

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USRK

Terminal Charts For USRK

Revision Letter For Cycle 08-2012

Change Notices

Notebook

General Information

Location: Kogalym Rus
IATA Code: KGP
Lat/Long: N62° 11.4' E074° 32.1'
Elevation: 220 ft

Airport Use: Public
Magnetic Variation: 17.3 °E

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

Sunrise: 2324 Z
Sunset: 1438 Z,

Runway Information

Runway: 17
Length x Width: 8225 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 220 ft
Lighting: Edge, ALS

Runway: 35
Length x Width: 8225 ft x 138 ft
Surface Type: concrete
TDZ-Elev: 217 ft
Lighting: Edge, ALS

Communication Information

ATIS 123.4 Non-English
Kogalym Tower 119.4
Transit Operations 131.5

*ATIS
123.4

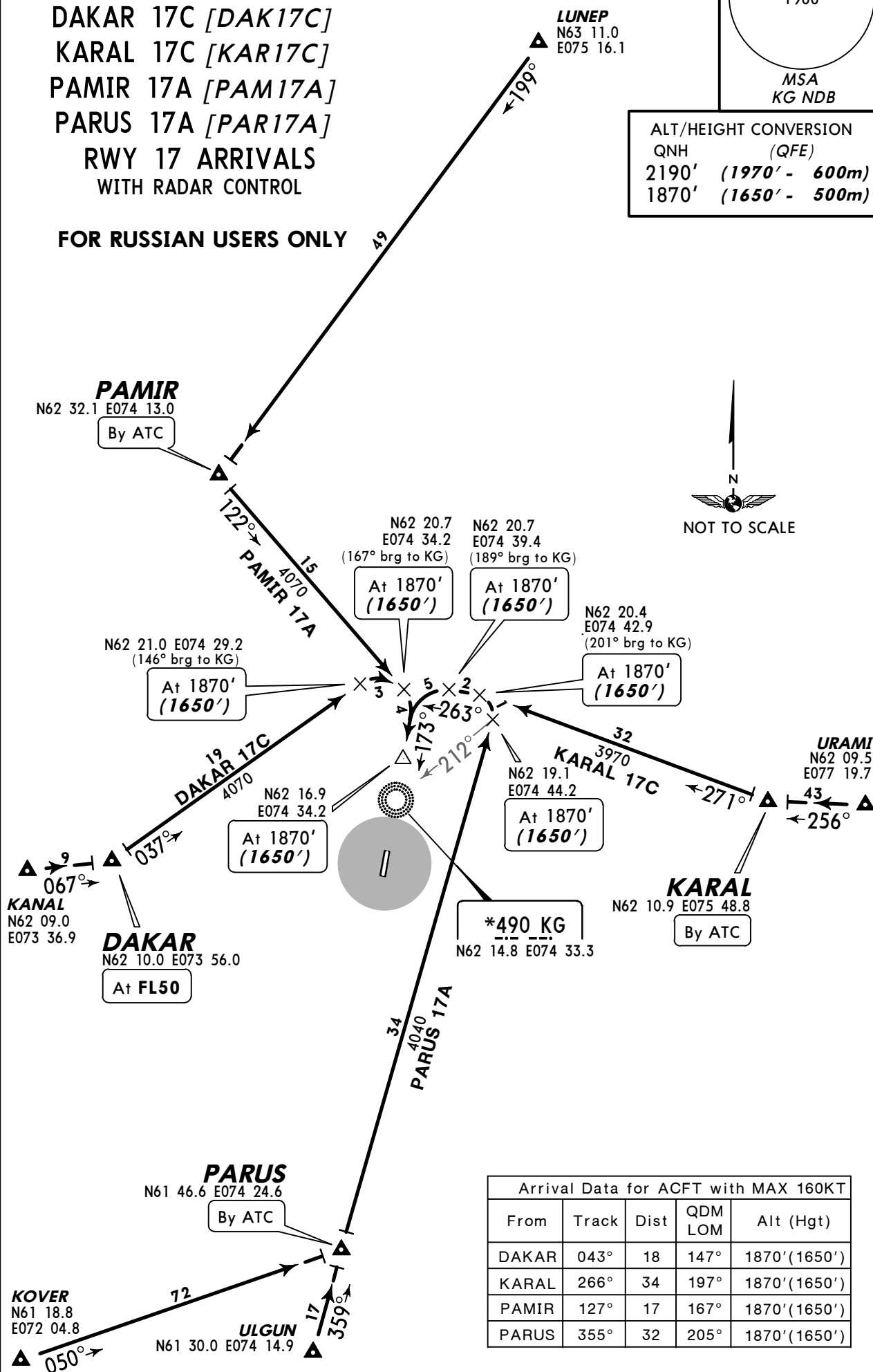
Apt Elev
220'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1970')

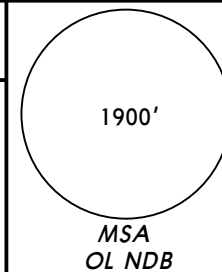
1900'

MSA
KG NDB

ALT/HEIGHT CONVERSION
QNH (QFE)
2190' (1970' - 600m)
1870' (1650' - 500m)

DAKAR 17C [DAK17C]
KARAL 17C [KAR17C]
PAMIR 17A [PAM17A]
PARUS 17A [PAR17A]
RWY 17 ARRIVALS
WITH RADAR CONTROL
FOR RUSSIAN USERS ONLY


*ATIS 123.4 Apt Elev 220' Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1973')



DAKAR 35C [DAK35C]
KARAL 35C [KAR35C]
PAMIR 35A [PAM35A]
PARUS 35A [PAR35A]
RWY 35 ARRIVALS
WITH RADAR CONTROL

FOR RUSSIAN USERS ONLY

PAMIR
N62 32.1 E074 13.0

By ATC

LUNEP
N63 11.0
E075 16.1



ALT/HEIGHT CONVERSION
QNH (QFE)
2190' (1973' - 600m)
1860' (1643' - 500m)

KANAL
N62 09.0
E073 36.9

DAKAR
N62 10.0 E073 56.0
At FL50

N62 03.6
E074 21.4
(023° brg to OL)
At 1860'
(1643')

*490 OL
N62 08.7 E074 31.1

N62 05.9
E074 30.0
At 1860'
(1643')

KARAL
N62 10.9 E075 48.8
By ATC

URAMI
N62 09.5
E077 19.7

N62 02.3
E074 23.2
(013° brg to OL)
At 1860'
(1643')

N62 01.6
E074 32.3
(338° brg to OL)
At 1860'
(1643')

N62 01.4 E074 37.1
(323° brg to OL)
At 1860'
(1643')

PARUS
N61 46.6 E074 24.6
By ATC

KOVER
N61 18.8
E072 04.8

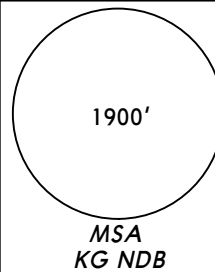
ULGUN
N61 30.0 E074 14.9

Arrival Data for ACFT with MAX 160KT				
From	Track	Dist	QDM LOM	Alt (Hgt)
DAKAR	094°	15	011°	1860'(1643')
KARAL	243°	36	329°	1860'(1643')
PAMIR	151°	28	020°	1860'(1643')
PARUS	350°	18	353°	1860'(1643')

*ATIS
123.4

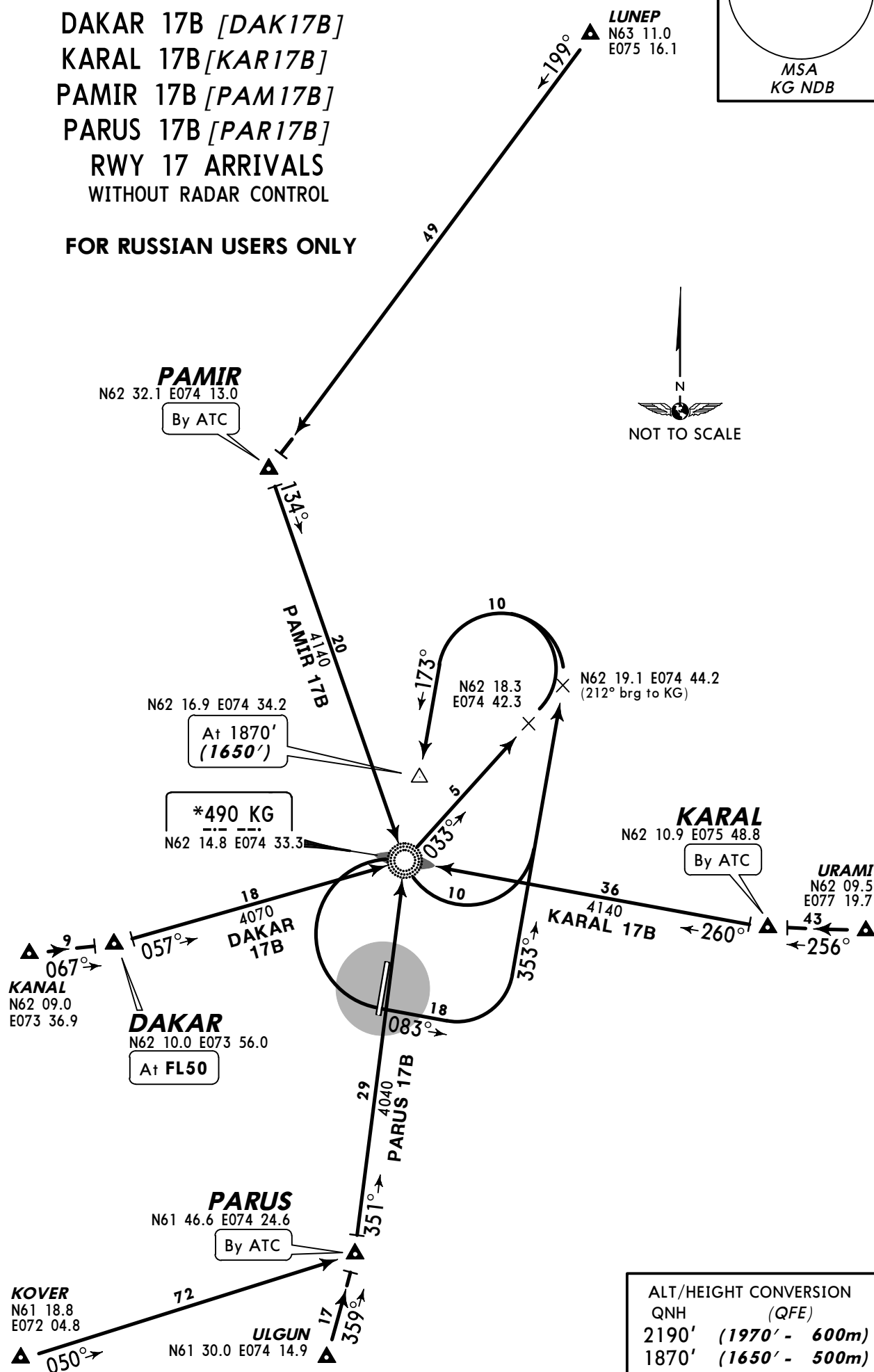
Apt Elev
220'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1970')
Holding area over KG racetrack 1 min.

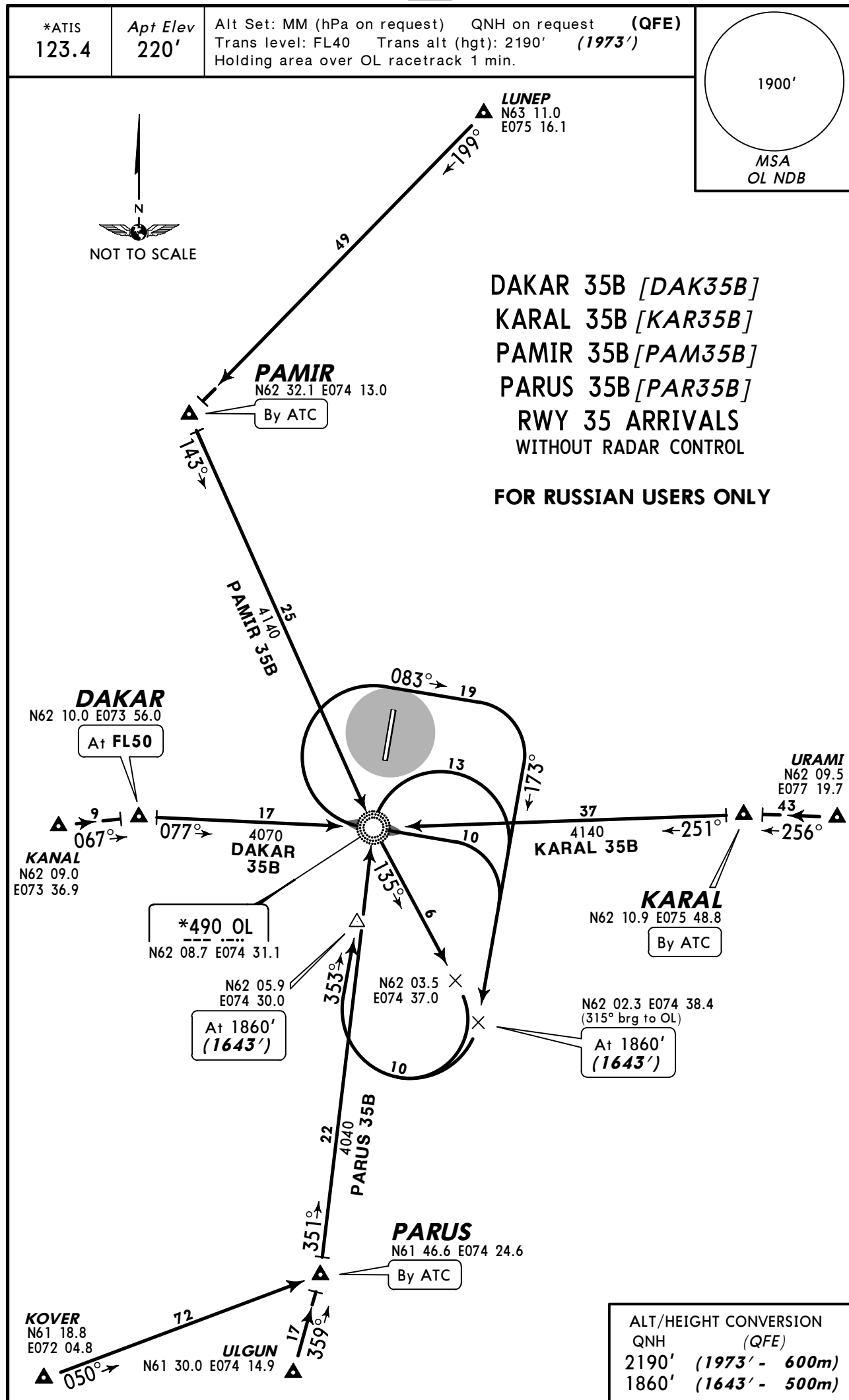


DAKAR 17B [DAK17B]
KARAL 17B [KAR17B]
PAMIR 17B [PAM17B]
PARUS 17B [PAR17B]
RWY 17 ARRIVALS
WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY

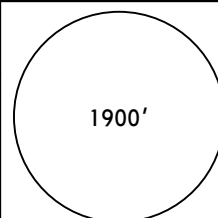


ALT/HEIGHT CONVERSION
QNH (QFE)
2190' (1970' - 600m)
1870' (1650' - 500m)



Apt Elev
220'

QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1970')

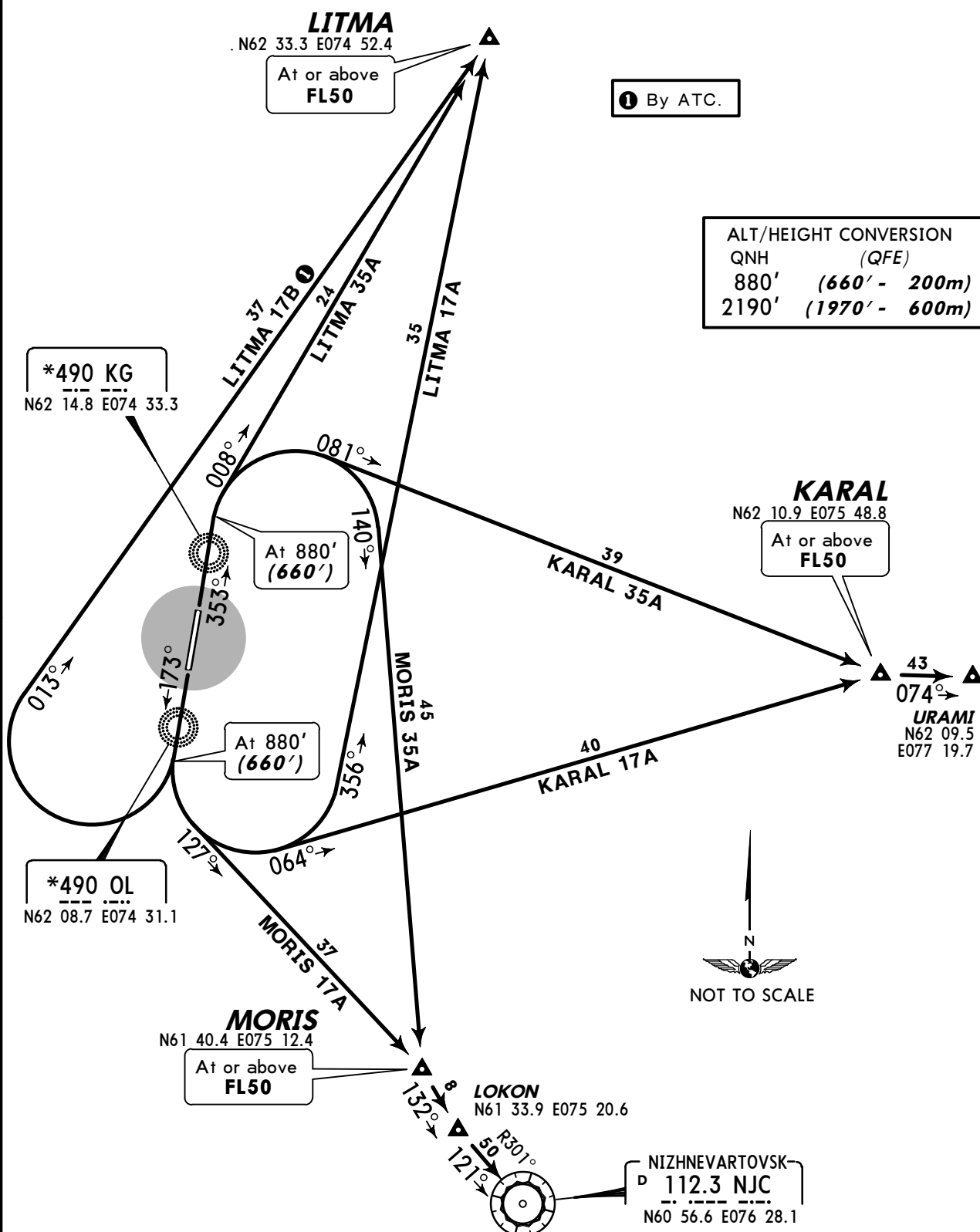


MSA
(Rwy 17)
KG NDB
(Rwy 35)
OL NDB

KARAL 17A [KAR17A], LITMA 17A [LIT17A]
LITMA 17B [LIT17B] ①, MORIS 17A [MOR17A]
RWY 17 DEPARTURES

KARAL 35A [KAR35A], LITMA 35A [LIT35A]
MORIS 35A [MOR35A]
RWY 35 DEPARTURES

FOR RUSSIAN USERS ONLY



Apt Elev
220'

QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1970')

1900'

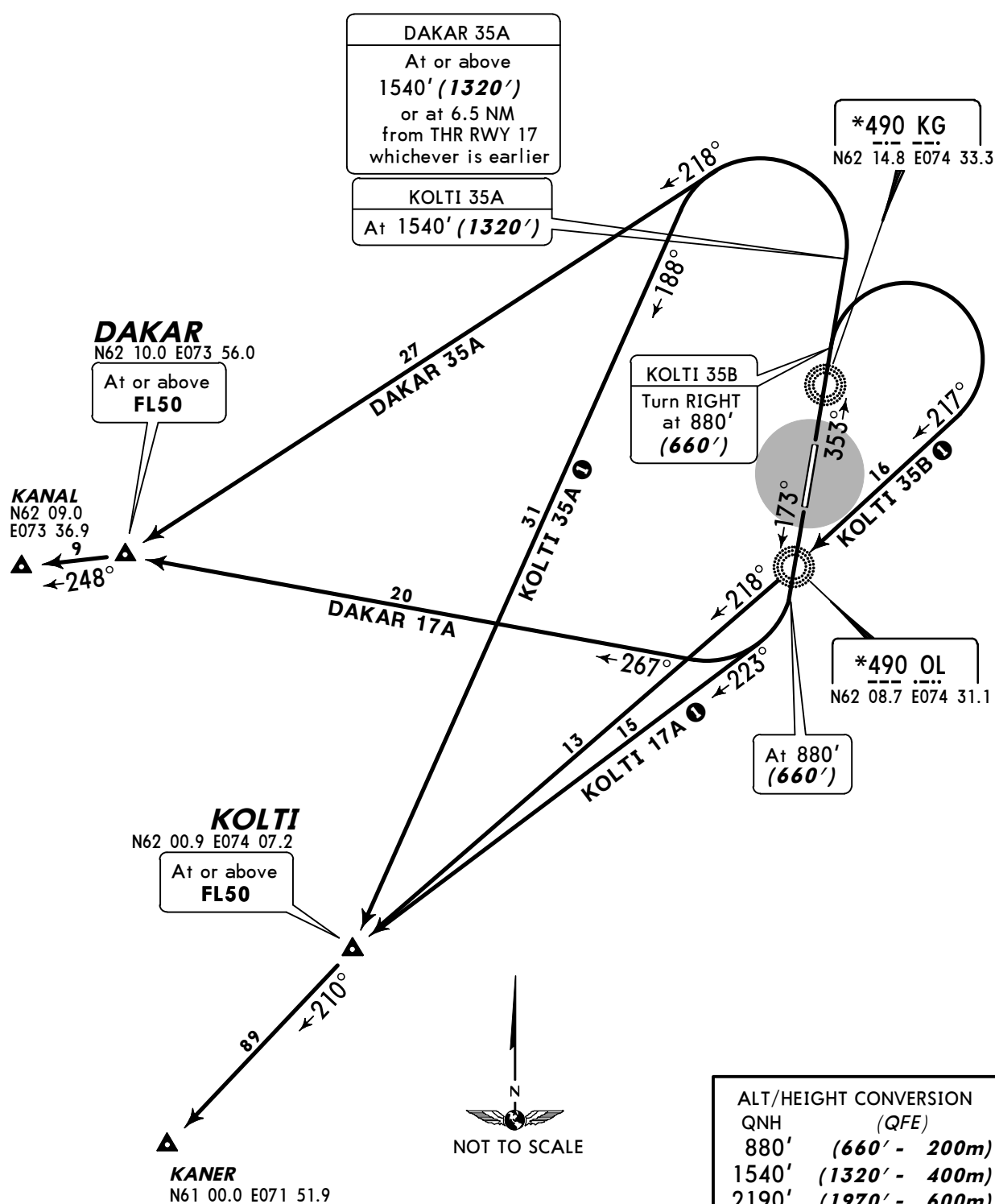
MSA
(Rwy 17)
KG NDB
(Rwy 35)
OL NDB

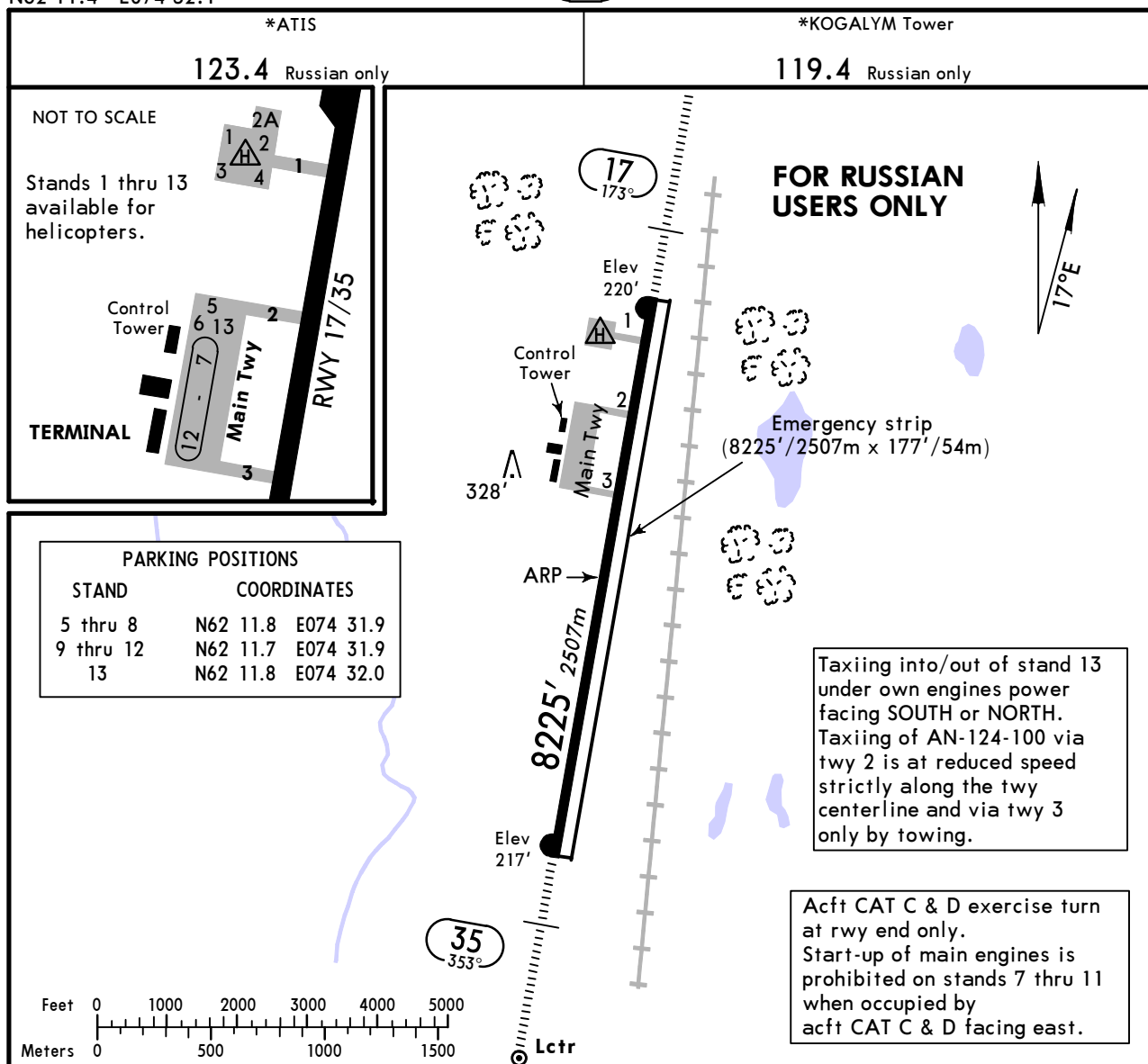
DAKAR 17A [DAK17A], KOLTI 17A [KOL17A] ①
RWY 17 DEPARTURES

DAKAR 35A [DAK35A], KOLTI 35A [KOL35A] ①
KOLTI 35B [KOL35B] ①
RWY 35 DEPARTURES

FOR RUSSIAN USERS ONLY

① By ATC.





ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
17					7815' 2382m	1	138'
35	HIRL	ALS	PAPI (angle 3.0°)		6585' 2007m		42m

1 TAKE-OFF RUN AVAILABLE

RWY 17:

From rwy head	7897' (2407m) 2
twy 1 int	7569' (2307m)
twy 2 int	6693' (2040m)
twy 3 int	5577' (1700m)

RWY 35:

From rwy head	7897' (2407m) 2
twy 3 int	2648' (807m)
twy 2 int	1532' (467m)

2 First 328'/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

STRAIGHT-IN RWY		A	B	C	D
17	ILS	420'(200') R1000m	420'(200') R1000m	420'(200') R1000m	420'(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	590'(370') R1500m	590'(370') R1500m	590'(370') R1500m	590'(370') R1500m
	ALS out	R1700m	R1700m	R1700m	R1700m
	2 NDB ①	590'(370') R1500m	590'(370') R1500m	590'(370') R1500m	590'(370') R1500m
	ALS out	R1700m	R1700m	R1700m	R1700m
	KG NDB ①	880'(660') C2800m	880'(660') C2800m	1050'(830') C3600m	1050'(830') C3600m
	ALS out	C3000m	C3000m	C3800m	C3800m
	K Lctr	1010'(790') C3600m	1010'(790') C3600m	1210'(990') C4700m	1210'(990') C4700m
	ALS out	C3800m	C3800m	C4900m	C4900m
35	ILS	417'(200') R1000m	417'(200') R1000m	417'(200') R1000m	417'(200') R1000m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ①	570'(353') R1400m	570'(353') R1400m	570'(353') R1400m	570'(353') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
	2 NDB ①	570'(353') R1400m	570'(353') R1400m	570'(353') R1400m	570'(353') R1400m
	ALS out	R1600m	R1600m	R1600m	R1600m
	OL NDB	880'(663')① C2900m	880'(663')① C2900m	1040'(823') C4000m	1040'(823') C4000m
	ALS out	C3100m	C3100m	C4200m	C4200m
	O Lctr	880'(663') C3100m	880'(663') C3100m	1210'(993') C4700m	1210'(993') C4700m
	ALS out	C3300m	C3300m	C4900m	C4900m

① Continuous Descent Final Approach.

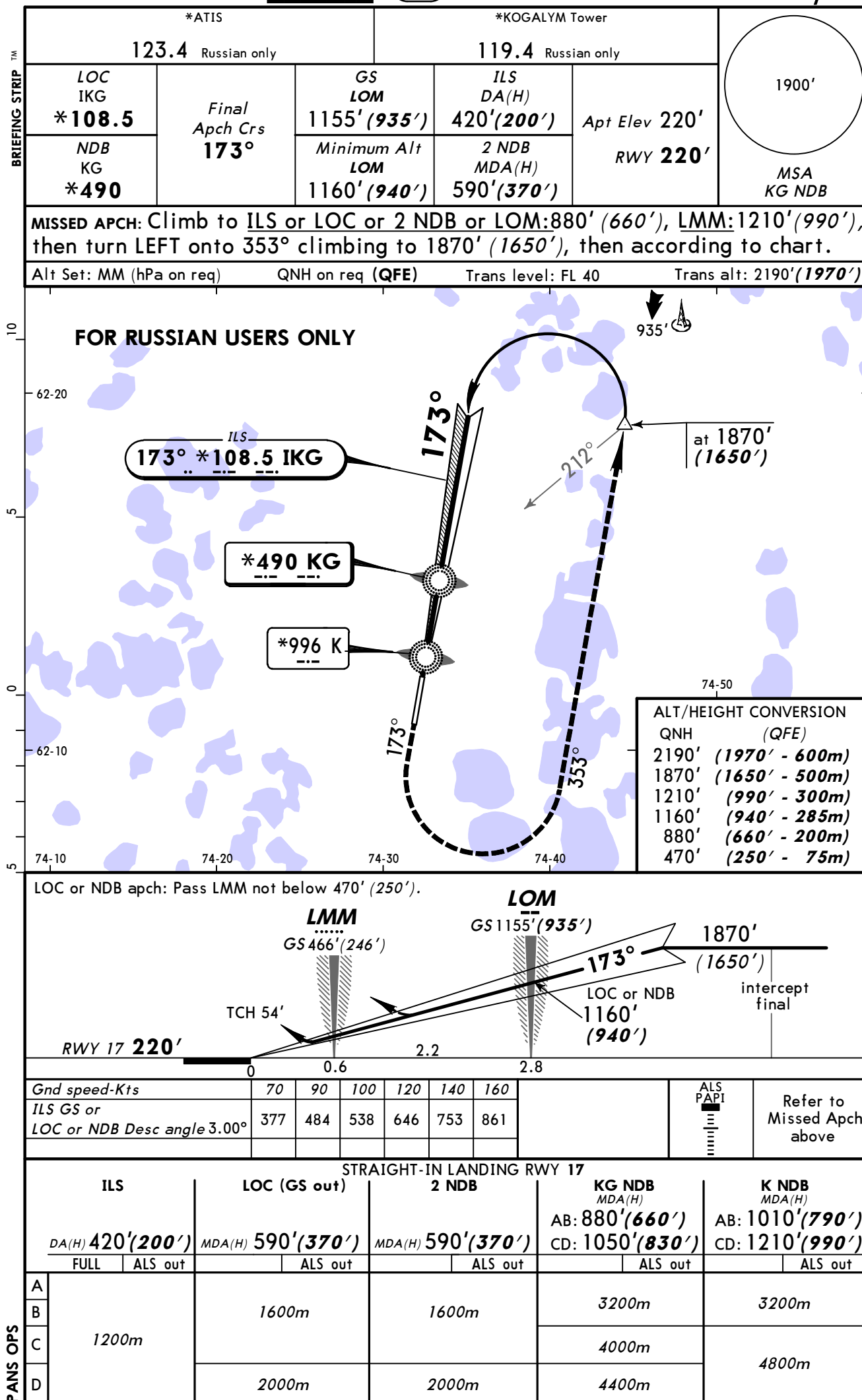
TAKE-OFF RWY 17, 35

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

STRAIGHT-IN RWY		A	B	C	D
17	ILS	420' (200')	420' (200')	420' (200')	420' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	590' (370')	590' (370')	590' (370')	590' (370')
		R1300m	R1400m	R1500m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	590' (370')	590' (370')	590' (370')	590' (370')
		R1300m	R1400m	R1500m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	KG NDB	880' (660')	880' (660')	1050' (830')	1050' (830')
		R1500m	R1500m	R2000m	R2000m
	K NDB	1010' (790')	1010' (790')	1210' (990')	1210' (990')
		R1500m	R1500m	R2000m	R2000m
35	ILS	417' (200')	417' (200')	417' (200')	417' (200')
		R800m	R800m	R800m	R800m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	570' (353')	570' (353')	570' (353')	570' (353')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	570' (353')	570' (353')	570' (353')	570' (353')
		R1300m	R1400m	R1600m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	OL NDB	880' (663')	880' (663')	1040' (823)	1040' (823')
		R1500m	R1500m	R2000m	R2000m
	O NDB	880' (663')	880' (663')	1210' (993)	1210' (993')
		R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 17, 35

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		



PANS OPS	A	1200m	1600m	1600m	3200m	3200m
	B					
	C			4000m	4800m	
	D		2000m	2000m		4400m

KOGALYM, (KOGALYM - USRK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USRK

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.jeppesen.com/eurasiachange.