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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: ODESA UKR
ICAO/IATA: UKOO / ODS
Lat/Long: N46° 25.60', E030° 40.58'
Elevation: 172 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 6.0° E

Fuel Types: 115-145 Octane, 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: 0204 Z
Sunset: 1753 Z

Runway Information

Runway: 16
Length x Width: 9186 ft x 184 ft
Surface Type: asphalt
TDZ-Elev: 172 ft
Lighting: Edge, ALS

Runway: 34
Length x Width: 9186 ft x 184 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS

Communication Information

ATIS: 133.100
ATIS: 124.800 Non-English
Odesa Tower: 125.500
Odesa Ground: 121.800
Odesa Radar Approach: 120.900

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1. GENERAL

1.1. ATIS

ATIS 133.1
124.8 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

SIDs and approaches for Odesa aerodrome are based on minimizing the impact for aviation noise on settlements located around the aerodrome.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Procedures are applied for take-off only and when RVR is 600m and less.
ACFT is performed with follow-me car.
When LVP are applied, only one ACFT is allowed for moving in the moving area.

1.4. TAXI PROCEDURES

Taxiing is strictly along centerline with inner engines power.

Maneuvering of ACFT with engine power setting not more than 0.4 of nominal mode.

1.4.1. TAXIING ROUTES

Route T1 - taxiing from TWY 1 on stands 1 thru 3 apron K with North course.
Route T2 - taxiing from MAIN TWY on stand 1 thru 3 apron K with North course.
Route T3 - taxiing from TWY 1 on stands 1 thru 3 apron K with South course and stands 23 thru 23 apron K.
Route T4 - taxiing via TWY 6 on stands 1 thru 3 apron L and M.
Route T5 - taxiing to stand 25A.
Route T6 - for IL-76 to stand 23 by towing.

Route T1, T2 - when taxiing to stand 2 MAX wingspan 113'/34.4m.
- when taxiing to stand 3 MAX wingspan 56'/17m.
Route T3 - MAX wingspan 125'/38m.
Route T4 - MAX wingspan 121'/37m.

When taxiing on stand 3 via TWY 7 MAX wingspan 82'/25m.

1.5. PARKING INFORMATION

Stand 14 available for engine run-up.

Stands 25A, 27 thru 37 and H1 available for helicopters.

1.6. OTHER INFORMATION

Birds.

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2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATIONS (CDO)

Available when using Transition to final approach only and ILS available.

Not available during adverse weather or system degradation affecting GNSS or ILS operations.

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 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.

When cleared "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 request 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 600m (2000ft) 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 at waypoints must be adhered to unless specifically cancelled by ATC.

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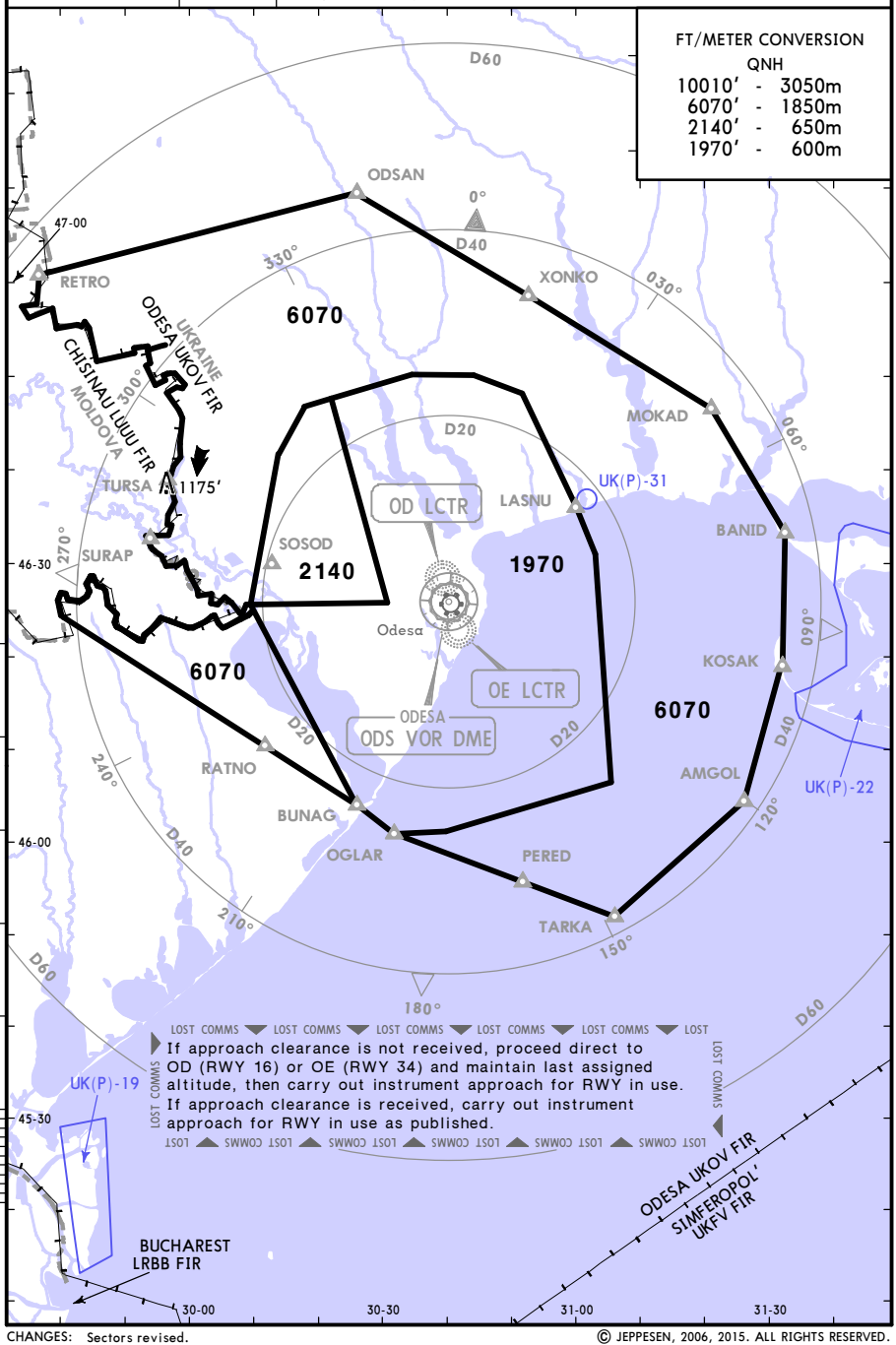
UK00/ODS
ODESA

JEPPESEN

13 NOV 15 (10-1R)

ODESA, UKRAINE
RADAR MINIMUM ALTITUDES

ODESA Radar	Apt Elev	
120.9	172′	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 -9° or above. For lower temperatures, corrected minimum levels will be provided by ATC.



CHANGES: Sectors revised.

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ATIS
133.1
(Russian 124.8)

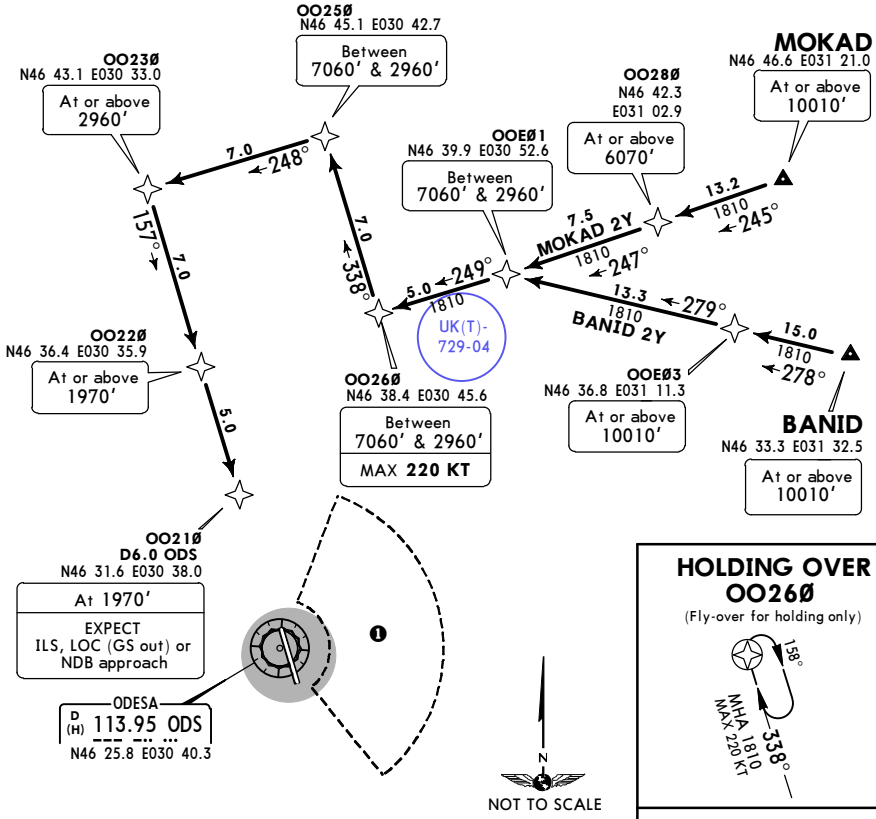
Apt Elev
172′

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 10010′

1. **RNAV (GNSS)**
2. RNAV 1 (P-RNAV) approval required, otherwise advice ATC.
3. Activities within UK(T)-729-04 not authorized without prior coordination with ATC.
4. Speed restriction on STAR is always mandatory unless cancelled by ATC.
5. For CDO instructions refer to 10-1P pages.
6. Altitude assignment will be issued by ATC.

1900′
MSA
ODS VOR

BANID TWO YANKEE (BANID 2Y)[BANI2Y]
MOKAD TWO YANKEE (MOKAD 2Y)[MOKA2Y]
RWY 16 RNAV ARRIVALS



HOLDING OVER OO26Ø
(Fly-over for holding only)

Visual manoeuvring (CIRCLING) prohibited below 3940′ between ODS R-015 and ODS R-135 from ODS 0.8 DME up to ODS 4.3 DME.

FT/METER CONVERSION

QNH		
10010′	-	3050m
7060′	-	2150m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
1970′	-	600m
1810′	-	550m

STAR	ROUTING
BANID 2Y	BANID (10010′+) - OOE03 (10010′+) - OOE01 (7060′-; 2960′+) - OO260 (7060′-; 2960′+; K220-) - OO250 (7060′-; 2960′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).
MOKAD 2Y	MOKAD (10010′+) - OO280 (6070′+) - OOE01 (7060′-; 2960′+) - OO260 (7060′-; 2960′+; K220-) - OO250 (7060′-; 2960′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).

CHANGES: RNAV STARs renumbered & revised; chart reindexed.

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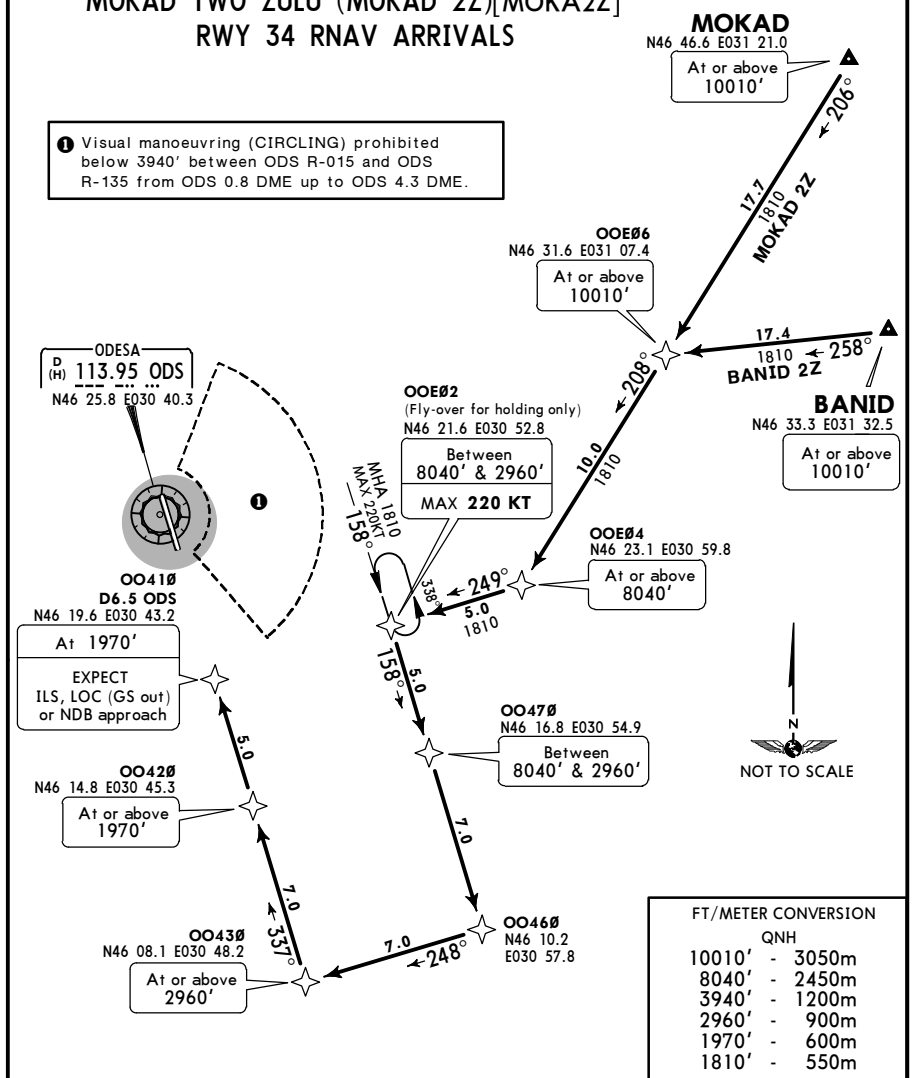
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′ **1. RNAV (GNSS)** 2. RNAV 1 (P-RNAV) approval required, otherwise advice ATC. 3. Speed restriction on STAR is always mandatory unless cancelled by ATC. 4. For CDO instructions refer to 10-1P pages. 5. Altitude assignment will be issued by ATC.

1900′
MSA
ODS VOR

BANID TWO ZULU (BANID 2Z)[BANI2Z]
MOKAD TWO ZULU (MOKAD 2Z)[MOKA2Z]
RWY 34 RNAV ARRIVALS



Visual manoeuvring (CIRCLING) prohibited below 3940′ between ODS R-015 and ODS R-135 from ODS 0.8 DME up to ODS 4.3 DME.

FT/METER CONVERSION	
QNH	
10010′	3050m
8040′	2450m
3940′	1200m
2960′	900m
1970′	600m
1810′	550m

STAR	ROUTING
BANID 2Z	BANID (10010′+) - OOE06 (10010′+) - OOE04 (8040′+) - OOE02 (8040′-; 2960′+; K220-) - OO470 (8040′-; 2960′+) - OO460 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).
MOKAD 2Z	MOKAD (10010′+) - OOE06 (10010′+) - OOE04 (8040′+) - OOE02 (8040′-; 2960′+; K220-) - OO470 (8040′-; 2960′+) - OO460 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).

CHANGES: RNAV STARs renumbered & revised; chart reindexed.

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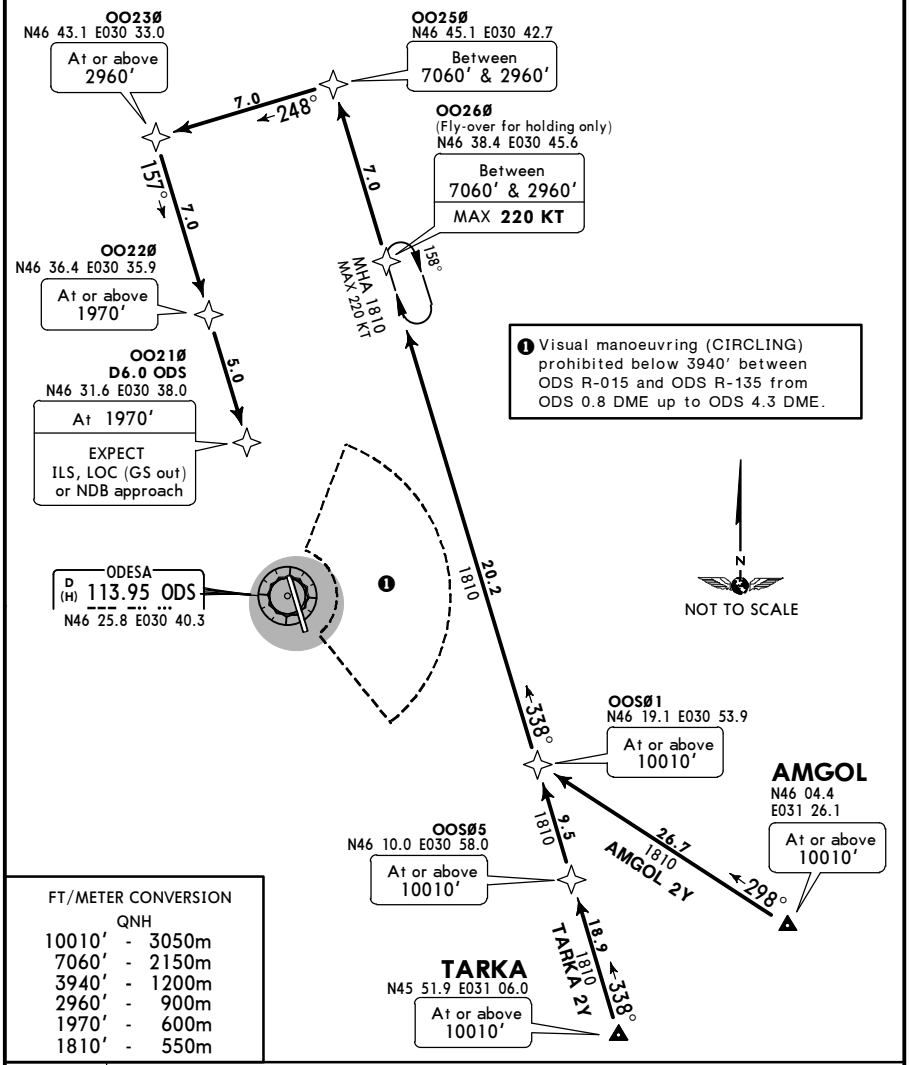
1900′
MSA
ODS VOR

AMGOL TWO YANKEE (AMGOL 2Y) [AMGO2Y]
TARKA TWO YANKEE (TARKA 2Y) [TARK2Y]
RWY 16 RNAV ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
7060′	-	2150m
3940′	-	1200m
2960′	-	900m
1970′	-	600m
1810′	-	550m

STAR	ROUTING
AMGOL 2Y	AMGOL (10010′+) - OOS01 (10010′+) - OO260 (7060′-; 2960′+; K220-) - OO250 (7060′-; 2960′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).
TARKA 2Y	TARKA (10010′+) - OOS05 (10010′+) - OOS01 (10010′+) - OO260 (7060′-; 2960′+; K220-) - OO250 (7060′-; 2960′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).

CHANGES: RNAV STARs renumbered & revised; chart reindexed.

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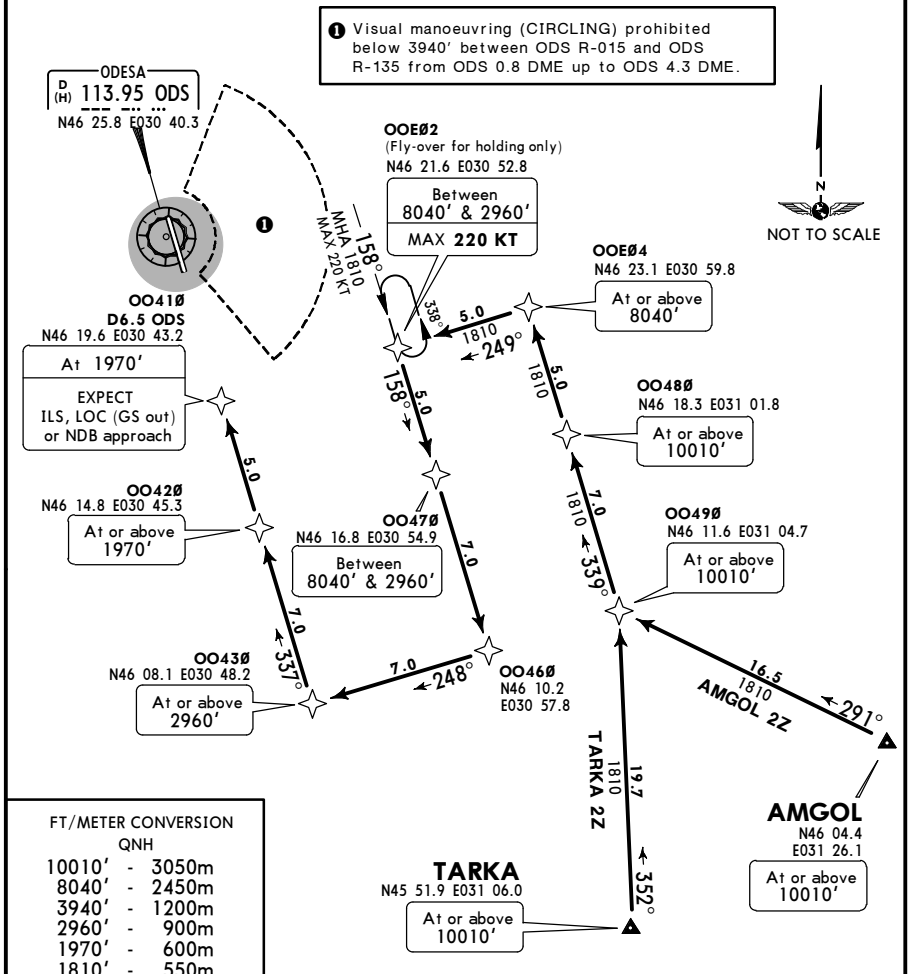
1900′
MSA
ODS VOR

AMGOL TWO ZULU (AMGOL 2Z)[AMGO2Z]
TARKA TWO ZULU (TARKA 2Z)[TARK2Z]
RWY 34 RNAV ARRIVALS



STAR	ROUTING
AMGOL 2Z	AMGOL (10010′+) - OO490 (10010′+) - OO480 (10010′+) - OOE04 (8040′+) - OOE02 (8040′-; 2960′+; K220-) - OO470 (8040′-; 2960′+) - OO460 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).
TARKA 2Z	TARKA (10010′+) - OO490 (10010′+) - OO480 (10010′+) - OOE04 (8040′+) - OOE02 (8040′-; 2960′+; K220-) - OO470 (8040′-; 2960′+) - OO460 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).

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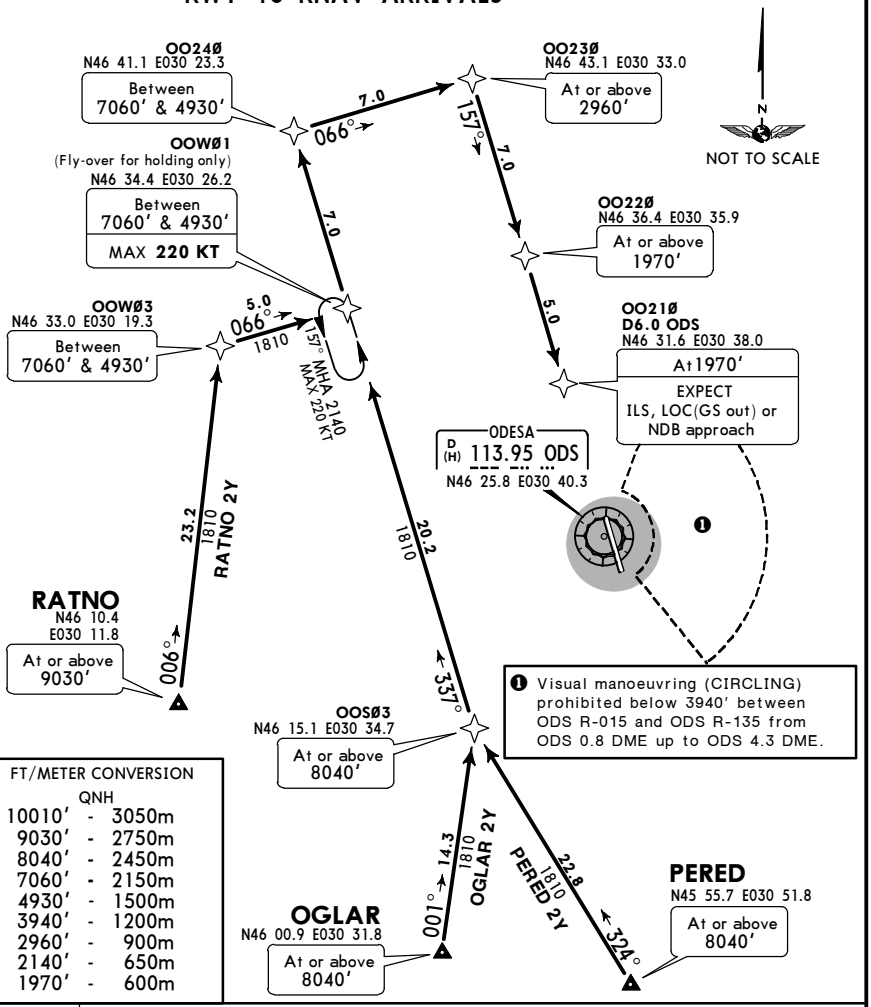
MSA
ODS VOR
1900′

OGLAR TWO YANKEE (OGLAR 2Y)[OGLA2Y]
PERED TWO YANKEE (PERED 2Y)[PERE2Y]
RATNO TWO YANKEE (RATNO 2Y)[RATN2Y]
RWY 16 RNAV ARRIVALS



FT/METER CONVERSION

QNH		
10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
7060′	-	2150m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m
2140′	-	650m
1970′	-	600m

STAR	ROUTING
OGLAR 2Y	OGLAR (8040′+) - OOS03 (8040′+) - OOW01 (7060′-; 4930′+; K220-) - OO240 (7060′-; 4930′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).
PERED 2Y	PERED (8040′+) - OOS03 (8040′+) - OOW01 (7060′-; 4930′+; K220-) - OO240 (7060′-; 4930′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).
RATNO 2Y	RATNO (9030′+) - OOW03 (7060′-; 4930′+) - OOW01 (7060′-; 4930′+; K220-) - OO240 (7060′-; 4930′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).

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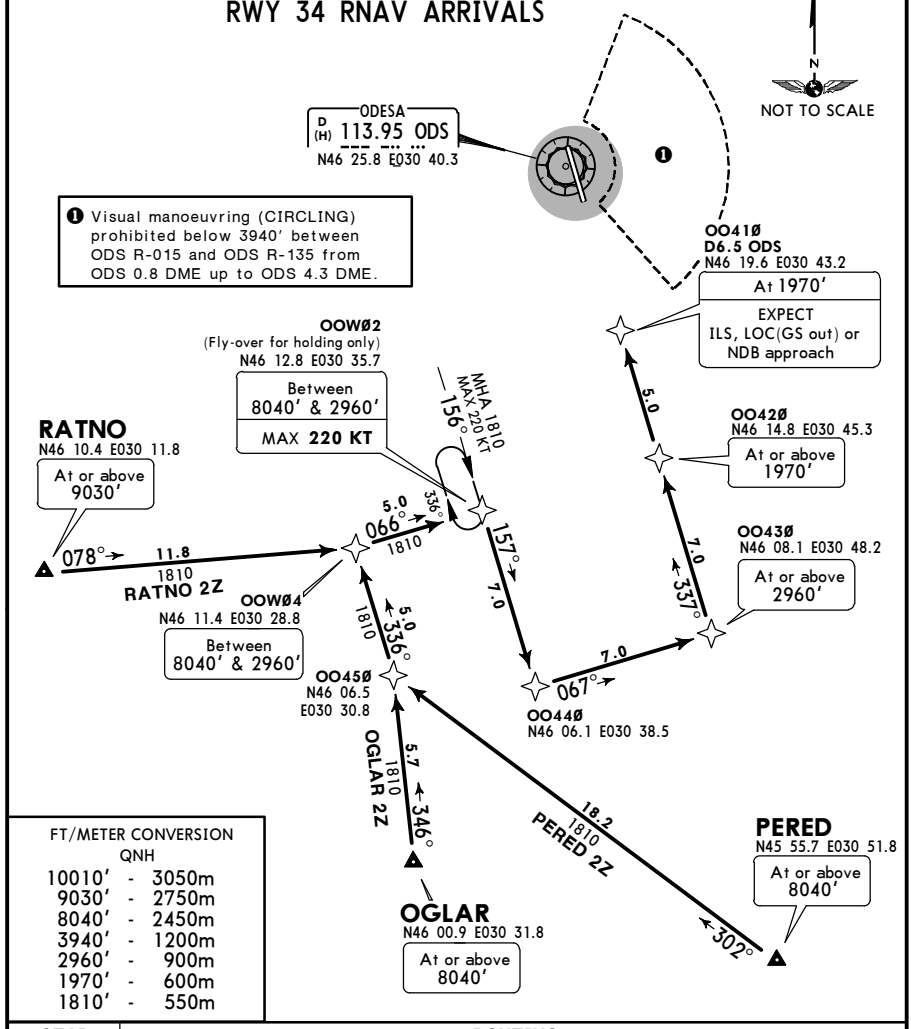
1900′
MSA
ODS VOR

OGLAR TWO ZULU (OGLAR 2Z)[OGLA2Z]
PERED TWO ZULU (PERED 2Z)[PERE2Z]
RATNO TWO ZULU (RATNO 2Z)[RATN2Z]
RWY 34 RNAV ARRIVALS



FT/METER CONVERSION QNH	
10010′	3050m
9030′	2750m
8040′	2450m
3940′	1200m
2960′	900m
1970′	600m
1810′	550m

STAR	ROUTING
OGLAR 2Z	OGLAR (8040′+) - OO450 - OOW04 (8040′-; 2960′+) - OOW02 (8040′-; 2960′+; K220-) - OO440 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).
PERED 2Z	PERED (8040′+) - OO450 - OOW04 (8040′-; 2960′+) - OOW02 (8040′-; 2960′+; K220-) - OO440 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).
RATNO 2Z	RATNO (9030′+) - OOW04 (8040′-; 2960′+) - OOW02 (8040′-; 2960′+; K220-) - OO440 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).

CHANGES: RNAV STARs renumbered & revised; chart reindexed.

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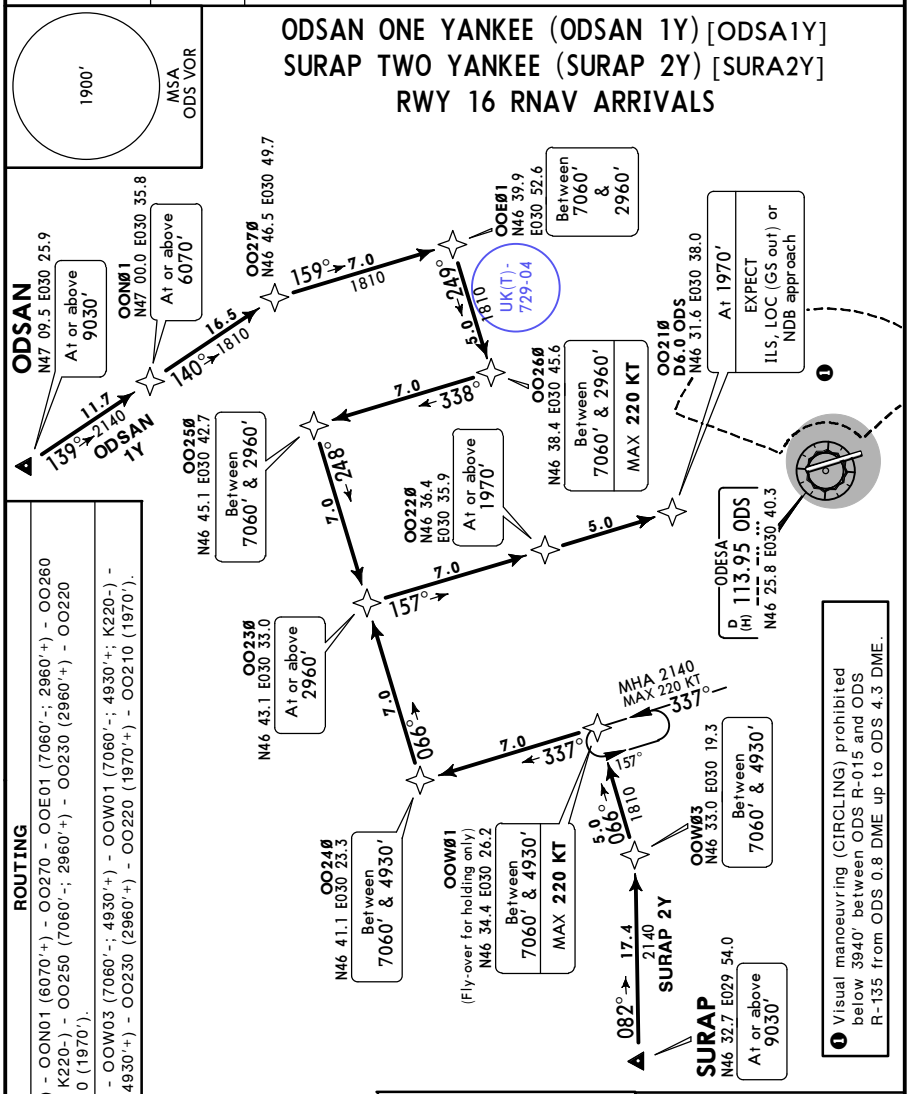
ODSAN ONE YANKEE (ODSAN 1Y) [ODSA1Y]
SURAP TWO YANKEE (SURAP 2Y) [SURA2Y]
RWY 16 RNAV ARRIVALS



ROUTING

STAR	
ODSAN 1Y	ODSAN (9030′+) - OON01 (6070′+) - OO270 - OOE01 (7060′-; 2960′+) - OO260 (7060′-; 2960′+; K220-) - OO250 (7060′-; 2960′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).
SURAP 2Y	SURAP (9030′+) - OOW03 (7060′-; 4930′+) - OOW01 (7060′-; 4930′+; K220-) - OO240 (7060′-; 4930′+) - OO230 (2960′+) - OO220 (1970′+) - OO210 (1970′).

FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
7060′	-	2150m
6070′	-	1850m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m
2140′	-	650m
1970′	-	600m
1810′	-	550m

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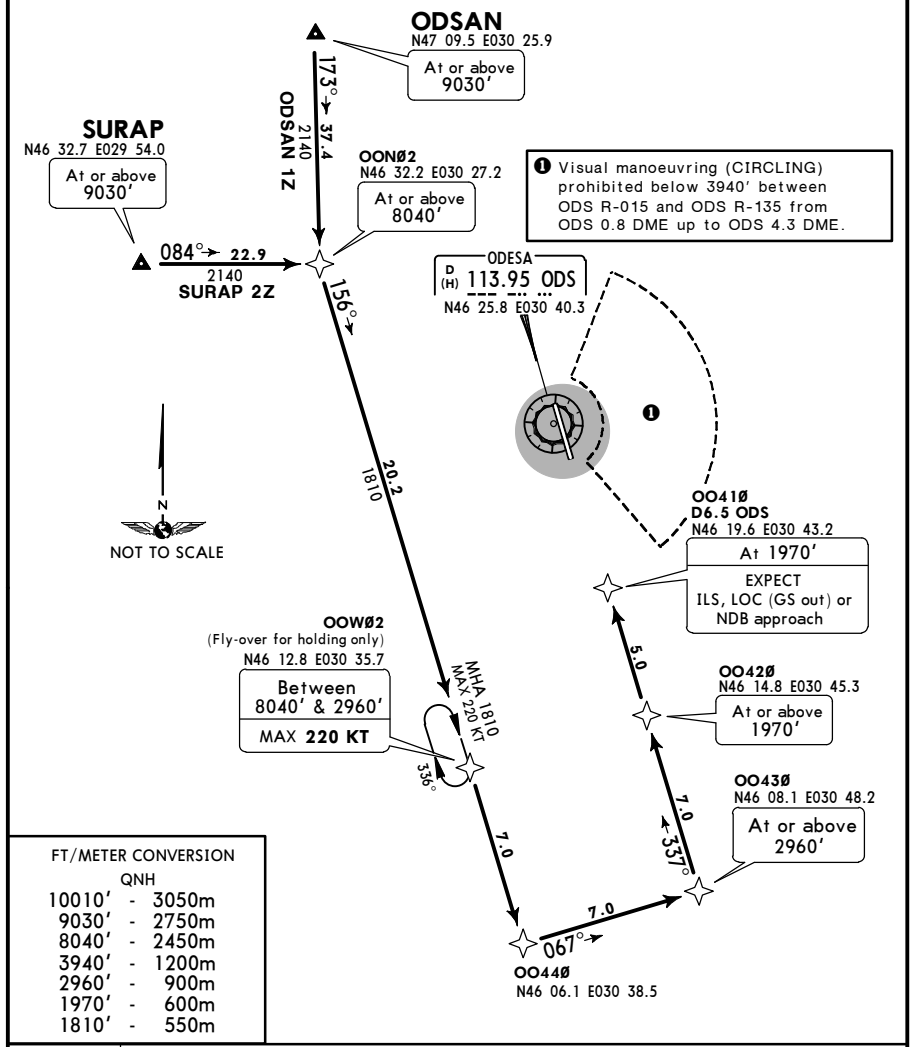
1900′
MSA
ODS VOR

ODSAN ONE ZULU (ODSAN 1Z)[ODSA1Z]
SURAP TWO ZULU (SURAP 2Z)[SURA2Z]
RWY 34 RNAV ARRIVALS



FT/METER CONVERSION

QNH		
10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
3940′	-	1200m
2960′	-	900m
1970′	-	600m
1810′	-	550m

STAR	ROUTING
ODSAN 1Z	ODSAN (9030′+) - OON02 (8040′+) - OOW02 (8040′-; 2960′+; K220-) - OO440 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).
SURAP 2Z	SURAP (9030′+) - OON02 (8040′+) - OOW02 (8040′-; 2960′+; K220-) - OO440 - OO430 (2960′+) - OO420 (1970′+) - OO410 (1970′).

CHANGES: RNAV STARs renumbered, renamed & revised; chart reindexed.

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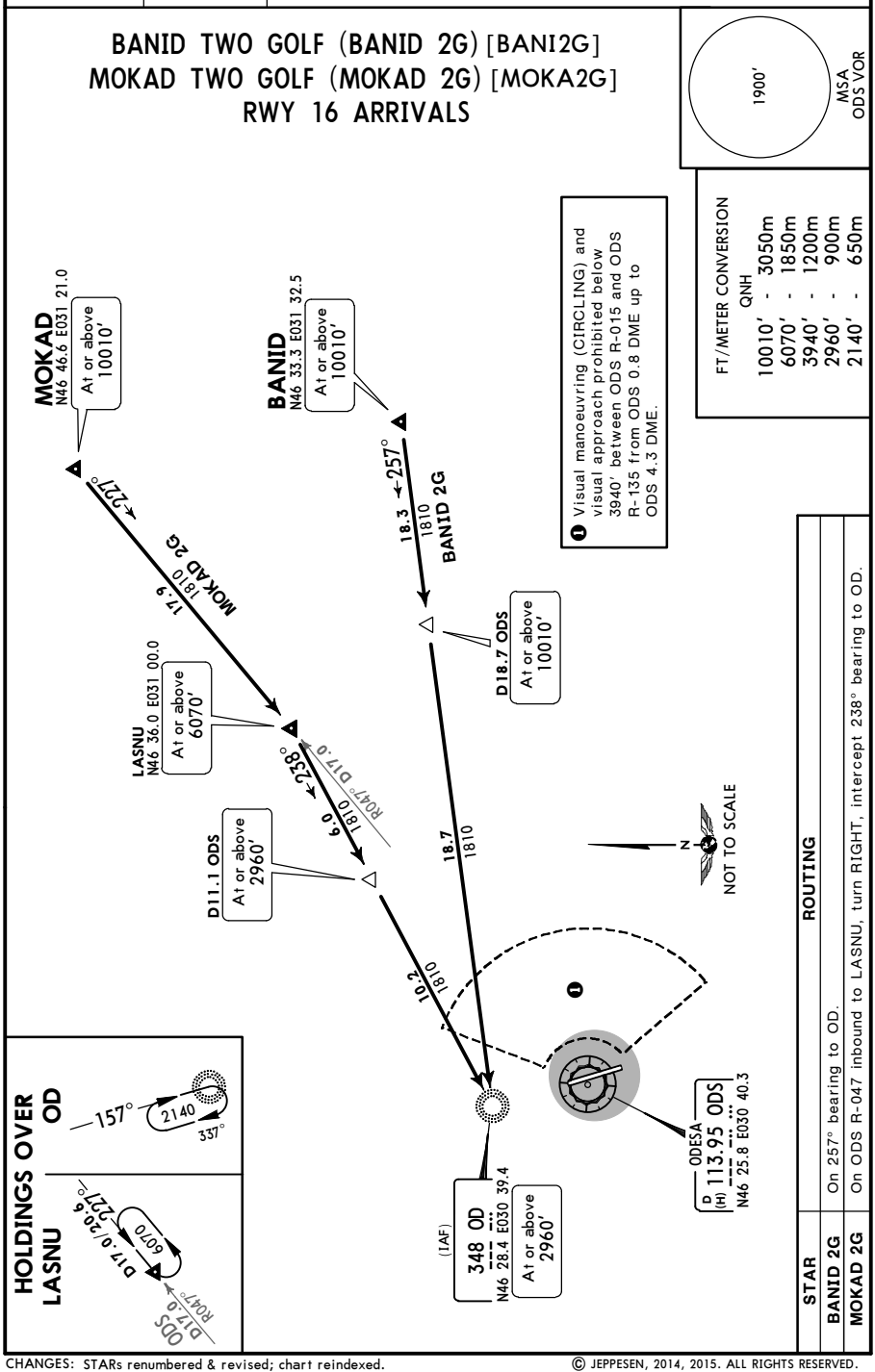
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

BANID TWO GOLF (BANID 2G) [BANI2G]
MOKAD TWO GOLF (MOKAD 2G) [MOKA2G]
RWY 16 ARRIVALS



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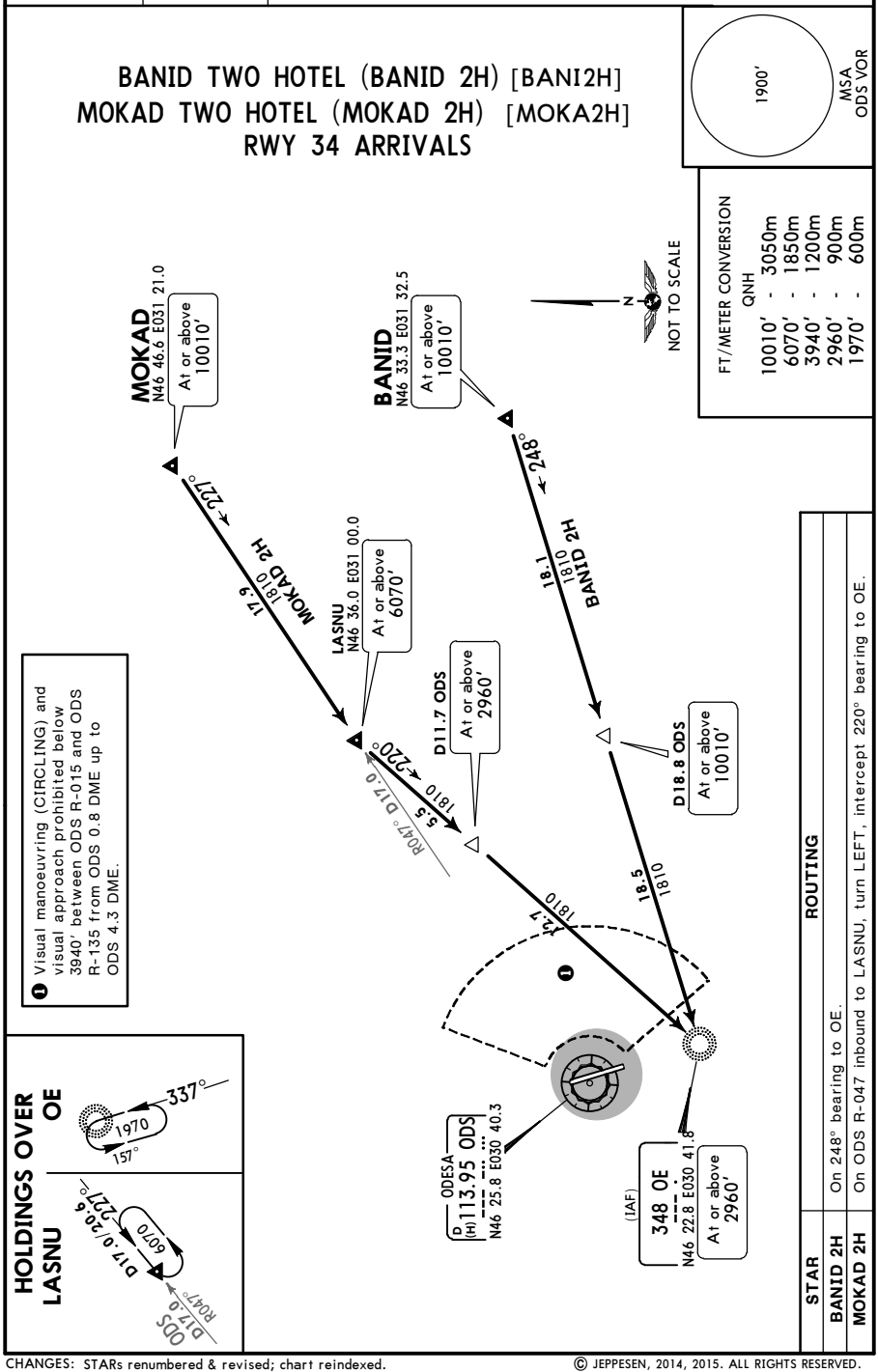
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

BANID TWO HOTEL (BANID 2H) [BANI2H]
MOKAD TWO HOTEL (MOKAD 2H) [MOKA2H]
RWY 34 ARRIVALS



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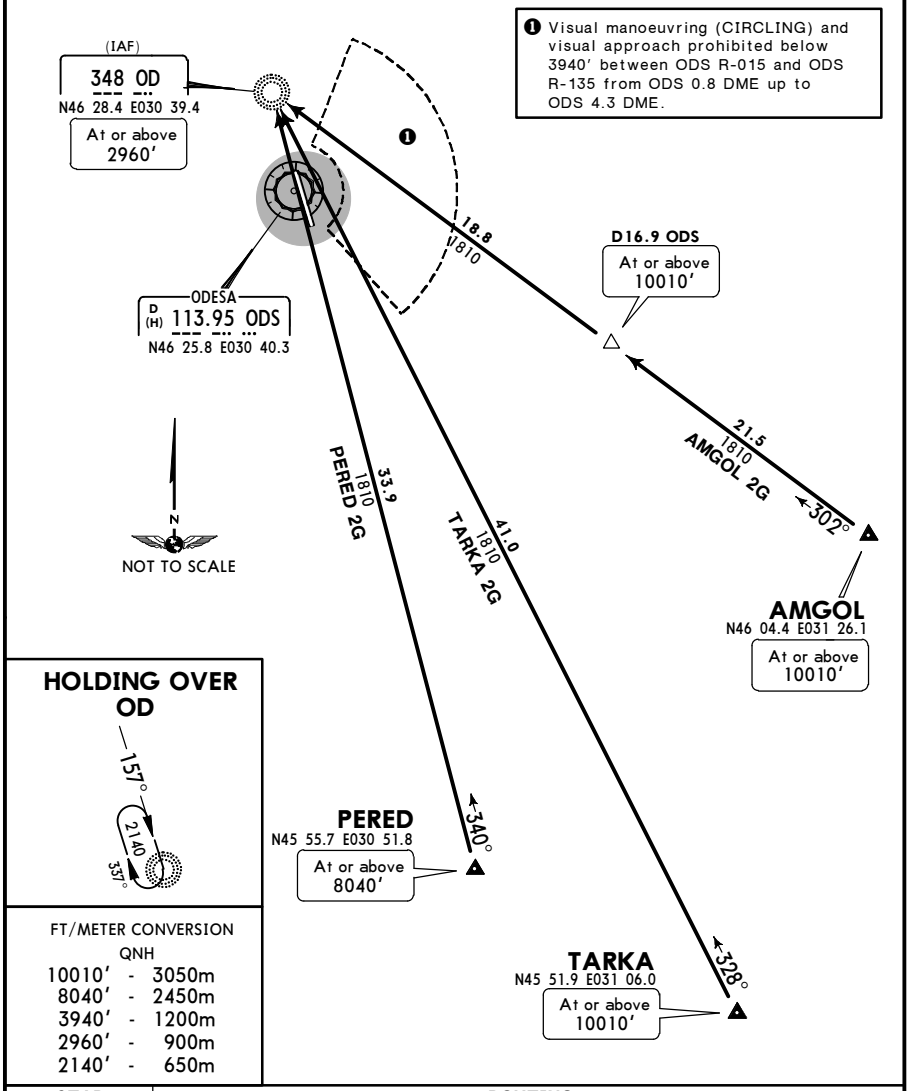
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA
1900′
ODS VOR

AMGOL TWO GOLF (AMGOL 2G) [AMGO2G]
PERED TWO GOLF (PERED 2G) [PERE2G]
TARKA TWO GOLF (TARKA 2G) [TARK2G]
RWY 16 ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
3940′	-	1200m
2960′	-	900m
2140′	-	650m

STAR	ROUTING
AMGOL 2G	On 302° bearing to OD.
PERED 2G	On 340° bearing to OD.
TARKA 2G	On 328° bearing to OD.

CHANGES: STARs renumbered & revised; chart reindexed.

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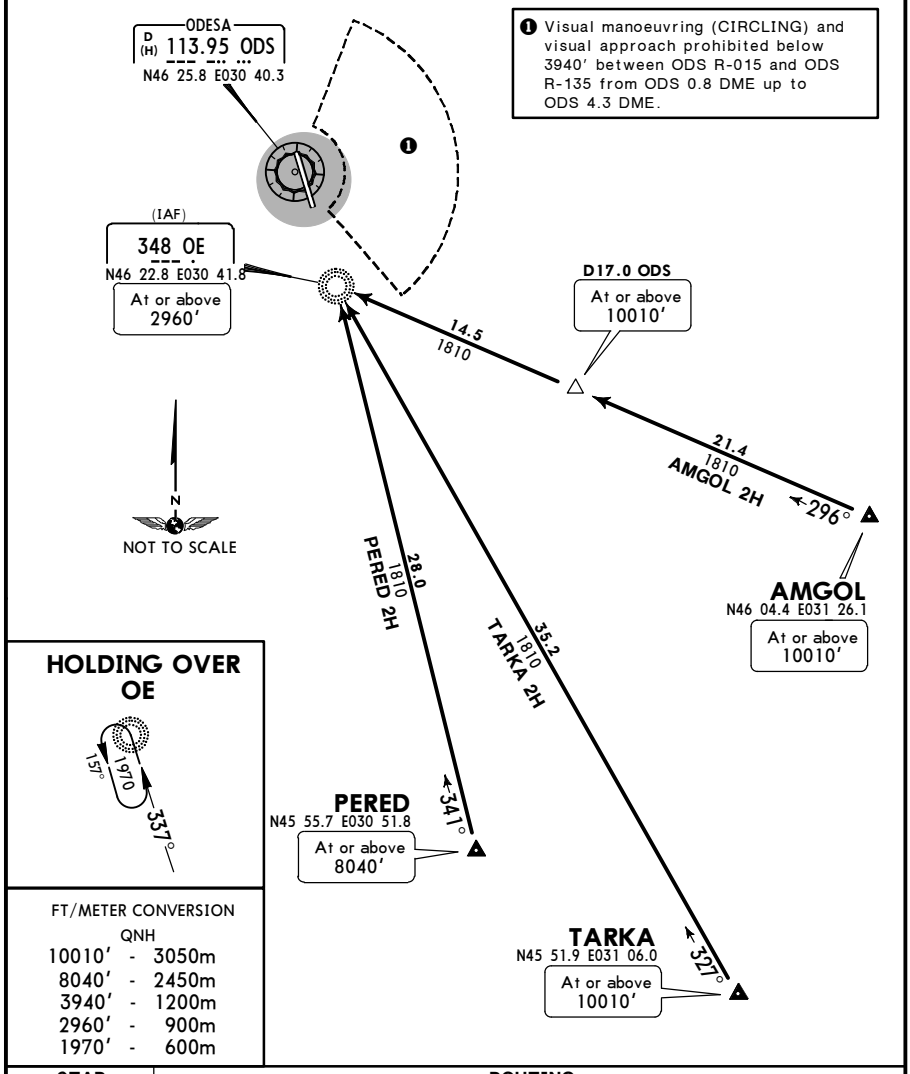
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

1900′
MSA
ODS VOR

AMGOL TWO HOTEL (AMGOL 2H) [AMGO2H]
PERED TWO HOTEL (PERED 2H) [PERE2H]
TARKA TWO HOTEL (TARKA 2H) [TARK2H]
RWY 34 ARRIVALS



FT/METER CONVERSION

QNH		
10010′	-	3050m
8040′	-	2450m
3940′	-	1200m
2960′	-	900m
1970′	-	600m

STAR	ROUTING
AMGOL 2H	On 296° bearing to OE.
PERED 2H	On 341° bearing to OE.
TARKA 2H	On 327° bearing to OE.

CHANGES: STARs renumbered & revised; chart reindexed.

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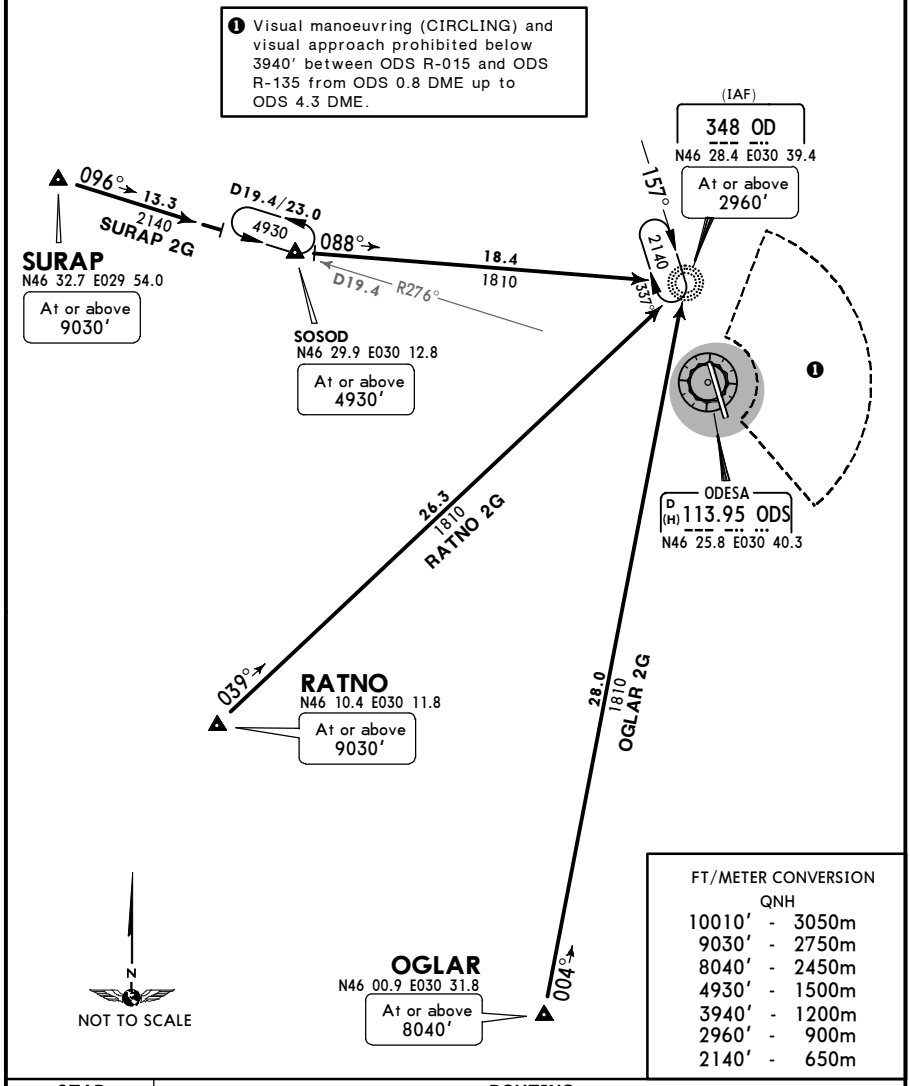
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA
ODS VOR
1900′

OGLAR TWO GOLF (OGLAR 2G) [OGLA2G]
RATNO TWO GOLF (RATNO 2G) [RATN2G]
SURAP TWO GOLF (SURAP 2G) [SURA2G]
RWY 16 ARRIVALS



FT/METER CONVERSION QNH	
10010′	3050m
9030′	2750m
8040′	2450m
4930′	1500m
3940′	1200m
2960′	900m
2140′	650m

STAR	ROUTING
OGLAR 2G	On 004° bearing to OD.
RATNO 2G	On 039° bearing to OD.
SURAP 2G	On ODS R-276 inbound to SOSOD, turn LEFT, intercept 088° bearing to OD.

CHANGES: STARs renumbered & revised; chart reindexed.

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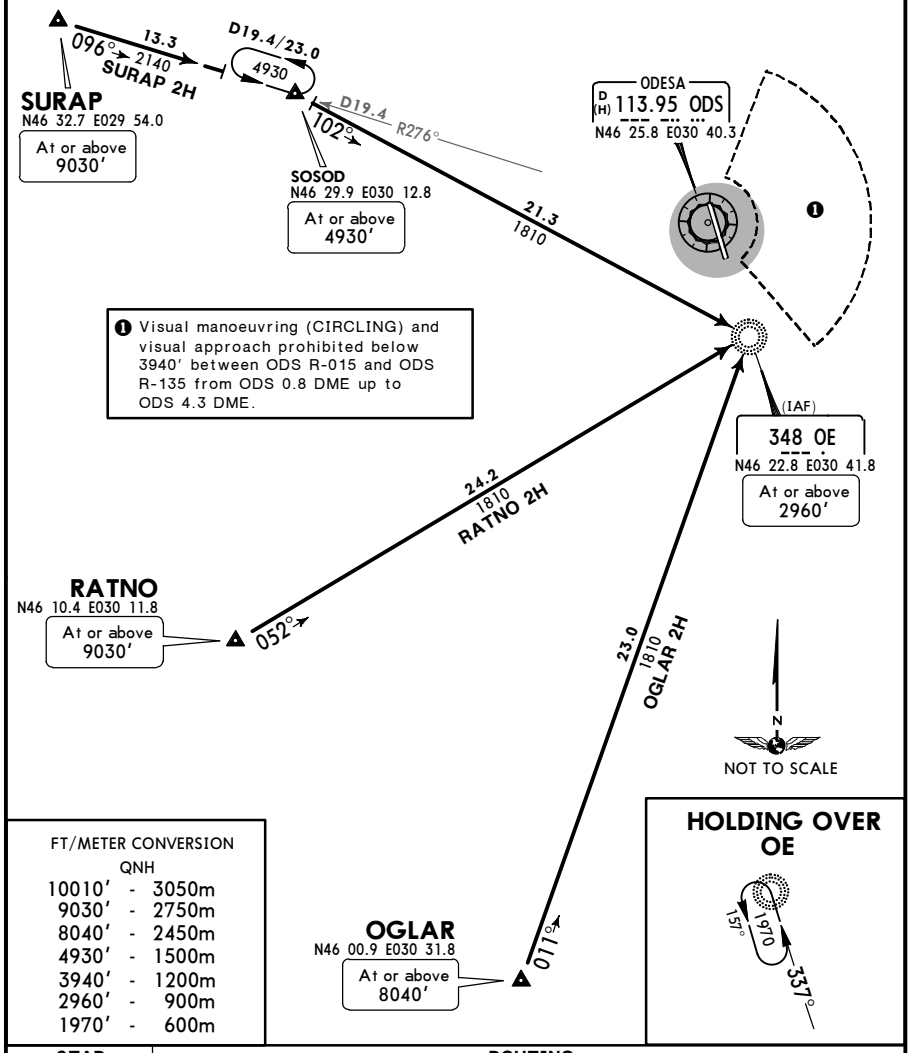
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA
1900′
ODS VOR

OGLAR TWO HOTEL (OGLAR 2H) [OGLA2H]
RATNO TWO HOTEL (RATNO 2H) [RATN2H]
SURAP TWO HOTEL (SURAP 2H) [SURA2H]
RWY 34 ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
4930′	-	1500m
3940′	-	1200m
2960′	-	900m
1970′	-	600m

HOLDING OVER OE

STAR	ROUTING
OGLAR 2H	On 011° bearing to OE.
RATNO 2H	On 052° bearing to OE.
SURAP 2H	On ODS R-276 inbound to SOSOD, turn RIGHT, intercept 102° bearing to OE.

CHANGES: STARs renumbered & revised; chart reindexed.

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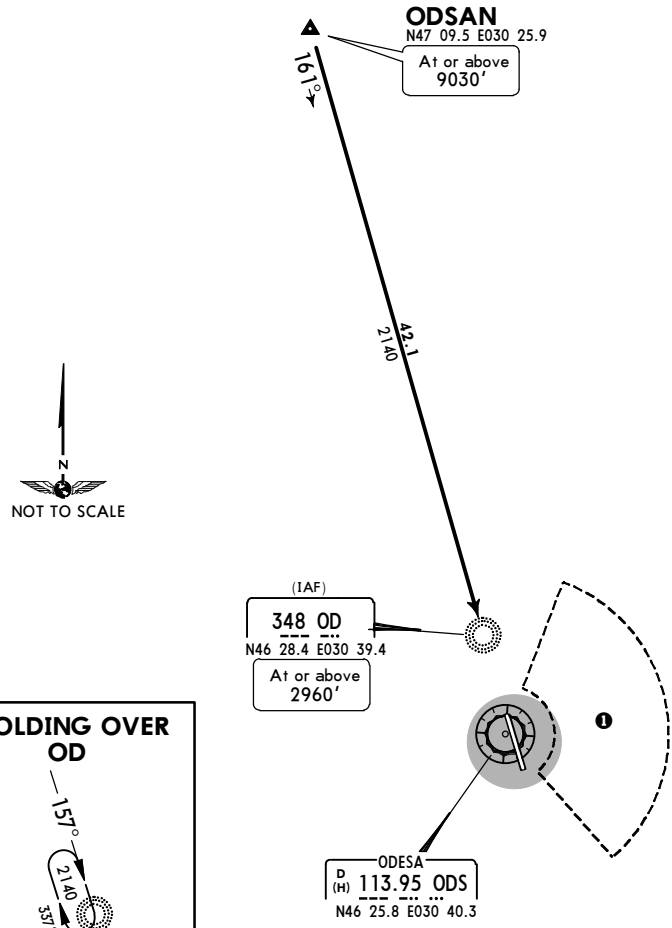
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

MSA
ODS VOR
1900′

ODSAN ONE GOLF (ODSAN 1G) [ODSA1G]
RWY 16 ARRIVAL



HOLDING OVER OD

FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
3940′	-	1200m
2960′	-	900m
2140′	-	650m

1 Visual manoeuvring (CIRCLING) and visual approach prohibited below 3940′ between ODS R-015 and ODS R-135 from ODS 0.8 DME up to ODS 4.3 DME.

ROUTING

On 161° bearing to OD.

CHANGES: ODSAN STAR established.

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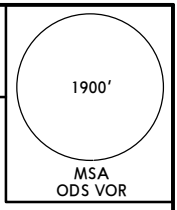
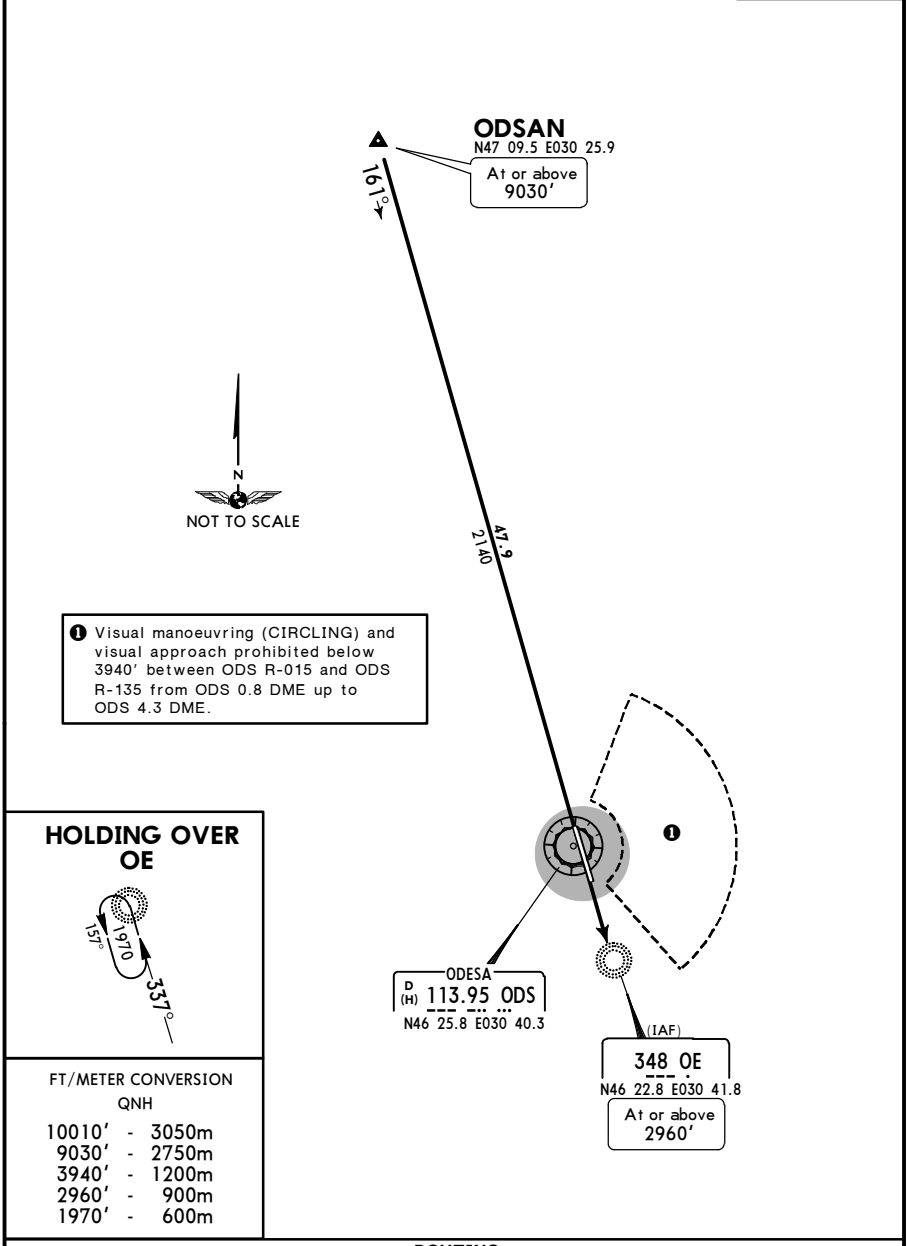
ATIS	Apt Elev	
133.1 (Russian 124.8)	172′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 10010′

ODSAN ONE HOTEL (ODSAN 1H) [ODSA1H]
RWY 34 ARRIVAL





ROUTING

On 161° bearing to OE.

CHANGES: ODSAN STAR established.

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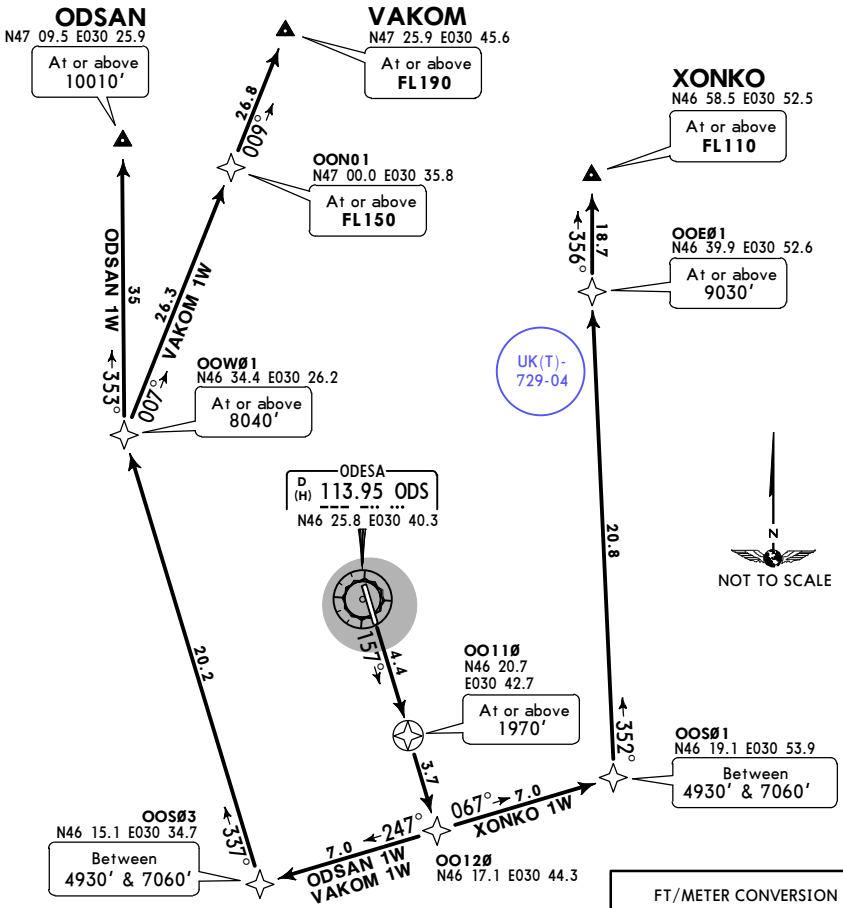
Apt Elev
172′

Trans level: By ATC Trans alt: 10010′
1. **RNAV 1 (GNSS).**
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
3. Activities within UK(T)-729-04 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

ODSAN ONE WHISKEY (ODSAN 1W)[ODSA1W]
VAKOM ONE WHISKEY (VAKOM 1W)[VAKO1W]
XONKO ONE WHISKEY (XONKO 1W)[XONK1W]
RWY 16 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
8040′	-	2450m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
ODSAN 1W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060-) - OOW01 (8040′+) - ODSAN (10010′).
VAKOM 1W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060-) - OOW01 (8040′+) - OON01 (FL150+) - VAKOM (FL190+).
XONKO 1W	OO110 (1970′+) - OO120 - OOS01 (4930′+; 7060-) - OOE01 (9030′+) - XONKO (FL110+).

CHANGES: RNAV SIDs established & withdrawn.

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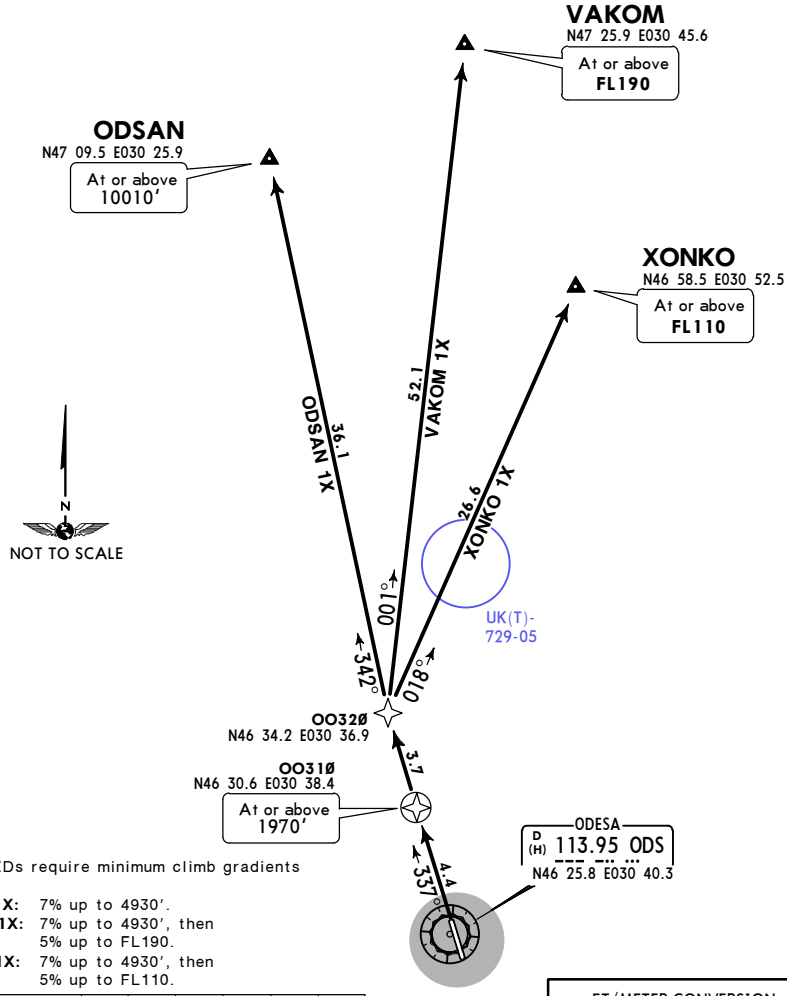
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT close-in obstacles. 4. Activities within UK(T)-729-05 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

ODSAN ONE X-RAY (ODSAN 1X)[ODSA1X]
VAKOM ONE X-RAY (VAKOM 1X)[VAKO1X]
XONKO ONE X-RAY (XONKO 1X)[XONK1X]
RWY 34 RNAV DEPARTURES



These SIDs require minimum climb gradients of

ODSAN 1X: 7% up to 4930′.
VAKOM 1X: 7% up to 4930′, then 5% up to FL190.
XONKO 1X: 7% up to 4930′, then 5% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH
1970′ - 600m
4930′ - 1500m
10010′ - 3050m

SID	ROUTING
ODSAN 1X	OO310 (1970′+) - OO320 - ODSAN (10010′+).
VAKOM 1X	OO310 (1970′+) - OO320 - VAKOM (FL190+).
XONKO 1X	OO310 (1970′+) - OO320 - XONKO (FL110+).

CHANGES: RNAV SIDs established; SH & BULAN RNAV SIDs withdrawn.

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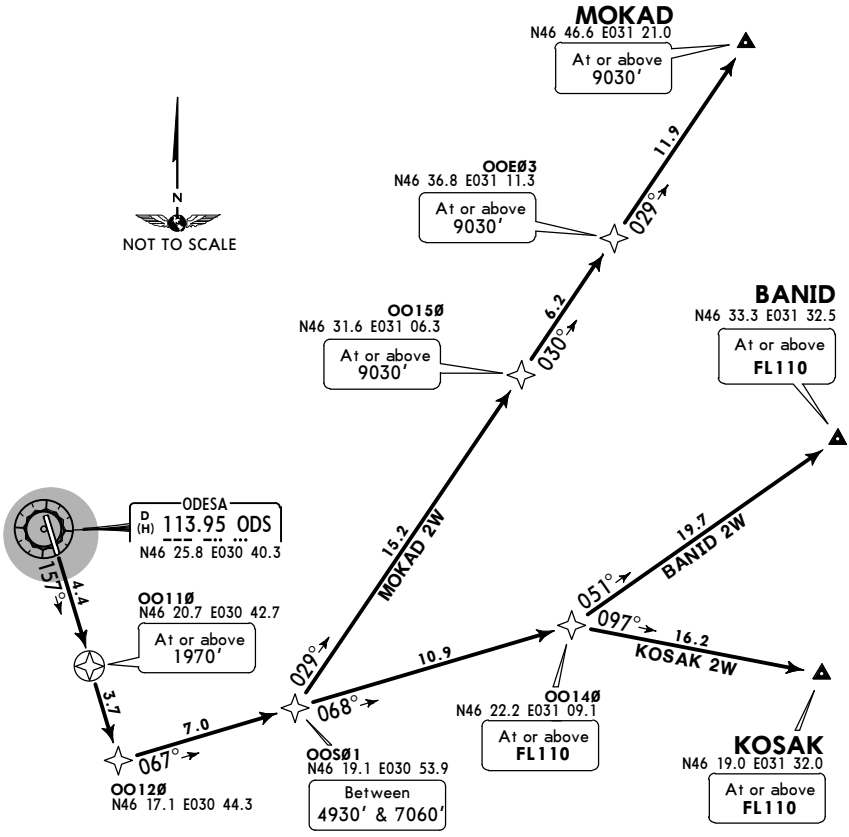
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

1900′
MSA
ODS VOR

BANID TWO WHISKEY (BANID 2W) [BANI2W]
KOSAK TWO WHISKEY (KOSAK 2W) [KOSA2W]
MOKAD TWO WHISKEY (MOKAD 2W) [MOKA2W]
RWY 16 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
BANID 2W, KOSAK 2W: 7% up to FL110.
MOKAD 2W: 7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
BANID 2W	OO110 (1970′+) - OO120 - OOS01 (4930′+; 7060-) - OO140 (FL110+) - BANID (FL110+).
KOSAK 2W	OO110 (1970′+) - OO120 - OOS01 (4930′+; 7060-) - OO140 (FL110+) - KOSAK (FL110+).
MOKAD 2W	OO110 (1970′+) - OO120 - OOS01 (4930′+; 7060-) - OO150 (9030′+) - OOE03 (9030′+) - MOKAD (9030′+).

CHANGES: RNAV SIDs renumbered & revised.

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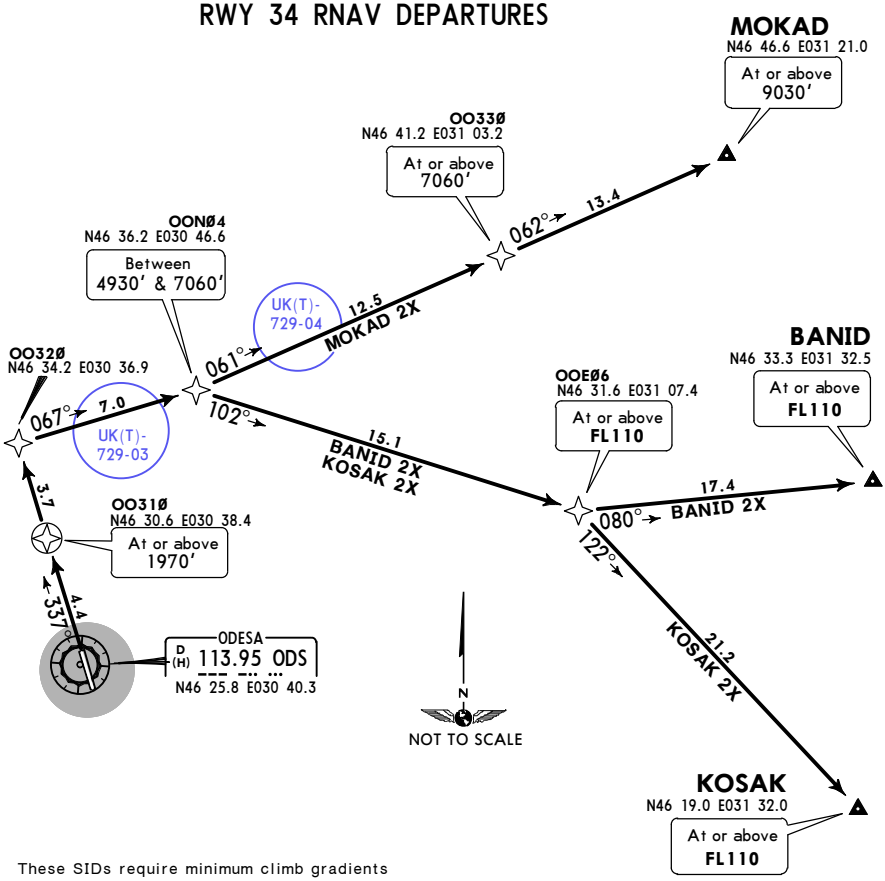
Apt Elev
172′

Trans level: By ATC Trans alt: 10010′
1. **RNAV 1 (GNSS).**
2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.
3. EXPECT close-in obstacles.
4. Activities within UK(T)-729-03 & UK(T)-729-04 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

BANID TWO X-RAY (BANID 2X) [BANI2X]
KOSAK TWO X-RAY (KOSAK 2X) [KOSA2X]
MOKAD TWO X-RAY (MOKAD 2X) [MOKA2X]
RWY 34 RNAV DEPARTURES



These SIDs require minimum climb gradients of
BANID 2X, KOSAK 2X: 7% up to 4930′, then 6% up to FL110.
MOKAD 2X: 7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
BANID 2X	OO310 (1970′+) - OO320 - OON04 (4930′+; 7060′-) - OOE06 (FL110+) - BANID (FL110+).
KOSAK 2X	OO310 (1970′+) - OO320 - OON04 (4930′+; 7060′-) - OOE06 (FL110+) - KOSAK (FL110+).
MOKAD 2X	OO310 (1970′+) - OO320 - OON04 (4930′+; 7060′-) - OO330 (7060′+) - MOKAD (9030′+).

CHANGES: RNAV SIDs renumbered &revised.

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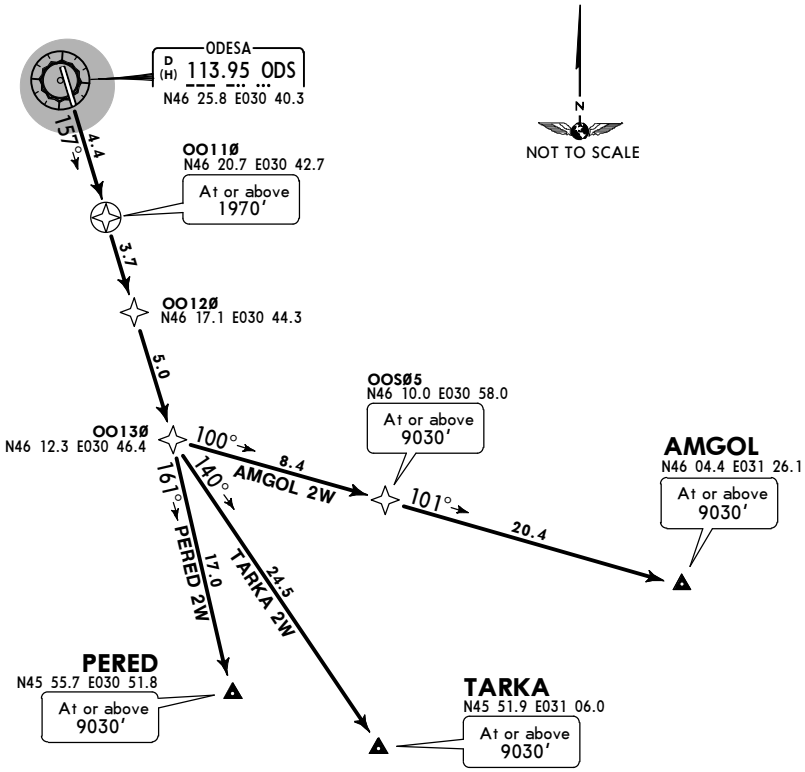
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

1900′
MSA
ODS VOR

AMGOL TWO WHISKEY (AMGOL 2W) [AMGO2W]
PERED TWO WHISKEY (PERED 2W) [PERE2W]
TARKA TWO WHISKEY (TARKA 2W) [TARK2W]
RWY 16 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
AMGOL 2W: 7% up to 9030′.
PERED 2W, TARKA 2W: 7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
AMGOL 2W	OO110 (1970′+) - OO120 - OO130 - OOS05 (9030′+) - AMGOL (9030′+).
PERED 2W	OO110 (1970′+) - OO120 - OO130 - PERED (9030′+).
TARKA 2W	OO110 (1970′+) - OO120 - OO130 - TARKA (9030′+).

CHANGES: RNAV SIDs renumbered & revised.

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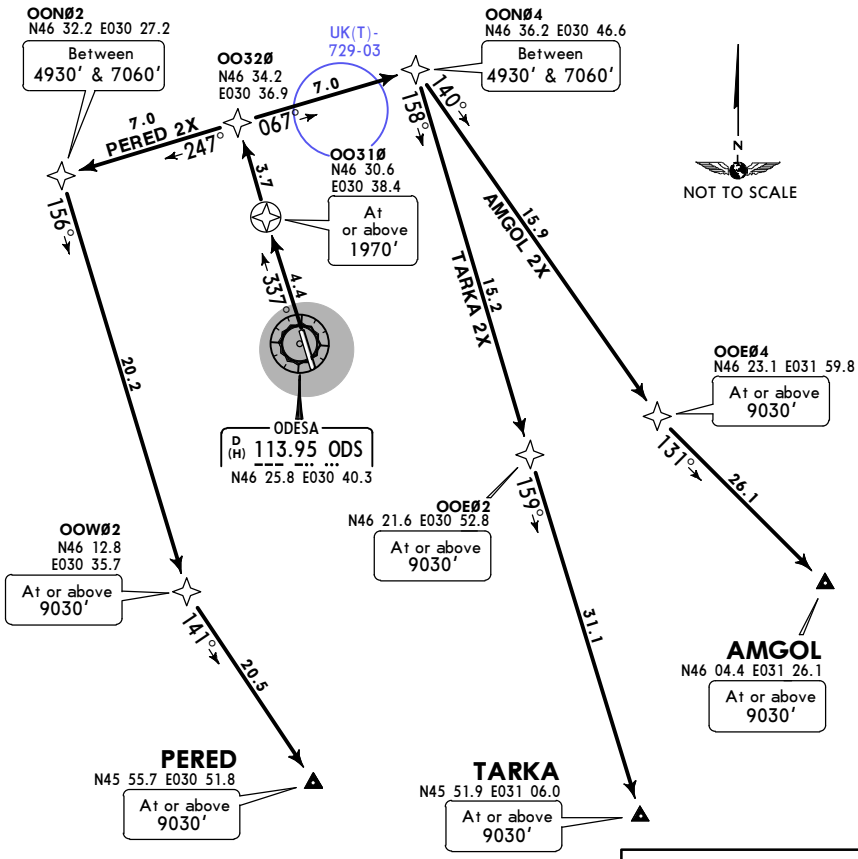
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT close-in obstacles. 4. Activities within UK(T)-729-03 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

AMGOL TWO X-RAY (AMGOL 2X) [AMGO2X]
PERED TWO X-RAY (PERED 2X) [PERE2X]
TARKA TWO X-RAY (TARKA 2X) [TARK2X]
RWY 34 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
AMGOL 2X	OO310 (1970′+) - OO320 - OON04 (4930′+;7060′-) - OOE04 (9030′+) - AMGOL (9030′+).
PERED 2X	OO310 (1970′+) - OO320 - OON02 (4930′+;7060′-) - OOW02 (9030′+) - PERED (9030′+).
TARKA 2X	OO310 (1970′+) - OO320 - OON04 (4930′+;7060′-) - OOE02 (9030′+) - TARKA (9030′+).

CHANGES: RNAV SIDs renumbered & revised.

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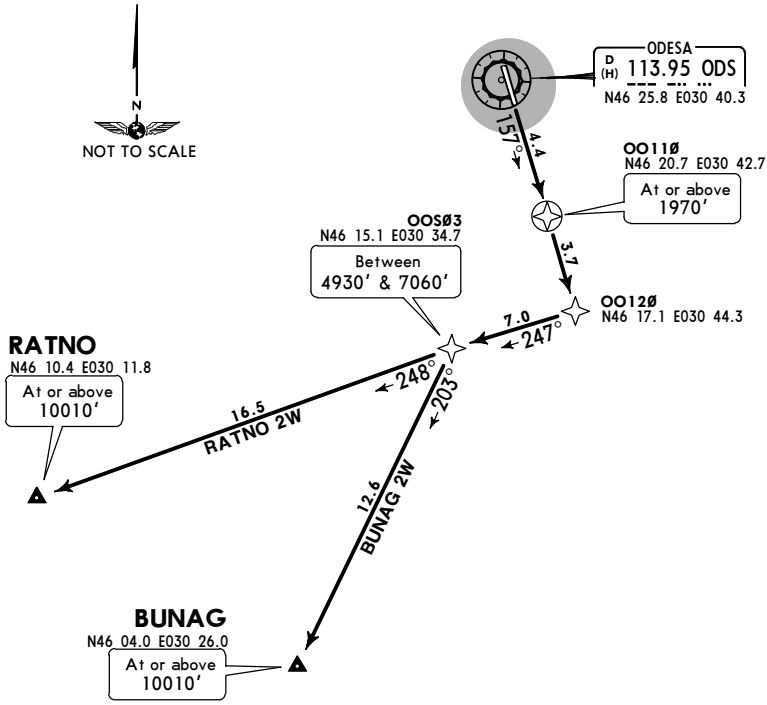
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

1900′
MSA
ODS VOR

BUNAG TWO WHISKEY (BUNAG 2W) [BUNA2W]
RATNO TWO WHISKEY (RATNO 2W) [RATN2W]
RWY 16 RNAV DEPARTURES



These SIDs require minimum climb gradients of

BUNAG 2W: 7% up to 4930′, then 5.5% up to 10010′.

RATNO 2W: 7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
10010′	-	3050m

SID	ROUTING
BUNAG 2W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060′-) - BUNAG (10010′+).
RATNO 2W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060′-) - RATNO (10010′+).

CHANGES: RNAV SIDs renumbered & revised.

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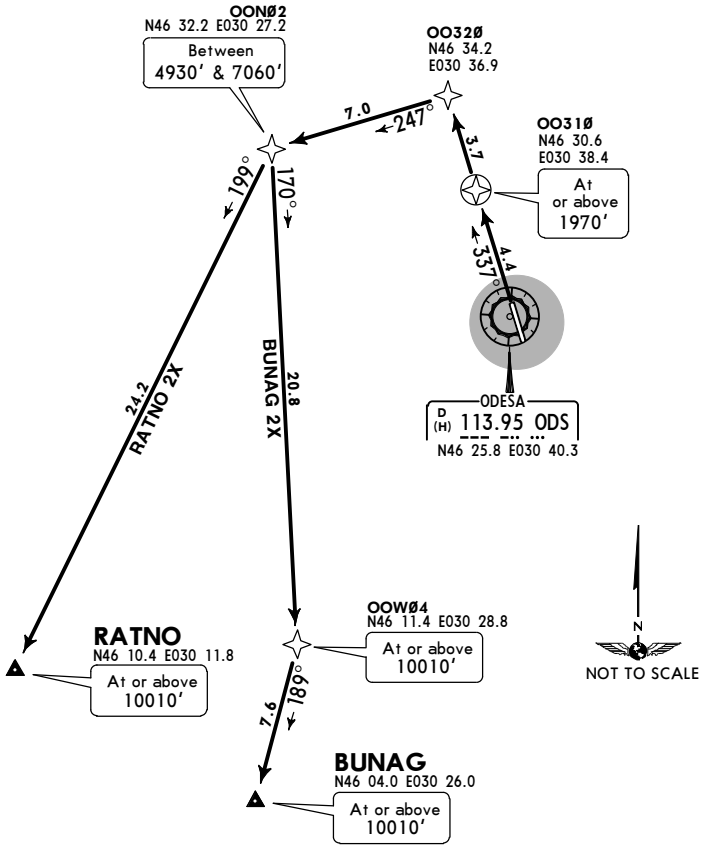
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT close-in obstacles.

1900′
MSA
ODS VOR

BUNAG TWO X-RAY (BUNAG 2X) [BUNA2X]
RATNO TWO X-RAY (RATNO 2X) [RATN2X]
RWY 34 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
10010′	-	3050m

SID	ROUTING
BUNAG 2X	OO310 (1970′+) - OO320 - OON02 (4930′+; 7060′-) - OOW04 (10010′+) - BUNAG (10010′+).
RATNO 2X	OO310 (1970′+) - OO320 - OON02 (4930′+; 7060′-) - RATNO (10010′+).

CHANGES: RNAV SIDs renumbered & revised.

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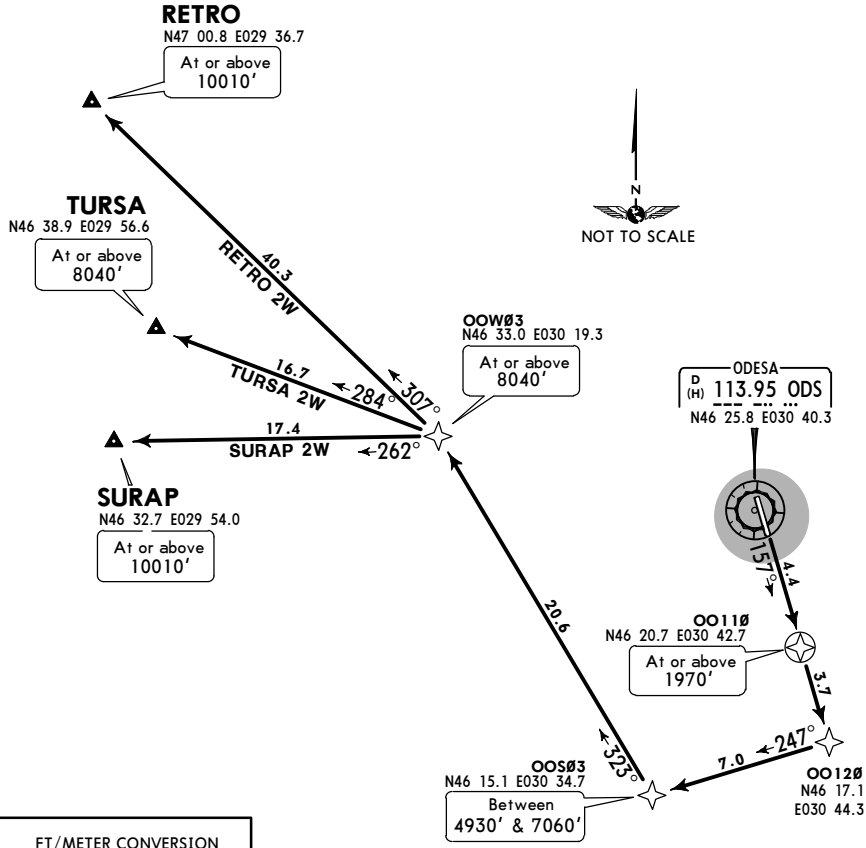
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.

1900′
MSA
ODS VOR

RETRO TWO WHISKEY (RETRO 2W)[RETR2W]
SURAP TWO WHISKEY (SURAP 2W)[SURA2W]
TURSA TWO WHISKEY (TURSA 2W)[TURS2W]
RWY 16 RNAV DEPARTURES



FT/METER CONVERSION

QNH		
1970′	-	600m
4930′	-	1500m
7060′	-	2150m
8040′	-	2450m
10010′	-	3050m

These SIDs require a minimum climb gradient of
7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

SID	ROUTING
RETRO 2W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060-) - OOW03 (8040′+) - RETRO (10010′+).
SURAP 2W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060-) - OOW03 (8040′+) - SURAP (10010′+).
TURSA 2W	OO110 (1970′+) - OO120 - OOS03 (4930′+; 7060-) - OOW03 (8040′+) - TURSA (8040′+).

CHANGES: RNAV SIDs renumbered & revised.

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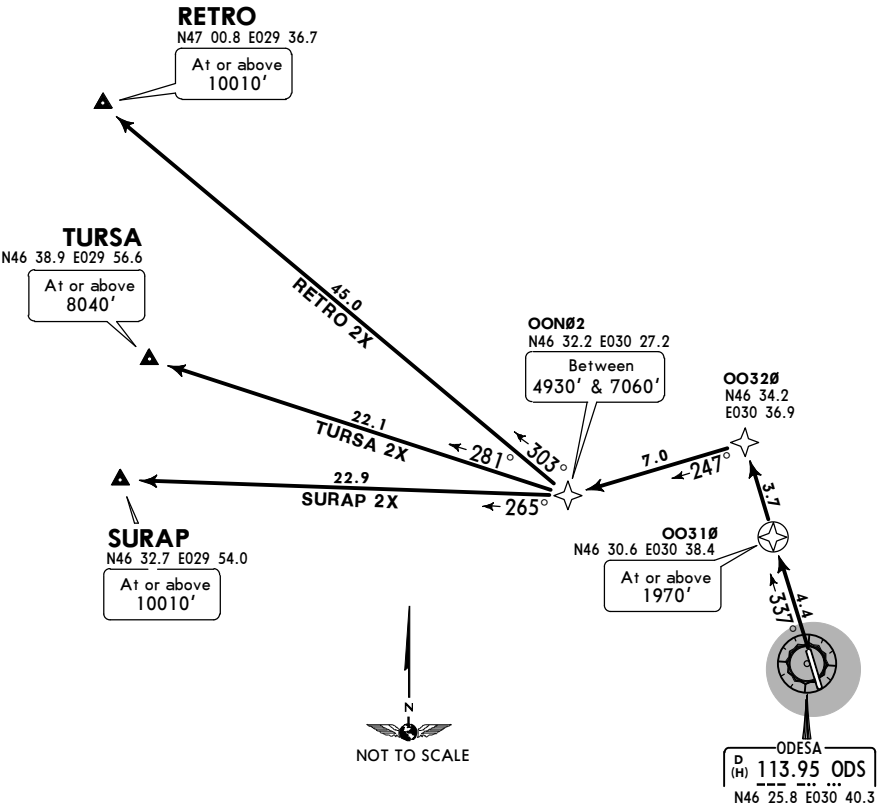
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC. 3. EXPECT close-in obstacles.

1900′
MSA
ODS VOR

RETRO TWO X-RAY (RETRO 2X) [RETR2X]
SURAP TWO X-RAY (SURAP 2X) [SURA2X]
TURSA TWO X-RAY (TURSA 2X) [TURS2X]
RWY 34 RNAV DEPARTURES



These SIDs require a minimum climb gradient of
7% up to 4930′.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
7060′	-	2150m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
RETRO 2X	OO310 (1970′+) - OO320 - OON02 (4930′+; 7060-) - RETRO (10010′+).
SURAP 2X	OO310 (1970′+) - OO320 - OON02 (4930′+; 7060-) - SURAP (10010′+).
TURSA 2X	OO310 (1970′+) - OO320 - OON02 (4930′+; 7060-) - TURSA (8040′+).

CHANGES: RNAV SIDs renumbered & revised.

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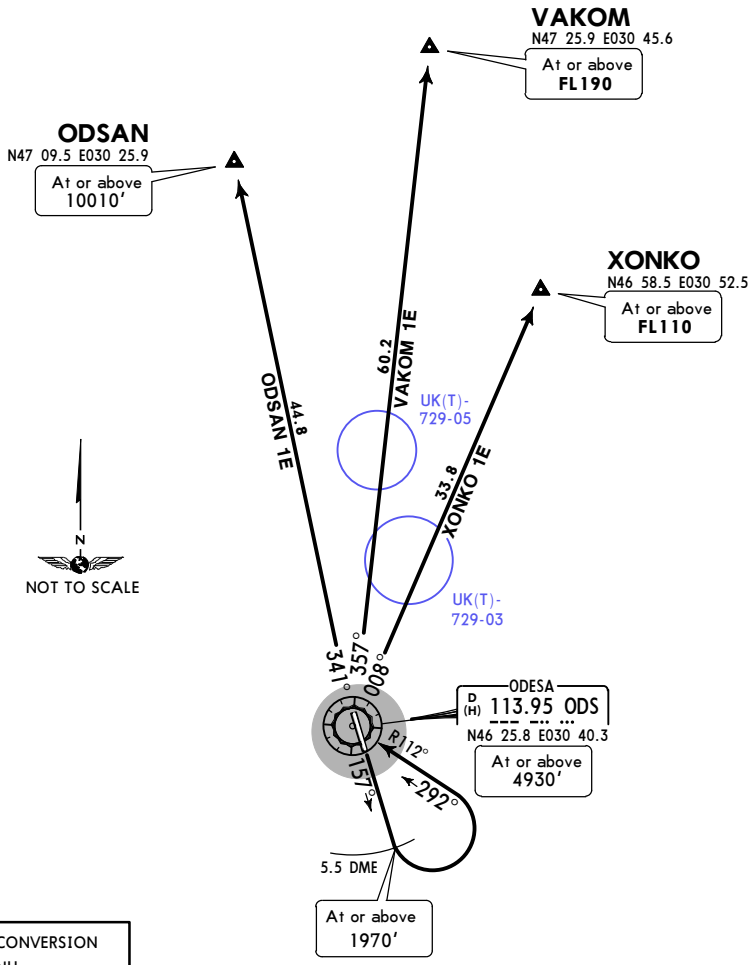
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ Activities within UK(T)-729-03 & UK(T)-729-05 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

ODSAN ONE ECHO (ODSAN 1E) [ODSA1E]
VAKOM ONE ECHO (VAKOM 1E) [VAKO1E]
XONKO ONE ECHO (XONKO 1E) [XONK1E]
RWY 16 DEPARTURES



FT/METER CONVERSION		
QNH		
1970′	-	600m
4930′	-	1500m
10010′	-	3050m

SID	ROUTING
ODSAN 1E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn RIGHT, ODS R-341 to ODSAN.
VAKOM 1E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn RIGHT, ODS R-357 to VAKOM.
XONKO 1E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn RIGHT, ODS R-008 to XONKO.

CHANGES: SIDs established; BULAN & SH SIDs withdrawn.

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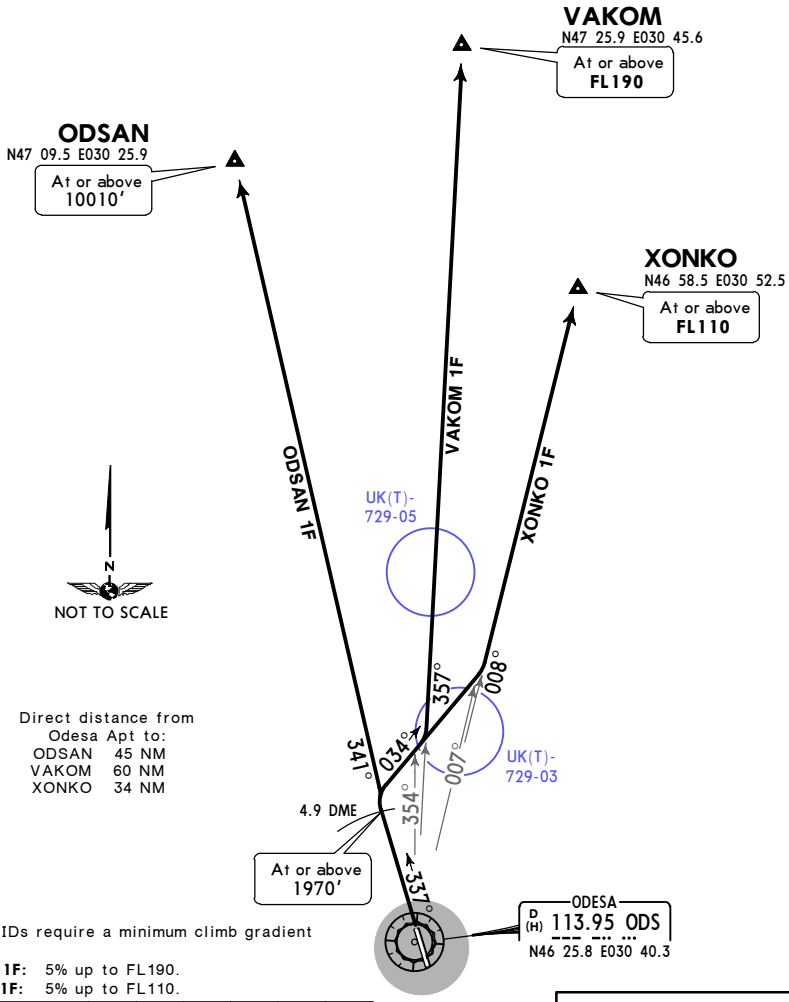
Apt Elev
172′

Trans level: By ATC Trans alt: 10010′
1. EXPECT close-in obstacles.
2. Activities within UK(T)-729-03 & UK(T)-729-05 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

ODSAN ONE FOXTROT (ODSAN 1F)[ODSA1F]
VAKOM ONE FOXTROT (VAKOM 1F)[VAKO1F]
XONKO ONE FOXTROT (XONKO 1F)[XONK1F]
RWY 34 DEPARTURES



Direct distance from
Odesa Apt to:
ODSAN 45 NM
VAKOM 60 NM
XONKO 34 NM

These SIDs require a minimum climb gradient of
VAKOM 1F: 5% up to FL190.
XONKO 1F: 5% up to FL110.

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
1970′ - 600m
10010′ - 3050m

SID	ROUTING
ODSAN 1F	On 337° track to ODS 4.9 DME, turn RIGHT, intercept ODS R-341 to ODSAN.
VAKOM 1F	On 337° track to ODS 4.9 DME, turn RIGHT, 034° track, when passing ODS R-354 turn LEFT, intercept ODS R-357 to VAKOM.
XONKO 1F	On 337° track to ODS 4.9 DME, turn RIGHT, 034° track, when passing ODS R-007 turn LEFT, intercept ODS R-008 to XONKO.

CHANGES: SIDs established; BULAN & SH SIDs withdrawn.

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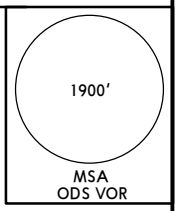
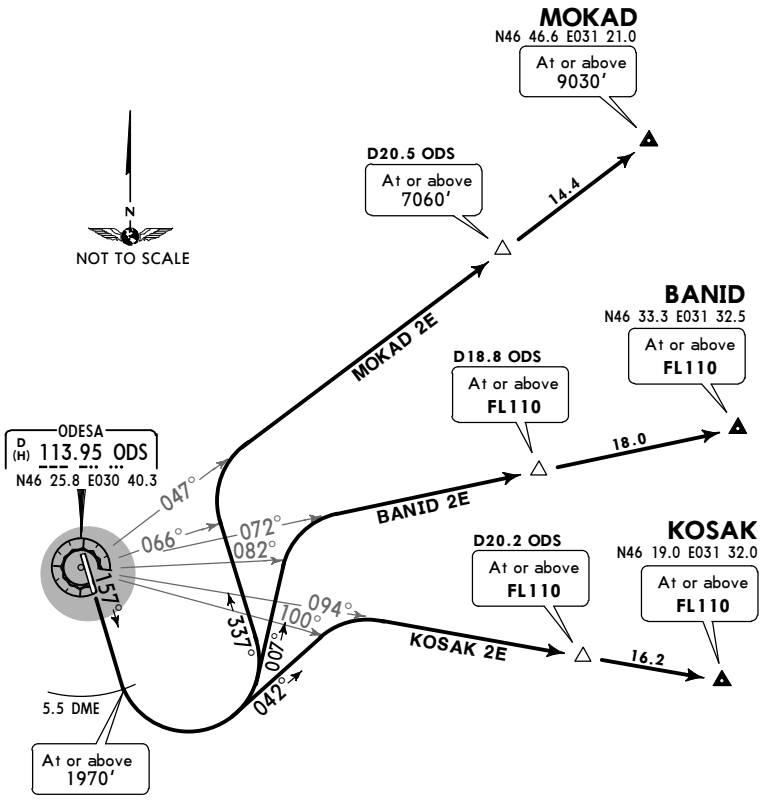
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′

BANID TWO ECHO (BANID 2E) [BANI2E]
KOSAK TWO ECHO (KOSAK 2E) [KOSA2E]
MOKAD TWO ECHO (MOKAD 2E) [MOKA2E]
RWY 16 DEPARTURES





BANID 2E, KOSAK 2E

These SIDs require a minimum climb gradient of 7.2% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
7.2% V/V (fpm)	547	729	1094	1458	1823	2187

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
BANID 2E	On 157° track to ODS 5.5 DME, turn LEFT, 007° track, when passing ODS R-082 turn RIGHT, intercept ODS R-072 to BANID.
KOSAK 2E	On 157° track to ODS 5.5 DME, turn LEFT, 042° track, when passing ODS R-100 turn RIGHT, intercept ODS R-094 to KOSAK.
MOKAD 2E	On 157° track to ODS 5.5 DME, turn LEFT, 337° track, when passing ODS R-066 turn RIGHT, intercept ODS R-047 to MOKAD.

CHANGES: SIDs renumbered & revised.

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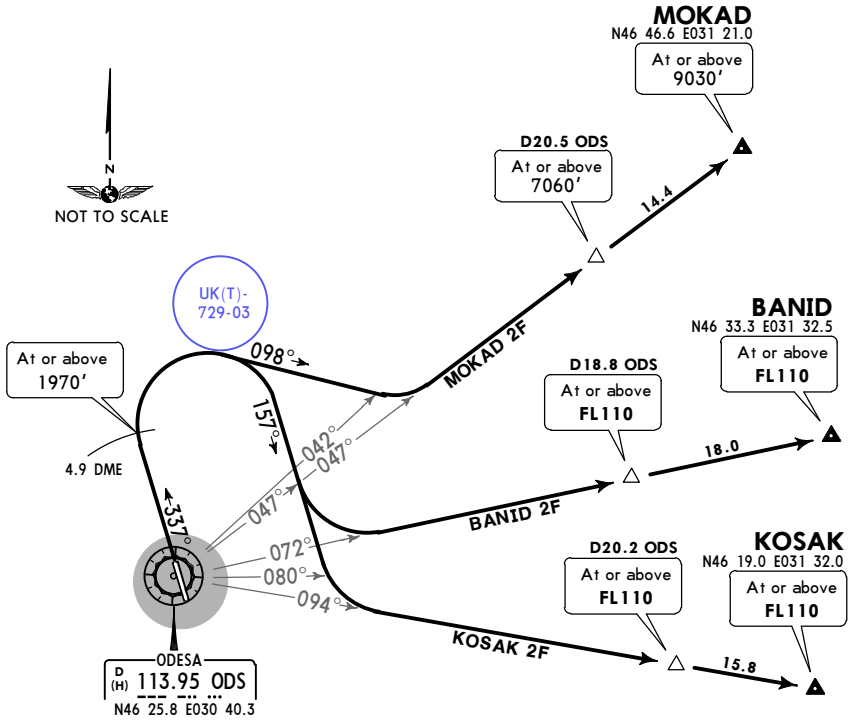
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Activities within UK(T)-729-03 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

BANID TWO FOXTROT (BANID 2F) [BANI2F]
KOSAK TWO FOXTROT (KOSAK 2F) [KOSA2F]
MOKAD TWO FOXTROT (MOKAD 2F) [MOKA2F]
RWY 34 DEPARTURES



BANID 2F, KOSAK 2F

These SIDs require a minimum climb gradient of
6% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
7060′	-	2150m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
BANID 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 157° track, when passing ODS R-047 turn LEFT, intercept ODS R-072 to BANID.
KOSAK 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 157° track, when passing ODS R-080 turn LEFT, intercept ODS R-094 to KOSAK.
MOKAD 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 098° track, when passing ODS R-042 turn LEFT, intercept ODS R-047 to MOKAD.

CHANGES: SIDs renumbered & revised.

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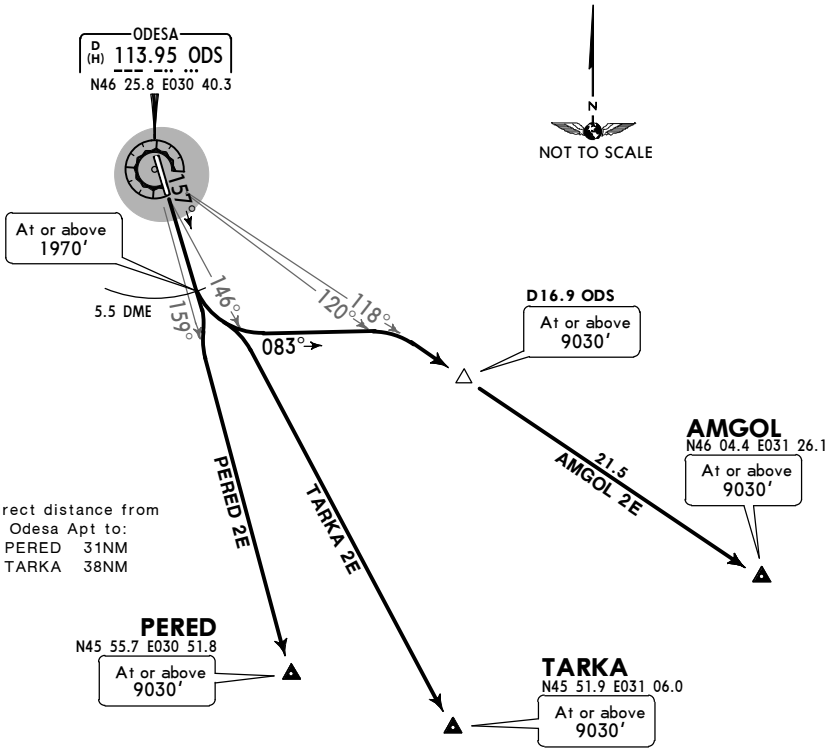
Apt Elev	Trans level: By ATC Trans alt: 10010′
172′	

1900′
MSA
ODS VOR

AMGOL TWO ECHO (AMGOL 2E) [AMGO2E]
PERED TWO ECHO (PERED 2E) [PERE2E]
TARKA TWO ECHO (TARKA 2E) [TARK2E]
RWY 16 DEPARTURES



AMGOL 2E

This SID requires a minimum climb gradient of
8% up to 9030′.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

1970′	-	600m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
AMGOL 2E	On 157° track to ODS 5.5 DME, turn LEFT, 083° track, when passing ODS R-120 turn RIGHT, intercept ODS R-118 to AMGOL.
PERED 2E	On 157° track to ODS 5.5 DME, turn RIGHT, intercept ODS R-159 to PERED.
TARKA 2E	On 157° track to ODS 5.5 DME, turn LEFT, intercept ODS R-146 to TARKA.

CHANGES: SIDs renumbered & revised.

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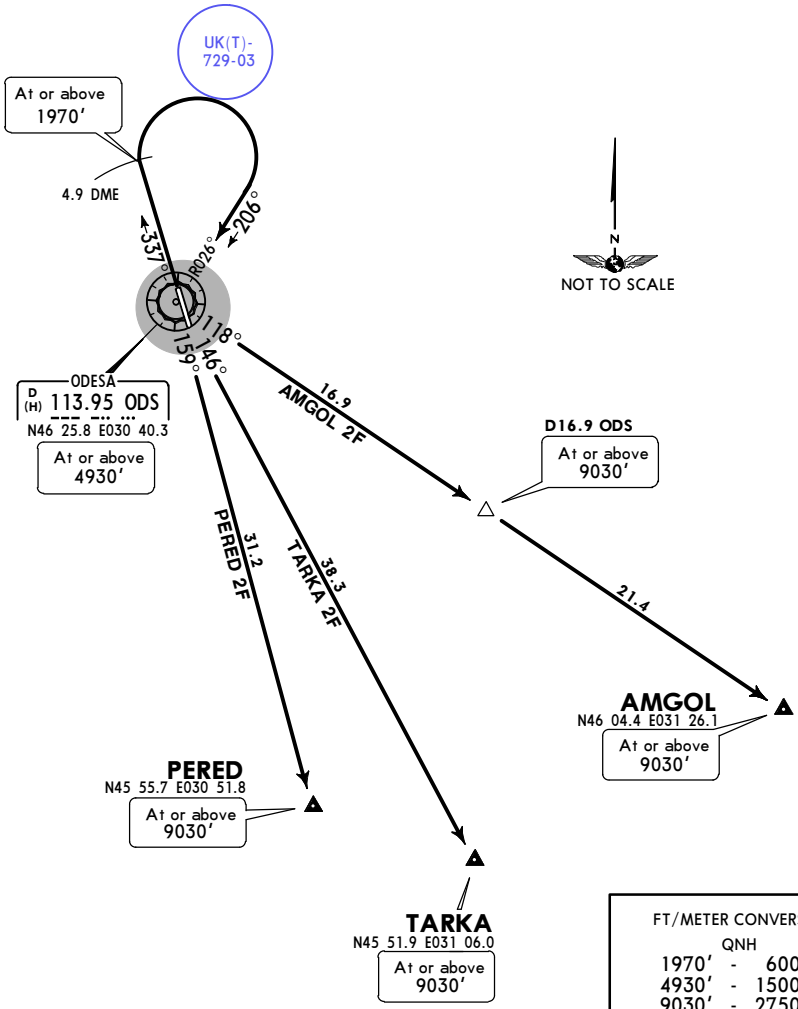
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles 2. Activities within UK(T)-729-03 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

AMGOL TWO FOXTROT (AMGOL 2F) [AMGO2F]
PERED TWO FOXTROT (PERED 2F) [PERE2F]
TARKA TWO FOXTROT (TARKA 2F) [TARK2F]
RWY 34 DEPARTURES



FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
9030′	-	2750m
10010′	-	3050m

SID	ROUTING
AMGOL 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 206° track to ODS, turn LEFT, ODS R-118 to AMGOL.
PERED 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 206° track to ODS, turn LEFT, ODS R-159 to PERED.
TARKA 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 206° track to ODS, turn LEFT, ODS R-146 to TARKA.

CHANGES: SIDs renumbered & revised.

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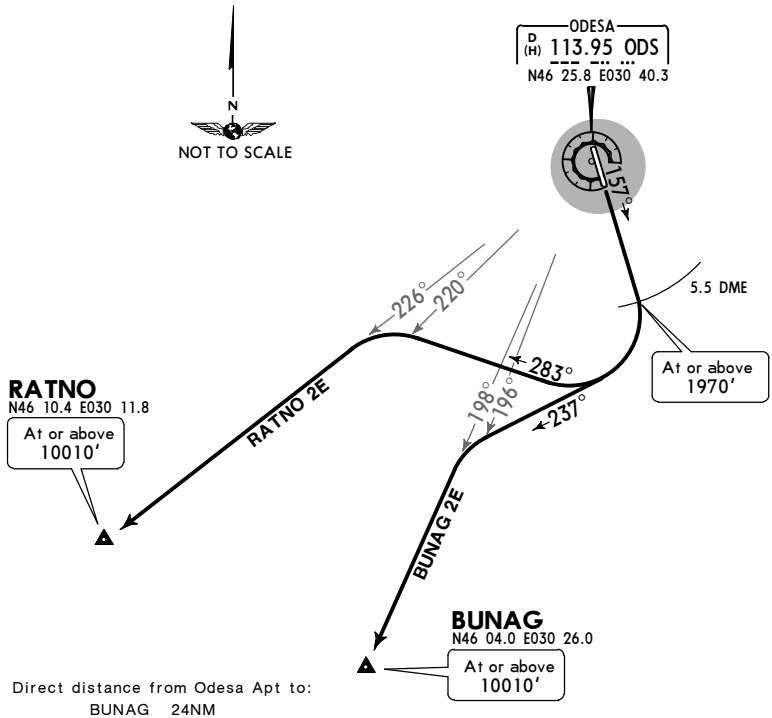
Apt Elev	Trans level: By ATC Trans alt: 10010′
172′	

1900′
MSA
ODS VOR

BUNAG TWO ECHO (BUNAG 2E)[BUNA2E]
RATNO TWO ECHO (RATNO 2E) [RATN2E]
RWY 16 DEPARTURES



Direct distance from Odesa Apt to:

BUNAG 24NM
RATNO 25NM

BUNAG 2E

This SID requires a minimum climb gradient of
6.5% up to 10010′.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975

If unable to comply advise ATC.

FT/METER CONVERSION
QNH
1970′ - 600m
10010′ - 3050m

SID	ROUTING
BUNAG 2E	On 157° track to ODS 5.5 DME, turn RIGHT, 237° track, when passing ODS R-196 turn LEFT, intercept ODS R-198 to BUNAG.
RATNO 2E	On 157° track to ODS 5.5 DME, turn RIGHT, 283° track, when passing ODS R-220 turn LEFT, intercept ODS R-226 to RATNO.

CHANGES: SIDs renumbered & revised.

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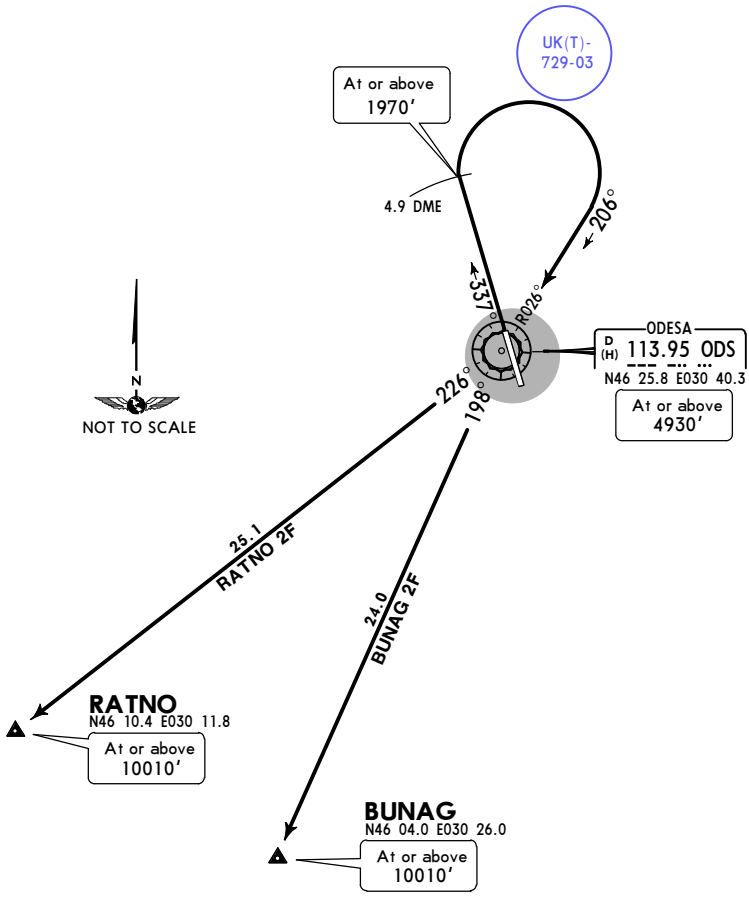
Apt Elev 172′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Activities within UK(T)-729-03 not authorized without prior coordination with ATC.

1900′
MSA
ODS VOR

BUNAG TWO FOXTROT (BUNAG 2F) [BUNA2F]
RATNO TWO FOXTROT (RATNO 2F) [RATN2F]
RWY 34 DEPARTURES



FT/METER CONVERSION
QNH

1970′	-	600m
4930′	-	1500m
10010′	-	3050m

SID	ROUTING
BUNAG 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 206° track to ODS, turn LEFT, ODS R-198 to BUNAG.
RATNO 2F	On 337° track to ODS 4.9 DME, turn RIGHT, 206° track to ODS, turn RIGHT, ODS R-226 to RATNO.

CHANGES: SIDs renumbered & revised.

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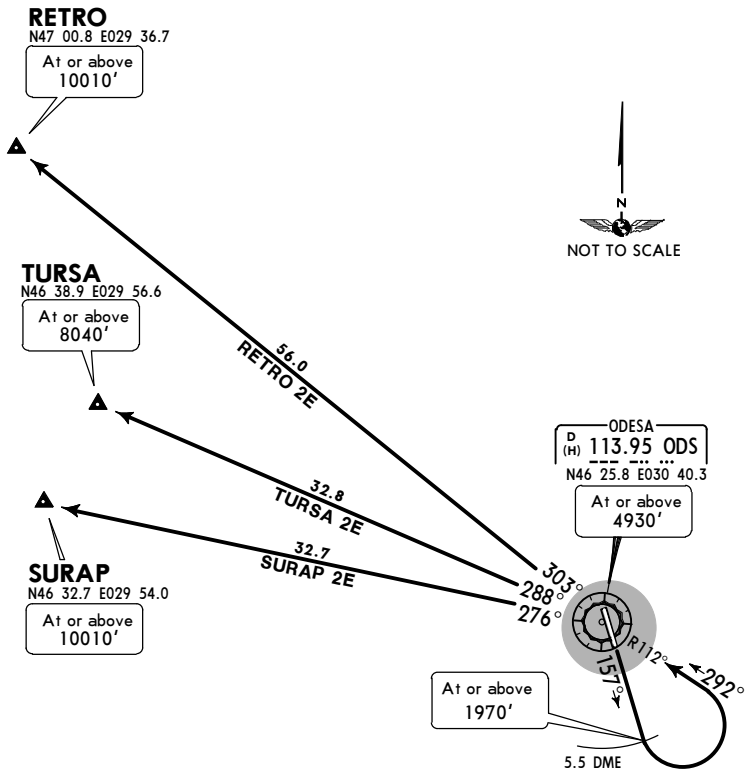
Apt Elev
172′

Trans level: By ATC Trans alt: 10010′

1900′
MSA
ODS VOR

RETRO TWO ECHO (RETRO 2E) [RETR2E]
SURAP TWO ECHO (SURAP 2E) [SURA2E]
TURSA TWO ECHO (TURSA 2E) [TURS2E]
RWY 16 DEPARTURES



FT/METER CONVERSION

	QNH	
1970′	-	600m
4930′	-	1500m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
RETRO 2E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn RIGHT, ODS R-303 to RETRO.
SURAP 2E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn LEFT, ODS R-276 to SURAP.
TURSA 2E	On 157° track to ODS 5.5 DME, turn LEFT, 292° track to ODS, turn LEFT, ODS R-288 to TURSA.

CHANGES: SIDs renumbered & revised.

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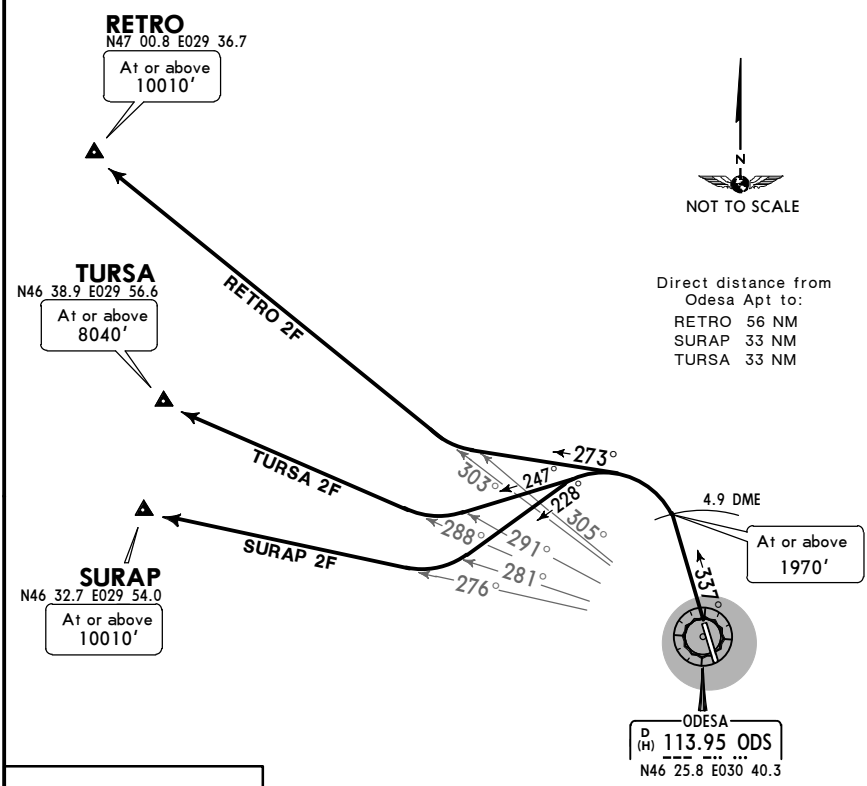
Apt Elev	
172′	Trans level: By ATC Trans alt: 10010′ EXPECT close-in obstacles.

1900′
MSA
ODS VOR

RETRO TWO FOXTROT (RETRO 2F) [RETR2F]
SURAP TWO FOXTROT (SURAP 2F) [SURA2F]
TURSA TWO FOXTROT (TURSA 2F) [TURS2F]
RWY 34 DEPARTURES



FT/METER CONVERSION
QNH

1970′	-	600m
8040′	-	2450m
10010′	-	3030m

SID	ROUTING
RETRO 2F	On 337° track to ODS 4.9 DME, turn LEFT, 273° track, whe passing ODS R-305 turn RIGHT, intercept ODS R-303 to RETRO.
SURAP 2F	On 337° track to ODS 4.9 DME, turn LEFT, 228° track, when passing ODS R-281 turn RIGHT, intercept ODS R-276 to SURAP.
TURSA 2F	On 337° track to ODS 4.9 DME, turn LEFT, 247° track, when passing ODS R-291 turn RIGHT, intercept ODS R-288 to TURSA.

CHANGES: SIDs renumbered & revised.

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UKOO/ODS

Apt Elev **172'**

N46 25.6 E030 40.6

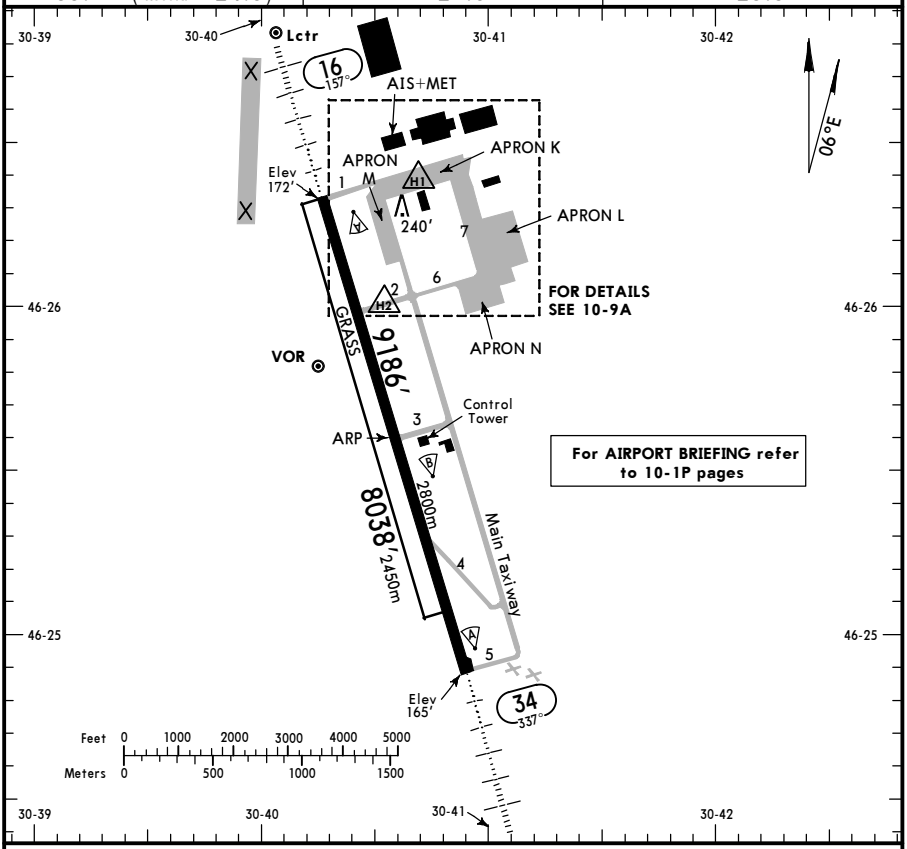
JEPPESEN

6 NOV 15 (10-9) **Eff 12 Nov**

ODESA, UKRAINE

ODESA

ATIS	ODESA Ground	Tower
133.1 (Russian 124.8)	121.8	125.5



For AIRPORT BRIEFING refer to 10-1P pages

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16 34	HIRL (50m) HIALS PAPI-L (angle 3.00°) RVR		8214' 2504m 8275' 2522m	❶	184' 56m
16 34	Grass runway				328' 100m

❶ First 98'/30m unusable for take-off.
TAKE-OFF RUN AVAILABLE

Rwy 16:		Rwy 34:	
From rwy head	9088' (2770m)	From rwy head	9088' (2770m)
twy 2 int	7185' (2190m)	twy 4 int	7054' (2150m)
twy 3 int	4593' (1400m)	twy 3 int	4593' (1400m)

JAR-OPS

TAKE-OFF [1]

	Main rwy 16/34		
	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: Mag var. Rwy bearings. Notes transferred to UKOO 10-1P.

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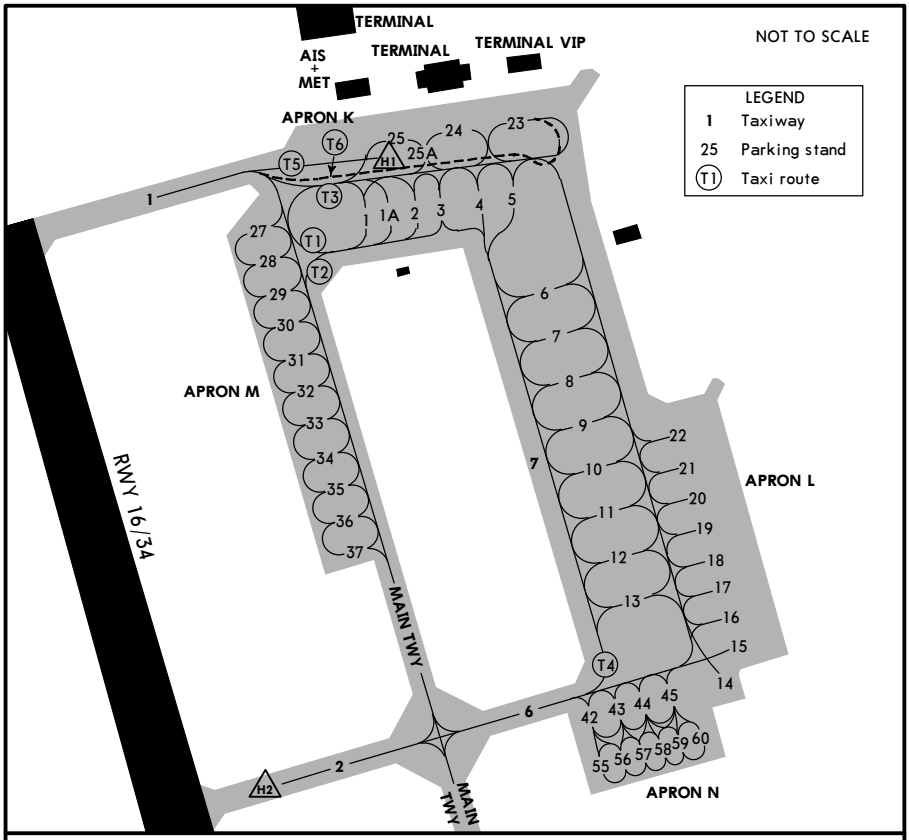

CHANGES: Stands. Notes transferred to UKOO 10-1P.

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STRAIGHT-IN RWY		A	B	C	D
16	ILS	**372**′(200′)	**372**′(200′)	**372**′(200′)	**372**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**560**′(388′)	**560**′(388′)	**560**′(388′)	**560**′(388′)
		R1100m	**R1100m**	**R1100m**	**R1100m**
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB ❶	**630**′(458′)	**630**′(458′)	**630**′(458′)	**630**′(458′)
	with FAF	**R1400m**	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB	**690**′(518′)	**690**′(518′)	**690**′(518′)	**690**′(518′)
	w/o FAF	**R1800m**	**R1800m**	**R2000m**	**R2000m**
	ALS out	C2600m	C2600m	C2800m	C2800m
34	ILS	**365**′(200′)	**365**′(200′)	**365**′(200′)	**365**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**480**′(315′)	**480**′(315′)	**480**′(315′)	**480**′(315′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB ❶	**600**′(435′)	**600**′(435′)	**600**′(435′)	**600**′(435′)
	with FAF	**R1300m**	**R1300m**	**R1300m**	**R1300m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**640**′(475′)	**640**′(475′)	**640**′(475′)	**640**′(475′)
	w/o FAF	**R1700m**	**R1700m**	**R1900m**	**R1900m**
	ALS out	C2400m	C2400m	C2600m	C2600m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
After apch to rwy 16	**780**′(608′)	**810**′(638′)	**1200**′(1028′)	**1200**′(1028′)
After apch to rwy 34 ❸	**780**′(615′)	**810**′(645′)	**1200**′(1035′)	**1200**′(1035′)
	V1500m	V1600m	V2400m	V3600m

❷ Prohibited in sector between R-020 & R-135 ODS.
❸ Circling height based on rwy 34 thresh elev of 165′.

TAKE-OFF RWY 16, 34

	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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UK00/ODS
ODESA

JEPPESEN

6 NOV 15 (11-1) Eff 12 Nov

ODESA, UKRAINE
ILS or LOC Rwy 16

BRIEFING STRIP TM

ATIS	ODESA Radar (APP)	ODESA Tower	Ground
133.1 (Russian 124.8)	120.9	125.5	121.8

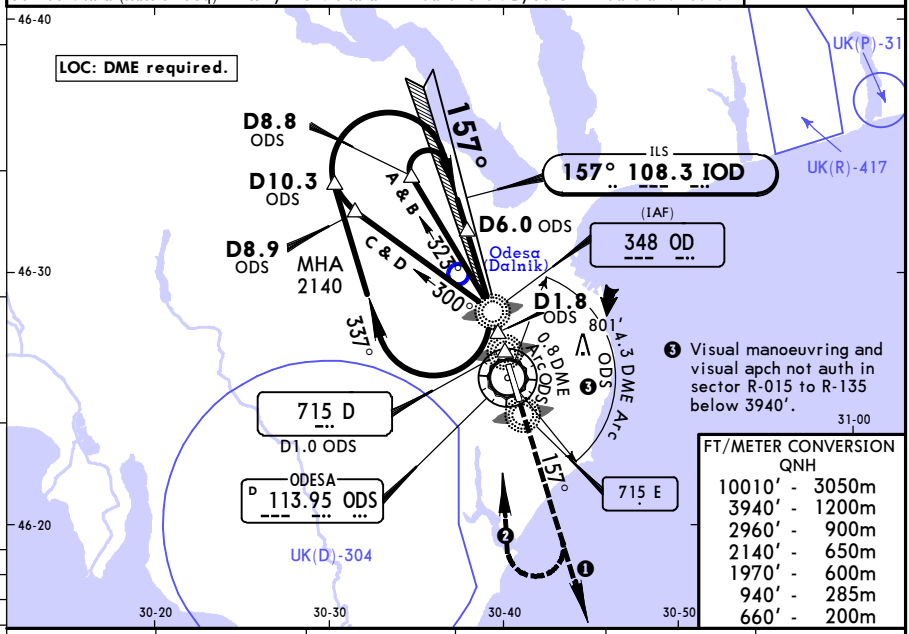
LOC IOD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / Rwy
108.3	157°	935′(763′)	372′(200′)	Apt Elev 172′ / Rwy 172′

1900′

MSA ODS VOR

MISSED APCH: ❶ Climb on 157° to 1970′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 157° to 1970′, then turn RIGHT to OD NDB climbing to 2960′, then according to chart.

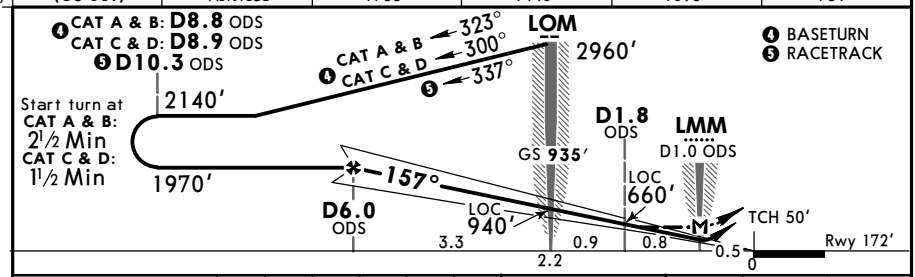
Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010′



FT/METER CONVERSION
QNH

10010′	3050m
3940′	1200m
2960′	900m
2140′	650m
1970′	600m
940′	285m
660′	200m

LOC (GS out)					
	ODS DME	5.4	4.3	3.2	2.2
	ALTITUDE	1785′	1440′	1096′	751′



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/D1.0 ODS							

HIALS PAPI

1970′ on 157°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16

	ILS DA(H) 372′(200′) FULL	ILS DA(H) 372′(200′) ALS out	LOC (GS out) MDA(H) 560′(388′)	LOC (GS out) MDA(H) 560′(388′) 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

Max Kts	MDA(H)	VIS
100	780′(608′)	1500m
135	810′(638′)	1600m
180	1200′(1028′)	2400m
205	1200′(1028′)	3600m

CHANGES: Procedure.

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UK00/ODS
ODESA

JEPPESEN
6 NOV 15 (11-2) Eff 12 Nov

ODESA, UKRAINE
ILS or LOC Rwy 34

BRIEFING STRIP ™

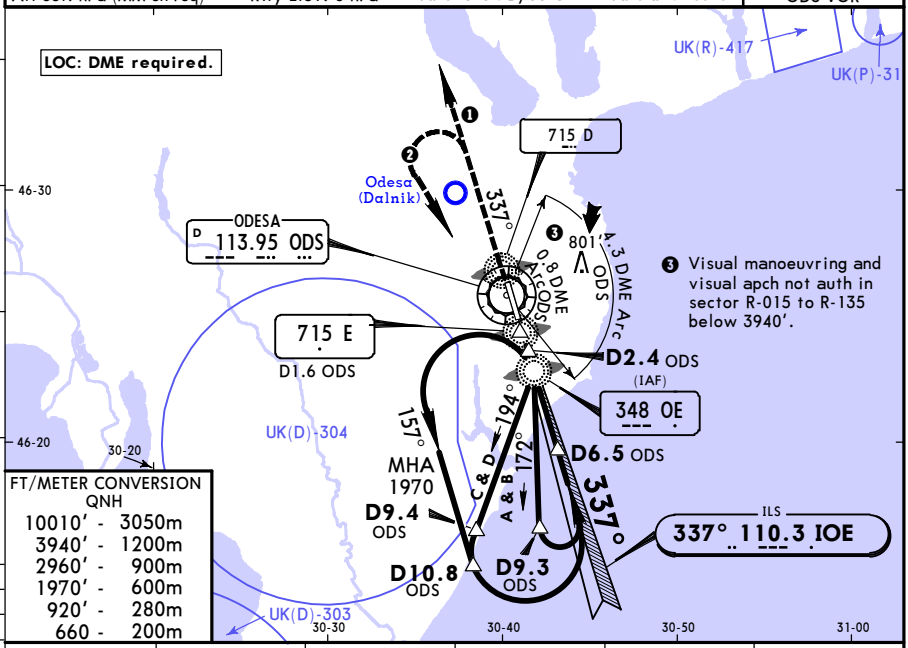
ATIS	ODESA Radar (APP)	ODESA Tower	Ground
133.1 (Russian 124.8)	120.9	125.5	121.8

LOC IOE	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 172′
110.3	337°	919′(754′)	365′(200′)	Rwy 165′

MISSED APCH: ❶ Climb on 337° to 1970′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 337° to 1970′, then turn LEFT to OE NDB climbing to 2960′, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010′

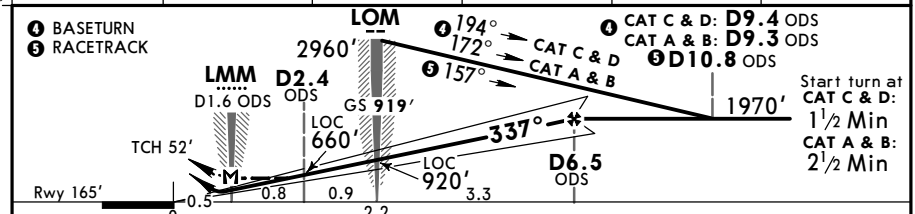
1900′
MSA
ODS VOR



FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2960′ -	900m
1970′ -	600m
920′ -	280m
660 -	200m

LOC (GS out)	ODS DME	2.7	3.8	4.9	5.9
	ALTITUDE	748′	1093′	1437′	1781′



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/D1.6 ODS							

HIALS
PAPI
1970′ on 337°

JAR-OPS STRAIGHT-IN LANDING RWY 34

	ILS DA(H) 365′(200′) FULL	ILS DA(H) 365′(200′) ALS out	LOC (GS out) MDA(H) 480′(315′)	LOC (GS out) MDA(H) 480′(315′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B				
C			RVR 1000m	RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	VIS
100	780′(615′)	1500m
135	810′(645′)	1600m
180	1200′(1035′)	2400m
205	1200′(1035′)	3600m

PANS OPS

❶ Circling height based on rwy 34 thresh elev of 165′.

CHANGES: Procedure.

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UK00/ODS
ODESA

JEPPESEN
6 NOV 15 (16-1) Eff 12 Nov

ODESA, UKRAINE
NDB Rwy 16

BRIEFING STRIP TM

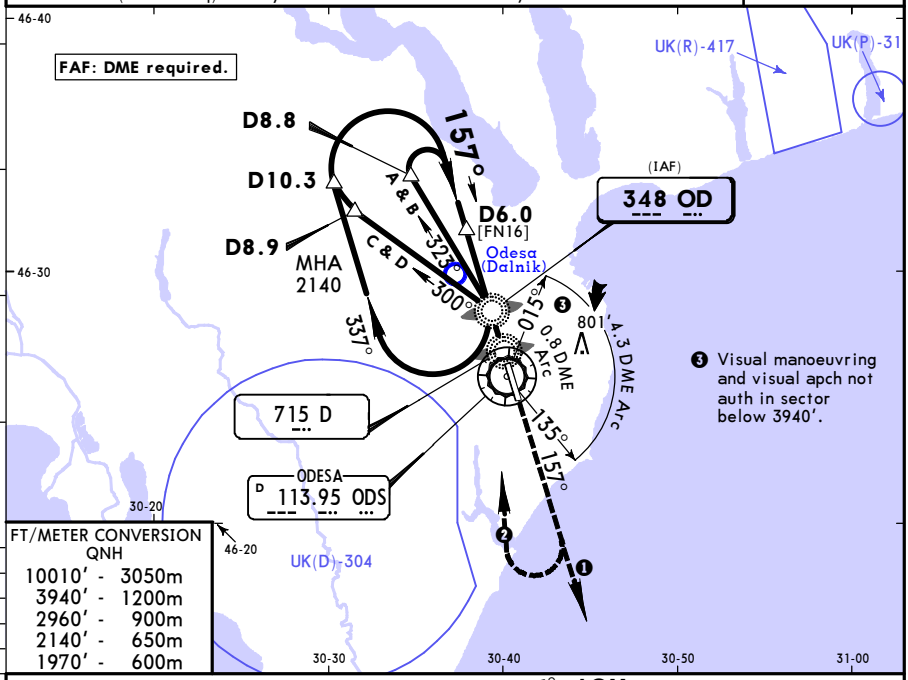
ATIS	ODESA Radar (APP)	ODESA Tower	Ground
133.1 (Russian 124.8)	120.9	125.5	121.8

NDB OD	Final Apch Crs	Minimum Alt	MDA(H) Refer to Minimums	Apt Elev / Rwy
348	157°	D6.0 1970′(1798′)		Apt Elev 172′ Rwy 172′

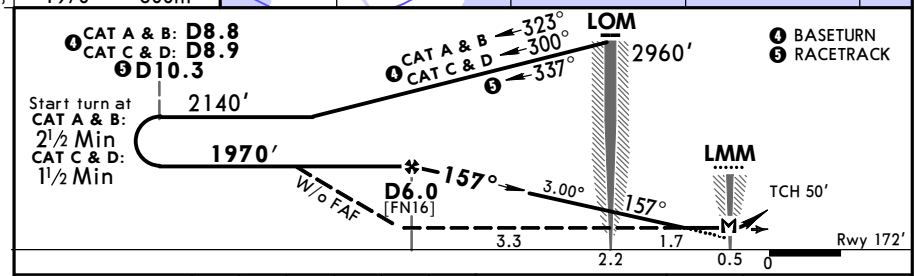
MISSED APCH: ❶ Climb on 157° to 1970′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 157° to 1970′, then turn RIGHT to OD NDB climbing to 2960′, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010′

1900′
MSA
ODS VOR



FT/METER CONVERSION QNH	
10010′ -	3050m
3940′ -	1200m
2960′ -	900m
2140′ -	650m
1970′ -	600m



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

HIALS
PAPI

1970′ on 157°

PANS OPS

JAR-OPS STRAIGHT-IN LANDING RWY 16	With FAF MDA(H) 630′(458′)		W/o FAF MDA(H) 690′(518′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1500m	RVR 1000m	RVR 1500m
B	RVR 1200m		RVR 1200m	
C		RVR 2000m		RVR 2000m
D	RVR 1600m		RVR 1600m	

CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
100	780′(608′)	1500m
135	810′(638′)	1600m
180	1200′(1028′)	2400m
205	1200′(1028′)	3600m

CHANGES: Procedure.

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UK00/ODS
ODESA

JEPPESEN
6 NOV 15 (16-2) Eff 12 Nov

ODESA, UKRAINE
NDB Rwy 34

ATIS	ODESA Radar (APP)	ODESA Tower	Ground
133.1 (Russian 124.8)	120.9	125.5	121.8

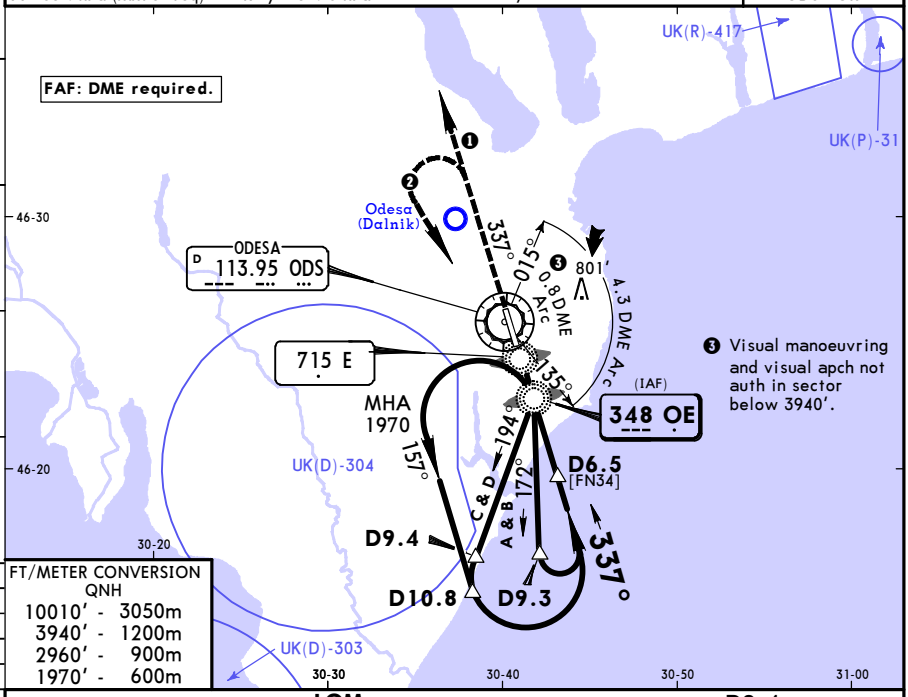
BRIEFING STRIP ™

NDB OE	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 172′
348	337°	D6.5 1970′(1805′)	Refer to Minimums	Rwy 165′

MISSED APCH: ❶ Climb on 337° to 1970′, then as directed.
MISSED APCH WITH COMM FAILURE: ❷ Climb on 337° to 1970′, then turn LEFT to OE NDB climbing to 2960′, then according to chart.

Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010′

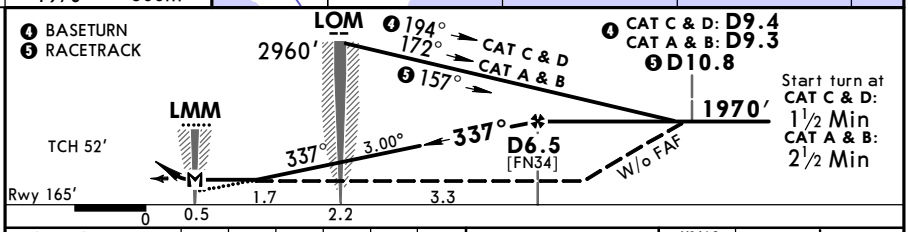
1900′
MSA
ODS VOR



FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2960′ -	900m
1970′ -	600m

1 in=7.5 NM



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

HIALS
PAPI

1970′ on 337°

JAR-OPS STRAIGHT-IN LANDING RWY 34

	With FAF MDA(H) 600′(435′)		W/o FAF MDA(H) 640′(475′)	
		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

Max Kts	MDA(H)	VIS
100	780′(615′)	1500m
135	810′(645′)	1600m
180	1200′(1035′)	2400m
205	1200′(1035′)	3600m

PANS OPS

❶ Circling height based on rwy 34 thresh elev of 165′.

CHANGES: Procedure.

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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
ODESA, (ODESA - UKOO)				
REV	BANID & MOKAD 2Y RNAV ARR...	10-2	10 Jun 2016	23 Jun 2016
REV	BANID & MOKAD 2Z RNAV ARR...	10-2A	10 Jun 2016	23 Jun 2016
REV	ODSAN 1Y & SURAP 2Y RNAV ...	10-2F	10 Jun 2016	23 Jun 2016
REV	ODSAN 1Z & SURAP 2Z RNAV ...	10-2G	10 Jun 2016	23 Jun 2016
REV	ODSAN, VAKOM & XONKO 1W R...	10-3	10 Jun 2016	23 Jun 2016
REV	ODSAN, VAKOM & XONKO 1X R...	10-3A	10 Jun 2016	23 Jun 2016
REV	BANID, KOSAK, MOKAD 2W RN...	10-3B	10 Jun 2016	23 Jun 2016
REV	BANID, KOSAK, MOKAD 2X RN...	10-3C	10 Jun 2016	23 Jun 2016
REV	AMGOL, PERED, TARKA 2W RN...	10-3D	10 Jun 2016	23 Jun 2016
REV	AMGOL, PERED, TARKA 2X RN...	10-3E	10 Jun 2016	23 Jun 2016
REV	ODSAN, VAKOM & XONKO 1E D...	10-3K	10 Jun 2016	23 Jun 2016
REV	ODSAN, VAKOM & XONKO 1F D...	10-3L	10 Jun 2016	23 Jun 2016
REV	BANID, KOSAK, MOKAD 2E DE...	10-3M	10 Jun 2016	23 Jun 2016
REV	BANID, KOSAK, MOKAD 2F DE...	10-3N	10 Jun 2016	23 Jun 2016
REV	AMGOL, PERED, TARKA 2E DE...	10-3P	10 Jun 2016	23 Jun 2016
REV	AMGOL, PERED, TARKA 2F DE...	10-3Q	10 Jun 2016	23 Jun 2016
REV	BUNAG & RATNO 2E DEPS	10-3S	10 Jun 2016	23 Jun 2016
REV	BUNAG & RATNO 2F DEPS	10-3T	10 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKOO