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Terminal Charts For UKDD
Revision Letter For Cycle 01-2014
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Notebook

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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: 7.4°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: 0531 Z
Sunset: 1400 Z,

Runway Information

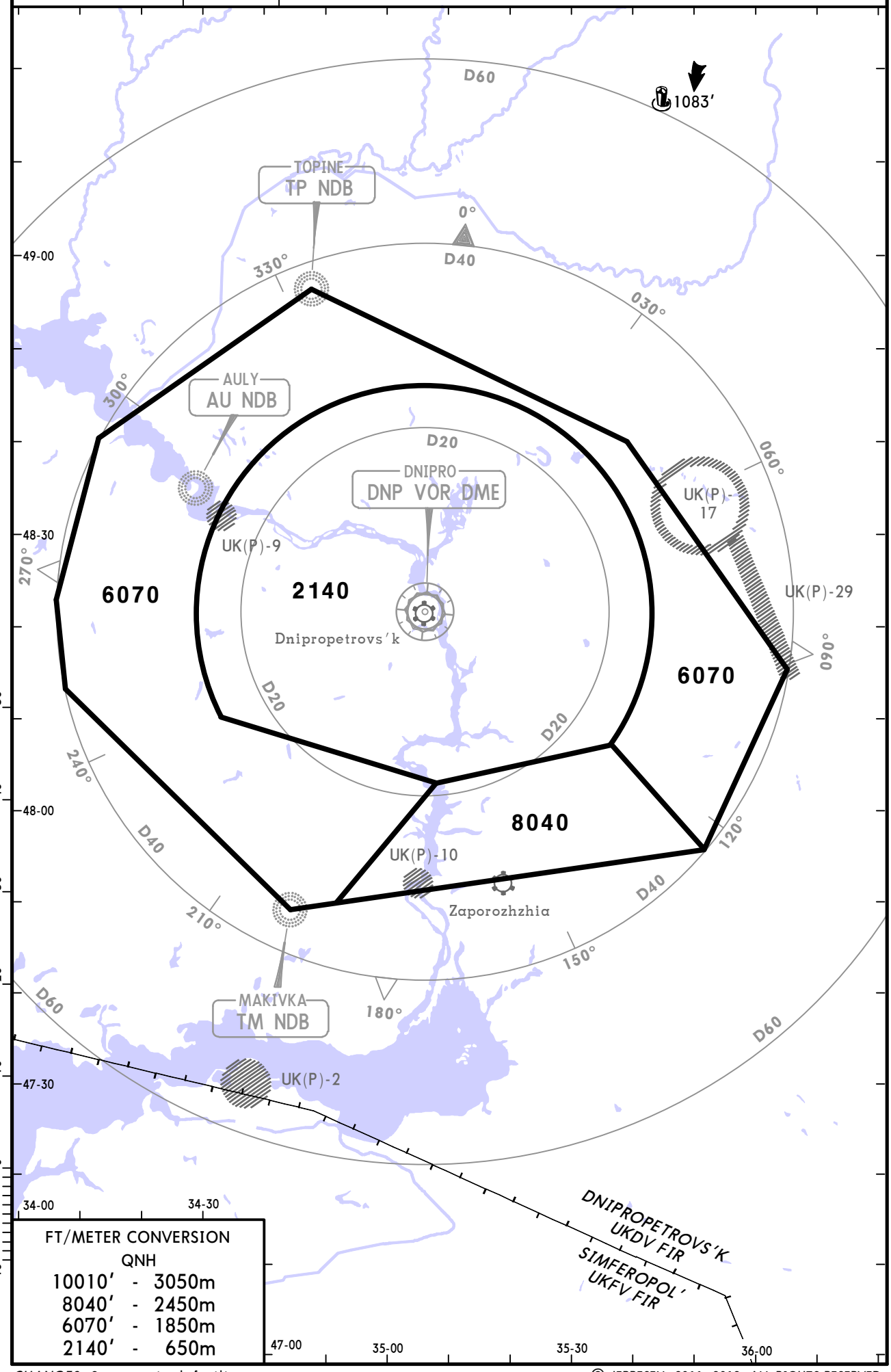
Runway: 08
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 454 ft
Lighting: Edge, ALS

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.



FT/METER CONVERSION

QNH		
10010'	-	3050m
8040'	-	2450m
6070'	-	1850m
2140'	-	650m

CHANGES: Sector revised; facility names.

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ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD201.

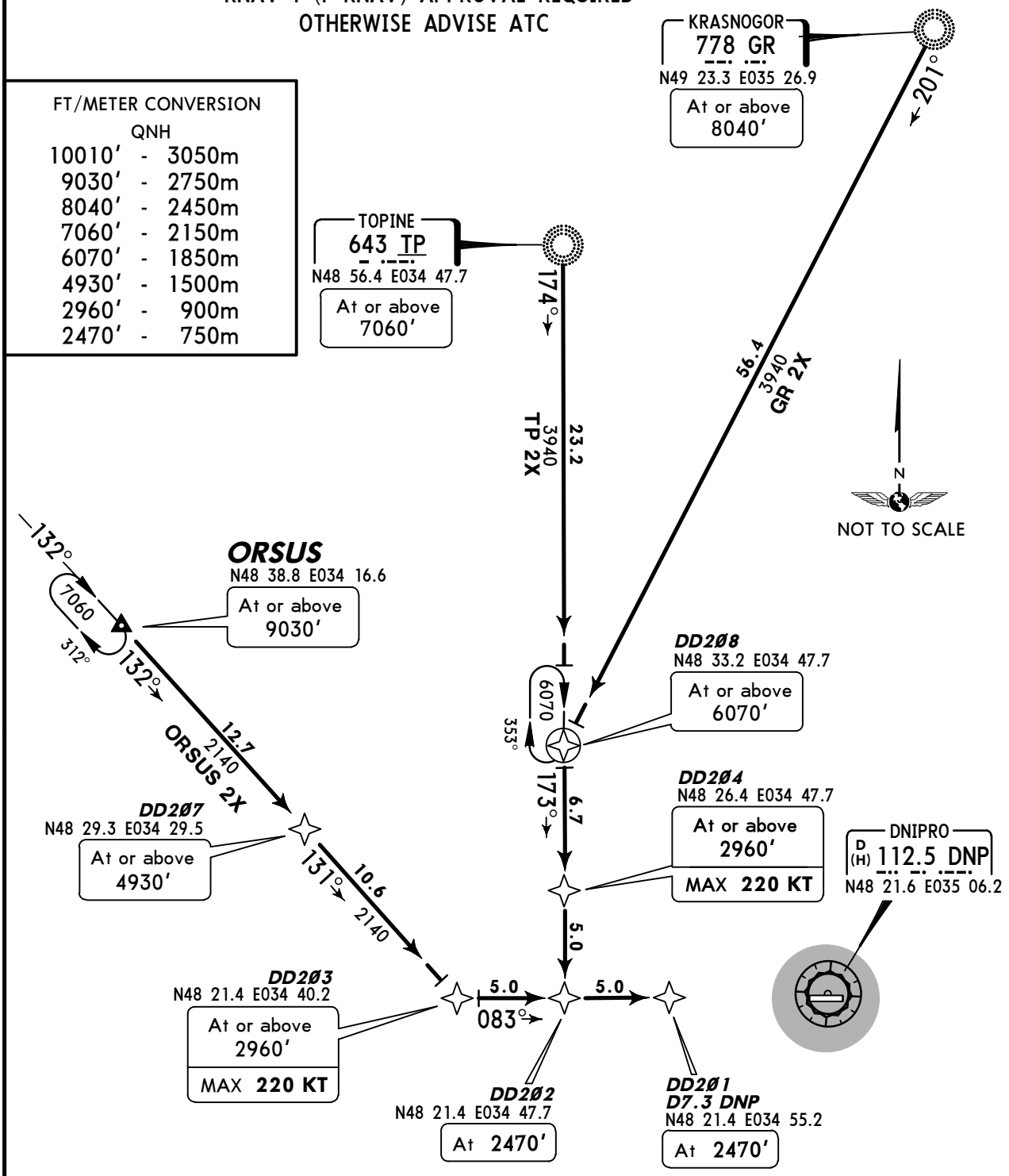
2200'
MSA
DNP VOR

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
GR 2X	GR (8040'+) - DD208 (6070'+) - DD204 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
ORSUS 2X	ORSUS (9030'+) - DD207 (4930'+) - DD203 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
TP 2X	TP (7060'+) - DD208 (6070'+) - DD204 (2960'+; K220-) - DD202 (2470') - DD201 (2470').

CHANGES: DD201 revised.

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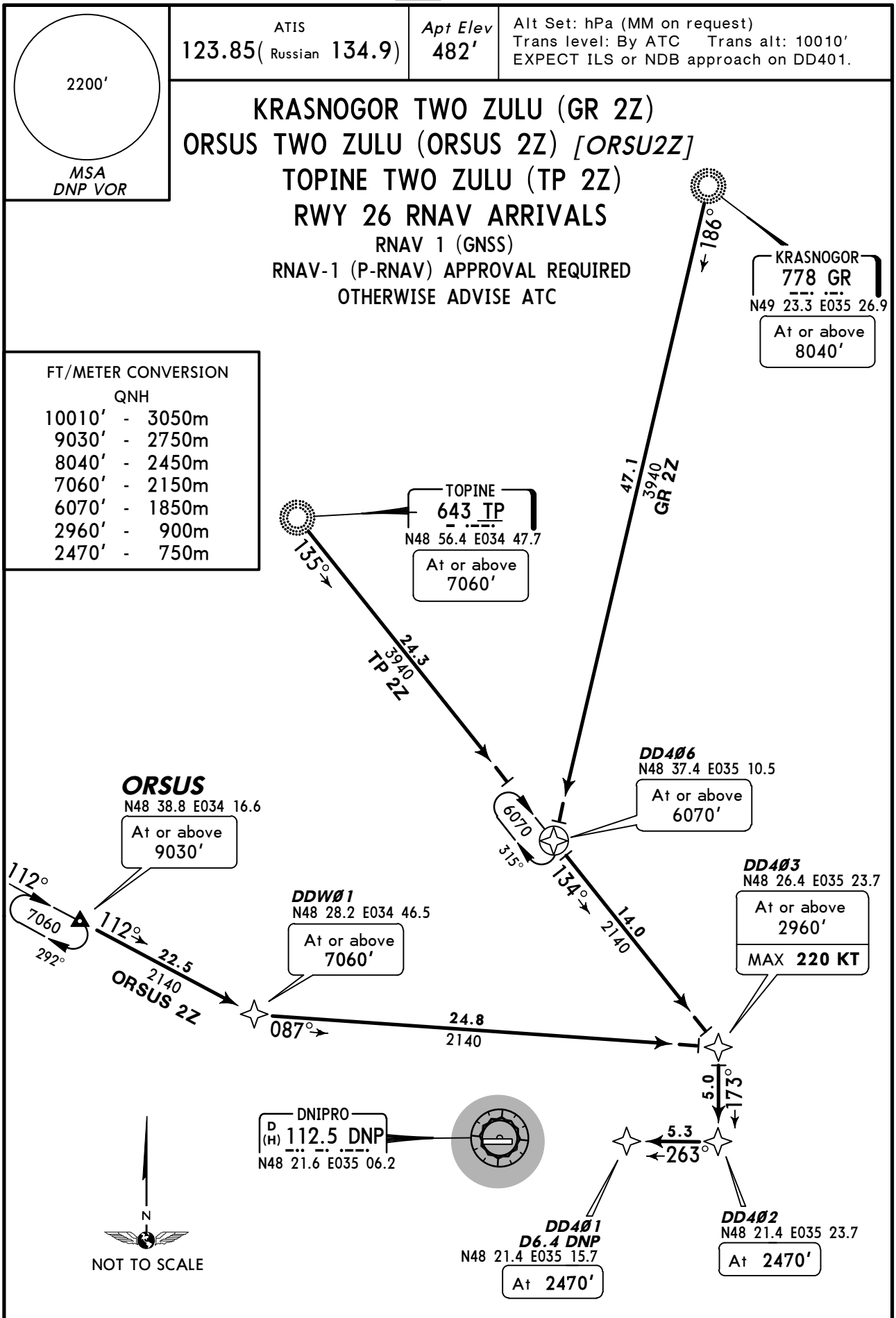
ATIS	Apt Elev	
123.85 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD401.

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').

CHANGES: DD401 revised.

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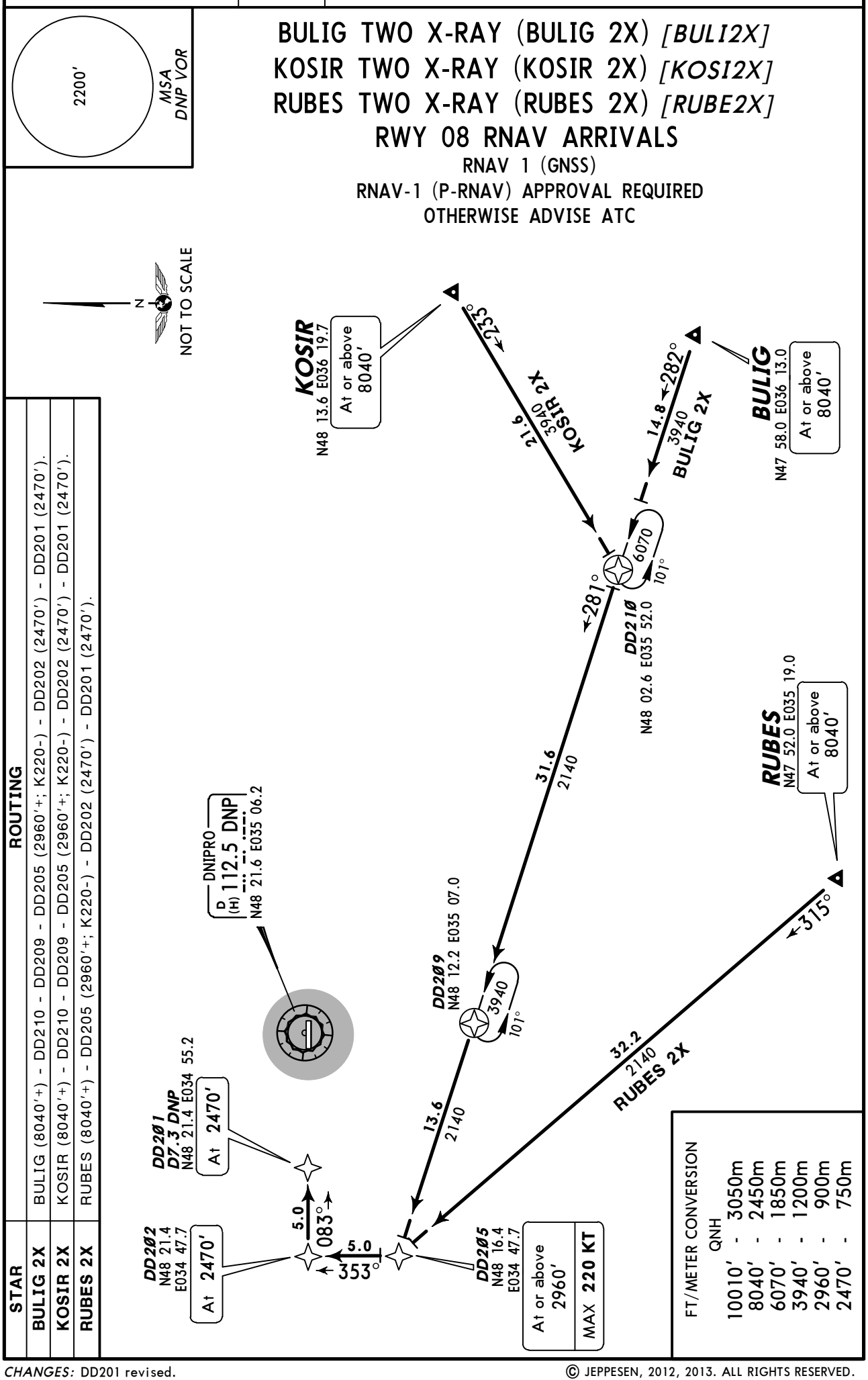
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD201.

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

CHANGES: DD201 revised.

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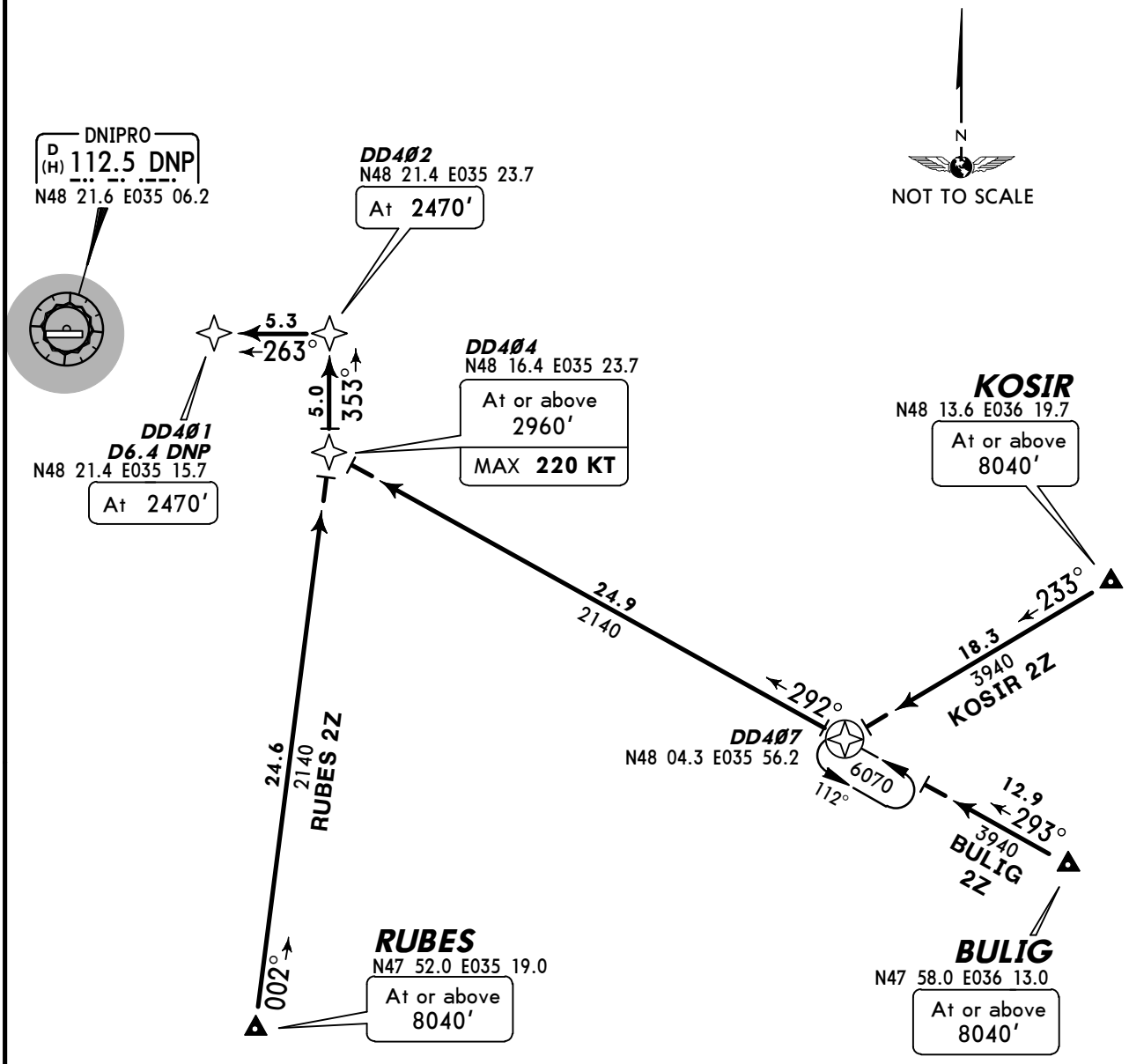
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD401.

2200'
MSA
DNP VOR

BULIG TWO ZULU (BULIG 2Z) *[BULI2Z]*
KOSIR TWO ZULU (KOSIR 2Z) *[KOSI2Z]*
RUBES TWO ZULU (RUBES 2Z) *[RUBE2Z]*
RWY 26 RNAV ARRIVALS

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



FT/METER CONVERSION
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').

CHANGES: DD401 revised.

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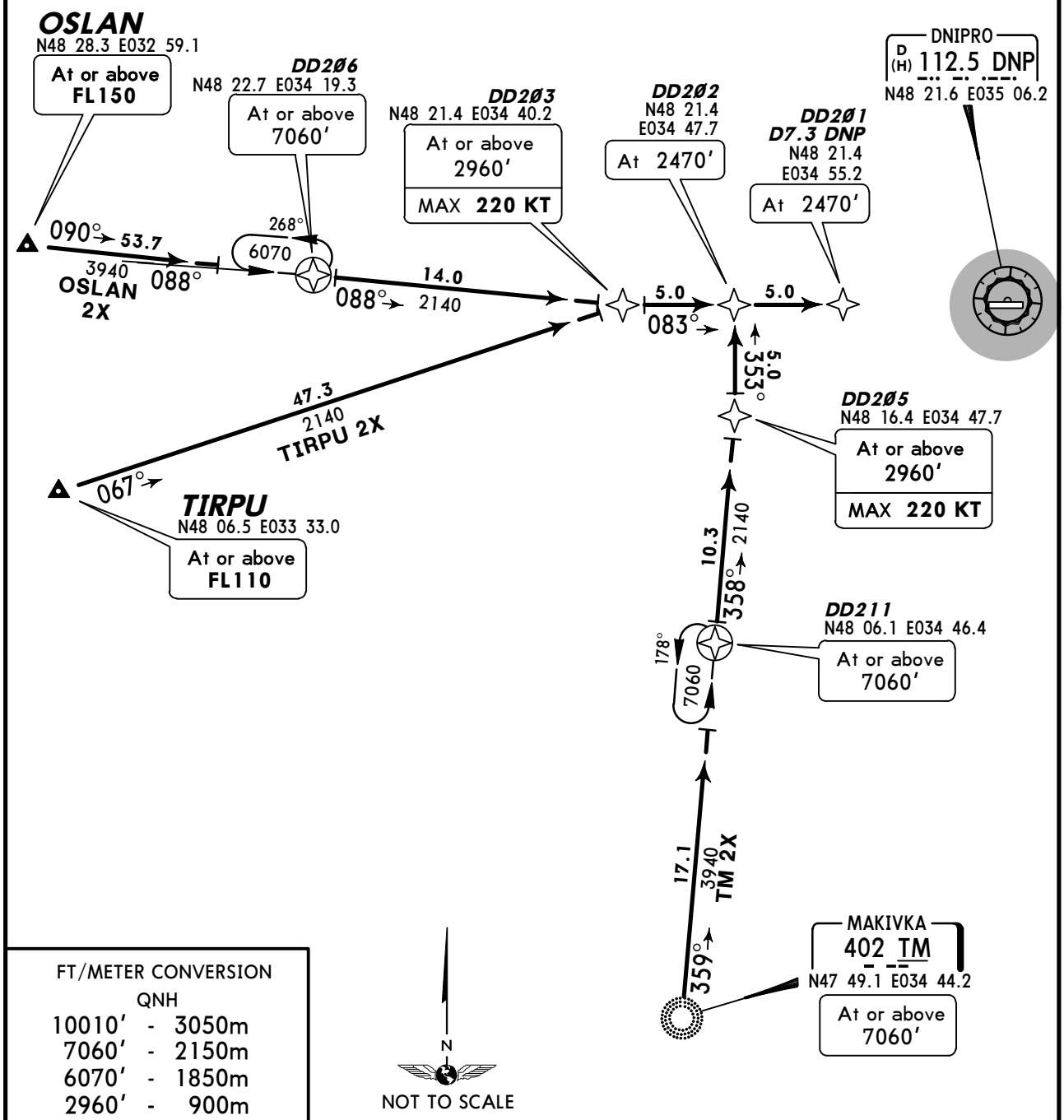
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD201.

2200'
MSA
DNP VOR

MAKIVKA TWO X-RAY (TM 2X)
OSLAN TWO X-RAY (OSLAN 2X) *[OSLA2X]*
TIRPU TWO X-RAY (TIRPU 2X) *[TIRP2X]*
RWY 08 RNAV ARRIVALS

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



FT/METER CONVERSION
QNH

10010'	-	3050m
7060'	-	2150m
6070'	-	1850m
2960'	-	900m
2470'	-	750m

STAR	ROUTING
OSLAN 2X	OSLAN (FL150+) - DD206 (7060'+) - DD203 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
TIRPU 2X	TIRPU (FL110+) - DD203 (2960'+; K220-) - DD202 (2470') - DD201 (2470').
TM 2X	TM (7060'+) - DD211 (7060'+) - DD205 (2960'+; K220-) - DD202 (2470') - DD201 (2470').

CHANGES: DD201 revised.

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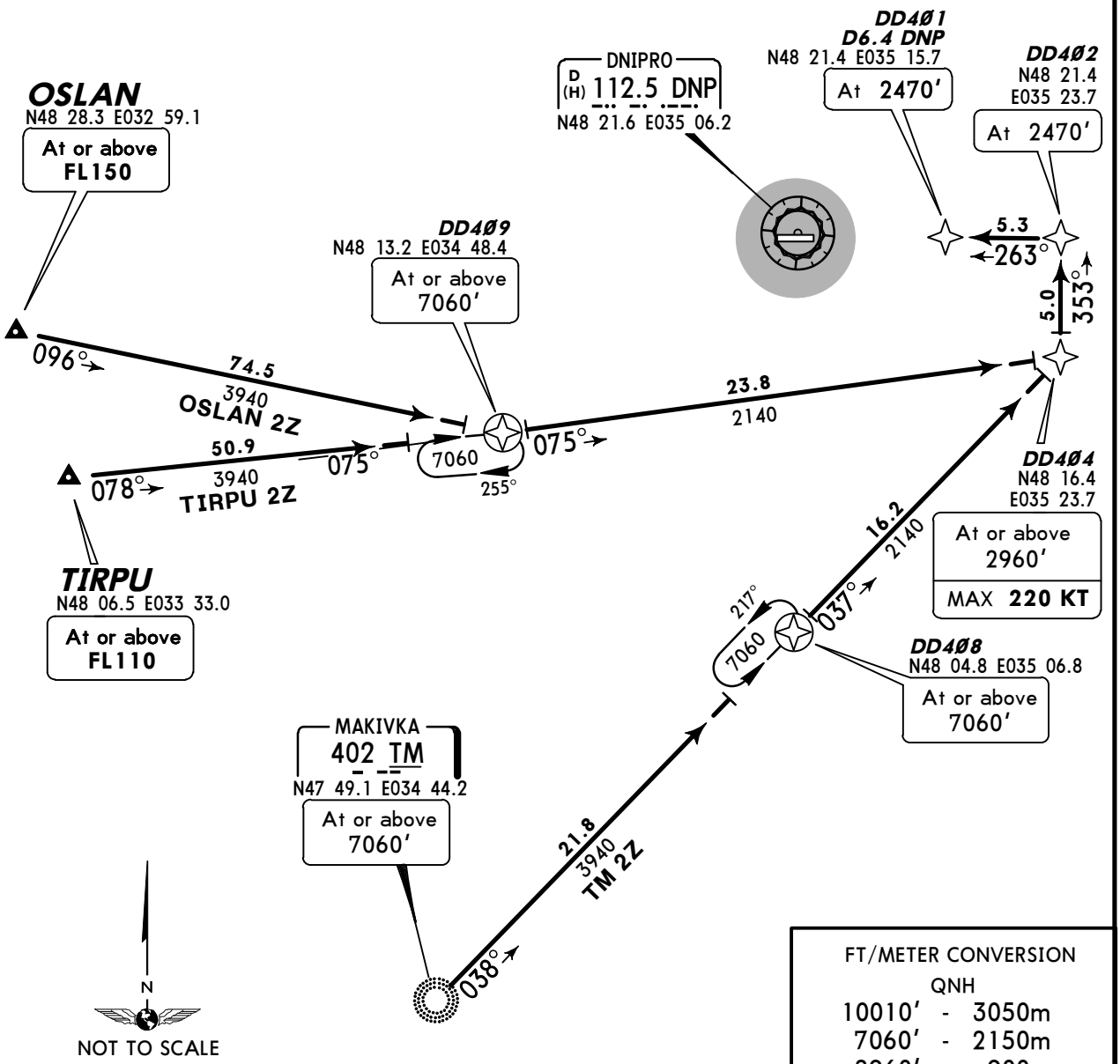
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD401.

2200'
MSA
DNP VOR

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').

CHANGES: DD401 revised.

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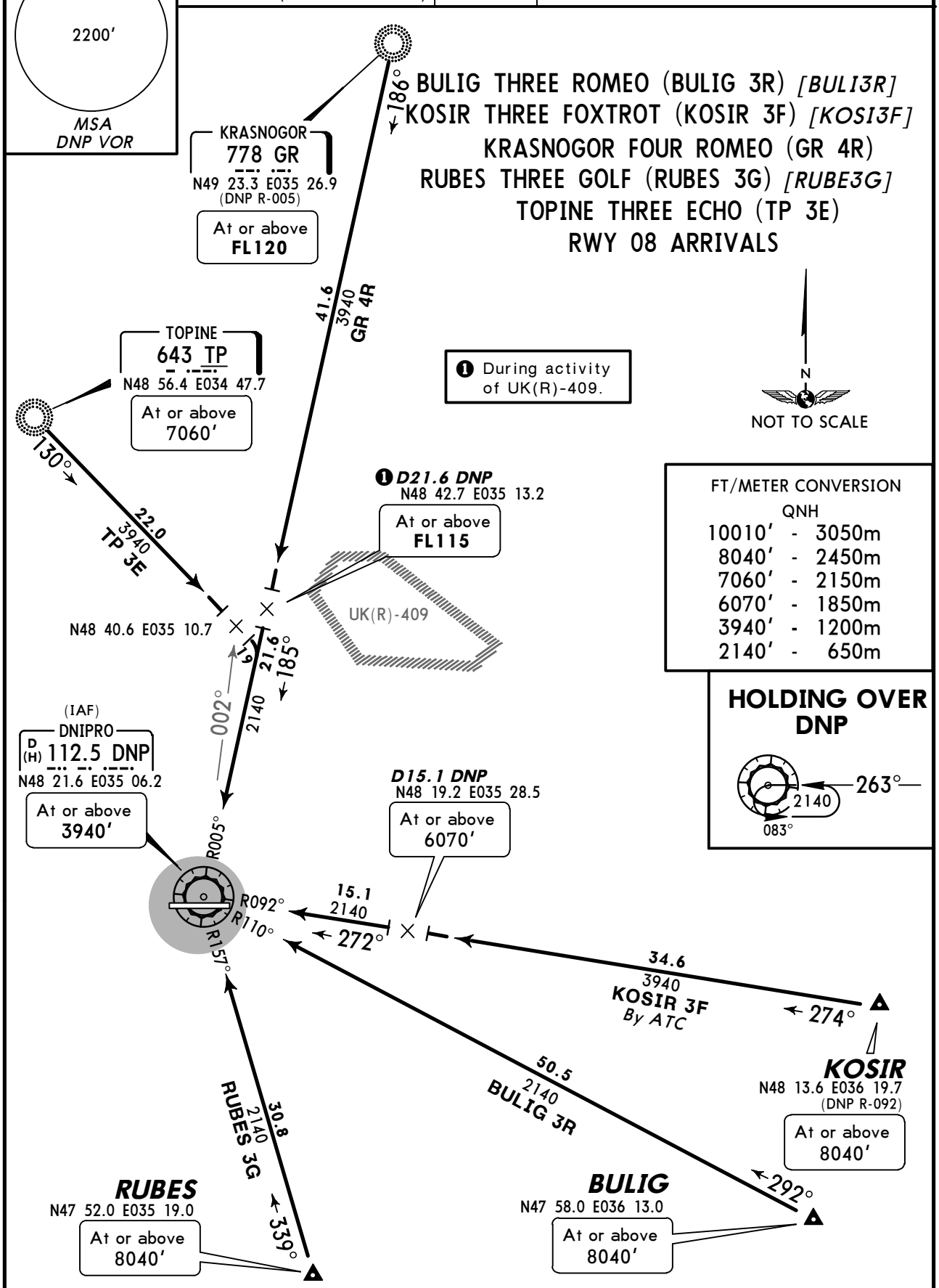
ATIS	Apt Elev	
123.85 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'



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.

CHANGES: STARs renumbered.

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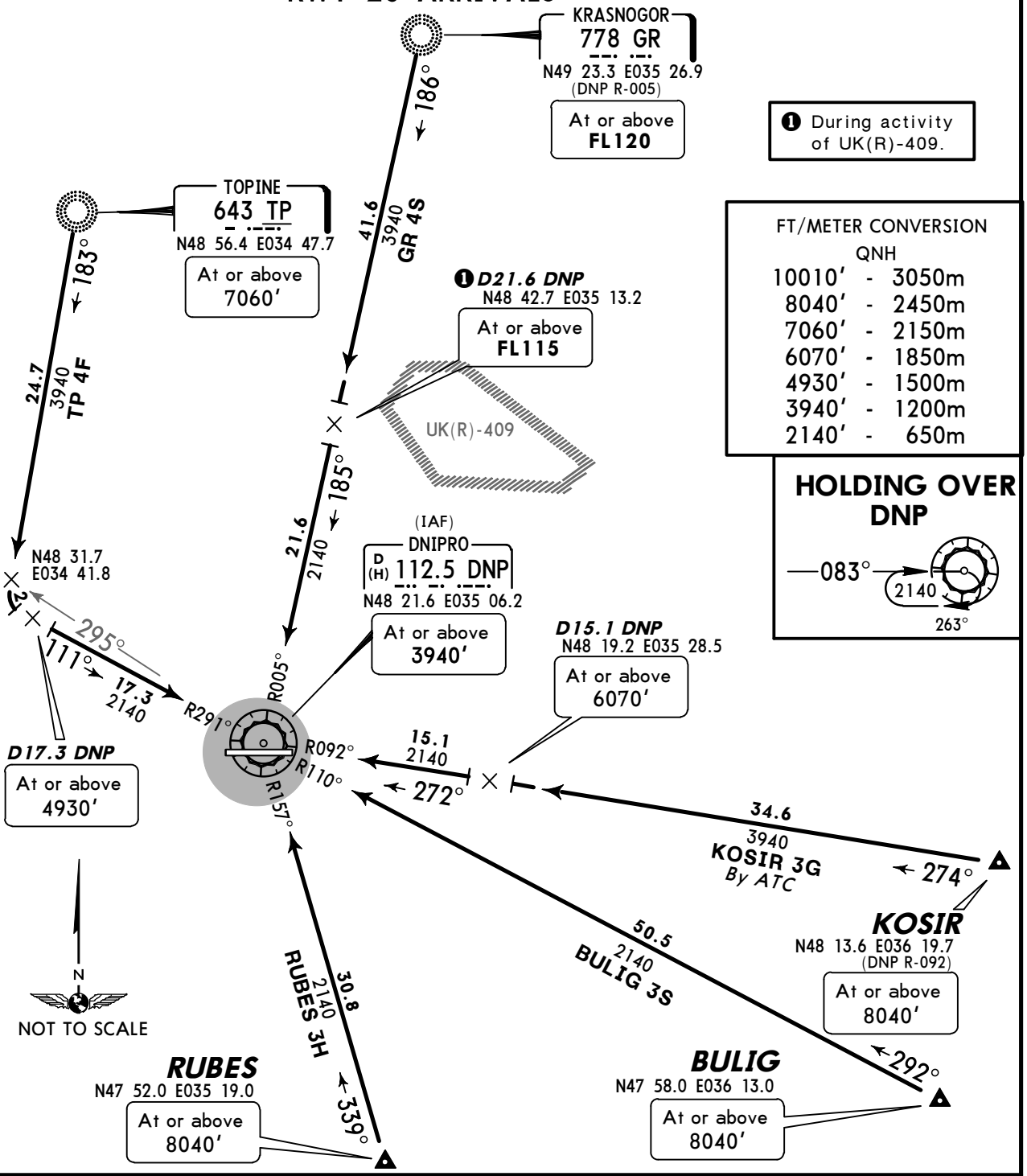
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

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



FT/METER CONVERSION QNH	
10010'	3050m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
3940'	1200m
2140'	650m

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.

CHANGES: STARs renumbered.

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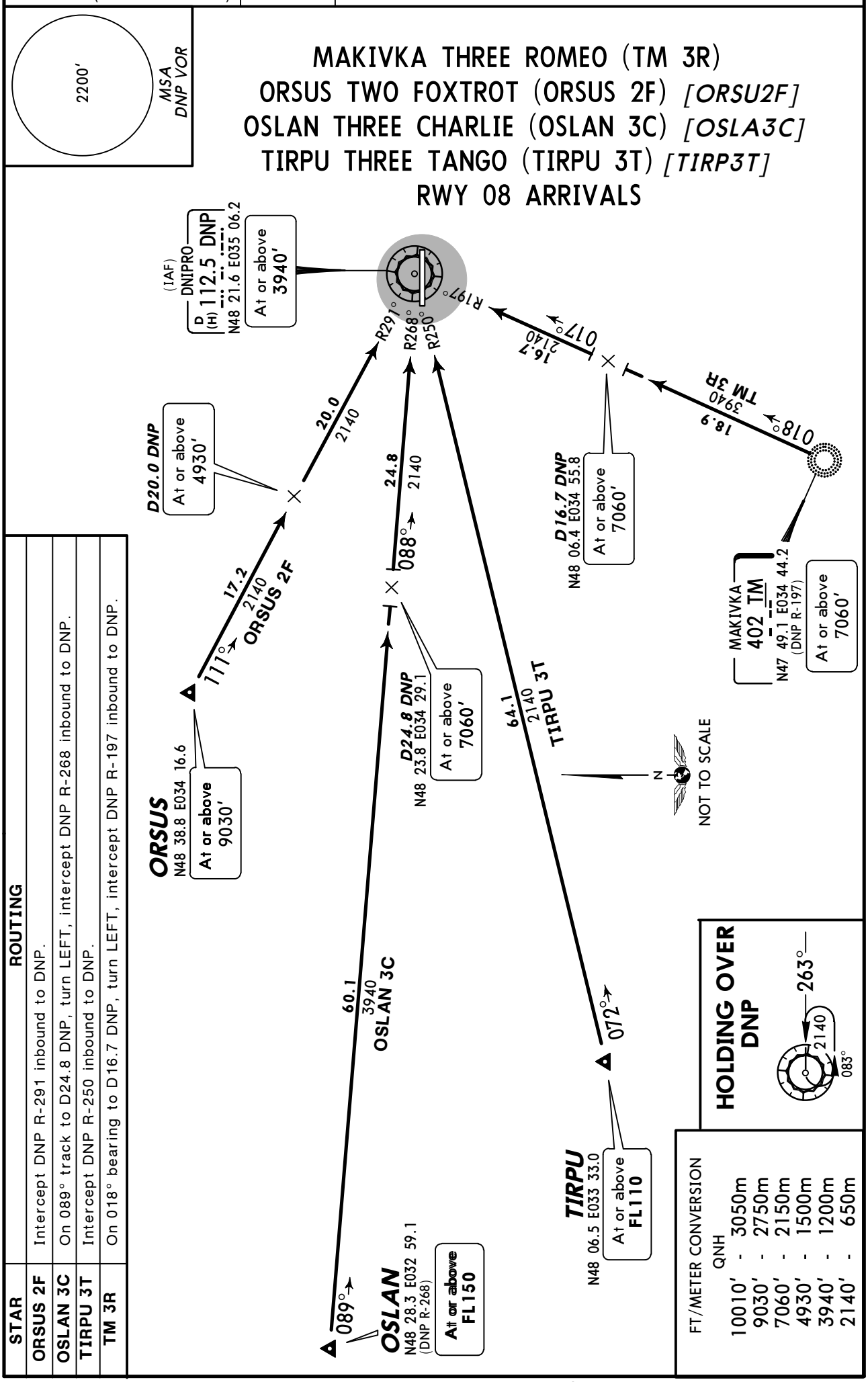
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

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



STAR	ROUTING
ORSUS 2F	Intercept DNP R-291 inbound to DNP.
OSLAN 3C	On 089° track to D24.8 DNP, turn LEFT, intercept DNP R-268 inbound to DNP.
TIRPU 3T	Intercept DNP R-250 inbound to DNP.
TM 3R	On 018° bearing to D16.7 DNP, turn LEFT, intercept DNP R-197 inbound to DNP.

CHANGES: STARs renumbered.

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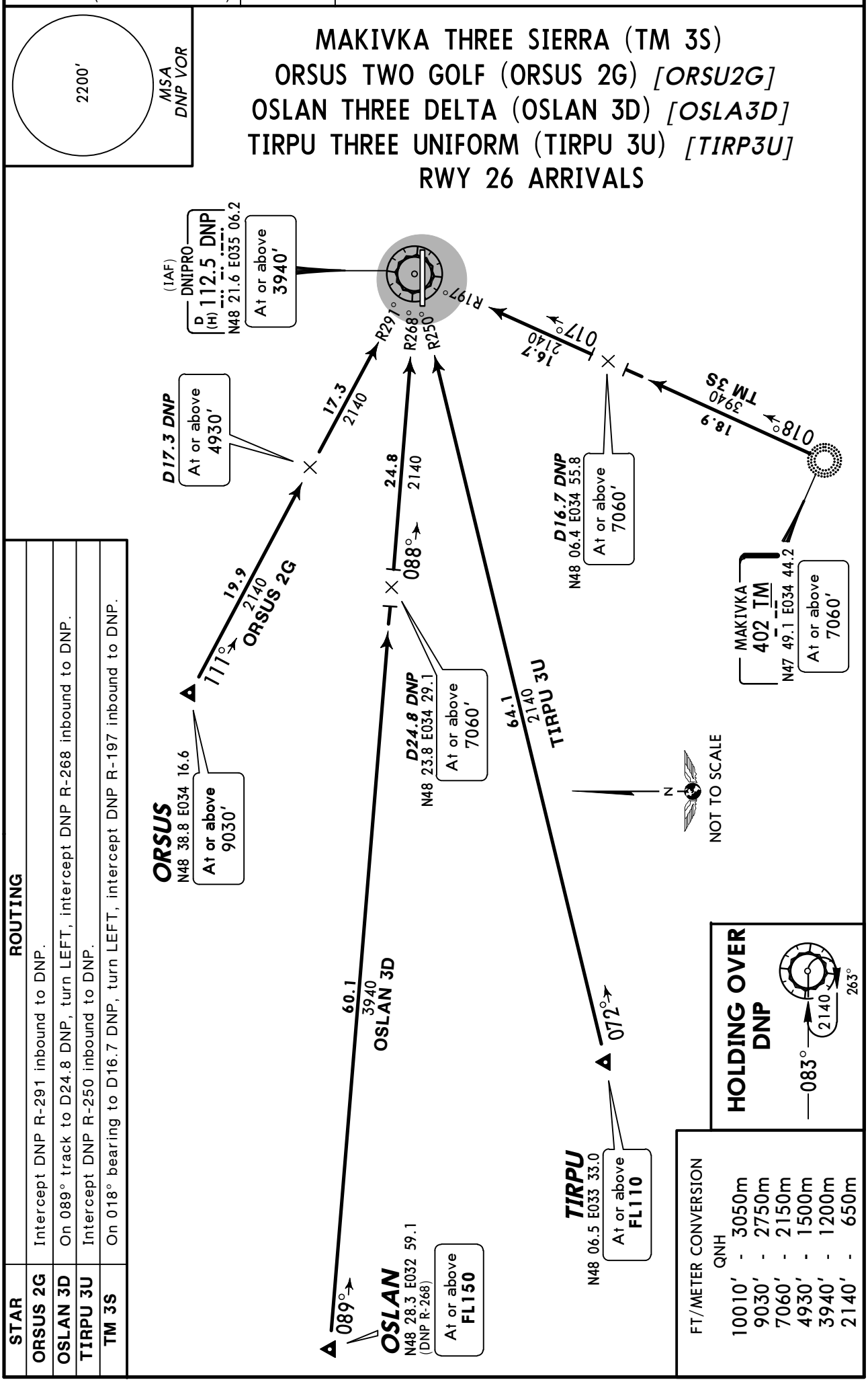
ATIS	Apt Elev	
123.85(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

MAKIVKA THREE SIERRA (TM 3S)
ORSUS TWO GOLF (ORSUS 2G) *[ORSU2G]*
OSLAN THREE DELTA (OSLAN 3D) *[OSLA3D]*
TIRPU THREE UNIFORM (TIRPU 3U) *[TIRP3U]*
RWY 26 ARRIVALS



STAR	ROUTING
ORSUS 2G	Intercept DNP R-291 inbound to DNP.
OSLAN 3D	On 089° track to D24.8 DNP, turn LEFT, intercept DNP R-268 inbound to DNP.
TIRPU 3U	Intercept DNP R-250 inbound to DNP.
TM 3S	On 018° bearing to D16.7 DNP, turn LEFT, intercept DNP R-197 inbound to DNP.

CHANGES: STARs renumbered.

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Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

2200'
MSA
DNP VOR

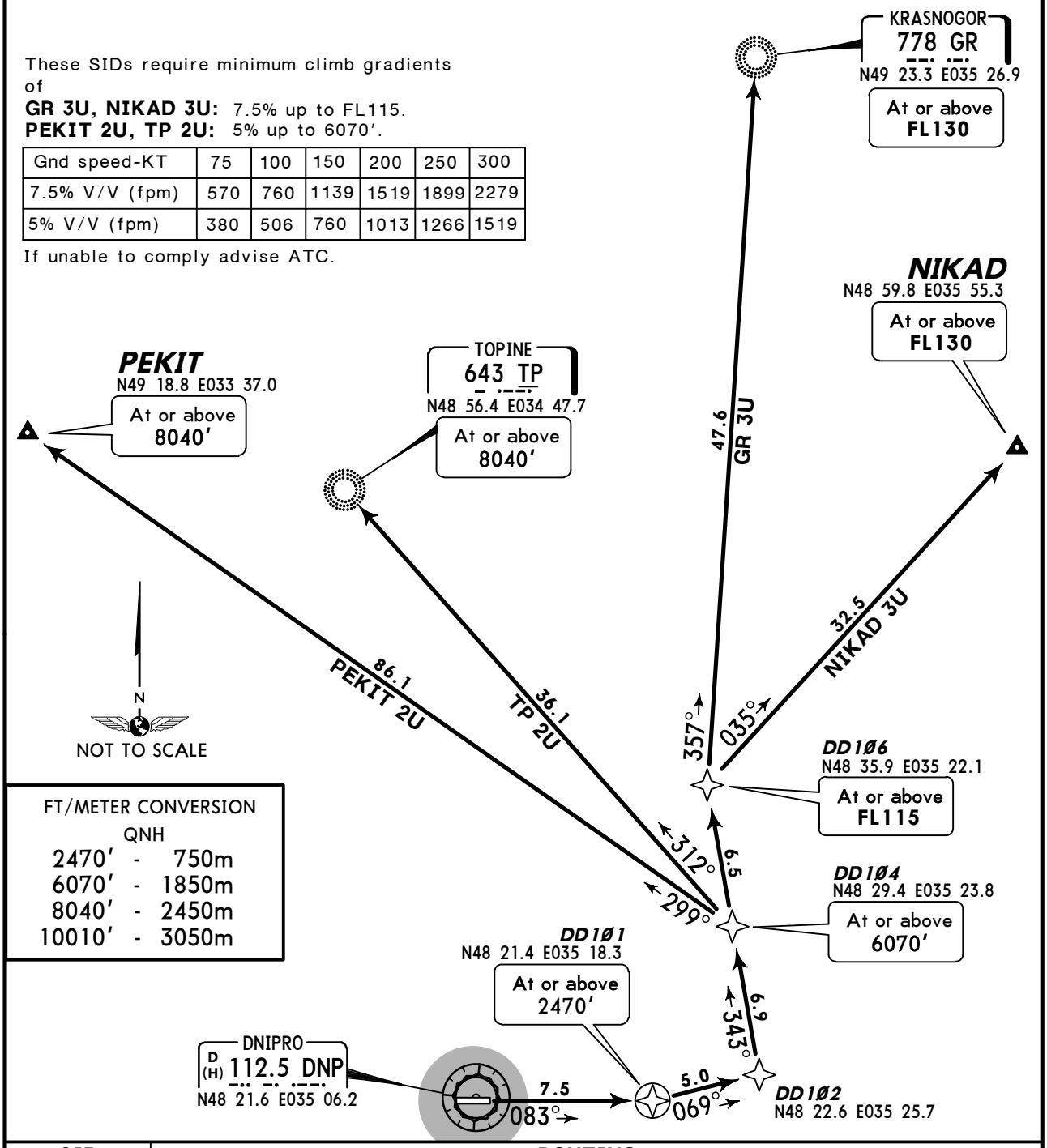
KRASNOGOR THREE UNIFORM (GR 3U)
NIKAD THREE UNIFORM (NIKAD 3U) *[NIKA3U]*
PEKIT TWO UNIFORM (PEKIT 2U) *[PEKI2U]*
TOPINE TWO UNIFORM (TP 2U)
RWY 08 RNAV DEPARTURES

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.



FT/METER CONVERSION
QNH

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

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

CHANGES: RNAV SIDs renumbered; track update.

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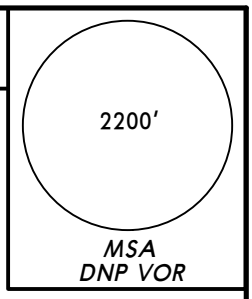
Apt Elev	Trans level: By ATC Trans alt: 10010'
482'	

KRASNOGOR THREE WHISKEY (GR 3W)
NIKAD THREE WHISKEY (NIKAD 3W) *[NIKA3W]*
PEKIT THREE WHISKEY (PEKIT 3W) *[PEKI3W]*
TOPINE THREE WHISKEY (TP 3W)
RWY 26 RNAV DEPARTURES

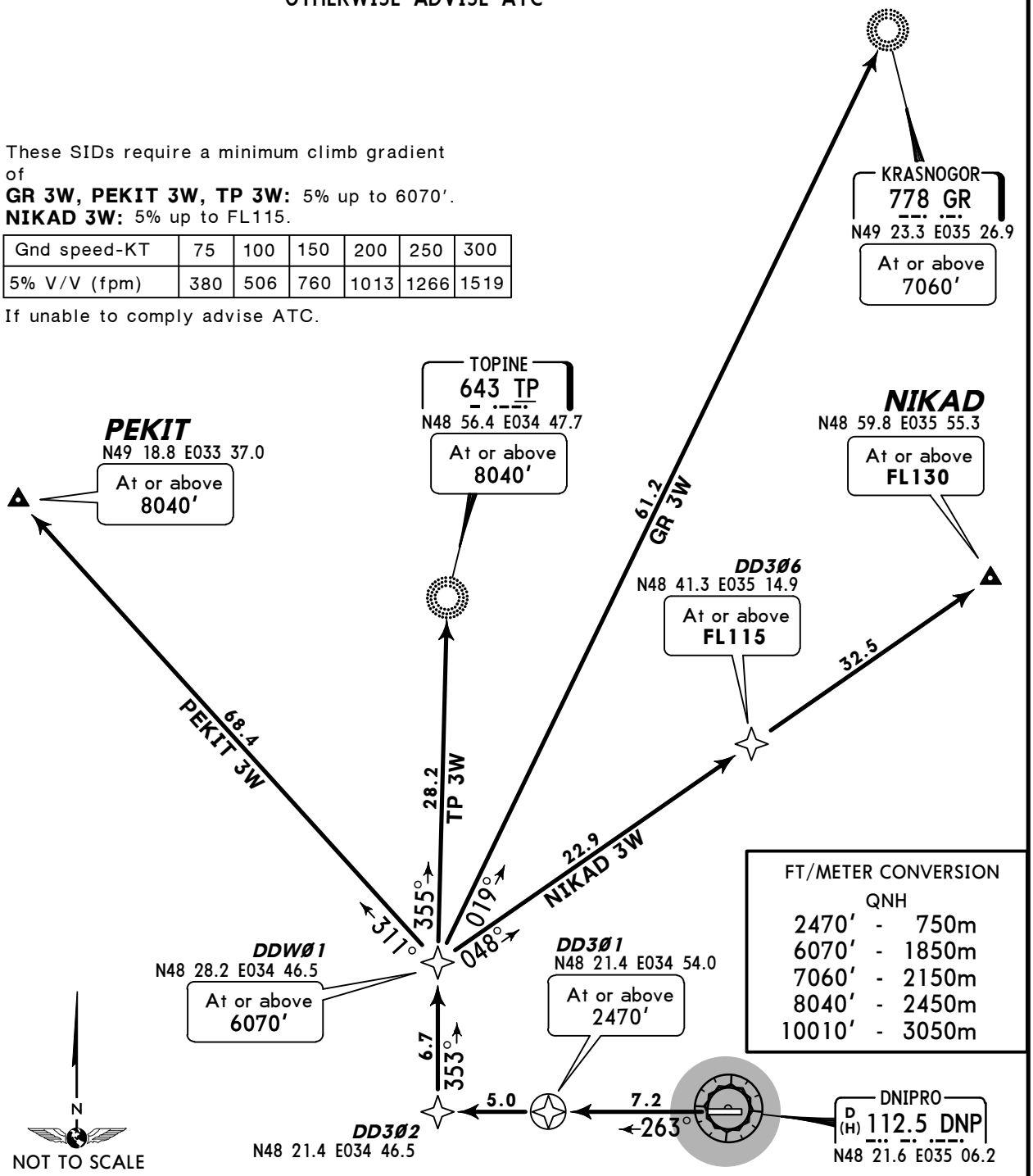
RNAV 1 (GNSS)
RNAV-1 (P-RNAV) APPROVAL REQUIRED
OTHERWISE ADVISE ATC



These SIDs require a minimum climb gradient of
GR 3W, PEKIT 3W, TP 3W: 5% up to 6070'.
NIKAD 3W: 5% up to FL115.

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.



FT/METER CONVERSION
QNH

2470'	-	750m
6070'	-	1850m
7060'	-	2150m
8040'	-	2450m
10010'	-	3050m

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'+).

CHANGES: RNAV SIDs renumbered; track update.

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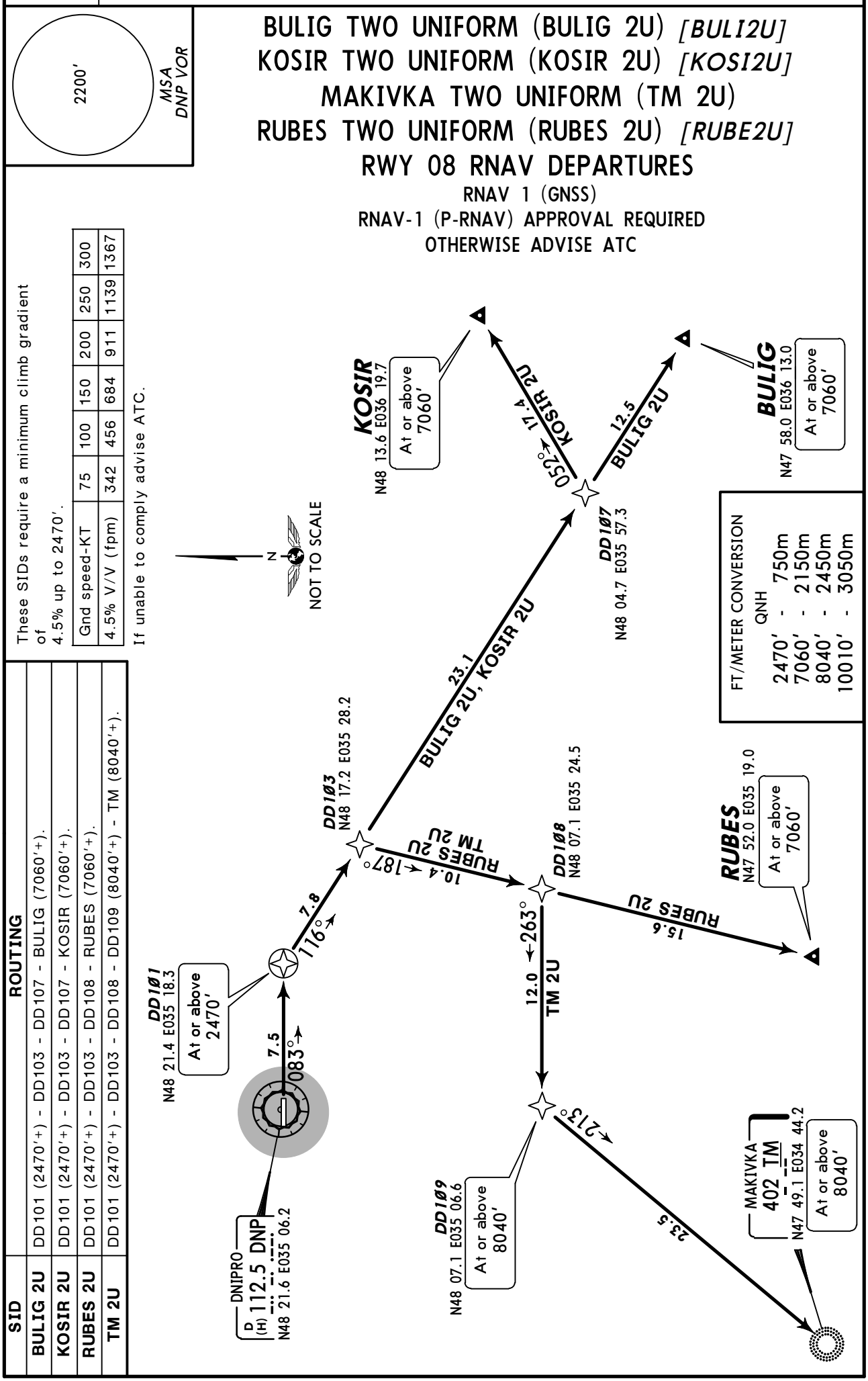
Apt Elev 482'

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.

FT/METER CONVERSION
QNH

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

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'+).

CHANGES: RNAV SIDs renumbered; track update.

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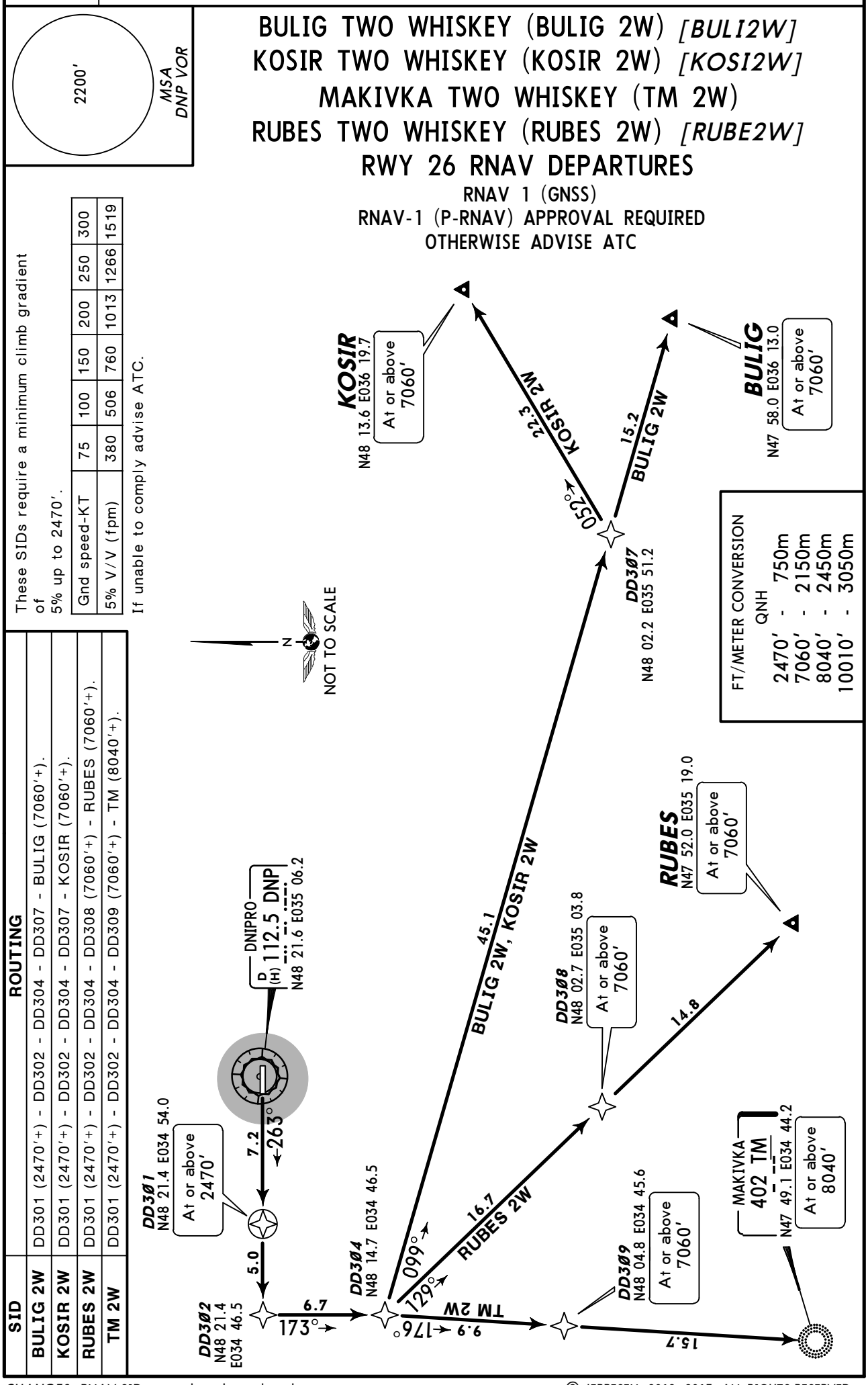
Apt Elev 482'

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.

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

FT/METER CONVERSION
QNH

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

CHANGES: RNAV SIDs renumbered; track update.

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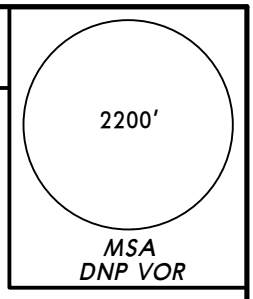
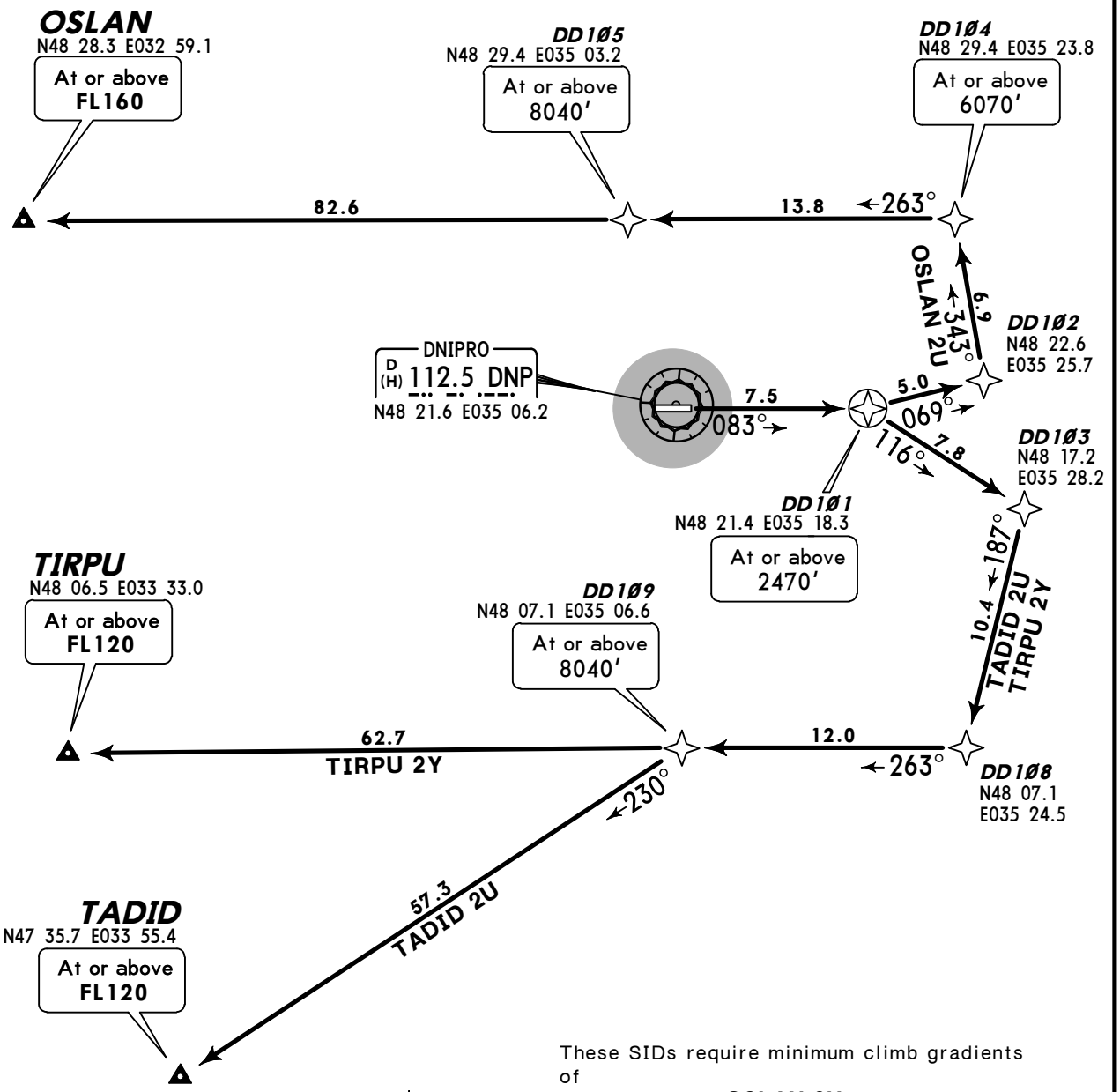
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

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'.

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.

FT/METER CONVERSION
QNH

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

N
NOT TO SCALE

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

CHANGES: RNAV SIDs renumbered; track update.

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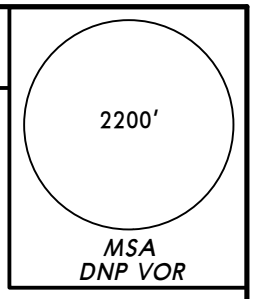
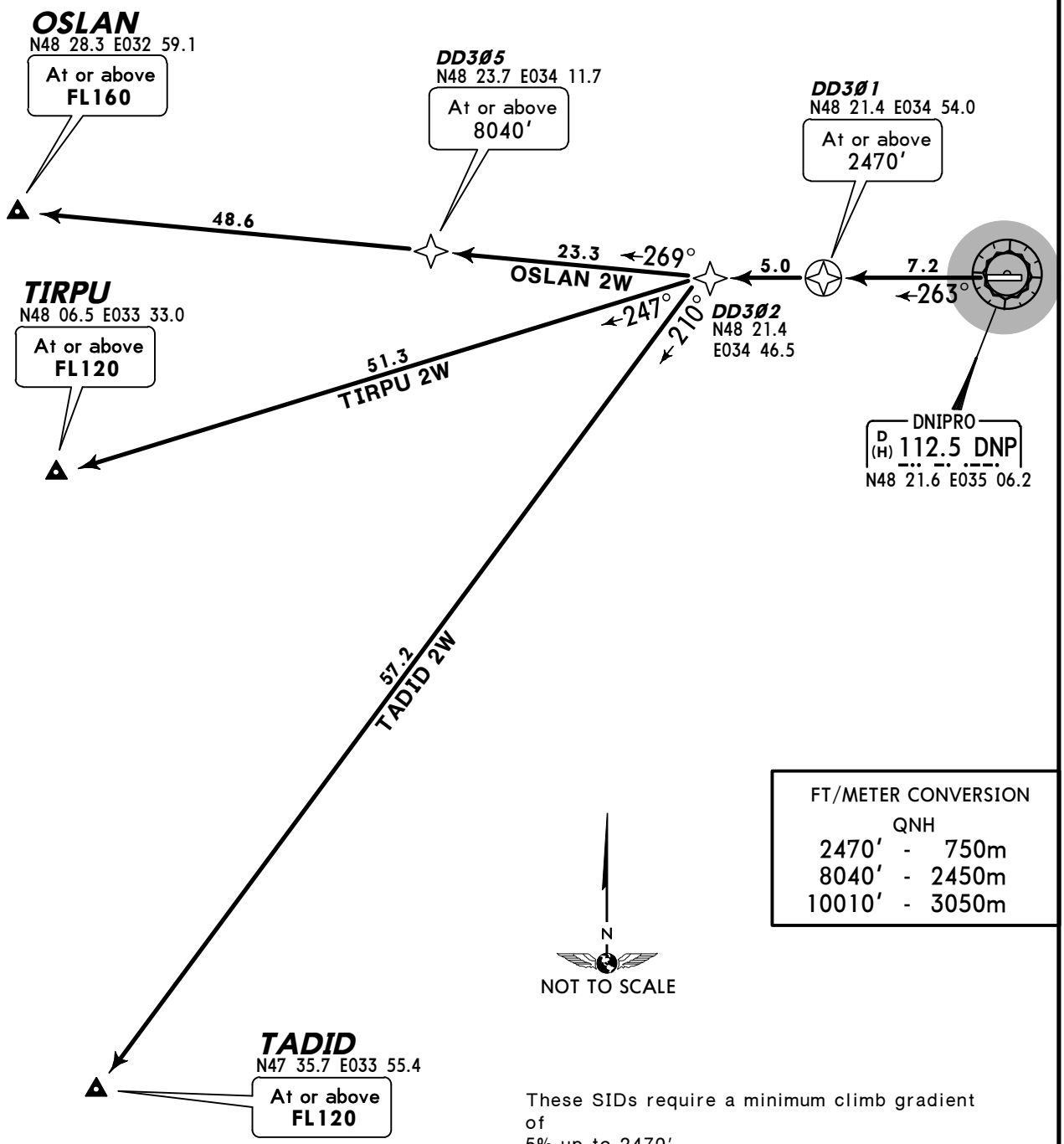
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

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





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

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+).

CHANGES: RNAV SIDs renumbered; track update.

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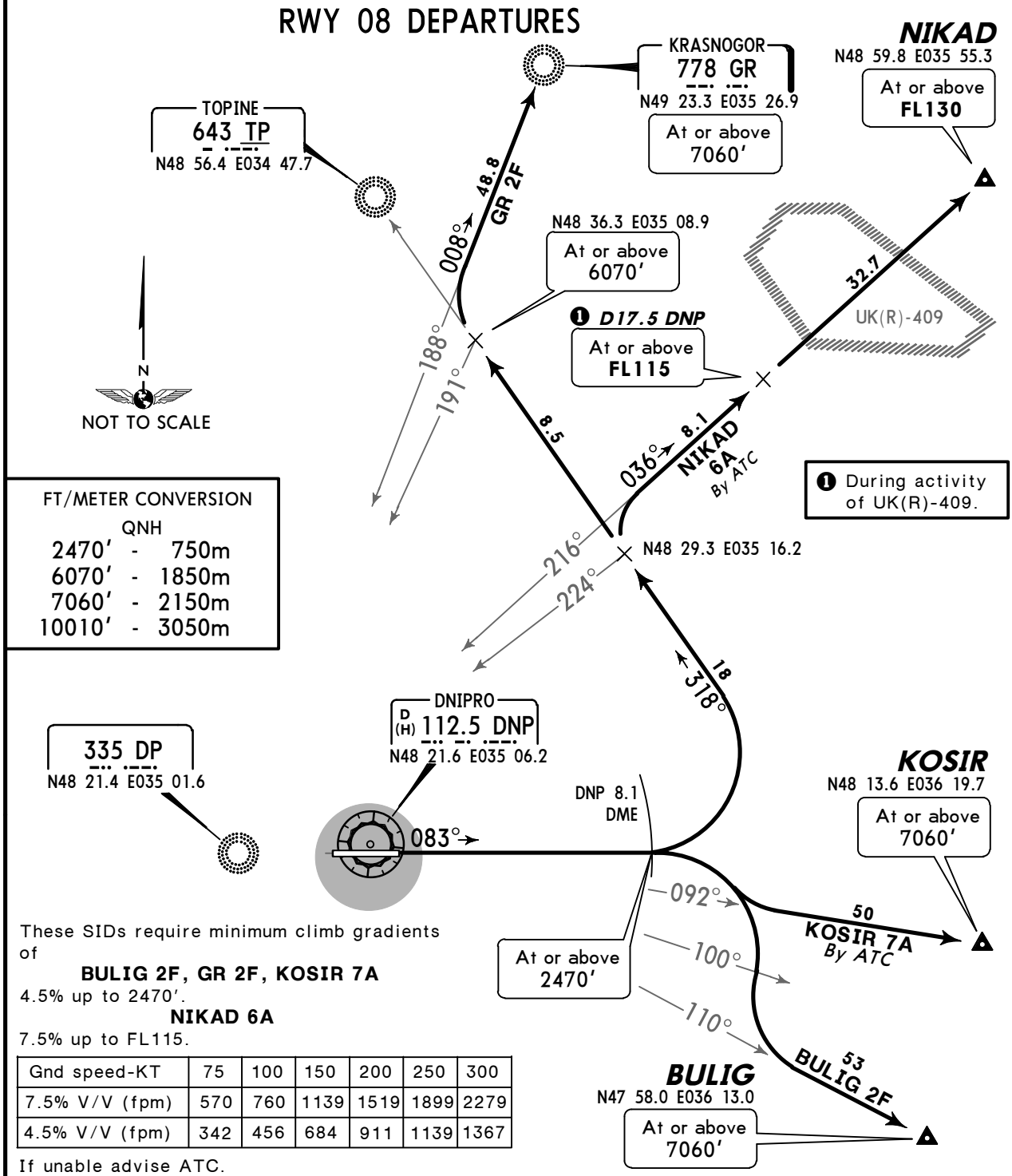
Apt Elev 482′	Trans level: By ATC Trans alt: 10010′

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

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.

CHANGES: SIDs renumbered and revised.

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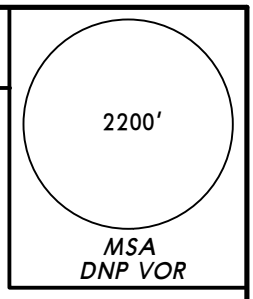
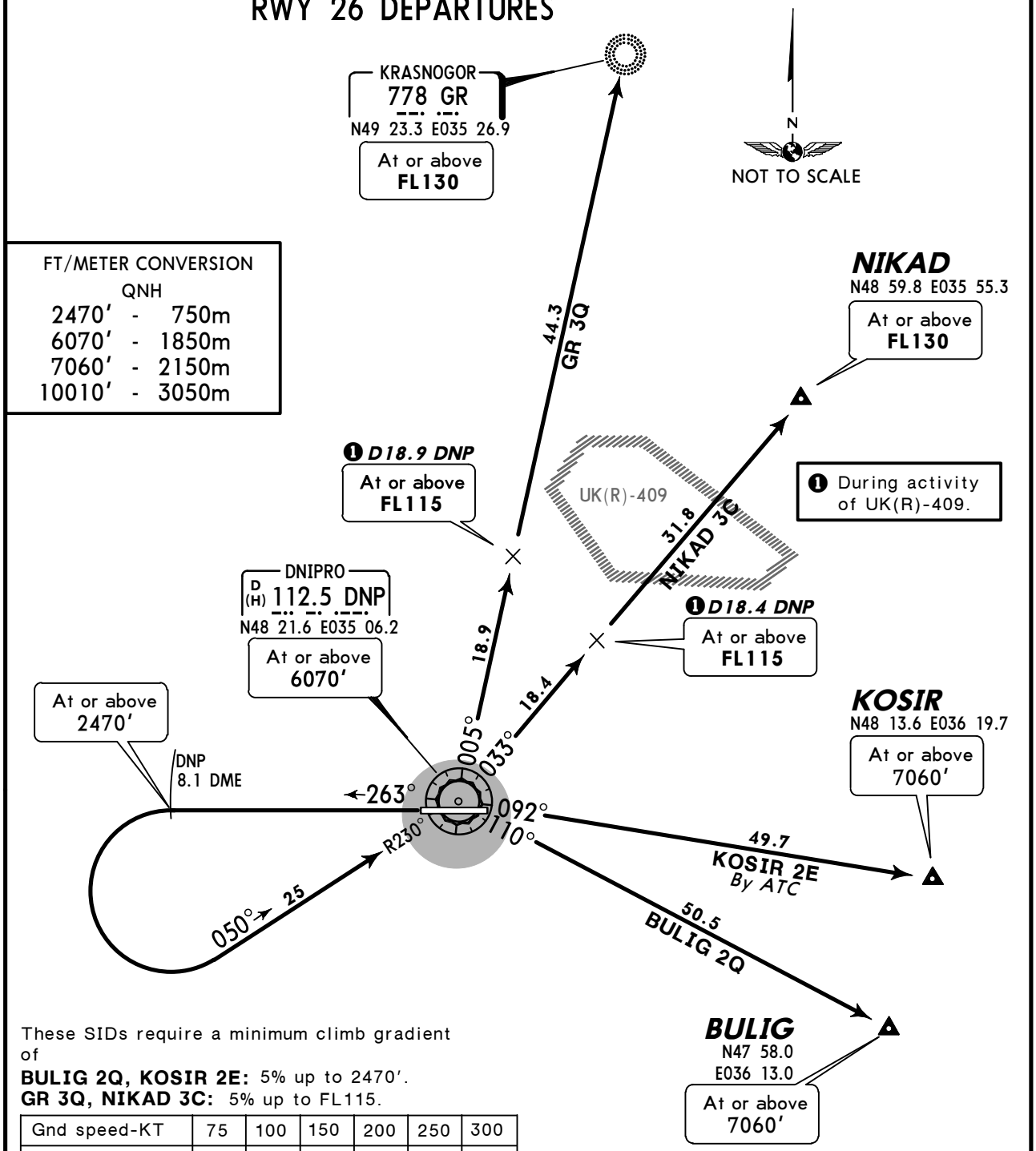
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

BULIG TWO QUEBEC (BULIG 2Q) *[BULI2Q]*
KOSIR TWO ECHO (KOSIR 2E) *[KOSI2E]*
KRASNOGOR THREE QUEBEC (GR 3Q)
NIKAD THREE CHARLIE (NIKAD 3C) *[NIKA3C]*
RWY 26 DEPARTURES





FT/METER CONVERSION QNH		
2470'	-	750m
6070'	-	1850m
7060'	-	2150m
10010'	-	3050m

These SIDs require a minimum climb gradient of
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.

CHANGES: SIDs renumbered and revised.

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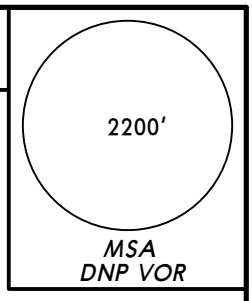
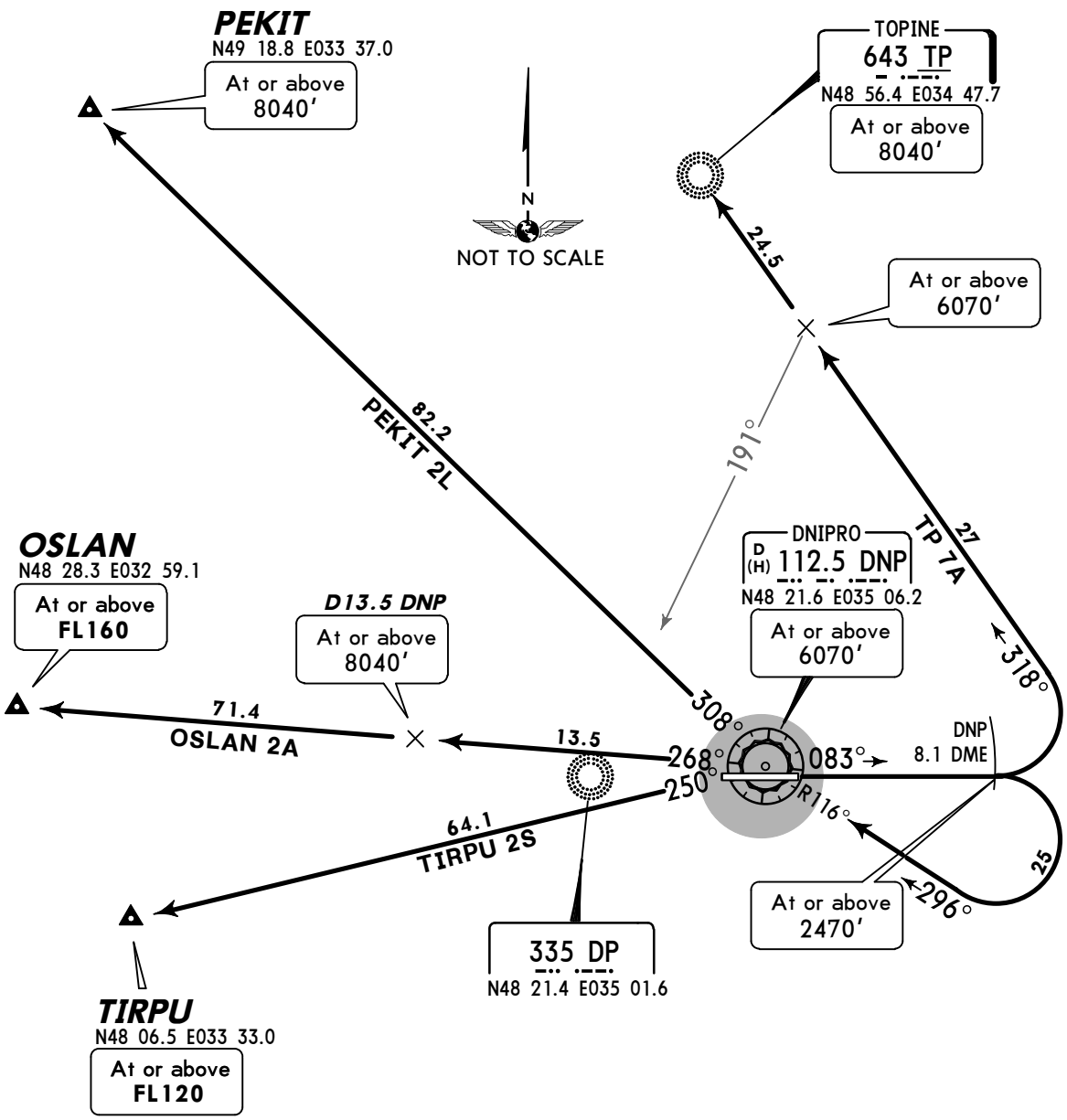
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

OSLAN TWO ALFA (OSLAN 2A) [OSLA2A]
PEKIT TWO LIMA (PEKIT 2L) [PEKI2L]
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.

CHANGES: SIDs renumbered and revised.

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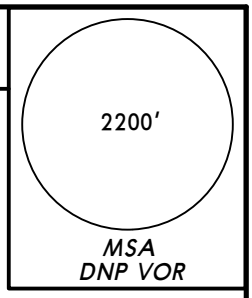
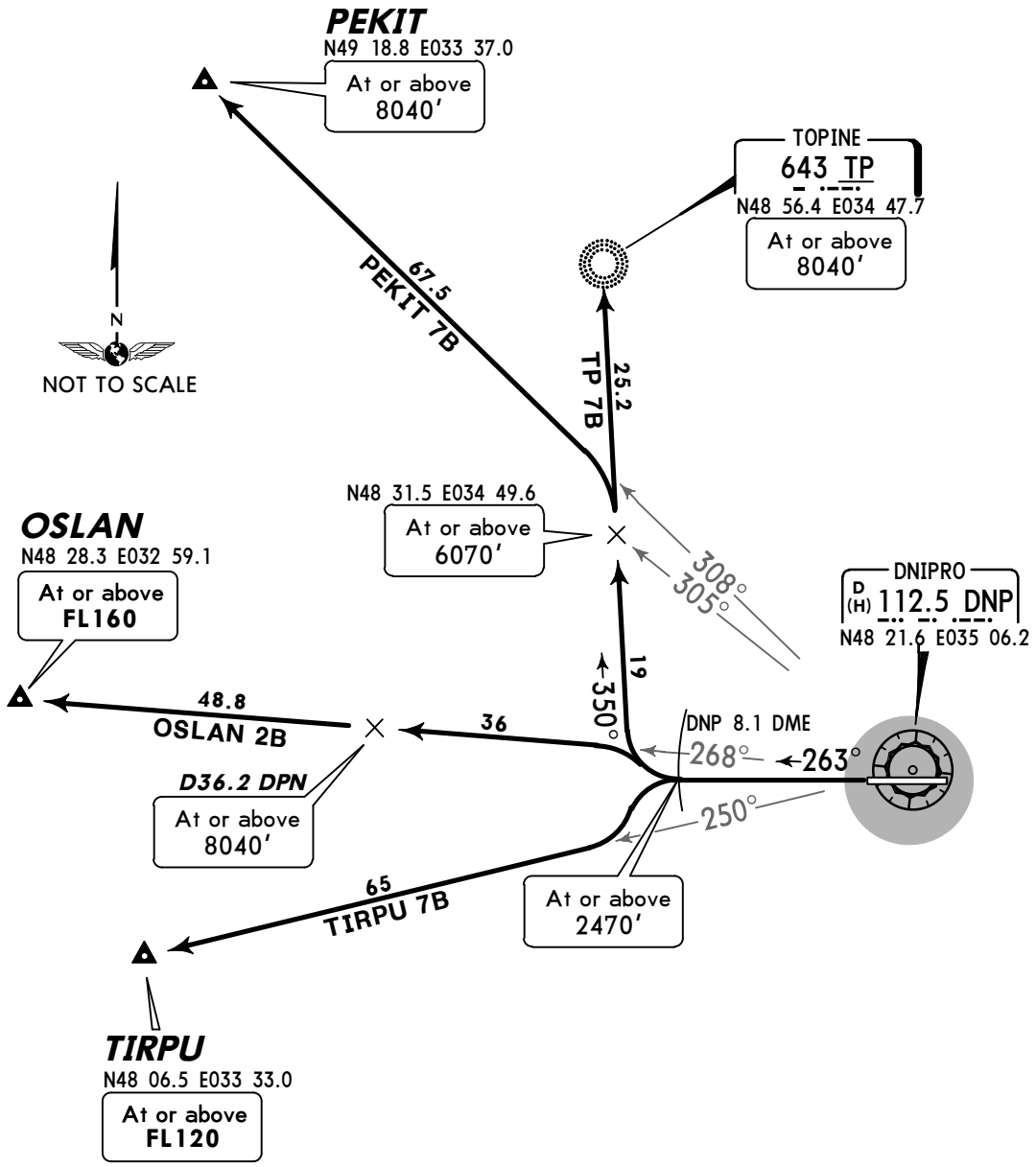
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

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
OSLAN 2B	On 263° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-268 to OSLAN.
PEKIT 7B	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.
TIRPU 7B	On 263° track to DNP 8.1 DME, turn LEFT, intercept DNP R-250 to TIRPU.
TP 7B	On 263° track to DNP 8.1 DME, turn RIGHT, intercept 350° bearing to TP.

CHANGES: SIDs renumbered and revised.

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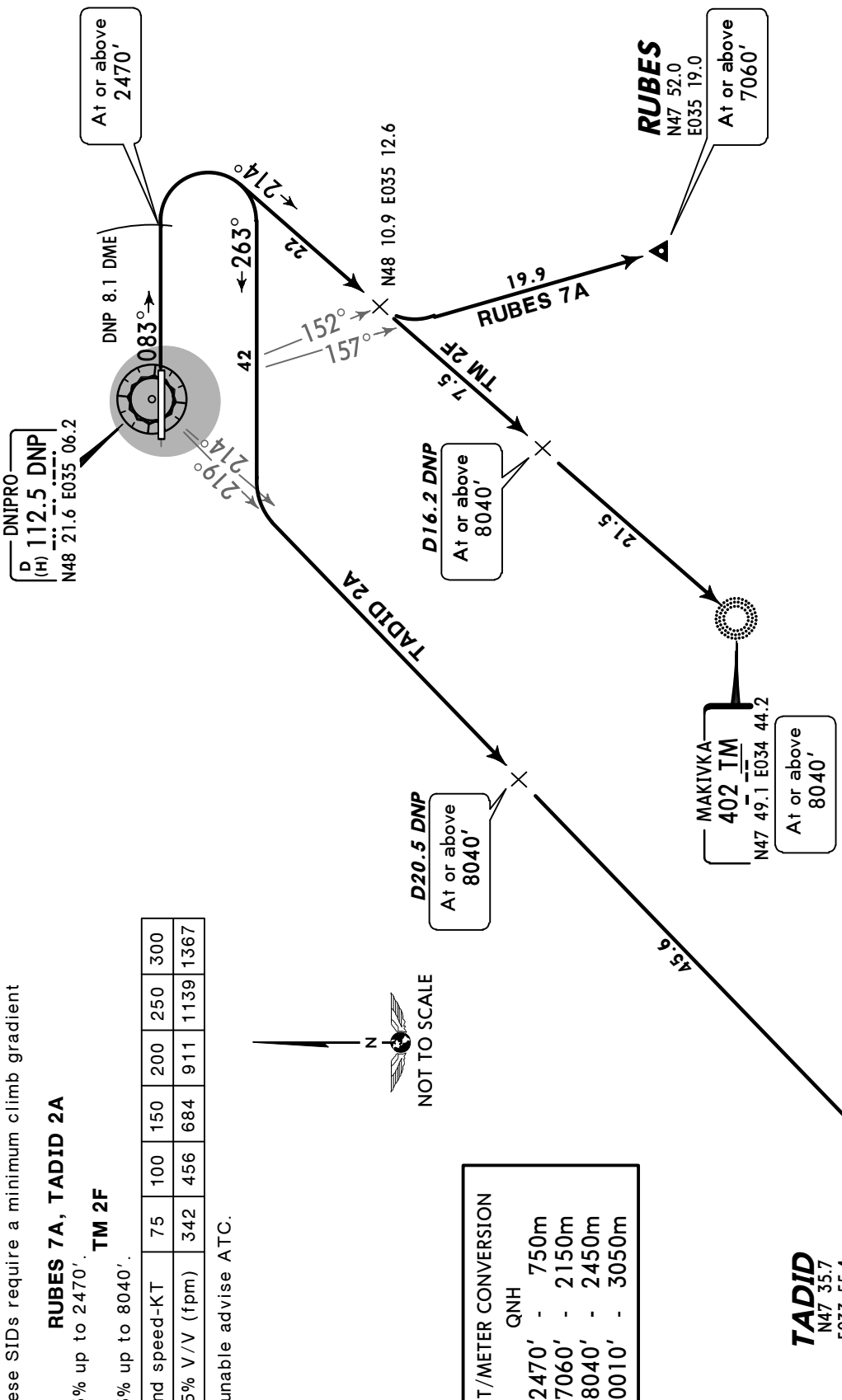
Apt Elev 482'

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



SID	ROUTING
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.

These SIDs require a minimum climb gradient of

RUBES 7A, TADID 2A
4.5% up to 2470'.

TM 2F
4.5% up to 8040'.

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

CHANGES: SIDs renumbered and revised.

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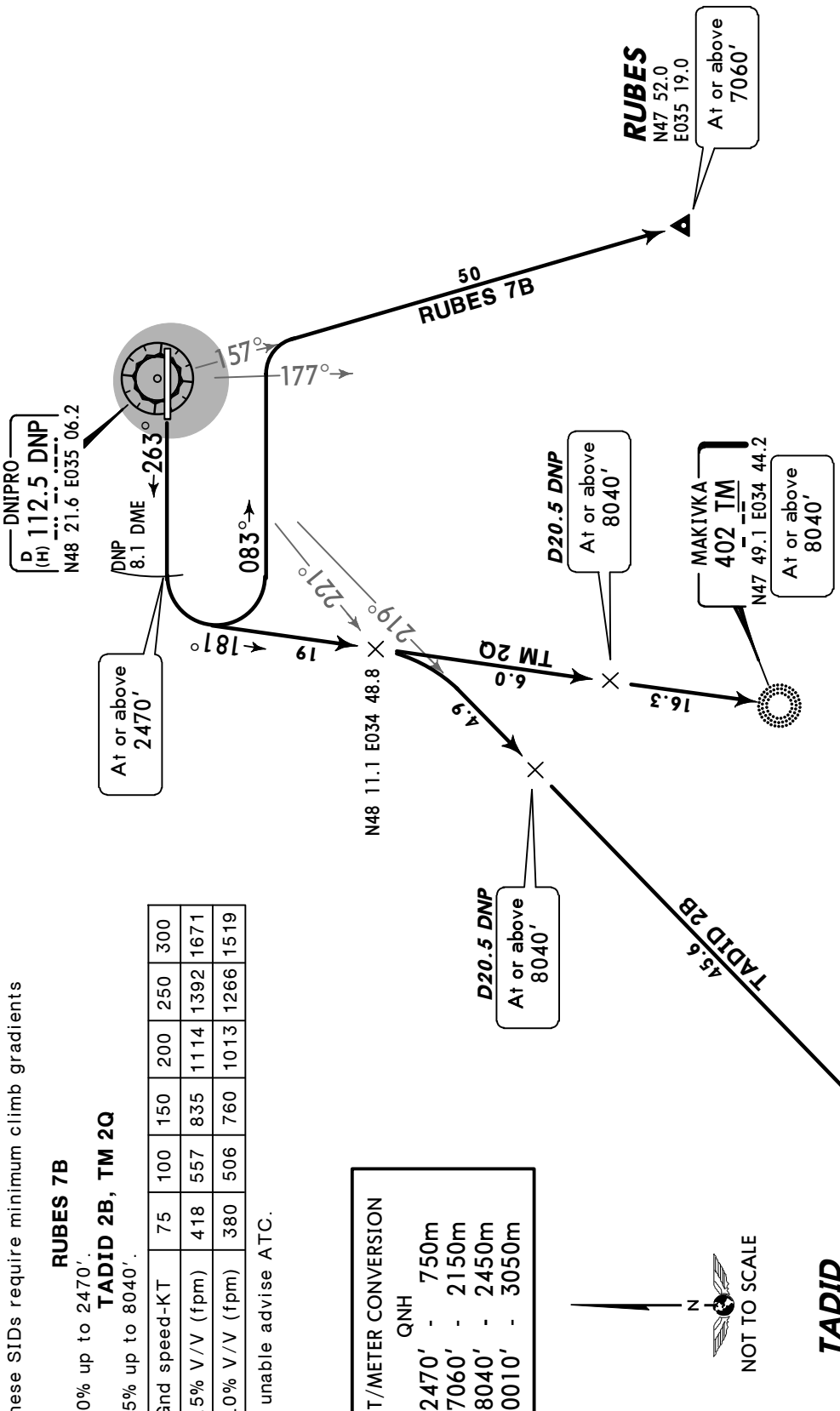
Apt Elev 482'	Trans level: By ATC Trans alt: 10010'

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



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.

These SIDs require minimum climb gradients of

5.0% up to 2470'.
RUBES 7B

5.5% up to 8040'.
TADID 2B, TM 2Q

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.

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

CHANGES: SIDs renumbered and revised.

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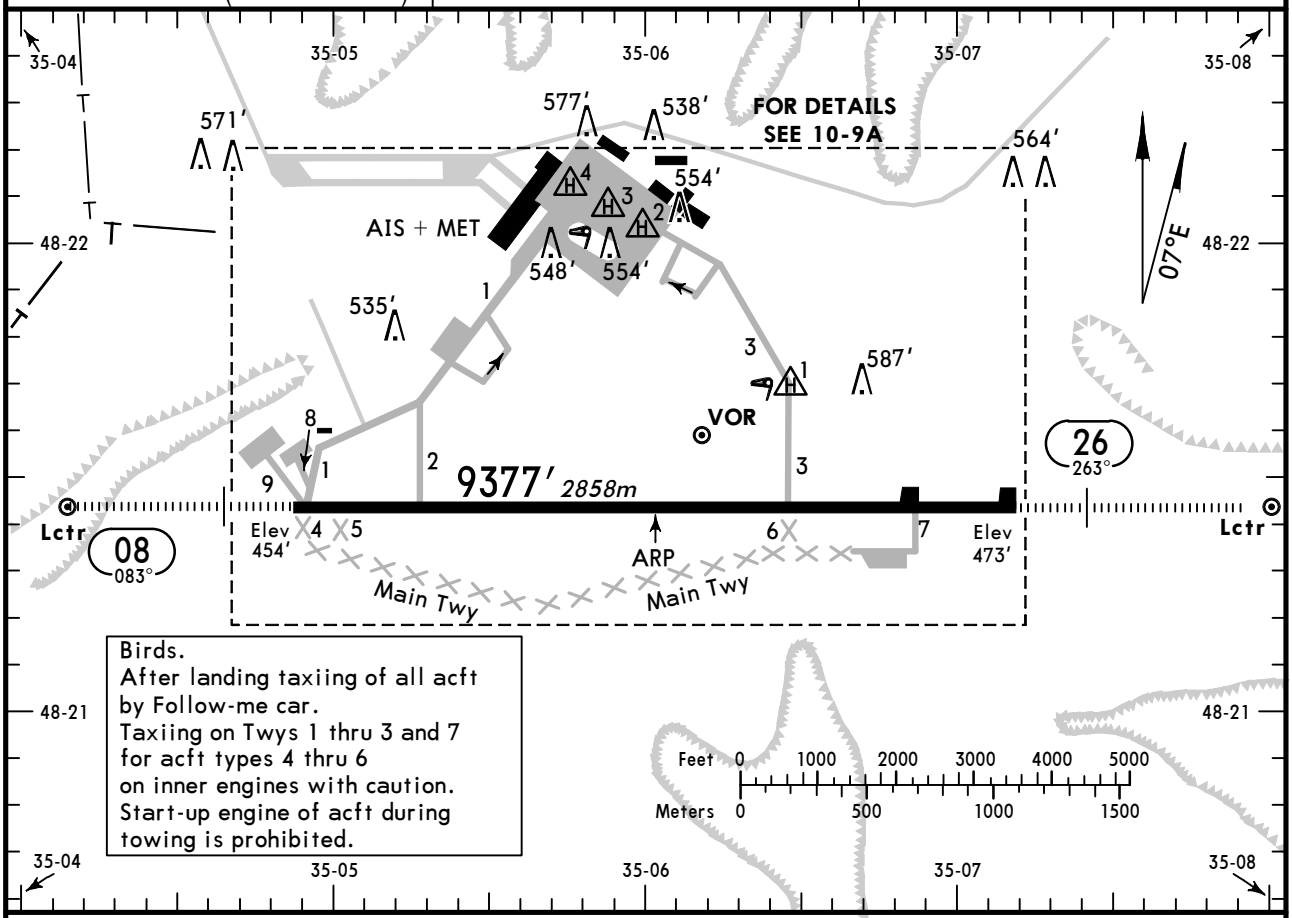
ATIS	DNIPRO Ground	Tower
123.85 (Russian 134.9)	121.8	118.6



ADDITIONAL RUNWAY INFORMATION

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

❶ 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 ❶

	All Rwys		
	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*		

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

CHANGES: Notes.

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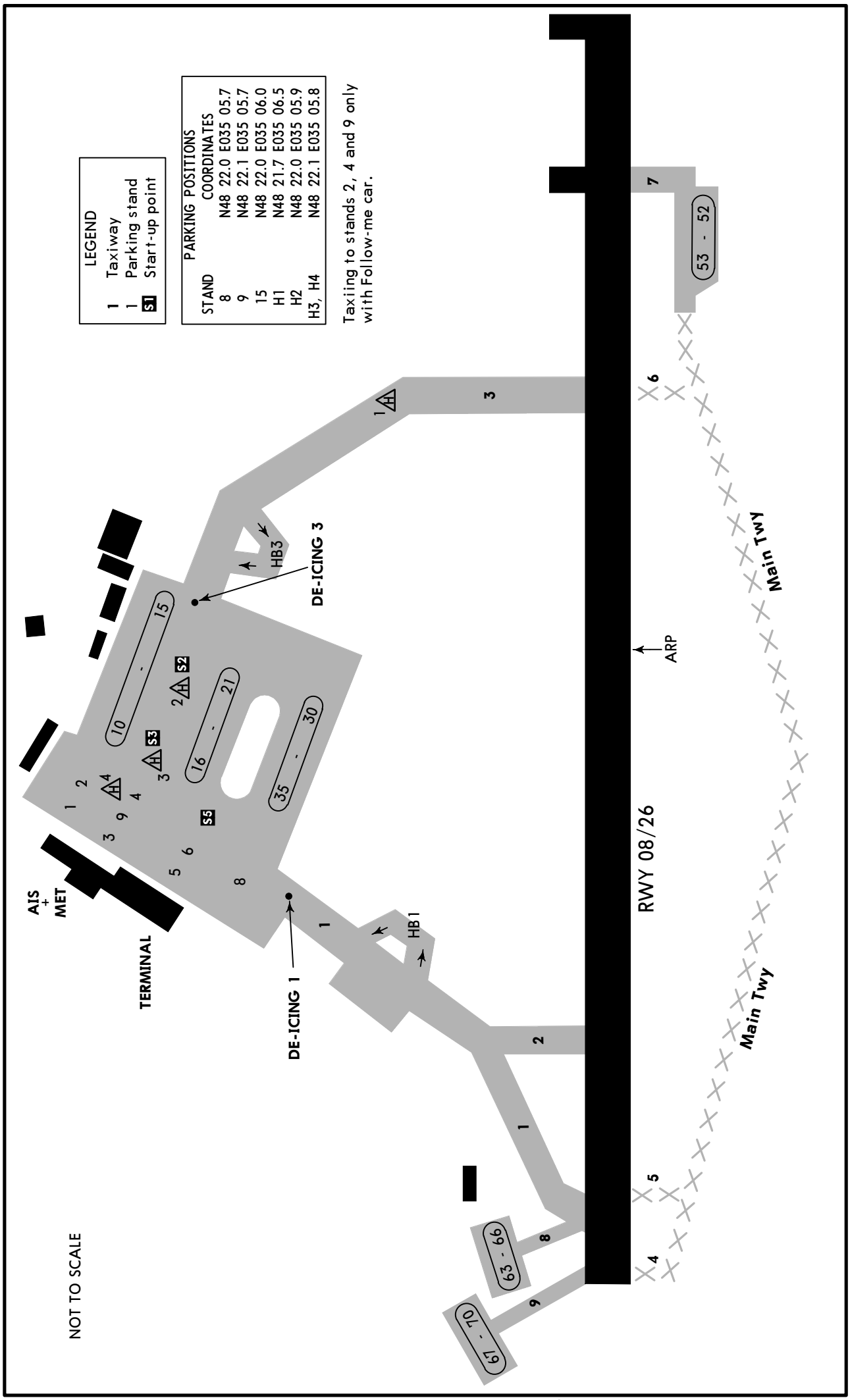

CHANGES: Parking stands.

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DNIPROPETROVS'K, UKRAINE

DNIPROPETROVS'K

STRAIGHT-IN RWY		A	B	C	D
08	ILS	**654**′(200′)	**654**′(200′)	**654**′(200′)	**660**′(206′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**760**′(306′)	**760**′(306′)	**760**′(306′)	**760**′(306′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR ❶	**840**′(386′)	**840**′(386′)	**840**′(386′)	**840**′(386′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**860**′(406′)	**860**′(406′)	**860**′(406′)	**860**′(406′)
	with DME	**R1200m**	**R1200m**	**R1200m**	**R1200m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	**910**′(456′)	**910**′(456′)	**910**′(456′)	**910**′(456′)
	w/o DME	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB	**910**′(456′)	**910**′(456′)	**910**′(456′)	**910**′(456′)
	w/o DME	**R1600m**	**R1600m**	**R1800m**	**R1800m**
	ALS out	C2300m	C2300m	C2500m	C2500m
26	ILS	**673**′(200′)	**673**′(200′)	**673**′(200′)	**673**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**780**′(307′)	**780**′(307′)	**780**′(307′)	**780**′(307′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	VOR ❶	**870**′(397′)	**870**′(397′)	**890**′(417′)	**910**′(437′)
		R1100m	**R1100m**	**R1200m**	**R1300m**
	ALS out	R1500m	R1500m	R1900m	R2000m
	NDB ❶	**870**′(397′)	**870**′(397′)	**870**′(397′)	**870**′(397′)
	with DME	**R1100m**	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**920**′(447′)	**920**′(447′)	**920**′(447′)	**920**′(447′)
	w/o DME	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB	**920**′(447′)	**920**′(447′)	**920**′(447′)	**920**′(447′)
	w/o DME	**R1600m**	**R1600m**	**R1800m**	**R1800m**
	ALS out	C2300m	C2300m	C2500m	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	**1070**′(597′)	**1200**′(727′)	**1500**′(1027′)
	V1500m ❻	V1600m ❻	V2400m	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.

CHANGES: Take-off minimums transferred to 10-9S1. Minimums.

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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		

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BRIEFING STRIP TM

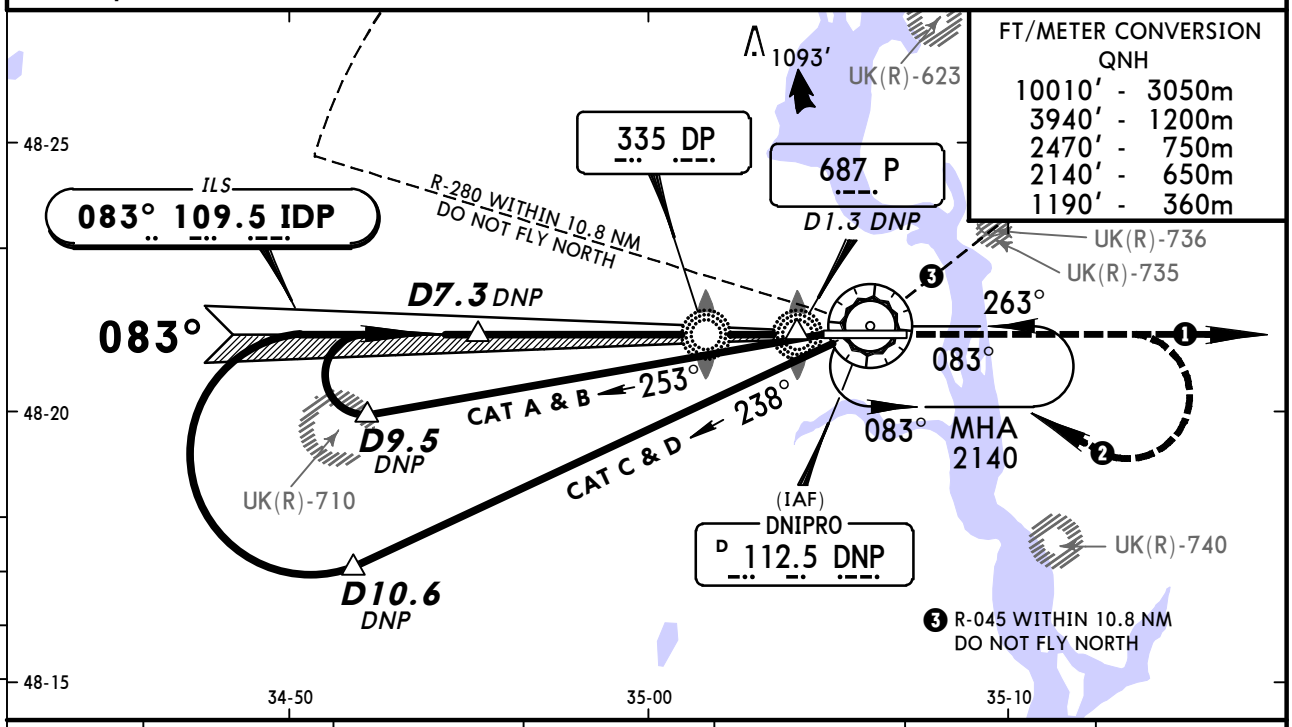
ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

LOC IDP	Final Apch Crs	GS LOM	DA(H)	Apt Elev	RWY
109.5	083°	1181′ (727′)	Refer to Minimums	482′	454′

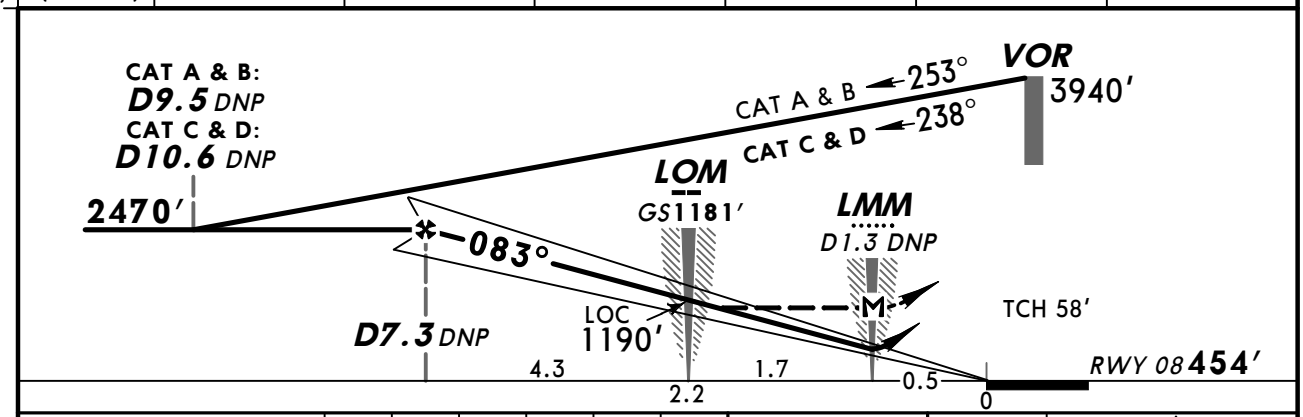
MISSED APCH: ❶ Climb on 083° to 2140′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 083° to 2140′, then turn RIGHT to VOR climbing to 3940′, then according to chart.

2200′
MSA DNP VOR

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



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
ILS GS or LOC Descent Angle 2.83°	350	451	501	601	701	801
MAP at LMM/D1.3 DNP						

HIALS
PAPI
2140′ on 083°

JAR-OPS STRAIGHT-IN LANDING RWY **08**

	ILS FULL	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
	ABC: 654′ (200′) D: 660′ (206′)		MDA(H) 760′ (306′)	
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D	RVR 600m		RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶
Not authorized North of airport between R-280 and R-045

Max Kts	MDA(H)	VIS
100	910′ (456′)	1500m
135	1070′ (616′)	1600m
180	1200′ (746′)	2400m
205	1500′ (1046′)	3600m

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

PANS OPS

CHANGES: Procedure.

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 26 APR 13 (11-2) Eff 2 May

DNIPROPETROVS'K, UKRAINE
ILS or LOC Rwy 26

ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

BRIEFING STRIP

LOC IDR	Final Apch Crs	GS LOM	DA(H)	Apt Elev / RWY
110.3	263°	1280′ (807′)	673′ (200′)	Apt Elev 482′ / RWY 473′

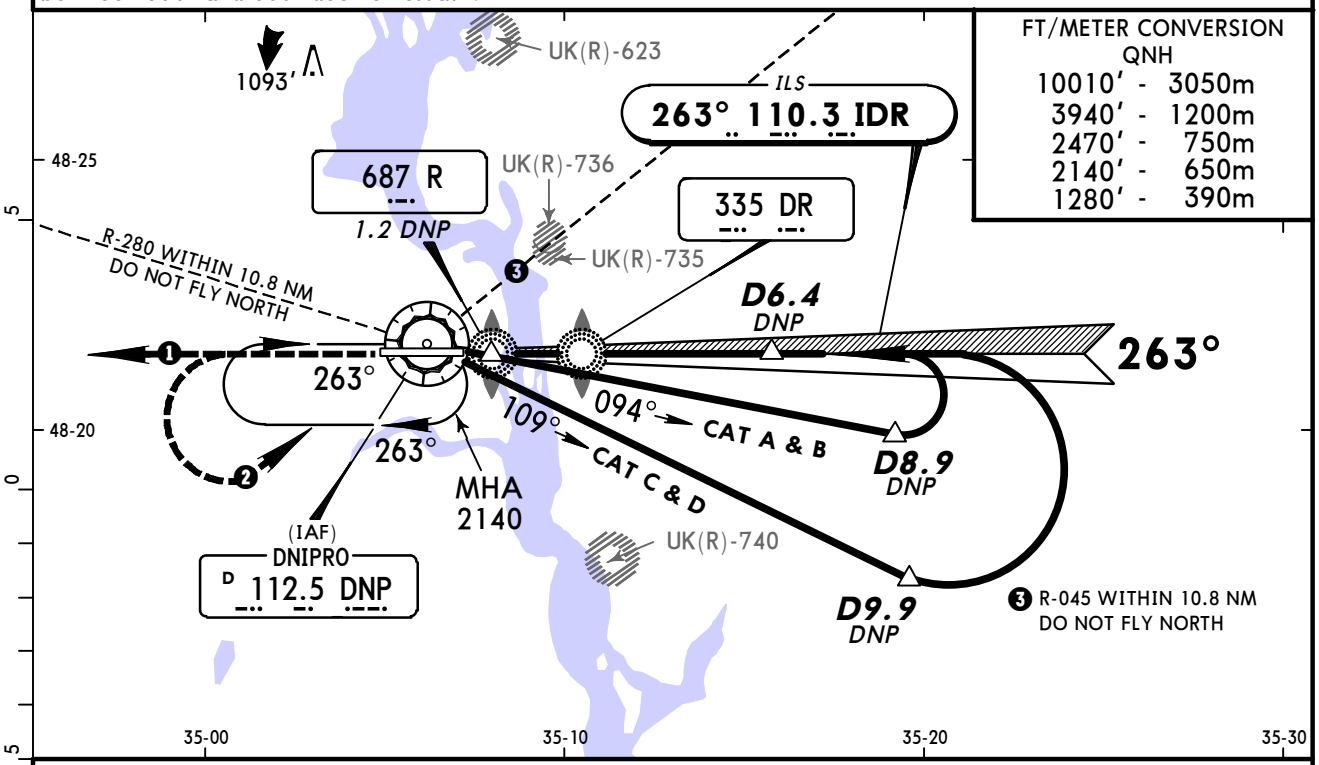
MISSED APCH: ❶ Climb on 263° to 2140′, then as directed.

MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140′, then turn LEFT to VOR climbing to 3940′, then according to chart.

2200′ MSA DNP VOR

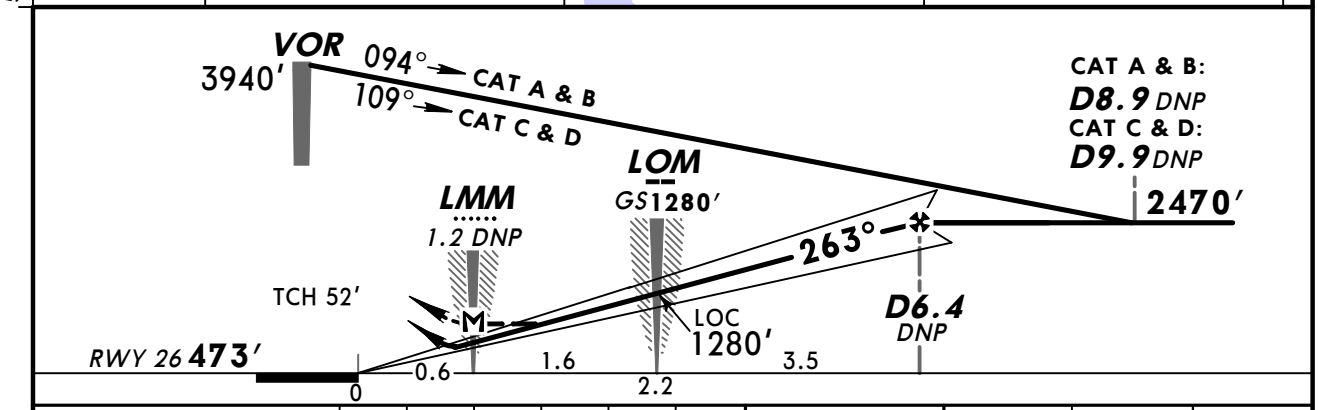
Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010′

1. DME required. 2. Ground proximity warning system short term alerting is possible on final apch between 990′ and 660′ due to terrain.



FT/METER CONVERSION QNH

10010′	3050m
3940′	1200m
2470′	750m
2140′	650m
1280′	390m



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

HIALS PAPI 2140′ on 263°

JAR-OPS STRAIGHT-IN LANDING RWY 26

	ILS DA(H) 673′(200′) FULL	ILS DA(H) 673′(200′) ALS out	LOC (GS out) DA(H) 780′(307′)	LOC (GS out) DA(H) 780′(307′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

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

Max Kts	MDA(H)	VIS
100	910′(437′)	1500m
135	1070′(597′)	1600m
180	1200′(727′)	2400m
205	1500′(1027′)	3600m

PANS OPS

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

CHANGES: Procedure.

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BRIEFING STRIP

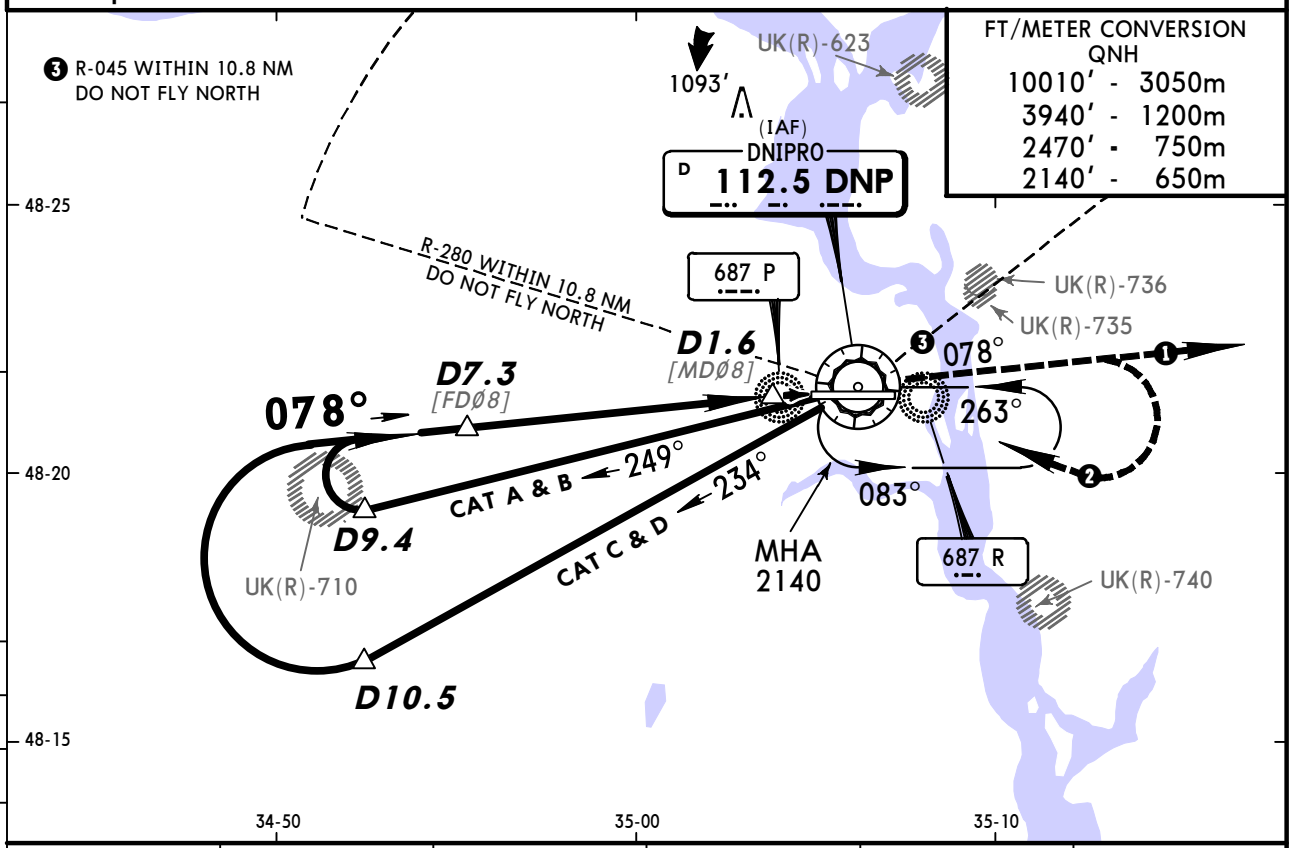
ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DNP 112.5	078°	D7.3 2470′ (2016′)	840′ (386′)	Apt Elev 482′ RWY 454′

MISSED APCH: ❶ Climb on 078° to 2140′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 078° to 2140′, then turn RIGHT to VOR climbing to 3940′, then according to chart.

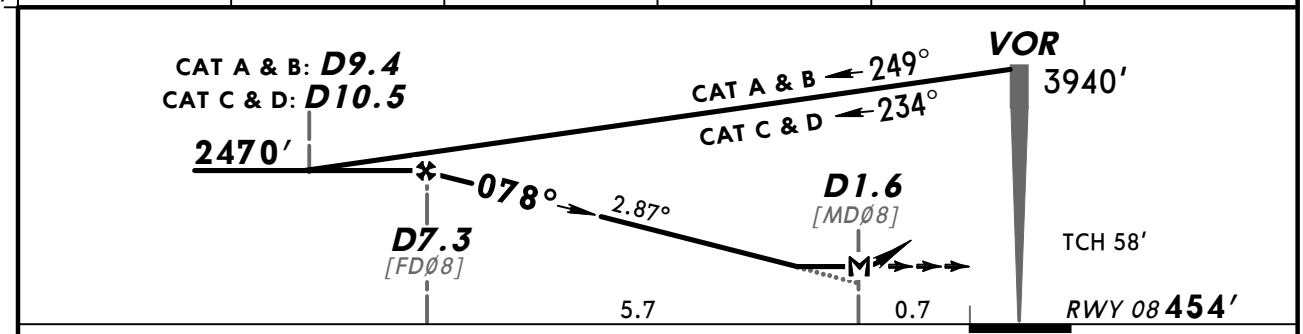
2200′
MSA DNP VOR

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



FT/METER CONVERSION
QNH
10010′ - 3050m
3940′ - 1200m
2470′ - 750m
2140′ - 650m

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
Descent Angle	2.87°	355	457	508	609	711	812
MAP at D1.6							

HIALS
PAPI
2140′ on 078°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY **08**

MDA(H) **840′** (386′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

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

Max Kts	MDA(H)	VIS
100	910′ (456′)	1500m
135	1070′ (616′)	1600m
180	1200′ (746′)	2400m
205	1500′ (1046′)	3600m

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

CHANGES: Procedure.

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 26 APR 13 (13-2) Eff 2 May

DNIPROPETROVS'K, UKRAINE
VOR Rwy 26

BRIEFING STRIP

ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

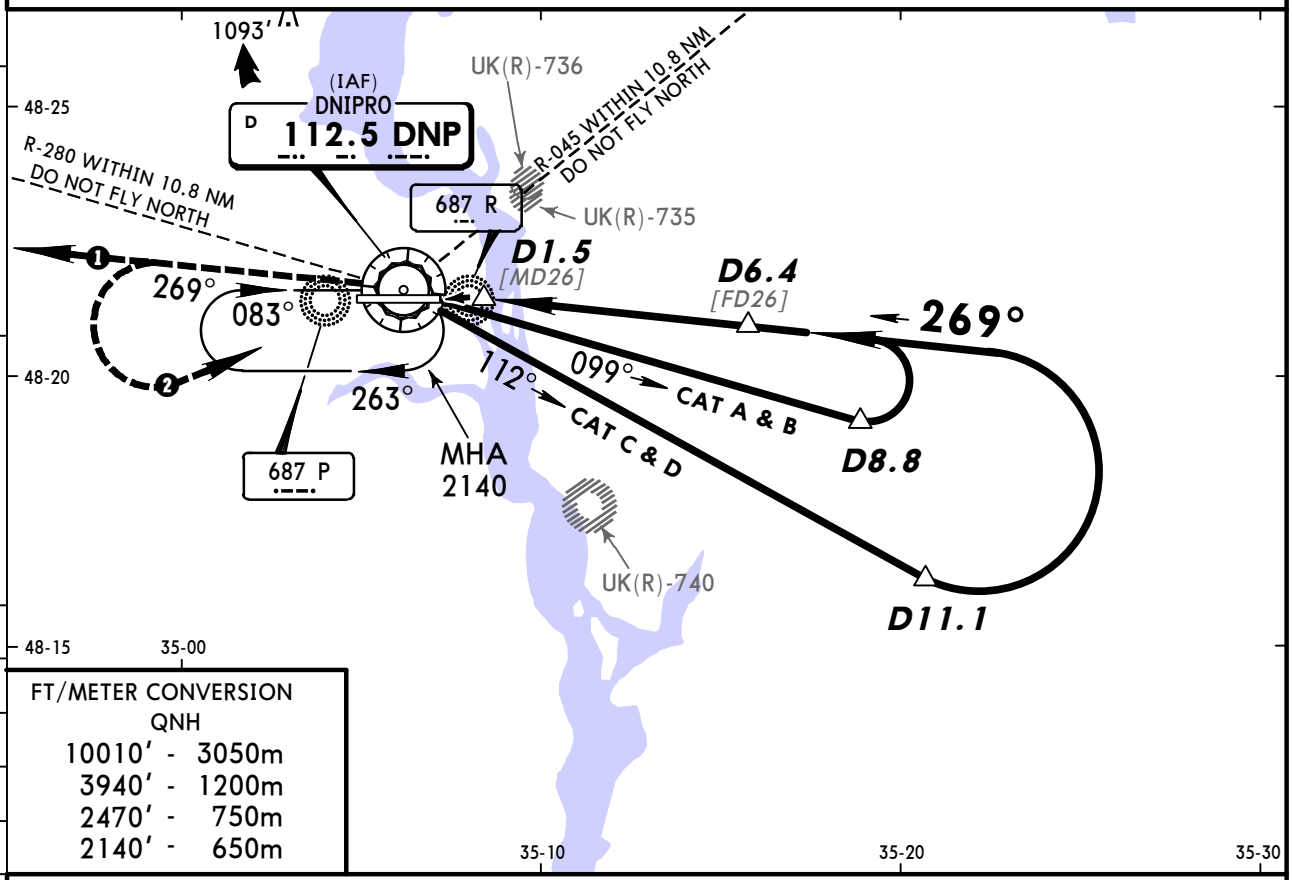
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
DNP 112.5	269°	D6.4 2470′ (1997′)	Refer to Minimums	Apt Elev 482′ RWY 473′

MISSED APCH: ❶ Climb on 269° to 2140′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 269° to 2140′, then turn LEFT to VOR climbing to 3940′, then according to chart.

2200′ MSA DNP VOR

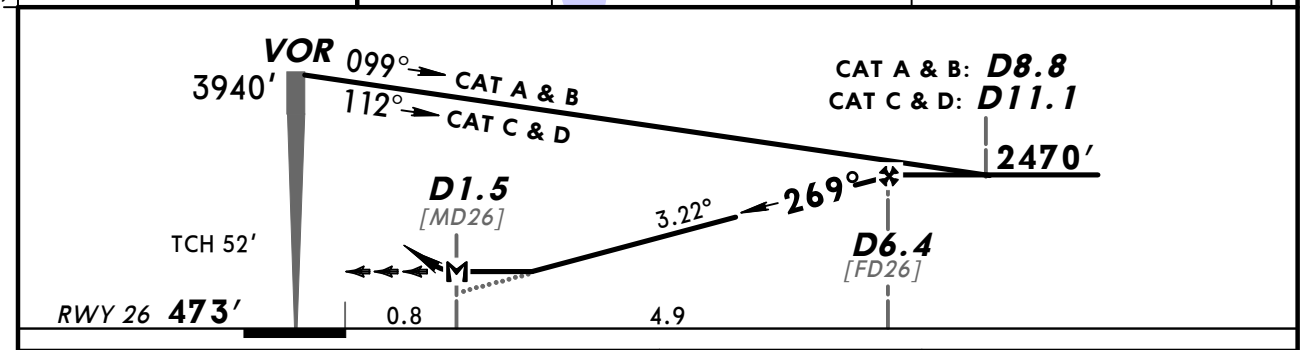
Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010′

1. **DME required.** 2. Ground proximity warning system short term alerting is possible on final apch between 990′ and 660′ due to terrain.



FT/METER CONVERSION
QNH

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



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

HIALS PAPI 2140′ on 269°

JAR-OPS STRAIGHT-IN LANDING RWY 26
C: 890′(417′)
MDA(H) AB: 870′ (397′) D: 910′(437′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶
Not authorized North of airport between R-280 and R-045

Max Kts	MDA(H)	VIS
100	910′ (437′)	1500m
135	1070′ (597′)	1600m
180	1200′ (727′)	2400m
205	1500′ (1027′)	3600m

PANS OPS

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

CHANGES: Procedure.

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DNIPROPETROVS'K, UKRAINE
NDB Rwy 08

ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

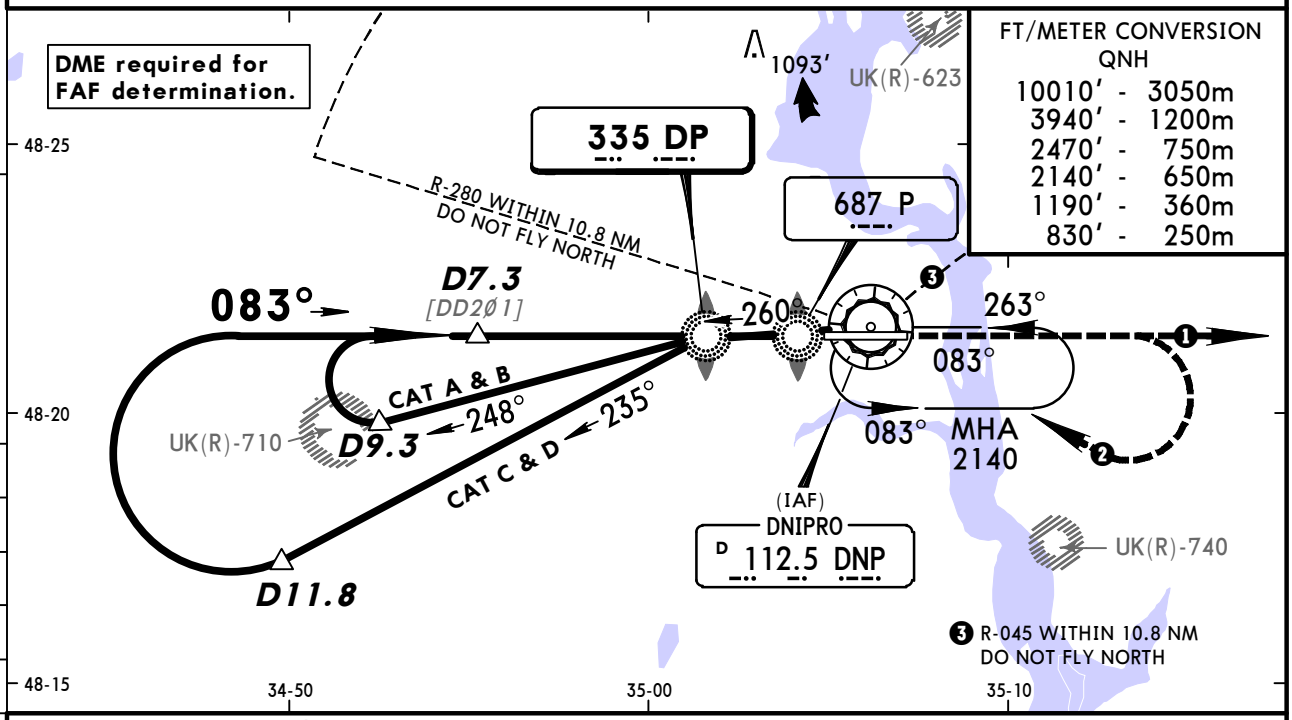
BRIEFING STRIP ™

NDB DP	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev	
335	083°	D7.3 2470′ (2016′)	860′ (406′)	482′	
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H): 910′ (456′)	RWY 454′	

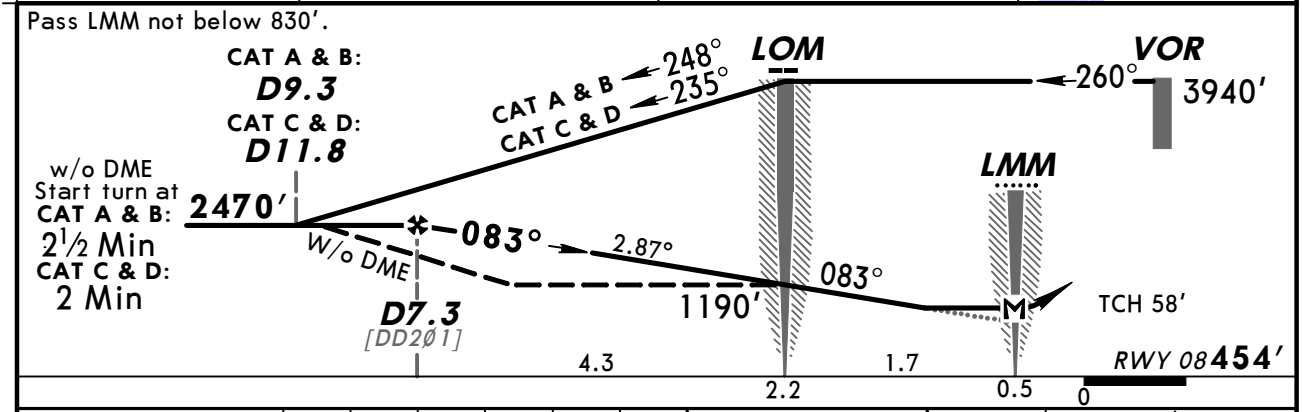
MISSED APCH: ❶ Climb on 083° to 2140′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 083° to 2140′, then turn RIGHT to VOR climbing to 3940′ and hold for 5 Min, then according to chart.

2200′
MSA DNP VOR

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



Pass LMM not below 830′.



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

HIALS
PAPI
2140′ on 083°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 08

	with DME MDA(H) 860′(406′)		w/o DME MDA(H) 910′(456′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1000m		RVR 1200m	
C		RVR 1800m		RVR 2000m
D	RVR 1400m	RVR 2000m	RVR 1600m	

CIRCLE-TO-LAND ❶
Not authorized North of airport between R-280 and R-045

Max Kts	MDA(H)	VIS
100	910′(456′)	1500m
135	1070′(616′)	1600m
180	1200′(746′)	2400m
205	1500′(1046′)	3600m

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

CHANGES: Procedure.

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BRIEFING STRIP

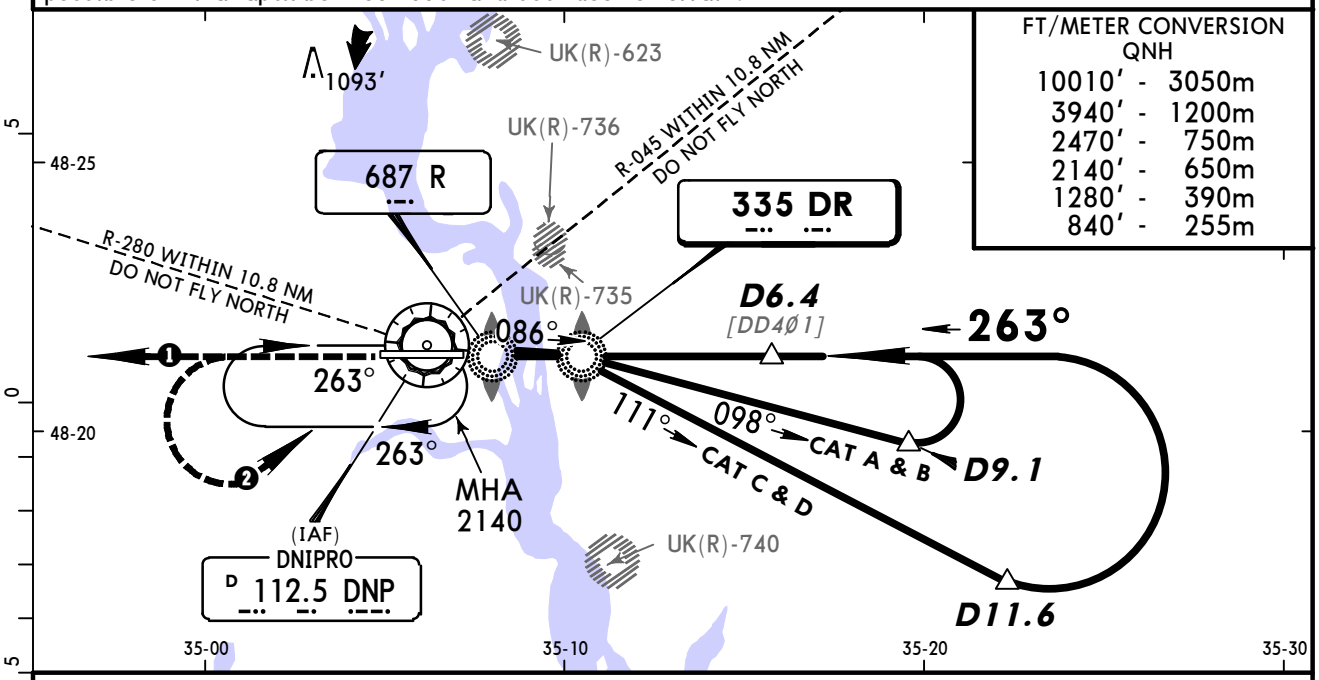
ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
123.85 (Russian 134.9)	119.4	118.6	121.8

NDB DR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev	RWY
335	263°	D6.4 2470′ (1997′)	870′ (397′)	482′	473′
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H) 920′ (447′)		

MSA DNP VOR: 2200′

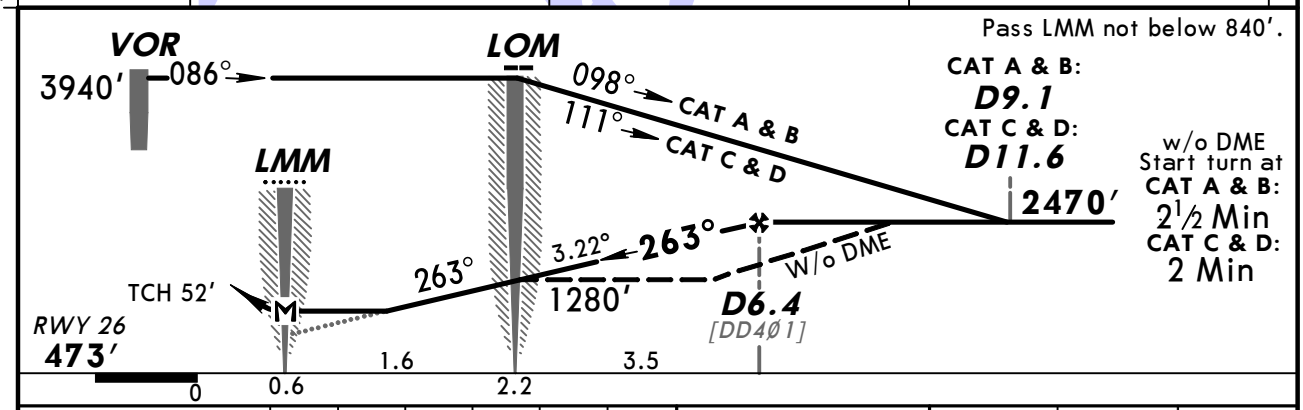
MISSED APCH: ❶ Climb on 263° to 2140′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140′, then turn LEFT to VOR climbing to 3940′ and hold for 5 Min, then according to chart.

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.



FT/METER CONVERSION QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
2140′ -	650m
1280′ -	390m
840′ -	255m



Pass LMM not below 840′.
CAT A & B: D9.1
CAT C & D: D11.6
2470′
w/o DME Start turn at
CAT A & B: 2½ Min
CAT C & D: 2 Min

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

HIALS PAPI 2140′ on 263°

JAR-OPS STRAIGHT-IN LANDING RWY 26

	with DME MDA(H) 870′(397′)		w/o DME MDA(H) 920′(447′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C		RVR 1800m		RVR 1800m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶
Not authorized North of airport between R-280 and R-045

Max Kts	MDA(H)	VIS
100	920′(447′)	1500m
135	1070′(597′)	1600m
180	1200′(727′)	2400m
205	1500′(1027′)	3600m

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

PANS OPS

CHANGES: Procedure.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DNIPROPETROVS'K, (DNIPROPETROVS'K - UKDD)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDD