

List of pages in this Trip Kit

Trip Kit Index
Airport Information For UKLI
Terminal Charts For UKLI
Revision Letter For Cycle 05-2025
Change Notices
Notebook

General Information

Location: IVANO-FRANKIVSK UKR
ICAO/IATA: UKLI / IFO
Lat/Long: N48° 53.03', E024° 41.07'
Elevation: 919 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° E

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

Sunrise: 0230 Z
Sunset: 1806 Z

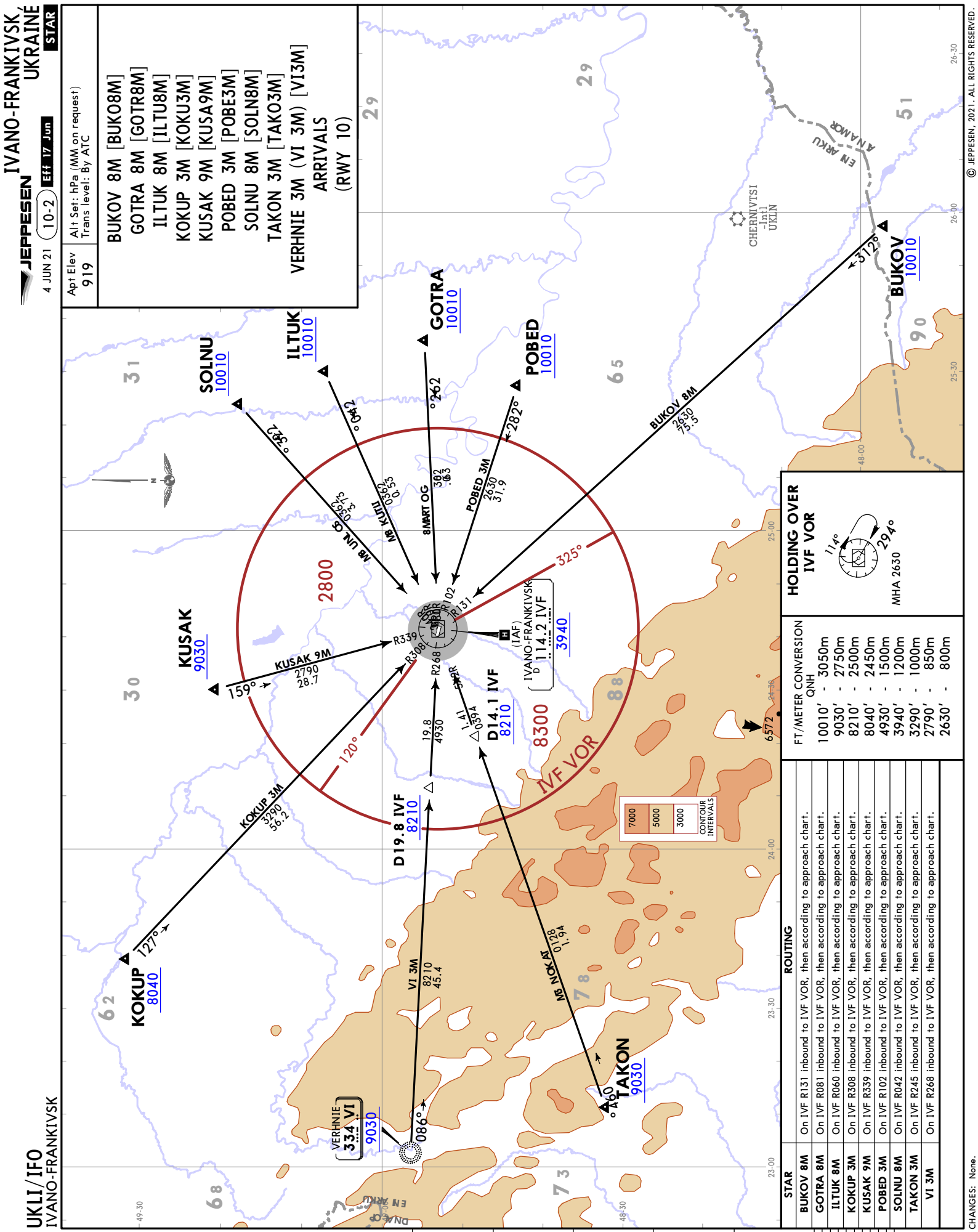
Runway Information

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

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

Communication Information

Franko Tower: 114.200
Franko Tower: 124.000
Franko Tower: 134.850
Franko Approach: 132.300



UKLI/IFO
IVANO-FRANKIVSK

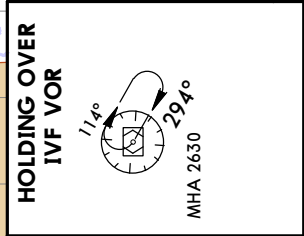
4 JUN 21 10-2 Eff 17 Jun

STAR

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

BUKOV 8M [BUK08M]
GOTRA 8M [GOTR8M]
ILTIUK 8M [ILTIU8M]
KOKUP 3M [KOKU3M]
KUSAK 9M [KUSA9M]
POBED 3M [POBE3M]
SOLNU 8M [SOLN8M]
TAKON 3M [TAKO3M]
VERHNE 3M (VI 3M) [VI3M]

ARRIVALS
(RWY 10)

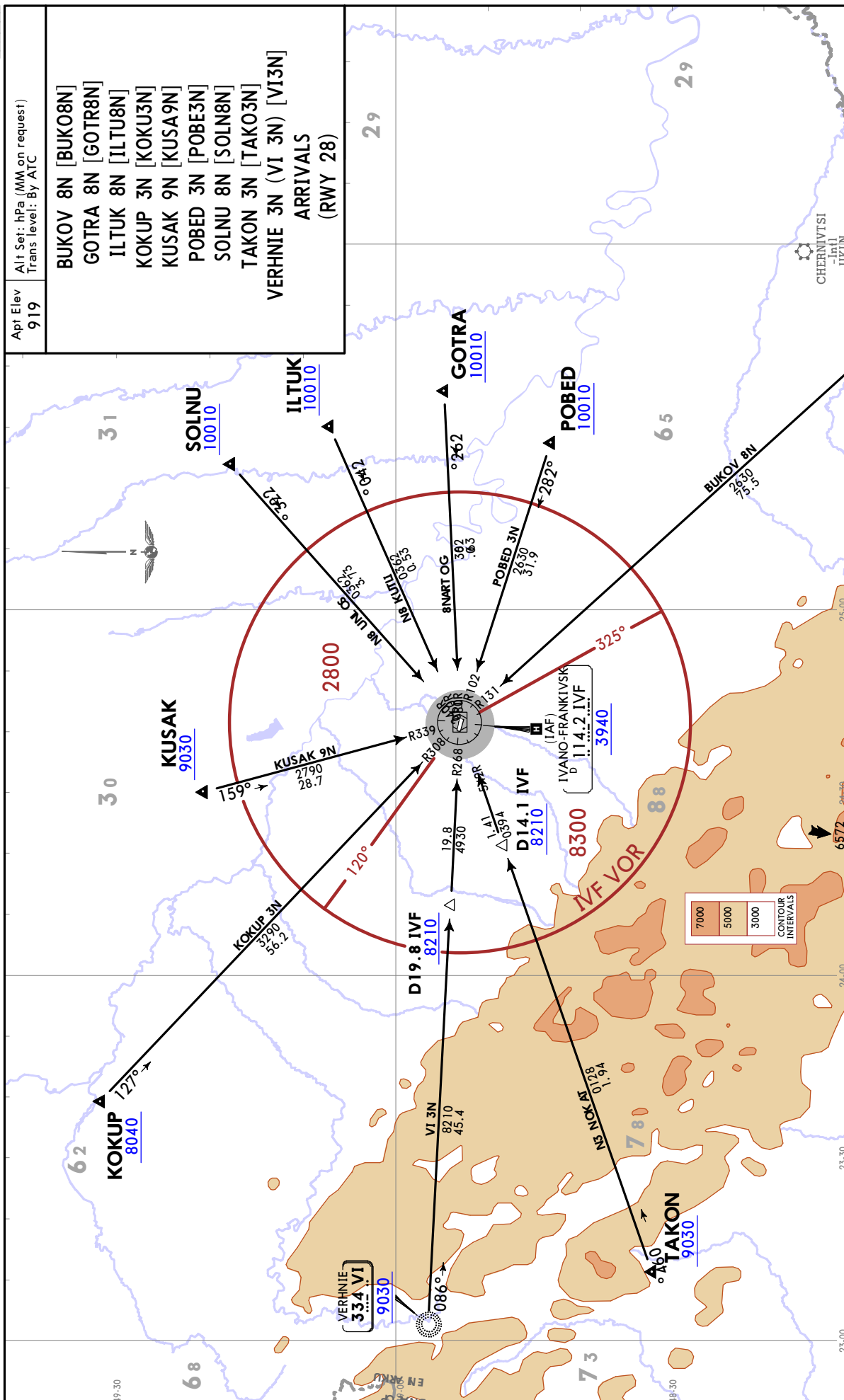


FT/METER CONVERSION

QNH	FT/METER CONVERSION
10010' - 3050m	
9030' - 2750m	
8210' - 2500m	
8040' - 2450m	
4930' - 1500m	
3940' - 1200m	
3290' - 1000m	
2790' - 850m	
2630' - 800m	

ROUTING

STAR	ROUTING
BUKOV 8M	On IVF R131 inbound to IVF VOR, then according to approach chart.
GOTRA 8M	On IVF R081 inbound to IVF VOR, then according to approach chart.
ILTIUK 8M	On IVF R060 inbound to IVF VOR, then according to approach chart.
KOKUP 3M	On IVF R308 inbound to IVF VOR, then according to approach chart.
KUSAK 9M	On IVF R339 inbound to IVF VOR, then according to approach chart.
POBED 3M	On IVF R102 inbound to IVF VOR, then according to approach chart.
SOLNU 8M	On IVF R042 inbound to IVF VOR, then according to approach chart.
TAKON 3M	On IVF R245 inbound to IVF VOR, then according to approach chart.
VI 3M	On IVF R268 inbound to IVF VOR, then according to approach chart.



Apt Elev 919
Trans level: By ATC

BUKOV 8N [BUKO8N]
GOTRA 8N [GOTR8N]
ILTUK 8N [ILTU8N]
KOKUP 3N [KOKU3N]
KUSAK 9N [KUSA9N]
POBED 3N [POBE3N]
SOLNU 8N [SOLN8N]
TAKON 3N [TAKO3N]
VERHNE 3N (VI 3N) [VI3N]
ARRIVALS
(RWY 28)

STAR	ROUTING
BUKOV 8N	On IVF R131 inbound to IVF VOR, then according to approach chart.
GOTRA 8N	On IVF R081 inbound to IVF VOR, then according to approach chart.
ILTUK 8N	On IVF R060 inbound to IVF VOR, then according to approach chart.
KOKUP 3N	On IVF R308 inbound to IVF VOR, then according to approach chart.
KUSAK 9N	On IVF R339 inbound to IVF VOR, then according to approach chart.
POBED 3N	On IVF R102 inbound to IVF VOR, then according to approach chart.
SOLNU 8N	On IVF R042 inbound to IVF VOR, then according to approach chart.
TAKON 3N	On IVF R245 inbound to IVF VOR, then according to approach chart.
VI 3N	On IVF R268 inbound to IVF VOR, then according to approach chart.

FT/METER CONVERSION	QNH
10010'	3050m
9030'	2750m
8210'	2500m
8040'	2450m
4930'	1500m
3940'	1200m
3290'	1000m
2790'	850m
2630'	800m

HOLDING OVER	IVF VOR
MHA 2630 82	80

UKLI/IFO
IVANO-FRANKIVSK

14 MAY 21 10-3 **Eff 20 May**

JEPPESSEN

Apt Elev
919

Trans alt: 10010
If unable to comply advise ATC.

DEPARTURES
(RWY 10)

VERHNE 4K (VI 4K) [VI4K]

TAKON 3K [TAKO3K]

SOLNU 8K [SOLN8K]

POBED 3K [POBE3K]

KUSAK 8K [KUSA8K]

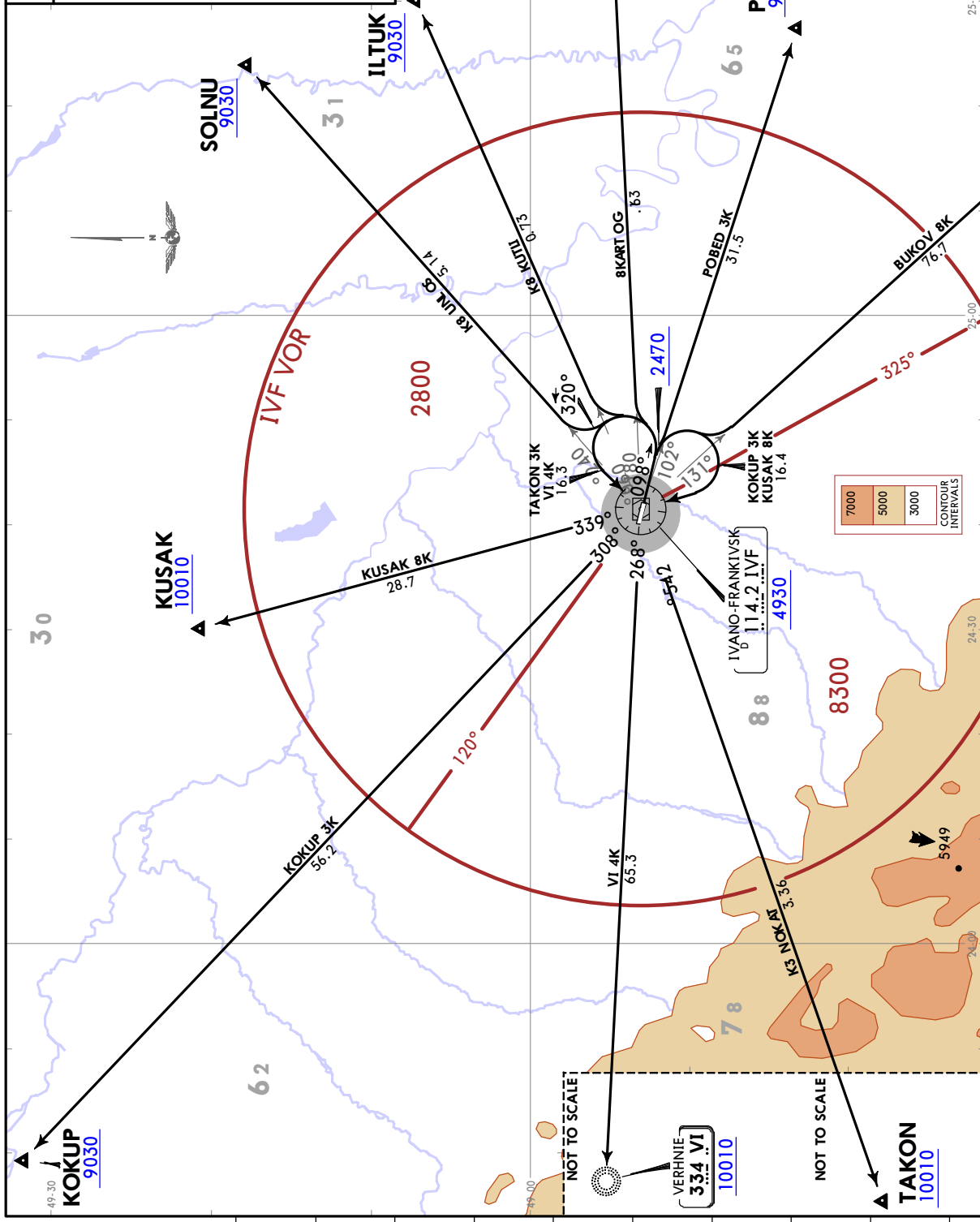
KOKUP 3K [KOKU3K]

ILTUK 8K [ILTU8K]

GOTRA 8K [GOTR8K]

BUKOV 8K [BUKO8K]

SID



NOT TO SCALE

These SIDs require minimum climb gradients of

BUKOV 8K: 4.4% up to 4930.

ILTUK 8K: 3.7% up to 4930.

KOKUP 3K, KUSAK 8K, SOLNU 8K, TAKON 3K, VI 4K: 4.1% up to 4930.

Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.4% V/V (fpm)	334	446	668	891	1114	1337

If unable to comply advise ATC.

FT/METER CONVERSION

QNH

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

SID	ROUTING
BUKOV 8K	Climb on 098° track to 2470, turn RIGHT, intercept IVF R131 to BUKOV.
GOTRA 8K	Climb on 098° track to 2470, turn LEFT, intercept IVF R081 to GOTRA.
ILTUK 8K	Climb on 098° track to 2470, turn LEFT, intercept IVF R060 to ILTUK.
KOKUP 3K	Climb on 098° track to 2470, turn RIGHT to IVF VOR, turn LEFT, IVF R308 to KOKUP.
KUSAK 8K	Climb on 098° track to 2470, turn RIGHT to IVF VOR, turn RIGHT, IVF R339 to KUSAK.
POBED 3K	Climb on 098° track to 2470, turn RIGHT, intercept IVF R102 to POBED.
SOLNU 8K	Climb on 098° track to 2470, turn LEFT, 320° track, turn RIGHT, intercept IVF R042 to SOLNU.
TAKON 3K	Climb on 098° track to 2470, turn LEFT to IVF VOR, turn RIGHT, IVF R245 to TAKON.
VI 4K	Climb on 098° track to 2470, turn LEFT to IVF VOR, turn RIGHT, IVF R268 to VI NDB.

UKLI/IFO
IVANO-FRANKIVSK **JEPPESEN** **IVANO-FRANKIVSK, UKRAINE**
7 MAY 21 **10-4** **Eff 20 May** **SID**

NOISE ABATEMENT

Noise abatement procedures prescribe special departure procedures mandatory for cockpit crews at any time if safety reasons do not demand otherwise.

DEPARTURES

1. Initial take-off and climb 450m (1500') above aerodrome level:
 - Maintain take-off power of all engines;
 - Retract gears;
 - Climb with take-off wing configuration (flaps 10-30°) in accordance with manual;
 - Keep IAS of $V_2 + 20-40\text{km/h}$ (10-20KT) and maximum climb angle regarding body angle restriction.

2. At 450m (1500'):
 - Reduce to rated power;
 - Climb to 900m (3000') maintaining rated power and IAS of $V_2 + 20-40\text{km/h}$ (10-20KT).

3. At 900m (3000'):
 - Reduce rate of climb;
 - Start climb acceleration to zero flaps speed;
 - Retract flaps to flight wing configuration.

UKLI/IFO

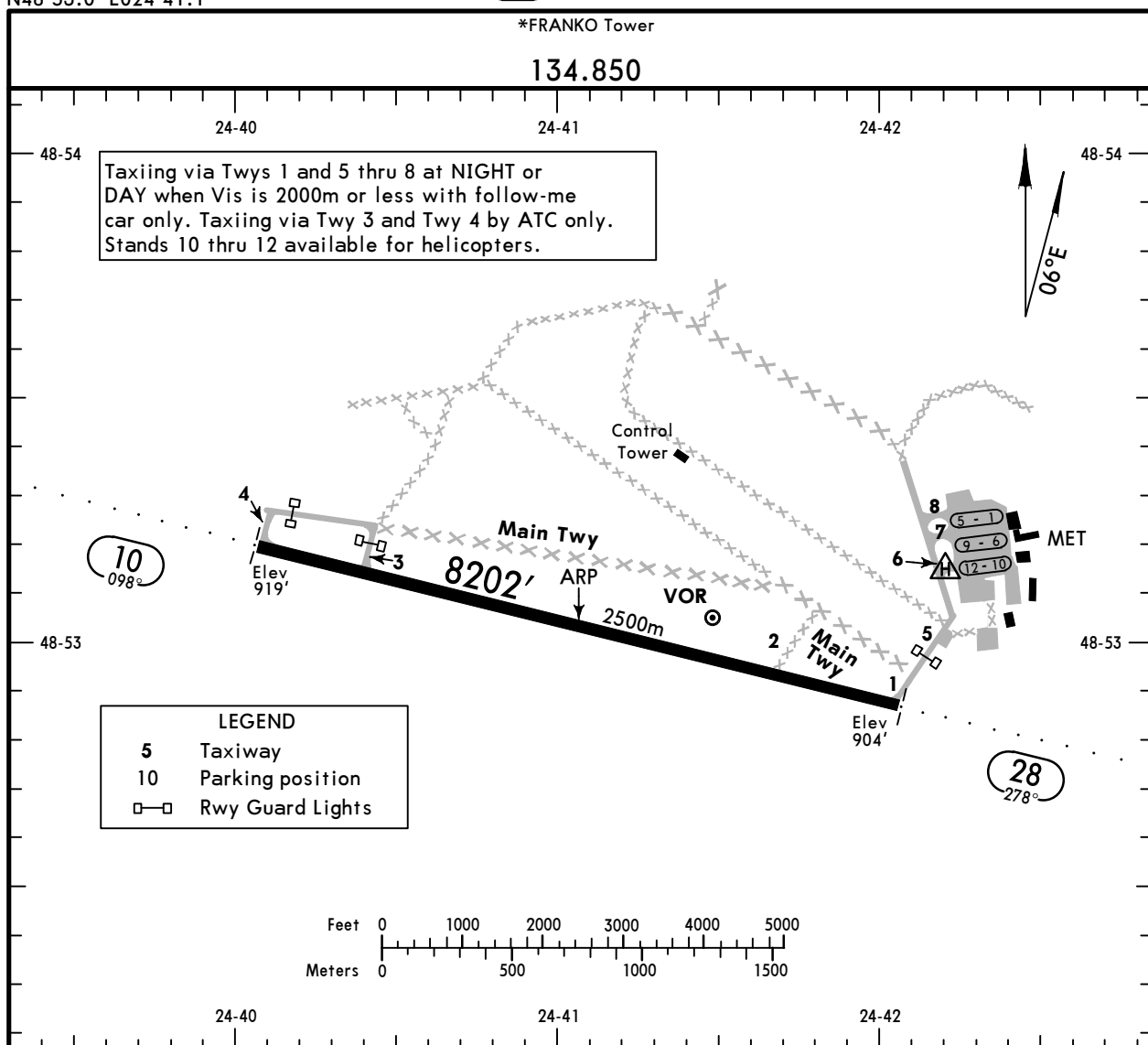
Apt Elev **919'**
N48 53.0 E024 41.1



JEPPESEN IVANO-FRANKIVSK, UKRAINE

5 NOV 21 **(10-9)**

IVANO-FRANKIVSK



ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
			LANDING BEYOND		TAKE-OFF	WIDTH	
		Threshold	Glide Slope				
10 28	RL (59m)	ALS	PAPI-L (angle 3.0°)	8120' 2475m		8120' 2475m	144' 44m

Std TAKE-OFF				
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R300m		R400m	R/V500m	NA

UKLI/IFO

JEPPESEN
 14 MAY 21
 Eff 20 May (10-9S)

EASA AIR OPS

IVANO-FRANKIVSK, UKRAINE
 IVANO-FRANKIVSK

STRAIGHT-IN RWY		A	B	C	D
10	① VOR	1280'(361')	1280'(361')	1280'(361')	1280'(361')
	with D3.4	R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① VOR	1730'(811')	1730'(811')	1730'(811')	1730'(811')
	w/o D3.4	R1500m	R1500m	R2400m	R2400m
	ALS out	R1500m	R1500m	R2400m	R2400m
28	① VOR	1270'(366')	1270'(366')	1270'(366')	1270'(366')
		R1500m	R1500m	R1500m	R1500m
	ALS out	R1500m	R1500m	R1700m	R1700m
	① NDB	1300'(396')	1300'(396')	1300'(396')	1300'(396')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	R1800m	R1800m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After apch to Rwy 10	1740'(821')	1790'(871')	1890'(971')	1890'(971')
After apch to Rwy 28	1350'(431')	1790'(871')	1890'(971')	1890'(971')
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF

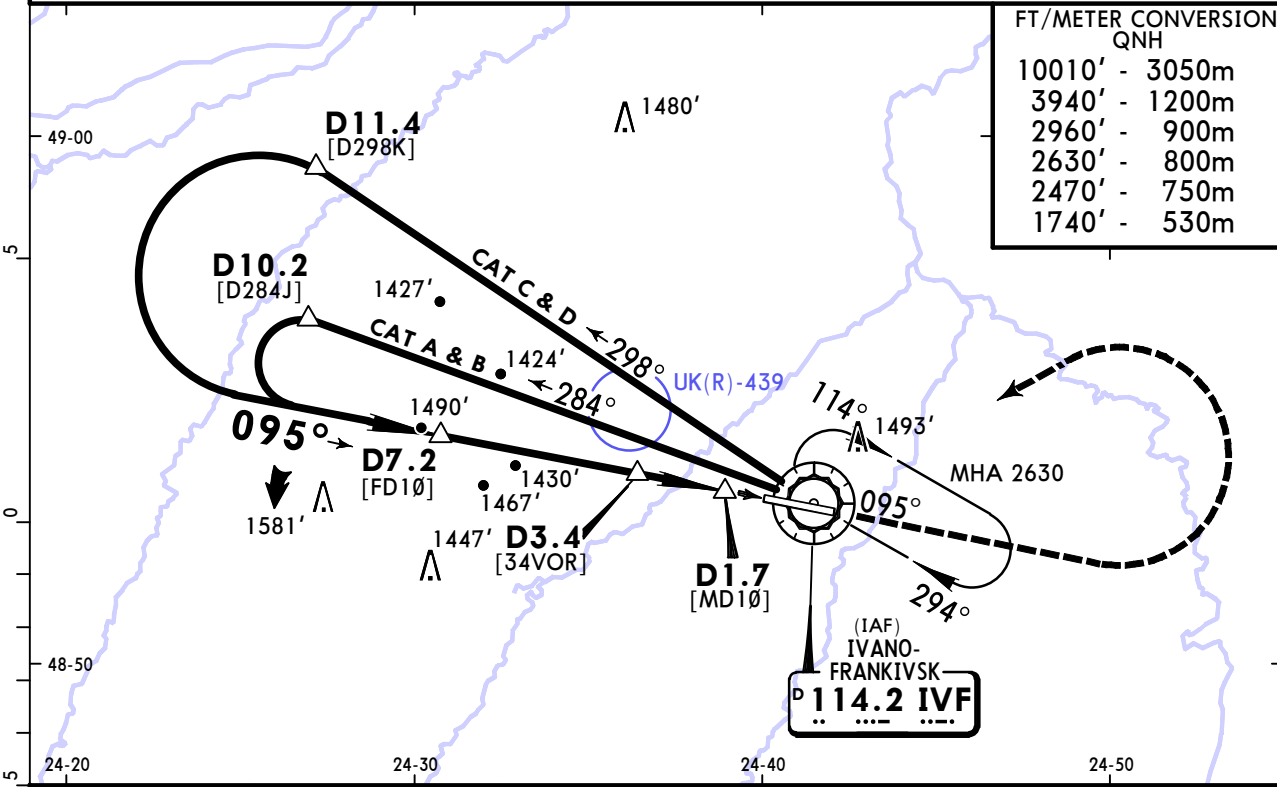
Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL			DAY	NIGHT
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R300m		R/V400m		R/V500m	NA

UKLI/IFO
IVANO-FRANKIVSK

JEPPESEN 14 MAY 21 **(13-1)** **Eff 20 May**

IVANO-FRANKIVSK, UKRAINE
VOR Rwy 10

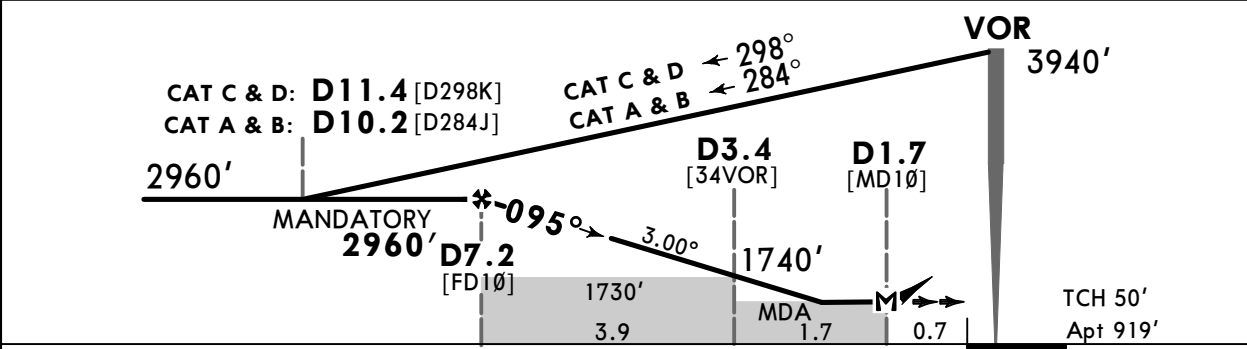
*FRANKO Tower					
134.850					
VOR IVF 114.2	Final Apch Crs 095°	D7.2 MANDATORY 2960' (2041')	DA/MDA(H) CONDITIONAL 1280' (361')	Apt Elev 919'	
MISSED APCH: Climb on 095° to 2470', turn LEFT climbing to 3940' to VOR, then according to chart.					
Alt Set: hPa		Apt Elev: 33 hPa		Trans level: By ATC	
				Trans alt: 10010'	
1. DME required. 2. Minimum altitude for baseturn 2630'.					MSA IVF VOR



FT/METER CONVERSION
 QNH

10010'	3050m
3940'	1200m
2960'	900m
2630'	800m
2470'	750m
1740'	530m

IVF DME	7.0	5.9	4.9	3.8
ALTITUDE	2890'	2550'	2210'	1870'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2470' on 095°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.7							
D7.2 to MAP	5.6	4:48	3:44	3:22	2:48	2:24	

PANS OPS	Std		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D3.4 CDFA		w/o D3.4 CDFA			
	DA/MDA(H) 1280' (361')		DA/MDA(H) 1730' (811')			
	ALS out		ALS out		Max Kts	MDA(H)
	A	R1500m	R1500m	R1500m	100	1740' (821') V1500m
B	R1500m		R1500m	135	1790' (871') V1600m	
C	R1700m		R2400m	180	1890' (971') V2400m	
D	R1700m		R2400m	205	1890' (971') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Procedure revised. © JEPPESEN, 2016, 2021. ALL RIGHTS RESERVED.

UKLI/IFO
IVANO-FRANKIVSK

JEPPESEN
14 MAY 21 (13-2) Eff 20 May

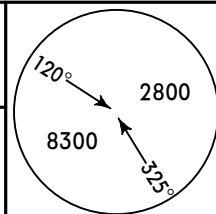
IVANO-FRANKIVSK, UKRAINE
VOR Rwy 28

*FRANKO Tower

134.850

BRIEFING STRIP™

VOR IVF 114.2	Final Apch Crs 282°	D6.8 MANDATORY 2960' (2056')	DA/MDA(H) 1270' (366')	Apt Elev 919' Rwy 904'
----------------------------	----------------------------------	--	----------------------------------	---------------------------

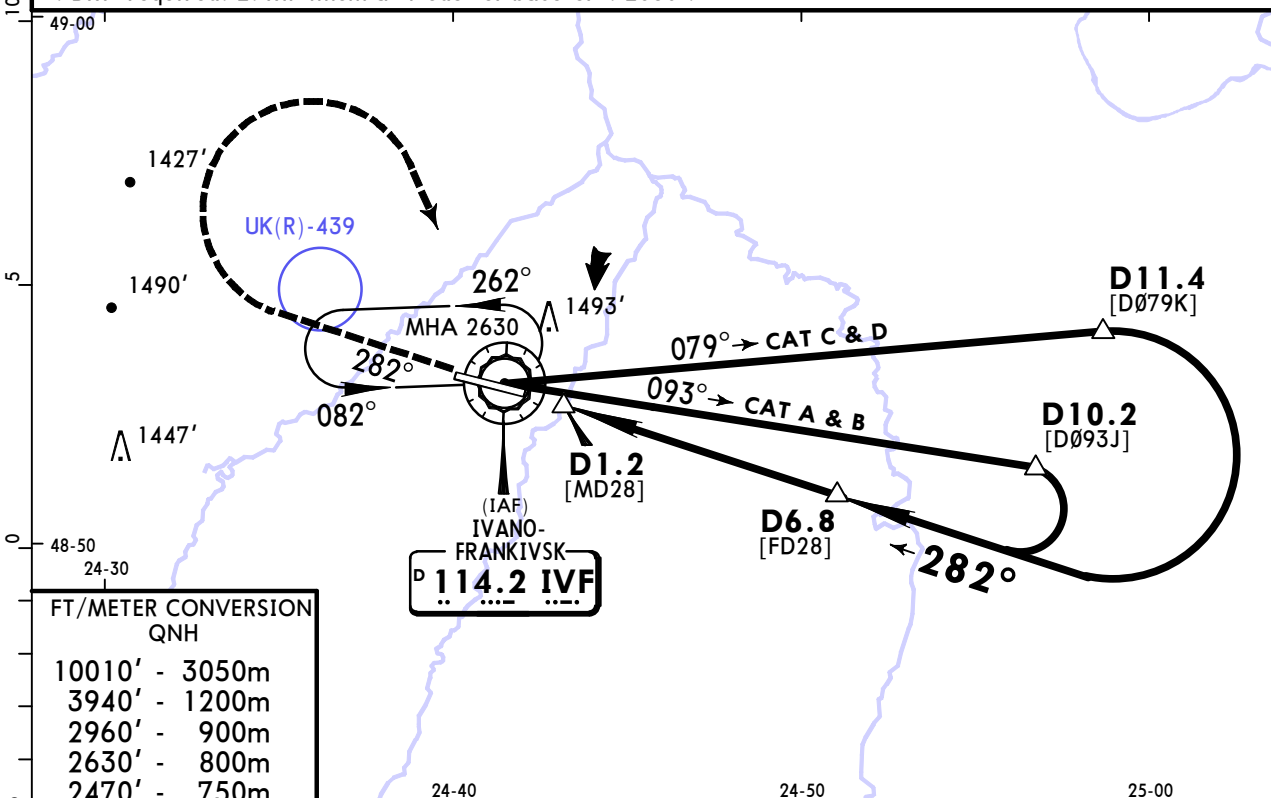


MISSED APCH: Climb on 282° to 2470', turn RIGHT climbing to 3940' to VOR, then according to chart.

MSA IVF VOR

Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans alt: 10010'

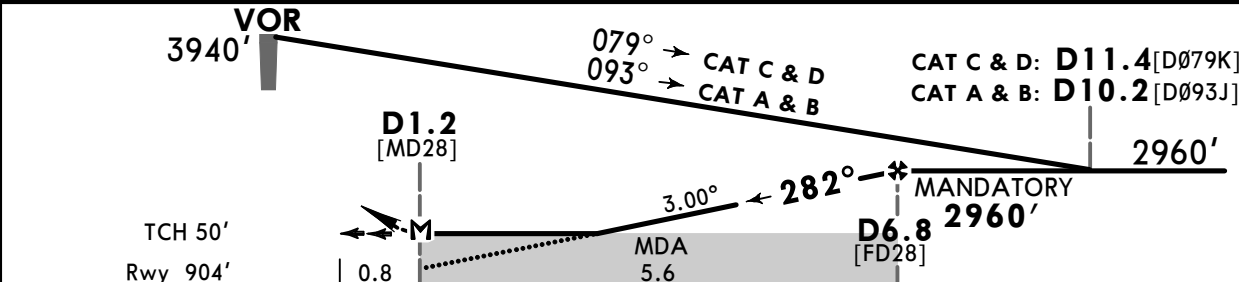
1. DME required. 2. Minimum altitude for baseturn: 2630'.



FT/METER CONVERSION
QNH

10010'	3050m
3940'	1200m
2960'	900m
2630'	800m
2470'	750m

IVF DME	1.6	2.7	3.8	4.9	5.9
ALTITUDE	1350'	1690'	2030'	2370'	2710'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2470' on 282°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.2							
D6.8 to MAP	5.6	4:48	3:44	3:22	2:48	2:24	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 1270' (366')			
	ALS out		Max Kts	MDA(H)
	A	R1500m	100	1350' (431') V1500m
B	135		1790' (871') V1600m	
C	180		1890' (971') V2400m	
D	205		1890' (971') V3600m	

VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UKLI/IFO
IVANO-FRANKIVSK

JEPPESEN
 14 MAY 21 **(16-1)** **Eff 20 May**

IVANO-FRANKIVSK, UKRAINE
NDB Rwy 28

*FRANKO Tower

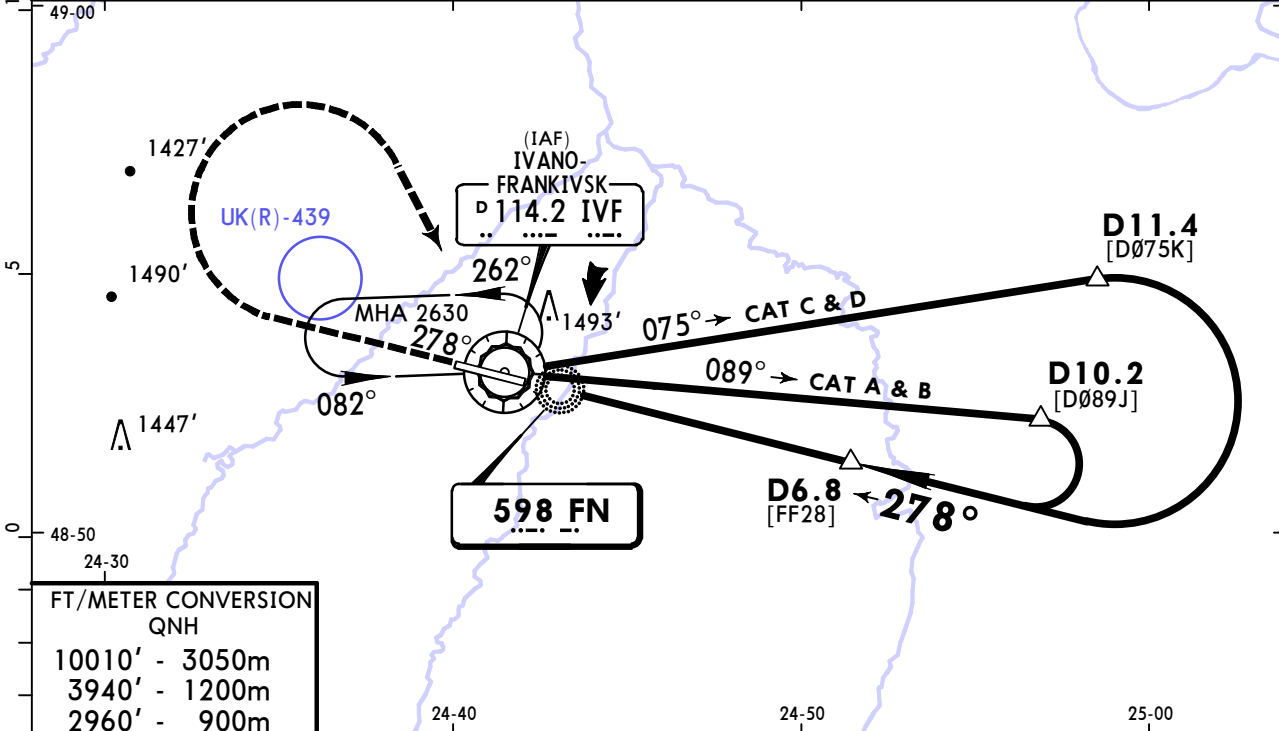
134.850

NDB FN 598	Final Apch Crs 278°	D6.8 MANDATORY 2960' (2056')	DA/MDA(H) 1300' (396')	Apt Elev 919' Rwy 904'	<p style="text-align: center;">MSA IVF VOR</p>
-------------------------	----------------------------------	--	----------------------------------	---------------------------	--

MISSED APCH: Climb on 278° to 2470', turn RIGHT climbing to 3940' to VOR, then according to chart.

Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans alt: 10010'

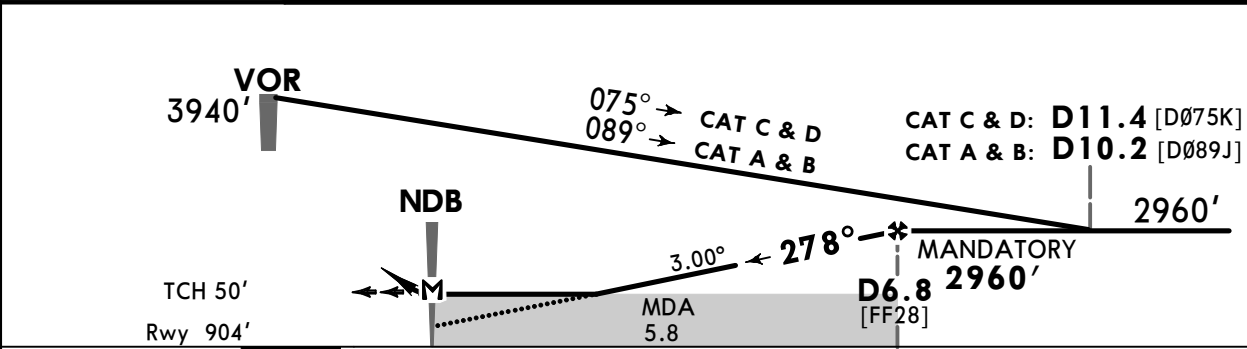
1. DME required. 2. Minimum altitude for baseturn: 2630'.



FT/METER CONVERSION
 QNH

10010'	3050m
3940'	1200m
2960'	900m
2630'	800m
2470'	750m

IVF DME	1.6	2.7	3.8	4.9	5.9
ALTITUDE	1350'	1690'	2030'	2370'	2710'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI 2470' on 278°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							
D6.8 to MAP	5.8	4:58	3:52	3:29	2:54	2:29	

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 1300' (396')		ALS out		
	A	R1500m		Max Kts	MDA(H)
	B	R1500m		100	1350' (431') V1500m
C	R1600m	R1800m	135	1790' (871') V1600m	
D	R1600m	R1800m	180	1890' (971') V2400m	
			205	1890' (971') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Procedure revised. © JEPPESEN, 2016, 2021. ALL RIGHTS RESERVED.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

IVANO-FRANKIVSK, (IVANO-FRANKIVSK - UKLI)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UKLI

Type: Terminal

Effectivity: Temporary

Begin Date: 20210812

End Date: Until Further Notice

Based on AIRAC SUP 005/21 PAPI lights on Rwy 10/28 out of service.