Page 1
Changed chart(s) since Disc 09-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|---|---|---|---|

No revision activity since Disc 09-2011

# 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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USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-2)

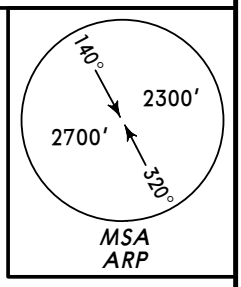
KURGAN, RUSSIA
STAR

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

# BAGER Ø2A (BAG Ø2A), BAGER Ø2B (BAG Ø2B)
## RWY 02 ARRIVALS
FROM NORTH

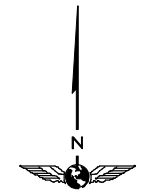
CAT C & D

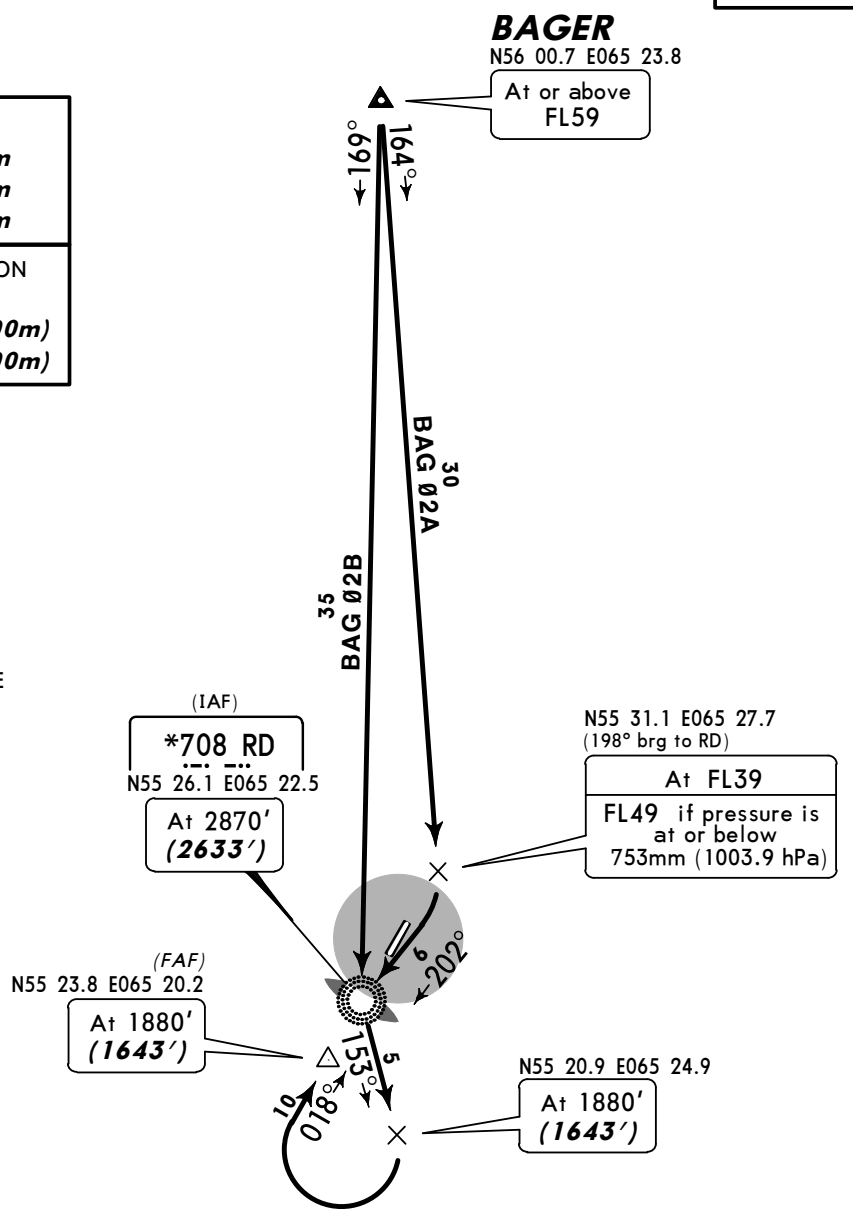
FOR RUSSIAN USERS ONLY



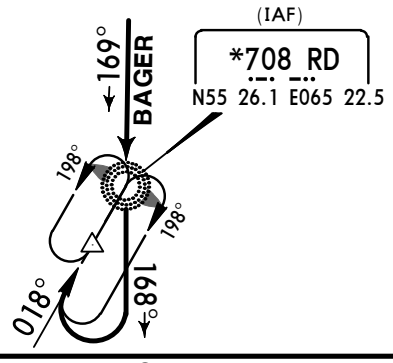

| FL CONVERSION | |
|---|---|
| FL59 | *FL1800m* |
| FL49 | *FL1500m* |
| FL39 | *FL1200m* |

| 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

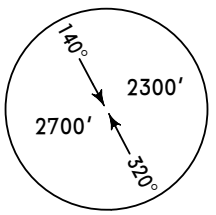
JEPPESEN
4 JUN 10 (10-2A)

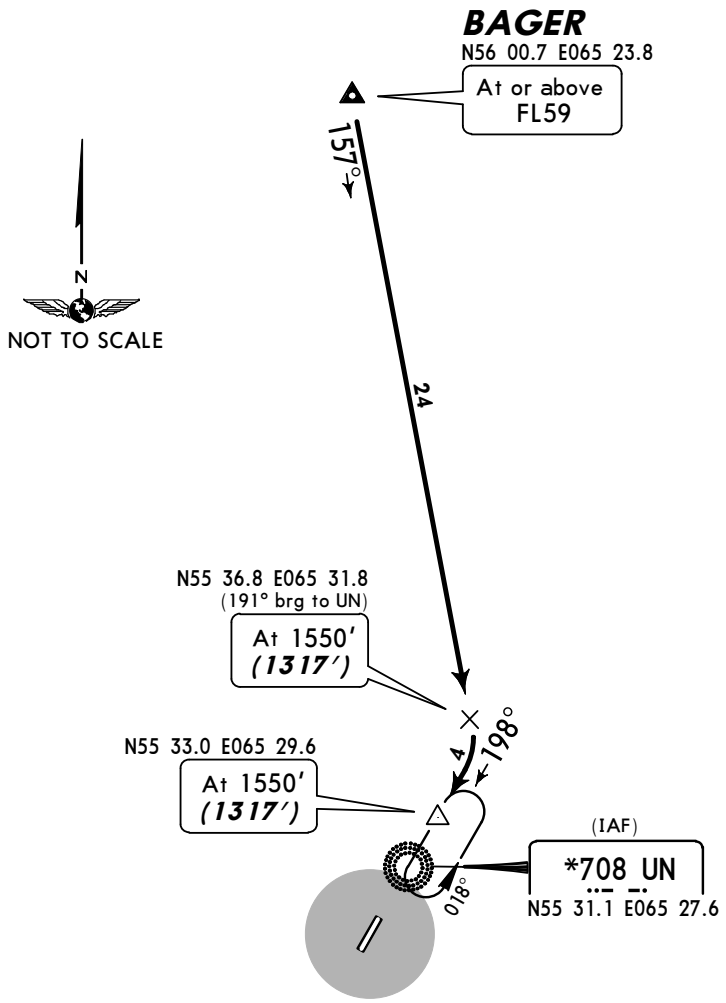
KURGAN, RUSSIA
STAR

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

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

FOR RUSSIAN USERS ONLY




**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)

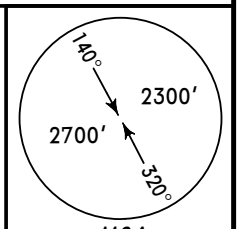
# KURGAN, RUSSIA
STAR

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

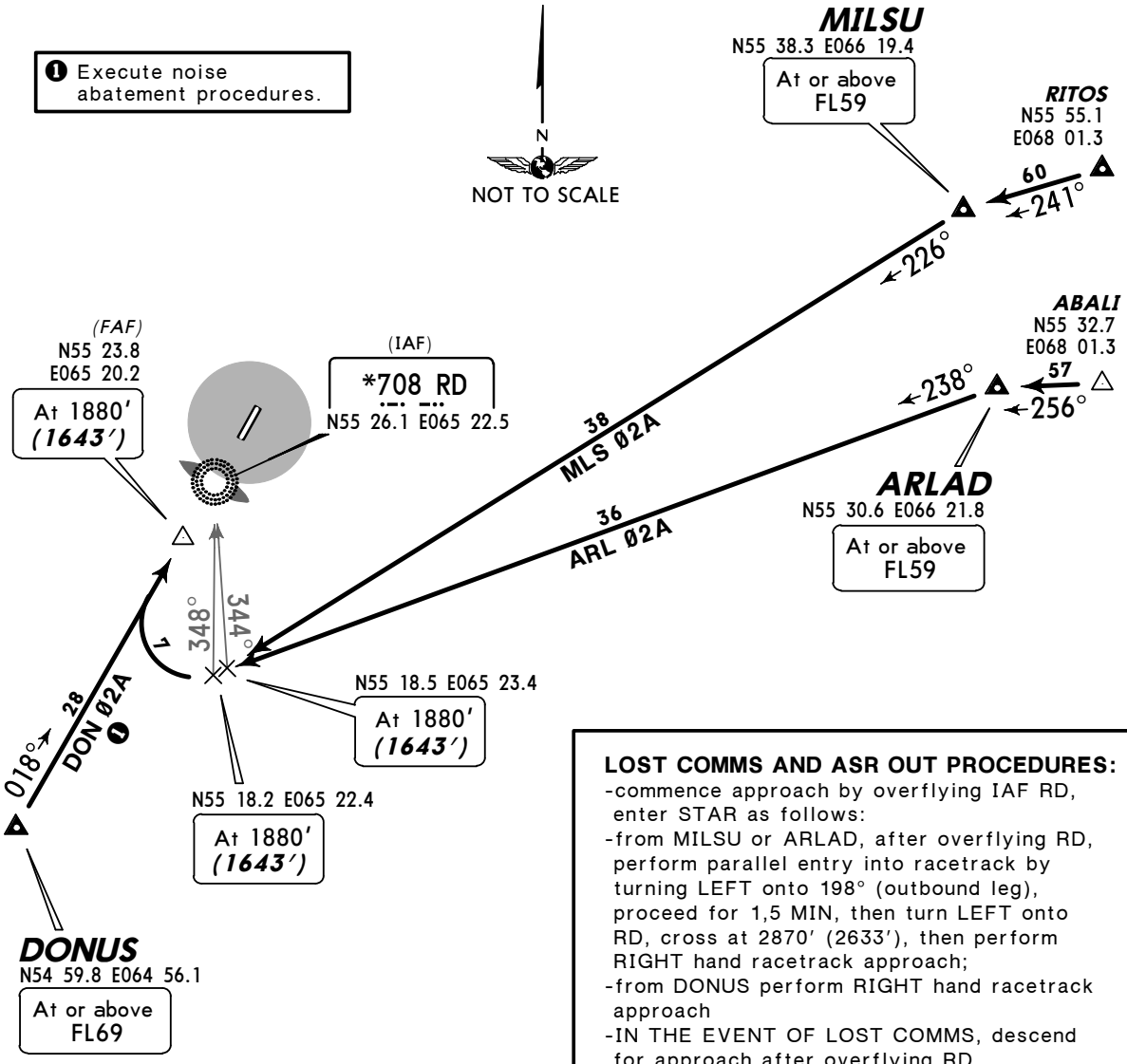
## ARLAD Ø2A (ARL Ø2A)
## DONUS Ø2A (DON Ø2A)❶ , MILSU Ø2A (MLS Ø2A)
## RWY 02 ARRIVALS
FROM EAST & SOUTH

CAT C & D

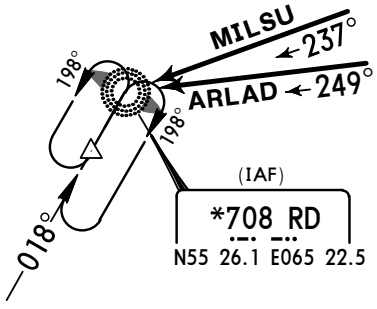
FOR RUSSIAN USERS ONLY




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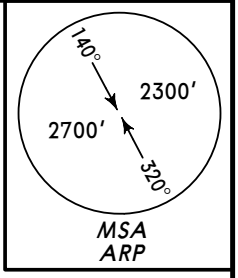
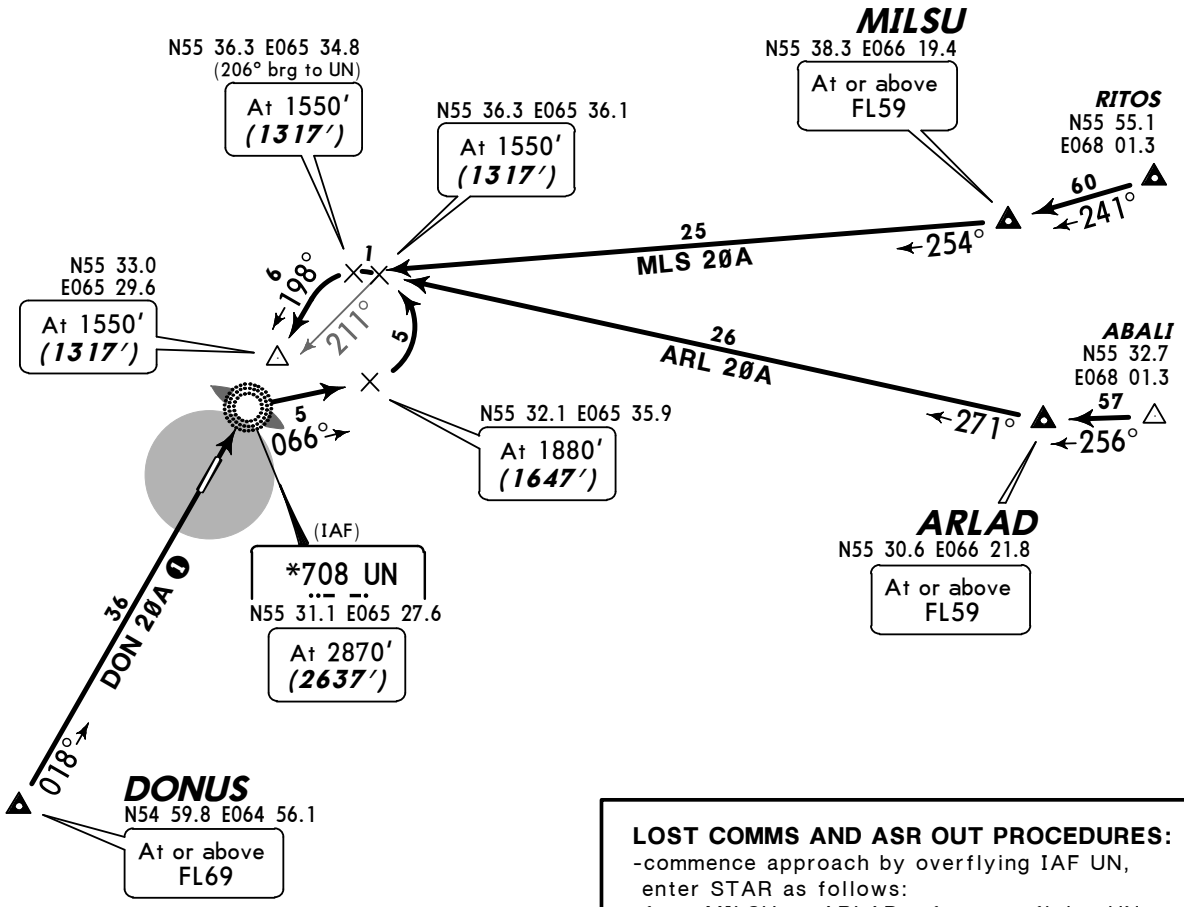
| *KURGAN Approach (Russian) 120.3 124.0X | Apt Elev 239′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2637′)***<br>Final turn to be performed with descent. |
|---|---|---|

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

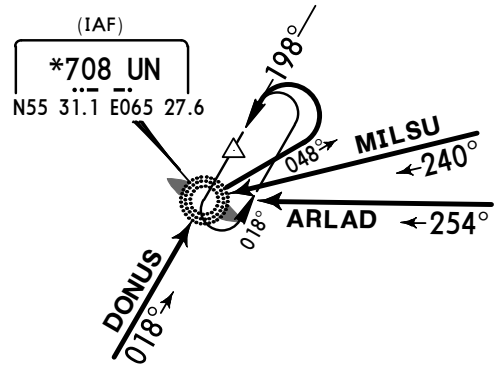
FOR RUSSIAN USERS ONLY




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)*** |

*CHANGES:* New airport.

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# USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-2D)

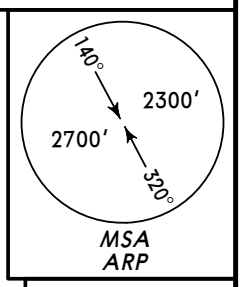
# KURGAN, RUSSIA
STAR

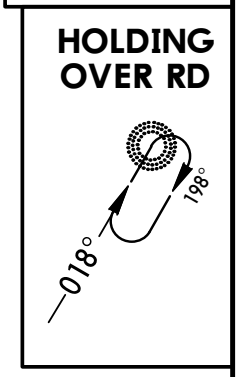
| *KURGAN Approach (Russian) | Apt Elev | |
|---|---|---|
| 120.3 124.0X | 239′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2633′)***<br>Final turn to be performed with descent. |

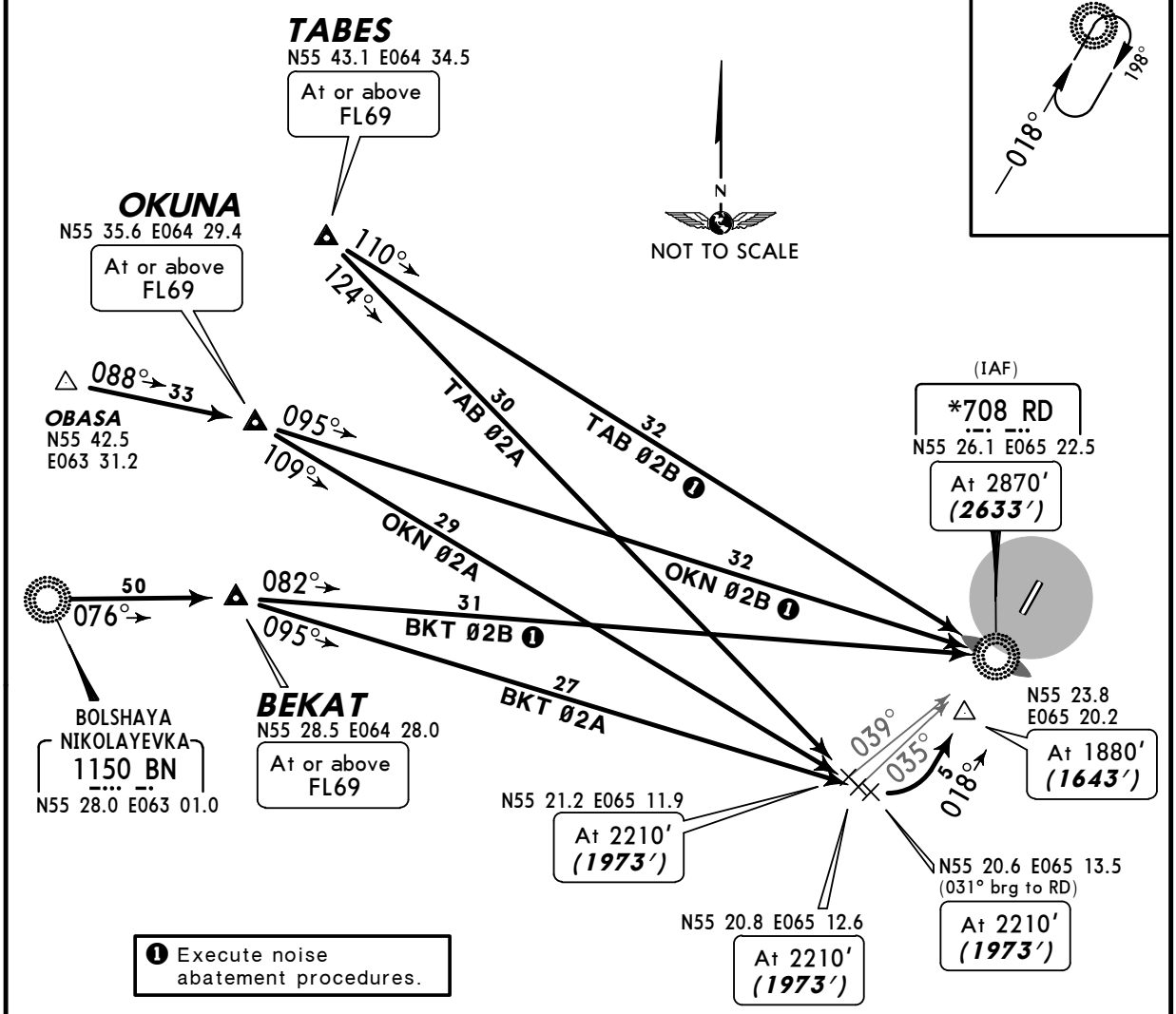
## BEKAT Ø2A (BKT Ø2A), BEKAT Ø2B (BKT Ø2B) ❶
## OKUNA Ø2A (OKN Ø2A), OKUNA Ø2B (OKN Ø2B) ❶
## TABES Ø2A (TAB Ø2A), TABES Ø2B (TAB Ø2B) ❶
## RWY 02 ARRIVALS
FROM WEST

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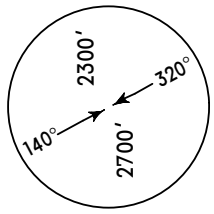
| *KURGAN Approach (Russian) 120.3 124.0X | Apt Elev 239′ | Alt Set: MM (hpa on request) QNH on request (QFE)<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ *(2637′)*<br>Final turn to be performed with descent. |
|---|---|---|




# 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

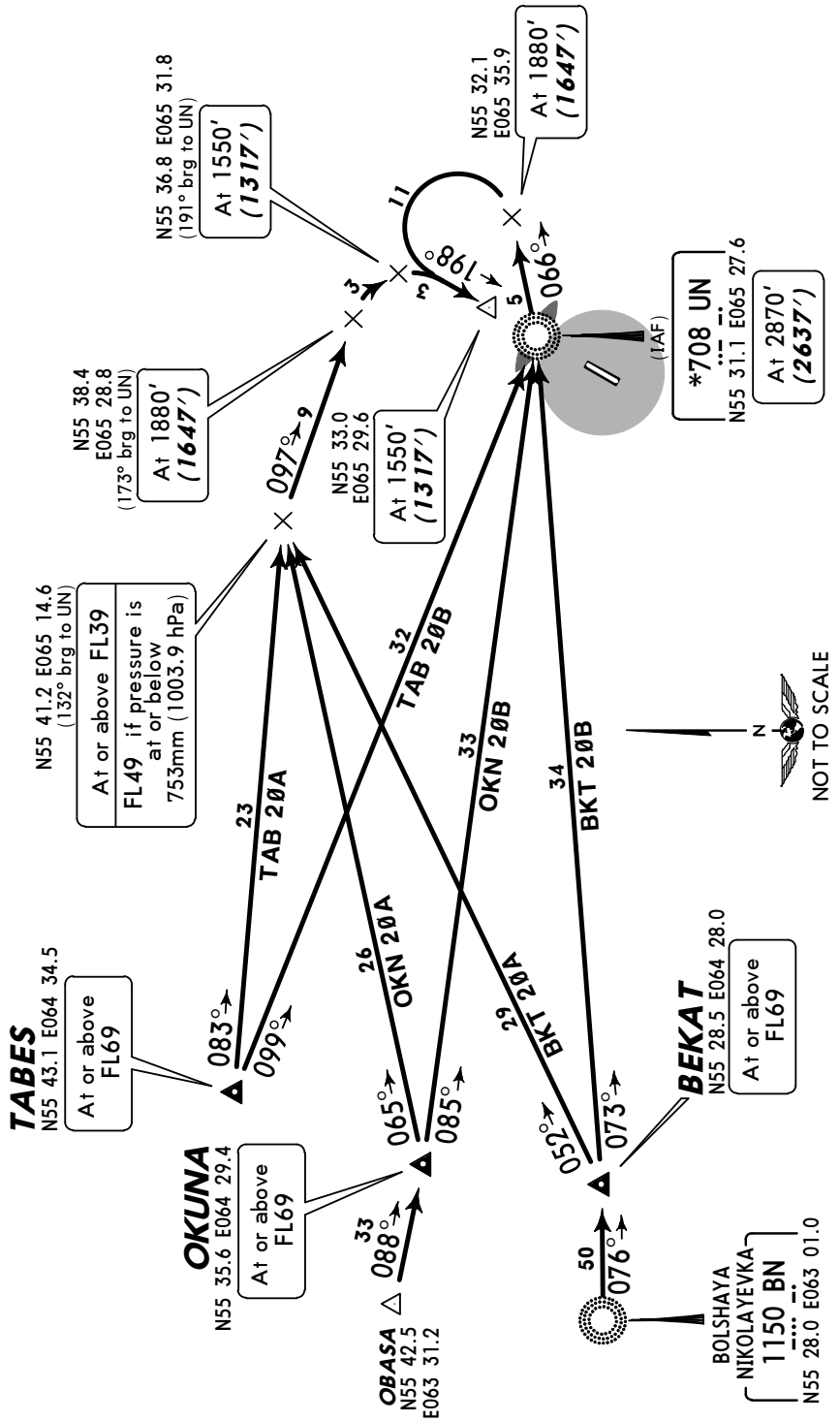
CAT C & D

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.

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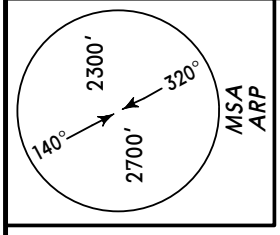
# USUU/KRO
KURGAN

JEPPESEN
4 JUN 10 (10-2F)

# KURGAN, RUSSIA
STAR

| *KURGAN Approach (Russian) 120.3 124.0X | Apt Elev 239′ | Alt Set: MM (hPa on request) QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2637′)***<br>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

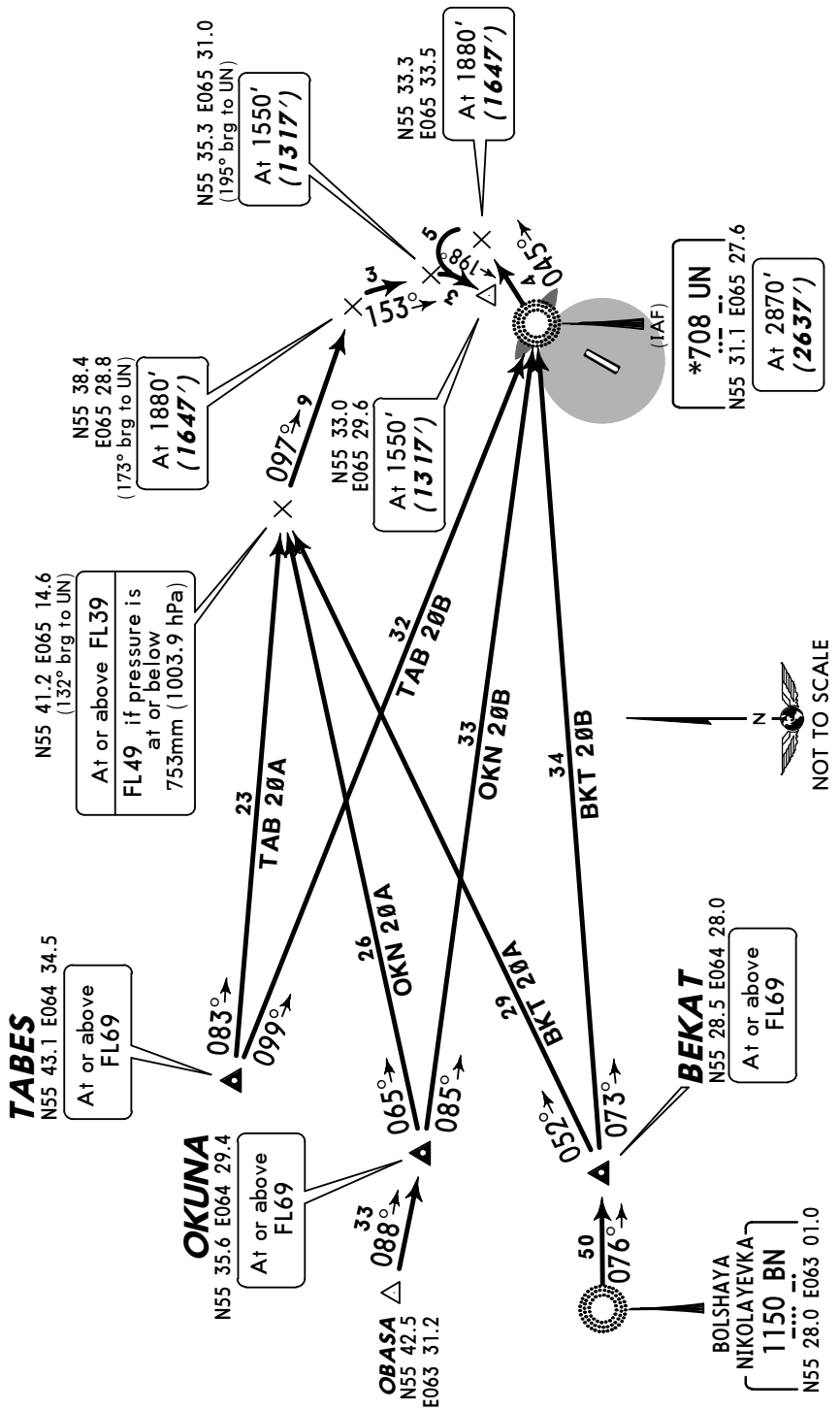
FROM WEST

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)

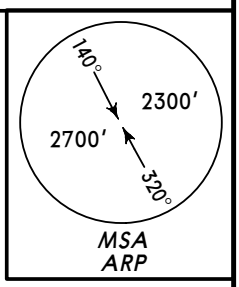
# KURGAN, RUSSIA
SID

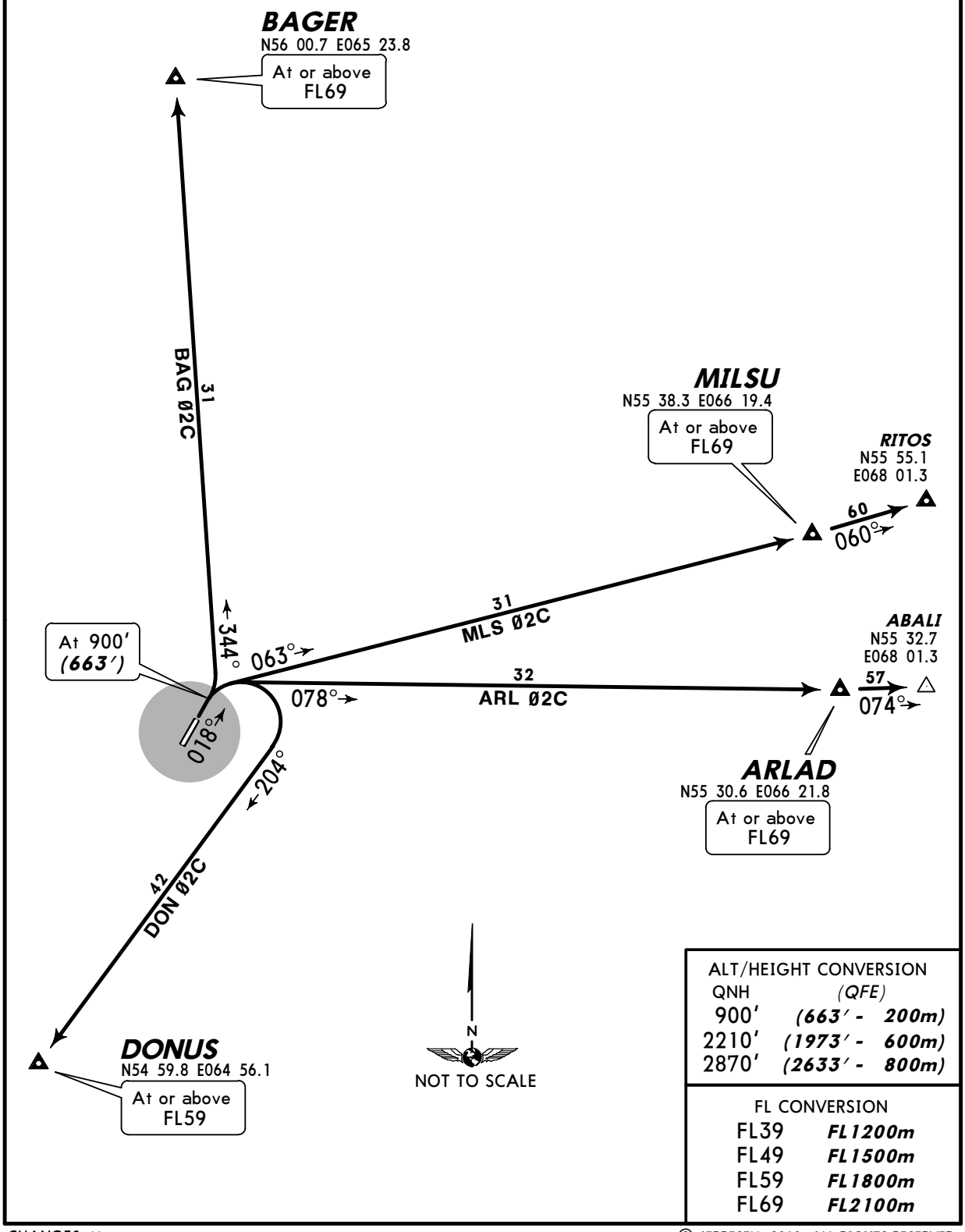
| *KURGAN Approach (Russian) | Apt Elev | |
|---|---|---|
| 120.3 124.0X | 239′ | QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2633′)***<br>Once airborne, ensure noise abatement while climbing to 2210′ ***(1973′).*** |

## 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

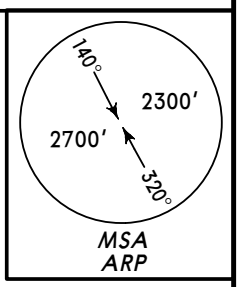
JEPPESEN
4 JUN 10 (10-3A)

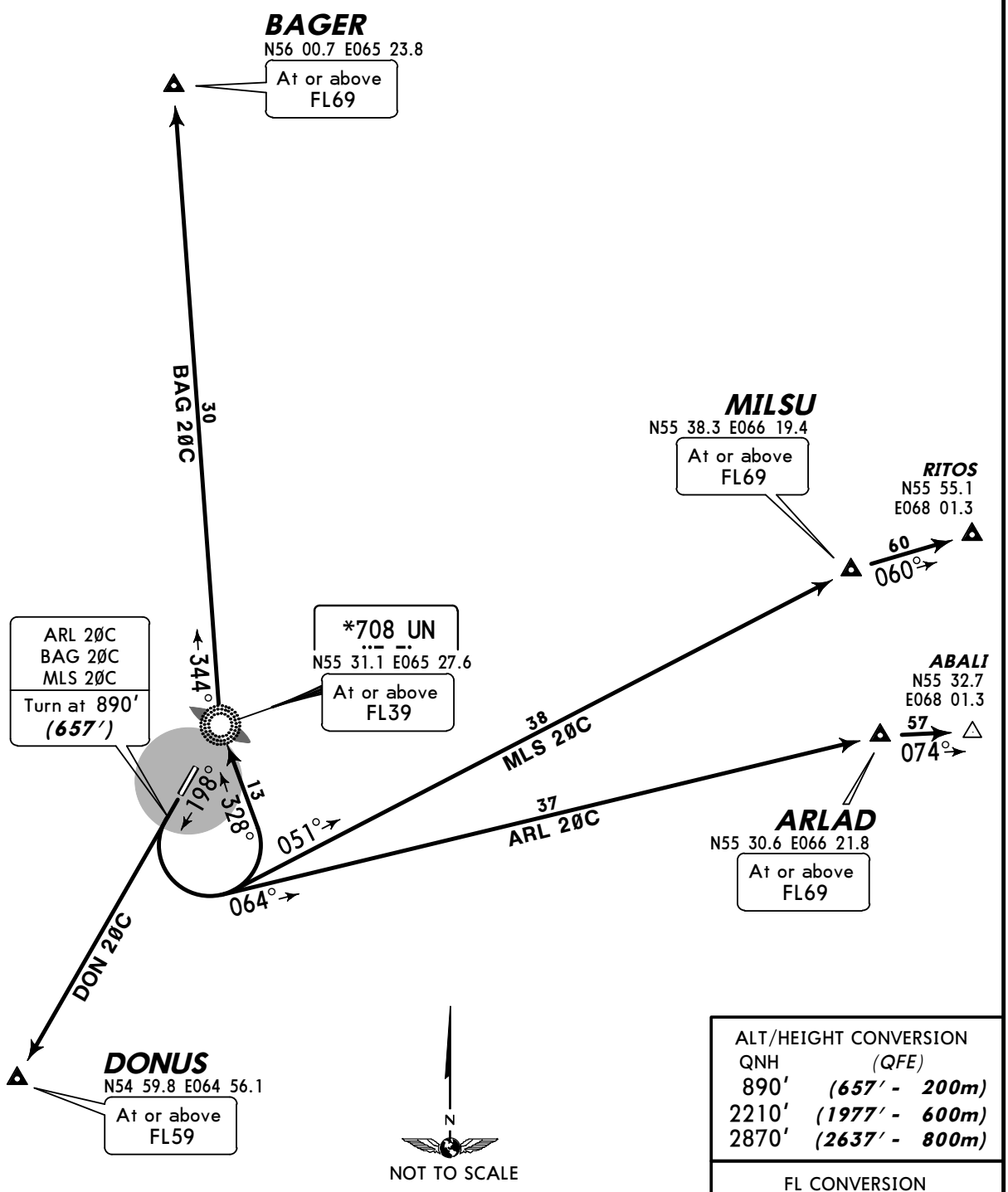
# KURGAN, RUSSIA
SID

| *KURGAN Approach (Russian) | Apt Elev | |
|---|---|---|
| 120.3 124.0X | 239′ | QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2637′)***<br>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

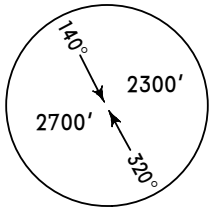
JEPPESEN
4 JUN 10 (10-3B)

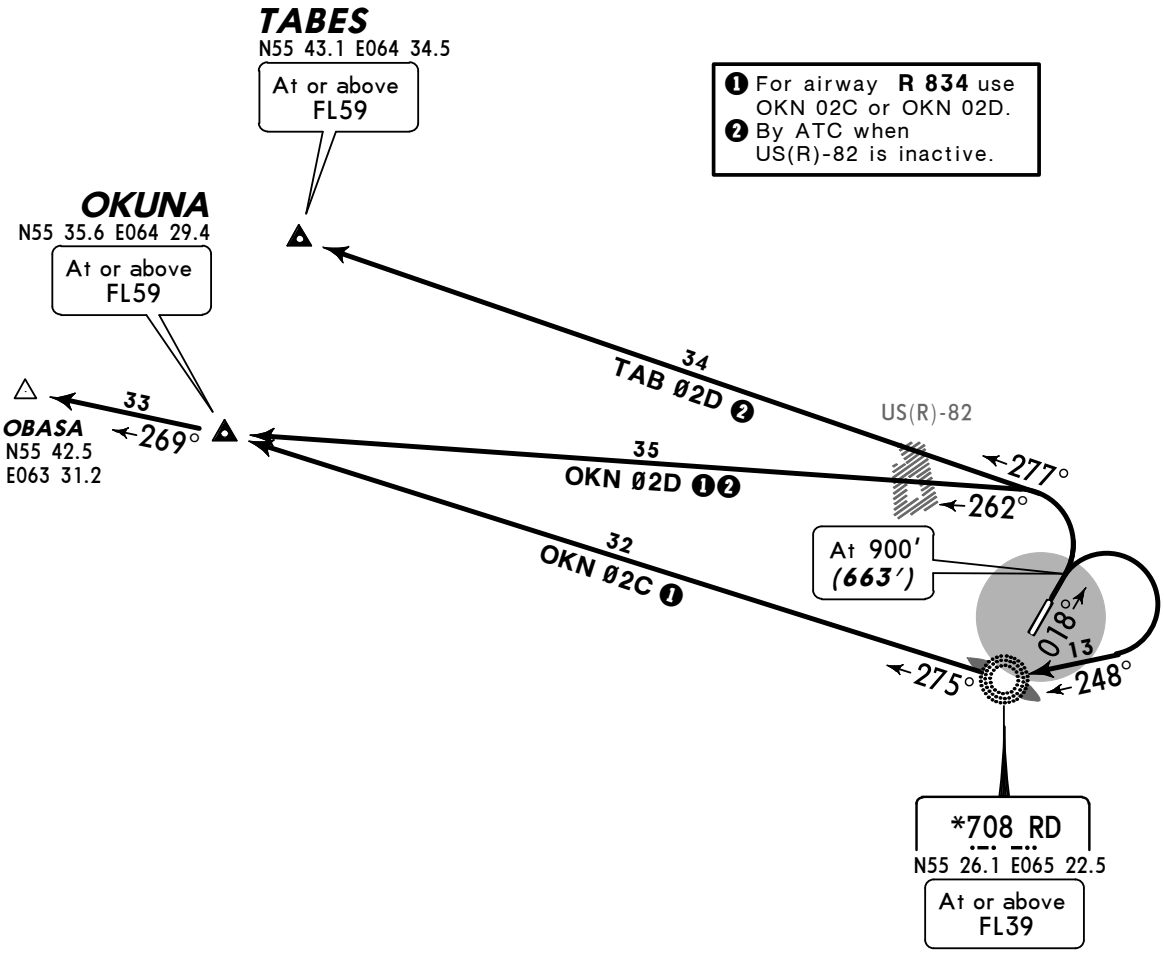
KURGAN, RUSSIA
SID

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

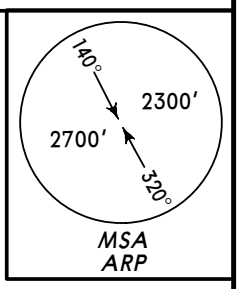
JEPPESEN
4 JUN 10 (10-3C)

# KURGAN, RUSSIA
SID

| *KURGAN Approach (Russian) | Apt Elev | |
|---|---|---|
| 120.3 124.0X | 239′ | QNH on request **(QFE)**<br>Trans level: FL39<br>FL49 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt: 2870′ ***(2637′)***<br>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

33 ←269°

32 TAB 2ØD ❷

34 OKN 2ØD ❶❷

34 TAB 2ØC

32 OKN 2ØC ❶

US(R)-82

*708 UN
N55 31.1 E065 27.6
At or above FL39

←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*** |

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# USUU/KRO

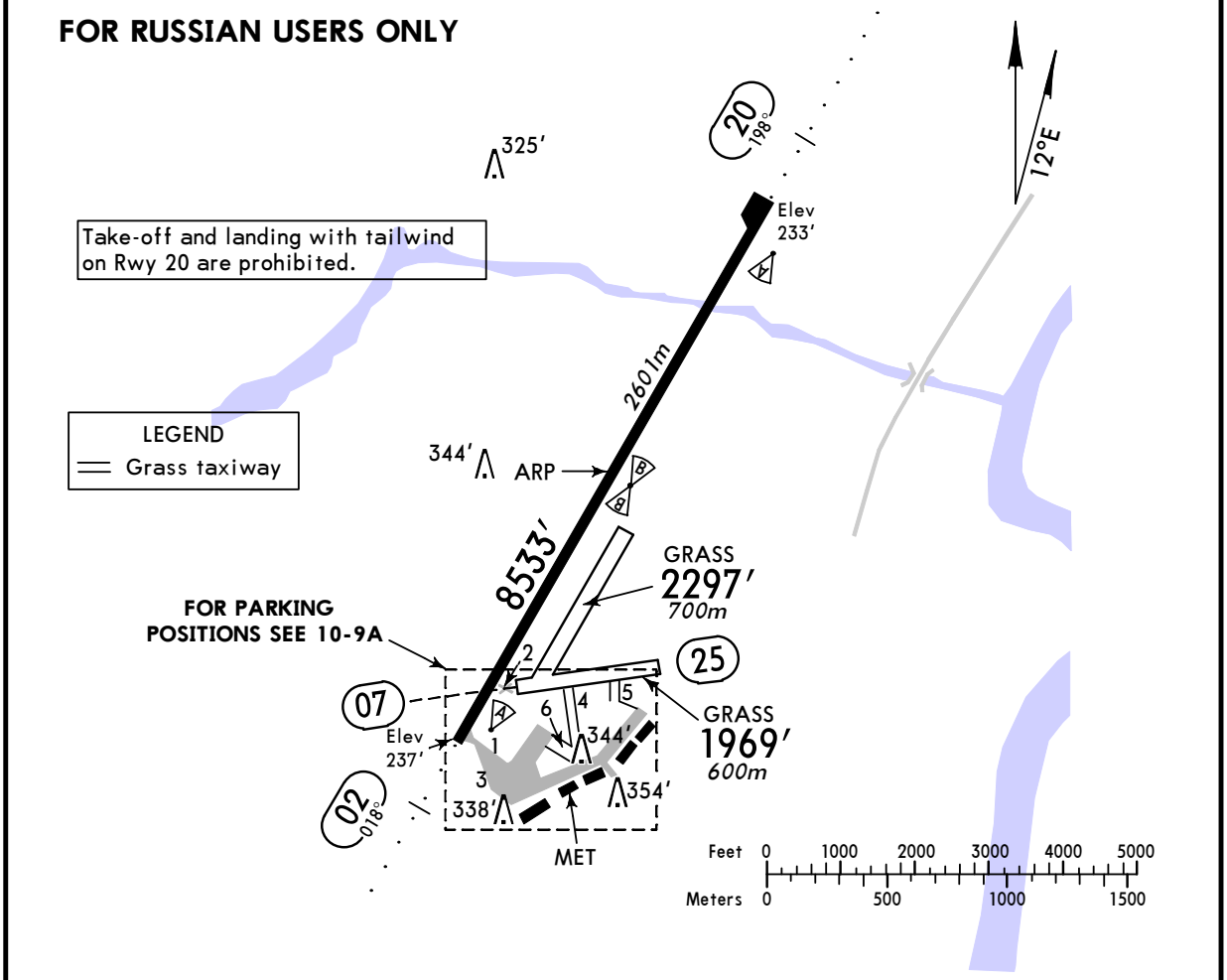
Apt Elev **239′**
N55 28.5 E065 25.0

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 | |

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USUU/KRO

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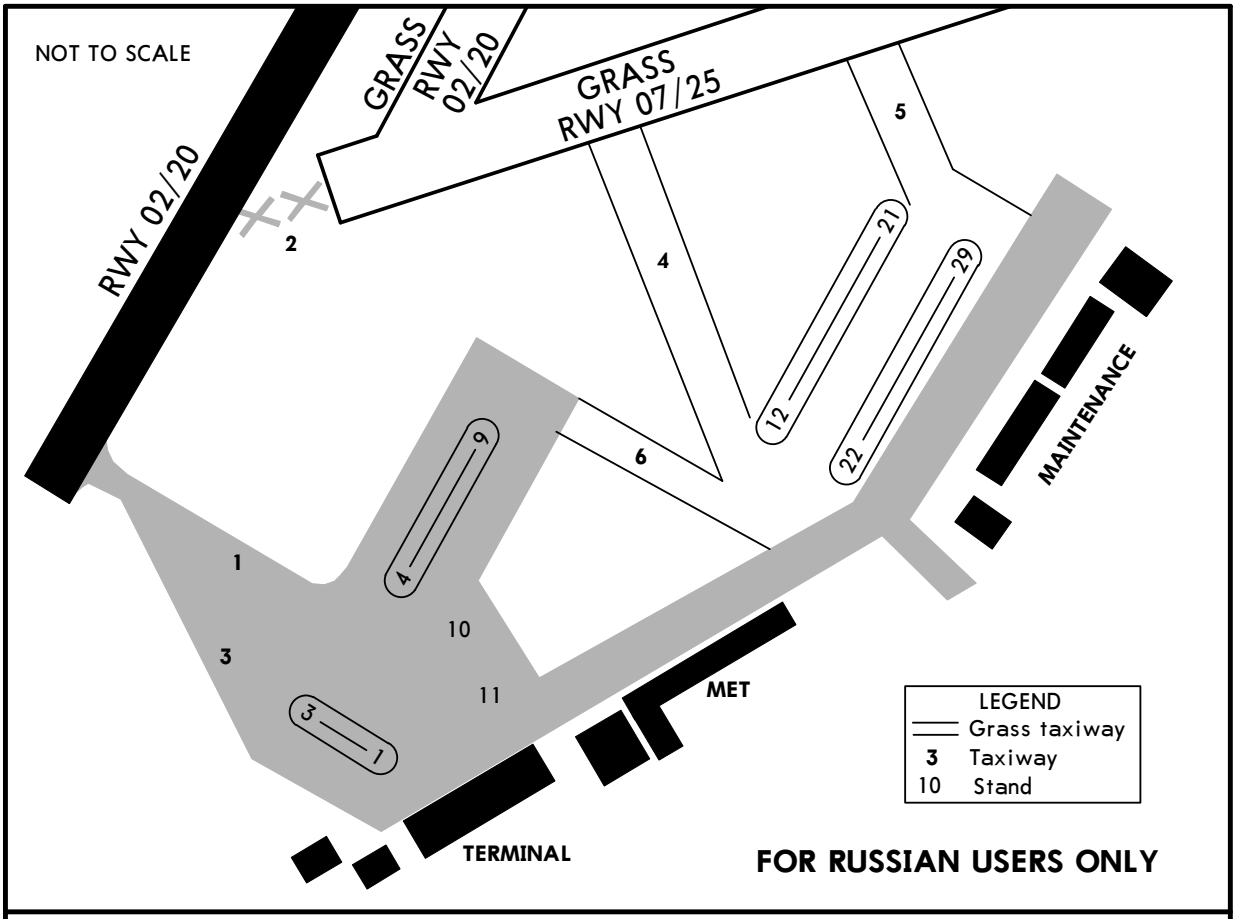
4 JUN 10 (10-9A)

KURGAN, RUSSIA

KURGAN

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# USUU/KRO
KURGAN

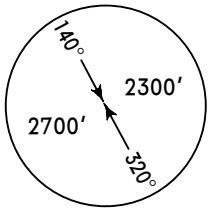
JEPPESEN
4 JUN 10 (11-1)

# 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′ |




MSA ARP

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

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) |

❶ FL 49, if pressure is less than 753mm (1003.9 hPa).

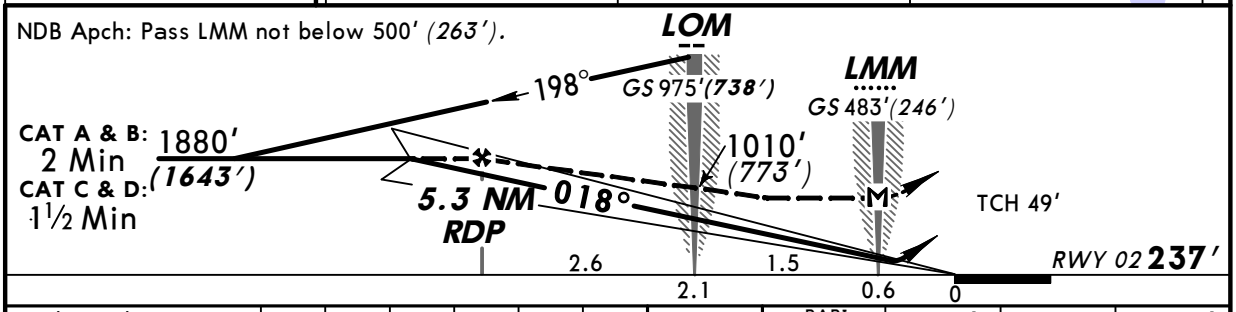
55-30
780′
*353 R
690′
(IAF)
*708 RD
198°
1172′
5.3 NM RDP
198°
018°
ILS
018° *110.9 IRD
55-20
65-00
65-10
65-20
65-30
65-40

RACETRACK:
Used in the event of radio failure, after take-off and missed apch.

**FOR RUSSIAN USERS ONLY**

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 |
| 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 | | | |

PANS OPS

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′ |

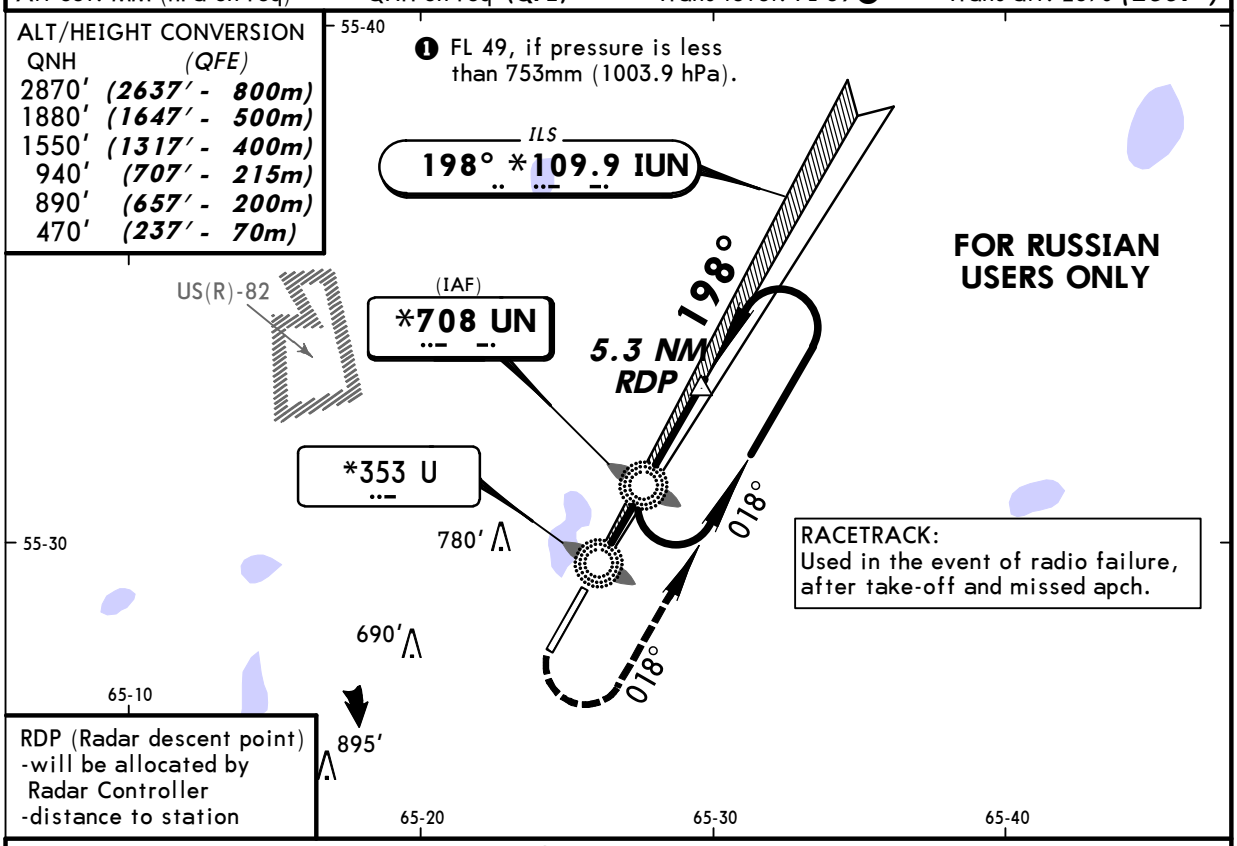
MISSED APCH: Climb to 890′(657′), then turn LEFT onto 018° climbing to 1880′(1647′), then proceed with racetrack, or as directed.

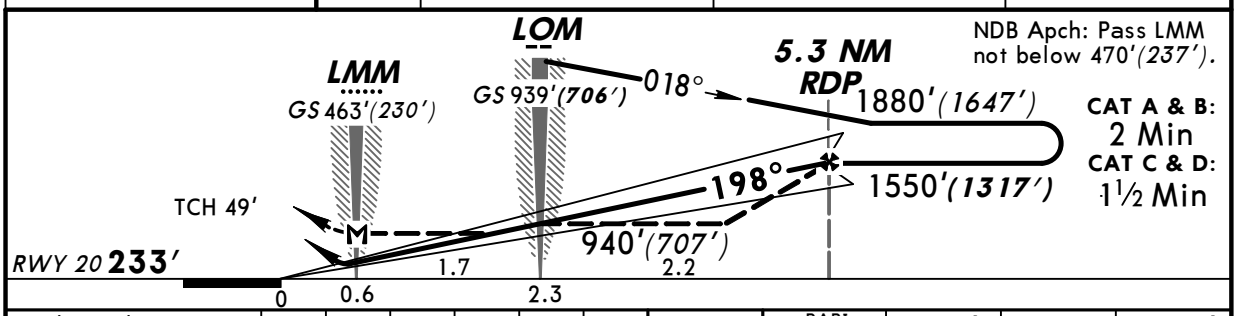
MSA ARP: 140° 2300′; 320° 2700′

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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