

**List of pages in this Trip Kit**

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Revision Letter For Cycle 17-2013  
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## **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: 0256 Z  
Sunset: 1642 Z,

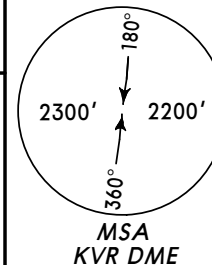
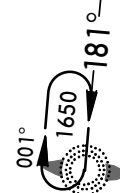
## **Runway Information**

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

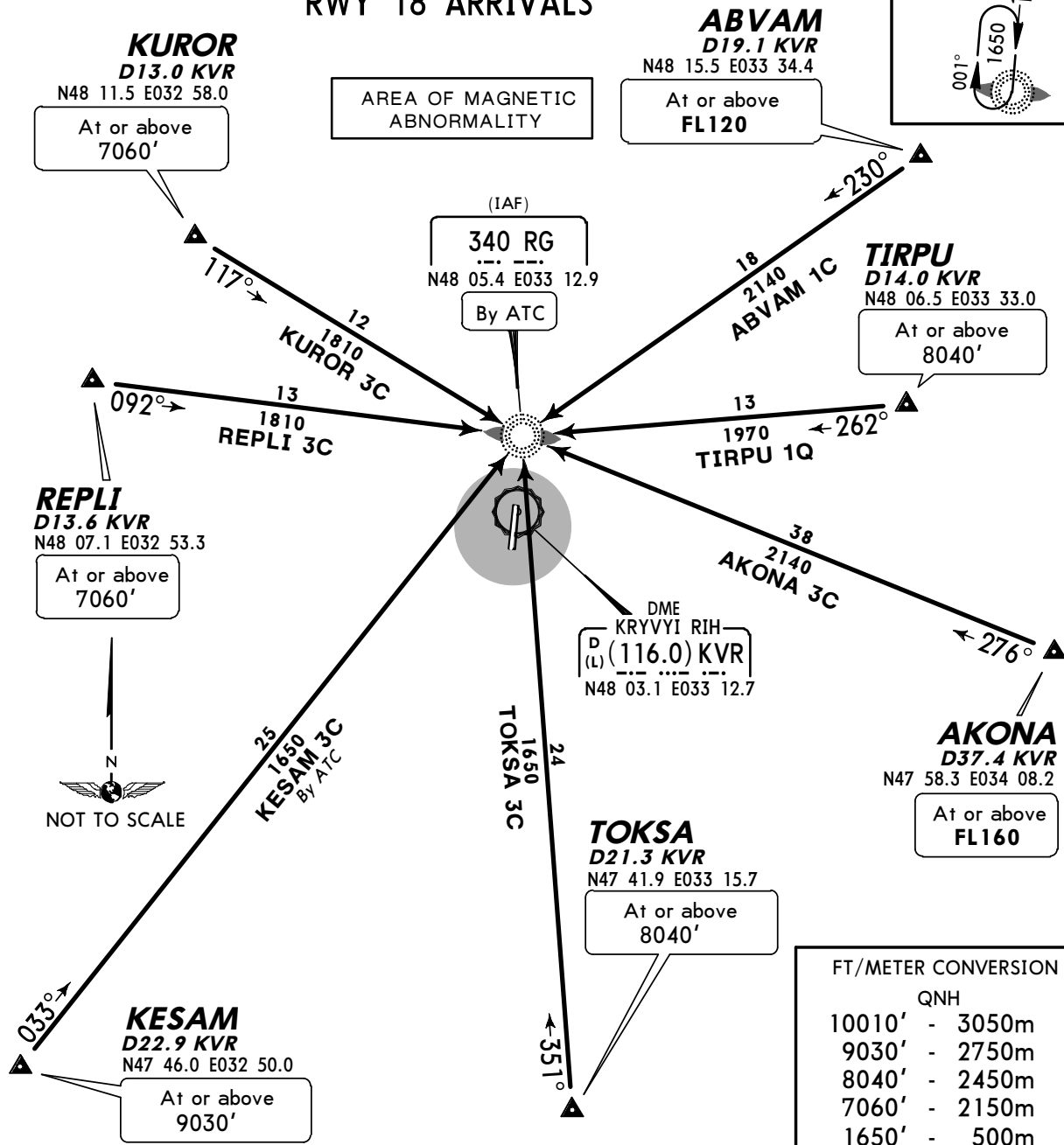
Runway: 36  
Length x Width: 8202 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 376 ft  
Lighting: Edge

## **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**

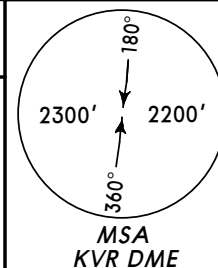
ABVAM ONE CHARLIE (ABVAM 1C) [ABVA1C]  
AKONA THREE CHARLIE (AKONA 3C) [AKON3C]  
KESAM THREE CHARLIE (KESAM 3C) [KESA3C]  
KUROR THREE CHARLIE (KUROR 3C) [KURO3C]  
REPLI THREE CHARLIE (REPLI 3C) [REPL3C]  
TIRPU ONE QUEBEC (TIRPU 1Q) [TIRP1Q]  
TOKSA THREE CHARLIE (TOKSA 3C) [TOKS3C]  
RWY 18 ARRIVALS



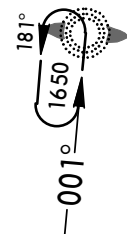
| STAR               | ROUTING                       |
|--------------------|-------------------------------|
| ABVAM 1C           | Intercept 230° bearing to RG. |
| AKONA 3C           | Intercept 276° bearing to RG. |
| KESAM 3C<br>By ATC | Intercept 033° bearing to RG. |
| KUROR 3C           | Intercept 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'

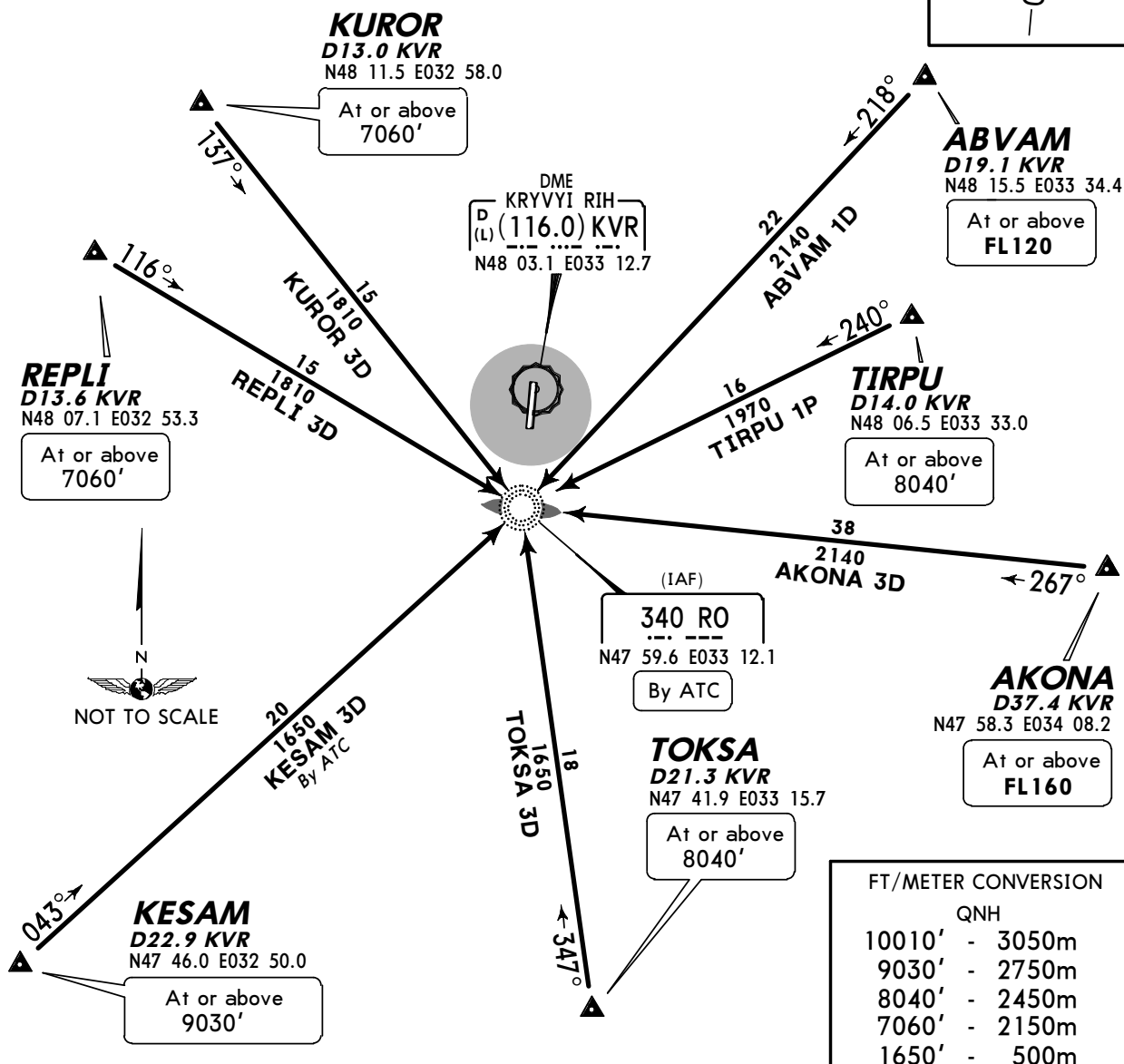


**HOLDING  
OVER  
RO**



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

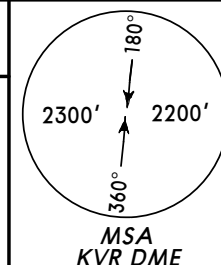


STAR

ROUTING

|                    |                               |
|--------------------|-------------------------------|
| ABVAM 1D           | Intercept 218° bearing to RO. |
| AKONA 3D           | Intercept 267° bearing to RO. |
| KESAM 3D<br>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

340 RG  
N48 05.4 E033 12.9  
By ATC

**TIRPU**  
**D14.0 KVR**  
N48 06.5 E033 33.0  
At or above  
7060'

AULY  
1083 AU  
N48 35.0 E034 28.8

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



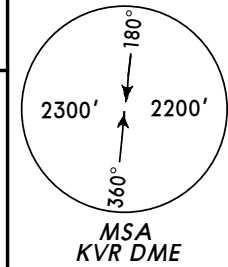
## QNH

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

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'



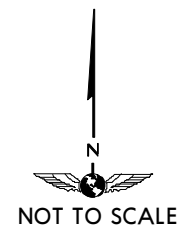
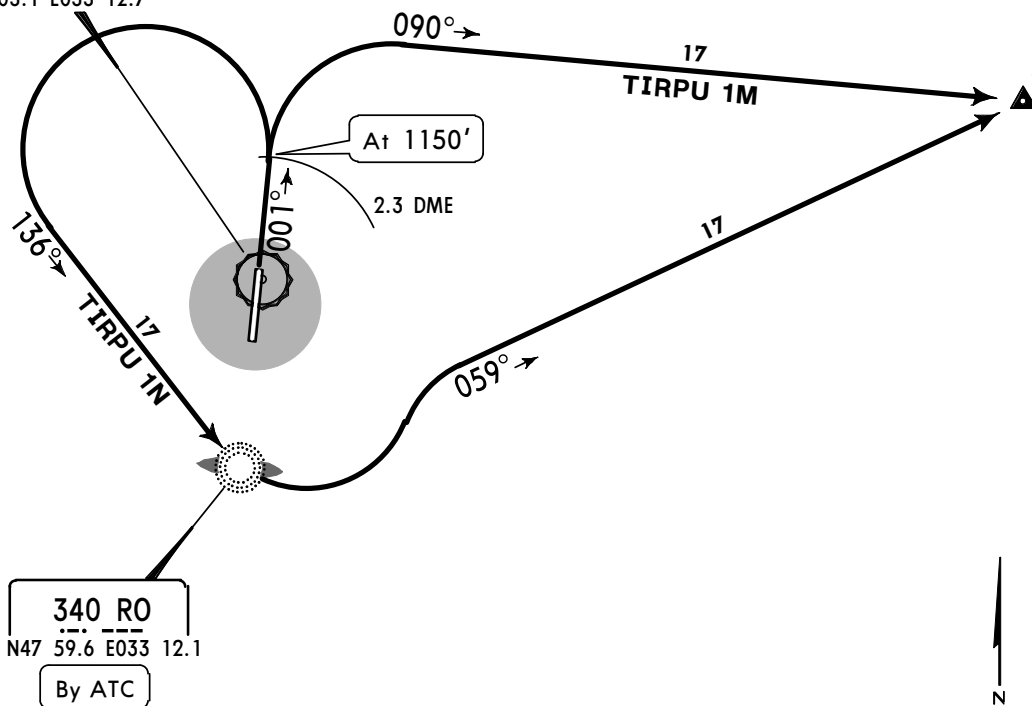
**TIRPU ONE MIKE (TIRPU 1M) [TIRP1M]  
TIRPU ONE NOVEMBER (TIRPU 1N) [TIRP1N]  
RWY 36 DEPARTURES**

AREA OF MAGNETIC ABNORMALITY

DME  
KRYVYI RIH  
D (L) (116.0) KVR  
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.

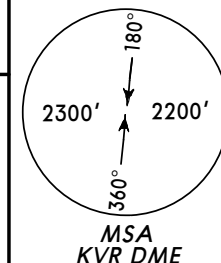
**FT/METER CONVERSION**

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

| SID                       | ROUTING                                                                                                |
|---------------------------|--------------------------------------------------------------------------------------------------------|
| <b>TIRPU 1M</b><br>By ATC | Climb on 001° track to 1150', turn RIGHT, 090° track to TIRPU.                                         |
| <b>TIRPU 1N</b>           | Climb on 001° track to 1150', turn LEFT, intercept 136° bearing to RO, turn LEFT, 059° track to TIRPU. |

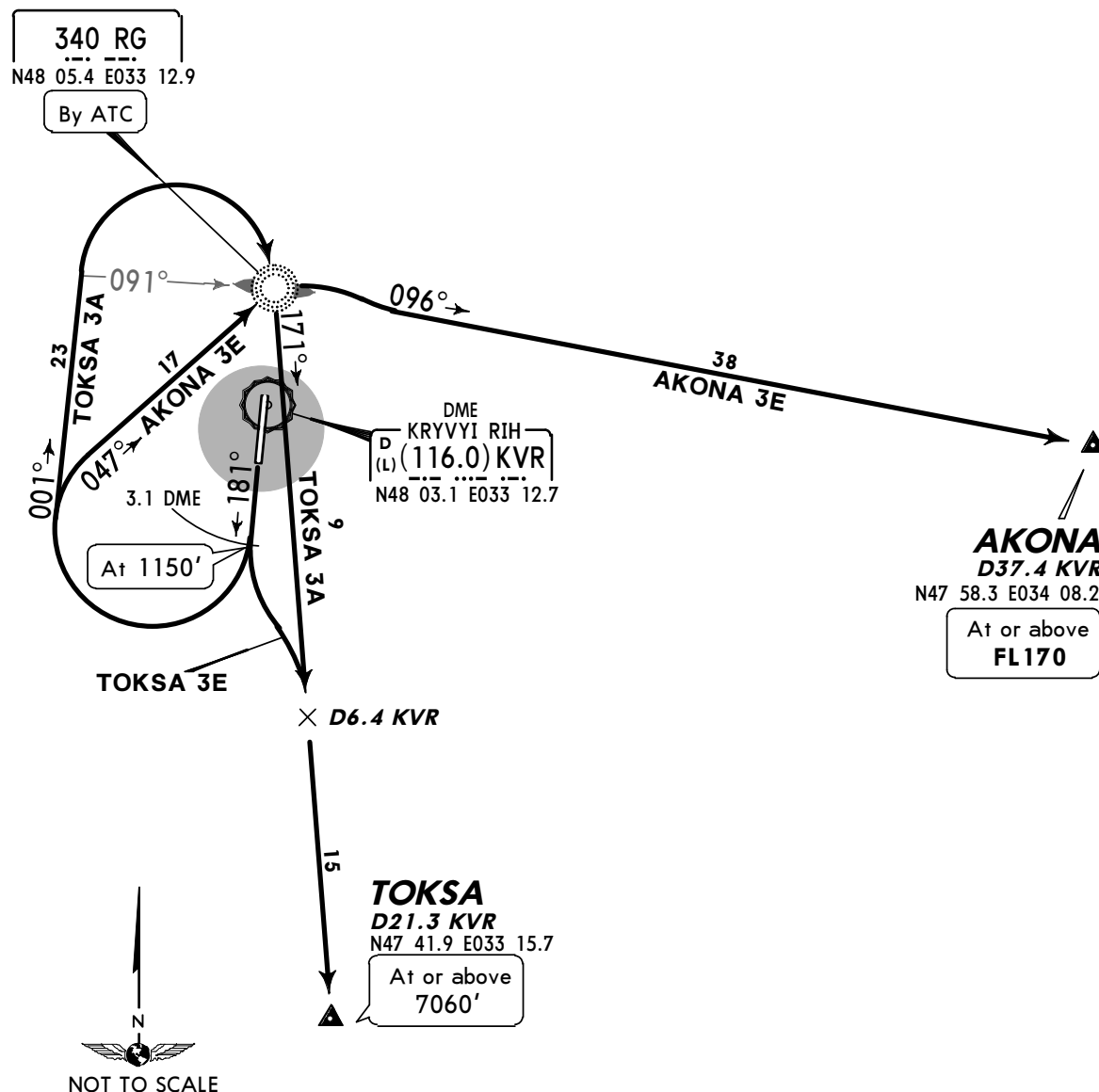
Apt Elev  
406'

Trans level: By ATC Trans alt: 10010'



AKONA THREE ECHO (AKONA 3E) [AKON3E]  
TOKSA THREE ALFA (TOKSA 3A) [TOKS3A]  
TOKSA THREE ECHO (TOKSA 3E) [TOKS3E]  
RWY 18 DEPARTURES

AREA OF MAGNETIC ABNORMALITY



These SIDs require minimum climb gradients of

AKONA 3E: 5.0% up to FL170,

TOKSA 3E: 5.5% up to 7060'.

FT/METER CONVERSION

QNH

1150' - 350m

7060' - 2150m

10010' - 3050m

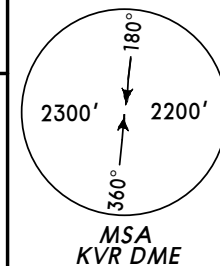
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.5% V/V (fpm) | 418 | 557 | 835 | 1114 | 1392 | 1671 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

If unable to comply advise ATC.

| SID                | ROUTING                                                                                                              |
|--------------------|----------------------------------------------------------------------------------------------------------------------|
| 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<br>By ATC | Climb on 181° track to 1150', turn LEFT, intercept 171° bearing from RG to TOKSA.                                    |

Apt Elev  
406'

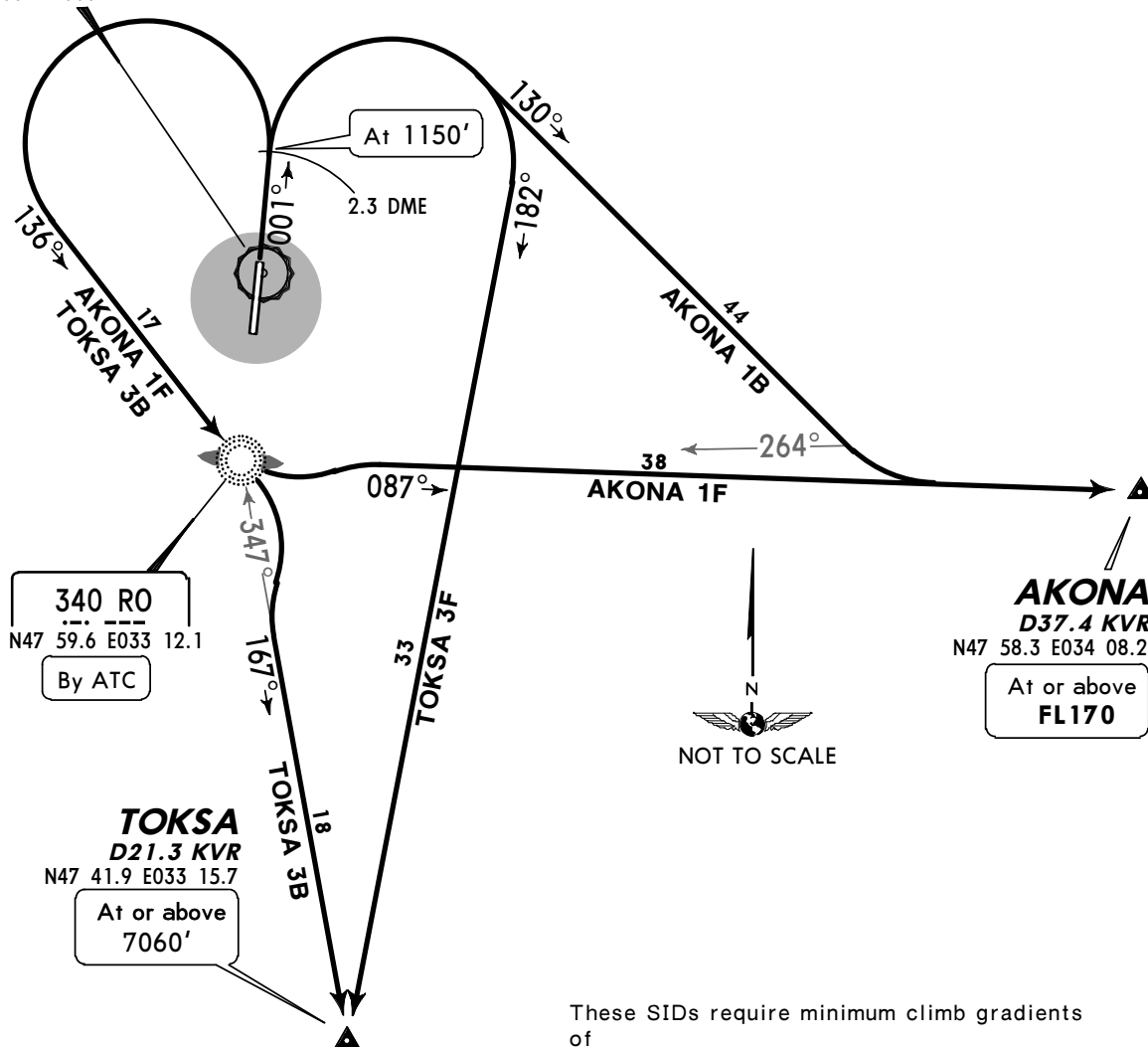
Trans level: By ATC Trans alt: 10010'



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

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



FT/METER CONVERSION  
QNH  
1150' - 350m  
7060' - 2150m  
10010' - 3050m

These SIDs require minimum climb gradients of

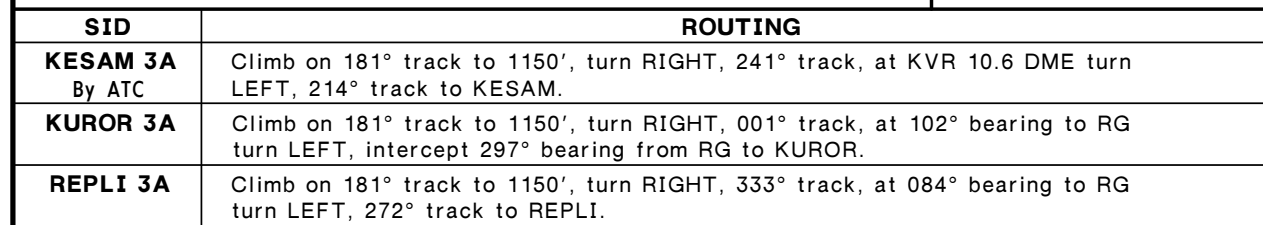
AKONA 1B: 5.0% up to FL170,  
AKONA 1F: 6.5% up to FL170.

| 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.

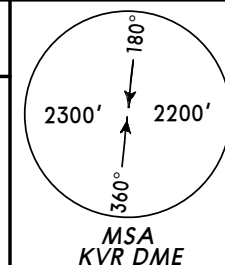
| SID                | ROUTING                                                                                                                     |
|--------------------|-----------------------------------------------------------------------------------------------------------------------------|
| AKONA 1B<br>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<br>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 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

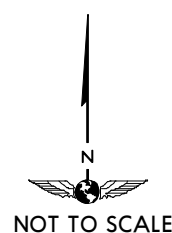
**KESAM**  
D22.9 KVR  
N47 46.0 E032 50.0

At or above  
8040'

AREA OF MAGNETIC  
ABNORMALITY

At 1150'

DME  
KRYVYI RIH  
(116.0) KVR  
N48 03.1 E033 12.7



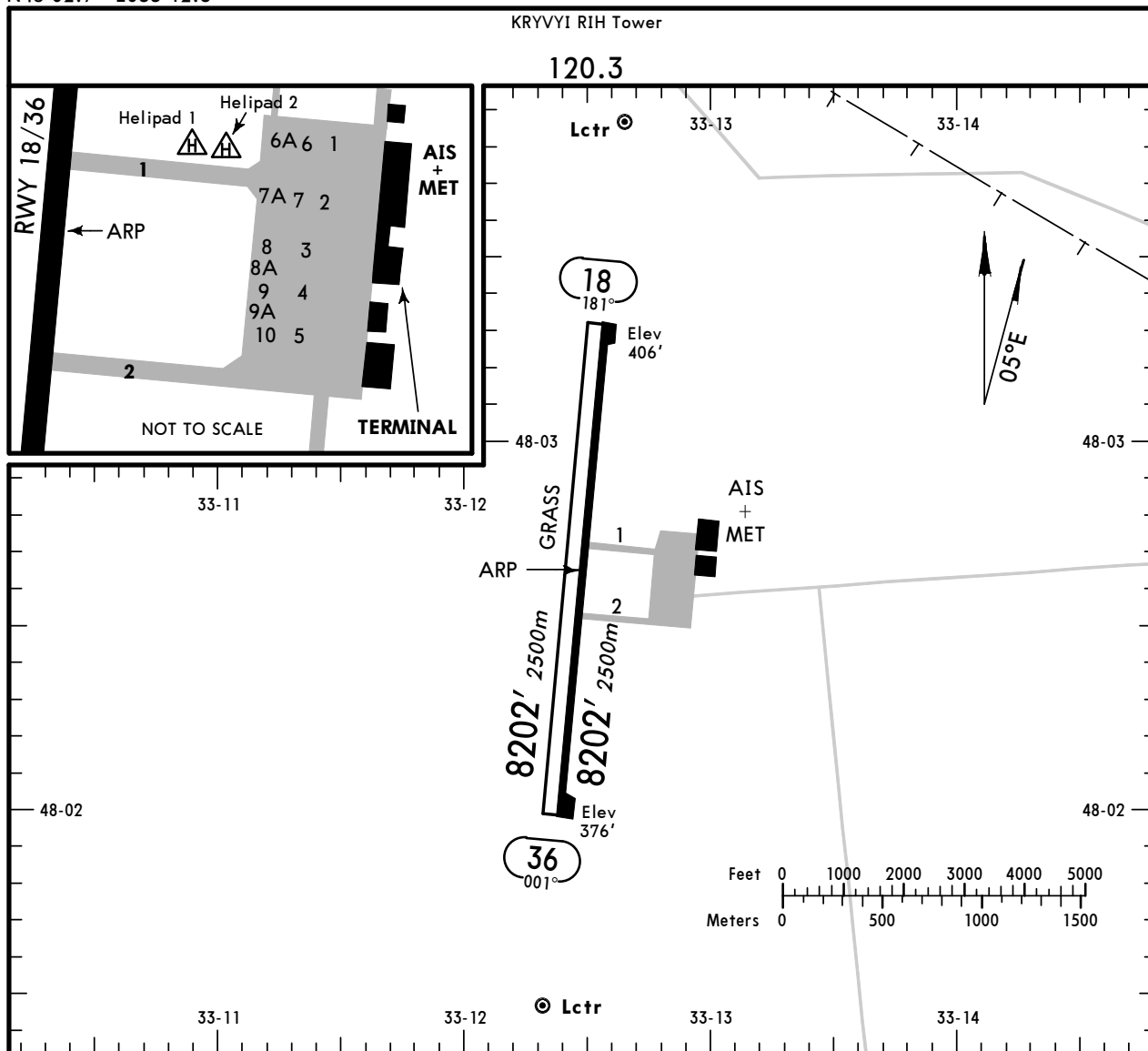
These SIDs require minimum climb gradients  
of

**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                                                                                        |
|---------------------------|------------------------------------------------------------------------------------------------|
| <b>KESAM 3B</b><br>By ATC | Climb on 001° track to 1150', turn RIGHT, intercept 225° bearing to RO, 223° bearing to KESAM. |
| <b>KESAM 3E</b><br>By ATC | Climb on 001° track to 1150', turn LEFT, 203° track to KESAM.                                  |
| <b>KUROR 3B</b>           | Climb on 001° track to 1150', turn LEFT, 289° track to KUROR.                                  |
| <b>REPLI 3B</b>           | Climb on 001° track to 1150', turn LEFT, 261° track to REPLI.                                  |



ADDITIONAL RUNWAY INFORMATION

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

JAR-OPS

TAKE-OFF 1

|   | All Rwys             |                          |                   |
|---|----------------------|--------------------------|-------------------|
|   | LVP must be in force | RCLM (DAY only)<br>or RL | NIL<br>(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')<br>R1200m | 606'(200')<br>R1200m | 606'(200')<br>R1200m | 616'(210')<br>R1200m |
|                 | LOC     | NOT<br>AUTH          | NOT<br>AUTH          | NOT<br>AUTH          | NOT<br>AUTH          |
|                 | NDB ① ② | 780'(374')<br>R1500m | 780'(374')<br>R1500m | 780'(374')<br>R1700m | 780'(374')<br>R1700m |
|                 | NDB ① ③ | 890'(484')<br>R1500m | 890'(484')<br>R1500m | 890'(484')<br>C2300m | 890'(484')<br>C2300m |
| 36              | ILS     | 579'(203')<br>R1200m | 589'(213')<br>R1200m | 599'(223')<br>R1200m | 609'(233')<br>R1200m |
|                 | LOC     | NOT<br>AUTH          | NOT<br>AUTH          | NOT<br>AUTH          | NOT<br>AUTH          |
|                 | NDB ① ② | 710'(334')<br>R1500m | 710'(334')<br>R1500m | 710'(334')<br>R1500m | 710'(334')<br>R1500m |
|                 | NDB ① ③ | 810'(434')<br>R1500m | 810'(434')<br>R1500m | 810'(434')<br>R2000m | 810'(434')<br>R2000m |

① Continuous Descent Final Approach.

② with LOM.

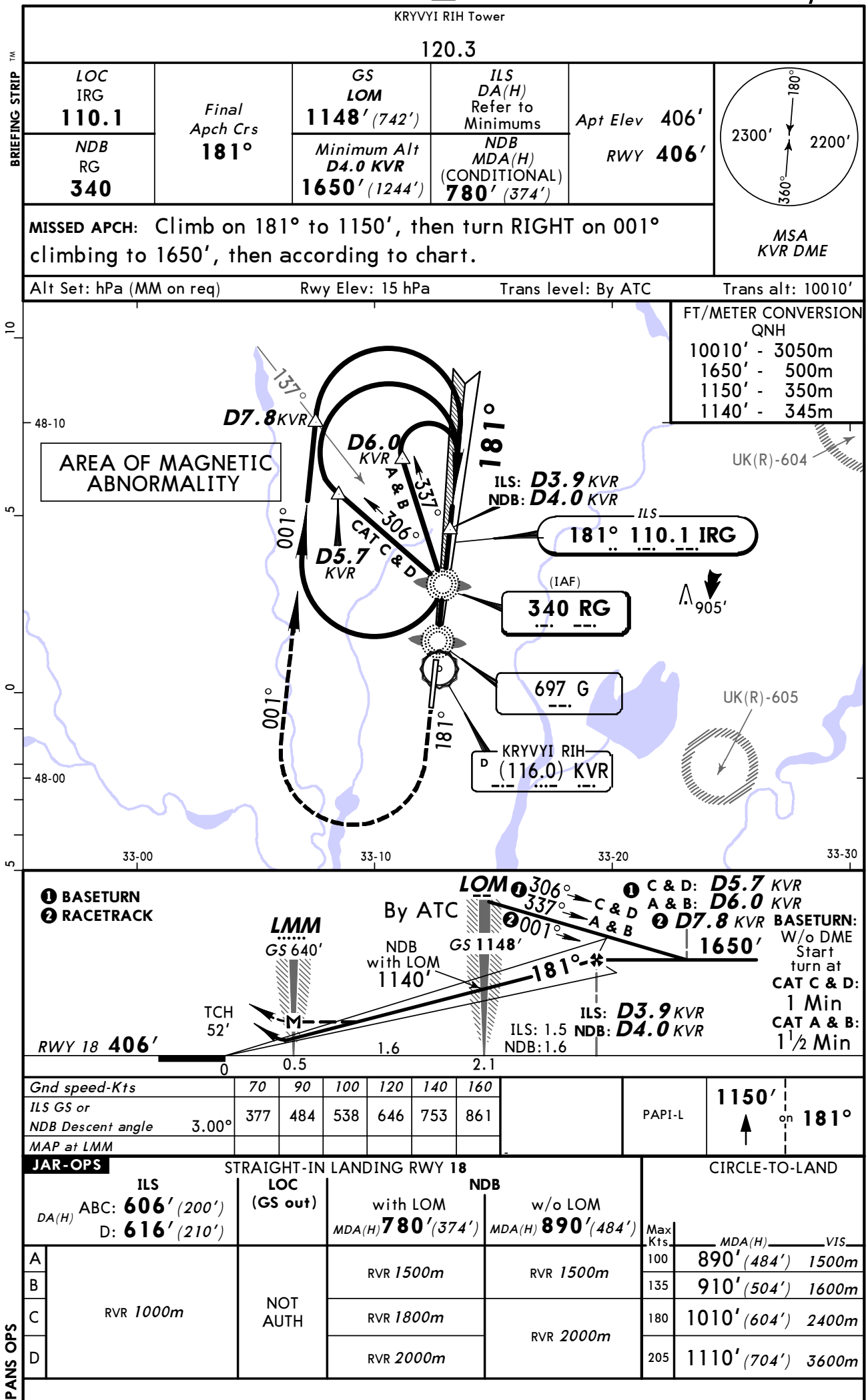
③ w/o LOM.

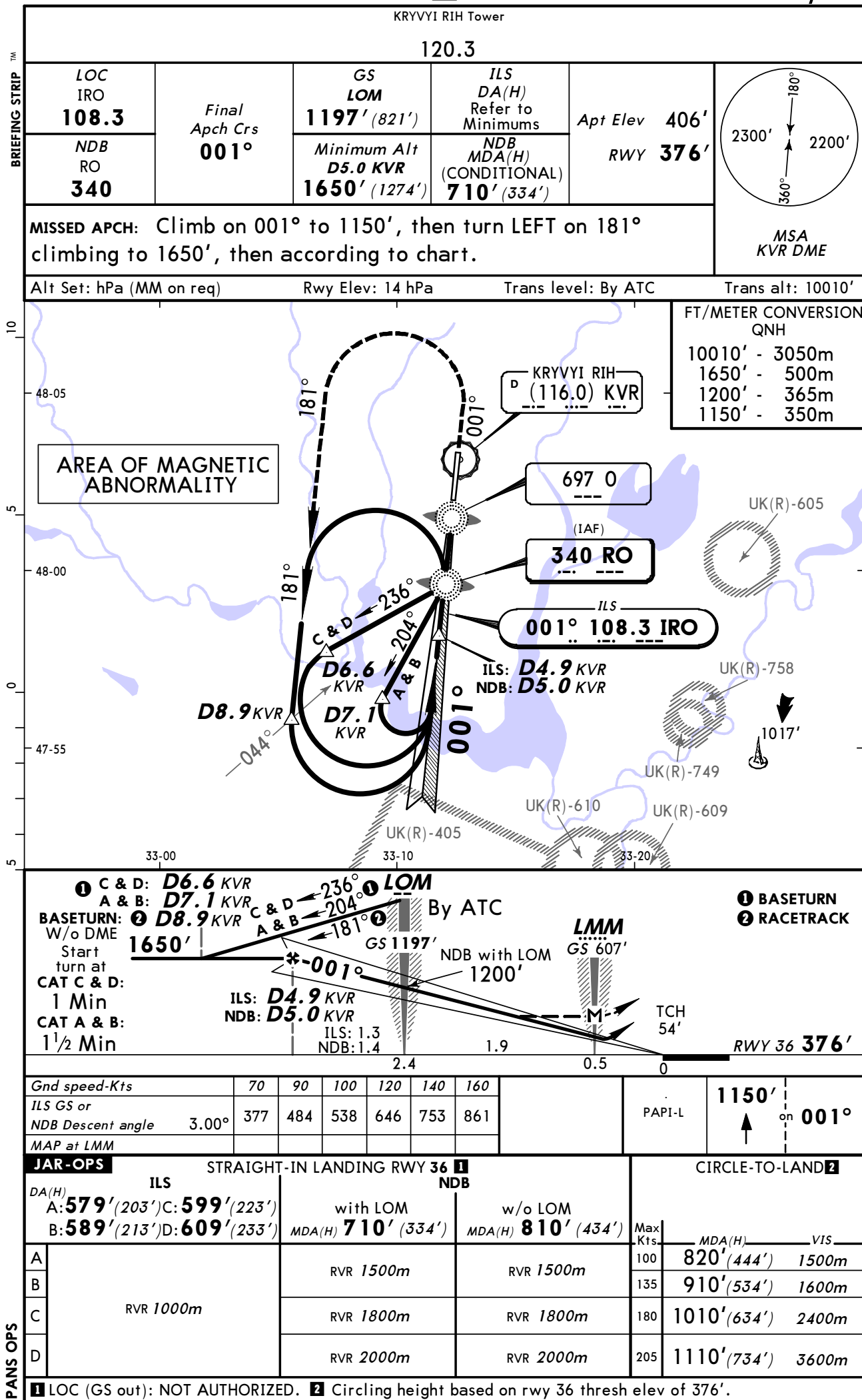
| CIRCLE-TO-LAND           | 100 KT               | 135 KT               | 180 KT                | 205 KT                |
|--------------------------|----------------------|----------------------|-----------------------|-----------------------|
| After ILS or NDB rwy 18  | 890'(484')           | 910'(504')           | 1010'(604')           | 1110'(704')           |
| After ILS or NDB rwy 36④ | 820'(444')<br>V1500m | 910'(534')<br>V1600m | 1010'(634')<br>V2400m | 1110'(734')<br>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)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                    |                          |                          |                   |
| B                    | 250m                     | 400m                     | 500m              |
| C                    |                          |                          |                   |
| D                    | 300m                     |                          |                   |







**Chart changes since cycle 16-2013**

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

ACT    PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KRYVYI RIH, (LOZUVATKA - UKDR)

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport UKDR**