Page 1
Changed chart(s) since Disc 26-2010
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport USUU

General Info

Kurgan, RUS
N 55° 28.5' E 65° 25.0' Mag Var: 12.7°E
Elevation: 239'

Public, IFR, Control Tower, No Customs

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 02-20 8533' x 138' asphalt

Runway 02 (18.0°M) TDZE 237'
  Lights: Edge, ALS
Runway 20 (198.0°M) TDZE 233'
  Lights: Edge, ALS

Communications Info

Kurgan Tower **124.0** Non-English
Kurgan Tower **120.3** Non-English
Kurgan Approach Control **124.0** Non-English
Kurgan Approach Control **120.3** Non-English
Kurgan Transit Operations **131.7** Non-English

Notebook Info

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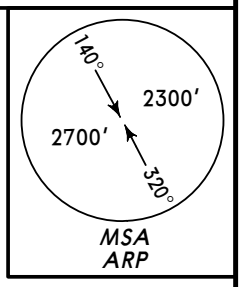
*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2633′)***

BAGER Ø2A (BAG Ø2A), BAGER Ø2B (BAG Ø2B) RWY 02 ARRIVALS

FROM NORTH

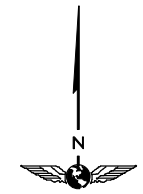
CAT C & D

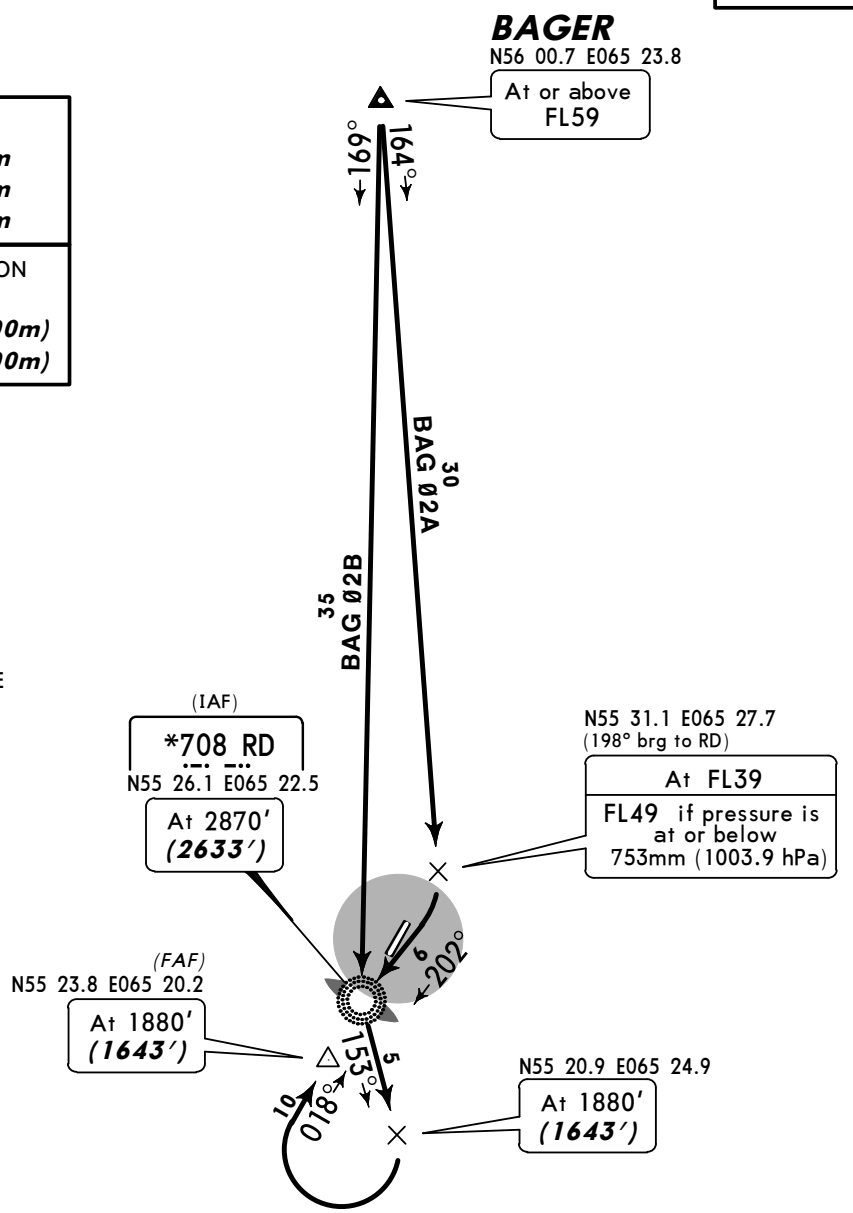
FOR RUSSIAN USERS ONLY



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

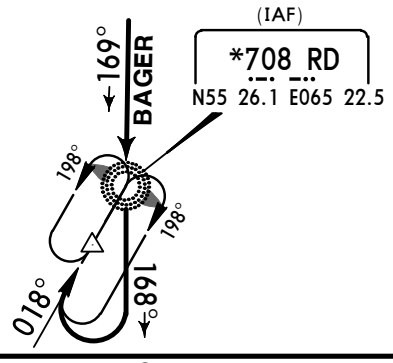
ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
2870′	***(2633′ -***	***800m)***
1880′	***(1643′ -***	***500m)***





LOST COMMS AND ASR OUT PROCEDURES:

-commence approach by overflying IAF RD, enter STAR as follows:
from BAGER perform teardrop entry: overfly RD, 168° track for 1,5 MIN, turn onto RD and perform RIGHT hand racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
-IF ASR OUT, descend as instructed by ATC.



CHANGES: New airport.

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USUU/KRO
KURGAN

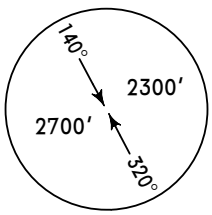
JEPPESEN
4 JUN 10 (10-2A)

KURGAN, RUSSIA
STAR

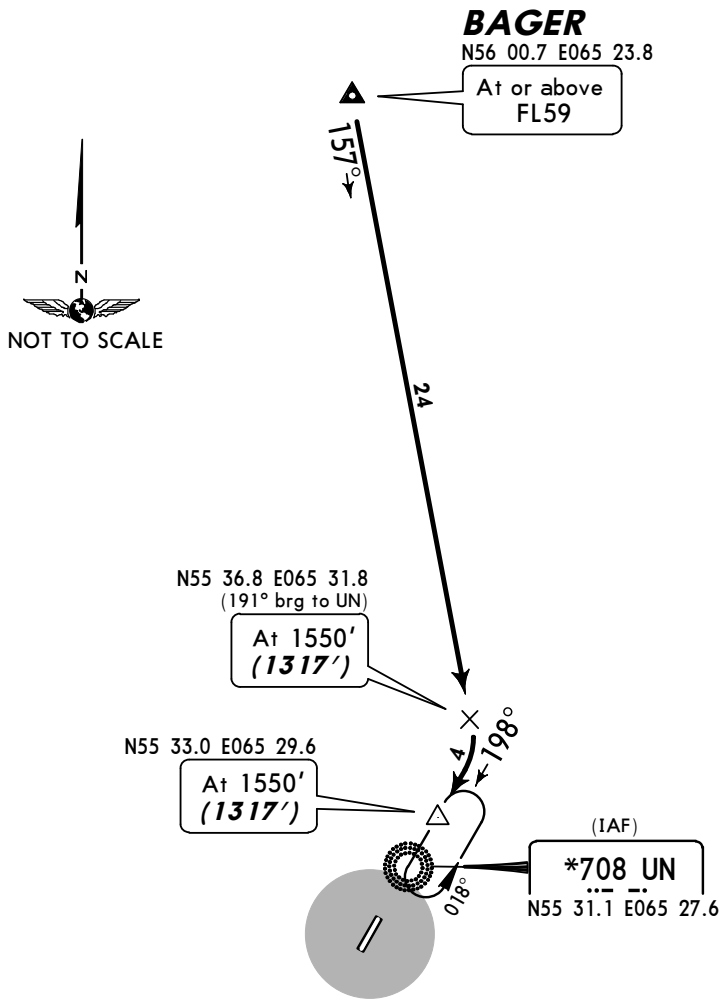
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Final turn to be performed with descent.

BAGER 2ØA (BAG 2ØA)
RWY 20 ARRIVAL
FROM NORTH

FOR RUSSIAN USERS ONLY



MSA
ARP



LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF UN, then perform racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying UN;
-IF ASR OUT, descend as instructed by ATC.
-track 018°: CAT A&B 2 MIN
CAT C&D 1,5 MIN.

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2870′	***(2637′ - 800m)***
1550′	***(1317′ - 400m)***

CHANGES: New airport.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-2B)

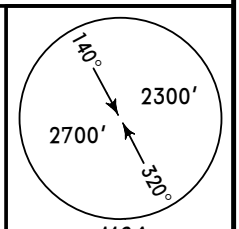
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ *(2633′)*

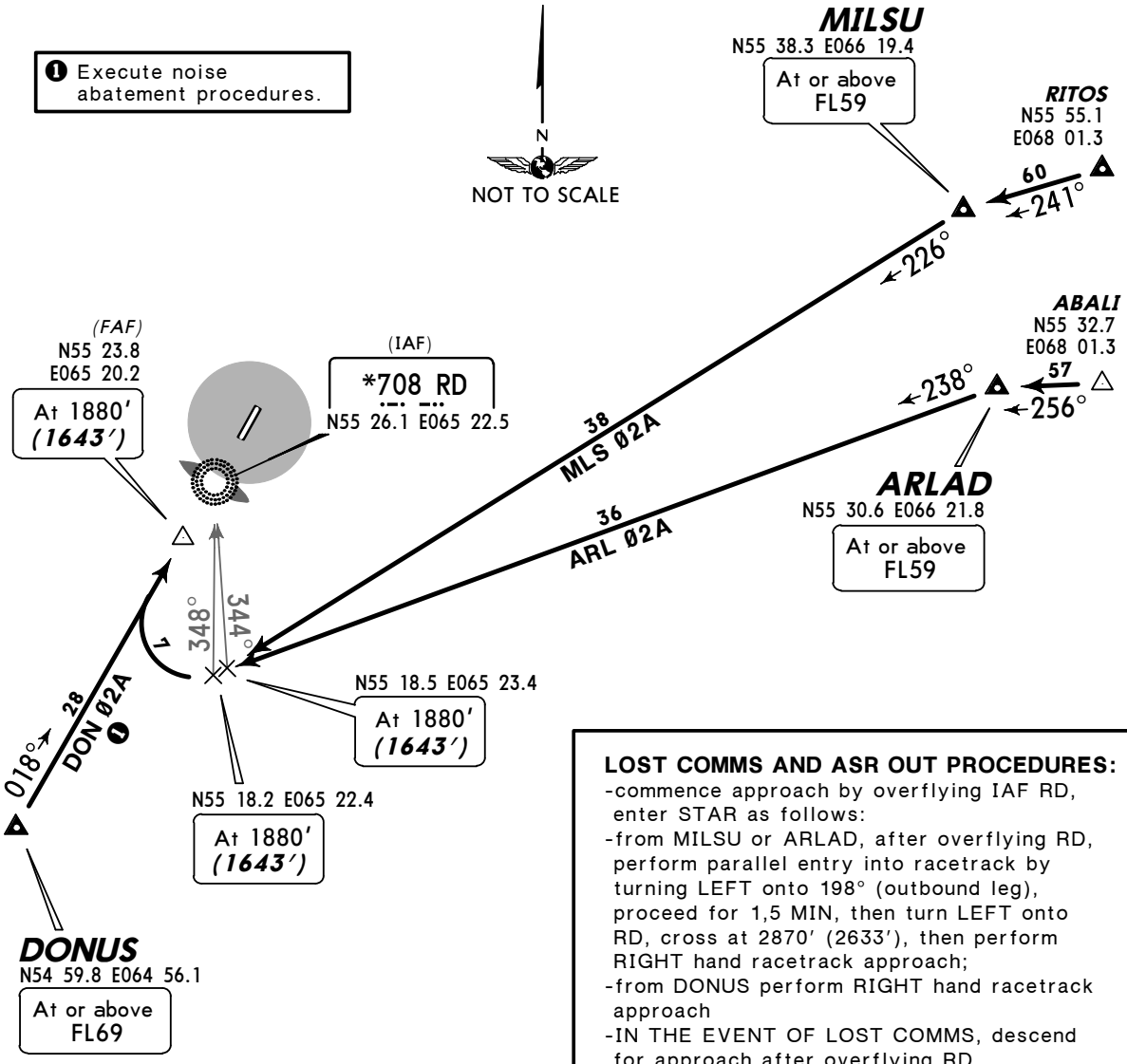
ARLAD Ø2A (ARL Ø2A)
DONUS Ø2A (DON Ø2A)❶ , MILSU Ø2A (MLS Ø2A)
RWY 02 ARRIVALS
FROM EAST & SOUTH

CAT C & D

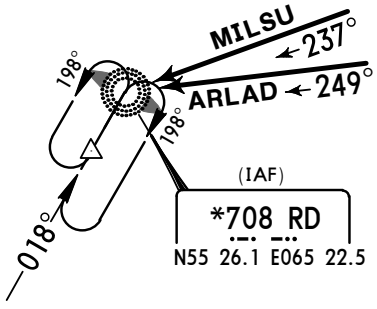
FOR RUSSIAN USERS ONLY



❶ Execute noise abatement procedures.



LOST COMMS AND ASR OUT PROCEDURES:
- commence approach by overflying IAF RD, enter STAR as follows:
- from MILSU or ARLAD, after overflying RD, perform parallel entry into racetrack by turning LEFT onto 198° (outbound leg), proceed for 1,5 MIN, then turn LEFT onto RD, cross at 2870′ (2633′), then perform RIGHT hand racetrack approach;
- from DONUS perform RIGHT hand racetrack approach
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.



FL CONVERSION

FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*	
2870′	*(2633′ -*	*800m)*
1880′	*(1643′ -*	*500m)*

CHANGES: New airport.

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USUU/KRO
KURGAN

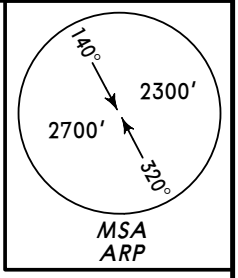
JEPPESEN
4 JUN 10 (10-2C)

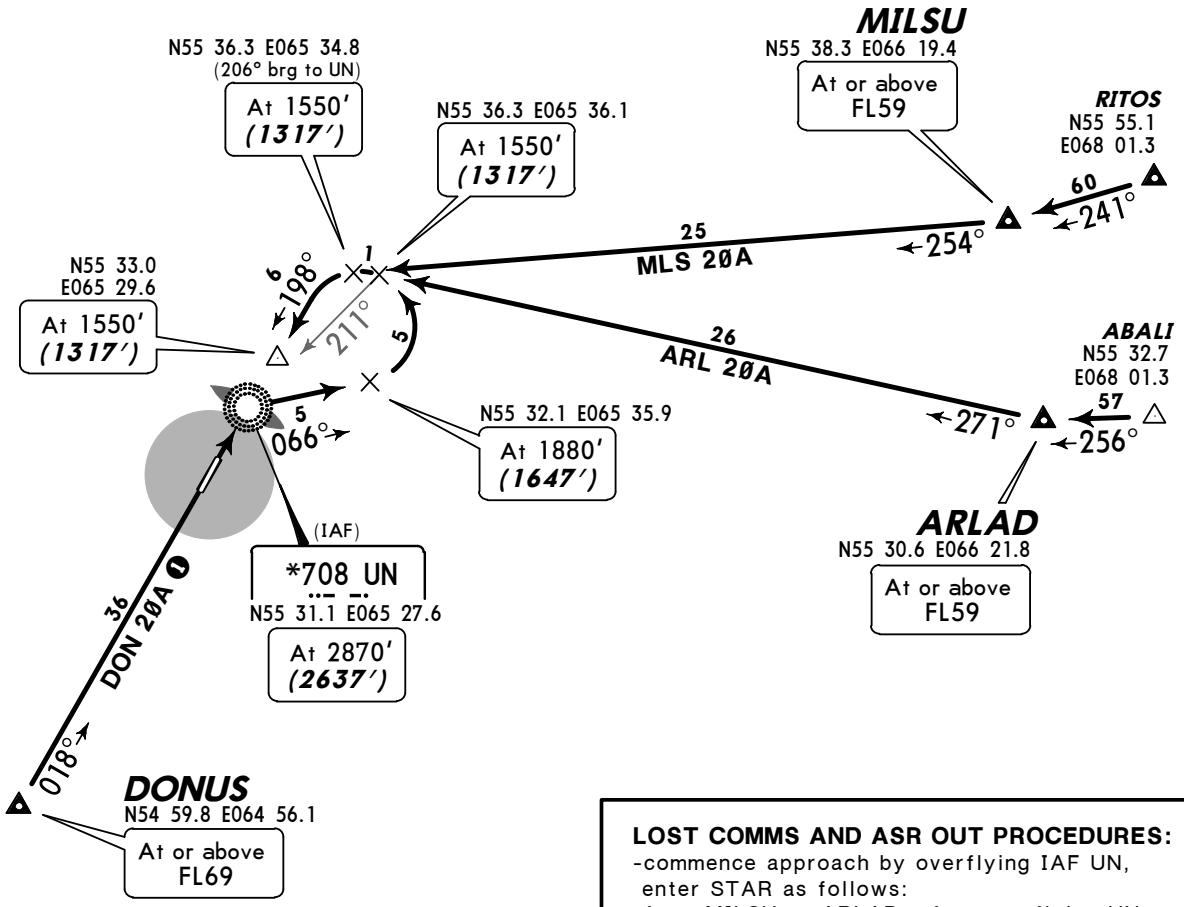
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Final turn to be performed with descent.

ARLAD 2ØA (ARL 2ØA)
DONUS 2ØA (DON 2ØA)❶ , MILSU 2ØA (MLS 2ØA)
RWY 20 ARRIVALS
FROM EAST & SOUTH

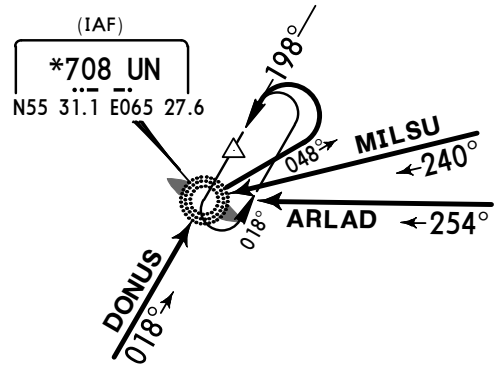
FOR RUSSIAN USERS ONLY





❶ Execute noise abatement procedures.

LOST COMMS AND ASR OUT PROCEDURES:
- commence approach by overflying IAF UN, enter STAR as follows:
- from MILSU or ARLAD, after overflying UN, perform direct entry into racetrack by turning LEFT onto outbound leg;
- from DONUS perform teardrop entry: overfly UN and turn RIGHT onto 048°;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
- IF ASR OUT, descend as instructed by ATC;
- track 018° or 048° 1,5 MIN.



FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2870′	***(2637′ - 800m)***
1880′	***(1647′ - 500m)***
1550′	***(1317′ - 400m)***

N
NOT TO SCALE

CHANGES: New airport.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-2D)

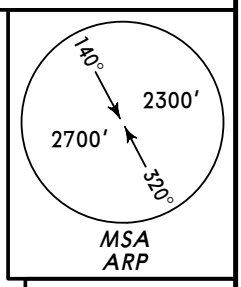
KURGAN, RUSSIA
STAR

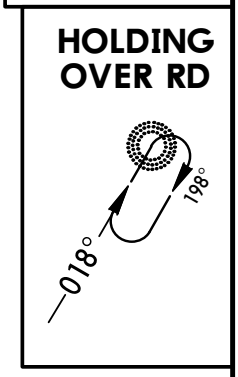
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2633′)*** Final turn to be performed with descent.

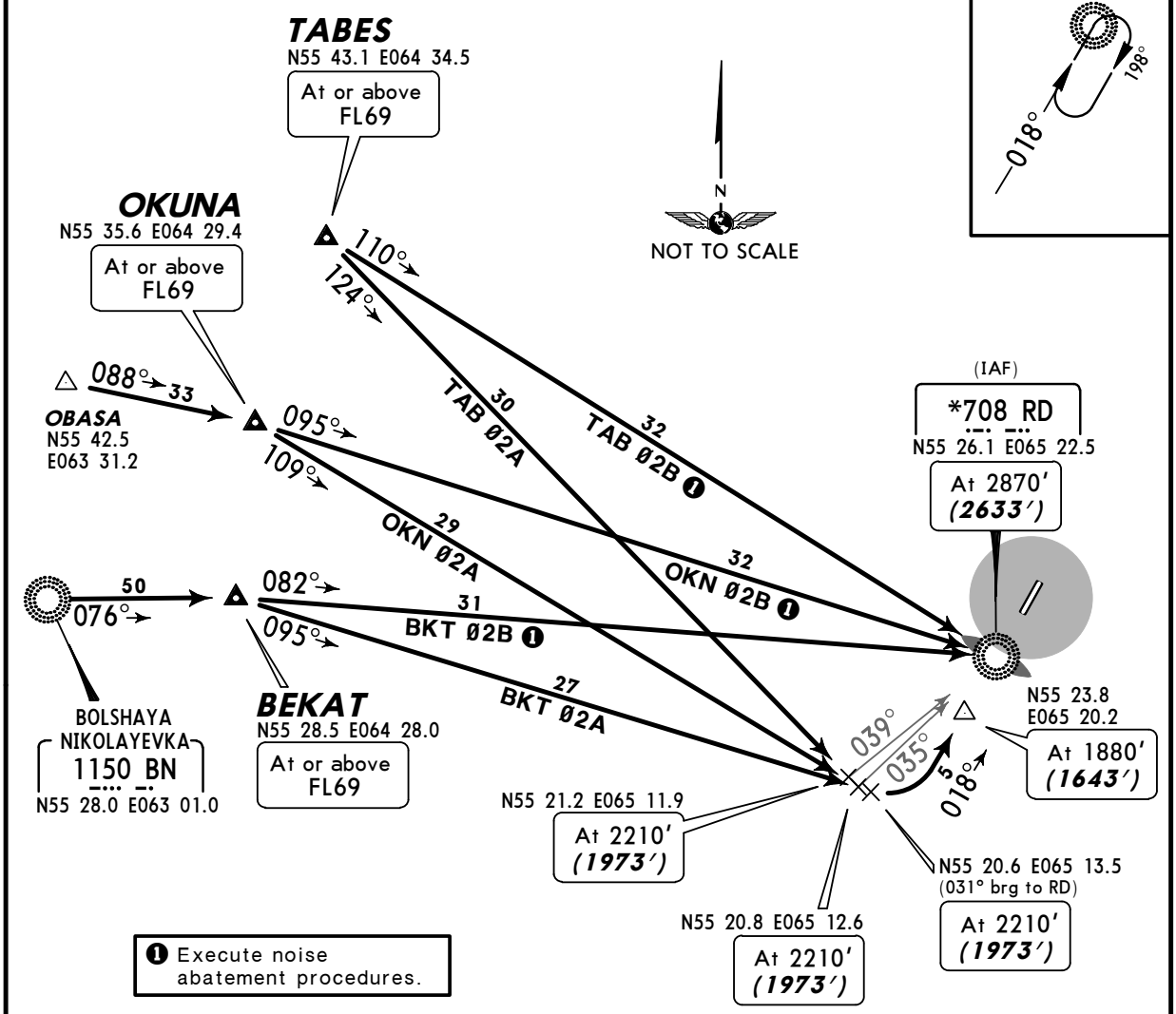
BEKAT Ø2A (BKT Ø2A), BEKAT Ø2B (BKT Ø2B) ❶
OKUNA Ø2A (OKN Ø2A), OKUNA Ø2B (OKN Ø2B) ❶
TABES Ø2A (TAB Ø2A), TABES Ø2B (TAB Ø2B) ❶
RWY 02 ARRIVALS
FROM WEST

CAT C & D

FOR RUSSIAN USERS ONLY







❶ Execute noise abatement procedures.

FL CONVERSION	
FL69	***FL2100m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2870′	***(2633′ - 800m)***
2210′	***(1973′ - 600m)***
1880′	***(1643′ - 500m)***

LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF RD, then perform RIGHT hand racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
-IF ASR OUT, descend as instructed by ATC.

CHANGES: New airport.

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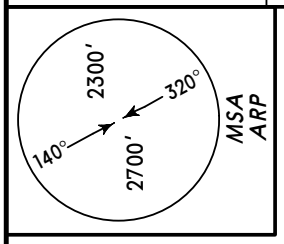
JEPPESEN
JeppView 3.7.3.0

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Final turn to be performed with descent.



BEKAT 20A (BKT 20A), BEKAT 20B (BKT 20B)
OKUNA 20A (OKN 20A), OKUNA 20B (OKN 20B)
TABES 20A (TAB 20A), TABES 20B (TAB 20B)
RWY 20 ARRIVALS

FROM WEST

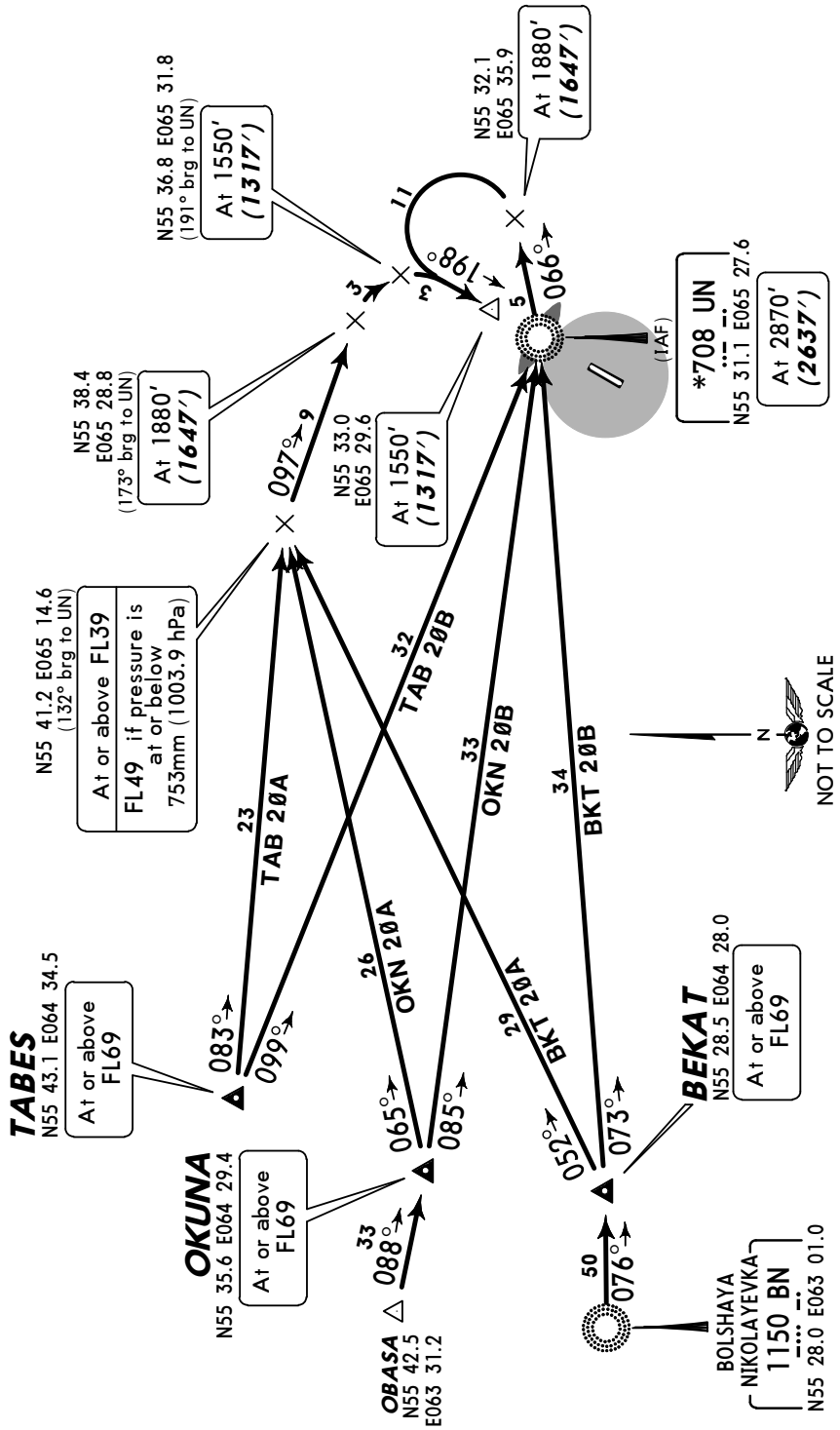
CAT C & D

FOR CAT A & B REFER TO CHART 10-2F
FOR RUSSIAN USERS ONLY

FL CONVERSION	
FL69	***FL2100m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE) QNH	
2870′	***(2637′ - 800m)***
1880′	***(1647′ - 500m)***
1550′	***(1317′ - 400m)***

LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF UN, then perform racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
-IF ASR OUT, descend as instructed by ATC;
-track 018°: 1,5 MIN.



CHANGES: New airport.

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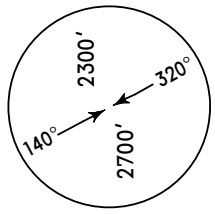
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Final turn to be performed with descent.



BEKAT 20A (BKT 20A), BEKAT 20B (BKT 20B)
OKUNA 20A (OKN 20A), OKUNA 20B (OKN 20B)
TABES 20A (TAB 20A), TABES 20B (TAB 20B)
RWY 20 ARRIVALS

FROM WEST

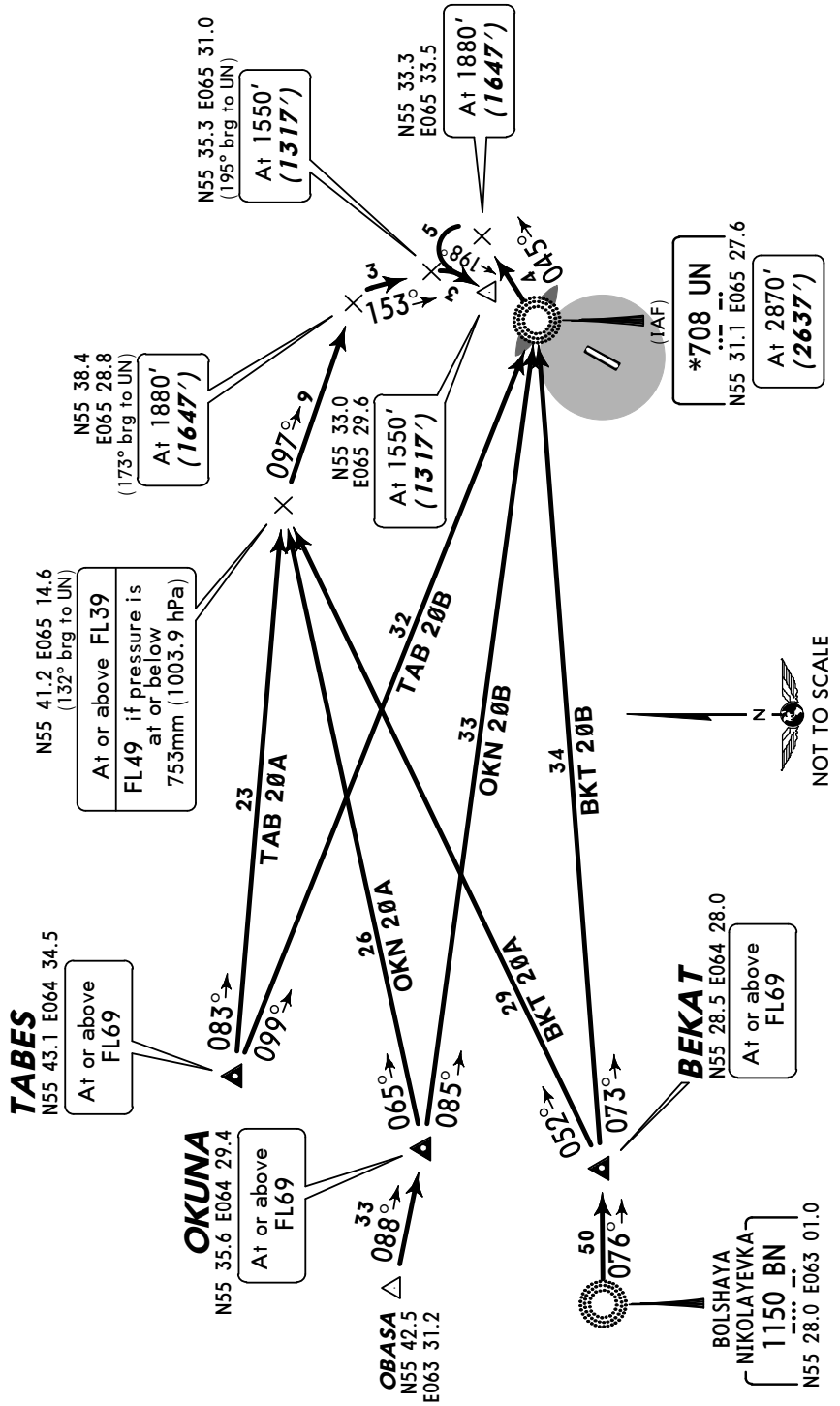
CAT A & B

FOR RUSSIAN USERS ONLY

FL CONVERSION	
FL69	***FL2100m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2870′	***(2637′ - 800m)***
1880′	***(1647′ - 500m)***
1550′	***(1317′ - 400m)***

LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF UN, then perform racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
-IF ASR OUT, descend as instructed by ATC;
-track 018°: 2 MIN.



CHANGES: New airport.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 10-3

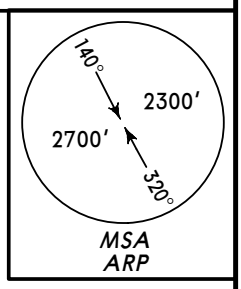
KURGAN, RUSSIA
SID

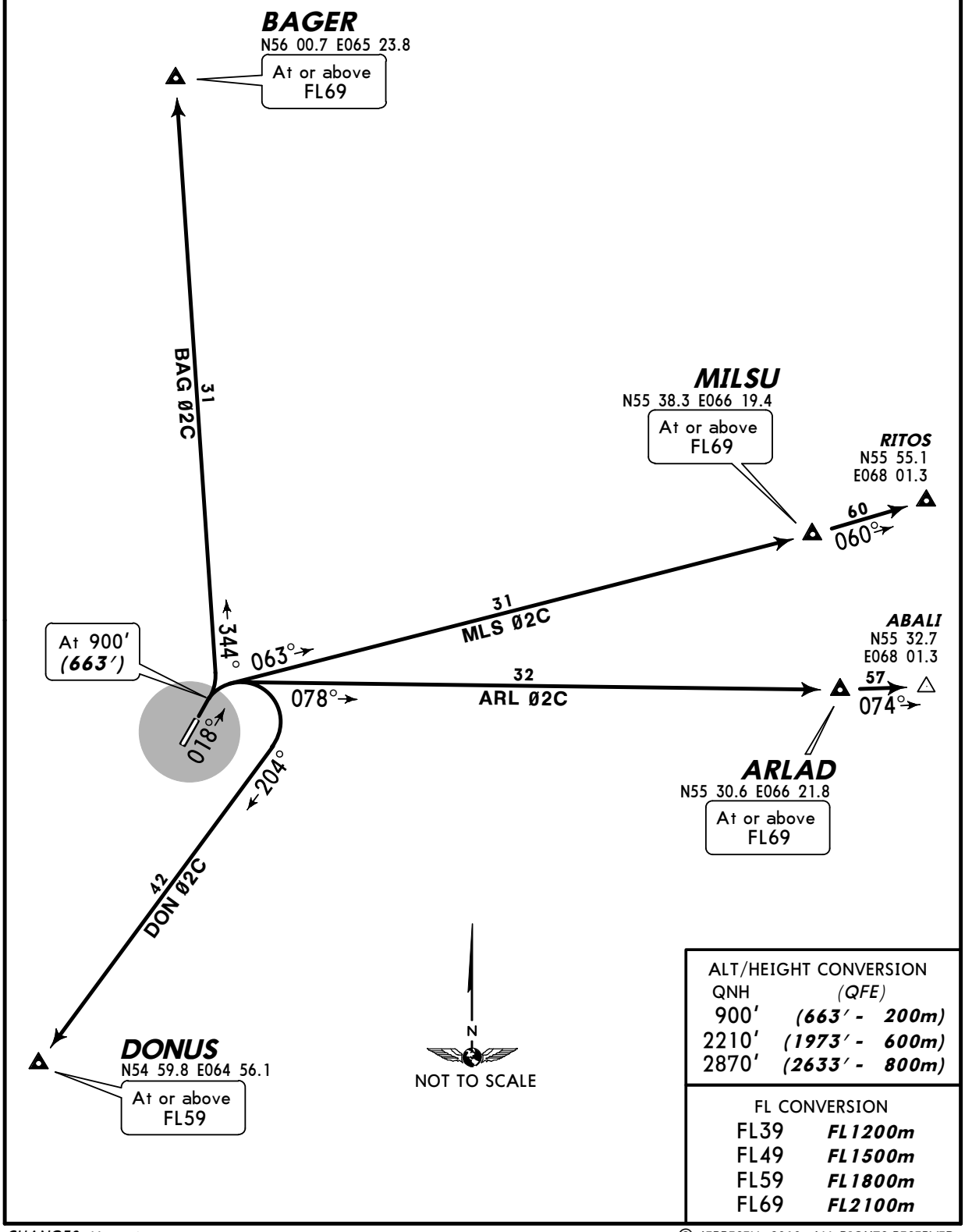
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2633′)*** Once airborne, ensure noise abatement while climbing to 2210′ ***(1973′).***

ARLAD Ø2C (ARL Ø2C), BAGER Ø2C (BAG Ø2C) DONUS Ø2C (DON Ø2C), MILSU Ø2C (MLS Ø2C) RWY 02 DEPARTURES

TO NORTH, EAST & SOUTH

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
900′	***(663′ - 200m)***
2210′	***(1973′ - 600m)***
2870′	***(2633′ - 800m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***

CHANGES: New airport.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-3A)

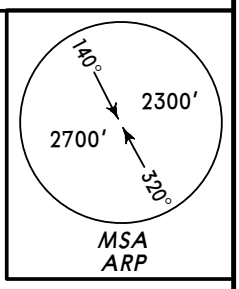
KURGAN, RUSSIA
SID

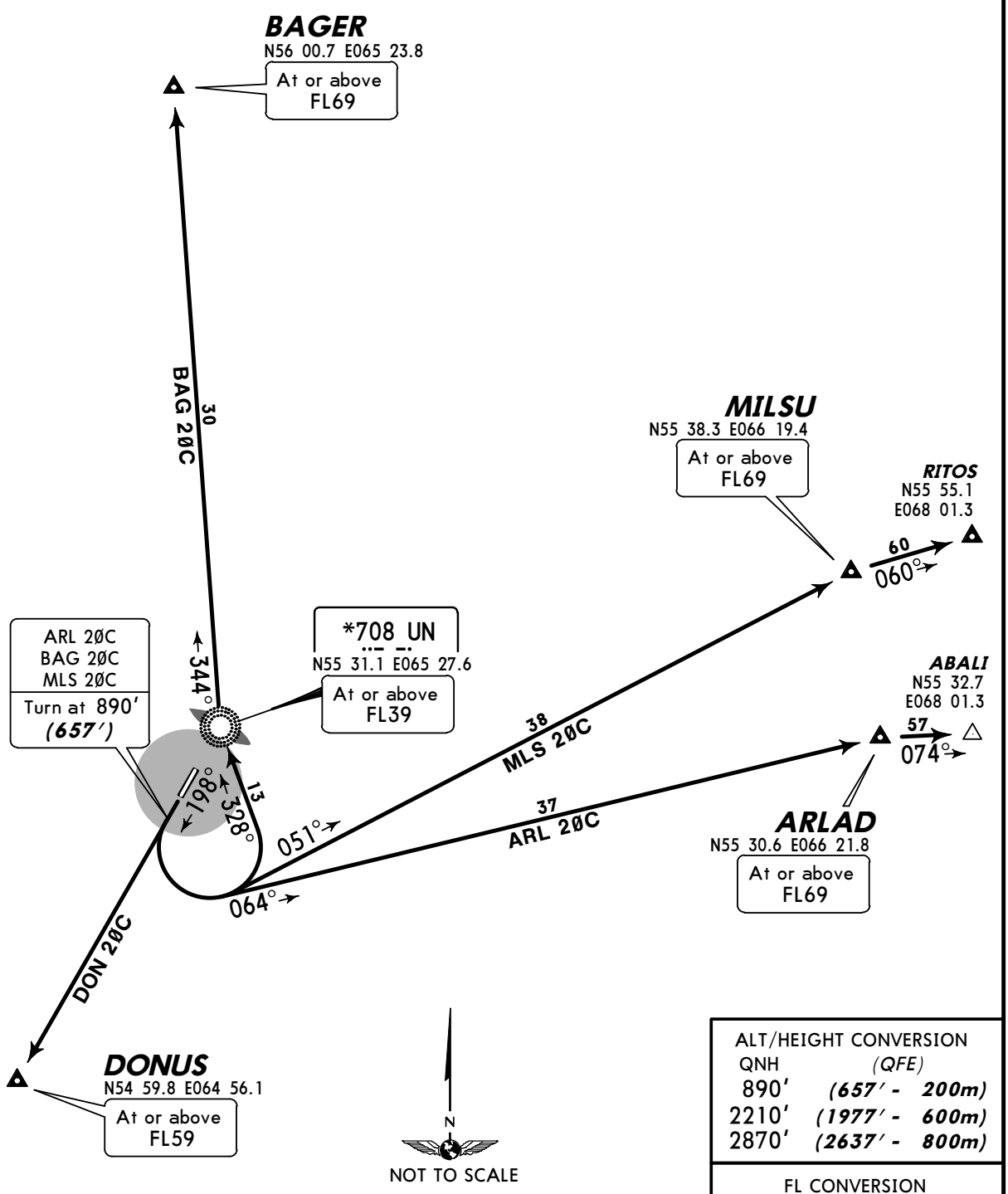
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Once airborne, ensure noise abatement while climbing to 2210′ ***(1977′).***

ARLAD 2ØC (ARL 2ØC), BAGER 2ØC (BAG 2ØC) DONUS 2ØC (DON 2ØC), MILSU 2ØC (MLS 2ØC) RWY 20 DEPARTURES

TO NORTH, EAST & SOUTH

FOR RUSSIAN USERS ONLY





ALT/HEIGHT CONVERSION

QNH	(QFE)
890′	***(657′ - 200m)***
2210′	***(1977′ - 600m)***
2870′	***(2637′ - 800m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***

CHANGES: New airport.

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USUU/KRO
KURGAN

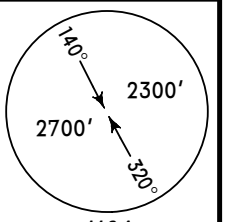
JEPPESEN
4 JUN 10 10-3B

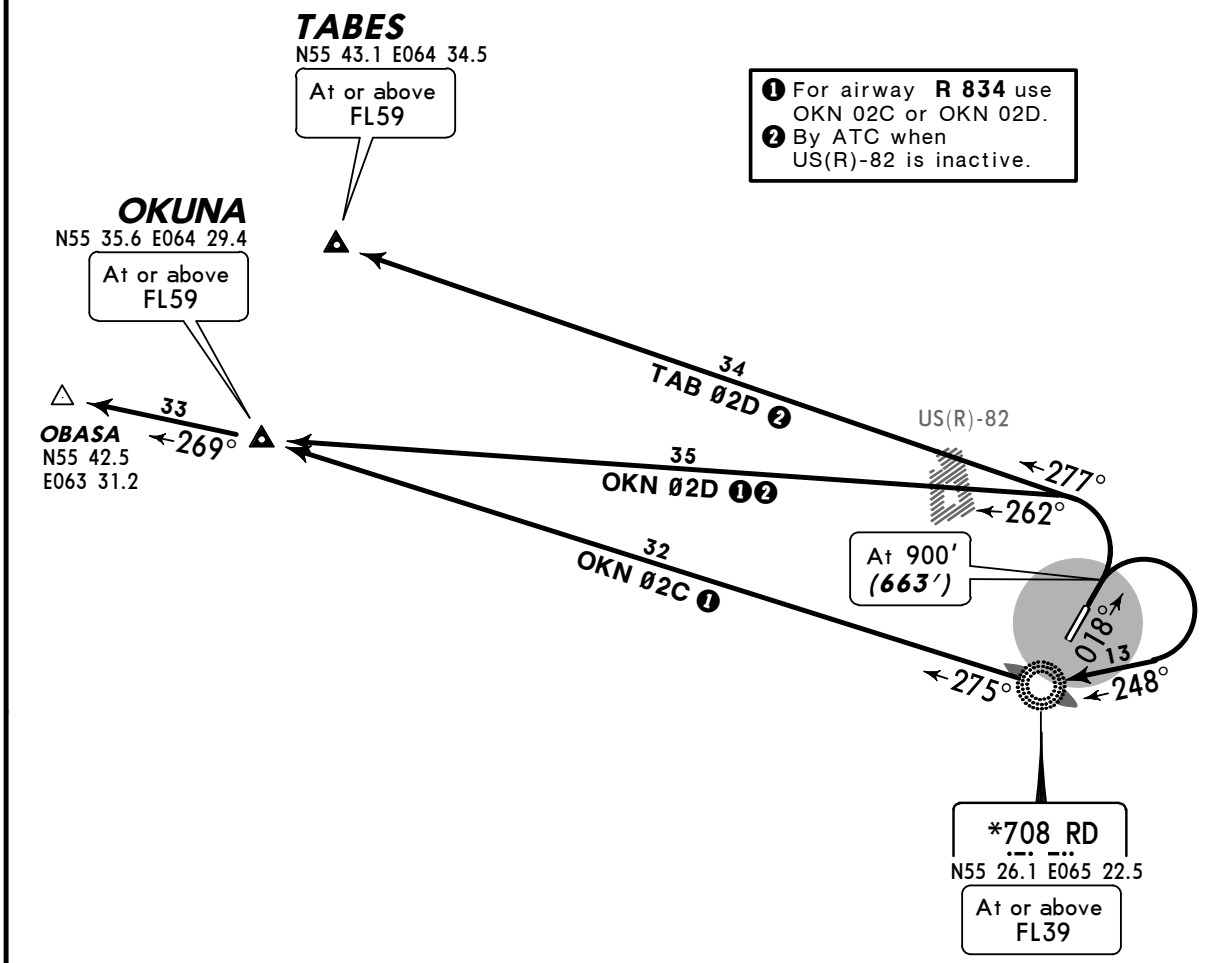
KURGAN, RUSSIA
SID

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2633′)*** Once airborne, ensure noise abatement while climbing to 2210′ ***(1973′).***

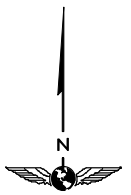
OKUNA Ø2C (OKN Ø2C)❶ , OKUNA Ø2D (OKN Ø2D)❶❷
TABES Ø2D (TAB Ø2D)❷
RWY 02 DEPARTURES
TO WEST

FOR RUSSIAN USERS ONLY





❶ For airway **R 834** use OKN 02C or OKN 02D.
❷ By ATC when US(R)-82 is inactive.



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
2210′	***(1973′ - 600m)***
2870′	***(2633′ - 800m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: New airport.

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USUU/KRO
KURGAN

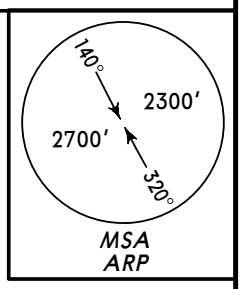
JEPPESEN
4 JUN 10 (10-3C)

KURGAN, RUSSIA
SID

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is at or below 753mm (1003.9 hPa) Trans alt: 2870′ ***(2637′)*** Once airborne, ensure noise abatement while climbing to 2210′ ***(1977′).***

OKUNA 2ØC (OKN 2ØC)❶ , OKUNA 2ØD (OKN 2ØD)❶❷
TABES 2ØC (TAB 2ØC), TABES 2ØD (TAB 2ØD)❶
RWY 20 DEPARTURES
TO WEST

FOR RUSSIAN USERS ONLY



❶ For airway **R 834** use OKN 20C or OKN 20D.
❷ By ATC when US(R)-82 is inactive
-if ASR is out or
-if traffic at Logovushka AD.

TABES
N55 43.1 E064 34.5
At or above FL59

OKUNA
N55 35.6 E064 29.4
At or above FL59

OBASA
N55 42.5
E063 31.2

*708 UN
N55 31.1 E065 27.6
At or above FL39

US(R)-82

32 TAB 2ØD ❷
34 OKN 2ØD ❶❷
34 TAB 2ØC
32 OKN 2ØC ❶
33
269°
279°
264°
198°
328°
13
301°
286°

OKN 2ØD
TAB 2ØD
Turn at 890′
(657′)

Logovushka

OKN 2ØC
TAB 2ØC
By ATC
At or above
2210′ ***(1977′)***

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
890′	***(657′ - 200m)***
2210′	***(1977′ - 600m)***
2870′	***(2637′ - 800m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: New airport.

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USUU/KRO

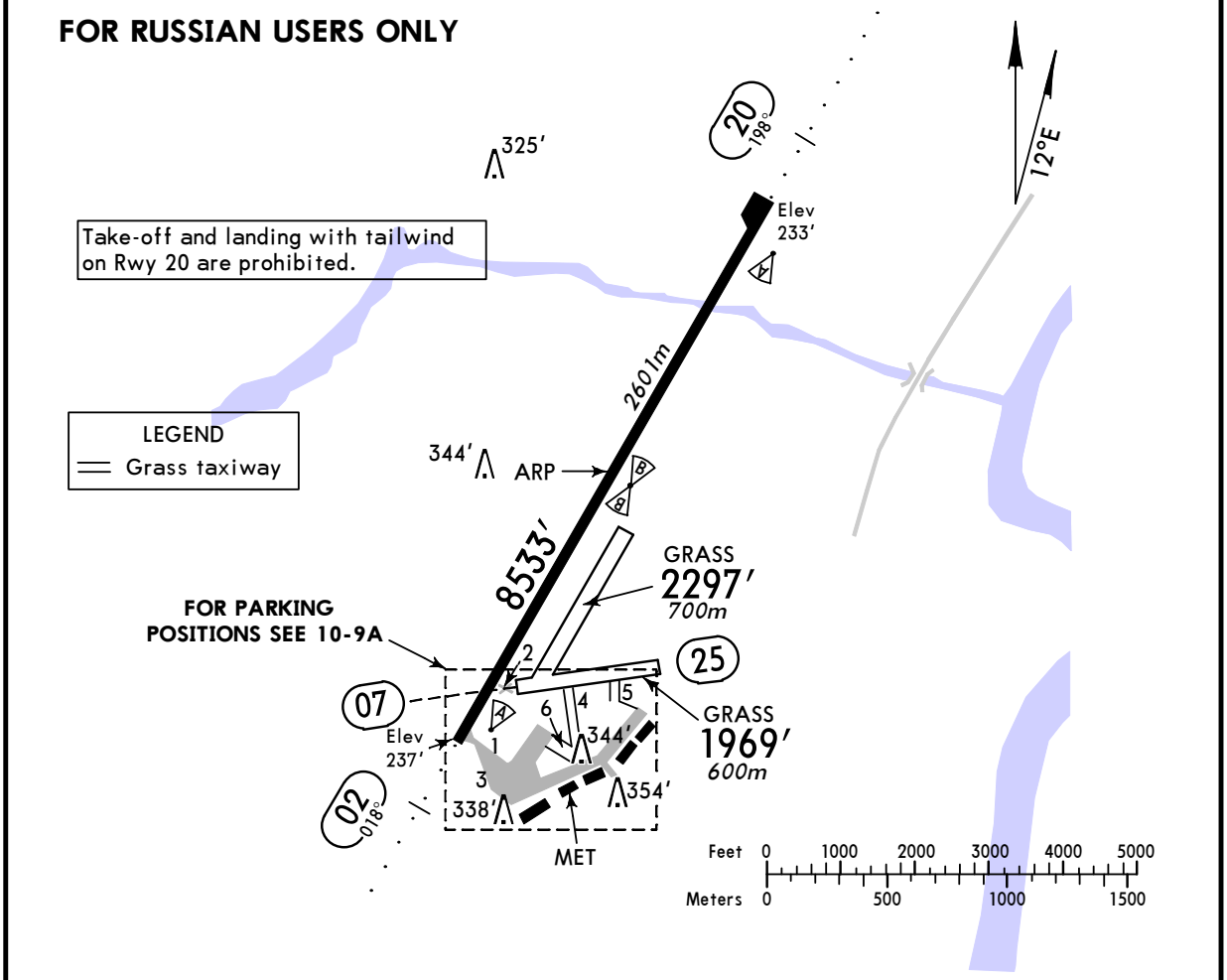
Apt Elev **239′**
N55 28.5 E065 25.0

JEPPESEN
4 JUN 10 (10-9)

KURGAN, RUSSIA
KURGAN

*KURGAN Tower (TWR/GND)

120.3 Russian only



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL ALS PAPI (angle 3.00°) RVR				138′ *42m*
20	RL ALS PAPI (angle 2.67°) RVR				
02 20	Grass runway				230′ *70m*
07 25					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 02/20

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

CHANGES: New airport.

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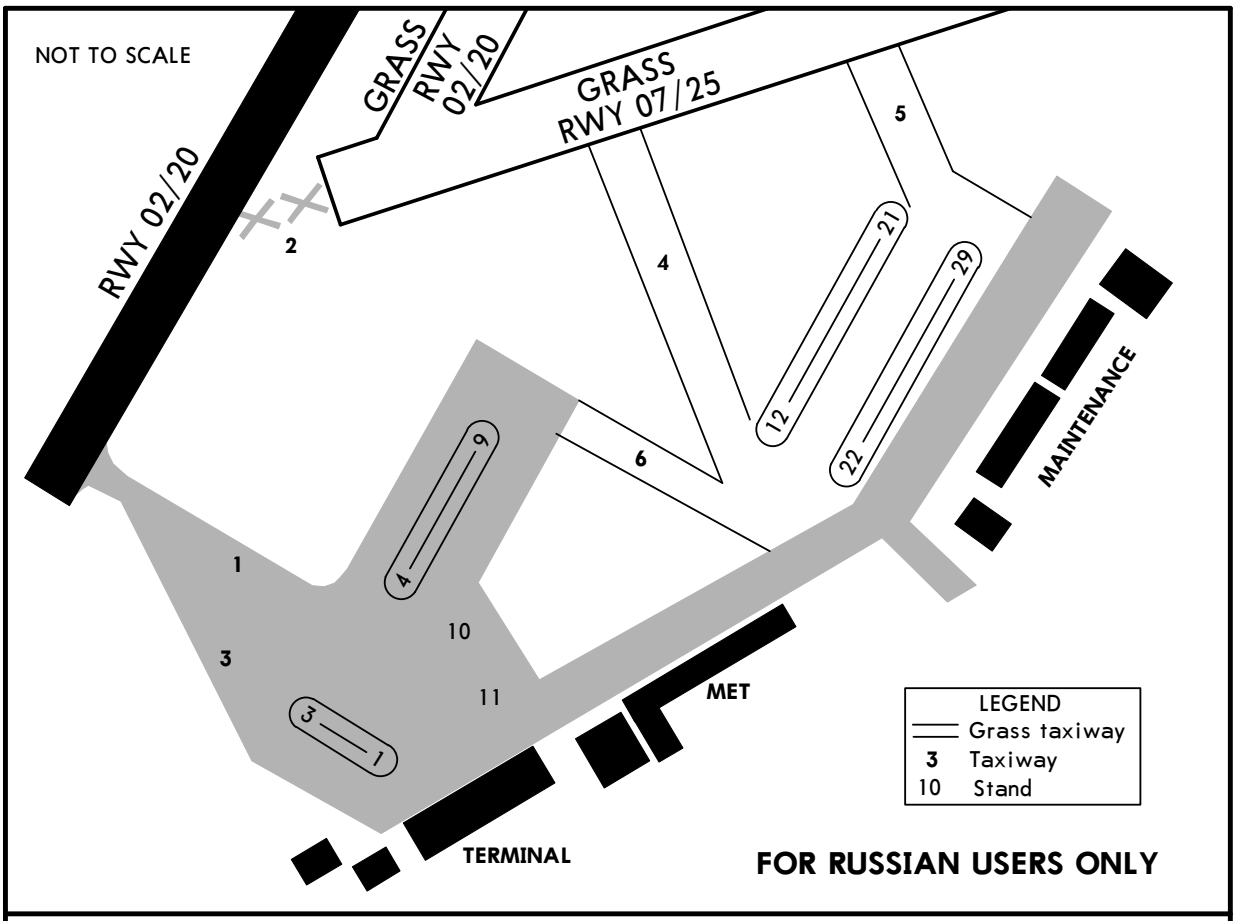
USUU/KRO

JEPPESEN

4 JUN 10 (10-9A)

KURGAN, RUSSIA

KURGAN



CHANGES: New chart.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (11-1)

KURGAN, RUSSIA
ILS or 2 NDB Rwy 02

BRIEFING STRIP ™

*KURGAN Approach (ASR) Russian only		*KURGAN Tower (TWR/GND)
120.3 124.0X		120.3 Russian only

LOC IRD *110.9	Final Apch Crs 018°	GS LOM 975′(738′)	ILS DA(H) Refer to Minimums	Apt Elev 239′
NDB RD *708		Minimum Alt 5.3 NM RDP 1880′(1643′)	NDB MDA(H) 650′(413′)	RWY 237′

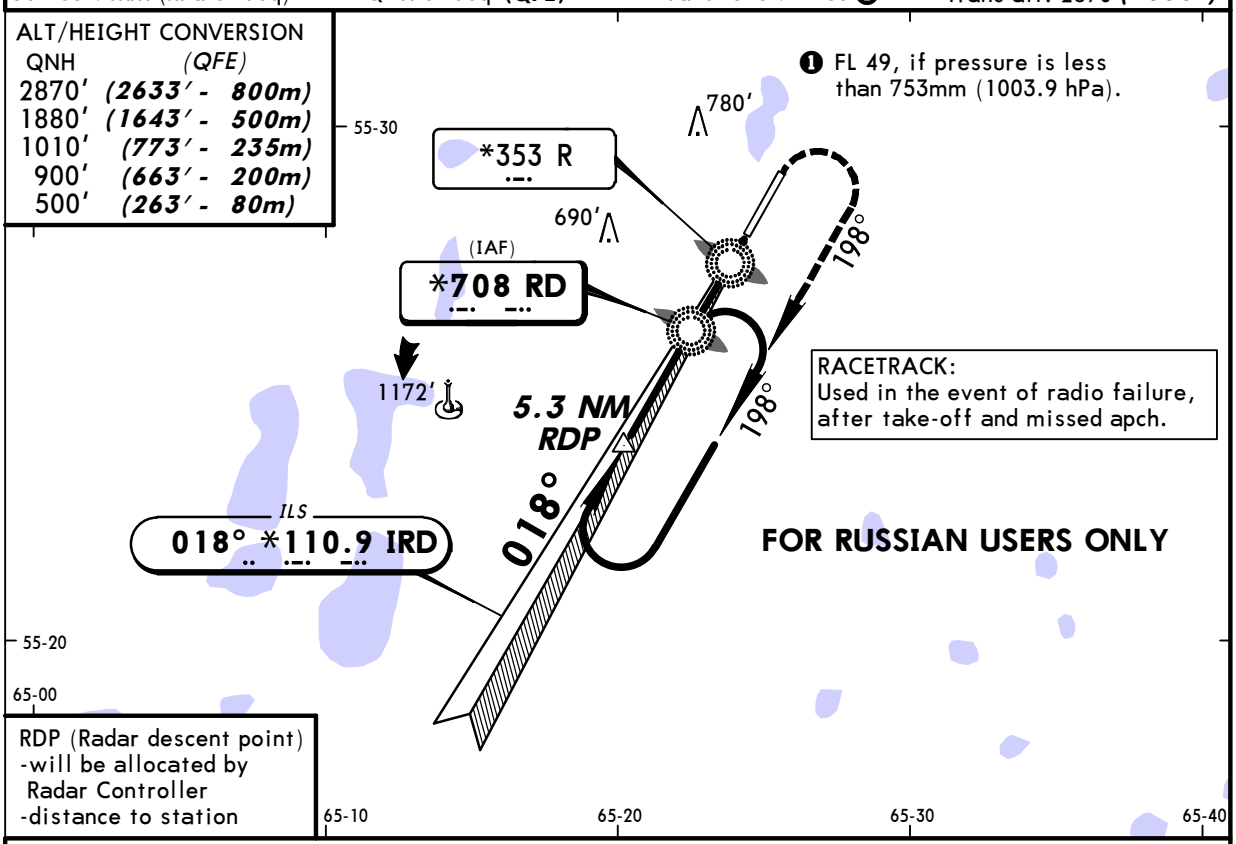
MISSED APCH: Climb to 900′(663′), then turn RIGHT onto 198° climbing to 1880′(1643′), then proceed with racetrack, or as directed.

MSA ARP: 140° 2300′; 320° 2700′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2870′(2633′)

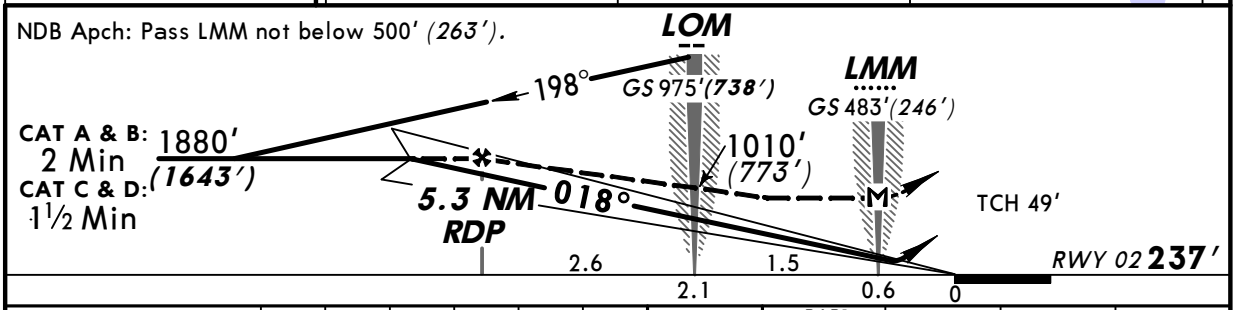
ALT/HEIGHT CONVERSION

QNH	(QFE)
2870′	(2633′ - 800m)
1880′	(1643′ - 500m)
1010′	(773′ - 235m)
900′	(663′ - 200m)
500′	(263′ - 80m)



RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

NDB Apch: Pass LMM not below 500′ (263′).



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at LMM							

PAPI ALS | 900′ (663′) | 198° RT | 1880′ (1643′)

STRAIGHT-IN LANDING RWY 02

	ILS	LOC (GS out)	2 NDB	RD LOM	R LMM
DA(H)	AB: 437′(200′) CD: 467′(230′)		MDA(H) 650′(413′)	MDA(H) 1060′(823′)	MDA(H) AB: 1060′(823′) CD: 1230′(993′)
	FULL / ALS out		ALS out	ALS out	ALS out

PANS OPS

A	1200m	NOT AUTH	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m	RVR 1800m VIS 2000m
C			RVR 1800m VIS 2000m	4000m	4800m
D				4400m	

CHANGES: New procedure.

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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (11-2)

KURGAN, RUSSIA
ILS or 2 NDB Rwy 20

BRIEFING STRIP ™

*KURGAN Approach (ASR) Russian only		*KURGAN Tower (TWR/GND)
120.3 124.0X		120.3 Russian only

LOC IUN *109.9	Final Apch Crs 198°	GS LOM 939′(706′)	ILS DA(H) Refer to Minimums	Apt Elev 239′
NDB UN *708		Minimum Alt 5.3 NM RDP 1550′(1317′)	NDB MDA(H) 570′(337′)	RWY 233′

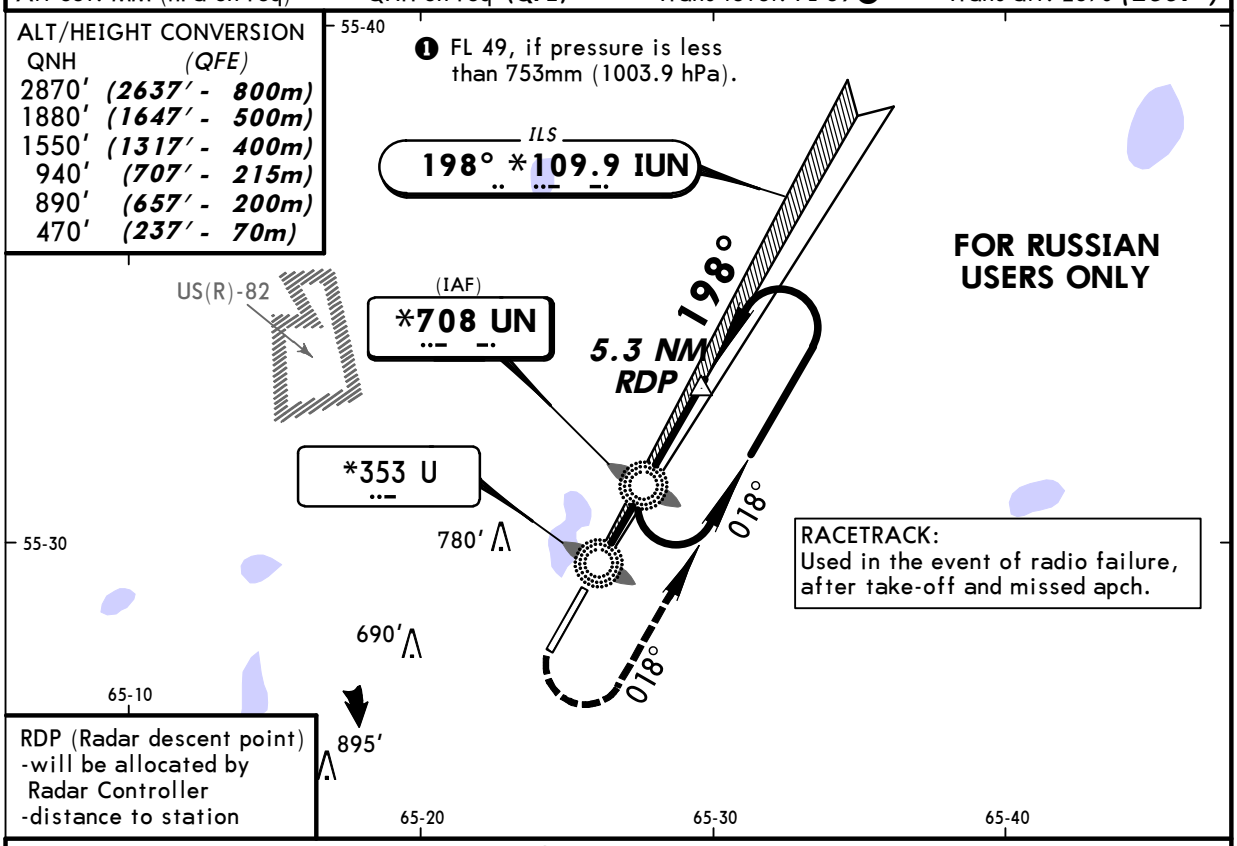
MISSED APCH: Climb to 890′(657′), then turn LEFT onto 018° climbing to 1880′(1647′), then proceed with racetrack, or as directed.

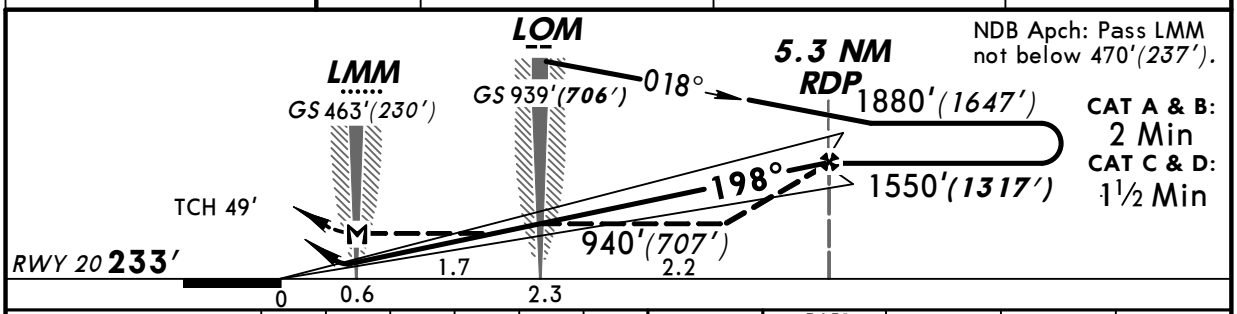
MSA ARP: 140° 2300′; 320° 2700′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 ❶ Trans alt: 2870′(2637′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2870′	(2637′ - 800m)
1880′	(1647′ - 500m)
1550′	(1317′ - 400m)
940′	(707′ - 215m)
890′	(657′ - 200m)
470′	(237′ - 70m)





NDB Apch: Pass LMM not below 470′(237′).

CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	336	432	480	576	671	767
MAP at LMM							

PAPI ALS | 890′(657′) | 018° LT | 1880′(1647′)

STRAIGHT-IN LANDING RWY 20

	ILS	LOC (GS out)	2 NDB	UN LOM	U LMM
DA(H)	AB: 433′(200′) CD: 463′(230′)		MDA(H) 570′(337′)	MDA(H) AB: 890′(657′) CD: 1060′(827′)	MDA(H) AB: 890′(657′) CD: 1220′(987′)
	FULL / ALS out		ALS out	ALS out	ALS out

PANS OPS

A	1200m	NOT AUTH	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B					
C				4000m	4800m
D				4400m	

CHANGES: New procedure.

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