

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKDD

Terminal Charts For UKDD

Revision Letter For Cycle 17-2013

Change Notices

Notebook

General Information

Location: Dnipropetrovs'k Ukr
IATA Code: DNK
Lat/Long: N48° 21.4' E035° 06.0'
Elevation: 482 ft

Airport Use: Public
Magnetic Variation: 7.3°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: 0248 Z
Sunset: 1635 Z,

Runway Information

Runway: 08
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 454 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 473 ft
Lighting: Edge, ALS

Communication Information

ATIS 134.9 Non-English
ATIS 123.85
Dnipro Tower 118.6
Dnipro Ground Control 121.8
Dnipropetrovs'k Radar Approach Control 119.4

UKDD/DNK DNIPROPETROVS'K

24 FEB 12

(10-1R)

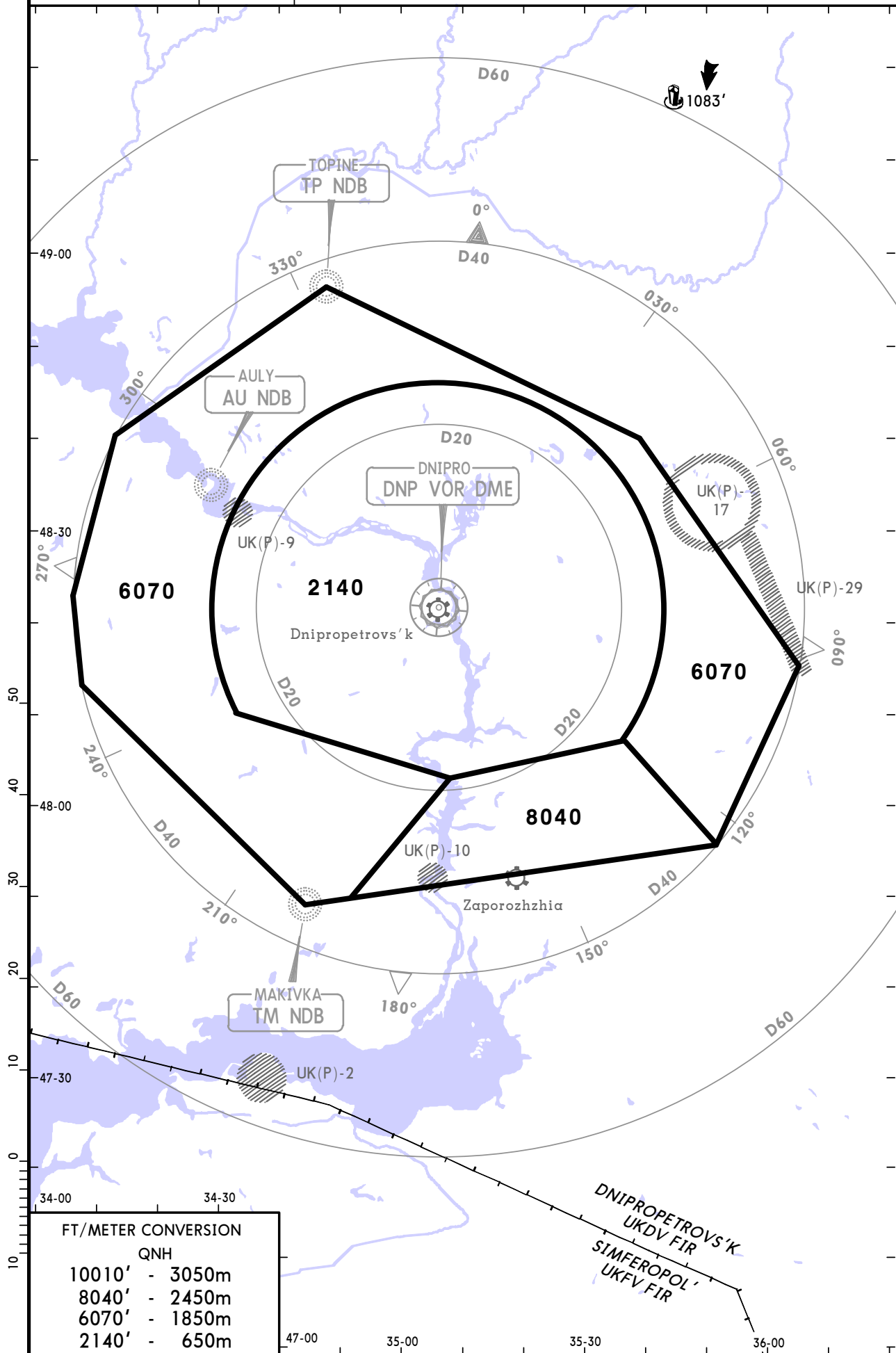
Eff 8 Mar

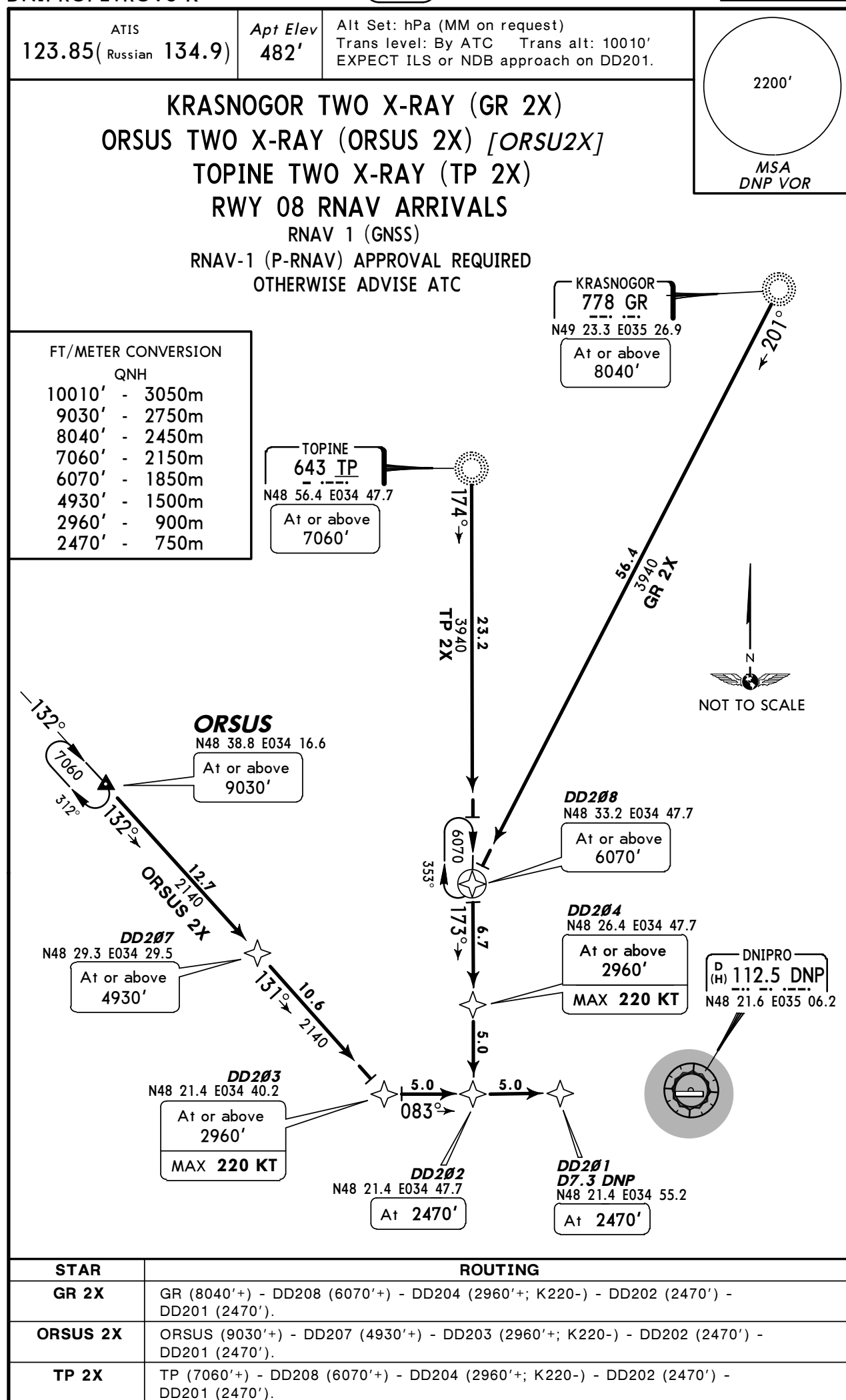
RADAR MINIMUM ALTITUDES

DNIPRO
Radar (APP)
119.4

Apt Elev
482'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
This chart may only be used for cross-checking of altitudes
assigned while under radar control.



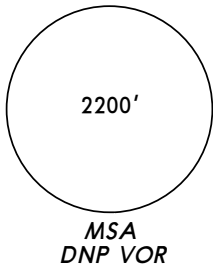


ATIS

123.85 (Russian 134.9)

Apt Elev
482'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT ILS or NDB approach on DD401.



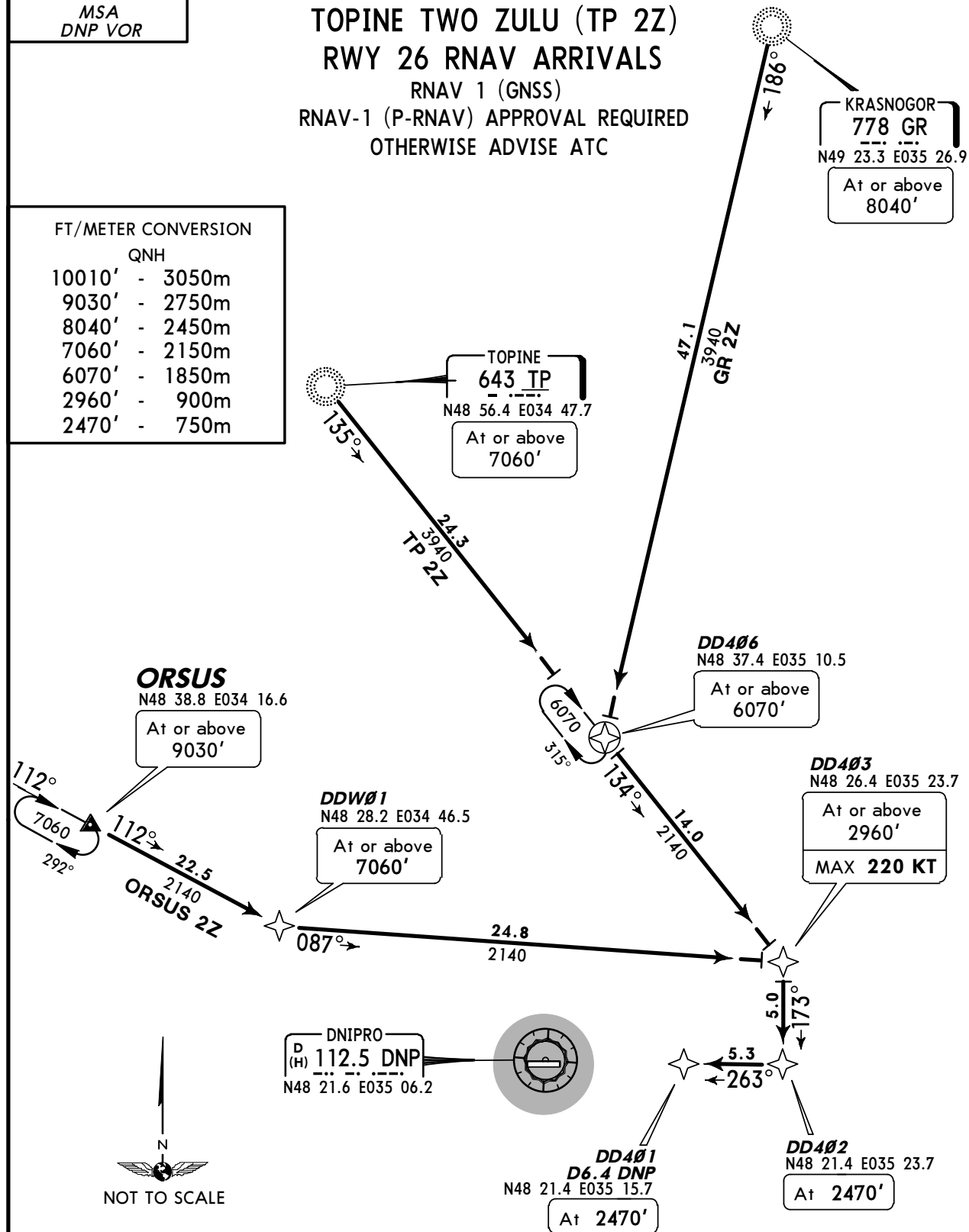
KRASNOGOR TWO ZULU (GR 2Z)
ORSUS TWO ZULU (ORSUS 2Z) [ORSU2Z]
TOPINE TWO ZULU (TP 2Z)
RWY 26 RNAV ARRIVALS

RNAV 1 (GNSS)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

FT/METER CONVERSION

QNH

10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
7060'	-	2150m
6070'	-	1850m
2960'	-	900m
2470'	-	750m

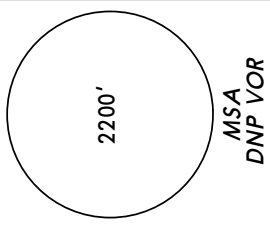


STAR	ROUTING
GR 2Z	GR (8040'+) - DD406 (6070'+) - DD403 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
ORSUS 2Z	ORSUS (9030'+) - DDW01 (7060'+) - DD403 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
TP 2Z	TP (7060'+) - DD406 (6070'+) - DD403 (2960'+; K220-) - DD402 (2470') - DD401 (2470').

ATIS
123.85 (Russian 134.9)

Apt Elev
482'

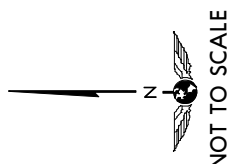
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT ILS or NDB approach on DD201.



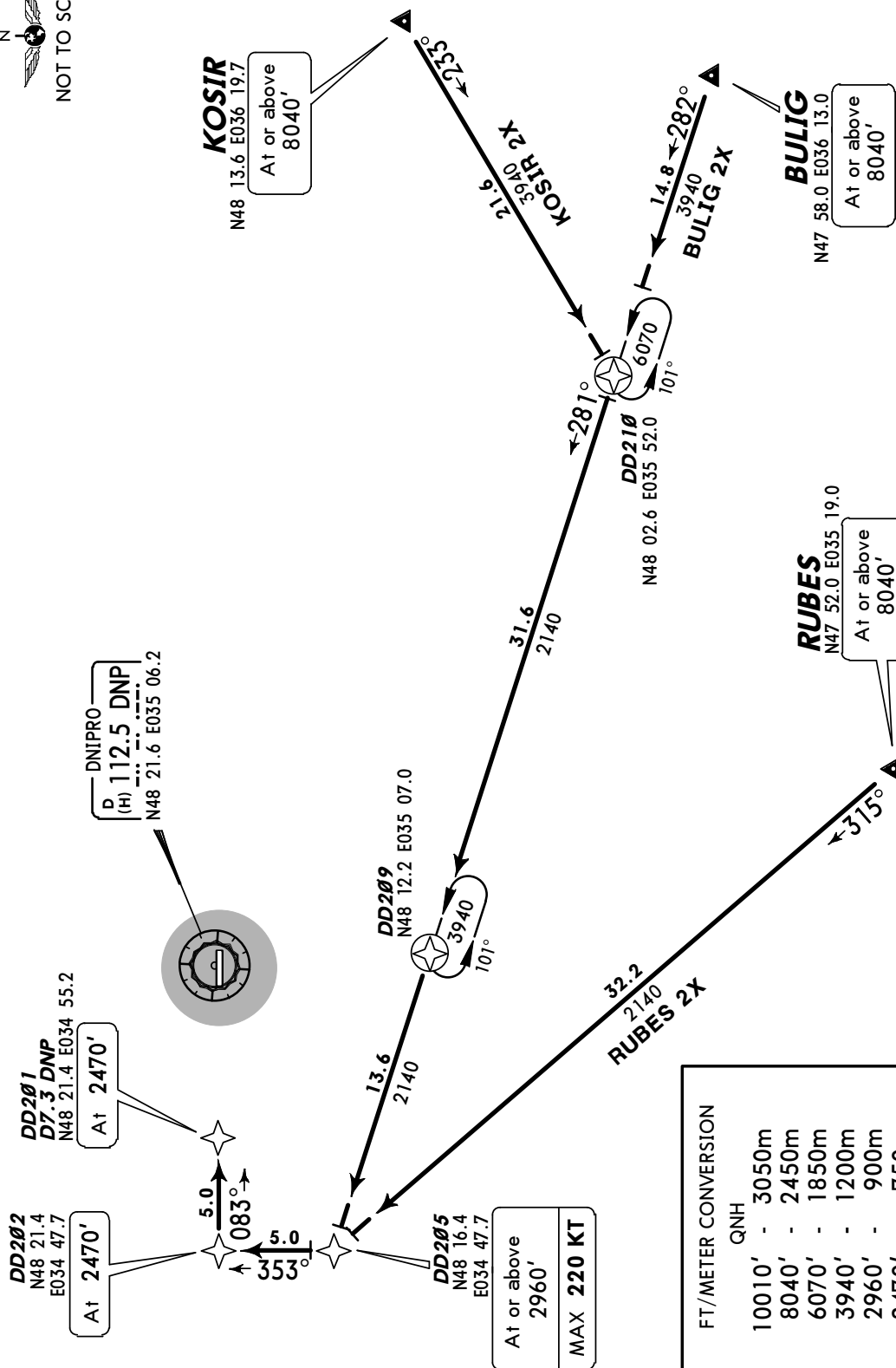
BULIG TWO X-RAY (BULIG 2X) [BULI2X]
KOSIR TWO X-RAY (KOSIR 2X) [KOSI2X]
RUBES TWO X-RAY (RUBES 2X) [RUBE2X]
RWY 08 RNAV ARRIVALS

RNAV 1 (GNSS)

RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



ROUTING	
STAR	
BULIG 2X	BULIG (8040'+) - DD210 - DD209 - DD205 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
KOSIR 2X	KOSIR (8040'+) - DD210 - DD209 - DD205 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
RUBES 2X	RUBES (8040'+) - DD205 (2960'+; K220-) - DD202 (2470') - DD201 (2470').



FT/METER CONVERSION

QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
3940'	- 1200m
2960'	- 900m
2470'	- 750m

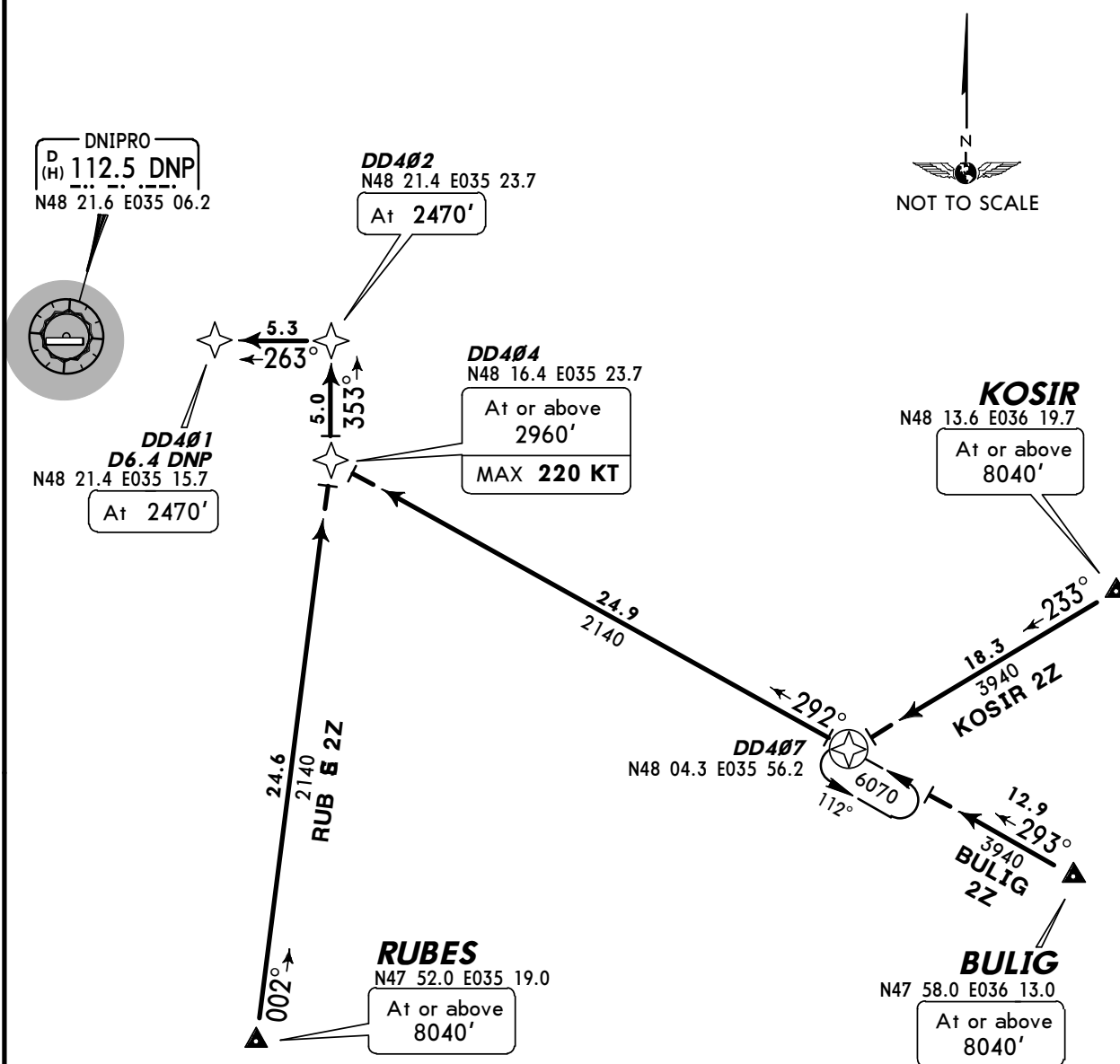
Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT ILS or NDB approach on DD401.



2200'

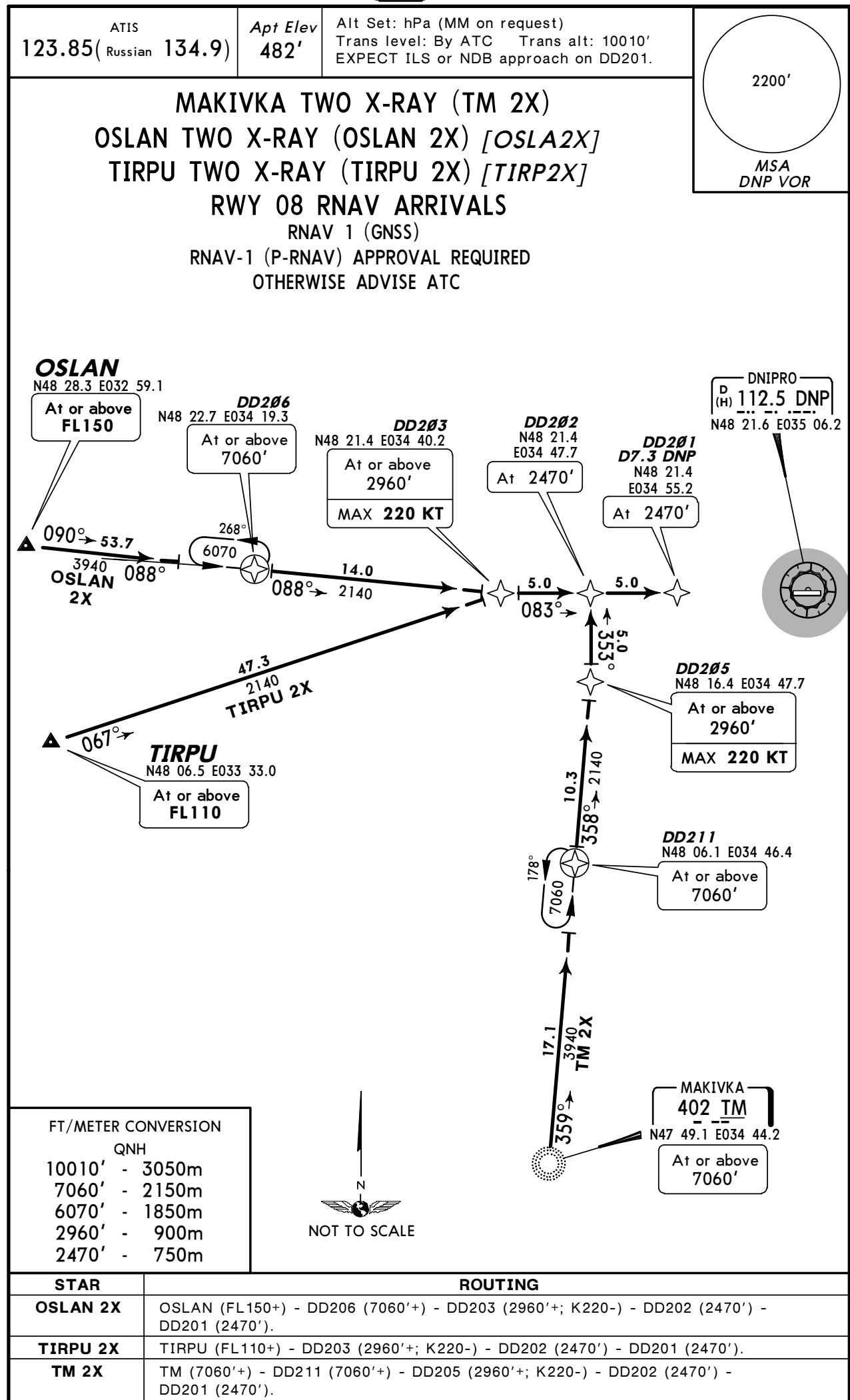
MSA
DNP VOR

OTHERWISE ADVISE ATC

QNH

10010'	-	3050m
8040'	-	2450m
6070'	-	1850m
2960'	-	900m
2470'	-	750m

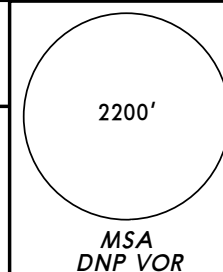
STAR	ROUTING
BULIG 2Z	BULIG (8040'+) - DD407 - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
KOSIR 2Z	KOSIR (8040'+) - DD407 - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
RUBES 2Z	RUBES (8040'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').



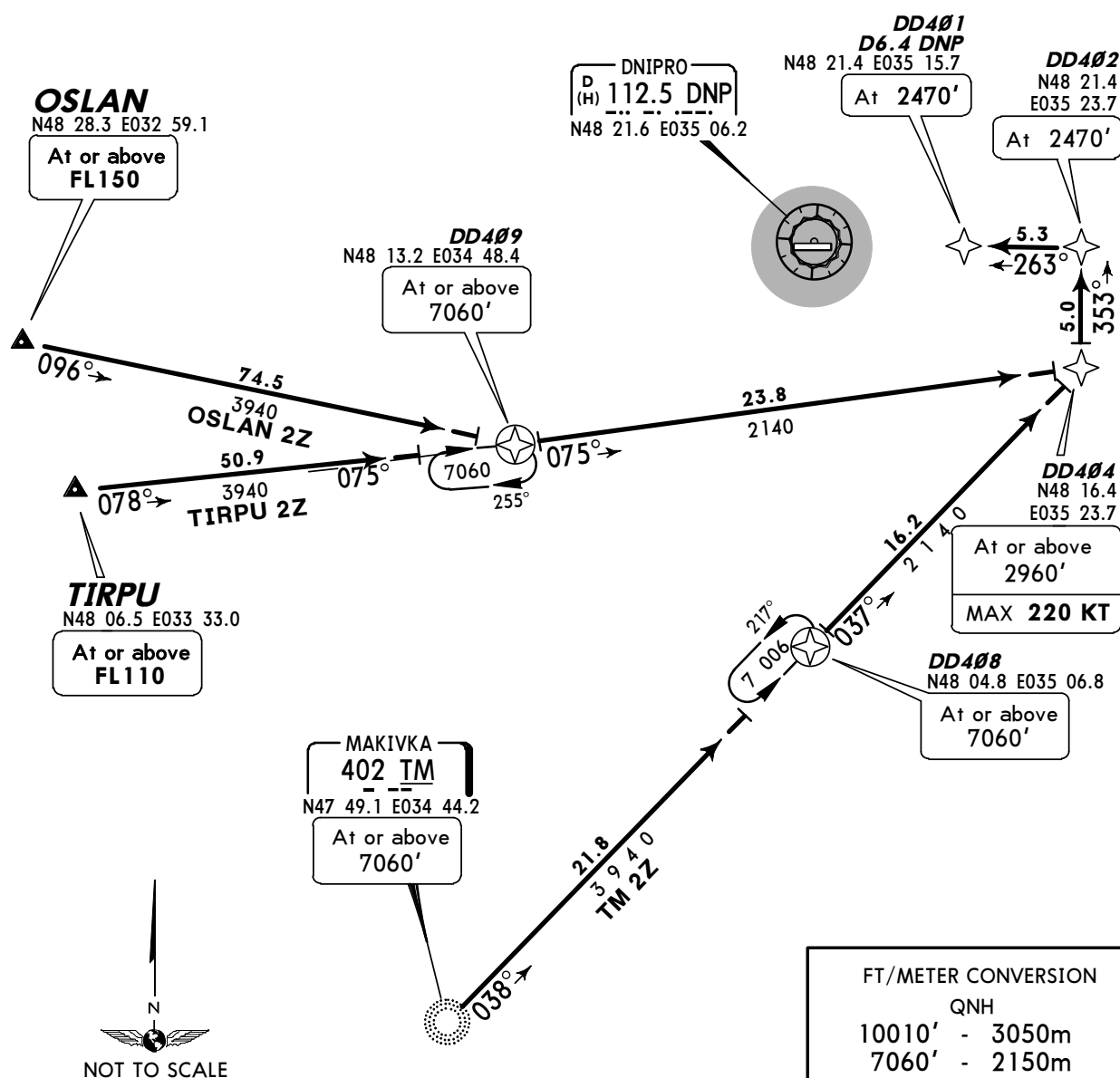
ATIS
123.85 (Russian 134.9)

Apt Elev
482'

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010'
EXPECT ILS or NDB approach on DD401.

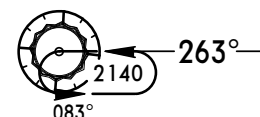


MAKIVKA TWO ZULU (TM 2Z)
OSLAN TWO ZULU (OSLAN 2Z) [OSLA2Z]
TIRPU TWO ZULU (TIRPU 2Z) [TIRP2Z]
RWY 26 RNAV ARRIVALS
RNAV 1 (GNSS)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



FT/METER CONVERSION	
QNH	
10010'	3050m
7060'	2150m
2960'	900m
2470'	750m

STAR	ROUTING
OSLAN 2Z	OSLAN (FL150+) - DD409 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
TIRPU 2Z	TIRPU (FL110+) - DD409 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').
TM 2Z	TM (7060'+) - DD408 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').

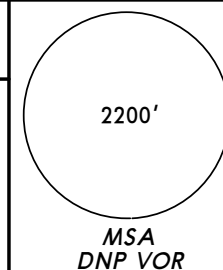


STAR	ROUTING
BULIG 3R	Intercept DNP R-110 inbound to DNP.
GR 4R	On 186° bearing to D21.6 DNP, turn LEFT, intercept DNP R-005 inbound to DNP.
KOSIR 3F By ATC	On 274° track to D15.1 DNP, turn LEFT, intercept DNP R-092 inbound to DNP.
RUBES 3G	Intercept DNP R-157 inbound to DNP.
TP 3E	On 130° bearing, when passing DNP R-002 turn RIGHT, intercept DNP R-005 inbound to DNP.

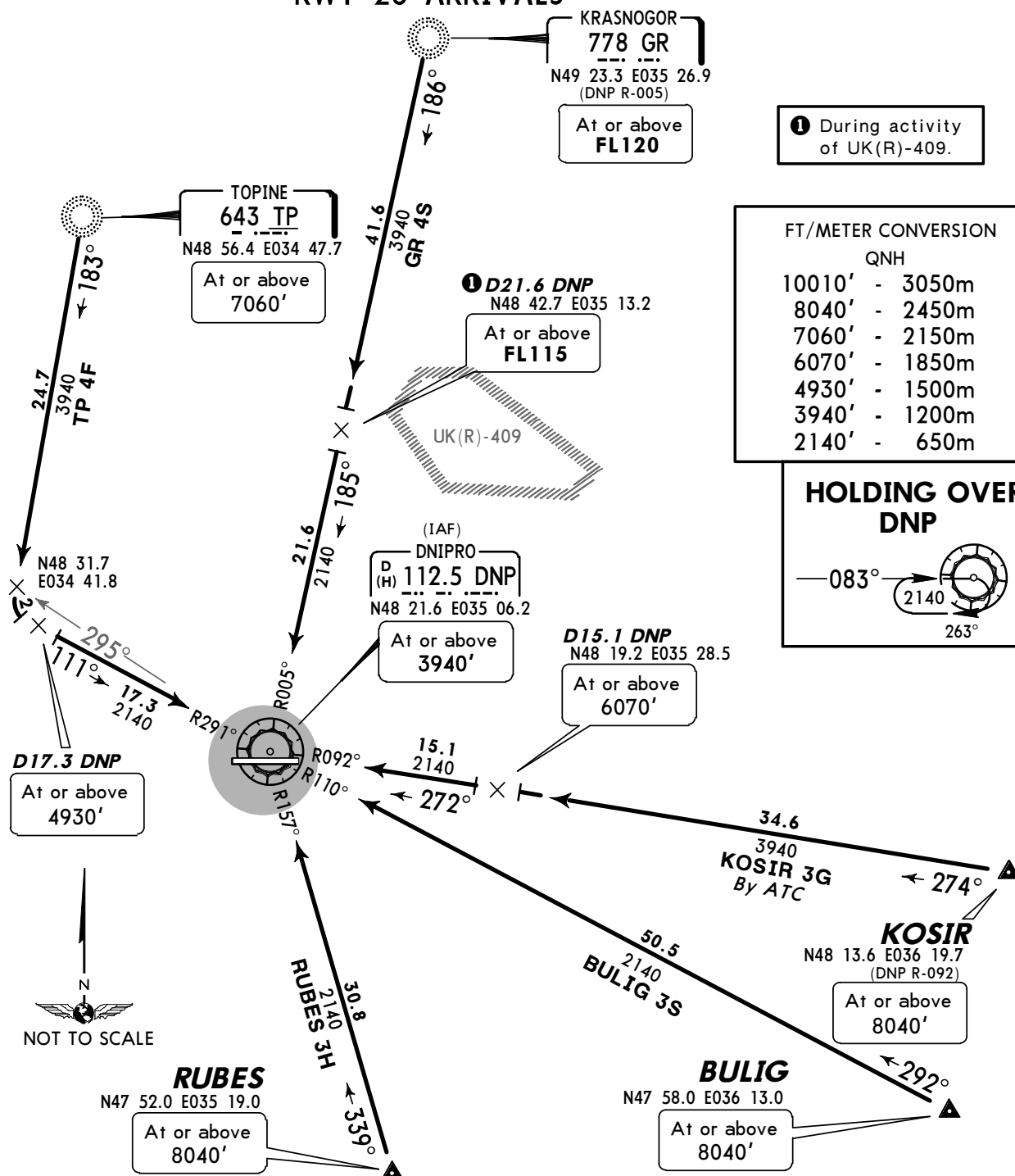
ATIS
123.85 (Russian 134.9)

Apt Elev
482'

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



BULIG THREE SIERRA (BULIG 3S) [BULI3S]
KOSIR THREE GOLF (KOSIR 3G) [KOSI3G]
KRASNOGOR FOUR SIERRA (GR 4S)
RUBES THREE HOTEL (RUBES 3H) [RUBE3H]
TOPINE FOUR FOXTROT (TP 4F)
RWY 26 ARRIVALS



STAR	ROUTING
BULIG 3S	Intercept DNP R-110 inbound to DNP.
GR 4S	On 186° bearing to D21.6 DNP, turn LEFT, intercept DNP R-005 inbound to DNP.
KOSIR 3G By ATC	On 274° track to D15.1 DNP, turn LEFT, intercept DNP R-092 inbound to DNP.
RUBES 3H	Intercept DNP R-157 inbound to DNP.
TP 4F	On 183° bearing, when passing DNP R-295 turn LEFT, intercept DNP R-291 inbound to DNP.

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Trans level: By ATC Trans alt: 10010'

MSA
DNP VOR

DD101 (2470'+) - DD102 - DD104 (6070'+) - TP (8040'+).

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Trans level: By ATC Trans alt: 10010'

RWY 26 RNAV DEPARTURES
RNAV 1 (GNSS)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC

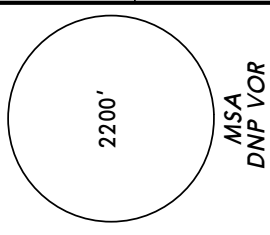
MSA
DNP VOR

SID	ROUTING
GR 3W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - GR (7060'+).
NIKAD 3W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - DD306 (FL115+) - NIKAD (FL130+).
PEKIT 3W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - PEKIT (8040'+).
TP 3W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - TP (8040'+).

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Apt Elev
482'

Trans level: By ATC Trans alt: 10010'



BULIG TWO UNIFORM (BULIG 2U) [BULI2U]
KOSIR TWO UNIFORM (KOSIR 2U) [KOSI2U]
MAKIVKA TWO UNIFORM (TM 2U)
RUBES TWO UNIFORM (RUBES 2U) [RUBE2U]

RWY 08 RNAV DEPARTURES

RNAV 1 (GNSS)

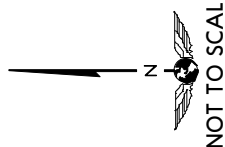
RNAV-1 (P-RNAV) APPROVAL REQUIRED

OTHERWISE ADVISE ATC

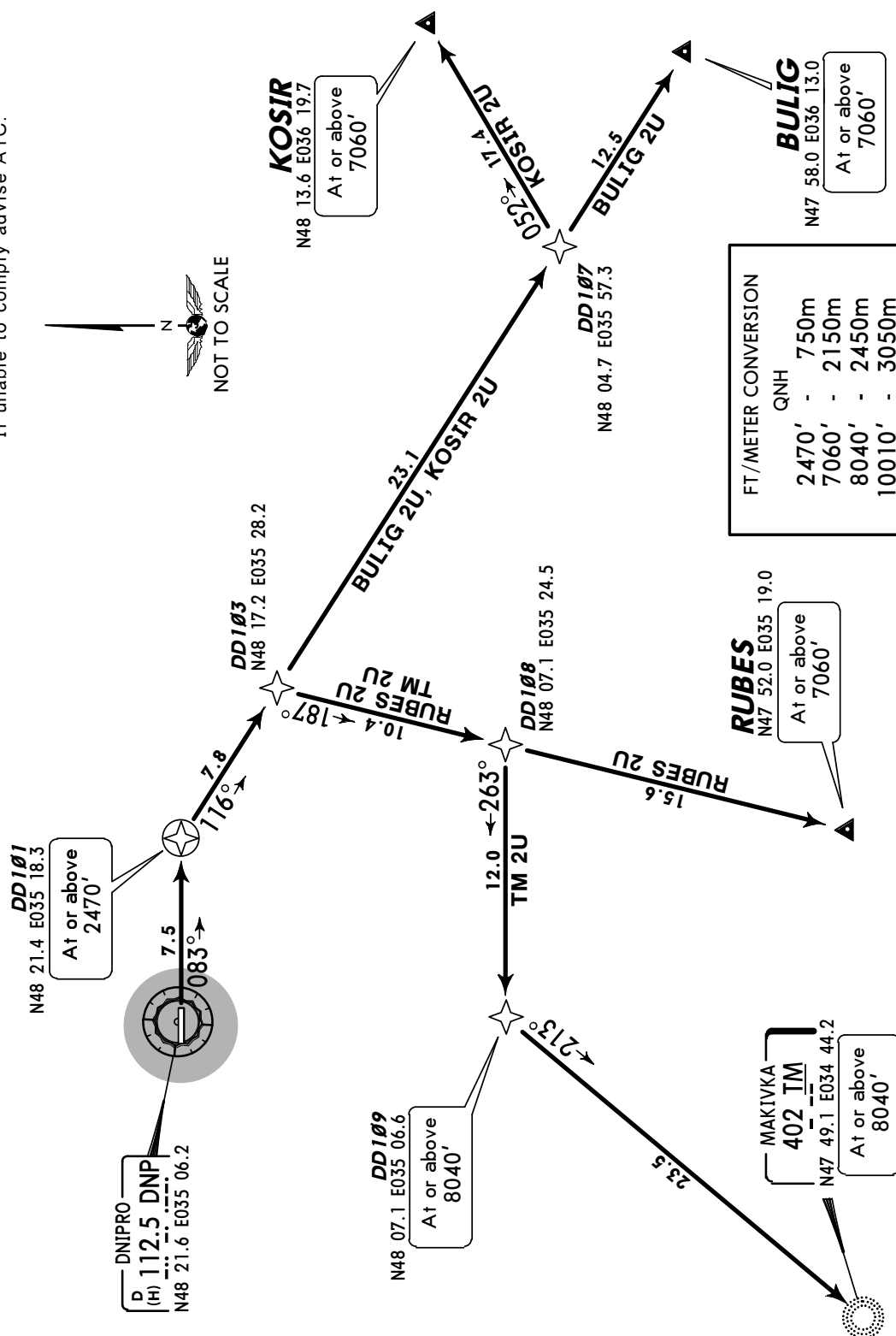
These SIDs require a minimum climb gradient of 4.5% up to 2470'.

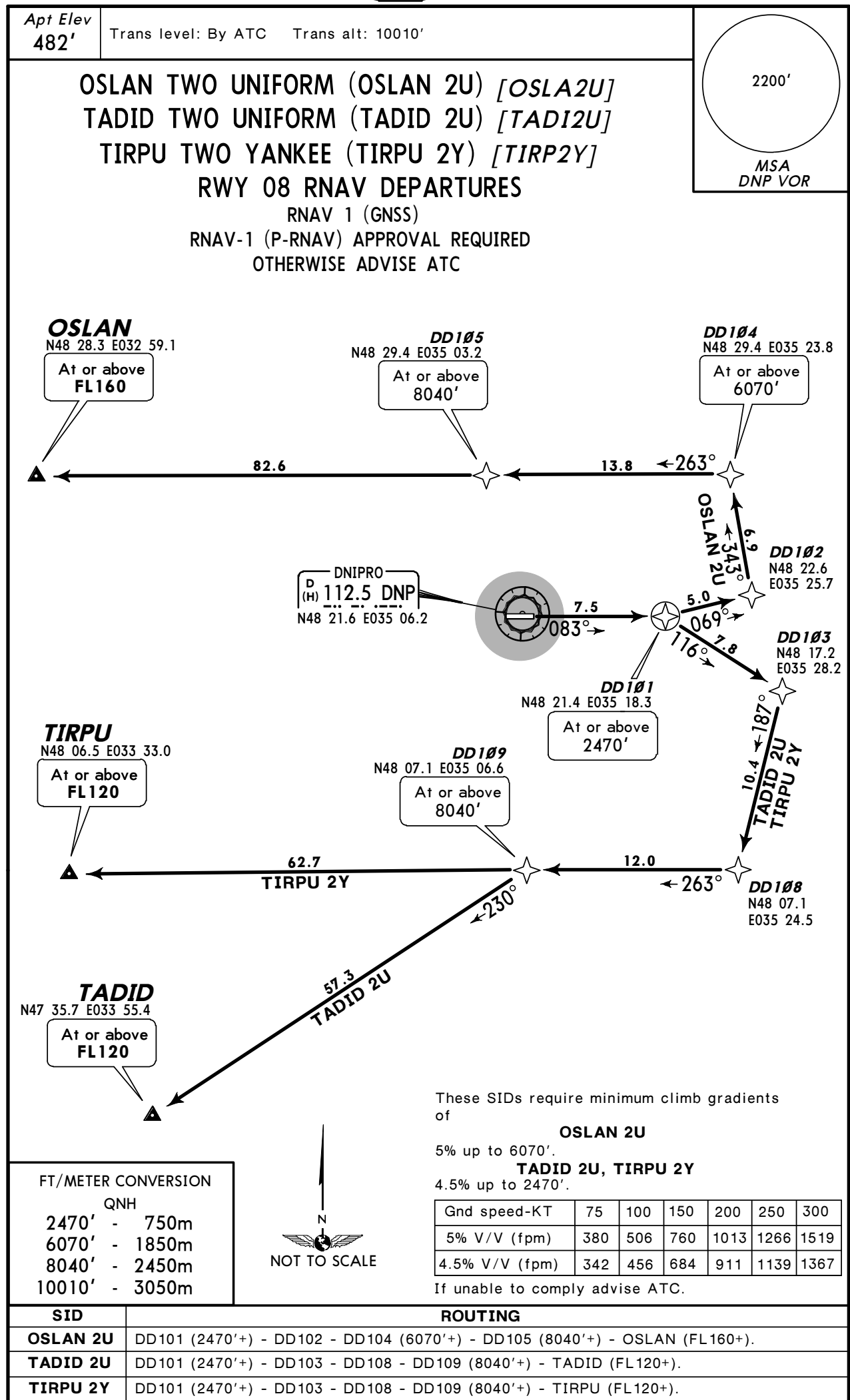
Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

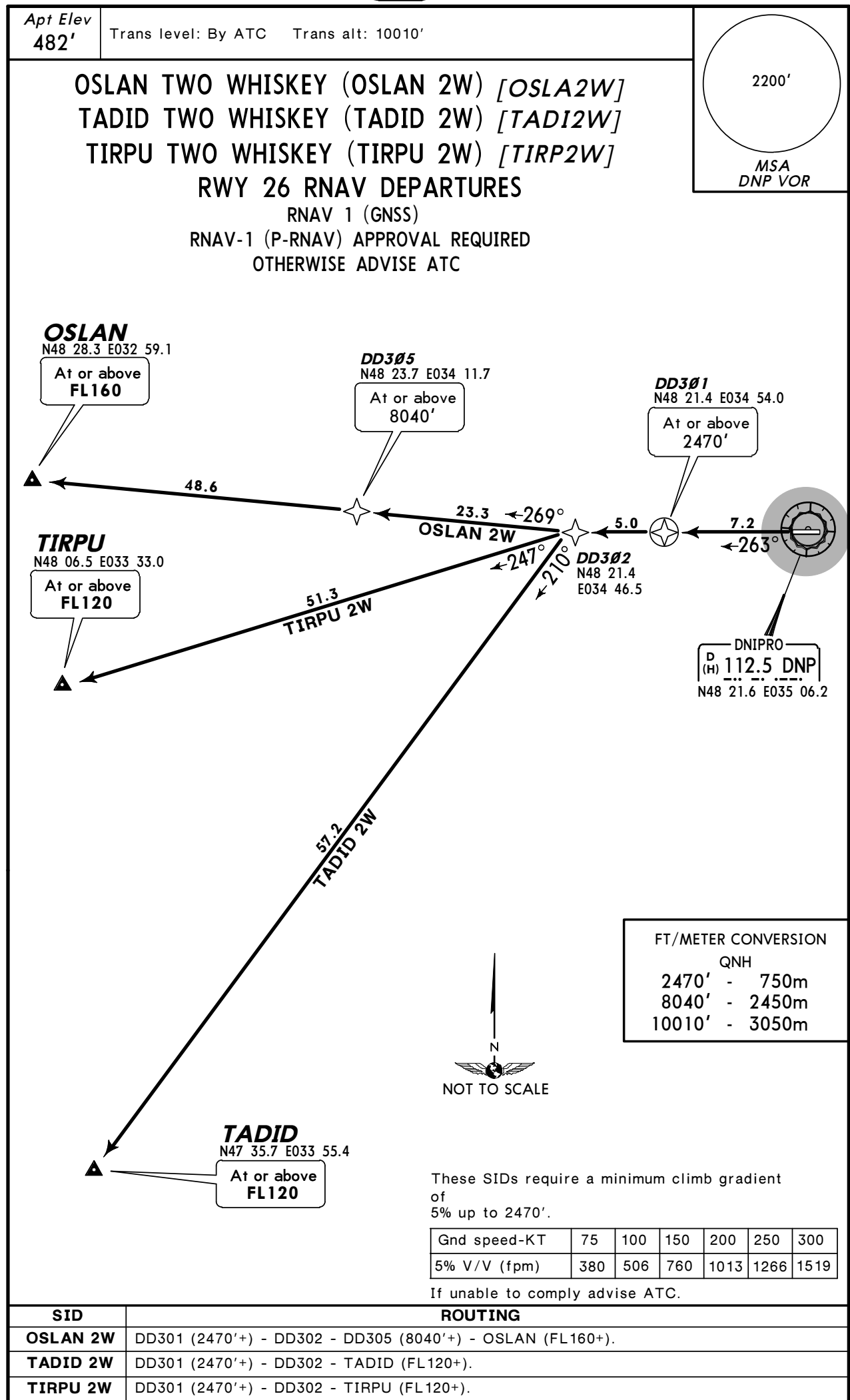
If unable to comply advise ATC.



SID	ROUTING
BULIG 2U	DD101 (2470'+) - DD103 - DD107 - BULIG (7060'+).
KOSIR 2U	DD101 (2470'+) - DD103 - DD107 - KOSIR (7060'+).
RUBES 2U	DD101 (2470'+) - DD103 - DD108 - RUBES (7060'+).
TM 2U	DD101 (2470'+) - DD103 - DD108 - DD109 (8040'+) - TM (8040'+).



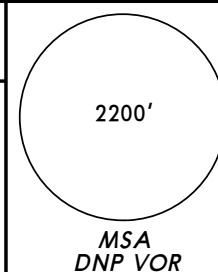




Apt Elev
482'

Trans level: By ATC Trans alt: 10010'

BULIG TWO FOXTROT (BULIG 2F) [BULI2F]
KOSIR SEVEN ALFA (KOSIR 7A) [KOSI7A]
KRASNOGOR TWO FOXTROT (GR 2F)
NIKAD SIX ALFA (NIKAD 6A) [NIKA6A]
RWY 08 DEPARTURES



FT/METER CONVERSION

QNH	
2470'	- 750m
6070'	- 1850m
7060'	- 2150m
10010'	- 3050m

335 DP
N48 21.4 E035 01.6

DNI PRO
D (H) 112.5 DNP
N48 21.6 E035 06.2

DNP 8.1
DME

KOSIR
N48 13.6 E036 19.7
At or above
7060'

These SIDs require minimum climb gradients of

BULIG 2F, GR 2F, KOSIR 7A

4.5% up to 2470'.

NIKAD 6A

7.5% up to FL115.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable advise ATC.

SID

ROUTING

BULIG 2F

On 083° track to DNP 8.1 DME, turn RIGHT, when passing DNP R-100 turn LEFT, intercept DNP R-110 to BULIG.

GR 2F

On 083° track to DNP 8.1 DME, turn LEFT, intercept 318° bearing towards TP, when passing 191° bearing to DP, turn RIGHT, intercept 008° bearing from DP to GR.

KOSIR 7A
BY ATC

On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-092 to KOSIR.

NIKAD 6A

On 083° track to DNP 8.1 DME, turn LEFT, intercept 318° bearing towards TP, when passing 224° bearing to DP, turn RIGHT, intercept 036° bearing from DP to NIKAD.

Trans level: By ATC Trans alt: 10010'

MSA
DNP VOR



NIKAD
N48 59.8 E035 55.3
At or above
FL130

2470' - 750m
6070' - 1850m
7060' - 2150m
10010' - 3050m

1 During activity of UK(R)-409.

1 D18.4 DNP
At or above
FL115

KOSIR
N48 13.6 E036 19.7
At or above
7060'

BULIG 2Q, KOSIR 2E: 5% up to 2470'.
GR 3Q, NIKAD 3C: 5% up to FL115.

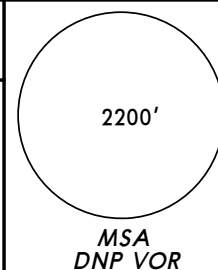
Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	456	760	1013	1266	1519

If unable advise ATC.

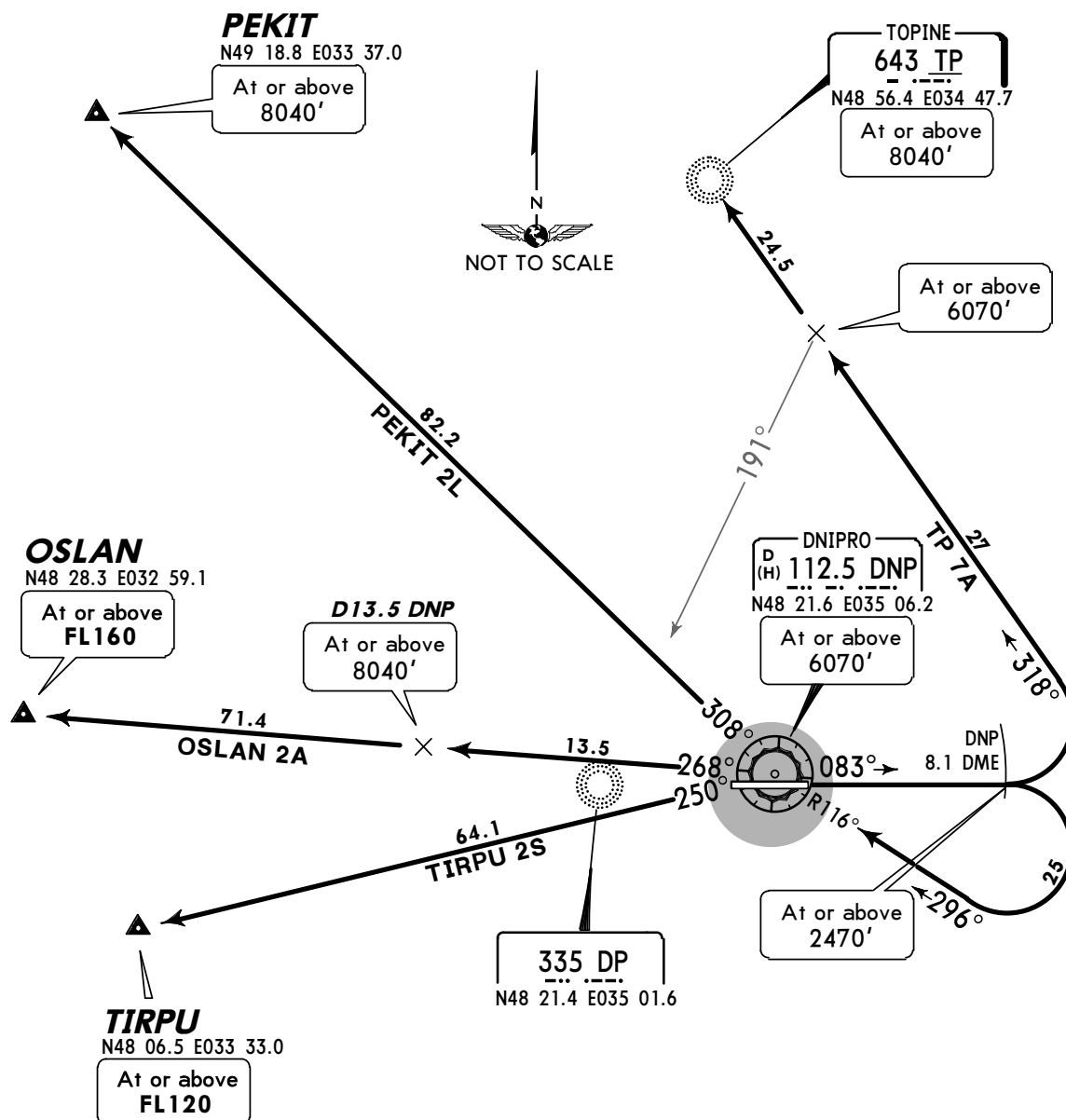
SID	ROUTING
BULIG 2Q	On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-230 inbound to DNP, turn RIGHT, DNP R-110 to BULIG.
GR 3Q	On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-230 inbound to DNP, turn LEFT, DNP R-005 to GR.
KOSIR 2E BY ATC	On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-230 inbound to DNP, turn RIGHT, DNP R-092 to KOSIR.
NIKAD 3C	On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-230 inbound to DNP, turn LEFT, DNP R-033 to NIKAD.

Apt Elev
482'

Trans level: By ATC Trans alt: 10010'



OSLAN TWO ALFA (OSLAN 2A) [OSLA2A]
PEKIT TWO LIMA (PEKIT 2L) [PEK12L]
TIRPU TWO SIERRA (TIRPU 2S) [TIRP2S]
TOPINE SEVEN ALFA (TP 7A)
RWY 08 DEPARTURES



These SIDs require a minimum climb gradient of 4.5% up to 2470'.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable advise ATC.

FT/METER CONVERSION

	QNH
2470'	- 750m
6070'	- 1850m
8040'	- 2450m
10010'	- 3050m

SID	ROUTING
OSLAN 2A	On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-116 inbound to DNP, turn LEFT, DNP R-268 to OSLAN.
PEKIT 2L	On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-116 inbound to DNP, turn RIGHT, DNP R-308 to PEKIT.
TIRPU 2S	On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-116 inbound to DNP, turn LEFT, DNP R-250 to TIRPU.
TP 7A	On 083° track to DNP 8.1 DME, turn LEFT, intercept 318° bearing to TP.

Trans level: By ATC Trans alt: 10010'

MSA
DNP VOR

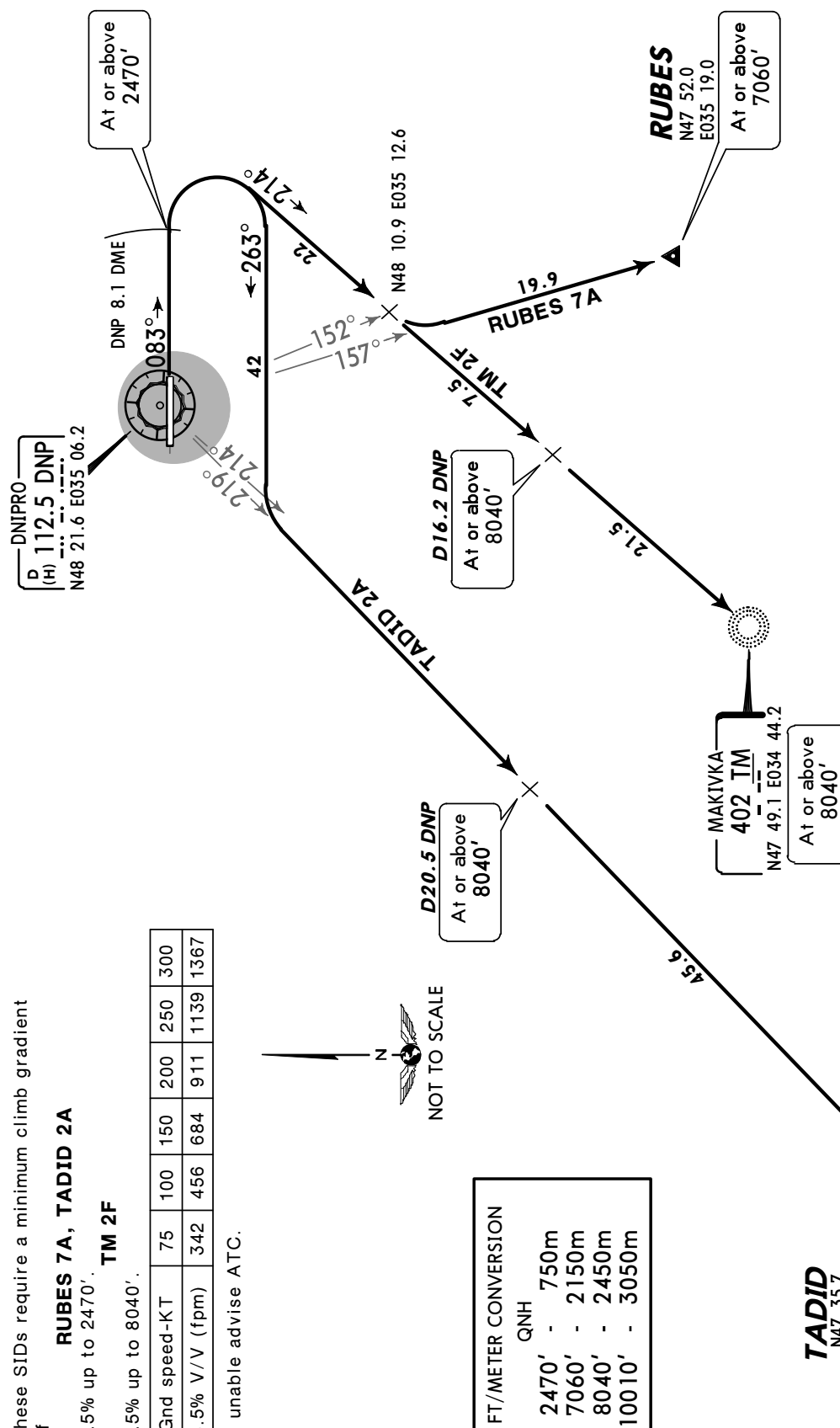
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Apt Elev
482'

Trans level: By ATC Trans alt: 10010'

**MAKIVKA TWO FOXTROT (TM 2F)
RUBES SEVEN ALFA (RUBES 7A) [RUBE7A]
TADID TWO ALFA (TADID 2A) [TADI2A]
RWY 08 DEPARTURES**

2200'
MSA
DNP VOR



ROUTING

SID

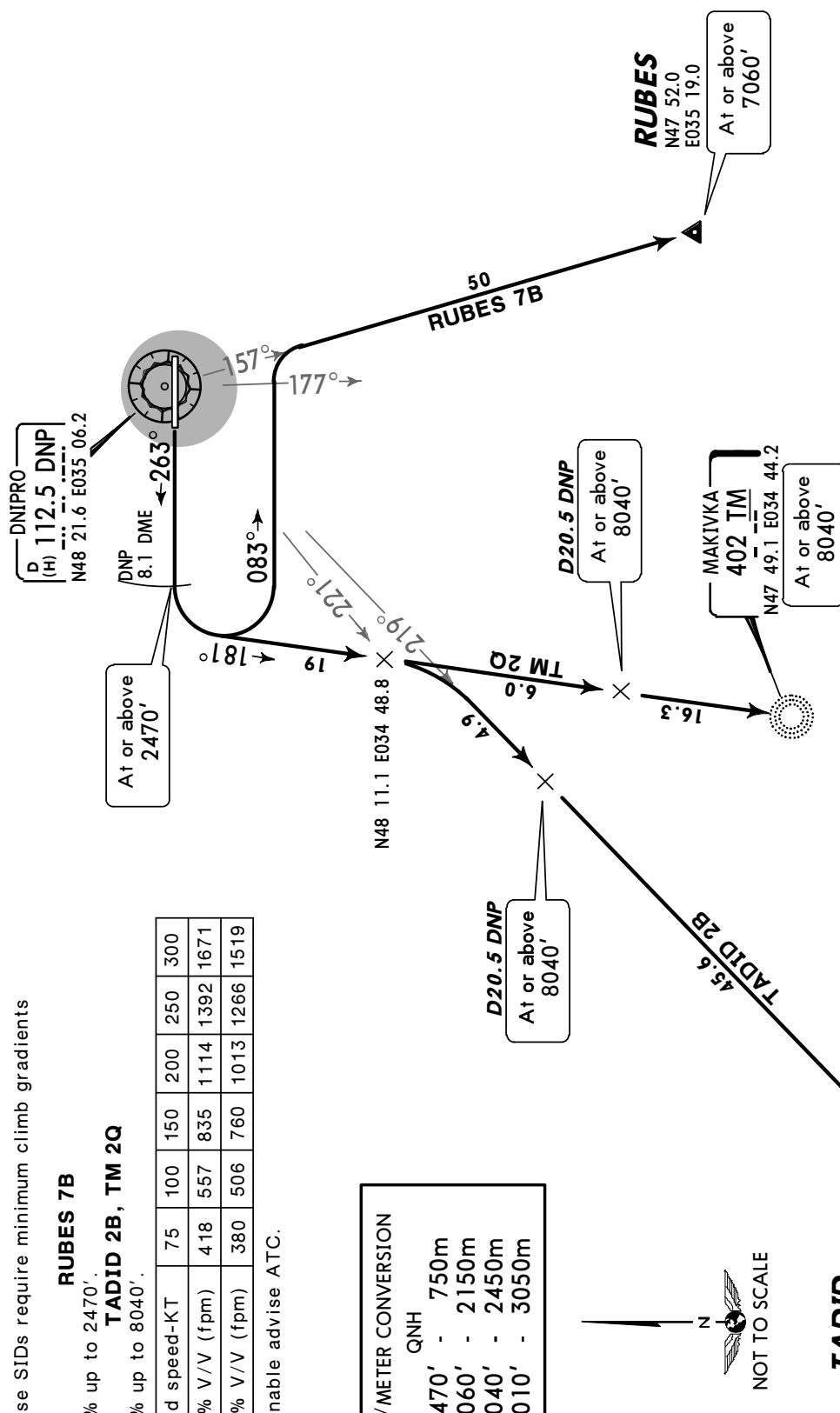
RUBES 7A On 083° track to DNP 8.1 DME, turn RIGHT, intercept 214° bearing towards TM, when passing DNP R-151 turn LEFT, intercept DNP R-157 to RUBES.

TADID 2A On 083° track to DNP 8.1 DME, turn RIGHT, 263° track, when passing DNP R-214 turn LEFT, intercept DNP R-219 to TADID.

TM 2F On 083° track to DNP 8.1 DME, turn RIGHT, intercept 214° bearing to TM.

2200'

MSA
DNP VOR



SID	ROUTING
RUBES 7B	On 263° track to DNP 8.1 DME, turn LEFT, 083° track, when passing DNP R-177 turn RIGHT, intercept DNP R-157 to RUBES.
TADID 2B	On 263° track to DNP 8.1 DME, turn LEFT, intercept 181° bearing towards TM, when passing DNP R-221 turn RIGHT, intercept DNP R-219 to TADID.
TM 2Q	On 263° track to DNP 8.1 DME, turn LEFT, intercept 181° bearing to TM.

of
These SIDs require minimum climb gradients

RUBES 7B

5.0% up to 2470'.

TADID 2B, TM 2Q

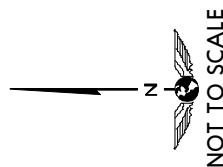
5.5% up to 8040'.

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

If unable advise ATC.

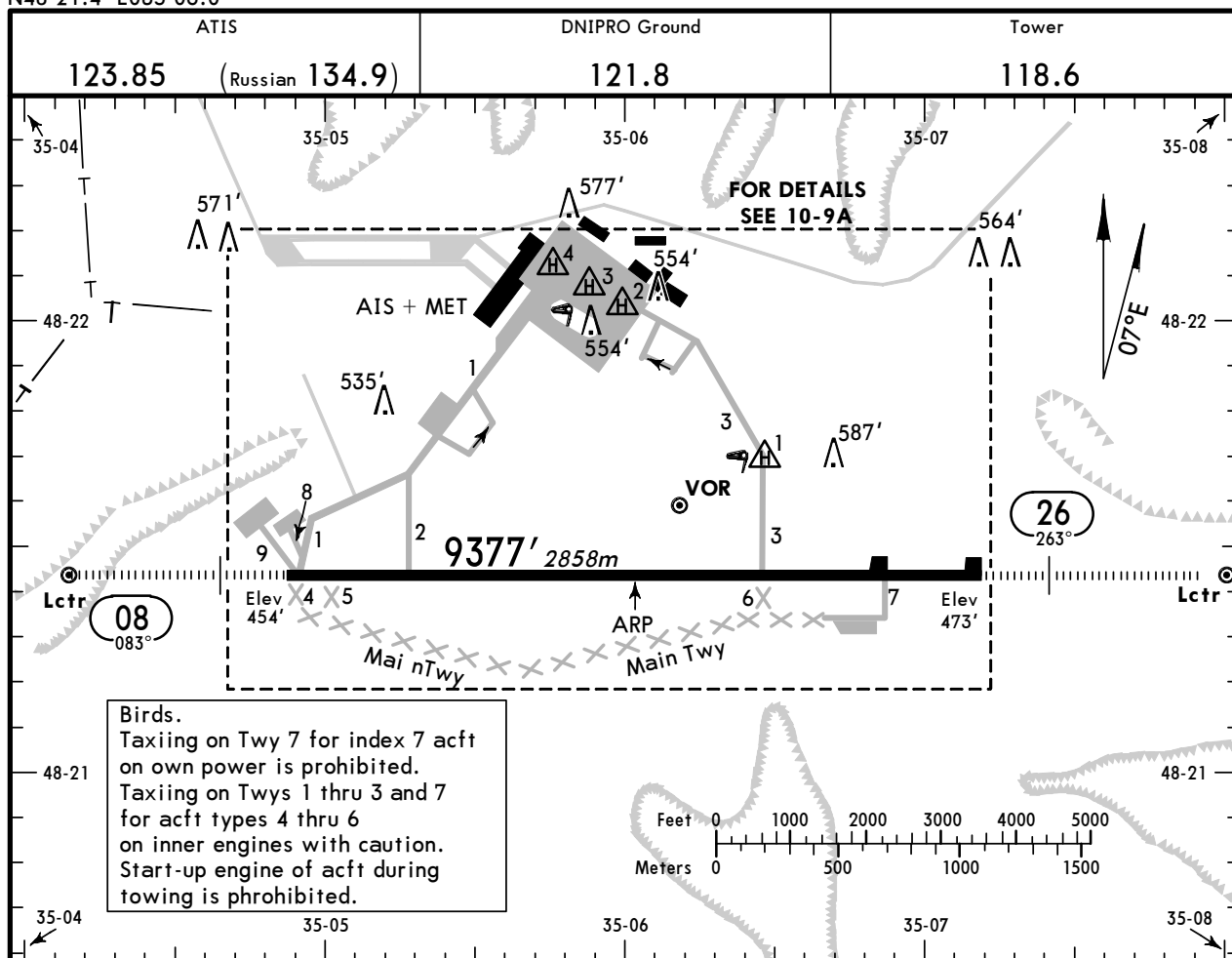
QNH

2470'	-	750m
7060'	-	2150m
8040'	-	2450m
10010'	-	3050m



TADID
N47 35.7
E033 55.4

At or above
FL120



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
08	HIRL (60m) HIALS PAPI-L (angle 2.83°)	RVR		8283' 2525m	144'
26	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR		8526' 2599m	44m

1 TAKE-OFF RUN AVAILABLE

RWY 08:

From rwy head 9377' (2858m)
twy 2 int 7710' (2350m)

RWY 26:

From rwy head 9377' (2858m)
twy 3 int 6562' (2000m)

LOW VISIBILITY PROCEDURE (LVP)

LVP shall be applied when RVR is less than 600m.

Pilots will be informed by ATC about beginning of LVP.

- Taxiing in the manoeuvring zone is permitted only for one aircraft at a time.

NOISE ABATEMENT PROCEDURE

Reverse is not to be used unless on reason of safety.

Use of auxiliary powerplant is to be limited, 30 min before departure and 30 min after landing.

Taxiing of 3 engine acft is to be proceed using two side engines.

Engines run-up with take-off power is prohibited.

While taxiing from stands 3, 5, 8 and 9 the engine power shall be not more 0.6 rated power.

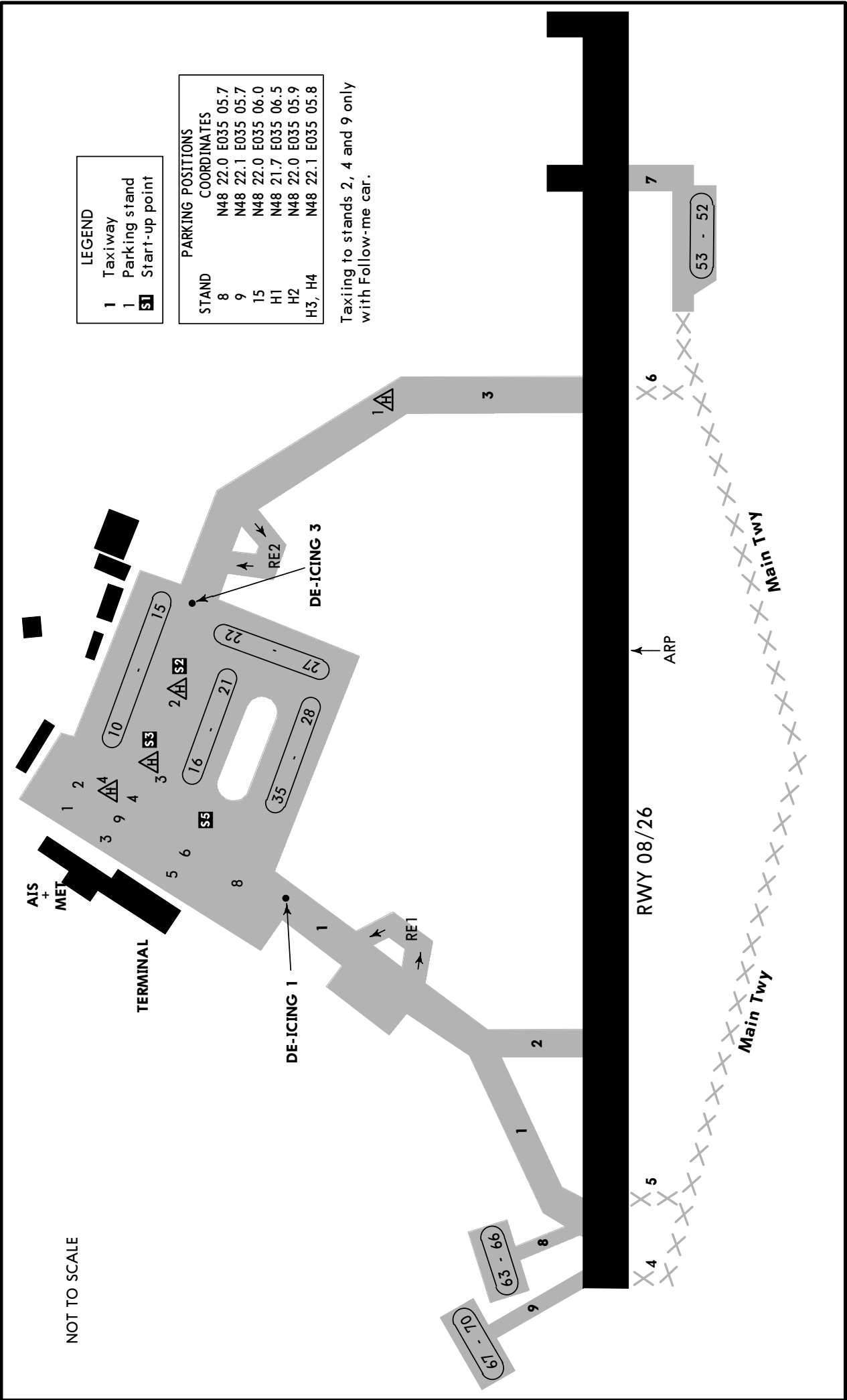
Applicable 2300- 0600 LT.

JAR-OPS

TAKE-OFF 1

	All Rwys		
	LVP must be in force		
	RCLM (DAY only) or RL	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
08				
ILS FULL Limited ALS out	654' (200') R550m R750m R1200m	654' (200') R550m R750m R1200m	654' (200') R550m R750m R1200m	660' (206') R550m R750m R1200m
LOC ❶ ALS out	760' (306') R750m R1400m	760' (306') R750m R1400m	760' (306') R750m R1400m	760' (306') R750m R1400m
VOR ❶ ALS out	840' (386') R1100m R1500m	840' (386') R1100m R1500m	840' (386') R1100m R1800m	840' (386') R1100m R1800m
NDB ❶ with DME ALS out	860' (406') R1200m R1500m	860' (406') R1200m R1500m	860' (406') R1200m R1900m	860' (406') R1200m R1900m
NDB ❶ w/o DME ALS out	910' (456') R1400m R1500m	910' (456') R1400m R1500m	910' (456') R1400m C2100m	910' (456') R1400m C2100m
NDB w/o DME ALS out	910' (456') R1600m C2300m	910' (456') R1600m C2300m	910' (456') R1800m C2500m	910' (456') R1800m C2500m
26				
ILS FULL Limited ALS out	673' (200') R550m R750m R1200m	673' (200') R550m R750m R1200m	673' (200') R550m R750m R1200m	673' (200') R550m R750m R1200m
LOC ❶ ALS out	780' (307') R750m R1400m	780' (307') R750m R1400m	780' (307') R750m R1400m	780' (307') R750m R1400m
VOR ❶ ALS out	870' (397') R1100m R1500m	870' (397') R1100m R1500m	890' (417') R1200m R1900m	910' (437') R1300m R2000m
NDB ❶ with DME ALS out	870' (397') R1100m R1500m	870' (397') R1100m R1500m	870' (397') R1100m R1800m	870' (397') R1100m R1800m
NDB ❶ w/o DME ALS out	920' (447') R1400m R1500m	920' (447') R1400m R1500m	920' (447') R1400m C2100m	920' (447') R1400m C2100m
NDB w/o DME ALS out	920' (447') R1600m C2300m	920' (447') R1600m C2300m	920' (447') R1800m C2500m	920' (447') R1800m C2500m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
After apch to rwy 08 ❸	910' (456')	1070' (616')	1200' (746')	1500' (1046')
After apch to rwy 26 ❹	910' (437') ❺ V1500m ❻	1070' (597') V1600m ❻	1200' (727') V2400m	1500' (1027') V3600m

❷ Not authorized North of airport between R-280 and R-045 DNP.

❸ Circling height based on rwy 08 thresh elev of 454'.

❹ Circling height based on rwy 26 thresh elev of 473'.

❺ after NDB apch: 920' (447').

❻ or higher minimums of preceding straight-in approach.

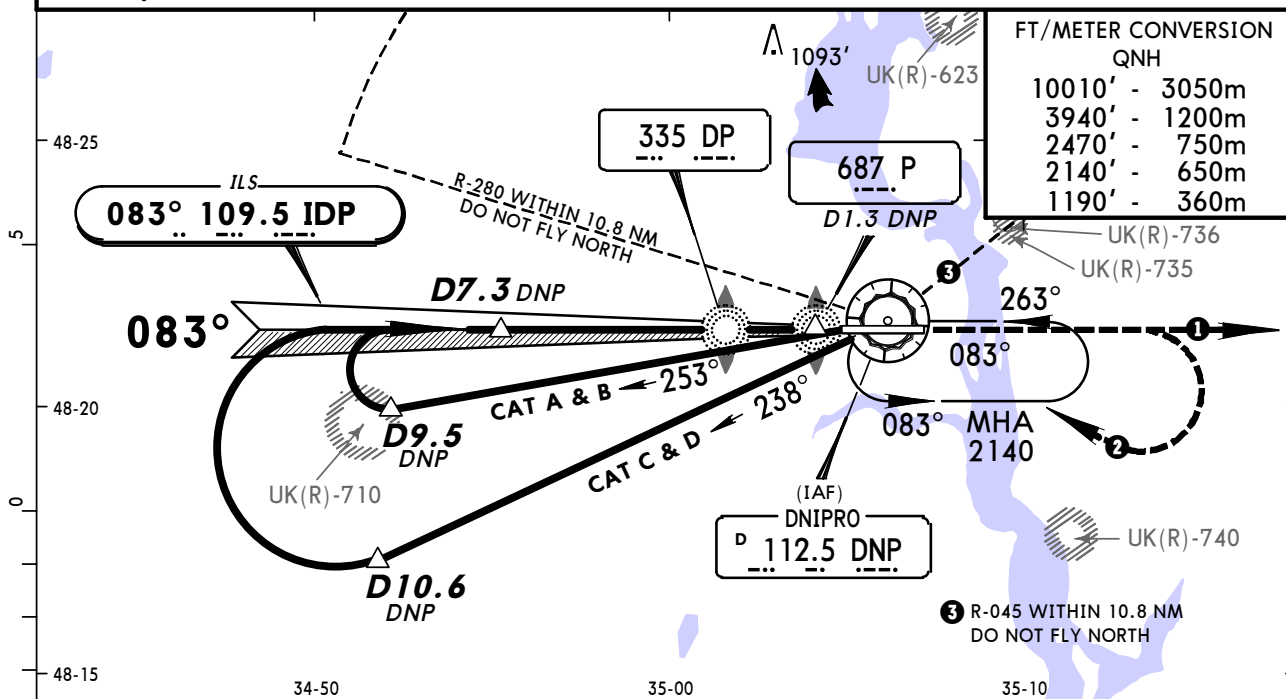
TAKE-OFF RWY 08, 26

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		

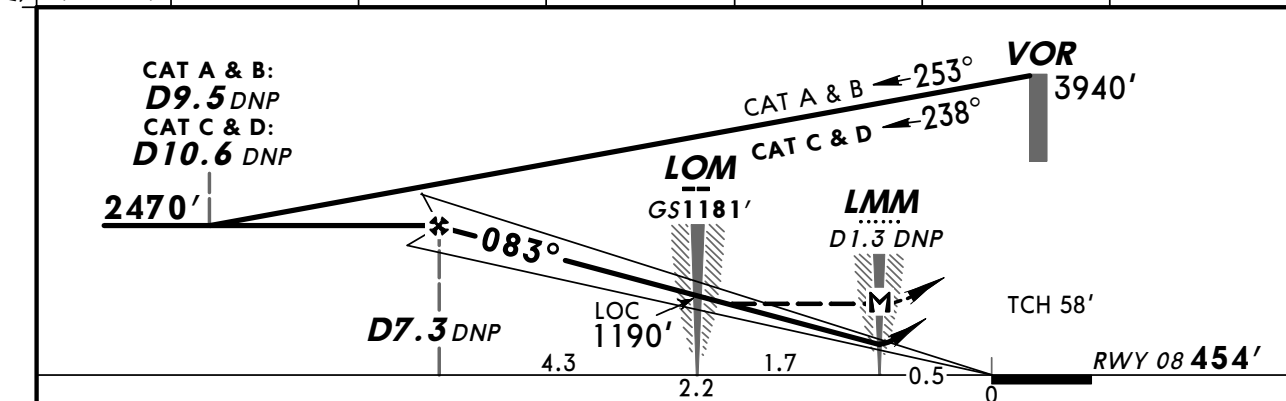
™

BRIEFING STRIP

ATIS		DNIPRO Radar (APP)		DNIPRO Tower		Ground	
123.85 (Russian 134.9)		119.4		118.6		121.8	
LOC IDP 109.5	Final Aptch Crs 083°	GS LOM 1181' (727')	DA(H) Refer to Minimums	Apt Elev 482'	2200' MSA DNP VOR		
MISSED APCH: ❶ Climb on 083° to 2140', then as directed.							
MISSED APCH WITH COMM FAILURE: ❷ Climb on 083° to 2140', then turn RIGHT to VOR climbing to 3940', then according to chart.							
Alt Set: hPa (MM on req)							
DME required.		Rwy Elev: 17 hPa		Trans level: By ATC		Trans alt: 10010'	



LOC (GS out)	DNP DME	5.9	4.9	3.8	2.7	1.6
	ALTITUDE	2030'	1700'	1380'	1060'	740'

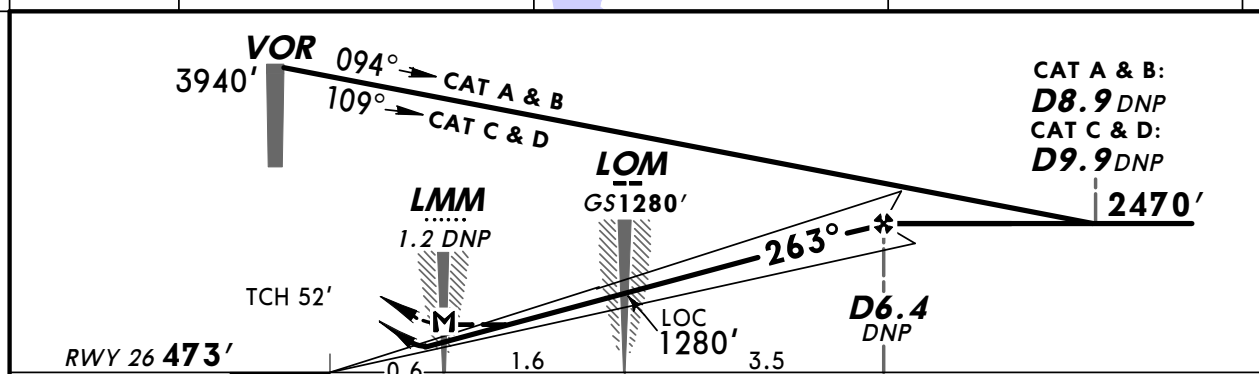
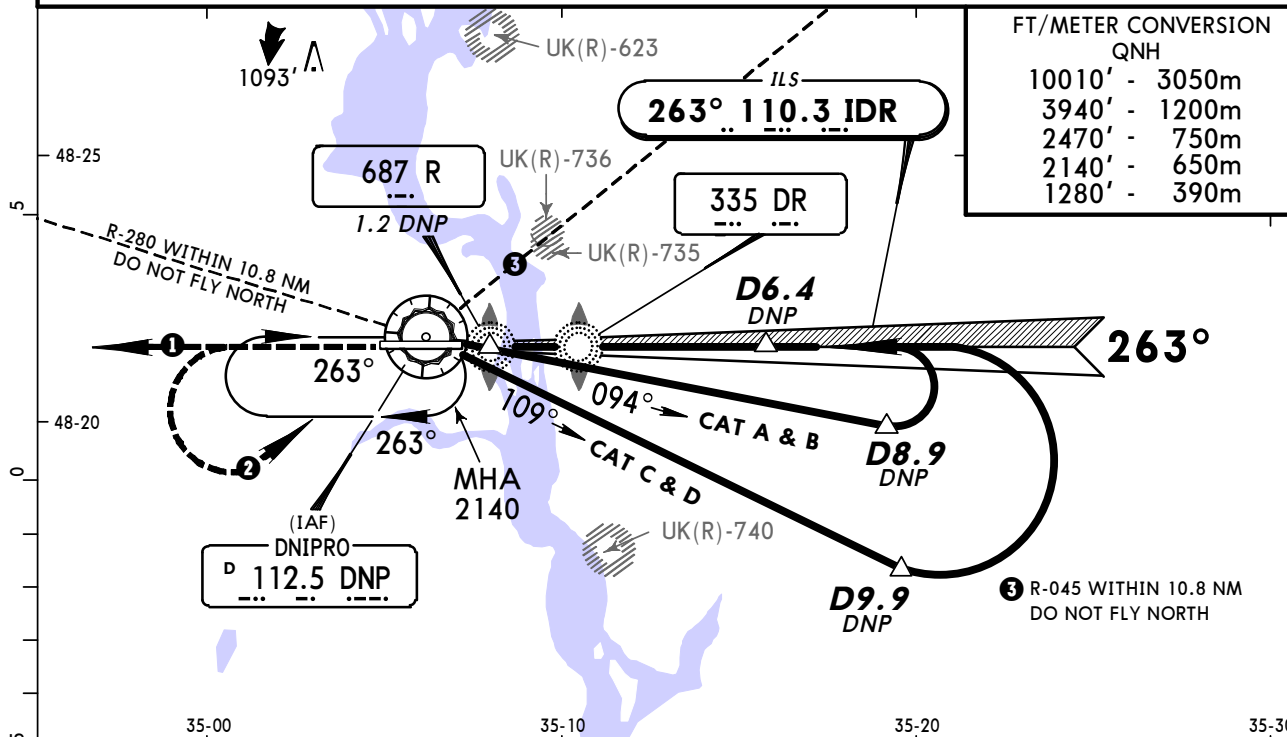


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2140' on 083°
ILS GS or LOC Descent Angle 2.83°	350	451	501	601	701	801	
MAP at LMM/D1.3 DNP							

JAR-OPS STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND ❶		
ILS		LOC (GS out)		Not authorized North of airport between R-280 and R-045		
ABC: 654' (200') D: 660' (206')		MDA(H) 760' (306')				
FULL	ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 550m	RVR 1000m	RVR 900m	100	910' (456')	1500m
B			RVR 1500m	135	1070' (616')	1600m
C			RVR 1000m	180	1200' (746')	2400m
D			RVR 1400m	205	1500' (1046')	3600m

❶ Circling height based on rwy 08 thresh elev of 454'.

ATIS		DNIPRO Radar (APP)		DNIPRO Tower		Ground	
123.85 (Russian 134.9)		119.4		118.6		121.8	
LOC IDR 110.3	Final Aptch Crs 263°	GS LOM 1280' (807')	DA(H) 673' (200')	Apt Elev 482' RWY 473'	2200' MSA DNP VOR		
MISSED APCH: ❶ Climb on 263° to 2140', then as directed.							
MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140', then turn							
LEFT to VOR climbing to 3940', then according to chart.							
Alt Set: hPa (MM on req)		Rwy Elev: 17 hPa		Trans level: By ATC		Trans alt: 10010'	
1. DME required. 2. Ground proximity warning system short term alerting is possible on final apch between 990' and 660' due to terrain.							



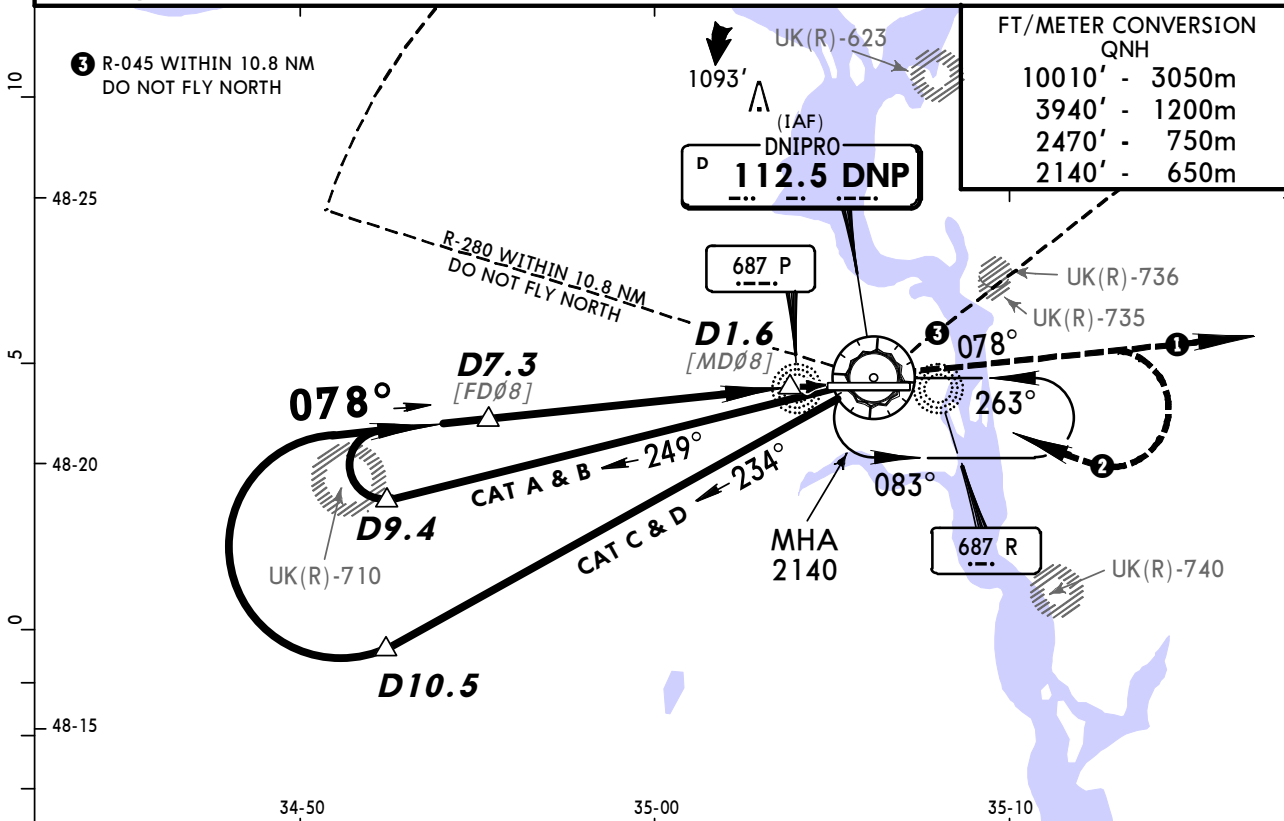
Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2140' on 263°
ILS GS or LOC Descent Angle 3.17°	393	505	561	673	785	897	
MAP at LMM/D1.2 DNP							

JAR-OPS STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND ❶	
ILS DA(H) 673' (200')		LOC (GS out) DA(H) 780' (307')		Not authorized North of airport between R-280 and R-045	
FULL	ALS out		ALS out	Max Kts	MDA(H) VIS
RVR 550m	RVR 1000m	RVR 900m	RVR 1500m	100	910' (437') 1500m
		RVR 1000m	RVR 1800m	135	1070' (597') 1600m
		RVR 1400m	RVR 2000m	180	1200' (727') 2400m
				205	1500' (1027') 3600m

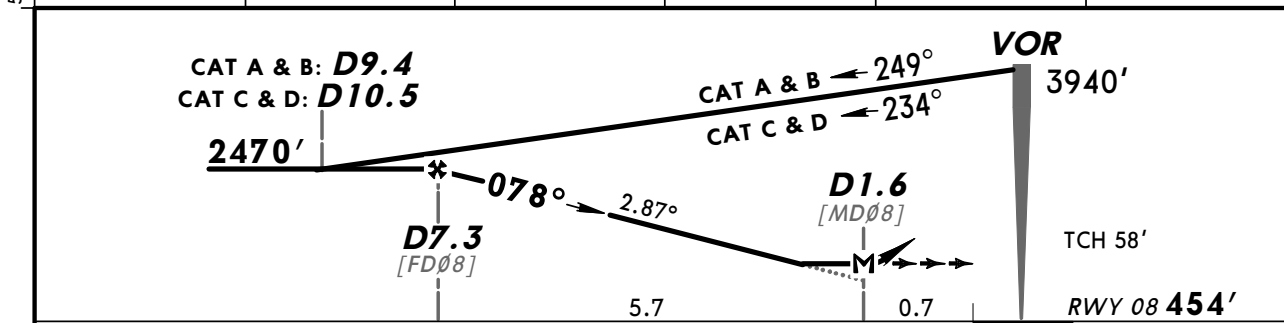
❶ Circling height based on rwy 26 thresh elev of 473'.

BRIEFING STRIP™

ATIS		DNIPRO Radar (APP)		DNIPRO Tower		Ground		2200' MSA DNP VOR
123.85 (Russian 134.9)		119.4		118.6		121.8		
VOR DNP 112.5	Final Apch Crs 078°	Minimum Alt D7.3 2470' (2016')		MDA(H) 840' (386')		Apt Elev 482' RWY 454'		
MISSED APCH: ① Climb on 078° to 2140', then as directed. MISSED APCH WITH COMM FAILURE: ② Climb on 078° to 2140', then turn RIGHT to VOR climbing to 3940', then according to chart.								
Alt Set: hPa (MM on req)		Rwy Elev: 17 hPa		Trans level: By ATC		Trans alt: 10010'		
DME required.								



DNP DME	5.9	4.9	3.8	2.7	1.6
ALTITUDE	2030'	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	HTALS PAPI 2140' on 078°
Descent Angle	2.87°	355	457	508	609	711	
MAP at D1.6							

JAR-OPS STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND ①			
MDA(H) 840' (386')				Not authorized North of airport between R-280 and R-045			
		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 900m	RVR 1500m		100	910' (456')	1500m	
B	RVR 1000m			135	1070' (616')	1600m	
C		RVR 1800m		180	1200' (746')	2400m	
D	RVR 1400m	RVR 2000m		205	1500' (1046')	3600m	

① Circling height based on rwy 08 thresh elev of 454'.



MSA
DNP VOR

1093

48-25

(IAF) DNIPRO

D 112.5 DNP

687 R

UK(R)-736

R-045 WITHIN 10.8 NM
DO NOT FLY NORTH

UK(R)-735

D1.5
[MD26]

D6.4
[FD26]

269°

083°

48-20

687 P

263°

MHA 2140

112°

099°

CAT A & B

D8.8

CAT C & D

UK(R)-740

D11.1

48-15

35-00

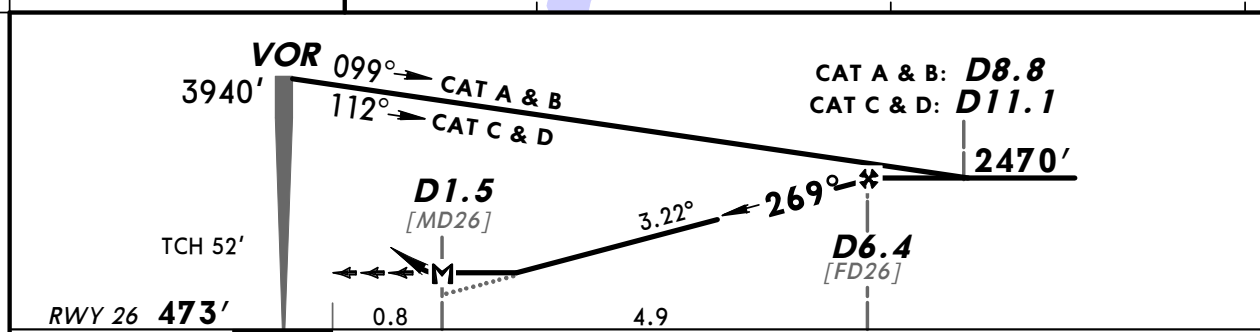
35-10

35-20

35-30

FT/METER CONVERSION
QNH

10010'	-	3050m
3940'	-	1200m
2470'	-	750m
2140'	-	650m



<i>Gnd speed-Kts</i>	70	90	100	120	140	160		
<i>Descent angle 3.22°</i>	399	513	570	684	798	912		
<i>MAP at D1.5</i>								

CIRCLE-TO-LAND **1**

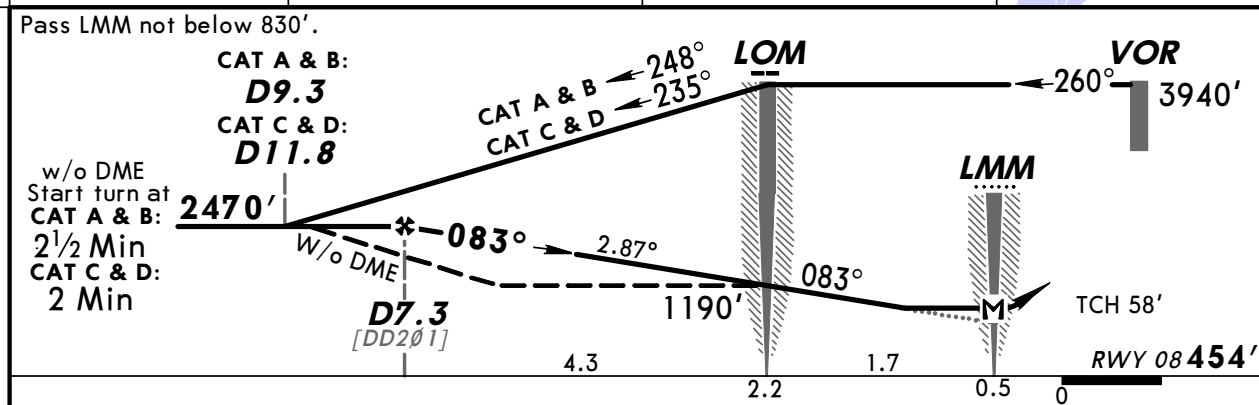
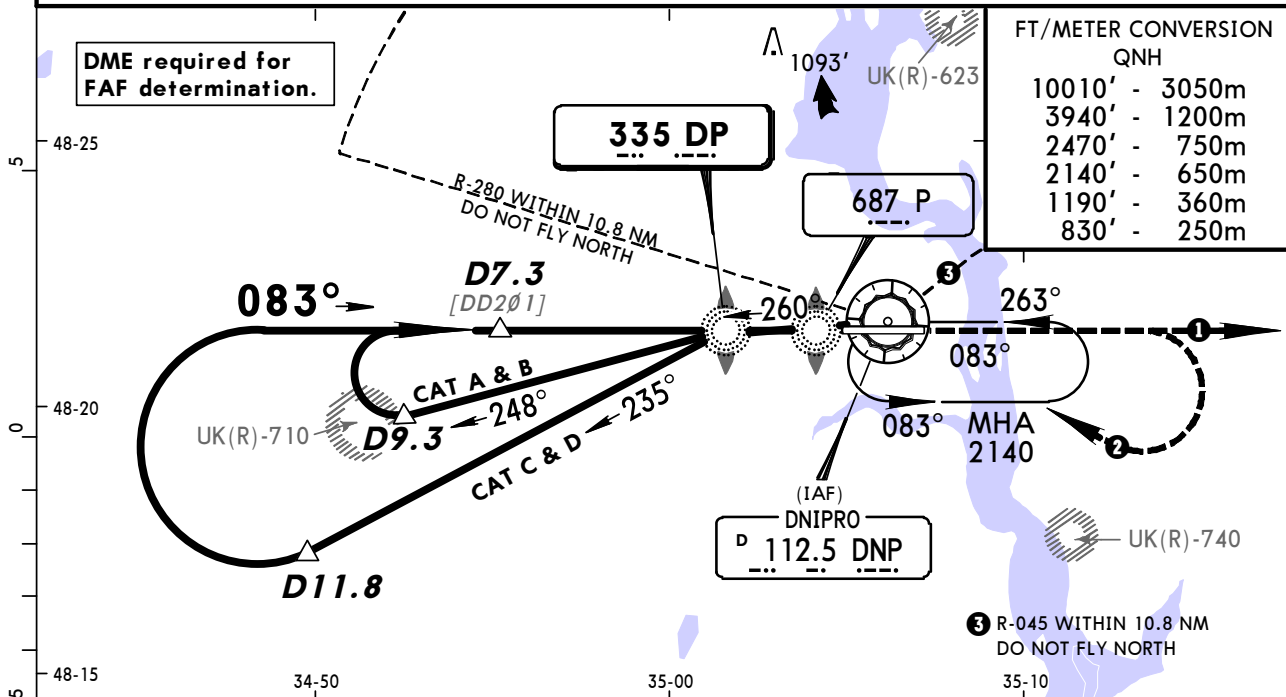
Not authorized North of airport
between R-280 and R-045

$MDA(H)$	$VIS.$
$10' (437')$	$1500m$
$70' (597')$	$1600m$
$00' (727')$	$2400m$
$00' (1027')$	$3600m$

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123.85	ATIS (Russian 134.9)	DNIPRO Radar (APP) 119.4	DNIPRO Tower 118.6	Ground 121.8
NDB DP 335	Final Apch Crs 083°	With DME Minimum Alt D7.3 2470' (2016')	With DME MDA(H) 860' (406')	Apt Elev 482'
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 910' (456')	RWY 454'
MISSED APCH: ① Climb on 083° to 2140', then as directed. MISSED APCH WITH COMM FAILURE: ② Climb on 083° to 2140', then turn RIGHT to VOR climbing to 3940' and hold for 5 Min, then according to chart.				
MSA DNP VOR				

Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010'



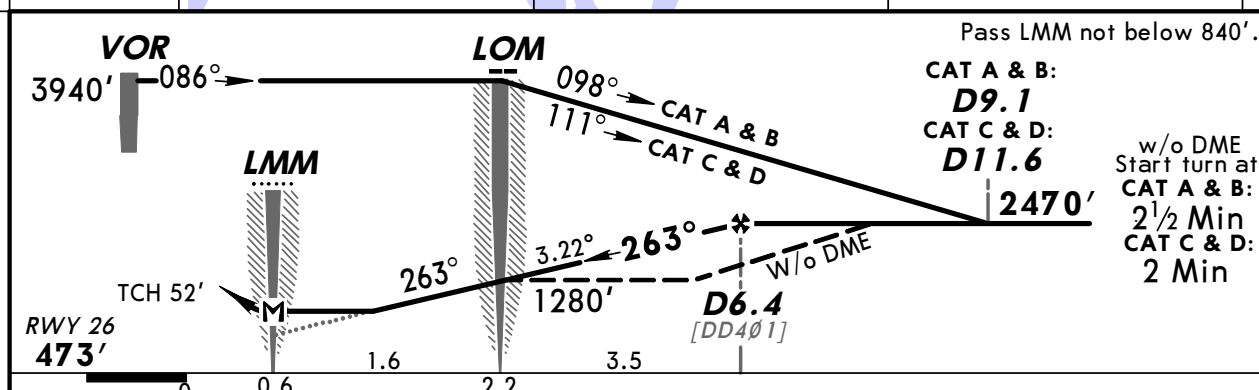
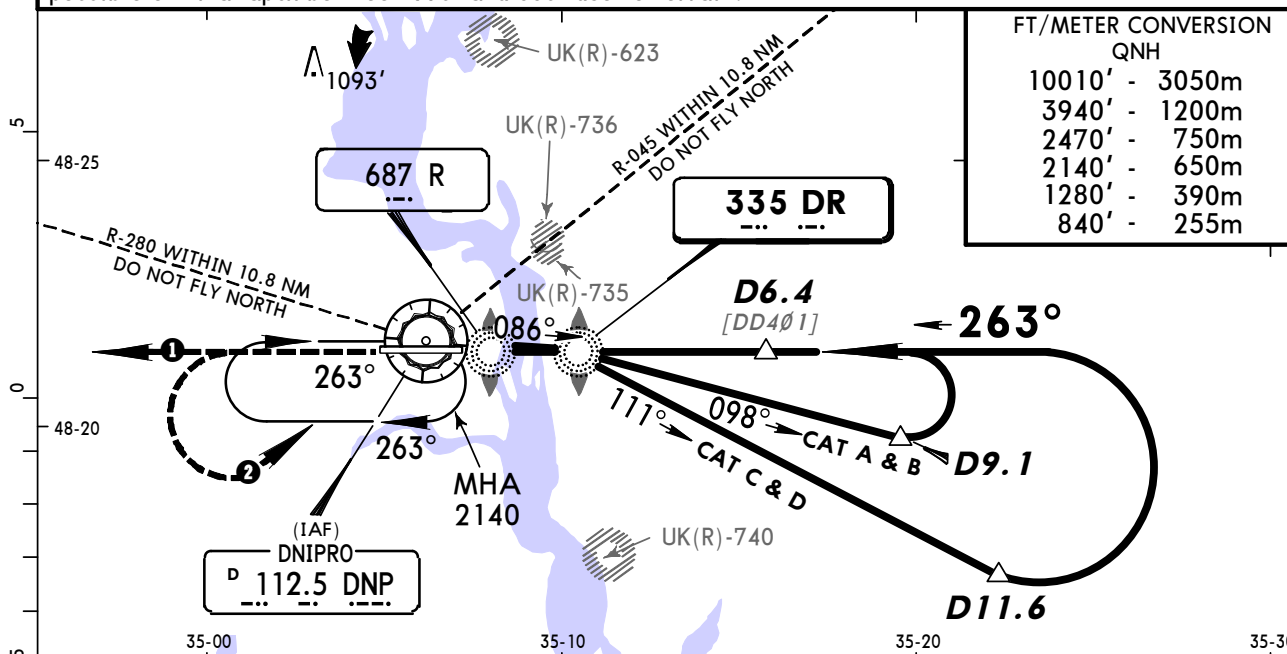
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.87°	355	457	508	609	711	812
MAP at LMM						

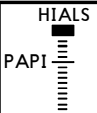
JAR-OPS STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND ①	
with DME MDA(H) 860' (406')		w/o DME MDA(H) 910' (456')		Not authorized North of airport between R-280 and R-045	
	ALS out		ALS out	Max Kts	MDA(H) VIS
A RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m	100	910' (456') 1500m
B RVR 1000m				135	1070' (616') 1600m
C RVR 1000m	RVR 1800m	RVR 1200m	RVR 2000m	180	1200' (746') 2400m
D RVR 1400m				205	1500' (1046') 3600m

① Circling height based on rwy 08 thresh elev of 454'.

ATIS 123.85 (Russian 134.9)		DNIPRO Radar (APP) 119.4		DNIPRO Tower 118.6		Ground 121.8	
NDB DR 335	Final Aptch Crs 263°	With DME Minimum Alt D6.4 2470' (1997')	With DME MDA(H) 870' (397')	Apt Elev 482' RWY 473'	2200' MSA DNP VOR		
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 920' (447')				
MISSED APCH: ❶ Climb on 263° to 2140', then as directed. MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140', then turn LEFT to VOR climbing to 3940' and hold for 5 Min, then according to chart.							

Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010'
 1. DME required for FAF determination. 2. Ground proximity warning system short term alerting is possible on final apch between 990' and 660' due to terrain.



Gnd speed-Kts	70	90	100	120	140	160		2140' on 263°
Descent Angle 3.22°	399	513	570	684	798	912		
MAP at LMM								

JAR-OPS STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND ①	
with DME		w/o DME		Not authorized North of airport between R-280 and R-045	
MDA(H) 870' (397')		MDA(H) 920' (447')		Max Kts	MDA(H) VIS
A	RVR 900m	ALS out	RVR 900m	100	920' (447') 1500m
B	RVR 1000m	RVR 1500m	RVR 1000m	135	1070' (597') 1600m
C	RVR 1000m	RVR 1800m	RVR 1800m	180	1200' (727') 2400m
D	RVR 1400m	RVR 2000m	RVR 1400m	205	1500' (1027') 3600m

① Circling height based on rwy 26 thresh elev of 473'.



Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

DNIPROPETROVS'K, (DNIPROPETROVS'K - UKDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDD