

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: L'VIV UKR
ICAO/IATA: UKLL / LWO
Lat/Long: N49° 48.58', E023° 57.50'
Elevation: 1077 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° 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: 0215 Z
Sunset: 1835 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: 128.700
ATIS: 122.925 Non-English
L'viv Start Tower: 124.000
L'viv Tower: 128.000
L'viv Ground: 120.050

UKLL/LWO
L'VIV

JEPPESEN
15 JAN 16 10-1P

L'VIV, UKRAINE
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 128.7
122.925 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

Flights over the city below 3000' are prohibited.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

Pilots will be informed about the beginning of the procedures via ATIS or by ATC.

1.3.2. ARRIVAL

After landing, pilots should report about the vacation of RWY and ILS critical area.

Arrival ACFT are met by Follow-me car that will escort it to the stand.

1.3.3. DEPARTURE

Pilots shall request for clearance to start-up engines indicating the number of the ACFT stand (apron).

Clearance for towing and taxiing out of ACFT stand shall be requested when ACFT is ready to carry out it immediately.

Taxiing is carried out with Follow-me car only.

Taxiing on TWY and apron is permitted only for one ACFT at a time.

1.4. TAXI PROCEDURES

TWYs 1, 2, 3, 6, 7 and 8 for ACFT code A, B and C.

TWYs 4 and 5 for ACFT code A, B, C and D.

It is approved to taxi via TWY 3 and TWY 7 for ACFT code D, if the distance between axis of external engines is not more than 89'/27m.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

UKLL/LWO
L'VIV

JEPPESEN
15 JAN 16 10-1P1

L'VIV, UKRAINE
AIRPORT BRIEFING

2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATIONS

CDO are authorized only if there is no system degradation that may affect a GNSS or ILS operation.

ATC will issue further descent instruction prior to the CDO flight reaching 900m (3000ft) to prevent leveling off.

MAX IAS 220 KT at 20 track miles from touchdown.

Minimum levels must be adhered to unless cancelled by ATC.

UKLL/LWO
L'VIV

JEPPesen
30 NOV 15 (10-1R)

L'VIV, UKRAINE
RADAR MINIMUM ALTITUDES

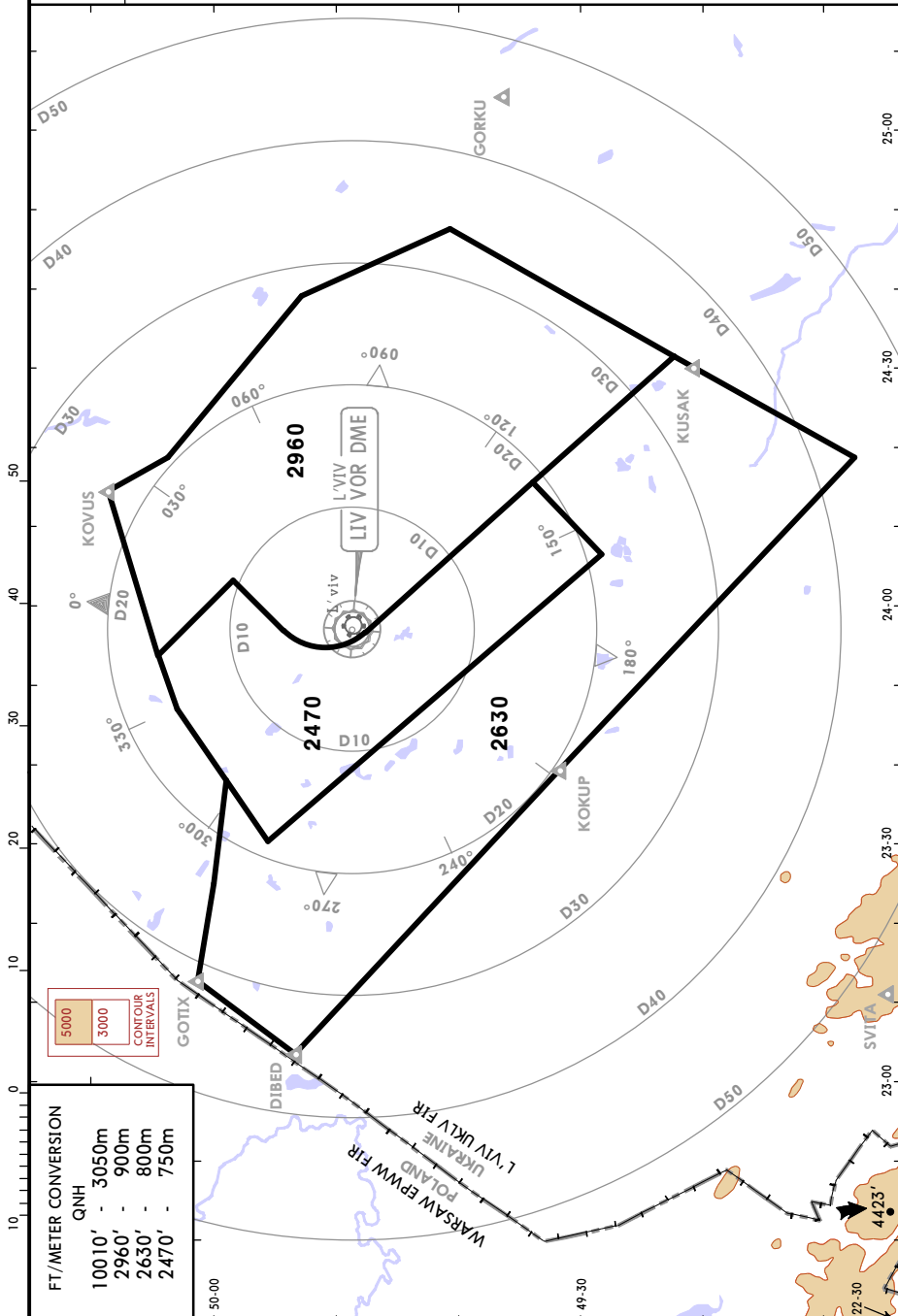
Apt Elev
1077'

Alt Set: hPa (MM on request)

Trans level: By ATC Trans alt: 10010'

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

2. MRVA are safe if the temperature at the surface is +12°C or above. For lower
temperatures, corrected minimum levels will be provided by ATC.



UKLL/LWO
L'VIV

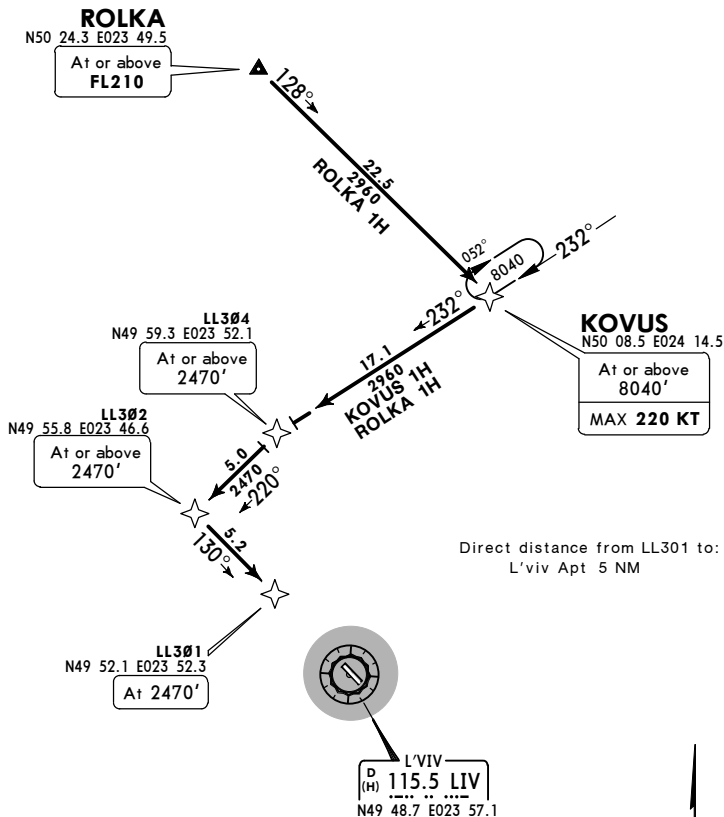
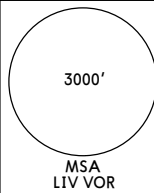
JEPPesen
15 JAN 16 (10-2)

L'VIV, UKRAINE
RNAV STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC.	Trans level: By ATC Trans alt: 10010'
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KOVUS ONE HOTEL (KOVUS 1H) [KOVU1H]
ROLKA ONE HOTEL (ROLKA 1H) [ROLK1H]
RWY 13 RNAV ARRIVALS
BY ATC

SPEED: MAX 220 KT FROM KOVUS TO LL301



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
2470'	- 750m

STAR	ROUTING
KOVUS 1H	KOVUS (8040'+; K220-) - LL304 (2470'+) - LL302 (2470'+) - LL301 (2470').
ROLKA 1H	ROLKA (FL210+) - KOVUS (8040'+; K220-) - LL304 (2470'+) - LL302 (2470'+) - LL301 (2470').

UKLL/LWO
L'VIV

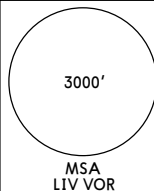
JEPPesen
15 JAN 16 (10-2A)

L'VIV, UKRAINE
RNAV STAR

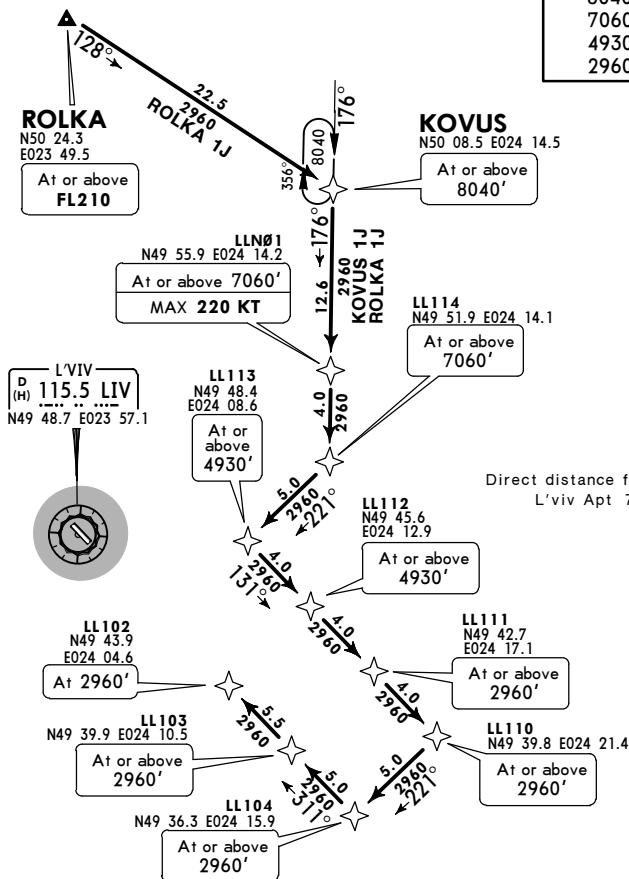
ATIS 128.7 (Russian) 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC. 5. On downwind EXPECT RADAR vectors to final.	Trans level: By ATC Trans alt: 10010'
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KOVUS ONE JULIET (KOVUS 1J) [KOVU1J]
ROLKA ONE JULIET (ROLKA 1J) [ROLK1J]
RWY 31 RNAV ARRIVALS
BY ATC

SPEED: MAX 220 KT FROM LLN01 TO LL102



FT/METER CONVERSION	
QNH	
10010'	3050m
8040'	2450m
7060'	2150m
4930'	1500m
2960'	900m



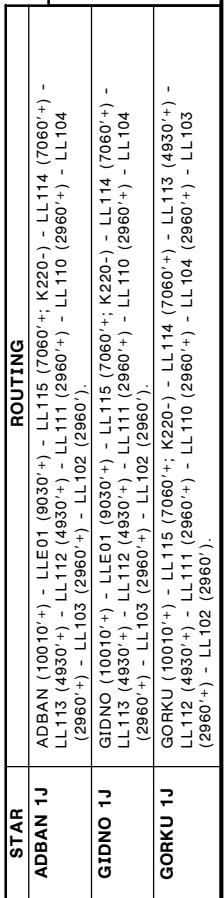
STAR	ROUTING
KOVUS 1J	KOVUS (8040'+) - LLN01 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930'+) - LL111 (2960'+) - LL110 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').
ROLKA 1J	ROLKA (FL210+) - KOVUS (8040'+) - LLN01 (7060'+; K220-) - LL114 (7060'+) - LL113 (4930'+) - LL112 (4930'+) - LL111 (2960'+) - LL110 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').

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3000'

MSA
LIV VOR

FT/METER CONVERSION	
1000'	- 3050m
9030'	- 2750m
7060'	- 2150m
4930'	- 1500m
2960'	- 900m



UKL/LWO
L'VIV

JEPPesen
15 JAN 16 (10-2D)

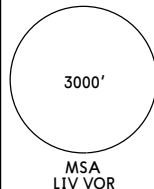
L'VIV, UKRAINE
RNAV STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC.	Trans level: By ATC Trans alt: 10010'
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DIBED ONE HOTEL (DIBED 1H) [DIBE1H]
KOKUP ONE HOTEL (KOKUP 1H) [KOKU1H]
KUSAK ONE HOTEL (KUSAK 1H) [KUSA1H]
SVITA ONE HOTEL (SVITA 1H) [SVIT1H]
TEPNA ONE HOTEL (TEPNA 1H) [TEPN1H]

RWY 13 RNAV ARRIVALS
BY ATC

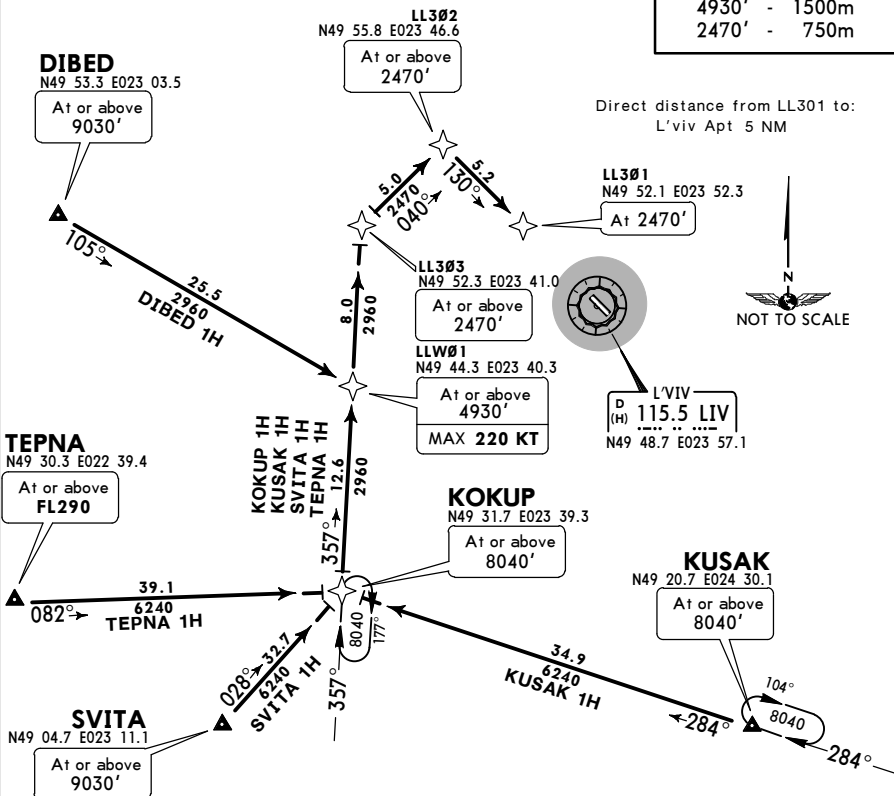
SPEED: MAX 220 KT FROM LLW01 TO LL301



FT/METER CONVERSION
QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
4930'	-	1500m
2470'	-	750m

Direct distance from LL301 to:
L'viv Apt 5 NM



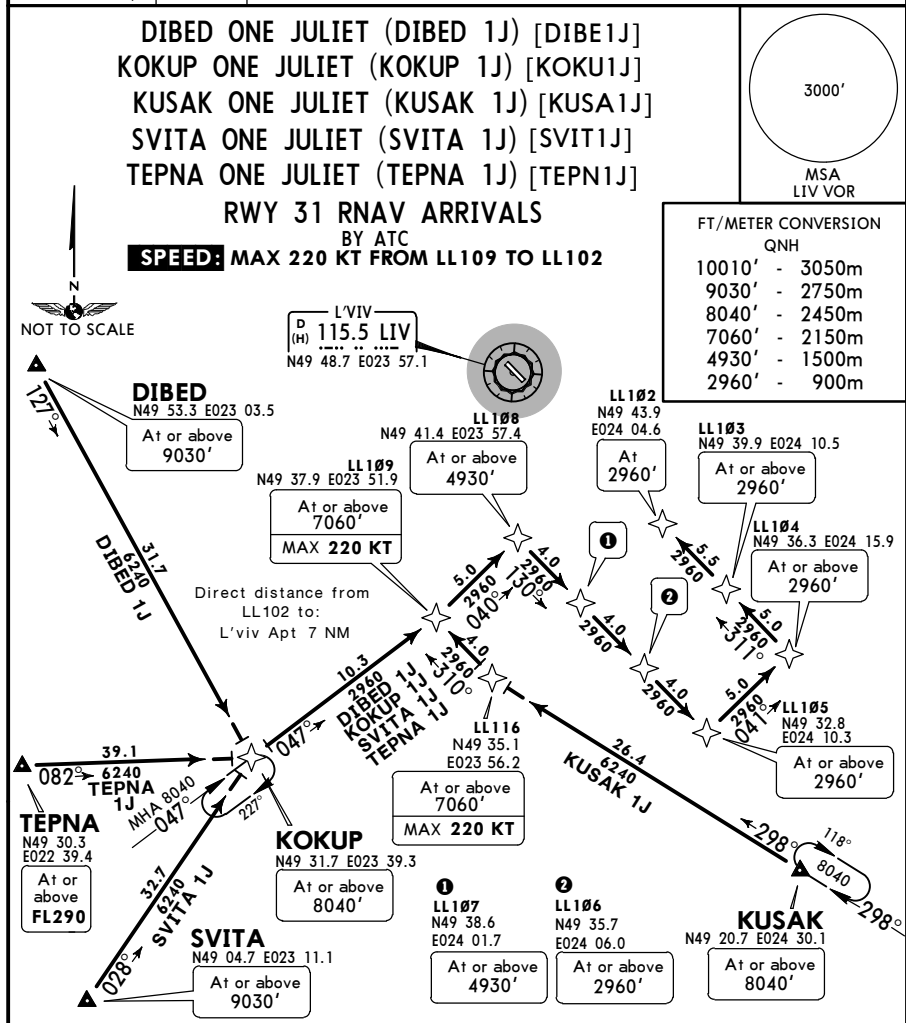
STAR	ROUTING
DIBED 1H	DIBED (9030'+) - LLW01 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470'+) - LL301 (2470').
KOKUP 1H	KOKUP (8040'+) - LLW01 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470'+) - LL301 (2470').
KUSAK 1H	KUSAK (8040'+) - KOKUP (8040'+) - LLW01 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470'+) - LL301 (2470').
SVITA 1H	SVITA (9030'+) - KOKUP (8040'+) - LLW01 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470'+) - LL301 (2470').
TEPNA 1H	TEPNA (FL290'+) - KOKUP (8040'+) - LLW01 (4930'+; K220-) - LL303 (2470'+) - LL302 (2470'+) - LL301 (2470').

UKLL/LWO
L'VIV

JEPPesen
15 JAN 16 (10-2E)

L'VIV, UKRAINE
RNAV STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC. 5. On downwind EXPECT RADAR vectors to final.
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STAR	ROUTING
DIBED 1J	DIBED (9030'+) - KOKUP (8040'+) - LL109 (7060'+; K220-) - LL108 (4930'+) - LL107 (4930'+) - LL106 (2960'+) - LL105 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').
KOKUP 1J	KOKUP (8040'+) - LL109 (7060'+; K220-) - LL108 (4930'+) - LL107 (4930'+) - LL106 (2960'+) - LL105 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').
KUSAK 1J	KUSAK (8040'+) - LL116 (7060'+; 220-) - LL109 (7060'+; K220-) - LL108 (4930'+) - LL107 (4930'+) - LL106 (2960'+) - LL105 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').
SVITA 1J	SVITA (9030'+) - KOKUP (8040'+) - LL109 (7060'+; K220-) - LL108 (4930'+) - LL107 (4930'+) - LL106 (2960'+) - LL105 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').
TEPNA 1J	TEPNA (FL290+) - KOKUP (8040'+) - LL109 (7060'+; K220-) - LL108 (4930'+) - LL107 (4930'+) - LL106 (2960'+) - LL105 (2960'+) - LL104 (2960'+) - LL103 (2960'+) - LL102 (2960').

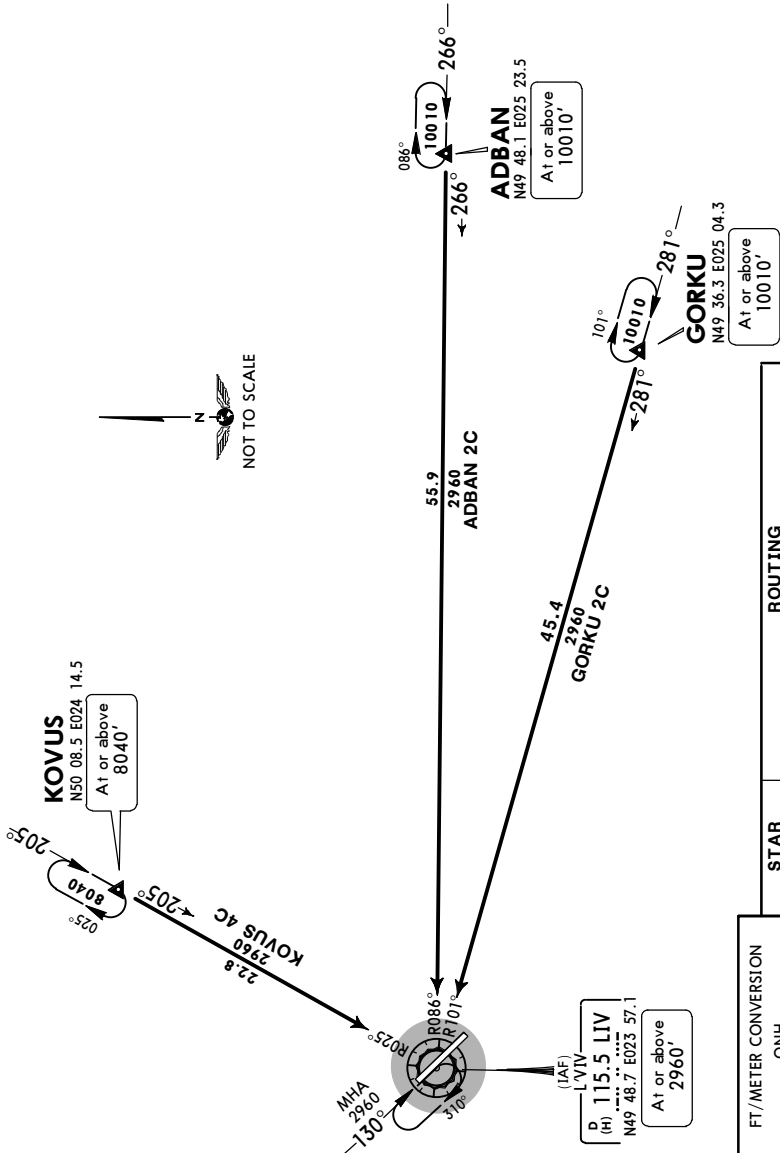
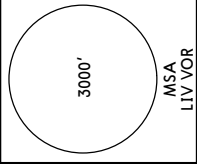
UKLL/LWO
L'VIV

JEPPesen
15 JAN 16 (10-2F)

L'VIV, UKRAINE
STAR

ATIS 128.7 (Russian) 22.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
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ADBAN TWO CHARLIE (ADBAN 2C) [ADBA2C]
GORKU TWO CHARLIE (GORKU 2C) [GORK2C]
KOVUS FOUR CHARLIE (KOVUS 4C) [KOVU4C]
RWY 13 ARRIVALS



STAR	ROUTING
ADBAN 2C	Intercept LIV R-086 inbound to LIV.
GORKU 2C	Intercept LIV R-101 inbound to LIV.
KOVUS 4C	Intercept LIV R-025 inbound to LIV.

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

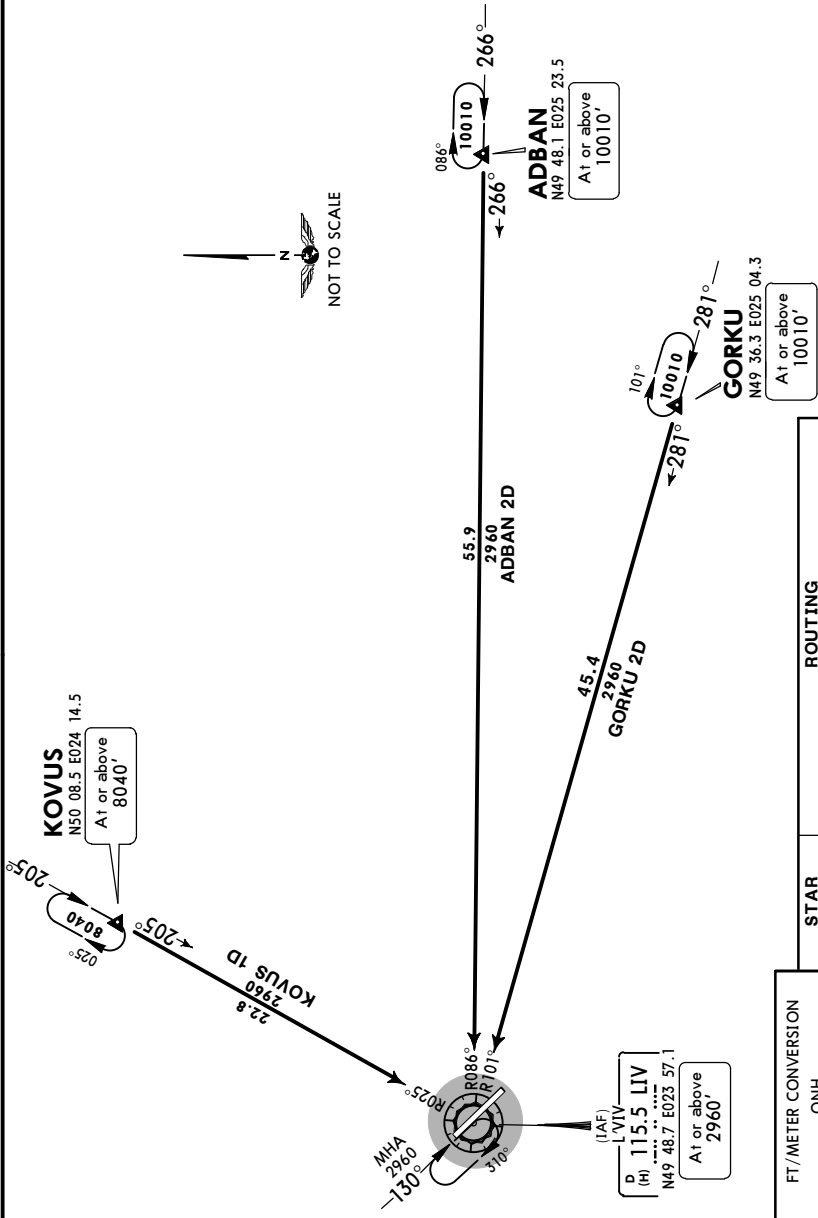
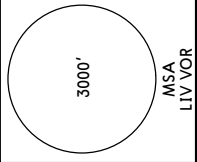
UKLL/LWO
L'VIV

JEPPesen
15 JAN 16 (10-2G)

L'VIV, UKRAINE
STAR

ATIS 128.7 (Russian) 22.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
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ADBAN TWO DELTA (ADBAN 2D) [ADBA2D]
GORKU TWO DELTA (GORKU 2D) [GORK2D]
KOVUS ONE DELTA (KOVUS 1D) [KOVU1D]
RWY 31 ARRIVALS



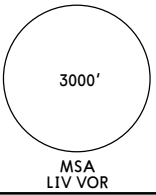
STAR	ROUTING
ADBAN 2D	Intercept LIV R-086 inbound to LIV.
GORKU 2D	Intercept LIV R-101 inbound to LIV.
KOVUS 1D	Intercept LIV R-025 inbound to LIV.

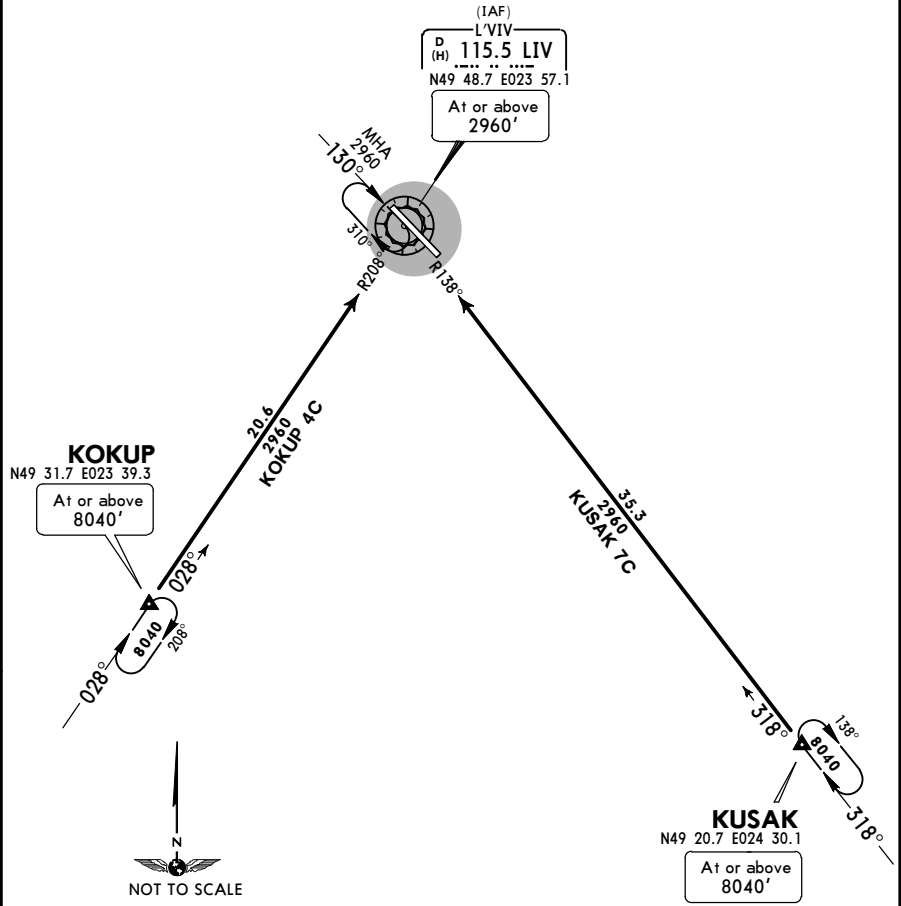
FT/METER CONVERSION
QNH
10010' - 3050m
8040' - 2450m
2960' - 900m

UKLL/LWO
L'VIV

JEPPesen
15 JAN 16 (10-2H)

L'VIV, UKRAINE
STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'	 3000' MSA LIV VOR
KOKUP FOUR CHARLIE (KOKUP 4C) [KOKU4C] KUSAK SEVEN CHARLIE (KUSAK 7C) [KUSA7C] RWY 13 ARRIVALS			



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

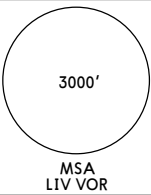
STAR	ROUTING
KOKUP 4C	Intercept LIV R-208 inbound to LIV.
KUSAK 7C	Intercept LIV R-138 inbound to LIV.

UKLL/LWO
L'VIV

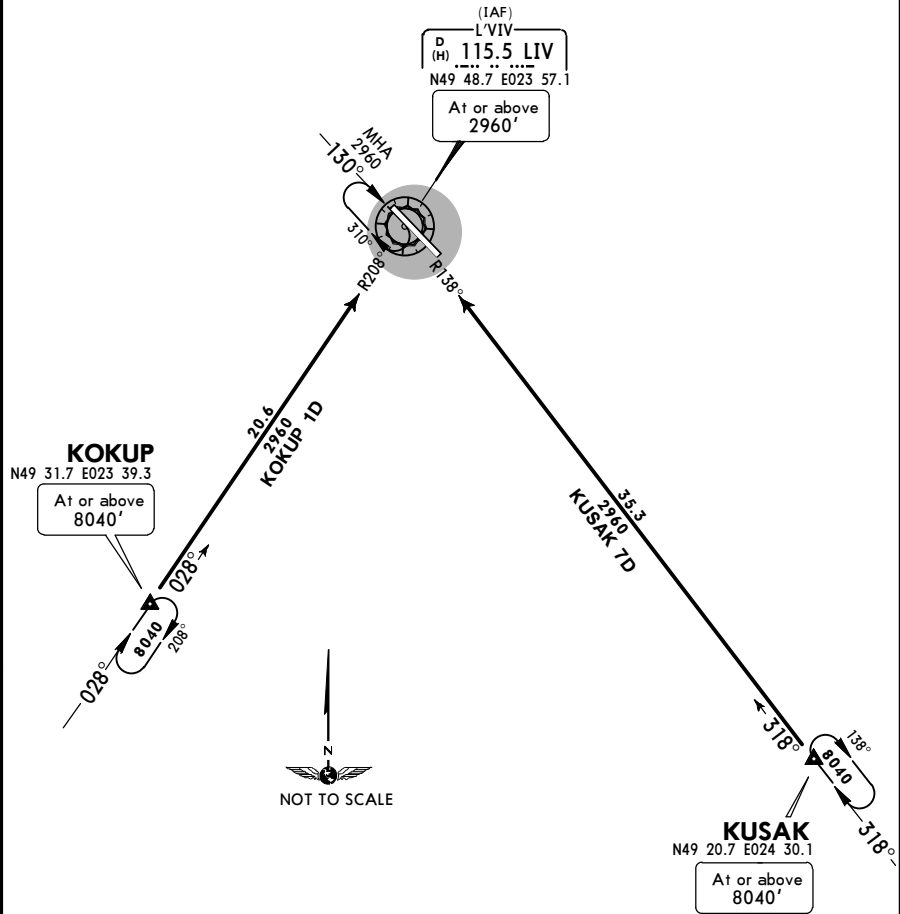
JEPPESSEN
15 JAN 16 (10-2J)

L'VIV, UKRAINE
STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'
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KOKUP ONE DELTA (KOKUP 1D) [KOKU1D]
KUSAK SEVEN DELTA (KUSAK 7D) [KUSA7D]
RWY 31 ARRIVALS



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

STAR	ROUTING
KOKUP 1D	Intercept LIV R-208 inbound to LIV.
KUSAK 7D	Intercept LIV R-138 inbound to LIV.

UKLL/LWO
L'VIV

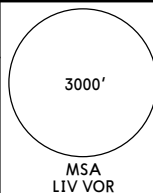
JEPPesen
15 JAN 16 (10-2K)

L'VIV, UKRAINE
STAR

ATIS
128.7 (Russian 122.925)

Apf Elev
1077'

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



DIBED SEVEN CHARLIE (DIBED 7C) [DIBE7C]
ROLKA TWO CHARLIE (ROLKA 2C) [ROLK2C]
TEPNA TWO CHARLIE (TEPNA 2C) [TEPN2C]
RWY 13 ARRIVALS

ROLKA
N50 24.3 E023 49.5
At or above
FL210

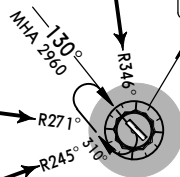


DIBED
N49 53.3 E023 03.5
At or above
9030'

(IAF)
L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1
At or above
2960'

TEPNA
N49 30.3 E022 39.4
At or above
FL290

D24.8 LIV
N49 40.3
E023 21.1
(LIV R-245)
At or above
7060'



FT/METER CONVERSION
QNH
10010' - 3050m
9030' - 2750m
7060' - 2150m
2960' - 900m

STAR	ROUTING
DIBED 7C	Intercept LIV R-271 inbound to LIV.
ROLKA 2C	Intercept LIV R-346 inbound to LIV.
TEPNA 2C	Intercept LIV R-245 inbound to LIV.

UKLL/LWO
L'VIV

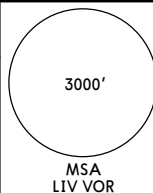
JEPPESSEN
15 JAN 16 (10-2L)

L'VIV, UKRAINE
STAR

ATIS
128.7 (Russian 122.925)

Apt Elev
1077'

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



DIBED SEVEN DELTA (DIBED 7D) [DIBE7D]
ROLKA TWO DELTA (ROLKA 2D) [ROLK2D]
TEPNA TWO DELTA (TEPNA 2D) [TEPN2D]
RWY 31 ARRIVALS

ROLKA
N50 24.3 E023 49.5
At or above
FL210



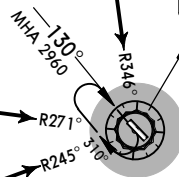
DIBED
N49 53.3 E023 03.5
At or above
9030'

(IAF)
L'VIV
D (H) 115.5 LIV
N49 48.7 E023 57.1
At or above
2960'

TEPNA
N49 30.3 E022 39.4
At or above
FL290

At or above
7060'

D24.8 LIV
N49 40.3
E023 21.1
(LIV R-245)



FT/METER CONVERSION	
	QNH
10010'	3050m
9030'	2750m
7060'	2150m
2960'	900m

STAR	ROUTING
DIBED 7D	Intercept LIV R-271 inbound to LIV.
ROLKA 2D	Intercept LIV R-346 inbound to LIV.
TEPNA 2D	Intercept LIV R-245 inbound to LIV.

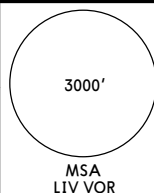
UKLL/LWO
L'VIV

JEPPesen
6 NOV 15 10-3 Eff 12 Nov

L'VIV, UKRAINE
RNAV SID

Apt Elev
1077'

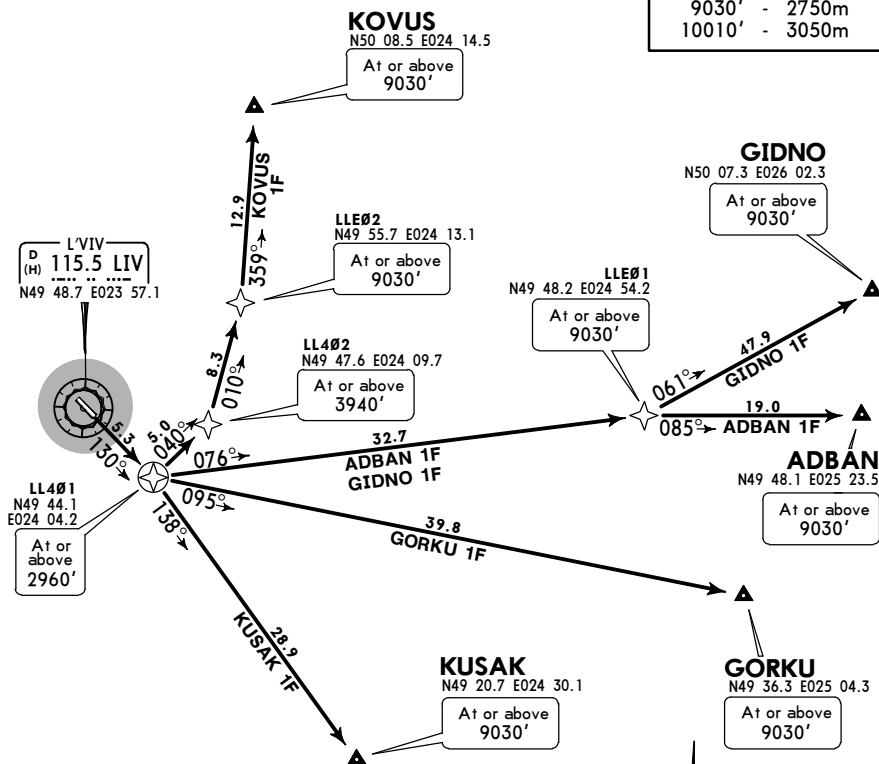
Trans level: By ATC Trans alt: 10010'
1. RNAV 1 (GNSS)
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. If unable to comply departure procedures advise ATC.



ADBAN ONE FOXTROT (ADBAN 1F) [ADBA1F]
GIDNO ONE FOXTROT (GIDNO 1F) [GIDN1F]
GORKU ONE FOXTROT (GORKU 1F) [GORK1F]
KOVUS ONE FOXTROT (KOVUS 1F) [KOVU1F]
KUSAK ONE FOXTROT (KUSAK 1F) [KUSA1F]
RWY 13 RNAV DEPARTURES

FT/METER CONVERSION
QNH

2960' - 900m
3940' - 1200m
9030' - 2750m
10010' - 3050m



These SIDs require a minimum climb gradient
of
5.8% up to 2960'.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762



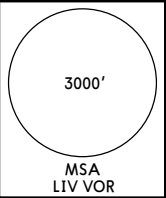
SID	ROUTING
ADBAN 1F	LL401 (2960'+) - LLE01 (9030'+) - ADBAN (9030'+).
GIDNO 1F	LL401 (2960'+) - LLE01 (9030'+) - GIDNO (9030'+).
GORKU 1F	LL401 (2960'+) - GORKU (9030'+).
KOVUS 1F	LL401 (2960'+) - LL402 (3940'+) - LLE02 (9030'+) - KOVUS (9030'+).
KUSAK 1F	LL401 (2960'+) - KUSAK (9030'+).

UKLL/LWO
L'VIV

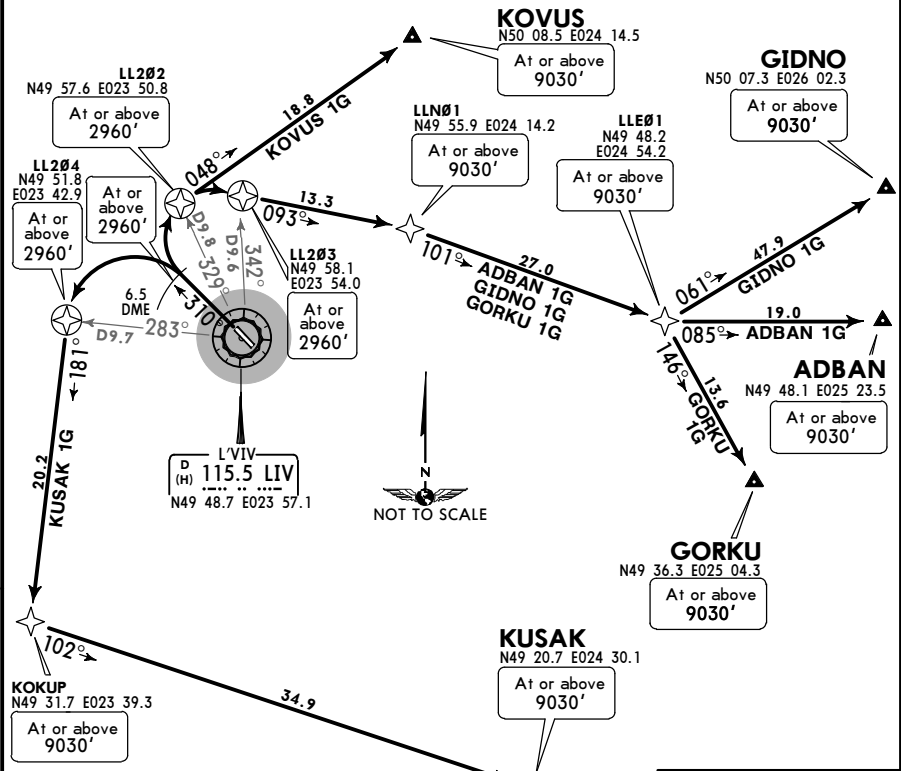
JEPPESSEN
6 NOV 15 (10-3A) Eff 12 Nov

L'VIV, UKRAINE
RNAV SID

Apt Elev 1077'	Trans level: By ATC 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. If unable to comply departure procedures advise ATC.	Trans alt: 10010'
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ADBAN ONE GOLF (ADBAN 1G) [ADBA1G]
GIDNO ONE GOLF (GIDNO 1G) [GIDN1G]
GORKU ONE GOLF (GORKU 1G) [GORK1G]
KOVUS ONE GOLF (KOVUS 1G) [KOVU1G]
KUSAK ONE GOLF (KUSAK 1G) [KUSA1G]
RWY 31 RNAV DEPARTURES



These SIDs require a minimum climb gradient of 5.2% up to 2960'.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

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

SID	INITIAL CLIMB (CONVENTIONAL)
ADBAN 1G, GIDNO 1G, GORKU 1G	On 310° track to LIV 6.5 DME, turn RIGHT to LL203.
KOVUS 1G	On 310° track to LIV 6.5 DME, turn RIGHT to LL202.
KUSAK 1G	On 310° track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING
ADBAN 1G	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - ADBAN (9030'+).
GIDNO 1G	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GIDNO (9030'+).
GORKU 1G	LL203 (2960'+) - LLN01 (9030'+) - LLE01 (9030'+) - GORKU (9030'+).
KOVUS 1G	LL202 (2960'+) - KOVUS (9030'+).
KUSAK 1G	LL204 (2960'+) - KOKUP (9030'+) - KUSAK (9030'+).

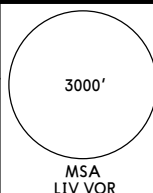
UKLL/LWO
L'VIV

JEPPesen
6 NOV 15 **10-3B** Eff 12 Nov

L'VIV, UKRAINE
RNAV SID

Apt Elev
1077'

Trans level: By ATC
1. RNAV 1 (GNSS)
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. If unable to comply departure procedures advise ATC.

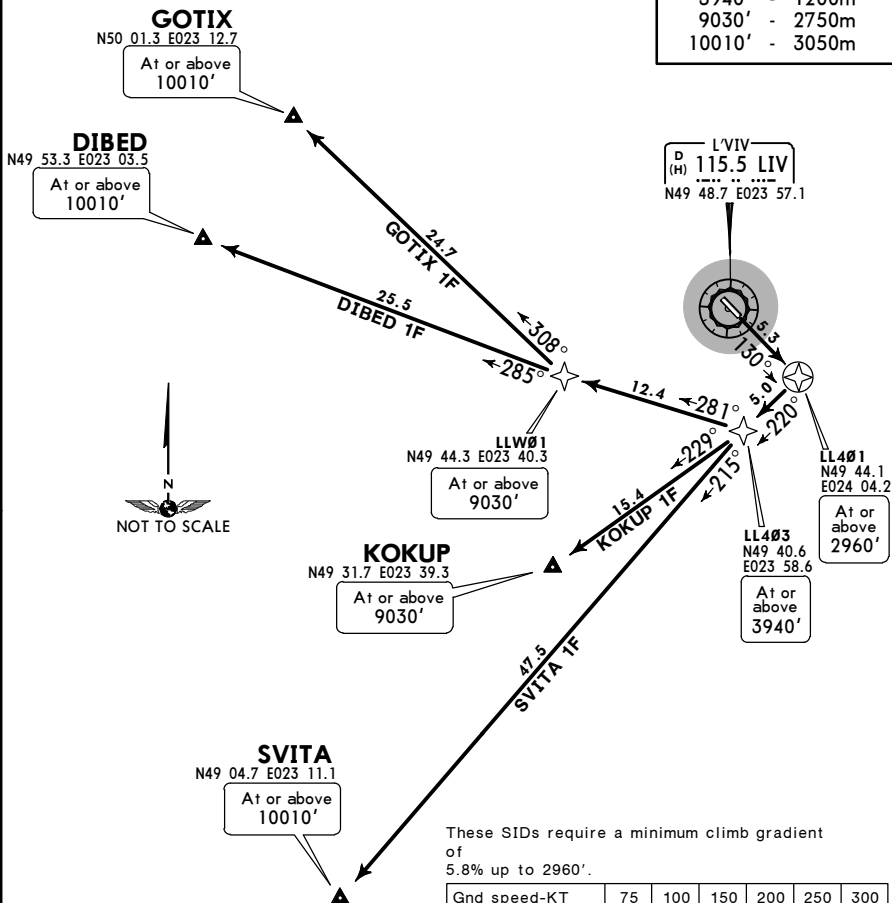


**DIBED ONE FOXTROT (DIBED 1F) [DIBE1F]
GOTIX ONE FOXTROT (GOTIX 1F) [GOTI1F]
KOKUP ONE FOXTROT (KOKUP 1F) [KOKU1F]
SVITA ONE FOXTROT (SVITA 1F) [SVIT1F]
RWY 13 RNAV DEPARTURES**

FT/METER CONVERSION

QNH

2960' - 900m
3940' - 1200m
9030' - 2750m
10010' - 3050m



SID	ROUTING
DIBED 1F	LL401 (2960'+) - LL403 (3940'+) - LLW01 (9030'+) - DIBED (10010'+).
GOTIX 1F	LL401 (2960'+) - LL403 (3940'+) - LLW01 (9030'+) - GOTIX (10010'+).
KOKUP 1F	LL401 (2960'+) - LL403 (3940'+) - KOKUP (9030'+).
SVITA 1F	LL401 (2960'+) - LL403 (3940'+) - SVITA (10010'+).

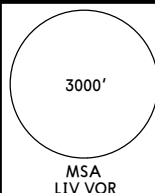
UKLL/LWO
L'VIV

JEPPesen
6 NOV 15 **10-3C** Eff 12 Nov

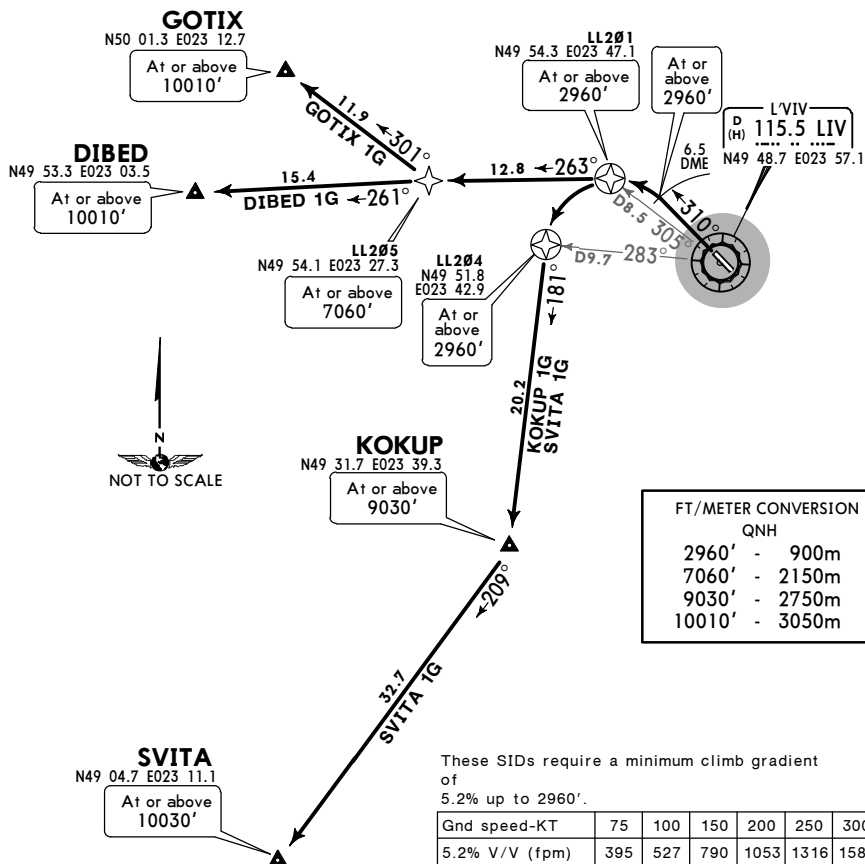
L'VIV, UKRAINE
RNAV SID

Apt Elev
1077'

Trans level: By ATC Trans alt: 10010'
1. RNAV 1 (GNSS)
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. If unable to comply departure procedures advise ATC.



**DIBED ONE GOLF (DIBED 1G) [DIBE1G]
GOTIX ONE GOLF (GOTIX 1G) [GOTI1G]
KOKUP ONE GOLF (KOKUP 1G) [KOKU1G]
SVITA ONE GOLF (SVITA 1G) [SVIT1G]
RWY 31 RNAV DEPARTURES**

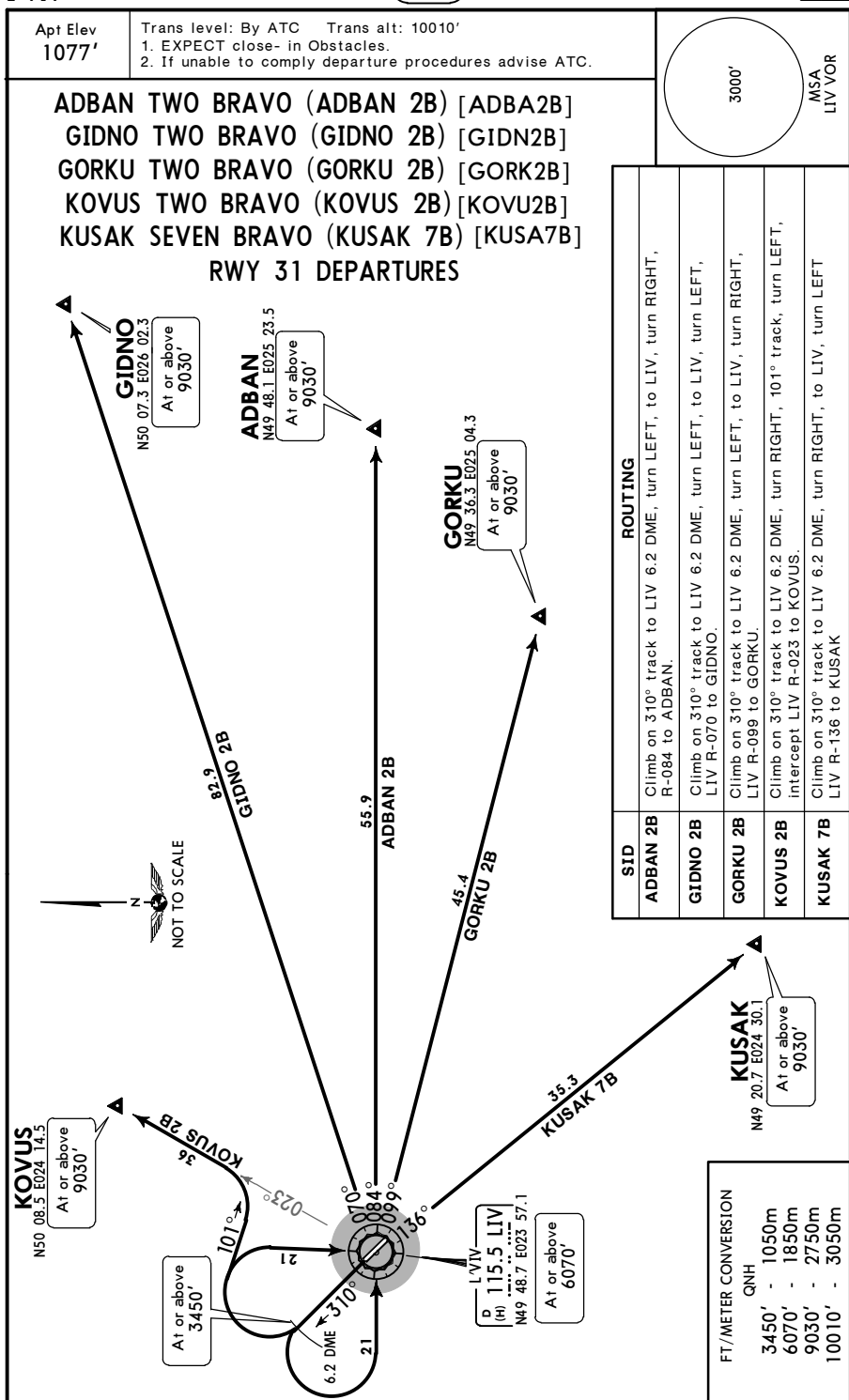


SID		INITIAL CLIMB (CONVENTIONAL)
DIBED 1G, GOTIX 1G		On 310° track to LIV 6.5 DME, turn LEFT to LL201.
KOKUP 1G, SVITA 1G		On 310° track to LIV 6.5 DME, turn LEFT to LL204.
SID	ROUTING	
DIBED 1G	LL201 (2960'+) - LL205 (7060'+) - DIBED (10010'+).	
GOTIX 1G	LL201 (2960'+) - LL205 (7060'+) - GOTIX (10010'+).	
KOKUP 1G	LL204 (2960'+) - KOKUP (9030'+).	
SVITA 1G	LL204 (2960'+) - KOKUP (9030'+) - SVITA (10030'+).	

UKLL/LWO
L'VIV

JEPPESEN
6 NOV 15 10-3E Eff 12 Nov

L'VIV, UKRAINE



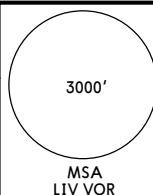
UKLL/LWO
L'VIV

JEPPESSEN
6 NOV 15 (10-3F) Eff 12 Nov

L'VIV, UKRAINE
SID

Apt Elev
1077'

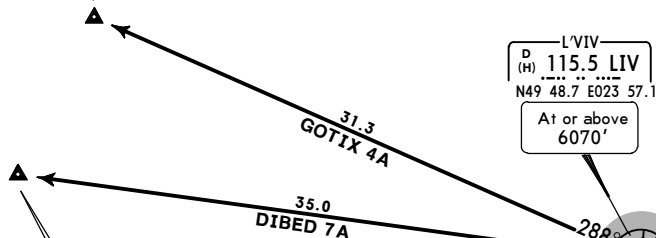
Trans level: By ATC Trans alt: 10010'
1. EXPECT close-in Obstacles.
2. If unable to comply departure procedures advise ATC.



DIBED SEVEN ALFA (DIBED 7A) [DIBE7A]
GOTIX FOUR ALFA (GOTIX 4A) [GOTI4A]
KOKUP FOUR ALFA (KOKUP 4A) [KOKU4A]
RWY 13 DEPARTURES

GOTIX
N50 01.3 E023 12.7

At or above
10010'

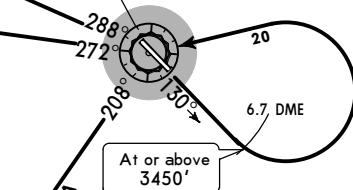


DIBED
N49 53.3 E023 03.5

At or above
10010'

KOKUP
N49 31.7 E023 39.3

At or above
9030'



FT/METER CONVERSION

	QNH
3450'	- 1050m
6070'	- 1850m
9030'	- 2750m
10010'	- 3050m



SID	ROUTING
DIBED 7A	Climb on 130° track to LIV 6.7 DME, turn LEFT to LIV, turn RIGHT, LIV R-272 to DIBED.
GOTIX 4A	Climb on 130° track to LIV 6.7 DME, turn LEFT, to LIV, turn RIGHT, LIV R-288 to GOTIX.
KOKUP 4A	Climb on 130° track to LIV 6.7 DME, turn LEFT, to LIV, turn LEFT, LIV R-208 to KOKUP.

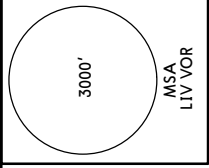
UKLL/LWO
L'VIV

JEPPesen
6 NOV 15 (10-3G) Eff 12 Nov

L'VIV, UKRAINE
SID

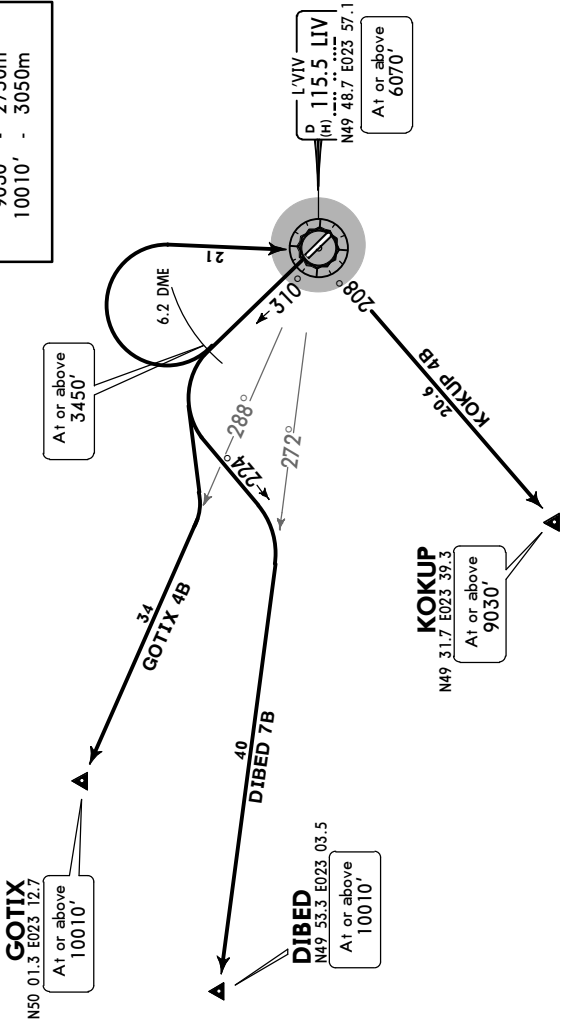
Apt Elev
1077'

Trans level: By ATC Trans alt: 10010'
1. EXPECT close- in Obstacles.
2. If unable to comply departure procedures advise ATC.

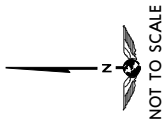


DIBED SEVEN BRAVO (DIBED 7B) [DIBE7B]
GOTIX FOUR BRAVO (GOTIX 4B) [GOTI4B]
KOKUP FOUR BRAVO (KOKUP 4B) [KOKU4B]
RWY 31 DEPARTURES

FT/METER CONVERSION	
QNH	
3450' -	1050m
6070' -	1850m
9030' -	2750m
10010' -	3050m



SID	ROUTING
DIBED 7B	Climb on 310° track to LIV 6.2 DME, turn LEFT, 224° track, turn RIGHT, intercept LIV R-272 to DIBED.
GOTIX 4B	Climb on 310° track to LIV 6.2 DME, turn LEFT, intercept LIV R-288 to GOTIX.
KOKUP 4B	Climb on 310° track to LIV 6.2 DME, turn RIGHT, to LIV, turn RIGHT, LIV R-208 to KOKUP.



UKLL/LWO
L'VIV

 **JEPPesen**

30 NOV 12

10-4

Eff 13 Dec

L'VIV, UKRAINE
NOISE

NOISE ABATEMENT

GENERAL

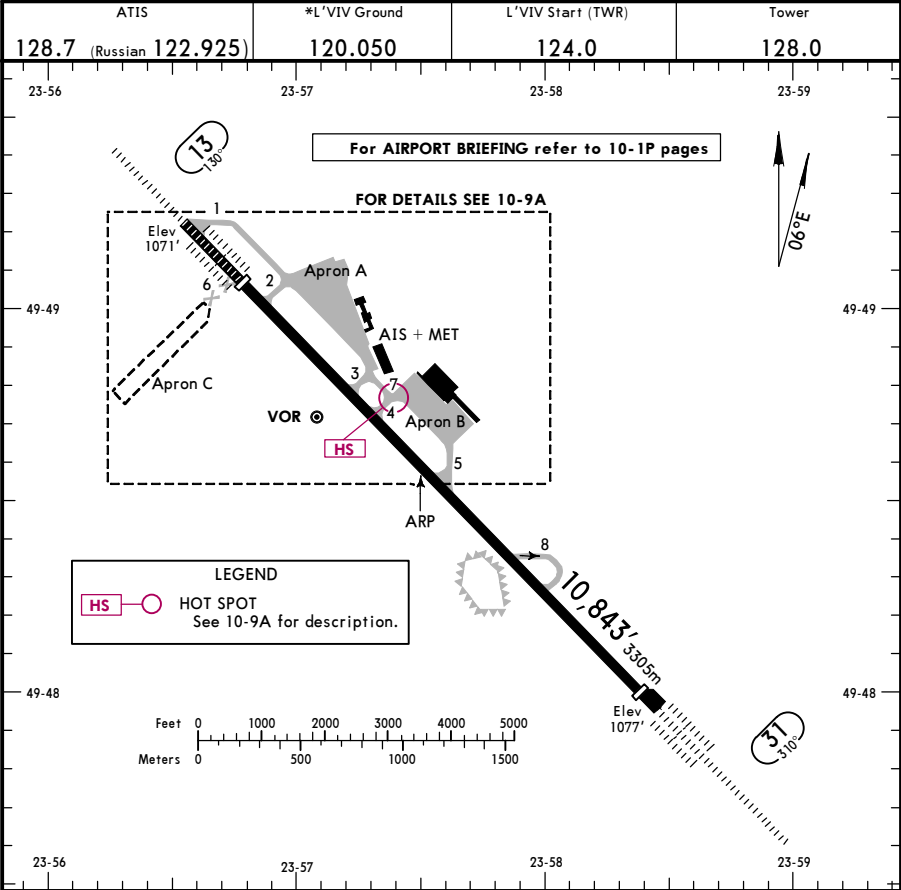
Flights over the city below 2960' are prohibited.

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

JEPPSEN
5 FEB 16 **(10-9)**

L'VIV, UKRAINE
L'VIV



ADDITIONAL RUNWAY INFORMATION										
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH	
						LANDING	BEYOND			
						Threshold	Glide Slope			
13					①	RVR	9498' 2895m	8526' 2599m	②	148'
31	HIRL (60m)	CL (15m)	HIALS-II	TDZ			10,449' 3185m	9295' 2833m		45m

① PAPI-L (angle 3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 13:		RWY 31:	
From rwy head	10,843' (3305m)	From rwy head	10,384' (3165m)
twy 2 int	8793' (2680m)	twy 8 int	7415' (2260m)
twy 3 int	6824' (2080m)	twy 5 int	5118' (1560m)
twy 4 int	6234' (1900m)	twy 4 int	3609' (1100m)
twy 5 int	4593' (1400m)	twy 3 int	3084' (940m)

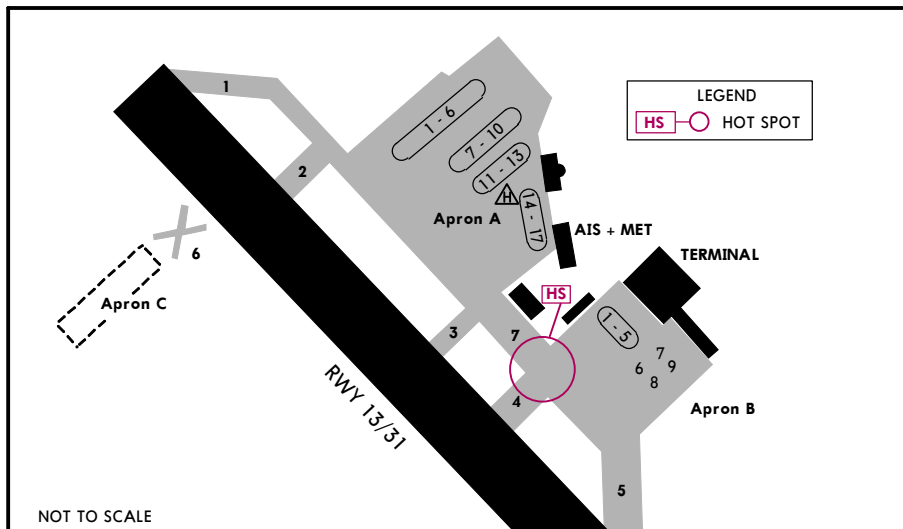
JAR-OPS		TAKE-OFF 1				
All Rwys						
Approved Operators		LVP must be in force				
HIRL, CL & mult. RVR req		RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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

UKLL/LWO

JEPPesen
5 FEB 16 (10-9A)

L'VIV, UKRAINE
L'VIV



HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS** Warning sign at the intersection of rwy.
Listen with caution ATC taxi instruction.
Taxi to/from apron via Twy 7 or Twy 4 by
Follow-me car and Follow-me instructions.

UKLL/LWO

Standard

L'VIV, UKRAINE

L'VIV

STRAIGHT-IN RWY		A	B	C	D
13	ILS	1358'(289')	1368'(299')	1378'(309')	1388'(319')
	FULL	R650m	R650m	R700m	R700m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1400m	R1400m	R1400m	R1400m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1560'(491')	1560'(491')	1560'(491')	1560'(491')
		R1500m	R1500m	R1500m	R1500m
		R1500m	R1500m	C2300m	C2300m
31	ILS	1317'(243')	1327'(253')	1337'(263')	1347'(273')
	FULL	R550m	R600m	R600m	R600m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1300m	R1300m	R1300m	R1300m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	1560'(486')	1560'(486')	1560'(486')	1560'(486')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	C2300m	C2300m

❶ Continuous Descent Final Approach.

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

TAKE-OFF RWY 13, 31						
A B C D	Approved Operators HIRL & CL & mult. RVR req	LVP must be in Force			RCLM (DAY only) or RL	NIL (DAY only)
		RL & CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL		
B	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

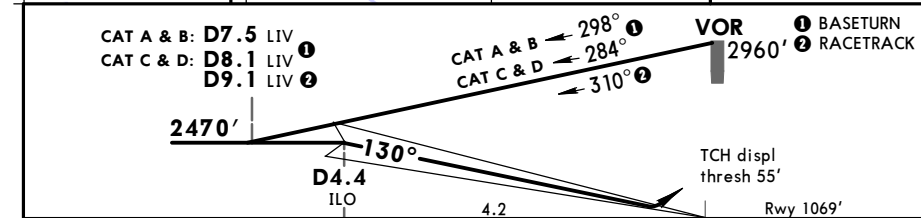
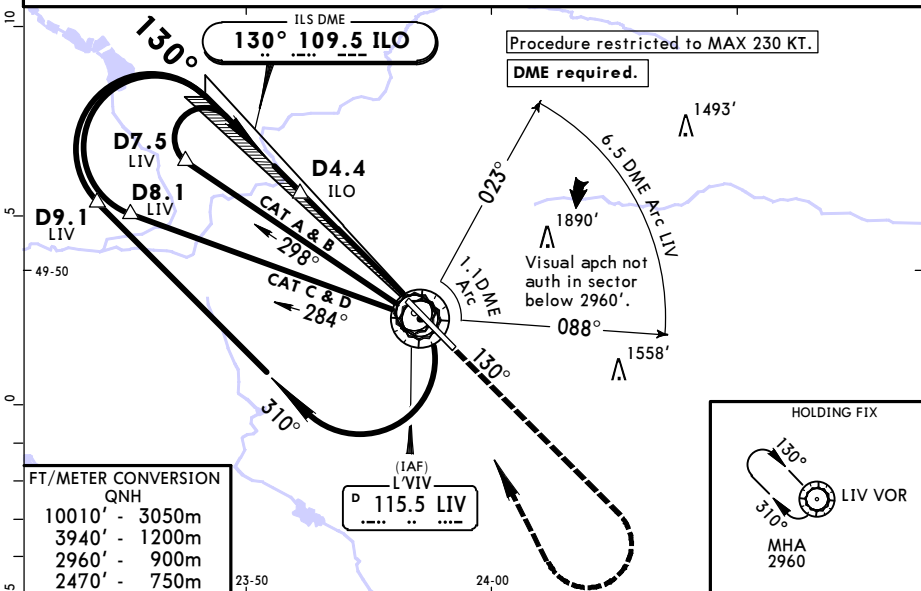
UKLL/LWO
L'VIV

JEPPESEN
5 FEB 16 (11-1)

L'VIV, UKRAINE
ILS Rwy 13

BRIEFING STRIP™	ATIS 128.7 (Russian 122.925)	L'VIV Radar (APP) 120.525	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 120.050
	LOC ILO 109.5	Final Apch Crs 130°	GS D4.4 ILO 2470' (1401')	ILS DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1069'
	MISSED APCH: Climb on 130° to 2960', turn RIGHT to VOR, then according to chart or as directed. MISSED APCH RADIO COMM FAILURE: Climb on 130° to 2960', turn RIGHT climbing to 3940' to VOR, hold 5 min, then according to chart.				3000' MSA LIV VOR

Alt Set: hPa Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
GS	3.00°	372	478	531	637	743	849	PAPI
								2960' on 130°

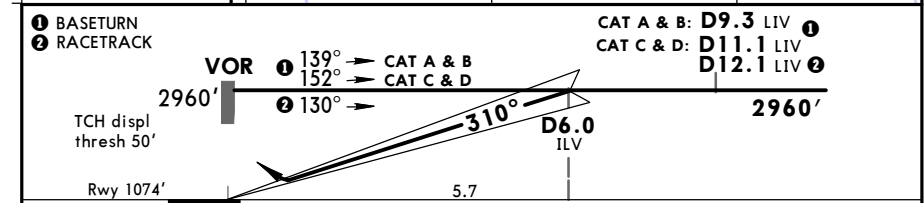
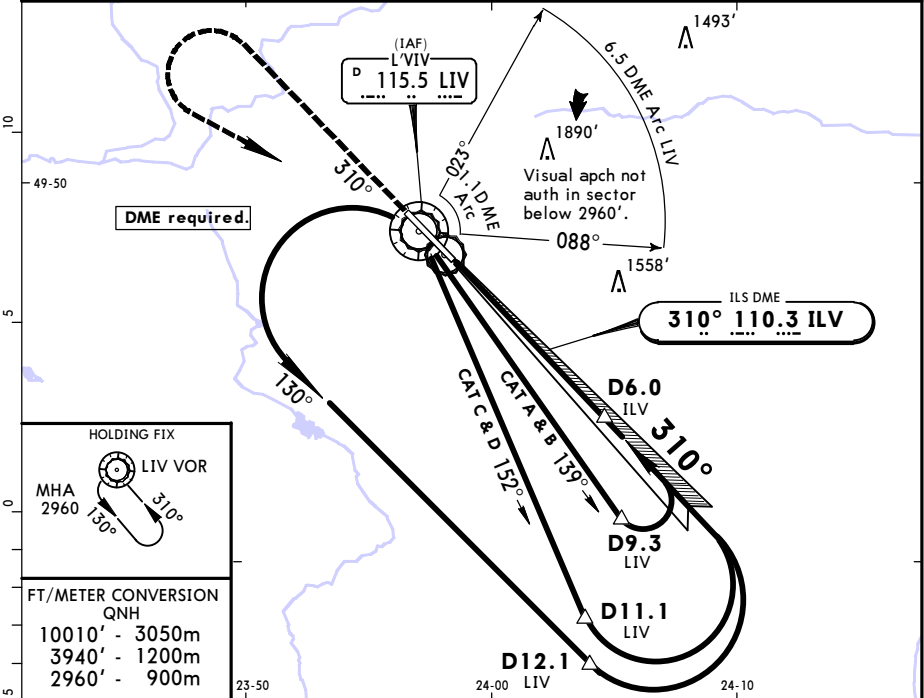
JAR-OPS		STRAIGHT-IN LANDING RWY 13		LOC (GS out)		CIRCLE-TO-LAND	
A: 1358' (289') C: 1378' (309') DA(H) B: 1368' (299) D: 1388' (319')		ALS					
FULL		ALS out				Max Kts	MDA(H) VIS
A	RVR 650m	RVR 1200m		NOT AUTHORIZED		100	1730' (653') 1500m
B						135	1730' (653') 1600m
C	RVR 800m					180	2300' (1223') 2400m
D						205	2300' (1223') 3600m

UKLL/LWO
L'VIV

JEPPesen
5 FEB 16 11-2

L'VIV, UKRAINE
ILS Rwy 31

ATIS 128.7 (Russian 122.925)	L'VIV Radar (APP) 120.525	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 120.050
LOC ILV 110.3	Final Apch Crs 310°	GS D6.0 ILV 2960' (1886')	ILS DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1074'
MISSED APCH: Climb on track 310° to 2960', turn LEFT to VOR, then according to chart or as directed. MISSED APCH RADIO COMM FAILURE: Climb on 310° to 2960', turn LEFT climbing to 3940' to VOR, hold 5 min, then according to chart.				3000' MSA LIV VOR
Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'	



Gnd speed-Kts		70	90	100	120	140	160	HIALS-II		PAPI 2960' on 310°
GS		3.00°	372	478	531	637	743	849		
JAR-OPS		STRAIGHT-IN LANDING RWY 31						LOC (GS out)		CIRCLE-TO-LAND
		ILS								
		A: 1317' (243') C: 1337' (263')								
DA(H)		B: 1327' (253') D: 1347' (273')								
		FULL		ALS out						
A	RVR 600m			RVR 1000m					Max Kts	MDA(H) VIS
B	RVR 650m			RVR 1200m			NOT AUTHORIZED		100	1730' (653') 1500m
C									135	1730' (653') 1600m
D									180	2300' (1223') 2400m
									205	2300' (1223') 3600m

UKLL/LWO
L'VIV

JEPPesen
5 FEB 16 (13-1)

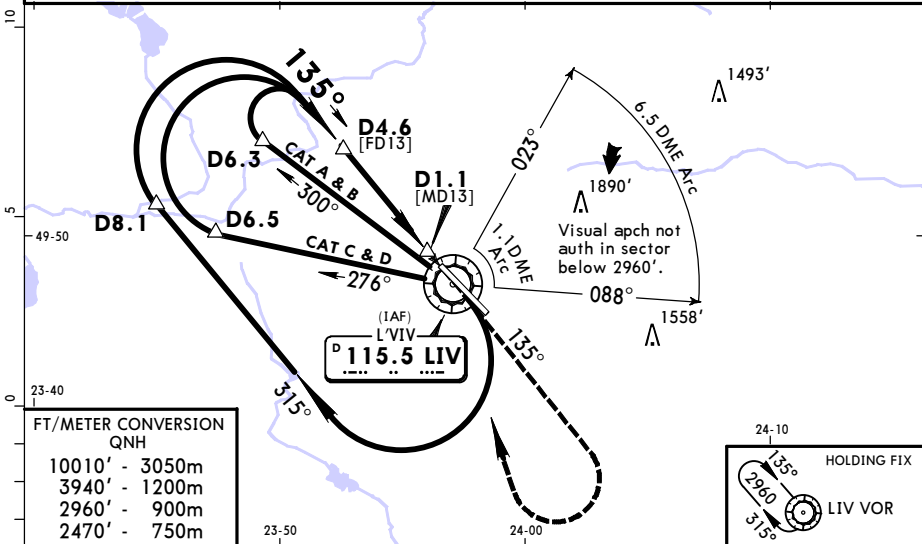
L'VIV, UKRAINE
VOR Rwy 13

BRIEFING STRIP™

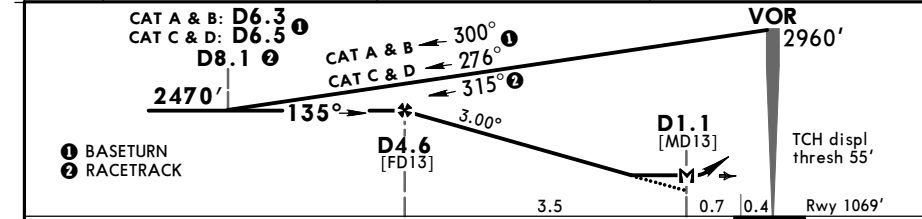
ATIS 128.7 (Russian 122.925)	L'VIV Radar (APP) 120.525	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 120.050
VOR LIV 115.5	Final Apch Crs 135°	Minimum Alt D4.6 2470' (1401')	MDA(H) 1560' (491')	Apt Elev 1077' Rwy 1069'
MISSED APCH: Climb on 135° to 2960', turn RIGHT to VOR, then according to chart or as directed. MISSED APCH RADIO COMM FAILURE: Climb on 135° to 2960', turn RIGHT climbing to 3940' to VOR, hold 5 min, then according to chart.				
Alt Set: hPa DME required.				
Rwy Elev: 39 hPa		Trans level: By ATC		Trans alt: 10010'

3000'

MSA LIV VOR



LIV DME	4.3	3.2	2.2
ALTITUDE	2380'	2040'	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 PAPI	2960' on 135°
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JAR-OPS STRAIGHT-IN LANDING RWY13				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	RVR 1600m			205	2300' (1223')	3600m	

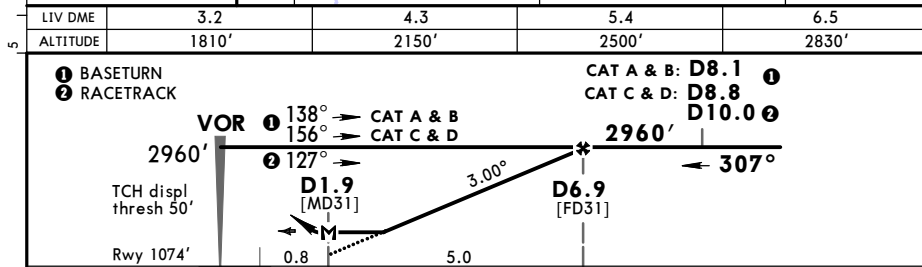
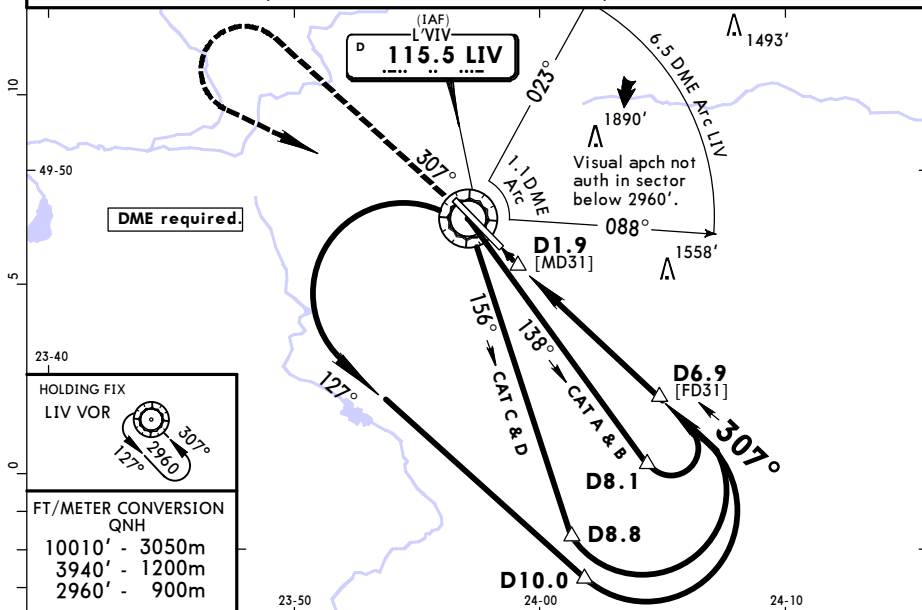
UKLL/LWO
L'VIV

JEPPesen
5 FEB 16 **13-2**

L'VIV, UKRAINE
VOR Rwy 31

BRIEFING STRIP™

ATIS 128.7 (Russian 122.925)		L'VIV Radar (APP) 120.525	L'VIV Start (TWR) 124.0	L'VIV Tower 128.0	*Ground 120.050
VOR LIV 115.5	Final Apch Crs 307°	Minimum Alt D6.9 2960' (1886')	MDA(H) 1560' (486')	Apt Elev 1077' Rwy 1074'	3000' MSA LIV VOR
MISSED APCH: Climb on track 307° to 2960', turn LEFT to VOR, then according to chart or as directed. MISSED APCH RADIO COMM FAILURE: Climb on 307° to 2960', turn LEFT climbing to 3940' to VOR, hold 5 min, then according to chart.					
Alt Set: hPa		Rwy Elev: 39 hPa	Trans level: By ATC		
Trans alt: 10010'					



Gnd speed-Kts		70	90	100	120	140	160	PAPI		HIALS-II		2960'	oh	307°					
Descent Angle		3.00°	372	478	531	637	743			849	PAPI								
MAP at D1.9																			
JAR-OPS										STRAIGHT-IN LANDING RWY 31					CIRCLE-TO-LAND				
										MDA(H) 1560'(486')									
										ALS out					Max Kts	MDA(H)		VIS	
A	RVR 1000m					RVR 1500m					100	1730'(653')		1500m					
B	RVR 1200m										135	1730'(653')		1600m					
C	RVR 1600m					RVR 2000m					180	2300'(1223')		2400m					
D	RVR 1600m										205	2300'(1223')		3600m					



Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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L`VIV, (L`VIV - UKLL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKLL