

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKDR

Terminal Charts For UKDR

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Kryvyi Rih Ukr
IATA Code: KWG
Lat/Long: N48° 02.6' E033° 12.5'
Elevation: 406 ft

Airport Use: Public
Magnetic Variation: 6.9°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0537 Z
Sunset: 1403 Z,

Runway Information

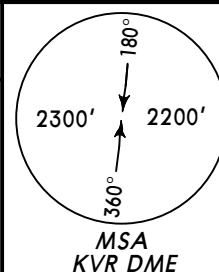
Runway: 18
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 406 ft
Lighting: Edge

Runway: 36
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 376 ft
Lighting: Edge

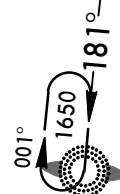
Communication Information

Kryvyi Rih Tower 120.3

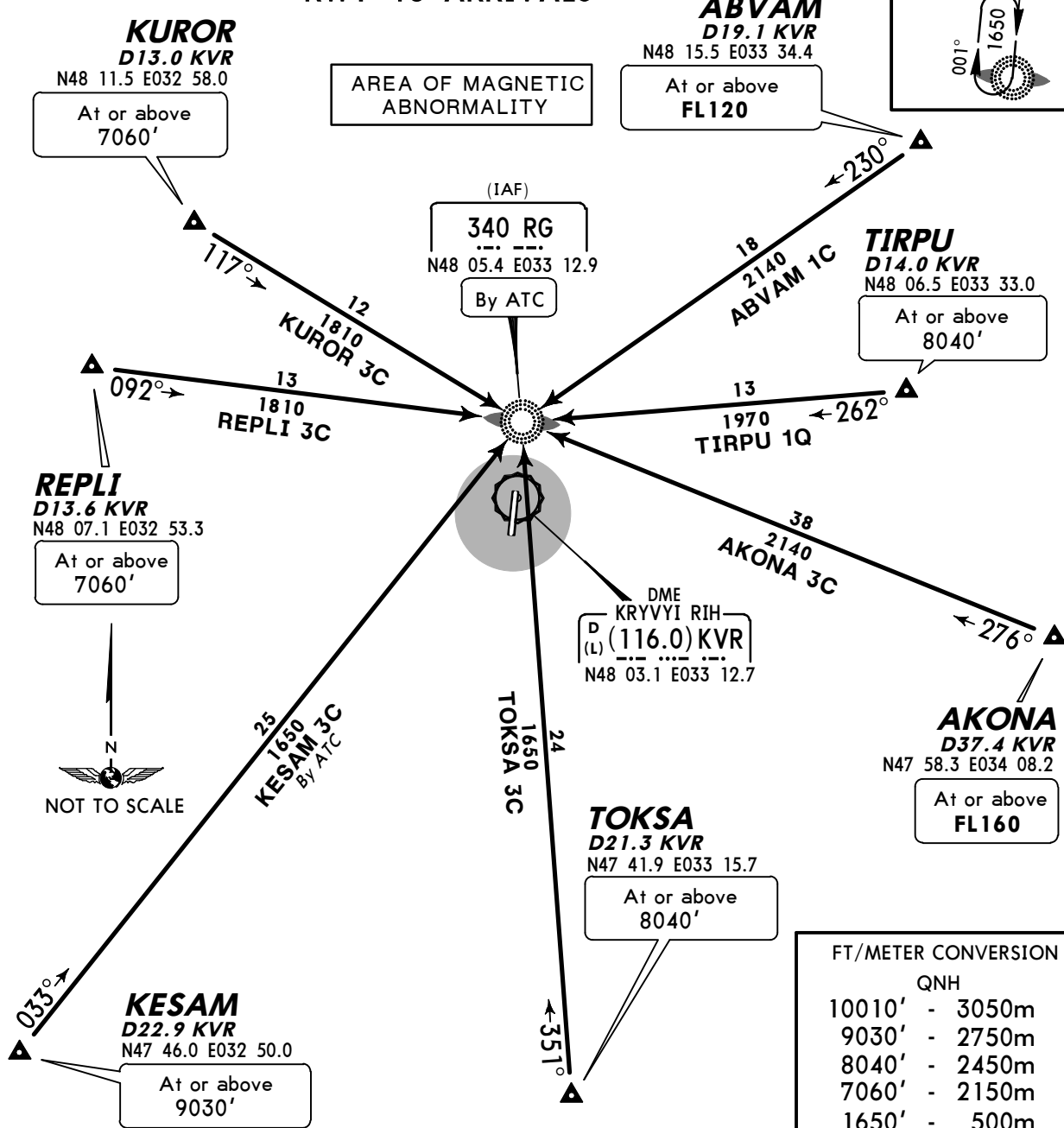
Apt Elev
406'
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'



**HOLDING
OVER
RG**



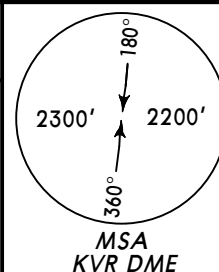
ABVAM ONE CHARLIE (ABVAM 1C) [ABVA1C]
AKONA THREE CHARLIE (AKONA 3C) [AKON3C]
KESAM THREE CHARLIE (KESAM 3C) [KESA3C]
KUROR THREE CHARLIE (KUROR 3C) [KURO3C]
REPLI THREE CHARLIE (REPLI 3C) [REPL3C]
TIRPU ONE QUEBEC (TIRPU 1Q) [TIRP1Q]
TOKSA THREE CHARLIE (TOKSA 3C) [TOKS3C]
RWY 18 ARRIVALS



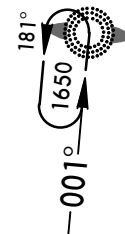
STAR	ROUTING
ABVAM 1C	Intercept 230° bearing to RG.
AKONA 3C	Intercept 276° bearing to RG.
KESAM 3C By ATC	Intercept 033° bearing to RG.
KUROR 3C	Intercept 117° bearing to RG.
REPLI 3C	Intercept 092° bearing to RG.
TIRPU 1Q	Intercept 262° bearing to RG.
TOKSA 3C	Intercept 351° bearing to RG.

Apt Elev
406'

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

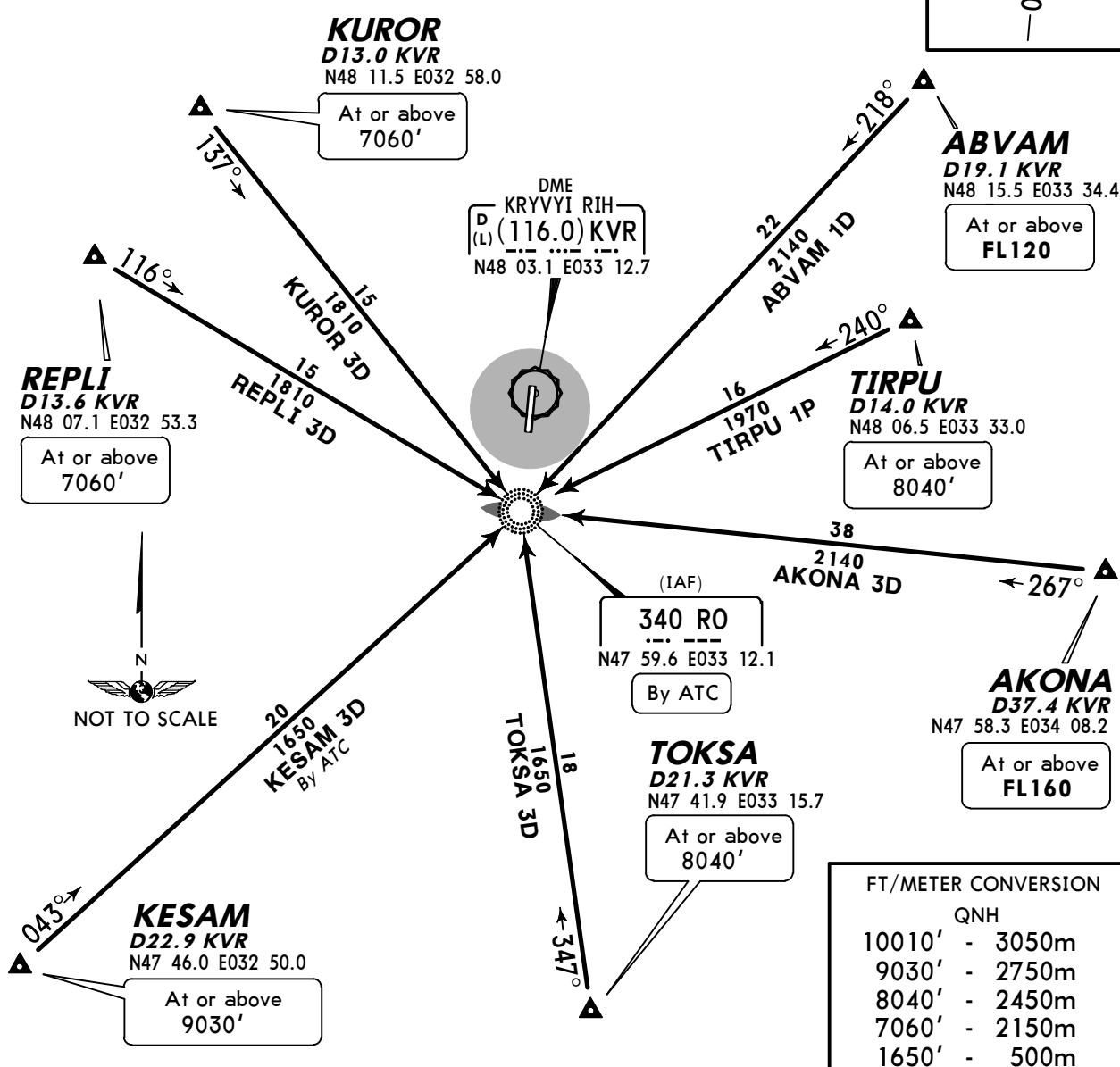


**HOLDING
OVER
RO**



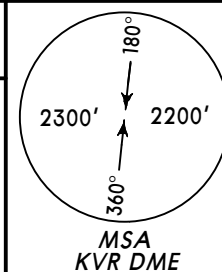
ABVAM ONE DELTA (ABVAM 1D) [ABVA1D]
AKONA THREE DELTA (AKONA 3D) [AKON3D]
KESAM THREE DELTA (KESAM 3D) [KESA3D]
KUROR THREE DELTA (KUROR 3D) [KURO3D]
REPLI THREE DELTA (REPLI 3D) [REPL3D]
TIRPU ONE PAPA (TIRPU 1P) [TIRP1P]
TOKSA THREE DELTA (TOKSA 3D) [TOKS3D]
RWY 36 ARRIVALS

AREA OF MAGNETIC ABNORMALITY



STAR	ROUTING
ABVAM 1D	Intercept 218° bearing to RO.
AKONA 3D	Intercept 267° 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.
TIRPU 1P	Intercept 240° bearing to RO.
TOKSA 3D	Intercept 347° bearing to RO.

Trans level: By ATC Trans alt: 10010'



AREA OF MAGNETIC ABNORMALITY

By ATC

At or above
7060'

JULY
 1083 AU
 N48 35.0 E034 28.8

DME
KRYVYI RIH
D (L) (116.0) KVR
N48 03.1 E033 12.7

At 1150'

21
TIRUPU 1K
By ATC



This SID requires a minimum climb gradient of 5.5% up to 7060'.

FT/METER CONVERSION

QNH

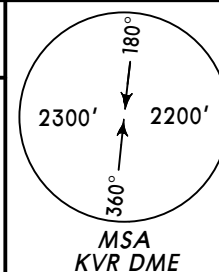
1150' - 350m
7060' - 2150m
10010' - 3050m

If unable to comply advise ATC.

SID	ROUTING
TIRPU 1K By ATC	Climb on 181° track to 1150', turn LEFT, intercept 047° bearing towards AU to TIRPU.
TIRPU 1L	Climb on 181° track to 1150', turn RIGHT, intercept 047° bearing to RG, turn RIGHT, 080° track to TIRPU.

Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



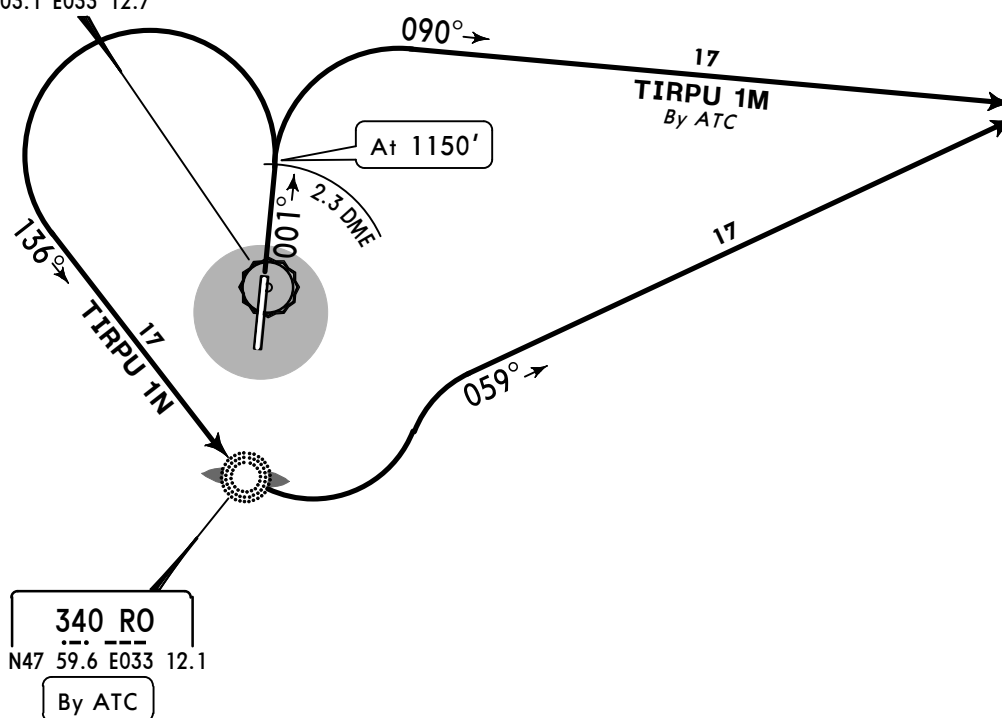
TIRPU ONE MIKE (TIRPU 1M) [TIRP1M]
TIRPU ONE NOVEMBER (TIRPU 1N) [TIRP1N]
RWY 36 DEPARTURES

AREA OF MAGNETIC ABNORMALITY

DME
KRYVYI RIH
D (116.0) KVR
(L) N48 03.1 E033 12.7

TIRPU
D14.0 KVR
N48 06.5 E033 33.0

At or above
7060'



TIRPU 1M

This SID requires a minimum climb gradient
of
7.0% up to 7060'.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

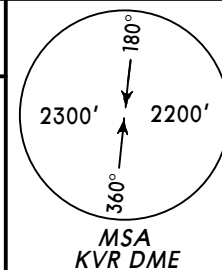
If unable to comply advice ATC.

FT/METER CONVERSION

QNH	
1150'	- 350m
7060'	- 2150m
10010'	- 3050m

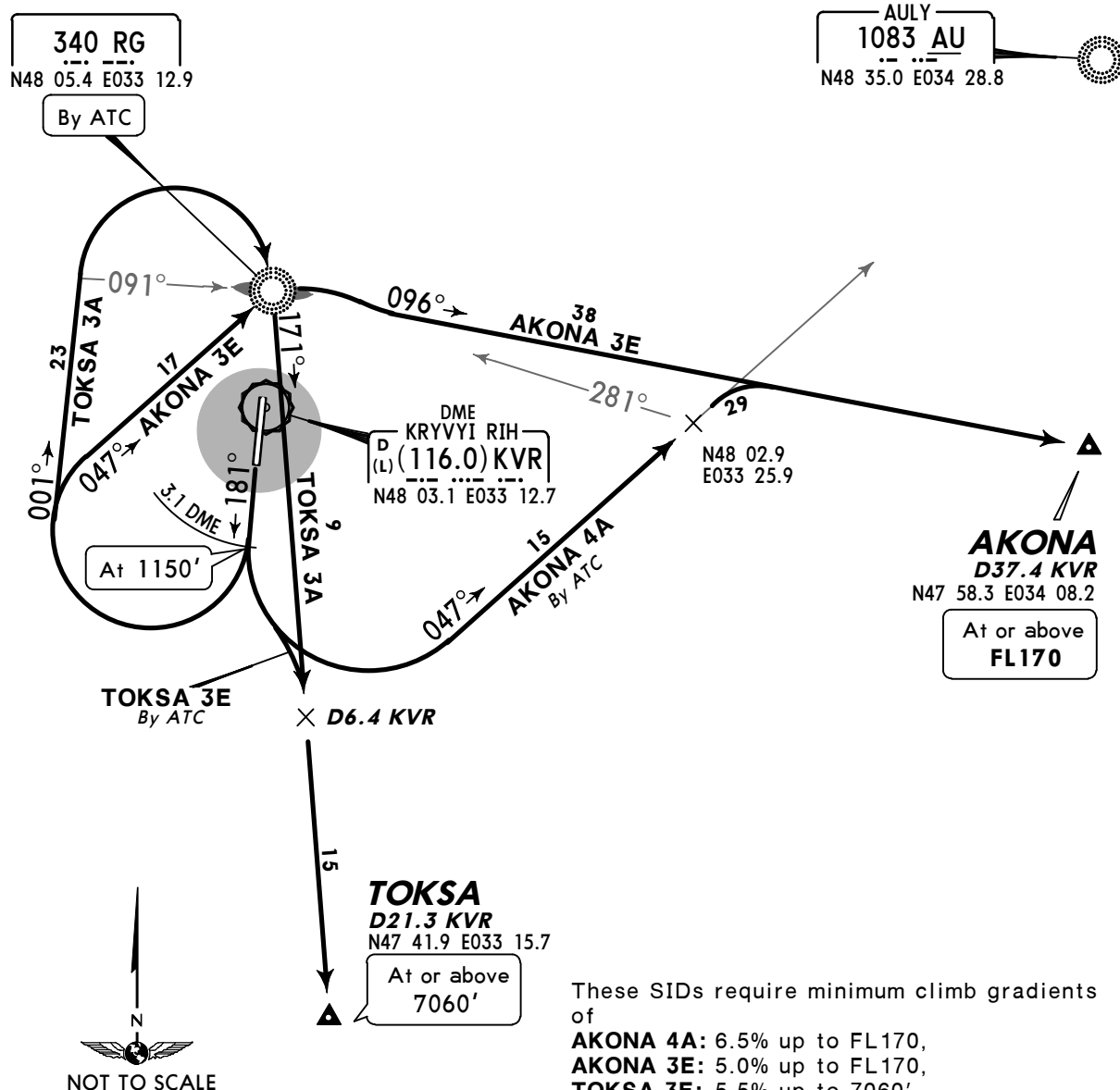
SID	ROUTING
TIRPU 1M By ATC	Climb on 001° track to 1150', turn RIGHT, 090° track to TIRPU.
TIRPU 1N	Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn LEFT, 059° track to TIRPU.

Trans level: By ATC Trans alt: 10010'



RWY 18 DEPARTURES

AREA OF MAGNETIC ABNORMALITY



1150' - 350m
7060' - 2150m
10010' - 3050m

AKONA 4A: 6.5% up to FL170,
AKONA 3E: 5.0% up to FL170,
TOKSA 3E: 5.5% up to 7060'.

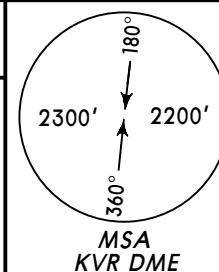
Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
5.5% V/V (fpm)	418	557	835	1114	1392	1671
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply advice ATC.

SID	ROUTING
AKONA 4A By ATC	Climb on 181° track to 1150', turn LEFT, intercept 047° bearing towards AU, at 281° bearing to RG turn RIGHT, 096° track to AKONA.
AKONA 3E	Climb on 181° track to 1150', turn RIGHT, intercept 047° bearing to RG, turn RIGHT, 096° track to AKONA.
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.

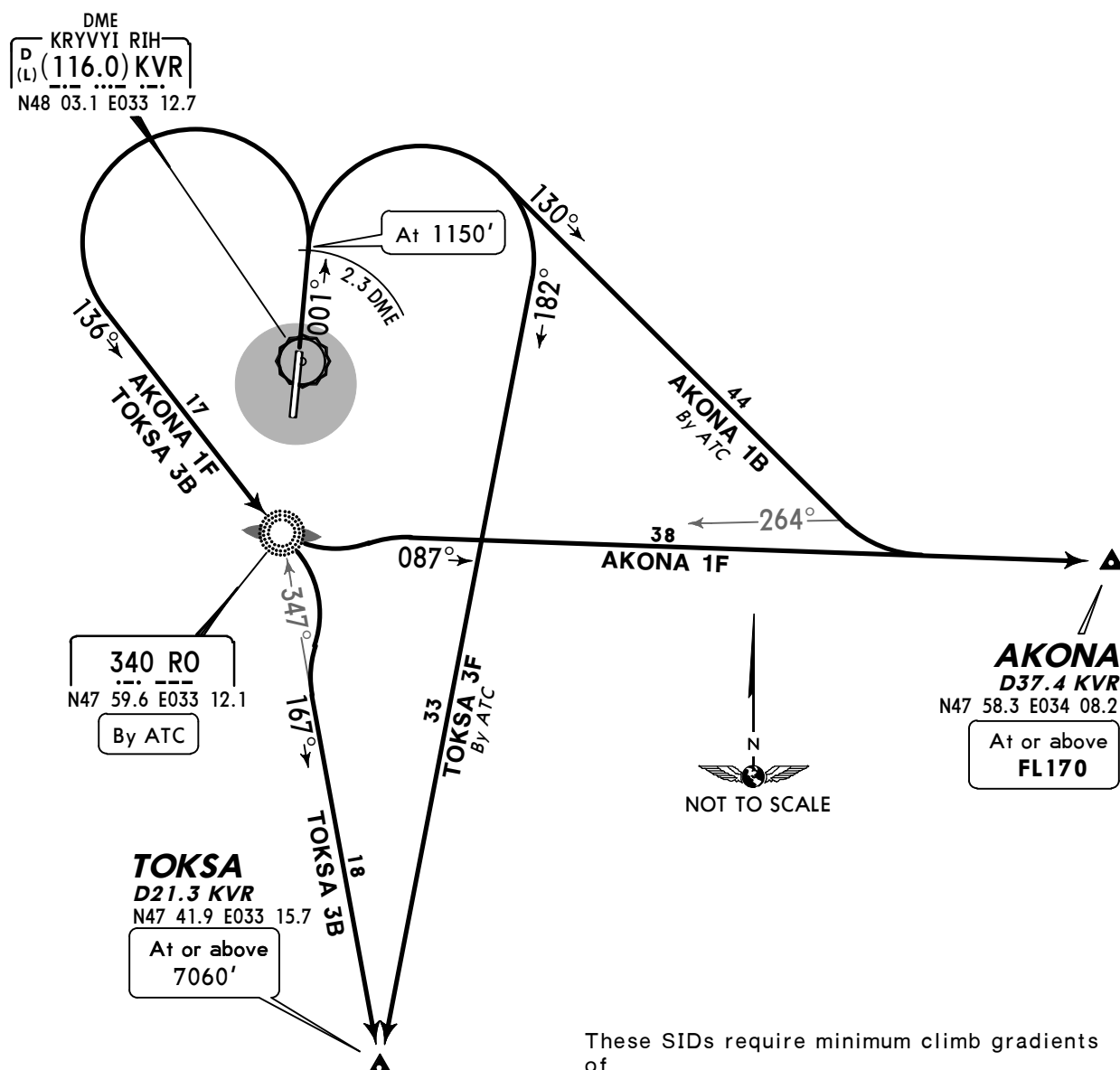
Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



AKONA ONE BRAVO (AKONA 1B) [AKON1B]
AKONA ONE FOXTROT (AKONA 1F) [AKON1F]
TOKSA THREE BRAVO (TOKSA 3B) [TOKS3B]
TOKSA THREE FOXTROT (TOKSA 3F) [TOKS3F]
RWY 36 DEPARTURES

AREA OF MAGNETIC ABNORMALITY



FT/METER CONVERSION

QNH

1150' - 350m
7060' - 2150m
10010' - 3050m

These SIDs require minimum climb gradients of

AKONA 1B: 5.0% up to FL170,
AKONA 1F: 6.5% up to FL170.

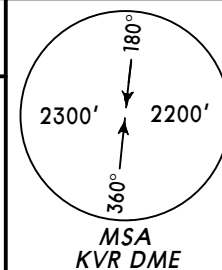
Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply advise ATC.

SID	ROUTING
AKONA 1B By ATC	Climb on 001° track to 1150', turn RIGHT, 130° track, at 264° bearing to RO turn LEFT, 087° track to AKONA.
AKONA 1F	Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn LEFT, 087° track to AKONA.
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.

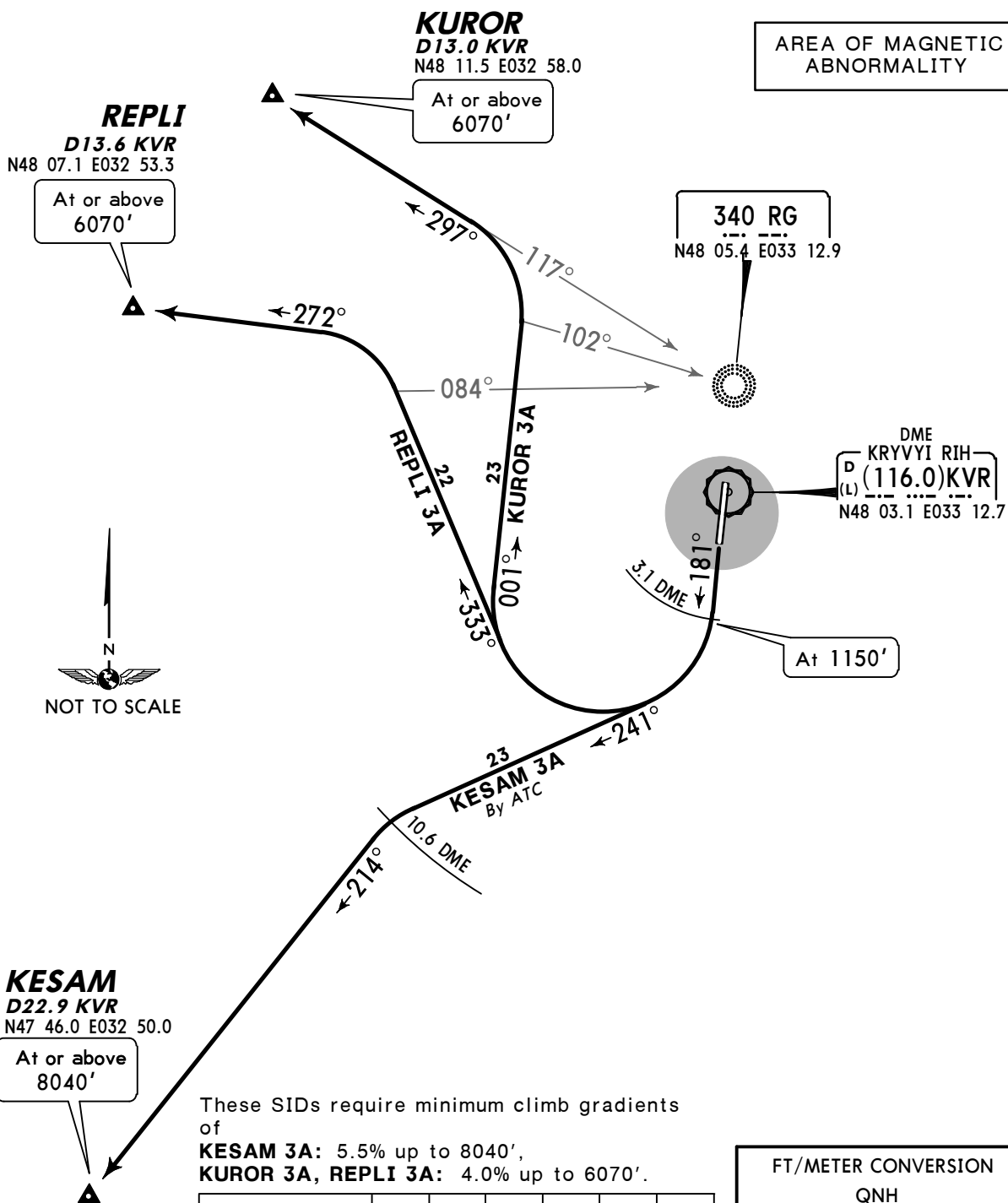
Apt Elev
406'

Trans level: By ATC Trans alt: 10010'



KESAM THREE ALFA (KESAM 3A) [KESA3A]
KUROR THREE ALFA (KUROR 3A) [KUORO3A]
REPLI THREE ALFA (REPLI 3A) [REPL3A]
RWY 18 DEPARTURES

AREA OF MAGNETIC
ABNORMALITY



Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
4.0% V/V (fpm)	304	405	608	810	1013	1215

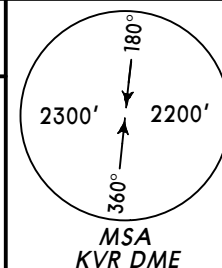
If unable to comply advise ATC.

FT/METER CONVERSION	
QNH	
1150'	- 350m
6070'	- 1850m
8040'	- 2450m
10010'	- 3050m

SID	ROUTING
KESAM 3A By ATC	Climb on 181° track to 1150', turn RIGHT, 241° track, at KVR 10.6 DME turn LEFT, 214° track 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, 272° track to REPLI.

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

KUROR
D13.0 KVR
N48 11.5 E032 58.0

At or above
6070'

REPLI
D13.6 KVR
N48 07.1 E032 53.3

At or above
6070'

FT/METER CONVERSION

QNH	
1150'	- 350m
6070'	- 1850m
8040'	- 2450m
10010'	- 3050m

340 RO
N47 59.6 E033 12.1
By ATC

KESAM
D22.9 KVR
N47 46.0 E032 50.0

At or above
8040'

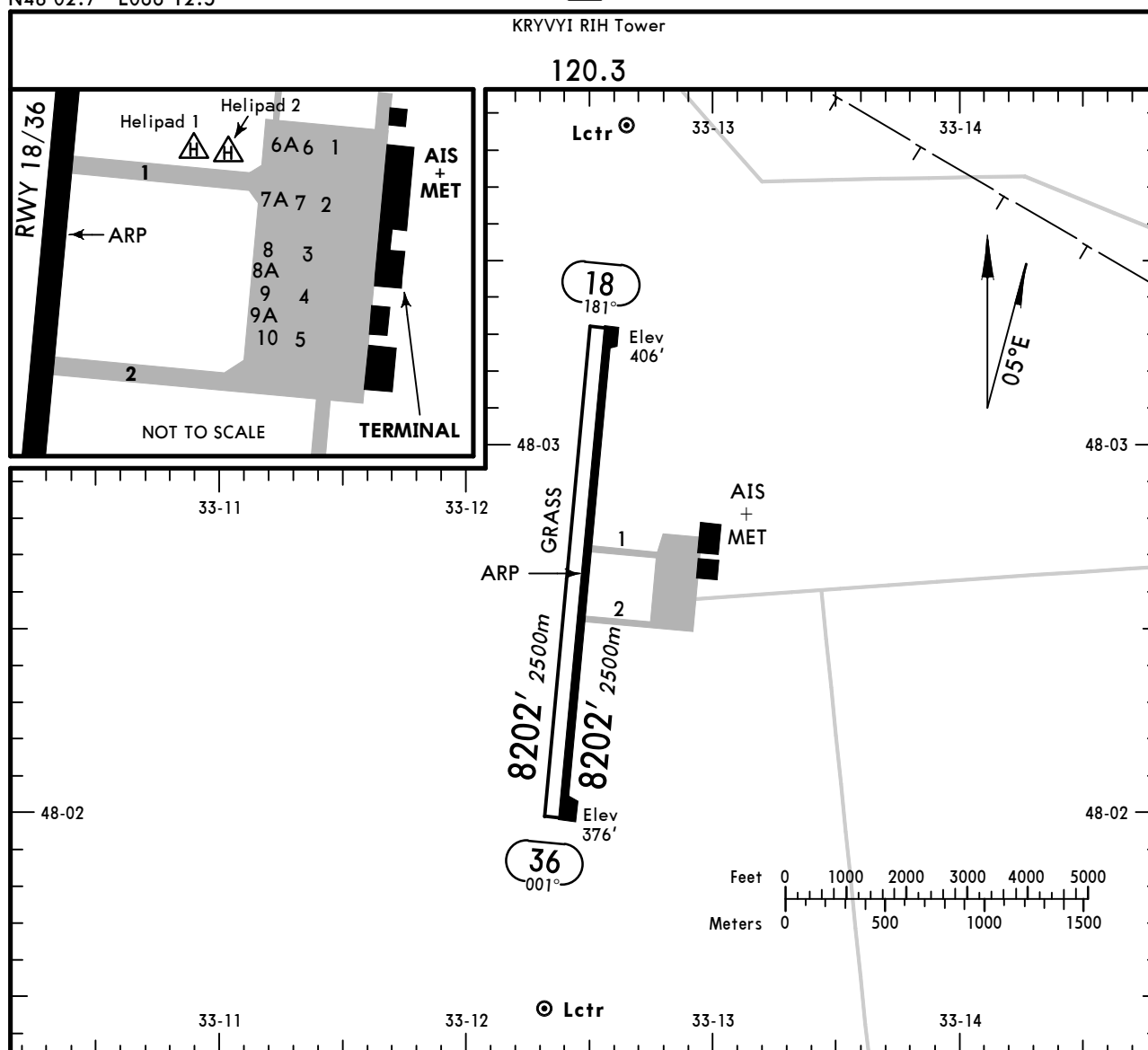
These SIDs require minimum climb gradients of

KUROR 3B: 6.5% up to 6070',
REPLI 3B: 6.0% up to 6070'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1317	1646	1975
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.

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.



ADDITIONAL RUNWAY INFORMATION

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

JAR-OPS

TAKE-OFF 1

	All Rwy's		
	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.

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 ① ②	780'(374') R1500m	780'(374') R1500m	780'(374') R1700m	780'(374') R1700m
	NDB ① ③	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 ① ②	710'(334') R1500m	710'(334') R1500m	710'(334') R1500m	710'(334') R1500m
	NDB ① ③	810'(434') R1500m	810'(434') R1500m	810'(434') R2000m	810'(434') R2000m

① Continuous Descent Final Approach.

② with LOM.

③ 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 36④	820'(444') V1500m	910'(534') V1600m	1010'(634') V2400m	1110'(734') V3600m

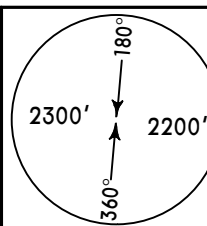
④ Circling height based on rwy 36 thresh elev of 376'.

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		

KRYVYI RIH Tower

120.3

BRIEFING STRIP

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 D4.0 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

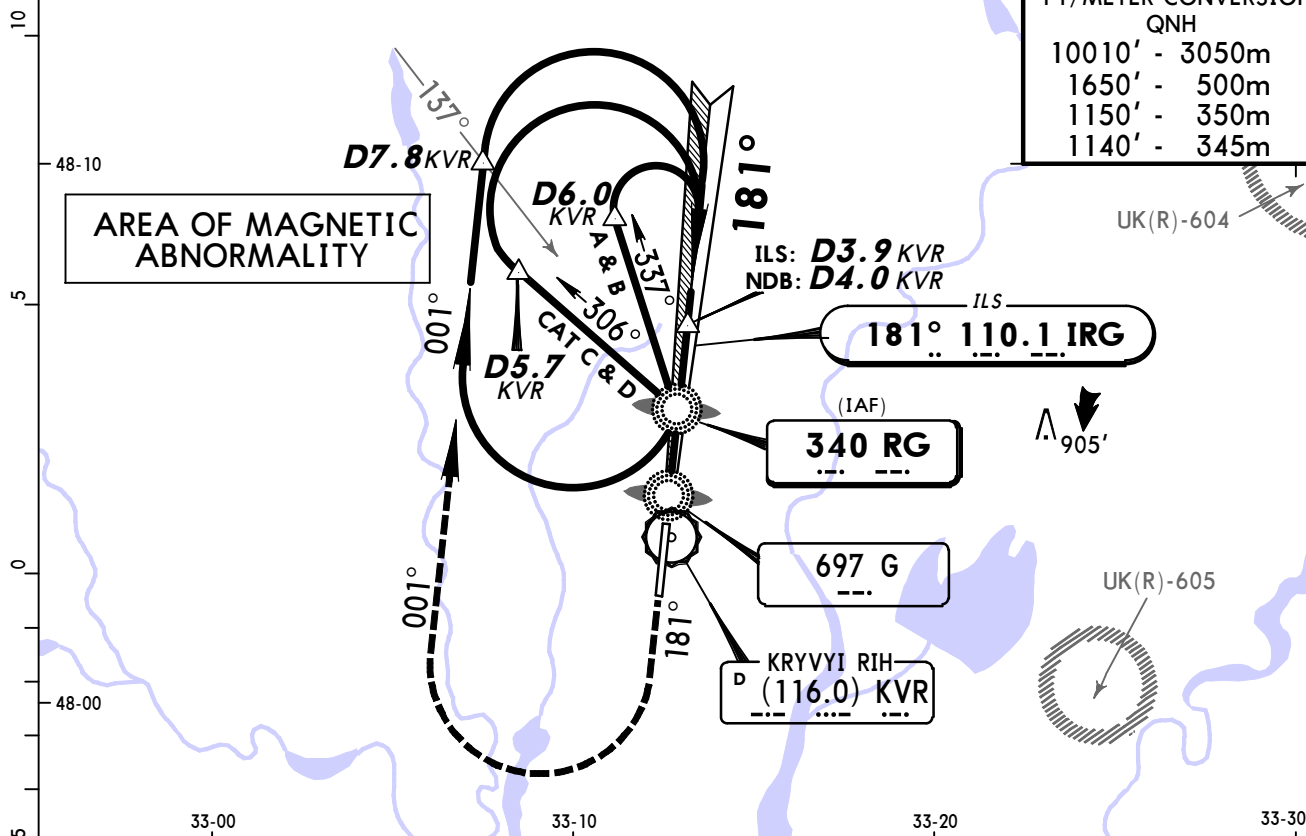
Alt Set: hPa (MM on req)

Rwy Elev: 15 hPa

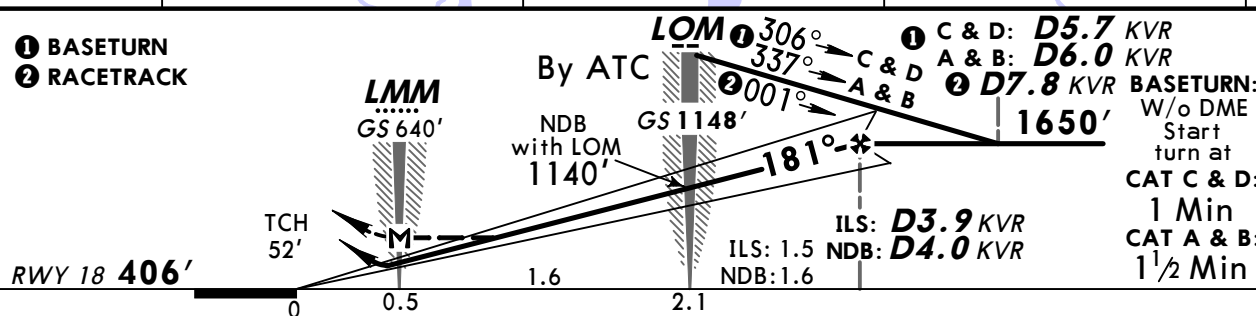
Trans level: By ATC

Trans alt: 10010'

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



- ① BASETURN
- ② RACETRACK



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

JAR-OPS		STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND	
ILS		LOC (GS out)		NDB			
ABC: 606' (200') D: 616' (210')				with LOM MDA(H) 780' (374')	w/o LOM MDA(H) 890' (484')	Max Kts	MDA(H) VIS
RVR 1000m		NOT AUTH		RVR 1500m	RVR 1500m	100	890' (484') 1500m
				RVR 1800m	RVR 2000m	135	910' (504') 1600m
				RVR 2000m		180	1010' (604') 2400m
						205	1110' (704') 3600m

PANS OPS

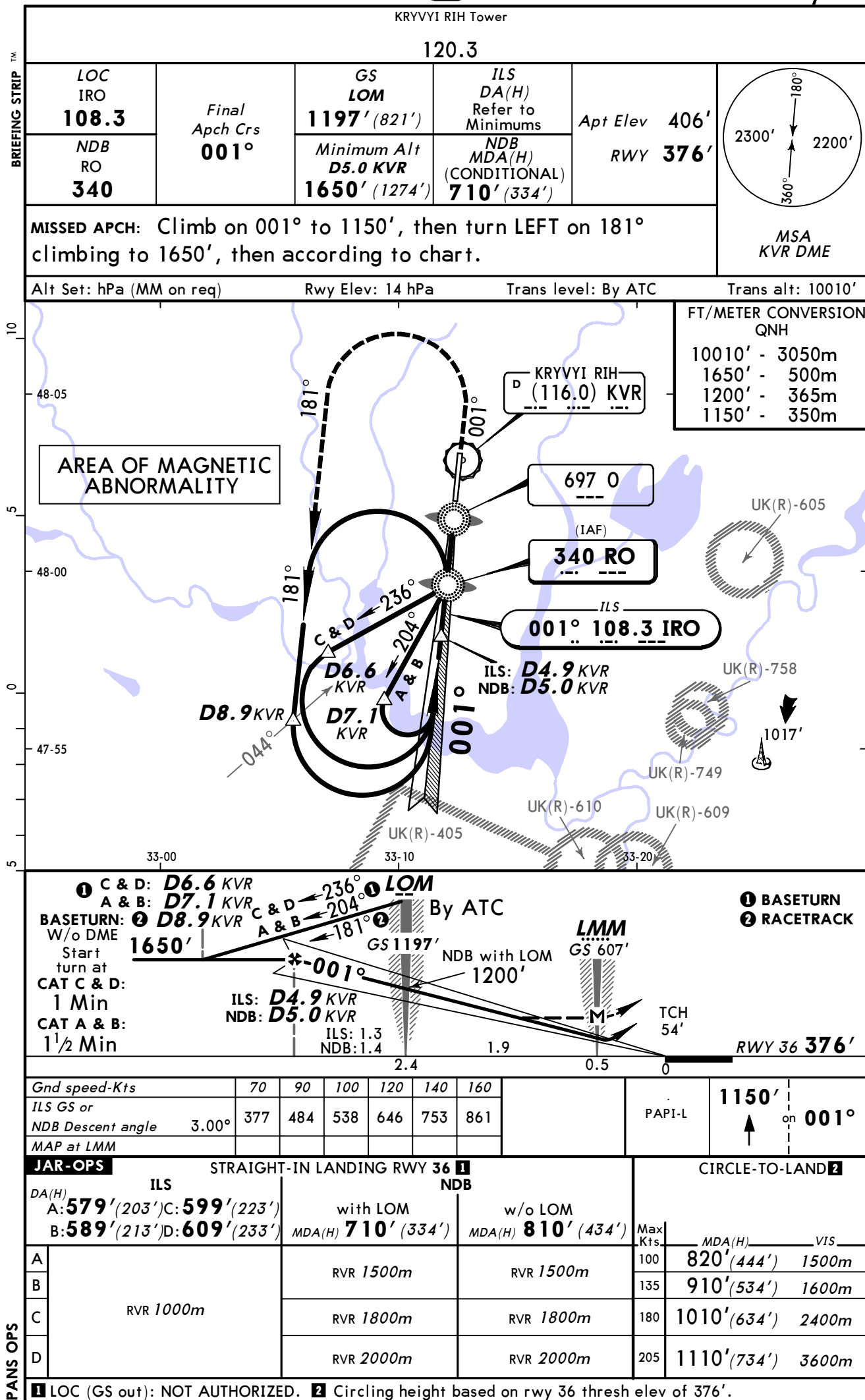


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KRYVYI RIH, (LOZUVATKA - UKDR)				
REV	RWY 18 ARRS	10-2	30 Nov 2012	13 Dec 2012
REV	RWY 36 ARRS	10-2A	30 Nov 2012	13 Dec 2012
REV	TIRPU 1K & 1L DEPS	10-3	30 Nov 2012	13 Dec 2012
REV	TIRPU 1M & 1N DEPS	10-3A	30 Nov 2012	13 Dec 2012
REV	AKONA 4A & 3E, TOKSA 3A &...	10-3B	30 Nov 2012	13 Dec 2012
REV	AKONA 1B & 1F, TOKSA 3B &...	10-3C	30 Nov 2012	13 Dec 2012
REV	KESAM, KUROR & REPLI 3A D...	10-3D	30 Nov 2012	13 Dec 2012
REV	KESAM 3B & 3E, KUROR & RE...	10-3E	30 Nov 2012	13 Dec 2012

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDR