Page 1
Changed chart(s) since Disc 11-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 11-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKCC

General Info

Donets'k, UKR
N 48° 04.4' E 37° 44.3' Mag Var: 6.2°E
Elevation: 791'

Public, IFR, Control Tower, Customs, Jet Starting Unit available
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 08-26 8202' x 157' asphalt

Runway 08 (83.0°M) TDZE 732'
Lights: Edge, ALS, Centerline, TDZ
Runway 26 (263.0°M) TDZE 791'
Lights: Edge, ALS, Centerline

Communications Info

Donets'k Tower **118.3**
Donets'k Ground Control **119.0**
Donets'k Approach Radar Approach Control **134.0**
Donets'k Approach Radar Approach Control **129.8**
Donets'k Approach Radar Approach Control **128.7**
Donets'k Approach Radar Approach Control **127.3** Secondary

Notebook Info

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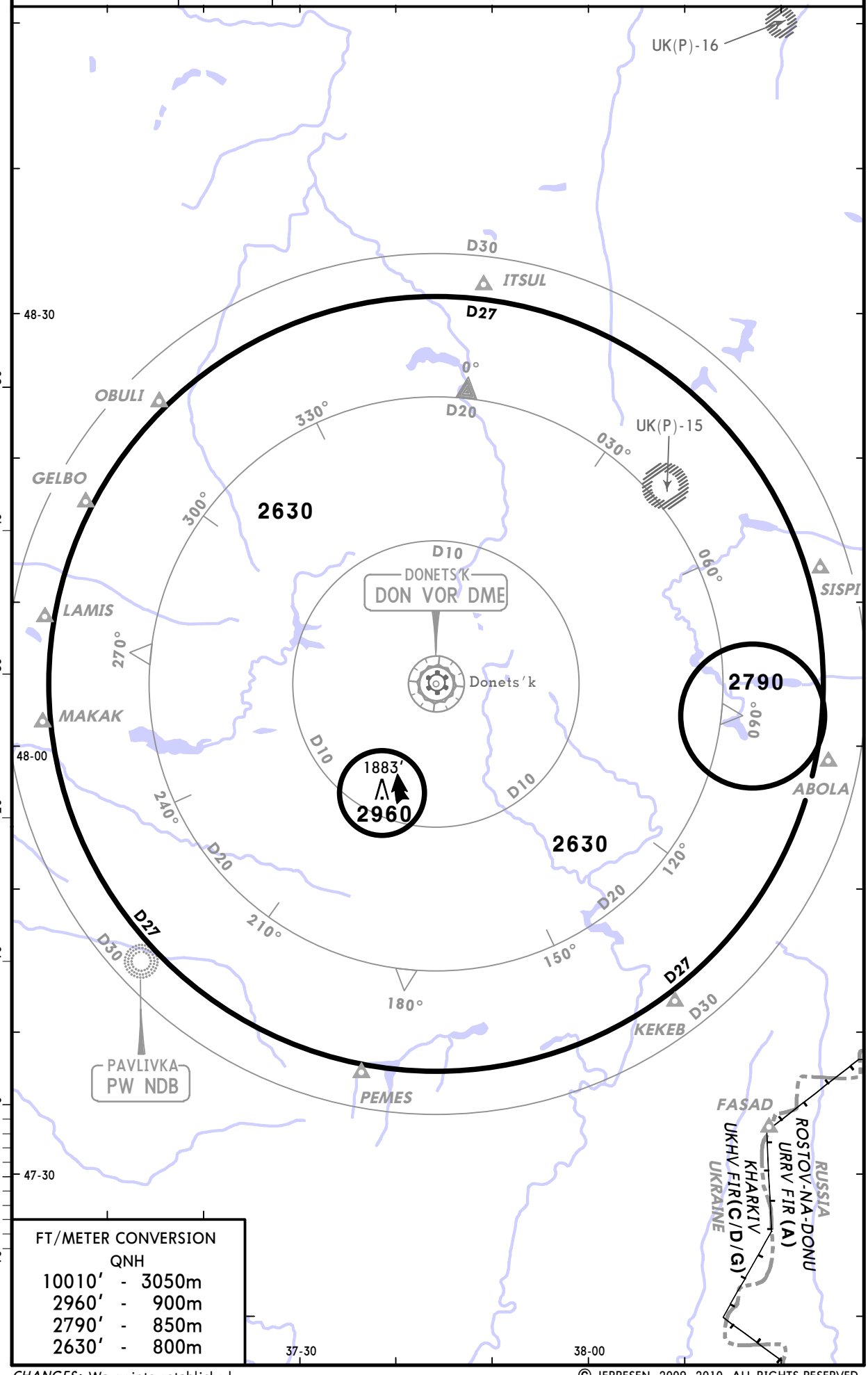
JEPPESEN
JeppView 3.7.4.0

UKCC/DOK
DONETS'K

JEPPESEN
12 FEB 10 (10-1R)

DONETS'K, UKRAINE
RADAR MINIMUM ALTITUDES

DONETS'K Approach (R)	Apt Elev	
134.0	791'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



FT/METER CONVERSION		
QNH		
10010'	-	3050m
2960'	-	900m
2790'	-	850m
2630'	-	800m

CHANGES: Waypoints established.

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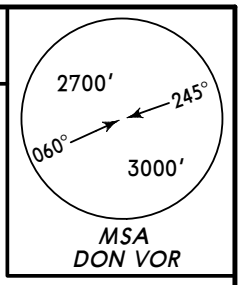
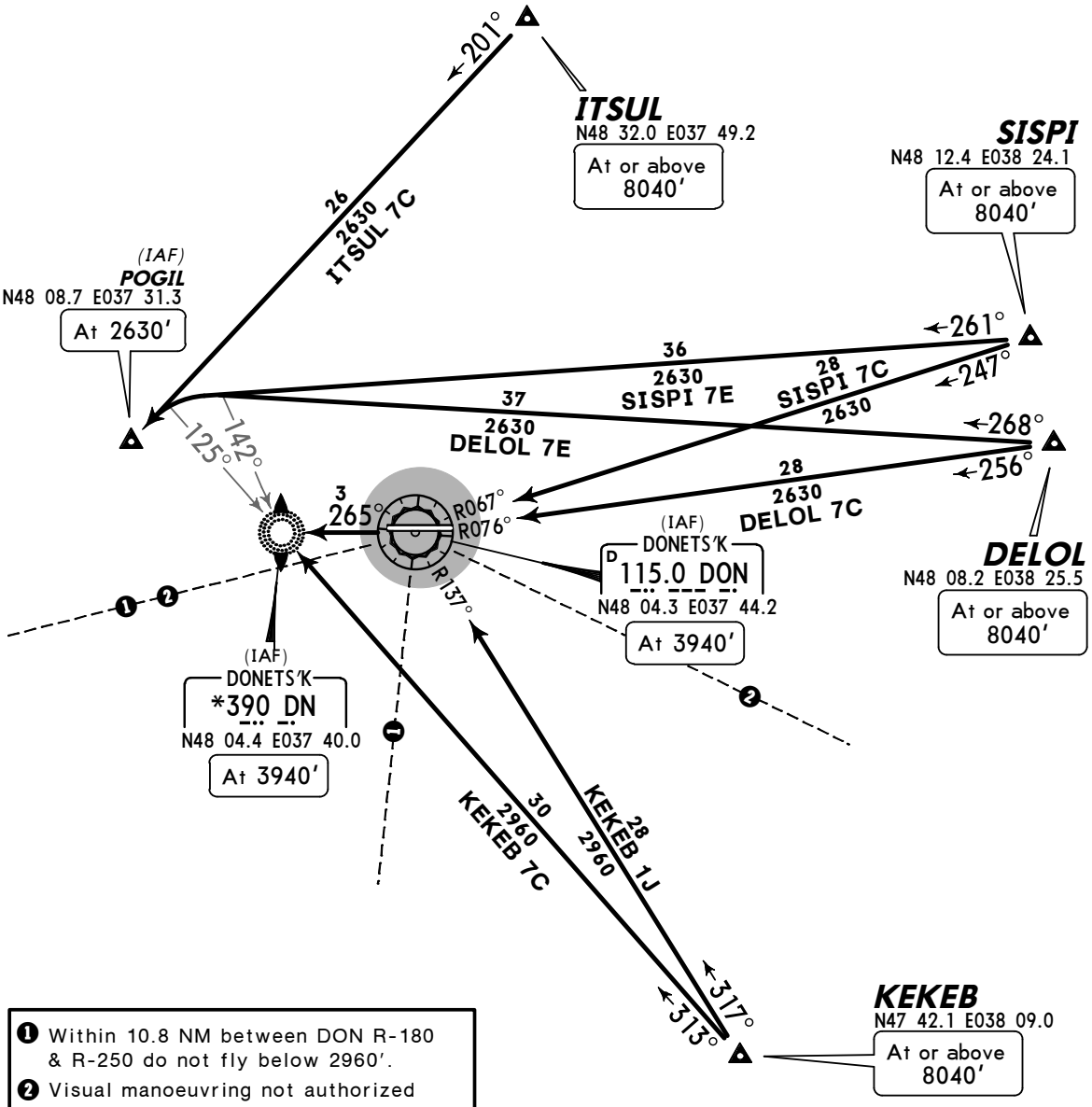
Apt Elev	
791'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



DELOL SEVEN CHARLIE (DELOL 7C) *[DELO7C]*
DELOL SEVEN ECHO (DELOL 7E) *[DELO7E]*
ITSUL SEVEN CHARLIE (ITSUL 7C) *[ITSU7C]*
KEKEB SEVEN CHARLIE (KEKEB 7C) *[KEKE7C]*
KEKEB ONE JULIETT (KEKEB 1J) *[KEKE1J]*
SISPI SEVEN CHARLIE (SISPI 7C) *[SISP7C]*
SISPI SEVEN ECHO (SISPI 7E) *[SISP7E]*
RWY 08 ARRIVALS
FROM NORTH, EAST & SOUTHEAST

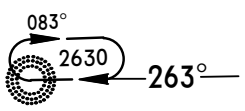


❶ Within 10.8 NM between DON R-180 & R-250 do not fly below 2960'.

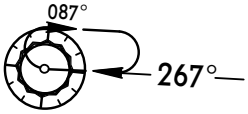
❷ Visual manoeuvring not authorized between DON R-110 & R-250.

HOLDINGS OVER

DN



DON



FT/METER CONVERSION

QNH		
10010'	-	3050m
8040'	-	2450m
3940'	-	1200m
2960'	-	900m
2630'	-	800m

NOT TO SCALE

CHANGES: STARs completely revised.

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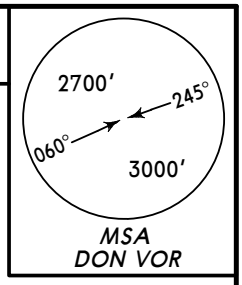
UKCC/DOK
DONETS'K

JEPPESEN
29 FEB 08 (10-2A) Eff 13 Mar

DONETS'K, UKRAINE
STAR

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



DELOL SEVEN DELTA (DELOL 7D) *[DELO7D]*
ITSUL SEVEN DELTA (ITSUL 7D) *[ITSU7D]*
KEKEB SEVEN DELTA (KEKEB 7D) *[KEKE7D]*
KEKEB SEVEN FOXTROT (KEKEB 7F) *[KEKE7F]*
KEKEB ONE GOLF (KEKEB 1G) *[KEKE1G]*
SISPI SEVEN DELTA (SISPI 7D) *[SISP7D]*
RWY 26 ARRIVALS
FROM NORTH, EAST & SOUTHEAST

ITSUL
N48 32.0 E037 49.2
At or above 9030'

156°
ITSUL 7D 25 2630

(IAF)
REBRI
N48 07.8
E038 01.0
At 2630'

(IAF)
OBARI
N48 09.2
E038 08.1
At 2630'

SISPI
N48 12.4 E038 24.1
At or above 6070'

11 247°
SISPI 7D 2630

(IAF)
DONETS'K
D 115.0 DON
N48 04.3 E037 44.2
At 3940'

(IAF)
DONETS'K
*390 DO
N48 04.5 E037 48.5
At 3940'

237°
R067°
R076°
11 256°
DELOL 7D 2630

(IAF)
GAMKI
N48 06.7
E038 08.9
At 2630'

DELOL
N48 08.2 E038 25.5
At or above 6070'

R137°

(IAF)
KELUG
N48 01.1
E038 01.5
At 2630'

KEKEB 7D 26 2630
KEKEB 7F 19 2630
KEKEB 1G 28 2630
322°
339°
317°

KEKEB
N47 42.1 E038 09.0
At or above 8040'

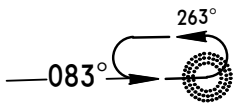
❶ Within 10.8 NM between DON R-180 & R-250 do not fly below 2960'.
❷ Visual manoeuvring not authorized between DON R-110 & R-250.

FT/METER CONVERSION
QNH

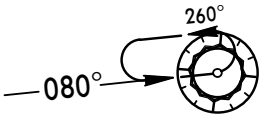
10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
6070'	-	1850m
3940'	-	1200m
2960'	-	900m
2630'	-	800m

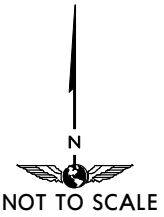
HOLDINGS OVER

DO



DON





CHANGES: STARs completely revised.

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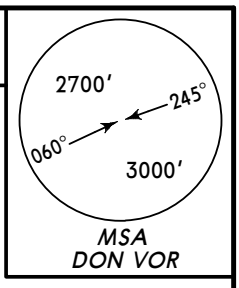
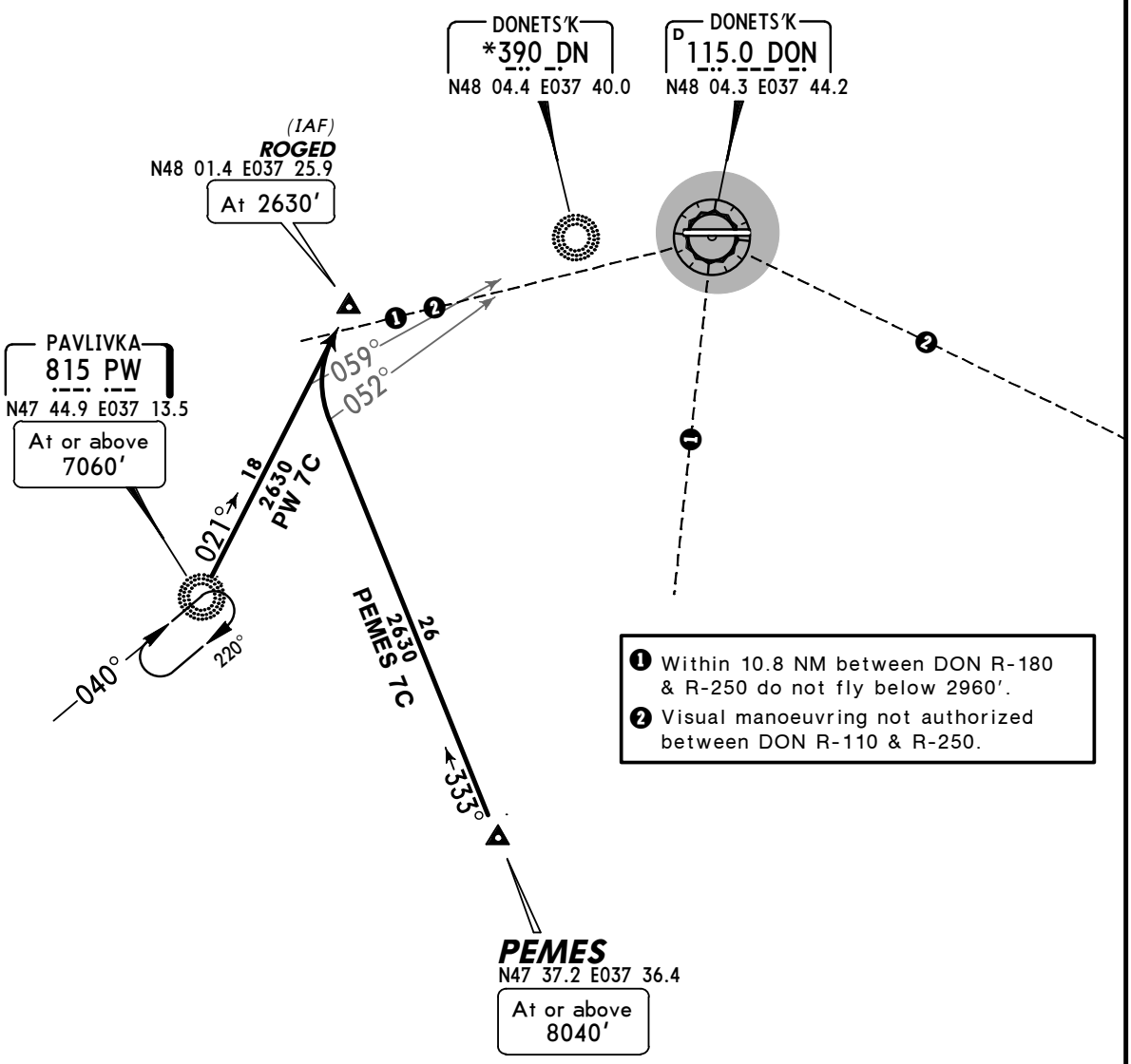
Apt Elev	
791'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



PAVLIVKA SEVEN CHARLIE (PW 7C)
PEMES SEVEN CHARLIE (PEMES 7C) *[PEME7C]*
RWY 08 ARRIVALS
FROM SOUTH

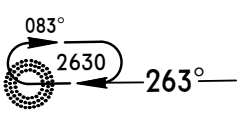


❶ Within 10.8 NM between DON R-180 & R-250 do not fly below 2960'.
❷ Visual manoeuvring not authorized between DON R-110 & R-250.

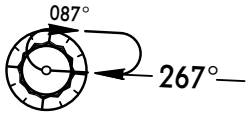
FT/METER CONVERSION	
QNH	
10010'	3050m
8040'	2450m
7060'	2150m
2960'	900m
2630'	800m

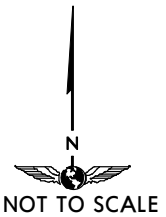
HOLDINGS OVER

DN



DON





CHANGES: Holding over PW established.

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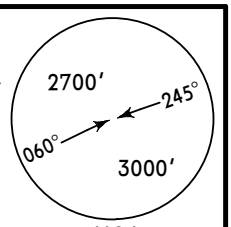
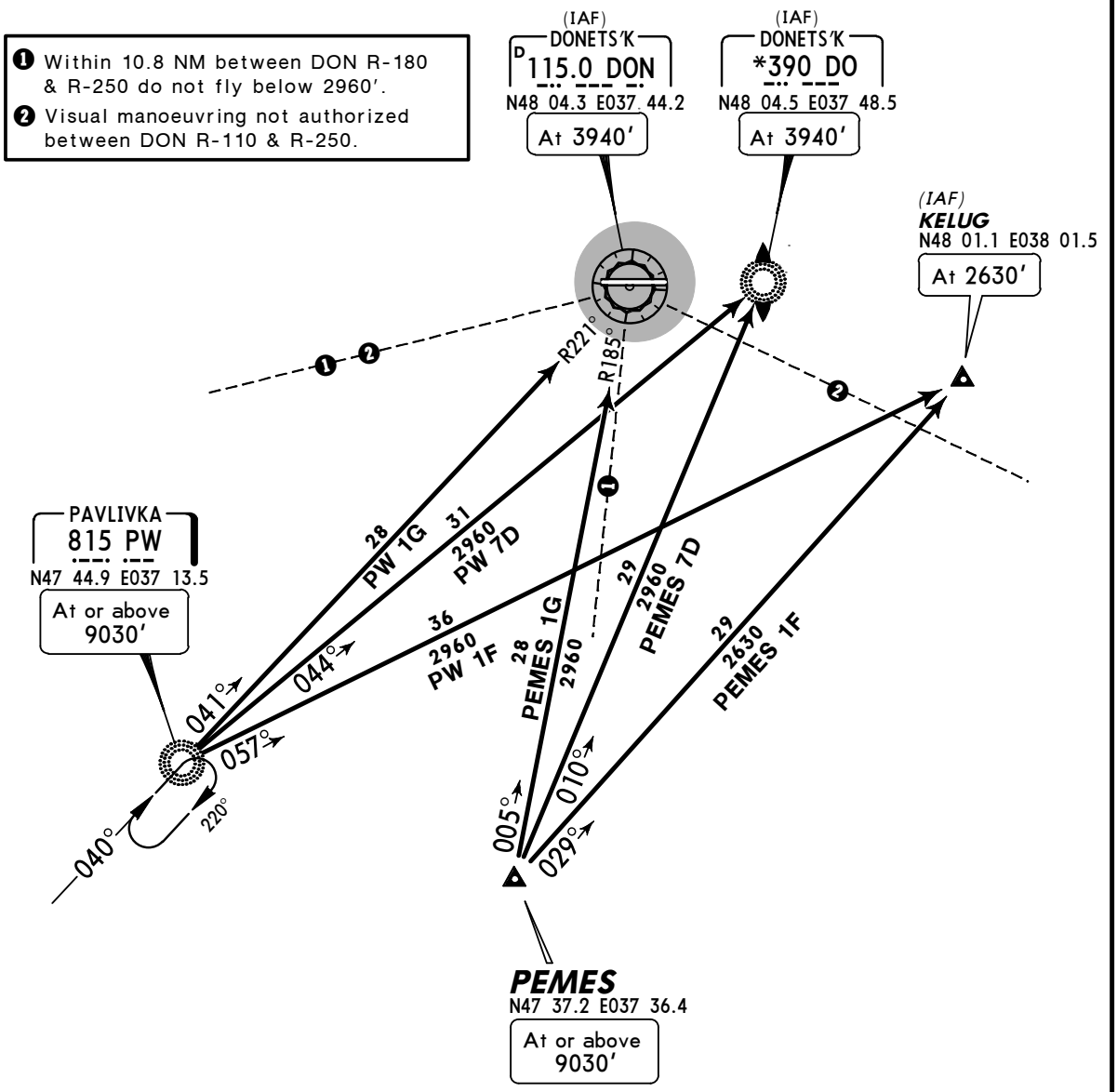
JEPPESEN
JeppView 3.7.4.0

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



MSA
DON VOR

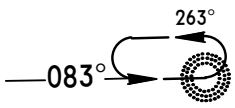
PAVLIVKA SEVEN DELTA (PW 7D)
PAVLIVKA ONE FOXTROT (PW 1F)
PAVLIVKA ONE GOLF (PW 1G)
PEMES SEVEN DELTA (PEMES 7D) *[PEME7D]*
PEMES ONE FOXTROT (PEMES 1F) *[PEME1F]*
PEMES ONE GOLF (PEMES 1G) *[PEME1G]*
RWY 26 ARRIVALS
FROM SOUTH



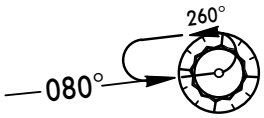
FT/METER CONVERSION	
QNH	
10010'	3050m
9030'	2750m
3940'	1200m
2960'	900m
2630'	800m

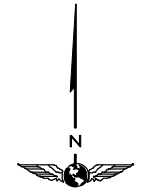
HOLDINGS OVER

DO



DON





NOT TO SCALE

CHANGES: Holding over PW established.

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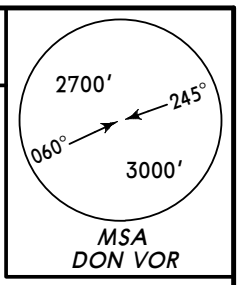
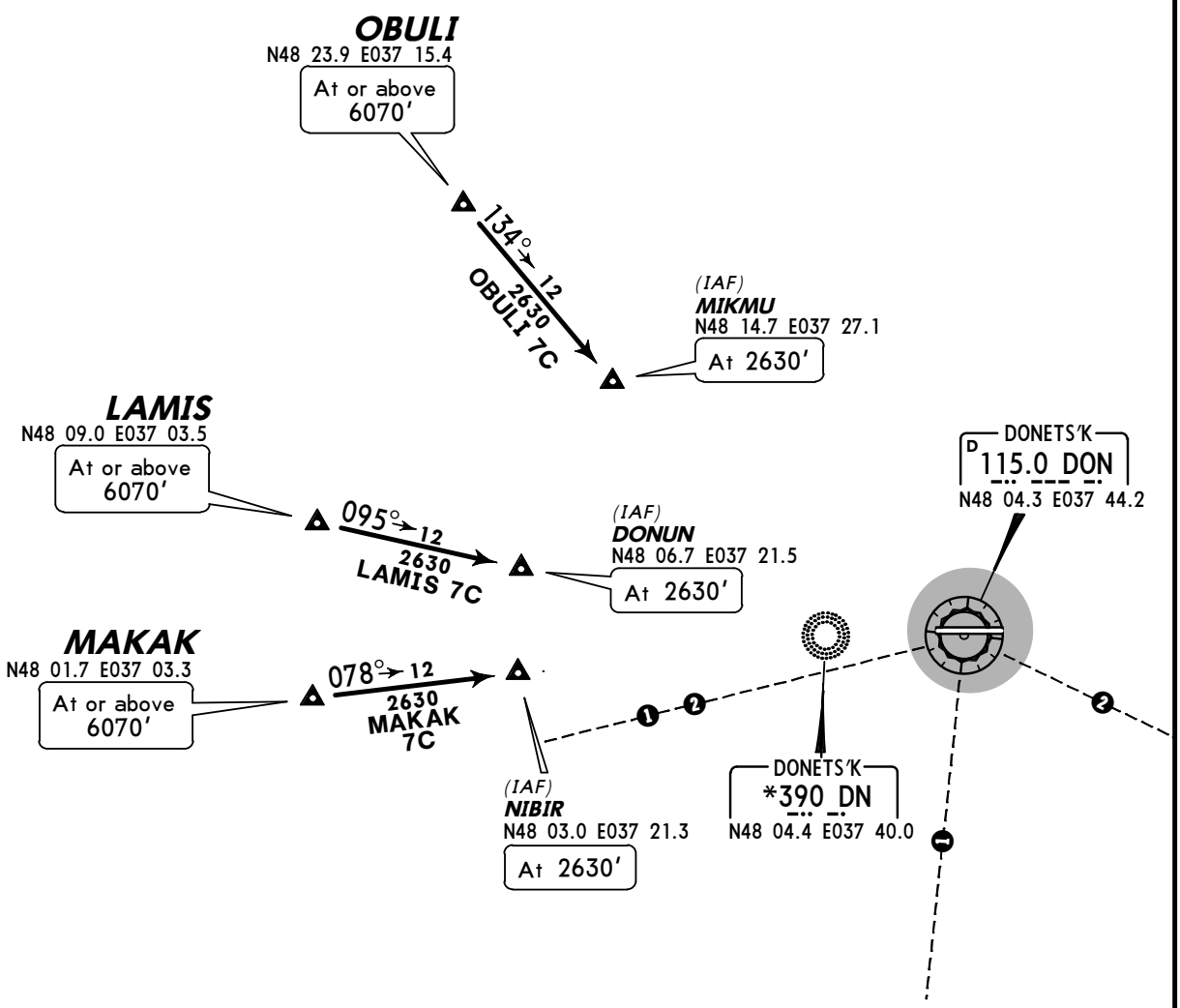
Apt Elev	
791'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



LAMIS SEVEN CHARLIE (LAMIS 7C) [LAMI7C]
MAKAK SEVEN CHARLIE (MAKAK 7C) [MAKA7C]
OBULI SEVEN CHARLIE (OBULI 7C) [OBUL7C]
RWY 08 ARRIVALS
FROM WEST & NORTHWEST

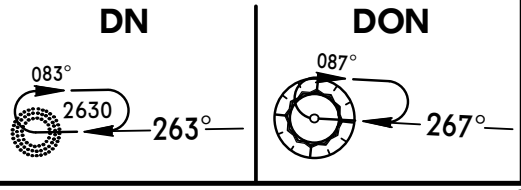


❶ Within 10.8 NM between DON R-180 & R-250 do not fly below 2960'.
❷ Visual manoeuvring not authorized between DON R-110 & R-250.

FT/METER CONVERSION
QNH

10010'	-	3050m
6070'	-	1850m
2960'	-	900m
2630'	-	800m

HOLDINGS OVER



CHANGES: New chart.

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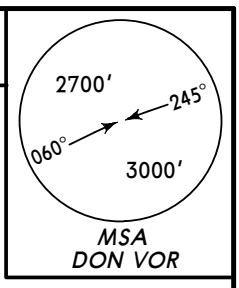
UKCC/DOK
DONETS'K

JEPPESEN
29 FEB 08 (10-2E) Eff 13 Mar

DONETS'K, UKRAINE
STAR

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



LAMIS SEVEN DELTA (LAMIS 7D) [LAMI7D]
MAKAK SEVEN DELTA (MAKAK 7D) [MAKA7D]
MAKAK SEVEN ECHO (MAKAK 7E) [MAKA7E]
OBULI SEVEN DELTA (OBULI 7D) [OBUL7D]
RWY 26 ARRIVALS
FROM WEST & NORTHWEST

OBULI
N48 23.9 E037 15.4
At or above 9030'
110°
35
2630
OBULI 7D

LAMIS
N48 09.0 E037 03.5
At or above 9030'
082°
40
2630
LAMIS 7D

KRASNYI LUCH
1155 LS
N48 10.9 E038 56.4

067°
41
2630
MAKAK 7E

078°
28
2960
MAKAK 7D

MAKAK
N48 01.7 E037 03.3
At or above 9030'

350°
R258°
3
081°
220°
226°
237°

(IAF)
REBRI
N48 07.8
E038 01.0
At 2630'

(IAF)
DONETS'K
D 115.0 DON
N48 04.3 E037 44.2
At 3940'

(IAF)
DONETS'K
*390 DO
N48 04.5 E037 48.5
At 3940'

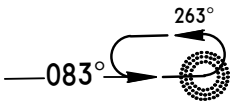
❶ Within 10.8 NM between DON R-180 & R-250 do not fly below 2960'.
❷ Visual manoeuvring not authorized between DON R-110 & R-250.

FT/METER CONVERSION
QNH

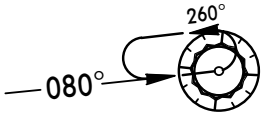
10010'	-	3050m
9030'	-	2750m
3940'	-	1200m
2960'	-	900m
2630'	-	800m

HOLDINGS OVER

DO



DON



NOT TO SCALE

CHANGES: New chart.

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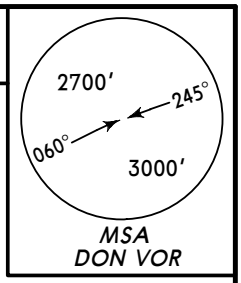
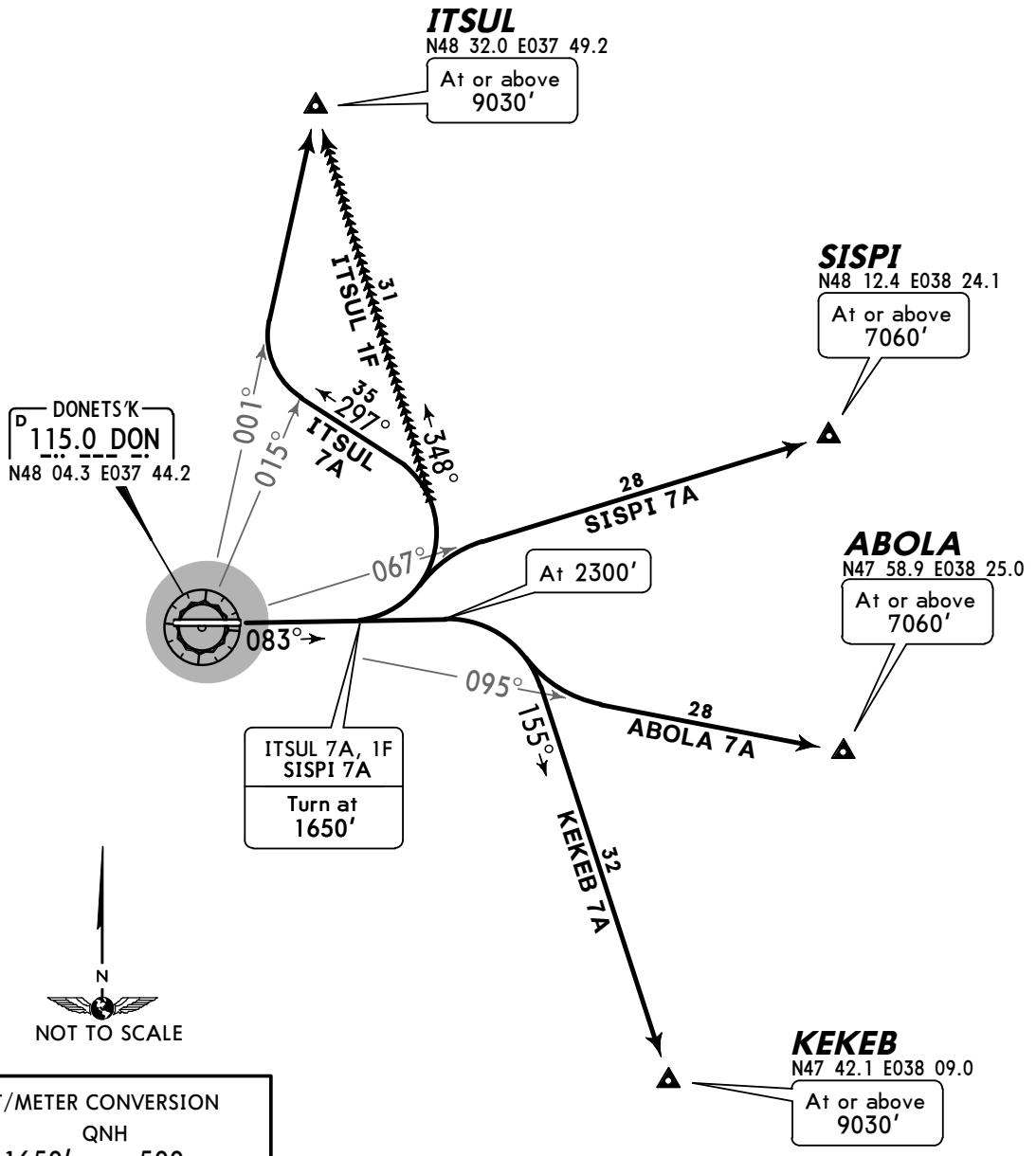
Apt Elev 791'	Trans level: By ATC Trans alt: 10010'



ABOLA SEVEN ALFA (ABOLA 7A) [ABOL7A]
ITSUL SEVEN ALFA (ITSUL 7A) [ITSU7A]
ITSUL ONE FOXTROT (ITSUL 1F) [ITSU1F]
KEKEB SEVEN ALFA (KEKEB 7A) [KEKE7A]
SISPI SEVEN ALFA (SISPI 7A) [SISP7A]
RWY 08 DEPARTURES
TO NORTH, EAST & SOUTHEAST



FT/METER CONVERSION QNH		
1650'	-	500m
2300'	-	700m
7060'	-	2150m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
ABOLA 7A	Climb on 083° track to 2300', turn RIGHT, intercept DON R-095 to ABOLA.
ITSUL 7A	Climb on 083° track to 1650', turn LEFT, 297° track, when passing DON R-015 turn RIGHT, intercept DON R-001 to ITSUL.
ITSUL 1F	Climb on 083° track to 1650', turn LEFT, 348° track to ITSUL.
KEKEB 7A	Climb on 083° track to 2300', turn RIGHT, 155° track to KEKEB.
SISPI 7A	Climb on 083° track to 1650', turn LEFT, intercept DON R-067 to SISPI.

CHANGES: SID ITSUL 1F established; SIDs revised.

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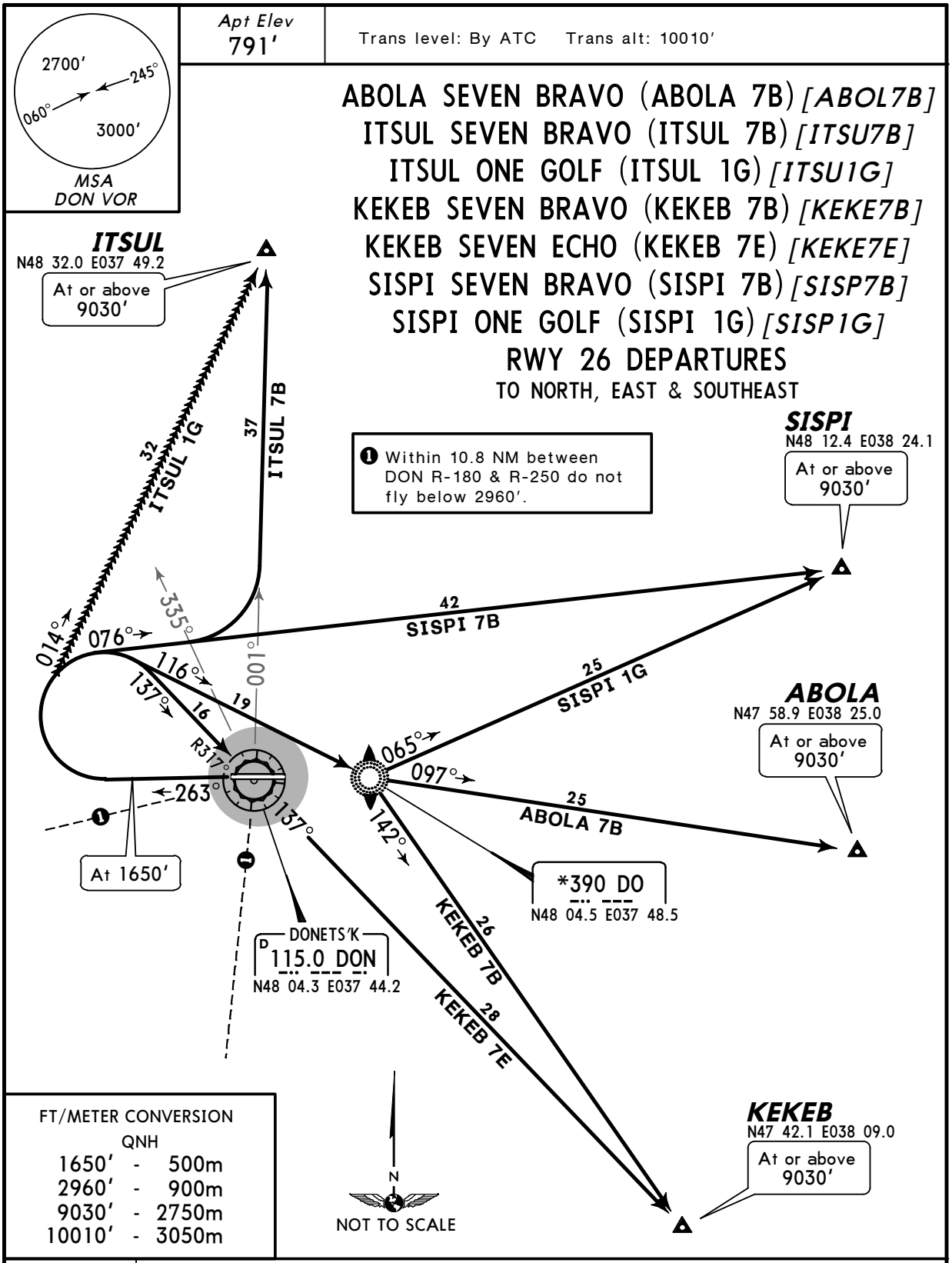
UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (10-3A) Eff 7 May

DONETS'K, UKRAINE
SID



FT/METER CONVERSION

QNH		
1650'	-	500m
2960'	-	900m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
ABOLA 7B	Climb on 263° track to 1650', turn RIGHT, intercept 116° bearing to DO, turn LEFT, 097° bearing to ABOLA.
ITSUL 7B	Climb on 263° track to 1650', turn RIGHT, 076° track, when passing DON R-335 turn LEFT, intercept DON R-001 to ITSUL.
ITSUL 1G	Climb on 263° track to 1650', turn RIGHT, 014° track to ITSUL.
KEKEB 7B	Climb on 263° track to 1650', turn RIGHT, intercept 116° bearing to DO, turn RIGHT, 142° bearing to KEKEB.
KEKEB 7E	Climb on 263° track to 1650', turn RIGHT, intercept DON R-317 inbound to DON, DON R-137 to KEKEB.
SISPI 7B	Climb on 263° track to 1650', turn RIGHT, 076° track to SISPI.
SISPI 1G	Climb on 263° track to 1650', turn RIGHT, intercept 116° bearing to DO, turn LEFT, 065° bearing to SISPI.

CHANGES: SID ITSUL 1G established; SIDs revised.

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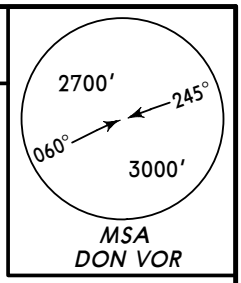
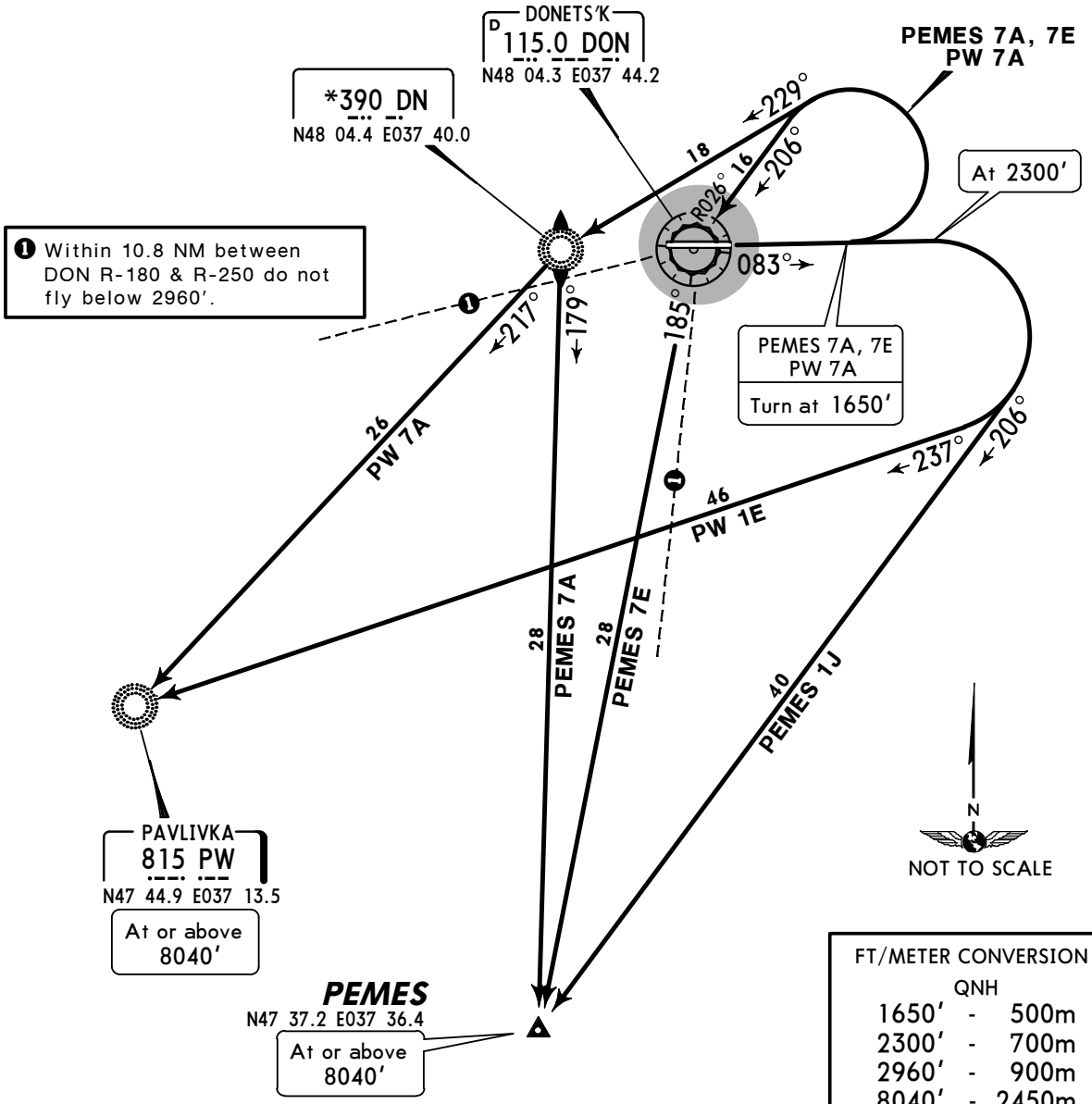
Apt Elev 791′	Trans level: By ATC Trans alt: 10010′



PAVLIVKA SEVEN ALFA (PW 7A)
PAVLIVKA ONE ECHO (PW 1E)
PEMES SEVEN ALFA (PEMES 7A) *[PEME7A]*
PEMES SEVEN ECHO (PEMES 7E) *[PEME7E]*
PEMES ONE JULIETT (PEMES 1J) *[PEME1J]*
RWY 08 DEPARTURES
TO SOUTH



FT/METER CONVERSION

QNH		
1650′	-	500m
2300′	-	700m
2960′	-	900m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
PEMES 7A	Climb on 083° track to 1650′, turn LEFT, intercept 229° bearing to DN, turn LEFT, 179° bearing to PEMES.
PEMES 7E	Climb on 083° track to 1650′, turn LEFT, intercept DON R-026 inbound to DON, turn LEFT, DON R-185 to PEMES.
PEMES 1J	Climb on 083° track to 2300′, turn RIGHT, 206° track to PEMES.
PW 7A	Climb on 083° track to 1650′, turn LEFT, intercept 229° bearing to DN, turn LEFT, 217° bearing to PW.
PW 1E	Climb on 083° track to 2300′, turn RIGHT, intercept 237° bearing to PW.

CHANGES: SIDs revised.

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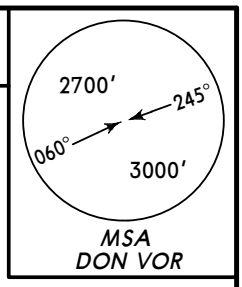
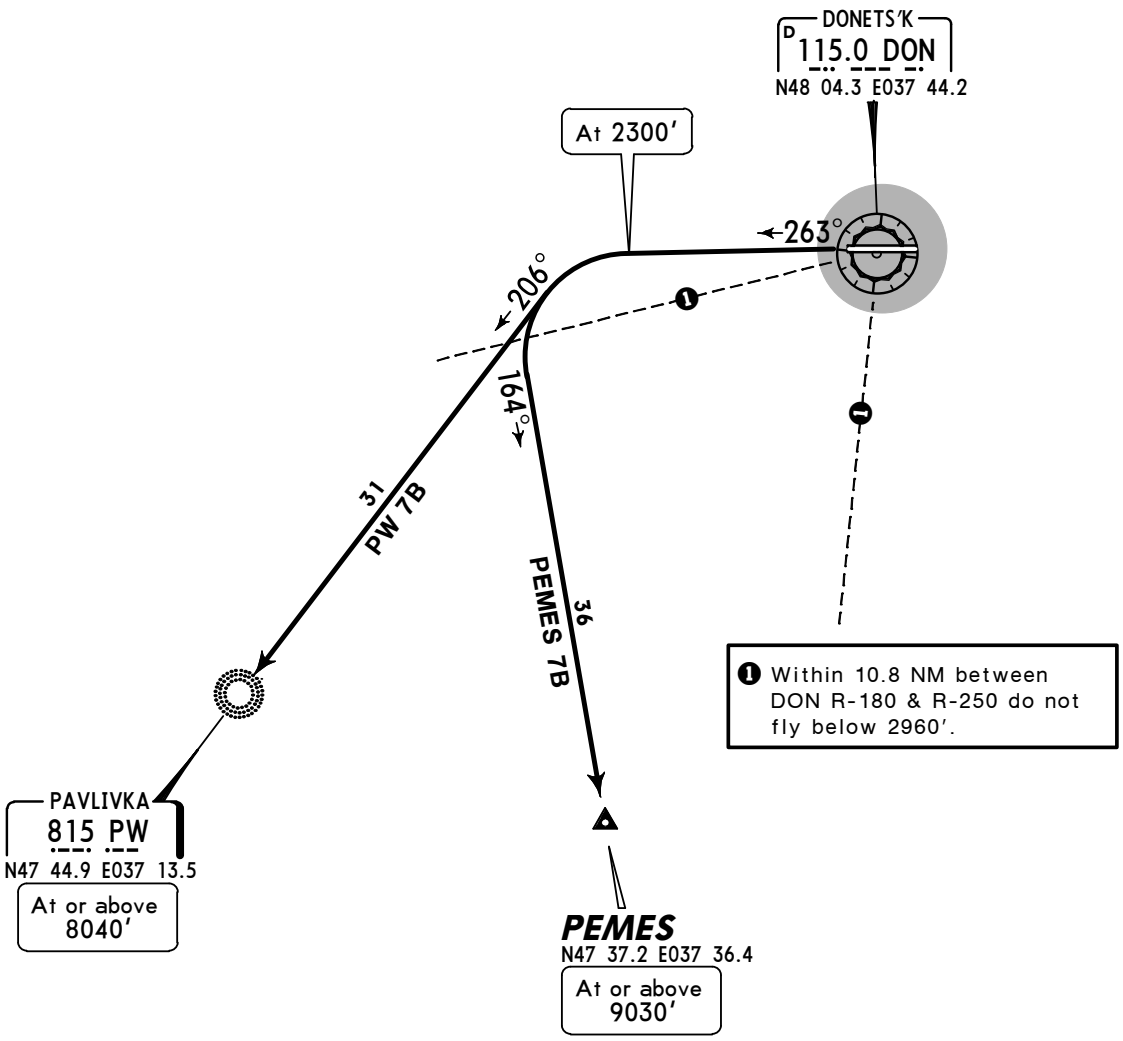
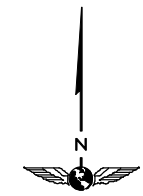
Apt Elev	Trans level: By ATC Trans alt: 10010'
791'	



PAVLIVKA SEVEN BRAVO (PW 7B)
PEMES SEVEN BRAVO (PEMES 7B) *[PEME7B]*
RWY 26 DEPARTURES
TO SOUTH





NOT TO SCALE

FT/METER CONVERSION
QNH

2300'	-	700m
2960'	-	900m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
PEMES 7B	Climb on 263° track to 2300', turn LEFT, 164° track to PEMES.
PW 7B	Climb on 263° track to 2300', turn LEFT, intercept 206° bearing to PW.

CHANGES: SIDs revised.

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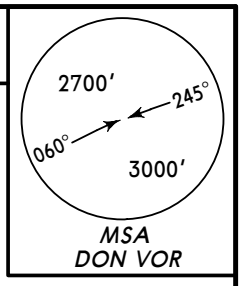
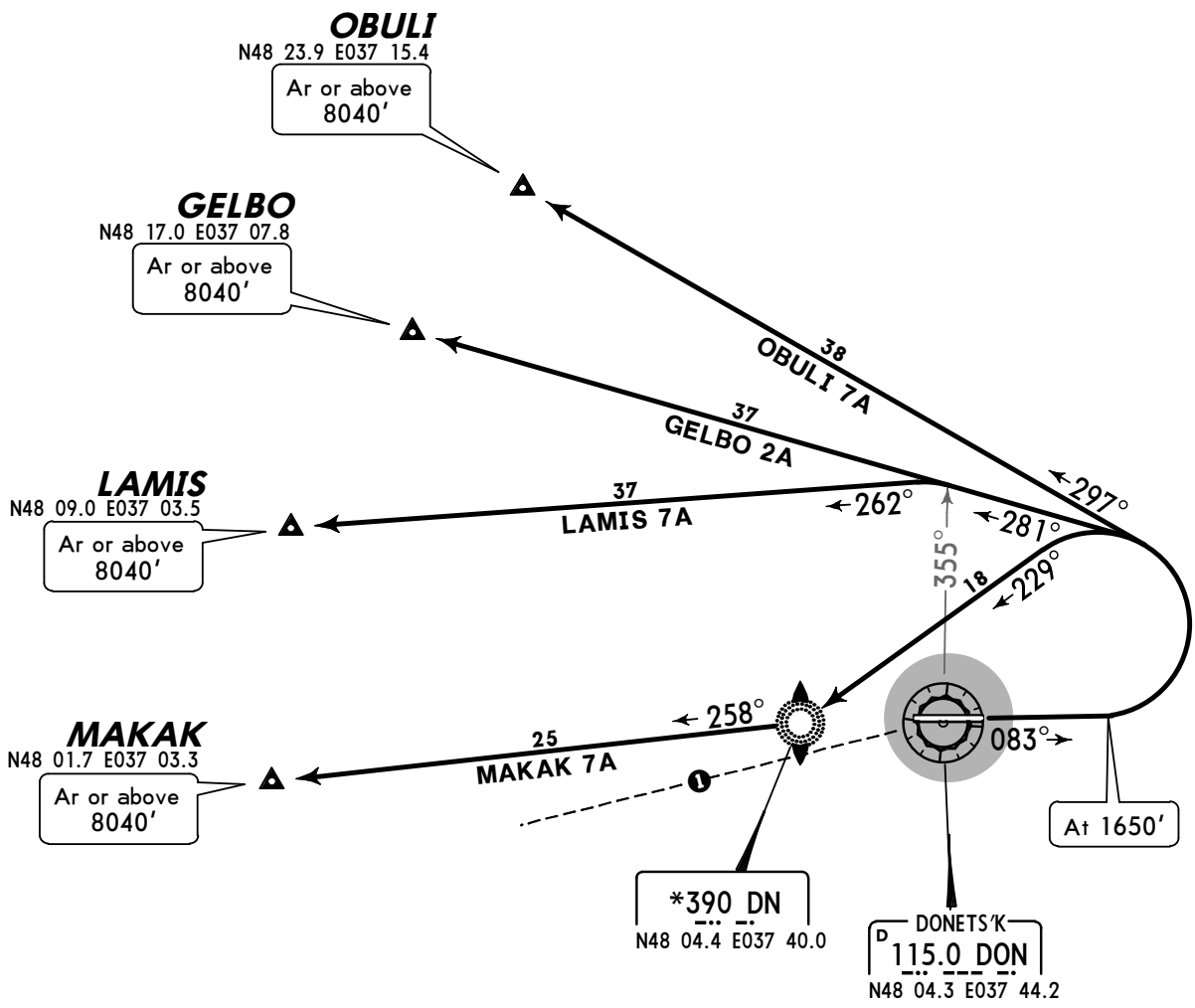
Apt Elev	Trans level: By ATC Trans alt: 10010'
791'	



GELBO TWO ALFA (GELBO 2A) *[GELB2A]*
LAMIS SEVEN ALFA (LAMIS 7A) *[LAMI7A]*
MAKAK SEVEN ALFA (MAKAK 7A) *[MAKA7A]*
OBULI SEVEN ALFA (OBULI 7A) *[OBUL7A]*
RWY 08 DEPARTURES
TO WEST & NORTHWEST



NOT TO SCALE

❶ DON R-250 within 10.8 NM do not fly south below 2960'.

FT/METER CONVERSION
QNH

1650'	-	500m
2960'	-	900m
8040'	-	2450m
10010'	-	3050m

SID	ROUTING
GELBO 2A	Climb on 083° track to 1650', turn LEFT, 281° track to GELBO.
LAMIS 7A	Climb on 083° track to 1650', turn LEFT, 281° track, when passing DON R-355 turn LEFT, 262° track to LAMIS.
MAKAK 7A	Climb on 083° track to 1650', turn LEFT, intercept 229° bearing to DN, turn RIGHT, 258° bearing to MAKAK.
OBULI 7A	Climb on 083° track to 1650', turn LEFT, 297° track to OBULI.

CHANGES: SIDs revised.

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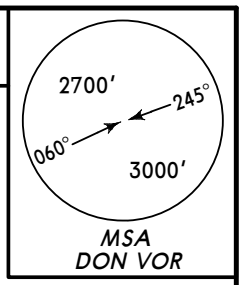
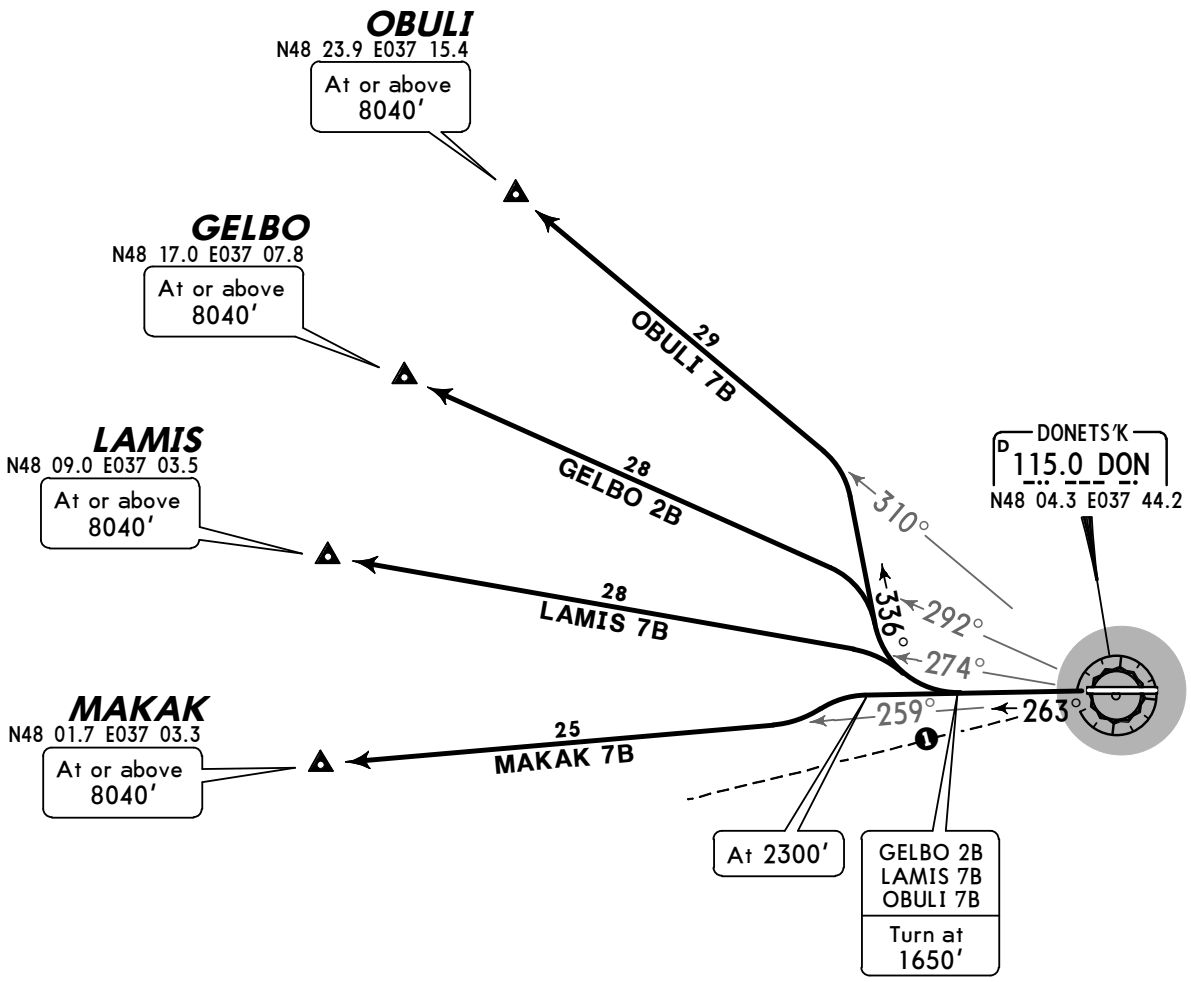
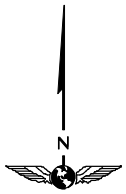
Apt Elev	
791'	Trans level: By ATC Trans alt: 10010'



GELBO TWO BRAVO (GELBO 2B) *[GELB2B]*
LAMIS SEVEN BRAVO (LAMIS 7B) *[LAMI7B]*
MAKAK SEVEN BRAVO (MAKAK 7B) *[MAKA7B]*
OBULI SEVEN BRAVO (OBULI 7B) *[OBUL7B]*
RWY 26 DEPARTURES
TO WEST & NORTHWEST



❶ DON R-250 within 10.8 NM do not fly south below 2960'.



NOT TO SCALE

FT/METER CONVERSION
QNH

1650'	-	500m
2300'	-	700m
2960'	-	900m
8040'	-	2450m
10010'	-	3050m

SID	ROUTING
GELBO 2B	Climb on 263° track to 1650', turn RIGHT, 336° track, intercept DON R-292 to GELBO.
LAMIS 7B	Climb on 263° track to 1650', turn RIGHT, intercept DON R-274 to LAMIS.
MAKAK 7B	Climb on 263° track to 2300', turn LEFT, intercept DON R-259 to MAKAK.
OBULI 7B	Climb on 263° track to 1650', turn RIGHT, 336° track, intercept DON R-310 to OBULI.

CHANGES: SIDs revised.

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UKCC/DOK

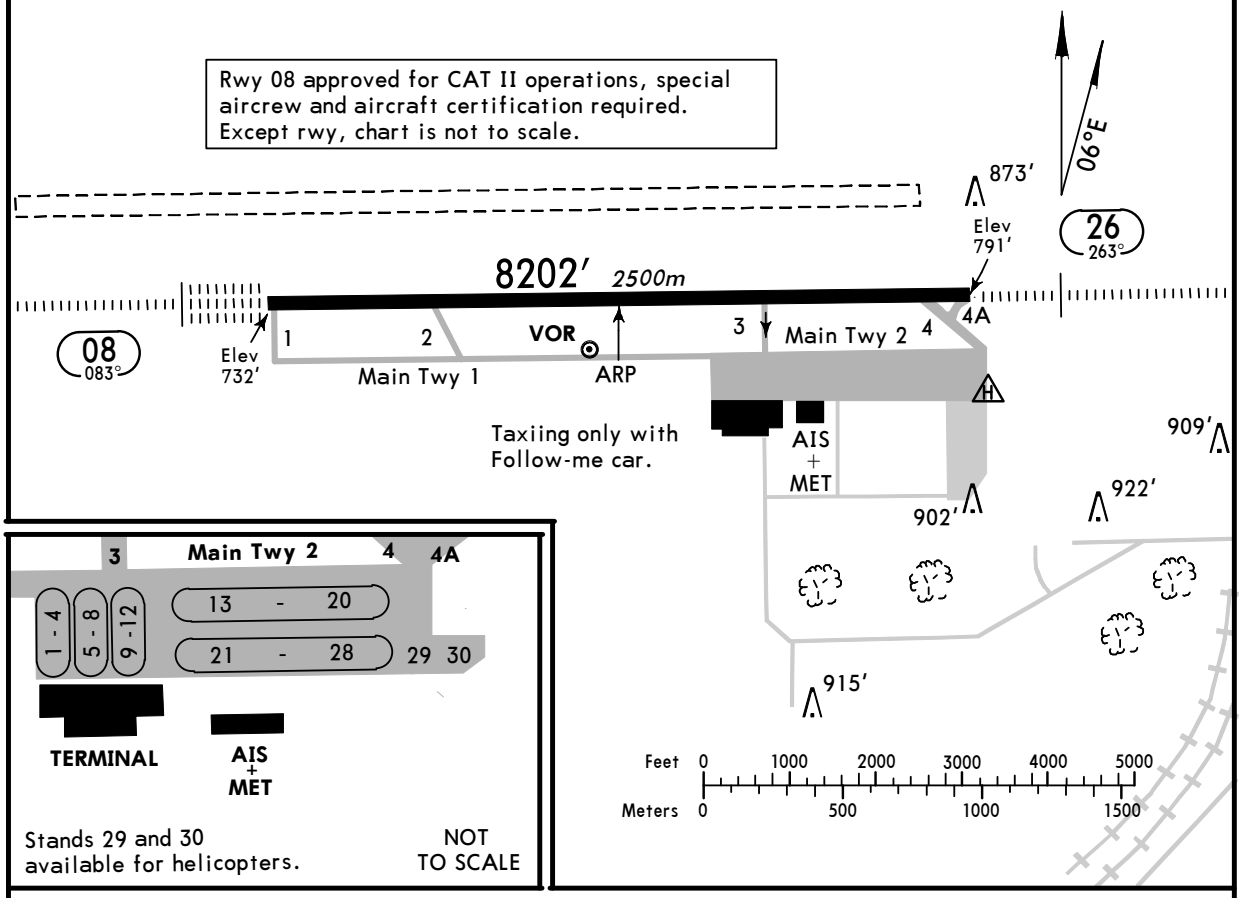
Apt Elev **791′**
N48 04.4 E037 44.3

JEPPESEN
3 DEC 10 (10-9) **Eff 16 Dec**

DONETS'K, UKRAINE

DONETS'K

DONETS'K Ground	Tower
119.0	118.3



ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08	HIRL *(60m)*	CL *(30m)*	HIALS-II	TDZ	RVR		7230′ *2204m*	❶	157′ *48m*
26	HIRL *(60m)*	CL *(30m)*	HIALS		RVR				

❶ TAKE-OFF RUN AVAILABLE
RWY 08: From rwy head 8202′ (2500m)
twy 2 int 6234′ (1900m)

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less then 400m.
Pilots will be informed by ATC about beginning of LVP.
- After landing pilots should report 'RWY vacated'.
- Taxiing and parking is performed with follow-me car.
- Taxiing on TWY and apron is permitted only for one aircraft at a time.

JAR-OPS

TAKE-OFF [1]

	All Rwys — LVP must be in force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*150m*	*200m*	*250m*	*400m*	*500m*
B					
C					
D	*200m*	*250m*	*300m*		

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

NOISE ABATEMENT PROCEDURE

While taking-off from rwy 08 and departing South execute the crosswind leg turn at a height not below 2300′/700m.

CHANGES: Apron 2 and taxiway 5 withdrawn.

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STRAIGHT-IN RWY		A	B	C	D
08	CAT 2 ILS	**832**′(100′) **RA103′ R300m**	**832**′(100′) **RA103′ R300m**	**832**′(100′) **RA103′ R300m**	**832**′(100′) **RA103′ R300m**
	ILS *FULL* *Limited* *ALS out*	**932**′(200′) **R550m** R750m R1200m	**932**′(200′) **R550m** R750m R1200m	**932**′(200′) **R550m** R750m R1200m	**932**′(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶ *ALS out*	**1020**′(288′) **R750m** R1400m	**1020**′(288′) **R750m** R1400m	**1020**′(288′) **R750m** R1400m	**1020**′(288′) **R750m** R1400m
	NDB ❶ *ALS out*	**1040**′(308′) **R750m** R1400m	**1040**′(308′) **R750m** R1400m	**1040**′(308′) **R750m** R1400m	**1040**′(308′) **R750m** R1400m
26	ILS *FULL* *Limited* *ALS out*	**991**′(200′) **R550m** R750m R1200m	**991**′(200′) **R550m** R750m R1200m	**991**′(200′) **R550m** R750m R1200m	**991**′(200′) **R550m** R750m R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶❷ *ALS out*	**1220**′(429′) **R1300m** R1500m	**1220**′(429′) **R1300m** R1500m	**1220**′(429′) **R1300m** R2000m	**1220**′(429′) **R1300m** R2000m
	VOR ❶❸ *ALS out*	**1280**′(489′) **R1500m** R1500m	**1280**′(489′) **R1500m** R1500m	**1280**′(489′) **R1500m** C2300m	**1280**′(489′) **R1500m** C2300m
	2 NDB ❶ *ALS out*	**1220**′(429′) **R1300m** R1500m	**1220**′(429′) **R1300m** R1500m	**1220**′(429′) **R1300m** R2000m	**1220**′(429′) **R1300m** R2000m
	O NDB ❶ *ALS out*	**1280**′(489′) **R1500m** R1500m	**1280**′(489′) **R1500m** R1500m	**1280**′(489′) **R1500m** C2300m	**1280**′(489′) **R1500m** C2300m

❶ Continuous Descent Final Approach.
❷ with D3.2.
❸ w/o D3.2.

CIRCLE-TO-LAND ❹	100 KT	135 KT	180 KT	205 KT
After apch to rwy 08 ❺	**1280**′(548′)	**1300**′(568′)	**1400**′(668′)	**1650**′(918′)
After ILS 26	**1280**′(489′)	**1300**′(509′)	**1400**′(609′)	**1650**′(859′)
After VOR or NDB 26	**1300**′(509′) V1500m	**1300**′(509′) V1600m	**1400**′(609′) V2400m	**1650**′(859′) V3600m

❹ Not authorized South of airport btn R-110 & R-250 DON.
❺ Circling height based on rwy 08 thresh elev of 732′.

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TAKE-OFF RWY 08, 26

	LVP must be in Force				
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

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JEPPESEN
JeppView 3.7.4.0

UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (11-1) Eff 7 May

DONETS'K, UKRAINE
ILS Rwy 08

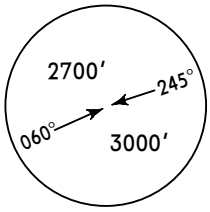
BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

LOC IDN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.3	083°	1493′ (761′)	932′ (200′)	Apt Elev 791′ / RWY 732′

MISSED APCH: ❶ Climb on track 083° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 083° to 2630′, then turn LEFT to DN NDB climbing to 4110′.

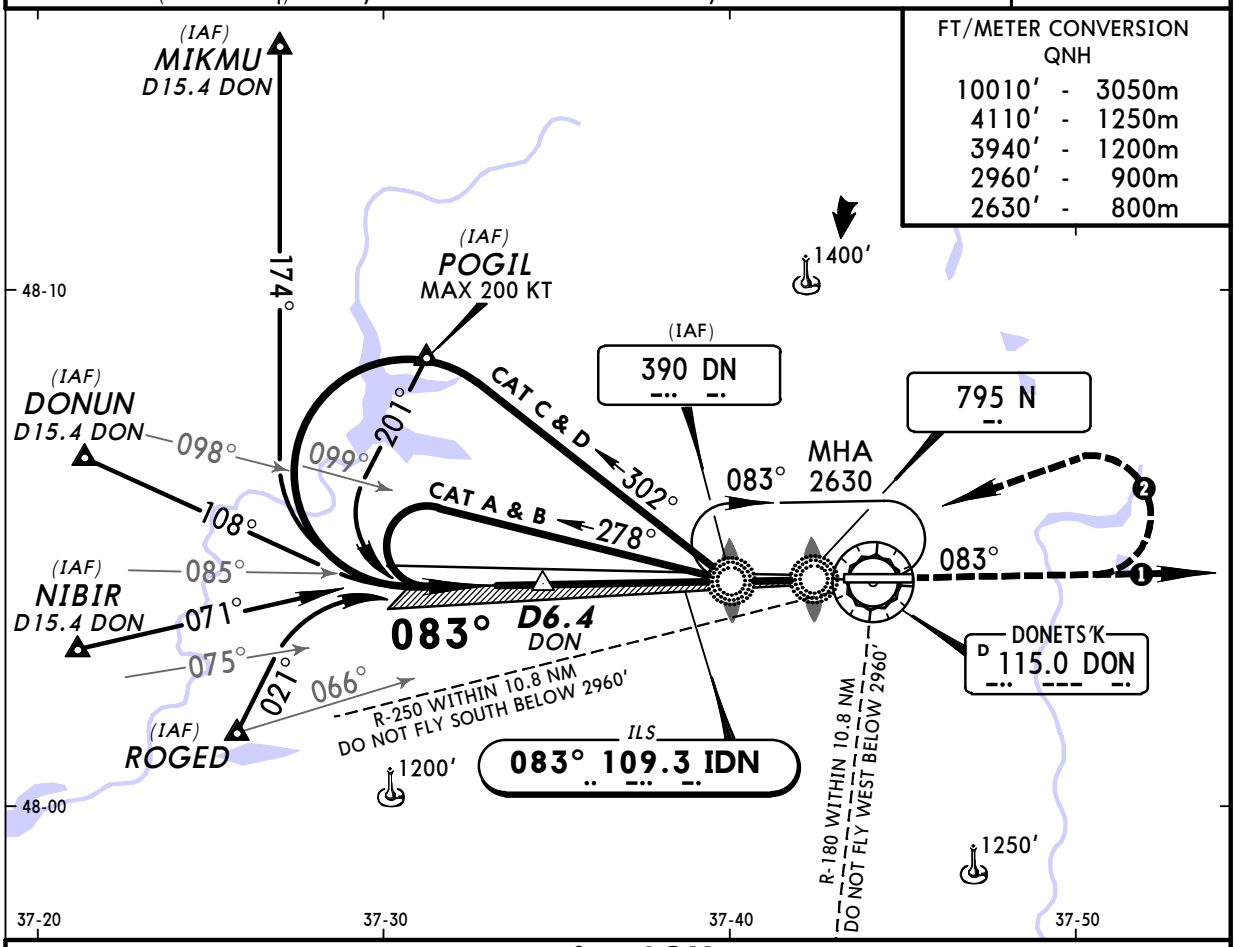
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010′

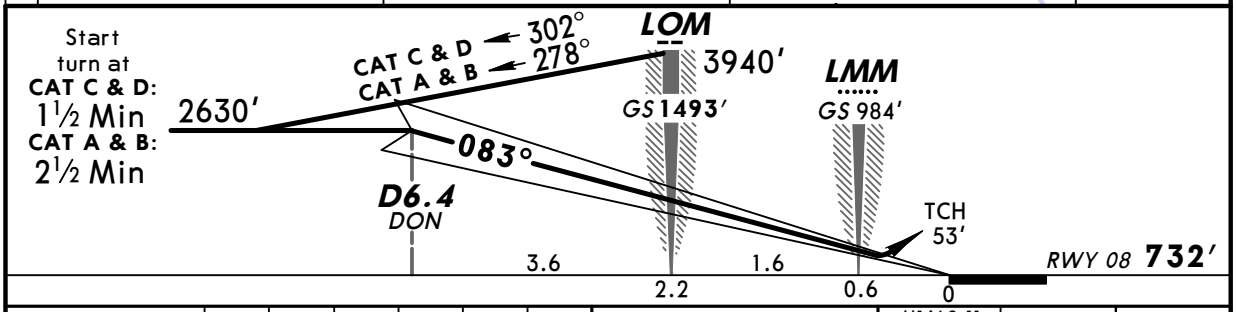


MSA DON VOR

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II
2630′ on 083°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **08**

	ILS DA(H) 932′ (200′) FULL	ILS DA(H) 932′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND ❶
Not authorized South of airport btn R-110 DON & R-250 DON clockwise

Max Kts	MDA(H)	VIS
100	1280′ (548′)	1500m
135	1300′ (568′)	1600m
180	1400′ (668′)	2400m
205	1650′ (918′)	3600m

❶ Circling height based on rwy 08 thresh elevation of 732′.

CHANGES: Missed approach.

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JEPPESEN
JeppView 3.7.4.0

UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (11-1A) Eff 7 May

DONETS'K, UKRAINE
CAT II ILS Rwy 08

BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

LOC IDN	Final Apch Crs	GS LOM	CAT II ILS RA 103′ DA(H)	Apt Elev / RWY
109.3	083°	1493′ (761′)	832′ (100′)	791′ / 732′

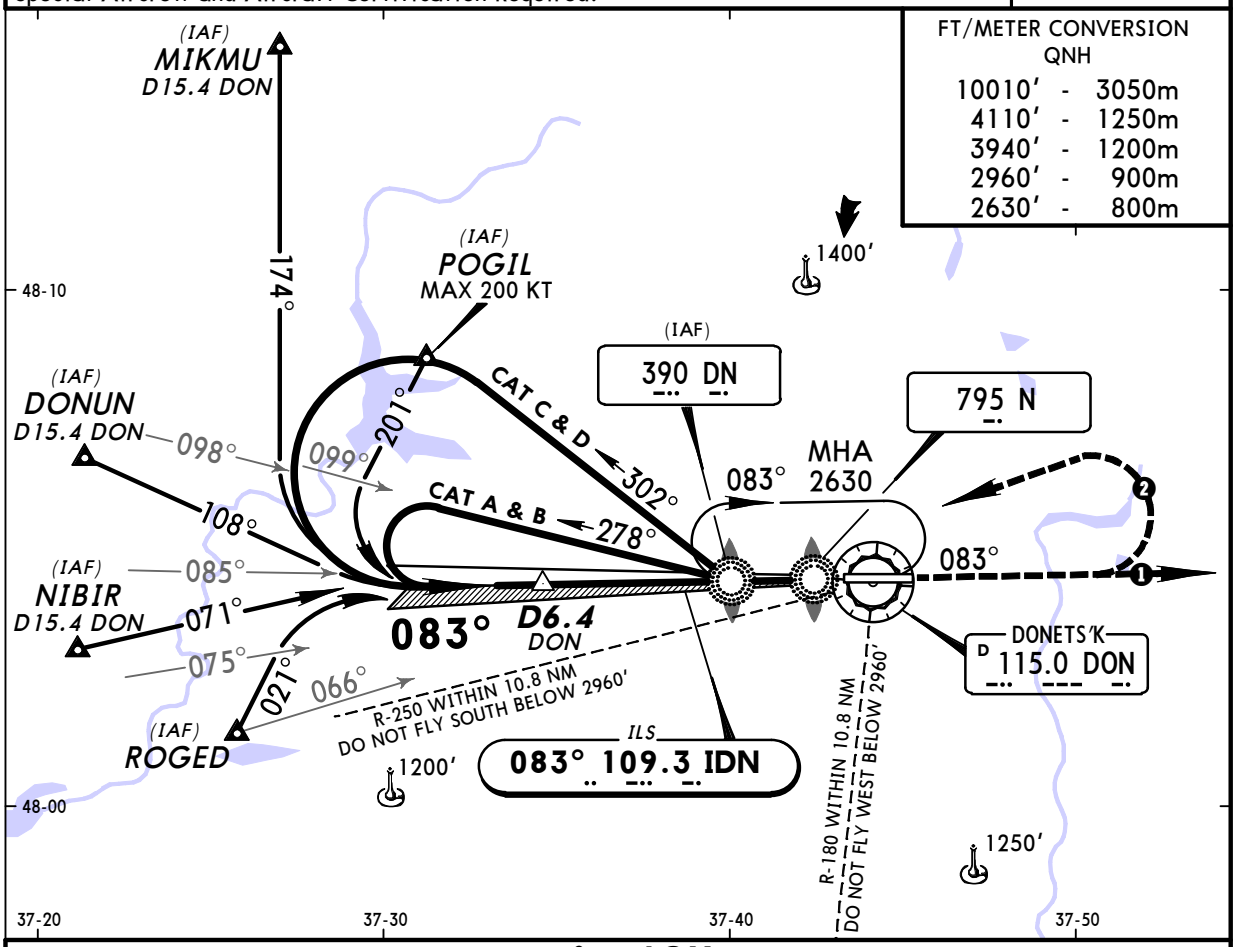
MISSED APCH: ❶ Climb on track 083° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 083° to 2630′, then turn LEFT to DN NDB climbing to 4110′.

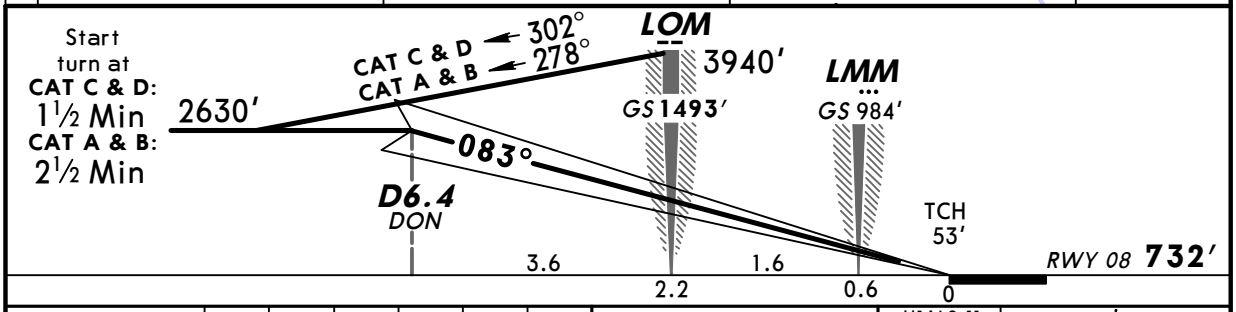
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010′
Special Aircrew and Aircraft Certification Required.

MSA DON VOR: 2700′ (245°), 3000′ (060°)

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II

2630′ on 083°

JAR-OPS

STRAIGHT-IN LANDING RWY **08**
CAT II ILS

ABCD
RA 103′
DA(H) **832′** (100′)

PANS OPS

RVR 300m ❶

❶ Operators applying U.S. Ops Specs: Autoland or HGS required below 350m.

CHANGES: Missed approach.

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JEPPESEN
JeppView 3.7.4.0

UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (11-2) Eff 7 May

DONETS'K, UKRAINE
ILS Rwy 26

BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

LOC IDO	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
111.7	263°	1542′ (751′)	991′ (200′)	Apt Elev 791′ / RWY 791′

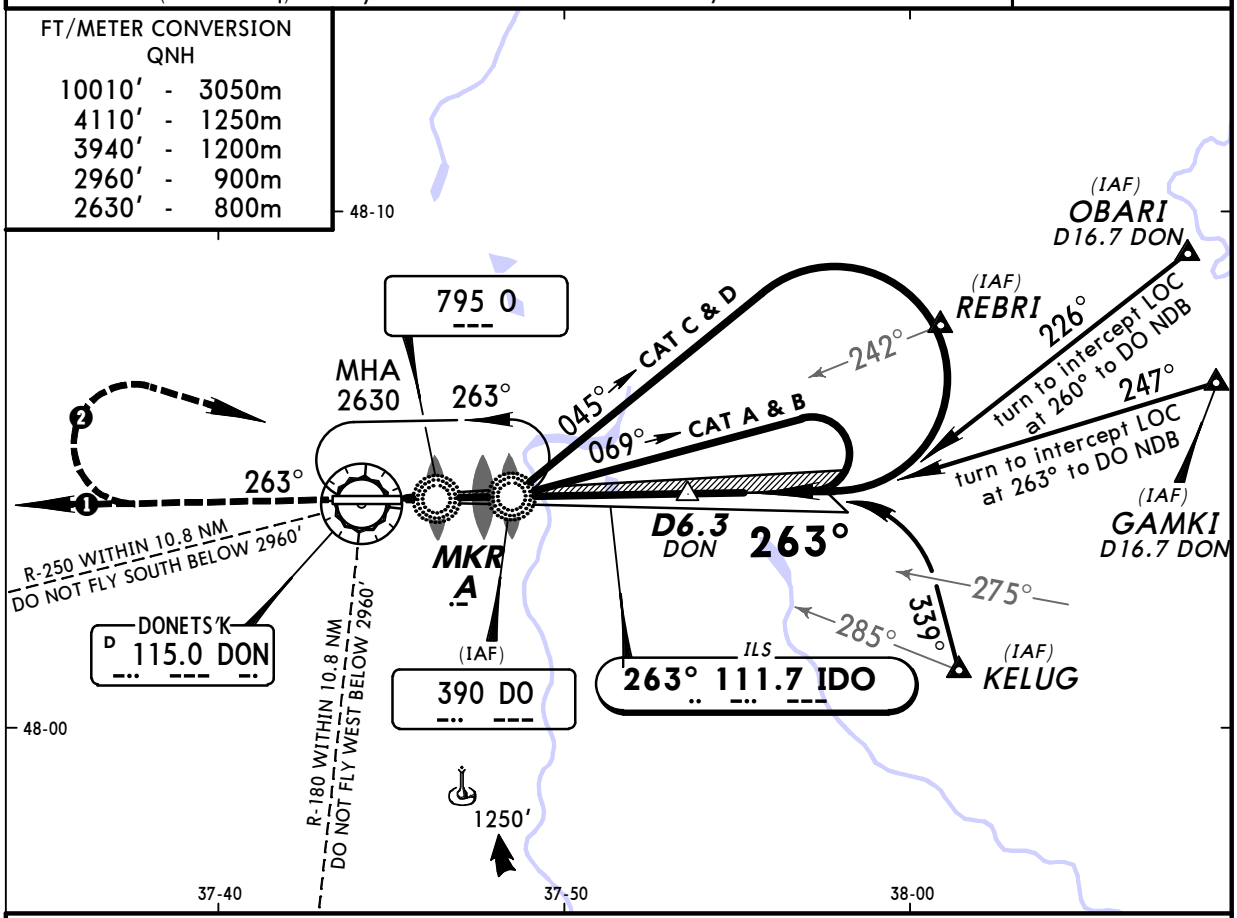
MISSED APCH: ❶ Climb on track 263° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 263° to 2630′, then turn RIGHT to DO NDB climbing to 4110′.

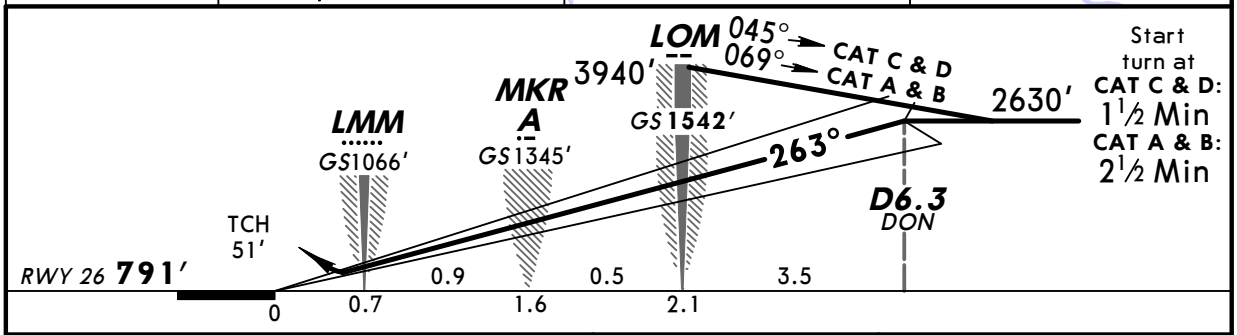
Alt Set: hPa (MM on req) Rwy Elev: 29 hPa Trans level: by ATC Trans alt: 10010′

2700′ 245° 060° 3000′
MSA DON VOR

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS
2630′ on 263°

JAR-OPS STRAIGHT-IN LANDING RWY **26**

	ILS DA(H) 991′ (200′) FULL	ILS DA(H) 991′ (200′) ALS out	LOC (GS out)
A	RVR 550m	RVR 1000m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND
Not authorized South of airport btn R-110 DON & R-250 DON clockwise

Max Kts	MDA(H)	VIS
100	1280′ (489′)	1500m
135	1300′ (509′)	1600m
180	1400′ (609′)	2400m
205	1650′ (859′)	3600m

PANS OPS

CHANGES: Missed approach.

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UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (13-1) Eff 7 May

DONETS'K, UKRAINE
VOR DME Rwy 08

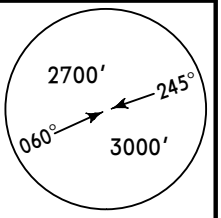
BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DON 115.0	087°	D6.4 2630′ (1898′)	1020′ (288′)	Apt Elev 791′ RWY 732′

MISSED APCH: ❶ Climb on track 083° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 083° to 2630′, then turn LEFT to VOR climbing to 4110′.

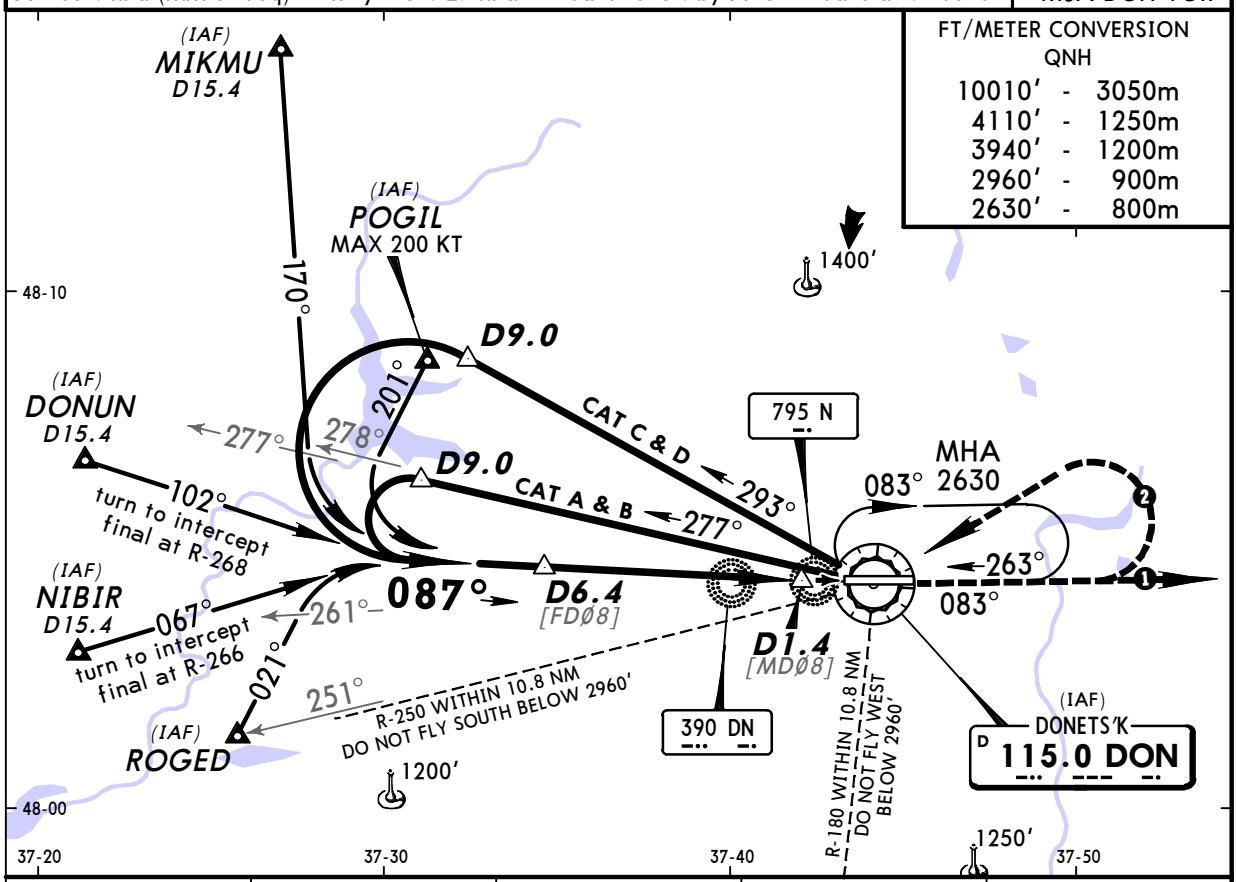
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010′



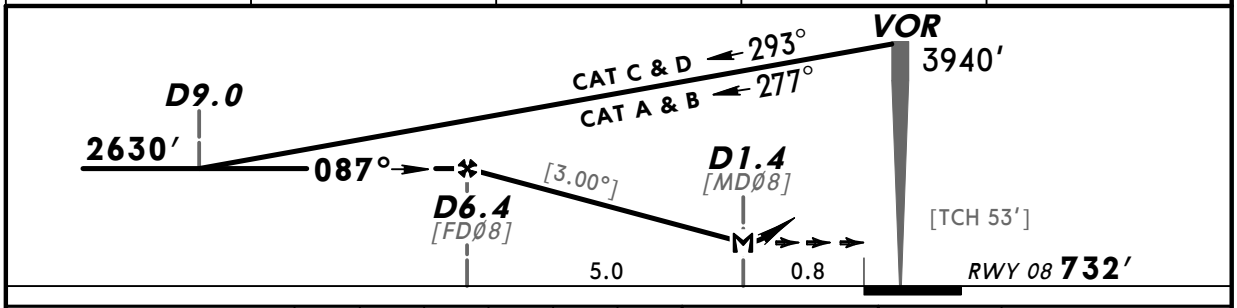
MSA DON VOR

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m



DON DME	5.4	4.3	3.2	2.2
ALTITUDE	2320′	1970′	1630′	1320′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.4						

HIALS-II

2630′ on 083°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 08

MDA(H) 1020′ (288′)

		ALS out
A	RVR 800m	RVR 1500m
B		
C		RVR 1600m
D	RVR 1200m	RVR 1800m

CIRCLE-TO-LAND ❶

Not authorized South of airport between R-110 & R-250 clockwise

Max Kts	MDA(H)	VIS
100	1280′ (548′)	1500m
135	1300′ (568′)	1600m
180	1400′ (668′)	2400m
205	1650′ (918′)	3600m

❶ Circling height based on rwy 08 thresh elevation of 732′.

CHANGES: Procedure ident. Missed approach.

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UKCC/DOK DONETS'K

JEPPESEN
24 APR 09 (13-2) Eff 7 May

DONETS'K, UKRAINE VOR DME Rwy 26

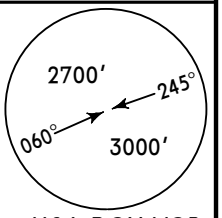
BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DON 115.0	260°	D6.4 2630′ (1839′)	(CONDITIONAL) 1220′ (429′)	Apt Elev 791′ RWY 791′

MISSED APCH: ❶ Climb on track 263° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 263° to 2630′, then turn RIGHT to VOR climbing to 4110′.

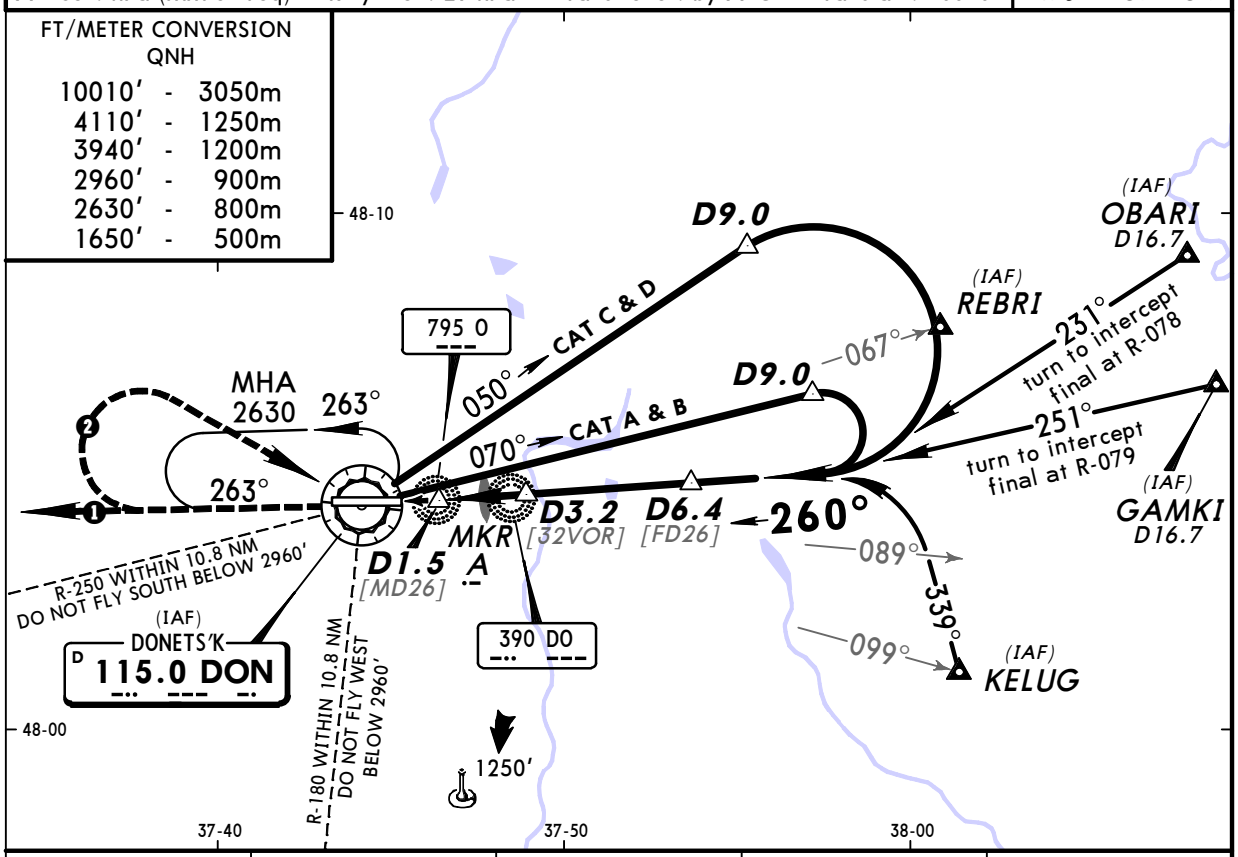
Alt Set: hPa (MM on req) Rwy Elev: 29 hPa Trans level: by ATC Trans alt: 10010′



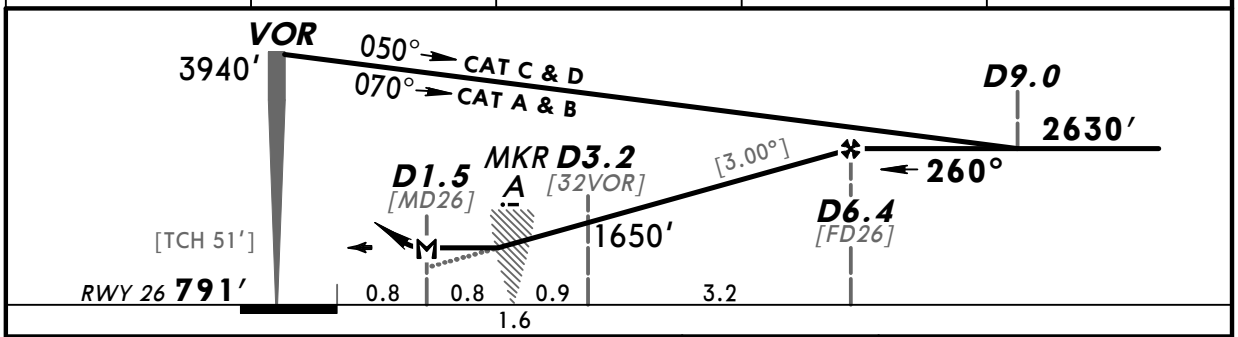
MSA DON VOR

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m
1650′	-	500m



DON DME	2.2	3.2	4.3	5.4
ALTITUDE	1300′	1650′	1990′	2330′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D1.5						

HIALS

2630′ on 263° RT

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **26**

	With D3.2 MDA(H) 1220′ (429′)		W/o D3.2 MDA(H) 1280′ (489′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND
Not authorized South of airport between R-110 & R-250 clockwise

Max Kts	MDA(H)	VIS
100	1300′ (509′)	1500m
135	1300′ (509′)	1600m
180	1400′ (609′)	2400m
205	1650′ (859′)	3600m

CHANGES: Procedure ident. Missed approach.

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UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (16-1) Eff 7 May

DONETS'K, UKRAINE
NDB Rwy 08

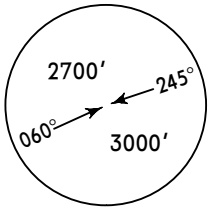
BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DN 390	083°	D6.4 2630′ (1898′)	1040′ (308′)	Apt Elev 791′ / RWY 732′

MISSED APCH: ❶ Climb on track 083° to 2630′, then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 083° to 2630′, then turn LEFT to DN NDB climbing to 4110′.

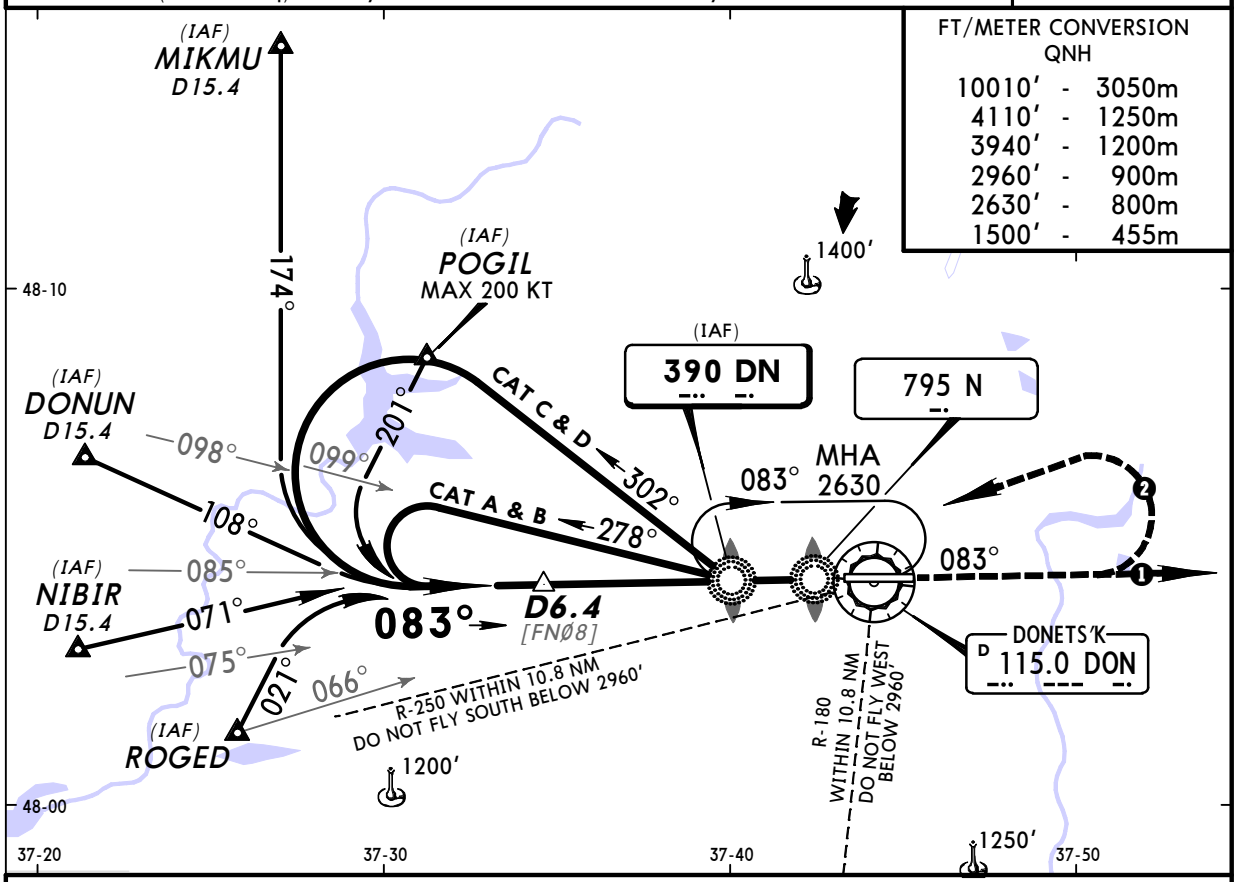
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010′

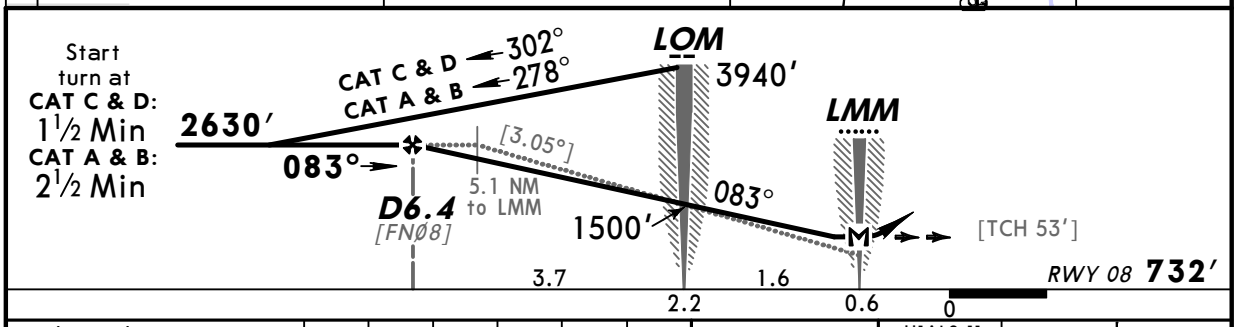


MSA DON VOR

FT/METER CONVERSION
QNH

10010′	-	3050m
4110′	-	1250m
3940′	-	1200m
2960′	-	900m
2630′	-	800m
1500′	-	455m





Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.33% or Descent angle [3.05°]	378	486	540	648	755	863
MAP at LMM						

HIALS-II

2630′ on 083°

JAR-OPS STRAIGHT-IN LANDING RWY **08**

	2 NDB MDA(H) 1040′ (308′)		N NDB MDA(H) 1040′ (308′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C		RVR 1800m		RVR 1800m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Not authorized South of airport between R-110 & R-250 clockwise

Max Kts	MDA(H)	VIS
100	1280′ (548′)	1500m
135	1300′ (568′)	1600m
180	1400′ (668′)	2400m
205	1650′ (918′)	3600m

PANS OPS

❶ Circling height based on rwy 08 thresh elevation of 732′.

CHANGES: Missed approach.

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UKCC/DOK
DONETS'K

JEPPESEN
24 APR 09 (16-2) Eff 7 May

DONETS'K, UKRAINE
NDB Rwy 26

BRIEFING STRIP ™

DONETS'K Approach Radar (APP)	DONETS'K Tower	Ground
134.0	118.3	119.0

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 791'
DO 390	263°	D6.4 2630' (1839')	Refer to Minimums	RWY 791'

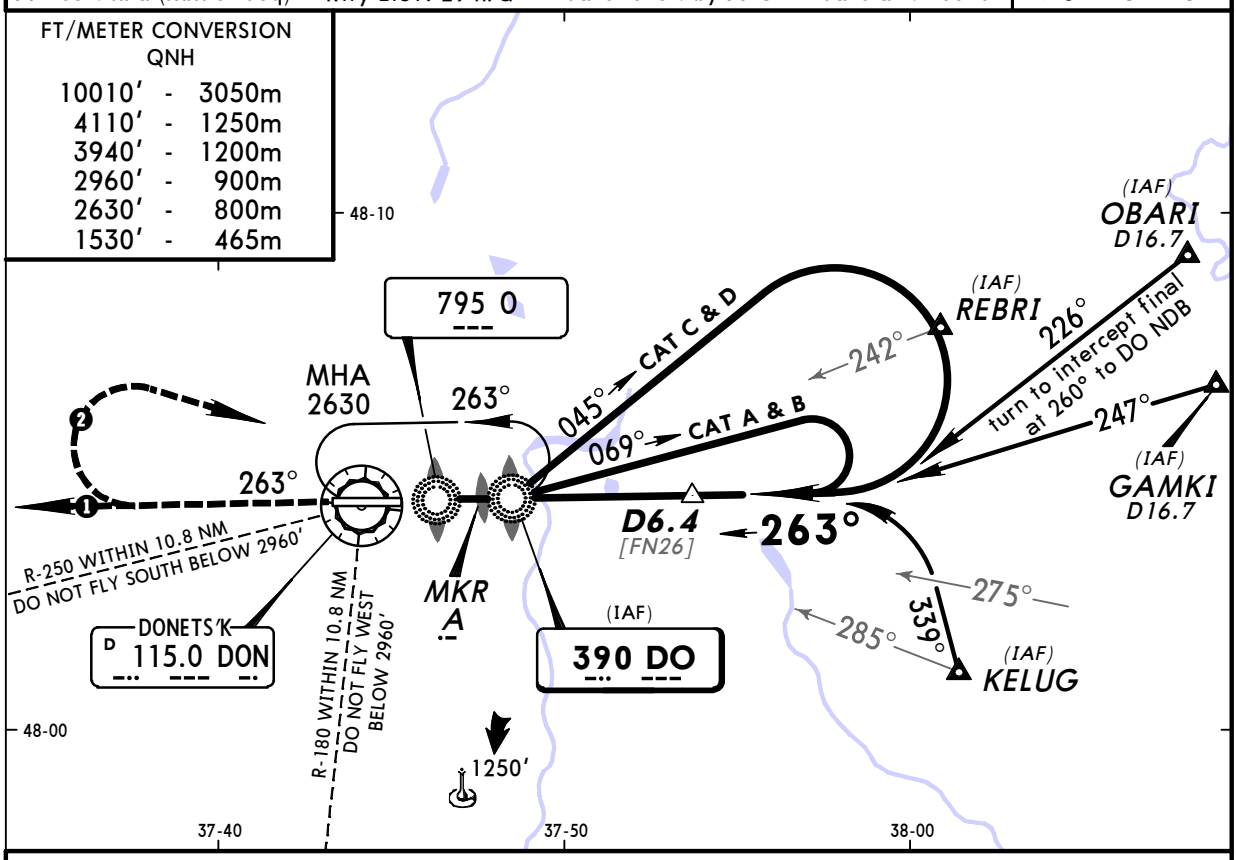
MISSED APCH: ❶ Climb on track 263° to 2630', then as directed.
MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 263° to 2630', then turn RIGHT to DO NDB climbing to 4110'.

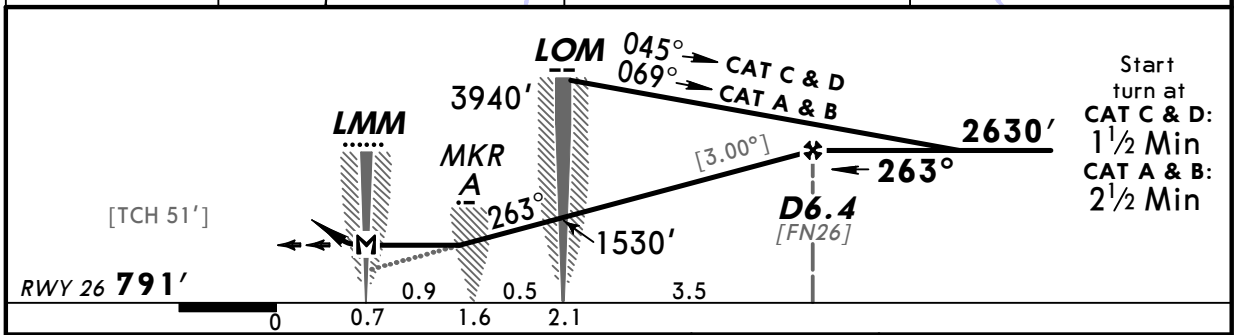
Alt Set: hPa (MM on req) Rwy Elev: 29 hPa Trans level: by ATC Trans alt: 10010'

MSA DON VOR: 2700' (245°), 060°, 3000'

FT/METER CONVERSION
QNH

10010'	-	3050m
4110'	-	1250m
3940'	-	1200m
2960'	-	900m
2630'	-	800m
1530'	-	465m





Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at LMM						

HIALS — 2630' on 263°

JAR-OPS STRAIGHT-IN LANDING RWY 26

	2 NDB MDA(H) 1220' (429')		O NDB MDA(H) 1280' (489')	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND

Not authorized South of airport between R-110 & R-250 clockwise

Max Kts	MDA(H)	VIS
100	1300' (509')	1500m
135	1300' (509')	1600m
180	1400' (609')	2400m
205	1650' (859')	3600m

PANS OPS

CHANGES: Missed approach.

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