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Airport Information For UKDD
Terminal Charts For UKDD
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: DNIPRO UKR
ICAO/IATA: UKDD / DNK
Lat/Long: N48° 21.4', E035° 06.0'
Elevation: 482 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 8.0° E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine, Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0207 Z
Sunset: 1705 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
Dnipro Approach: 132.300
Dnipro Information: 122.700 Flight Info Service RCO
Dnipro Radar ACC: 119.400 RCO

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1. GENERAL

1.1. ATIS

ATIS 130.9
134.9 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

SID, STAR and Approach charts are based on minimizing the impact of aviation noise on settlements located around the aerodrome.

Minimum levels provided by an ATC when ACFT are under radar vectoring or direct routing include corrections for low temperatures within the range from -28°C to -25°C inclusively.

1.2.2. NIGHT NOISE RESTRICTIONS FROM 2300-0600LT

1.2.2.1. TAXIING

Taxiing of three-engined ACFT to be done with two side engines. Power while taxiing from stands 3, 5, 8 and 9 shall not be more than 0.6 of rated power.

1.2.2.2. RUN-UP TEST

Run-ups with take-off power are prohibited.

1.2.2.3. AUXILIARY POWER UNIT (APU)

Use limited to ±30 minutes 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.

Take-off when RVR less than 300m is not executed.

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

1.4. TAXI PROCEDURES

For ground movement restrictions refer to 10-9 charts.

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

Taxiing on own thrust via TWY 7 is permitted only for ACFT of less than code 4C at daytime, in other cases taxiing via TWY 7 is carried out only by towing.

1.5. COMMUNICATION FAILURE

In case of communication failure light signals are emitted by Signal Light Gun.

1.6. 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.

ATC will issue further descent instruction prior to the CDO flight reaching 900m (3000') 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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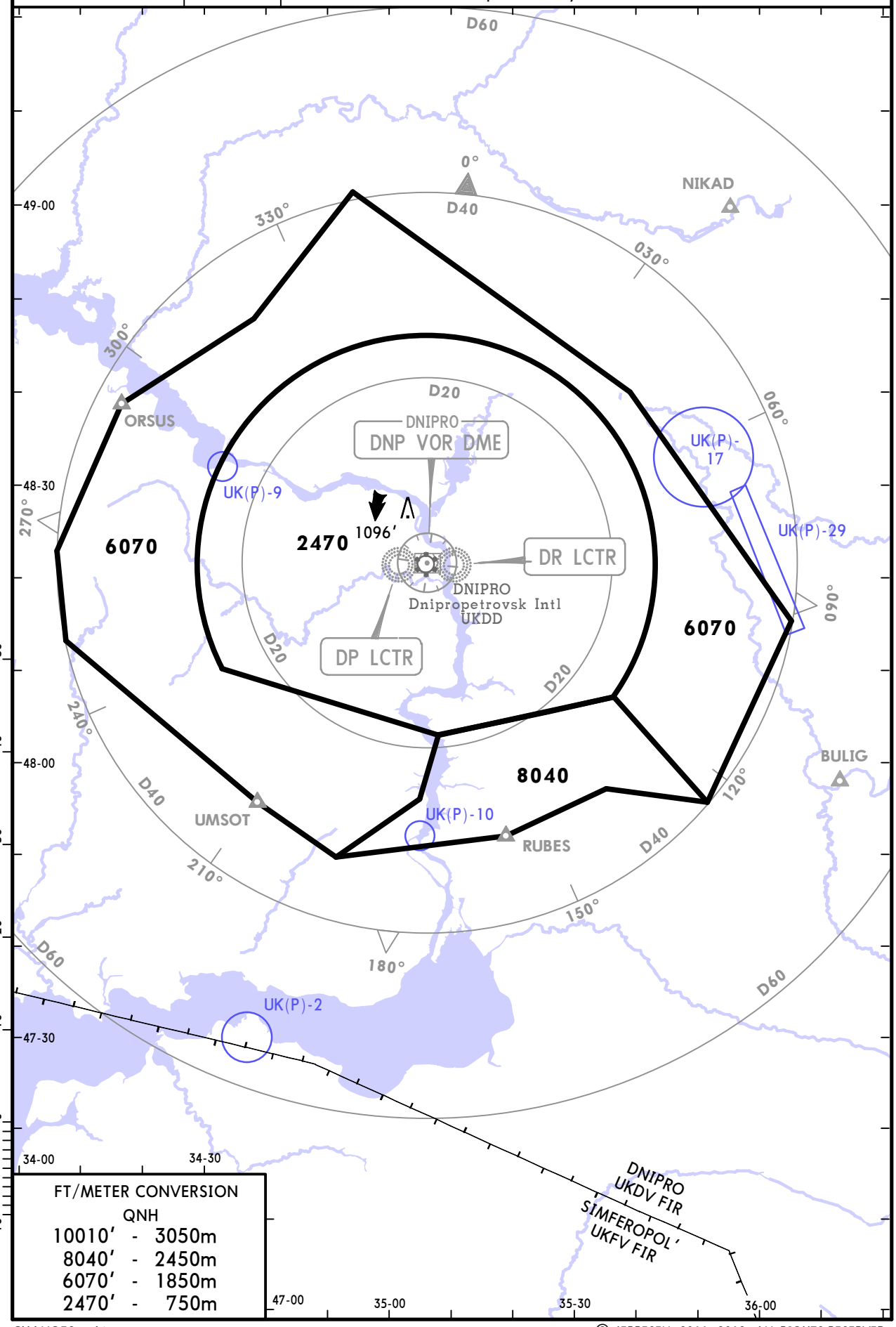
UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN
10-1R
2 NOV 18
Eff 8 Nov

DNIPRO, UKRAINE
RADAR MINIMUM ALTITUDES

DNIPRO Radar (APP) 119.4	Apt Elev 482′	Alt Set: hPa 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. Minimum Radar Vectoring Altitude 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: Airport name.

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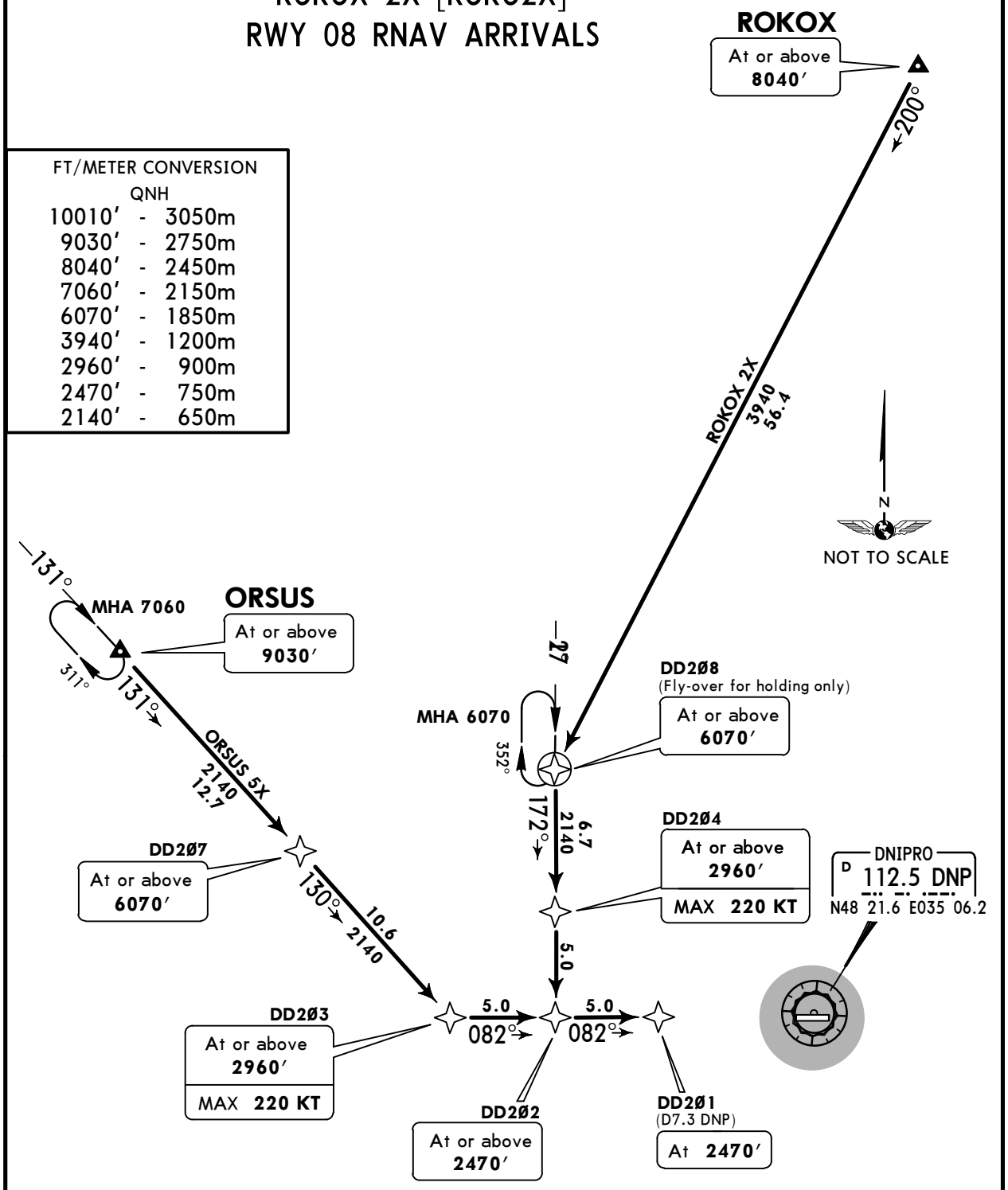
ATIS	Apt Elev	
130.9(Russian 134.9)	482′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** **2. RNAV-1 (P-RNAV) approval required otherwise advise ATC.** 3. EXPECT ILS or NDB approach on DD2Ø1. 4. For CDO instructions refer to 10-1P pages.

2200
MSA
DNP VOR

ORSUS 5X [ORSU5X]
ROKOX 2X [ROKO2X]
RWY 08 RNAV ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
7060′	-	2150m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
2470′	-	750m
2140′	-	650m

STAR	ROUTING
ORSUS 5X	ORSUS (9030′+) - DD2Ø7 (6070′+) - DD2Ø3 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).
ROKOX 2X	ROKOX (8040′+) - DD2Ø8 (6070′+) - DD2Ø4 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).

CHANGES: Airport name.

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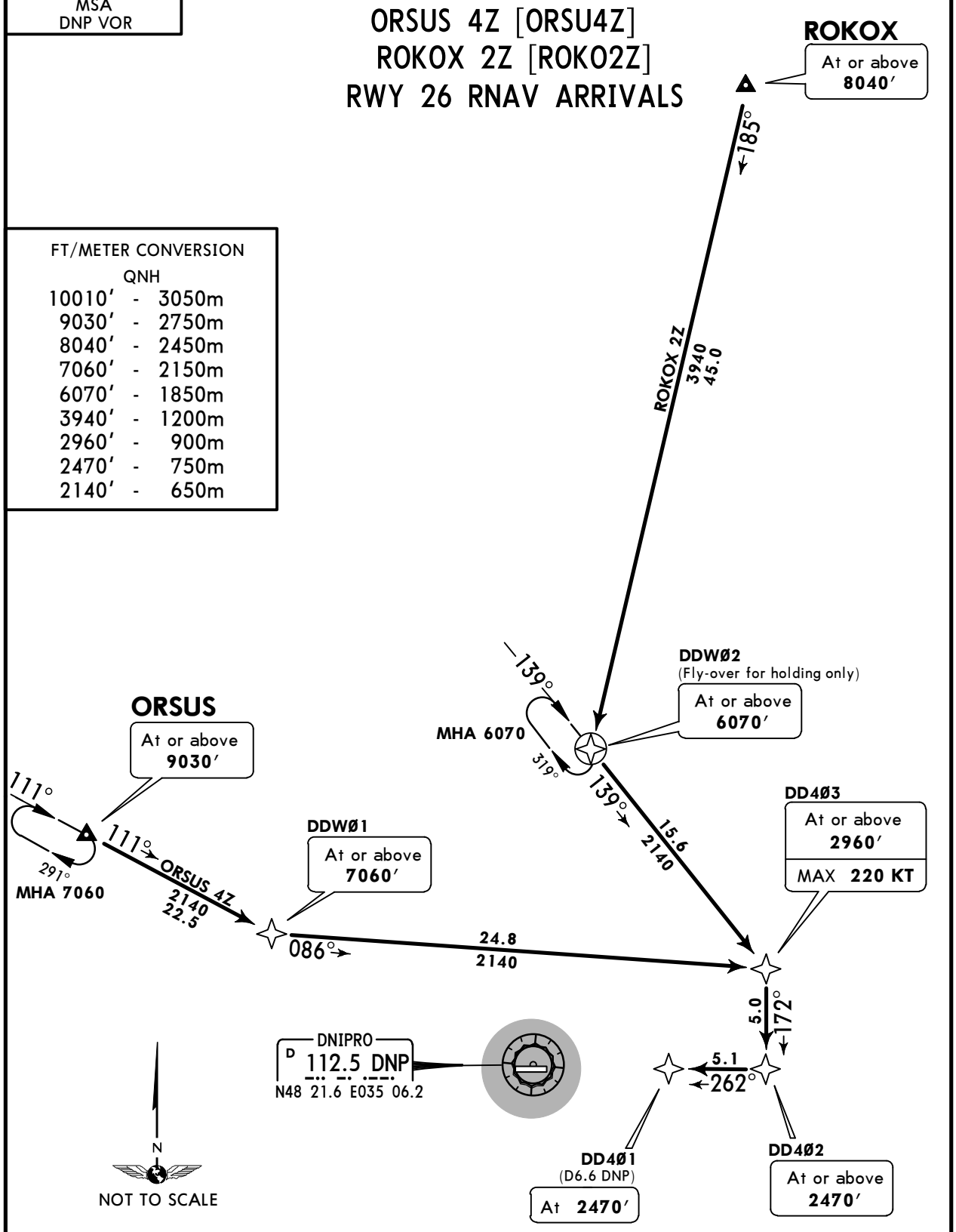
MSA DNP VOR	ATIS	Apt Elev	
2200	130.9(Russian 134.9)	482′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS)** **2. RNAV-1 (P-RNAV) approval required otherwise advise ATC** 3. EXPECT ILS or NDB approach on DD4Ø1. 4. For CDO instructions refer to 10-1P pages.

ORSUS 4Z [ORSU4Z]
ROKOX 2Z [ROKO2Z]
RWY 26 RNAV ARRIVALS



FT/METER CONVERSION

QNH

10010′	-	3050m
9030′	-	2750m
8040′	-	2450m
7060′	-	2150m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
2470′	-	750m
2140′	-	650m

STAR	ROUTING
ORSUS 4Z	ORSUS (9030′+) - DDWØ1 (7060′+) - DD4Ø3 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).
ROKOX 2Z	ROKOX (8040′+) - DDWØ2 (6070′+) - DD4Ø3 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).

CHANGES: Airport name.

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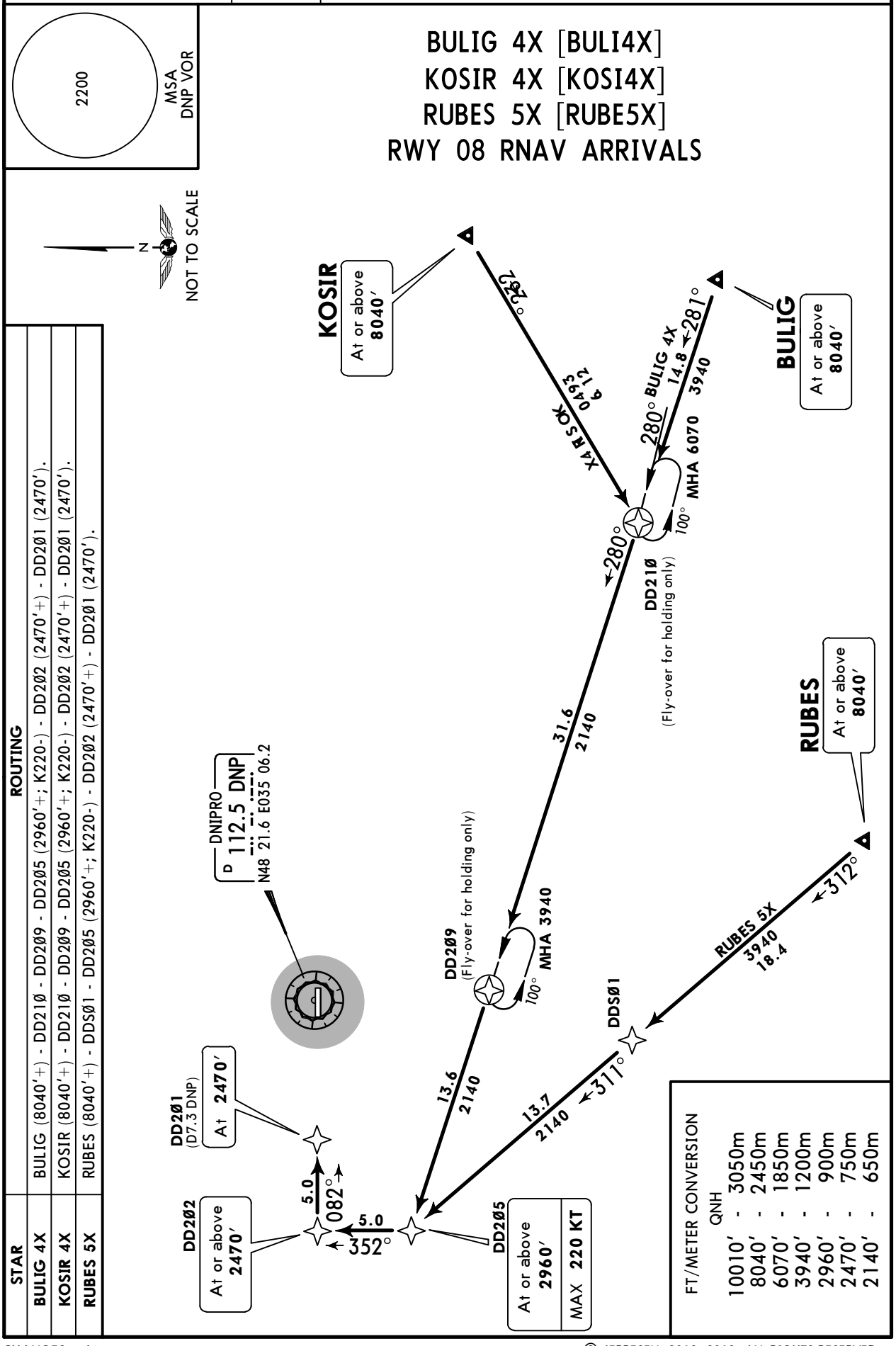
ATIS	Apt Elev	
130.9 (Russian 134.9)	482′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** **2. RNAV-1 (P-RNAV) approval required otherwise advise ATC.** 3. EXPECT ILS or NDB approach on DD2Ø1. 4. For CDO instructions refer to 10-1P pages.

BULIG 4X [BULI4X]
KOSIR 4X [KOSI4X]
RUBES 5X [RUBE5X]
RWY 08 RNAV ARRIVALS



STAR	ROUTING
BULIG 4X	BULIG (8040′+) - DD21Ø - DD2Ø9 - DD2Ø5 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).
KOSIR 4X	KOSIR (8040′+) - DD21Ø - DD2Ø9 - DD2Ø5 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).
RUBES 5X	RUBES (8040′+) - DDSØ1 - DD2Ø5 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).

FT/METER CONVERSION
QNH

10010′	3050m
8040′	2450m
6070′	1850m
3940′	1200m
2960′	900m
2470′	750m
2140′	650m

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

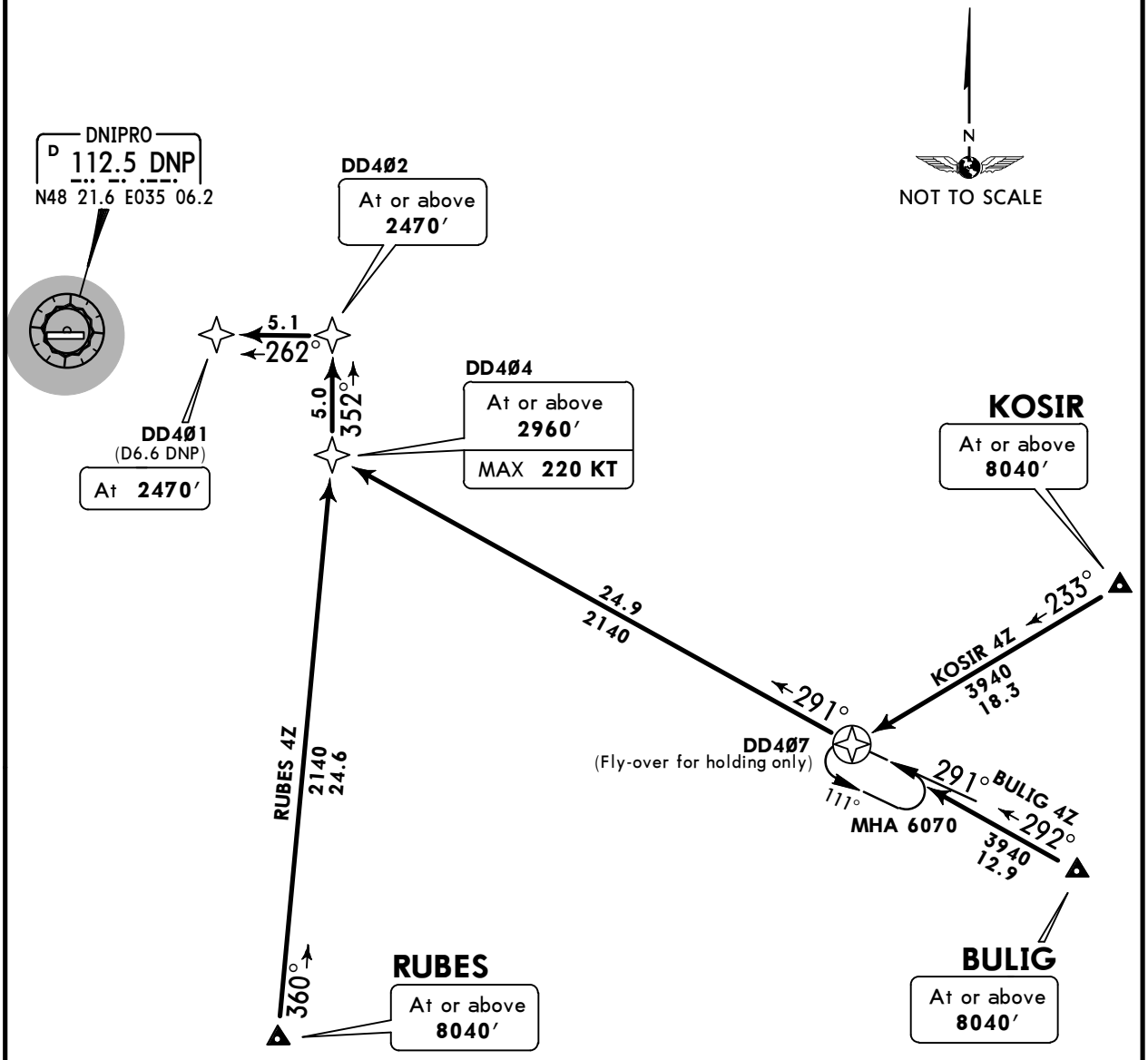
2 NOV 18 (10-2C) **Eff 8 Nov**

DNIPRO, UKRAINE
RNAV STAR

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 DD4Ø1. 4. For CDO instructions refer to 10-1P pages.

2200
MSA
DNP VOR

BULIG 4Z [BULI4Z]
KOSIR 4Z [KOSI4Z]
RUBES 4Z [RUBE4Z]
RWY 26 RNAV ARRIVALS



FT/METER CONVERSION		
QNH		
10010′	-	3050m
8040′	-	2450m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
2470′	-	750m
2140′	-	650m

STAR	ROUTING
BULIG 4Z	BULIG (8040′+) - DD4Ø7 - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).
KOSIR 4Z	KOSIR (8040′+) - DD4Ø7 - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).
RUBES 4Z	RUBES (8040′+) - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).

CHANGES: Airport name.

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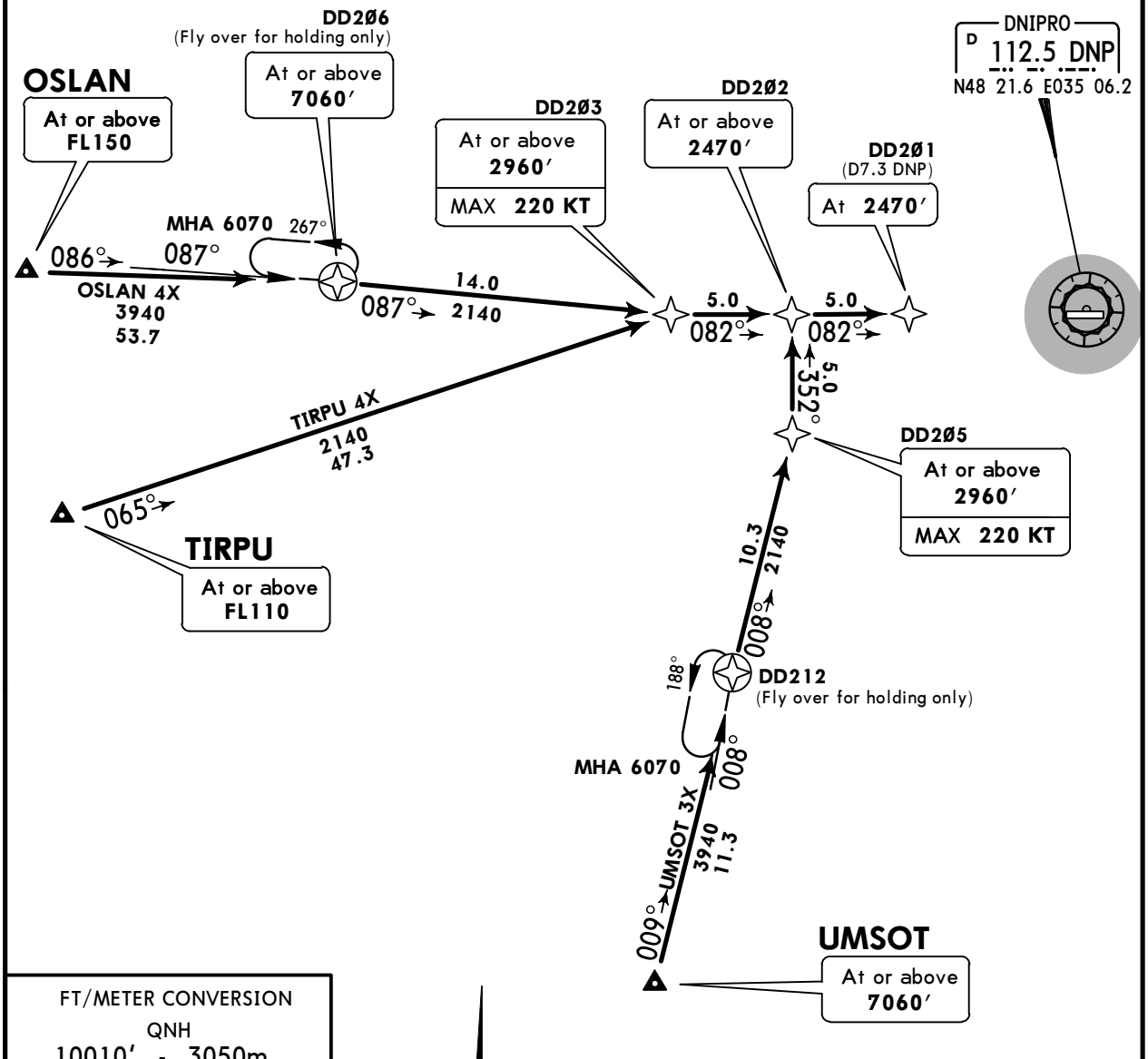
ATIS	Apt Elev	
130.9(Russian 134.9)	482′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** **2. RNAV-1 (P-RNAV) approval required otherwise advise ATC.** 3. EXPECT ILS or NDB approach on DD2Ø1. 4. For CDO instructions refer to 10-1P pages.

2200
MSA
DNP VOR

OSLAN 4X [OSLA4X]
TIRPU 4X [TIRP4X]
UMSOT 3X [UMSO3X]
RWY 08 RNAV ARRIVALS



FT/METER CONVERSION

QNH		
10010′	-	3050m
7060′	-	2150m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
2470′	-	750m
2140′	-	650m

STAR	ROUTING
OSLAN 4X	OSLAN (FL150+) - DD2Ø6 (7060′+) - DD2Ø3 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).
TIRPU 4X	TIRPU (FL110+) - DD2Ø3 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).
UMSOT 3X	UMSOT (7060′+) - DD212 - DD2Ø5 (2960′+; K220-) - DD2Ø2 (2470′+) - DD2Ø1 (2470′).

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

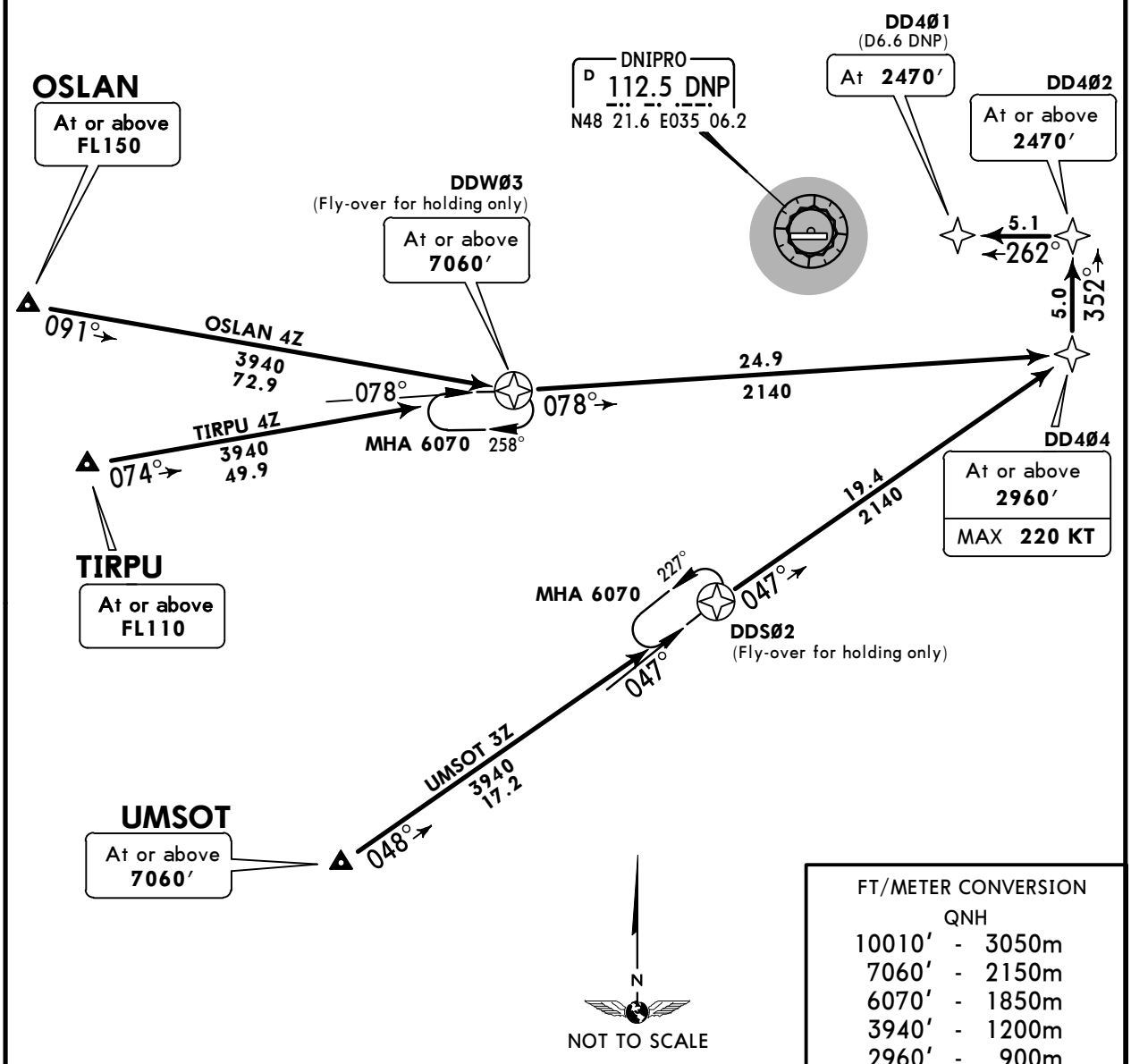
2 NOV 18 (10-2E) **Eff 8 Nov**

DNIPRO, UKRAINE
RNAV STAR

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 DD4Ø1. 4. For CDO instructions refer to 10-1P pages.

2200
MSA
DNP VOR

OSLAN 4Z [OSLA4Z]
TIRPU 4Z [TIRP4Z]
UMSOT 3Z [UMSO3Z]
RWY 26 RNAV ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
7060′	-	2150m
6070′	-	1850m
3940′	-	1200m
2960′	-	900m
2470′	-	750m
2140′	-	650m

STAR	ROUTING
OSLAN 4Z	OSLAN (FL150+) - DDWØ3 (7060′+) - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).
TIRPU 4Z	TIRPU (FL110+) - DDWØ3 (7060′+) - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).
UMSOT 3Z	UMSOT (7060′+) - DDSØ2 - DD4Ø4 (2960′+; K220-) - DD4Ø2 (2470′+) - DD4Ø1 (2470′).

CHANGES: Airport name.

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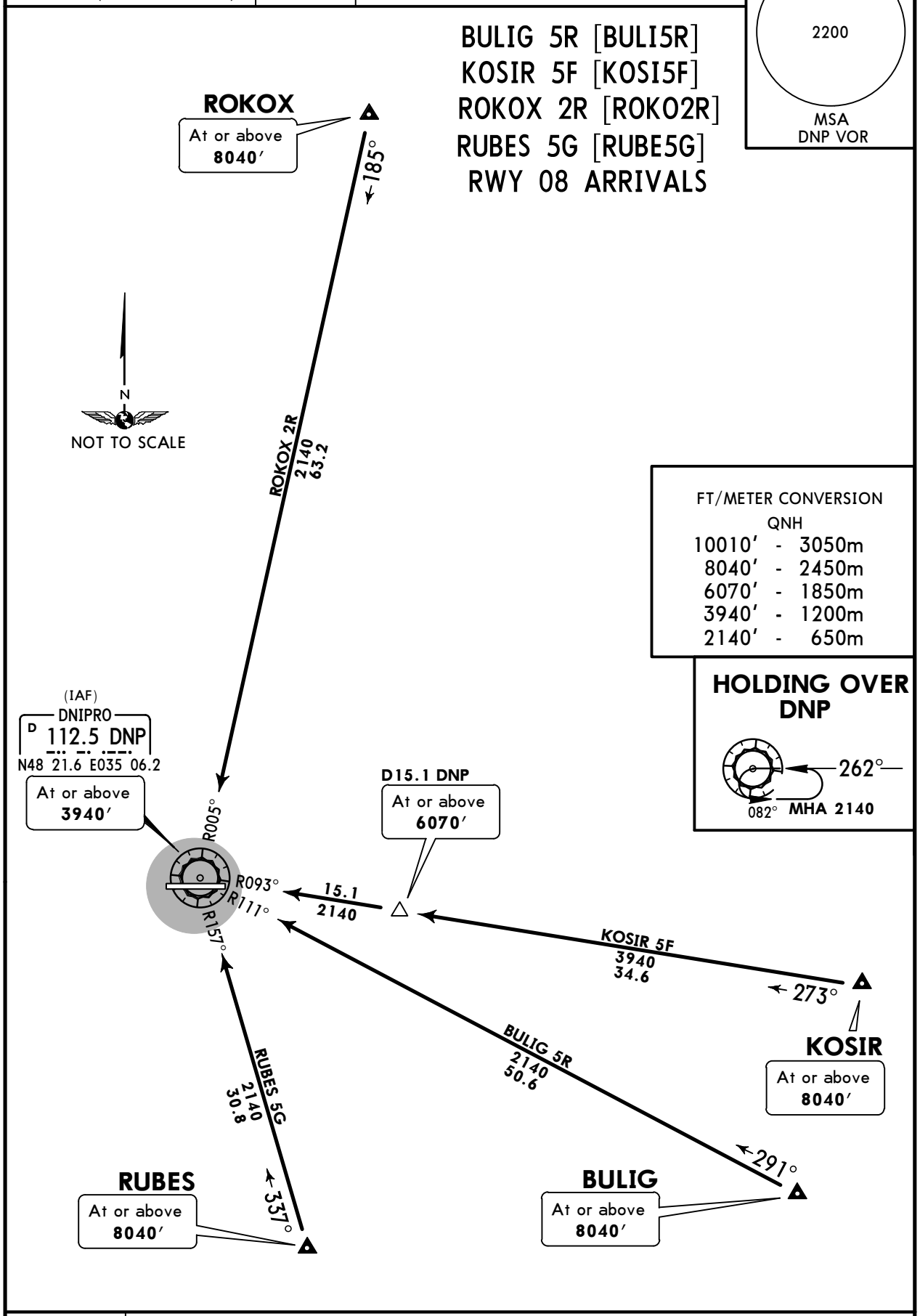
UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

2 NOV 18 (10-2F) Eff 8 Nov

DNIPRO, UKRAINE
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 10010′
130.9(Russian 134.9)	482′	



STAR	ROUTING
BULIG 5R	Intercept DNP R-111 inbound to DNP VOR.
KOSIR 5F By ATC	Intercept DNP R-093 inbound to DNP VOR.
ROKOX 2R	Intercept DNP R-005 inbound to DNP VOR.
RUBES 5G	Intercept DNP R-157 inbound to DNP VOR.

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

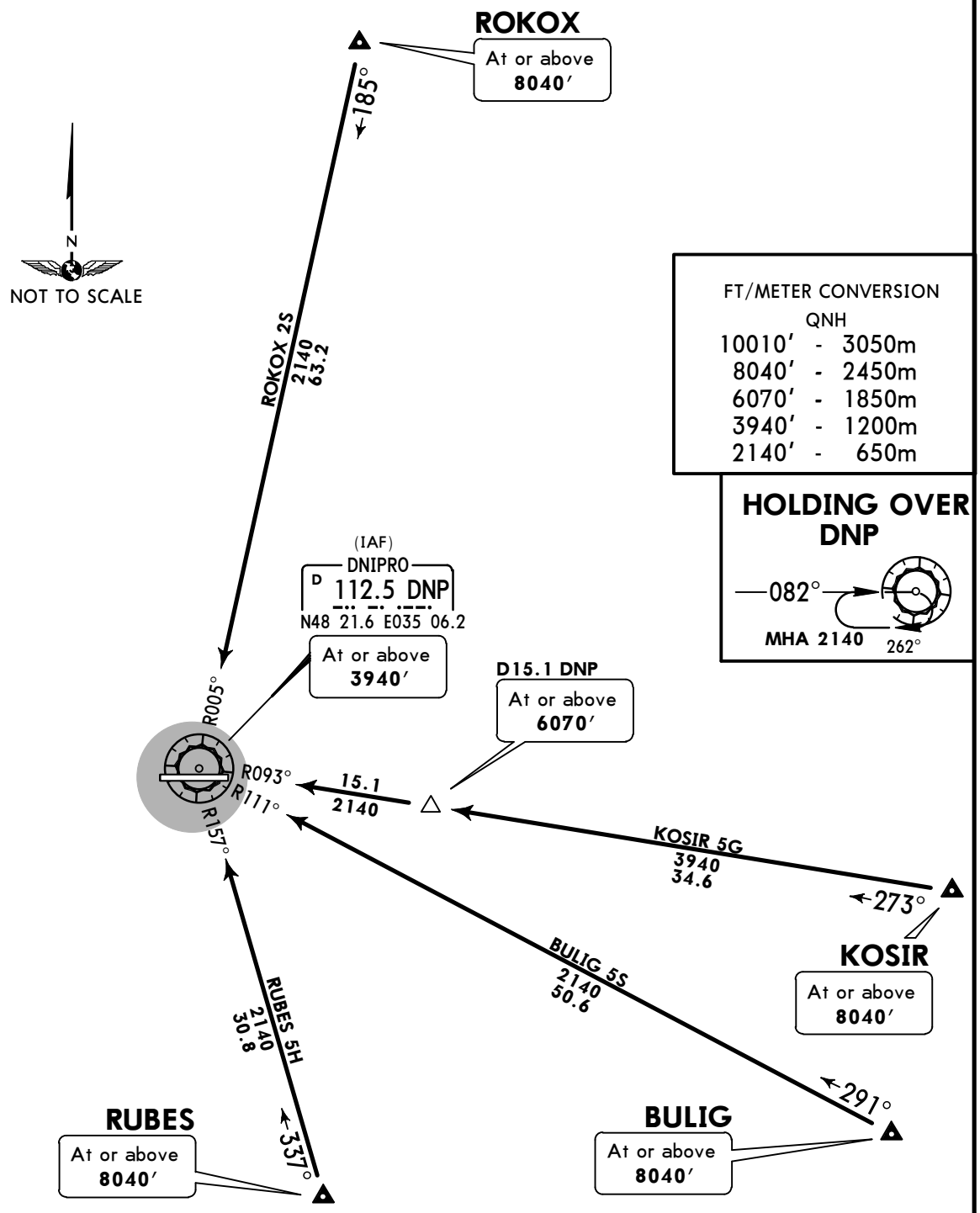
2 NOV 18 (10-2G) Eff 8 Nov

DNIPRO, UKRAINE
STAR

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 10010′
130.9(Russian 134.9)	482′	

2200
MSA
DNP VOR

BULIG 5S [BULI5S]
KOSIR 5G [KOSI5G]
ROKOX 2S [ROKO2S]
RUBES 5H [RUBE5H]
RWY 26 ARRIVALS



STAR	ROUTING
BULIG 5S	Intercept DNP R-111 inbound to DNP VOR.
KOSIR 5G By ATC	Intercept DNP R-093 inbound to DNP VOR.
ROKOX 2S	Intercept DNP R-005 inbound to DNP VOR.
RUBES 5H	Intercept DNP R-157 inbound to DNP VOR.

CHANGES: Airport name.

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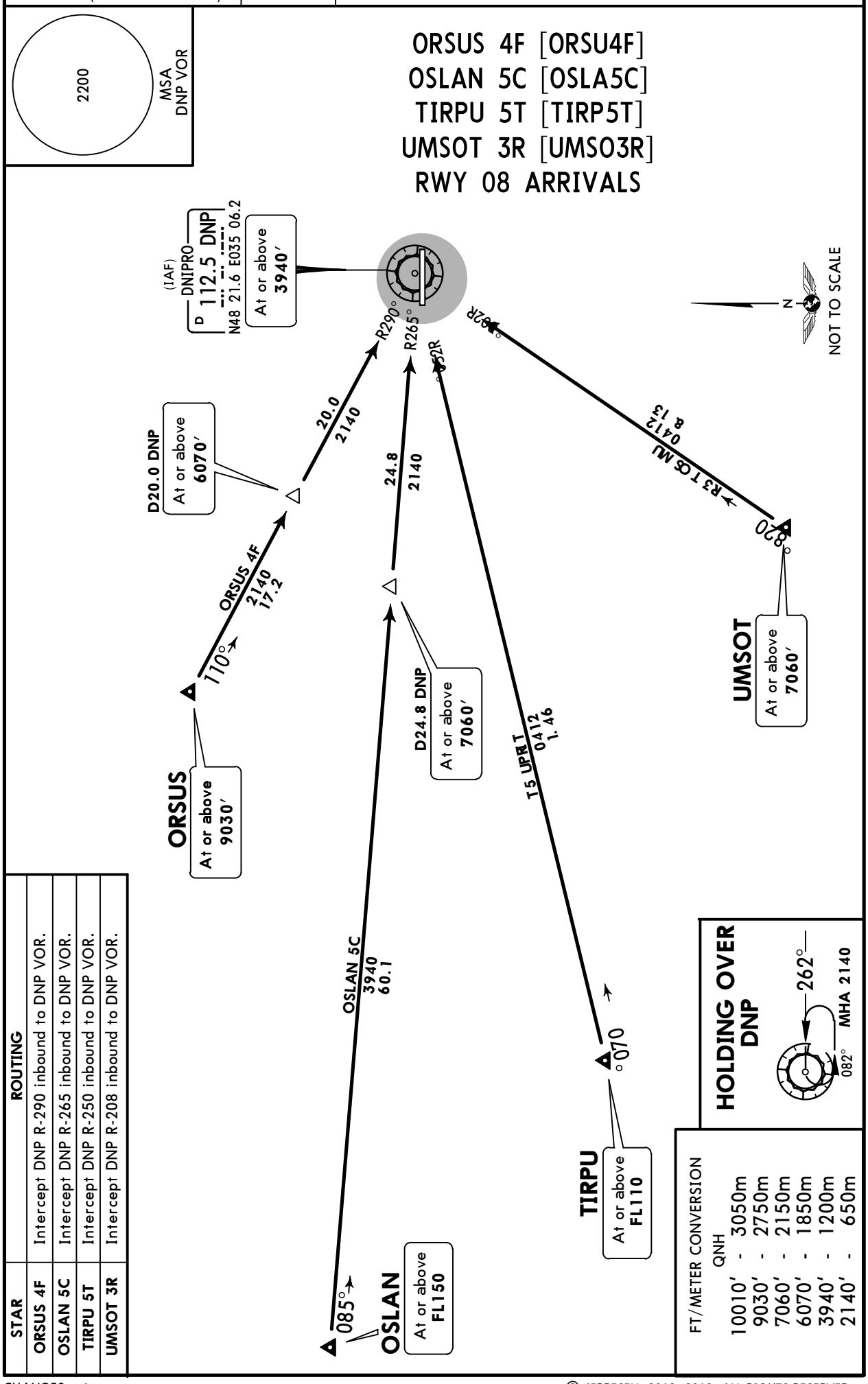
UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

2 NOV 18 (10-2H) Eff 8 Nov

DNIPRO, UKRAINE
STAR

ATIS	Apt Elev	Alt Set: hPa
130.9 (Russian 134.9)	482′	Trans level: By ATC Trans alt: 10010′



STAR	ROUTING
ORSUS 4F	Intercept DNP R-290 inbound to DNP VOR.
OSLAN 5C	Intercept DNP R-265 inbound to DNP VOR.
TIRPU 5T	Intercept DNP R-250 inbound to DNP VOR.
UMSOT 3R	Intercept DNP R-208 inbound to DNP VOR.

CHANGES: Airport name.

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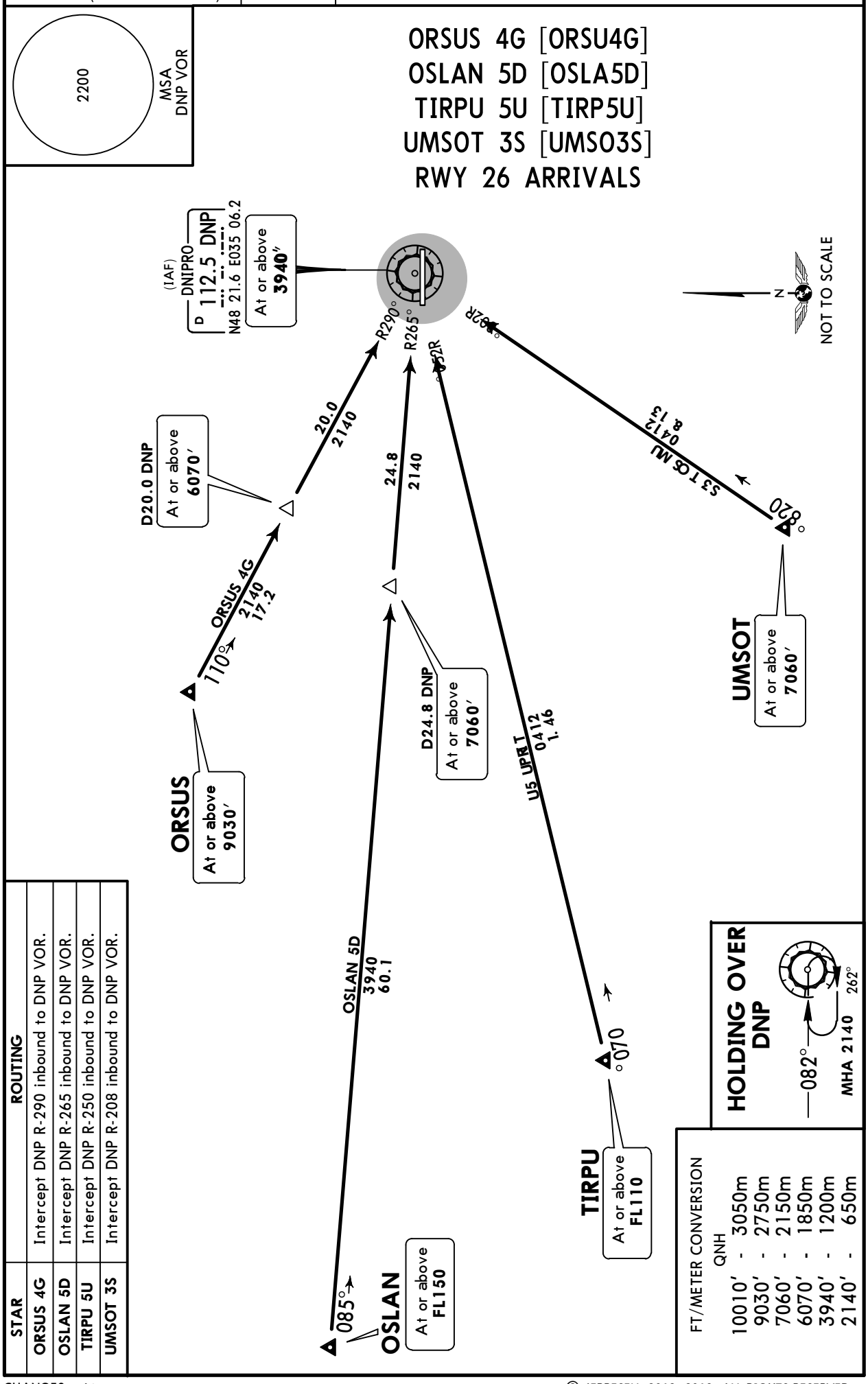
UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

2 NOV 18 (10-2J) Eff 8 Nov

DNIPRO, UKRAINE
STAR

ATIS	Apt Elev	Alt Set: hPa
130.9 (Russian 134.9)	482′	Trans level: By ATC Trans alt: 10010′



STAR	ROUTING
ORSUS 4G	Intercept DNP R-290 inbound to DNP VOR.
OSLAN 5D	Intercept DNP R-265 inbound to DNP VOR.
TIRPU 5U	Intercept DNP R-250 inbound to DNP VOR.
UMSOT 3S	Intercept DNP R-208 inbound to DNP VOR.

FT/METER CONVERSION
QNH

10010′	3050m
9030′	2750m
7060′	2150m
6070′	1850m
3940′	1200m
2140′	650m

CHANGES: Airport name.

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Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
1. **RNAV 1 (GNSS).**
2. **RNAV 1 (P-RNAV) approval required otherwise advise ATC.**
3. If unable to comply SID procedures advise ATC.

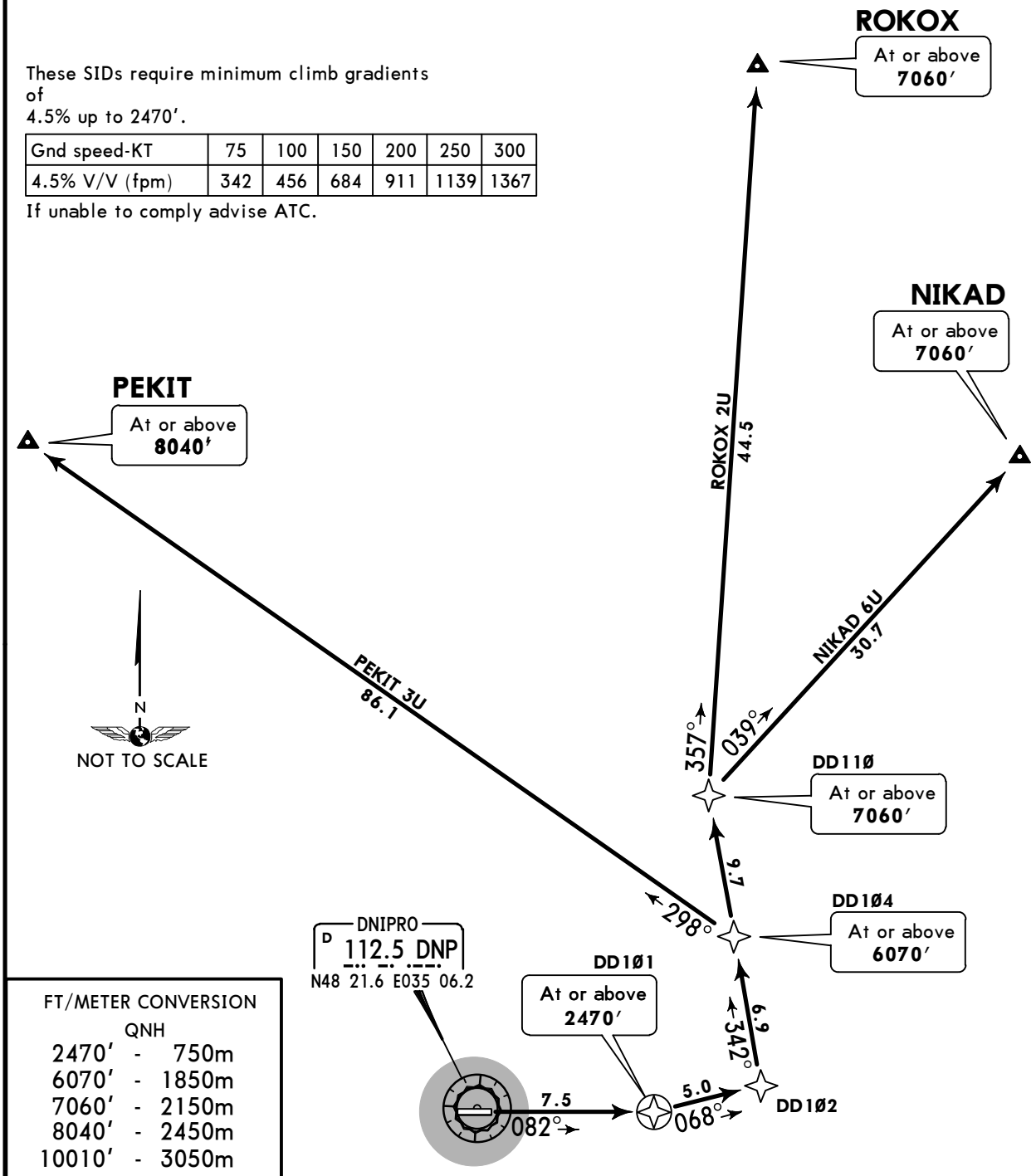
2200
MSA
DNP VOR

NIKAD 6U [NIKA6U]
PEKIT 3U [PEKI3U]
ROKOX 2U [ROKO2U]
RWY 08 RNAV DEPARTURES

These SIDs require minimum climb gradients 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
7060′	-	2150m
8040′	-	2450m
10010′	-	3050m

SID	ROUTING
NIKAD 6U	DD1Ø1 (2470′+) - DD1Ø2 - DD1Ø4 (6070′+) - DD11Ø (7060+) - NIKAD (7060+).
PEKIT 3U	DD1Ø1 (2470′+) - DD1Ø2 - DD1Ø4 (6070′+) - PEKIT (8040′+).
ROKOX 2U	DD1Ø1 (2470′+) - DD1Ø2 - DD1Ø4 (6070′+) - DD11Ø (7060′+) - ROKOX (7060′+).

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

2 NOV 18 (10-3A) **Eff 8 Nov**

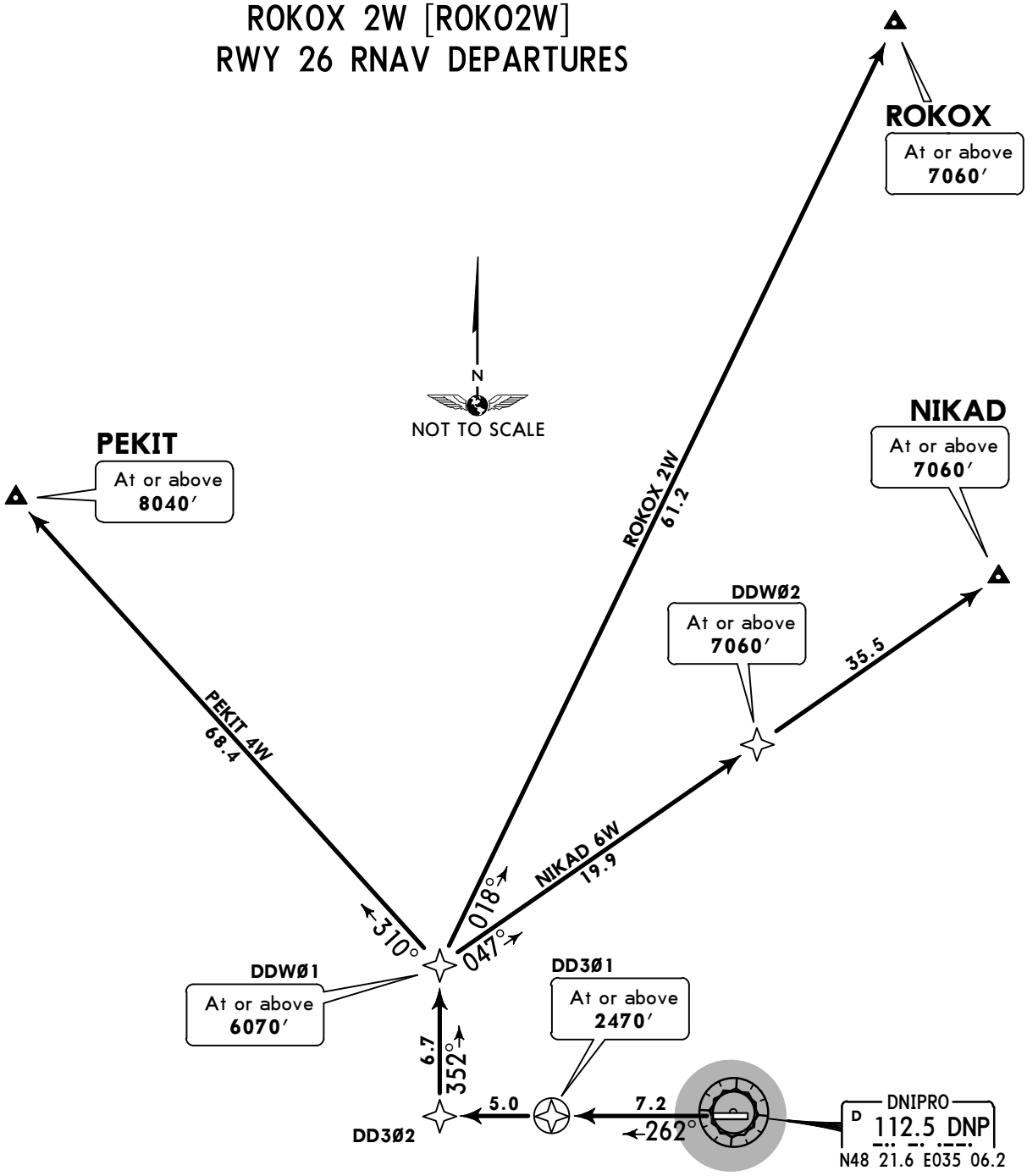
DNIPRO, UKRAINE
RNAV SID

Apt Elev
482′

Trans level: By ATC Trans alt: 10010′
1. RNAV 1 (GNSS).
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. If unable to comply SID procedures advise ATC.

2200
MSA
DNP VOR

NIKAD 6W [NIKA6W]
PEKIT 4W [PEKI4W]
ROKOX 2W [ROKO2W]
RWY 26 RNAV DEPARTURES



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.

FT/METER CONVERSION
QNH

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

SID	ROUTING
NIKAD 6W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ1 (6070′+) - DDWØ2 (7060′+) - NIKAD (7060′+).
PEKIT 4W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ1 (6070′+) - PEKIT (8040′+).
ROKOX 2W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ1 (6070′+) - ROKOX (7060′+).

CHANGES: Airport name.

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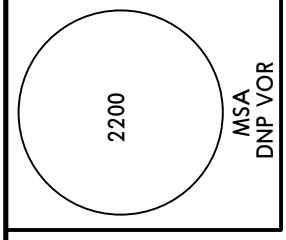
Apt Elev
482′

Trans level: By ATC Trans alt: 10010′
1. **RNAV 1 (GNSS).**
2. **RNAV 1 (P-RNAV) approval required otherwise advise ATC.**
3. If unable to comply SID procedures advise ATC.



BULIG 3U [BULI3U]
KOSIR 3U [KOSI3U]
RUBES 4U [RUBE4U]
RWY 08 RNAV 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.

N
NOT TO SCALE

KOSIR
At or above
7060′

BULIG
At or above
7060′

RUBES
At or above
9030′

DD1Ø1
At or above
2470′

DNIPRO
D 112.5 DNP
N48 21.6 E035 06.2

7.5
082°
7.8
115°
DD1Ø3
23.1
1.9°
68′
DD111
U SEBUR
9.6′
DD1Ø7
15.5° R-SOK
4.7′
BULIG 3U
12.5

SID	ROUTING
BULIG 3U	DD1Ø1 (2470′+) - DD1Ø3 - DD1Ø7 - BULIG (7060′+).
KOSIR 3U	DD1Ø1 (2470′+) - DD1Ø3 - DD1Ø7 - KOSIR (7060′+).
RUBES 4U	DD1Ø1 (2470′+) - DD1Ø3 - DD111 - RUBES (9030′+).

FT/METER CONVERSION
QNH
2470′ - 750m
7060′ - 2150m
9030′ - 2750m
10010′ - 3050m

CHANGES: Airport name.

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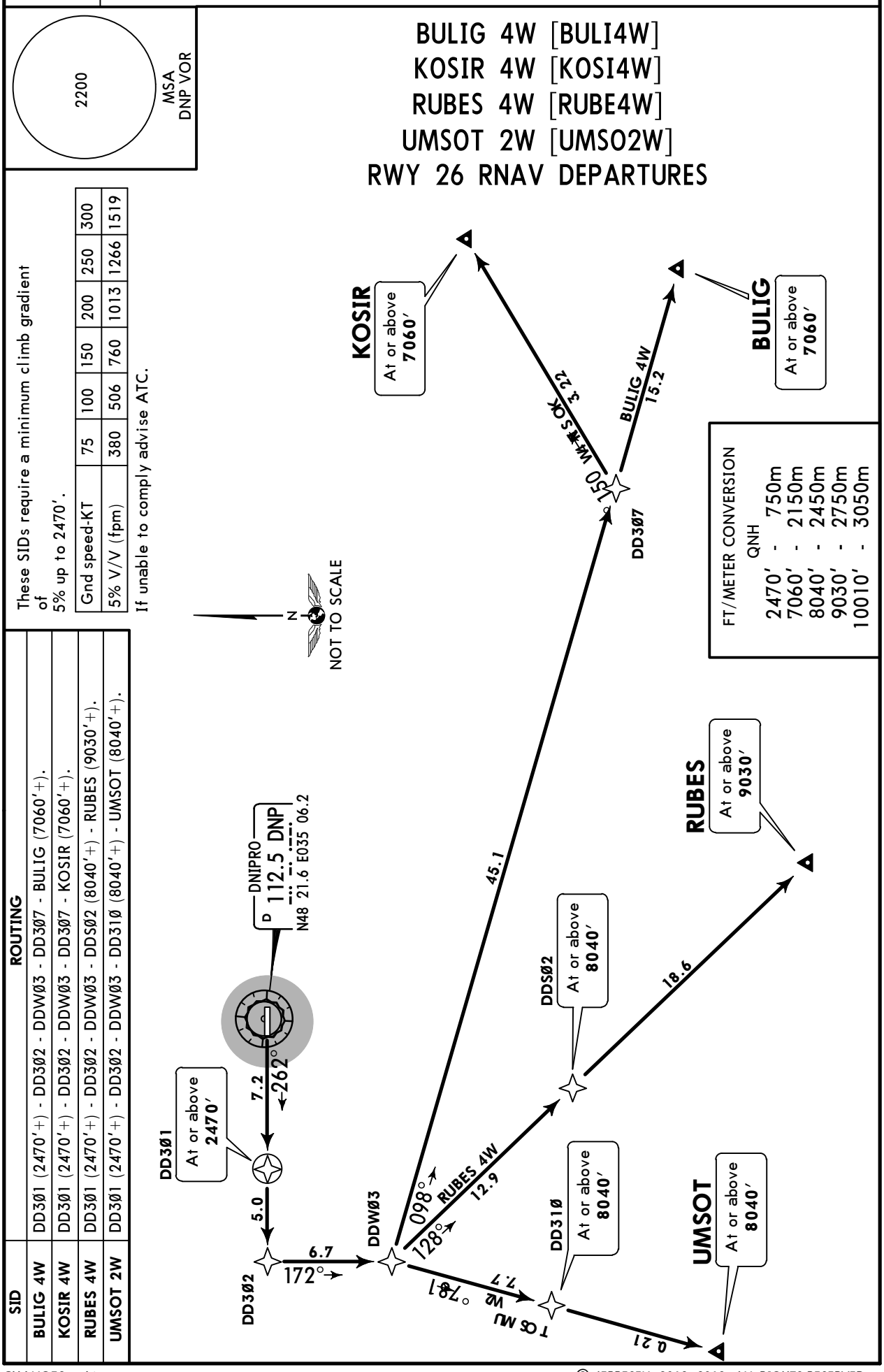
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
1. RNAV 1 (GNSS).
2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.
3. If unable to comply SID procedures advise ATC.

BULIG 4W [BULI4W]
KOSIR 4W [KOSI4W]
RUBES 4W [RUBE4W]
UMSOT 2W [UMSO2W]
RWY 26 RNAV DEPARTURES



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.

FT/METER CONVERSION QNH	
2470′	750m
7060′	2150m
8040′	2450m
9030′	2750m
10010′	3050m

SID	ROUTING
BULIG 4W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ3 - DD3Ø7 - BULIG (7060′+).
KOSIR 4W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ3 - DD3Ø7 - KOSIR (7060′+).
RUBES 4W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ3 - DDSØ2 (8040′+) - RUBES (9030′+).
UMSOT 2W	DD3Ø1 (2470′+) - DD3Ø2 - DDWØ3 - DD31Ø (8040′+) - UMSOT (8040′+).

CHANGES: Airport name.

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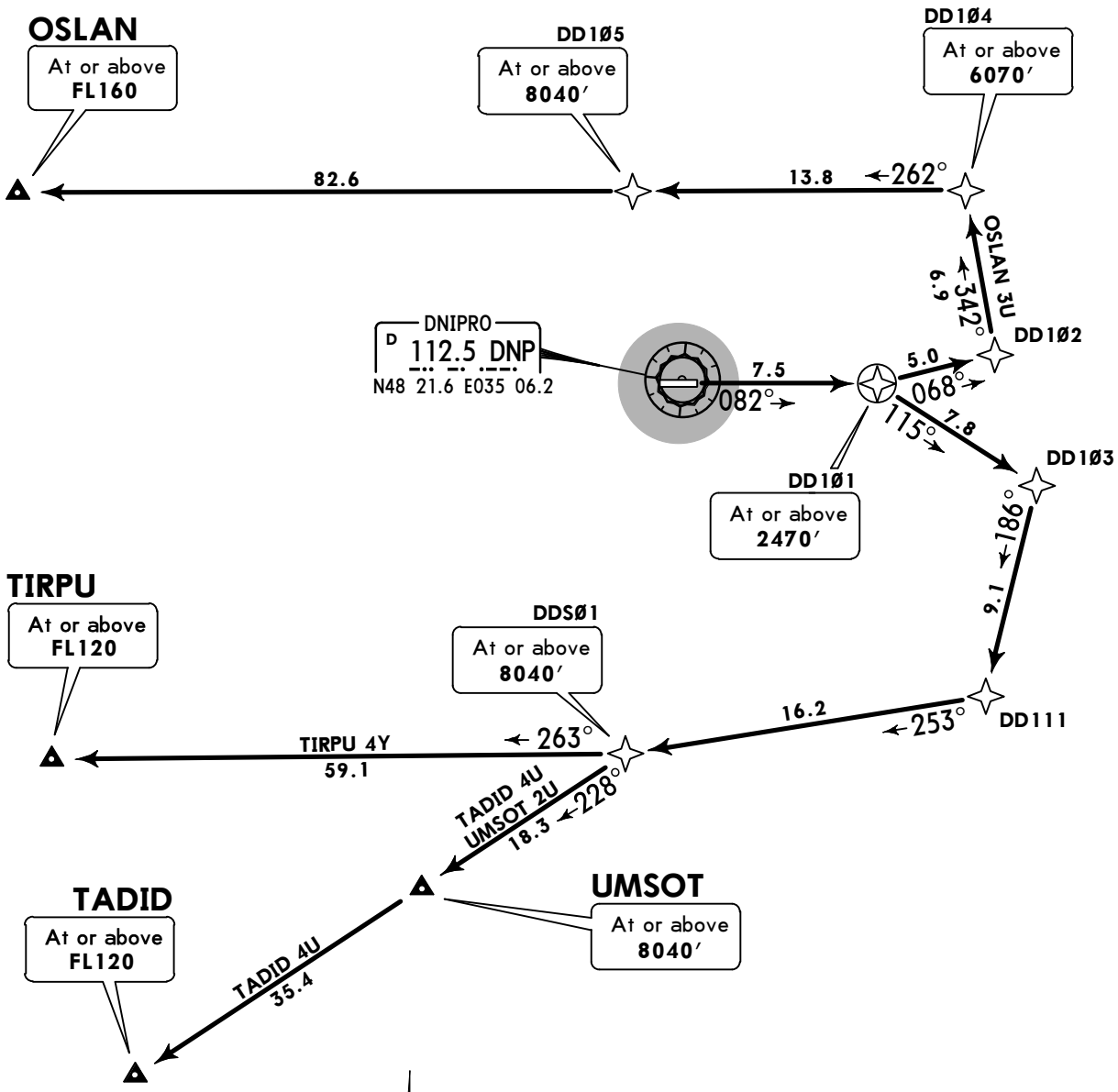
Apt Elev	
482′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** **2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.** 3. If unable to comply SID procedures advise ATC.

2200
MSA
DNP VOR

OSLAN 3U [OSLA3U]
TADID 4U [TADI4U]
TIRPU 4Y [TIRP4Y]
UMSOT 2U [UMSO2U]
RWY 08 RNAV DEPARTURES



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

N
NOT TO SCALE

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
OSLAN 3U	DD1Ø1 (2470′+) - DD1Ø2 - DD1Ø4 (6070′+) - DD1Ø5 (8040′+) - OSLAN (FL160+).
TADID 4U	DD1Ø1 (2470′+) - DD1Ø3 - DD111 - DDSØ1 (8040′+) - UMSOT (8040′+) - TADID (FL120+).
TIRPU 4Y	DD1Ø1 (2470′+) - DD1Ø3 - DD111 - DDSØ1 (8040′+) - TIRPU (FL120+).
UMSOT 2U	DD1Ø1 (2470′+) - DD1Ø3 - DD111 - DDSØ1 (8040′+) - UMSOT (8040′+).

CHANGES: Airport name.

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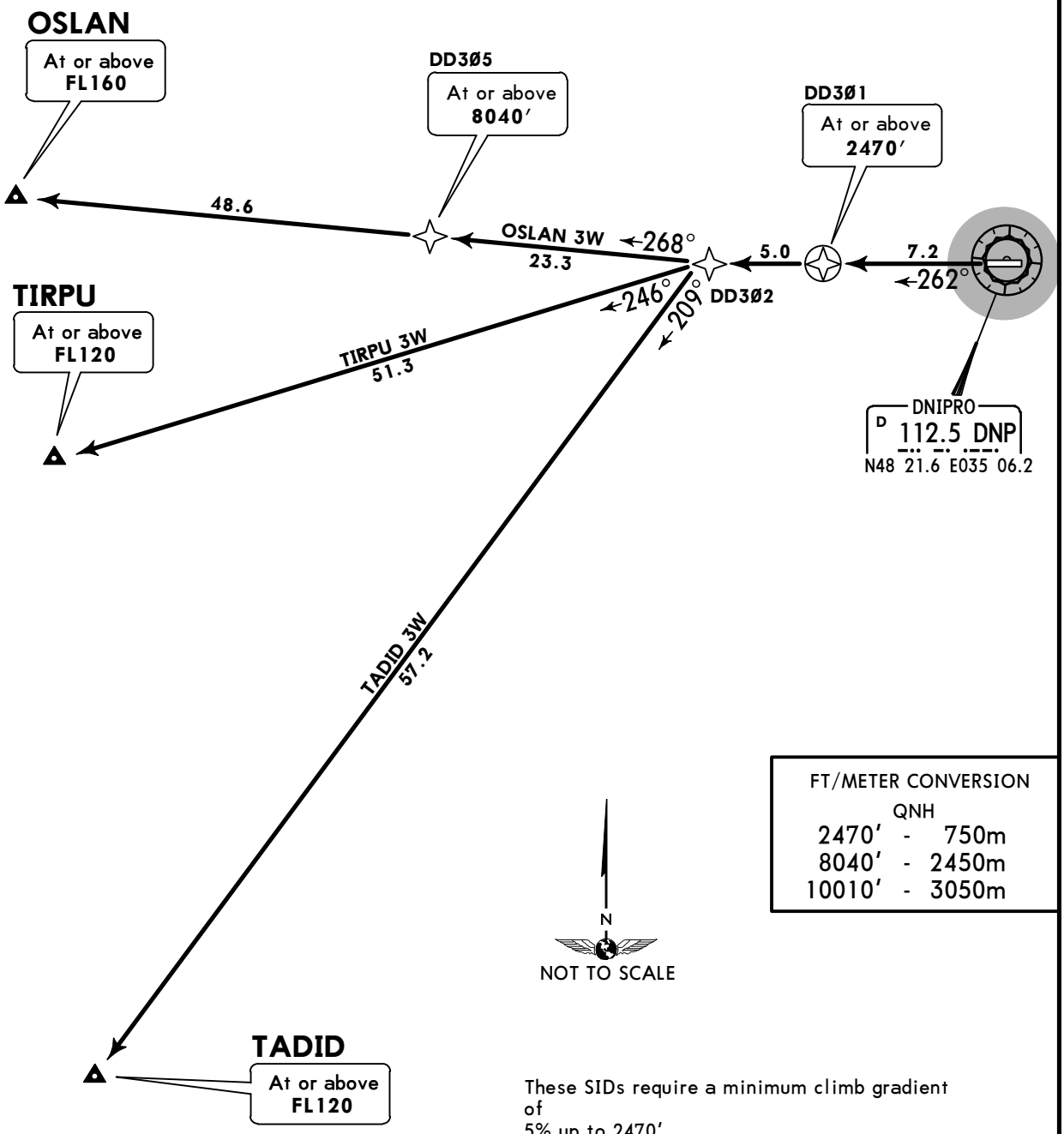
Apt Elev	
482′	Trans level: By ATC Trans alt: 10010′ **1. RNAV 1 (GNSS).** **2. RNAV 1 (P-RNAV) approval required otherwise advise ATC.** 3. If unable to comply SID procedures advise ATC.

2200
MSA
DNP VOR

OSLAN 3W [OSLA3W]
TADID 3W [TADI3W]
TIRPU 3W [TIRP3W]
RWY 26 RNAV DEPARTURES



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 3W	DD3Ø1 (2470′+) - DD3Ø2 - DD3Ø5 (8040′+) - OSLAN (FL160+).
TADID 3W	DD3Ø1 (2470′+) - DD3Ø2 - TADID (FL120+).
TIRPU 3W	DD3Ø1 (2470′+) - DD3Ø2 - TIRPU (FL120+).

CHANGES: Airport name.

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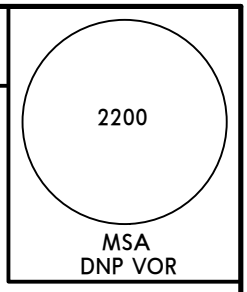
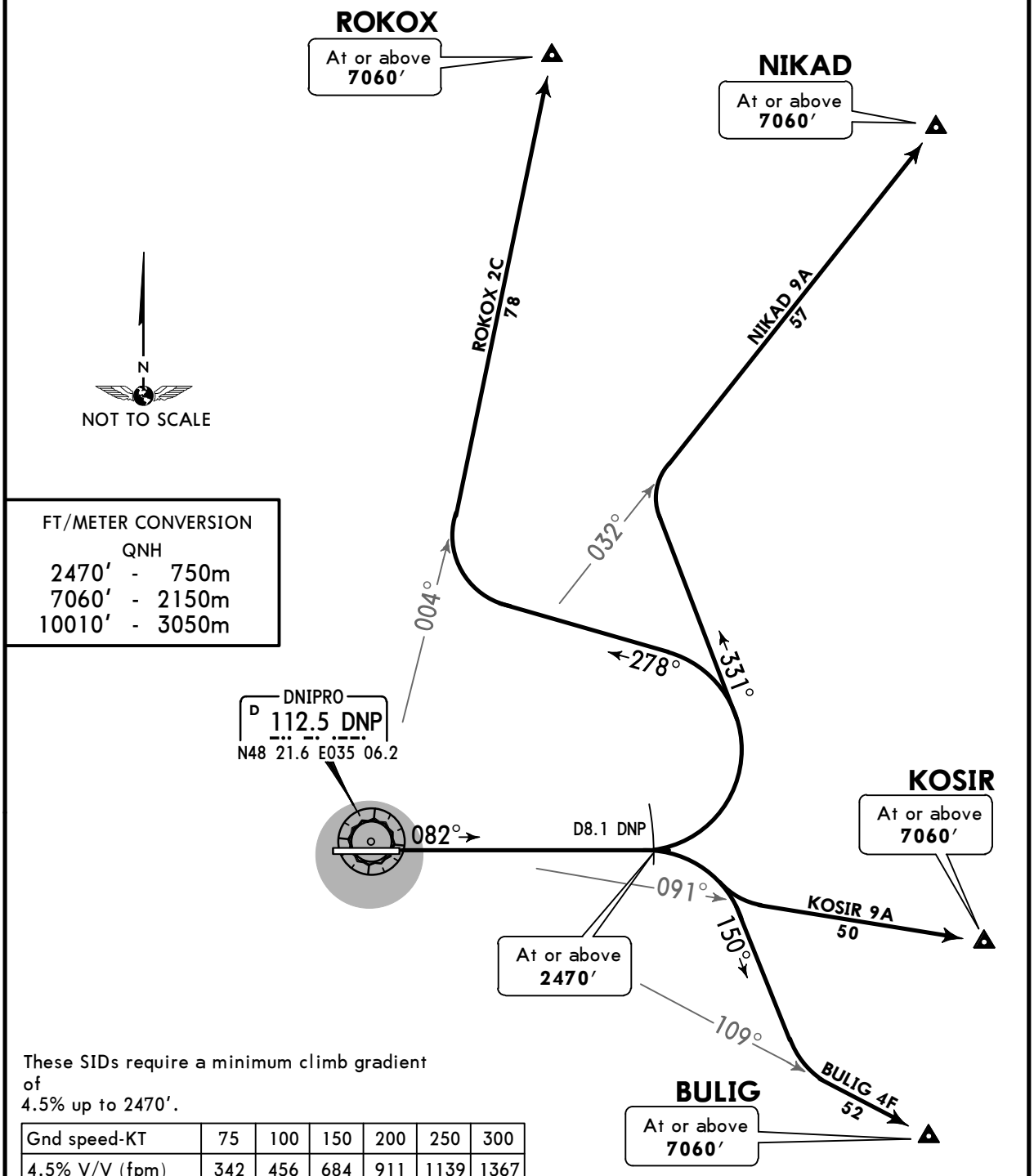
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

BULIG 4F [BULI4F], KOSIR 9A [KOSI9A] NIKAD 9A [NIKA9A], ROKOX 2C [ROKO2C] RWY 08 DEPARTURES





FT/METER CONVERSION
QNH

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

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 4F	On 082° track to D8.1 DNP, turn RIGHT, 150° track, turn LEFT, intercept DNP R-109 to BULIG.
KOSIR 9A BY ATC	On 082° track to D8.1 DNP, turn RIGHT, intercept DNP R-091 to KOSIR.
NIKAD 9A	On 082° track to D8.1 DNP, turn LEFT, 331° track, turn RIGHT, intercept DNP R-032 to NIKAD.
ROKOX 2C	On 082° track to D8.1 DNP, turn LEFT, 278° track, turn RIGHT, intercept DNP R-004 to ROKOX.

CHANGES: Airport name.

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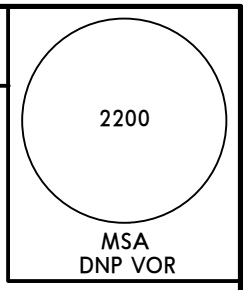
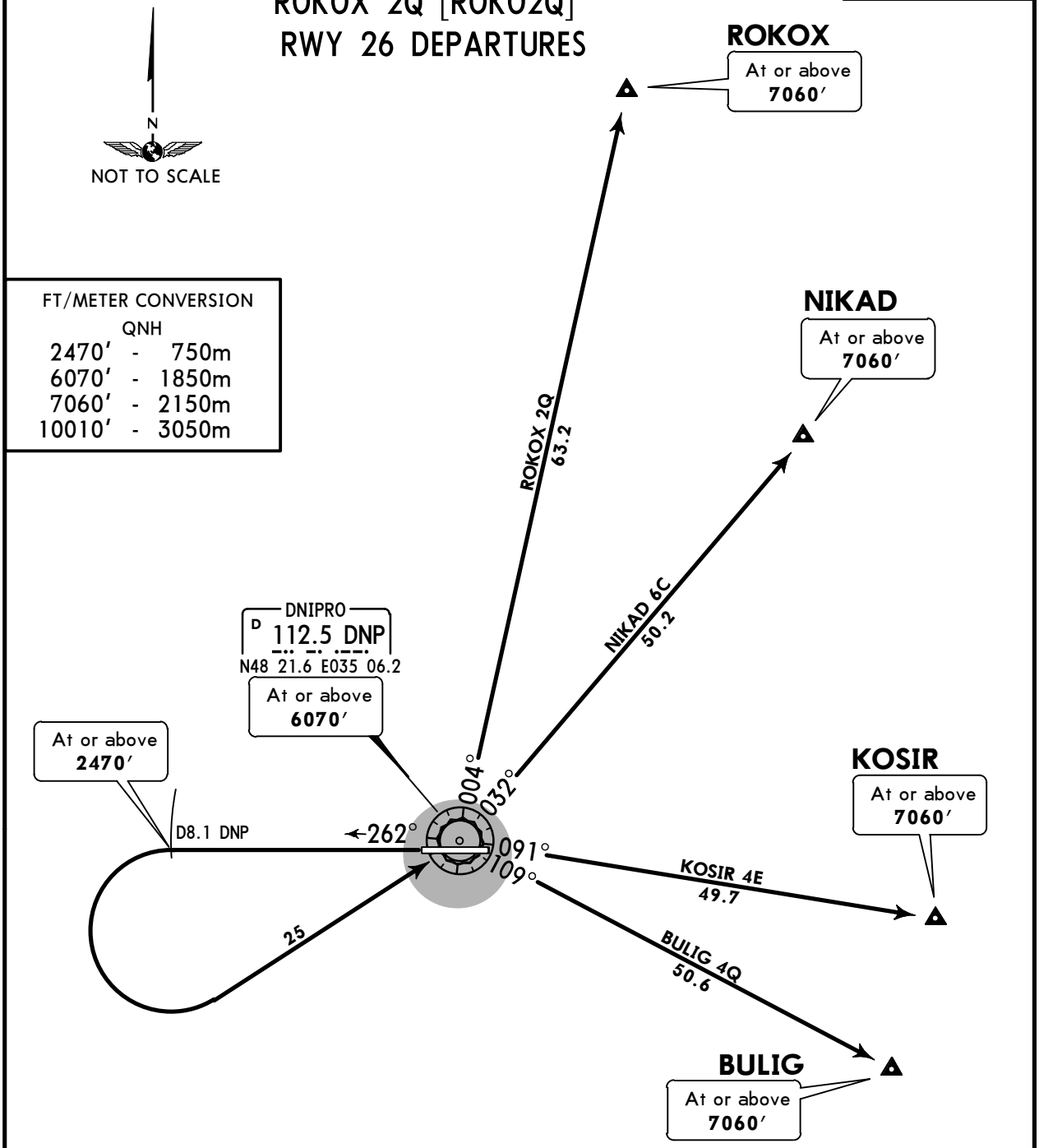
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

BULIG 4Q [BULI4Q]
KOSIR 4E [KOSI4E]
NIKAD 6C [NIKA6C]
ROKOX 2Q [ROKO2Q]
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 4Q	On 262° track to D8.1 DNP, turn LEFT to DNP VOR, turn RIGHT, DNP R-109 to BULIG.
KOSIR 4E BY ATC	On 262° track to D8.1 DNP, turn LEFT to DNP VOR, turn RIGHT, DNP R-091 to KOSIR.
NIKAD 6C	On 262° track to D8.1 DNP, turn LEFT to DNP VOR, turn LEFT, DNP R-032 to NIKAD.
ROKOX 2Q	On 262° track to D8.1 DNP, turn LEFT to DNP VOR, turn LEFT, DNP R-004 to ROKOX.

CHANGES: Airport name.

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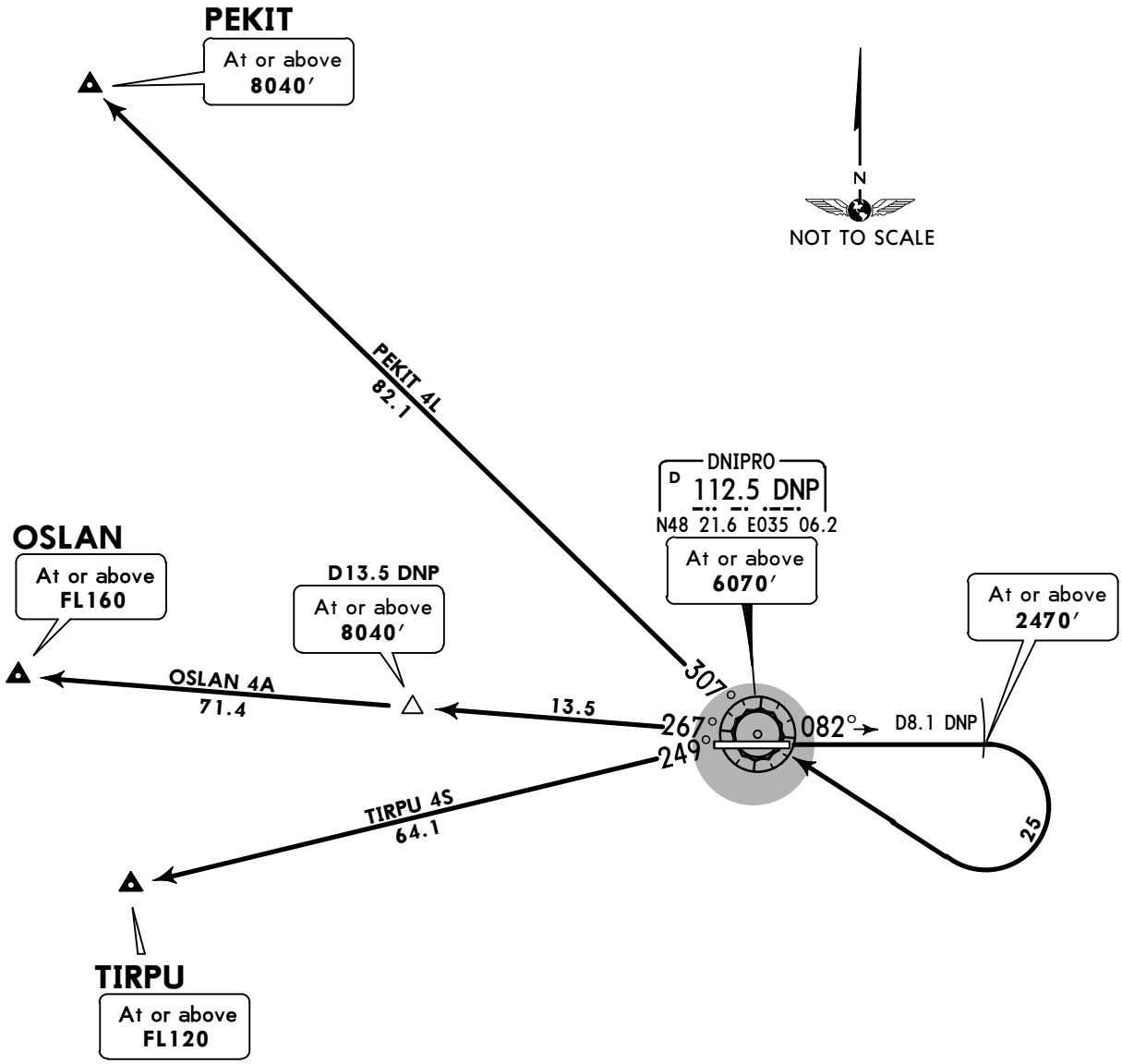
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

MSA DNP VOR: 2200

OSLAN 4A [OSLA4A]
PEKIT 4L [PEKI4L]
TIRPU 4S [TIRP4S]
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 4A	On 082° track to D8.1 DNP, turn RIGHT to DNP VOR, turn LEFT, DNP R-267 to OSLAN.
PEKIT 4L	On 082° track to D8.1 DNP, turn RIGHT to DNP VOR, turn RIGHT, DNP R-307 to PEKIT.
TIRPU 4S	On 082° track to D8.1 DNP, turn RIGHT to DNP VOR, turn LEFT, DNP R-249 to TIRPU.

CHANGES: Airport name.

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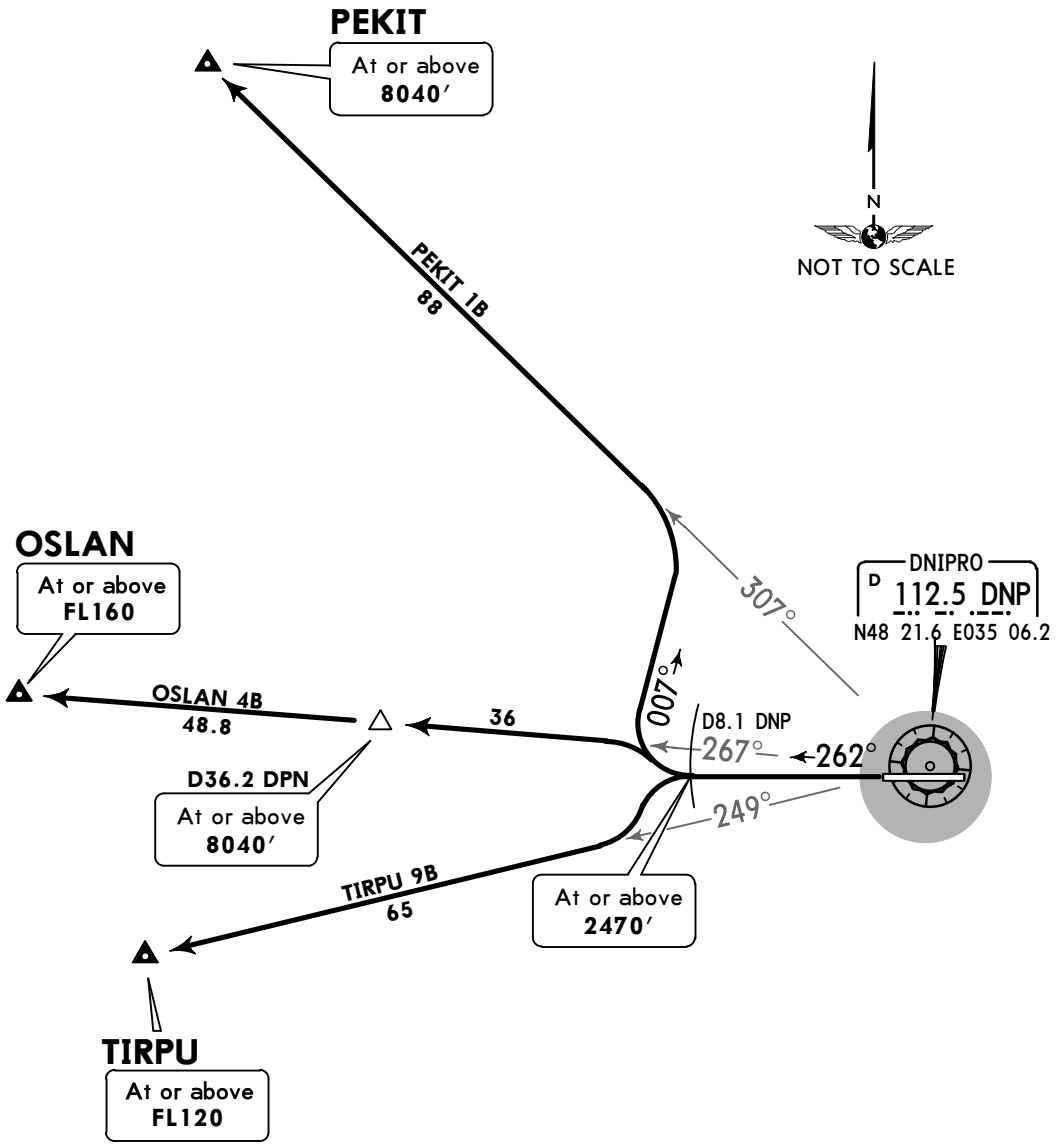
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

2200
MSA
DNP VOR

OSLAN 4B [OSLA4B]
PEKIT 1B [PEKI1B]
TIRPU 9B [TIRP9B]
RWY 26 DEPARTURES



FT/METER CONVERSION
QNH

2470′	-	750m
8040′	-	2450m
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
OSLAN 4B	On 262° track to D8.1 DNP, turn RIGHT, intercept DNP R-267 to OSLAN.
PEKIT 1B	On 262° track to D8.1 DNP, turn RIGHT, 007° track, turn LEFT, intercept DNP R-307 to PEKIT.
TIRPU 9B	On 262° track to D8.1 DNP, turn LEFT, intercept DNP R-249 to TIRPU.

CHANGES: Airport name.

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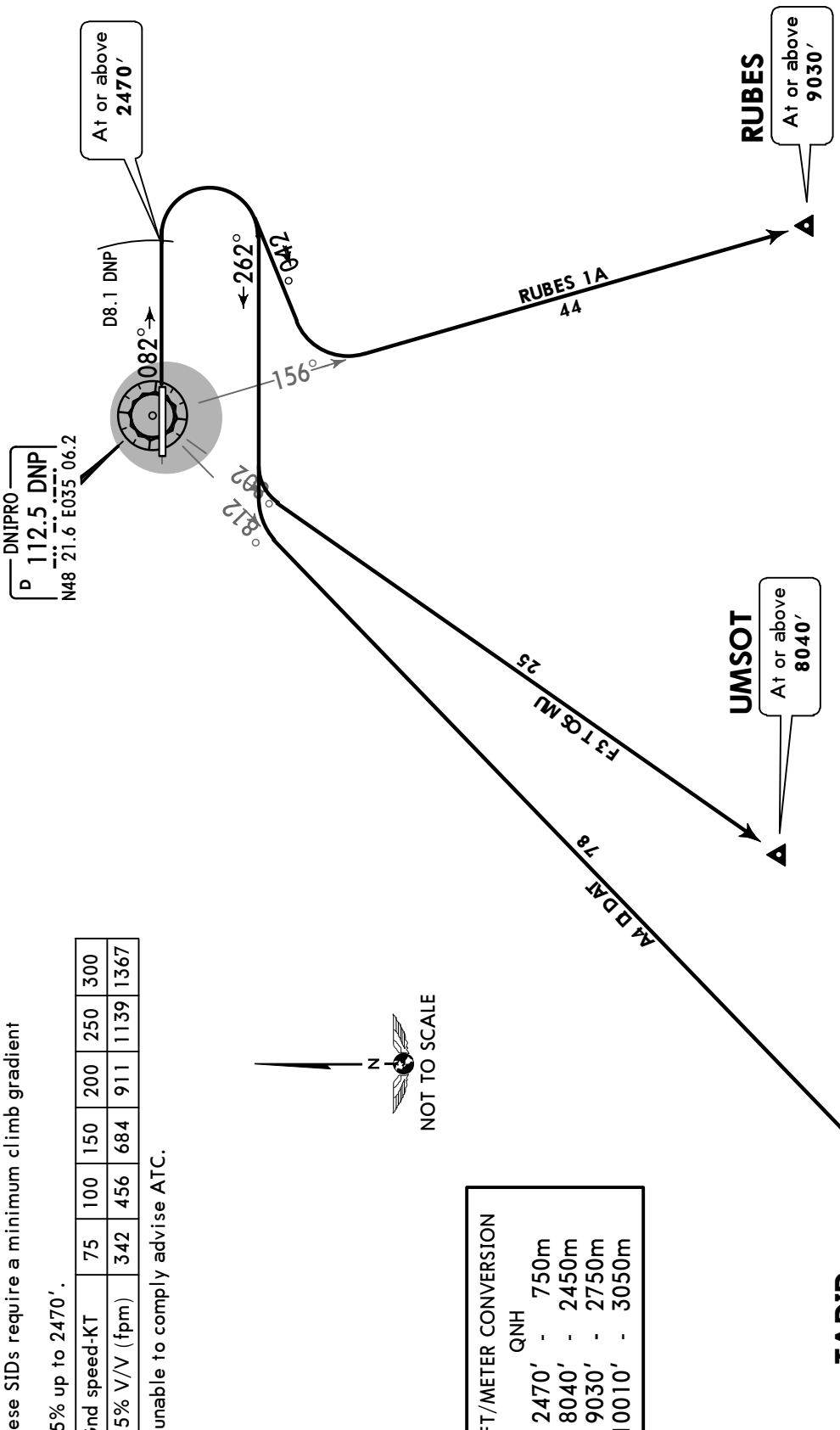
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

RUBES 1A [RUBE1A]
TADID 4A [TADI4A]
UMSOT 3F [UMSO3F]
RWY 08 DEPARTURES



SID	ROUTING
RUBES 1A	On 082° track to D8.1 DNP, turn RIGHT, 240° track, turn LEFT, intercept DNP R-156 to RUBES.
TADID 4A	On 082° track to D8.1 DNP, turn RIGHT, 262° track, turn LEFT, intercept DNP R-218 to TADID.
UMSOT 3F	On 082° track to D8.1 DNP, turn RIGHT, 262° track, 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 to comply advise ATC.

FT/METER CONVERSION
QNH
2470′ - 750m
8040′ - 2450m
9030′ - 2750m
10010′ - 3050m

CHANGES: Airport name.

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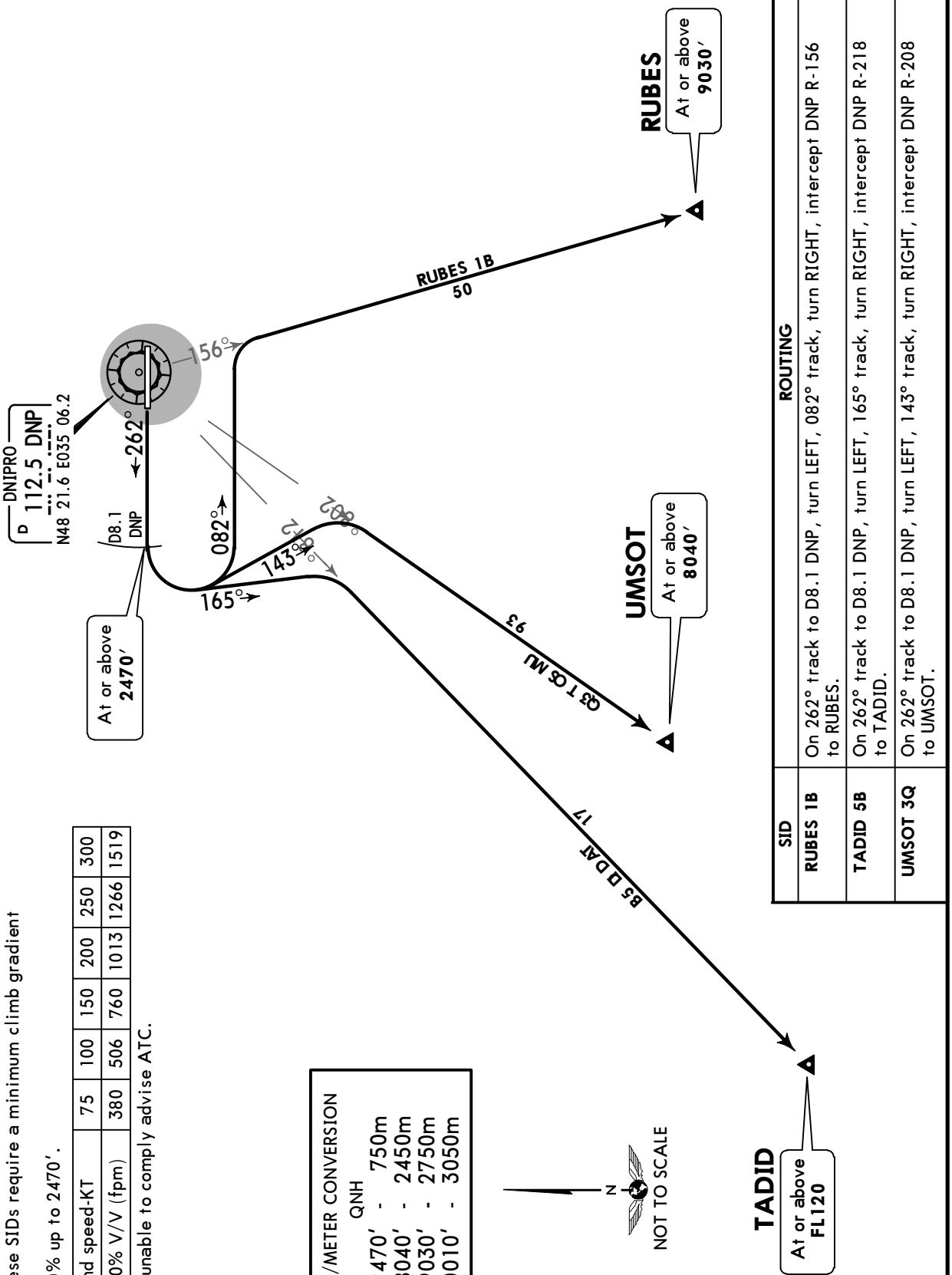
Apt Elev 482′

Trans level: By ATC Trans alt: 10010′
If unable to comply SID procedures advise ATC.

RUBES 1B [RUBE1B]
TADID 5B [TADI5B]
UMSOT 3Q [UMSO3Q]
RWY 26 DEPARTURES



SID	ROUTING
RUBES 1B	On 262° track to D8.1 DNP, turn LEFT, 082° track, turn RIGHT, intercept DNP R-156 to RUBES.
TADID 5B	On 262° track to D8.1 DNP, turn LEFT, 165° track, turn RIGHT, intercept DNP R-218 to TADID.
UMSOT 3Q	On 262° track to D8.1 DNP, turn LEFT, 143° track, turn RIGHT, intercept DNP R-208 to UMSOT.

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.

FT/METER CONVERSION
QNH
2470′ - 750m
8040′ - 2450m
9030′ - 2750m
10010′ - 3050m

CHANGES: Airport name.

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UKDD/DNK

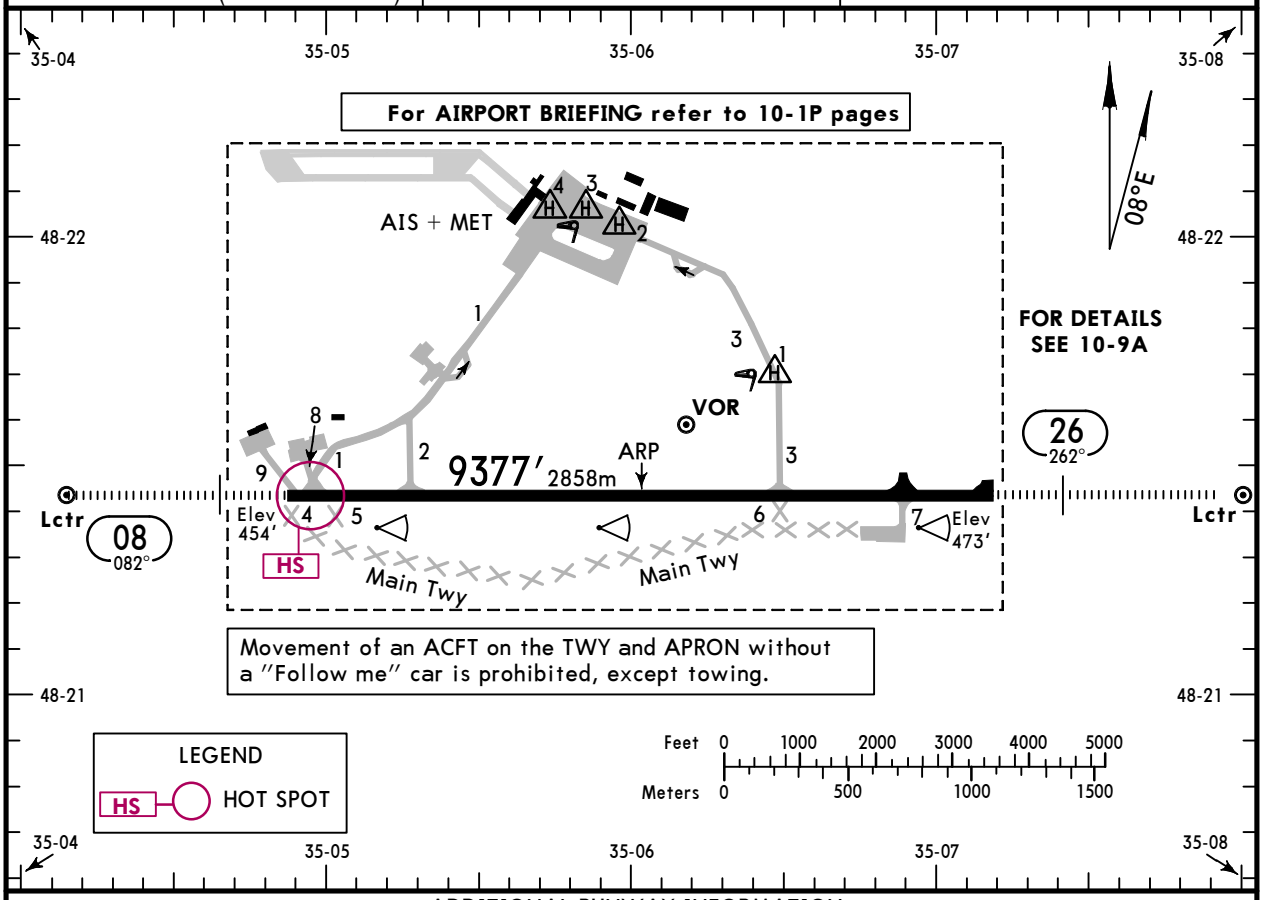
Apt Elev **482'**
N48 21.4 E035 06.0

JEPPESEN

2 NOV 18 (10-9) **Eff 8 Nov**

DNIPRO, UKRAINE
DNIPROPETROVSK INTL

ATIS	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 2.80°) RVR		8283' 2525m	❶	144' 44m
26	HIRL (60m)	HIALS	PAPI-L (angle 3.00°) RVR		8526' 2599m		

❶ TAKE-OFF RUN AVAILABLE

RWY 08:
From rwy head 9377' (2858m)
twy 1 int 9022' (2750m)
twy 2 int 7710' (2350m)

RWY 26:
From rwy head 9377' (2858m)
twy 7 int 8169' (2490m)
twy 3 int 6562' (2000m)

HOT SPOT

(For information only, not to be construed as ATC instructions.)

HS Taxi carefully, traffic congestion.

JAR-OPS

TAKE-OFF

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

CHANGES: Apt name. HOT SPOT. Notes. Minimums.

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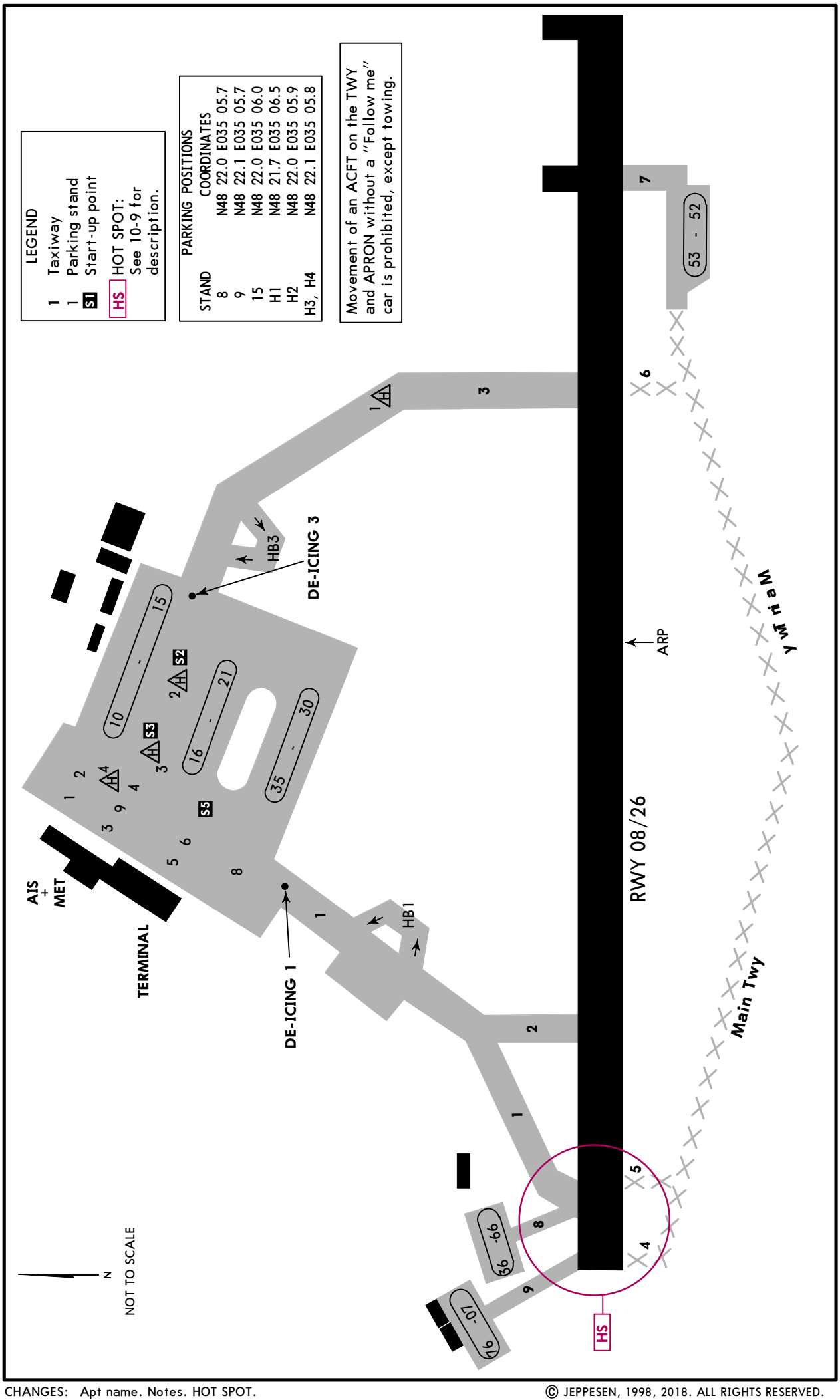

CHANGES: Apt name. Notes. HOT SPOT.

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DNIPRO, UKRAINE
DNIPROPETROVSK INTL

STRAIGHT-IN RWY		A	B	C	D
08	ILS FULL ALS out	**654**′(200′) **R550m**❶ R1200m	**654**′(200′) **R550m**❶ R1200m	**654**′(200′) **R550m**❶ R1200m	**654**′(200′) **R550m**❶ R1200m
	LOC ❷ ALS out	**760**′(306′) **R750m** R1400m	**760**′(306′) **R750m** R1400m	**760**′(306′) **R750m** R1400m	**760**′(306′) **R750m** R1400m
	VOR ❷ ALS out	**840**′(386′) **R1100m** R1500m	**840**′(386′) **R1100m** R1500m	**840**′(386′) **R1100m** R1800m	**840**′(386′) **R1100m** R1800m
	NDB ❷ with DME ALS out	**850**′(396′) **R1100m** R1500m	**850**′(396′) **R1100m** R1500m	**850**′(396′) **R1100m** R1800m	**850**′(396′) **R1100m** R1800m
	NDB ❷ w/o DME ALS out	**900**′(446′) **R1400m** R2100m	**900**′(446′) **R1400m** R2100m	**900**′(446′) **R1400m** R2100m	**900**′(446′) **R1400m** R2100m
	NDB w/o DME ALS out	**900**′(446′) **R1600m** R2300m	**900**′(446′) **R1600m** R2300m	**900**′(446′) **R1800m** R2500m	**900**′(446′) **R1800m** R2500m
26	ILS FULL ALS out	**673**′(200′) **R550m**❶ R1200m	**673**′(200′) **R550m**❶ R1200m	**673**′(200′) **R550m**❶ R1200m	**673**′(200′) **R550m**❶ R1200m
	LOC ❷ ALS out	**780**′(307′) **R750m** R1400m	**780**′(307′) **R750m** R1400m	**780**′(307′) **R750m** R1400m	**780**′(307′) **R750m** R1400m
	VOR ❷ ALS out	**870**′(397′) **R1100m** R1500m	**870**′(397′) **R1100m** R1500m	**890**′(417′) **R1200m** R1900m	**910**′(437′) **R1300m** R2000m
	NDB ❷ with DME ALS out	**870**′(397′) **R1100m** R1500m	**870**′(397′) **R1100m** R1500m	**870**′(397′) **R1100m** R1800m	**870**′(397′) **R1100m** R1800m
	NDB ❷ w/o DME ALS out	**990**′(517′) **R1600m** R2400m	**990**′(517′) **R1600m** R2400m	**990**′(517′) **R1600m** R2400m	**990**′(517′) **R1600m** R2400m
	NDB w/o DME ALS out	**990**′(517′) **R1800m** R2600m	**990**′(517′) **R1800m** R2600m	**990**′(517′) **R2000m** R2800m	**990**′(517′) **R2000m** R2800m

❶ W/o HUD/AP/FD: RVR 750m.
❷ Continuous Descent Final Approach.

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

❸ Not authorized North of airport between R-280 and R-045 DNP.
❹ Circling height based on rwy 08 thresh elev of 454′.
❺ Circling height based on rwy 26 thresh elev of 473′.
❻ after NDB apch: 990′ (517′).
❼ or higher minimums of preceding straight-in approach.

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TAKE-OFF RWY 08, 26

	Low Visibility Take-off Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	Adequate vis ref (Day only)
A B C D	R300m	400m	500m

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (11-1)

DNIPRO, UKRAINE
ILS or LOC Rwy 08

BRIEFING STRIP

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

LOC IDP	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 482'
109.5	082°	1181' (727')	654' (200')	Rwy 454'

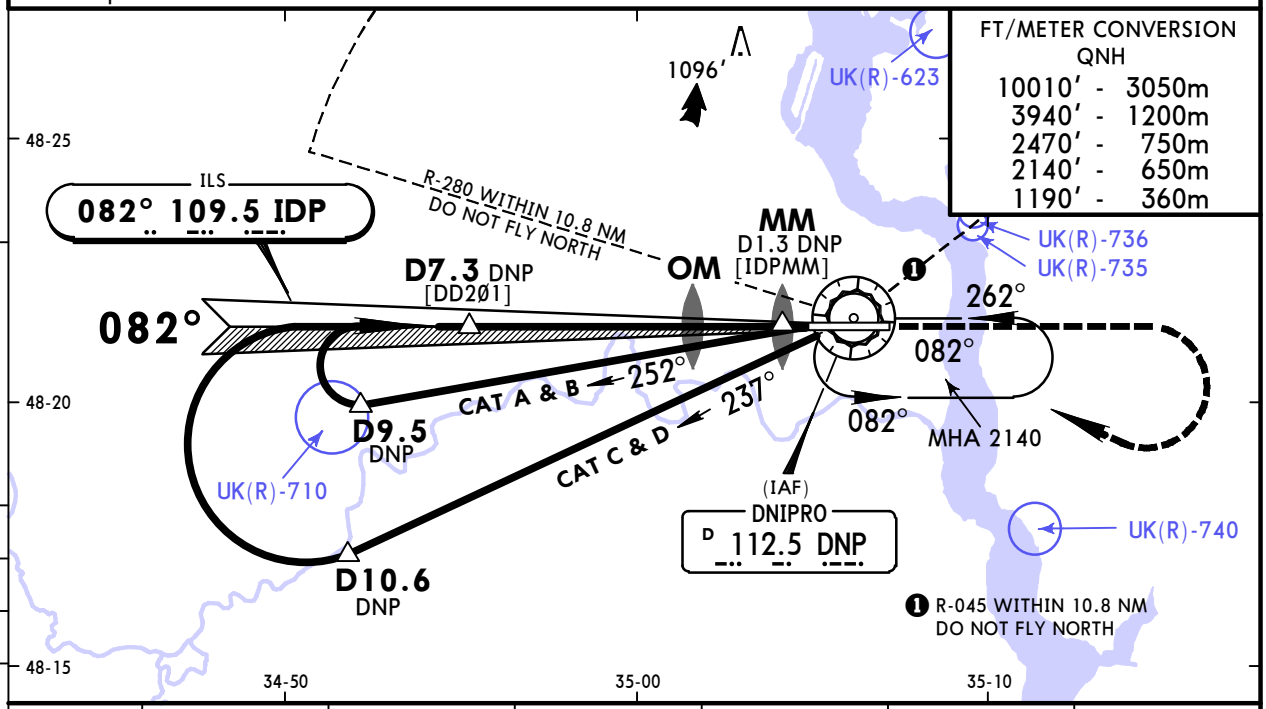
MISSED APCH: Climb on 082° to 2470', then turn RIGHT to VOR climbing to 3940', then according to chart.

2200

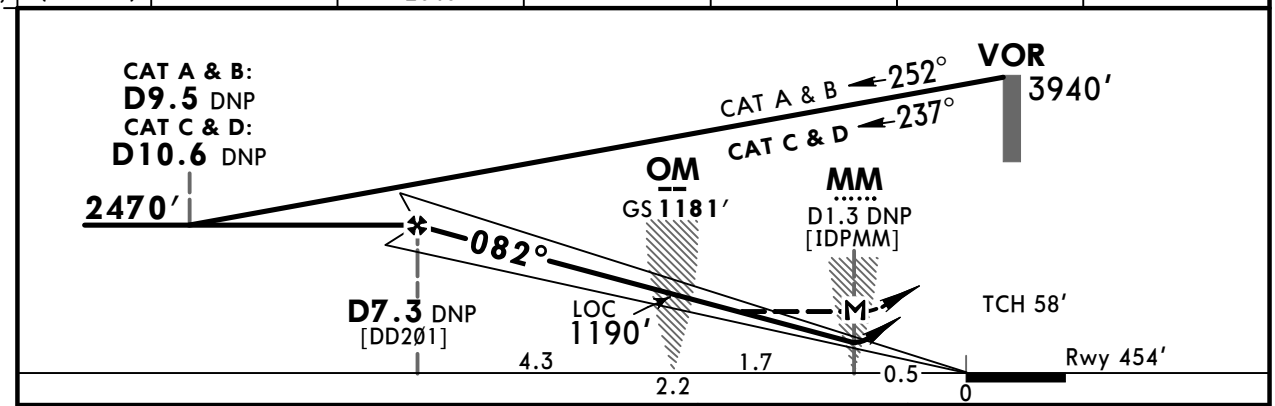
MSA DNP VOR

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 MM/D1.3 DNP							

HIALS
PAPI

2470' on 082°

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

	ILS DA(H) 654' (200') FULL	ILS DA(H) 654' (200') ALS out	LOC (GS out) MDA(H) 760' (306')	LOC (GS out) MDA(H) 760' (306') 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' (456')	1500m
135	1070' (616')	1600m
180	1200' (746')	2400m
205	1500' (1046')	3600m

PANS OPS

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

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (11-2)

DNIPRO, UKRAINE
ILS or LOC Rwy 26

BRIEFING STRIP

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

LOC IDR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 482' Rwy 473'
110.3	262°	1247' (774')	673' (200')	

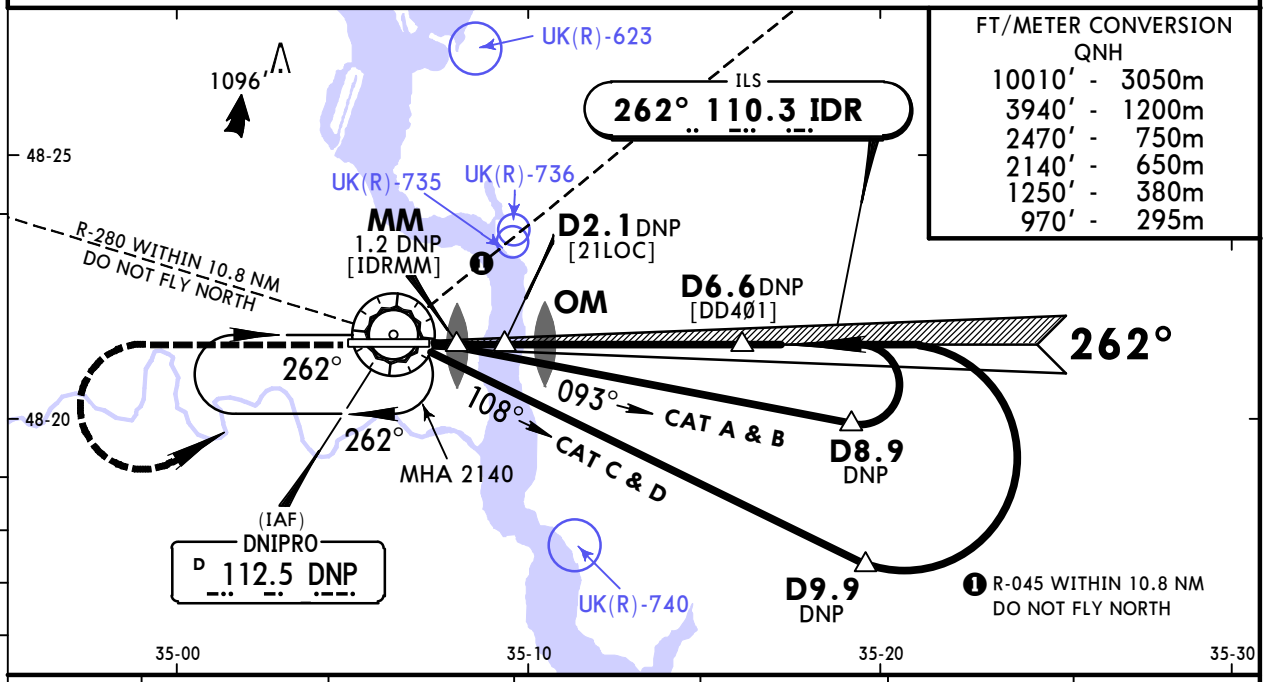
MISSED APCH: Climb on 262° to 2470', then turn LEFT to VOR climbing to 3940', then according to chart.

2200

MSA DNP VOR

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

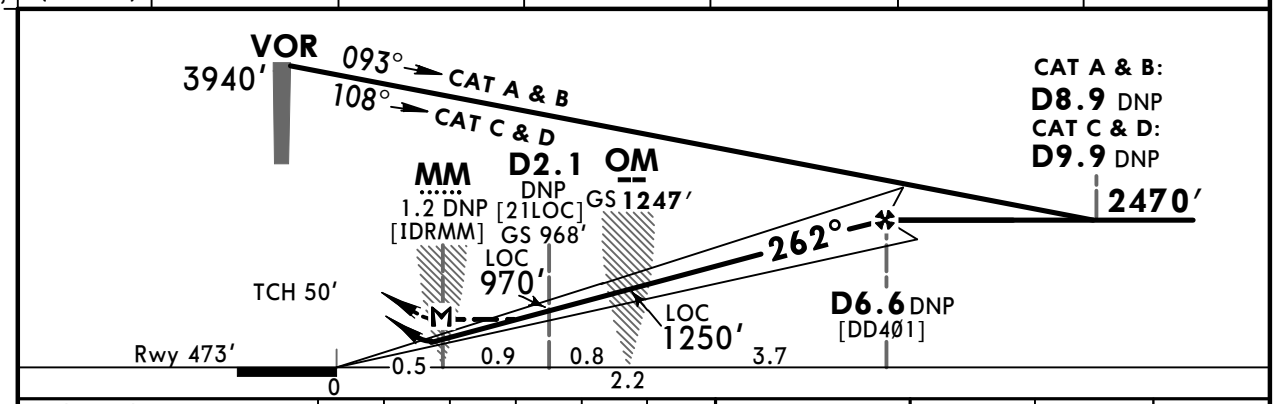
Ground proximity warning system short term alerting is possible on final apch between 990' AMSL and 660' AMSL due to terrain.



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	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.10°	384	494	548	658	768	878
MAP at MM/D1.2 DNP							

HIALS
PAPI

2470' on 262°

JAR-OPS STRAIGHT-IN LANDING RWY **26**

	ILS DA(H) 673' (200') FULL	ILS DA(H) 673' (200') ALS out	LOC (GS out) MDA(H) 780' (307')	LOC (GS out) MDA(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

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

PANS OPS

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (13-1)

DNIPRO, UKRAINE
VOR Rwy 08

BRIEFING STRIP ™

ATIS	DNIPRO Radar (APP)	DNIPRO Tower	DNIPRO 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	077°	2470' (2016')	840' (386')	Rwy 454'

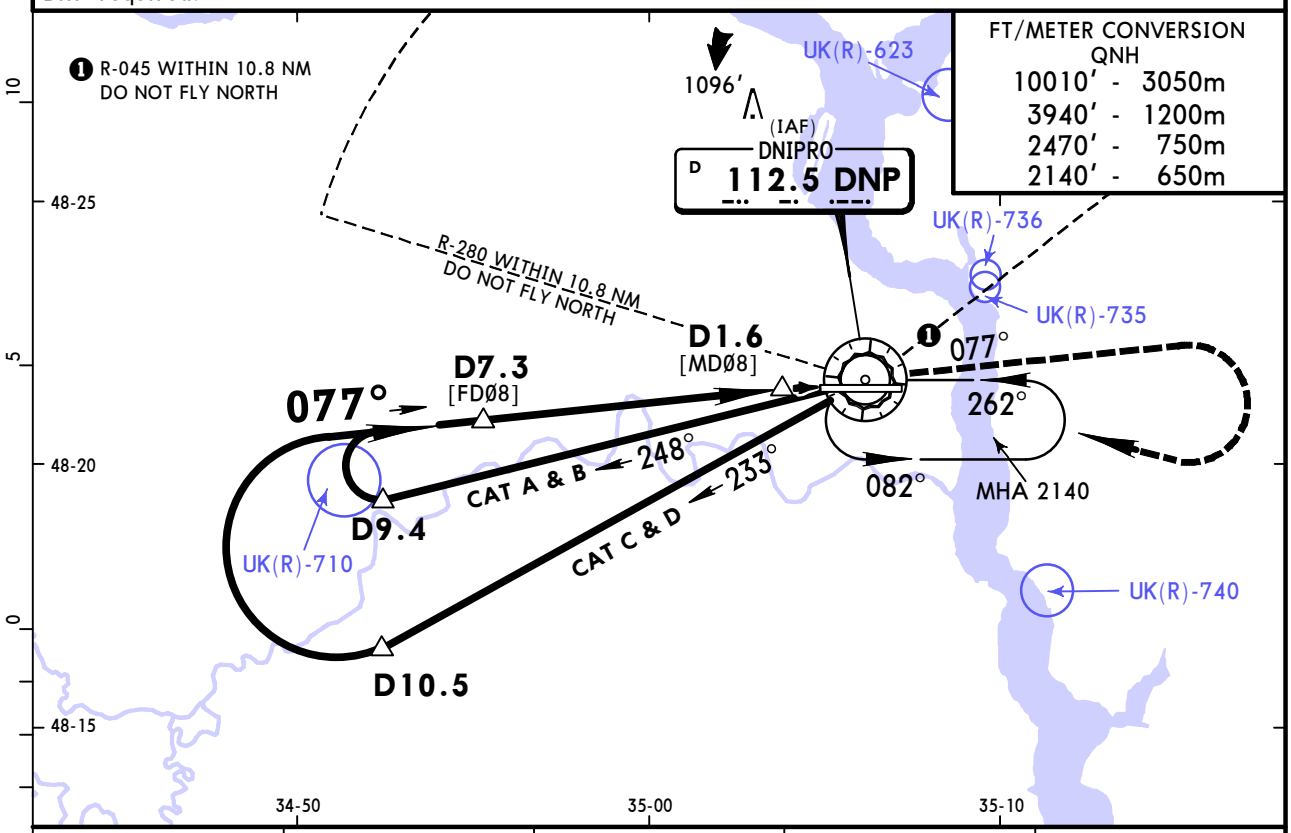
MISSED APCH: Climb on 077° to 2470', then turn RIGHT to VOR climbing to 3940', then according to chart.

2200

MSA DNP VOR

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

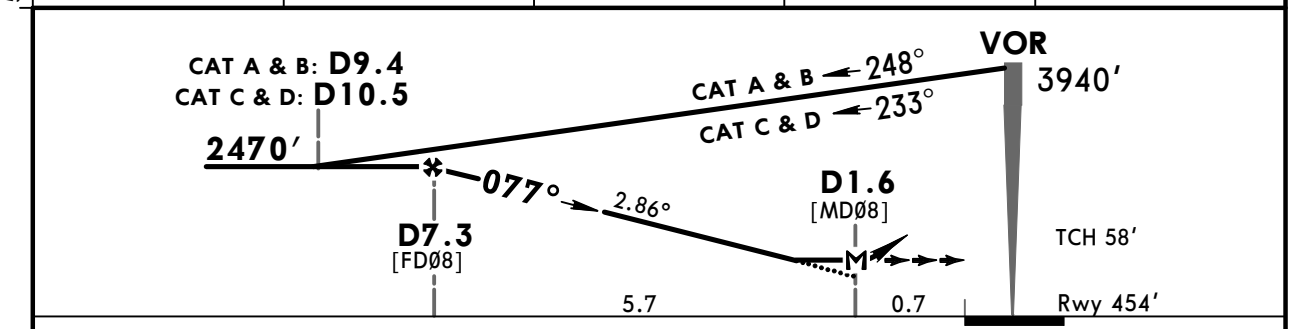
DME required.



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

2470' on 077°

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 1

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

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

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (13-2)

DNIPRO, UKRAINE
VOR Rwy 26

BRIEFING STRIP

ATIS	DNIPRO Radar (APP)	DNIPRO Tower	DNIPRO 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	268°	2470' (1997')		

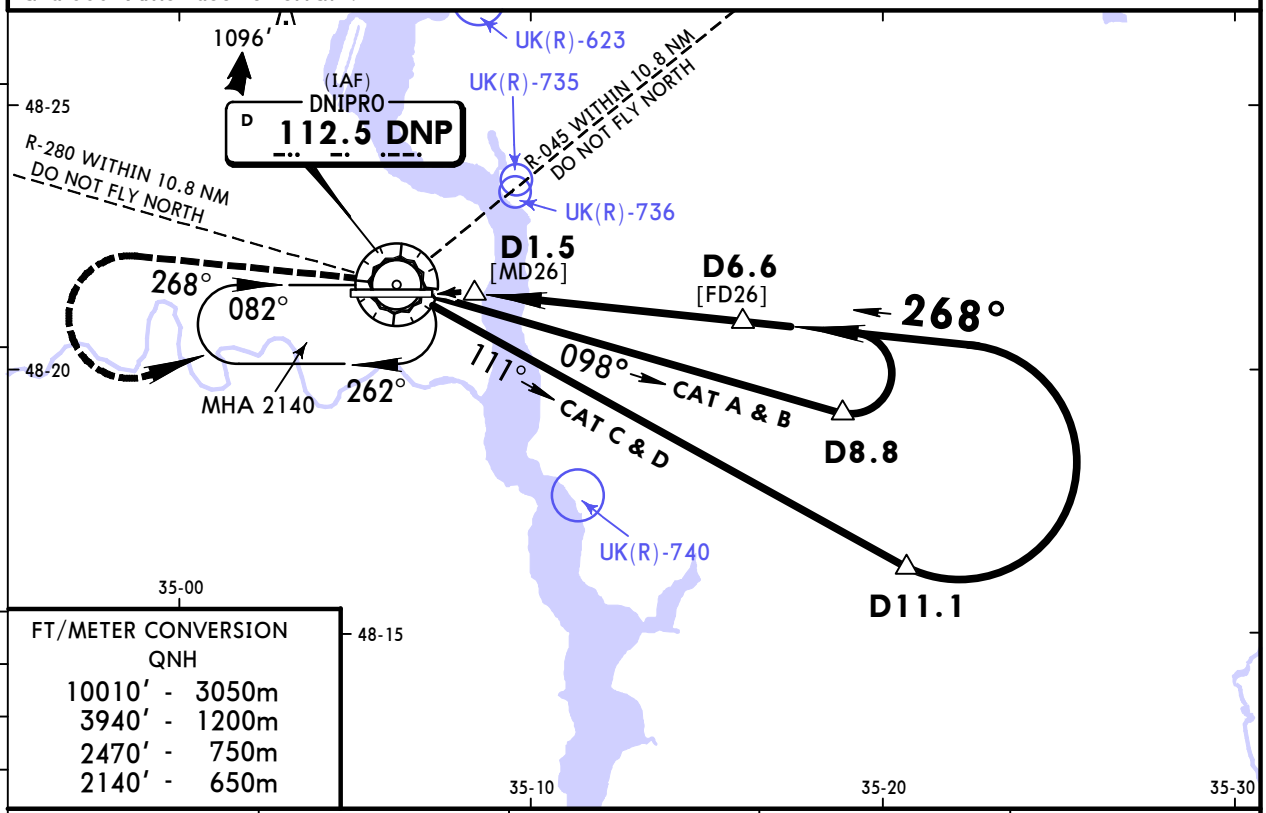
MISSED APCH: Climb on 268° to 2470', then turn LEFT to VOR climbing to 3940', then according to chart.

2200

MSA DNP VOR

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

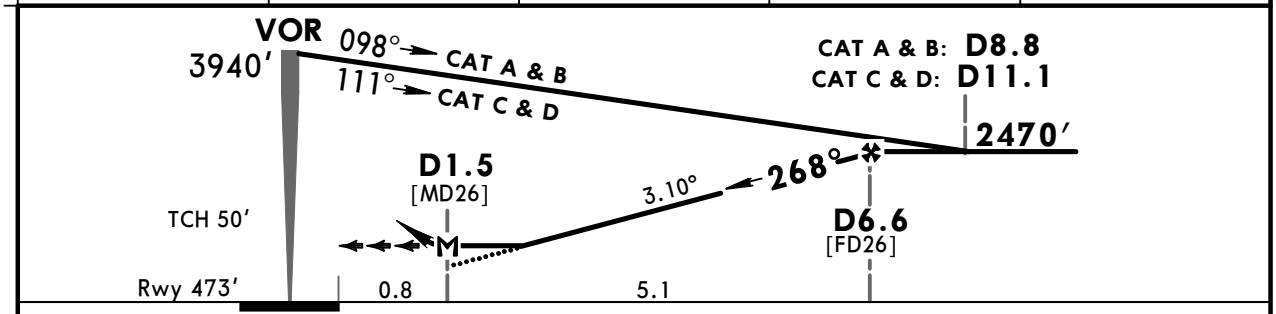
Ground proximity warning system short term alerting is possible on final apch between 990' AMSL and 660' AMSL due to terrain.



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

2470' on 268°

PANS OPS

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

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

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (16-1)

DNIPRO, UKRAINE
NDB Rwy 08

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

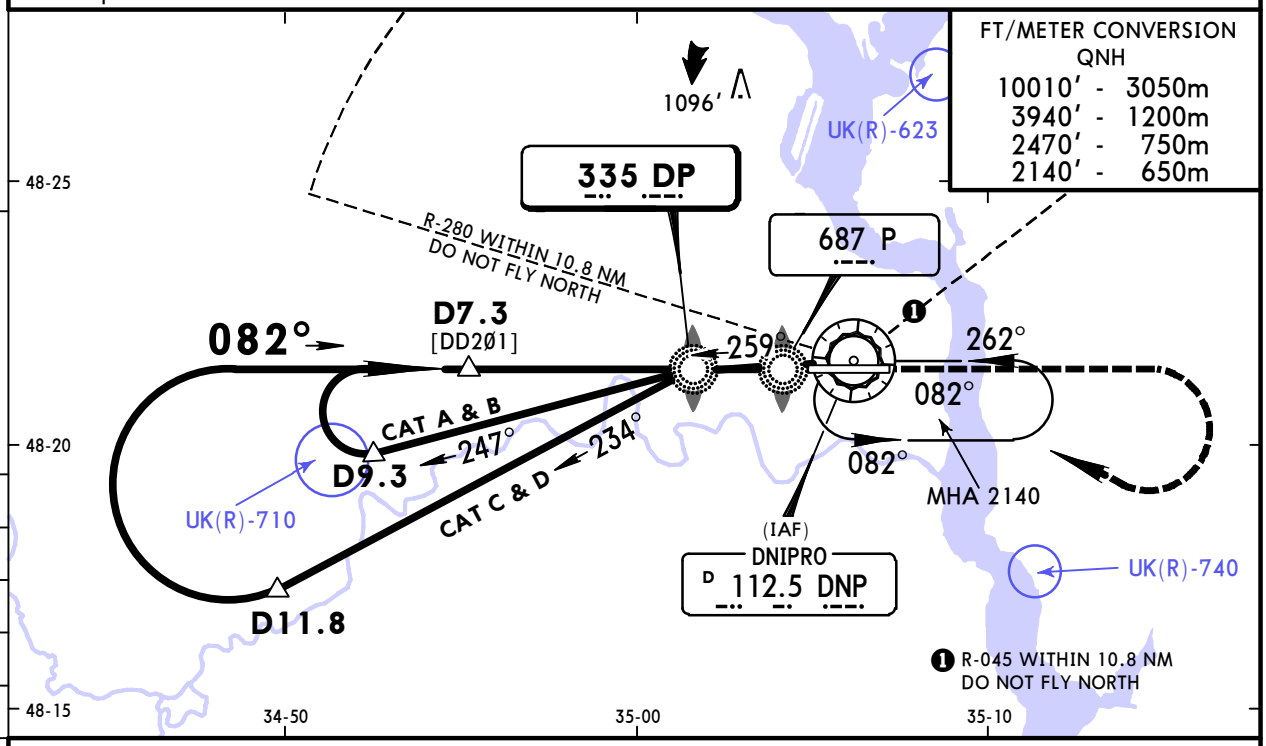
BRIEFING STRIP ™

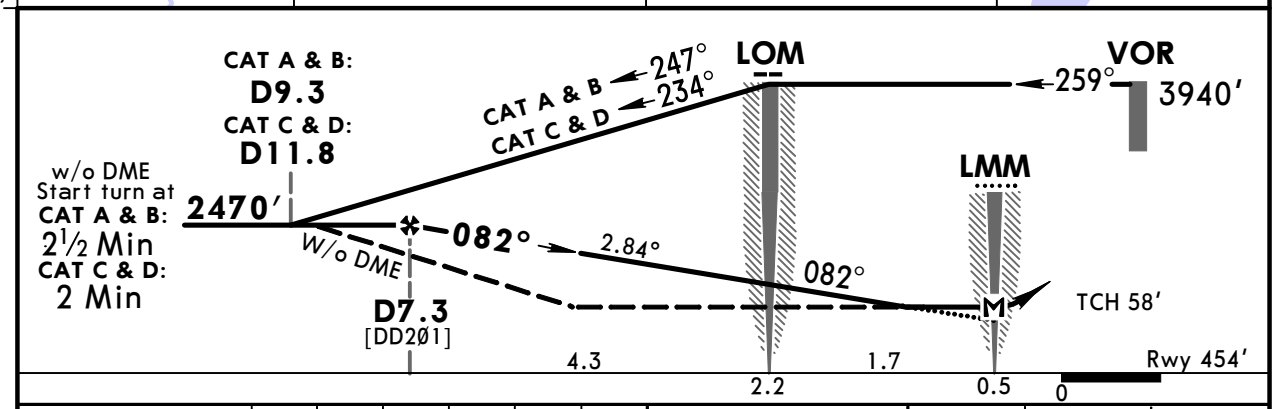
NDB DP	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)		
335	082°	D7.3 2470′ (2016′)	850′ (396′)	Apt Elev 482′	2200
		W/o DME Minimum Alt	W/o DME MDA(H)	Rwy 454′	
		No FAF	900′ (446′)		MSA DNP VOR

MISSED APCH: Climb on 082° to 2470′, then turn RIGHT to VOR climbing to 3940′, then as directed.

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

DME required for FAF determination.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.84°	352	452	502	603	703	804
MAP at LMM							

HIALS
PAPI

2470′ on 082°

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

	with DME MDA(H) 850′(396′)		w/o DME MDA(H) 900′ (446′)	
		ALS out		ALS out
A	RVR 900m	RVR 1500m	RVR 900m	RVR 1500m
B	RVR 1000m		RVR 1000m	
C		RVR 1800m		RVR 1800m
D	RVR 1400m	RVR 2000m	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND 1

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

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

CHANGES: Airport name.

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UKDD/DNK
DNIPROPETROVSK INTL

JEPPESEN

16 NOV 18 (16-2)

DNIPRO, UKRAINE
NDB Rwy 26

BRIEFING STRIP

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

NDB DR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)	Apt Elev 482′
335	262°	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

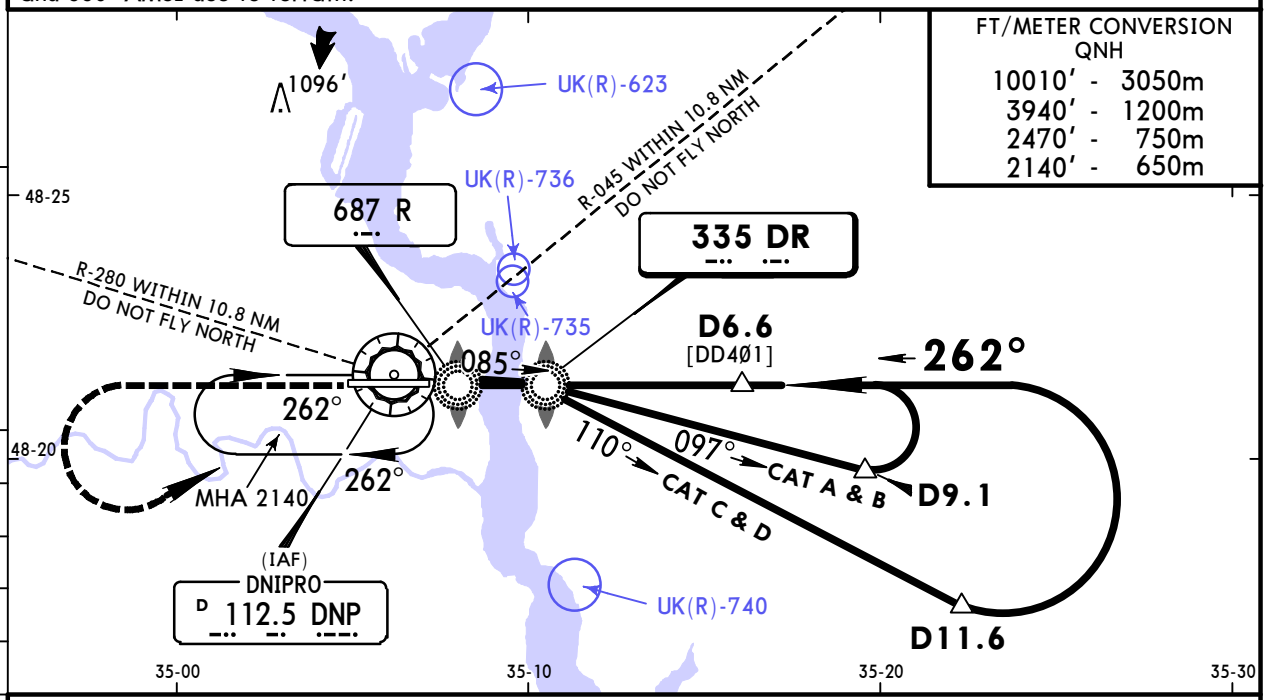
MISSED APCH: Climb on 262° to 2470′, then turn LEFT to VOR climbing to 3940′, then according to chart.

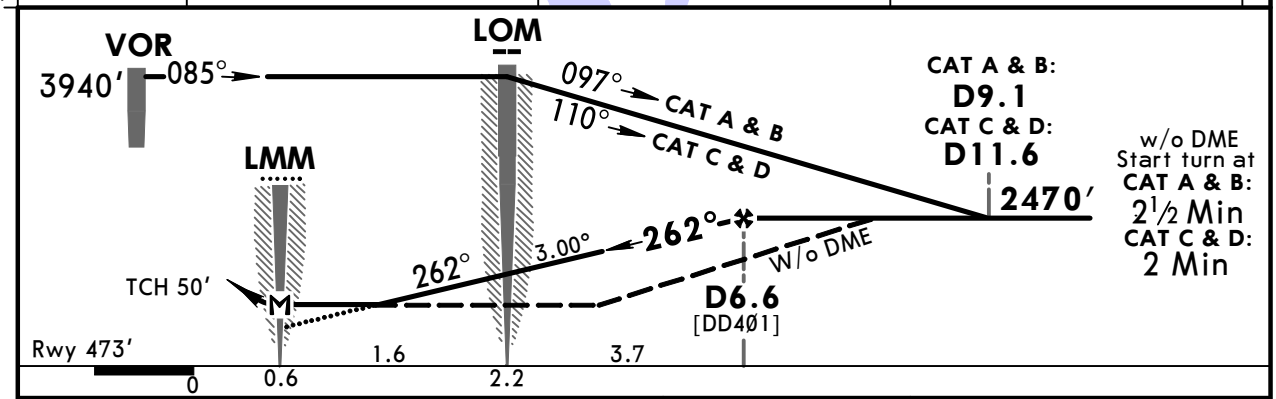
Alt Set: hPa | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 10010′

DME required for FAF determination.

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

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





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

HIALS
PAPI

2470′ on 262°

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 1

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

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

PANS OPS

CHANGES: Airport name.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 08-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DNIPRO, (DNIPROPETROVSK INTL - UKDD)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDD