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Airport Information For UKLI

Terminal Charts For UKLI

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Ivano-Frankivs'k Ukr
IATA Code: IFO
Lat/Long: N48° 53.0' E024° 41.1'
Elevation: 919 ft

Airport Use: Public
Magnetic Variation: 5.5°E

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

Sunrise: 0331 Z
Sunset: 1712 Z,

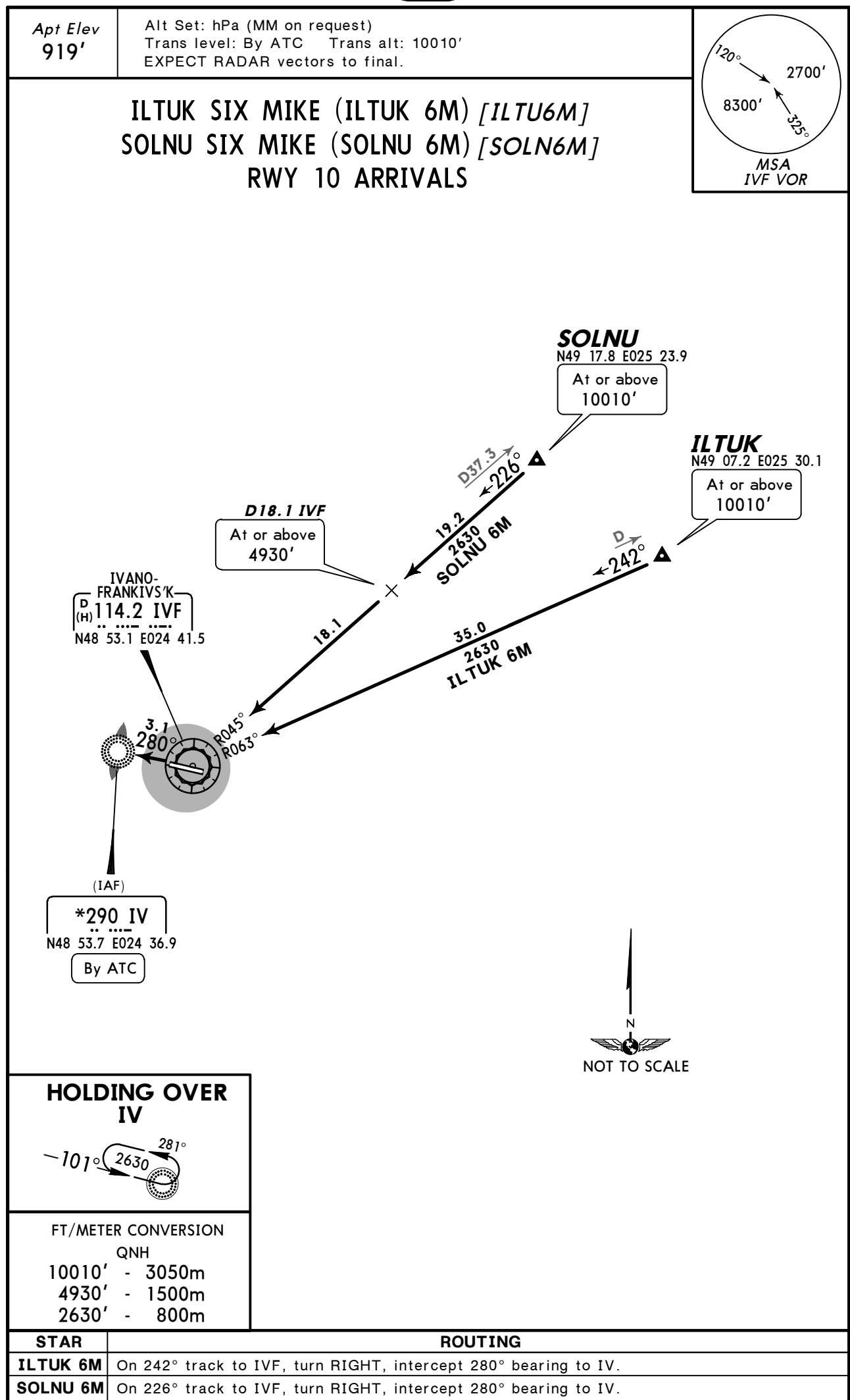
Runway Information

Runway: 10
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 919 ft
Lighting: Edge, ALS

Runway: 28
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 904 ft
Lighting: Edge, ALS

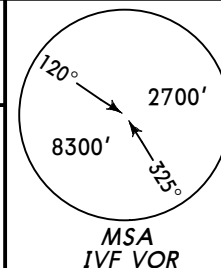
Communication Information

ATIS 126.4
Franko Tower 134.85
Franko Tower 124.0 Military
Franko Approach Control 128.5 Military
Franko Approach Control 127.3

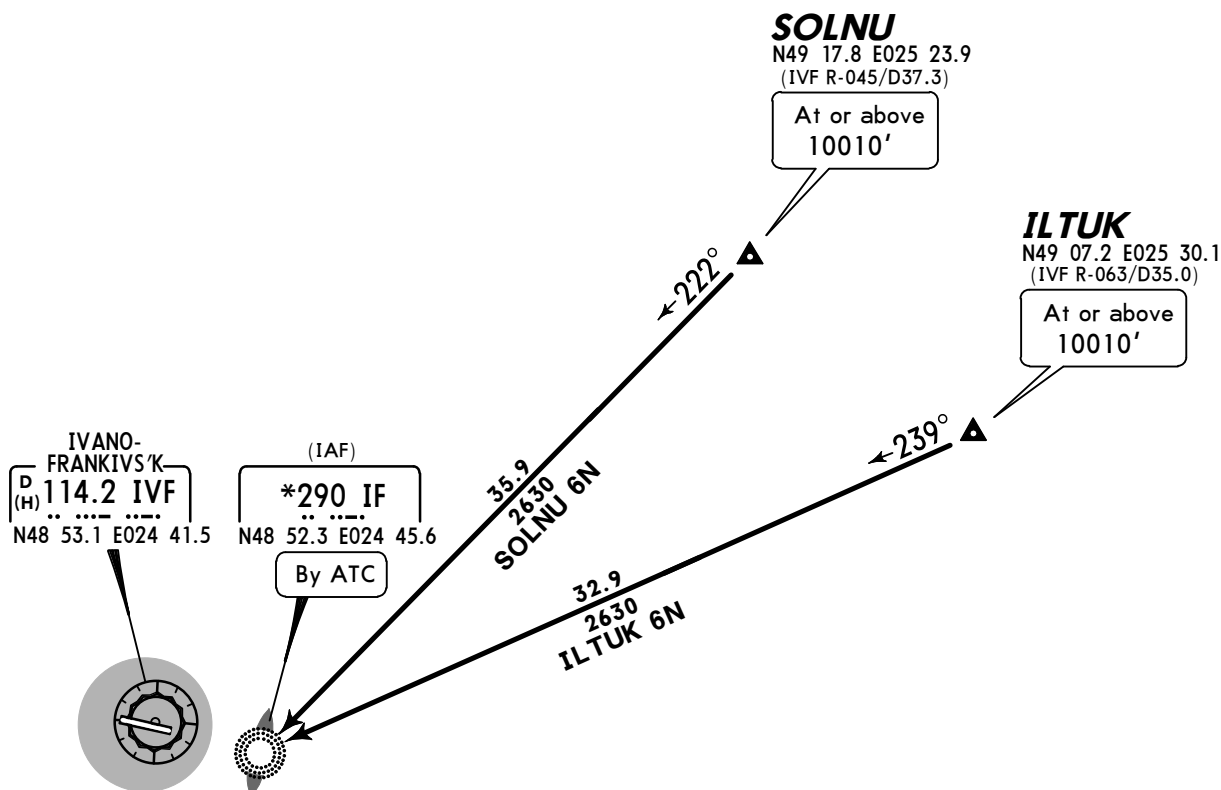


Apt Elev
919'

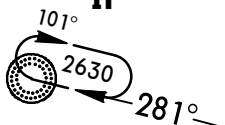
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT RADAR vectors to final.



ILTUK SIX NOVEMBER (ILTUK 6N) [ILTU6N]
SOLNU SIX NOVEMBER (SOLNU 6N) [SOLN6N]
RWY 28 ARRIVALS



HOLDING OVER IF



FT/METER CONVERSION
QNH
10010' - 3050m
2630' - 800m

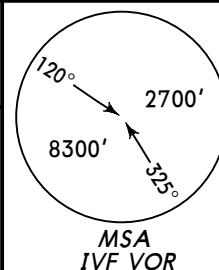
STAR

ROUTING

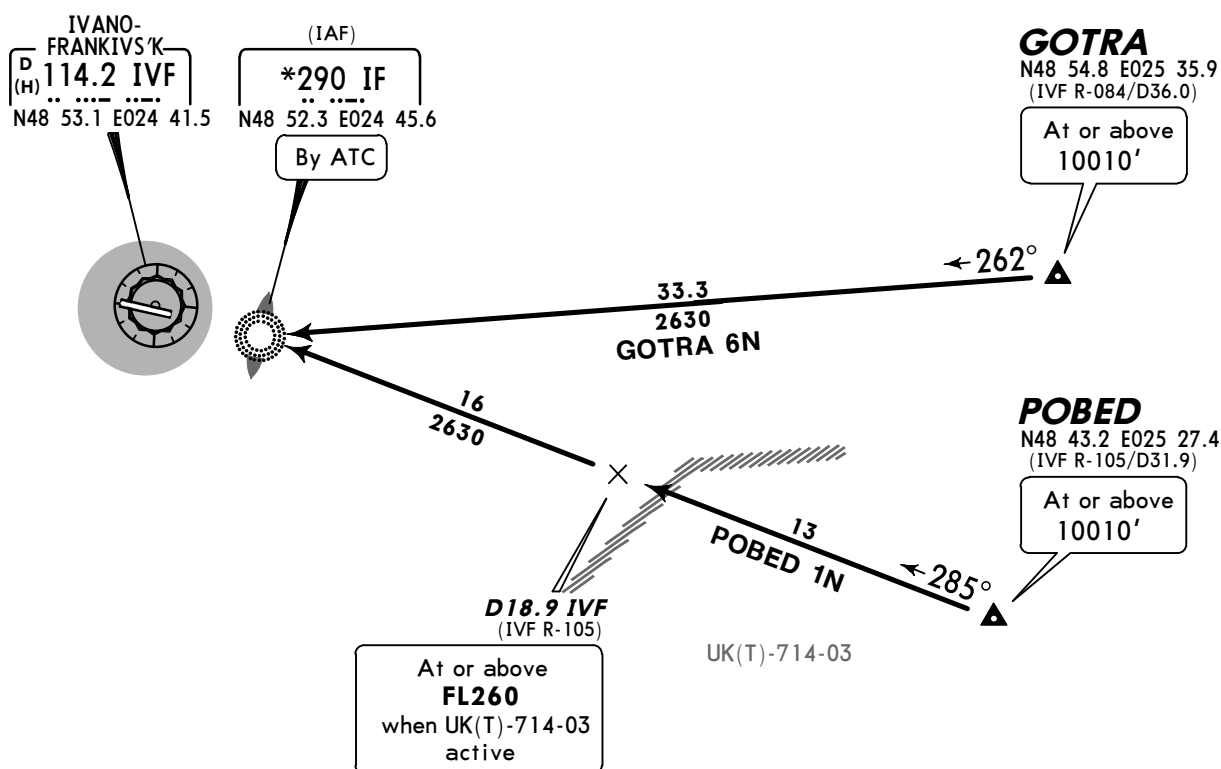
ILTUK 6N Intercept 239° bearing to IF.
SOLNU 6N Intercept 222° bearing to IF.

Apt Elev
919'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT RADAR vectors to final.



GOTRA SIX NOVEMBER (GOTRA 6N) [GOTR6N]
POBED ONE NOVEMBER (POBED 1N) [POBE1N]
RWY 28 ARRIVALS



STAR

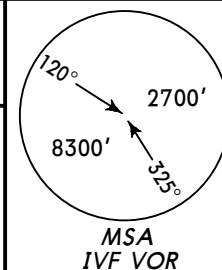
ROUTING

GOTRA 6N Intercept 262° bearing to IF.

POBED 1N Intercept 285° bearing to IF.

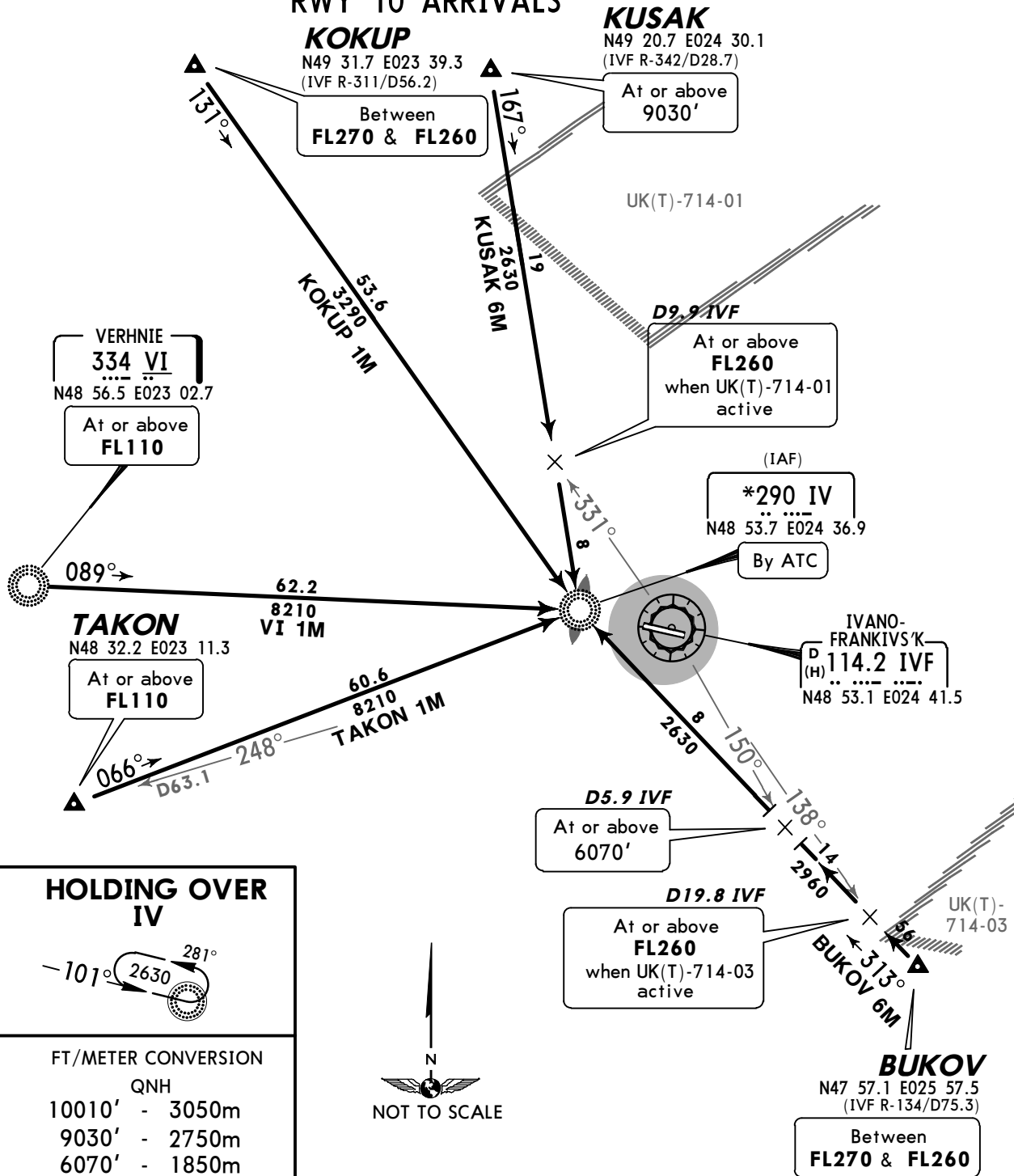
Apt Elev
919'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT RADAR vectors to final.



BUKOV SIX MIKE (BUKOV 6M) [BUKO6M]
KOKUP ONE MIKE (KOKUP 1M) [KOKU1M]
KUSAK SIX MIKE (KUSAK 6M) [KUSA6M]
TAKON ONE MIKE (TAKON 1M) [TAKO1M]
VERHNIE ONE MIKE (VI 1M)

RWY 10 ARRIVALS



STAR	ROUTING
BUKOV 6M	On 313° bearing to IV.
KOKUP 1M	On 131° bearing to IV.
KUSAK 6M	On 167° bearing to IV.
TAKON 1M	On 066° bearing to IV.
VI 1M	On 089° bearing to IV.

KUSAK
N49 20.7 E024 30.1
At or above 9030'

UK(T)-714-01

KOKUP
N49 31.7 E023 39.3
Between FL270 & FL260

VERHNE
334 VI
N48 56.5 E023 02.7
At or above FL110

TAKON
N48 32.2 E023 11.3
At or above FL110

IVANO-FRANKIVSK
N48 53.1 E024 41.5
At or above FL260 when UK(T)-714-01 active

BUKOV
N47 57.1 E025 33.1
Between FL270 & FL260

HOLDING OVER IF

FT/METER CONVERSION
QNH
10010' - 3050m
9030' - 2750m
2630' - 800m

NOT TO SCALE

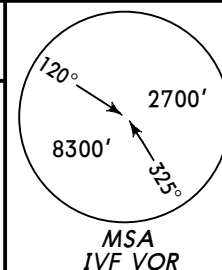
A diagram showing a closed loop with a magnetic field vector B and a current vector I . The magnetic field vector B is represented by a curved arrow pointing upwards and to the right, labeled 101° . The current vector I is represented by a curved arrow pointing downwards and to the right, labeled 281° . The loop is labeled with the number 2630.

FT/METER CONVERSION

QNH	
10010'	- 3050m
9030'	- 2750m
2630'	- 800m

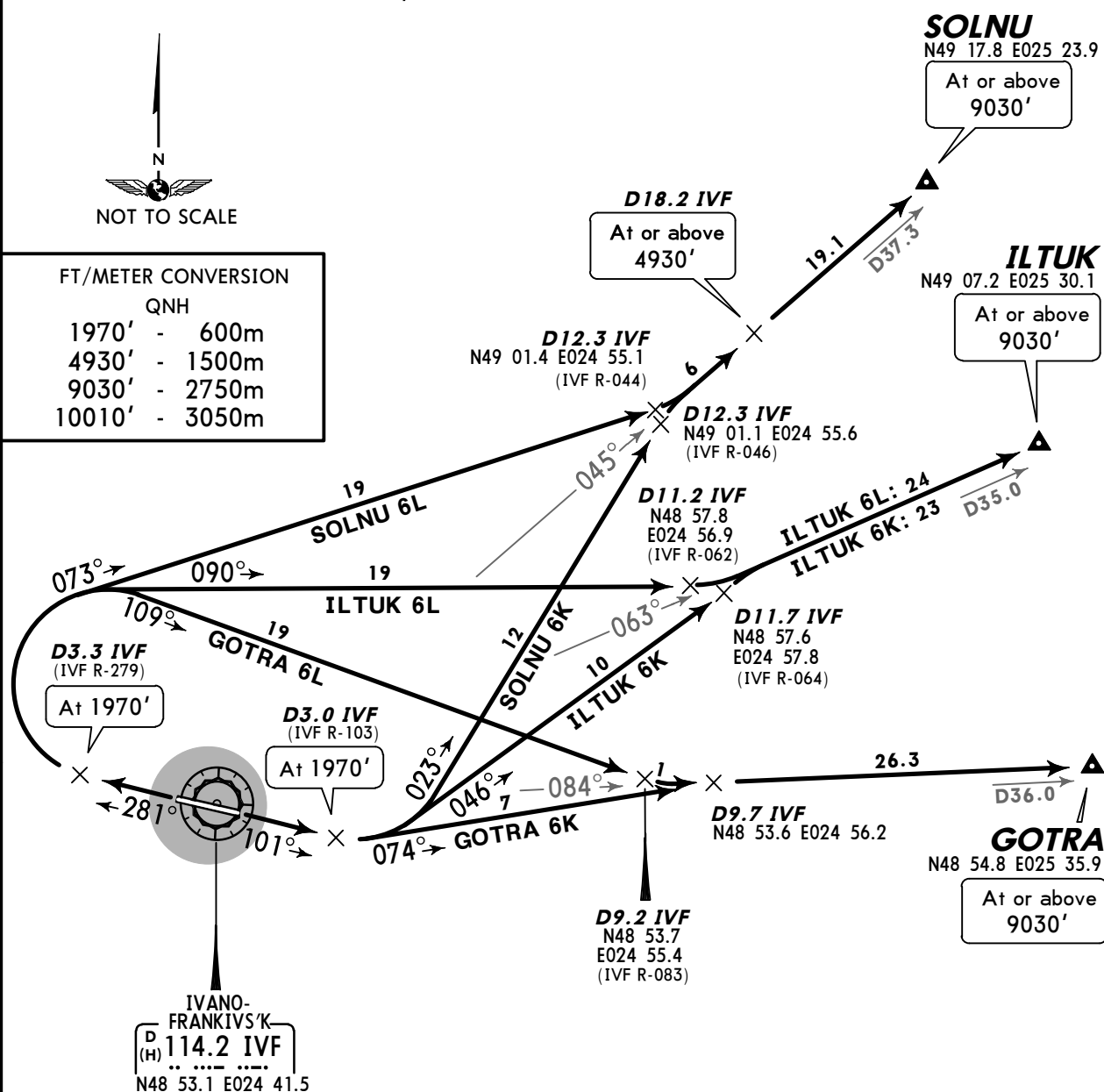
STAR	ROUTING
BUKOV 6N	On 315° bearing to IF.
KOKUP 1N	On 129° track to IVF, turn LEFT, intercept 103° bearing to IF.
KUSAK 6N	On 161° track to IVF, turn LEFT, intercept 103° bearing to IF.
TAKON 1N	On 069° bearing to IF.
VI 1N	On 089° track to IVF, turn RIGHT, intercept 103° bearing to IF.

Trans alt: 10010'



FT/METER CONVERSION
QNH

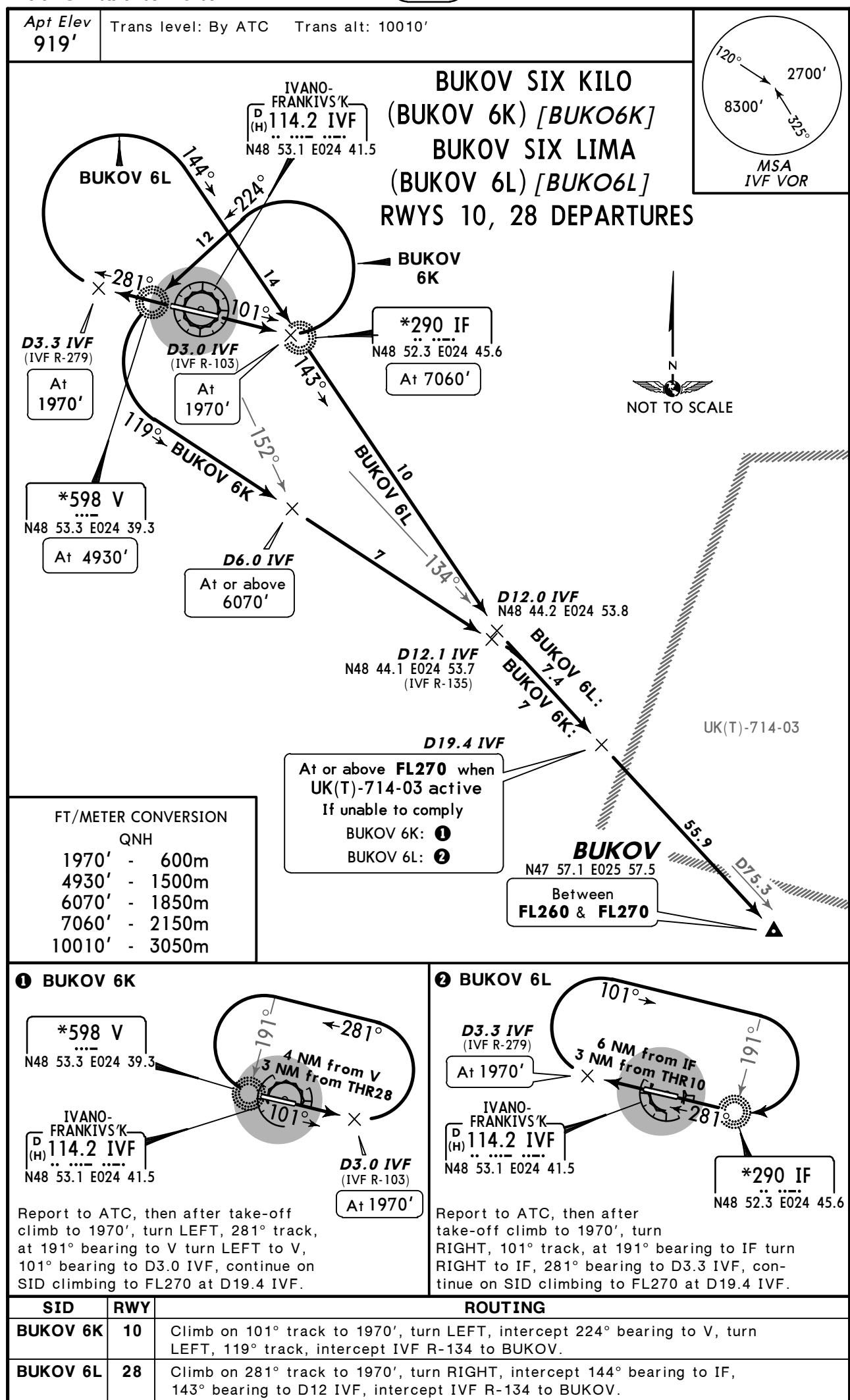
1970'	-	600m
4930'	-	1500m
9030'	-	2750m
10010'	-	3050m



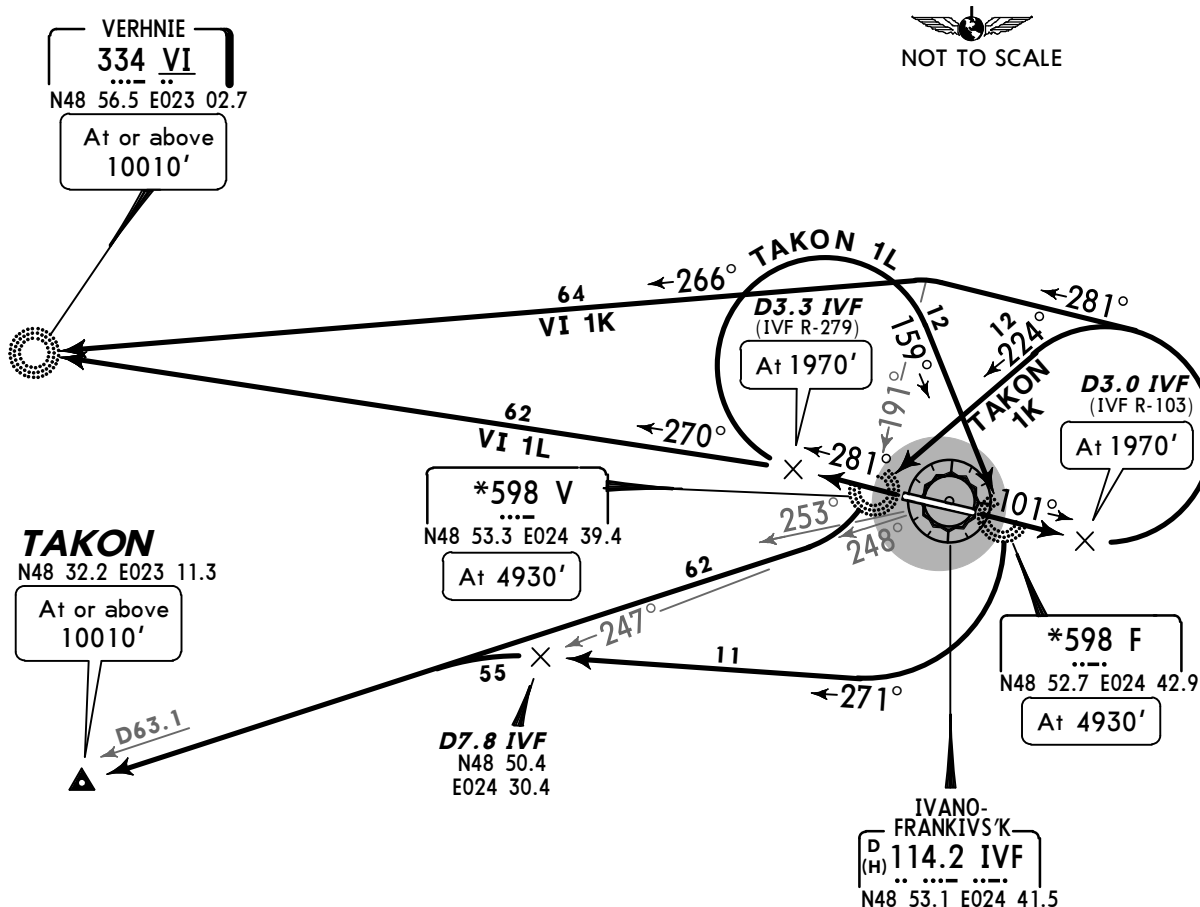
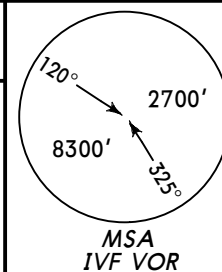
SID	RWY	ROUTING
GOTRA 6K	10	Climb on 101° track to 1970', turn LEFT, 074° track, intercept IVF R-084 to GOTRA.
GOTRA 6L	28	Climb on 281° track to 1970', turn RIGHT, 109° track, intercept IVF R-084 to GOTRA.
ILTUK 6K	10	Climb on 101° track to 1970', turn LEFT, 046° track, intercept IVF R-063 to ILTUK.
ILTUK 6L	28	Climb on 281° track to 1970', turn RIGHT, 090° track, intercept IVF R-063 to ILTUK.
SOLNU 6K	10	Climb on 101° track to 1970', turn LEFT, 023° track, intercept IVF R-045 to SOLNU.
SOLNU 6L	28	Climb on 281° track to 1970', turn RIGHT, 073° track, intercept IVF R-045 to SOLNU.



SID	RWY	ROUTING
POBED 1K	10	Climb on 101° track to 1970', intercept IVF R-105 to POBED.
POBED 1L	28	Climb on 281° track to 1970', turn RIGHT, intercept 144° bearing to IF, intercept IVF R-105 to POBED.



Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION

QNH	
1970'	- 600m
4930'	- 1500m
10010'	- 3050m

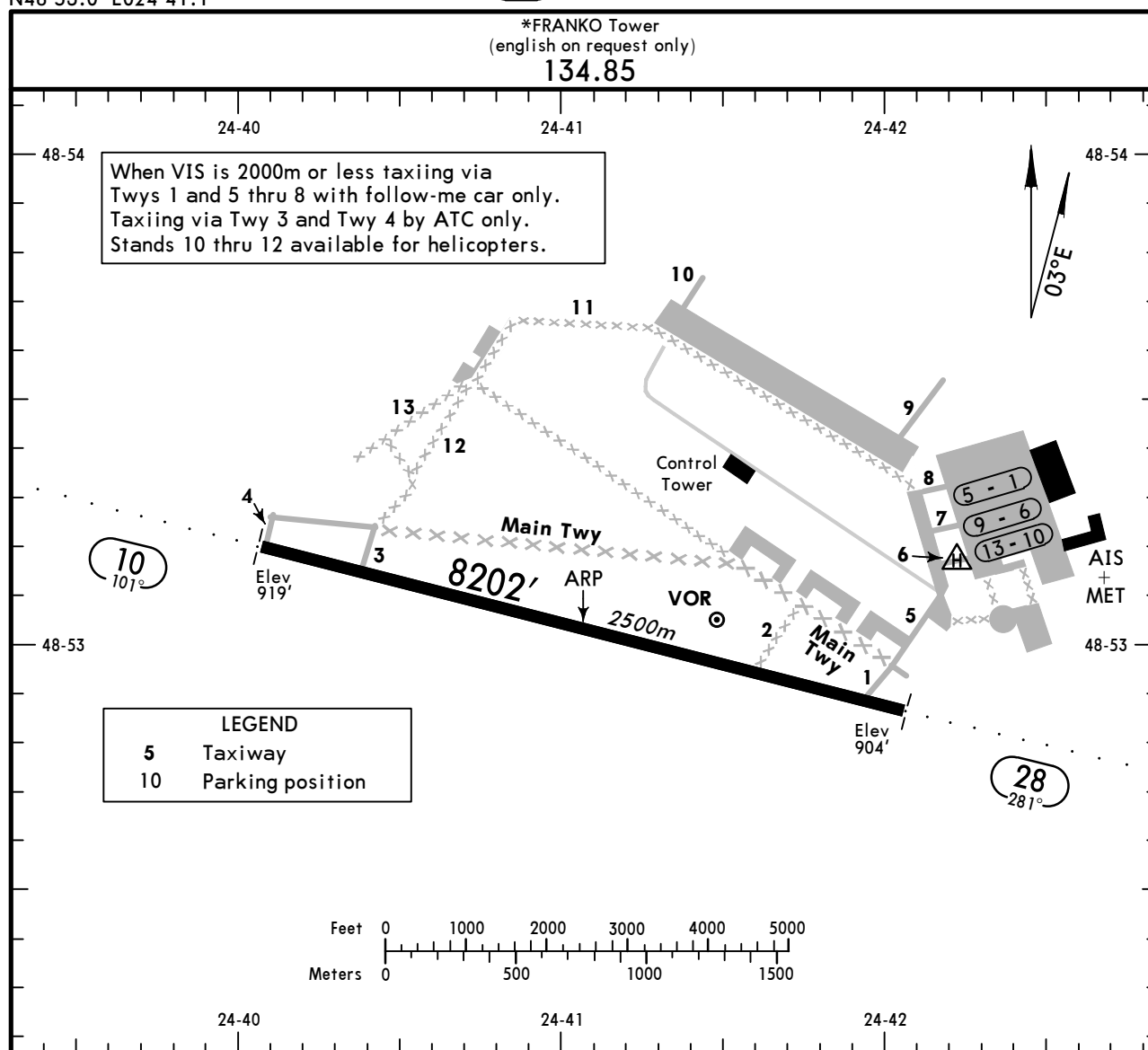
SID	RWY	ROUTING
TAKON 1K	10	Climb on 101° track to 1970', turn LEFT, intercept 224° via V until passing IVF R-253, intercept IVF R-248 to TAKON.
TAKON 1L	28	Climb on 281° track to 1970', turn RIGHT, intercept 159° bearing to F, turn RIGHT, 271° track to D7.8 IVF, intercept IVF R-248 to TAKON.
VI 1K	10	Climb on 101° track to 1970', turn LEFT on 281° track, when passing 191° bearing to V turn LEFT, intercept 266° bearing to VI.
VI 1L	28	Climb on 281° track to 1970', turn LEFT, intercept 270° bearing to VI.

Trans level: By ATC Trans alt: 10010'

At 1970'

UKLI/IFO
Apt Elev 919'
N48 53.0 E024 41.1

JEPPESEN IVANO-FRANKIVS'K, UKRAINE
26 MAR 10 (10-9) Eff 8 Apr
IVANO-FRANKIVS'K



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
10	28	RL (60m) ALS	8120' 2475m	7026' 2141m 7087' 2160m	144' 44m

JAR-OPS			
TAKE-OFF 1			
LVP must be in force		All Rwys	
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: Twys. Notes.

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STRAIGHT-IN RWY		A	B	C	D
10	ILS	1119' (200') R1000m R1200m	1119' (200') R1000m R1200m	1119' (200') R1000m R1200m	1126' (207') R1000m R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ①	1280' (361') R1500m R1500m	1280' (361') R1500m R1500m	1280' (361') R1500m R1700m	1280' (361') R1500m R1700m
	<i>ALS out</i>				
28	ILS	1104' (200') R1000m R1200m	1104' (200') R1000m R1200m	1104' (200') R1000m R1200m	1107' (203') R1000m R1200m
	<i>ALS out</i>				
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ①	1270' (366') R1500m R1500m	1270' (366') R1500m R1500m	1270' (366') R1500m R1700m	1270' (366') R1500m R1700m
	<i>ALS out</i>				

① Continuous Descent Final Approach.

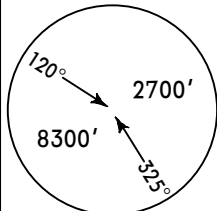
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to Rwy 10	1400' (481')	1780' (861')	1870' (951')	1870' (951')
After apch to Rwy 28	1330' (411')	1780' (861')	1870' (951')	1870' (951')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 10, 28

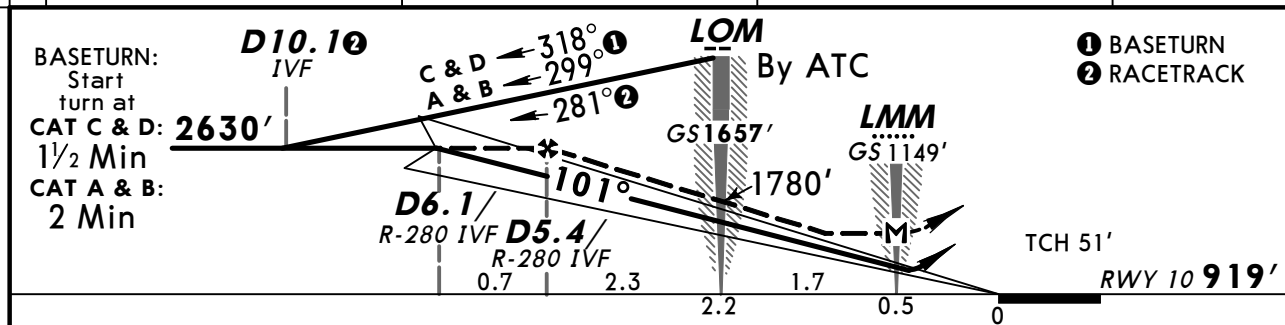
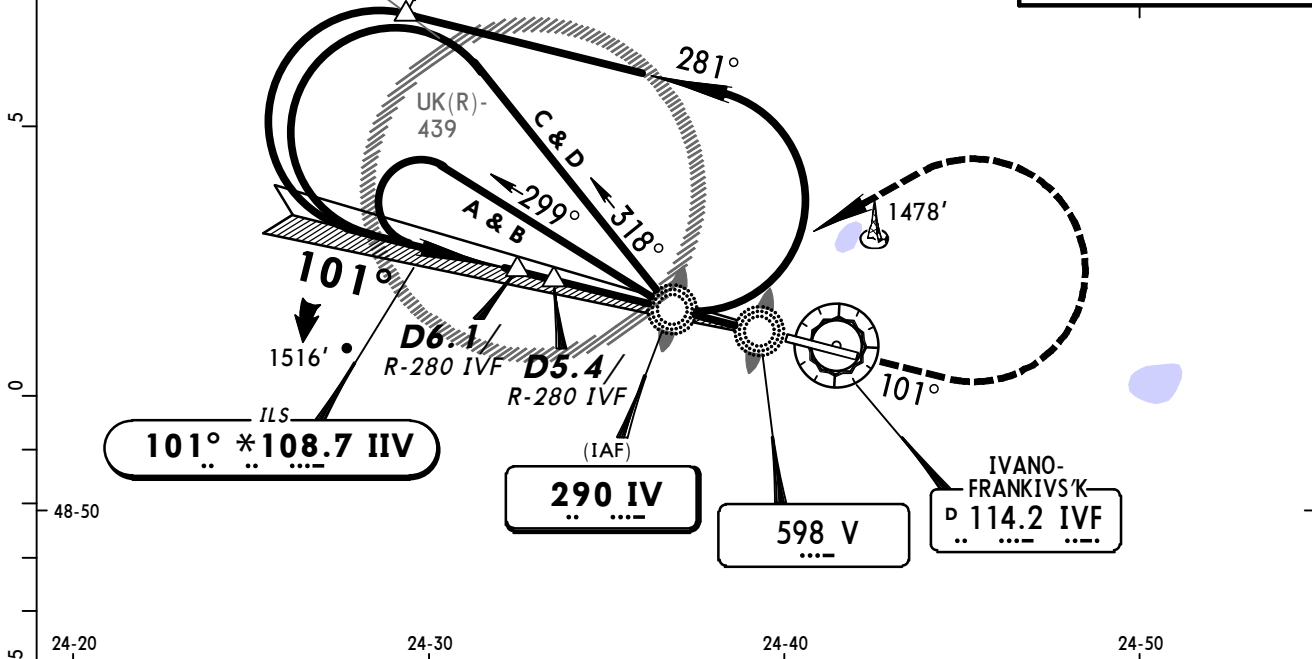
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

TM

BRIEFING STRIP

*FRANKO Approach Radar				*FRANKO Tower		
127.3				134.85		
LOC IIV *108.7	Final Apch Crs 101°	GS LOM 1657'(738')	ILS DA(H) Refer to Minimums	Apt Elev 919' RWY 919'		
NDB IV 290		Minimum Alt D5.4 IVF 2630'(1711')	NDB MDA(H) 1280'(361')			
MISSED APCH: Climb on 101° to 1970', then turn LEFT to IV NDB climbing to 3940', then according to chart.						MSA IVF VOR
Alt Set: hPa (MM on req)		Rwy Elev: 33 hPa	Trans level: By ATC			Trans alt: 10010'

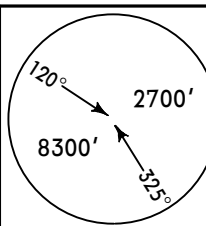
FT/METER CONVERSION QNH	
10010' - 3050m	
3940' - 1200m	
2630' - 800m	
1970' - 600m	
1780' - 540m	

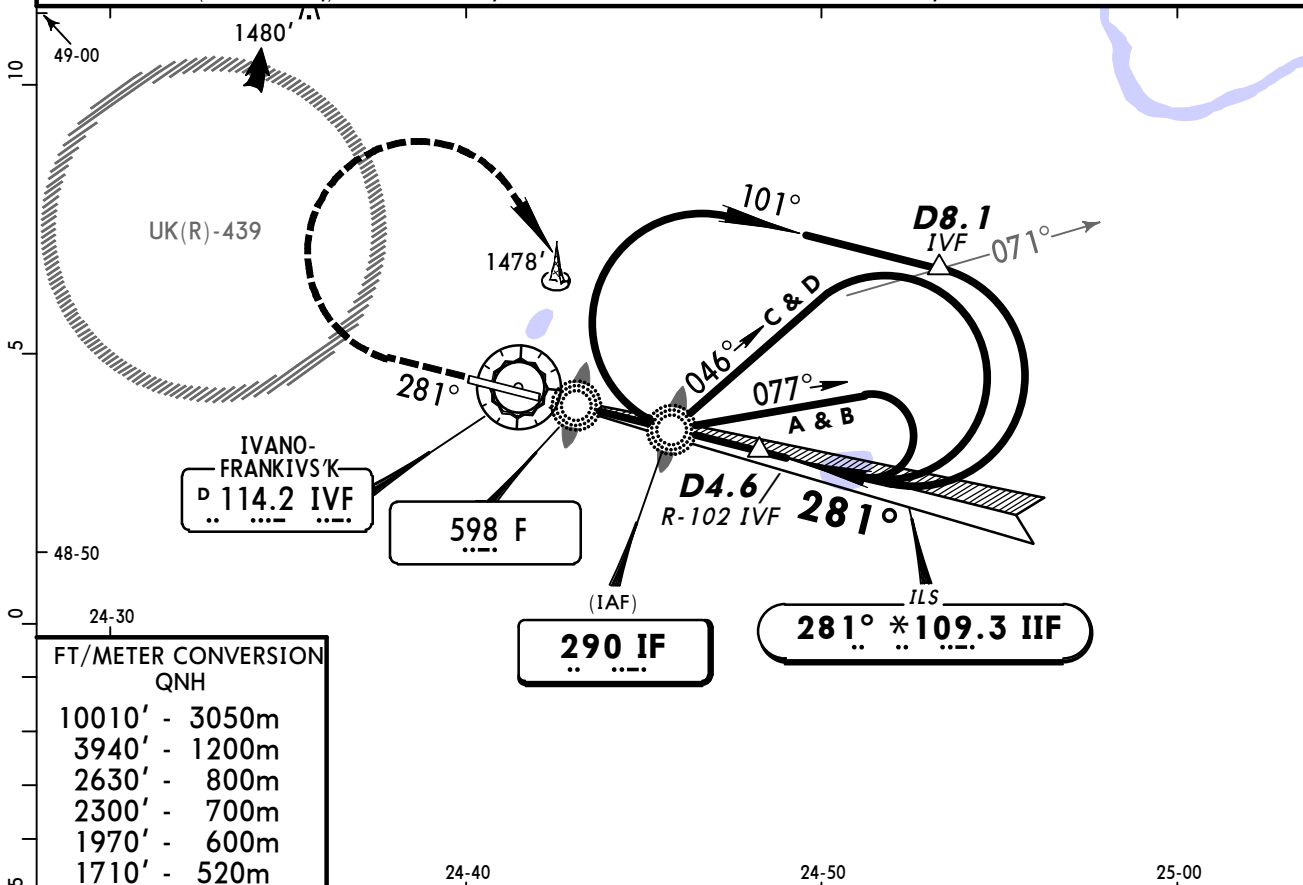


Gnd speed-Kts	70	90	100	120	140	160	ALS	1970'	101°
ILS GS 3.00°	377	484	538	646	753	861			
NDB Descent Angle 3.49°	432	556	618	741	865	988			
MAP at LMM									

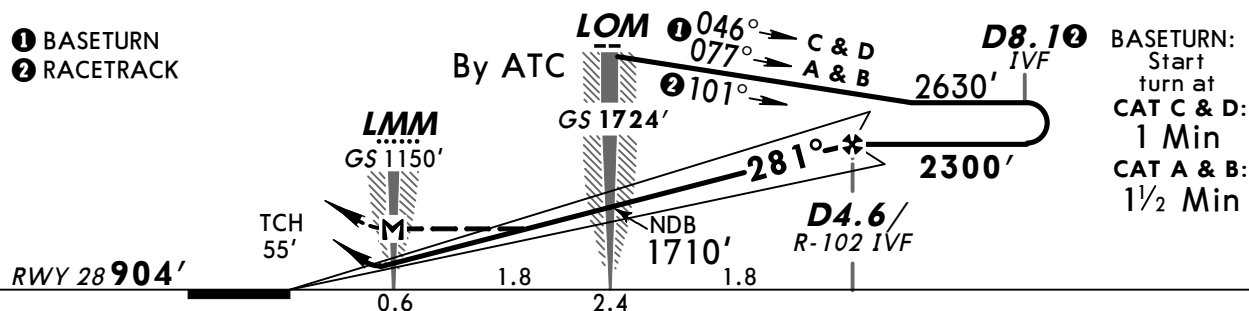
JAR-OPS		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
ILS		LOC (GS out)		NDB	
DA(H) ABC: 1119' (200')				MDA(H) 1280' (361')	
D: 1126' (207')					
FULL				ALS out	
A				RVR 1300m	Max Kts 100
B				RVR 1400m	135
C	RVR 800m	NOT AUTH		RVR 1600m	180
D	RVR 1000m			RVR 1800m	205
				RVR 2000m	
					MDA(H) VIS
					1400' (481') 1500m
					1780' (861') 1600m
					1870' (951') 2400m
					1870' (951') 3600m

BRIEFING STRIP™

*FRANKO Approach Radar				*FRANKO Tower	
127.3				134.85	
LOC IIF *109.3	Final Apch Crs 281°	GS LOM 1724'(820')	ILS DA(H) Refer to Minimums	Apt Elev 919' RWY 904'	
NDB IF 290		Minimum Alt D4.6 IVF 2300'(1396')	NDB MDA(H) 1270'(366')		
MISSED APCH: Climb on 281° to 1970', then turn RIGHT to IF NDB climbing to 3940', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 33 hPa	Trans level: By ATC	Trans alt: 10010'	



- ① BASETURN
- ② RACETRACK



Gnd speed-Kts	70	90	100	120	140	160	ALS	1970'	281°
ILS GS or NDB Descent Angle 3.00°	377	484	538	646	753	861	PAPI	↑	on
MAP at LMM									

JAR-OPS		STRAIGHT-IN LANDING RWY 28		NDB		CIRCLE-TO-LAND	
ILS DA(H) ABC: 1104' (200') D: 1107' (203')		LOC (GS out)		MDA(H) 1270' (366')		Max Kts	
FULL	ALS out			ALS out		100	1330' (411') 1500m
A				RVR 1300m	RVR 1500m	135	1780' (861') 1600m
B				RVR 1400m		180	1870' (951') 2400m
C	RVR 800m	RVR 1000m	NOT AUTH	RVR 1600m	RVR 1800m	205	1870' (951') 3600m
D				RVR 1800m	RVR 2000m		

Chart changes since cycle 07-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
IVANO-FRANKIVS'K, (IVANO-FRANKIVS'K - UKLI)				

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKLI

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Eff 18 NOV 10 PAPI-L rwy 10/28 established, 3°.