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Revision Letter For Cycle 05-2025

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: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0200 Z
Sunset: 1728 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 Information: 120.300 AFIS
Dnipro Information: 122.700 Flight Info Service RCO

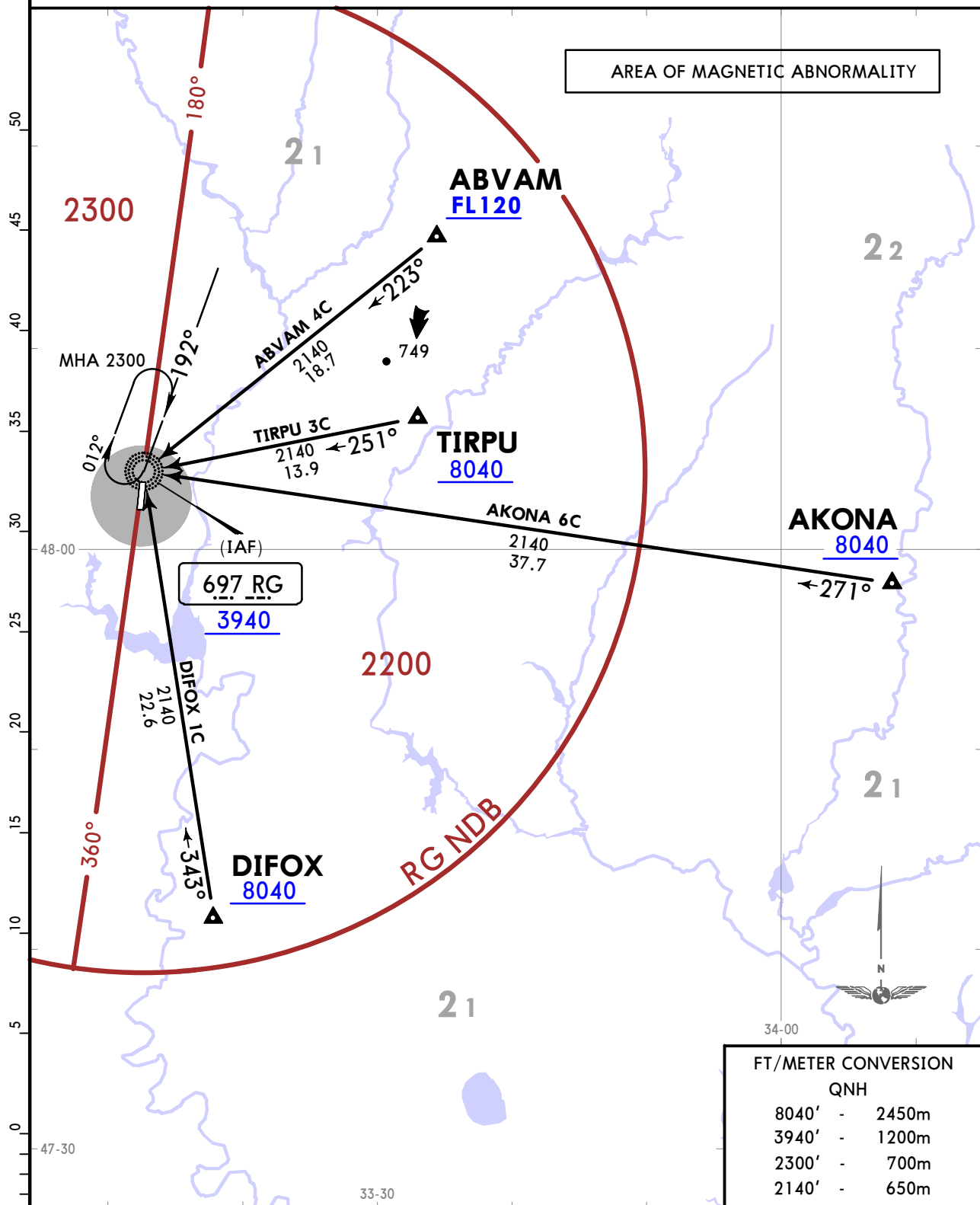
UKDR/KWG
LOZUVATKA

JEPPESEN
 2 JUL 21 (10-2) Eff 15 Jul

KRYVYI RIH, UKRAINE
STAR

Apt Elev 407	Alt Set: hPa (MM on request) Trans level: By ATC
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**ABVAM 4C [ABVA4C], AKONA 6C [AKON6C]
 DIFOX 1C [DIFO1C], TIRPU 3C [TIRP3C]
 ARRIVALS
 (ALL RWYS)**



STAR	ROUTING
ABVAM 4C	Intercept 223° bearing to RG NDB.
AKONA 6C	Intercept 271° bearing to RG NDB.
DIFOX 1C	Intercept 343° bearing to RG NDB.
TIRPU 3C	Intercept 251° bearing to RG NDB.

CHANGES: STAR DIFOX 1C replaced TOKSA 6C.

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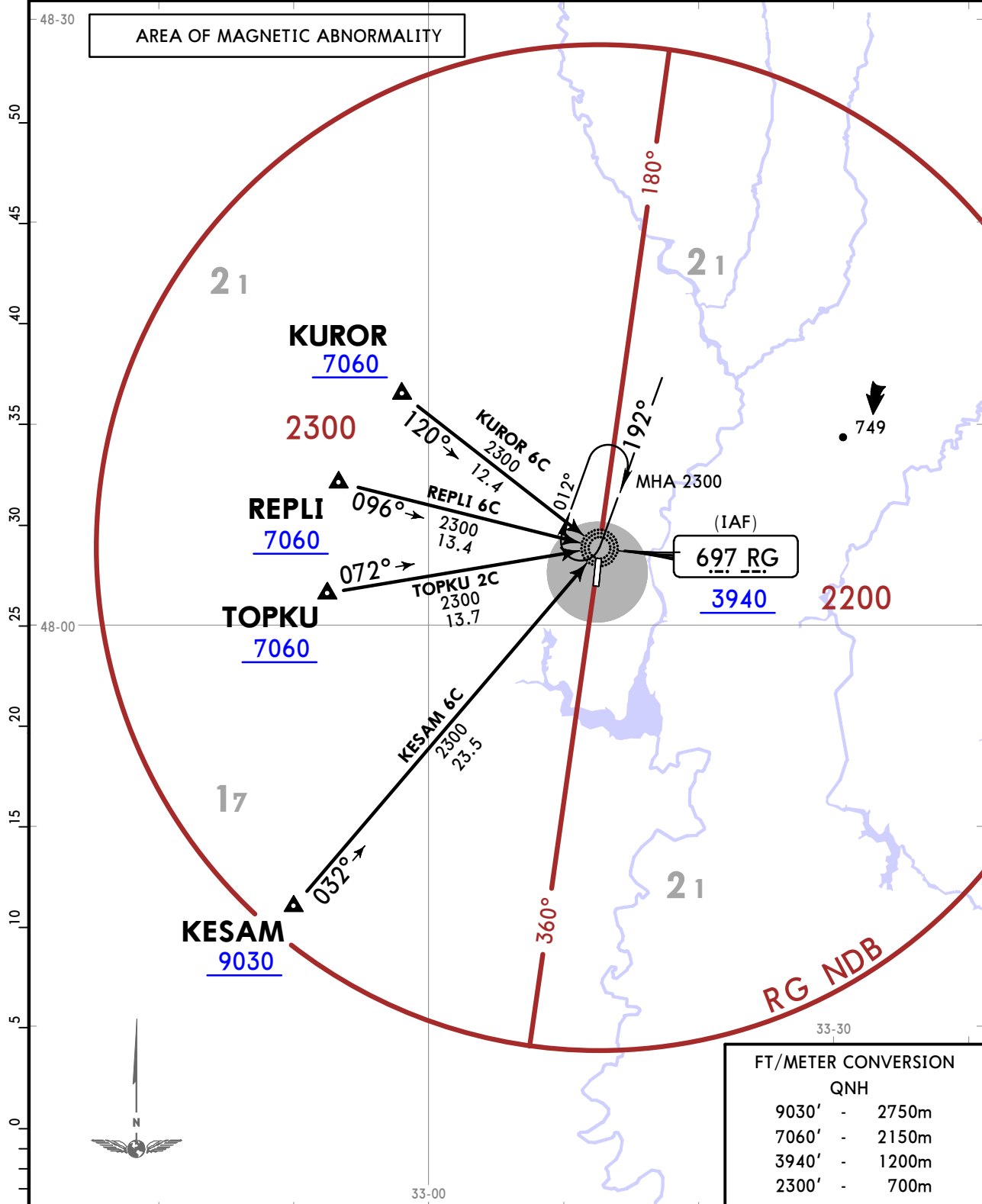
JEPPESSEN
2 JUL 21 (10-2A) Eff 15 Jul

KRYVYI RIH, UKRAINE

STAR

Apt Elev 407	Alt Set: hPa (MM on request) Trans level: By ATC
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**KESAM 6C [KESA6C], KUROR 6C [KURO6C]
REPLI 6C [REPL6C], TOPKU 2C [TOPK2C]
ARRIVALS
(ALL RWYS)**



STAR	ROUTING
KESAM 6C	Intercept 032° bearing to RG NDB.
KUROR 6C	Intercept 120° bearing to RG NDB.
REPLI 6C	Intercept 096° bearing to RG NDB.
TOPKU 2C	Intercept 072° bearing to RG NDB.

CHANGES: None.

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JEPPESEN
 4 JUN 21 **(10-3A)** **Eff 17 Jun**

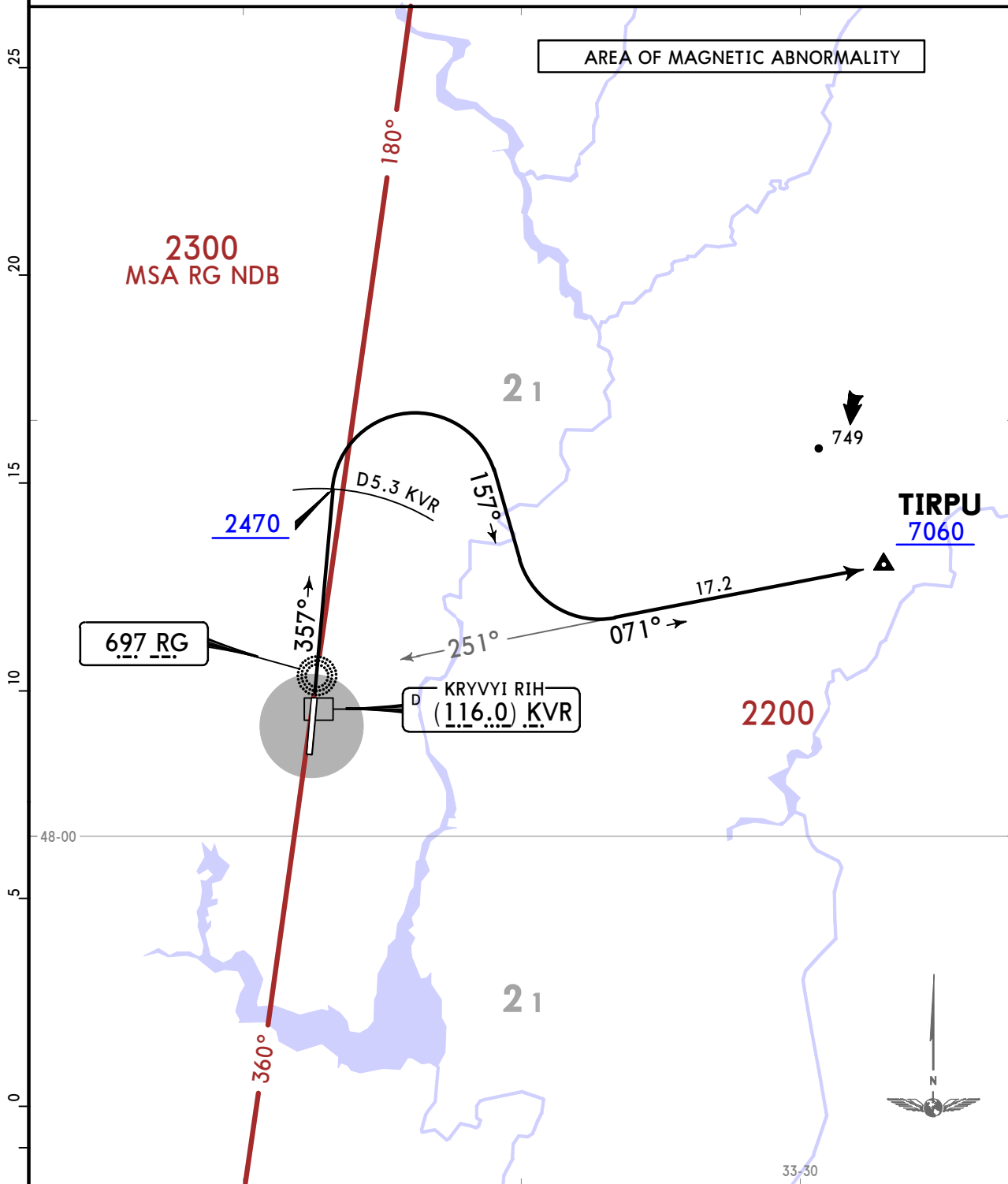
KRYVYI RIH, UKRAINE

SID

Apt Elev
407

Trans alt: 10010

TIRPU 4M DEPARTURE
[TIRP4M]
(RWY 36)



This SID requires a minimum climb gradient of 7.0% up to 6070 due to airspace restrictions.

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

If unable to comply advise ATC.

FT/METER CONVERSION
QNH

2470'	-	750m
6070'	-	1850m
7060'	-	2150m
10010'	-	3050m

ROUTING

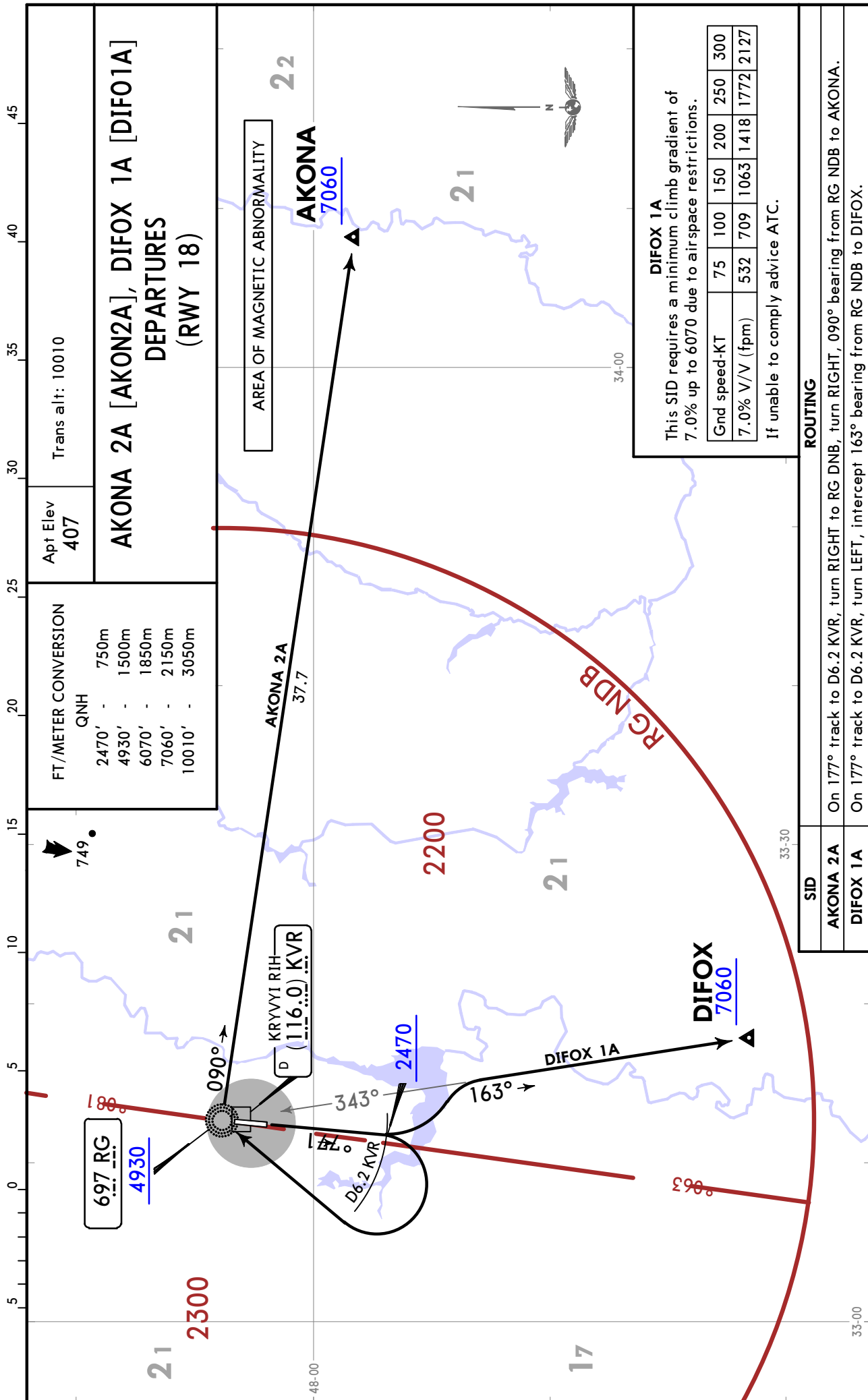
On 357° track to D5.3 KVR, turn RIGHT, 157° track, turn LEFT to intercept 071° bearing from RG NDB to TIRPU.

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JEPPESSEN
2 JUL 21 (10-3B) Eff 15 Jul

KRYVYI RIH, UKRAINE

SID

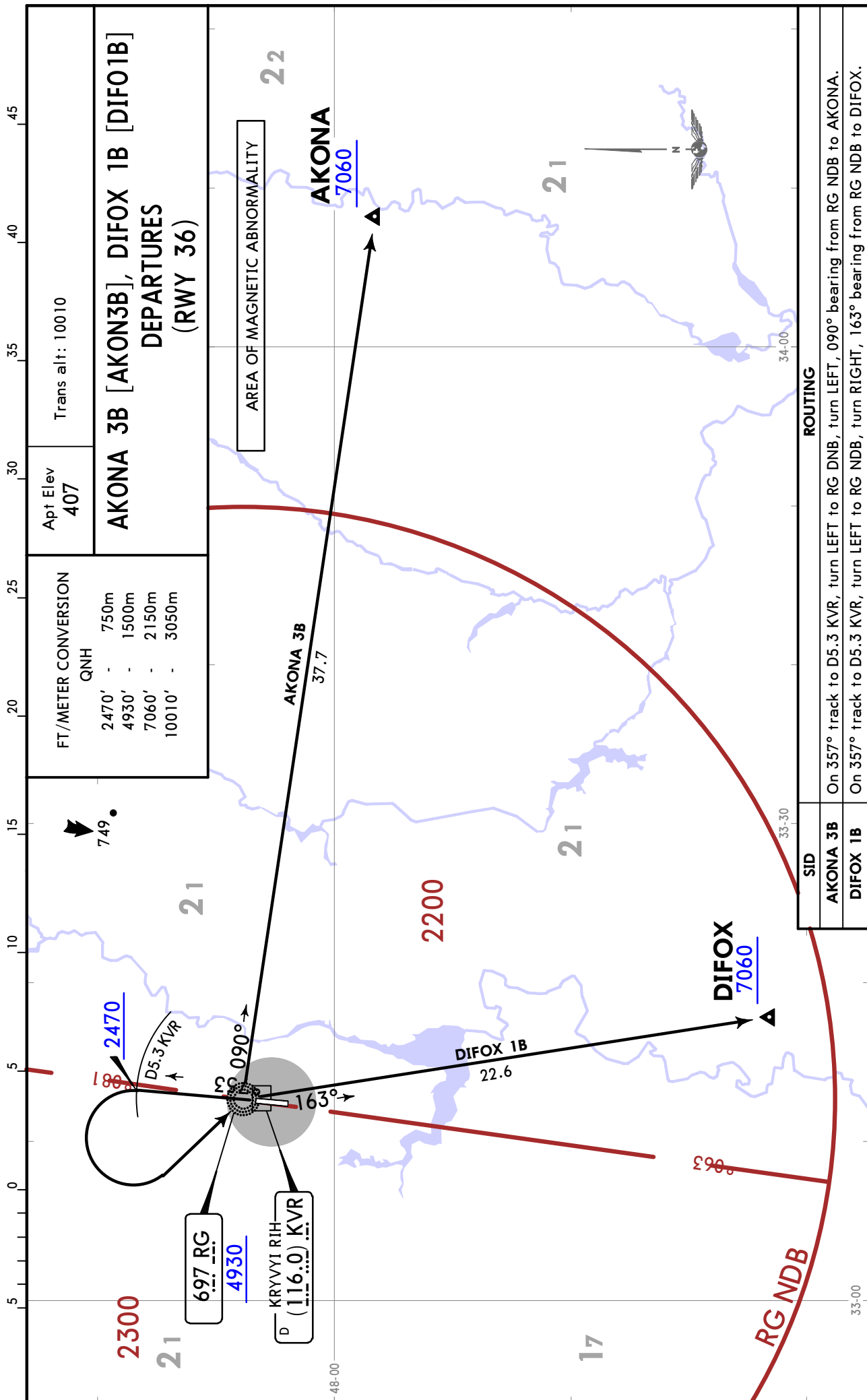


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JEPPESSEN
 2 JUL 21 (10-3C) Eff 15 Jul

KRYVYI RIH, UKRAINE

SID



CHANGES: SID DIFOX 1B replaced TOKSA 5B.

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JEPPESEN
 4 JUN 21 (10-3D) Eff 17 Jun

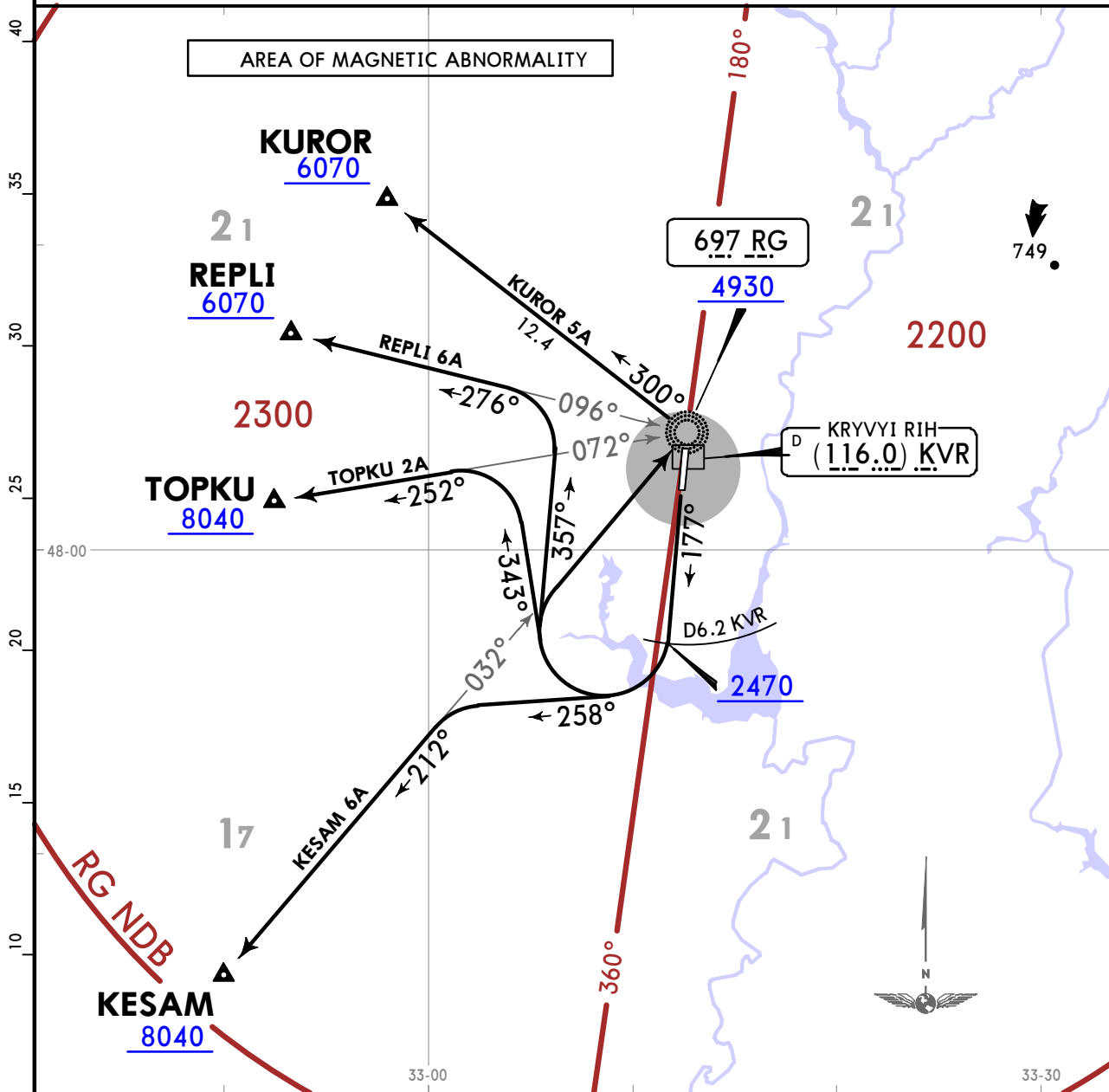
KRYVYI RIH, UKRAINE

SID

Apt Elev
 407

Trans alt: 10010

**KESAM 6A [KESA6A], KUROR 5A [KURO5A]
 REPLI 6A [REPL6A], TOPKU 2A [TOPK2A]
 DEPARTURES
 (RWY 18)**



These SIDs require a minimum climb gradient of
KESAM 6A, REPLI 6A, TOPKU 2A:
 7.0% up to 6070 due to airspace restrictions.

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

If unable to comply advise ATC.

FT/METER CONVERSION

QNH

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

SID	ROUTING
KESAM 6A	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 6A	On 177° track to D6.2 KVR, turn RIGHT, 357° track, turn LEFT, intercept 276° bearing from RG NDB to REPLI.
TOPKU 2A	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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JEPPESEN
4 JUN 21 (10-3E) Eff 17 Jun

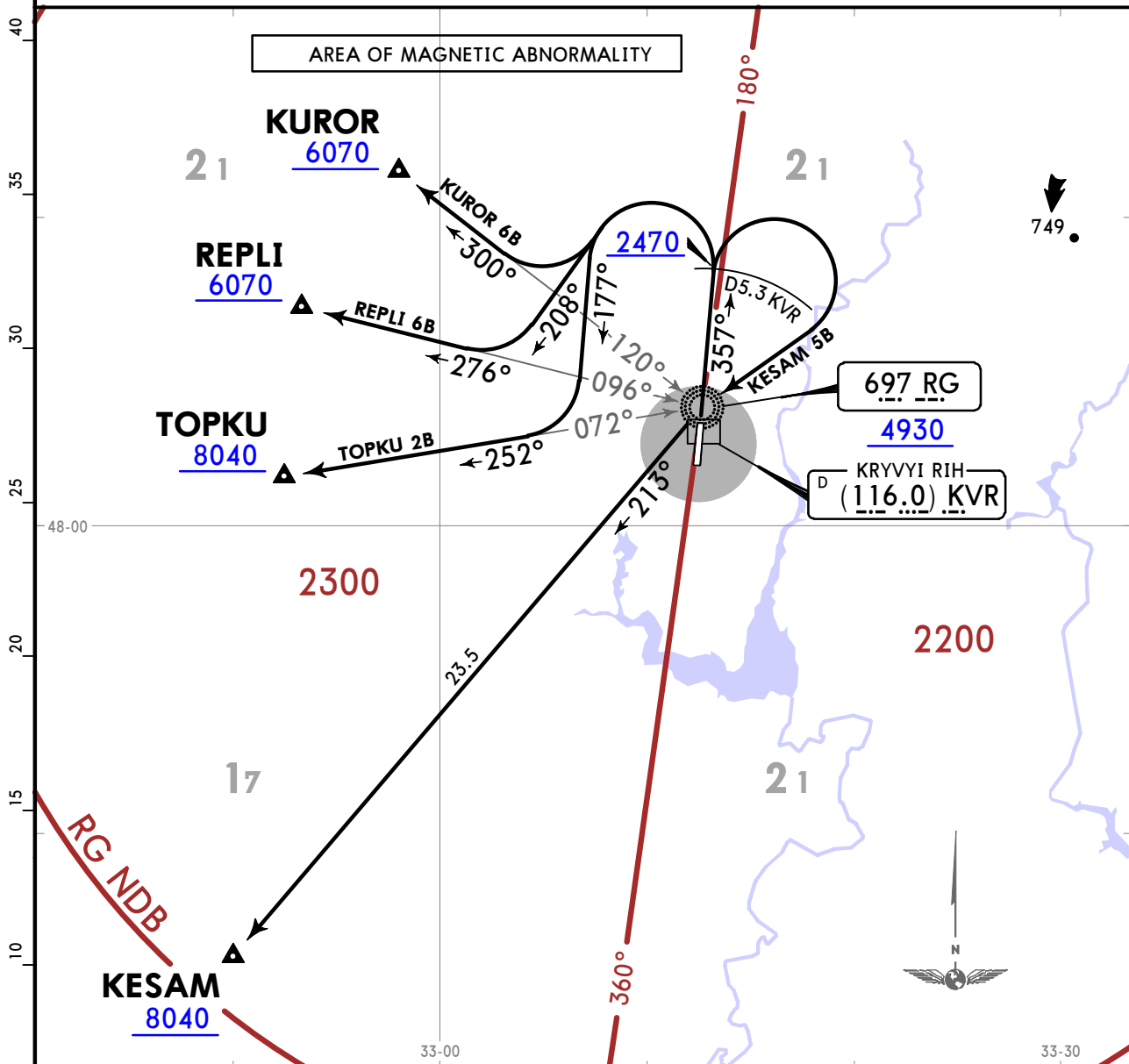
KRYVYI RIH, UKRAINE

SID

Apt Elev
407

Trans alt: 10010

**KESAM 5B [KESA5B], KUROR 6B [KURO6B]
REPLI 6B [REPL6B], TOPKU 2B [TOPK2B]
DEPARTURES
(RWY 36)**



These SIDs require a minimum climb gradient of
KUROR 6B, REPLI 6B, TOPKU 2B:
7.0% up to 6070 due to airspace restrictions.

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

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 6B	On 357° track to D5.3 KVR, turn LEFT, intercept 300° bearing from RG NDB to KUROR.
REPLI 6B	On 357° track to D5.3 KVR, turn LEFT, 208° track, turn RIGHT, intercept 276° bearing from RG NDB to REPLI.
TOPKU 2B	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

JEPPESSEN

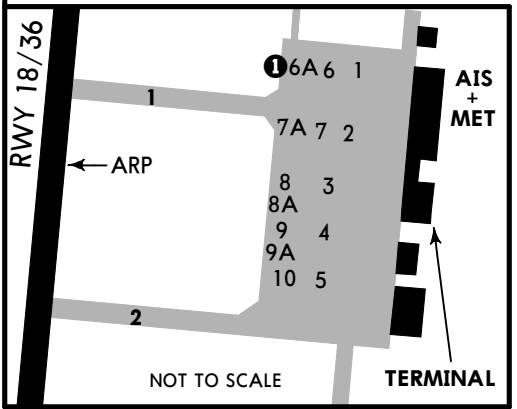
11 JUN 21 **(10-9)** Eff 17 Jun

KRYVYI RIH, UKRAINE

LOZUVATKA

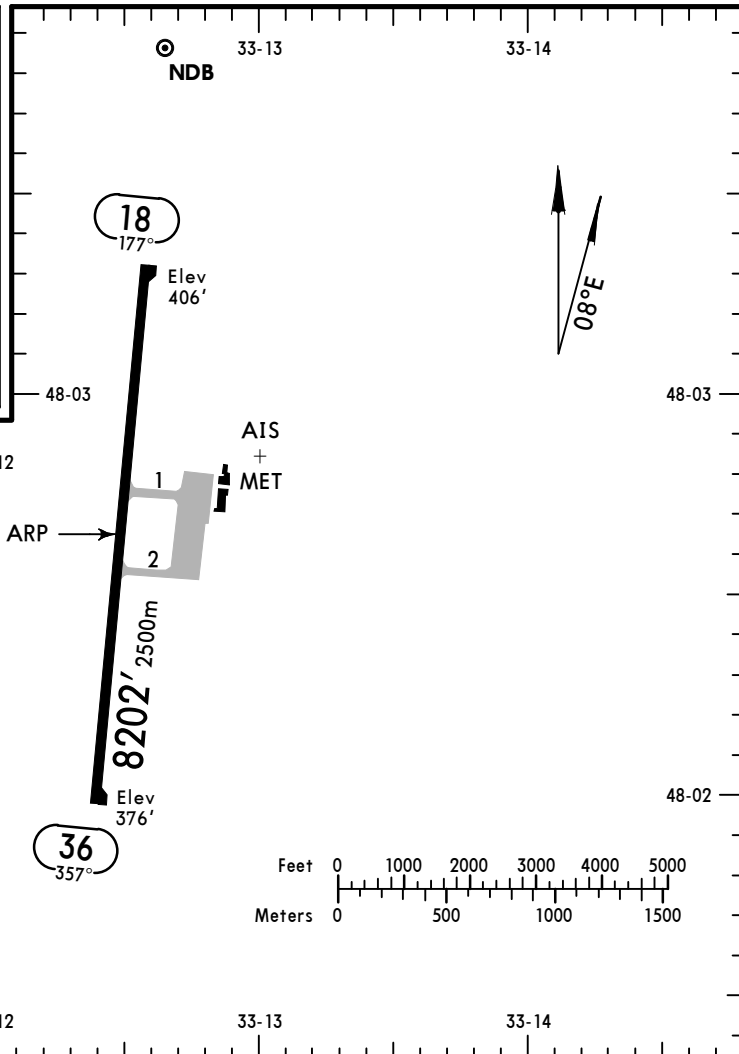
*KRYVYI RIH Information

120.3



NOT TO SCALE

① Sector 045°-170°, centered on stand 6A (N48 02.8 E033 12.7), closed for helicopters take-off and landing.



ADDITIONAL RUNWAY INFORMATION

RWY	LANDING BEYOND	USABLE LENGTHS		
		Threshold	Glide Slope	TAKE-OFF
18 36	HIRL (60m) PAPI-L (angle 3.0°)	RVR	7169' 2185m	②

② TAKE-OFF RUN AVAILABLE

<u>RWY 18:</u>	<u>RWY 36:</u>
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 Rws		
LVP must be in force		
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A		
B	250m	500m
C		
D	300m	

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

UKDR/KWG



Standard

2 AUG 19

(10-9S)

Eff 15 Aug

KRYVYI RIH, UKRAINE LOZUVATKA

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			

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JEPPESSEN
5 NOV 21 **(11-1)**

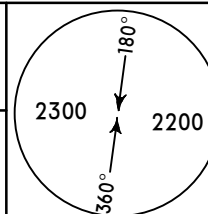
KRYVYI RIH, UKRAINE
LOC Rwy 18

*KRYVYI RIH Information

120.3

BRIEFING STRIP™

LOC IRG 110.1	Final Apch Crs 177°	D5.0 KVR MANDATORY 1970' (1564')	MDA(H) 780' (374')	Apt Elev 407' Rwy 406'
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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

FT/METER CONVERSION
QNH

10010'	-	3050m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
2300'	-	700m
1970'	-	600m

DME required.

AREA OF MAGNETIC ABNORMALITY

UK(R)-620

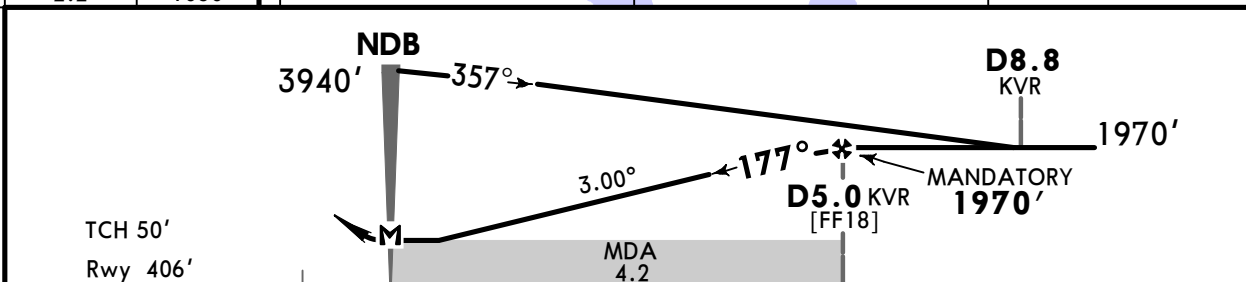
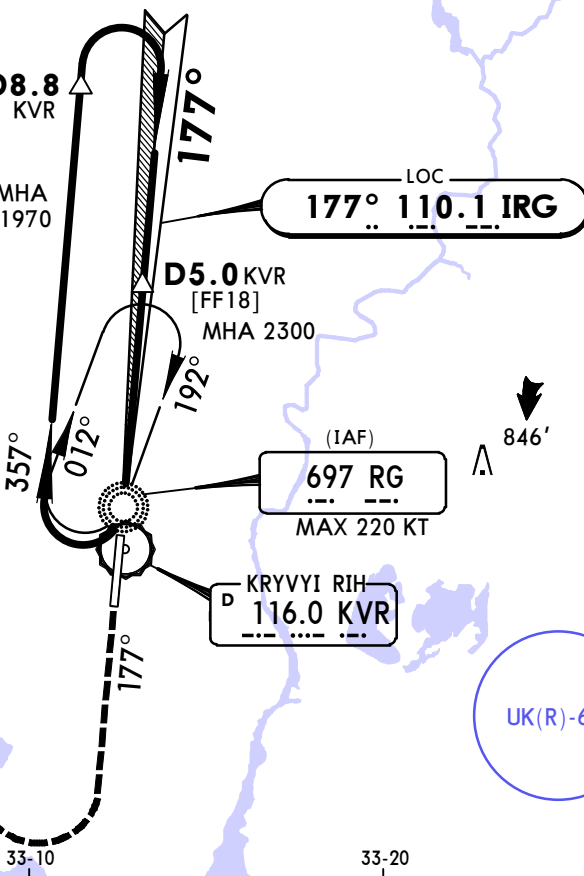
UK(R)-662

UK(R)-605

RECOMMENDED ALTITUDES

KVR DME	ALTITUDE
4.3	1740'
3.2	1400'
2.2	1060'

33-00



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2470' ↑ on 177°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at NDB								
D5.5 KVR to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35	

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

UKDR/KWG
LOZUVATKA

JEPPESSEN
5 NOV 21 **(11-2)**

KRYVYI RIH, UKRAINE
ILS or LOC Rwy 36

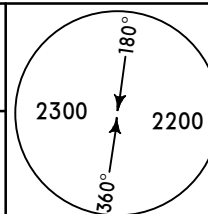
*KRYVYI RIH Information

120.3

BRIEFING STRIP™

LOC IRO 108.3	Final Apch Crs 357°	D6.0 KVR MANDATORY 1970' (1594')	ILS DA(H) Refer to Minimums	Apt Elev 407' Rwy 376'
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MISSED APCH: Climb on 357° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.

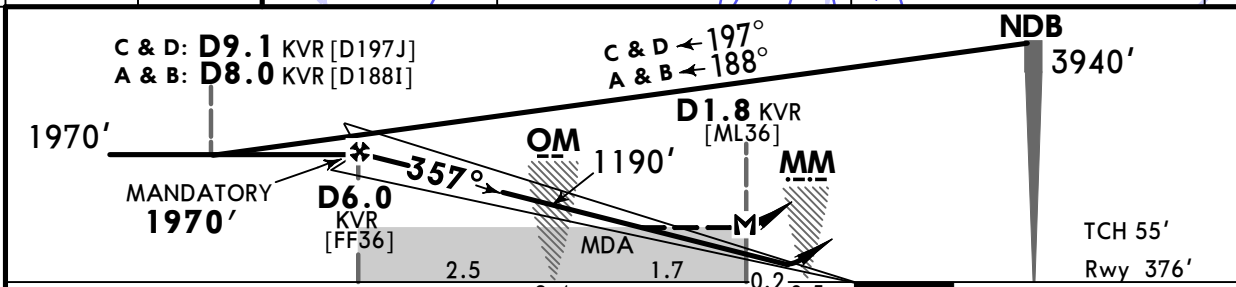
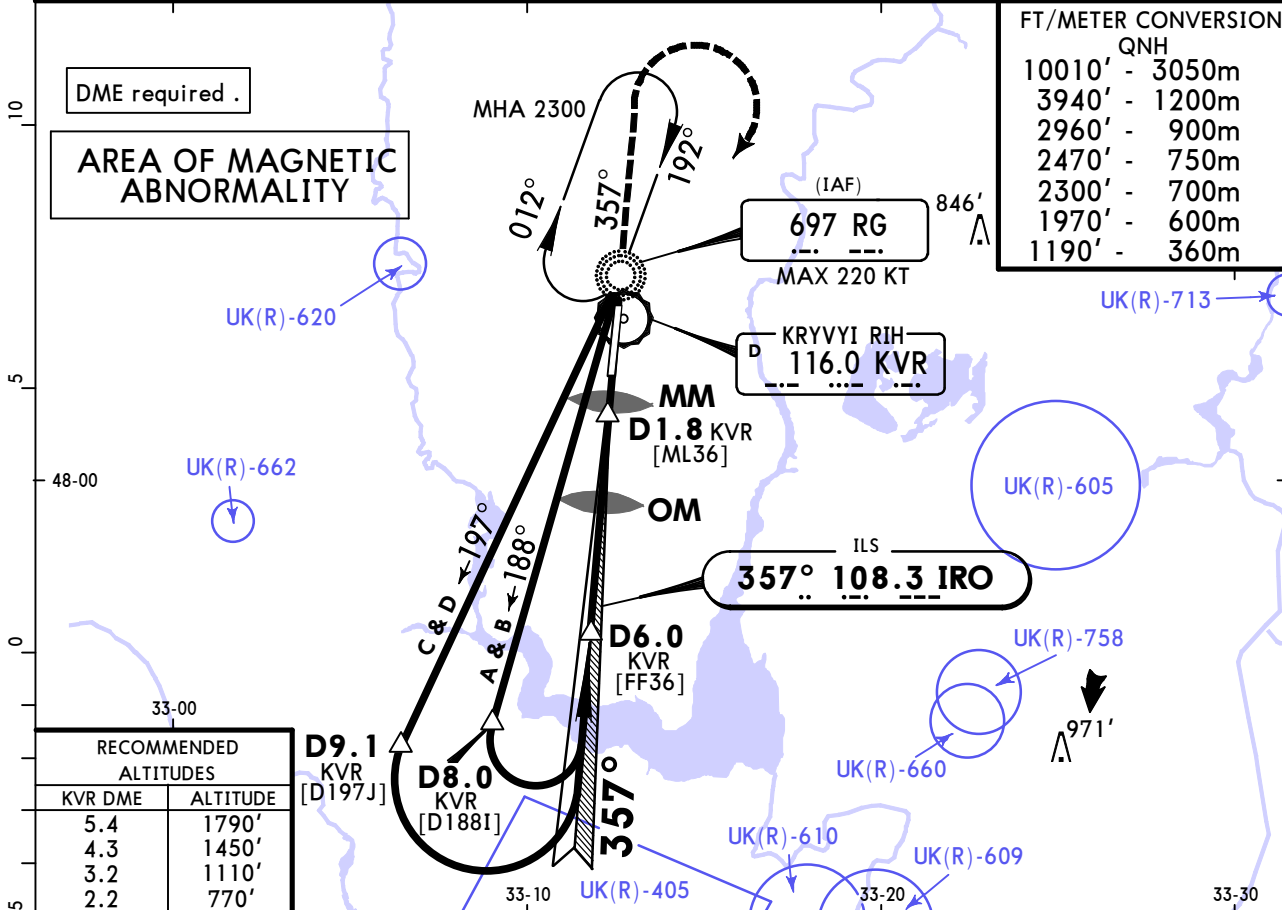


Alt Set: hPa Rwy Elev: 14 hPa Trans level: By ATC Trans alt: 10010'

MSA
RG NDB

FT/METER CONVERSION

QNH	FT	METER
10010'	-	3050m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
2300'	-	700m
1970'	-	600m
1190'	-	360m



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2470' ↑ on 357°
GS	3.00°	372	478	531	637	743		
MAP at D1.8 KVR								
D6.0 KVR to MAP	4.2	3:36	2:48	2:31	2:06	1:48		

JAR-OPS	STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
	ILS	LOC (GS out)	Max Kts	MDA(H) VIS
A	A: 576'(200') C: 596'(220')	MDA(H) 690'(314')	100	820'(413') 1500m
B	DA(H) B: 586'(210') D: 606'(230')		135	910'(503') 1600m
C	RVR 1000m		180	1010'(603') 2400m
D			RVR 2000m	205

PANS OPS

UKDR/KWG
LOZUVATKA

JEPPESSEN
5 NOV 21 (16-1)

KRYVYI RIH, UKRAINE
NDB Rwy 18

*KRYVYI RIH Information

BRIEFING STRIP™

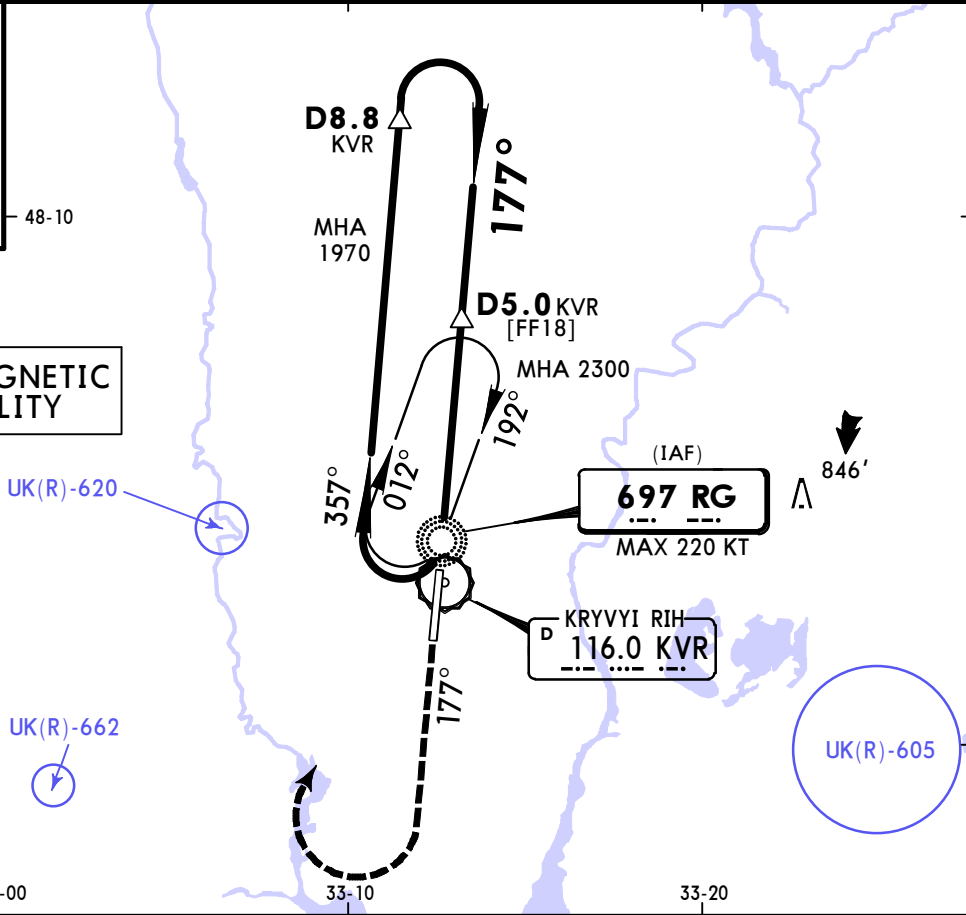
120.3					
NDB RG 697	Final Apch Crs 177°	D5.0 KVR MANDATORY 1970' (1564')	MDA(H) 780' (374')	Apt Elev 407' Rwy 406'	
MISSED APCH: Climb on 177° to 2470', then turn RIGHT climbing to 2960' to RG NDB, then according to chart.					
Alt Set: hPa		Rwy Elev: 15 hPa		Trans level: By ATC	
				Trans alt: 10010'	
MSA RG NDB					

FT/METER CONVERSION
QNH

10010'	-	3050m
3940'	-	1200m
2960'	-	900m
2470'	-	750m
2300'	-	700m
1970'	-	600m

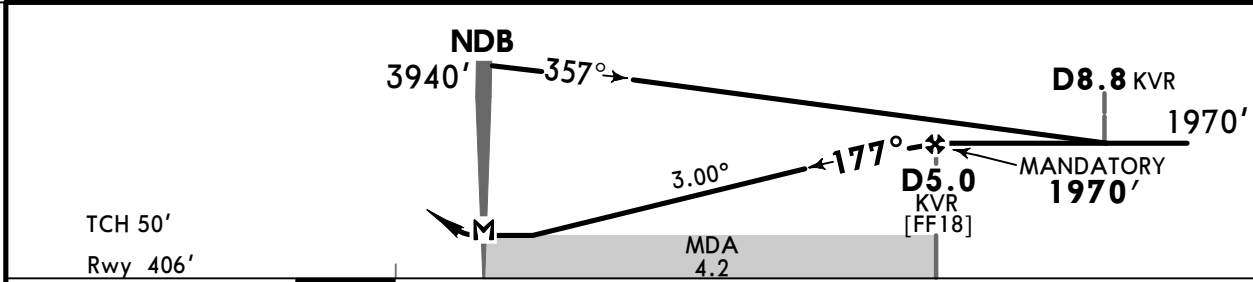
DME required .

AREA OF MAGNETIC ABNORMALITY



RECOMMENDED ALTITUDES

KVR DME	ALTITUDE
4.3	1740'
3.2	1400'
2.2	1060'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L 2470' ↑ on 177°
Descent Angle	3.00°	372	478	531	637	743	
MAP at NDB							
D5.0 KVR to MAP	4.2	3:36	2:48	2:31	2:06	1:48	1:35

JAR-OPS		STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND	
		MDA(H) 780' (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 1500m		205	1110' (703') 3600m

PANS OPS

UKDR/KWG
LOZUVATKA

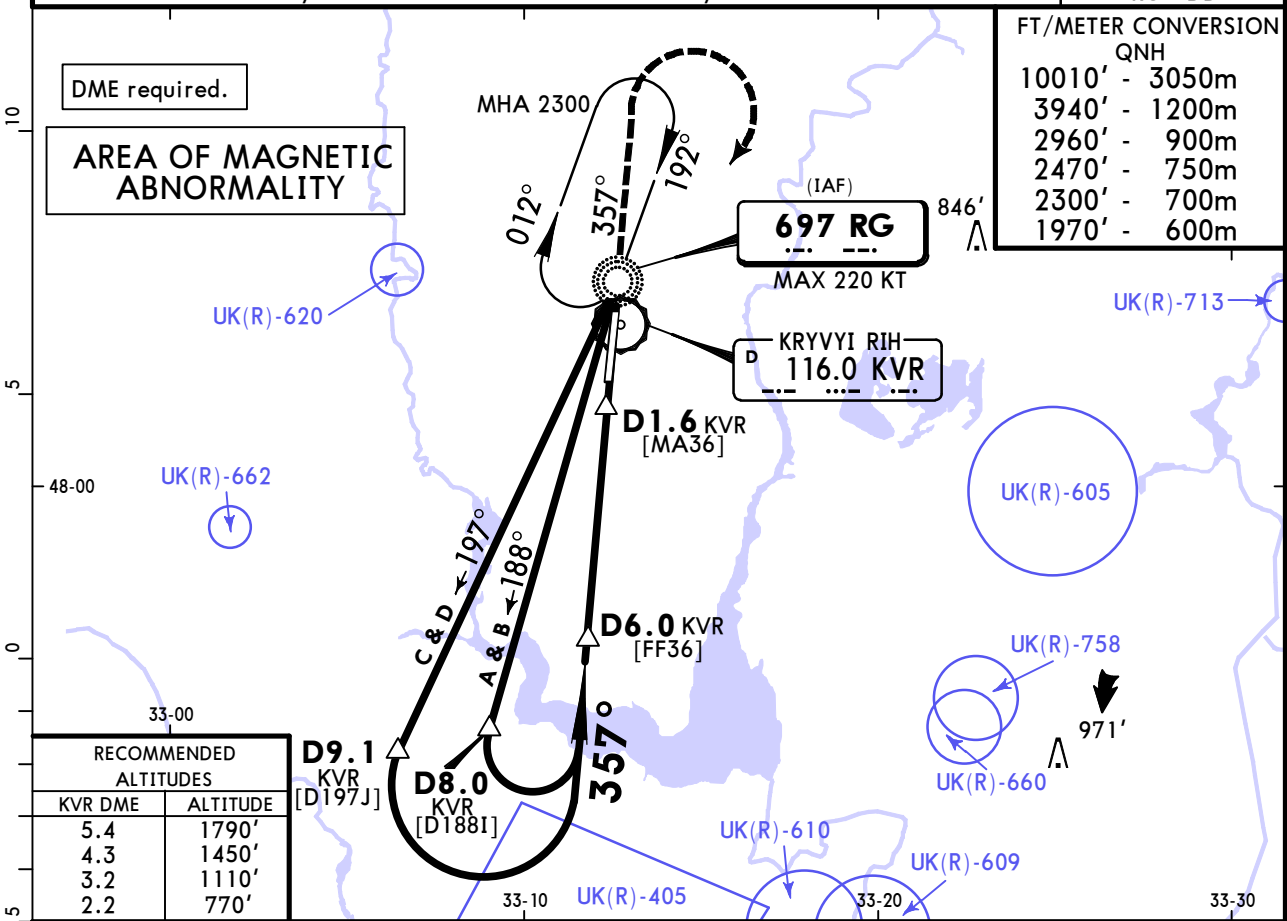
JEPPESSEN
5 NOV 21 **(16-2)**

KRYVYI RIH, UKRAINE
NDB Rwy 36

*KRYVYI RIH Information

BRIEFING STRIP™

120.3					
NDB RG 697	Final Apch Crs 357°	D6.0 KVR MANDATORY 1970' (1594')	MDA(H) 760' (384')	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.					MSA RG NDB
Alt Set: hPa		Rwy Elev: 14 hPa	Trans level: By ATC	Trans alt: 10010'	

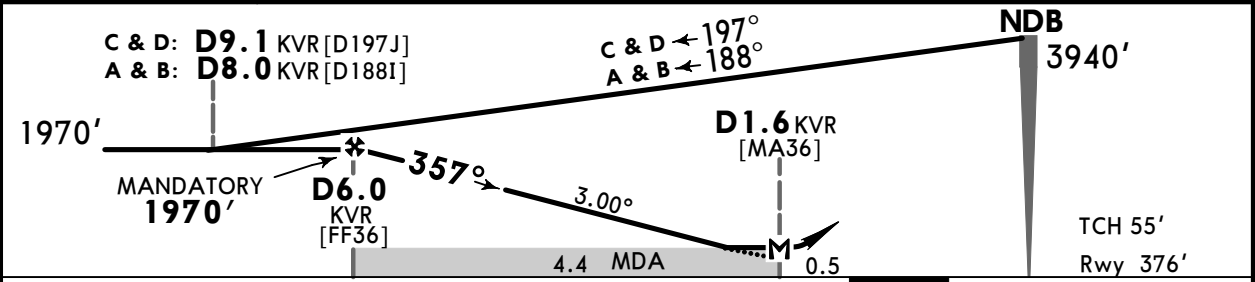


FT/METER CONVERSION
QNH

10010'	3050m
3940'	1200m
2960'	900m
2470'	750m
2300'	700m
1970'	600m

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								
D6.0 KVR to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39		

PANS OPS	JAR-OPS			STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND		
	MDA(H) 760' (384')						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	

Chart changes since cycle 04-2025

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