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Airport Information For UHWW

Terminal Charts For UHWW

Revision Letter For Cycle 09-2019

Change Notices

Notebook

General Information

Location: VLADIVOSTOK RUS
ICAO/IATA: UHWW / VVO
Lat/Long: N43° 23.9', E132° 08.9'
Elevation: 59 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -10:00 = UTC
Magnetic Variation: 10.0° W

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

Sunrise: 1954 Z
Sunset: 1022 Z

Runway Information

Runway: 07R
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 32 ft
Lighting: Edge, ALS, Centerline

Runway: 25L
Length x Width: 11483 ft x 197 ft
Surface Type: concrete
TDZ-Elev: 44 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 125.100 Non-English
ATIS: 127.800
Vladivostok Tower: 119.500
Vladivostok Tower: 124.000 Secondary
Vladivostok Tower: 123.400 Secondary
Vladivostok Ground: 121.700
Vladivostok Ground: 124.000 Secondary
Vladivostok Service Ramp/Taxi: 118.300

Vladivostok Approach: 124.000 Secondary
Vladivostok Approach: 124.700 Between 33576432 ft and 33562432 ft
Vladivostok Rayon Terminal Control Area: 122.300 Non-English
Vladivostok Radar: 124.000 Secondary
Vladivostok-Transit Operations: 131.800 Non-English
Vladivostok Radar: 119.500 At or below 33574432 ft
Vladivostok Radar: 123.400 At or below 33574432 ft Secondary
Vladivostok-Transit Operations: 124.000 Secondary Non-English

UHHW/VVO
KNEVICH I

JEPPESSEN

VLADIVOSTOK, RUSSIA

28 DEC 18

10-1R

Eff 3 Jan

RADAR MINIMUM ALTITUDES

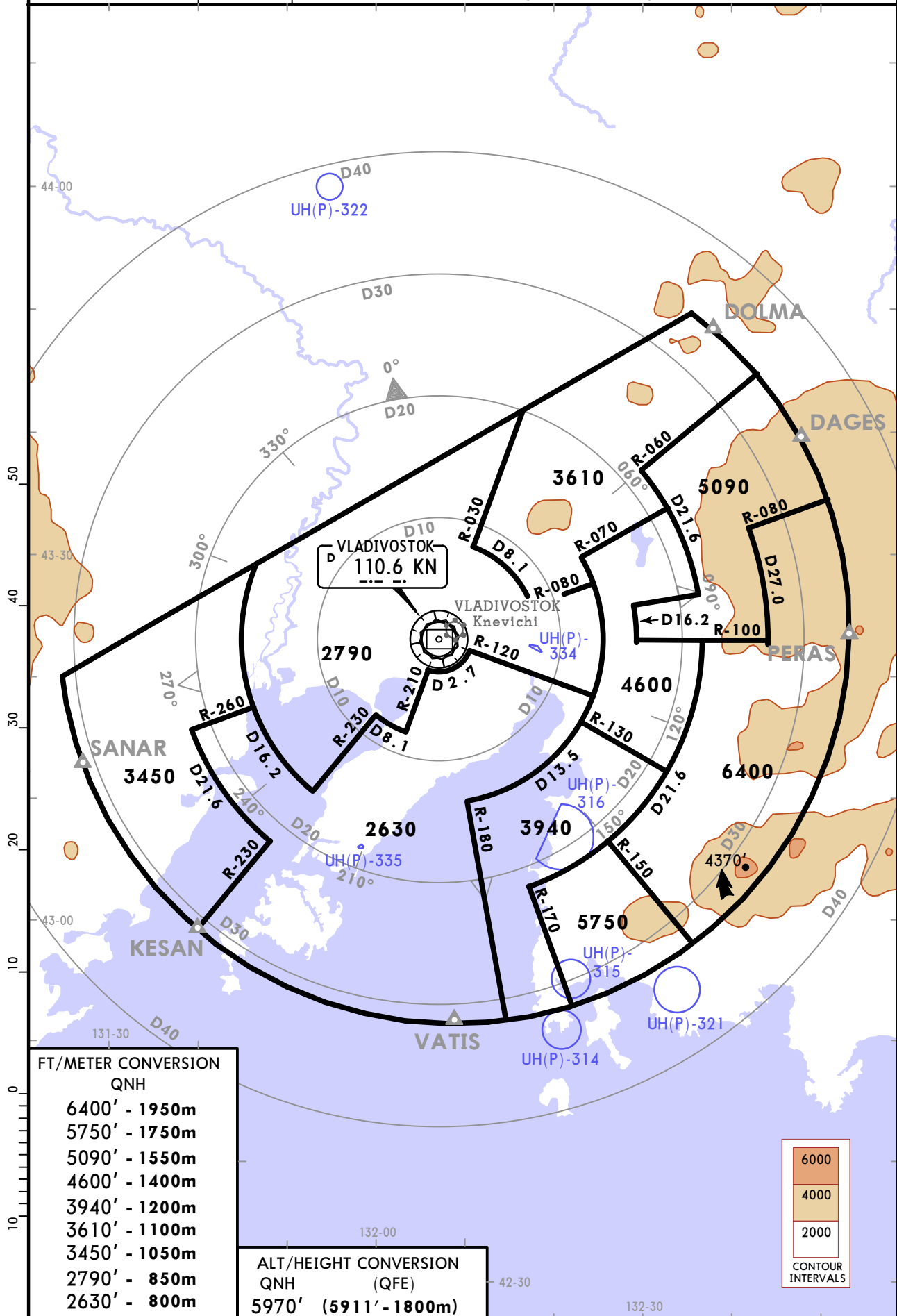
VLADIVOSTOK Radar
119.5

Apt Elev
59'

Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL80 Trans alt: 5970' (5911')

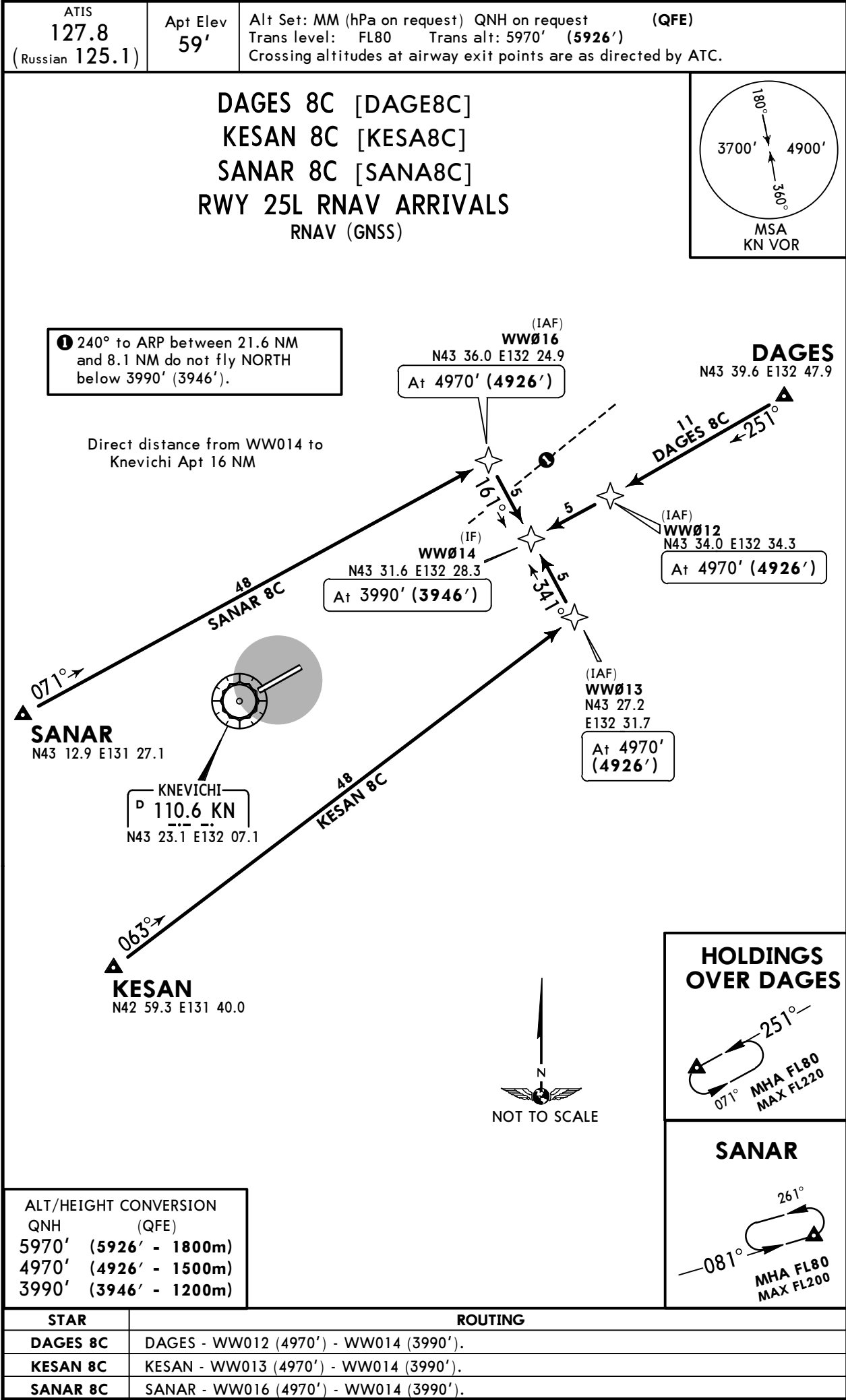
1. Chart only to be used for cross-checking altitudes while under vectoring control.
2. When vectoring is carried-out under low-temperature conditions, altitudes must be corrected by altimeter temperature correction.



UHHW/VVO
KNEVICH

JEPPesen
15 APR 16 (10-2A) Eff 28 Apr

VLADIVOSTOK, RUSSIA
RNAV STAR



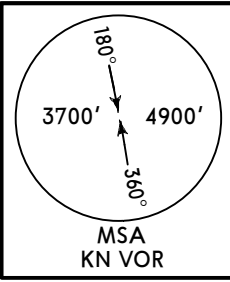
UHHW/VVO
KNEVICH

JEPPESEN
15 APR 16 10-2B

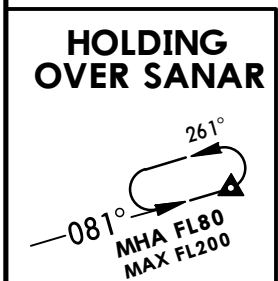
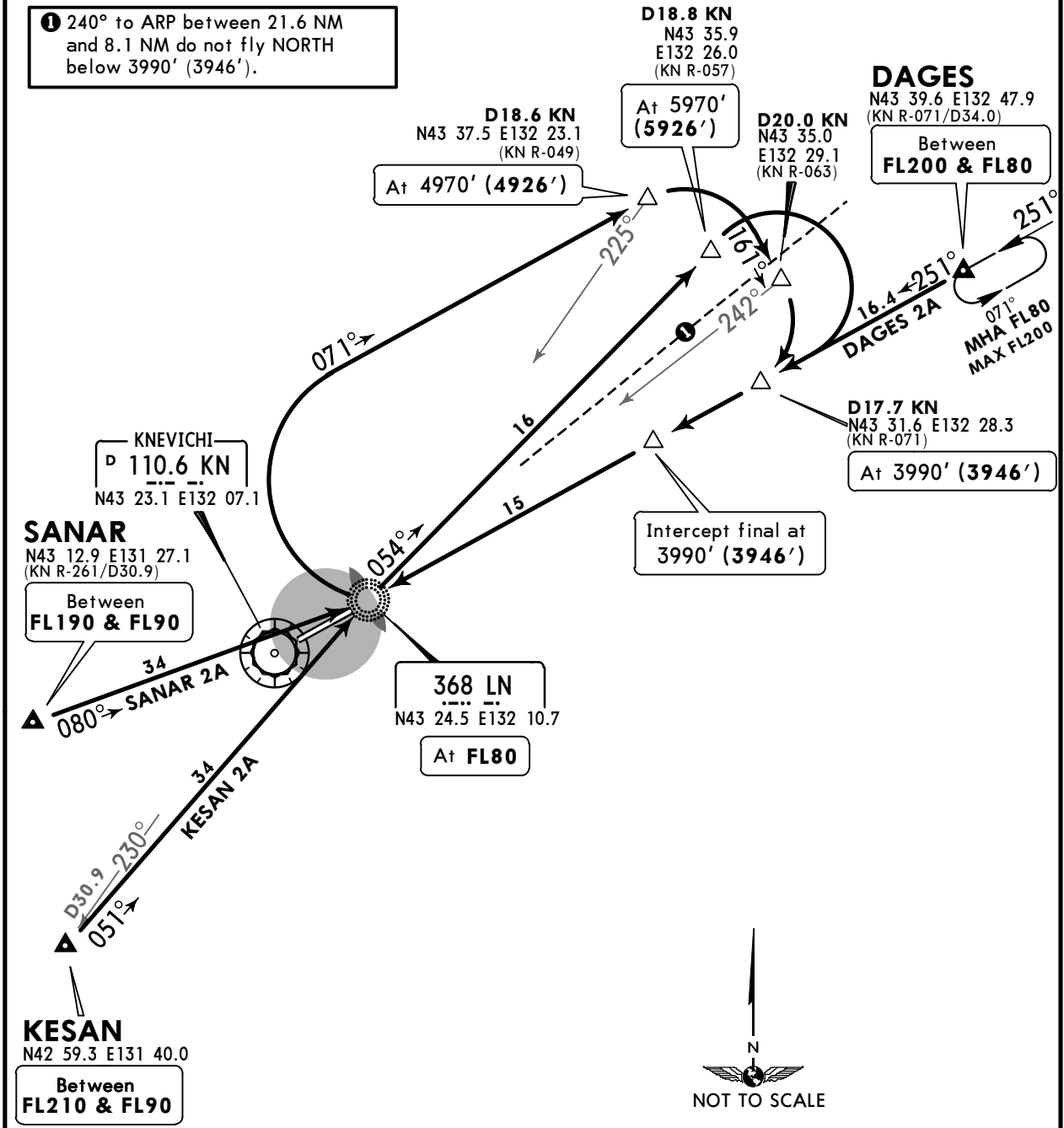
VLADIVOSTOK, RUSSIA
Eff 28 Apr STAR

ATIS 127.8 (Russian 125.1)	Apt Elev 59'	Alt Set: MM (hPa on request) QNH on request Trans level: FL80 Trans alt: 5970' (5926')	(QFE)
----------------------------------	-----------------	---	-------

DAGES 2A [DAGE2A]
KESAN 2A [KESA2A]
SANAR 2A [SANA2A]
RWY 25L ARRIVALS



① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 3990' (3946').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5926' - 1800m)
4970'	(4926' - 1500m)
3990'	(3946' - 1200m)

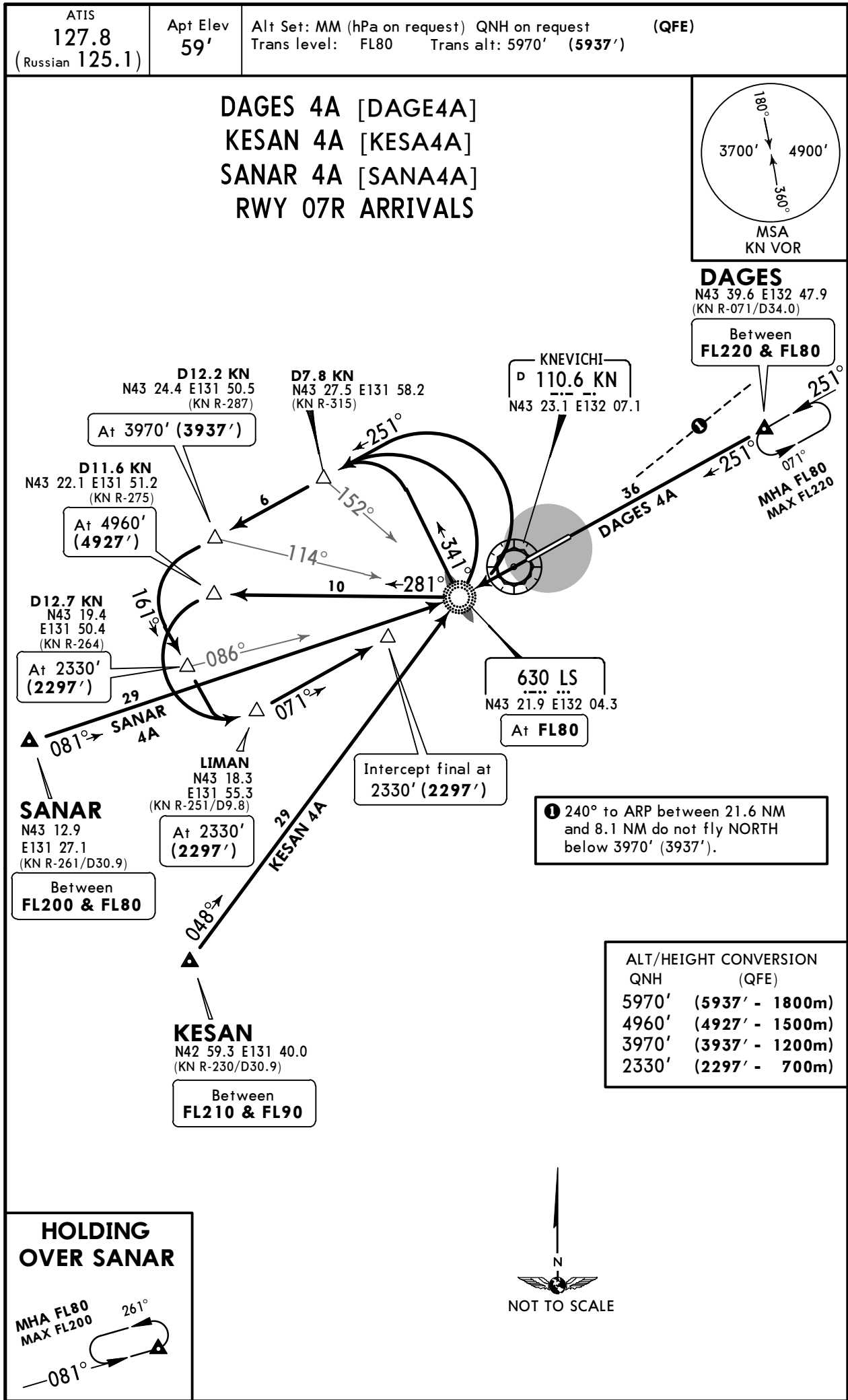
UHHW/VVO
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JEPPESSEN
15 APR 16 10-2C

VLADIVOSTOK, RUSSIA

Eff 28 Apr

STAR



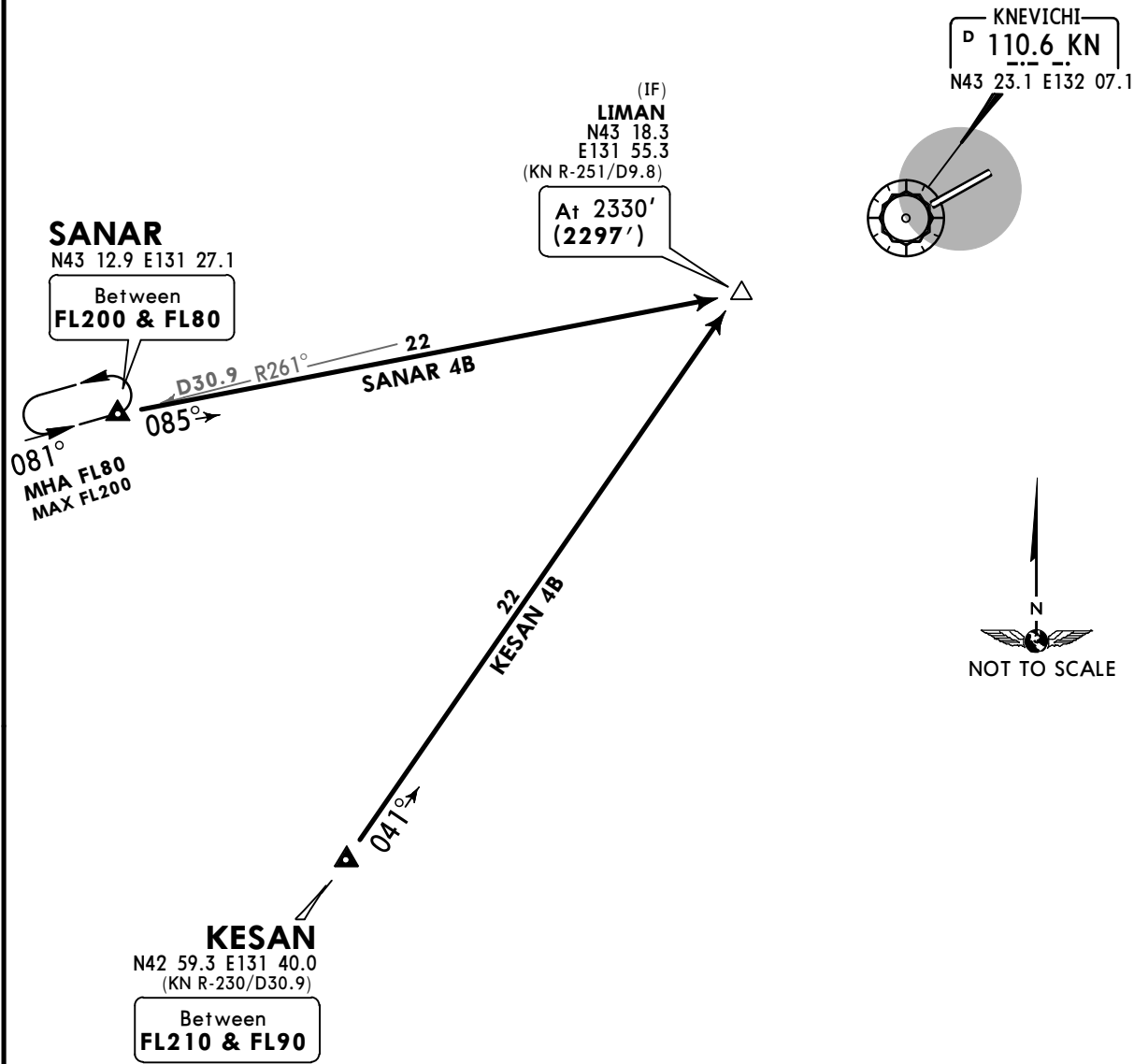
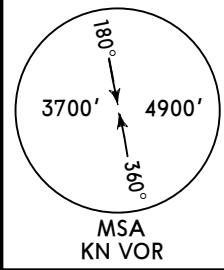
UHHW/VVO
KNEVICH

15 APR 16 **10-2D** Eff 28 Apr

VLADIVOSTOK, RUSSIA
RADAR STAR

ATIS 127.8 (Russian 125.1)	Apt Elev 59'	Alt Set: MM (hPa on request) QNH on request Trans level: FL80 Trans alt: 5970' (5937')	(QFE)
----------------------------------	-----------------	---	-------

KESAN 4B [KESA4B]
SANAR 4B [SANA4B]
RWY 07R RADAR ARRIVALS

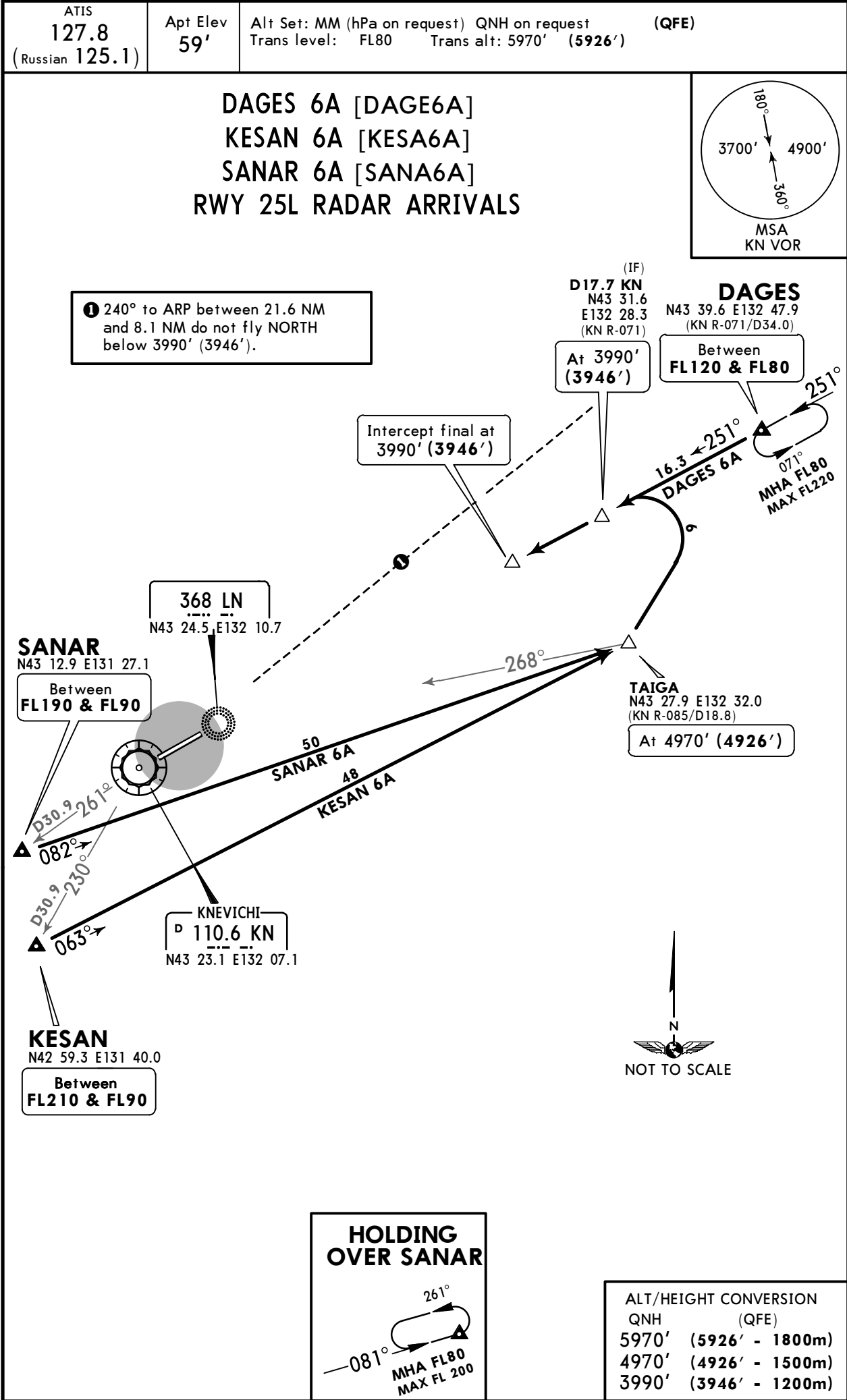


ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5937' - 1800m)
2330'	(2297' - 700m)

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JEPPESSEN
15 APR 16 10-2E Eff 28 Apr

VLADIVOSTOK, RUSSIA
RADAR STAR



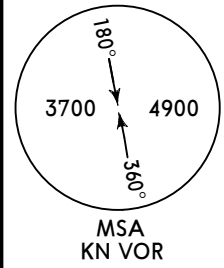
UHHW/VVO
KNEVICH

JEPPESEN
28 DEC 18 10-2F Eff 3 Jan

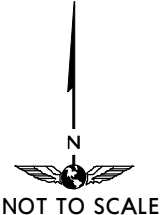
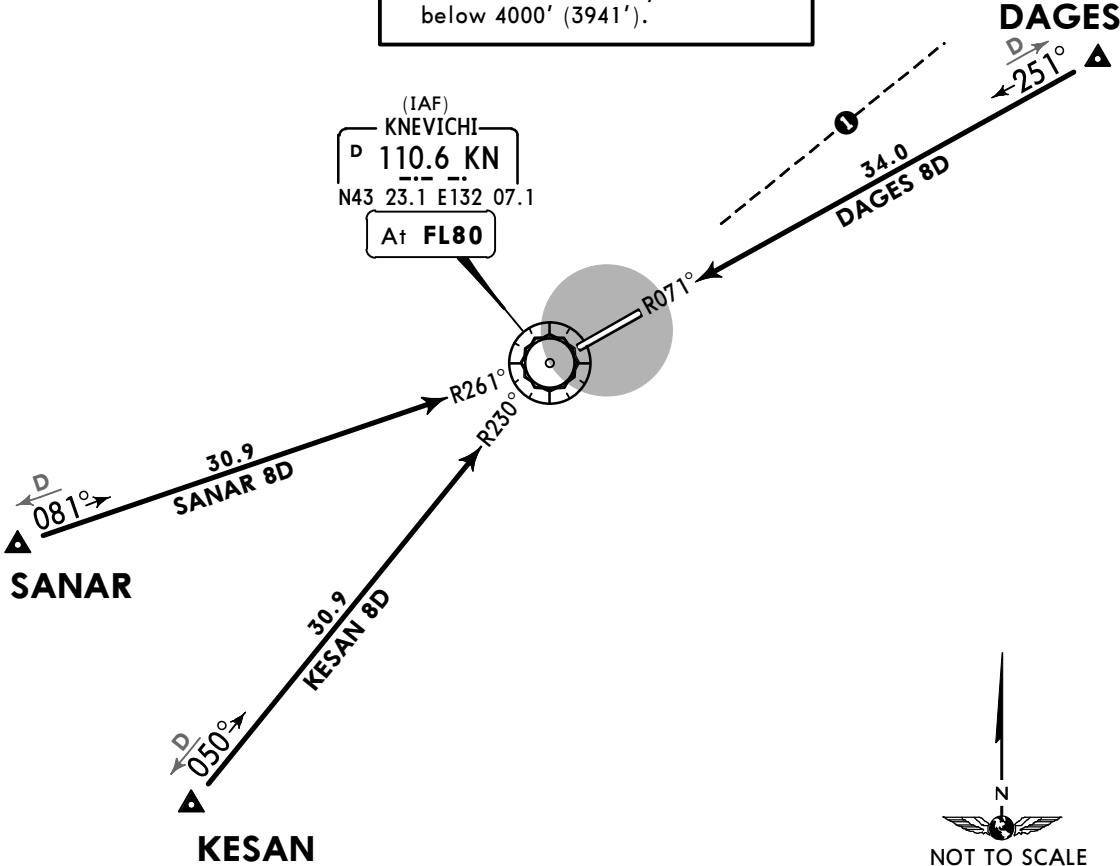
VLADIVOSTOK, RUSSIA
STAR

ATIS 127.8 (Russian 125.1)	Apt Elev 59'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL80 Trans alt: 5970' (5911') 1. DME required. 2. Crossing altitudes at airway exit points are as directed by ATC.
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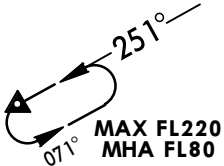
DAGES 8D [DAGE8D]
KESAN 8D [KESA8D]
SANAR 8D [SANA8D]
RWYS 07R, 25L ARRIVALS
(VORDME)



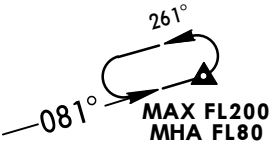
① 240° to ARP between 21.6 NM and 8.1 NM do not fly NORTH below 4000' (3941').



HOLDINGS OVER DAGES



SANAR



ALT/HEIGHT CONVERSION	
QNH	(QFE)
5970'	(5911' - 1800m)
4000'	(3941' - 1200m)

UHHW/VVO
KNEVICH

JEPPESSEN
15 APR 16 10-3

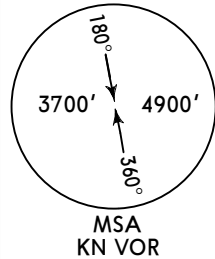
Eff 28 Apr

VLADIVOSTOK, RUSSIA

SID

Apt Elev
59'

QNH on request (QFE)
Trans level: FL80 Trans alt: 5970' (5926')
Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 1
DOLMA 1A [DOLM1A]
PERAS 1, SANAR 1
VATIS 1
RWY 25L DEPARTURES

DOLMA
N43 48.4 E132 38.0
(KN R-051/D33.9)

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').

At or above
2020' (1976')
but not before 6.5 NM
from THR RWY 07R

KNEVICH
D 110.6 KN
N43 23.1 E132 07.1

PERAS
N43 23.5
E132 53.3
D33.7

SANAR
N43 12.9 E131 27.1
(KN R-261/D30.9)

VATIS
N42 51.7 E132 08.9



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2020'	(1976' - 600m)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)

UHHW/VVO
KNEVICH

JEPPESEN
28 DEC 18 10-3C

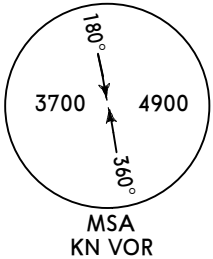
Eff 3 Jan

VLADIVOSTOK, RUSSIA

SID

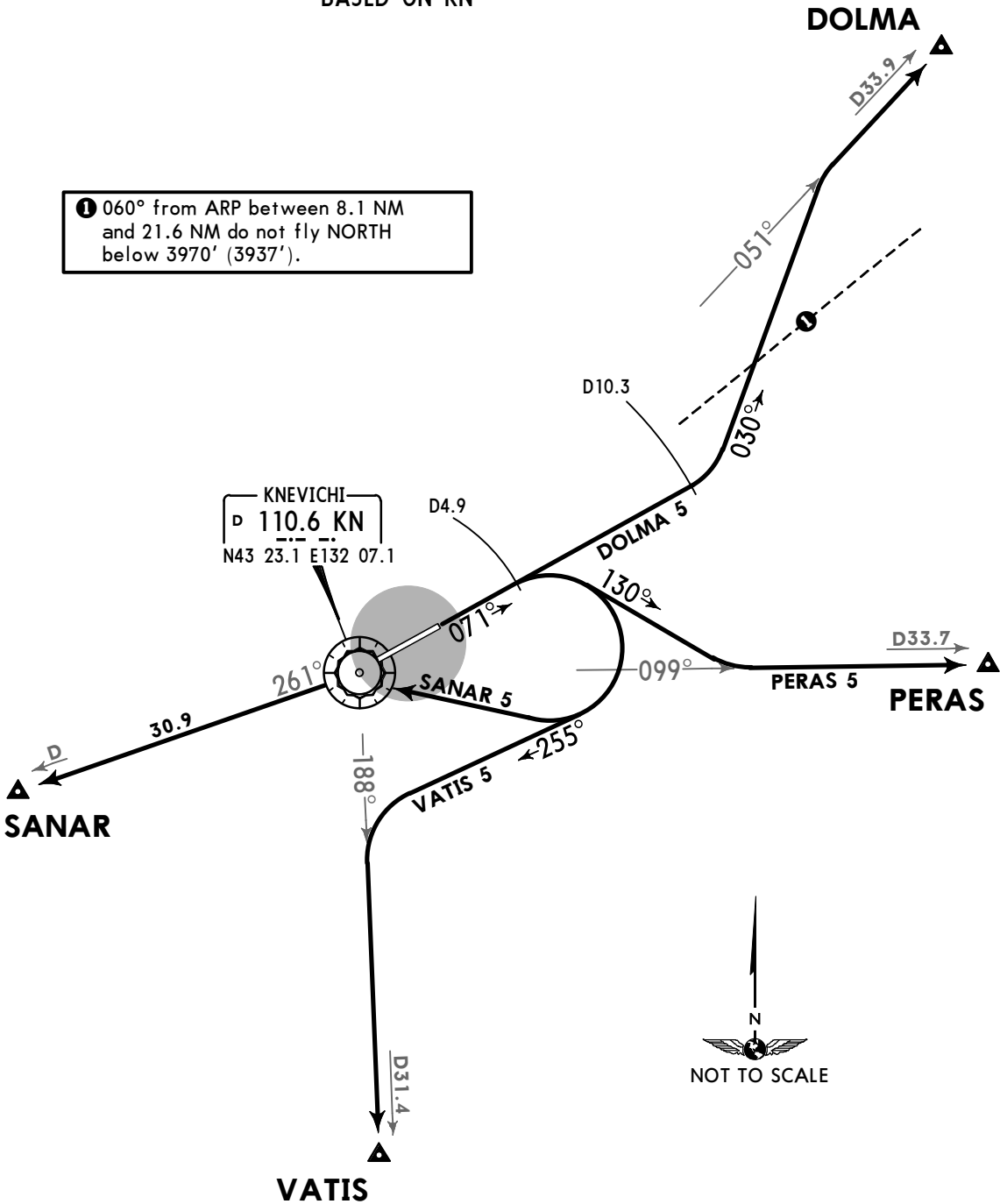
Apt Elev
59'

QNH on request (QFE)
Trans level: FL80 Trans alt: 5970' (5937')
1. DME required.
2. Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 5
PERAS 5
SANAR 5
VATIS 5
RWY 07R DEPARTURES
BASED ON KN

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3970' (3937').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3970'	(3937' - 1200m)
5970'	(5937' - 1800m)

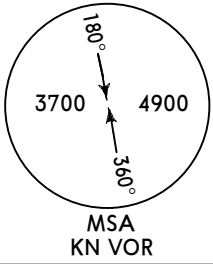
UHHW/VVO
KNEVICH

JEPPESSEN
28 DEC 18 10-3D Eff 3 Jan

VLADIVOSTOK, RUSSIA
SID

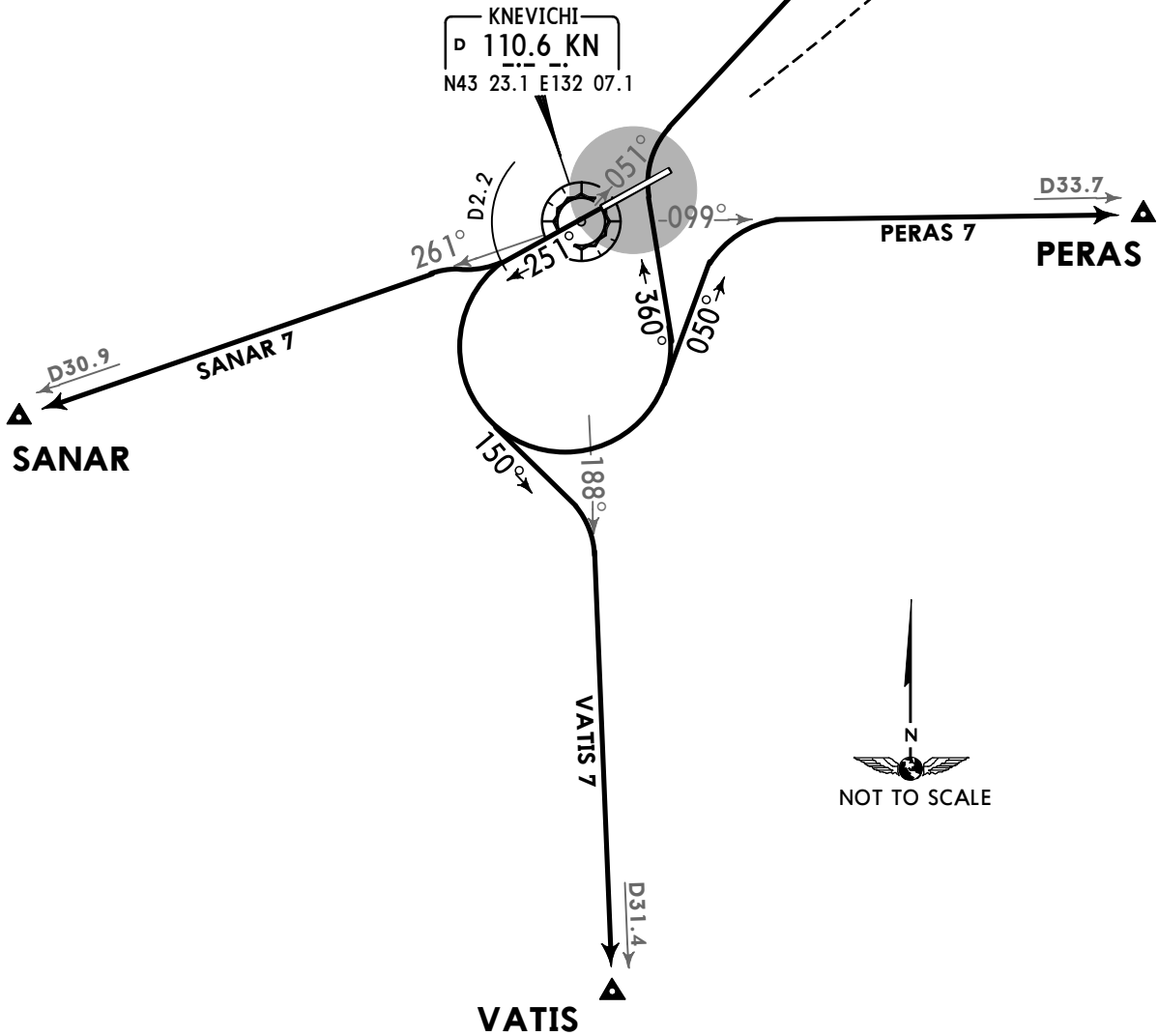
Apt Elev
59'

QNH on request (QFE)
Trans level: FL80 Trans alt: 5970' (5926')
1. DME required.
2. Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 7
PERAS 7
SANAR 7
VATIS 7
RWY 25L DEPARTURES
BASED ON KN

① 060° from ARP between 8.1 NM and 21.6 NM do not fly NORTH below 3990' (3946').



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3990'	(3946' - 1200m)
5970'	(5926' - 1800m)

UHWW/VVO
KNEVICH
 **JEPPESSEN**
20 APR 18 **10-4** **Eff 26 Apr**
VLADIVOSTOK, RUSSIA
NOISE**NOISE ABATEMENT****ARRIVALS**

Noise abatement procedures during approach phase shall be carried out by crews of all ACFT.

In case of extreme weather conditions such as considerable wind speed, cumulo-nimbus clouds etc. in the arrival and approach sectors, the pilot-in-command may deviate from noise abatement procedures if deemed necessary for safety reasons.

Noise abatement procedures shall also not be carried out when

- there is ice, slush, water, mud, rubber, oil etc. on the RWY and the friction coefficient is 0.4 or less,
- ceiling is less than 120m or VIS is less than 1800m,
- crosswind component on RWY (including gusts) exceeds 7m/sec,
- tailwind component on RWY exceeds 2.5m/sec,
- wind shear is forecasted or reported or if unfavourable weather conditions are expected (e.g. thunderstorms) that may influence approach and landing.

During instrument as well as visual approach flying below ILS GP is not allowed.

No noise abatement procedure shall prescribe to exceed the indicated air speed of descent.

Displacement of THR shall not be used as a noise abatement measure.

Air-Ground communication shall be reduced to a minimum in order not to distract the crew's attention while carrying out noise abatement procedures.

Landing with tailwind component is allowed according to the Aeroplane Flight Manual.

DEPARTURES

Noise abatement procedures during take-off and climbing phase shall be carried out by crews of all ACFT.

They shall not be carried out

- at the expense of flight safety,
- in case of one of the engines fails during the take-off phase.

Take-off with tailwind component shall be allowed according to the Aeroplane Flight Manual.

Change of course after take-off permitted only after reaching 720' (661' - 200m), turn shall be carried out with 25° bank or with angular turn rate 3°/sec.

Minimum speed during established climb shall not be less than $V_2 + 10$ KT or not be less than that prescribed by the Aeroplane Flight Manual if it has greater value.

Maintaining minimum indicated air speed of climb is not required if it leads to exceeding the maximum admissible angle of attack.

The reduction of power shall not be carried out until

- reaching 1050' (991' - 300m),
- established standard power mode enables ACFT with MAX MTOM to maintain a minimum climb gradient of 4% at a rate as stated in above speed regulations,
- take-off path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and with taking into account possible engine failure and time period necessary for development of full power by remaining engines.

Special take-off procedures

The crews shall apply either NADP 1 or 2 of ICAO Doc 8168, Vol I, Part V, Chapter 3, and the pilot-in-command may use any of them for reaching necessary effect.

UHHW/VVO

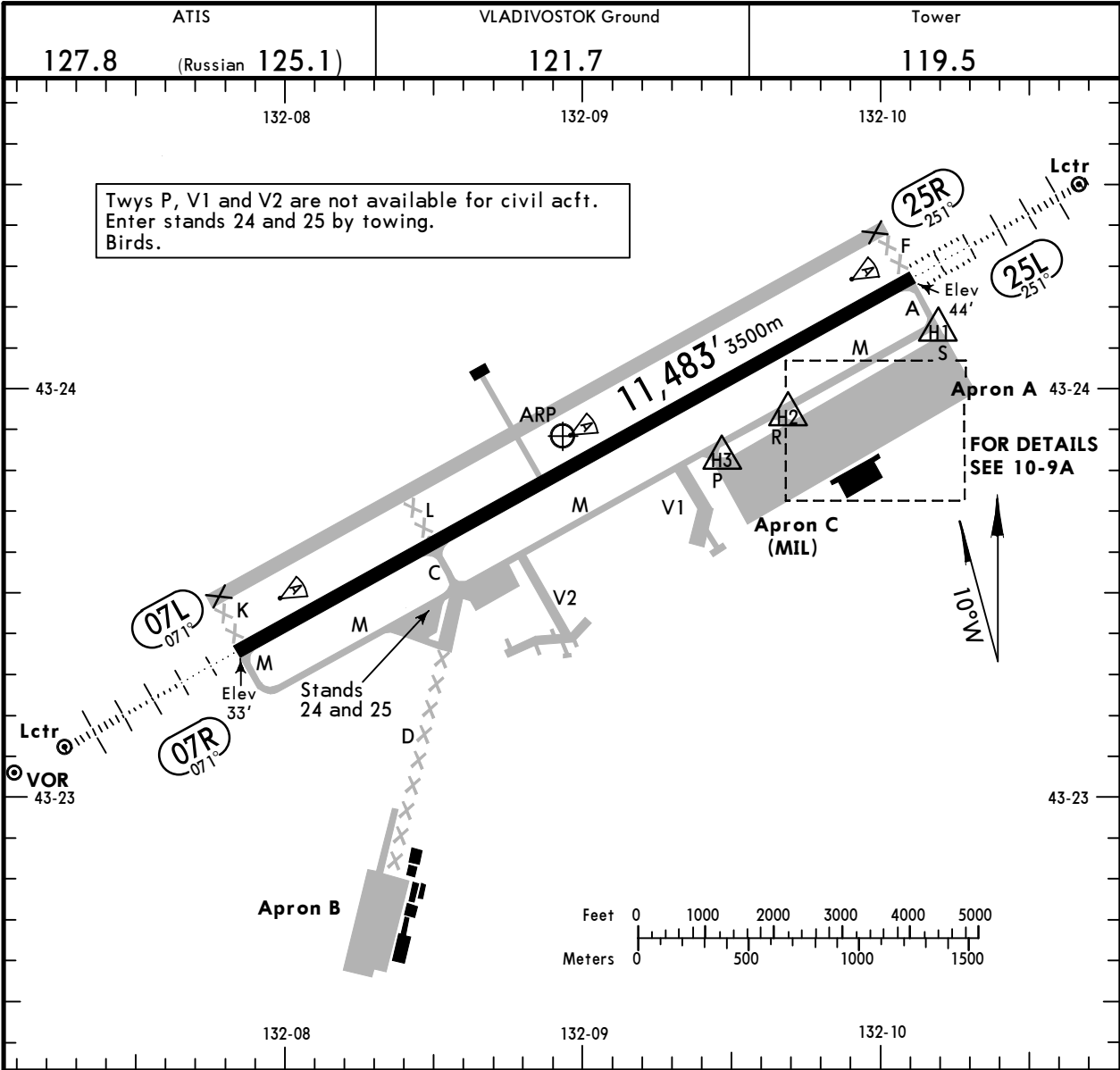
Apt Elev **59'**
N43 23.9 E132 08.9

JEPPESSEN

7 DEC 18 **(10-9)**

VLADIVOSTOK, RUSSIA

KNEVICH



ADDITIONAL RUNWAY INFORMATION								
RWY						USABLE LENGTHS		WIDTH
						LANDING BEYOND		
		Threshold		Glide Slope		TAKE-OFF		
07R	HIRL (60m) CL (15m) HIALS ①	RVR		10,450' 3185m		②	197' 60m	
25L	HIRL (60m) CL (15m) HIALS-II TDZ ①	RVR		10,511' 3204m				

① PAPI-L (angle 3.00°)

② TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head 11,483' (3500m)
twy C int 8202' (2500m)

TAKE-OFF		
AIR CARRIER (JAA)		
All Rwys		
LVP must be in force		
	RL & CL	RCLM (DAY only) or RL
A		
B	200m (150m)	250m
C		400m
D	250m (200m)	300m

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

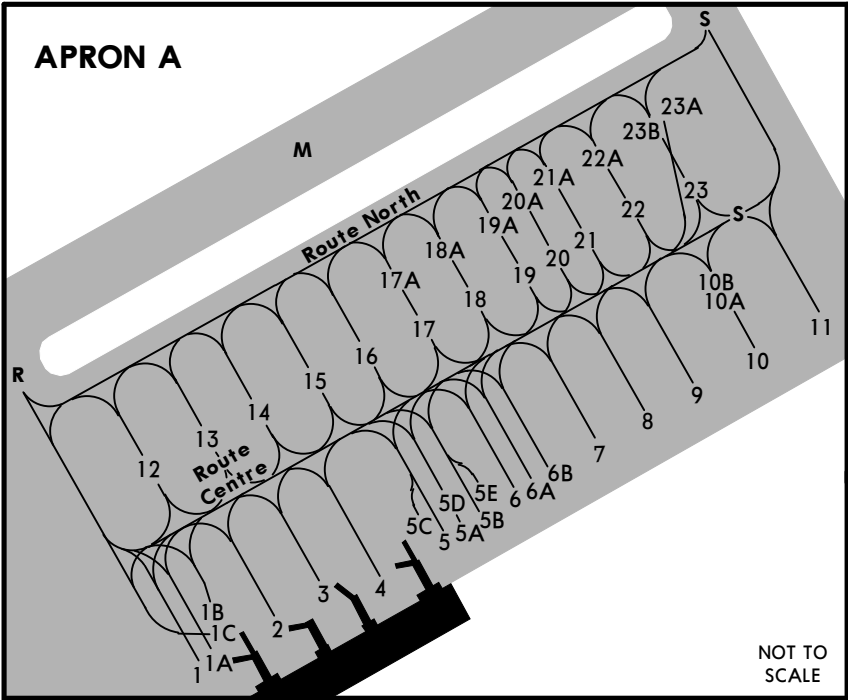
CHANGES: None.

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UHWW/VVO

 **JEPPESSEN**
7 DEC 18 **(10-9A)**

VLADIVOSTOK, RUSSIA
KNEVICH



Taxiing via Twy M at reduced speed, with increased caution and strictly along centerline.
Taxiing via Twy R for Acft with MAX wingspan 231'/65m.
Stands 12 thru 23B are through stands for taxiing.
Exit stands 1 thru 4, 5 thru 5B and 6 thru 11 by towing.
Engine start-up is allowed on Route Centre abeam stands 1 thru 23, and on Route North abeam stands 12 thru 23 and 23B. Start-up of one engine is allowed during towing from a stand to the area abeam stands 1 thru 23 and 23B by coordination with the engineering technical service. Start-up is allowed on stands 5C thru 5E and 12 thru 23B.
Stands 22 thru 23B are available for de-icing.
Air taxiing is permitted after Follow-me car only.
Stands 1 thru 5B, 6 thru 23B, 24 and 25 available for helicopters.

LOW VISIBILITY PROCEDURE (LVP)

LVP for CAT II operations are available for take-off rwys 07R/25L and landing rwy 25L.
Taxiing of ACFT under low visibility conditions shall be carried out after the Follow-me car.
Escorting by Follow-me car shall be in the following cases:
- when RVR is less than 550m;
- when it is difficult to determinate taxi guideline on Twy and the apron due to presence of precipitation such as snow, slush, etc.
Escorting of aircraft by a Follow-me car shall be provided:
- for departure from the moment of taxiing out of the stand/start-up area to the runway-holding position on the taxiway;
- after landing: from the moment of vacating ILS critical area on the taxiway to the stand on the apron.
It is PROHIBITED to cross the runway holding position line (ILS critical area) without TWR controller's permission, when the (red) stop bar lights are switched on.
During LVP take-off without stopping at line-up position after taxiing onto runway is prohibited.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 1C	N43 23.8 E132 09.8	17 thru 18A	N43 24.0 E132 10.0
2 thru 4	N43 23.8 E132 09.9	19	N43 24.0 E132 10.1
5 thru 6	N43 23.9 E132 10.0	19A	N43 24.0 E132 10.0
6A thru 8	N43 23.9 E132 10.1	20 thru 22	N43 24.0 E132 10.1
9	N43 23.9 E132 10.2	22A	N43 24.1 E132 10.1
10 thru 10B	N43 24.0 E132 10.2	23 thru 23B	N43 24.1 E132 10.2
11	N43 24.0 E132 10.3	24	N43 23.4 E132 08.4
12, 13	N43 23.9 E132 09.8	25	N43 23.4 E132 08.5
14, 15	N43 23.9 E132 09.9		
16	N43 24.0 E132 09.9		

UHHW/VVO


JEPPESSEN
15 AUG 14
Eff 21 Aug

10-9S

Standard
VLADIVOSTOK, RUSSIA
KNEVICH I

STRAIGHT-IN RWY		A	B	C	D
07R	ILS	233'(200')	233'(200')	233'(200')	233'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	470'(437')	470'(437')	470'(437')	470'(437')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB ①	420'(387')	420'(387')	420'(387')	420'(387')
		R1100m	R1100m	R1100m	R1100m
25L	ALS out	R1500m	R1500m	R1800m	R1800m
	LS NDB ①②	460'(427')	460'(427')	460'(427')	460'(427')
		R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LS NDB ③	1350'(1317')	1350'(1317')	1350'(1317')	1350'(1317')
		C5000m	C5000m	C5000m	C5000m
	CAT 2 ILS	143'(100')	143'(100')	143'(100')	143'(100')
		RA115'R300m	RA115'R300m	RA115'R300m	RA115'R300m
	ILS	243'(200')	243'(200')	243'(200')	243'(200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	450'(407')	450'(407')	450'(407')	450'(407')
		R1200m	R1200m	R1200m	R1200m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ①②	1810'(1767')	1810'(1767')	1810'(1767')	1810'(1767')
		C5000m	C5000m	C5000m	C5000m
	NDB ③	2280'(2237')	2280'(2237')	2280'(2237')	2280'(2237')
		C5000m	C5000m	C5000m	C5000m

① Continuous Descent Final Approach.

② with FAF.

③ w/o FAF.

UHHW/VVO

JEPPESEN

15 AUG 14

Eff 21 Aug

10-9S1

Standard

VLADIVOSTOK, RUSSIA

KNEVICH I

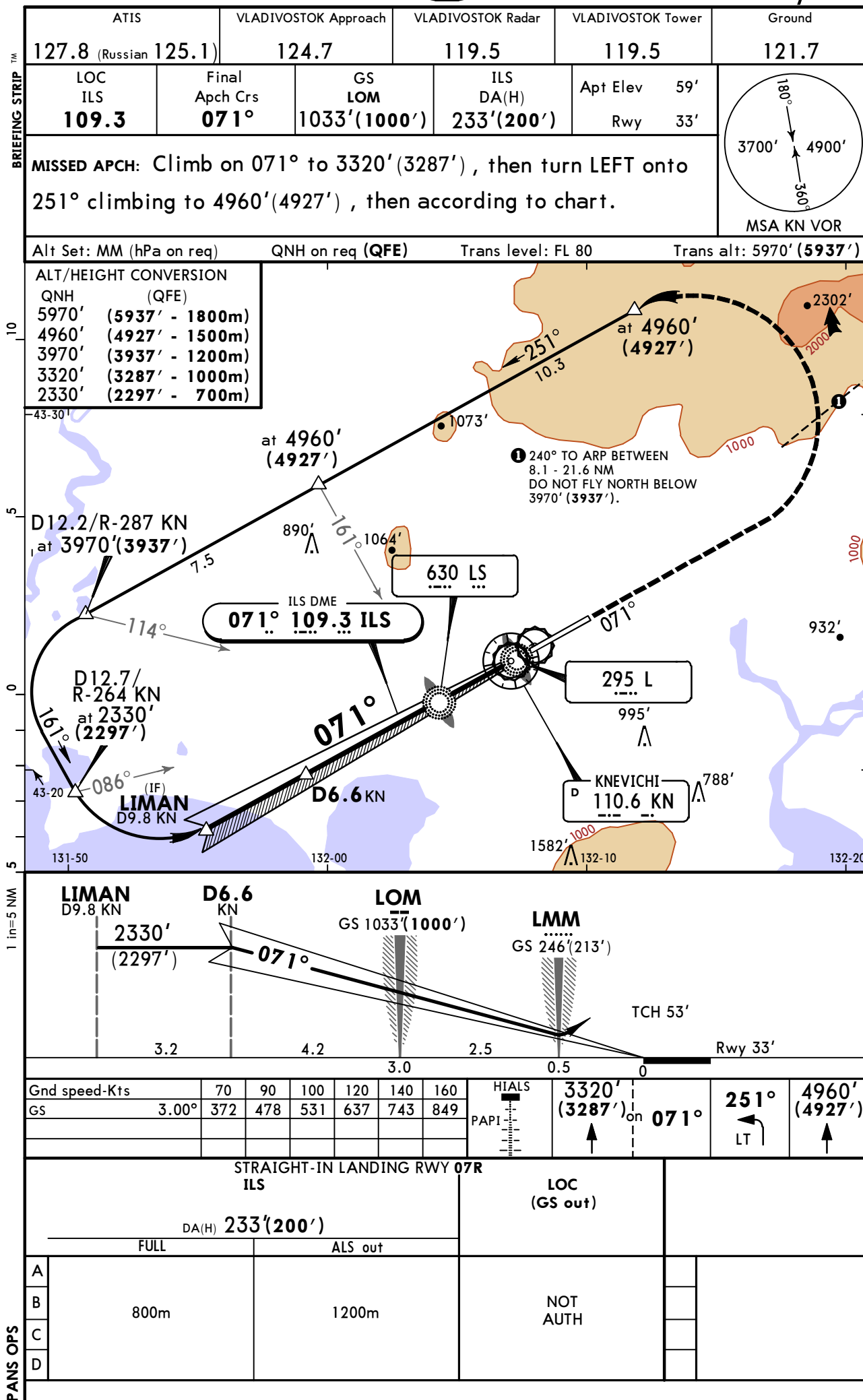
TAKE-OFF RWY 07R, 25L

	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					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		

UHHW/VVO
KNEVICH

JEPPESSEN
15 APR 16 **11-1** **Eff 28 Apr**

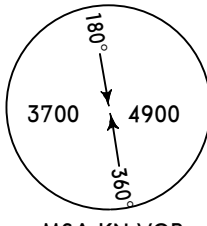
VLADIVOSTOK, RUSSIA
ILS Rwy 07R



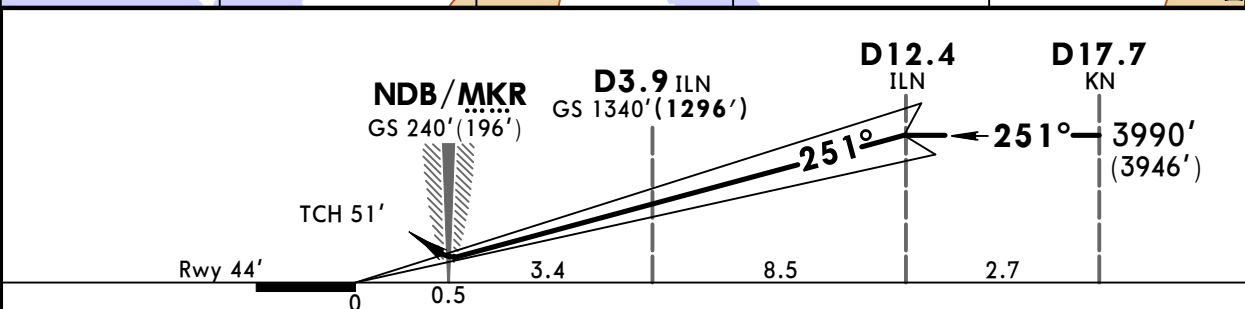
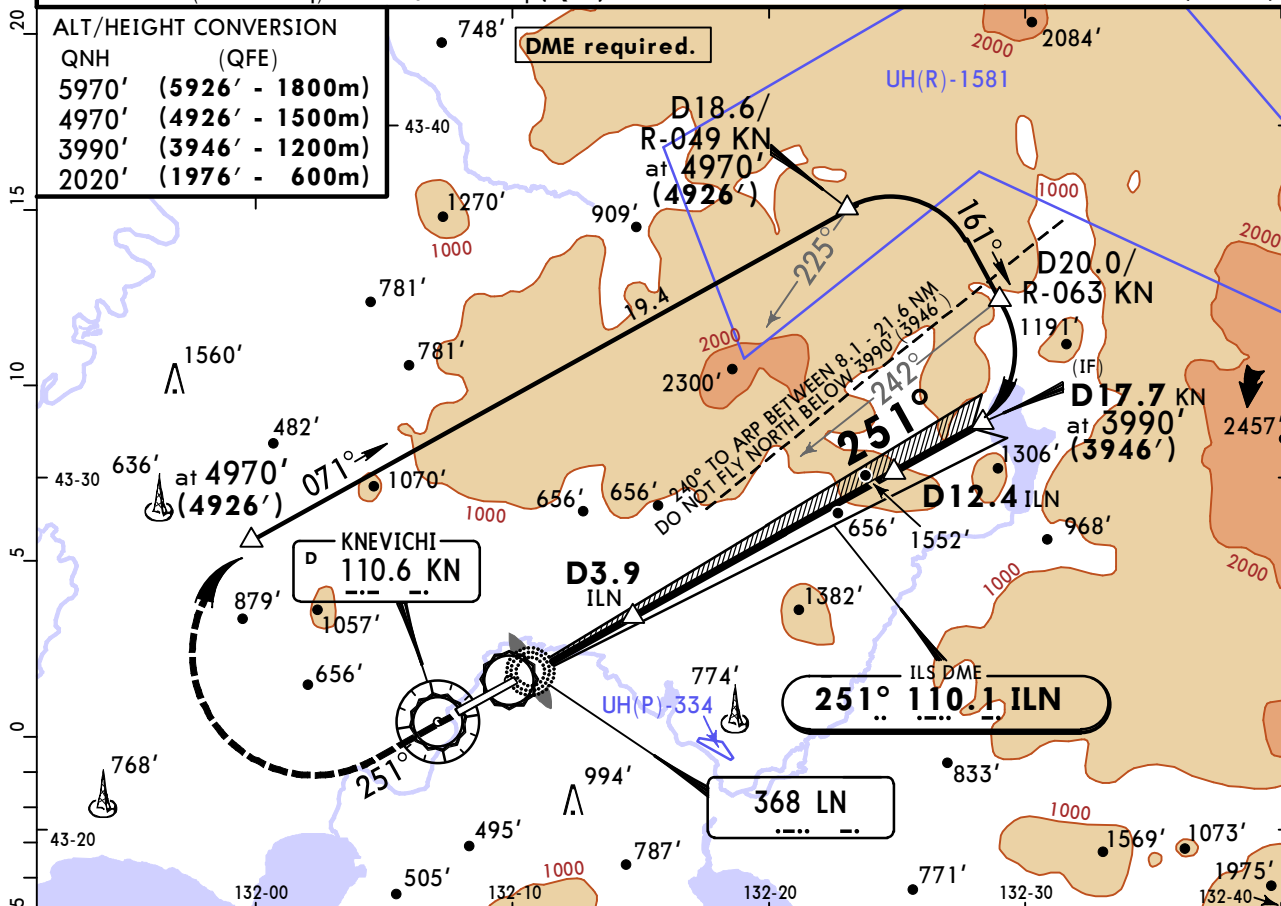
UHHW/VVO
KNEVICH

JEPPesen
21 DEC 18 **(11-2)** Eff 3 Jan

VLADIVOSTOK, RUSSIA
ILS Rwy 25L

BRIEFING STRIP™	ATIS	VLADIVOSTOK Approach	VLADIVOSTOK Radar	VLADIVOSTOK Tower	Ground
	127.8 (Russian 125.1)	124.7	119.5	119.5	121.7
	LOC ILN 110.1	Final Apch Crs 251°	GS D3.9 ILN 1340' (1296')	ILS DA(H) 244' (200')	Apt Elev 59' Rwy 44'
MISSED APCH: Climb on 251° to 2020' (1976'), then turn RIGHT onto 071° climbing to 4970' (4926'), then according to chart.					 MSA KN VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 80 Trans alt: 5970' (5926')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	2020' (1976')	251°	071°	4970' (4926')
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	↑	

STRAIGHT-IN LANDING RWY 25L						
ILS				LOC (GS out)		
DA(H) 244' (200')						
FULL		TDZ or CL out	ALS out			
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED		
B						
C						
D						

CHANGES: Proc ident.

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UHWW/VVO
KNEVICH

JEPPESSEN
21 DEC 18
Eff 3 Jan 11-2A

VLADIVOSTOK, RUSSIA
CAT II ILS Rwy 25L

ATIS
127.8 (Russian 125.1)

VLADIVOSTOK Approach
124.7

VLADIVOSTOK Radar
119.5

VLADIVOSTOK Tower
119.5

Ground
121.7

LOC ILN
110.1

Final Apch Crs
251°

GS
D3.9 ILN
1340' (1296')

CAT II ILS
RA 115'
DA(H)
144' (100')

Apt Elev 59'
Rwy 44'

MISSED APCH: Climb on 251° to 2020' (1976'), then turn RIGHT onto 071° climbing to 4970' (4926'), then according to chart.

180°
3700
4900
360°

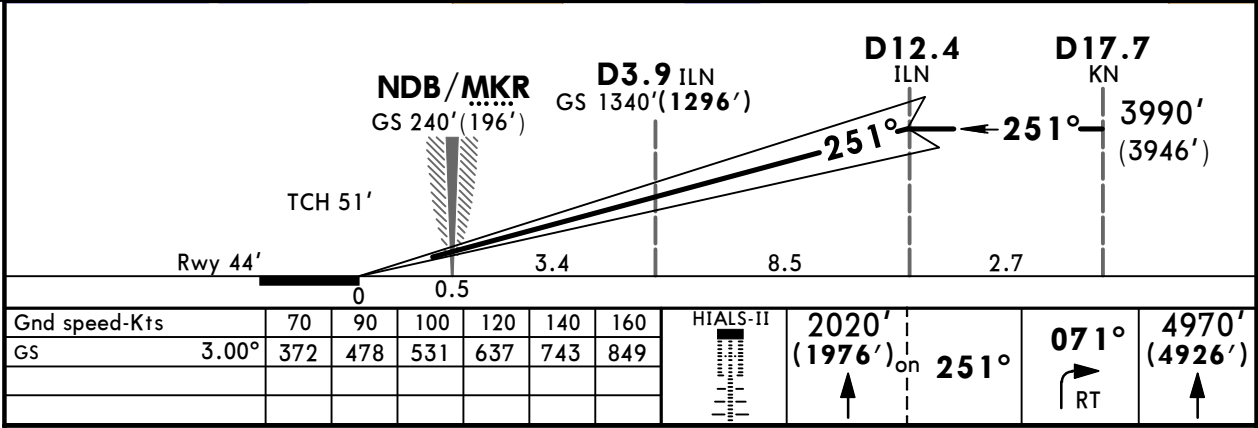
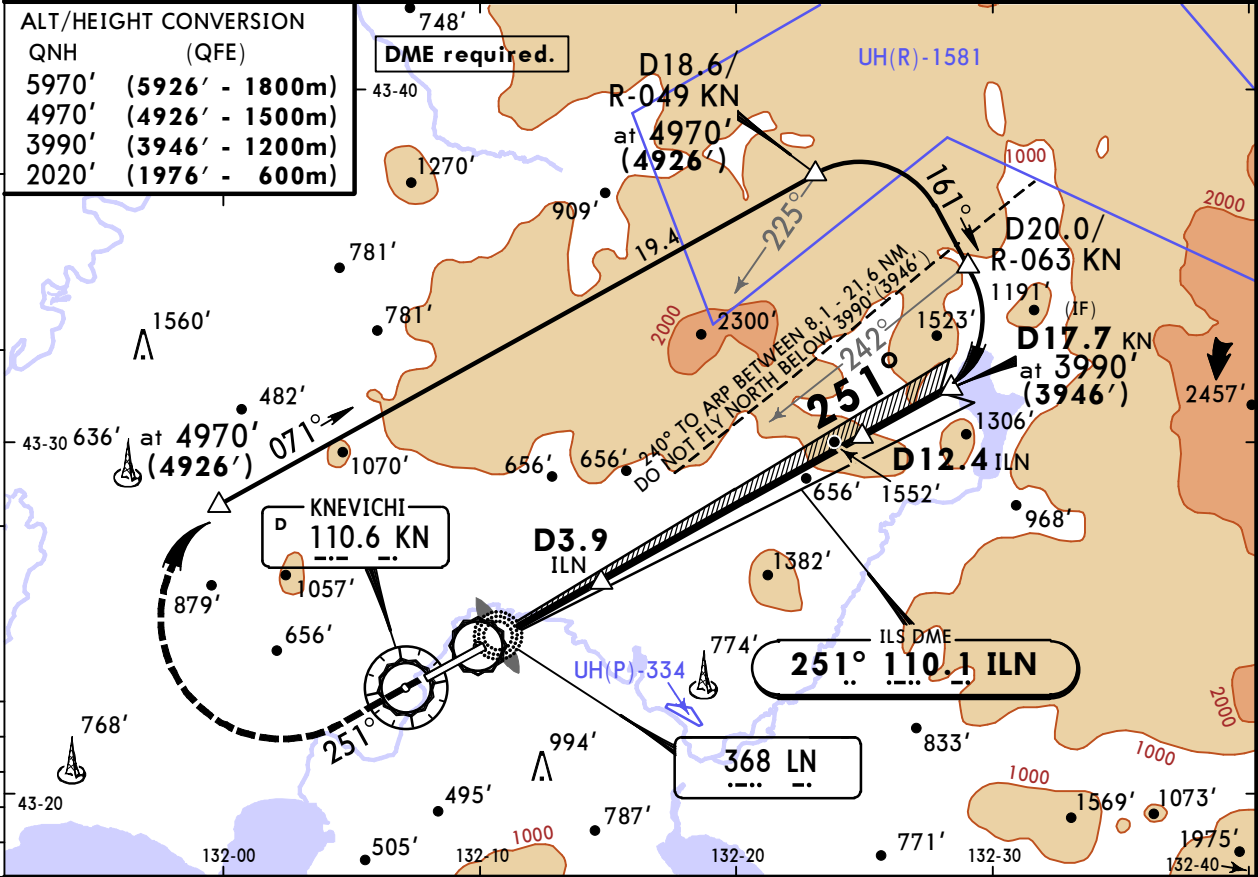
MSA KN VOR

Alt Set: MM (hPa on req)
Special Aircrew & Aircraft Certification Required.

QNH on req (QFE)

Trans level: FL 80

Trans alt: 5970' (5926')



STRAIGHT-IN LANDING RWY 25L

CAT II ILS

RA 115'

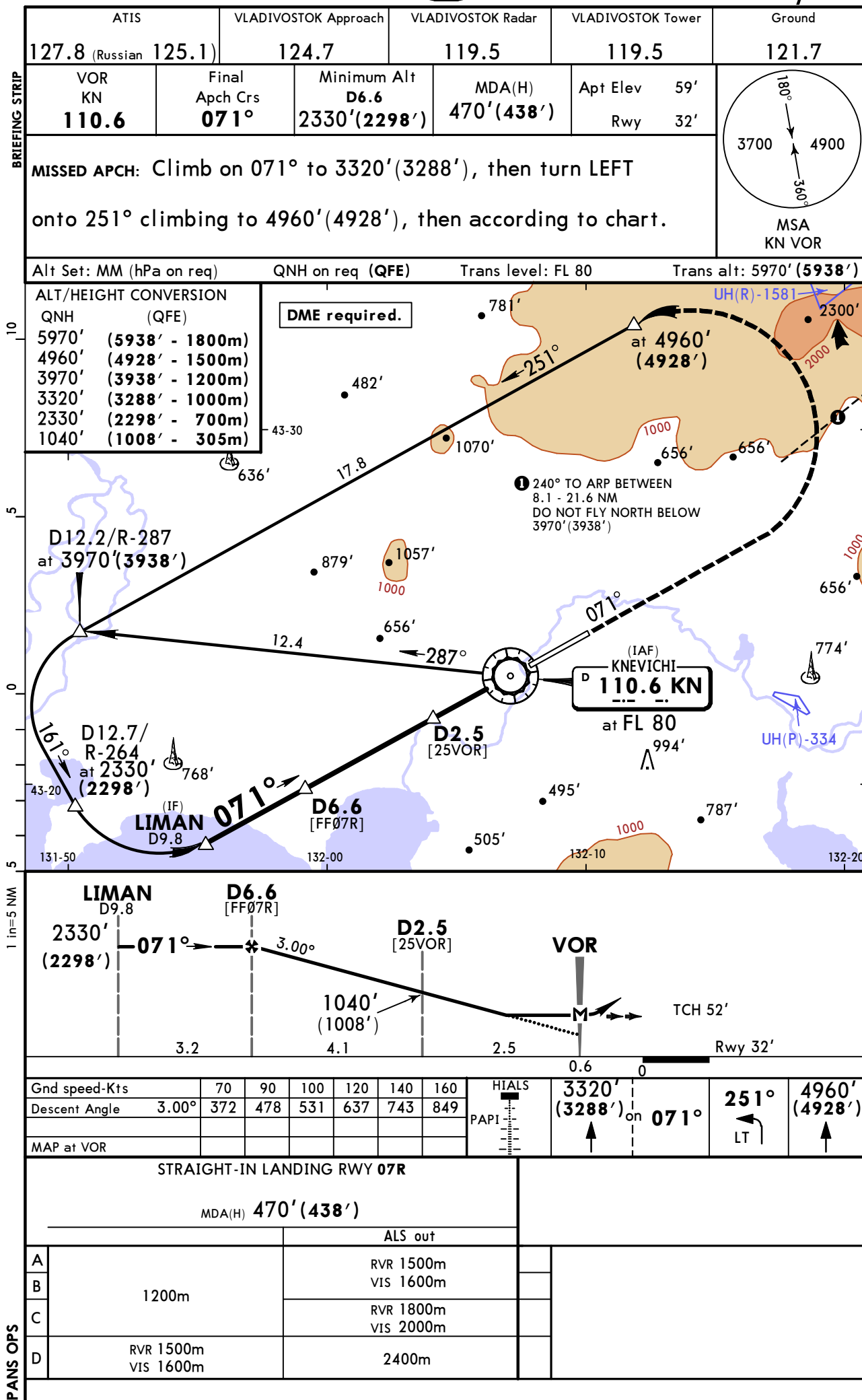
DA(H) 144' (100')

RVR 300m

UHHW/VVO
KNEVICH

JEPPESSEN
21 DEC 18 **(13-1)** Eff 3 Jan

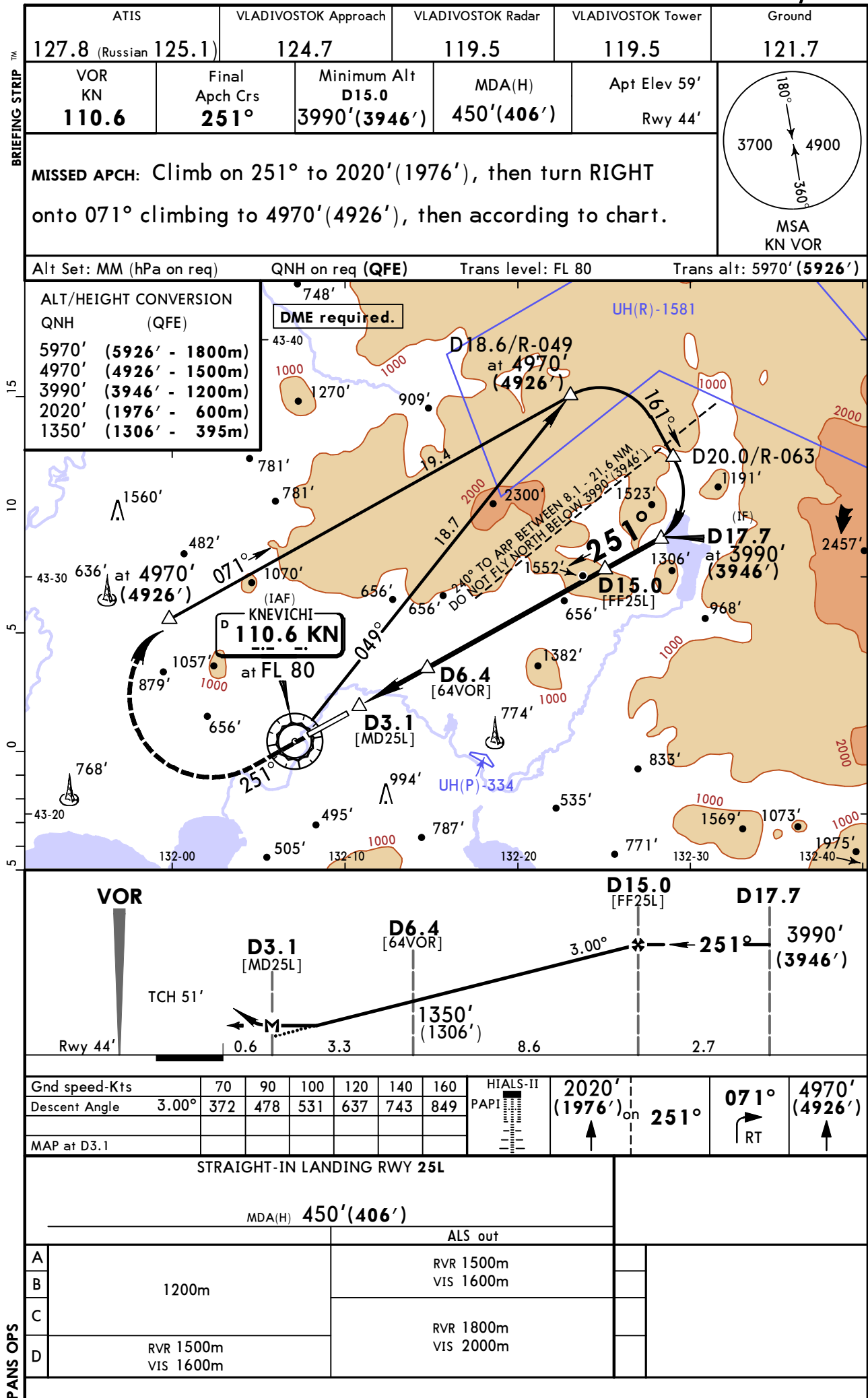
VLADIVOSTOK, RUSSIA
VOR Rwy 07R



UHHW/VVO
KNEVICH

JEPPESSEN
21 DEC 18 (13-2) Eff 3 Jan

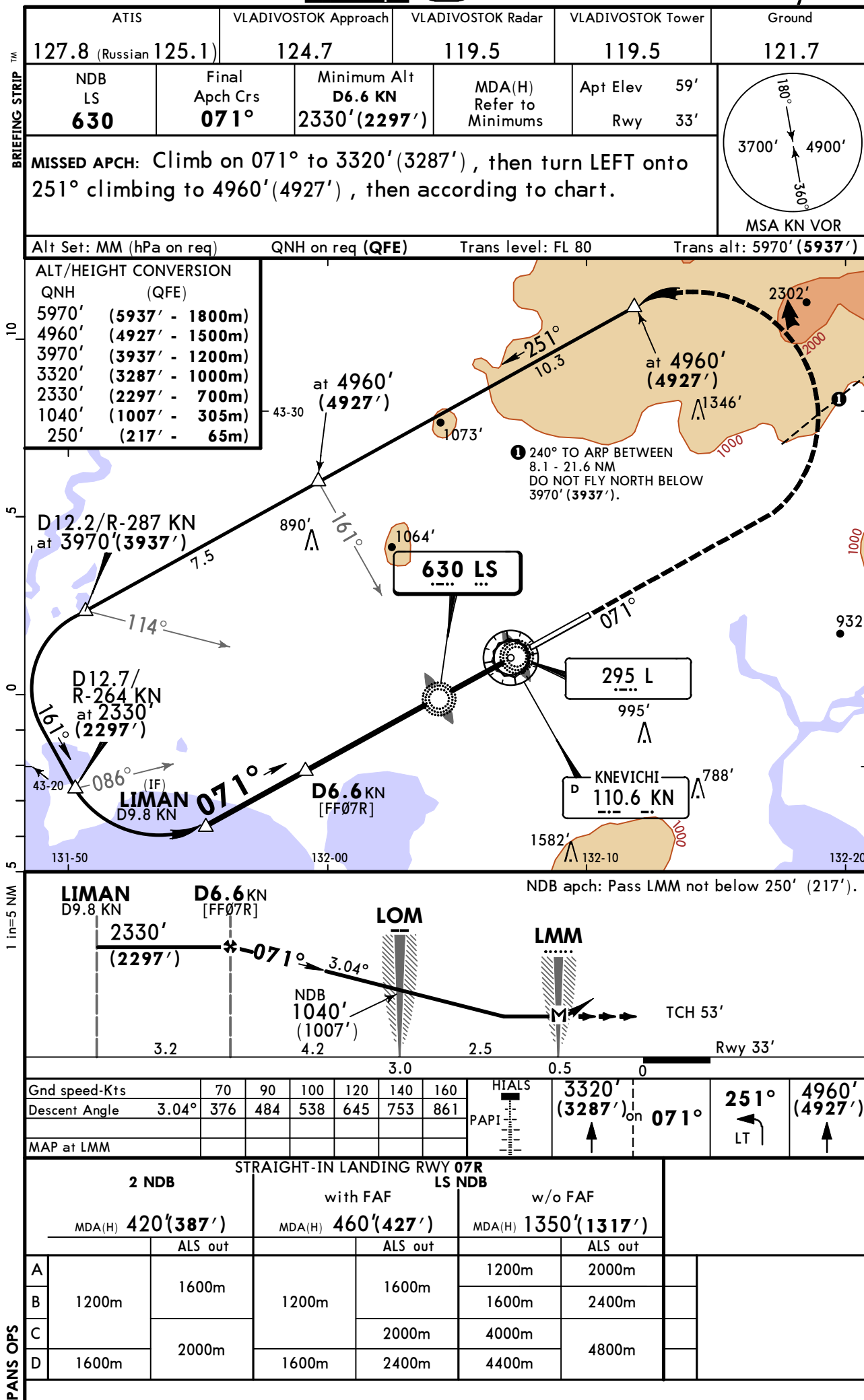
VLADIVOSTOK, RUSSIA
VOR Rwy 25L



UHHW/VVO
KNEVICH

JEPPESSEN
15 APR 16
Eff 28 Apr 16-1

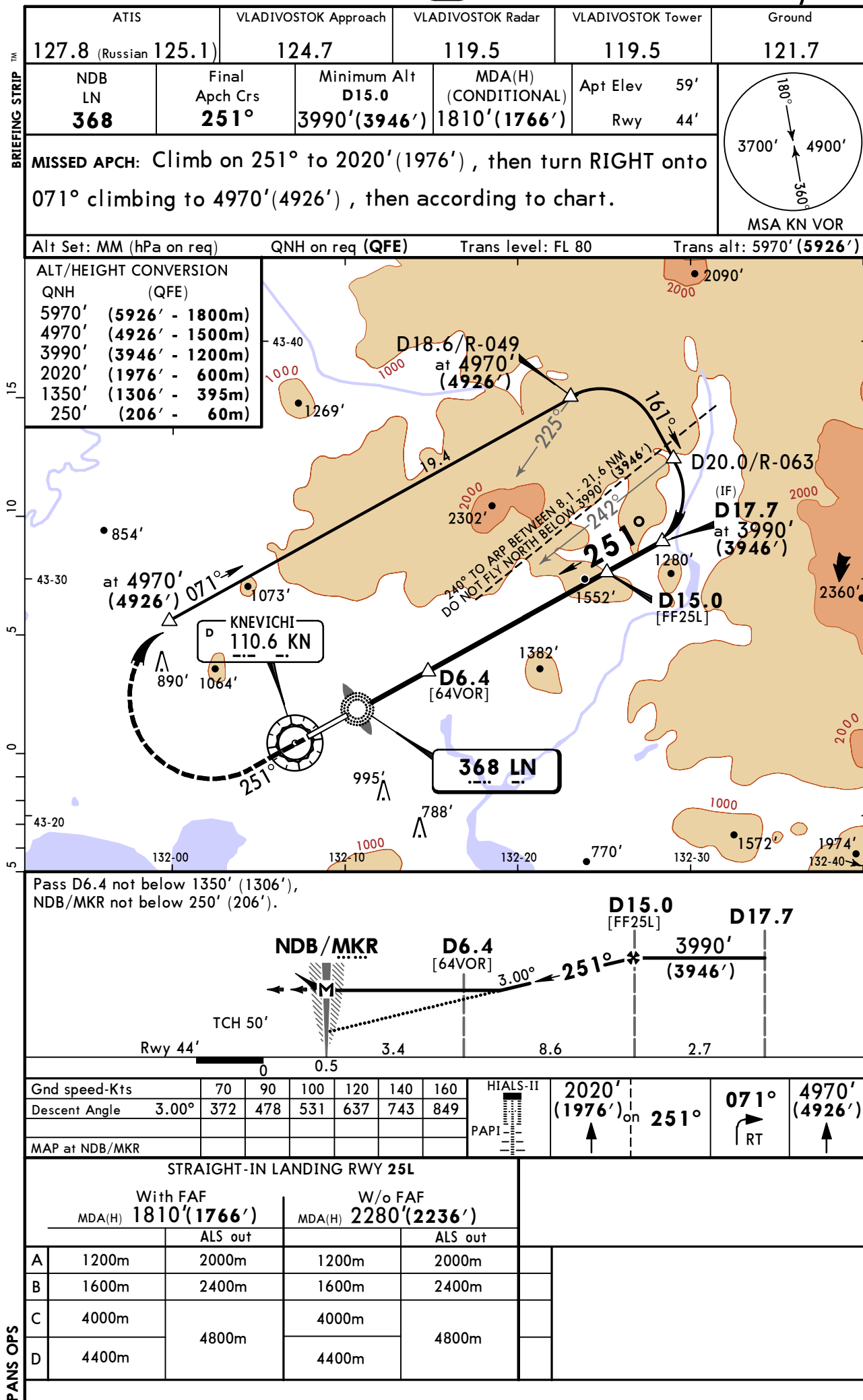
VLADIVOSTOK, RUSSIA
2 NDB or NDB Rwy 07R



UHHW/VVO
KNEVICH

JEPPESSEN
15 APR 16 **(16-2)** Eff 28 Apr

VLADIVOSTOK, RUSSIA
NDB Rwy 25L



VLADIVOSTOK, (KNEVICH I - UHWW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHWW