

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours: H24

## Airport Information

RFF: CAT 8

Fuel: TS-1

PCN: RWY 02R/20L: 40/R/B/W/T

## Operation

**Low Visibility Procedure**

LVP in force when RVR 550m or below.

Follow-me mandatory.

Only one ACFT allowed on manoeuvring area during LVP.

**TWY Restriction**

TWY 1 width 21m / 69ft.

TWY 4, 5 width 18m / 59ft.

TWY 9 width 16m / 52ft.

**Taxi/Parking**

Taxiing of 4 ENG ACFT must be executed under 2 ENG only.

Follow-me assistance compulsory for large ACFT at day time when VIS below 400m and at night.

Taxiing via TWY 2, 8, 10, 11 and 14 by tow only.

Code letter C/D ACFT taxi to/from stands of large APN with MNM turn radius.

**Noise Abatement Procedure:** Do not overfly the city of Zaporizhzhia west of AD.

## Warnings

Close-in OBST straight ahead on the right side (trees) ALT 128m / 420ft at distance 422m / 1385ft from THR RWY 20L.

Birds in vicinity of AD.

## ARRIVAL

## Communication

**COM Failure:** See CRAR.

## Arrival Procedure

**Noise Abatement Procedure:** Use East APCH PROCs. Avoid built-up area.

**Non-standard GP intercept position on****RWY 02R**

GP intercepts RWY 02R at 349m / 1145ft after landing threshold.

Remaining DIST beyond GP is 2151m / 7057ft.

**RWY 20L**

GP intercepts RWY 20L at 336m / 1103ft after landing threshold.

Remaining DIST beyond GP is 2164m / 7099ft.

## DEPARTURE

## Take-off Minima

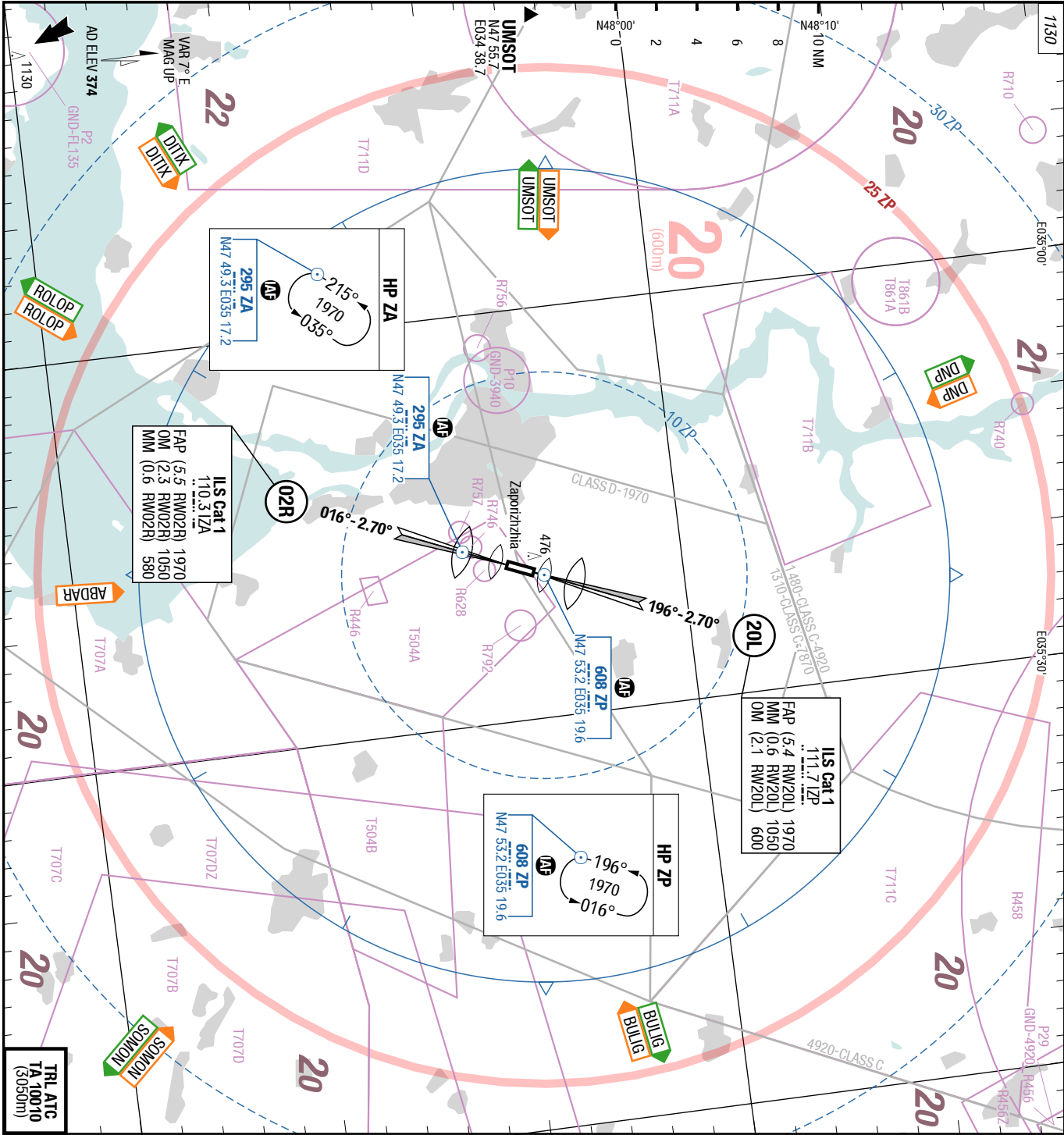
RWY		02R/20L	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

## Communication

COM Failure: See CRAR.

## De-Icing

AVBL



Landing RWY system:

02R

L-S THR 339 (12hPa) / TDZ --- (+0.4%)

APL: Yellow 100L

42 x 2500

TDZ --- (+0.4%) / THR 373 (4hPa)

L-S

RAD 119.200  
TWR 120.050  
126.050

APL: Yellow

02L

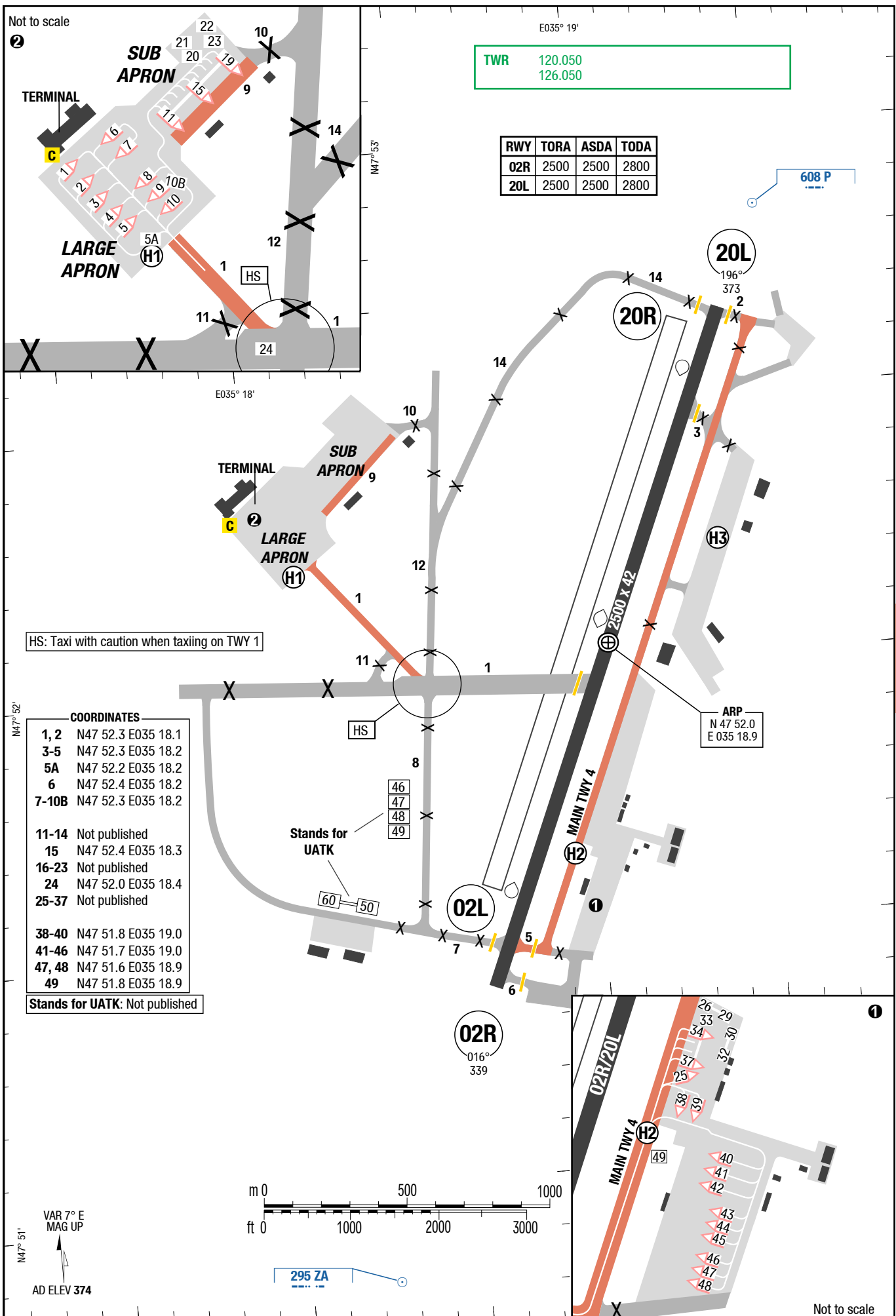
L-S THR 339 (12hPa) / TDZ --- (+0.4%)

APL: Yellow 100L

42 x 2500

TDZ --- (+0.4%) / THR 373 (4hPa)

L-S



Effective 24-MAY-2018

17-MAY-2018

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Ukraine Zaporizhzhia Zaporizhzhia Intl

SIDs RWY 20L

SID

SID

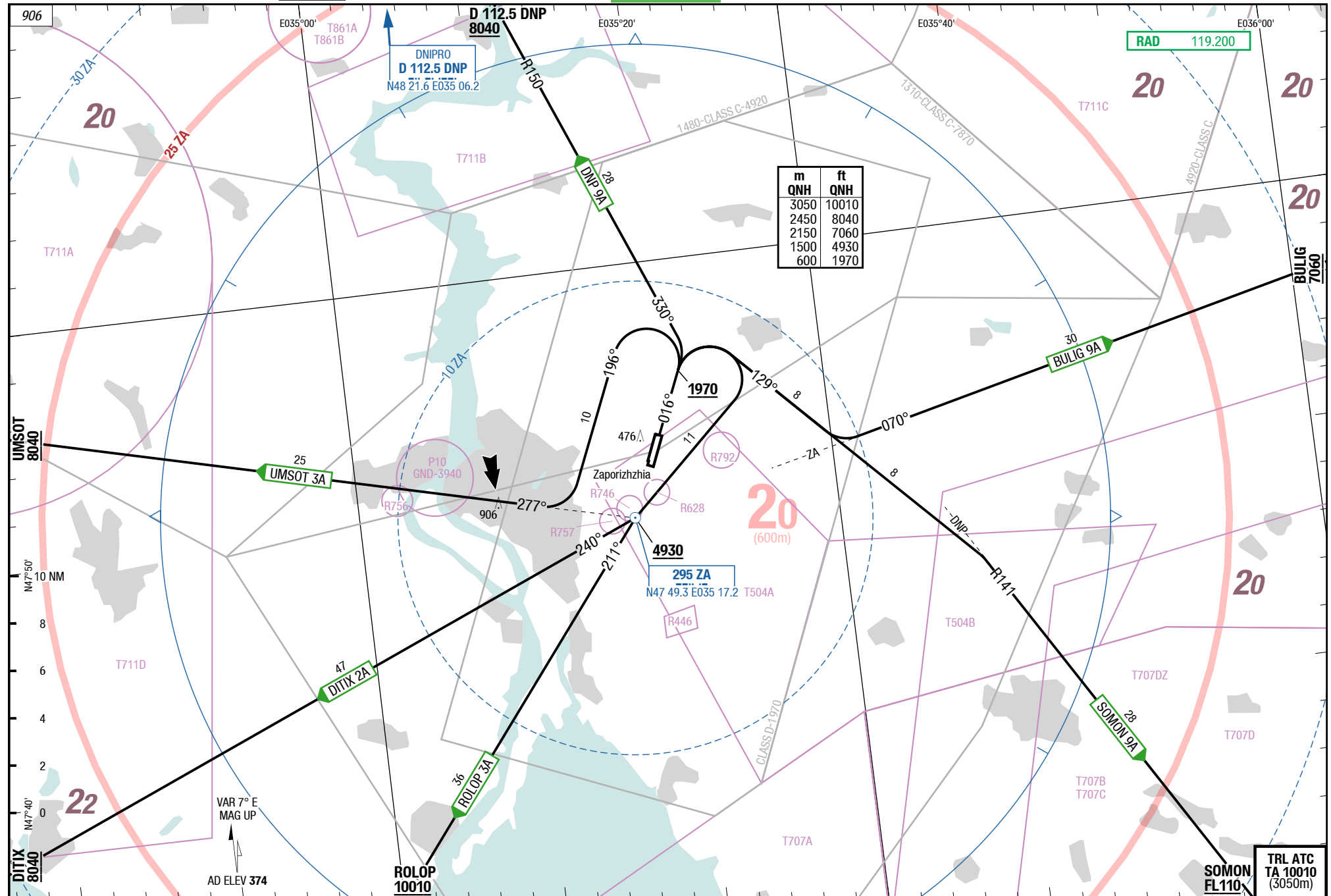
Zaporizhzhia Intl Zaporizhzhia Ukraine

SIDs RWY 20L

SIDs RWY 02R

4-10

SIDs RWY 02R



Changes: Track, RWY Designator, PROC renumbered, SUAs

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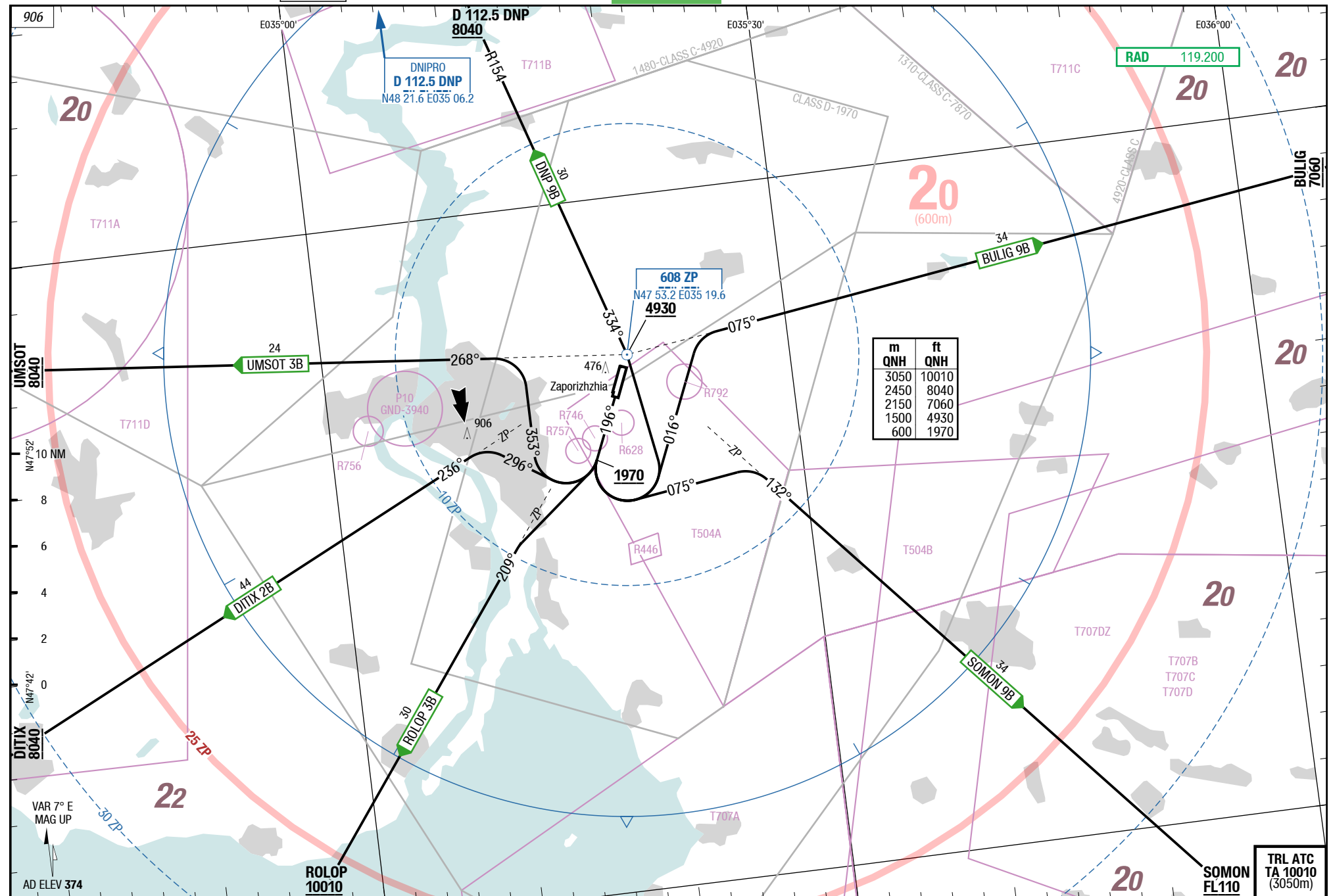
4-20

## SIDs RWY 20L

SID

SID

## SIDs RWY 20L



Changes: Track, RWY Designator, SUAs, PROC renumbered

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BULIG 9A / DITIX 2A / DNIPRO 9A / ROLOP 3A / SOMON 9A / UMSOT 3A

RWY 02R (016°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02R	
<b>BULIG 9A</b> <b>119.200</b> ①	at MNM <b>1970 RT</b> 129° - intercept QDR 070 <b>ZA</b> to BULIG	<b>BULIG MNM 7060</b>
<b>DITIX 2A</b> <b>119.200</b> ①	at MNM <b>1970 RT</b> to <b>ZA</b> - QDR 240 <b>ZA</b> to DITIX	<b>ZA MNM 4930</b> <b>DITIX MNM 8040</b>
<b>DNIPRO 9A</b> <b>DNP 9A</b> <b>119.200</b> ①	at MNM <b>1970 LT</b> intercept R150 <b>DNP</b> to <b>DNP</b>	<b>DNP MNM 8040</b>
<b>ROLOP 3A</b> <b>119.200</b> ①	at MNM <b>1970 RT</b> to <b>ZA</b> - QDR 211 <b>ZA</b> to ROLOP	<b>ZA MNM 4930</b> <b>ROLOP MNM 10010</b>
<b>SOMON 9A</b> <b>119.200</b> ①	at MNM <b>1970 RT</b> 129° - intercept R141 <b>DNP</b> to SOMON	<b>SOMON MNM FL110</b>
<b>UMSOT 3A</b> <b>119.200</b> ①	at MNM <b>1970 LT</b> 196° - intercept QDR 277 <b>ZA</b> to UMSOT	<b>UMSOT MNM 8040</b>

① Close-in obstacles straight ahead on the right side (trees) altitude 420ft at distance 0.23NM from THR RWY 20L.

**BULIG 9B / DITIX 2B / DNIPRO 9B / ROLOP 3B / SOMON 9B / UMSOT 3B**  
RWY 20L (196°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20L</b>	
<b>BULIG 9B</b> <b>119.200</b>	at MNM <b>1970 LT</b> 016° - intercept QDR 075 <b>ZP</b> to BULIG	BULIG MNM <b>7060</b>
<b>DITIX 2B</b> 7.0% to 4930 <b>119.200</b>	at MNM <b>1970 RT</b> 296° - intercept QDR 236 <b>ZP</b> to DITIX	DITIX MNM <b>8040</b>
<b>DNIPRO 9B</b> <b>DNP 9B</b> <b>119.200</b>	at MNM <b>1970 LT</b> direct <b>ZP</b> - QDR 334 <b>ZP</b> to <b>DNP</b>	<b>ZP</b> MNM <b>4930</b> <b>DNP</b> MNM <b>8040</b>
<b>ROLOP 3B</b> <b>119.200</b>	at MNM <b>1970 RT</b> intercept QDR 209 <b>ZP</b> to ROLOP	ROLOP MNM <b>10010</b>
<b>SOMON 9B</b> <b>119.200</b>	at MNM <b>1970 LT</b> 075° - intercept QDR 132 <b>ZP</b> to SOMON	SOMON MNM <b>FL110</b>
<b>UMSOT 3B</b> 7.0% to 4930 <b>119.200</b>	at MNM <b>1970 RT</b> 353° - intercept QDR 268 <b>ZP</b> to UMSOT	UMSOT MNM <b>8040</b>



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STARs RWY 20L

# STAR

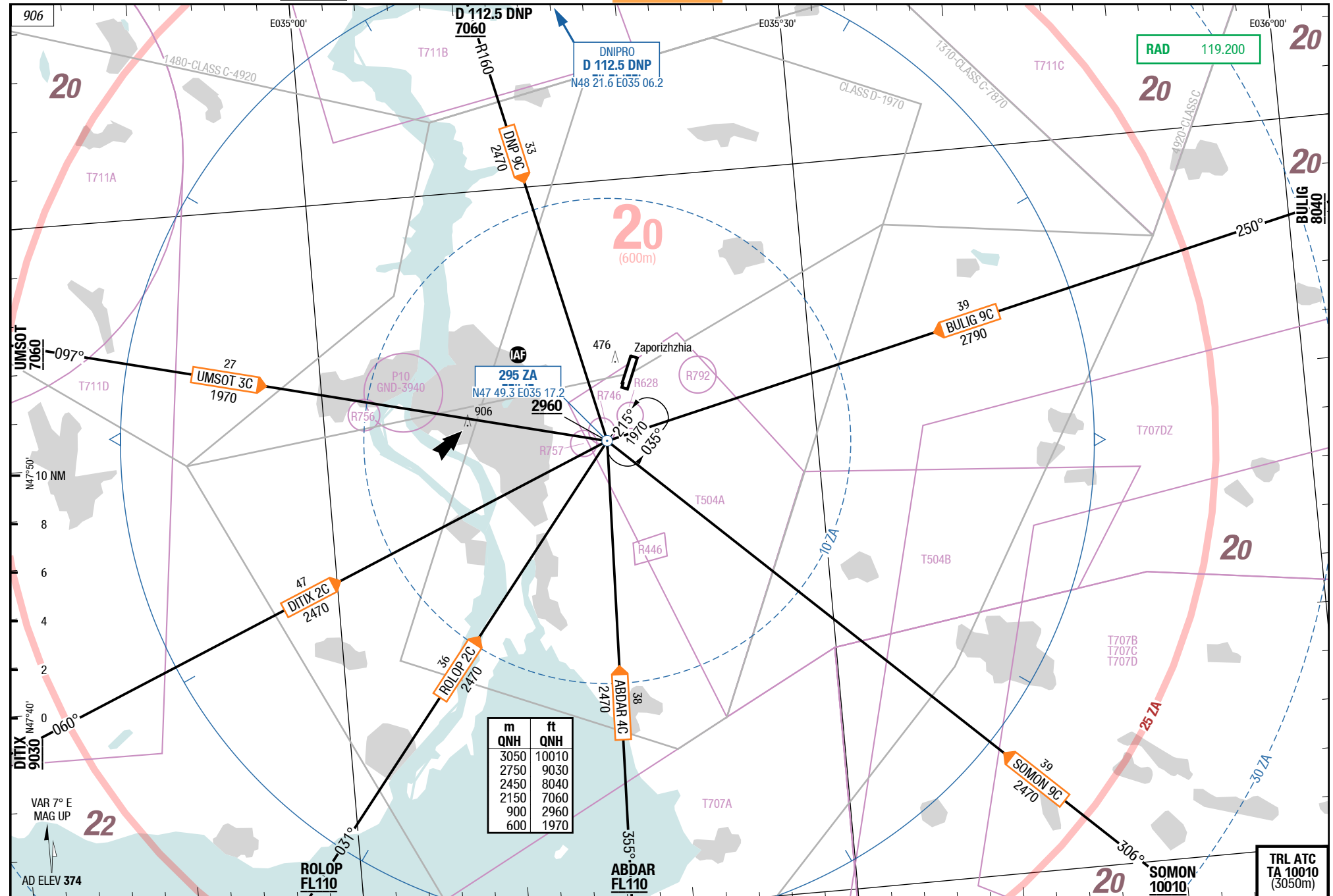
# STAR

STARs RWY 20L

## STARs RWY 02R

**6-10**

## STARs RWY 02R



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# STAR

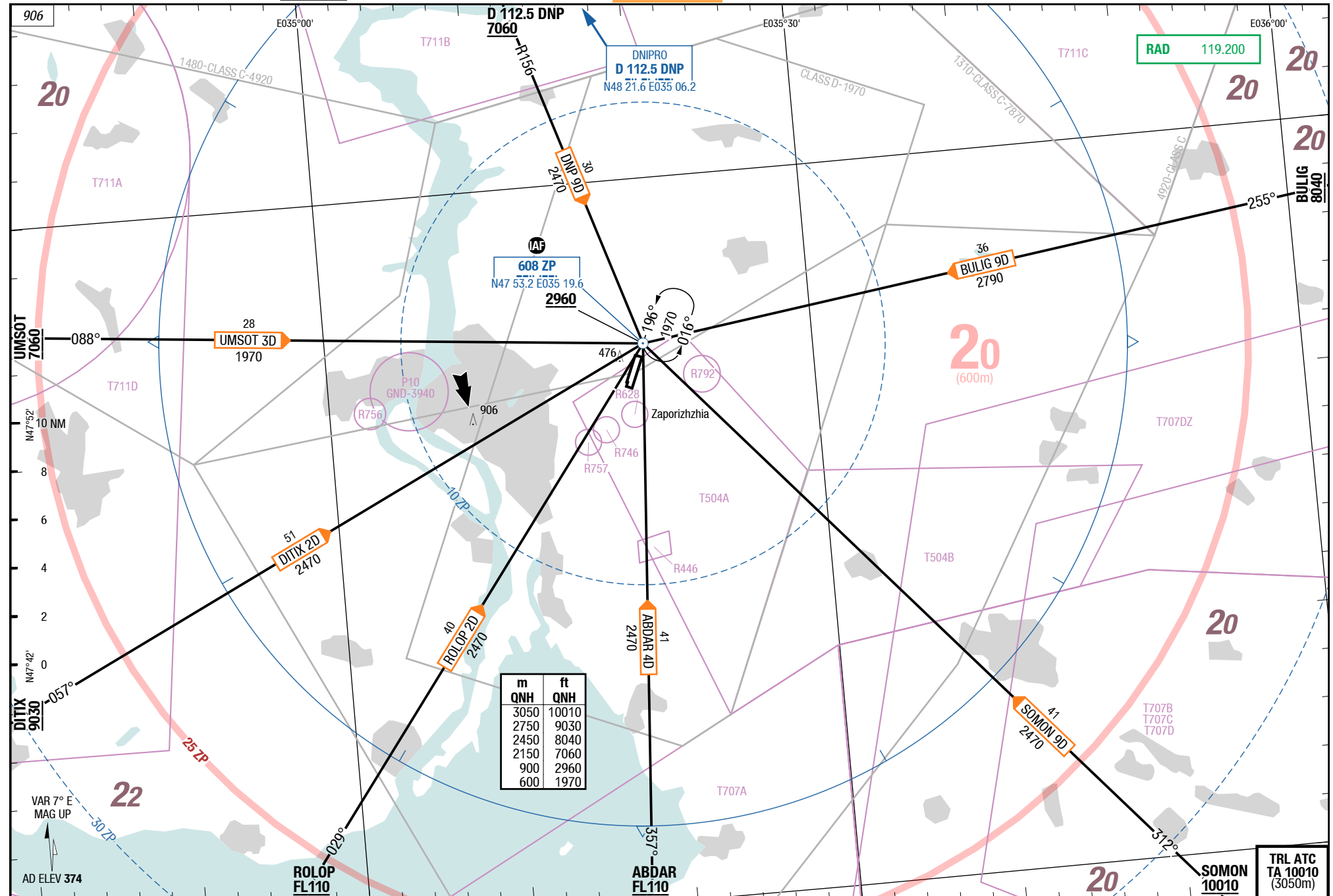
# STAR

## STARs RWY 20L

**6-20**

## STARs RWY 20L

## STARs RWY 20L



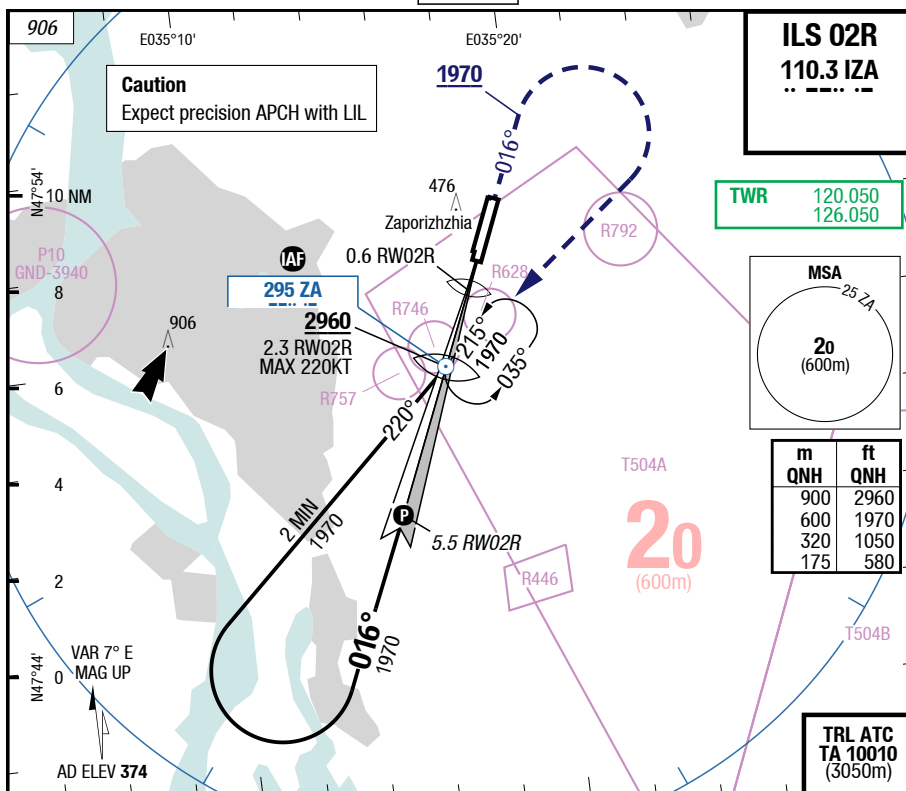
Changes: Track, RWY Designator, PROC renumbered, SUAs

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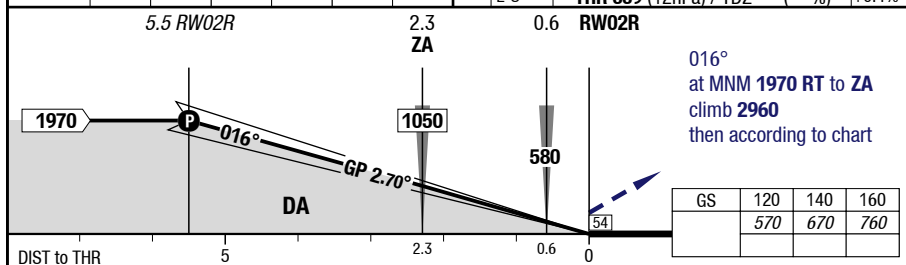
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**7-10**

# ILS 02R



RW02R	5.5	5	4	3	2	1	
	1970	1830	1540	1260	970	680	



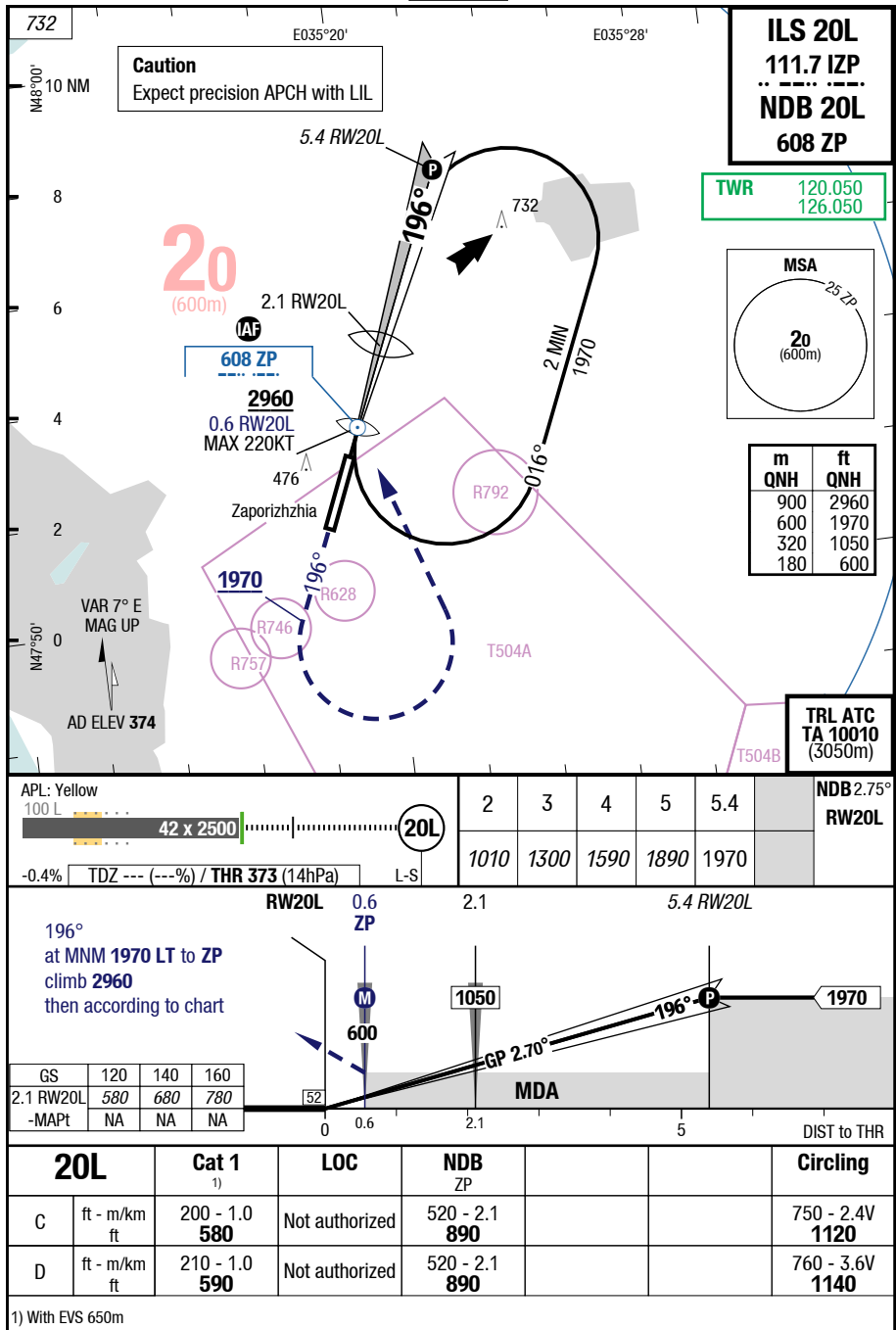
<b>02R</b>		<b>Cat 1</b> 1)	<b>LOC</b>			<b>Circling</b>
C	ft - m/km ft	240 - 1.0 <b>580</b>	Not authorized			750 - 2.4V <b>1120</b>
D	ft - m/km ft	250 - 1.0 <b>590</b>	Not authorized			760 - 3.6V <b>1140</b>

1) With EVS 650m

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7-20

ILS 20L / NDB 20L

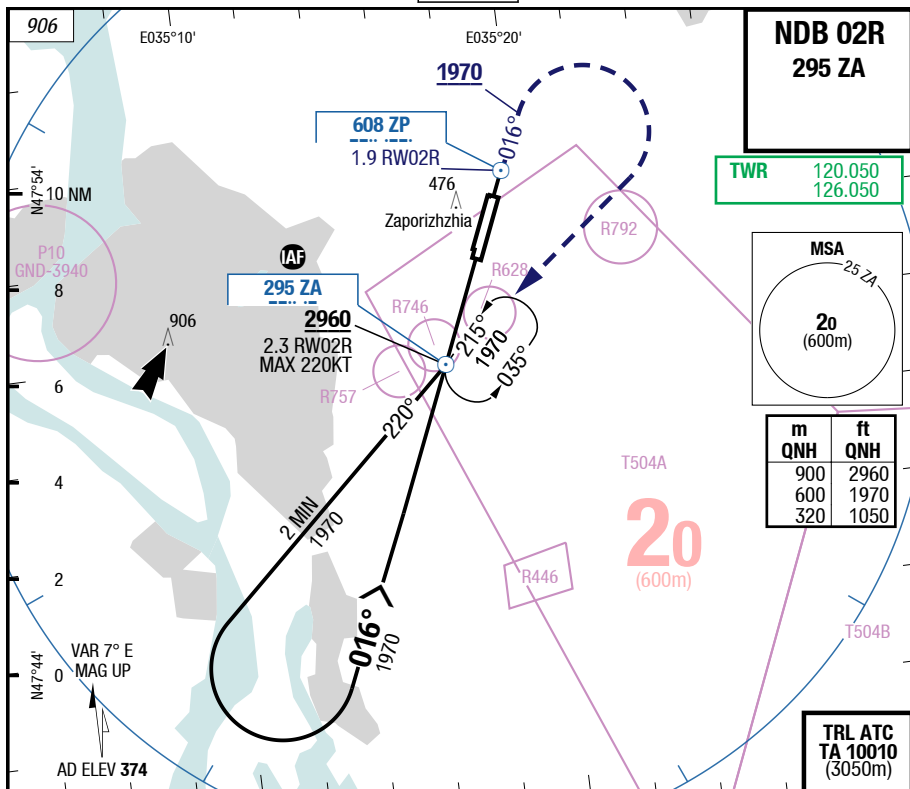


Changes: Note

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7-30

NDB 02R



02R		NDB NDB ZA+ZP	NDB ZP	Circling	
C	ft - m/km ft	390 - 1.6 730	450 - 1.9 790	750 - 2.4V 1120	
D	ft - m/km ft	390 - 1.6 730	450 - 1.9 790	760 - 3.6V 1140	

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NIL

MRC

MRC

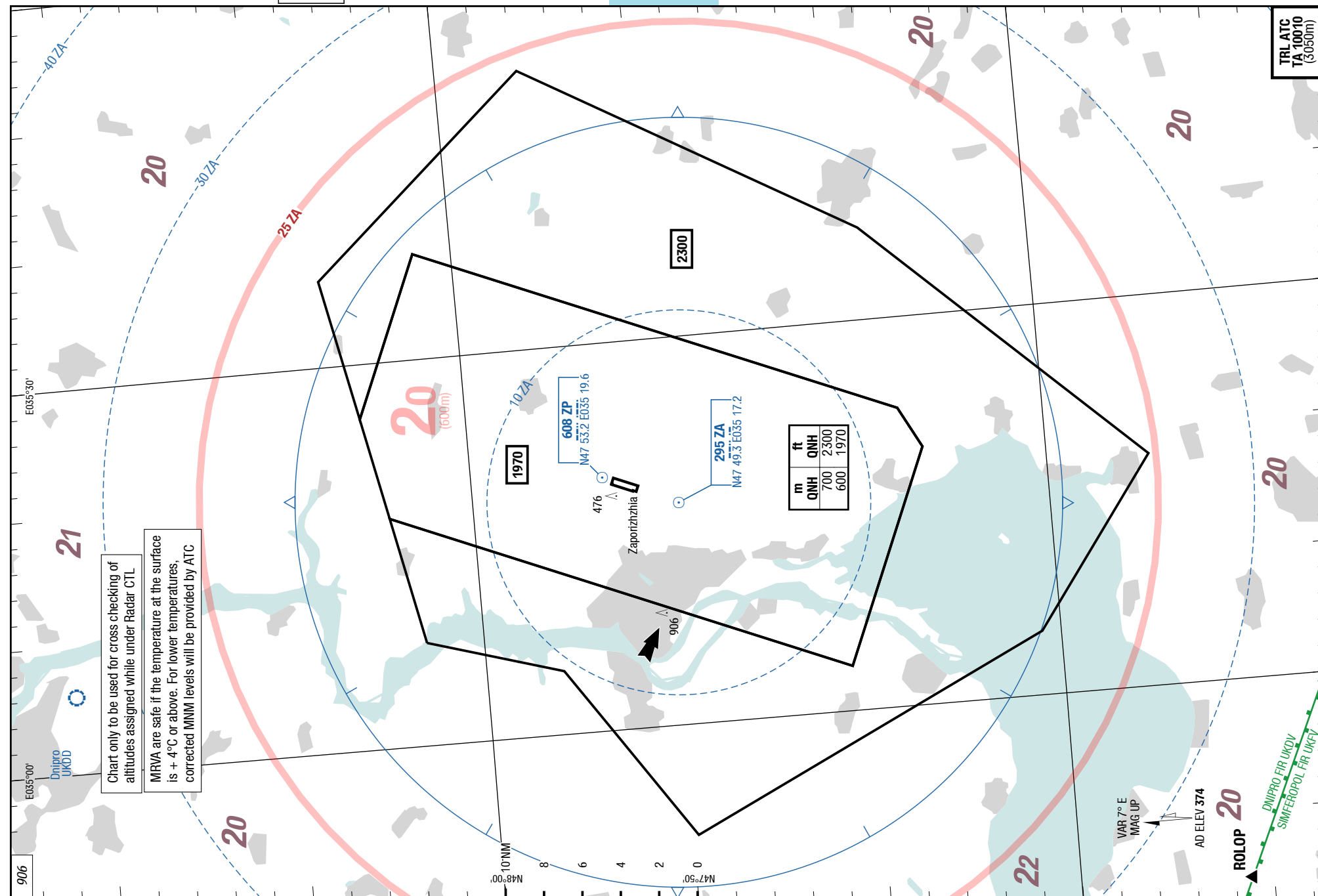
MRC

Zaporizhzhia Intl Zaporizhzhia Ukraine

NIL

MRC

8-10



Changes: Navaid