

## List of pages in this Trip Kit

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Revision Letter For Cycle 12-2020

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Notebook

## General Information

Location: KRYVYI RIH UKR  
ICAO/IATA: UKDR / KWG  
Lat/Long: N48° 02.65', E033° 12.48'  
Elevation: 407 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  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0148 Z  
Sunset: 1751 Z

## Runway Information

Runway: 18  
Length x Width: 8202 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 406 ft  
Lighting: Edge

Runway: 36  
Length x Width: 8202 ft x 138 ft  
Surface Type: concrete  
TDZ-Elev: 376 ft  
Lighting: Edge

## Communication Information

Kryvyi Rih Tower: 126.050 Secondary  
Kryvyi Rih Tower: 120.300

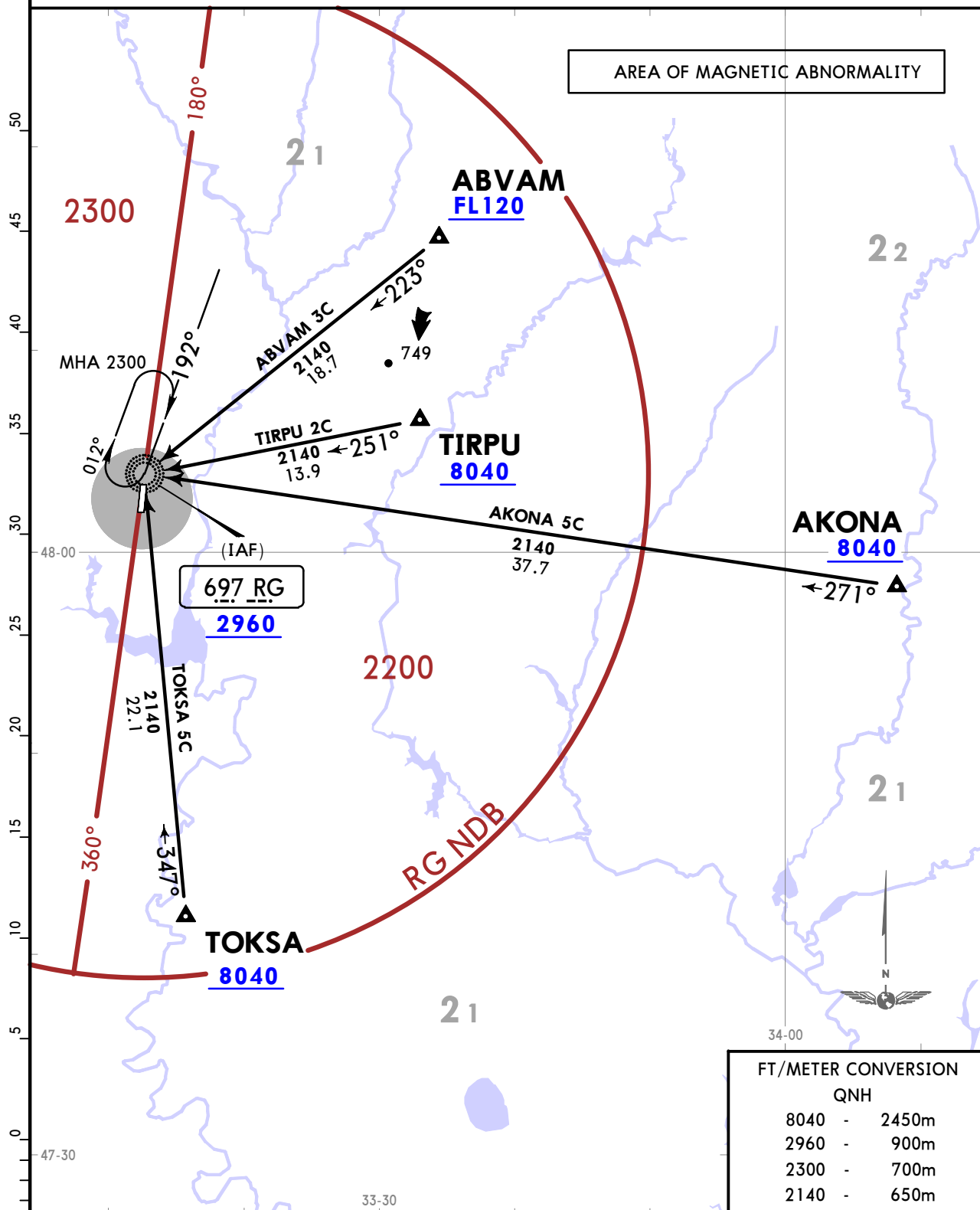
**UKDR/KWG**  
**LOZUVATKA**

**JEPPESEN**  
 2 AUG 19 (10-2) Eff 15 Aug

**KRYVYI RIH, UKRAINE**  
**STAR**

Apt Elev <b>407</b>	Alt Set: hPa (MM on request) Trans level: By ATC
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**ABVAM 3C [ABVA3C], AKONA 5C [AKON5C]  
 TIRPU 2C [TIRP2C], TOKSA 5C [TOKS5C]  
 ARRIVALS  
 (ALL RWYS)**



STAR	ROUTING
<b>ABVAM 3C</b>	Intercept 223° bearing to RG NDB.
<b>AKONA 5C</b>	Intercept 271° bearing to RG NDB.
<b>TIRPU 2C</b>	Intercept 251° bearing to RG NDB.
<b>TOKSA 5C</b>	Intercept 347° bearing to RG NDB.

CHANGES: RG NDB time of operation.

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**JEPPESSEN**  
2 AUG 19 **10-2A** **Eff 15 Aug**

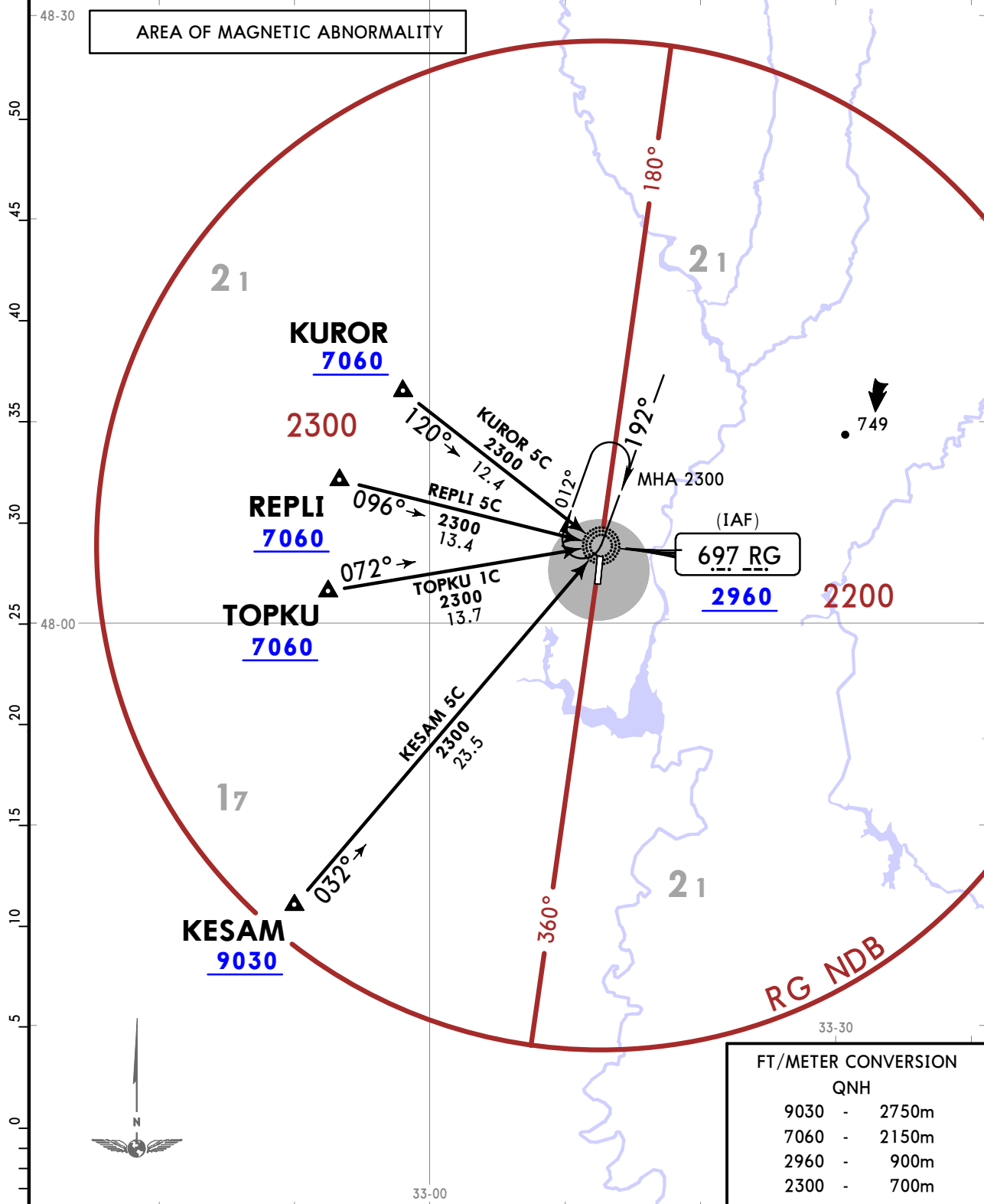
**KRYVYI RIH, UKRAINE**

**STAR**

Apt Elev  
**407**

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

**KESAM 5C [KESA5C], KUROR 5C [KUR05C]  
REPLI 5C [REPL5C], TOPKU 1C [TOPK1C]  
ARRIVALS  
(ALL RWYS)**



STAR	ROUTING
<b>KESAM 5C</b>	Intercept 032° bearing to RG NDB.
<b>KUROR 5C</b>	Intercept 120° bearing to RG NDB.
<b>REPLI 5C</b>	Intercept 096° bearing to RG NDB.
<b>TOPKU 1C</b>	Intercept 072° bearing to RG NDB.

CHANGES: STAR TOPKU 1C established, RG NDB time of operation.

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JEPPESEN  
23 MAR 18 10-3 Eff 29 Mar

KRYVYI RIH, UKRAINE

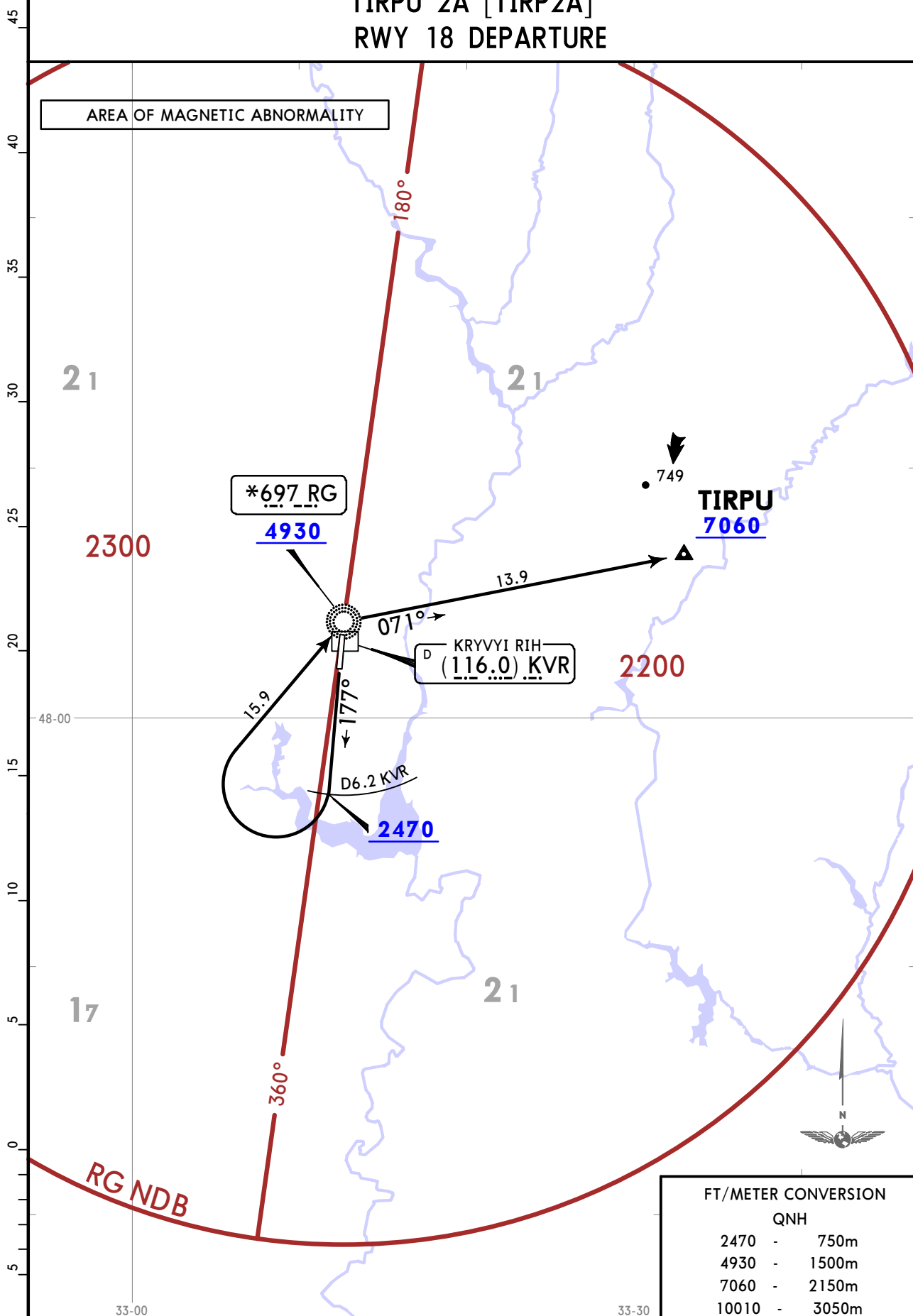
SID

Apt Elev  
407

Trans alt: 10010  
If unable to comply advise ATC.

### TIRPU 2A [TIRP2A] RWY 18 DEPARTURE

AREA OF MAGNETIC ABNORMALITY



FT/METER CONVERSION	
QNH	
2470	- 750m
4930	- 1500m
7060	- 2150m
10010	- 3050m

#### ROUTING

On 177° track to D6.2 KVR, turn RIGHT to RG NDB, turn RIGHT, 071° bearing from RG NDB to TIRPU.

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**LOZUVATKA**

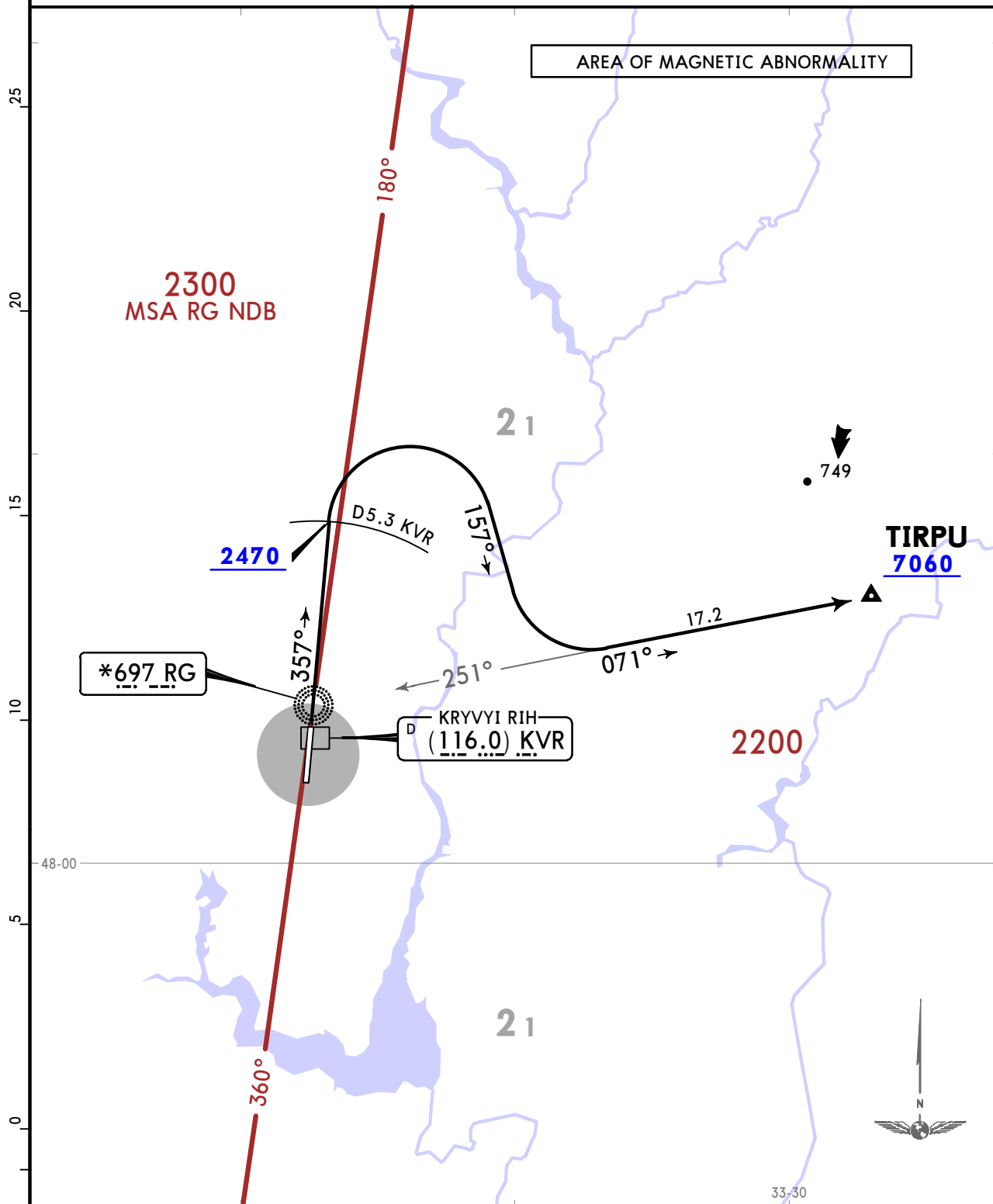
**JEPPESEN** KRYVYI RIH, UKRAINE  
 23 MAR 18 (10-3A) Eff 29 Mar

**SID**

Apt Elev  
**407**

Trans alt: 10010  
 If unable to comply advise ATC.

**TIRPU 3M [TIRP3M]**  
**RWY 36 DEPARTURE**



This SID requires a minimum climb gradient of 5.0% up to 7060.

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
7060	- 2150m
10010	- 3050m

**ROUTING**

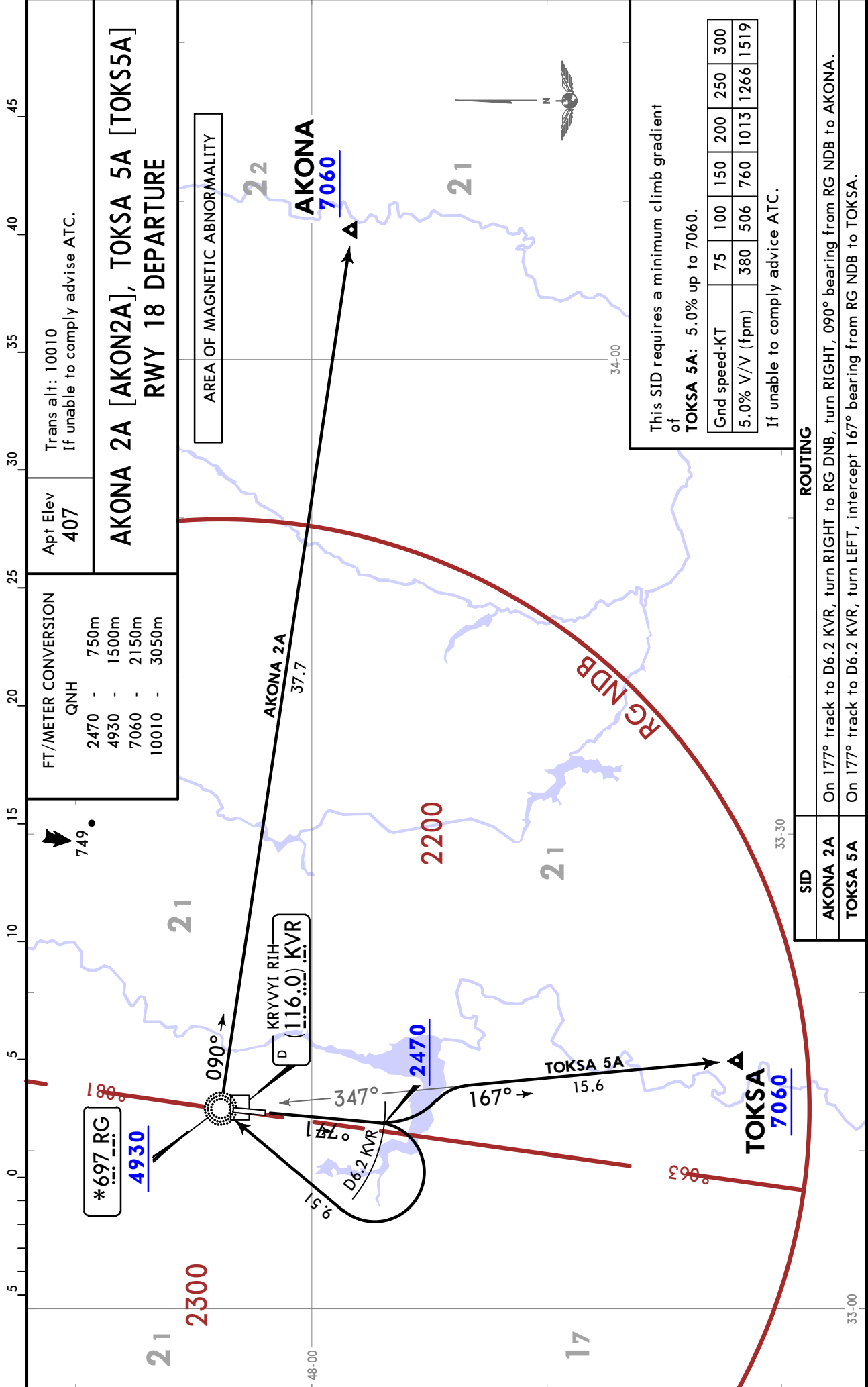
On 357° track to D5.3 KVR, turn RIGHT, 157° track, turn LEFT to intercept 071° bearing from RG NDB to TIRPU.

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**LOZUVATKA**

**JEPPesen**  
 23 MAR 18 **(10-3B)** Eff 29 Mar

**KRYVYI RIH, UKRAINE**

**SID**



Trans alt: 10010  
 If unable to comply advise ATC.

Apt Elev  
**407**

**AKONA 2A [AKON2A], TOKSA 5A [TOKS5A]**  
**RWY 18 DEPARTURE**

**FT/METER CONVERSION**

QNH		
2470	-	750m
4930	-	1500m
7060	-	2150m
10010	-	3050m

This SID requires a minimum climb gradient of  
**TOKSA 5A: 5.0% up to 7060.**

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.

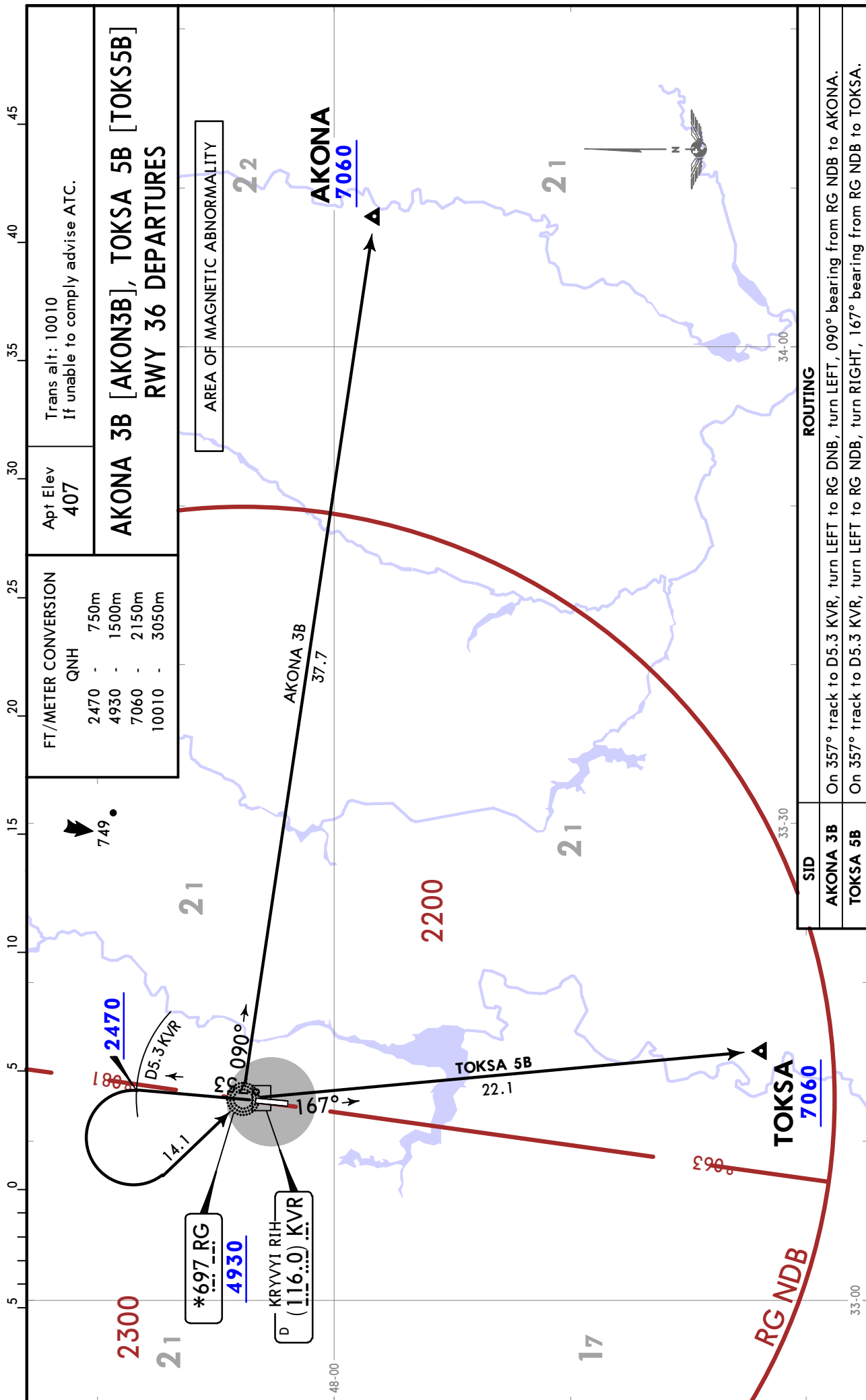
<b>ROUTING</b>	
<b>SID</b>	
<b>AKONA 2A</b>	On 177° track to D6.2 KVR, turn RIGHT to RG DNB, turn RIGHT, 090° bearing from RG NDB to AKONA.
<b>TOKSA 5A</b>	On 177° track to D6.2 KVR, turn LEFT, intercept 167° bearing from RG NDB to TOKSA.

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**JEPPesen** 23 MAR 18 **10-3C** **Eff 29 Mar**

**KRYVYI RIH, UKRAINE**

**SID**



Trans alt: 10010  
 If unable to comply advise ATC.

Apt Elev  
**407**

**AKONA 3B [AKON3B], TOKSA 5B [TOKS5B]**  
**RWY 36 DEPARTURES**

**FT/METER CONVERSION**

QNH	
2470	- 750m
4930	- 1500m
7060	- 2150m
10010	- 3050m

**ROUTING**

SID	
<b>AKONA 3B</b>	On 357° track to D5.3 KVR, turn LEFT to RG DNB, turn LEFT, 090° bearing from RG NDB to AKONA.
<b>TOKSA 5B</b>	On 357° track to D5.3 KVR, turn LEFT to RG NDB, turn LEFT to TOKSA.



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**JEPPESEN**  
 2 AUG 19 (10-3D) Eff 15 Aug

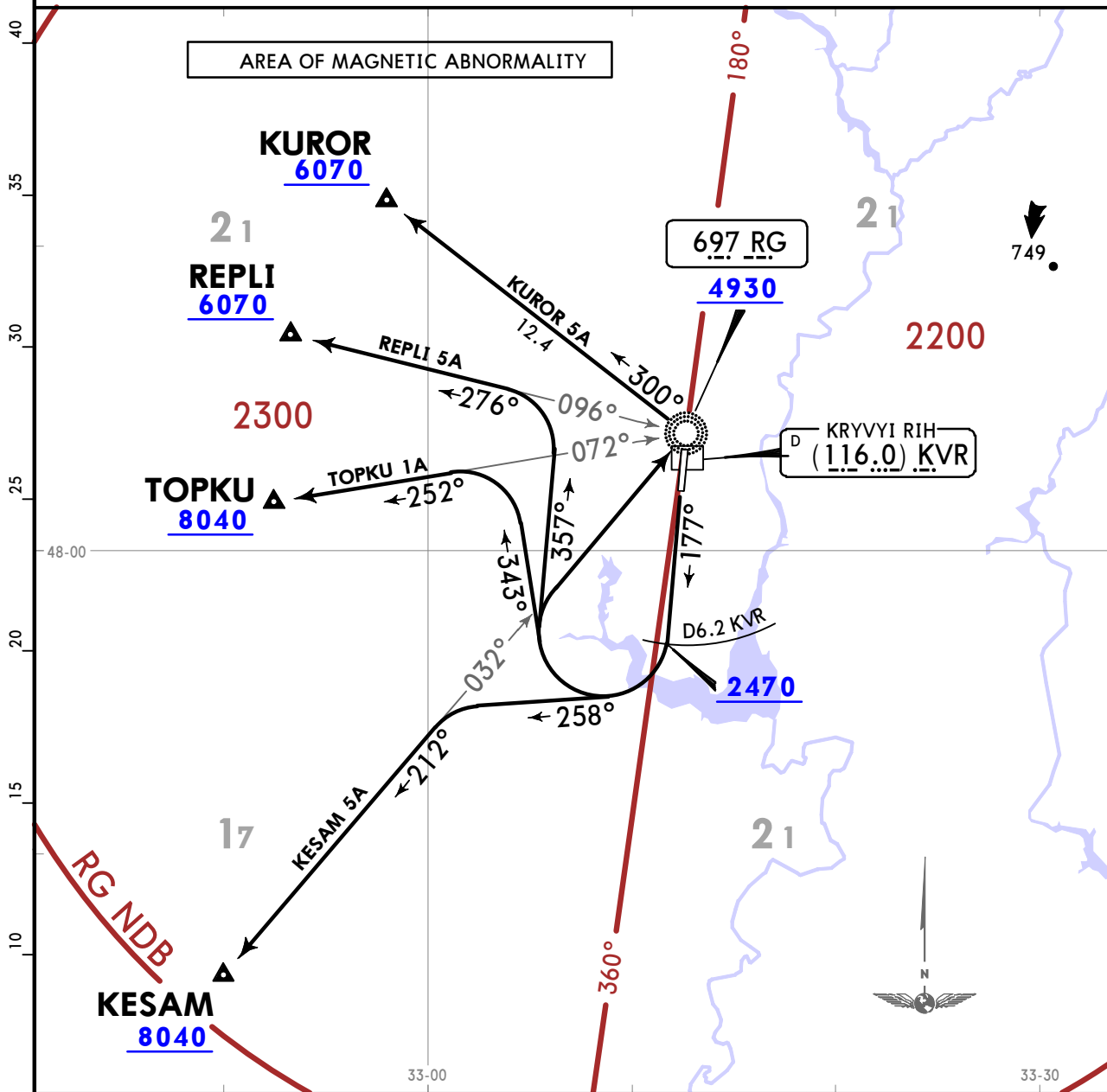
**KRYVYI RIH, UKRAINE**

**SID**

Apt Elev  
**407**

Trans alt: 10010  
 If unable to comply advise ATC.

**KESAM 5A [KESA5A], KUROR 5A [KURO5A]  
 REPLI 5A [REPL5A], TOPKU 1A [TOPK1A]  
 DEPARTURES  
 (RWY 18)**



These SIDs require a minimum climb gradient of  
**KESAM 5A, TOPKU 1A:** 5.0% up to 8040.

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
4930	-	1500m
6070	-	1850m
8040	-	2450m
10010	-	3050m

SID	ROUTING
<b>KESAM 5A</b>	On 177° track to D6.2 KVR, turn RIGHT, 258° track, turn LEFT, intercept 212° bearing from RG NDB to KESAM.
<b>KUROR 5A</b>	On 177° track to D6.2 KVR, turn RIGHT to RG NDB, turn LEFT, 300° bearing from RG NDB to KUROR.
<b>REPLI 5A</b>	On 177° track to D6.2 KVR, turn RIGHT, 357° track, turn LEFT, intercept 276° bearing from RG NDB to REPLI.
<b>TOPKU 1A</b>	On 177° track to D6.2 KVR, turn RIGHT, 343° track, turn LEFT, intercept 252° bearing from RG NDB to TOPKU.

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**LOZUVATKA**

**JEPPESEN**  
2 AUG 19 **(10-3E)** **Eff 15 Aug**

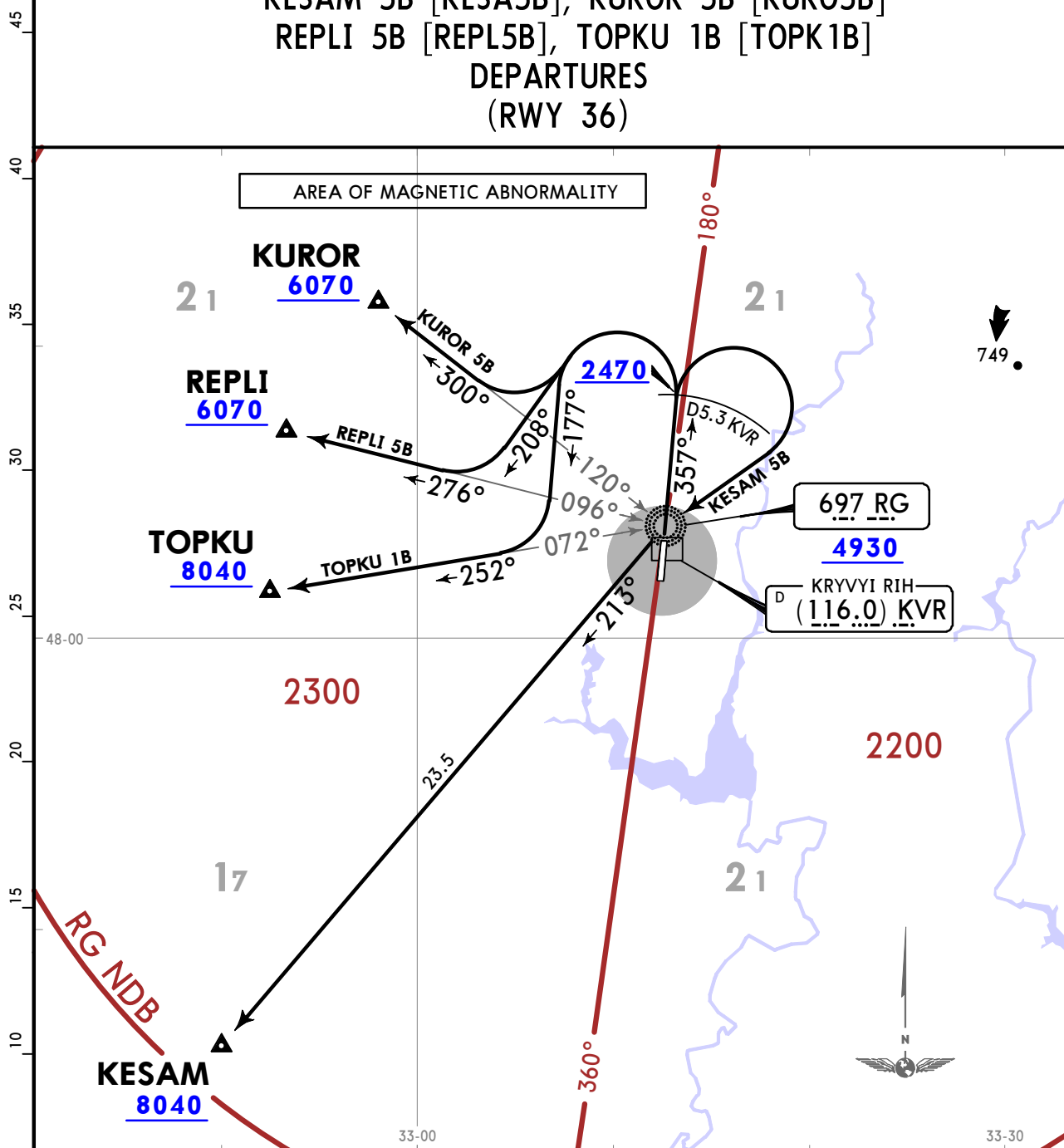
**KRYVYI RIH, UKRAINE**

**SID**

Apt Elev  
**407**

Trans alt: 10010  
If unable to comply advise ATC.

**KESAM 5B [KESA5B], KUROR 5B [KURO5B]  
REPLI 5B [REPL5B], TOPKU 1B [TOPK1B]  
DEPARTURES  
(RWY 36)**



These SIDs require a minimum climb gradients of  
**KUROR 5B:** 5.0% up to 6070.  
**REPLI 5B:** 4.5% up to 6070.  
**TOPKU 1B:** 4.5% up to 8040.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply advise ATC.

**FT/METER CONVERSION**  
QNH

2470	-	750m
4930	-	1500m
6070	-	1850m
8040	-	2450m
10010	-	3050m

SID	ROUTING
<b>KESAM 5B</b>	On 357° track to D5.3 KVR, turn RIGHT to RG NDB, turn LEFT, 213° bearing from RG NDB to KESAM.
<b>KUROR 5B</b>	On 357° track to D5.3 KVR, turn LEFT, intercept 300° bearing from RG NDB to KUROR.
<b>REPLI 5B</b>	On 357° track to D5.3 KVR, turn LEFT, 208° track, turn RIGHT, intercept 276° bearing from RG NDB to REPLI.
<b>TOPKU 1B</b>	On 357° track to D5.3 KVR, turn LEFT, 177° track, turn RIGHT, intercept 252° bearing from RG NDB to TOPKU.

**UKDR/KWG**

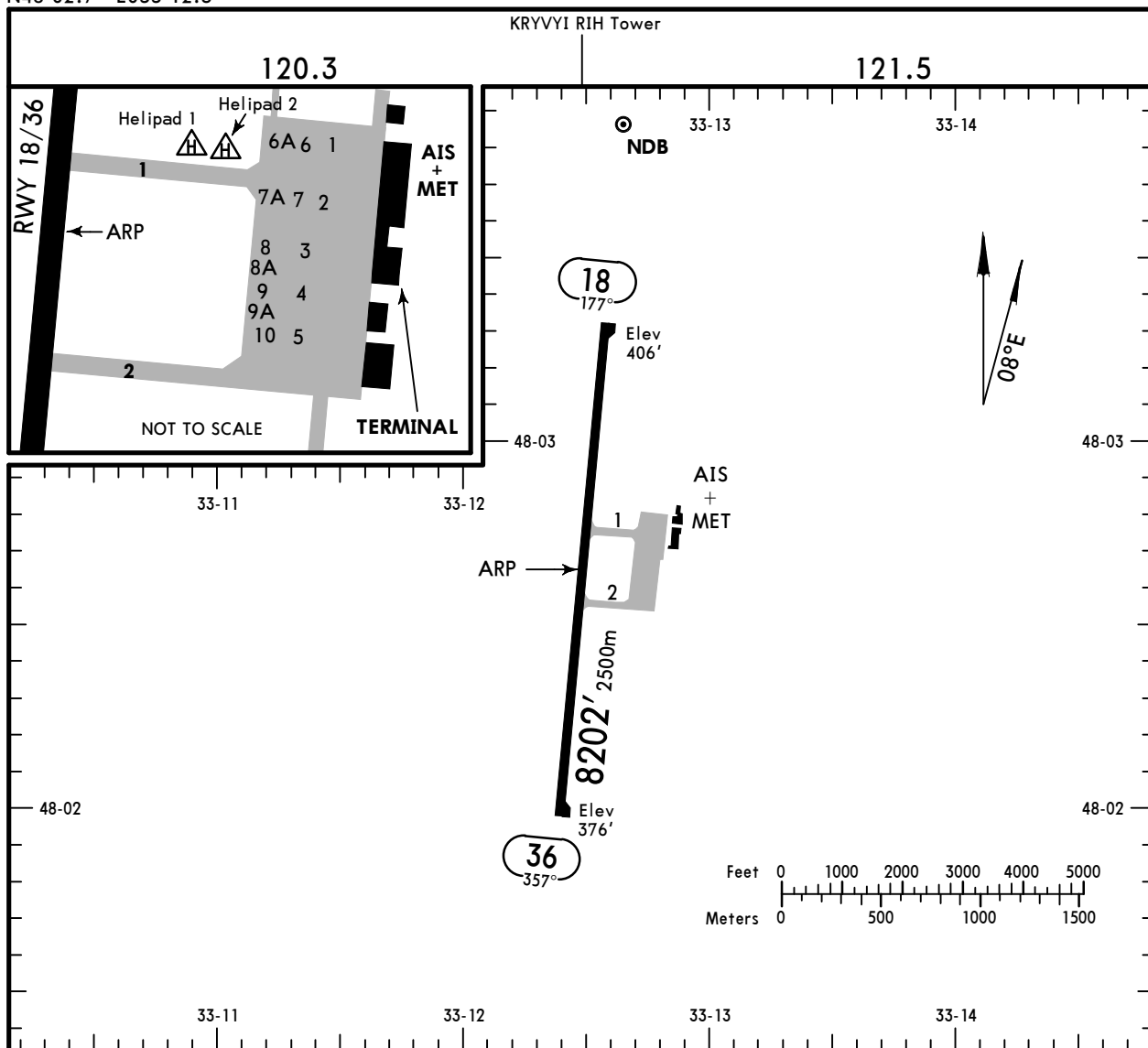
Apt Elev **407'**  
N48 02.7 E033 12.5

**JEPPesen**

2 AUG 19 **(10-9)** Eff 15 Aug

**KRYVYI RIH, UKRAINE**

**LOZUVATKA**



**ADDITIONAL RUNWAY INFORMATION**

RWY	Landing Aids	RVR	USABLE LENGTHS			WIDTH
			Threshold	Glide Slope	TAKE-OFF	
18 36	HIRL (60m) PAPI-L (angle 3.0°)			7169' 2185m	①	138' 42m

**① TAKE-OFF RUN AVAILABLE**

<b>RWY 18:</b>	<b>RWY 36:</b>
From rwy head 8202' (2500m)	From rwy head 8202' (2500m)
twy 1 int 4757' (1450m)	twy 2 int 4649' (1417m)
twy 2 int 3553' (1083m)	twy 1 int 3445' (1050m)

**JAR-OPS**

**TAKE-OFF ①**

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

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

UKDR/KWG



2 AUG 19

(10-9S)

Eff 15 Aug

KRYVYI RIH, UKRAINE  
LOZUVATKA

Standard

STRAIGHT-IN RWY		A	B	C	D
18	LOC ①	780' (374') R1500m	780' (374') R1500m	780' (374') R1700m	780' (374') R1700m
	NDB ①	780' (374') R1500m	780' (374') R1500m	780' (374') R1700m	780' (374') R1700m
36	ILS	576' (200') R1200m	586' (210') R1200m	596' (220') R1200m	606' (230') R1200m
	LOC ①	690' (314') R1400m	690' (314') R1400m	690' (314') R1400m	690' (314') R1400m
	NDB ①	760' (384') R1500m	760' (384') R1500m	760' (384') R1800m	760' (384') R1800m

① Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	820' (413') V1500m	910' (503') V1600m	1010' (603') V2400m	1110' (703') V3600m

TAKE-OFF RWY 18, 36

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

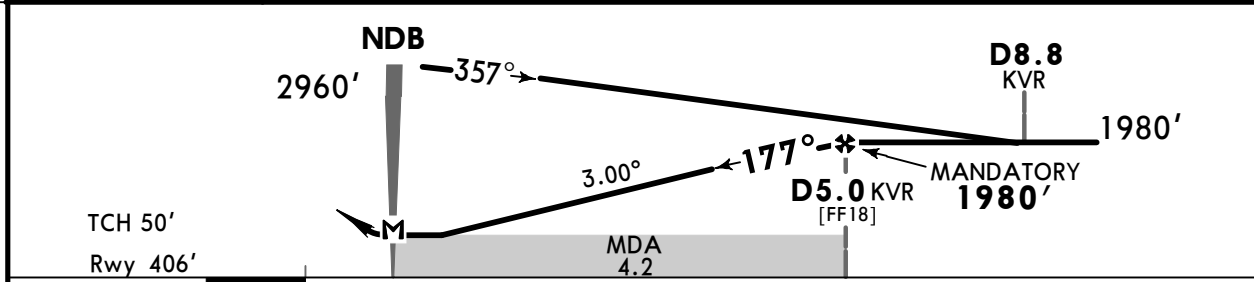
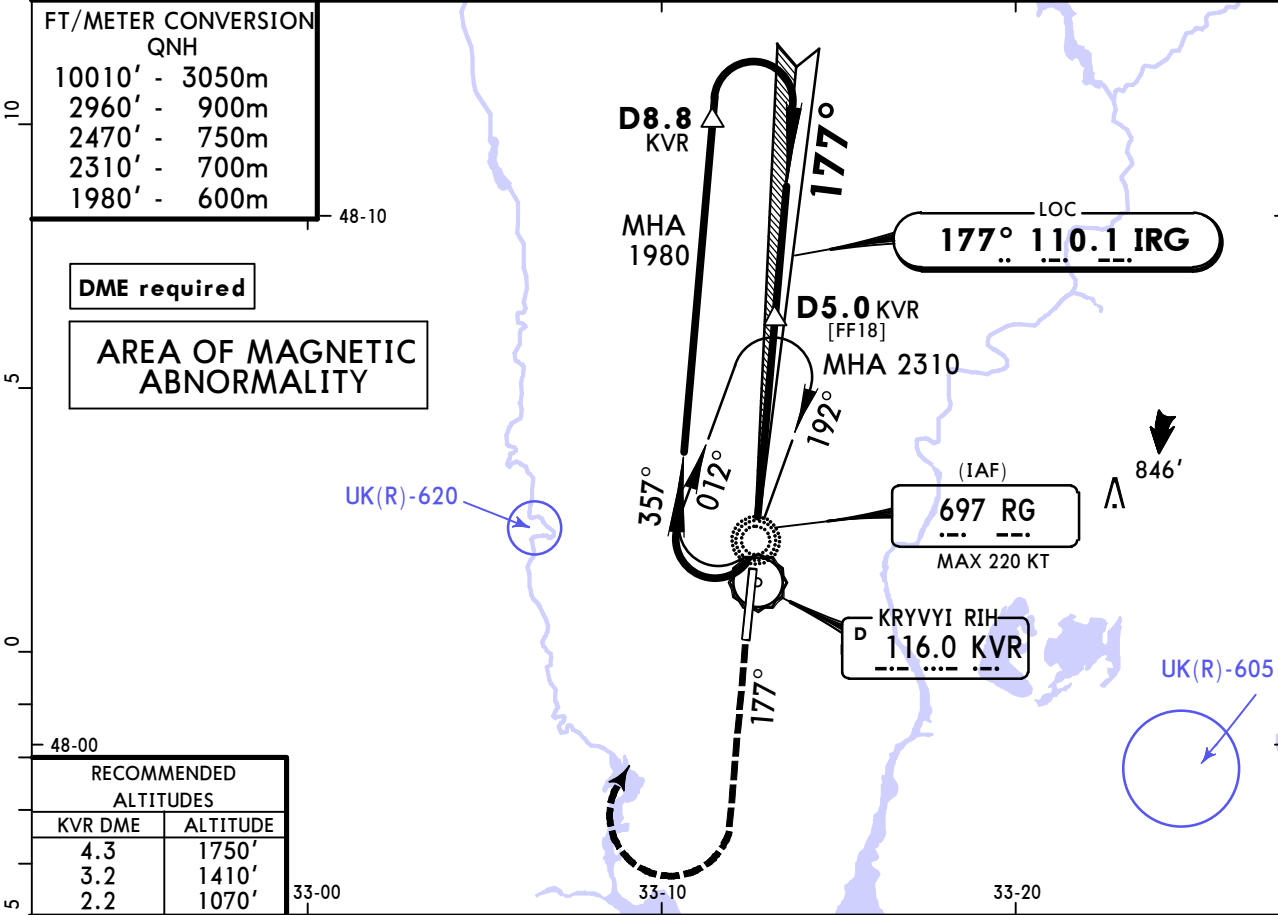
**UKDR/KWG**  
**LOZUVATKA**

**JEPPESEN**  
 1 NOV 19 **(11-1)** **Eff 7 Nov**

**KRYVYI RIH, UKRAINE**  
**LOC Rwy 18**

KRYVYI RIH Tower

	120.3		121.5		
BRIEFING STRIP™	LOC IRG <b>110.1</b>	Final Apch Crs <b>177°</b>	<b>D5.0 KVR</b> MANDATORY <b>1980'</b> (1574')	MDA(H) <b>780'</b> (374')	Apt Elev 407' Rwy 406'
<p><b>MISSED APCH:</b> Climb on 177° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.</p>					
Alt Set: hPa    Rwy Elev: 15 hPa    Trans level: By ATC    Trans alt: 10010'				MSA RG NDB	



Gnd speed-Kts	70	90	100	120	140	160		
Descent Angle	3.00°	372	478	531	637	743	849	PAPI-L <b>2470'</b> on <b>177°</b>

	<b>JAR-OPS</b> STRAIGHT-IN LANDING RWY 18	CIRCLE-TO-LAND
	MDA(H) <b>780'</b> (374')	
PANS OPS	RVR 1500m	Max Kts: 100    MDA(H) <b>820'</b> (413')    VIS 1500m
	RVR 1800m	135 <b>910'</b> (503')    1600m
	RVR 2000m	180 <b>1010'</b> (603')    2400m
		205 <b>1110'</b> (703')    3600m

**UKDR/KWG**  
LOZUVATKA

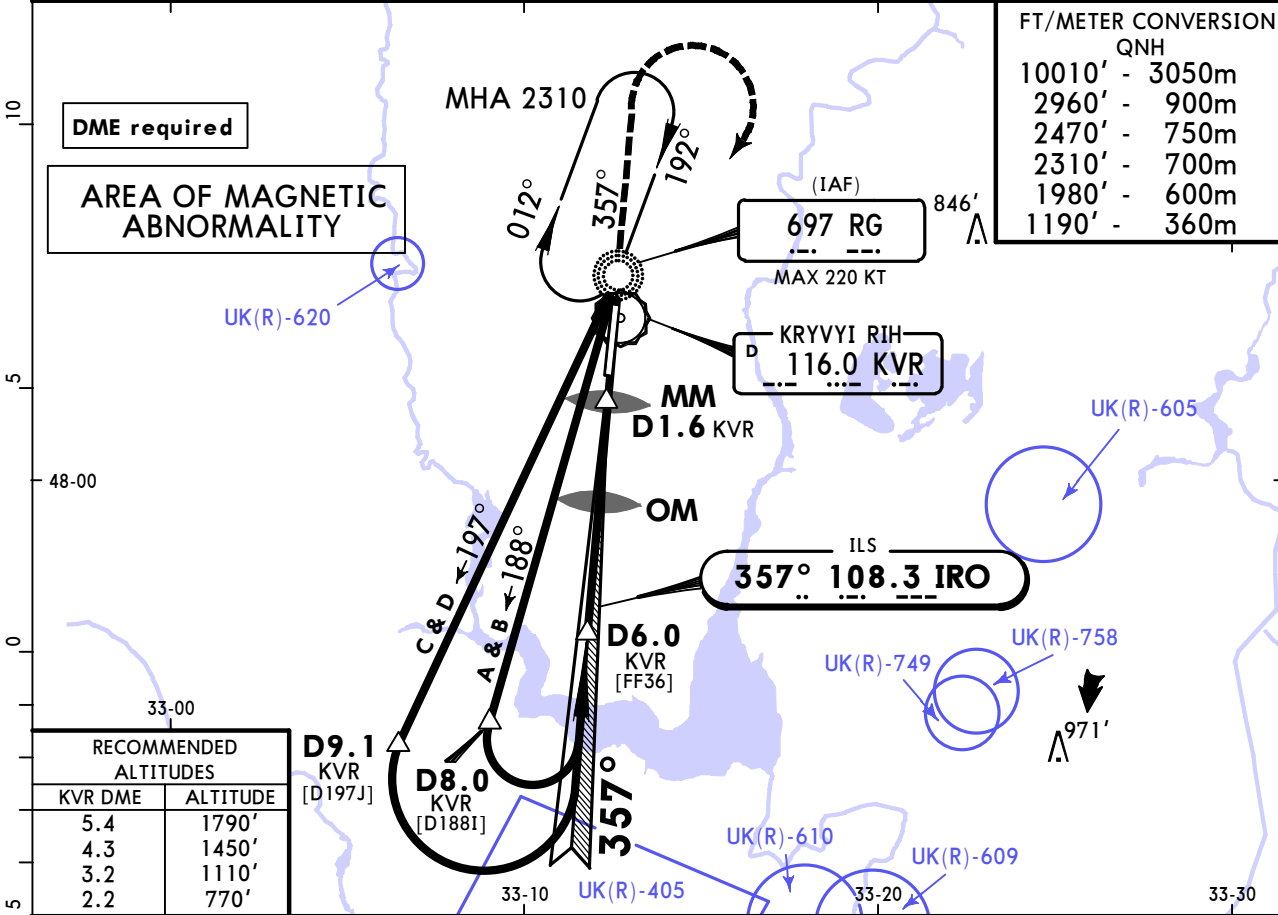
**JEPPESSEN**  
1 NOV 19 **11-2** Eff 7 Nov

**KRYVYI RIH, UKRAINE**  
ILS or LOC Rwy 36

KRYVYI RIH Tower

	120.3		121.5
BRIEFING STRIP™	LOC IRO <b>108.3</b>	Final Apch Crs <b>357°</b>	D6.0 KVR MANDATORY <b>1980'</b> (1604')
			ILS DA(H) Refer to Minimums
			Apt Elev 407' Rwy 376'
<p><b>MISSED APCH:</b> Climb on 357° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.</p>			
Alt Set: hPa	Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 10010'

MSA RG NDB

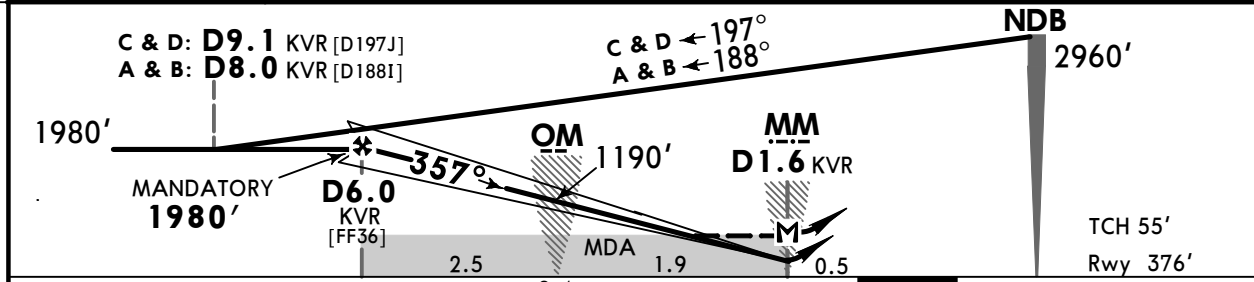


FT/METER CONVERSION QNH

10010'	3050m
2960'	900m
2470'	750m
2310'	700m
1980'	600m
1190'	360m

RECOMMENDED ALTITUDES

KVR DME	ALTITUDE
5.4	1790'
4.3	1450'
3.2	1110'
2.2	770'



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	PAPI-L	2470' on 357°
MAP at MM/D1.6 KVR								

	JAR-OPS STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
	ILS DA(H)	LOC (GS out) MDA(H)	Max Kts	MDA(H) VIS
A	A: 576' (200') C: 596' (220')	690' (314')	100	820' (413') 1500m
B	B: 586' (210') D: 606' (230')		135	910' (503') 1600m
C	RVR 1000m		180	1010' (603') 2400m
D			205	1110' (703') 3600m

CHANGES: Area UK(R)-620 added.

**UKDR/KWG**  
**LOZUVATKA**

**JEPPESEN**  
 1 NOV 19 **(16-1)** **Eff 7 Nov**

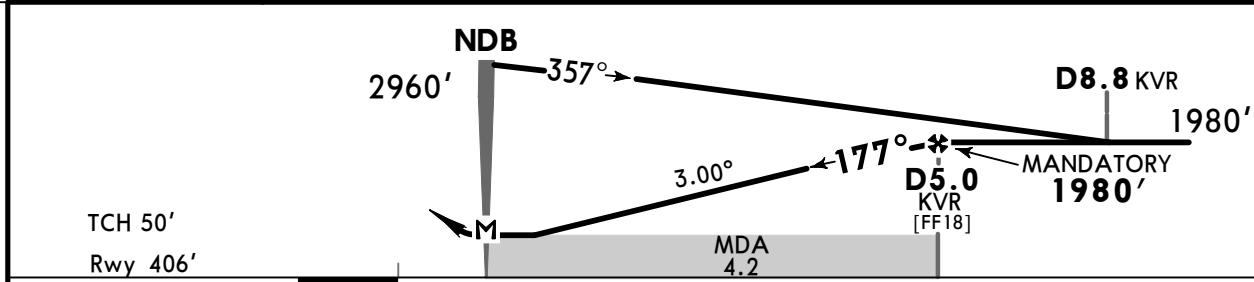
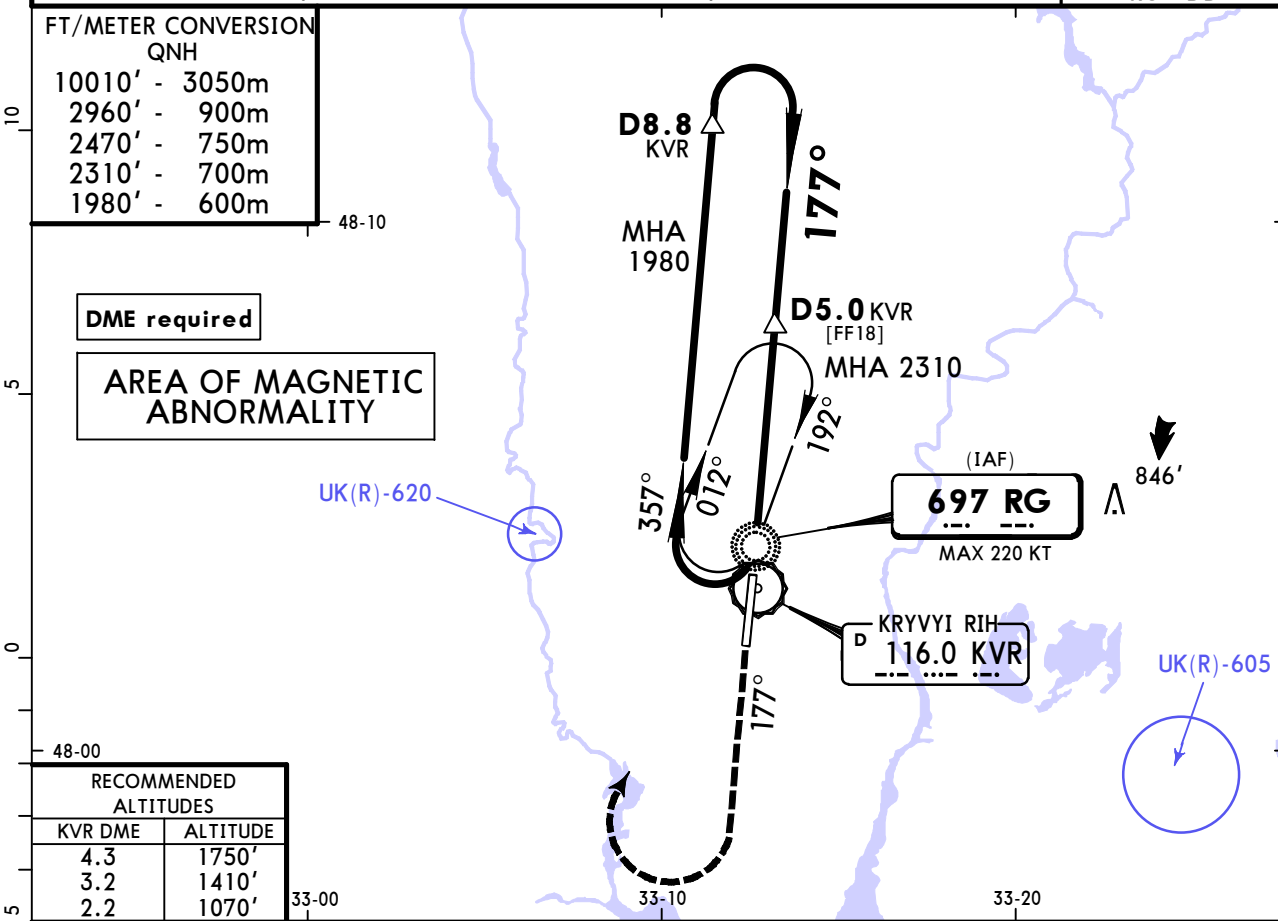
**KRYVYI RIH, UKRAINE**  
**NDB Rwy 18**

KRYVYI RIH Tower

120.3		121.5	
NDB RG <b>697</b>	Final Apch Crs <b>177°</b>	<b>D5.0 KVR</b> MANDATORY <b>1980'</b> (1574')	MDA(H) <b>780'</b> (374')
			Apt Elev 407' Rwy 406'

**MISSED APCH:** Climb on 177° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.

Alt Set: hPa    Rwy Elev: 15 hPa    Trans level: By ATC    Trans alt: 10010'    MSA RG NDB



Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.00°	372	478	531	637	743	849	PAPI-L	
								2470'	↑ on 177°

PANS OPS	JAR-OPS    STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND		
	MDA(H) <b>780'</b> (374')				Max Kts	MDA(H)	VIS
	A	RVR 1500m			100	820' (413')	1500m
	B	RVR 1800m			135	910' (503')	1600m
	C	RVR 2000m			180	1010' (603')	2400m
D	RVR 2000m			205	1110' (703')	3600m	

CHANGES: Area UK(R)-620 added.

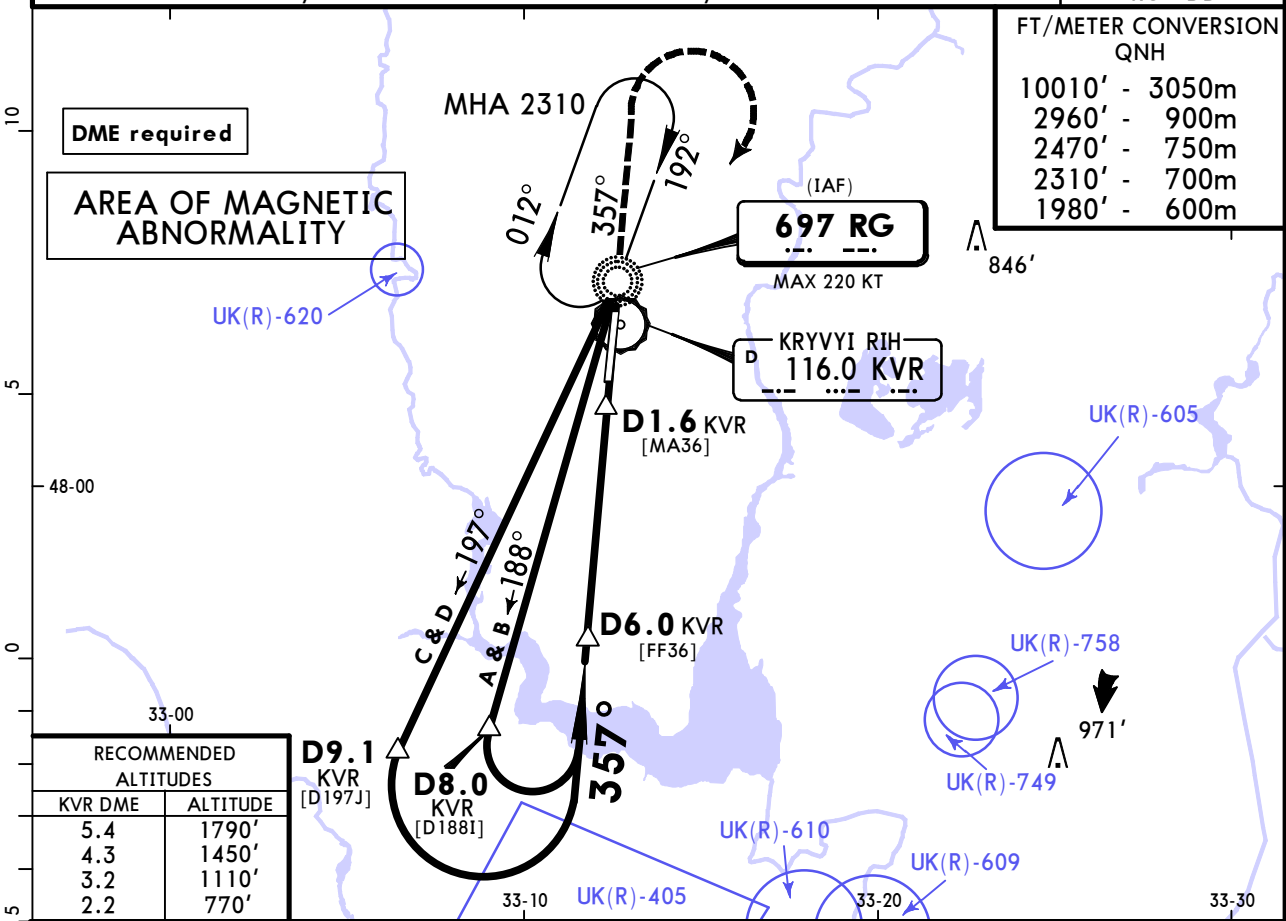
**UKDR/KWG**  
**LOZUVATKA**

**JEPPESEN**  
 1 NOV 19 **16-2** Eff 7 Nov

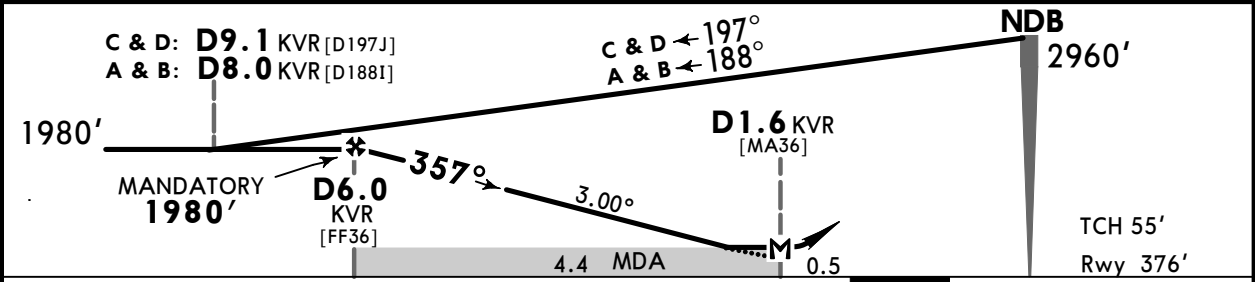
**KRYVYI RIH, UKRAINE**  
**NDB Rwy 36**

KRYVYI RIH Tower

120.3					121.5	
NDB RG <b>697</b>	Final Apch Crs <b>357°</b>	<b>D6.0 KVR</b> MANDATORY <b>1980'</b> (1604')	MDA(H) <b>760'</b> (384')	Apt Elev 407' Rwy 376'		
<b>MISSED APCH:</b> Climb on 357° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.						
Alt Set: hPa		Rwy Elev: 14 hPa		Trans level: By ATC		MSA RG NDB



RECOMMENDED ALTITUDES	
KVR DME	ALTITUDE
5.4	1790'
4.3	1450'
3.2	1110'
2.2	770'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2470' ↑ on 357°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.6 KVR								

	JAR-OPS		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
	MDA(H)	RVR	Max Kts	MDA(H)	VIS	
A	760' (384')		100	820' (413')	1500m	
B		RVR 1500m	135	910' (503')	1600m	
C		RVR 1800m	180	1010' (603')	2400m	
D		RVR 2000m	205	1110' (703')	3600m	

CHANGES: Area UK(R)-620 added.



## Chart changes since cycle 11-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**KRYVYI RIH, (LOZUVATKA - UKDR)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDR