

**LWO-UKLL**

**1-10**

**AOI**

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**GENERAL**

**Operational Hours**

**ATS Hours / AD ADMIN Hours:** H24

**Airport Information**

**RFF:** CAT 8

**Fuel:** TS-1, RT (equivalent Jet A-1)

**PCM:** RWY 13/31: 70/R/C/X/T

**Operation**

**Traffic Note**

Report 30min to L'viv OPS control information on PAX on board, luggage and other pertinent information.

**Low Visibility Procedure**

| LVP in force when RVR is below 600m:

- After LDG report "RWY and ILS critical area vacated".
- Request start-up CLR when ready to execute immediately.
- Indicate ACFT stand (APN) when requesting start-up CLR.
- Follow-me mandatory.

**Preferential RWY**

RWY 13: TKOF

RWY 31: LDG

**TWY Restrictions**

TWY 1, 2, 6, 8 width 18m / 59ft.

TWY 1-3, 6-8 MAX code letter C ACFT.

TWY 4, 5 MAX code letter D ACFT.

Taxiing by inner ENG PWR permitted, by aprons at only to idle run.

**Taxi/Parking**

APN A, B and TWY 7 follow-me mandatory.

PRKG on all stands in the opposite direction is approved.

**Noise Abatement Procedure:** Flying over the city below 900m / 2953ft prohibited.

**Warnings**

Birds in vicinity of AD.

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## ARRIVAL

### Communication

**COM Failure:** See CRAR and in addition;

#### MISAP COM Failure

VOR RWY 13: Climb on track 135° to 900m / 2953ft, turn right climbing 1200m / 3937ft to LIV VOR/DME, hold over 5min, then according IAC.

VOR RWY 31: Climb on track 307° to 900m / 2953ft, turn left climbing 1200m / 3937ft to LIV VOR/DME, hold over 5min, then according IAC.

ILS RWY 13: Climb on track 130° to 900m / 2953ft, turn right climbing 1200m / 3937ft to LIV VOR/DME, hold over 5min, then according IAC.

ILS RWY 31: Climb on track 310° to 900m / 2953ft, turn left climbing 1200m / 3937ft to LIV VOR/DME, hold over 5min, then according IAC.

### Arrival Procedure

All ACFT shall contact "Lviv" OPS CTL on FREQ 131.700 at least 30min prior ETA and provide INFO on PAX, luggage and other pertinent INFO.

#### Continuous Descent Operations (CDO)

CDO are performed during periods of low traffic density at ATC discretion.  
Maintain MAX IAS 220KT at distance of 20 track miles from touchdown.

#### Non-standard GP intercept position on RWY 13

GP intercepts RWY 13 at 320m / 1049ft after landing threshold.

Remaining LDG DIST beyond GP is 2575m / 8449ft.

## DEPARTURE

### Take-off Minima

RWY		13/31	
All ACFT	ft - m/km	0 - 125R	-

### Communication

**COM Failure:** See CRAR.

### De-Icing

AVBL.

Effective 16-AUG-2018

09-AUG-2018

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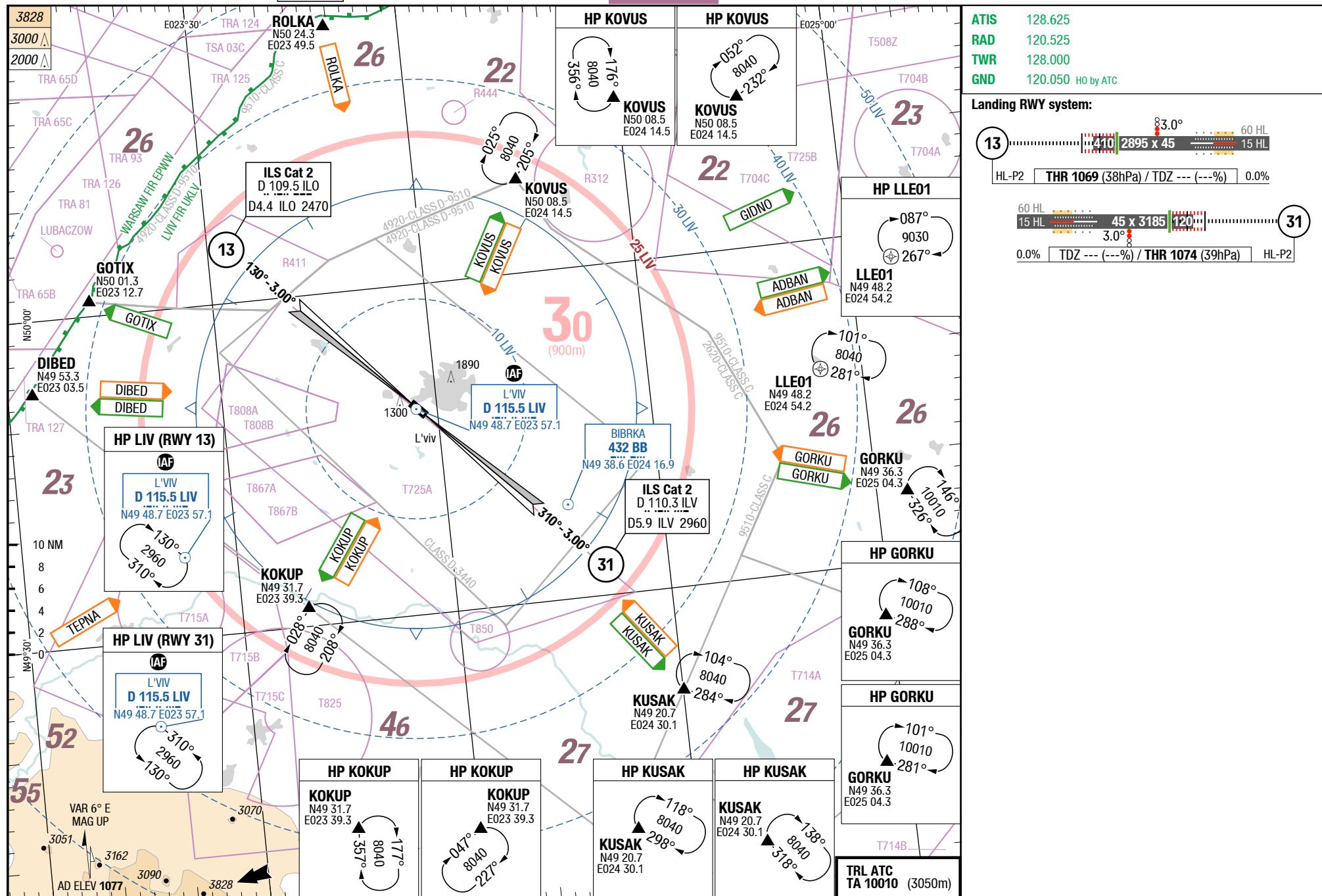
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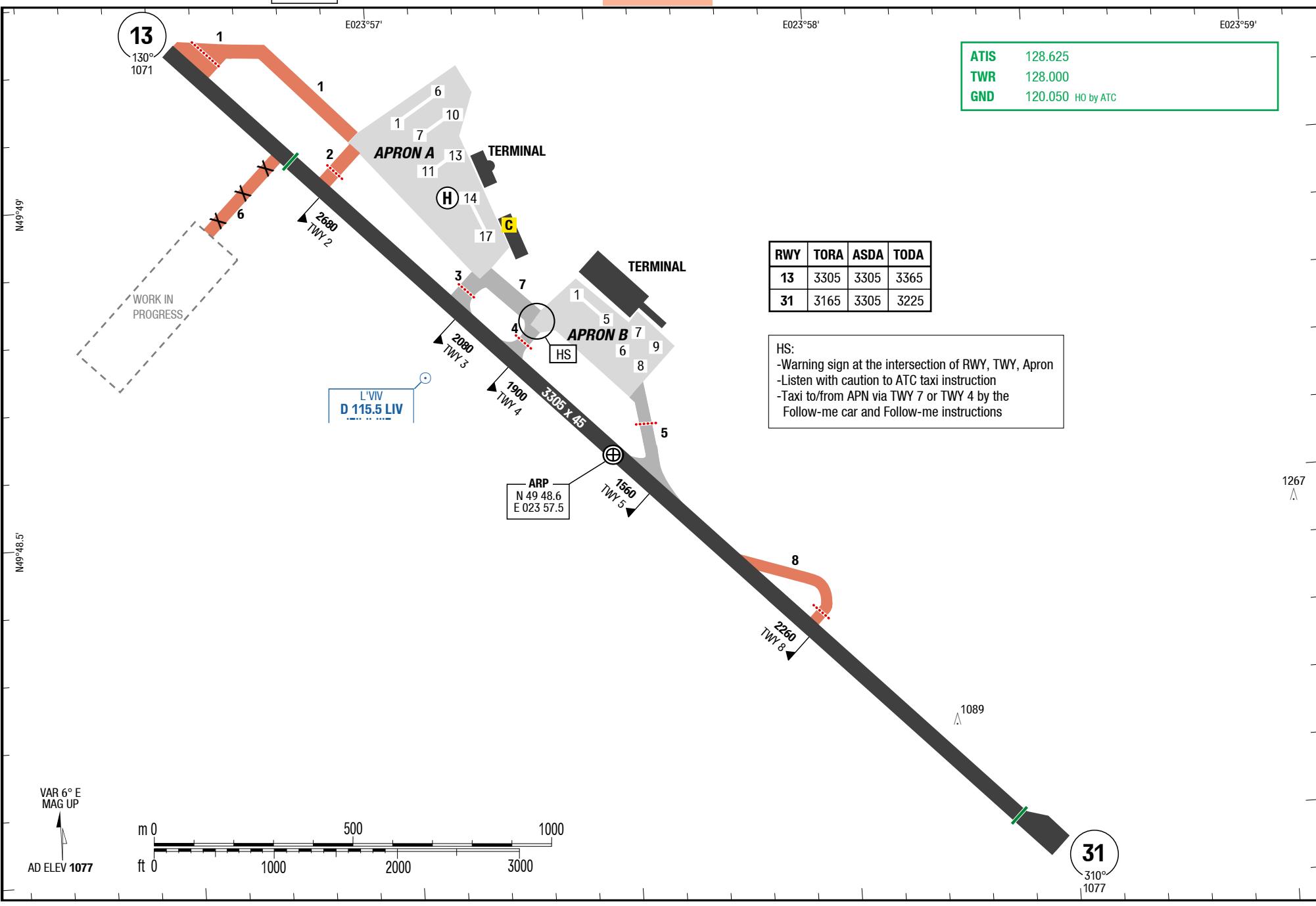
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**Effective 12-OCT-2017**

05-OCT-2017

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RNAV SIDs RWY 31

RNAV SIDs RWY 13

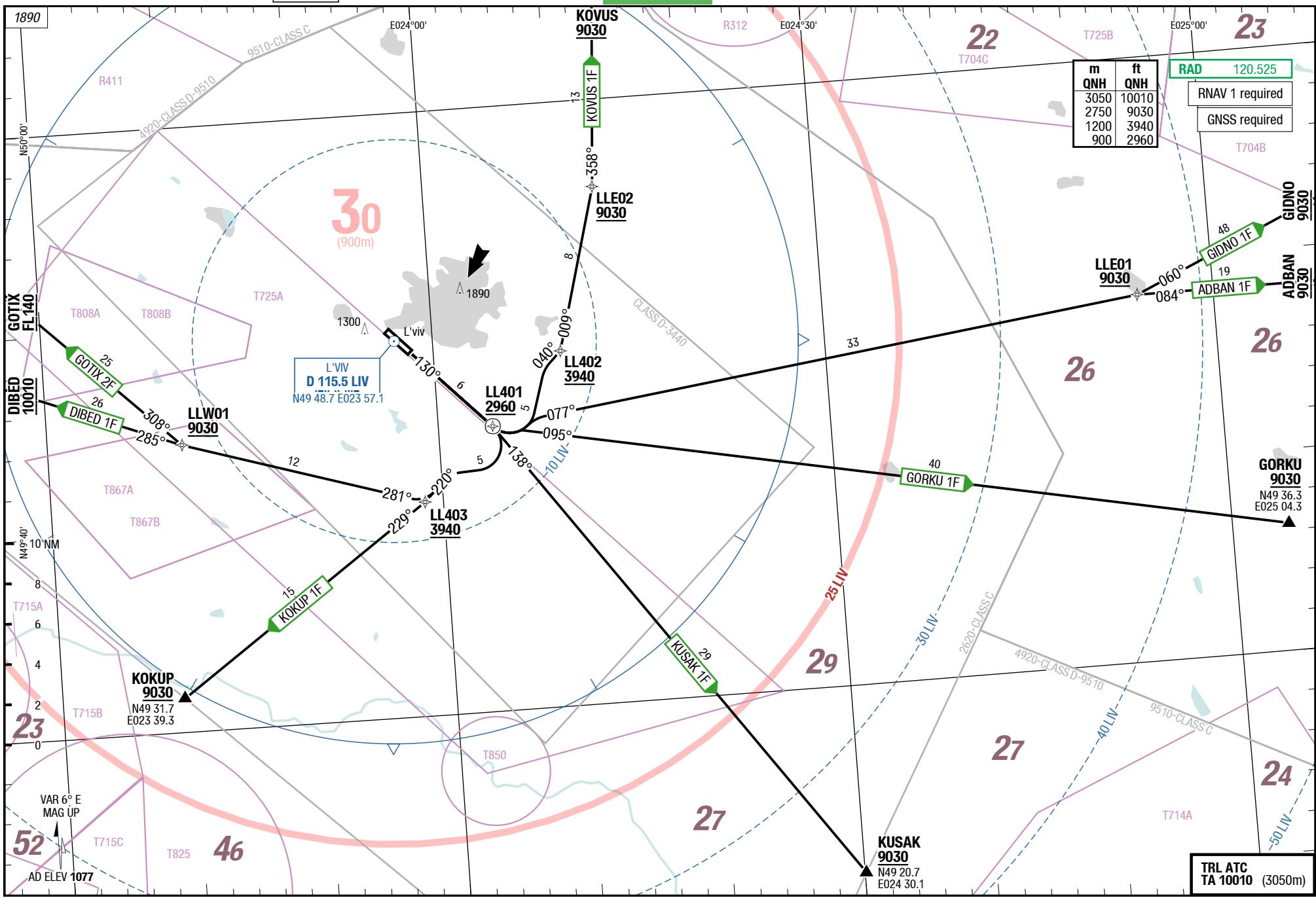
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**RNAV SIDs RWY 31**

**RNAV SIDs RWY 13**



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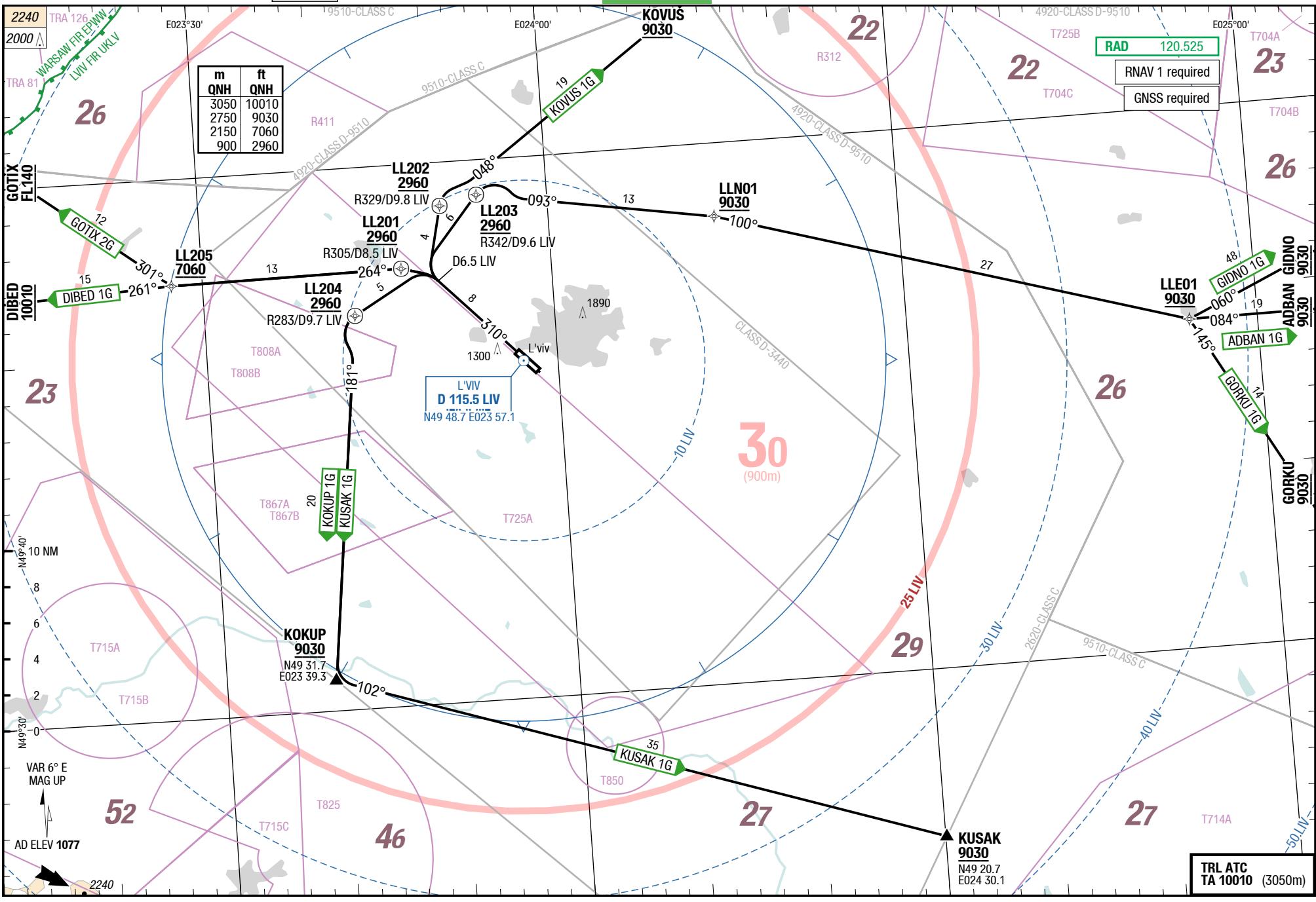
RNAV SIDs RWY 31

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RNAV SIDs RWY 31



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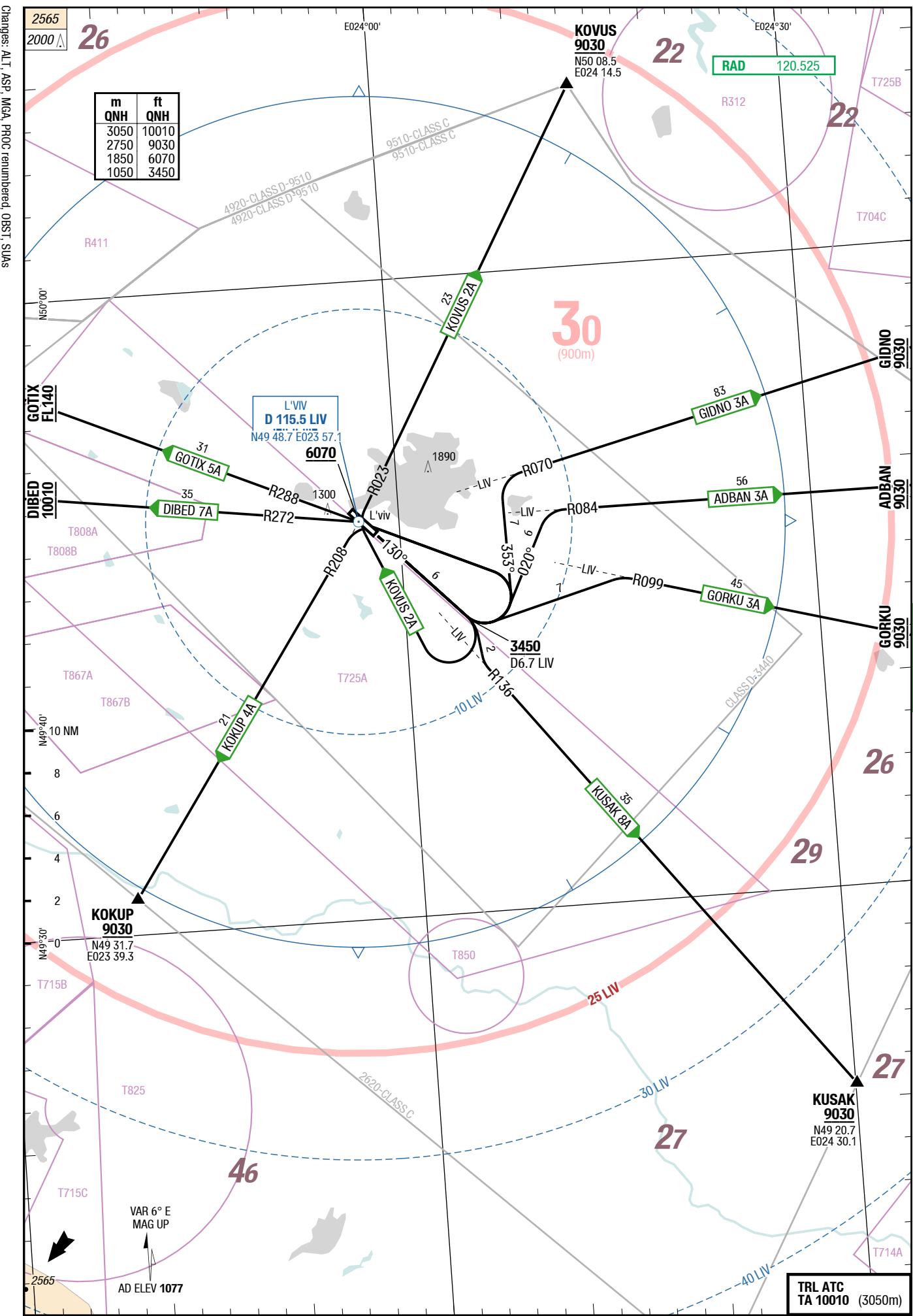
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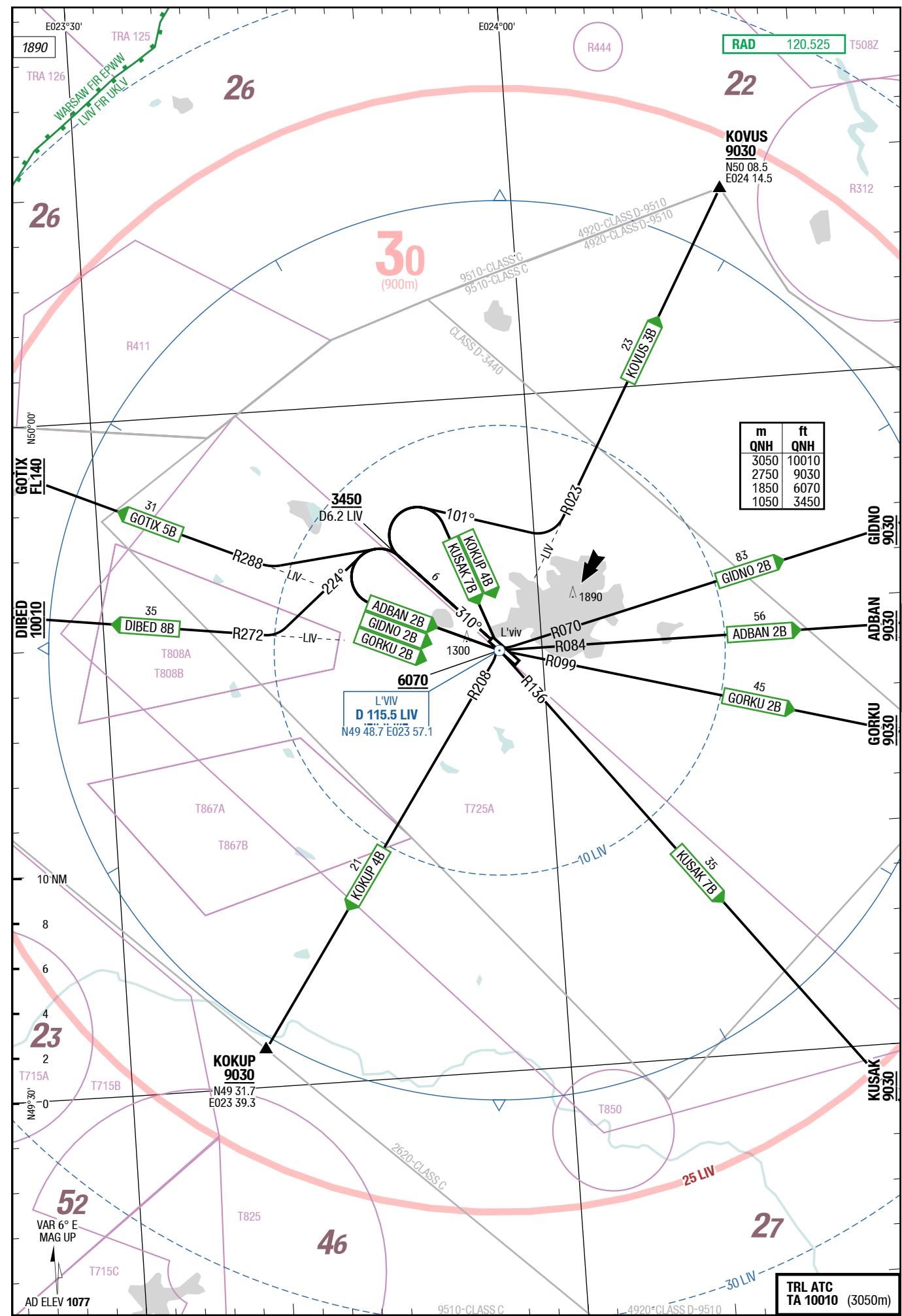
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SIDs RWY 31

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## LWO-UKLL

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## RNAV SIDs RWY 13

**ADBAK 1F / DIBED 1F / GIDNO 1F / GORKU 1F / GOTIX 2F / KOKUP 1F / KOVUS 1F / KUSAK 1F**

RWY 13 (130°)

	GS	120	150	180	210	240	270
5.8%	ft/MIN	800	900	1100	1300	1500	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 13	
<b>ADBAK 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [L] - LLE01 [R] - ADBAN	LL401 MNM <b>2960</b> LLE01 MNM <b>9030</b> ADBAK MNM <b>9030</b>
<b>DIBED 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [R] - LL403 [R] - LLW01 [R] - DIBED	LL401 MNM <b>2960</b> LL403 MNM <b>3940</b> LLW01 MNM <b>9030</b> DIBED MNM <b>10010</b>
<b>GIDNO 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [L] - LLE01 [L] - GIDNO	LL401 MNM <b>2960</b> LLE01 MNM <b>9030</b> GIDNO MNM <b>9030</b>
<b>GORKU 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [L] - GORKU	LL401 MNM <b>2960</b> GORKU MNM <b>9030</b>
<b>GOTIX 2F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [R] - LL403 [R] - LLW01 [R] - GOTIX	LL401 MNM <b>2960</b> LL403 MNM <b>3940</b> LLW01 MNM <b>9030</b> GOTIX MNM <b>FL140</b>
<b>KOKUP 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [R] - LL403 [R] - KOKUP	LL401 MNM <b>2960</b> LL403 MNM <b>3940</b> KOKUP MNM <b>9030</b>
<b>KOVUS 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [L] - LL402 [L] - LLE02 [L] - KOVUS	LL401 MNM <b>2960</b> LL402 MNM <b>3940</b> LLE02 MNM <b>9030</b> KOVUS MNM <b>9030</b>
<b>KUSAK 1F</b> 5.8% to 2960 <b>120.525</b> ①	<u>LL401</u> [R] - KUSAK	LL401 MNM <b>2960</b> KUSAK MNM <b>9030</b>

① If unable to comply departure procedure advise ATC.

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## RNAV SIDs RWY 31

**ADBN 1G / DIBED 1G / GIDNO 1G / GORKU 1G / GOTIX 2G / KOKUP 1G / KOVUS 1G  
RWY 31 (310°)**

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>ADBN 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV RT</b> direct <u>LL203</u> (R342/D9.6 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL203 [R] - LLN01 [R] - LLE01 [L] - ADBAN</u>	LL203 MNM <b>2960</b> LLN01 MNM <b>9030</b> LLE01 MNM <b>9030</b> ADBN MNM <b>9030</b>
<b>DIBED 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV LT</b> direct <u>LL201</u> (R305/D8.5 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL201 [L] - LL205 [L] - DIBED</u>	LL201 MNM <b>2960</b> LL205 MNM <b>7060</b> DIBED MNM <b>10010</b>
<b>GIDNO 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV RT</b> direct <u>LL203</u> (R342/D9.6 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL203 [R] - LLN01 [R] - LLE01 [L] - GIDNO</u>	LL203 MNM <b>2960</b> LLN01 MNM <b>9030</b> LLE01 MNM <b>9030</b> GIDNO MNM <b>9030</b>
<b>GORKU 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV RT</b> direct <u>LL203</u> (R342/D9.6 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL203 [R] - LLN01 [R] - LLE01 [R] - GORKU</u>	LL203 MNM <b>2960</b> LLN01 MNM <b>9030</b> LLE01 MNM <b>9030</b> GORKU MNM <b>9030</b>
<b>GOTIX 2G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV LT</b> direct <u>LL201</u> (R305/D8.5 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL201 [L] - LL205 [R] - GOTIX</u>	LL201 MNM <b>2960</b> LL205 MNM <b>7060</b> GOTIX MNM <b>FL140</b>
<b>KOKUP 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV LT</b> direct <u>LL204</u> (R283/D9.7 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL204 [L] - KOKUP</u>	LL204 MNM <b>2960</b> KOKUP MNM <b>9030</b>
<b>KOVUS 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV RT</b> direct <u>LL202</u> (R329/D9.8 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL202 [R] - KOVUS</u>	LL202 MNM <b>2960</b> KOVUS MNM <b>9030</b>

① If unable to comply departure procedures advise ATC.

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RWY 31 (310°)

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>KUSAK 1G</b> 5.2% to 2960 <b>120.525</b> ①	at D6.5 <b>LIV LT</b> direct <u>LL204</u> (R283/D9.7 <b>LIV</b> ), then continue RNAV with FMS route  <b>FMS</b> <u>LL204</u> [L] - KOKUP [L] - KUSAK	<b>LL204 MNM 2960</b> KOKUP MNM <b>9030</b> KUSAK MNM <b>9030</b>

① If unable to comply departure procedures advise ATC.

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SIDs RWY 13

**ADBN 3A / DIBED 7A / GIDNO 3A / GORKU 3A / GOTIX 5A / KOKUP 4A / KOVUS 2A / KUSAK 8A**

**RWY 13 (130°)**

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 13</b>	
<b>ADBN 3A 120.525 ①②</b>	at D6.7 <b>LIV LT</b> 020° - intercept R084 <b>LIV</b> to ADBAN	D6.7 <b>LIV MNM 3450</b> ADBN MNM <b>9030</b>
<b>DIBED 7A 120.525 ①②</b>	at D6.7 <b>LIV LT</b> direct <b>LIV</b> - R272 <b>LIV</b> to DIBED	D6.7 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> DIBED MNM <b>10010</b>
<b>GIDNO 3A 120.525 ①②</b>	at D6.7 <b>LIV LT</b> 353° - intercept R070 <b>LIV</b> to GIDNO	D6.7 <b>LIV MNM 3450</b> GIDNO MNM <b>9030</b>
<b>GORKU 3A 120.525 ①②</b>	at D6.7 <b>LIV LT</b> intercept R099 <b>LIV</b> to GORKU	D6.7 <b>LIV MNM 3450</b> GORKU MNM <b>9030</b>
<b>GOTIX 5A 3.9% to FL140 120.525 ①②③</b>	at D6.7 <b>LIV LT</b> direct <b>LIV</b> - R288 <b>LIV</b> to GOTIX	D6.7 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> GOTIX MNM <b>FL140</b>
<b>KOKUP 4A 120.525 ①②</b>	at D6.7 <b>LIV LT</b> direct <b>LIV</b> - R208 <b>LIV</b> to KOKUP	D6.7 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> KOKUP MNM <b>9030</b>
<b>KOVUS 2A 120.525 ①②</b>	at D6.7 <b>LIV RT</b> direct <b>LIV</b> - R023 <b>LIV</b> to KOVUS	D6.7 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> KOVUS MNM <b>9030</b>
<b>KUSAK 8A 120.525 ①②</b>	at D6.7 <b>LIV RT</b> intercept R136 <b>LIV</b> to KUSAK	D6.7 <b>LIV MNM 3450</b> KUSAK MNM <b>9030</b>

① If unable to comply departure procedure advise ATC.

② Close-in obstacle straight ahead (tree), 1112ft AMSL at distance 151m from THR RWY 31.

③ If unable to maintain climb gradient, advise ATC.

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SIDs RWY 31

**ADBN 2B / DIBED 8B / GIDNO 2B / GORKU 2B / GOTIX 5B / KOKUP 4B / KOVUS 3B / KUSAK 7B**

**RWY 31 (310°)**

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 31</b>	
<b>ADBN 2B 120.525 ①②</b>	at D6.2 <b>LIV LT</b> direct <b>LIV</b> - R084 <b>LIV</b> to ADBAN	D6.2 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> ADBN MNM <b>9030</b>
<b>DIBED 8B 120.525 ①②</b>	at D6.2 <b>LIV LT</b> 224° - intercept R272 <b>LIV</b> to DIBED	D6.2 <b>LIV MNM 3450</b> DIBED MNM <b>10010</b>
<b>GIDNO 2B 120.525 ①②</b>	at D6.2 <b>LIV LT</b> direct <b>LIV</b> - R070 <b>LIV</b> to GIDNO	D6.2 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> GIDNO MNM <b>9030</b>
<b>GORKU 2B 120.525 ①②</b>	at D6.2 <b>LIV LT</b> direct <b>LIV</b> - R099 <b>LIV</b> to GORKU	D6.2 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> GORKU MNM <b>9030</b>
<b>GOTIX 5B 6.6% to FL140 120.525 ①②③</b>	at D6.2 <b>LIV LT</b> intercept R288 <b>LIV</b> to GOTIX	D6.2 <b>LIV MNM 3450</b> GOTIX MNM <b>FL140</b>
<b>KOKUP 4B 120.525 ①②</b>	at D6.2 <b>LIV RT</b> direct <b>LIV</b> - R208 <b>LIV</b> to KOKUP	D6.2 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> KOKUP MNM <b>9030</b>
<b>KOVUS 3B 120.525 ①②</b>	at D6.2 <b>LIV RT</b> 101° - intercept R023 <b>LIV</b> to KOVUS	D6.2 <b>LIV MNM 3450</b> KOVUS MNM <b>9030</b>
<b>KUSAK 7B 120.525 ①②</b>	at D6.2 <b>LIV RT</b> direct <b>LIV</b> - R136 <b>LIV</b> to KUSAK	D6.2 <b>LIV MNM 3450</b> <b>LIV MNM 6070</b> KUSAK MNM <b>9030</b>

① If unable to comply departure procedures advise ATC.

② Close-in obstacle straight ahead (tree), 1171ft AMSL at distance 207m from THR RWY 13.

③ If unable to maintain climb gradient, advise ATC.

**Effective 16-AUG-2018**

09-AUG-2018

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## **RNAV STARs RWY 13**

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**RNAV STARS RWY 31**

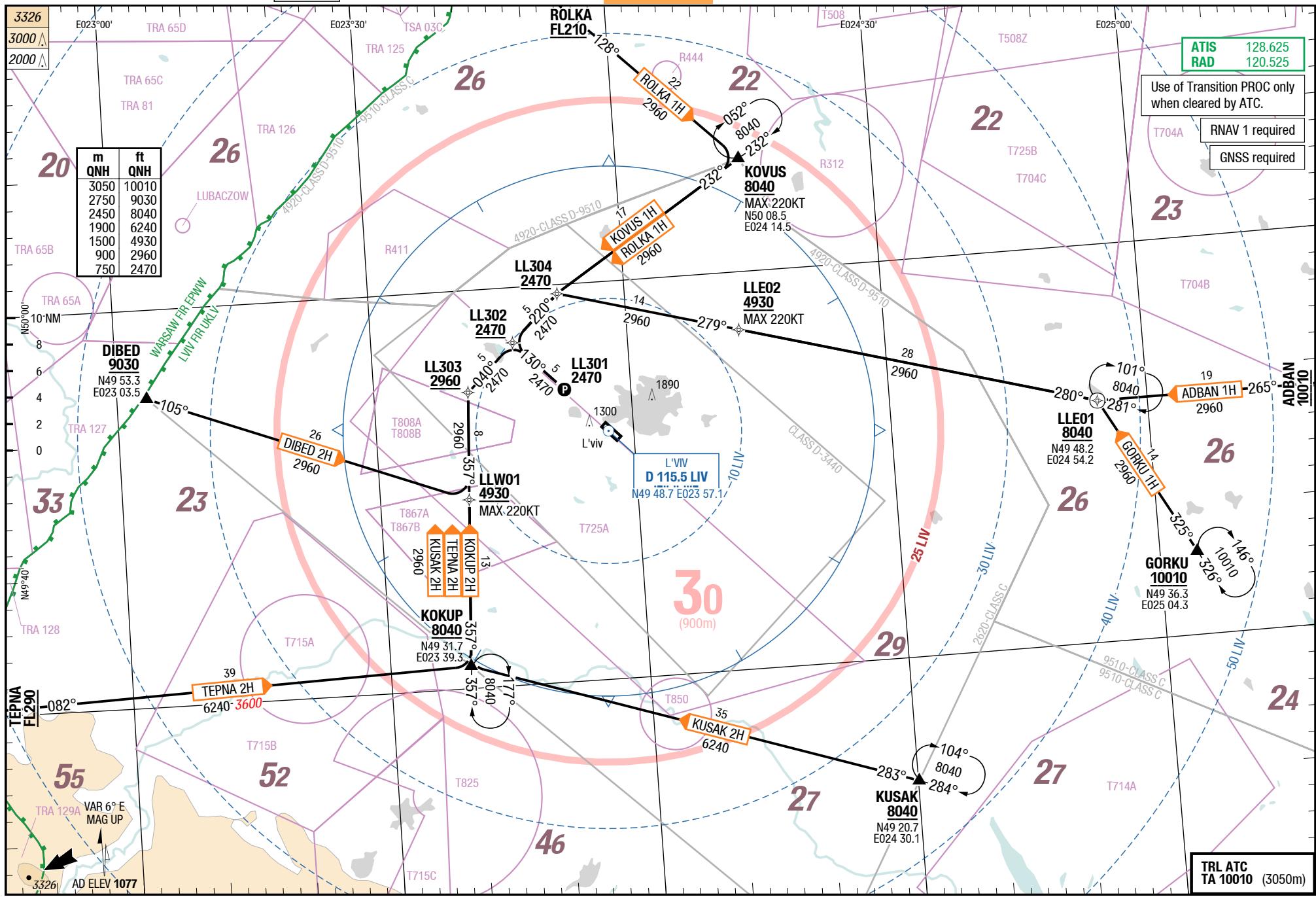
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**RNAV STARs RWY 31**

## **RNAV STARs RWY 13**



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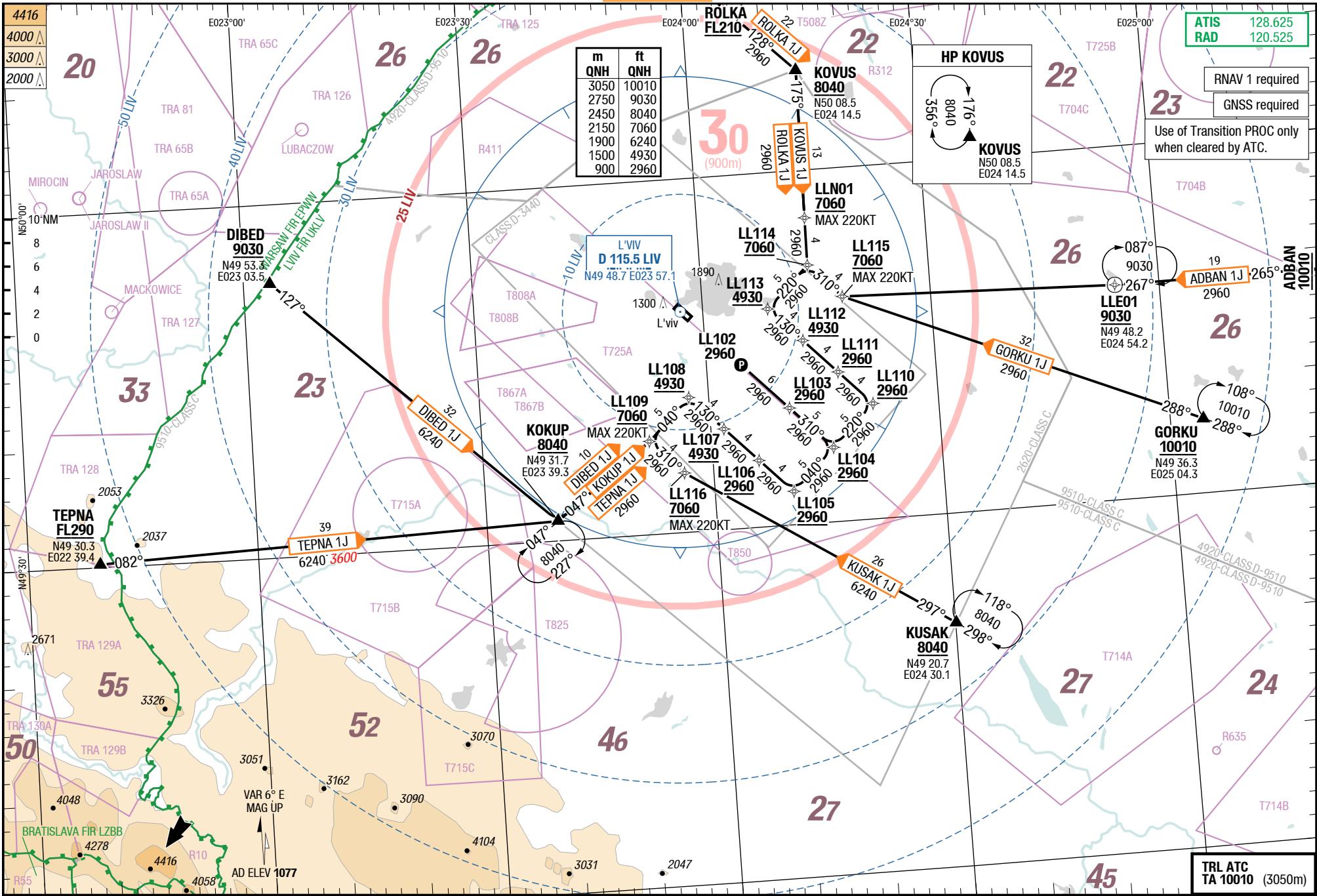
RNAV STARs RWY 31

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RNAV STARs RWY 31



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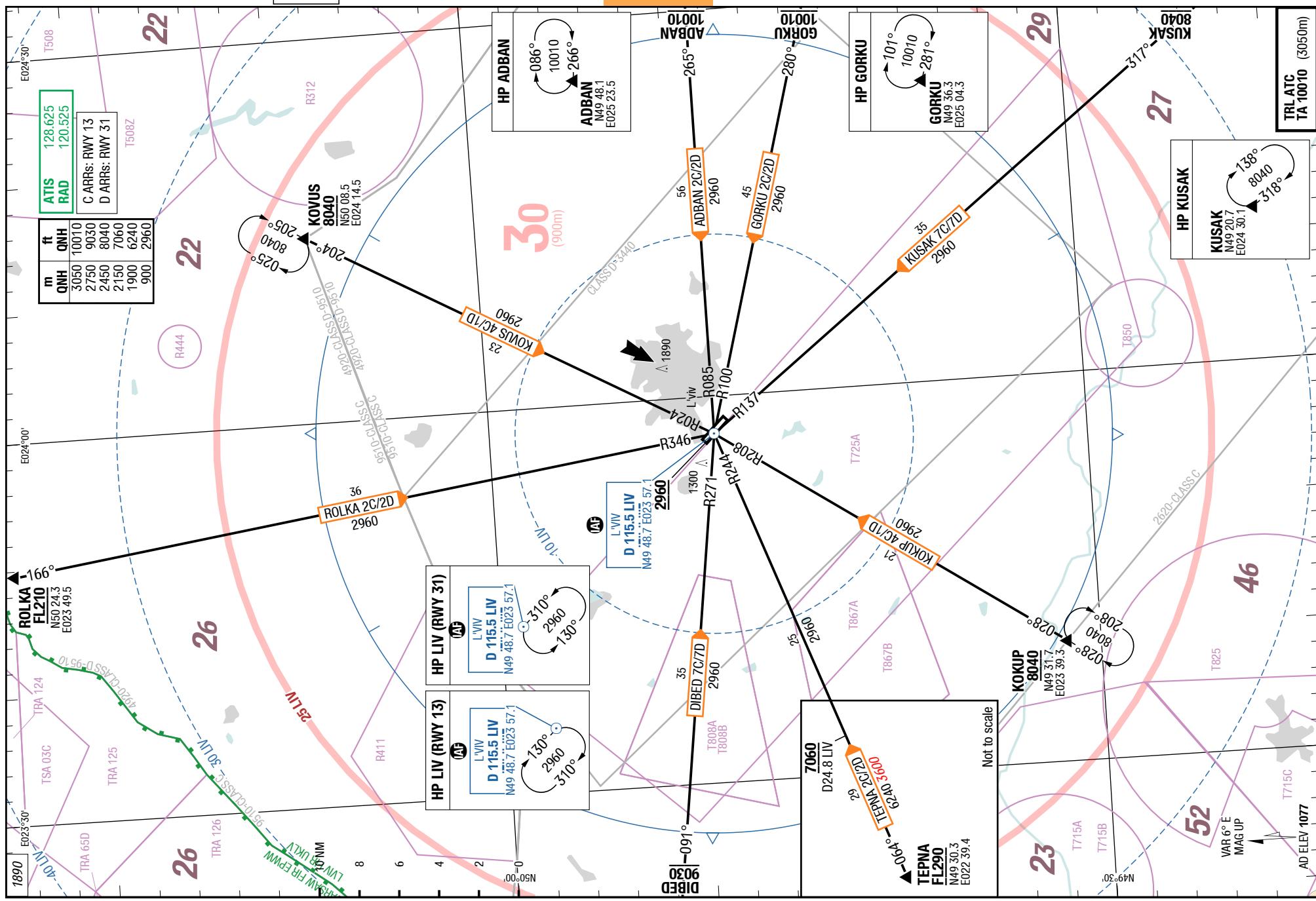
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The NIL logo consists of the word "NIL" in a bold, black, sans-serif font enclosed within a white rectangular box. A thick black arrowhead points to the right from the right side of the box.

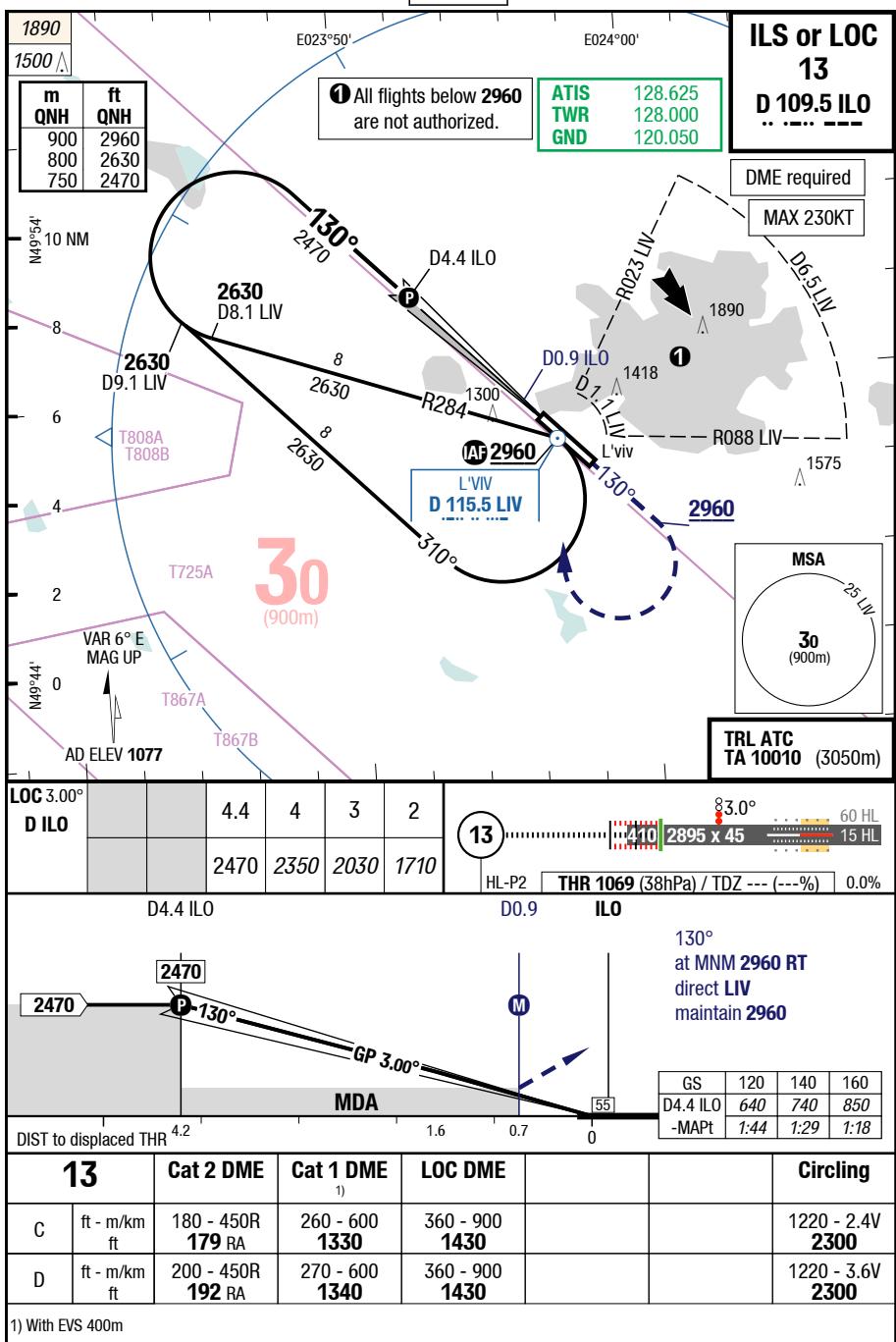
L'viv Intl L'viv Ukraine

The logo consists of the word "NIL" in a bold, black, sans-serif font inside a white rectangular box with a black border. Below it, the word "STARS" is written in a large, bold, black, sans-serif font.

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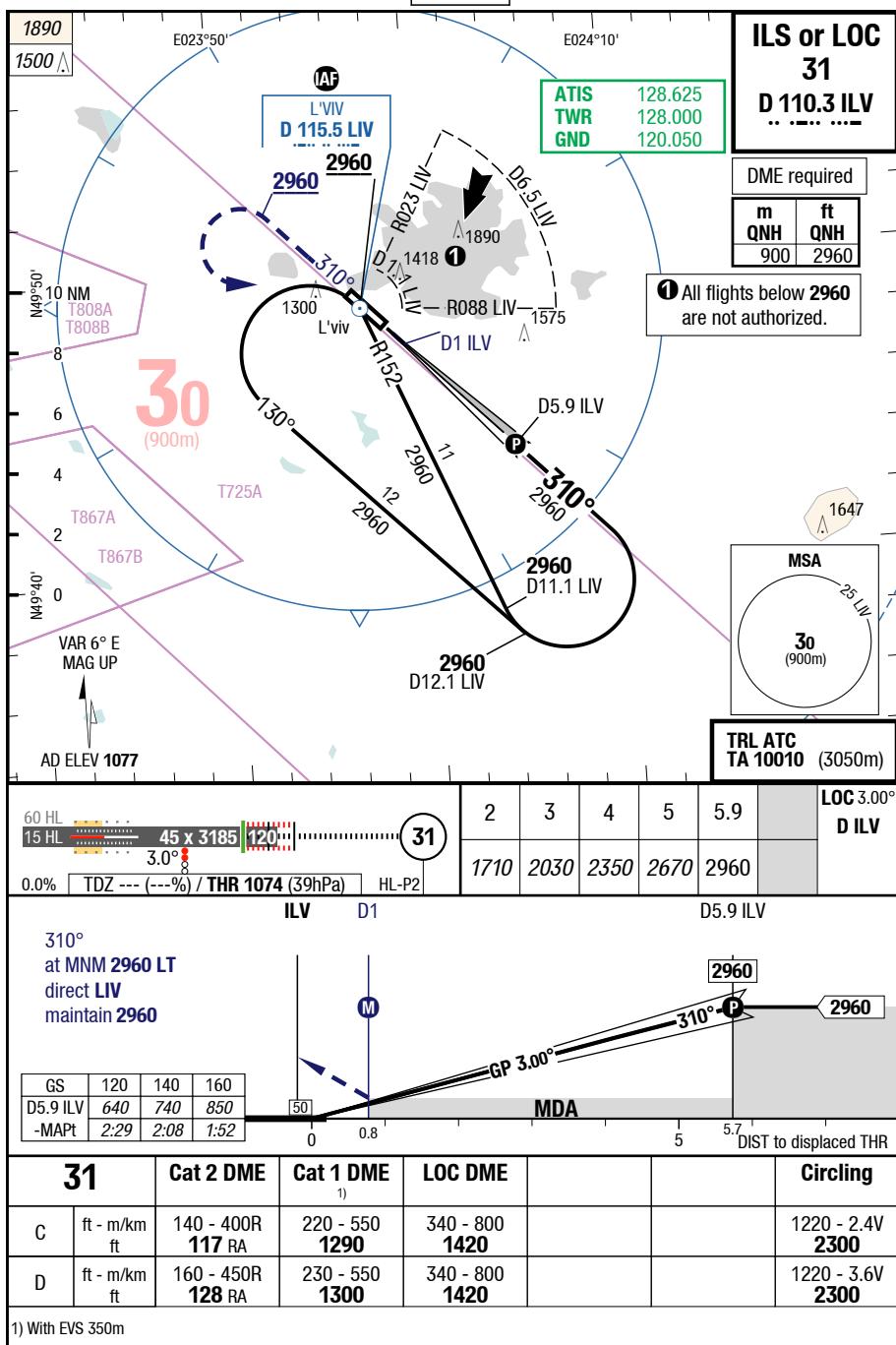
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**LWO-UKLL****7-10****ILS or LOC 13**

Changes: FREQ

7-20

ILS or LOC 31



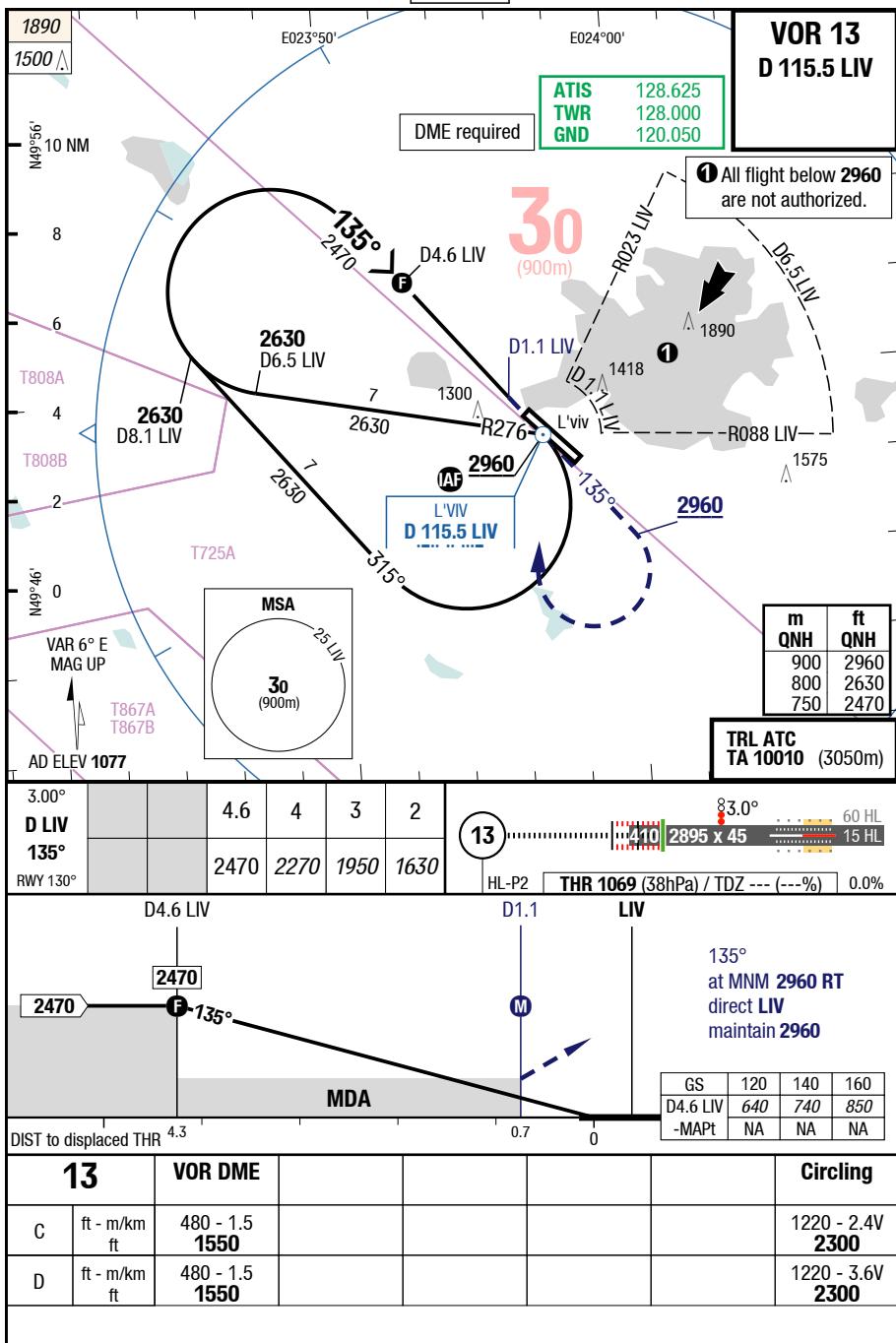
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## LWO-UKLL

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VOR 13

IAC



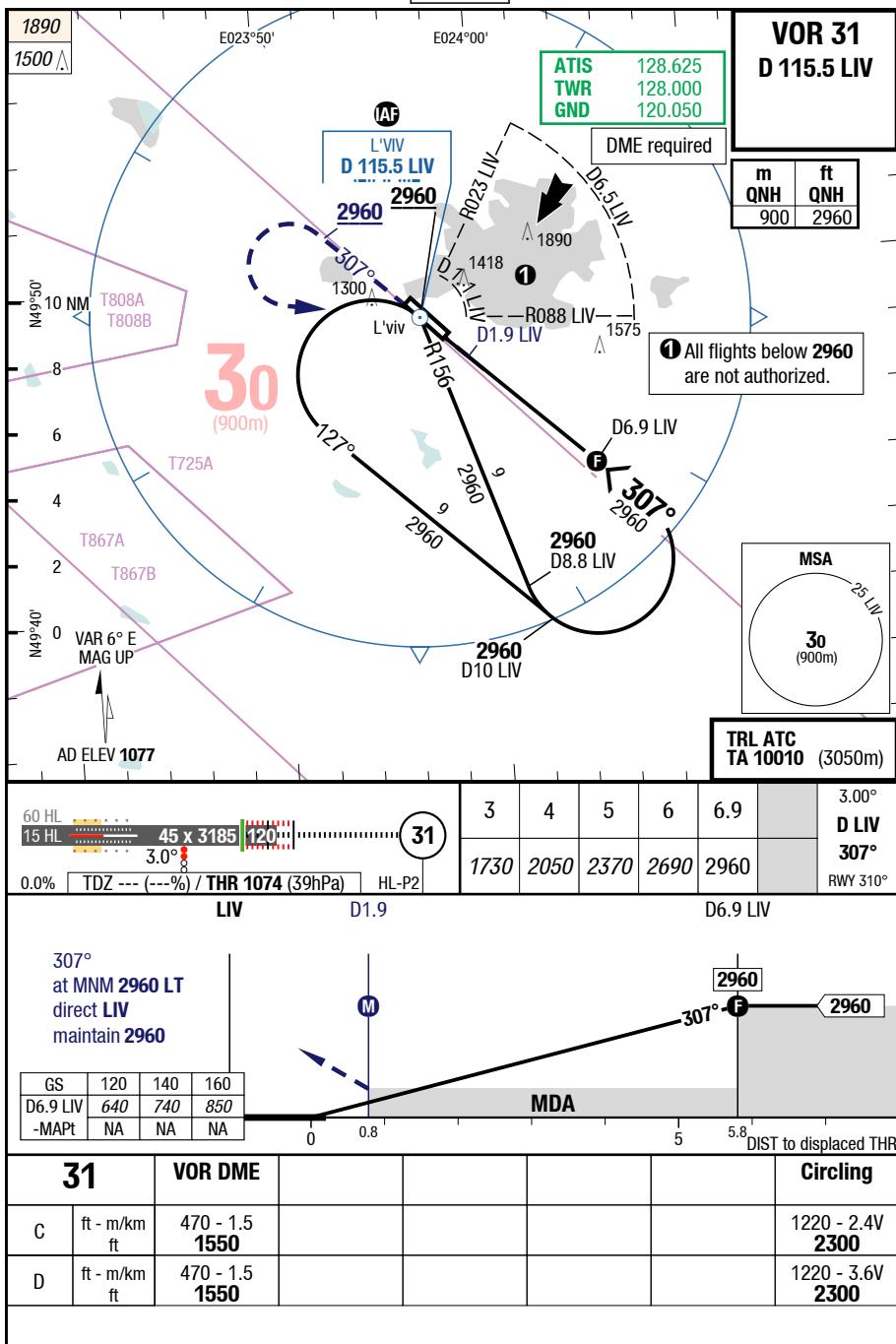
Changes: FREQ

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## LWO-UKLL

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VOR 31



Changes: FREQ

05-OCT-2017

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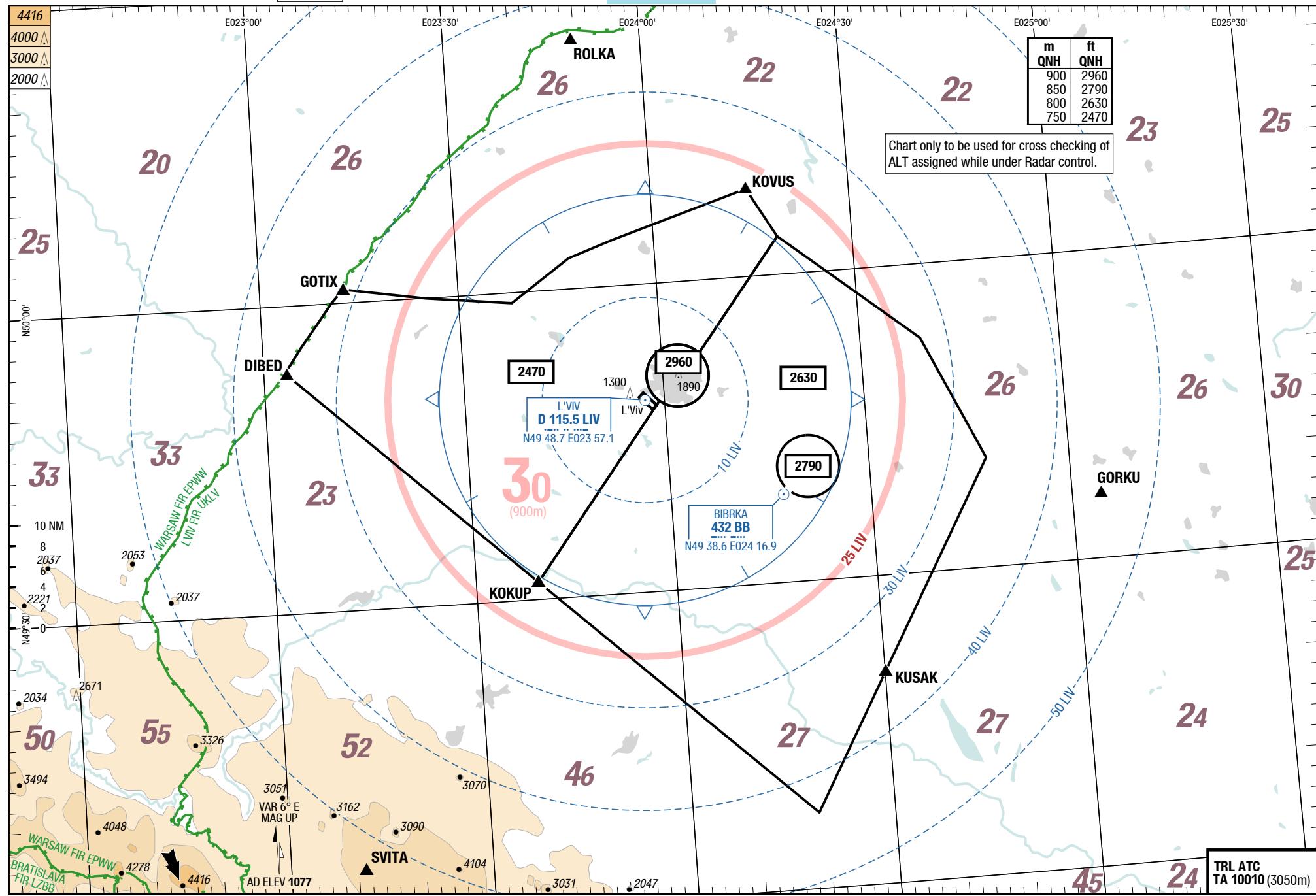
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MRC

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Changes: MGA, OBST