

## List of pages in this Trip Kit

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Airport Information For USUU

Terminal Charts For USUU

Revision Letter For Cycle 08-2012

Change Notices

Notebook

## General Information

Location: Kurgan Rus  
IATA Code: KRO  
Lat/Long: N55° 28.5' E065° 25.0'  
Elevation: 239 ft

Airport Use: Public  
Magnetic Variation: 13.2°E

Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0023 Z  
Sunset: 1452 Z,

## Runway Information

Runway: 02  
Length x Width: 8533 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 237 ft  
Lighting: Edge, ALS

Runway: 20  
Length x Width: 8533 ft x 138 ft  
Surface Type: asphalt  
TDZ-Elev: 233 ft  
Lighting: Edge, ALS

## Communication Information

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

\*KURGAN Approach  
(Russian)  
120.3 124.0X

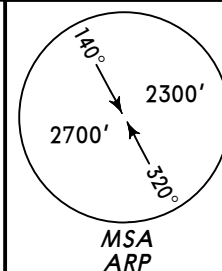
Apt Elev  
239'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2633')

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

CAT C & D

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION  
QNH (QFE)  
2870' (2633' - 800m)  
1880' (1643' - 500m)



**BAGER**  
N56 00.8 E065 23.7

At or above  
FL60

163°  
168°  
161°

BAG Ø2A  
30

BAG Ø2B  
By ATC  
35

(IAF)  
708 RD  
N55 26.1 E065 22.5

At 2870'  
(2633')

N55 31.1 E065 27.7  
(197° brg to RD)

At FL40

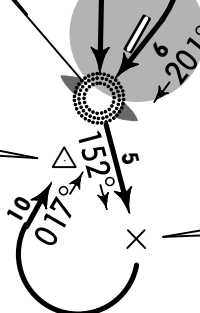
FL50 if pressure is  
at or below  
753mm (1003.9 hPa)

(FAF)  
N55 23.8 E065 20.2

At 1880'  
(1643')

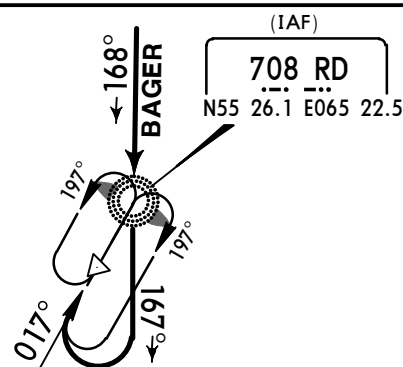
N55 20.9 E065 24.9

At 1880'  
(1643')



## LOST COMMS AND ASR OUT PROCEDURES:

- commence approach by overflying IAF RD, enter STAR as follows:
  - from BAGER perform teardrop entry:
    - overfly RD, 167° 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.



\*KURGAN Approach  
(Russian)  
**120.3 124.0X**

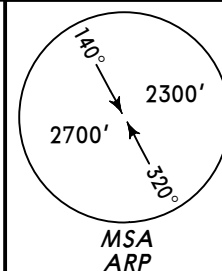
*Apt Elev*  
**239'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2633')**

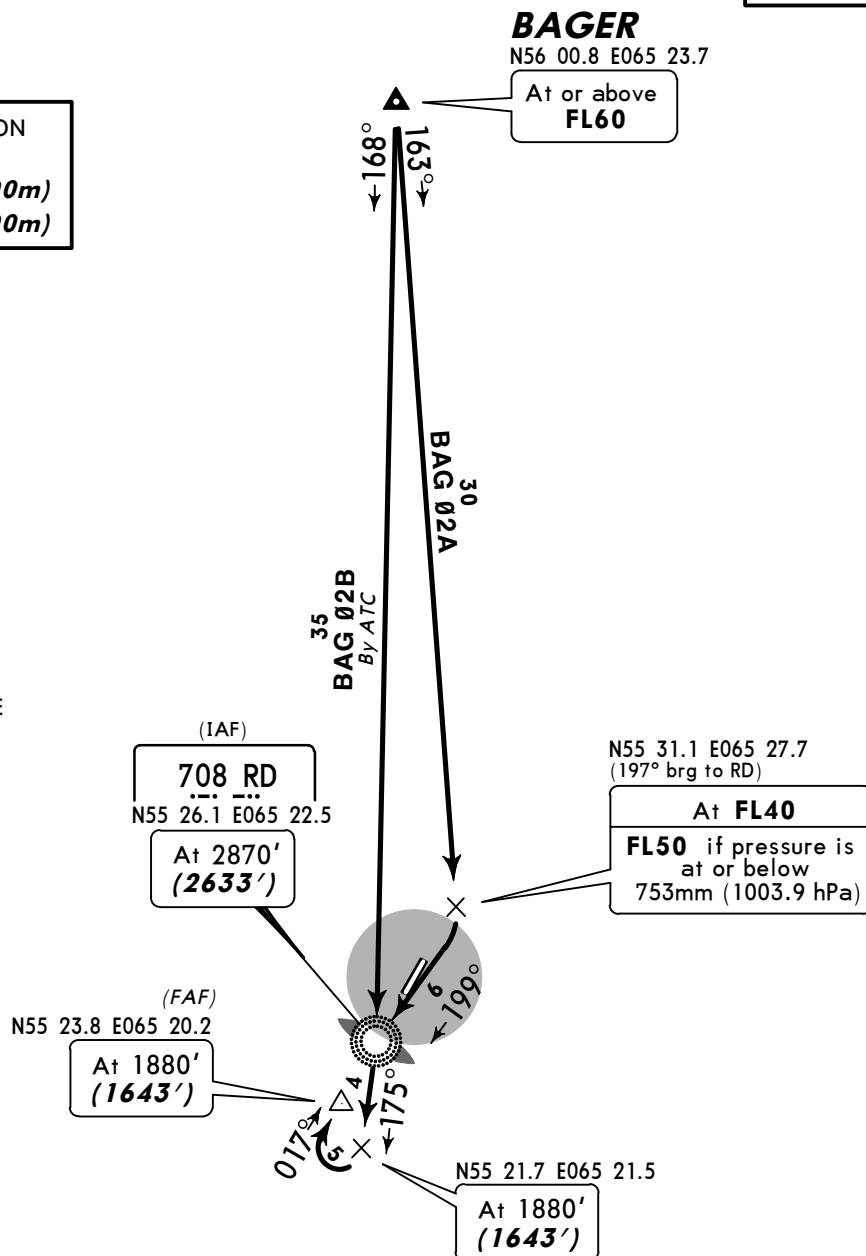
# **BAGER Ø2A (BAG Ø2A), BAGER Ø2B (BAG Ø2B) RWY 02 ARRIVALS**

**CAT A & B**

**FOR RUSSIAN USERS ONLY**

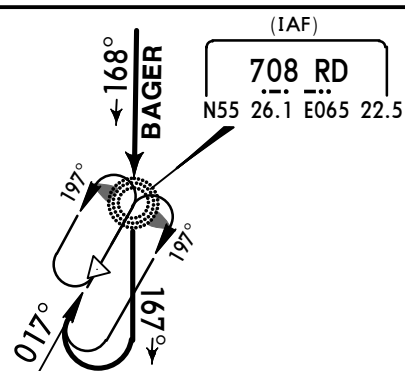


**ALT/HEIGHT CONVERSION**  
QNH **(QFE)**  
2870' **(2633' - 800m)**  
1880' **(1643' - 500m)**



## **LOST COMMS AND ASR OUT PROCEDURES:**

- commence approach by overflying IAF RD, enter STAR as follows:
  - from BAGER perform teardrop entry:
    - overfly RD, 167° 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.

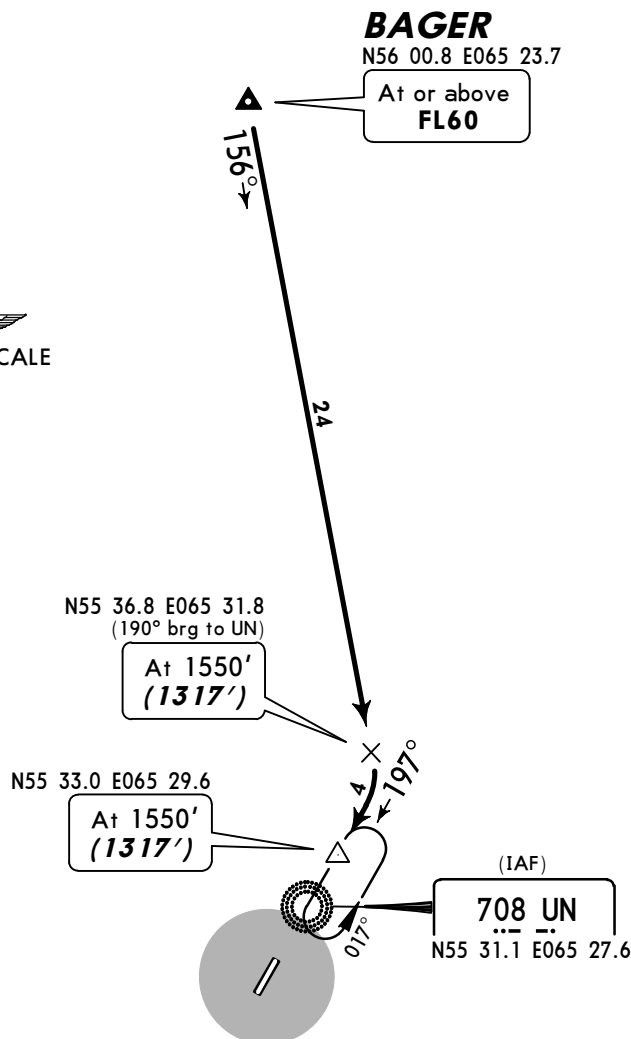
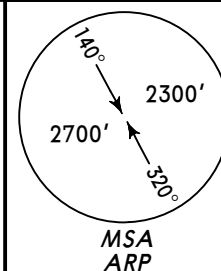


\*KURGAN Approach  
(Russian)  
120.3 124.0X

Apt Elev  
239'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2637')  
Final turn to be performed with descent.

**BAGER 20A (BAG 20A)**  
**RWY 20 ARRIVAL**  
**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 017°: CAT A&B 2 MIN  
CAT C&D 1,5 MIN.

**ALT/HEIGHT CONVERSION**

QNH (QFE)  
2870' (2637' - 800m)  
1550' (1317' - 400m)

\*KURGAN Approach  
(Russian)  
**120.3 124.0X**

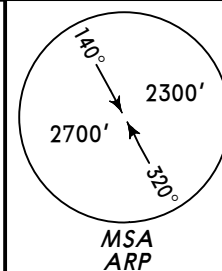
*Apt Elev*  
**239'**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2633')**

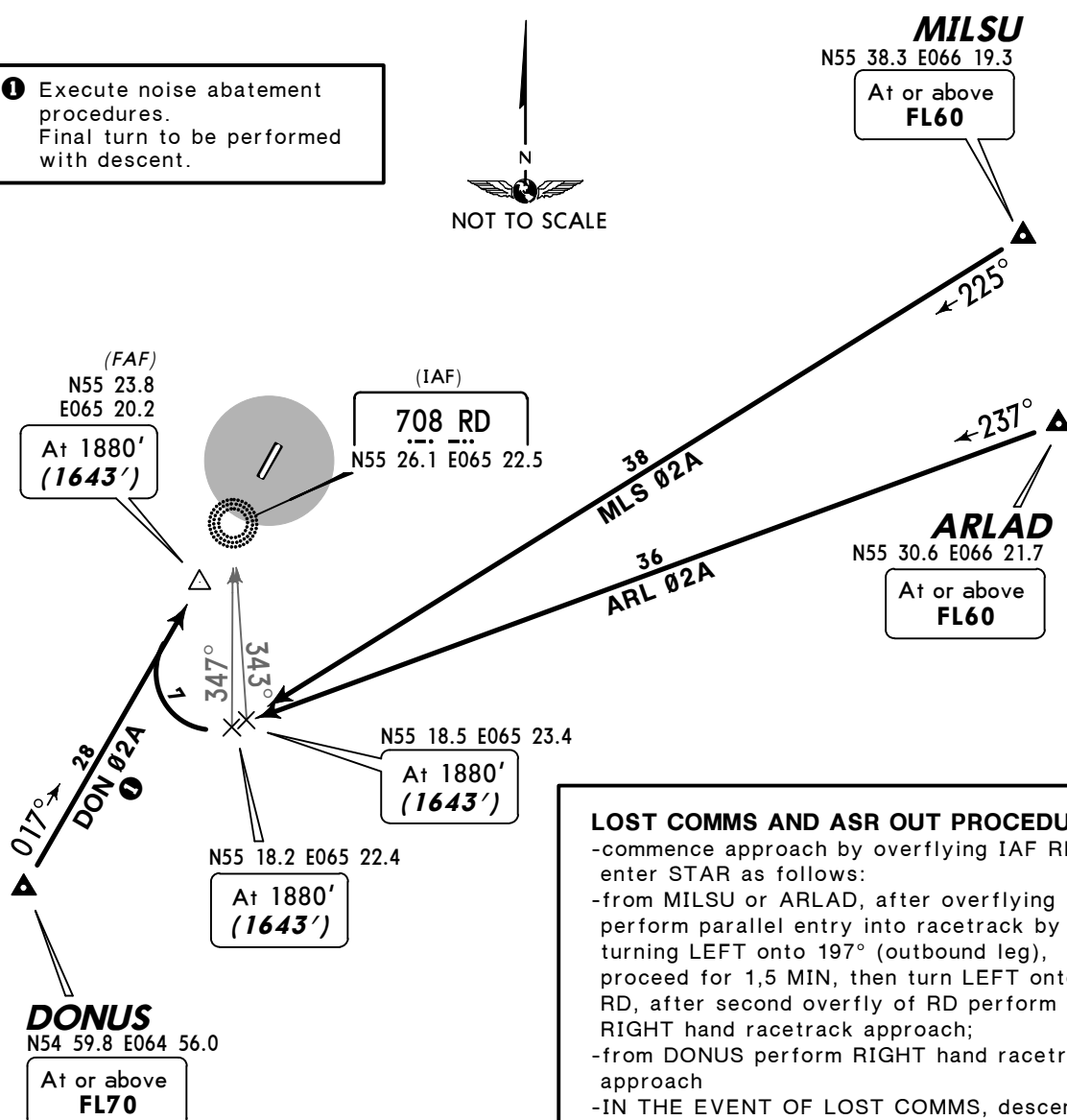
**ARLAD Ø2A (ARL Ø2A)  
DONUS Ø2A (DON Ø2A) , MILSU Ø2A (MLS Ø2A)  
RWY 02 ARRIVALS**

**CAT C & D**

**FOR RUSSIAN USERS ONLY**

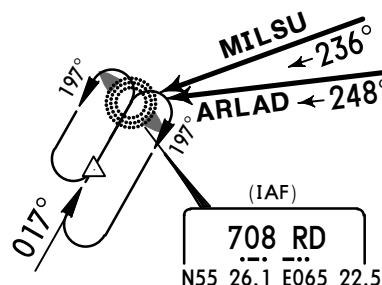


**1** Execute noise abatement procedures.  
Final turn to be performed with descent.



**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 197° (outbound leg), proceed for 1,5 MIN, then turn LEFT onto RD, after second overfly of RD 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.



**ALT/HEIGHT CONVERSION**  
QNH **(QFE)**  
2870' **(2633' - 800m)**  
1880' **(1643' - 500m)**

Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2633')**

## CAT A &amp; B

At or above  
**FL60**

(IAF)

708 RD

N55 26.1 E065 22.5

N55 21.1 E065 20.7

At 1880'  
(1643')

N55 21.0 E065 20.3  
(001° brg to RD)

At 1880'  
(1643')

**DONUS**  
N54 59.8 E064 56.0

At or above  
**FL70**

- 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 197° (outbound leg), proceed for 2 MIN, then turn LEFT onto RD, after second overfly of RD 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.

ALT/HEIGHT CONVERSION

| QNH   | (QFE)          |
|-------|----------------|
| 2870' | (2633' - 800m) |
| 1880' | (1643' - 500m) |

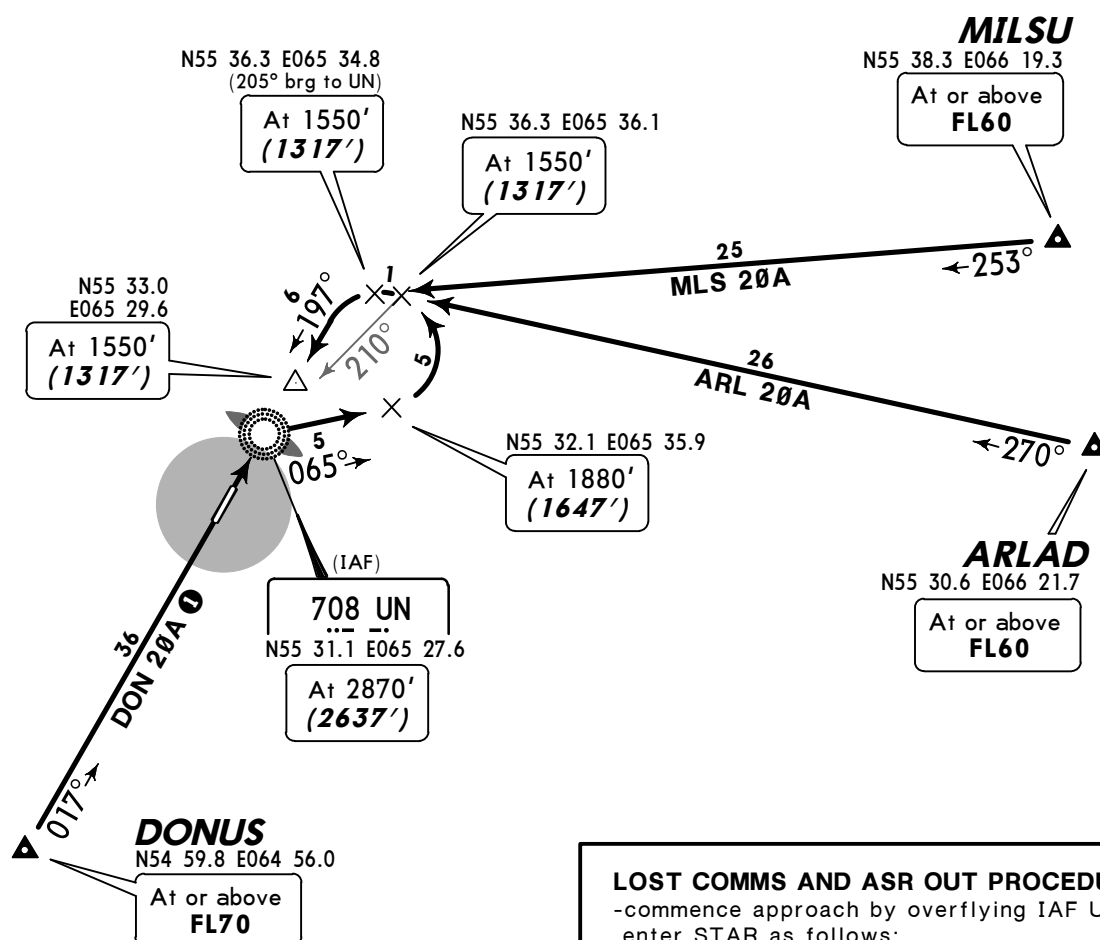
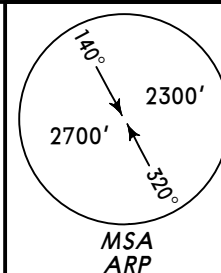
The diagram illustrates a U-turn maneuver. A vehicle starts on a heading of 017° and turns to 197°. The distance traveled on the initial heading is 236°. The vehicle then turns to 248° and travels 248° to reach the intersection. The intersection is labeled (IAF) 708 RD. The coordinates are N55 26.1 E065 22.5.

|                                                      |                                |                                                                                                                                                                                                                          |
|------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| *KURGAN Approach<br>(Russian)<br><b>120.3 124.0X</b> | <b>Apt Elev</b><br><b>239'</b> | Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b><br>Trans level: FL40<br>FL50 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt (hgt): 2870' <b>(2637')</b><br>Final turn to be performed with descent. |
|------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**ARLAD 20A (ARL 20A)**  
**DONUS 20A (DON 20A) ①, MILSU 20A (MLS 20A)**  
**RWY 20 ARRIVALS**

**CAT C & D**

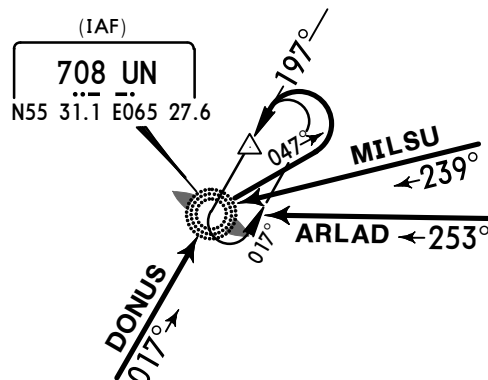
**FOR RUSSIAN USERS ONLY**



**①** 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 047°;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
- IF ASR OUT, descend as instructed by ATC;
- track 017° or 047° 1,5 MIN.



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 2870'                 | (2637' - 800m) |
| 1880'                 | (1647' - 500m) |
| 1550'                 | (1317' - 400m) |

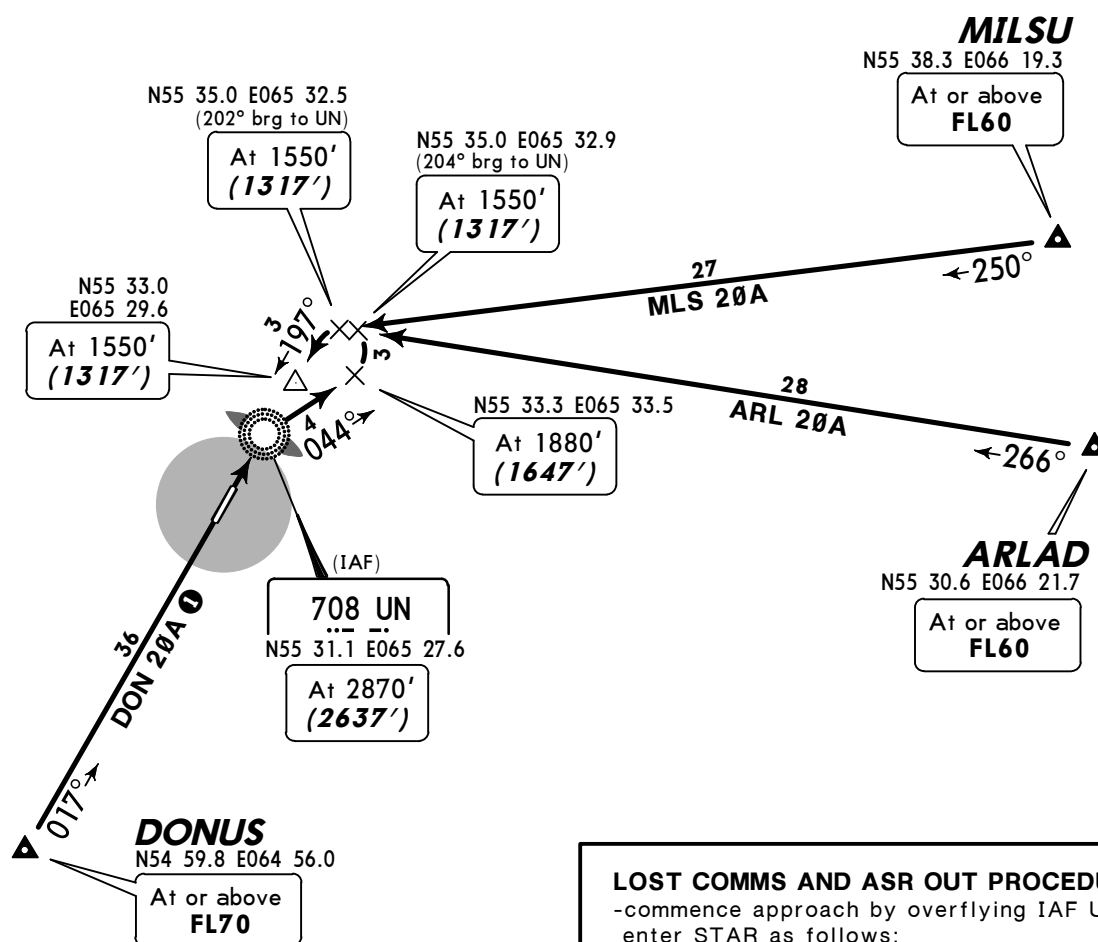
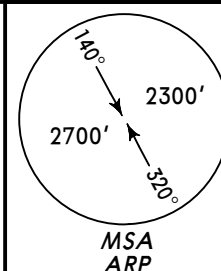




Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2637')**  
Final turn to be performed with descent.

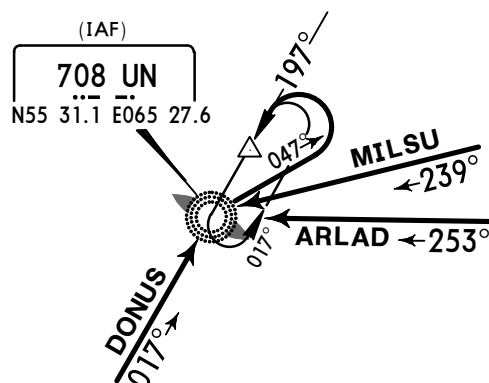
**CAT A & B**

**FOR RUSSIAN USERS ONLY**



**1** Execute noise abatement 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 047°;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
- IF ASR OUT, descend as instructed by ATC;
- track 017° or 047° 1.5 MIN.



**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
2870' (2637' - 800m)  
1880' (1647' - 500m)  
1550' (1317' - 400m)

\*KURGAN Approach  
(Russian)  
**120.3 124.0X**

*Apt Elev*  
**239'**

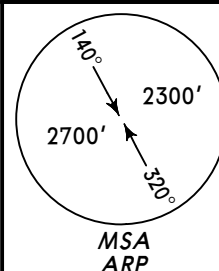
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2633')**  
Final turn to be performed with descent.

**BEKAT 02A (BKT 02A), BEKAT 02B (BKT 02B) ①**  
**OKUNA 02A (OKN 02A), OKUNA 02B (OKN 02B) ①**

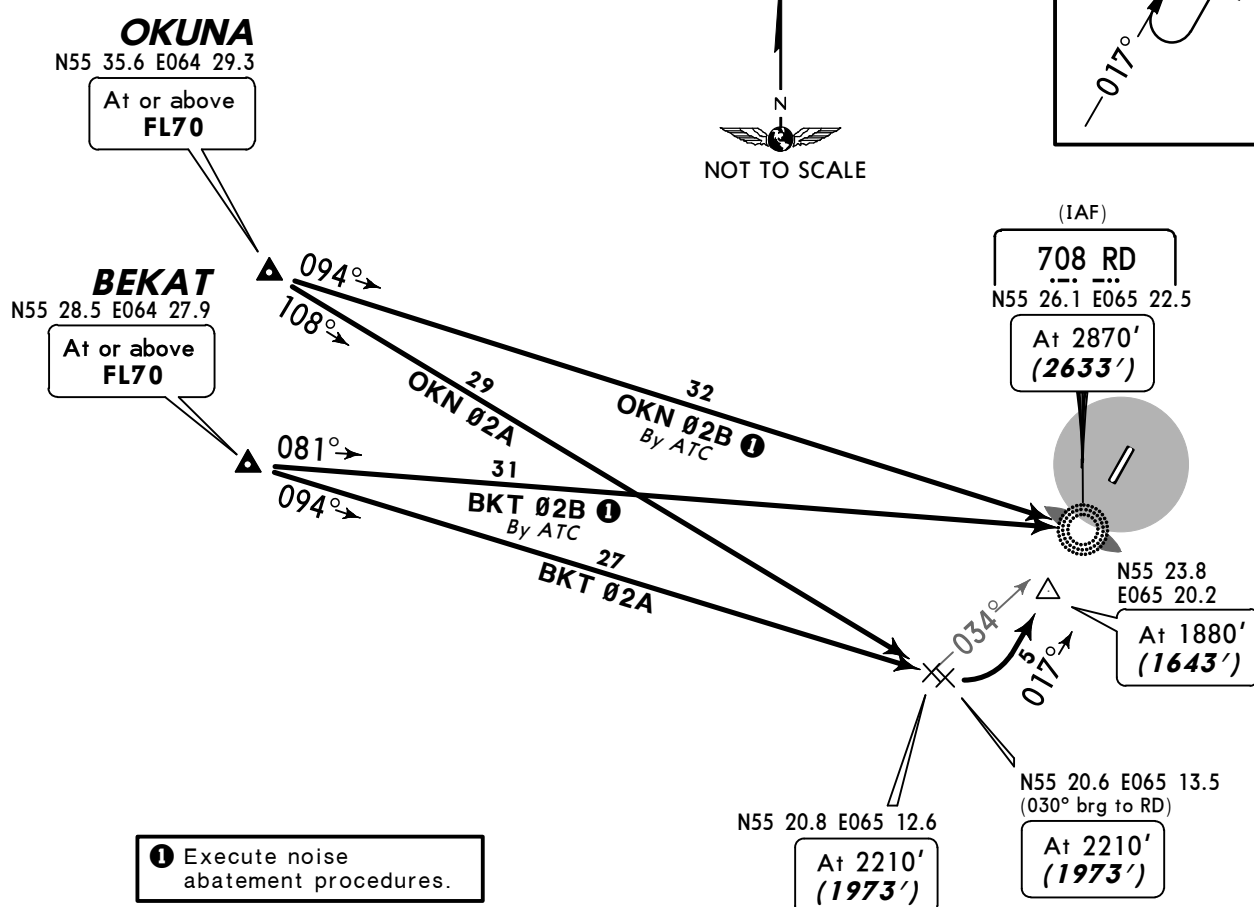
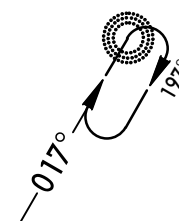
**RWY 02 ARRIVALS**

**CAT C & D**

**FOR RUSSIAN USERS ONLY**



**HOLDING  
OVER RD**



**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.

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
2870' (2633' - 800m)  
2210' (1973' - 600m)  
1880' (1643' - 500m)

\*KURGAN Approach  
(Russian)  
**120.3 124.0X**

*Apt Elev*  
**239'**

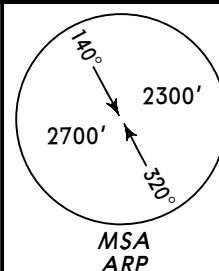
Alt Set: MM (hPa on request) QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2633')**  
Final turn to be performed with descent.

**BEKAT 02A (BKT 02A), BEKAT 02B (BKT 02B) ①**  
**OKUNA 02A (OKN 02A), OKUNA 02B (OKN 02B) ①**

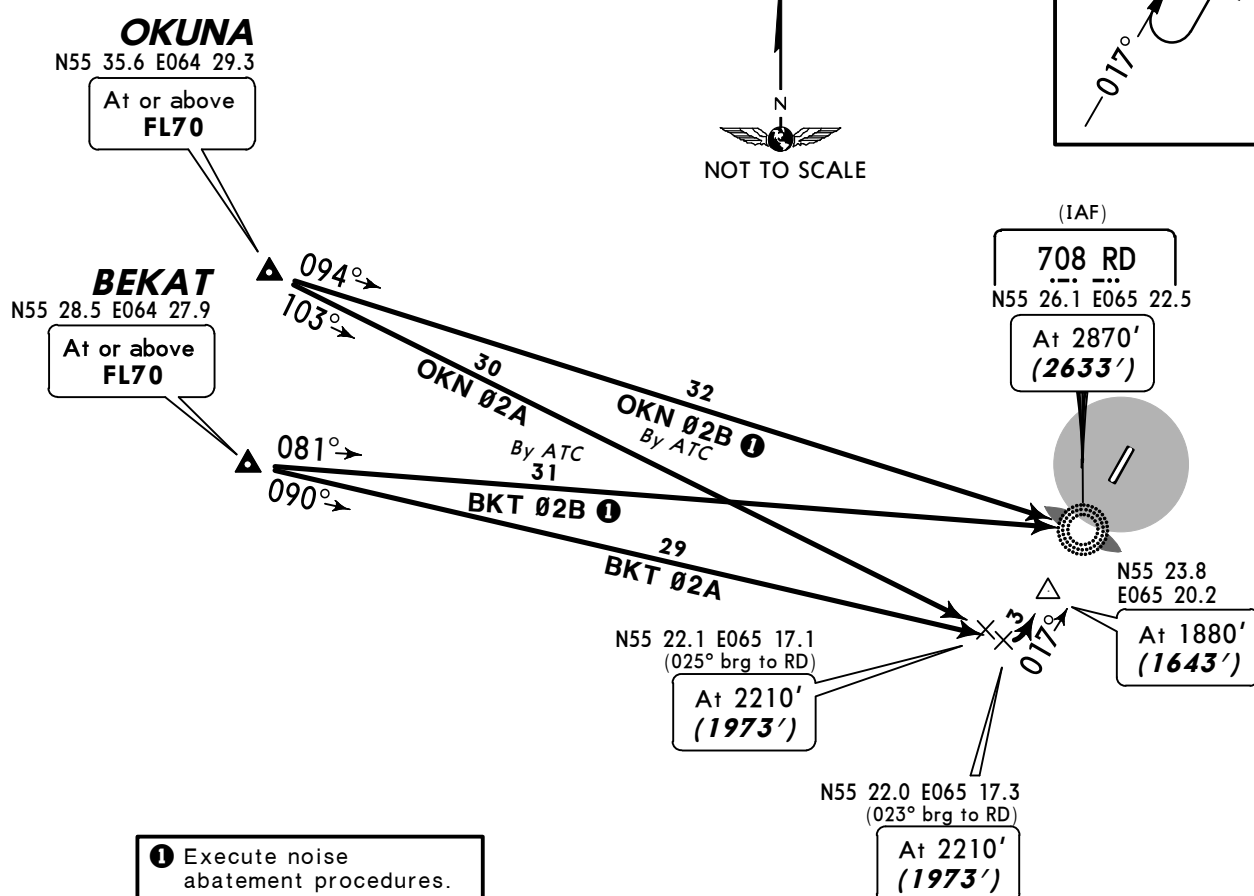
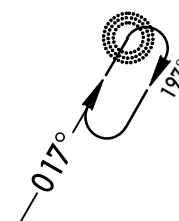
**RWY 02 ARRIVALS**

**CAT A & B**

**FOR RUSSIAN USERS ONLY**



**HOLDING  
OVER RD**



**LOST COMMS AND ASR OUT PROCEDURES:**

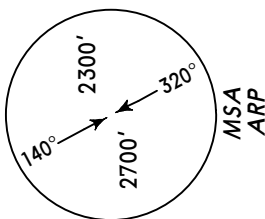
- commence approach by overflying IAF RD, then perform RIGHT hand racetrack approach;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.

**ALT/HEIGHT CONVERSION**  
QNH **(QFE)**  
2870' **(2633' - 800m)**  
2210' **(1973' - 600m)**  
1880' **(1643' - 500m)**

\*KURGAN Approach  
(Russian)  
120.3 124.0X

Apt Elev  
239'

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2637')  
Final turn to be performed with descent.



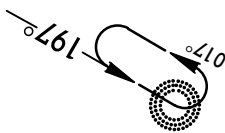
BEKAT 20A (BKT 20A), BEKAT 20B (BKT 20B)  
OKUNA 20A (OKN 20A), OKUNA 20B (OKN 20B)  
RWY 20 ARRIVALS

CAT C & D

FOR CAT A & B REFER TO CHART 10-2K

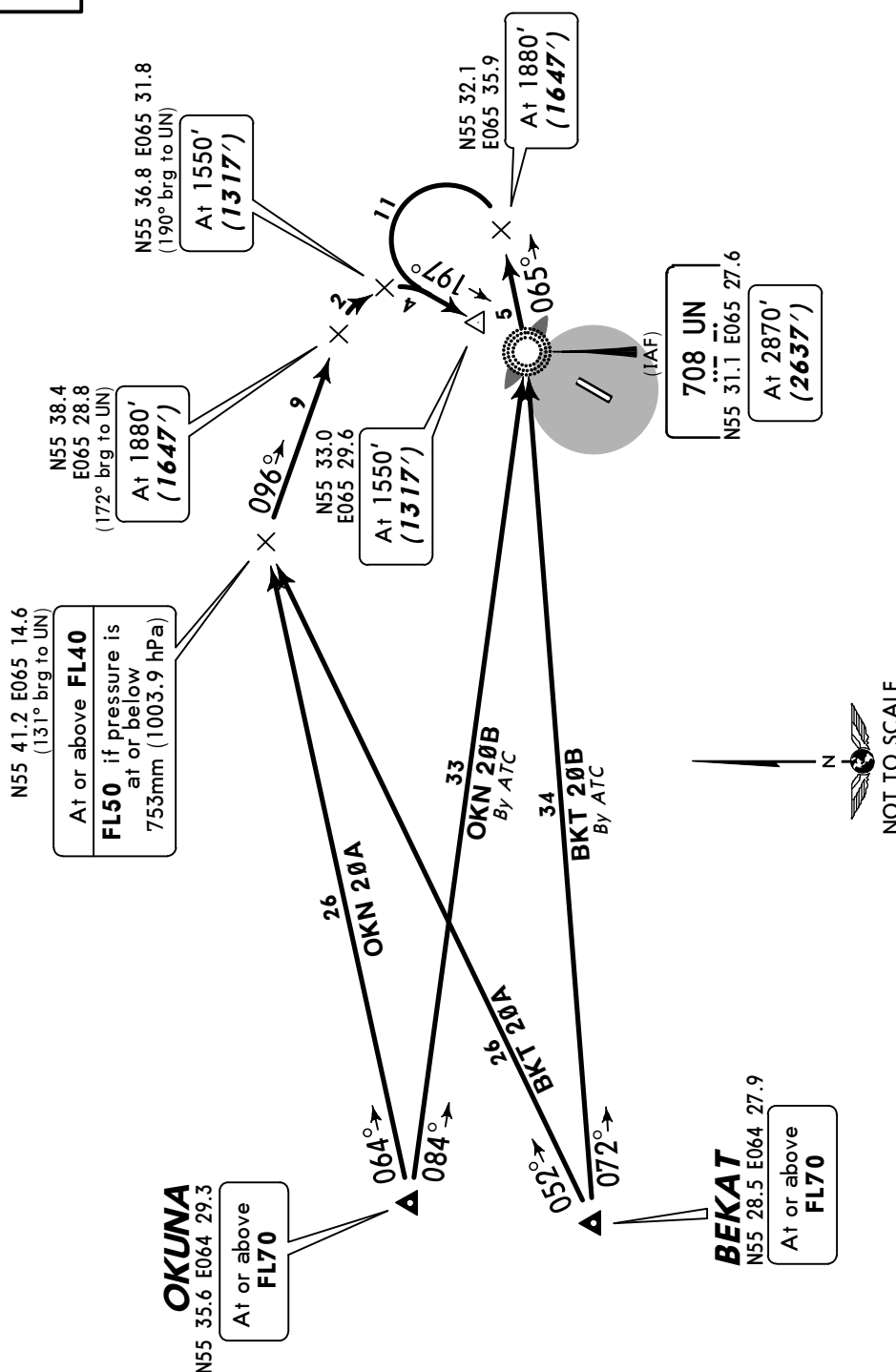
FOR RUSSIAN USERS ONLY

HOLDING  
OVER UN



ALT/HEIGHT CONVERSION  
(QFE)

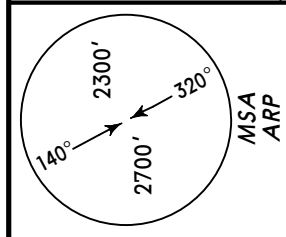
|     |       |                |
|-----|-------|----------------|
| QNH | 2870' | (2637' - 800m) |
|     | 1880' | (1647' - 500m) |
|     | 1550' | (1317' - 400m) |



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 017°: 1,5 MIN.

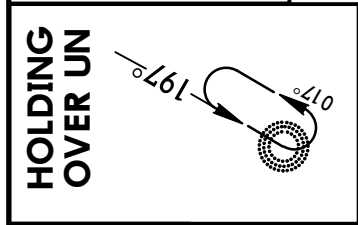
|                                                      |                                |                                                                                                                                                                                                                          |
|------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| *KURGAN Approach<br>(Russian)<br><b>120.3 124.0X</b> | <i>Apt Elev</i><br><b>239'</b> | Alt Set: MM (hPa on request) QNH on request <b>(QFE)</b><br>Trans level: FL40<br>FL50 if pressure is at or below 753mm (1003.9 hPa)<br>Trans alt (hgt): 2870' <b>(2637')</b><br>Final turn to be performed with descent. |
|------------------------------------------------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



**BEKAT 20A (BKT 20A), BEKAT 20B (BKT 20B)  
OKUNA 20A (OKN 20A), OKUNA 20B (OKN 20B)  
RWY 20 ARRIVALS**

CAT A & B

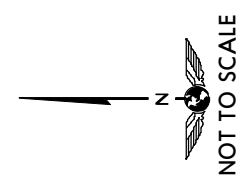
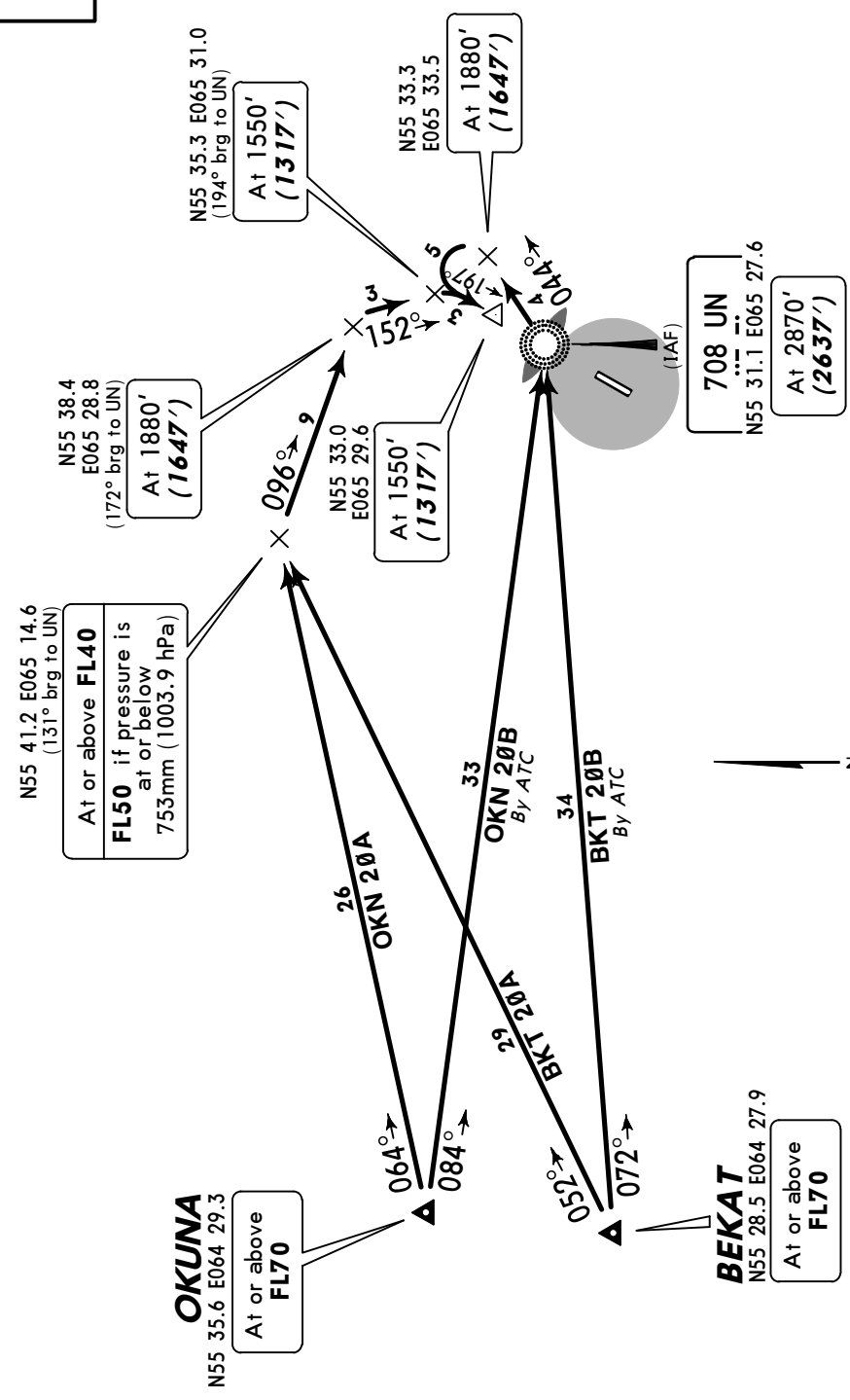
FOR RUSSIAN USERS ONLY



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 017°: 2 MIN.



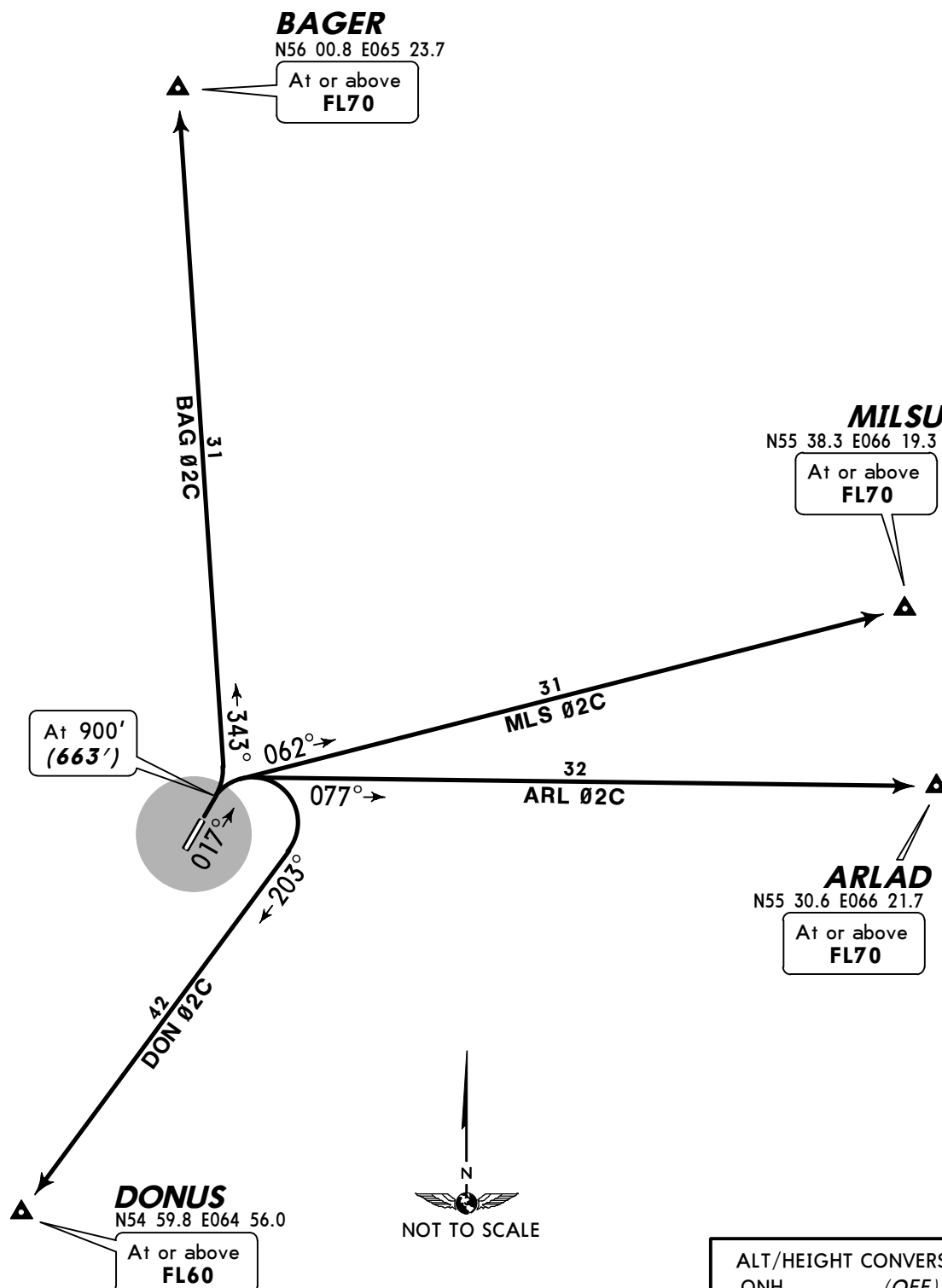
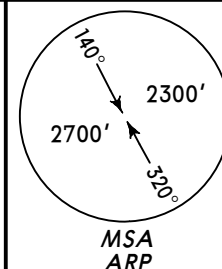
\*KURGAN Approach  
(Russian)  
120.3 124.0X

Apt Elev  
239'

QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2633')  
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

FOR RUSSIAN USERS ONLY



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   | (QFE)    |       |
| 900'                  | (663' -  | 200m) |
| 2210'                 | (1973' - | 600m) |
| 2870'                 | (2633' - | 800m) |

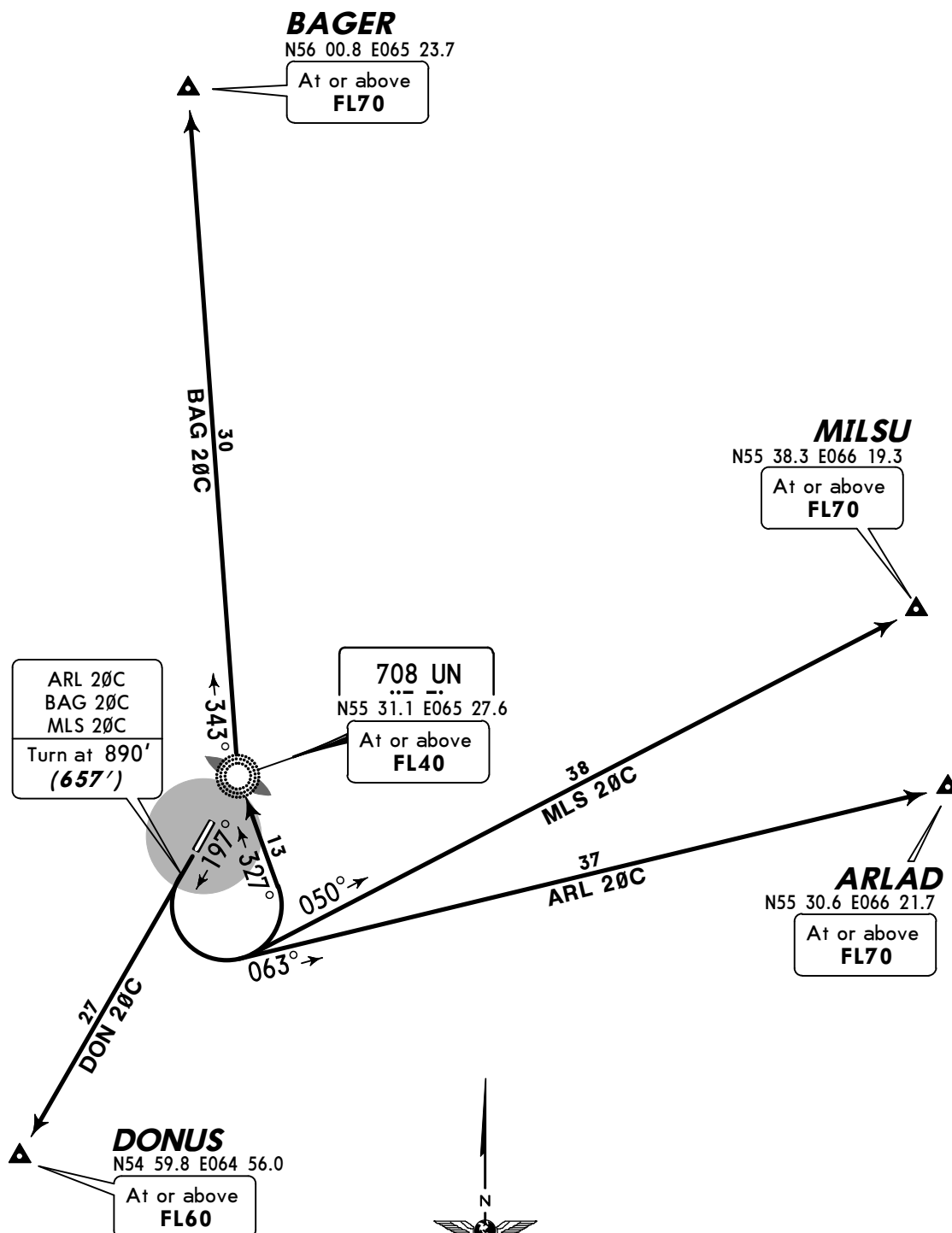
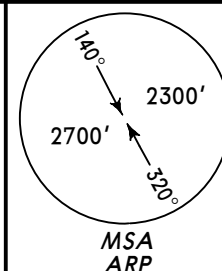
\*KURGAN Approach  
(Russian)  
**120.3 124.0X**

*Apt Elev*  
**239'**

QNH on request **(QFE)**  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' **(2637')**  
Once airborne, ensure noise abatement while climbing to 2210' (1977').

**ARLAD 20C (ARL 20C), BAGER 20C (BAG 20C)  
DONUS 20C (DON 20C), MILSU 20C (MLS 20C)  
RWY 20 DEPARTURES**

**FOR RUSSIAN USERS ONLY**



| ALT/HEIGHT CONVERSION |                |
|-----------------------|----------------|
| QNH                   | (QFE)          |
| 890'                  | (657' - 200m)  |
| 2210'                 | (1977' - 600m) |
| 2870'                 | (2637' - 800m) |

\*KURGAN Approach  
(Russian)  
120.3 124.0X

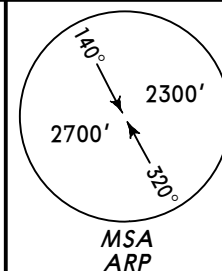
Apt Elev  
239'

QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2633')  
Once airborne, ensure noise abatement while climbing to 2210'  
(1973').

OKUNA Ø2C (OKN Ø2C), OKUNA Ø2D (OKN Ø2D)①

RWY 02 DEPARTURES

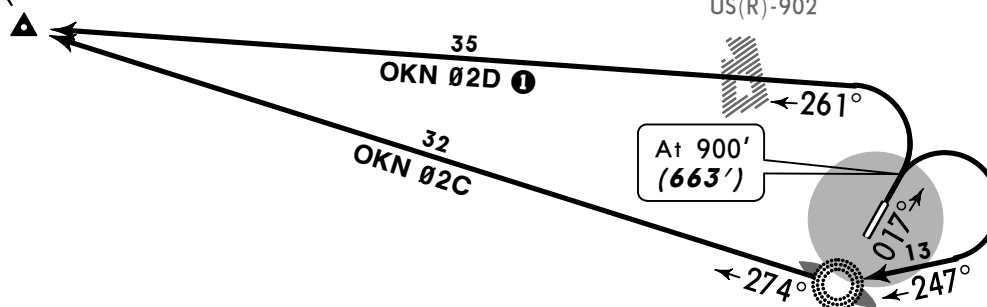
FOR RUSSIAN USERS ONLY



① By ATC when  
US(R)-902 is inactive.

OKUNA  
N55 35.6 E064 29.3

At or above  
FL60



708 RD  
N55 26.1 E065 22.5  
At or above  
FL40



| ALT/HEIGHT CONVERSION |          |       |
|-----------------------|----------|-------|
| QNH                   | (QFE)    |       |
| 900'                  | (663' -  | 200m) |
| 2210'                 | (1973' - | 600m) |
| 2870'                 | (2633' - | 800m) |



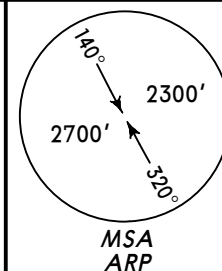
\*KURGAN Approach  
(Russian)  
120.3 124.0X

Apt Elev  
239'

QNH on request (QFE)  
Trans level: FL40  
FL50 if pressure is at or below 753mm (1003.9 hPa)  
Trans alt (hgt): 2870' (2637')  
Once airborne, ensure noise abatement while climbing to 2210' (1977').

OKUNA 20C (OKN 20C), OKUNA 20D (OKN 20D)①  
RWY 20 DEPARTURES

FOR RUSSIAN USERS ONLY



① By ATC when US(R)-902 is inactive  
-if ASR is out or  
-if traffic at Logovushka AD.

OKUNA  
N55 35.6 E064 29.3

At or above  
FL60

708 UN  
N55 31.1 E065 27.6

At or above  
FL40

US(R)-902

34  
OKN 20D ①

32  
OKN 20C

Logovushka

OKN 20D  
Turn at 890'  
(657')

OKN 20C  
At or above  
2210' (1977')

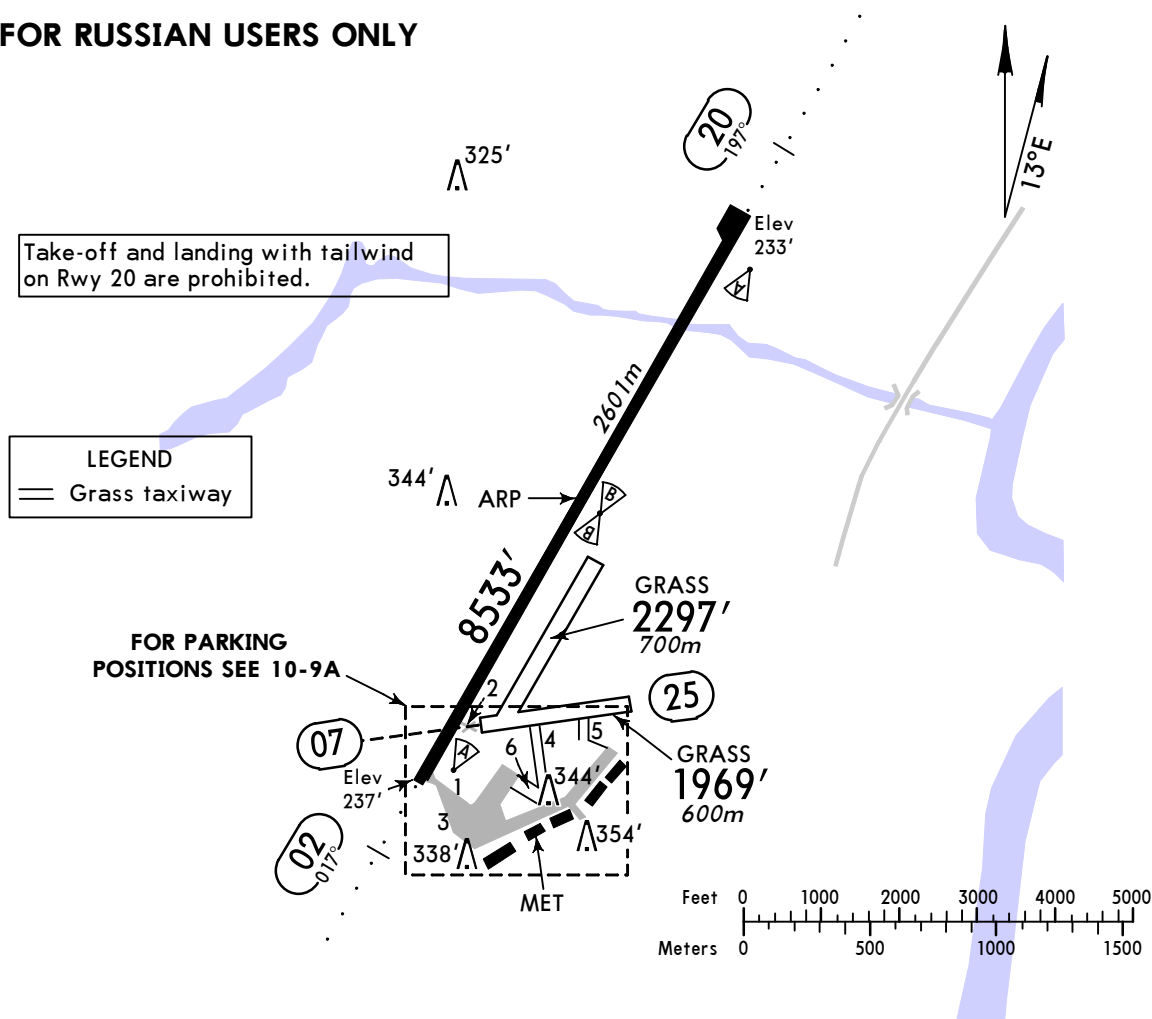


ALT/HEIGHT CONVERSION  
QNH (QFE)  
890' (657' - 200m)  
2210' (1977' - 600m)  
2870' (2637' - 800m)

\*KURGAN Tower (TWR/GND)

120.3 Russian only

**FOR RUSSIAN USERS ONLY**



**ADDITIONAL RUNWAY INFORMATION**

| ADDITIONAL RUNWAY INFORMATION |              |     |                    |     | USABLE LENGTHS |             |          | WIDTH |
|-------------------------------|--------------|-----|--------------------|-----|----------------|-------------|----------|-------|
|                               |              |     |                    |     | LANDING BEYOND |             | TAKE-OFF |       |
| RWY                           |              |     |                    |     | Threshold      | Glide Slope |          |       |
| 02                            | RL           | ALS | PAPI (angle 3.00°) | RVR |                |             |          | 138'  |
| 20                            | RL           | ALS | PAPI (angle 2.67°) | RVR |                |             |          | 42m   |
| 02                            | Grass runway |     |                    |     |                |             |          | 230'  |
| 20                            |              |     |                    |     |                |             |          | 70m   |
| 07                            |              |     |                    |     |                |             |          | 197'  |
| 25                            |              |     |                    |     |                |             |          | 60m   |
|                               |              |     |                    |     |                |             |          |       |
|                               |              |     |                    |     |                |             |          |       |

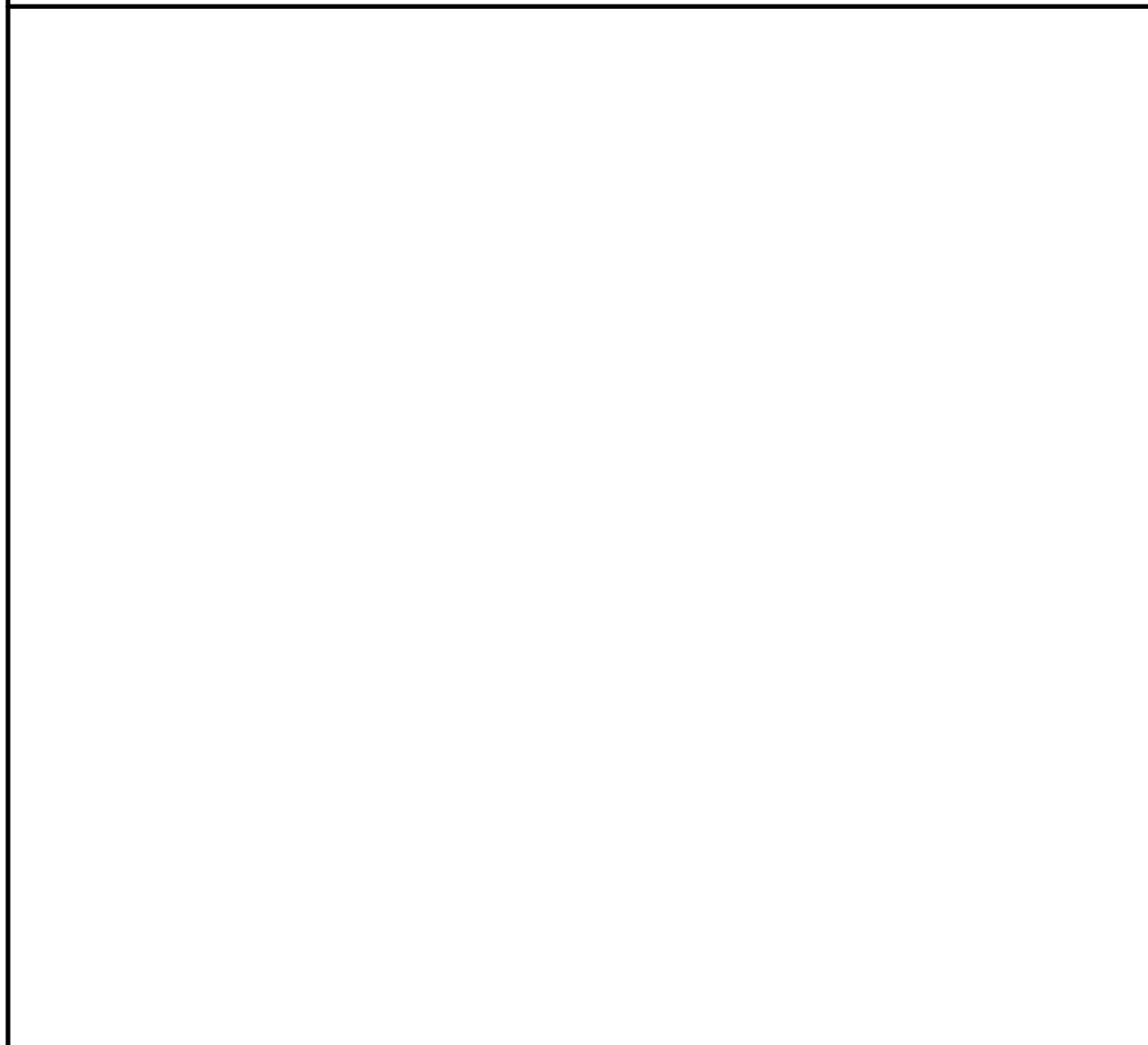
**TAKE-OFF**

**AIR CARRIER (JAA)**  
**Main rwy 02/20**

**LVP must be in force**  
RCLM (DAY only)  
or RL

RCLM (DAY only)  
or RL

|   |      |      |
|---|------|------|
| A |      |      |
| B | 250m | 400m |
| C |      |      |
| D | 300m |      |

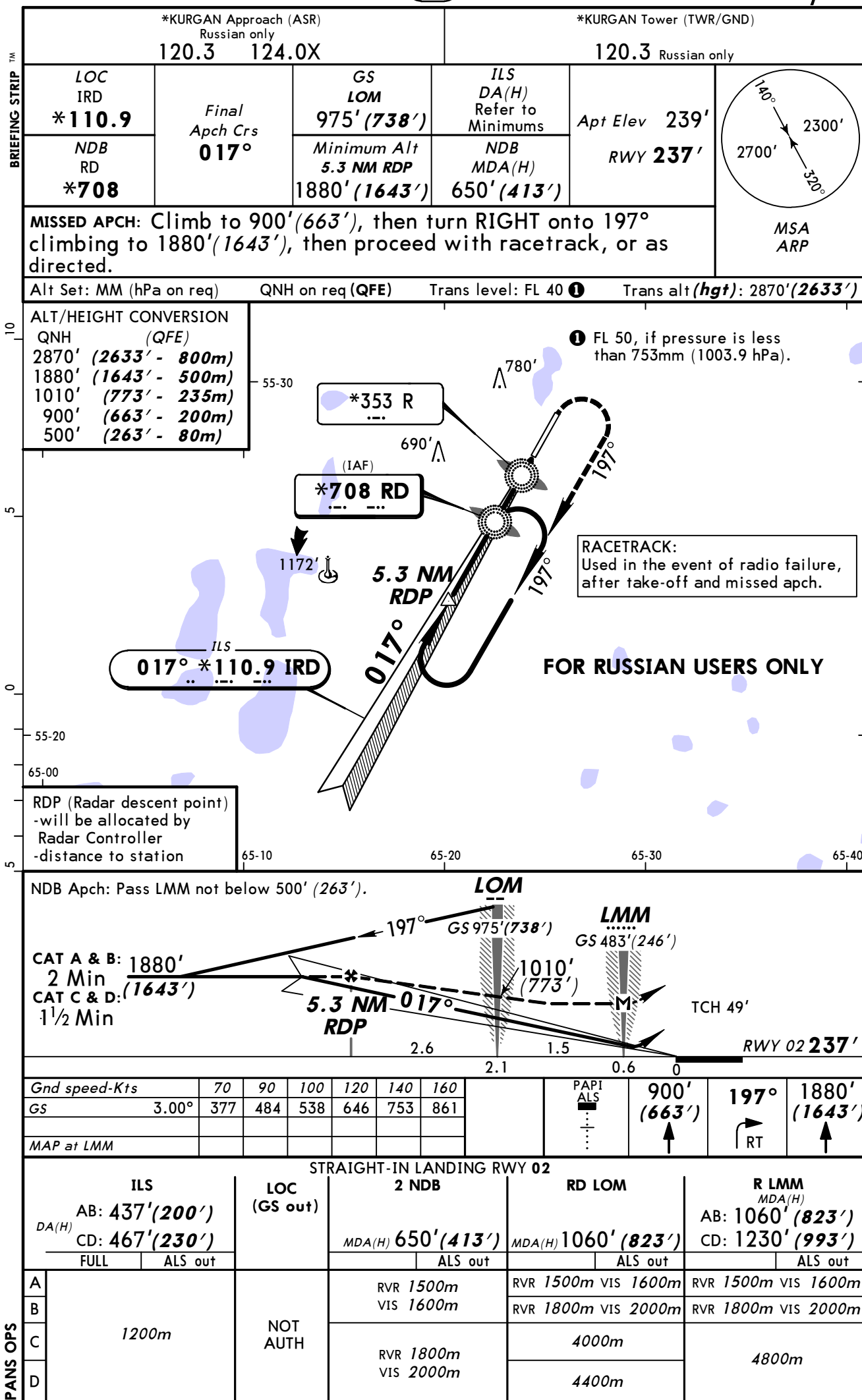


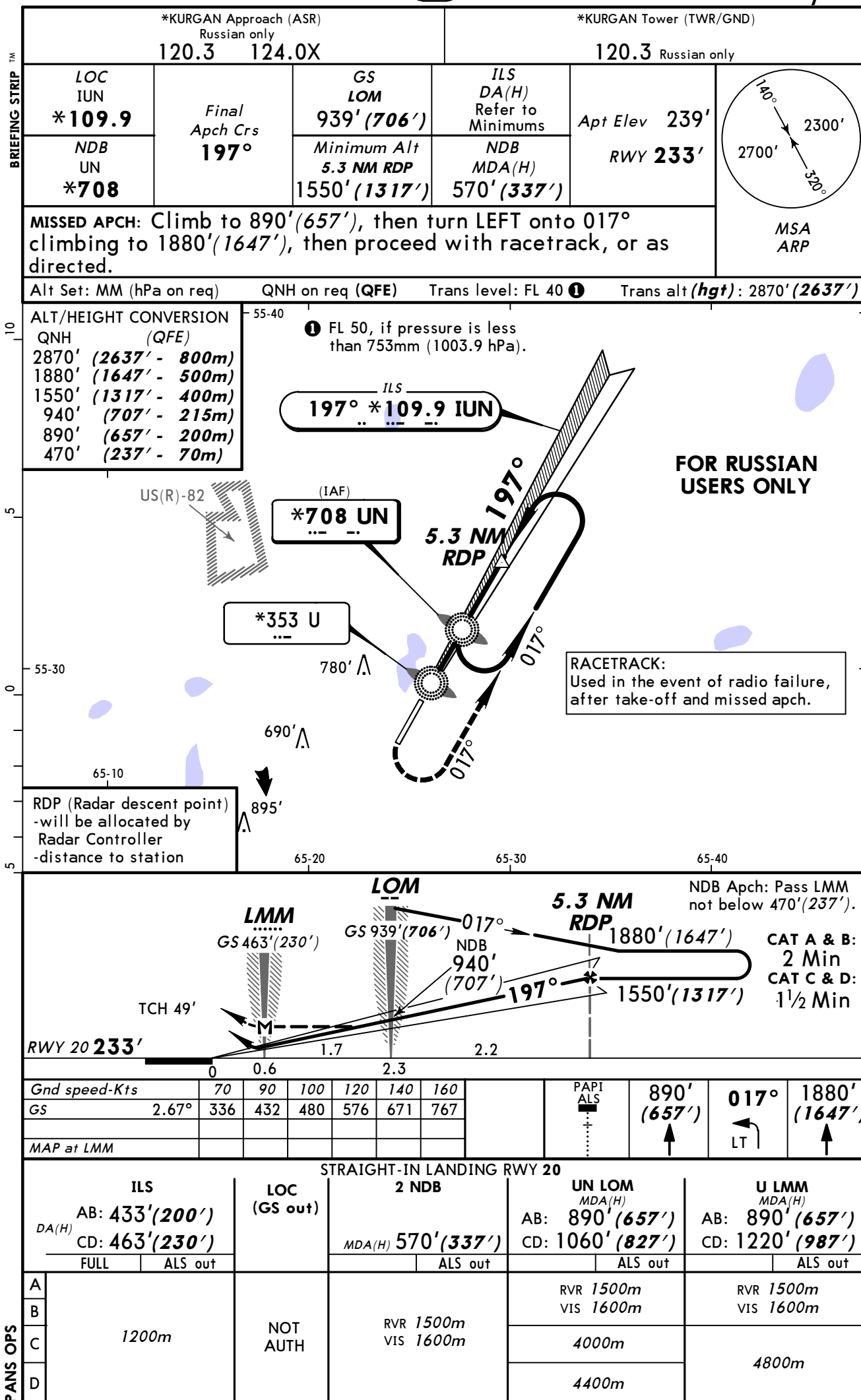
| STRAIGHT-IN RWY |                | A                                    | B                                    | C                                    | D                                    |
|-----------------|----------------|--------------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
| <b>02</b>       | ILS            | <b>437'</b> (200')<br><b>R1000m</b>  | <b>437'</b> (200')<br><b>R1000m</b>  | <b>467'</b> (230')<br><b>R1000m</b>  | <b>467'</b> (230')<br><b>R1000m</b>  |
|                 | <i>ALS out</i> | R1200m                               | R1200m                               | R1200m                               | R1200m                               |
|                 | LOC            | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          |
|                 | 2 NDB          | <b>650'</b> (413')<br><b>R1900m</b>  | <b>650'</b> (413')<br><b>R1900m</b>  | <b>650'</b> (413')<br><b>C2100m</b>  | <b>650'</b> (413')<br><b>C2100m</b>  |
|                 | <i>ALS out</i> | C2100m                               | C2100m                               | C2300m                               | C2300m                               |
|                 | RD NDB         | <b>1060'</b> (823')<br><b>C3800m</b> | <b>1060'</b> (823')<br><b>C3800m</b> | <b>1060'</b> (823')<br><b>C4000m</b> | <b>1060'</b> (823')<br><b>C4000m</b> |
| <b>20</b>       | <i>ALS out</i> | C4000m                               | C4000m                               | C4200m                               | C4200m                               |
|                 | R Lctr         | <b>1060'</b> (823')<br><b>C3800m</b> | <b>1060'</b> (823')<br><b>C3800m</b> | <b>1230'</b> (993')<br><b>C4700m</b> | <b>1230'</b> (993')<br><b>C4700m</b> |
|                 | <i>ALS out</i> | C4000m                               | C4000m                               | C4900m                               | C4900m                               |
|                 | ILS            | <b>433'</b> (200')<br><b>R1000m</b>  | <b>433'</b> (200')<br><b>R1000m</b>  | <b>463'</b> (230')<br><b>R1000m</b>  | <b>463'</b> (230')<br><b>R1000m</b>  |
|                 | <i>ALS out</i> | R1200m                               | R1200m                               | R1200m                               | R1200m                               |
|                 | LOC            | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          | NOT<br>AUTH                          |
|                 | 2 NDB ❶        | <b>590'</b> (357')<br><b>R1400m</b>  | <b>590'</b> (357')<br><b>R1400m</b>  | <b>590'</b> (357')<br><b>R1400m</b>  | <b>590'</b> (357')<br><b>R1400m</b>  |
|                 | <i>ALS out</i> | R1600m                               | R1600m                               | R1600m                               | R1600m                               |
|                 | UN NDB         | <b>890'</b> (657')❶<br><b>C2800m</b> | <b>890'</b> (657')❶<br><b>C2800m</b> | <b>1060'</b> (827')<br><b>C4000m</b> | <b>1060'</b> (827')<br><b>C4000m</b> |
|                 | <i>ALS out</i> | C3000m                               | C3000m                               | C4200m                               | C4200m                               |
|                 | U Lctr         | <b>890'</b> (657')<br><b>C3000m</b>  | <b>890'</b> (657')<br><b>C3000m</b>  | <b>1220'</b> (987')<br><b>C4700m</b> | <b>1220'</b> (987')<br><b>C4700m</b> |
|                 | <i>ALS out</i> | C3200m                               | C3200m                               | C4900m                               | C4900m                               |

❶ Continuous Descent Final Approach.

**TAKE-OFF RWY 02, 20**

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





**KURGAN, (KURGAN - USUU)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport USUU

### 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](http://www.jeppesen.com/eurasiachange).