

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKDD

Terminal Charts For UKDD

Revision Letter For Cycle 23-2013

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: 0443 Z  
Sunset: 1405 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

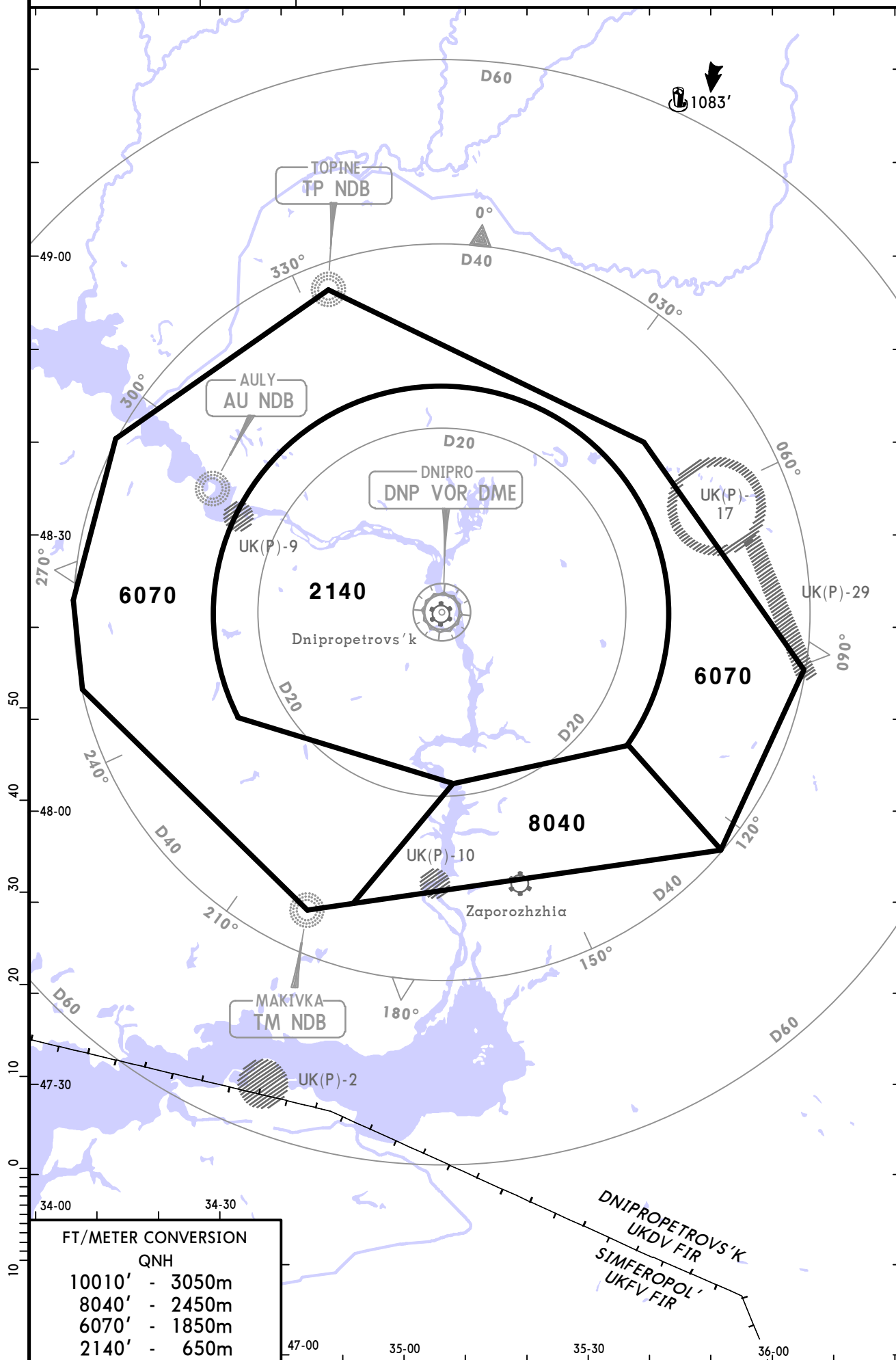
## Communication Information

ATIS 134.9 Non-English  
ATIS 123.85  
Dnipro Tower 118.6  
Dnipro Ground Control 121.8

DNIPRO  
Radar (APP)  
119.4

*Apt Elev*  
**482'**

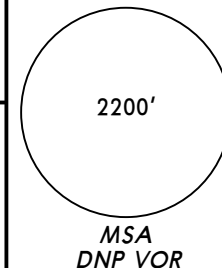
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
This chart may only be used for cross-checking of altitudes  
assigned while under radar control.



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 DD201.

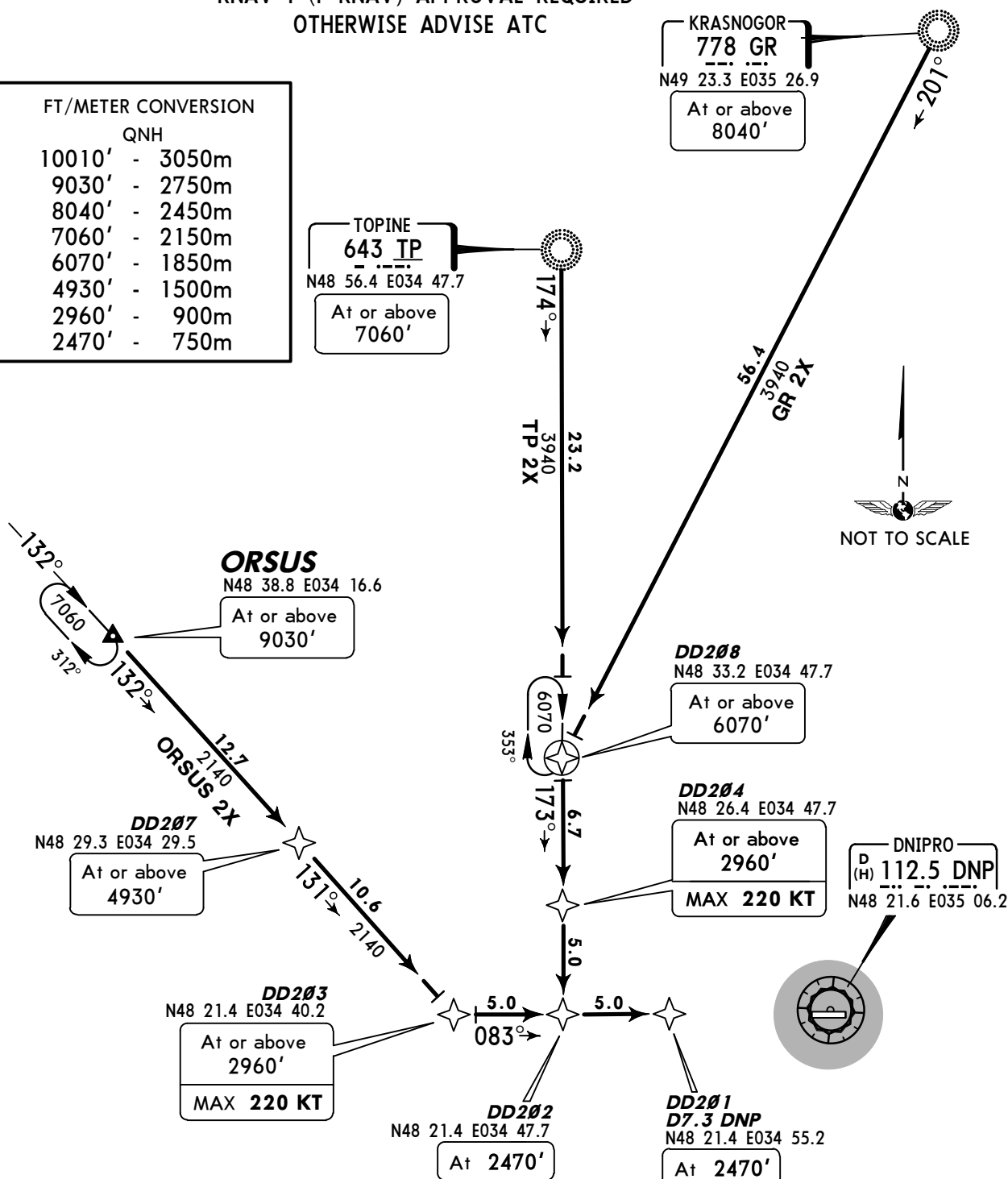


**KRASNOGOR TWO X-RAY (GR 2X)**  
**ORSUS TWO X-RAY (ORSUS 2X) [ORSU2X]**  
**TOPINE TWO X-RAY (TP 2X)**  
**RWY 08 RNAV ARRIVALS**

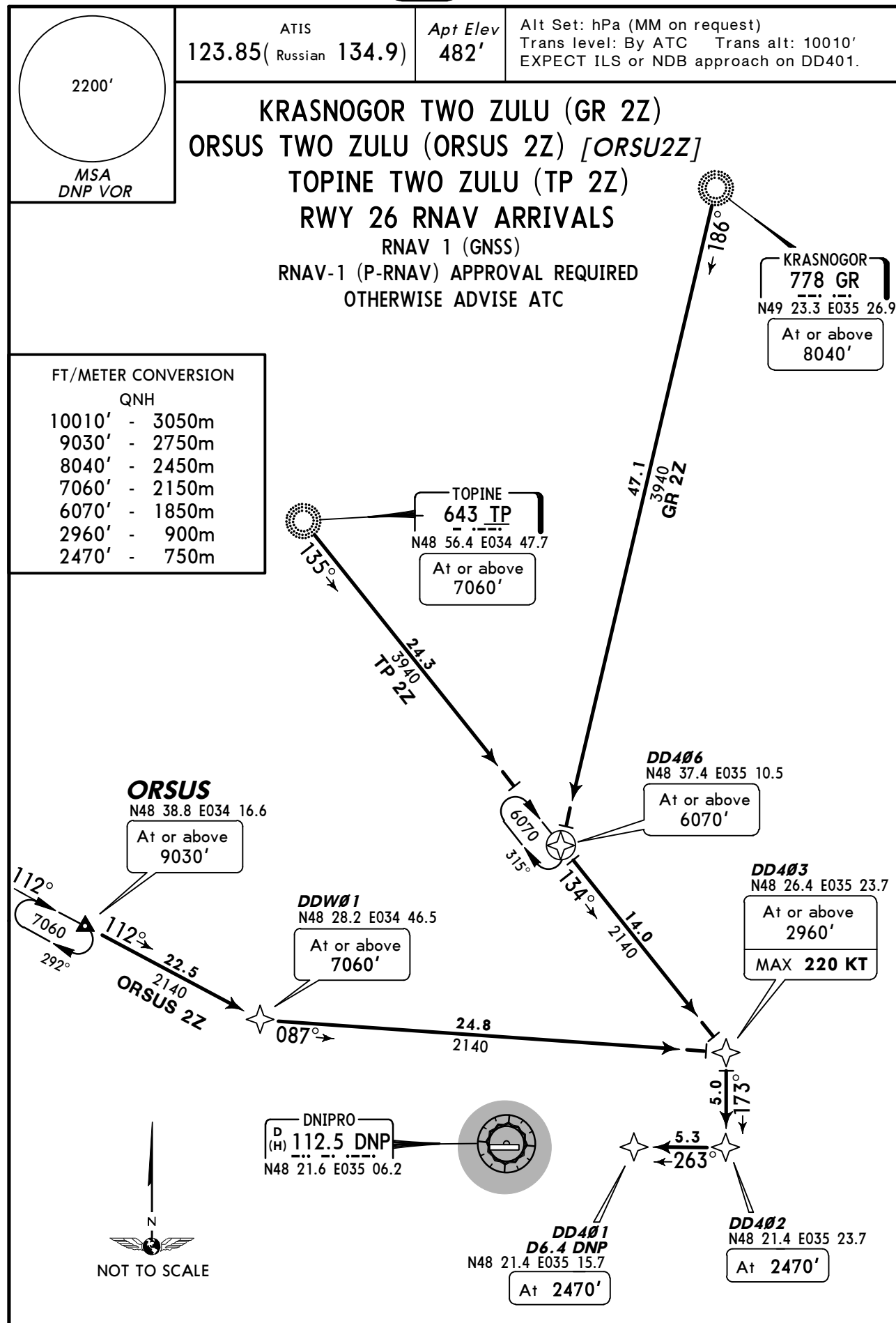
RNAV 1 (GNSS)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC

FT/METER CONVERSION

|        | QNH     |
|--------|---------|
| 10010' | - 3050m |
| 9030'  | - 2750m |
| 8040'  | - 2450m |
| 7060'  | - 2150m |
| 6070'  | - 1850m |
| 4930'  | - 1500m |
| 2960'  | - 900m  |
| 2470'  | - 750m  |



| STAR            | ROUTING                                                                                  |
|-----------------|------------------------------------------------------------------------------------------|
| <b>GR 2X</b>    | GR (8040'+) - DD208 (6070'+) - DD204 (2960'+; K220-) - DD202 (2470') - DD201 (2470').    |
| <b>ORSUS 2X</b> | ORSUS (9030'+) - DD207 (4930'+) - DD203 (2960'+; K220-) - DD202 (2470') - DD201 (2470'). |
| <b>TP 2X</b>    | TP (7060'+) - DD208 (6070'+) - DD204 (2960'+; K220-) - DD202 (2470') - DD201 (2470').    |

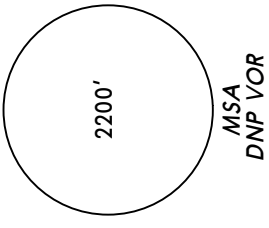


| STAR            | ROUTING                                                                                  |
|-----------------|------------------------------------------------------------------------------------------|
| <b>GR 2Z</b>    | GR (8040'+) - DD406 (6070'+) - DD403 (2960'+; K220-) - DD402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

ATIS  
123.85( Russian 134.9)

Apt Elev  
482'

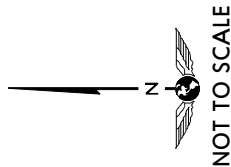
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT ILS or NDB approach on DD201.



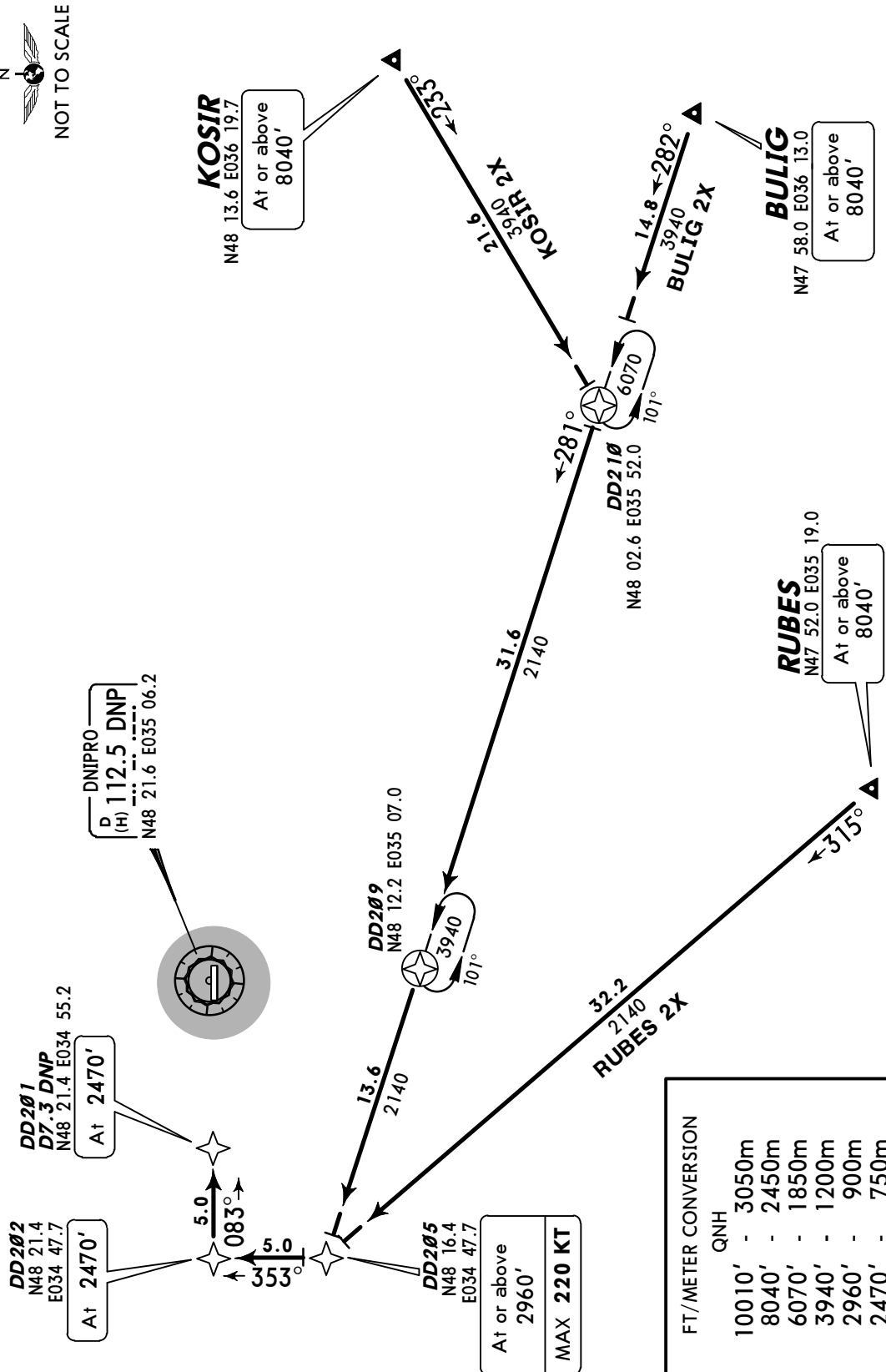
BULIG TWO X-RAY (BULIG 2X) [BULI2X]  
KOSIR TWO X-RAY (KOSIR 2X) [KOSI2X]  
RUBES TWO X-RAY (RUBES 2X) [RUBE2X]  
RWY 08 RNAV ARRIVALS

RNAV 1 (GNSS)

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



| STAR     | ROUTING                                                                                 |
|----------|-----------------------------------------------------------------------------------------|
| 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  |

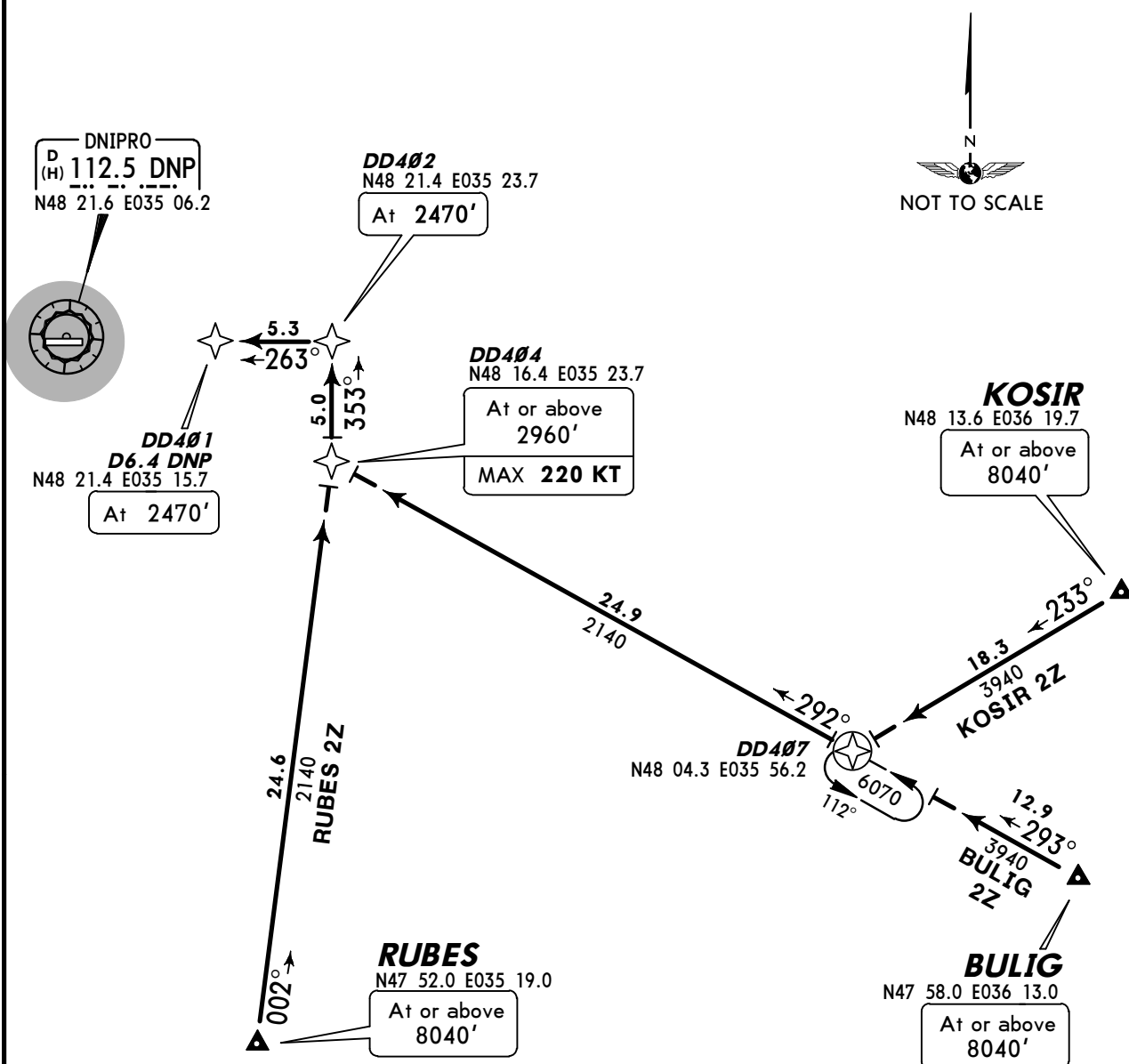
Alt Set: hPa (MM on request)  
Trans level: By ATC    Trans alt: 10010'  
EXPECT ILS or NDB approach on DD401.



2200'

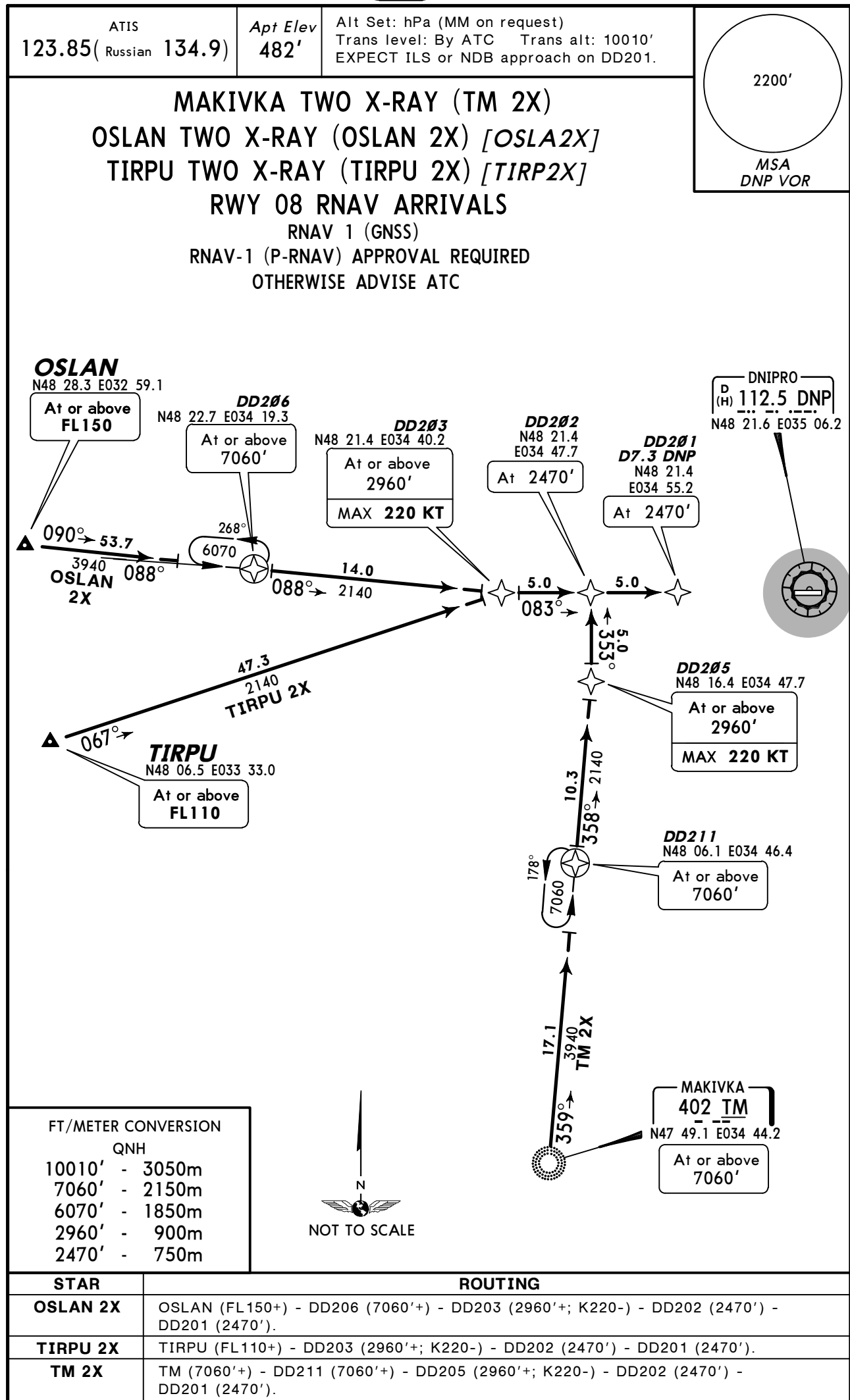
MSA  
DNP VOR

OTHERWISE ADVISE ATC



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

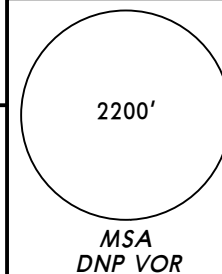
| STAR            | ROUTING                                                                         |
|-----------------|---------------------------------------------------------------------------------|
| <b>BULIG 2Z</b> | BULIG (8040'+) - DD407 - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470').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



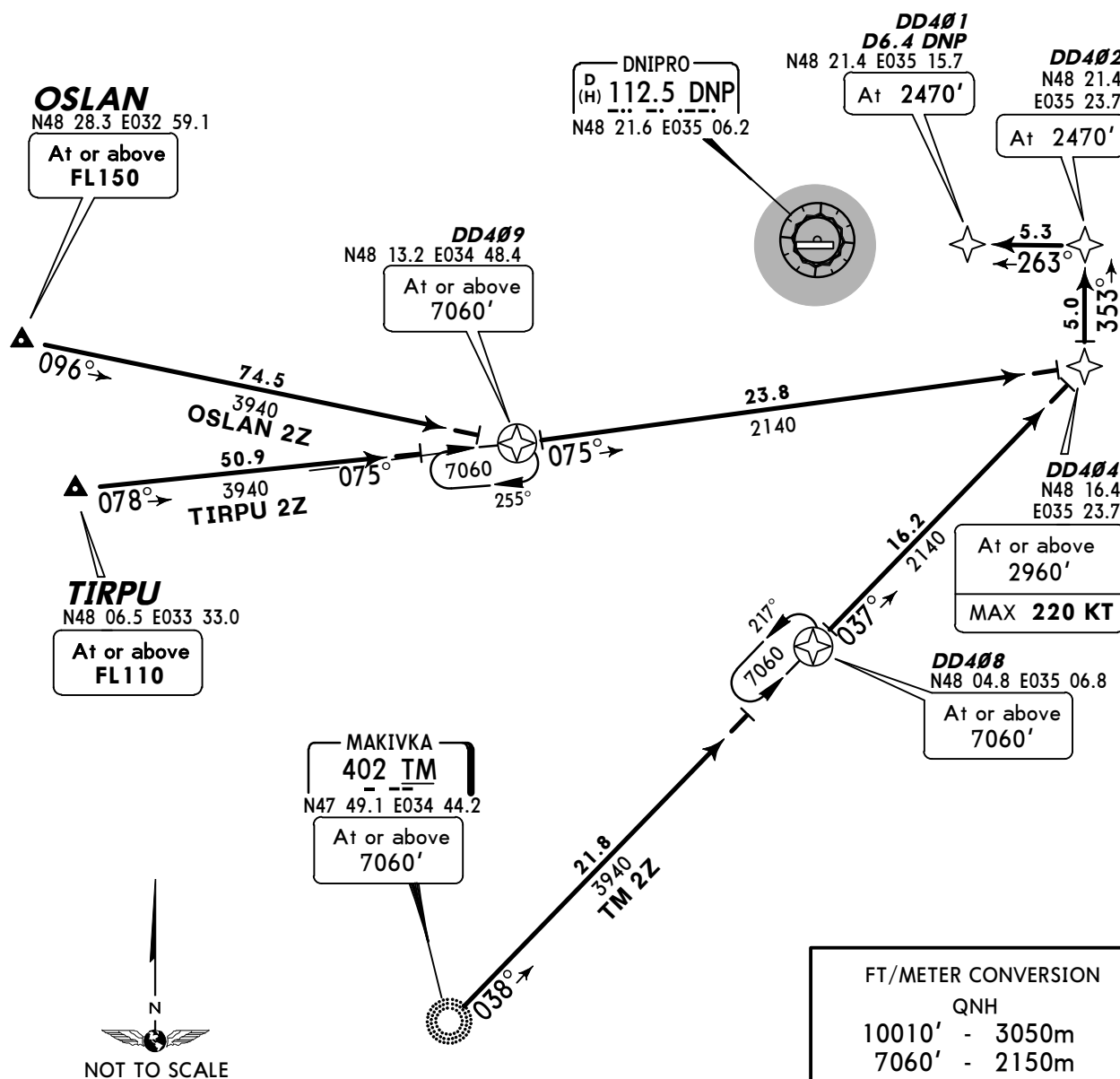
ATIS  
123.85 (Russian 134.9)

Apt Elev  
482'

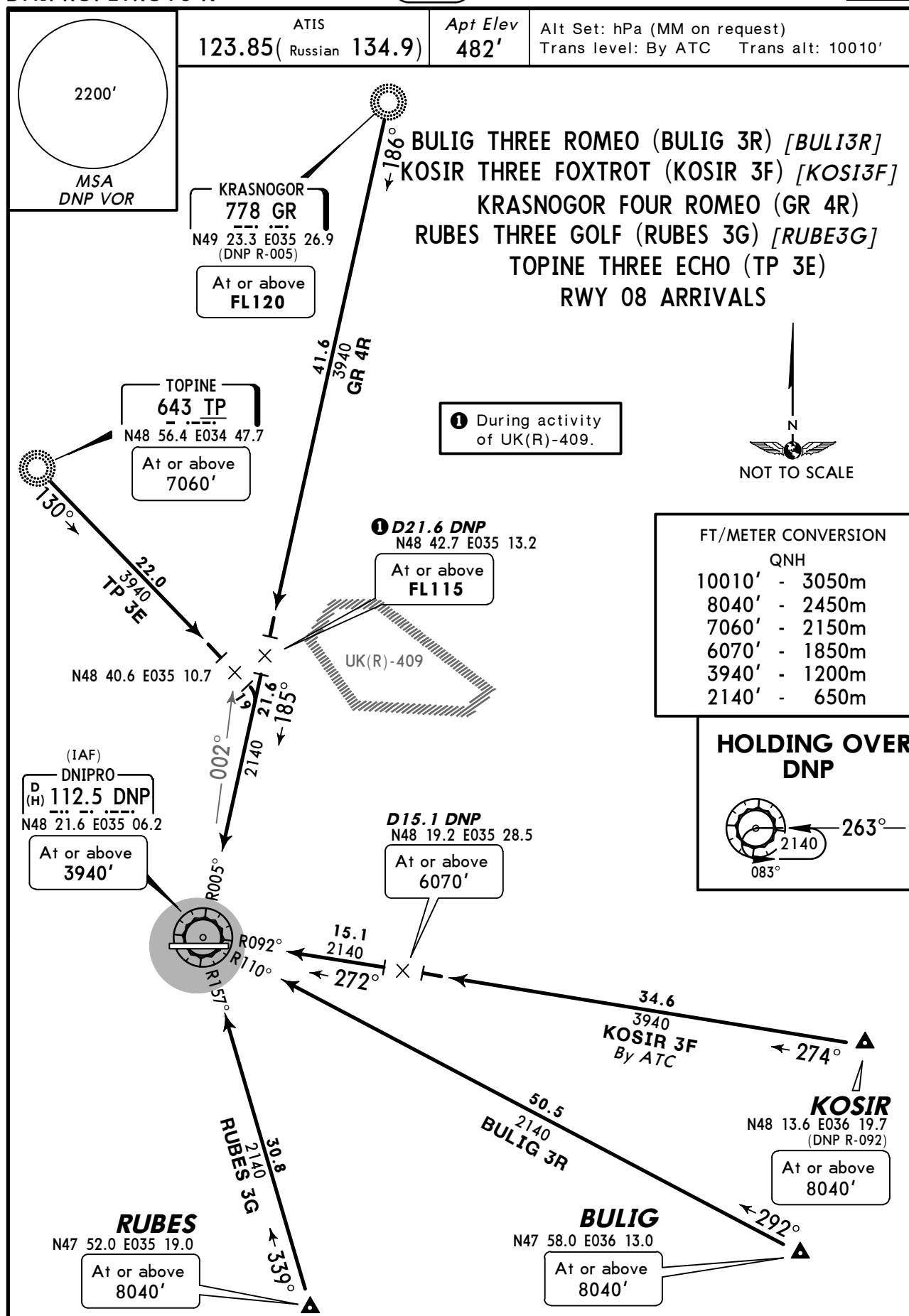
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT ILS or NDB approach on DD401.



**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



| STAR            | ROUTING                                                                                  |
|-----------------|------------------------------------------------------------------------------------------|
| <b>OSLAN 2Z</b> | OSLAN (FL150+) - DD409 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470'). |
| <b>TIRPU 2Z</b> | TIRPU (FL110+) - DD409 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470') - DD401 (2470'). |
| <b>TM 2Z</b>    | 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<br>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. |

2200'

MSA  
DNP VOR

KRASNOGOR  
778 GR  
N49 23.3 E035 26.9  
(DNP R-005)

① During activity of UK(R)-409.

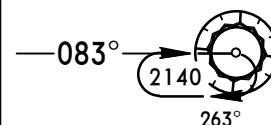
**① D21.6 DNP**  
N48 42.7 E035 13.2

At or above  
**FL115**

QNH

|        |   |       |
|--------|---|-------|
| 10010' | - | 3050m |
| 8040'  | - | 2450m |
| 7060'  | - | 2150m |
| 6070'  | - | 1850m |
| 4930'  | - | 1500m |
| 3940'  | - | 1200m |
| 2140'  | - | 650m  |

## HOLDING OVER DNP



**D17.3 DNP**  
At or above  
4930'

(IAF)  
DNIPRO  
D  
(H) 112.5 DNP  
N48 21.6 E035 06.2

**D15.1 DNP**  
N48 19.2 E035 28.5

At or above  
6070'

**RUBES**  
N47 52.0 E035 19.0  
At or above  
8040'

34.6  
3940  
KOSIR 3G  
By ATC

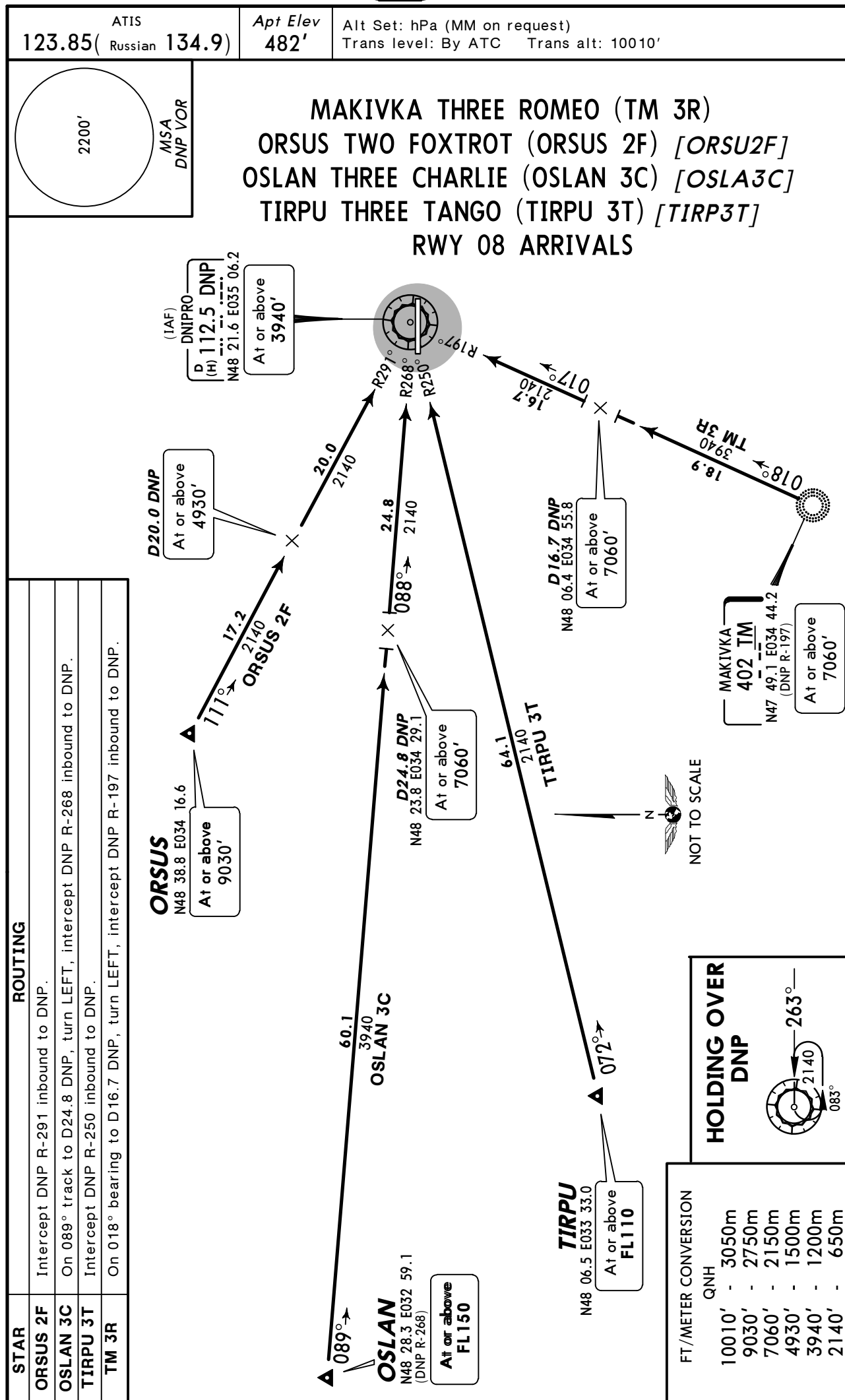
**KOSIR**  
N48 13.6 E036 19.7  
(DNP R-092)  
At or above  
8040'

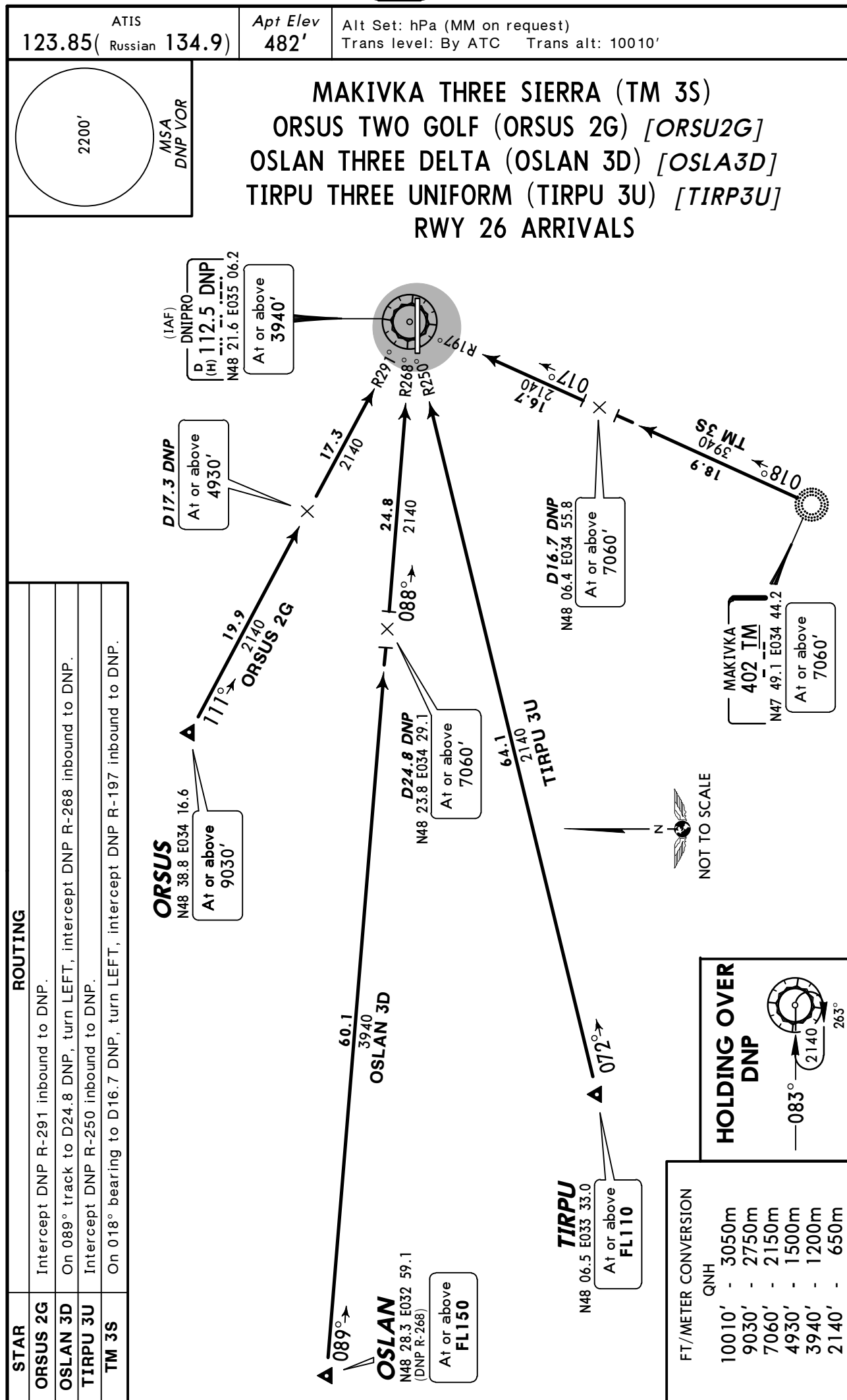
2140  
BULIG 3S

**BULIG**  
N47 58.0 E036 13.0  
At or above  
8040'

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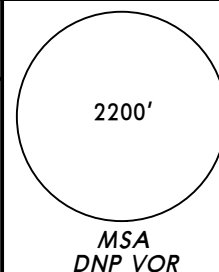
MAKIVKA THREE ROMEO (TM 3R)  
ORSUS TWO FOXTROT (ORSUS 2F) [ORSU2F]  
OSLAN THREE CHARLIE (OSLAN 3C) [OSLA3C]  
TIRPU THREE TANGO (TIRPU 3T) [TIRP3T]  
RWY 08 ARRIVALS





Apt Elev  
482'

Trans level: By ATC Trans alt: 10010'



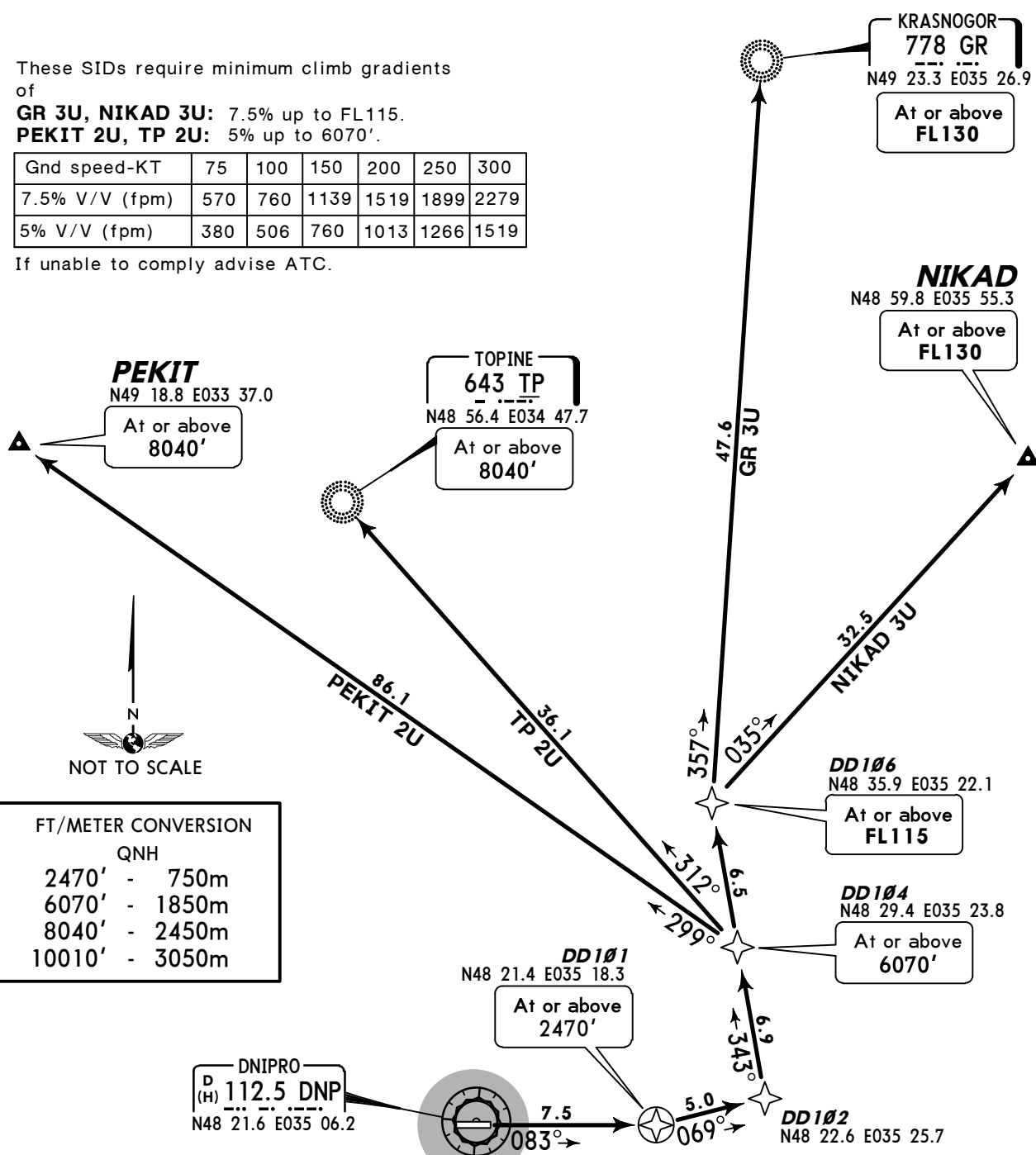
**KRASNOGOR THREE UNIFORM (GR 3U)**  
**NIKAD THREE UNIFORM (NIKAD 3U) [NIKA3U]**  
**PEKIT TWO UNIFORM (PEKIT 2U) [PEKI2U]**  
**TOPINE TWO UNIFORM (TP 2U)**  
**RWY 08 RNAV DEPARTURES**  
 RNAV 1 (GNSS)  
 RNAV-1 (P-RNAV) APPROVAL REQUIRED  
 OTHERWISE ADVISE ATC

These SIDs require minimum climb gradients of

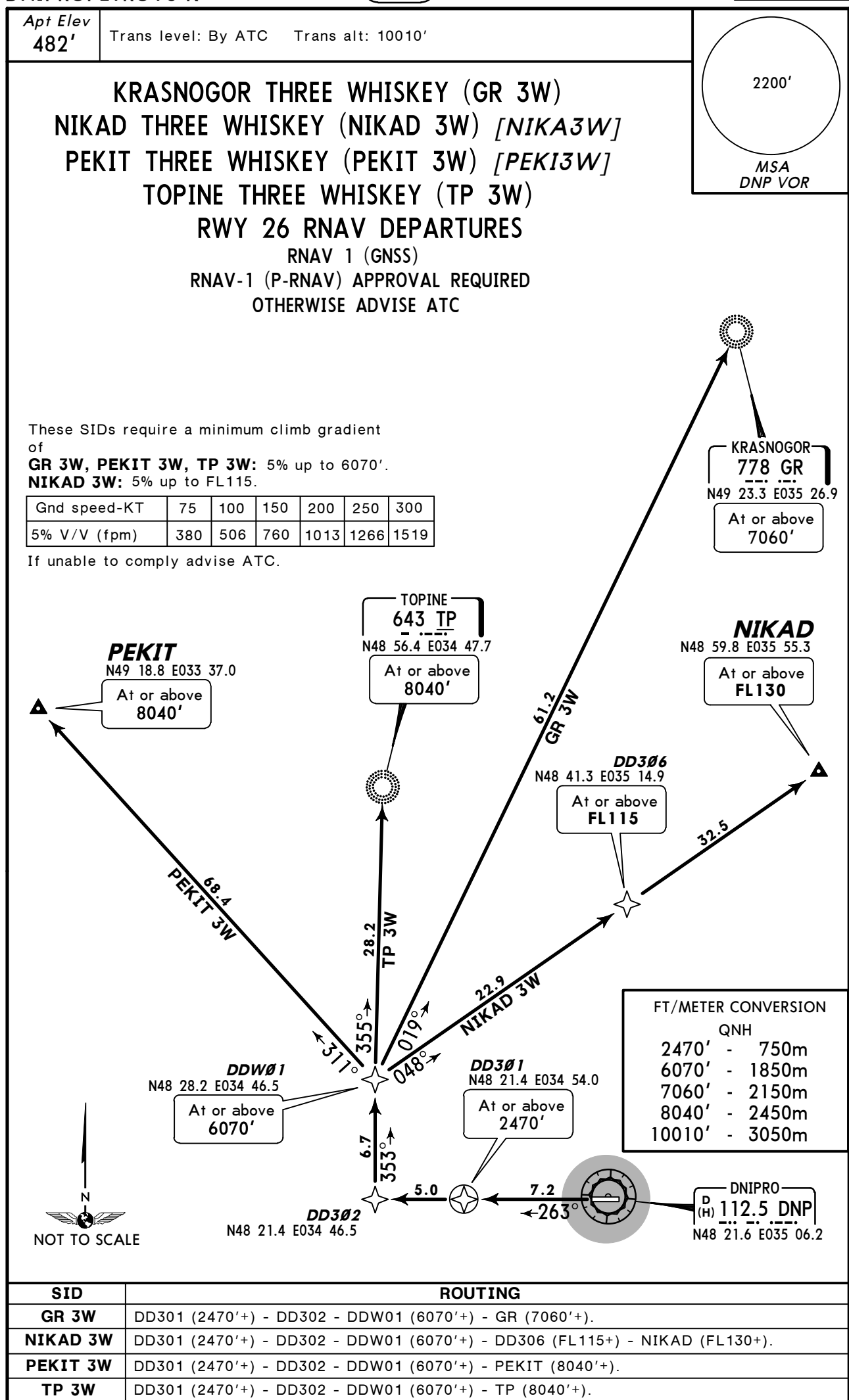
**GR 3U, NIKAD 3U:** 7.5% up to FL115.  
**PEKIT 2U, TP 2U:** 5% up to 6070'.

| Gnd speed-KT   | 75  | 100 | 150  | 200  | 250  | 300  |
|----------------|-----|-----|------|------|------|------|
| 7.5% V/V (fpm) | 570 | 760 | 1139 | 1519 | 1899 | 2279 |
| 5% V/V (fpm)   | 380 | 506 | 760  | 1013 | 1266 | 1519 |

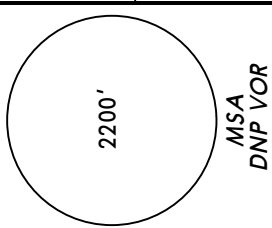
If unable to comply advise ATC.



| SID             | ROUTING                                                                    |
|-----------------|----------------------------------------------------------------------------|
| <b>GR 3U</b>    | DD101 (2470'+) - DD102 - DD104 (6070'+) - DD106 (FL115+) - GR (FL130+).    |
| <b>NIKAD 3U</b> | DD101 (2470'+) - DD102 - DD104 (6070'+) - DD106 (FL115+) - NIKAD (FL130+). |
| <b>PEKIT 2U</b> | DD101 (2470'+) - DD102 - DD104 (6070'+) - PEKIT (8040'+).                  |
| <b>TP 2U</b>    | DD101 (2470'+) - DD102 - DD104 (6070'+) - TP (8040'+).                     |



Trans level: By ATC      Trans alt: 10010'

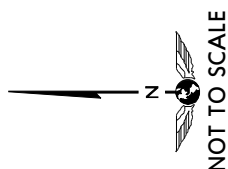


RNAV 1 (GNSS)  
RNAV-1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC

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

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

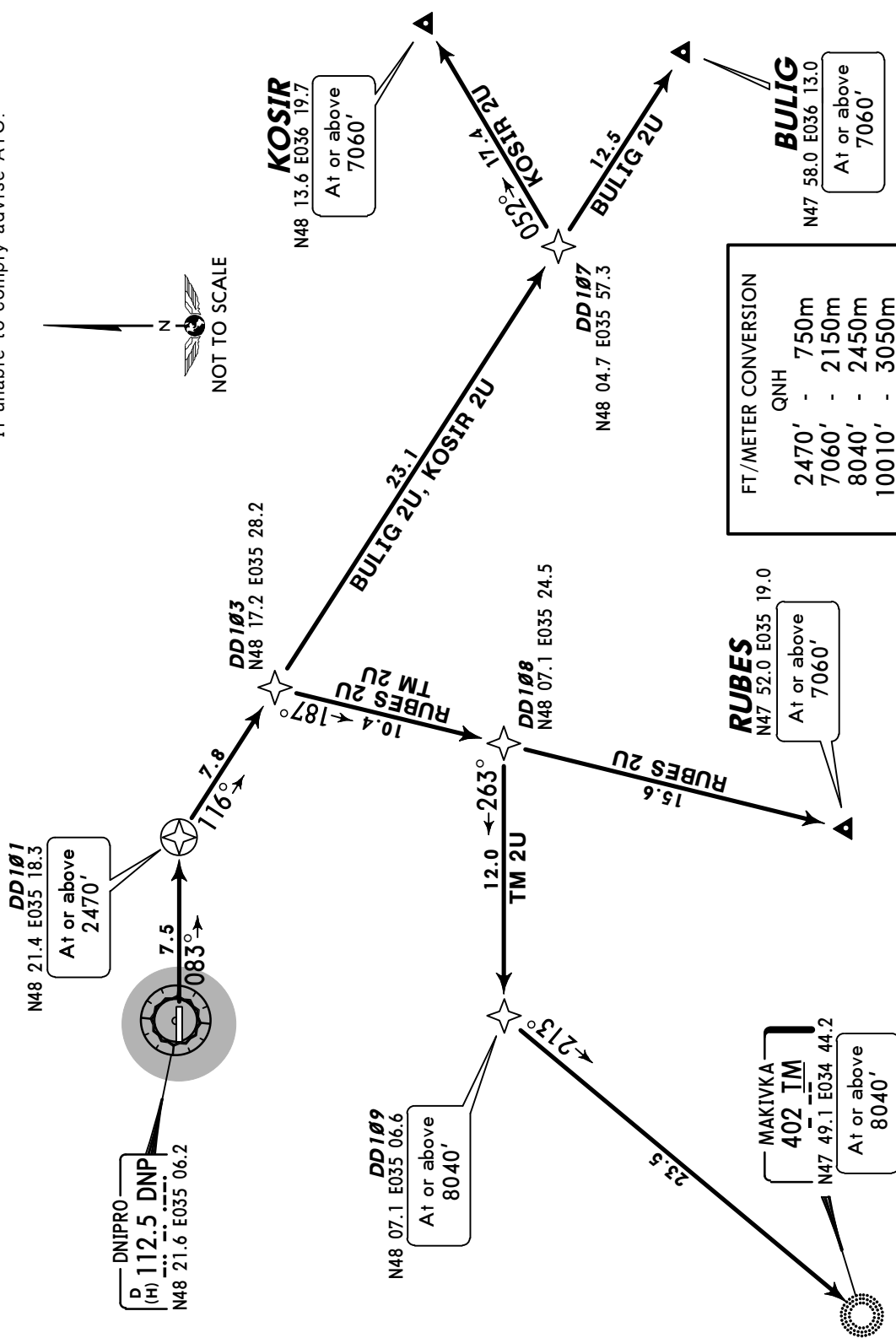
If unable to comply advise ATC.



| FT / METER CONVERSION | QNH     |
|-----------------------|---------|
| 2470'                 | - 750m  |
| 7060'                 | - 2150m |
| 8040'                 | - 2450m |
| 10010'                | - 3050m |

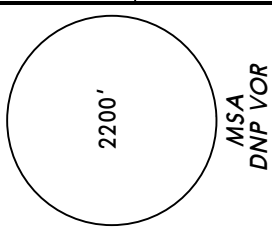
## ROUTING

| 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 WHISKEY (BULIG 2W) [BULI2W]**  
**KOSIR TWO WHISKEY (KOSIR 2W) [KOSI2W]**  
**MAKIVKA TWO WHISKEY (TM 2W)**  
**RUBES TWO WHISKEY (RUBES 2W) [RUBE2W]**  
**RWY 26 RNAV DEPARTURES**

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

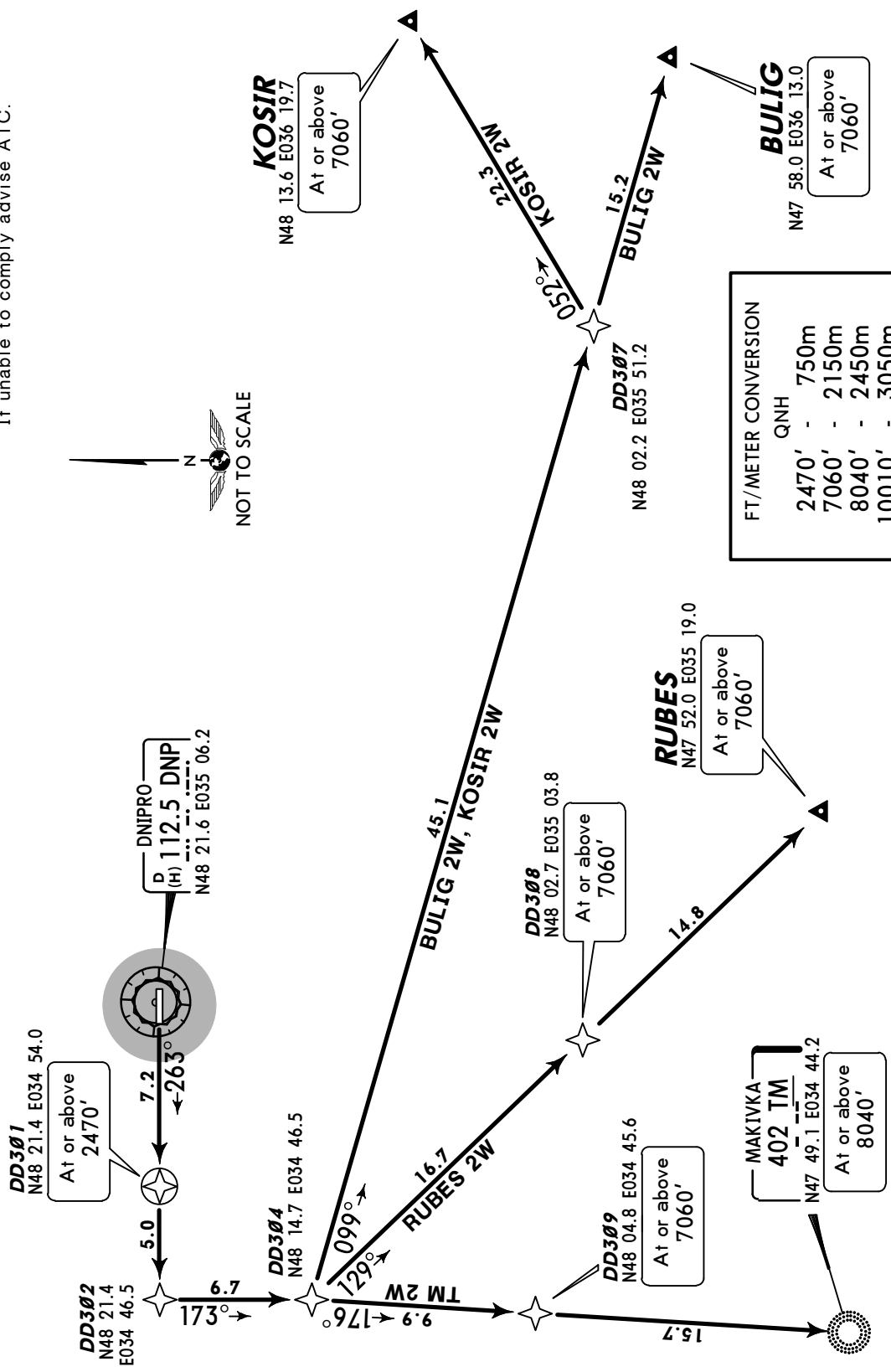
These SIDs require a minimum climb gradient of 5% up to 2470'.

|              |     |     |     |      |      |      |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

If unable to comply advise ATC.

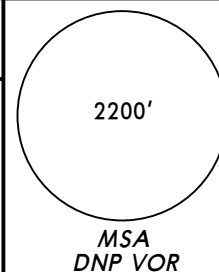
**ROUTING**

| SID             | ROUTING                                                           |
|-----------------|-------------------------------------------------------------------|
| <b>BULIG 2W</b> | DD301 (2470'+) - DD302 - DD304 - DD307 - BULIG (7060'+).          |
| <b>KOSIR 2W</b> | DD301 (2470'+) - DD302 - DD304 - DD307 - KOSIR (7060'+).          |
| <b>RUBES 2W</b> | DD301 (2470'+) - DD302 - DD304 - DD308 (7060'+) - RUBES (7060'+). |
| <b>TM 2W</b>    | DD301 (2470'+) - DD302 - DD304 - DD309 (7060'+) - TM (8040'+).    |



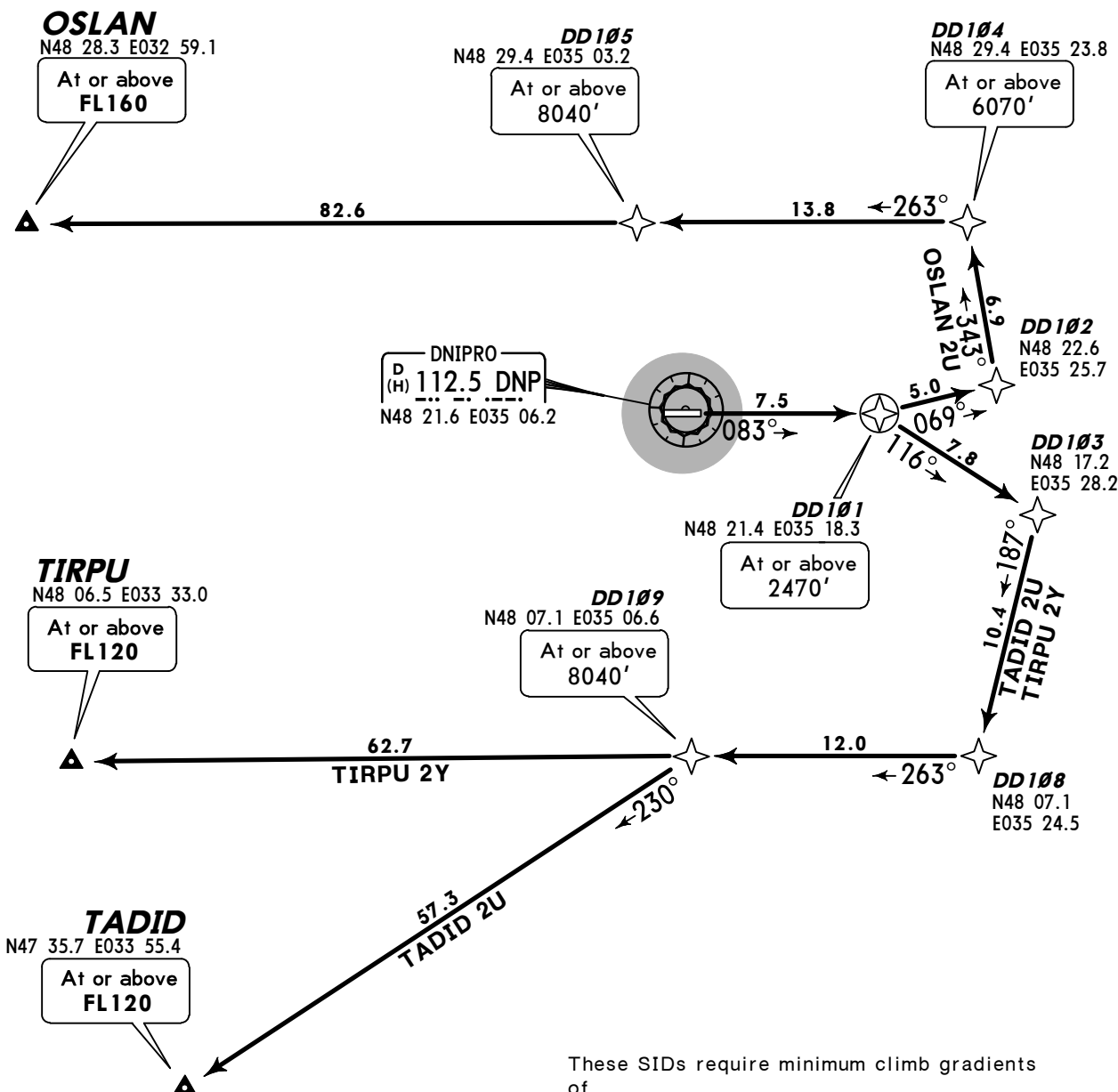
Apt Elev  
482'

Trans level: By ATC Trans alt: 10010'



OSLAN TWO UNIFORM (OSLAN 2U) [OSLA2U]  
TADID TWO UNIFORM (TADID 2U) [TADI2U]  
TIRPU TWO YANKEE (TIRPU 2Y) [TIRP2Y]  
RWY 08 RNAV DEPARTURES

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



These SIDs require minimum climb gradients of

**OSLAN 2U**

5% up to 6070'.

**TADID 2U, TIRPU 2Y**

4.5% up to 2470'.

FT/METER CONVERSION

QNH

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



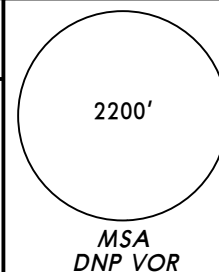
| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5% V/V (fpm)   | 380 | 506 | 760 | 1013 | 1266 | 1519 |
| 4.5% V/V (fpm) | 342 | 456 | 684 | 911  | 1139 | 1367 |

If unable to comply advise ATC.

| SID             | ROUTING                                                                    |
|-----------------|----------------------------------------------------------------------------|
| <b>OSLAN 2U</b> | DD101 (2470'+) - DD102 - DD104 (6070'+) - DD105 (8040'+) - OSLAN (FL160+). |
| <b>TADID 2U</b> | DD101 (2470'+) - DD103 - DD108 - DD109 (8040'+) - TADID (FL120+).          |
| <b>TIRPU 2Y</b> | DD101 (2470'+) - DD103 - DD108 - DD109 (8040'+) - TIRPU (FL120+).          |

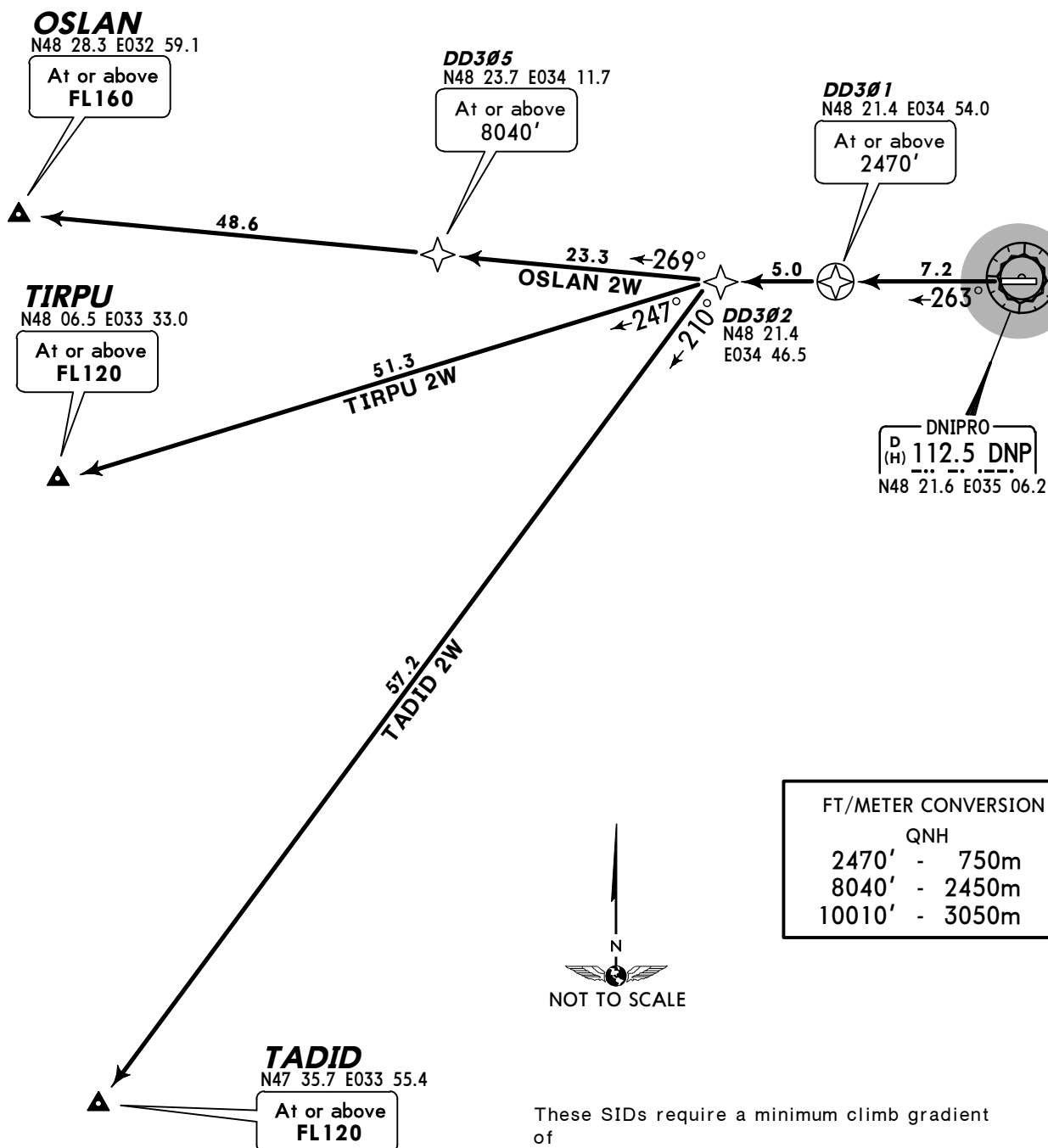
Apt Elev  
482'

Trans level: By ATC    Trans alt: 10010'



OSLAN TWO WHISKEY (OSLAN 2W) [OSLA2W]  
TADID TWO WHISKEY (TADID 2W) [TADI2W]  
TIRPU TWO WHISKEY (TIRPU 2W) [TIRP2W]  
RWY 26 RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of 5% up to 2470'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 5% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

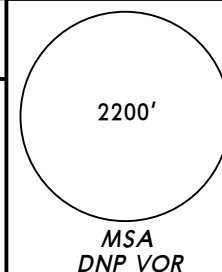
If unable to comply advise ATC.

| SID      | ROUTING                                                   |
|----------|-----------------------------------------------------------|
| OSLAN 2W | DD301 (2470'+) - DD302 - DD305 (8040'+) - OSLAN (FL160+). |
| TADID 2W | DD301 (2470'+) - DD302 - TADID (FL120+).                  |
| TIRPU 2W | DD301 (2470'+) - DD302 - TIRPU (FL120+).                  |

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

**DNIPRO**  
D (H) **112.5 DNP**  
N48 21.6 E035 06.2

**KRASNOGOR**  
**778 GR**  
N49 23.3 E035 26.9  
At or above  
7060'

**NIKAD**  
N48 59.8 E035 55.3  
At or above  
**FL130**

**1 D17.5 DNP**  
At or above  
**FL115**

**1** During activity  
of UK(R)-409.

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 |

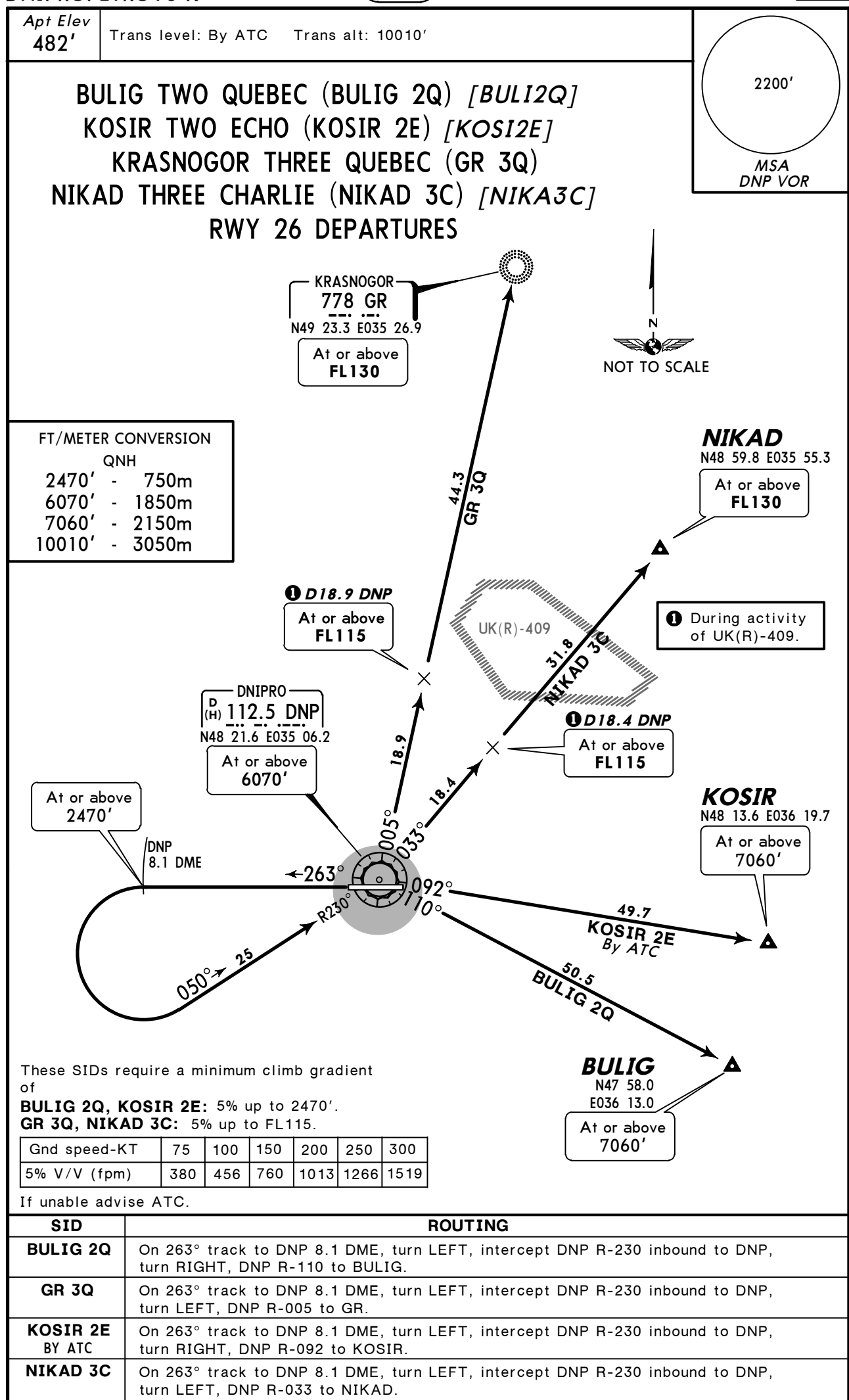
If unable advise ATC.

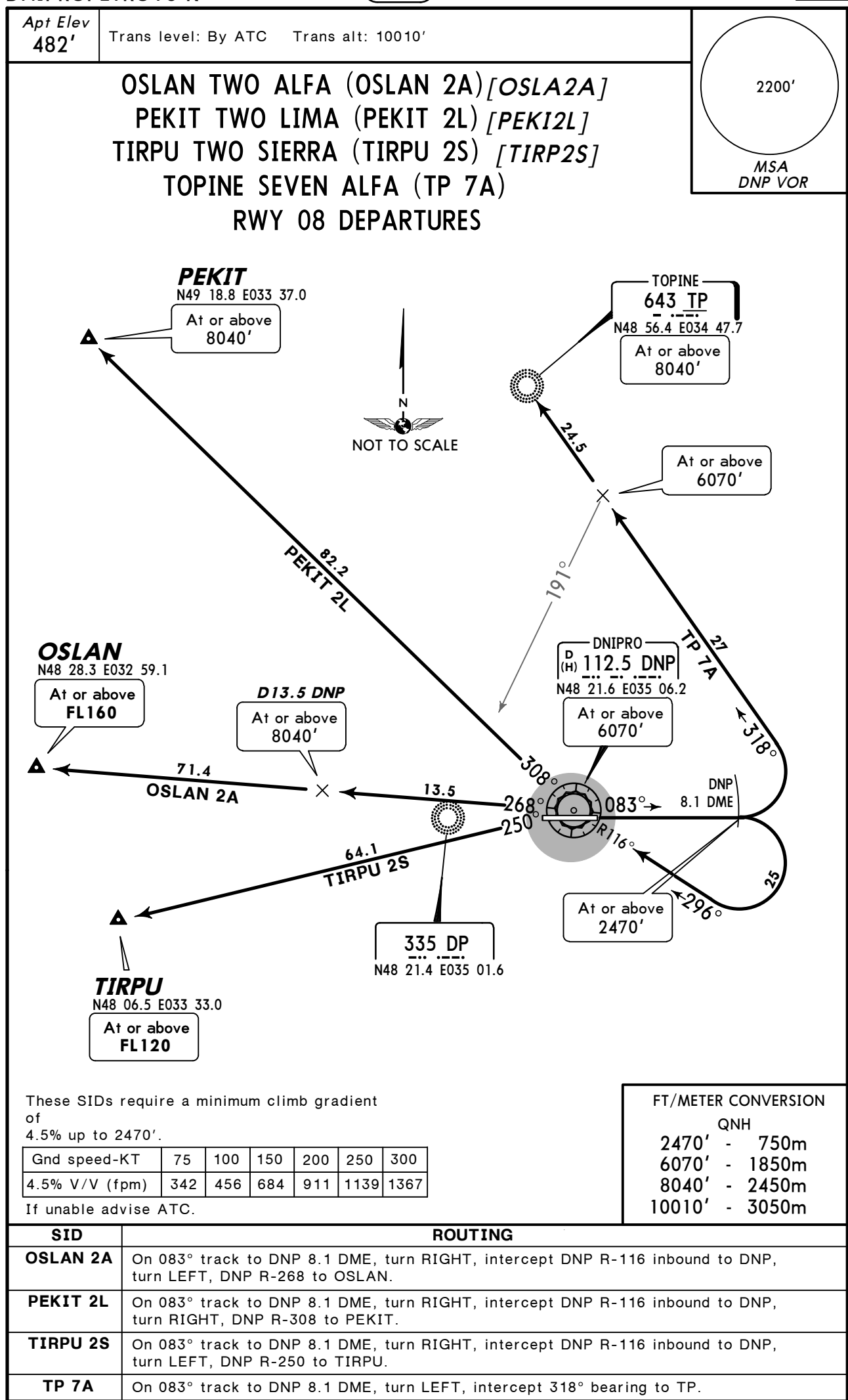
**BULIG**  
N47 58.0 E036 13.0  
At or above  
7060'

**KOSIR**  
N48 13.6 E036 19.7  
At or above  
7060'

At or above  
2470'

| SID                       | ROUTING                                                                                                                                                           |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>BULIG 2F</b>           | On 083° track to DNP 8.1 DME, turn RIGHT, when passing DNP R-100 turn LEFT, intercept DNP R-110 to BULIG.                                                         |
| <b>GR 2F</b>              | 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.    |
| <b>KOSIR 7A</b><br>BY ATC | On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-092 to KOSIR.                                                                                           |
| <b>NIKAD 6A</b>           | 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. |

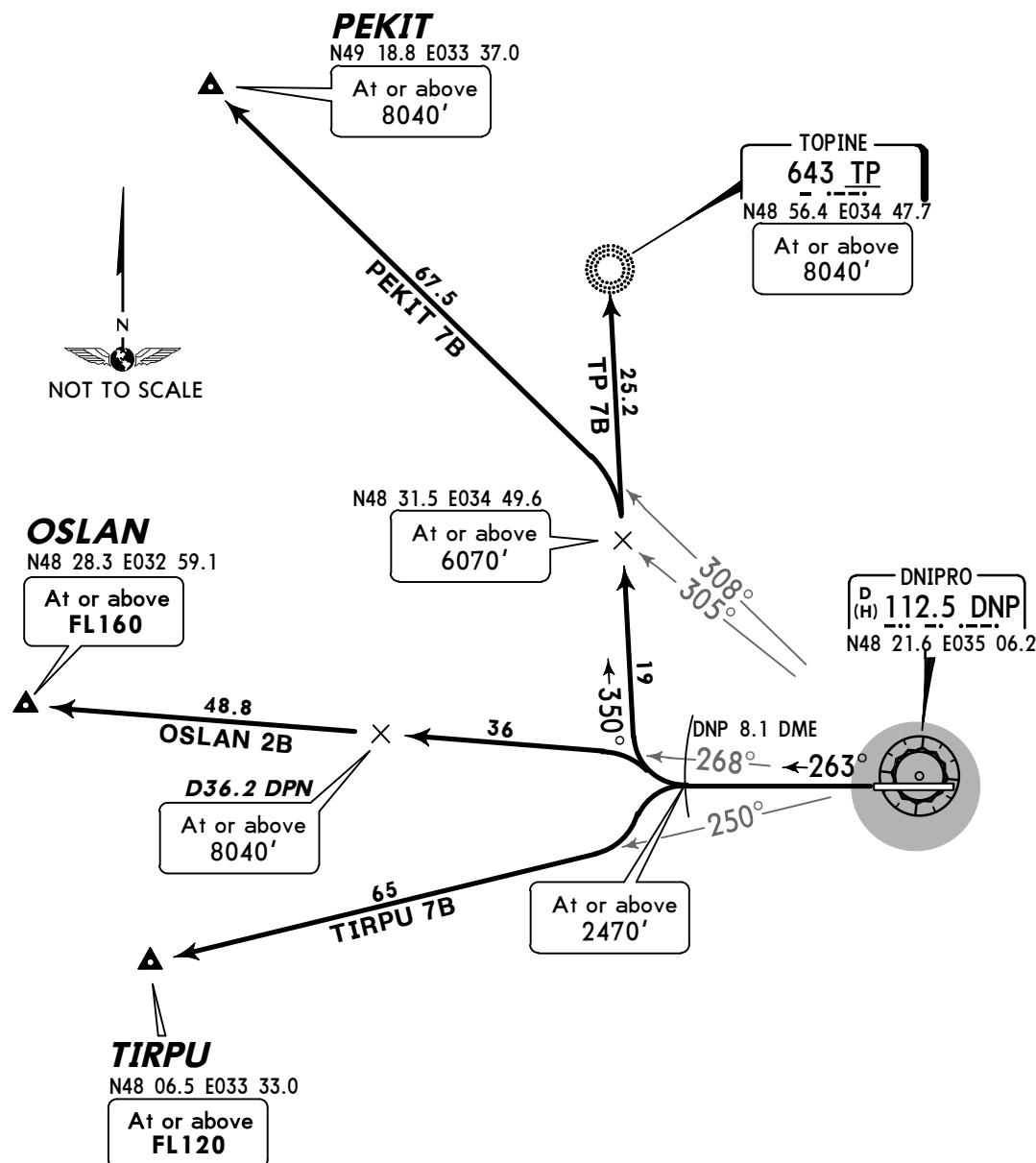
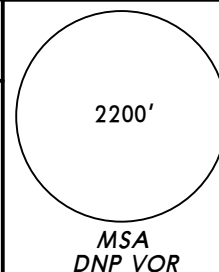




Apt Elev  
482'

Trans level: By ATC    Trans alt: 10010'

OSLAN TWO BRAVO (OSLAN 2B)[*OSLA2B*]  
PEKIT SEVEN BRAVO (PEKIT 7B)[*PEKI7B*]  
TIRPU SEVEN BRAVO (TIRPU 7B) [*TIRP7B*]  
TOPINE SEVEN BRAVO (TP 7B)  
RWY 26 DEPARTURES



These SIDs require a minimum climb gradient of

**OSLAN 2B, TIRPU 7B**  
5.0% up to 2470'.

**PEKIT 7B, TP 7B**  
5.0% up to 6070'.

| Gnd speed-KT   | 75  | 100 | 150 | 200  | 250  | 300  |
|----------------|-----|-----|-----|------|------|------|
| 5.0% V/V (fpm) | 380 | 456 | 760 | 1013 | 1266 | 1519 |

If unable advise ATC.

# FT/METER CONVERSION

QNH

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

## SID

## ROUTING

|                 |                                                                                                                                              |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>OSLAN 2B</b> | On 263° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-268 to OSLAN.                                                                      |
| <b>PEKIT 7B</b> | On 263° track to DNP 8.1 DME, turn RIGHT, intercept 350° bearing towards TP, when passing DNP R-305 turn LEFT, intercept DNP R-308 to PEKIT. |
| <b>TIRPU 7B</b> | On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-250 to TIRPU.                                                                       |
| <b>TP 7B</b>    | On 263° track to DNP 8.1 DME, turn RIGHT, intercept 350° bearing to TP.                                                                      |

2200'

MSA  
DNP VOR



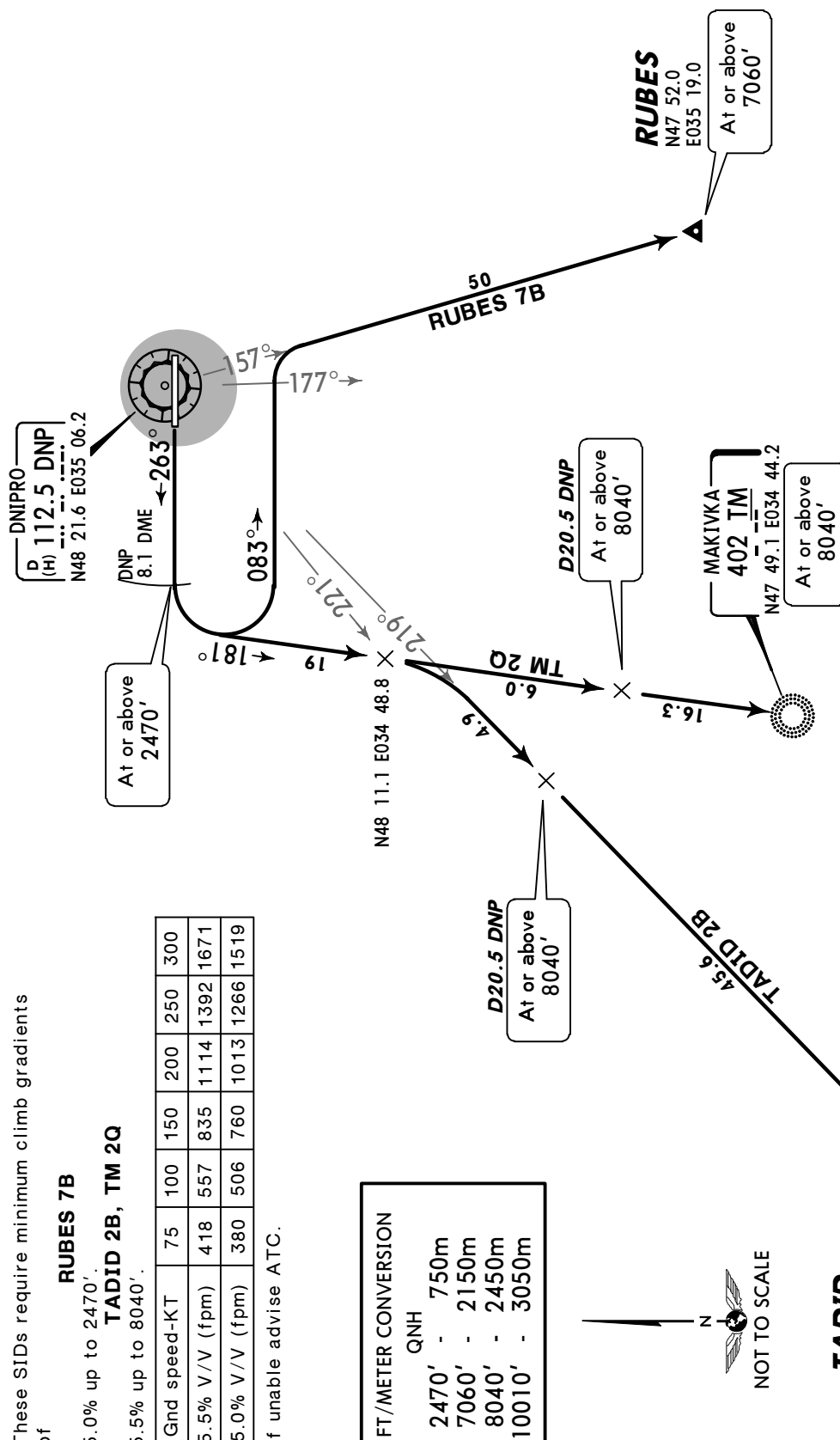
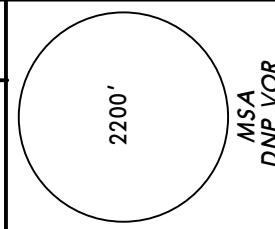
| SID             | ROUTING                                                                                                                                      |
|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| <b>RUBES 7A</b> | 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. |
| <b>TADID 2A</b> | 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.                        |
| <b>TM 2F</b>    | On 083° track to DNP 8.1 DME, turn RIGHT, intercept 214° bearing to TM.                                                                      |

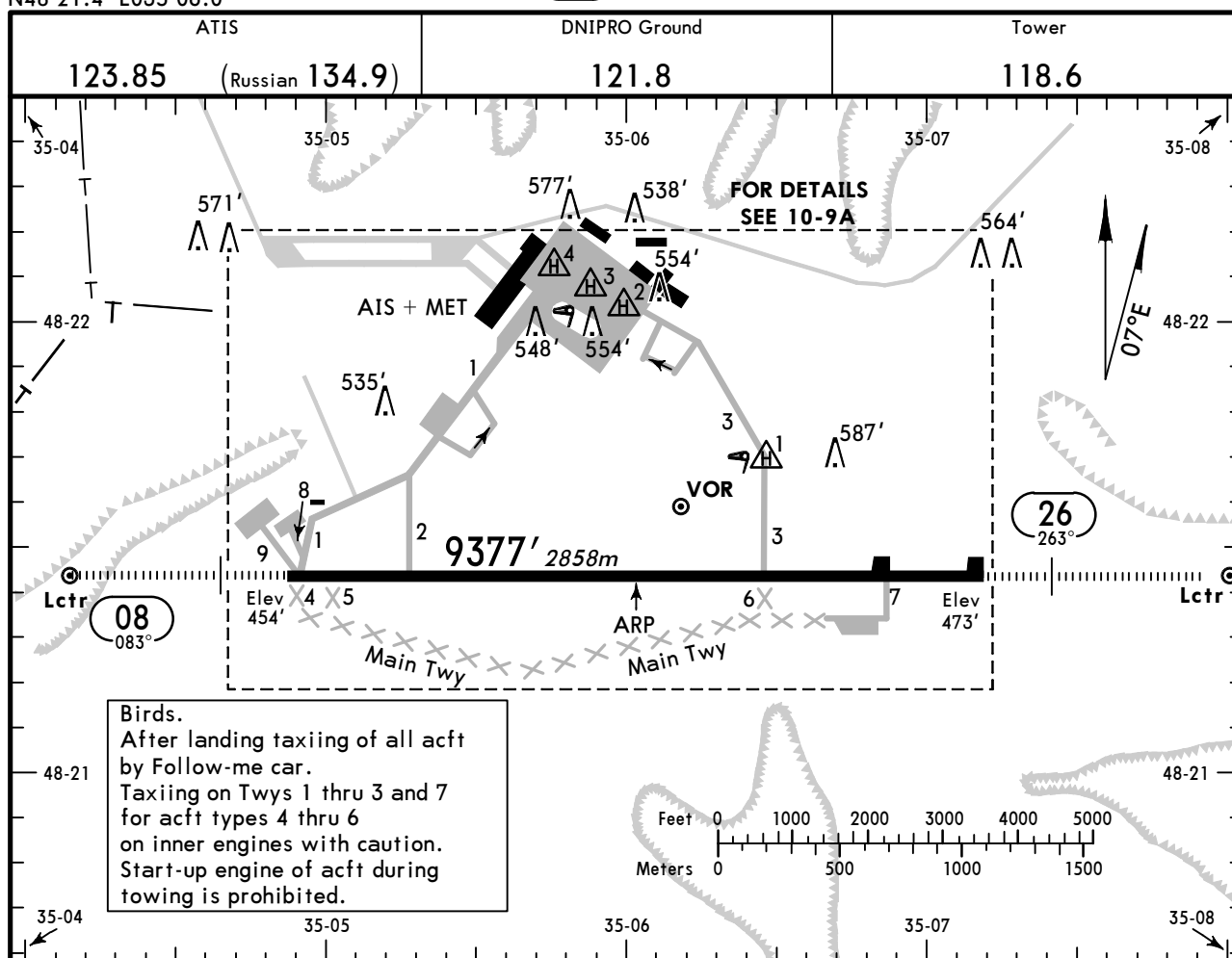
**TADID**  
N47 35.7  
E033 55.4

Apt Elev  
482'

Trans level: By ATC Trans alt: 10010'

**MAKIVKA TWO QUEBEC (TM 2Q)**  
**RUBES SEVEN BRAVO (RUBES 7B) [RUBE7B]**  
**TADID TWO BRAVO (TADID 2B) [TADI2B]**  
**RWY 26 DEPARTURES**





#### ADDITIONAL RUNWAY INFORMATION

| RWY |                                           | USABLE LENGTHS |             | TAKE-OFF | WIDTH    |
|-----|-------------------------------------------|----------------|-------------|----------|----------|
|     |                                           | LANDING BEYOND | Glide Slope |          |          |
| 08  | HIRL (60m) HIALS PAPI-L (angle 2.83°) RVR | Threshold      | 8283' 2525m | 1        | 144' 44m |
| 26  | HIRL (60m) HIALS PAPI-L (angle 3.0°) RVR  |                | 8526' 2599m |          |          |

#### 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 ATIS or ATC about beginning of LVP.

- All acft followed by Follow-me car.

- 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.

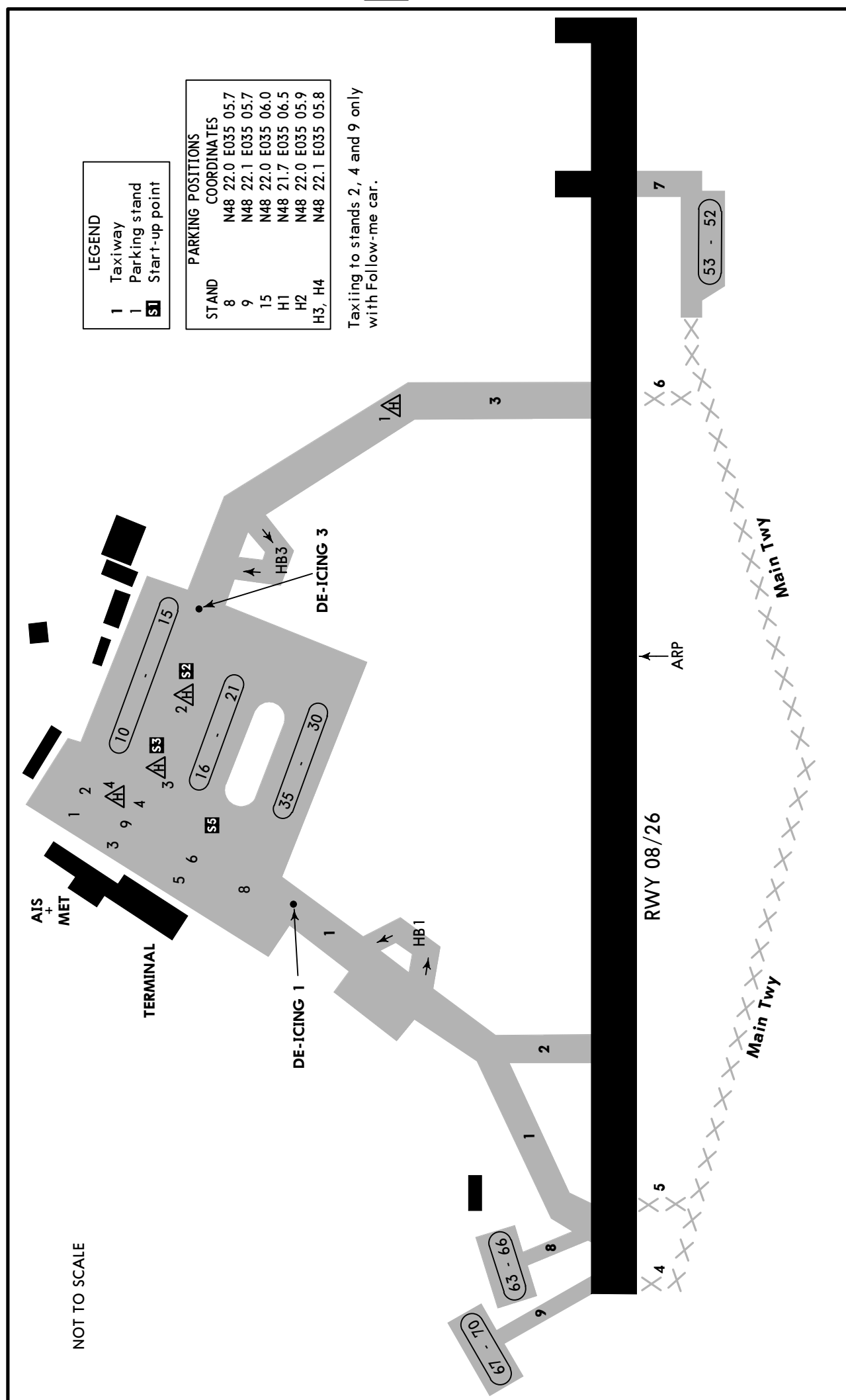
Applicable 2300- 0600 LT.

#### JAR-OPS

#### TAKE-OFF 1

|   | All Rwys                 |                          |                   |
|---|--------------------------|--------------------------|-------------------|
|   | LVP must be in force     |                          |                   |
| A | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| 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                                      |
|-----------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|----------------------------------------|
| <b>08</b>                         |                                        |                                        |                                        |                                        |
| ILS<br>FULL<br>Limited<br>ALS out | 654'(200')<br>R550m<br>R750m<br>R1200m | 654'(200')<br>R550m<br>R750m<br>R1200m | 654'(200')<br>R550m<br>R750m<br>R1200m | 660'(206')<br>R550m<br>R750m<br>R1200m |
| LOC ❶<br>ALS out                  | 760'(306')<br>R750m<br>R1400m          | 760'(306')<br>R750m<br>R1400m          | 760'(306')<br>R750m<br>R1400m          | 760'(306')<br>R750m<br>R1400m          |
| VOR ❶<br>ALS out                  | 840'(386')<br>R1100m<br>R1500m         | 840'(386')<br>R1100m<br>R1500m         | 840'(386')<br>R1100m<br>R1800m         | 840'(386')<br>R1100m<br>R1800m         |
| NDB ❶<br>with DME<br>ALS out      | 860'(406')<br>R1200m<br>R1500m         | 860'(406')<br>R1200m<br>R1500m         | 860'(406')<br>R1200m<br>R1900m         | 860'(406')<br>R1200m<br>R1900m         |
| NDB ❶<br>w/o DME<br>ALS out       | 910'(456')<br>R1400m<br>R1500m         | 910'(456')<br>R1400m<br>R1500m         | 910'(456')<br>R1400m<br>C2100m         | 910'(456')<br>R1400m<br>C2100m         |
| NDB<br>w/o DME<br>ALS out         | 910'(456')<br>R1600m<br>C2300m         | 910'(456')<br>R1600m<br>C2300m         | 910'(456')<br>R1800m<br>C2500m         | 910'(456')<br>R1800m<br>C2500m         |
| <b>26</b>                         |                                        |                                        |                                        |                                        |
| ILS<br>FULL<br>Limited<br>ALS out | 673'(200')<br>R550m<br>R750m<br>R1200m | 673'(200')<br>R550m<br>R750m<br>R1200m | 673'(200')<br>R550m<br>R750m<br>R1200m | 673'(200')<br>R550m<br>R750m<br>R1200m |
| LOC ❶<br>ALS out                  | 780'(307')<br>R750m<br>R1400m          | 780'(307')<br>R750m<br>R1400m          | 780'(307')<br>R750m<br>R1400m          | 780'(307')<br>R750m<br>R1400m          |
| VOR ❶<br>ALS out                  | 870'(397')<br>R1100m<br>R1500m         | 870'(397')<br>R1100m<br>R1500m         | 890'(417')<br>R1200m<br>R1900m         | 910'(437')<br>R1300m<br>R2000m         |
| NDB ❶<br>with DME<br>ALS out      | 870'(397')<br>R1100m<br>R1500m         | 870'(397')<br>R1100m<br>R1500m         | 870'(397')<br>R1100m<br>R1800m         | 870'(397')<br>R1100m<br>R1800m         |
| NDB ❶<br>w/o DME<br>ALS out       | 920'(447')<br>R1400m<br>R1500m         | 920'(447')<br>R1400m<br>R1500m         | 920'(447')<br>R1400m<br>C2100m         | 920'(447')<br>R1400m<br>C2100m         |
| NDB<br>w/o DME<br>ALS out         | 920'(447')<br>R1600m<br>C2300m         | 920'(447')<br>R1600m<br>C2300m         | 920'(447')<br>R1800m<br>C2500m         | 920'(447')<br>R1800m<br>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<br>V1500m ❻ | 1070'(597')<br>V1600m ❻ | 1200'(727')<br>V2400m | 1500'(1027')<br>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'.

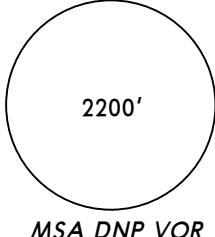
❹ Circling height based on rwy 26 thresh elev of 473'.

❺ after NDB apch: 920' (447').

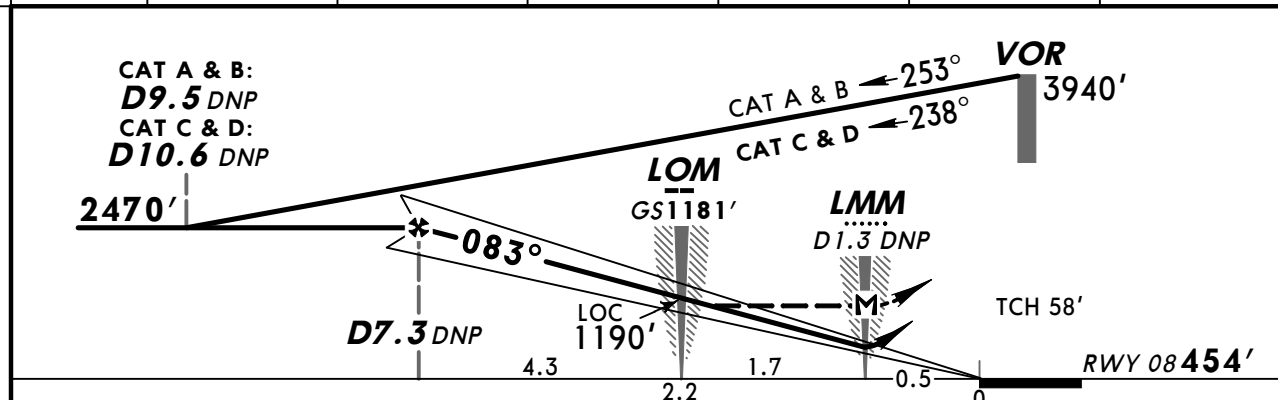
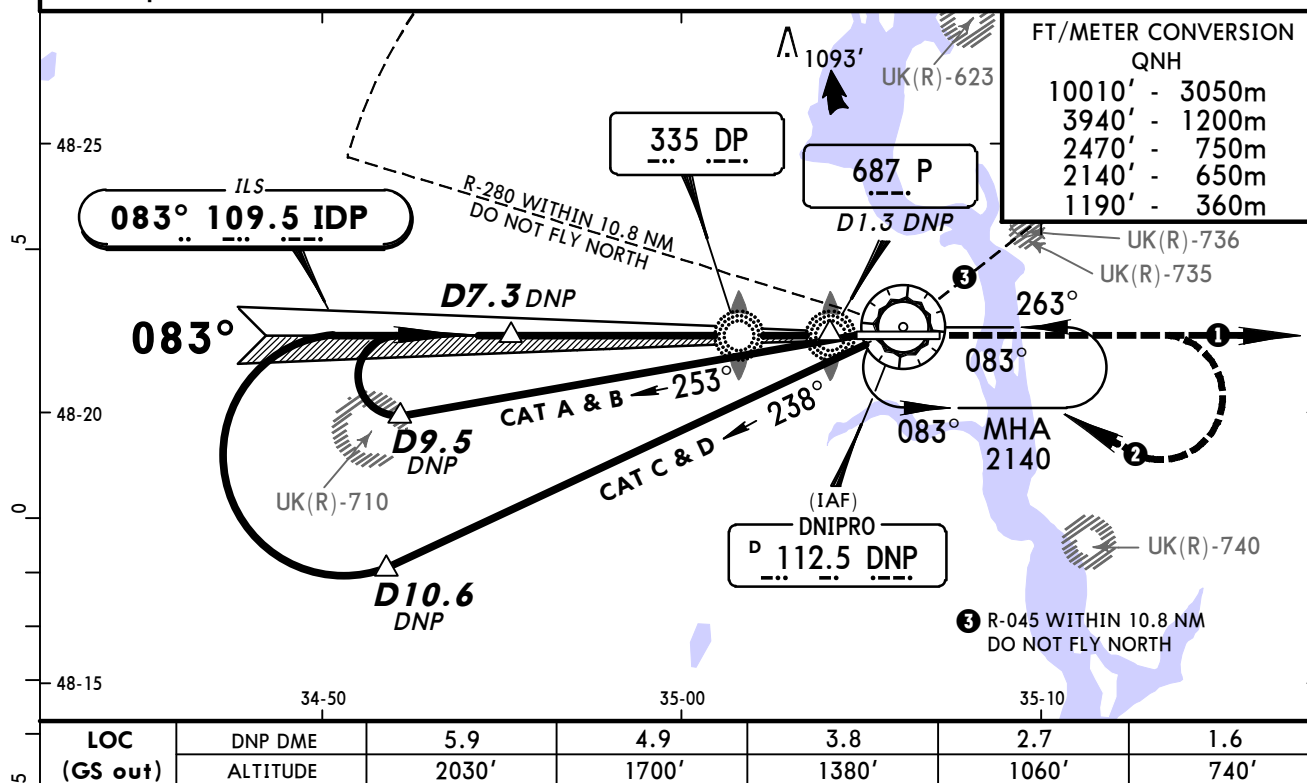
❻ or higher minimums of preceding straight-in approach.

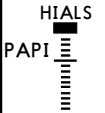
**TAKE-OFF RWY 08, 26**

| LVP must be in force     |      |                          |                   |
|--------------------------|------|--------------------------|-------------------|
| RCLM (DAY only)<br>or RL |      | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                        | 250m | 400m                     | 500m              |
| B                        |      |                          |                   |
| C                        |      |                          |                   |
| D                        | 300m |                          |                   |

|                                                                                                                                                                                                          |                                  |                                  |                               |                                            |                                                                                     |                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------|-------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------|-----------------|
| ATIS<br>123.85 (Russian 134.9)                                                                                                                                                                           |                                  | DNIPRO Radar (APP)<br>119.4      |                               | DNIPRO Tower<br>118.6                      |                                                                                     | Ground<br>121.8 |
| LOC<br>IDP<br><b>109.5</b>                                                                                                                                                                               | Final<br>Apch Crs<br><b>083°</b> | GS<br>LOM<br><b>1181'</b> (727') | DA(H)<br>Refer to<br>Minimums | Apt Elev<br><b>482'</b><br>RWY <b>454'</b> |  |                 |
| <b>MISSED APCH:</b> ① Climb on 083° to 2140', then as directed.<br><b>MISSED APCH WITH COMM FAILURE:</b> ② Climb on 083° to 2140', then turn<br>RIGHT to VOR climbing to 3940', then according to chart. |                                  |                                  |                               |                                            |                                                                                     | MSA DNP VOR     |

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



|                                      |     |     |     |     |     |     |                                                                                       |               |
|--------------------------------------|-----|-----|-----|-----|-----|-----|---------------------------------------------------------------------------------------|---------------|
| Gnd speed-Kts                        | 70  | 90  | 100 | 120 | 140 | 160 |  | 2140' on 083° |
| ILS GS or<br>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 ①                                        |                     |
|-----------------------------------------------|----------|---------------------------|-----------|---------------------------------------------------------|---------------------|
| ILS                                           |          | LOC (GS out)              |           | Not authorized North of airport between R-280 and R-045 |                     |
| ABC: <b>654'</b> (200') D: <b>660'</b> (206') |          | MDA(H) <b>760'</b> (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 1800m | 180                                                     | 1200' (746') 2400m  |
| D                                             |          |                           | RVR 2000m | 205                                                     | 1500' (1046') 3600m |

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

MSA DNP VOR

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FT/METER CONVERSION

QNH

10010' - 3050m

3940' - 1200m

3940' - 1200m  
2470' - 750m

2470' - 750m  
2140' - 650m

2140' - 850m  
1280' - 390m



**D8 9 DNP**

**D8.7 DNF**  
**CAT C & D:**

**CAT C & D:**  
**DO BNP**

### D9.9 DNP

247

247

---

|  |  |
|--|--|
|  |  |
|--|--|

**2140'**

on

↑

---

CIRCLE-TO-LA

t authorized M

support between

and R-045

 $MDA(H)$ \_\_\_\_\_

**10' (437')**

70' (597')

10 (597)

00' (727')

---

00' (1037')

00 ( 1027 )

---

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2140' on

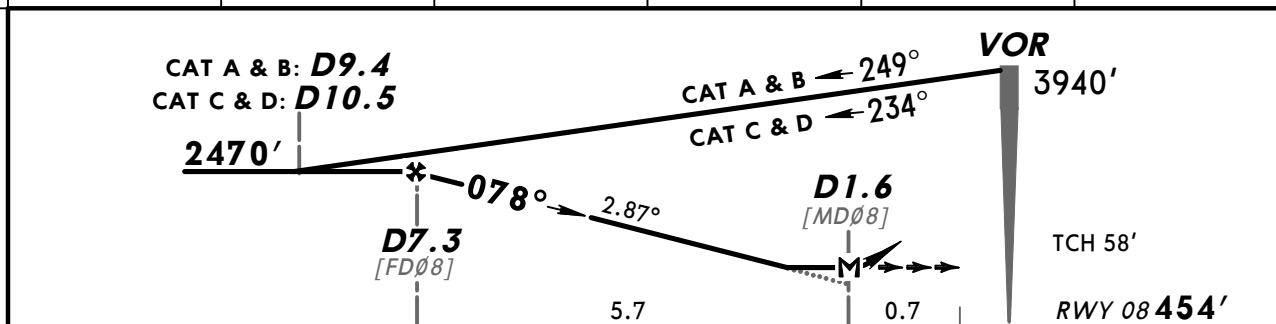
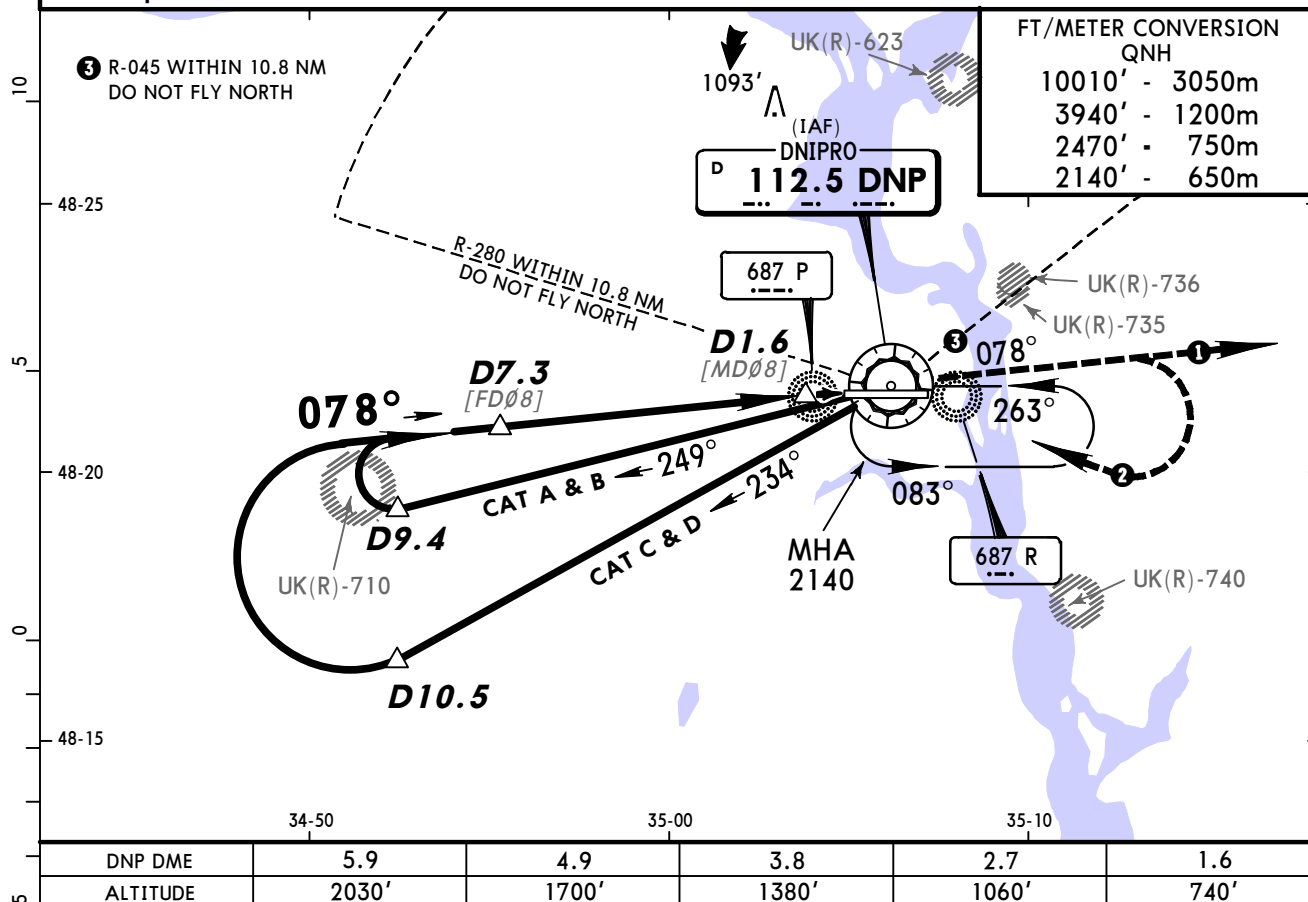
CIRCLE-TO-LAND<sup>1</sup>

LOC (GS out)  
DA(H) **780'** (307')

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

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

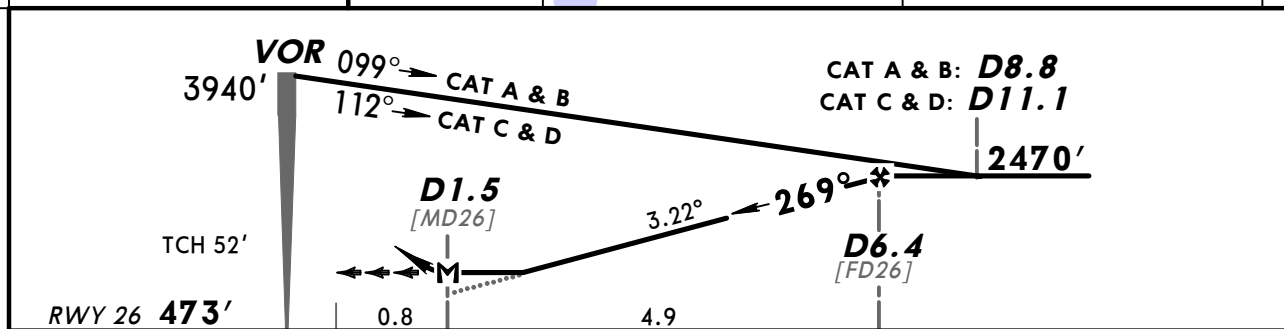
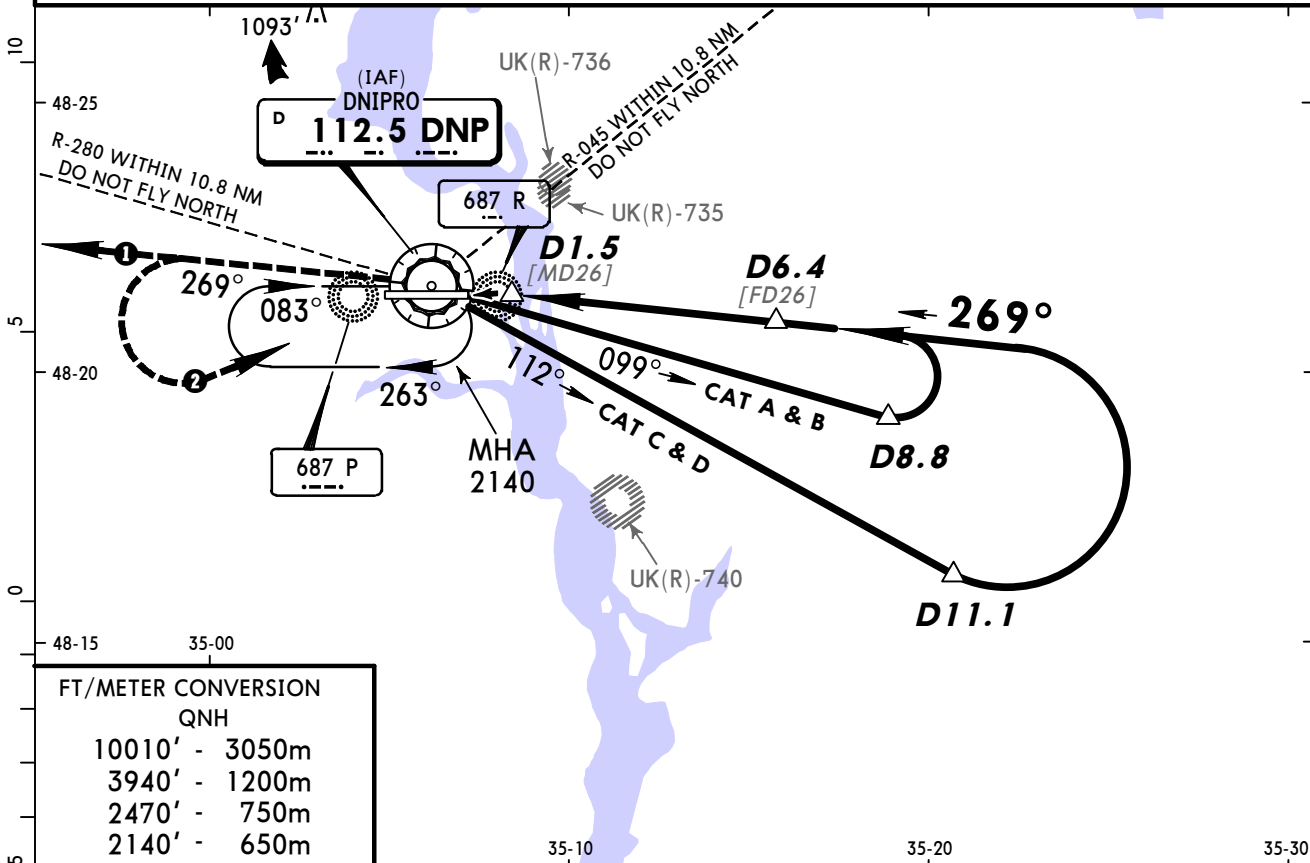


|                     |     |     |     |     |     |     |                                       |
|---------------------|-----|-----|-----|-----|-----|-----|---------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | <div>2140'</div> <div>↑ on 078°</div> |
| Descent Angle 2.87° | 355 | 457 | 508 | 609 | 711 | 812 |                                       |
| 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 | RVR 1800m |  | 135                                                     | 1070' (616')  | 1600m |  |
| C                                  |           | RVR 2000m |  | 180                                                     | 1200' (746')  | 2400m |  |
| D                                  | RVR 1400m |           |  | 205                                                     | 1500' (1046') | 3600m |  |

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

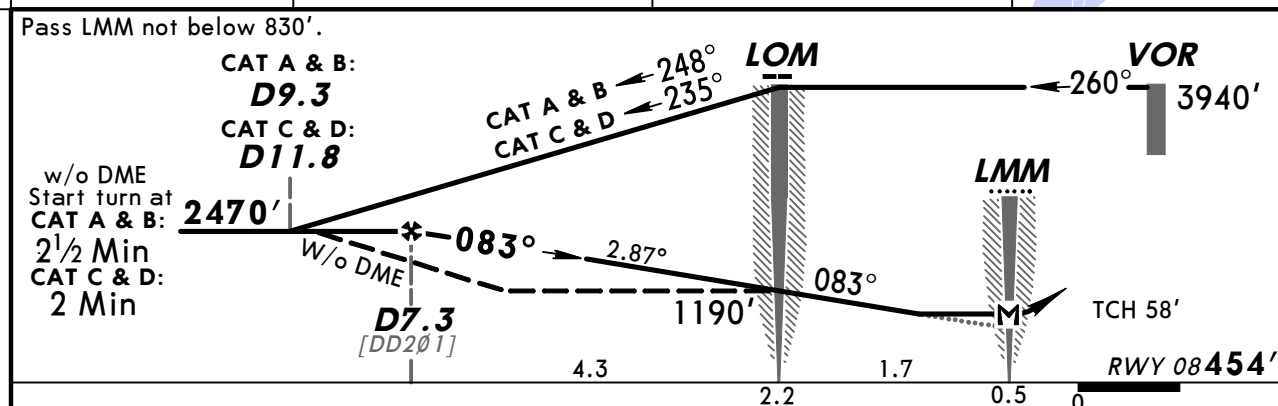
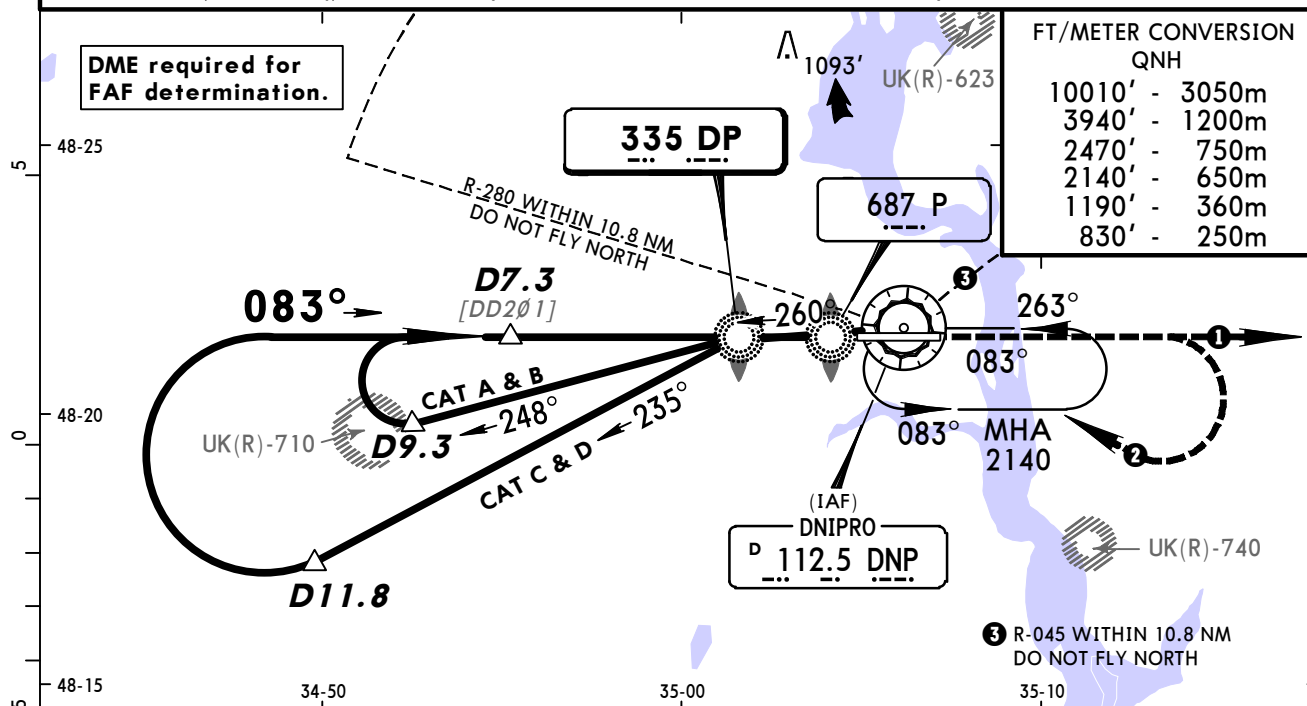
|                 |                                                                                                                                                                                                                                                     |                           |                                      |  |                                |  |                           |  |                                             |
|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|--|--------------------------------|--|---------------------------|--|---------------------------------------------|
| BRIEFING STRIP™ | ATIS                                                                                                                                                                                                                                                |                           | DNIPRO Radar (APP)                   |  | DNIPRO Tower                   |  | Ground                    |  | <div>2200'</div> <div>MSA<br/>DNP VOR</div> |
|                 | 123.85 (Russian 134.9)                                                                                                                                                                                                                              |                           | 119.4                                |  | 118.6                          |  | 121.8                     |  |                                             |
|                 | VOR<br>DNP<br>112.5                                                                                                                                                                                                                                 | Final<br>Apch Crs<br>269° | Minimum Alt<br>D6.4<br>2470' (1997') |  | MDA(H)<br>Refer to<br>Minimums |  | Apt Elev 482'<br>RWY 473' |  |                                             |
|                 | MISSED APCH: ❶ Climb on 269° to 2140', then as directed.<br>MISSED APCH WITH COMM FAILURE: ❷ Climb on 269° to 2140', then turn<br>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'<br>1. <b>DME required.</b> 2. Ground proximity warning system short term alerting is possible on final apch<br>between 990' and 660' due to terrain. |                           |                                      |  |                                |  |                           |  |                                             |



|                     |     |     |     |     |     |     |                                                           |
|---------------------|-----|-----|-----|-----|-----|-----|-----------------------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 | <div>HIALS</div> <div>PAPI</div> <div>2140' on 269°</div> |
| Descent angle 3.22° | 399 | 513 | 570 | 684 | 798 | 912 |                                                           |
| MAP at D1.5         |     |     |     |     |     |     |                                                           |

| JAR-OPS STRAIGHT-IN LANDING RWY 26    |           |           |  | CIRCLE-TO-LAND                                          |               |       |  |
|---------------------------------------|-----------|-----------|--|---------------------------------------------------------|---------------|-------|--|
| C: 890' (417')                        |           |           |  | Not authorized North of airport between R-280 and R-045 |               |       |  |
| MDA(H) AB: 870' (397') D: 910' (437') |           |           |  |                                                         |               |       |  |
|                                       |           | ALS out   |  | Max Kts                                                 | MDA(H) VIS    |       |  |
| A                                     | RVR 900m  | RVR 1500m |  | 100                                                     | 910' (437')   | 1500m |  |
| B                                     | RVR 1000m | RVR 1800m |  | 135                                                     | 1070' (597')  | 1600m |  |
| C                                     |           | RVR 2000m |  | 180                                                     | 1200' (727')  | 2400m |  |
| D                                     | RVR 1400m |           |  | 205                                                     | 1500' (1027') | 3600m |  |

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

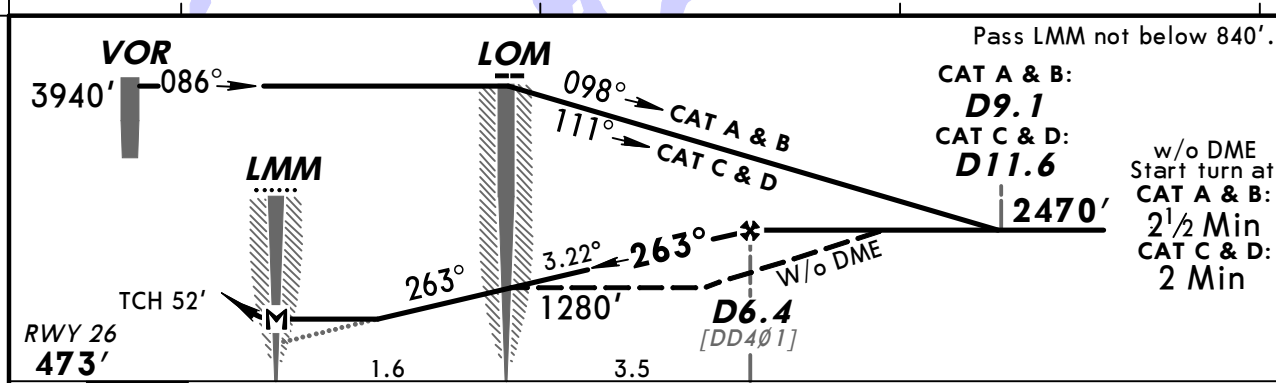
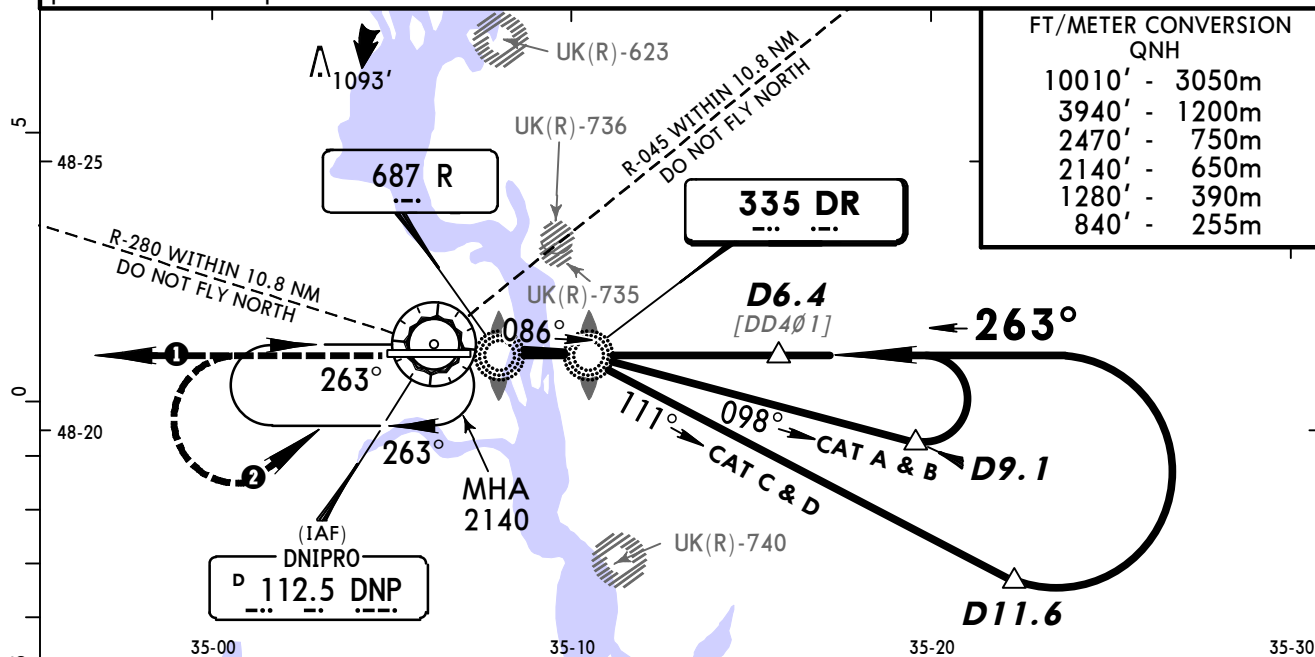
| JAR-OPS STRAIGHT-IN LANDING RWY 08    |           |                                      |           | CIRCLE-TO-LAND ❶                                              |                            |
|---------------------------------------|-----------|--------------------------------------|-----------|--------------------------------------------------------------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

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

|                                |                           |                                                                                                                                                                                                                 |                                   |                               |  |                                        |  |
|--------------------------------|---------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-------------------------------|--|----------------------------------------|--|
| ATIS<br>123.85 (Russian 134.9) |                           | DNIPRO Radar (APP)<br>119.4                                                                                                                                                                                     |                                   | DNIPRO Tower<br>118.6         |  | Ground<br>121.8                        |  |
| NDB<br>DR<br>335               | Final<br>Apch Crs<br>263° | With DME<br>Minimum Alt<br>D6.4<br>2470' (1997')                                                                                                                                                                | With DME<br>MDA(H)<br>870' (397') | Apt Elev 482'<br><br>RWY 473' |  | <div>2200'</div><br><br>MSA<br>DNP VOR |  |
|                                |                           | W/o DME<br>Minimum Alt<br>No FAF                                                                                                                                                                                | W/o DME<br>MDA(H)<br>920' (447')  |                               |  |                                        |  |
|                                |                           | MISSED APCH: ❶ Climb on 263° to 2140', then as directed.<br>MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140', then<br>turn LEFT to VOR climbing to 3940' and hold for 5 Min, then<br>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 |
| 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) <b>870'</b> (397')          |           | MDA(H) <b>920'</b> (447') |           | Max Kts                                                 | MDA(H) VIS                 |
| A                                  | RVR 900m  | ALS out                   | RVR 900m  | 100                                                     | <b>920'</b> (447') 1500m   |
| B                                  | RVR 1000m | RVR 1500m                 | RVR 1000m | 135                                                     | <b>1070'</b> (597') 1600m  |
| C                                  |           | RVR 1800m                 | RVR 1800m | 180                                                     | <b>1200'</b> (727') 2400m  |
| D                                  | RVR 1400m | RVR 2000m                 | RVR 1400m | 205                                                     | <b>1500'</b> (1027') 3600m |

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

**DNIPROPETROVS'K, (DNIPROPETROVS'K - UKDD)**

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport UKDD**