

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For UKCC

Terminal Charts For UKCC

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Donets'k Ukr  
IATA Code: DOK  
Lat/Long: N48° 04.5' E037° 43.5'  
Elevation: 783 ft

Airport Use: Public  
Magnetic Variation: 7.5°E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: Yes  
LLWS Alert: No  
Beacon: No

Sunrise: 0231 Z  
Sunset: 1625 Z,

## Runway Information

Runway: 08  
Length x Width: 13123 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 709 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 26  
Length x Width: 13123 ft x 157 ft  
Surface Type: concrete  
TDZ-Elev: 783 ft  
Lighting: Edge, ALS, Centerline

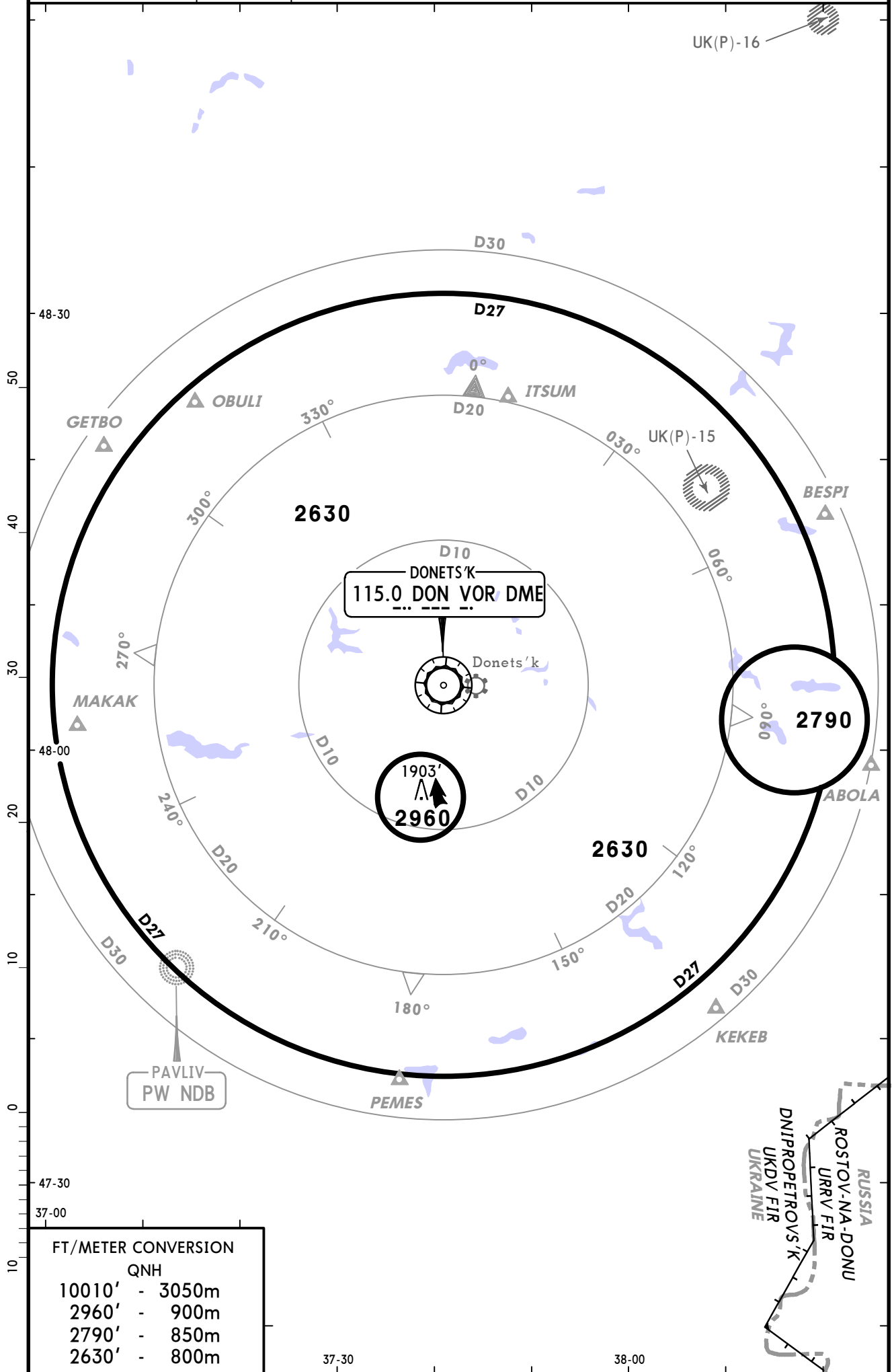
## Communication Information

Donets'k Tower 118.3  
Donets'k Ground Control 119.0  
Donets'k Approach Radar Approach Control 134.0  
Donets'k Approach Radar Approach Control 129.8  
Donets'k Approach Radar Approach Control 128.7  
Donets'k Approach Radar Approach Control 127.3 Secondary

DONETS'K Approach (R)  
134.0

Apt Elev  
783'

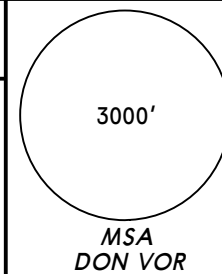
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Trans level: By ATC Trans alt: 10010'



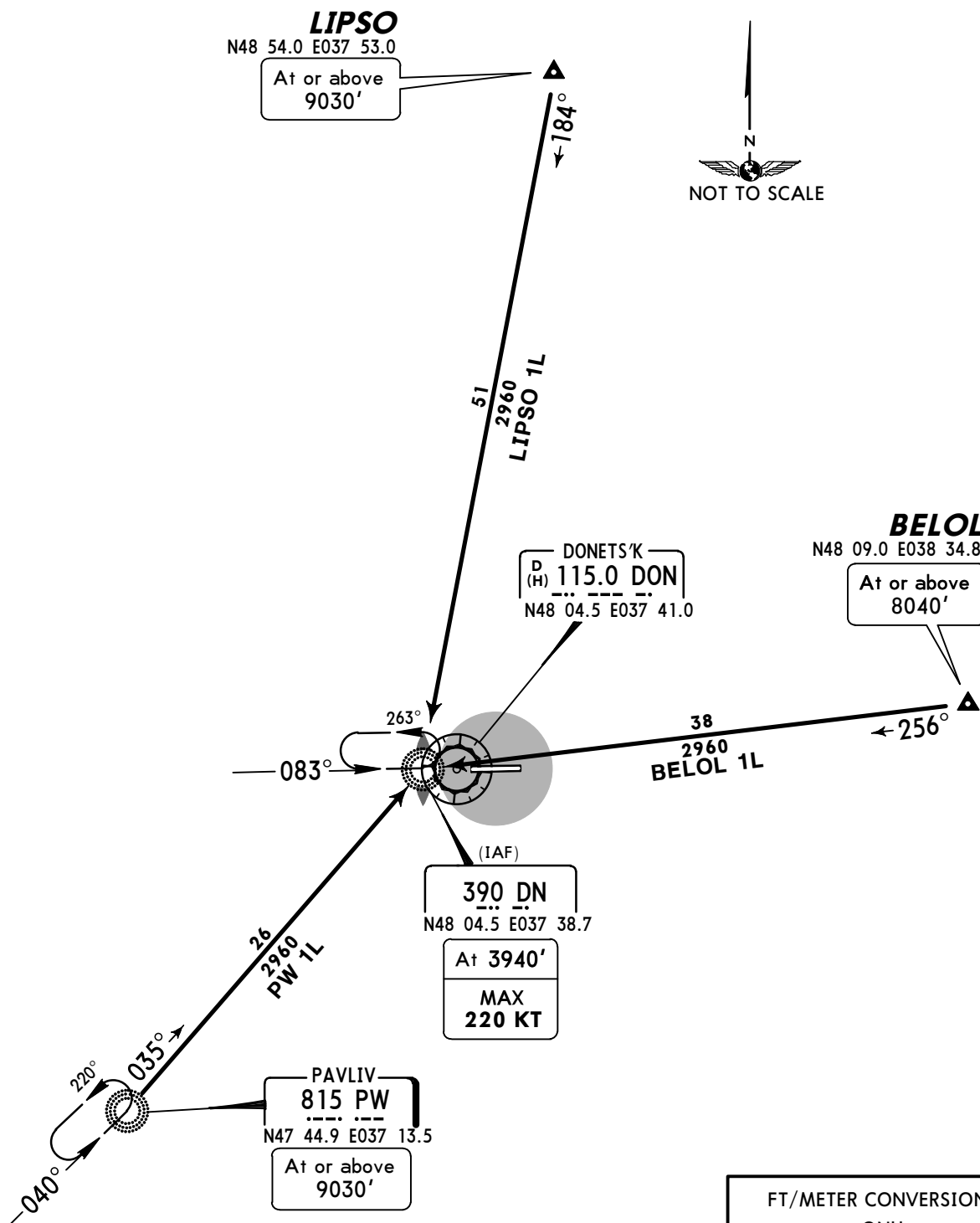
CHANGES: PAVLIVKA NDB renamed PAVLIV.

Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



BELOL ONE LIMA (BELOL 1L) [BELO1L]  
LIPSO ONE LIMA (LIPSO 1L) [LIPS1L]  
PAVLIV ONE LIMA (PW 1L)  
RWY 08 ARRIVALS



FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
3940'	- 1200m

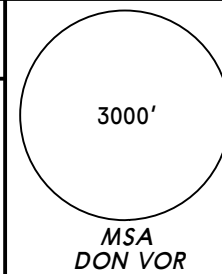
STAR	ROUTING
BELOL 1L	Intercept 256° bearing to DN.
LIPSO 1L	Intercept 184° bearing to DN.
PW 1L	Intercept 035° bearing to DN.

CHANGES: PAVLIVKA NDB renamed PAVLIV.

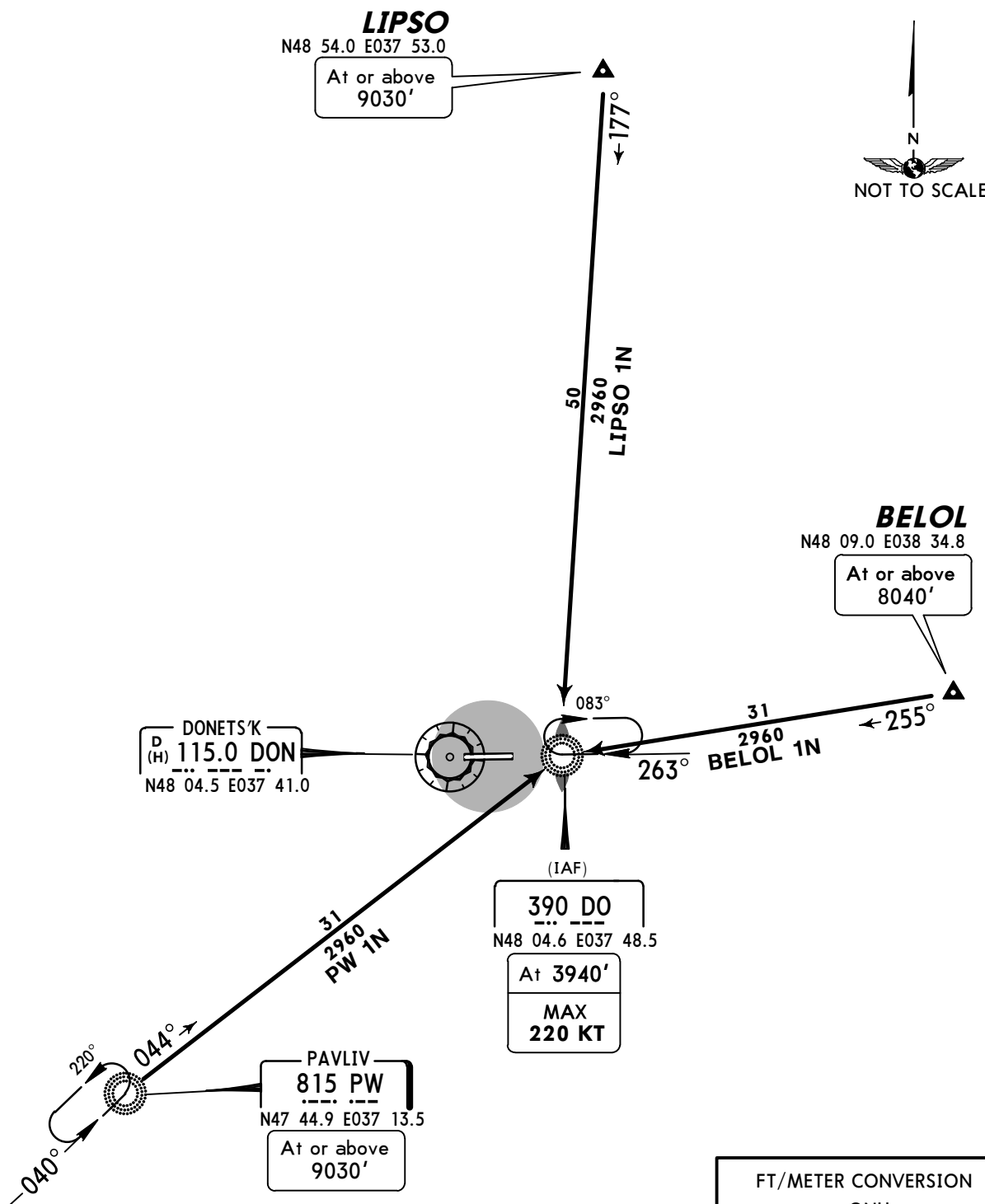
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Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



BELOL ONE NOVEMBER (BELOL 1N) [BELO1N]  
LIPSO ONE NOVEMBER (LIPSO 1N) [LIPS1N]  
PAVLIV ONE NOVEMBER (PW 1N)  
RWY 26 ARRIVALS



FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
8040'	- 2450m
3940'	- 1200m

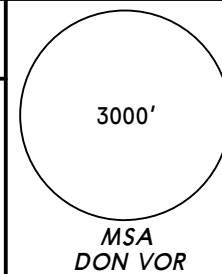
STAR	ROUTING
BELOL 1N	Intercept 255° bearing to DO.
LIPSO 1N	Intercept 177° bearing to DO.
PW 1N	Intercept 044° bearing to DO.

CHANGES: PAVLIVKA NDB renamed PAVLIV.

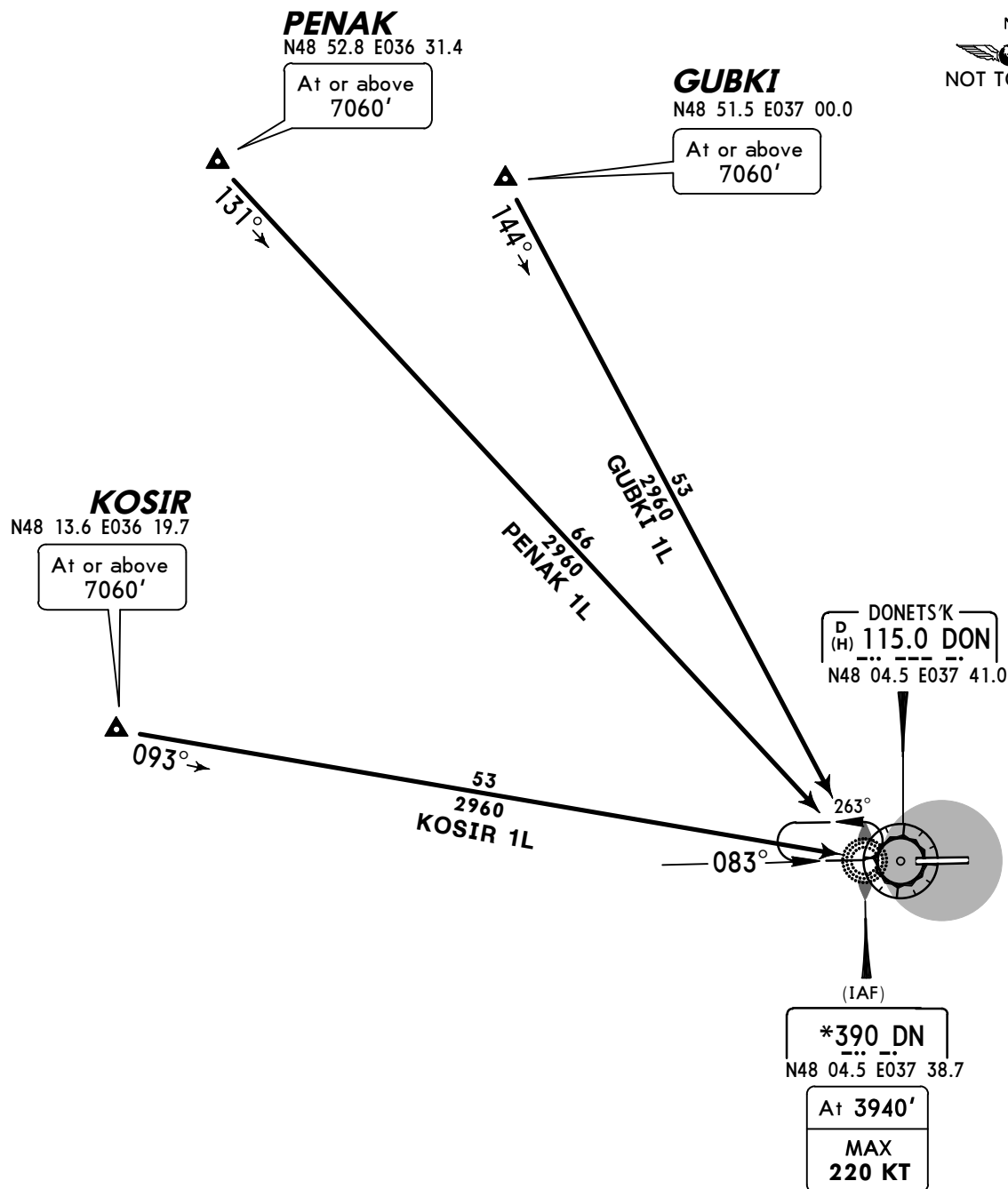
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Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



GUBKI ONE LIMA (GUBKI 1L) [GUBK1L]  
KOSIR ONE LIMA (KOSIR 1L) [KOSI1L]  
PENAK ONE LIMA (PENAK 1L) [PENA1L]  
RWY 08 ARRIVALS

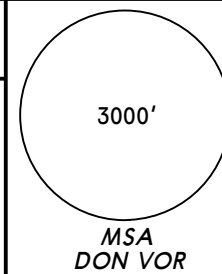


FT/METER CONVERSION	
QNH	
10010'	- 3050m
7060'	- 2150m
3940'	- 1200m

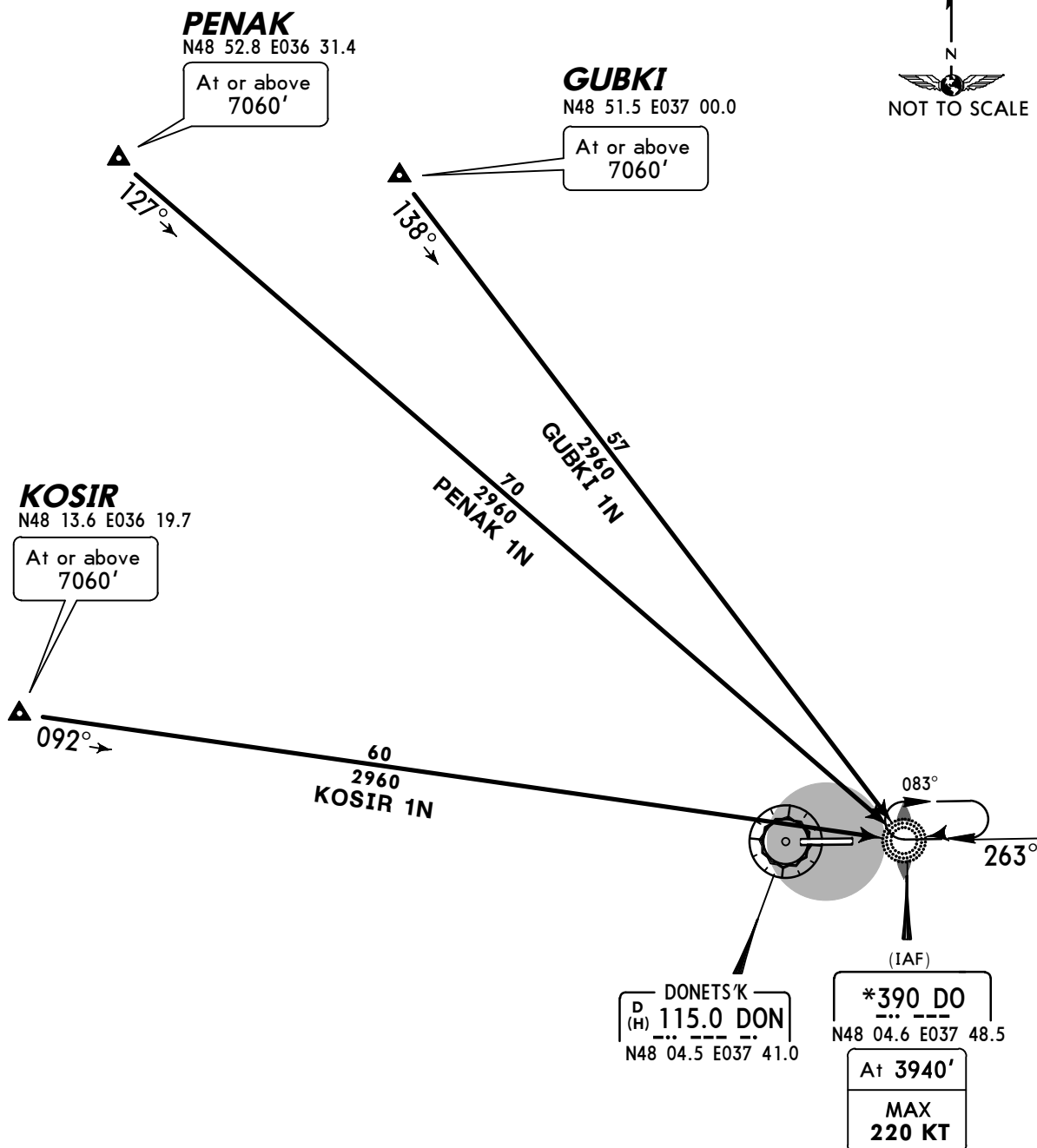
STAR	ROUTING
GUBKI 1L	Intercept 144° bearing to DN.
KOSIR 1L	Intercept 093° bearing to DN.
PENAK 1L	Intercept 131° bearing to DN.

Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'



GUBKI ONE NOVEMBER (GUBKI 1N) [GUBK1N]  
KOSIR ONE NOVEMBER (KOSIR 1N) [KOSI1N]  
PENAK ONE NOVEMBER (PENAK 1N) [PENA1N]  
RWY 26 ARRIVALS



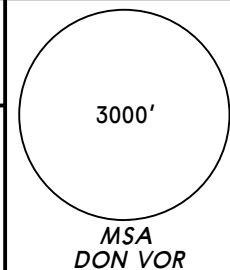
FT/METER CONVERSION  
QNH

10010'	-	3050m
7060'	-	2150m
3940'	-	1200m

STAR	ROUTING
GUBKI 1N	Intercept 138° bearing to DO.
KOSIR 1N	Intercept 092° bearing to DO.
PENAK 1N	Intercept 127° bearing to DO.

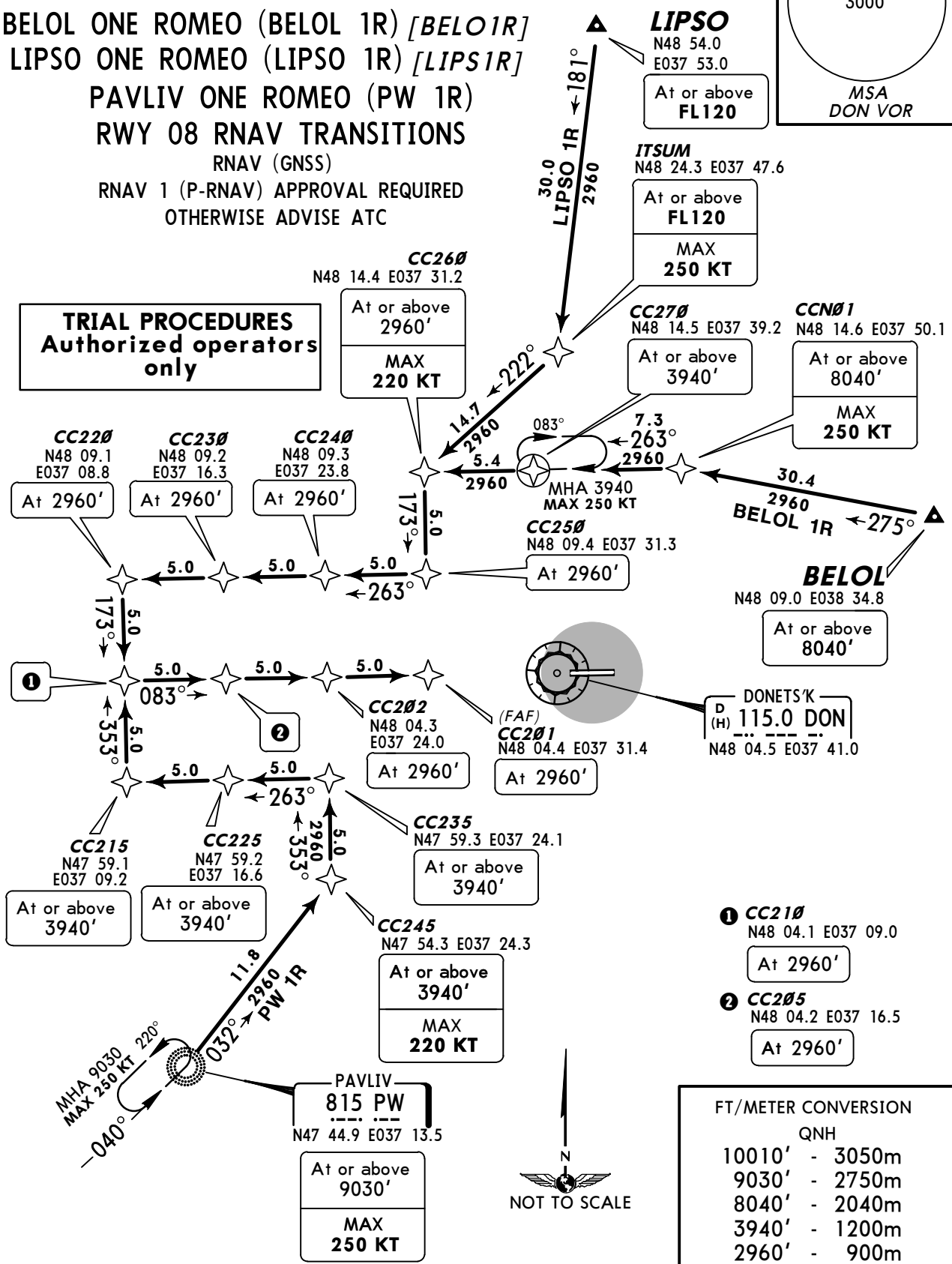
Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT RADAR vectors to final.



BELOL ONE ROMEO (BELOL 1R) [BELO1R]  
LIPSO ONE ROMEO (LIPSO 1R) [LIPS1R]  
PAVLIV ONE ROMEO (PW 1R)  
RWY 08 RNAV TRANSITIONS  
RNAV (GNSS)  
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC

**TRIAL PROCEDURES**  
Authorized operators  
only



- ① **CC210**  
N48 04.1 E037 09.0  
At 2960'
- ② **CC205**  
N48 04.2 E037 16.5  
At 2960'

FT/METER CONVERSION

FT	METER
10010'	3050m
9030'	2750m
8040'	2040m
3940'	1200m
2960'	900m



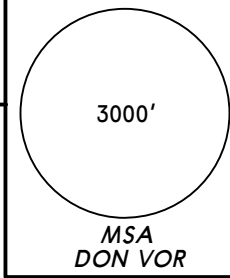
TRANSITION	ROUTING
<b>BELOL 1R</b>	BELOL (8040'+) - CCN01 (8040'+; K250-) - CC270 (3940'+) - CC260 (2960+; K220-) - CC250 (2960') - CC240 (2960') - CC230 (2960') - CC220 (2960') - CC210 (2960') - CC205 (2960') - CC202 (2960') - CC201 (2960').
<b>LIPSO 1R</b>	LIPSO (FL120+) - ITSUM (FL120+; K250-) - CC260 (2960+; K220-) - CC250 (2960') - CC240 (2960') - CC230 (2960') - CC220 (2960') - CC210 (2960') - CC205 (2960') - CC202 (2960') - CC201 (2960').
<b>PW 1R</b>	PW (9030'+; K250-) - CC245 (3940'+; K220-) - CC235 (3940'+) - CC225 (3940'+) - CC215 (3940'+) - CC210 (2960') - CC205 (2960') - CC202 (2960') - CC201 (2960').

CHANGES: PAVLIVKA NDB renamed PAVLIV.



Apt Elev  
783'

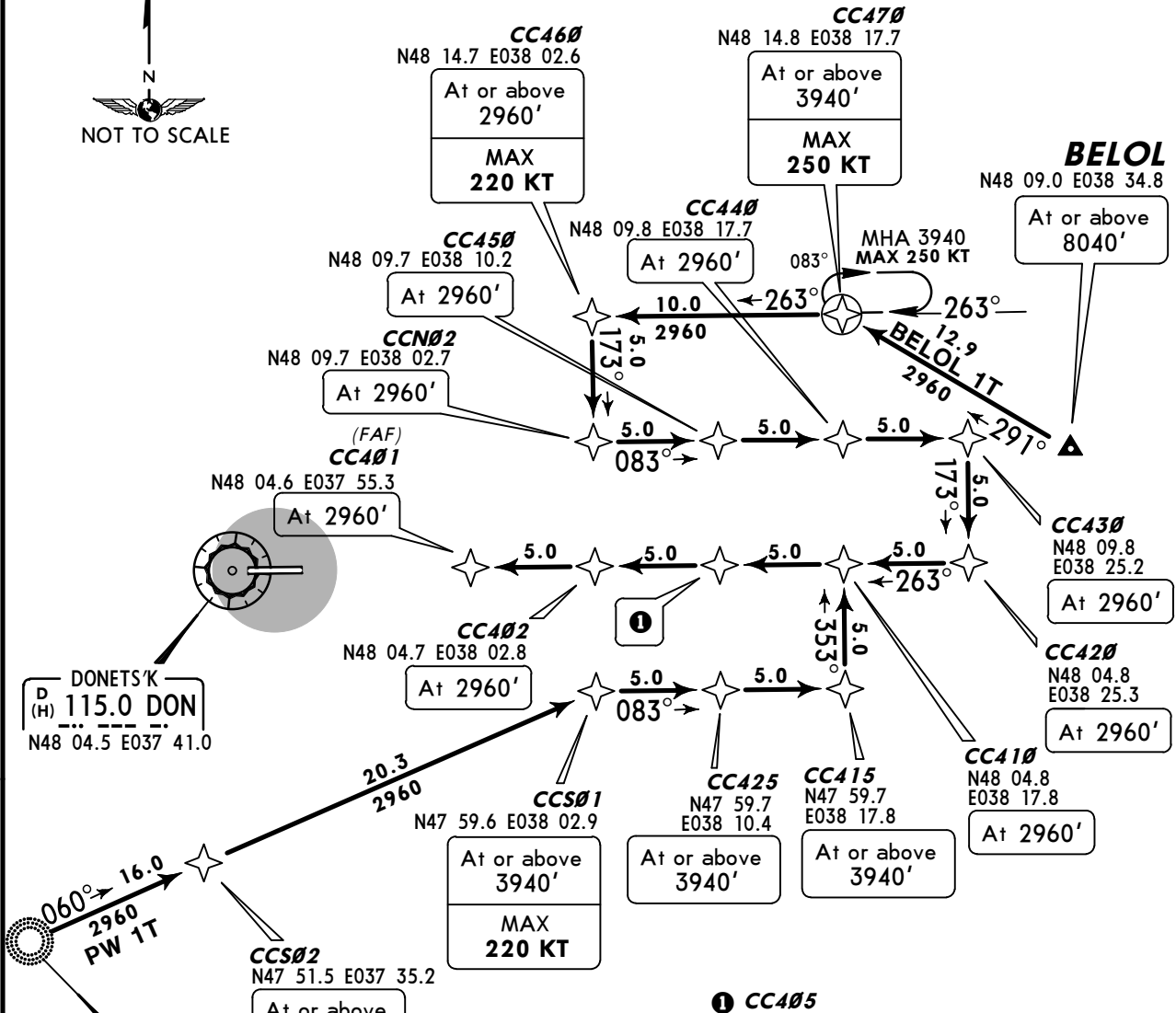
Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT RADAR vectors to final.



**BELOL ONE TANGO (BELOL 1T) [BELO1T]**  
**PAVLIV ONE TANGO (PW 1T)**  
**RWY 26 RNAV TRANSITIONS**  
RNAV (GNSS)

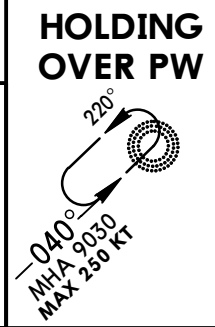
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC

**TRIAL PROCEDURES**  
Authorized operators only



FT/METER CONVERSION  
QNH

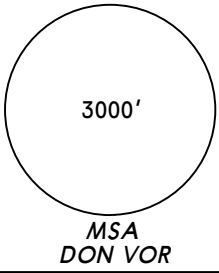
10010'	-	3050m
9030'	-	2750m
8040'	-	2450m
3940'	-	1200m
2960'	-	900m



TRANSITION	ROUTING
<b>BELOL 1T</b>	BELOL (8040'+) - CC470 (3940+; K250-) - CC460 (2960+; K220-) - CCN02 (2960') - CC450 (2960') - CC440 (2960') - CC430 (2960') - CC420 (2960') - CC410 (2960') - CC405 (2960') - CC402 (2960') - CC401 (2960').
<b>PW 1T</b>	PW (9030'+; K250-) - CCS02 (9030'+) - CCS01 (3940'+; K220-) - CC425 (3940'+) - CC415 (3940'+) - CC410 (2960') - CC405 (2960') - CC402 (2960') - CC401 (2960').

CHANGES: PAVLIVKA NDB renamed PAVLIV.

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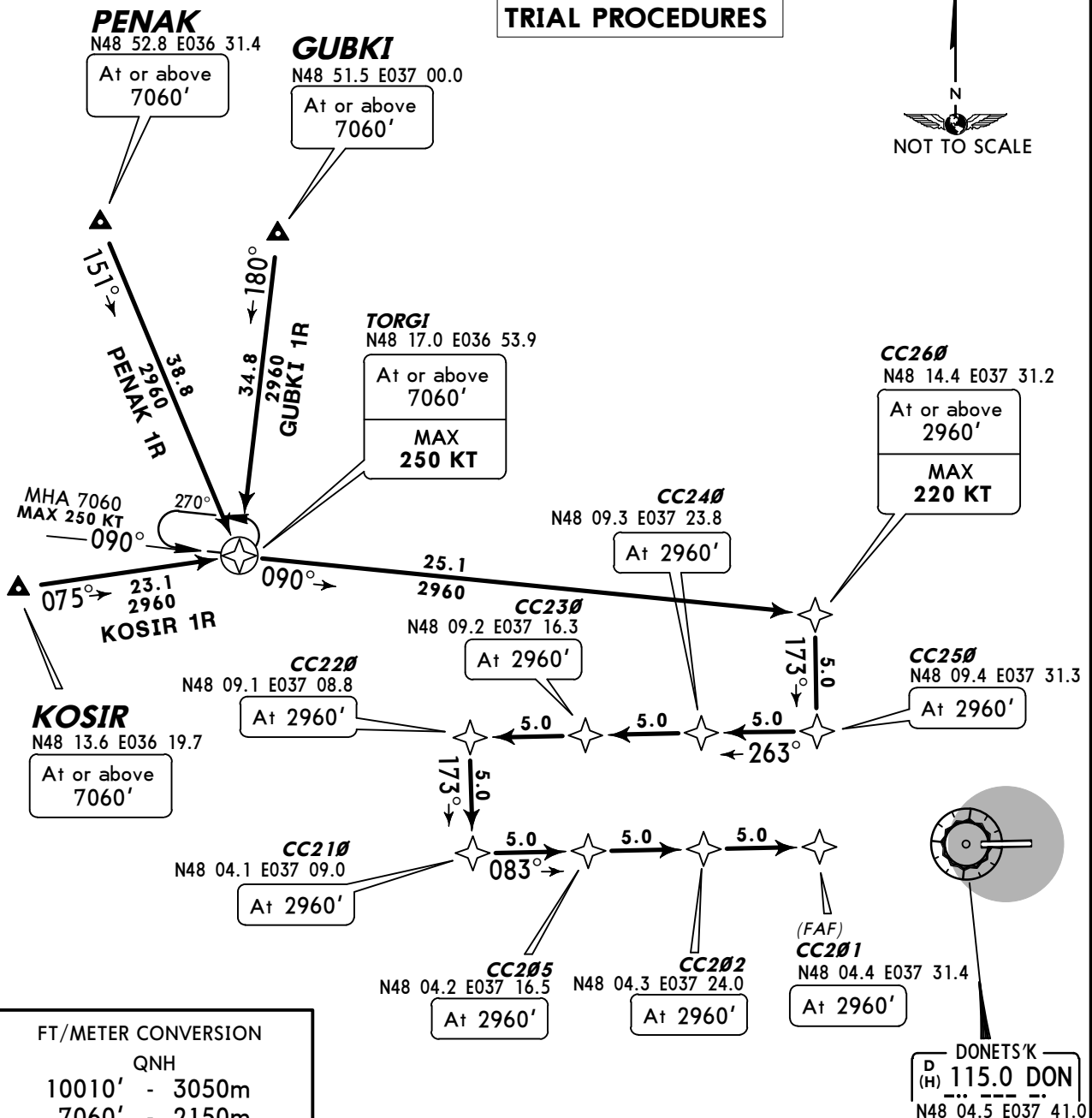
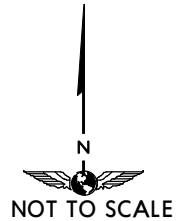
Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT RADAR vectors to final.

GUBKI ONE ROMEO (GUBKI 1R) [GUBK1R]  
KOSIR ONE ROMEO (KOSIR 1R) [KOSI1R]  
PENAK ONE ROMEO (PENAK 1R) [PENA1R]  
RWY 08 RNAV TRANSITIONS

RNAV (GNSS)  
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC  
FOR AUTHORIZED OPERATORS ONLY

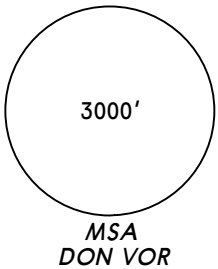
TRIAL PROCEDURES



FT/METER CONVERSION	
	QNH
10010'	- 3050m
7060'	- 2150m
2960'	- 900m

DONETS'K  
D (H) 115.0 DON  
N48 04.5 E037 41.0

TRANSITION	ROUTING
GUBKI 1R	GUBKI (7060'+) - TORGI (7060'+; K250-).
KOSIR 1R	KOSIR (7060'+) - TORGI (7060'+; K250-).
PENAK 1R	PENAK (7060'+) - TORGI (7060'+; K250-).
ROUTING	
TORGI (7060'+; K250-) - CC260 (2960+; K220-) - CC250 (2960') - CC240 (2960') - CC230 (2960') - CC220 (2960') - CC210 (2960') - CC205 (2960') - CC202 (2960') - CC201 (2960').	



Apt Elev  
783'

Alt Set: hPa (MM on request)  
Trans level: By ATC Trans alt: 10010'  
EXPECT RADAR vectors to final.

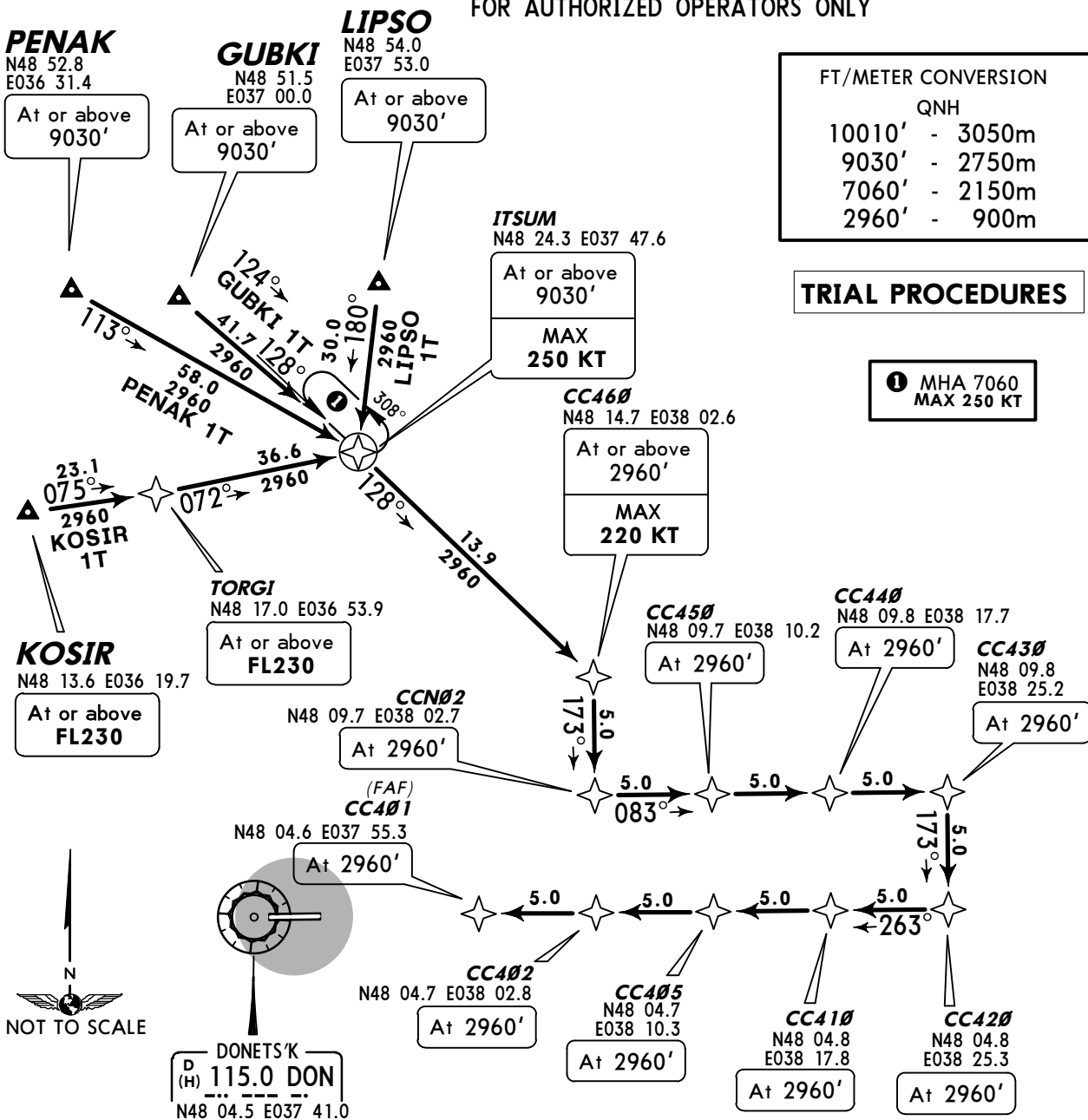
GUBKI ONE TANGO (GUBKI 1T) [GUBK1T]  
KOSIR ONE TANGO (KOSIR 1T) [KOSI1T]  
LIPSO ONE TANGO (LIPSO 1T) [LIPS1T]  
PENAK ONE TANGO (PENAK 1T) [PENA1T]  
RWY 26 RNAV TRANSITIONS

RNAV (GNSS)  
RNAV 1 (P-RNAV) APPROVAL REQUIRED  
OTHERWISE ADVISE ATC  
FOR AUTHORIZED OPERATORS ONLY

FT/METER CONVERSION	
QNH	
10010'	- 3050m
9030'	- 2750m
7060'	- 2150m
2960'	- 900m

TRIAL PROCEDURES

① MHA 7060  
MAX 250 KT

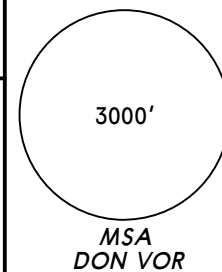


TRANSITION	ROUTING
GUBKI 1T	GUBKI (9030'+) - ITSUM (9030'+; K250-).
KOSIR 1T	KOSIR (FL230+) - TORGI (FL230+) - ITSUM (9030'+; K250-).
LIPSO 1T	LIPSO(9030'+) - ITSUM (9030'+; K250-).
PENAK 1T	PENAK (9030'+) - ITSUM (9030'+; K250-).

ROUTING	
ITSUM (9030'+; K250-) - CC460 (2960+; K220-) - CCN02 (2960') - CC450 (2960') - CC440 (2960') - CC430 (2960') - CC420 (2960') - CC410 (2960') - CC405 (2960') - CC402 (2960') - CC401 (2960').	

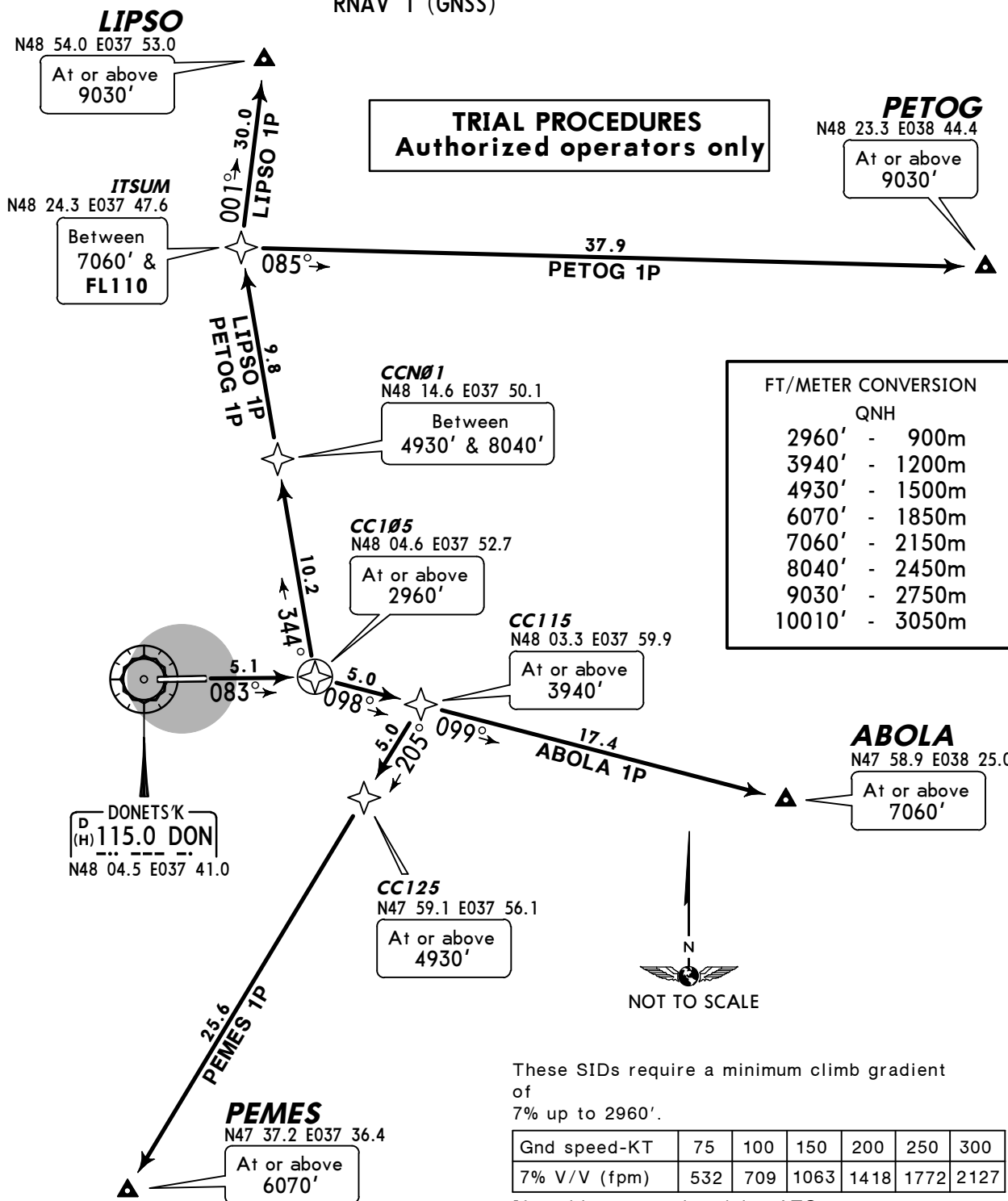
Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'  
RNAV 1 (P-RNAV) approval required, otherwise advise ATC.



ABOLA ONE PAPA (ABOLA 1P) [ABOL1P]  
LIPSO ONE PAPA (LIPSO 1P) [LIPS1P]  
PEMES ONE PAPA (PEMES 1P) [PEME1P]  
PETOG ONE PAPA (PETOG 1P) [PETO1P]  
RWY 08 RNAV DEPARTURES

RNAV 1 (GNSS)



These SIDs require a minimum climb gradient of 7% up to 2960'.

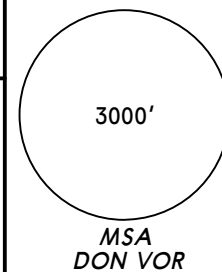
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

SID	ROUTING
ABOLA 1P	CC105 (2960'+) - CC115 (3940'+) - ABOLA (7060'+).
LIPSO 1P	CC105 (2960'+) - CCN01 (4930'+; 8040'-) - ITSUM (7060'+; FL110-) - LIPSO (9030'+).
PEMES 1P	CC105 (2960'+) - CC115 (3940'+) - CC125 (4930'+) - PEMES (6070'+).
PETOG 1P	CC105 (2960'+) - CCN01 (4930'+; 8040'-) - ITSUM (7060'+; FL110-) - PETOG (9030'+).

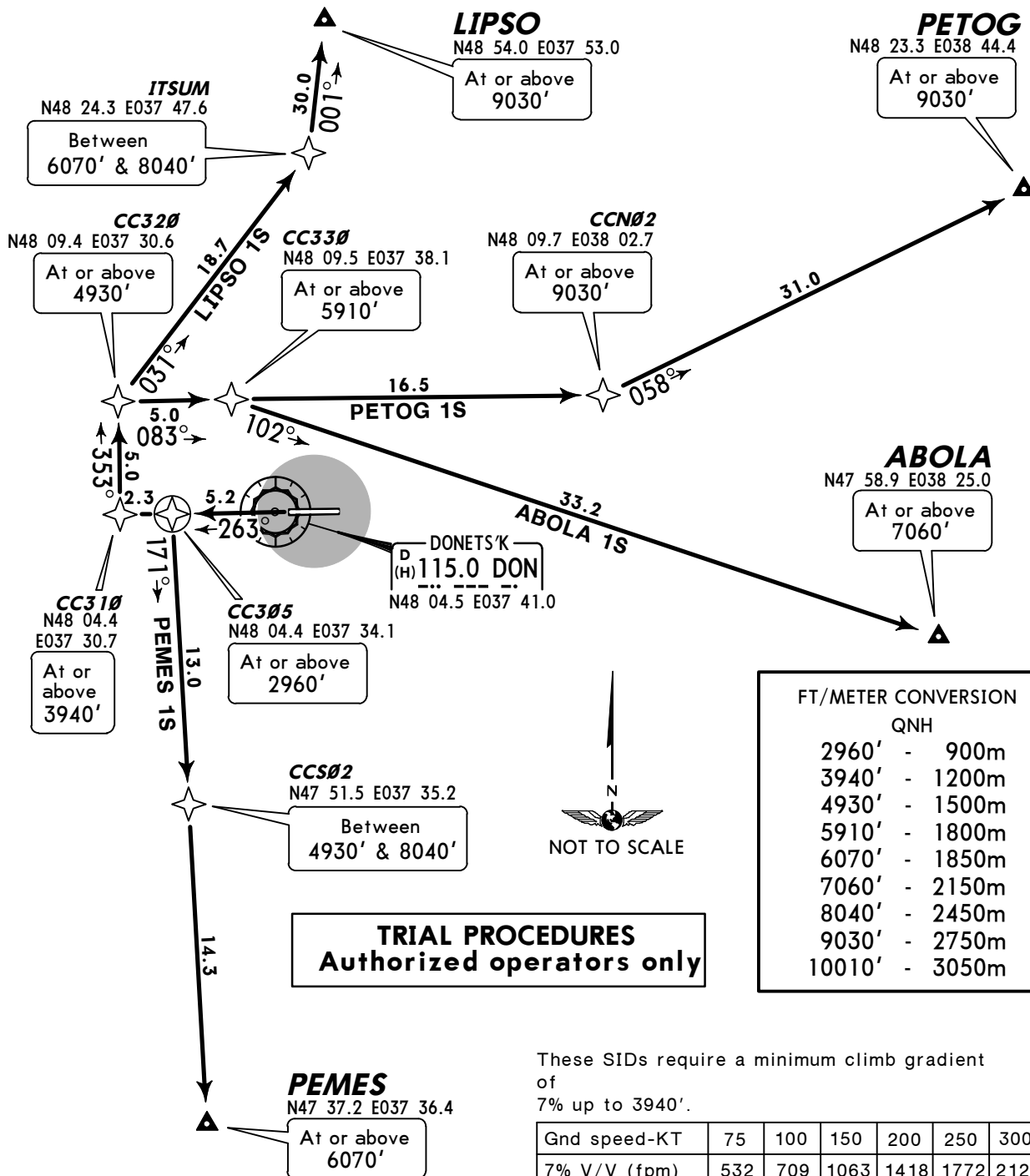
Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'  
RNAV 1 (P-RNAV) approval required, otherwise advise ATC.



ABOLA ONE SIERRA (ABOLA 1S) [ABOL1S]  
LIPSO ONE SIERRA (LIPSO 1S) [LIPS1S]  
PEMES ONE SIERRA (PEMES 1S) [PEME1S]  
PETOG ONE SIERRA (PETOG 1S) [PETO1S]

RWY 26 RNAV DEPARTURES  
RNAV 1 (GNSS)



FT/METER CONVERSION

FT	METER
2960'	900m
3940'	1200m
4930'	1500m
5910'	1800m
6070'	1850m
7060'	2150m
8040'	2450m
9030'	2750m
10010'	3050m

**TRIAL PROCEDURES**  
Authorized operators only

These SIDs require a minimum climb gradient of 7% up to 3940'.

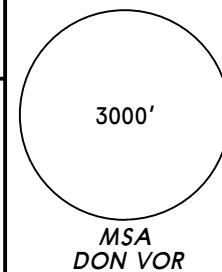
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

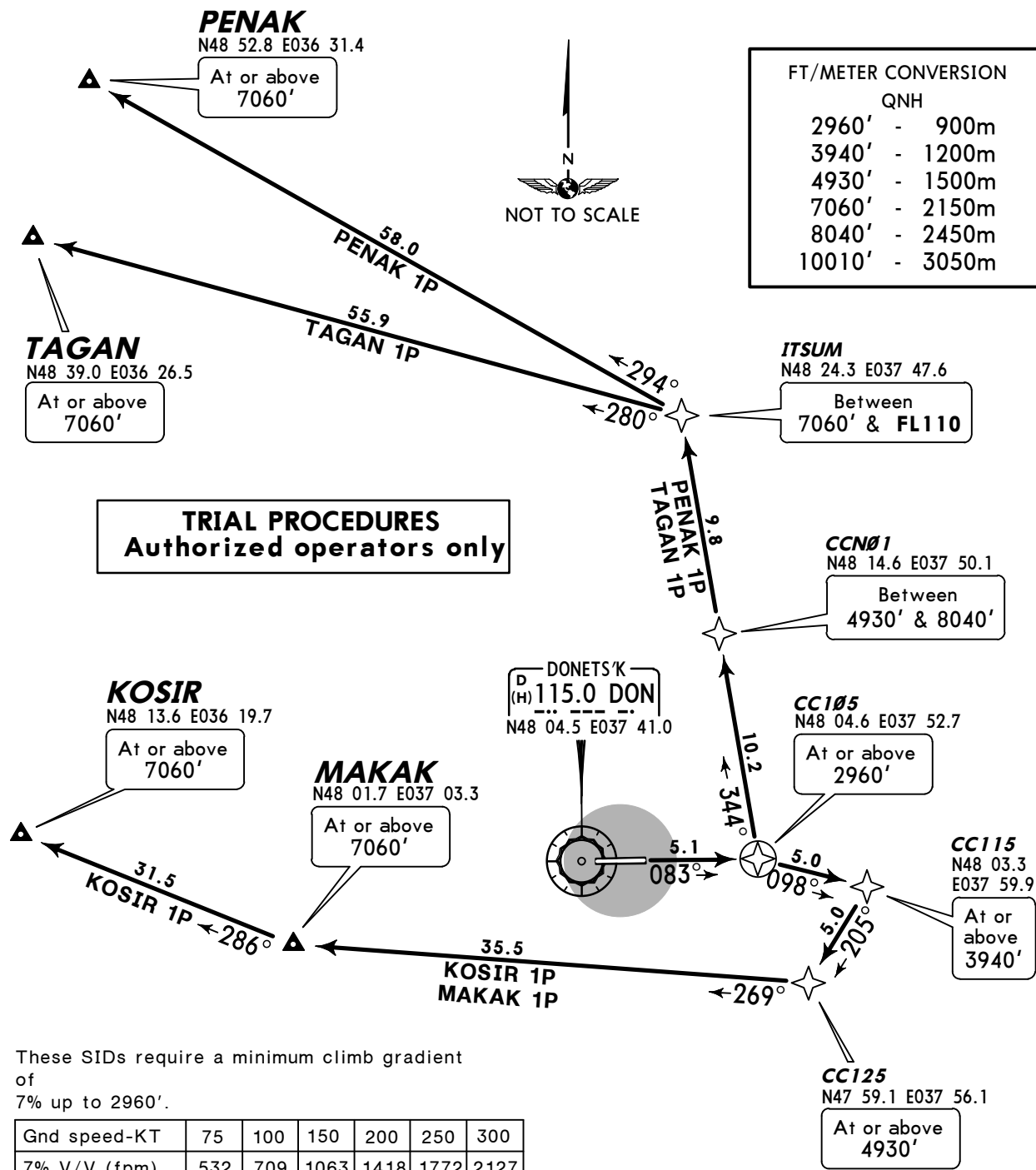
SID	ROUTING
<b>ABOLA 1S</b>	CC305 (2960'+) - CC310 (3940'+) - CC320 (4930'+) - CC330 (5910'+) - ABOLA (7060'+).
<b>LIPSO 1S</b>	CC305 (2960'+) - CC310 (3940'+) - CC320 (4930'+) - ITSUM (6070'+; 8040'-) - LIPSO (9030'+).
<b>PEMES 1S</b>	CC305 (2960'+) - CCS02 (4930'+; 8040'-) - PEMES (6070'+).
<b>PETOG 1S</b>	CC305 (2960'+) - CC310 (3940'+) - CC320 (4930'+) - CC330 (5910'+) - CCN02 (9030'+) - PETOG (9030'+).

Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'  
RNAV 1 (P-RNAV) approval required, otherwise advise ATC.



KOSIR ONE PAPA (KOSIR 1P) [KOSI1P]  
MAKAK ONE PAPA (MAKAK 1P) [MAKA1P]  
PENAK ONE PAPA (PENAK 1P) [PENA1P]  
TAGAN ONE PAPA (TAGAN 1P) [TAGA1P]  
RWY 08 RNAV DEPARTURES  
RNAV 1 (GNSS)

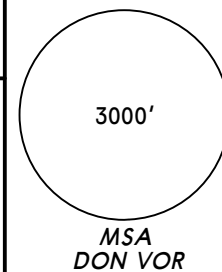


If unable to comply advise ATC.

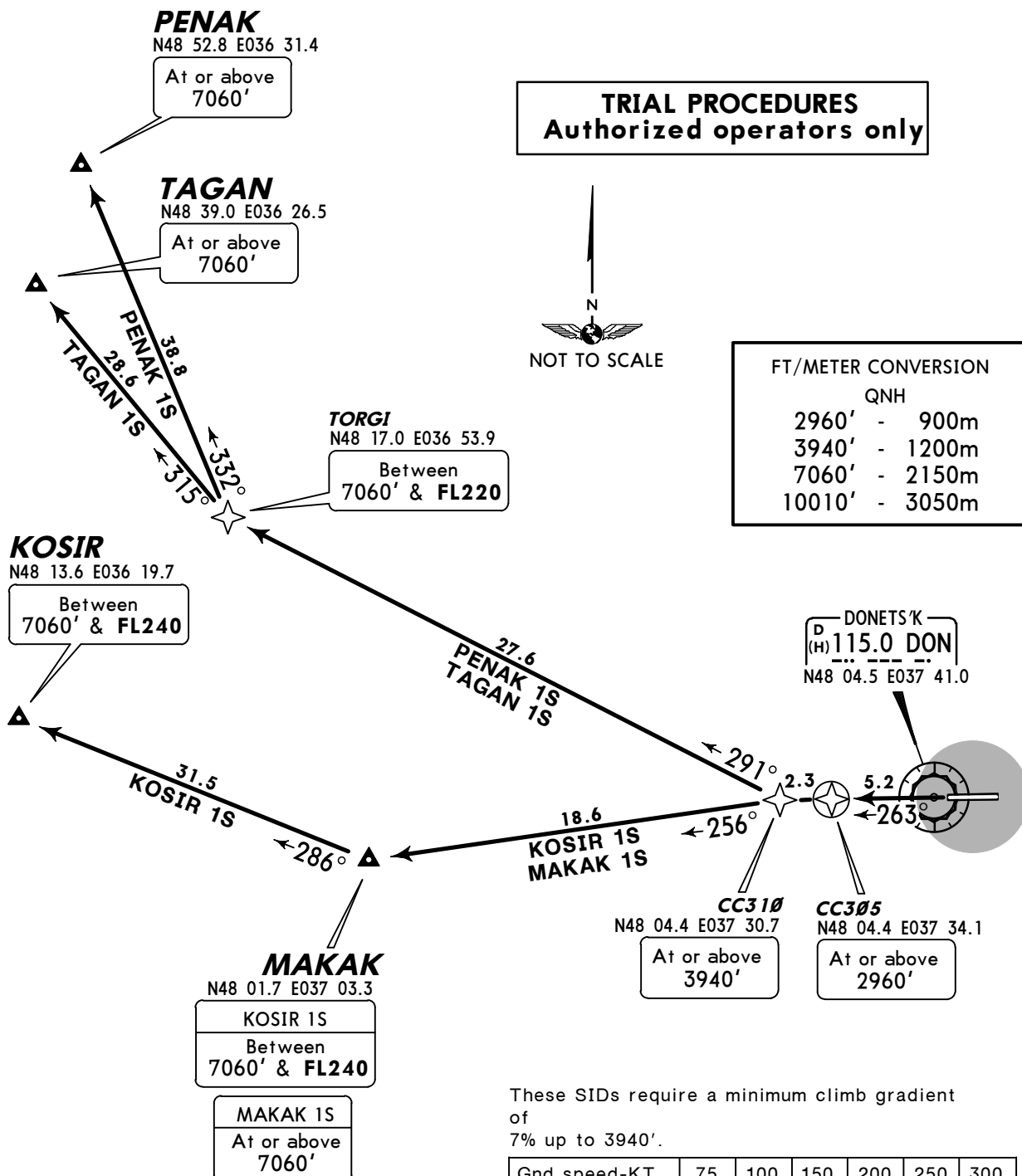
SID	ROUTING
<b>KOSIR 1P</b>	CC105 (2960'+) - CC115 (3940'+) - CC125 (4930'+) - MAKAK (7060'+) - KOSIR (7060'+).
<b>MAKAK 1P</b>	CC105 (2960'+) - CC115 (3940'+) - CC125 (4930'+) - MAKAK (7060'+).
<b>PENAK 1P</b>	CC105 (2960'+) - CCN01 (4930'+; 8040'-) - ITSUM (7060'+; FL110-) - PENAK (7060'+).
<b>TAGAN 1P</b>	CC105 (2960'+) - CCN01 (4930'+; 8040'-) - ITSUM (7060'+; FL110-) - TAGAN (7060'+).

Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'  
RNAV 1 (P-RNAV) approval required, otherwise advise ATC.



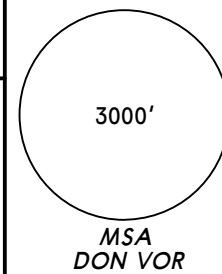
KOSIR ONE SIERRA (KOSIR 1S) [KOSI1S]  
MAKAK ONE SIERRA (MAKAK 1S) [MAKA1S]  
PENAK ONE SIERRA (PENAK 1S) [PENA1S]  
TAGAN ONE SIERRA (TAGAN 1S) [TAGA1S]  
RWY 26 RNAV DEPARTURES  
RNAV 1 (GNSS)



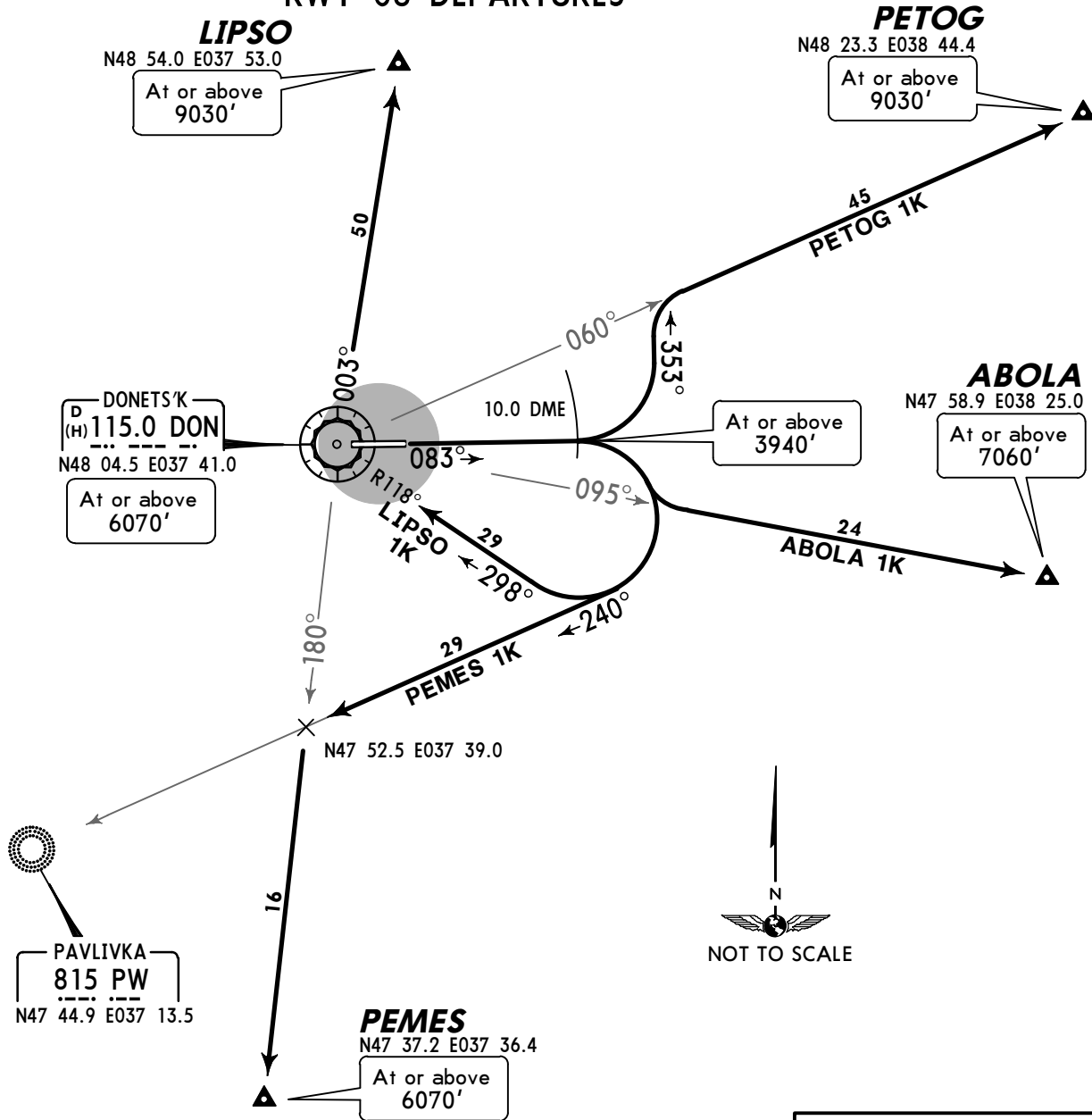
SID	ROUTING
<b>KOSIR 1S</b>	CC305 (2960'+) - CC310 (3940'+) - MAKAK (7060'+; FL240-) - KOSIR (7060'+; FL240-).
<b>MAKAK 1S</b>	CC305 (2960'+) - CC310 (3940'+) - MAKAK (7060'+).
<b>PENAK 1S</b>	CC305 (2960'+) - CC310 (3940'+) - TORGI (7060'+; FL220-) - PENAK (7060'+).
<b>TAGAN 1S</b>	CC305 (2960'+) - CC310 (3940'+) - TORGI (7060'+; FL220-) - TAGAN (7060'+).

Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'



ABOLA ONE KILO (ABOLA 1K) [ABOL1K]  
LIPSO ONE KILO (LIPSO 1K) [LIPS1K]  
PEMES ONE KILO (PEMES 1K) [PEME1K]  
PETOG ONE KILO (PETOG 1K) [PETO1K]  
RWY 08 DEPARTURES



These SIDs require a minimum climb gradient of 7% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

FT/METER CONVERSION

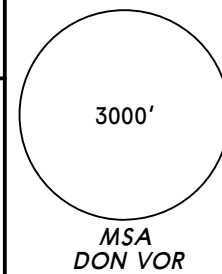
	QNH
3940'	- 1200m
6070'	- 1850m
7060'	- 2150m
9030'	- 2750m
10010'	- 3050m

SID	ROUTING
<b>ABOLA 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-095 to ABOLA.
<b>LIPSO 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-118 inbound to DON, turn RIGHT, DON R-003 to LIPSO.
<b>PEMES 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept 240° bearing towards PW, intercept DON R-180 to PEMES.
<b>PETOG 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn LEFT, 353° track, intercept DON R-060 to PETOG.

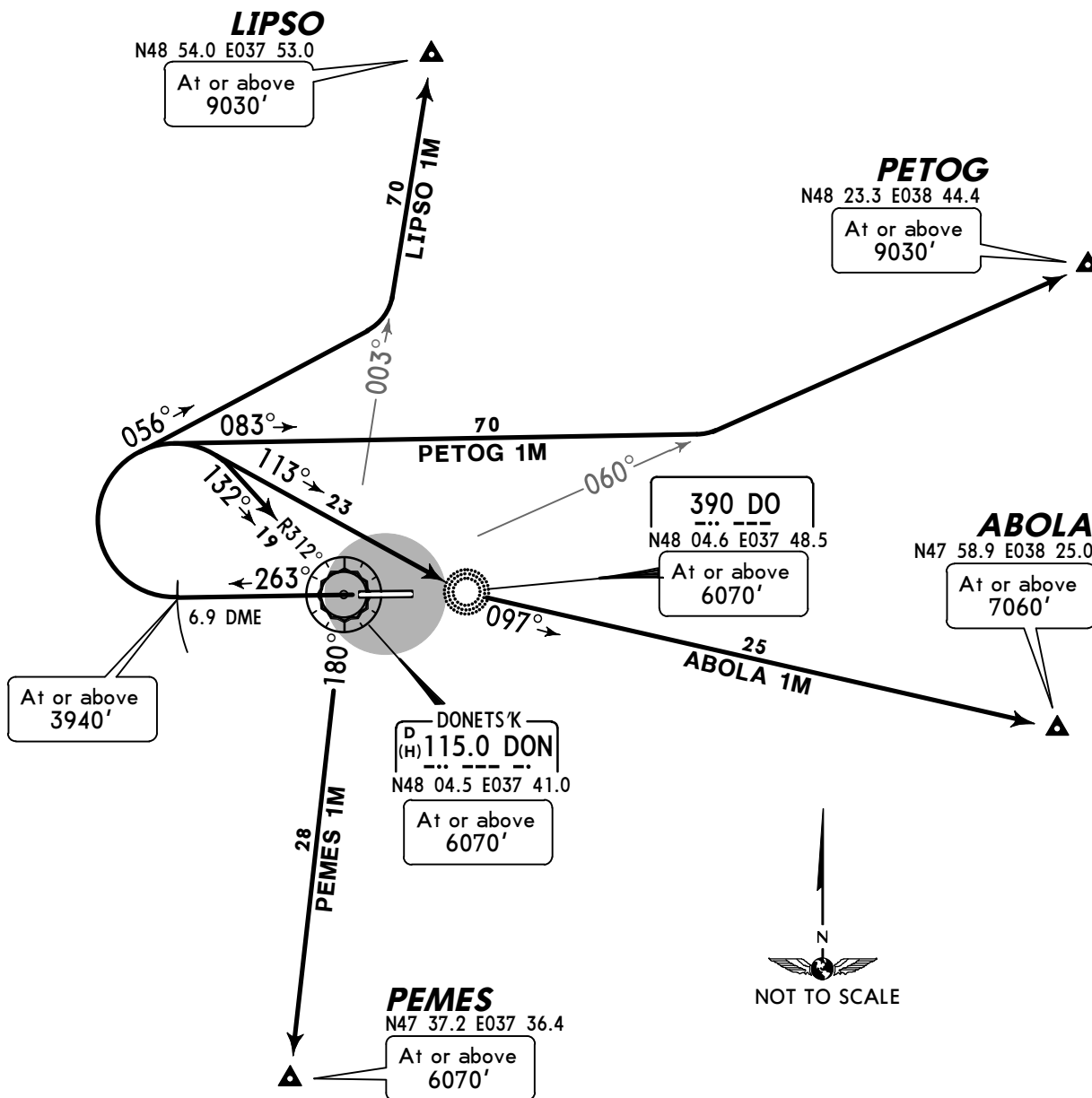


Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'



ABOLA ONE MIKE (ABOLA 1M) [ABOL1M]  
LIPSO ONE MIKE (LIPSO 1M) [LIPS1M]  
PEMES ONE MIKE (PEMES 1M) [PEME1M]  
PETOG ONE MIKE (PETOG 1M) [PETO1M]  
RWY 26 DEPARTURES



These SIDs require a minimum climb gradient of 7% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

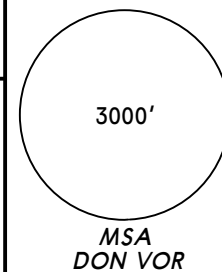
FT/METER CONVERSION

	QNH
3940'	- 1200m
6070'	- 1850m
7060'	- 2150m
9030'	- 2750m
10010'	- 3050m

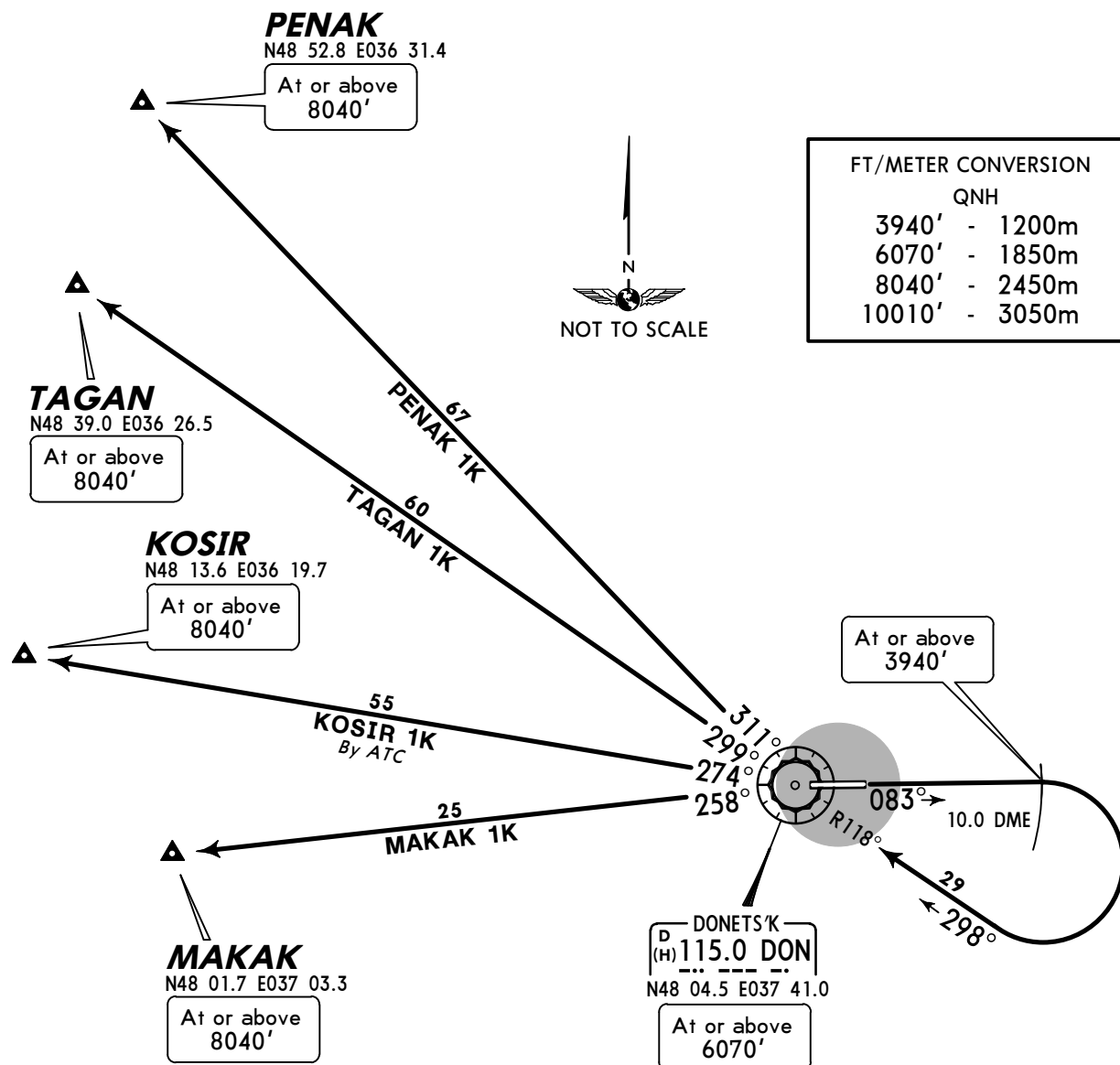
SID	ROUTING
<b>ABOLA 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, intercept 113° bearing to DO, turn LEFT, 097° bearing to ABOLA.
<b>LIPSO 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, 056° track, intercept DON R-003 to LIPSO.
<b>PEMES 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, intercept DON R-312 inbound to DON, turn RIGHT, DON R-180 to PEMES.
<b>PETOG 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, 083° track, intercept DON R-060 to PETOG.

Apt Elev  
783'

Trans level: By ATC Trans alt: 10010'



KOSIR ONE KILO (KOSIR 1K) [KOSI1K]  
MAKAK ONE KILO (MAKAK 1K) [MAKA1K]  
PENAK ONE KILO (PENAK 1K) [PENA1K]  
TAGAN ONE KILO (TAGAN 1K) [TAGA1K]  
RWY 08 DEPARTURES



These SIDs require a minimum climb gradient of 7% up to 3940'.

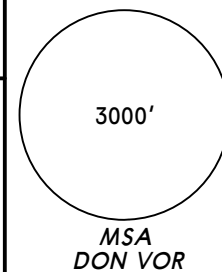
Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

SID	ROUTING
<b>KOSIR 1K</b> <i>By ATC</i>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-118 inbound to DON, turn LEFT, DON R-274 to KOSIR.
<b>MAKAK 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-118 inbound to DON, turn LEFT, DON R-258 to MAKAK.
<b>PENAK 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-118 inbound to DON, turn RIGHT, DON R-311 to PENAK.
<b>TAGAN 1K</b>	Climb on 083° track to at or above 3940' at DON 10.0 DME, turn RIGHT, intercept DON R-118 inbound to DON, turn RIGHT, DON R-299 to TAGAN.

Apt Elev  
783'

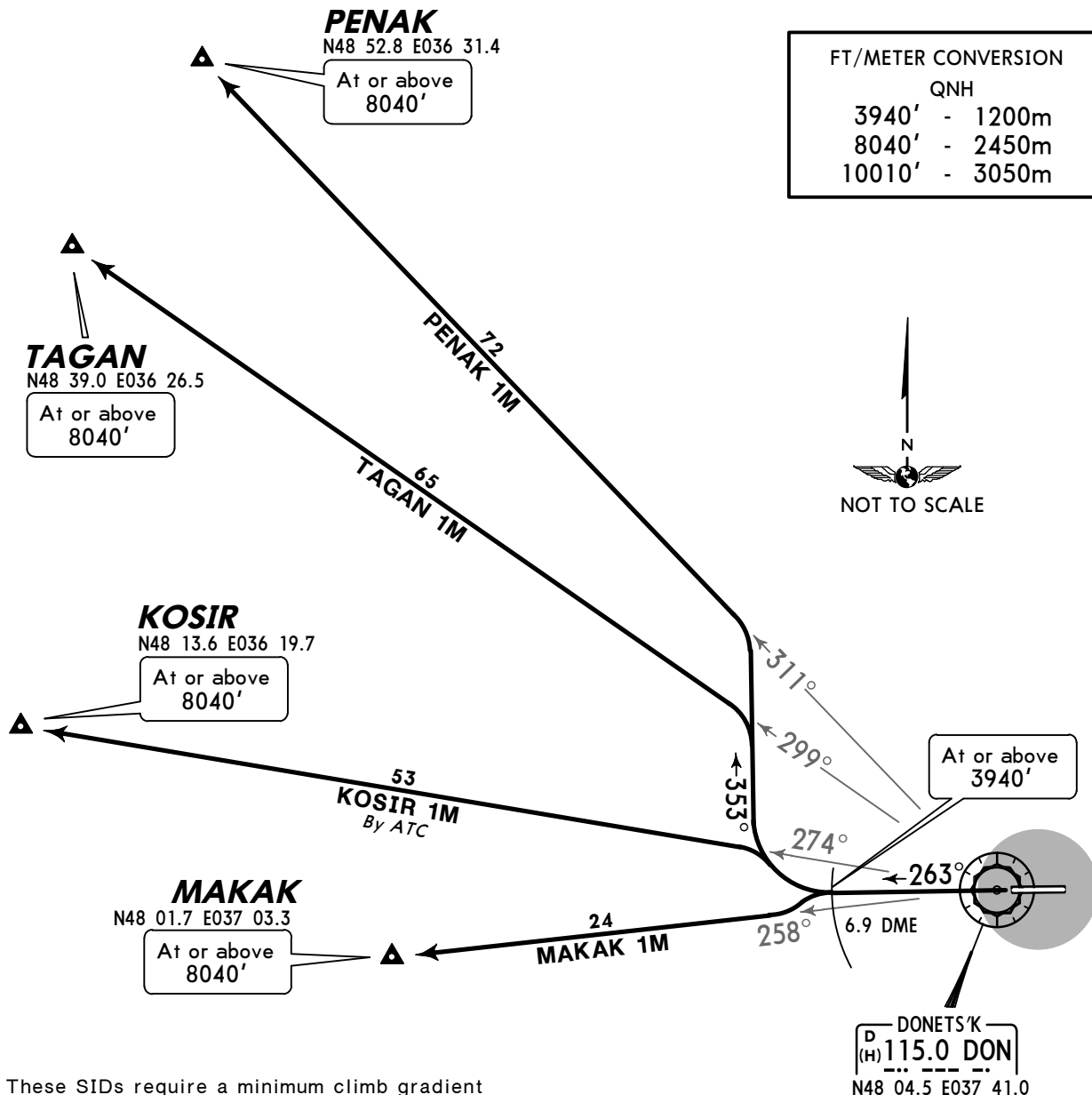
Trans level: By ATC Trans alt: 10010'



KOSIR ONE MIKE (KOSIR 1M) [KOSI1M]  
MAKAK ONE MIKE (MAKAK 1M) [MAKA1M]  
PENAK ONE MIKE (PENAK 1M) [PENA1M]  
TAGAN ONE MIKE (TAGAN 1M) [TAGA1M]  
RWY 26 DEPARTURES

FT/METER CONVERSION  
QNH

3940'	-	1200m
8040'	-	2450m
10010'	-	3050m

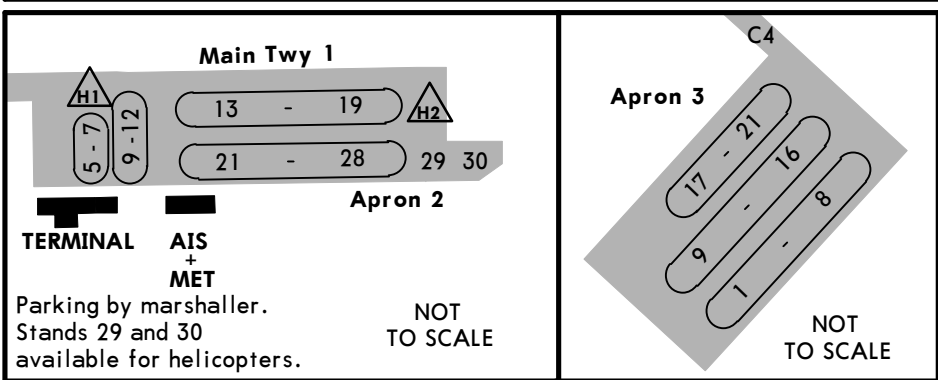
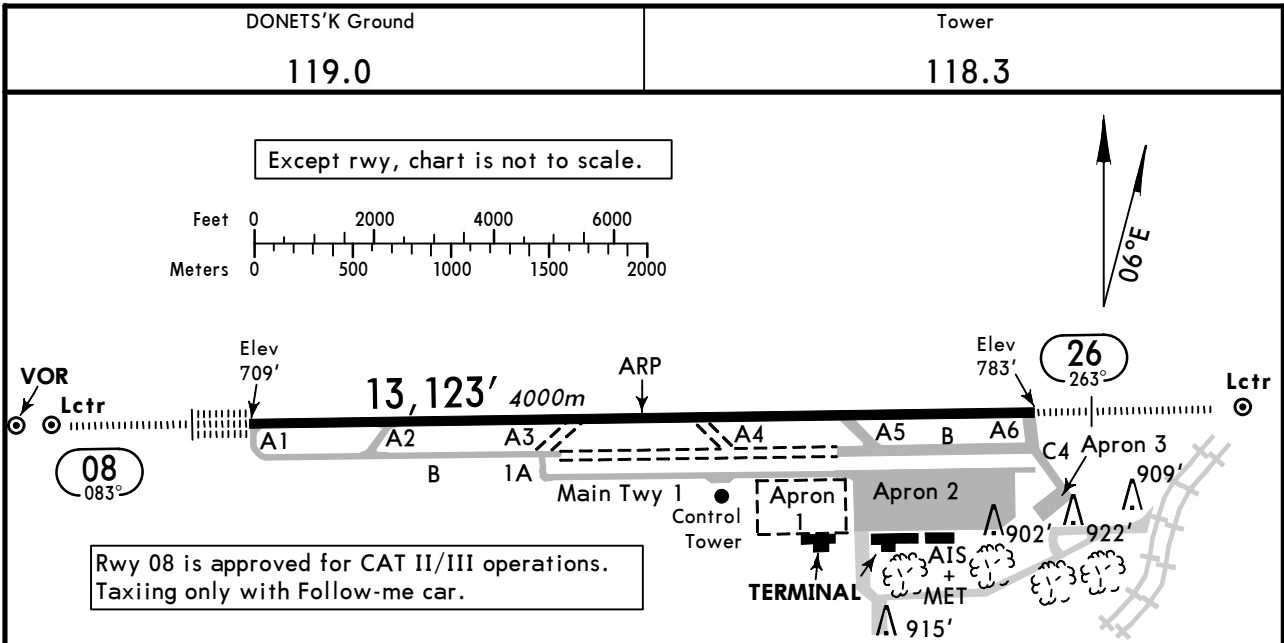


These SIDs require a minimum climb gradient of 7% up to 3940'.

Gnd speed-KT	75	100	150	200	250	300
7% V/V (fpm)	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

SID	ROUTING
<b>KOSIR 1M</b> By ATC	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, intercept DON R-274 to KOSIR.
<b>MAKAK 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn LEFT, intercept DON R-258 to MAKAK.
<b>PENAK 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, 353° track, turn LEFT, intercept DON R-311 to PENAK.
<b>TAGAN 1M</b>	Climb on 263° track to at or above 3940' at DON 6.9 DME, turn RIGHT, 353° track, intercept DON R-299 to TAGAN.



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS-II TDZ ①	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
08	HIRL (60m) CL (15m) HIALS-II TDZ ①	RVR		12,151' 3704m		197'
26	HIRL (60m) CL (15m) HIALS ①	RVR		12,029' 3666m		60m

① PAPI-L (3.0°)

LOW VISIBILITY PROCEDURE (LVP)

- LVP shall be applied when TDZ, MID or END RVR is less than 600m.  
Pilots will be informed by ATC about beginning of LVP.
- After landing pilots should report 'RWY vacated'.
  - Taxiing and parking is performed with follow-me car.
  - Taxiing on TWY and apron is permitted only for one aircraft at a time.

JAR-OPS

TAKE-OFF ①

	All Rwys LVP must be in force			NIL (DAY only)
	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	
A				500m
B	150m	200m	250m	
C				
D	200m	250m	300m	

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

NOISE ABATEMENT PROCEDURE

While taking-off from rwy 08 and departing South execute the crosswind leg turn at a height not below 4730' / 1200m.

STRAIGHT-IN RWY	A	B	C	D
<b>08</b>				
CAT 3A ILS	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>	<b>RA50' R200m</b>
CAT 2 ILS	<b>809'(100')</b> <b>RA107' R300m</b>	<b>809'(100')</b> <b>RA107' R300m</b>	<b>809'(100')</b> <b>RA107' R300m</b>	<b>809'(100')</b> <b>RA107' R300m</b>
ILS	<b>909'(200')</b>	<b>909'(200')</b>	<b>909'(200')</b>	<b>909'(200')</b>
<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
VOR ❶	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
NDB ❶❷	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>	<b>1170'(461')</b> <b>R1500m</b>
<i>ALS out</i>	R1500m	R1500m	C2200m	C2200m
NDB ❸	<b>1220'(511')</b> <b>R1800m</b>	<b>1220'(511')</b> <b>R1800m</b>	<b>1220'(511')</b> <b>R2000m</b>	<b>1220'(511')</b> <b>R2000m</b>
<i>ALS out</i>	C2600m	C2600m	C2800m	C2800m
<b>26</b>				
ILS	<b>983'(200')</b>	<b>983'(200')</b>	<b>983'(200')</b>	<b>983'(200')</b>
<i>FULL</i>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>	<b>R550m</b>
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
VOR ❶❹	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
VOR ❶❺	<b>1420'(637')</b> <b>R1500m</b>	<b>1420'(637')</b> <b>R1500m</b>	<b>1420'(637')</b> <b>C2200m</b>	<b>1420'(637')</b> <b>C2200m</b>
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
2 NDB ❶	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>	<b>1220'(437')</b> <b>R1300m</b>
<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
O NDB ❶❷	<b>1420'(637')</b> <b>R1500m</b>	<b>1420'(637')</b> <b>R1500m</b>	<b>1420'(637')</b> <b>C2200m</b>	<b>1420'(637')</b> <b>C2200m</b>
<i>ALS out</i>	R1500m	R1500m	C2400m	C2400m
O NDB ❸	<b>1480'(697')</b> <b>C2700m</b>	<b>1480'(697')</b> <b>C2700m</b>	<b>1480'(697')</b> <b>C2900m</b>	<b>1480'(697')</b> <b>C2900m</b>
<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m

❶ Continuous Descent Final Approach.

❷ with DME.

❸ w/o DME.

❹ with D5.0.

❺ w/o D5.0

CIRCLE-TO-LAND ①	100 KT	135 KT	180 KT	205 KT
After apch to rwy 08 ②	1280' (571')	1420' (711')	1510' (801')	1690' (981')
After ILS 26	1280' (497')	1420' (637')	1510' (727')	1690' (907')
After VOR 26	1420' (637')	1420' (637')	1510' (727')	1690' (907')
After NDB 26	1480' (697')	1480' (697')	1510' (727')	1690' (907')
	V1500m	V1600m	V2400m	V3600m

- ① Not authorized South of airport btn R-110 & R-230 DON.
- ② Circling height based on rwy 08 thresh elev of 709'.

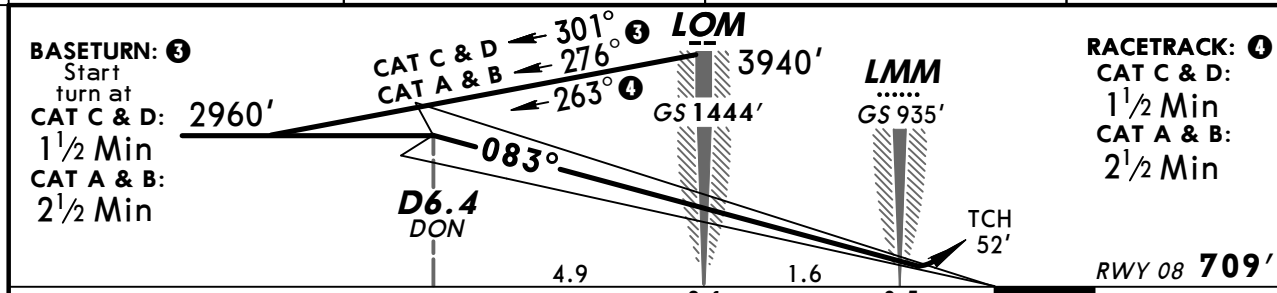
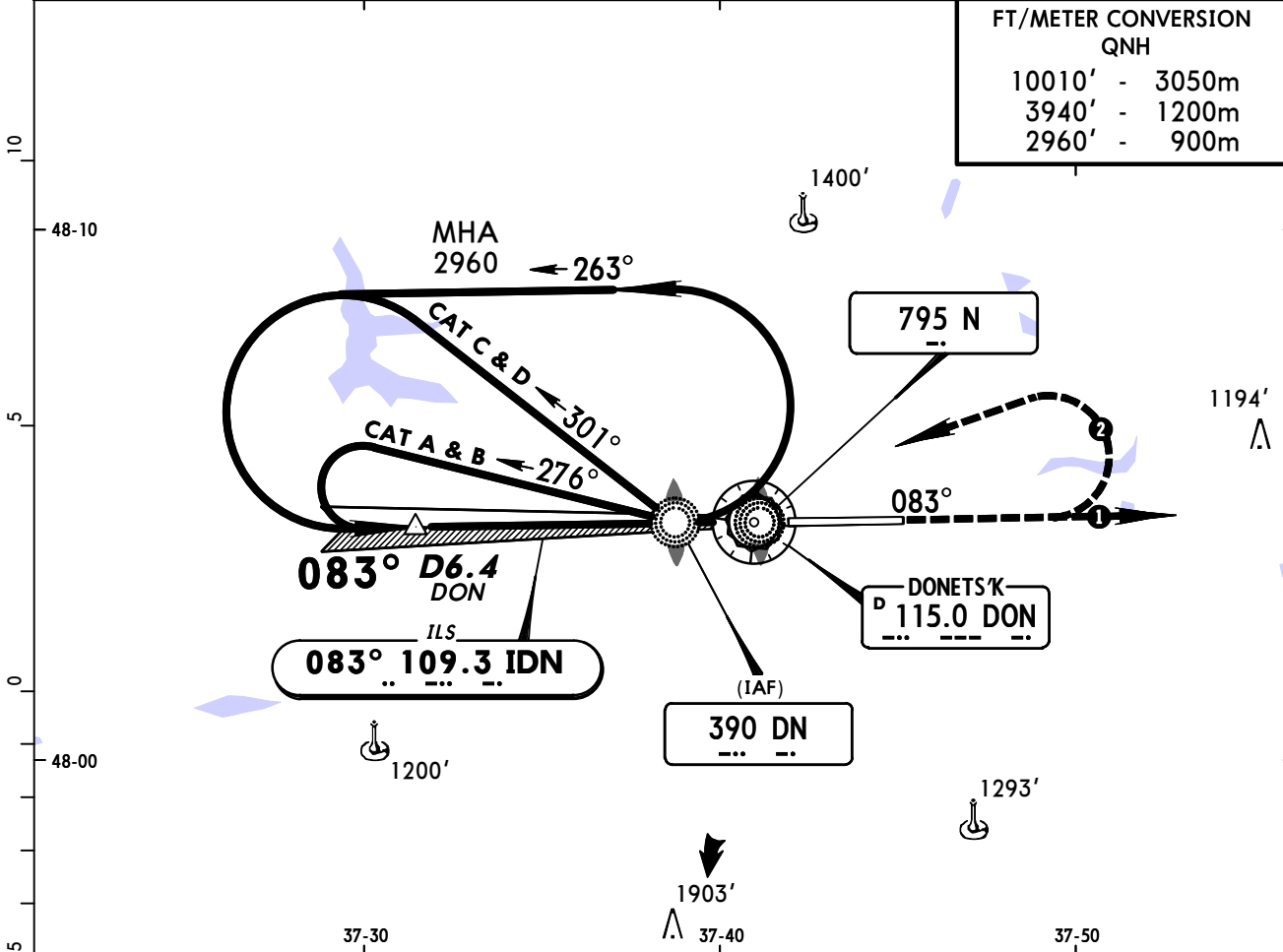
**TAKE-OFF RWY 08, 26**

LVP must be in Force			
RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	150m	200m	500m
C			
D	200m	250m	300m

DONETS'K Approach Radar (APP) 134.0		DONETS'K Tower 118.3		Ground 119.0	
LOC IDN <b>109.3</b>	Final Apch Crs <b>083°</b>	GS LOM <b>1444' (735')</b>	ILS DA(H) <b>909' (200')</b>	Apt Elev <b>783'</b>	3000'
MISSED APCH: ❶ Climb on track 083° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ❷ Climb on track 083° to 3940', then turn LEFT to DN NDB then according to chart.				RWY <b>709'</b>	
Alt Set: hPa (MM on req)		Rwy Elev: 27 hPa	Trans level: by ATC	Trans alt: 10010'	MSA DON VOR

FT/METER CONVERSION  
QNH

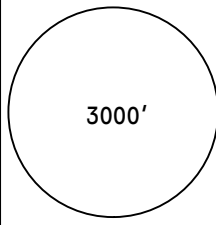
10010'	-	3050m
3940'	-	1200m
2960'	-	900m



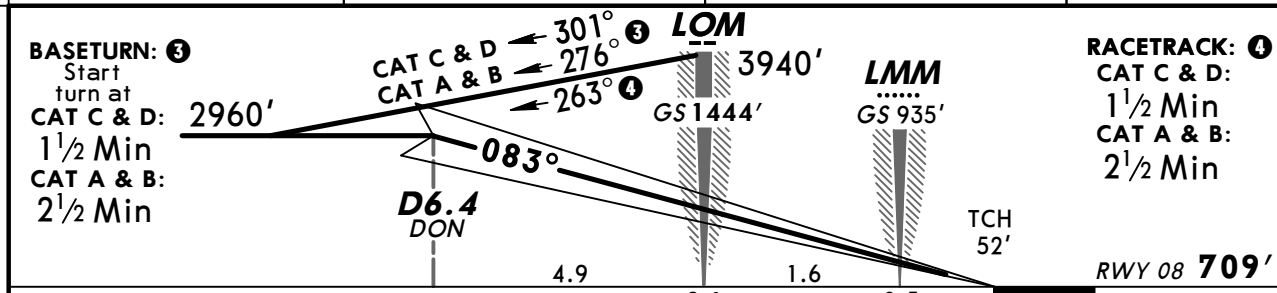
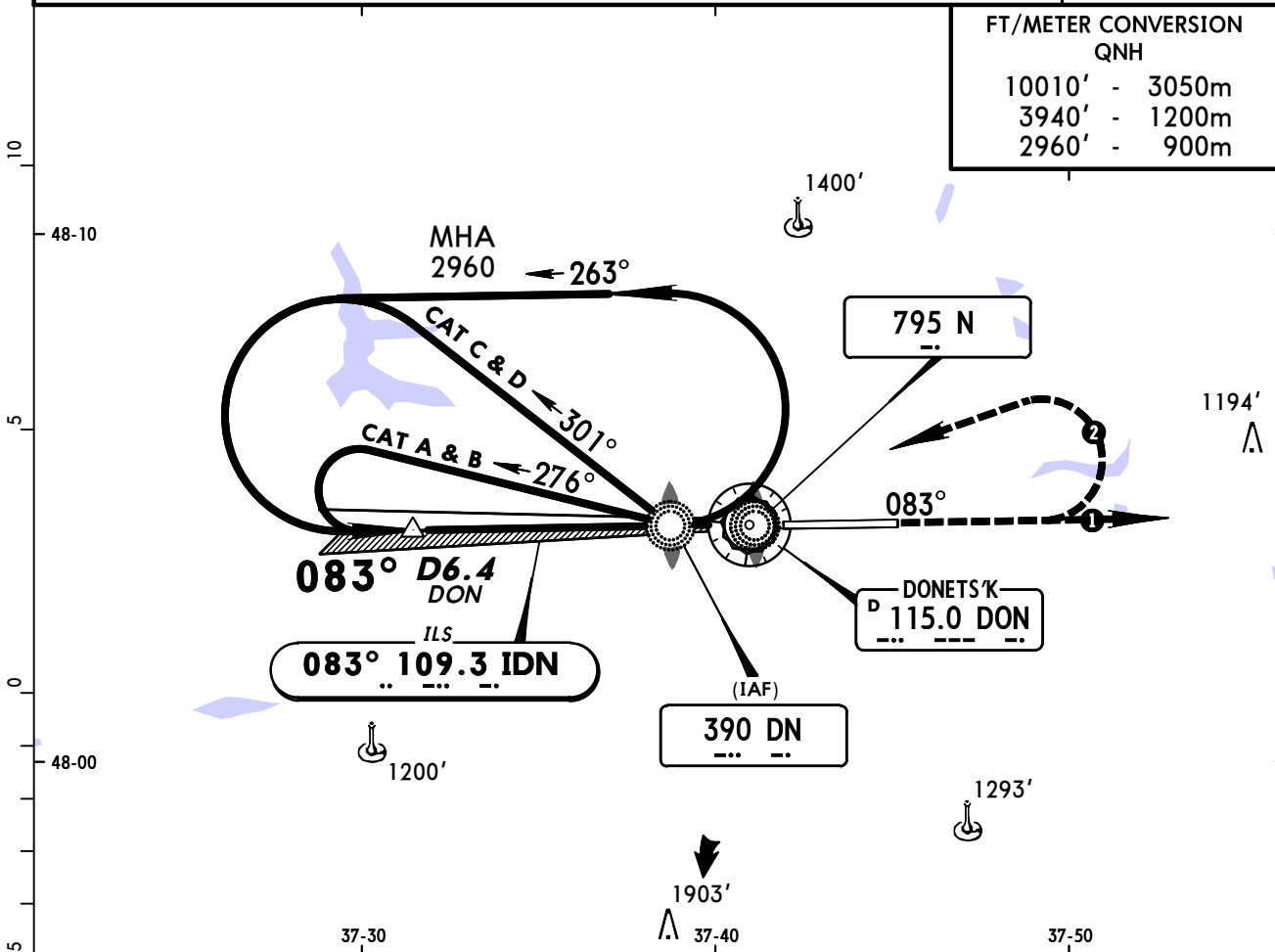
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2960' on 083°
GS	3.00°	377	484	538	646	753		


<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 08		CIRCLE-TO-LAND ❶	
ILS		LOC (GS out)		Not authorized South of airport btn R-110 DON & R-230 DON clockwise	
DA(H) <b>909' (200')</b>					
FULL		ALS out			
A				Max Kts	MDA(H) VIS
B				100	1280' (571') 1500m
C	RVR 550m	RVR 1000m	NOT AUTHORIZED	135	1420' (711') 1600m
D				180	1510' (801') 2400m
				205	1690' (981') 3600m

❶ Circling height based on rwy 08 thresh elevation of 709'.  
CHANGES: TCH. Minimums. © JEPPESEN, 1999, 2012. ALL RIGHTS RESERVED.

DONETS'K Approach Radar (APP) 134.0		DONETS'K Tower 118.3		Ground 119.0	
LOC IDN <b>109.3</b>	Final Apch Crs <b>083°</b>	GS LOM <b>1444' (735')</b>	CAT II ILS <b>RA 107'</b> DA(H) 809' (100')	Apt Elev <b>783'</b>	 3000' MSA DON VOR
MISSED APCH: ① Climb on track 083° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on track 083° to 3940', then turn LEFT to DN NDB then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010' Special Aircrew and Aircraft Certification Required.					

FT/METER CONVERSION QNH	
10010'	3050m
3940'	1200m
2960'	900m



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	2960' ↑ on 083°
GS	3.00°	377	484	538	646	753		

**JAR-OPS** STRAIGHT-IN LANDING RWY 08  
CAT II ILS  
ABCD  
**RA 107'**  
DA(H) 809' (100')

RVR 300m **■**

**■** Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.  
CHANGES: New procedure. © JEPPESEN, 2012. ALL RIGHTS RESERVED.

BRIEFING STRIP™

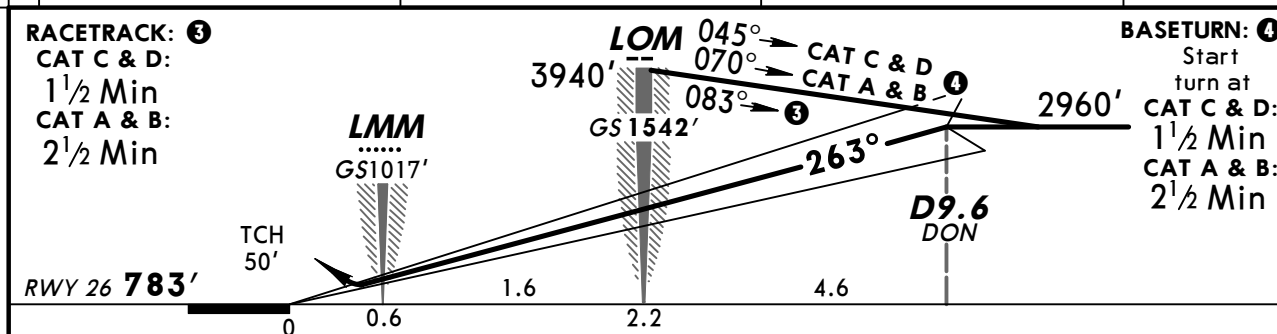
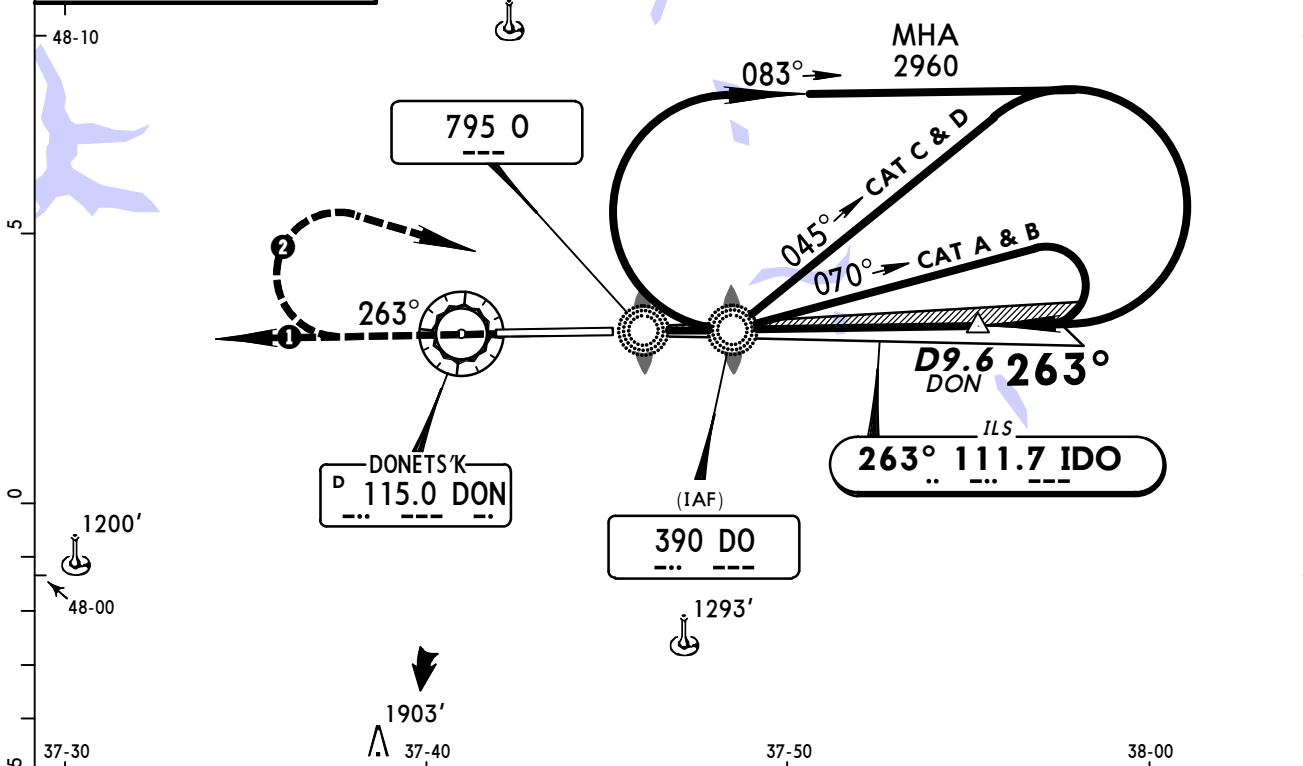
PANS OPS



DONETS'K Approach Radar (APP) <b>134.0</b>		DONETS'K Tower <b>118.3</b>		Ground <b>119.0</b>	
LOC IDO <b>111.7</b>	Final Apch Crs <b>263°</b>	GS LOM <b>1542' (751')</b>	ILS DA(H) <b>983' (200')</b>	Apt Elev <b>783'</b>	3000'
MISSED APCH: ① Climb on track 263° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on track 263° to 3940', then turn RIGHT to DO NDB then according to chart.				RWY <b>783'</b>	
Alt Set: hPa (MM on req)		Rwy Elev: 29 hPa	Trans level: by ATC	Trans alt: 10010'	MSA DON VOR

FT/METER CONVERSION  
QNH

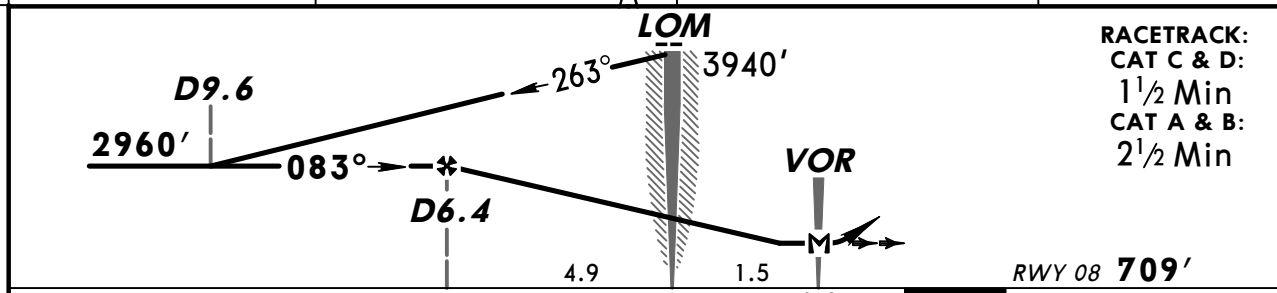
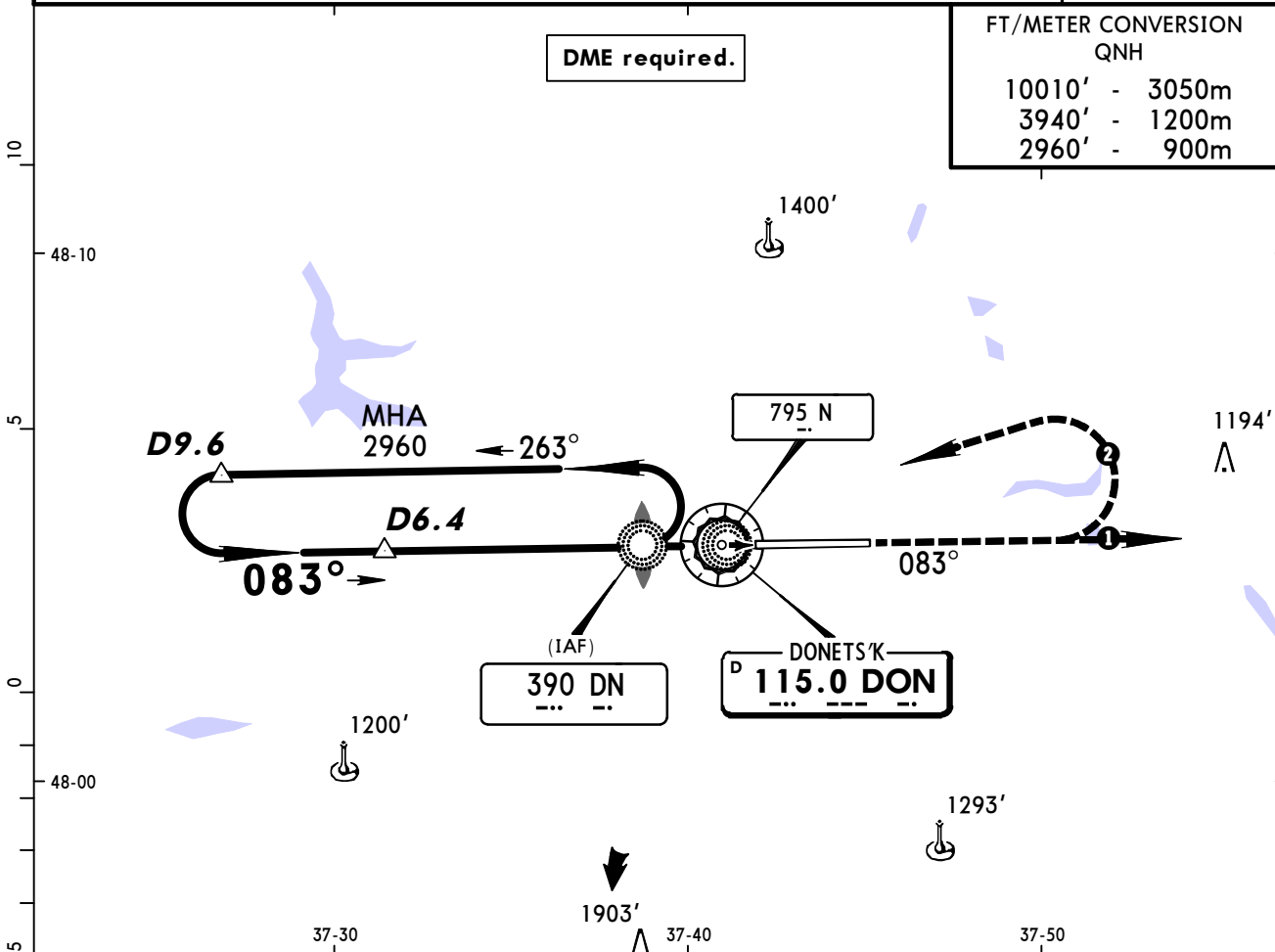
10010'	-	3050m
3940'	-	1200m
2960'	-	900m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2960' on 263°
GS	3.00°	377	484	538	646	753		

<b>JAR-OPS</b>		STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND Not authorized South of airport btn R-110 DON & R-230 DON clockwise	
ILS		LOC (GS out)			
DA(H) <b>983' (200')</b>					
FULL		ALS out		Max Kts	
A				100	1280' (497') 1500m
B				135	1420' (637') 1600m
C	RVR 550m	RVR 1000m	NOT AUTHORIZED	180	1510' (727') 2400m
D				205	1690' (907') 3600m

DONETS'K Approach Radar (APP) 134.0		DONETS'K Tower 118.3			Ground 119.0
VOR DON 115.0	Final Apch Crs 083°	Minimum Alt D6.4 2960' (2251')	MDA(H) 1170' (461')	Apt Elev 783' RWY 709'	3000'
MISSED APCH: ① Climb on track 083° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on track 083° to 3940', then turn LEFT to DN NDB, then according to chart.					
Alt Set: hPa (MM on req) Rwy Elev: 27 hPa Trans level: by ATC Trans alt: 10010'					MSA DON VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2960' on 083°
Descent Angle	3.00°	372	478	531	637	743	
MAP at VOR							

JAR-OPS STRAIGHT-IN LANDING RWY 08			CIRCLE-TO-LAND ①	
MDA(H) 1170' (461')			Not authorized South of airport between R-110 & R-230 clockwise	
		ALS out	Max Kts.	MDA(H) VIS
A	RVR 1000m	RVR 1500m	100	1280' (571') 1500m
B	RVR 1200m		135	1420' (711') 1600m
C	RVR 1200m	RVR 2000m	180	1510' (801') 2400m
D	RVR 1600m		205	1690' (981') 3600m

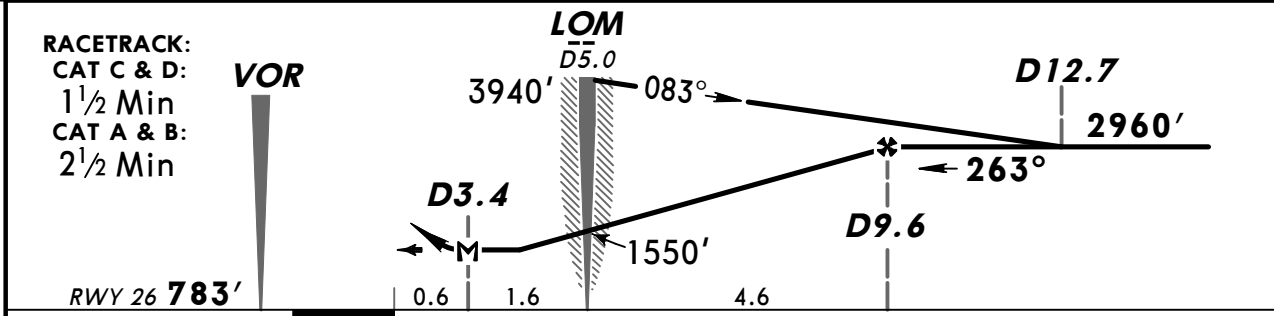
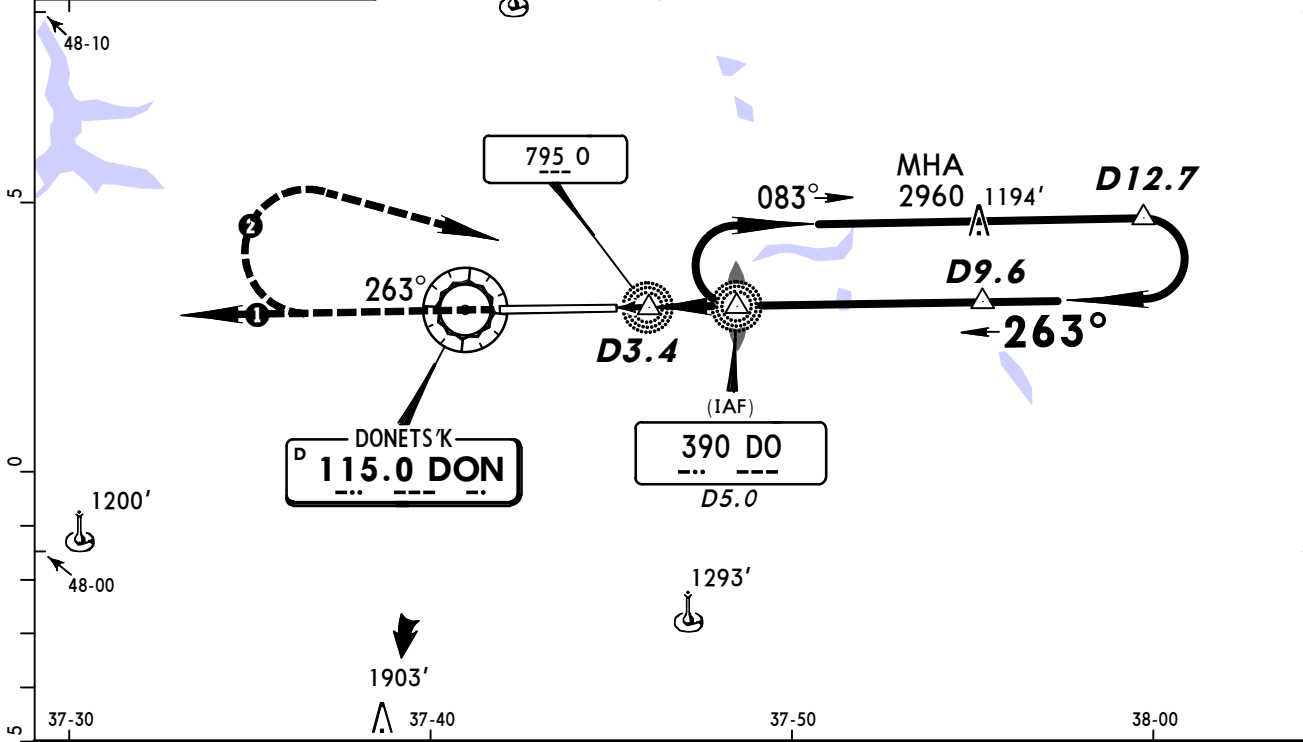
① Circling height based on rwy 08 thresh elevation of 709'.  
 CHANGES: MSA. Procedure. Minimums. © JEPPESEN, 2008, 2011. ALL RIGHTS RESERVED.

DONETS'K Approach Radar (APP) <b>134.0</b>		DONETS'K Tower <b>118.3</b>		Ground <b>119.0</b>	
VOR DON <b>115.0</b>	Final Apch Crs <b>263°</b>	Minimum Alt <b>D9.6</b> <b>2960'</b> (2177')	MDA(H) (CONDITIONAL) <b>1220'</b> (437')	Apt Elev <b>783'</b>	3000'
MISSED APCH: ① Climb on track 263° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on track 263° to 3940', then turn RIGHT to DO NDB, then according to chart.				RWY <b>783'</b>	
Alt Set: hPa (MM on req)		Rwy Elev: 29 hPa	Trans level: by ATC	Trans alt: 10010'	MSA DON VOR

FT/METER CONVERSION  
QNH

10010'	-	3050m
3940'	-	1200m
2960'	-	900m
1550'	-	470m

DME required.

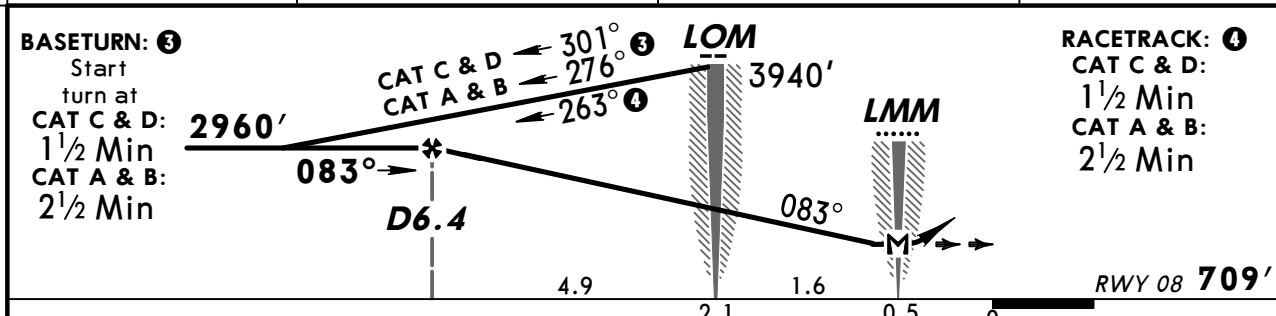
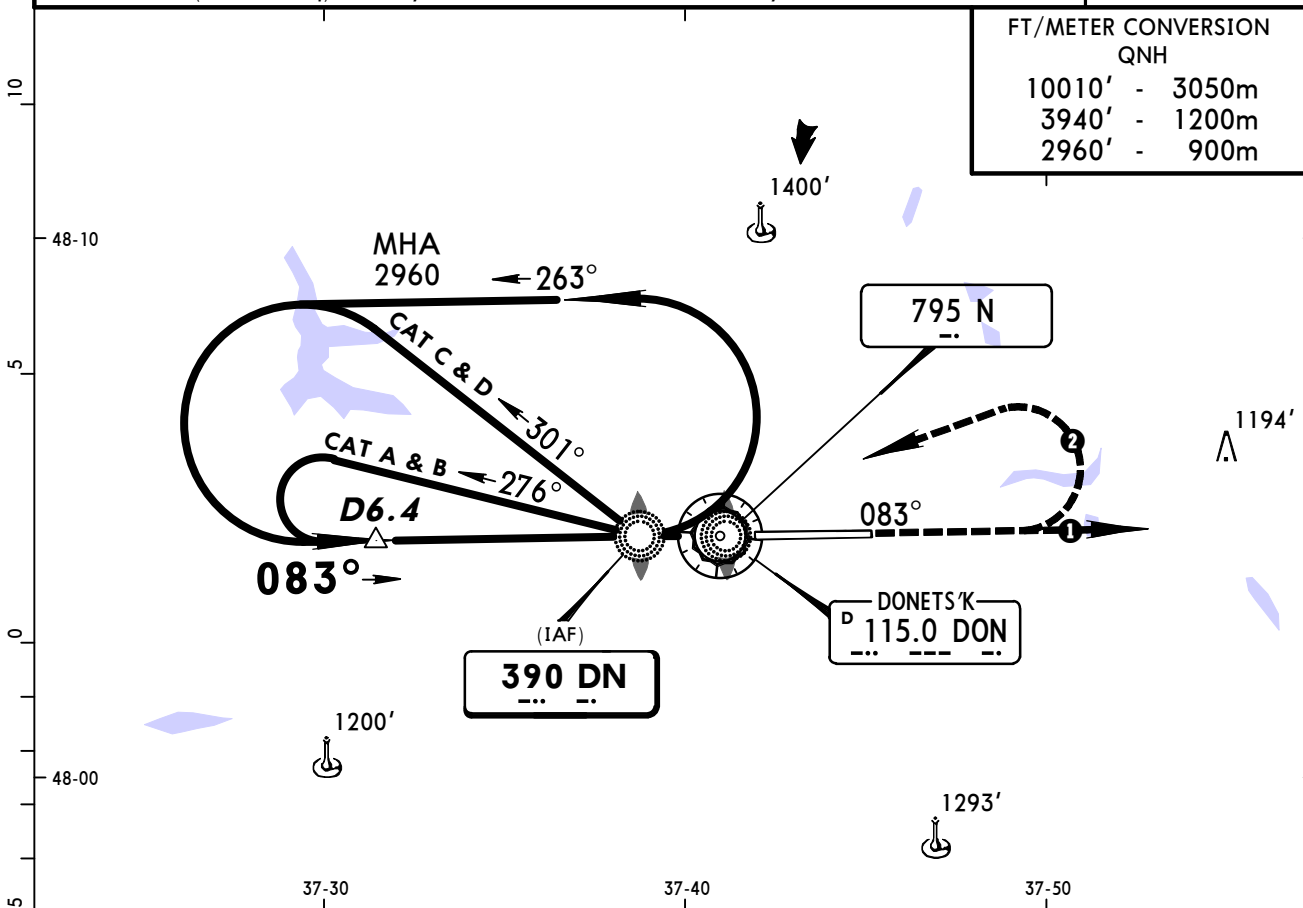


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2960' on 263°
Descent Angle	3.00°	372	478	531	637	743	
MAP at D3.4							

JAR-OPS				STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND Not authorized South of airport between R-110 & R-230 clockwise	
With D5.0		W/o D5.0		Max Kts	MDA(H)	VIS	
MDA(H) <b>1220'</b> (437')		MDA(H) <b>1420'</b> (637')					
A	RVR 900m	ALS out	RVR 1000m	100	1420' (637')	1500m	
B	RVR 1000m	RVR 1500m	RVR 1200m	135	1420' (637')	1600m	
C	RVR 1000m	RVR 1800m	RVR 1600m	180	1510' (727')	2400m	
D	RVR 1400m	RVR 2000m	RVR 1600m	205	1690' (907')	3600m	

PANS OPS

DONETS'K Approach Radar (APP) 134.0		DONETS'K Tower 118.3		Ground 119.0	
NDB DN <b>390</b>	Final Apch Crs <b>083°</b>	Minimum Alt <b>D6.4</b> 2960' (2251')	MDA(H) (CONDITIONAL) <b>1170' (461')</b>	Apt Elev <b>783'</b> RWY <b>709'</b>	3000'
<b>MISSED APCH: ❶</b> Climb on track 083° to 2960', then as directed. <b>MISSED APCH RADIO COMM FAILURE: ❷</b> Climb on track 083° to 3940', then turn LEFT to DN NDB, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 27 hPa	Trans level: by ATC	Trans alt: 10010'	MSA DON VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2960' on 083°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at LMM							

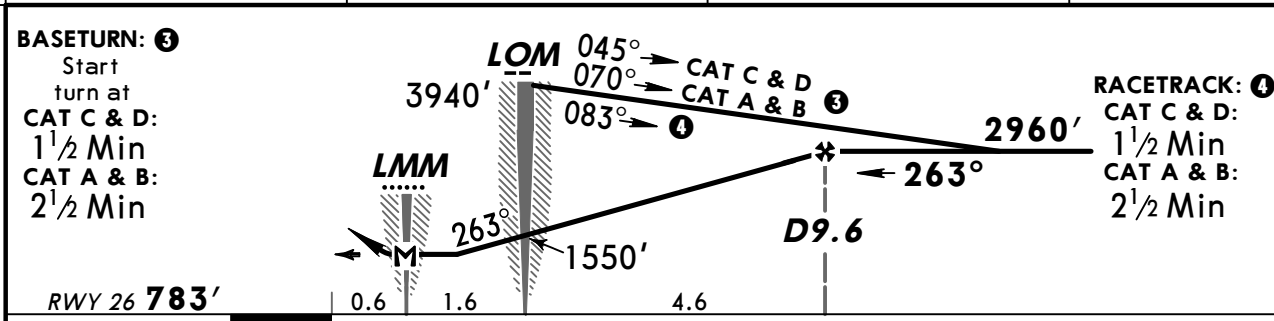
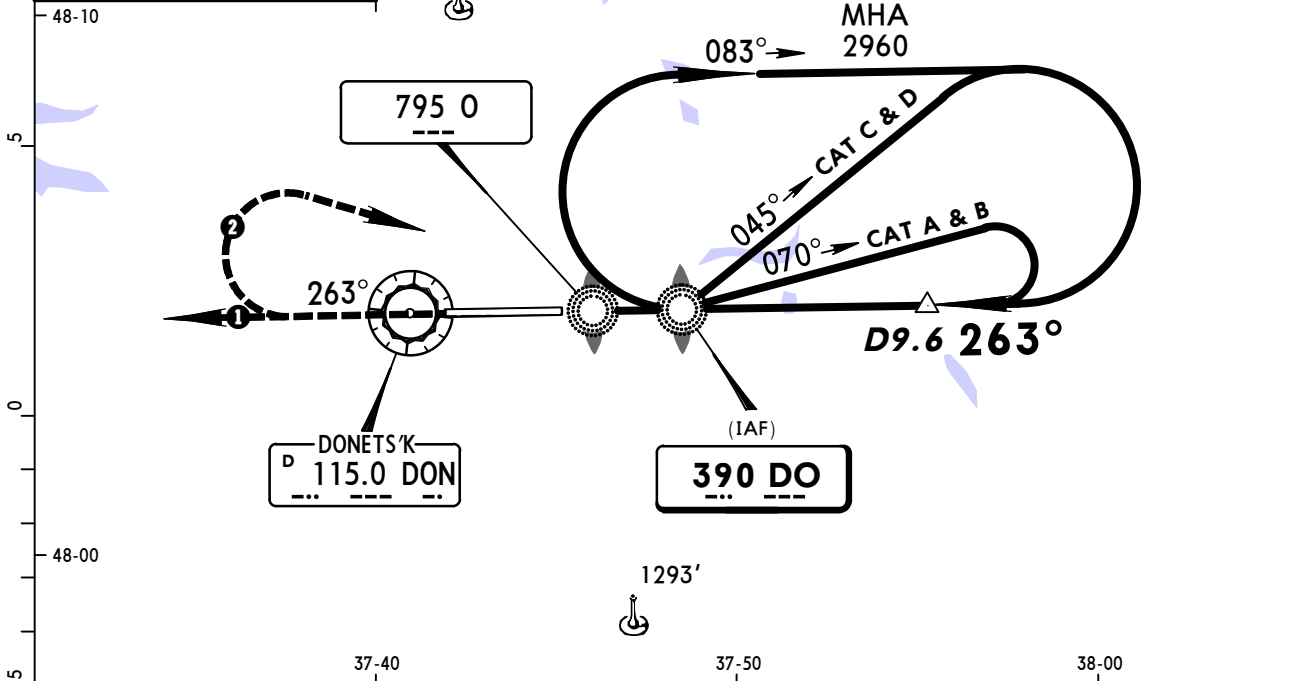
JAR-OPS STRAIGHT-IN LANDING RWY 08				CIRCLE-TO-LAND ❶	
with DME MDA(H) <b>1170' (461')</b>		w/o DME MDA(H) <b>1220' (511')</b>		Not authorized South of airport between R-110 & R-230 clockwise	
	ALS out		ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	RVR 1500m	RVR 1000m	100	1280' (571') 1500m
B	RVR 1200m	RVR 2000m	RVR 1200m	135	1420' (711') 1600m
C	RVR 1600m		RVR 1600m	180	1510' (801') 2400m
D	RVR 1600m			205	1690' (981') 3600m

❶ Circling height based on rwy 08 thresh elevation of 709'.

DONETS'K Approach Radar (APP) 134.0		DONETS'K Tower 118.3			Ground 119.0
NDB DO <b>390</b>	Final Apch Crs <b>263°</b>	Minimum Alt D9.6 <b>2960'</b> (2177')	2 NDB MDA(H) <b>1220'</b> (437')	Apt Elev <b>783'</b> RWY <b>783'</b>	3000'
MISSED APCH: ① Climb on track 263° to 2960', then as directed. MISSED APCH RADIO COMM FAILURE: ② Climb on track 263° to 3940', then turn RIGHT to DO NDB, then according to chart.					
Alt Set: hPa (MM on req)		Rwy Elev: 29 hPa	Trans level: by ATC	Trans alt: 10010'	MSA DON VOR

FT/METER CONVERSION  
QNH

10010'	-	3050m
3940'	-	1200m
2960'	-	900m
1550'	-	470m



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2960' on 263°	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at LMM								

JAR-OPS STRAIGHT-IN LANDING RWY 26						CIRCLE-TO-LAND	
2 NDB		O NDB				Not authorized South of airport between R-110 & R-210 clockwise	
MDA(H) 1220' (437')		with DME MDA(H) 1420' (637')		w/o DME MDA(H) 1480' (697')		Max Kts	MDA(H) VIS
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out		
A	RVR 900m	RVR 1000m	RVR 1500m	RVR 1200m	RVR 1500m	100	1480' (697') 1500m
B	RVR 1500m	RVR 1200m	RVR 2000m	RVR 1400m	RVR 2000m	135	1480' (697') 1600m
C	RVR 1000m	RVR 1800m	RVR 1600m	RVR 1800m	RVR 2000m	180	1510' (727') 2400m
D	RVR 1400m	RVR 2000m	RVR 1600m	RVR 1800m	RVR 2000m	205	1690' (907') 3600m

## Chart changes since cycle 07-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**DONETS'K, (DONETS'K - UKCC)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport UKCC

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-9) Following twys still shown as under construction now designated: From west to east A3, A4, A5, A6 (A3 and A4 still clsd), continuation of parallel twy B also designated B; new twy C4 established, leading from intersection of B and A6 in southeasterly direction to new apron.