

## List of pages in this Trip Kit

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Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 01-2014

Change Notices

Notebook

## General Information

Location: L'viv Ukr  
IATA Code: LWO  
Lat/Long: N49° 48.6' E023° 57.5'  
Elevation: 1077 ft

Airport Use: Public  
Magnetic Variation: 5.5°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: 0621 Z  
Sunset: 1439 Z,

## Runway Information

Runway: 13  
Length x Width: 10843 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1069 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 1345 ft

Runway: 31  
Length x Width: 10843 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 1074 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 394 ft

## Communication Information

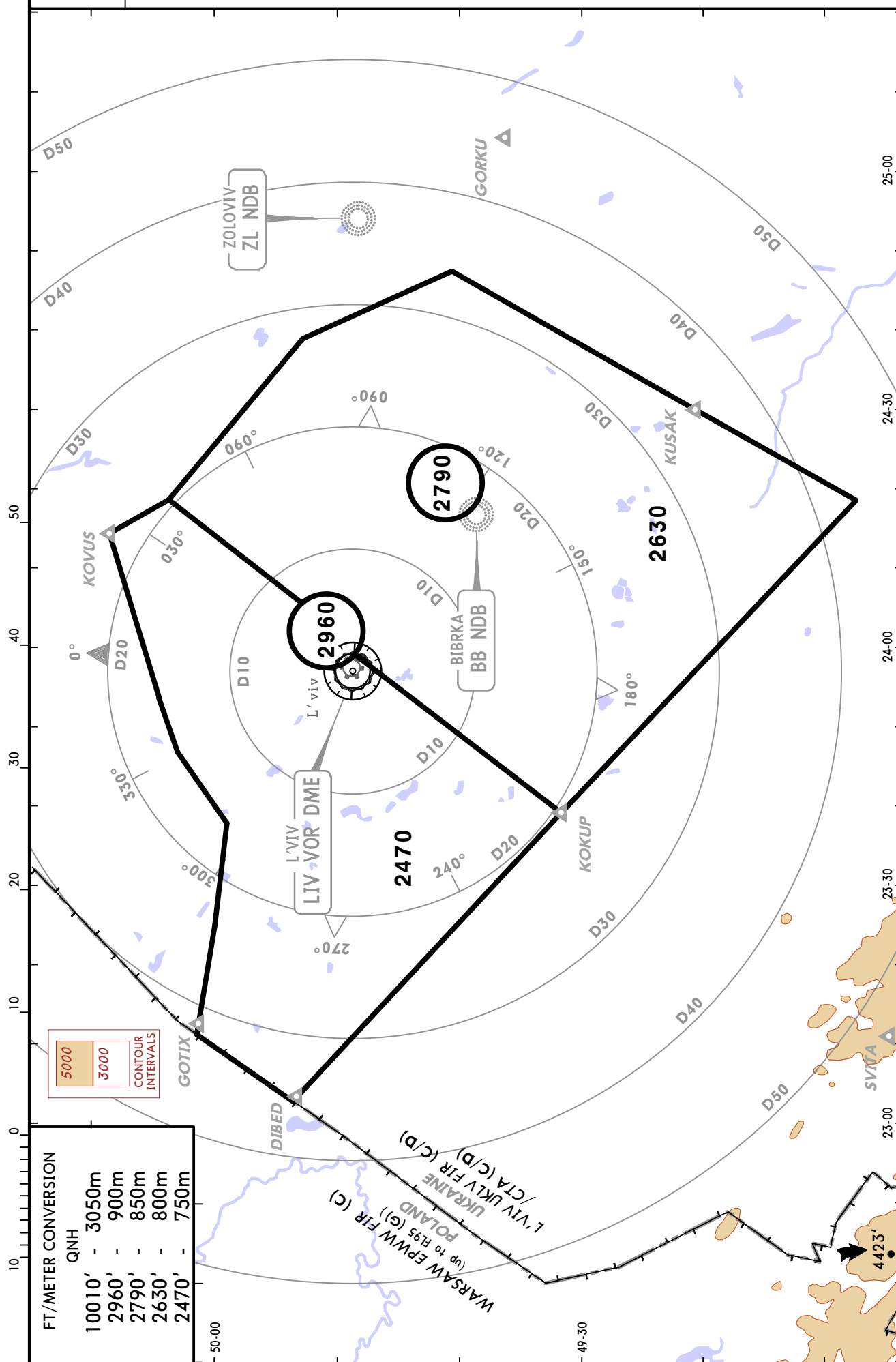
ATIS 128.7  
ATIS 124.7 Non-English  
L'viv Start Tower 124.0  
L'viv Tower 128.0  
L'viv Ground Control 120.05

Apt Elev  
1077'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

This chart may only be used for cross-checking of altitudes assigned while under RADAR control.

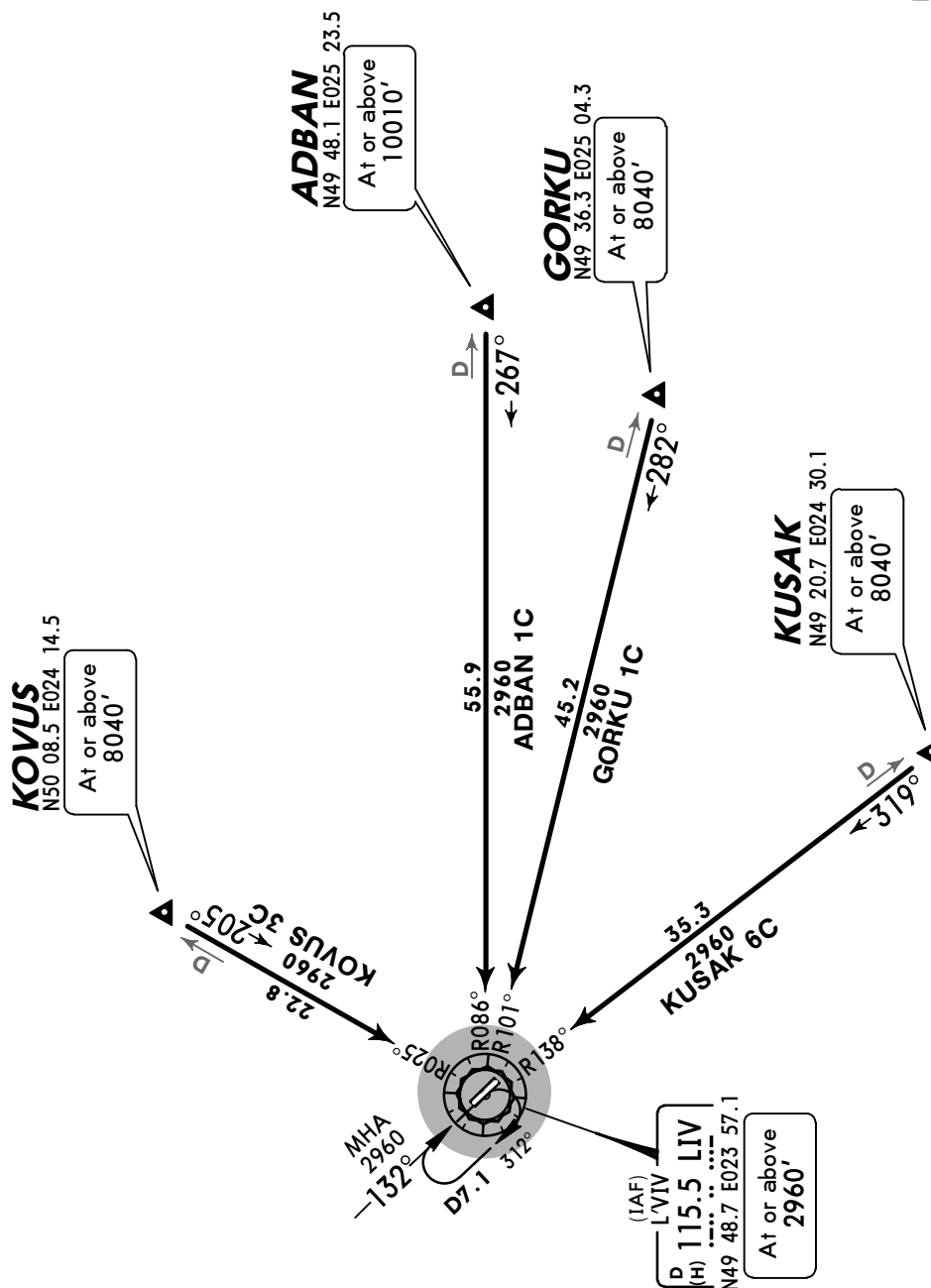
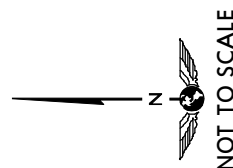
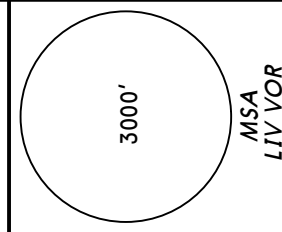


ATIS  
128.7 (Russian 124.7)

Apt Elev  
1077'

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

ADBAN ONE CHARLIE (ADBAN 1C) [ADBA1C]  
GORKU ONE CHARLIE (GORKU 1C) [GORK1C]  
KOVUS THREE CHARLIE (KOVUS 3C) [KOVU3C]  
KUSAK SIX CHARLIE (KUSAK 6C) [KUSA6C]  
RWY 13 ARRIVALS



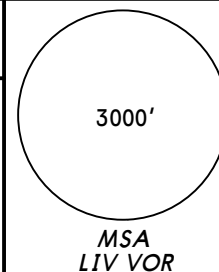
| STAR     | ROUTING                             |
|----------|-------------------------------------|
| ADBAN 1C | Intercept LIV R-086 inbound to LIV. |
| GORKU 1C | Intercept LIV R-101 inbound to LIV. |
| KOVUS 3C | Intercept LIV R-025 inbound to LIV. |
| KUSAK 6C | Intercept LIV R-138 inbound to LIV. |

| FT/METER CONVERSION |
|---------------------|
| QNH                 |
| 10010' - 3050m      |
| 8040' - 2450m       |
| 2960' - 900m        |

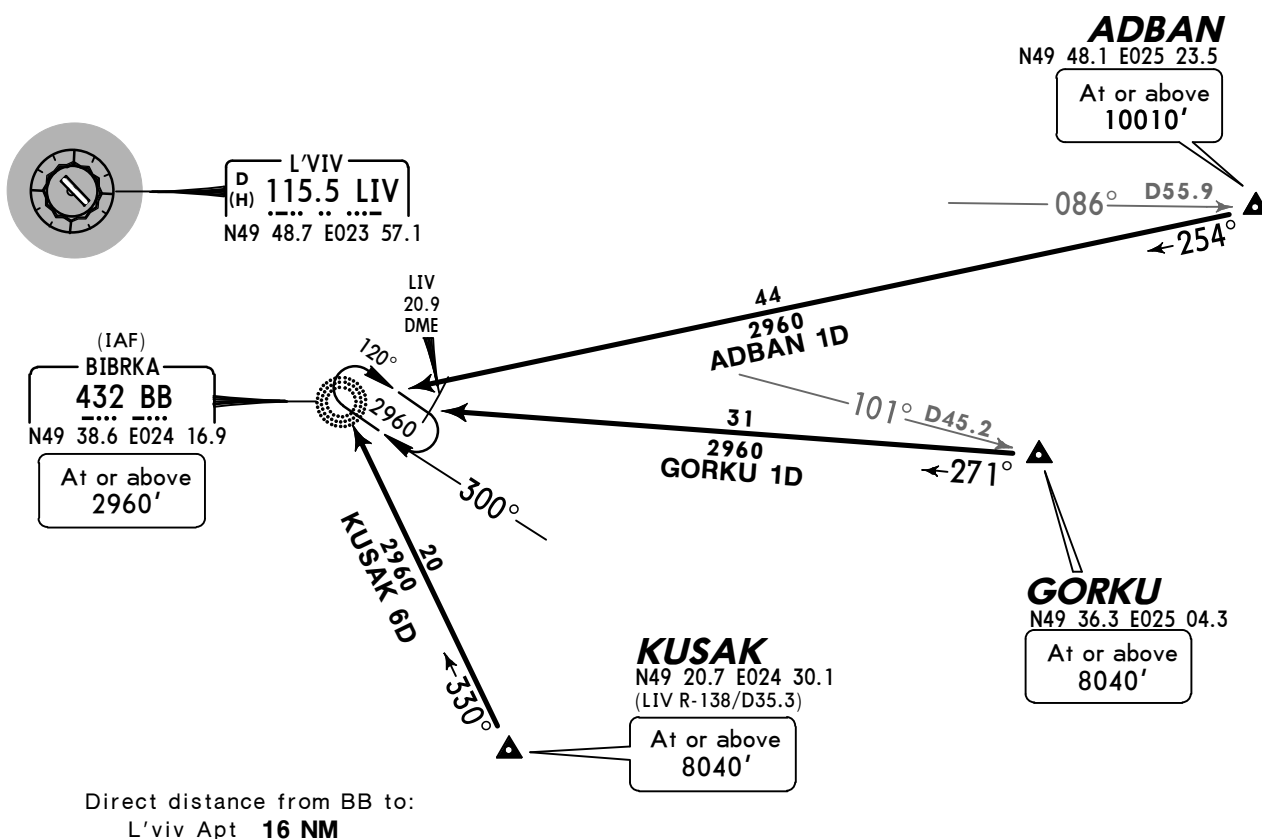
ATIS  
128.7 (Russian 124.7)

Apt Elev  
1077'

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



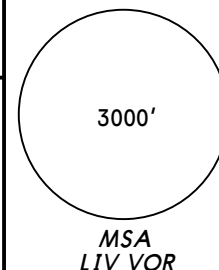
ADBAN ONE DELTA (ADBAN 1D) [ADBA1D]  
GORKU ONE DELTA (GORKU 1D) [GORK1D]  
KUSAK SIX DELTA (KUSAK 6D) [KUSA6D]  
RWY 31 ARRIVALS



| FT/METER CONVERSION |       |
|---------------------|-------|
| QNH                 |       |
| 10010'              | 3050m |
| 8040'               | 2450m |
| 2960'               | 900m  |

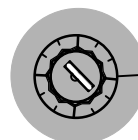
| STAR     | ROUTING                       |
|----------|-------------------------------|
| ADBAN 1D | Intercept 254° bearing to BB. |
| GORKU 1D | Intercept 271° bearing to BB. |
| KUSAK 6D | Intercept 330° bearing to BB. |

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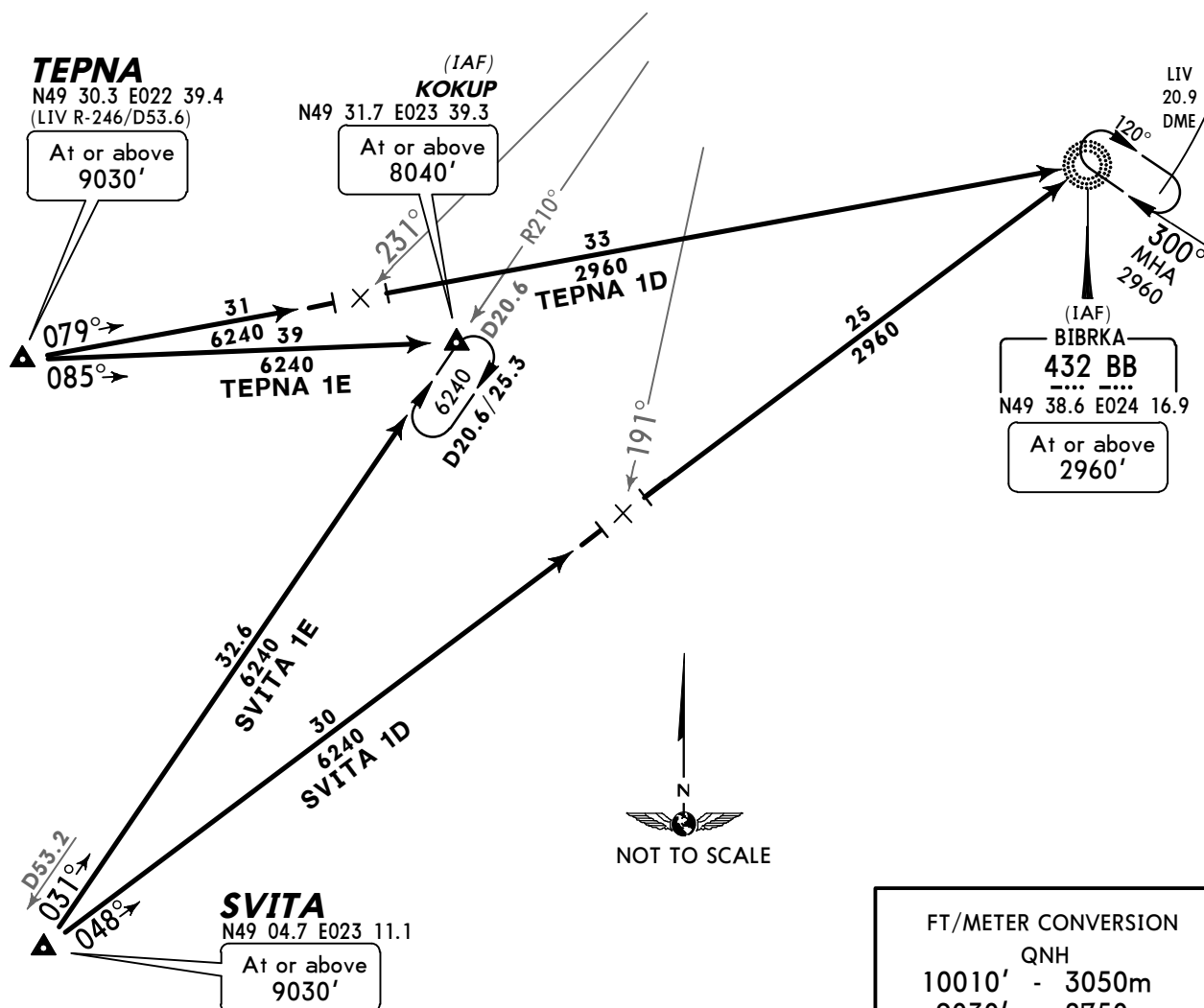
ATIS  
128.7 (Russian 124.7)Apt Elev  
1077'Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'

SVITA ONE DELTA (SVITA 1D) [SVIT1D]  
SVITA ONE ECHO (SVITA 1E) [SVIT1E]  
TEPNA ONE DELTA (TEPNA 1D) [TEPN1D]  
TEPNA ONE ECHO (TEPNA 1E) [TEPN1E]  
RWY 31 ARRIVALS

Direct distance from BB to:  
L'viv Apt 16 NM



L'VIV  
D (H) 115.5 LIV  
N49 48.7 E023 57.1



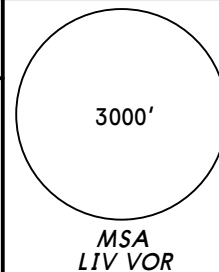
| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 10010'              | - 3050m |
| 9030'               | - 2750m |
| 8040'               | - 2450m |
| 6240'               | - 1900m |
| 2960'               | - 900m  |

| STAR     | ROUTING                       |
|----------|-------------------------------|
| SVITA 1D | Intercept 048° bearing to BB. |
| SVITA 1E | On 031° track to KOKUP.       |
| TEPNA 1D | Intercept 079° bearing to BB. |
| TEPNA 1E | On 085° track to KOKUP.       |

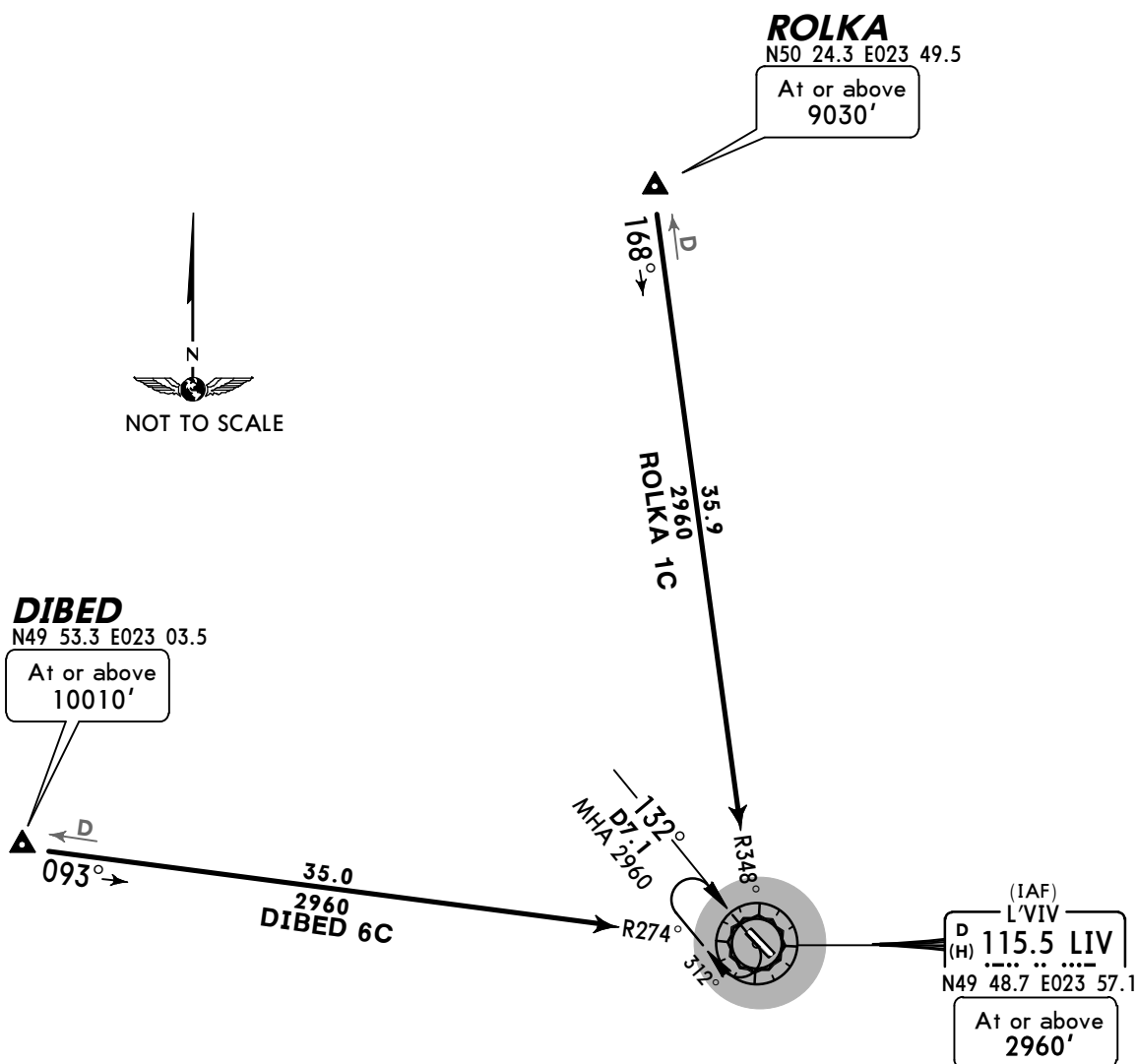
ATIS  
128.7 (Russian 124.7)

Apt Elev  
1077'

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



DIBED SIX CHARLIE (DIBED 6C) [DIBE6C]  
ROLKA ONE CHARLIE (ROLKA 1C) [ROLK1C]  
RWY 13 ARRIVALS



FT/METER CONVERSION

QNH

10010' - 3050m  
9030' - 2750m  
2960' - 900m

STAR

ROUTING

DIBED 6C

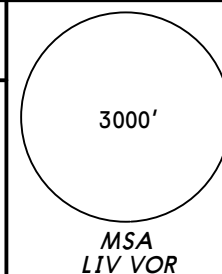
Intercept LIV R-274 inbound to LIV.

ROLKA 1C

Intercept LIV R-348 inbound to LIV.

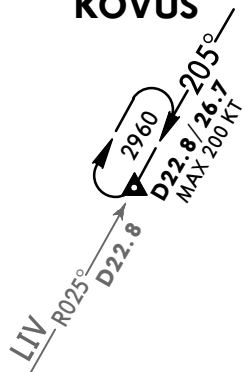


ATIS  
128.7 (Russian 124.7)  
Apt Elev  
1077'  
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



DIBED SIX DELTA (DIBED 6D) [DIBE6D]  
ROLKA ONE DELTA (ROLKA 1D) [ROLK1D]  
ROLKA TWO ECHO (ROLKA 2E) [ROLK2E]  
VABOD ONE DELTA (VABOD 1D) [VABO1D]  
RWY 31 ARRIVALS

### HOLDING OVER KOVUS



**ROLKA**  
N50 24.3 E023 49.5  
(LIV R-348/D35.9)

At or above  
9030'

**VABOD**  
N50 45.5 E024 47.7

At or above  
9030'

Direct distance from BB to:  
L'viv Apt 16 NM

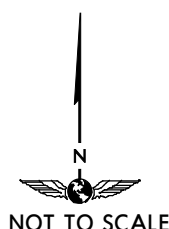
**DIBED**  
N49 53.3 E023 03.5

At or above  
10010'

L'VIV  
D (H) 115.5 LIV  
N49 48.7 E023 57.1

(IAF)  
**KOVUS**  
N50 08.5 E024 14.5

At or above  
9030'



### FT/METER CONVERSION

QNH  
10010' - 3050m  
9030' - 2750m  
2960' - 900m

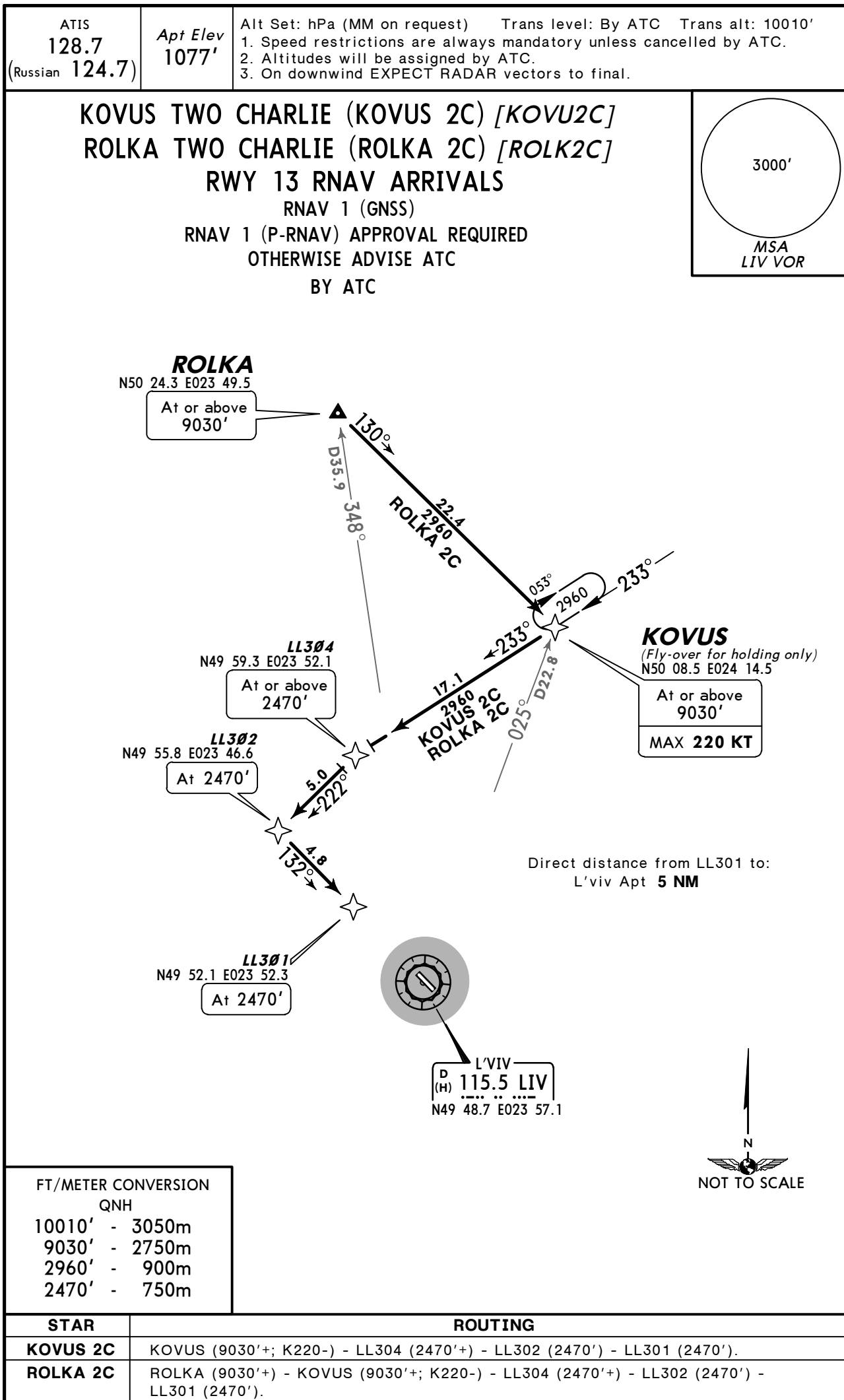
(IAF)  
**BIBRKA**  
432 BB  
N49 38.6 E024 16.9

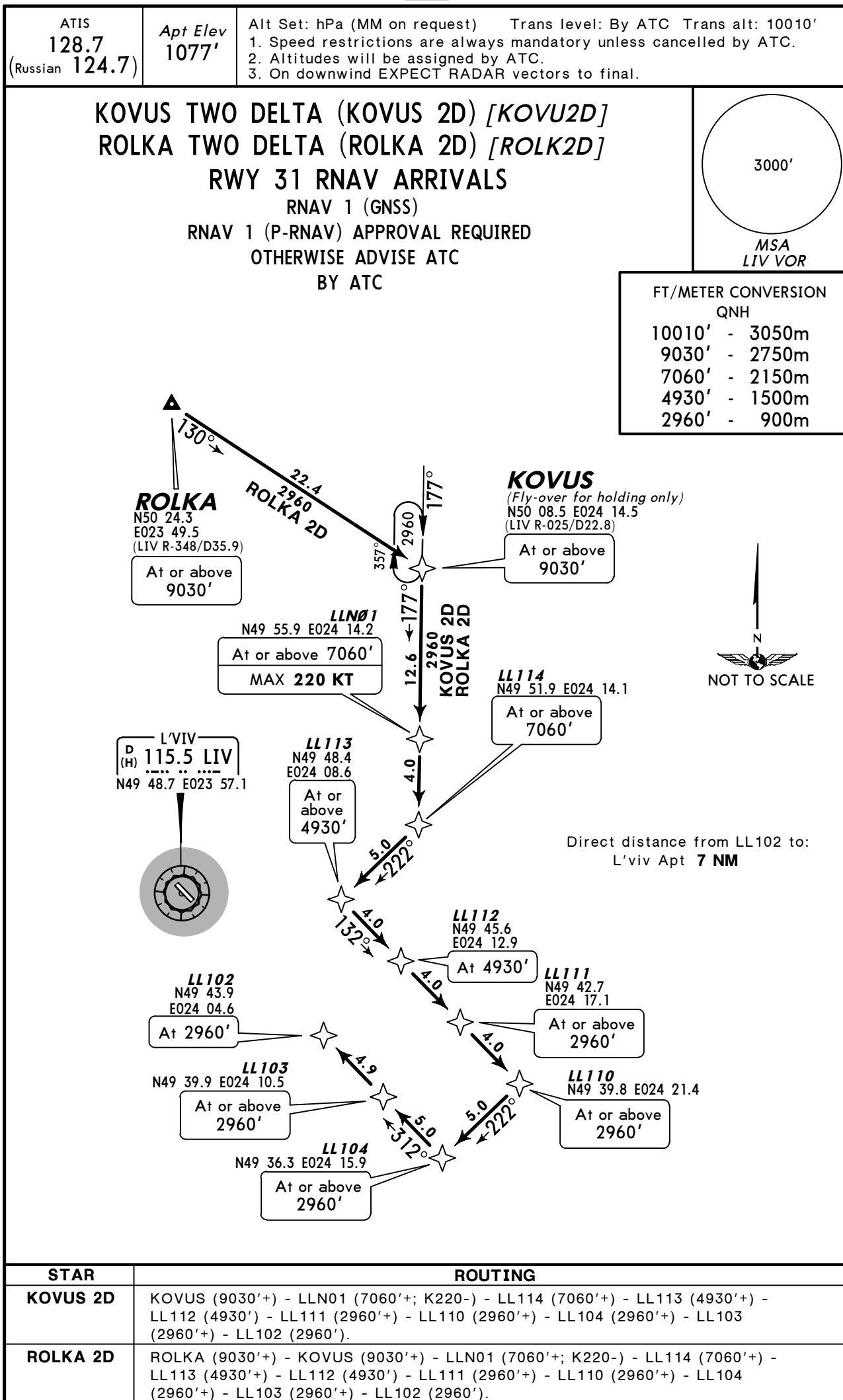
At or above  
2960'

### STAR

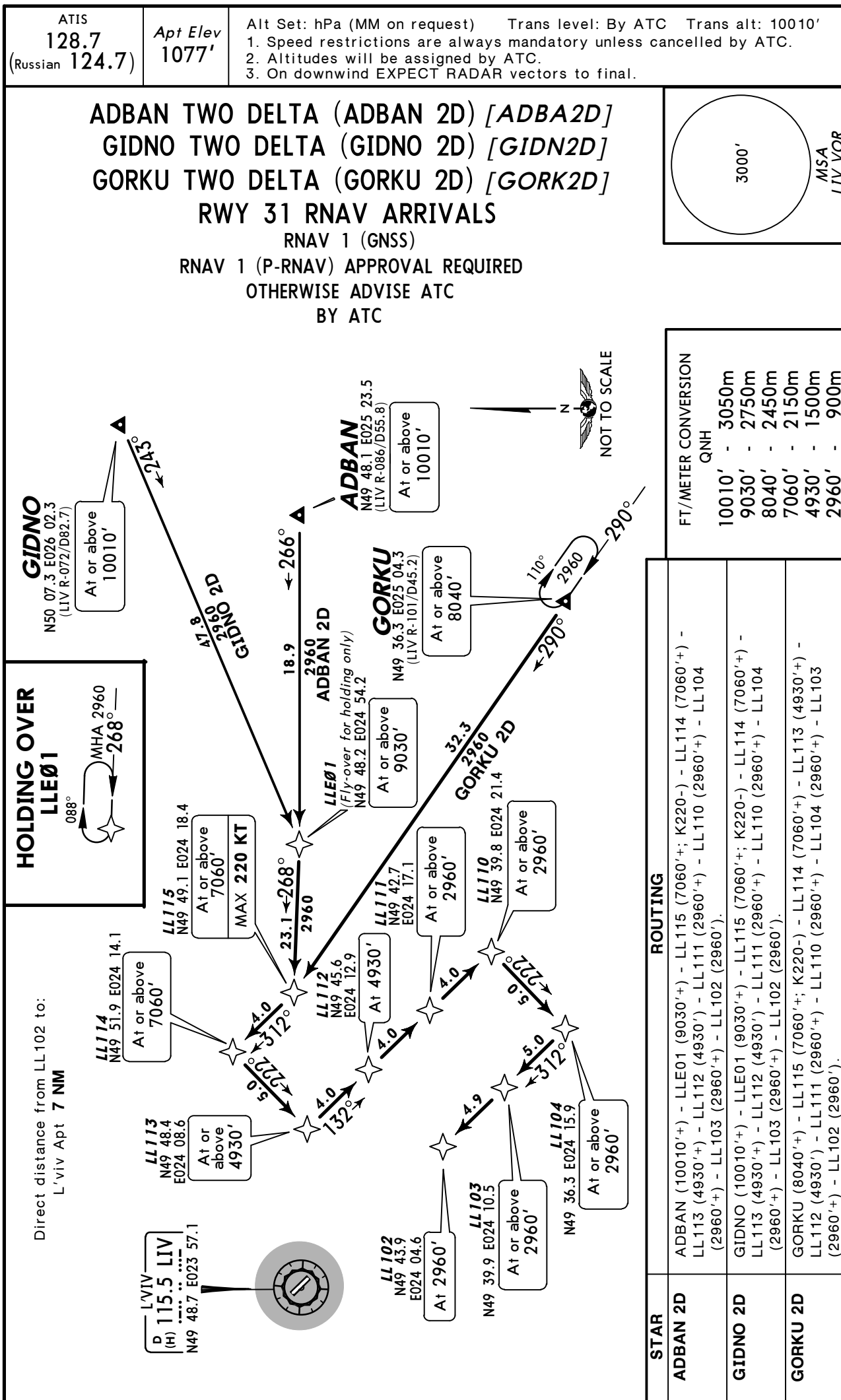
### ROUTING

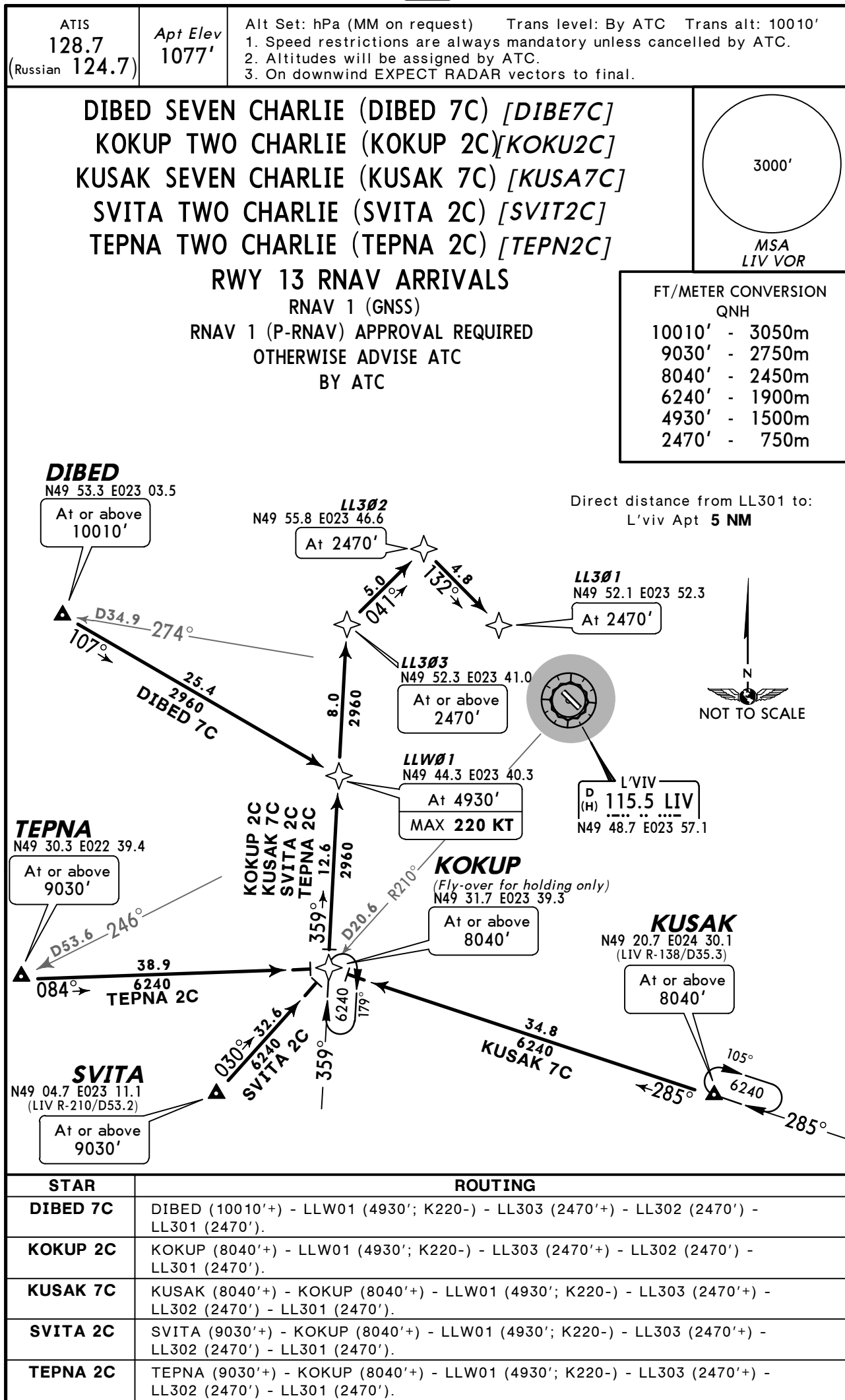
|                 |                               |
|-----------------|-------------------------------|
| <b>DIBED 6D</b> | Intercept 103° bearing to BB. |
| <b>ROLKA 1D</b> | Intercept 155° bearing to BB. |
| <b>ROLKA 2E</b> | On 130° track to KOVUS.       |
| <b>VABOD 1D</b> | On 206° track to KOVUS.       |

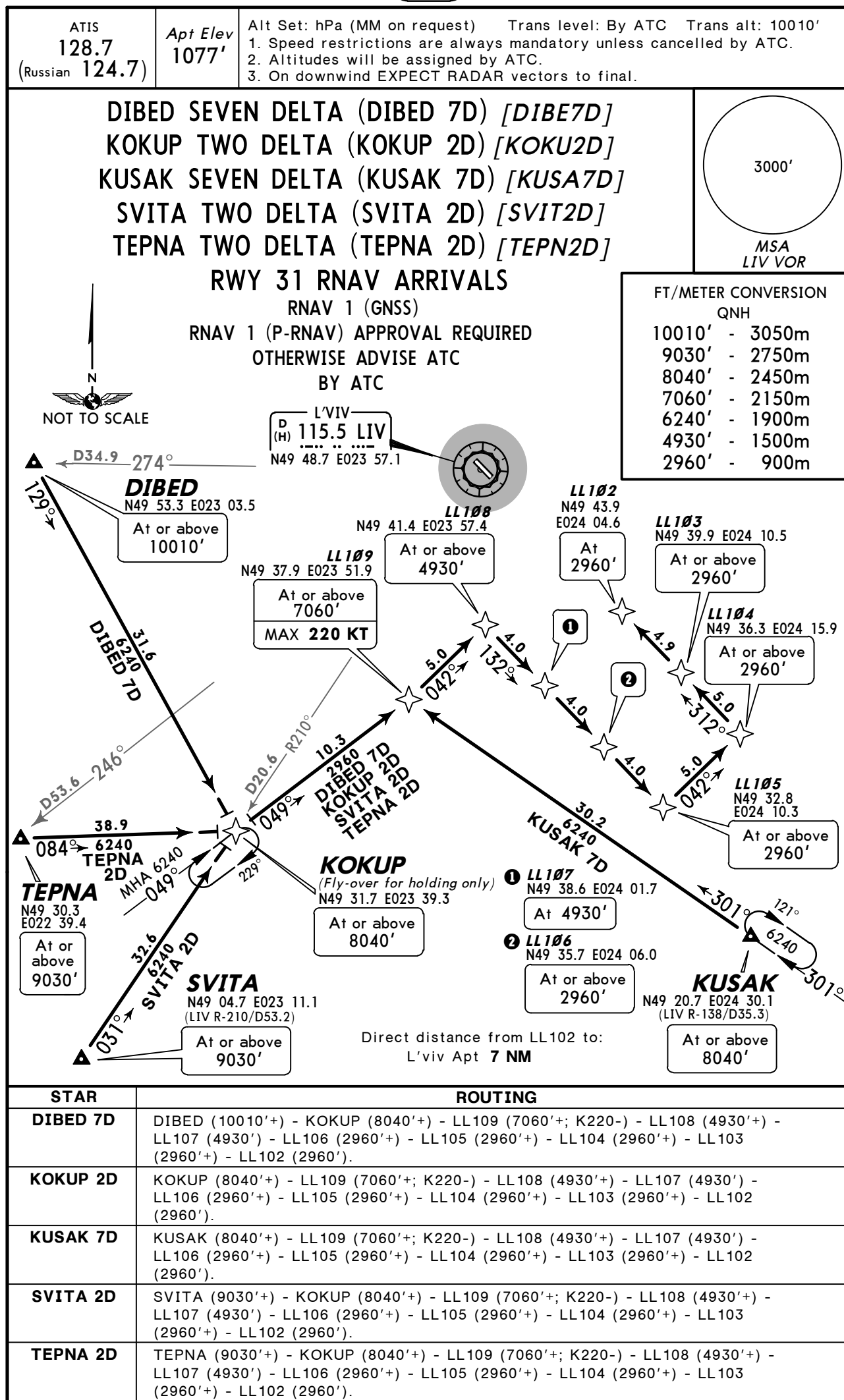


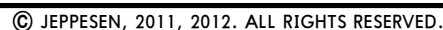


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Trans level: By ATC      Trans alt: 10010'

3000'

MSA  
LIV VOR



| SID             | ROUTING                                                                                                            |
|-----------------|--------------------------------------------------------------------------------------------------------------------|
| <b>ADBAN 1B</b> | Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, LIV R-086 to ADBAN.             |
| <b>GIDNO 1B</b> | Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, turn LEFT, LIV R-072 to GIDNO.  |
| <b>GORKU 1B</b> | Climb on 312° track to LIV 6.5 DME, turn LEFT, intercept LIV R-266 inbound to LIV, turn RIGHT, LIV R-101 to GORKU. |
| <b>KOVUS 1B</b> | Climb on 312° track to LIV 6.5 DME, turn RIGHT, 084° track, at LIV R-018 turn LEFT, intercept LIV R-025 to KOVUS.  |
| <b>KUSAK 6B</b> | Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn LEFT, LIV R-138 to KUSAK. |

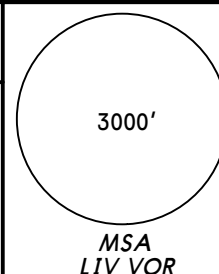
## FEET/METER CONVERSION

GNH

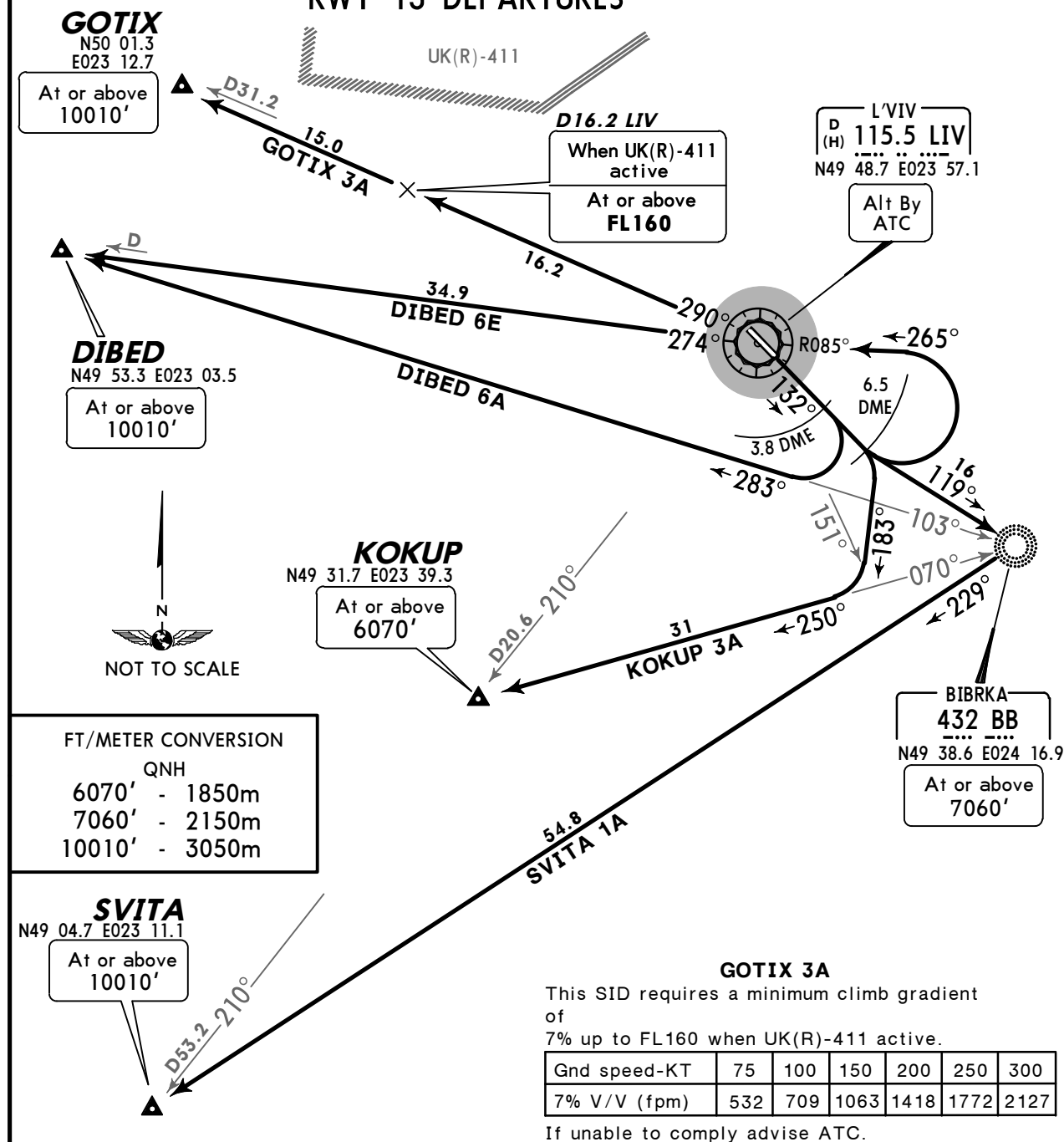
7060' - 2150m  
8040' - 2450m  
9030' - 2750m  
10010' - 3050m

Apt Elev  
1077'

Trans level: By ATC Trans alt: 10010'



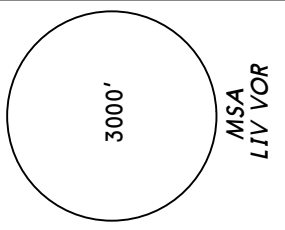
DIBED SIX ALFA (DIBED 6A) [DIBE6A]  
DIBED SIX ECHO (DIBED 6E) [DIBE6E]  
GOTIX THREE ALFA (GOTIX 3A) [GOTI3A]  
KOKUP THREE ALFA (KOKUP 3A) [KOKU3A]  
SVITA ONE ALFA (SVITA 1A) [SVIT1A]  
RWY 13 DEPARTURES



| SID      | ROUTING                                                                                                                       |
|----------|-------------------------------------------------------------------------------------------------------------------------------|
| DIBED 6A | Climb on 132° track to LIV 3.8 DME, turn RIGHT, intercept 283° bearing from BB to DIBED.                                      |
| DIBED 6E | Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-274 to DIBED.            |
| GOTIX 3A | Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept LIV R-085 inbound to LIV, turn RIGHT, LIV R-290 to GOTIX.            |
| KOKUP 3A | Climb on 132° track to LIV 6.5 DME, turn RIGHT, 183° track, at LIV R-151 turn RIGHT, intercept 250° bearing from BB to KOKUP. |
| SVITA 1A | Climb on 132° track to LIV 6.5 DME, turn LEFT, intercept 119° bearing to BB, turn RIGHT, 229° bearing to SVITA.               |

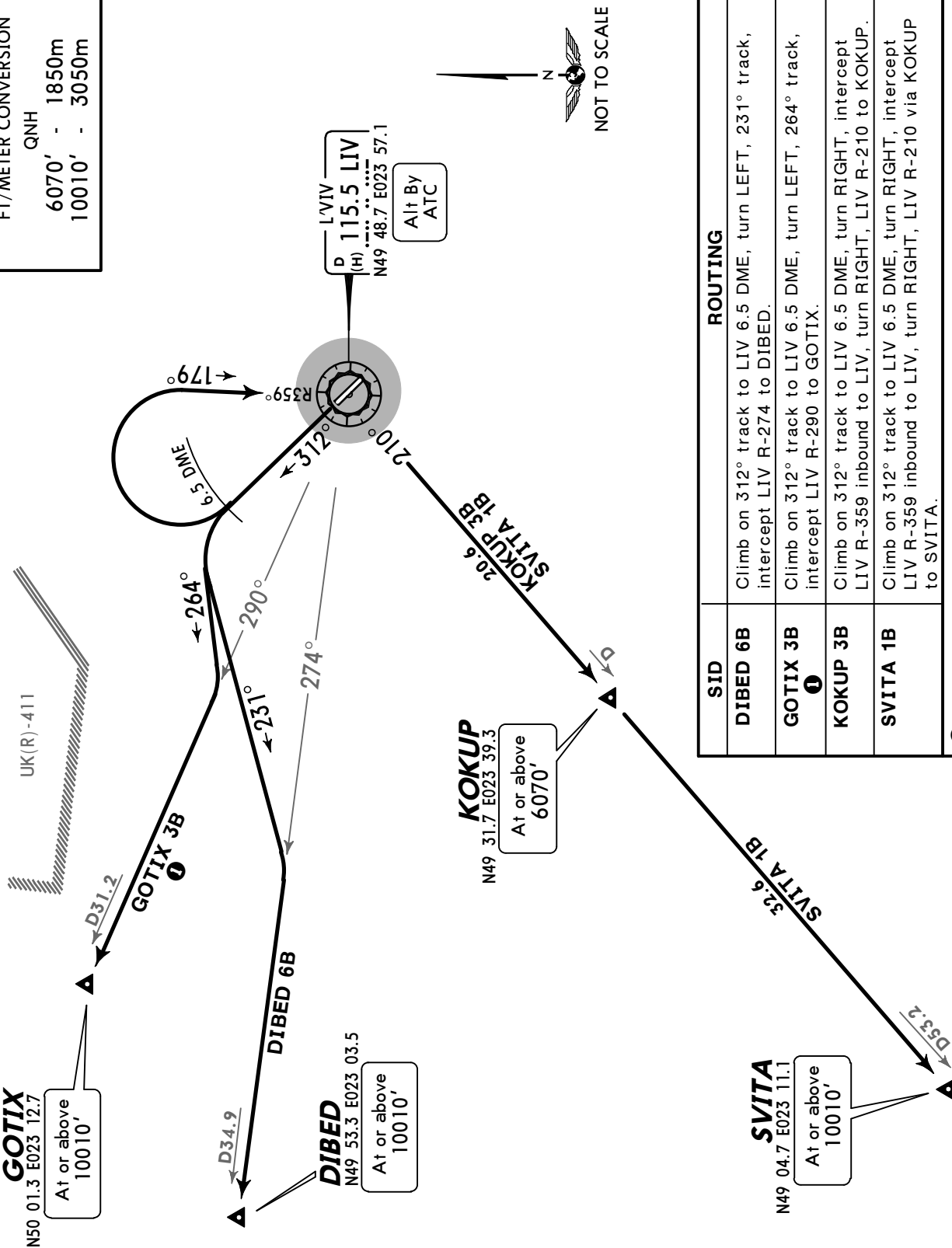
Apt Elev  
1077'

Trans level: By ATC Trans alt: 10010'



DIBED SIX BRAVO (DIBED 6B) [DIBE6B]  
GOTIX THREE BRAVO (GOTIX 3B) [GOTI3B]  
KOKUP THREE BRAVO (KOKUP 3B) [KOKU3B]  
SVITA ONE BRAVO (SVITA 1B) [SVIT1B]  
RWY 31 DEPARTURES

FT/METER CONVERSION  
QNH  
6070' - 1850m  
10010' - 3050m

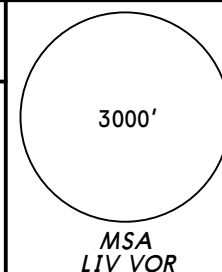


| SID      | ROUTING                                                                                                                       |
|----------|-------------------------------------------------------------------------------------------------------------------------------|
| DIBED 6B | Climb on 312° track to LIV 6.5 DME, turn LEFT, 231° track, intercept LIV R-274 to DIBED.                                      |
| GOTIX 3B | Climb on 312° track to LIV 6.5 DME, turn LEFT, 264° track, intercept LIV R-290 to GOTIX.                                      |
| KOKUP 3B | Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn RIGHT, LIV R-210 to KOKUP.           |
| SVITA 1B | Climb on 312° track to LIV 6.5 DME, turn RIGHT, intercept LIV R-359 inbound to LIV, turn RIGHT, LIV R-210 via KOKUP to SVITA. |

① Not available when UK(R)-411 active

Apt Elev  
1077'

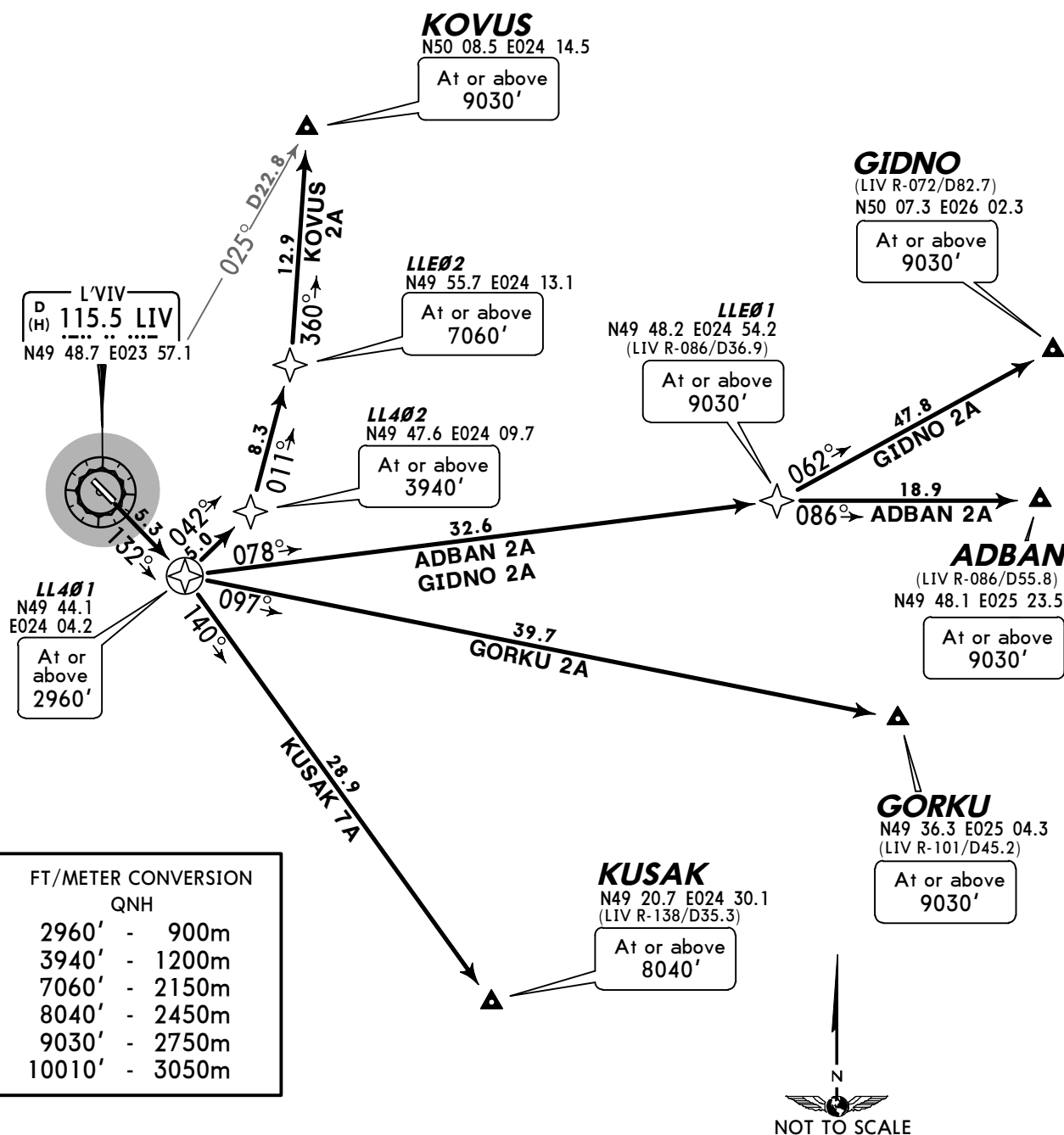
Trans level: By ATC Trans alt: 10010'



ADBAN TWO ALFA (ADBAN 2A) [ADBA2A]  
GIDNO TWO ALFA (GIDNO 2A) [GIDN2A]  
GORKU TWO ALFA (GORKU 2A) [GORK2A]  
KOVUS TWO ALFA (KOVUS 2A) [KOVU2A]  
KUSAK SEVEN ALFA (KUSAK 7A) [KUSA7A]  
RWY 13 RNAV DEPARTURES

RNAV 1 (GNSS)

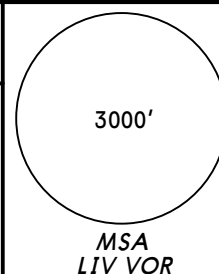
RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



| SID      | ROUTING                                                            |
|----------|--------------------------------------------------------------------|
| ADBAN 2A | LL401 (2960'+) - LLE01 (9030'+) - ADBAN (9030'+).                  |
| GIDNO 2A | LL401 (2960'+) - LLE01 (9030'+) - GIDNO (9030'+).                  |
| GORKU 2A | LL401 (2960'+) - GORKU (9030'+).                                   |
| KOVUS 2A | LL401 (2960'+) - LL402 (3940'+) - LLE02 (7060'+) - KOVUS (9030'+). |
| KUSAK 7A | LL401 (2960'+) - KUSAK (8040'+).                                   |

Apt Elev  
1077'

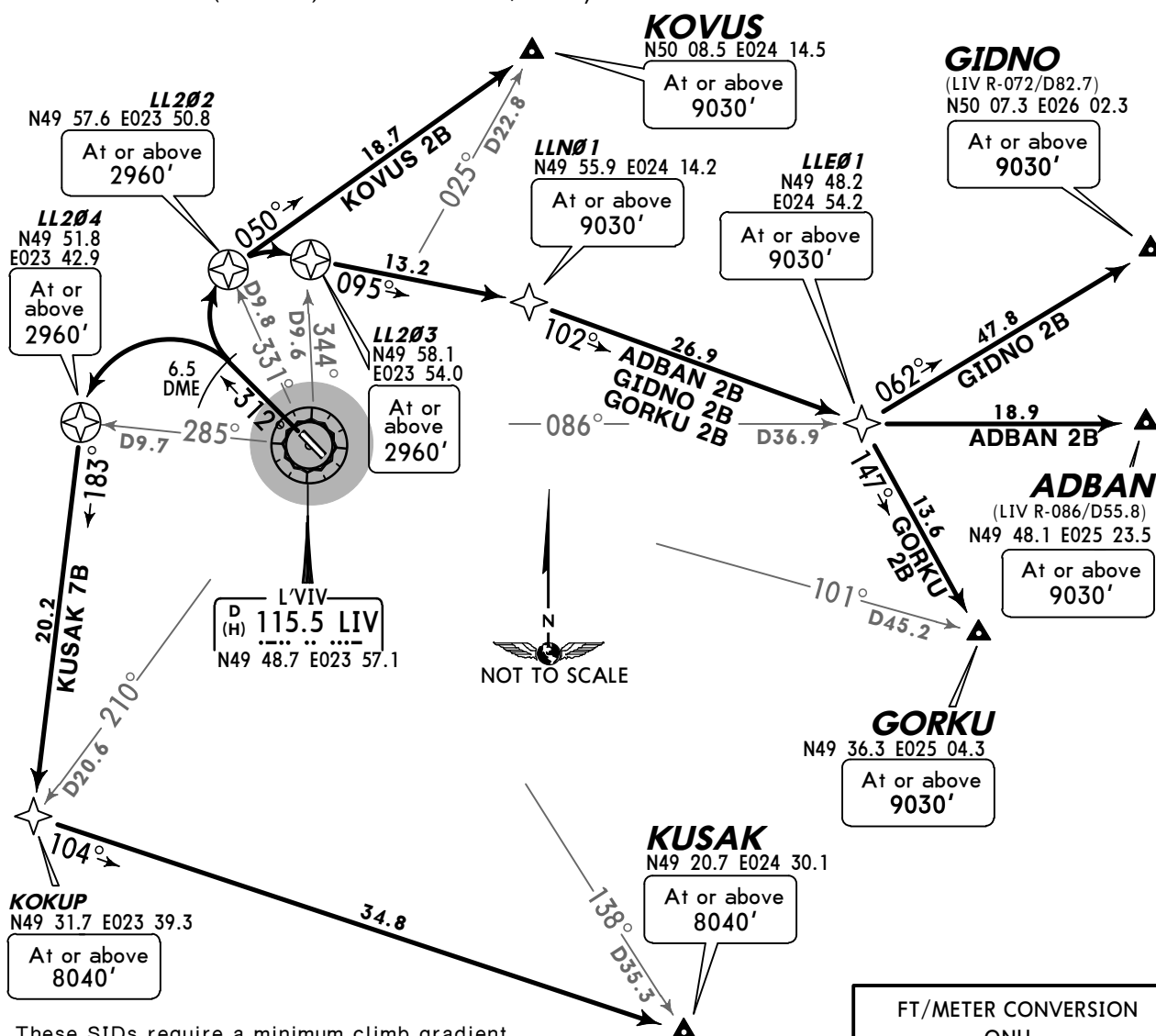
Trans level: By ATC Trans alt: 10010'



ADBAN TWO BRAVO (ADBAN 2B) [ADBA2B]  
GIDNO TWO BRAVO (GIDNO 2B) [GIDN2B]  
GORKU TWO BRAVO (GORKU 2B) [GORK2B]  
KOVUS TWO BRAVO (KOVUS 2B) [KOVU2B]  
KUSAK SEVEN BRAVO (KUSAK 7B) [KUSA7B]  
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of 7% up to 2960'.

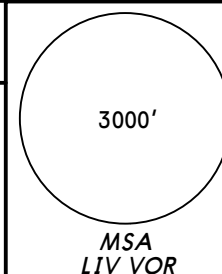
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| FT/METER CONVERSION |         |
|---------------------|---------|
| QNH                 |         |
| 2960'               | - 900m  |
| 8040'               | - 2450m |
| 9030'               | - 2750m |
| 10010'              | - 3050m |

| SID                          |                                                                    | INITIAL CLIMB (CONVENTIONAL)                         |
|------------------------------|--------------------------------------------------------------------|------------------------------------------------------|
| ADBAN 2B, GIDNO 2B, GORKU 2B |                                                                    | On runway track to LIV 6.5 DME, turn RIGHT to LL203. |
| KOVUS 2B                     |                                                                    | On runway track to LIV 6.5 DME, turn RIGHT to LL202. |
| KUSAK 7B                     |                                                                    | On runway track to LIV 6.5 DME, turn LEFT to LL204.  |
| SID                          |                                                                    | ROUTING                                              |
| ADBAN 2B                     | LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - ADBAN (9030'+). |                                                      |
| GIDNO 2B                     | LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GIDNO (9030'+). |                                                      |
| GORKU 2B                     | LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GORKU (9030'+). |                                                      |
| KOVUS 2B                     | LL202 (2960'+) - KOVUS (9030'+).                                   |                                                      |
| KUSAK 7B                     | LL204 (2960'+) - KOKUP (8040'+) - KUSAK (8040'+).                  |                                                      |

Apt Elev  
1077'

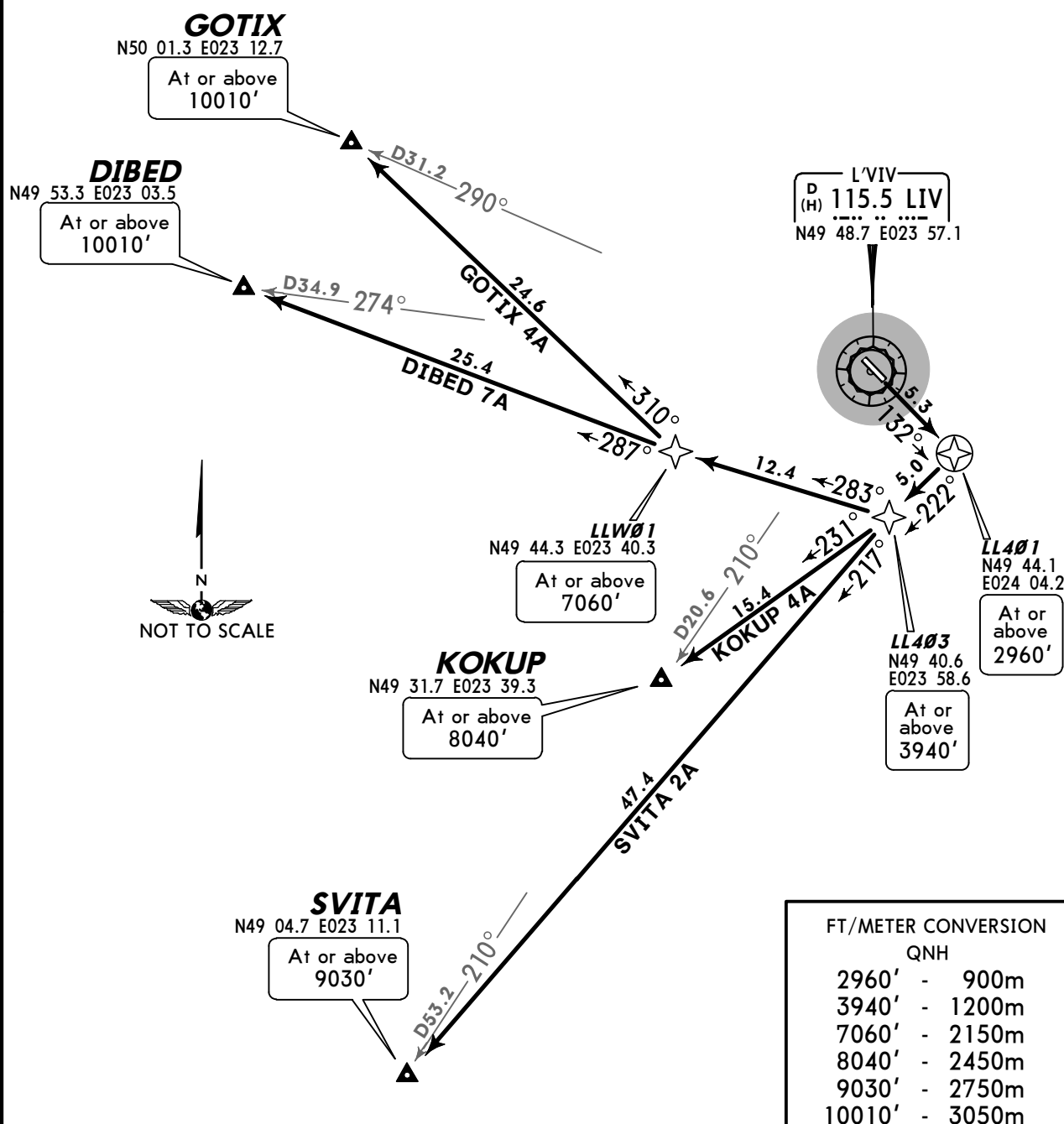
Trans level: By ATC Trans alt: 10010'



DIBED SEVEN ALFA (DIBED 7A) [DIBE7A]  
GOTIX FOUR ALFA (GOTIX 4A) [GOTI4A]  
KOKUP FOUR ALFA (KOKUP 4A) [KOKU4A]  
SVITA TWO ALFA (SVITA 2A) [SVIT2A]  
RWY 13 RNAV DEPARTURES

RNAV 1 (GNSS)

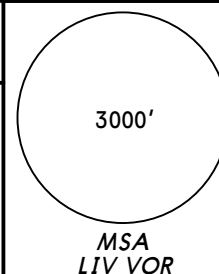
RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



| SID      | ROUTING                                                             |
|----------|---------------------------------------------------------------------|
| DIBED 7A | LL401 (2960'+) - LL403 (3940'+) - LLW01 (7060'+) - DIBED (10010'+). |
| GOTIX 4A | LL401 (2960'+) - LL403 (3940'+) - LLW01 (7060'+) - GOTIX (10010'+). |
| KOKUP 4A | LL401 (2960'+) - LL403 (3940'+) - KOKUP (8040'+).                   |
| SVITA 2A | LL401 (2960'+) - LL403 (3940'+) - SVITA (9030'+).                   |

Apt Elev  
1077'

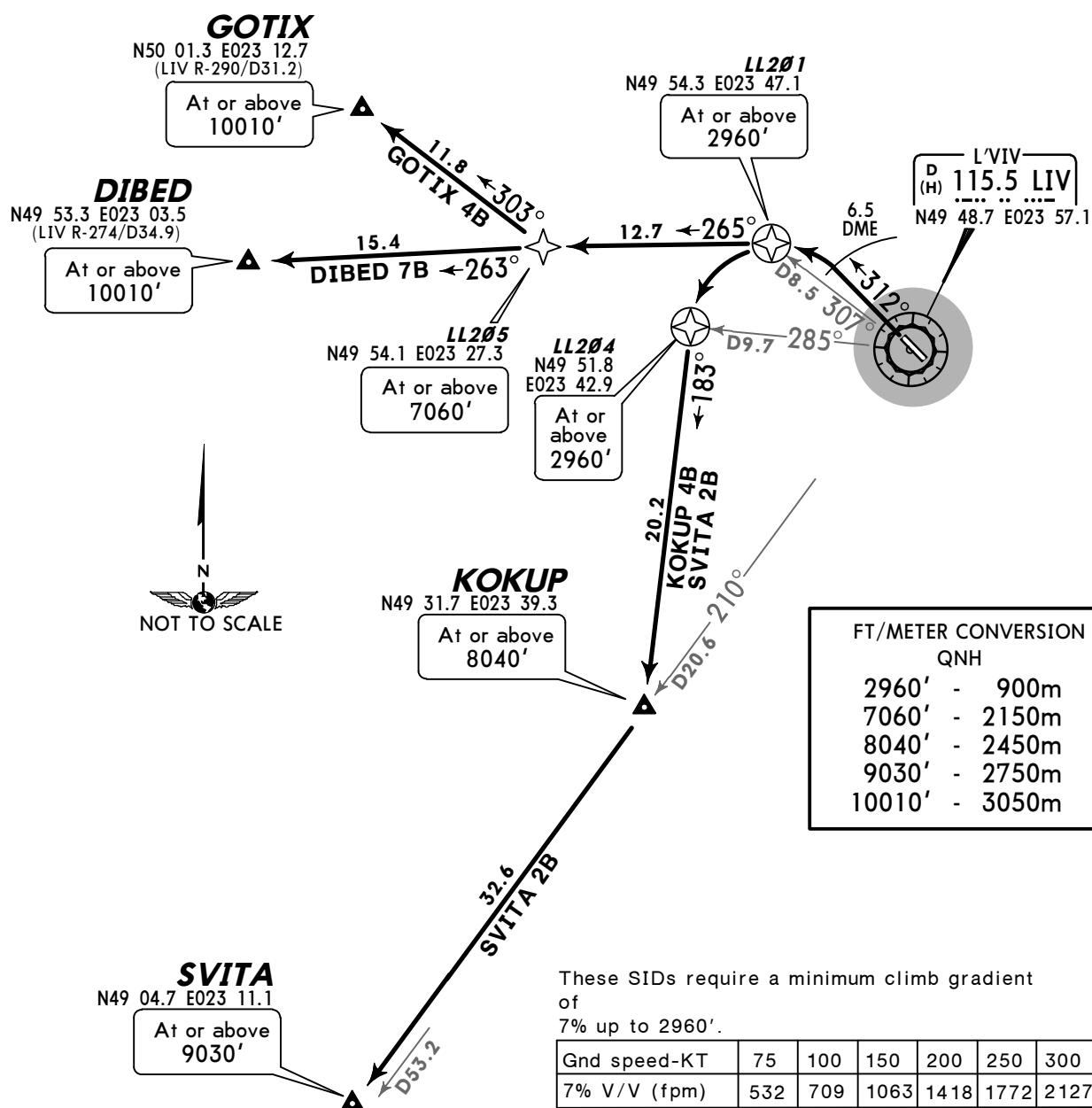
Trans level: By ATC Trans alt: 10010'



DIBED SEVEN BRAVO (DIBED 7B) [DIBE7B]  
GOTIX FOUR BRAVO (GOTIX 4B) [GOTI4B]  
KOKUP FOUR BRAVO (KOKUP 4B) [KOKU4B]  
SVITA TWO BRAVO (SVITA 2B) [SVIT2B]  
RWY 31 RNAV DEPARTURES

RNAV 1 (GNSS)

RNAV 1 (P-RNAV) APPROVAL REQUIRED, OTHERWISE ADVISE ATC



| SID                | INITIAL CLIMB (CONVENTIONAL)                        |
|--------------------|-----------------------------------------------------|
| DIBED 7B, GOTIX 4B | On runway track to LIV 6.5 DME, turn LEFT to LL201. |
| KOKUP 4B, SVITA 2B | On runway track to LIV 6.5 DME, turn LEFT to LL204. |
| SID                | ROUTING                                             |
| DIBED 7B           | LL201 (2960'+) - LL205 (7060'+) - DIBED (10010'+).  |
| GOTIX 4B           | LL201 (2960'+) - LL205 (7060'+) - GOTIX (10010'+).  |
| KOKUP 4B           | LL204 (2960'+) - KOKUP (8040'+).                    |
| SVITA 2B           | LL204 (2960'+) - KOKUP (8040'+) - SVITA (9030'+).   |

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## NOISE ABATEMENT

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### GENERAL

| Flights over the city below 2960' are prohibited.

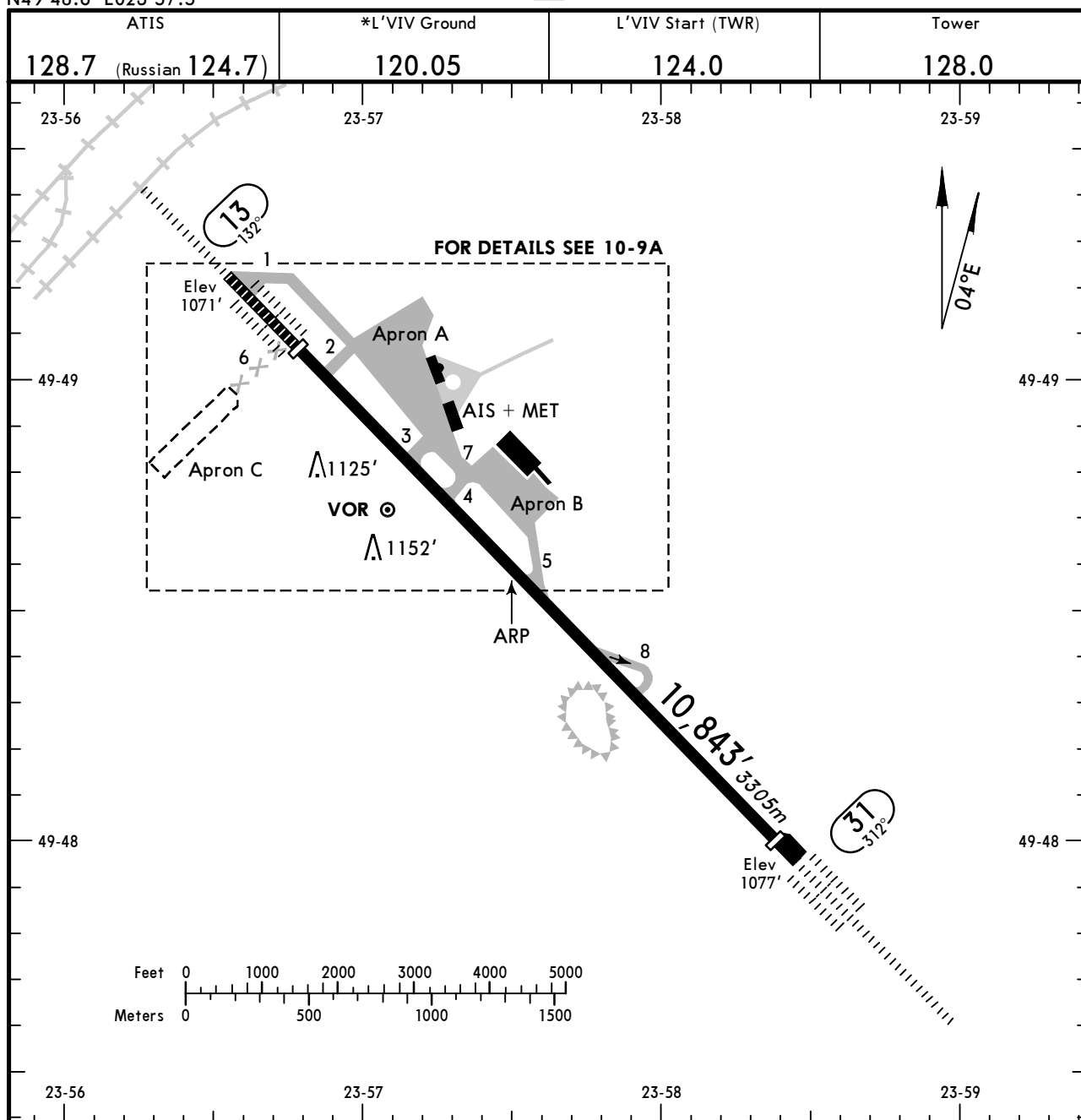
| Special noise abatement procedure is performed during take-off and landing:  
The first turn after take-off is performed at an altitude of 1420' and at a distance of 3.8NM when flying to DIBED;  
when flying to DIBED, GOTIX by LEFT turn or 6.5NM in the direction of exit scheme.



UKLL/LWO  
Apt Elev 1077'  
N49 48.6 E023 57.5

JEPPESEN  
25 OCT 13 (10-9)

L'VIV, UKRAINE  
L'VIV



| ADDITIONAL RUNWAY INFORMATION |                                        |  |  |  |  |                |               |
|-------------------------------|----------------------------------------|--|--|--|--|----------------|---------------|
| RWY                           |                                        |  |  |  |  | USABLE LENGTHS |               |
|                               |                                        |  |  |  |  | LANDING BEYOND | TAKE-OFF      |
| 13<br>31                      | HIRL (60m) CL (15m) HIALS-II TDZ ① RVR |  |  |  |  | Threshold      | GLIDE SLOPE   |
|                               |                                        |  |  |  |  |                |               |
|                               |                                        |  |  |  |  | 9498' 2895m    | 8526' 2599m   |
|                               |                                        |  |  |  |  | 10,449' 3185m  | 9689' 2953m   |
|                               |                                        |  |  |  |  |                | 10,384' 3165m |

① PAPI-L (angle 3.0°)

JAR-OPS

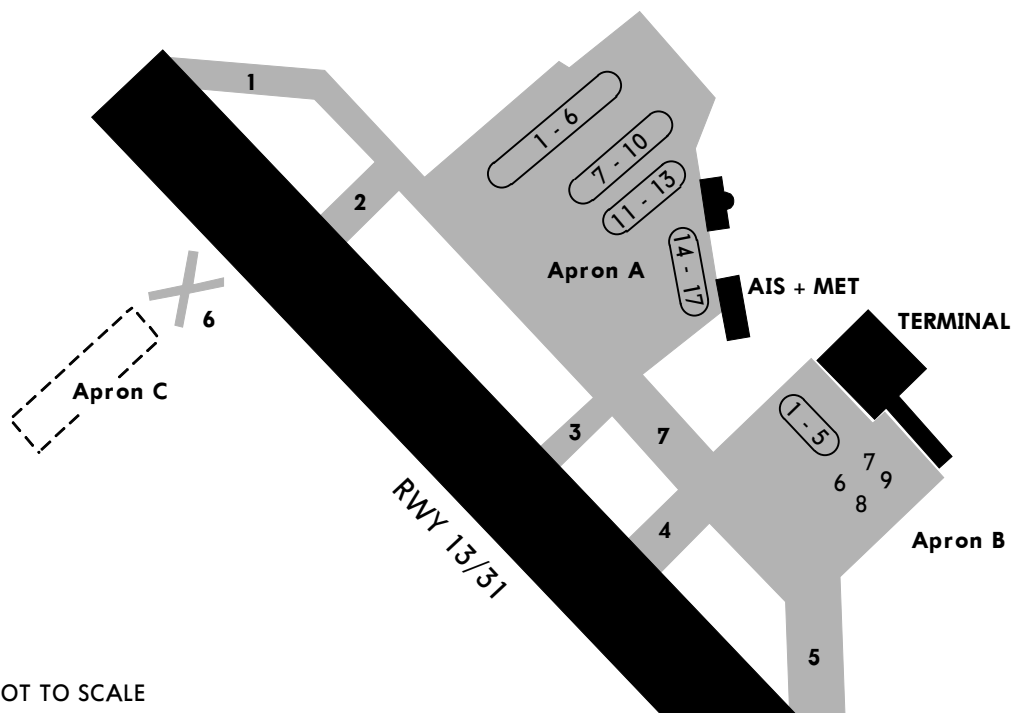
TAKE-OFF ①

| All Rwys                 |                        |         |                       |                       |                |
|--------------------------|------------------------|---------|-----------------------|-----------------------|----------------|
| LVP must be in force     |                        |         |                       |                       |                |
| Approved Operators       |                        |         |                       |                       |                |
| HIRL, CL & mult. RVR req | RL, CL & mult. RVR req | RL & CL | RCLM (DAY only) or RL | RCLM (DAY only) or RL | NIL (DAY only) |
| A                        |                        |         |                       |                       |                |
| B                        | 125m                   | 150m    | 200m                  | 250m                  |                |
| C                        |                        |         |                       | 400m                  | 500m           |
| D                        | 150m                   | 200m    | 250m                  | 300m                  |                |

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: Ground frequency.

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Movement of acfts are prohibited without controller's clearance.

Taxiing of acfts with Follow-me assistance.

Twys 1, 2, 6 and 8 for taxiing acfts code A, B and C.

Twys 3, 4, 5 and 7 for taxiing acft code A, B, C and D.

### LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 400m.

Pilots will be informed by ATC about beginning of LVP.

- After landing pilots should report about leaving RWY.
- Taxiing and parking is performed with follow-me car only.
- Taxiing on TWY and apron is permitted only for one aircraft at a time.

| STRAIGHT-IN RWY |                | A                   | B                   | C                   | D                   |
|-----------------|----------------|---------------------|---------------------|---------------------|---------------------|
| <b>13</b>       | ILS            | <b>1361'</b> (292') | <b>1371'</b> (302') | <b>1381'</b> (312') | <b>1391'</b> (322') |
|                 | <i>FULL</i>    | <b>R650m</b>        | <b>R700m</b>        | <b>R700m</b>        | <b>R800m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R800m               |
|                 | <i>ALS out</i> | R1400m              | R1400m              | R1400m              | R1500m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | VOR ①          | <b>1560'</b> (491') | <b>1560'</b> (491') | <b>1560'</b> (491') | <b>1560'</b> (491') |
|                 |                | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       |
|                 |                | R1500m              | R1500m              | C2300m              | C2300m              |
| <b>31</b>       | ILS            | <b>1317'</b> (243') | <b>1327'</b> (253') | <b>1336'</b> (262') | <b>1346'</b> (272') |
|                 | <i>FULL</i>    | <b>R550m</b>        | <b>R600m</b>        | <b>R600m</b>        | <b>R600m</b>        |
|                 | <i>Limited</i> | R750m               | R750m               | R750m               | R750m               |
|                 | <i>ALS out</i> | R1300m              | R1300m              | R1300m              | R1300m              |
|                 | LOC            | NOT AUTH            | NOT AUTH            | NOT AUTH            | NOT AUTH            |
|                 | VOR ①          | <b>1560'</b> (486') | <b>1560'</b> (486') | <b>1560'</b> (486') | <b>1560'</b> (486') |
|                 |                | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       | <b>R1500m</b>       |
|                 | <i>ALS out</i> | R1500m              | R1500m              | C2300m              | C2300m              |

① Continuous Descent Final Approach.

| CIRCLE-TO-LAND | 100 KT              | 135 KT              | 180 KT               | 205 KT               |
|----------------|---------------------|---------------------|----------------------|----------------------|
|                | <b>1730'</b> (653') | <b>1730'</b> (653') | <b>2300'</b> (1223') | <b>2300'</b> (1223') |
|                | V1500m              | V1600m              | V2400m               | V3600m               |

### TAKE-OFF RWY 13, 31

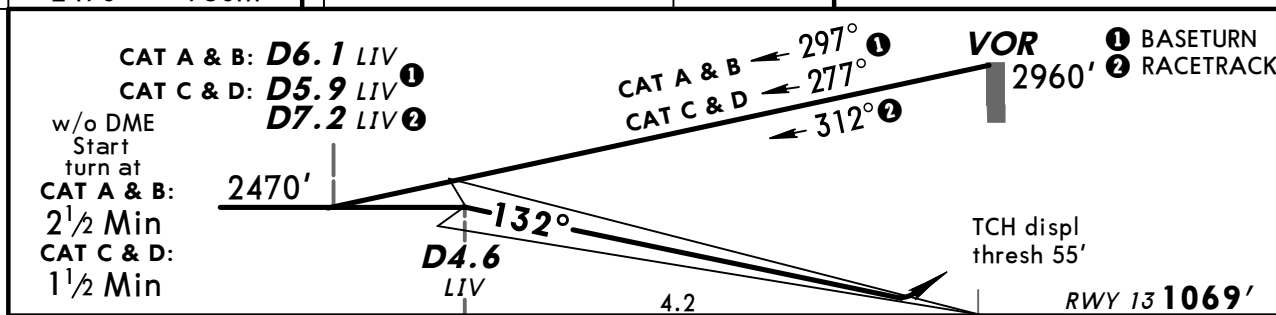
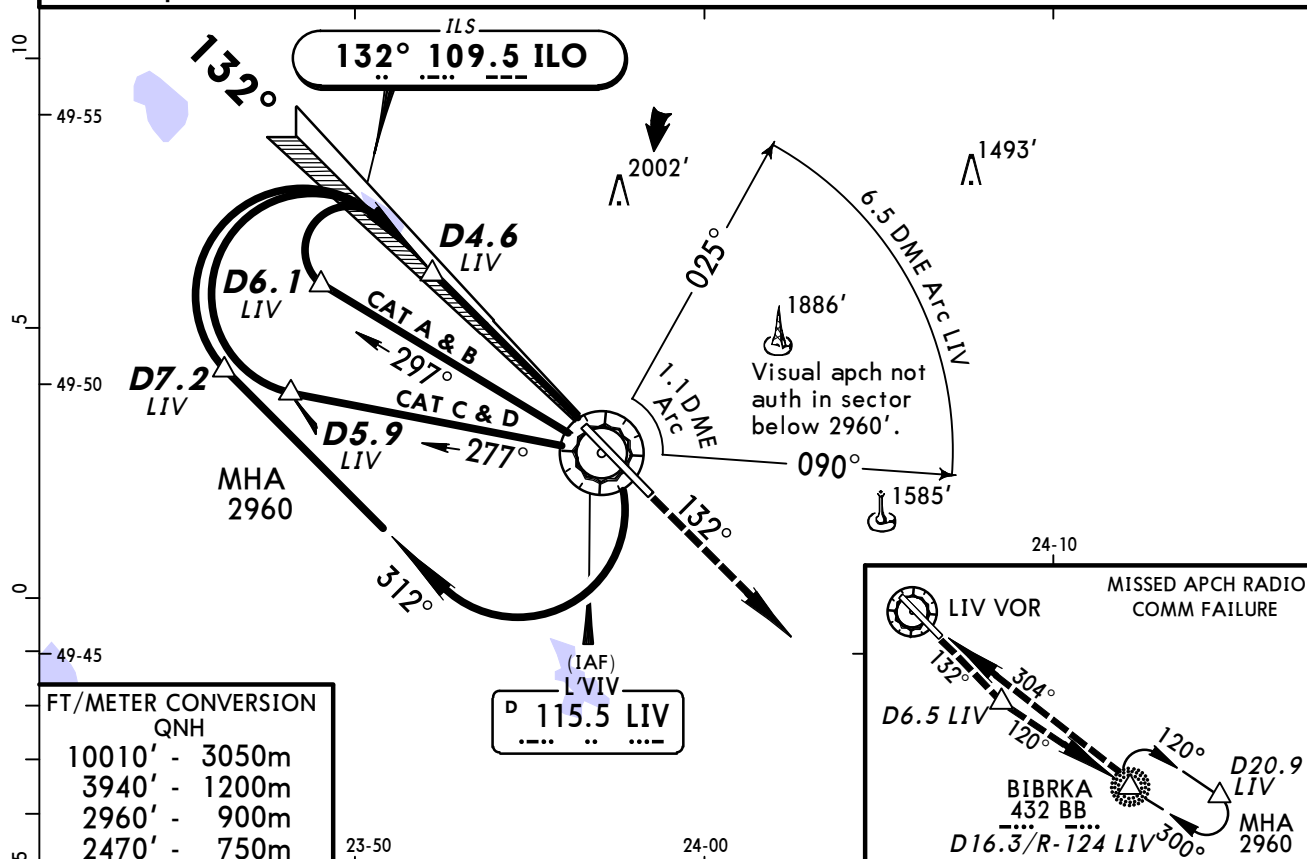
|   | Approved Operators<br>HIRL & CL<br>& mult. RVR req | LVP must be in Force       |         |                          | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
|---|----------------------------------------------------|----------------------------|---------|--------------------------|--------------------------|-------------------|
|   |                                                    | RL & CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL |                          |                   |
| A |                                                    |                            |         |                          |                          |                   |
| B | 125m                                               | 150m                       | 200m    | 250m                     | 400m                     | 500m              |
| C |                                                    |                            |         |                          |                          |                   |
| D | 150m                                               | 200m                       | 250m    | 300m                     |                          |                   |

UKLL/LWO  
L'VIV

JEPPESSEN  
25 OCT 13 (11-1)

L'VIV, UKRAINE  
ILS Rwy 13

|                                                                                                                                                                                                                                                 |                                  |                            |                                 |                                      |                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------|---------------------------------|--------------------------------------|-----------------------------|
| BRIEFING STRIP                                                                                                                                                                                                                                  | ATIS<br>128.7<br>(Russian 124.7) | L'VIV Radar (APP)<br>126.0 | L'VIV Start (TWR)<br>124.0      | L'VIV Tower<br>128.0                 | *Ground<br>120.05           |
|                                                                                                                                                                                                                                                 | LOC<br>ILO<br>109.5              | Final<br>Apch Crs<br>132°  | GS<br>D4.6 LIV<br>2470' (1401') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 1077'<br>RWY 1069' |
| <p>MISSED APCH: Climb on 132° to 3940', then as directed.</p> <p>MISSED APCH RADIO COMM FAILURE: Climb on 132° to 3940'. At 6.5 LIV turn LEFT onto 120° to NDB, hold 5 min at 3940', then continue on 304° to VOR, then according to chart.</p> |                                  |                            |                                 |                                      | 3000'                       |
| <p>Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC</p> <p>1.DME required. 2. Procedure restricted to MAX 230 KT.</p>                                                                                                              |                                  |                            |                                 |                                      | MSA LIV VOR                 |

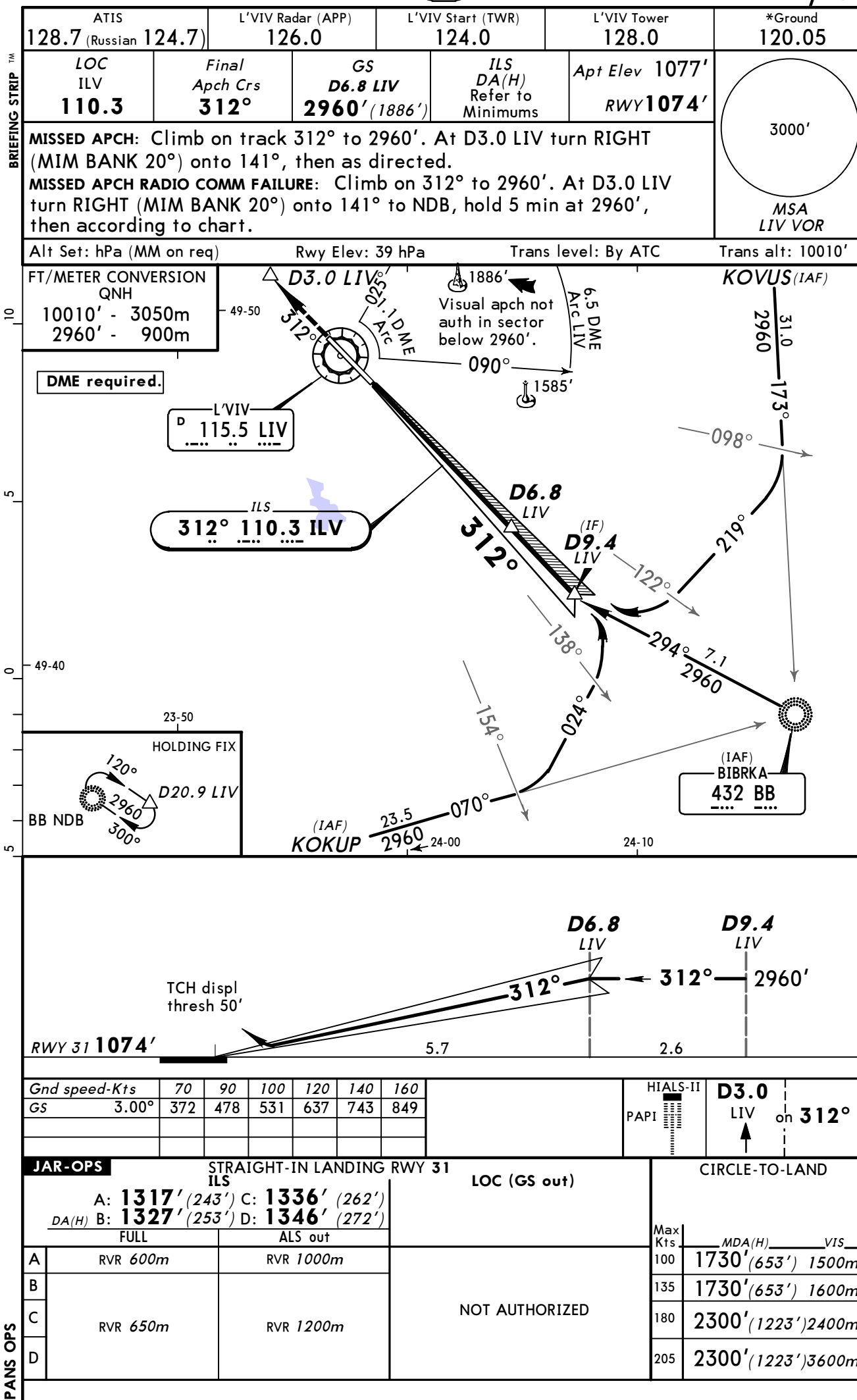


|               |     |     |     |     |     |     |                 |               |
|---------------|-----|-----|-----|-----|-----|-----|-----------------|---------------|
| Gnd speed-Kts | 70  | 90  | 100 | 120 | 140 | 160 | HIALS-II<br>PAP | 3940' on 132° |
| GS 3.00°      | 372 | 478 | 531 | 637 | 743 | 849 |                 |               |

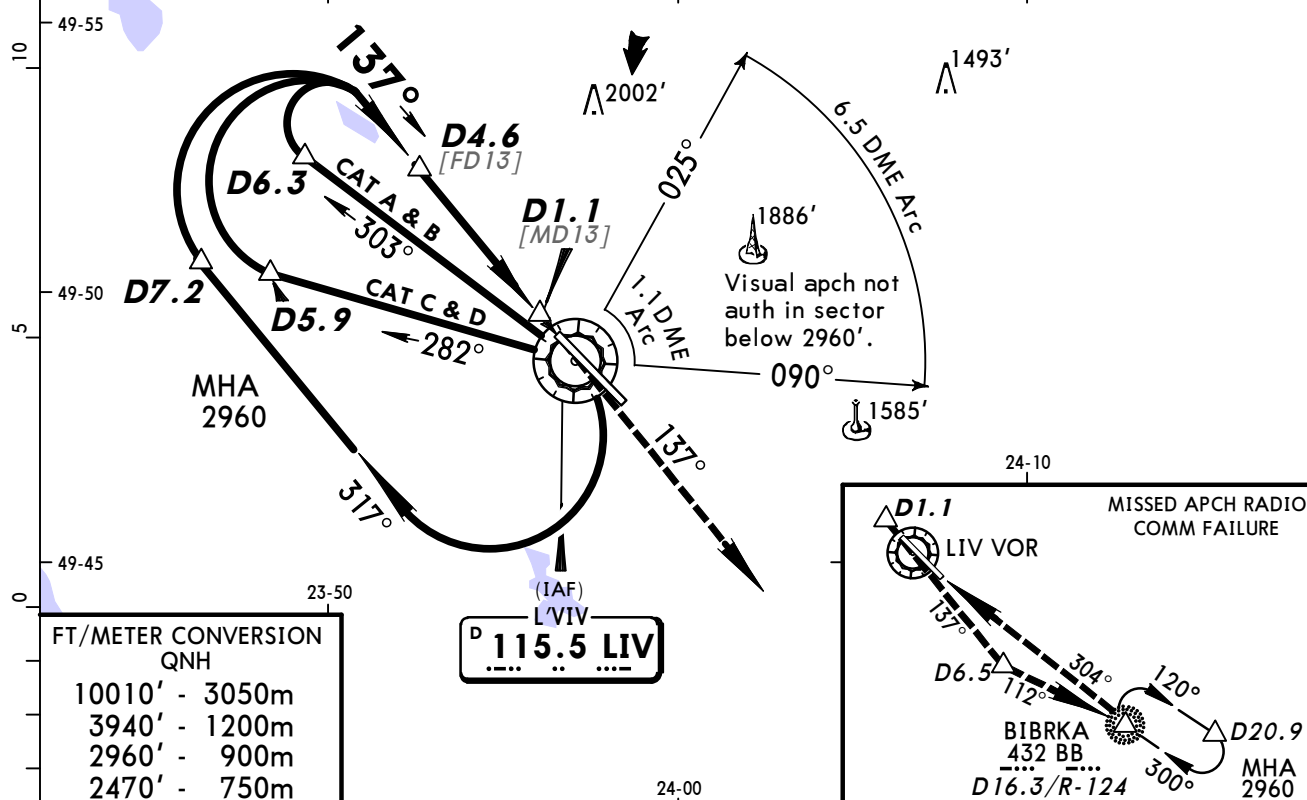
| JAR-OPS                                                                  |          | STRAIGHT-IN LANDING RWY 13 |  | CIRCLE-TO-LAND |                     |
|--------------------------------------------------------------------------|----------|----------------------------|--|----------------|---------------------|
| A: 1361' (292') C: 1381' (312')<br>DA(H) B: 1371' (302') D: 1391' (322') |          | LOC<br>(GS out)            |  |                |                     |
| FULL                                                                     |          | ALS out                    |  | Max Kts        | MDA(H) VIS          |
| A                                                                        | RVR 650m | NOT AUTHORIZED             |  | 100            | 1730' (653') 1500m  |
| B                                                                        | RVR 800m |                            |  | 135            | 1730' (653') 1600m  |
| C                                                                        |          |                            |  | 180            | 2300' (1223') 2400m |
| D                                                                        |          |                            |  | 205            | 2300' (1223') 3600m |

CHANGES: Ground frequency.

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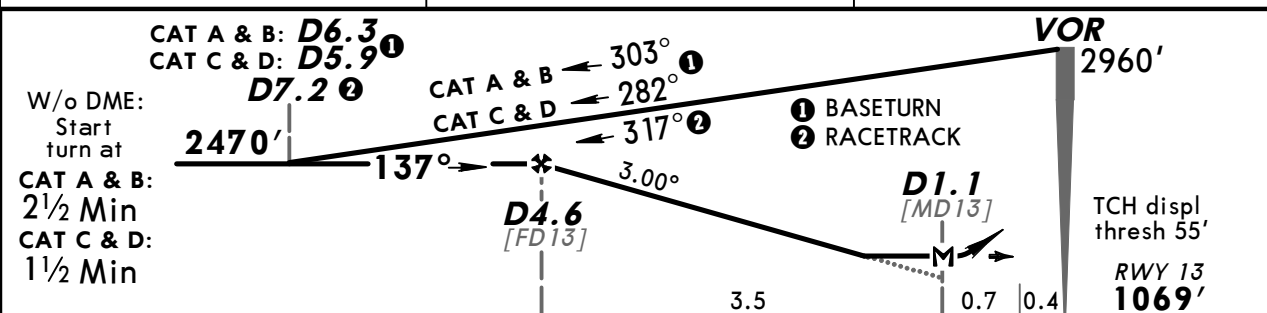


|                                                                                                                                                                                                                                   |                                  |                            |                                      |                        |                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------|--------------------------------------|------------------------|-----------------------------|
| BRIEFING STRIP™                                                                                                                                                                                                                   | ATIS<br>128.7<br>(Russian 124.7) | L'VIV Radar (APP)<br>126.0 | L'VIV Start (TWR)<br>124.0           | L'VIV Tower<br>128.0   | *Ground<br>120.05           |
|                                                                                                                                                                                                                                   | VOR<br>LIV<br>115.5              | Final<br>Apch Crs<br>137°  | Minimum Alt<br>D4.6<br>2470' (1401') | MDA(H)<br>1560' (491') | Apt Elev 1077'<br>RWY 1069' |
| MISSED APCH: Climb on 137° to 3940', then as directed.<br>MISSED APCH RADIO COMM FAILURE: Climb on 137° to 3940'. At D6.5 turn LEFT onto 112° to NDB, hold 5 min at 3940', then continue on 304° to VOR, then according to chart. |                                  |                            |                                      |                        | 3000'                       |
| Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC<br>1.DME required. 2. Procedure restricted to MAX 230 KT.                                                                                                           |                                  |                            |                                      |                        | MSA LIV VOR                 |



| FT/METER CONVERSION<br>QNH |       |
|----------------------------|-------|
| 10010' -                   | 3050m |
| 3940' -                    | 1200m |
| 2960' -                    | 900m  |
| 2470' -                    | 750m  |

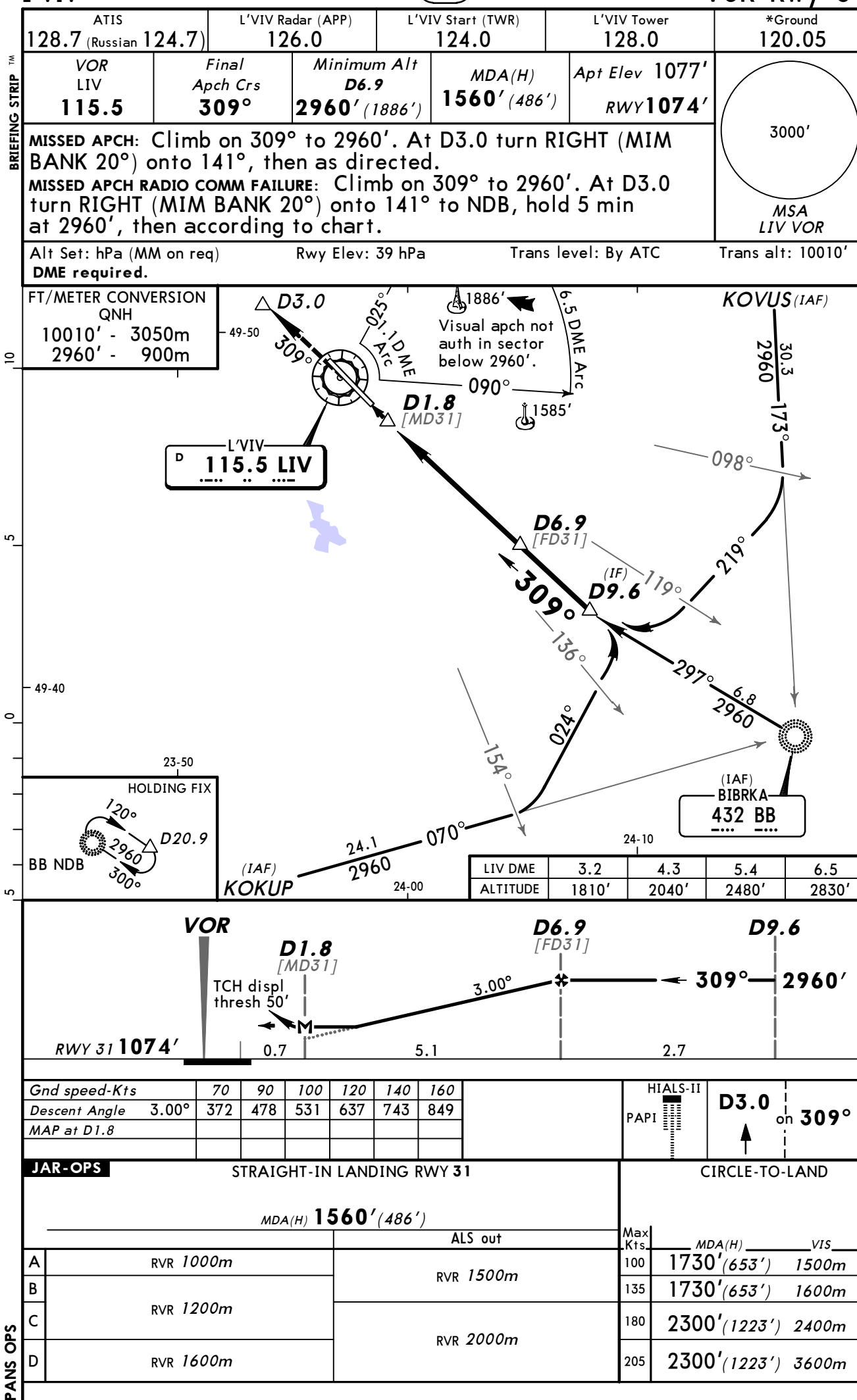
|          |       |       |
|----------|-------|-------|
| LIV DME  | 3.2   | 2.2   |
| ALTITUDE | 2020' | 1690' |



| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------------|-----|-----|-----|-----|-----|-----|
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D1.1         |     |     |     |     |     |     |

|          |       |         |
|----------|-------|---------|
| HIALS-II | 3940' | on 137° |
| PAPI     |       |         |

| JAR-OPS STRAIGHT-IN LANDING RWY 13 |           |           | CIRCLE-TO-LAND |               |       |
|------------------------------------|-----------|-----------|----------------|---------------|-------|
| MDA(H) 1560' (491')                |           |           |                |               |       |
| ALS out                            |           |           | Max Kts        | MDA(H)        | VIS   |
| A                                  | RVR 1000m | RVR 1500m | 100            | 1730' (653')  | 1500m |
| B                                  | RVR 1200m | RVR 2000m | 135            | 1730' (653')  | 1600m |
| C                                  | RVR 1600m |           | 180            | 2300' (1223') | 2400m |
| D                                  |           |           | 205            | 2300' (1223') | 3600m |



**L'VIV, (L'VIV - UKLL)**



## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UKLL**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

During construction work on rwy SID/STARs renumbered and revised; refer to temp charts and latest NOTAMs.