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Airport Information For UKDE

Terminal Charts For UKDE

Revision Letter For Cycle 02-2021

Change Notices

Notebook

General Information

Location: ZAPORIZHZHIA UKR
ICAO/IATA: UKDE / OZH
Lat/Long: N47° 52.03', E035° 18.90'
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: 0520 Z
Sunset: 1419 Z

Runway Information

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

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

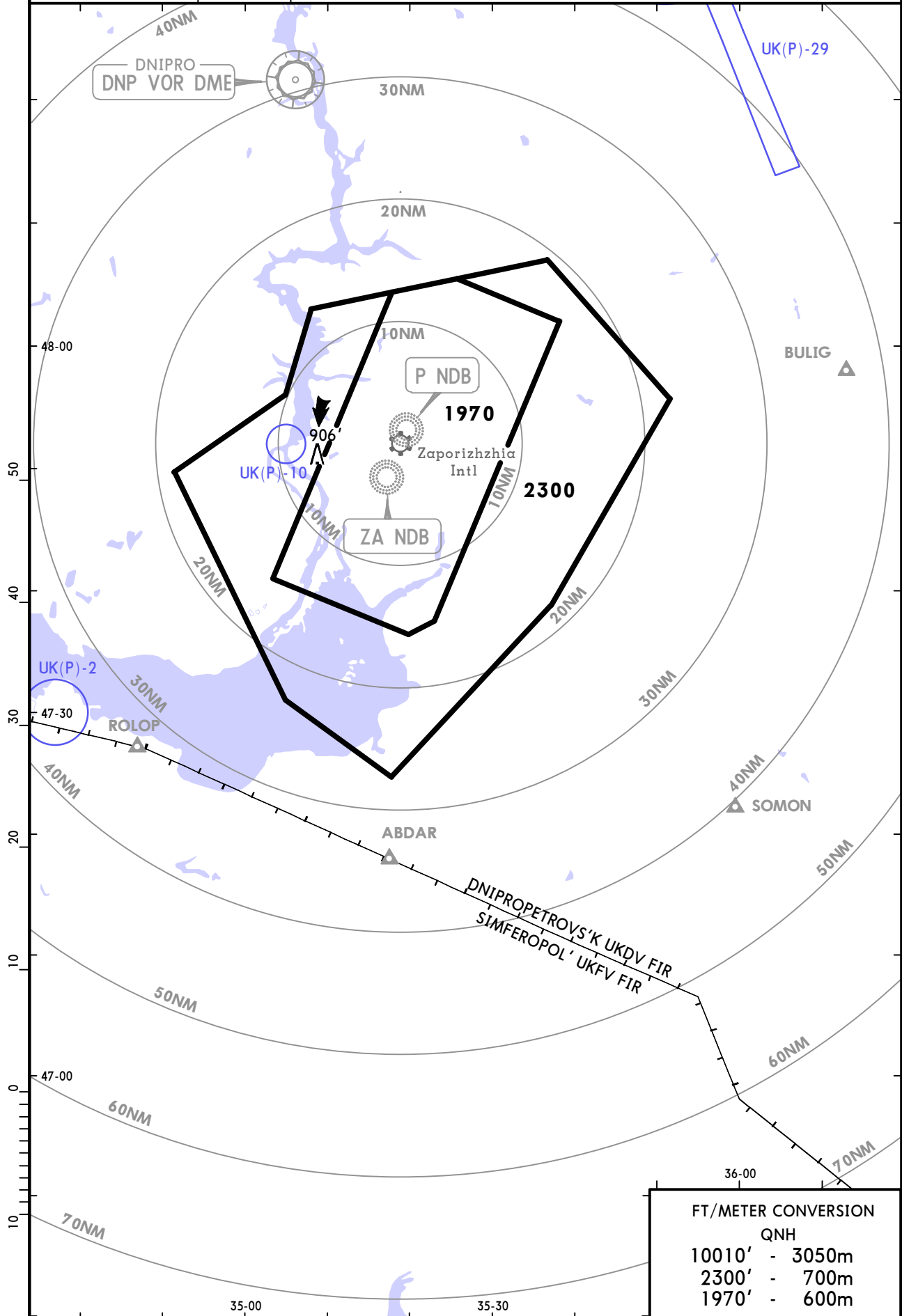
Communication Information

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

UKDE/OZH ZAPORIZHZHIA INTL

JEPPESEN ZAPORIZHZHIA, UKRAINE
1 DEC 17 (10-1R) Eff 7 Dec **RADAR MINIMUM ALTITUDES**

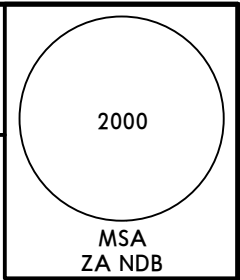
ZAPORIZHZHIA Radar (APP) 119.2	Apt Elev 374'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' 1. This chart may only be used for cross-checking of altitudes assigned while the aircraft identified. 2. MRVA are safe if the temperature at the surface is 4°C or above. For lower temperatures, corrected minimum levels will be provided by ATC.
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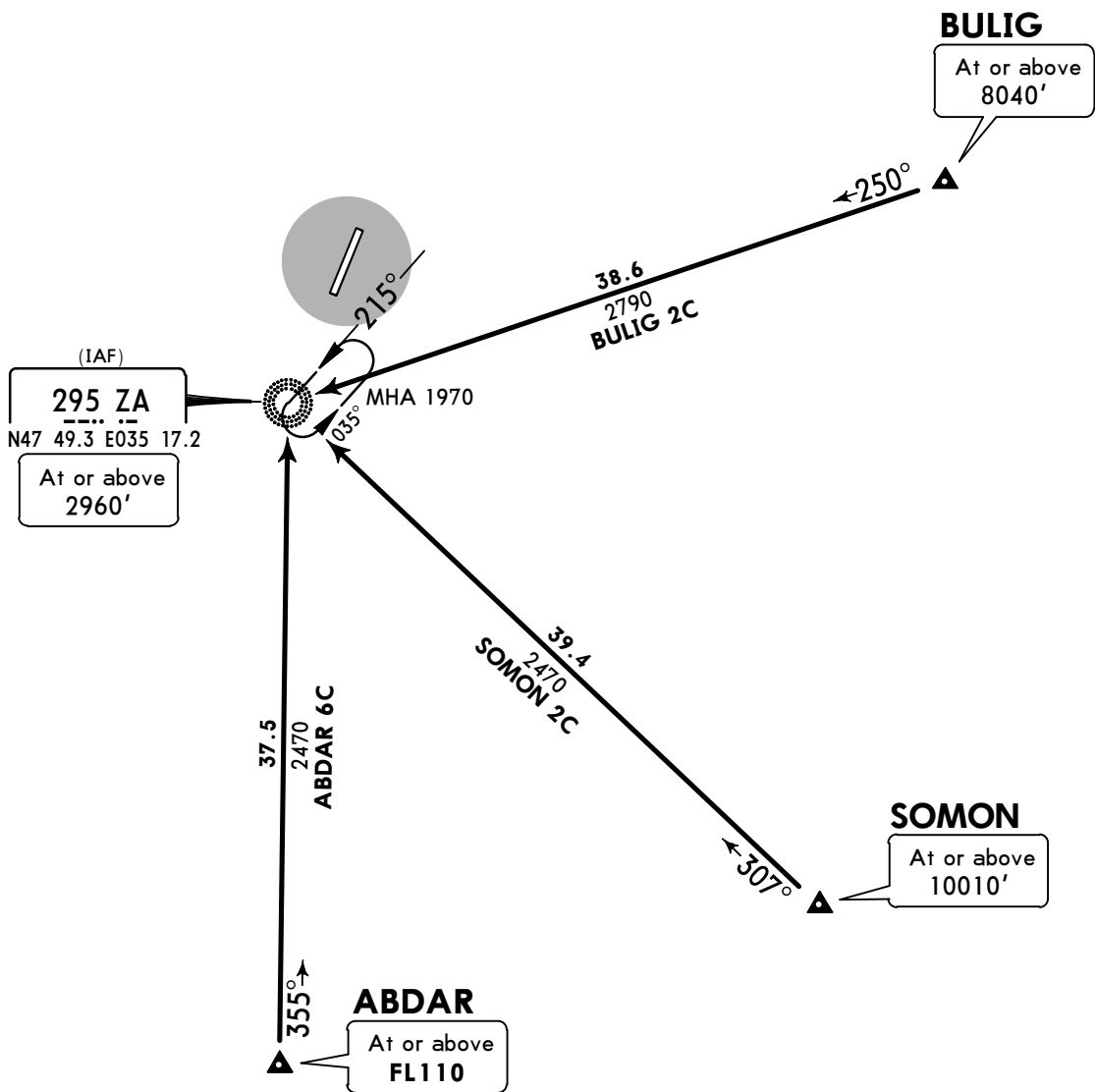
FT/METER CONVERSION	
QNH	
10010'	- 3050m
2300'	- 700m
1970'	- 600m

UKDE/OZH
ZAPORIZHZHIA INTL

Apt Elev **374'**
 Alt Set: hPa
 Trans level: By ATC Trans alt: 10010'
 Due to noise abatement strict adherence to exit patterns by crews is required.



ABDAR 6C [ABDA6C]
BULIG 2C [BULI2C]
SOMON 2C [SOMO2C]
ARRIVALS
(RWY 02)



FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
2960'	- 900m
2790'	- 850m
2470'	- 750m
1970'	- 600m

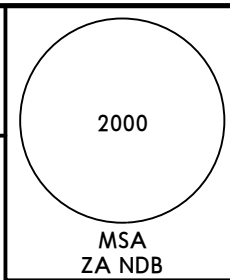
STAR	ROUTING
ABDAR 6C	On 355° bearing to ZA NDB.
BULIG 2C	On 250° bearing to ZA NDB.
SOMON 2C	On 307° bearing to ZA NDB.

UKDE/OZH
ZAPORIZHZHIA INTL

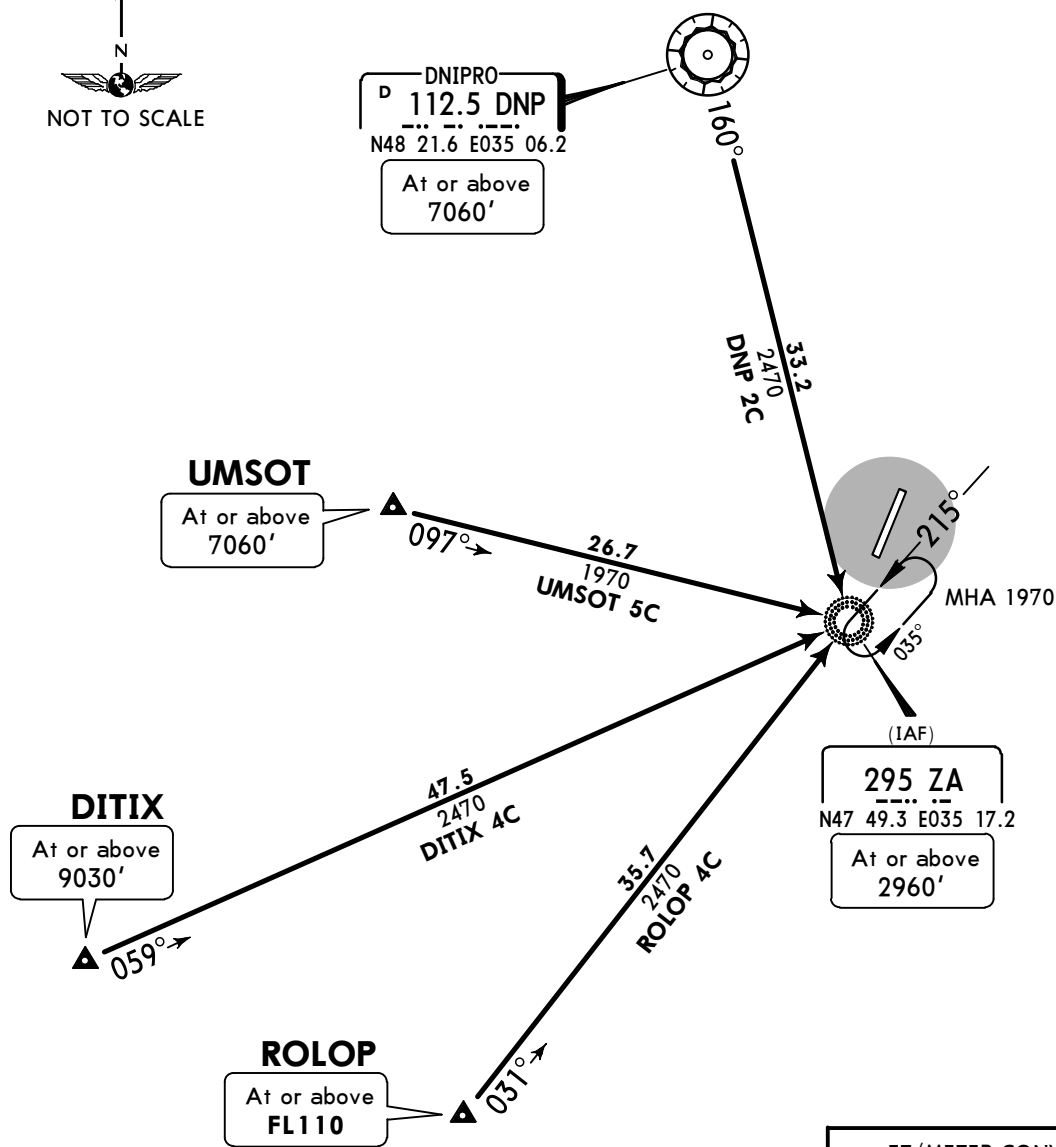
JEPPESSEN ZAPORIZHZHIA, UKRAINE
2 OCT 20 (10-2A) Eff 8 Oct

STAR

Apt Elev **374'** Alt Set: hPa
Trans level: By ATC Trans alt: 10010'
Due to noise abatement strict adherence to exit patterns by crews is required.



DITIX 4C [DITI4C]
DNIPRO 2C (DNP 2C) [DNP2C]
ROLOP 4C [ROLO4C]
UMSOT 5C [UMS05C]
ARRIVALS
(RWY 02)



295 ZA
N47 49.3 E035 17.2
At or above 2960'

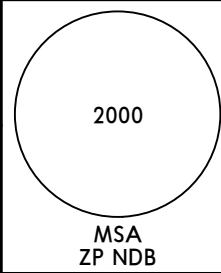
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
7060'	- 2150m
2960'	- 900m
2470'	- 750m
1970'	- 600m

STAR	ROUTING
DITIX 4C	On 059° bearing to ZA NDB.
DNP 2C	On DNP R-160 to ZA NDB.
ROLOP 4C	On 031° bearing to ZA NDB.
UMSOT 5C	On 097° bearing to ZA NDB.

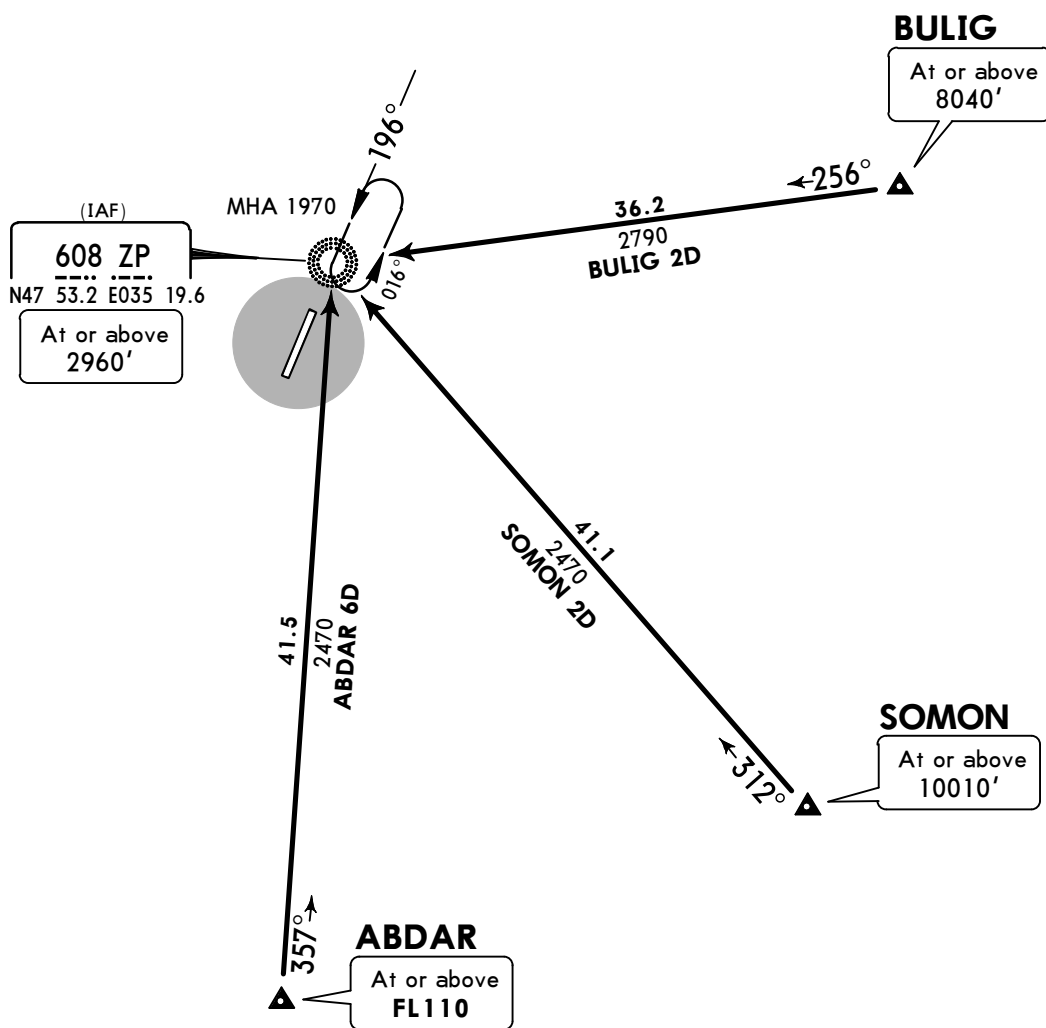
UKDE/OZH
ZAPORIZHZHIA INTL

Apt Elev
374'

Alt Set: hPa
 Trans level: By ATC Trans alt: 10010'
 Due to noise abatement strict adherence to exit patterns by crews is required.



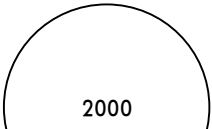
ABDAR 6D [ABDA6D]
BULIG 2D [BULI2D]
SOMON 2D [SOMO2D]
ARRIVALS
(RWY 20)



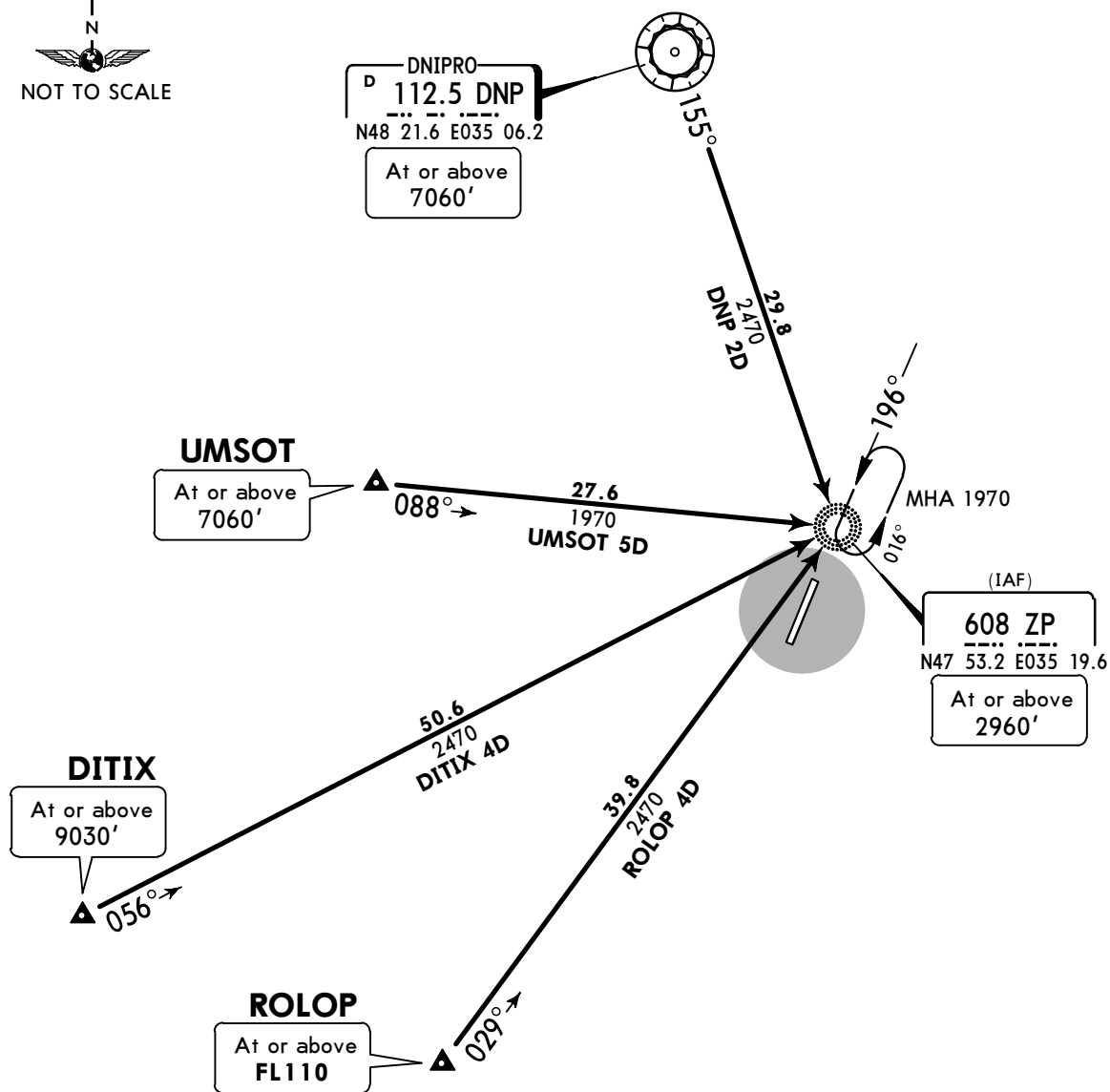
FT/METER CONVERSION	
QNH	
10010'	- 3050m
8040'	- 2450m
2960'	- 900m
2790'	- 850m
2470'	- 750m
1970'	- 600m

STAR	ROUTING
ABDAR 6D	On 357° bearing to ZP NDB.
BULIG 2D	On 256° bearing to ZP NDB.
SOMON 2D	On 312° bearing to ZP NDB.

UKDE/OZH
ZAPORIZHZHIA INTL

Apt Elev 374'	Alt Set: hPa Trans level: By ATC Trans alt: 10010' Due to noise abatement strict adherence to exit patterns by crews is required.	 2000 MSA ZP NDB
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DITIX 4D [DITI4D]
DNIPRO 2D (DNP 2D) [DNP2D]
ROLOP 4D [ROLO4D]
UMSOT 5D [UMSO5D]
ARRIVALS
(RWY 20)



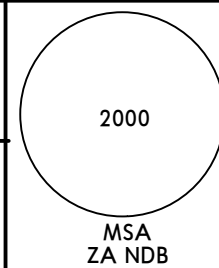
FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
7060'	- 2150m
2960'	- 900m
2470'	- 750m
1970'	- 600m

STAR	ROUTING
DITIX 4D	On 056° bearing to ZP NDB.
DNP 2D	On DNP R-155 to ZP NDB.
ROLOP 4D	On 029° bearing to ZP NDB.
UMSOT 5D	On 088° bearing to ZP NDB.

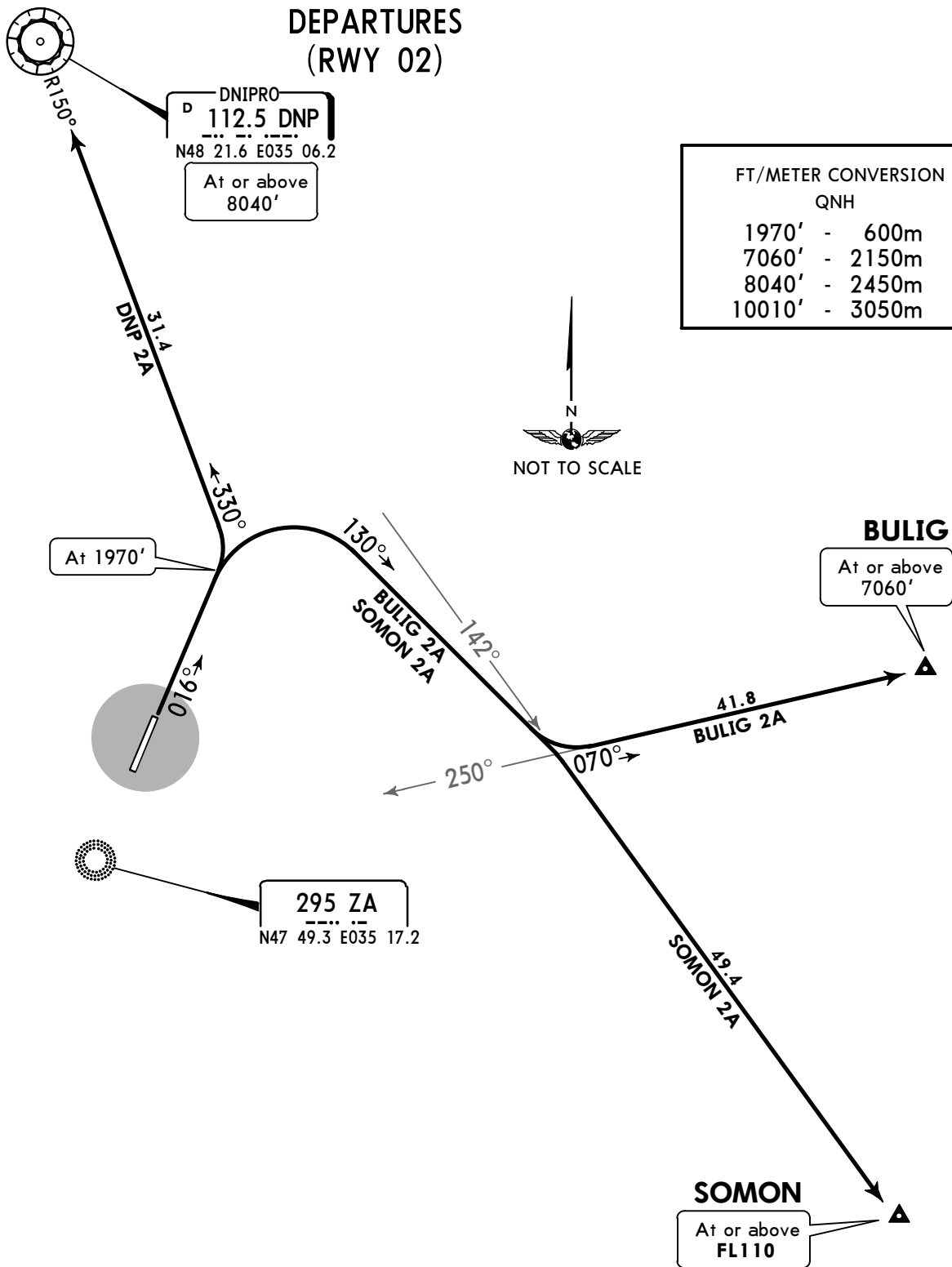
UKDE/OZH
ZAPORIZHZHIA INTL

Apt Elev
374'

Trans level: By ATC Trans alt: 10010'
 1. EXPECT close-in obstacles.
 2. Due to noise abatement strict adherence to exit patterns by crews is required.



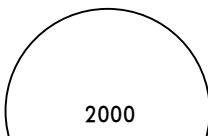
BULIG 2A [BULI2A]
DNIPRO 2A (DNP 2A) [DNP2A]
SOMON 2A [SOMO2A]
DEPARTURES
(RWY 02)



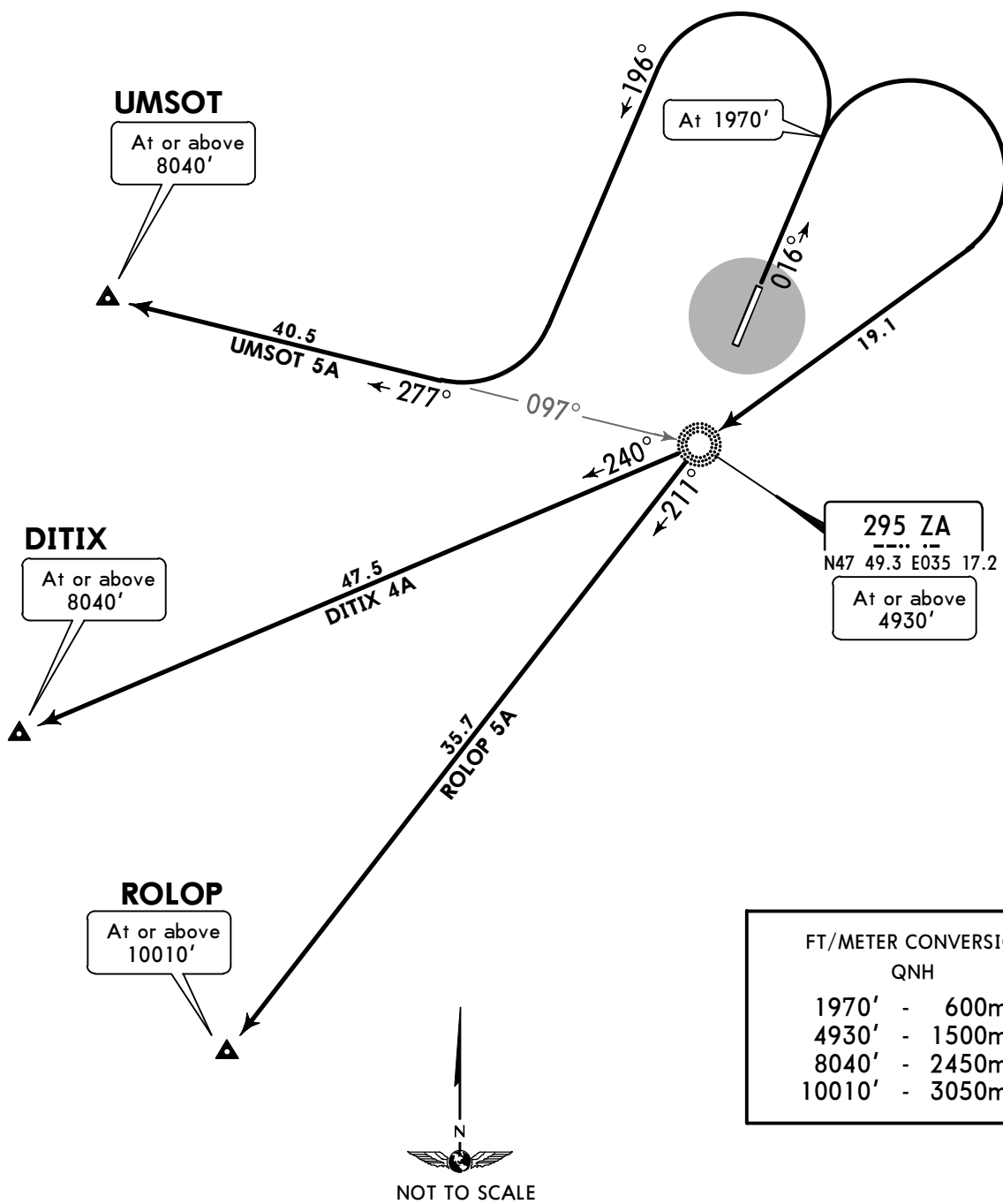
SID	ROUTING
BULIG 2A	Climb on 016° track to 1970', turn RIGHT, 130° track, turn LEFT to intercept 070° bearing from ZA NDB to BULIG.
DNP 2A	Climb on 016° track to 1970', turn LEFT to intercept DNP R-150 inbound to DNP VOR.
SOMON 2A	Climb on 016° track to 1970', turn RIGHT, 130° track, turn RIGHT to intercept DNP R-142 to SOMON.

UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN ZAPORIZHZHIA, UKRAINE
 2 OCT 20 **(10-3A)** **Eff 8 Oct** **SID**

Apt Elev 374'	Trans level: By ATC Trans alt: 10010' 1. EXPECT close-in obstacles. 2. Due to noise abatement strict adherence to exit patterns by crews is required.	 <p>2000 MSA ZA NDB</p>
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DITIX 4A [DITI4A]
ROLOP 5A [ROLO5A]
UMSOT 5A [UMS05A]
DEPARTURES
(RWY 02)



FT/METER CONVERSION	
QNH	
1970'	- 600m
4930'	- 1500m
8040'	- 2450m
10010'	- 3050m

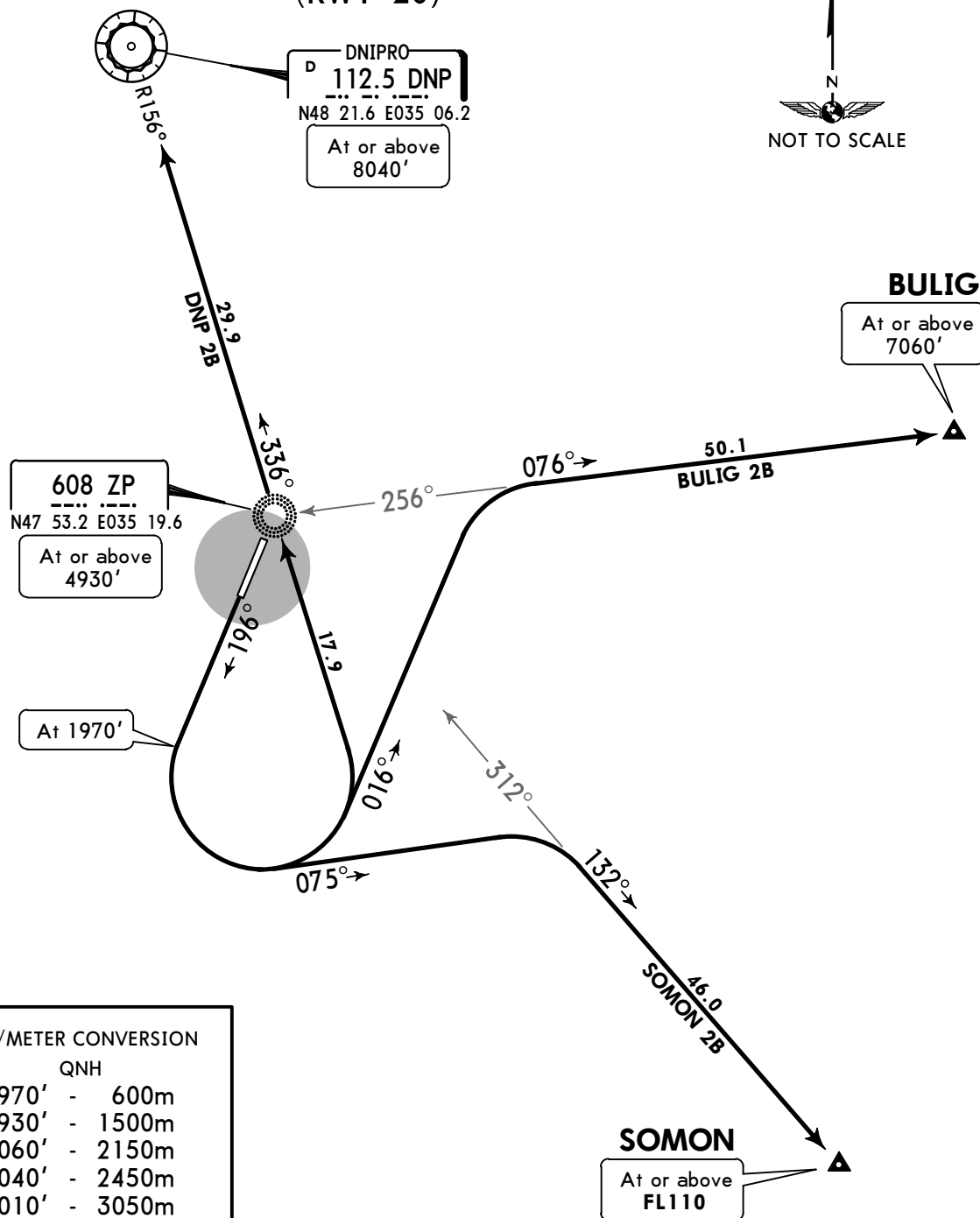
SID	ROUTING
DITIX 4A	Climb on 016° track to 1970', turn RIGHT to ZA NDB, turn RIGHT, 240° bearing from ZA NDB to DITIX.
ROLOP 5A	Climb on 016° track to 1970', turn RIGHT to ZA NDB, turn LEFT, 211° bearing from ZA NDB to ROLOP.
UMSOT 5A	Climb on 016° track to 1970', turn LEFT, track 196°, turn RIGHT to intercept 277° bearing from ZA NDB to UMSOT.

CHANGES: SIDs renumbered; RWYs and general note 2 revised.

UKDE/OZH
ZAPORIZHZHIA INTL

Apt Elev 374'	Trans level: By ATC Trans alt: 10010' 1. EXPECT close-in obstacles. 2. Due to noise abatement strict adherence to exit patterns by crews is required.	 2000 MSA ZP NDB
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BULIG 2B [BULI2B]
DNIPRO 2B (DNP 2B) [DNP2B]
SOMON 2B [SOMO2B]
DEPARTURES
(RWY 20)



FT/METER CONVERSION	
QNH	
1970'	- 600m
4930'	- 1500m
7060'	- 2150m
8040'	- 2450m
10010'	- 3050m

SID	ROUTING
BULIG 2B	Climb on 196° track to 1970', turn LEFT, 016° track, turn RIGHT to intercept 076° bearing from ZP NDB to BULIG.
DNP 2B	Climb on 196° track to 1970', turn LEFT to ZP NDB, intercept DNP R-156 inbound to DNP VOR.
SOMON 2B	Climb on 196° track to 1970', turn LEFT, 075° track, turn RIGHT to intercept 132° bearing from ZP NDB to SOMON.

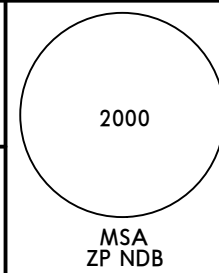
UKDE/OZH
ZAPORIZHZHIA INTL

JEPPESEN ZAPORIZHZHIA, UKRAINE
 2 OCT 20 **10-3C** **Eff 8 Oct**

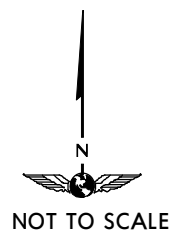
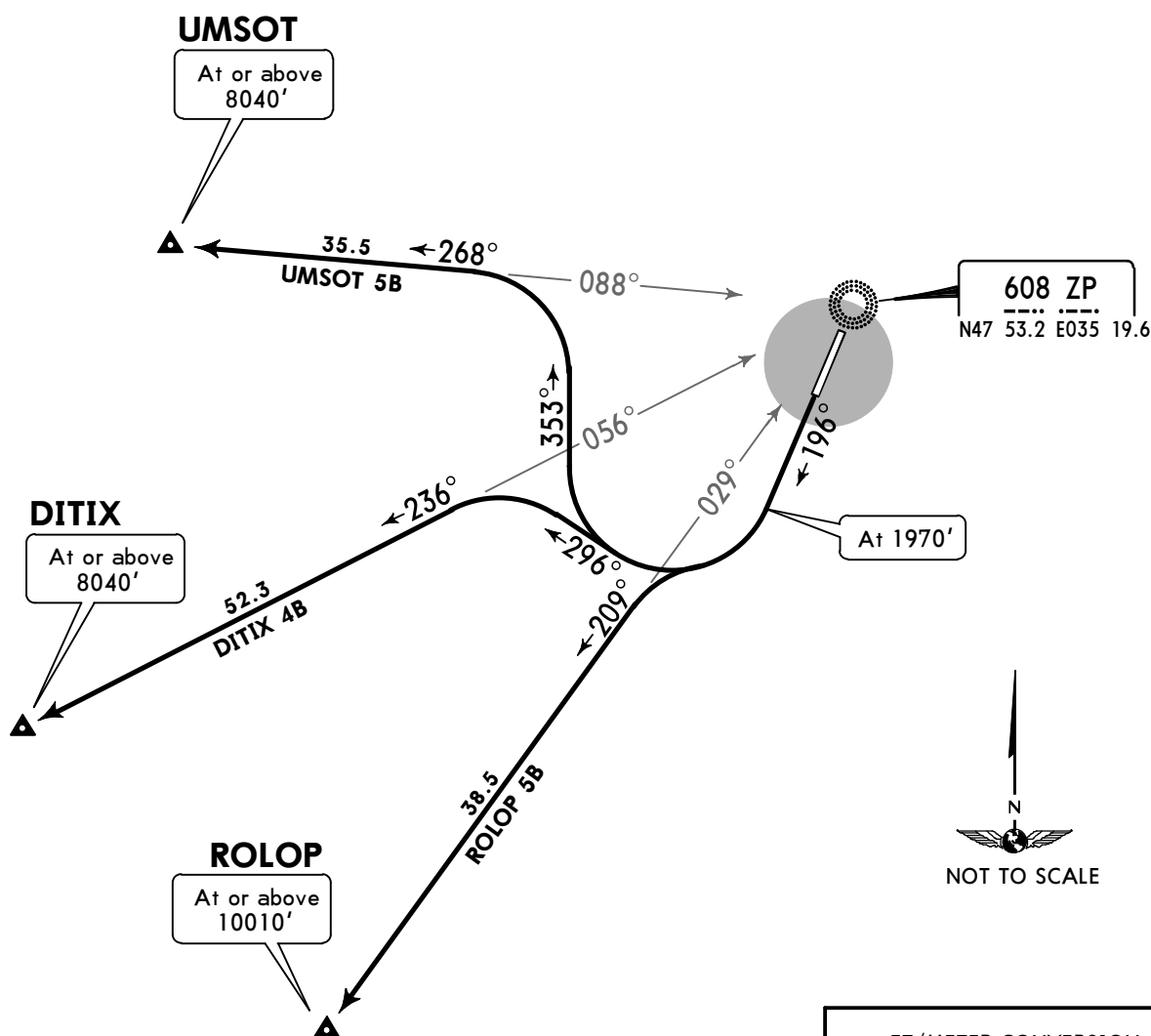
SID

Apt Elev
374'

Trans level: By ATC Trans alt: 10010'
 1. EXPECT close-in obstacles.
 2. Due to noise abatement strict adherence to exit patterns by crews is required.



DITIX 4B [DITI4B]
ROLOP 5B [ROLO5B]
UMSOT 5B [UMSO5B]
DEPARTURES
(RWY 20)



FT/METER CONVERSION	
QNH	
1970'	- 600m
4930'	- 1500m
8040'	- 2450m
10010'	- 3050m

DITIX 4B, UMSOT 5B
 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 4B	Climb on 196° track to 1970', turn RIGHT, 296° track, turn LEFT to intercept 236° bearing from ZP NDB to DITIX.
ROLOP 5B	Climb on 196° track to 1970', turn RIGHT to intercept 209° bearing from ZP NDB to ROLOP.
UMSOT 5B	Climb on 196° track to 1970', turn RIGHT, 353° track, turn LEFT to intercept 268° bearing from ZP NDB to UMSOT.

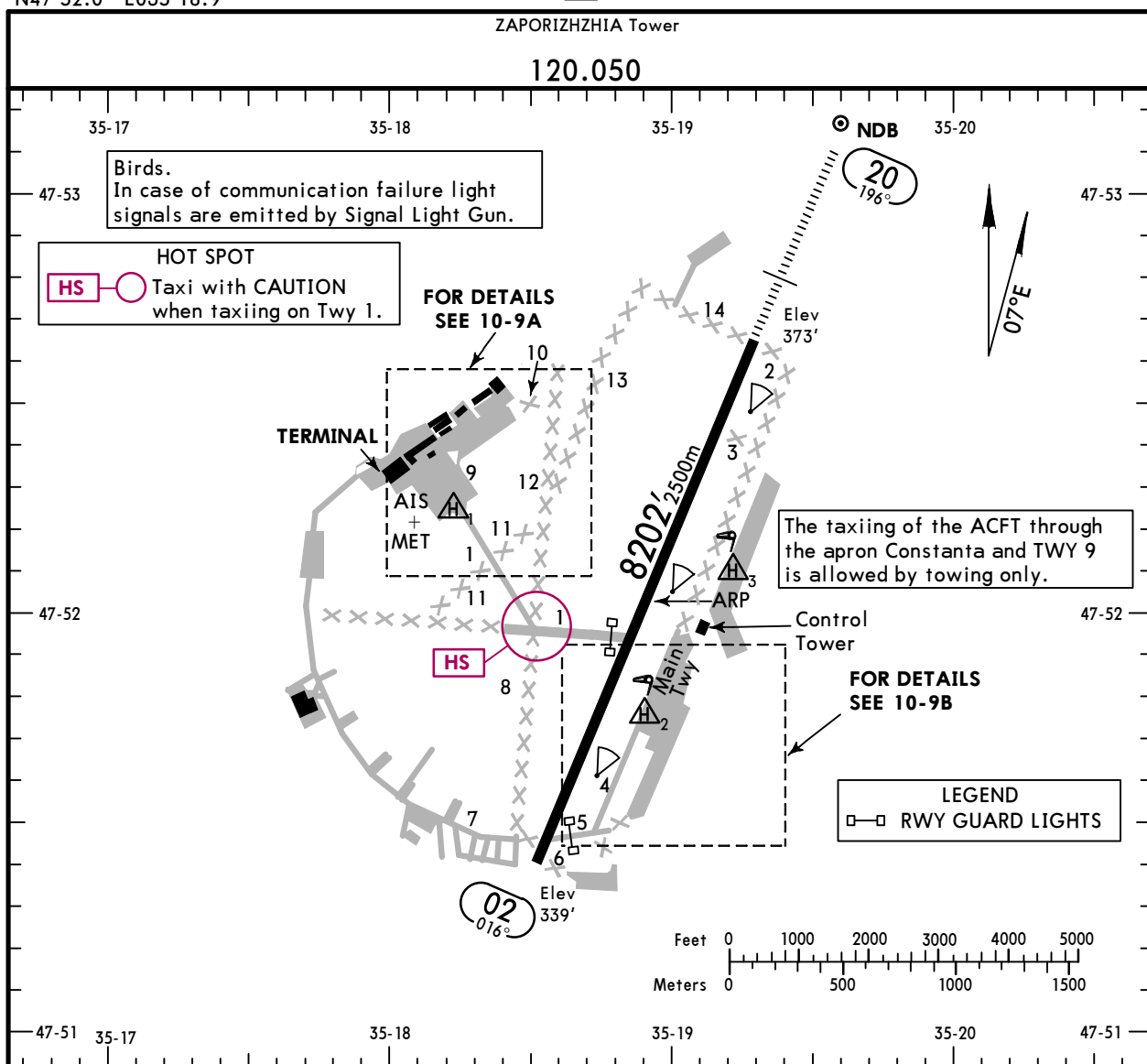
UKDE/OZH

Apt Elev **374'**
N47 52.0 E035 18.9

JEPPESSEN ZAPORIZHZHIA, UKRAINE

2 OCT 20 **(10-9) Eff 8 Oct**

ZAPORIZHZHIA INTL



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
		Threshold	Glide Slope		
02	HIRL (60m) ALS PAPI-R (angle 3.0°)	RVR			138'
20	HIRL (60m) HIALS PAPI-L (angle 3.0°)	RVR	7108' 2167m	1	42m

1 TAKE-OFF RUN AVAILABLE

<p>RWY 02:</p> <p>From rwy head 8202' (2500m)</p> <p>twy 1 int 4724' (1440m)</p>	<p>RWY 20:</p> <p>From rwy head 8202' (2500m)</p> <p>twy 1 int 3478' (1060m)</p>
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After ACFT landing 180° turn is allowed for RWY vacation only in at abeam TWY 2, 5, 6, 7, 14.
 For ACFT code C and D 180° turn is allowed for RWY vacation only at the end of RWY at abeam TWY 2, 14 and TWY 5, 6, 7.
 Taxiing ACFT via TWY 1 and Large Apron only under Follow-me car instructions.
 Taxiing via RWY for line-up is performed via centreline with further Right (Left) turn.
 Taxiing via RWY and TWY 1 are performed under the inner engine power and should taxi to/from stands of Large Apron strictly marking.
 TWY 2, 3, 6, 7, 8, 10, 11, 12, 13, 14 - for taxiing of the ACFT are inapplicable.

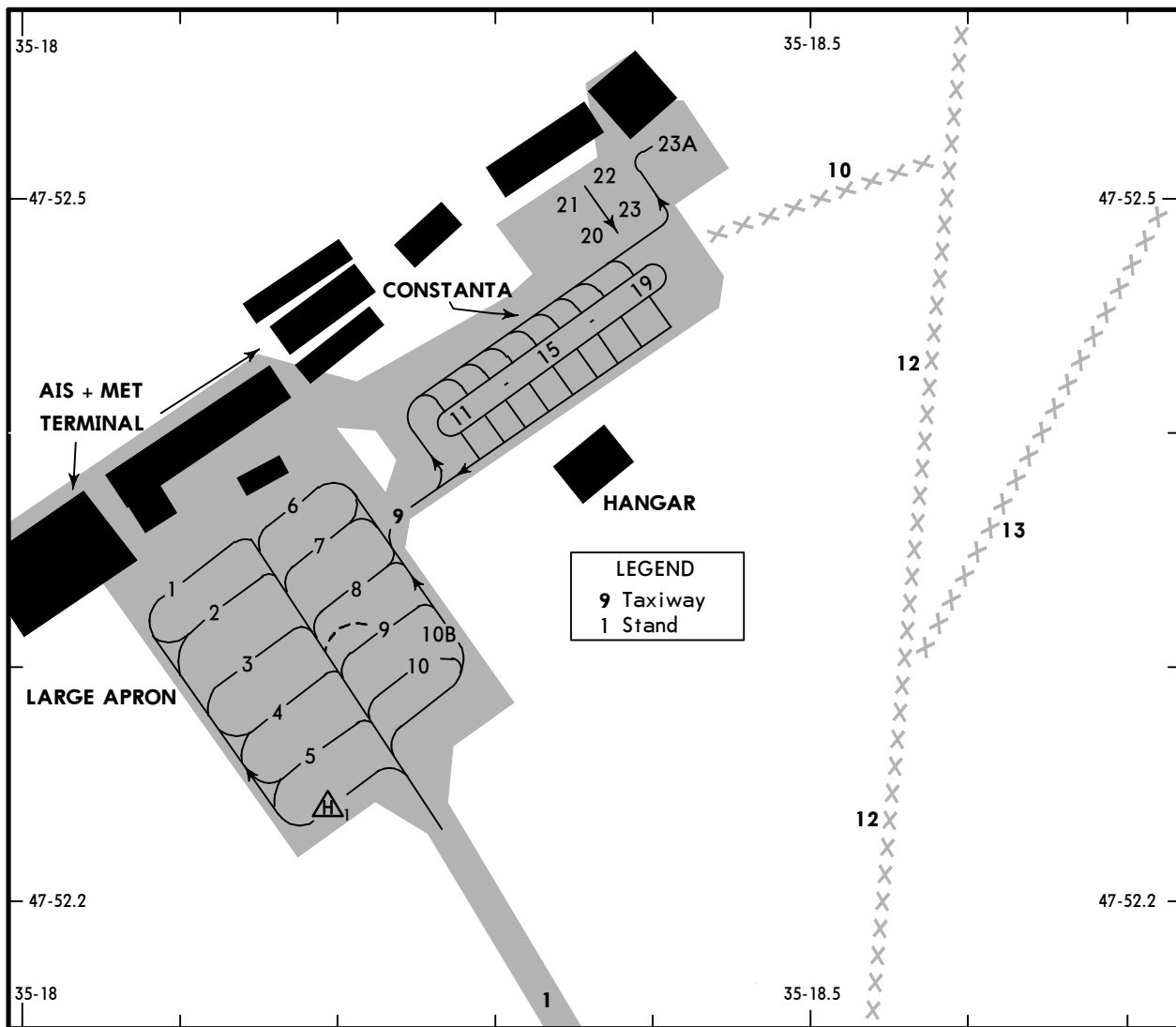
Std TAKE-OFF			
RL & RCLM	RL	RL or RCLM	Adequate Vis Ref
DAY	NIGHT	DAY	DAY NIGHT
R300m		R400m	R/V500m NA

UKDE/OZH

2 OCT 20
 Eff 8 Oct (10-9A)

JEPPESEN ZAPORIZHZHIA, UKRAINE

ZAPORIZHZHIA INTL



INS COORDINATES

STAND	COORDINATES	ELEV	STAND	COORDINATES	ELEV
1	N47 52.3 E035 18.1	343'	11	N47 52.4 E035 18.3	355'
2	N47 52.3 E035 18.1	342'	12	N47 52.4 E035 18.3	354'
3	N47 52.3 E035 18.2	342'	13 thru 15	N47 52.4 E035 18.3	352'
4	N47 52.3 E035 18.2	341'	16	N47 52.4 E035 18.4	353'
5	N47 52.3 E035 18.2	343'	17	N47 52.4 E035 18.4	354'
6, 7	N47 52.4 E035 18.2	345'	18	N47 52.5 E035 18.4	354'
8	N47 52.3 E035 18.2	343'	19	N47 52.5 E035 18.4	355'
9	N47 52.3 E035 18.3	345'	20	N47 52.5 E035 18.3	352'
10, 10B	N47 52.3 E035 18.2	344'	21	N47 52.5 E035 18.3	351'
H1	N47 52.2 E035 18.2	342'	22, 23	N47 52.5 E035 18.4	351'
			23A	N47 52.5 E035 18.4	355'

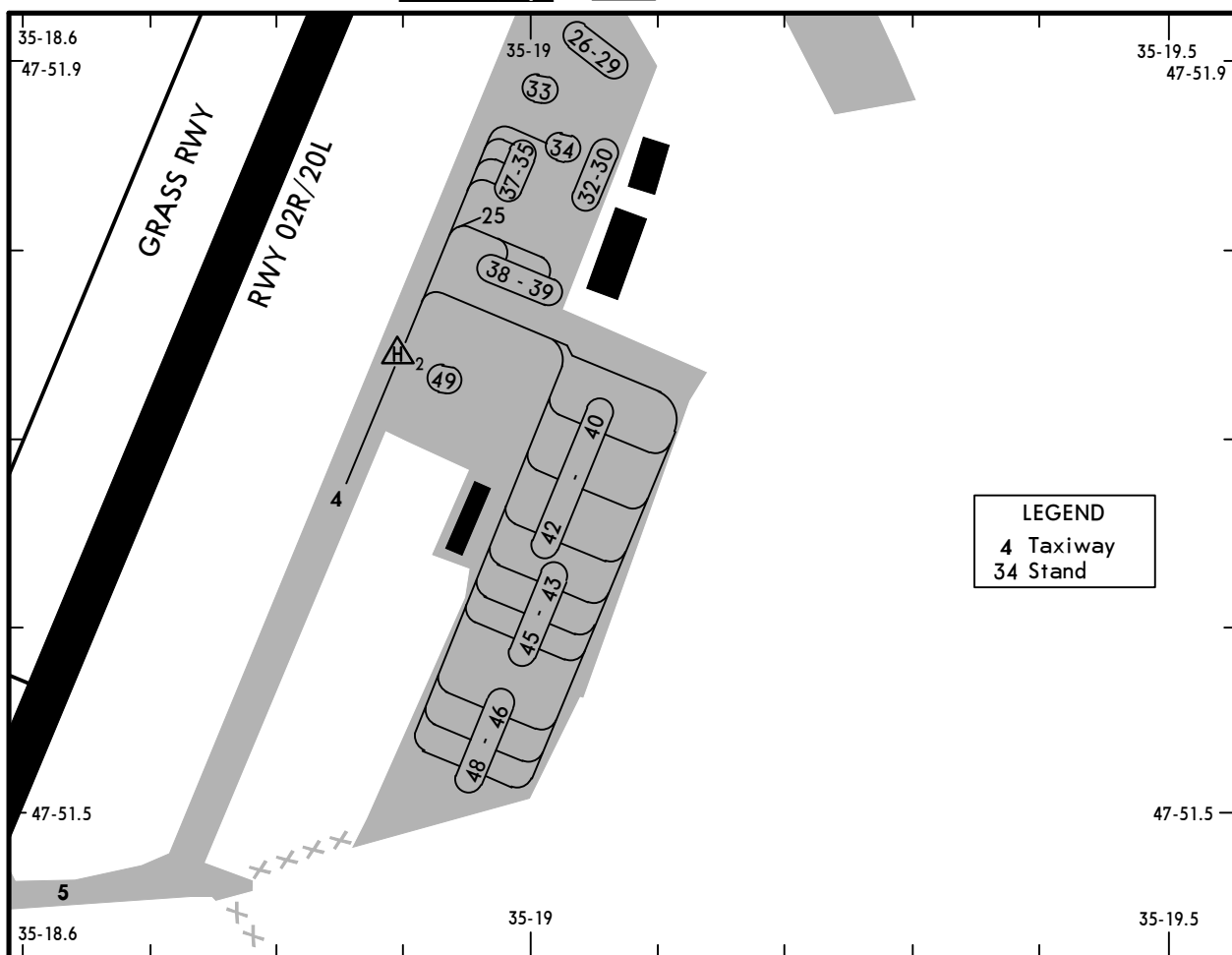
UKDE/OZH



JEPPESSEN ZAPORIZHZHIA, UKRAINE

30 AUG 19
Eff 12 Sep (10-9B)

ZAPORIZHZHIA INTL



INS COORDINATES

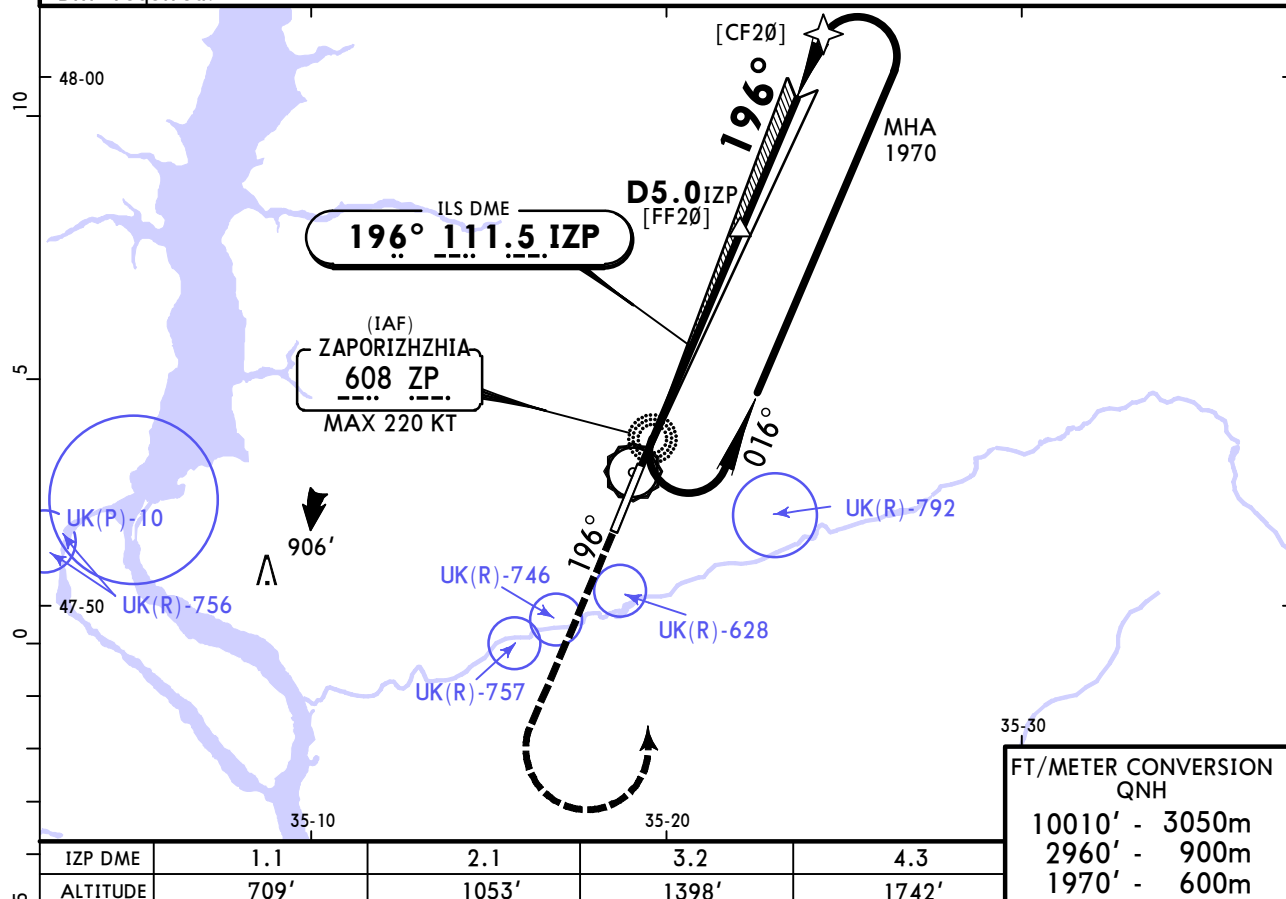
STAND	COORDINATES	ELEV
H2	N47 51.8 E035 18.9	355
38	N47 51.8 E035 19.0	357
39	N47 51.8 E035 19.0	356
40	N47 51.8 E035 19.0	354
41	N47 51.7 E035 19.0	352
42	N47 51.7 E035 19.0	350
43	N47 51.7 E035 19.0	347
44	N47 51.7 E035 19.0	344
45	N47 51.6 E035 19.0	342
46	N47 51.6 E035 18.9	339
47	N47 51.6 E035 18.9	337
48	N47 51.6 E035 18.9	338
49	N47 51.7 E035 18.9	355

UKDE/OZH ZAPORIZHZHIA INTL

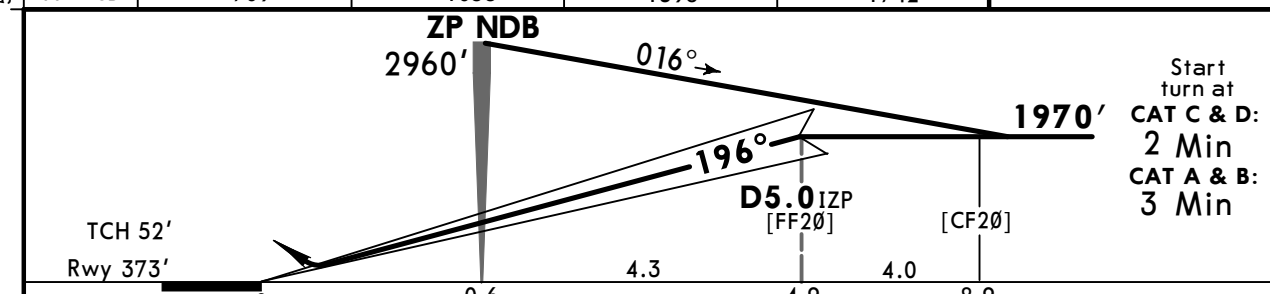
JEPPESEN ZAPORIZHZHIA, UKRAINE
30 OCT 20 **(11-1)** Eff 5 Nov

ILS Rwy 20

ZAPORIZHZHIA Radar (APP) 119.2			ZAPORIZHZHIA Tower 120.050		
LOC IZP 111.5	Final Apch Crs 196°	D5.0 IZP 1970' (1597')	ILS DA(H) Refer to Minimums	Apt Elev 374' Rwy 373'	2000 MSA ZP NDB
MISSED APCH: Climb on 196° to 1970', then turn LEFT climbing to 2960' to ZP NDB, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: By ATC		Trans alt: 10010'
DME required.					



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1970' on 196°
GS	3.00°	372	478	531	637	849	

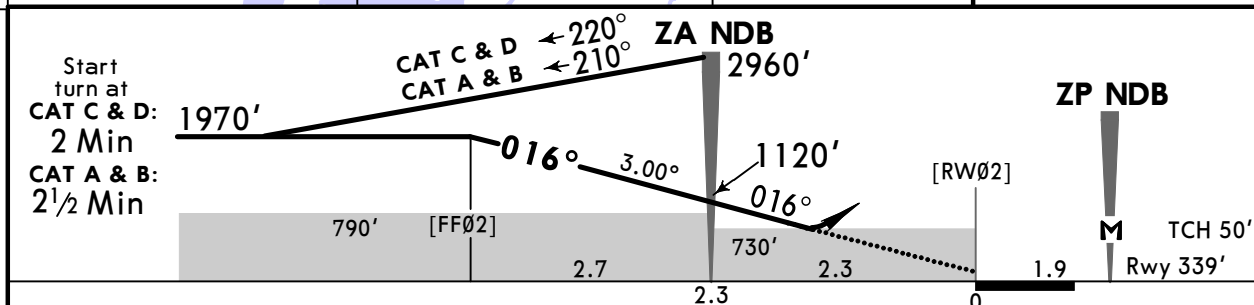
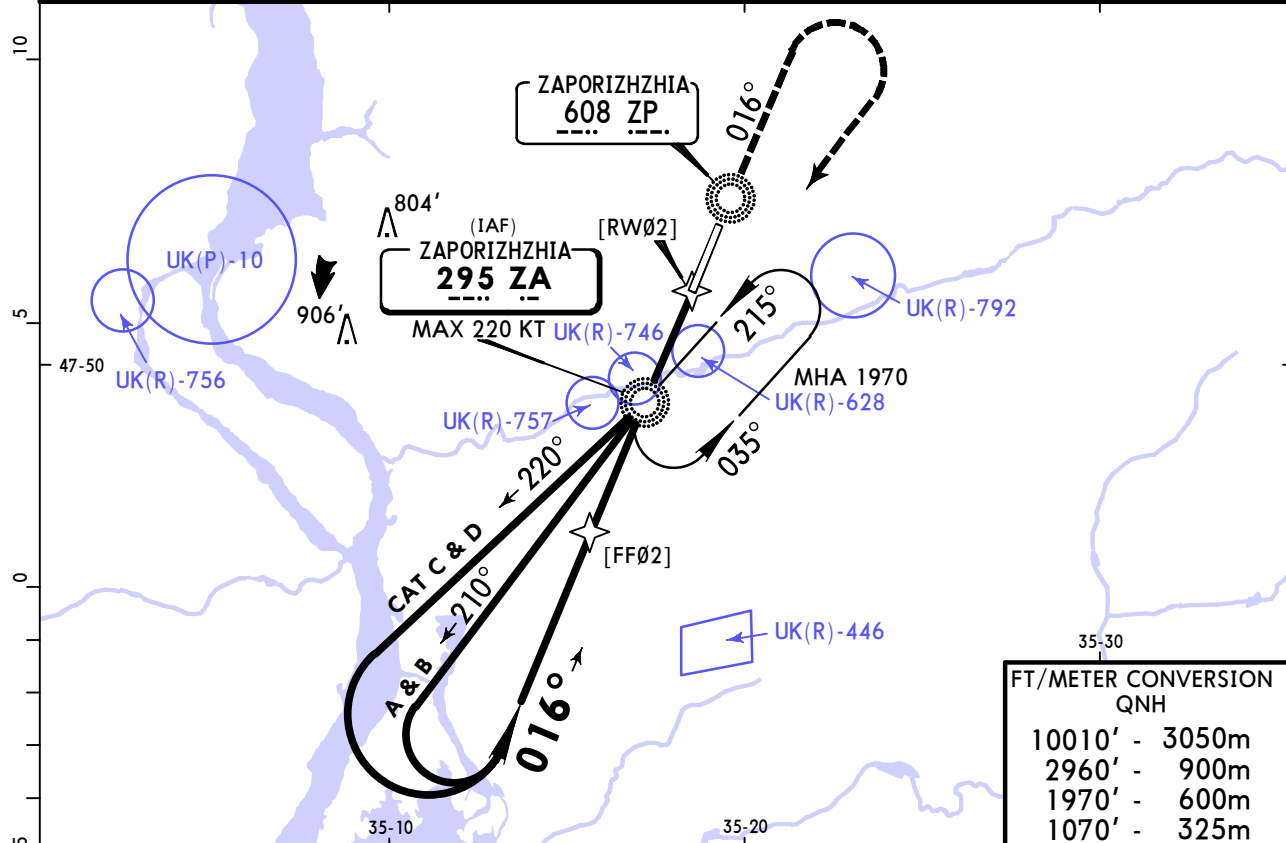
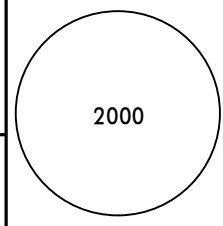
Std	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) ABC: 573' (200') D: 583' (210')			
	FULL	ALS out	Max Kts	MDA(H)
A	R550m	R1200m	100	780'(406') V1500m
B			135	880'(506') V1600m
C			180	1120'(746') V2400m
D			205	1150'(776') V3600m
R750m when a Flight Director or Autopilot or HUD to DA is not used.				

UKDE/OZH ZAPORIZHZHIA INTL

JEPPESEN ZAPORIZHZHIA, UKRAINE NDB Rwy 02

9 OCT 20 (16-1)

ZAPORIZHZHIA Radar (APP) 119.2			ZAPORIZHZHIA Tower 120.050		
BRIEFING STRIP™	NDB ZA 295	Final Apch Crs 016°	ZA NDB 1120' (781')	DA/MDA(H) (CONDITIONAL) 730' (391')	Apt Elev 374' Rwy 339'
	MISSED APCH: Climb on 016° to 1970', then turn RIGHT climbing to 2960' to ZA NDB, then according to chart.				
Alt Set: hPa (MM on req)		Rwy Elev: 12 hPa	Trans level: By ATC		Trans alt: 10010'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	1970' ↑ on 016°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at ZP NDB								

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA with ZA NDB DA/MDA(H) 730' (391')		CDFA w/o ZA NDB DA/MDA(H) 790' (451')	
	A	R1500m	R1500m	Max Kts: 100 MDA(H) 840' (466') V1500m
	B	R1500m	R1500m	135 880' (506') V1600m
	C	R1800m	R2100m	180 1130' (756') V2400m
D	R1800m	R2100m	205 1150' (776') V3600m	

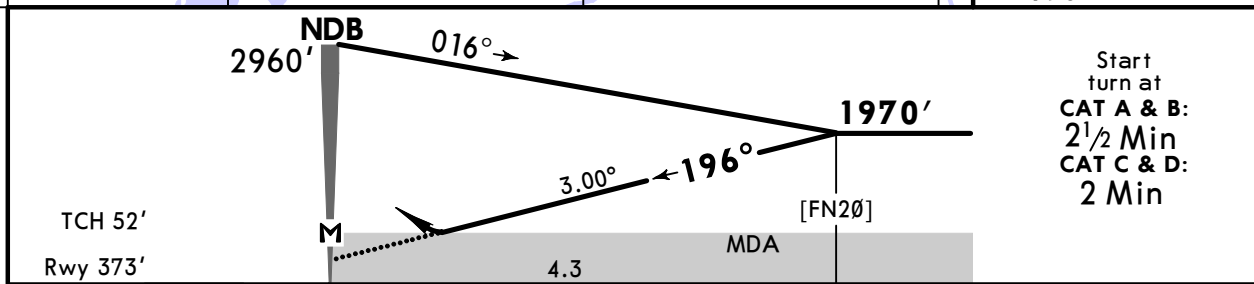
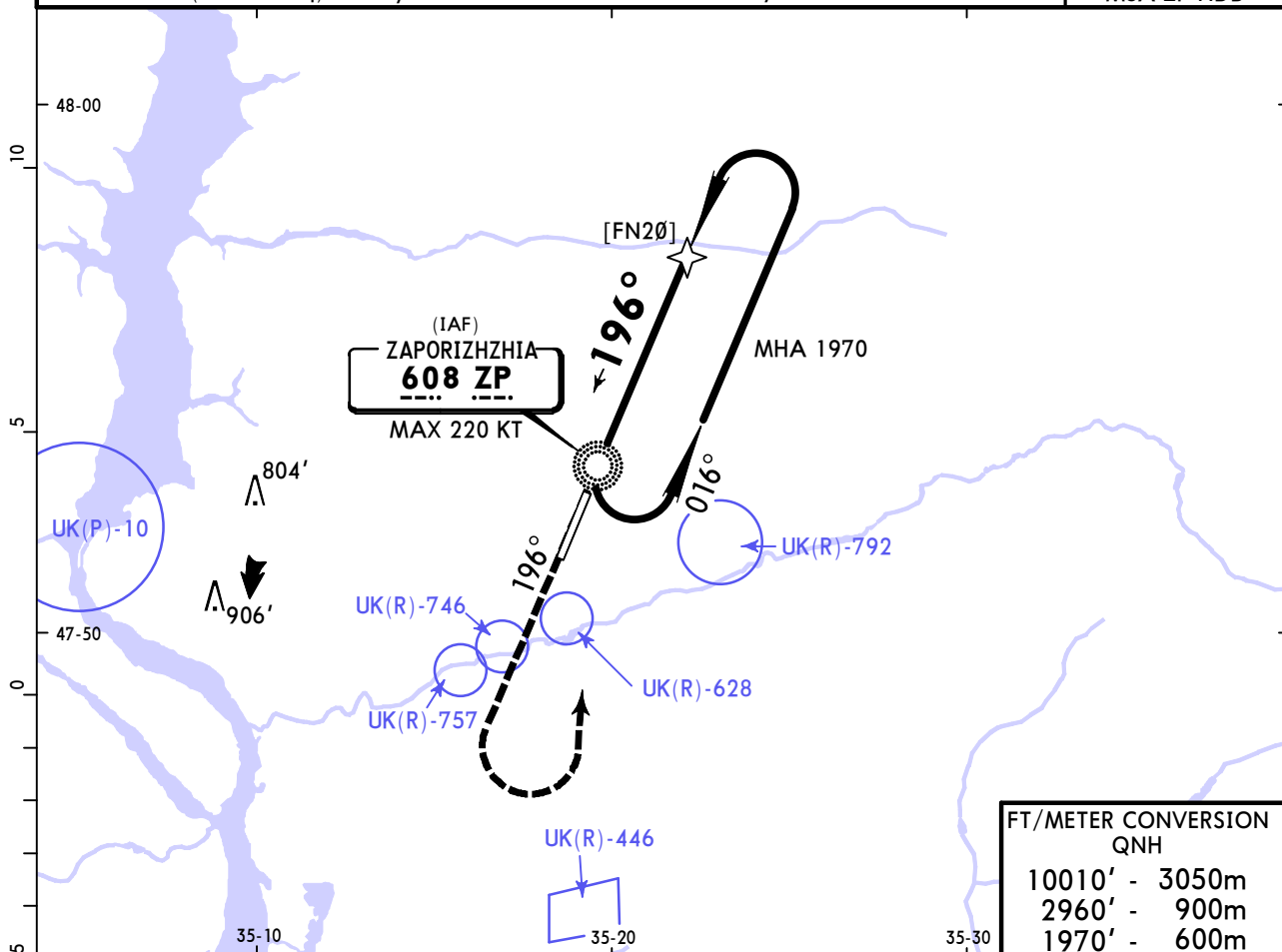
■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Reissue. © JEPPESEN, 2004, 2020. ALL RIGHTS RESERVED.

UKDE/OZH ZAPORIZHZHIA INTL

9 OCT 20 **(16-2)**

ZAPORIZHZHIA, UKRAINE NDB Rwy 20

ZAPORIZHZHIA Radar (APP)			ZAPORIZHZHIA Tower		
119.2			120.050		
NDB ZP 608	Final Apch Crs 196°	No FAF	DA/MDA(H) 890' (517')	Apt Elev 374'	2000
MISSED APCH: Climb on 196° to 1970', then turn LEFT climbing 2960' to NDB, then according to chart.				Rwy 373'	
Alt Set: hPa (MM on req)		Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 10010'	MSA ZP NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1970' on 196°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB							

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 890' (517')		ALS out		
	A	R1500m		Max Kts	MDA(H)
	B	R1500m		100	890' (516') 2 V1500m
C	R1600m	R2400m	135	890' (516') 2 V1600m	
D	R1600m	R2400m	180	1130' (756') V2400m	
			205	1140' (766') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums.
 CHANGES: Reissue. © JEPPESEN, 2017, 2020. ALL RIGHTS RESERVED.

Chart changes since cycle 01-2021

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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ZAPORIZHZHIA, (ZAPORIZHZHIA INTL - UKDE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDE