

## List of pages in this Trip Kit

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Airport Information For UKLL

Terminal Charts For UKLL

Revision Letter For Cycle 05-2025

Change Notices

Notebook

## General Information

Location: LVIV 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: 0230 Z  
Sunset: 1812 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: 128.625  
ATIS: 128.650  
Lviv Tower: 128.000  
Lviv Ground: 120.050  
Lviv Radar ACC: 120.525 RCO

Lviv Information: 126.825 Flight Info Service RCO

UKLL/LWO  
LVIV INTL

JEPPESEN

1 OCT 21

10-1P

Eff 7 Oct

LVIV, UKRAINE

AIRPORT BRIEFING

**1. GENERAL****1.1. ATIS**

ATIS 128.625  
122.925 (Russian)

**1.2. NOISE ABATEMENT PROCEDURES**

Flights over the city below 2960' are prohibited.

**1.3. LOW VISIBILITY PROCEDURES (LVP)****1.3.1. GENERAL**

LVP shall be applied when RVR is less than 600m.

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.

Arrival ACFT should taxi behind Follow-me car 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 is requested when ACFT is ready to execute it immediately.

Taxiing of ACFT is executed behind Follow-me car.

**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 taxiing on TWYs 3, 7 and apron A for ACFT code D according local procedure.

It is approved to taxi through the stands 8 thru 13, if they are free, if escorted by Follow-me car.

TWY 6 not to be used from 1 DEC till 1 APR every year.

Maneuvering of the ACFT at all sites of aerodrome carried out at the minimum necessary power of engine.

**1.5. OTHER INFORMATION**

Birds in vicinity of APT.

In case of communication failure in order to operate aerodrome traffic, light signals are emitted by Signal Light Gun.

UKLL/LWO  
LVIV INTL

JEPPESEN

1 OCT 21

10-1P1

Eff 7 Oct

LVIV, UKRAINE  
AIRPORT BRIEFING

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## 2. ARRIVAL

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### 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 700m (2300') to prevent leveling off.

MAX IAS 220 KT at 20 track miles from touchdown.

Minimum levels must be adhered to unless cancelled by ATC.

### 2.2. CAT II OPERATIONS

RWYs 13/31 are approved for CAT II operations.

# UKLL/LWO LVIV INTL



16 NOV 18 **10-1R**

# LVIV, UKRAINE

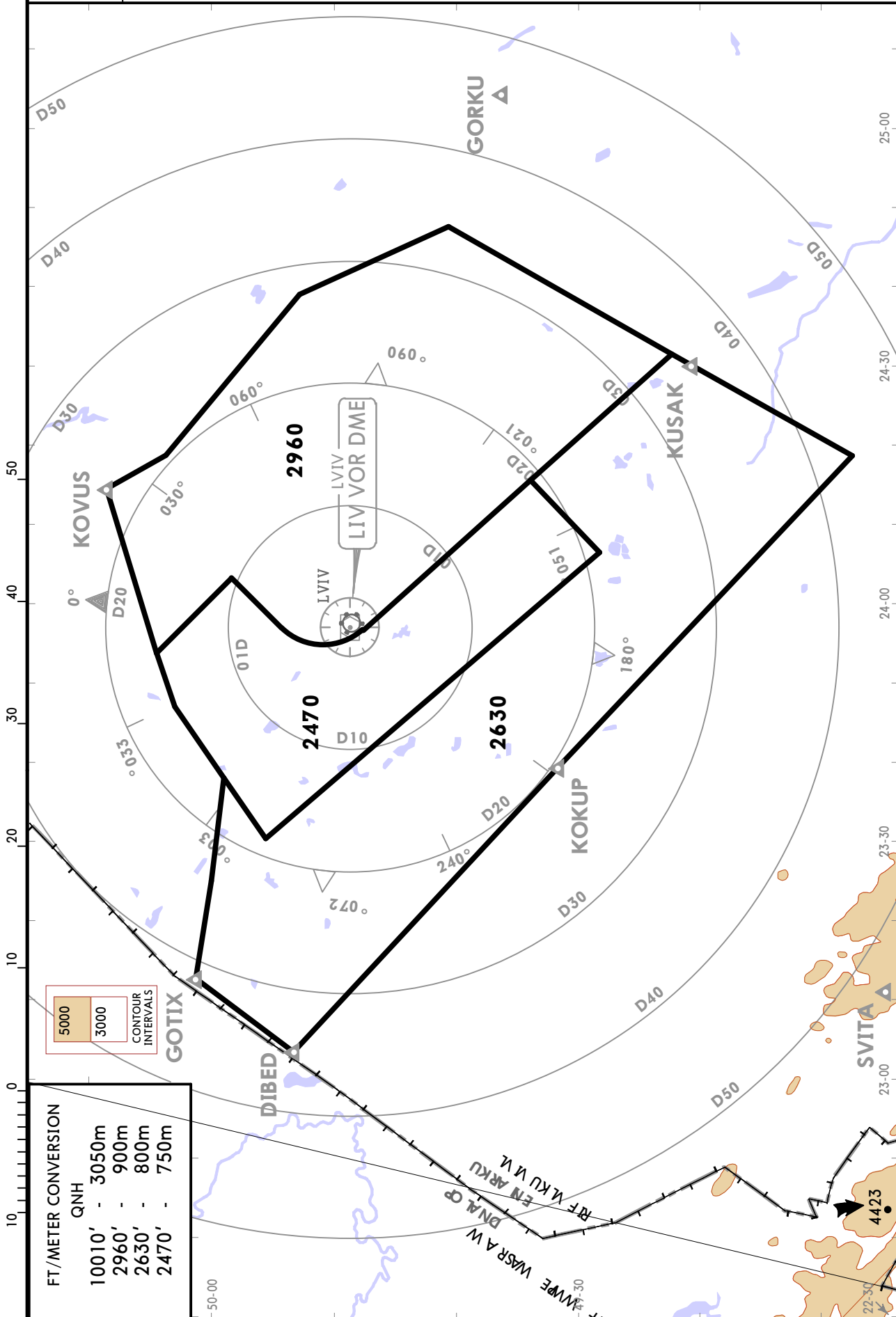
## RADAR MINIMUM ALTITUDES

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. Minimum Radar Vectoring Altitudes 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  
LVIV INTL

JEPPESSEN  
16 NOV 18 (10-2A)

LVIV, UKRAINE  
RNAV STAR

ATIS  
128.625  
(Russian  
122.925)

Apt Elev  
1077

- Alt Set: hPa Trans level: By ATC
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.

KOVUS 1J [KOVU1J], ROLKA 1J [ROLK1J]

RWY 31 RNAV ARRIVALS

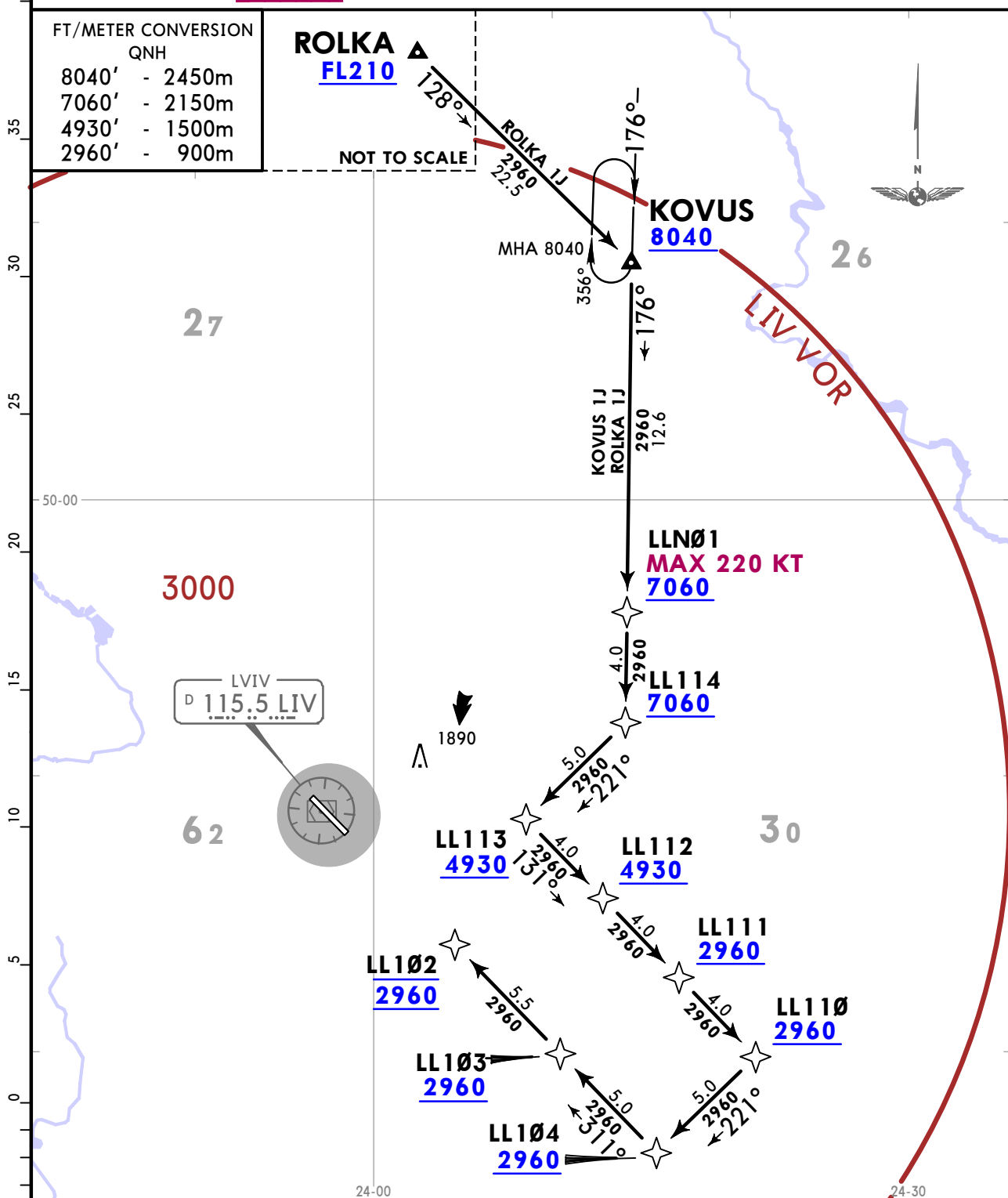
BY ATC

**SPEED: MAX 220 KT FROM LLNØ1 TO LL1Ø2**

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

**ROLKA**  
FL210

NOT TO SCALE

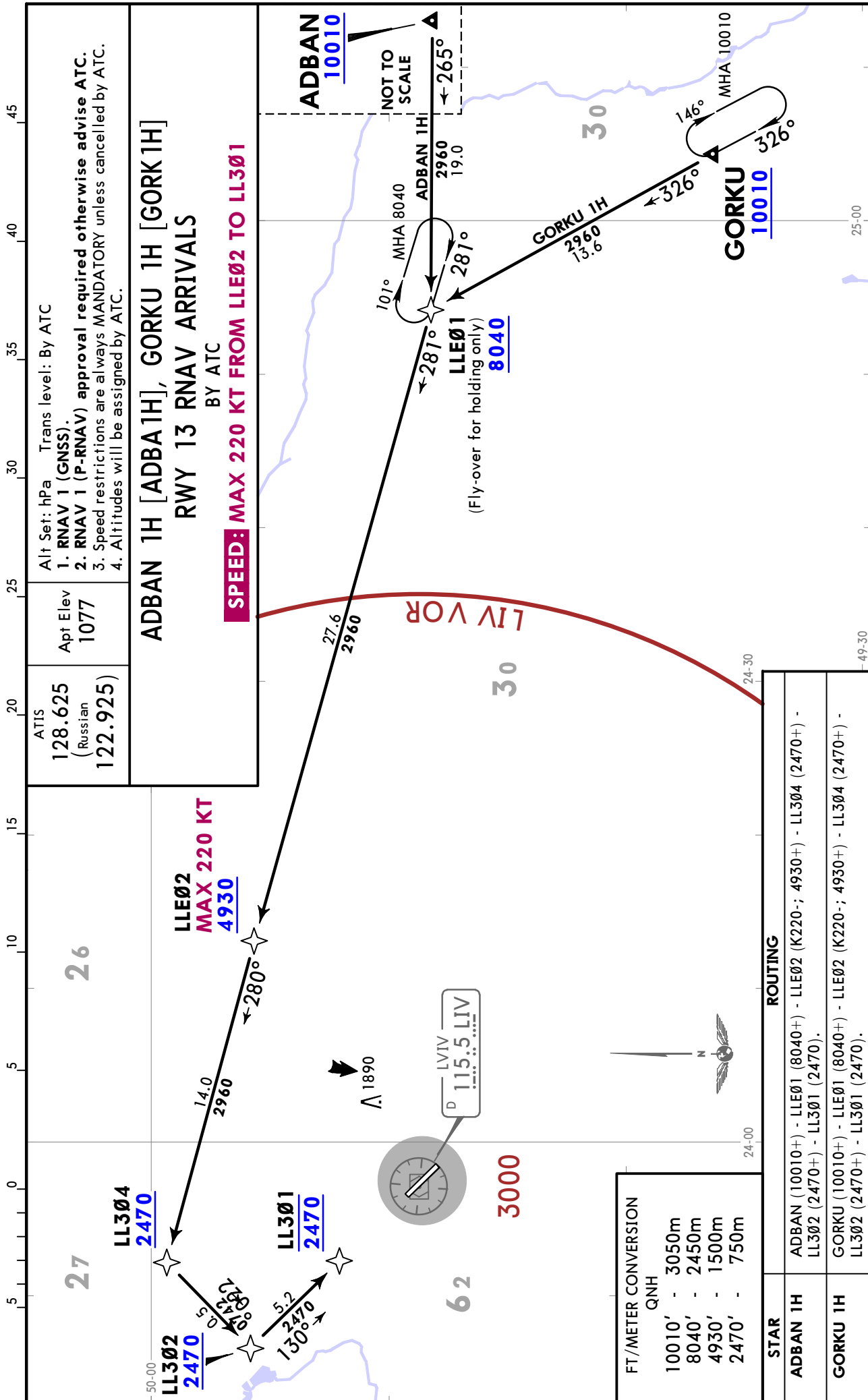


STAR	ROUTING
<b>KOVUS 1J</b>	KOVUS (8040+) - LLNØ1 (K220-; 7060+) - LL114 (7060+) - LL113 (4930+) - LL112 (4930+) - LL111 (2960+) - LL11Ø (2960+) - LL1Ø4 (2960+) - LL1Ø3 (2960+) - LL1Ø2 (2960).
<b>ROLKA 1J</b>	ROLKA (FL210+) - KOVUS (8040+) - LLNØ1 (K220-; 7060+) - LL114 (7060+) - LL113 (4930+) - LL112 (4930+) - LL111 (2960+) - LL11Ø (2960+) - LL1Ø4 (2960+) - LL1Ø3 (2960+) - LL1Ø2 (2960).

UKLL/LWO  
LVIV INTL

JEPPESSEN  
16 NOV 18 10-2B

LVIV, UKRAINE  
RNAV STAR



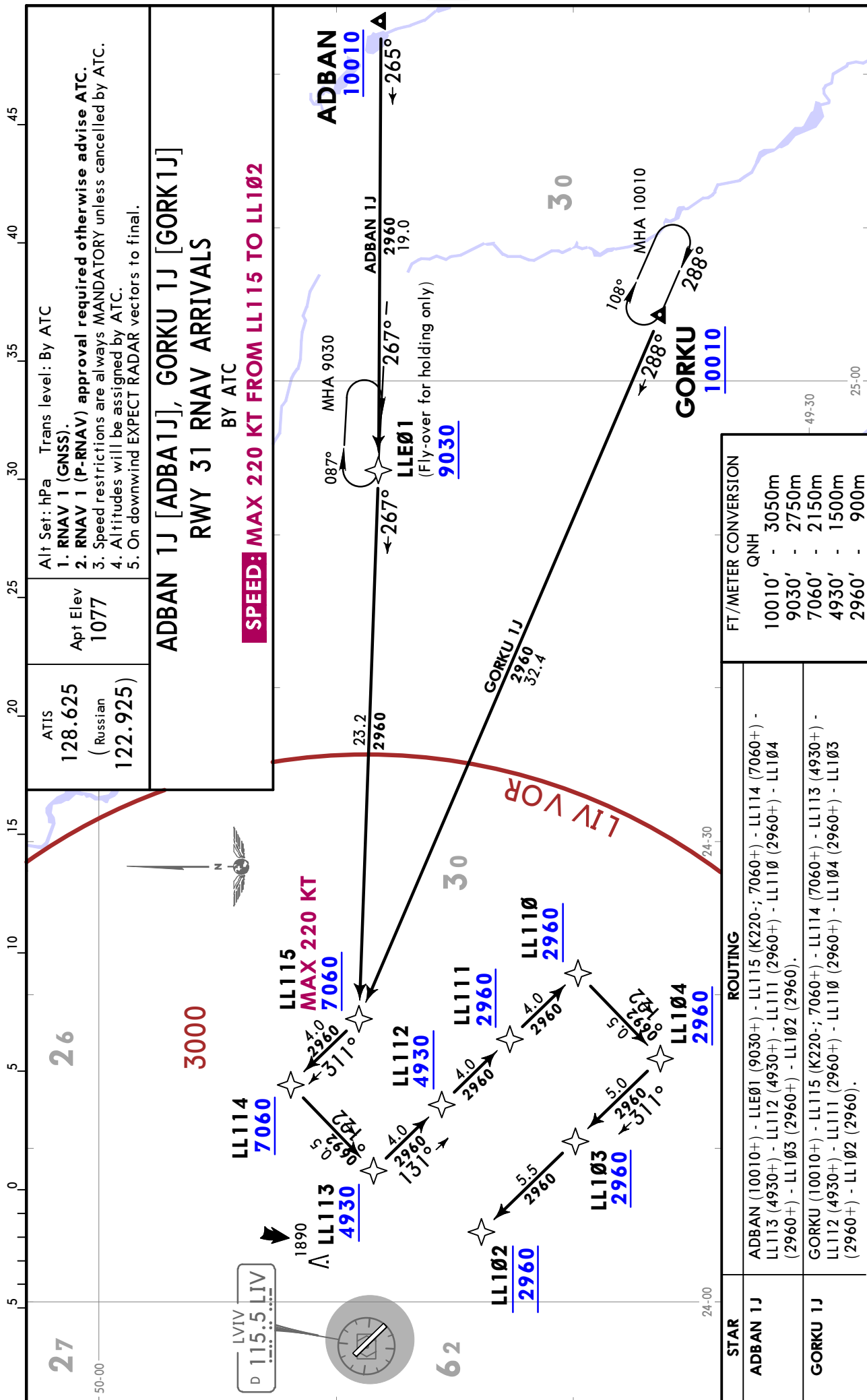
UKLL/LWO  
LVIV INTL

JEPPESSEN

LVIV, UKRAINE

16 NOV 18 10-2C

RNAV STAR



**UKLL/LWO**  
LVIV INTL

**JEPPESEN LVIV, UKRAINE**  
RNAV STAR

16 NOV 18 (10-2D)

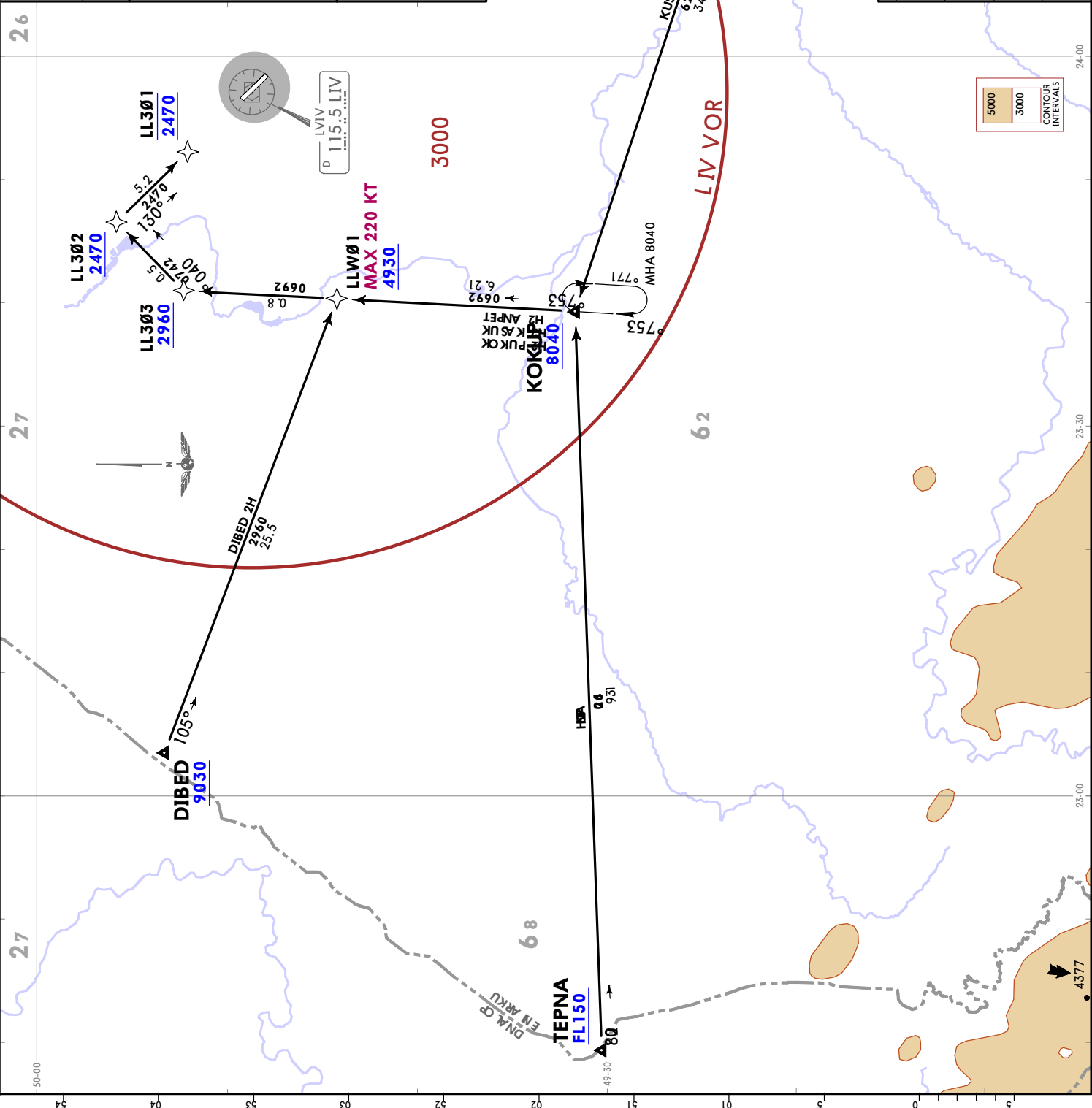
Alt Set: hPa Trans level: By ATC  
 1. RNAV 1 (GNSS).  
 2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.  
 3. Speed restrictions are always MANDATORY unless cancelled by ATC.  
 4. Altitudes will be assigned by ATC.

ATIS  
128.625  
(Russian)  
122.925  
Apt Elev  
1077

DIBED 2H [DIBE2H]  
 KOKUP 2H [KOKU2H]  
 KUSAK 2H [KUSA2H]  
 TEPNA 2H [TEPN2H]  
 RWY 13 RNAV ARRIVALS  
 BY ATC

**SPEED: MAX 220 KT FROM LLWØ1 TO LL3Ø1**

HOLDING OVER  
**KUSAK**  
 109° 284°  
 FT./METER CONVERSION  
 QNH  
 9030' - 2750m  
 8040' - 2450m  
 4930' - 1500m  
 2960' - 900m  
 2470' - 750m



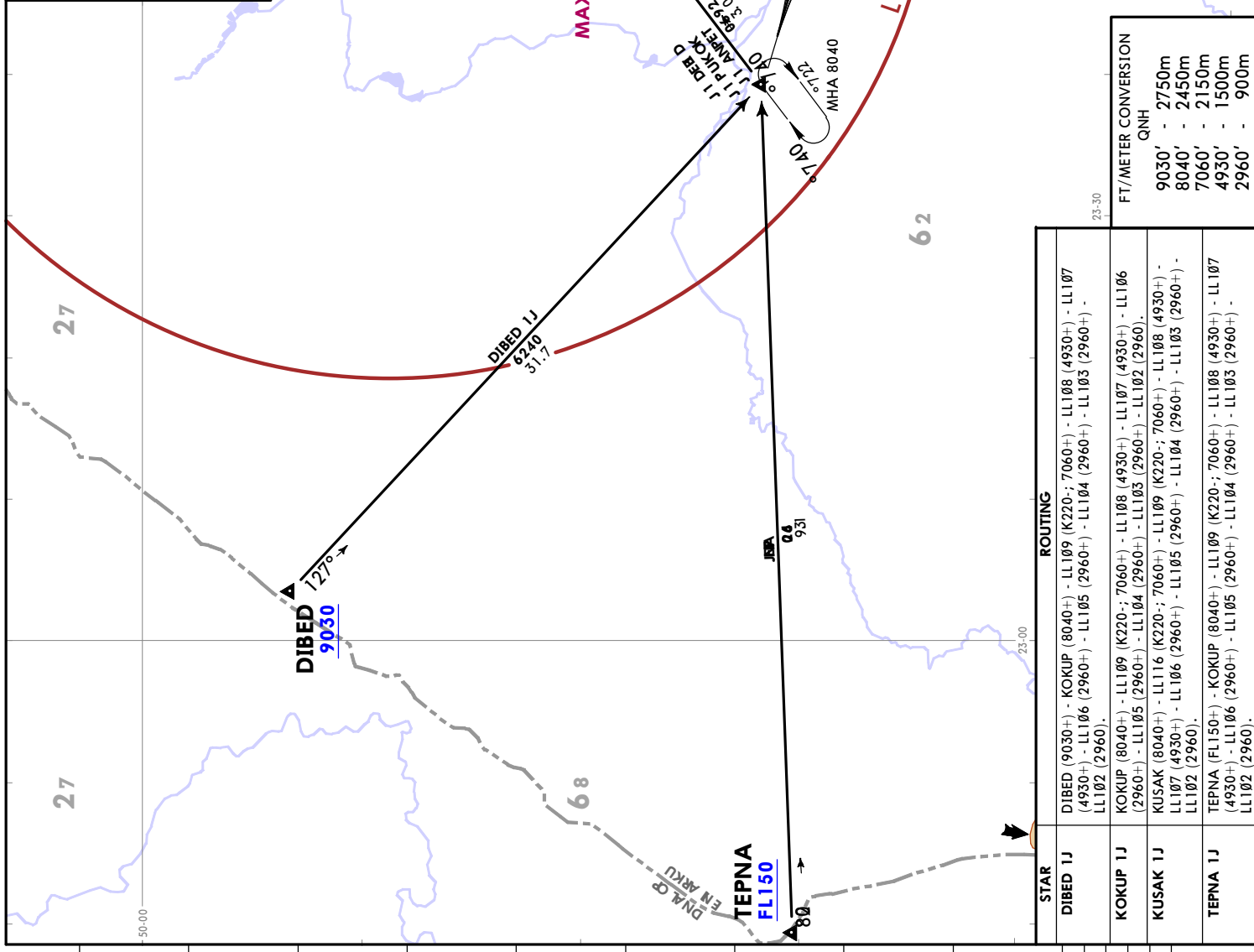
STAR	ROUTING
DIBED 2H	DIBED (9030+) - LLWØ1 (K220+; 4930+) - LL3Ø3 (2960+) - LL3Ø2 (2470+) - LL3Ø1 (2470).
KOKUP 2H	KOKUP (8040+) - LLWØ1 (K220+; 4930+) - LL3Ø3 (2960+) - LL3Ø2 (2470+) - LL3Ø1 (2470).
KUSAK 2H	KUSAK (8040+) - KOKUP (8040+) - LLWØ1 (K220+; 4930+) - LL3Ø3 (2960+) - LL3Ø2 (2470+) - LL3Ø1 (2470).
TEPNA 2H	TEPNA (FL150+) - KOKUP (8040+) - LLWØ1 (K220+; 4930+) - LL3Ø3 (2960+) - LL3Ø2 (2470+) - LL3Ø1 (2470).

**JEPESEN**  
16 NOV 18 10-2E  
**LVIV, UKRAINE**  
**RNAV STAR**

**UKLL/LWO**  
LVIV INTL

ATIS 128.625 (Russian) 122.925  
Apt Elev 1077  
Alt Set: hPa Trans level: By ATC  
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.

**DIBED 1J [DIBE1J], KOKUP 1J [KOKU1J]  
KUSAK 1J [KUSA1J], TEPNA 1J [TEPN1J]  
RWY 31 RNAV ARRIVALS**  
BY ATC  
**SPEED: MAX 220 KT FROM LL109 TO LL102**



STAR	ROUTING
DIBED 1J	DIBED (9030+) - KOKUP (8040+) - LL109 (K220+; 7060+) - LL108 (4930+) - LL107 (4930+) - LL106 (2960+) - LL105 (2960+) - LL104 (2960+) - LL103 (2960+) - LL102 (2960).
KOKUP 1J	KOKUP (8040+) - LL109 (K220+; 7060+) - LL108 (4930+) - LL107 (4930+) - LL106 (2960+) - LL105 (2960+) - LL104 (2960+) - LL103 (2960+) - LL102 (2960).
KUSAK 1J	KUSAK (8040+) - LL116 (K220+; 7060+) - LL109 (K220+; 7060+) - LL108 (4930+) - LL107 (4930+) - LL106 (2960+) - LL105 (2960+) - LL104 (2960+) - LL103 (2960+) - LL102 (2960).
TEPNA 1J	TEPNA (FL150+) - KOKUP (8040+) - LL109 (K220+; 7060+) - LL108 (4930+) - LL107 (4930+) - LL106 (2960+) - LL105 (2960+) - LL104 (2960+) - LL103 (2960+) - LL102 (2960).

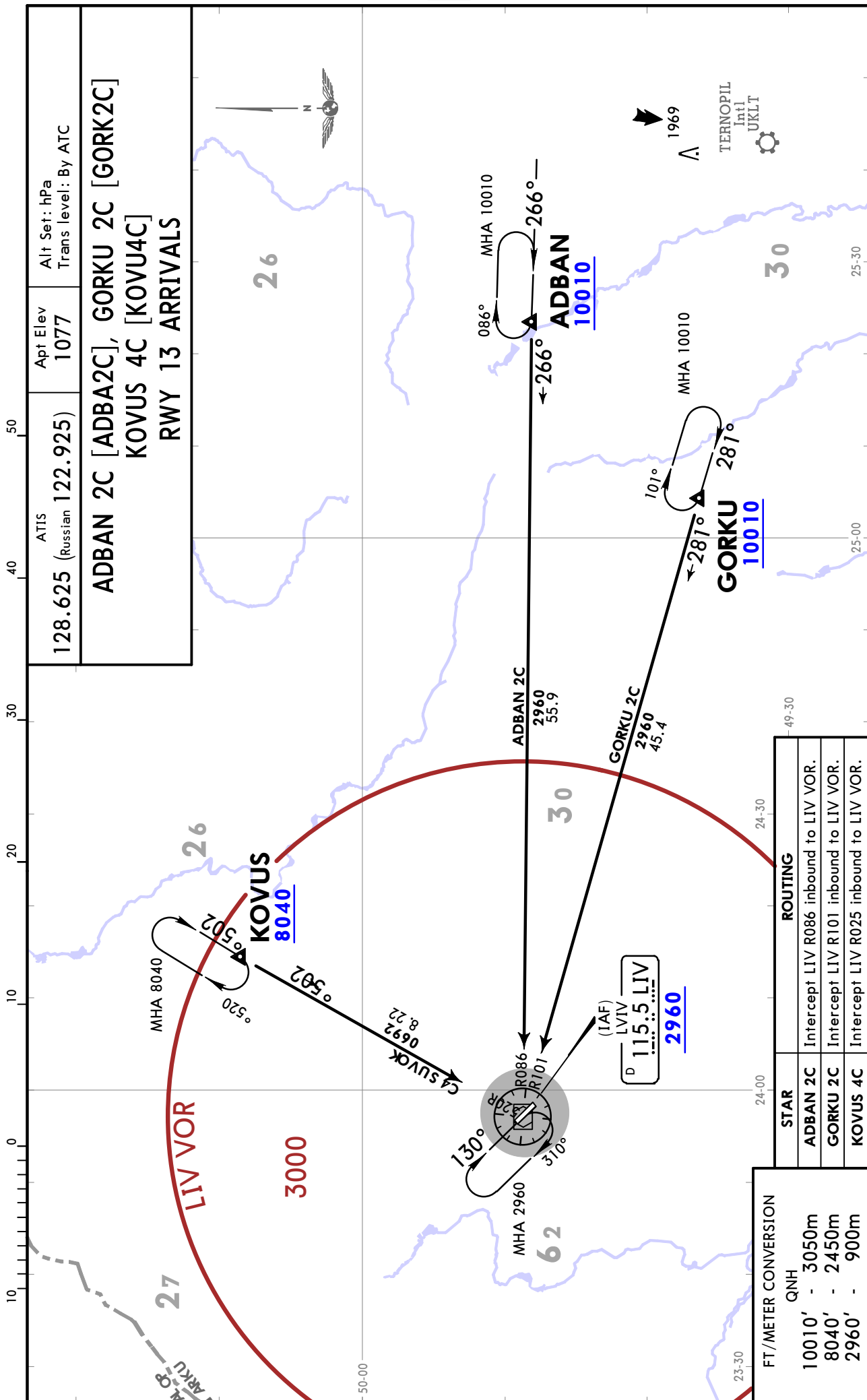
FT/METER CONVERSION QNH

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

UKLL/LWO  
LVIV INTL

JEPPESSEN  
16 NOV 18 10-2F

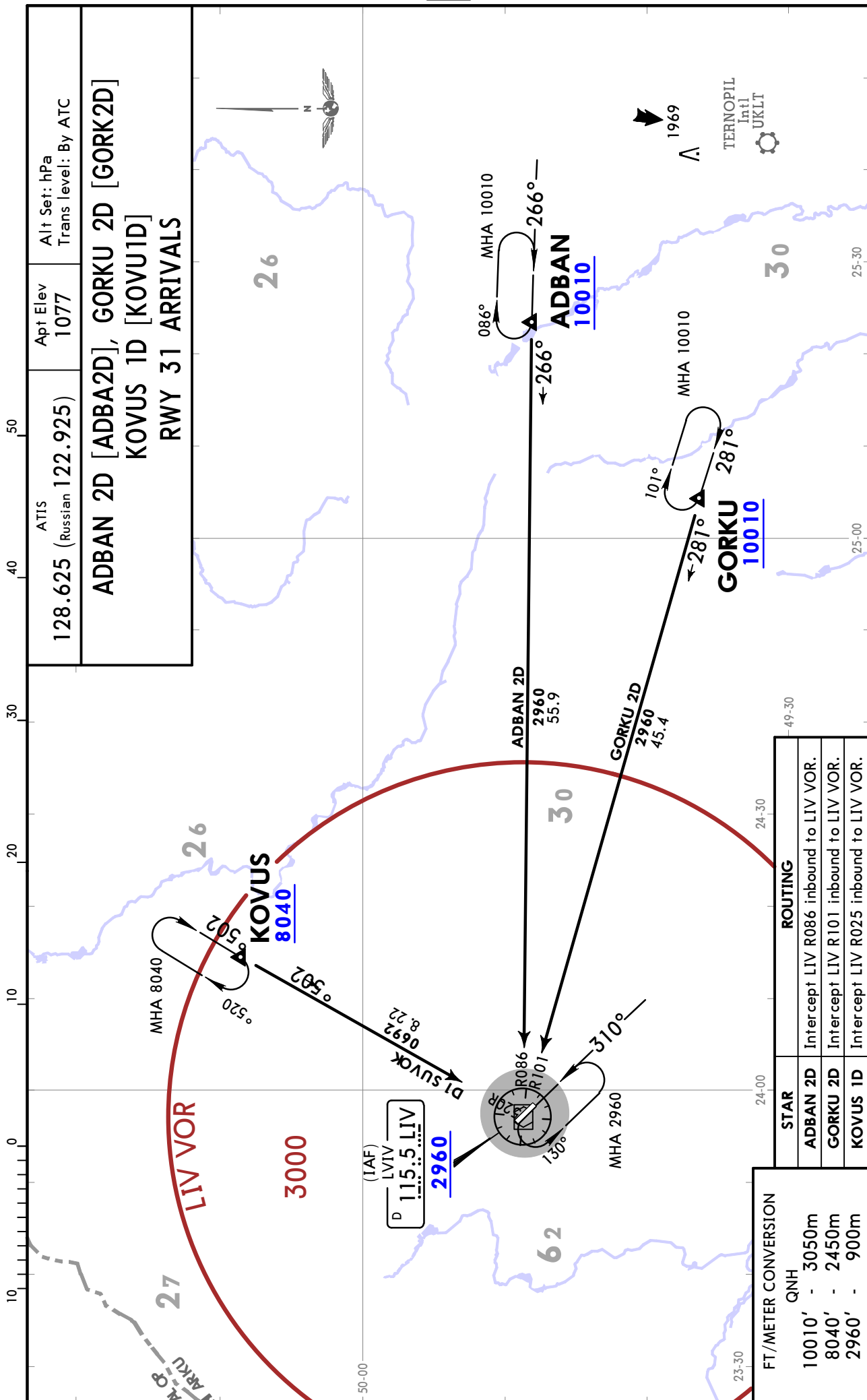
LVIV, UKRAINE  
STAR



UKLL/LWO  
LVIV INTL

JEPPESSEN  
16 NOV 18 (10-2G)

LVIV, UKRAINE  
STAR



ATIS  
128.625 (Russian 122.925)

Apt Elev  
1077

Alt Set: hPa  
Trans level: By ATC

ADBAN 2D [ADBA2D], GORKU 2D [GORK2D]  
KOVUS 1D [KOVU1D]  
RWY 31 ARRIVALS

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

STAR	ROUTING
ADBAN 2D	Intercept LIV R086 inbound to LIV VOR.
GORKU 2D	Intercept LIV R101 inbound to LIV VOR.
KOVUS 1D	Intercept LIV R025 inbound to LIV VOR.

UKLL/LWO  
LVIV INTL

JEPPESEN

LVIV, UKRAINE

16 NOV 18 (10-2H)

STAR

ATIS  
128.625 (Russian 122.925)

Apt Elev  
1077

Alt Set: hPa  
Trans level: By ATC

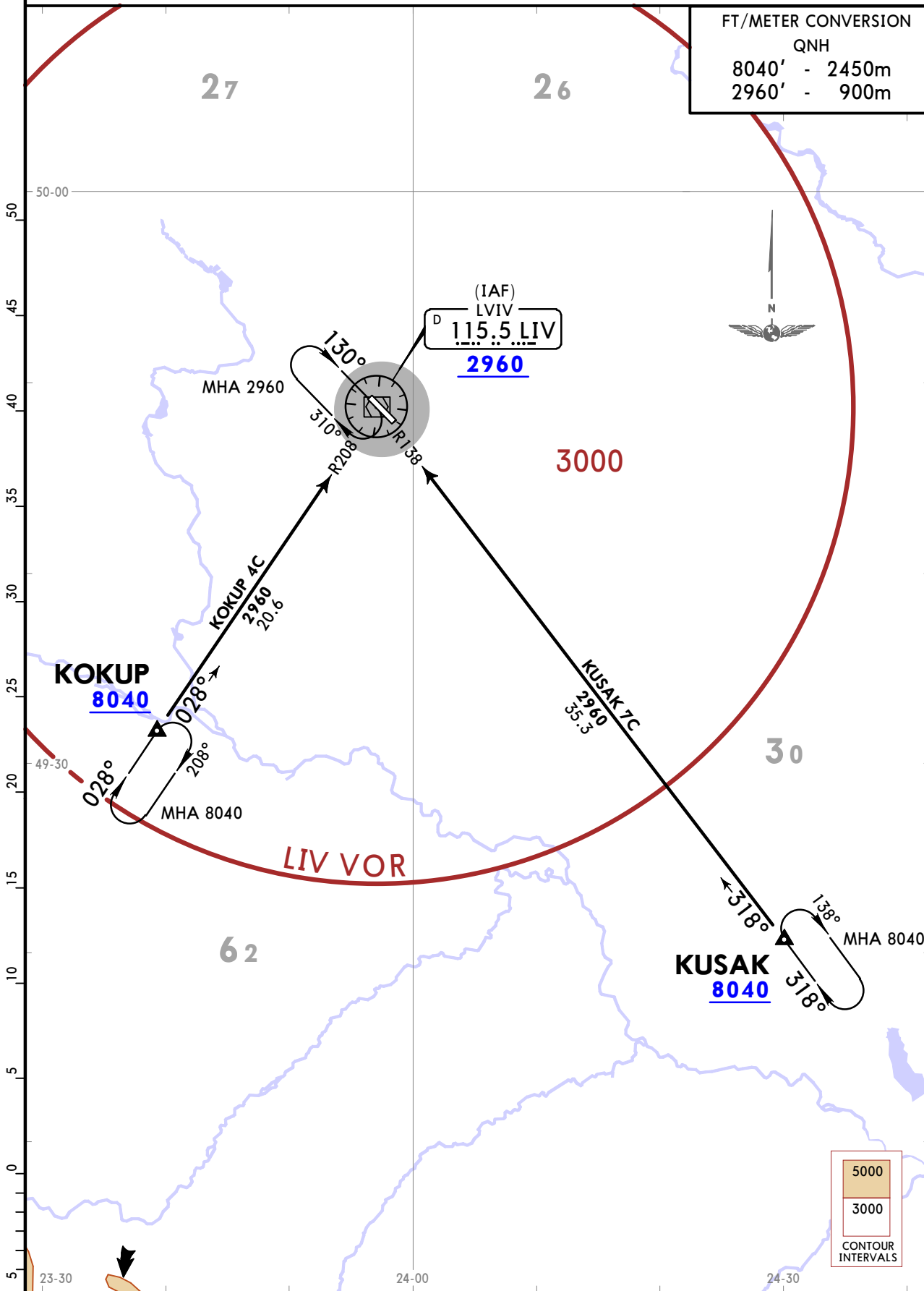
KOKUP 4C [KOKU4C], KUSAK 7C [KUSA7C]  
RWY 13 ARRIVALS

FT/METER CONVERSION

QNH

8040' - 2450m

2960' - 900m



STAR	ROUTING
KOKUP 4C	Intercept LIV R208 inbound to LIV VOR.
KUSAK 7C	Intercept LIV R138 inbound to LIV VOR.

**UKLL/LWO**  
LVIV INTL

**JEPPESEN**

**LVIV, UKRAINE**

16 NOV 18 (10-2J)

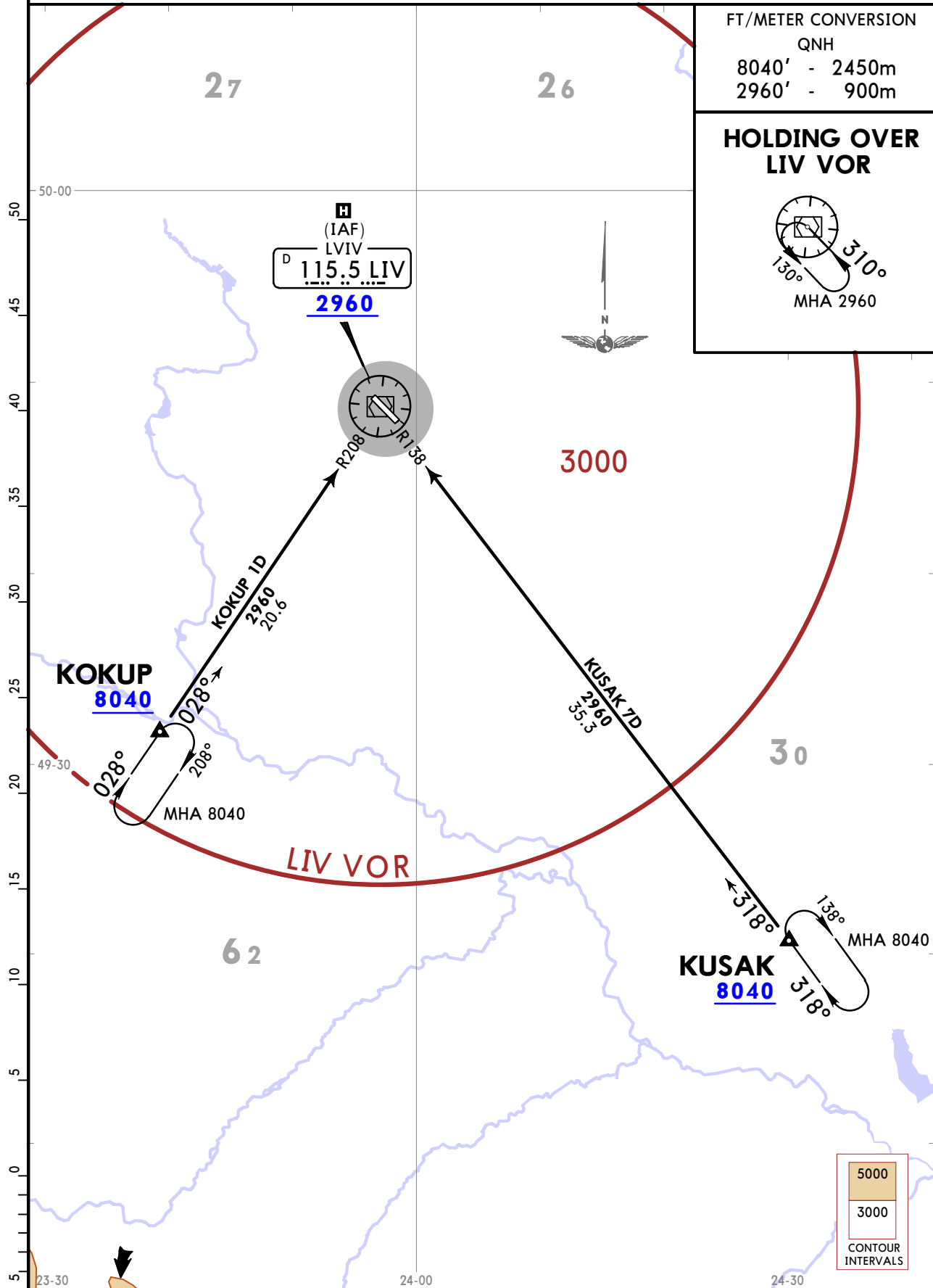
**STAR**

ATIS 128.625 (Russian 122.925)	Apt Elev 1077	Alt Set: hPa Trans level: By ATC
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**KOKUP 1D [KOKU1D], KUSAK 7D [KUSA7D]  
RWY 31 ARRIVALS**

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

**HOLDING OVER  
LIV VOR**



STAR	ROUTING
<b>KOKUP 1D</b>	Intercept LIV R208 inbound to LIV VOR.
<b>KUSAK 7D</b>	Intercept LIV R138 inbound to LIV VOR.

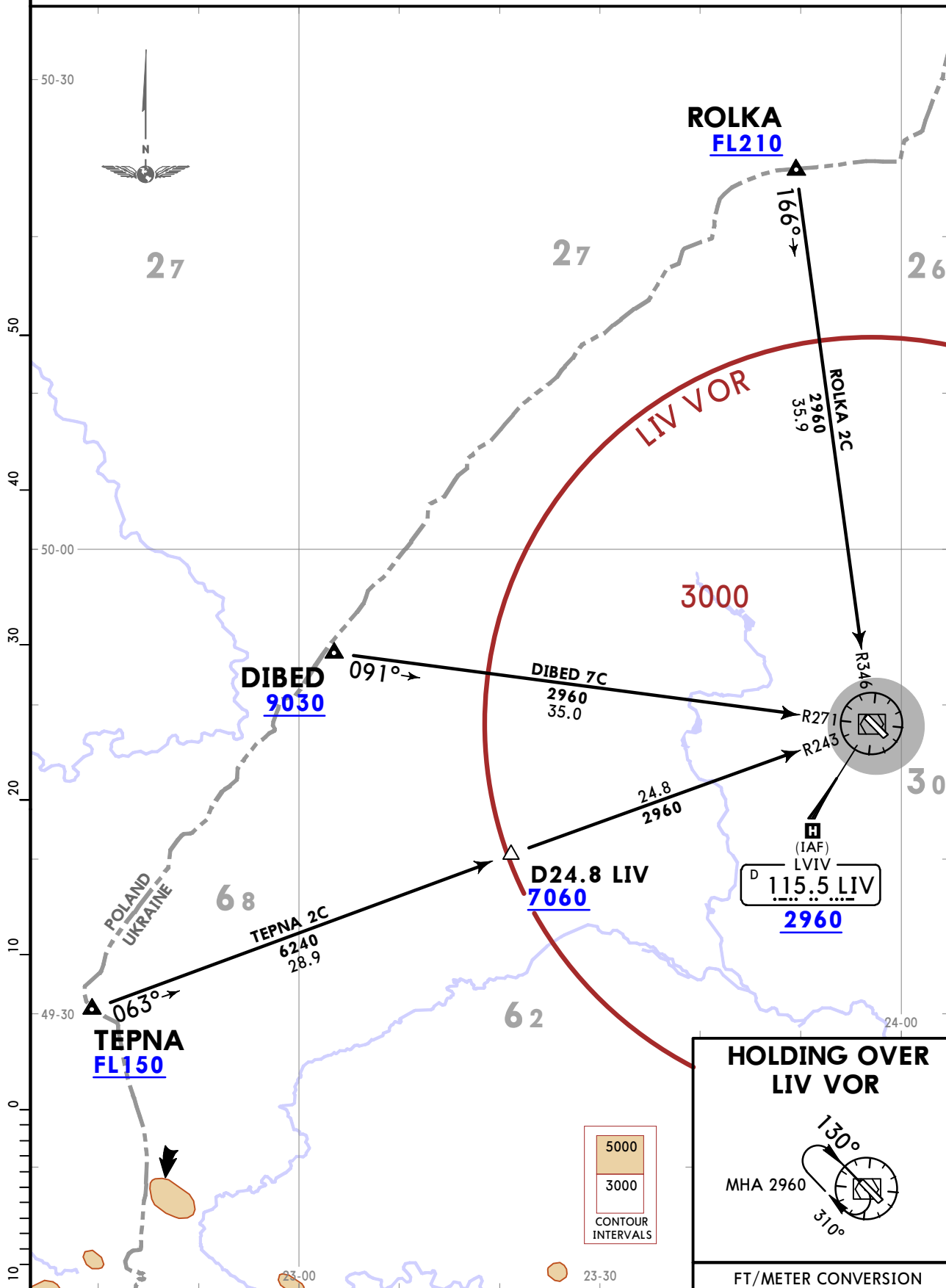
UKLL/LWO  
LVIV INTL

JEPPESEN  
16 NOV 18 (10-2K)

LVIV, UKRAINE  
STAR

ATIS 128.625 (Russian 122.925) Apt Elev 1077 Alt Set: hPa Trans level: By ATC

DIBED 7C [DIBE7C], ROLKA 2C [ROLK2C], TEPNA 2C [TEPN2C]  
RWY 13 ARRIVALS



**HOLDING OVER LIV VOR**

MHA 2960

FT/METER CONVERSION  
QNH

9030'	- 2750m
7060'	- 2150m
2960'	- 900m

STAR	ROUTING
DIBED 7C	Intercept LIV R271 inbound to LIV VOR.
ROLKA 2C	Intercept LIV R346 inbound to LIV VOR.
TEPNA 2C	Intercept LIV R243 inbound to LIV VOR.

**UKLL/LWO**  
LVIV INTL

**JEPPESEN**  
16 NOV 18 **(10-2L)**

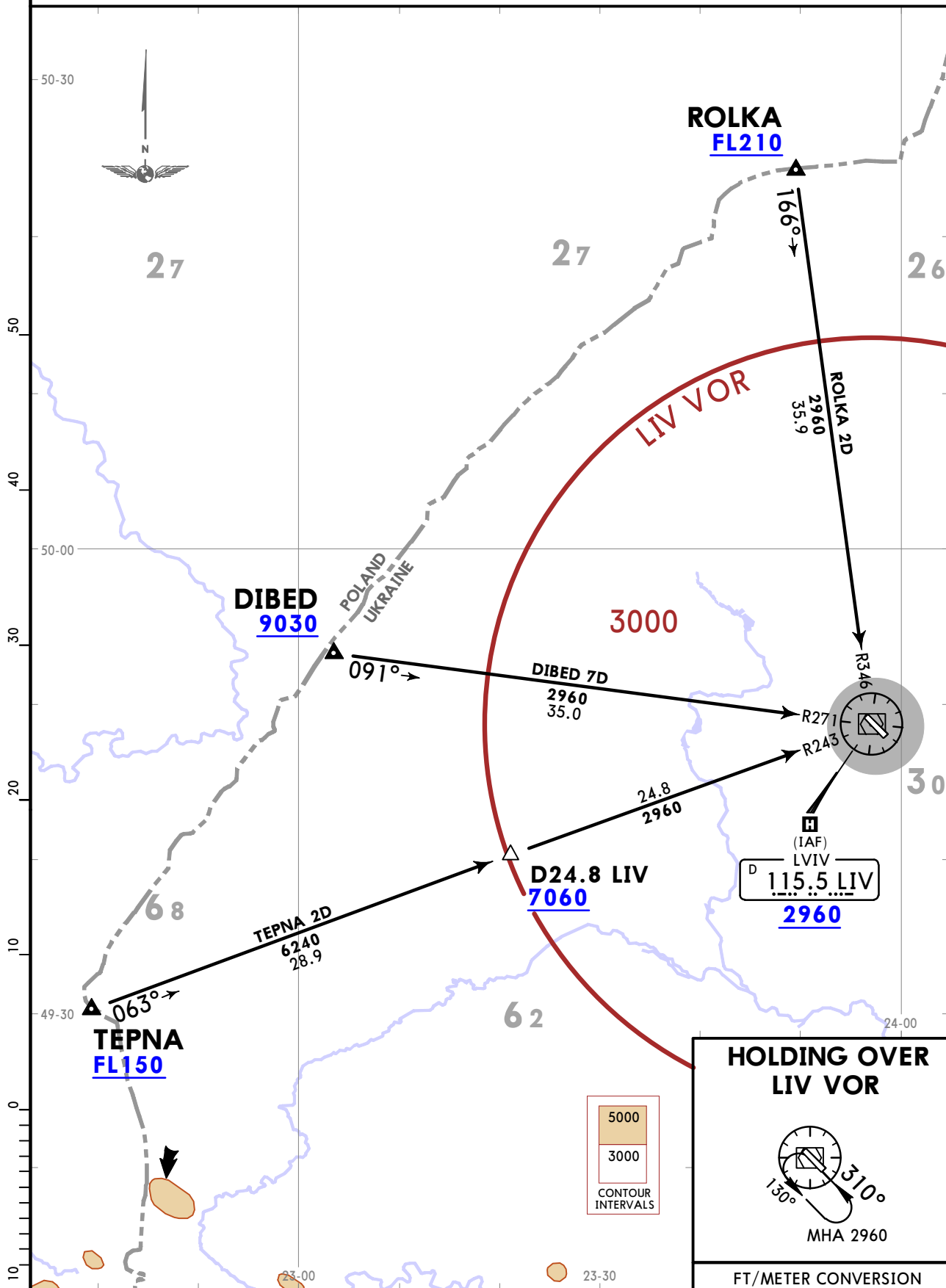
**LVIV, UKRAINE**  
**STAR**

ATIS  
**128.625** (Russian 122.925)

Apt Elev  
**1077**

Alt Set: hPa  
Trans level: By ATC

**DIBED 7D [DIBE7D], ROLKA 2D [ROLK2D], TEPNA 2D [TEPN2D]**  
**RWY 31 ARRIVALS**



**HOLDING OVER LIV VOR**

MHA 2960

FT/METER CONVERSION  
QNH

9030'	- 2750m
7060'	- 2150m
2960'	- 900m

STAR	ROUTING
<b>DIBED 7D</b>	Intercept LIV R271 inbound to LIV VOR.
<b>ROLKA 2D</b>	Intercept LIV R346 inbound to LIV VOR.
<b>TEPNA 2D</b>	Intercept LIV R243 inbound to LIV VOR.

CHANGES: TEPNA crossing altitude, ATIS, location name, airport name, LIV VOR name.

**UKLL/LWO**  
LVIV INTL

**JEPPESEN LVIV, UKRAINE**  
RNAV SID

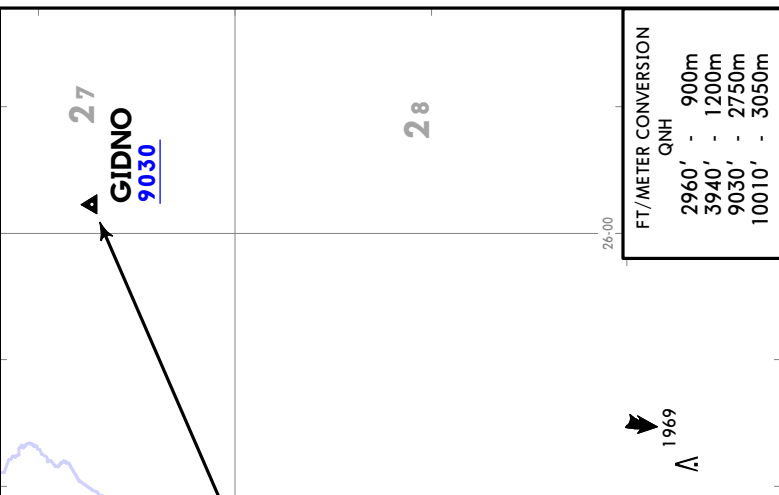
16 NOV 18 (10-3)

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.

Apt Elev  
1077

**ADBAN 1F [ADBA 1F]**  
**GIDNO 1F [GIDN 1F]**  
**GORKU 1F [GORK 1F]**  
**KOVUS 1F [KOVU 1F]**  
**KUSAK 1F [KUSA 1F]**

**RWY 13 RNAV DEPARTURES**



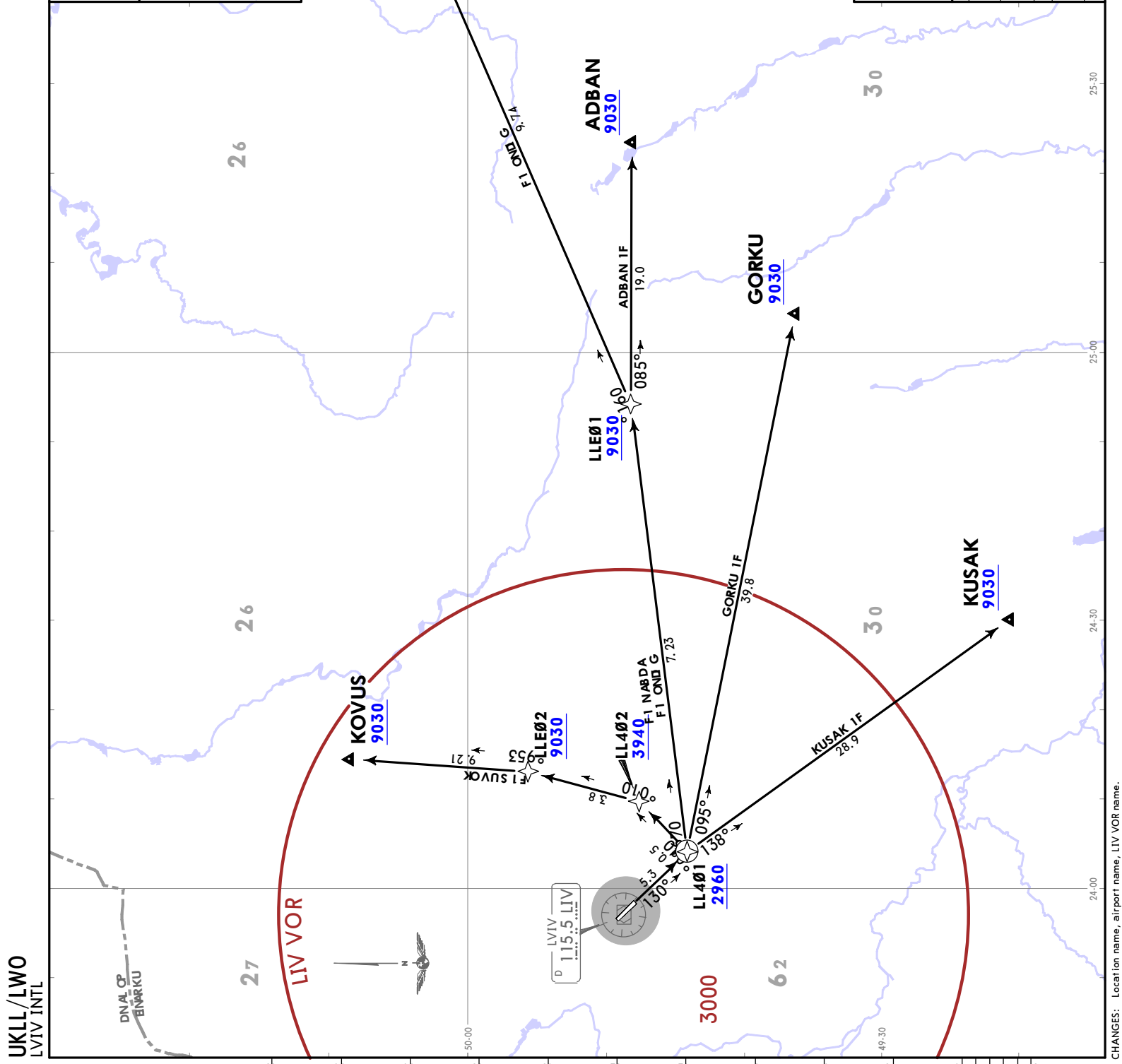
These SIDs require a minimum climb gradient of 5.8% up to 2960.

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

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

FT/METER CONVERSION  
QNH

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



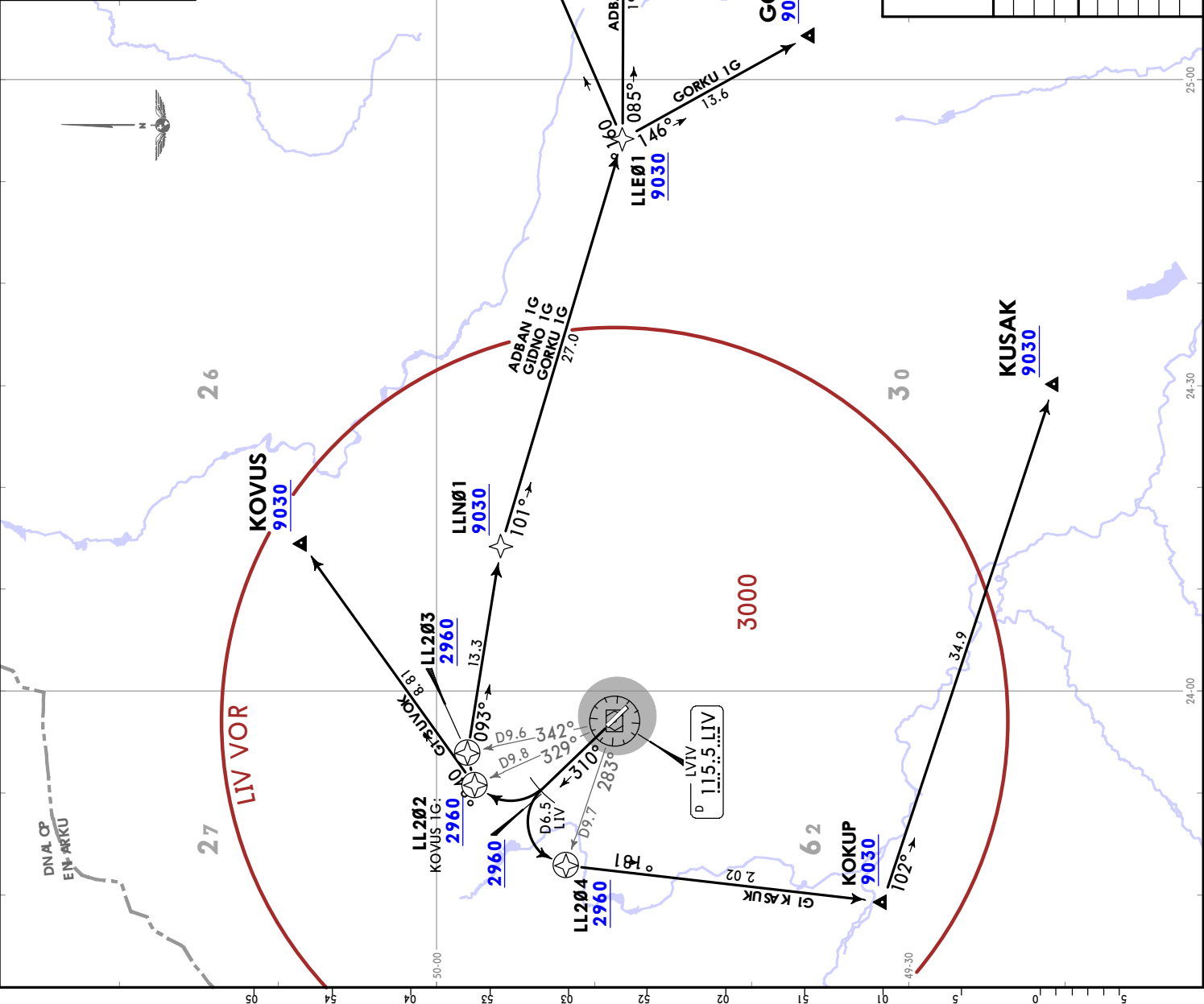
**JEPESEN**  
16 NOV 18 (10-3A)  
LVIV, UKRAINE  
RNAV SID

**UKLL/LWO**  
LVIV INTL

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.

Apt Elev  
10777

**ADBAN 1G [ADBA1G], GIDNO 1G [GIDN1G]  
GORKU 1G [GORK1G], KOVUS 1G [KOVU1G]  
KUSAK 1G [KUSA1G]  
RWY 31 RNAV DEPARTURES**



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

QNH	2960'	900m				
End speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580

**INITIAL CLIMB (CONVENTIONAL)**

SID	INITIAL CLIMB (CONVENTIONAL)
ADBAN 1G, GIDNO 1G, GORKU 1G	On 310° track to D6.5 LIV, turn RIGHT to LL203.
KOVUS 1G	On 310° track to D6.5 LIV, turn RIGHT to LL202.
KUSAK 1G	On 310° track to D6.5 LIV, turn LEFT to LL204.

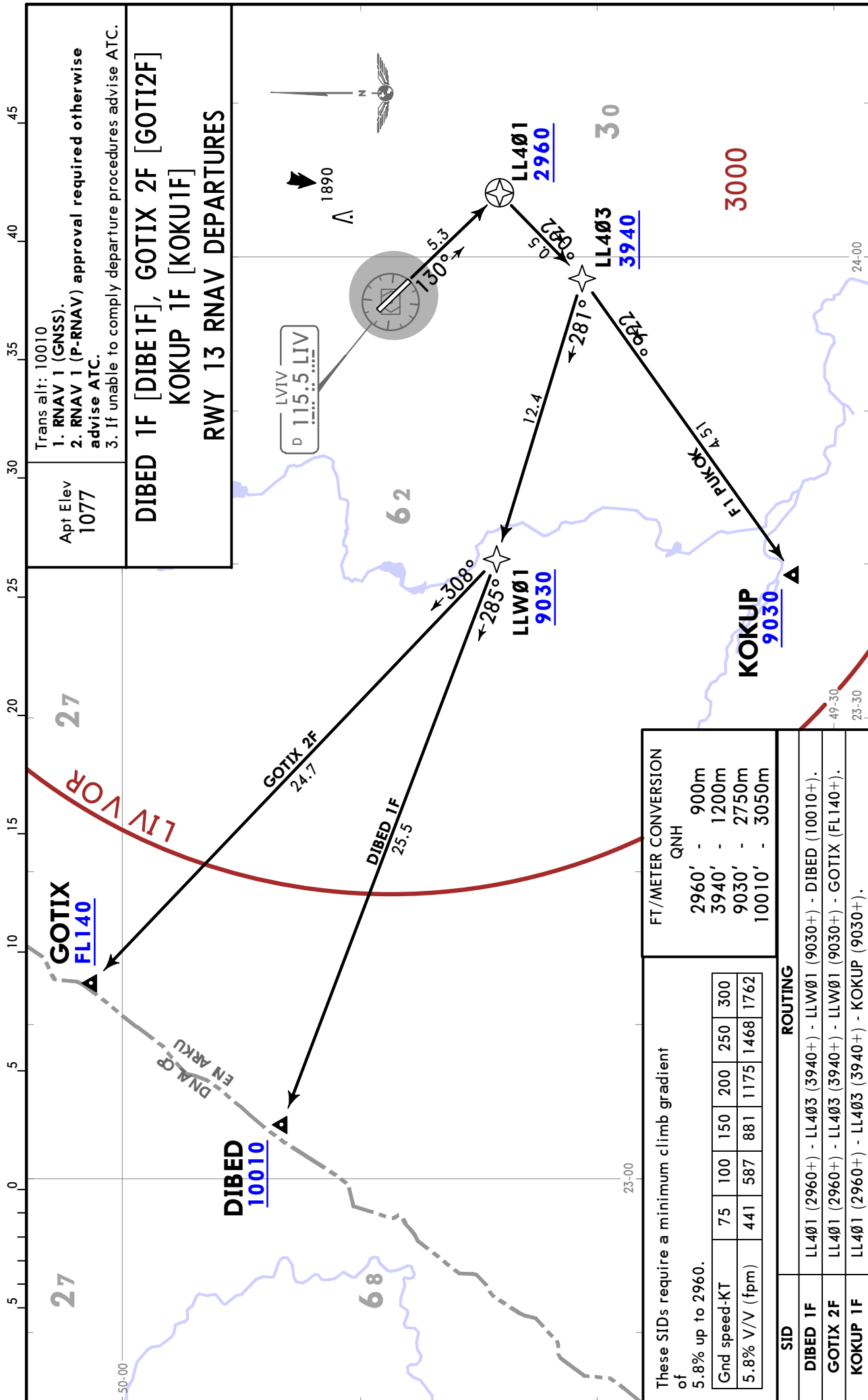
**ROUTING**

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  
LVIV INTL

JEPPESSEN  
16 NOV 18 (10-3B)

LVIV, UKRAINE  
RNAV SID





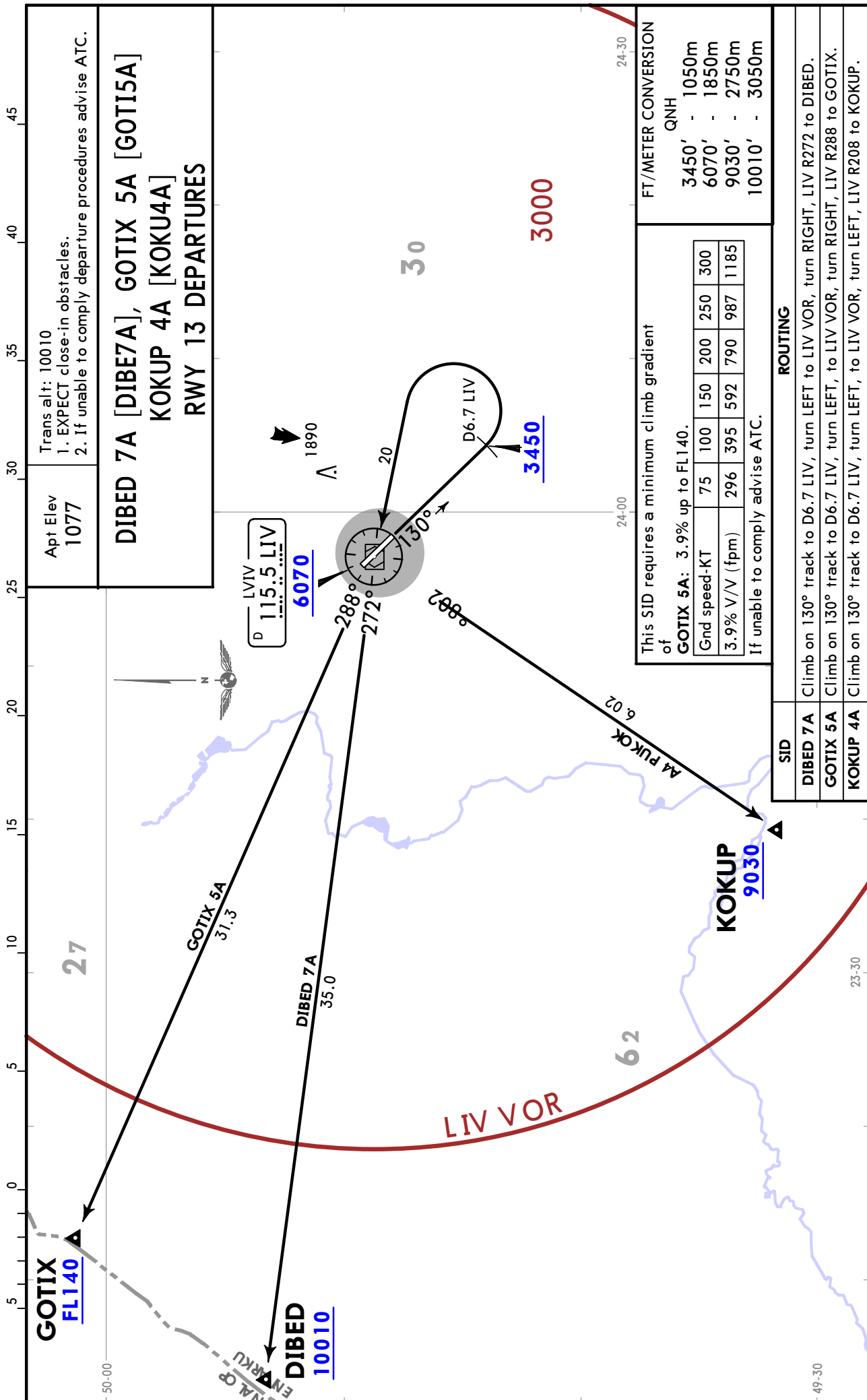




UKLL/LWO  
LVIV INTL

JEPPESSEN  
16 NOV 18 10-3F

LVIV, UKRAINE  
SID

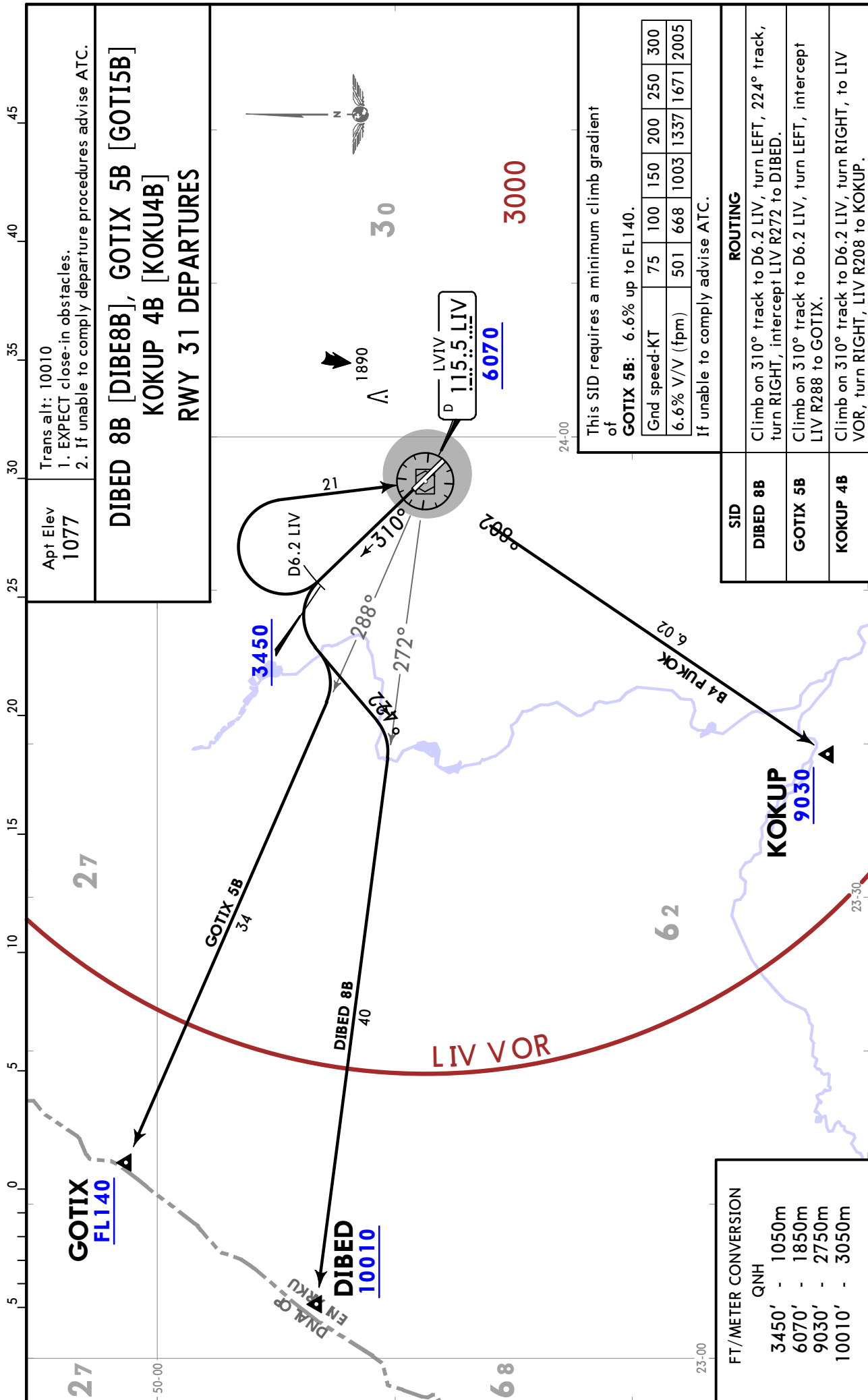


UKLL/LWO  
LVIV INTL

JEPPESSEN  
16 NOV 18 (10-3G)

LVIV, UKRAINE

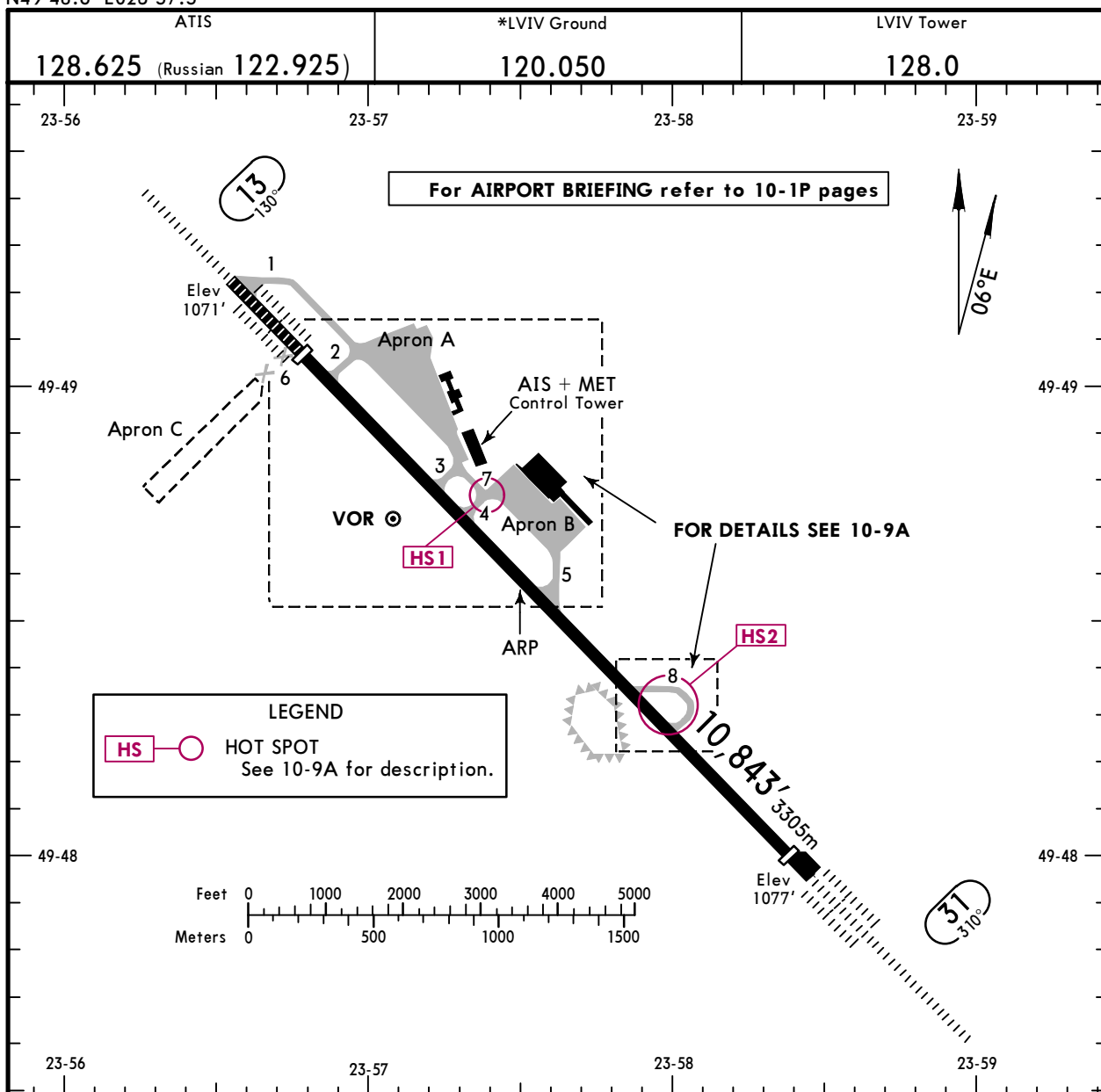
SID



**UKLL/LWO**  
 Apt Elev **1077'**  
 N49 48.6 E023 57.5

**JEPPESSEN**  
 14 FEB 20 **(10-9)** Eff 27 Feb

**LVIV, UKRAINE**  
 LVIV INTL



**ADDITIONAL RUNWAY INFORMATION**

RWY	Landing	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13 31	HIRL (60m) CL (15m) HIALS-II TDZ ① RVR	9498' 2895m	8465' 2580m	②	148' 45m
		10,449' 3185m	9234' 2815m		

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**

A	All Rwy's					
	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)
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

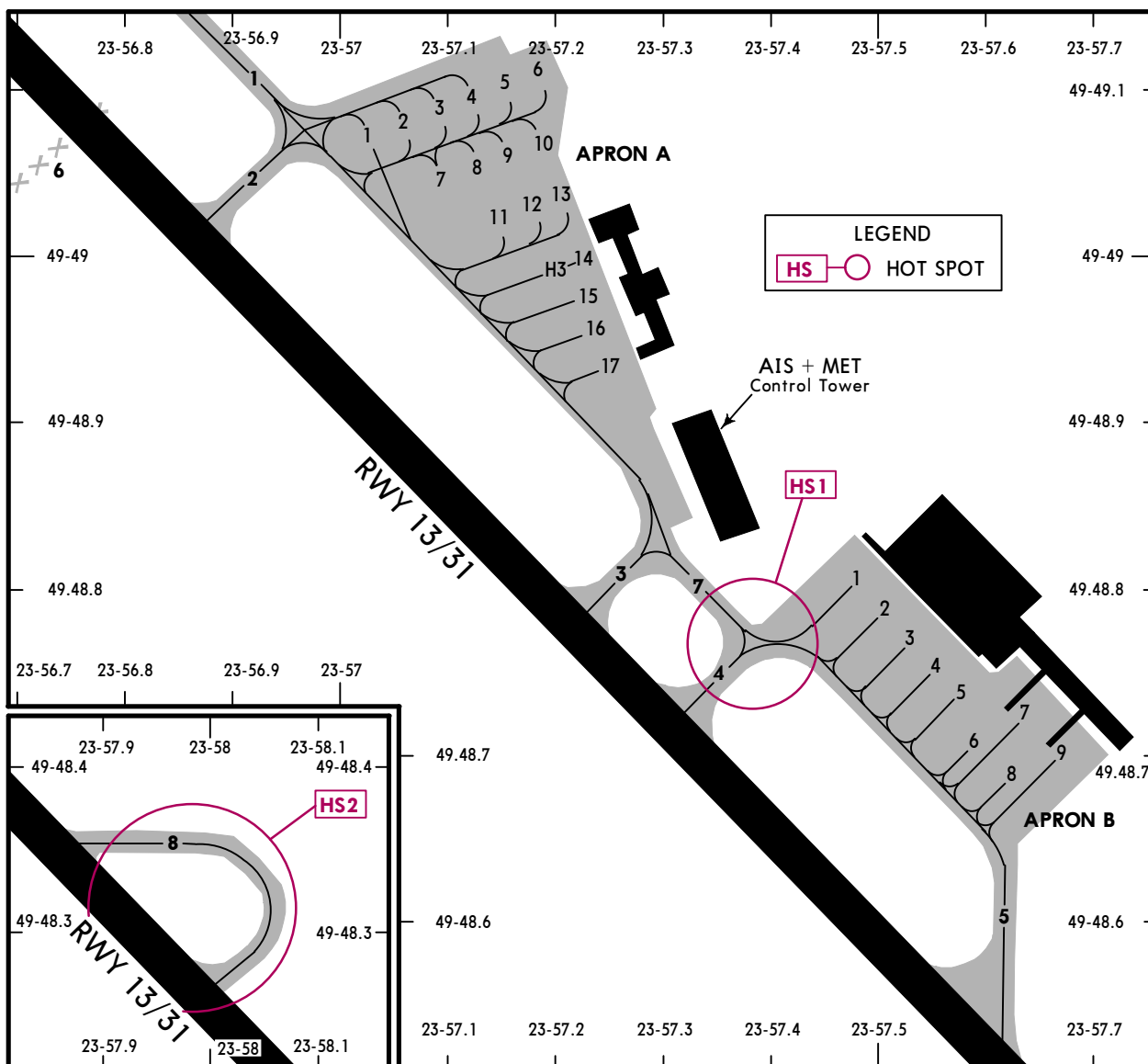
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

UKLL/LWO

**JEPPESEN**  
14 FEB 20 **10-9A** Eff 27 Feb

LVIV, UKRAINE

LVIV INTL



**HOT SPOTS**

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

**HS1** Warning sign at the intersection of rwy, twy and aprons. Listen with caution ATC taxi instruction. Taxi to/from apron via Twy 7 or Twy 4 by Follow-me car and Follow-me instructions.

**HS2** TAXIING WITH CAUTION. Listen carefully to ATC taxi instruction.

**INS COORDINATES**

STAND No.	COORDINATES
<b>APRON A</b>	
1	N49 49.1 E023 57.0
2 thru 4	N49 49.1 E023 57.1
5, 6	N49 49.1 E023 57.2
7, 8	N49 49.0 E023 57.1
9 thru 14, H3	N49 49.0 E023 57.2
15 thru 17	N49 48.9 E023 57.3
<b>APRON B</b>	
1 thru 3	N49 48.8 E023 57.5
4	N49 48.8 E023 57.6
5 thru 7	N49 48.7 E023 57.6
8, 9	N49 48.7 E023 57.7

UKLL/LWO



**Standard**  
LVIV, UKRAINE  
LVIV INTL

STRAIGHT-IN RWY		A	B	C	D
13	CAT II ILS	1220'(151') RA 149'R450m	1236'(167') RA 165'R450m	1249'(180') RA 178'R450m	1263'(194') RA 191'R450m
	ILS FULL	1309'(240') R550m	1318'(249') R550m	1328'(259') R600m	1338'(269') R600m
	TDZ or CL out	② R550m	② R550m	② R600m	② R600m
	ALS out	R1200m	R1300m	R1300m	R1300m
	LOC ①	1430'(361') R1000m	1430'(361') R1000m	1430'(361') R1000m	1430'(361') R1000m
ALS out	R1500m	R1500m	R1700m	R1700m	
VOR ①	1560'(491') R1500m	1560'(491') R1500m	1560'(491') R1500m	1560'(491') R1500m	
ALS out	R1500m	R1500m	R2300m	R2300m	
31	CAT II ILS	1182'(108') RA 98'R300m	1199'(125') RA 110'R400m	1212'(138') RA 117'R400m	1225'(151') RA 128'R450m
	ILS FULL	1274'(200') R550m	1281'(207') R550m	1291'(217') R550m	1300'(226') R550m
	TDZ or CL out	② R550m	② R550m	② R550m	② R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	1510'(436') R1300m	1510'(436') R1300m	1510'(436') R1300m	1510'(436') R1300m
ALS out	R1500m	R1500m	R2000m	R2000m	
VOR ①	1560'(486') R1500m	1560'(486') R1500m	1560'(486') R1500m	1560'(486') R1500m	
ALS out	R1500m	R1500m	R2300m	R2300m	

① Continuous Descent Final Approach.

② RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

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

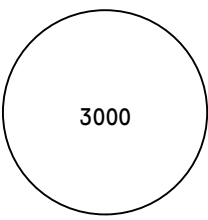
**TAKE-OFF**

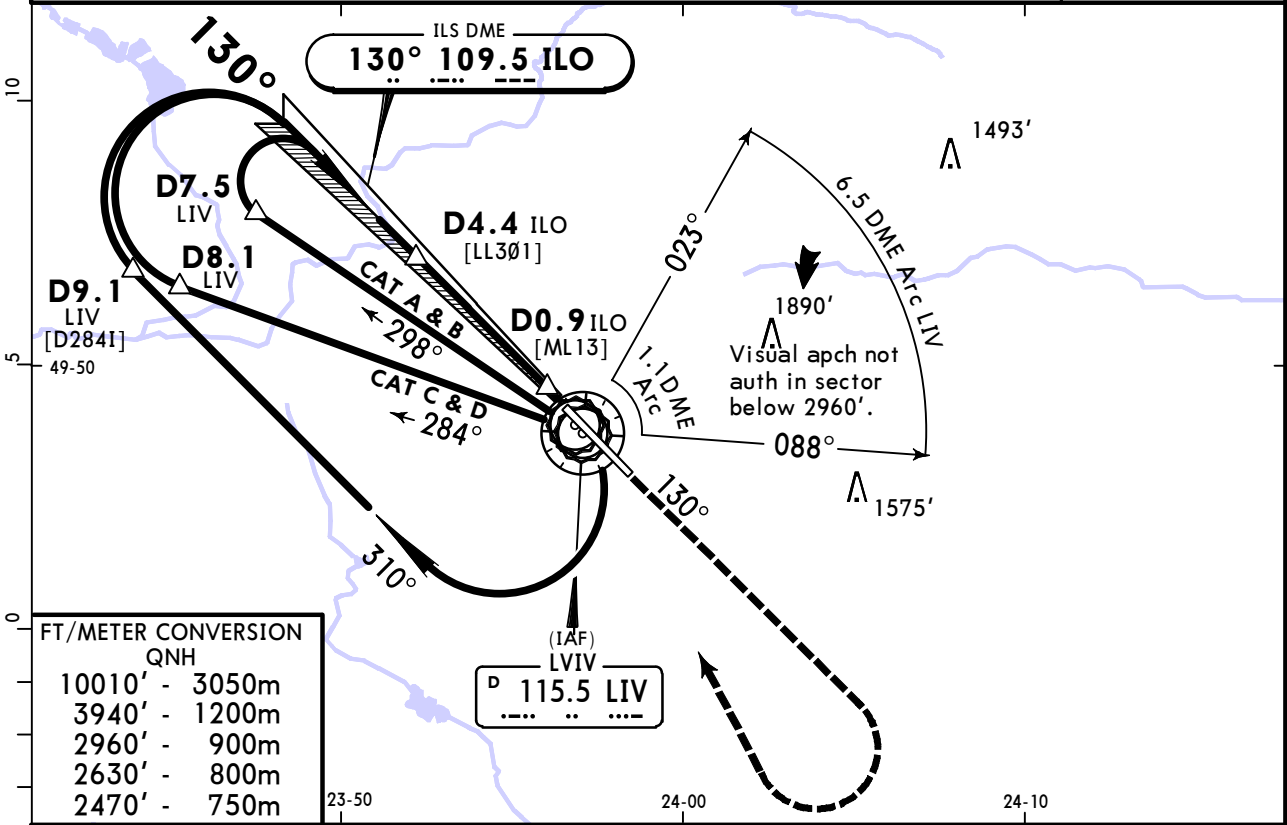
Low Visibility Take-off						
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

**UKLL/LWO**  
LVIV INTL

**JEPPESSEN**  
3 JUL 20 (11-1)

**LVIV, UKRAINE**  
ILS or LOC Rwy 13

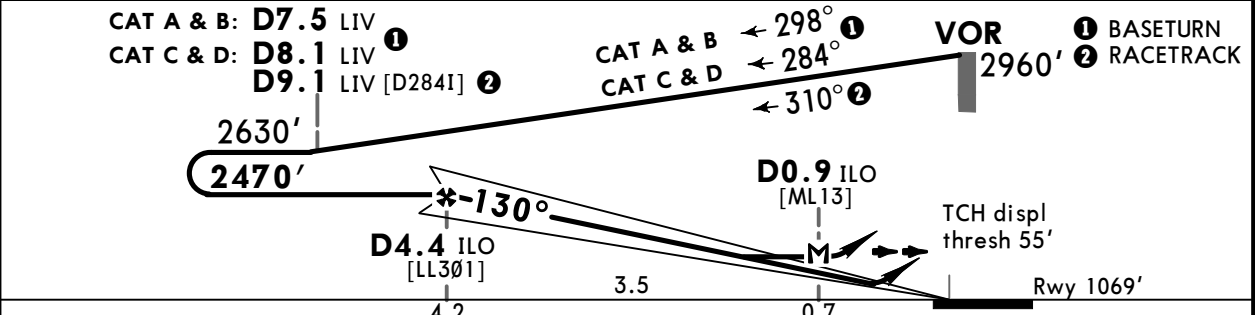
ATIS 128.625 (Russian 122.925)		LVIV Radar (APP) 120.525		LVIV Tower 128.0		*LVIV Ground 120.050		
LOC ILO <b>109.5</b>	Final Apch Crs <b>130°</b>	D4.4 ILO <b>2470'</b> (1401')		ILS DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1069'	 <p>3000 MSA LIV VOR</p>		
<b>MISSED APCH:</b> Climb on 130° to 2960', turn RIGHT to VOR, then according to chart or as directed.								
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010' 1. DME required. 2. Procedure restricted to MAX 230 KT.								




**FT/METER CONVERSION**  
QNH

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

LOC	ILO DME	4.3	3.2	2.2
(GS out)	ALTITUDE	2440'	2100'	1760'



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

<b>JAR-OPS</b>				<b>STRAIGHT-IN LANDING RWY 13</b>				<b>CIRCLE-TO-LAND</b>			
ILS A: 1309' (240') C: 1328' (259') DA(H) B: 1318' (249') D: 1338' (269')		FULL RVR 600m		ALS out RVR 1000m		LOC (GS out) MDA(H) 1430' (361')		ALS out RVR 1500m		Max Kts 100 1730' (653') 1500m 135 1730' (653') 1600m 180 2300' (1223') 2400m 205 2300' (1223') 3600m	
A	RVR 600m	RVR 1000m	RVR 900m	RVR 1500m	100	1730' (653')	1500m				
B	RVR 650m	RVR 1200m	RVR 1000m	RVR 1800m	135	1730' (653')	1600m				
C	RVR 650m	RVR 1200m	RVR 1400m	RVR 2000m	180	2300' (1223')	2400m				
D	RVR 650m	RVR 1200m	RVR 1400m	RVR 2000m	205	2300' (1223')	3600m				

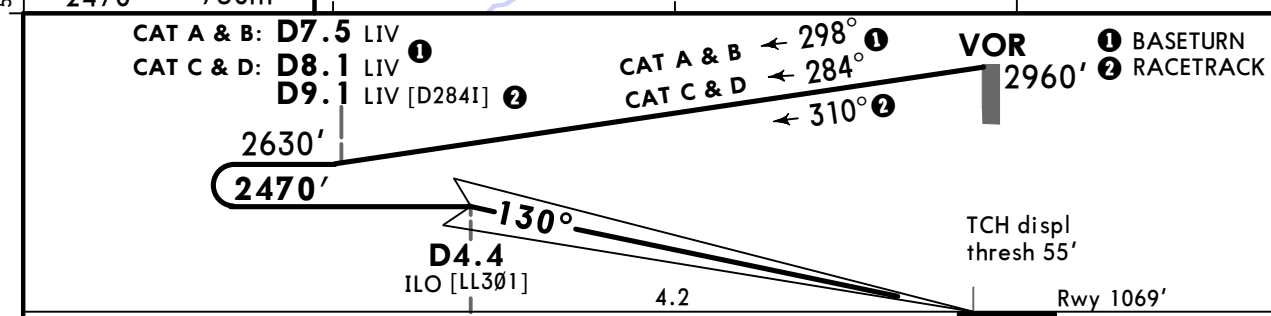
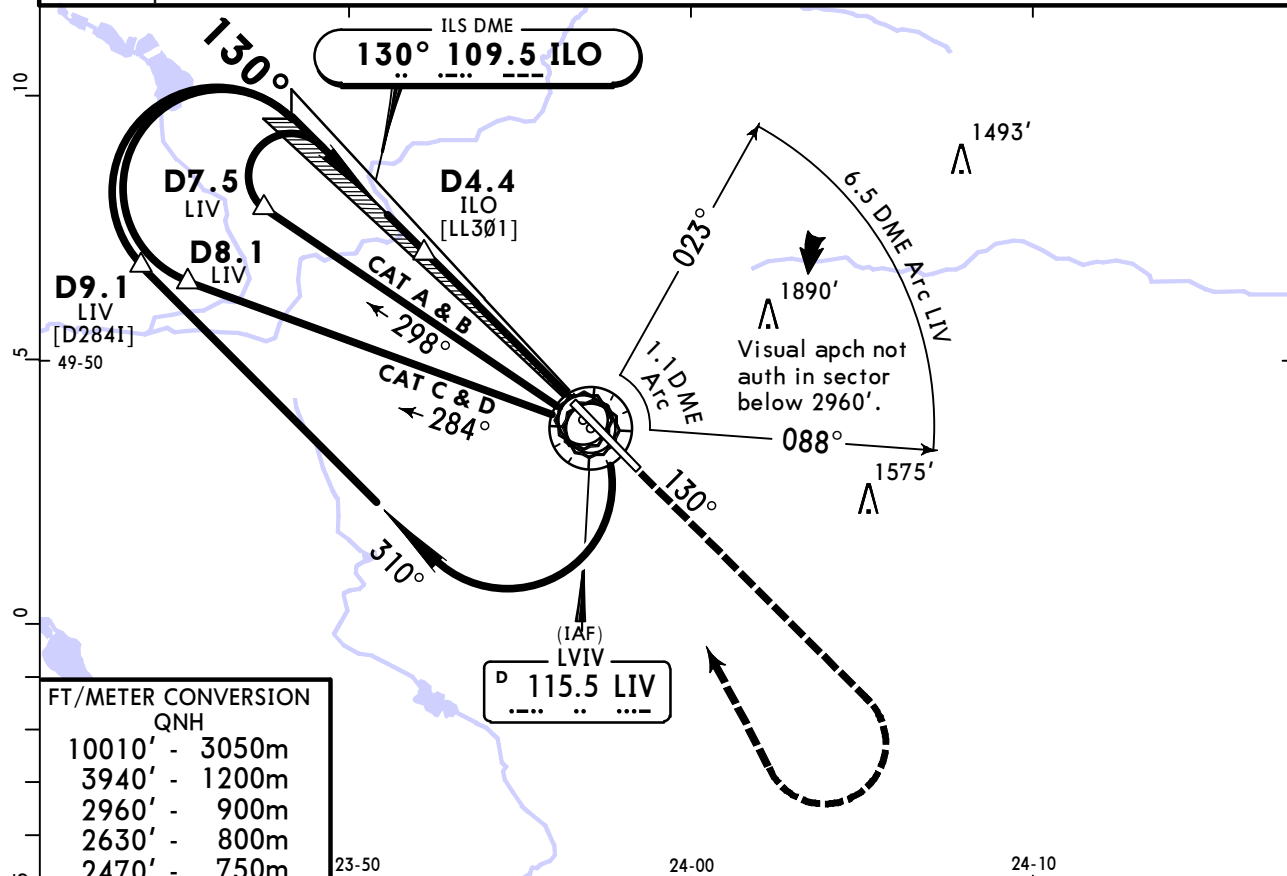
PANS OPS

**UKLL/LWO**  
LVIV INTL

**JEPPESSEN**  
3 JUL 20 **(11-1A)**

**LVIV, UKRAINE**  
**CAT II ILS Rwy 13**

ATIS <b>128.625</b> (Russian <b>122.925</b> )		LVIV Radar (APP) <b>120.525</b>	LVIV Tower <b>128.0</b>	*LVIV Ground <b>120.050</b>
LOC ILO <b>109.5</b>	Final Apch Crs <b>130°</b>	<b>D4.4 ILO</b> <b>2470'</b> (1401')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1069'
<b>MISSED APCH: Climb on 130° to 2960', turn RIGHT to VOR, then according to chart or as directed.</b>				<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> <span>3000</span> </div> <p>MSA LIV VOR</p>
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa	Trans level: By ATC	
1. DME required. 2. Procedure restricted to MAX 230 KT.				



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

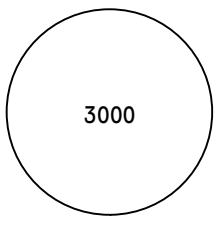
JAR-OPS STRAIGHT-IN LANDING RWY 13 CAT II ILS			
A <b>RA 149'</b> DA(H) <b>1220'</b> (151')	B <b>RA 165'</b> DA(H) <b>1236'</b> (167')	C <b>RA 178'</b> DA(H) <b>1249'</b> (180')	D <b>RA 191'</b> DA(H) <b>1263'</b> (194')

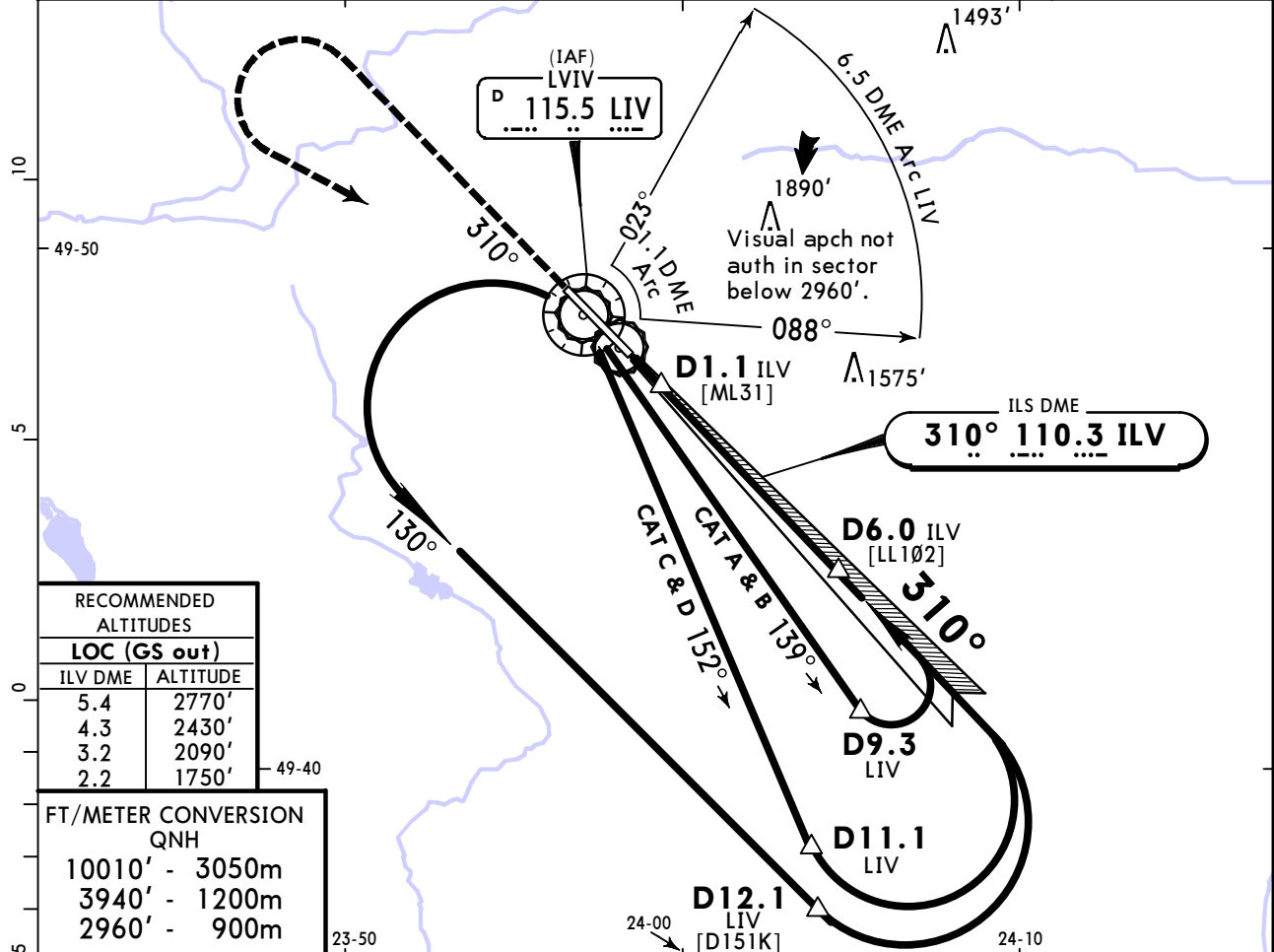
RVR 450m

# UKLL/LWO LVIV INTL

**JEPPESSEN**  
3 JUL 20 **(11-2)**

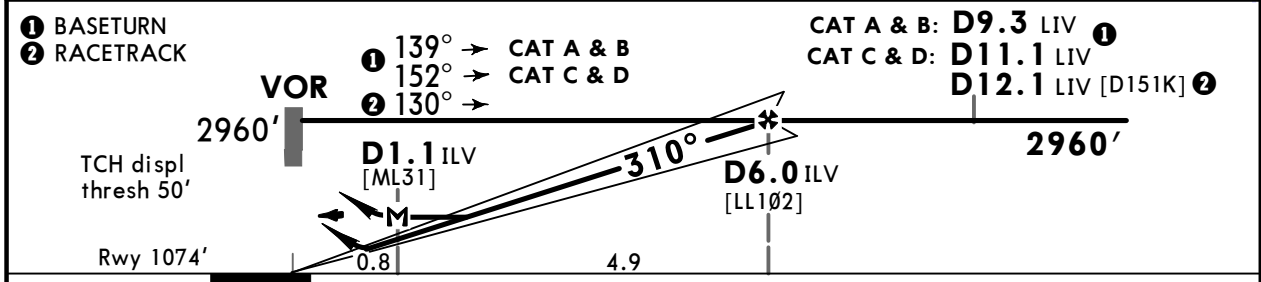
# LVIV, UKRAINE ILS or LOC Rwy 31


ATIS <b>128.625</b> (Russian <b>122.925</b> )		LVIV Radar (APP) <b>120.525</b>	LVIV Tower <b>128.0</b>	*LVIV Ground <b>120.050</b>
LOC ILV <b>110.3</b>	Final Apch Crs <b>310°</b>	<b>D6.0 ILV</b> <b>2960'</b> (1886')	ILS DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1074'
<b>MISSED APCH: Climb on track 310° to 2960', turn LEFT to VOR, then according to chart or as directed.</b>				 <p>3000 MSA LIV VOR</p>
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'				
DME required.				



RECOMMENDED ALTITUDES	
LOC (GS out)	
ILV DME	ALTITUDE
5.4	2770'
4.3	2430'
3.2	2090'
2.2	1750'

FT/METER CONVERSION QNH	
10010' - 3050m	
3940' - 1200m	
2960' - 900m	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI  2960' on 310°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.1 ILV							

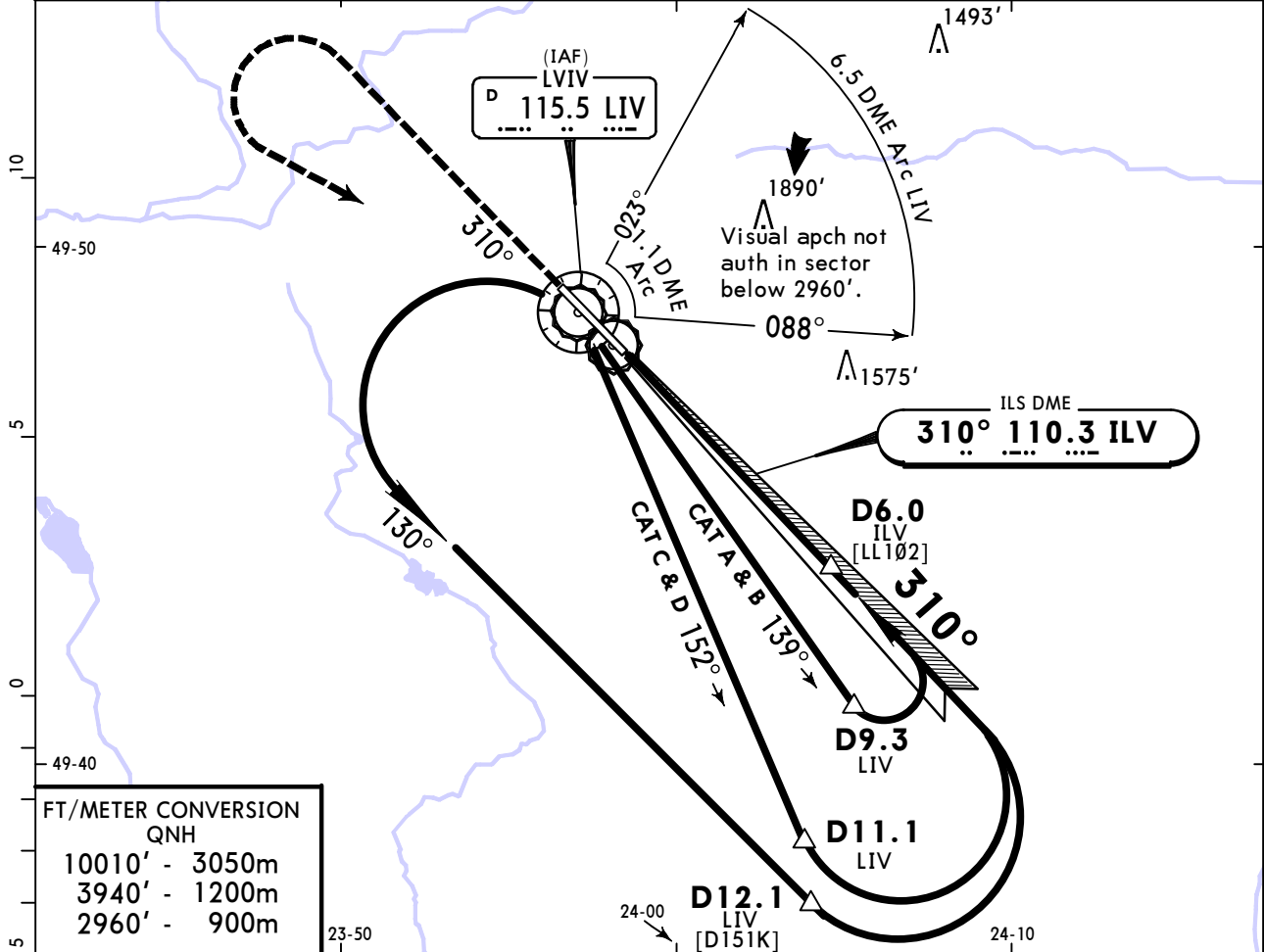
PANS OPS	JAR-OPS STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H) VIS
	A: 1274' (200')	C: 1291' (217')	MDA(H) 1510' (436')			
	DA(H) B: 1281' (207')	D: 1300' (226')	FULL	ALS out	ALS out	
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	1730' (653') 1500m
B	RVR 600m		RVR 1000m	RVR 1800m	135	1730' (653') 1600m
C			RVR 1000m	RVR 2000m	180	2300' (1223') 2400m
D			RVR 1400m	RVR 2000m	205	2300' (1223') 3600m

**UKLL/LWO**  
LVIV INTL

**JEPPESSEN**  
3 JUL 20 **(11-2A)**

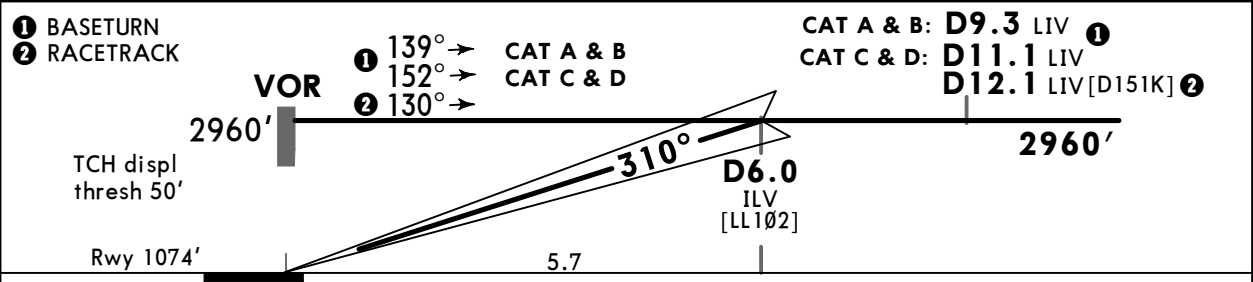
**LVIV, UKRAINE**  
**CAT II ILS Rwy 31**

ATIS <b>128.625</b> (Russian <b>122.925</b> )		LVIV Radar (APP) <b>120.525</b>	LVIV Tower <b>128.0</b>	*LVIV Ground <b>120.050</b>
LOC ILV <b>110.3</b>	Final Apch Crs <b>310°</b>	<b>D6.0</b> ILV <b>2960'</b> (1886')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 1077' Rwy 1074'
<b>MISSED APCH: Climb on track 310° to 2960', turn LEFT to VOR, then according to chart or as directed.</b>				3000  MSA LIV VOR
Alt Set: hPa (MM on req) Rwy Elev: 39 hPa Trans level: By ATC Trans alt: 10010'				
DME required.				



**FT/METER CONVERSION**  
QNH

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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2960' on 310°
GS	3.00°	372	478	531	637	849		

**JAR-OPS** STRAIGHT-IN LANDING RWY 31 CAT II ILS

<b>A</b> RA 98' DA(H) 1182' (108')	<b>B</b> RA 110' DA(H) 1199' (125')	<b>C</b> RA 117' DA(H) 1212' (138')	<b>D</b> RA 128' DA(H) 1225' (151')
RVR 300m	RVR 400m	RVR 450m	RVR 450m

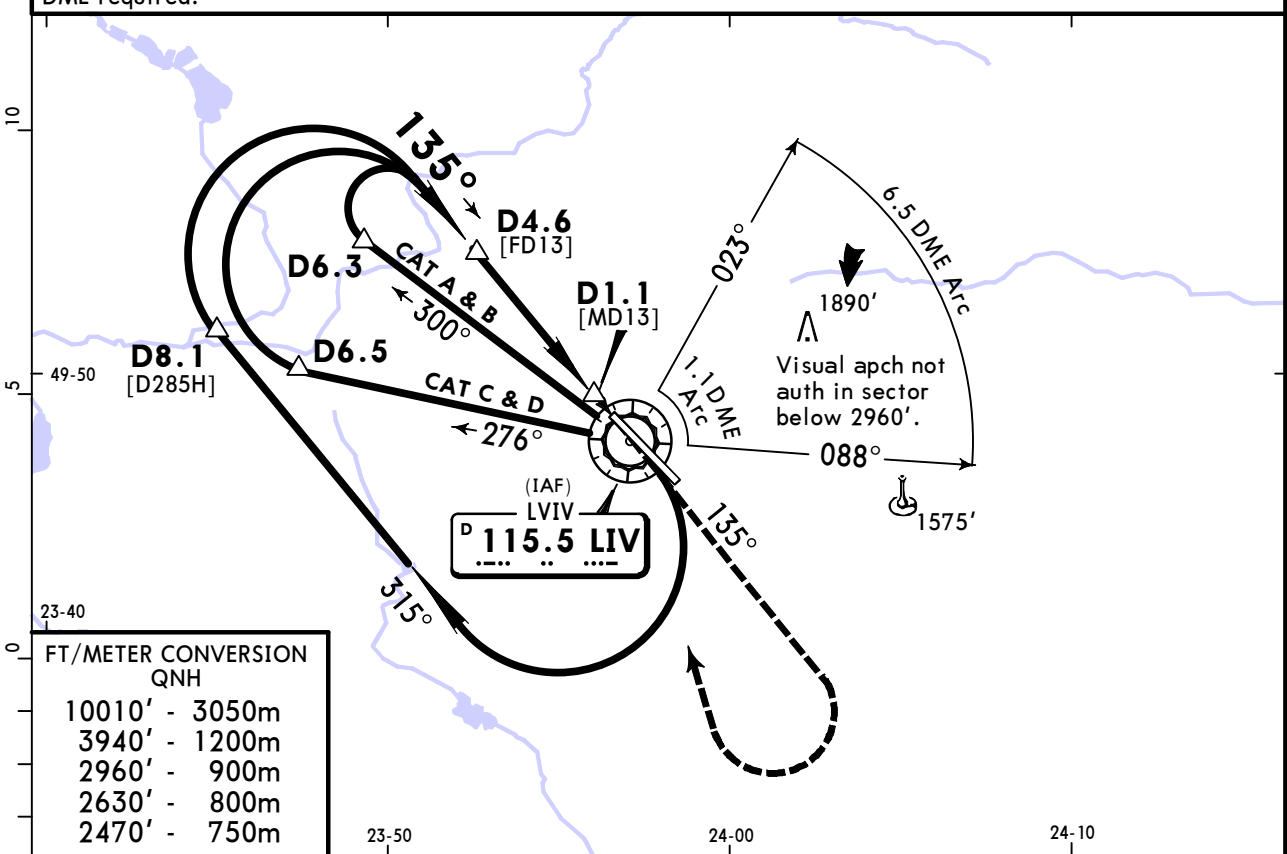
PANS OPS

**UKLL/LWO**  
LVIV INTL

**JEPPESSEN**  
25 FEB 22 (13-1)

**LVIV, UKRAINE**  
VOR Rwy 13

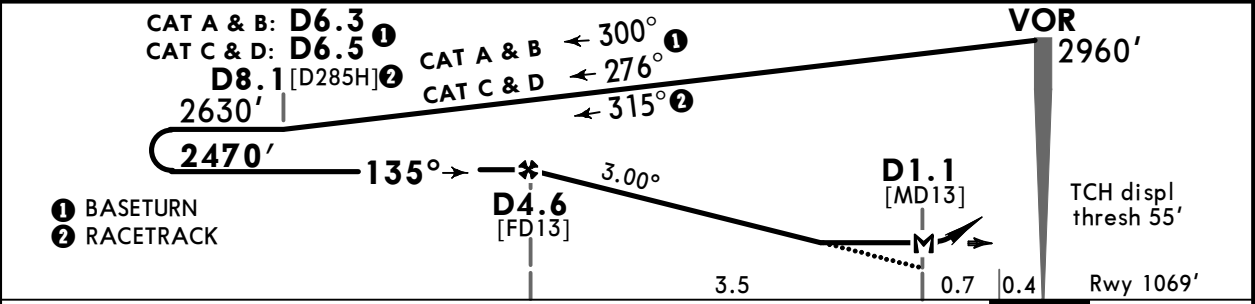
BRIEFING STRIP™	ATIS 128.625 (Russian 122.925)	LVIV Radar (APP) 120.525	LVIV Tower 128.0	*LVIV Ground 120.050	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3000</p> <p>MSA LIV VOR</p>	
	VOR LIV 115.5	Final Apch Crs 135°	D4.6 2470' (1401')	MDA(H) 1560' (491')		Apt Elev 1077' Rwy 1069'
	<p><b>MISSED APCH: Climb on 135° to 2960', turn RIGHT to VOR, then according to chart or as directed.</b></p>					
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa	Trans level: By ATC		Trans alt: 10010'	
DME required.						



**FT/METER CONVERSION**  
QNH

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

LIV DME	4.3	3.2	2.2
ALTITUDE	2380'	2040'	1690'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <div style="display: inline-block; width: 20px; height: 20px; background-color: black; border: 1px solid black;"></div> 2960' on 135°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.1							

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

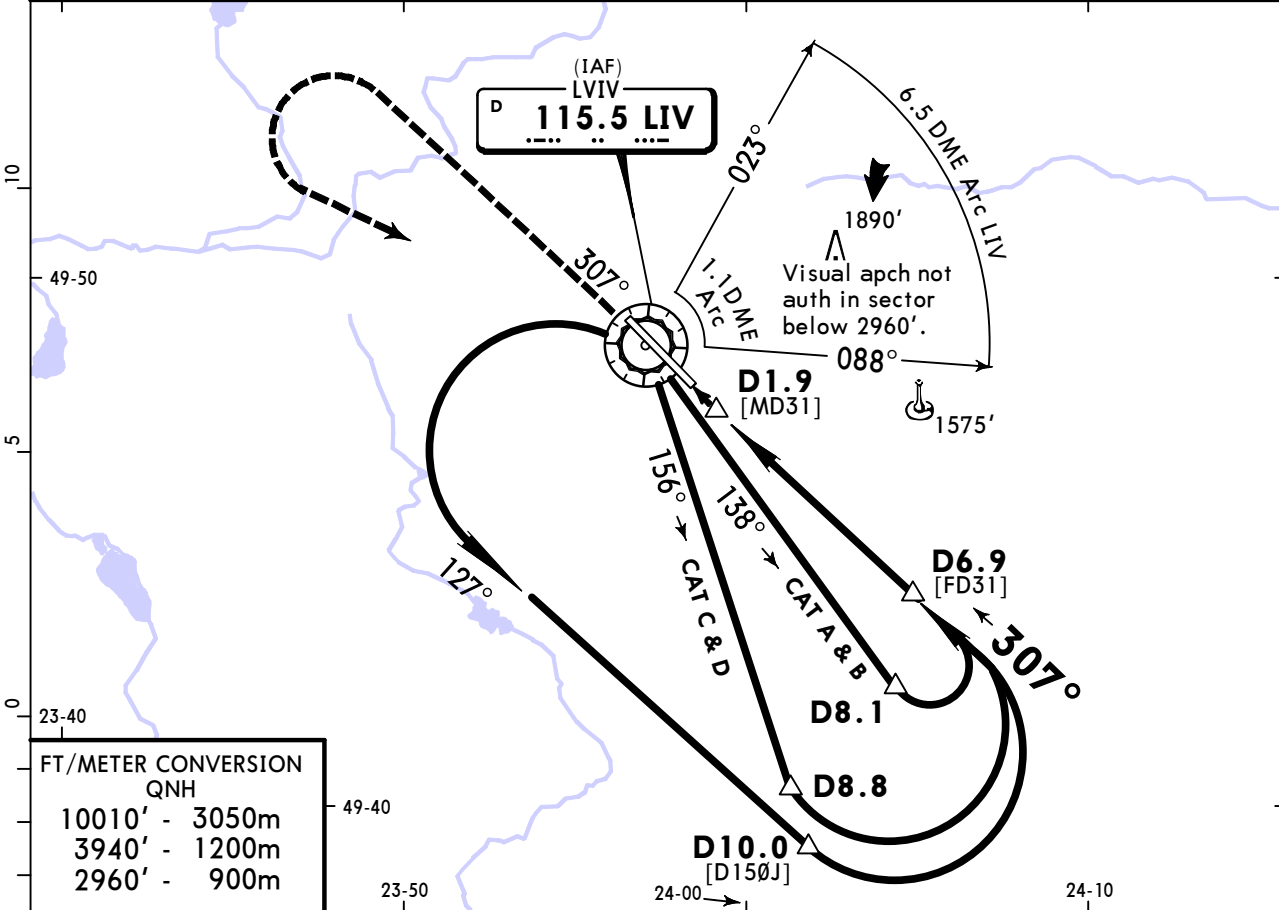
CHANGES: Straight-in landing MDA(H).

**UKLL/LWO**  
LVIV INTL

**JEPPESSEN**  
25 FEB 22 (13-2)

**LVIV, UKRAINE**  
VOR Rwy 31

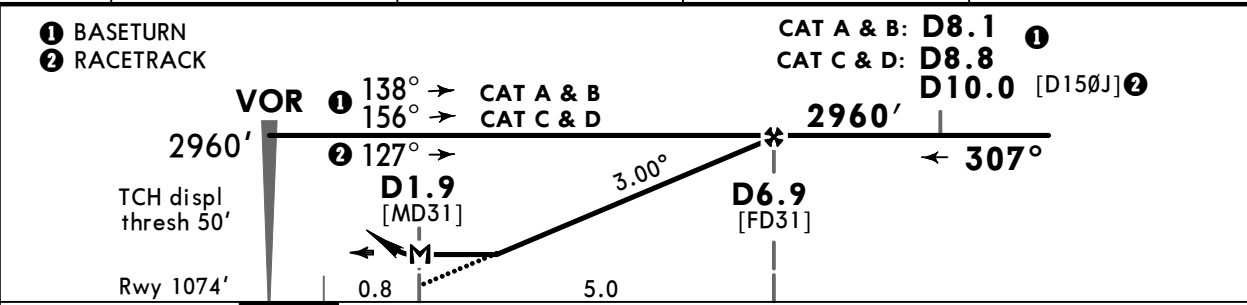
ATIS 128.625 (Russian 122.925)		LVIV Radar (APP) 120.525	LVIV Tower 128.0	*LVIV Ground 120.050	3000 MSA LIV VOR
VOR LIV 115.5	Final Apch Crs 307°	D6.9 2960' (1886')	MDA(H) 1560' (486')	Apt Elev 1077' Rwy 1074'	
<b>MISSED APCH:</b> Climb on track 307° to 2960', turn LEFT to VOR, then according to chart or as directed.					
Alt Set: hPa (MM on req)		Rwy Elev: 39 hPa	Trans level: By ATC		Trans alt: 10010'
DME required.					



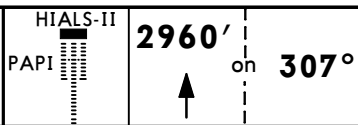
FT/METER CONVERSION  
QNH

10010'	3050m
3940'	1200m
2960'	900m

LIV DME	3.2	4.3	5.4	6.5
ALTITUDE	1810'	2150'	2500'	2830'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743
MAP at D1.9						



<b>JAR-OPS</b>		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	RVR 2000m		135	1730' (653') 1600m
C	RVR 1600m			180	2300' (1223') 2400m
D	RVR 1600m			205	2300' (1223') 3600m

### Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LVIV, (LVIV INTL - UKLL)				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKLL