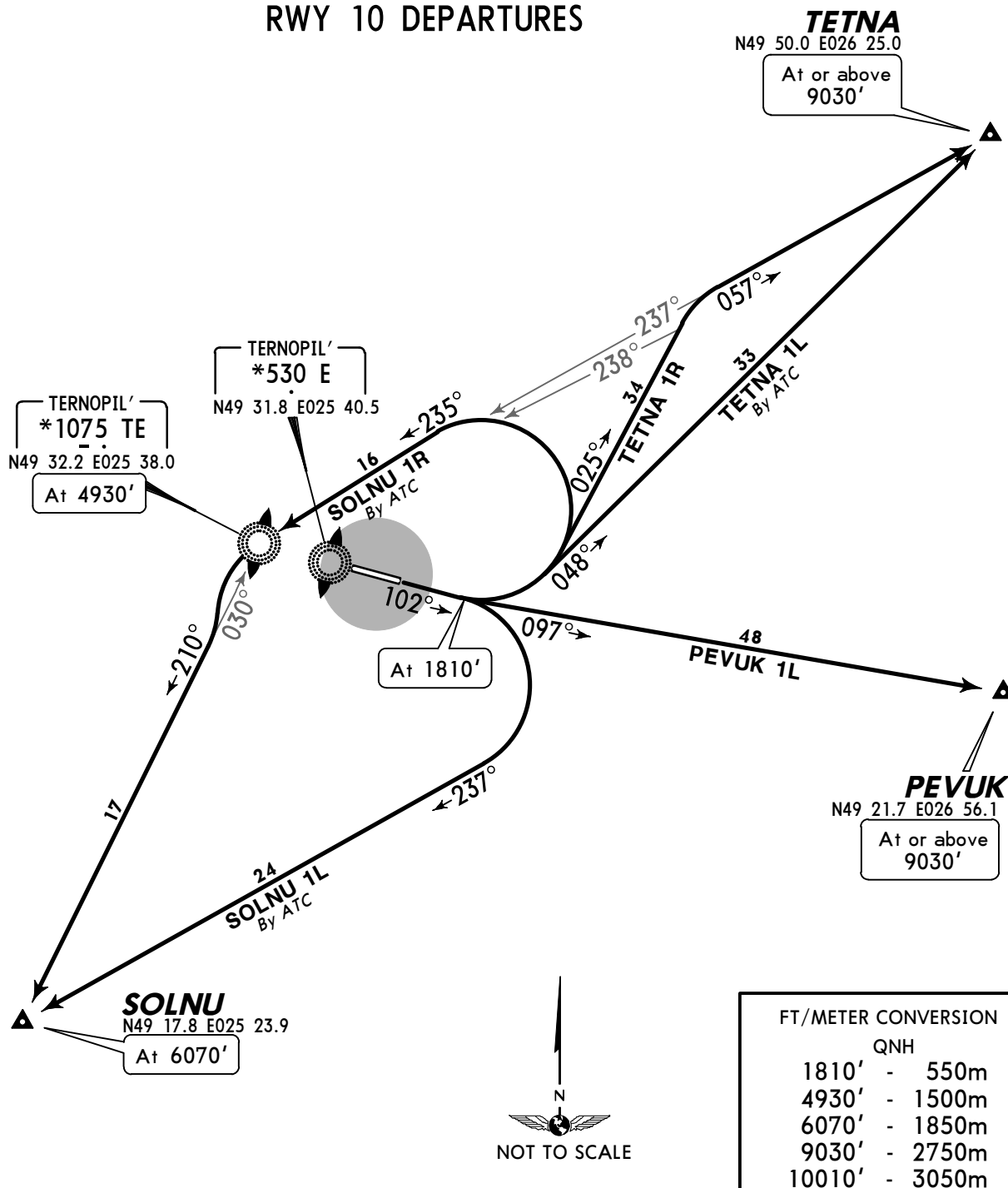
DIDUR 1M By ATC	Climb on 282° track to 2790', turn RIGHT, 035° track to DIDUR.
DIDUR 1T	Climb on 282° track to 1810', turn LEFT, intercept 053° bearing to TN, turn LEFT, 016° bearing to DIDUR.
LAGUP 1M	Climb on 282° bearing from TN to 2790', 281° track to LAGUP.
MAPUR 1B By ATC	Climb on 282° track to 1810', turn LEFT, 174° track to MAPUR.
MAPUR 1F	Climb on 282° track to 2790', turn RIGHT, intercept 132° bearing to TN, turn RIGHT, intercept 205° bearing from TN to MAPUR.

Apt Elev
1072'

Trans level: By ATC Trans alt: 10010'



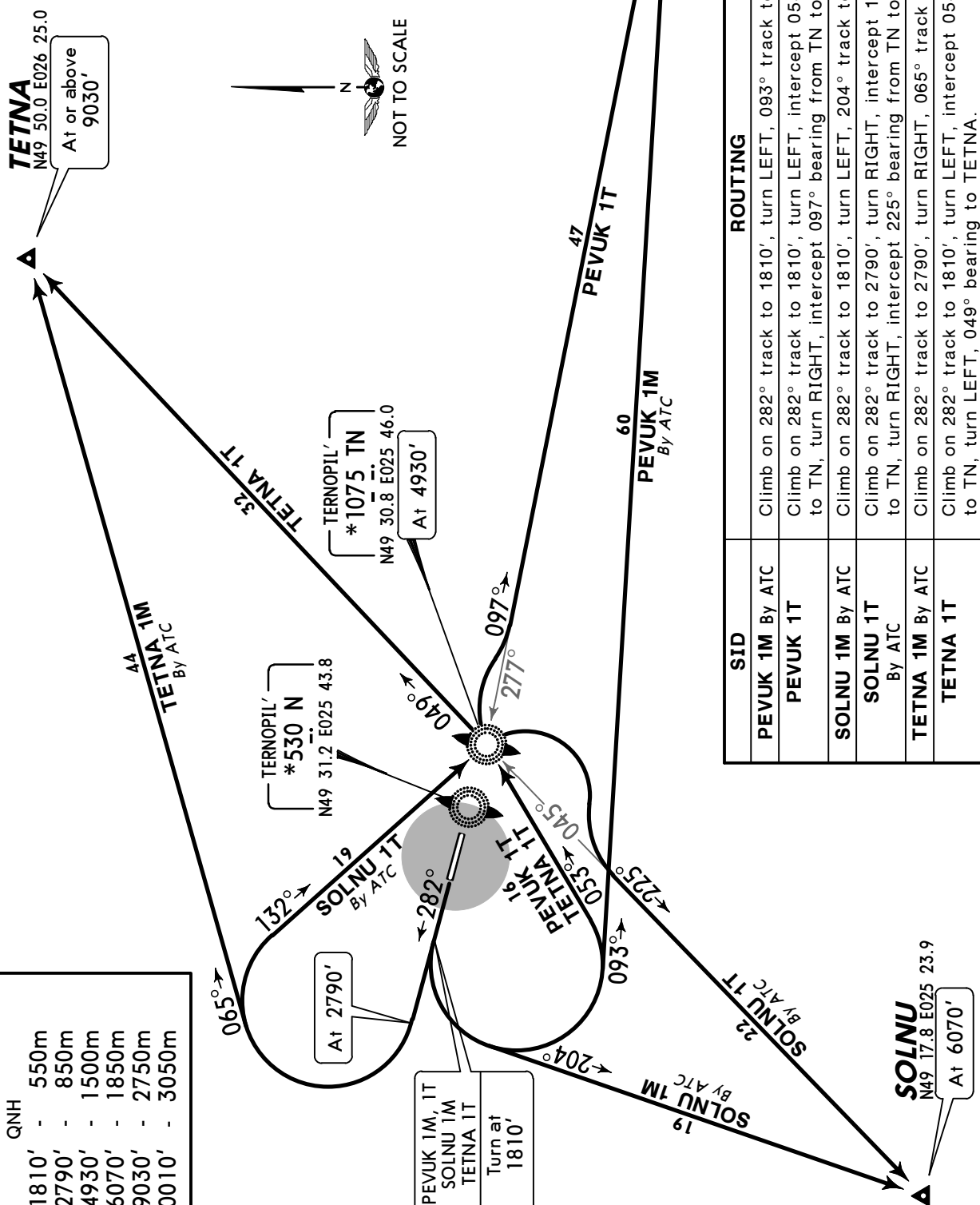
PEVUK ONE LIMA (PEVUK 1L)
SOLNU ONE LIMA (SOLNU 1L)
SOLNU ONE ROMEO (SOLNU 1R)
TETNA ONE LIMA (TETNA 1L)
TETNA ONE ROMEO (TETNA 1R)
RWY 10 DEPARTURES



FT/METER CONVERSION	
QNH	
1810'	- 550m
4930'	- 1500m
6070'	- 1850m
9030'	- 2750m
10010'	- 3050m

SID	ROUTING
PEVUK 1L	Climb on 102° track to 1810', turn LEFT, 097° track to PEVUK.
SOLNU 1L By ATC	Climb on 102° track to 1810', turn RIGHT, 237° track to SOLNU.
SOLNU 1R By ATC	Climb on 102° track to 1810', turn LEFT, intercept 235° bearing to TE, turn LEFT, intercept 210° bearing from TE to SOLNU.
TETNA 1L By ATC	Climb on 102° track to 1810', turn LEFT, 048° track to TETNA.
TETNA 1R	Climb on 102° track to 1810', turn LEFT, 025° track, when passing 238° bearing to TE turn RIGHT, intercept 057° bearing from TE to TETNA.

Trans level: By ATC Trans alt: 10010'



SID	ROUTING
PEVUK 1M By ATC	Climb on 282° track to 1810', turn LEFT, 093° track to PEVUK.
PEVUK 1T	Climb on 282° track to 1810', turn LEFT, intercept 053° bearing to TN, turn RIGHT, intercept 097° bearing from TN to PEVUK.
SOLNU 1M By ATC	Climb on 282° track to 1810', turn LEFT, 204° track to SOLNU.
SOLNU 1T By ATC	Climb on 282° track to 2790', turn RIGHT, intercept 132° bearing to TN, turn RIGHT, intercept 225° bearing from TN to SOLNU.
TETNA 1M By ATC	Climb on 282° track to 2790', turn RIGHT, 065° track to TETNA.
TETNA 1T	Climb on 282° track to 1810', turn LEFT, intercept 053° bearing to TN, turn LEFT, 049° bearing to TETNA.

FT/METER CONVERSION	QNH	
1810'	-	550m
2790'	-	850m
4930'	-	1500m
6070'	-	1850m
9030'	-	2750m
10010'	-	3050m

NOISE ABATEMENT

GENERAL

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 due to reduction of the level of safety of flights.

ARRIVALS

Final approach is performed according to established patterns, extension of the gear and wing configuration is done not less than 7 NM from FAF, the speed of flight in the pattern is not more than 215 KT.

DEPARTURES

Climbing:

Take-off to 1480'

- maintain take-off power of all engines
- retract gears
- wing configuration in take-off position with flaps 10°-30° (depending on aircraft type) and in accordance with Flight Manual
- climb at $V_2 + 11-22$ KT with the maximum rate of climb considering the pitch limitation.

At 1480'

- reduce to rated power

Between 1480' - 2960'

- the nominal capacity of all engines is kept, climb at $V_2 + 11-22$ KT.

At 2960'

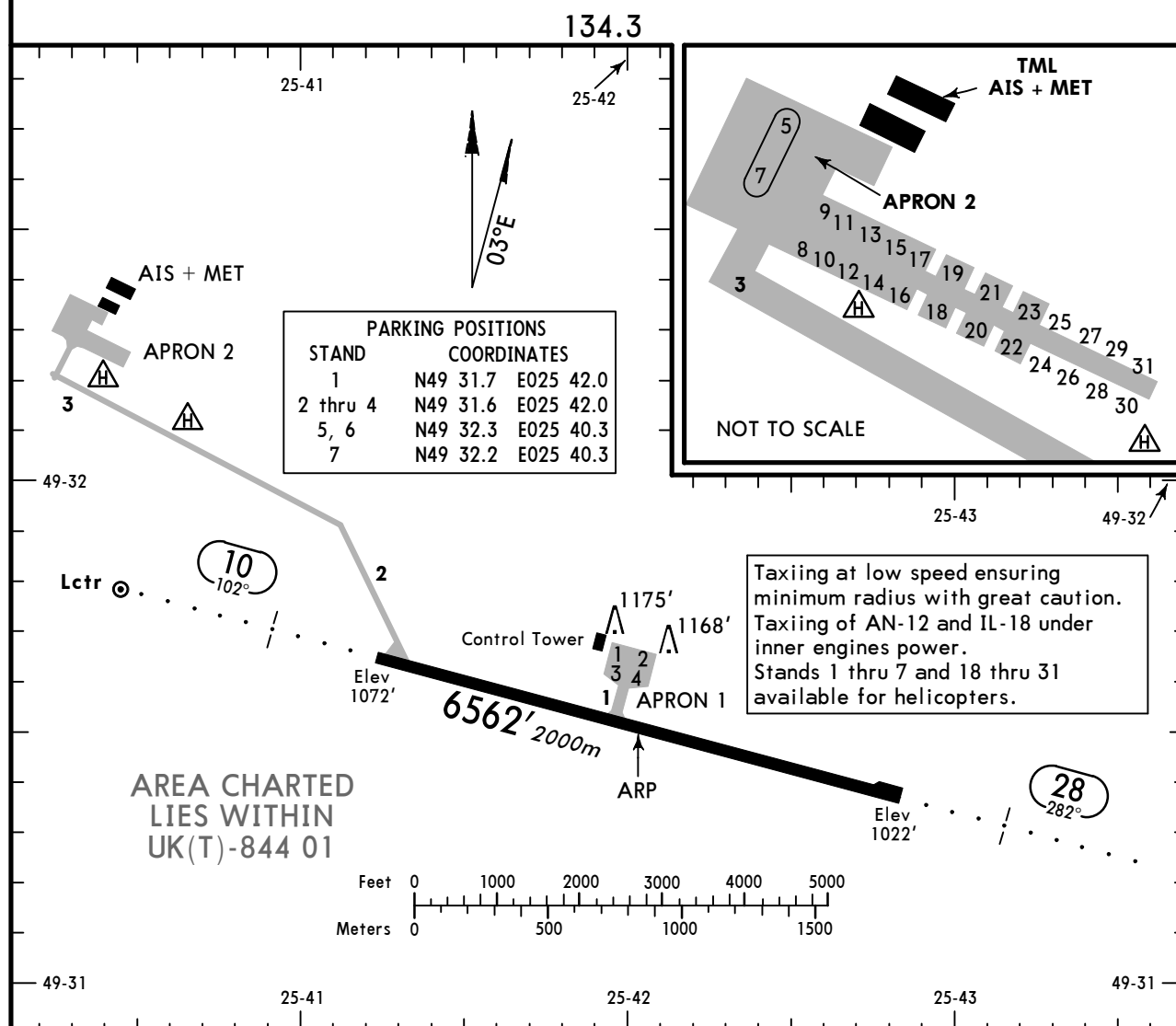
- reduce rate of climb, start climb acceleration to zero flap speed
- begin retracting the flaps into flight wing configuration
- stage-by stage retracting of flaps into flight position is made

UKLT
Apt Elev 1072'
N49 31.5 E025 42.0

JEPPESEN
2 MAR 12 10-9 Eff 8 Mar

TERNOPIL', UKRAINE
TERNOPIL' INTL

*TERNOPIL' Information



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
10	28	RL (60m) ALS				138' 42m

JAR-OPS

TAKE-OFF 1

	All Rwy's		
	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.

CHANGES: Communications. Minimums.

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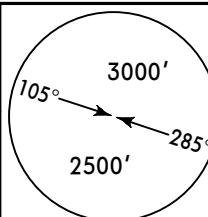
*TERNOPIL' Information

134.3

Lctr TE	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1072'
*1075	102°	1890' (818')	1510' (438')	RWY 1072'

MISSED APCH: Climb on track 102° to 1810', then turn RIGHT on track 282° climbing to 2960', then according to chart.

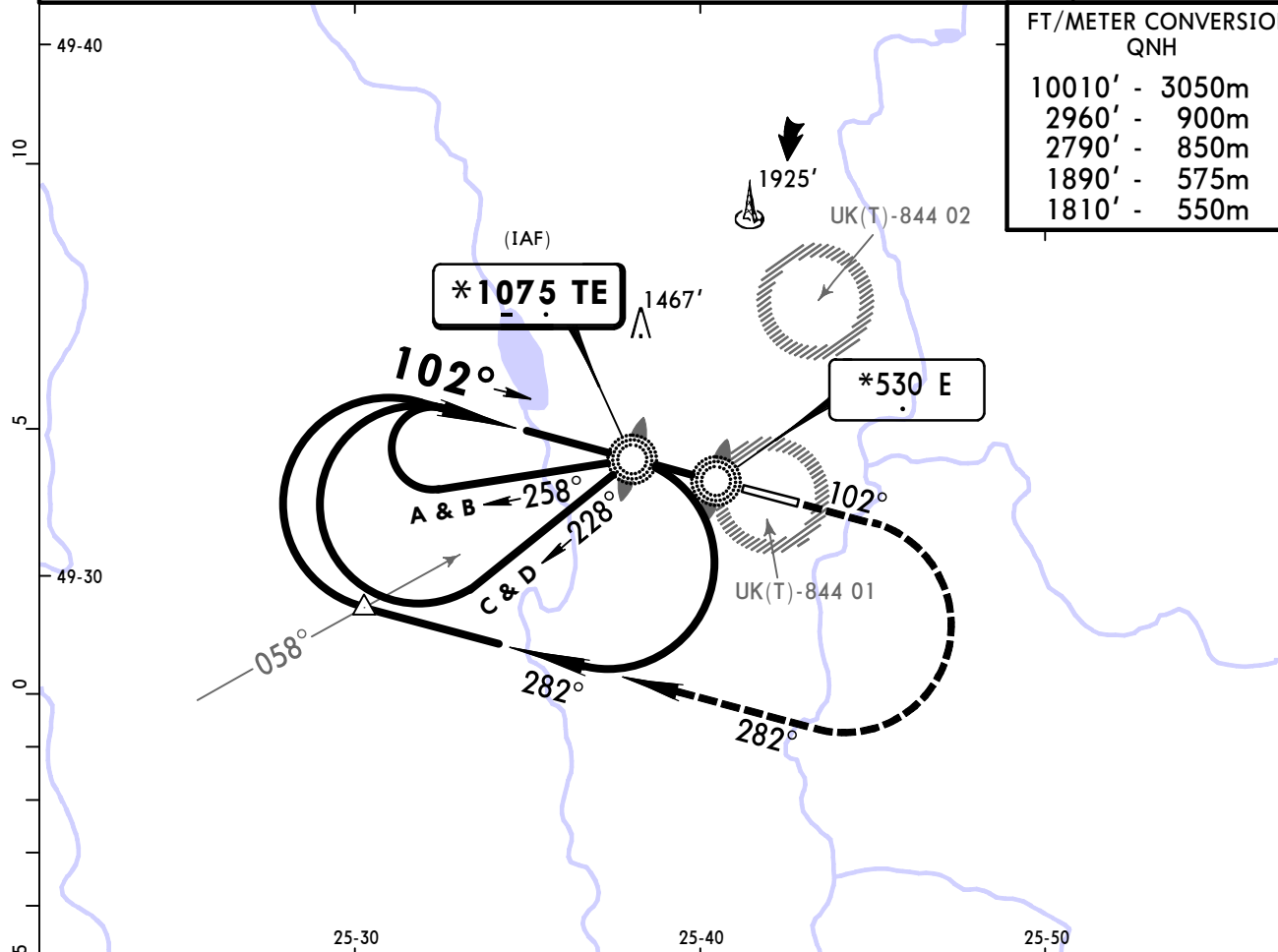
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'



MSA LMM E

FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2790'	-	850m
1890'	-	575m
1810'	-	550m



BASETURN:

Start
turn at
CAT A & B:
1½ Min
CAT C & D:
1 Min

058° to TE Lctr

2960'

CAT A & B

258°

CAT C & D

228°

282°

102°

1890'

102°

2960'

102°

1890'

102°

1890'

102°

1890'

102°

1890'

102°

1890'

102°

1890'

102°

1890'

102°

1890'

102°

LOM

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

2960'

LMM

1.6

0.5

0

1.6

0.5

0

1.6

0.5

0

1.6

0.5

0

1.6

0.5

0

1.6

0.5

0

1.6

0.5

0

1.6

0.5

① BASETURN
② RACETRACK

RWY 10 1072'

Gnd speed-Kts	70	90	100	120	140	160
Descent angle	3.32°	411	529	587	705	822
MAP at LMM						

ALS

1810'

on 102°

2960'

on 282°

RT

JAR-OPS

STRAIGHT-IN LANDING RWY 10

CIRCLE-TO-LAND

MDA(H) 1510' (438')

	ALS out	Max Kts	MDA(H)	VIS
A	1300m	100	1600' (528')	1500m
B	1400m	135	1780' (708')	1600m
C	1600m	180	1870' (798')	2400m
D	1800m	205	1870' (798')	3600m

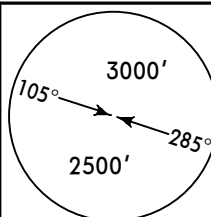
*TERNOPIL' Information

134.3

Lctr TN	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1072'
*1075	282°	1840' (818')	1400' (378')	RWY 1022'

MISSED APCH: Climb on track 282° to 1810', then turn LEFT on track 102° climbing to 2960', then according to chart.

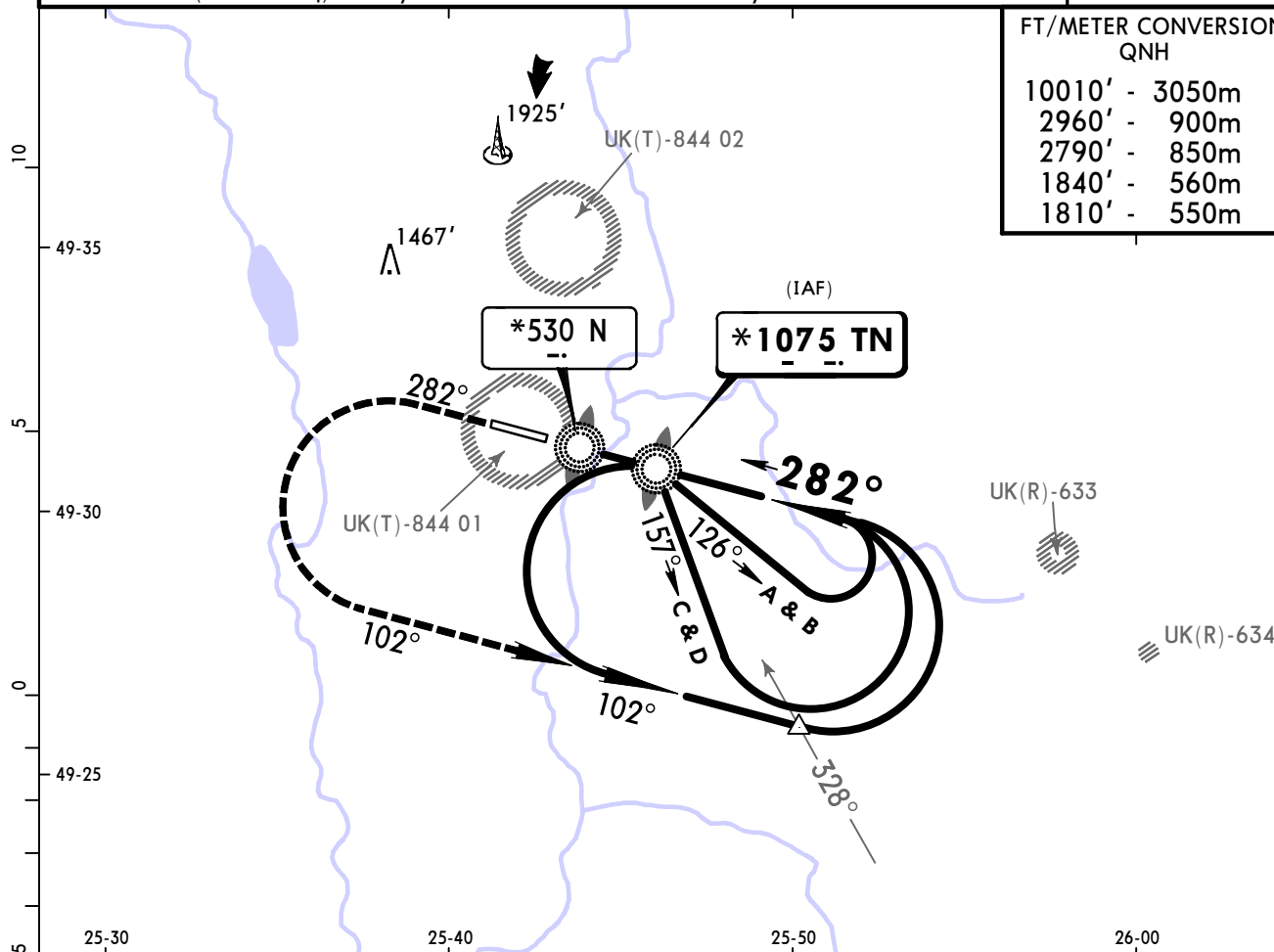
Alt Set: hPa (MM on req) Rwy Elev: 37 hPa Trans level: By ATC Trans alt: 10010'



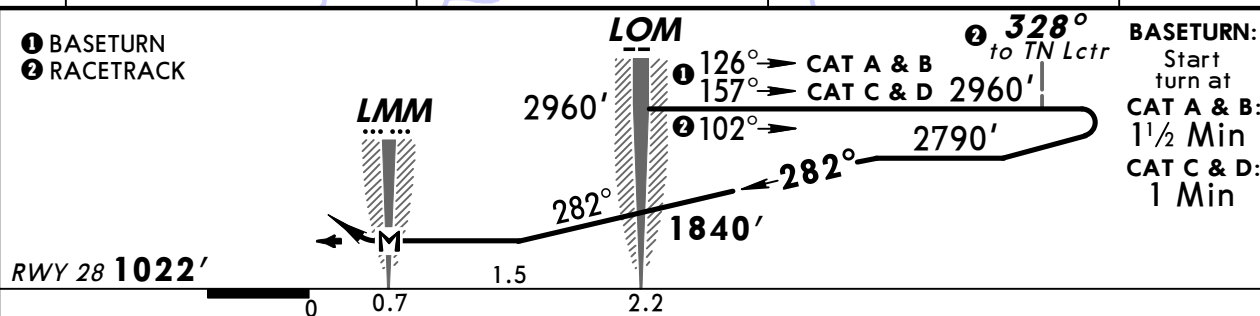
MSA LMM N

FT/METER CONVERSION
QNH

10010'	-	3050m
2960'	-	900m
2790'	-	850m
1840'	-	560m
1810'	-	550m



- ① BASETURN
- ② RACETRACK



Gnd speed-Kts	70	90	100	120	140	160	ALS	1810' on 282°	2960' on 102°
Descent angle	3.32°	411	529	587	705	822	940		
MAP at LMM									

JAR-OPS STRAIGHT-IN LANDING RWY 28

CIRCLE-TO-LAND

MDA(H) 1400' (378')			ALS out		Max Kts	MDA(H)	
A	1300m		1500m		100	1600' (528')	1500m
B	1400m				135	1780' (708')	1600m
C	1600m		1800m		180	1870' (798')	2400m
D	1800m		2000m		205	1870' (798')	3600m

TERNOPIL', (TERNOPIL' INTL - UKLT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKLT