

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKLR

Terminal Charts For UKLR

Revision Letter For Cycle 23-2013

Change Notices

Notebook

General Information

Location: Rivne Ukr
IATA Code: RWN
Lat/Long: N50° 36.5' E026° 08.4'
Elevation: 755 ft

Airport Use: Public
Magnetic Variation: 6.1°E

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

Sunrise: 0526 Z
Sunset: 1433 Z,

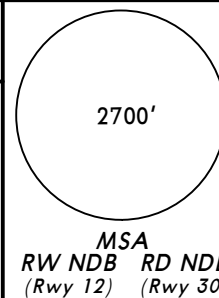
Runway Information

Runway: 12
Length x Width: 8615 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 747 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8615 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 752 ft
Lighting: Edge, ALS

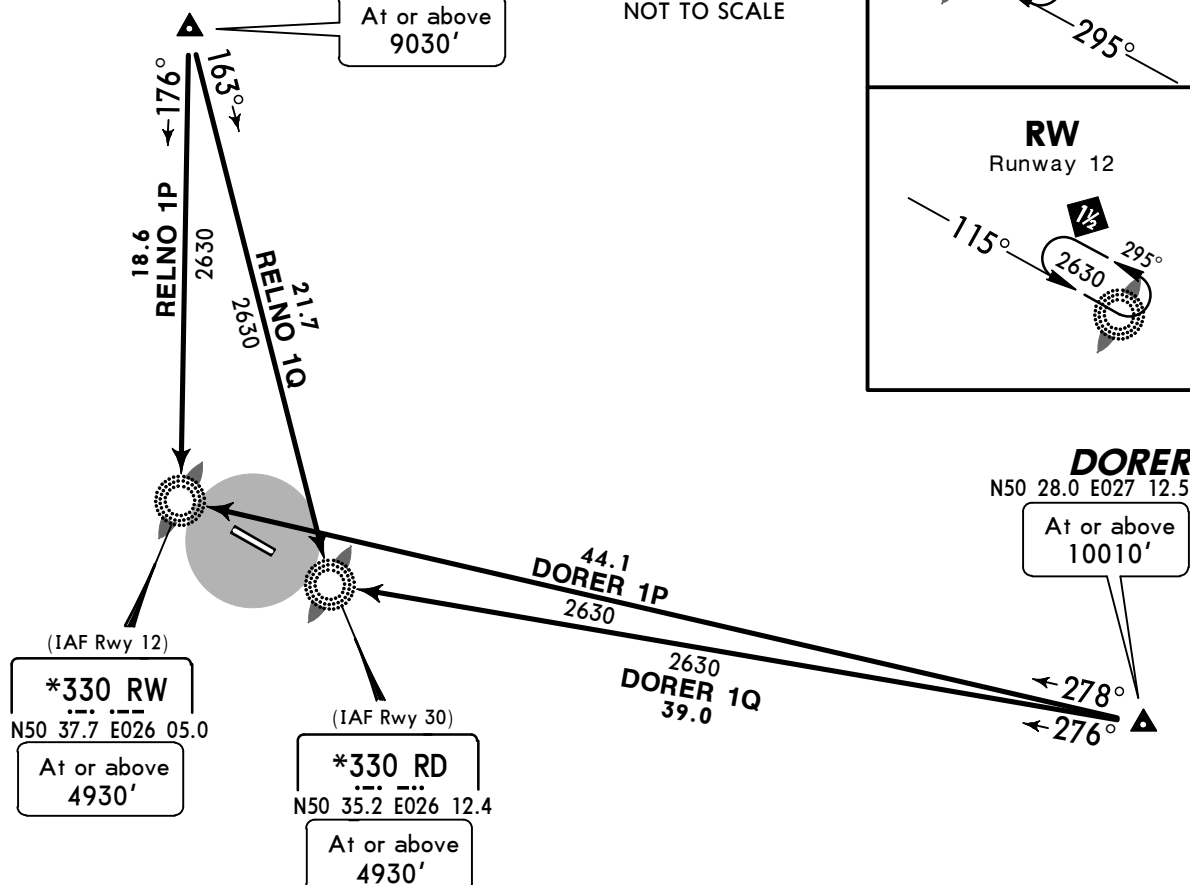
Communication Information

Rivne Tower 123.7

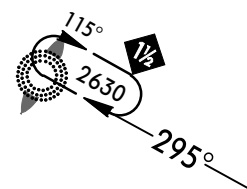
Apt Elev
755'Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'

DORER ONE PAPA (DORER 1P) [DORE1P]
RELNO ONE PAPA (RELNO 1P) [RELN1P]
RWY 12 ARRIVALS

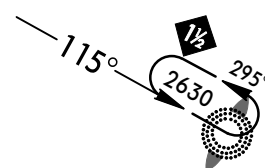
DORER ONE QUEBEC (DORER 1Q) [DORE1Q]
RELNO ONE QUEBEC (RELNO 1Q) [RELN1Q]
RWY 30 ARRIVALS

**RELNO**
N50 56.2 E026 04.9At or above
9030'**HOLDINGS OVER**
RD

Runway 30

**RW**

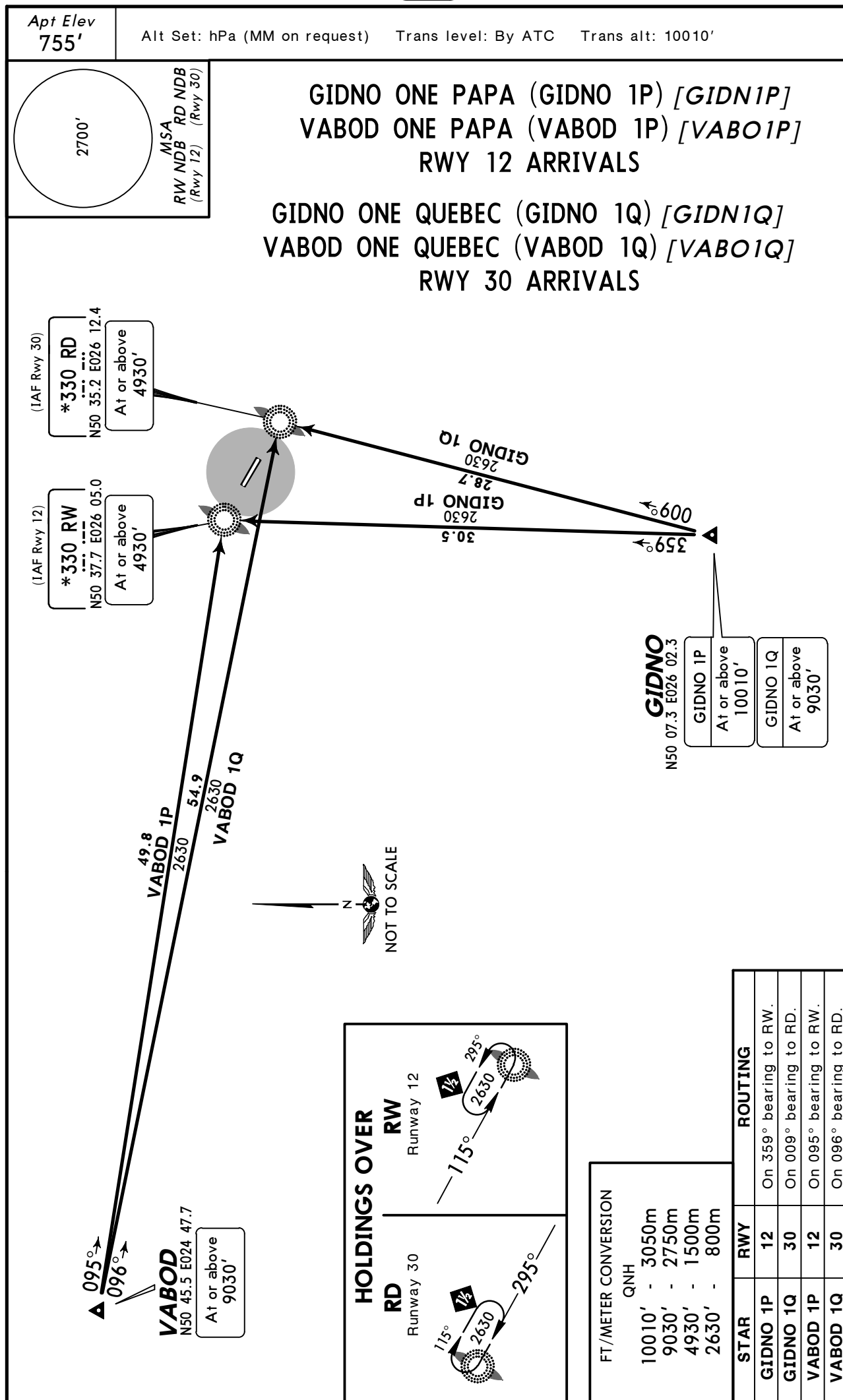
Runway 12

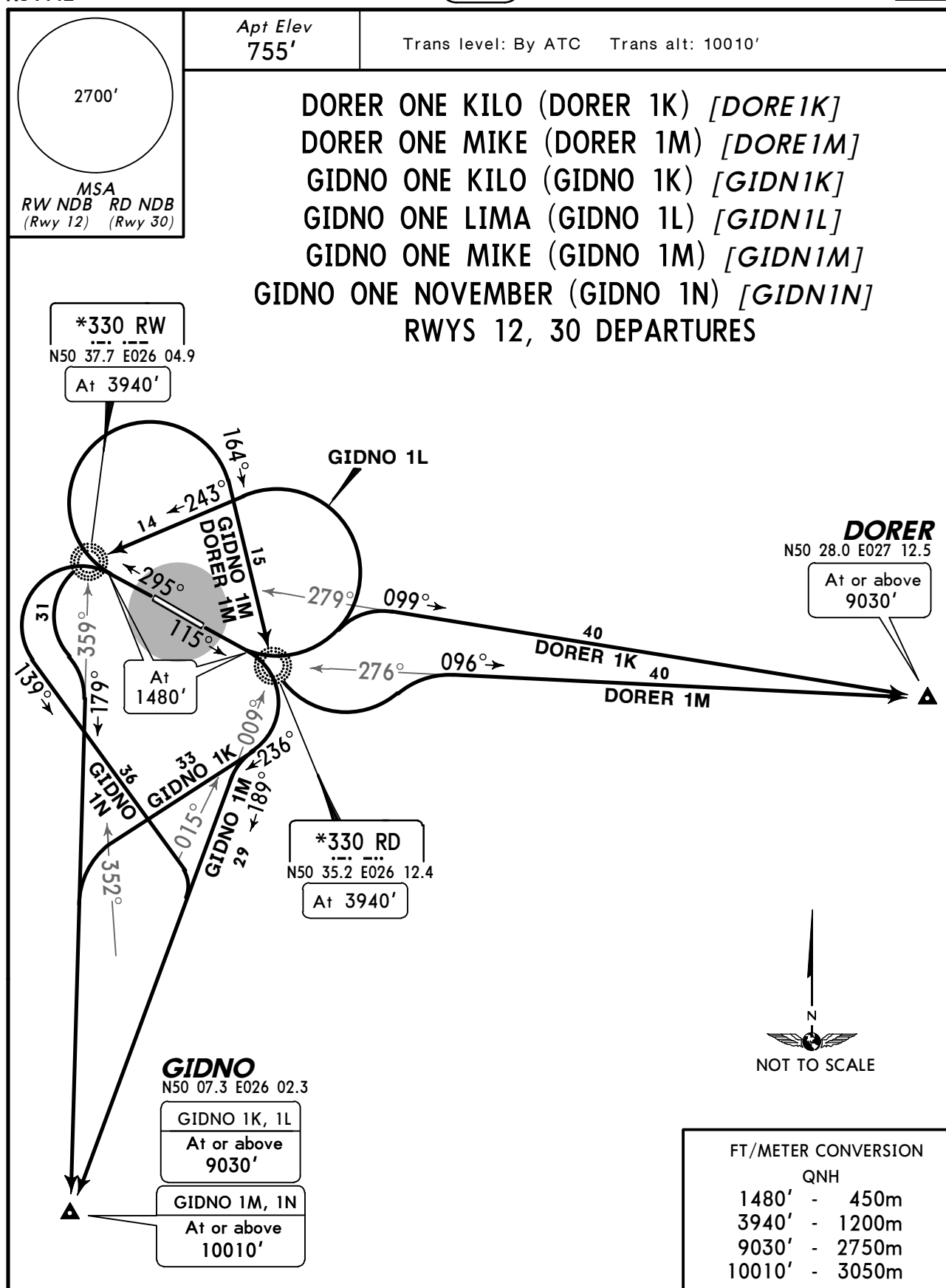
**DORER**
N50 28.0 E027 12.5At or above
10010'**FT/METER CONVERSION**

QNH

10010'	-	3050m
9030'	-	2750m
4930'	-	1500m
2630'	-	800m

STAR	RWY	ROUTING
DORER 1P	12	On 278° bearing to RW.
DORER 1Q	30	On 276° bearing to RD.
RELNO 1P	12	On 176° bearing to RW.
RELNO 1Q	30	On 163° bearing to RD.



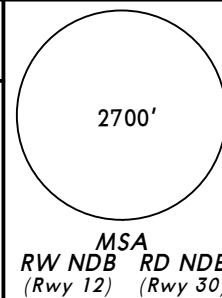
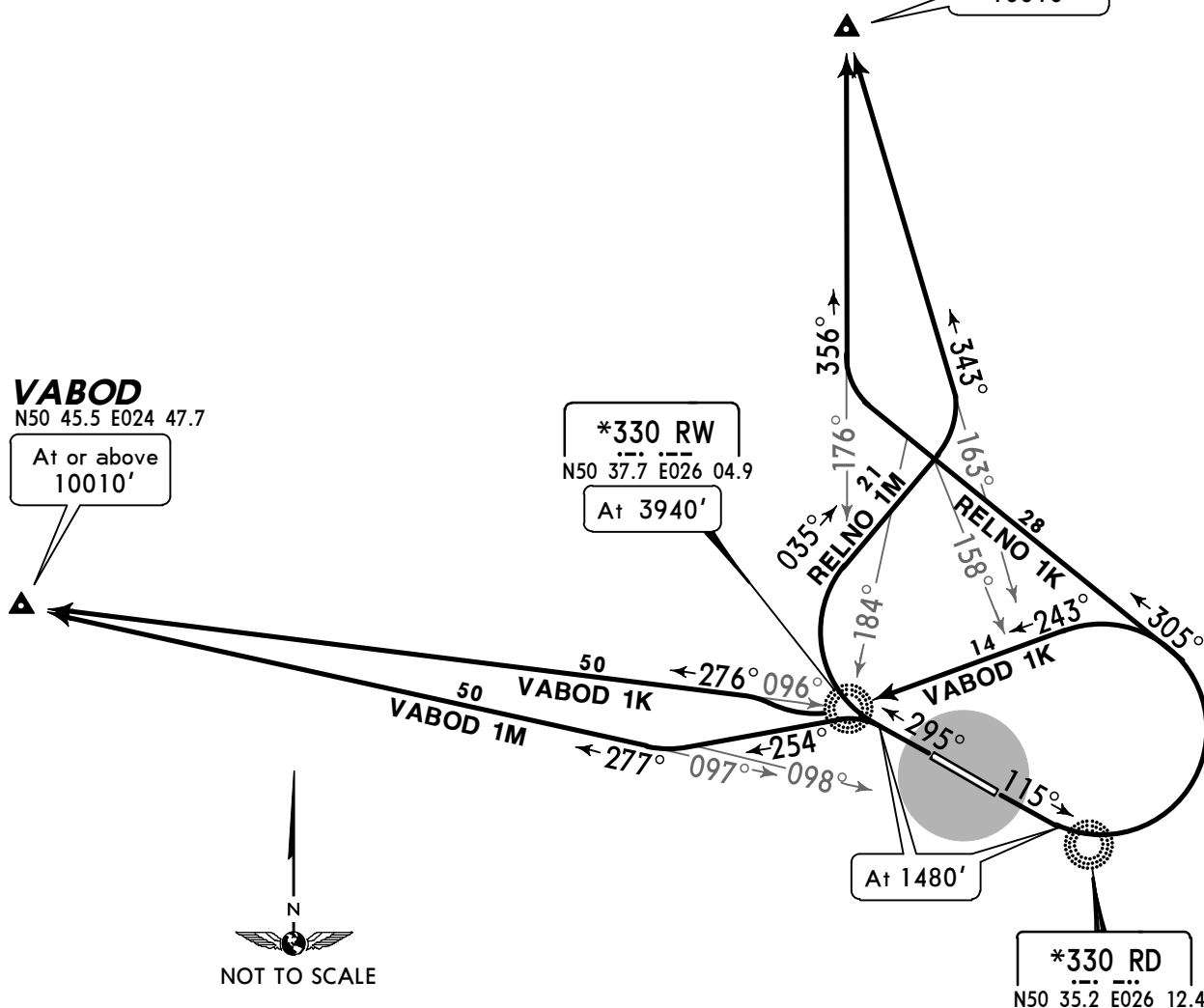


SID	RWY	ROUTING
DORER 1K	12	On 115° track to 1480', turn LEFT, 099° bearing from RW.
DORER 1M	30	On 295° track to 1480', turn RIGHT, intercept 164° bearing to RD, turn LEFT, intercept 096° bearing from RD to DORER.
GIDNO 1K	12	On 115° track to 1480', turn RIGHT, 236° track, at 352° bearing to RW turn LEFT, intercept 179° bearing from RW to GIDNO.
GIDNO 1L		On 115° track to 1480', turn LEFT, intercept 243° bearing to RW, turn LEFT, intercept 179° bearing from RW to GIDNO.
GIDNO 1M	30	On 295° track to 1480', turn RIGHT, intercept 164° bearing to RD, turn RIGHT, intercept 189° bearing to GIDNO.
GIDNO 1N		On 295° track to 1480', turn LEFT, 139° track, at 015° bearing to RD turn RIGHT, intercept 189° bearing from RD to GIDNO.

Apt Elev
755'

Trans level: By ATC Trans alt: 10010'

RELNO ONE KILO (RELNO 1K) [RELN1K]
RELNO ONE MIKE (RELNO 1M) [RELN1M]
VABOD ONE KILO (VABOD 1K) [VABO1K]
VABOD ONE MIKE (VABOD 1M) [VABO1M]
RWYS 12, 30 DEPARTURES

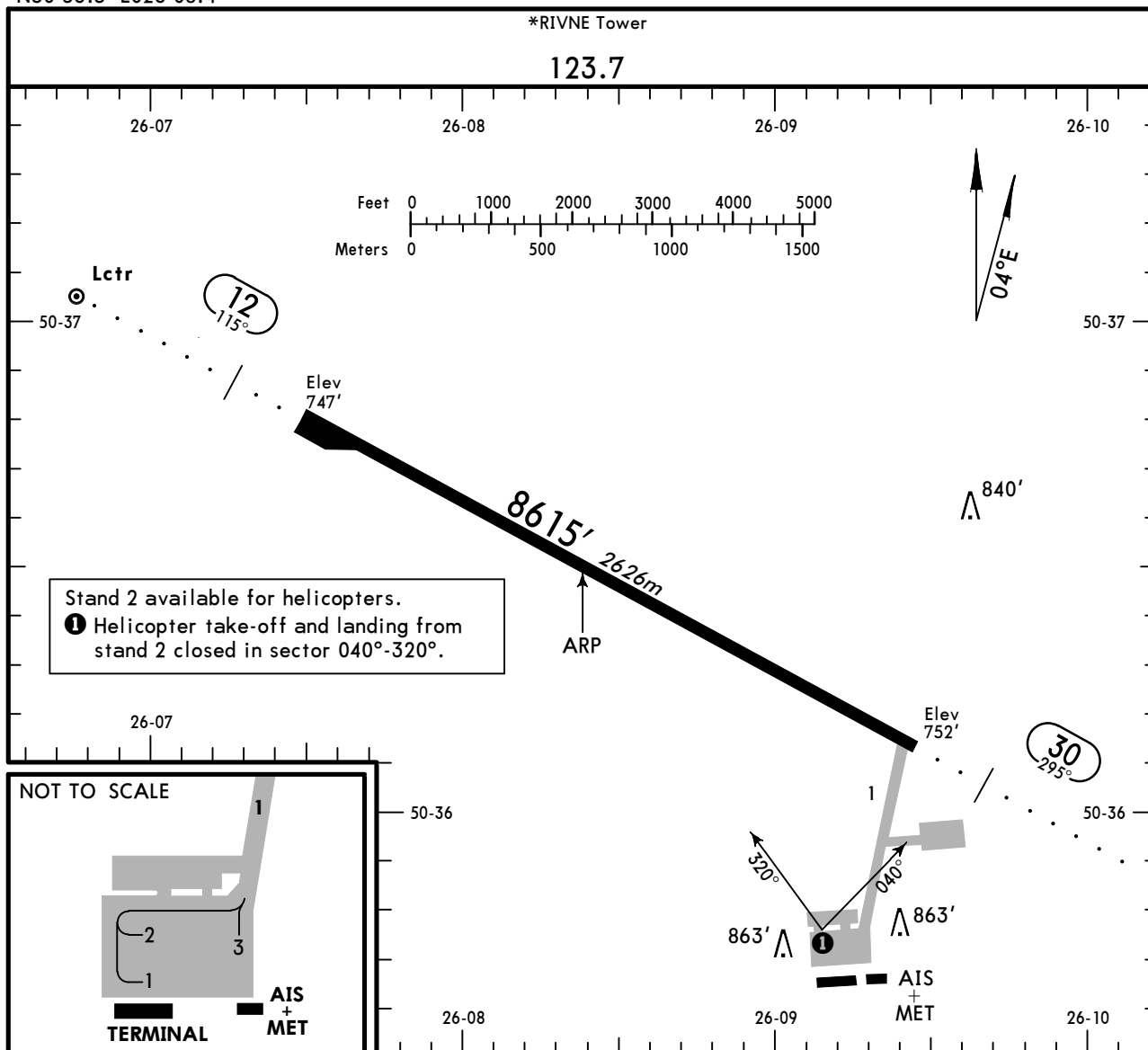
VABOD
N50 45.5 E024 47.7At or above
10010'*330 RW
N50 37.7 E026 04.9
At 3940'RELNO
N50 56.2 E026 04.9At or above
10010'

FT/METER CONVERSION

QNH

1480' - 450m
3940' - 1200m
10010' - 3050m

SID	RWY	ROUTING
RELNO 1K	12	On 115° track to 1480', turn LEFT, 305° track, at 184° bearing to RW turn RIGHT, intercept 356° bearing from RW to RELNO.
RELNO 1M	30	On 295° track to 1480', turn RIGHT, 035° track, at 158° bearing to RD turn LEFT, intercept 343° bearing from RD to RELNO.
VABOD 1K	12	On 115° track to 1480', turn LEFT, intercept 243° bearing to RW, turn RIGHT, intercept 276° bearing from RW to VABOD.
VABOD 1M	30	On 295° track to 1480', turn LEFT, 254° track, at 098° bearing to RD turn RIGHT, intercept 277° bearing from RD to VABOD.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Landing Beyond		
12	RL (60m)	ALS	PAPI-L (angle 2.67°)	RVR		7582' 2311m		138'
30	RL (60m)	ALS	PAPI-L (angle 3.00°)	RVR				42m

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.

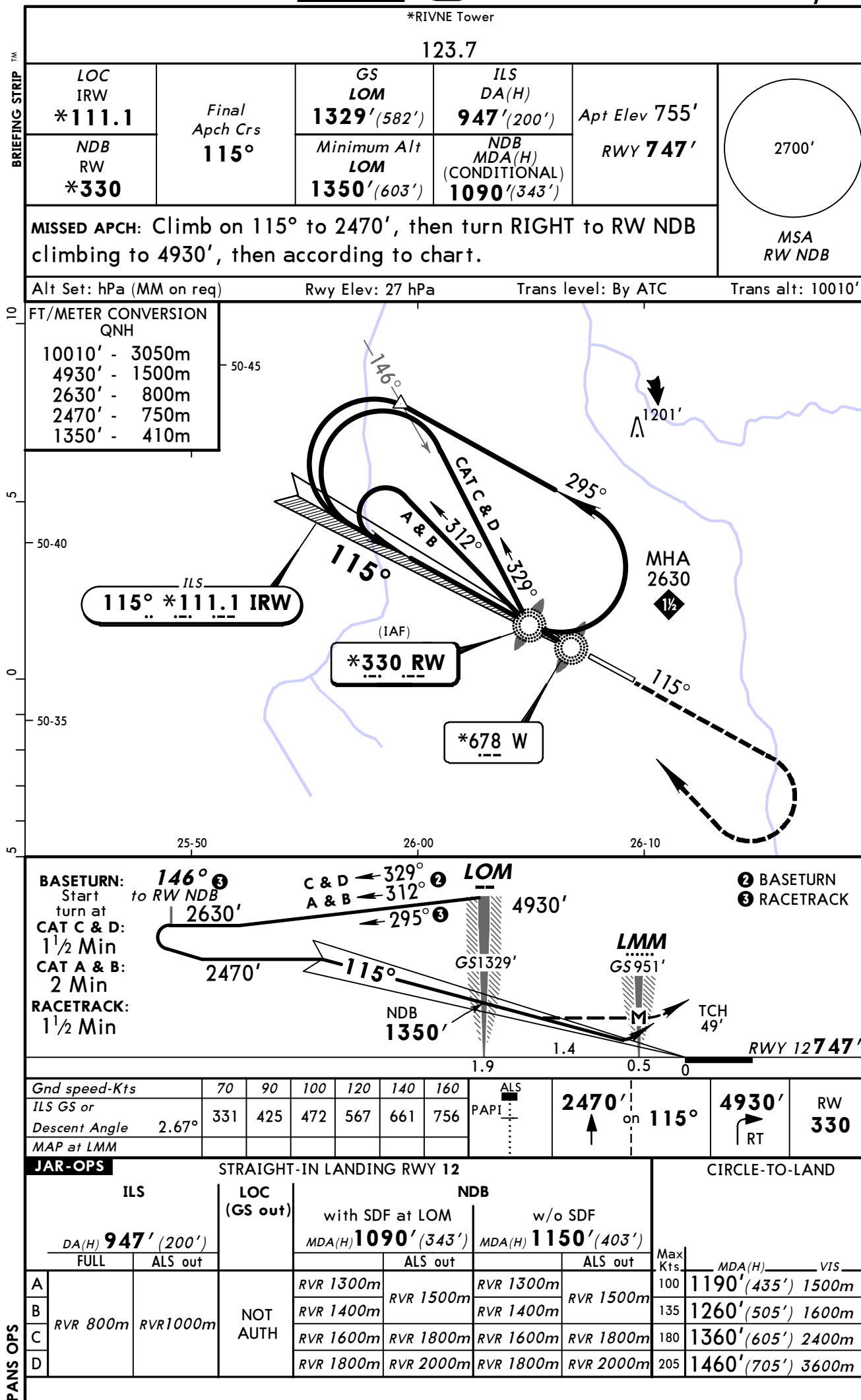
STRAIGHT-IN RWY		A	B	C	D
12	ILS	947' (200')	947' (200')	947' (200')	947' (200')
		R1000m	R1000m	R1000m	R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	1100' (353')	1100' (353')	1100' (353')	1100' (353')
30	with SDF at LOM	R1400m	R1400m	R1400m	R1400m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	NDB	1150' (403')	1150' (403')	1150' (403')	1150' (403')
	w/o SDF	R1900m	R1900m	C2100m	C2100m
	<i>ALS out</i>	C2100m	C2100m	C2300m	C2300m
30	NDB ①	1120' (368')	1120' (368')	1120' (368')	1120' (368')
	with SDF at LOM	R1500m	R1500m	R1500m	R1500m
	<i>ALS out</i>	R1700m	R1700m	R1700m	R1700m
	NDB	1370' (618')	1370' (618')	1370' (618')	1370' (618')
	w/o SDF	C2800m	C2800m	C3000m	C3000m
	<i>ALS out</i>	C3000m	C3000m	C3200m	C3200m

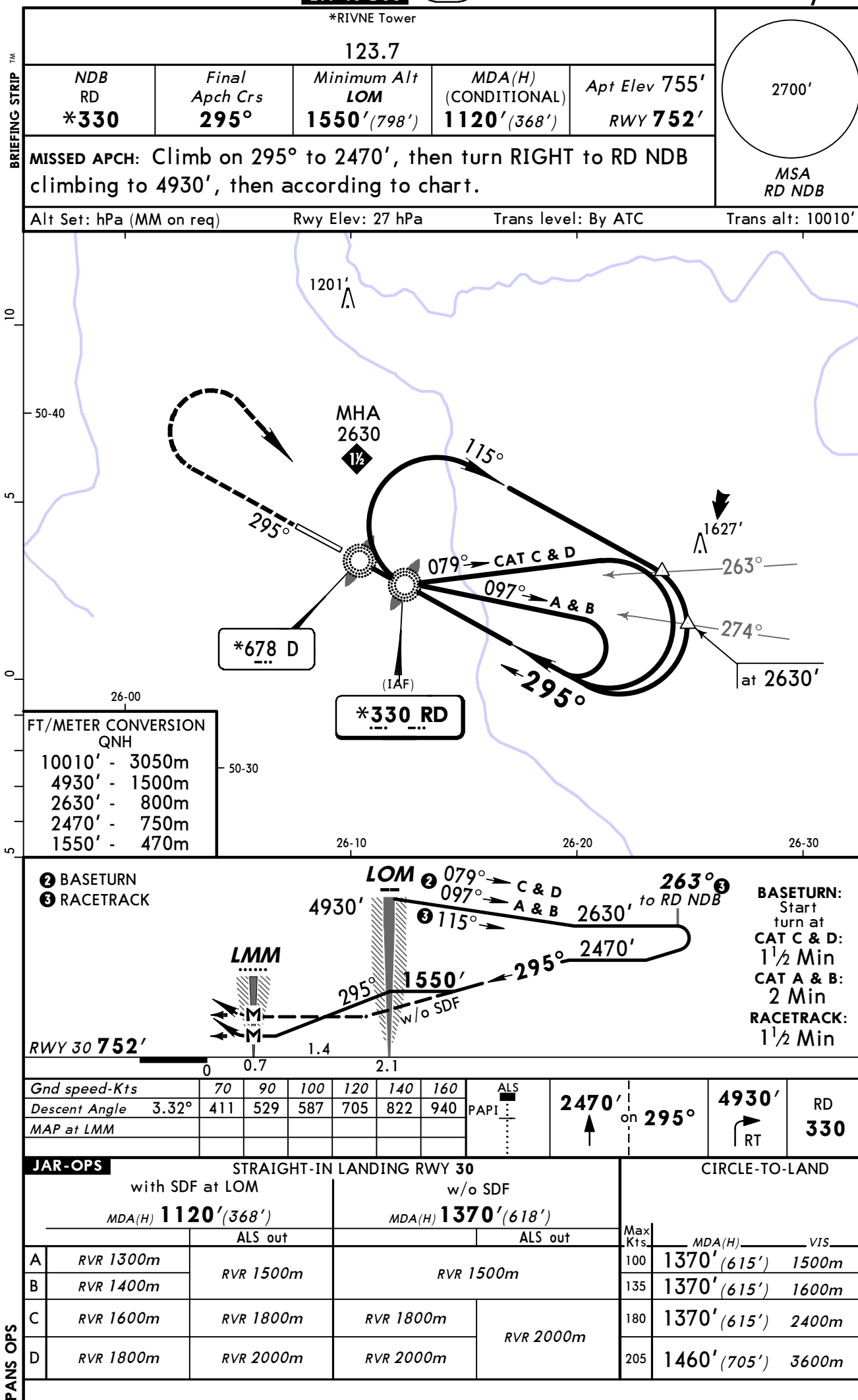
① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to rwy 12	1190' (435')	1260' (505')	1360' (605')	1460' (705')
After apch to rwy 30	1370' (615')	1370' (615')	1370' (615')	1460' (705')
	V1500m②	V1600m②	V2400m②	V3600m

② or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 12, 30		
LVP must be in Force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	400m	500m
B 250m		
C		
D 300m		





RIVNE, (RIVNE - UKLR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKLR