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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: KHERSON UKR
ICAO/IATA: UKOH / KHE
Lat/Long: N46° 40.55', E032° 30.37'
Elevation: 148 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 7.0° E

Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0156 Z
Sunset: 1747 Z

Runway Information

Runway: 03
Length x Width: 8202 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 137 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 8202 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 139 ft
Lighting: Edge, ALS

Communication Information

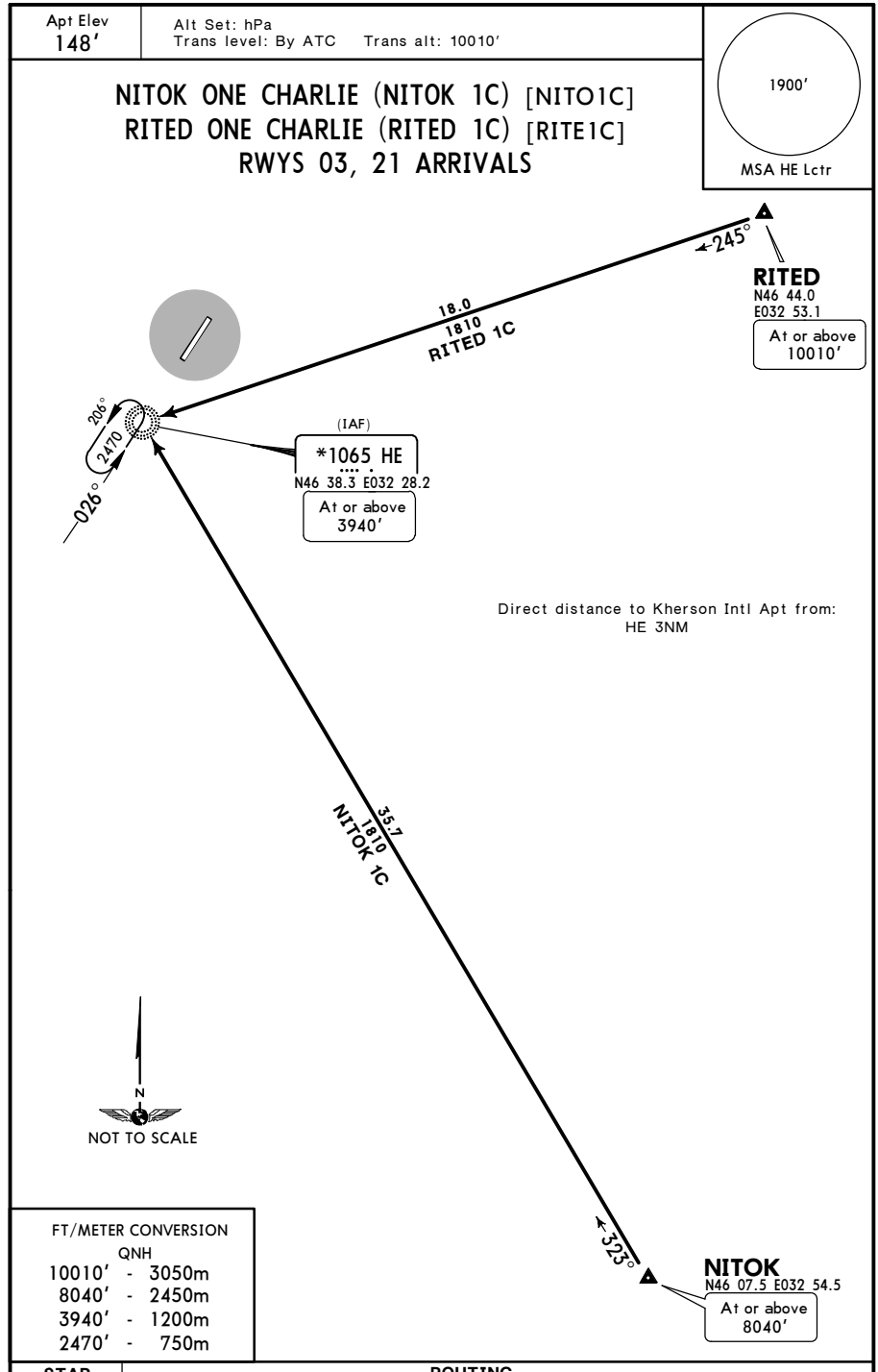
Kherson Tower: 121.200 Non-English
Kherson Start Tower: 124.000 Military

Printed from JeppView for Windows 5.3.0.0 on 18 Jun 2016; Terminal chart data cycle 13-2016; Notice: After 30 Jun 2016, 0000Z, this chart may no longer be valid

Apt Elev 148′

Alt Set: hPa
Trans level: By ATC Trans alt: 10010′

NITOK ONE CHARLIE (NITOK 1C) [NITO1C]
RITED ONE CHARLIE (RITED 1C) [RITE1C]
RWYS 03, 21 ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
3940′	-	1200m
2470′	-	750m

STAR	ROUTING
NITOK 1C	On 323° bearing to HE.
RITED 1C	On 245° bearing to HE.

CHANGES: Arrivals replaced by STARs.

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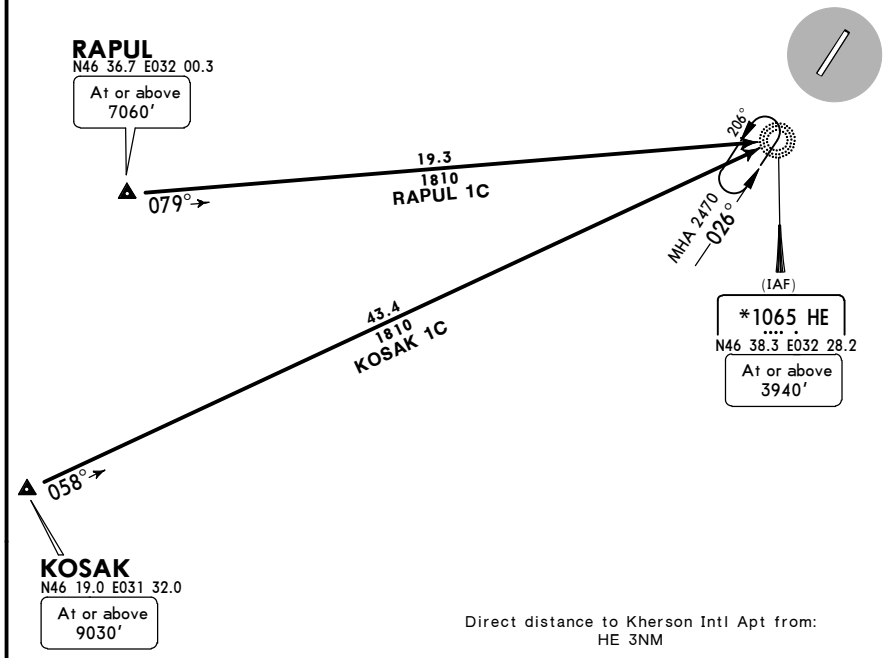
Apt Elev	
148′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′

KOSAK ONE CHARLIE (KOSAK 1C) [KOSA1C]
RAPUL ONE CHARLIE (RAPUL 1C) [RAPU1C]
RWYS 03, 21 ARRIVALS

1900′
MSA HE Lctr



Direct distance to Kherson Intl Apt from:
HE 3NM

FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
7060′	-	2150m
3940′	-	1200m
2470′	-	750m

N
NOT TO SCALE

STAR	ROUTING
KOSAK 1C	On 058° bearing to HE.
RAPUL 1C	On 079° bearing to HE.

CHANGES: New procedures at this airport.

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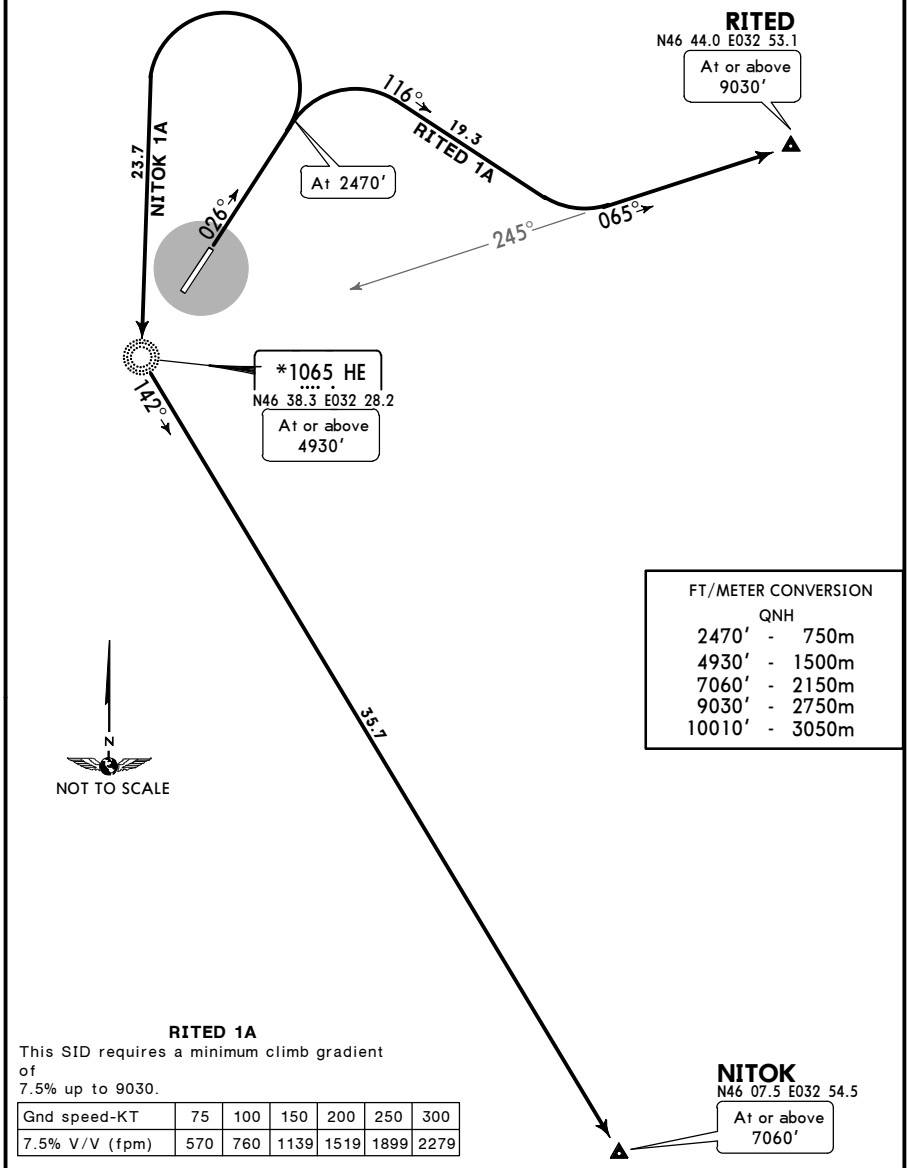
Apt Elev	
148′	Trans level: By ATC Trans alt: 10010′ In unable to comply SID advise ATC.

1900′
MSA HE Lctr

NITOK ONE ALFA (NITOK 1A) [NITO1A]
RITED ONE ALFA (RITED 1A) [RITE1A]
RWY 03 DEPARTURES



FT/METER CONVERSION
QNH

2470′	-	750m
4930′	-	1500m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

RITED 1A
This SID requires a minimum climb gradient of
7.5% up to 9030.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

SID	ROUTING
NITOK 1A	Climb on 026° track to 2470′, turn LEFT to HE, turn LEFT, 142° bearing to NITOK.
RITED 1A	Climb on 026° track to 2470′, turn RIGHT, 116° track, turn LEFT, intercept 065° bearing from HE to RITED.

CHANGES: Departures replaced by SIDs.

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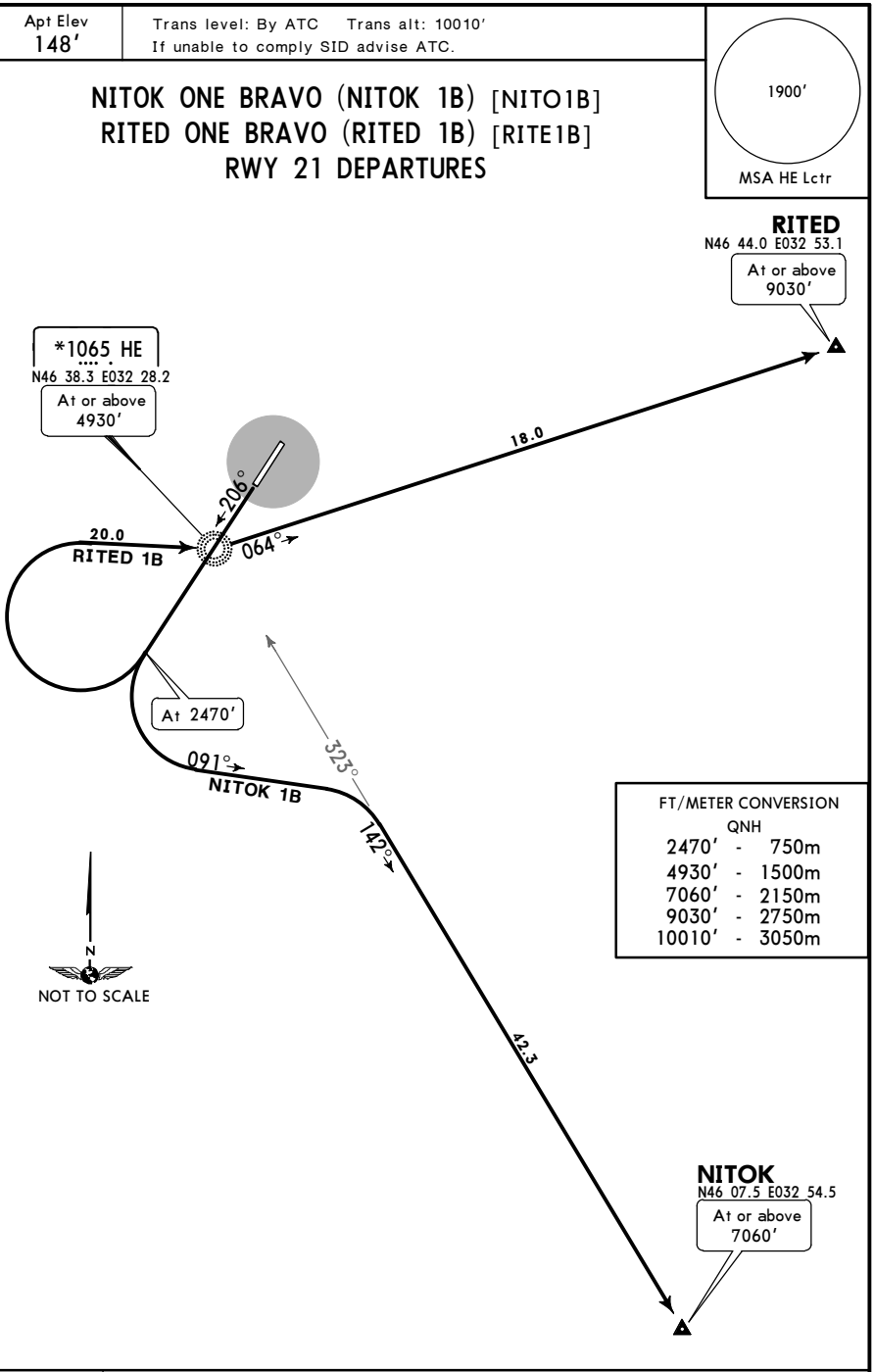
Apt Elev	
148′	Trans level: By ATC Trans alt: 10010′ If unable to comply SID advise ATC.

NITOK ONE BRAVO (NITOK 1B) [NITO1B]
RITED ONE BRAVO (RITED 1B) [RITE1B]
RWY 21 DEPARTURES



FT/METER CONVERSION
QNH

2470′	-	750m
4930′	-	1500m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
NITOK 1B	Climb on 206° track to 2470′, turn LEFT, 091° track, turn RIGHT, intercept 142° bearing from HE to NITOK.
RITED 1B	Climb on 206° track to 2470′, turn RIGHT to HE, turn LEFT, 064° bearing to RITED.

CHANGES: New procedures at this airport.

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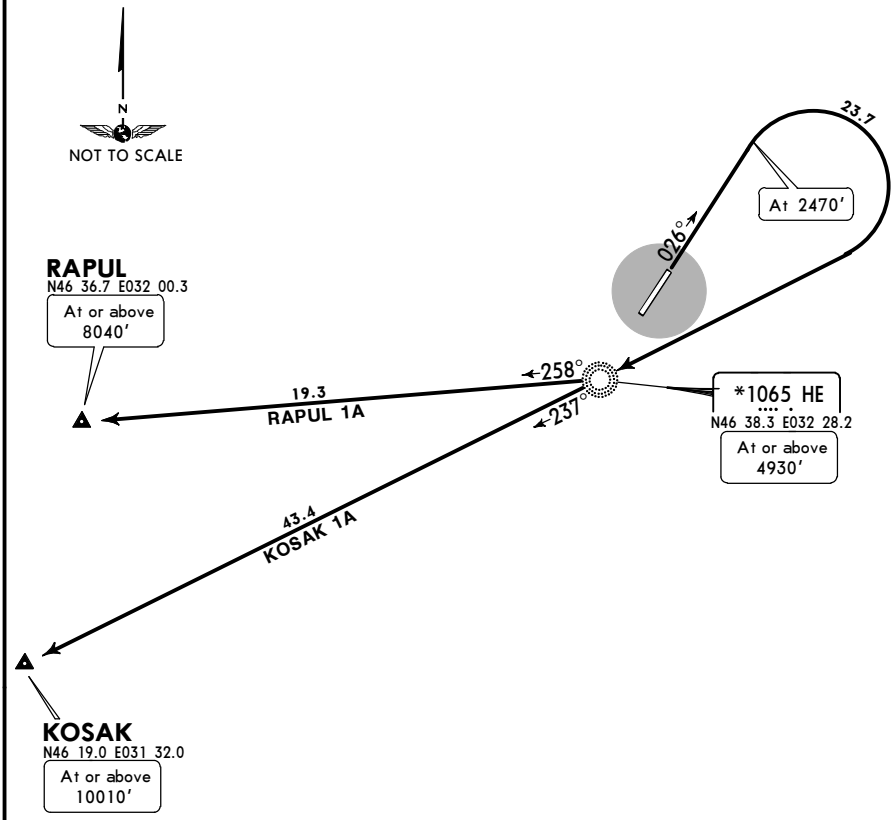
Apt Elev	
148′	Trans level: By ATC Trans alt: 10010′ If unable to comply SID advise ATC.

1900′
MSA HE Lctr

KOSAK ONE ALFA (KOSAK 1A) [KOSA1A]
RAPUL ONE ALFA (RAPUL 1A) [RAPU1A]
RWY 03 DEPARTURES



FT/METER CONVERSION
QNH

2470′	-	750m
4930′	-	1500m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
KOSAK 1A	Climb on 026° track to 2470′, turn RIGHT to HE, turn LEFT, 237° bearing to KOSAK.
RAPUL 1A	Climb on 026° track to 2470′, turn RIGHT to HE, turn RIGHT, 258° bearing to RAPUL.

CHANGES: New procedures at this airport.

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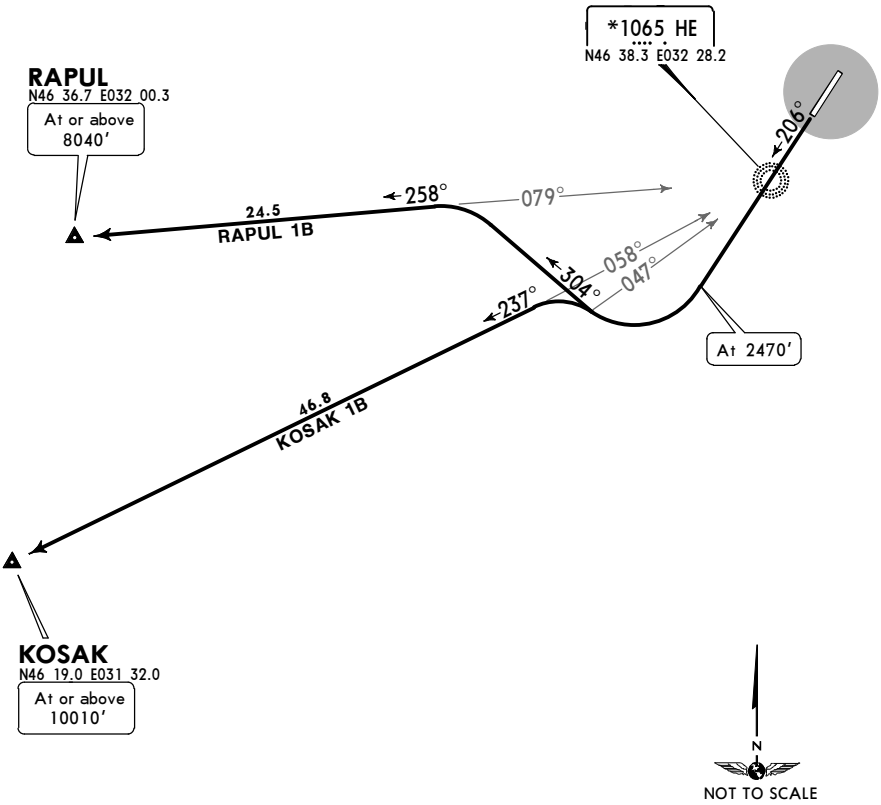
Apt Elev	
148′	Trans level: By ATC Trans alt: 10010′ If unable to comply SID advise ATC.

KOSAK ONE BRAVO (KOSAK 1B) [KOSA1B]
RAPUL ONE BRAVO (RAPUL 1B) [RAPU1B]
RWY 21 DEPARTURES



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

SID	ROUTING
KOSAK 1B	Climb on 206° track to 2470′, turn RIGHT, when passing 047° bearing to HE turn LEFT, 237° track (238° bearing from HE) to KOSAK.
RAPUL 1B	Climb on 206° track to 2470′, turn RIGHT, 304° track, turn LEFT, intercept 259° bearing from HE (258° track) to RAPUL.

CHANGES: New procedures at this airport.

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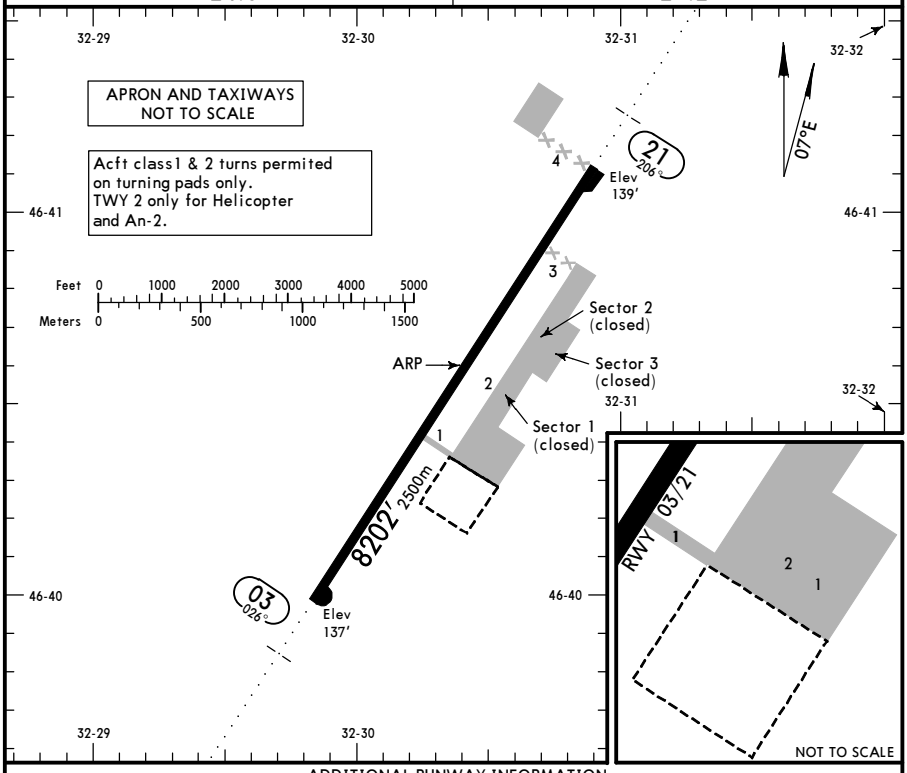
UKOH/KHE

Apt Elev **148′**
N46 40.6 E032 30.4

JEPPESEN
13 MAY 16 (10-9) **Eff 26 May**

KHERSON, UKRAINE
KHERSON INTL

*KHERSON Start	*Tower
124.0	121.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	RL (60m) ALS PAPI-L (3.00°)		7109′ 2167m	❶	138′ 42m

❶ TAKE-OFF RUN AVAILABLE

RWY 03:
From rwy head 8202′ (2500m)
twy 1 int 4921′ (1500m)

RWY 21:
From rwy head 8202′ (2500m)
twy 1 int 3281′ (1000m)

JAR-OPS

TAKE-OFF **1**

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

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

CHANGES: TWYs. Stands withdrawn. Notes. Construction Area.

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UKOH/KHE
KHERSON INTL

JEPPESEN
13 MAY 16 (11-1) Eff 26 May

KHERSON, UKRAINE
ILS RWY 03

BRIEFING STRIP TM

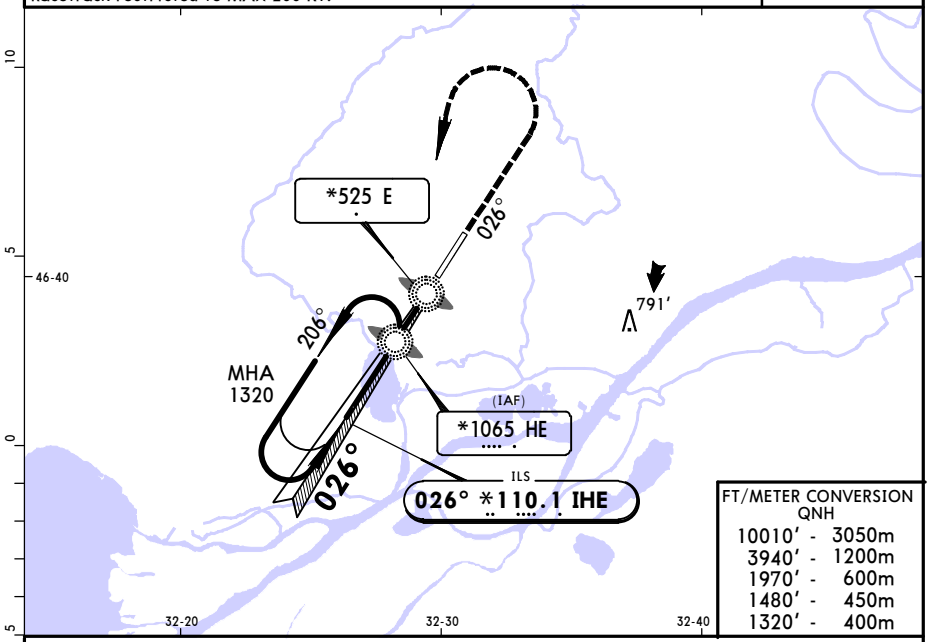
*KHERSON Tower	*KHERSON Start
121.2	124.0

LOC IHE	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 148′ Rwy 137′
*110.1	026°	853′(716′)		

MISSED APCH: Climb on 026° to 1480′, then turn LEFT to HE NDB climbing to 1970′, then according to chart.

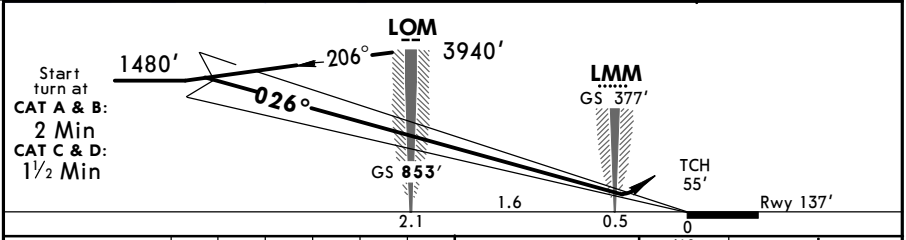
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 10010′
Racetrack restricted to MAX 200 KT.

1900′
MSA
HE NDB



FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
1970′ -	600m
1480′ -	450m
1320′ -	400m



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

ALS
PAPI
1480′ on 026°

JAR-OPS

STRAIGHT-IN LANDING RWY 03

	ILS FULL	ILS ALS out	LOC (GS out)
DA(H)	A: 383′(246′) B: 393′(256′)	C: 403′(266′) D: 413′(276′)	
A	RVR 800m	RVR 1000m	NOT AUTHORIZED
B	RVR 900m	RVR 1200m	
C			
D			

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	VIS
100	610′ (473′)	1500m
135	640′ (503′)	1600m
180	890′ (753′)	2400m
205	1170′ (1033′)	3600m

PANS OPS

[1] Circling height based on rwy 03 thresh elev of 137′.

CHANGES: None.

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UKOH/KHE
KHERSON INTL

JEPPESEN

30 OCT 15 (16-1) Eff 12 Nov

KHERSON, UKRAINE
NDB RWY 03

BRIEFING STRIP TM

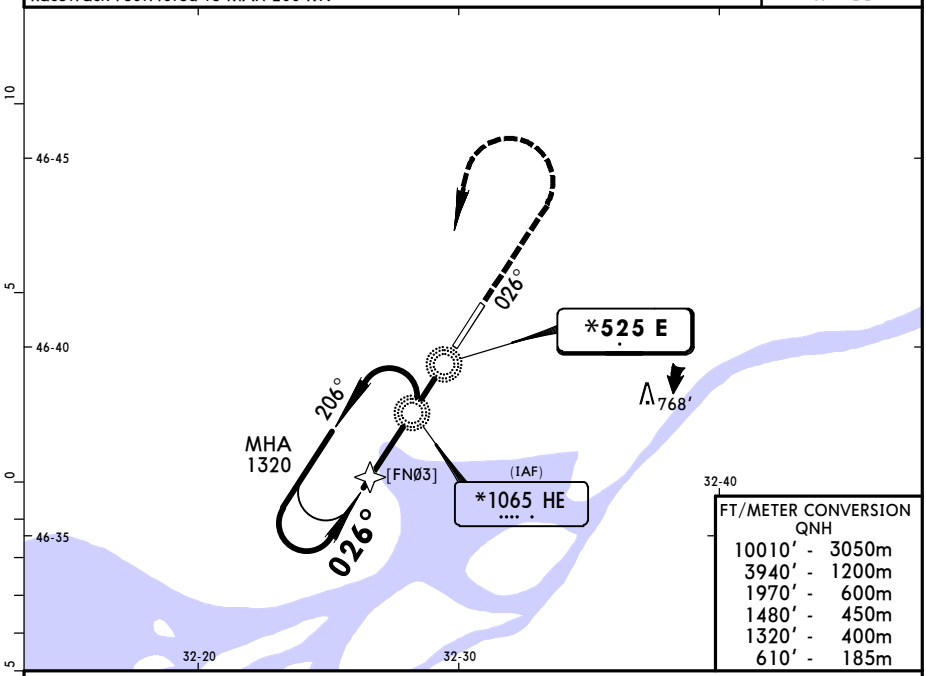
*KHERSON Tower	*KHERSON Start
121.2	124.0

NDB	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 148′
E		HE NDB		
*525	026°	610′ (473′)	510′ (373′)	Rwy 137′

MISSED APCH: Climb on 026° to 1480′, then turn LEFT to HE NDB climbing to 1970′, then according to chart.

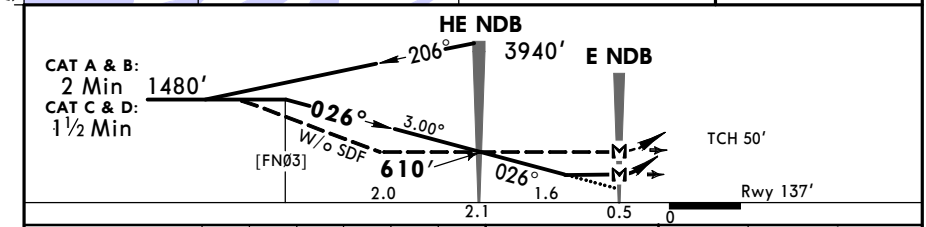
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 10010′
Racetrack restricted to MAX 200 KT.

1900′
MSA
HE NDB



FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
1970′ -	600m
1480′ -	450m
1320′ -	400m
610′ -	185m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at E NDB							

ALS
1480′ on 026°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 03

	with SDF at HE NDB MDA(H) 510′ (373′)		W/o HE NDB MDA(H) 610′ (473′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B	RVR 1400m			
C	RVR 1600m	RVR 1800m	RVR 1800m	RVR 2000m
D	RVR 1800m	RVR 2000m	RVR 2000m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	VIS
100	610′ (473′)	1500m
135	640′ (503′)	1600m
180	890′ (753′)	2400m
205	1170′ (1033′)	3600m

[1] Circling height based on rwy 03 thresh elev of 137′.

CHANGES: Communications. Procedure. Minimums.

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UKOH/KHE
KHERSON INTL

JEPPESEN

30 OCT 15 (16-2) Eff 12 Nov

KHERSON, UKRAINE
NDB RWY 21

BRIEFING STRIP TM

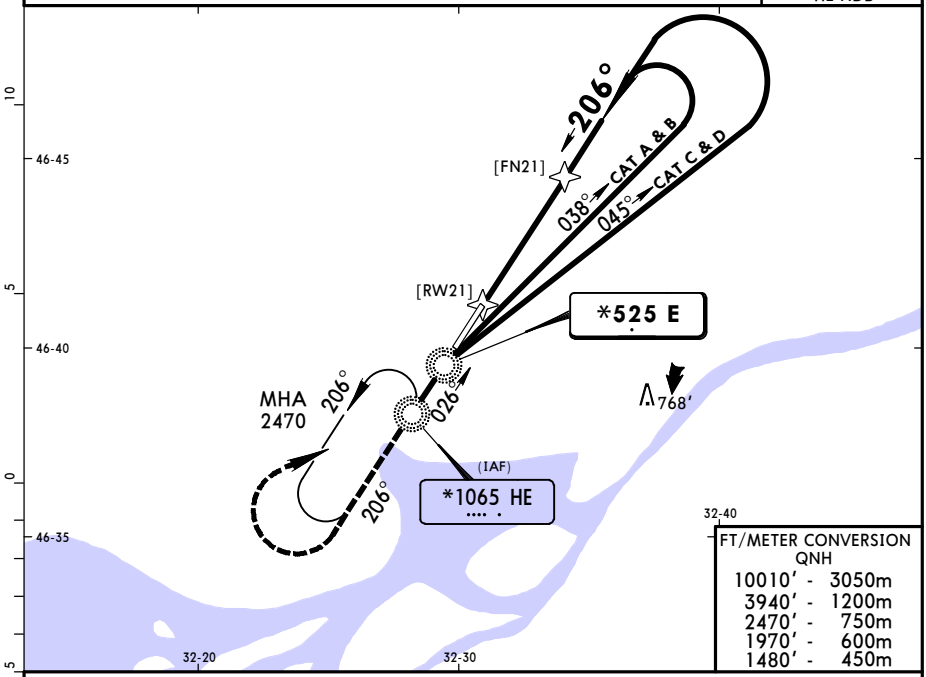
*KHERSON Tower	*KHERSON Start
121.2	124.0

NDB	Final Apch Crs	No FAF	MDA(H)	Apt Elev 148′
E *525	206°		640′(501′)	Rwy 139′

MISSED APCH: Climb on 206° to 1480′, then turn RIGHT to HE NDB climbing to 1970′, then according to chart.

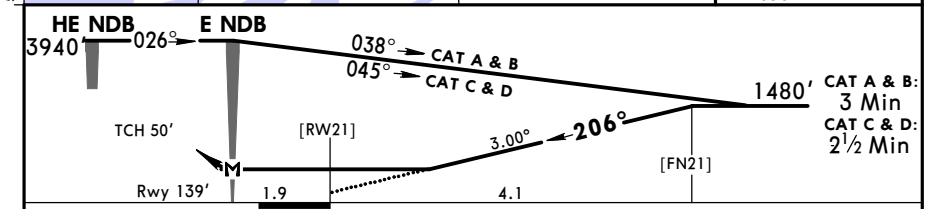
Alt Set: hPa Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 10010′
Baseturn restricted to MAX 200 KT.

1900′
MSA
HE NDB



FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
1970′ -	600m
1480′ -	450m



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at E NDB						

ALS

1480′ on 206°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 21

MDA(H) 640′(501′)

A	RVR 1500m	ALS out
B	RVR 1500m	
C	RVR 1800m	RVR 2000m
D	RVR 2000m	

CIRCLE-TO-LAND [1]

Max Kts	MDA(H)	VIS
100	640′ (501′)	1500m
135	640′ (501′)	1600m
180	890′ (751′)	2400m
205	1170′ (1031′)	3600m

[1] Circling height based on rwy 21 thresh elev of 139′.

CHANGES: Communications. Procedure. Minimums.

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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

KHERSON, (KHERSON INTL - UKOH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKOH