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JEPPESEN
JeppView for Windows

## List of pages in this Trip Kit

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Airport Information For UKLI
Terminal Charts For UKLI
Revision Letter For Cycle 17-2013
Change Notices
Notebook

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## 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: 0329 Z
Sunset: 1718 Z,

## Runway Information

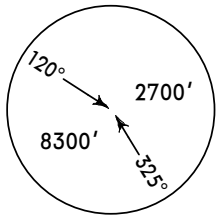
Runway: 10
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 919 ft
Lighting: Edge, ALS

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

## Communication Information

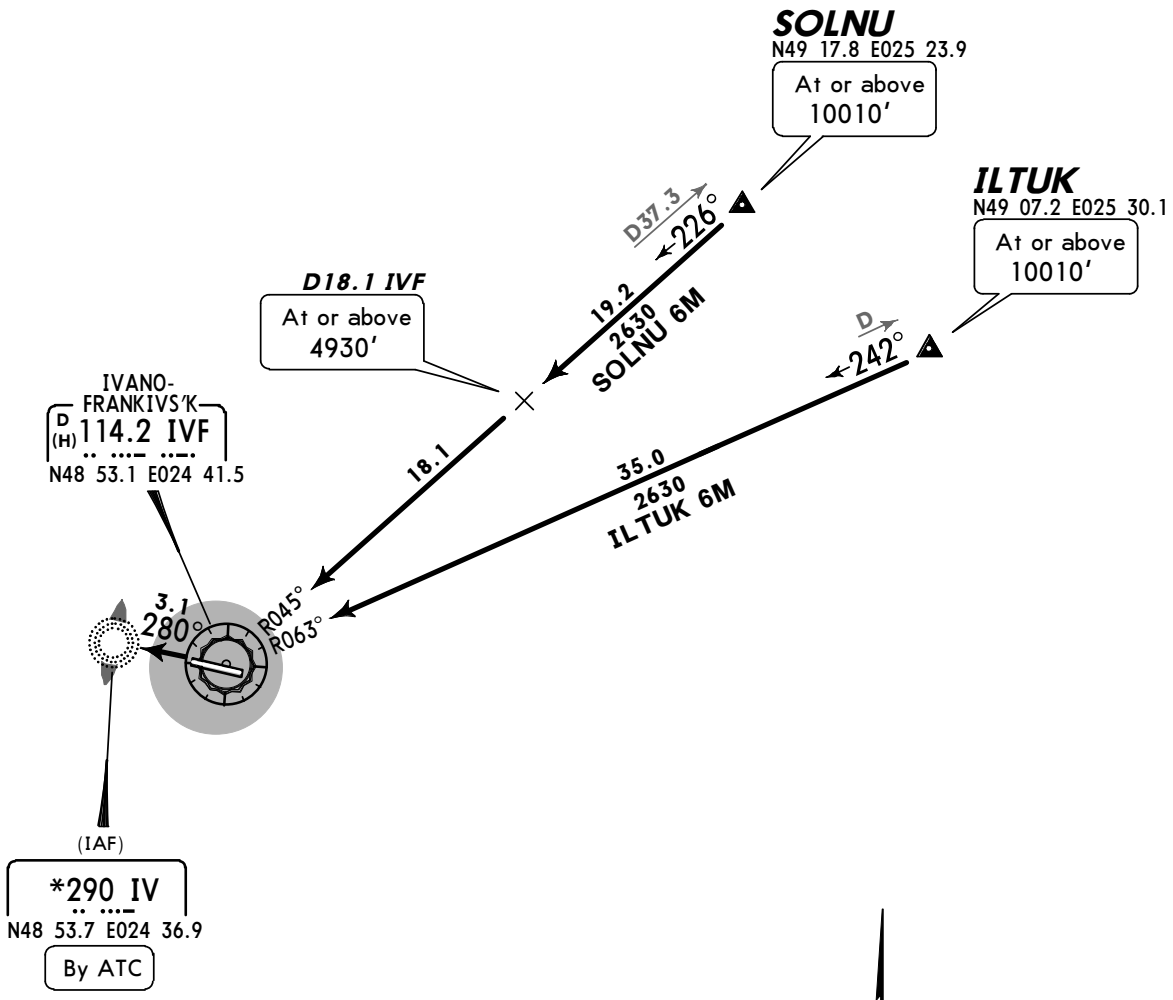
Franko Tower 134.85
Franko Tower 124.0 Military
Franko Approach Control 127.3
Franko Approach Control 128.5 Military

| Apt Elev 919' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>EXPECT RADAR vectors to final. |
|---|---|

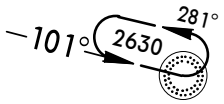



MSA
IVF VOR

# ILTUK SIX MIKE (ILTUK 6M) *[ILTU6M]*
# SOLNU SIX MIKE (SOLNU 6M) *[SOLN6M]*
# RWY 10 ARRIVALS




## HOLDING OVER IV




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 4930' | - | 1500m |
| 2630' | - | 800m |

| STAR | ROUTING |
|---|---|
| ILTUK 6M | On 242° track to IVF, turn RIGHT, intercept 280° bearing to IV. |
| SOLNU 6M | On 226° track to IVF, turn RIGHT, intercept 280° bearing to IV. |

*CHANGES:* STARs revised.

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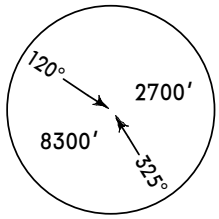
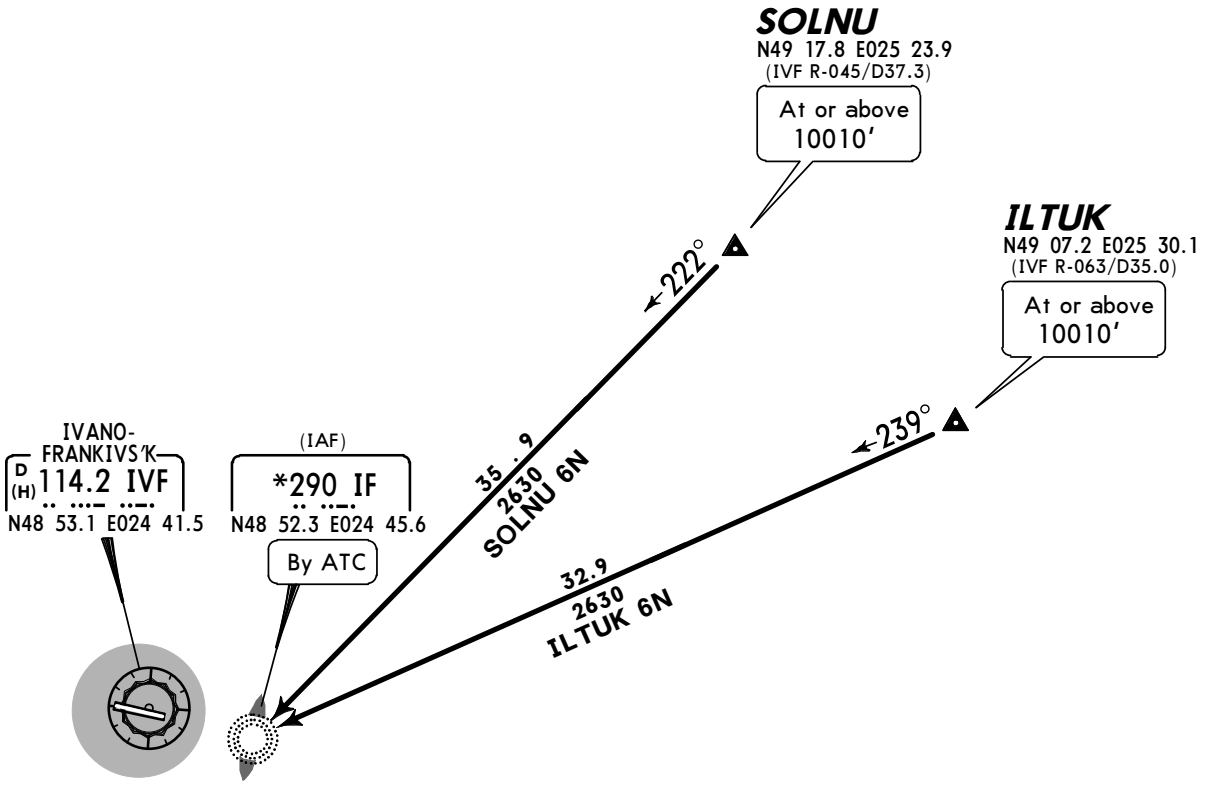
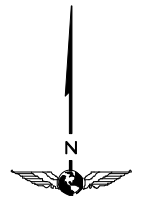
| Apt Elev 919' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>EXPECT RADAR vectors to final. |
|---|---|



MSA
IVF VOR

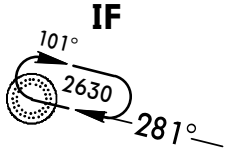
# ILTUK SIX NOVEMBER (ILTUK 6N) *[ILTU6N]*
# SOLNU SIX NOVEMBER (SOLNU 6N) *[SOLN6N]*
# RWY 28 ARRIVALS



NOT TO SCALE

## 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. |

*CHANGES:* RADAR vectoring to ULTON withdrawn.

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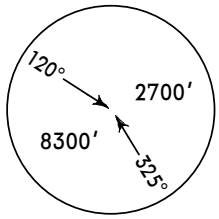
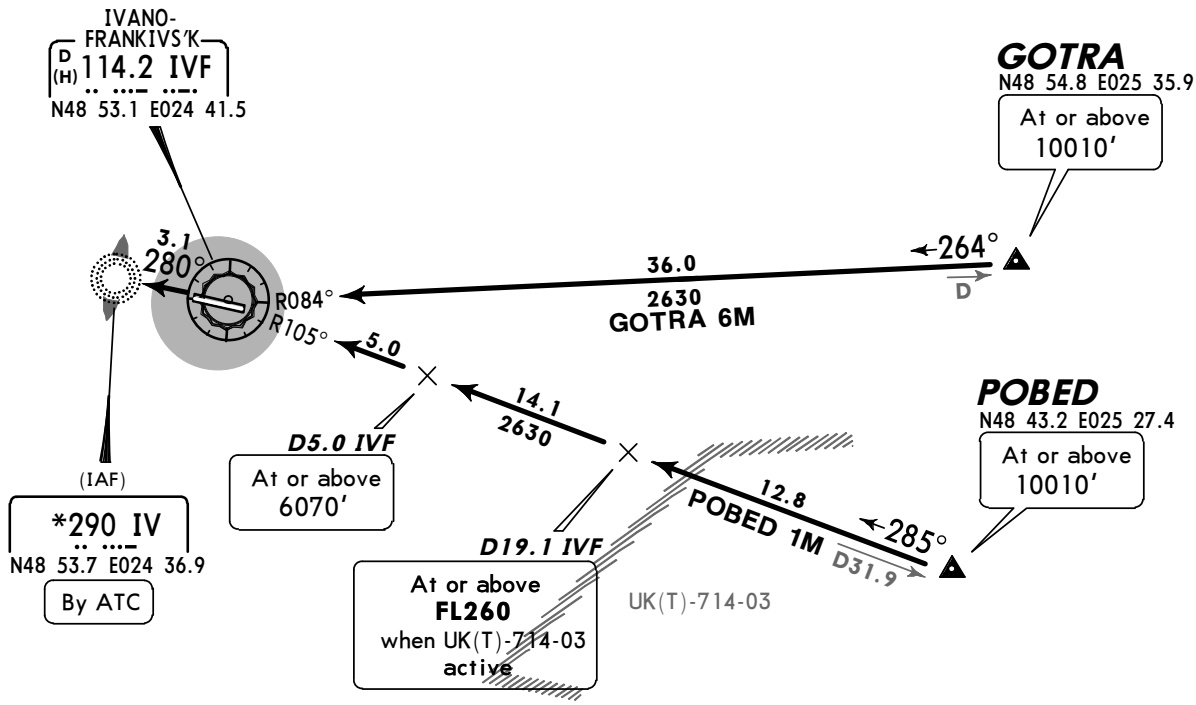
| Apt Elev 919' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>EXPECT RADAR vectors to final. |
|---|---|

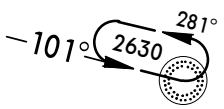



MSA
IVF VOR

# GOTRA SIX MIKE (GOTRA 6M) *[GOTR6M]*
# POBED ONE MIKE (POBED 1M) *[POBE1M]*
# RWY 10 ARRIVALS




## HOLDING OVER IV




FT/METER CONVERSION
QNH

| | | |
|---|---|---|
| 10010' | - | 3050m |
| 6070' | - | 1850m |
| 2630' | - | 800m |

NOT TO SCALE

| STAR | ROUTING |
|---|---|
| GOTRA 6M | On 264° track to IVF, turn RIGHT, intercept 280° bearing to IV. |
| POBED 1M | On 285° track to IVF, then to IV. |

*CHANGES:* TUMUK 6M withdrawn; POBED 1M established; GOTRA 6M revised.

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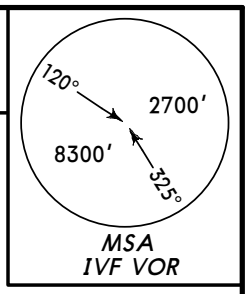
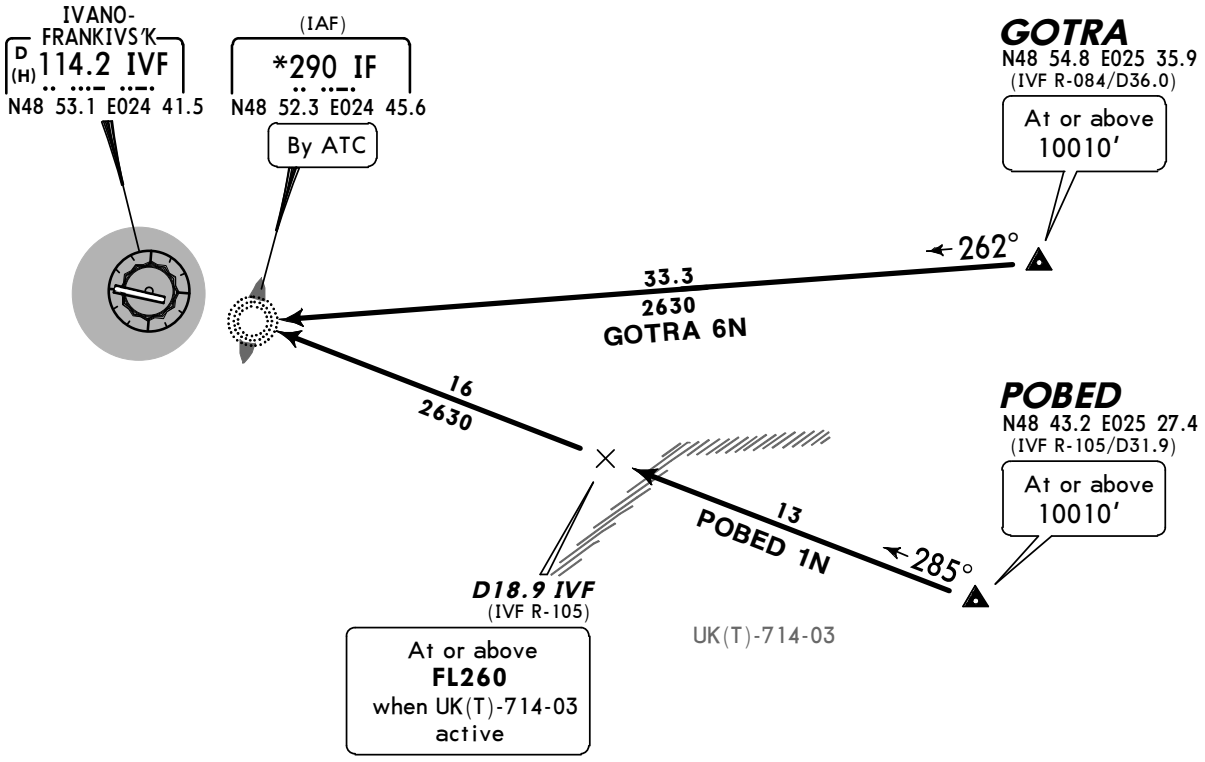
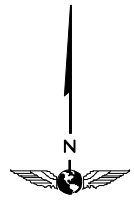
| Apt Elev 919' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>EXPECT RADAR vectors to final. |
|---|---|



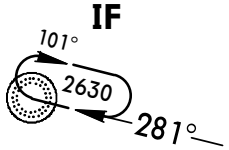

# GOTRA SIX NOVEMBER (GOTRA 6N) *[GOTR6N]*
# POBED ONE NOVEMBER (POBED 1N) *[POBE1N]*
# RWY 28 ARRIVALS




NOT TO SCALE

## HOLDING OVER IF




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

| STAR | ROUTING |
|---|---|
| GOTRA 6N | Intercept 262° bearing to IF. |
| POBED 1N | Intercept 285° bearing to IF. |

*CHANGES:* TUMUK 6N withdrawn; POBED 1N established.

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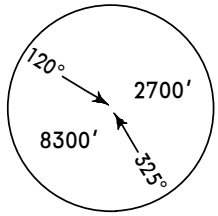
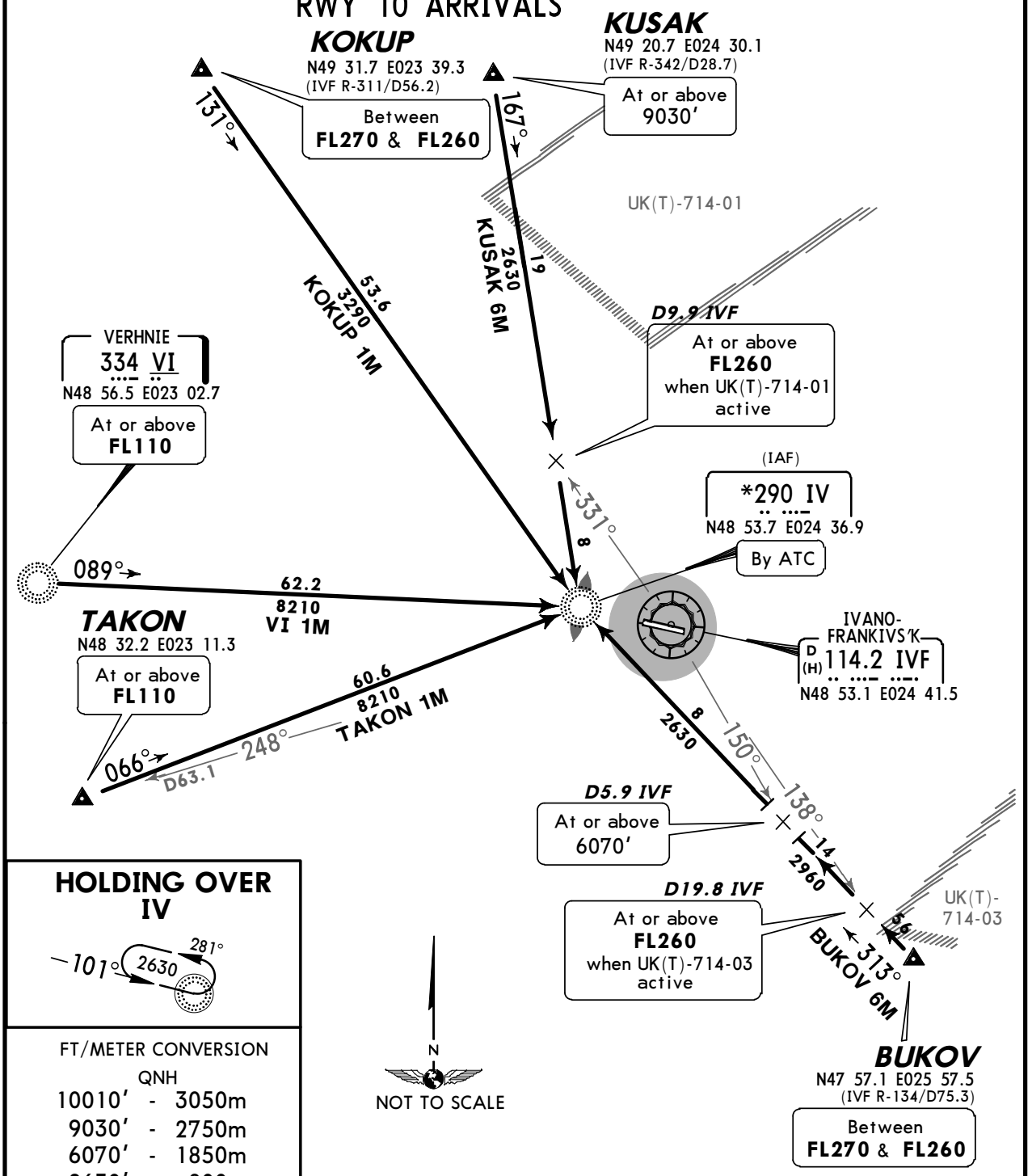
| Apt Elev 919′ | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010′<br>EXPECT RADAR vectors to final. |
|---|---|




MSA
IVF VOR

# 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




## HOLDING OVER IV




FT/METER CONVERSION

| QNH | | |
|---|---|---|
| 10010′ | - | 3050m |
| 9030′ | - | 2750m |
| 6070′ | - | 1850m |
| 2630′ | - | 800m |

| 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. |

*CHANGES:* STARs TAKON & VI revised.

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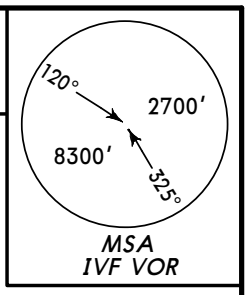
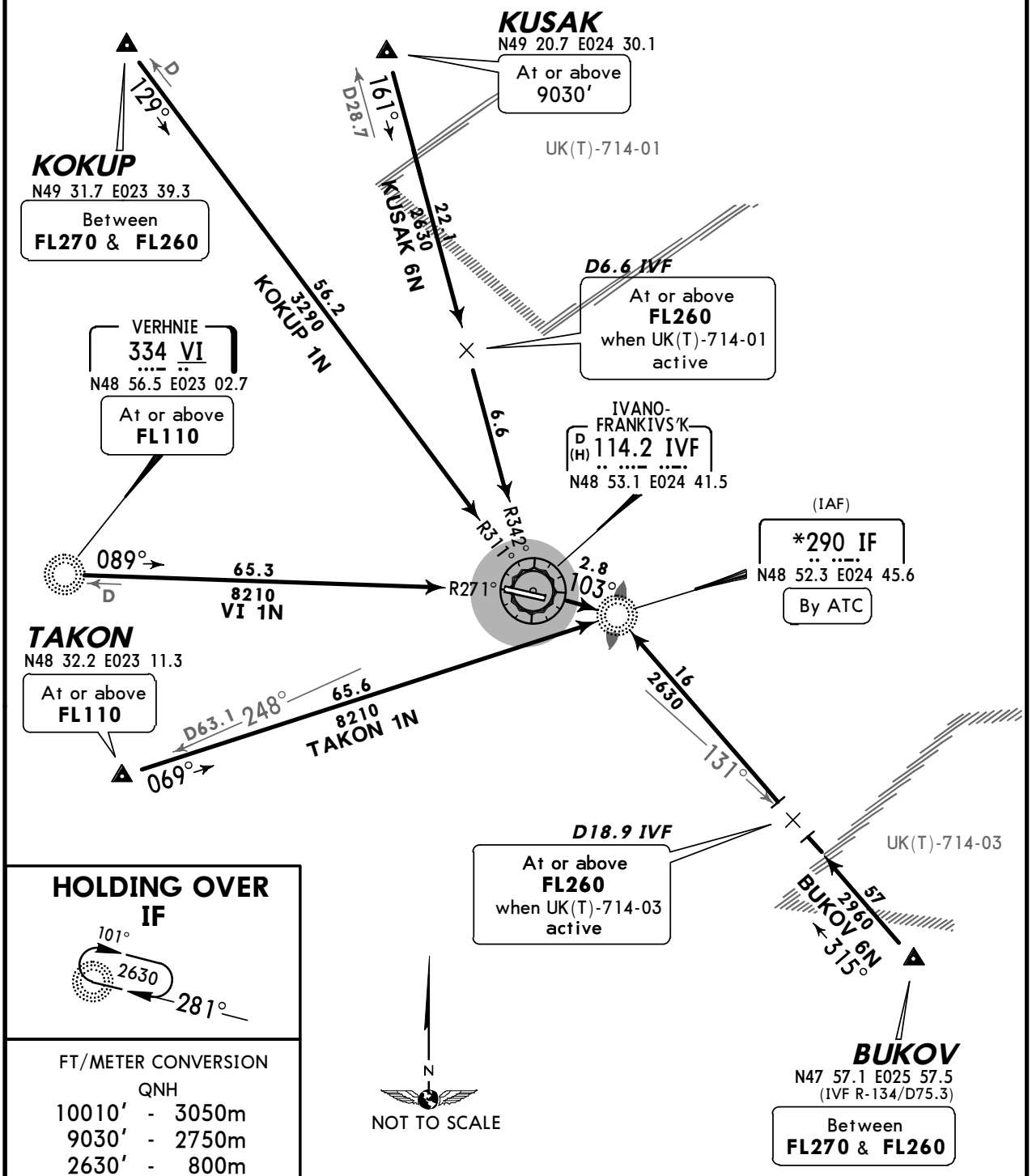
| Apt Elev 919' | Alt Set: hPa (MM on request)<br>Trans level: By ATC Trans alt: 10010'<br>EXPECT RADAR vectors to final. |
|---|---|




# BUKOV SIX NOVEMBER (BUKOV 6N) *[BUKO6N]*
# KOKUP ONE NOVEMBER (KOKUP 1N) *[KOKU1N]*
# KUSAK SIX NOVEMBER (KUSAK 6N) *[KUSA6N]*
# TAKON ONE NOVEMBER (TAKON 1N) *[TAKO1N]*
# VERHNIE ONE NOVEMBER (VI 1N)
# RWY 28 ARRIVALS




## HOLDING OVER IF




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. |

*CHANGES:* STARs TAKON & VI revised.

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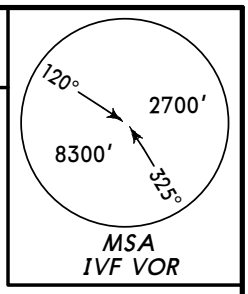
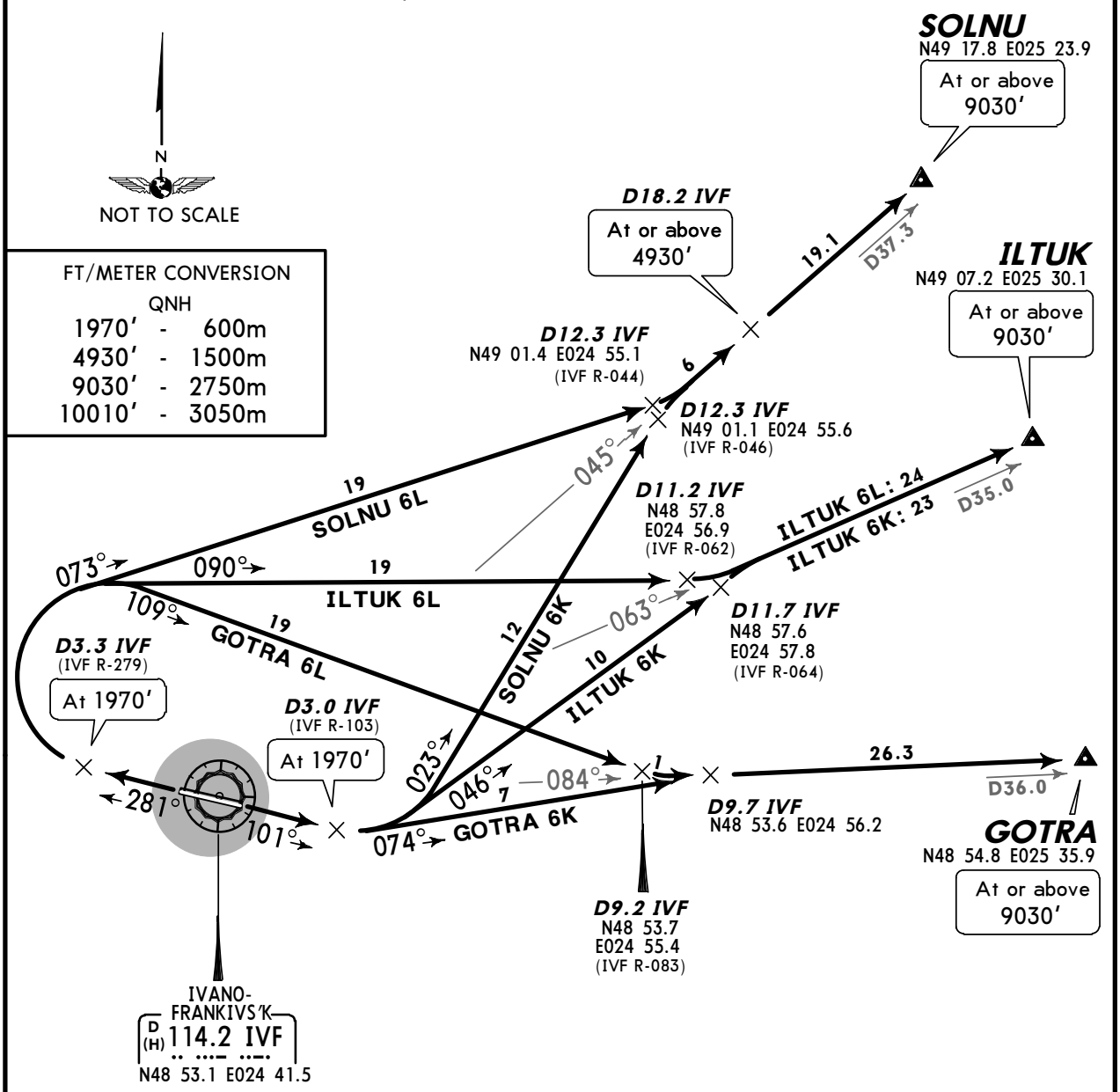
| Apt Elev 919′ | Trans level: By ATC Trans alt: 10010′ |
|---|---|

# GOTRA SIX KILO (GOTRA 6K) *[GOTR6K]*
# GOTRA SIX LIMA (GOTRA 6L) *[GOTR6L]*
# ILTUK SIX KILO (ILTUK 6K) *[ILTU6K]*
# ILTUK SIX LIMA (ILTUK 6L) *[ILTU6L]*
# SOLNU SIX KILO (SOLNU 6K) *[SOLN6K]*
# SOLNU SIX LIMA (SOLNU 6L) *[SOLN6L]*
# RWYS 10, 28 DEPARTURES




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. |

*CHANGES:* None.

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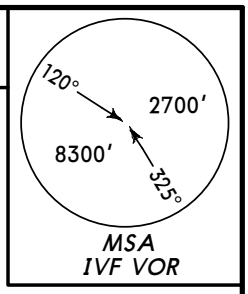
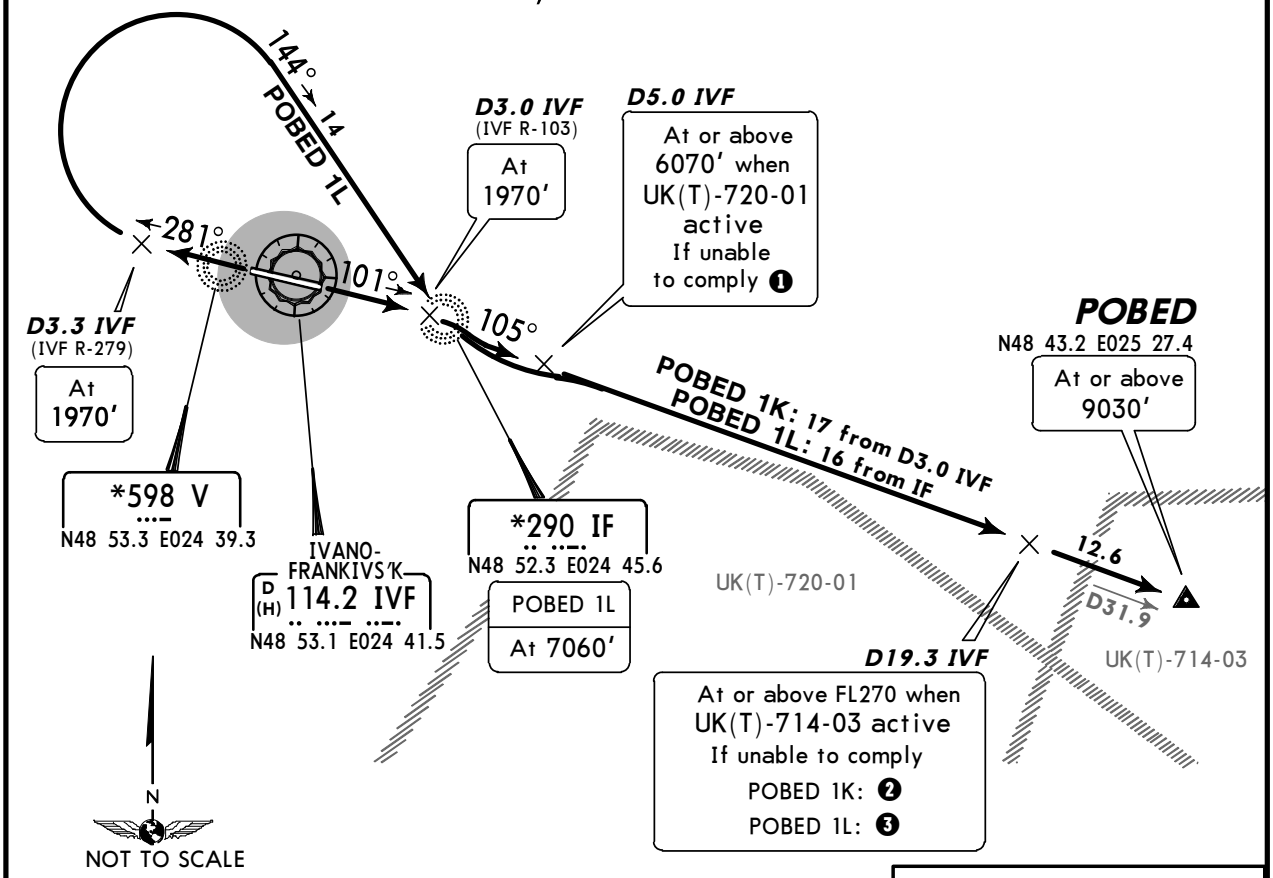
| Apt Elev 919′ | Trans level: By ATC Trans alt: 10010′ |
|---|---|

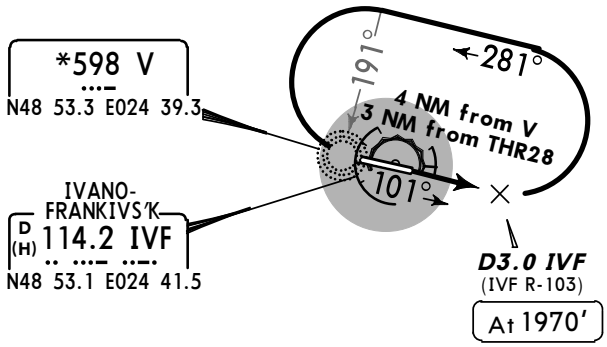



# POBED ONE KILO (POBED 1K) *[POBE1K]* POBED ONE LIMA (POBED 1L) *[POBE1L]* RWYS 10, 28 DEPARTURES




| FT/METER CONVERSION QNH | | |
|---|---|---|
| 1970′ | - | 600m |
| 6070′ | - | 1850m |
| 7060′ | - | 2150m |
| 9030′ | - | 2750m |
| 10010′ | - | 3050m |

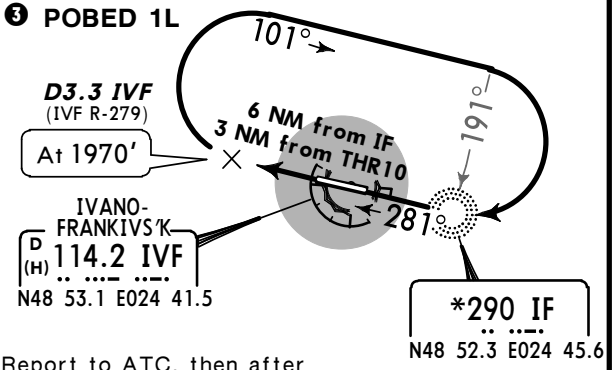
## ❶❷ POBED 1K




❶ Report to ATC, then after take-off climb to 1970′, turn LEFT, 281° track, at 191° bearing to V turn LEFT to V,101° bearing to D3.0 IVF, continue on SID climbing to 6070′ at D5.0 IVF.

❷ Report to ATC, then after take-off climb to 1970′, turn LEFT, 281° track,at 191° bearing to V turn LEFT to V,101° bearing to D3.0 IVF, continue on SID climbing to FL 270 at D19.3 IVF.

## ❸ POBED 1L




Report to ATC, then after take-off climb to 1970′, turn RIGHT, 101° track, at 191° bearing to IF turn RIGHT to IF, 281° bearing to D3.3 IVF, continue on SID climbing to FL270 at D19.3 IVF.

| 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. |

*CHANGES:* TOMUK SIDs withdrawn; POBED SIDs established.

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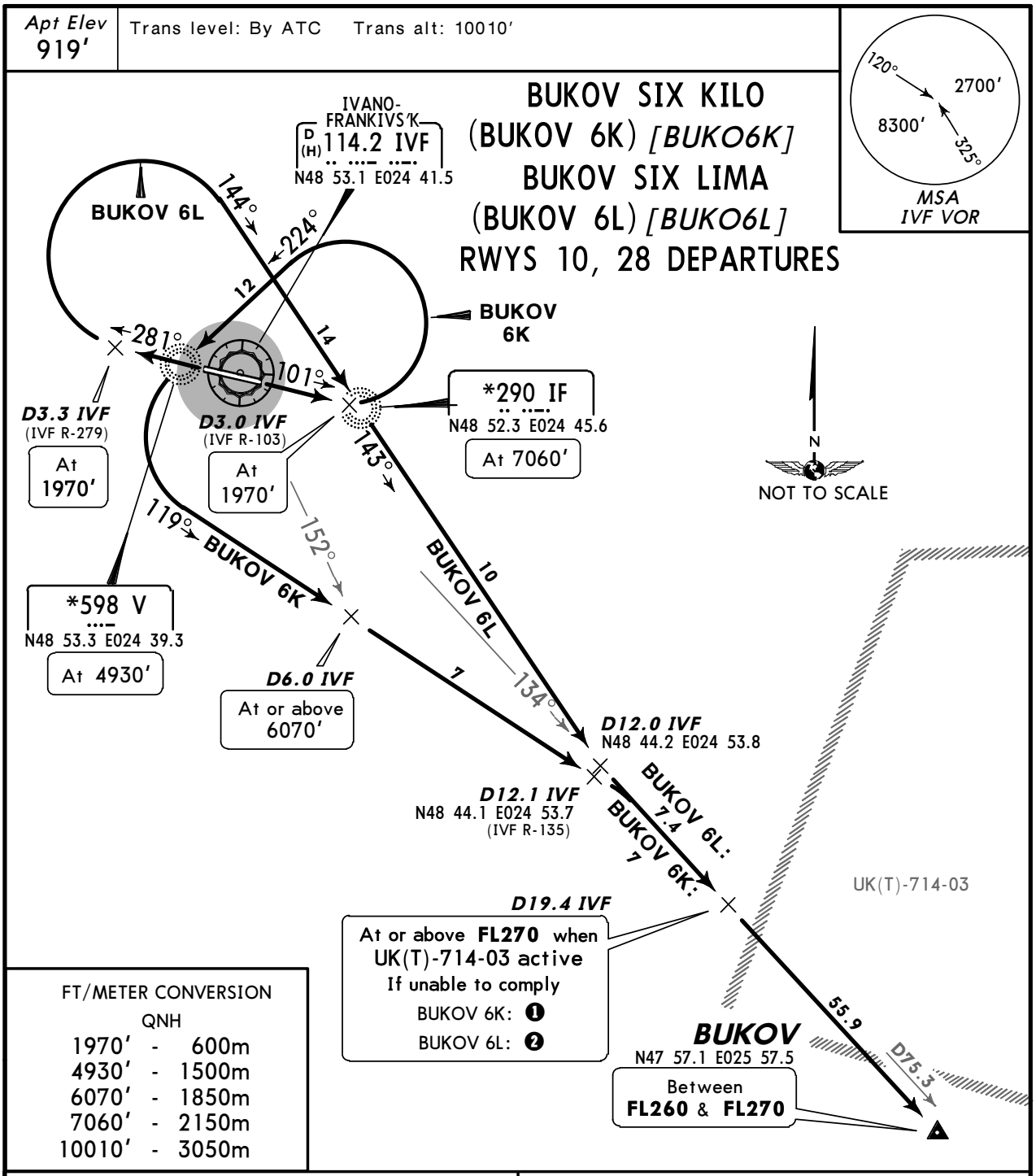
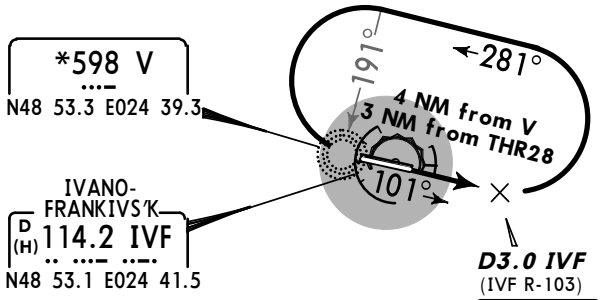
| Apt Elev 919′ | Trans level: By ATC Trans alt: 10010′ |
|---|---|

# BUKOV SIX KILO (BUKOV 6K) *[BUKO6K]*
# BUKOV SIX LIMA (BUKOV 6L) *[BUKO6L]*
## RWYS 10, 28 DEPARTURES



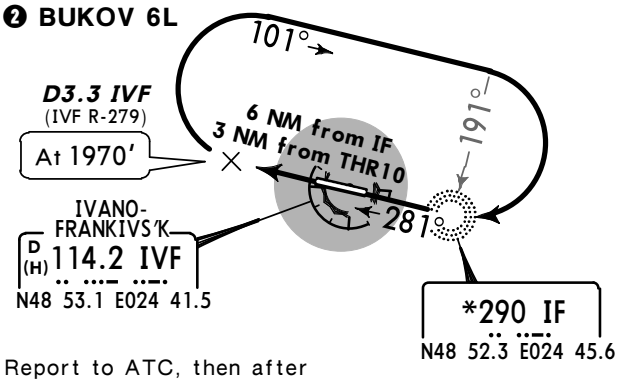

| FT/METER CONVERSION | | |
|---|---|---|
| QNH | | |
| 1970′ | - | 600m |
| 4930′ | - | 1500m |
| 6070′ | - | 1850m |
| 7060′ | - | 2150m |
| 10010′ | - | 3050m |

### ❶ BUKOV 6K




Report to ATC, then after take-off climb to 1970′, turn LEFT, 281° track, at 191° bearing to V turn LEFT to V, 101° bearing to D3.0 IVF, continue on SID climbing to FL270 at D19.4 IVF.

### ❷ BUKOV 6L




Report to ATC, then after take-off climb to 1970′, turn RIGHT, 101° track, at 191° bearing to IF turn RIGHT to IF, 281° bearing to D3.3 IVF, continue on SID climbing to FL270 at D19.4 IVF.

| SID | RWY | ROUTING |
|---|---|---|
| BUKOV 6K | 10 | Climb on 101° track to 1970′, turn LEFT, intercept 224° bearing to V, turn LEFT, 119° track, intercept IVF R-134 to BUKOV. |
| BUKOV 6L | 28 | Climb on 281° track to 1970′, turn RIGHT, intercept 144° bearing to IF, 143° bearing to D12 IVF, intercept IVF R-134 to BUKOV. |

*CHANGES:* Crossing at BUKOV revised.

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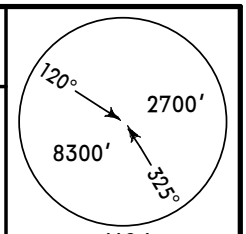
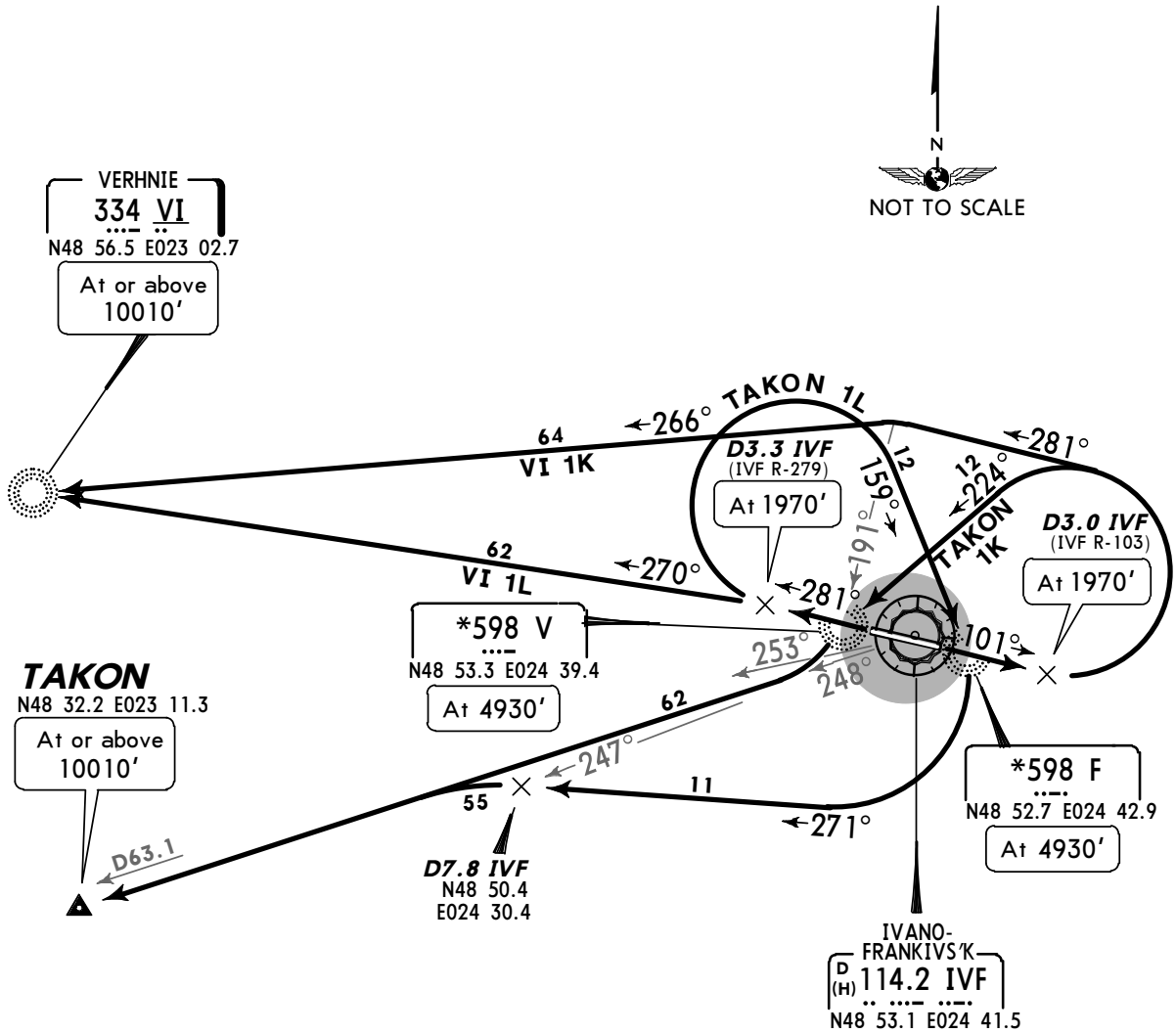
| Apt Elev 919′ | Trans level: By ATC Trans alt: 10010′ |
|---|---|

# TAKON ONE KILO (TAKON 1K) [TAKO1K]
# TAKON ONE LIMA (TAKON 1L) [TAKO1L]
# VERHNIE ONE KILO (VI 1K)
# VERHNIE ONE LIMA (VI 1L)
# RWYS 10, 28 DEPARTURES




| 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. |

*CHANGES:* SIDs PEREG withdrawn; SIDs TAKON & VI established.

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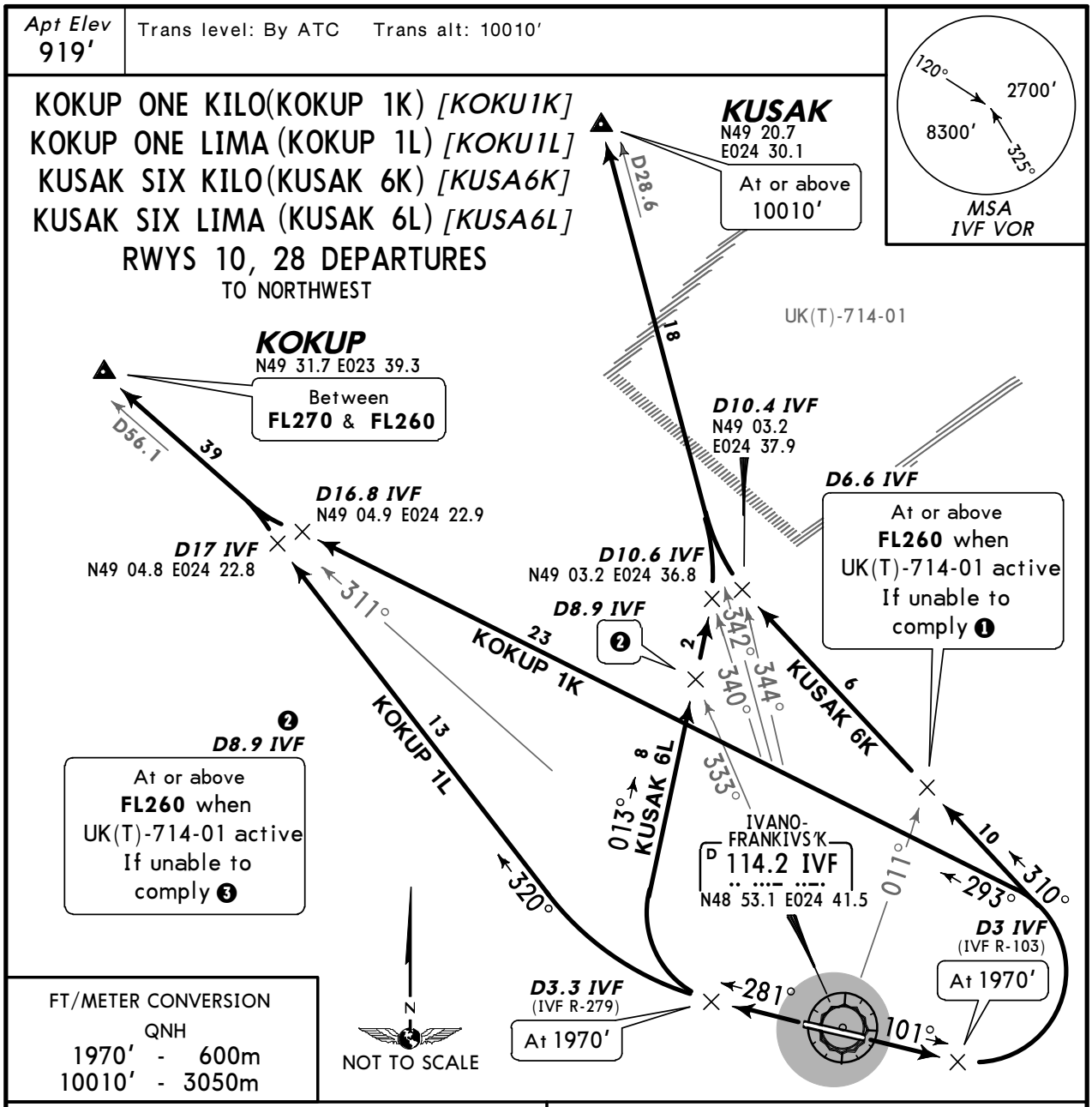
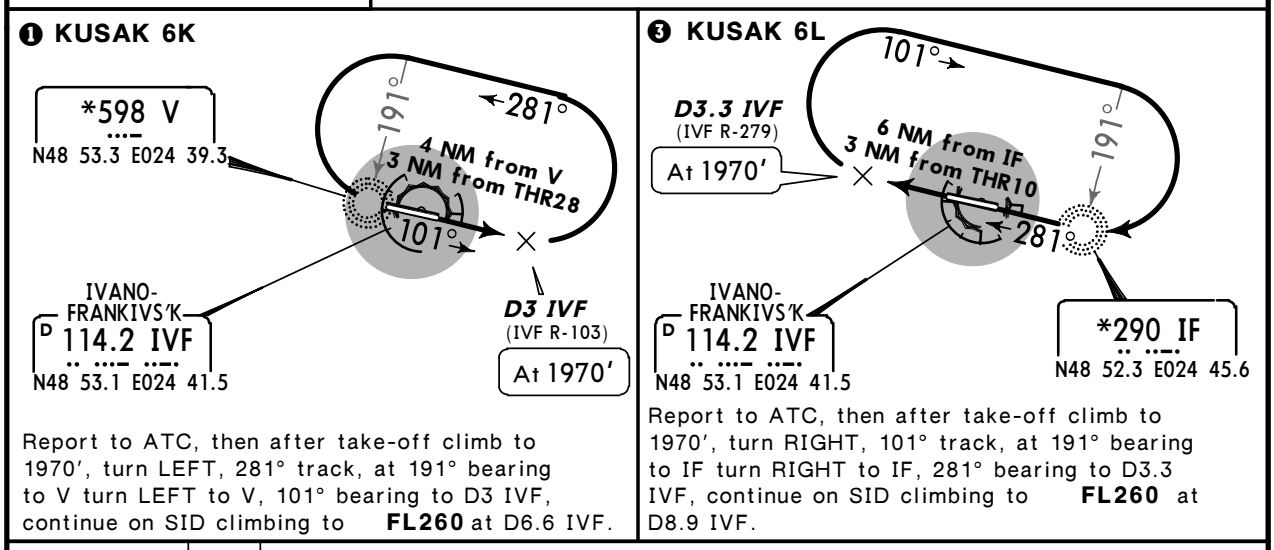
| Apt Elev 919' | Trans level: By ATC Trans alt: 10010' |
|---|---|




| FT/METER CONVERSION | |
|---|---|
| QNH | |
| 1970' - | 600m |
| 10010' - | 3050m |




Report to ATC, then after take-off climb to 1970', turn LEFT, 281° track, at 191° bearing to V turn LEFT to V, 101° bearing to D3 IVF, continue on SID climbing to **FL260** at D6.6 IVF.

Report to ATC, then after take-off climb to 1970', turn RIGHT, 101° track, at 191° bearing to IF turn RIGHT to IF, 281° bearing to D3.3 IVF, continue on SID climbing to **FL260** at D8.9 IVF.

| SID | RWY | ROUTING |
|---|---|---|
| **KOKUP 1K** | **10** | Climb on 101° track to 1970', turn LEFT, 293° track, intercept IVF R-311 to KOKUP. |
| **KOKUP 1L** | **28** | Climb on 281° track to 1970', turn RIGHT, 320° track, intercept IVF R-311 to KOKUP. |
| **KUSAK 6K** | **10** | Climb on 101° track to 1970', turn LEFT, 310° track, intercept IVF R-342 to KUSAK. |
| **KUSAK 6L** | **28** | Climb on 281° track to 1970', turn RIGHT, 013° track, intercept IVF R-342 to KUSAK. |

*CHANGES:* New chart (DIBED SIDs replaced by KOKUP, SIDs revised & transferred).

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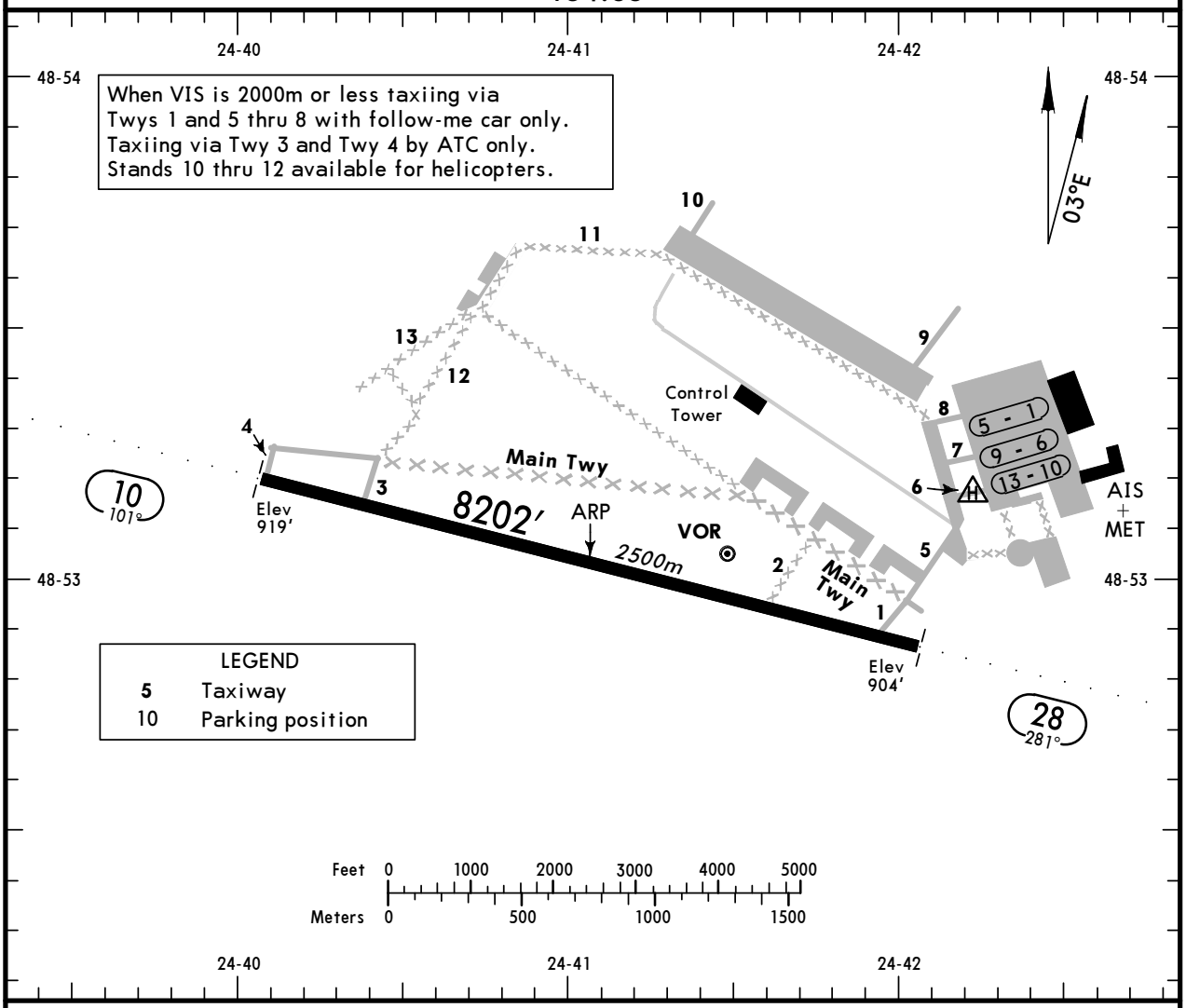
*FRANKO Tower
(english on request only)
134.85




ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | WIDTH |
|---|---|---|---|---|---|
| 10<br>28 | RL *(60m)* ALS | 8120′ *2475m* | 7026′ *2141m*<br>7087′ *2160m* | 8120′ *2475m* | 144′<br>*44m* |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

**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 | *250m* | *400m* | *500m* |
| B | | | |
| C | | | |
| D | *300m* | | |

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

*CHANGES:* Twys. Notes.

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# IVANO-FRANKIVS'K, UKRAINE

IVANO-FRANKIVS'K

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

❶ 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<br>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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# UKLI/IFO
IVANO-FRANKIVS'K

JEPPESEN 30 NOV 12 (11-1) Eff 13 Dec

# IVANO-FRANKIVS'K, UKRAINE
## ILS or NDB Rwy 10

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′) | |

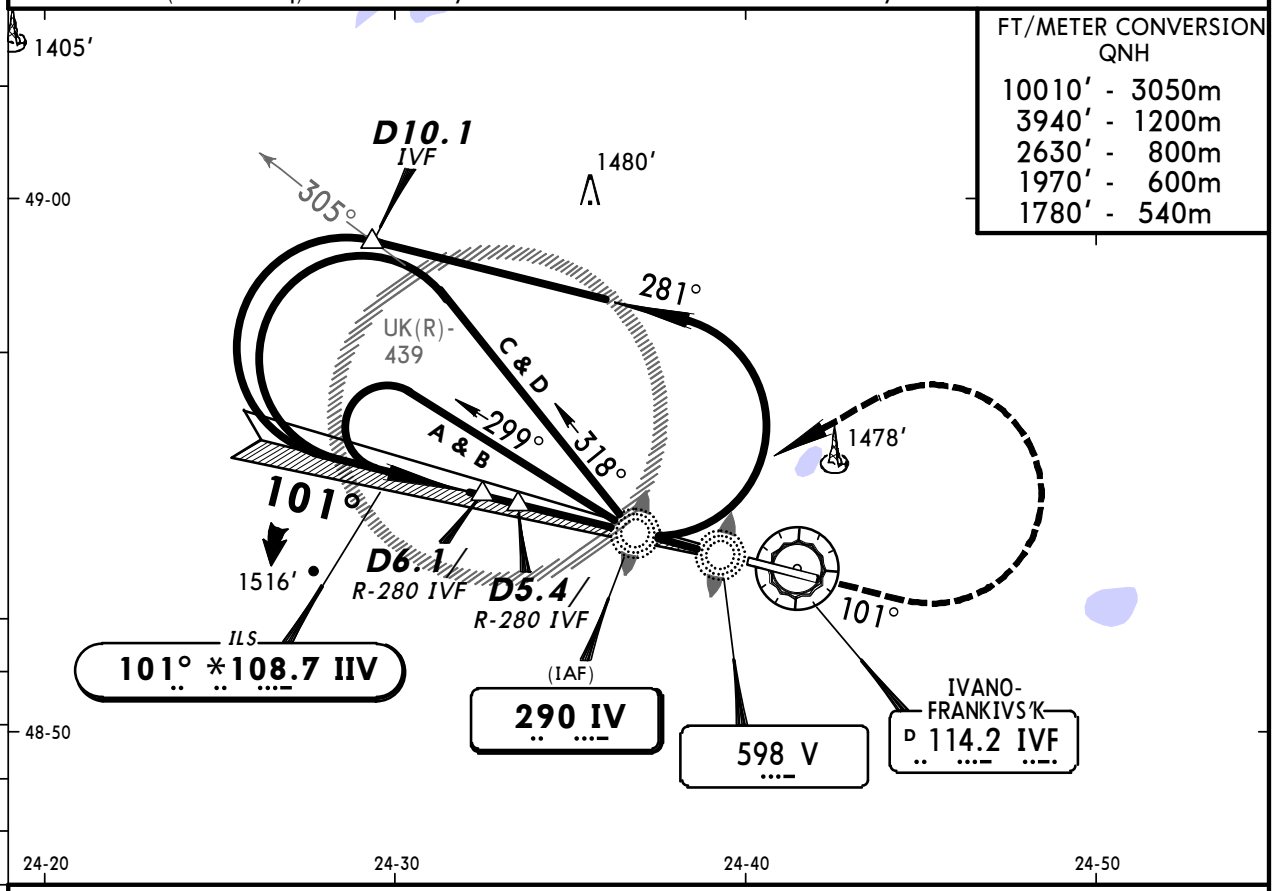
**MISSED APCH:** Climb on 101° to 1970′, then turn LEFT to IV NDB climbing to 3940′, then according to chart.

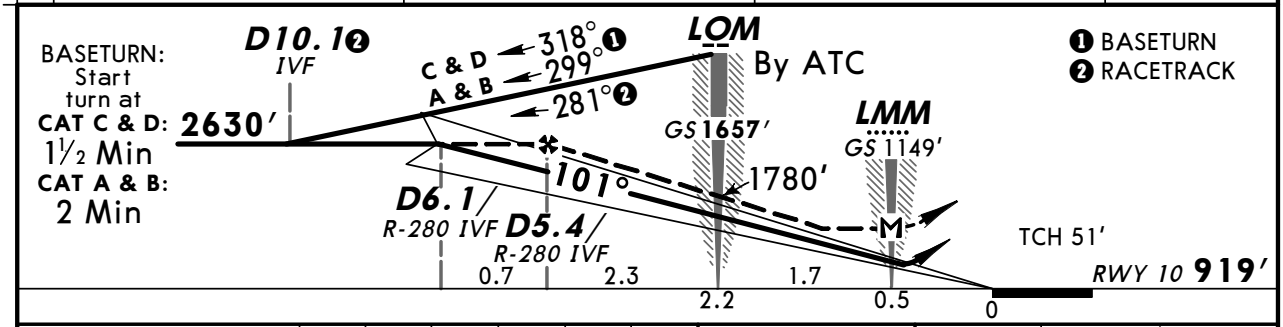
MSA IVF VOR: 120° 2700′; 8300′; 325°

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 |
|---|---|---|---|---|---|---|---|
| ILS GS | 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| NDB Descent Angle | 3.49° | 432 | 556 | 618 | 741 | 865 | 988 |
| MAP at LMM | | | | | | | |

ALS PAPI 1970′ on 101°

**JAR-OPS** STRAIGHT-IN LANDING RWY 10

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

PANS OPS

*CHANGES:* Missed approach. Arrival withdrawn.

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# UKLI/IFO
## IVANO-FRANKIVS'K

JEPPESEN 30 NOV 12 (11-2) Eff 13 Dec

# IVANO-FRANKIVS'K, UKRAINE
## ILS or NDB Rwy 28

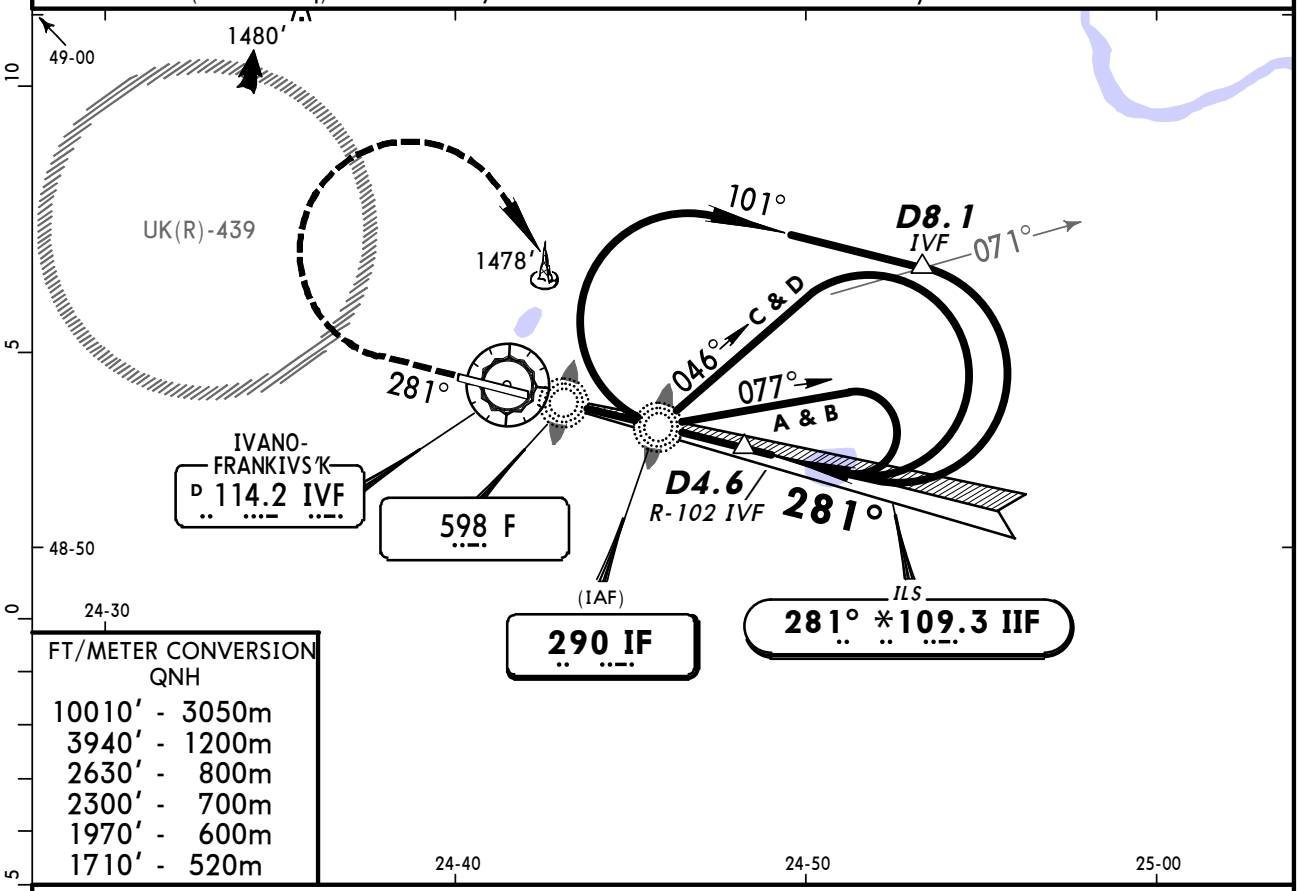
BRIEFING STRIP ™

| *FRANKO Approach Radar | *FRANKO Tower |
|---|---|
| 127.3 | 134.85 |

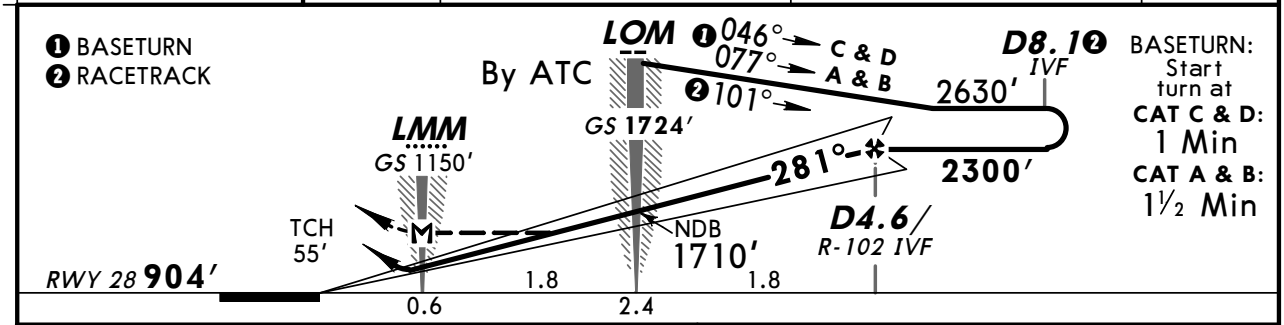
| | | | | | |
|---|---|---|---|---|---|
| LOC IIF *109.3 | Final Apch Crs 281° | GS LOM 1724′(820′) | ILS DA(H) Refer to Minimums | Apt Elev 919′ RWY 904′ | 120° 2700′ 8300′ 325° MSA IVF VOR |
| NDB IF 290 | | Minimum Alt D4.6 IVF 2300′(1396′) | NDB MDA(H) 1270′(366′) | | |

**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′




| FT/METER CONVERSION QNH | |
|---|---|
| 10010′ | 3050m |
| 3940′ | 1200m |
| 2630′ | 800m |
| 2300′ | 700m |
| 1970′ | 600m |
| 1710′ | 520m |




| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |
|---|---|---|---|---|---|---|
| ILS GS or NDB Descent Angle 3.00° | 377 | 484 | 538 | 646 | 753 | 861 |
| MAP at LMM | | | | | | |

ALS PAPI 1970′ on 281°

**JAR-OPS** STRAIGHT-IN LANDING RWY 28

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

PANS OPS

*CHANGES:* Missed approach. Arrivals withdrawn.

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## Chart changes since cycle 16-2013

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

**IVANO-FRANKIVS'K, (IVANO-FRANKIVS'K - UKLI)**

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# 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°.