

## List of pages in this Trip Kit

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Notebook

## 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: 0204 Z  
Sunset: 1803 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

Basket Start Tower: 124.000 Military  
Vinnysia Tower: 128.000  
Kyiv Information: 130.500 Flight Info Service RCO

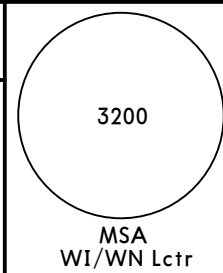
**UKWW/VIN**  
**GAVRYSHIVKA INTL**

**JEPPesen**  
 1 FEB 19 **10-2**

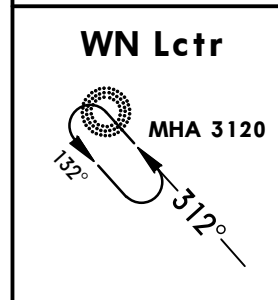
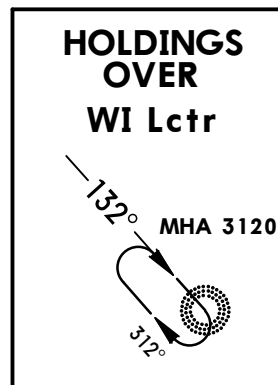
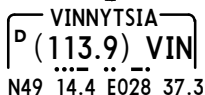
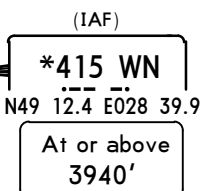
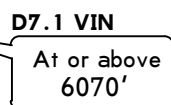
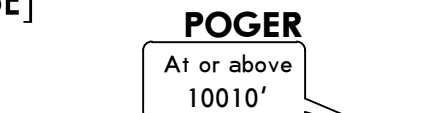
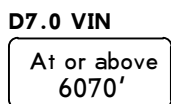
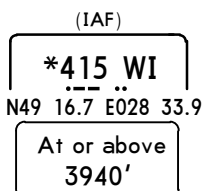
**VINNYTSIA, UKRAINE**  
**STAR**

Apt Elev  
**974'**

Alt Set: hPa (MM on request)  
 Trans level: By ATC Trans alt: 10010'



**NIROV 2C [NIRO2C]**  
**NIROV 2D [NIRO2D]**  
**POGER 6D [POGE6D]**  
**POGER 6E [POGE6E]**  
**ARRIVALS**



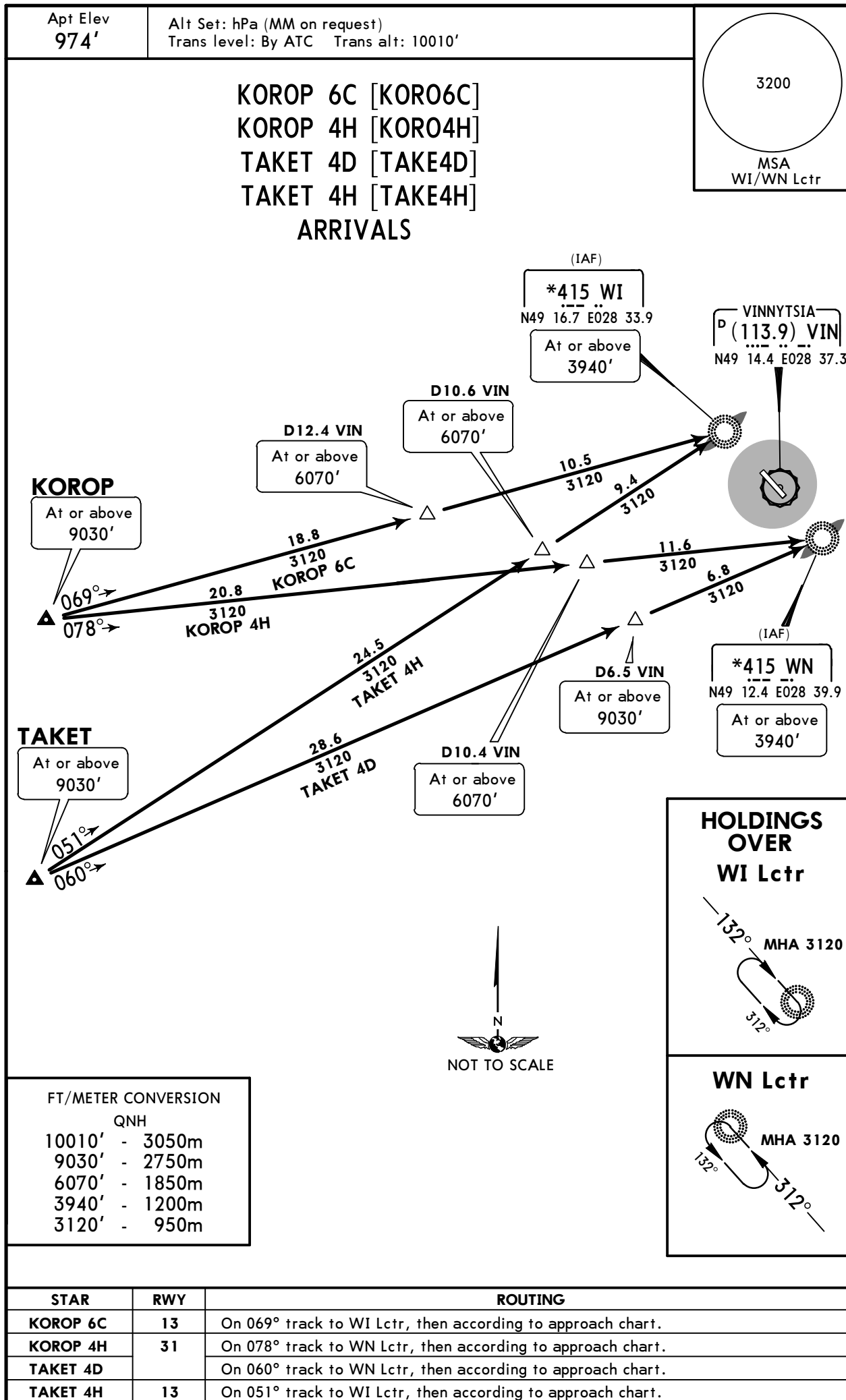
FT/METER CONVERSION	
QNH	
10010'	- 3050m
6070'	- 1850m
3940'	- 1200m
3120'	- 950m

STAR	RWY	ROUTING
<b>NIROV 2C</b>	<b>13</b>	On 322° track to WI Lctr, then according to approach chart.
<b>NIROV 2D</b>	<b>31</b>	On 326° track to WN Lctr, then according to approach chart.
<b>POGER 6D</b>	<b>13</b>	On 229° track to D7.0 VIN, 230° track to WI Lctr, then according to approach chart.
<b>POGER 6E</b>	<b>31</b>	On 218° track to D7.1 VIN, 219° track to WN Lctr, then according to approach chart.

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**JEPPESEN**  
 1 FEB 19 **(10-2A)**

**VINNYTSIA, UKRAINE**  
**STAR**



**FT/METER CONVERSION**

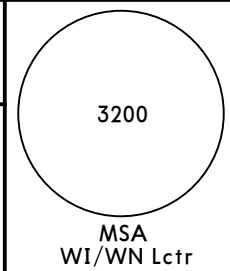
QNH

10010'	-	3050m
9030'	-	2750m
6070'	-	1850m
3940'	-	1200m
3120'	-	950m

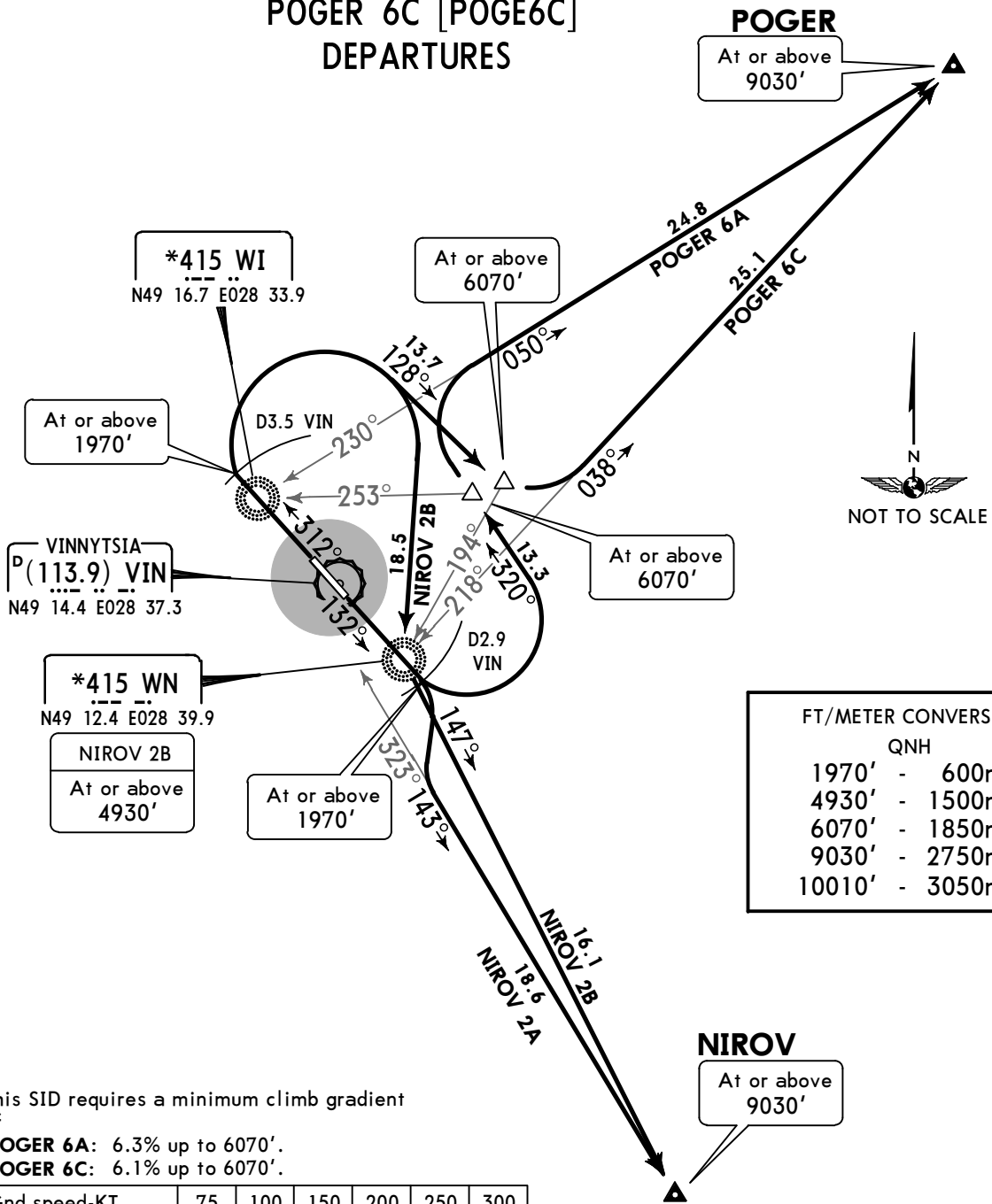


**UKWW/VIN**  
**GAVRYSHIVKA INTL**

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.



**NIROV 2A [NIRO2A]**  
**NIROV 2B [NIRO2B]**  
**POGER 6A [POGE6A]**  
**POGER 6C [POGE6C]**  
**DEPARTURES**



**FT/METER CONVERSION**

QNH

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

This SID requires a minimum climb gradient of  
**POGER 6A:** 6.3% up to 6070'.  
**POGER 6C:** 6.1% up to 6070'.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.3% V/V (fpm)	478	638	957	1276	1595	1914

If unable to comply advice ATC.

SID	RWY	ROUTING
<b>NIROV 2A</b>	<b>13</b>	Climb on 132° track to D2.9 VIN, turn RIGHT, intercept 143° bearing from WI Lctr to NIROV.
<b>NIROV 2B</b>	<b>31</b>	Climb on 312° track to D3.5 VIN, turn RIGHT to WN Lctr, turn LEFT, 147° track to NIROV.
<b>POGER 6A</b>	<b>13</b>	Climb on 132° track to D2.9 VIN, turn LEFT, 320° track, turn RIGHT, intercept 050° bearing from WI Lctr to POGER.
<b>POGER 6C</b>	<b>31</b>	Climb on 312° track to D3.5 VIN, turn RIGHT, 128° track, turn LEFT, intercept 038° bearing from WN Lctr to POGER.

**UKWW/VIN**  
GAVRYSHIVKA INTL



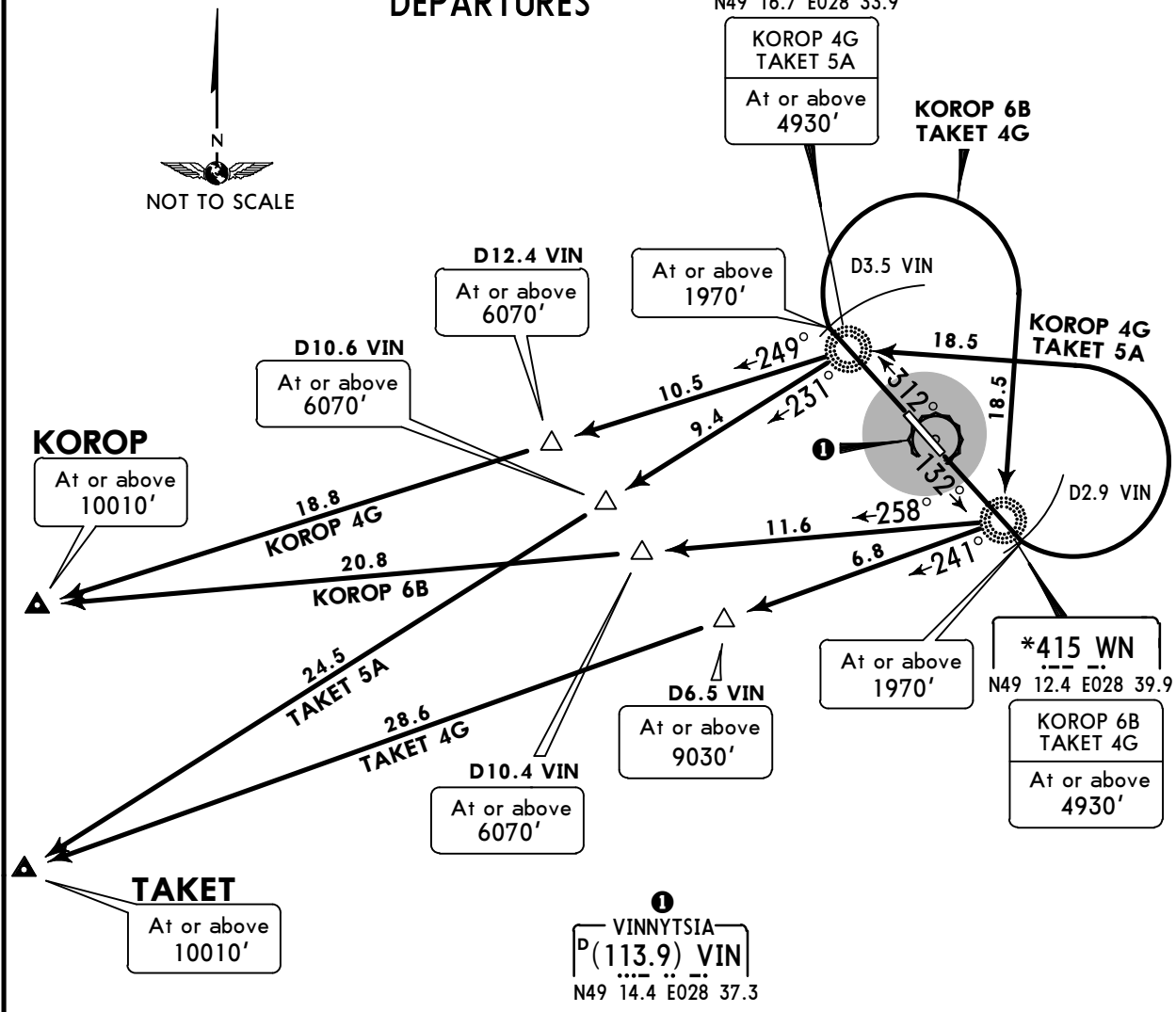
**VINNYTSIA, UKRAINE**

**SID**

1 FEB 19 **10-3A**

Apt Elev <b>974'</b>	Trans level: By ATC Trans alt: 10010' Noise abatement procedures should be applied at all times according to ICAO Annex 16 chapter 2 & 3.	<p>3200 MSA WI/WN Lctr</p>
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**KOROP 6B [KOR06B]  
KOROP 4G [KOR04G]  
TAKET 5A [TAKE5A]  
TAKET 4G [TAKE4G]  
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

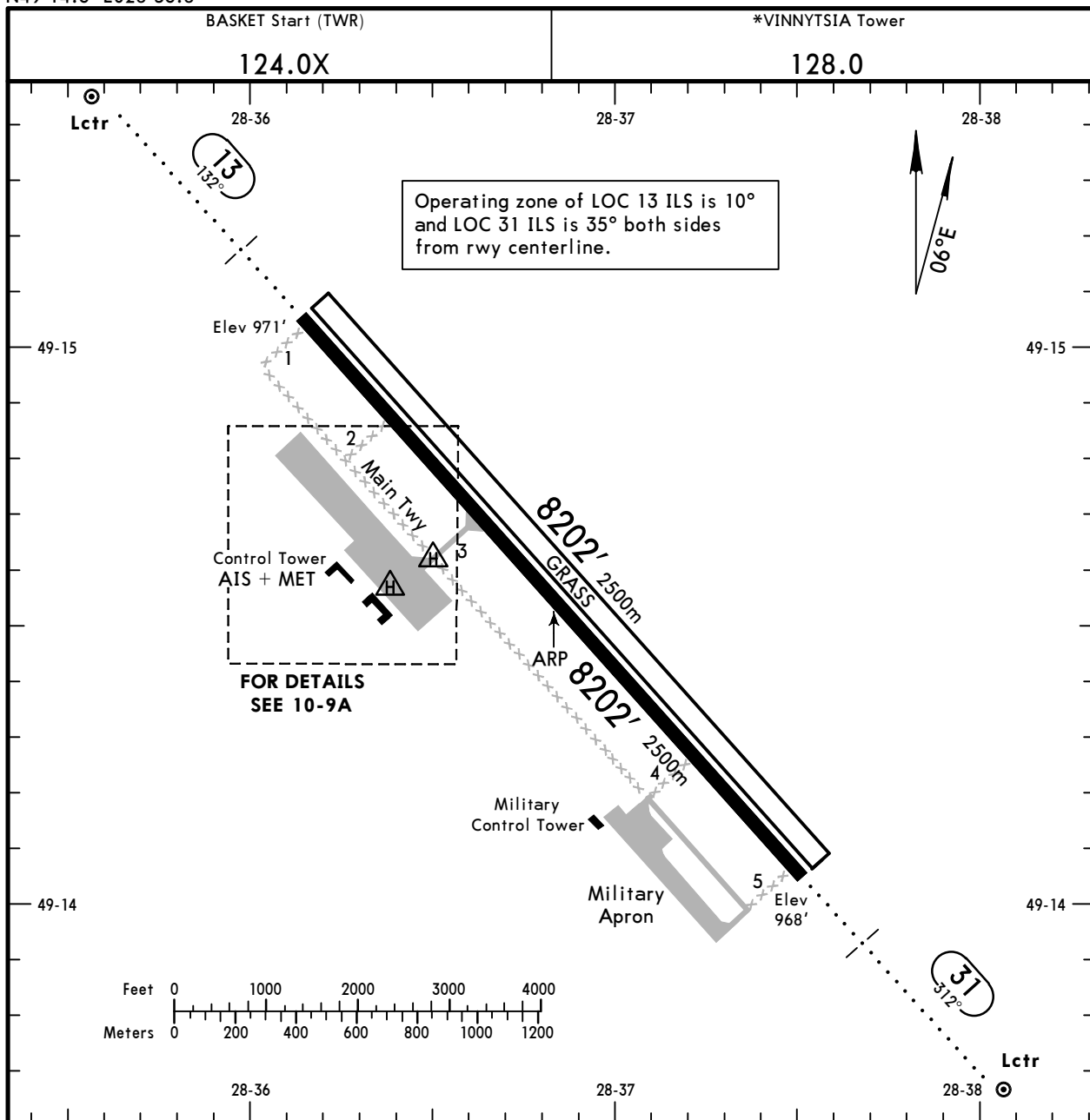
If unable to comply advise ATC.

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

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

**JEPESEN**  
 1 FEB 19 **(10-9)**

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



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 1**

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

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

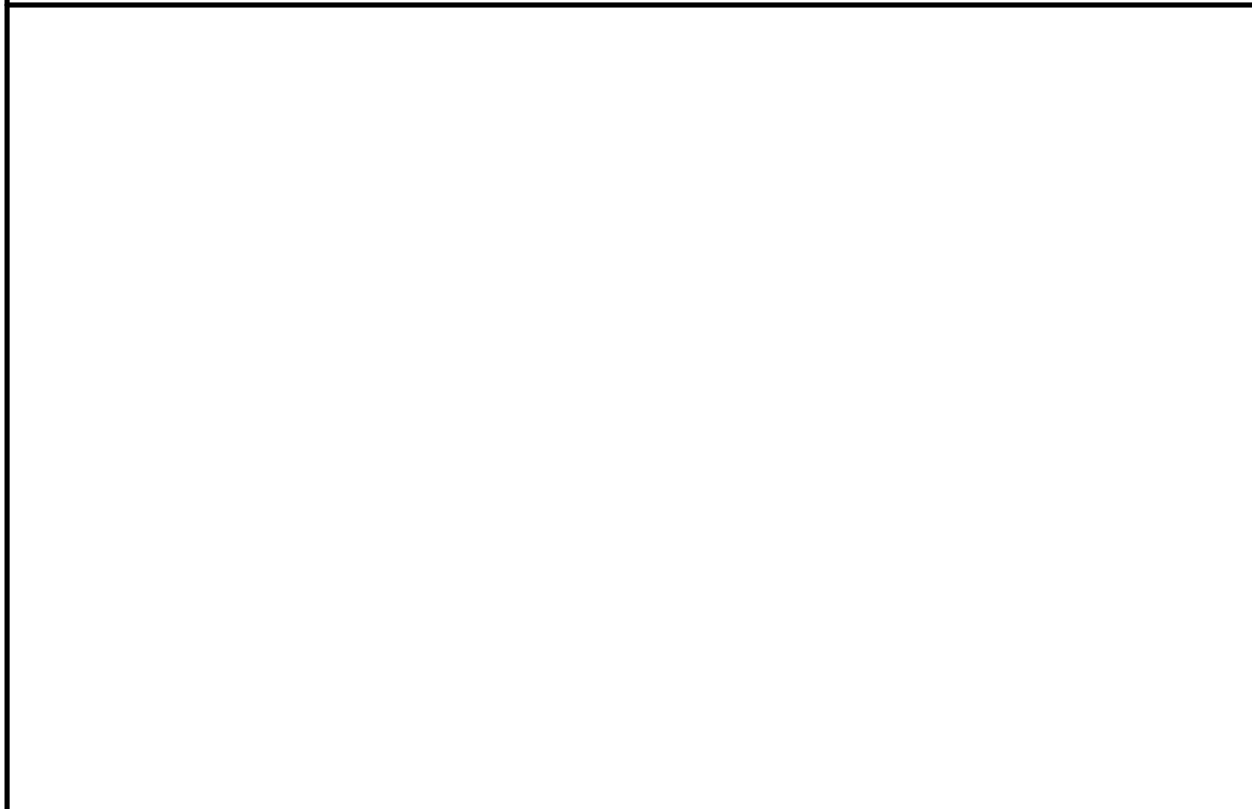
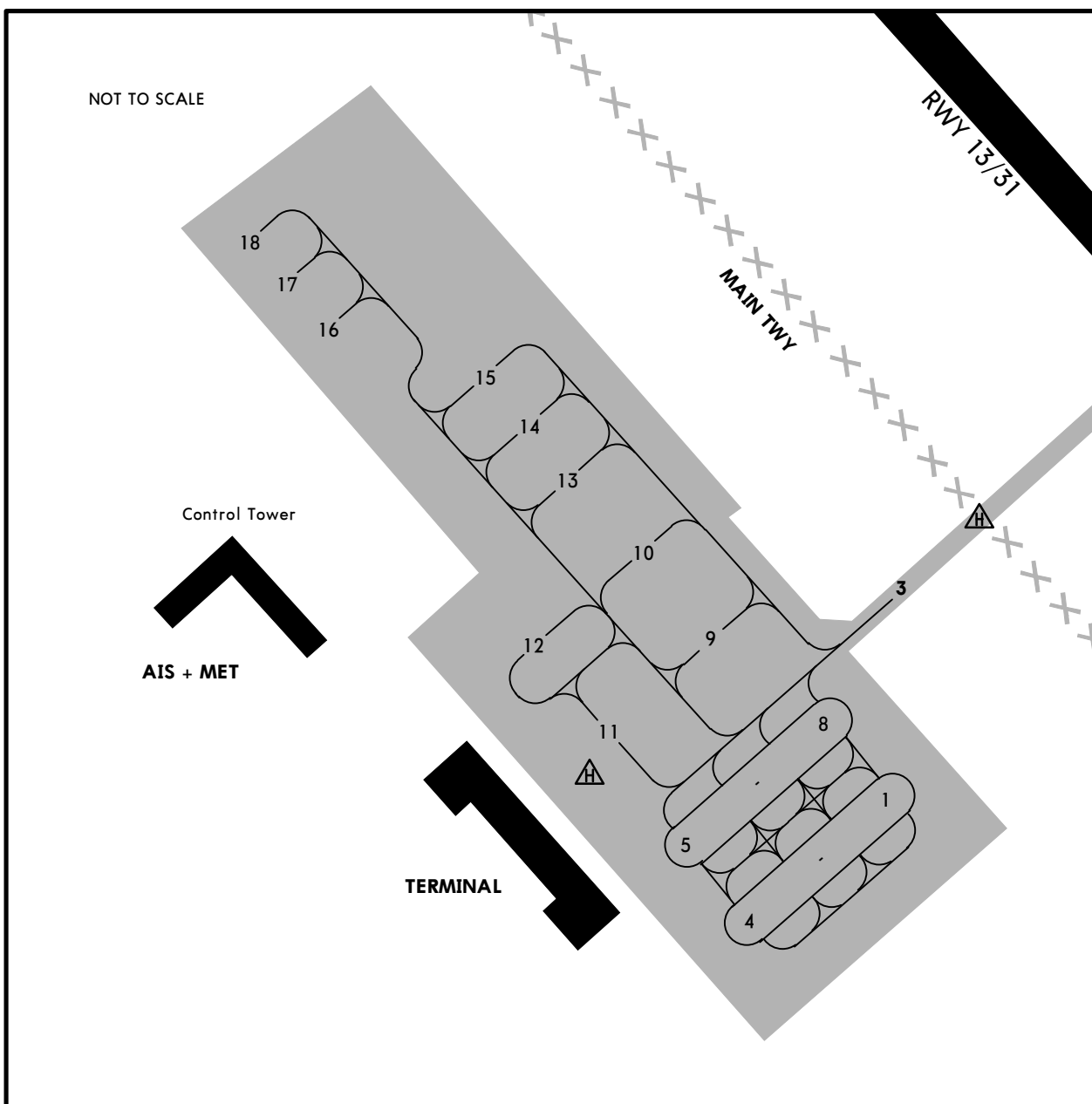
UKWW/VIN

JEPPESEN

VINNYTSIA, UKRAINE

1 FEB 19 10-9A

GAVRYSHIVKA INTL





UKWW/VIN



**Standard**  
VINNYTSIA, UKRAINE  
GAVRYSHIVKA INTL

STRAIGHT-IN RWY		A	B	C	D	
13	ILS	1178'(207') R1000m	1188'(217') R1000m	1197'(226') R1000m	1207'(236') R1000m	
	ALS out	R1200m	R1200m	R1200m	R1200m	
	LOC	1300'(329') R1300m	1300'(329') R1300m	1300'(329') R1300m	1300'(329') R1300m	
	ALS out	R1500m	R1500m	R1500m	R1500m	
	NDB (with DME) ①	1320'(349') R1400m	1320'(349') R1400m	1320'(349') R1400m	1320'(349') R1400m	
	ALS out	R1500m	R1500m	R1600m	R1600m	
	NDB (w/o DME) ①	1370'(399') R1500m	1370'(399') R1500m	1370'(399') R1600m	1370'(399') R1600m	
	ALS out	R1500m	R1500m	R1800m	R1800m	
	NDB (w/o DME)	1370'(399') R1800m	1370'(399') R1800m	1370'(399') R2000m	1370'(399') R2000m	
	ALS out	R2000m	R2000m	R2200m	R2200m	
	31	ILS	1175'(207') R1000m	1185'(217') R1000m	1194'(226') R1000m	1204'(236') R1000m
		ALS out	R1200m	R1200m	R1200m	R1200m
LOC		1300'(322') R1300m	1300'(322') R1300m	1300'(322') R1300m	1300'(322') R1300m	
ALS out		R1500m	R1500m	R1500m	R1500m	
NDB (with DME) ①		1320'(352') R1400m	1320'(352') R1400m	1320'(352') R1400m	1320'(352') R1400m	
ALS out		R1500m	R1500m	R1600m	R1600m	
NDB (w/o DME) ①		1370'(402') R1500m	1370'(402') R1500m	1370'(402') R1700m	1370'(402') R1700m	
ALS out		R1500m	R1500m	R1900m	R1900m	
NDB (w/o DME)		1370'(402') R1900m	1370'(402') R1900m	1370'(402') R2100m	1370'(402') R2100m	
ALS out		R2100m	R2100m	R2300m	R2300m	

① Continuous Descent Final Approach.

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

**TAKE-OFF**

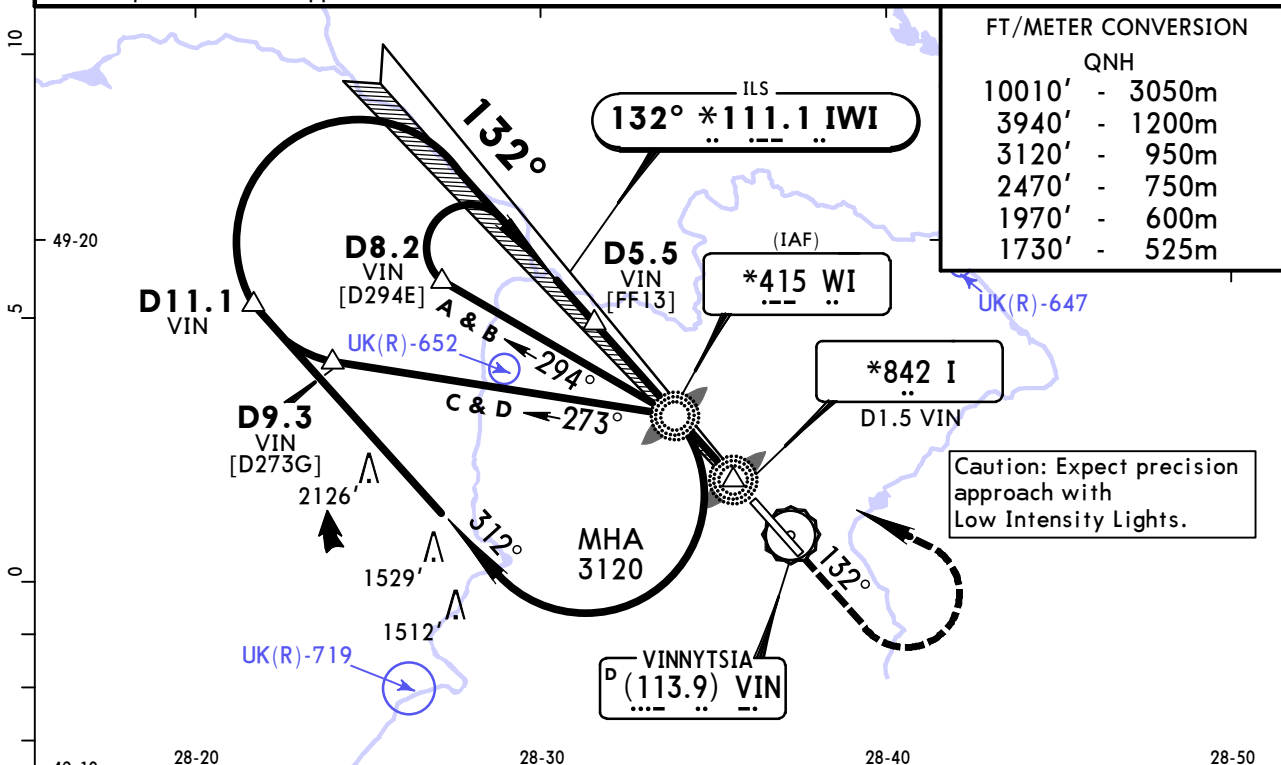
	Low Visibility Take-off		
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A	R300m	400m	500m
B			
C			
D			

**UKWW/VIN**  
GAVRYSHIVKA INTL

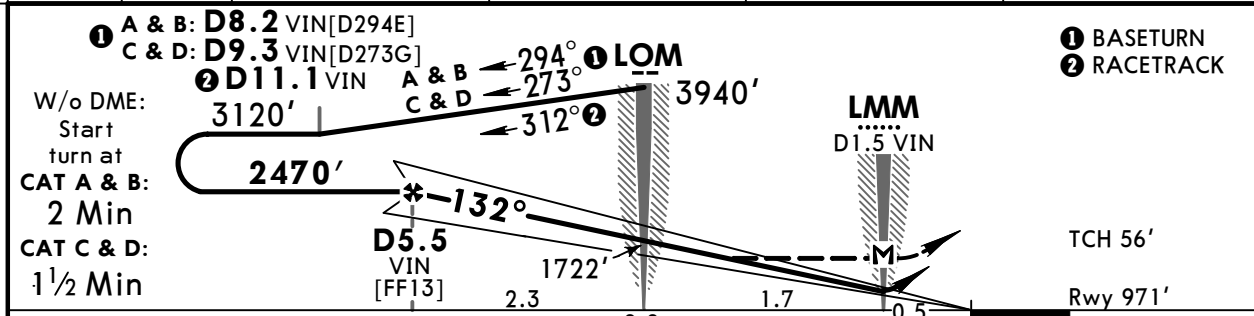


**VINNYTSIA, UKRAINE**  
ILS or LOC Rwy 13

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
LOC IWI *111.1	Final Apch Crs 132°	D5.5 VIN 2470' (1499')	ILS DA(H) Refer to Minimums	Apt Elev 974'	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 (MM on req)		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	743	
MAP at LMM/D1.5 VIN							

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

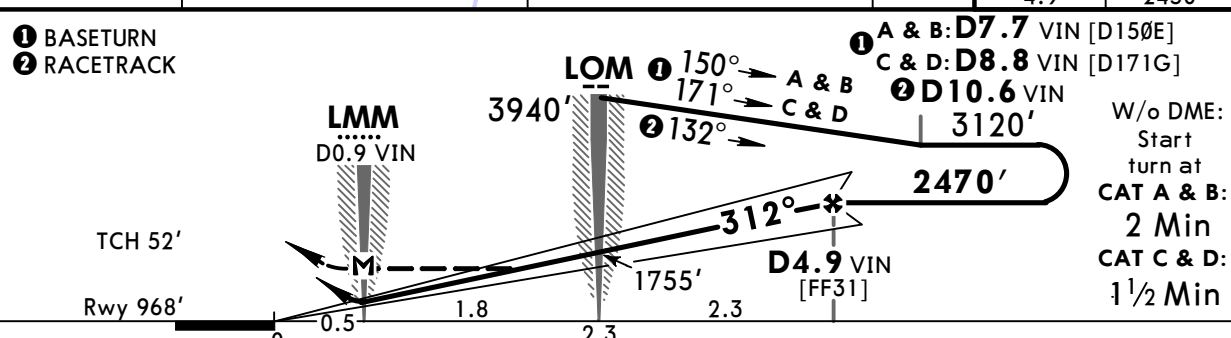
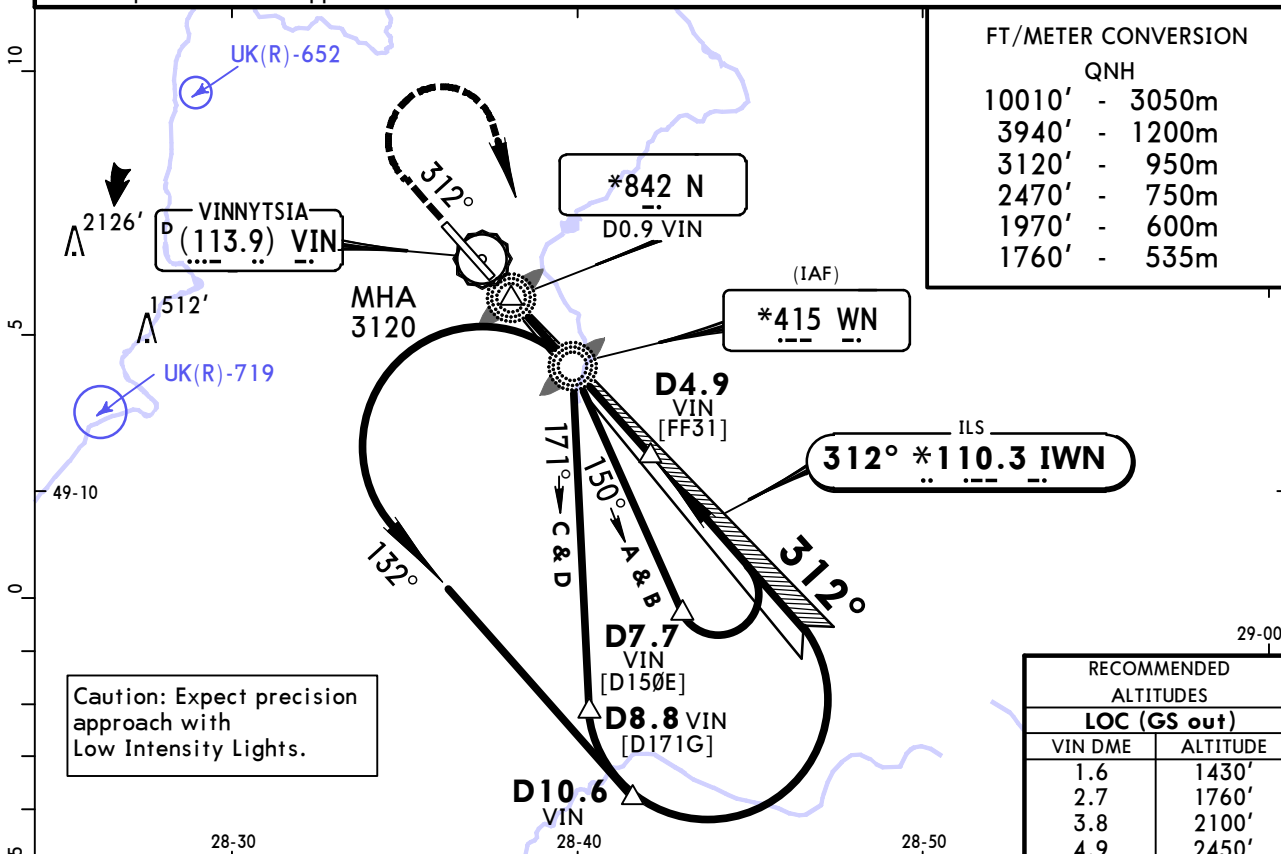
PANS OPS

**UKWW/VIN**  
GAVRYSHIVKA INTL

**JEPPESEN**  
20 MAR 20 **(11-2)**

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

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
LOC IWN * <b>110.3</b>	Final Apch Crs <b>312°</b>	D4.9 VIN <b>2470'</b> (1502')	ILS DA(H) Refer to Minimums	Apt Elev 974'	3200 MSA WN Lctr
<b>MISSED APCH: Climb on 312° to 1970', then turn RIGHT to WN</b> <b>Lctr climbing to 3120', then according to chart.</b>					
Alt Set: hPa (MM on req)		Rwy Elev: 35 hPa	Trans level: By ATC		Trans alt: 10010'
DME required for LOC approach.					



Gnd speed-Kts	70	90	100	120	140	160	ALS 1970' on 312°
ILS GS or	372	478	531	637	743	849	
LOC Descent Angle	3.00°						
MAP at LMM/D0.9 VIN							

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

PANS OPS

**UKWW/VIN**  
GAVRYSHIVKA INTL

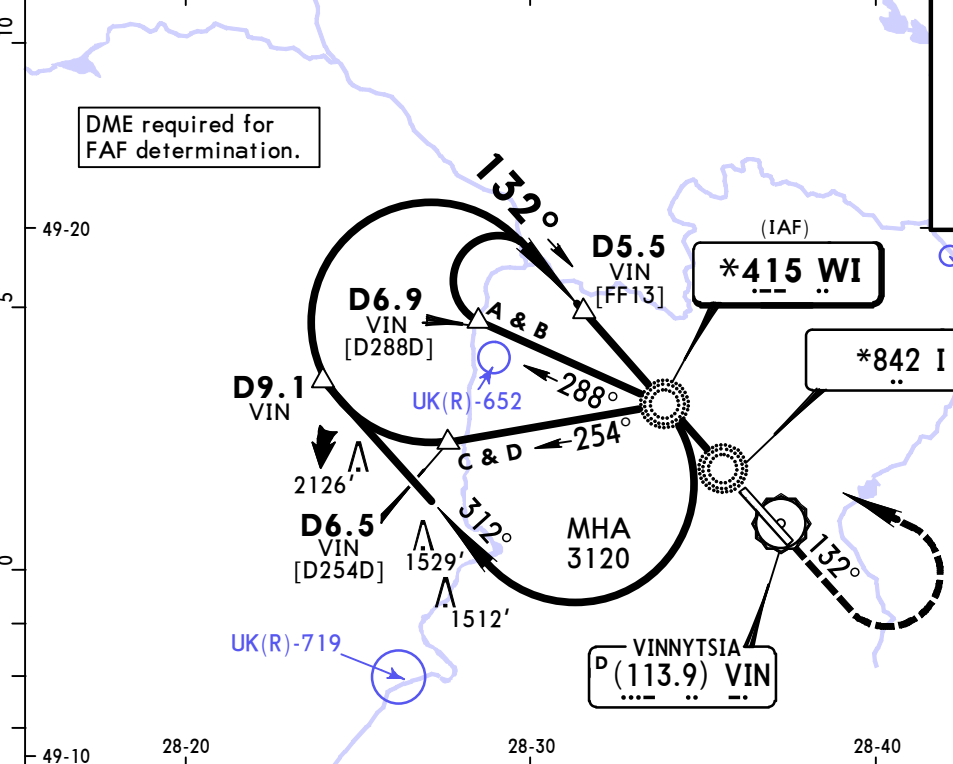


**VINNYTSIA, UKRAINE**  
NDB Rwy 13

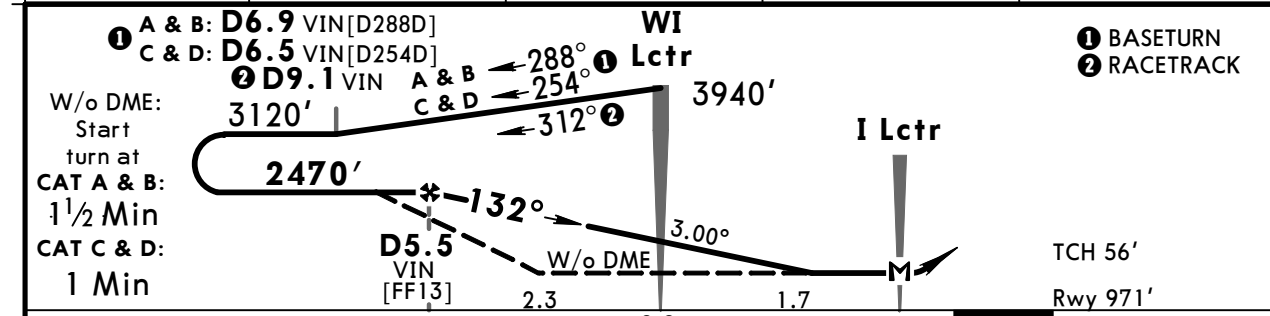
*VINNYTSIA Tower			BASKET Start (TWR)		
128.0			124.0X		
Lctr WI *415	Final Apch Crs 132°	With DME D5.5 VIN 2470' (1499')	With DME MDA(H) 1320' (349')	Apt Elev 974'	3200
		W/o DME No FAF	W/o DME MDA(H) 1370' (399')		
<b>MISSED APCH:</b> Climb on 132° to 1970', then turn LEFT to WI Lctr climbing to 3120', then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 35 hPa	Trans level: By ATC		Trans alt: 10010'

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			

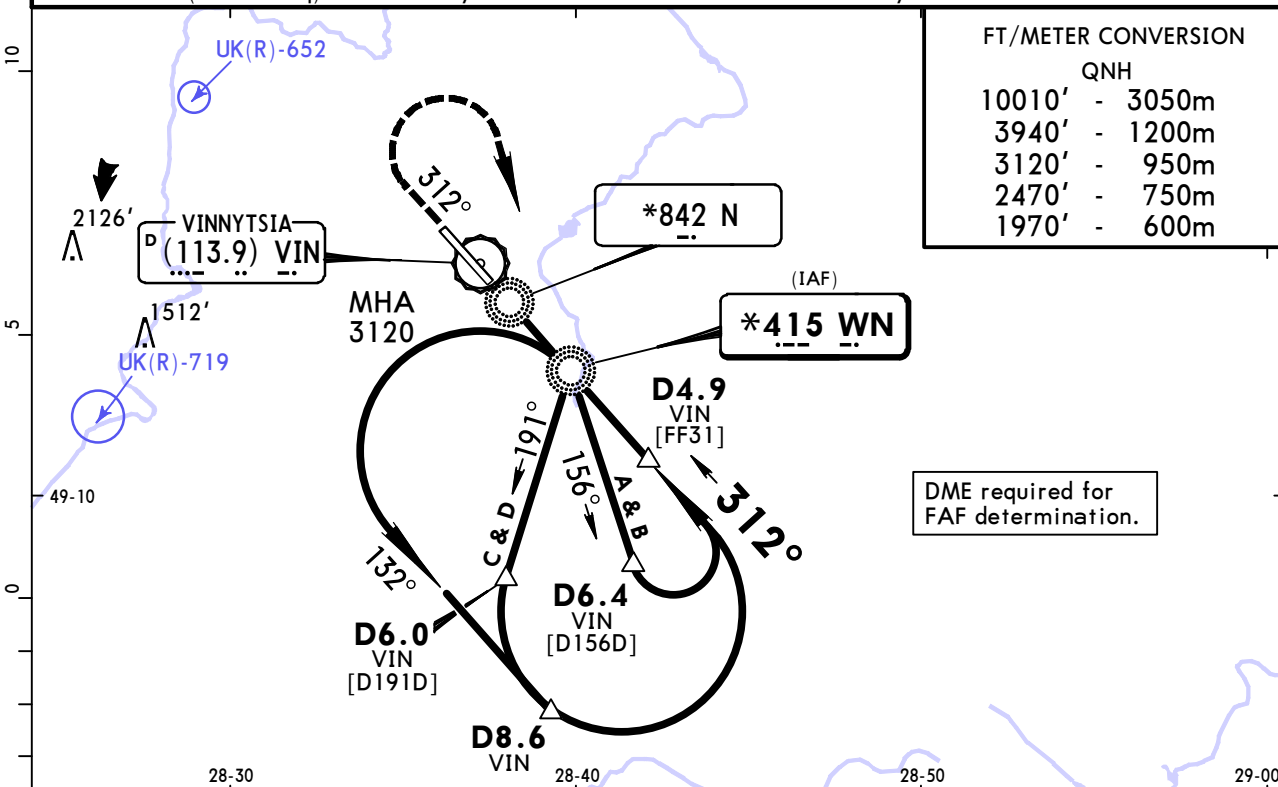
JAR-OPS				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
with DME		w/o DME					
MDA(H) 1320' (349')		MDA(H) 1370' (399')					
ALS out		ALS out		Max Kts		MDA(H) VIS	
A	RVR 1300m	RVR 1500m	RVR 1300m	RVR 1500m	100	1380' (406')	1500m
B	RVR 1400m	RVR 1500m	RVR 1400m	RVR 1500m	135	1480' (506')	1600m
C	RVR 1600m	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 INTL

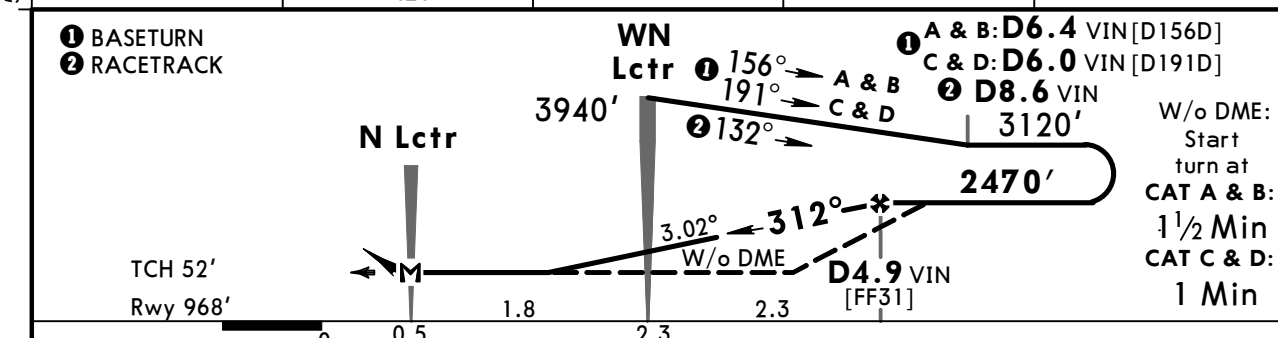
**JEPPESEN**  
20 MAR 20 **(16-2)**

**VINNYTSIA, UKRAINE**  
NDB Rwy 31

*VINNYTSIA Tower				BASKET Start (TWR)	
128.0				124.0X	
Lctr WN *415	Final Apch Crs 312°	With DME D4.9 VIN 2470' (1502')	With DME MDA(H) 1320' (352')	Apt Elev 974' Rwy 968'	
		W/o DME 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 (MM on req)		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	3.02°	374	481	534	641	748		

<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		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

### Chart changes since cycle 09-2020

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

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

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UKWW

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** 20200423

**End Date:** Until Further Notice

(11-1) ILS or LOC Rwy 13 temporary suspended (based on AIRAC SUP 004/20). Refer also to latest NOTAMs .