

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 25-2016

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: 0612 Z
Sunset: 1423 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: 122.925 Non-English
ATIS: 128.700
L'viv Tower: 128.000
L'viv Start Tower: 124.000
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

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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

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20 NOV 15 10-1R

L'VIV, UKRAINE
RADAR MINIMUM ALTITUDES

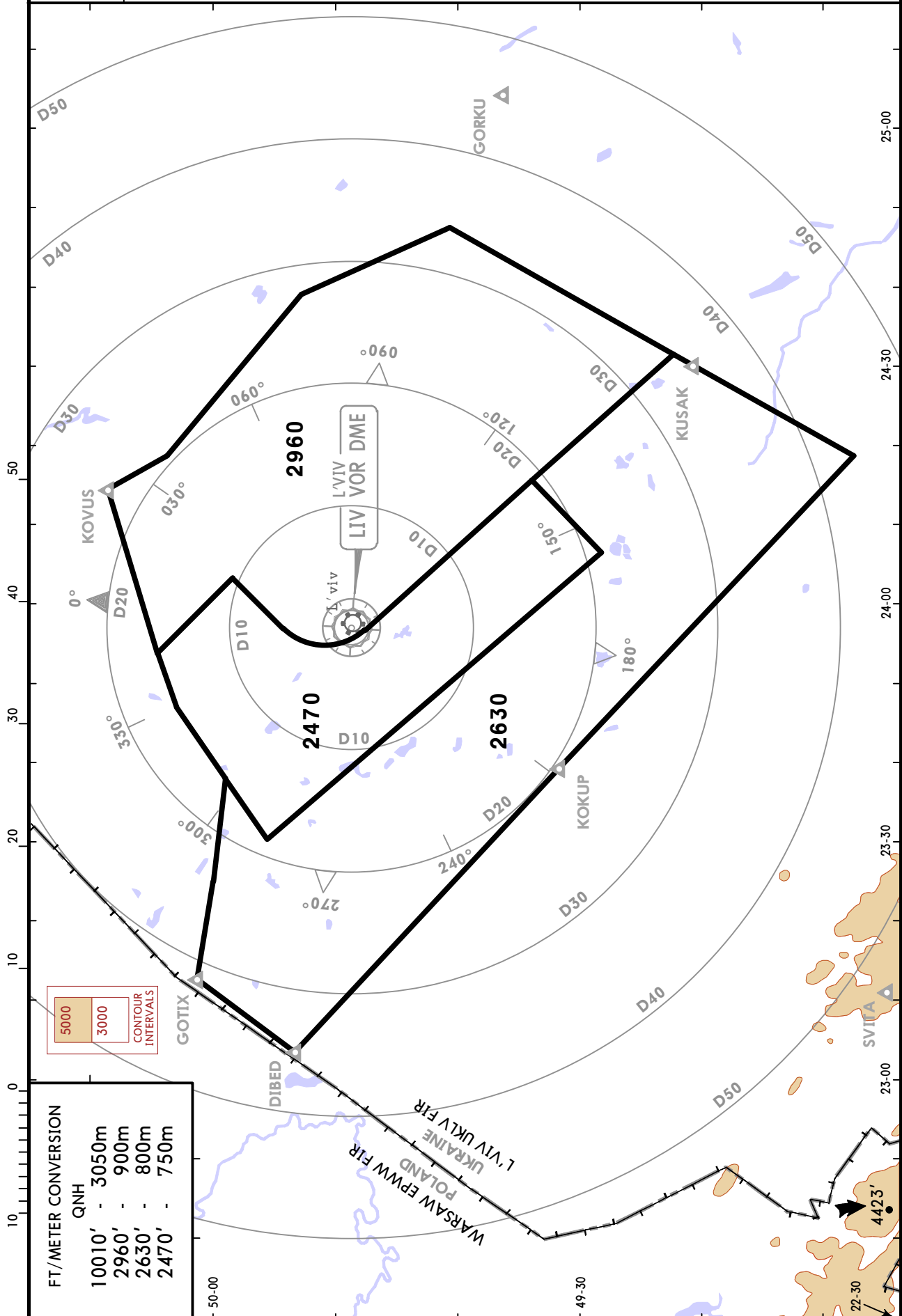
Apt Elev
1077'

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.



CHANGES: Sectors & altitudes revised.

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UKLL/LWO
L'VIV

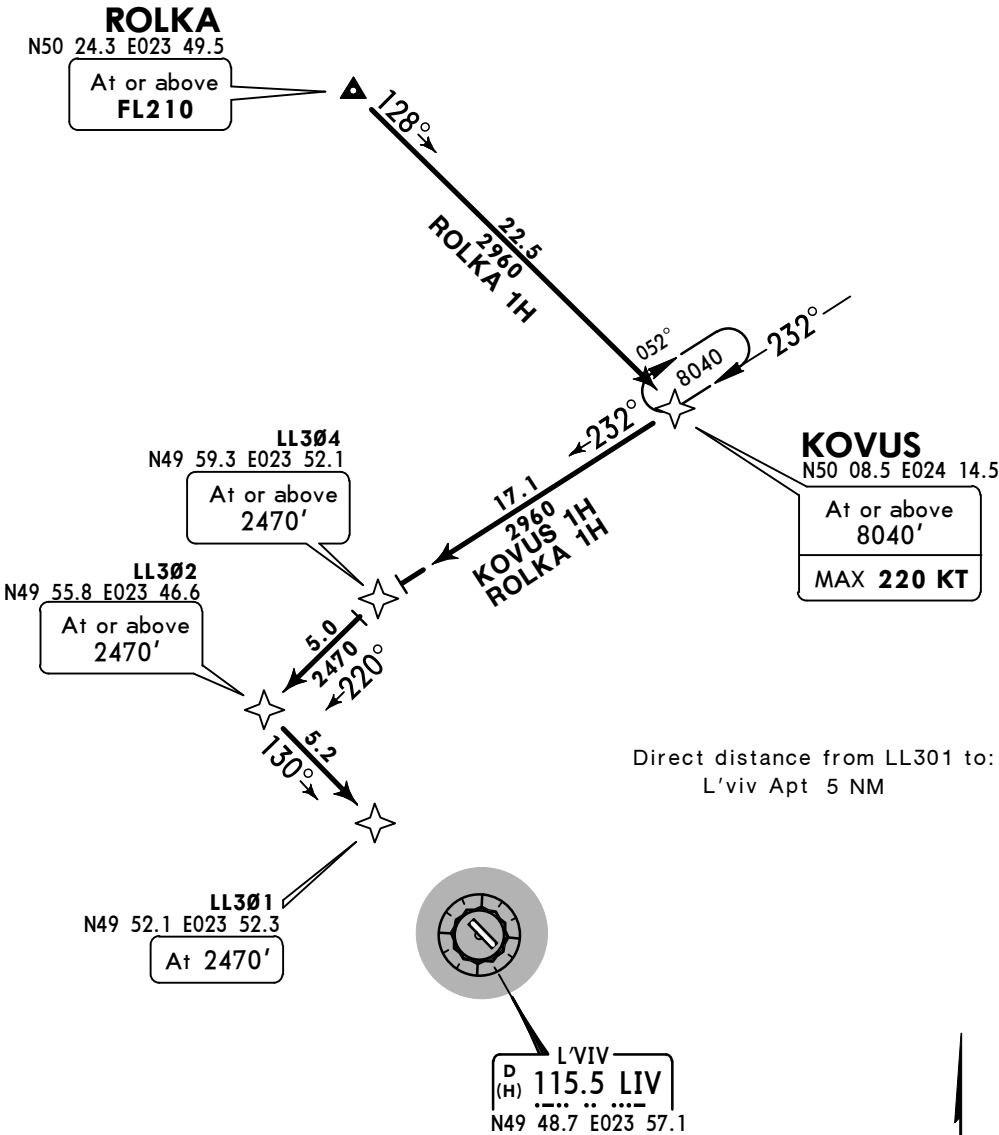
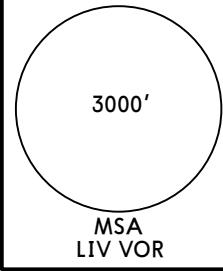
JEPPESEN
15 JAN 16 10-2

L'VIV, UKRAINE
RNAV STAR

ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) 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.
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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

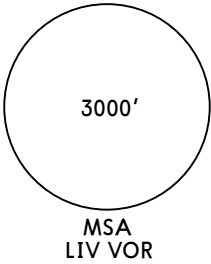
15 JAN 16 10-2A

L'VIV, UKRAINE
RNAV STAR

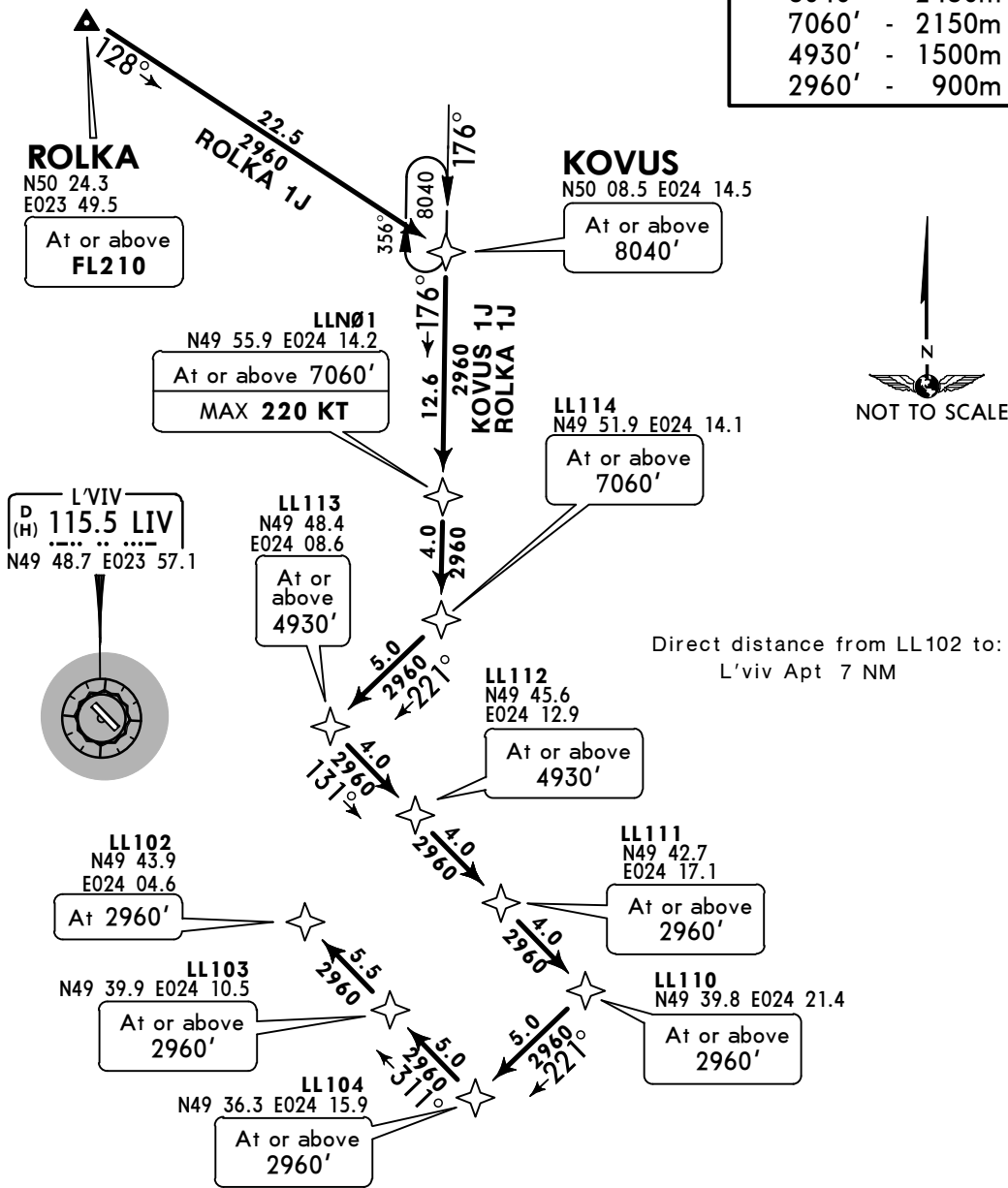
ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC. 5. On downwind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

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.

3000'

MSA
LIV VOR



STAR	ROUTING
ADBAN 1H	ADBAN (10010'+) - LLE01 (8040'+) - LLE02 (4930'+; K220-) - LL304 (2470'+) - LL302 (2470'+) - LL301 (2470').
GIDNO 1H	GIDNO (10010'+) - LLE01 (8040'+) - LLE02 (4930'+; K220-) - LL304 (2470'+) - LL302 (2470'+) - LL301 (2470').
GORKU 1H	GORKU (10010'+) - LLE01 (8040'+) - LLE02 (4930'+; K220-) - LL304 (2470'+) - LL302 (2470'+) - LL301 (2470').

FT/METER CONVERSION	QNH
10010'	- 3050m
8040'	- 2450m
4930'	- 1500m
2470'	- 750m

UKLL/LWO
L'VIV

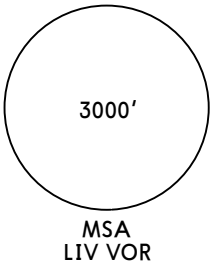
JEPPESEN
15 JAN 16 10-2D

L'VIV, UKRAINE
RNAV STAR

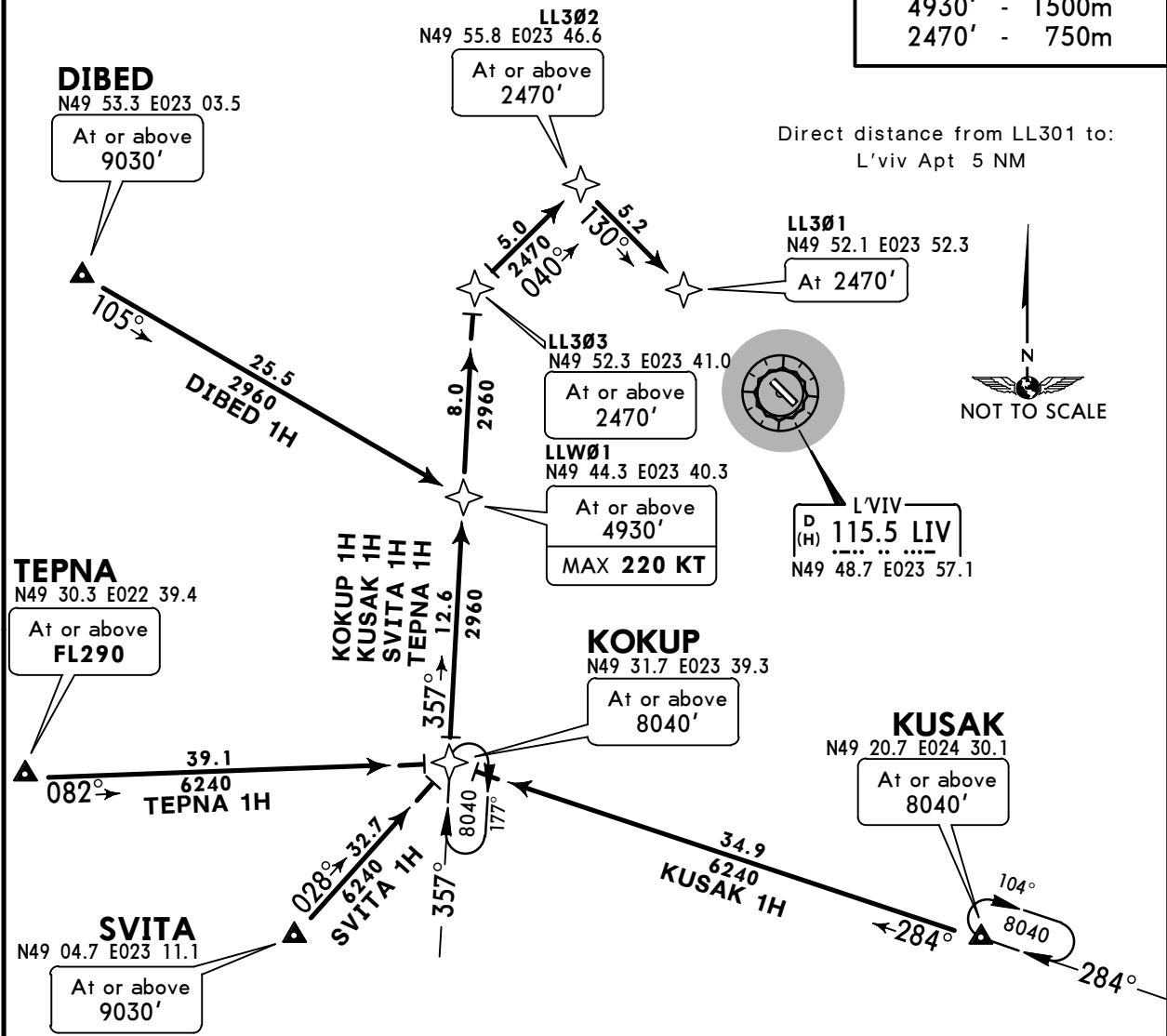
ATIS 128.7 (Russian 122.925)	Apt Elev 1077'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. RNAV 1 (GNSS) 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC. 3. Speed restrictions are always mandatory unless cancelled by ATC. 4. Altitudes will be assigned by ATC.
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DIBED 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



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').

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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DIBED ONE JULIET (DIBED 1J) [DIBE1J]
KOKUP ONE JULIET (KOKUP 1J) [KOKU1J]
KUSAK ONE JULIET (KUSAK 1J) [KUSA1J]
SVITA ONE JULIET (SVITA 1J) [SVIT1J]
TEPNA ONE JULIET (TEPNA 1J) [TEPN1J]

RWY 31 RNAV ARRIVALS

BY ATC

SPEED: MAX 220 KT FROM LL109 TO LL102

3000'

MSA
LIV VOR

FT/METER CONVERSION

QNH

10010' - 3050m
9030' - 2750m
8040' - 2450m
7060' - 2150m
4930' - 1500m
2960' - 900m

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

DIBED

N49 53.3 E023 03.5

At or above
9030'

At or above
4930'

LL102
N49 43.9
E004 04.6

E024 04.

At	2960
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LL1Ø3
N49 39.9 E024 10.5

At or above
2960'

LL104
N49 36.3 E024 15.9
At or above
2960'

3.0

5.
2960
2410

At

2

298

KIISAI

At or above

8040'

LL108 (4930'+) -
LL109 (4930'+) - LL103

107 (4930'+) -
0'+) - LL102

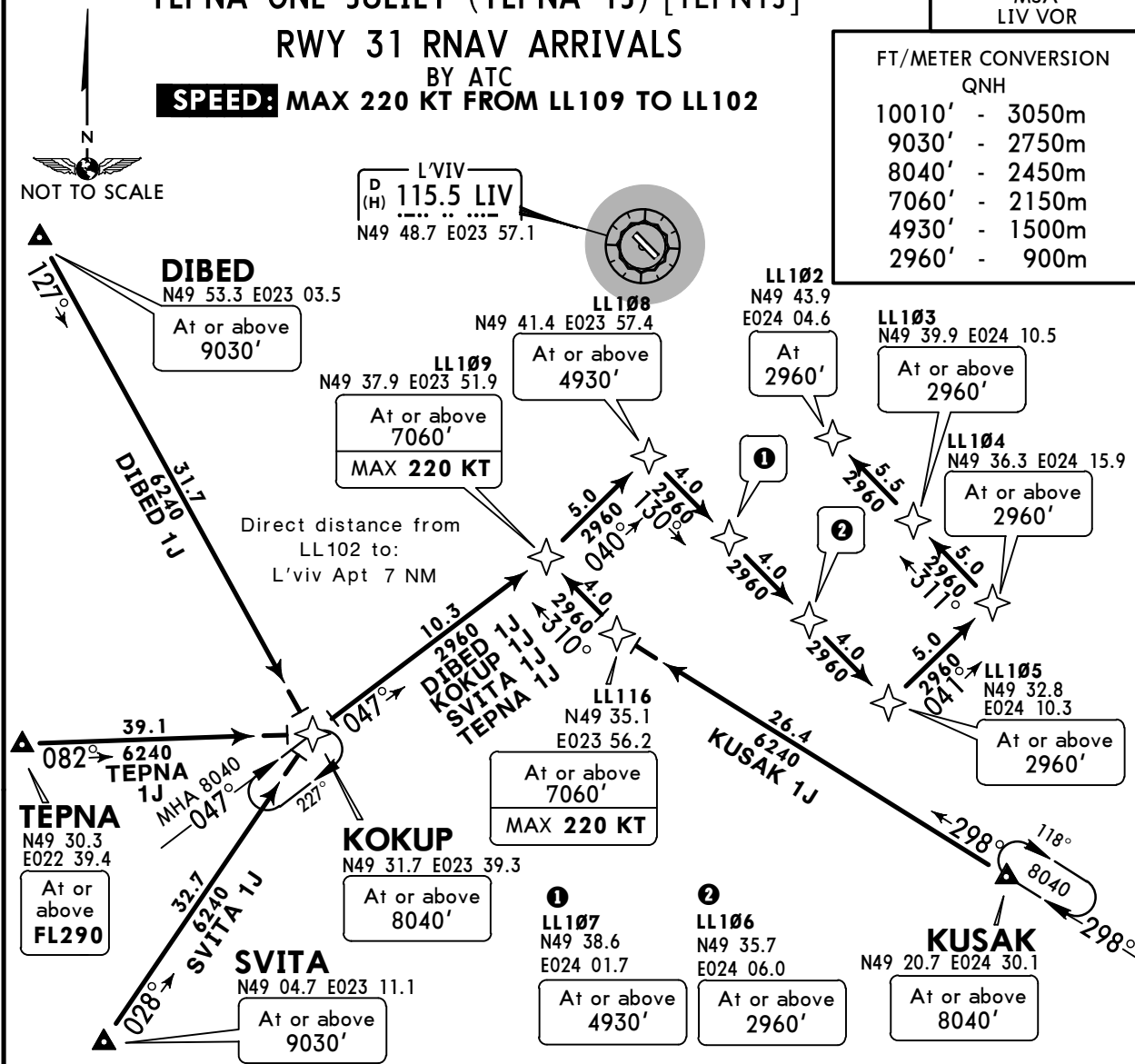
- LL108 (4930

0' +) -

108 (4930'+) -
0'+) - LL103

LL 108 (4930'+)
0'+) - LL 103

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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').

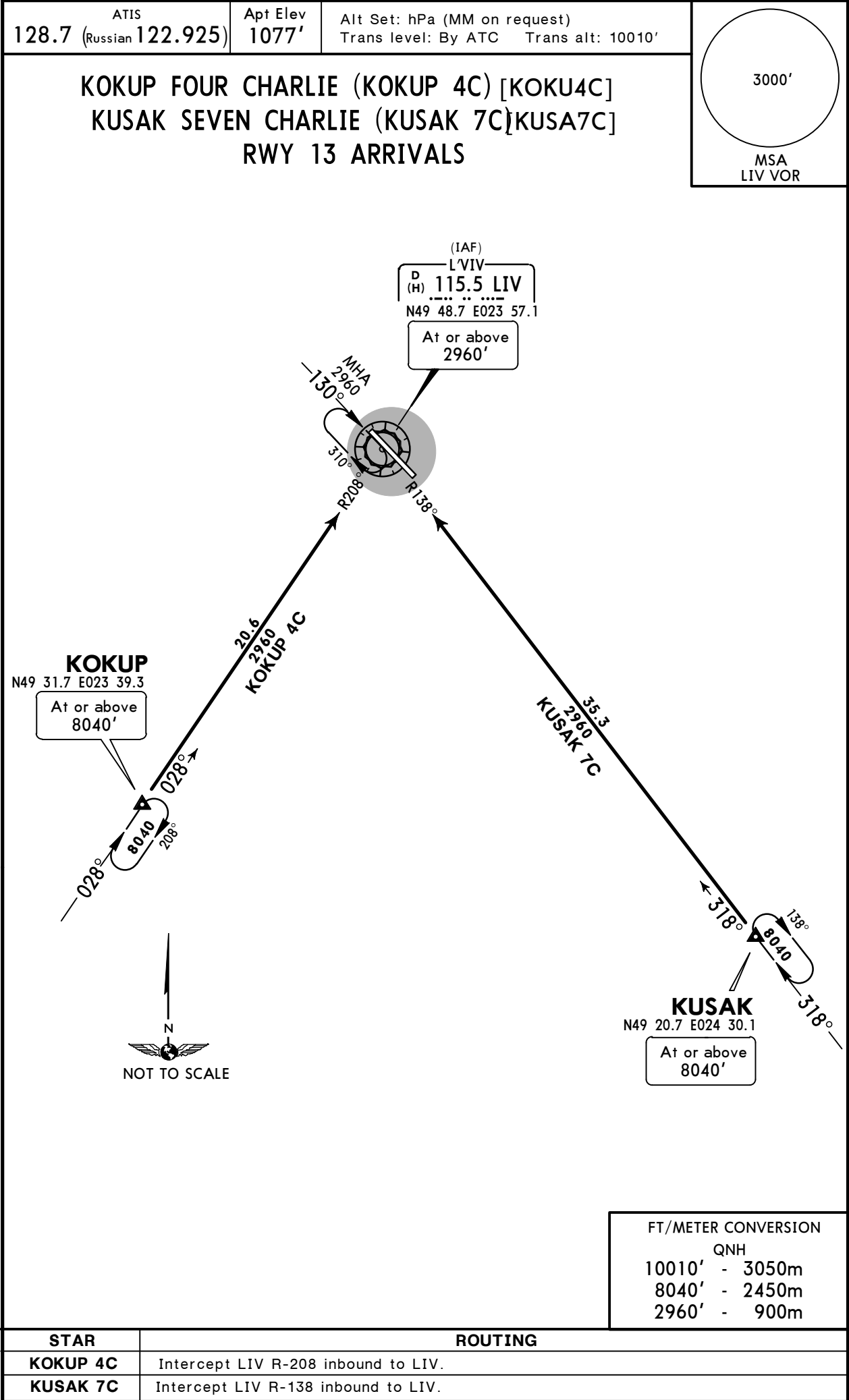
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UKLL/LWO
L'VIV

15 JAN 16 10-2H

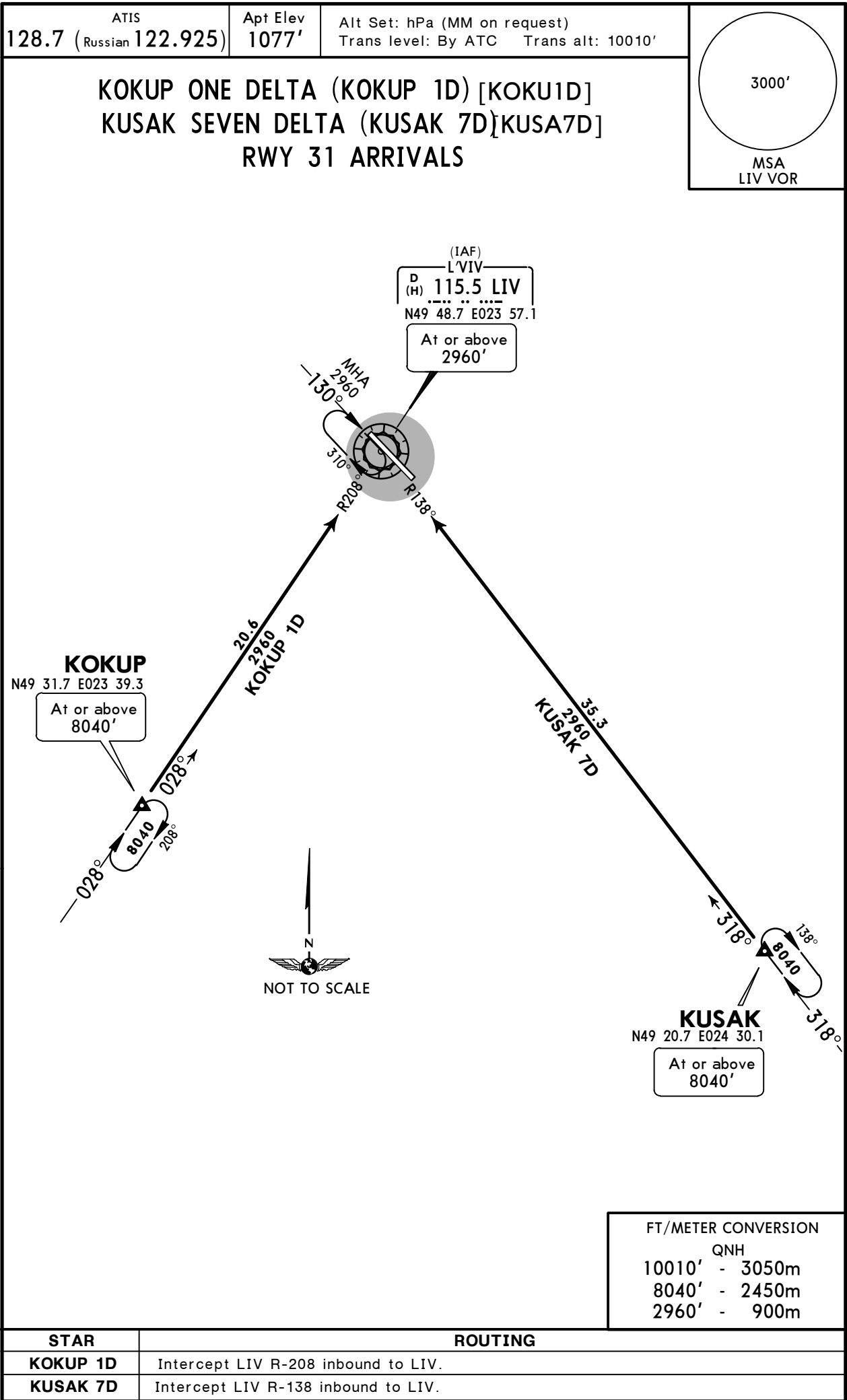
L'VIV, UKRAINE
STAR



UKLL/LWO
L'VIV

15 JAN 16 10-2J

L'VIV, UKRAINE
STAR

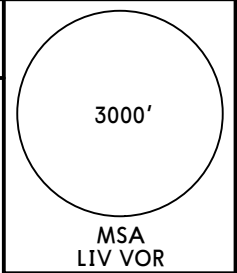


UKLL/LWO
L'VIV

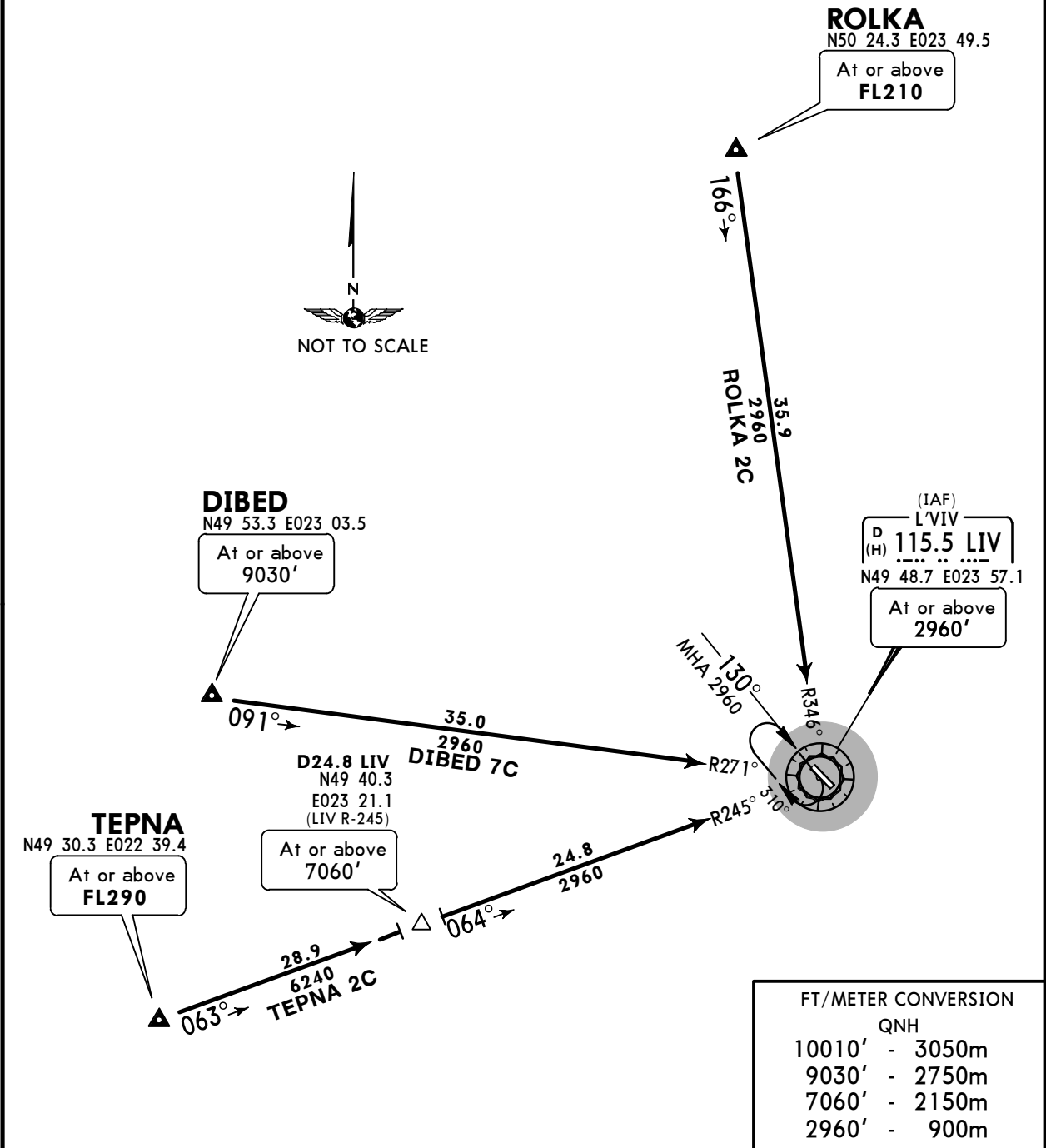
JEPPESEN
15 JAN 16 10-2K

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



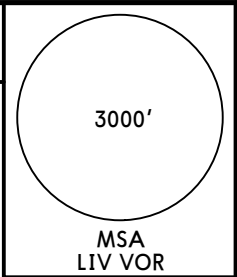
STAR	ROUTING
DIBED 7C	Intercept LIV R-271 inbound to LIV.
ROLKA 2C	Intercept LIV R-346 inbound to LIV.
TEPNA 2C	Intercept LIV R-245 inbound to LIV.

UKLL/LWO
L'VIV

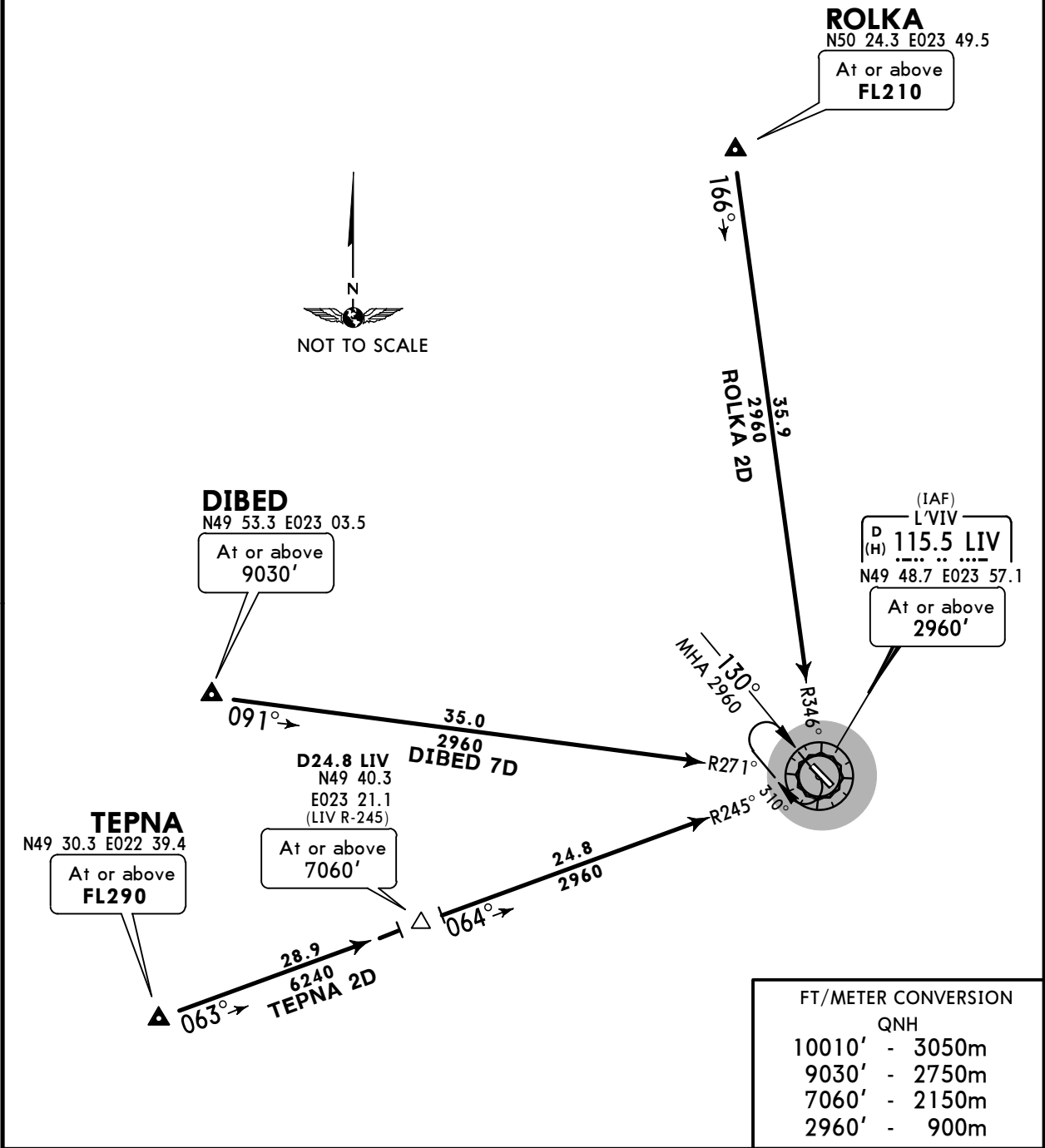
JEPPESEN
15 JAN 16 10-2L

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



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.

L'VIV, UKRAINE
RNAV SID

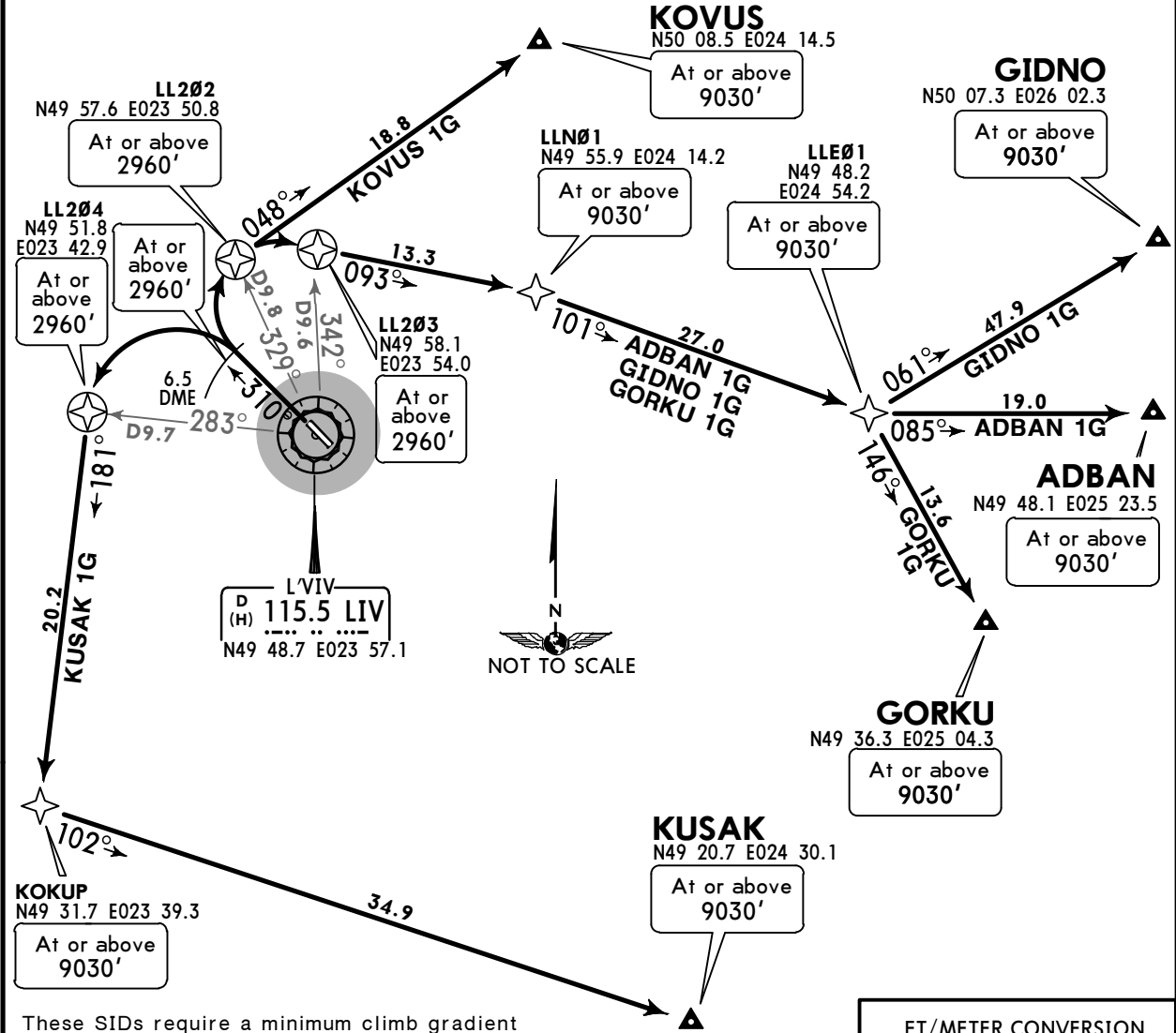
UKLL/LWO
L'VIV

JEPPESEN
6 NOV 15 10-3A 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.	<div>3000'</div> <div>MSA LIV VOR</div>
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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'+).

L'VIV, UKRAINE
RNAV SID

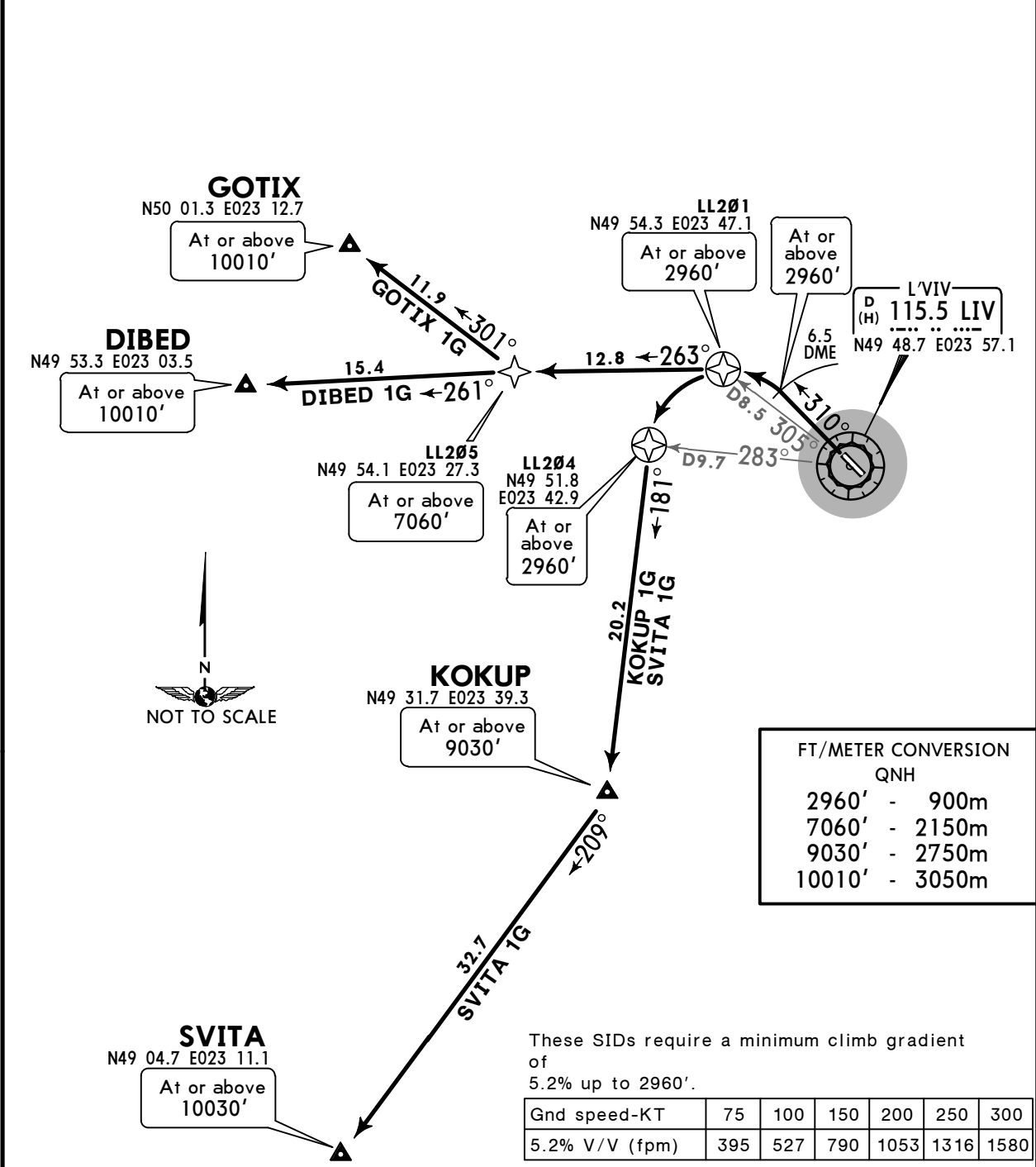
UKLL/LWO
L'VIV

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.	<div><div>3000'</div><div>MSA LIV VOR</div></div>
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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'+).

3000'

MSA
LIV VOR

GIDNO
N50 07.3
E026 02.3

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

KOVUS
N50 08.5 E024 14.5
At or above
9030'

ADBAN
N49 48.1 E025 23.5

GORKU
N49 36.3 E025 04.3

KUSAK
N49 20.7 E024 30.1

$\overline{\text{L}^{\text{VIV}}}$
 $\text{D}_{(\text{H})} \quad 115.5 \text{ LIV}$
 $\text{N49} \quad 48.7 \quad \text{E023} \quad 57.1$

34
KUSAK 7A




NOT TO SCALE

SID	ROUTING
ADBAN 2A	Climb on 130° track to LIV 6.7 DME, turn LEFT, 020° track, turn RIGHT, intercept LIV R-084 to ADBAN.
GIDNO 2A	Climb on 130° track to LIV 6.7 DME, turn LEFT, 353° track, turn RIGHT, intercept LIV R-070 to GIDNO.
GORKU 2A	Climb on 130° track to LIV 6.7 DME, turn LEFT, intercept LIV R-099 to GORKU.
KOVUS 2A	Climb on 130° track to LIV 6.7 DME, turn RIGHT to LIV, turn RIGHT, LIV R-023 to KOVUS.
KUSAK 7A	Climb on 130° track to LIV 6.7 DME, turn RIGHT, intercept LIV R-136 to KUSAK.

SID

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



3000'

MSA
LIV VOR

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'

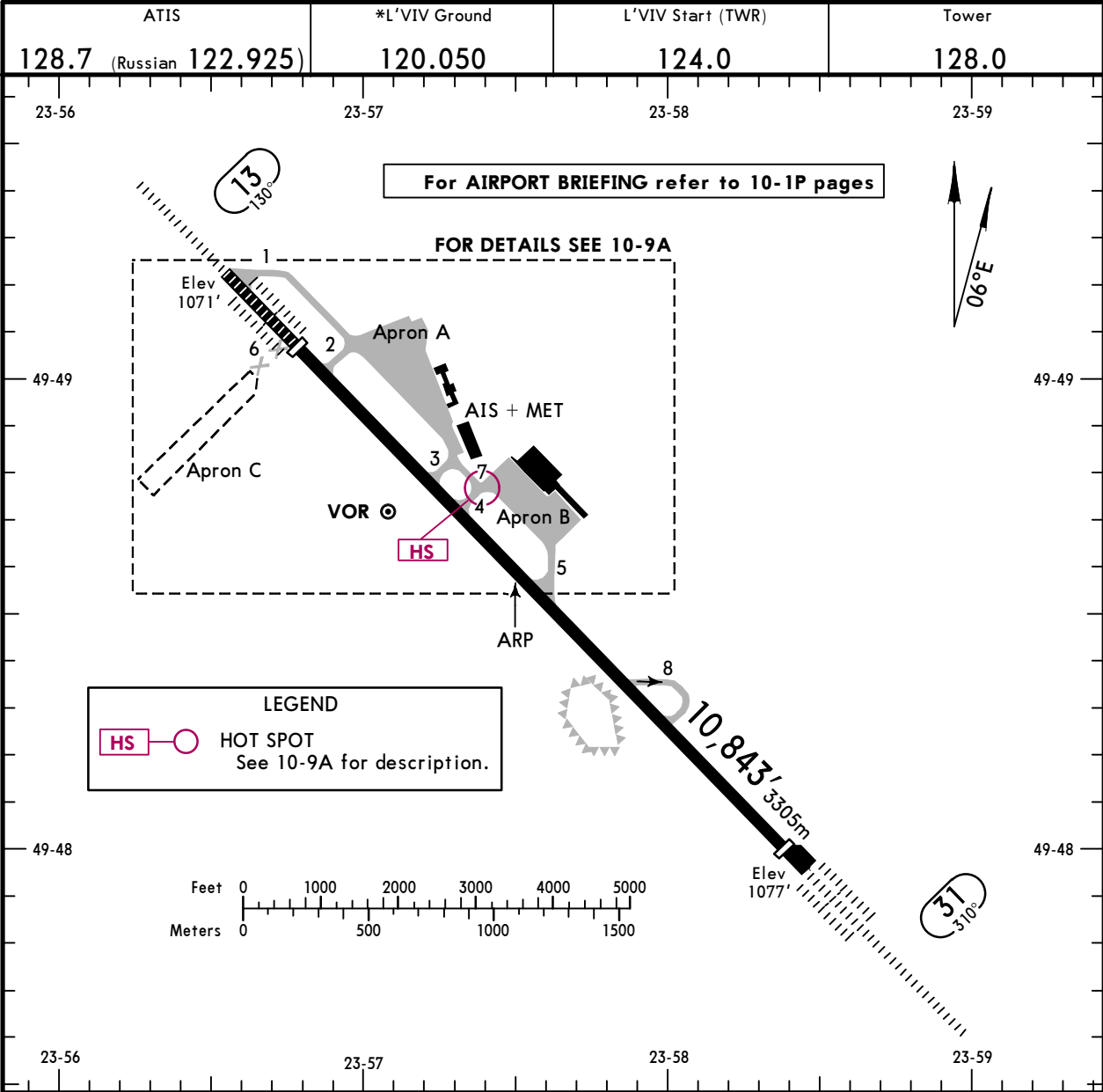
N49 48.6 E023 57.5

JEPPESSEN

5 FEB 16 10-9

L'VIV, UKRAINE

L'VIV



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

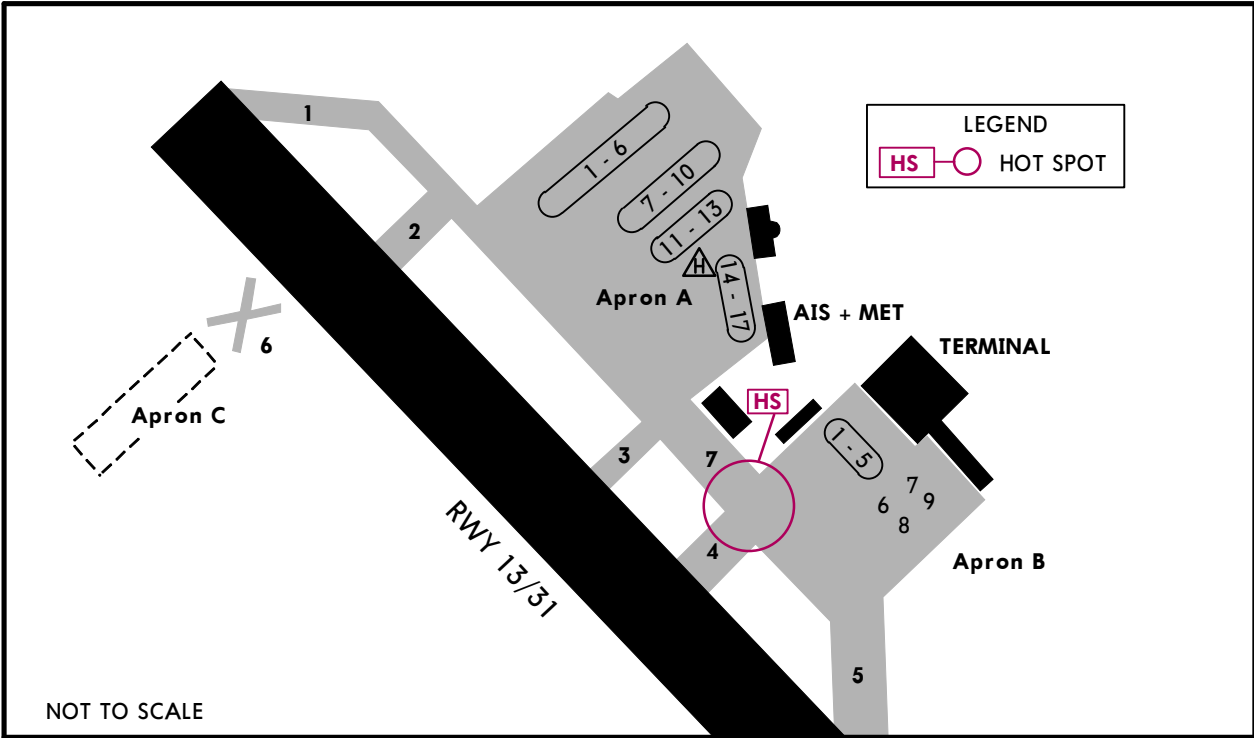
① PAPI-L (angle 3.0°)	
② TAKE-OFF RUN AVAILABLE	
RWY 13:	
From rwy head	10,843' (3305m)
twy 2 int	8793' (2680m)
twy 3 int	6824' (2080m)
twy 4 int	6234' (1900m)
twy 5 int	4593' (1400m)
RWY 31:	
From rwy head	10,384' (3165m)
twy 8 int	7415' (2260m)
twy 5 int	5118' (1560m)
twy 4 int	3609' (1100m)
twy 3 int	3084' (940m)

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	500m
C				400m	
D	150m	200m	250m	300m	
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.					

UKLL/LWO

 **JEPPESSEN**
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 ①	1560'(491') R1500m	1560'(491') R1500m	1560'(491') R1500m C2300m	1560'(491') R1500m 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 ①	1560'(486') R1500m	1560'(486') R1500m	1560'(486') R1500m	1560'(486') R1500m
ALS out		R1500m	R1500m	C2300m	C2300m

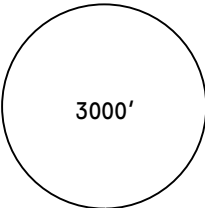
① Continuous Descent Final Approach.

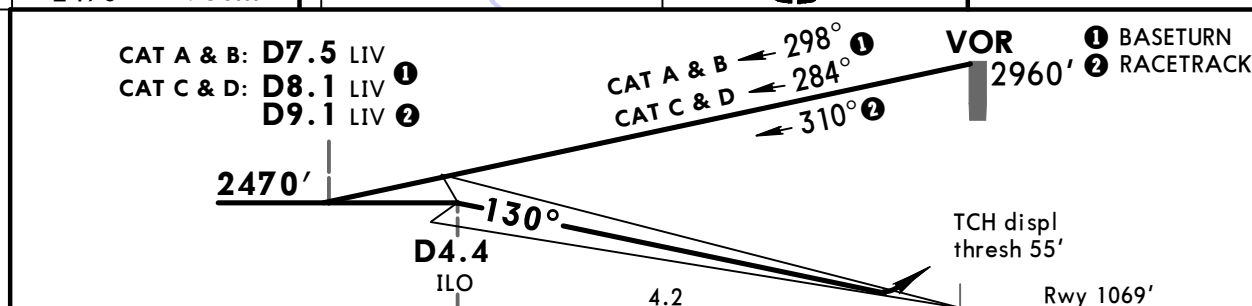
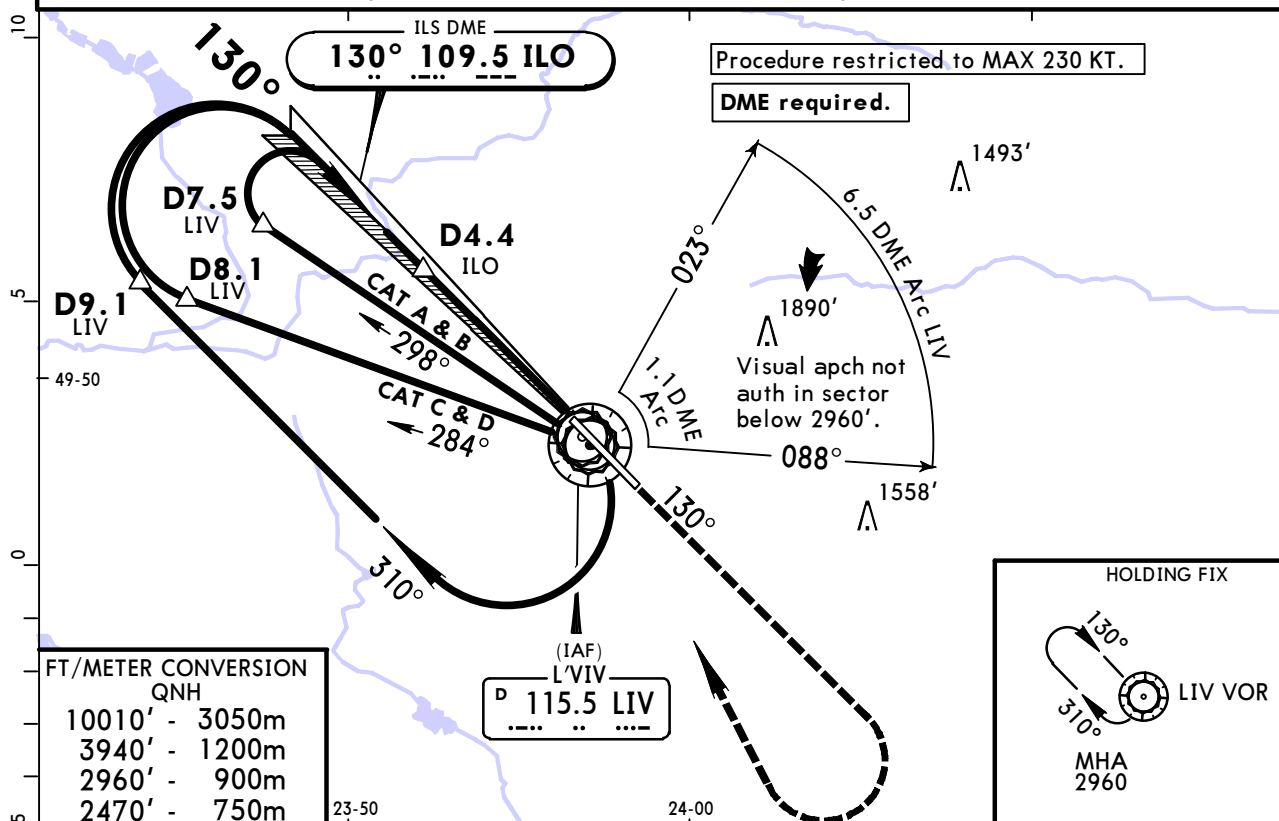
CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	1730'(653') V1500m	1730'(653') V1600m	2300'(1223') V2400m	2300'(1223') V3600m

TAKE-OFF RWY 13, 31


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

L'VIV, UKRAINE
ILS Rwy 13

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



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743



HIALS-II
PAPI

2960' on **130°**

↑

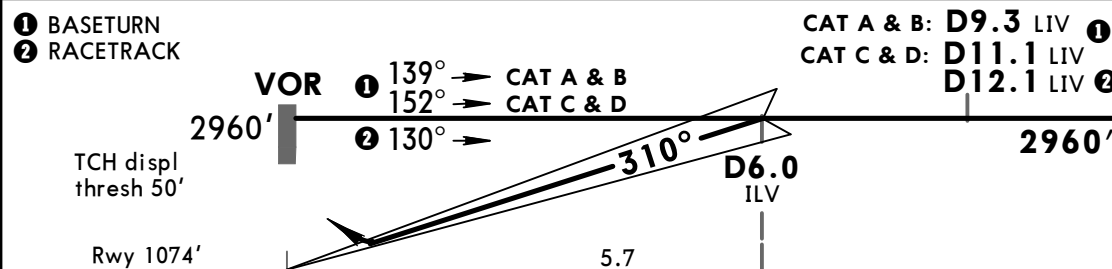
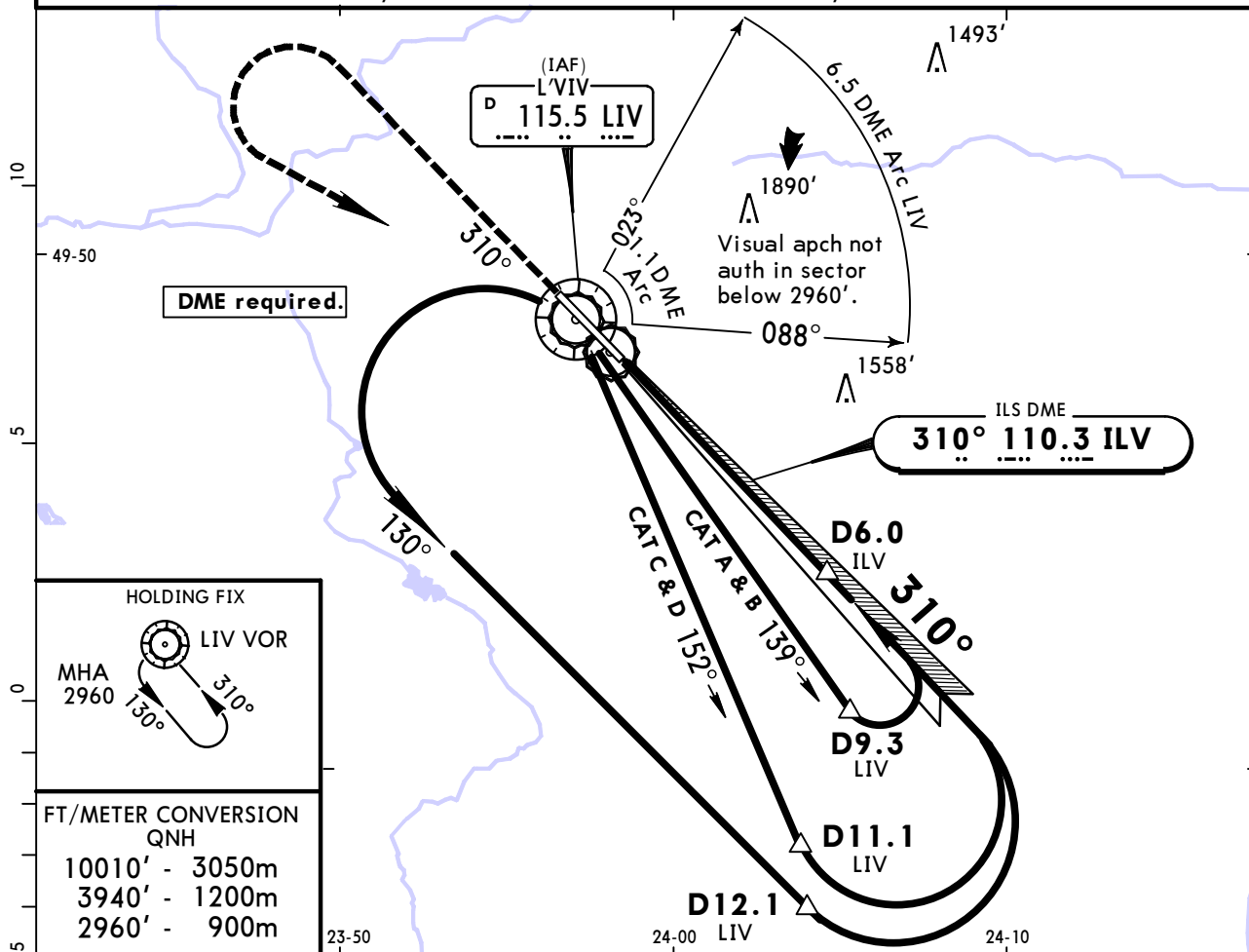
JAR-OPS		STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
ILS A: 1358' (289') C: 1378' (309') DA(H) B: 1368' (299) D: 1388' (319')		LOC (GS out)		MDA(H) _____ VIS _____	
FULL		ALS out		Max Kts	
A	RVR 650m	RVR 1200m	NOT AUTHORIZED	100	1730' (653') 1500m
B				135	1730' (653') 1600m
C	RVR 800m			180	2300' (1223')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

UKLL/LWO
L'VIV

JEPPESSEN
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.				<div>3000'</div> <div>MSA LIV VOR</div>
Alt Set: hPa	Rwy Elev: 39 hPa	Trans level: By ATC	Trans alt: 10010'	



Gnd speed-Kts	70	90	100	120	140	160	<div>HIALS-II</div> <div>PAPI</div> <div>2960' on 310°</div>
GS	3.00°	372	478	531	637	743	

JAR-OPS		STRAIGHT-IN LANDING RWY 31		LOC (GS out)		CIRCLE-TO-LAND	
ILS							
A: 1317' (243')		C: 1337' (263')		NOT AUTHORIZED		Max Kts	MDA(H) VIS
DA(H) B: 1327' (253')		D: 1347' (273')				100	1730' (653') 1500m
FULL		ALS out				135	1730' (653') 1600m
A	RVR 600m	RVR 1000m				180	2300' (1223') 2400m
B	RVR 650m	RVR 1200m				205	2300' (1223') 3600m
C							
D							

CHANGES: Russian ATIS freq.

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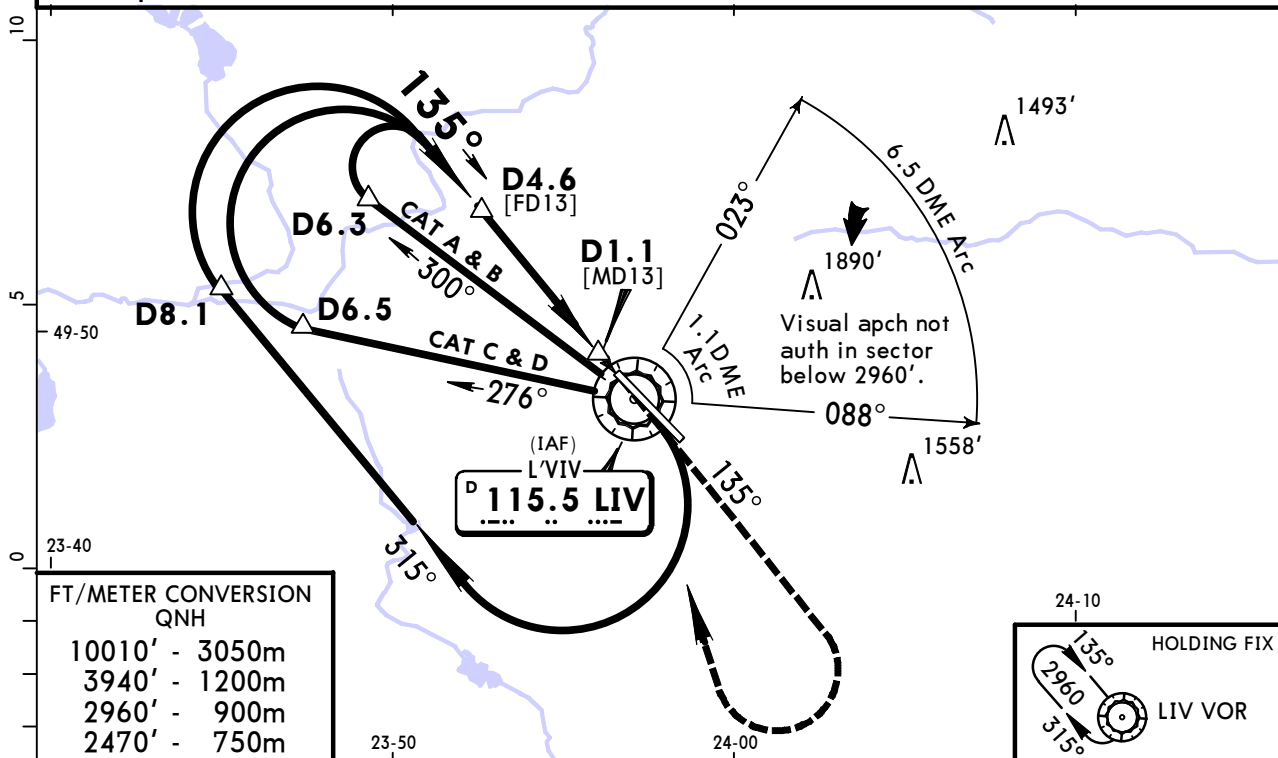
UKLL/LWO
L'VIV

JEPPESSEN
5 FEB 16 (13-1)

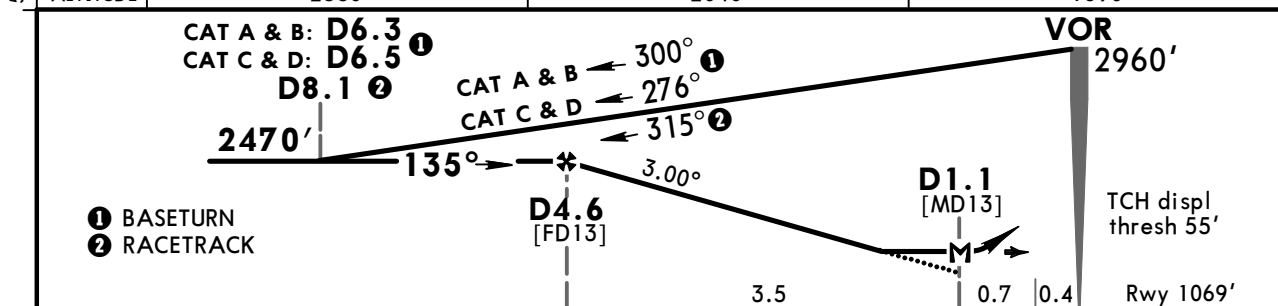
L'VIV, UKRAINE
VOR Rwy 13

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.				
<div>3000'</div> <div>MSA LIV VOR</div>				
Alt Set: hPa Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'				
DME required.				



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						

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

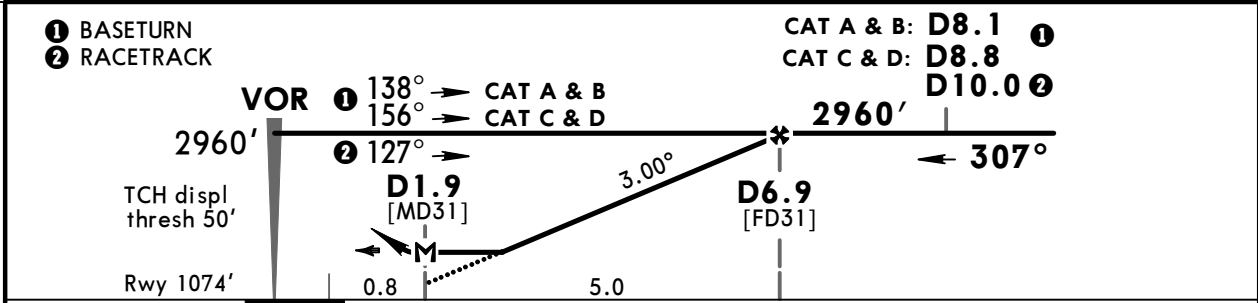
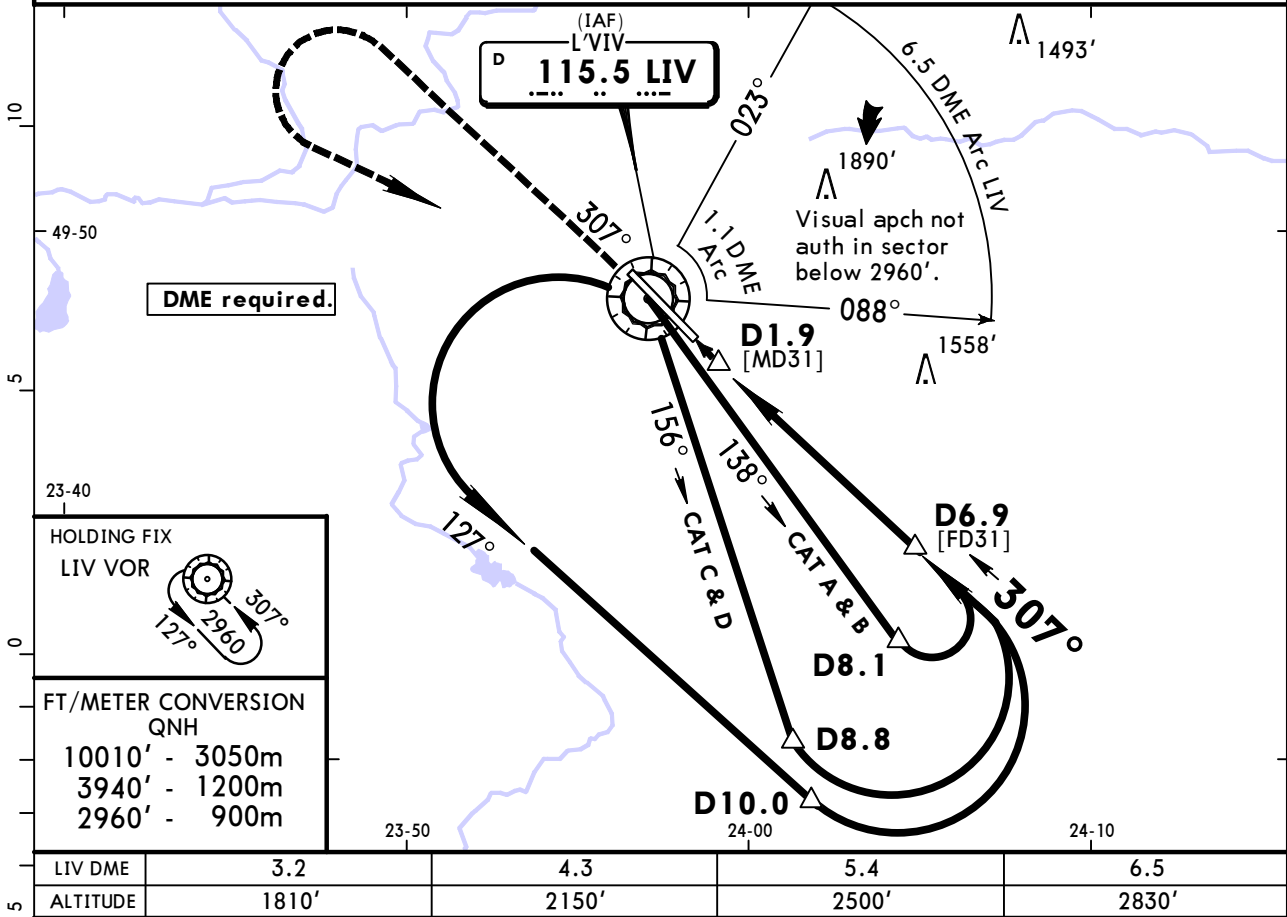
UKLL/LWO
L'VIV

JEPPESSEN
5 FEB 16 (13-2)

L'VIV, UKRAINE
VOR 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
VOR LIV 115.5	Final Apch Crs 307°	Minimum Alt D6.9 2960' (1886')	MDA(H) 1560' (486')	Apt Elev 1077' Rwy 1074'
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.				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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.9						

JAR-OPS				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
				MDA(H) 1560' (486')							
				ALS out							
A	RVR 1000m			RVR 1500m			Max Kts	MDA(H)	VIS		
B							100	1730' (653')	1500m		
C	RVR 1200m						135	1730' (653')	1600m		
D	RVR 1600m			RVR 2000m			180	2300' (1223')	2400m		
							205	2300' (1223')	3600m		

Chart changes since cycle 24-2016

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKLL