

List of pages in this Trip Kit

Trip Kit Index

Airport Information For URKK

Terminal Charts For URKK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Krasnodar Rus
IATA Code: KRR
Lat/Long: N45° 02.1' E039° 10.2'
Elevation: 118 ft

Airport Use: Public
Magnetic Variation: 6.8°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0231 Z
Sunset: 1614 Z,

Runway Information

Runway: 05L
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 107 ft

Runway: 05R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 111 ft
Lighting: Edge, ALS, TDZ

Runway: 23L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, TDZ

Runway: 23R
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 111 ft

Communication Information

ATIS 122.45

ATIS 121.8 Non-English

Krasnodar Start Tower 120.6

Krasnodar Start Tower 118.2

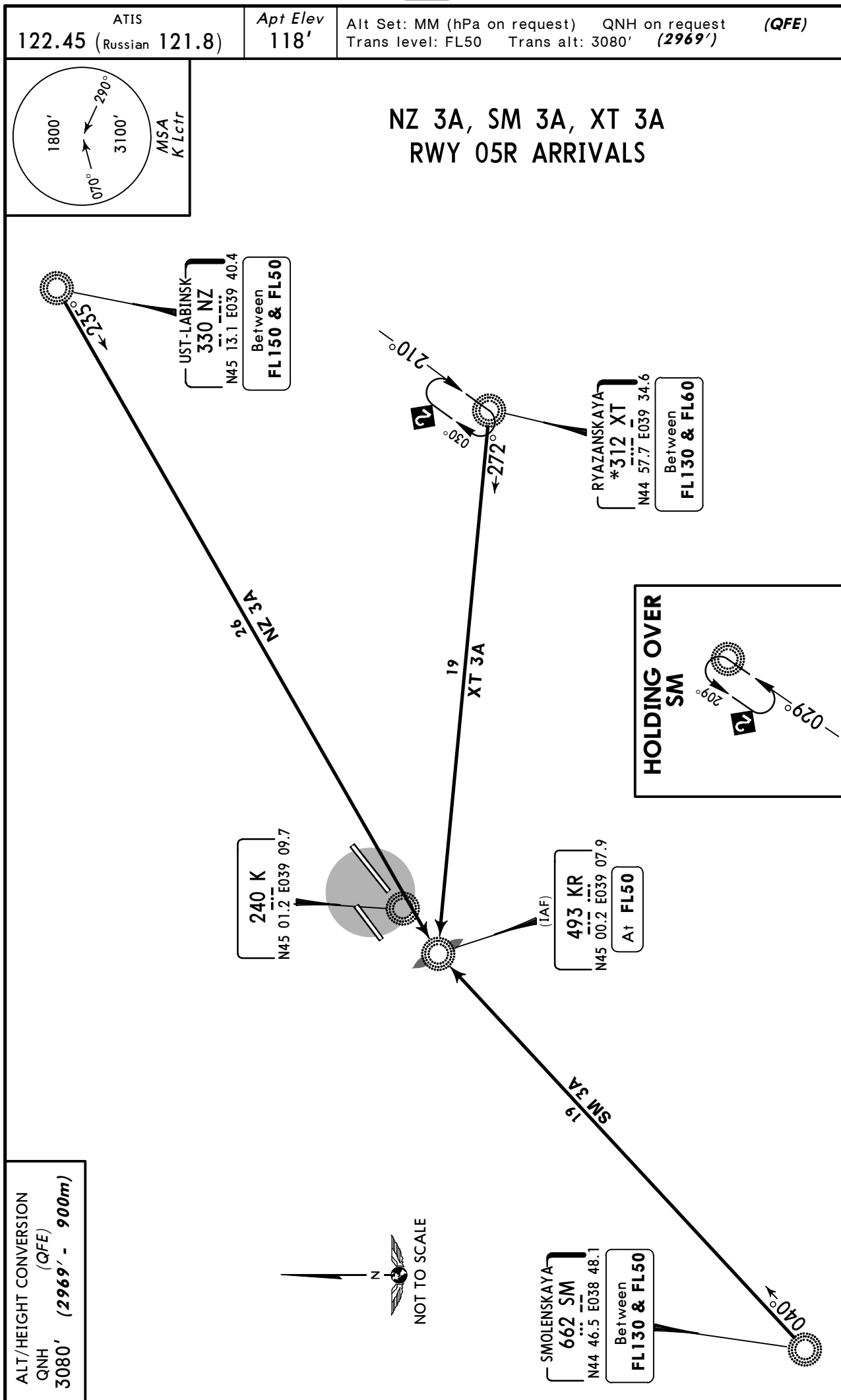
Krasnodar Ground Control 119.0

Krasnodar West Approach Control 127.7 MF

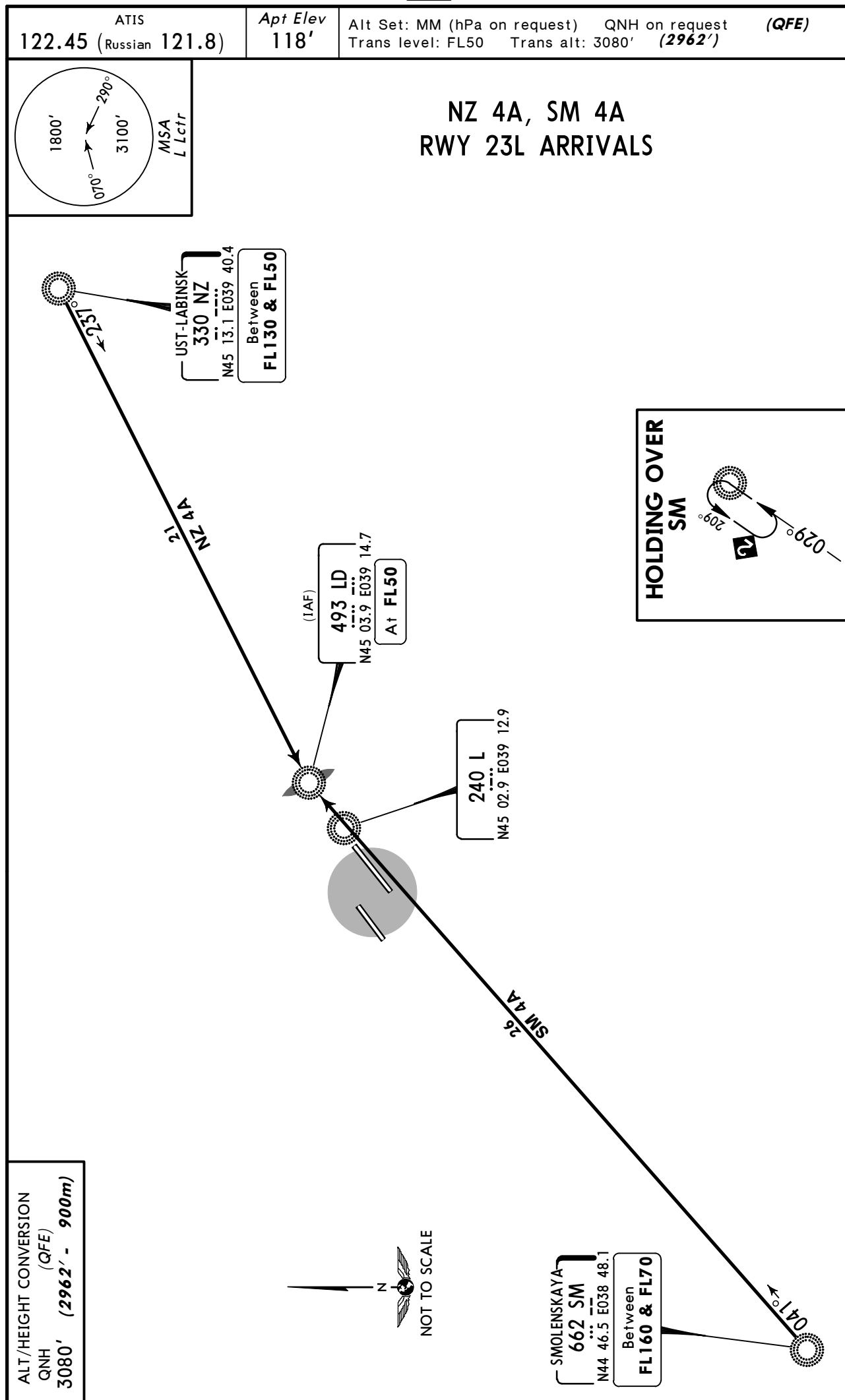
Krasnodar East Approach Control 129.6 MF

Krasnodar East Approach Control 124.0

Krasnodar Radar 121.3

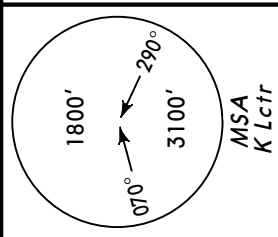
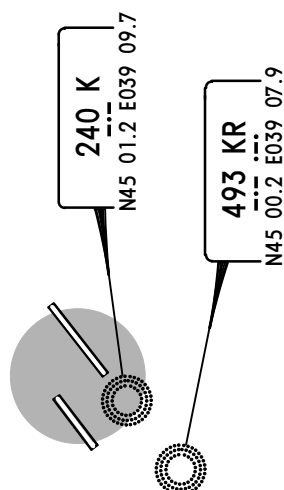
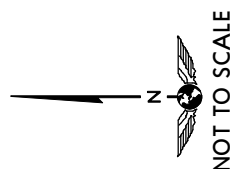
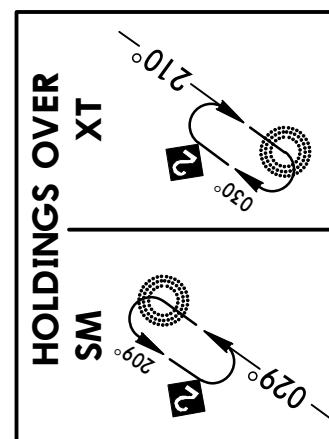


ALT/HEIGHT CONVERSION
QNH
3080' (2969' - 900m)



ATIS
122.45 (Russian 121.8)Apt Elev
118'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' (2969')

(QFE)

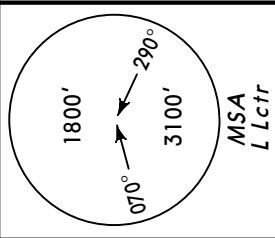
SM 3D, XT 3D
RWY 05R ARRIVALSIntercept
final at
1760'
(1649')N44 56.4 E039 00.8
At
1760' (1649')N44 51.9 E039 05.0
At or above
1760' (1649')N44 54.0 E039 00.6
At
1760' (1649')RYAZANSKAYA
(IAF)
*312 XT
N44 57.7 E039 34.6
Between
FL90 & FL60ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)
1760' (1649' - 500m)SMOLENSKAYA
(IAF)
662 SM
N44 46.5 E038 48.1
At FL50

ATIS
122.45 (Russian 121.8)

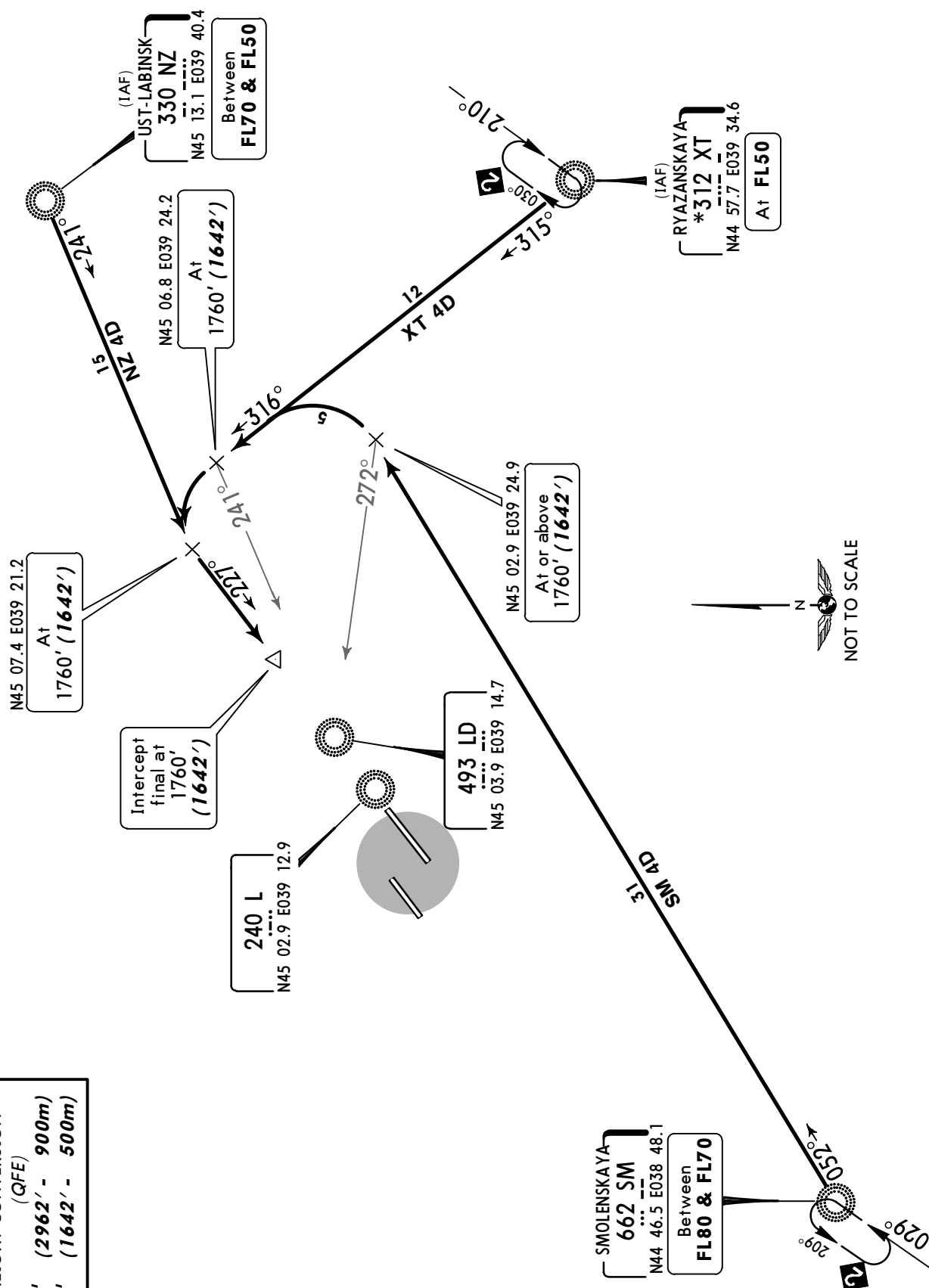
Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' (2962')

(QFE)



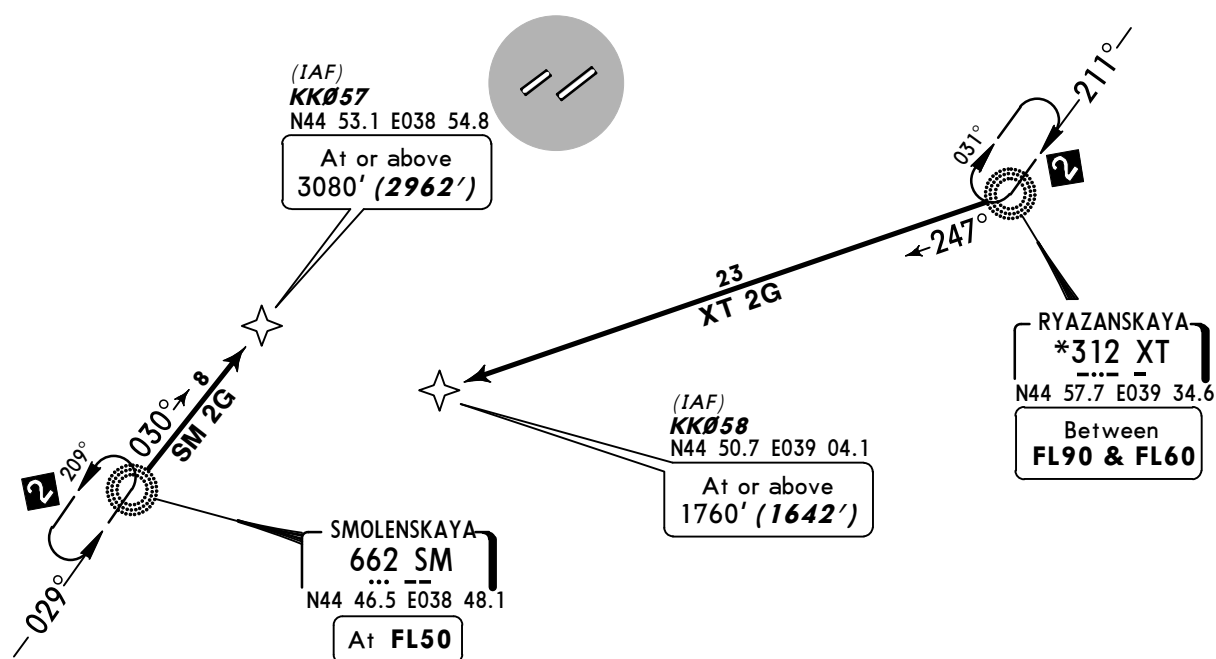
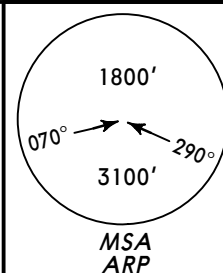
NZ 4D, SM 4D, XT 4D RWY 23L ARRIVALS



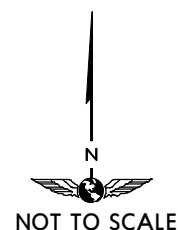
ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)
1760' (1642' - 500m)

ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

SM 2G, XT 2G
RWYS 05L/R RNAV ARRIVALS
RNAV (GNSS)

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)
1760' (1642' - 500m)



STAR

ROUTING

SM 2G

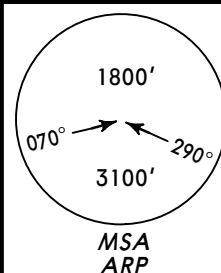
SM (FL50) - KK057 (3080'+).

XT 2G

XT (FL90-; FL60+) - KK058 (1760'+).

ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

NZ 4G, SM 4G, XT 4G
RWYS 23L/R RNAV ARRIVALS
RNAV (GNSS)

UST-LABINSK
330 NZ
N45 13.1 E039 40.4
Between
FL70 & FL50

(IAF)
KK237
N45 11.1 E039 28.0
At or above
3080' (2962')

(IAF)
KK236
N45 04.1 E039 27.7
At or above
1760' (1642')

KK239
N45 00.9 E039 21.7

RYAZANSKAYA
*312 XT
N44 57.7 E039 34.6
At FL50

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
Between
FL80 & FL70

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)
1760' (1642' - 500m)

STAR

ROUTING

NZ 4G

NZ (FL70-, FL50+) - KK237 (3080'+).

SM 4G

SM (FL80-, FL70+) - KK239 - KK236 (1760'+).

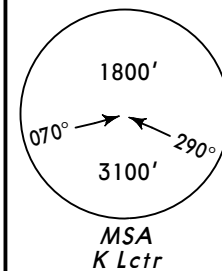
XT 4G

XT (FL50) - KK236 (1760'+).

ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt (hgt): 3080' (2969')
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BALEG 3A [BALE3A], DOLUM 3A [DOLU3A]
MINER 3A [MINE3A], MIRMU 3A [MIRM3A]
RWY 05R ARRIVALS
BY ATC

FOR RUSSIAN USERS ONLY



BALEG
N45 39.2 E039 19.1
Between
FL230 & FL160
186°

MIRMU
N45 32.4 E038 52.9
Between
FL110 & FL50
157°

DOLUM
N45 22.7 E038 51.7
Between
FL110 & FL50
148°



ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)

MINER
N45 01.5 E038 20.8
Between
FL210 & FL150
AGIDA
N45 00.7 E037 52.7
20
082° 087°

(IAF)
493 KR
N45 00.2 E039 07.9
At FL50

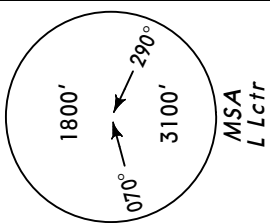
240 K
N45 01.2 E039 09.7

33
MINER 3A

ATIS
122.45 (Russian 121.8)

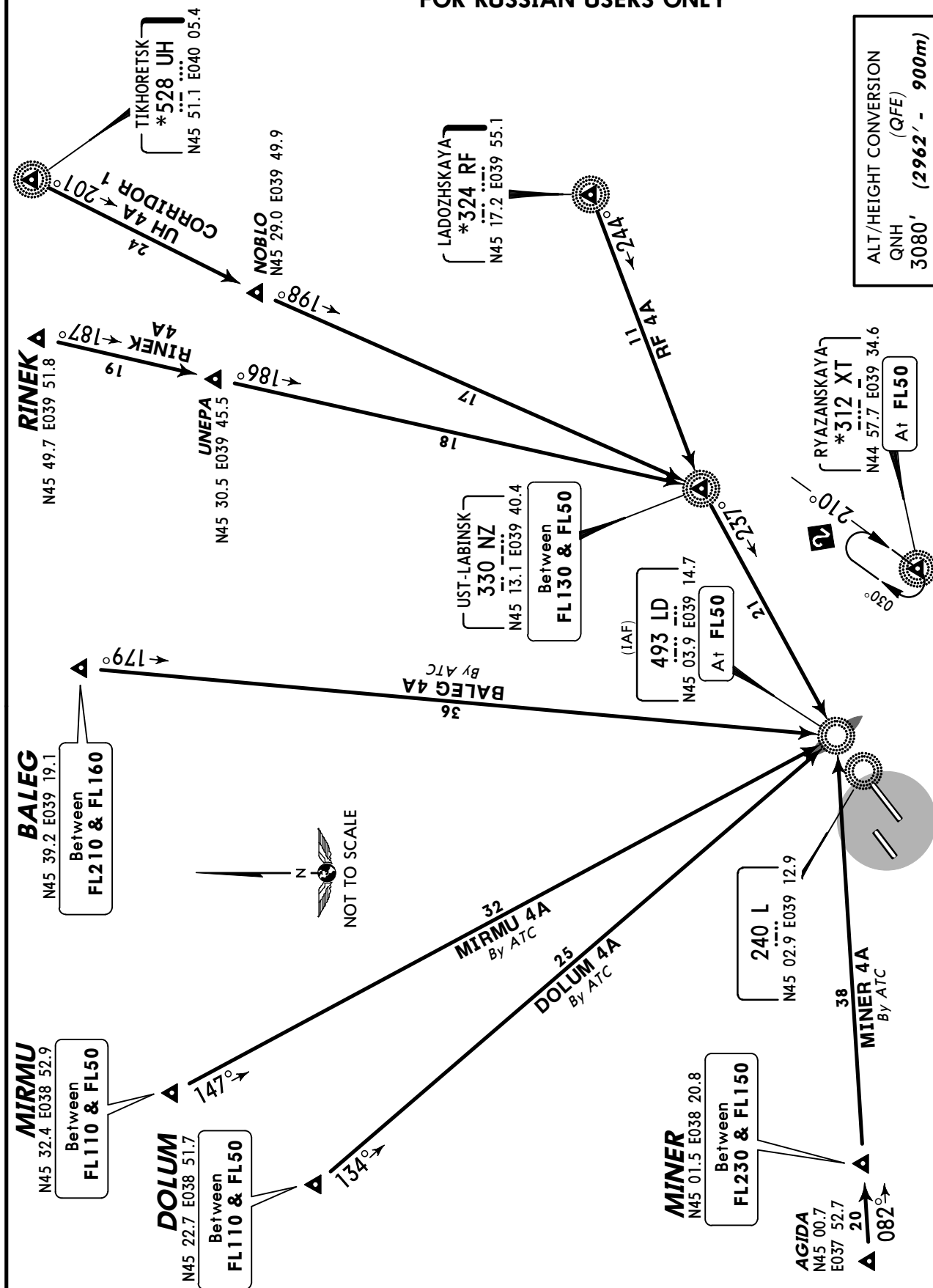
Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt (hgt): 3080' **(2962')**



BALEG 4A [BALE4A], DOLUM 4A [DOLU4A]
MINER 4A [MINE4A], MIRMU 4A [MIRM4A]
RF 4A, RINEK 4A [RINE4A], UH 4A
RWY 23L ARRIVALS

FOR RUSSIAN USERS ONLY



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

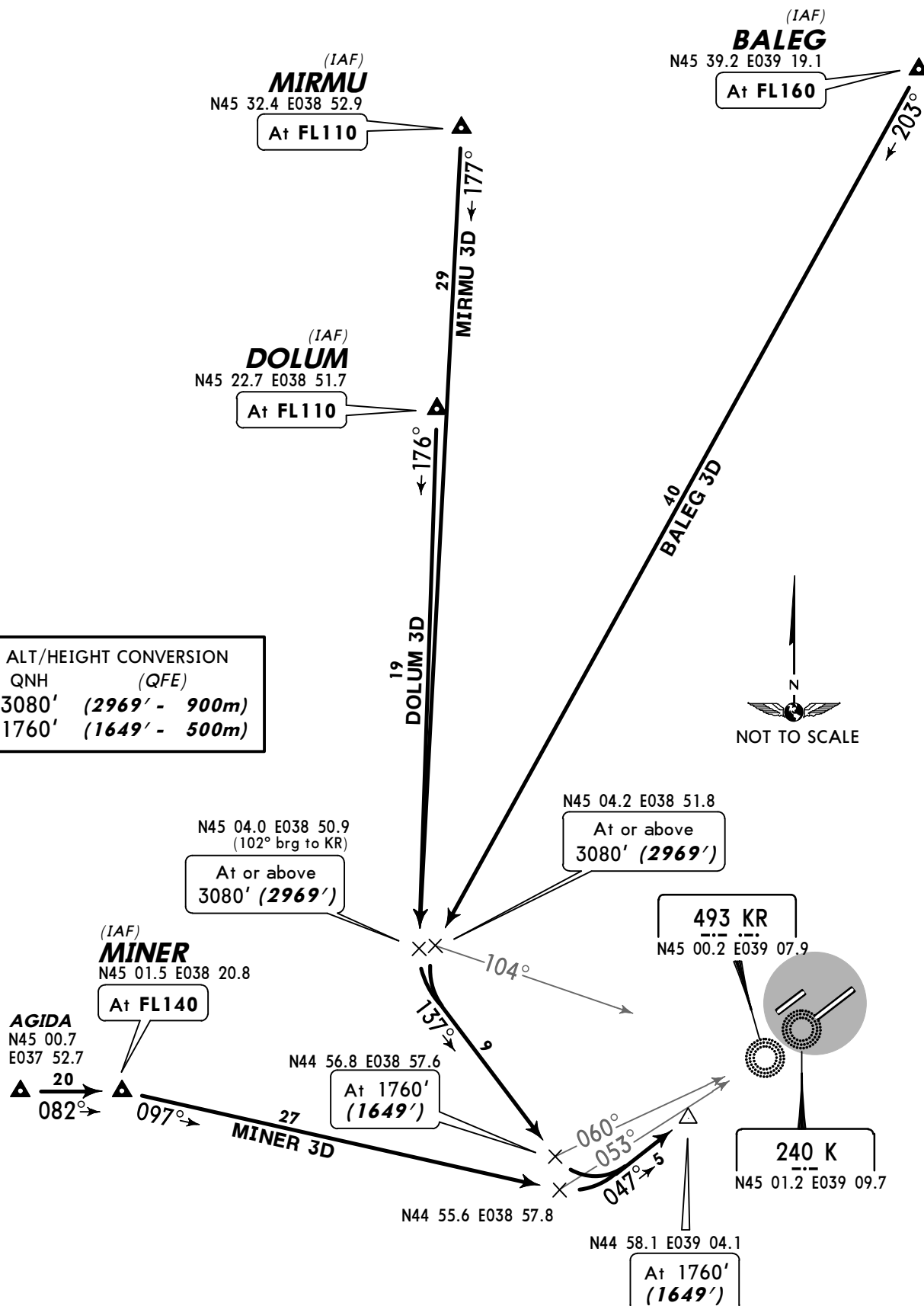
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt (hgt): 3080' **(2969')**

1800'

070° 290°

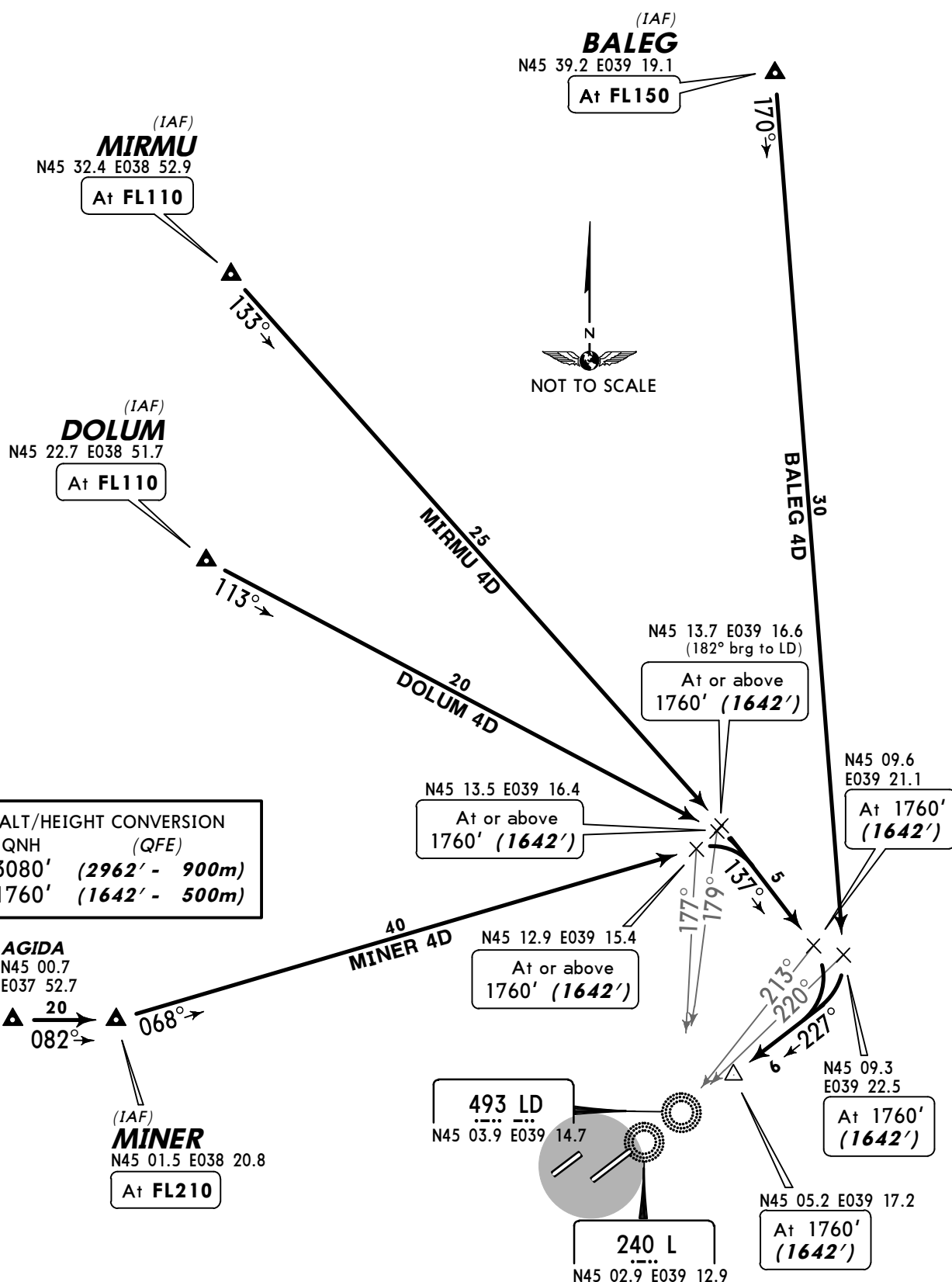
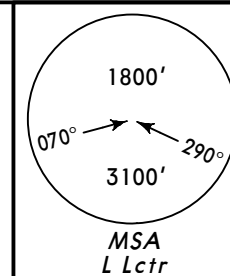
3100'

MSA
K Lctr



Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt (hgt): 3080' **(2962')**

FOR RUSSIAN USERS ONLY



ATIS
122.45 (Russian 121.8)

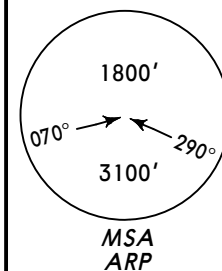
Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

BALEG 2G [BALE2G], DOLUM 2G [DOLU2G]
MINER 2G [MINE2G], MIRMU 2G [MIRM2G]
RWYS 05L/R RNAV ARRIVALS

RNAV (GNSS) RNAV-1
BY ATC

FOR RUSSIAN USERS ONLY



MIRMU
N45 32.4 E038 52.9

At FL110

DOLUM
N45 22.7 E038 51.7

At FL110

BALEG
N45 39.2 E039 19.1

At FL150

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



MINER
N45 01.5 E038 20.8

At FL140

AGIDA
N45 00.7 E037 52.7

20

082°

103°

25
MINER 2G

(IAF)
KK056
N45 03.0 E038 50.8

At or above
3080' (2962')

(IAF)
KK057
N44 53.1 E038 54.8

At or above
3080' (2962')

STAR

ROUTING

BALEG 2G BALEG (FL150) - KK056 (3080'+).

DOLUM 2G DOLUM (FL110) - KK056 (3080'+).

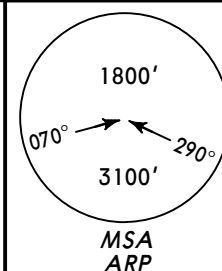
MINER 2G MINER (FL140) - KK057 (3080'+).

MIRMU 2G MIRMU (FL110) - KK056 (3080'+).

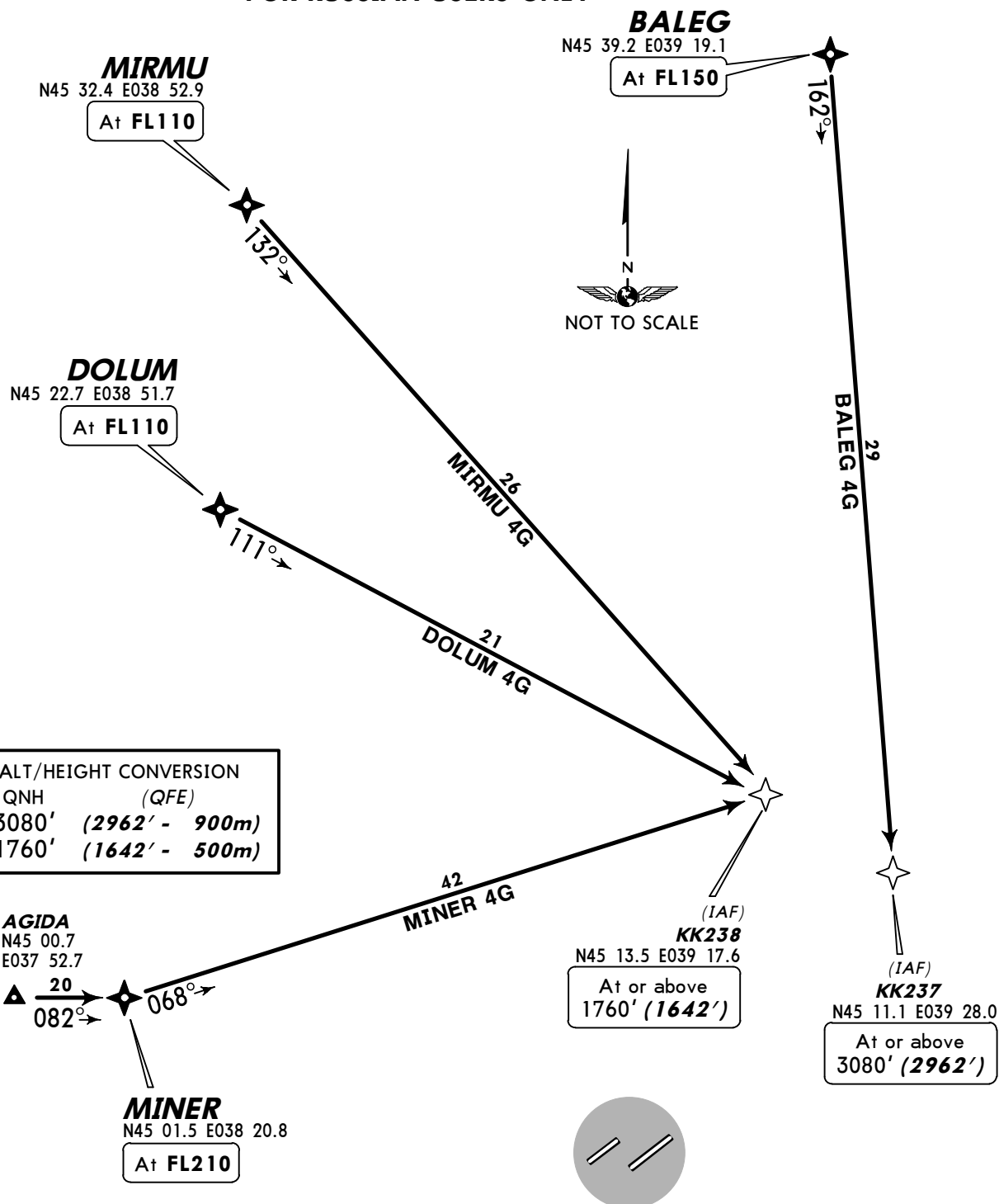
ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

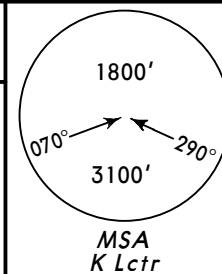
BALEG 4G [BALE4G], DOLUM 4G [DOLU4G]
MINER 4G [MINE4G], MIRMU 4G [MIRM4G]
RWYS 23L/R RNAV ARRIVALS
RNAV (GNSS) RNAV-1
BY ATC



FOR RUSSIAN USERS ONLY



STAR	ROUTING
BALEG 4G	BALEG (FL150) - KK237 (3080'+).
DOLUM 4G	DOLUM (FL110) - KK238 (1760'+).
MINER 4G	MINER (FL210) - KK238 (1760'+).
MIRMU 4G	MIRMU (FL110) - KK238 (1760'+).

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')NZ 1C, SM 1C, UH 1C ●, XT 1C
RWY 05L DEPARTURESNZ 3C, SM 3C, UH 3C ●, XT 3C
RWY 05R DEPARTURES

● By ATC

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

TIKHORETSK
*528 UH
N45 51.1 E040 05.4UST-LABINSK
330 NZ
N45 13.1 E039 40.4At or above
FL80RYAZANSKAYA
*312 XT
N44 57.7 E039 34.6At or above
FL50240 K
N45 01.2 E039 09.7At 780'
(662')At 780'
(662')SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
At or above
FL70These SIDs require minimum climb gradients
of

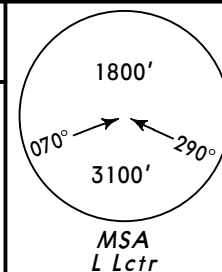
NZ 1C: 322' per NM (5.3%) up to FL80.

NZ 3C: 346' per NM (5.7%) up to FL80.

XT 1C: 243' per NM (4%) up to FL70.

XT 3C: 267' per NM (4.4%) up to FL50.

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

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')

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

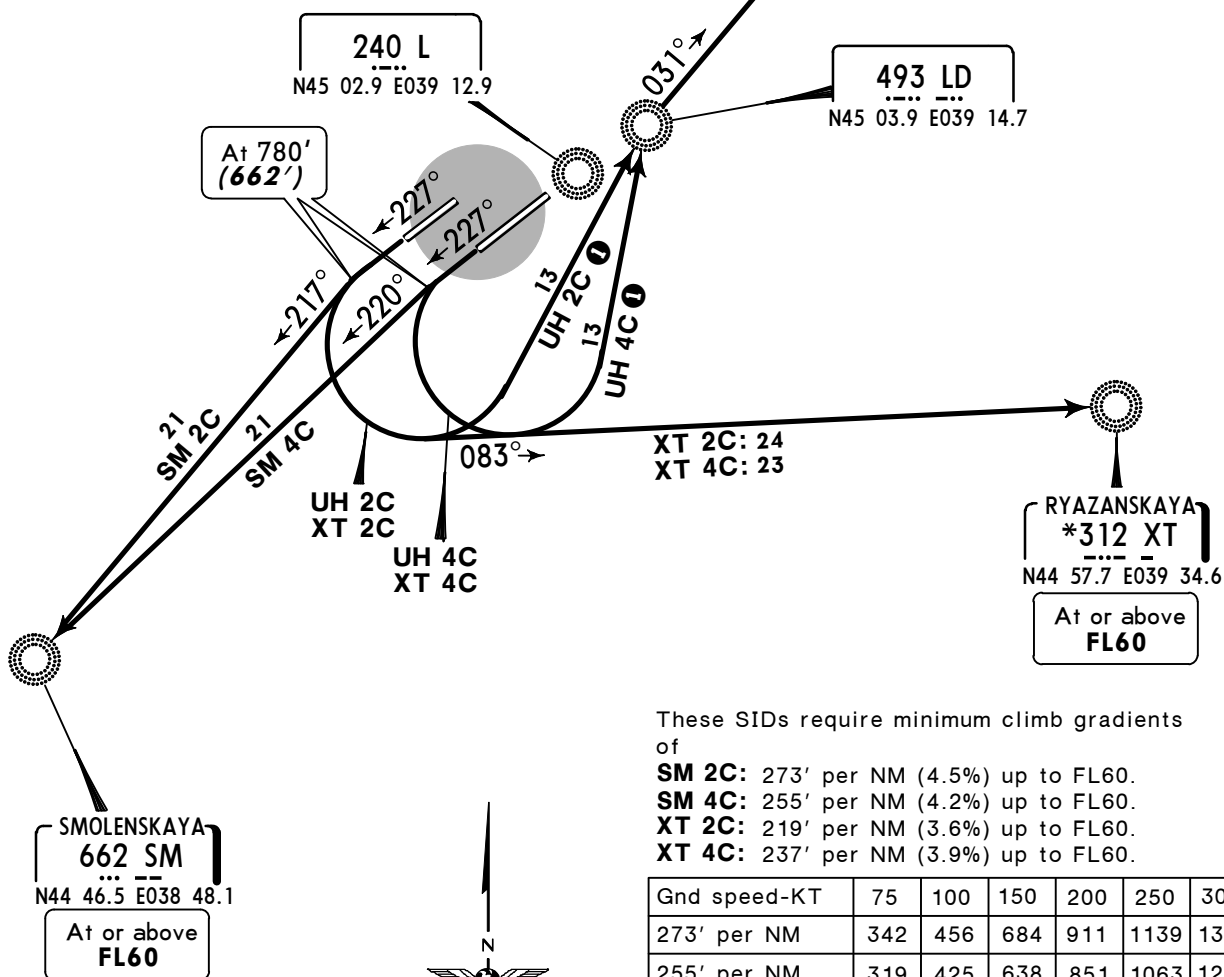
SM 4C, UH 4C ①, XT 4C
RWY 23L DEPARTURES

① By ATC

TIKHORETSK
*528 UH
N45 51.1 E040 05.4

ALT/HEIGHT CONVERSION

QNH	(QFE)
780'	(662' - 200m)
3080'	(2962' - 900m)



These SIDs require minimum climb gradients of

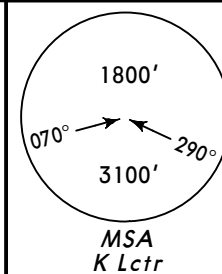
SM 2C: 273' per NM (4.5%) up to FL60.
SM 4C: 255' per NM (4.2%) up to FL60.
XT 2C: 219' per NM (3.6%) up to FL60.
XT 4C: 237' per NM (3.9%) up to FL60.

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

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3080' (2973')

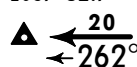
BALEG 1C [BALE1C], DOLUM 1C [DOLU1C]
MINER 1C [MINE1C], MIRMU 1C [MIRM1C], SM 1L
RWY 05L DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION
QNH (QFE)
770' (663' - 200m)
3080' (2973' - 900m)

AGIDA
N45 00.7
E037 52.7



MINER
N45 01.5 E038 20.8

DOLUM
N45 22.7 E038 51.7

MIRMU
N45 32.4 E038 52.9

BALEG Δ
N45 39.2 E039 19.1

493 KR
N45 00.2 E039 07.9
At or above
3080' (2973')

240 K
N45 01.2 E039 09.7

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1

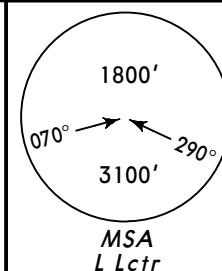
SID	ROUTING
BALEG 1C	Climb to 770' (663'), turn LEFT, 002° track to BALEG.
DOLUM 1C	Climb to 770' (663'), turn LEFT, 312° track to DOLUM.
MINER 1C	Climb to 770' (663'), turn LEFT, 255° track to MINER.
MIRMU 1C	Climb to 770' (663'), turn LEFT, 326° track to MIRMU.
SM 1L	Climb to 770' (663'), turn LEFT to KR, 220° bearing to SM.

Apt Elev
118'

QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3080' (2969')

BALEG 2C [BALE2C], DOLUM 2C [DOLU2C]
MINER 2C [MINE2C], MIRMU 2C [MIRM2C]
RWY 23R DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY



MIRMU
N45 32.4 E038 52.9

DOLUM
N45 22.7 E038 51.7

BALEG
N45 39.2 E039 19.1

ALT/HEIGHT CONVERSION	
QNH	(QFE)
770'	(659' - 200m)
1430'	(1319' - 400m)
3080'	(2969' - 900m)

AGIDA
N45 00.7
E037 52.7

MINER
N45 01.5 E038 20.8

240 L
N45 02.9 E039 12.9

BALEG 2C, DOLUM 2C,
MIRMU 2C
Turn at 770' (659')

At 1430' (1319')

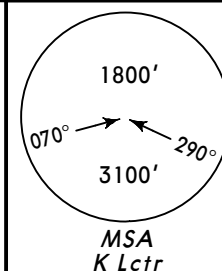
493 LD
N45 03.9 E039 14.7

SID	ROUTING
BALEG 2C	Climb to 770' (659'), turn LEFT to LD, 359° bearing to BALEG.
DOLUM 2C	Climb to 770' (659'), turn LEFT to LD, 314° bearing to DOLUM.
MINER 2C	Climb to 1430' (1319'), turn RIGHT, 270° track to MINER.
MIRMU 2C	Climb to 770' (659'), turn LEFT to LD, 326° bearing to MIRMU.

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3080' (2969')

BALEG 3C [BALE3C], DOLUM 3C [DOLU3C]
MINER 3C [MINE3C], MIRMU 3C [MIRM3C], SM 6C
RWY 05R DEPARTURES
BY ATC

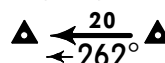
FOR RUSSIAN USERS ONLY



NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
770' (659' - 200m)
3080' (2969' - 900m)

AGIDA
N45 00.7
E037 52.7



MINER
N45 01.5 E038 20.8

MIRMU
N45 32.4 E038 52.9

DOLUM
N45 22.7 E038 51.7

BALEG
N45 39.2 E039 19.1

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1

493 KR
N45 00.2 E039 07.9
At or above
3080' (2969')

240 K
N45 01.2 E039 09.7

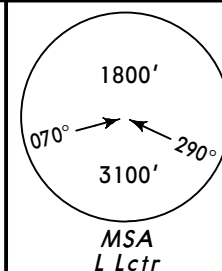
At 770'
(659')

SID	ROUTING
BALEG 3C	Climb to 770' (659'), turn LEFT, 359° track to BALEG.
DOLUM 3C	Climb to 770' (659'), turn LEFT, 309° track to DOLUM.
MINER 3C	Climb to 770' (659'), turn LEFT, 255° track to MINER.
MIRMU 3C	Climb to 770' (659'), turn LEFT, 323° track to MIRMU.
SM 6C	Climb to 770' (659'), turn LEFT to KR, 220° bearing to SM.

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt (hgt): 3080' (2962')

BALEG 4C [BALE4C], DOLUM 4C [DOLU4C]
MINER 4C [MINE4C], MIRMU 4C [MIRM4C]
RWY 23L DEPARTURES
BY ATC

FOR RUSSIAN USERS ONLY



MIRMU ▲
N45 32.4 E038 52.9

DOLUM ▲
N45 22.7 E038 51.7

BALEG ▲
N45 39.2 E039 19.1

ALT/HEIGHT CONVERSION	
QNH	(QFE)
780'	(662' - 200m)
1440'	(1322' - 400m)
3080'	(2962' - 900m)

AGIDA
N45 00.7
E037 52.7

MINER ▲
N45 01.5 E038 20.8

240 L
N45 02.9 E039 12.9

BALEG 4C, DOLUM 4C,
MIRMU 4C
Turn at 780' (662')

At 1440' (1322')

493 LD
N45 03.9 E039 14.7

SID	ROUTING
BALEG 4C	Climb to 780' (662'), turn LEFT to LD, 359° bearing to BALEG.
DOLUM 4C	Climb to 780' (662'), turn LEFT to LD, 314° bearing to DOLUM.
MINER 4C	Climb to 1440' (1322'), turn RIGHT, 270° track to MINER.
MIRMU 4C	Climb to 780' (662'), turn LEFT to LD, 326° bearing to MIRMU.

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 runways 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/Pashkovskiy 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 runways 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 runways 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runways 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.

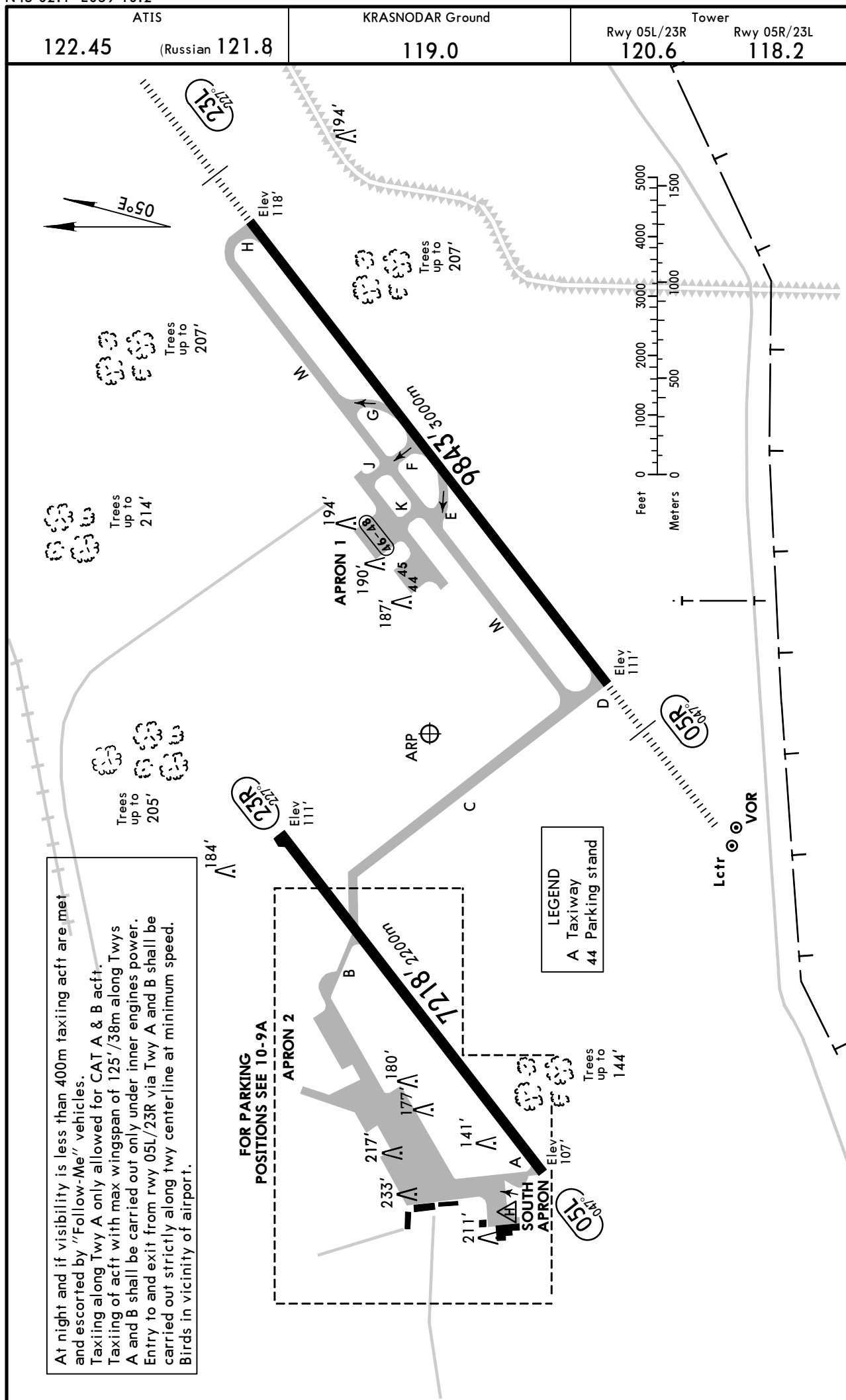
After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

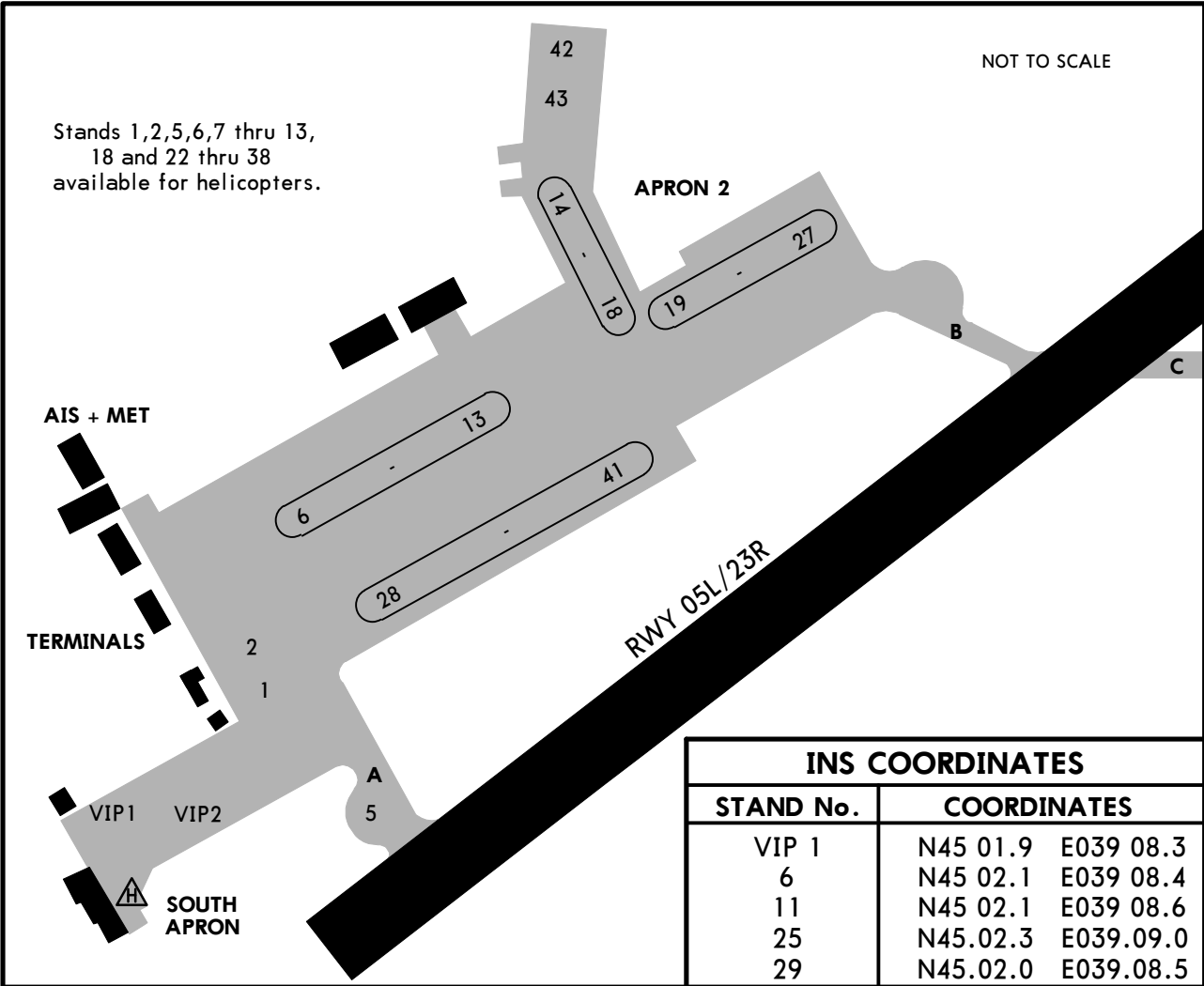
NIGHTTIME RESTRICTIONS

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.





ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND	TAKE-OFF	
			Threshold	Glide Slope	
05L			①		148'
23R		RVR		①	45m
05R				8824' 2690m	161'
23L	HIRL (60m) HIALS TDZ	RVR		8754' 2668m	49m

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
A	
B	250m
C	
D	300m

STRAIGHT-IN RWY		A	B	C	D
05L	RNAV ①	490' (383') R1500m	490' (383') R1500m	NOT APPLICABLE	NOT APPLICABLE
05R	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	311' (200') R550m R750m R1200m	311' (200') R550m R750m R1200m	311' (200') R550m R750m R1200m	311' (200') R550m R750m R1200m
	LOC ① <i>ALS out</i>	460' (349') R900m R1500m	460' (349') R900m R1500m	460' (349') R900m R1600m	460' (349') R900m R1600m
	RNAV ① <i>ALS out</i>	470' (359') R900m R1500m	470' (359') R900m R1500m	470' (359') R900m R1600m	470' (359') R900m R1600m
	2 NDB ① (with FAF) <i>ALS out</i>	470' (359') R900m R1500m	470' (359') R900m R1500m	470' (359') R900m R1600m	470' (359') R900m R1600m
	2 NDB (w/o FAF) <i>ALS out</i>	470' (359') R1100m R1800m	470' (359') R1100m R1800m	470' (359') R1300m R2000m	470' (359') R1300m R2000m
	KR LOM ① (with FAF) <i>ALS out</i>	480' (369') R1000m R1500m	480' (369') R1000m R1500m	480' (369') R1000m R1700m	480' (369') R1000m R1700m
	KR LOM (w/o FAF) <i>ALS out</i>	810' (699') C2700m C3400m	810' (699') C2700m C3400m	810' (699') C2900m C3600m	810' (699') C2900m C3600m
	K LMM ① (with FAF) <i>ALS out</i>	560' (449') R1400m R1500m	560' (449') R1400m R1500m	560' (449') R1400m C2100m	560' (449') R1400m C2100m
	K LMM (w/o FAF) <i>ALS out</i>	810' (699') C2700m C3400m	810' (699') C2700m C3400m	810' (699') C2900m C3600m	810' (699') C2900m C3600m

① Continuous Descent Final Approach.

STRAIGHT-IN RWY		A	B	C	D
23L	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m
	LOC ① <i>ALS out</i>	470' (352') R900m R1500m	470' (352') R900m R1500m	470' (352') R900m R1600m	470' (352') R900m R1600m
	RNAV ① <i>ALS out</i>	470' (352') R900m R1500m	470' (352') R900m R1500m	470' (352') R900m R1600m	470' (352') R900m R1600m
	2 NDB ① (with FAF) <i>ALS out</i>	470' (352') R900m R1500m	470' (352') R900m R1500m	470' (352') R900m R1600m	470' (352') R900m R1600m
	2 NDB (w/o FAF) <i>ALS out</i>	810' (692') C2700m C3400m	810' (692') C2700m C3400m	810' (692') C2900m C3600m	810' (692') C2900m C3600m
	LD LOM ① (with FAF) <i>ALS out</i>	630' (512') R1500m R1500m	630' (512') R1500m R1500m	630' (512') R1600m C2400m	630' (512') R1600m C2400m
	LD LOM (w/o FAF) <i>ALS out</i>	810' (692') C2700m C3400m	810' (692') C2700m C3400m	810' (692') C2900m C3600m	810' (692') C2900m C3600m
	L LMM ① (with FAF) <i>ALS out</i>	630' (512') R1500m R1500m	630' (512') R1500m R1500m	630' (512') R1600m C2400m	630' (512') R1600m C2400m
	L LMM (w/o FAF) <i>ALS out</i>	880' (762') C3100m C3800m	880' (762') C3100m C3800m	880' (762') C3300m C4000m	880' (762') C3300m C4000m
	RNAV ①	470' (359') R1500m	470' (359') R1500m	470' (359') R1600m	470' (359') R1600m

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
B		
C		
D	300m	500m

STRAIGHT-IN RWY		A	B	C	D
05L	RNAV	490' (383')	490' (383')	NOT APPLICABLE	NOT APPLICABLE
		R1500m	R1500m		
05R	ILS	311' (200')	311' (200')	311' (200')	311' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ❶ (Radar required)	460' (349')	460' (349')	460' (349')	460' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV	470' (359')	470' (359')	470' (359')	470' (359')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	460' (349')	460' (349')	460' (349')	460' (349')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	KR LOM (with FAF)	480' (369')	480' (369')	480' (369')	480' (369')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	KR LOM (w/o FAF)	810' (699')	810' (699')	810' (699')	810' (699')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	K LMM (with FAF)	560' (449')	560' (449')	560' (449')	560' (449')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	K LMM (w/o FAF)	810' (699')	810' (699')	810' (699')	810' (699')
		R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

❶ LMM out: NOT AUTHORIZED.

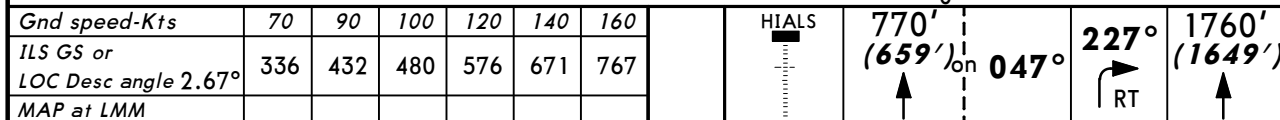
STRAIGHT-IN RWY		A	B	C	D
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ①	470' (352')	470' (352')	470' (352')	470' (352')
	(Radar required)	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV	470' (352')	470' (352')	470' (352')	470' (352')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	470' (352')	470' (352')	470' (352')	470' (352')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LD LOM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LD LOM	810' (692')	810' (692')	810' (692')	810' (692')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	L LMM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	L LMM	880' (762')	880' (762')	880' (762')	880' (762')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
23R	RNAV	470' (359')	470' (359')	470' (359')	470' (359')
		R1500m	R1500m	R1800m	R2000m

① LMM out: NOT AUTHORIZED.

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

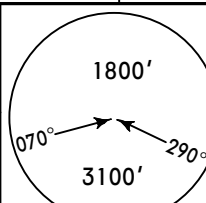
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

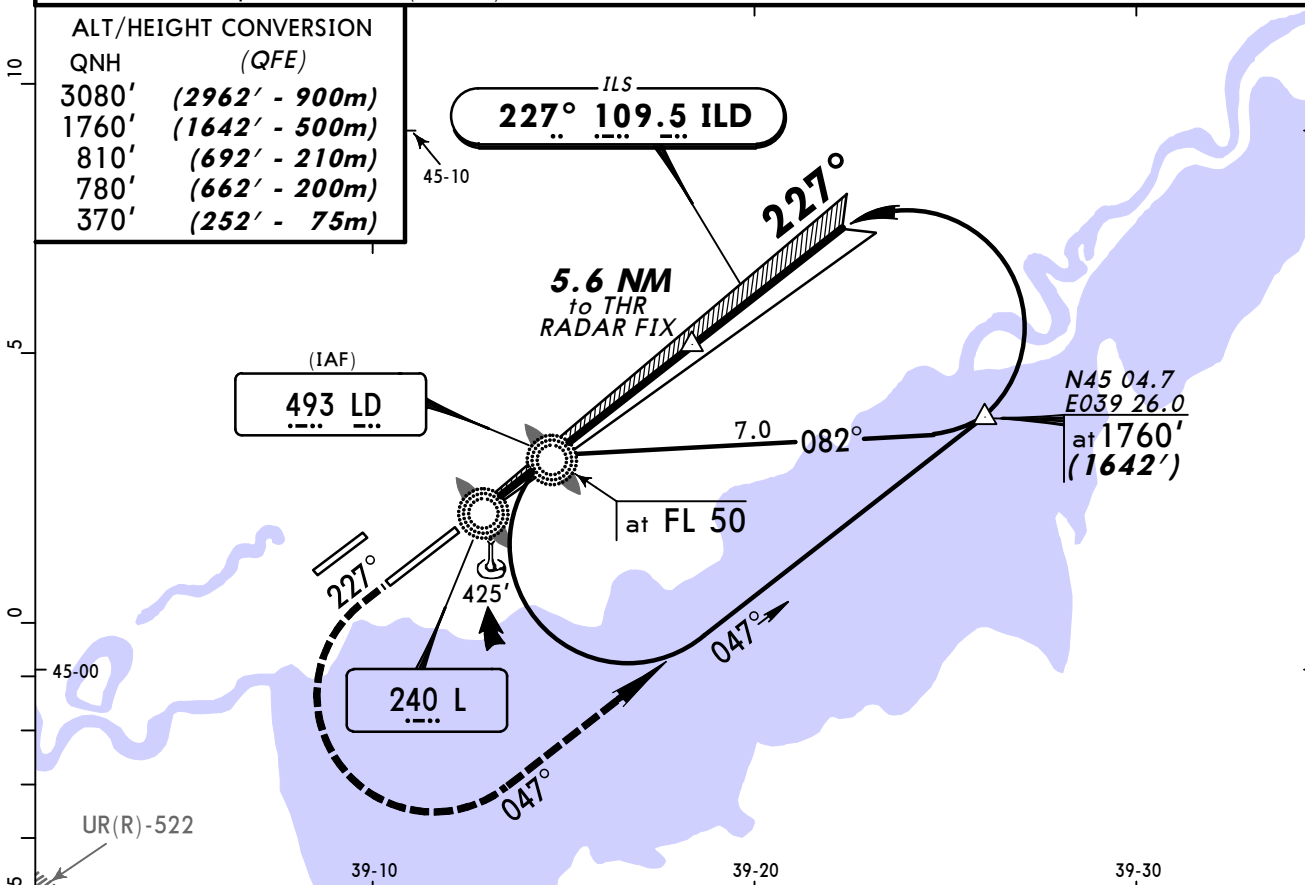
BRIEFING STRIP™



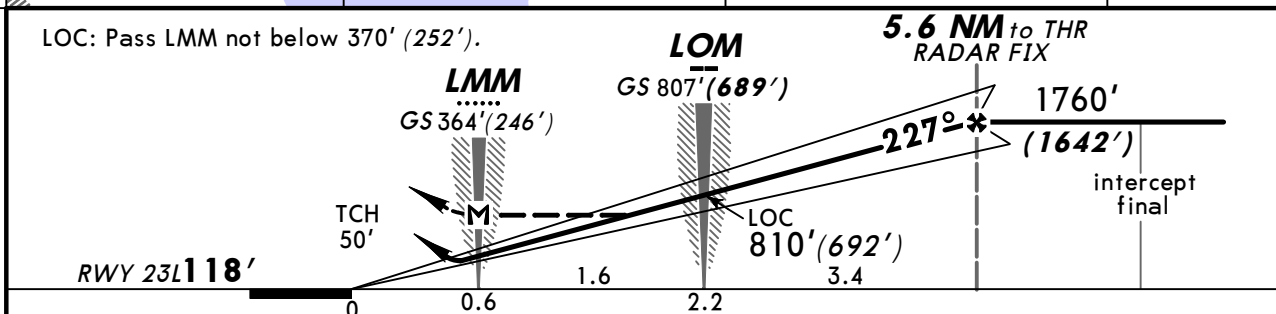
PANS OPS

BRIEFING STRIP™

ATIS 122.45 (Russian) (121.8)	KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 227°	GS LOM 807' (689')	ILS DA(H) 318' (200')	Apt Elev 118' RWY 118'	 <i>MSA L Lctr</i>	
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 50		Trans alt: 3080' (2962')
Radar control required for LOC (GS out).						



LOC: Pass LMM not below 370' (252').



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

STRAIGHT-IN LANDING RWY 23L

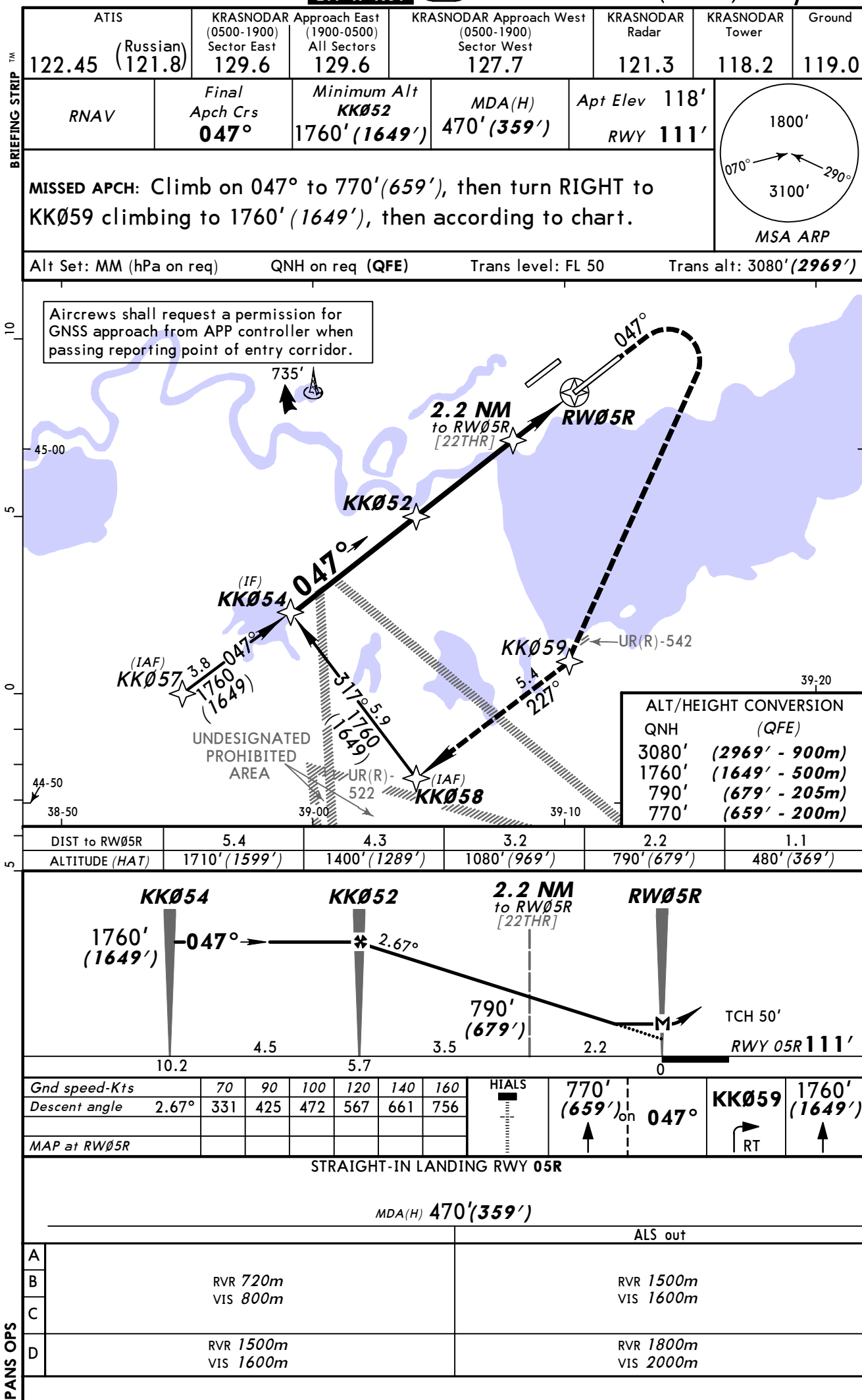
ILS DA(H) 318' (200')		LOC (GS out) MDA(H) 470' (352')			
FULL	ALS out	LMM out	ALS out		
A					
B					
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
D			1200m		RVR 1800m VIS 2000m

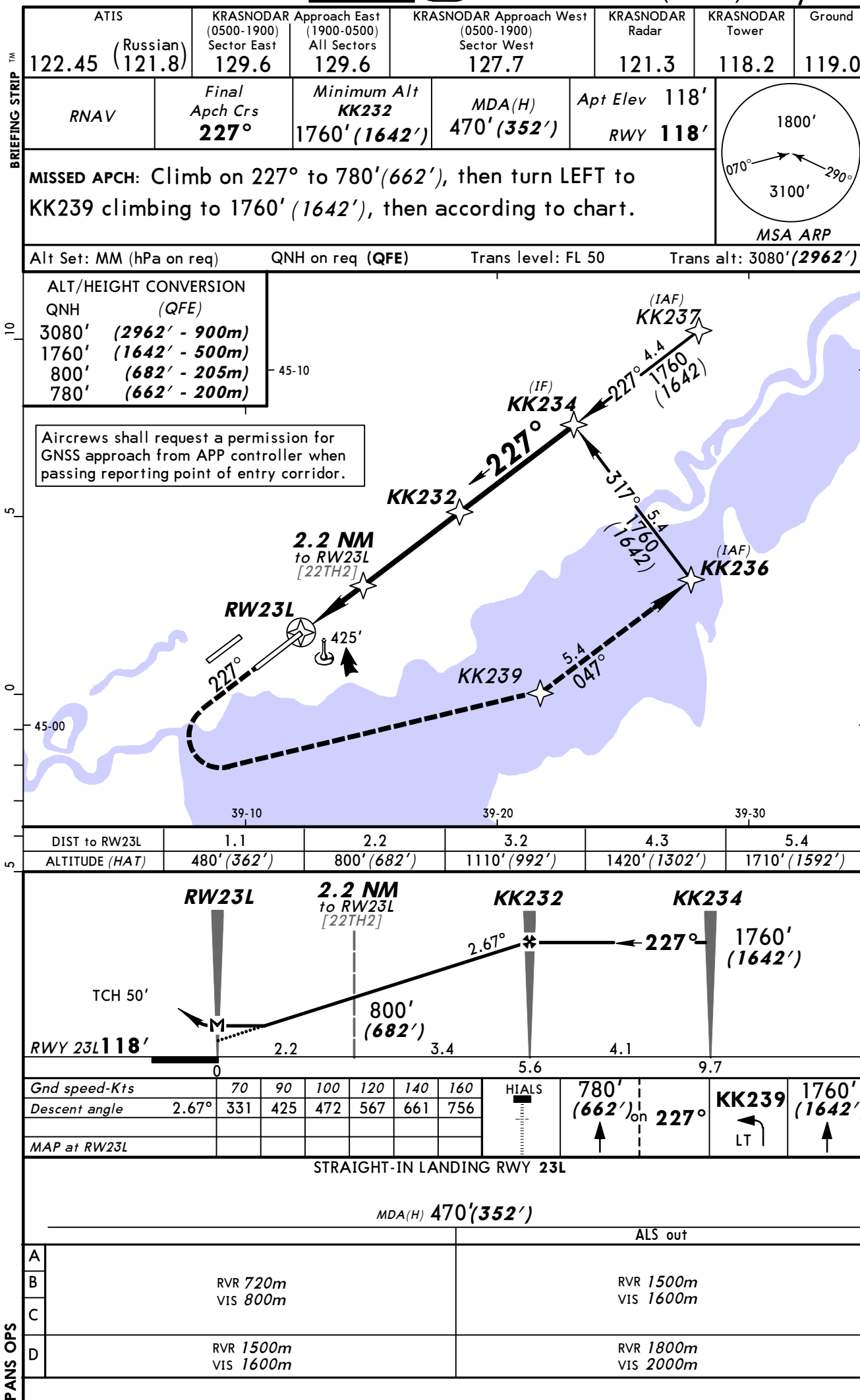
KRASNODAR, RUSSIA
NAV (GNSS) Rwy 05L

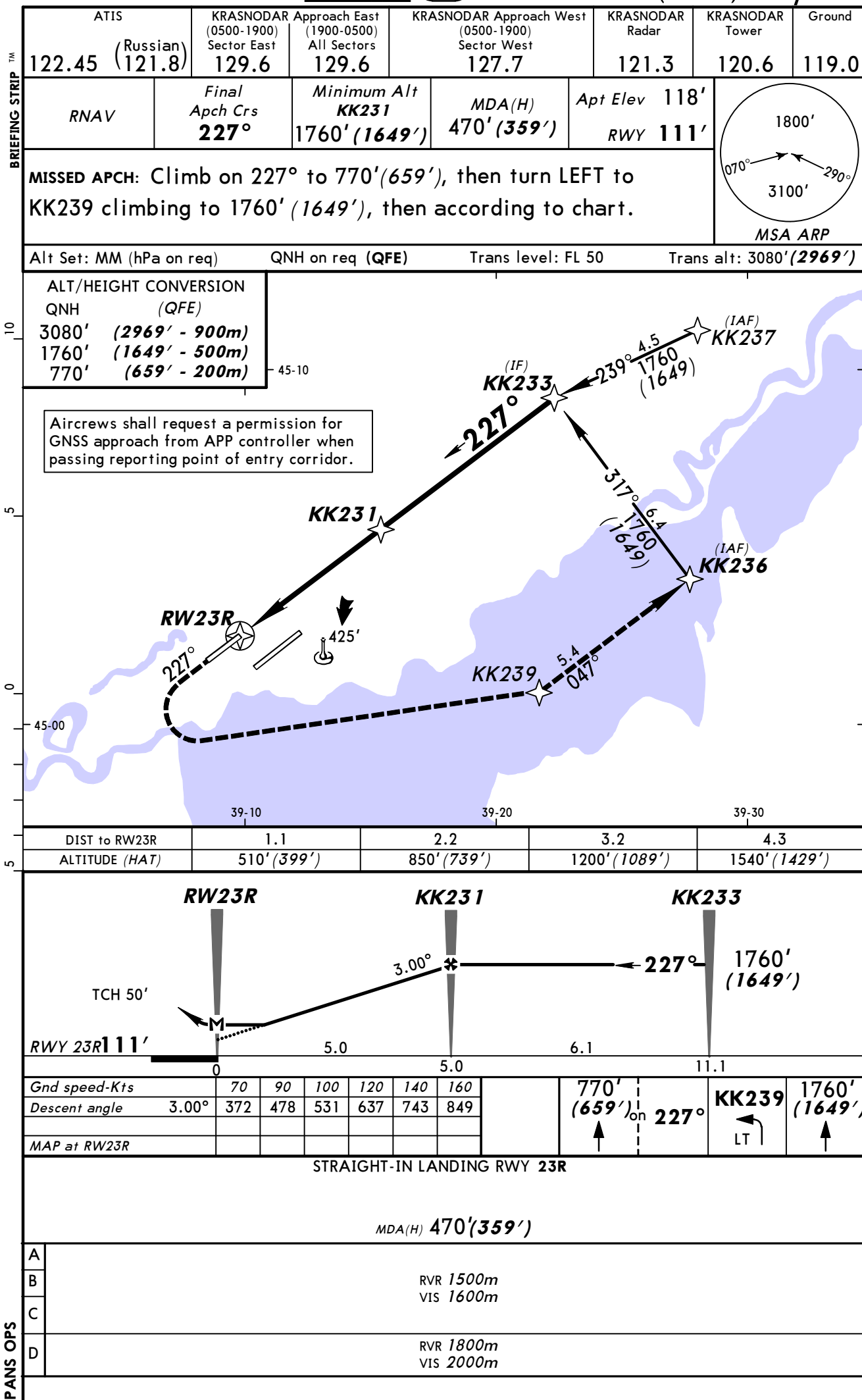
BRIEFING STRIP™

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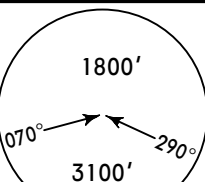
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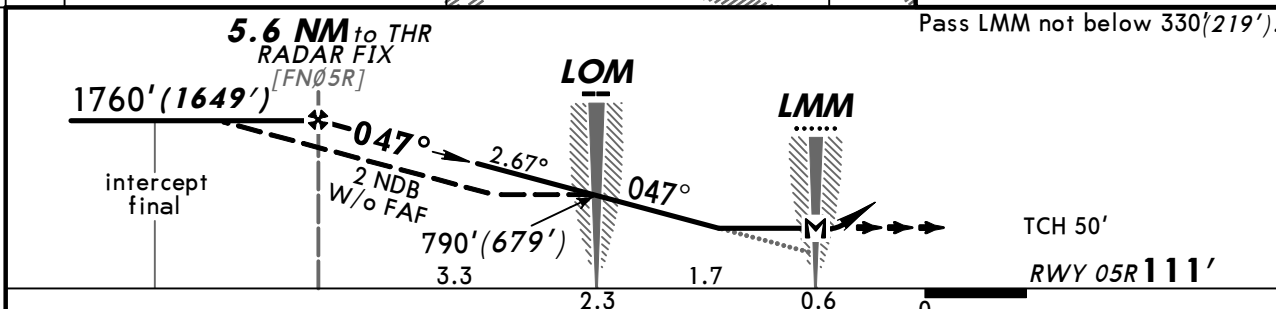
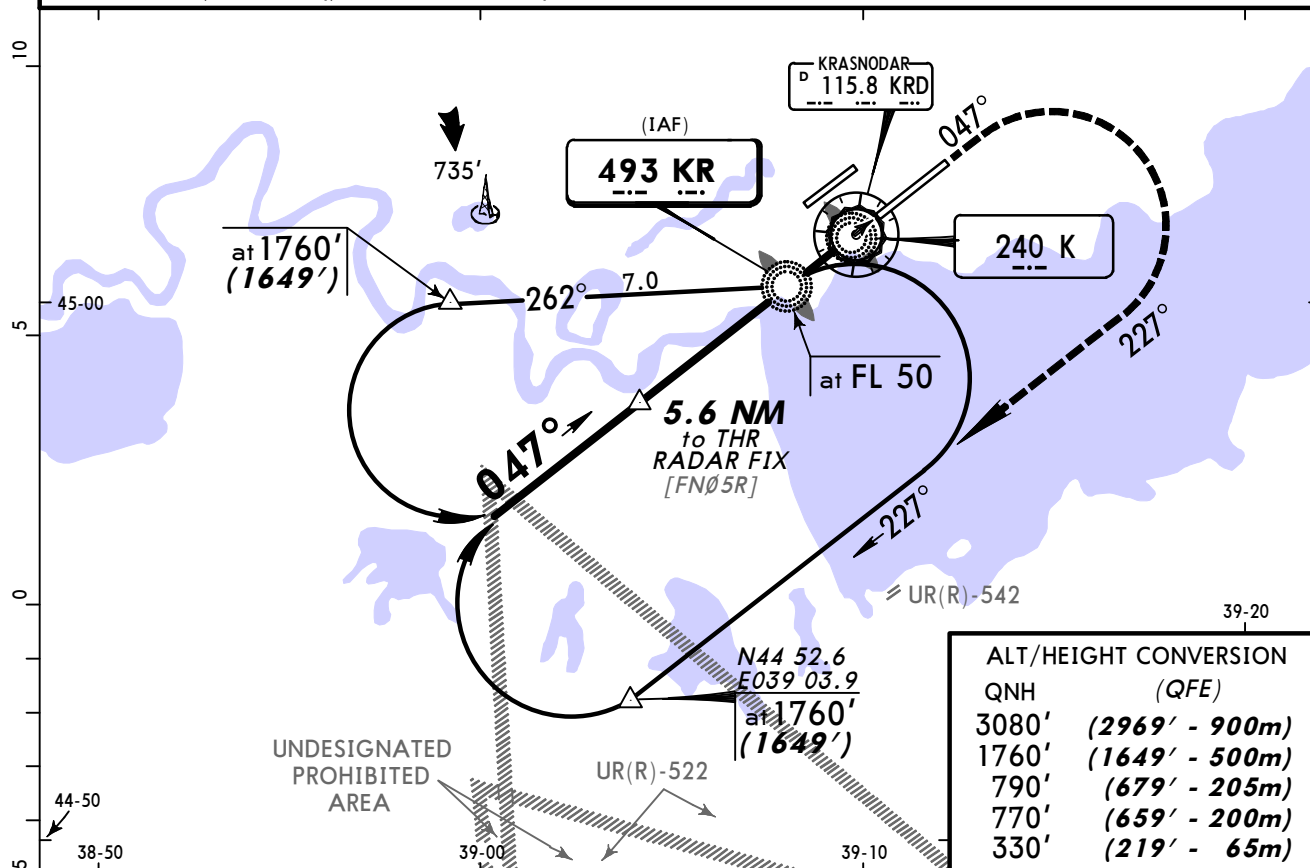






BRIEFING STRIP

ATIS 122.45 (Russian) 121.8	KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 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 50		Trans alt: 3080' (2969')

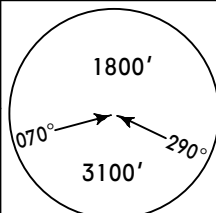


Gnd speed-Kts	70	90	100	120	140	160	HIALS	770' (659') on 047°	227° RT	1760' (1649')
Descent Angle 2.67°	331	425	472	567	661	756				
2 NDB: MAP at LMM										

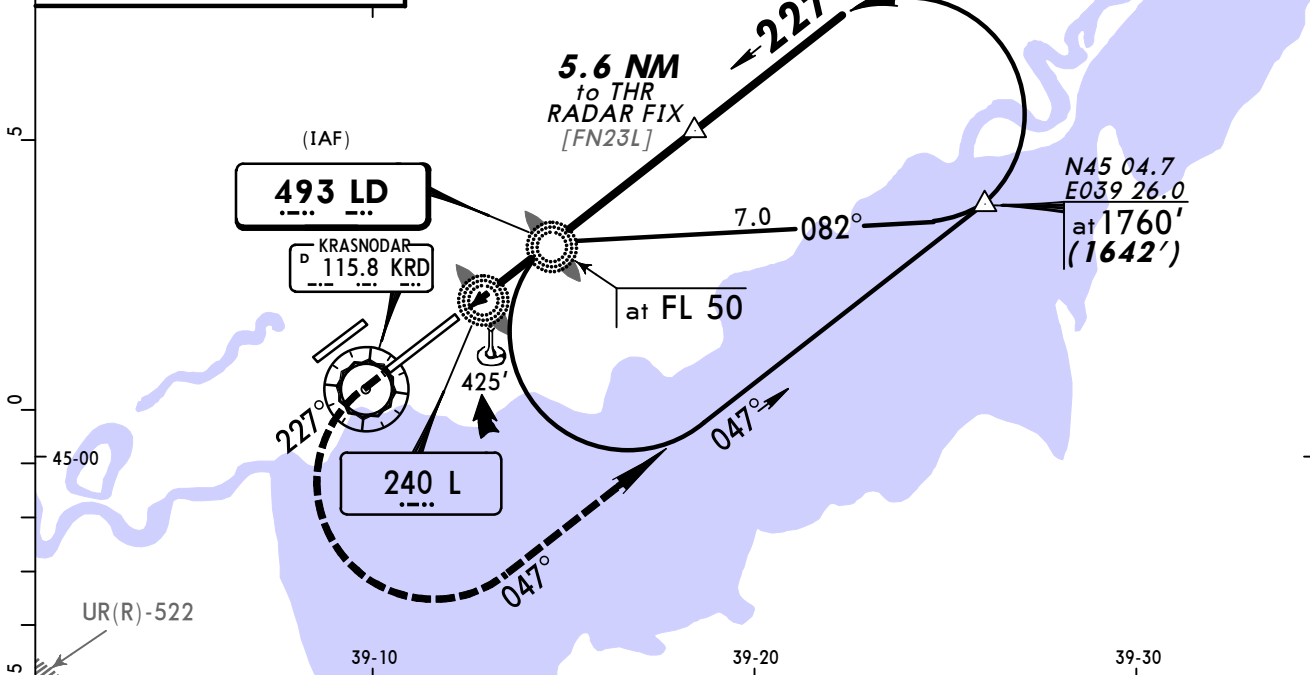
STRAIGHT-IN LANDING RWY 05R									
2 NDB		KR LOM				K LMM			
MDA(H)		With FAF		W/o FAF		With FAF		W/o FAF	
460' (349')		480' (369')		810' (699')		560' (449')		810' (699')	
ALS out		ALS out		ALS out		ALS out		ALS out	
A									
B	1200m	RVR 1500m VIS 1600m	1300m		3200m	1900m		3200m	
C			2100m			2700m			
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	1700m		3200m 3600m	2300m		3200m 3600m	
W/o FAF: MDA(H) 470' (359').									

PANS OPS

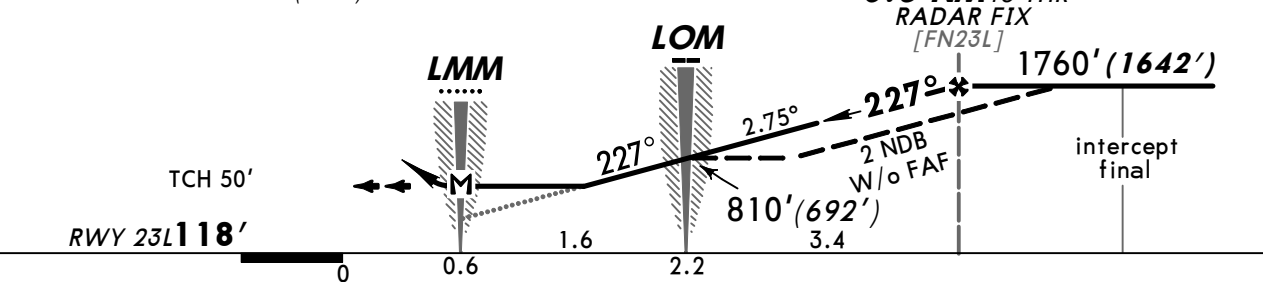
BRIEFING STRIP™

ATIS 122.45 (Russian) (121.8)	KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 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'	 MSA L Lctr	
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 50		Trans alt: 3080'(2962')

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



Pass LMM not below 370' (252').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662') on 227°	047° LT	1760' (1642')
Descent angle	2.75°	340	438	486	584	681	778			
2 NDB: MAP at LMM										

2 NDB		STRAIGHT-IN LANDING RWY 23L				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)	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	ALS out	ALS out	ALS out	ALS out
A									3200m
B	1200m R1500m V1600m	3200m	2300m	3100m	3200m	2300m	3100m		
C								2800m	3600m
D	R1500m V1600m R1800m V2000m	3200m 3600m	2700m		3200m 3600m	2700m		3600m	4000m

KRASNODAR, (PASHKOVSKIY - URKK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKK

Chart Change Notices for Country RUS

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

The Russian CAA provided major changes for the AIRAC cycle effective 17 November 2011, including implementation of RVSM separation techniques and ICAO flight level system, airspace alignment and change of the existing coordinates standard to PZ-90.02. Also affected by the change are the countries of Afghanistan, Kazakhstan, Kyrgyzstan, Mongolia, Tajikistan, Turkmenistan, and Uzbekistan. We have also received late sources effective 17 November 2011. Please continue to refer to the notices published for the individual airports and our website. www.jepesen.com/eurasiachange.