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List of pages in this Trip Kit

Trip Kit Index
Airport Information For UKDE
Terminal Charts For UKDE
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: ZAPORIZHZHIA UKR
ICAO/IATA: UKDE / OZH
Lat/Long: N47° 52.0', E035° 18.9'
Elevation: 374 ft

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

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

Sunrise: 0208 Z
Sunset: 1702 Z

Runway Information

Runway: 02L
Length x Width: 6890 ft x 279 ft
Surface Type: grass
TDZ-Elev: 340 ft
Lighting: Edge

Runway: 02R
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 339 ft
Lighting: Edge, ALS

Runway: 20L
Length x Width: 8202 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 373 ft
Lighting: Edge, ALS

Runway: 20R
Length x Width: 6890 ft x 279 ft
Surface Type: grass
TDZ-Elev: 371 ft
Lighting: Edge

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Communication Information

Zaporizhzhia Tower: 126.050 Secondary
Zaporizhzhia Tower: 120.050
Zaporizhzhia Radar Approach: 119.200

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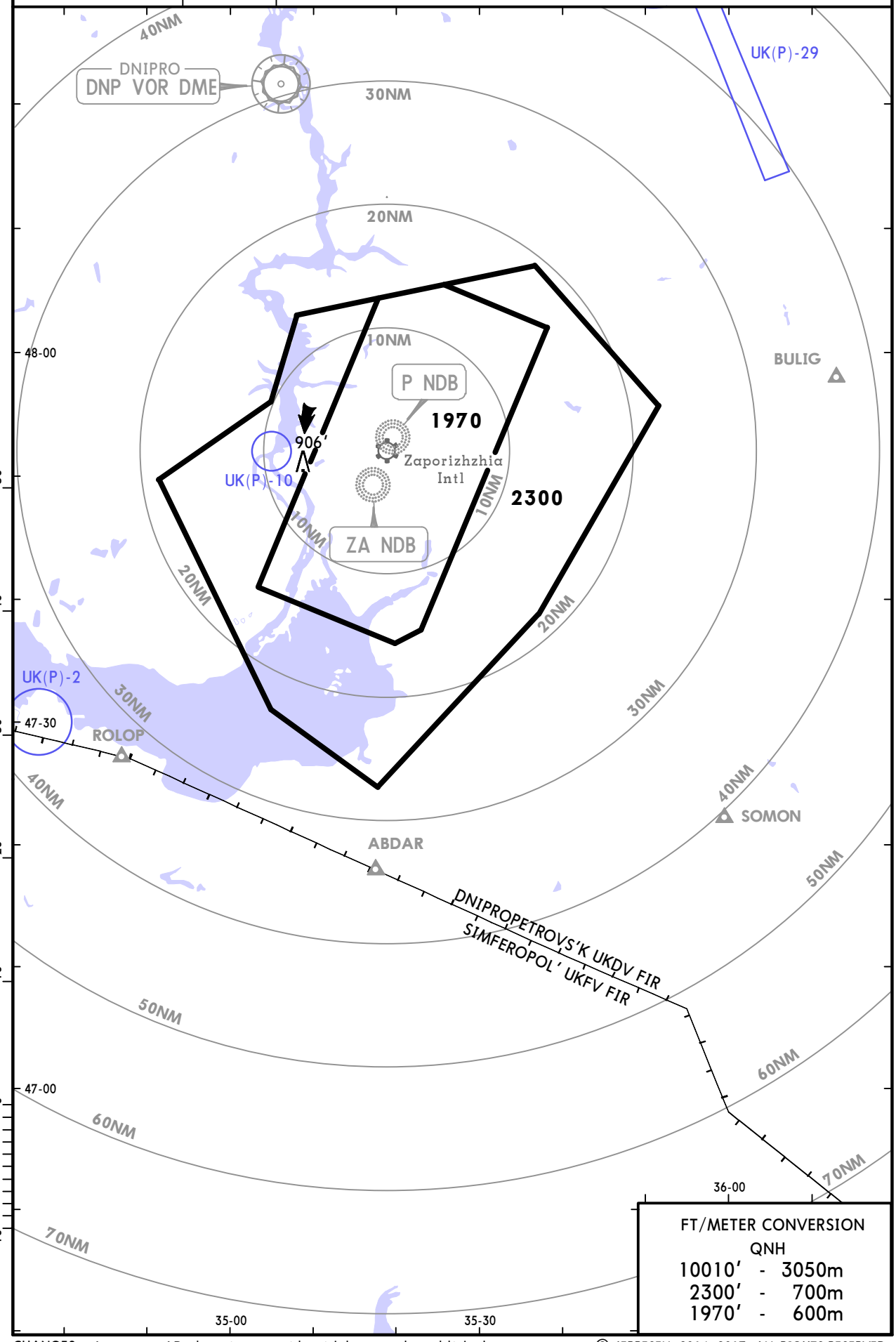
UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 1 DEC 17 (10-1R) Eff 7 Dec

ZAPORIZHZHIA, UKRAINE
RADAR MINIMUM ALTITUDES

ZAPORIZHZHIA Radar (APP) 119.2	Apt Elev 374′	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. MRVA are safe if the temperature at the surface is 4°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.



FT/METER CONVERSION
QNH

10010′	-	3050m
2300′	-	700m
1970′	-	600m

CHANGES: Apt name, AD elevation, navaids withdrawn and established.

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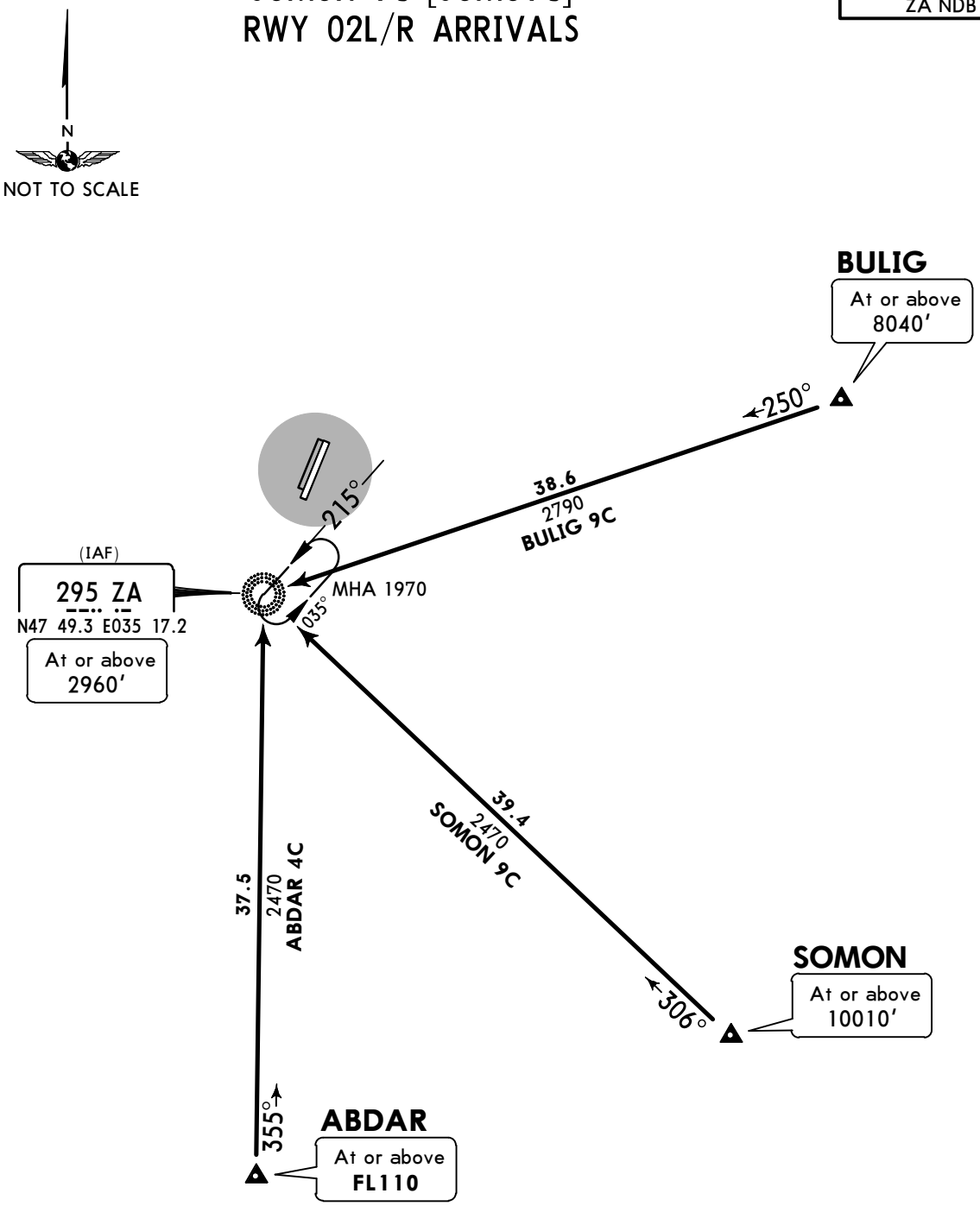
Apt Elev 374′

Alt Set: hPa
Trans level: By ATC Trans alt: 10010′
Flights over the city are prohibited due to noise abatement.

MSA
ZA NDB
2000

ABDAR 4C [ABDA4C]
BULIG 9C [BULI9C]
SOMON 9C [SOMO9C]
RWY 02L/R ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
2960′	-	900m
2470′	-	750m
1970′	-	600m

STAR	ROUTING
ABDAR 4C	On 355° bearing to ZA NDB.
BULIG 9C	On 250° bearing to ZA NDB.
SOMON 9C	On 306° bearing to ZA NDB.

CHANGES: RWY established; RWY designation; STARs renumbered.

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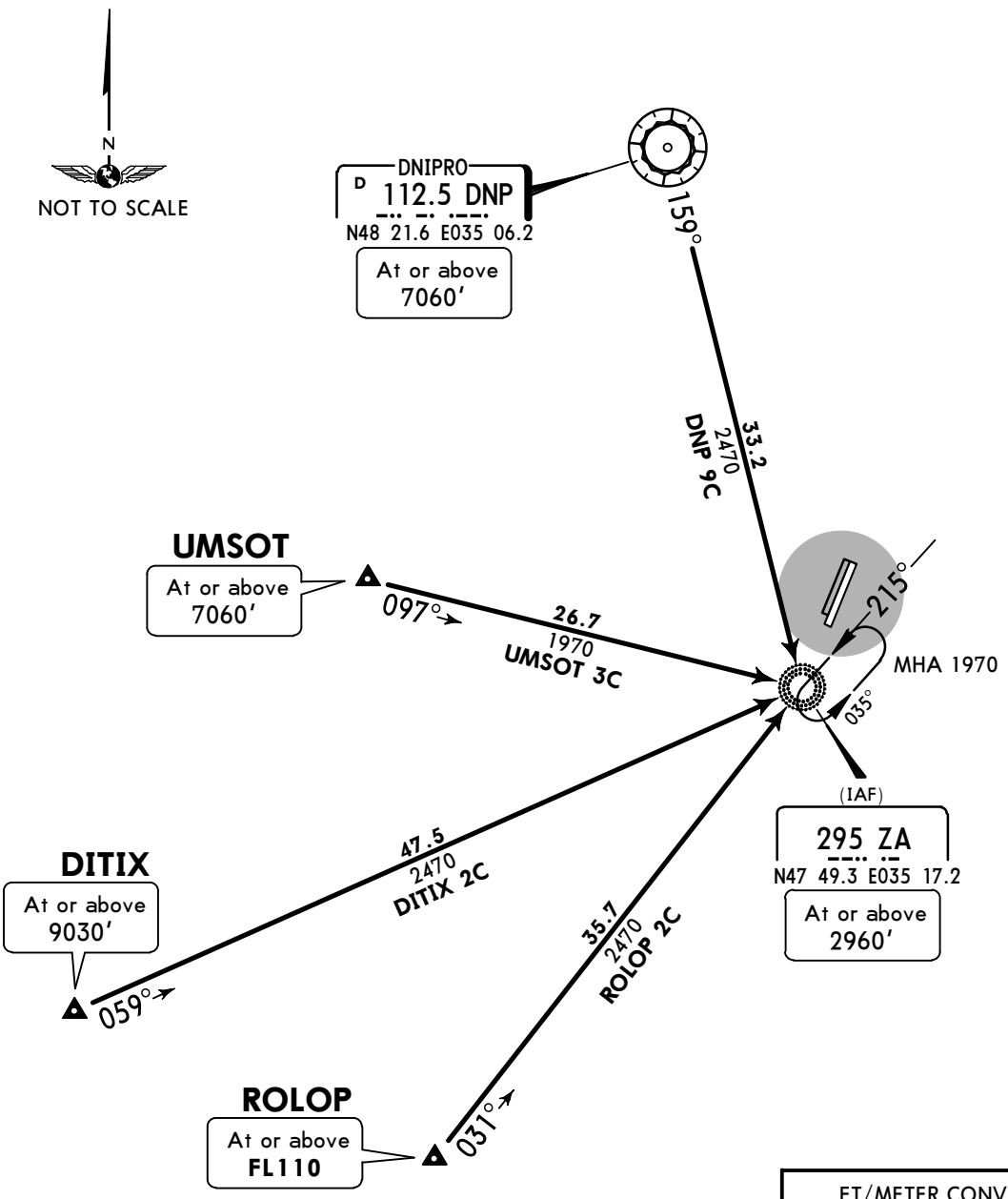
Apt Elev 374′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ Flights over the city are prohibited due to noise abatement.

MSA ZA NDB: 2000

DITIX 2C [DITI2C]
DNIPRO 9C (DNP 9C) [DNP9C]
ROLOP 2C [ROLO2C]
UMSOT 3C [UMSO3C]
RWY 02L/R ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
7060′	-	2150m
2960′	-	900m
2470′	-	750m
1970′	-	600m

STAR	ROUTING
DITIX 2C	On 059° bearing to ZA NDB.
DNP 9C	On DNP R-159 to ZA NDB.
ROLOP 2C	On 031° bearing to ZA NDB.
UMSOT 3C	On 097° bearing to ZA NDB.

CHANGES: RWY established; RWY designation; STARs renumbered.

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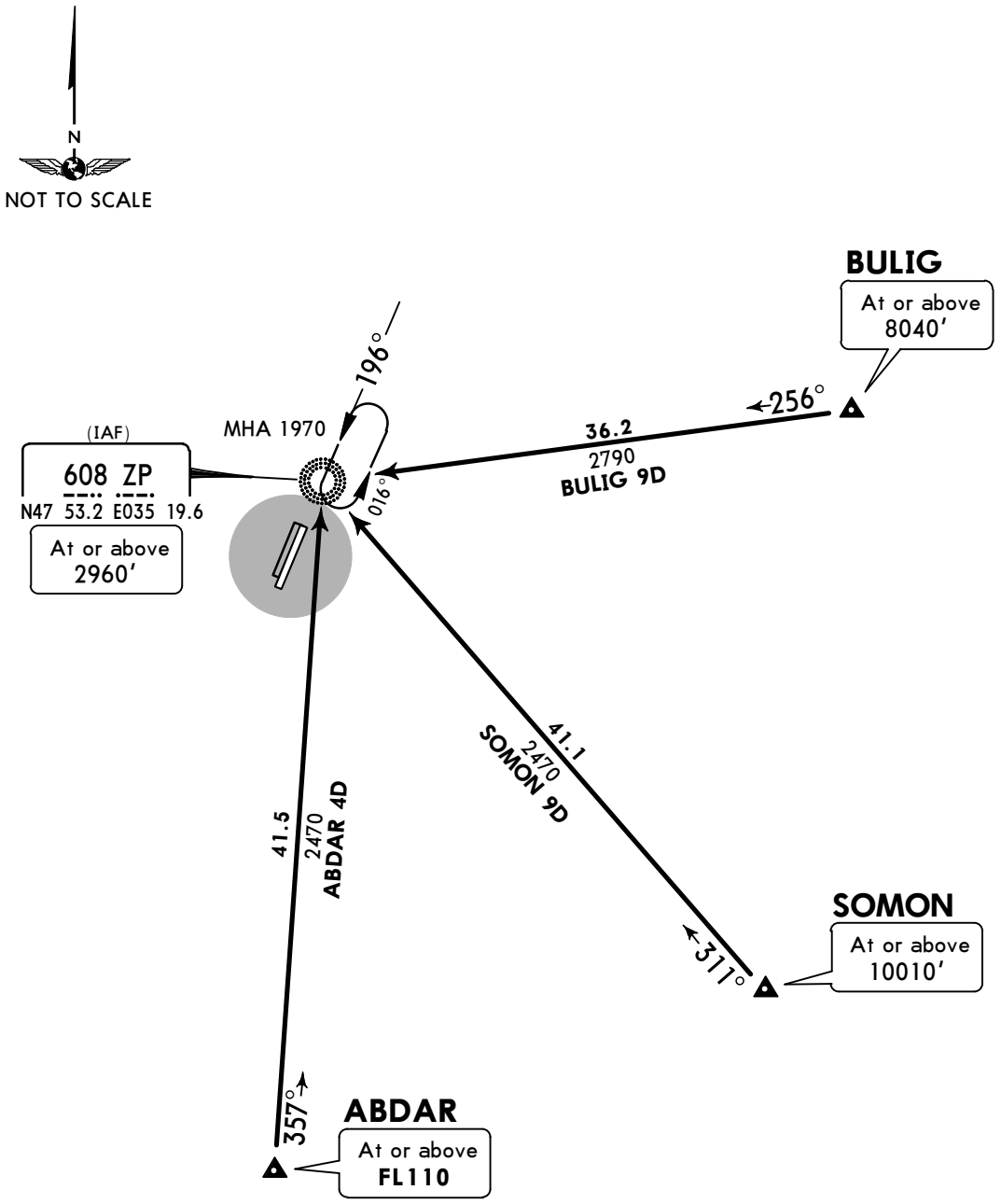
Apt Elev 374′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ Flights over the city are prohibited due to noise abatement.

MSA ZP NDB: 2000

ABDAR 4D [ABDA4D]
BULIG 9D [BULI9D]
SOMON 9D [SOMO9D]
RWY 20L/R ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
8040′	-	2450m
2960′	-	900m
2470′	-	750m
1970′		600m

STAR	ROUTING
ABDAR 4D	On 357° bearing to ZP NDB.
BULIG 9D	On 256° bearing to ZP NDB.
SOMON 9D	On 311° bearing to ZP NDB.

CHANGES: RWY established; RWY designation; STARs renumbered; NDB ident.

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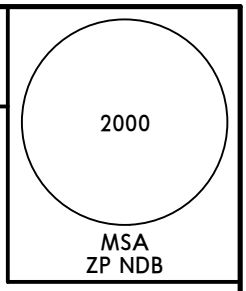
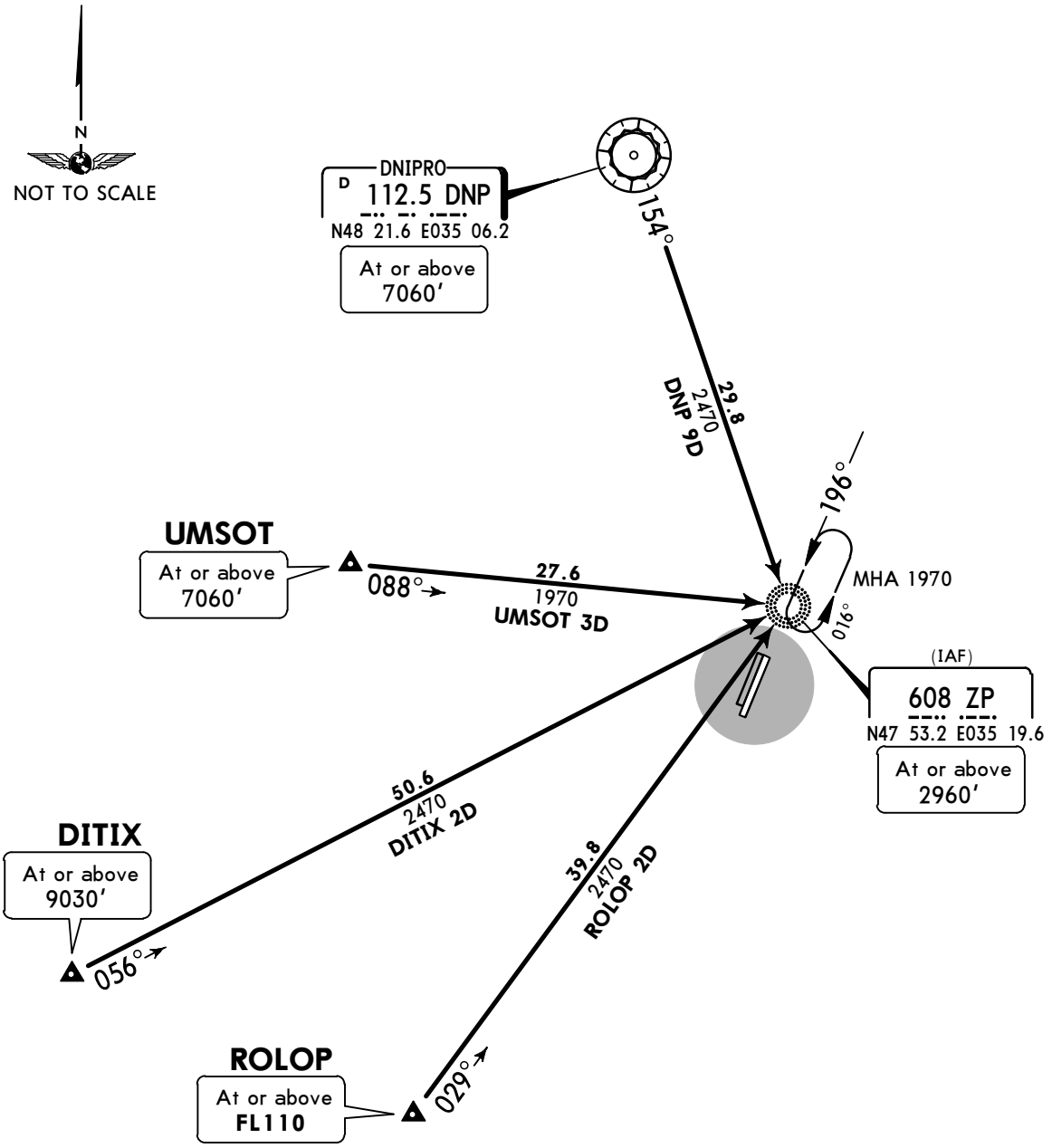
Apt Elev 374′	Alt Set: hPa Trans level: By ATC Trans alt: 10010′ Flights over the city are prohibited due to noise abatement.



DITIX 2D [DITI2D]
DNIPRO 9D (DNP 9D) [DNP9D]
ROLOP 2D [ROLO2D]
UMSOT 3D [UMSO3D]
RWY 20L/R ARRIVALS



FT/METER CONVERSION
QNH

10010′	-	3050m
9030′	-	2750m
7060′	-	2150m
2960′	-	900m
2470′	-	750m
1970′	-	600m

STAR	ROUTING
DITIX 2D	On 056° bearing to ZP NDB.
DNP 9D	On DNP R-154 to ZP NDB.
ROLOP 2D	On 029° bearing to ZP NDB.
UMSOT 3D	On 088° bearing to ZP NDB.

CHANGES: RWY established; RWY designation; STARs renumbered; NDB ident.

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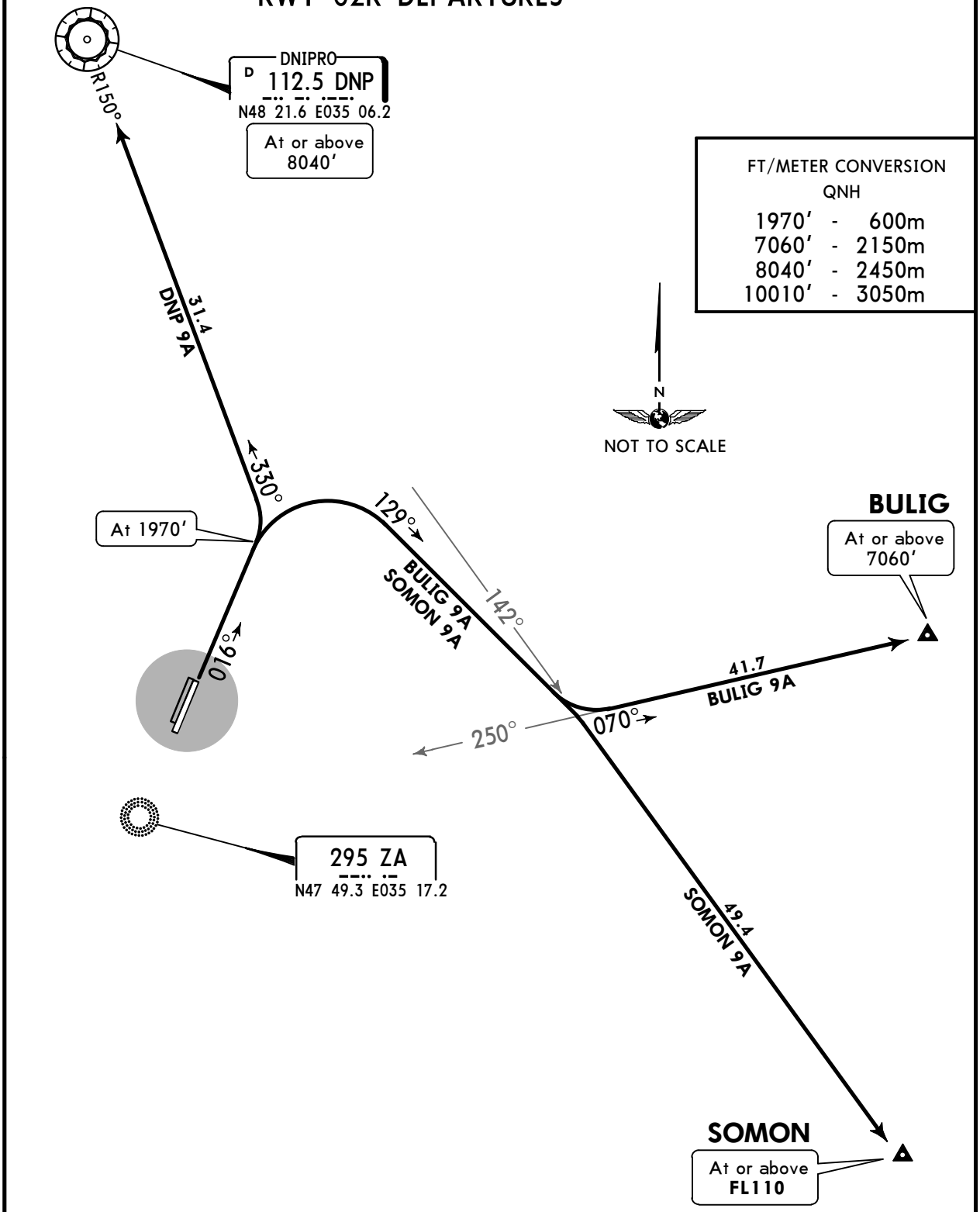
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

BULIG 9A [BULI9A]
DNIPRO 9A (DNP 9A) [DNP9A]
SOMON 9A [SOMO9A]
RWY 02R DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
BULIG 9A	Climb on 016° track to 1970′, turn RIGHT, 129° track, turn LEFT to intercept 070° bearing from ZA NDB to BULIG.
DNP 9A	Climb on 016° track to 1970′, turn LEFT to intercept DNP R-150 inbound to DNP VOR.
SOMON 9A	Climb on 016° track to 1970′, turn RIGHT, 129° track, turn RIGHT to intercept DNP R-142 to SOMON.

CHANGES: RWY established; RWY designation; SIDs renumbered.

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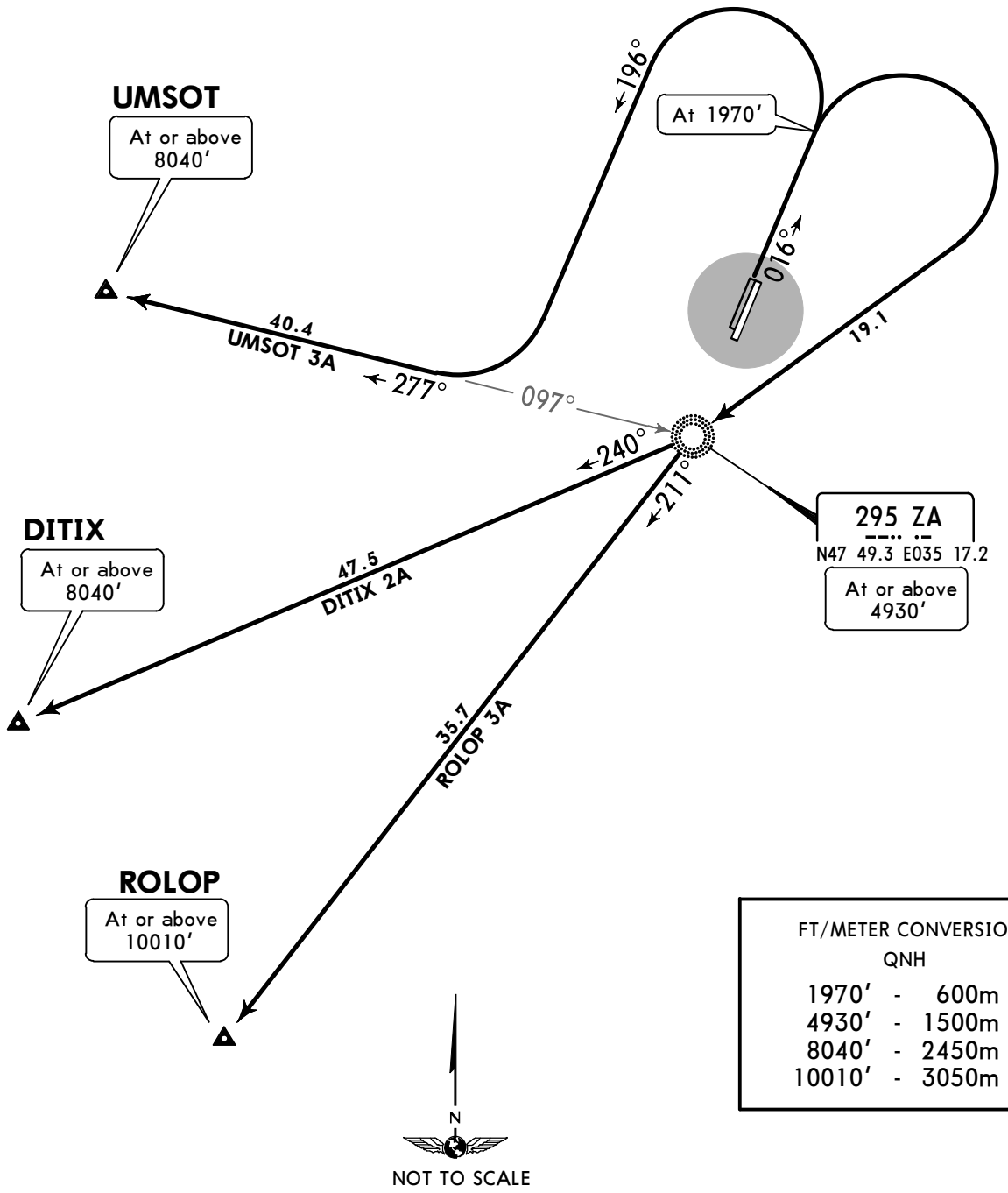
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

2000
MSA
ZA NDB

DITIX 2A [DITI2A]
ROLOP 3A [ROLO3A]
UMSOT 3A [UMSO3A]
RWY 02R DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
DITIX 2A	Climb on 016° track to 1970′, turn RIGHT to ZA NDB, turn RIGHT, 240° bearing from ZA NDB to DITIX.
ROLOP 3A	Climb on 016° track to 1970′, turn RIGHT to ZA NDB, turn LEFT, 211° bearing from ZA NDB to ROLOP.
UMSOT 3A	Climb on 016° track to 1970′, turn LEFT, track 196°, turn RIGHT to intercept 277° bearing from ZA NDB to UMSOT.

CHANGES: RWY established; RWY designation; SIDs renumbered.

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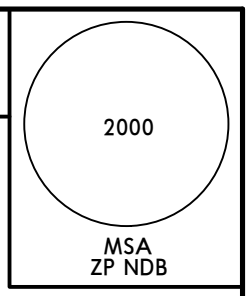
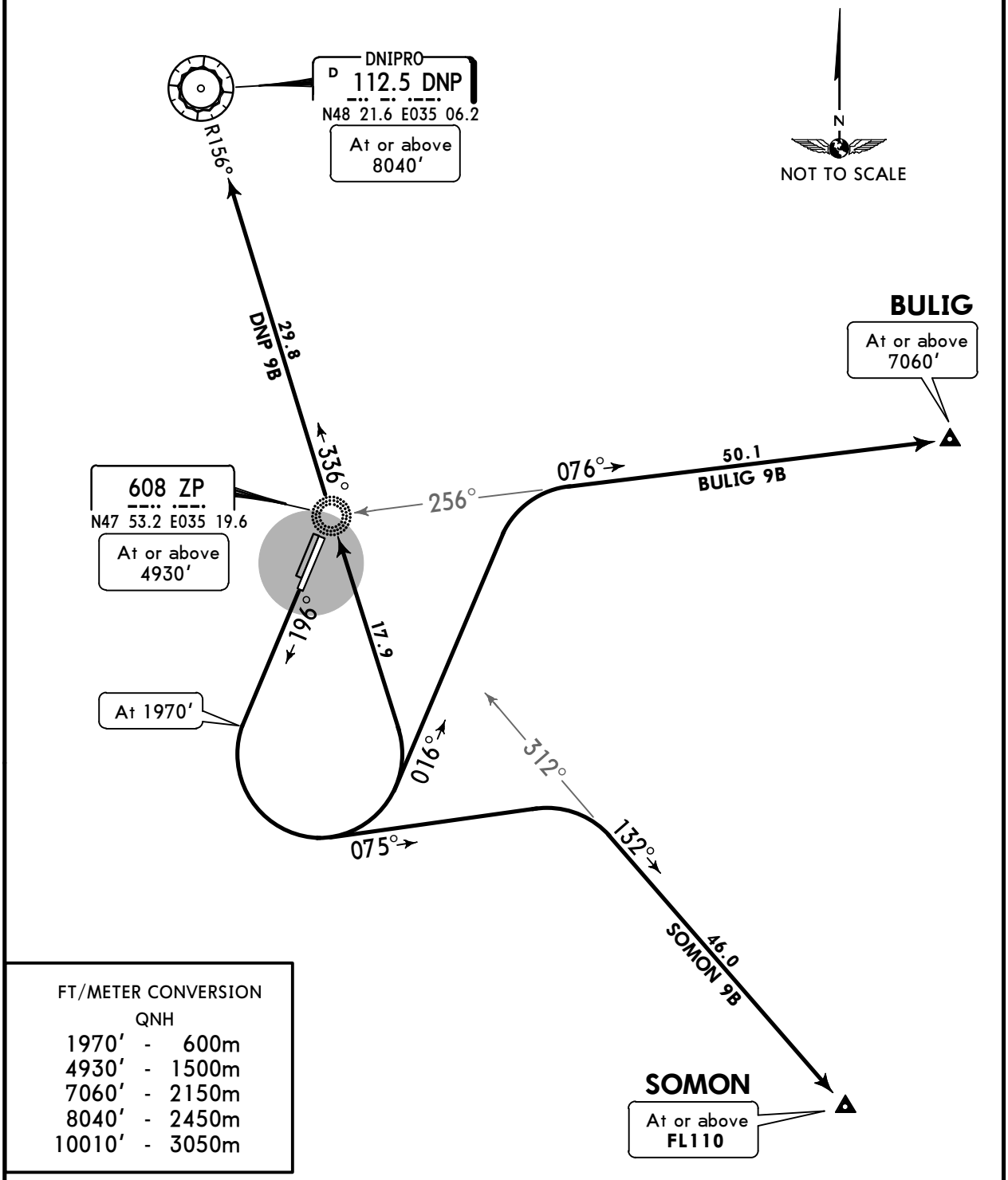
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

BULIG 9B [BULI9B]
DNIPRO 9B (DNP 9B) [DNP9B]
SOMON 9B [SOMO9B]
RWY 20L DEPARTURES





FT/METER CONVERSION
QNH

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

SID	ROUTING
BULIG 9B	Climb on 196° track to 1970′, turn LEFT, 016° track, turn RIGHT to intercept 076° bearing from ZP NDB to BULIG.
DNP 9B	Climb on 196° track to 1970′, turn LEFT to ZP NDB, intercept DNP R-156 inbound to DNP VOR.
SOMON 9B	Climb on 196° track to 1970′, turn LEFT, 075° track, turn RIGHT to intercept 132° bearing from ZP NDB to SOMON.

CHANGES: RWY established; RWY designation; SIDs renumbered; NDB ident.

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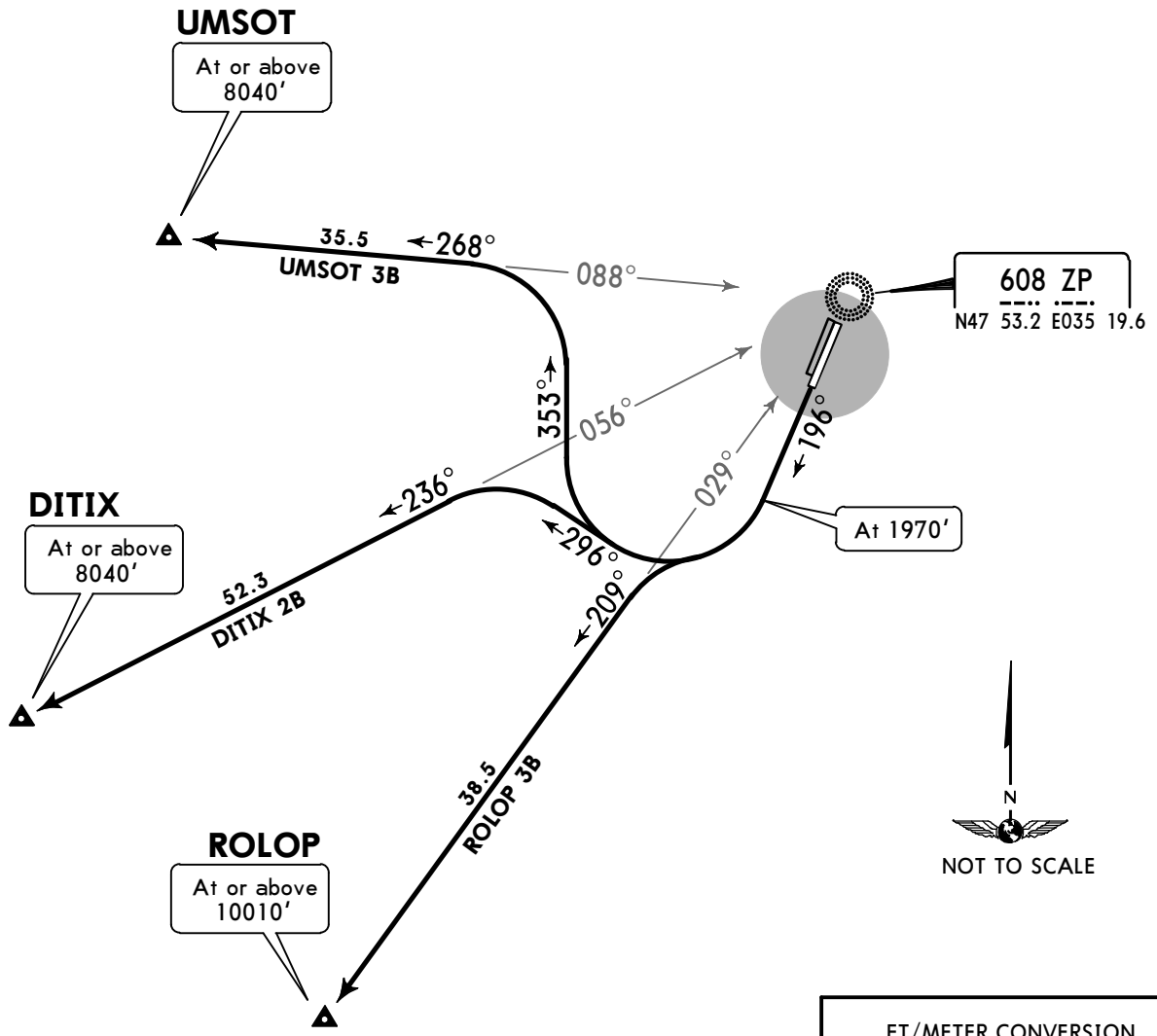
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

2000
MSA
ZP NDB

DITIX 2B [DITI2B]
ROLOP 3B [ROLO3B]
UMSOT 3B [UMSO3B]
RWY 20L DEPARTURES



FT/METER CONVERSION
QNH

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

DITIX 2B, UMSOT 3B
These SIDs require a minimum climb gradient of
7.0% up to 4930′.

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

SID	ROUTING
DITIX 2B	Climb on 196° track to 1970′, turn RIGHT, 296° track, turn LEFT to intercept 236° bearing from ZP NDB to DITIX.
ROLOP 3B	Climb on 196° track to 1970′, turn RIGHT to intercept 209° bearing from ZP NDB to ROLOP.
UMSOT 3B	Climb on 196° track to 1970′, turn RIGHT, 353° track, turn LEFT to intercept 268° bearing from ZP NDB to UMSOT.

CHANGES: RWY established; RWY designation; SIDs renumbered; NDB ident.

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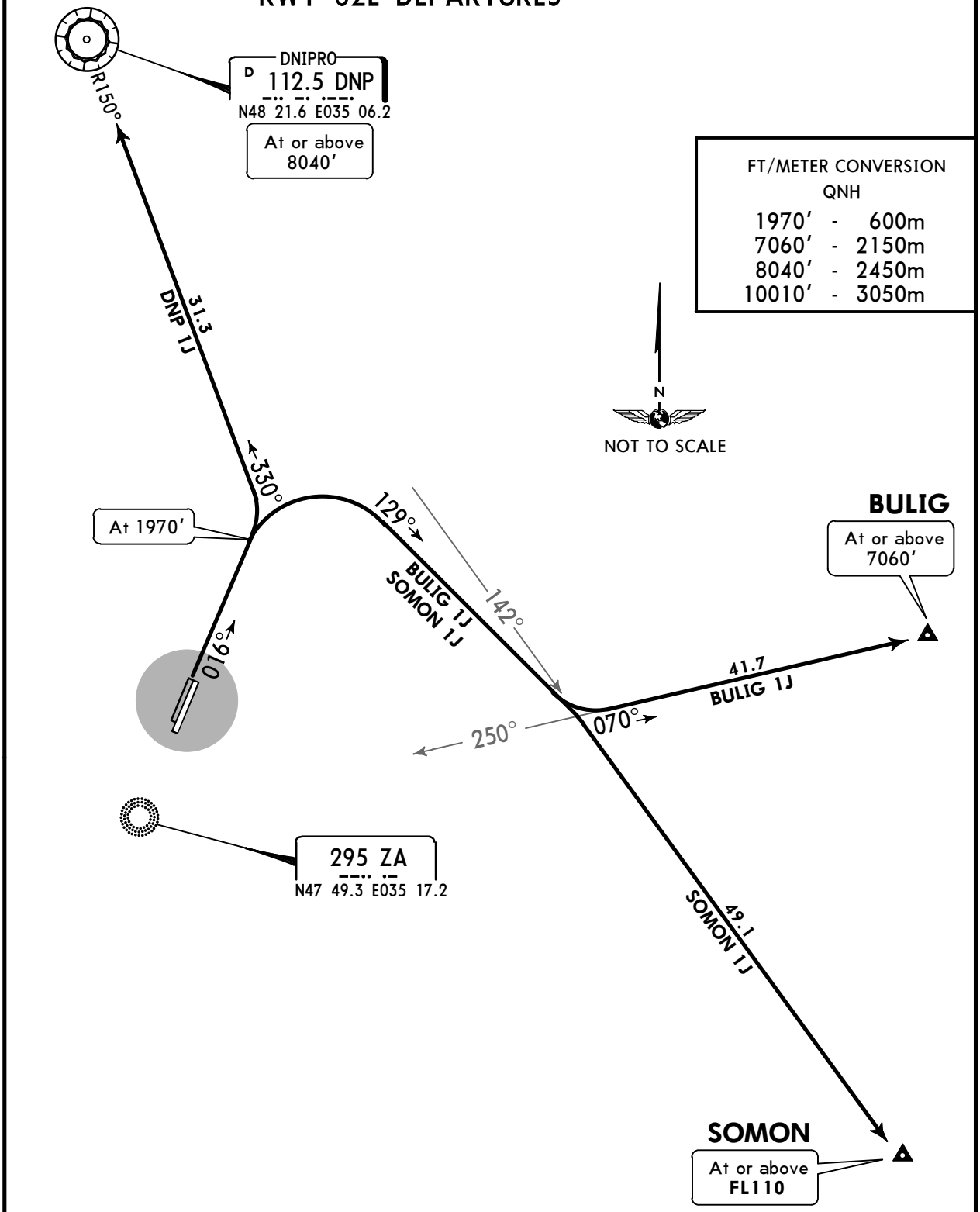
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

MSA ZA NDB: 2000

BULIG 1J [BULI1J]
DNIPRO 1J (DNP 1J) [DNP1J]
SOMON 1J [SOMO1J]
RWY 02L DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
BULIG 1J	Climb on 016° track to 1970′, turn RIGHT, 129° track, turn LEFT to intercept 070° bearing from ZA NDB to BULIG.
DNP 1J	Climb on 016° track to 1970′, turn LEFT to intercept DNP R-150 inbound to DNP VOR.
SOMON 1J	Climb on 016° track to 1970′, turn RIGHT, 129° track, turn RIGHT to intercept DNP R-142 to SOMON.

CHANGES: New chart.

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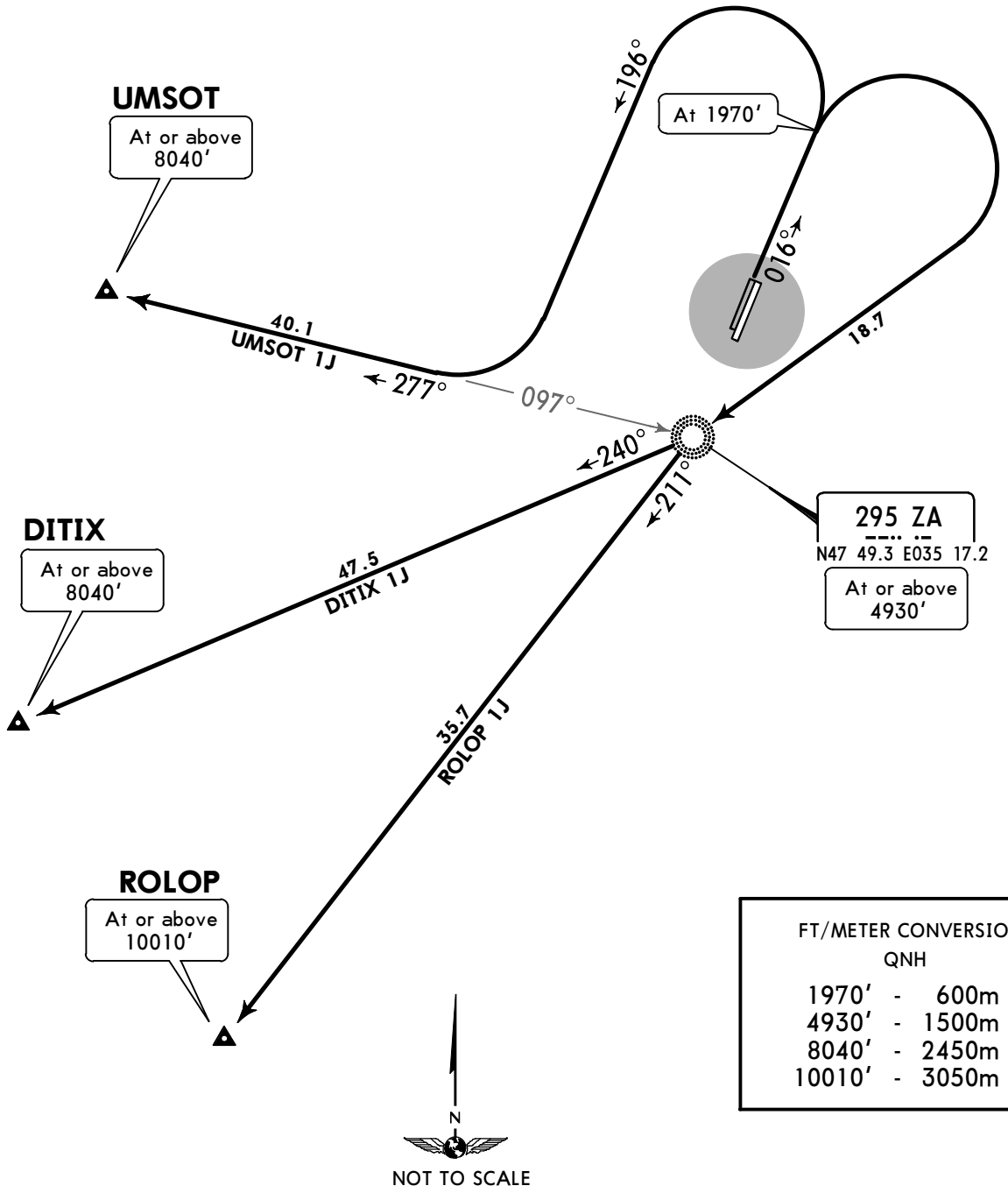
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

MSA ZA NDB: 2000

DITIX 1J [DITI1J]
ROLOP 1J [ROLO1J]
UMSOT 1J [UMSO1J]
RWY 02L DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
DITIX 1J	Climb on 016° track to 1970′, turn RIGHT to ZA NDB, turn RIGHT, 240° bearing from ZA NDB to DITIX.
ROLOP 1J	Climb on 016° track to 1970′, turn RIGHT to ZA NDB, turn LEFT, 211° bearing from ZA NDB to ROLOP.
UMSOT 1J	Climb on 016° track to 1970′, turn LEFT, track 196°, turn RIGHT to intercept 277° bearing from ZA NDB to UMSOT.

CHANGES: New chart.

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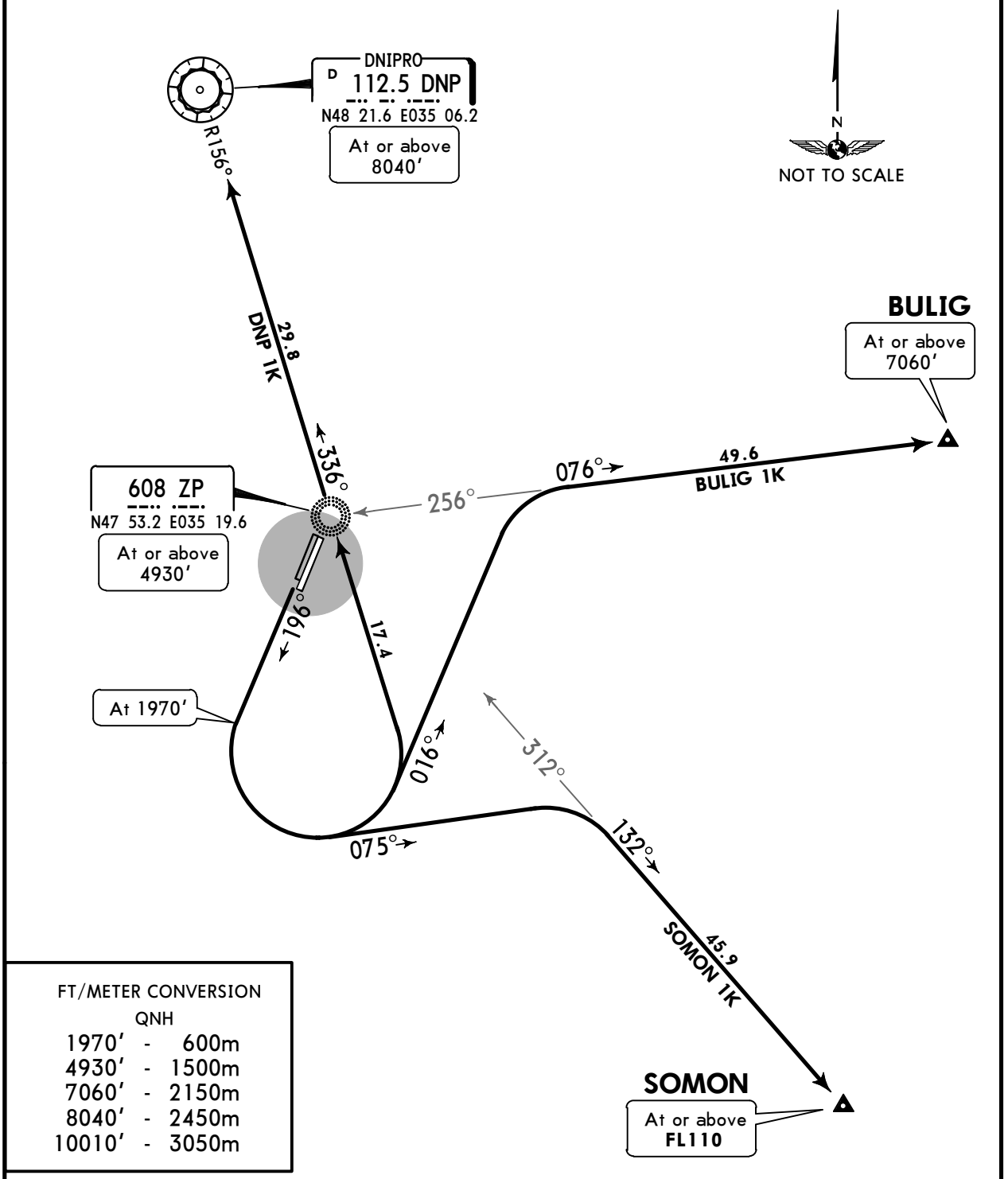
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

BULIG 1K [BULI1K]
DNIPRO 1K (DNP 1K) [DNP1K]
SOMON 1K [SOMO1K]
RWY 20R DEPARTURES



FT/METER CONVERSION
QNH

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

SID	ROUTING
BULIG 1K	Climb on 196° track to 1970′, turn LEFT, 016° track, turn RIGHT to intercept 076° bearing from ZP NDB to BULIG.
DNP 1K	Climb on 196° track to 1970′, turn LEFT to ZP NDB, intercept DNP R-156 inbound to DNP VOR.
SOMON 1K	Climb on 196° track to 1970′, turn LEFT, 075° track, turn RIGHT to intercept 132° bearing from ZP NDB to SOMON.

CHANGES: New chart.

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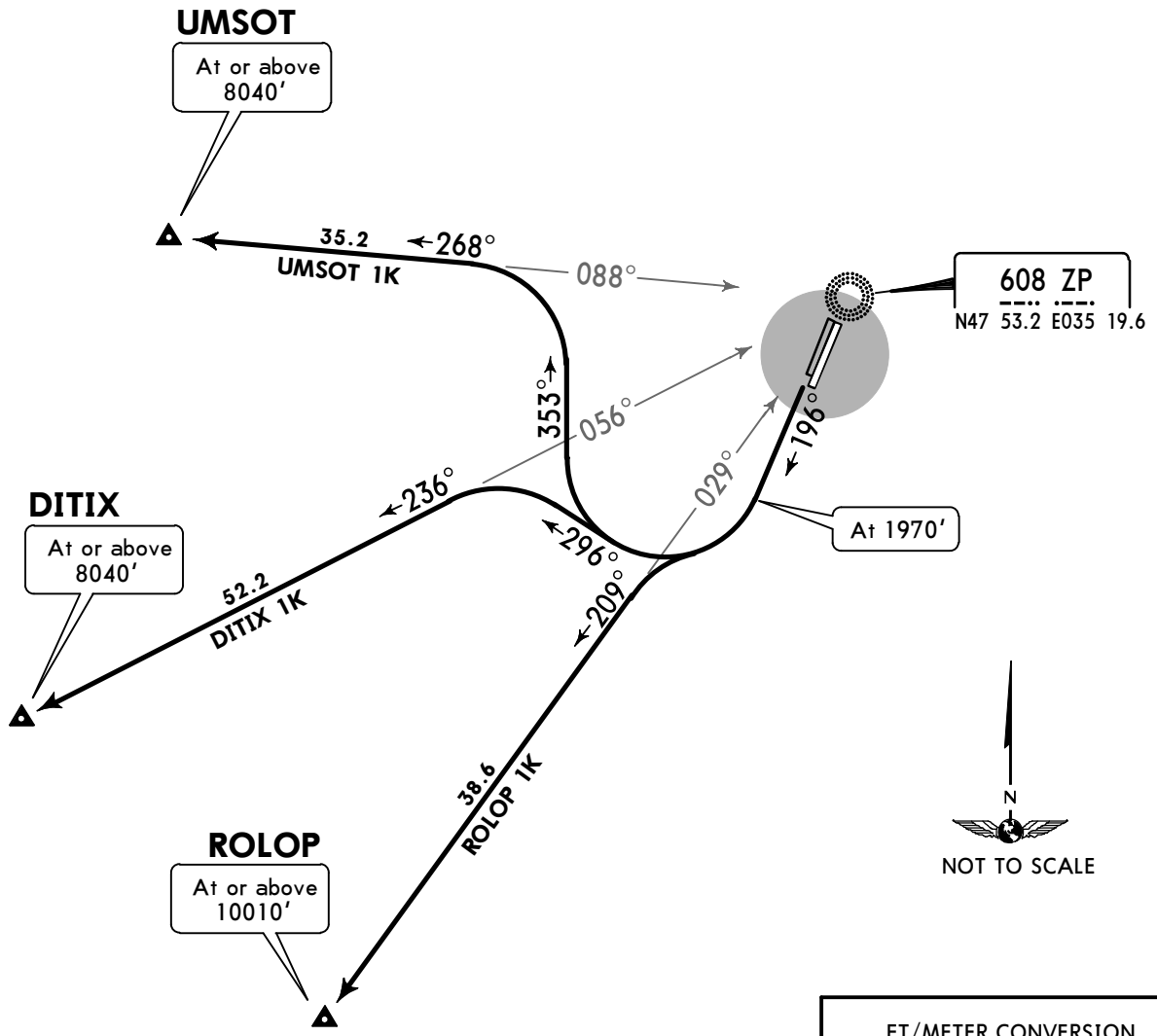
Apt Elev 374′	Trans level: By ATC Trans alt: 10010′ 1. EXPECT close-in obstacles. 2. Flights over the city are prohibited due to noise abatement.

2000
MSA
ZP NDB

DITIX 1K [DITI1K]
ROLOP 1K [ROLO1K]
UMSOT 1K [UMSO1K]
RWY 20R DEPARTURES



FT/METER CONVERSION
QNH

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

DITIX 1K, UMSOT 1K
These SIDs require a minimum climb gradient of
7.0% up to 4930′.

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

SID	ROUTING
DITIX 1K	Climb on 196° track to 1970′, turn RIGHT, 296° track, turn LEFT to intercept 236° bearing from ZP NDB to DITIX.
ROLOP 1K	Climb on 196° track to 1970′, turn RIGHT to intercept 209° bearing from ZP NDB to ROLOP.
UMSOT 1K	Climb on 196° track to 1970′, turn RIGHT, 353° track, turn LEFT to intercept 268° bearing from ZP NDB to UMSOT.

CHANGES: New chart.

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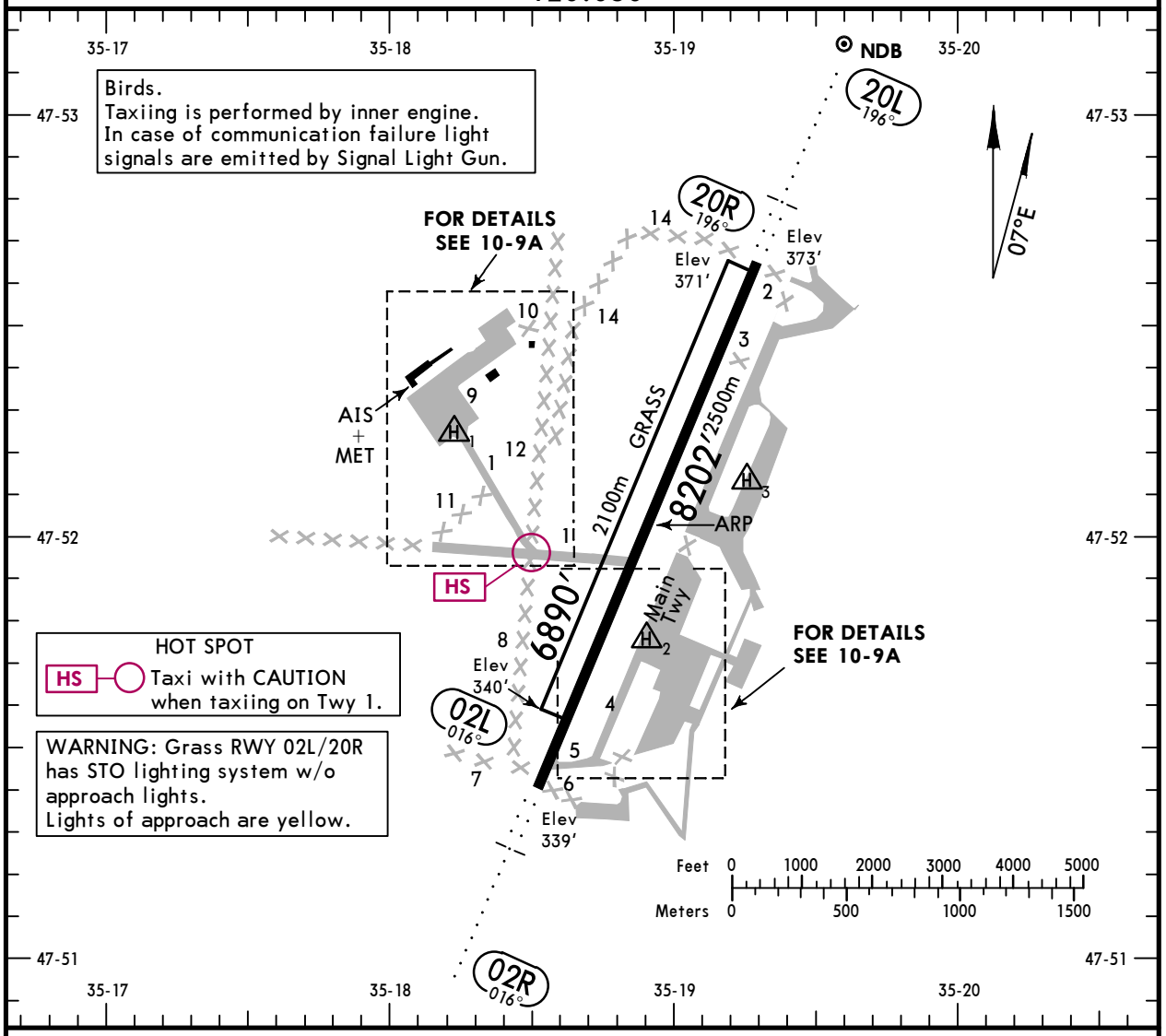
UKDE/OZH

Apt Elev **374′**
N47 52.0 E035 18.9

JEPPESEN 18 MAY 18 (10-9) Eff 24 May

ZAPORIZHZHIA, UKRAINE
ZAPORIZHZHIA INTL

ZAPORIZHZHIA Tower
120.050



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02R / 20L	RL (100m) ALS	RVR		7170′ 2185m / 6987′ 2130m	❶	138′ 42m
02L / 20R	Grass runway					279′ 85m

❶ TAKE-OFF RUN AVAILABLE

RWY 02R:
From rwy head 8202′ (2500m)
twy 1 int 4724′ (1440m)

RWY 20L:
From rwy head 8202′ (2500m)
twy 1 int 3478′ (1060m)

Standard

TAKE-OFF

	Main rwy 02R/20L Low Visibility Take-off Day: RL & RCLM Night: RL	All rwys Day: RL or RCLM Night: RL	All rwys Adequate vis ref (Day only)
A B C D	RVR 300m	400m	500m

CHANGES: Communication. Rwys designation. Helipad 4 withdrawn.

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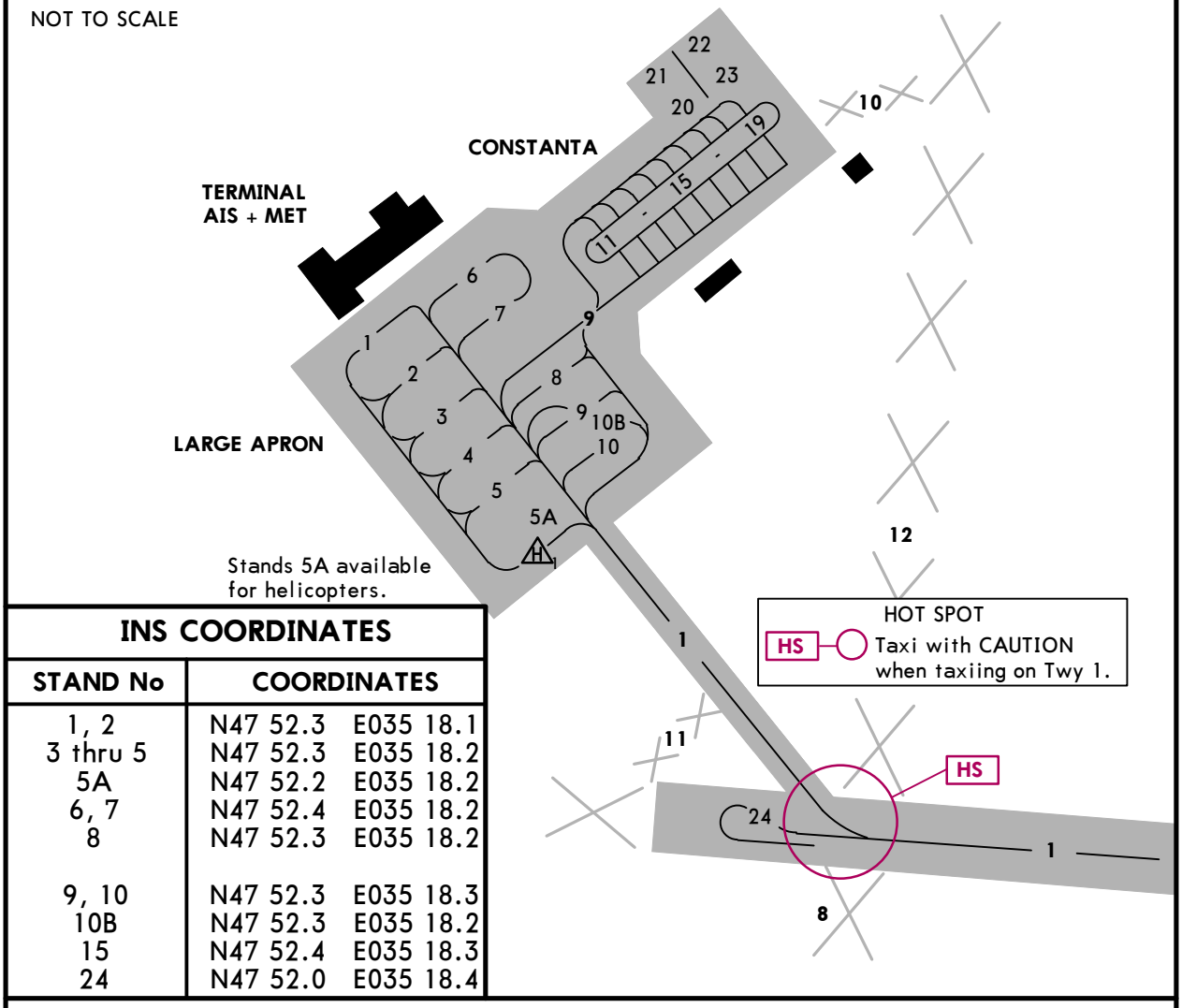
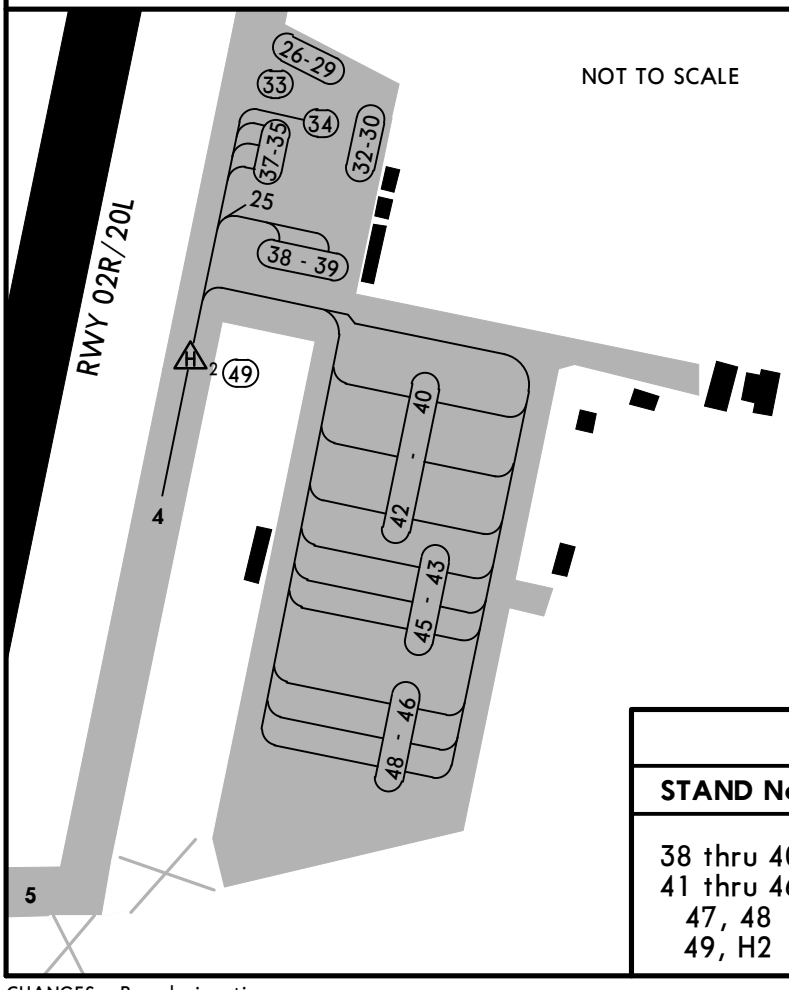
NOT TO SCALE



INS COORDINATES

STAND No	COORDINATES
1, 2	N47 52.3 E035 18.1
3 thru 5	N47 52.3 E035 18.2
5A	N47 52.2 E035 18.2
6, 7	N47 52.4 E035 18.2
8	N47 52.3 E035 18.2
9, 10	N47 52.3 E035 18.3
10B	N47 52.3 E035 18.2
15	N47 52.4 E035 18.3
24	N47 52.0 E035 18.4

NOT TO SCALE



INS COORDINATES

STAND No	COORDINATES
38 thru 40	N47 51.8 E035 19.0
41 thru 46	N47 51.7 E035 19.0
47, 48	N47 51.6 E035 18.9
49, H2	N47 51.8 E035 18.9

CHANGES: Rwy designation.

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UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 28 SEP 18 (11-1)

ZAPORIZHZHIA, UKRAINE
ILS Rwy 02R

BRIEFING STRIP™

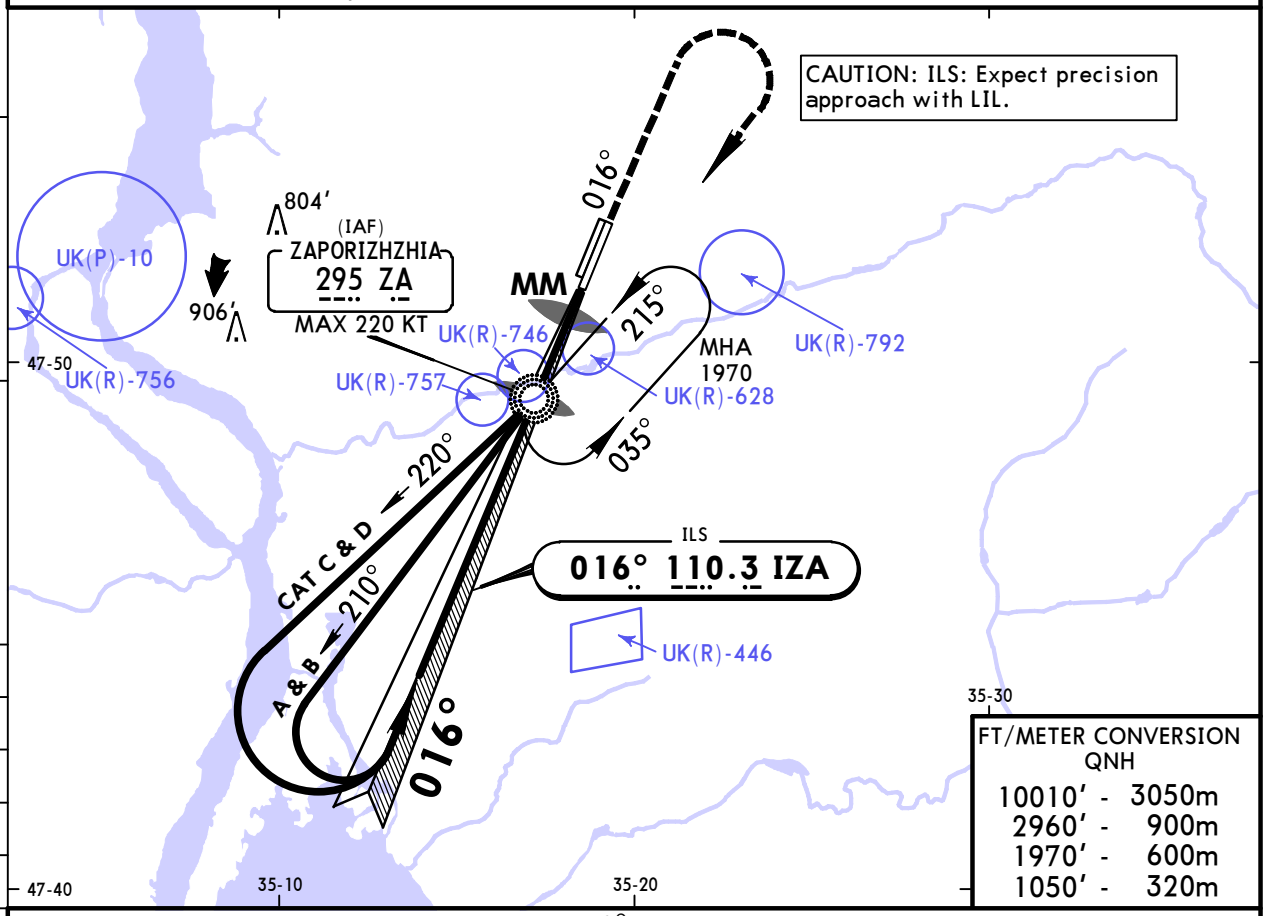
ZAPORIZHZHIA Radar (APP)	ZAPORIZHZHIA Tower
119.2	120.050

LOC IZA	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev 374′ Rwy 339′
110.3	016°	1050′(711′)		

MISSED APCH: Climb on 016° to 1970′, then turn RIGHT climbing to 2960′ to NDB, then according to chart.

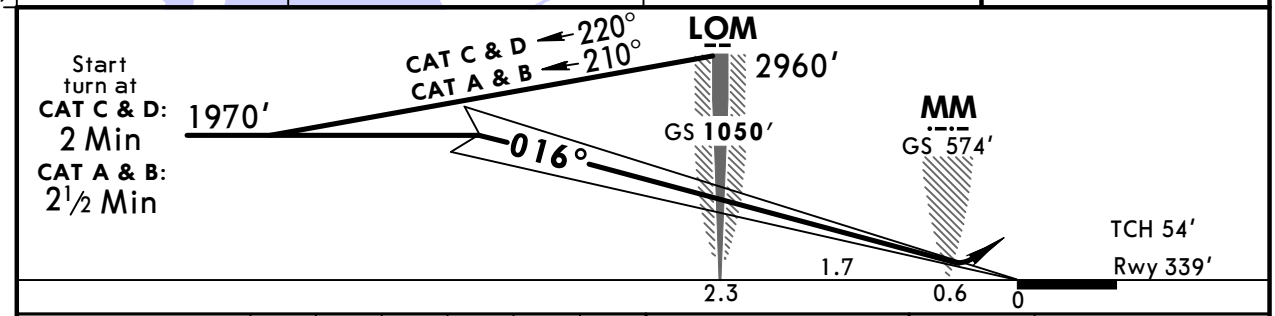
2000 MSA ZA NDB

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10010′



FT/METER CONVERSION
QNH

10010′	-	3050m
2960′	-	900m
1970′	-	600m
1050′	-	320m



Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALS

1970′ on 016°

Standard STRAIGHT-IN LANDING RWY **02R**

ILS		LOC (GS out)
DA(H) A: **559′**(220′) C: **579′**(240′) B: **569′**(230′) D: **588′**(249′)		
FULL	ALS out	
A RVR 1000m	RVR 1200m	NOT AUTHORIZED
B		
C		
D	RVR 1300m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	790′(416′)	1500m
135	880′(506′)	1600m
180	1130′(756′)	2400m
205	1140′(766′)	3600m

PANS OPS

CHANGES: None.

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UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 18 MAY 18 (16-1) Eff 24 May

ZAPORIZHZHIA, UKRAINE
NDB Rwy 02R

BRIEFING STRIP™

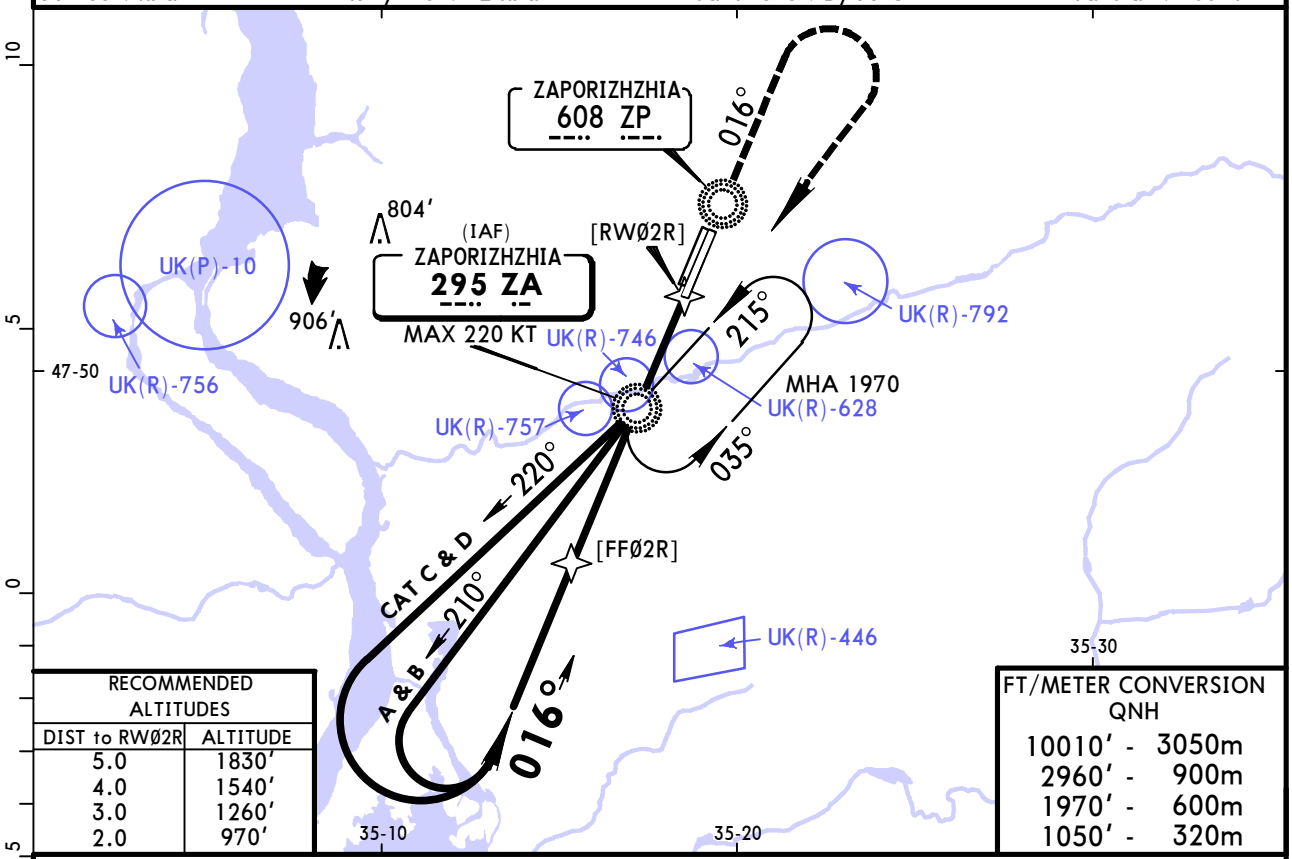
ZAPORIZHZHIA Radar (APP)	ZAPORIZHZHIA Tower
119.2	120.050

NDB ZA	Final Apch Crs	With SDF at ZA NDB Minimum Alt ZA NDB	With ZA NDB (CONDITIONAL) DA/MDA(H)	Apt Elev 374′
295	016°	1050′(711′)	730′(391′)	Rwy 339′
		W/o ZA NDB Minimum Alt No FAF	W/o ZA NDB (CONDITIONAL) DA/MDA(H) 790′(451′)	

MISSED APCH: Climb on 016° to 1970′, then turn RIGHT climbing to 2960′ to ZA NDB, then according to chart.

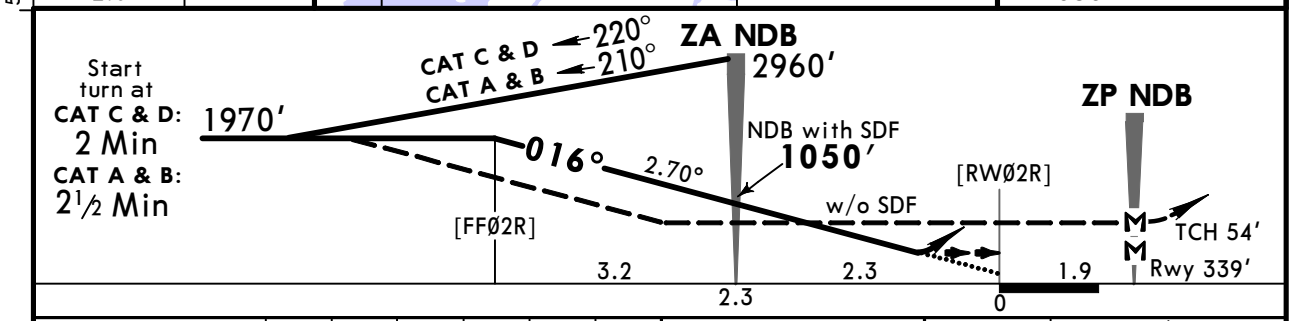
MSA ZA NDB: 2000

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10010′



RECOMMENDED ALTITUDES	
DIST to RWØ2R	ALTITUDE
5.0	1830′
4.0	1540′
3.0	1260′
2.0	970′

FT/METER CONVERSION QNH	
10010′ -	3050m
2960′ -	900m
1970′ -	600m
1050′ -	320m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at ZP NDB							

ALS: 1970′ on 016°

Standard STRAIGHT-IN LANDING RWY 02R

	with SDF at ZA NDB DA/MDA(H) 1 2 730′(391′)		with SDF at ZA NDB DA/MDA(H) 1 3 730′(391′)		W/o ZA NDB DA/MDA(H) 1 2 790′(451′)		W/o ZA NDB 3 non-CDFA MDA(H) 790′(451′)	
		ALS out		ALS out		ALS out		ALS out
A	RVR 1500m		RVR 1600m	RVR 1800m	RVR 1500m		RVR 2100m	RVR 2300m
B								
C	RVR 1600m	RVR 1800m			RVR 1900m	RVR 2100m	RVR 2300m	RVR 2500m
D								

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	840′(466′) 4	1500m
135	880′(506′) 4	1600m
180	1130′(756′) 4	2400m
205	1140′(766′)	3600m

PANS OPS

1 CDFA 2 with [FFØ2R] 3 w/o [FFØ2R] 4 or higher straight-in minimums.

CHANGES: Rwy designation. Communication. ZP NDB.

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UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 18 MAY 18 (16-2) Eff 24 May

ZAPORIZHZHIA, UKRAINE
NDB Rwy 20L

BRIEFING STRIP

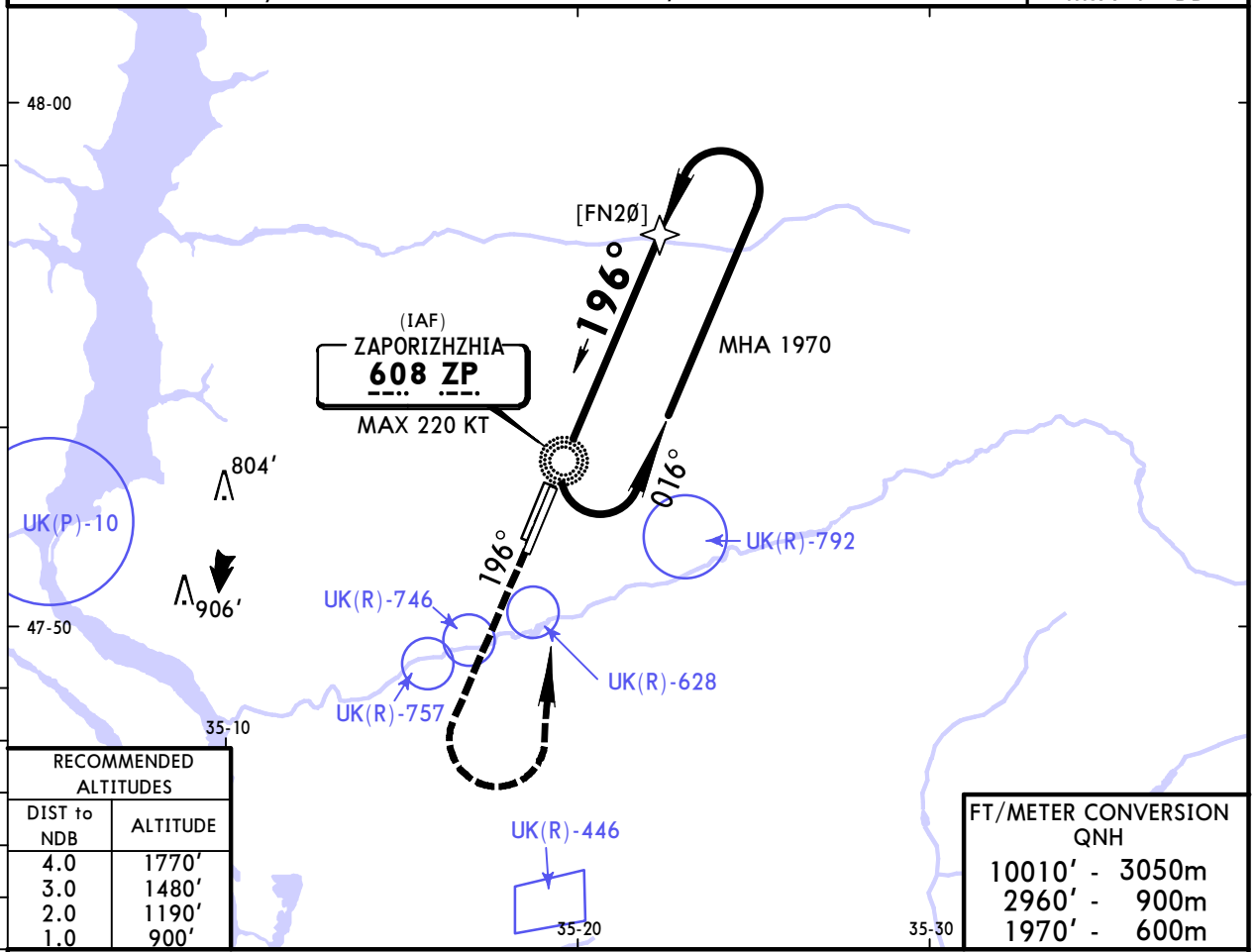
ZAPORIZHZHIA Radar (APP)	ZAPORIZHZHIA Tower
119.2	120.050

NDB ZP	Final Apch Crs	No FAF	DA/MDA(H) (CONDITIONAL)	Apt Elev 374′ / Rwy 373′
608	196°		890′ (517′)	

MISSED APCH: Climb on 196° to 1970′, then turn LEFT climbing to 2960′ to NDB, then according to chart.

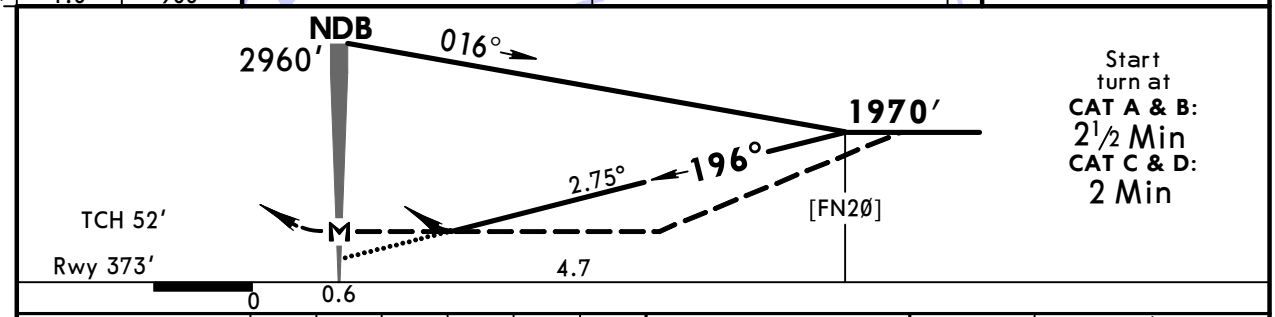
Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 10010′

MSA ZP NDB: 2000



RECOMMENDED ALTITUDES	
DIST to NDB	ALTITUDE
4.0	1770′
3.0	1480′
2.0	1190′
1.0	900′

FT/METER CONVERSION QNH	
10010′ -	3050m
2960′ -	900m
1970′ -	600m



Start turn at
CAT A & B: 2½ Min
CAT C & D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.75°	340	438	486	584	681	778
MAP at NDB						

ALS

1970′ on 196°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **20L**

	With FN2Ø CDFA DA/MDA(H) 890′ (517′)	ALS out	W/o FN2Ø non-CDFA MDA(H) 890′ (517′)	ALS out
A	RVR 1500m		RVR 2300m	RVR 2600m
B				
C	RVR 2100m	RVR 2400m	RVR 2500m	RVR 2800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′ (516′)	1 1500m
135	890′ (516′)	1 1600m
180	1130′ (756′)	1 2400m
205	1140′ (766′)	3600m

1 or higher straight-in minimums.

CHANGES: Rwy designation. Communication. ZP NDB.

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UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 18 MAY 18 (16-3) Eff 24 May

ZAPORIZHZHIA, UKRAINE
NDB GRASS Rwy 02L

BRIEFING STRIP ™

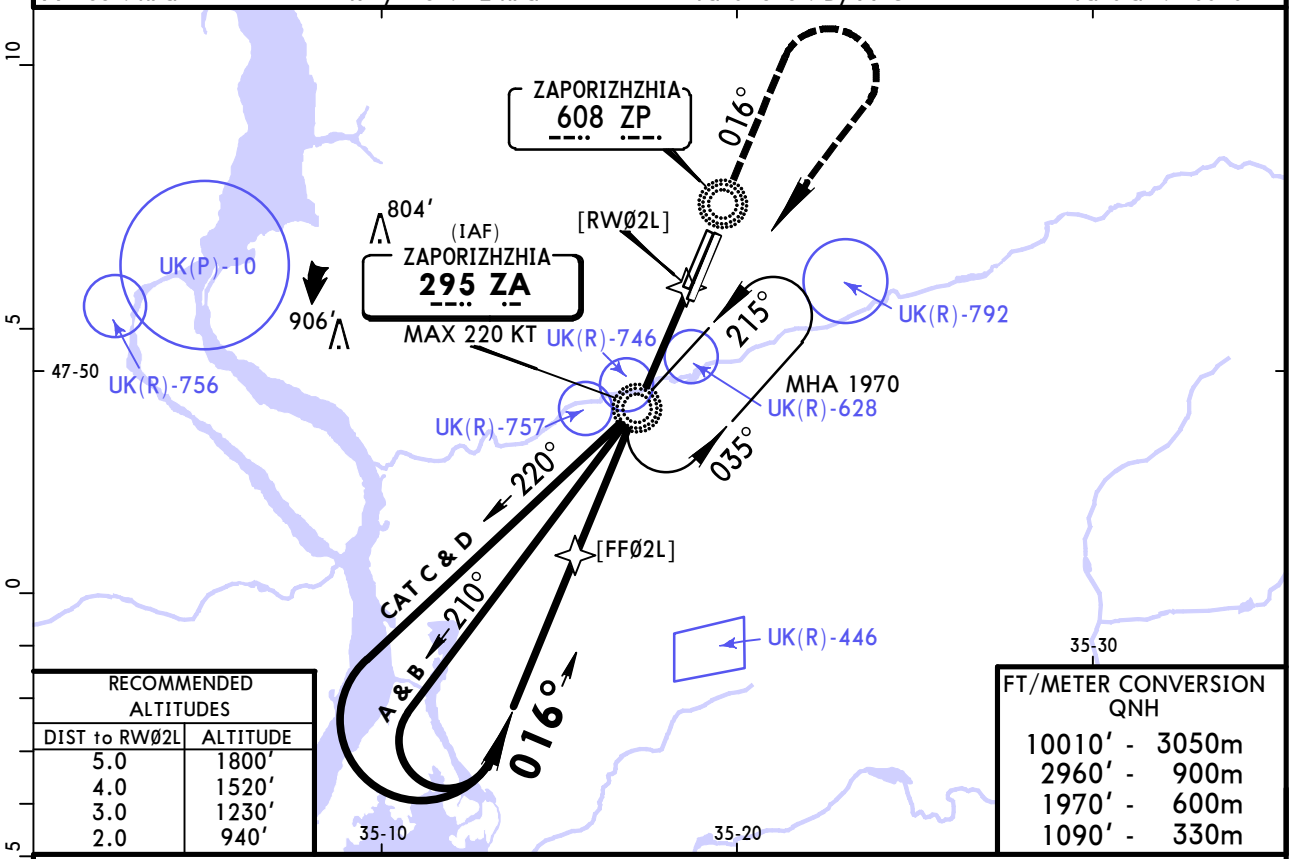
ZAPORIZHZHIA Radar (APP)	ZAPORIZHZHIA Tower
119.2	120.050

NDB ZA	Final Apch Crs	With SDF at ZA NDB Minimum Alt ZA NDB	With ZA NDB (CONDITIONAL) DA/MDA(H)	Apt Elev 374′
295	016°	1090′ (750′)	730′ (390′)	Rwy 340′
		W/o ZA NDB Minimum Alt No FAF	W/o ZA NDB (CONDITIONAL) DA/MDA(H) 790′ (450′)	

2000 MSA ZA NDB

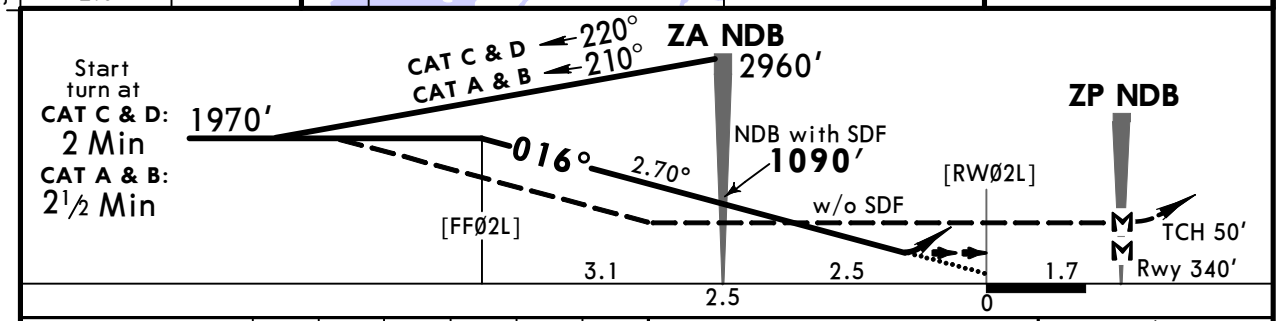
MISSED APCH: Climb on 016° to 1970′, then turn RIGHT climbing to 2960′ to ZA NDB, then according to chart.

Alt Set: hPa | Rwy Elev: 12 hPa | Trans level: By ATC | Trans alt: 10010′



RECOMMENDED ALTITUDES	
DIST to RWØ2L	ALTITUDE
5.0	1800′
4.0	1520′
3.0	1230′
2.0	940′

FT/METER CONVERSION QNH	
10010′ -	3050m
2960′ -	900m
1970′ -	600m
1090′ -	330m



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at ZP NDB							

1970′ on 016°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 02L

	with SDF at ZA NDB CDFA DA/MDA(H) [1] 730′ (390′)	with SDF at ZA NDB CDFA DA/MDA(H) [2] 730′ (390′)	W/o ZA NDB CDFA DA/MDA(H) [1] 790′ (450′)	W/o ZA NDB [2] non-CDFA MDA(H) 790′ (450′)
A	RVR 1500m	RVR 1800m	RVR 1500m	RVR 2300m
B				
C	RVR 1800m		RVR 2100m	RVR 2500m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	840′ (466′) [3]	1500m
135	880′ (506′) [3]	1600m
180	1130′ (756′) [3]	2400m
205	1140′ (766′)	3600m

[1] with [FFØ2L] [2] w/o [FFØ2L] [3] or higher straight-in minimums.

CHANGES: New procedure.

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UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN 18 MAY 18 (16-4) Eff 24 May

ZAPORIZHZHIA, UKRAINE
NDB GRASS Rwy 20R

BRIEFING STRIP

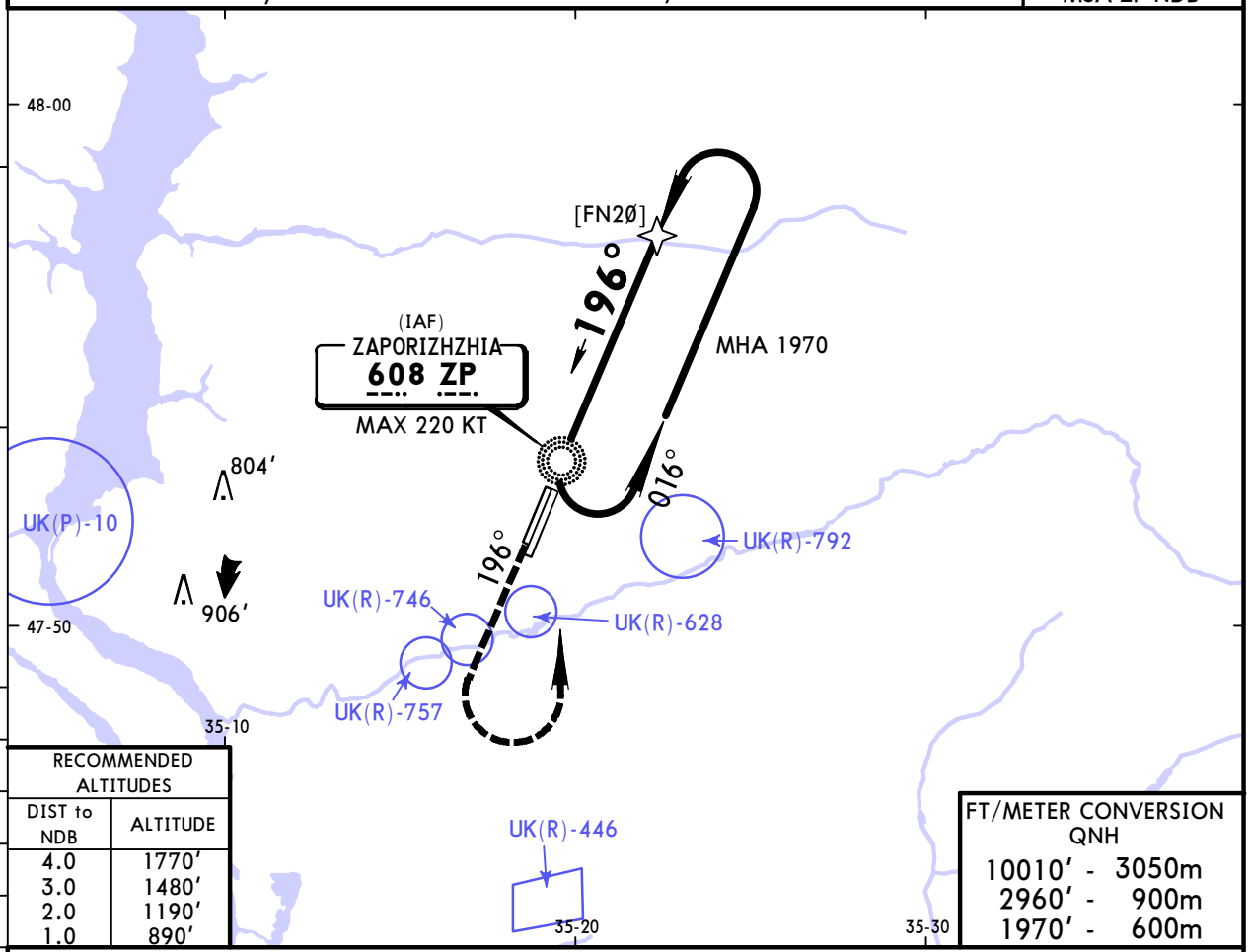
ZAPORIZHZHIA Radar (APP)	ZAPORIZHZHIA Tower
119.2	120.050

NDB ZP	Final Apch Crs	No FAF	DA/MDA(H) (CONDITIONAL)	Apt Elev / Rwy
608	196°		890′ (519′)	Apt Elev 374′ Rwy 371′

MISSED APCH: Climb on 196° to 1970′, then turn LEFT climbing to 2960′ to NDB, then according to chart.

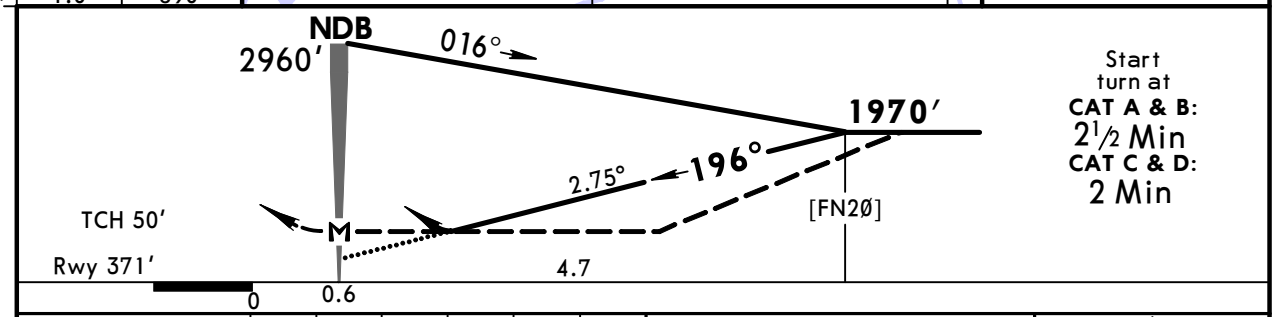
Alt Set: hPa | Rwy Elev: 14 hPa | Trans level: By ATC | Trans alt: 10010′

MSA ZP NDB: 2000



RECOMMENDED ALTITUDES	
DIST to NDB	ALTITUDE
4.0	1770′
3.0	1480′
2.0	1190′
1.0	890′

FT/METER CONVERSION QNH	
10010′ -	3050m
2960′ -	900m
1970′ -	600m



Start turn at
CAT A & B: 2½ Min
CAT C & D: 2 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.75°	340	438	486	584	681	778
MAP at NDB						

1970′ on 196°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **20R**

	CDFA	non-CDFA
	DA/MDA(H) **890′** (519′)	MDA(H) **890′** (519′)
A	RVR 1500m	RVR 2600m
B		
C	RVR 2400m	RVR 2800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	890′ (516′)	1 1500m
135	890′ (516′)	1 1600m
180	1130′ (756′)	1 2400m
205	1140′ (766′)	3600m

1 or higher straight-in minimums.

CHANGES: New procedure.

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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

ZAPORIZHZHIA, (ZAPORIZHZHIA INTL - UKDE)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDE