

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKOO

Terminal Charts For UKOO

Revision Letter For Cycle 05-2025

Change Notices

Notebook

## General Information

Location: ODESA UKR  
ICAO/IATA: UKOO / ODS  
Lat/Long: N46° 25.57', E030° 40.40'  
Elevation: 174 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 7.0° E

Fuel Types: 115-145 Octane, Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0216 Z  
Sunset: 1732 Z

## Runway Information

Runway: 16  
Length x Width: 9186 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 174 ft  
Lighting: Edge, ALS, Centerline

Runway: 34  
Length x Width: 9186 ft x 148 ft  
Surface Type: concrete  
TDZ-Elev: 164 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

ATIS: 133.100  
ATIS: 124.800 Non-English  
Odesa Tower: 125.500  
Odesa Ground: 127.700  
Odesa Radar ACC: 120.900 RCO  
Odesa Information: 134.500 Flight Info Service RCO

**1. GENERAL****1.1. ATIS**

ATIS 133.1  
124.8 (Russian)

**1.2. NOISE ABATEMENT PROCEDURES**

SIDs and approaches for Odesa aerodrome are based on minimizing the impact for aviation noise on settlements located around the aerodrome.

Crews should strictly adhere to entry/exit patterns.

Minimum levels provided by an ATC when ACFT is under radar vectoring or direct routing include corrections for low temperature effect if the temperature is within the range from -25°C to -10°C inclusively.

**1.3. LOW VISIBILITY PROCEDURES (LVP)****1.3.1. CRITERIA FOR LVP**

- When RVR is less than 550m (TDZ, MID or END); and/or
- height of cloud base or ceiling of significant or overcast clouds is less than 197'/60m;
- all preparatory activities are complete and the aerodrome is protected.

**1.3.2. START-UP, TAXING AND HOLDING**

Pilots shall indicate stand number when requesting for start-up clearance.

Pilots should taxi using the minimum engine power under Follow-me vehicle guidance to the intermediate holding position on TWY C3 (from aprons K, L, M, N) or to TWY C3 centerline lights (from apron S) and then continue to taxi on its own to RWY-holding position on TWY A1.

Only one ACFT is allowed to move on aerodrome.

For ACFT code D with OMGWS 30'/9m or more 180° turn at the end of RWY 16 is not allowed.

**1.3.3. DETAILS OF HOLDING POSITIONS TO BE USED.**

Pilots should report at holding position. It is prohibited to cross holding position line (ILS critical area).

**1.3.4. VISUAL DEPARTURE**

To execute a visual departure, ACFT take-off performance shall allow them to make an early turn after take-off. Visual departure procedure is allowed when cloud base is not less than 1970'/600m.

Pilot shall be responsible for maintaining obstacle clearance until the altitude, specified in ATC clearance.

The following phraseology is used for visual departure:

- Request for a visual departure: REQUEST VISUAL DEPARTURE [DIRECT] TO/ UNTIL (navaid, waypoint, altitude).
- ATS initiated visual departure: ADVISE ABLE TO ACCEPT VISUAL DEPARTURE [DIRECT] TO/UNTIL (navaid, waypoint/altitude).
- Clearance for visual departure: VISUAL DEPARTURE RWY (number) APPROVED, TURN LEFT/RIGHT [DIRECT] TO (navaid, heading, waypoint) [MAINTAIN VISUAL REFERENCE UNTIL (altitude)].
- Read-back of visual departure clearance: VISUAL DEPARTURE TO/UNTIL (navaid, waypoint/altitude).

Visual departure not authorized in sector R-005 to R-135, distance from ODA VOR/DME to D4.3 ODA below altitude 3940'/1200m.

UKOO/ODS  
ODESA

JEPPESEN

9 JUL 21

10-1P1

Eff 15 Jul

ODESA, UKRAINE  
AIRPORT BRIEFING

## 1. GENERAL

### 1.4. TAXI PROCEDURES

For taxi and wingspan restrictions refer to 10-9 charts.

Taxiing ACFT under Follow-me car instructions:

- via aprons K, L, M, N - DAY and NIGHT;
- Main TWY, TWY 5, TWY Link 1 - at NIGHT;
- in other case - on crew request.

After ACFT landing on RWY 34 vacation is allowed via TWY A1 through RWY end.

After ACFT code D landing on RWY 16 - 180° turn is allowed for RWY vacation at abeam TWY A5.

For the ACFT code E can be used TWY A1, TWY C3, apron S.

Taxiing to stands on apron M - via free adjacent stand. Taxiing to stands on apron N - via one of free stands (38, 39, 40 or 41).

Taxiing ACFT via intersection TWY 2 - Main TWY - TWY 6 at NIGHT and in low visibility conditions only under Follow-me car instructions.

TWY 1 can be used for taxiing ACFT from/to TWY C3 only.

TWY 2 can be used for taxiing helicopter to/from landing area H1 only.

ACFT maneuvering between taxi routes T2 and T5 on apron K according to additional taxiing tracks.

#### 1.4.1. TAXIING ROUTES

Route T1 - for ACFT taxiing from/to Main TWY to/from stands 1 thru 3 on apron K.

Route T2 - for ACFT taxiing from/to Main TWY to/from stands on apron K and L (in case of stands 1 thru 5 are not occupied).

Route T3 - for ACFT taxiing from/to TWY 1 to/from stands on apron K and L (simultaneous usage with routes T2 or T5 is NOT ALLOWED).

Route T4 - for ACFT taxiing from/to TWY 6 to/from stands on apron N, L and K.

Route T5 - for ACFT taxiing from/to TWY 1 to/from stands on apron K and L.

Route T6 - for ACFT taxiing from/to TWY C3 to/from apron S.

### 1.5. PARKING INFORMATION

Specially equipped area for engine tests.

ACFT stands available for helicopters.

Stand S9 can be used when stands S7 and S8 are free.

### 1.6. OTHER INFORMATION

Maneuvering area of aerodrome located south of ARP is not visible from Tower.

Birds.

---

## 2. ARRIVAL

---

### 2.1. COMMUNICATION FAILURE PROCEDURES

In case of RCF light gun signals are used by control tower.

### 2.2. CONTINUOUS DESCENT OPERATIONS (CDO)

Authorized when ILS available.

Not available during adverse weather or system degradation affecting GNSS or ILS operations.

After receiving a "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION" clearance, the pilot is free to plan/optimize the vertical profile in order to apply CDO technique up to the FAP.

Depending on the traffic situation, the CDO can start from the top-of-descent (TOD) or from lower levels.

When cleared "WHEN READY DESCEND TO (LEVEL)" or "DESCEND TO (LEVEL) AT PILOTS DISCRETION", the pilot should maintain the cruising/last assigned level until the optimum descent point/TOD, as determined by the pilot (or by FMS), and then commence descent without any additional request unless otherwise instructed by ATC.

Due to airspace structure, ATC will initially instruct pilots to descend to the level(s) above the level of FAP. In doing so, ATC will issue further descent instruction prior to the CDO flight reaching 900m (3000') from the last assigned level so as to prevent leveling off.

Pilots shall maintain MAX IAS 220 KT at a distance of 20 track miles from touchdown.

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

If the CDO flight becomes impossible due to an emergency, weather conditions, or traffic situation, pilots are informed by ATC and an alternate instruction is issued: "CONTINUOUS DESCENT NOT POSSIBLE DUE TO (REASON FOR CDO SUSPENDING)".

### 2.3. CAT II/III OPERATIONS

RWY 34 is approved for CAT II/III operations.







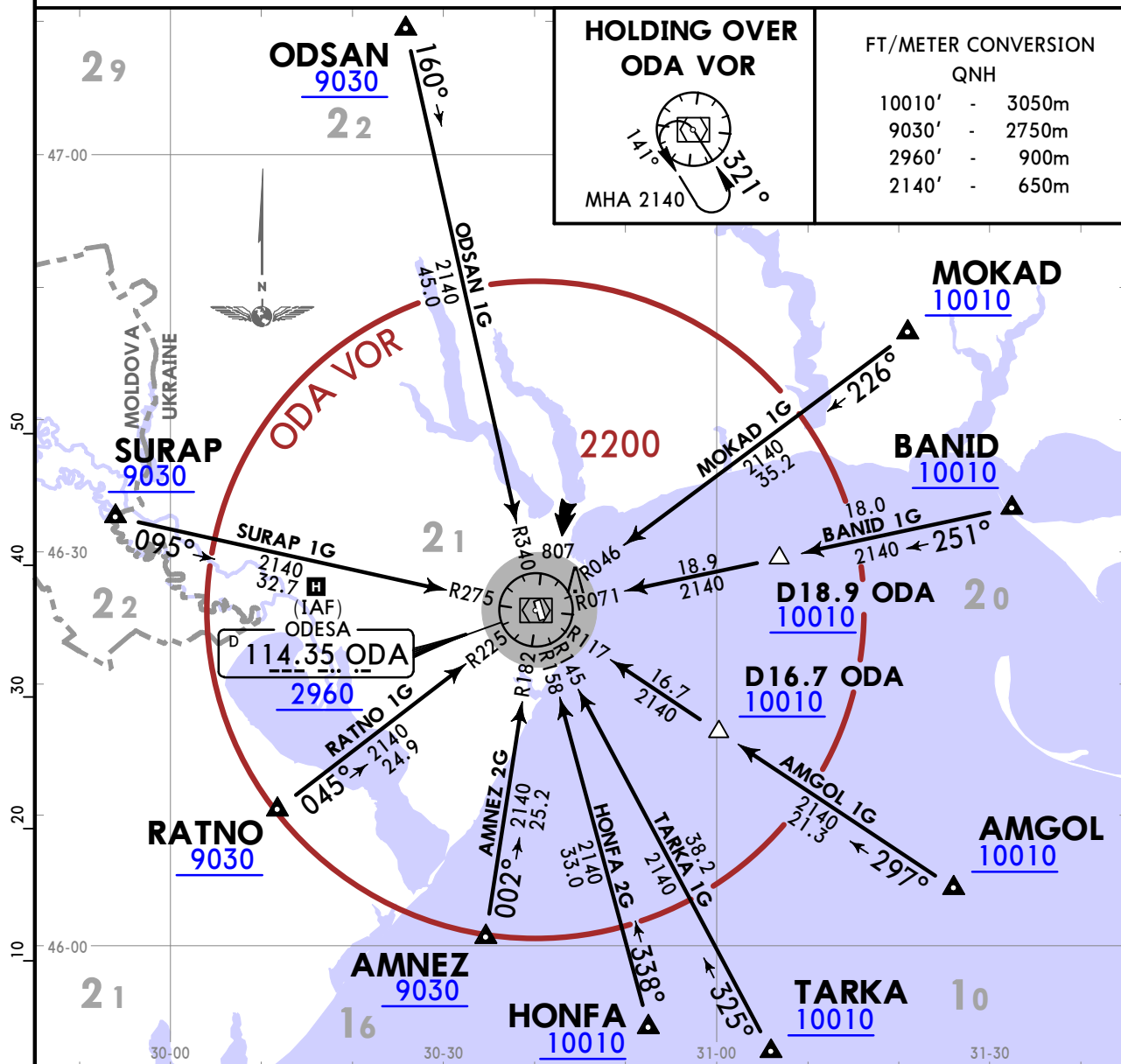
UK00/ODS  
ODESA

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

ODESA, UKRAINE  
STAR

ATIS <b>133.1</b> (Russian 124.8)	Apt Elev <b>174</b>	Alt Set: hPa (MM on request) Trans level: By ATC
---	------------------------	---

AMGOL 1G [AMG01G], AMNEZ 2G [AMNE2G]  
BANID 1G [BANI1G], HONFA 2G [HONF2G]  
MOKAD 1G [MOKA1G], ODSAN 1G [ODSA1G]  
RATNO 1G [RATN1G], SURAP 1G [SURA1G]  
TARKA 1G [TARK1G]  
ARRIVALS  
(RWY 16)



**HOLDING OVER  
ODA VOR**

MHA 2140

**FT/METER CONVERSION**

QNH

10010'	-	3050m
9030'	-	2750m
2960'	-	900m
2140'	-	650m

STAR	ROUTING
AMGOL 1G	Intercept ODA R117 inbound to ODA VOR.
AMNEZ 2G	Intercept ODA R182 inbound to ODA VOR.
BANID 1G	Intercept ODA R071 inbound to ODA VOR.
HONFA 2G	Intercept ODA R158 inbound to ODA VOR.
MOKAD 1G	Intercept ODA R046 inbound to ODA VOR.
ODSAN 1G	Intercept ODA R340 inbound to ODA VOR.
RATNO 1G	Intercept ODA R225 inbound to ODA VOR.
SURAP 1G	Intercept ODA R275 inbound to ODA VOR.
TARKA 1G	Intercept ODA R145 inbound to ODA VOR.

CHANGES: Chart reindexed (procedures transferred); RNAV STARs revised.

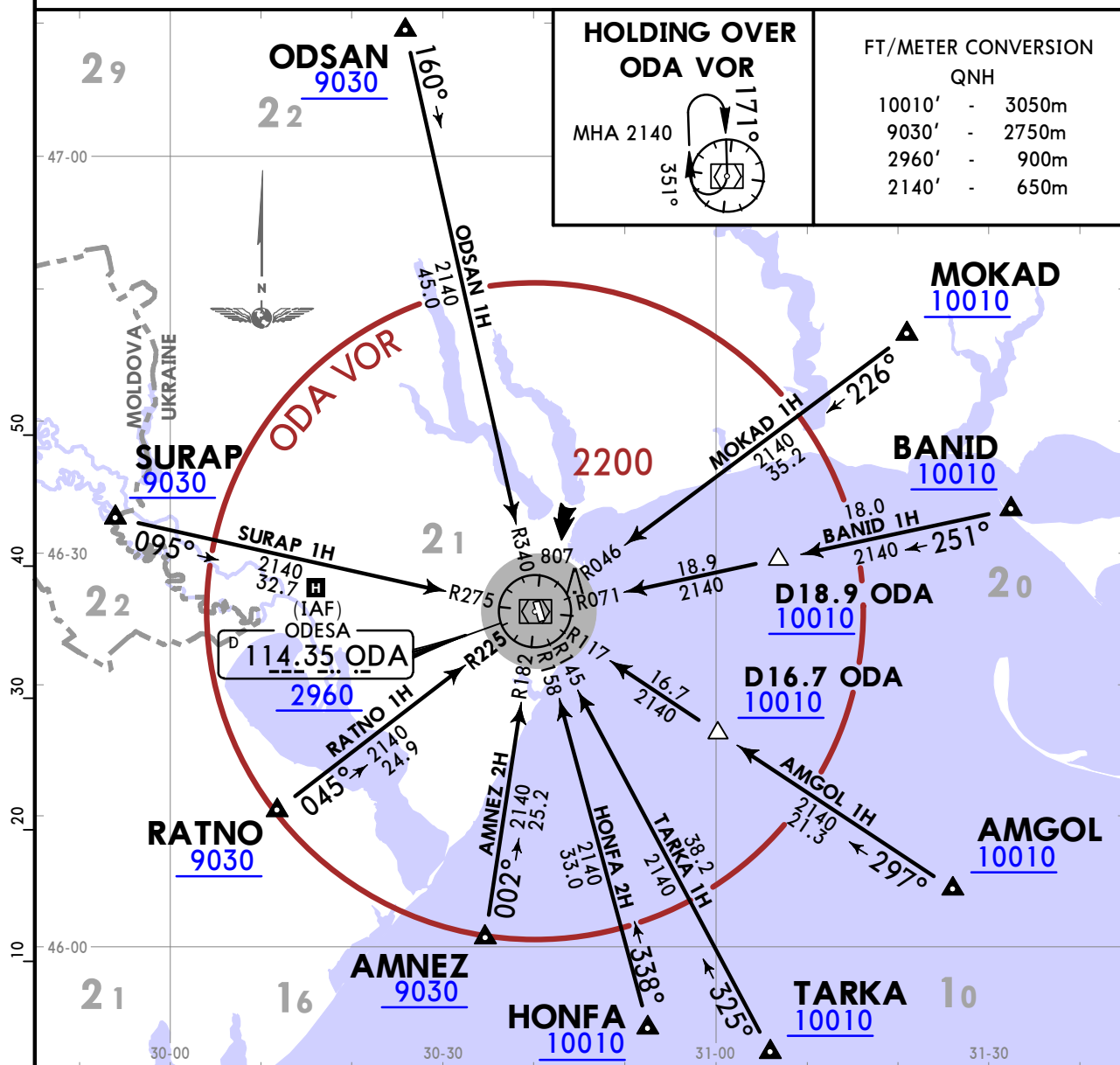
UK00/ODS  
ODESA

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

ODESA, UKRAINE  
STAR

ATIS 133.1 (Russian 124.8)	Apt Elev 174	Alt Set: hPa (MM on request) Trans level: By ATC
----------------------------------	-----------------	---

AMGOL 1H [AMGO1H], AMNEZ 2H [AMNE2H]  
BANID 1H [BANI1H], HONFA 2H [HONF2H]  
MOKAD 1H [MOKA1H], ODSAN 1H [ODSA1H]  
RATNO 1H [RATN1H], SURAP 1H [SURA1H]  
TARKA 1H [TARK1H]  
ARRIVALS  
(RWY 34)



STAR	ROUTING
AMGOL 1H	Intercept ODA R117 inbound to ODA VOR.
AMNEZ 2H	Intercept ODA R182 inbound to ODA VOR.
BANID 1H	Intercept ODA R071 inbound to ODA VOR.
HONFA 2H	Intercept ODA R158 inbound to ODA VOR.
MOKAD 1H	Intercept ODA R046 inbound to ODA VOR.
ODSAN 1H	Intercept ODA R340 inbound to ODA VOR.
RATNO 1H	Intercept ODA R225 inbound to ODA VOR.
SURAP 1H	Intercept ODA R275 inbound to ODA VOR.
TARKA 1H	Intercept ODA R145 inbound to ODA VOR.

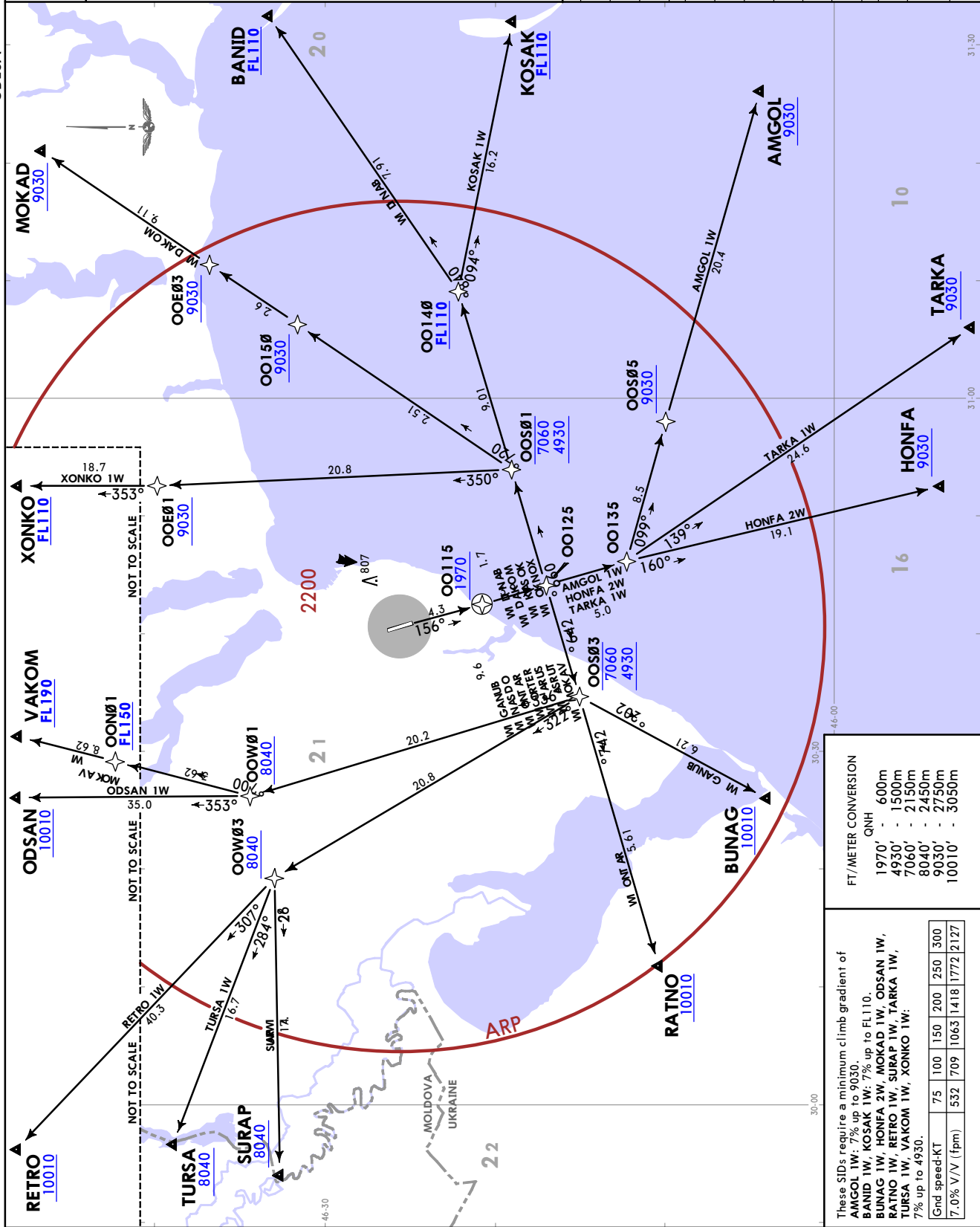
Trans alt: 10010  
 1. GNSS required  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
 3. If unable to comply departure procedures advise ATC.

Apt Elev  
174

**AMGOL 1W [AMGO1W]**  
**BANID 1W [BANI1W]**  
**BUNAG 1W [BUNA1W]**  
**HONFA 2W [HONF2W]**  
**KOSAK 1W [KOSA1W]**  
**MOKAD 1W [MOKA1W]**  
**ODSAN 1W [ODSA1W]**  
**RATNO 1W [RATN1W]**  
**RETRO 1W [RETR1W]**  
**SURAP 1W [SURA1W]**  
**TARKA 1W [TARK1W]**  
**TURSA 1W [TURS1W]**  
**VAKOM 1W [VAKO1W]**  
**XONKO 1W [XONK1W]**  
**RNAV (GNSS) DEPARTURES**  
**(RWY 16)**

SID	ROUTING
AMGOL 1W	OO115 (1970+) - OO125 - OO135 - OOS05 (9030+) - AMGOL (9030+)
BANID 1W	OO115 (1970+) - OO125 - OOS01 (4930+) - OOS03 (7060+) - OO140 (FL110+) - BANID (FL110+)
BUNAG 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - BUNAG (10010+)
HONFA 2W	OO115 (1970+) - OO125 - OO135 - HONFA (9030+)
KOSAK 1W	OO115 (1970+) - OO125 - OOS01 (4930+) - OOS03 (7060+) - OO140 (FL110+) - KOSAK (FL110+)
MOKAD 1W	OO115 (1970+) - OO125 - OOS01 (4930+) - OOS03 (7060+) - OO150 (9030+) - OOS03 (9030+) - MOKAD (9030+)
ODSAN 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - OOS01 (8040+) - OOSAN (10010+)
RATNO 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - RATNO (10010+)
RETRO 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - OOS01 (8040+) - RETRO (10010+)
SURAP 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - OOS01 (8040+) - SURAP (8040+)
TARKA 1W	OO115 (1970+) - OO125 - OO135 - TARKA (9030+)
TURSA 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - OOS01 (8040+) - TURSA (8040+)
VAKOM 1W	OO115 (1970+) - OO125 - OOS03 (4930+) - OOS05 (7060+) - OOS01 (8040+) - OOS01 (FL150+) - VAKOM (FL190+)
XONKO 1W	OO115 (1970+) - OO125 - OOS01 (4930+) - OOS03 (7060+) - OOS01 (9030+) - XONKO (FL110+)

**UK00/ODS**  
**ODESA**



FT/METER CONVERSION

QNH	600m
1970'	600m
4930'	1500m
7060'	2150m
8040'	2450m
9030'	2750m
10010'	3050m

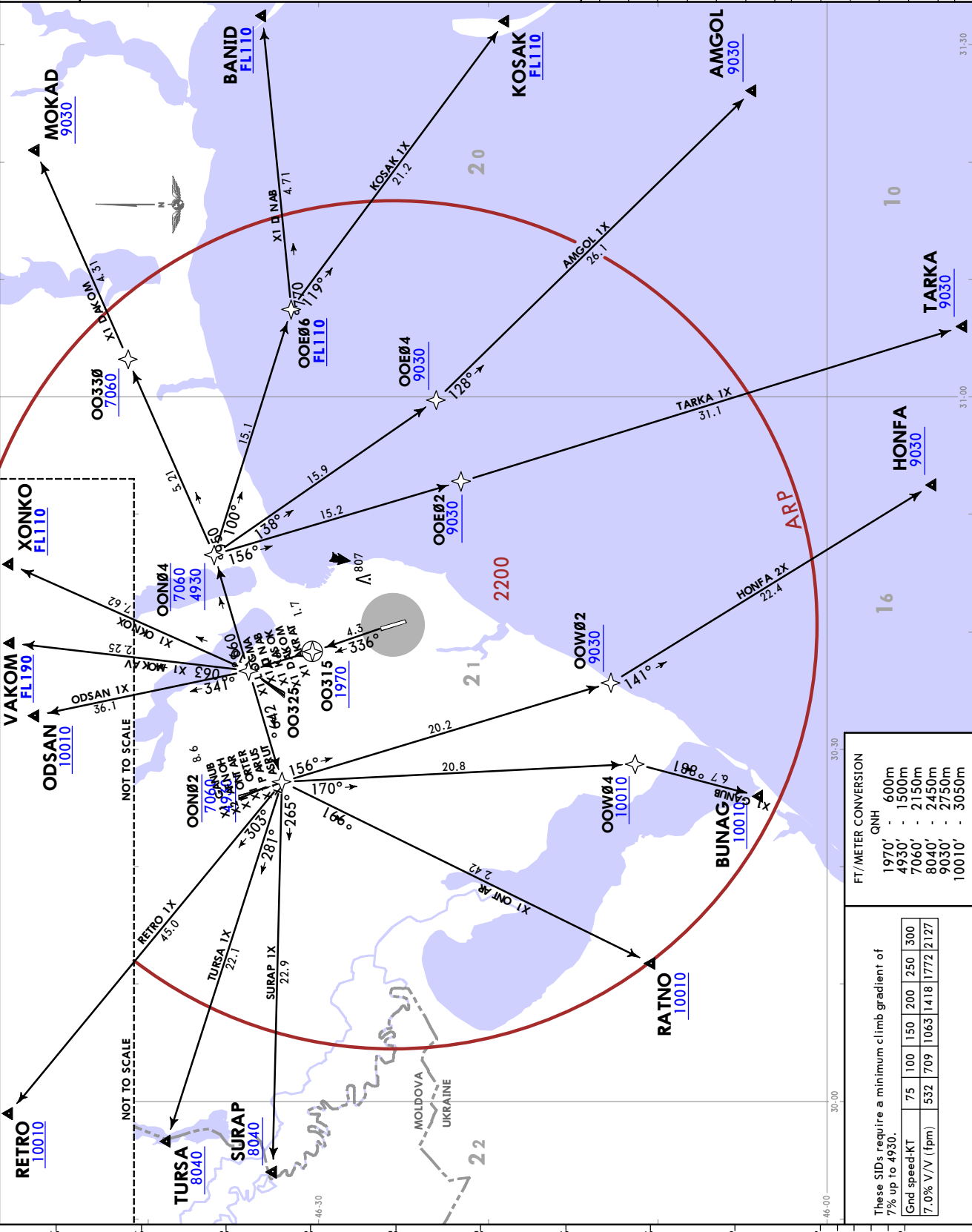
These SIDs require a minimum climb gradient of

SID	7%	100'	150'	200'	250'	300'
AMGOL 1W	7%	up to 9030				
BANID 1W	7%	up to 9030				
BUNAG 1W	7%	up to 9030				
HONFA 2W	7%	up to 9030				
MOKAD 1W	7%	up to 9030				
RATNO 1W	7%	up to 9030				
RETRO 1W	7%	up to 9030				
SURAP 1W	7%	up to 9030				
TARKA 1W	7%	up to 9030				
TURSA 1W	7%	up to 9030				
VAKOM 1W	7%	up to 9030				
XONKO 1W	7%	up to 9030				

CHANGES: Chart reindexed (procedures transferred); RNAV SIDs: renumbered & revised; PERED 2W withdrawn; HONFA 2W established.  
 © JEPPESEN, 2021. ALL RIGHTS RESERVED.

Trans alt: 10010  
 1. GNSS required  
 2. RNAV 1 (P-RNAV) approval required, otherwise advise ATC.  
 3. If unable to comply departure procedures advise ATC.

Apt Elev  
 174



These SIDs require a minimum climb gradient of 7% up to 4930.

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

FT/METER CONVERSION

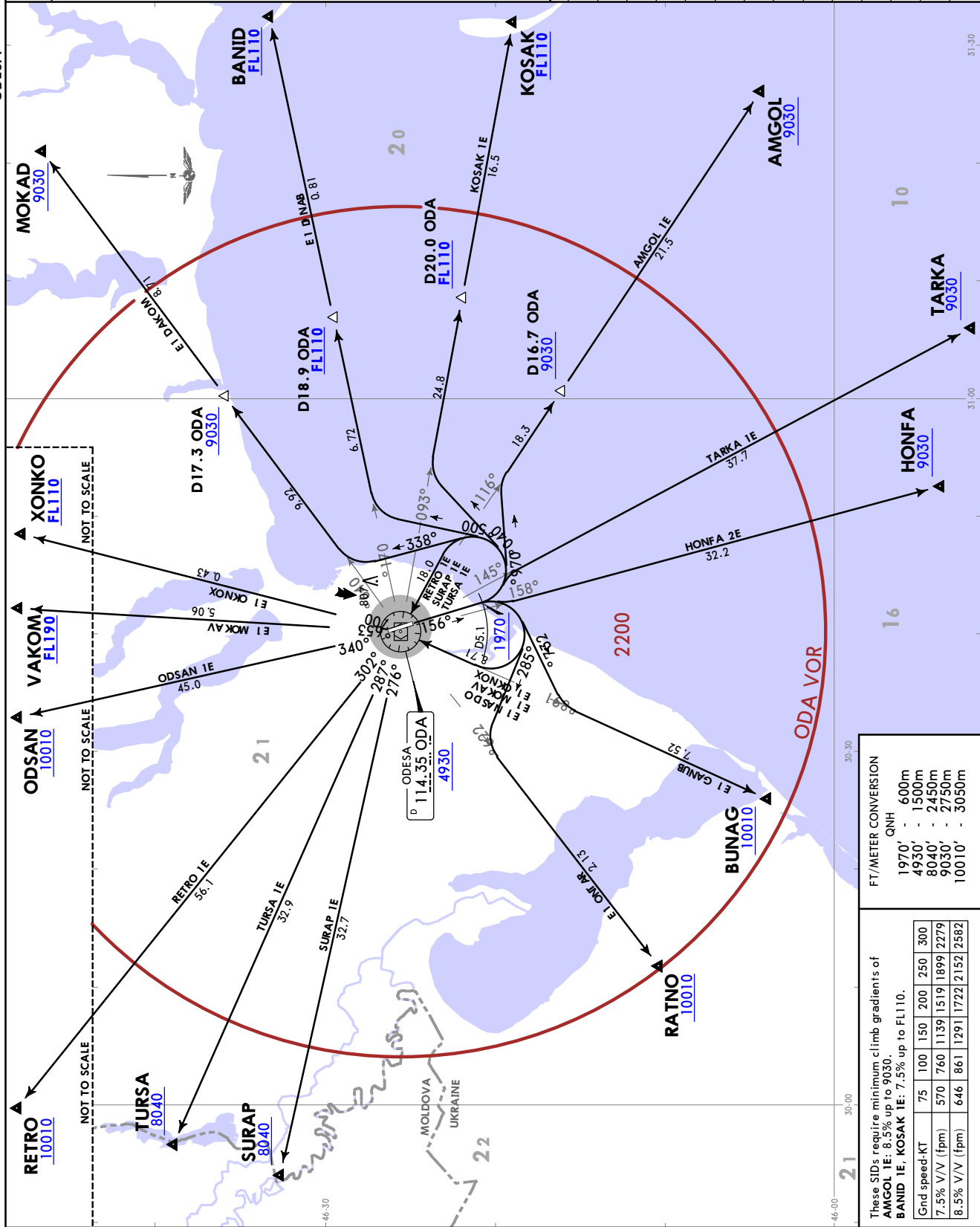
QNH	1970'	600m
4930'	1500m	
7060'	2150m	
8040'	2450m	
9030'	2750m	
10010'	3050m	

Apt. Elev  
174

Trans alt: 10010  
if unable to comply departure procedures advise ATC.

AMGOL 1E [AMG01E]  
 BANID 1E [BANI1E]  
 BUNAG 1E [BUNA1E]  
 HONFA 2E [HONF2E]  
 KOSAK 1E [KOSA1E]  
 MOKAD 1E [MOKA1E]  
 ODSAN 1E [ODSA1E]  
 RATNO 1E [RATN1E]  
 RETRO 1E [RETR1E]  
 SURAP 1E [SURAT1E]  
 TARKA 1E [TARK1E]  
 TURSA 1E [TURS1E]  
 VAKOM 1E [VAKO1E]  
 XONKO 1E [XONK1E]  
**DEPARTURES**  
 (RWY 16)

SID	ROUTING
AMGOL 1E	On 156° track to D5.1 ODA, turn LEFT, 079° track, turn RIGHT, intercept ODA R116 to AMGOL.
BANID 1E	On 156° track to D5.1 ODA, turn LEFT, 005° track, turn RIGHT, intercept ODA R071 to BANID.
BUNAG 1E	On 156° track to D5.1 ODA, turn RIGHT, 237° track, turn LEFT, intercept ODA R198 to BUNAG.
HONFA 2E	On 156° track to D5.1 ODA, turn RIGHT, intercept ODA R158 to HONFA.
KOSAK 1E	On 156° track to D5.1 ODA, turn LEFT, 040° track, turn RIGHT, intercept ODA R093 to KOSAK.
MOKAD 1E	On 156° track to D5.1 ODA, turn LEFT, 338° track, turn RIGHT, intercept ODA R046 to MOKAD.
ODSAN 1E	On 156° track to D5.1 ODA, turn RIGHT to ODA VOR, ODA R340 to ODSAN.
RATNO 1E	On 156° track to D5.1 ODA, turn RIGHT, 285° track, turn LEFT, intercept ODA R226 to RATNO.
RETRO 1E	On 156° track to D5.1 ODA, turn LEFT to ODA VOR, ODA R302 to RETRO.
SURAP 1E	On 156° track to D5.1 ODA, turn LEFT to ODA VOR, ODA R276 to SURAP.
TARKA 1E	On 156° track to D5.1 ODA, turn LEFT, intercept ODA R145 to TARKA.
TURSA 1E	On 156° track to D5.1 ODA, turn LEFT to ODA VOR, ODA R287 to TURSA.
VAKOM 1E	On 156° track to D5.1 ODA, turn RIGHT to ODA VOR, ODA R356 to VAKOM.
XONKO 1E	On 156° track to D5.1 ODA, turn RIGHT to ODA VOR, ODA R007 to XONKO.



These SIDs require minimum climb gradients of  
**AMGOL 1E:** 8.5% up to 9030.  
**BANID 1E, KOSAK 1E:** 7.5% up to FL110.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

FT/METER CONVERSION  
 QNH  
 1970' - 600m  
 4930' - 1500m  
 8040' - 2450m  
 9030' - 2750m  
 10010' - 3050m

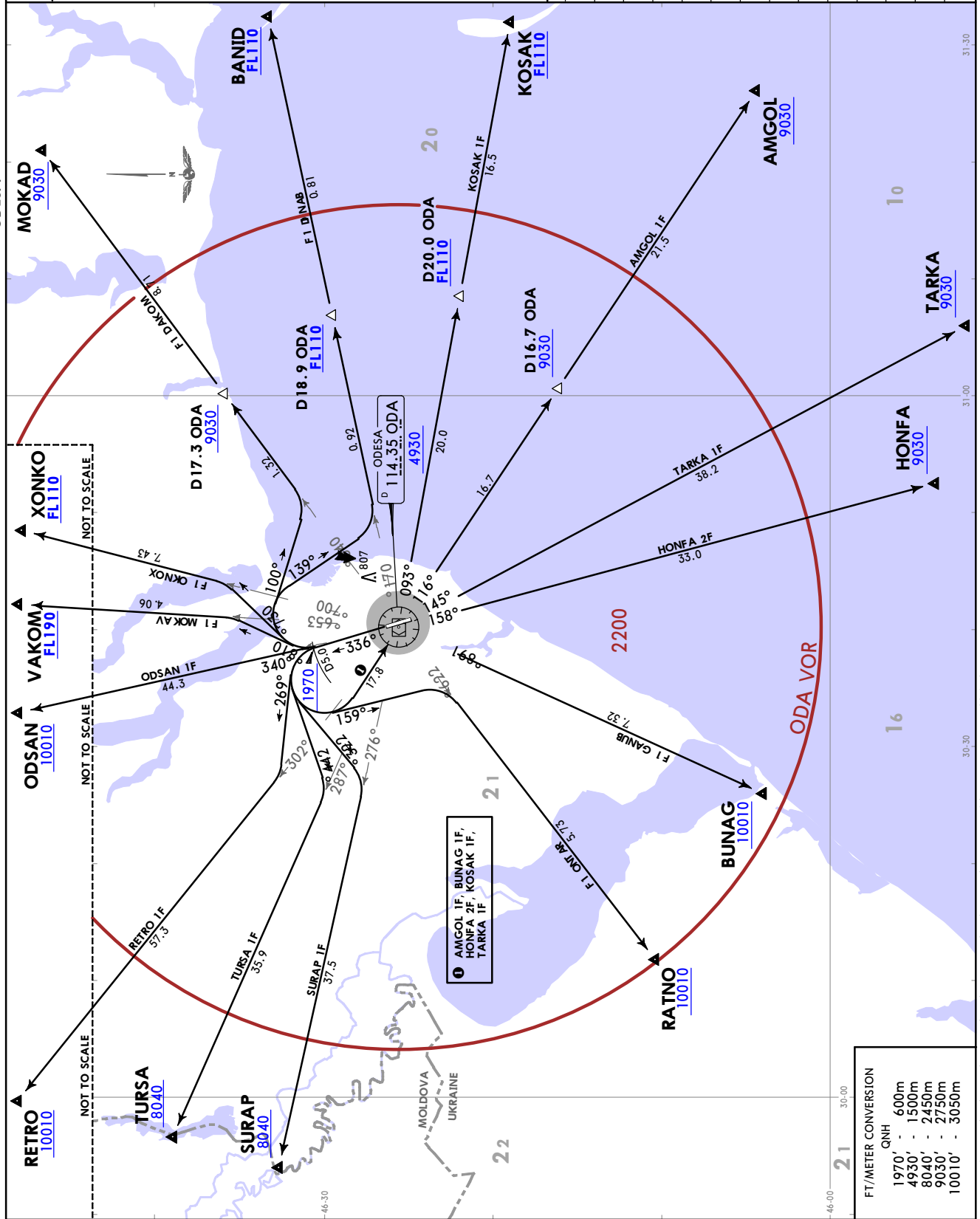
CHANGES: Chart reindexed (procedures transferred); SIDs renumbered & revised, PERED 4E withdrawn, HONFA 2E established.  
 © JEPPESEN, 2021. ALL RIGHTS RESERVED.

Apt Elev 174  
 Trans alt: 10010  
 if unable to comply departure procedures advise ATC.

AMGOL 1F [AMG01F]  
 BANID 1F [BANI1F]  
 BUNAG 1F [BUNA1F]  
 HONFA 2F [HONF2F]  
 KOSAK 1F [KOSA1F]  
 MOKAD 1F [MOKA1F]  
 ODSAN 1F [ODSA1F]  
 RATNO 1F [RATN1F]  
 RETRO 1F [RETR1F]  
 SURAP 1F [SURA1F]  
 TARKA 1F [TARK1F]  
 TURSA 1F [TURS1F]  
 VAKOM 1F [VAKO1F]  
 XONKO 1F [XONK1F]

**DEPARTURES**  
 (RWY 34)

SID	ROUTING
AMGOL 1F	On 336° track to D5.0 ODA, turn LEFT to ODA VOR, ODA R116 to AMGOL.
BANID 1F	On 336° track to D5.0 ODA, turn RIGHT, 139° track, turn LEFT, intercept ODA R071 to BANID.
BUNAG 1F	On 336° track to D5.0 ODA, turn LEFT to ODA VOR, intercept ODA R198 to BUNAG.
HONFA 2F	On 336° track to D5.0 ODA, turn LEFT to ODA VOR, ODA R158 to HONFA.
KOSAK 1F	On 336° track to D5.0 ODA, turn LEFT to ODA VOR, ODA R093 to KOSAK.
MOKAD 1F	On 336° track to D5.0 ODA, turn RIGHT, 100° track, turn LEFT, intercept ODA R046 to MOKAD.
ODSAN 1F	On 336° track to D5.0 ODA, turn RIGHT, intercept ODA R340 to ODSAN.
RATNO 1F	On 336° track to D5.0 ODA, turn LEFT, 159° track, turn RIGHT, intercept ODA R226 to RATNO.
RETR0 1F	On 336° track to D5.0 ODA, turn LEFT, 269° track, turn RIGHT, intercept ODA R302 to RETRO.
SURAP 1F	On 336° track to D5.0 ODA, turn LEFT, 233° track, turn RIGHT, intercept ODA R276 to SURAP.
TARKA 1F	On 336° track to D5.0 ODA, turn LEFT to ODA VOR, ODA R145 to TARKA.
TURSA 1F	On 336° track to D5.0 ODA, turn LEFT, 244° track, turn RIGHT, intercept ODA R287 to TURSA.
VAKOM 1F	On 336° track to D5.0 ODA, turn RIGHT, 018° track, turn LEFT, intercept ODA R356 to VAKOM.
XONKO 1F	On 336° track to D5.0 ODA, turn RIGHT, 037° track, turn LEFT, intercept ODA R007 to XONKO.



**FT/METER CONVERSION**

1970'	-	600m
4930'	-	1500m
8040'	-	2450m
9030'	-	2750m
10010'	-	3050m

CHANGES: Chart reindexed (procedures transferred); SIDs renumbered & revised, PERED 4F withdrawn, HONFA 2F established.

# UKOO/ODS

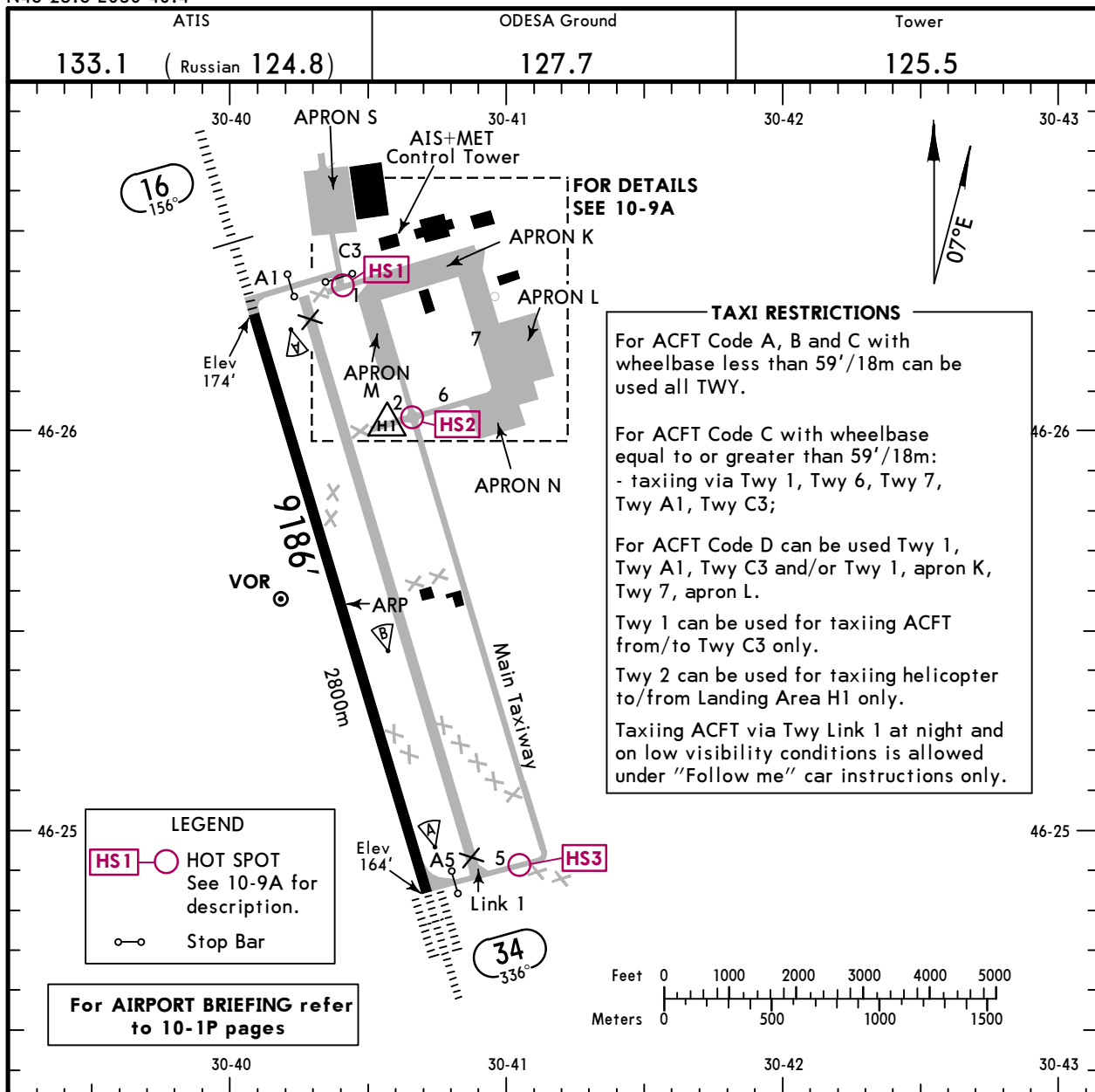
Apt Elev **174'**  
N46 25.6 E030 40.4



12 NOV 21 **(10-9)**

# ODESA, UKRAINE

ODESA



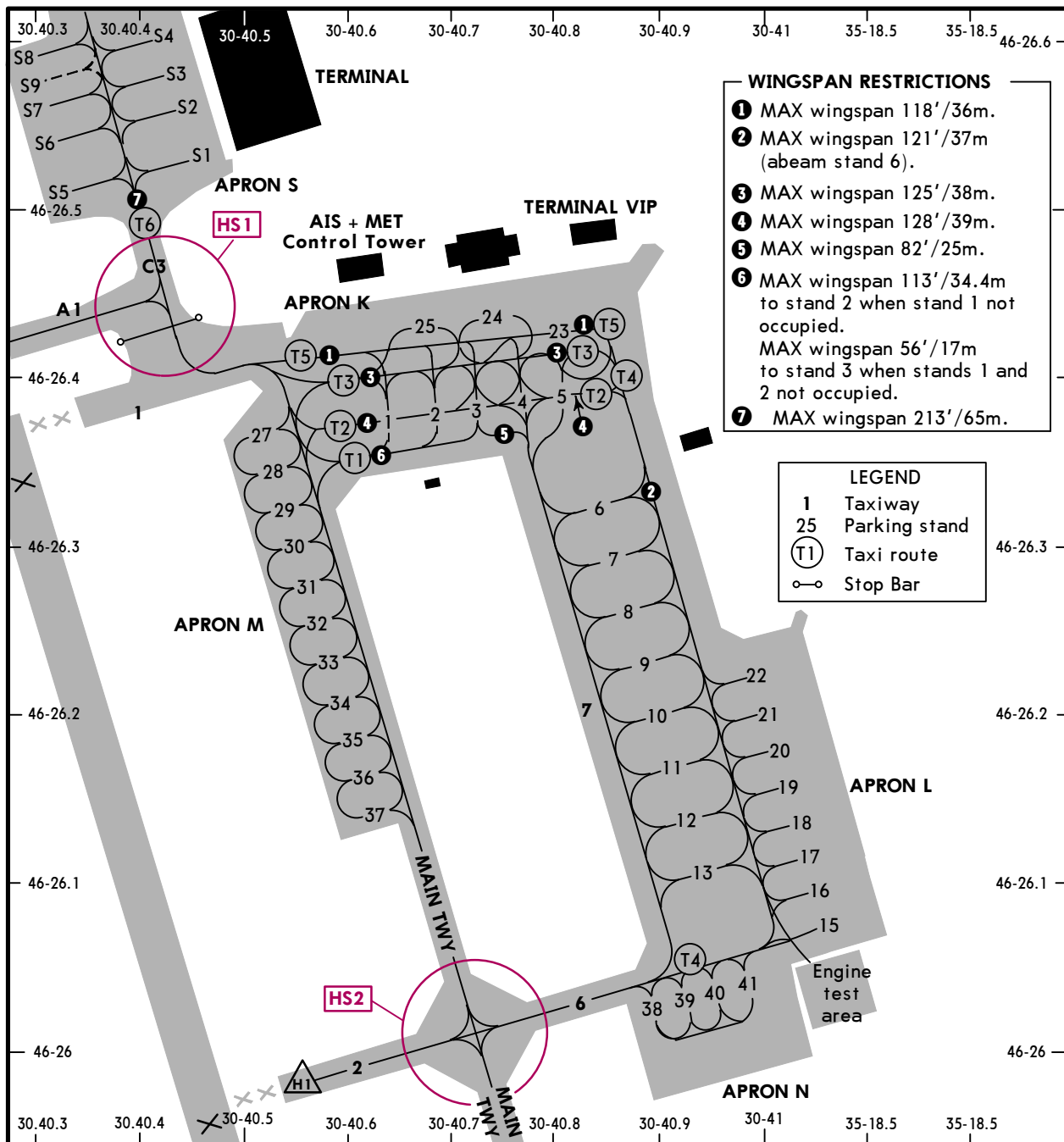
**ADDITIONAL RUNWAY INFORMATION**

RWY	HIRL (60m) CL (15m) HIALS PAPI-L ①	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
16	HIRL (60m) CL (15m) HIALS PAPI-L ①	RVR		8214' 2504m		148'
34	HIRL (60m) CL (15m) HIALS TDZ PAPI-L ①	RVR		8275' 2522m		45m

① (angle 3.00°)

Std	TAKE-OFF							
	HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT	
	TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

Std	TAKE-OFF							
	HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT	
	TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA



- WINGSPAN RESTRICTIONS**
- ① MAX wingspan 118'/36m.
  - ② MAX wingspan 121'/37m (abeam stand 6).
  - ③ MAX wingspan 125'/38m.
  - ④ MAX wingspan 128'/39m.
  - ⑤ MAX wingspan 82'/25m.
  - ⑥ MAX wingspan 113'/34.4m to stand 2 when stand 1 not occupied. MAX wingspan 56'/17m to stand 3 when stands 1 and 2 not occupied.
  - ⑦ MAX wingspan 213'/65m.

- LEGEND**
- 1 Taxiway
  - 25 Parking stand
  - (T1) Taxi route
  - Stop Bar

**HOT SPOTS**

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

- HS1** (A1-C3-1) Taxi with caution. Listen carefully to ATC taxi instruction.
- HS2** (2-MAIN TWY-6) Taxi with caution when crossing or turning on Main Twy.
- HS3** Twy 5. Taxi with caution. Intersection Twy 5/military Twy not in sight from the Tower.

**TAXI RESTRICTIONS**

For ACFT Code A, B and C with wheelbase less than 59'/18m can be used all Twy.  
 For ACFT Code C with wheelbase equal to or greater than 59'/18m:  
 - taxiing via Twy 1, Twy 6 and Twy 7, Twy A1, Twy C3;  
 For ACFT Code D can be used Twy 1, Twy A1, Twy C3 and/or Twy 1, apron K, Twy 7, apron L.  
 Twy 1 can be used for taxiing ACFT from/to Twy C3 only.  
 Twy 2 can be used for taxiing helicopter to/from Landing Area H1 only.  
 Taxiing ACFT via Twy Link 1 at night and on low visibility conditions is allowed under "Follow me" car instructions only.

PARKING STAND COORDINATES			
STAND No.	COORDINATES		CABIN on
<b>Apron K</b>			
1	N46 26.3	E030 40.5	N
1	N46 26.3	E030 40.6	S
2	N46 26.4	E030 40.6	N
2	N46 26.3	E030 40.6	S
3	N46 26.4	E030 40.6	N
3	N46 26.3	E030 40.6	S
4	N46 26.4	E030 40.7	N
4	N46 26.3	E030 40.7	S
5	N46 26.4	E030 40.7	N
5	N46 26.3	E030 40.7	S
23	N46 26.4	E030 40.7	E or W
24, 25	N46 26.4	E030 40.6	E or W
<b>Apron L</b>			
6 thru 8	N46 26.3	E030 40.7	E or W
9	N46 26.2	E030 40.8	E
9	N46 26.2	E030 40.7	W
10	N46 26.2	E030 40.8	E
10	N46 26.2	E030 40.7	W
11	N46 26.2	E030 40.8	E
11	N46 26.2	E030 40.7	W
12	N46 26.2	E030 40.8	E or W
13	N46 26.1	E030 40.8	E or W
15, 16	N46 26.1	E030 40.9	W
17	N46 26.2	E030 40.9	E
17	N46 26.2	E030 40.8	W
18	N46 26.2	E030 40.8	E or W
19 thru 22	N46 26.2	E030 40.8	E
<b>Apron M</b>			
27	N46 26.3	E030 40.5	E
28 thru 35	N46 26.3	E030 40.5	E or W
36	N46 26.2	E030 40.6	E
36	N46 26.2	E030 40.5	W
37	N46 26.2	E030 40.6	E
37	N46 26.2	E030 40.5	W
<b>Apron N</b>			
38	N46 26.1	E030 40.7	N
38	N46 26.0	E030 40.8	S
39 thru 41	N46 26.1	E030 40.8	N or S
<b>Apron S</b>			
S1 thru S3	N46 26.5	E030 40.4	E
S4	N46 26.6	E030 40.4	E
S5 thru S7	N46 26.5	E030 40.3	W
S8	N46 26.6	E030 40.3	W
S9	N46 26.5	E030 40.3	W

STRAIGHT-IN RWY		A	B	C	D
<b>16</b>	ILS	<b>374'</b> (200')	<b>381'</b> (207')	<b>391'</b> (217')	<b>401'</b> (227')
	FULL	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC	<b>560'</b> (386')	<b>560'</b> (386')	<b>560'</b> (386')	<b>560'</b> (386')
with D2.5 IOD	R1100m	R1100m	R1100m	R1100m	
ALS out	R1500m	R1500m	R1800m	R1800m	
② LOC	<b>610'</b> (436')	<b>610'</b> (436')	<b>610'</b> (436')	<b>610'</b> (436')	
w/o D2.5 IOD	R1300m	R1300m	R1300m	R1300m	
ALS out	R1500m	R1500m	R2000m	R2000m	
② VOR	<b>660'</b> (486')	<b>660'</b> (486')	<b>660'</b> (486')	<b>660'</b> (486')	
ALS out	R1500m	R1500m	R1500m	R1500m	
ALS out	R1500m	R1500m	R2300m	R2300m	
<b>34</b>	CAT 3A ILS	<b>RA50'</b> R200m	<b>RA50'</b> R200m	<b>RA50'</b> R200m	<b>RA50'</b> R200m
	CAT 2 ILS	<b>264'</b> (100')	<b>276'</b> (112')	<b>289'</b> (125')	<b>302'</b> (138')
		<b>RA113'</b>	<b>RA128'</b>	<b>RA144'</b>	<b>RA162'</b>
		R300m	R300m	R400m	R400m
	ILS	<b>364'</b> (200')	<b>364'</b> (200')	<b>368'</b> (204')	<b>378'</b> (214')
	FULL	R750m	R750m	R750m	R800m
ALS out	R1200m	R1200m	R1200m	R1200m	
② LOC	<b>500'</b> (336')	<b>500'</b> (336')	<b>500'</b> (336')	<b>500'</b> (336')	
	R1100m	R1100m	R1100m	R1100m	
ALS out	R1500m	R1500m	R1500m	R1500m	
② VOR	<b>680'</b> (516')	<b>680'</b> (516')	<b>680'</b> (516')	<b>680'</b> (516')	
	R1500m	R1500m	R1900m	R1900m	
ALS out	R1500m	R1500m	R2400m	R2400m	

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

② Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
Not authorized below 3940' in sector from 0.8 DME Arc ODA to 4.3 DME Arc ODA and from R-010 ODA VOR to R-130 ODA VOR.	<b>770'</b> (596') V1500m	<b>820'</b> (646') V1600m	<b>1230'</b> (1056') V2400m	<b>1230'</b> (1056') V3600m

**TAKE-OFF**

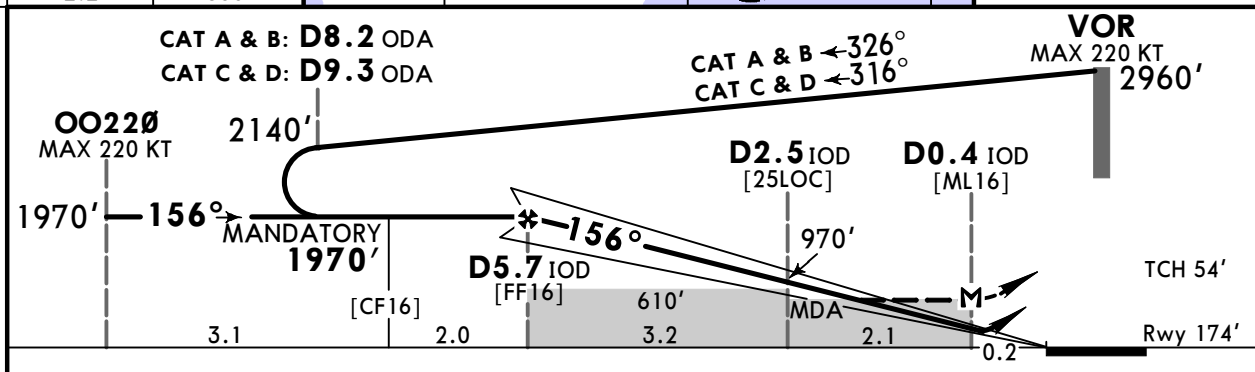
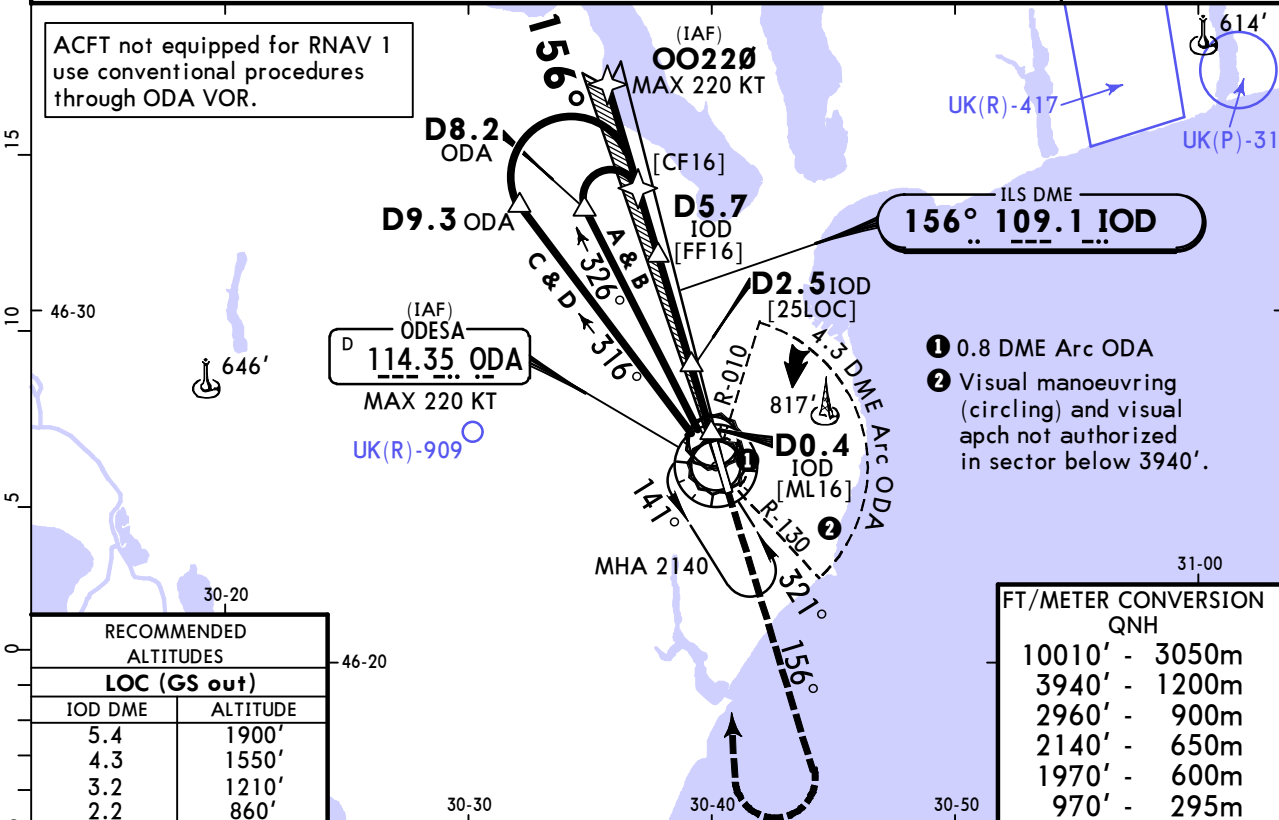
HIRL & CL (spacing 15m or less) & relevant RVR		RL & CL & relevant RVR		RL & CL	RL & RCLM	RL or CL	RL or RCLM	RL or CL	Adequate Vis Ref	
					DAY	NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m	TDZ R125m	TDZ R150m	TDZ R150m	R200m	R300m		R/V400m		R/V500m	NA
Mid R125m	Mid R125m	Mid R150m	Mid R150m							
Rollout R125m	Rollout R125m	Rollout R150m	Rollout R150m							

# UK00/ODS ODESA

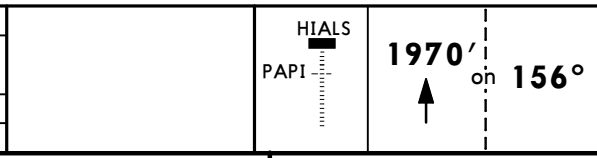
**JEPPESEN**  
9 JUL 21 **(11-1) Eff 15 Jul**

# ODESA, UKRAINE ILS or LOC Rwy 16

ATIS <b>133.1</b> (Russian 124.8)		ODESA Radar (APP) <b>120.9</b>	ODESA Tower <b>125.5</b>	Ground <b>127.7</b>	
LOC IOD <b>109.1</b>	Final Apch Crs <b>156°</b>	<b>D5.7 IOD MANDATORY</b> 1970' (1796')	ILS DA(H) Refer to Minimums	Apt Elev 174' Rwy 174'	
<b>MISSED APCH:</b> Climb on track 156° to 1970', then turn RIGHT to VOR climbing 2960', then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010' 1. DME required. 2. GP/DME paired IOD LOC. 3. RNAV 1 required for OO220.					



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.4 IOD						
D5.7 IOD to MAP	5.3	4:33	3:32	3:11	2:39	2:16



	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	A: 374' (200')		with D2.5 IOD CDFA		w/o D2.5 IOD CDFA	
	B: 381' (207')		DA/MDA(H) 560' (386')		DA/MDA(H) 610' (436')	
	C: 391' (217')					
	D: 401' (227')					
	FULL	ALS out	ALS out	ALS out	ALS out	Max Kts   MDA(H)
A			R1500m	R1500m		100   770' (596') V1500m
B	R550m	R1200m	R1100m	R1300m		135   820' (646') V1600m
C			R1800m	R2000m		180   1230' (1056') V2400m
D						205   1230' (1056') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
2 R750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure title. Proc revised. LOC (GS out) added. New AOM concept. © JEPPESEN, 2004, 2021. ALL RIGHTS RESERVED.



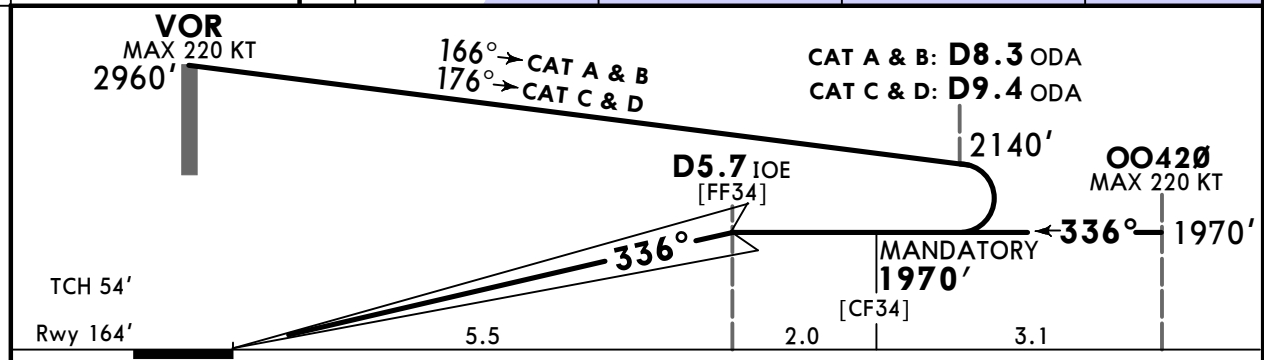
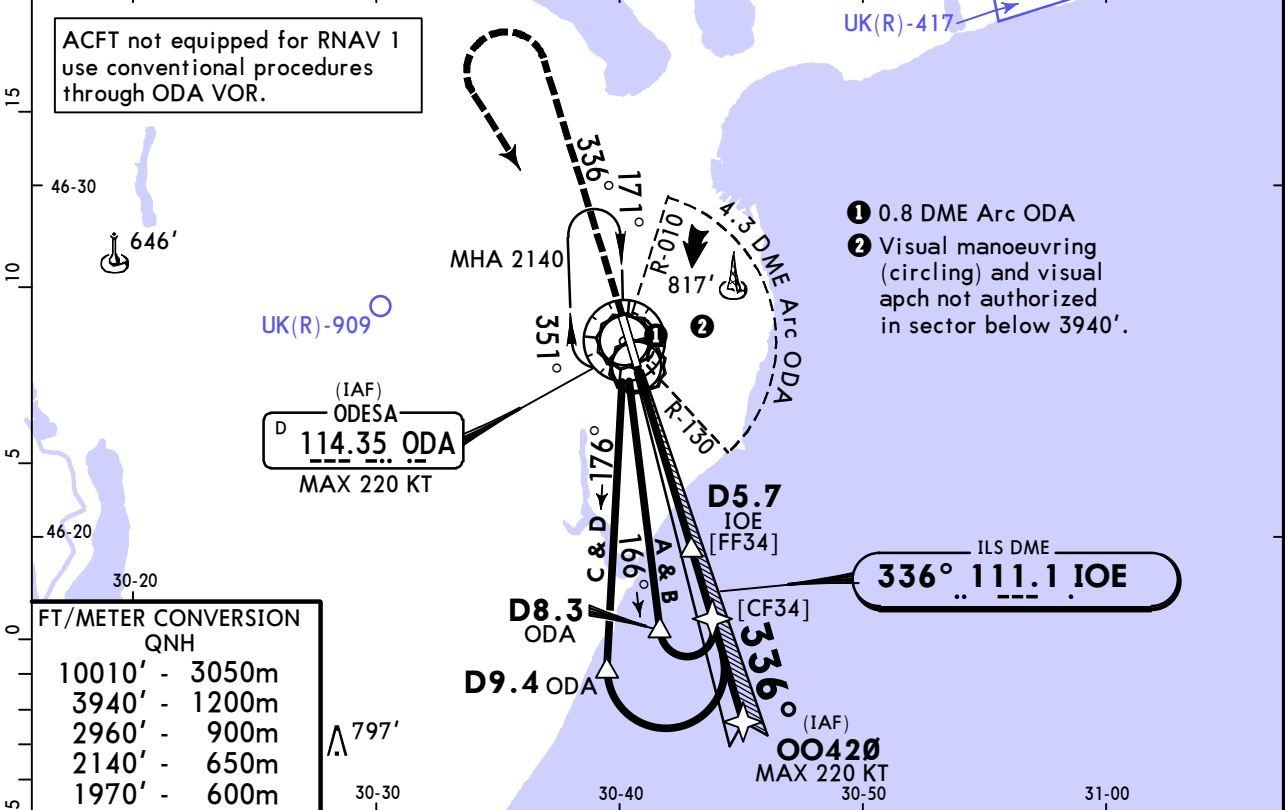
# UK00/ODS ODESA



# ODESA, UKRAINE

9 JUL 21 **(11-2A)** Eff 15 Jul CAT II/III ILS Rwy 34

ATIS <b>133.1</b> (Russian 124.8)		ODESA Radar (APP) <b>120.9</b>		ODESA Tower <b>125.5</b>		Ground <b>127.7</b>	
LOC IOE <b>111.1</b>	Final Apch Crs <b>336°</b>	<b>D5.7 IOE MANDATORY</b> 1970' (1806')		CAT IIIA & II ILS Refer to Minimums		Apt Elev 174' Rwy 164'	
<b>MISSED APCH: Climb on track 336° to 1970', then turn LEFT to VOR climbing 2960', then according to chart.</b>							2200 MSA ODA VOR
Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010'							
1. DME required. 2. GP/DME paired IOE LOC. 3. RNAV 1 required for OO420.							



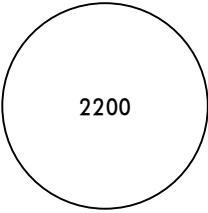
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	1970' on 336°
Gs	3.00°	372	478	531	637	743		

<b>Std</b> STRAIGHT-IN LANDING				
CAT IIIA ILS		CAT II ILS		
	A:	B:	C:	D:
	RA 113'	RA 128'	RA 144'	RA 162'
	DA(H) 264' (100')	DA(H) 276' (112')	DA(H) 289' (125')	DA(H) 302' (138')
PANS OPS	R175m	R300m	R400m	

**UK00/ODS**  
**ODESA**

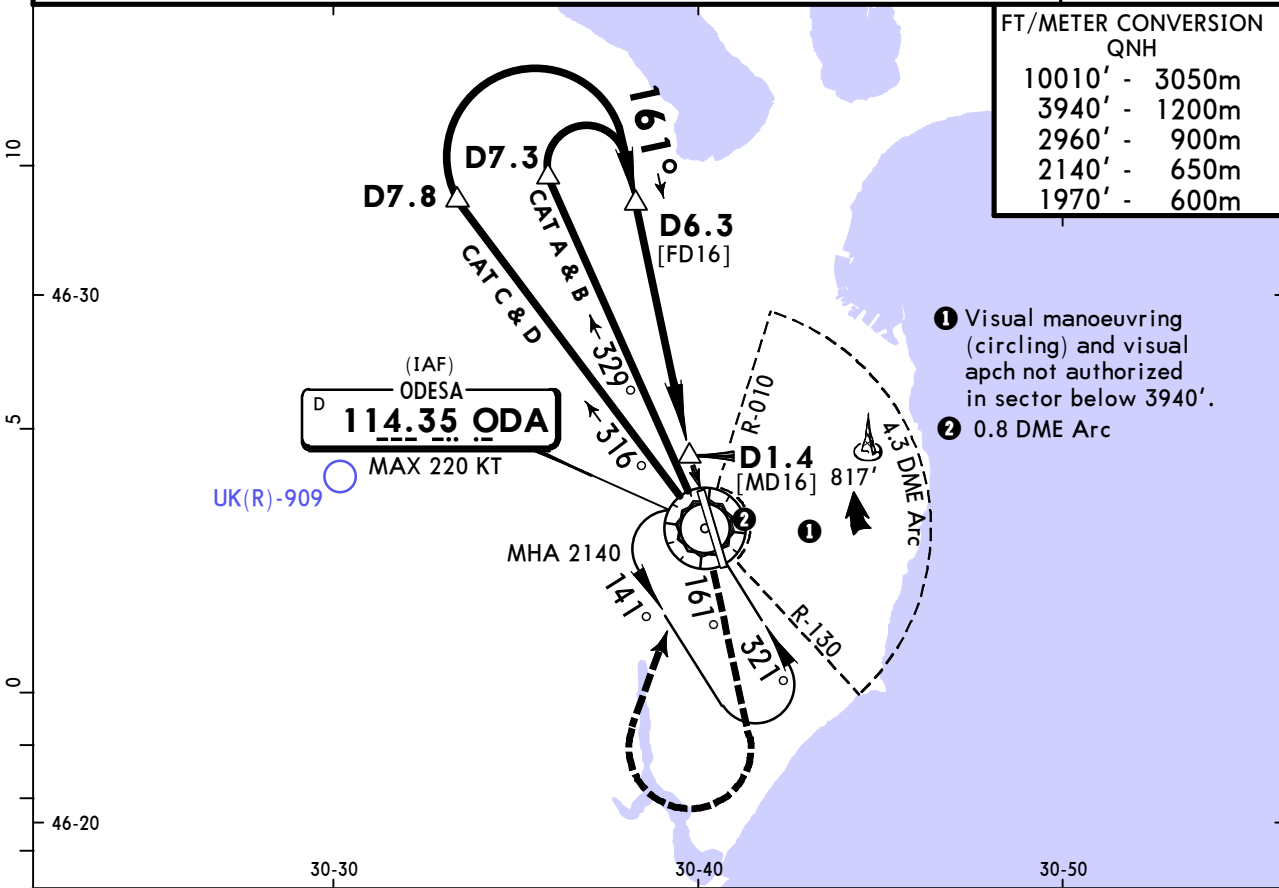
**JEPPESSEN**  
9 JUL 21 **(13-1)** Eff 15 Jul

**ODESA, UKRAINE**  
**VOR Rwy 16**

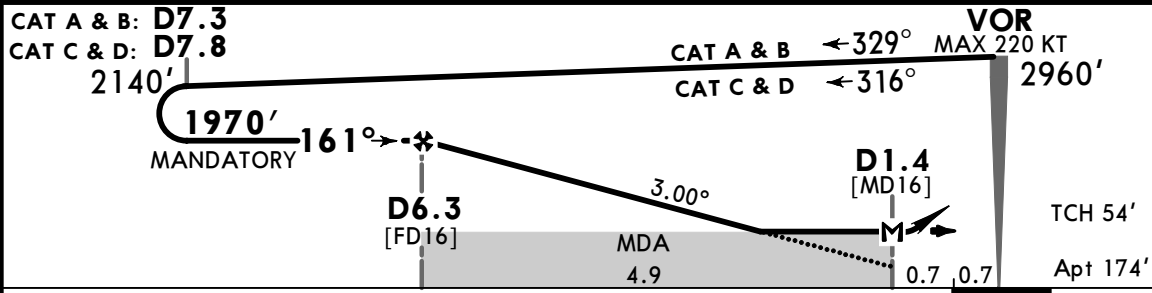
ATIS <b>133.1</b> (Russian 124.8)		ODESA Radar (APP) <b>120.9</b>		ODESA Tower <b>125.5</b>		Ground <b>127.7</b>		
VOR ODA <b>114.35</b>	Final Apch Crs <b>161°</b>	D6.3 MANDATORY <b>1970'</b> (1796')		DA/MDA(H) <b>660'</b> (486')	Apt Elev 174'	 2200 MSA ODA VOR		
<b>MISSED APCH: Climb on track 161° to 1970', then turn RIGHT climbing 2960' to VOR, then according to chart.</b>								
Alt Set: hPa (MM on req)    Apt Elev: 6 hPa    Trans level: By ATC    Trans alt: 10010' DME required.								

**FT/METER CONVERSION**  
QNH

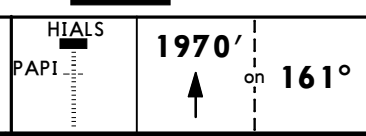
10010'	3050m
3940'	1200m
2960'	900m
2140'	650m
1970'	600m



ODA DME	5.4	4.3	3.2	2.2
ALTITUDE	1710'	1370'	1030'	690'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						
D6.3 to MAP	4.9	4:12	3:16	2:56	2:27	2:06



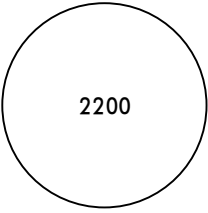
<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
CDFA			
DA/MDA(H) <b>660'</b> (486')			
	ALS out	Max Kts	MDA(H)
A	R1500m	100	770' (596') V1500m
B		135	820' (646') V1600m
C	R2300m	180	1230' (1056') V2400m
D		205	1230' (1056') V3600m

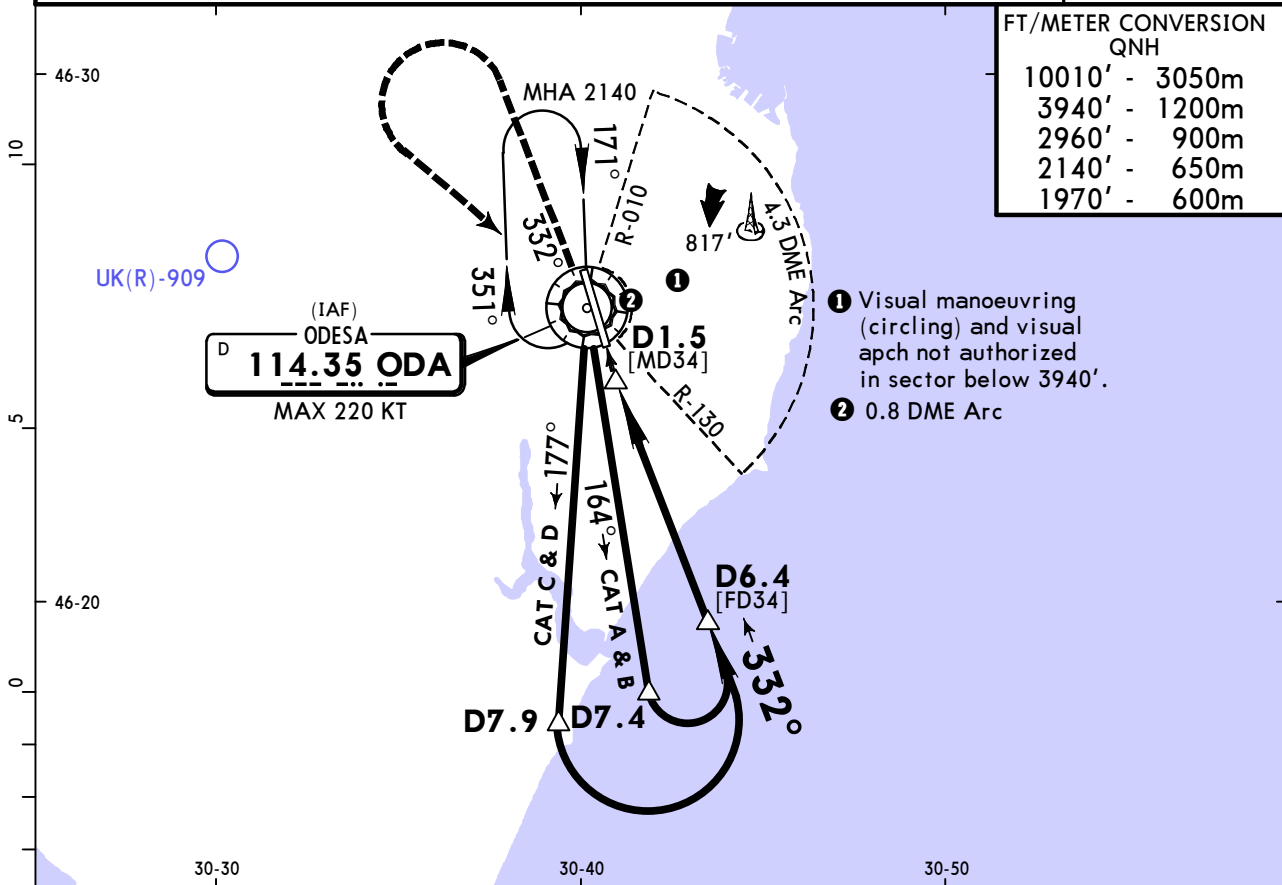
**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UK00/ODS**  
**ODESA**

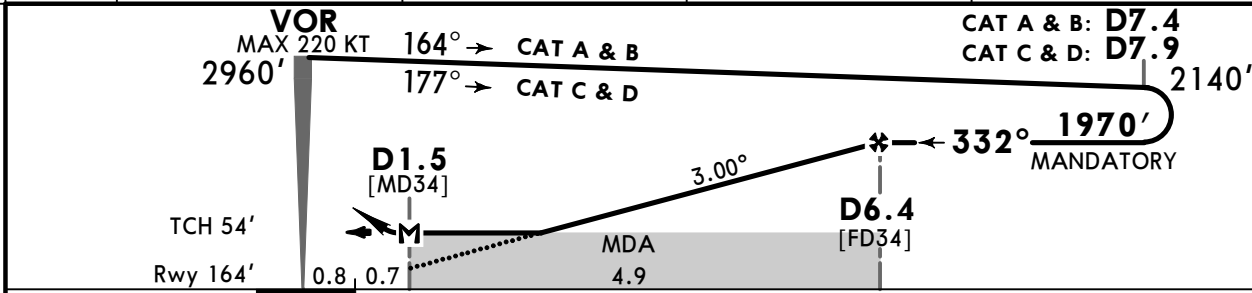
**JEPPESEN**  
9 JUL 21 **(13-2)** Eff 15 Jul


**ODESA, UKRAINE**  
**VOR Rwy 34**

ATIS		ODESA Radar (APP)		ODESA Tower		Ground	
133.1 (Russian 124.8)		120.9		125.5		127.7	
VOR ODA	Final Apch Crs	D6.4 MANDATORY	DA/MDA(H)	Apt Elev	174'		
<b>114.35</b>	<b>332°</b>	<b>1970'</b> (1806')	<b>680'</b> (516')	Rwy	164'		
<b>MISSED APCH: Climb on track 332° to 1970', then turn LEFT climbing 2960' to VOR, then according to chart.</b>							
Alt Set: hPa (MM on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 10010'							
DME required.						MSA ODA VOR	



ODA DME	2.7	3.8	4.9	5.9
ALTITUDE	820'	1160'	1500'	1840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI  1970' on 332°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.5							
D6.4 to MAP	4.9	4:12	3:16	2:56	2:27	2:06	

PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) <b>680'</b> (516')		ALS out	
	A	R1500m		Max Kts   MDA(H)
	B	R1500m		100   770' (596') V1500m
C	R1900m		135   820' (646') V1600m	
D	R2400m		180   1230' (1056') V2400m	
			205   1230' (1056') V3600m	

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

## Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

ODESA, (ODESA - UKOO)

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UKOO