

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 11-2011

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UKDR

UKDR (Lozuvatka)**General Info**

Kryvyi Rih, UKR

N 48° 02.6' E 33° 12.5' Mag Var: 5.5°E

Elevation: 406'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 18-36 8202' x 138' concrete

Runway 18 (181.0°M) TDZE 406'

Lights: Edge

Runway 36 (1.0°M) TDZE 376'

Lights: Edge

Communications InfoATIS **125.875**Kryvyi Rih Tower **120.3****Notebook Info**

UKDR/KWG
LOZUVATKA

JEPPesen
 8 OCT 10 **10-2** Eff 21 Oct

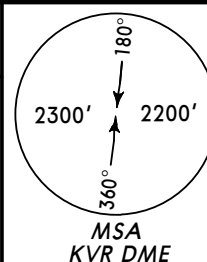
KRYVYI RIH, UKRAINE

STAR

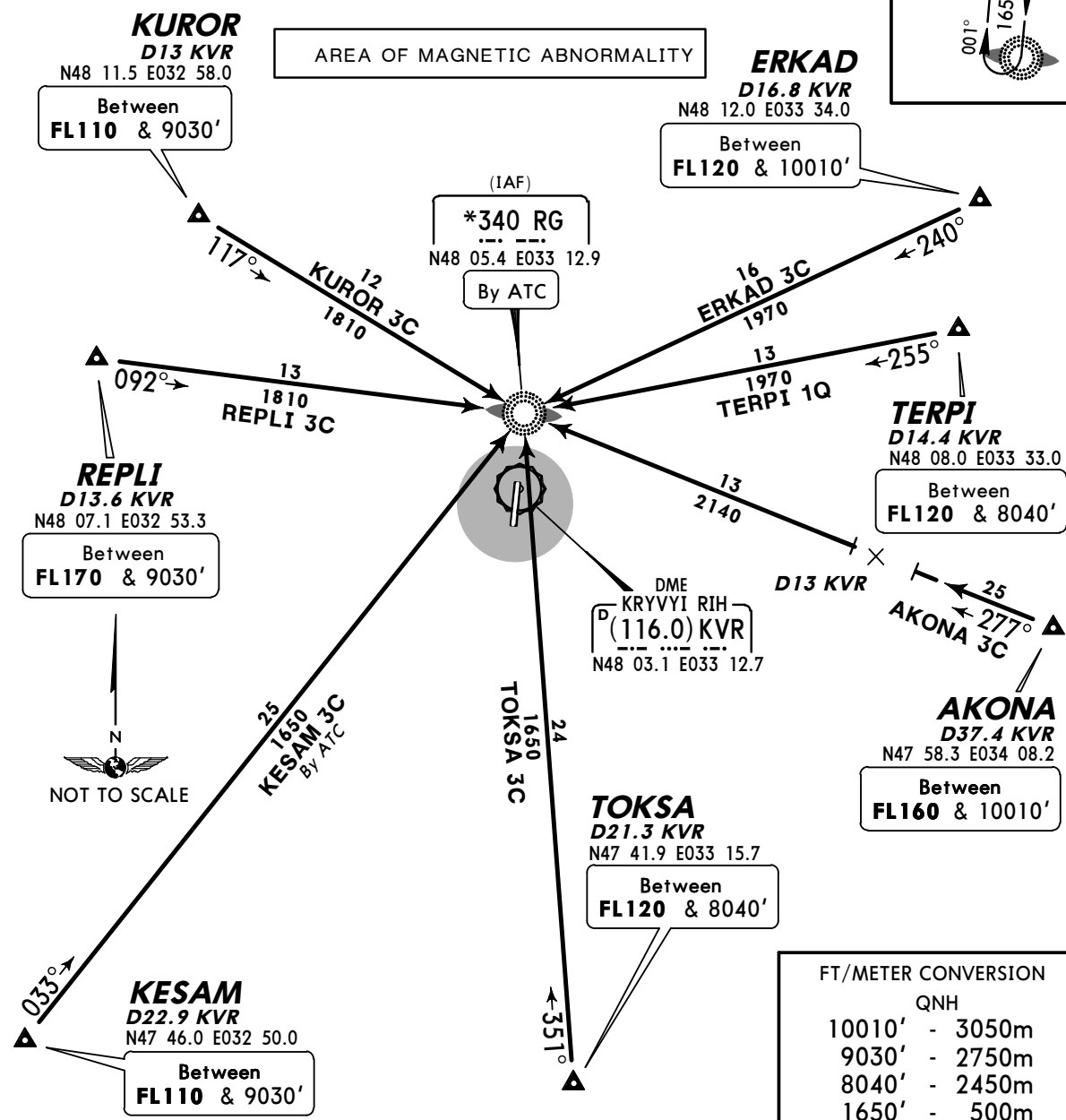
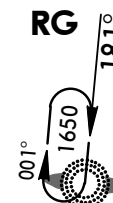
Apt Elev
406'

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

AKONA THREE CHARLIE (AKONA 3C) [AKON3C]
ERKAD THREE CHARLIE (ERKAD 3C) [ERKA3C]
KESAM THREE CHARLIE (KESAM 3C) [KESA3C]
KUROR THREE CHARLIE (KUROR 3C) [KURO3C]
REPLI THREE CHARLIE (REPLI 3C) [REPL3C]
TERPI ONE QUEBEC (TERPI 1Q) [TERP1Q]
TOKSA THREE CHARLIE (TOKSA 3C) [TOKS3C]
RWY 18 ARRIVALS



**HOLDING
 OVER
 RG**



FT/METER CONVERSION	
	QNH
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
1650'	- 500m

STAR	ROUTING
AKONA 3C	Intercept 277° bearing to RG.
ERKAD 3C	Intercept 240° bearing to RG.
KESAM 3C By ATC	Intercept 033° bearing to RG.
KUROR 3C	Intercept 117° bearing to RG.
REPLI 3C	Intercept 092° bearing to RG.
TERPI 1Q	Intercept 255° bearing to RG.
TOKSA 3C	Intercept 351° bearing to RG.

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 8 OCT 10 **(10-2A)** Eff 21 Oct

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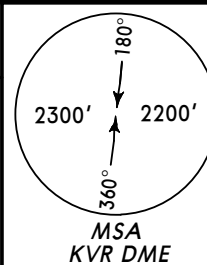
STAR

Apt Elev
406'

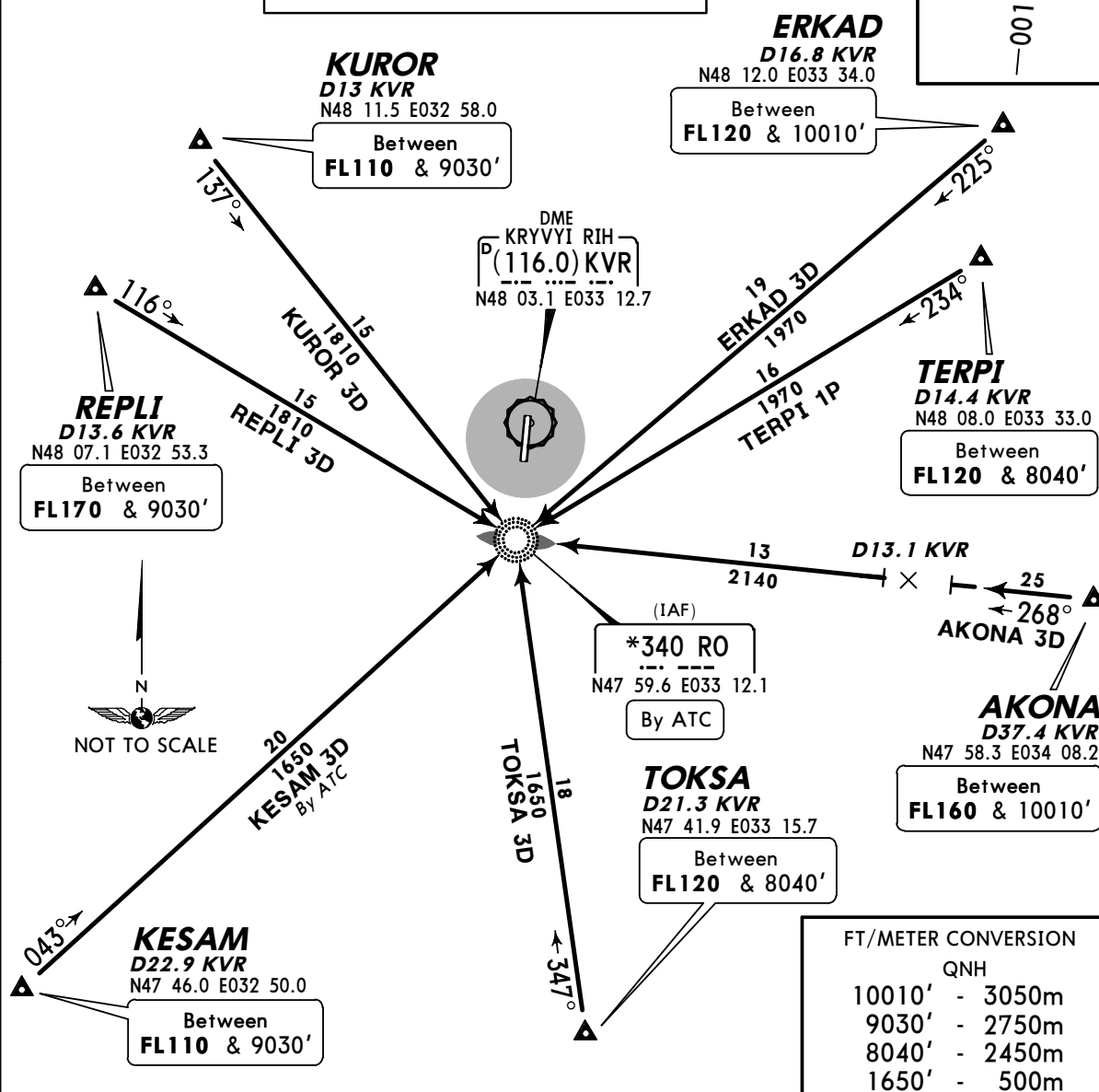
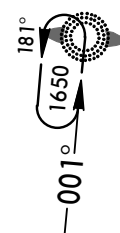
Alt Set: hPa (MM on request)
 Trans level: By ATC Trans alt: 10010'

AKONA THREE DELTA (AKONA 3D) [AKON3D]
ERKAD THREE DELTA (ERKAD 3D) [ERKA3D]
KESAM THREE DELTA (KESAM 3D) [KESA3D]
KUROR THREE DELTA (KUROR 3D) [KURO3D]
REPLI THREE DELTA (REPLI 3D) [REPL3D]
TERPI ONE PAPA (TERPI 1P) [TERP1P]
TOKSA THREE DELTA (TOKSA 3D) [TOKS3D]
RWY 36 ARRIVALS

AREA OF MAGNETIC ABNORMALITY



**HOLDING
 OVER
 RO**



STAR	ROUTING
AKONA 3D	Intercept 268° bearing to RO.
ERKAD 3D	Intercept 225° bearing to RO.
KESAM 3D By ATC	Intercept 043° bearing to RO.
KUROR 3D	Intercept 137° bearing to RO.
REPLI 3D	Intercept 116° bearing to RO.
TERPI 1P	Intercept 234° bearing to RO.
TOKSA 3D	Intercept 347° bearing to RO.

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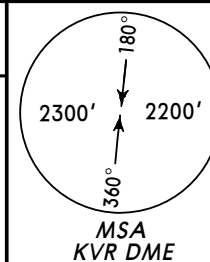
JEPPESEN
19 NOV 10 10-3

KRYVYI RIH, UKRAINE

SID

Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



AKONA THREE ALFA (AKONA 3A) [AKON3A]
AKONA THREE ECHO (AKONA 3E) [AKON3E]
TERPI ONE KILO (TERPI 1K) [TERP1K]
TERPI ONE LIMA (TERPI 1L) [TERP1L]
TOKSA THREE ALFA (TOKSA 3A) [TOKS3A]
TOKSA THREE ECHO (TOKSA 3E) [TOKS3E]

RWY 18 DEPARTURES TO EAST & SOUTH

AREA OF MAGNETIC ABNORMALITY

*340 RG
N48 05.4 E033 12.9

Bv ATC

TERP
D14.4 KVR
N48 08.0 E033 33.0

At or above

D9.9 KVR
N48 03.6 E033 27.5

—

AKONA 3A By ATC
AKONA 3E

AKONA
D37.4 KVR
N47 58.3 E034 08.2

N47 58.3 E034 08.2

At or above
9030'

TOKSA 3E
By ATC

D6.4 KVR
N47 56.7 E033 13.9

TOKSA
D21.3 KVR
N47 41.9 E033 15.7

At or above
7060'

FT/METER CONVERSION

QNH

1150' - 350m

4930' - 1500m

7060' - 2150m

9030' - 2750m

10010' - 3050m

SID	ROUTING
AKONA 3A By ATC	Climb on 181° track to 1150', turn LEFT, 036° track, at 284° bearing to RG turn RIGHT, intercept 096° bearing from RG to AKONA.
AKONA 3E	Climb on 181° track to 1150', turn RIGHT, 047° bearing to RG, turn RIGHT, intercept 096° bearing from RG to AKONA.
TERPI 1K By ATC	Climb on 181° track to 1150', turn LEFT, 036° track, at 268° bearing to RG turn RIGHT, intercept 049° bearing towards AU to TERPI.
TERPI 1L	Climb on 181° track to 1150', turn RIGHT, 047° bearing to RG, turn RIGHT, intercept 074° bearing from RG to TERPI.
TOKSA 3A	Climb on 181° track to 1150', turn RIGHT, 001° track, at 091° bearing to RG turn RIGHT to RG, 171° bearing to TOKSA.
TOKSA 3E By ATC	Climb on 181° track to 1150', turn LEFT, intercept 171° bearing from RG to TOKSA.

CHANGES: Crossing at TOKSA.

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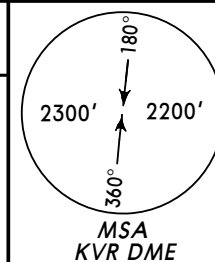
JEPPESEN
19 NOV 10 (10-3A)

KRYVYI RIH, UKRAINE

SID

Apt Elev
406'

Trans level: By ATC Trans alt: 10010'

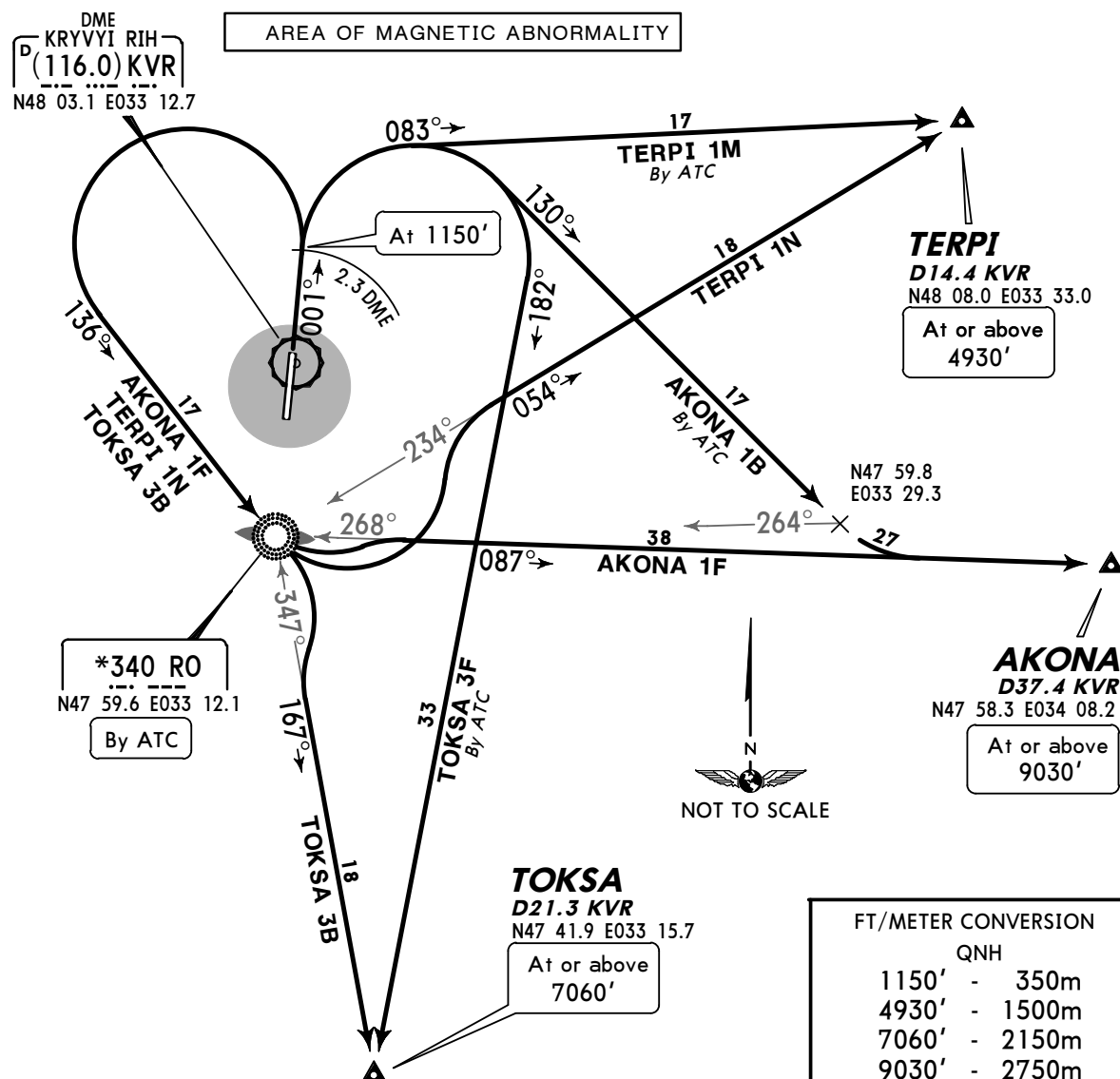


AKONA ONE BRAVO (AKONA 1B) [AKON1B]
AKONA ONE FOXTROT (AKONA 1F) [AKON1F]
TERPI ONE MIKE (TERPI 1M) [TERP1M]
TERPI ONE NOVEMBER (TERPI 1N) [TERP1N]
TOKSA THREE BRAVO (TOKSA 3B) [TOKS3B]
TOKSA THREE FOXTROT (TOKSA 3F) [TOKS3F]

RWY 36 DEPARTURES

TO EAST & SOUTH

AREA OF MAGNETIC ABNORMALITY



FT/METER CONVERSION
QNH

1150'	-	350m
4930'	-	1500m
7060'	-	2150m
9030'	-	2750m
10010'	-	3050m

SID	ROUTING
AKONA 1B By ATC	Climb on 001° track to 1150', turn RIGHT, 130° track, at 264° bearing to RO turn LEFT, intercept 087° bearing from RO to AKONA.
AKONA 1F	Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn LEFT, intercept 087° bearing from RO to AKONA.
TERPI 1M By ATC	Climb on 001° track to 1150', turn RIGHT, 083° track to TERPI.
TERPI 1N	Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn LEFT, intercept 054° bearing from RO to TERPI.
TOKSA 3B	Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn RIGHT, intercept 167° bearing from RO to TOKSA.
TOKSA 3F By ATC	Climb on 001° track to 1150', turn RIGHT, 182° track to TOKSA.

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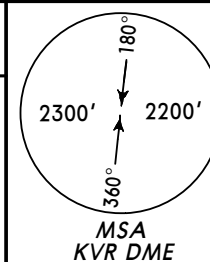
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8 OCT 10 **(10-3B)** **Eff 21 Oct**

KRYVYI RIH, UKRAINE

SID

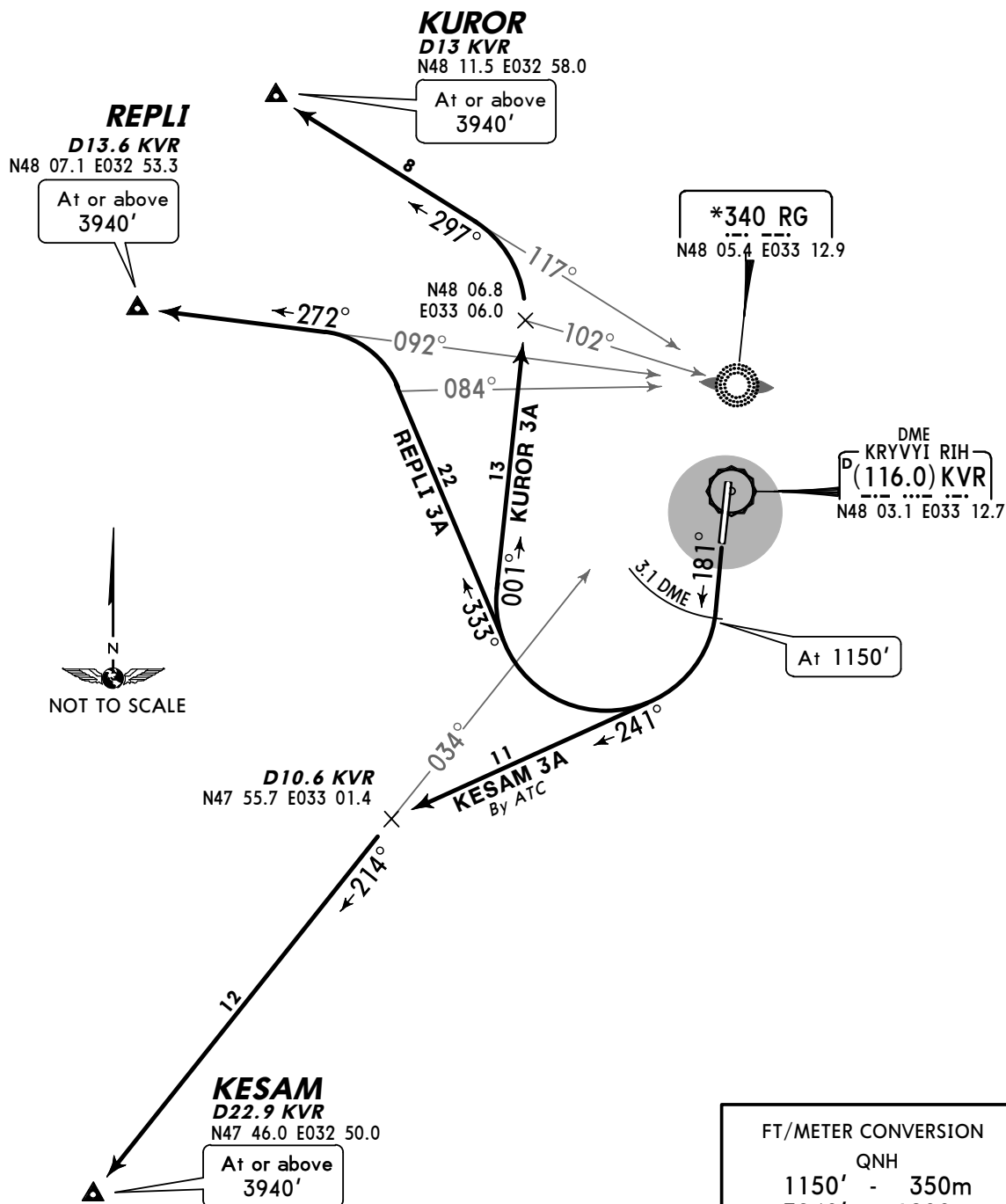
Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



KESAM THREE ALFA (KESAM 3A) [KESA3A]
KUROR THREE ALFA (KUROR 3A) [KURO3A]
REPLI THREE ALFA (REPLI 3A) [REPL3A]
RWY 18 DEPARTURES
TO SOUTHWEST & WEST

AREA OF MAGNETIC ABNORMALITY



FT/METER CONVERSION	
QNH	
1150'	- 350m
3940'	- 1200m
10010'	- 3050m

SID	ROUTING
KESAM 3A By ATC	Climb on 181° track to 1150', turn RIGHT, 241° track, at D10.6 KVR turn LEFT, intercept 214° bearing from RG to KESAM.
KUROR 3A	Climb on 181° track to 1150', turn RIGHT, 001° track, at 102° bearing to RG turn LEFT, intercept 297° bearing from RG to KUROR.
REPLI 3A	Climb on 181° track to 1150', turn RIGHT, 333° track, at 084° bearing to RG turn LEFT, intercept 272° bearing from RG to REPLI.

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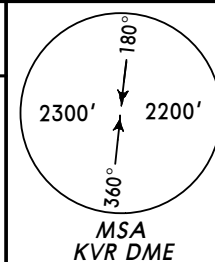
JEPPESEN
8 OCT 10 **(10-3C)** **Eff 21 Oct**

KRYVYI RIH, UKRAINE

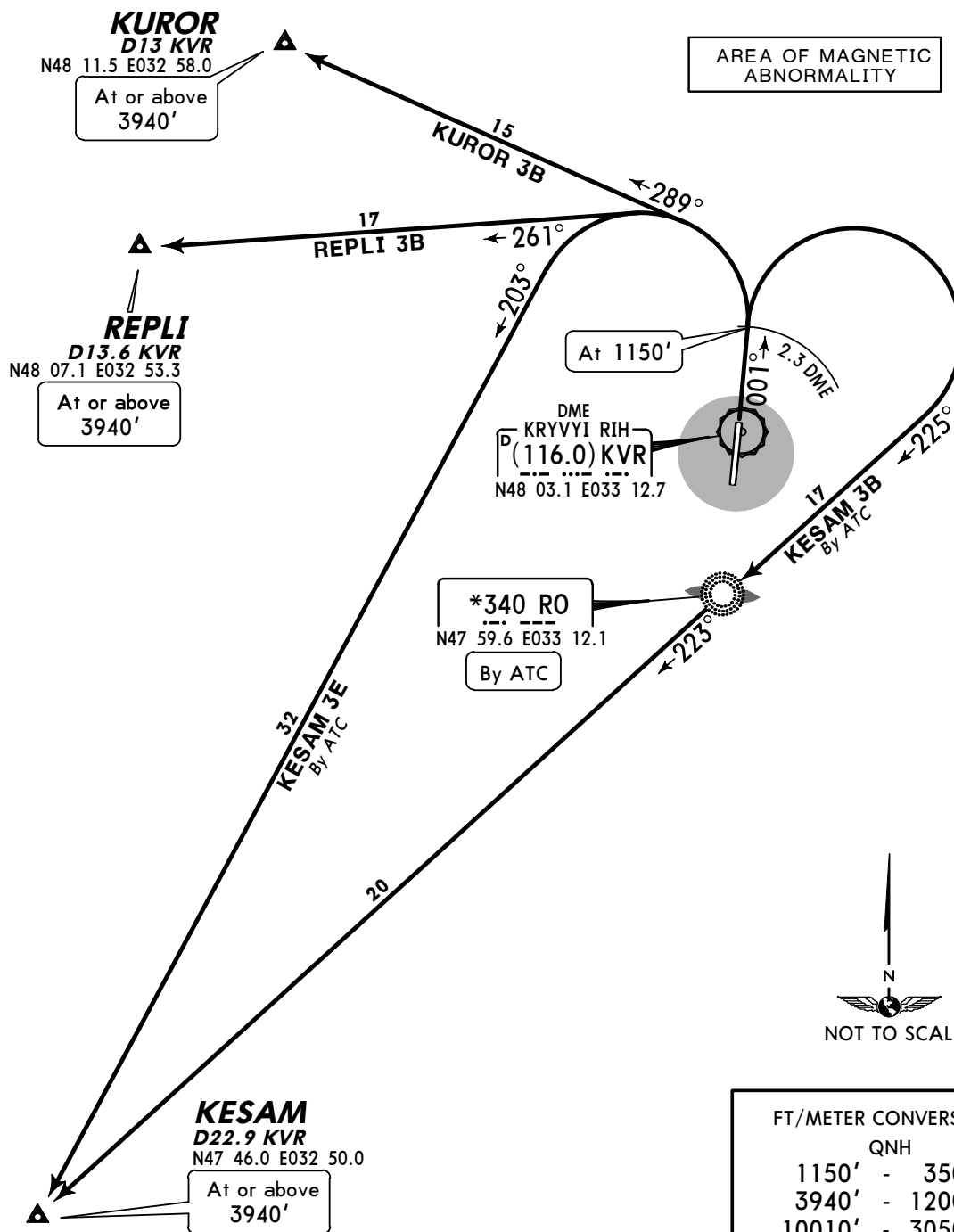
SID

Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



KESAM THREE BRAVO (KESAM 3B) [KESA3B]
KESAM THREE ECHO (KESAM 3E) [KESA3E]
KUROR THREE BRAVO (KUROR 3B) [KURO3B]
REPLI THREE BRAVO (REPLI 3B) [REPL3B]
RWY 36 DEPARTURES
TO SOUTHWEST & WEST



FT/METER CONVERSION	
QNH	
1150'	- 350m
3940'	- 1200m
10010'	- 3050m

SID	ROUTING
KESAM 3B By ATC	Climb on 001° track to 1150', turn RIGHT, intercept 225° bearing to RO, 223° bearing to KESAM.
KESAM 3E By ATC	Climb on 001° track to 1150', turn LEFT, 203° track to KESAM.
KUROR 3B	Climb on 001° track to 1150', turn LEFT, 289° track to KUROR.
REPLI 3B	Climb on 001° track to 1150', turn LEFT, 261° track to REPLI.

UKDR/KWG

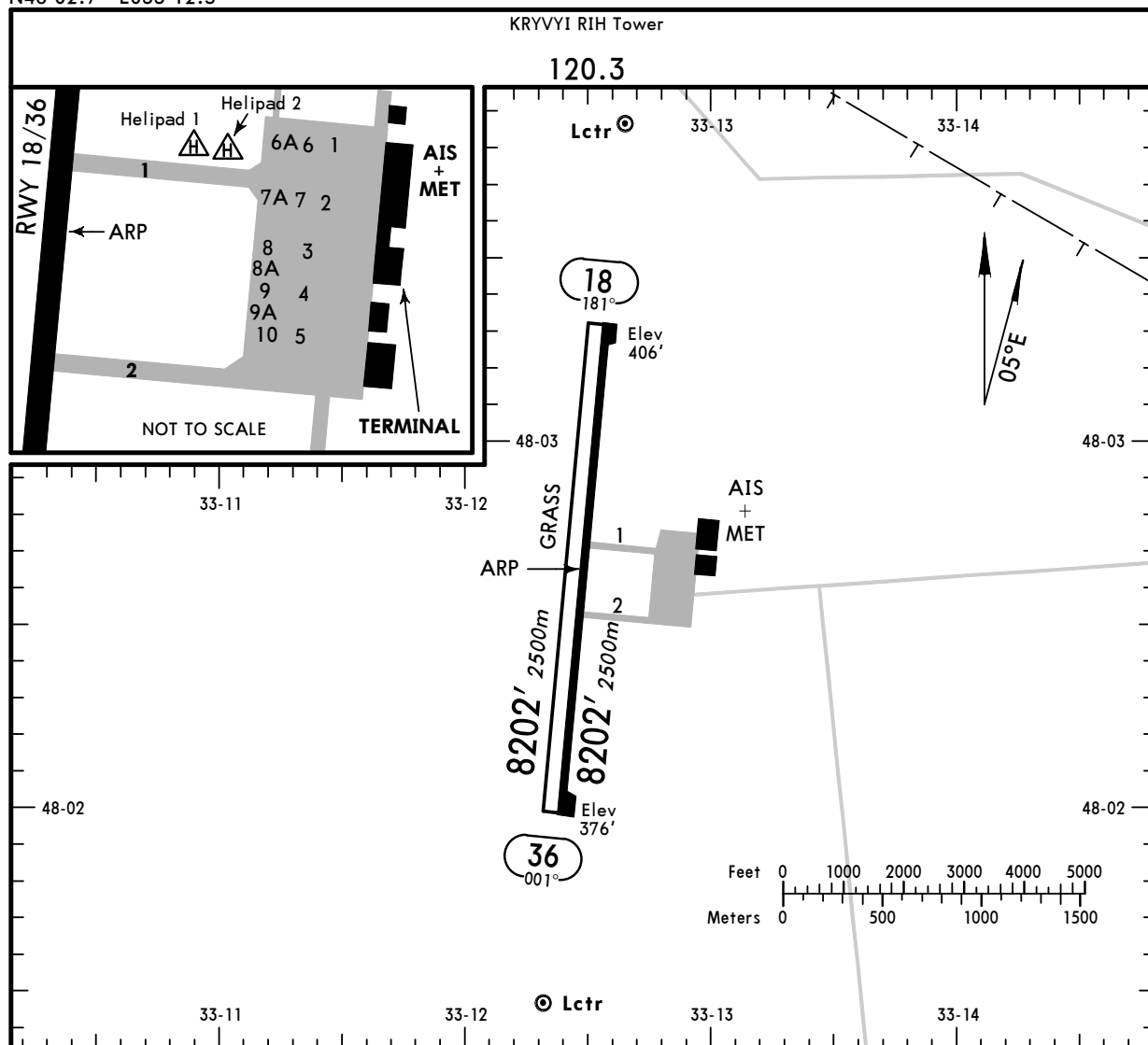
Apt Elev **406'**
N48 02.7 E033 12.5

JEPPesen

8 OCT 10 **(10-9)** Eff 21 Oct

KRYVYI RIH, UKRAINE

LOZUVATKA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
18	HIRL (60m) PAPI-L (angle 3.0°)		7602' 2317m		138'
36			7352' 2241m		42m
18	Grass runway				246'
36					75m

JAR-OPS

TAKE-OFF 1

	All Rwys		
	LVP must be in force	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.

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8 OCT 10

10-9S**Eff 21 Oct****KRYVYI RIH, UKRAINE**
LOZUVATKA**Standard**

STRAIGHT-IN RWY		A	B	C	D
18	ILS	606' (200') R1200m	606' (200') R1200m	606' (200') R1200m	616' (210') R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ ❷	780' (374') R1500m	780' (374') R1500m	780' (374') R1700m	780' (374') R1700m
	NDB ❶ ❸	890' (484') R1500m	890' (484') R1500m	890' (484') C2300m	890' (484') C2300m
36	ILS	579' (203') R1200m	589' (213') R1200m	599' (223') R1200m	609' (233') R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ❶ ❷	710' (334') R1500m	710' (334') R1500m	710' (334') R1500m	710' (334') R1500m
	NDB ❶ ❸	810' (434') R1500m	810' (434') R1500m	810' (434') R2000m	810' (434') R2000m

❶ Continuous Descent Final Approach.

❷ with LOM.

❸ w/o LOM.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After ILS or NDB rwy 18	890' (484')	910' (504')	1010' (604')	1110' (704')
After ILS or NDB rwy 36❹	820' (444') V1500m	910' (534') V1600m	1010' (634') V2400m	1110' (734') V3600m

❹ Circling height based on rwy 36 thresh elev of 376'.

TAKE-OFF RWY 18, 36

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

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8 OCT 10 11-1 Eff

KRYVYI RIH, UKRAINE
cf ILS or NDB Rwy 18

BRIEFING STRIP™

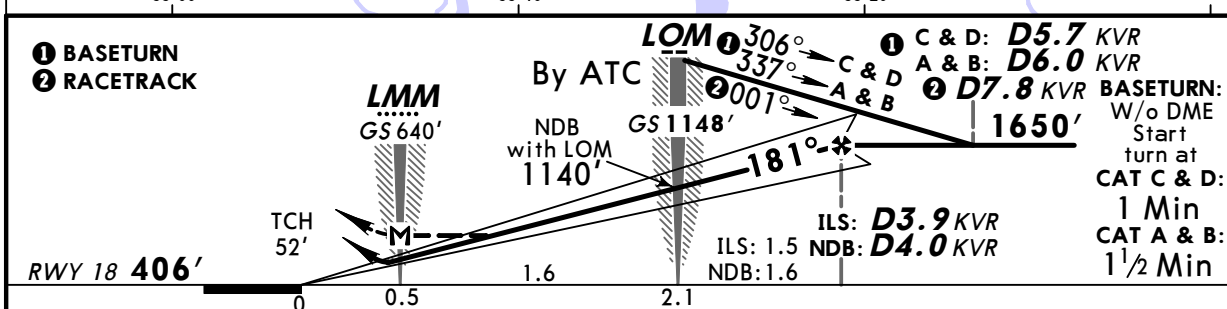
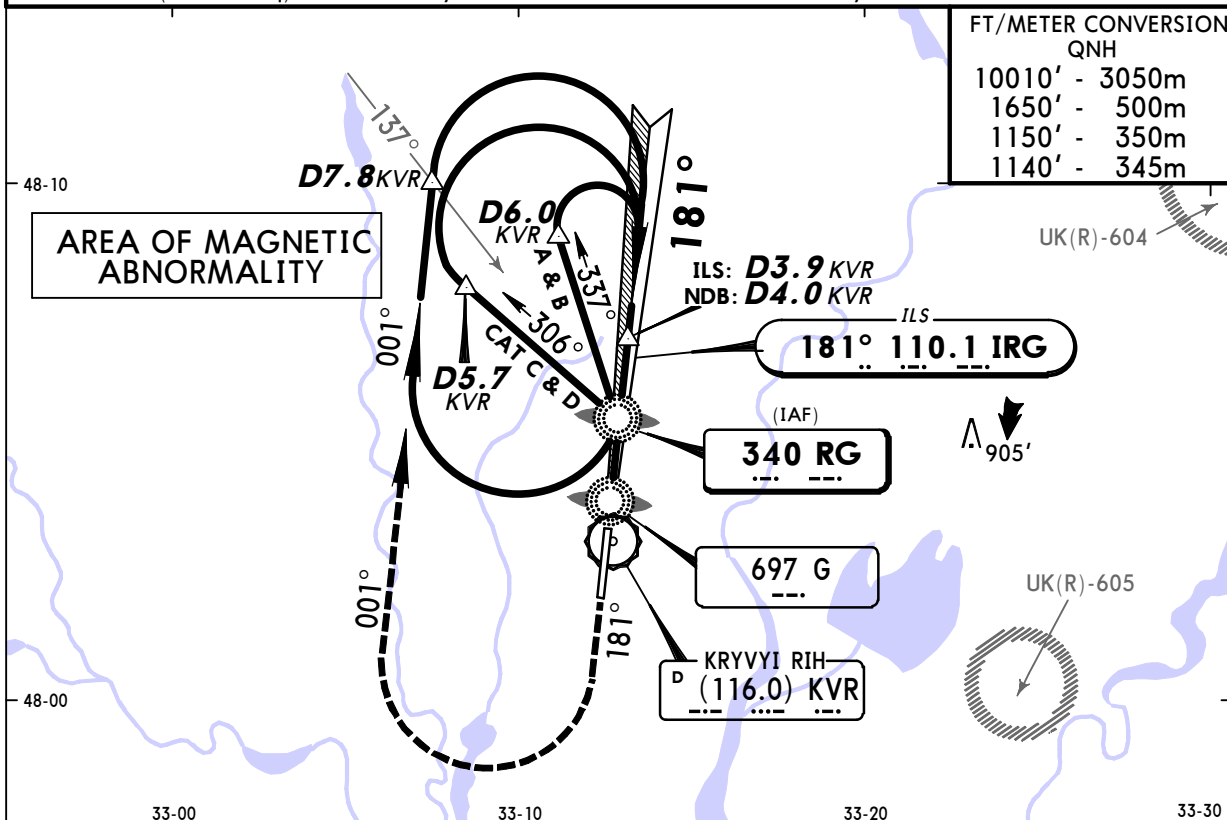
KRYVYI RIH Tower

120.3

Eff 21 Oct

LOC IRG 110.1	Final Apch Crs 181°	GS LOM 1148' (742')	ILS DA(H) Refer to Minimums	Apt Elev 406' RWY 406'	
NDB RG 340		Minimum Alt DA.0 KVR 1650' (1244')	NDB MDA(H) (CONDITIONAL) 780' (374')		
MISSED APCH: Climb on 181° to 1150', then turn RIGHT on 001° climbing to 1650', then according to chart.					MSA KVR DME
Alt Set: hPa (MM on req)		Rwy Elev: 15 hPa	Trans level: By ATC		
					Trans alt: 10010'

FT/METER CONVERSION	
QNH	
10010'	- 3050m
1650'	- 500m
1150'	- 350m
1140'	- 345m



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L 1150' ↑ on 181°
<i>ILS GS or</i>	377	484	538	646	753	861	
<i>NDB Descent angle</i> 3.00°							
<i>MAP at LMM</i>							

JAR-OPS

STRAIGHT-IN LANDING RWY 18

CIRCLE-TO-LAND

ILS		LOC	NDB		Max Kts	CIRCLE TO LAND		
DA(H)	ABC: 606' (200') D: 616' (210')	(GS out)	with LOM MDA(H) 780' (374')	w/o LOM MDA(H) 890' (484')		MDA(H)	VIS	
A	RVR 1000m		NOT AUTH	RVR 1500m	100	890' (484')	1500m	
B				RVR 1500m		135	910' (504')	1600m
C				RVR 1800m	180	RVR 2000m	1010' (604')	2400m
D				RVR 2000m				

PANS OPS

CHANGES: MSA, Procedure, Minimums.

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JEPPESEN
8 OCT 10 11-2 Eff

KRYVYI RIH, UKRAINE
ILS or NDB Rwy 36

BRIEFING STRIP™

KRYVYI RIH Tower

120.3

Eff 21 Oct

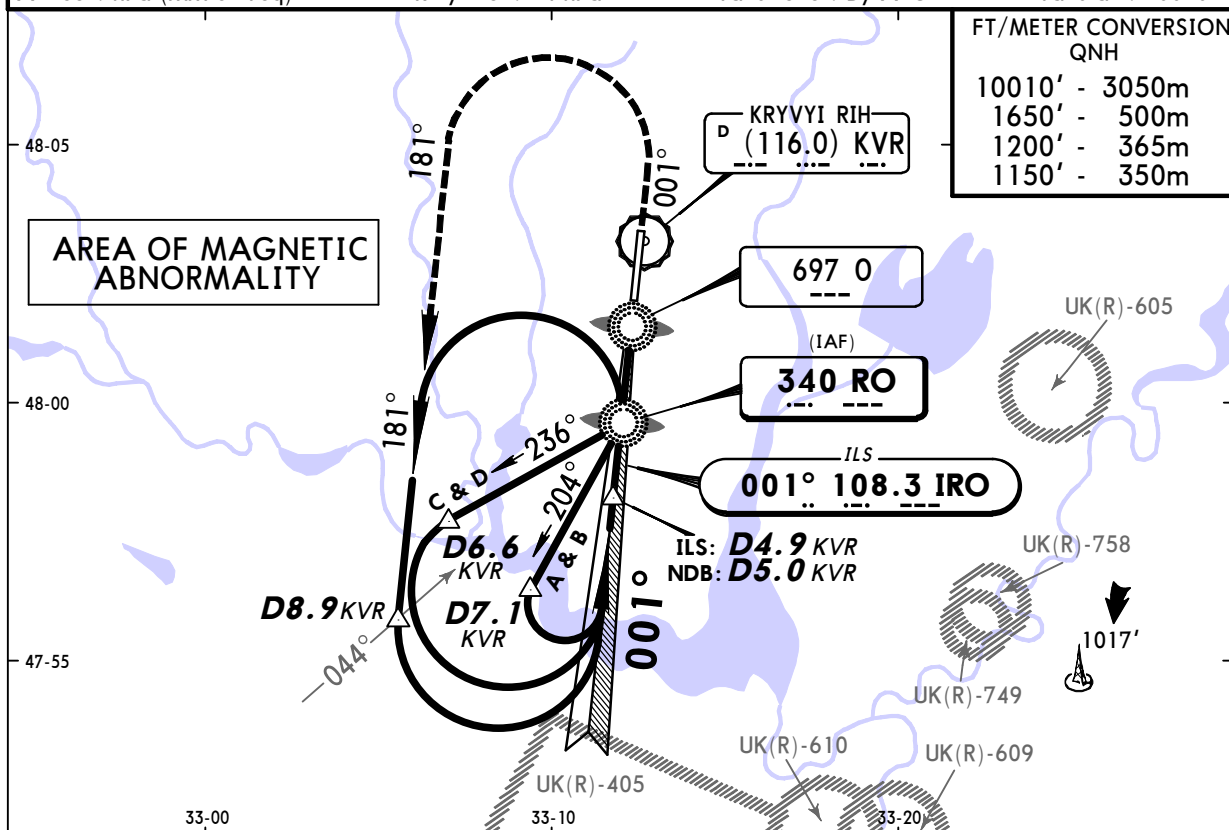
LOC IRO 108.3	Final Apch Crs 001°	GS LOM 1197' (821')	ILS DA(H) Refer to Minimums	Apt Elev 406' RWY 376'	
NDB RO 340		Minimum Alt D5.0 KVR 1650' (1274')	NDB MDA(H) (CONDITIONAL) 710' (334')		
MISSED APCH: Climb on 001° to 1150', then turn LEFT on 181° climbing to 1650', then according to chart.					MSA KVR DME

Alt Set: hPa (MM on req)

Rwy Elev: 14 hPa

Trans level: By ATC

Trans alt: 10010'



① C & D: **D6.6 KVR**
 A & B: **D7.1 KVR**
 BASE TURN: ② **D8.9 KVR**
 W/o DME
 Start turn at
 CAT C & D:
 1 Min
 CAT A & B:
 1½ Min
 ILS: **D4.9 KVR**
 NDB: **D5.0 KVR**
 ILS: 1.3
 NDB: 1.4
 By ATC
 NDB with 120
 GS 1197'
 236°
 204°
 181°
 1650'
 *001°
 LOM

① BASETURN
② RACETRACK

LMM
GS 607'

TCH

RWY 36 **376'**[illegible]

JAR-OPS

STRAIGHT-IN LANDING RWY 36 **1**CIRCLE-TO-LAND **2**

ILS		NDB		CIRCLE TO LAND	
DA(H) A: 579' (203')C: 599' (223') B: 589' (213')D: 609' (233')		with LOM MDA(H) 710' (334')	w/o LOM MDA(H) 810' (434')	Max Kts	MDA(H) _____ VIS _____
A	RVR 1000m	RVR 1500m	RVR 1500m	100	820' (444') 1500m
B				135	910' (534') 1600m
C		RVR 1800m	RVR 1800m	180	1010' (634') 2400m
D		RVR 2000m	RVR 2000m	205	1110' (734') 3600m

1 LOC (GS out): NOT AUTHORIZED. **2** Circling height based on rwy 36 thresh elev of 376'.

CHANGES: MSA. Procedure. Minimums.

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PANS OPS