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Airport Information For UKDR

Terminal Charts For UKDR

Revision Letter For Cycle 02-2021

Change Notices

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: 0529 Z
Sunset: 1427 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
Dnipro Information: 122.700 Flight Info Service RCO

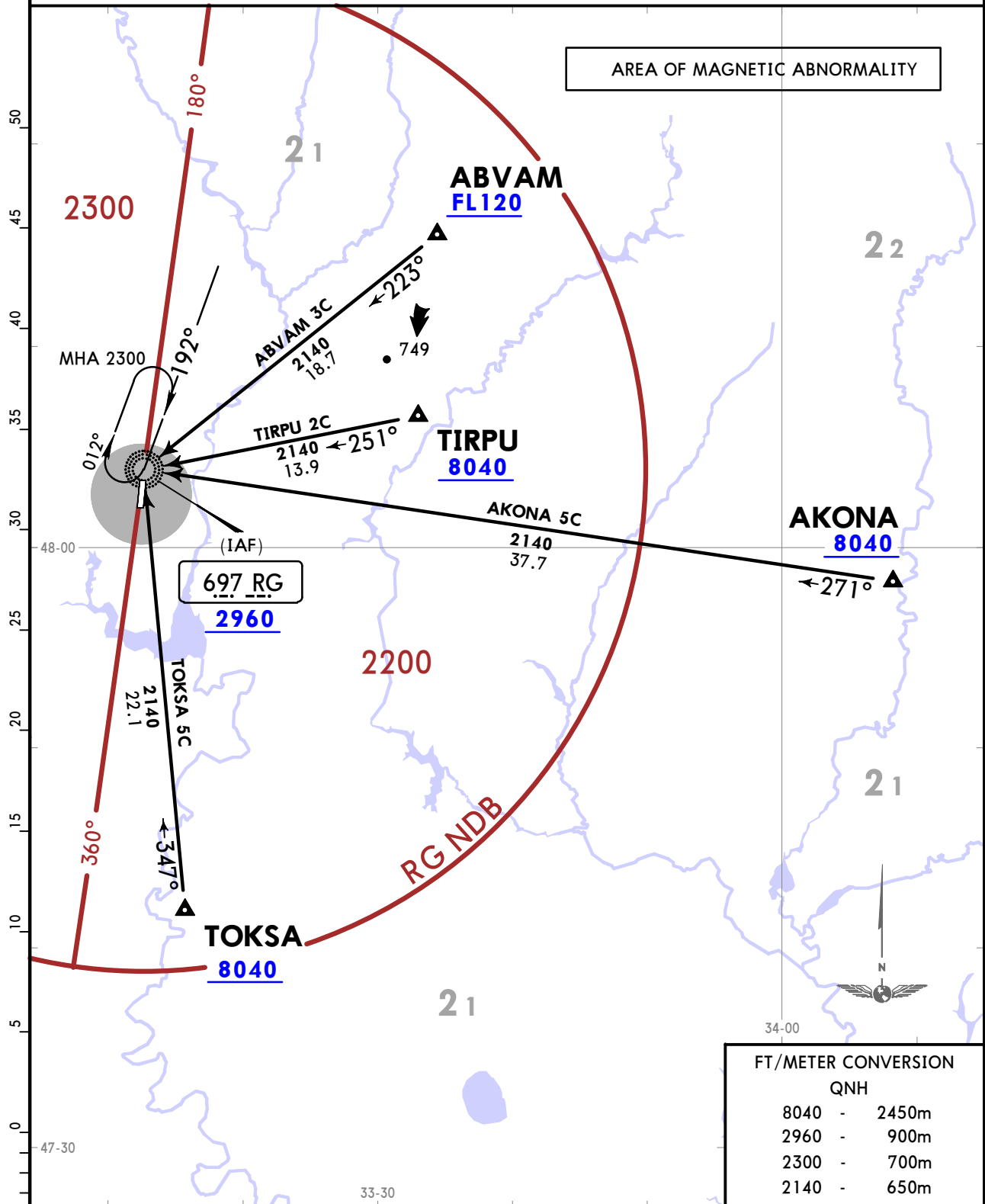
UKDR/KWG
LOZUVATKA

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

KRYVYI RIH, UKRAINE
STAR

Apt Elev 407	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
ABVAM 3C	Intercept 223° bearing to RG NDB.
AKONA 5C	Intercept 271° bearing to RG NDB.
TIRPU 2C	Intercept 251° bearing to RG NDB.
TOKSA 5C	Intercept 347° bearing to RG NDB.

CHANGES: RG NDB time of operation.

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JEPPESSEN

KRYVYI RIH, UKRAINE

2 AUG 19 **10-2A**

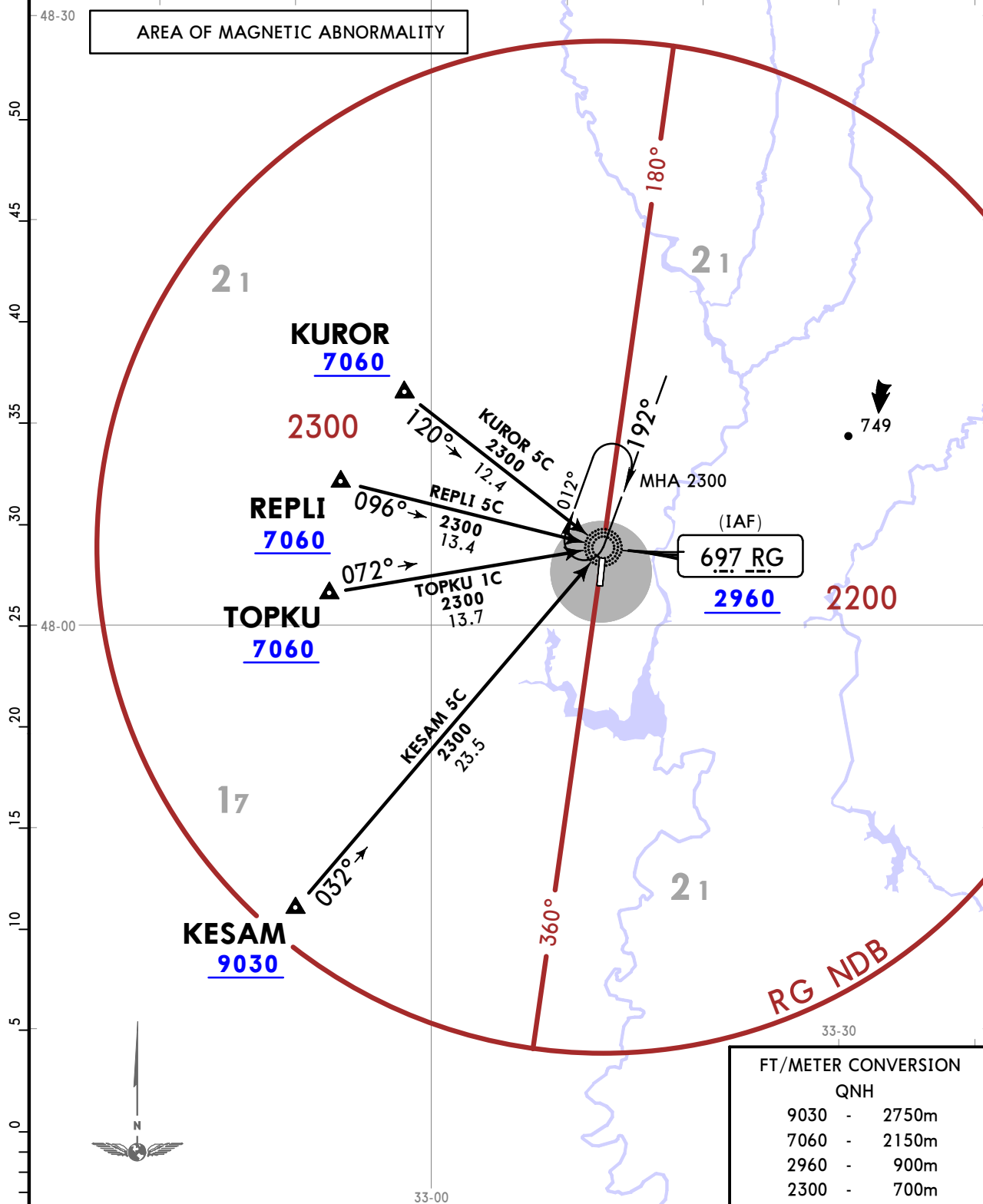
Eff 15 Aug

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
KESAM 5C	Intercept 032° bearing to RG NDB.
KUROR 5C	Intercept 120° bearing to RG NDB.
REPLI 5C	Intercept 096° bearing to RG NDB.
TOPKU 1C	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

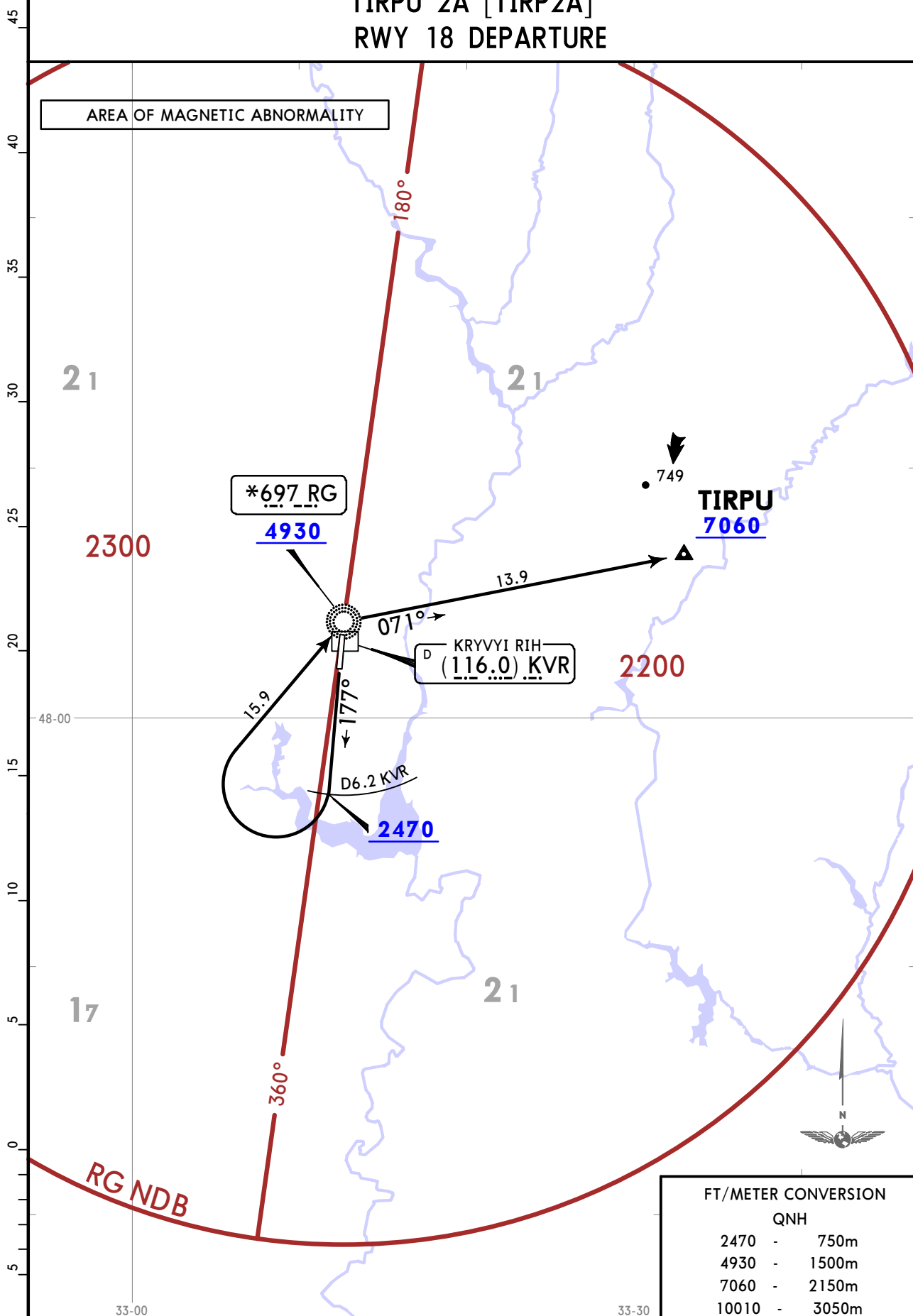
SID

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.

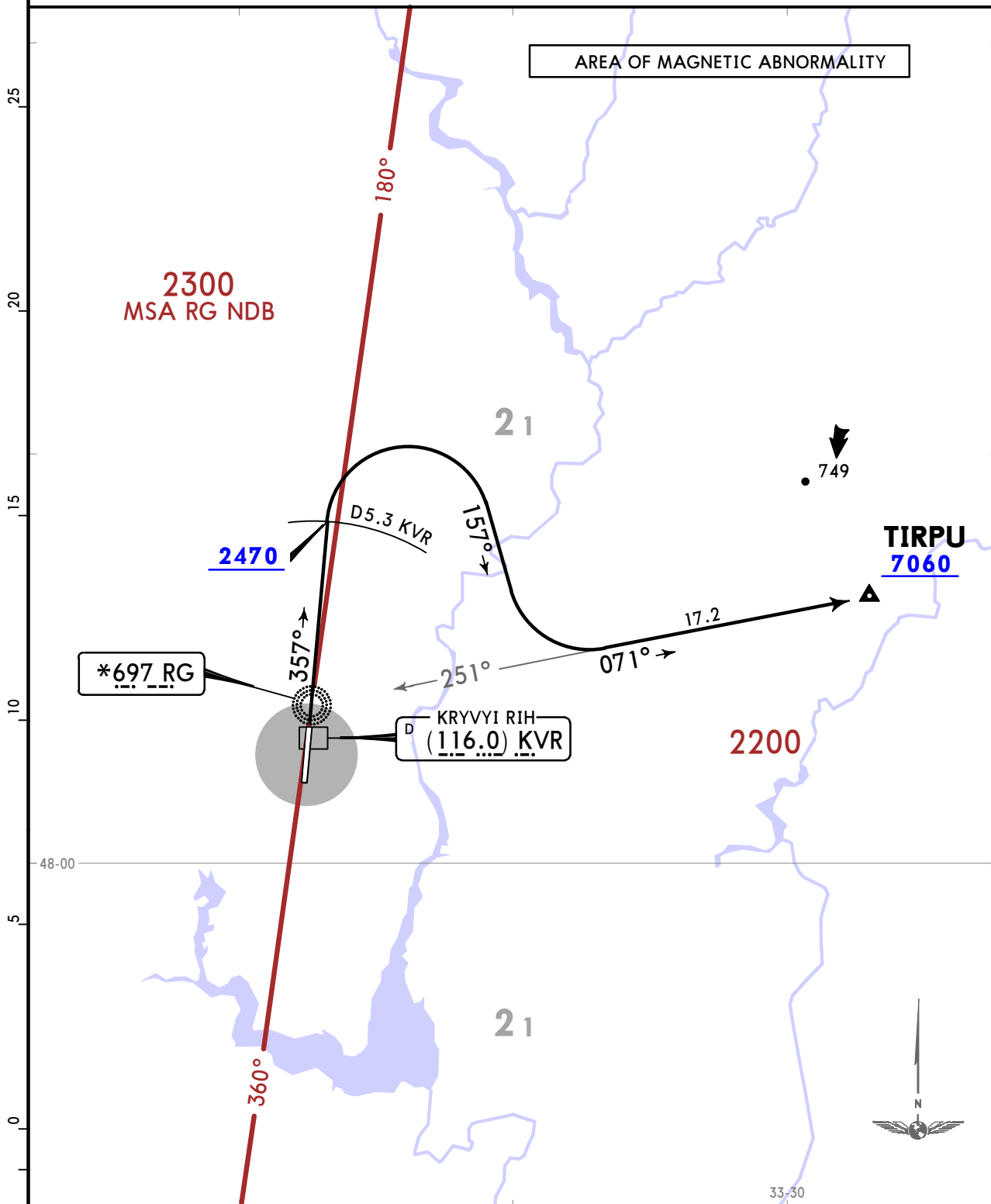
UKDR/KWG
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JEPPESEN
 23 MAR 18 **(10-3A)** **Eff 29 Mar**

KRYVYI RIH, UKRAINE
SID

Apt Elev 407	Trans alt: 10010 If unable to comply advise ATC.
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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

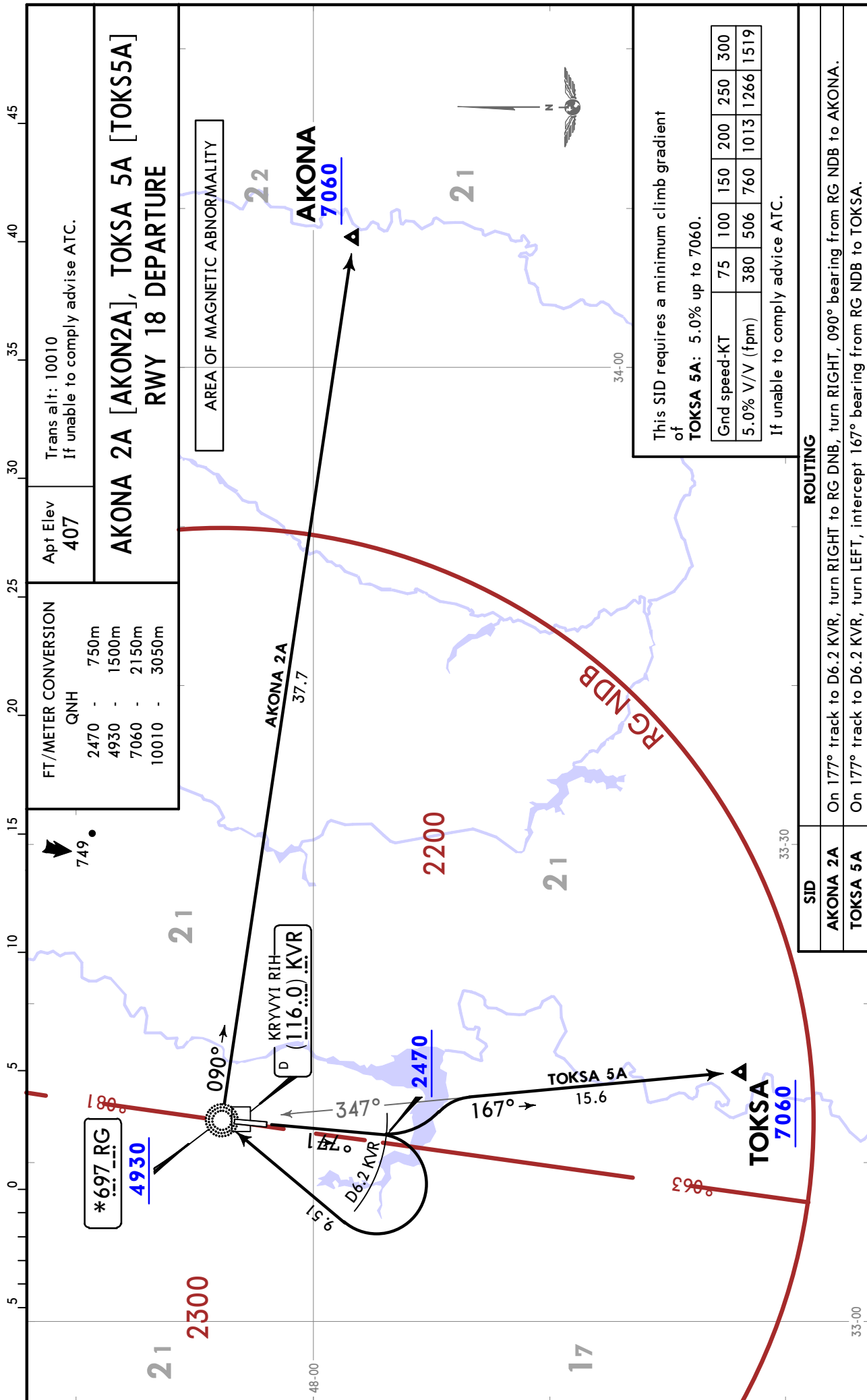
On 357° track to D5.3 KVR, turn RIGHT, 157° track, turn LEFT to intercept 071° bearing from RG NDB to TIRPU.

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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

AREA OF MAGNETIC ABNORMALITY

AKONA 2A
37.7

AKONA
7060

KRYVYI RIH
D (116.0) KVR

TOKSA 5A
15.6

TOKSA
7060

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.

ROUTING

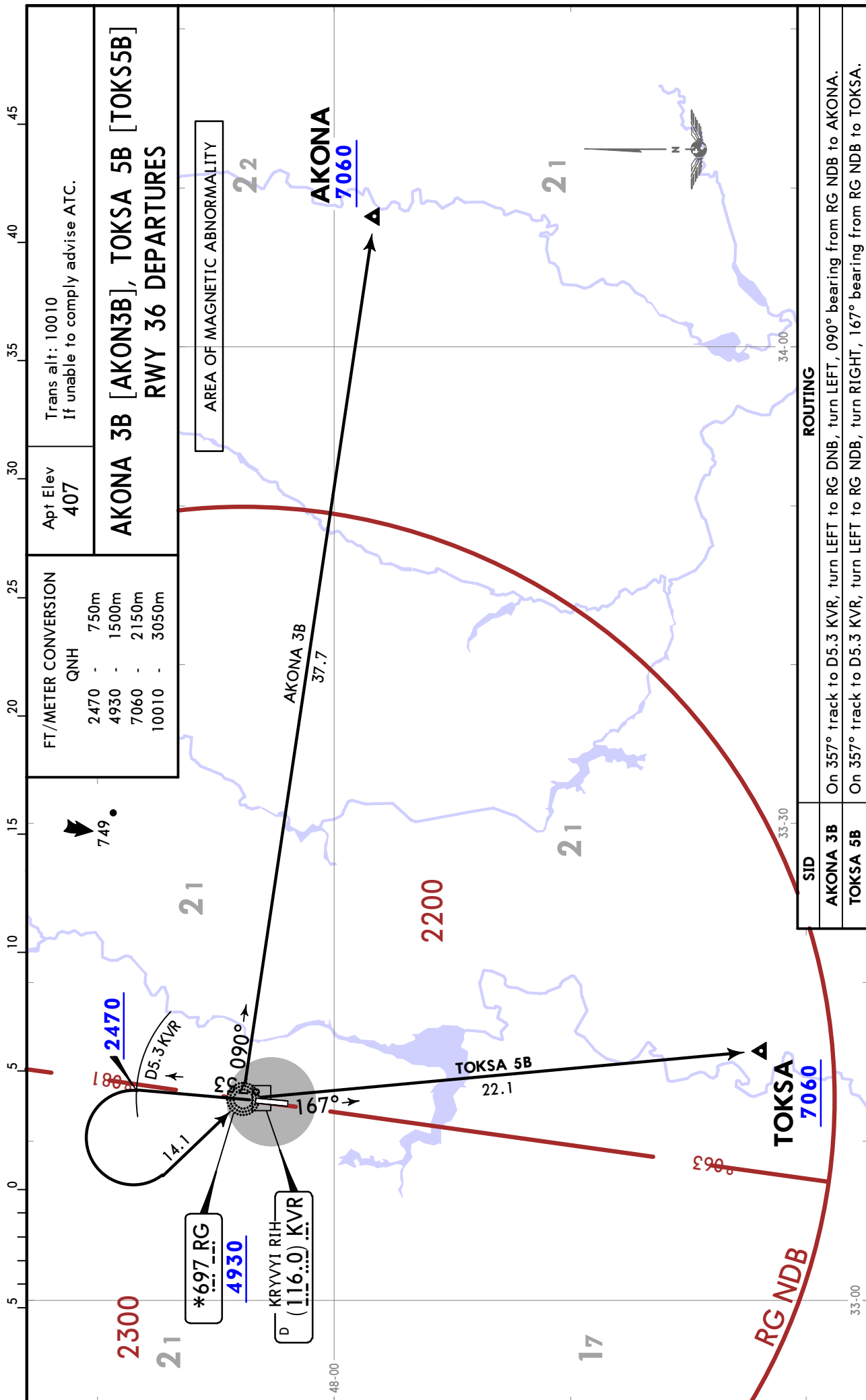
SID	ROUTING
AKONA 2A	On 177° track to D6.2 KVR, turn RIGHT to RG DNB, turn RIGHT, 090° bearing from RG NDB to AKONA.
TOKSA 5A	On 177° track to D6.2 KVR, turn LEFT, intercept 167° bearing from RG NDB to TOKSA.

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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	ROUTING
AKONA 3B	On 357° track to D5.3 KVR, turn LEFT to RG DNB, turn LEFT, 090° bearing from RG NDB to AKONA.
TOKSA 5B	On 357° track to D5.3 KVR, turn LEFT to RG NDB, turn LEFT to TOKSA.

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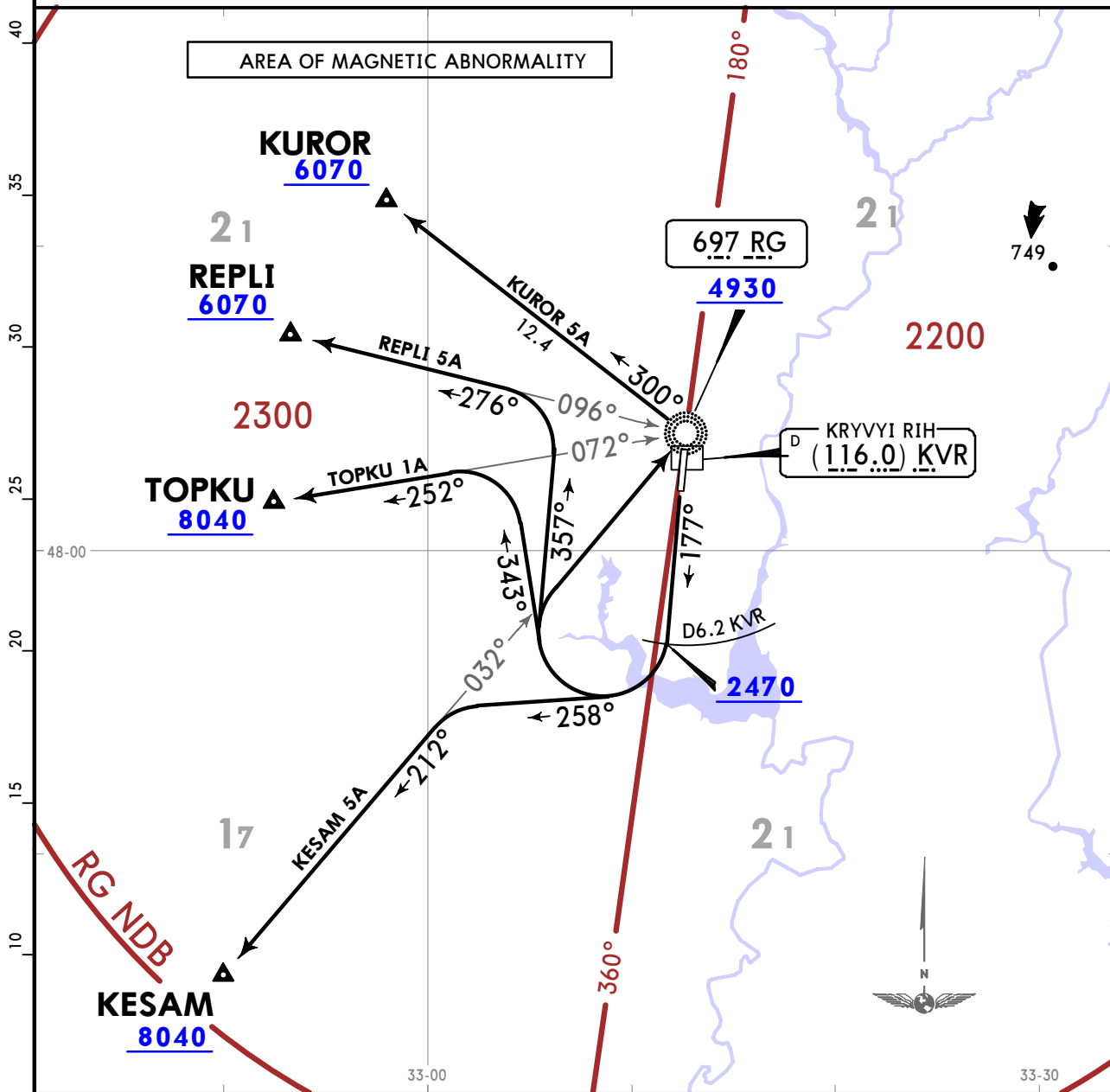
JEPPESEN
2 AUG 19 (10-3D) Eff 15 Aug

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

UKDR/KWG
LOZUVATKA

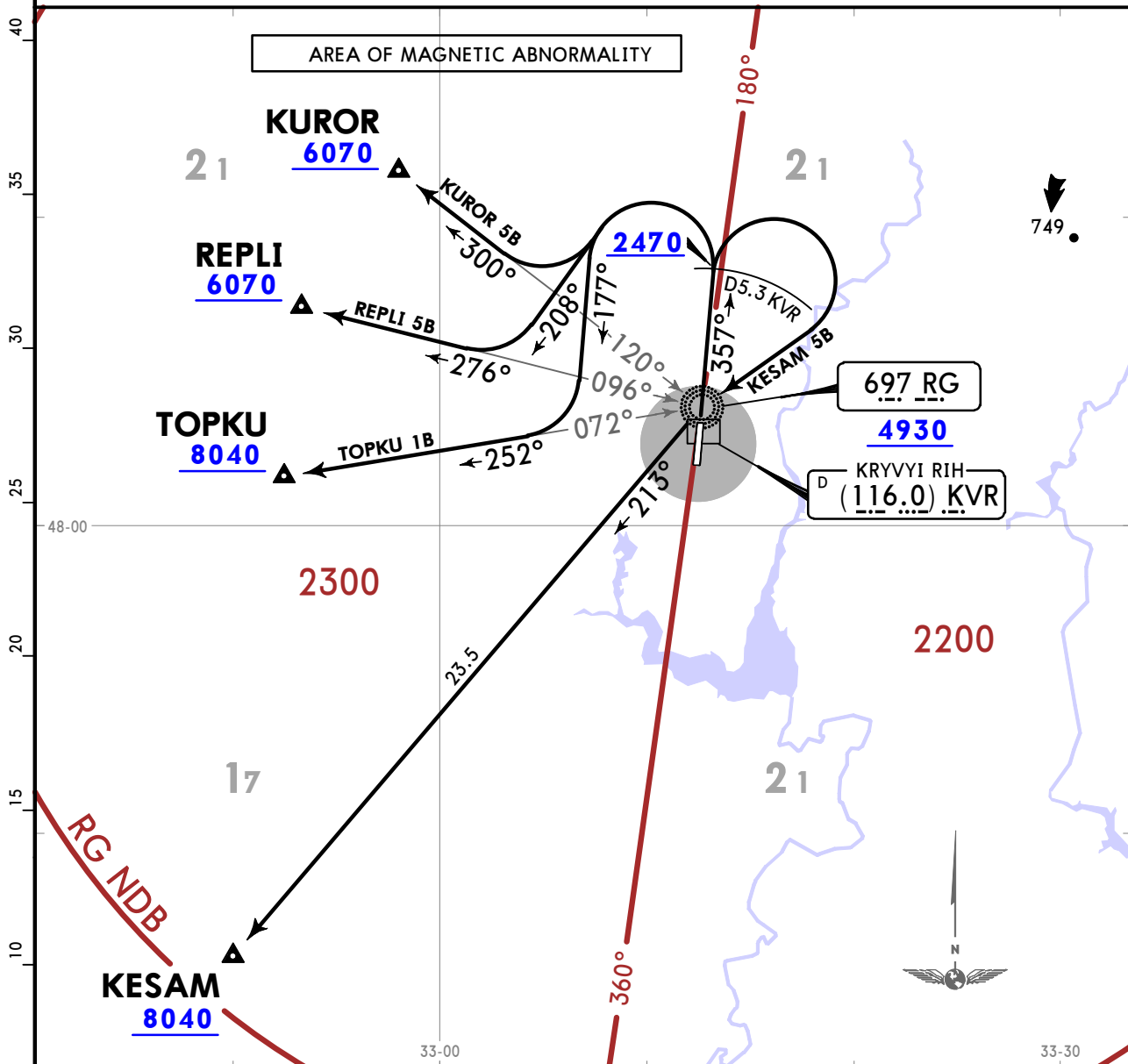
JEPPESSEN
2 AUG 19 **(10-3E)** **Eff 15 Aug**

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

UKDR/KWG

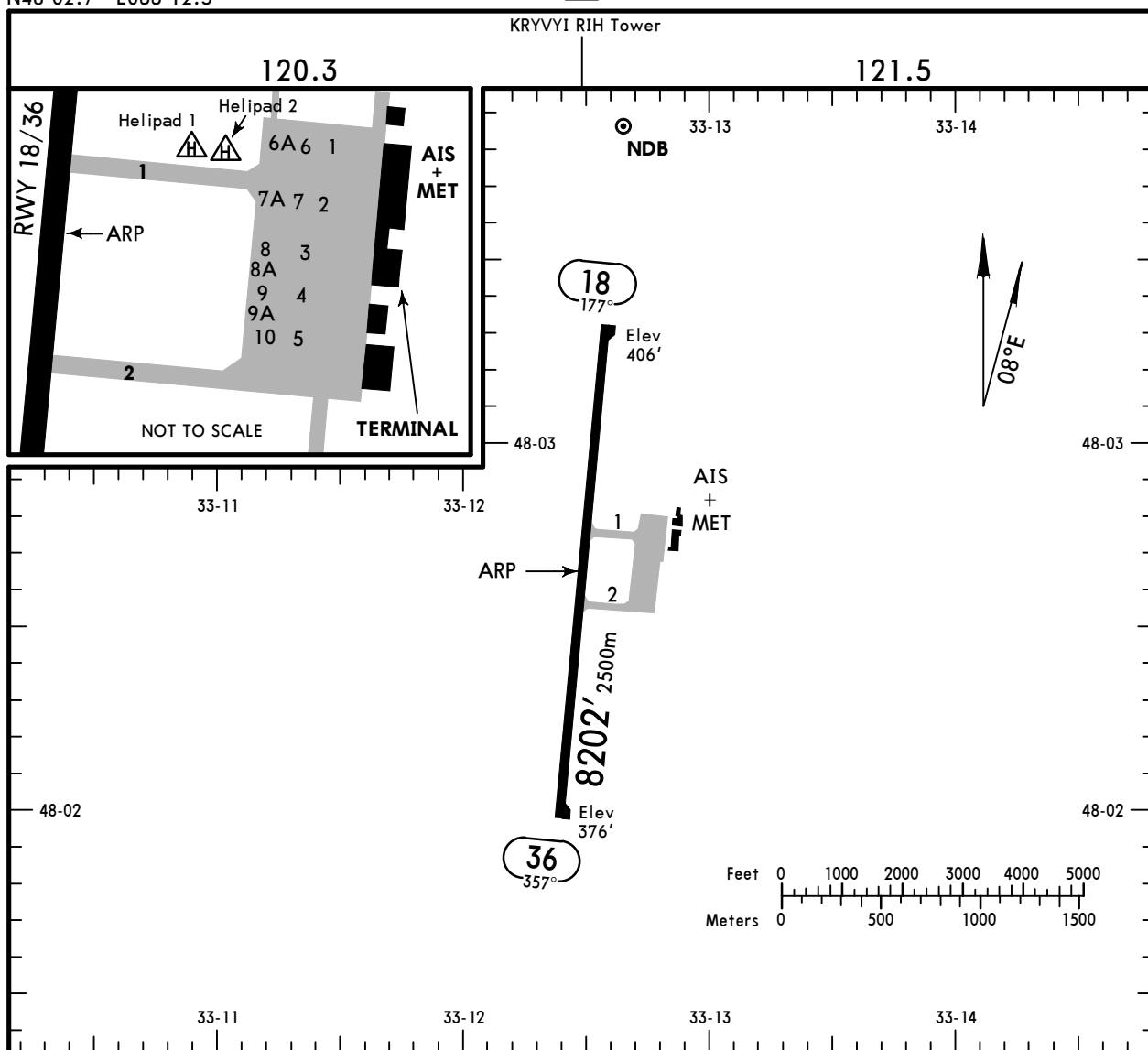
Apt Elev **407'**
N48 02.7 E033 12.5

JEPPesen

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

KRYVYI RIH, UKRAINE

LOZUVATKA



ADDITIONAL RUNWAY INFORMATION

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

① TAKE-OFF RUN AVAILABLE

RWY 18:

From rwy head 8202' (2500m)
twy 1 int 4757' (1450m)
twy 2 int 3553' (1083m)

RWY 36:

From rwy head 8202' (2500m)
twy 2 int 4649' (1417m)
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			

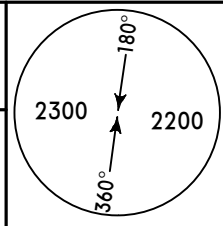
UKDR/KWG
LOZUVATKA

JEPPESSEN
 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 110.1	Final Apch Crs 177°	D5.0 KVR MANDATORY 1980' (1574')
		MDA(H) 780' (374')	Appt Elev 407' Rwy 406'
<p>MISSED APCH: 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

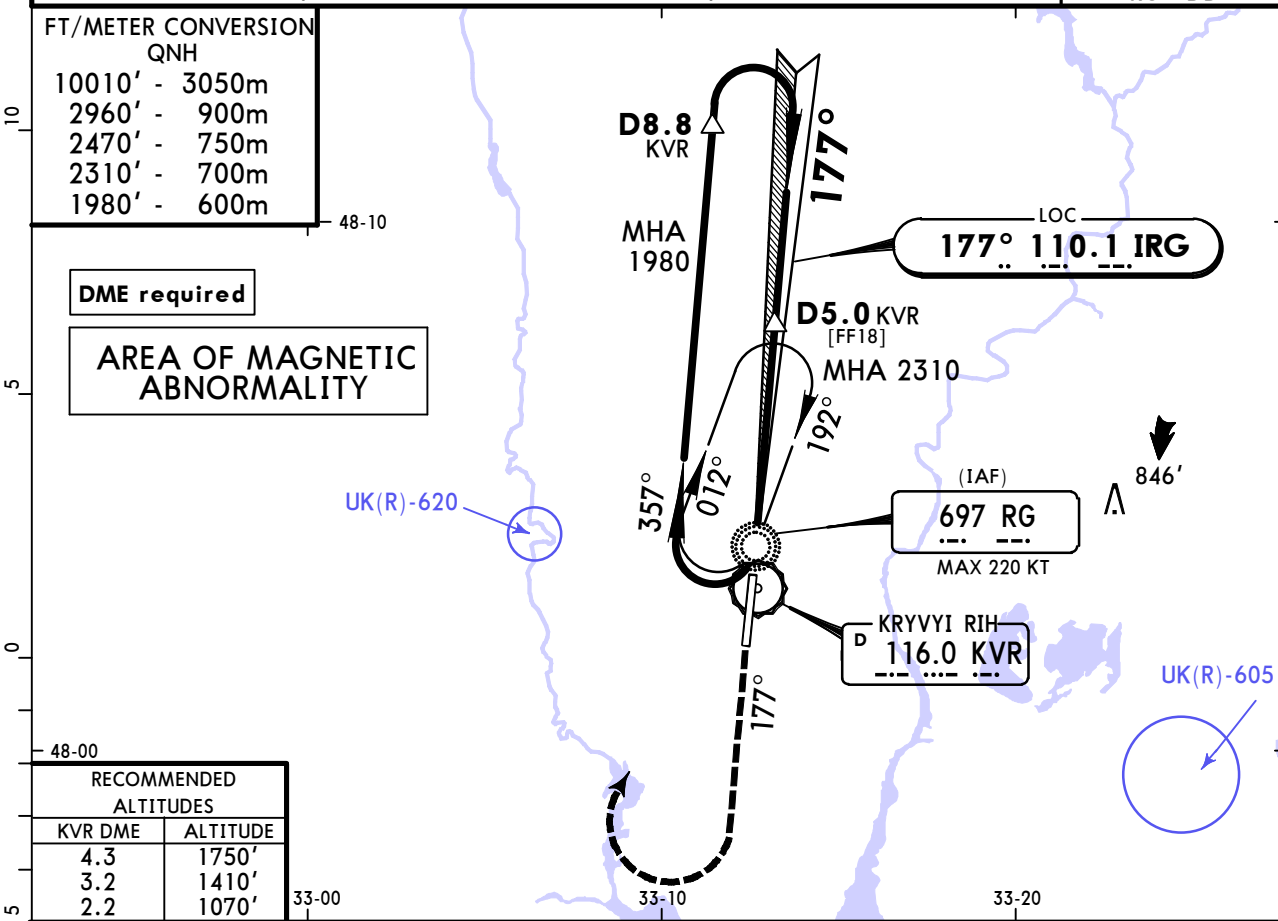


FT/METER CONVERSION
 QNH

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

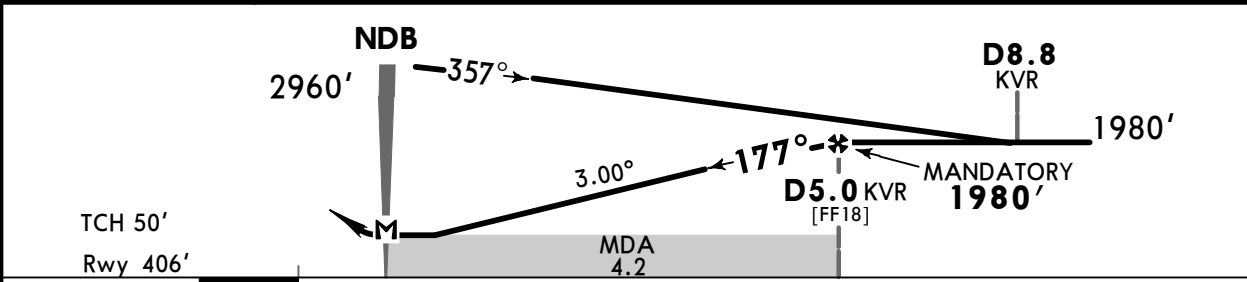
DME required

AREA OF MAGNETIC ABNORMALITY



RECOMMENDED ALTITUDES

KVR DME	ALTITUDE
4.3	1750'
3.2	1410'
2.2	1070'



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

JAR-OPS			STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
MDA(H) 780' (374')						Max Kts	MDA(H)	VIS
A						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

PANS OPS

CHANGES: Area UK(R)-620 added.

UKDR/KWG
LOZUVATKA

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

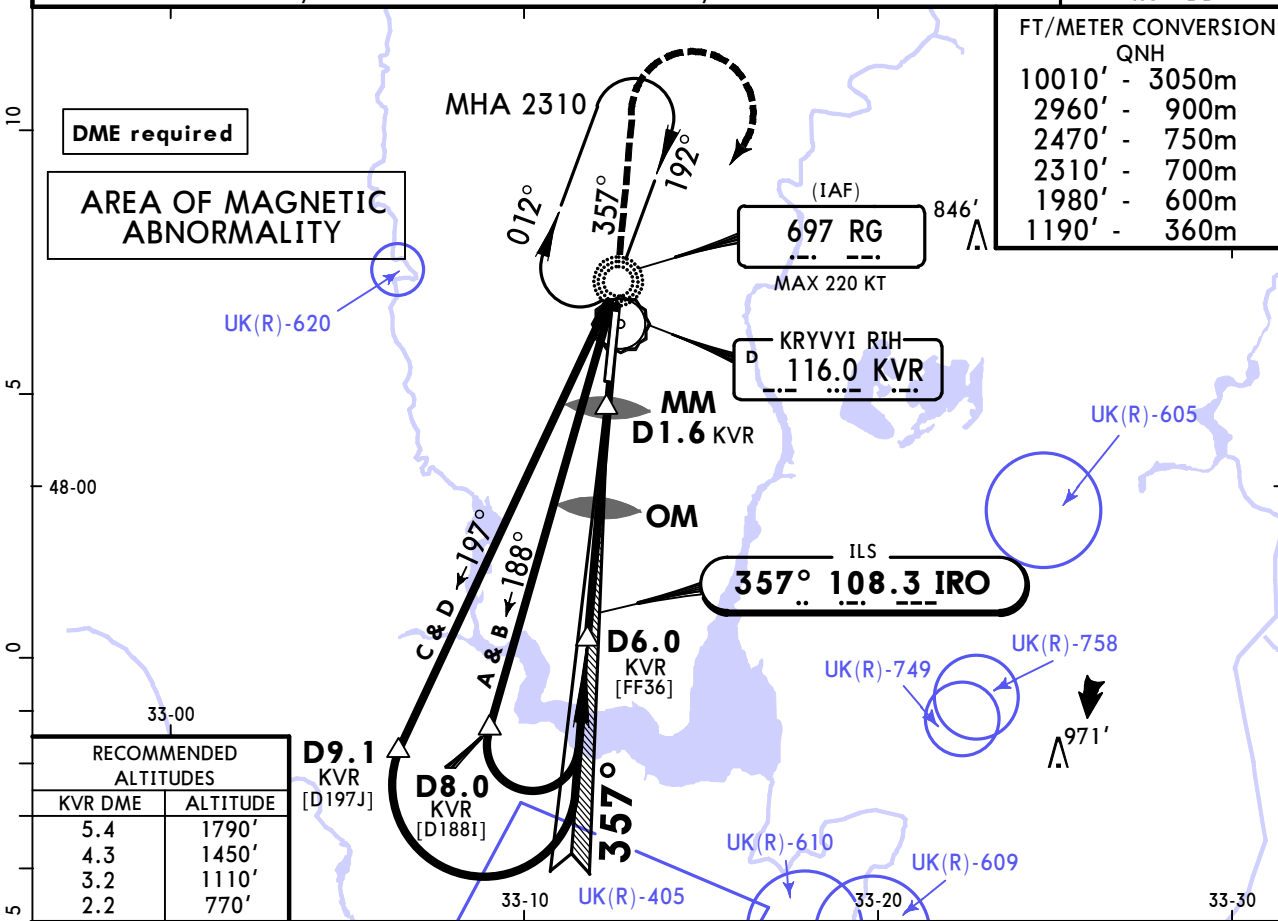
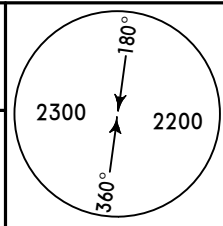
KRYVYI RIH, UKRAINE
ILS or LOC Rwy 36

KRYVYI RIH Tower

120.3		121.5	
LOC IRO 108.3	Final Apch Crs 357°	D6.0 KVR MANDATORY 1980' (1604')	ILS DA(H) Refer to Minimums Apt Elev 407' Rwy 376'

MISSED APCH: 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 Trans alt: 10010' MSA RG NDB

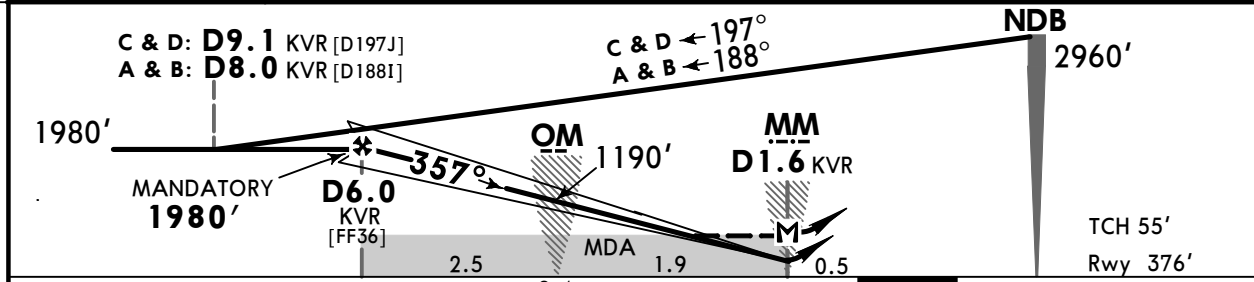


FT/METER CONVERSION
QNH

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	VIS
A	A: 576' (200') C: 596' (220')		MDA(H) 690' (314')		100	1500m
B	B: 586' (210') D: 606' (230')				135	1600m
C	RVR 1000m				180	2400m
D					205	3600m

CHANGES: Area UK(R)-620 added.

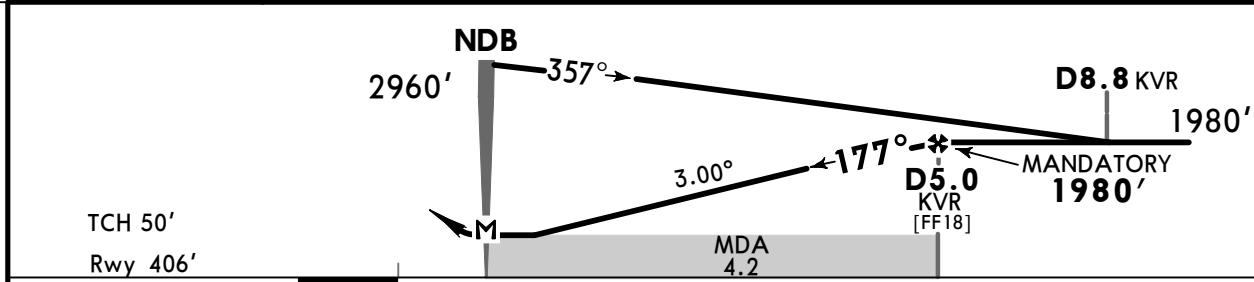
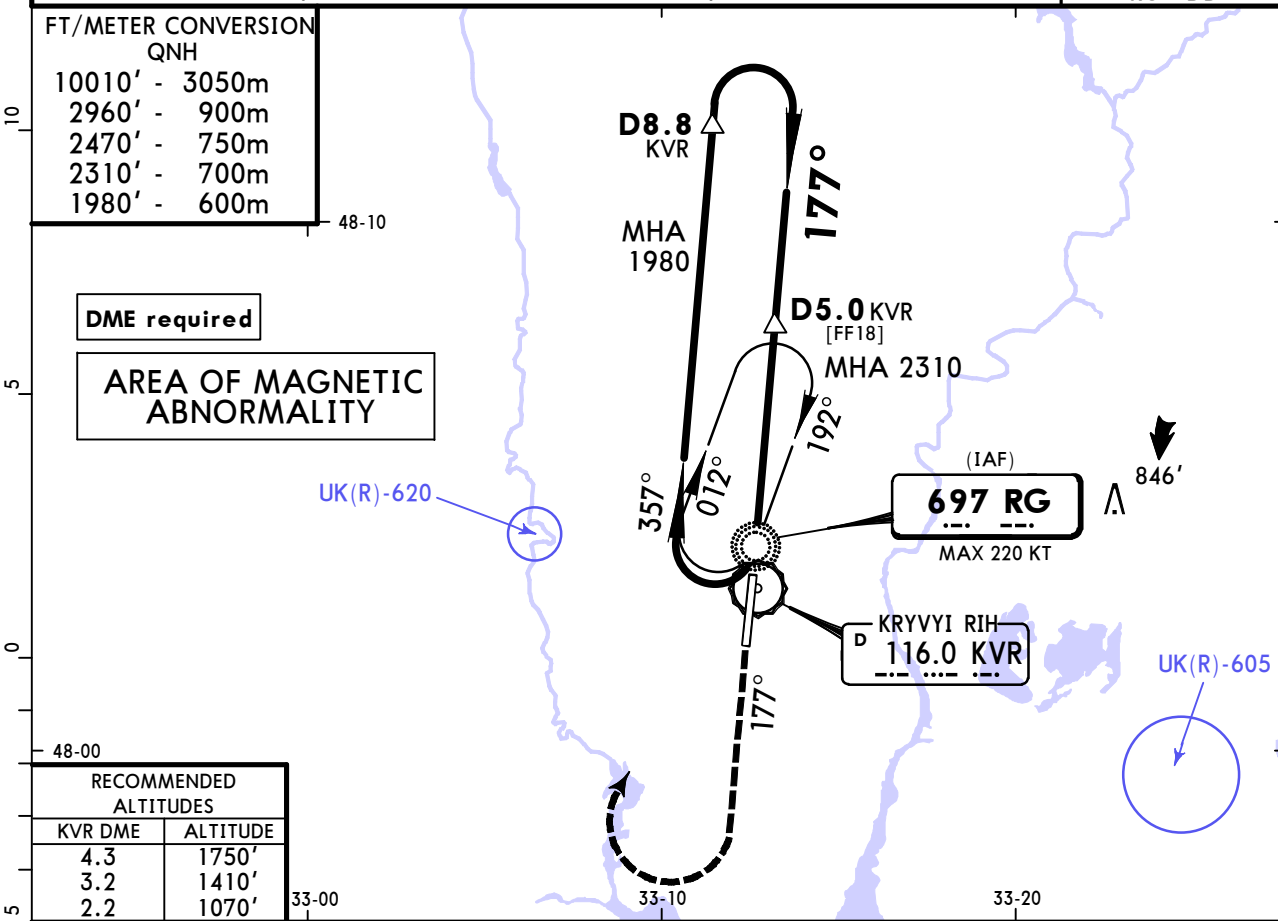
UKDR/KWG
LOZUVATKA

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

KRYVYI RIH, UKRAINE
NDB Rwy 18

KRYVYI RIH Tower

120.3		121.5			
NDB RG 697	Final Apch Crs 177°	D5.0 KVR MANDATORY 1980' (1574')	MDA(H) 780' (374')	Apt Elev 407'	Rwy 406'
<p>MISSED APCH: 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	PAPI-L	2470'	on 177°
Descent Angle	3.00°	372	478	531	637	743		849	

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

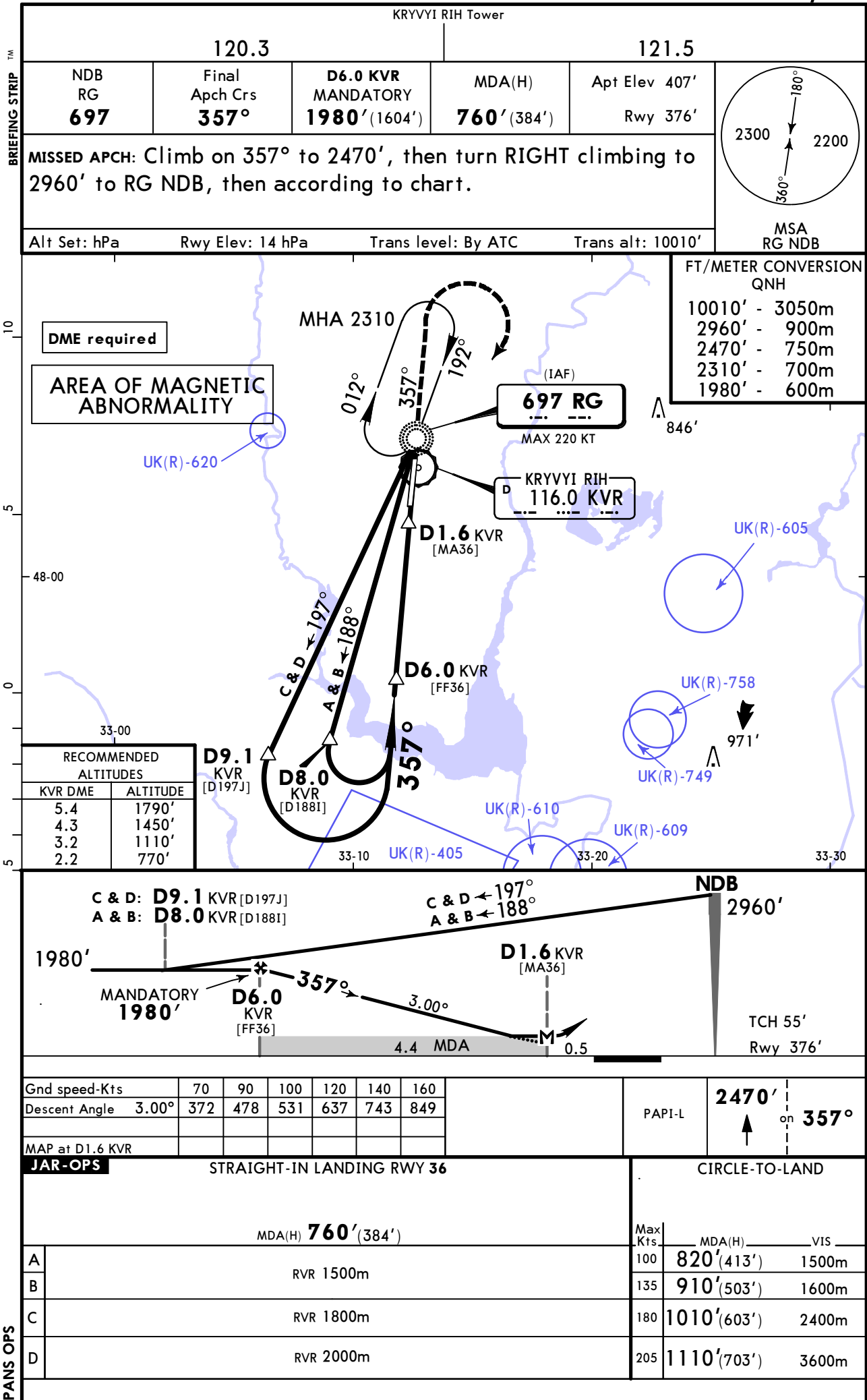


Chart changes since cycle 01-2021

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDR