

## List of pages in this Trip Kit

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Revision Letter For Cycle 08-2012

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## General Information

Location: Cherkasy Ukr  
IATA Code: CKC  
Lat/Long: N49° 25.0' E031° 59.7'  
Elevation: 375 ft

Airport Use: Public  
Magnetic Variation: 6.9°E

Fuel Types: Jet A-1  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0251 Z  
Sunset: 1651 Z,

## Runway Information

Runway: 14  
Length x Width: 8202 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 375 ft

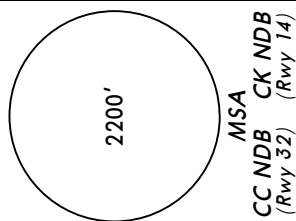
Runway: 32  
Length x Width: 8202 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 354 ft

## Communication Information

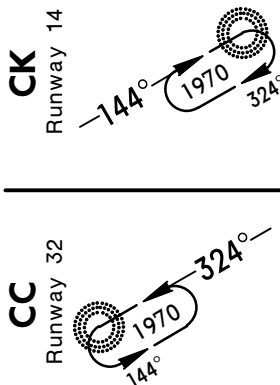
Cherkasy Information 119.5 AFIS

Apt Elev  
375'

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

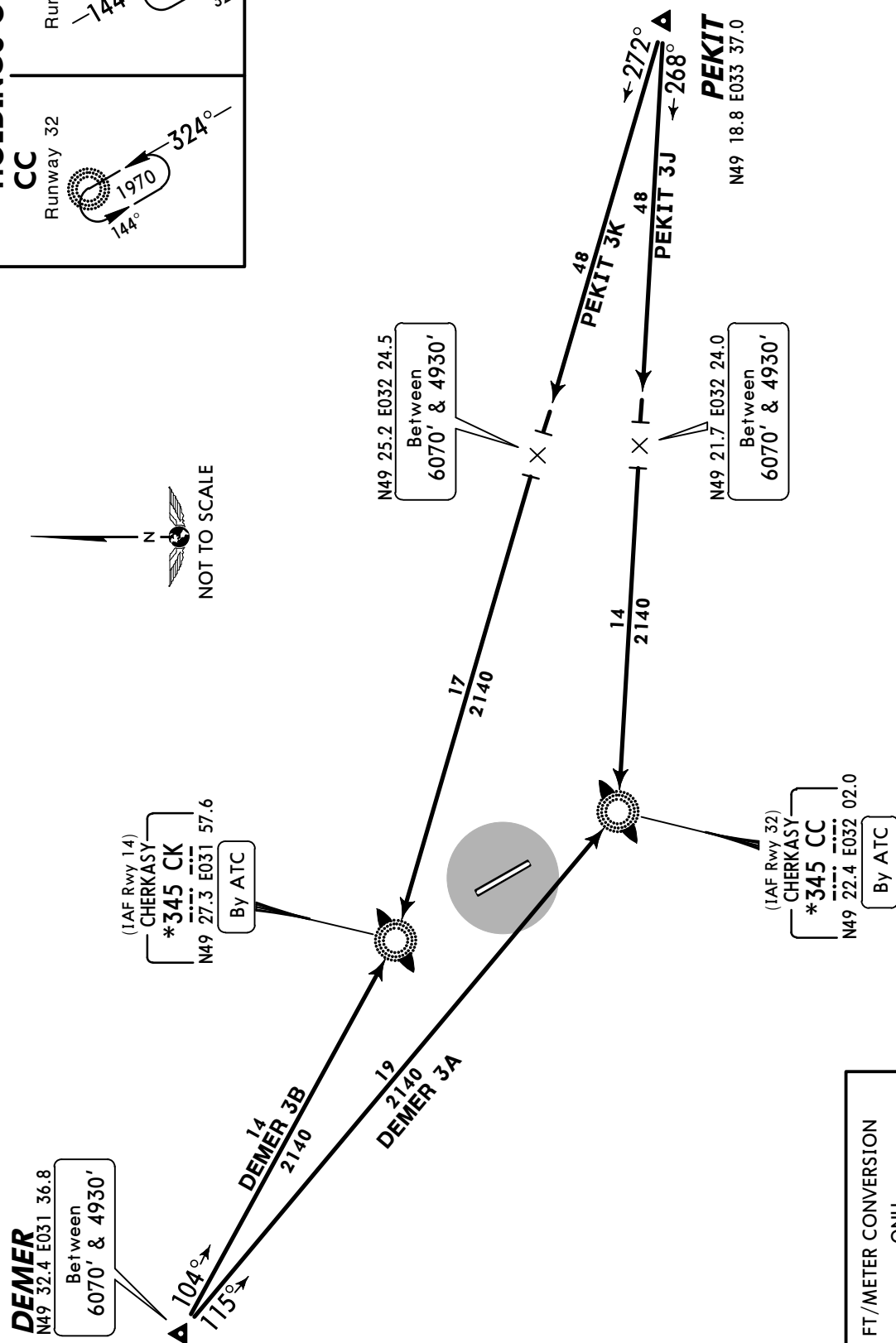


HOLDINGS OVER



DEMER THREE ALFA (DEMER 3A) [DEME3A]  
PEKIT THREE JULIETT (PEKIT 3J) [PEK13J]  
RWY 32 ARRIVALS

DEMER THREE BRAVO (DEMER 3B) [DEME3B]  
PEKIT THREE KILO (PEKIT 3K) [PEK13K]  
RWY 14 ARRIVALS



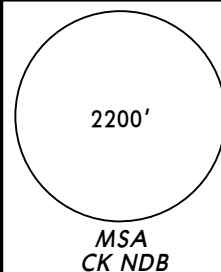
FT/METER CONVERSION

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

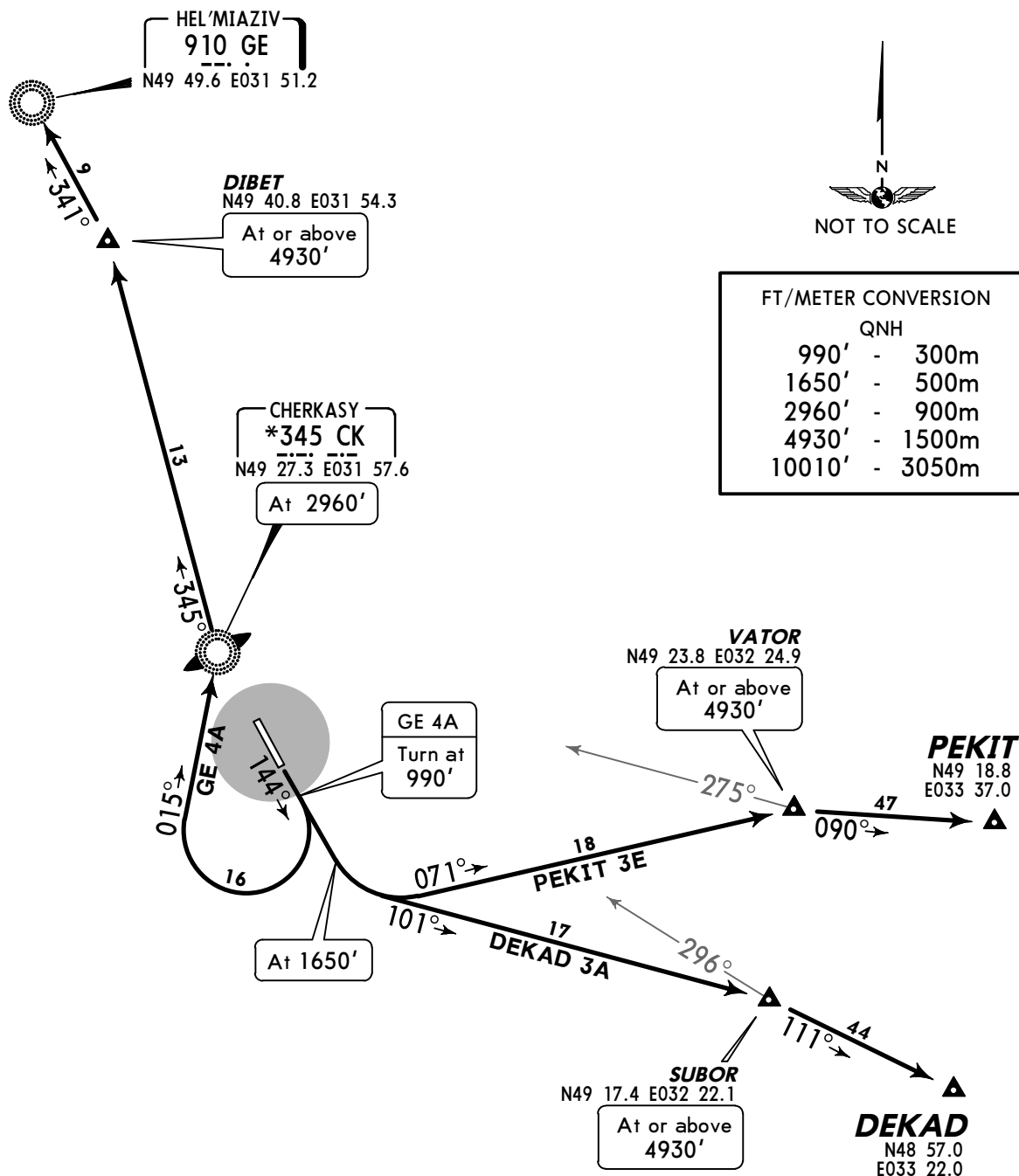
Apt Elev  
375'

Trans Alt: By ATC Trans alt: 10010'

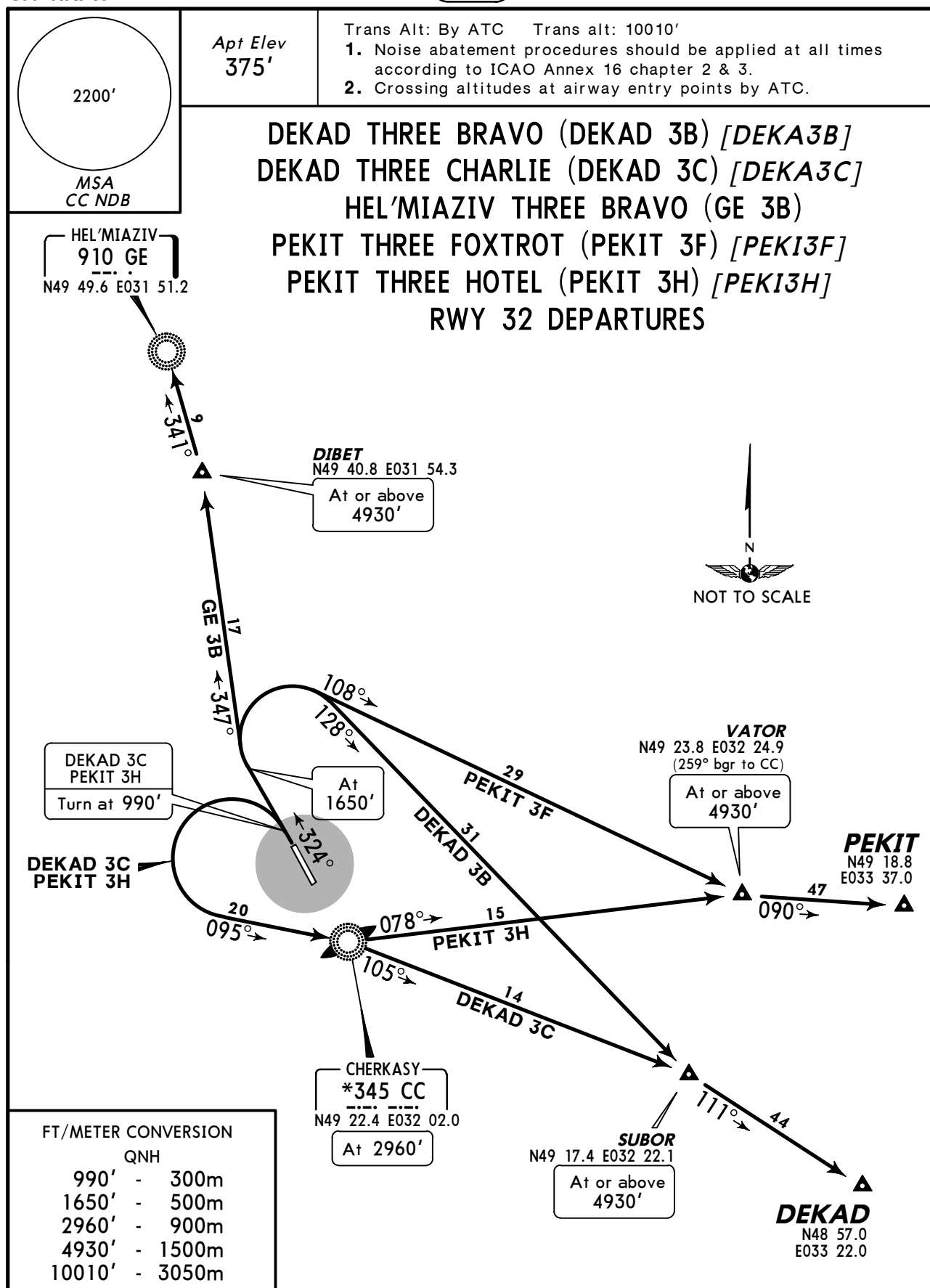
- Noise abatement procedures should be applied at all times according to ICAO Annex 16 chapter 2 & 3.
- Crossing altitudes at airway entry points by ATC.



DEKAD THREE ALFA (DEKAD 3A) [DEKA3A]  
HEL'MIAZIV FOUR ALFA (GE 4A)  
PEKIT THREE ECHO (PEKIT 3E) [PEKI3E]  
RWY 14 DEPARTURES



| SID      | ROUTING                                                                                                                                 |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------|
| DEKAD 3A | Climb on 144° track to 1650', turn LEFT, 101° track to SUBOR, turn RIGHT, 111° track to DEKAD.                                          |
| GE 4A    | Climb on 144° track to 990', turn RIGHT, intercept 015° bearing to CK, turn LEFT, 345° bearing to DIBET, turn LEFT, 341° bearing to GE. |
| PEKIT 3E | Climb on 144° track to 1650', turn LEFT, 071° track to VATOR, turn RIGHT, 090° track to PEKIT.                                          |

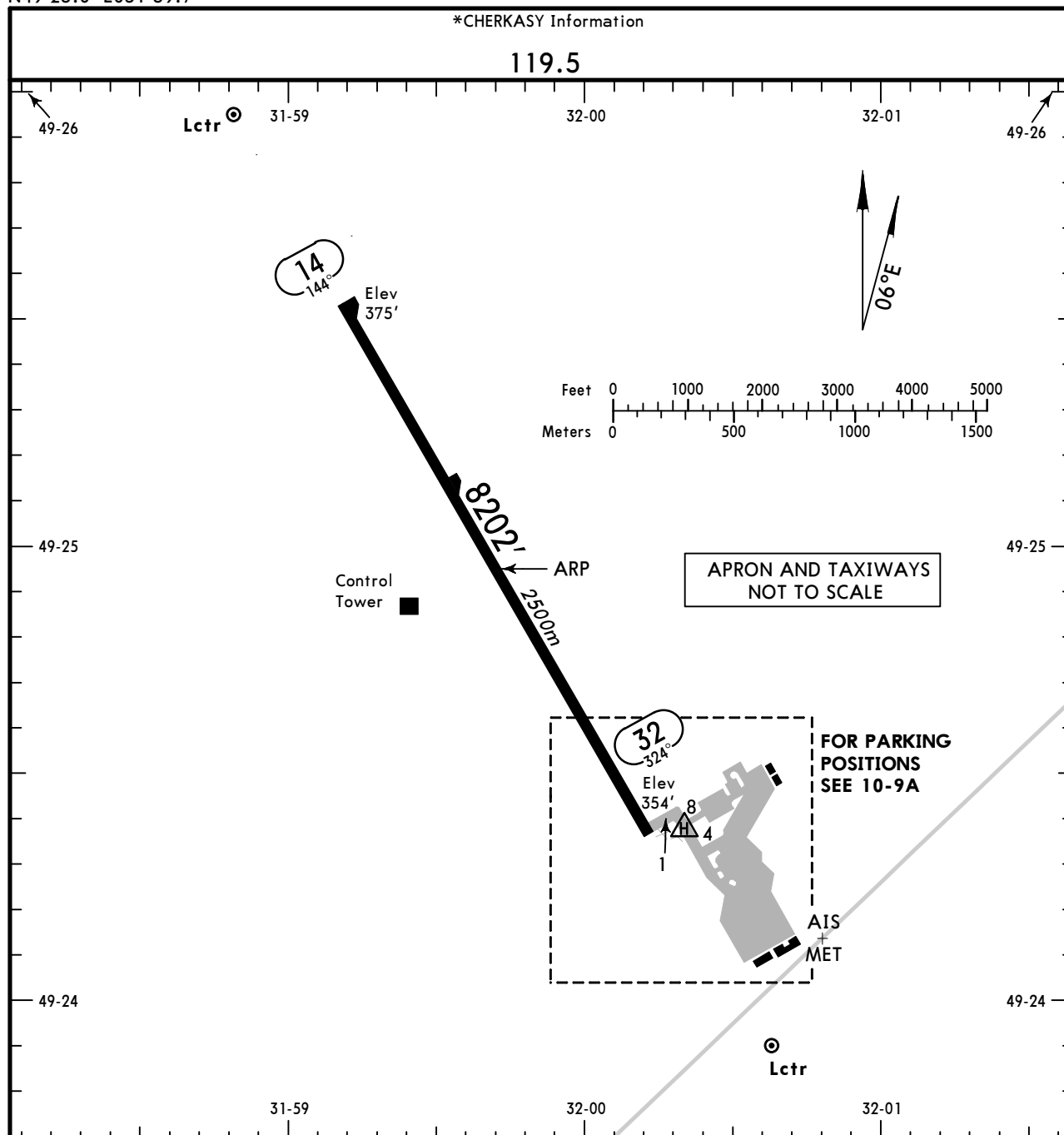


| SID             | ROUTING                                                                                                                                   |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>DEKAD 3B</b> | Climb on 324° track to 1650', turn RIGHT, 128° track to SUBOR, turn LEFT, 111° track to DEKAD.                                            |
| <b>DEKAD 3C</b> | Climb on 324° track to 990', turn LEFT, intercept 095° bearing to CC, turn RIGHT, 105° bearing to SUBOR, turn RIGHT, 111° track to DEKAD. |
| <b>GE 3B</b>    | Climb on 324° track to 1650', turn RIGHT, 347° track to DIBET, turn LEFT, 341° bearing to GE.                                             |
| <b>PEKIT 3F</b> | Climb on 324° track to 1650', turn RIGHT, 108° track to VATOR, turn LEFT, 090° track to PEKIT.                                            |
| <b>PEKIT 3H</b> | Climb on 324° track to 990', turn LEFT, intercept 095° bearing to CC, turn LEFT, 078° bearing to VATOR, turn RIGHT, 090° track to PEKIT.  |

UKKE/CKC  
Apt Elev **375'**  
N49 25.0 E031 59.7

**JEPPESEN**  
2 MAR 12 **(10-9)** Eff 8 Mar

**CHERKASY, UKRAINE**  
**CHERKASY**



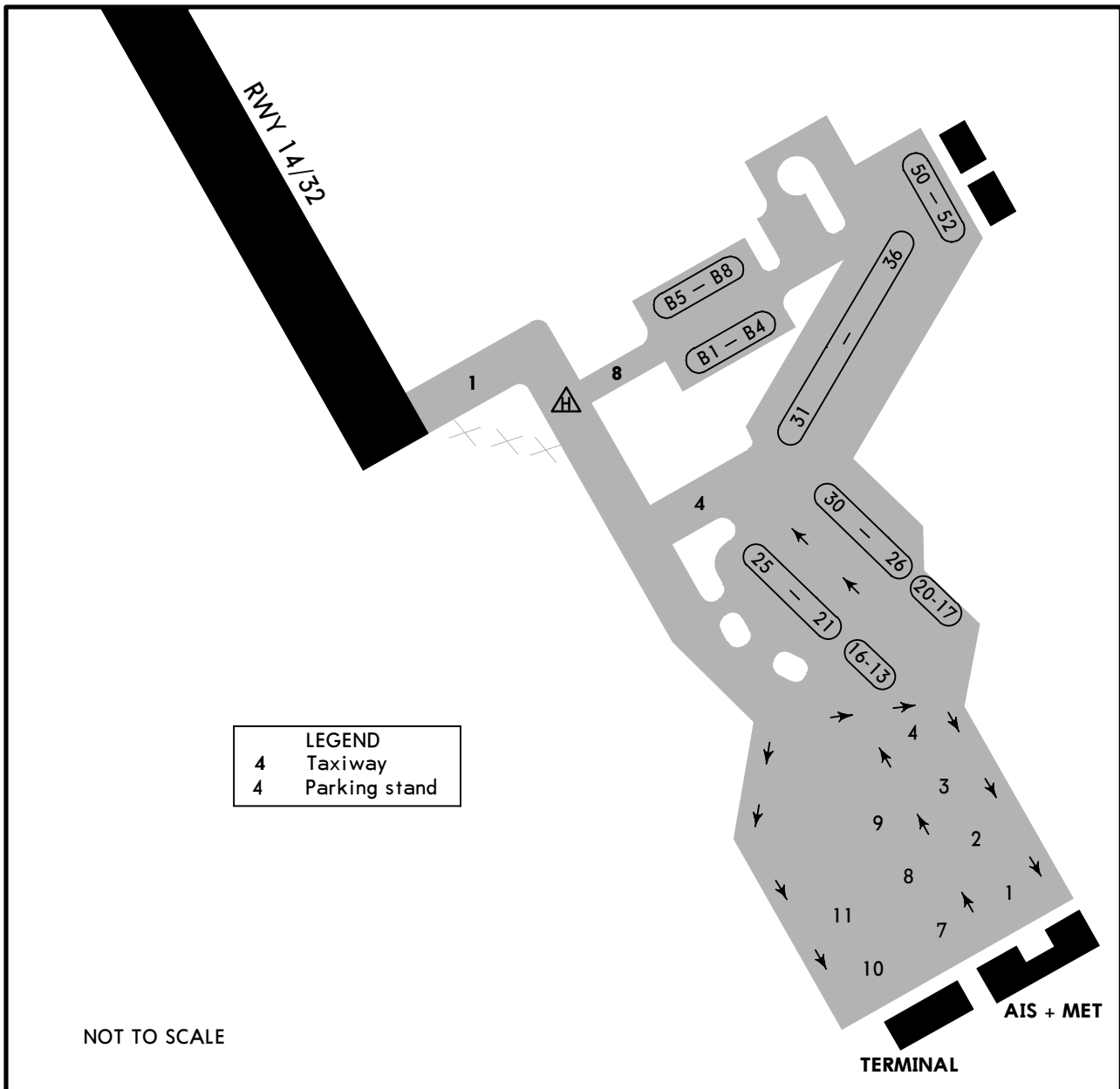
| ADDITIONAL RUNWAY INFORMATION |  |                |                |          |       |
|-------------------------------|--|----------------|----------------|----------|-------|
| RWY                           |  | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|                               |  | Threshold      | Landing Beyond |          |       |
| 14                            |  |                |                |          | 138'  |
| 32                            |  |                |                |          | 42m   |
|                               |  |                |                |          |       |

| JAR-OPS           |                          |                          |                   |
|-------------------|--------------------------|--------------------------|-------------------|
| TAKE-OFF <b>I</b> |                          |                          |                   |
| 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                 | 300m                     |                          |                   |

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

CHANGES: Communications. Rwy's withdrawn.

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Taxiing with inner engines power only.  
Use Twy 1 with great caution.  
Stands 7 thru 11 and B1 thru B8 available for helicopters.

| STRAIGHT-IN RWY |        | A                    | B                    | C                    | D                    |
|-----------------|--------|----------------------|----------------------|----------------------|----------------------|
| 14              | NDB ①② | 870'(495')<br>R1500m | 870'(495')<br>R1500m | 870'(495')<br>C2300m | 870'(495')<br>C2300m |
|                 | NDB ①③ | 870'(495')<br>C2300m | 870'(495')<br>C2300m | 870'(495')<br>C2300m | 870'(495')<br>C2300m |
| 32              | NDB ①② | 970'(616')<br>R1500m | 970'(616')<br>R1500m | 970'(616')<br>C2400m | 970'(616')<br>C2400m |
|                 | NDB ①③ | 970'(616')<br>C2800m | 970'(616')<br>C2800m | 970'(616')<br>C2800m | 970'(616')<br>C2800m |

① Continuous Descent Final Approach.

② with FMS.

③ w/o FMS.

| CIRCLE-TO-LAND ④ | 100 KT                  | 135 KT                  | 180 KT                   | 205 KT                 |
|------------------|-------------------------|-------------------------|--------------------------|------------------------|
| After NDB 14     | 1010'(635')             | 1020'(645')             | 1420'(1045')             | 1420'(1045')           |
| After NDB 32 ⑤   | 1010'(656')<br>V1500m ⑥ | 1020'(666')<br>V1600m ⑥ | 1420'(1066')<br>V2400m ⑥ | 1420'(1066')<br>V3600m |

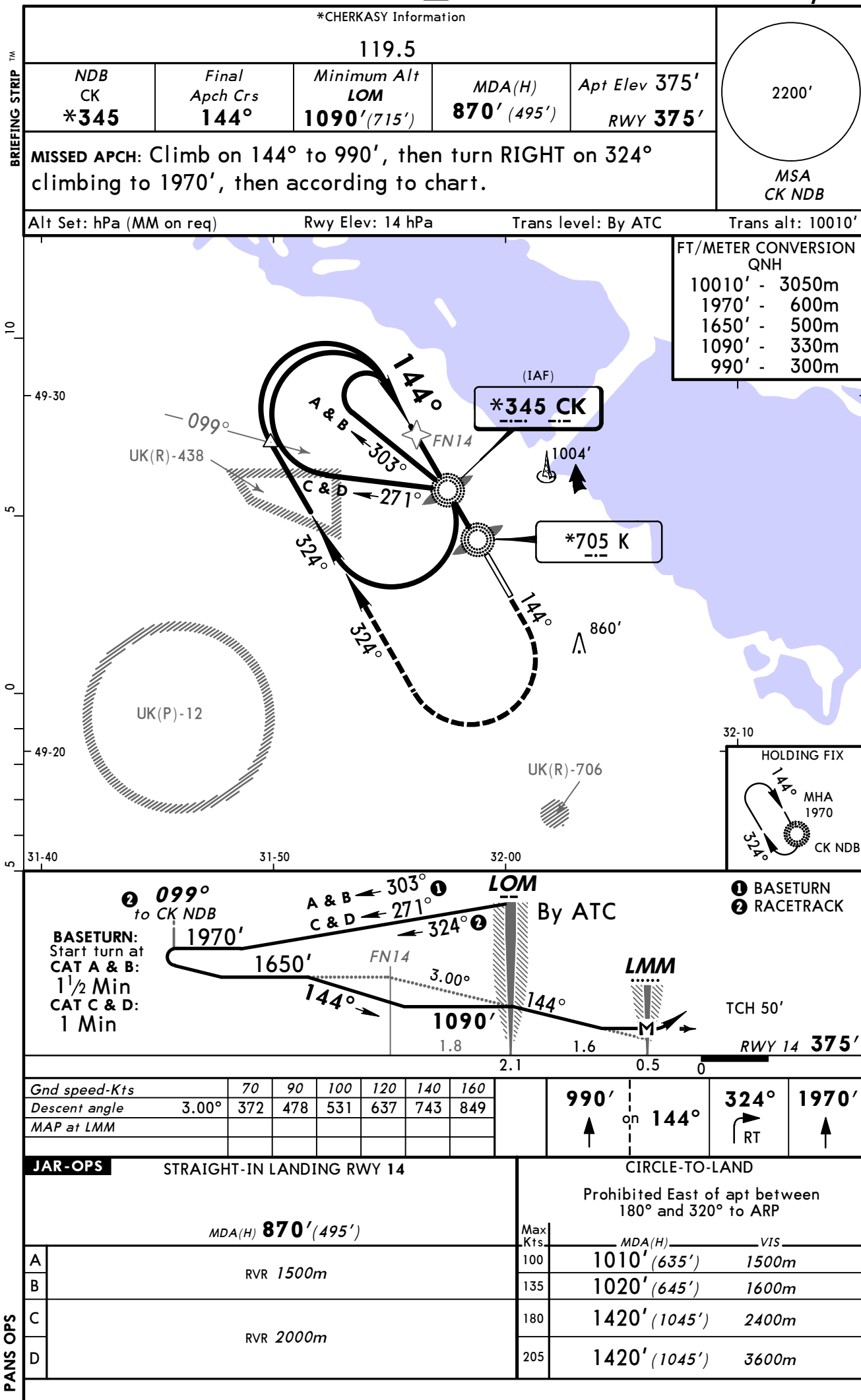
④ Prohibited East of airport between 180° and 320° to ARP.

⑤ Circling height based on rwy 32 thresh elev of 354'.

⑥ or higher minimums of preceding straight-in approach.

| TAKE-OFF RWY 14, 32      |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| LVP must be in Force     |      |                          |                   |
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        | 300m |                          |                   |
| D                        |      |                          |                   |





\*CHERKASY Information

119.5

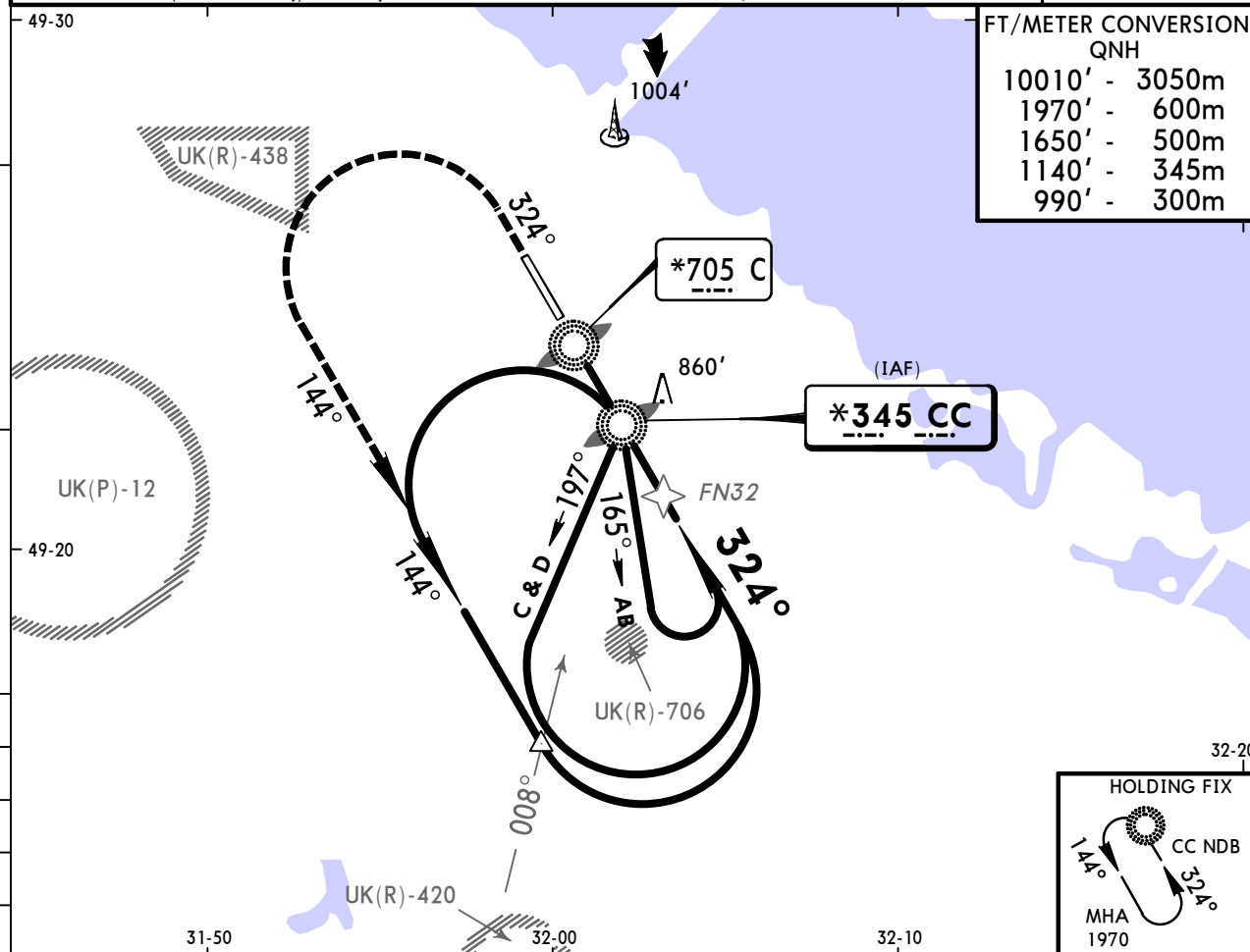
| NDB<br>CC<br>*345 | Final<br>Apch Crs<br>324° | Minimum Alt<br>LOM<br>1140'(786') | MDA(H)<br>970'(616') | Apt Elev 375'<br>RWY 354' |
|-------------------|---------------------------|-----------------------------------|----------------------|---------------------------|
|-------------------|---------------------------|-----------------------------------|----------------------|---------------------------|

2200'

**MISSED APCH:** Climb on 324° to 990', then turn LEFT on 144° climbing to 1970', then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 13 hPa Trans level: By ATC Trans alt: 10010'

MSA CC NDB



- ① BASETURN
- ② RACETRACK

By ATC LOM 197° CAT C & D  
165° CAT A & B  
② 144° to CC NDB

TCH 50'

RWY 32 354'

**BASETURN:**  
Start turn at  
CAT A & B:  
1½ Min  
CAT C & D:  
1 Min

| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
|---------------------|-----|-----|-----|-----|-----|-----|
| Descent angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at LMM          |     |     |     |     |     |     |

990' on 324° 144° LT 1970'

JAR-OPS STRAIGHT-IN LANDING RWY 32

CIRCLE-TO-LAND 1

Prohibited East of apt between 180° and 320° to ARP

MDA(H) 970'(616')

| A | B         | C | D | Max Kts | MDA(H)       | VIS   |
|---|-----------|---|---|---------|--------------|-------|
|   | RVR 1500m |   |   | 100     | 1010'(656')  | 1500m |
|   |           |   |   | 135     | 1020'(666')  | 1600m |
|   | RVR 2000m |   |   | 180     | 1420'(1066') | 2400m |
|   |           |   |   | 205     | 1420'(1066') | 3600m |

1 Circling height based on rwy 32 thresh elev of 354'.



## **TERMINAL CHART CHANGE NOTICES**

### **Chart Change Notices for Airport UKKE**

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(16-1, 16-2) OCA(H) raised for NDB 14 to 1040ft (665ft) and for NDB 32 to 1020ft (666ft).