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Terminal Charts For UKLI
Revision Letter For Cycle 01-2014
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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: 0614 Z
Sunset: 1440 Z,

Runway Information

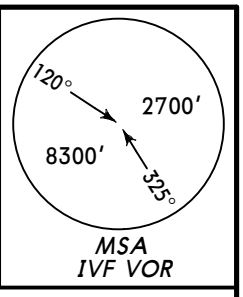
Runway: 10
Length x Width: 8202 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 919 ft
Lighting: Edge, ALS

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

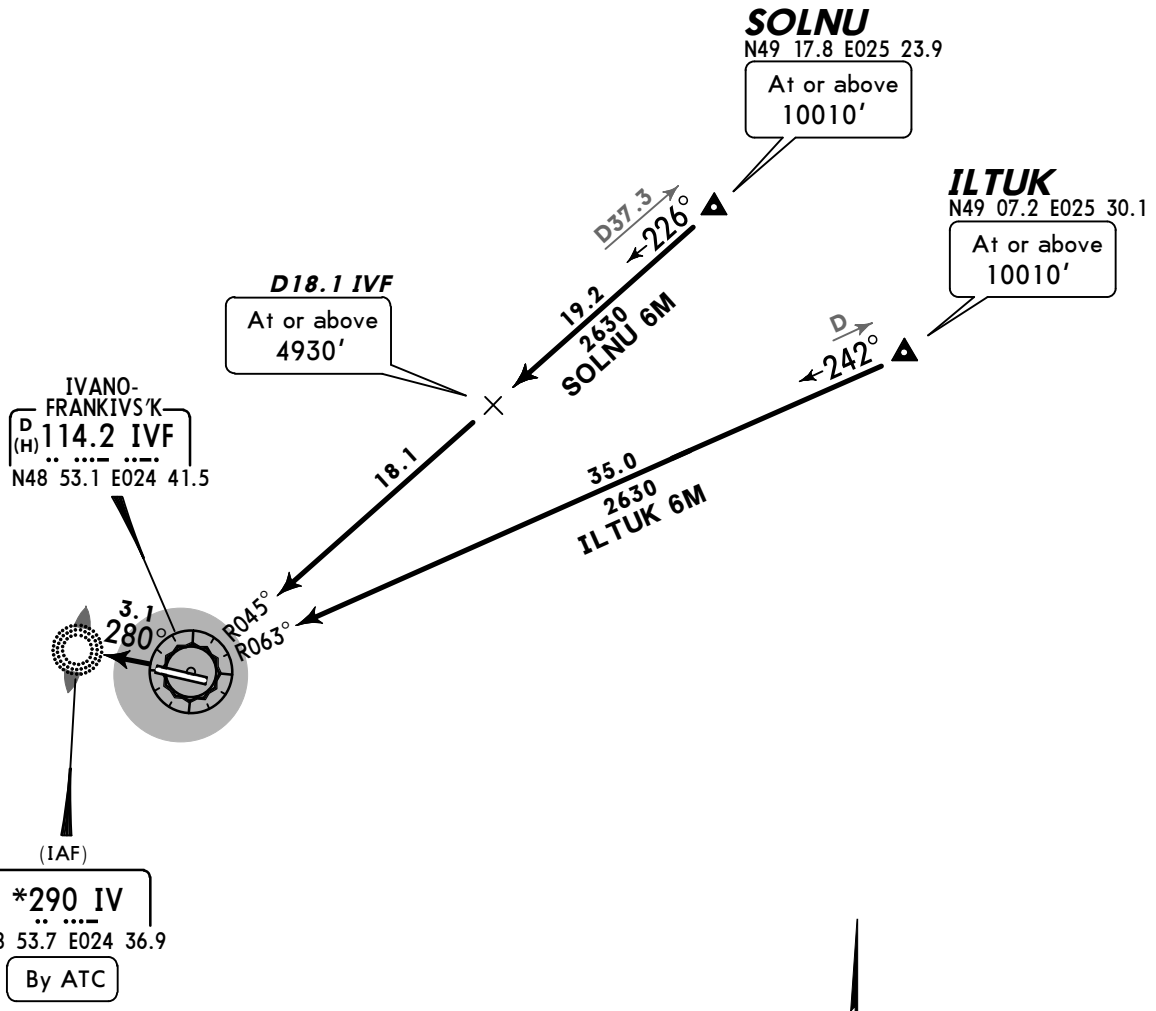
Communication Information

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

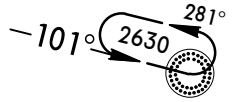
Apt Elev	
919'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT RADAR vectors to final.



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: STARSs revised.

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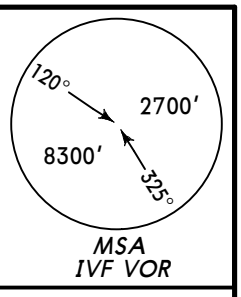
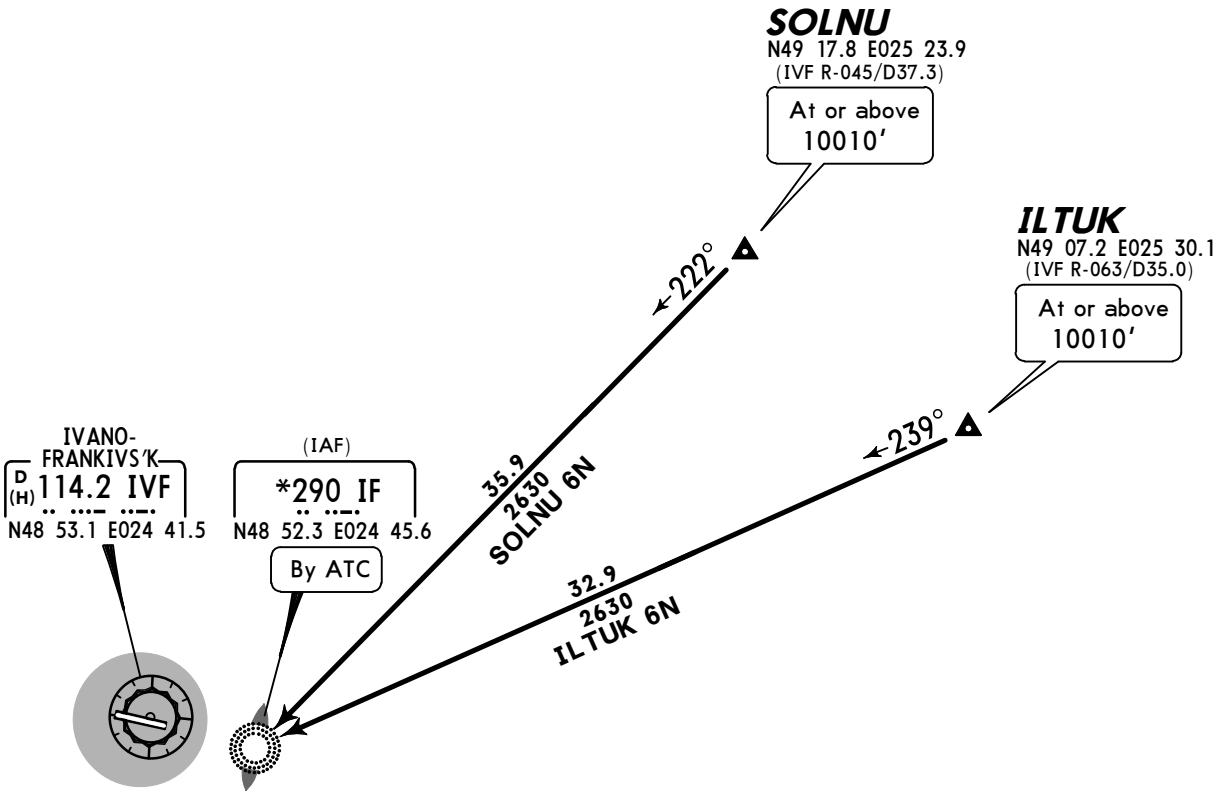
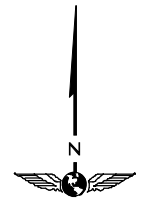
Apt Elev	
919'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT RADAR vectors to final.



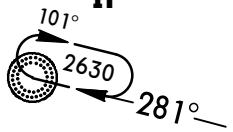
ILTUK SIX NOVEMBER (ILTUK 6N) *[ILTU6N]*
SOLNU SIX NOVEMBER (SOLNU 6N) *[SOLN6N]*
RWY 28 ARRIVALS





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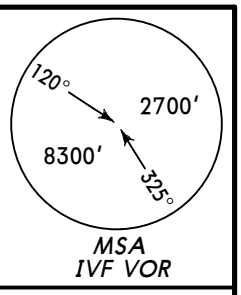
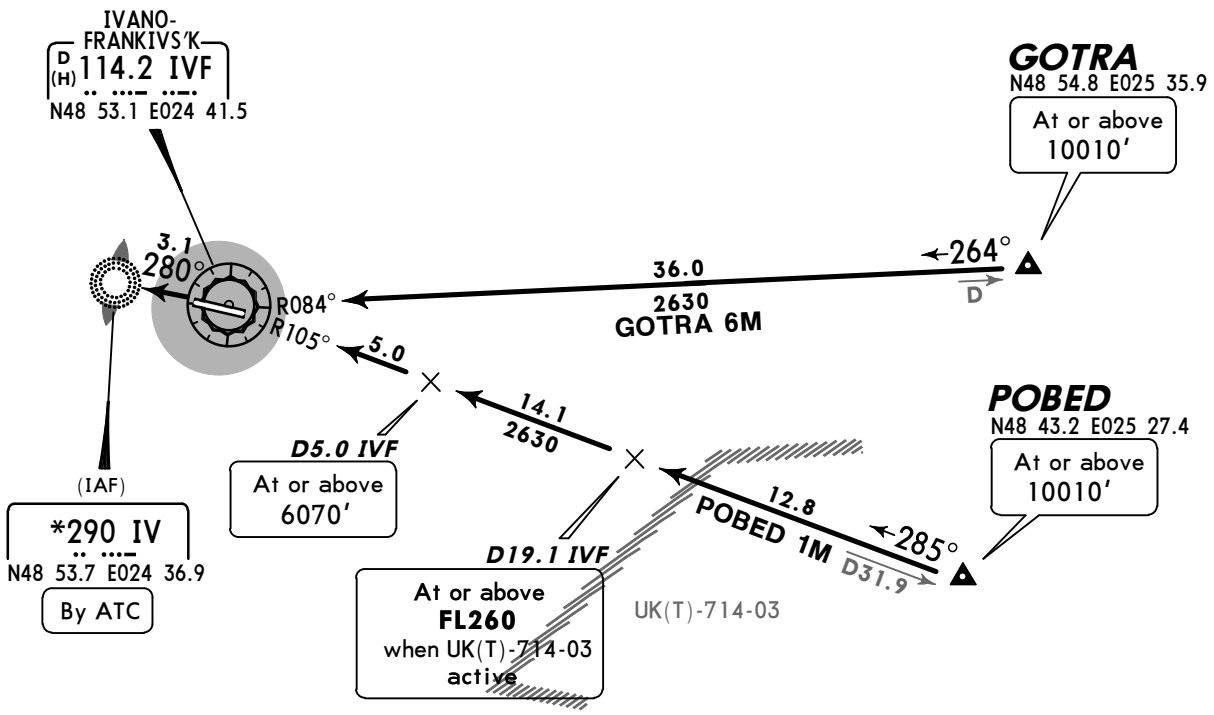
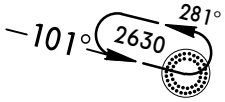
Apt Elev	
919'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT RADAR vectors to final.



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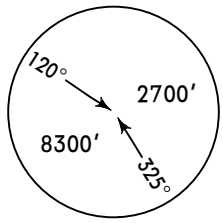
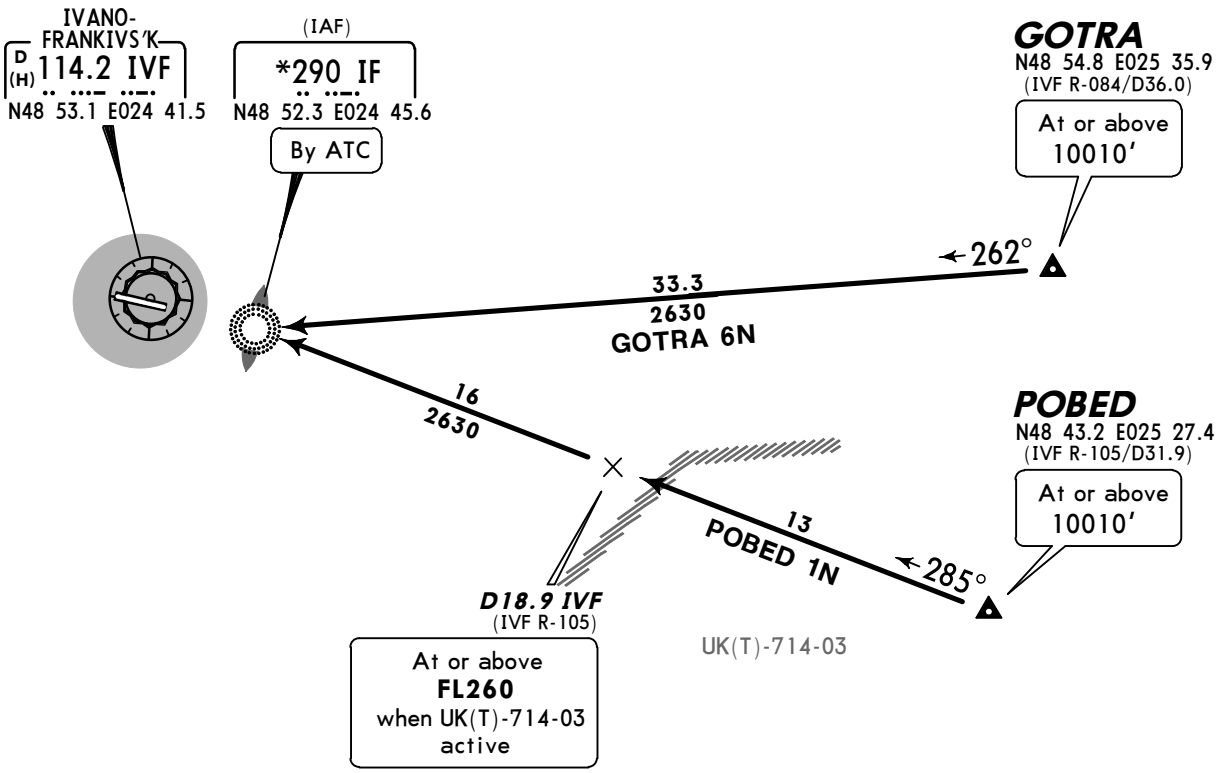
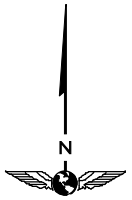
Apt Elev 919'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT RADAR vectors to final.



MSA
IVF VOR

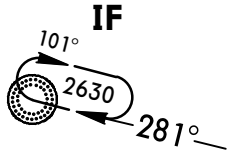
GOTRA SIX NOVEMBER (GOTRA 6N) *[GOTR6N]*
POBED ONE NOVEMBER (POBED 1N) *[POBE1N]*
RWY 28 ARRIVALS





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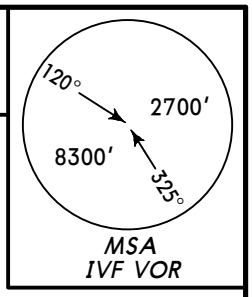
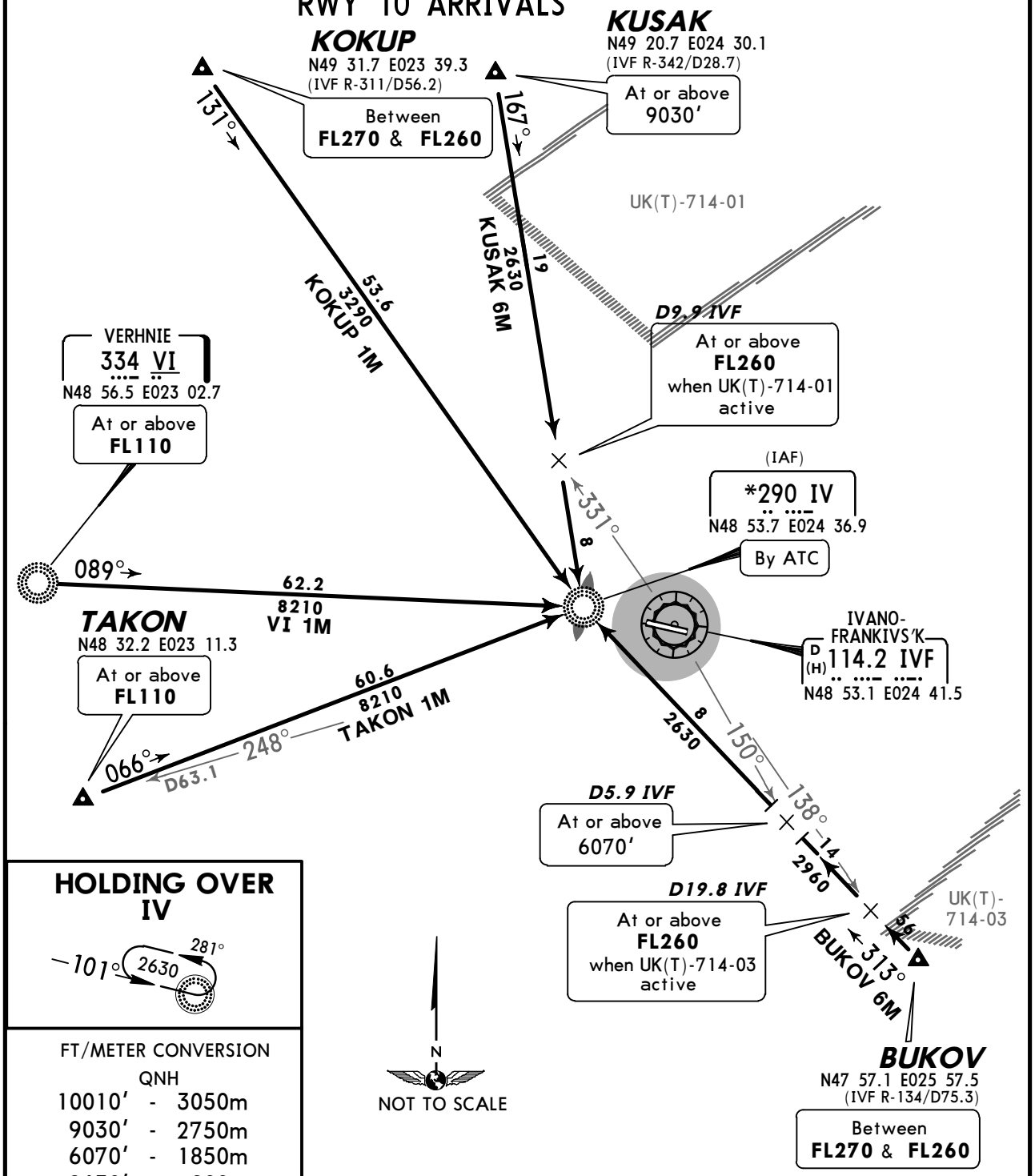
Apt Elev	
919'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT RADAR vectors to final.



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



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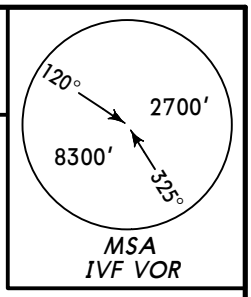
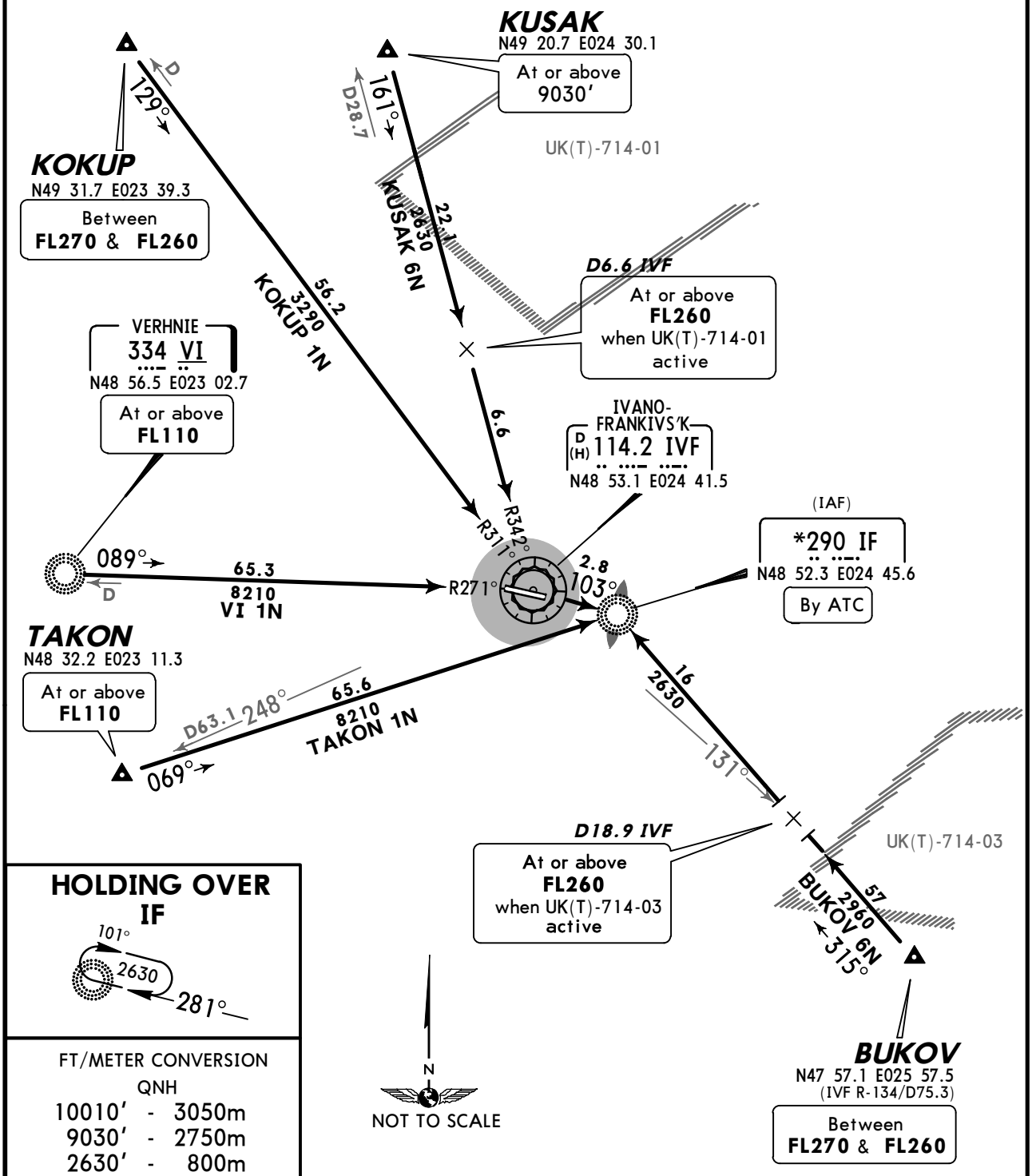
Apt Elev 919′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ EXPECT RADAR vectors to final.



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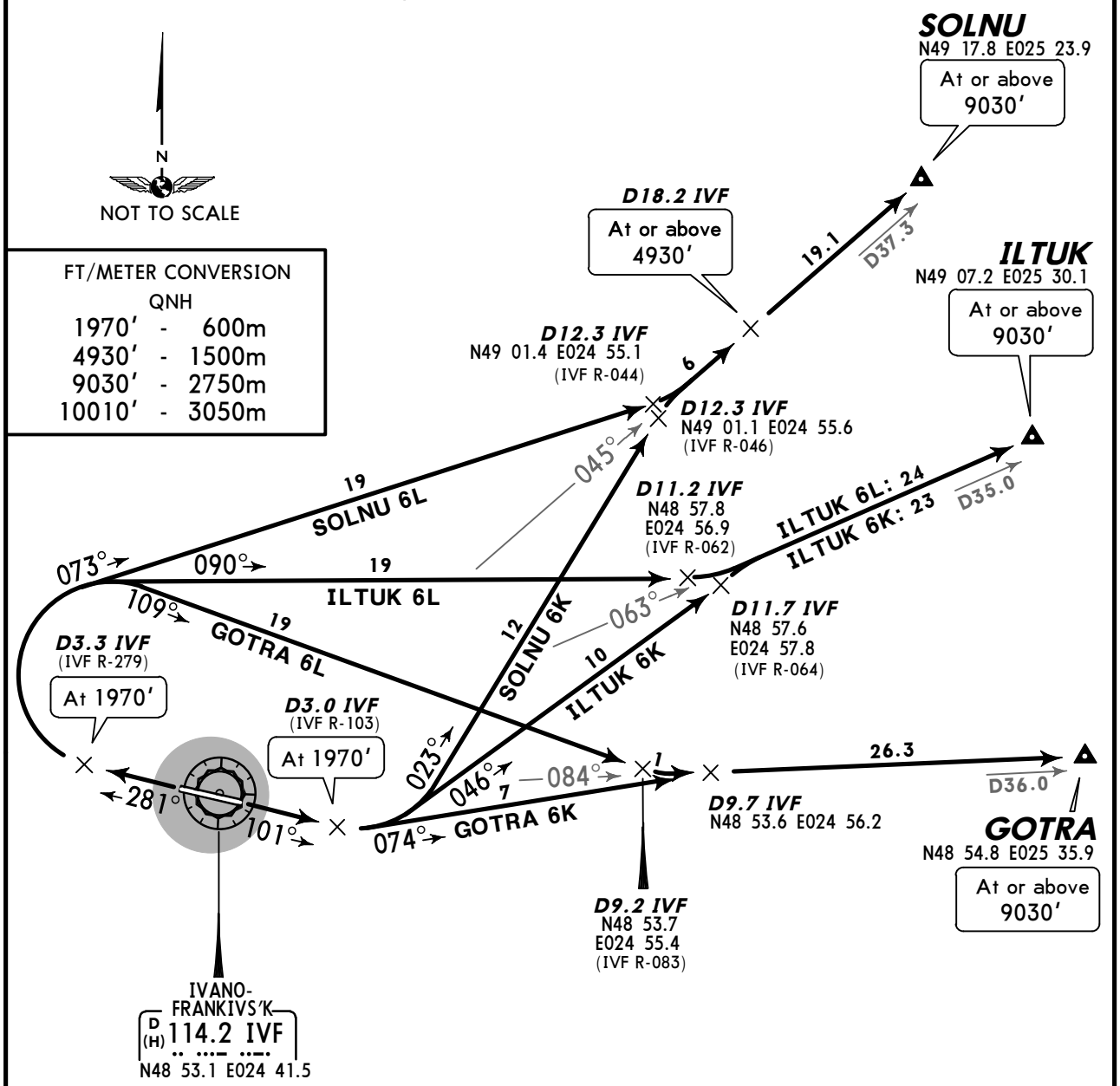
Apt Elev 919′	Trans level: By ATC Trans alt: 10010′

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



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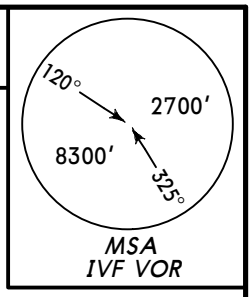
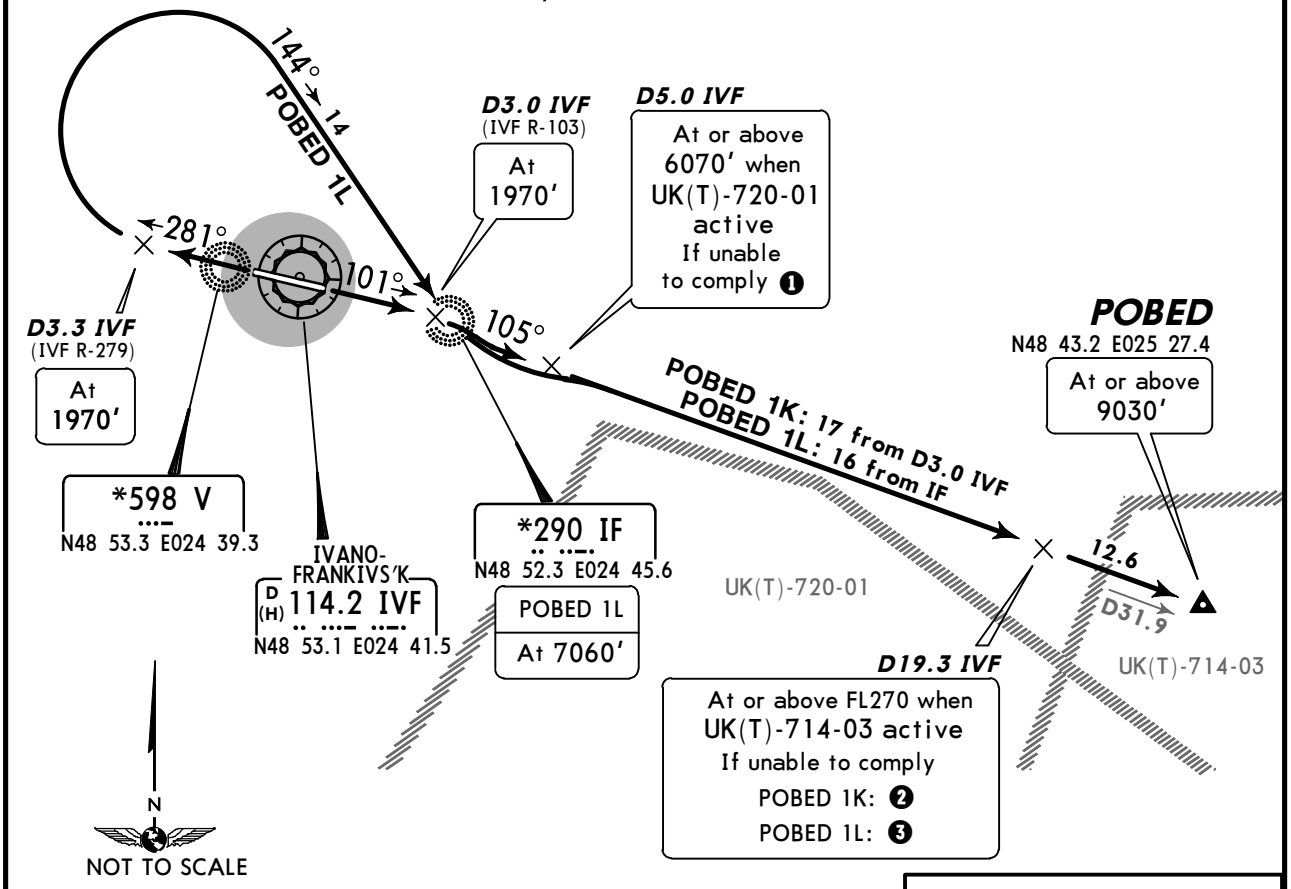
Apt Elev 919′	Trans level: By ATC Trans alt: 10010′

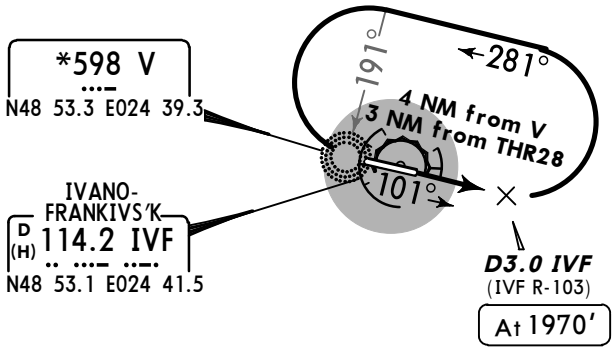
POBED ONE KILO (POBED 1K) *[POBE1K]* POBED ONE LIMA (POBED 1L) *[POBE1L]* RWYS 10, 28 DEPARTURES





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

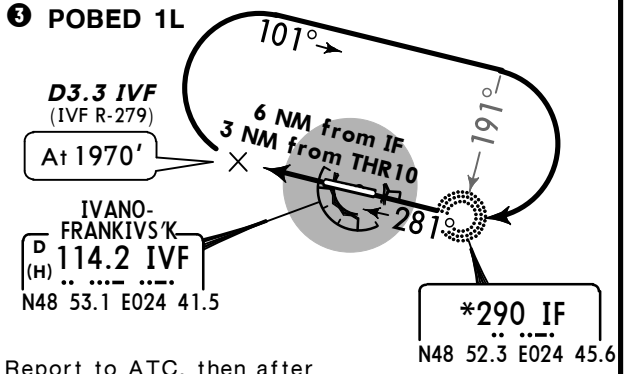
❶❷ POBED 1K



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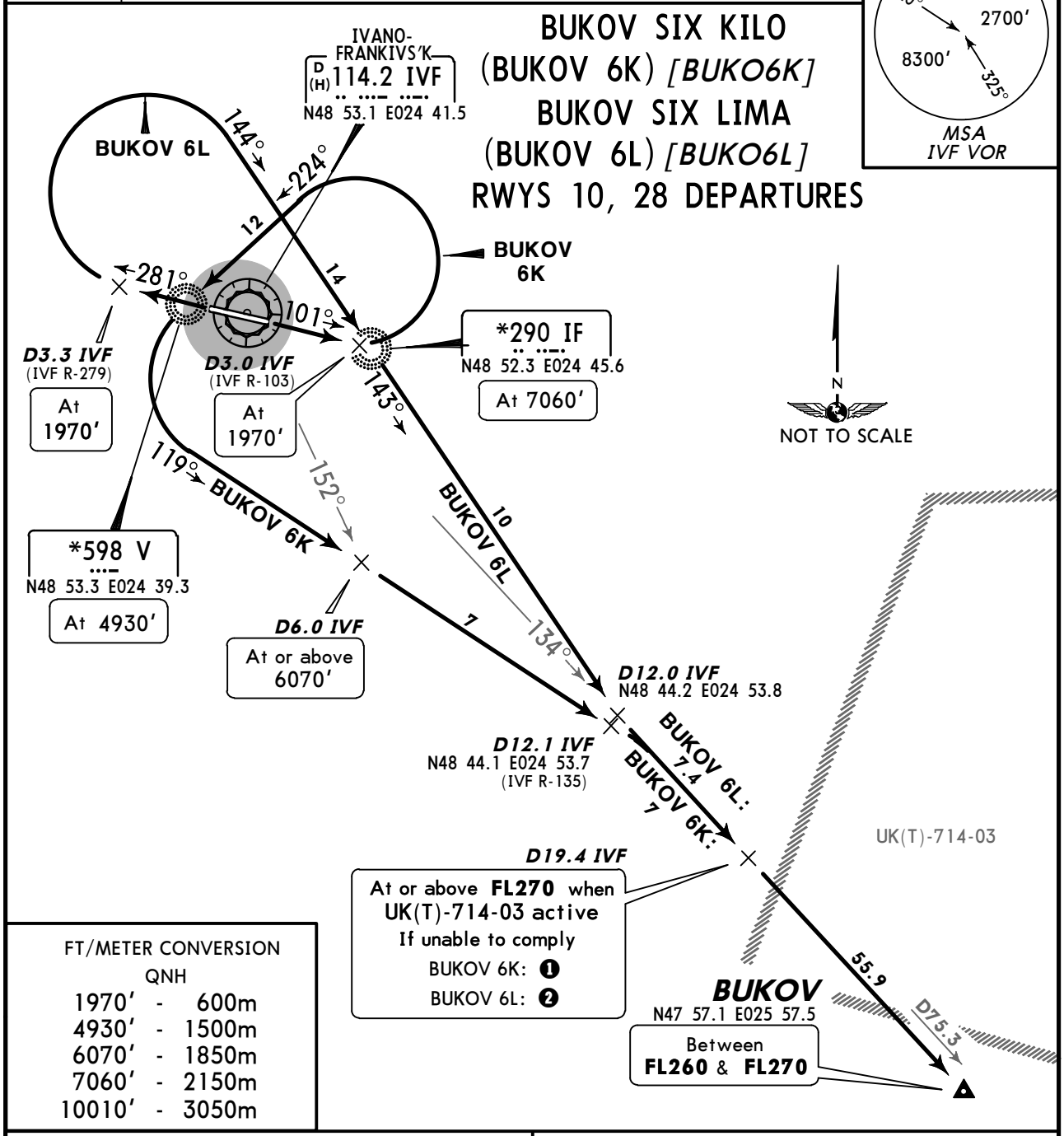
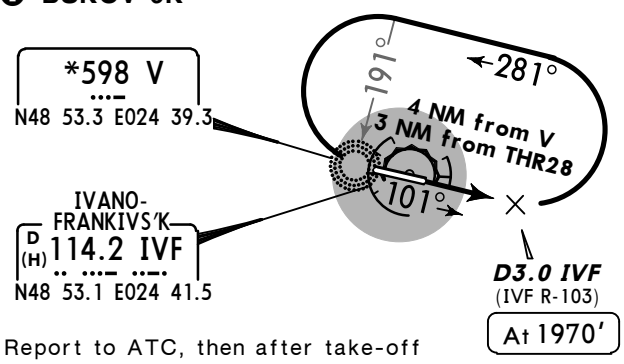
Apt Elev 919′ | Trans level: By ATC Trans alt: 10010′

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



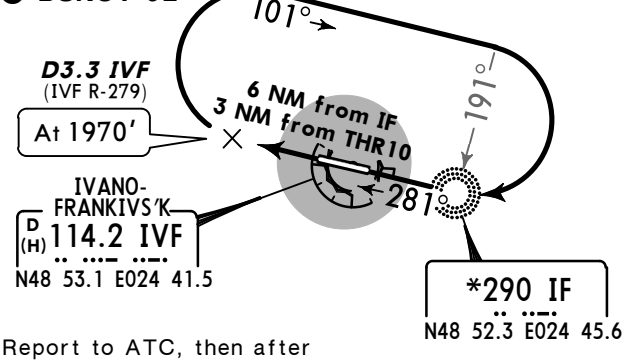
FT/METER CONVERSION QNH		
1970′	-	600m
4930′	-	1500m
6070′	-	1850m
7060′	-	2150m
10010′	-	3050m

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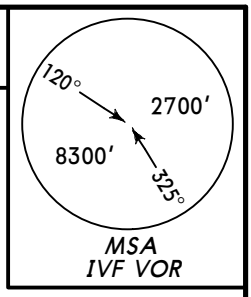
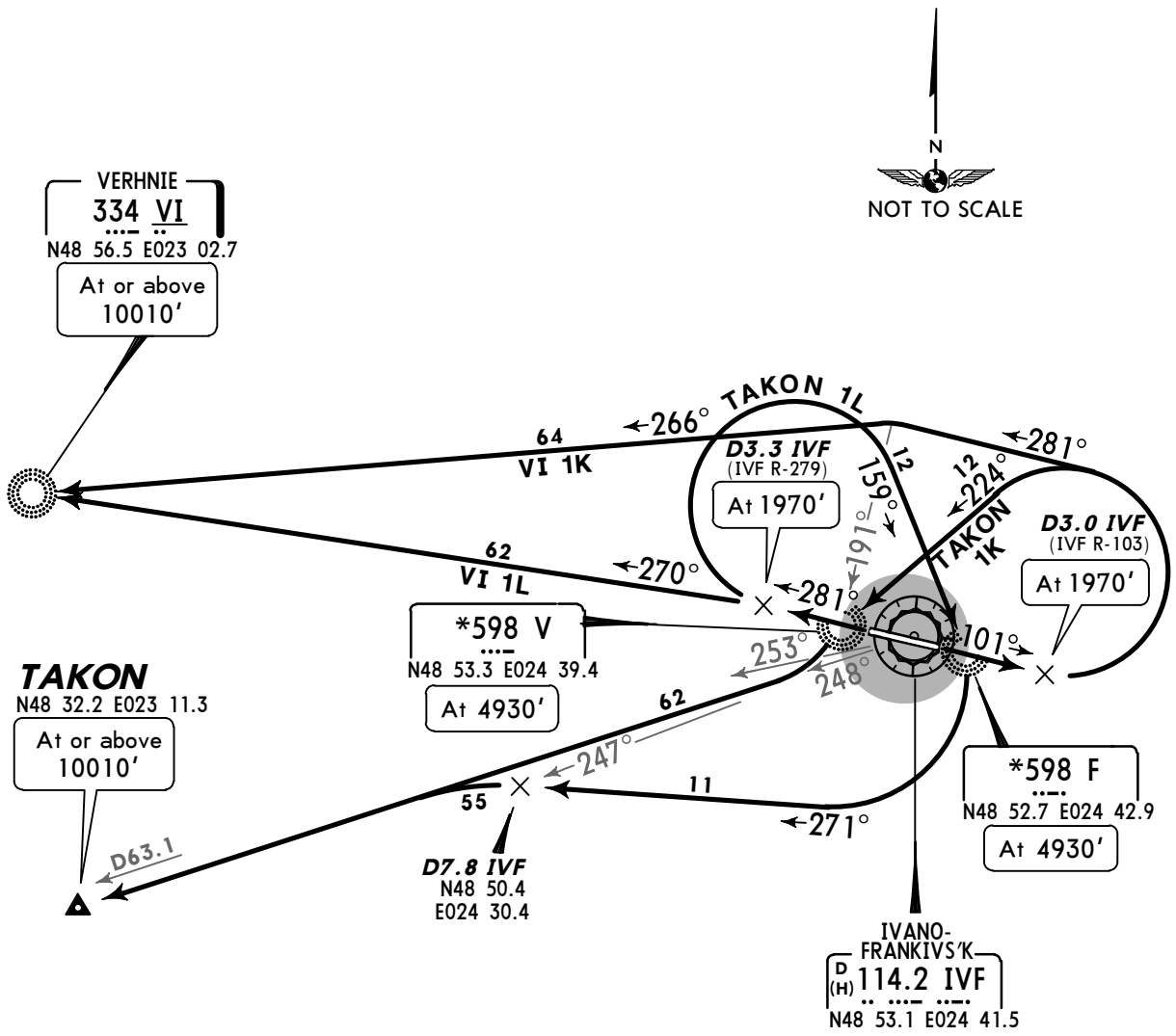
Apt Elev 919′	Trans level: By ATC Trans alt: 10010′

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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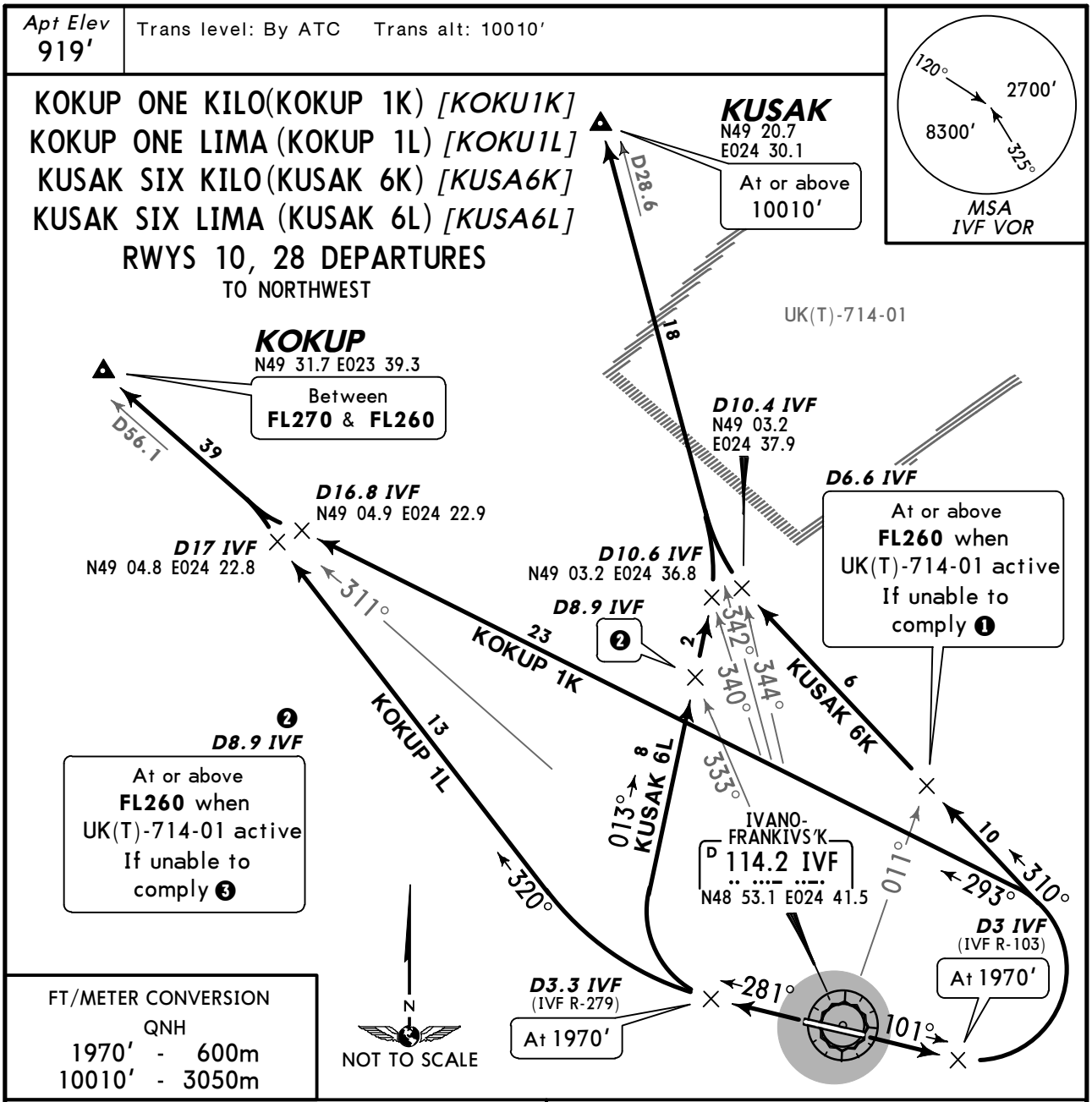
Apt Elev 919′

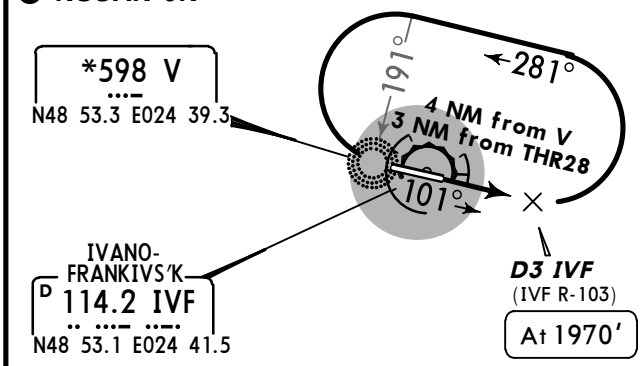
Trans level: By ATC Trans alt: 10010′

KOKUP ONE KILO(KOKUP 1K) *[KOKU1K]*
KOKUP ONE LIMA (KOKUP 1L) *[KOKU1L]*
KUSAK SIX KILO(KUSAK 6K) *[KUSA6K]*
KUSAK SIX LIMA (KUSAK 6L) *[KUSA6L]*
RWYS 10, 28 DEPARTURES
TO NORTHWEST



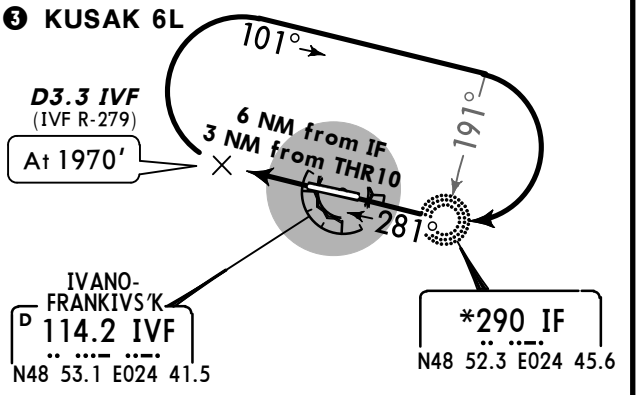
FT/METER CONVERSION
QNH
1970′ - 600m
10010′ - 3050m

❶ KUSAK 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 IVF, continue on SID climbing to **FL260** at D6.6 IVF.

❸ KUSAK 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 **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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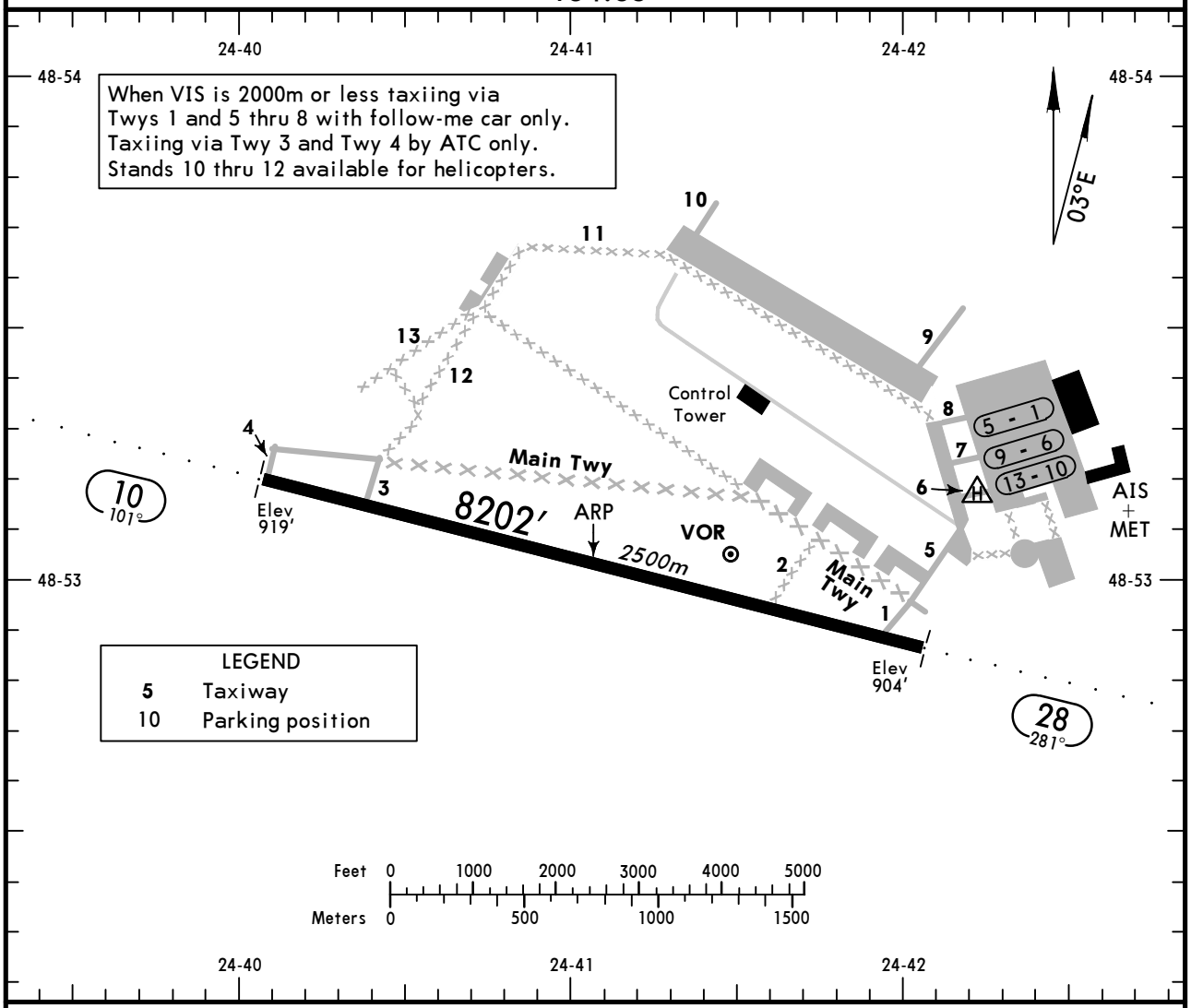
*FRANKO Tower
(english on request only)
134.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	RL *(60m)* ALS	8120′ *2475m*	7026′ *2141m* 7087′ *2160m*	8120′ *2475m*	144′ *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′) **R1000m**	**1119**′(200′) **R1000m**	**1119**′(200′) **R1000m**	**1126**′(207′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶	**1280**′(361′) **R1500m**	**1280**′(361′) **R1500m**	**1280**′(361′) **R1500m**	**1280**′(361′) **R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
28	ILS	**1104**′(200′) **R1000m**	**1104**′(200′) **R1000m**	**1104**′(200′) **R1000m**	**1107**′(203′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB ❶	**1270**′(366′) **R1500m**	**1270**′(366′) **R1500m**	**1270**′(366′) **R1500m**	**1270**′(366′) **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 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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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′)	

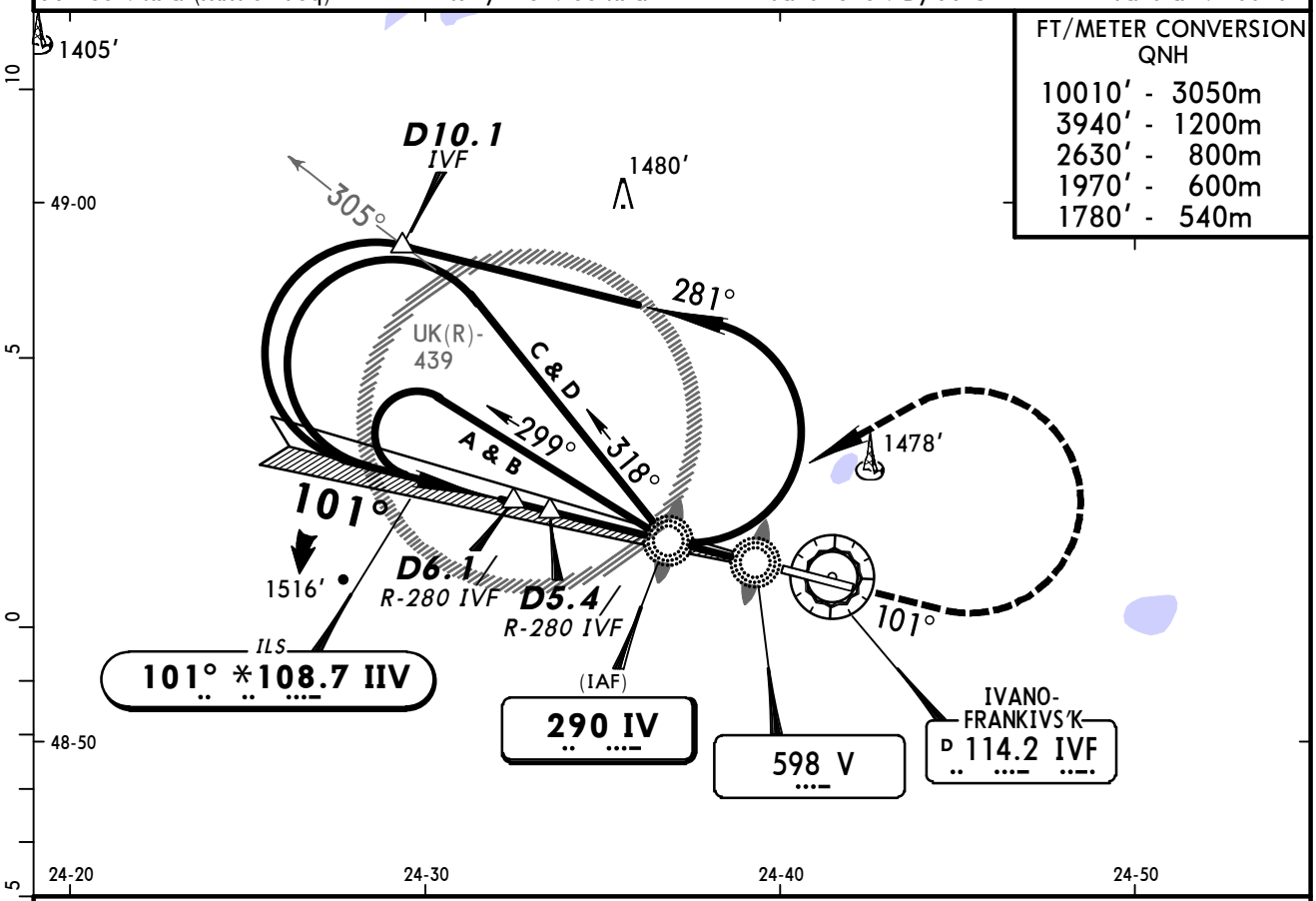
MISSED APCH: Climb on 101° to 1970′, then turn LEFT to IV NDB climbing to 3940′, then according to chart.

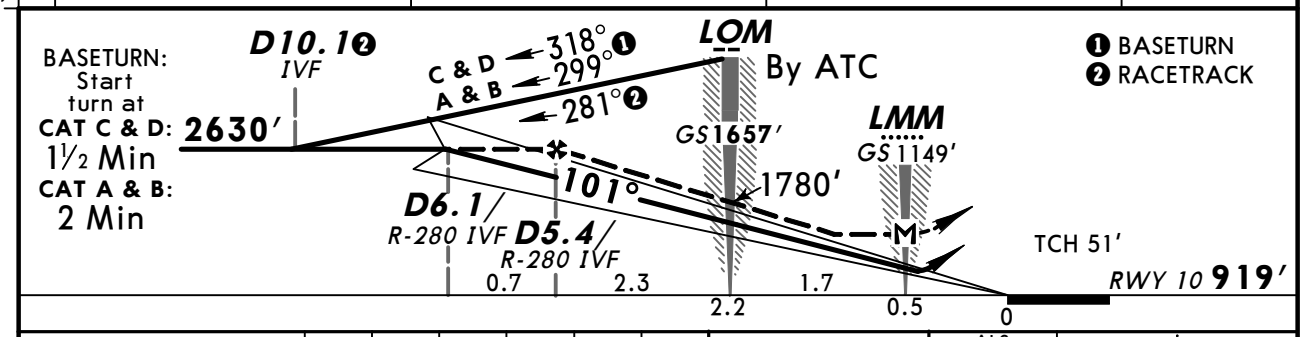
MSA IVF VOR: 120° 2700′; 8300′; 325°

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	NDB ALS out
DA(H)	ABC: 1119′(200′) D: 1126′(207′)			MDA(H) 1280′(361′)	
A	RVR 800m	RVR 1000m	NOT AUTH	RVR 1300m	RVR 1500m
B				RVR 1400m	
C				RVR 1600m	RVR 1800m
D				RVR 1800m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1400′(481′)	1500m
135	1780′(861′)	1600m
180	1870′(951′)	2400m
205	1870′(951′)	3600m

PANS OPS

CHANGES: Missed approach. Arrival withdrawn.

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BRIEFING STRIP ™

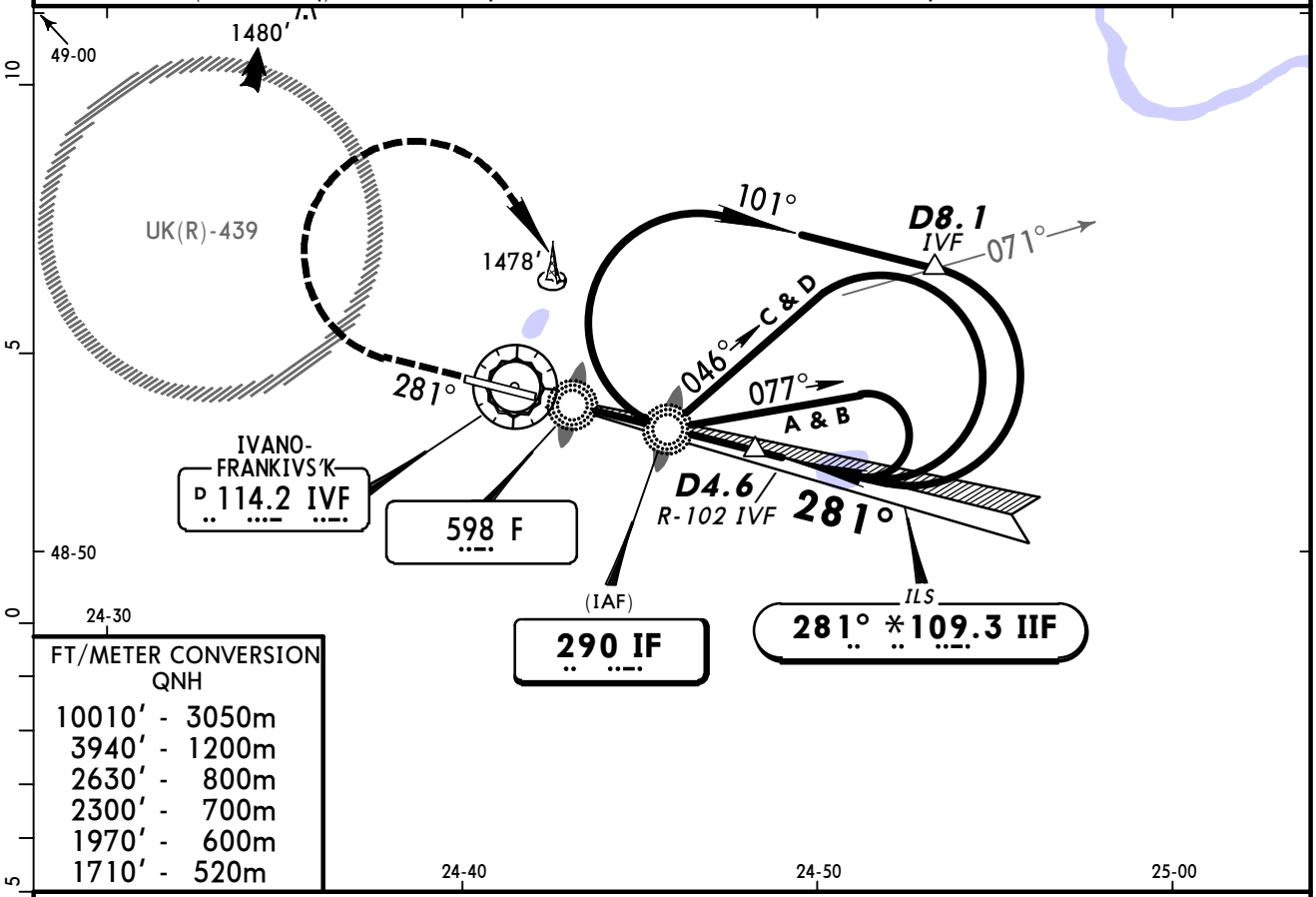
*FRANKO Approach Radar	*FRANKO Tower
127.3	134.85

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

MISSED APCH: Climb on 281° to 1970', then turn RIGHT to IF NDB climbing to 3940', then according to chart.

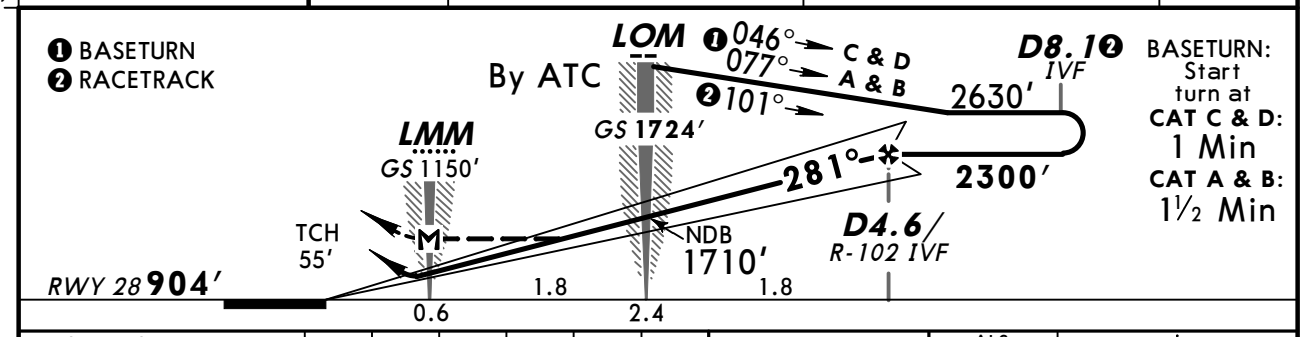
MSA IVF VOR: 120° 2700', 8300', 325°

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
2300'	700m
1970'	600m
1710'	520m



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

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°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 28

	ILS DA(H) ABC:1104'(200') D:1107'(203') FULL	ILS ALS out	LOC (GS out)	NDB MDA(H) 1270'(366')	NDB ALS out	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
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

CHANGES: Missed approach. Arrivals withdrawn.

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Chart changes since cycle 26-2013

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°.