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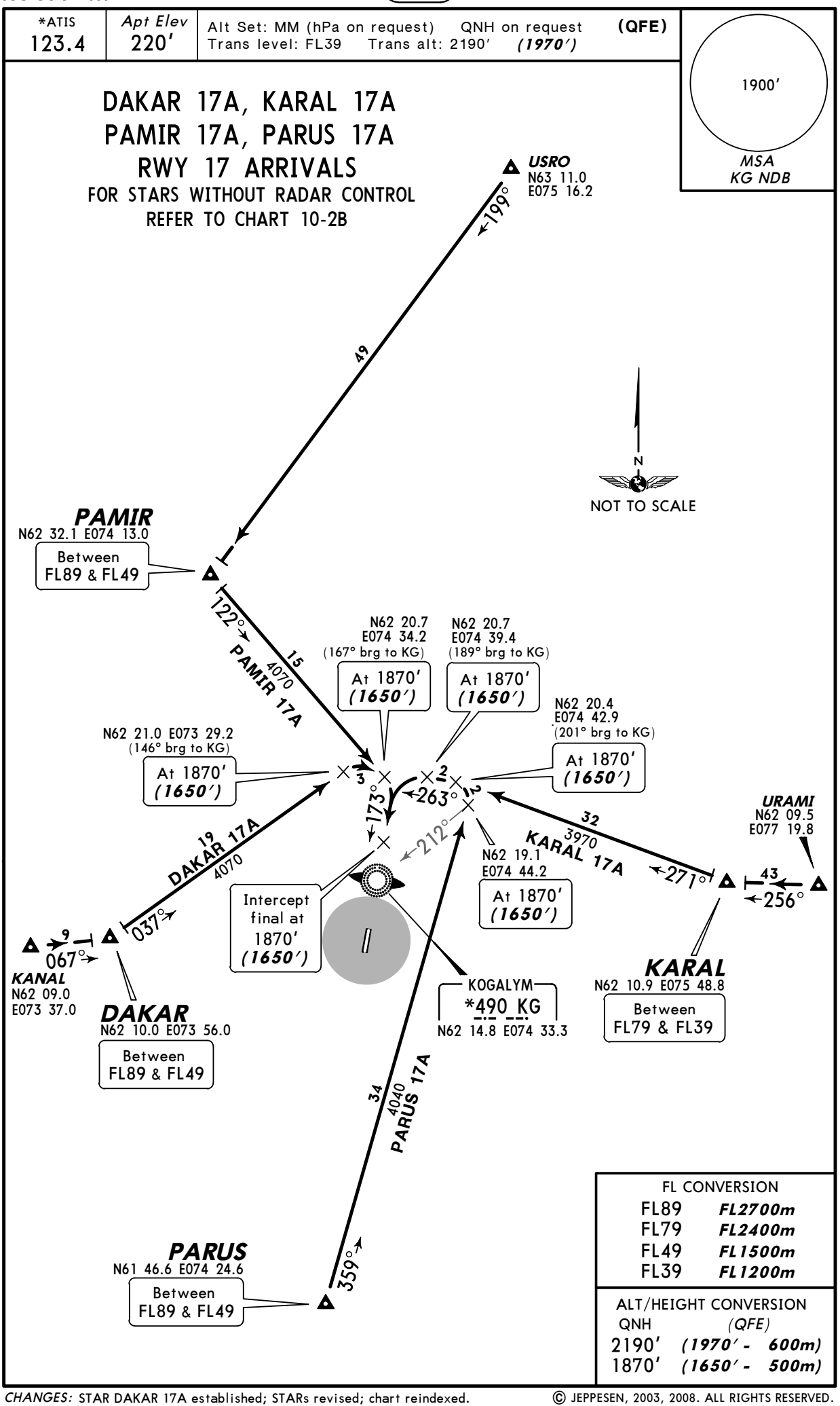
USRK/KGP
KOGALYM

JEPPESEN
23 MAY 08 (10-2) Eff 5 Jun

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*



CHANGES: STAR DAKAR 17A established; STARs revised; chart reindexed.

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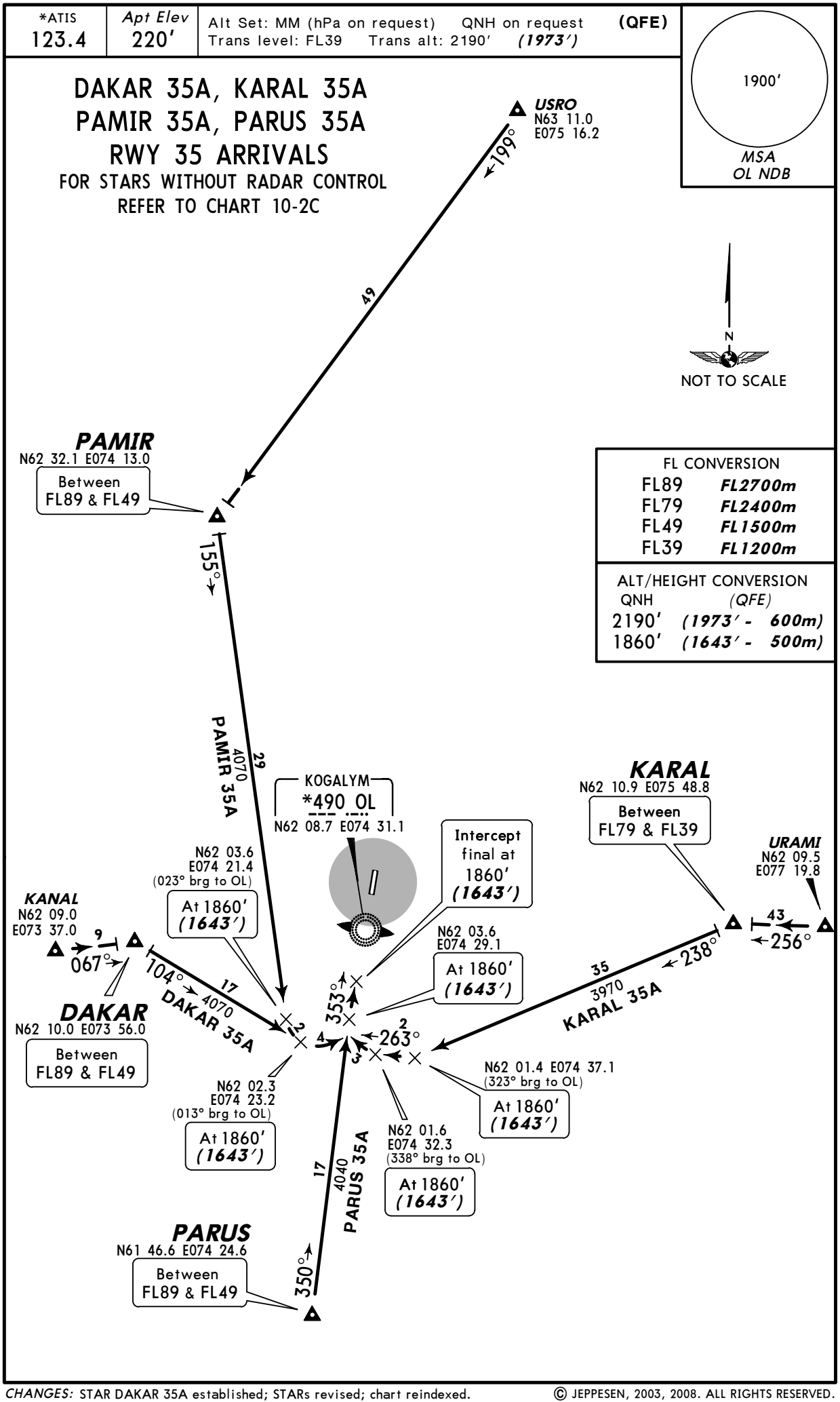
USRK/KGP
KOGALYM

JEPPESEN
23 MAY 08 (10-2A) Eff 5 Jun

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1973′)*



CHANGES: STAR DAKAR 35A established; STARs revised; chart reindexed.

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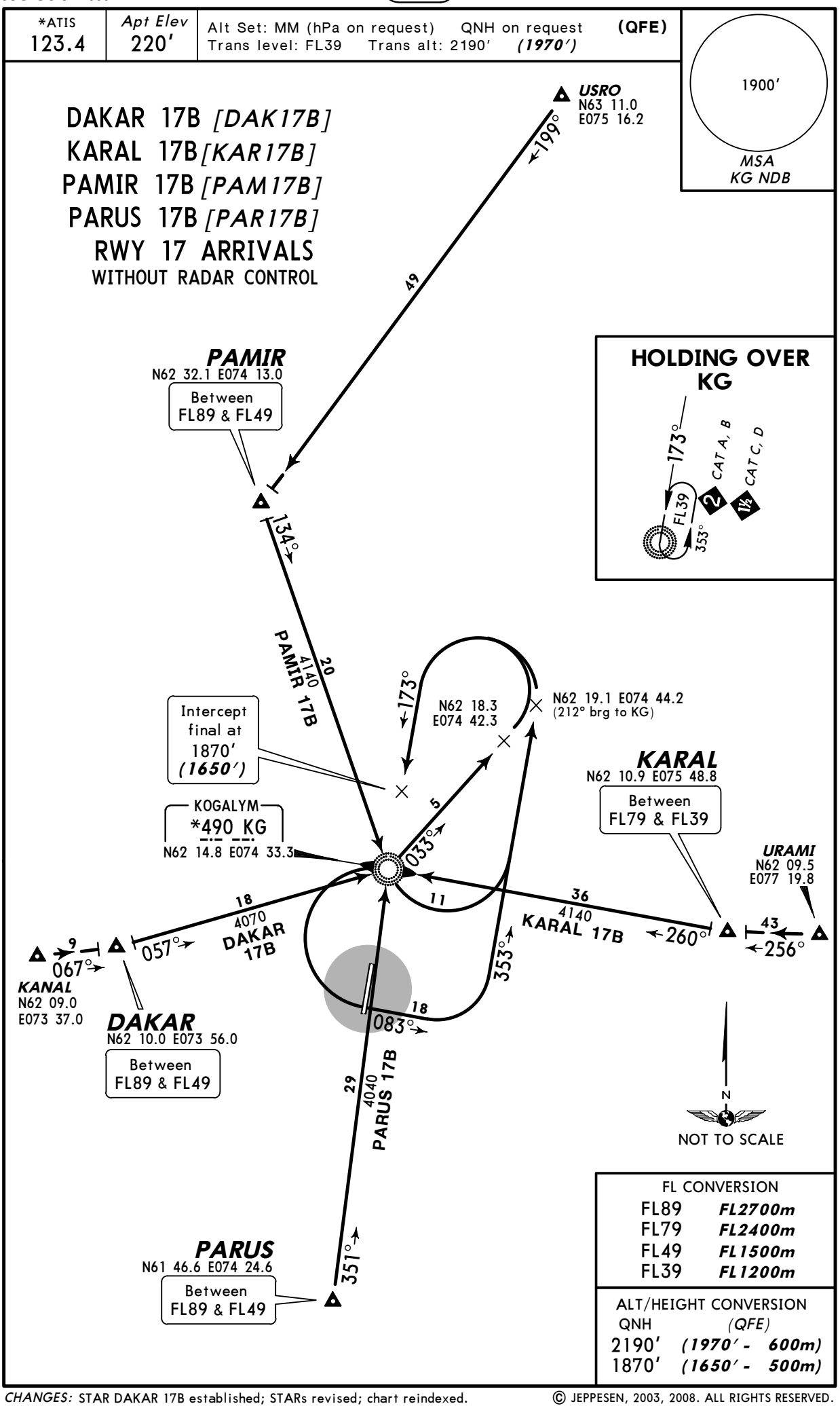
JEPPESEN
FliteStar 9.4.5.0

USRK/KGP
KOGALYM

JEPPESEN
23 MAY 08 (10-2B) Eff 5 Jun

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*



FL CONVERSION

FL89	*FL2700m*
FL79	*FL2400m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2190′	*(1970′ - 600m)*
1870′	*(1650′ - 500m)*

CHANGES: STAR DAKAR 17B established; STARs revised; chart reindexed.

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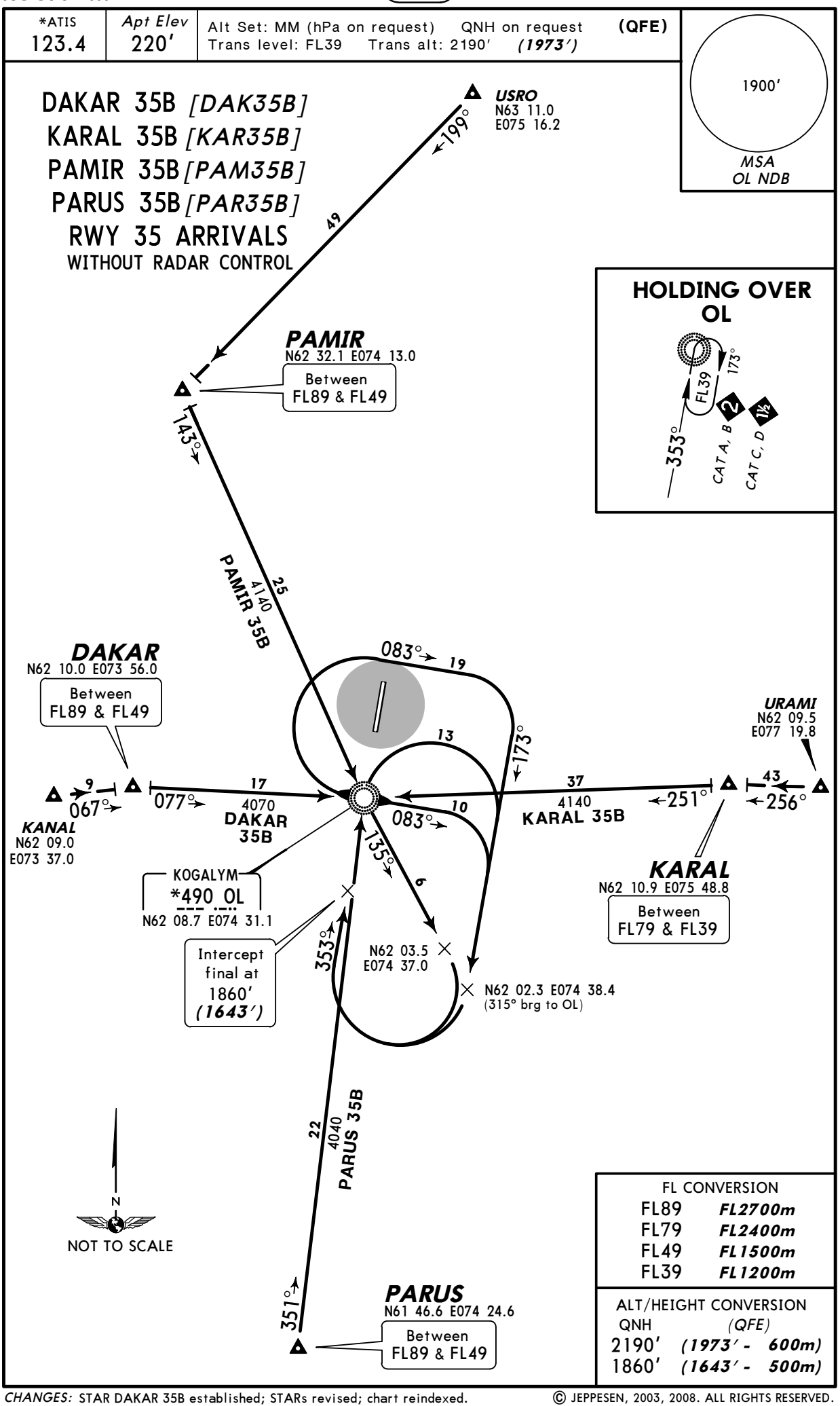
USRK/KGP
KOGALYM

JEPPESEN
23 MAY 08 (10-2C) Eff 5 Jun

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1973′)*



CHANGES: STAR DAKAR 35B established; STARs revised; chart reindexed.

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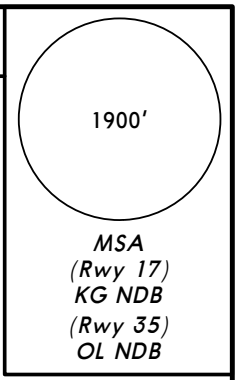
USRK/KGP
KOGALYM

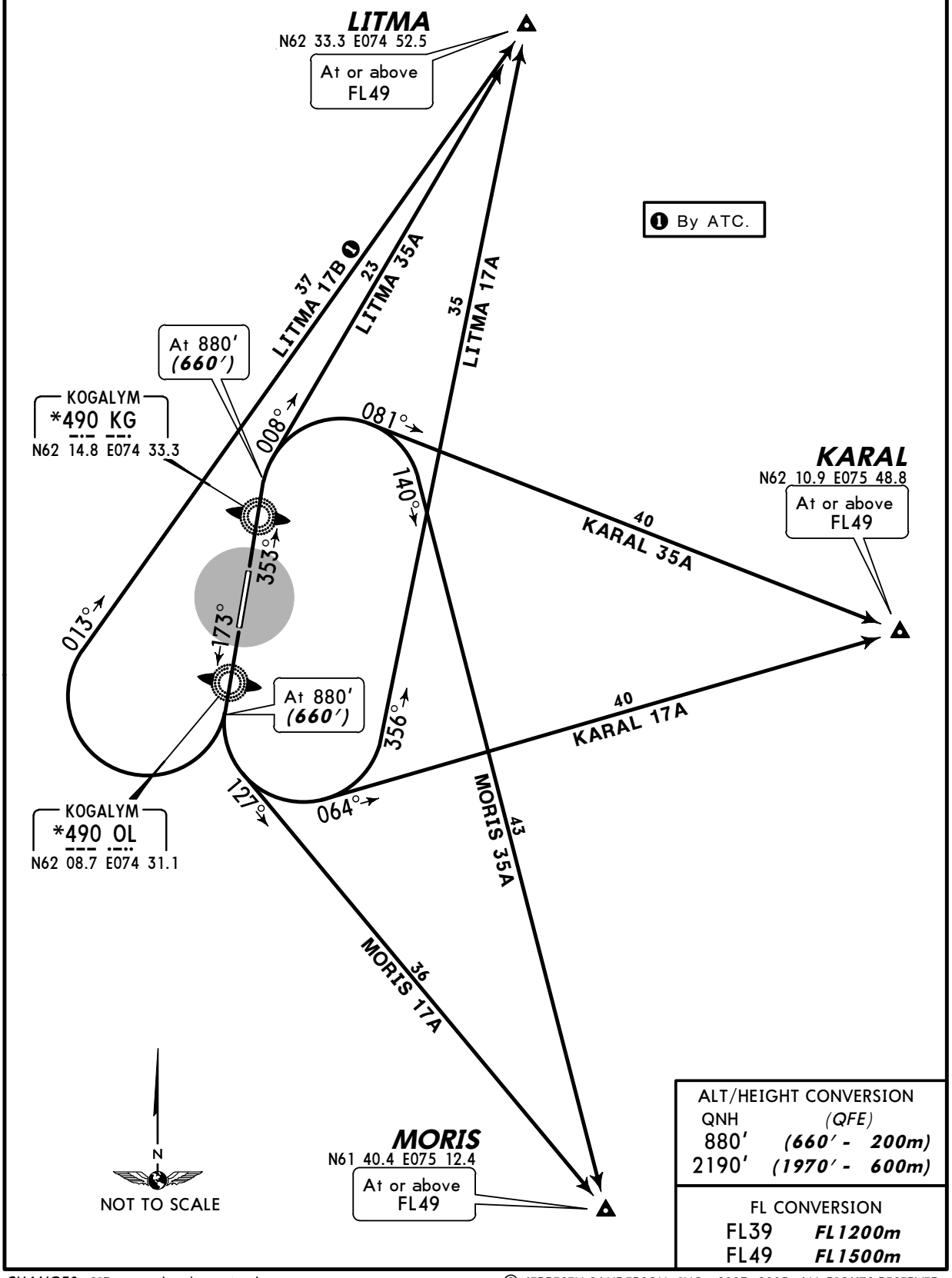
JEPPESEN
1 APR 05 10-3 Eff 14 Apr

KOGALYM, RUSSIA
SID

Apt Elev	QNH on request (QFE)
220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

KARAL 17A *[KAR17A]*, KARAL 35A *[KAR35A]*
LITMA 17A *[LIT17A]*, LITMA 17B *[LIT17B]*❶
LITMA 35A *[LIT35A]*
MORIS 17A *[MOR17A]*, MORIS 35A *[MOR35A]*
RWYS 17, 35 DEPARTURES
TO NORTH, EAST & SOUTH





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
880′	*(660′ - 200m)*
2190′	*(1970′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*
FL49	*FL1500m*

CHANGES: SIDs completely revised.

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USRK/KGP
KOGALYM

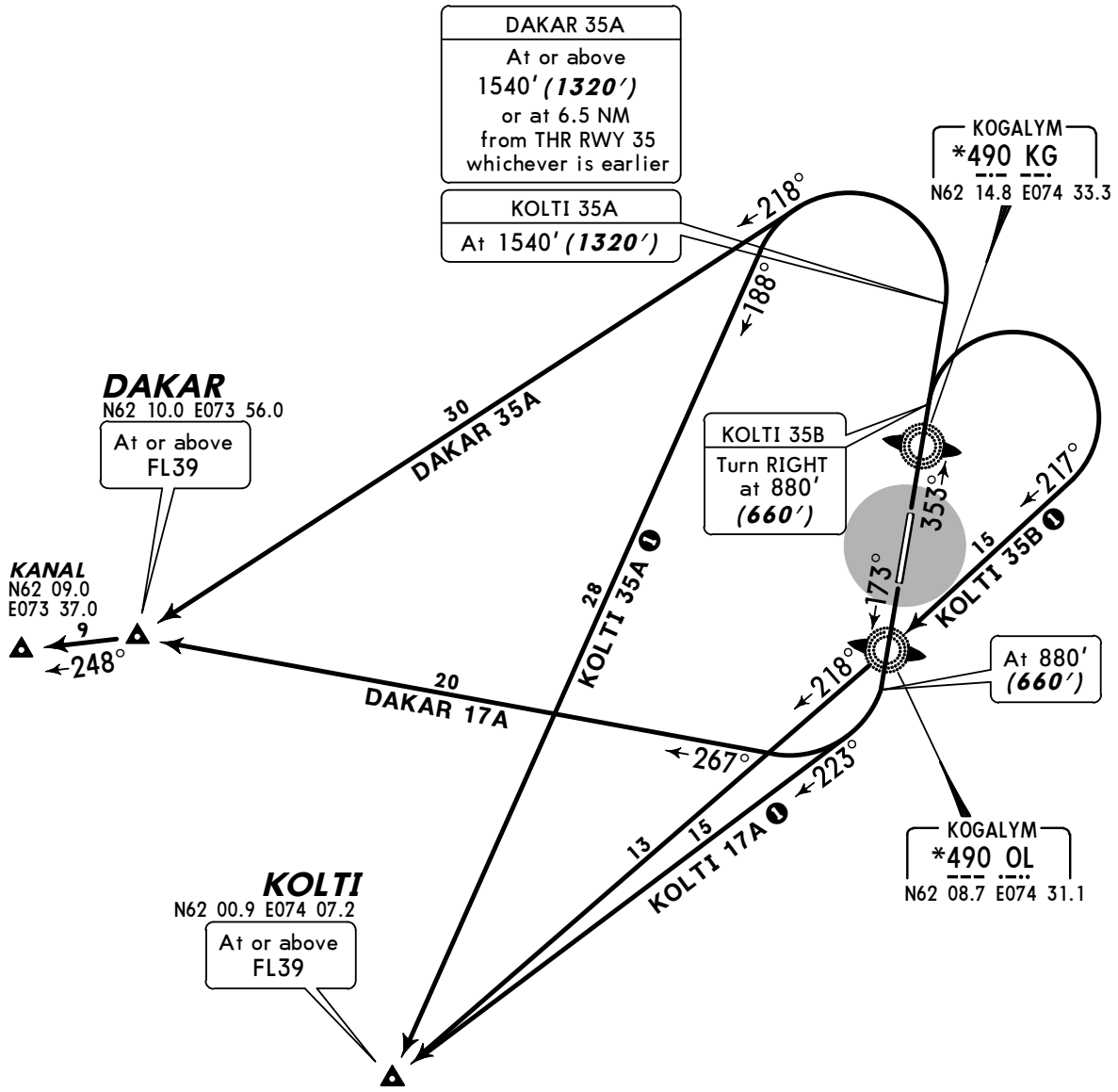
JEPPESEN
1 APR 05 10-3A Eff 14 Apr

KOGALYM, RUSSIA
SID

Apt Elev	QNH on request (QFE)
220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

DAKAR 17A *[DAK17A]*, DAKAR 35A *[DAK35A]*
KOLTI 17A *[KOL17A]*❶, KOLTI 35A *[KOL35A]*❶
KOLTI 35B *[KOL35B]*❶
RWYS 17, 35 DEPARTURES
TO WEST

❶ By ATC.



N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
880′	*(660′ - 200m)*
1540′	*(1320′ - 400m)*
2190′	*(1970′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: SIDs completely revised.

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NOISE ABATEMENT

GENERAL

Special take-off and approach noise abatement are conditioned by environment protection from harmful effect and shall be carried out by all aircraft types. For noise abatement purposes it is necessary to comply with the aircraft Flight Manual. The following procedures stated below are mandatory at Kogalym airport.

LOCAL FLYING RESTRICTIONS

Take-off and landing of turbine engined aircraft from/to runway with friction coefficient 0.3 or more are allowed to be conducted at the airport in accordance with the aircraft Flight Manual.

The folowing flight are operating from Kogalym airport:
- scheduled flights
- check and test flights
- SAR flights
- emergency flights
- urgent flight servicing organizations of public health
- areal work flights

DEPARTURES

Take-off is permitted if the actual MTOW does not exceed the maximum admissible aircraft weight for specified runway length in specific meteorological conditions.
Departures via TMA exit point KOLTI shall be carried out by tower controller coordination during making a decision for departure.

Runway 17

Take-off from TWY 1, 2 and 3 is permitted to 3-4 class aircraft (AN-2, AN-24, AN-26, AN-28, AN-30, AN-32, L-410, YAK-40).

Runway 35

Take-off from TWY 3 is permitted to 4 class aircraft (AN-2, AN-28, L-410). When departing towards exit points DAKAR or KOLTI the initial turn shall be carried out with noise abatement according to Aircraft Flight Manual at or above 1540′ (1320′ - 400m) or at a distance of 6.5 NM, whichever is earlier. By coordination with the tower controller departures of CAT A aircraft with a LEFT turn towards KOLTI or DAKAR initial turn is to be carried out at 880′ (660′ - 200m).

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USRK/KGP

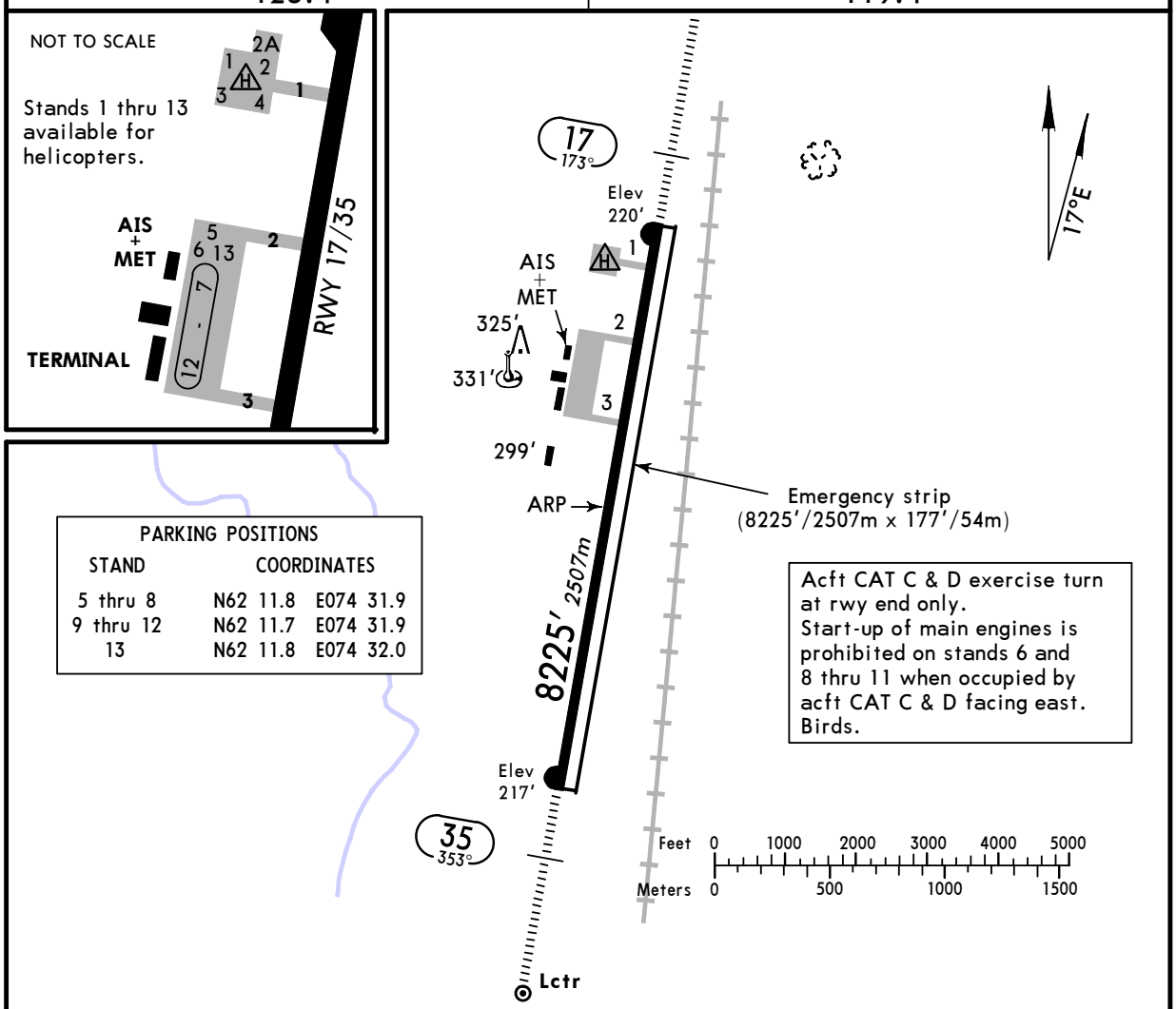
Apt Elev **220'**
N62 11.4 E074 32.1

JEPPESEN
31 MAR 06 (10-9) **Eff 13 Apr**

KOGALYM, RUSSIA

KOGALYM

*ATIS	*KOGALYM Tower (TWR/GND)
123.4	119.4



PARKING POSITIONS

STAND	COORDINATES	
5 thru 8	N62 11.8	E074 31.9
9 thru 12	N62 11.7	E074 31.9
13	N62 11.8	E074 32.0

Acft CAT C & D exercise turn at rwy end only.
Start-up of main engines is prohibited on stands 6 and 8 thru 11 when occupied by acft CAT C & D facing east.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	HIRL *(60m)* HIALS *(30m)* PAPI-L (3.0°) RVR		7815' *2382m* 6585' *2007m*	❶	138' *42m*

❶ TAKE-OFF RUN AVAILABLE

RWY 17:

From rwy head	7897' (2407m) ❷	
twy 1 int	7569' (2307m)	
twy 2 int	6693' (2040m)	
twy 3 int	5577' (1700m)	

RWY 35:

From rwy head	7897' (2407m) ❷	
twy 3 int	2648' (807m)	
twy 2 int	1532' (467m)	

❷ First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Usable lengths.

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STRAIGHT-IN RWY		A	B	C	D
17	ILS	**420**′(200′)	**420**′(200′)	**420**′(200′)	**420**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**580**′(360′)	**580**′(360′)	**580**′(360′)	**580**′(360′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or LOM	**580**′(360′)	**580**′(360′)	**580**′(360′)	**580**′(360′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	LMM	**1000**′(780′)	**1000**′(780′)	**1000**′(780′)	**1000**′(780′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
35	ILS	**417**′(200′)	**417**′(200′)	**417**′(200′)	**417**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**560**′(343′)	**560**′(343′)	**560**′(343′)	**560**′(343′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB or LOM	**560**′(343′)	**560**′(343′)	**560**′(343′)	**560**′(343′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	LMM	**840**′(623′)	**840**′(623′)	**840**′(623	**840**′(623′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 17, 35

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	*250m*	*400m*	*500m*
D	*300m*		

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USRK/KGP
KOGALYM

JEPPESEN
20 JUN 08
Eff 3 Jul
(11-1)

KOGALYM, RUSSIA
ILS or 2 NDB Rwy 17

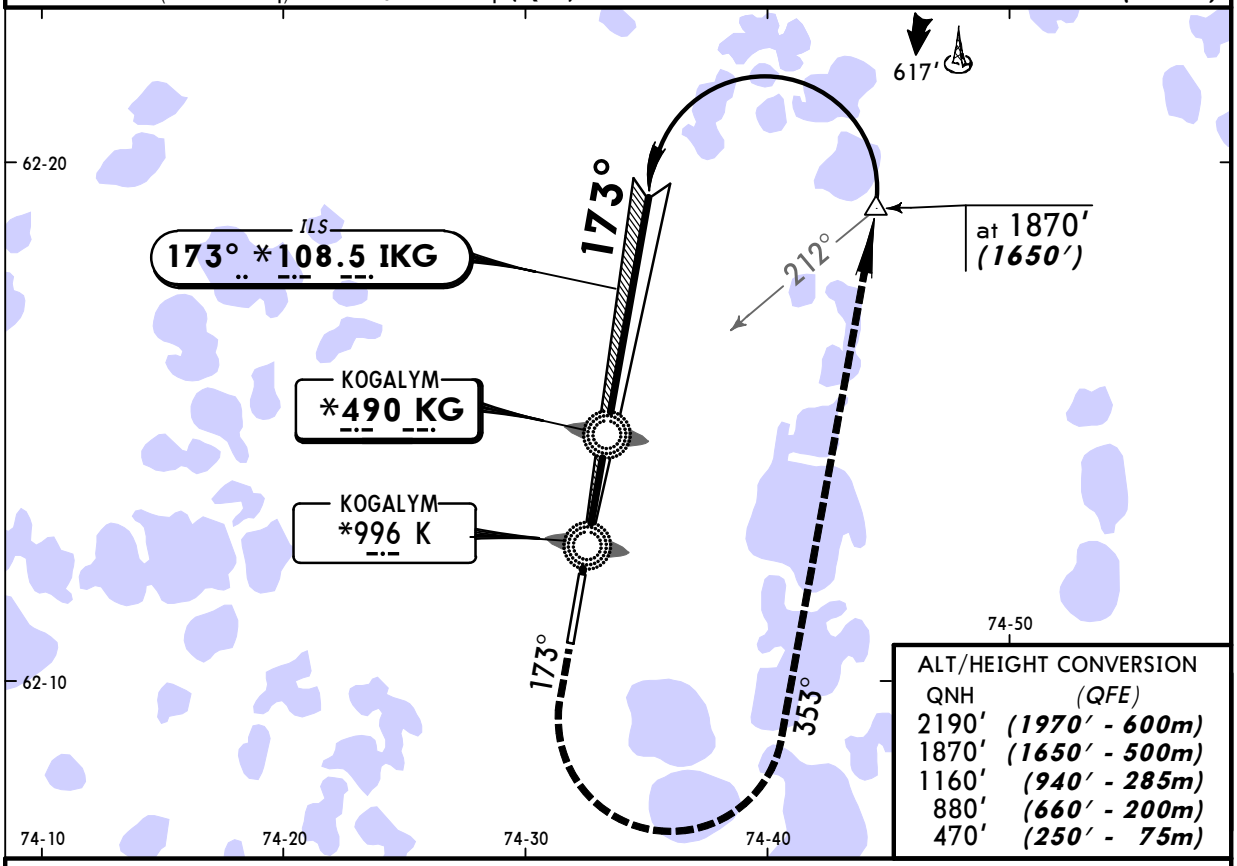
BRIEFING STRIP ™

*ATIS	*KOGALYM Tower (SRE/TWR)	*Ground
123.4	119.4	119.4

LOC IKG *108.5	Final Apch Crs 173°	GS LOM 1155′(935′)	ILS DA(H) 420′(200′)	Apt Elev 220′ RWY 220′	1900′ MSA KG NDB
NDB KG *490		Minimum Alt LOM 1160′(940′)	2 NDB MDA(H) 580′(360′)		

MISSED APCH: Climb on 173° to 880′(660′), then turn LEFT onto 353° climbing to 1870′(1650′), then according to chart.

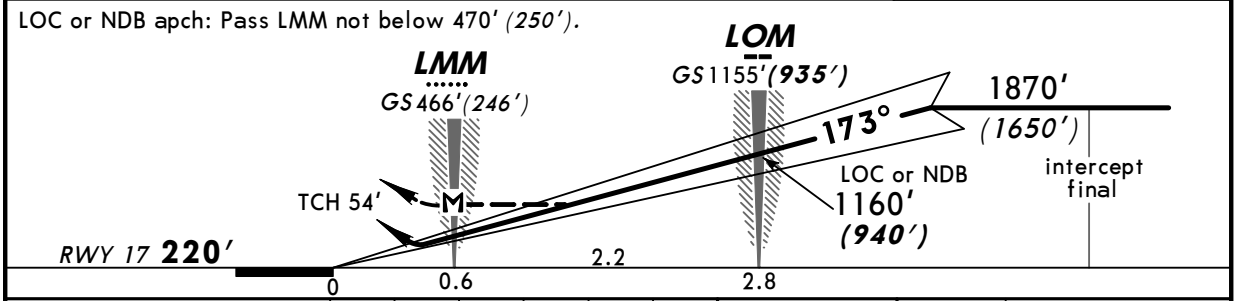
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2190′(1970′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2190′	(1970′ - 600m)
1870′	(1650′ - 500m)
1160′	(940′ - 285m)
880′	(660′ - 200m)
470′	(250′ - 75m)

LOC or NDB apch: Pass LMM not below 470′ (250′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	485	539	647	755	862
LOC or 2 NDB: MAP at LMM						

HIALS PAPI 880′ (660′) on 173°

STRAIGHT-IN LANDING RWY 17

	ILS DA(H) 420′(200′) FULL	ILS DA(H) 420′(200′) ALS out	LOC (GS out) MDA(H) 580′(360′)	LOC (GS out) MDA(H) 580′(360′) ALS out	2 NDB or LOM MDA(H) 580′(360′)	2 NDB or LOM MDA(H) 580′(360′) ALS out	LMM MDA(H) 1000′(780′)	LMM MDA(H) 1000′(780′) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	3200m	
B								
C							3200m	3600m
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m

PANS OPS

CHANGES: LOC procedure established.

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USRK/KGP KOGALYM

JEPPESEN 20 JUN 08 (11-2) Eff 3 Jul

KOGALYM, RUSSIA ILS or 2 NDB Rwy 35

BRIEFING STRIP ™

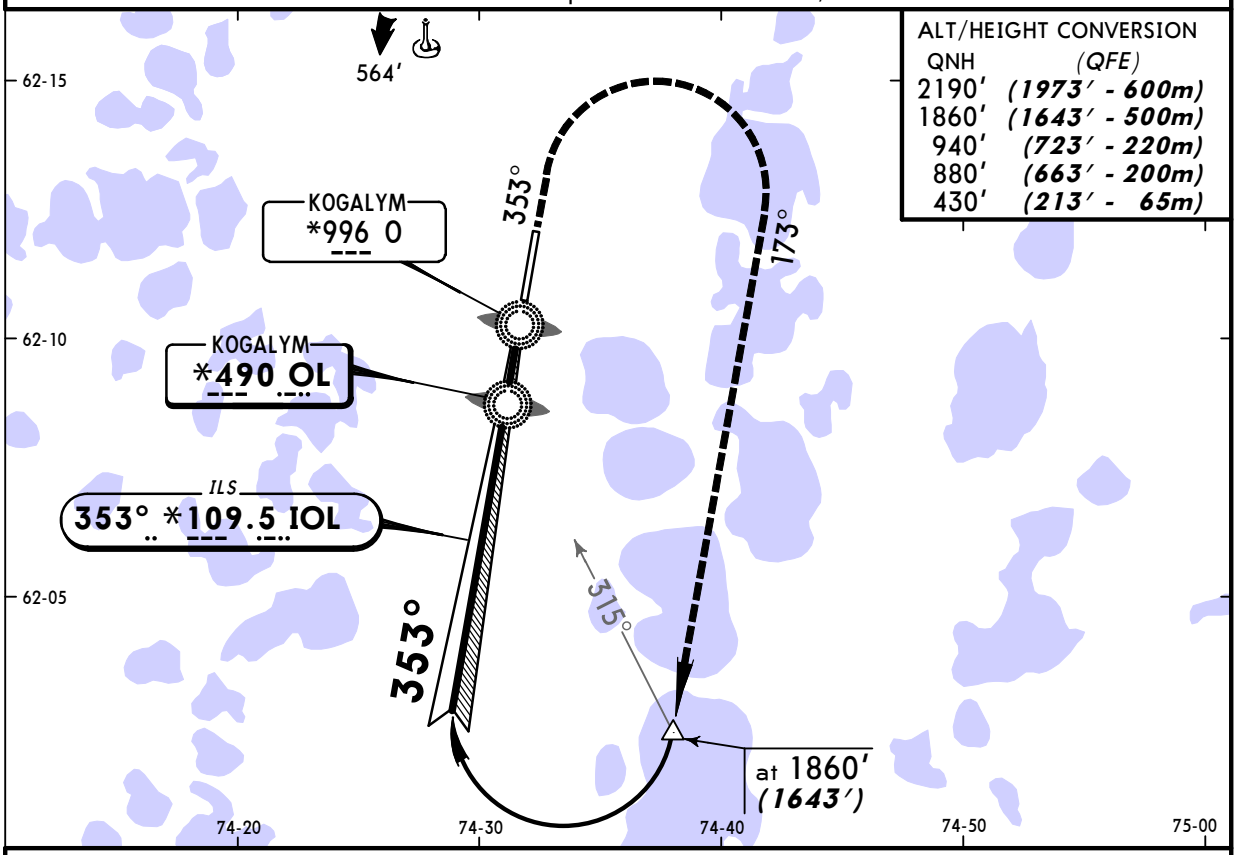
*ATIS	*KOGALYM Tower (SRE/TWR)	*Ground
123.4	119.4	119.4

LOC IOL *109.5	Final Apch Crs 353°	GS LOM 938′(721′)	ILS DA(H) 417′(200′)	Apt Elev 220′ RWY 217′
NDB OL *490		Minimum Alt LOM 940′(723′)	2 NDB MDA(H) 560′(343′)	

MISSED APCH: Climb on 353° to 880′(663′), then turn RIGHT onto 173° climbing to 1860′ (1643′), then according to chart.

MSA OL NDB: 1900′

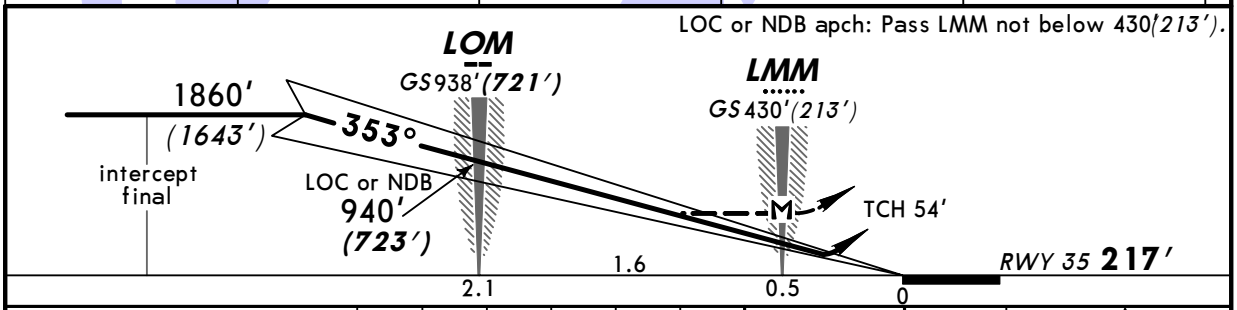
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2190′(1973′)
1. LOM is 177′/54m East of rwy centerline. 2. Heavy turbulence and windshear may be expected on final when wind direction is 290°-330° and wind speed is more than 10m/s.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2190′	(1973′ - 600m)
1860′	(1643′ - 500m)
940′	(723′ - 220m)
880′	(663′ - 200m)
430′	(213′ - 65m)

LOC or NDB apch: Pass LMM not below 430(213′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC or NDB Desc Grad 5.2%	377	485	539	647	755	862
LOC or 2 NDB: MAP at LMM						

HIALS PAPI 880′ (663′) on 353°

STRAIGHT-IN LANDING RWY 35

PANS OPS

	ILS DA(H) 417′(200′) FULL	ILS DA(H) 417′(200′) ALS out	LOC (GS out) MDA(H) 560′(343′)	LOC (GS out) MDA(H) 560′(343′) ALS out	2 NDB or LOM MDA(H) 560′(343′)	2 NDB or LOM MDA(H) 560′(343′) ALS out	LMM MDA(H) 840′(623′)	LMM MDA(H) 840′(623′) ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	2400m	3200m
B								
C								
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2800m	

CHANGES: LOC procedure established.

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