

**ADD = Added chart, REV = Revised chart, DEL = Deleted chart.**

**No revision activity since Disc 09-2011**

## **TERMINAL CHART NOTAMs**

**No Chart NOTAMs for Airport UKFK**

**General Info**

Kerch, UKR

N 45° 22.4' E 36° 24.2' Mag Var: 5.3°E

Elevation: 172'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe

Time Zone Info: GMT+2:00 uses DST

**Runway Info**

Runway 07-25 5420' x 115' asphalt

Runway 07 (68.0°M) TDZE 170'

Runway 25 (248.0°M) TDZE 162'

**Communications Info**Kerch Tower **128.0** Non-English**Notebook Info**

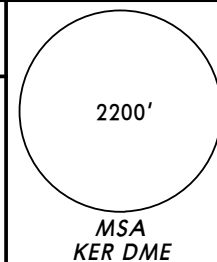
**UKFK/KHC**  
**KERCH**

**JEPPESSEN**  
23 JAN 09 **10-2**

**KERCH, UKRAINE**  
**STAR**

Apt Elev  
**172'**

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



**BEDAN THREE CHARLIE (BEDAN 3C) [BEDA3C]**  
**BETEG THREE CHARLIE (BETEG 3C) [BETE3C]**  
**LENKA THREE CHARLIE (LENKA 3C) [LENK3C]**  
**MEBAM THREE CHARLIE (MEBAM 3C) [MEBA3C]**  
**RWY 07 ARRIVALS**

FT/METER CONVERSION  
QNH  
10010' - 3050m  
4930' - 1500m  
2140' - 650m

**BEDAN**

N45 41.0 E035 48.0

At or above  
4930'

123°

31  
2140  
BEDAN 3C

**LENKA**

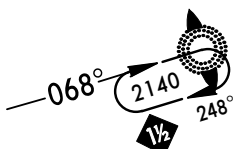
N45 21.8 E035 47.3

At or above  
4930'

084°

25  
2140  
LENKA 3C

**HOLDING OVER**  
**S**



**MEBAM**

N46 35.0 E036 42.0

At or above  
10010'



186°

74  
2140  
MEBAM 3C

(IAF)

**\*505 S**  
...  
N45 22.0 E036 22.7

At or above  
2140'

DME  
KERCH  
D (116.3) KER  
N45 22.3 E036 24.3

2140  
BETEG 3C

11  
354°

**BETEG**

N45 11.0 E036 23.0

At or above  
4930'

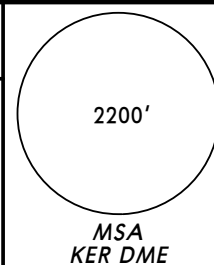
**UKFK/KHC**  
**KERCH**

**JEPPESEN**  
23 JAN 09 **(10-2A)**

**KERCH, UKRAINE**  
**STAR**

Apt Elev  
**172'**

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



**BEDAN THREE DELTA (BEDAN 3D) [BEDA3D]**  
**BETEG THREE DELTA (BETEG 3D) [BETE3D]**  
**LENKA THREE DELTA (LENKA 3D) [LENK3D]**  
**MEBAM THREE DELTA (MEBAM 3D) [MEBA3D]**  
**RWY 25 ARRIVALS**

**FT/METER CONVERSION**

|        | QNH     |
|--------|---------|
| 10010' | - 3050m |
| 6070'  | - 1850m |
| 4930'  | - 1500m |
| 2140'  | - 650m  |

**BEDAN**

N45 41.0 E035 48.0

At or above  
**4930'**

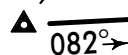


33  
2140  
**BEDAN 3D**

**LENKA**

N45 21.8 E035 47.3

At or above  
**4930'**



29  
2140  
**LENKA 3D**

(IAF)

**\*1050 KX**

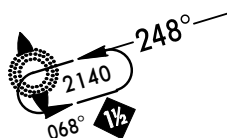
N45 23.3 E036 28.3

At or above  
**2140'**

NOT TO SCALE

DME  
KERCH  
**D (116.3) KER**  
N45 22.3 E036 24.3

**HOLDING OVER KX**



**BETEG**

N45 11.0 E036 23.0

At or above  
**6070'**

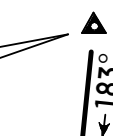


13  
2140  
**BETEG 3D**

**MEBAM**

N46 35.0 E036 42.0

At or above  
**10010'**

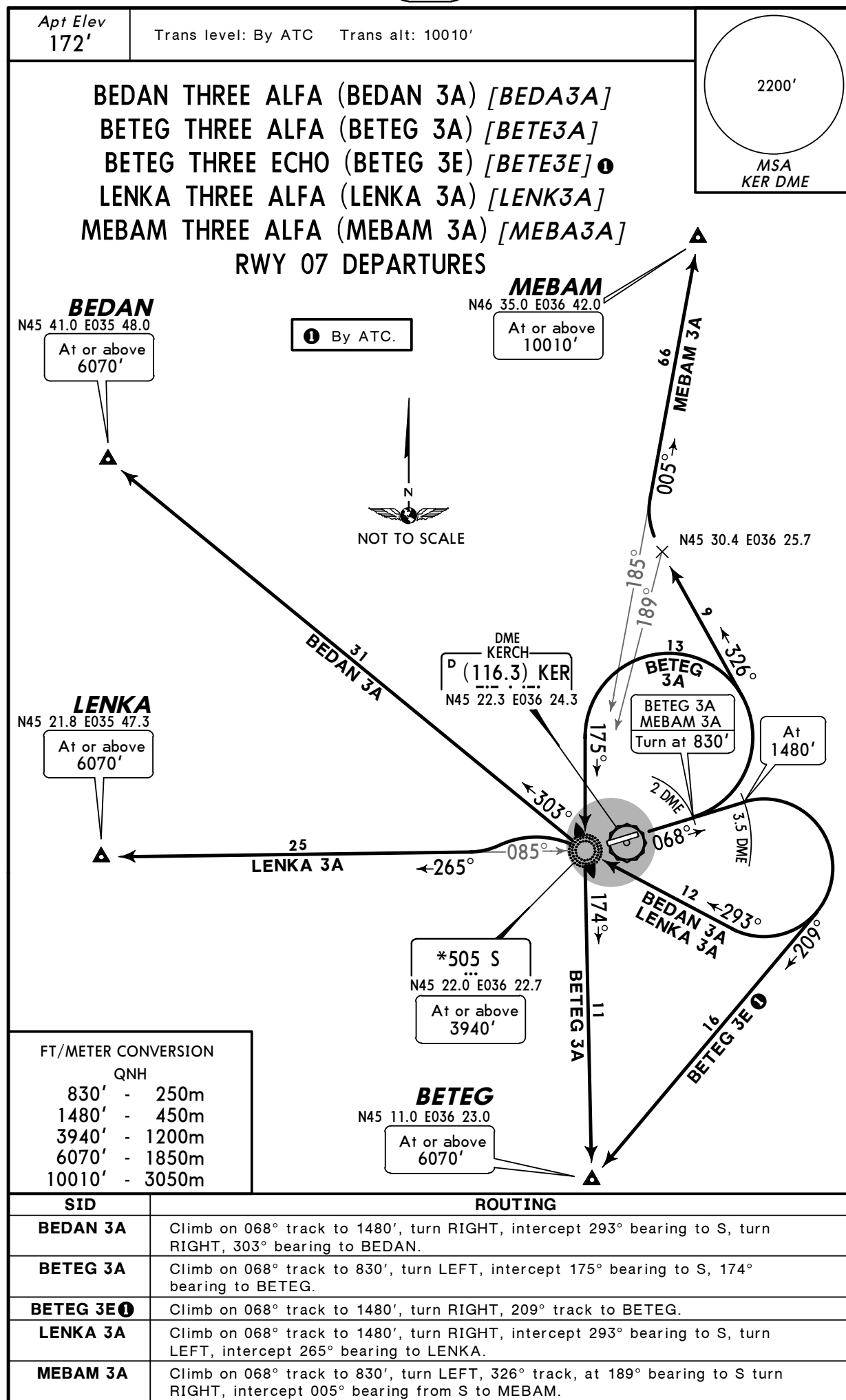


72  
2140  
**MEBAM 3D**

**UKFK/KHC**  
**KERCH**

**JEPPESSEN**  
23 JAN 09 **10-3**

**KERCH, UKRAINE**  
**SID**



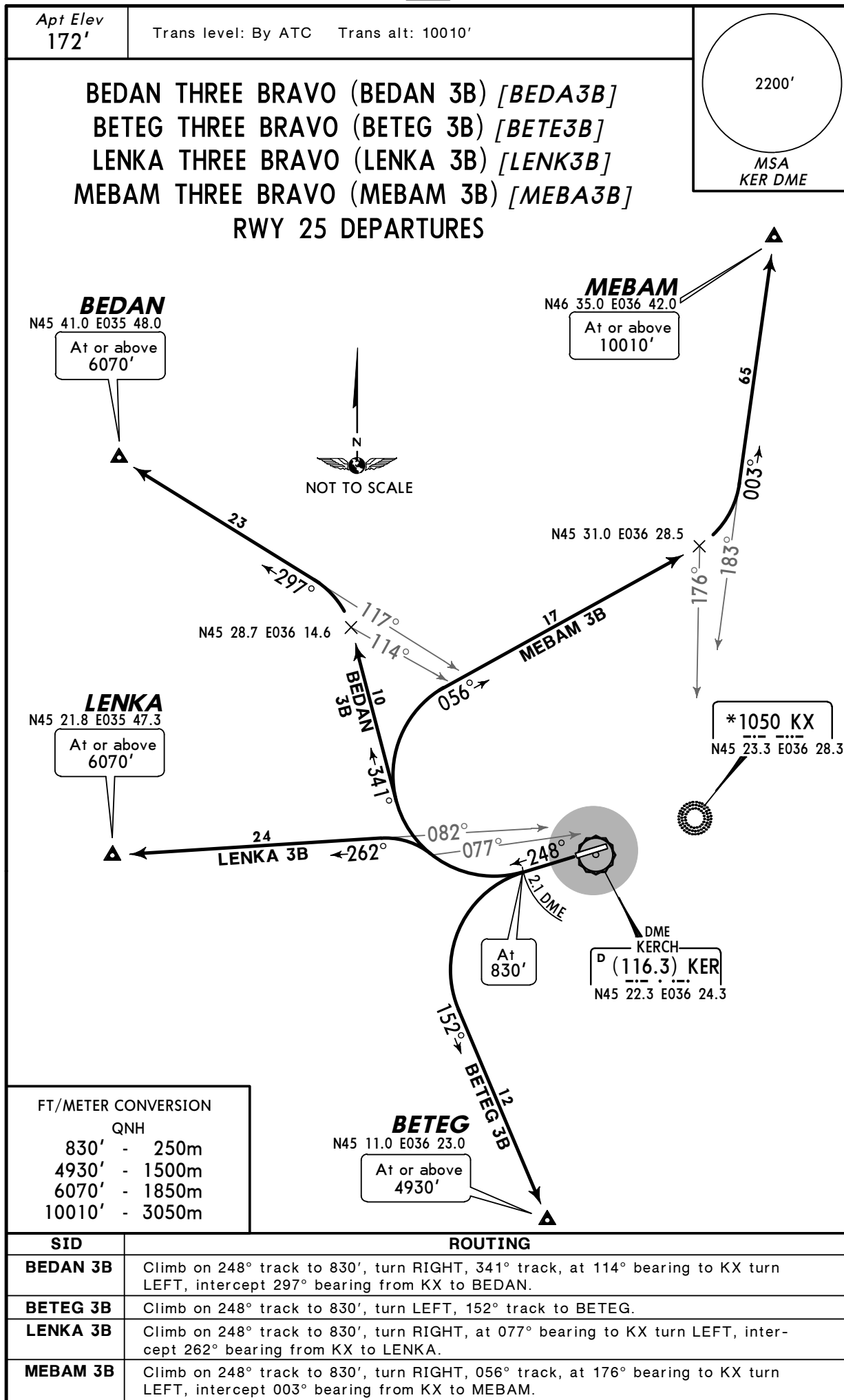
CHANGES: New chart.

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UKFK/KHC  
KERCH

**JEPPESEN**  
23 JAN 09 **(10-3A)**

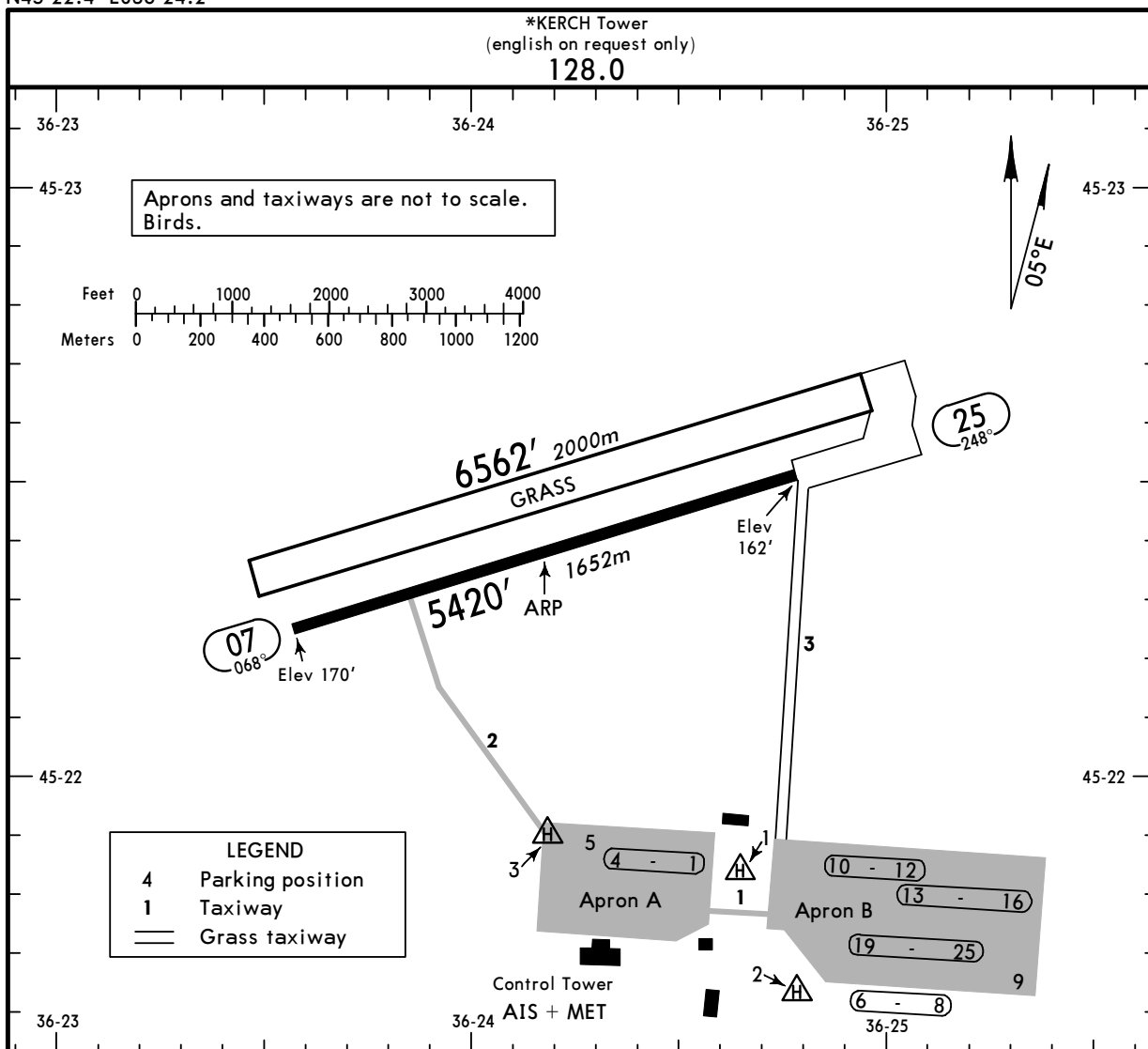
**KERCH, UKRAINE**  
**SID**



**UKFK/KHC**  
Apt Elev **172'**  
N45 22.4 E036 24.2

**JEPPESSEN**  
12 MAR 10 **(10-9)**

**KERCH, UKRAINE**  
KERCH



ADDITIONAL RUNWAY INFORMATION

|     |    |              | USABLE LENGTHS |             |             | WIDTH     |
|-----|----|--------------|----------------|-------------|-------------|-----------|
|     |    |              | LANDING BEYOND |             | TAKE-OFF    |           |
| RWY |    |              | Threshold      | Glide Slope |             |           |
| 07  | 25 |              | 5413' 1650m    |             | 5413' 1650m | 115' 35m  |
| 07  | 25 | Grass runway |                |             |             | 328' 100m |
|     |    |              |                |             |             |           |
|     |    |              |                |             |             |           |
|     |    |              |                |             |             |           |

JAR-OPS

TAKE-OFF **1**

|   | All Rwys                 |                          |                   |
|---|--------------------------|--------------------------|-------------------|
|   | LVP must be in force     |                          |                   |
|   | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A |                          |                          |                   |
| B | 250m                     | 400m                     | 500m              |
| C |                          |                          |                   |
| D | NOT APPLICABLE           |                          |                   |

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

**UKFK/KHC**  
**KERCH**

**JEPPESEN**  
12 MAR 10 **(16-1)** **CAT A, B & C**

**KERCH, UKRAINE**  
**NDB Rwy 07**

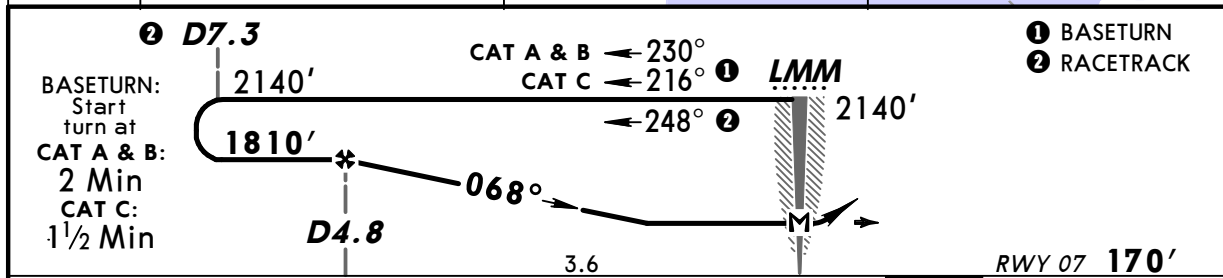
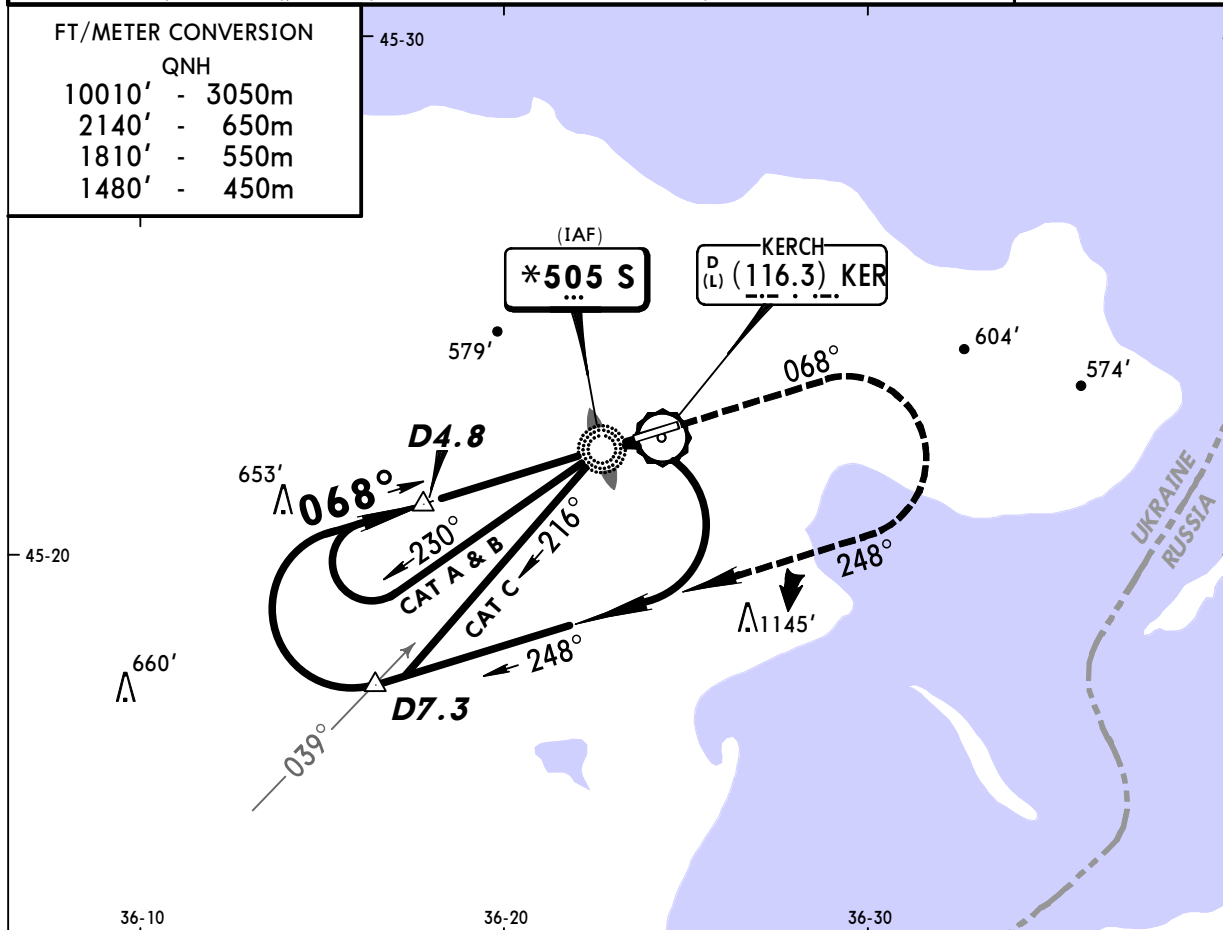
BRIEFING STRIP

|                                                                                                          |                           |                                      |                       |                           |                  |
|----------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|-----------------------|---------------------------|------------------|
| *KERCH Tower<br>(english on request only)<br>128.0                                                       |                           |                                      |                       |                           |                  |
| NDB<br>S<br>*505                                                                                         | Final<br>Apch Crs<br>068° | Minimum Alt<br>D4.8<br>1810' (1640') | MDA(H)<br>780' (610') | Apt Elev 172'<br>RWY 170' | <div>2200'</div> |
| MISSED APCH: Climb on 068° to 1480', then turn RIGHT on 248° climbing to 2140', then according to chart. |                           |                                      |                       |                           |                  |
| Alt Set: MM (hPa on req)    Rwy Elev: 6 hPa    Trans level: By ATC    Trans alt: 10010'                  |                           |                                      |                       |                           |                  |

MSA KER DME

**FT/METER CONVERSION**

| QNH    |       |
|--------|-------|
| 10010' | 3050m |
| 2140'  | 650m  |
| 1810'  | 550m  |
| 1480'  | 450m  |



| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |  |
|---------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|
| Descent angle | 3.49° | 432 | 556 | 618 | 741 | 865 | 988 |  |  |  |
| MAP at LMM    |       |     |     |     |     |     |     |  |  |  |

| JAR-OPS |  | STRAIGHT-IN LANDING RWY 07 |  | CIRCLE-TO-LAND 1 |                            |
|---------|--|----------------------------|--|------------------|----------------------------|
|         |  | MDA(H) <b>780' (610')</b>  |  | Max Kts          | MDA(H) VIS                 |
| A       |  | RVR 1500m                  |  | 100              | <b>830' (660')</b> 1500m   |
| B       |  | RVR 2000m                  |  | 135              | <b>830' (660')</b> 1600m   |
| C       |  | RVR 2000m                  |  | 180              | <b>1510' (1340')</b> 2400m |
| D       |  | NOT APPLICABLE             |  | D                | NOT APPLICABLE             |

**1** Circling height based on rwy 07 threshold elevation of 170'.

**UKFK/KHC**  
**KERCH**

**JEPPESEN**  
12 MAR 10 **(16-2)** **CAT A, B & C**

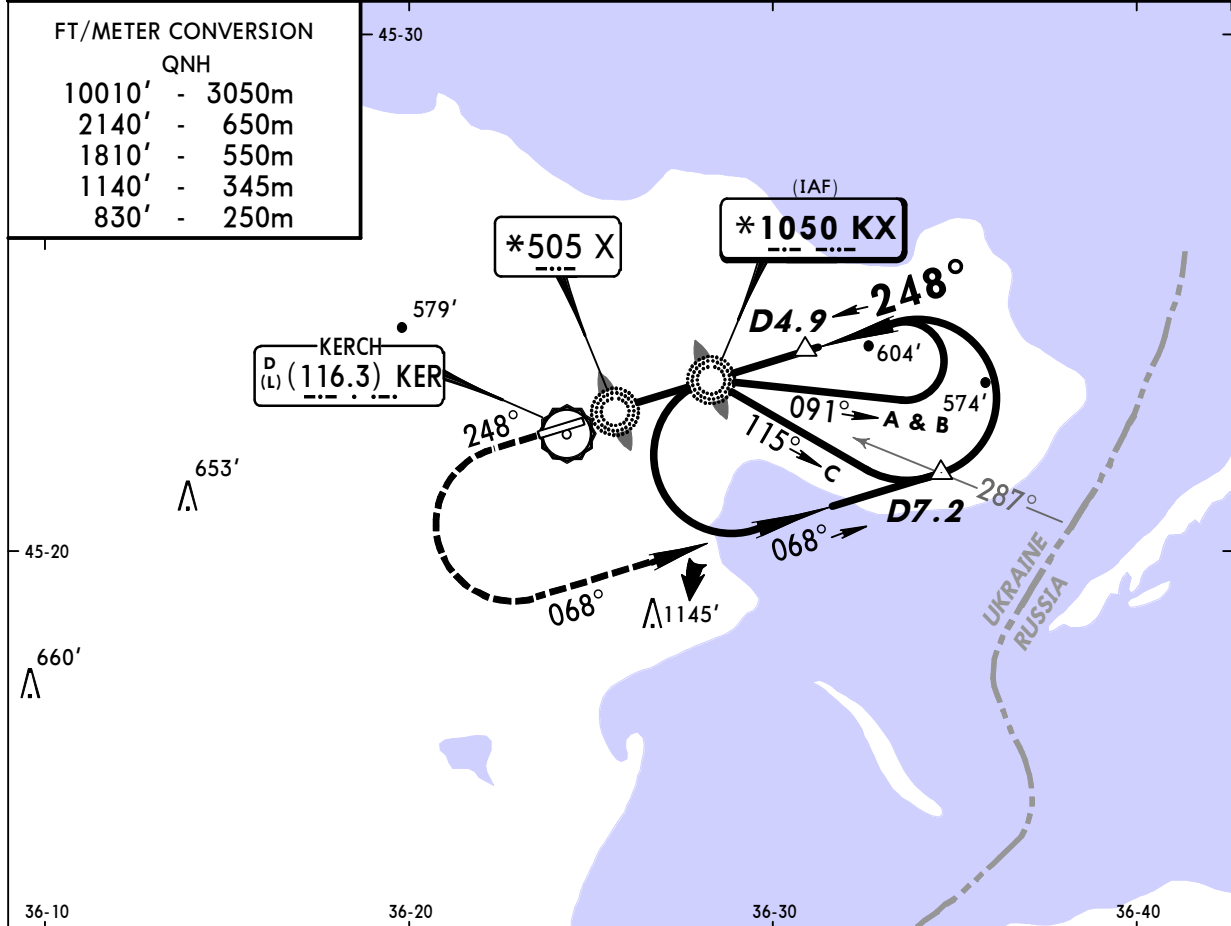
**KERCH, UKRAINE**  
**NDB Rwy 25**

BRIEFING STRIP

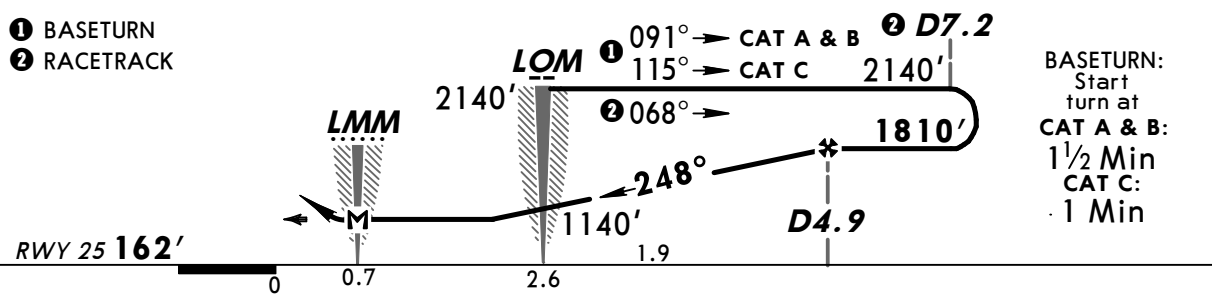
|                                                                                                                   |                                        |                                                   |                                   |                                       |                        |
|-------------------------------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------|-----------------------------------|---------------------------------------|------------------------|
| <div>*KERCH Tower<br/>(english on request only)<br/>128.0</div>                                                   |                                        |                                                   |                                   |                                       |                        |
| <div>NDB<br/>KX<br/>*1050</div>                                                                                   | <div>Final<br/>Apch Crs<br/>248°</div> | <div>Minimum Alt<br/>D4.9<br/>1810' (1648')</div> | <div>MDA(H)<br/>600' (438')</div> | <div>Apt Elev 172'<br/>RWY 162'</div> | <div>2200'</div>       |
| <div>MISSED APCH: Climb on 248° to 830', then turn LEFT on 068° climbing to 2140', then according to chart.</div> |                                        |                                                   |                                   |                                       |                        |
| <div>Alt Set: MM (hPa on req)    Rwy Elev: 6 hPa    Trans level: By ATC    Trans alt: 10010'</div>                |                                        |                                                   |                                   |                                       |                        |
|                                                                                                                   |                                        |                                                   |                                   |                                       | <div>MSA KER DME</div> |

**FT/METER CONVERSION**

| QNH    |       |
|--------|-------|
| 10010' | 3050m |
| 2140'  | 650m  |
| 1810'  | 550m  |
| 1140'  | 345m  |
| 830'   | 250m  |



- ① BASETURN
- ② RACETRACK



|                      |       |     |     |     |     |     |     |  |  |  |
|----------------------|-------|-----|-----|-----|-----|-----|-----|--|--|--|
| <b>Gnd speed-Kts</b> | 70    | 90  | 100 | 120 | 140 | 160 |     |  |  |  |
| <b>Descent angle</b> | 3.32° | 411 | 529 | 587 | 705 | 822 | 940 |  |  |  |
| <b>MAP at LMM</b>    |       |     |     |     |     |     |     |  |  |  |

| JAR-OPS                    |                |  |  | CIRCLE-TO-LAND 1 |               |       |  |
|----------------------------|----------------|--|--|------------------|---------------|-------|--|
| STRAIGHT-IN LANDING RWY 25 |                |  |  |                  |               |       |  |
| <b>MDA(H) 600' (438')</b>  |                |  |  |                  |               |       |  |
| A                          | RVR 1500m      |  |  | Max Kts          | MDA(H)        | VIS   |  |
| B                          |                |  |  | 100              | 830' (668')   | 1500m |  |
| C                          | RVR 1800m      |  |  | 135              | 830' (668')   | 1600m |  |
| D                          | NOT APPLICABLE |  |  | 180              | 1510' (1348') | 2400m |  |

① Circling height based on rwy 25 threshold elevation of 162'.