

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 04-2011

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UMKK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ATIS on freq 122.47 MHz and (Russian) 122.05 MHz established.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

PAPI-L rwy 06 angle changed to 3.0°.

UMKK (Khrabrovo)**General Info**

Kaliningrad, RUS

N 54° 53.4' E 20° 35.5' Mag Var: 3.7°E

Elevation: 40'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 06-24 8202' x 148' asphalt

Runway 06 (63.0°M) TDZE 43'

Lights: Edge, ALS

Runway 24 (243.0°M) TDZE 31'

Lights: Edge, ALS

Communications InfoATIS **122.475**ATIS **122.05** Non-EnglishKaliningrad Tower **128.5**Kaliningrad Tower **126.0**Kaliningrad Ground Control **129.425**Kaliningrad Ground Control **128.5**Kaliningrad Ground Control **126.0**Kaliningrad Radar **128.5**Kaliningrad Radar **126.0**Kaliningrad Transit Operations **131.7**Kaliningrad Control **123.7****Notebook Info**

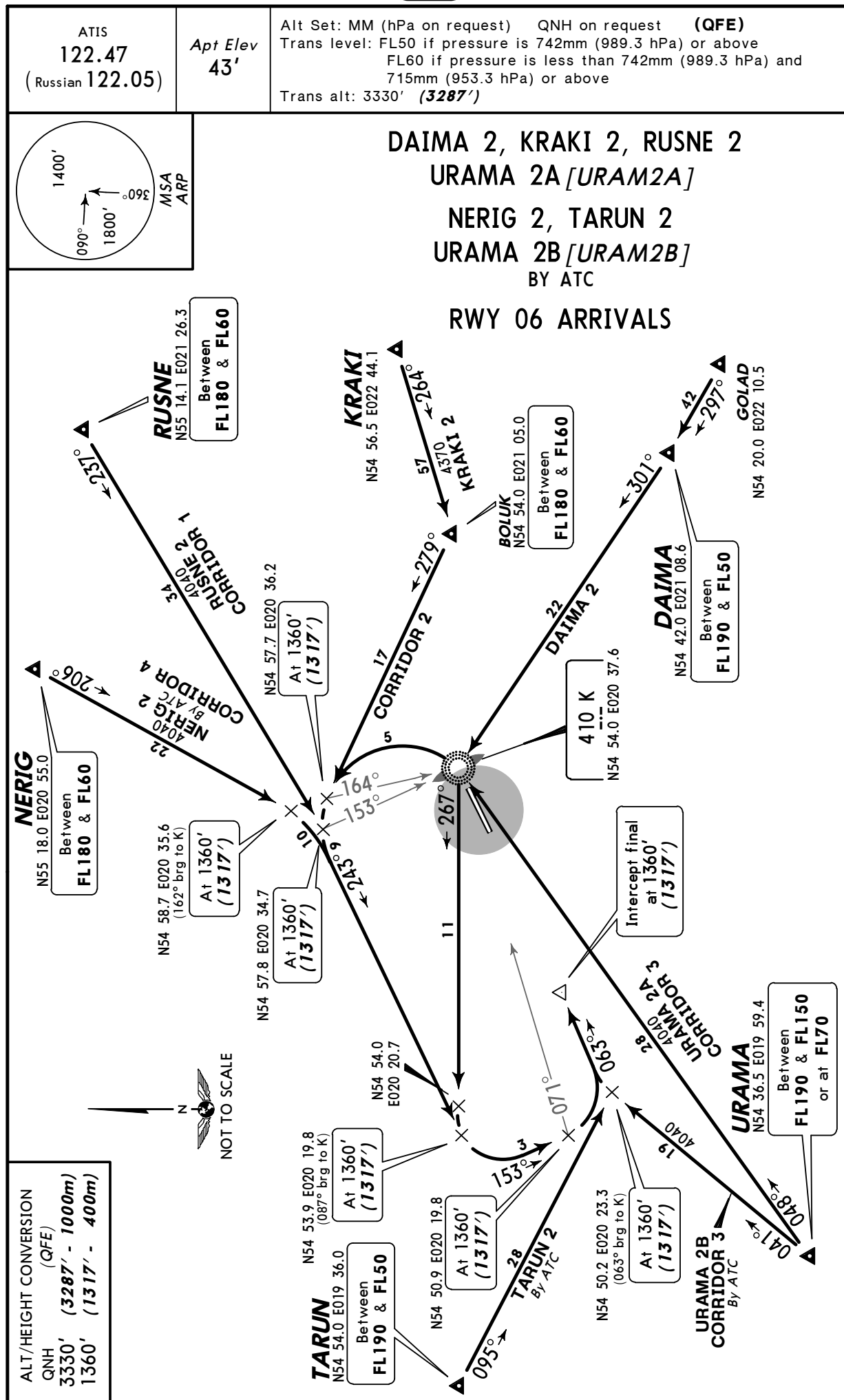
UMKK/KGD
KHRABROVO

14 JAN 11

10-2

KALININGRAD, RUSSIA

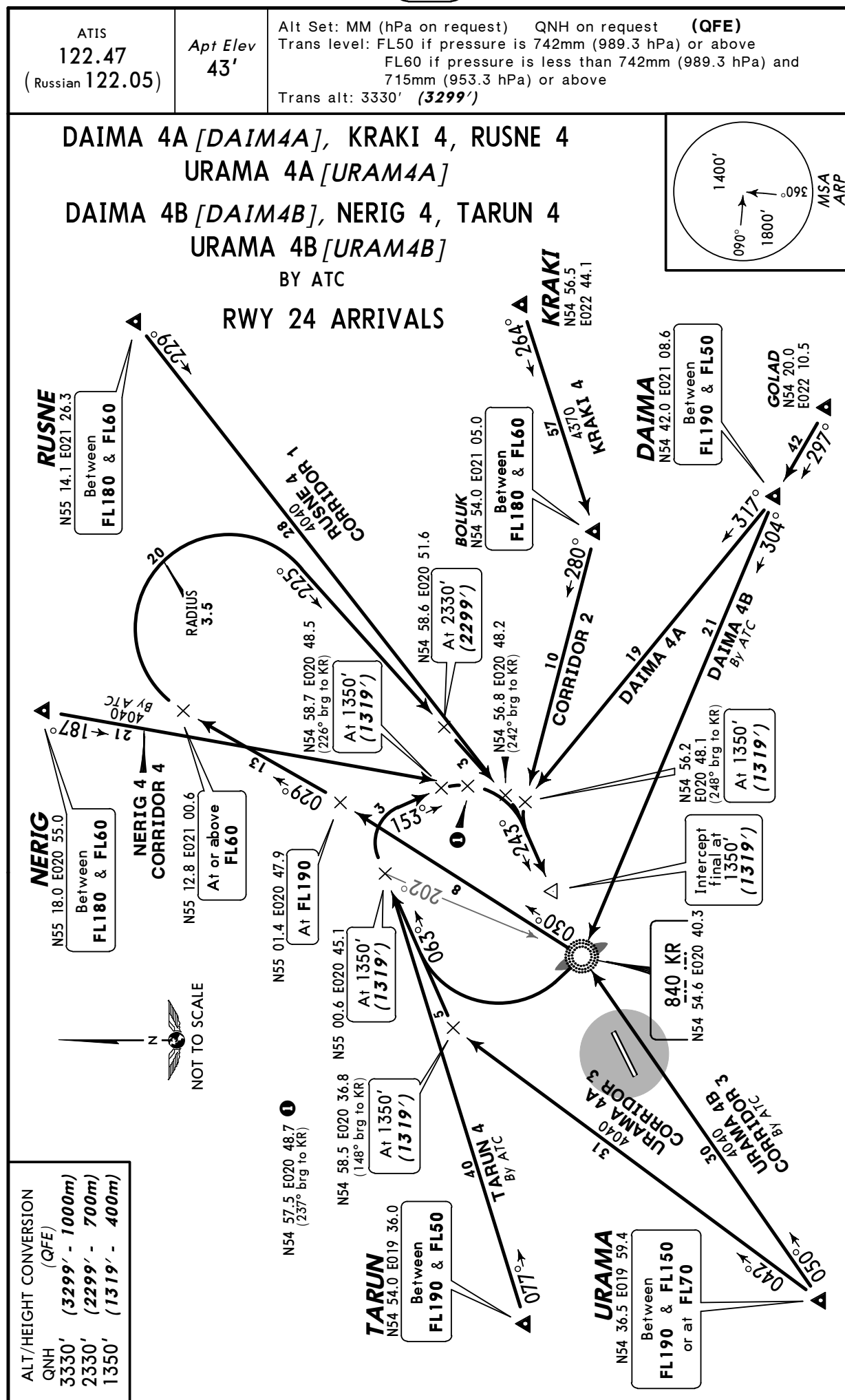
STAR



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KHRABROVO

JEPPESSEN
14 JAN 11 **(10-2A)**

KALININGRAD, RUSSIA
STAR



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KHRABROVO

JEPPESSEN **K**
23 MAY 08 **10-3** **Eff 5 Jun**

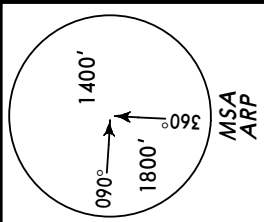
KALININGRAD, RUSSIA

SID

Apt Elev
43'

QNH on request **(QFE)**

Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (**3287'**)



DAIMA 1A [*DAIM1A*]

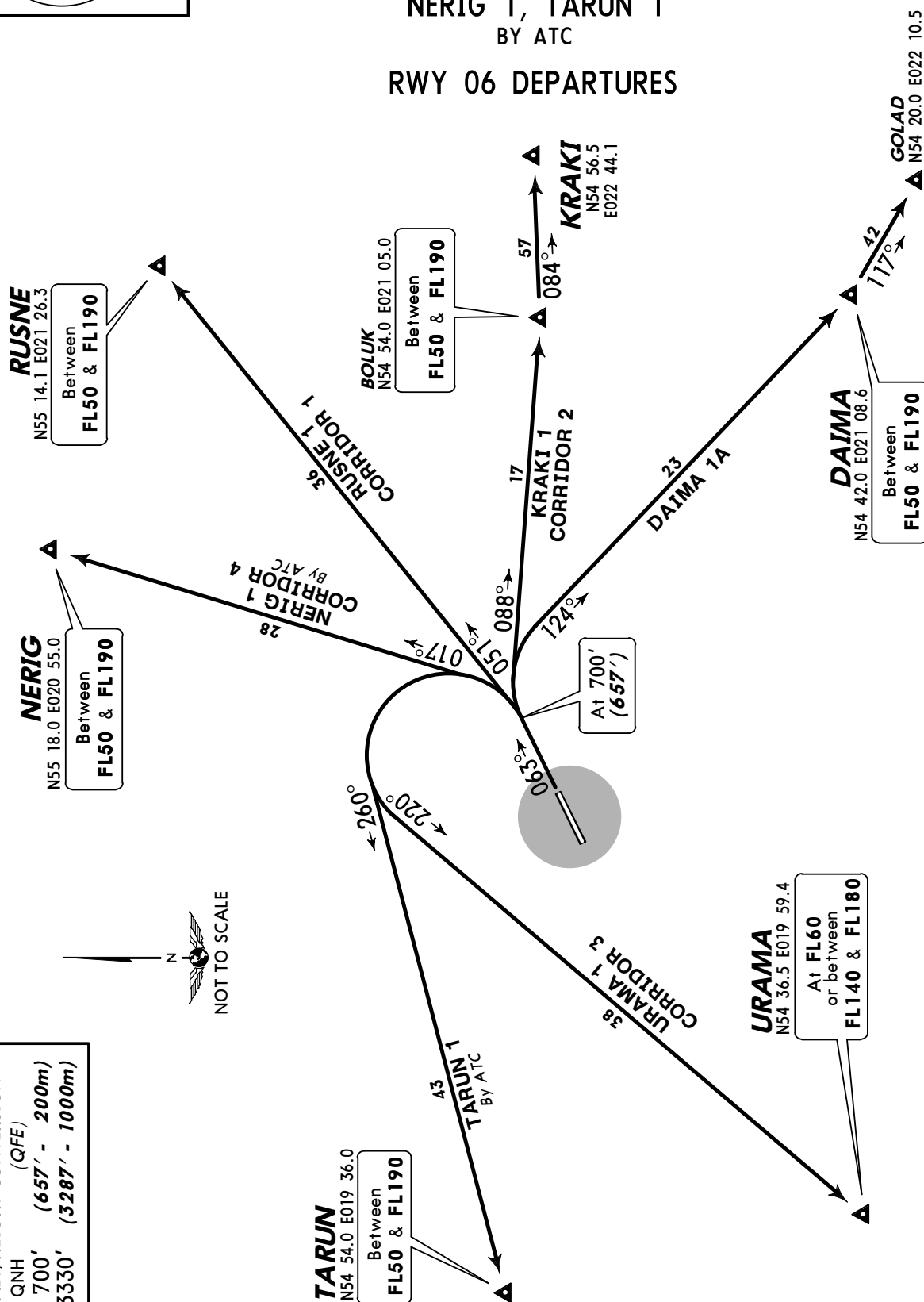
KRAKI 1, RUSNE 1

URAMA 1

NERIG 1, TARUN 1

BY ATC

RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION

QNH (QFE)
700' (657' - 200m)
3330' (3287' - 1000m)



NOT TO SCALE

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JEPPESSEN
23 MAY 08 **(10-3A)** **Eff 5 Jun**

KALININGRAD, RUSSIA

SID

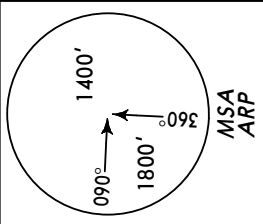
Apt Elev
43'

QNH on request **(QFE)**

Trans level: FL50 if pressure is 742mm (989.3 hPa) or above

FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above

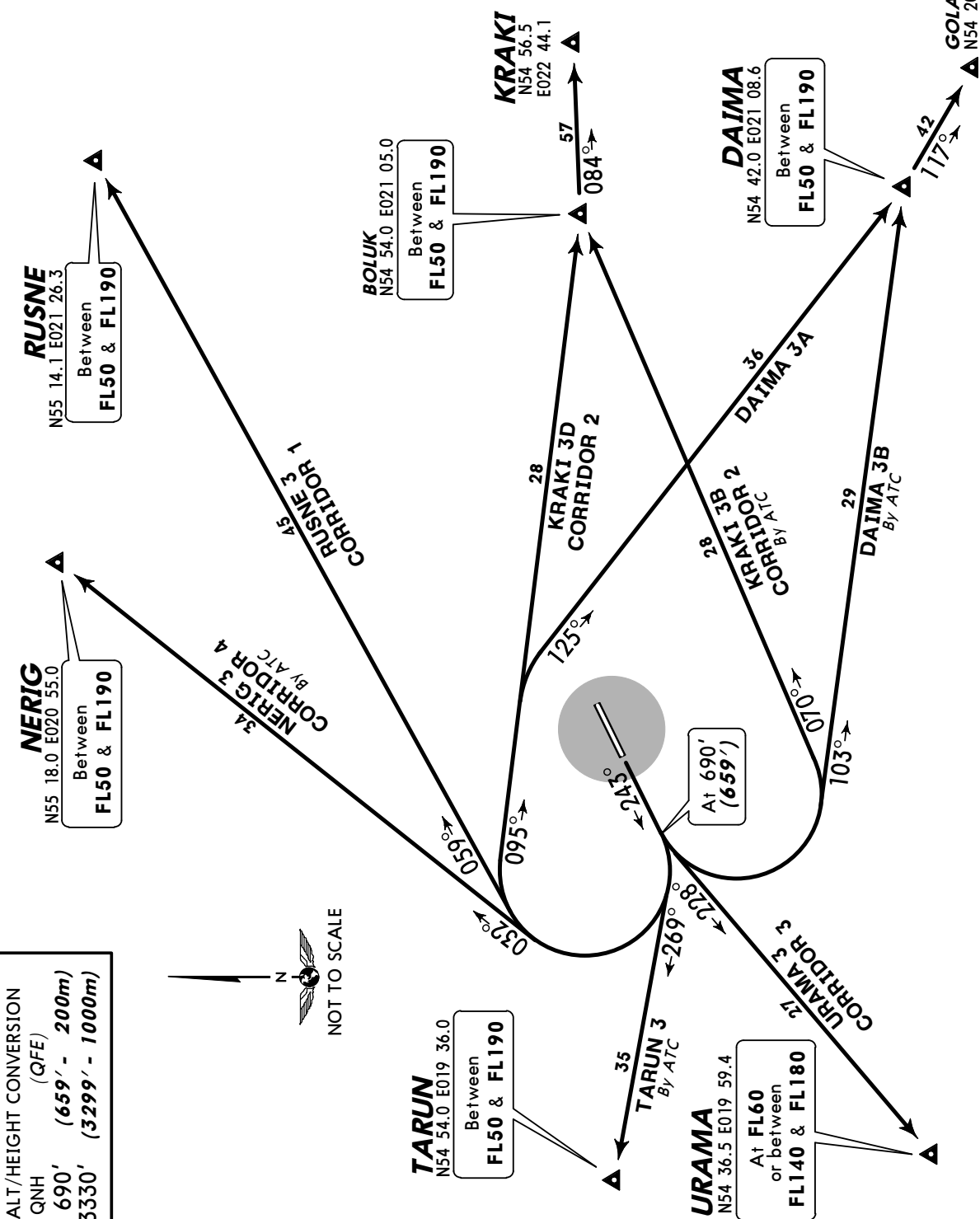
Trans alt: 3330' **(3299')**



DAIMA 3A [DAIM3A]
KRAKI 3D [KRAK3D], RUSNE 3
URAMA 3

DAIMA 3B [DAIM3B]
KRAKI 3B [KRAK3B], NERIG 3, TARUN 3
BY ATC

RWY 24 DEPARTURES



UMKK/KGD
KHRABROVO**JEPPESEN**
17 OCT 03 10-4**KALININGRAD, RUSSIA**
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures shall be executed by crews of all aircraft.

ARRIVALS

If special meteorological conditions, such as considerable wind, cumulo nimbus clouds etc are present in arrival and approach sectors, ATC unit may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below.

- During instrument or visual approach it is not allowed to fly below the ILS glide path.
- Increase of IAS has to be envisaged during descent.
- In order not to distract the crew's attention during execution of noise abatement procedures, air-ground communication shall be reduced to a minimum.
- Landing of aircraft with a tail-wind component up to 5m/sec is allowed under the following conditions: runway is dry or damp, friction coefficient is 0.5 or more, cross-wind component is not more than 5 m/sec.

The procedures stated above shall not be observed when

- there is ice, slush, water or mud, rubber, oil etc on the runway and the friction coefficient is 0.4 or less;
- when the ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a cross-wind component on runway, including gusts, exceeds 7m/sec;
- when a tail/wind component on the runway exceeds 2.5m/sec;
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions (e.g. thunderstorms) may influence approach and landing.

A displacement of threshold shall not be used as a noise abatement measure.

DEPARTURES

The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of failure of one of the aircraft engines during take-off phase.

- Take-off with a tail-wind component up to 5m/sec is allowed when the runway is dry or damp, when friction coefficient is 0.5 or more and when cross-wind component is not more than 5m/sec.
- Changing of flight course of the aircraft after take-off is permitted only after reaching 380' (337').
- Turns initiated between 380' (337') and 700' (657') shall be executed with a bank not exceeding 15°.
- Turns initiated at or above 700' (657') shall be executed with 25° bank or with angular speed of turn of 3m/sec.
- The minimum indicated air speed during established climb shall not be less than $V_2 + 20\text{km/h}$ or less than that prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum IAS during climb is not required if it leads to exceeding the minimum permissible angle of attack.

The reduction of engine power shall not be applied until

- the aircraft reaches 1030' (987')
- the established standard power mode enables with MTOW to maintain the established climb gradient of not less than 4% at a speed specified above
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

Reverse thrust power, with the exception of reverse idle thrust, is used only for safety reasons

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Apt Elev **43'**
N54 53.4 E020 35.7

JEPPesen

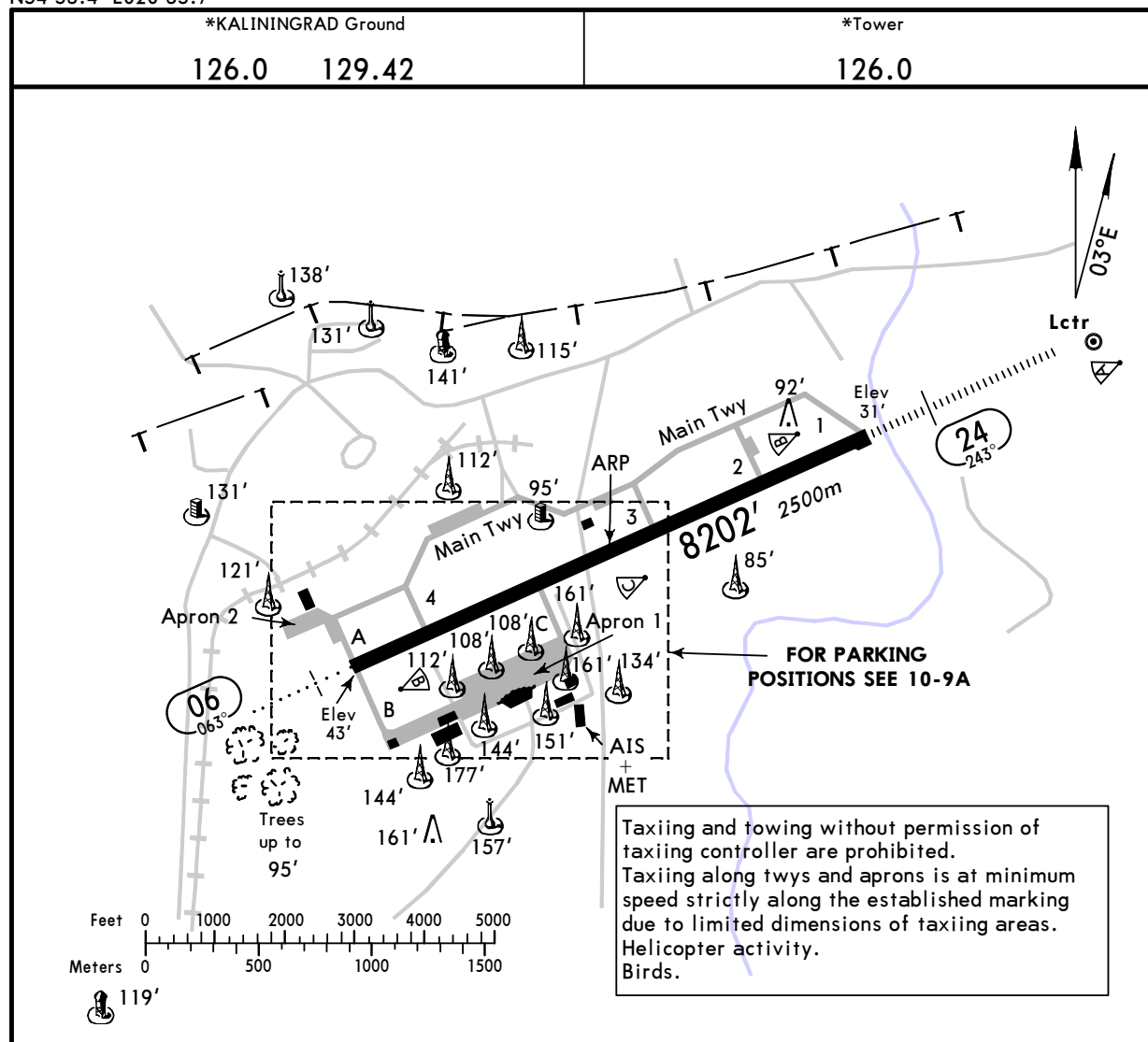
6 NOV 09

10-9

Eff 19 Nov

KALININGRAD, RUSSIA

KHRABROVO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
06	HIRL (60m) ALS ① PAPI-L (angle 2.67°) ① RVR				148'
24	HIRL (60m) HIALS PAPI-L (angle 2.67°) RVR		7230' 2204m		45m

① Not available for landing.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

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6 NOV 09

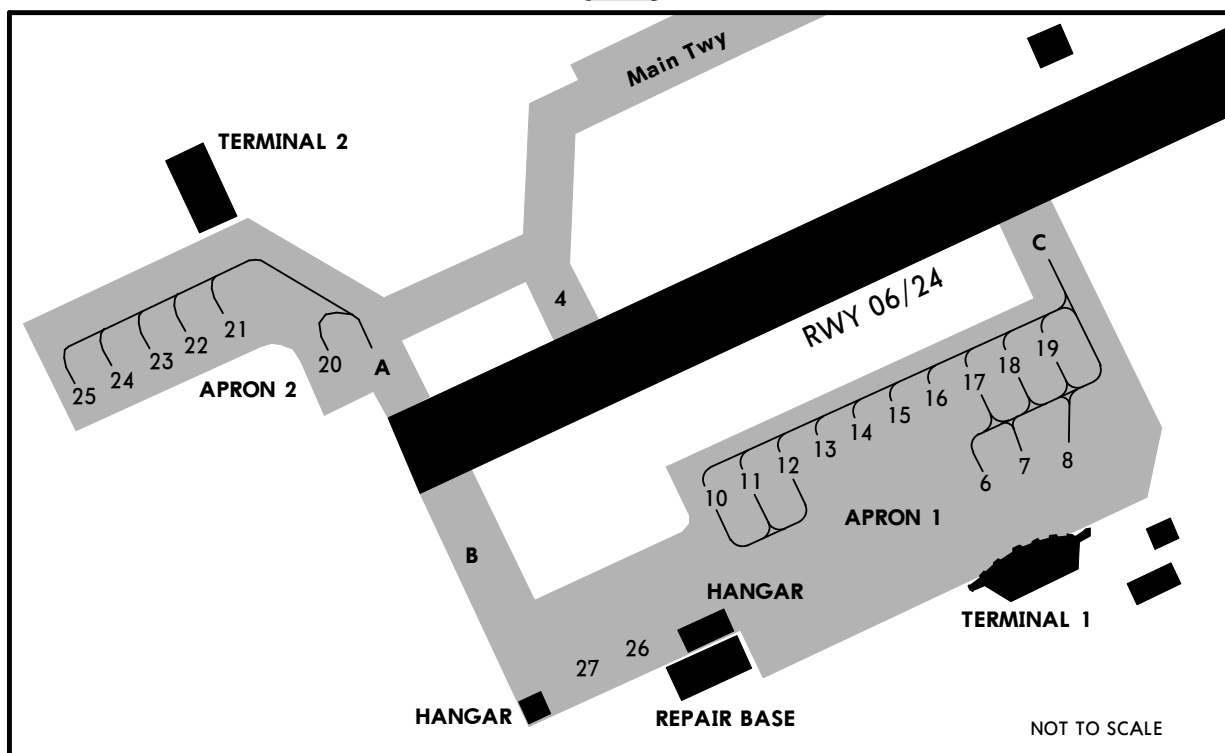
JEPPESEN

10-9A

Eff 19 Nov

KALININGRAD, RUSSIA

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INS COORDINATES

STAND No.	COORDINATES
6 thru 8	N54 53.1 E020 35.4
10	N54 53.1 E020 35.0
11 thru 13	N54 53.1 E020 35.1
14, 15	N54 53.1 E020 35.2
16, 17	N54 53.1 E020 35.3
18	N54 53.2 E020 35.3
19	N54 53.2 E020 35.4
20	N54 53.0 E020 34.9
21, 22	N54 53.3 E020 34.4
23 thru 25	N54 53.3 E020 34.3
26	N54 53.0 E020 34.9
27	N54 52.9 E020 34.9

Taxiing and towing without permission of taxiing controller are prohibited.

Taxiing out if stands 6, 7 and 8 shall be carried out by towing to the start-up position.

Stand 20 available for helicopter.

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30 APR 10 **JEPPESEN**
10-9S

Standard
KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
06	NDB	910' (867')	910' (867')	910' (867')	910' (867')
		C4200m	C4200m	C4400m	C4400m
24	ILS	231' (200')	231' (200')	231' (200')	231' (200')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	390' (359')	390' (359')	390' (359')	390' (359')
	<i>ALS out</i>	R1000m	R1000m	R1200m	R1200m
		R1600m	R1600m	R1600m	R1600m

① Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24

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

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JEPPESEN

JAA MINIMUMS

23 MAY 08

10-9X

Eff 5 Jun

KALININGRAD, RUSSIA

KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
06	NDB	910' (867')	910' (867')	910' (867')	910' (867')
		R1500m	R1500m	R2000m	R2000m
24	ILS	231' (200')	231' (200')	231' (200')	231' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	350' (319')	350' (319')	350' (319')	350' (319')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 06, 24

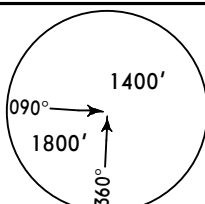
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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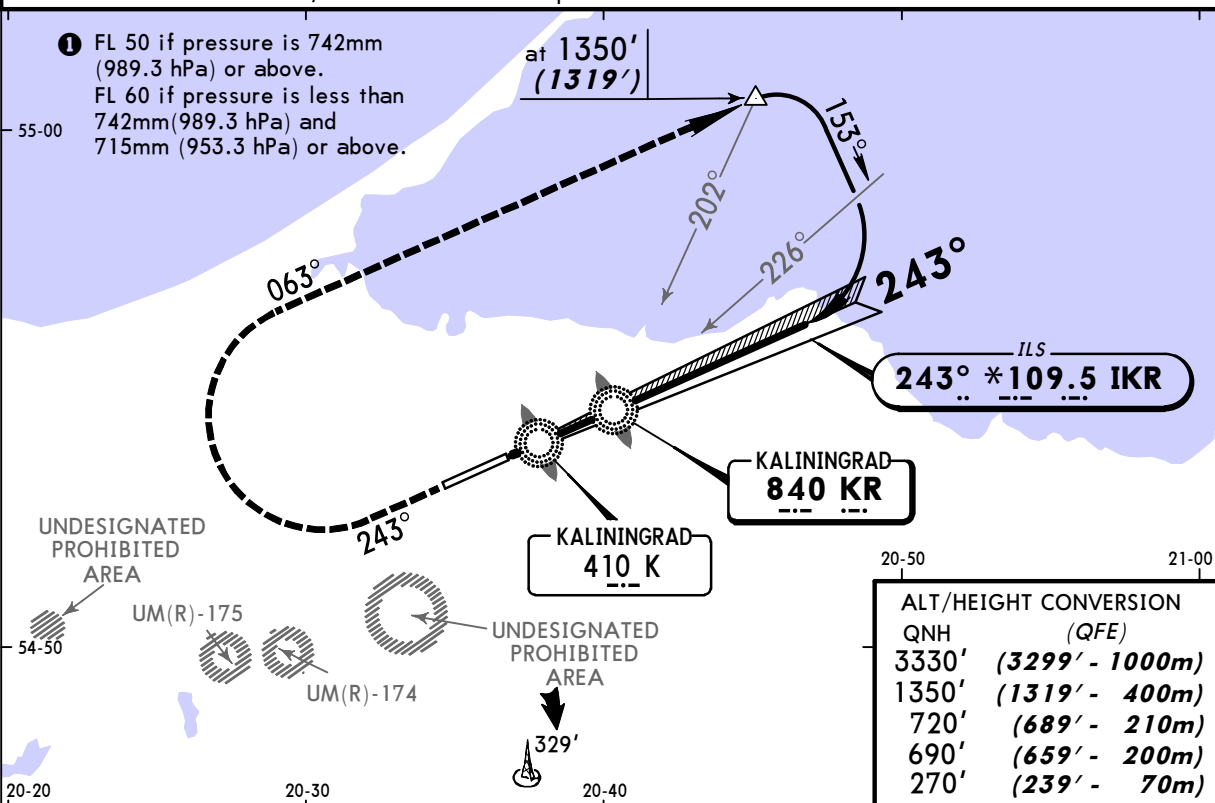
JEPPesen
13 FEB 09 **(11-1)**

KALININGRAD, RUSSIA
ILS or 2 NDB Rwy 24

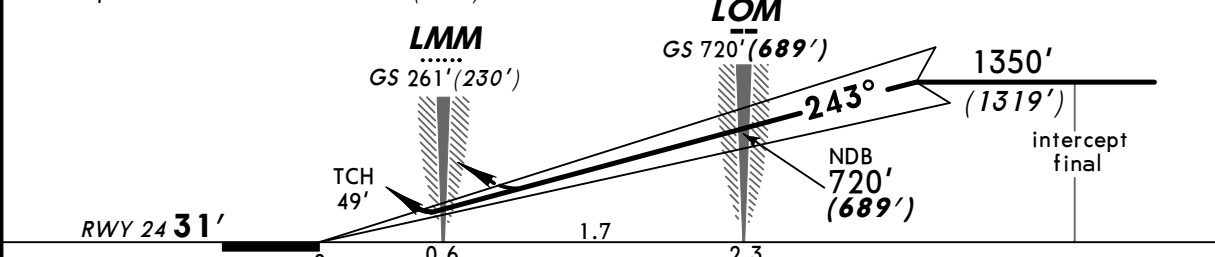
BRIEFING STRIP

*KALININGRAD Control (APP)		*KALININGRAD Tower		*Ground	
123.7		126.0		126.0	129.42
LOC IKR *109.5	Final Apch Crs 243°	GS LOM 720' (689')	ILS DA(H) 231' (200')	Apt Elev 43'	
NDB KR 840		Minimum Alt LOM 720' (689')	NDB MDA(H) 350' (319')	RWY 31'	
MISSED APCH: Climb on 243° to 690' (659'), then turn RIGHT onto 063° climbing to 1350' (1319'), then according to chart.					MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: **1** Trans alt: 3330' (3299')
CAT A & B acft arriving from corridor 3 shall land by ATC as follows: Proceed to KR NDB, then turn LEFT onto 045°. After 2 Min, turn RIGHT to intercept final.



NDB apch: Pass LMM not below 270' (239').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	690' (659') on 243°	063° RT	1350' (1319')
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767	PAPI			

ILS		STRAIGHT-IN LANDING RWY 24		NDB	
LOC (GS out)		LOC (GS out)		MDA(H) 350' (319')	
DA(H) 231' (200')				ALS out	
FULL	ALS out				
A					
B					
C	RVR 720m VIS 800m	1200m	NOT AUTH	1200m RVR 1500m VIS 1600m	
D				RVR 1500m VIS 1600m	

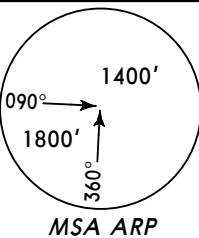
PANS OPS

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13 FEB 09 **(16-1)**

KALININGRAD, RUSSIA
NDB Rwy 06

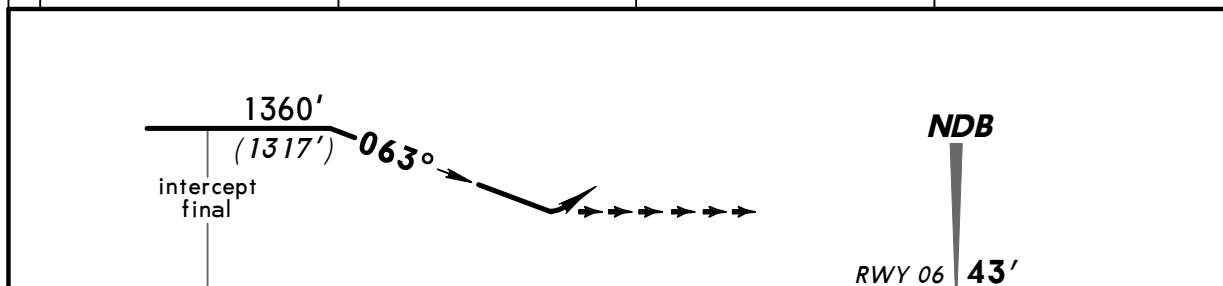
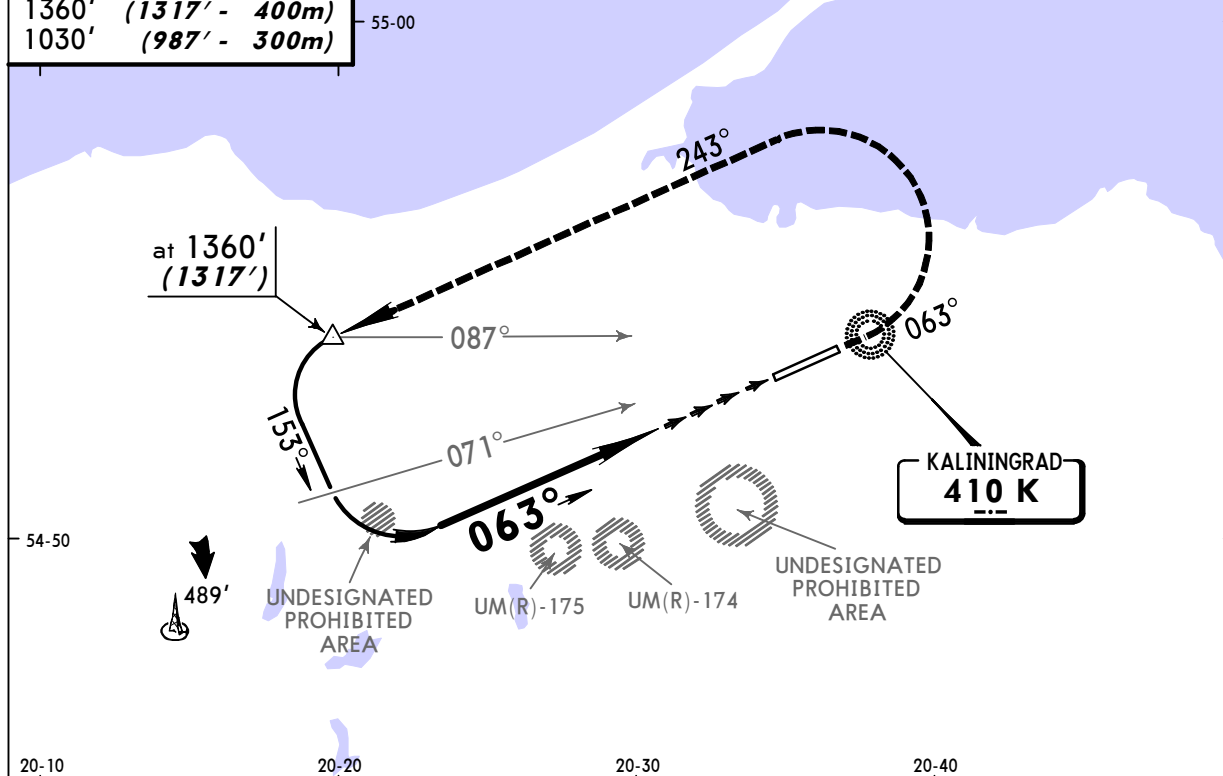
BRIEFING STRIP

*KALININGRAD Control (APP)		*KALININGRAD Tower		*Ground	
123.7		126.0		126.0	129.42
Lctr K 410	Final Apch Crs 063°	Minimum Alt No FAF	MDA(H) 910' (867')	Apt Elev 43' RWY 43'	
MISSED APCH: Climb on 063° to 1030' (987'), then turn LEFT onto 243° climbing to 1360' (1317'), then according to chart.					MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: 1	Trans alt: 3330' (3287')

ALT/HEIGHT CONVERSION

QNH	(QFE)
3330'	(3287' - 1000m)
1360'	(1317' - 400m)
1030'	(987' - 300m)

1 FL 50 if pressure is 742mm (989.3 hPa) or above.
FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1030' (987') on ↑	063°	243° LT ↑	1360' (1317') ↑
Descent Gradient 4.7%	333	428	476	571	666	762					

STRAIGHT-IN LANDING RWY 06			
MDA(H) 910' (867')		ALS out	
A	3200m		
B			
C	4000m		
D	4400m		

PANS OPS

CHANGES: Missed approach.

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