

## General Information

Location: VINNYTSIA UKR  
ICAO/IATA: UKWW / VIN  
Lat/Long: N49° 14.55', E028° 36.83'  
Elevation: 974 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: 0510 Z  
Sunset: 1429 Z

## Runway Information

Runway: 13  
Length x Width: 8202 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 971 ft  
Lighting: Edge, ALS

Runway: 31  
Length x Width: 8202 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 968 ft  
Lighting: Edge, ALS

## Communication Information

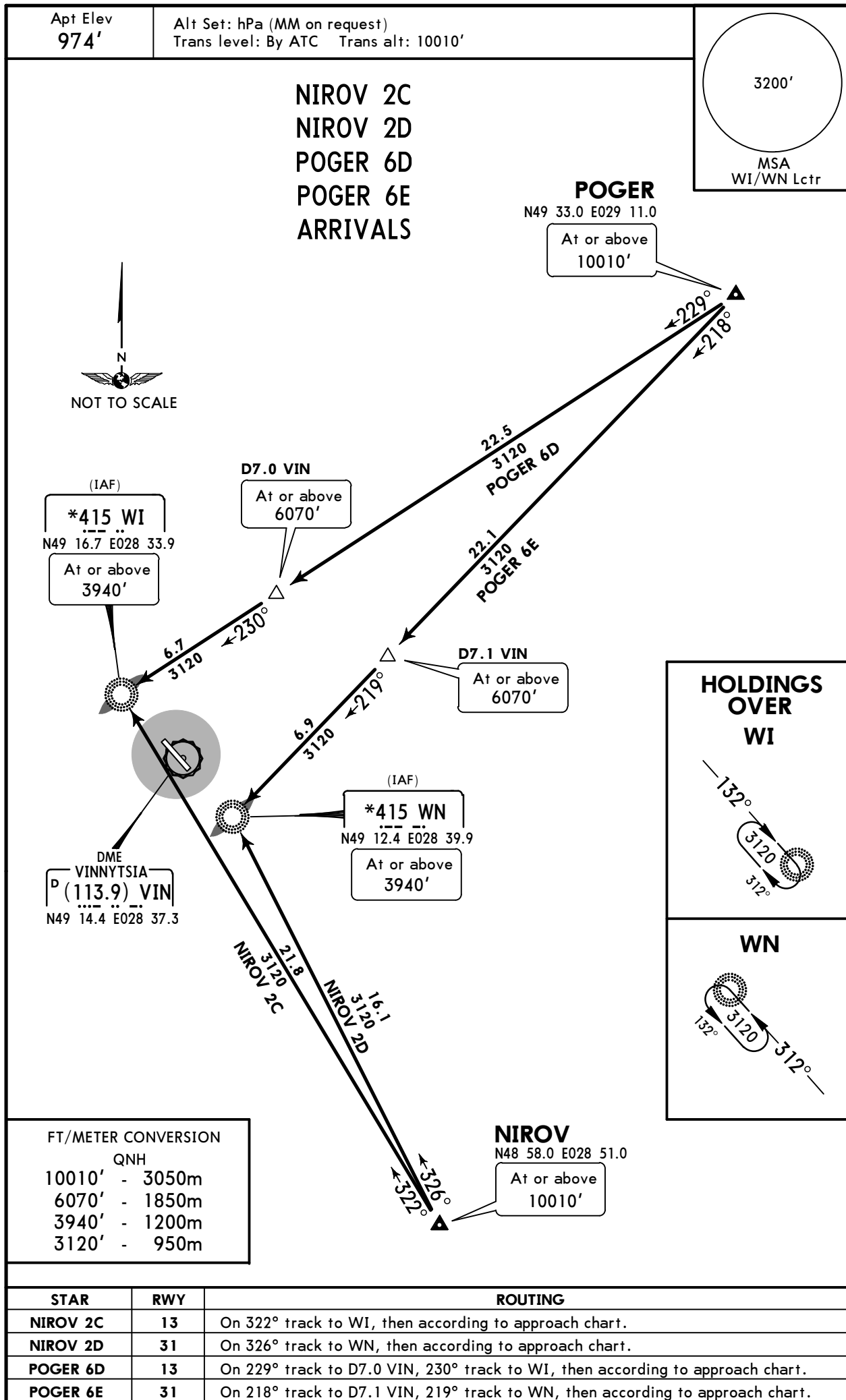
Vinnytsia Tower: 128.000  
Basket Start Tower: 124.000

**UKWW/VIN**  
GAVRYSHIVKA

**JEPPESSEN**  
30 SEP 16 **10-2** **Eff 13 Oct**

**VINNYTSIA, UKRAINE**

**STAR**



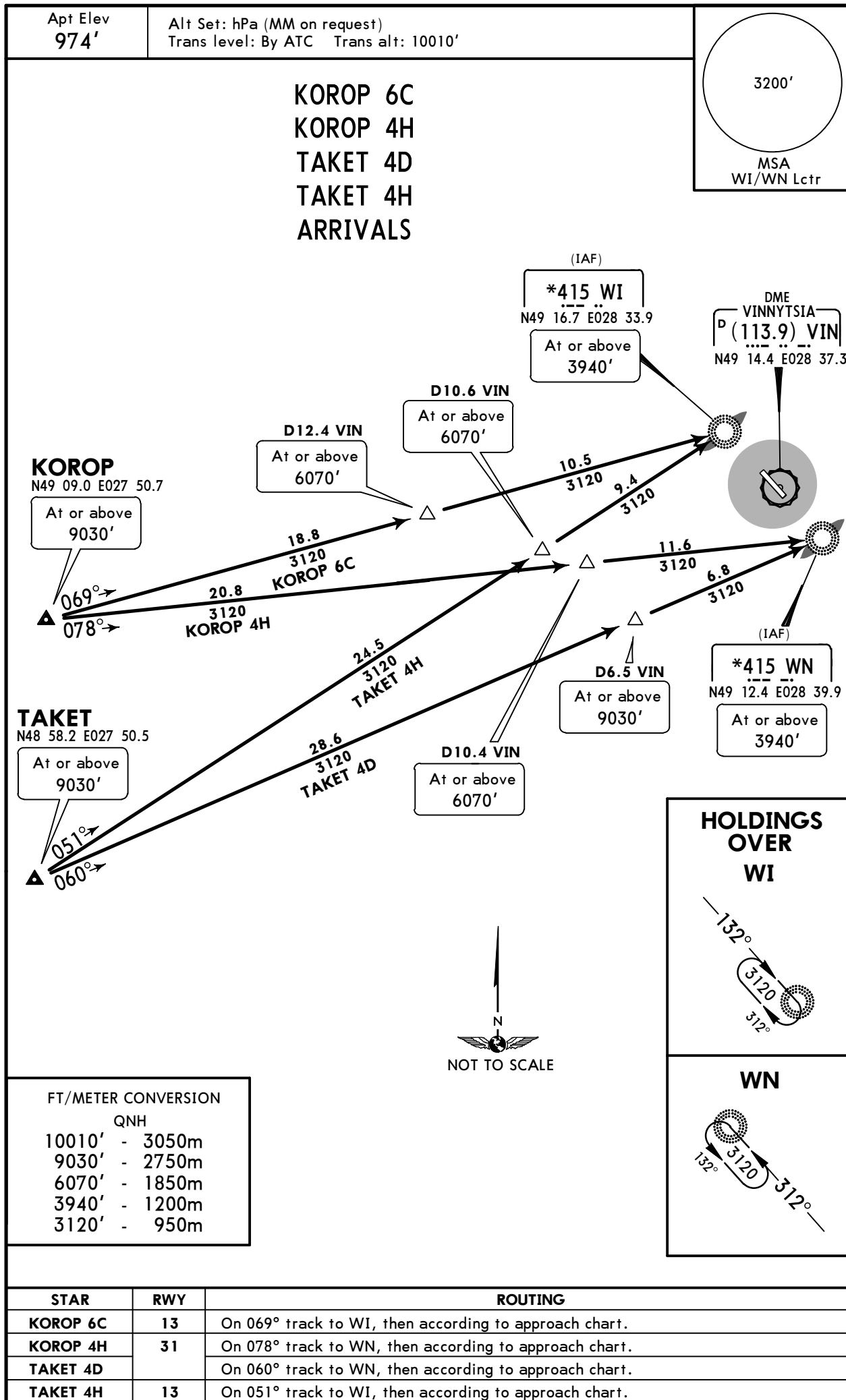
CHANGES: POGER STARs renumbered & revised.

**UKWW/VIN**  
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**JEPPESEN**  
30 SEP 16 **10-2A** **Eff 13 Oct**

**VINNYTSIA, UKRAINE**

**STAR**

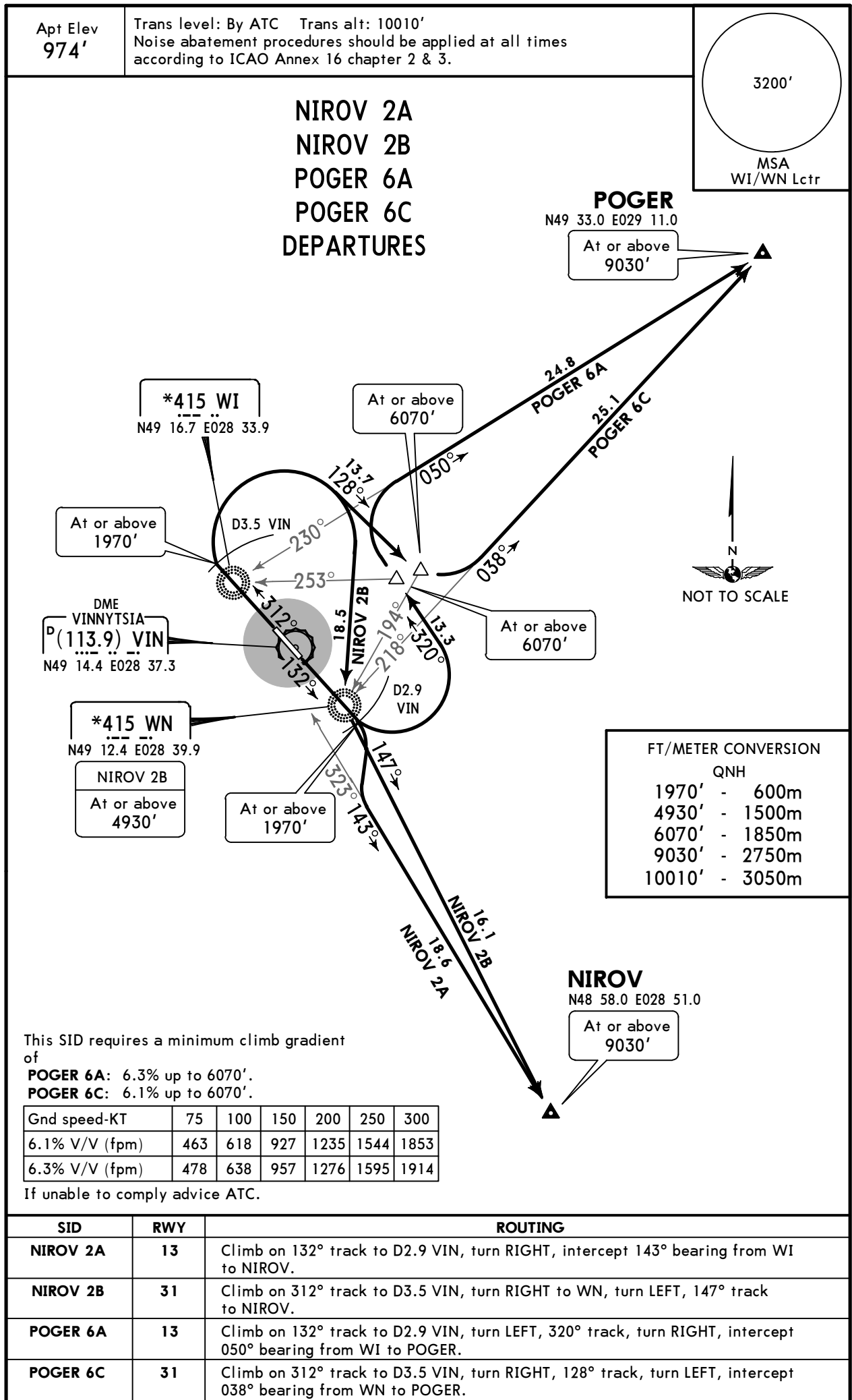


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**JEPPESEN**  
30 SEP 16 **10-3** **Eff 13 Oct**

**VINNYTSIA, UKRAINE**

**SID**



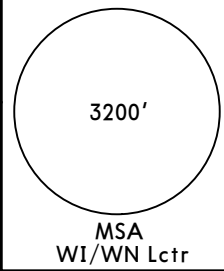
**UKWW/VIN**  
**GAVRYSHIVKA**

**JEPPESEN**  
30 SEP 16 **10-3A** **Eff 13 Oct**

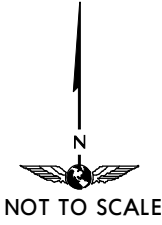
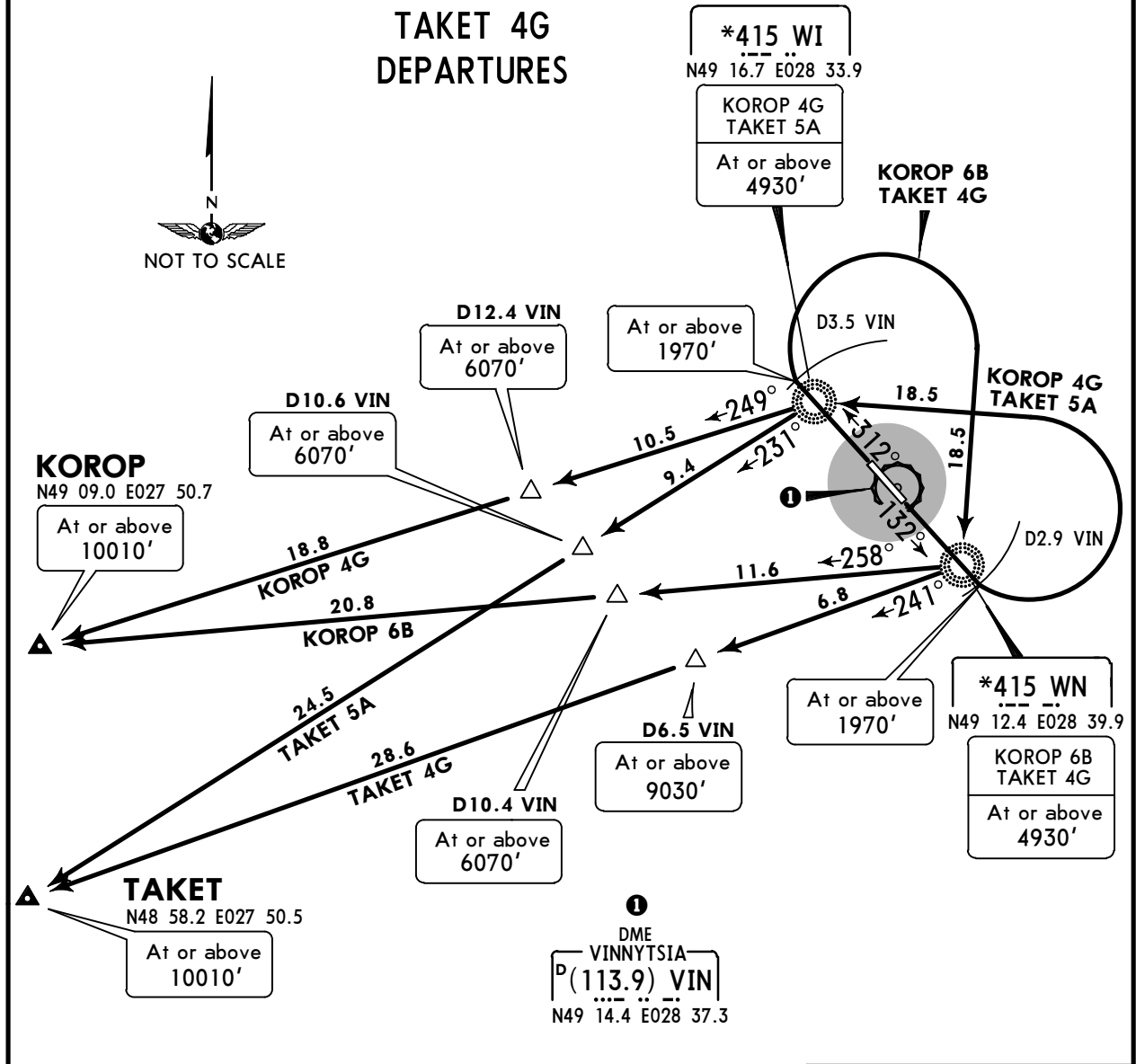
**VINNYTSIA, UKRAINE**

**SID**

Apt Elev **974'** Trans level: By ATC Trans alt: 10010'  
Noise abatement procedures should be applied at all times according to ICAO Annex 16 chapter 2 & 3.



**KOROP 6B**  
**KOROP 4G**  
**TAKET 5A**  
**TAKET 4G**  
**DEPARTURES**



This SID requires a minimum climb gradient of  
**TAKET 4G: 5.1% up to 9030'.**

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

**FT/METER CONVERSION**

QNH	
1970'	- 600m
4930'	- 1500m
6070'	- 1850m
9030'	- 2750m
10010'	- 3050m

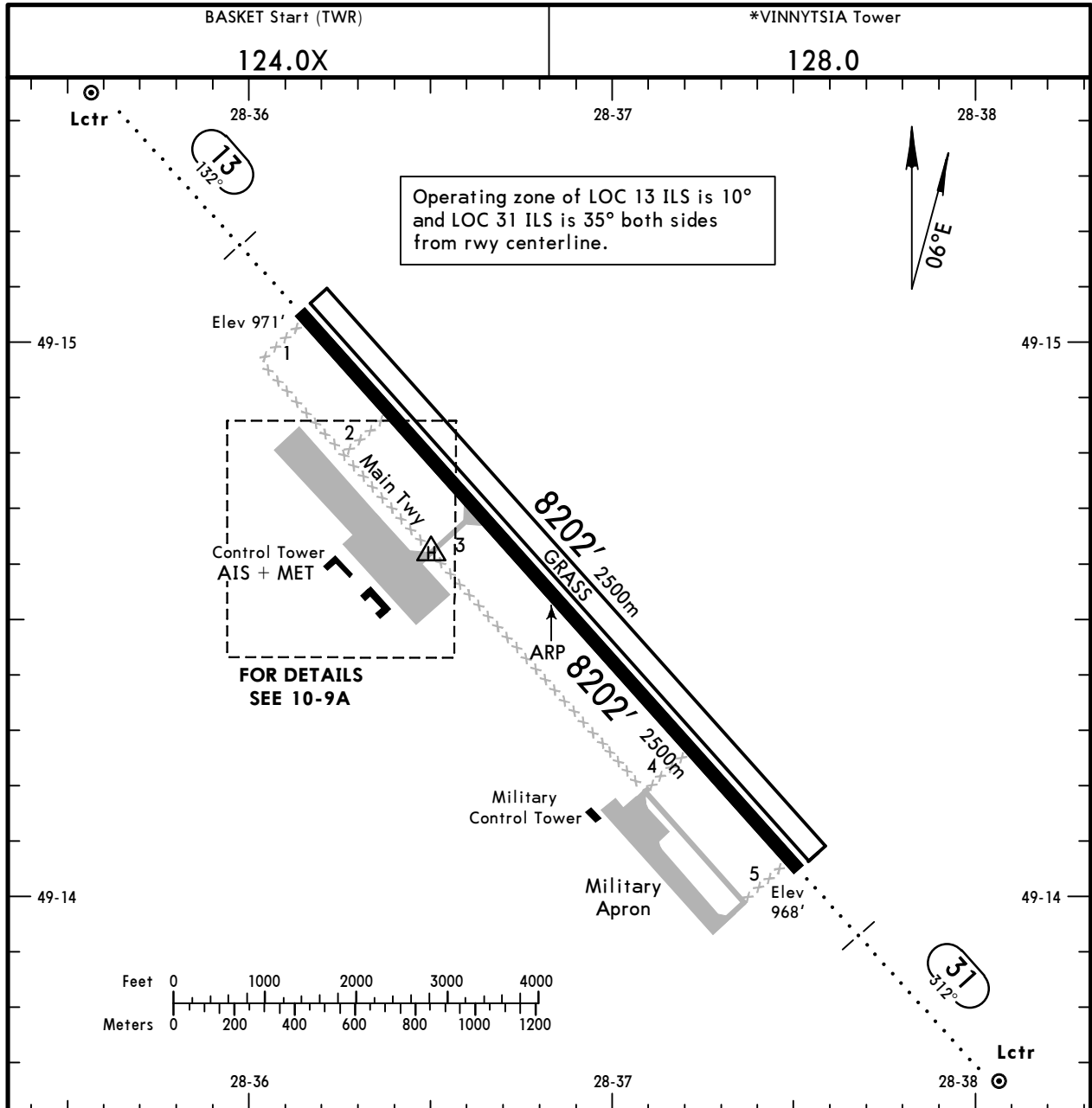
If unable to comply advise ATC.

SID	RWY	ROUTING
<b>KOROP 6B</b>	<b>31</b>	Climb on 312° track to D3.5 VIN, turn RIGHT to WN, turn RIGHT, 258° track to KOROP.
<b>KOROP 4G</b>	<b>13</b>	Climb on 132° track to D2.9 VIN, turn LEFT to WI, turn LEFT, 249° track to KOROP.
<b>TAKET 5A</b>		Climb on 132° track to D2.9 VIN, turn LEFT to WI, turn LEFT, 231° track to TAKET.
<b>TAKET 4G</b>	<b>31</b>	Climb on 312° track to D3.5 VIN, turn RIGHT to WN, turn RIGHT, 241° track to TAKET.

**UKWW/VIN**  
 Apt Elev **974'**  
 N49 14.6 E028 36.8

**JEPESEN**  
 10 FEB 17 **(10-9)**

**VINNYTSIA, UKRAINE**  
**GAVRYSHIVKA**



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS	LANDING BEYOND		WIDTH
			Threshold	Glide Slope	
13 31	RL (100m) ALS			6987' 2130m	138' 42m
13 31	Grass runway				249' 76m

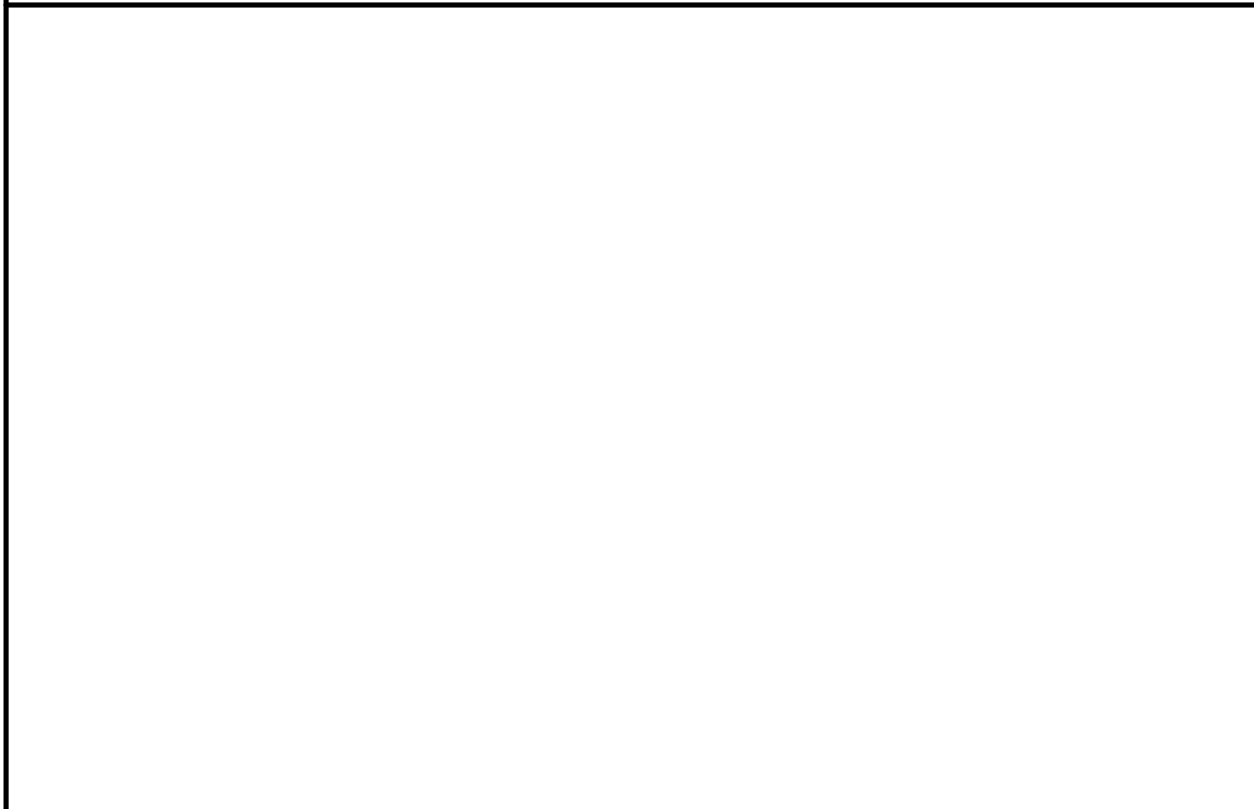
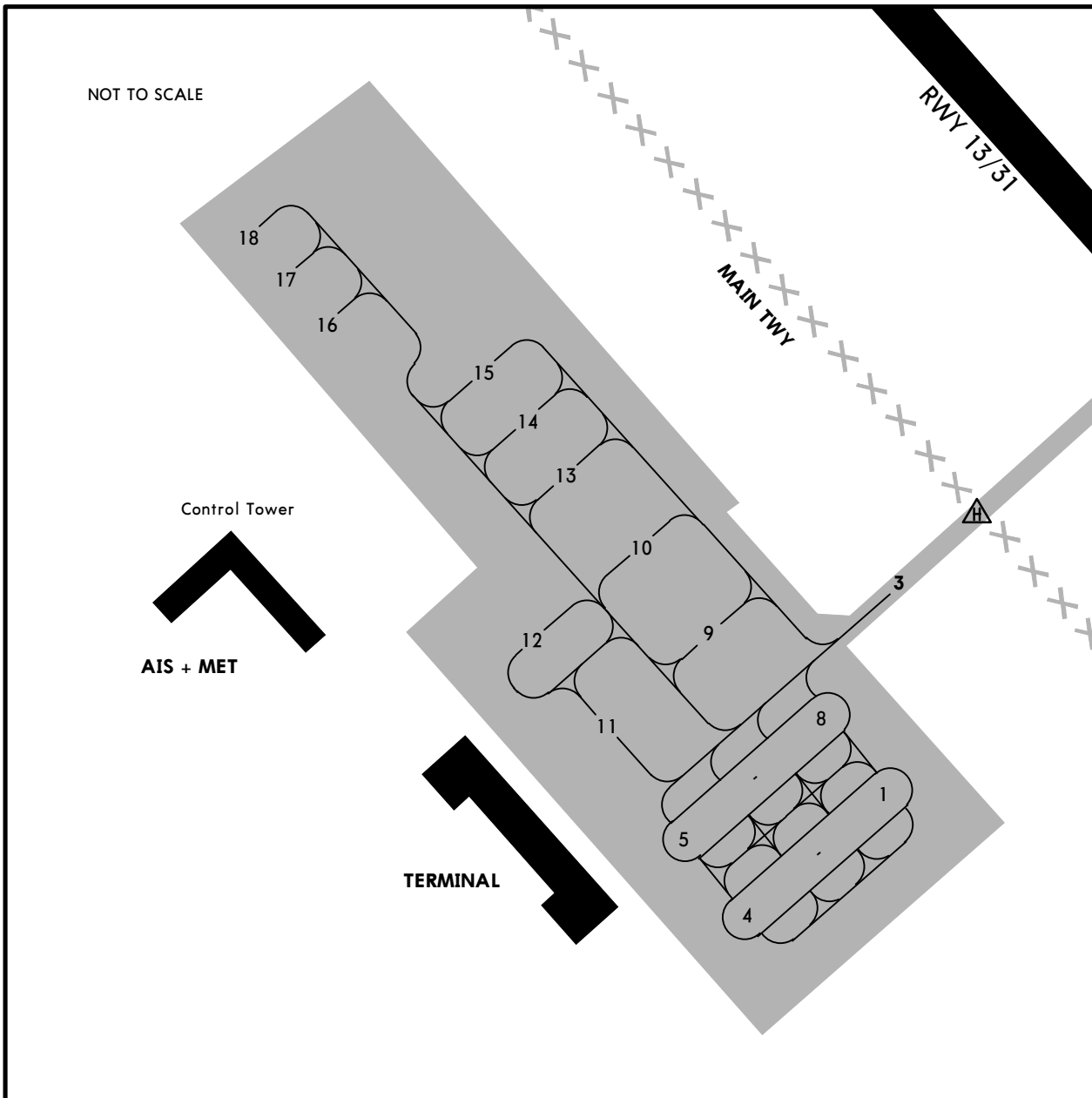
JAR-OPS			TAKE-OFF <b>I</b>
LVP must be in force			Main Rwy
A	B	C	D
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

**I** Operators applying U.S. Ops Specs: CL required below 300m.

UKWW/VIN

**JEPPESEN**  
10 FEB 17 (10-9A)

**VINNYTSIA, UKRAINE**  
GAVRYSHIVKA



UKWW/VIN

**JEPPESEN**  
10 JUN 16 **(10-9S)** Eff 23 Jun

**Standard**  
**VINNYTSIA, UKRAINE**  
**GÁVRYSHIVKA**

STRAIGHT-IN RWY		A	B	C	D
<b>13</b>	ILS	<b>1178'</b> (207')	<b>1188'</b> (217')	<b>1197'</b> (226')	<b>1207'</b> (236')
	ALS out	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m
	LOC	<b>1300'</b> (329')	<b>1300'</b> (329')	<b>1300'</b> (329')	<b>1300'</b> (329')
	ALS out	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m
NDB (with DME) ①		<b>1320'</b> (349')	<b>1320'</b> (349')	<b>1320'</b> (349')	<b>1320'</b> (349')
	ALS out	<b>R1400m</b> R1500m	<b>R1400m</b> R1500m	<b>R1400m</b> R1600m	<b>R1400m</b> R1600m
NDB (w/o DME)		<b>1370'</b> (399')	<b>1370'</b> (399')	<b>1370'</b> (399')	<b>1370'</b> (399')
	ALS out	<b>R1800m</b> R2000m	<b>R1800m</b> R2000m	<b>R2000m</b> C2200m	<b>R2000m</b> C2200m
<b>31</b>	ILS	<b>1175'</b> (207')	<b>1185'</b> (217')	<b>1194'</b> (226')	<b>1204'</b> (236')
	ALS out	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m	<b>R1000m</b> R1200m
	LOC	<b>1300'</b> (322')	<b>1300'</b> (322')	<b>1300'</b> (322')	<b>1300'</b> (322')
	ALS out	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m	<b>R1300m</b> R1500m
NDB (with DME) ①		<b>1320'</b> (352')	<b>1320'</b> (352')	<b>1320'</b> (352')	<b>1320'</b> (352')
	ALS out	<b>R1400m</b> R1500m	<b>R1400m</b> R1500m	<b>R1400m</b> R1600m	<b>R1400m</b> R1600m
NDB (w/o DME)		<b>1370'</b> (402')	<b>1370'</b> (402')	<b>1370'</b> (402')	<b>1370'</b> (402')
	ALS out	<b>R1900m</b> C2100m	<b>R1900m</b> C2100m	<b>C2100m</b> C2300m	<b>C2100m</b> C2300m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	<b>1380'</b> (406')	<b>1480'</b> (506')	<b>1580'</b> (606')	<b>1680'</b> (706')
	V1500m	V1600m	V2400m	V3600m

**TAKE-OFF RWY 13, 31**

LVP must be in Force			
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

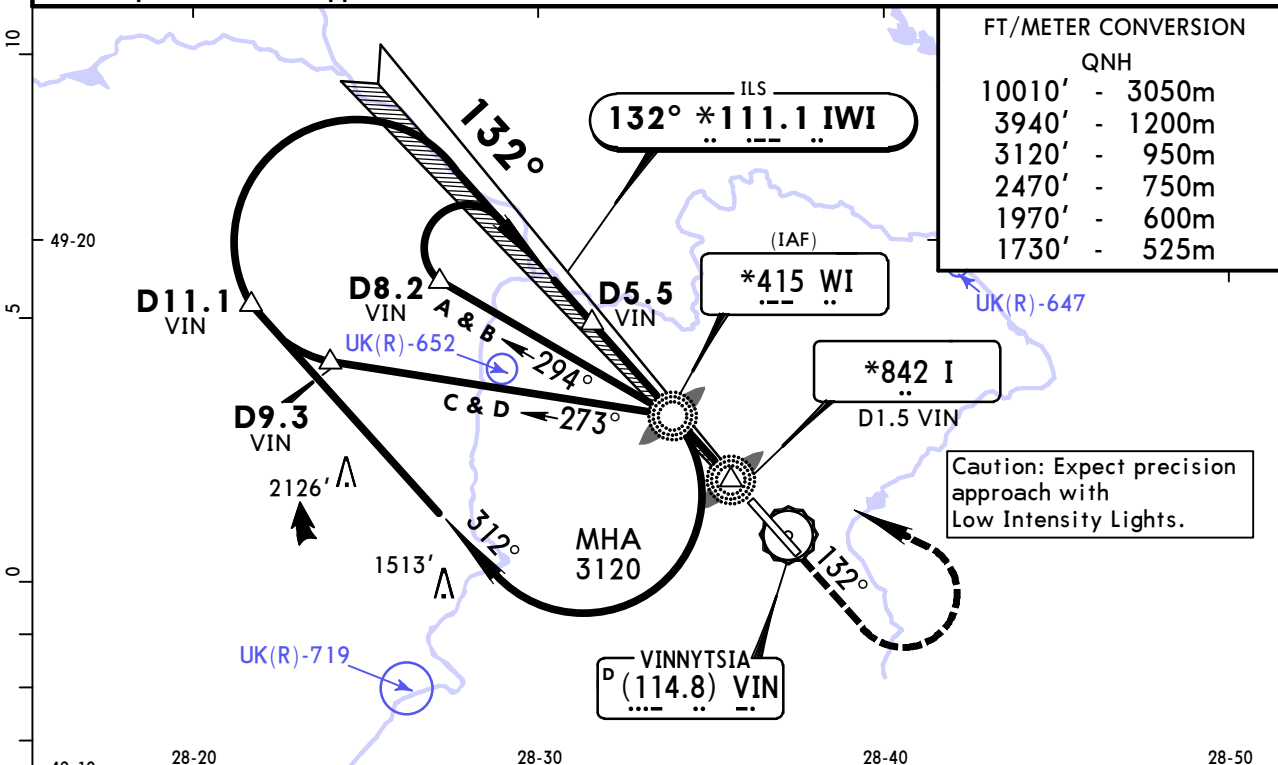


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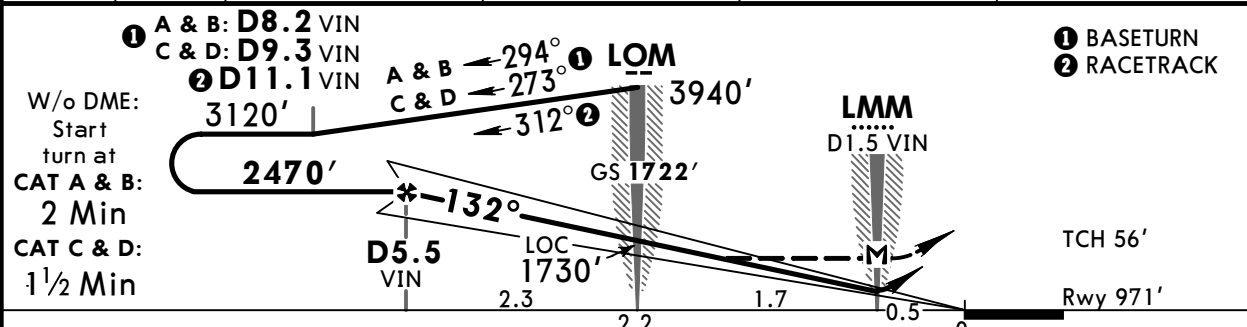
**JEPPESEN**  
7 OCT 16 (11-1) Eff 13 Oct

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

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
LOC IWI *111.1	Final Apch Crs 132°	GS LOM 1722' (751')	ILS DA(H) Refer to Minimums	Apt Elev 974' Rwy 971'	3200' MSA WI Lctr
MISSED APCH: Climb on 132° to 1970', then turn LEFT to WI Lctr climbing to 3120', then according to chart.					
Alt Set: hPa		Rwy Elev: 35 hPa	Trans level: By ATC		Trans alt: 10010'
DME required for LOC approach.					



LOC	VIN DME	5.4	4.3	3.2	2.2
(GS out)	ALTITUDE	2430'	2100'	1760'	1420'



Gnd speed-Kts	70	90	100	120	140	160	ALS	1970' ↑ on 132°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849		
MAP at LMM/D1.5 VIN								

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
ILS		LOC (GS out)				Max Kts	
DA(H) A: 1178' (207') C: 1197' (226') B: 1188' (217') D: 1207' (236')		MDA(H) 1300' (329')				MDA(H) VIS	
FULL		ALS out		ALS out			
A		RVR 1300m		RVR 1500m		100	1380' (406') 1500m
B		RVR 1400m		RVR 1500m		135	1480' (506') 1600m
C	RVR 800m	RVR 1000m		RVR 1800m		180	1580' (606') 2400m
D		RVR 1800m		RVR 2000m		205	1680' (706') 3600m

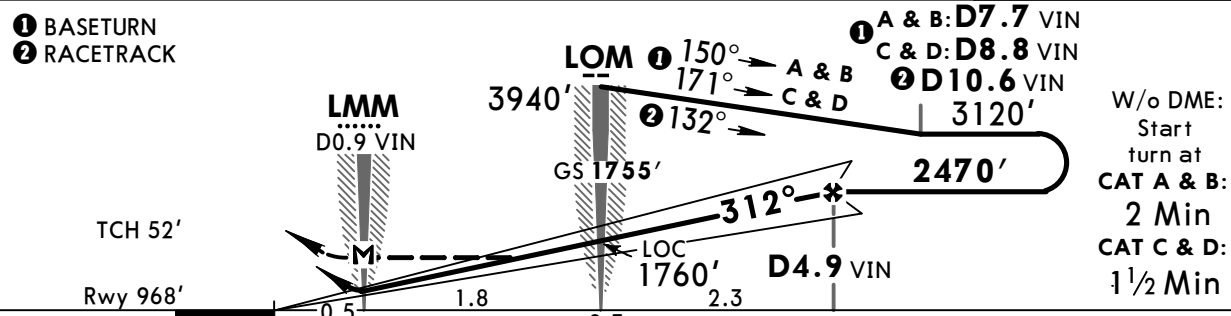
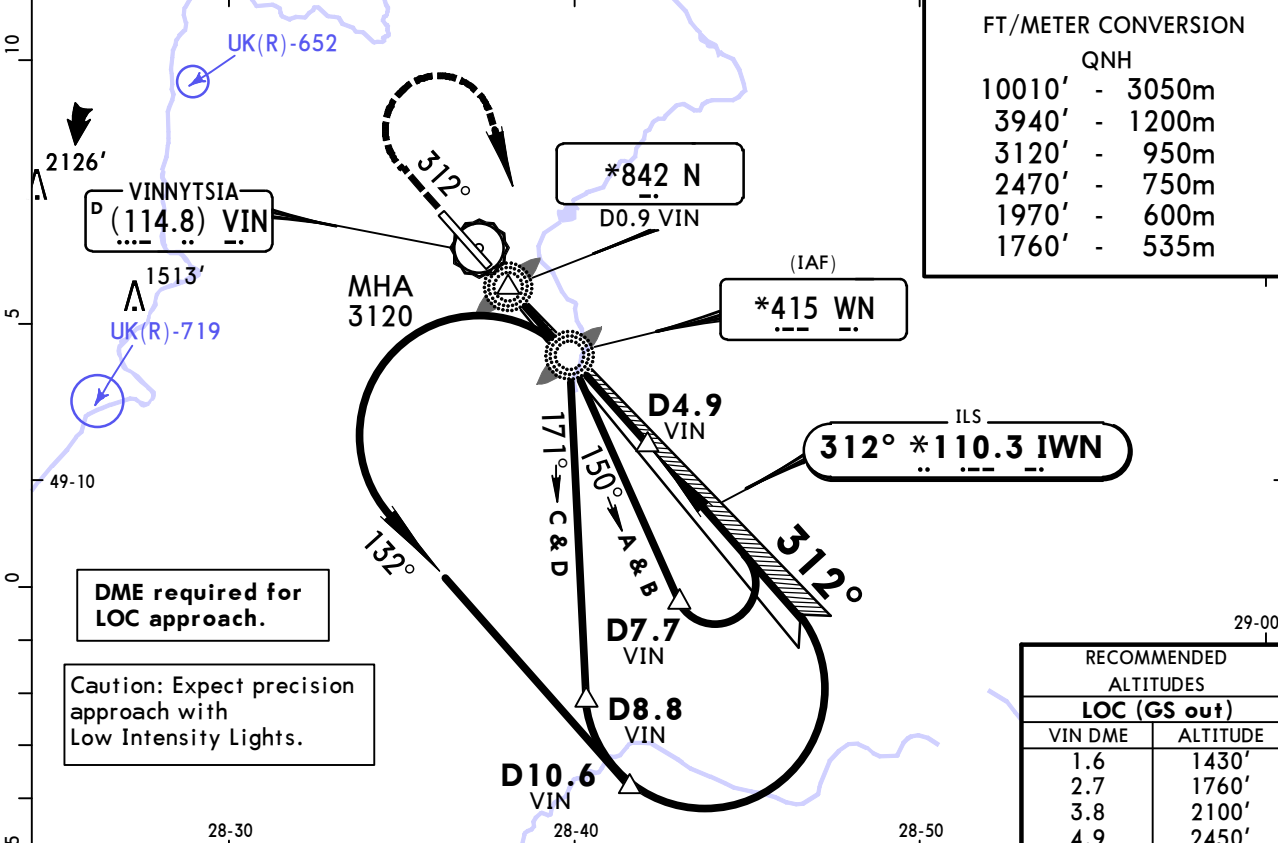
**UKWW/VIN**  
GAVRYSHIVKA

**JEPPESEN**  
7 OCT 16 (11-2) Eff 13 Oct

**VINNYTSIA, UKRAINE**  
ILS or LOC Rwy 31

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
LOC IWN *110.3	Final Apch Crs 312°	GS LOM 1755' (787')	ILS DA(H) Refer to Minimums	Apt Elev 974'	3200' MSA WN Lctr
MISSED APCH: Climb on 312° to 1970', then turn RIGHT to WN Lctr climbing to 3120', then according to chart.					

Alt Set: hPa Rwy Elev: 35 hPa Trans level: By ATC Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	ALS 1970' on 312°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at LMM/D0.9 VIN							

JAR-OPS ILS STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
DA(H)		LOC (GS out)	
A: 1175' (207') C: 1194' (226')		MDA(H) 1300' (322')	
B: 1185' (217') D: 1204' (236')			
FULL		ALS out	
A	RVR 800m	RVR 1300m	Max Kts 100 1380' (406') 1500m
B		RVR 1400m	135 1480' (506') 1600m
C	RVR 800m	RVR 1600m	180 1580' (606') 2400m
D	RVR 1000m	RVR 1800m	205 1680' (706') 3600m

**UKWW/VIN**  
GAVRYSHIVKA

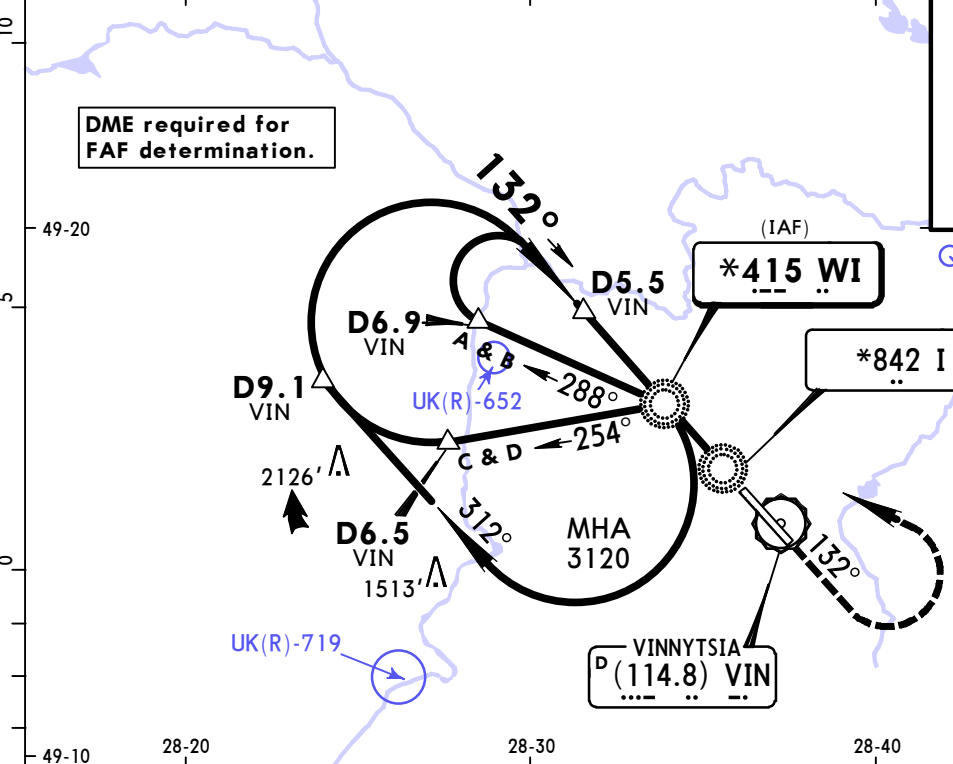
**JEPPESEN**  
10 JUN 16 (16-1) Eff 23 Jun

**VINNYTSIA, UKRAINE**  
NDB Rwy 13

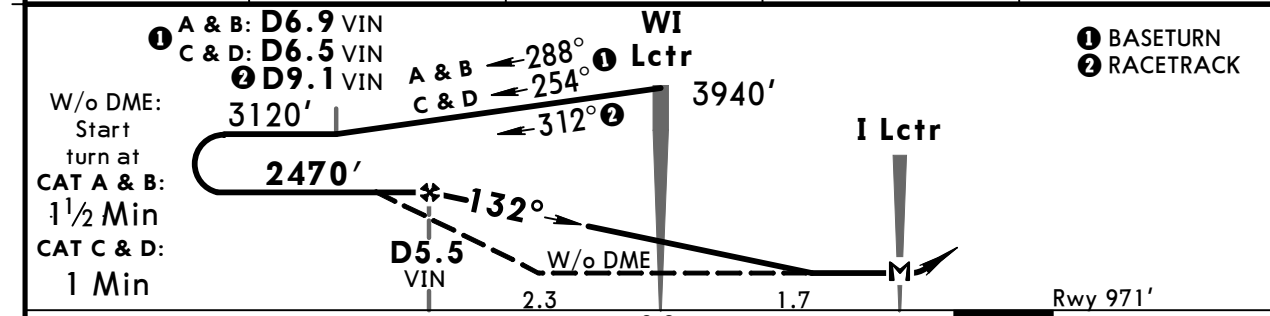
*VINNYTSIA Tower			BASKET Start (TWR)		
128.0			124.0X		
Lctr WI *415	Final Apch Crs 132°	With DME Minimum Alt D5.5 VIN <b>2470'</b> (1499')	With DME MDA(H) <b>1320'</b> (349')	Apt Elev 974' Rwy 971'	3200' MSA WI Lctr
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) <b>1370'</b> (399')		
<b>MISSED APCH:</b> Climb on 132° to 1970', then turn LEFT to WI Lctr climbing to 3120', then according to chart.					
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC	

FT/METER CONVERSION  
QNH

10010'	-	3050m
3940'	-	1200m
3120'	-	950m
2470'	-	750m
1970'	-	600m



VIN DME	5.4	4.3	3.2	2.2
ALTITUDE	2430'	2090'	1740'	1420'



Gnd speed-Kts	70	90	100	120	140	160	ALS	1970' ↑ on 132°
Descent Angle 3.00°	372	478	531	637	743	849		

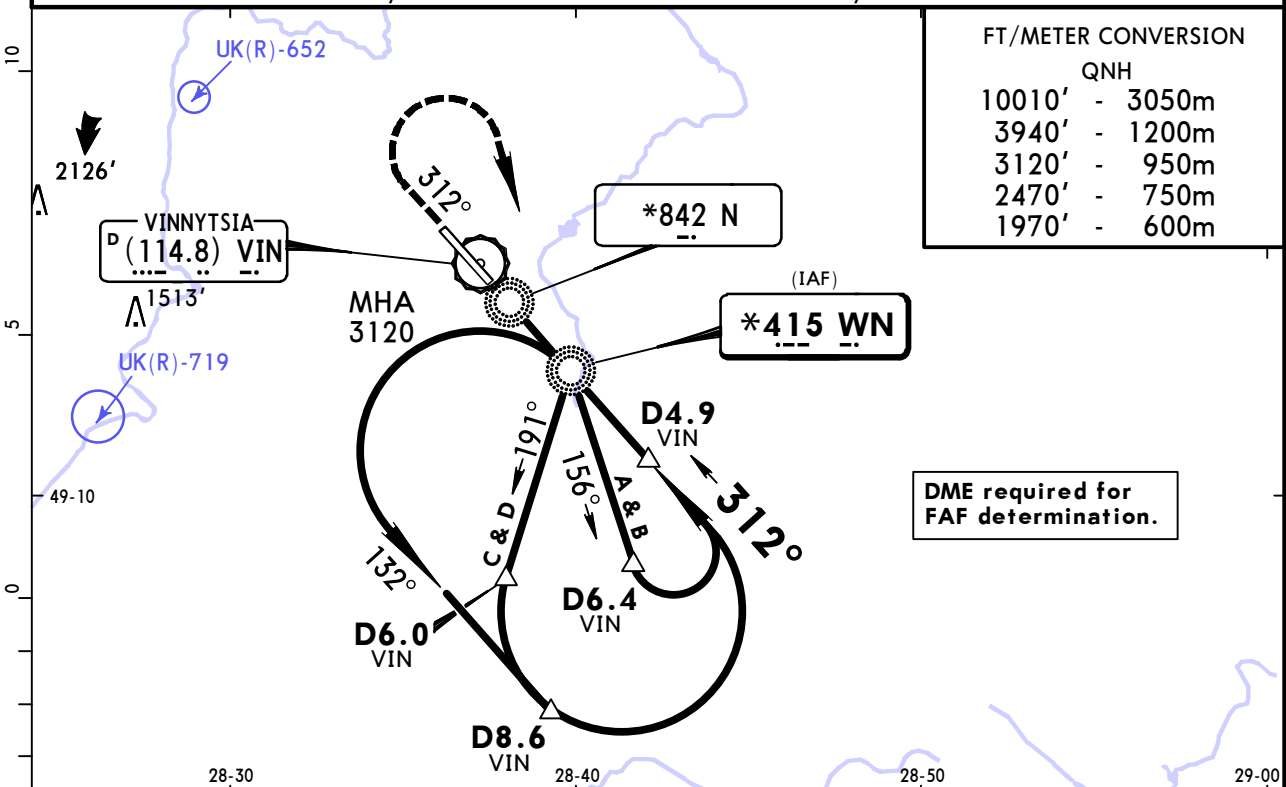
<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
with DME		w/o DME					
MDA(H) 1320' (349')		MDA(H) 1370' (399')					
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m	100	1380' (406')	1500m
B	RVR 1400m	RVR 1500m	RVR 1400m	RVR 1500m	135	1480' (506')	1600m
C	RVR 1600m	RVR 1800m	RVR 1600m	RVR 1800m	180	1580' (606')	2400m
D	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	205	1680' (706')	3600m

**UKWW/VIN**  
**GAVRYSHIVKA**

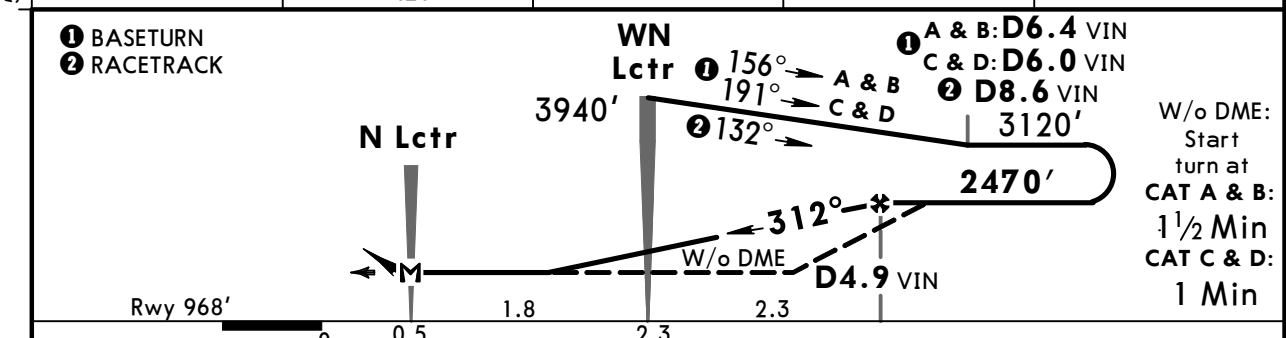
**JEPPESEN**  
10 JUN 16 (16-2) Eff 23 Jun

**VINNYTSIA, UKRAINE**  
**NDB Rwy 31**

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
BRIEFING STRIP™	Lctr WN *415	Final Apch Crs 312°	With DME Minimum Alt D4.9 VIN 2470' (1502')	With DME MDA(H) 1320' (352')	Apt Elev 974'  Rwy 968'
			W/o DME Minimum Alt No FAF	W/o DME MDA(H) 1370' (402')	
<b>MISSED APCH:</b> Climb on 312° to 1970', then turn RIGHT to WN Lctr climbing to 3120', then according to chart.					3200'  MSA WN Lctr
Alt Set: hPa		Rwy Elev: 35 hPa		Trans level: By ATC	
				Trans alt: 10010'	



VIN DME	1.6	2.7	3.8	4.9
ALTITUDE	1420'	1760'	2100'	2450'



Gnd speed-Kts	70	90	100	120	140	160	ALS 1970' ↑ on 312°
Descent Angle 3.00°	372	478	531	637	743	849	

<b>JAR-OPS</b>				STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
with DME		w/o DME					
MDA(H) 1320'(352')		MDA(H) 1370'(402')					
ALS out		ALS out					
A	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m	Max Kts	MDA(H)	VIS
B	RVR 1400m	RVR 1500m	RVR 1400m	RVR 1500m	100	1380'(406')	1500m
C	RVR 1600m	RVR 1800m	RVR 1600m	RVR 1800m	135	1480'(506')	1600m
D	RVR 1800m	RVR 2000m	RVR 1800m	RVR 2000m	180	1580'(606')	2400m
					205	1680'(706')	3600m

## Chart changes since cycle 19-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**VINNYTSIA, (GAVRYSHIVKA - UKWW)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKWW