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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: DNIPROPETROVS'K UKR
ICAO/IATA: UKDD / DNK
Lat/Long: N48° 21.43', E035° 06.03'
Elevation: 482 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 7.0° 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: 0138 Z
Sunset: 1744 Z

Runway Information

Runway: 08
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 478 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: 130.900
ATIS: 134.900 Non-English
Dnipro Tower: 118.600
Dnipro Ground: 121.800

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1. GENERAL

1.1. ATIS

ATIS 130.9
134.9 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. TAXIING

Taxiing of three engine ACFT to be done with two side engines.

2300-0600 LT power while taxiing from stands 3, 5, 8 and 9 shall not be more than 0.6 of rated power.

1.2.2. REVERSE THRUST

Use only for safety reasons.

1.2.3. RUN-UP TESTS

Run-ups with take-off power are prohibited.

1.2.4. AUXILIARY POWER UNIT (APU)

Use limited to +/- 30 MIN before departure/after landing.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP shall be applied for take-off only and when RVR is less than 600m.

Pilots will be informed about the beginning of the procedure via ATIS or by ATC.

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

1.4. TAXI PROCEDURES

Taxiing to/from stands with follow-me car only.

Taxiing on TWYs 1 thru 3 and 7 for ACFT types 4 thru 6 on inner engines with caution.

1.5. OTHER INFORMATION

Birds in vicinity of APT.

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2. ARRIVAL

2.1. CONTINOUS DESCENT OPERATIONS

CDO are authorized only if there is no system degradation that may affect a GNSS or ILS operation.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance the pilot is free to plan/optimize the vertical profile in order to apply the CDO technique up to the FAP.

Depending on the traffic situation, the CDO can start from the top-of-descent (TOD) or from lower levels.

After receiving a "WHEN READY DESCEND TO LEVEL" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" the pilot should maintain the cruising/last assigned level until the optimum descent point/TOD, as determined by the pilot (or by FMS), and then commence descent without any additional requests unless otherwise instructed by ATC.

Due to airspace structure ATC will initially instruct pilots to descend to the level(s) above the level of FAP. In doing so, ATC will issue further descent instruction prior to the CDO flight reaching 900m (3000ft) from the last assigned level so as to prevent leveling off.

Pilots shall maintain MAX IAS 220 KT at a distance of 20 track miles from touchdown.

Specified minimum levels must be adhered to unless specifically cancelled by ATC.

3. DEPARTURE

3.1. DE-ICING

Available at D1, D3 and stand 16.

3.2. START-UP

Start-up of engine during towing is prohibited.

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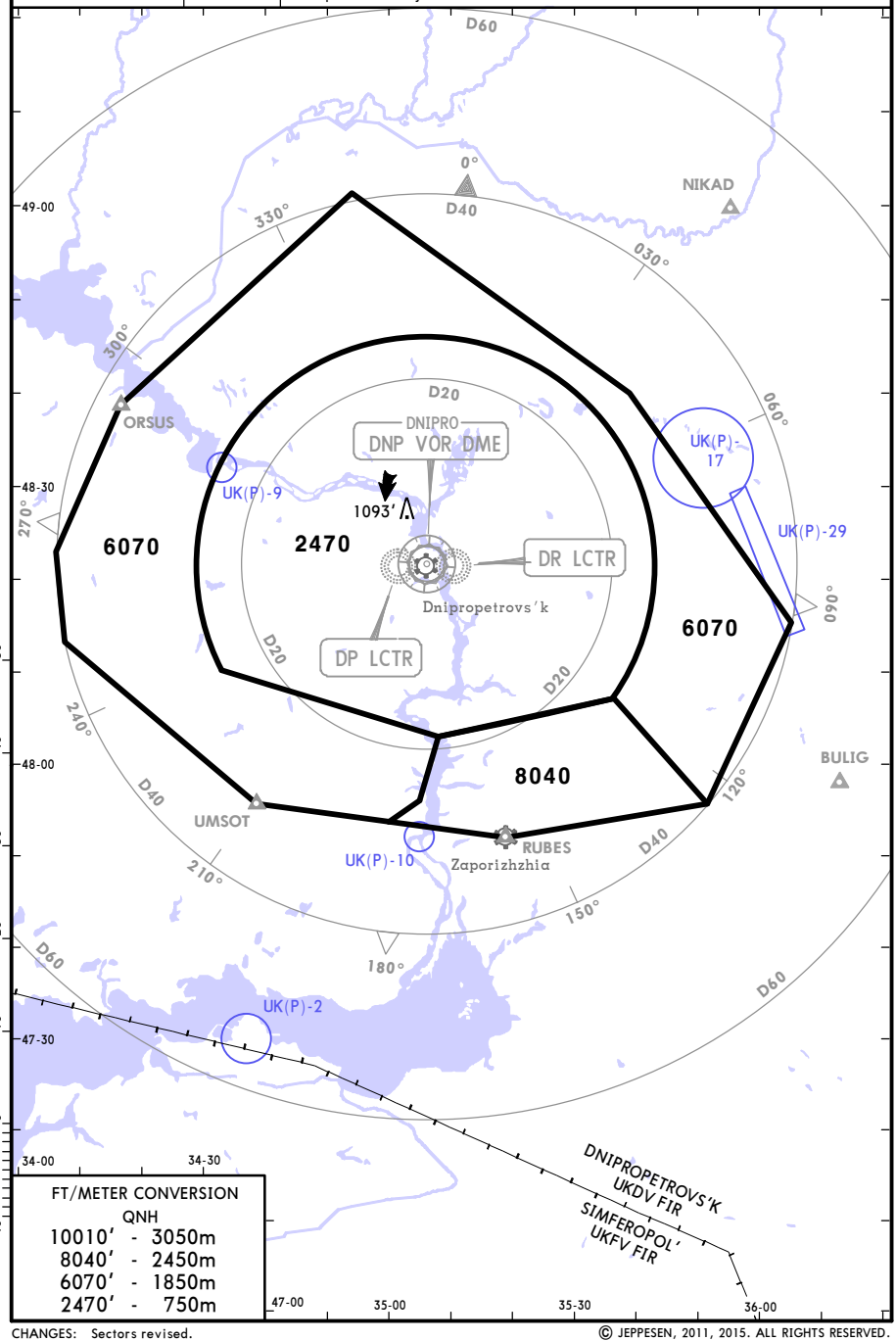
UKDD/DNK
DNIPROPETROVS'K

JEPPESEN **DNIPROPETROVS'K, UKRAINE**

17 JUL 15 (10-1R) Eff 23 Jul **RADAR MINIMUM ALTITUDES**

DNIPRO Radar (APP) 119.4	Apt Elev 482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' 1. This chart may only be used for cross-checking of altitudes assigned while the aircraft identified. 2. MRVA are safe if the temperature at the surface is -24°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.



FT/METER CONVERSION QNH	
10010'	- 3050m
8040'	- 2450m
6070'	- 1850m
2470'	- 750m

CHANGES: Sectors revised.

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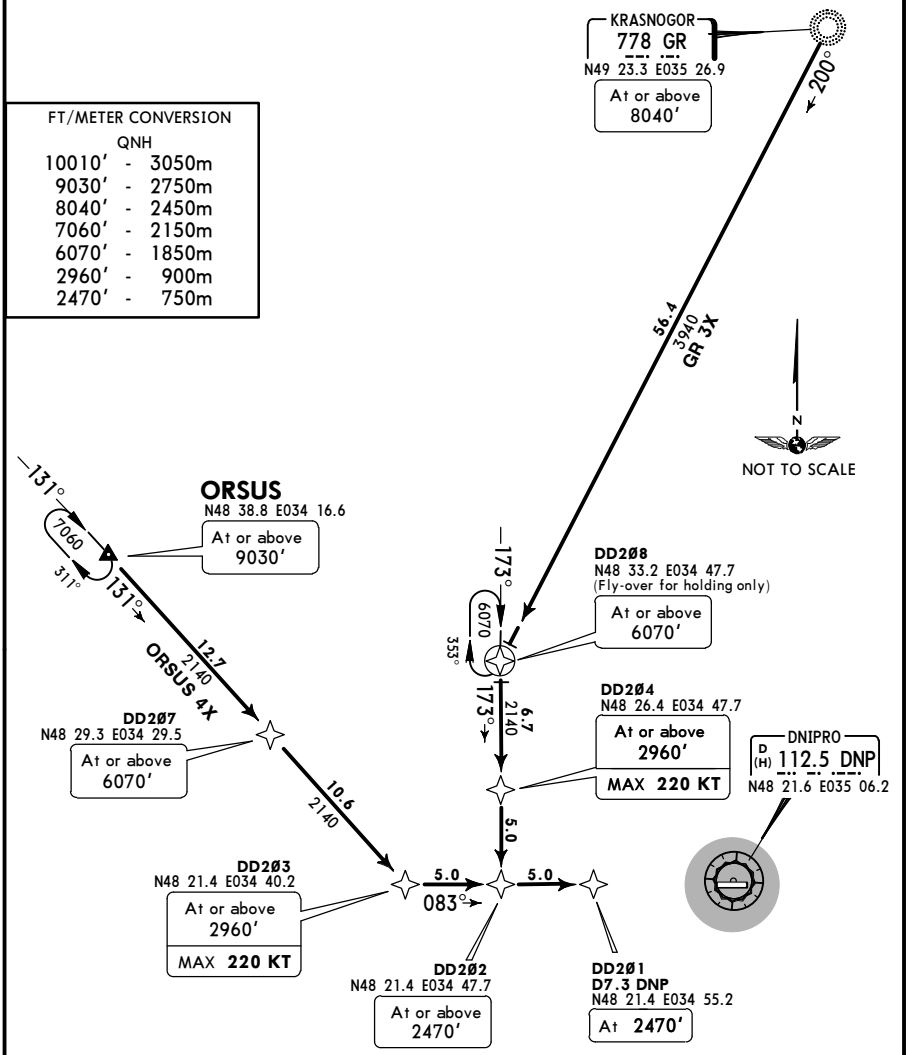
ATIS	Apt Elev	
130.9(Russian 134.9)	482'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' **1. RNAV 1 (GNSS)** 2. RNAV-1 (P-RNAV) approval required otherwise advise ATC. 3. EXPECT ILS or NDB approach on DD201.

MSA DNP VOR: 2200'

KRASNOGOR THREE X-RAY (GR 3X)
ORSUS FOUR X-RAY (ORSUS 4X) [ORSU4X]
RWY 08 RNAV ARRIVALS



FT/METER CONVERSION
QNH

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

STAR	ROUTING
GR 3X	GR (8040'+) - DD208 (6070'+) - DD204 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').
ORSUS 4X	ORSUS (9030'+) - DD207 (6070'+) - DD203 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').

CHANGES: RNAV STAR ORSUS 3X renumbered & revised.

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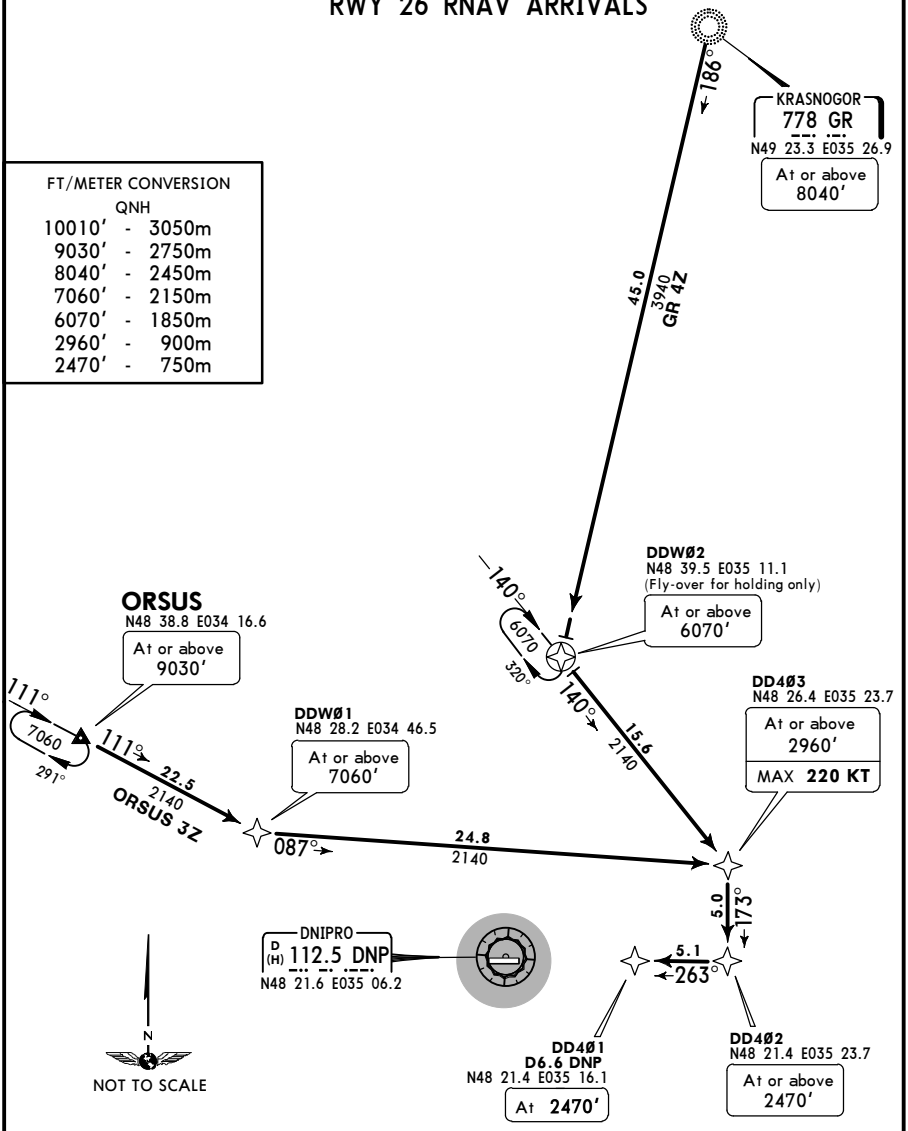
2200'
MSA
DNP VOR

ATIS
130.9 (Russian 134.9)

Apt Elev
482'

Alt Set: hPa
Trans level: By ATC Trans alt: 10010'
1. RNAV 1 (GNSS)
2. RNAV-1 (P-RNAV) approval required otherwise advise ATC
3. EXPECT ILS or NDB approach on DD401.

KRASNOGOR FOUR ZULU (GR 4Z)
ORSUS THREE ZULU (ORSUS 3Z) [ORSU3Z]
RWY 26 RNAV ARRIVALS



FT/METER CONVERSION QNH	
10010'	3050m
9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
2960'	900m
2470'	750m

STAR	ROUTING
GR 4Z	GR (8040'+) - DDW02 (6070'+) - DD403 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').
ORSUS 3Z	ORSUS (9030'+) - DDW01 (7060'+) - DD403 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').

CHANGES: None.

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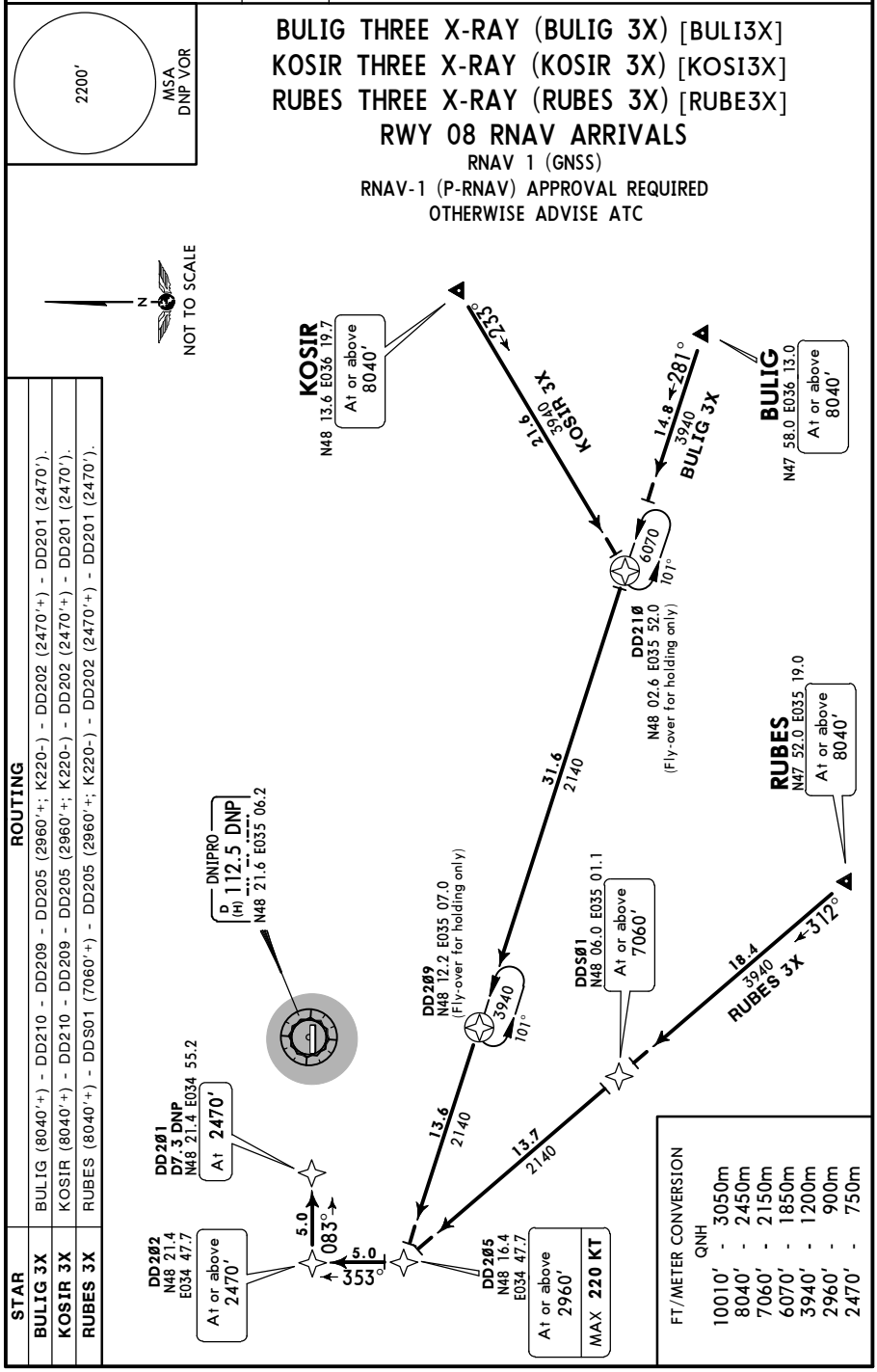
ATIS	Apt Elev	
130.9(Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD201.

BULIG THREE X-RAY (BULIG 3X) [BULI3X]
KOSIR THREE X-RAY (KOSIR 3X) [KOSI3X]
RUBES THREE X-RAY (RUBES 3X) [RUBE3X]
RWY 08 RNAV ARRIVALS

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



STAR	ROUTING
BULIG 3X	BULIG (8040'+) - DD210 - DD209 - DD205 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').
KOSIR 3X	KOSIR (8040'+) - DD210 - DD209 - DD205 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').
RUBES 3X	RUBES (8040'+) - DDS01 (7060'+) - DD205 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').

CHANGES: RNAV STARs renumbered & revised.

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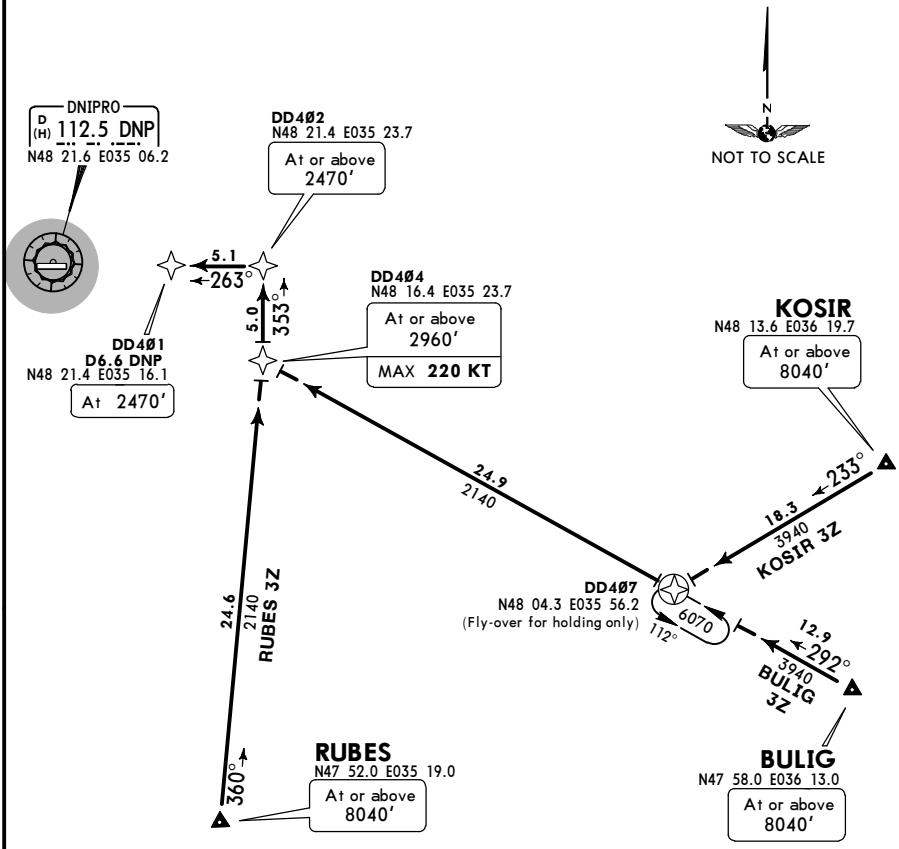
ATIS	Apt Elev	
130.9 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD401.

2200'
MSA
DNP VOR

BULIG THREE ZULU (BULIG 3Z) [BULI3Z]
KOSIR THREE ZULU (KOSIR 3Z) [KOSI3Z]
RUBES THREE ZULU (RUBES 3Z) [RUBE3Z]
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 3Z	BULIG (8040'+) - DD407 - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').
KOSIR 3Z	KOSIR (8040'+) - DD407 - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').
RUBES 3Z	RUBES (8040'+) - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').

CHANGES: RNAV STARs renumbered & revised.

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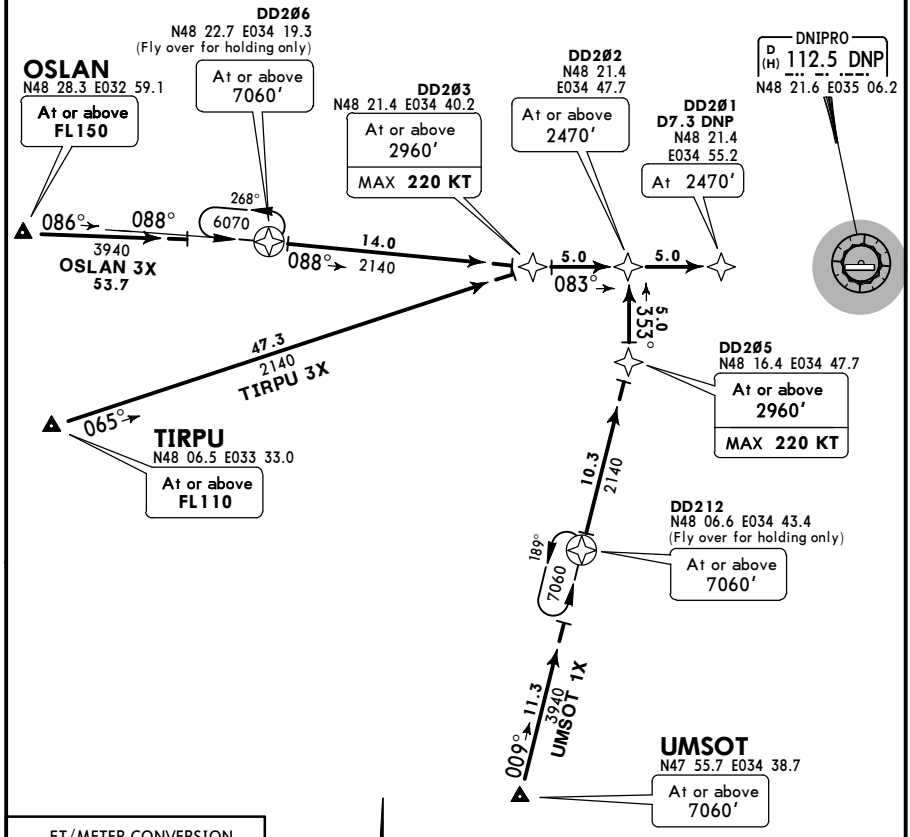
ATIS	Apt Elev	
130.9 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD201.

2200'
MSA
DNP VOR

OSLAN THREE X-RAY (OSLAN 3X) [OSLA3X]
TIRPU THREE X-RAY (TIRPU 3X) [TIRP3X]
UMSOT ONE X-RAY (UMSOT 1X) [UMSO1X]
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 3X	OSLAN (FL150+) - DD206 (7060'+) - DD203 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').
TIRPU 3X	TIRPU (FL110+) - DD203 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').
UMSOT 1X	UMSOT (7060'+) - DD212 (7060'+) - DD205 (2960'+; K220-) - DD202 (2470'+) - DD201 (2470').

CHANGES: RNAV STARs renumbered & revised; TM replaced with UMSOT.

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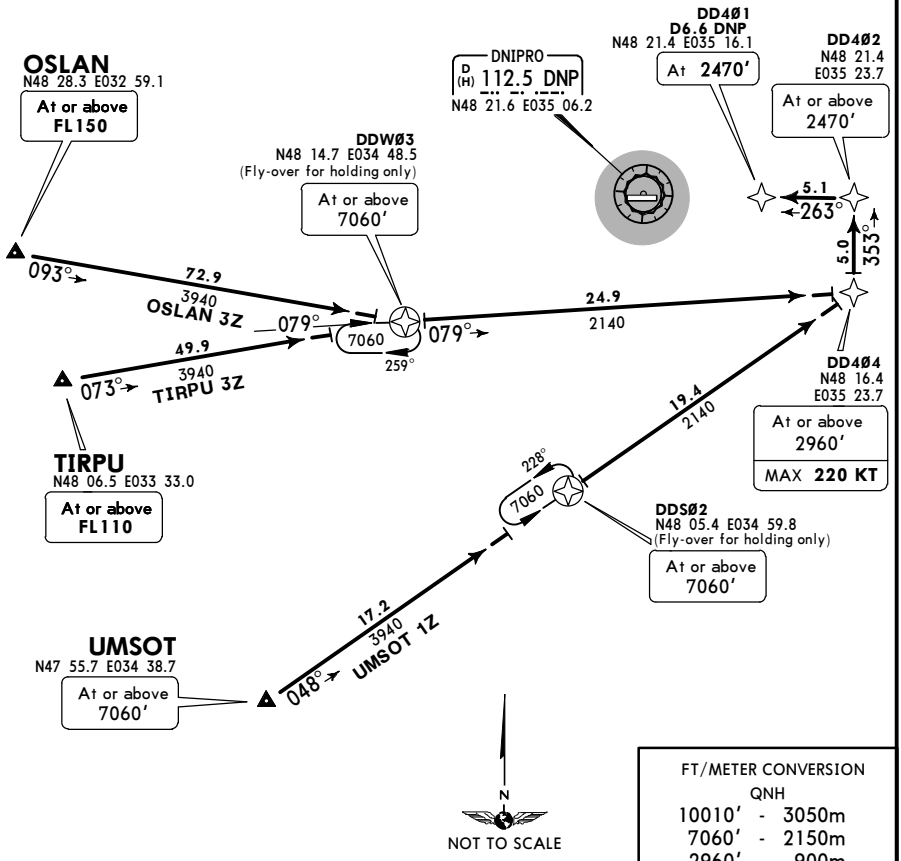
ATIS	Apt Elev	
130.9 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010' EXPECT ILS or NDB approach on DD401.

2200'
MSA
DNP VOR

OSLAN THREE ZULU (OSLAN 3Z) [OSLA3Z]
TIRPU THREE ZULU (TIRPU 3Z) [TIRP3Z]
UMSOT ONE ZULU (TIRPU 1Z) [UMSO1Z]
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 3Z	OSLAN (FL150+) - DDW03 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').
TIRPU 3Z	TIRPU (FL110+) - DDW03 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').
UMSOT 1Z	UMSOT (7060'+) - DDS02 (7060'+) - DD404 (2960'+; K220-) - DD402 (2470'+) - DD401 (2470').

CHANGES: RNAV STARs renumbered & revised; TM replaced with UMSOT.

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UKDD/DNK
DNIPROPETROVS'K

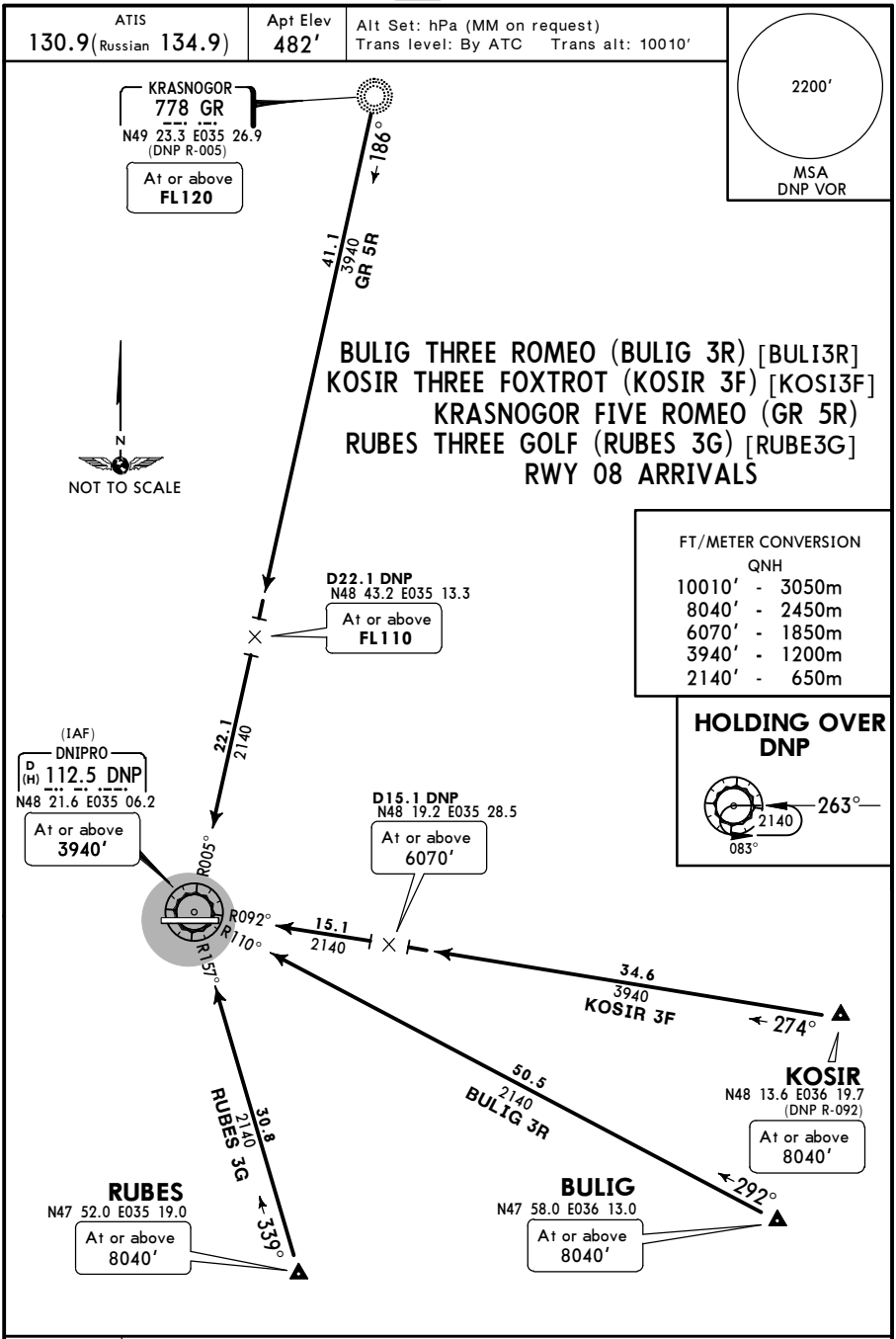
JEPPESEN

6 MAR 15 (10-2F)

DNIPROPETROVS'K, UKRAINE

STAR

ATIS	Apt Elev	
130.9(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 5R	Intercept DNP R-005 inbound to DNP.
KOSIR 3F By ATC	Intercept DNP R-092 inbound to DNP.
RUBES 3G	Intercept DNP R-157 inbound to DNP.

CHANGES: ATIS frequency.

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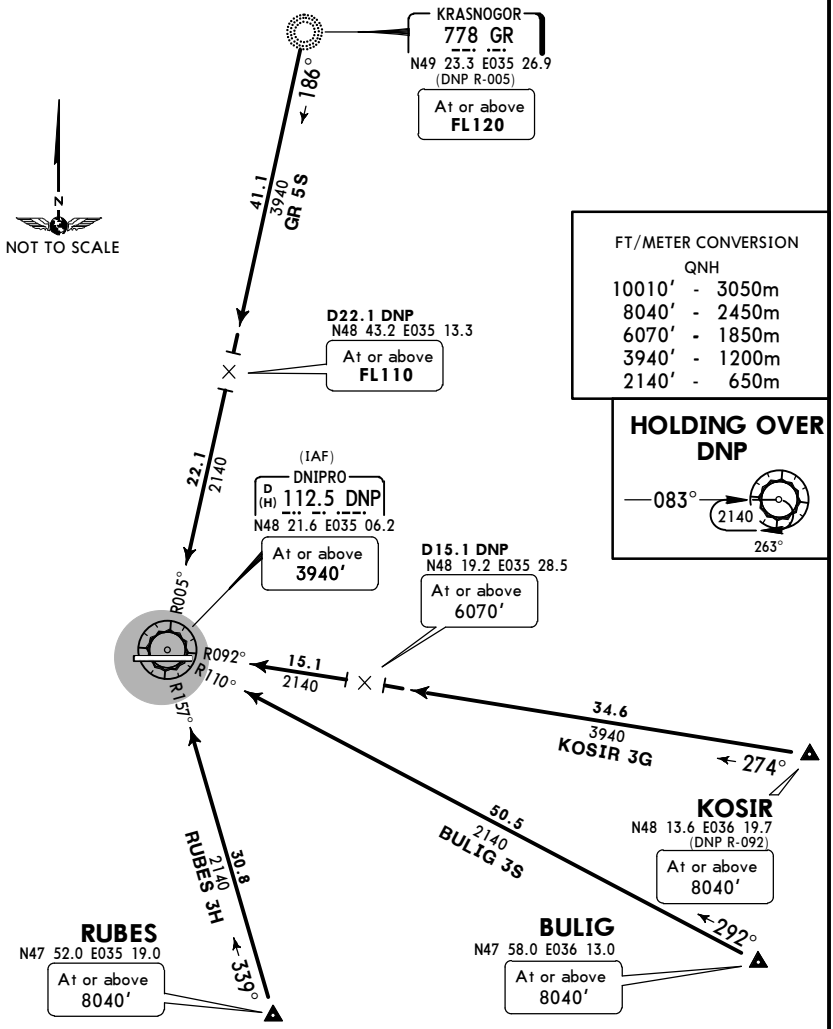
ATIS	Apt Elev	
130.9 (Russian 134.9)	482'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010'

MSA
DNP VOR
2200'

BULIG THREE SIERRA (BULIG 3S) [BULI3S]
KOSIR THREE GOLF (KOSIR 3G) [KOSI3G]
KRASNOGOR FIVE SIERRA (GR 5S)
RUBES THREE HOTEL (RUBES 3H) [RUBE3H]
RWY 26 ARRIVALS



STAR	ROUTING
BULIG 3S	Intercept DNP R-110 inbound to DNP.
GR 5S	Intercept DNP R-005 inbound to DNP.
KOSIR 3G By ATC	Intercept DNP R-092 inbound to DNP.
RUBES 3H	Intercept DNP R-157 inbound to DNP.

CHANGES: ATIS frequency.

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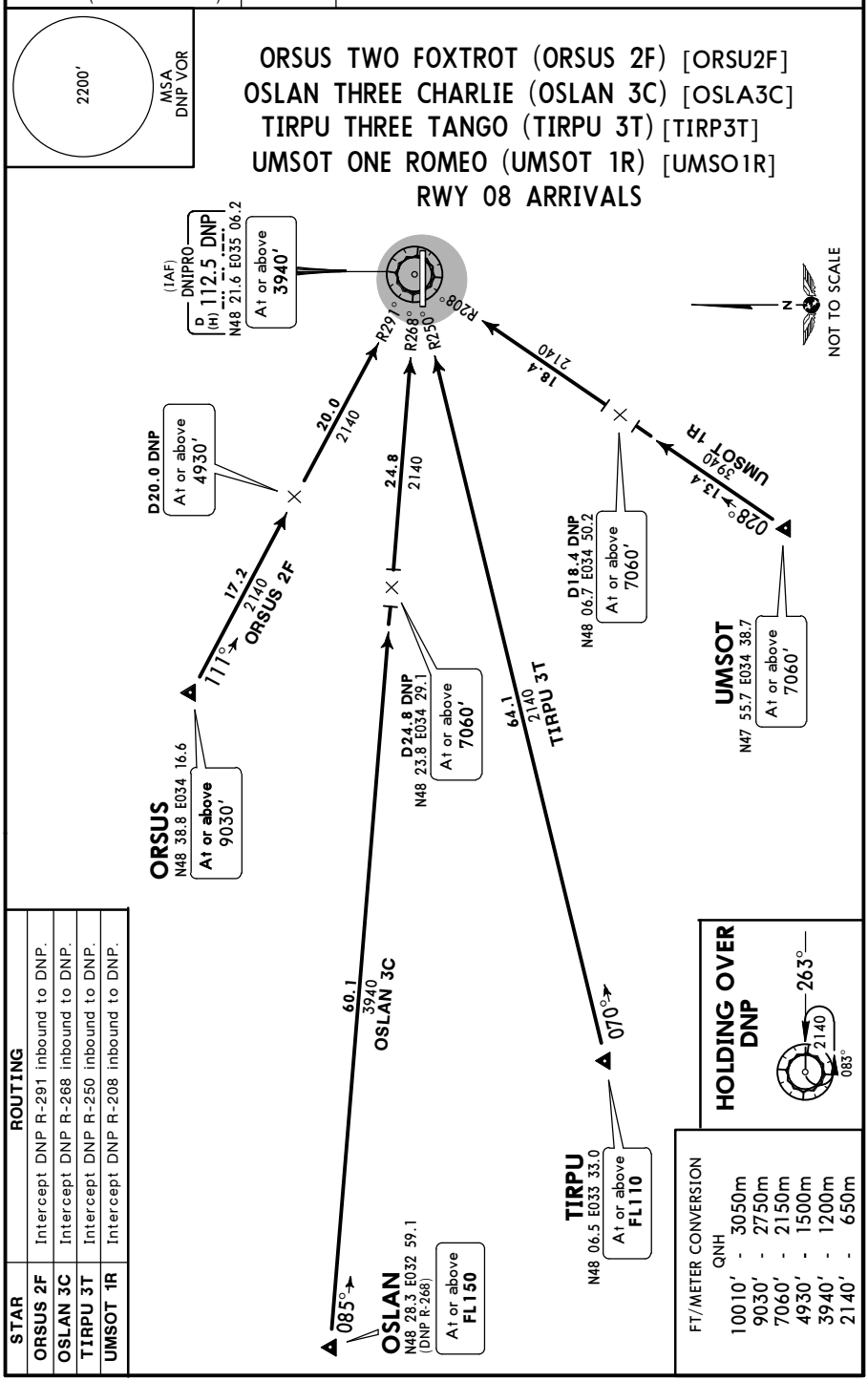
UKDD/DNK DNIPROPETROVS'K

JEPPESEN DNIPROPETROVS'K, UKRAINE

17 JUL 15 (10-2H) Eff 23 Jul STAR

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



STAR	ROUTING
ORSUS 2F	Intercept DNP R-291 inbound to DNP.
OSLAN 3C	Intercept DNP R-268 inbound to DNP.
TIRPU 3T	Intercept DNP R-250 inbound to DNP.
UMSOT 1R	Intercept DNP R-208 inbound to DNP.

CHANGES: TM 3R STAR replaced with UMSOT 1R; tracks updated.

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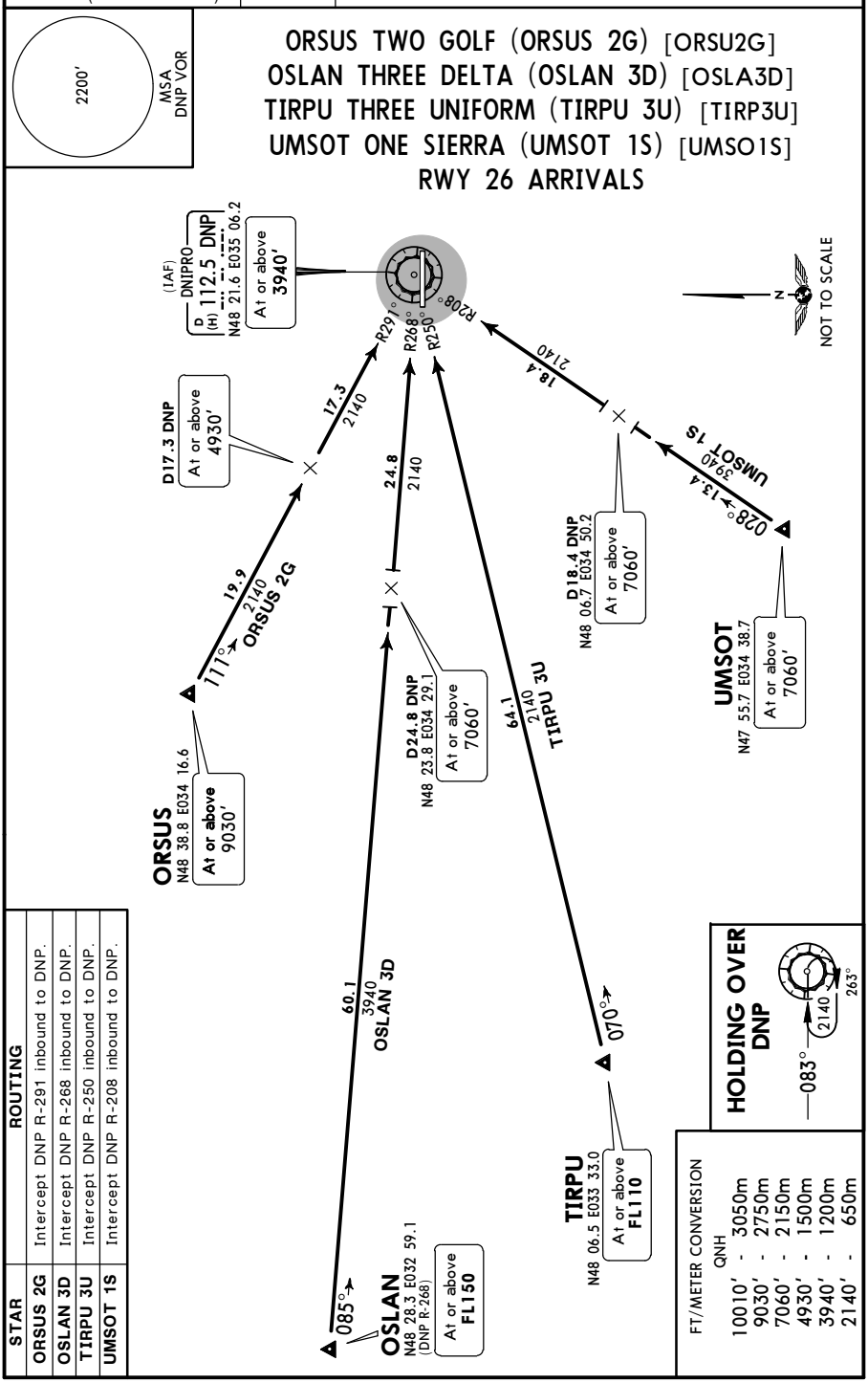
UKDD/DNK
DNIPROPETROVS'K

JEPPESEN **DNIPROPETROVS'K, UKRAINE**

17 JUL 15 (10-2J) Eff 23 Jul **STAR**

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



STAR	ROUTING
ORSUS 2G	Intercept DNP R-291 inbound to DNP.
OSLAN 3D	Intercept DNP R-268 inbound to DNP.
TIRPU 3U	Intercept DNP R-250 inbound to DNP.
UMSOT 1S	Intercept DNP R-208 inbound to DNP.

CHANGES: TM 2S STAR replaced with UMSOT 1S; tracks updated.

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Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

2200'
MSA
DNP VOR

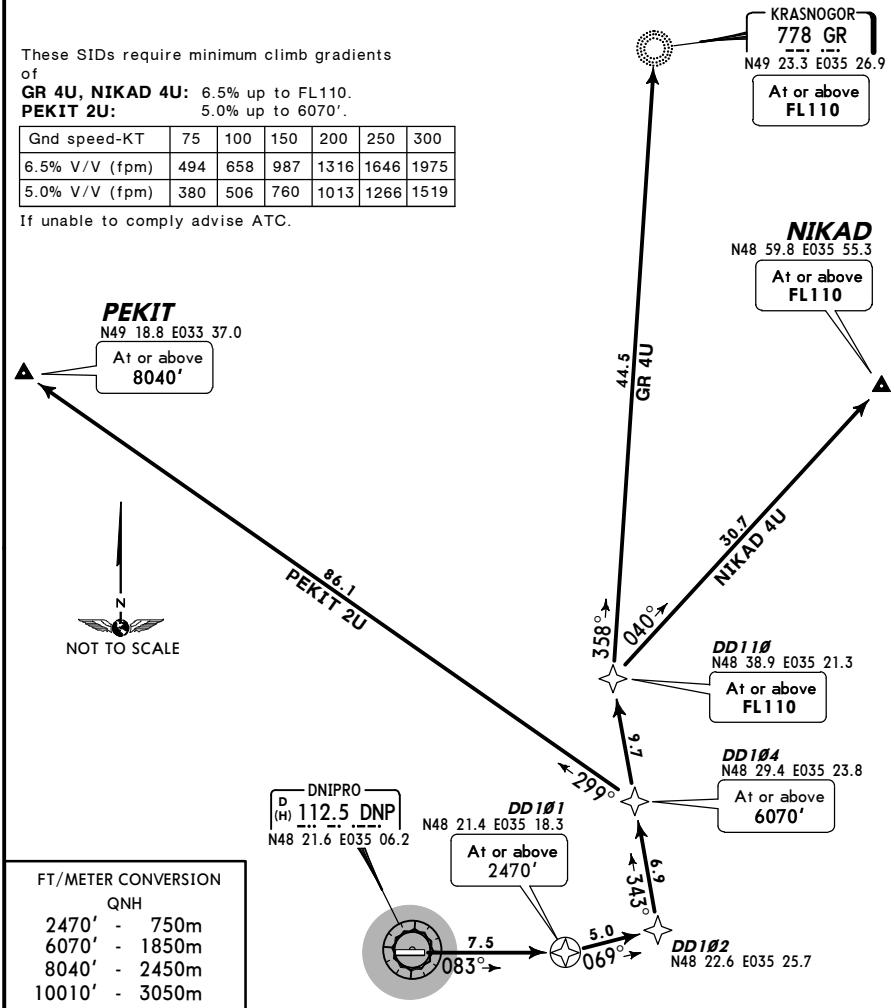
KRASNOGOR FOUR UNIFORM (GR 4U)
NIKAD FOUR UNIFORM (NIKAD 4U) *[NIKA4U]*
PEKIT TWO UNIFORM (PEKIT 2U) *[PEKI2U]*
RWY 08 RNAV DEPARTURES

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

These SIDs require minimum climb gradients of
GR 4U, NIKAD 4U: 6.5% up to FL110.
PEKIT 2U: 5.0% up to 6070'.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
5.0% 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 4U	DD101 (2470'+) - DD102 - DD104 (6070'+) - DD110 (FL110+) - GR (FL110+).
NIKAD 4U	DD101 (2470'+) - DD102 - DD104 (6070'+) - DD110 (FL110+) - NIKAD (FL110+).
PEKIT 2U	DD101 (2470'+) - DD102 - DD104 (6070'+) - PEKIT (8040'+).

CHANGES: RNAV SIDs renumbered; TP 2U withdrawn.

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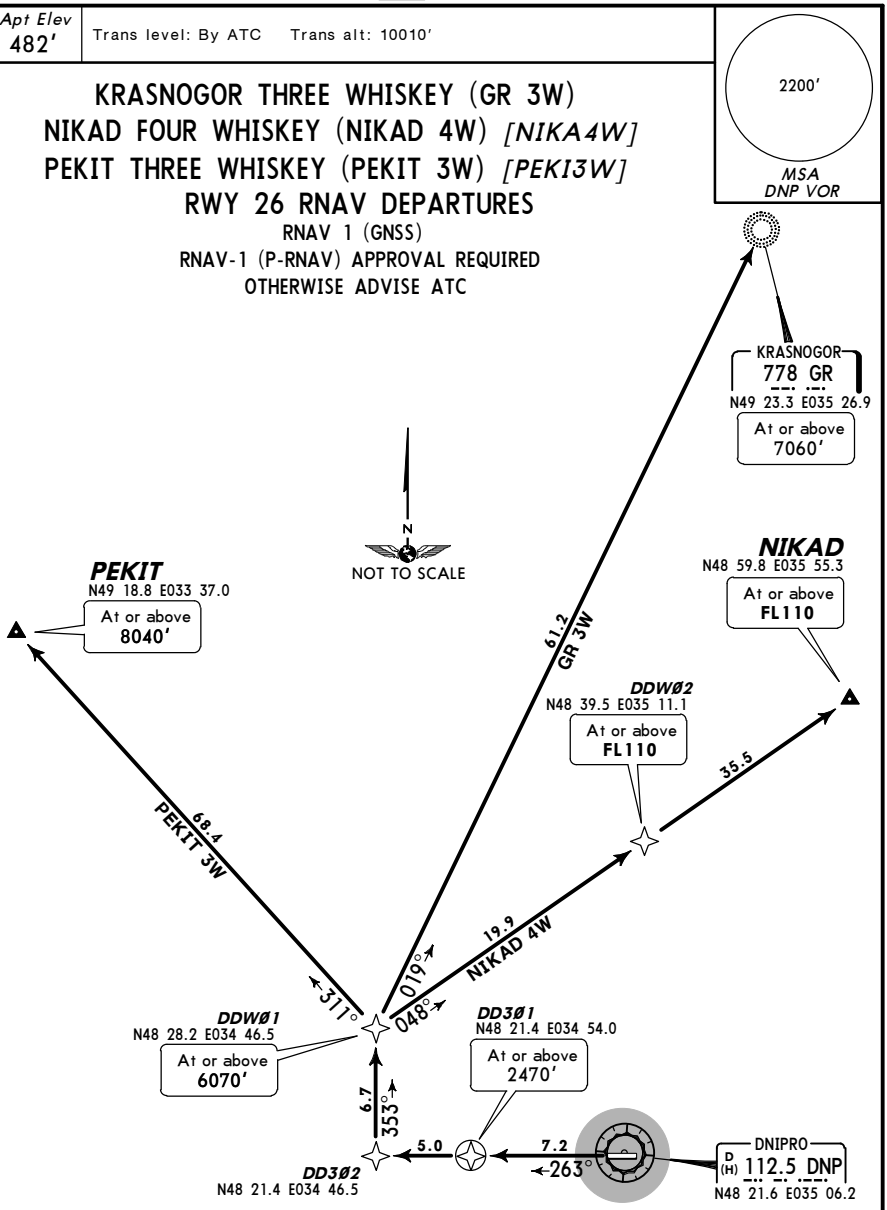
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

KRASNOGOR THREE WHISKEY (GR 3W)
NIKAD FOUR WHISKEY (NIKAD 4W) *[NIKA4W]*
PEKIT THREE WHISKEY (PEKIT 3W) *[PEKI3W]*
RWY 26 RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of
5.0% up to 6070'.

Gnd speed-KT	75	100	150	200	250	300
5.0% 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 4W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - DDW02 (FL110+) - NIKAD (FL110+).
PEKIT 3W	DD301 (2470'+) - DD302 - DDW01 (6070'+) - PEKIT (8040'+).

CHANGES: RNAV SID NIKAD 3W renumbered 4W & revised; TP 3W withdrawn.

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Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

MSA DNP VOR 2200'

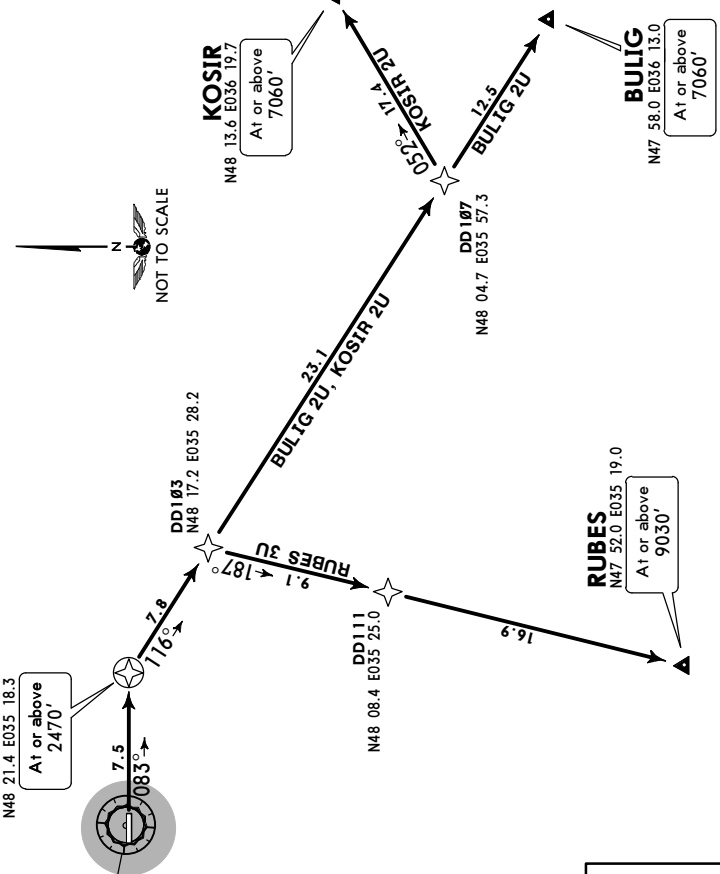
BULIG TWO UNIFORM (BULIG 2U) [BULI2U]
KOSIR TWO UNIFORM (KOSIR 2U) [KOSI2U]
RUBES THREE UNIFORM (RUBES 3U) [RUBE3U]
RWY 08 RNAV DEPARTURES

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

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

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

If unable to comply advise ATC.



SID	ROUTING
BULIG 2U	DD101 (2470'+) - DD103 - DD107 - BULIG (7060'+).
KOSIR 2U	DD101 (2470'+) - DD103 - DD107 - KOSIR (7060'+).
RUBES 3U	DD101 (2470'+) - DD103 - DD111 - RUBES (9030'+).

FT/METER CONVERSION
QNH

2470'	750m
7060'	2150m
9030'	2750m
10010'	3050m

CHANGES: RUBES 2U RNAV SID renumbered 3U & revised; TM 2U withdrawn.

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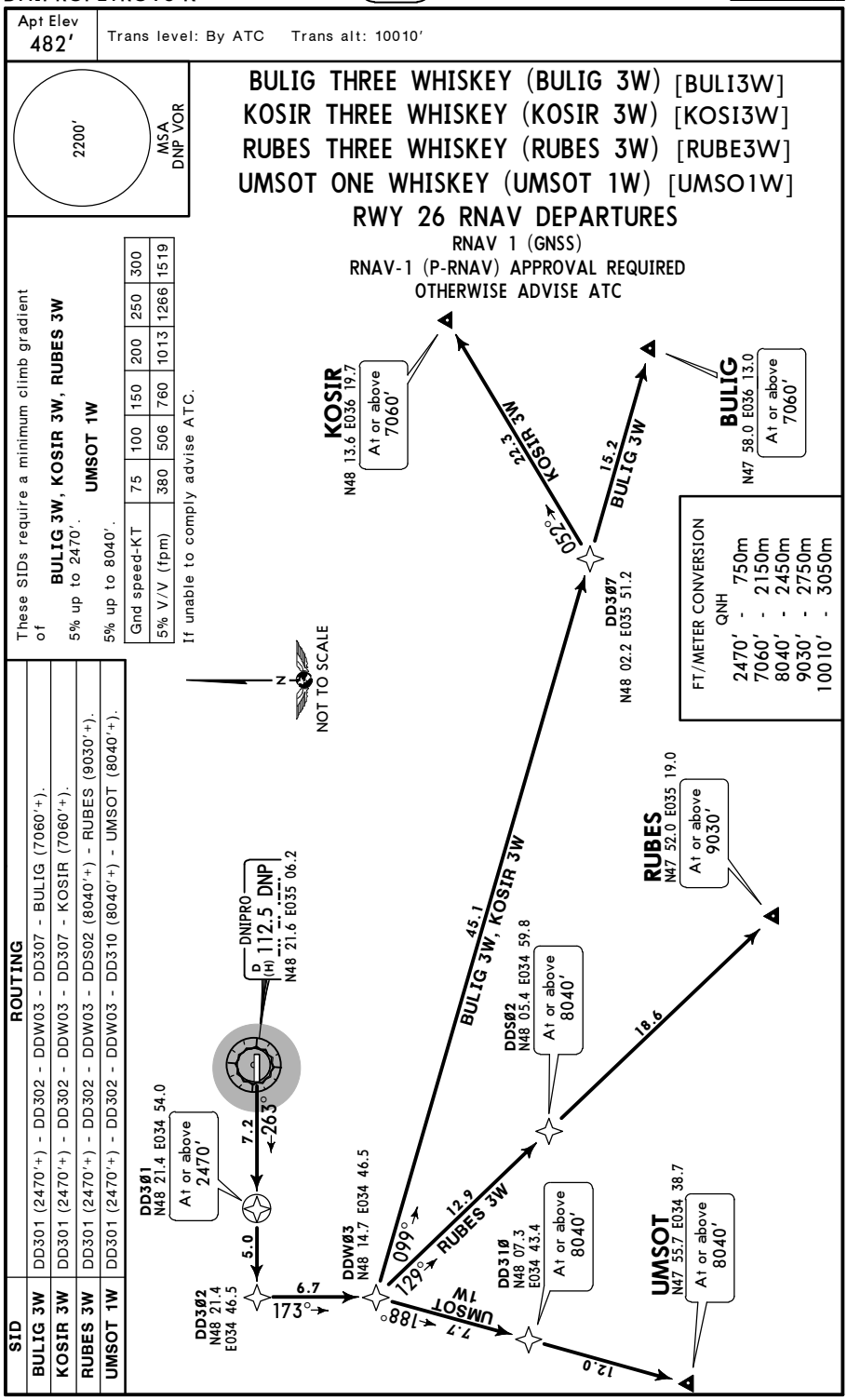
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

BULIG THREE WHISKEY (BULIG 3W) [BULI3W]
KOSIR THREE WHISKEY (KOSIR 3W) [KOSI3W]
RUBES THREE WHISKEY (RUBES 3W) [RUBE3W]
UMSOT ONE WHISKEY (UMSOT 1W) [UMSO1W]
RWY 26 RNAV DEPARTURES

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



These SIDs require a minimum climb gradient of

BULIG 3W, KOSIR 3W, RUBES 3W

5% up to 2470'.

UMSOT 1W

5% up to 8040'.

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
7060'	2150m
8040'	2450m
9030'	2750m
10010'	3050m

SID	ROUTING
BULIG 3W	DD301 (2470'+) - DD302 - DDW03 - DD307 - BULIG (7060'+).
KOSIR 3W	DD301 (2470'+) - DD302 - DDW03 - DD307 - KOSIR (7060'+).
RUBES 3W	DD301 (2470'+) - DD302 - DDW03 - DDS02 (8040'+) - RUBES (9030'+).
UMSOT 1W	DD301 (2470'+) - DD302 - DDW03 - DD310 (8040'+) - UMSOT (8040'+).

CHANGES: RNAV SIDs renumbered & revised; TM 2W replaced with UMSOT 1W.

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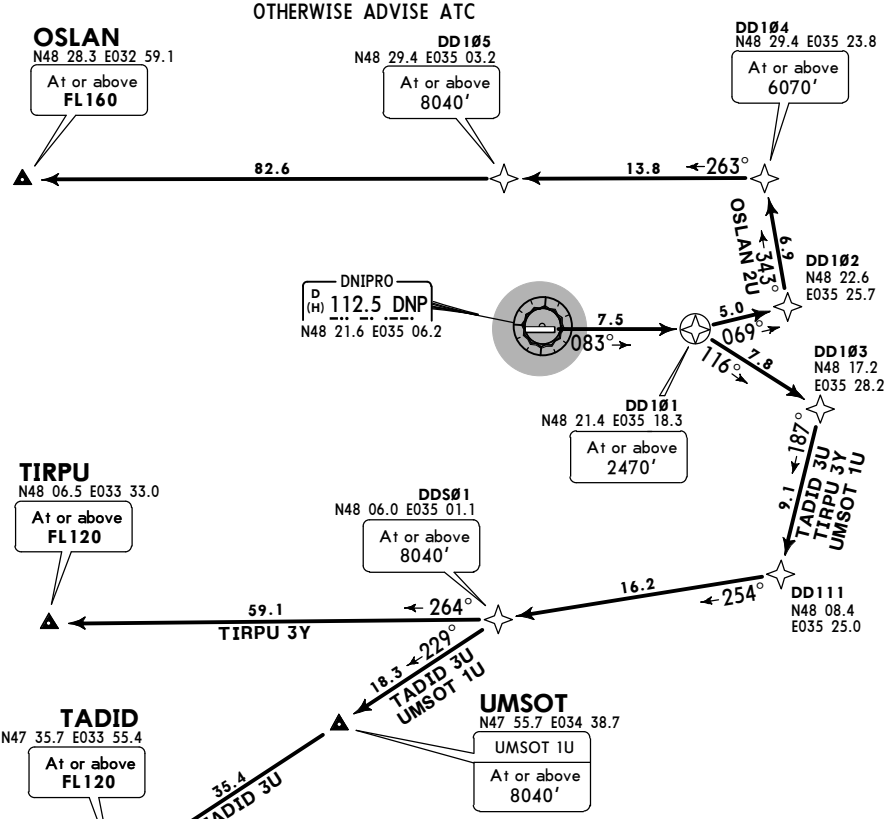
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

MSA DNP VOR: 2200'

OSLAN TWO UNIFORM (OSLAN 2U) [OSLA2U]
TADID THREE UNIFORM (TADID 3U) [TADI3U]
TIRPU THREE YANKEE (TIRPU 3Y) [TIRP3Y]
UMSOT ONE UNIFORM (UMSOT 1U) [UMSO1U]
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 3U, TIRPU 3Y, UMSOT 1U

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

SID	ROUTING
OSLAN 2U	DD101 (2470'+) - DD102 - DD104 (6070'+) - DD105 (8040'+) - OSLAN (FL160+).
TADID 3U	DD101 (2470'+) - DD103 - DD111 - DDS01 (8040'+) - UMSOT - TADID (FL120+).
TIRPU 3Y	DD101 (2470'+) - DD103 - DD111 - DDS01 (8040'+) - TIRPU (FL120+).
UMSOT 1U	DD101 (2470'+) - DD103 - DD111 - DDS01 (8040'+) - UMSOT (8040'+).

CHANGES: RNAV SIDs renumbered & revised; UMSOT 1U established.

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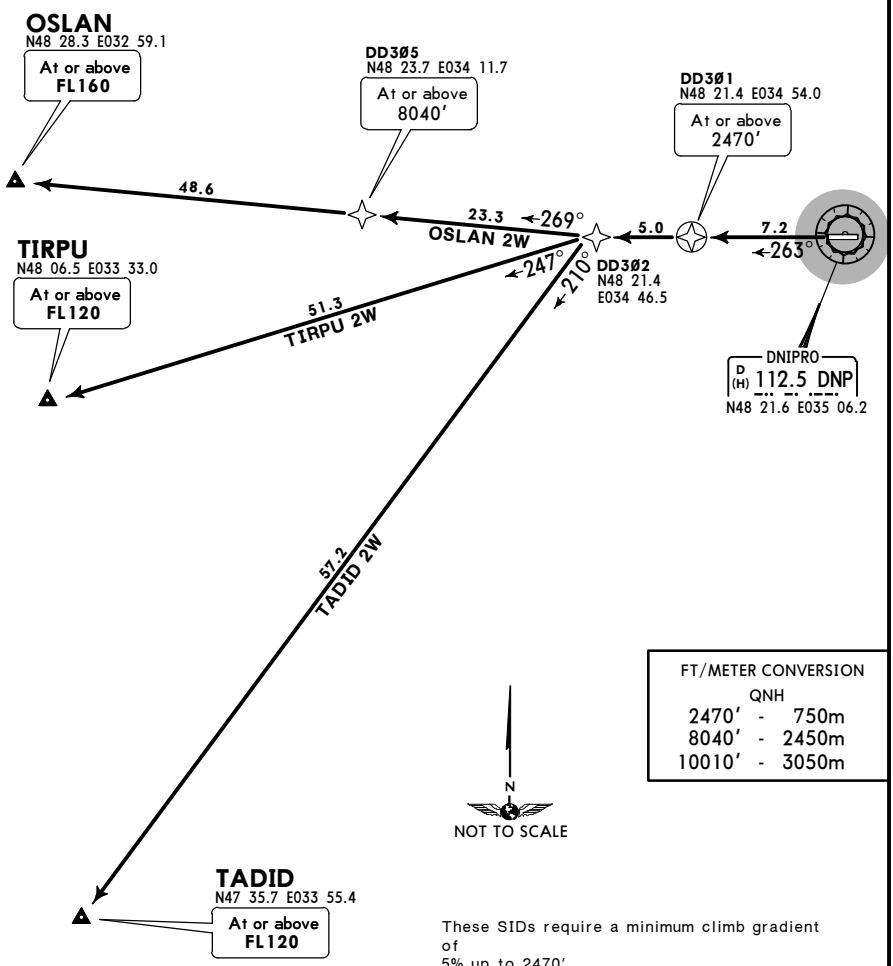
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

2200'
MSA
DNP VOR

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: None.

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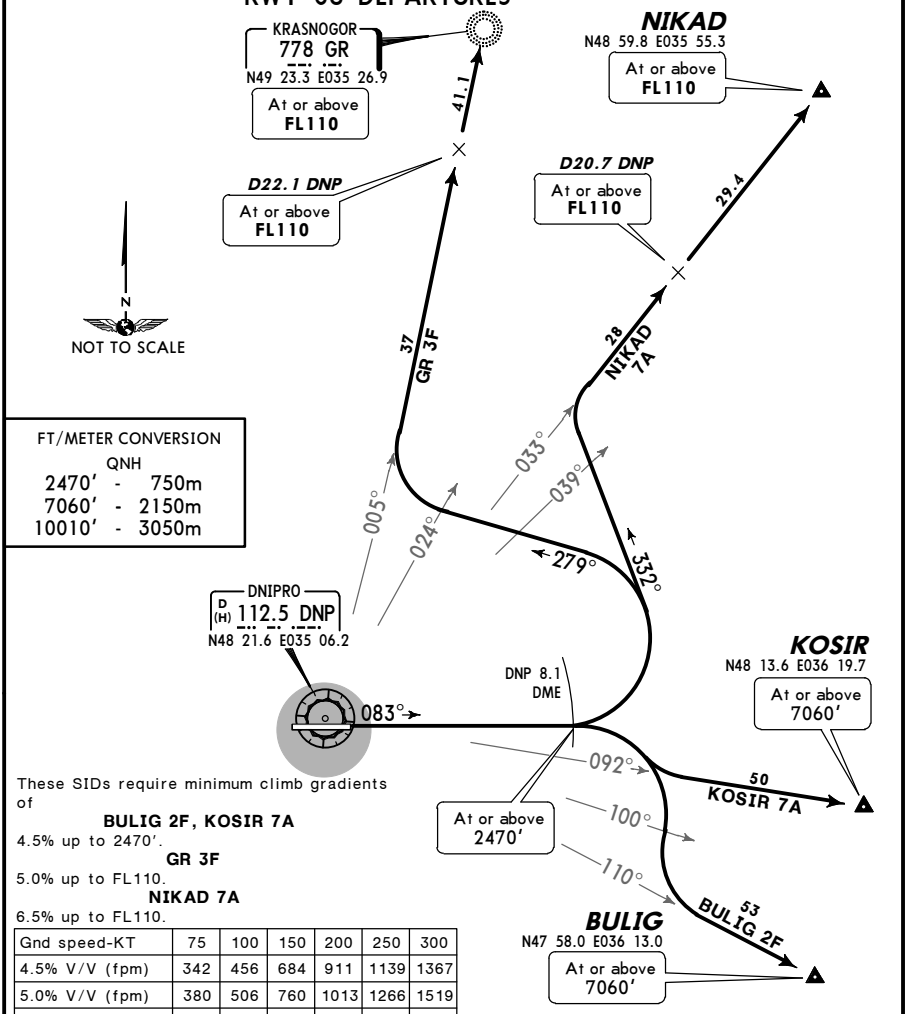
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

2200'
MSA
DNP VOR

BULIG TWO FOXTROT (BULIG 2F) *[BULI2F]*
KOSIR SEVEN ALFA (KOSIR 7A) *[KOSI7A]*
KRASNOGOR THREE FOXTROT (GR 3F)
NIKAD SEVEN ALFA (NIKAD 7A) *[NIKA7A]*
RWY 08 DEPARTURES



FT/METER CONVERSION
QNH

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

These SIDs require minimum climb gradients of

BULIG 2F, KOSIR 7A
4.5% up to 2470'.

GR 3F
5.0% up to FL110.

NIKAD 7A
6.5% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply 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 3F	On 083° track to DNP 8.1 DME, turn LEFT, 279° track, when passing DNP R-024 turn RIGHT, intercept DNP R-005 to GR.
KOSIR 7A BY ATC	On 083° track to DNP 8.1 DME, turn RIGHT, intercept DNP R-092 to KOSIR.
NIKAD 7A	On 083° track to DNP 8.1 DME, turn LEFT, 332° track, when passing DNP R-039 turn RIGHT, intercept DNP R-033 to NIKAD.

CHANGES: SIDs renumbered and revised.

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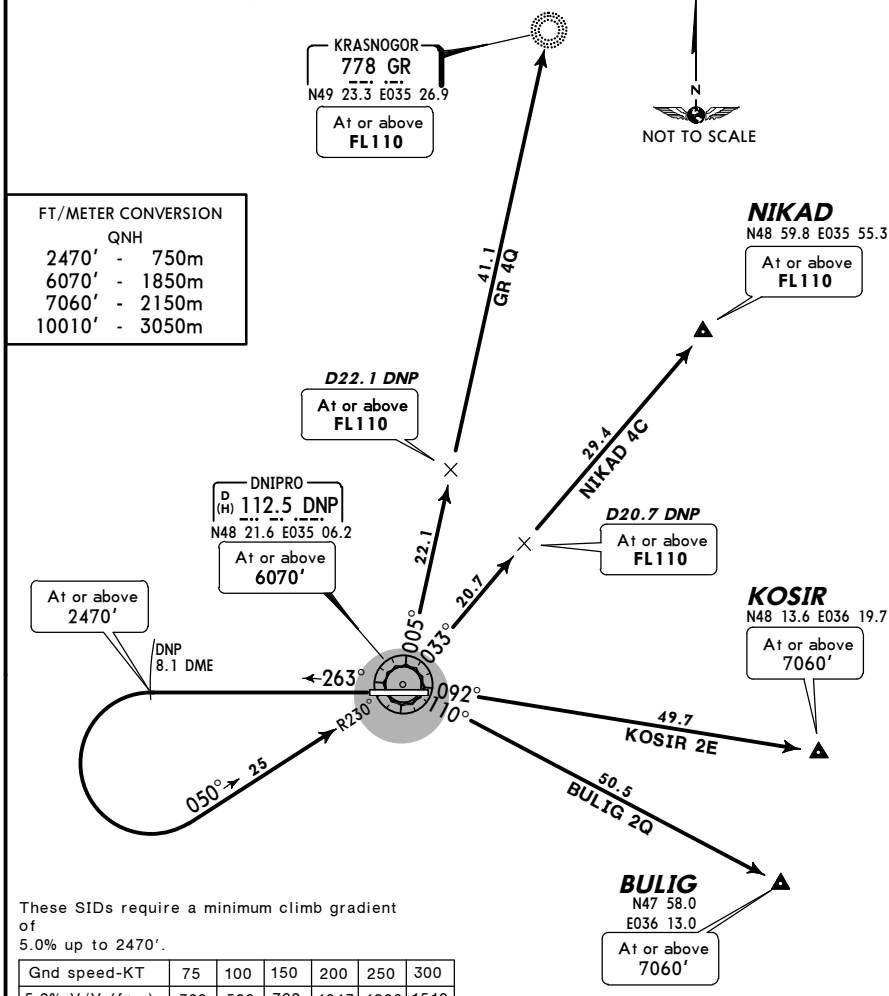
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

2200'
MSA
DNP VOR

BULIG TWO QUEBEC (BULIG 2Q) *[BULI2Q]*
KOSIR TWO ECHO (KOSIR 2E) *[KOSI2E]*
KRASNOGOR FOUR QUEBEC (GR 4Q)
NIKAD FOUR CHARLIE (NIKAD 4C) *[NIKA4C]*
RWY 26 DEPARTURES



FT/METER CONVERSION

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

These SIDs require a minimum climb gradient of 5.0% up to 2470'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply 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 4Q	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 4C	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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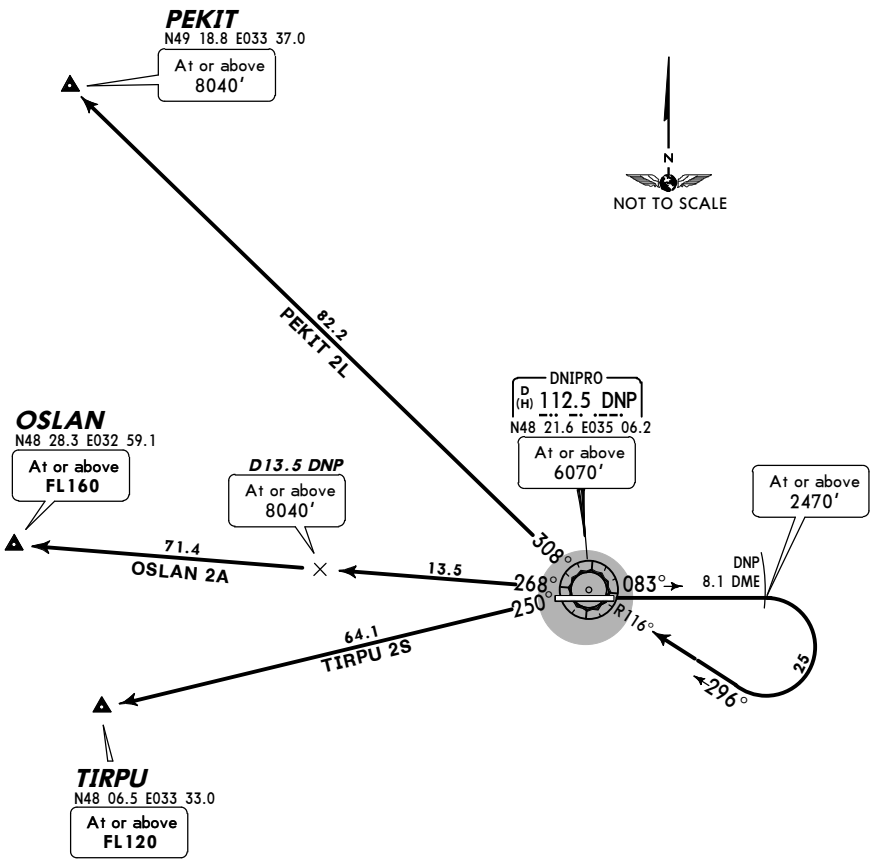
Apt Elev 482'

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]
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 to comply 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.

CHANGES: SID TP 7A withdrawn.

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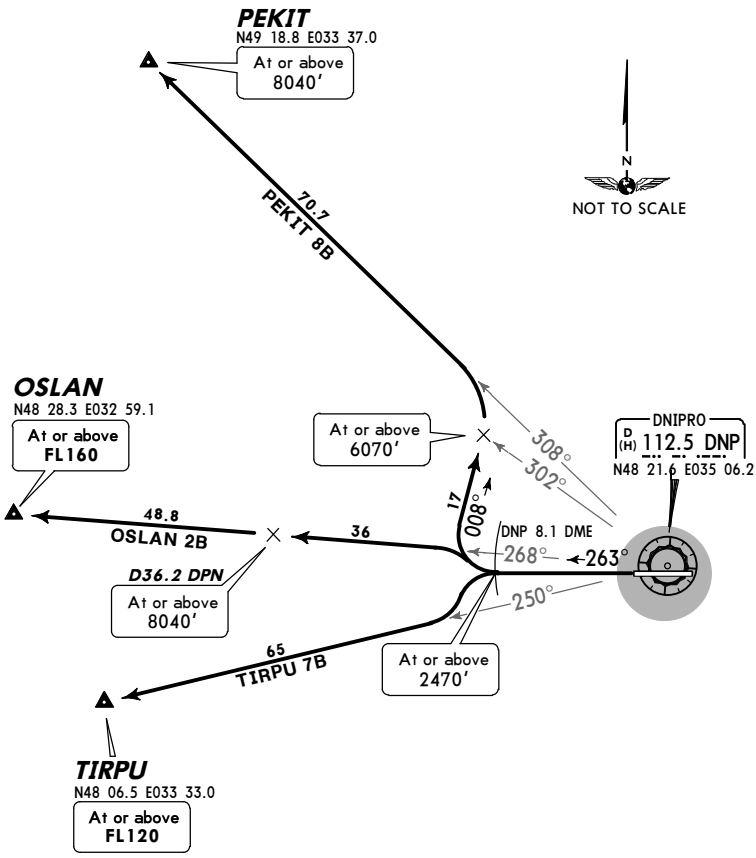
Apt Elev	
482'	Trans level: By ATC Trans alt: 10010'

OSLAN TWO BRAVO (OSLAN 2B) *[OSLA2B]*
PEKIT EIGHT BRAVO (PEKIT 8B) *[PEKI8B]*
TIRPU SEVEN BRAVO (TIRPU 7B) *[TIRP7B]*
RWY 26 DEPARTURES



These SIDs require a minimum climb gradient of

OSLAN 2B, TIRPU 7B

5.0% up to 2470'.

PEKIT 8B

6.5% up to 6070'.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply 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 8B	On 263° track to DNP 8.1 DME, turn RIGHT, 008° track, when passing DNP R-302 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.

CHANGES: SID PEKIT 7B renumbered 8B & revised; SID TP 7B withdrawn.

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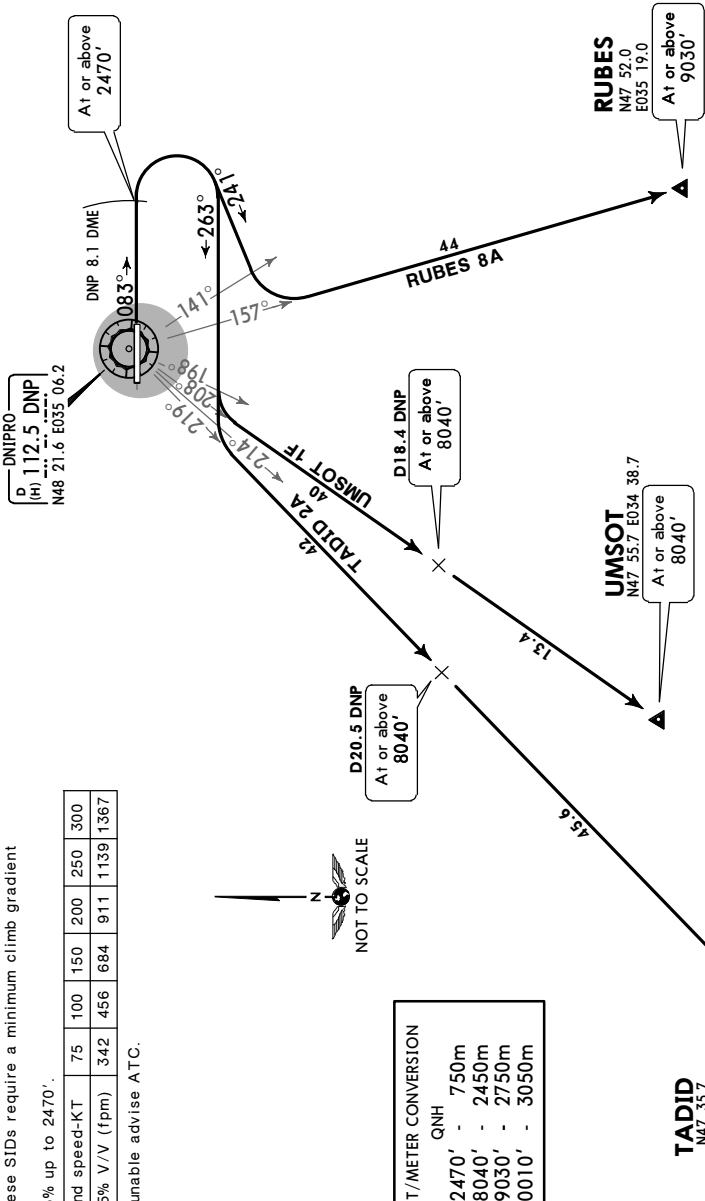
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

RUBES EIGHT ALFA (RUBES 8A) [RUBE8A]
TADID TWO ALFA (TADID 2A) [TADI2A]
UMSOT ONE FOXTROT (UMSOT 1F) [UMSO1F]
RWY 08 DEPARTURES



SID	ROUTING
RUBES 8A	On 083° track to DNP 8.1 DME, turn RIGHT, 241° track, when passing DNP R-141 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.
UMSOT 1F	On 083° track to DNP 8.1 DME, turn RIGHT, 263° track, when passing DNP R-198 turn LEFT, intercept DNP R-208 to UMSOT.

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
8040' - 2450m
9030' - 2750m
10010' - 3050m

CHANGES: RUBES SID renumbered & revised; TM 2F replaced with UMSOT 1F.

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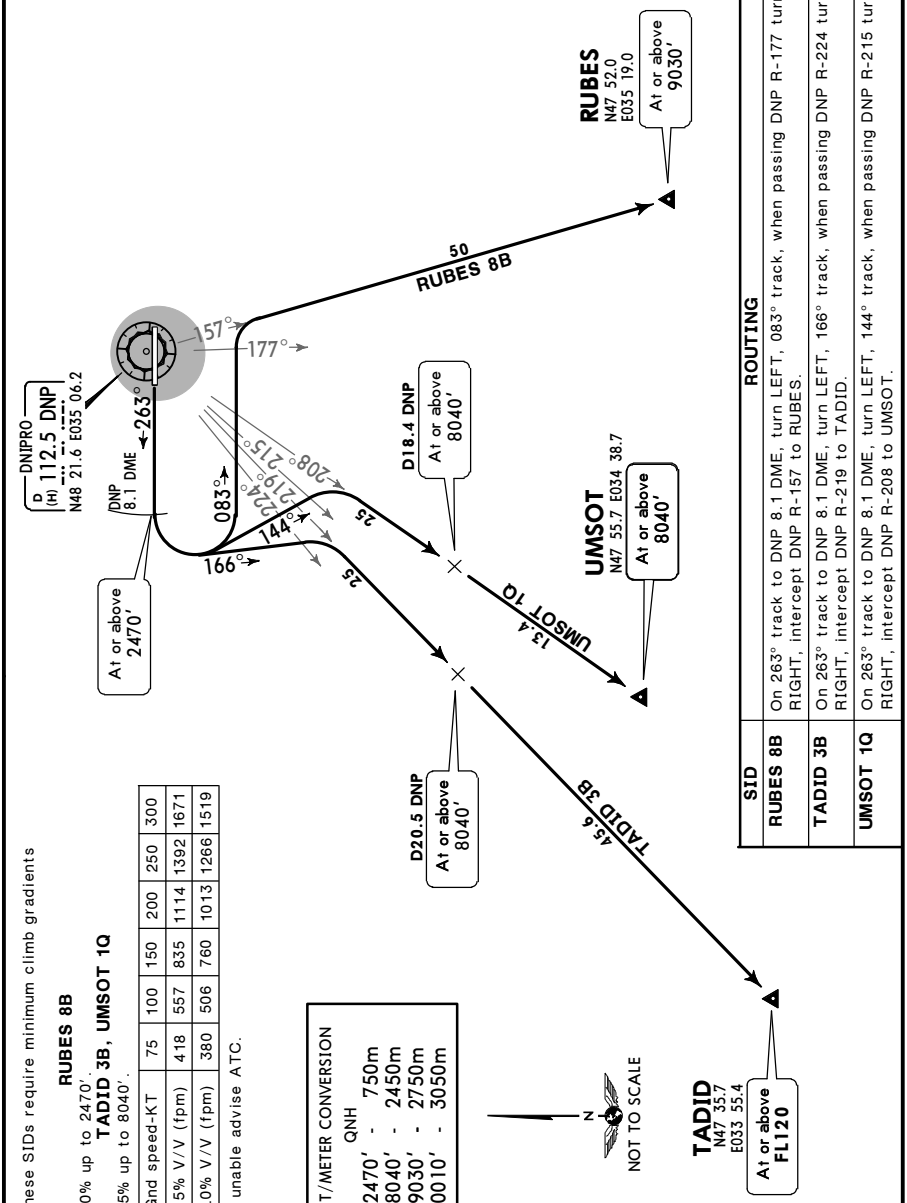
Apt Elev 482'

Trans level: By ATC Trans alt: 10010'

RUBES EIGHT BRAVO (RUBES 8B) [RUBE8B]
TADID THREE BRAVO (TADID 3B) [TADI3B]
UMSOT ONE QUEBEC (UMSOT 1Q) [UMSO1Q]
RWY 26 DEPARTURES



SID	ROUTING
RUBES 8B	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 3B	On 263° track to DNP 8.1 DME, turn LEFT, 166° track, when passing DNP R-224 turn RIGHT, intercept DNP R-219 to TADID.
UMSOT 1Q	On 263° track to DNP 8.1 DME, turn LEFT, 144° track, when passing DNP R-215 turn RIGHT, intercept DNP R-208 to UMSOT.

These SIDs require minimum climb gradients of

5.0% up to 2470'.
5.5% up to 8040'.

RUBES 8B
TADID 3B, UMSOT 1Q

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
8040' - 2450m
9030' - 2750m
10010' - 3050m

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UKDD/DNK

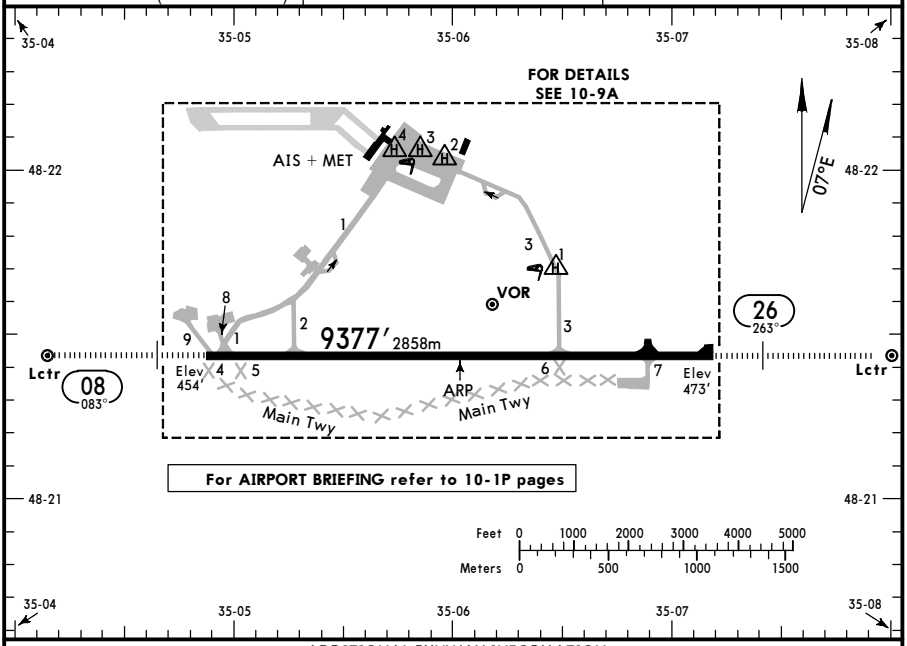
Apt Elev **482′**
N48 21.4 E035 06.0

JEPPESEN **DNIPROPETROVS'K, UKRAINE**

17 JUL 15 (10-9) **Eff 23 Jul**

DNIPROPETROVS'K

ATIS	DNIPRO Ground	Tower
130.9 (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)

JAR-OPS

TAKE-OFF [1]

	LVP must be in force: RCLM (DAY only) or RL	All Rwys: RCLM (DAY only) or RL	All Rwys: NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Notes transferred to 10-1P pages.

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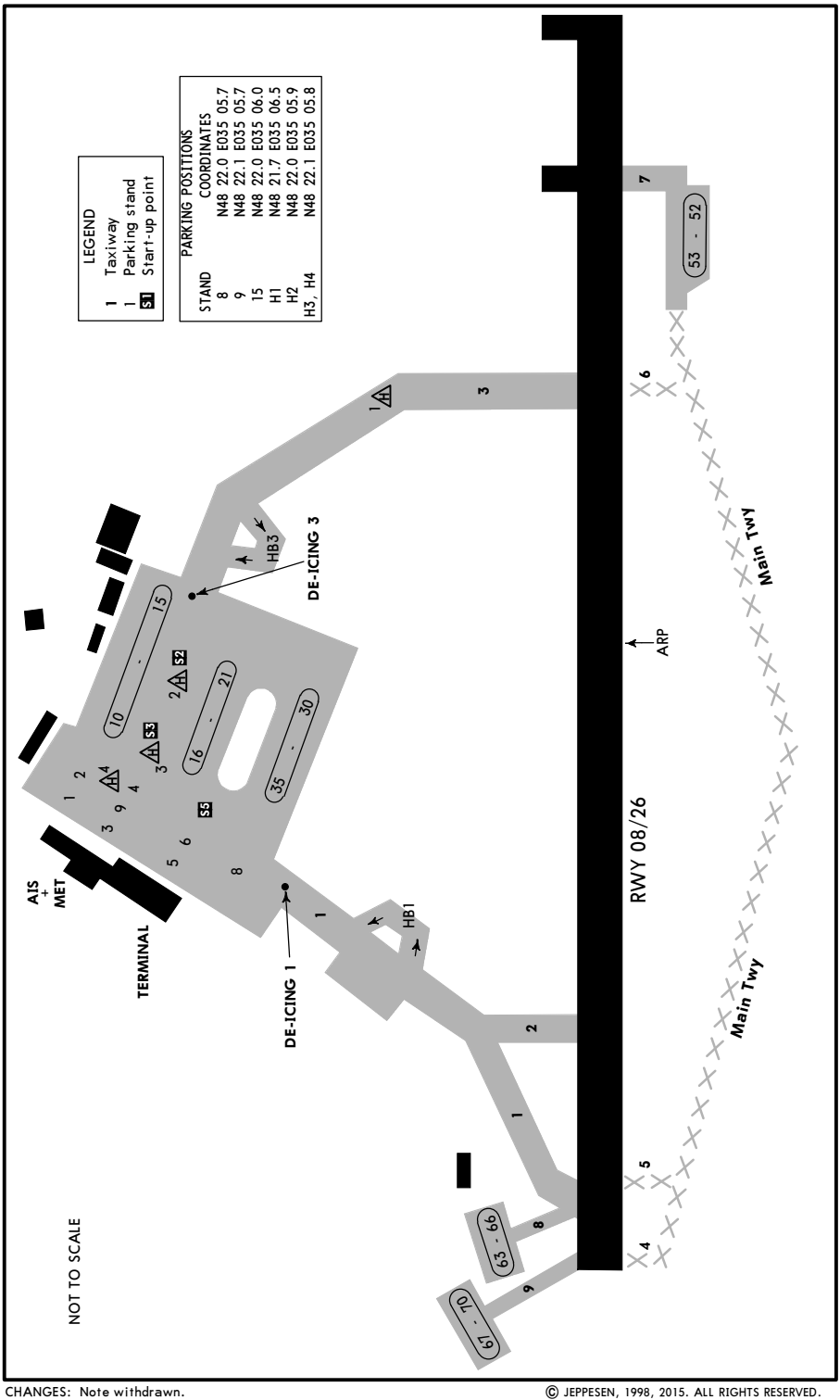

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DNIPROPETROVS'K, UKRAINE

DNIPROPETROVS'K

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

❶ Continuous Descent Final Approach.

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

❷ Not authorized North of airport between R-280 and R-045 DNP.
❸ Circling height based on rwy 08 thresh elev of 454'.
❹ Circling height based on rwy 26 thresh elev of 473'.
❺ after NDB apch: 920' (447').
❻ or higher minimums of preceding straight-in approach.

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 B C	250m	400m	500m
D	300m		

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 6 MAR 15 (11-1)

DNIPROPETROVS'K, UKRAINE
ILS or LOC Rwy 08

BRIEFING STRIP

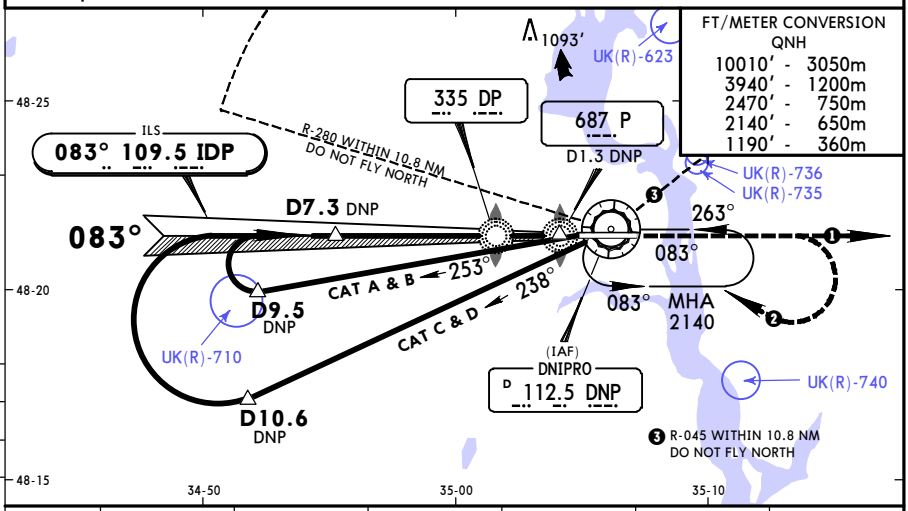
ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
130.9 (Russian 134.9)	119.4	118.6	121.8

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

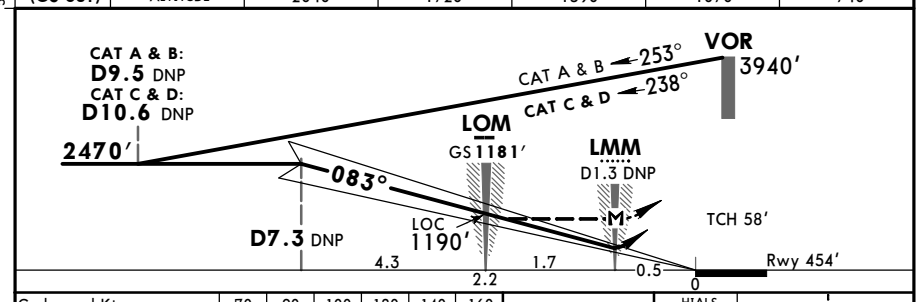
MISSED APCH: ❶ Climb on 083° to 2140', then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 083° to 2140', then turn RIGHT to VOR climbing to 3940', then according to chart.

2200'
MSA DNP VOR

Alt Set: hPa | 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	2040'	1720'	1390'	1070'	740'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	2.80°	347	446	495	594	693	792
MAP at LMM/D1.3 DNP							

HIALS
PAPI
2140' on 083°

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

	ILS ABC: 654' (200') D: 660' (206') FULL	ILS ALS out	LOC (GS out) MDA(H) 760' (306')	LOC (GS out) ALS out
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

PANS OPS

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

CHANGES: ATIS frequency.

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 6 MAR 15 (11-2)

DNIPROPETROVS'K, UKRAINE
ILS or LOC Rwy 26

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

BRIEFING STRIP

LOC IDR	Final Apch Crs	GS LOM	DA(H)	Apt Elev 482' Rwy 473'
110.3	263°	1247' (774')	673' (200')	

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

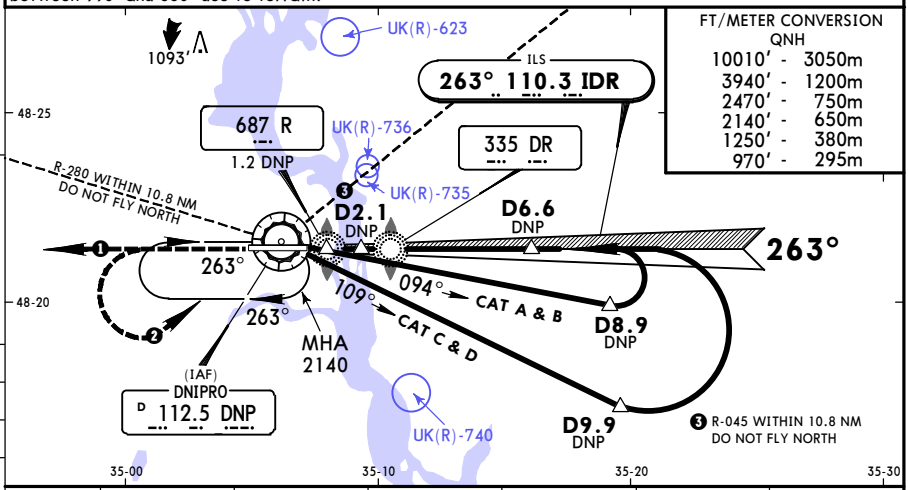
MISSED APCH WITH COMM FAILURE: ❷ Climb on 263° to 2140', then turn LEFT to VOR climbing to 3940', then according to chart.

2200'

MSA DNP VOR

Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010'

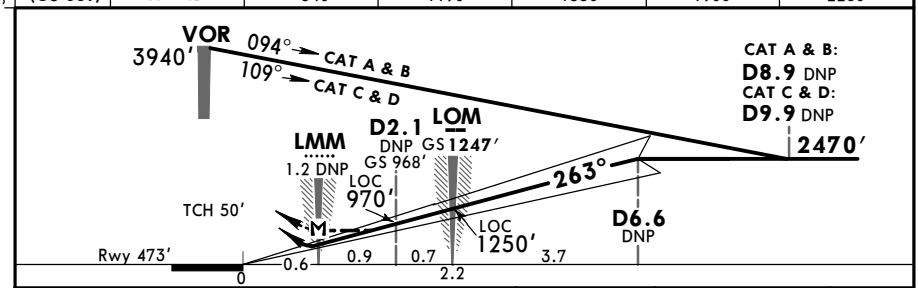
1. DME required. 2. Ground proximity warning system short term alerting is possible on final apch between 990' and 660' due to terrain.



FT/METER CONVERSION

QNH	
10010' -	3050m
3940' -	1200m
2470' -	750m
2140' -	650m
1250' -	380m
970' -	295m

LOC (GS out)						
	DNP DME	1.6	2.7	3.8	4.9	5.9
	ALTITUDE	840'	1190'	1550'	1900'	2260'



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
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 1

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

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

CHANGES: ATIS frequency.

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UKDD/DNK DNIPROPETROVS'K

JEPPESEN 6 MAR 15 (13-1)

DNIPROPETROVS'K, UKRAINE VOR Rwy 08

BRIEFING STRIP TM

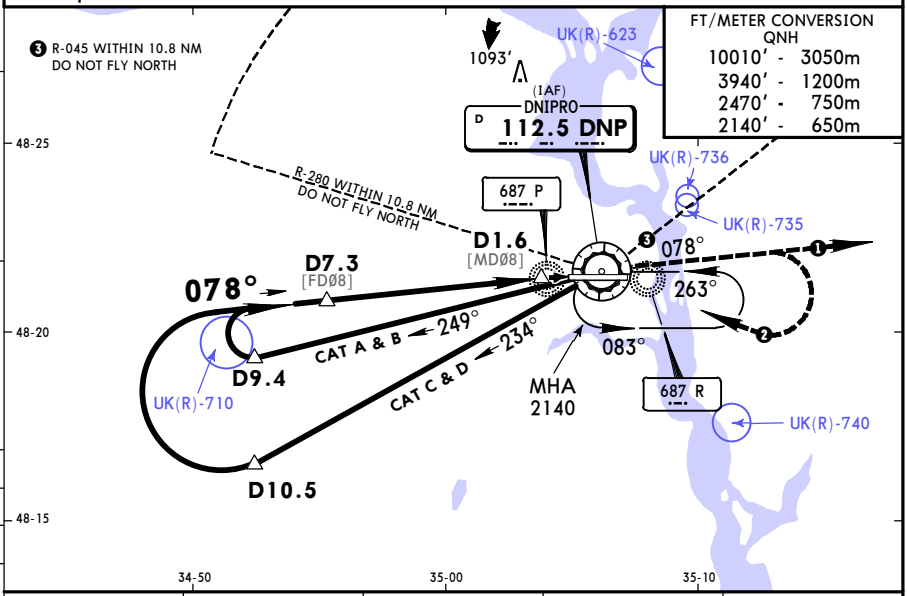
ATIS	DNIPRO Radar (APP)	DNIPRO Tower	Ground
130.9 (Russian 134.9)	119.4	118.6	121.8

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

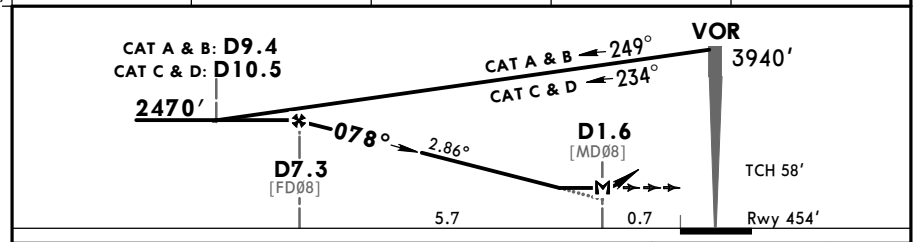
2200'
MSA DNP VOR

Alt Set: hPa 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
ALTITUDE	2040'	1710'	1390'	1060'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.86°	354	455	506	607	708	809
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: ATIS frequency.

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UKDD/DNK DNIPROPETROVS'K

JEPPESEN 6 MAR 15 (13-2)

DNIPROPETROVS'K, UKRAINE VOR Rwy 26

BRIEFING STRIP TM

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

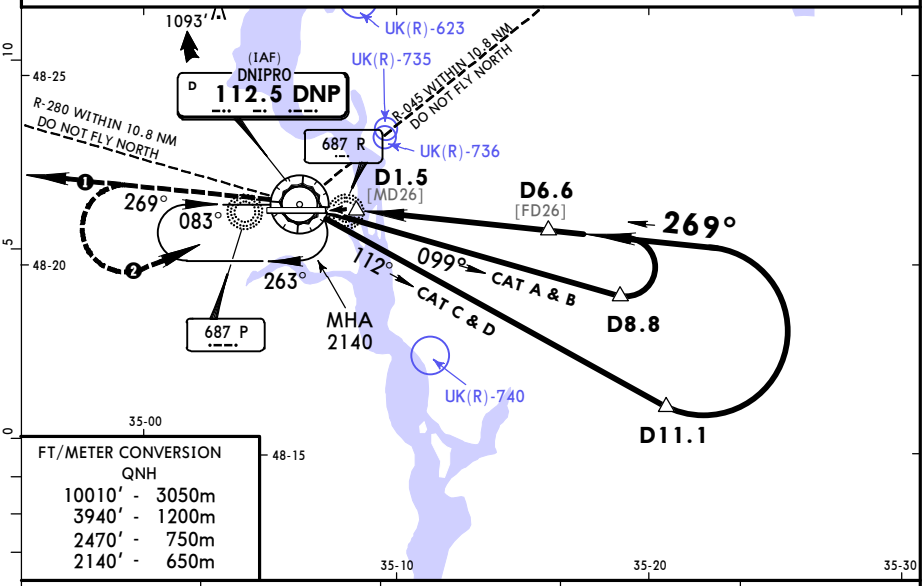
VOR DNP	Final Apch Crs	Minimum Alt D6.6	MDA(H) Refer to Minimums	Apt Elev 482' Rwy 473'
112.5	269°	2470' (1997')		

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

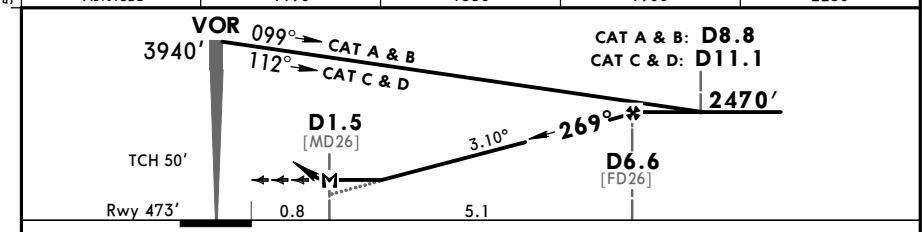
Alt Set: hPa Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010'

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

DNP DME	2.7	3.8	4.9	5.9
ALTITUDE	1190'	1550'	1900'	2250'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.10°	384	494	548	658	768	878
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 1
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

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

CHANGES: ATIS frequency.

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 27 MAY 16 (16-1)

DNIPROPETROVS'K, UKRAINE
NDB Rwy 08

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

BRIEFING STRIP ™

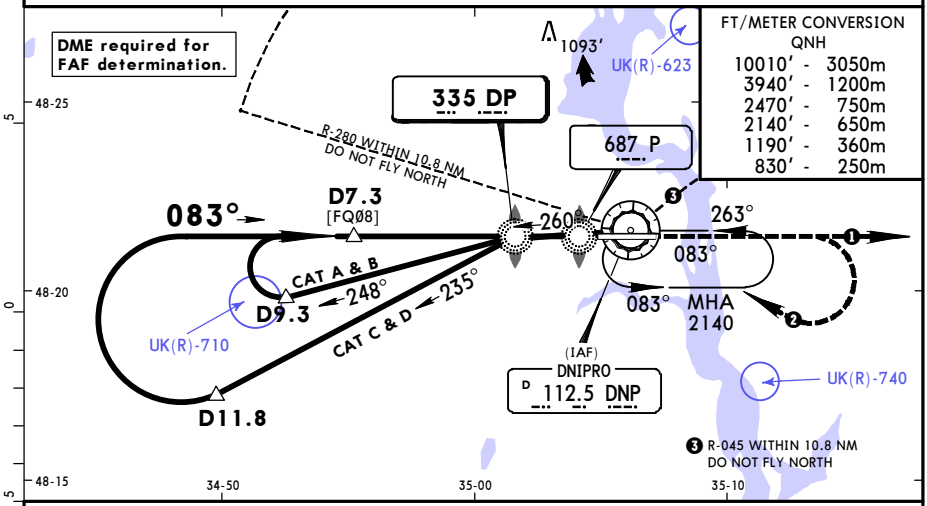
NDB DP	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 482'
335	083°	D7.3 2470' (2016')	860' (406')	Rwy 454'
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H) 910' (456')	

2200'

MSA DNP VOR

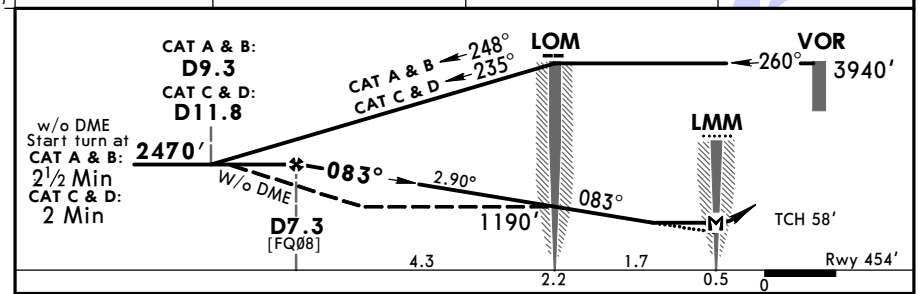
MISSED APCH: ❶ Climb on 083° to 2140', then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 083° to 2140', then turn RIGHT to VOR climbing to 3940' and hold for 5 Min, then according to chart.

Alt Set: hPa | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 10010'



FT/METER CONVERSION
QNH

10010' -	3050m
3940' -	1200m
2470' -	750m
2140' -	650m
1190' -	360m
830' -	250m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.90°	359	462	513	616	718	821
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: None.

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UKDD/DNK
DNIPROPETROVS'K

JEPPESEN 27 MAY 16 (16-2)

DNIPROPETROVS'K, UKRAINE
NDB Rwy 26

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

BRIEFING STRIP

NDB DR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 482'
335	263°	D6.6 2470' (1997')	870' (397')	Rwy 473'
		W/o DME Minimum Alt: No FAF	W/o DME MDA(H): 990' (517')	

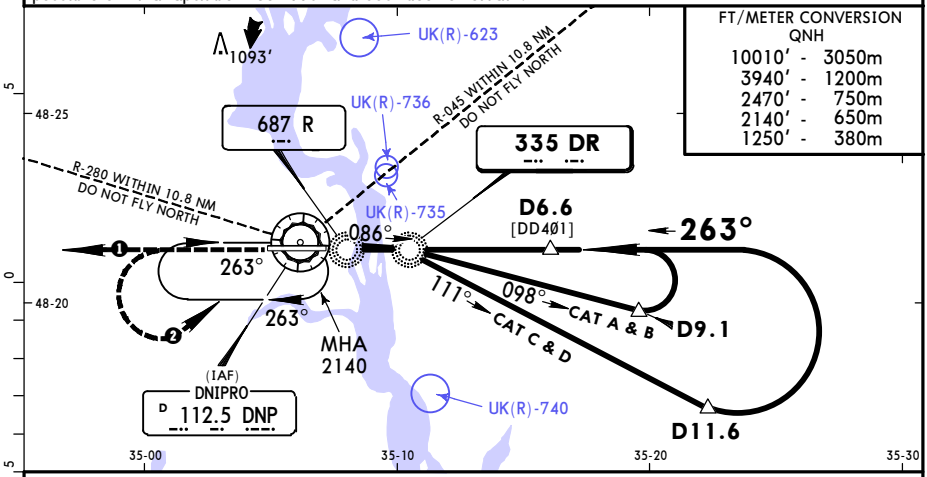
2200'

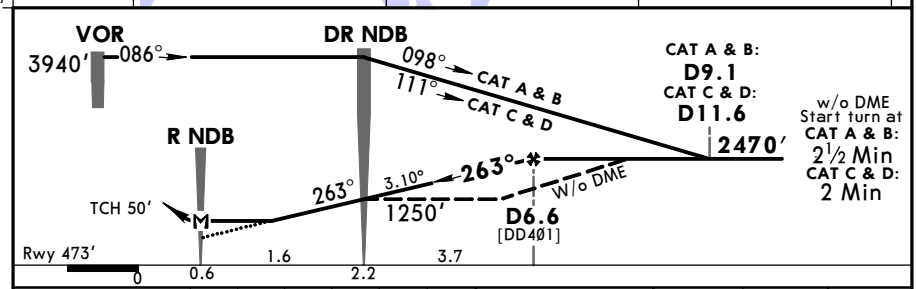
MSA DNP VOR

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

Alt Set: hPa 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	3.10°	384	494	548	658	768	878
MAP at R NDB							

HIALS
PAPI
2140' on 263°

JAR-OPS STRAIGHT-IN LANDING RWY 26

	with DME MDA(H) 870' (397')		w/o DME MDA(H) 990' (517')	
		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	990' (517')	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: Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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