

Page 1
Changed chart(s) since Disc 04-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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Krasnodar, (Pashkovskiy - URKK)

REV	SM & XT 1D & 3D ARRS	10-2B	25 ôââ 2011	
REV	NZ, SM & XT 2D & 4D ARRS	10-2C	25 ôââ 2011	

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport URKK

General Info

Krasnodar, RUS

N 45° 02.1' E 39° 10.2' Mag Var: 5.5°E

Elevation: 118'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 05L-23R 7218' x 161' asphalt

Runway 05R-23L 9843' x 148' concrete

Runway 05L (47.0°M) TDZE 107'

Lights: Edge, ALS, TDZ

Runway 05R (47.0°M) TDZE 111'

Lights: Edge, ALS, TDZ

Runway 23L (227.0°M) TDZE 118'

Lights: Edge, ALS, TDZ

Runway 23R (227.0°M) TDZE 111'

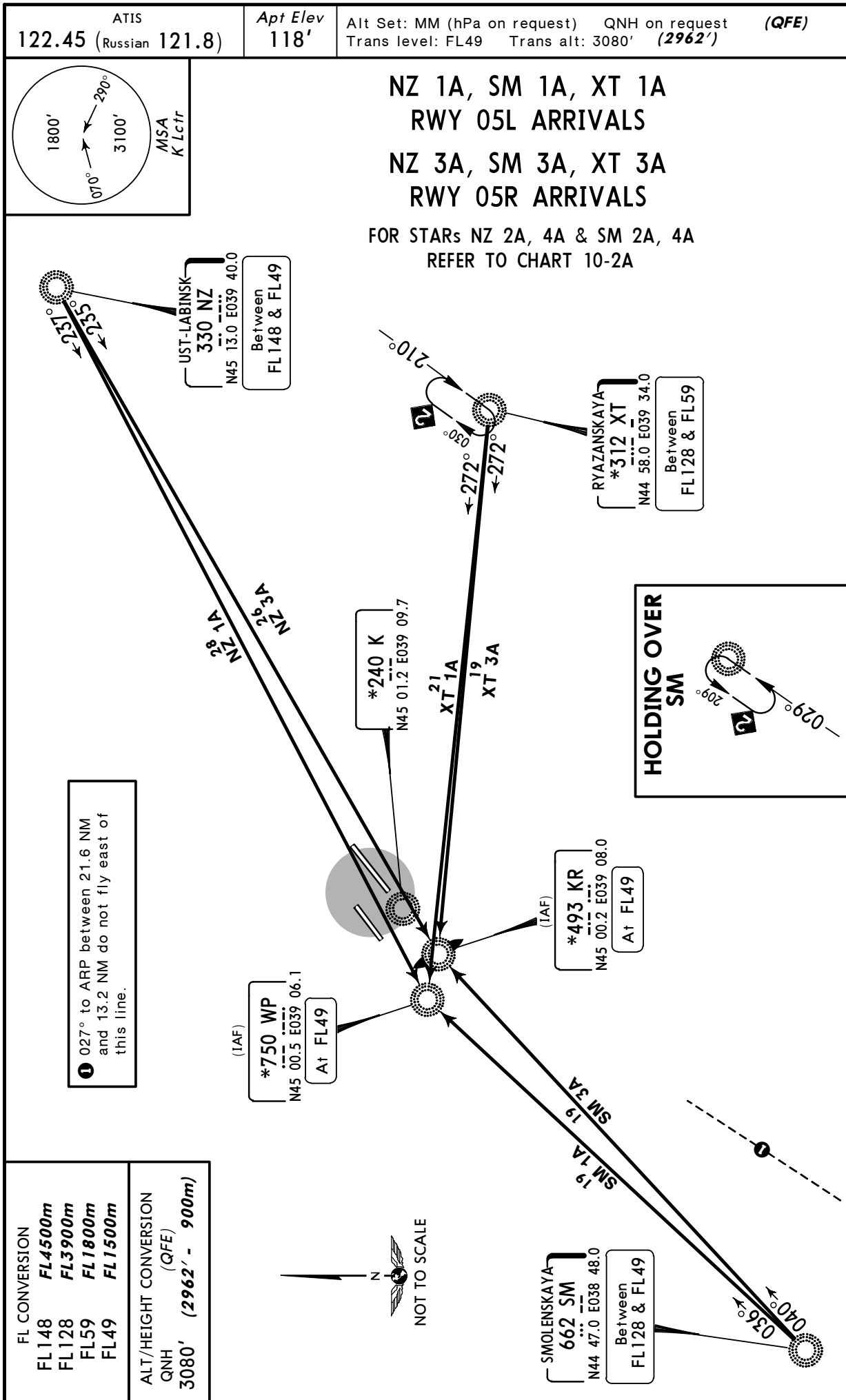
Lights: Edge, ALS, TDZ

Communications InfoATIS **122.45**ATIS **121.8** Non-EnglishKrasnodar Start Tower **120.6**Krasnodar Start Tower **118.2**Krasnodar Ground Control **119.0**Krasnodar West Approach Control **127.7** MFKrasnodar East Approach Control **129.6** MFKrasnodar East Approach Control **124.0**Krasnodar Radar **121.3****Notebook Info**

URKK/KRR
PASHKOVSKIY

JEPPESSEN
4 JUN 10 **10-2**

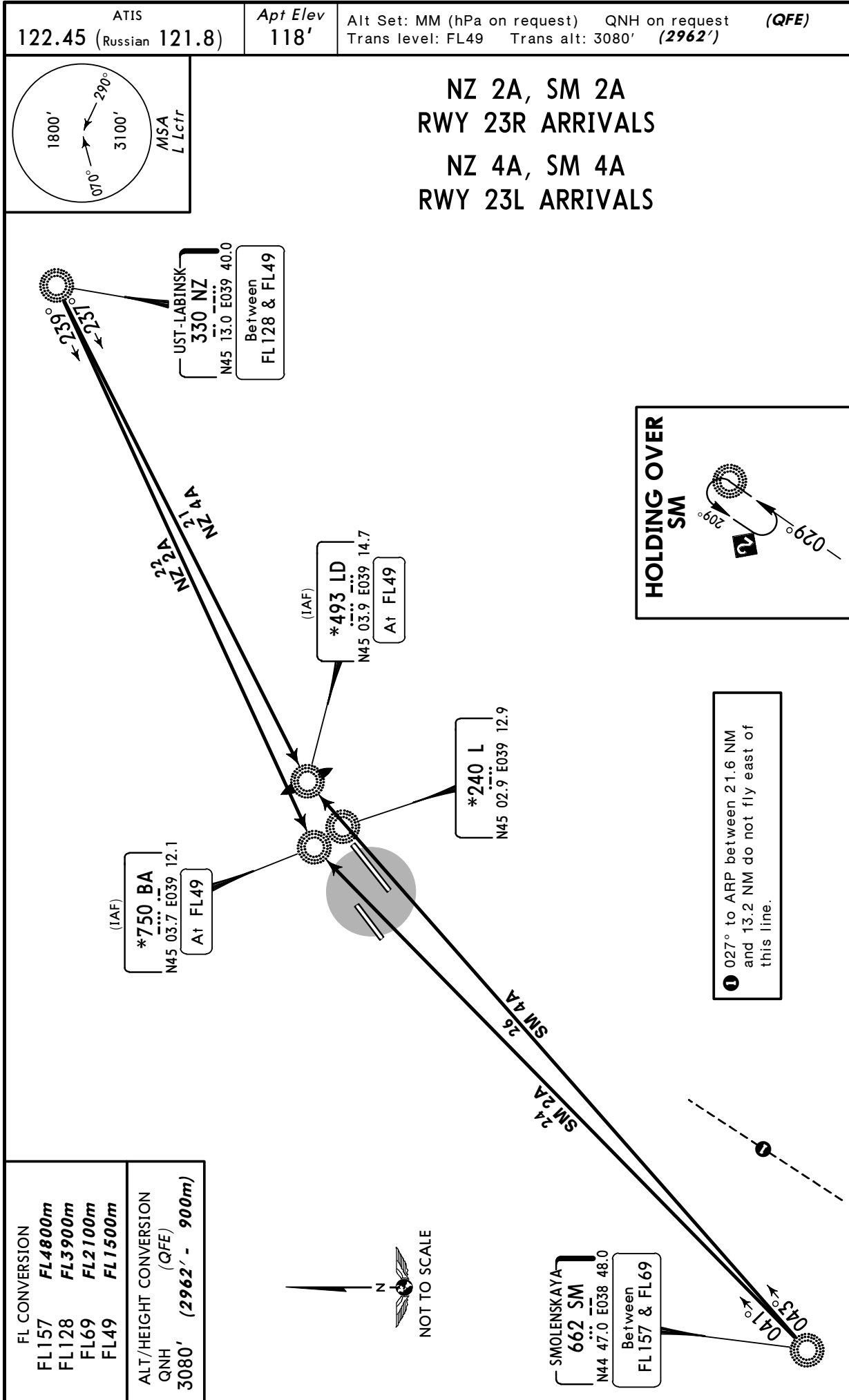
KRASNODAR, RUSSIA
STAR



URKK/KRR
PASHKOVSKIY

JEPPESEN
4 JUN 10 **10-2A**

KRASNODAR, RUSSIA
STAR



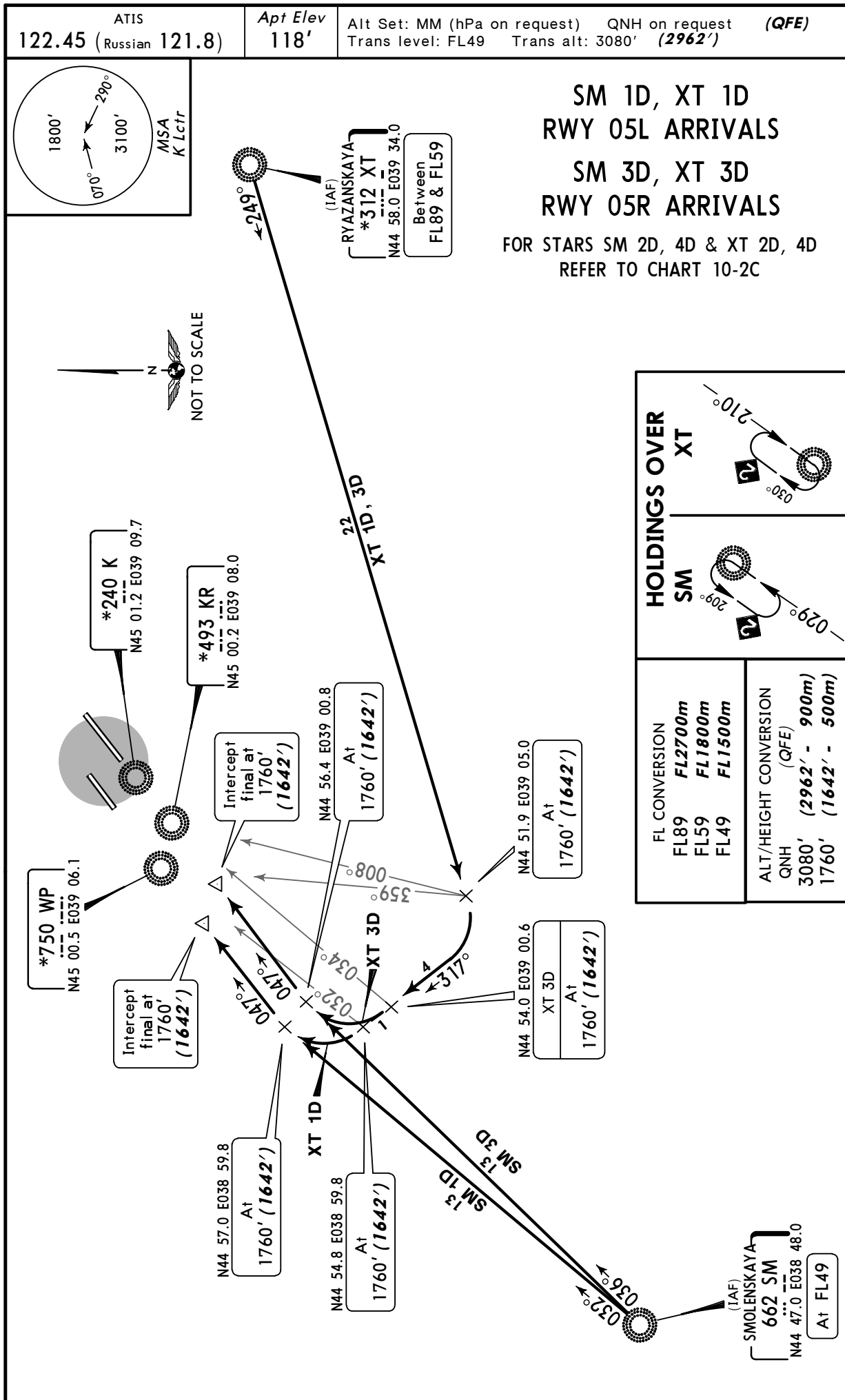
URKK/KRR
PASHKOVSKIY

25 FEB 11

10-2B

KRASNODAR, RUSSIA

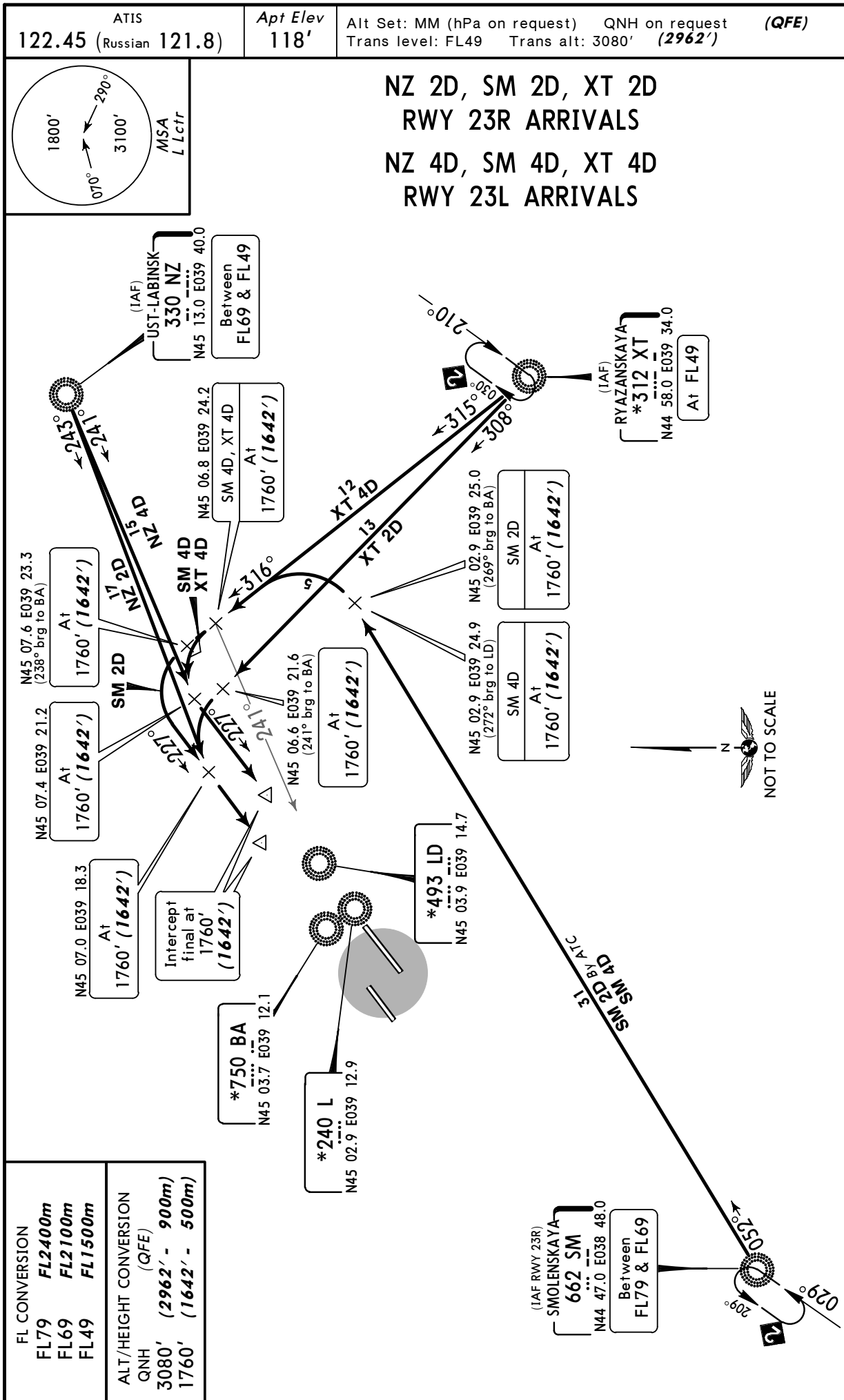
STAR



URKK/KRR
PASHKOVSKIY

JEPPESEN
 25 FEB 11 **10-2C**

KRASNODAR, RUSSIA
STAR



URKK/KRR
PASHKOVSKIY

7 NOV 08

10-3

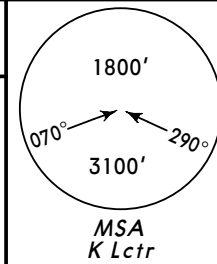
Eff 20 Nov

KRASNODAR, RUSSIA

SID

Apt Elev
118'

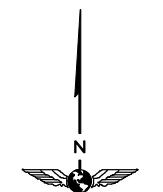
QNH on request (QFE)
Trans level: FL49 Trans alt: 3080' (2962')



NZ 1C, SM 1C, UH 1C ①, XT 1C
RWY 05L DEPARTURES

NZ 3C, SM 3C, UH 3C ①, XT 3C
RWY 05R DEPARTURES

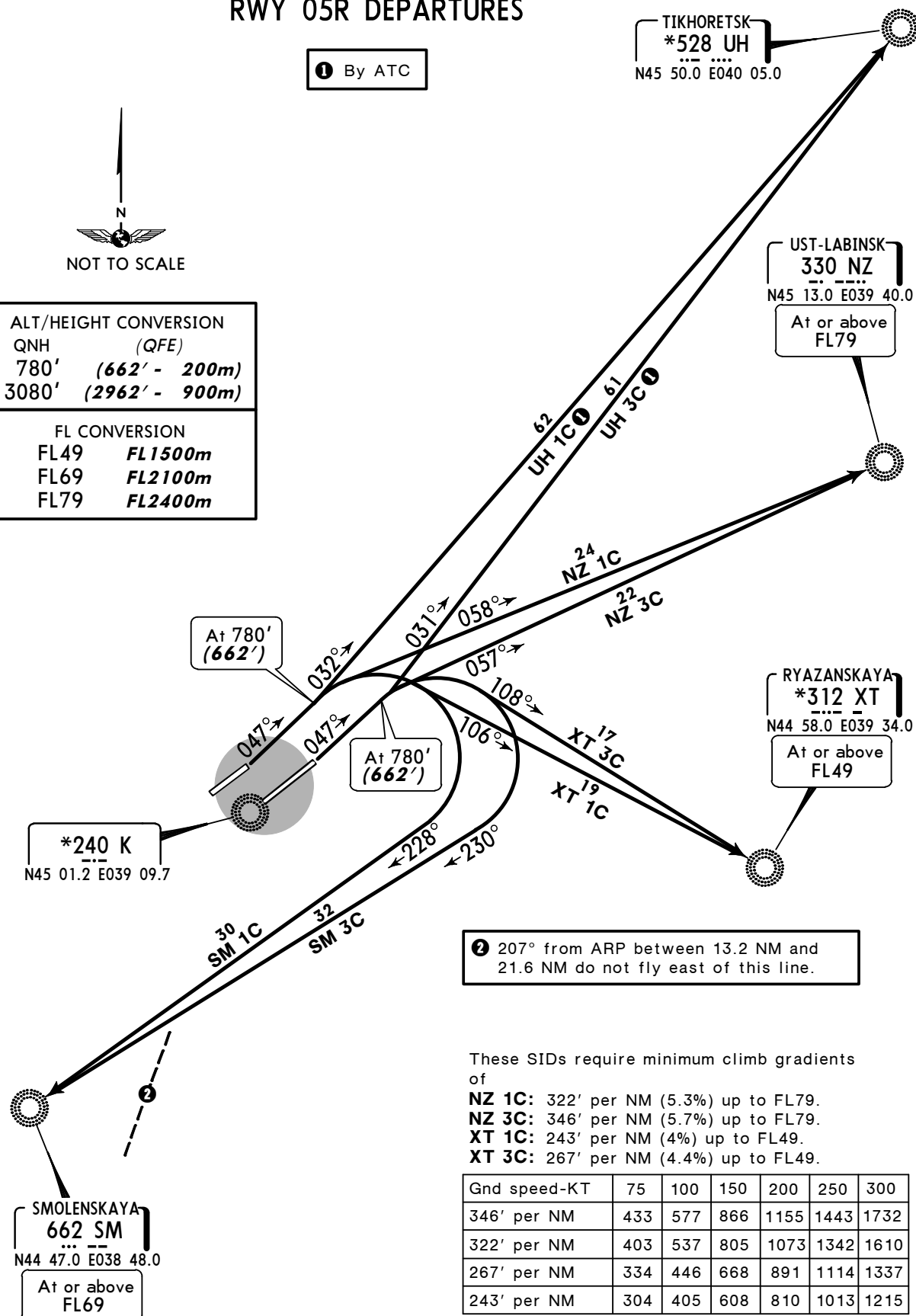
① By ATC



NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
780' (662' - 200m)
3080' (2962' - 900m)

FL CONVERSION
FL49 FL1500m
FL69 FL2100m
FL79 FL2400m



② 207° from ARP between 13.2 NM and 21.6 NM do not fly east of this line.

These SIDs require minimum climb gradients of

NZ 1C: 322' per NM (5.3%) up to FL79.
NZ 3C: 346' per NM (5.7%) up to FL79.
XT 1C: 243' per NM (4%) up to FL49.
XT 3C: 267' per NM (4.4%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
346' per NM	433	577	866	1155	1443	1732
322' per NM	403	537	805	1073	1342	1610
267' per NM	334	446	668	891	1114	1337
243' per NM	304	405	608	810	1013	1215

URKK/KRR
PASHKOVSKIY

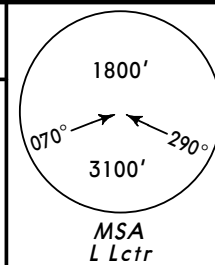
JEPPesen
7 NOV 08 **(10-3A)** **Eff 20 Nov**

KRASNODAR, RUSSIA

SID

Apt Elev
118'

QNH on request (QFE)
Trans level: FL49 Trans alt: 3080' **(2962')**



SM 2C, UH 2C ①, XT 2C
RWY 23R DEPARTURES
SM 4C, UH 4C ①, XT 4C
RWY 23L DEPARTURES

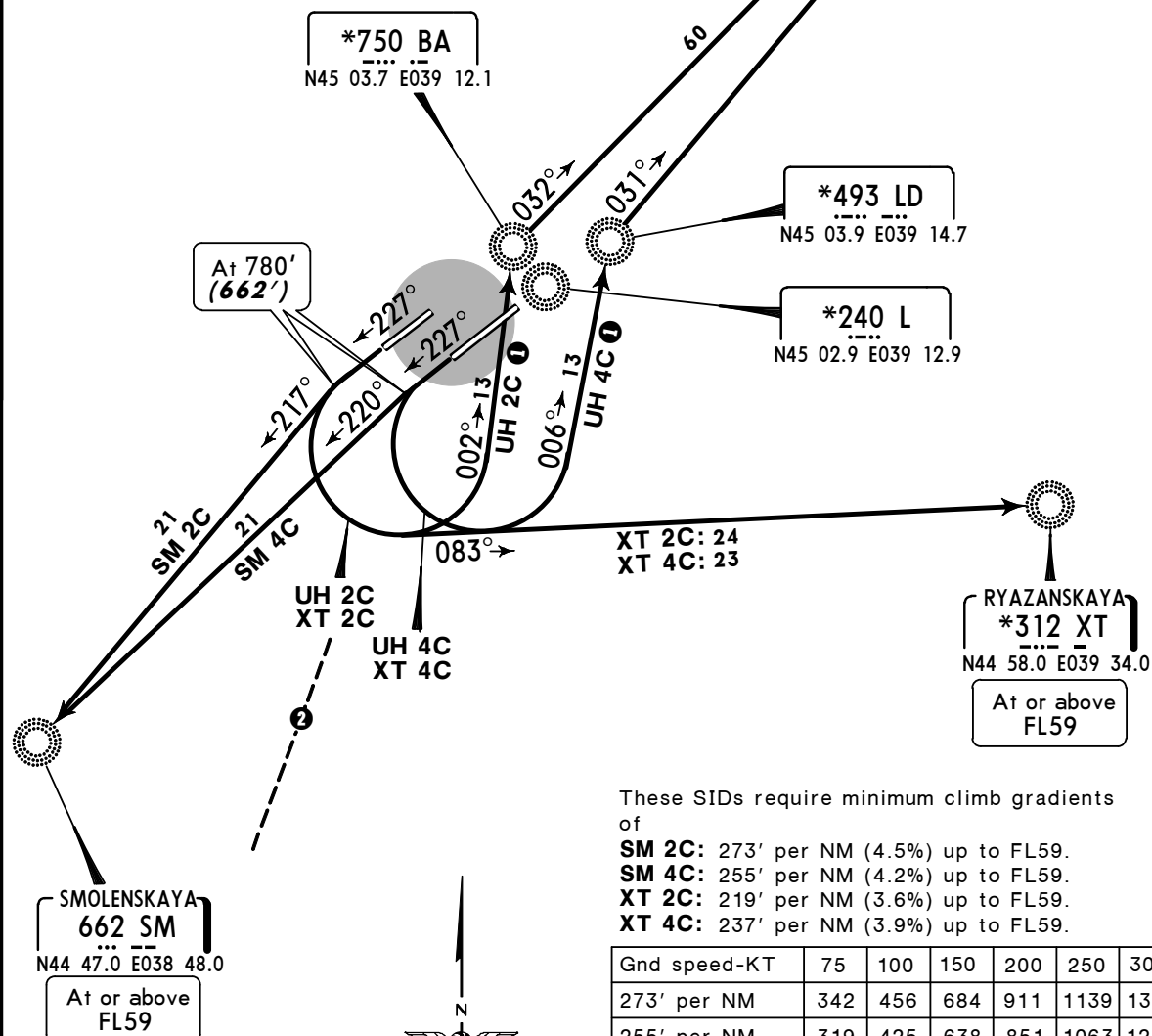
① By ATC

TIKHORETSK
***528 UH**
N45 50.0 E040 05.0

ALT/HEIGHT CONVERSION
QNH (QFE)
780' **(662' - 200m)**
3080' **(2962' - 900m)**

FL CONVERSION
FL49 **FL1500m**
FL59 **FL1800m**

② 207° from ARP between
13.2 NM and 21.6 NM do
not fly east of this line.



These SIDs require minimum climb gradients
of

SM 2C: 273' per NM (4.5%) up to FL59.
SM 4C: 255' per NM (4.2%) up to FL59.
XT 2C: 219' per NM (3.6%) up to FL59.
XT 4C: 237' per NM (3.9%) up to FL59.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367
255' per NM	319	425	638	851	1063	1276
237' per NM	296	395	592	790	987	1185
219' per NM	273	365	547	729	911	1094

URKK/KRR
PASHKOVSKIY**JEPPESEN**

28 APR 06

10-4

Eff 11 May

KRASNODAR, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Airplane Flight Manual for specified aircraft.

ARRIVALS

During approach phase, all aircraft shall be operated with engines at the same power setting and with flaps set at minimum safe position.

It is recommended to use runway 05L/R when runway-in-use is runway 23 if a maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual for the specific aircraft and the aircraft proceeding to land at Krasnodar/Pashkovsky AD are at a distance of not less than 54 NM. The decision on carrying out the indicated take-off variant shall be taken by a flight dispatcher. TMA exit in this case shall be executed according to charts established for the runway-in-use.

DEPARTURES

TU-154, TU-134, IL-76, IL-62 aircraft shall take-off from beginning of runway 23R.

When taking-off from runway 05R/23L all Russian-made aircraft shall apply the piloting technique as in accordance with 'Noise Abatement Take-Off' section of the Airplane Flight Manual. Noise abatement shall be achieved owing to climbing after lift-off along the steepest path with subsequent chop throttling of engines to power below the nominal condition and climbing under this power at constant speed ($V_2 = 20$) and with minimum permissible gradient.

At a distance of 2.7 - 3 NM from the beginning of take-off run the crew shall throttle the engines to power providing the vertical rate of climb is 10-13'/sec and after climb of 3080'-3290' the crew shall add engines power to nominal condition and change to a normal flight profile. Other parameters of take-off technique shall be chosen according to the performance diagrams of the Airplane Flight Manual.

All Russian-made aircraft for which there is no section on noise abatement take-off in the Airplane Flight Manual relating to them, and aircraft of foreign types shall carry out take-off from runway 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runway 05R/23L with further passing NZ, SM or XT NDB, the change to flight profile using the climb gradients recommended on SID charts shall be carried out at 4.9 NM after lift-off.

After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

NIGHTTIME RESTRICTIONS

Between 2200-0700 LT it is prohibited to take-off from runway 23R and to land on runway 05L.

REVERSE THRUST

On both runways during landing the crews, as far as possible, shall not apply reverse thrust especially in the nighttime.

URKK/KRR

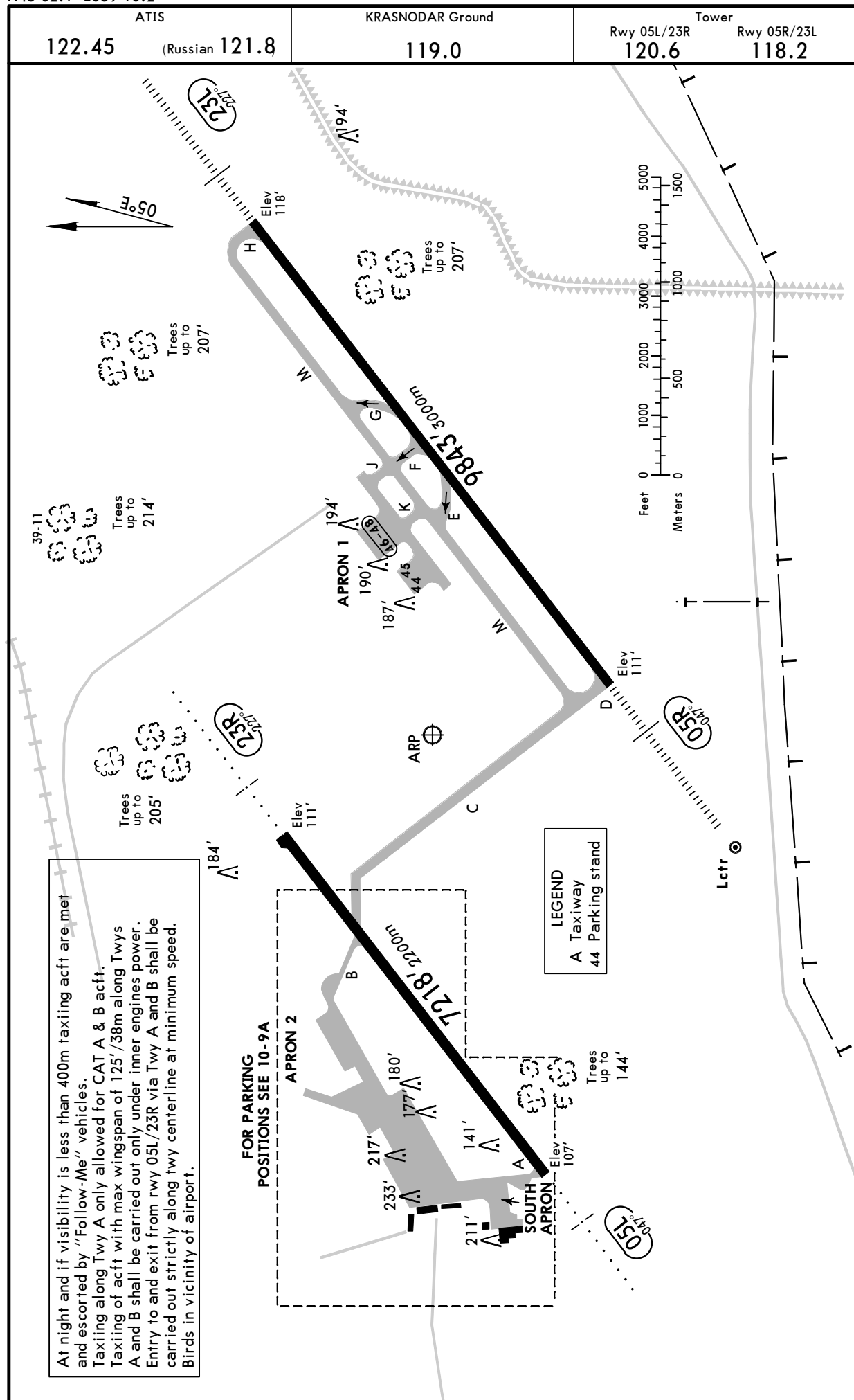
Apt Elev **118'**
N45 02.1 E039 10.2

JEPPesen

16 JUL 10 **(10-9)** Eff 29 Jul

KRASNODAR, RUSSIA

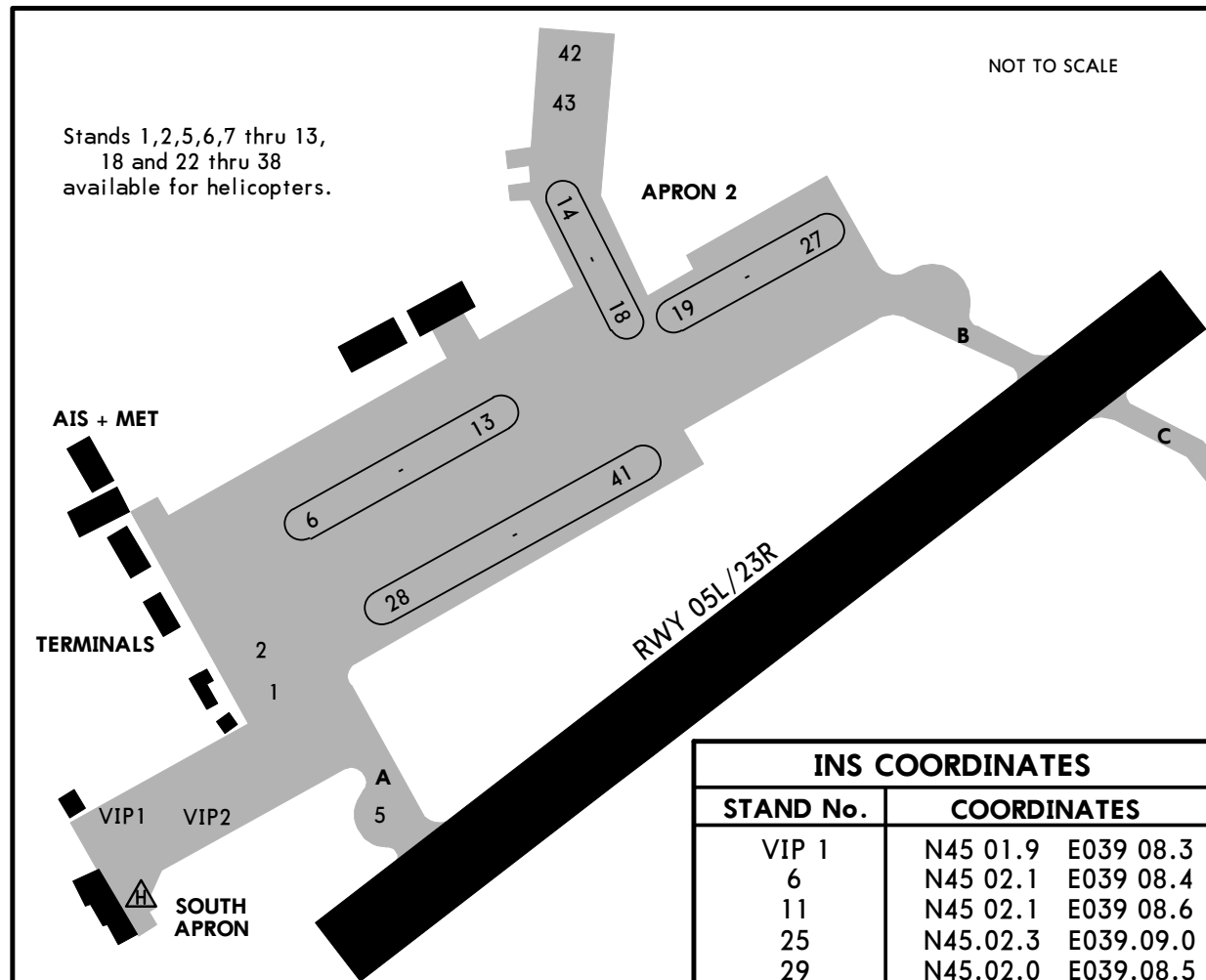
PASHKOVSKIY



URKK/KRR

16 JUL 10 **(10-9A)** Eff 29 Jul

KRASNODAR, RUSSIA
PASHKOVSKIY



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING	BEYOND	
			Threshold	Glide Slope	TAKE-OFF
05L	RL (60m) ALS TDZ	RVR	①		①
23R					
05R	HIRL (60m) HIALS TDZ	RVR		8824' 2690m	
23L				8754' 2668m	

① Prohibited to all acft between 2200 - 0700.

TAKE-OFF	
AIR CARRIER (JAA)	
All Rwys	
LVP must be in force	RCLM (DAY only) or RL
RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	
B	250m
C	
D	300m

URKK/KRR
Standard
KRASNODAR, RUSSIA
PAŠHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
05L	NDB ① (with FAF)	550' (443') R1500m	550' (443') R1500m	NOT APPLICABLE	NOT APPLICABLE
	NDB ① (w/o FAF)	810' (703') C3100m	810' (703') C3100m	NOT APPLICABLE	NOT APPLICABLE
05R	ILS <i>FULL</i>	311' (200') R550m	311' (200') R550m	311' (200') R550m	311' (200') R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC ①	460' (349') R900m	460' (349') R900m	460' (349') R900m	460' (349') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	2 NDB ① (with FAF)	470' (359') R900m	470' (359') R900m	470' (359') R900m	470' (359') R900m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
	2 NDB ① (w/o FAF)	470' (359') R1000m	470' (359') R1000m	470' (359') R1200m	470' (359') R1200m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	KR LOM ① (with FAF)	480' (369') R1000m	480' (369') R1000m	480' (369') R1000m	480' (369') R1000m
	<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
	KR LOM ① (w/o FAF)	810' (699') C2700m	810' (699') C2700m	810' (699') C2900m	810' (699') C2900m
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
	K LMM ① (with FAF)	560' (449') R1400m	560' (449') R1400m	560' (449') R1400m	560' (449') R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m
	K LMM ① (w/o FAF)	810' (699') C2700m	810' (699') C2700m	810' (699') C2900m	810' (699') C2900m
	<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m

① Continuous Descent Final Approach.

URKK/KRR
Standard
KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	470' (352')	470' (352')	470' (352')	470' (352')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ①	470' (352')	470' (352')	470' (352')	470' (352')
	(with FAF)	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ①	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	C2700m	C2700m	C2900m	C2900m
	ALS out	C3400m	C3400m	C3600m	C3600m
	LD LOM ①	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1600m	R1600m	R1600m	R1600m
	ALS out	C2400m	C2400m	C2400m	C2400m
	LD LOM ①	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	C2700m	C2700m	C2900m	C2900m
	ALS out	C3400m	C3400m	C3600m	C3600m
	L LMM ①	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m
	L LMM ①	880' (762')	880' (762')	880' (762')	880' (762')
	(w/o FAF)	C3100m	C3100m	C3300m	C3300m
	ALS out	C3800m	C3800m	C4000m	C4000m
23R	NDB ①	480' (369')	480' (369')	NOT	NOT
	(with FAF)	R1500m	R1500m	APPLICABLE	APPLICABLE
	NDB ①	810' (699')	810' (699')	NOT	NOT
	(w/o FAF)	C3000m	C3000m	APPLICABLE	APPLICABLE
	ALS out	C3200m	C3200m		

① Continuous Descent Final Approach.

TAKE-OFF RWY 05L/R, 23L/R

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		

URKK/KRR **JEPPESEN**
3 DEC 10 **10-9X** Eff 16 Dec**JAA MINIMUMS**
KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
05L	NDB	550' (443')	550' (443')	NOT APPLICABLE	NOT APPLICABLE
	(with FAF)	R1300m	R1400m		
	ALS out	R1500m	R1500m		
	NDB	810' (703')	810' (703')		
	(w/o FAF)	R1500m	R1500m	APPLICABLE	APPLICABLE
	ILS	311' (200')	311' (200')	311' (200')	311' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	460' (349')	460' (349')	460' (349')	460' (349')
	(Radar required)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	460' (349')	460' (349')	460' (349')	460' (349')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	KR LOM	480' (369')	480' (369')	480' (369')	480' (369')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	KR LOM	810' (699')	810' (699')	810' (699')	810' (699')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	K LMM	560' (449')	560' (449')	560' (449')	560' (449')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	K LMM	810' (699')	810' (699')	810' (699')	810' (699')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	470' (352')	470' (352')	470' (352')	470' (352')
	(Radar required)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	470' (352')	470' (352')	470' (352')	470' (352')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	L LMM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	L LMM	880' (762')	880' (762')	880' (762')	880' (762')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① LMM out: NOT AUTHORIZED.

CHANGES: Minimums.

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URKK/KRR

JEPPESEN

3 DEC 10

10-9X1

Eff 16 Dec

JAA MINIMUMS

KRASNODAR, RUSSIA
PAŠHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23R	NDB	480' (369')	480' (369')	NOT APPLICABLE	NOT APPLICABLE
	(with FAF)	R1300m	R1400m		
	ALS out	R1500m	R1500m		
	NDB	810' (699')	810' (699')	NOT APPLICABLE	NOT APPLICABLE
	(w/o FAF)	R1500m	R1500m		

TAKE-OFF RWY 05L/23R

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			
NOT APPLICABLE			

TAKE-OFF RWY 05R/23L

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		

URKK/KRR
PASHKOVSKIY

JEPPESSEN
3 DEC 10 (11-1) Eff 16 Dec

KRASNODAR, RUSSIA
ILS or LOC Rwy 05R

ATIS		KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	Russian 121.8	129.6	129.6	127.7	121.3	118.2	119.0
LOC IKR 110.7	Final Apch Crs 047°	GS LOM 784' (673')	ILS DA(H) 311' (200')	Apt Elev 118' RWY 111'	1800'		

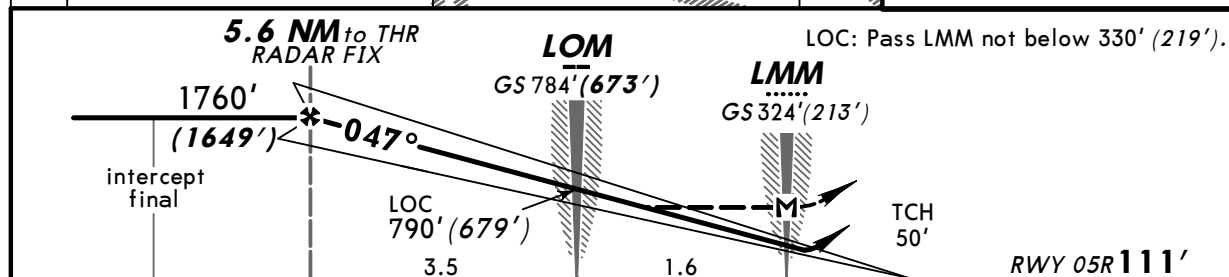
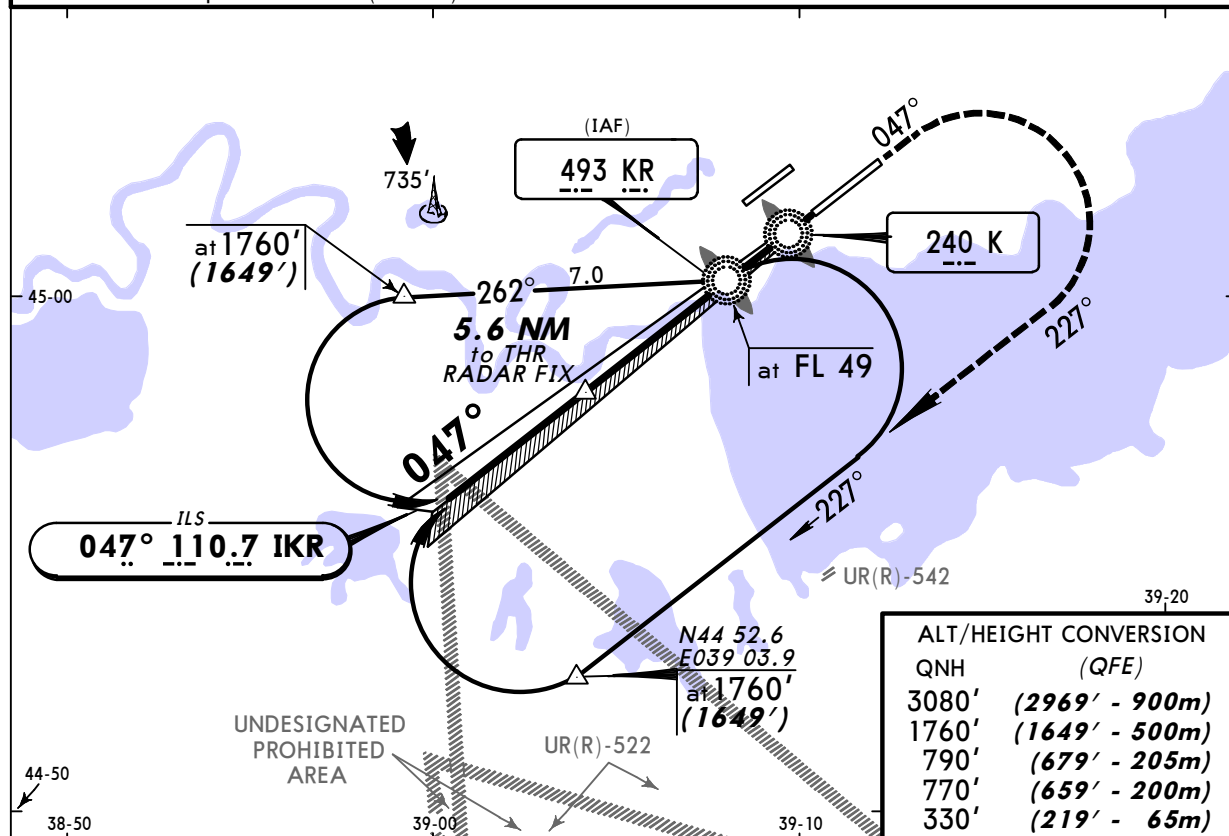
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.

MSA K Lctr

Alt Set: MM (hPa on req) QNH on r
Radar control required for LOC (GS out).

QNH on req (**QFE**)

Trans |level|: FL 49

Trans alt: 3080' (**2969'**)[illegible]

STRAIGHT-IN LANDING RWY 05R

ILS			LOC (GS out)		
DA(H) 311'(200')			MDA(H) 460'(349')		
FULL		ALS out		LMM out	ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m
B					VIS 1600m
C					
D			1200m		RVR 1800m VIS 2000m

CHANGES: Procedure.

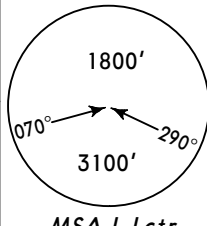
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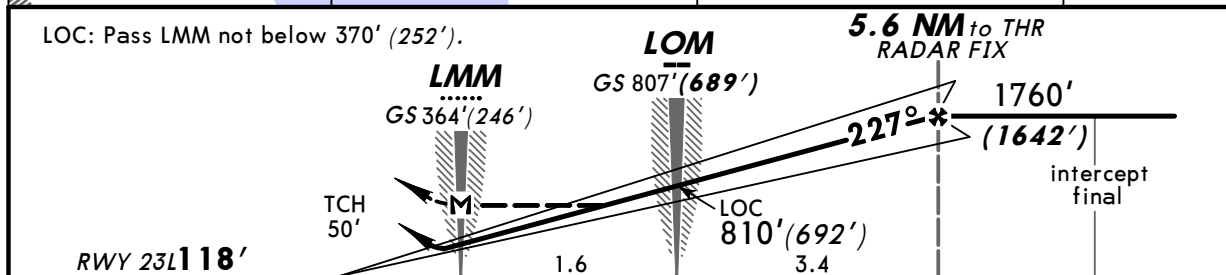
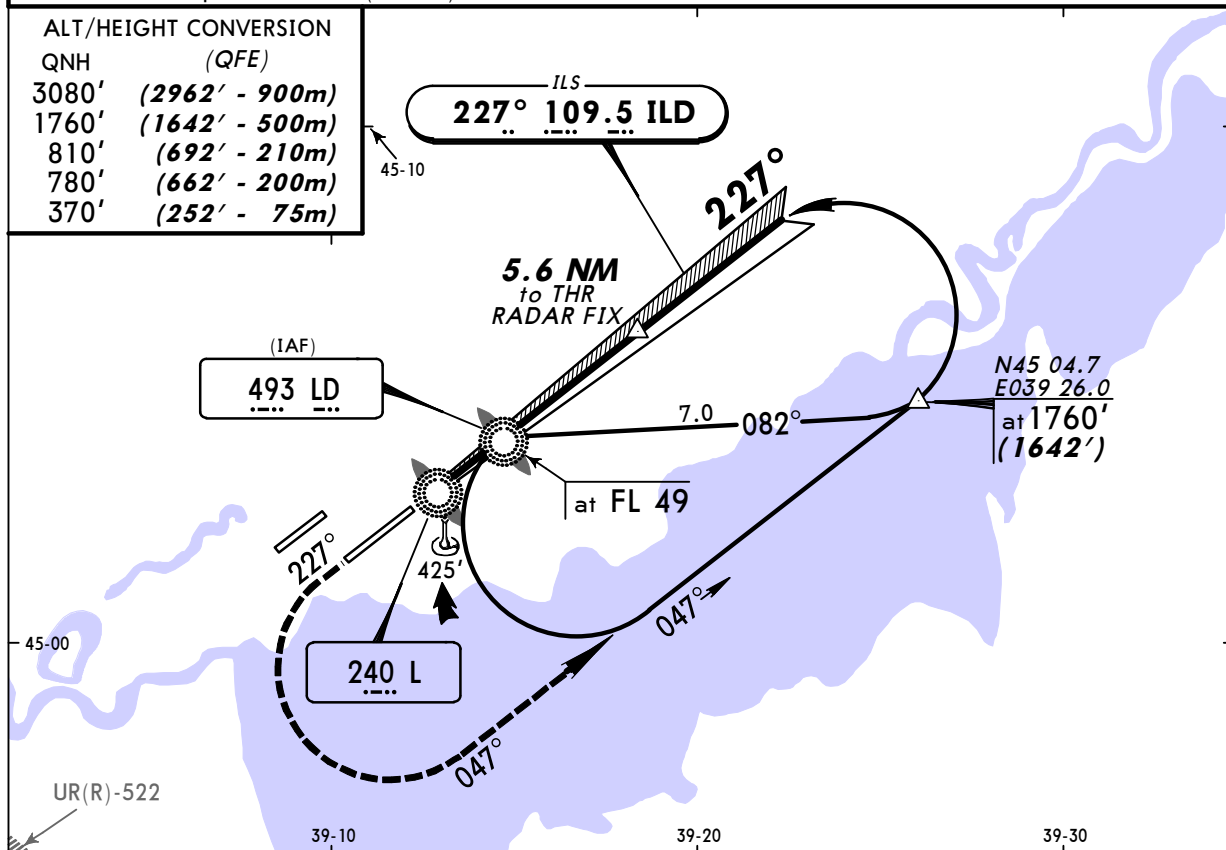
URKK/KRR
PASHKOVSKIY

JEPPesen
3 DEC 10 **(11-2)** Eff 16 Dec

KRASNODAR, RUSSIA
ILS or LOC Rwy 23L

BRIEFING STRIP

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	121.8	129.6	129.6	121.3	118.2	119.0
LOC ILD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 118'		
109.5	227°	807' (689')	318' (200')	RWY 118'		
MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1760' (1642'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3080' (2962')
Radar control required for LOC		(GS out)				



Gnd speed-Kts	70	90	100	120	140	160	HIALS		780' (662') on 227°	047° LT	1760' (1642')
ILS GS or LOC Desc angle 2.67°	336	432	480	576	671	767					
MAP at LMM											

STRAIGHT-IN LANDING RWY 23L					
ILS			LOC (GS out)		
DA(H) 318' (200')			MDA(H) 470' (352')		
FULL	ALS out		LMM out	ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
D			1200m		RVR 1800m VIS 2000m

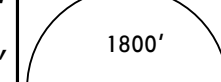
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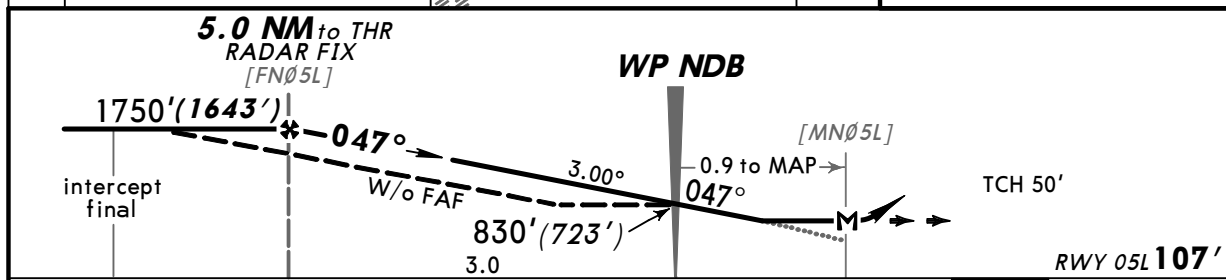
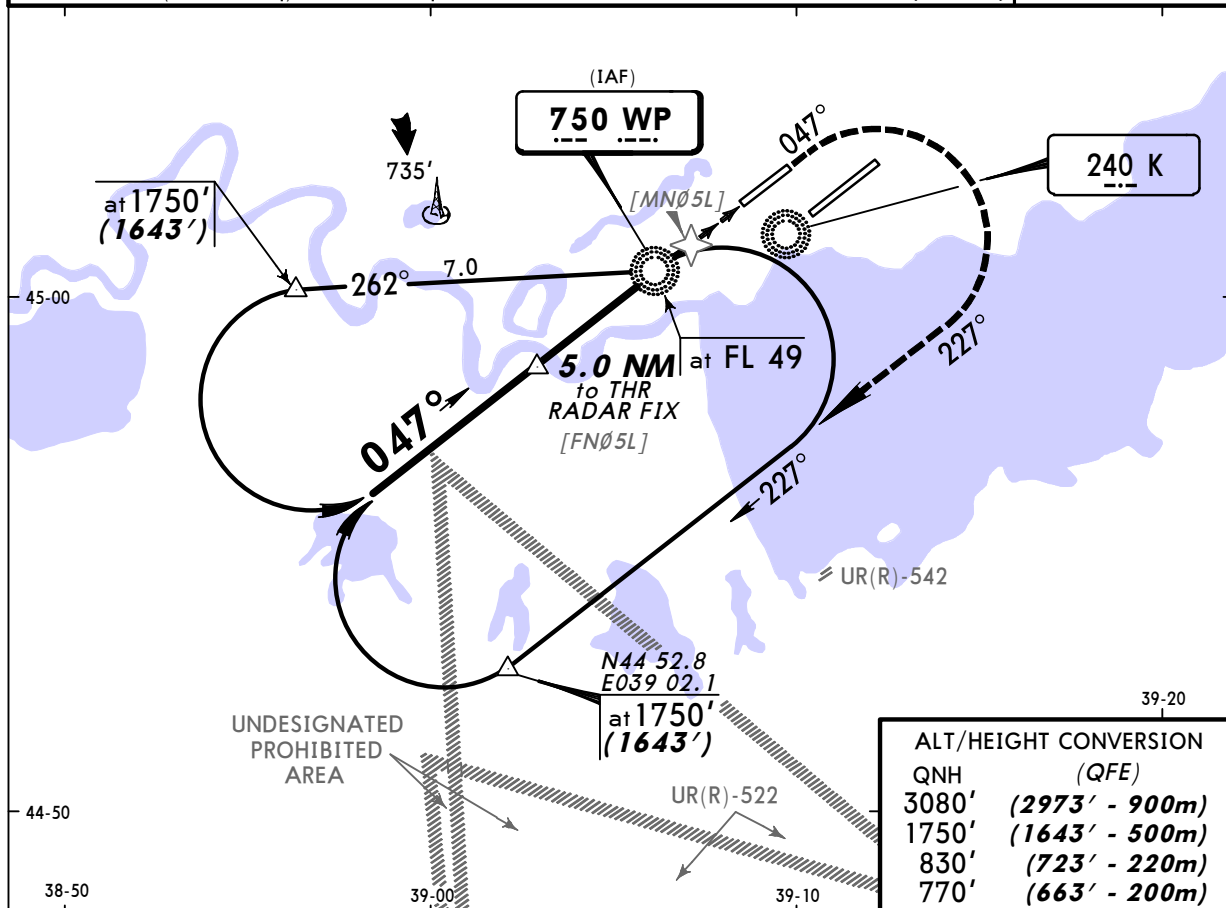
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3 DEC 10
Eff 16 Dec **16-1** **CAT A & B**

KRASNODAR, RUSSIA
NDB Rwy 05L

BRIEFING STRIP

ATIS		KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	Russian 121.8	129.6	129.6	127.7	121.3	118.2	119.0
NDB WP 750	Final Apch Crs 047°	Minimum Alt 5.0 NM to THR 1750' (1643')	MDA(H) (CONDITIONAL) 550' (443')	Apt Elev 118' RWY 107'			
MISSED APCH: Climb on 047° to 770' (663'), then turn RIGHT onto 227° climbing to 1750' (1643'), then according to chart.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080' (2973')							
							MSA K Lctr



Gnd speed-Kts	70	90	100	120	140	160	ALS	770' (663') on 047°	227° RT	1750' (1643')
Descent angle	3.00°	372	478	531	637	743	849			
NDB to MAP	0.9	0:46	0:36	0:32	0:27	0:23	0:20			

STRAIGHT-IN LANDING RWY 05L			
With FAF	W/o FAF		
MDA(H) 550' (443')	MDA(H) 810' (703')		
ALS out	ALS out		
A	2200m	2200m	
B			
C	NOT APPLICABLE		
D			

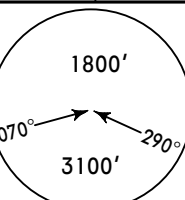
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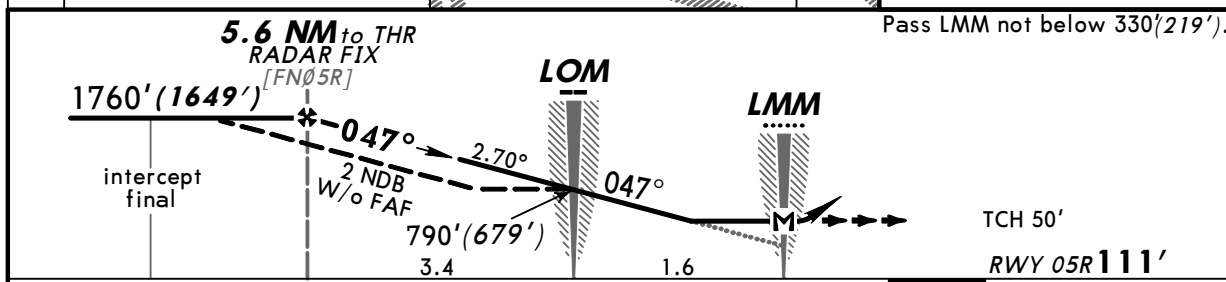
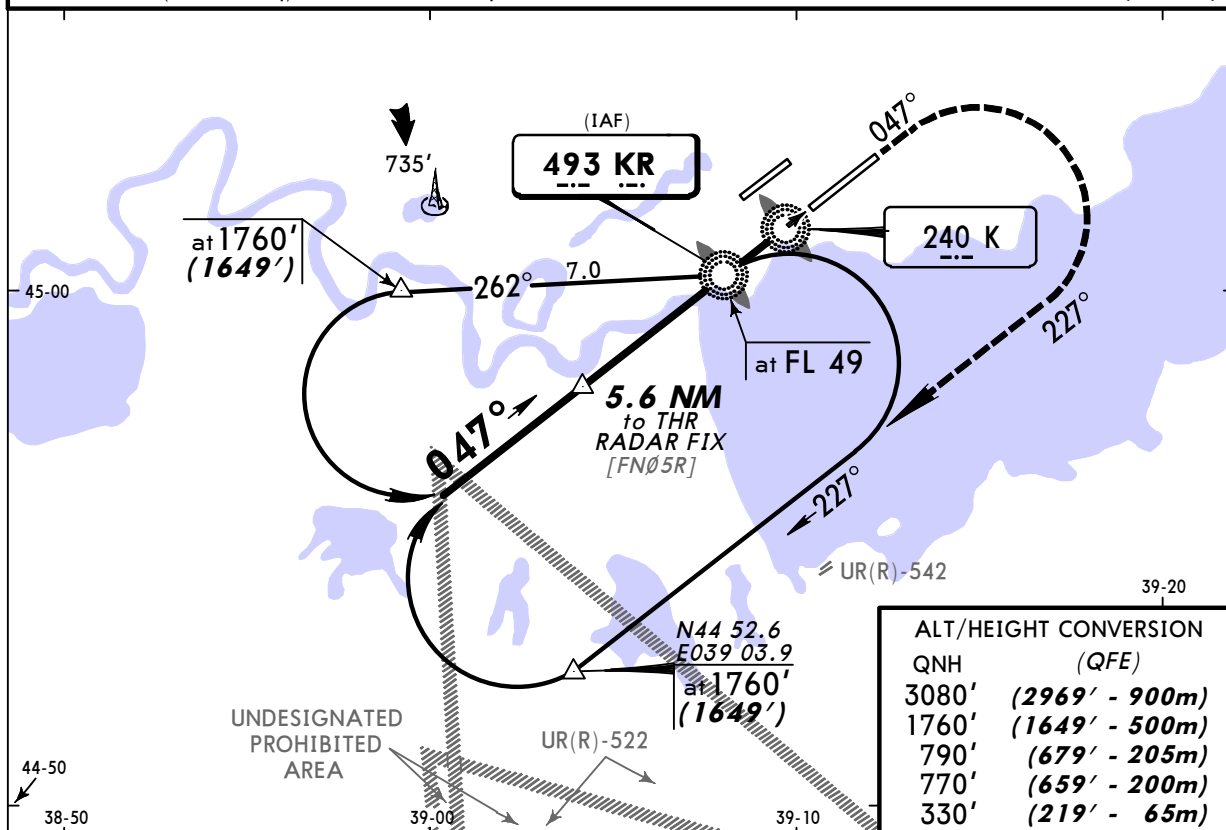
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JEPPesen
3 DEC 10 **(16-2)** Eff 16 Dec

KRASNODAR, RUSSIA
2 NDB Rwy 05R

BRIEFING STRIP

ATIS		KRASNODAR Approach East (0500-1900) Sector East		KRASNODAR Approach West (0500-1900) Sector West		KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	Russian 121.8	129.6	All Sectors 129.6	127.7		121.3	118.2	119.0
NDB KR 493	Final Apch Crs 047°	Minimum Alt 5.6 NM to THR 1760' (1649')	MDA(H) Refer to Minimums		Apt Elev 118' RWY 111'		 MSA K Lctr	
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.								
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3080' (2969')		



Gnd speed-Kts	70	90	100	120	140	160	HIALS		770' (659') on 047°	227° RT	1760' (1649')
Descent Angle 2.70°	334	430	478	573	669	764					
2 NDB: MAP at LMM											

2 NDB		STRAIGHT-IN LANDING RWY 05R				K LMM			
1 MDA(H)		With FAF MDA(H)		W/o FAF MDA(H)		With FAF MDA(H)		W/o FAF MDA(H)	
460' (349')		480' (369')		810' (699')		560' (449')		810' (699')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1200m	RVR 1500m	1300m		3200m	1900m		3200m	
C		VIS 1600m		2100m			2700m		
D	RVR 1500m	RVR 1800m	1700m		3200m	3600m	2300m	3200m	3600m
	VIS 1600m	VIS 2000m							

1 W/o FAF: MDA(H) 470' (359').

CHANGES: Procedure. Minimums.

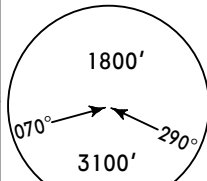
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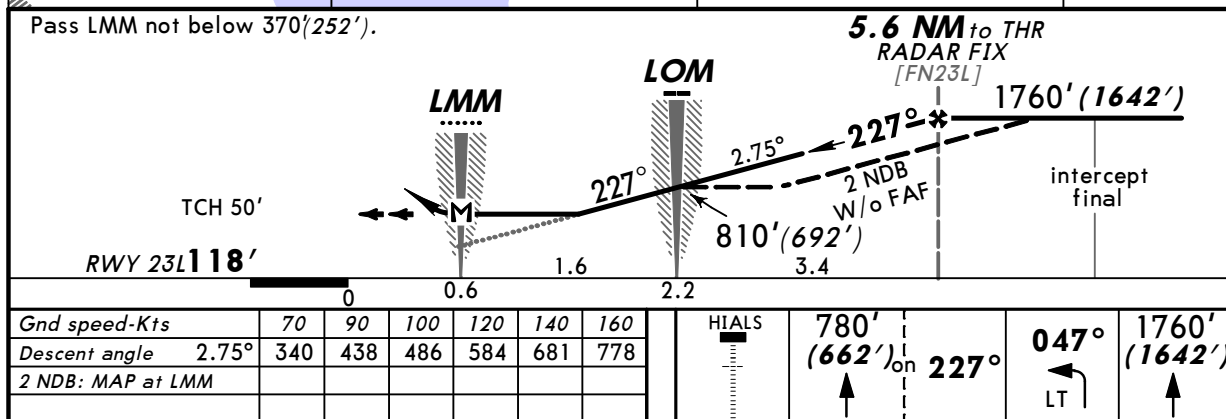
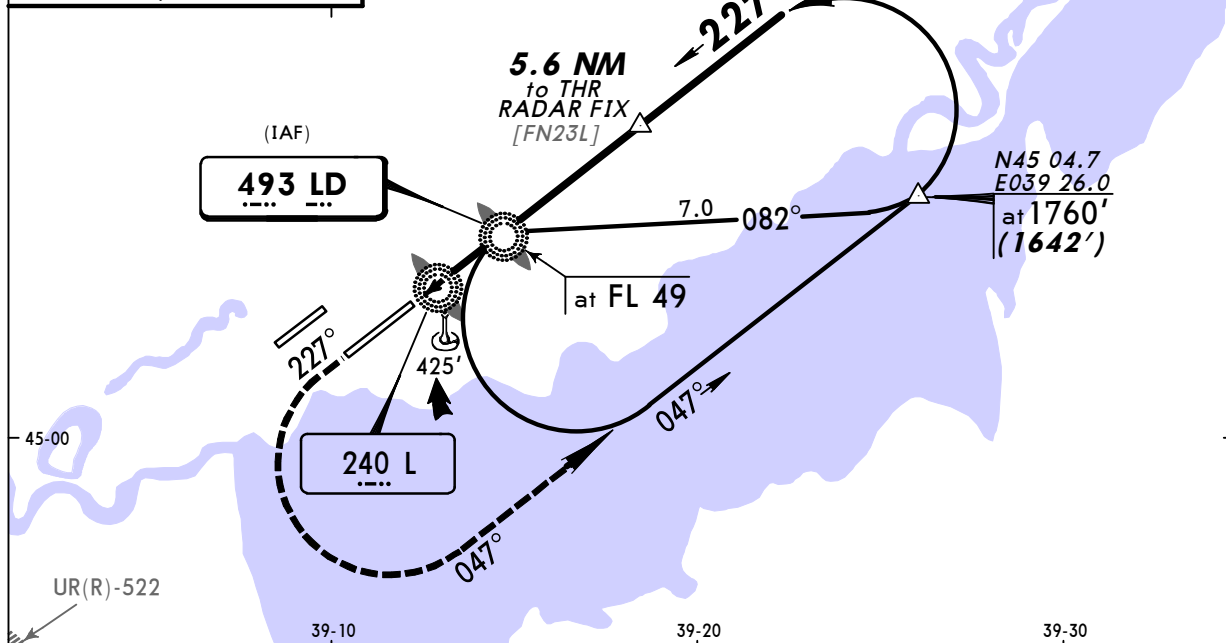
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3 DEC 10 **(16-3)** Eff 16 Dec

KRASNODAR, RUSSIA
2 NDB Rwy 23L

BRIEFING STRIP

ATIS	Russian	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	121.8	129.6	129.6	127.7	121.3	118.2	119.0
NDB LD 493	Final Apch Crs 227°	Minimum Alt 5.6 NM to THR 1760' (1642')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 118'			
MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1760' (1642'), then according to chart.							MSA L Lctr
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49		Trans alt: 3080' (2962')	

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3080'	(2962' - 900m)
1760'	(1642' - 500m)
810'	(692' - 210m)
780'	(662' - 200m)
370'	(252' - 75m)



STRAIGHT-IN LANDING RWY 23L							
2 NDB		LD LOM		L LMM			
With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)		
470' (352')	810' (692')	630' (512')	810' (692')	630' (512')	880' (762')		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out		
A						3200m	
B	1200m						
C	R1500m V1600m	3200m	2300m	3200m	2300m	2800m	3600m
D	R1500m V1600m	R1800m V2000m	3200m 3600m	2700m	3200m 3600m	2700m	3600m 4000m

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KRASNODAR, RUSSIA
NDB Rwy 23R

3 DEC 10
Eff 16 Dec

16-4

CAT A & B

ATIS		KRASNODAR (0500-1900)	Approach East (1900-0500)	KRASNODAR (0500-1900)	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45	Russian 121.8	Sector East 129.6	All Sectors 129.6	Sector West 127.7	121.3	118.2	119.0
NDB BA 750	Final Apch Crs 227°	Minimum Alt 5.0 NM to THR 1760' (1649')	MDA(H) (CONDITIONAL) 480' (369')	Apt Elev 118' RWY 111'		1800'	

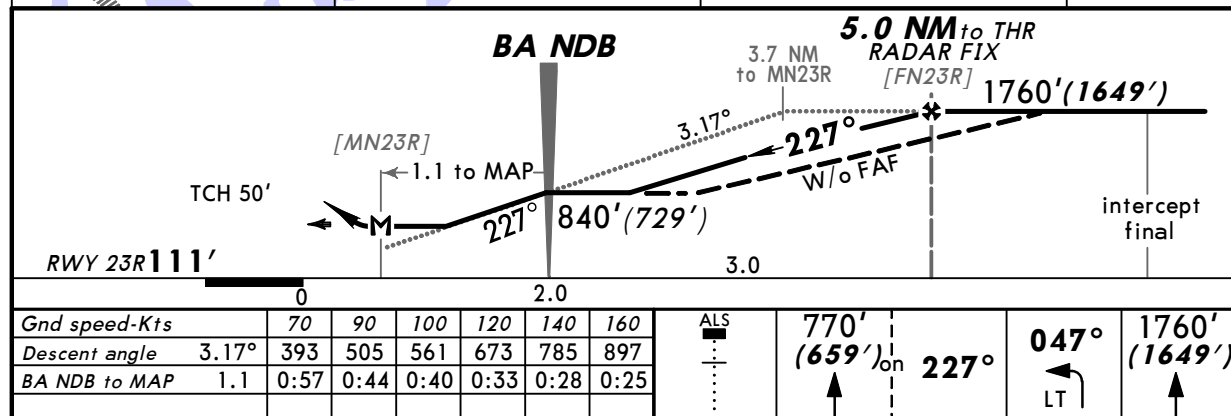
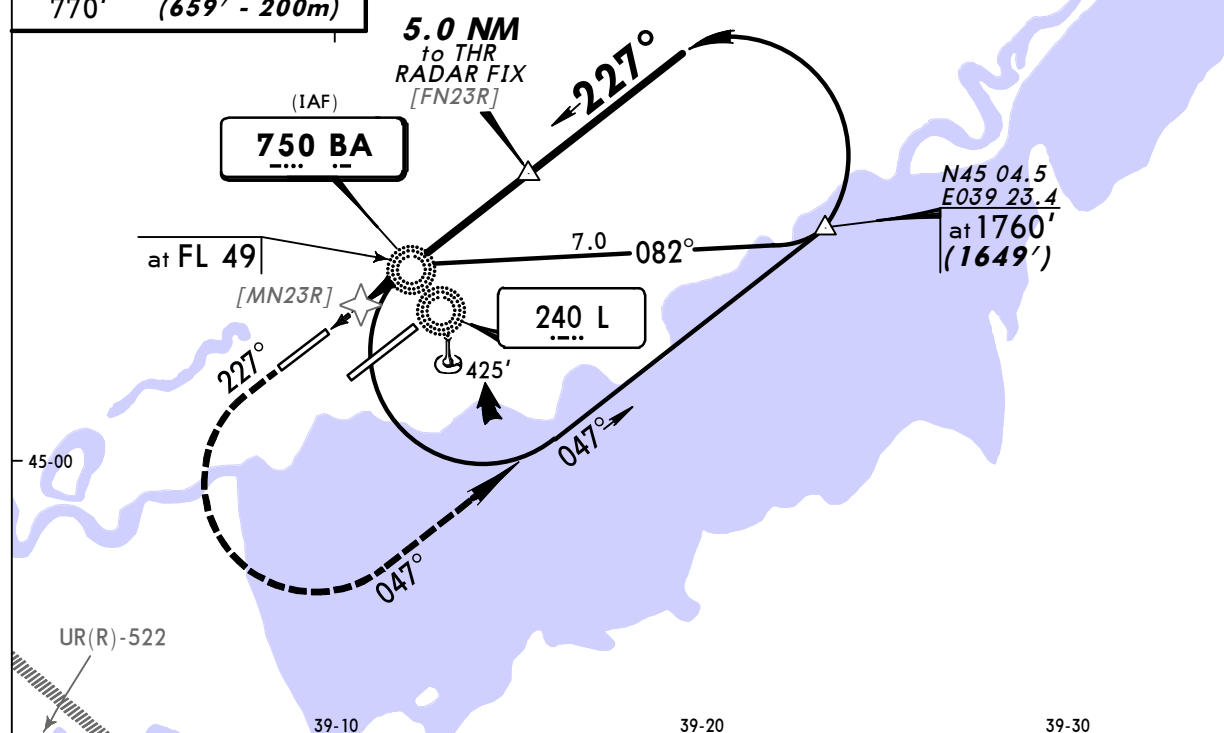
MISSED APCH: Climb on 227° to 770' (659'), then turn LEFT onto 047° climbing to 1760' (1649'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 49 Trans alt: 3080' (**2969'**)

MSA L Lctr

ALT/HEIGHT CONVERSION

QNH	(<i>QFE</i>)
3080'	(2969' - 900m)
1760'	(1649' - 500m)
840'	(729' - 220m)
770'	(659' - 200m)



STRAIGHT-IN LANDING RWY 23R				
With FAF		W/o FAF		
MDA(H) 480'(369')		MDA(H) 810'(699')		
ALS out		ALS out		
A	RVR <i>1500m</i>		RVR <i>1500m</i>	
B	VIS <i>1600m</i>		VIS <i>1600m</i>	
C	NOT APPLICABLE			
D				

CHANGES: Procedure.

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