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Terminal Charts For UKCW
Revision Letter For Cycle 25-2012
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Notebook

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General Information

Location: Luhans'k Ukr
IATA Code: VSG
Lat/Long: N48° 25.1' E039° 22.5'
Elevation: 637 ft

Airport Use: Public
Magnetic Variation: 7.9°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: 0514 Z
Sunset: 1336 Z,

Runway Information

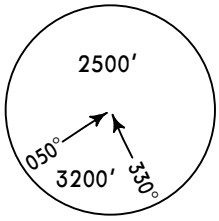
Runway: 09
Length x Width: 9321 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 594 ft
Lighting: Edge, ALS

Runway: 27
Length x Width: 9321 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 637 ft
Lighting: Edge, ALS

Communication Information

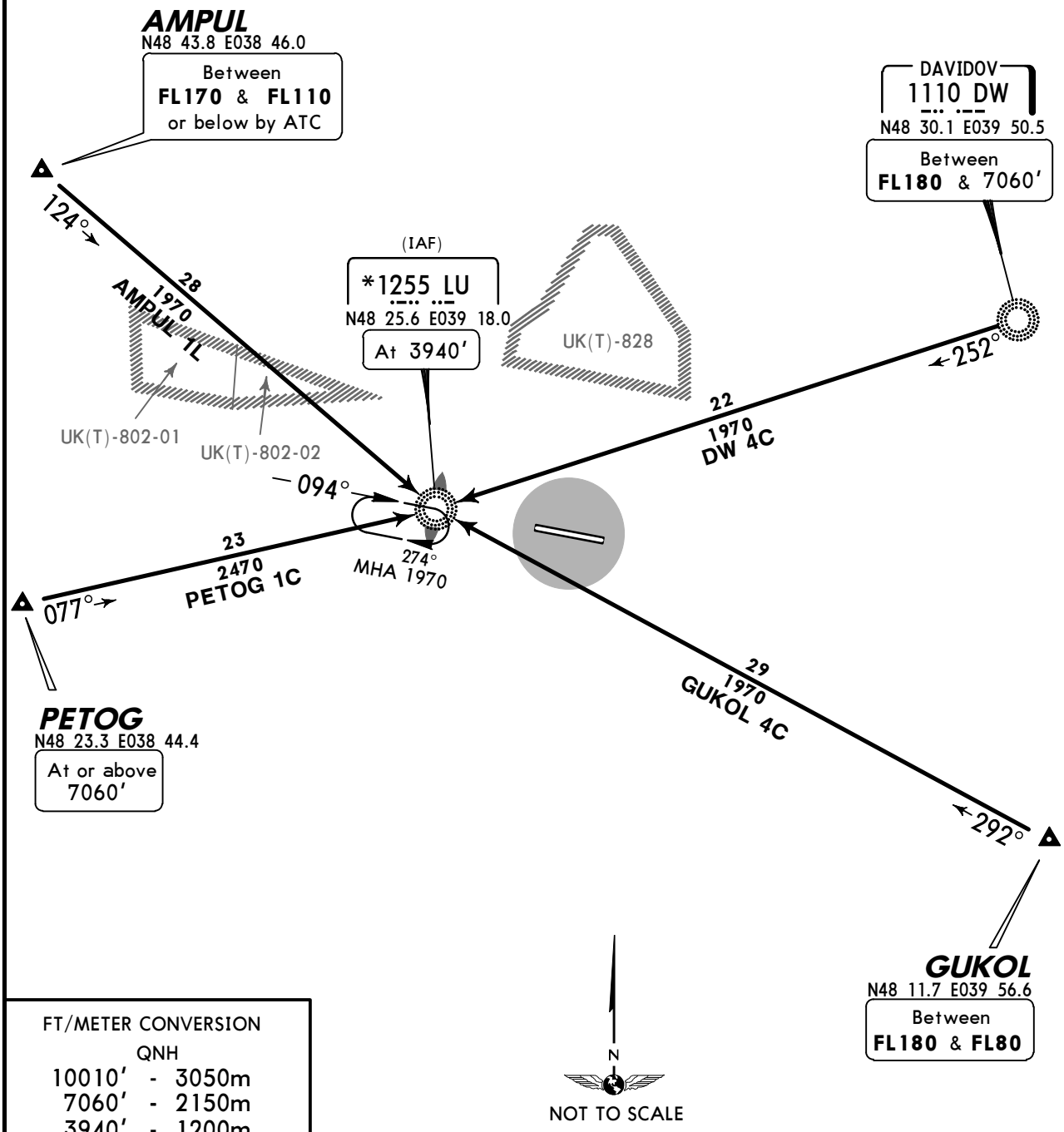
Luhans'k Tower 120.6
Luhans'k Approach Radar Approach Control 132.0

Apt Elev 637′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



MSA
LU Lctr

AMPUL ONE LIMA (AMPUL 1L) *[AMPU1L]*
DAVIDOV FOUR CHARLIE (DW 4C)
GUKOL FOUR CHARLIE (GUKOL 4C) *[GUKO4C]*
PETOG ONE CHARLIE (PETOG 1C) *[PETO1C]*
RWY 09 ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
7060′	-	2150m
3940′	-	1200m
1970′	-	600m

STAR	ROUTING
AMPUL 1L	On 124° bearing to LU.
DW 4C	On 252° bearing to LU.
GUKOL 4C	On 292° bearing to LU.
PETOG 1C	On 077° bearing to LU.

CHANGES: STARs revised; FL conversion.

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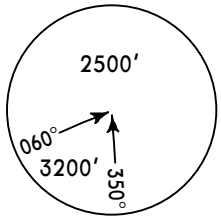
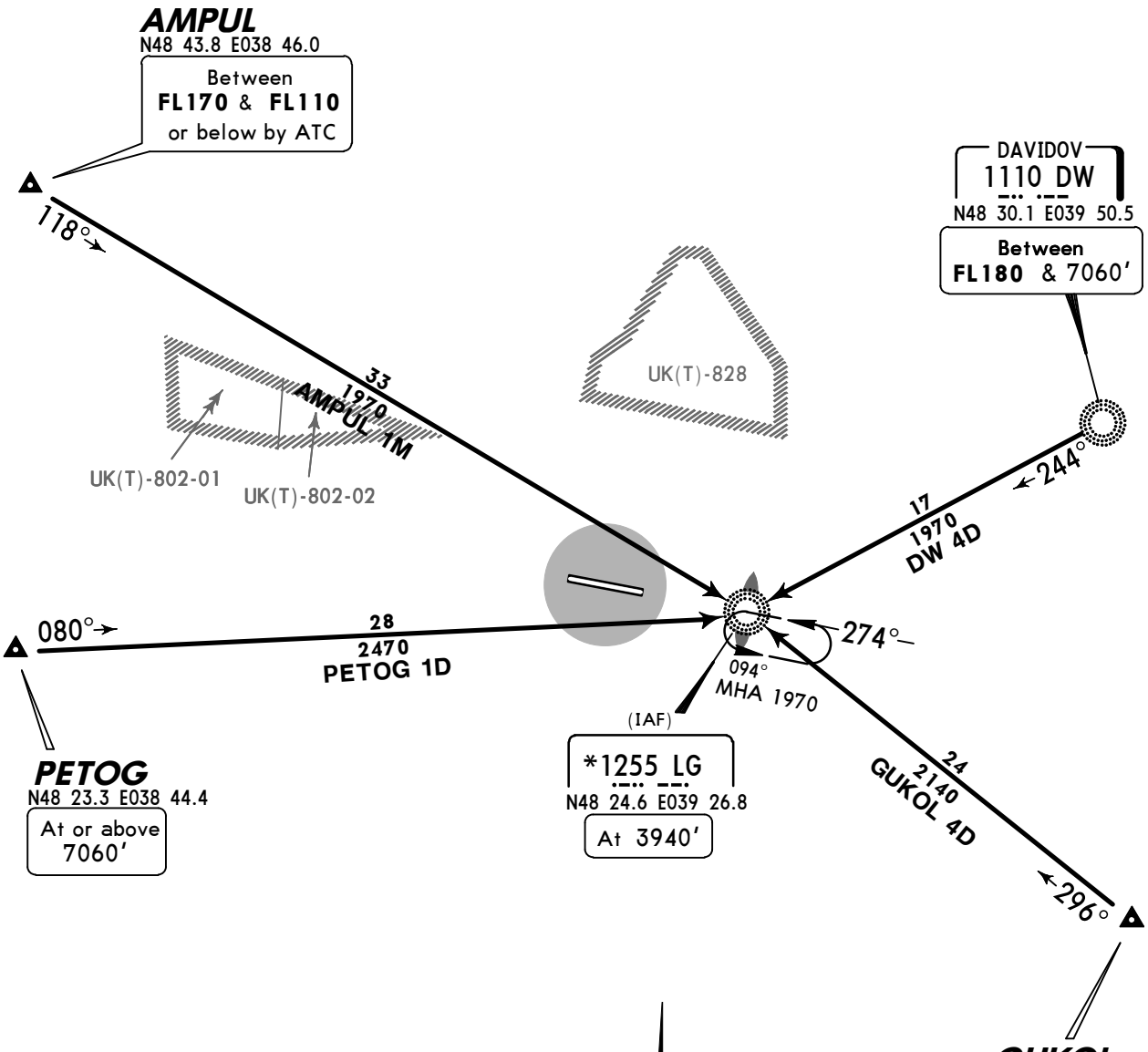
Apt Elev 637′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



AMPUL ONE MIKE (AMPUL 1M) *[AMPU1M]*
DAVIDOV FOUR DELTA (DW 4D)
GUKOL FOUR DELTA (GUKOL 4D) *[GUKO4D]*
PETOG ONE DELTA (PETOG 1D) *[PETO1D]*
RWY 27 ARRIVALS



FT/METER CONVERSION

QNH

10010′	-	3050m
7060′	-	2150m
3940′	-	1200m
1970′	-	600m

STAR	ROUTING
AMPUL 1M	On 118° bearing to LG.
DW 4D	On 244° bearing to LG.
GUKOL 4D	On 296° bearing to LG.
PETOG 1D	On 080° bearing to LG.

CHANGES: STARs revised; FL conversion.

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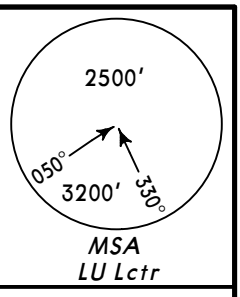
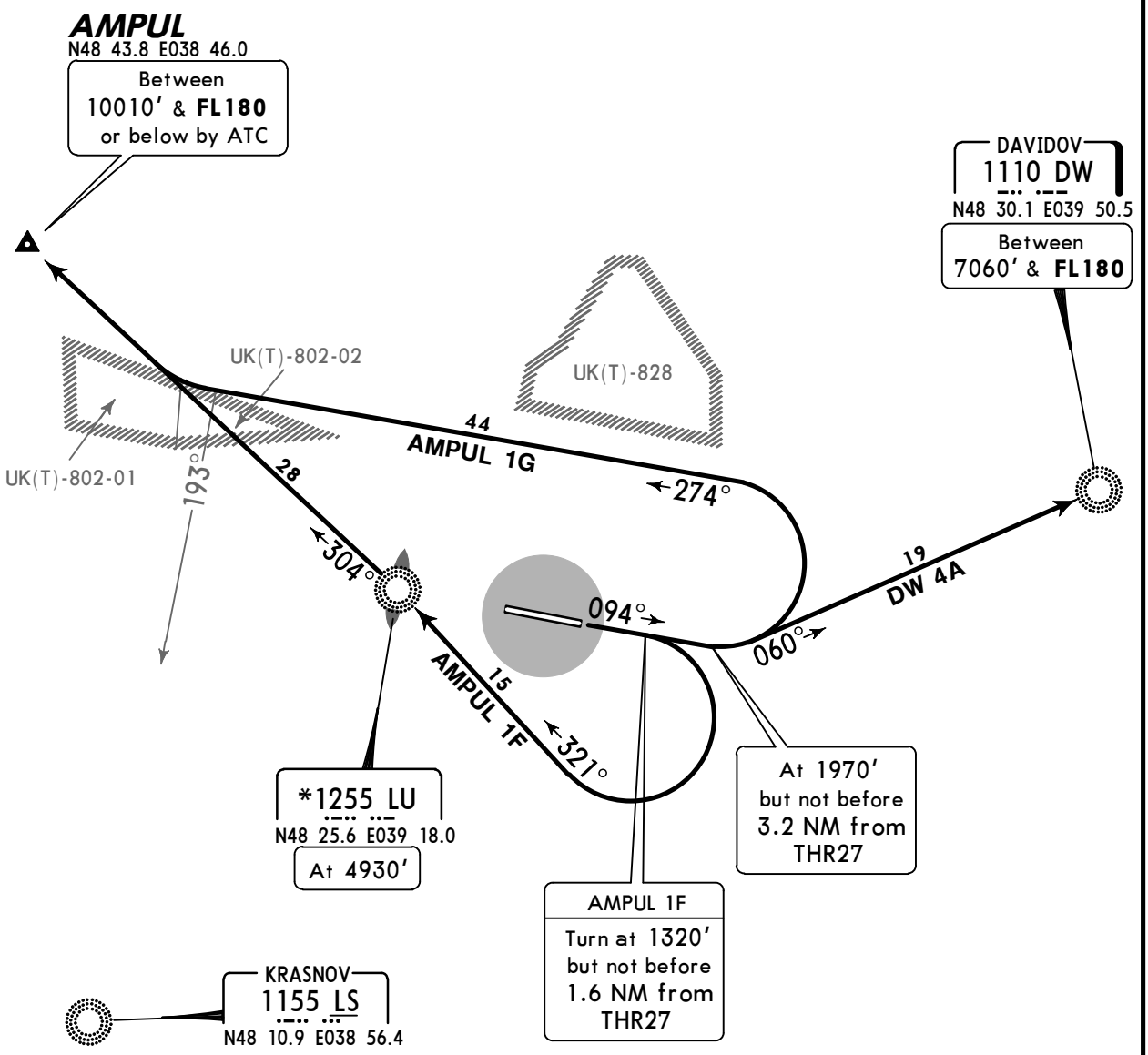
Apt Elev	
637'	Trans level: By ATC Trans alt: 10010' Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



AMPUL ONE FOXTROT (AMPUL 1F) *[AMPU1F]*
AMPUL ONE GOLF (AMPUL 1G) *[AMPU1G]*
DAVIDOV FOUR ALFA (DW 4A)
RWY 09 DEPARTURES



NOT TO SCALE

FT/METER CONVERSION
QNH

1320'	-	400m
1970'	-	600m
4930'	-	1500m
7060'	-	2150m
10010'	-	3050m

SID	ROUTING
AMPUL 1F	Climb on 094° track to 1320', turn RIGHT, intercept 321° bearing to LU, turn LEFT, 304° bearing to AMPUL.
AMPUL 1G	Climb on 094° track to 1970', turn LEFT, 274° track, when passing 193° bearing to LS turn RIGHT, intercept 304° bearing from LU to AMPUL.
DW 4A	Climb on 094° track to 1970', turn LEFT, intercept 060° bearing to DW.

CHANGES: SIDs revised; FL conversion.

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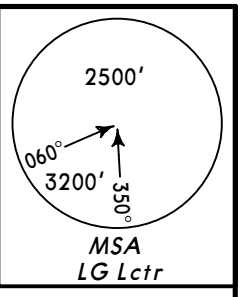
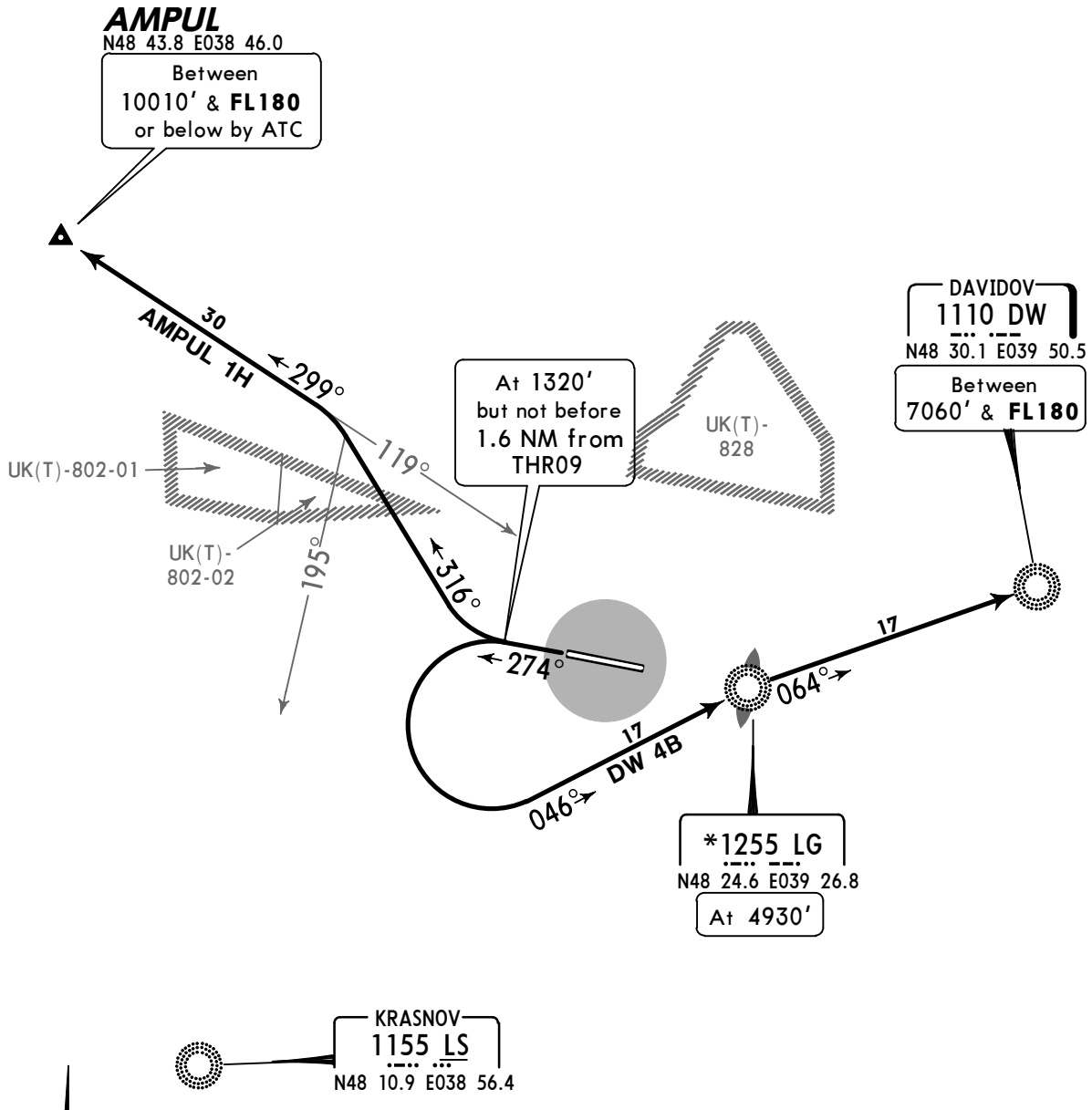
Apt Elev 637′	Trans level: By ATC Trans alt: 10010′ Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



AMPUL ONE HOTEL (AMPUL 1H) *[AMPU1H]*
DAVIDOV FOUR BRAVO (DW 4B)
RWY 27 DEPARTURES



FT/METER CONVERSION QNH	
1320′	400m
4930′	1500m
7060′	2150m
10010′	3050m

SID	ROUTING
AMPUL 1H	Climb on 274° track to 1320′, turn RIGHT, 316° track, when passing 195° bearing to LS turn LEFT, intercept 299° bearing from LG to AMPUL.
DW 4B	Climb on 274° track to 1320′, turn LEFT, intercept 046° bearing to LG, turn RIGHT, 064° bearing to DW.

CHANGES: SIDs revised & withdrawn; FL conversion.

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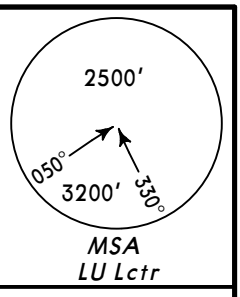
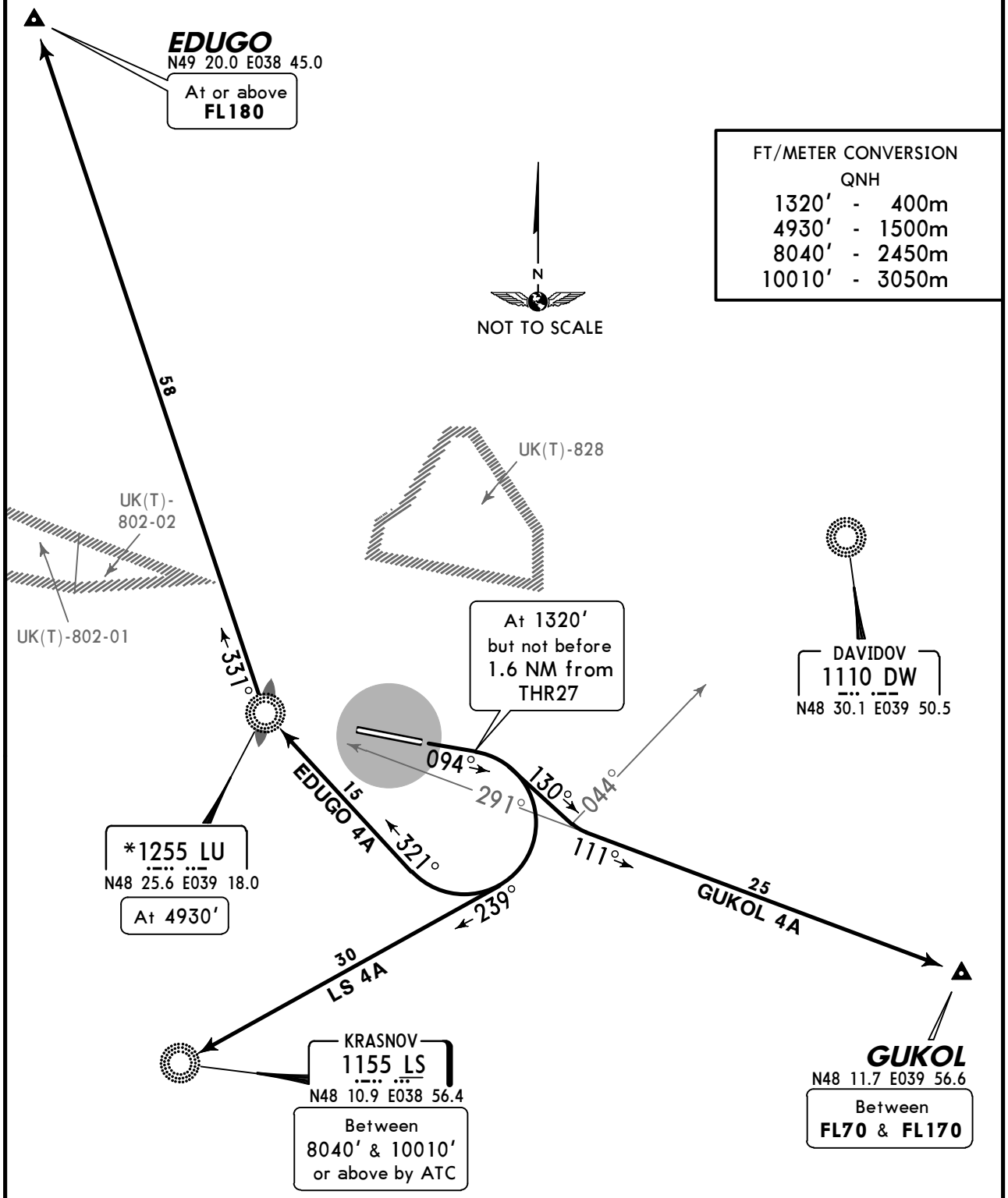
Apt Elev 637′	Trans level: By ATC Trans alt: 10010′ Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



EDUGO FOUR ALFA (EDUGO 4A) *[EDUG4A]*
GUKOL FOUR ALFA (GUKOL 4A) *[GUKO4A]*
KRASNOV FOUR ALFA (LS 4A)
RWY 09 DEPARTURES



SID	ROUTING
EDUGO 4A	Climb on 094° track to 1320′, turn RIGHT, intercept 321° bearing to LU, turn RIGHT, 331° bearing to EDUGO.
GUKOL 4A	Climb on 094° track to 1320′, turn RIGHT, 130° track, when passing 044° bearing to DW turn LEFT, intercept 111° bearing from LU to GUKOL.
LS 4A	Climb on 094° track to 1320′, turn RIGHT, intercept 239° bearing to LS.

CHANGES: SIDs revised & withdrawn; FL conversion.

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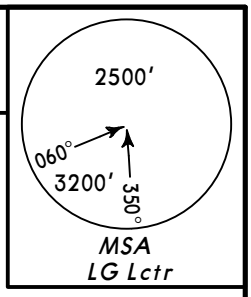
Apt Elev 637′	Trans level: By ATC Trans alt: 10010′ Activities within areas UK(T)-802-01, UK(T)-802-02 & UK(T)-828 not authorized without prior coordination with LUHANS'K Tower.



EDUGO FOUR BRAVO (EDUGO 4B) *[EDUG4B]*
GUKOL FOUR BRAVO (GUKOL 4B) *[GUKO4B]*
KRASNOV FOUR BRAVO (LS 4B)
RWY 27 DEPARTURES

EDUGO
N49 20.0 E038 45.0
At or above **FL180**

N
NOT TO SCALE

FT/METER CONVERSION
QNH

1320′	-	400m
4930′	-	1500m
8040′	-	2450m
10010′	-	3050m

63
327°
147°
UK(T)-802-01
UK(T)-802-02
UK(T)-828
At 1320′ but not before 1.6 NM from THR09
274°
216°
17
046°
EDUGO 4B
102°
23
LS 4B
37
GUKOL 4B
*1255 LG
N48 24.6 E039 26.8
At 4930′
GUKOL
N48 11.7 E039 56.6
Between **FL70** & **FL170**
KRASNOV
1155 LS
N48 10.9 E038 56.4
Between 8040′ & 10010′ or above by ATC

SID	ROUTING
EDUGO 4B	Climb on 274° track to 1320′, turn LEFT, intercept 046° bearing to LG, turn LEFT, intercept 327° bearing from LG to EDUGO.
GUKOL 4B	Climb on 274° track to 1320′, turn LEFT, 102° track to GUKOL.
LS 4B	Climb on 274° track to 1320′, turn LEFT, intercept 216° bearing to LS.

CHANGES: SIDs revised & withdrawn; FL conversion.

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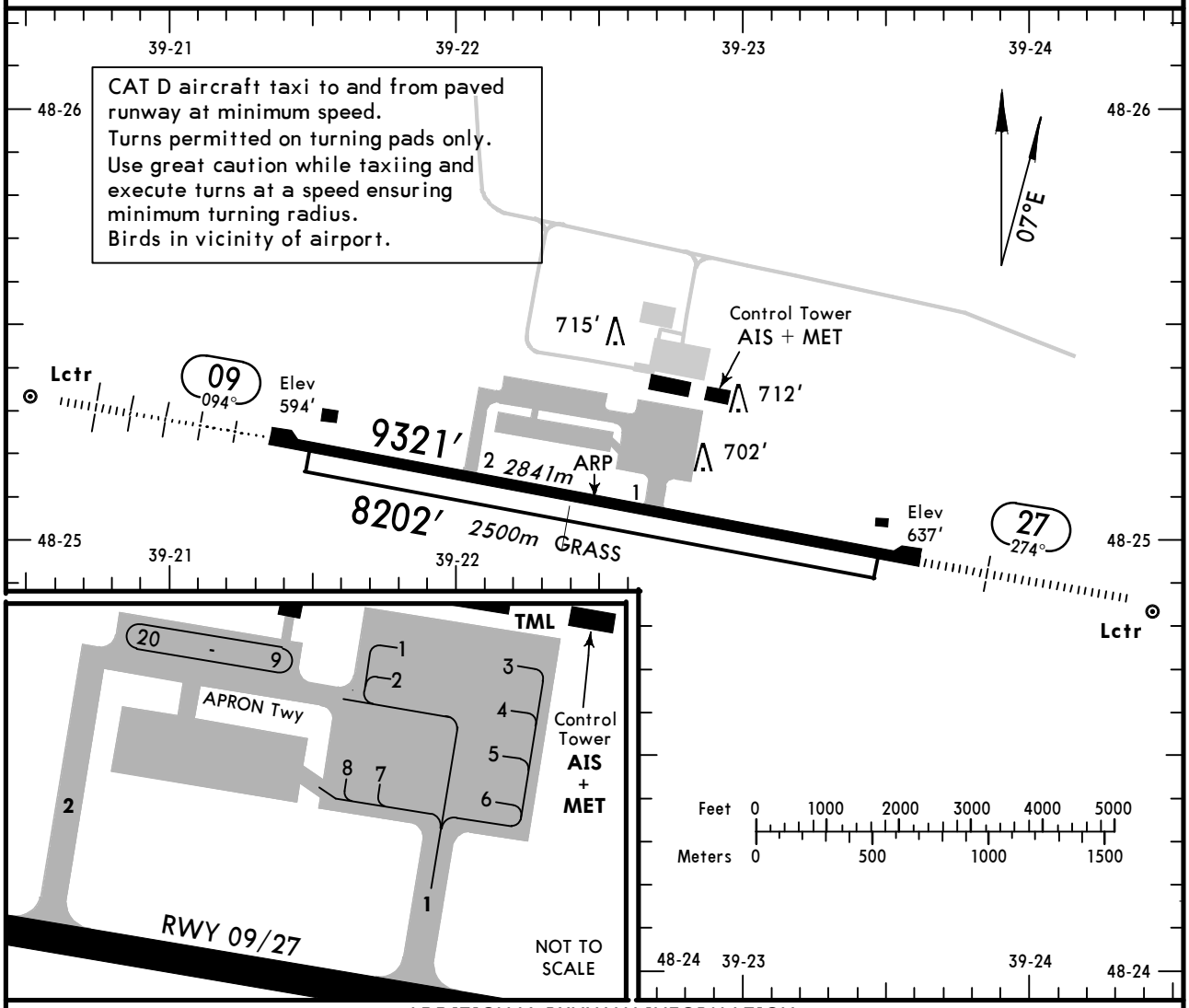
LUHANS'K Tower
120.6

CAT D aircraft taxi to and from paved runway at minimum speed.
Turns permitted on turning pads only.
Use great caution while taxiing and execute turns at a speed ensuring minimum turning radius.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL *(60m)* HIALS RVR		8592′ *2619m* 8288′ *2526m*		148′ *45m*
09 27	Grass runway				279′ *85m*

JAR-OPS

TAKE-OFF [1]

	LVP must be in force RCLM (DAY only) or RL	All Rwys 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.

CHANGES: Twy designations. Usable lengths. Minimums.

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STRAIGHT-IN RWY		A	B	C	D
09	ILS	**794′** (200′)	**794′** (200′)	**794′** (200′)	**794′** (200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶ ❷	**920′** (326′)	**920′** (326′)	**920′** (326′)	**920′** (326′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❸	**1090′** (496′)	**1090′** (496′)	**1090′** (496′)	**1090′** (496′)
		R1700m	**R1700m**	**R1900m**	**R1900m**
	ALS out	C2500m	C2500m	C2700m	C2700m
27	ILS	**836′** (200′)	**836′** (200′)	**836′** (200′)	**836′** (200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶ ❷	**970′** (334′)	**970′** (334′)	**970′** (334′)	**970′** (334′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❸	**1270′** (634′)	**1270′** (634′)	**1270′** (634′)	**1270′** (634′)
		C2400m	**C2400m**	**C2600m**	**C2600m**
	ALS out	C3100m	C3100m	C3300m	C3300m

❶ Continuous Descent Final Approach.
❷ with LOM.
❸ w/o LOM.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS to rwy 09	**1020′**(426′) ❹	**1100′**(506′) ❹	**1200′**(606′) ❹	**1300′**(706′) ❹
After NDB to rwy 09	**1090′**(496′) ❹	**1100′**(506′) ❹	**1200′**(606′) ❹	**1300′**(706′) ❹
After ILS to rwy 27	**1040′**(404′)	**1140′**(504′)	**1240′**(604′)	**1340′**(704′)
After NDB to rwy 27	**1270′**(634′)	**1270′**(634′)	**1270′**(634′)	**1340′**(704′)
	V1500m ❺	V1600m ❺	V2400m ❺	V3600m ❺

❹ Circling heigth based on rwy 09 thresh elev of 594′.
❺ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 09, 27

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

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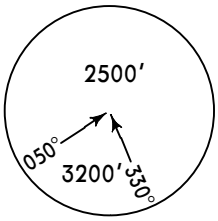
BRIEFING STRIP ™

LUHANS'K Approach (R)	LUHANS'K Tower
132.0	120.6

LOC ILU 108.3	Final Apch Crs 094°	GS LOM 1378′ (784′)	ILS DA(H) 794′ (200′)	Apt Elev 636′	
NDB LU 1255		Minimum Alt LOM 1380′ (786′)	NDB MDA(H) (CONDITIONAL) 920′ (326′)	RWY 594′	

MISSED APCH: Climb on 094° to 1320′, then turn RIGHT on 274° climbing to 1970′, then according to chart.

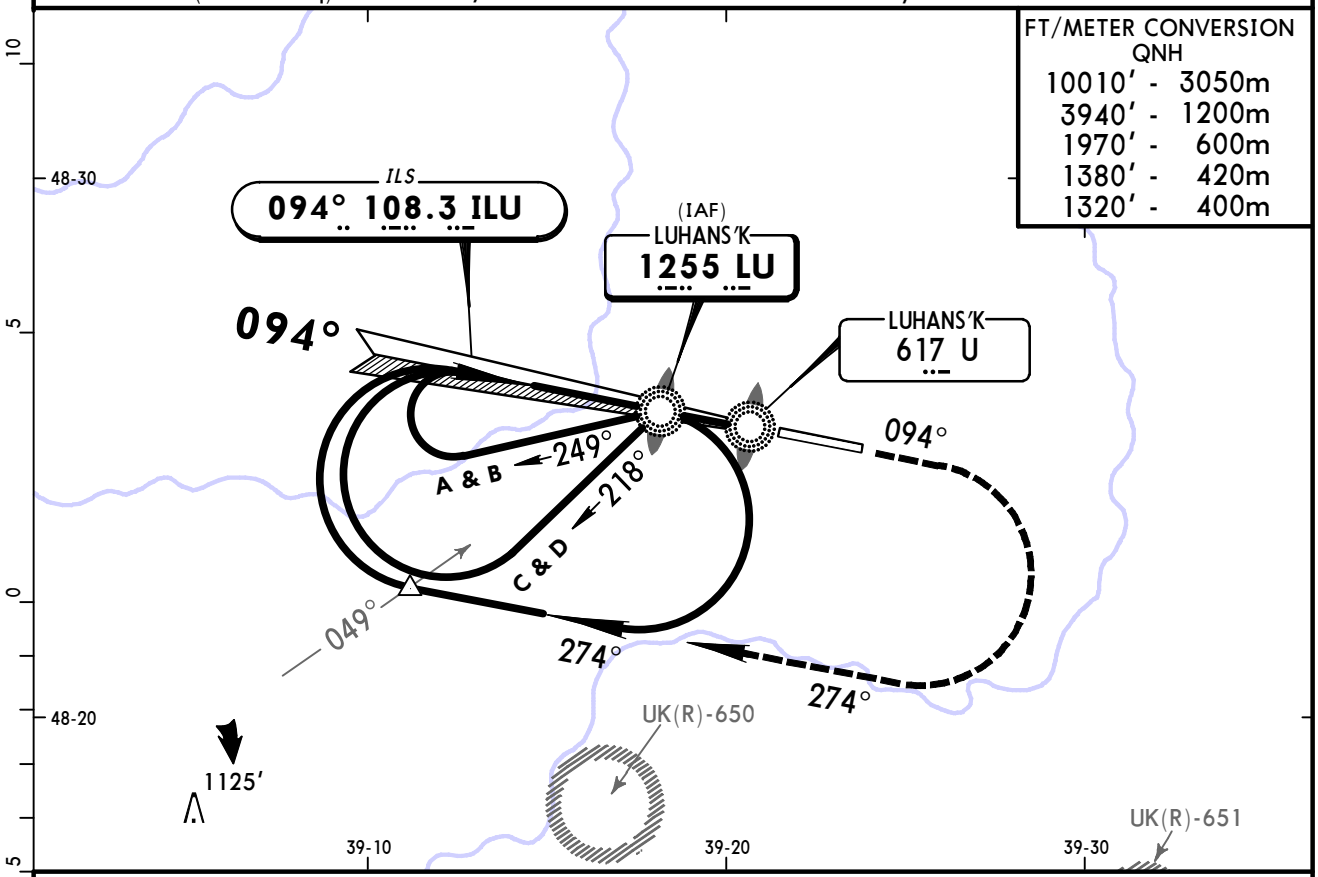


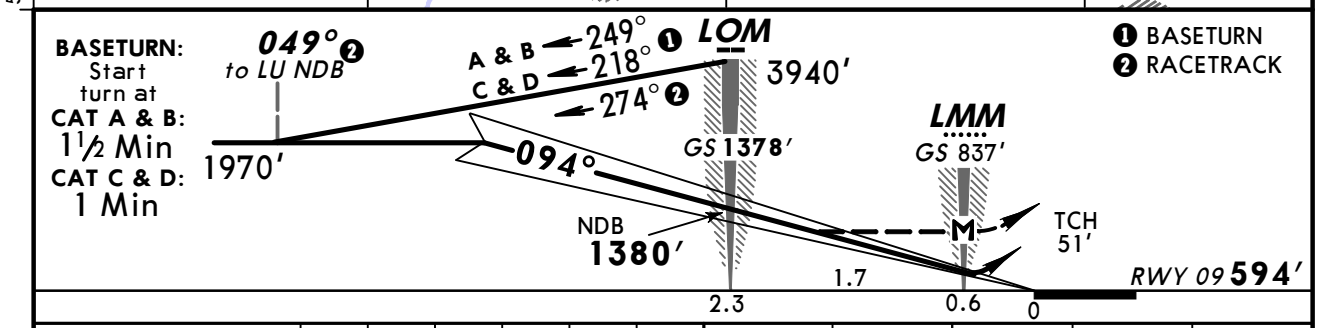
MSA LU NDB

Alt Set: hPa (MM on req) | Rwy Elev: 22 hPa | Trans level: By ATC | Trans alt: 10010′

FT/METER CONVERSION QNH

10010′ -	3050m
3940′ -	1200m
1970′ -	600m
1380′ -	420m
1320′ -	400m





Gnd speed-Kts	70	90	100	120	140	160	HIALS	1320′ on 094°	274° RT	1970′
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861				
MAP at LMM										

JAR-OPS STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 794′ (200′) FULL	ILS DA(H) 794′ (200′) ALS out	LOC (GS out)	NDB with LOM MDA(H) 920′ (326′)	NDB with LOM MDA(H) 920′ (326′) ALS out	NDB w/o LOM MDA(H) 1090′ (496′)	NDB w/o LOM MDA(H) 1090′ (496′) ALS out
A	RVR 550m	RVR 1000m	NOT AUTH	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B				RVR 1000m		RVR 1200m	
C					RVR 1800m		RVR 2000m
D				RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	1020′ (426′) ❷	1500m
135	1100′ (506′)	1600m
180	1200′ (606′)	2400m
205	1300′ (706′)	3600m

PANS OPS

❶ Circling height based on rwy 09 thresh elev of 594′. ❷ After NDB apch: 1090′ (496′)

CHANGES: Apt elev. MSA. Bearings. Minimums.

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UKCW/VSG
LUHANS'K

JEPPESEN
21 AUG 09 (11-2) Eff 27 Aug

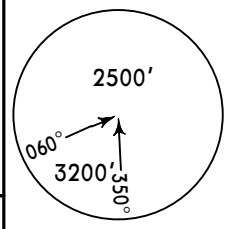
LUHANS'K, UKRAINE
ILS or NDB Rwy 27

BRIEFING STRIP ™

LUHANS'K Approach (R)	LUHANS'K Tower
132.0	120.6

LOC ILG **109.5**	Final Apch Crs **274°**	GS **LOM** **1378'** (742')	ILS DA(H) **836'** (200')	Apt Elev 636'
NDB LG **1255**		Minimum Alt **LOM** **1380'** (744')	NDB MDA(H) (CONDITIONAL) **970'** (334')	RWY **636'**

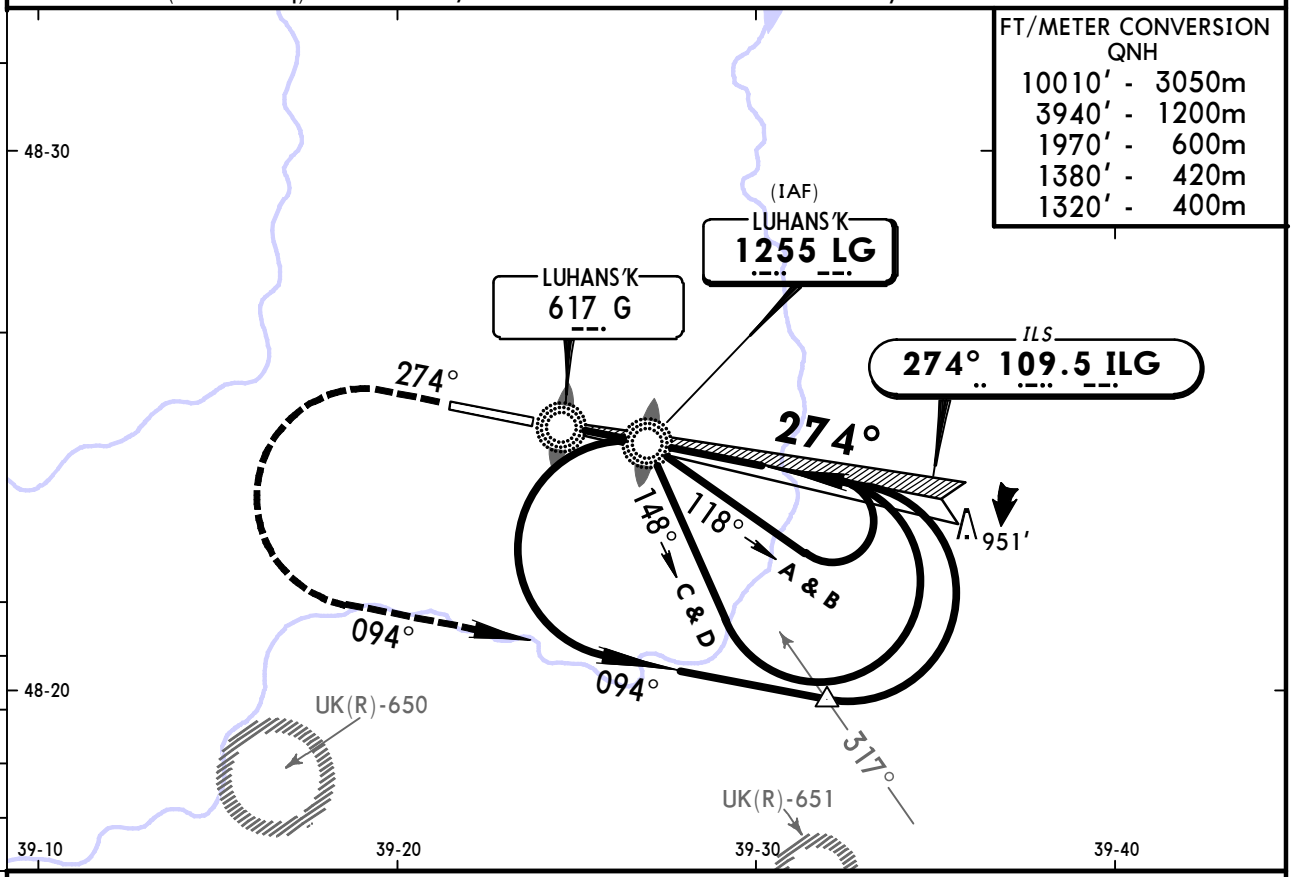
MISSED APCH: Climb on 274° to 1320', then turn LEFT on 094° climbing to 1970', then according to chart.

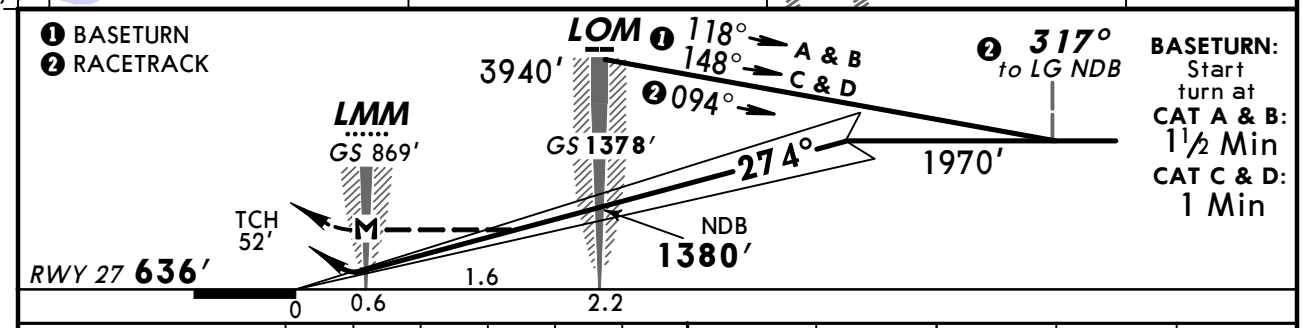


MSA
LG NDB

Alt Set: hPa (MM on req) | Rwy Elev: 23 hPa | Trans level: By ATC | Trans alt: 10010'

FT/METER CONVERSION
QNH
10010' - 3050m
3940' - 1200m
1970' - 600m
1380' - 420m
1320' - 400m





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

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
MAP at LMM						

HIALS

1320' on **274°** | **094°** LT | **1970'**

JAR-OPS

STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 836' (200') FULL	ILS DA(H) 836' (200') ALS out	LOC (GS out)	NDB with LOM MDA(H) 970' (334')	NDB with LOM MDA(H) 970' (334') ALS out	NDB w/o LOM MDA(H) 1270' (634')	NDB w/o LOM MDA(H) 1270' (634') ALS out
A	RVR 550m	RVR 1000m	NOT AUTH	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B				RVR 1000m		RVR 1200m	
C					RVR 1800m		RVR 2000m
D				RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1040' (404') ❶	1500m
135	1140' (504') ❶	1600m
180	1240' (604') ❶	2400m
205	1340' (704')	3600m

❶ After NDB apch: 1270' (634')

PANS OPS

CHANGES: MSA. Procedure bearings. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

LUHANS'K, (LUHANS'K - UKCW)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKCW

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

PAPI-L rwy 09/27 installed, angle 3.0°.