List of pages in this Trip Kit

General Information

Location: DNIPRO UKR
ICAO/IATA: UKDD / DNK
Lat/Long: N48° 21.43', E035° 06.03'
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: 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: 0151 Z
Sunset: 1722 Z

Runway Information

Runway: 08
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 475 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 9377 ft x 144 ft
Surface Type: concrete
TDZ-Elev: 472 ft
Lighting: Edge, ALS

Communication Information

ATIS: 134.900 Non-English
ATIS: 130.900
Dnipro Tower: 118.600
Dnipro Ground: 121.800
Dnipro Approach: 132.300
Dnipro Radar ACC: 119.400 RCO
Dnipro Information: 122.700 Flight Info Service RCO

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 temperature effect if the temperature is 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 A3, A5 and A9 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)

Criteria for the initiation and termination of LVP:

- The preparation phase will be implemented when RVR falls below 1000m;
- The operation phase will be implemented when the RVR falls to 550m;
- LVP will be terminated when RVR is greater than 550m and a continuing improvement in these conditions is anticipated;
- LVP will be apply only for departure operations;
- RWY 08/26 equipment and markings let apply departure operations under LVP conditions with RVR not below 400m;
- Pilots will be informed by ATIS or ATC when LVP are in operation;
- After receiving taxi clearance ACFT must taxi only behind Follow-me vehicle;
- Only single taxing ACFT is under control by Tower when LVP are in operation;
- Intersection take-offs are not permitted;
- ATC will designate the RWY in use according to the prevailing wind and RVR conditions.

1.4. TAXI PROCEDURES

For ground movement restrictions refer to 10-9 charts.

Taxiing on own thrust via TWY M4 is permitted only for ACFT of less than code 4C at daytime, in other cases taxiing via TWY M4 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.

2. ARRIVAL

2.1. CONTINUOUS DESCENT OPERATIONS

CDOs can be carried out only by the ACFT that use RNAV STAR arrival procedures.

CDO are authorized only when following conditions are met:

- ILS of the RWY intended for landing is in operation;
- no adverse weather conditions that may affect CDO;
- no system degradation that may affect a GNSS or ILS operation.

ATC issues instructions to descend to above FAP, including further descent instructions prior ACFT reaching 2960' (900m) above last assigned level.

It is preferable if CDO is commenced from top of descent. If it is not feasible due to traffic, CDO may be initiated from any lower level.

In accordance with appropriate ATC clearances, CDO can start from any lower level when ACFT follows the cleared RNAV STAR arrival procedure to a long downwind leg where radar vectors to final will be provided.

Distance-to-go information will be passed together with descent clearance.

Pilots who require additional track distance should inform ATC as soon as requirement is apparent.

ATC may at times instruct the ACFT to descend to level above the level depicted for FAP which would still facilitate a CDO profile. These restrictions will be lifted early enough to prevent leveling off.

CDO can also be initiated from lower levels when an ACFT proceeds direct to the cleared waypoint or via a combination of waypoints for direct routing and the horizontal trajectory is known to a pilot up to and including FAP.

Pilots should maintain MAX 220 KT at a distance of 20 track miles (37km) from touchdown.

Specified minimum levels at waypoints must be adhered unless cancelled by ATC.

3. DEPARTURE

3.1. DE-ICING

Available at D1, D3 and stand C16.

3.2. START-UP

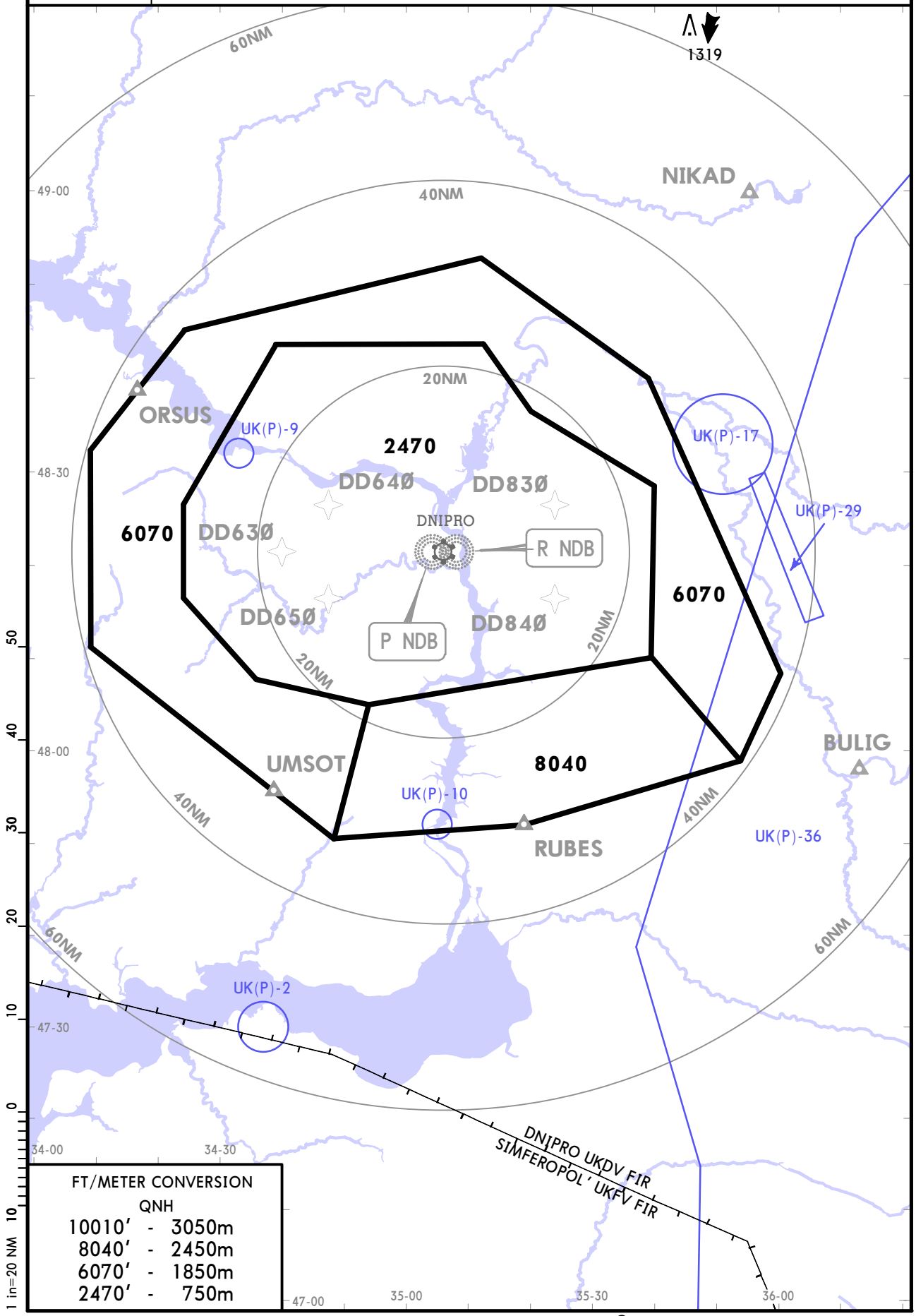
Start-up of engine during towing is prohibited.

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (10-1R) Eff 24 Feb

DNIPRO, UKRAINE
RADAR MINIMUM ALTITUDES

DNIPRO Radar (APP) 119.4	Alt Set: hPa Trans level: By ATC Trans alt: 10010 1. This chart may only be used for cross-checking of altitudes assigned while under vectoring control. 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. 3. Visual manoeuvring (circling) and visual approach in the sector between 280° and 045° from ARP to 11 NM below 2470 are not authorized.
Apt Elev 482	



FT/METER CONVERSION

QNH	
10010′	3050m
8040′	2450m
6070′	1850m
2470′	750m

CHANGES: Sectors & general note 1 revised; general note 3 established.

ATIS	Apt Elev
130.9 (Russian 134.9)	482

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

RNAV-1 (P-RNAV)
GNSS required

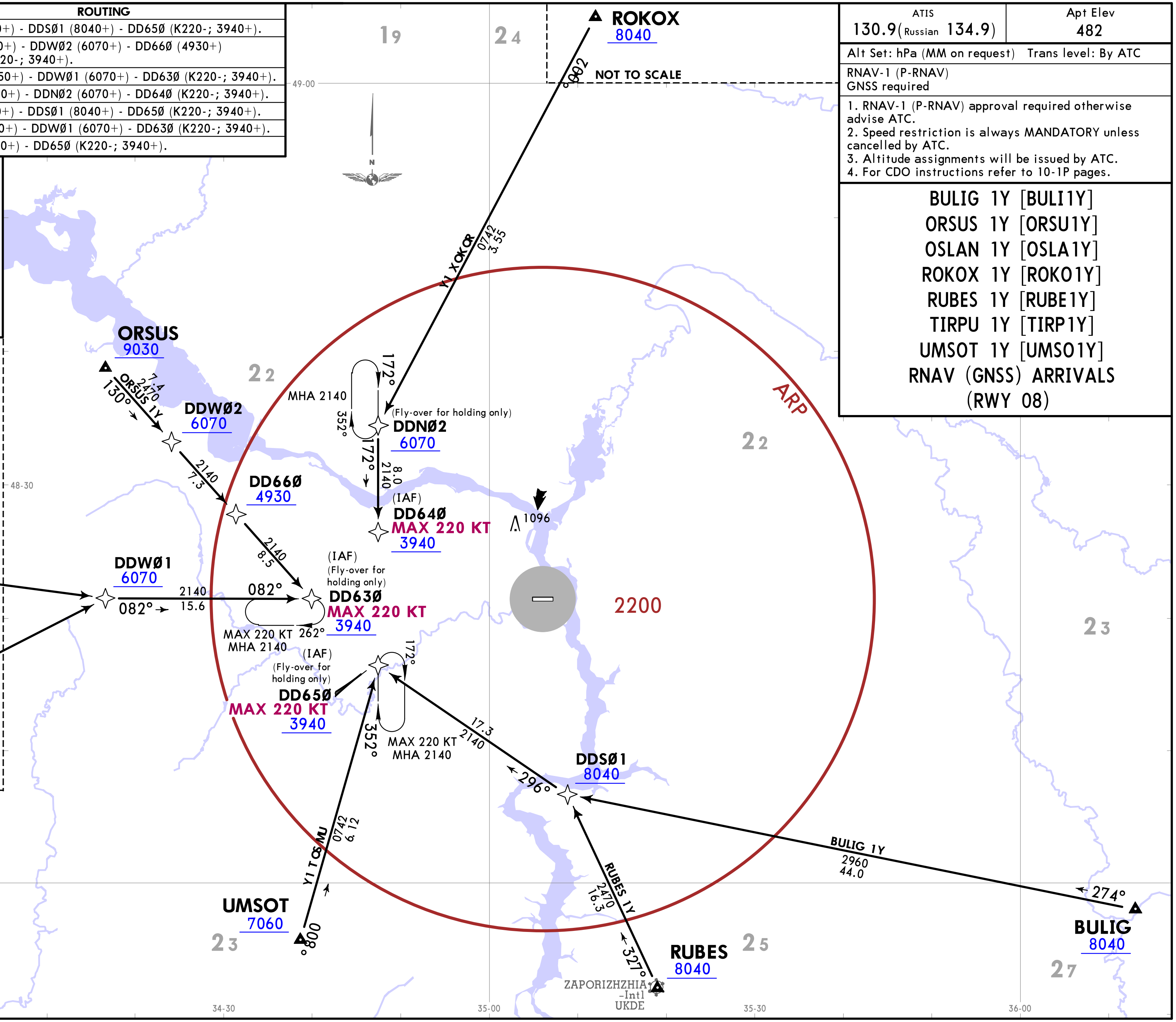
1. RNAV-1 (P-RNAV) approval required otherwise advise ATC.
2. Speed restriction is always MANDATORY unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.
4. For CDO instructions refer to 10-1P pages.

BULIG 1Y [BULI1Y]
ORSUS 1Y [ORSU1Y]
OSLAN 1Y [OSLA1Y]
ROKOX 1Y [ROKO1Y]
RUBES 1Y [RUBE1Y]
TIRPU 1Y [TIRP1Y]
UMSOT 1Y [UMSO1Y]
RNAV (GNSS) ARRIVALS (RWY 08)

STAR	ROUTING
BULIG 1Y	BULIG (8040+) - DDSØ1 (8040+) - DD65Ø (K220-; 3940+).
ORSUS 1Y	ORSUS (9030+) - DDWØ2 (6070+) - DD66Ø (4930+) - DD63Ø (K220-; 3940+).
OSLAN 1Y	OSLAN (FL150+) - DDWØ1 (6070+) - DD63Ø (K220-; 3940+).
ROKOX 1Y	ROKOX (8040+) - DDNØ2 (6070+) - DD64Ø (K220-; 3940+).
RUBES 1Y	RUBES (8040+) - DDSØ1 (8040+) - DD65Ø (K220-; 3940+).
TIRPU 1Y	TIRPU (FL110+) - DDWØ1 (6070+) - DD63Ø (K220-; 3940+).
UMSOT 1Y	UMSOT (7060+) - DD65Ø (K220-; 3940+).

FT/METER CONVERSION

QNH	
9030'	2750m
8040'	2450m
7060'	2150m
6070'	1850m
4930'	1500m
3940'	1200m
2960'	900m
2470'	750m
2140'	650m


ROKOX
8040
002°
NOT TO SCALE
Y1 XOKOR
0742
3.55
ORSUS
9030
130°
ORSUS 1Y
2470
7.4
DDWØ2
6070
2140
7.3
DD66Ø
4930
2140
8.5
172°
MHA 2140
352°
(Fly-over for holding only)
DDNØ2
6070
172°
8.0
2140
(IAF)
DD64Ø
MAX 220 KT
3940
1096
2200
ARP
OSLAN
FL150
089°
OSLAN 1Y
2470
52.1
NOT TO SCALE
DDWØ1
6070
082°
2140
15.6
082°
(IAF)
(Fly-over for holding only)
DD63Ø
MAX 220 KT
3940
MAX 220 KT 262°
MHA 2140
TIRPU
FL110
550°
Y1 UPRIT
0742
8.23
NOT TO SCALE
(IAF)
(Fly-over for holding only)
DD65Ø
MAX 220 KT
3940
172°
352°
MAX 220 KT
MHA 2140
17.3
2140
DDSØ1
8040
296°
UMSOT
7060
008°
Y1 TOSMU
0742
6.12
BULIG 1Y
2960
44.0
274°
BULIG
8040
RUBES 1Y
2470
16.3
327°
RUBES
8040
ZAPORIZHZHIA -Intl UKDE
19
24
22
22
23
21
22
23
25
27
49-00
48-30
48-00
34-00
34-30
35-00
35-30
36-00

CHANGES: Chart completely revised; new format.

STAR	ROUTING
BULIG 1Z	BULIG (8040+) - DDSØ3 - DD84Ø (K220-; 3940+).
ORSUS 1Z	ORSUS (9030+) - DDNØ2 (6070+) - DDNØ1 (6070+) - DD83Ø (K220-; 3940+).
OSLAN 1Z	OSLAN (FL150+) - DDNØ2 (6070+) - DDNØ1 (6070+) - DD83Ø (K220-; 3940+).
ROKOX 1Z	ROKOX (8040+) - DDNØ3 (6070+) - DDNØ1 (6070+) - DD83Ø (K220-; 3940+).
RUBES 1Z	RUBES (8040+) - DDSØ3 - DD84Ø (K220-; 3940+).
TIRPU 1Z	TIRPU (FL110+) - DDSØ2 (7060+) - DD84Ø (K220-; 3940+).
UMSOT 1Z	UMSOT (7060+) - DDSØ2 (7060+) - DD84Ø (K220-; 3940+).

FT/METER CONVERSION
QNH
9030' - 2750m
8040' - 2450m
7060' - 2150m
6070' - 1850m
3940' - 1200m
2960' - 900m
2470' - 750m
2140' - 650m

ATIS 130.9 (Russian 134.9)
Apt Elev 482

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

RNAV-1 (P-RNAV)
GNSS required

1. RNAV-1 (P-RNAV) approval required otherwise advise ATC.
2. Speed restriction is always MANDATORY unless cancelled by ATC.
3. Altitude assignments will be issued by ATC.
4. For CDO instructions refer to 10-1P pages.

BULIG 1Z [BULI1Z]
ORSUS 1Z [ORSU1Z]
OSLAN 1Z [OSLA1Z]
ROKOX 1Z [ROKO1Z]
RUBES 1Z [RUBE1Z]
TIRPU 1Z [TIRP1Z]
UMSOT 1Z [UMSO1Z]
RNAV (GNSS) ARRIVALS
(RWY 26)

ROKOX
8040
NOT TO SCALE
Z1 XOKOR
0742
3.73
DDNØ3
6070
ORSUS
9030
094°
ORSUS 1Z
2470
20.9
DDNØ2
6070
MHA 2140
113°
293°
2140
084°
11.7
(Fly-over for holding only)
DDNØ1
6070
1096
113°
14.7
2140
(IAF)
DD83Ø
MAX 220 KT
3940
NOT TO SCALE
Z1 NALSO
0742
3.27
OSLAN
FL150
2200
ARP
(IAF)
(Fly-over for holding only)
DD84Ø
MAX 220 KT
3940
DDSØ2
7060
172°
MAX 220 KT
MHA 2140
8.0
2140
352°
DDSØ3
TIRPU
FL110
Z1 UPRT
0742
3.55
NOT TO SCALE
Z1 TOSMU
0742
8.22
UMSOT
7060
BULIG 1Z
2960
34.5
280°
BULIG
8040
Z1 SEBUR
0742
7.61
RUBES
8040
ZAPORIZHZHIA Intl
UKDE
49-00
48-30
48-00
34-00
34-30
35-00
35-30
36-00

CHANGES: Chart completely revised; new format.

STAR	ROUTING
BULIG 1M	On 289° track to P NDB, then according to approach chart. Cross BULIG at or above 8040, cross P NDB MAX 220 KT, at or above 3940.
ORSUS 1M	On 110° track to P NDB, then according to approach chart. Cross ORSUS at or above 9030, cross P NDB MAX 220 KT, at or above 3940.
OSLAN 1M	On 086° track to P NDB, then according to approach chart. Cross OSLAN at or above FL150, cross P NDB MAX 220 KT, at or above 3940.
ROKOX 1M	On 186° track to P NDB, then according to approach chart. Cross ROKOX at or above 8040, cross P NDB MAX 220 KT, at or above 3940.
RUBES 1M	On 333° track to P NDB, then according to approach chart. Cross RUBES at or above 8040, cross P NDB MAX 220 KT, at or above 3940.
TIRPU 1M	On 068° track to P NDB, then according to approach chart. Cross TIRPU at or above FL110, cross P NDB MAX 220 KT, at or above 3940.
UMSOT 1M	On 025° track to P NDB, then according to approach chart. Cross UMSOT at or above 7060, cross P NDB MAX 220 KT, at or above 3940.

ATIS	Apt Elev
130.9 (Russian 134.9)	482

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

BULIG 1M [BULI1M]
ORSUS 1M [ORSU1M]
OSLAN 1M [OSLA1M]
ROKOX 1M [ROKO1M]
RUBES 1M [RUBE1M]
TIRPU 1M [TIRP1M]
UMSOT 1M [UMSO1M]
ARRIVALS
(RWY 08)

P NDB

082°
262°
MHA 2140

FT/METER CONVERSION
QNH

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

ROKOX 8040
ORSUS 9030
OSLAN FL150
TIRPU FL110
UMSOT 7060
RUBES 8040
BULIG 8040
(IAF)
DNIPRO
687 P
MAX 220 KT
3940
P NDB
2200
MI XOKOR
0742
7.36
681°
1319
110°
ORSUS 1M
2470
36.1
086°
OSLAN 1M
2470
83.6
MI UPRIT
0742
7.26
860°
MI TOSMU
0742
9.03
320°
RUBES 1M
2470
31.1
333°
BULIG 1M
2960
51.7
289°
KRYVYI RIH
Lozuvatka
UKDR
ZAPORIZHZHIA
-Intl
UKDE
49-30
49-00
48-30
48-00
33-00
33-30
34-00
34-30
35-00
35-30
36-00
36-30
37-00

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (10-2B) Eff 24 Feb

DNIPRO, UKRAINE
STAR

STAR	ROUTING
BULIG 1N	On 291° track to R NDB, then according to approach chart. Cross BULIG at or above 8040, cross R NDB MAX 220 KT, at or above 3940.
ORSUS 1N	On 109° track to R NDB, then according to approach chart. Cross ORSUS at or above 9030, cross R NDB MAX 220 KT, at or above 3940.
OSLAN 1N	On 086° track to R NDB, then according to approach chart. Cross OSLAN at or above FL150, cross R NDB MAX 220 KT, at or above 3940.
ROKOX 1N	On 184° track to R NDB, then according to approach chart. Cross ROKOX at or above 8040, cross R NDB MAX 220 KT, at or above 3940.
RUBES 1N	On 338° track to R NDB, then according to approach chart. Cross RUBES at or above 8040, cross R NDB MAX 220 KT, at or above 3940.
TIRPU 1N	On 068° track to R NDB, then according to approach chart. Cross TIRPU at or above FL110, cross R NDB MAX 220 KT, at or above 3940.
UMSOT 1N	On 029° track to R NDB, then according to approach chart. Cross UMSOT at or above 7060, cross R NDB MAX 220 KT, at or above 3940.

ATIS	Apt Elev
130.9 (Russian 134.9)	482

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

BULIG 1N [BULI1N]
ORSUS 1N [ORSU1N]
OSLAN 1N [OSLA1N]
ROKOX 1N [ROKO1N]
RUBES 1N [RUBE1N]
TIRPU 1N [TIRP1N]
UMSOT 1N [UMSO1N]
ARRIVALS
(RWY 26)

R NDB

262°
082°
MHA 2140

FT/METER CONVERSION
QNH

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

ROKOX 8040
ORSUS 9030
OSLAN FL150
TIRPU FL110
UMSOT 7060
RUBES 8040
BULIG 8040
(IAF)
DNIPRO
687 R
MAX 220 KT
3940
R NDB
2200
N1 ROKOR
0742
1.36
481°
1319
109°
ORSUS 1N
2470
38.3
086°
OSLAN 1N
2470
86.2
N1 UPRT
0742
2.56
860°
N1 TOMU
0742
4.23
920°
RUBES 1N
2470
30.3
338°
BULIG 1N
2960
49.4
291°
KRYVYI RIH
Lozuvatka
UKDR
ZAPORIZHZHIA
-Intl
UKDE
49-30
49-00
48-30
48-00
33-00
33-30
34-00
34-30
35-00
35-30
36-00
36-30
37-00
10 0 10 20 30 40 50

JEPPESEN DNIPRO, UKRAINE
18 FEB 22 (10-3) Eff 24 Feb
RNAV SID

SID	ROUTING
BULIG 1W	DD51Ø (2470+) - DD53Ø - BULIG (9030+).
NIKAD 1W	DD51Ø (2470+) - DD52Ø - DDNØ1 (7060+) - DDNØ3 - NIKAD (FL130+).
OSLAN 1W	DD51Ø (2470+) - DD52Ø - DDNØ1 (7060+) - DDNØ2 (8040+) - DDWØ2 (FL120+) - OSLAN (FL160+).
PEKIT 1W	DD51Ø (2470+) - DD52Ø - DDNØ1 (7060+) - DDNØ2 (8040+) - PEKIT (8040+).
ROKOX 1W	DD51Ø (2470+) - DD52Ø - DDNØ1 (7060+) - DDNØ3 - ROKOX (7060+).
RUBES 1W	DD51Ø (2470+) - DD53Ø - DDSØ1 (9030+) - RUBES (9030+).
TADID 1W	DD51Ø (2470+) - DD53Ø - DDSØ1 (9030+) - UMSOT (10010+) - TADID (FL120+).
TIRPU 1W	DD51Ø (2470+) - DD53Ø - DDSØ1 (9030+) - TIRPU (FL120+).
UMSOT 1W	DD51Ø (2470+) - DD53Ø - DDSØ1 (9030+) - UMSOT (10010+).

Apt Elev 482

Trans alt: 10010

RNAV-1 (P-RNAV) GNSS required

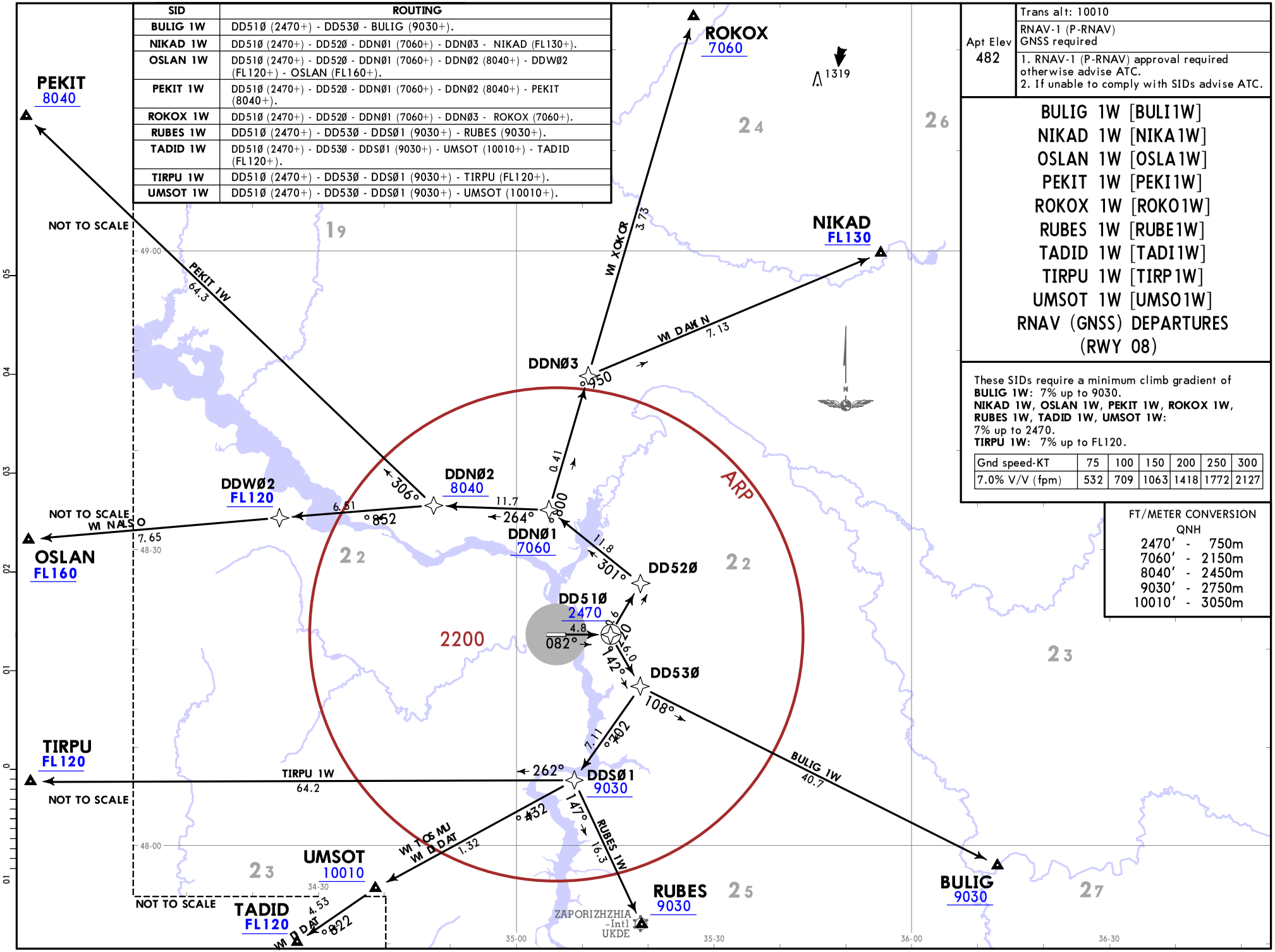
1. RNAV-1 (P-RNAV) approval required otherwise advise ATC.
2. If unable to comply with SIDs advise ATC.

BULIG 1W [BULI1W]
NIKAD 1W [NIKA1W]
OSLAN 1W [OSLA1W]
PEKIT 1W [PEKI1W]
ROKOX 1W [ROKO1W]
RUBES 1W [RUBE1W]
TADID 1W [TADI1W]
TIRPU 1W [TIRP1W]
UMSOT 1W [UMSO1W]
RNAV (GNSS) DEPARTURES
(RWY 08)

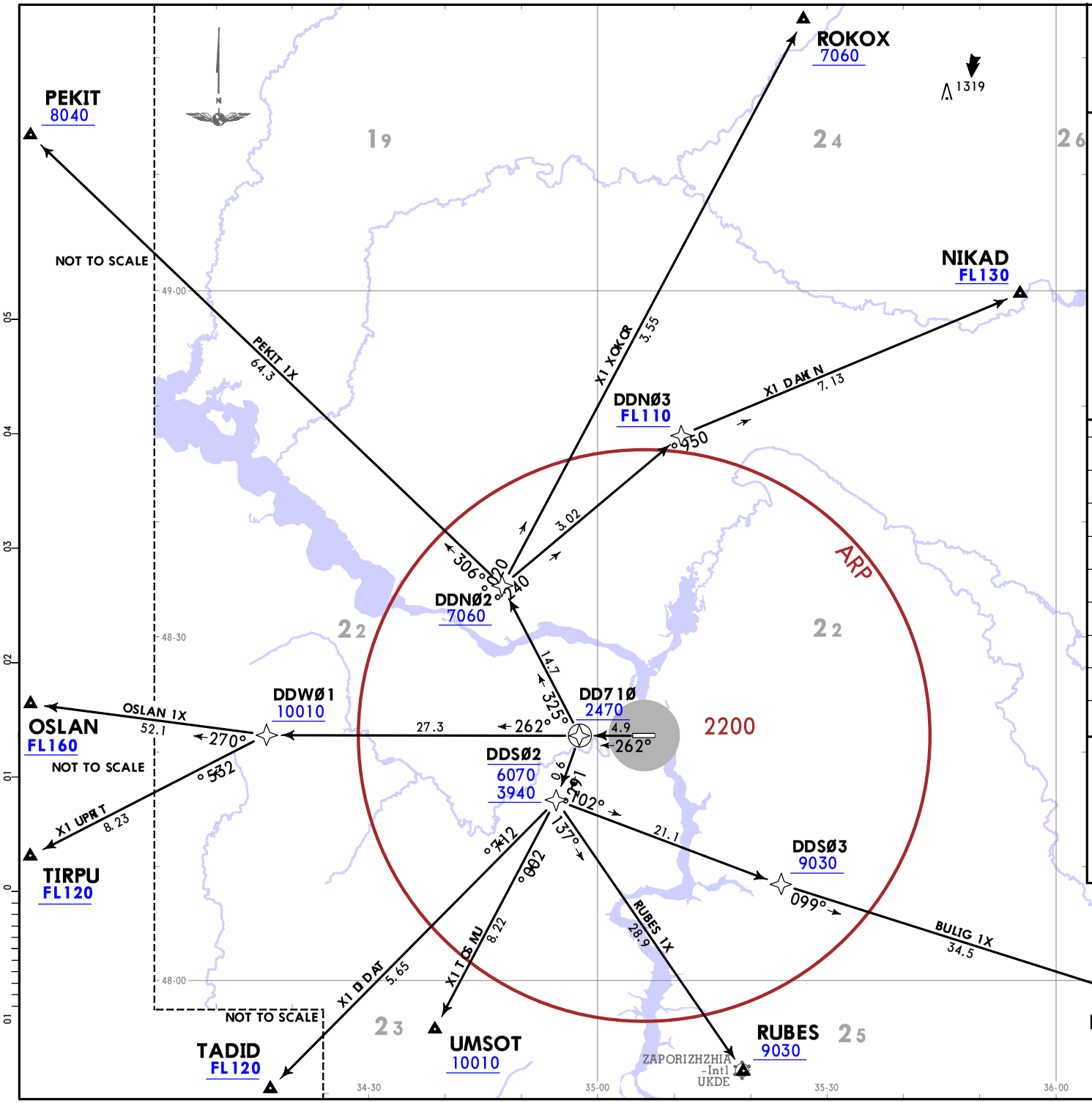
These SIDs require a minimum climb gradient of
BULIG 1W: 7% up to 9030.
NIKAD 1W, OSLAN 1W, PEKIT 1W, ROKOX 1W, RUBES 1W, TADID 1W, UMSOT 1W: 7% up to 2470.
TIRPU 1W: 7% up to FL120.

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

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



CHANGES: Chart completely revised; new format.



Apt Elev 482	Trans alt: 10010
	RNAV-1 (P-RNAV) GNSS required
	1. RNAV-1 (P-RNAV) approval required otherwise advise ATC. 2. If unable to comply with SIDs advise ATC.

BULIG 1X [BULI1X]
NIKAD 1X [NIKA1X]
OSLAN 1X [OSLA1X]
PEKIT 1X [PEKI1X]
ROKOX 1X [ROKO1X]
RUBES 1X [RUBE1X]
TADID 1X [TADI1X]
TIRPU 1X [TIRP1X]
UMSOT 1X [UMSO1X]

RNAV (GNSS) DEPARTURES
(RWY 26)

SID	ROUTING
BULIG 1X	DD71Ø (2470+) - DDSØ2 (3940+; 6070-) - DDSØ3 (9030+) - BULIG (9030+).
NIKAD 1X	DD71Ø (2470+) - DDNØ2 (7060+) - DDNØ3 (FL110+) - NIKAD (FL130+).
OSLAN 1X	DD71Ø (2470+) - DDWØ1 (10010+) - OSLAN (FL160+).
PEKIT 1X	DD71Ø (2470+) - DDNØ2 (7060+) - PEKIT (8040+).
ROKOX 1X	DD71Ø (2470+) - DDNØ2 (7060+) - ROKOX (7060+).
RUBES 1X	DD71Ø (2470+) - DDSØ2 (3940+; 6070-) - RUBES (9030+).
TADID 1X	DD71Ø (2470+) - DDSØ2 (3940+; 6070-) - TADID (FL120+).
TIRPU 1X	DD71Ø (2470+) - DDWØ1 (10010+) - TIRPU (FL120+).
UMSOT 1X	DD71Ø (2470+) - DDSØ2 (3940+; 6070-) - UMSOT (10010+).

These SIDs require a minimum climb gradient of
BULIG 1X, OSLAN 1X, TADID 1X, TIRPU 1X, UMSOT 1X: 7% up to 2470.
NIKAD 1X, PEKIT 1X, ROKOX 1X: 7% up to 7060.
RUBES 1X: 7% up to 9030.

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

FT/METER CONVERSION
QNH

2470′	750m
3940′	1200m
6070′	1850m
7060′	2150m
8040′	2450m
9030′	2750m
10010′	3050m

CHANGES: Chart completely revised; new format.

JEPPESEN DNIPRO, UKRAINE
18 FEB 22 10-3B Eff 24 Feb
SID

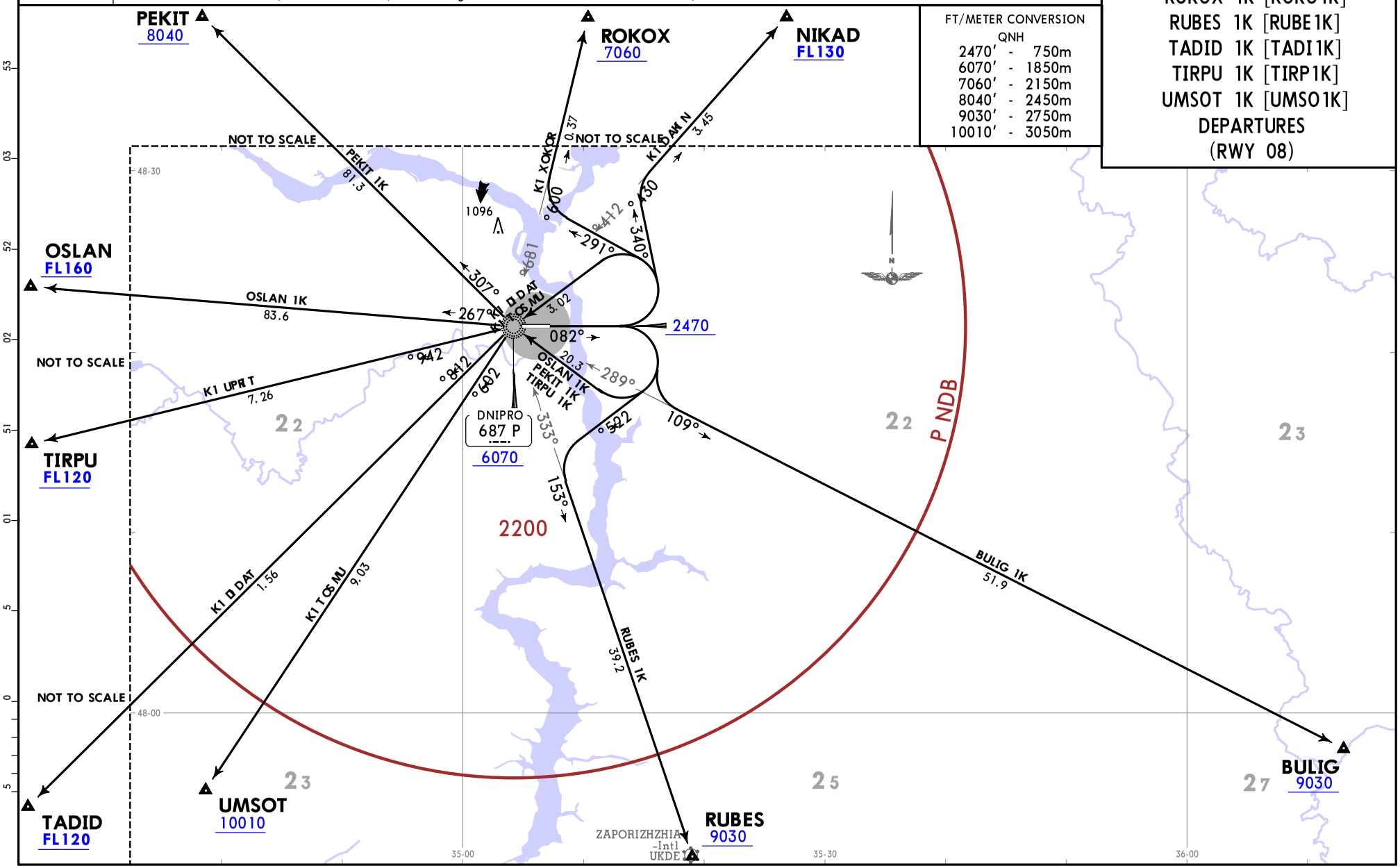
SID	ROUTING
BULIG 1K	Climb on 082° track to 2470, turn RIGHT, intercept 109° bearing from P NDB to BULIG. Cross BULIG at or above 9030.
NIKAD 1K	Climb on 082° track to 2470, turn LEFT, 340° track, turn RIGHT, intercept 034° bearing from P NDB to NIKAD. Cross NIKAD at or above FL130.
OSLAN 1K	Climb on 082° track to 2470, turn RIGHT to P NDB, turn LEFT, 267° bearing to OSLAN. Cross P NDB at or above 6070, cross OSLAN at or above FL160.
PEKIT 1K	Climb on 082° track to 2470, turn RIGHT to P NDB, 307° bearing to PEKIT. Cross P NDB at or above 6070, cross PEKIT at or above 8040.
ROKOX 1K	Climb on 082° track to 2470, turn LEFT, 291° track, turn RIGHT, intercept 006° bearing from P NDB to ROKOX. Cross ROKOX at or above 7060.
RUBES 1K	Climb on 082° track to 2470, turn RIGHT, 225° track, turn LEFT, intercept 153° bearing from P NDB to RUBES. Cross RUBES at or above 9030.
TADID 1K	Climb on 082° track to 2470, turn LEFT to P NDB, 218° bearing to TADID. Cross P NDB at or above 6070, cross TADID at or above FL120.
TIRPU 1K	Climb on 082° track to 2470, turn RIGHT to P NDB, turn LEFT, 249° bearing to TIRPU. Cross P NDB at or above 6070, cross TIRPU at or above FL120.
UMSOT 1K	Climb on 082° track to 2470, turn LEFT to P NDB, 206° bearing to UMSOT. Cross P NDB at or above 6070, cross UMSOT at or above 10010.

Apt Elev 482

Trans alt: 10010
If unable to comply with SIDs advise ATC.

BULIG 1K [BULI1K]
NIKAD 1K [NIKA1K]
OSLAN 1K [OSLA1K]
PEKIT 1K [PEKI1K]
ROKOX 1K [ROKO1K]
RUBES 1K [RUBE1K]
TADID 1K [TADI1K]
TIRPU 1K [TIRP1K]
UMSOT 1K [UMSO1K]
DEPARTURES
(RWY 08)

FT/METER CONVERSION
QNH
2470' - 750m
6070' - 1850m
7060' - 2150m
8040' - 2450m
9030' - 2750m
10010' - 3050m



CHANGES: Chart completely revised; new format.

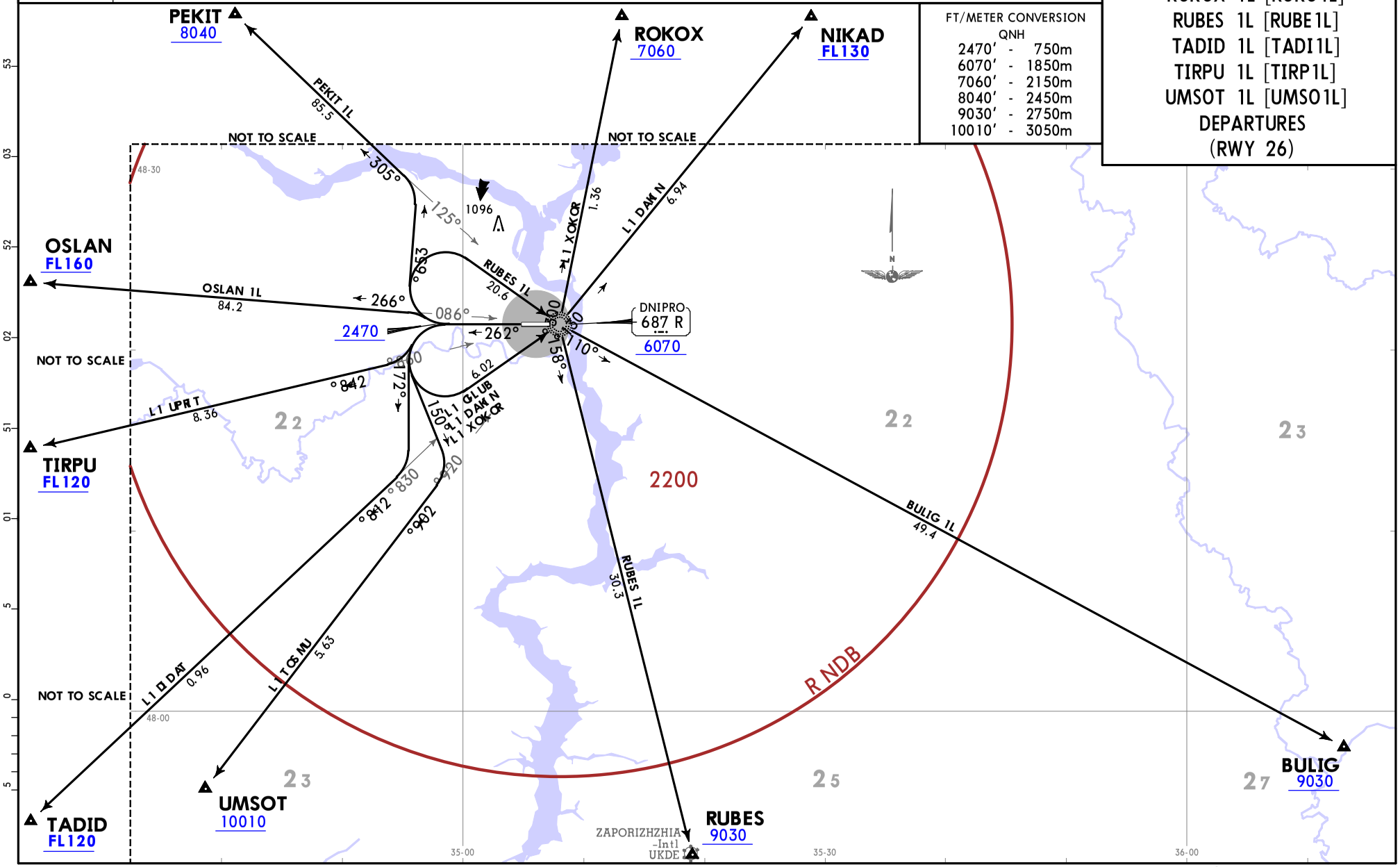
SID	ROUTING
BULIG 1L	Climb on 262° track to 2470, turn LEFT to R NDB, turn RIGHT, 110° bearing to BULIG. Cross R NDB at or above 6070, cross BULIG at or above 9030.
NIKAD 1L	Climb on 262° track to 2470, turn LEFT to R NDB, 031° bearing to NIKAD. Cross R NDB at or above 6070, cross NIKAD at or above FL130.
OSLAN 1L	Climb on 262° track to 2470, turn RIGHT, intercept 266° bearing from R NDB to OSLAN. Cross OSLAN at or above FL160.
PEKIT 1L	Climb on 262° track to 2470, turn RIGHT, 356° track, turn LEFT, intercept 305° bearing from R NDB to PEKIT. Cross PEKIT at or above 8040.
ROKOX 1L	Climb on 262° track to 2470, turn LEFT to R NDB, turn LEFT, 003° bearing to ROKOX. Cross R NDB at or above 6070, cross ROKOX at or above 7060.
RUBES 1L	Climb on 262° track to 2470, turn RIGHT to R NDB, turn RIGHT, 158° bearing to RUBES. Cross R NDB at or above 6070, cross RUBES at or above 9030.
TADID 1L	Climb on 262° track to 2470, turn LEFT, 172° track, turn RIGHT, intercept 218° bearing from R NDB to TADID. Cross TADID at or above FL120.
TIRPU 1L	Climb on 262° track to 2470, turn LEFT, intercept 248° bearing from R NDB to TIRPU. Cross TIRPU at or above FL120.
UMSOT 1L	Climb on 262° track to 2470, turn LEFT, 150° track, turn RIGHT, intercept 209° bearing from R NDB to UMSOT. Cross UMSOT at or above 10010.

Apt Elev	Trans alt: 10010 If unable to comply with SIDs advise ATC.
482	

BULIG 1L [BULI1L]
NIKAD 1L [NIKA1L]
OSLAN 1L [OSLA1L]
PEKIT 1L [PEKI1L]
ROKOX 1L [ROKO1L]
RUBES 1L [RUBE1L]
TADID 1L [TADI1L]
TIRPU 1L [TIRP1L]
UMSOT 1L [UMSO1L]
DEPARTURES
(RWY 26)

FT/METER CONVERSION
QNH

2470'	750m
6070'	1850m
7060'	2150m
8040'	2450m
9030'	2750m
10010'	3050m



CHANGES: Chart completely revised; new format.

UKDD/DNK

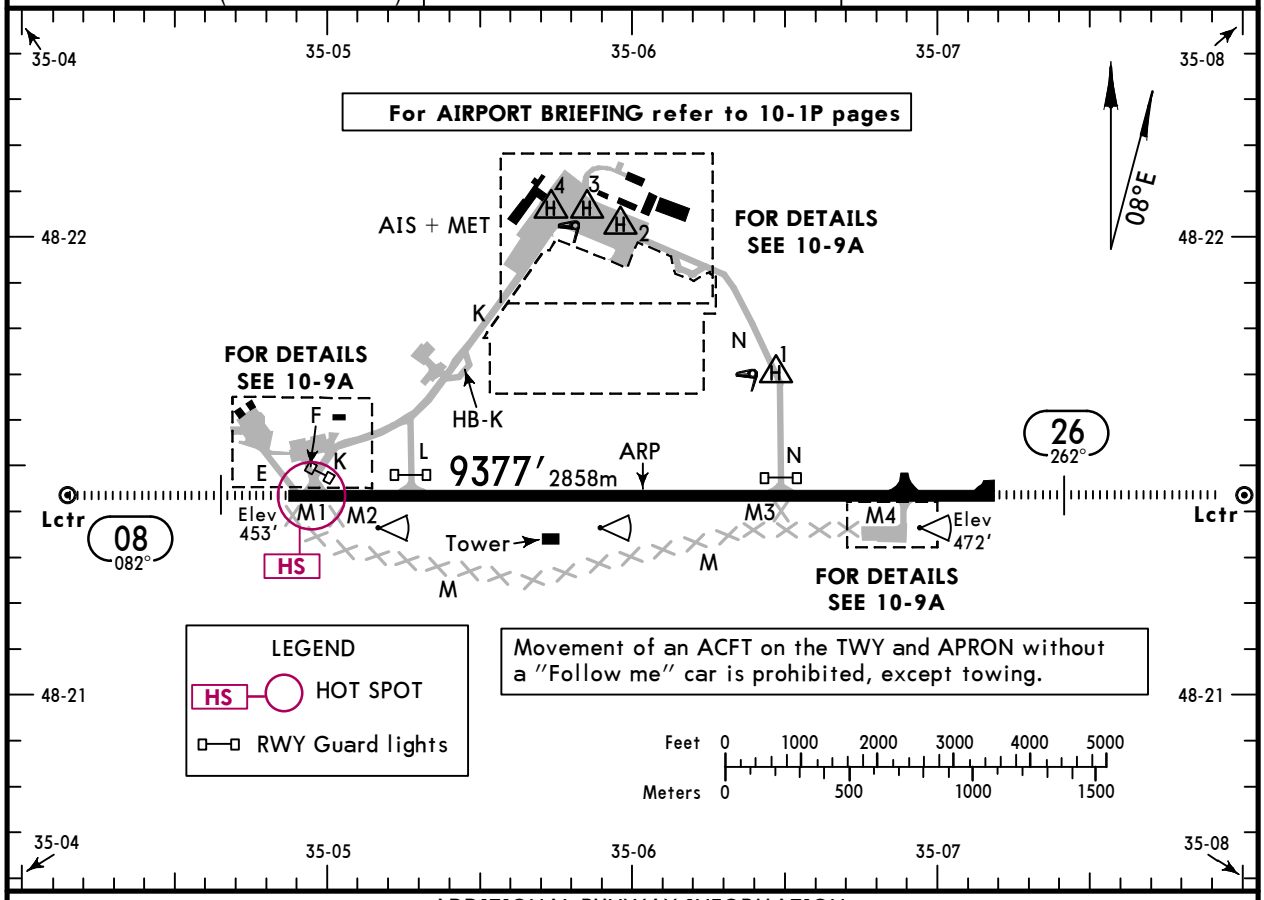
Apt Elev **482'**
N48 21.4 E035 06.0

JEPPESEN
18 FEB 22
Eff 24 Feb
10-9

DNIPRO, ~~UKRAINE~~

DNIPRO

ATIS	DNIPRO Ground	DNIPRO 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 K int 9065' (2763m)
twy L int 7785' (2373m)

RWY 26:
From rwy head 9377' (2858m)
twy M4 int 8212' (2503m)
twy N int 6568' (2002m)

HOT SPOT

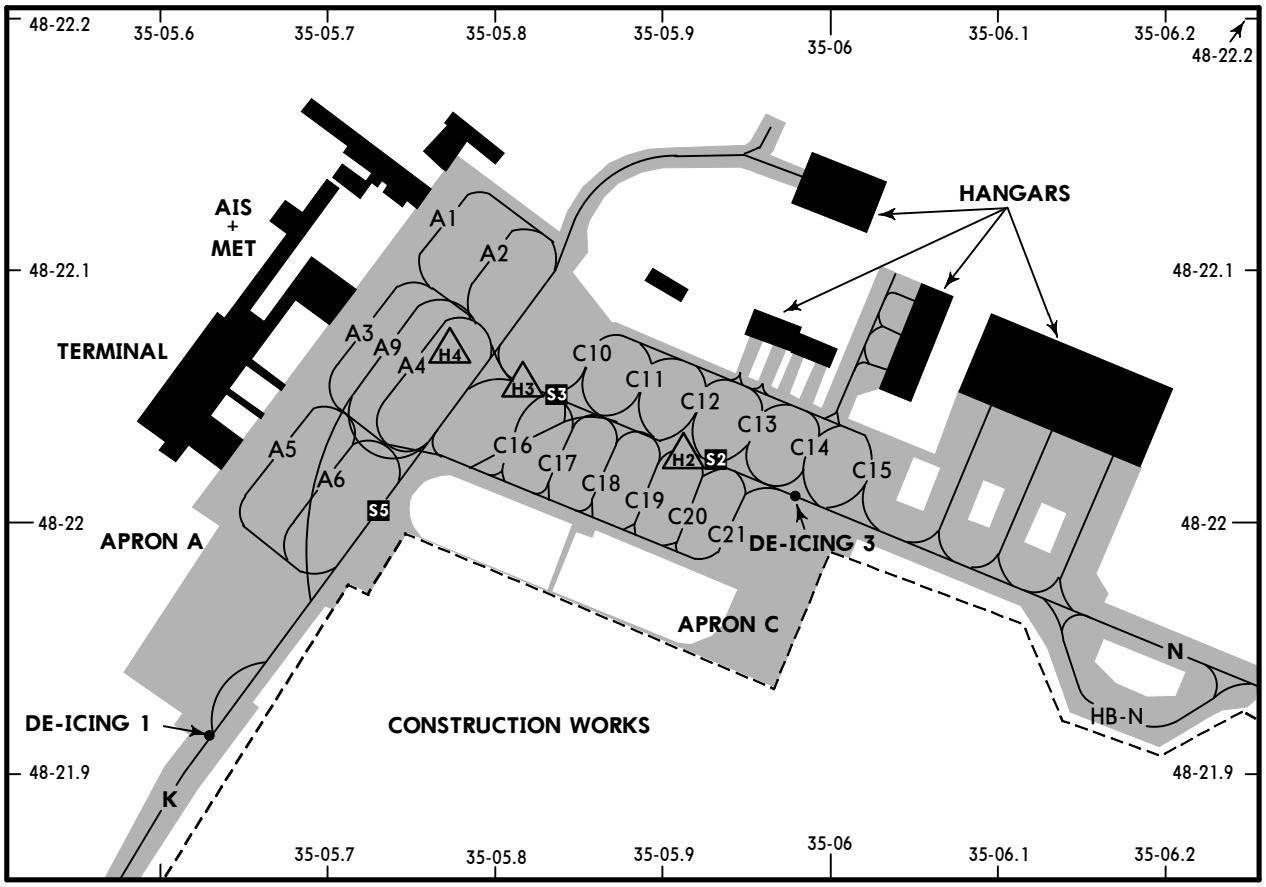
(For information only, not to be construed as ATC instructions.)

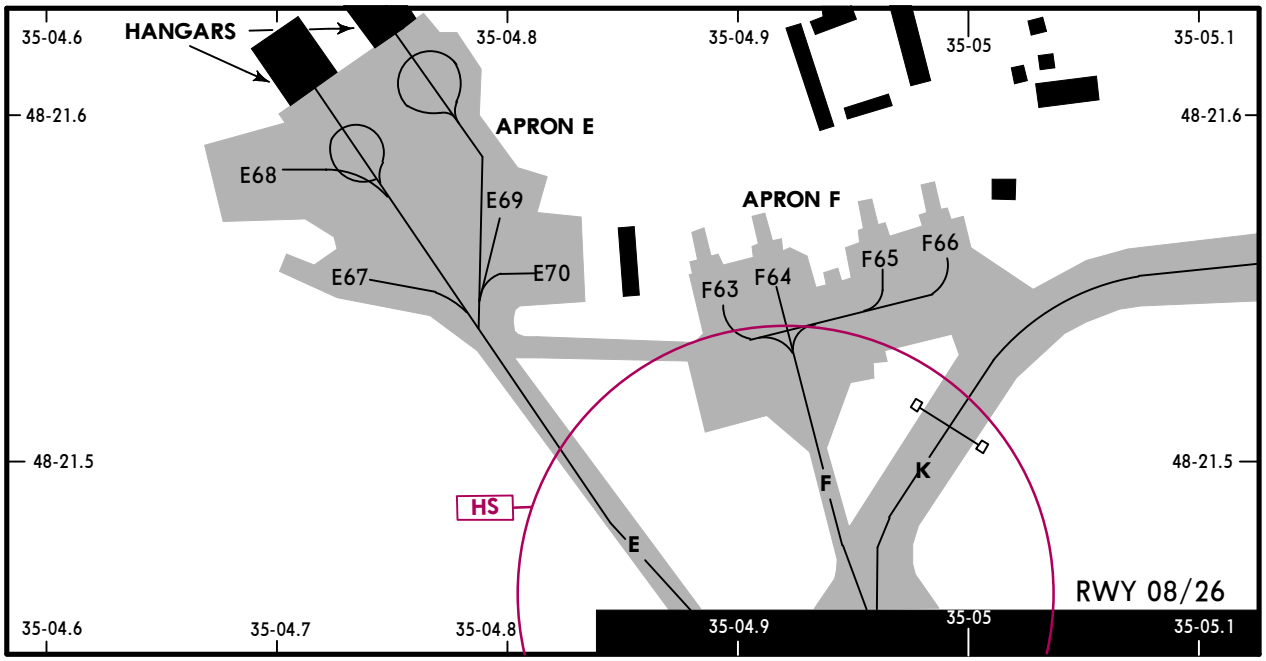
HS Taxi carefully, traffic congestion.

Std TAKE-OFF

RL & RCLM	RL	RL or RCLM	Adequate Vis Ref	
DAY	NIGHT	DAY	DAY	NIGHT
R400m		R400m	R/V500m	NA

CHANGES: VOR withdrawn. New AOM concept.





LEGEND

E	Taxiway
A1	Parking stand
S1	Start-up point
	RWY Guard lights
HS	HOT SPOT: See 10-9 for description.

Movement of an ACFT on the TWY and APRON without a "Follow me" car is prohibited, except towing.

CHANGES: None.

INS COORDINATES

STAND No.	COORDINATES	CABIN on
	APRON A	
A1, A 2	N48 22.1 E035 05.8	N or S
A3	N48 22.1 E035 05.7	N or S
A4	N48 22.0 E035 05.7	S
A4	N48 22.1 E035 05.8	N
A5, A6	N48 22.0 E035 05.7	N or S
A9	N48 22.1 E035 05.7	S
A9	N48 22.1 E035 05.8	N
	APRON C	
C10	N48 22.1 E035 05.9	N or S
C11, C12	N48 22.0 E035 05.9	S
C11, C12	N48 22.1 E035 05.9	N
C13 thru C15	N48 22.0 E035 06.0	N or S
C16 thru C17	N48 22.0 E035 05.8	N or S
C18 thru C21	N48 22.0 E035 05.9	N or S
	APRON E	
E67	N48 21.6 E035 04.7	E or W
E68	N48 21.6 E035 04.7	E
E69	N48 21.6 E035 04.8	N or S
E70	N48 21.6 E035 04.8	W
	APRON F	
F63, F64	N48 21.6 E035 04.9	N
F63, F64	N48 21.5 E035 04.9	S
F65, F66	N48 21.6 E035 05.0	N or S
	APRON M	
M52	N48 21.3 E035 06.8	W
M52	N48 21.3 E035 06.9	E
M53	N48 21.3 E035 06.8	W
	HELIPAD	
H1	N48 21.7 E035 06.5	
H2	N48 22.0 E035 05.9	
H3, H4	N48 22.1 E035 05.8	

CHANGES: Apron B and stands withdrawn.

DNIPRO, UKRAINE

DNIPRO

STRAIGHT-IN RWY		A	B	C	D
08	ILS	**653**′(200′)	**653**′(200′)	**653**′(200′)	**654**′(201′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷NDB	**840**′(387′)	**840**′(387′)	**840**′(387′)	**840**′(387′)
	with DP NDB	R1100m	R1100m	R1100m	R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	NDB	**840**′(387′)	**840**′(387′)	**840**′(387′)	**840**′(387′)
	with DP NDB	R1300m	R1300m	R1500m	R1500m
	ALS out	R2000m	R2000m	R2200m	R2200m
	❷NDB	**890**′(437′)	**890**′(437′)	**890**′(437′)	**890**′(437′)
	w/o DP NDB	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**890**′(437′)	**890**′(437′)	**890**′(437′)	**890**′(437′)
	w/o DP NDB	R1500m	R1500m	R1700m	R1700m
	ALS out	R2200m	R2200m	R2400m	R2400m
26	ILS	**672**′(200′)	**672**′(200′)	**672**′(200′)	**672**′(200′)
	FULL	❶ R550m	❶ R550m	❶ R550m	❶ R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	❷NDB	**830**′(358′)	**830**′(358′)	**830**′(358′)	**830**′(358′)
	with DR NDB	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB	**830**′(358′)	**830**′(358′)	**830**′(358′)	**830**′(358′)
	with DR NDB	R1100m	R1100m	R1300m	R1300m
	ALS out	R1800m	R1800m	R2000m	R2000m
	❷NDB	**910**′(438′)	**910**′(438′)	**910**′(438′)	**910**′(438′)
	w/o DR NDB	R1300m	R1300m	R1300m	R1300m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**910**′(438′)	**910**′(438′)	**910**′(438′)	**910**′(438′)
	w/o DR NDB	R1500m	R1500m	R1700m	R1700m
	ALS out	R2200m	R2200m	R2400m	R2400m

❶ R750m when a Flight Director or Autopilot or HUD to DA is not used.
❷ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❸	100 KT	135 KT	180 KT	205 KT
After ILS 08 & ILS 26	**900**′(418′)	**990**′(508′)	**1210**′(728′)	**1500**′(1018′)
After NDB 08 & NDB 26	**930**′(448′)	**990**′(508′)	**1210**′(728′)	**1500**′(1018′)
	❹ V1500m	❹ V1600m	V2400m	V3600m

❸ Not authorized within 10.8 NM in sector between 280° and 045° from ARP below 2470′.
❹ or higher straight-in minimums.

TAKE-OFF

Low Visibility Take-off		RL or RCLM	RL	Adequate Vis Ref	
RL & RCLM	RL				
DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
R400m		R/V400m		R/V500m	NA

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (11-1) Eff 24 Feb

DNIPRO, ~~UKRAINE~~
ILS Rwy 08

BRIEFING STRIP

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

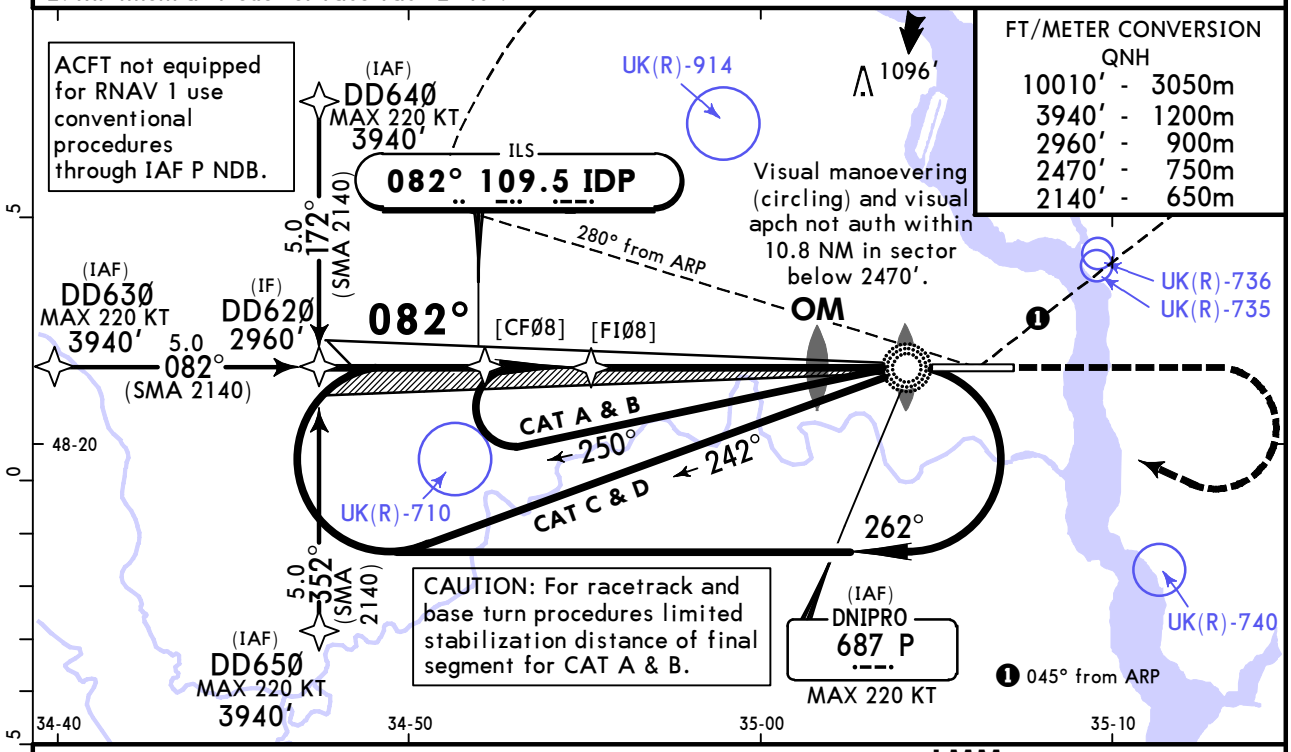
LOC IDP	Final Apch Crs	No FAF	ILS DA(H) Refer to Minimums	Apt Elev 482′ Rwy 453′
109.5	082°			

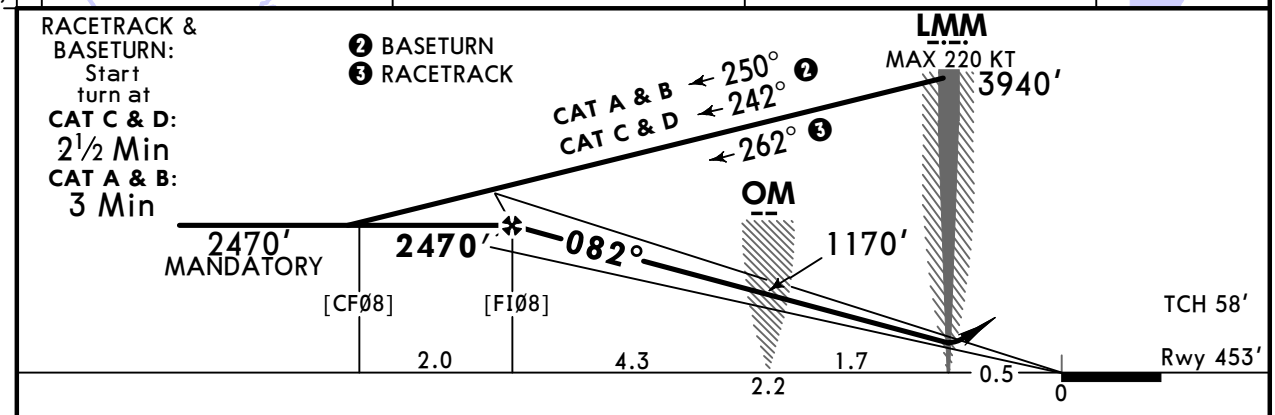
MISSED APCH: Climb on 082° to 2470′, turn RIGHT to P NDB climbing to 3940′, then according to chart.

2200
MSA P NDB

Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 10010′

1. RNAV 1 required after IAF DD63Ø, DD64Ø, DD65Ø for transition to FAP.
2. Minimum altitude for racetrack 2140′.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.80°	347	446	495	594	693	792

HIALS
PAPI
2470′ on 082°

Std STRAIGHT-IN LANDING

DA(H) ABC: **653′** (200′) D: **654′** (201′)

	FULL	ALS out
A	R550m 1	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900′ (418′)	V1500m
135	990′ (508′)	V1600m
180	1210′ (728′)	V2400m
205	1500′ (1018′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure revised. New AOM concept.

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (11-2) Eff 24 Feb

DNIPRO, ~~UKRAINE~~
ILS Rwy 26

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

BRIEFING STRIP

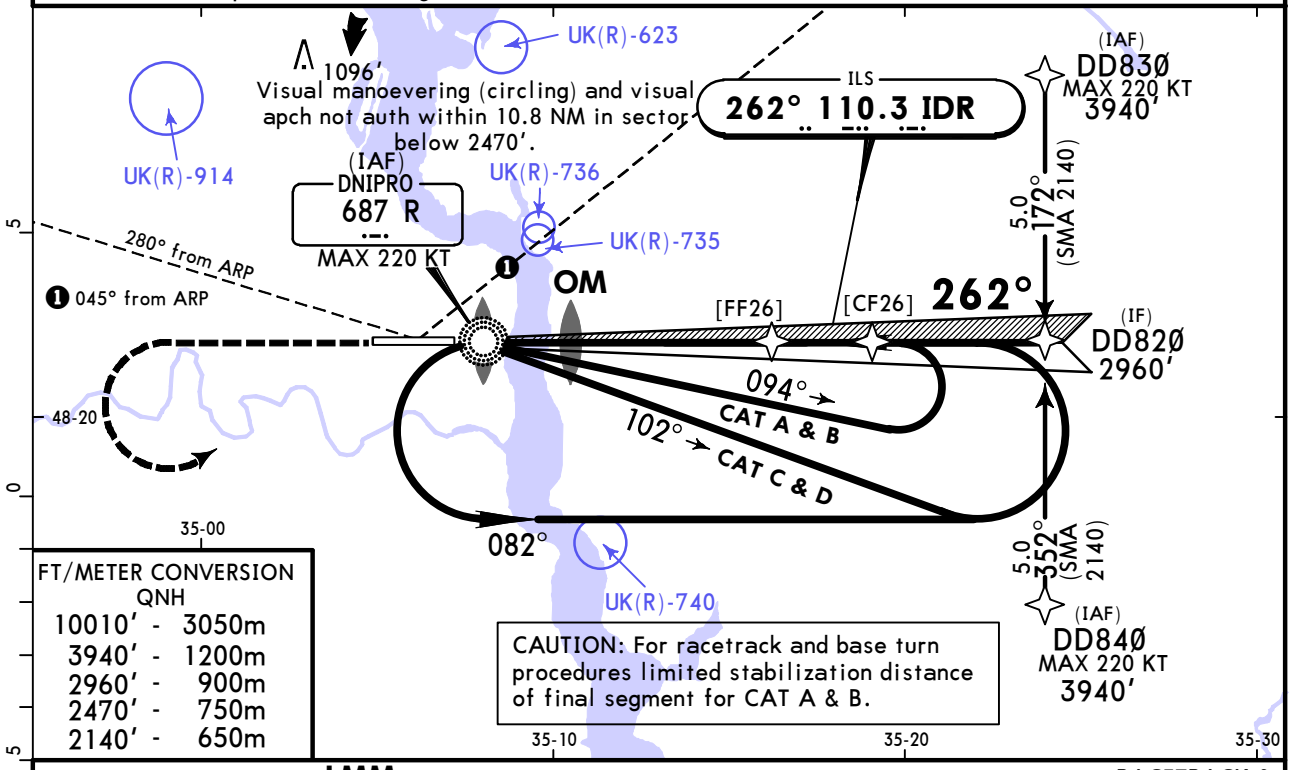
LOC IDR	Final Apch Crs	No FAF	ILS DA(H)	Apt Elev 482′ Rwy 472′
110.3	262°		672′ (200′)	

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

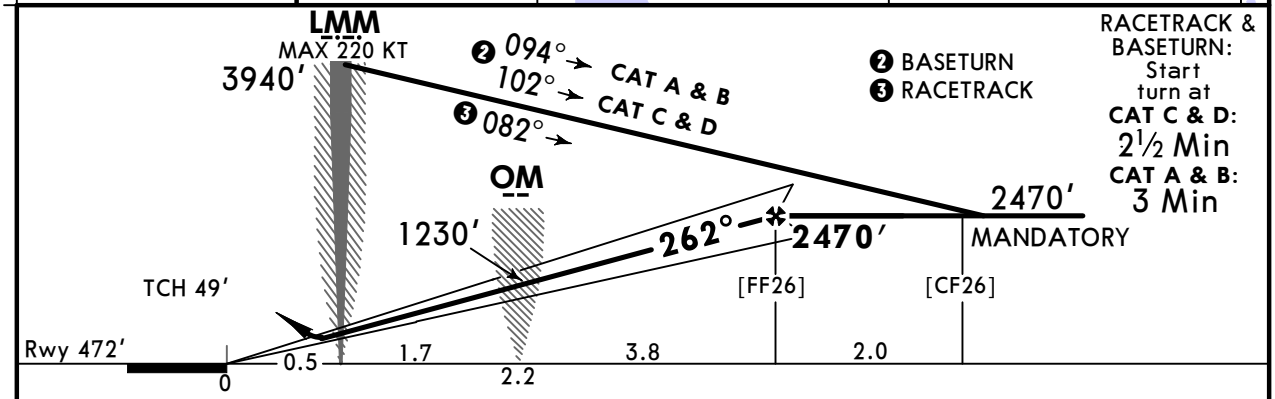
2200
MSA R NDB

Alt Set: hPa (MM on req) | Rwy Elev: 17 hPa | Trans level: By ATC | Trans alt: 10010′

1. RNAV 1 required after IAF DD83Ø, DD84Ø for transition to FAP. 2. ACFT not equipped for RNAV 1 use conventional procedures through IAF R NDB. 3. Minimum altitude for racetrack 2140′.



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



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI
2470′ on 262°

Std STRAIGHT-IN LANDING

DA(H) 672′ (200′)

	FULL	ALS out
A	R550m 1	R1200m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	900′ (418′)	V1500m
135	990′ (508′)	V1600m
180	1210′ (728′)	V2400m
205	1500′ (1018′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure revised. New AOM concept.

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (16-1) Eff 24 Feb

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	No FAF	DA/MDA(H) (CONDITIONAL)	Apt Elev 482′
335	082°		840′ (387′)	Rwy 453′

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

Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010′

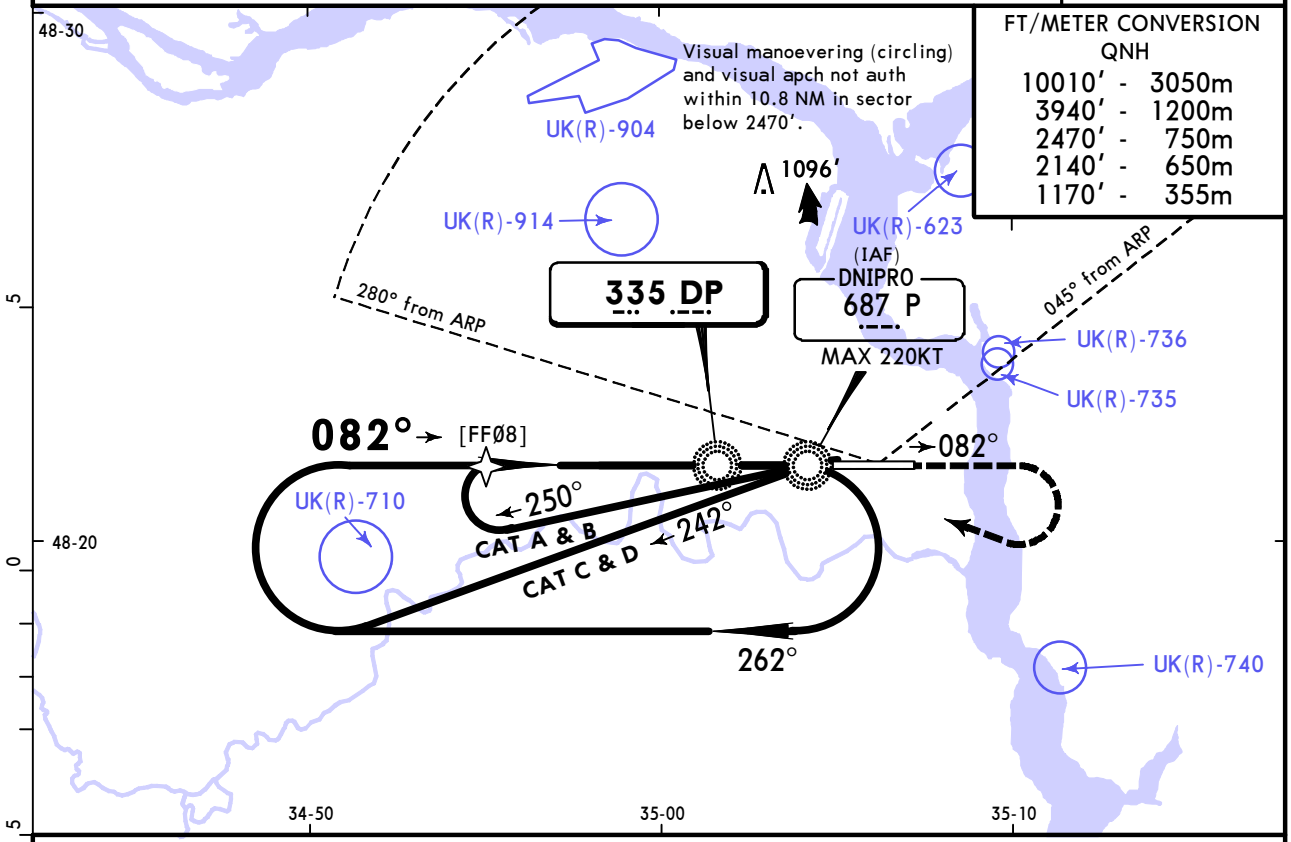
Minimum altitude for racetrack 2140′.

2200

MSA P NDB

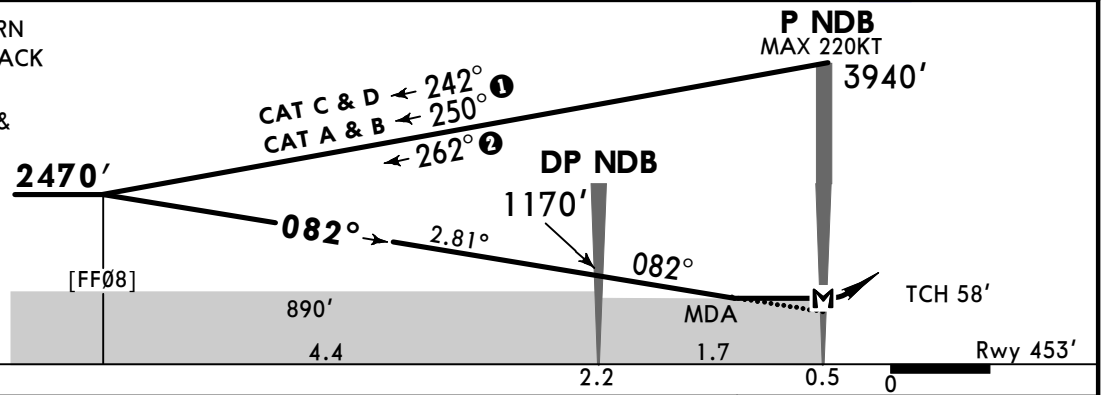
FT/METER CONVERSION
QNH

10010′ -	3050m
3940′ -	1200m
2470′ -	750m
2140′ -	650m
1170′ -	355m



❶ BASETURN
❷ RACETRACK

RACETRACK & BASETURN: Start turn at
CAT C & D: 2½ Min
CAT A & B: 3 Min



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.81°	348	447	497	596	696	795
MAP at P NDB							

Timing not authorized for defining the MAPt.

HIALS
PAPI
2470′ on 082°

PANS OPS

Std STRAIGHT-IN LANDING

CDFA with DP NDB	CDFA w/o DP NDB
❶ DA/MDA(H) 840′ (387′)	❶ DA/MDA(H) 890′ (437′)

	R1100m	ALS out	R1300m	ALS out
A		R1500m		R1500m
B				
C		R1800m		R2000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	930′ (448′)	V1500m
135	990′ (508′)	V1600m
180	1210′ (728′)	V2400m
205	1500′ (1018′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Procedure revised.

UKDD/DNK
DNIPRO

JEPPESEN
18 FEB 22 (16-2) Eff 24 Feb

DNIPRO, ~~UKRAINE~~
NDB Rwy 26

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

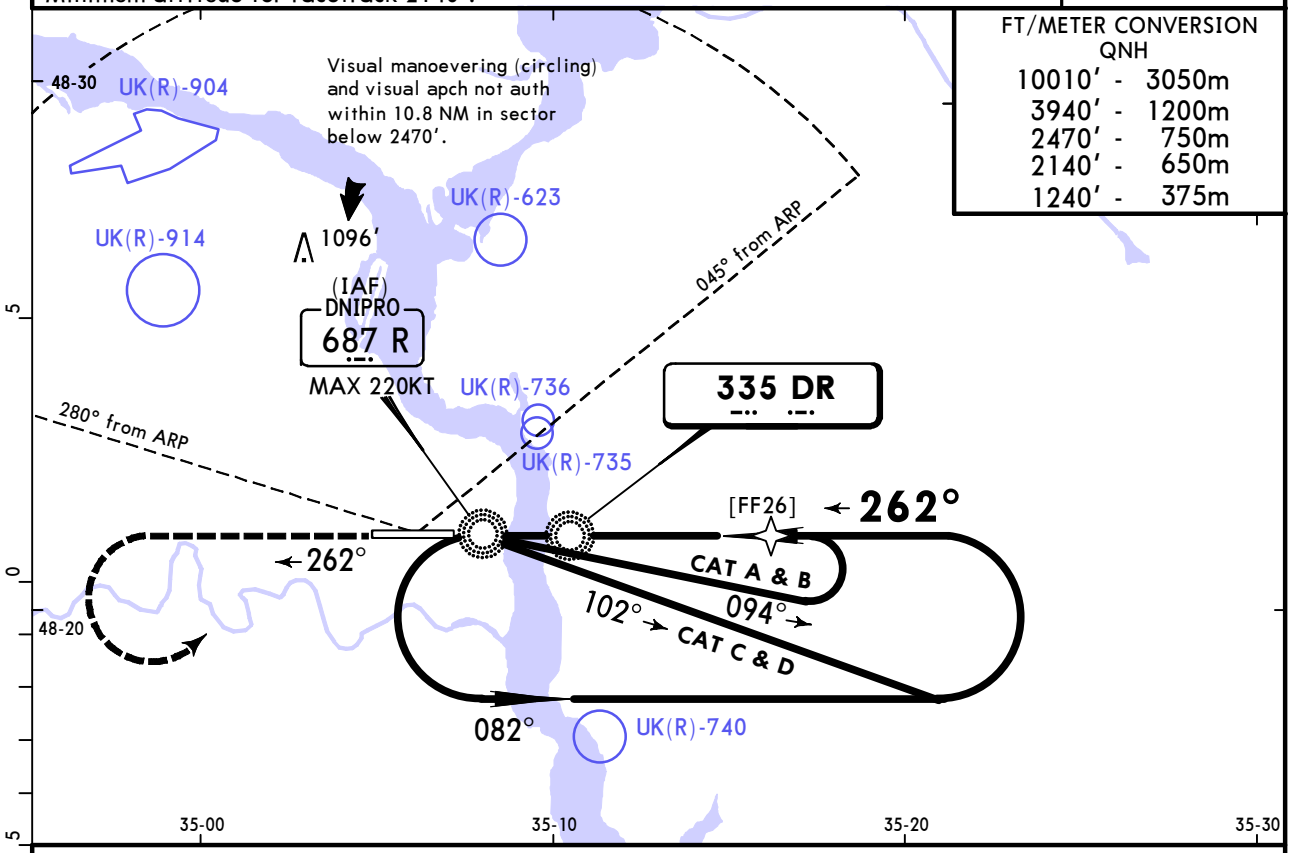
NDB DR	Final Apch Crs	No FAF	DA/MDA(H) CONDITIONAL	Apt Elev 482′
335	262°		830′ (358′)	Rwy 472′

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

Alt Set: hPa (MM on req) Rwy Elev: 17 hPa Trans level: By ATC Trans alt: 10010′
Minimum altitude for racetrack 2140′.

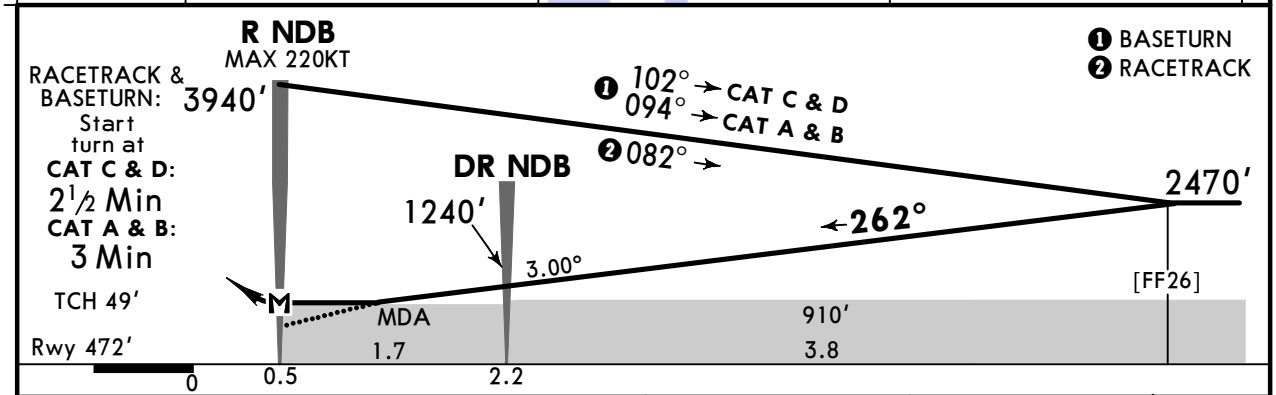
2200
MSA R NDB

BRIEFING STRIP



FT/METER CONVERSION
QNH

10010′	3050m
3940′	1200m
2470′	750m
2140′	650m
1240′	375m



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

Timing not authorized for defining the MAPt.

HIALS
PAPI
2470′ on 262°

Std

STRAIGHT-IN LANDING

	CDFA with DR NDB ❶ DA/MDA(H) 830′ (358′)		CDFA w/o DR NDB ❶ DA/MDA(H) 910′ (438′)	
		ALS out		ALS out
A	R900m	R1500m	R1300m	R1500m
B				
C		R1600m		R2000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	930′ (448′)	V1500m
135	990′ (508′)	V1600m
180	1210′ (728′)	V2400m
205	1500′ (1018′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Procedure revised.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

DNIPRO, (DNIPRO - UKDD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKDD