

List of pages in this Trip Kit

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Airport Information For USRK

Terminal Charts For USRK

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Kogalym Rus
IATA Code: KGP
Lat/Long: N62° 11.4' E074° 32.0'
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: 0428 Z
Sunset: 0941 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')

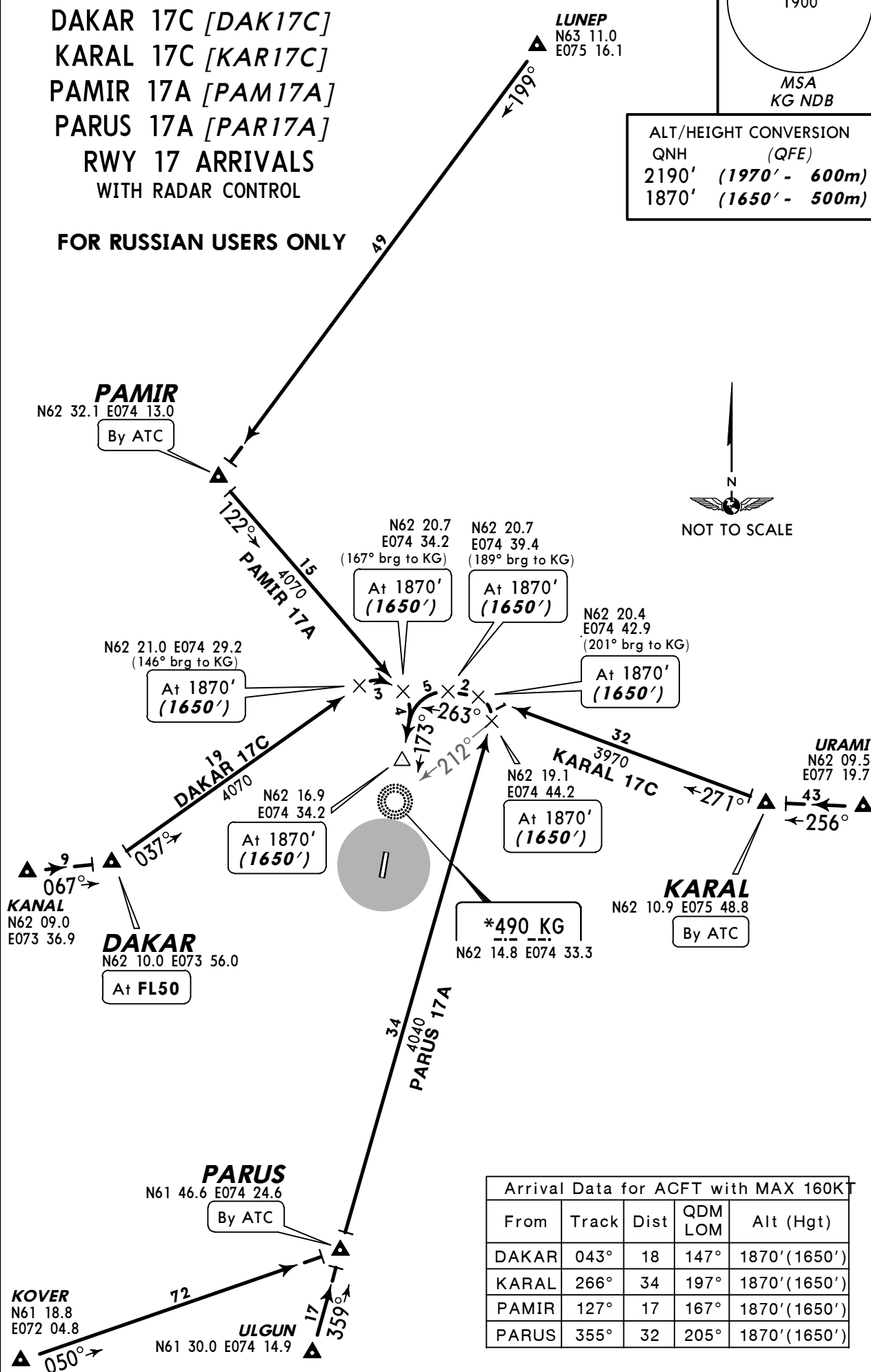
1900'

MSA
KG NDB

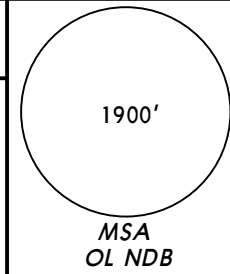
ALT/HEIGHT CONVERSION
QNH (QFE)
2190' (1970' - 600m)
1870' (1650' - 500m)

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')

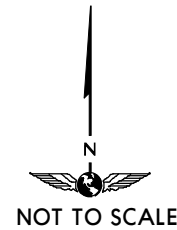


DAKAR 35C [DAK35C]
KARAL 35C [KAR35C]
PAMIR 35A [PAM35A]
PARUS 35A [PAR35A]
RWY 35 ARRIVALS
WITH RADAR CONTROL

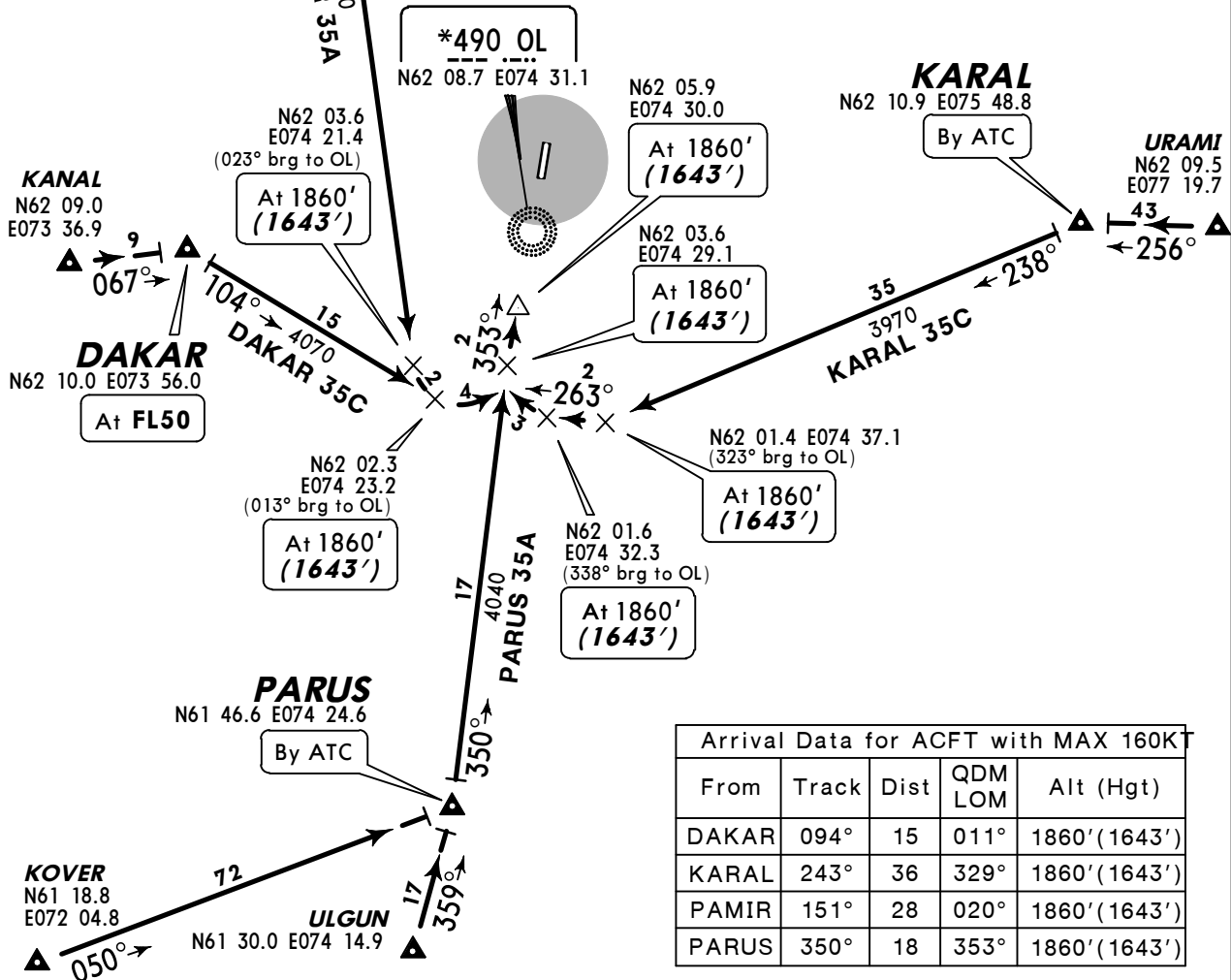
FOR RUSSIAN USERS ONLY

PAMIR
N62 32.1 E074 13.0
By ATC

LUNEP
N63 11.0
E075 16.1



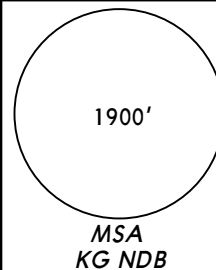
ALT/HEIGHT CONVERSION
QNH (QFE)
2190' (1973' - 600m)
1860' (1643' - 500m)



*ATIS
123.4

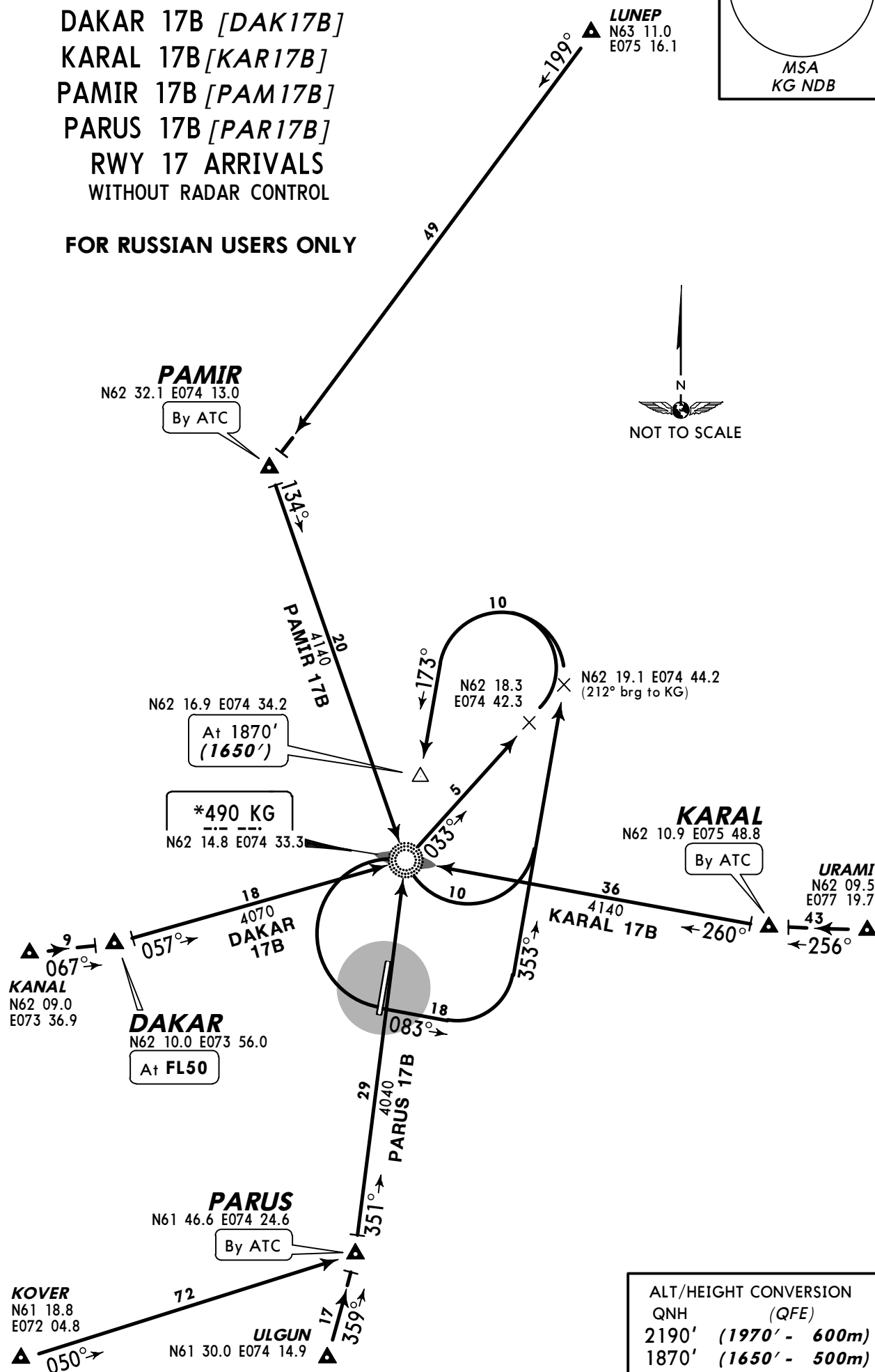
Apt Elev
220'

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

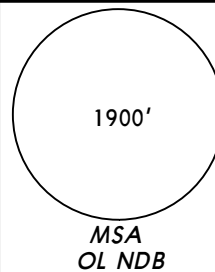
FOR RUSSIAN USERS ONLY



*ATIS
123.4

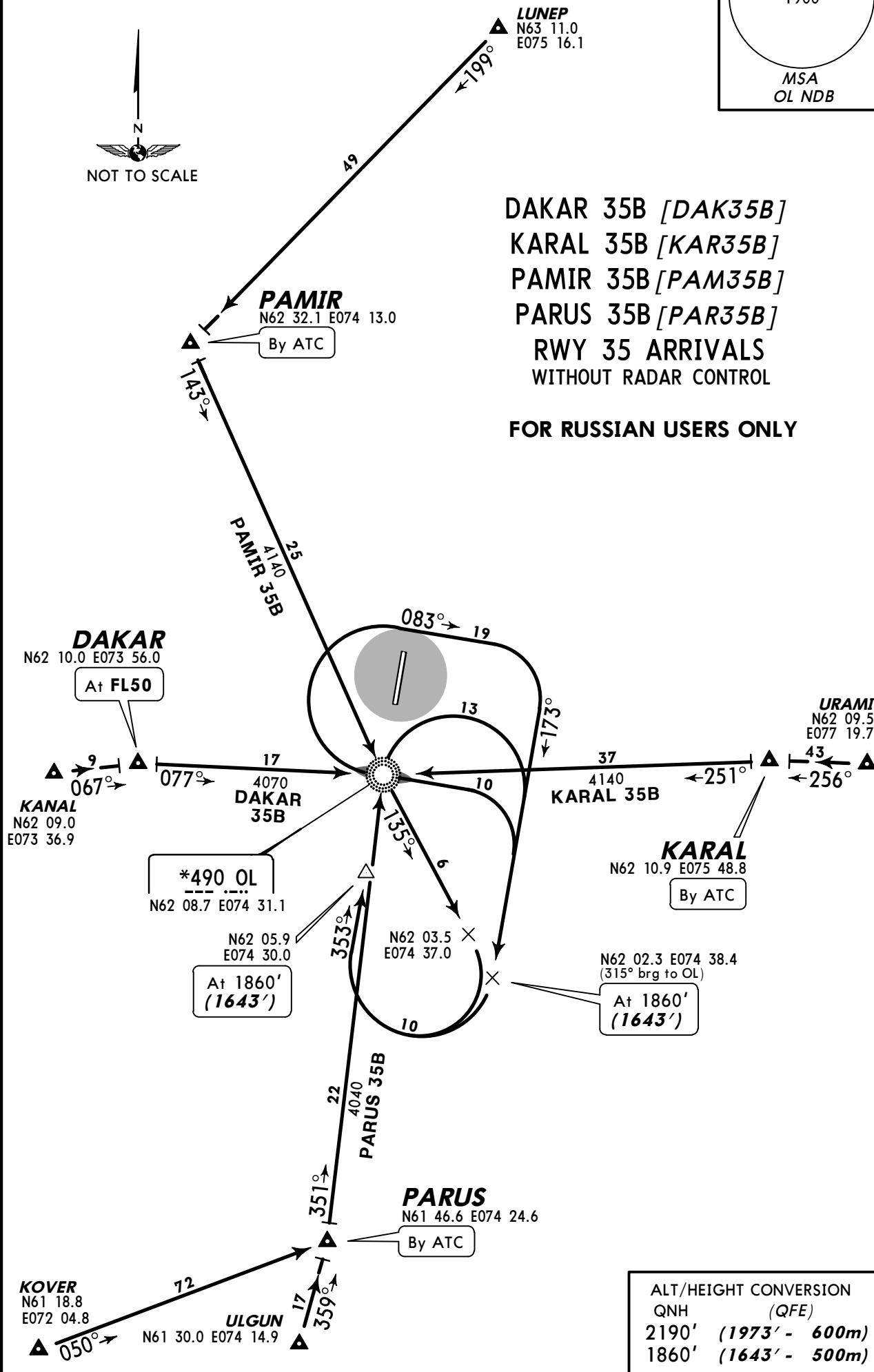
Apt Elev
220'

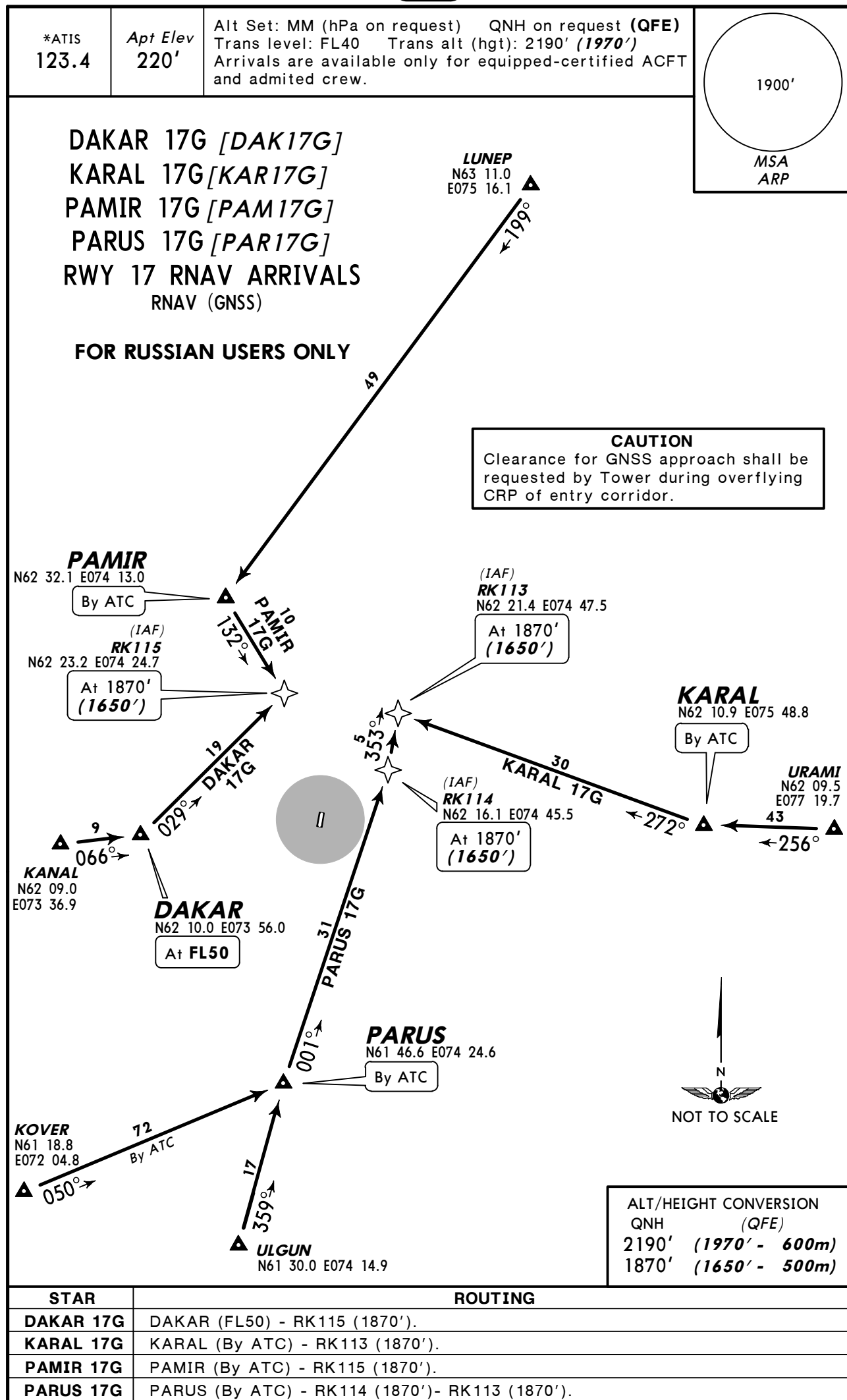
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40 Trans alt (hgt): 2190' (1973')
Holding area over OL race track 1 min.

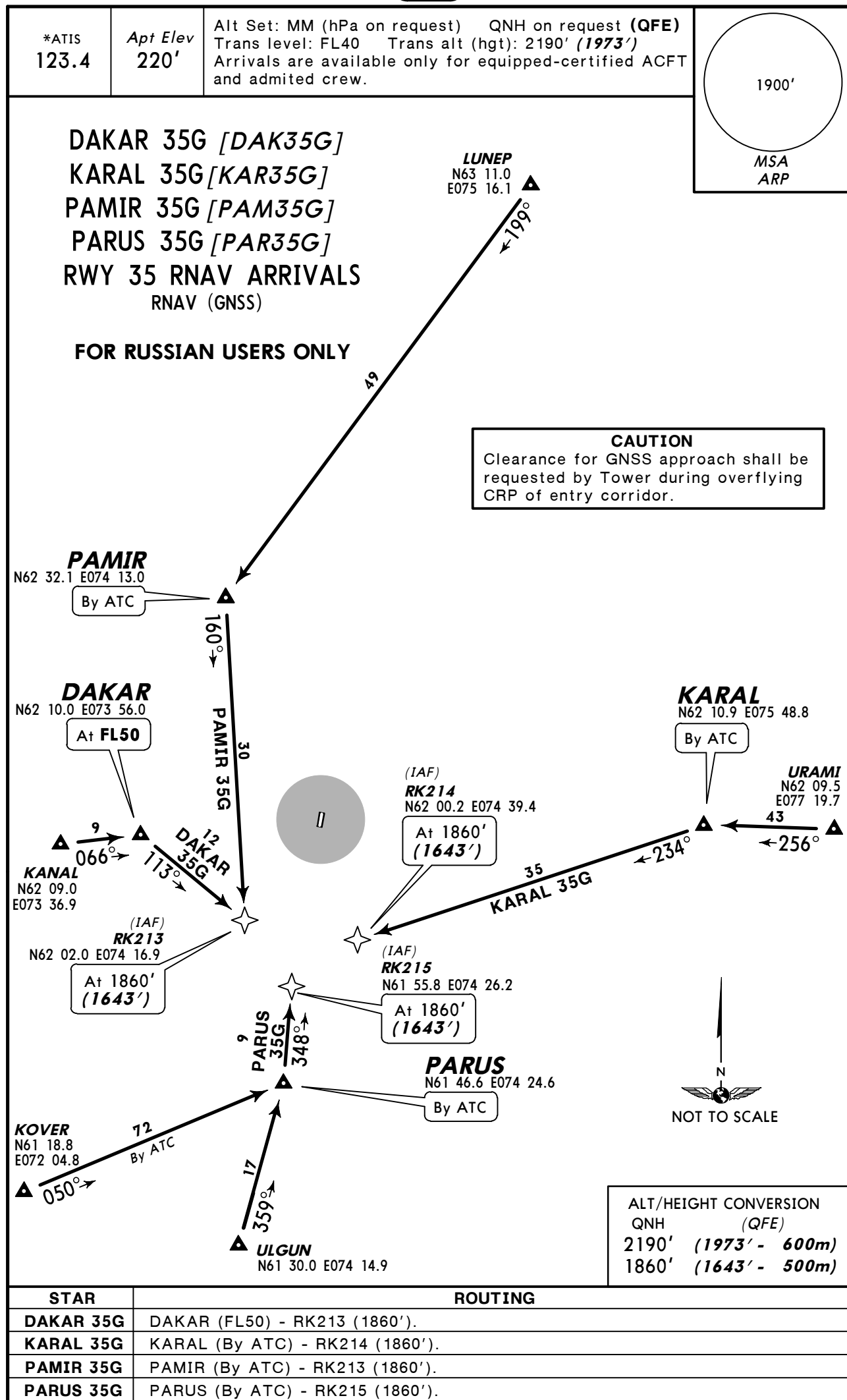


DAKAR 35B [DAK35B]
KARAL 35B [KAR35B]
PAMIR 35B [PAM35B]
PARUS 35B [PAR35B]
RWY 35 ARRIVALS
WITHOUT RADAR CONTROL

FOR RUSSIAN USERS ONLY

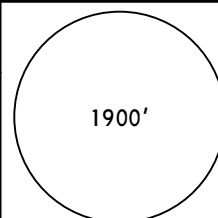






Apt Elev
220'

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

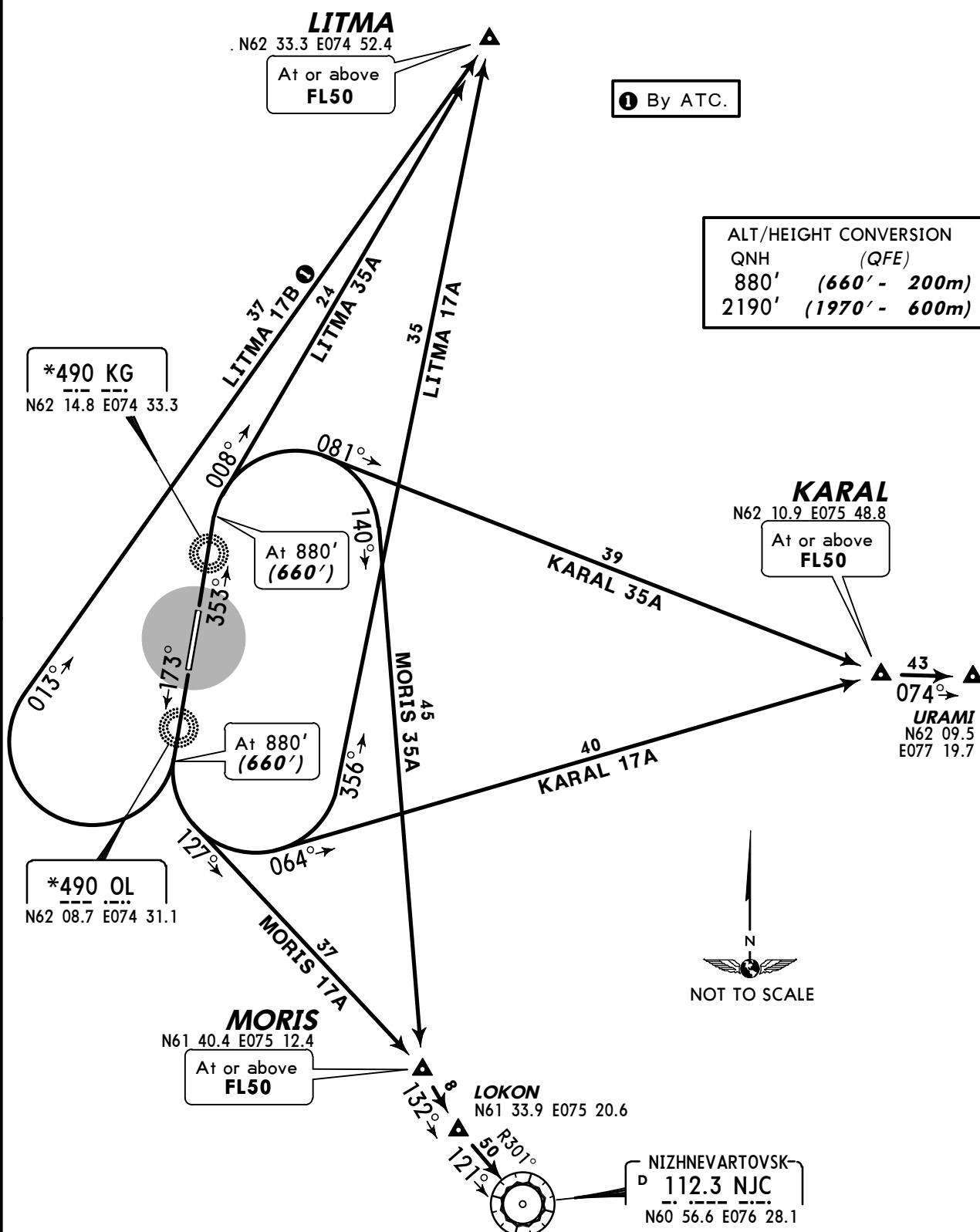


MSA
(Rwy 17)
KG NDB
(Rwy 35)
OL NDB

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)

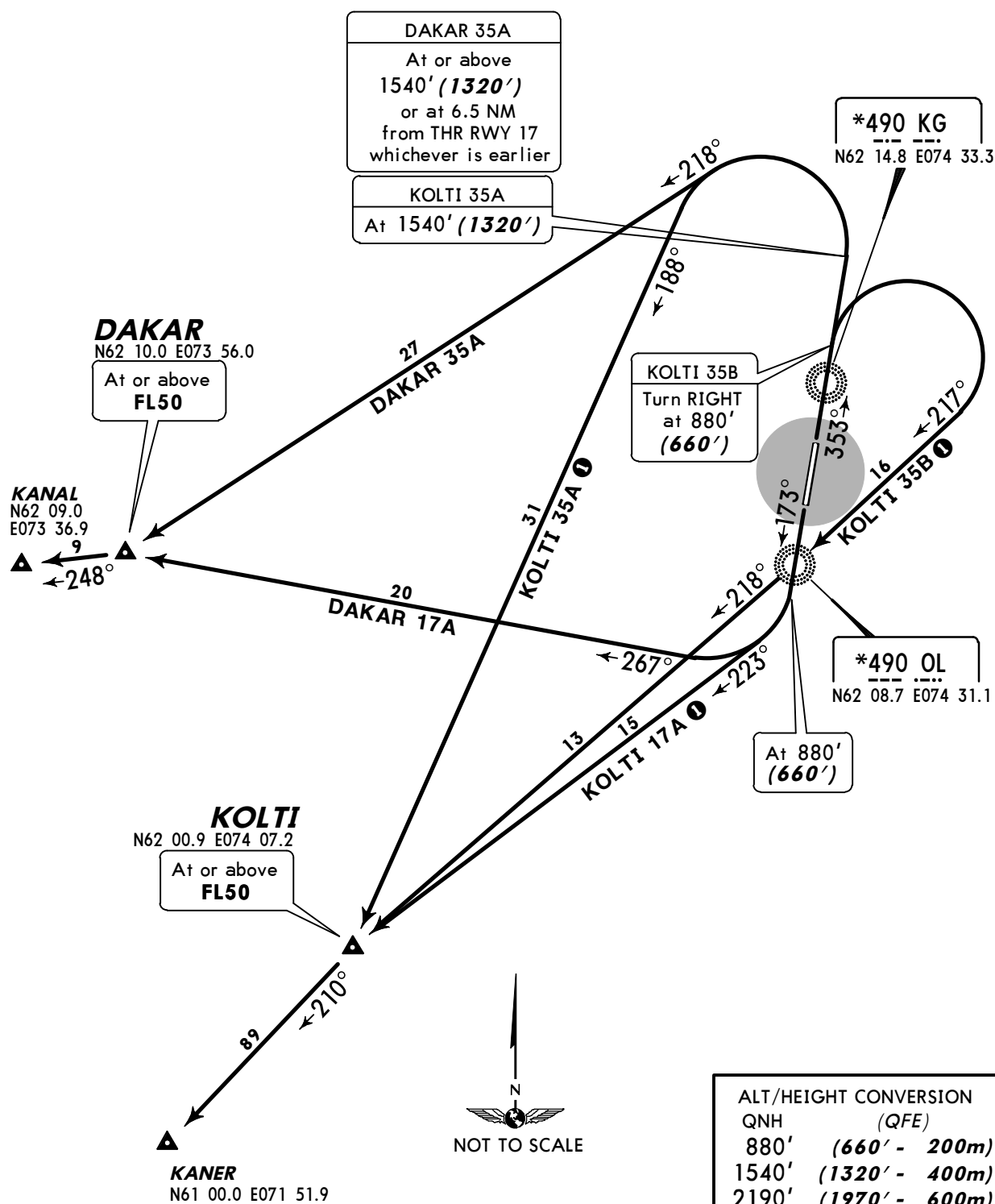
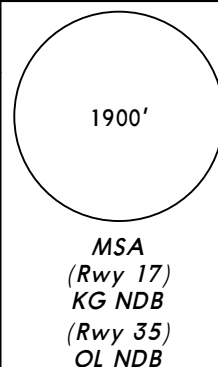
Trans level: FL40 Trans alt (hgt): 2190' (1970')

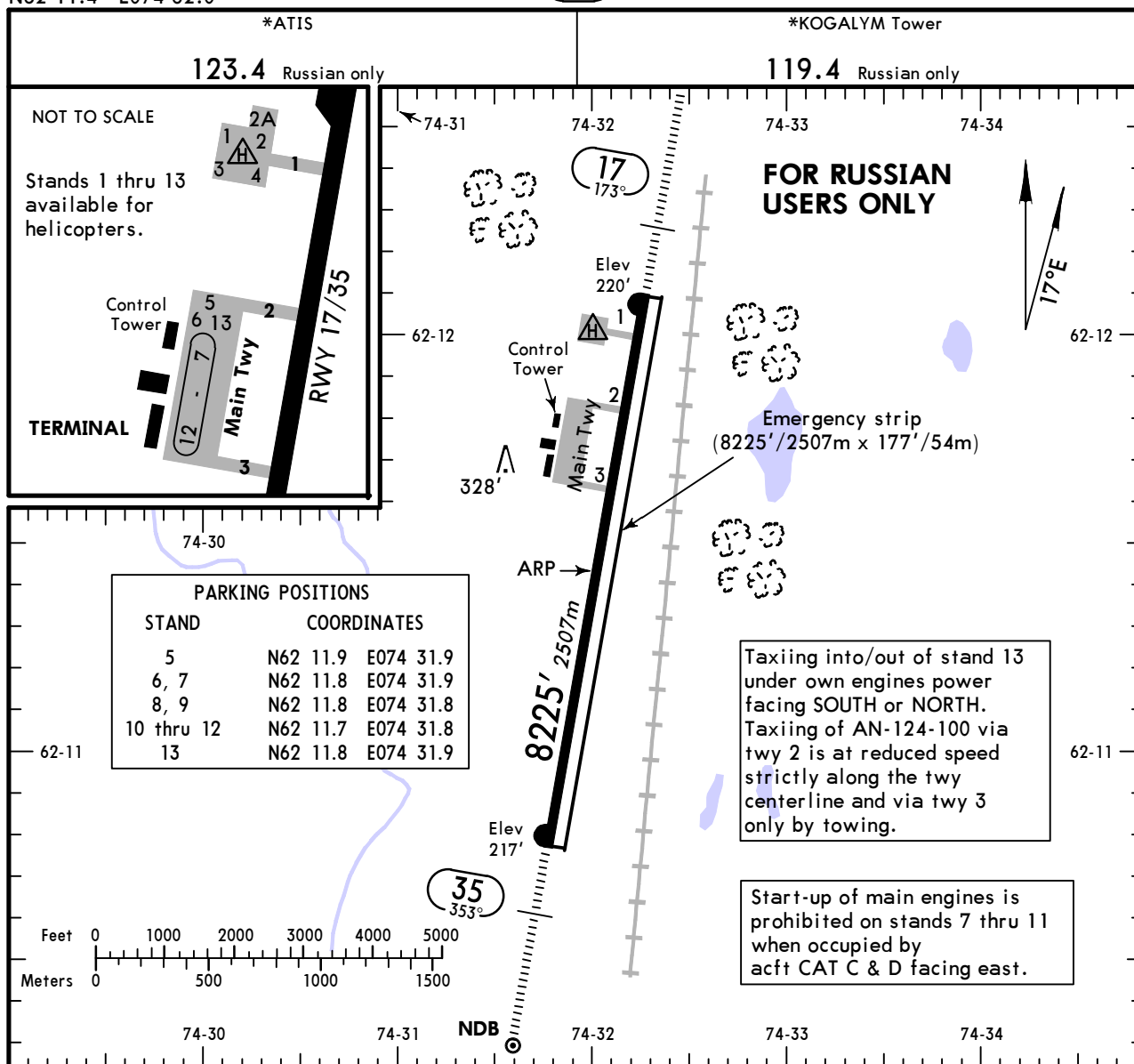
DAKAR 17A [DAK17A], KOLTI 17A [KOL17A] ①
RWY 17 DEPARTURES

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	8225' (2507m)
twy 1 int	7589' (2313m)
twy 2 int	6729' (2051m)
twy 3 int	5614' (1711m)

RWY 35:

From rwy head	8225' (2507m)
twy 3 int	2684' (818m)
twy 2 int	1568' (478m)

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

C

D

250m

300m

400m

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
	RNAV 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 NDB	1010'(790') C3600m	1010'(790') C3600m	1210'(990') C4700m	1210'(990') C4700m
	ALS out	C3800m	C3800m	C4900m	C4900m
35	O NDB	1010'(790') C3600m	1010'(790') C3600m	1210'(990') C4700m	1210'(990') C4700m
	ALS out	C3800m	C3800m	C4900m	C4900m
	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
	RNAV 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
	K NDB	880'(663') C3100m	880'(663') C3100m	1210'(993') C4700m	1210'(993') C4700m
	ALS out	C3300m	C3300m	C4900m	C4900m
	O NDB	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

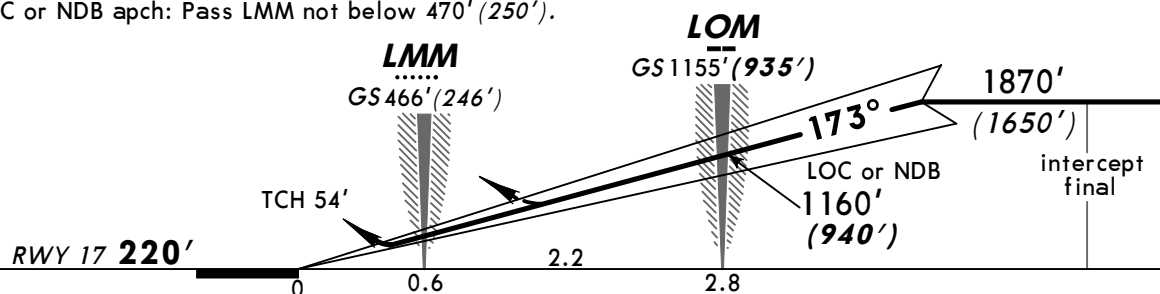
LVP must be in force		RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
RCLM (DAY only) or RL				
A	250m	400m	500m	
B				
C				
D	300m			

STRAIGHT-IN RWY		A	B	C	D
17	ILS	420' (200')	420' (200')	420' (200')	420' (200')
		R800m	R800m	R800m	R800m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	590' (370')	590' (370')	590' (370')	590' (370')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	590' (370')	590' (370')	590' (370')	590' (370')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	590' (370')	590' (370')	590' (370')	590' (370')
		R1300m	R1400m	R1600m	R1800m
	ALS out	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
	O 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
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	570' (353')	570' (353')	570' (353')	570' (353')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	570' (353')	570' (353')	570' (353')	570' (353')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	570' (353')	570' (353')	570' (353')	570' (353')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	OL NDB	880' (663')	880' (663')	1040' (823)	1040' (823')
		R1500m	R1500m	R2000m	R2000m
	K NDB	880' (663')	880' (663')	1210' (993)	1210' (993')
		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		

Alt Set: MM (hPa on req)	QNH on req (QFE)	Trans level: FL 40	Trans alt: 2190' (1970')
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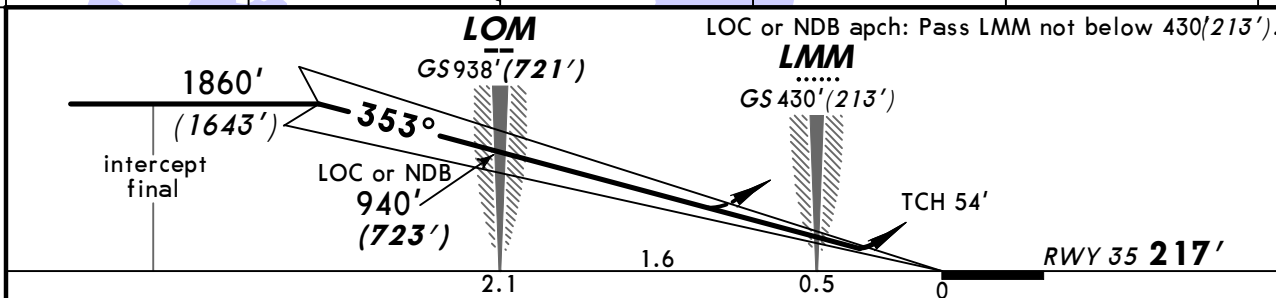
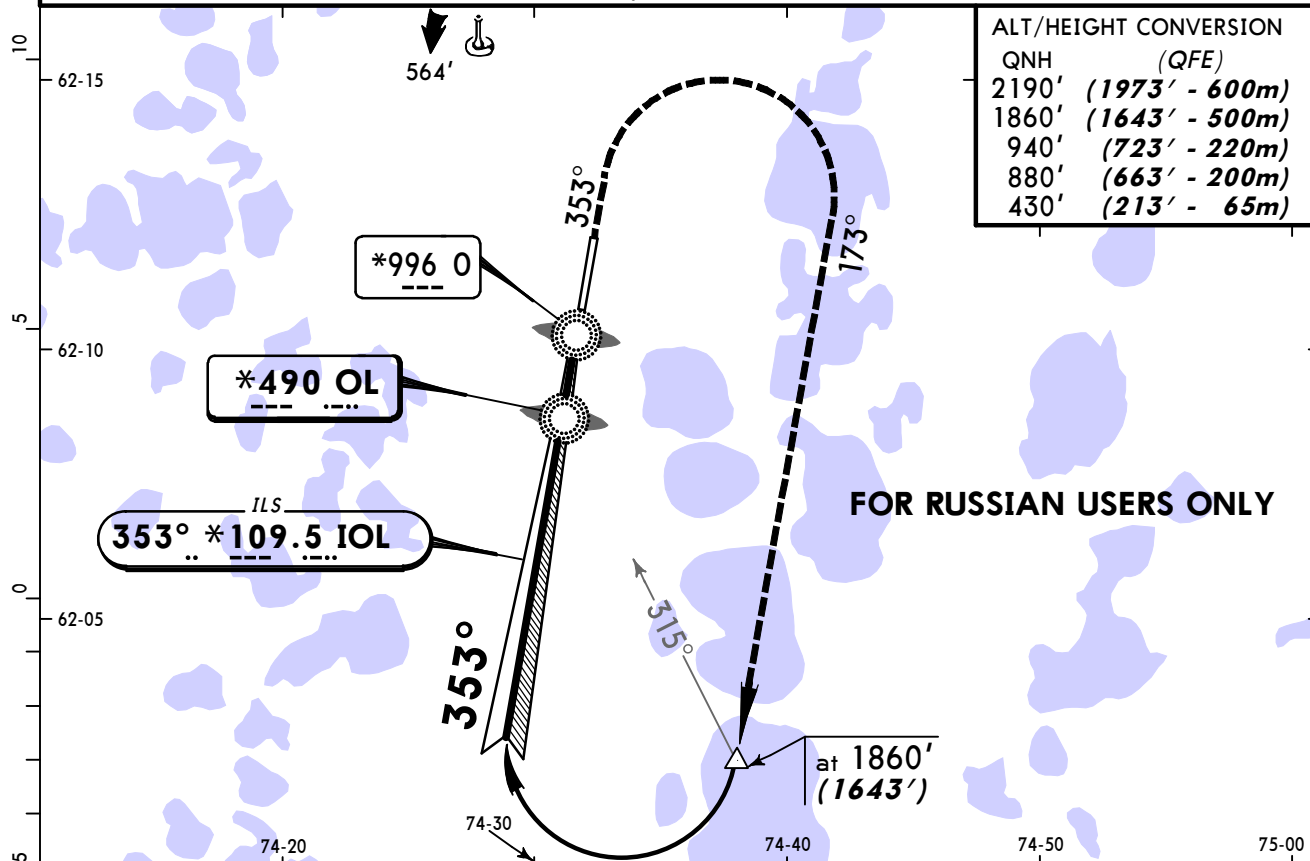


STRAIGHT-IN LANDING RWY 17									
ILS		LOC (GS out)		2 NDB		KG NDB MDA(H)		K NDB MDA(H)	
DA(H) 420'(200')		MDA(H) 590'(370')		MDA(H) 590'(370')		AB: 880'(660') CD: 1050'(830')		AB: 1010'(790') CD: 1210'(990')	
FULL	ALS out		ALS out		ALS out		ALS out		ALS out

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

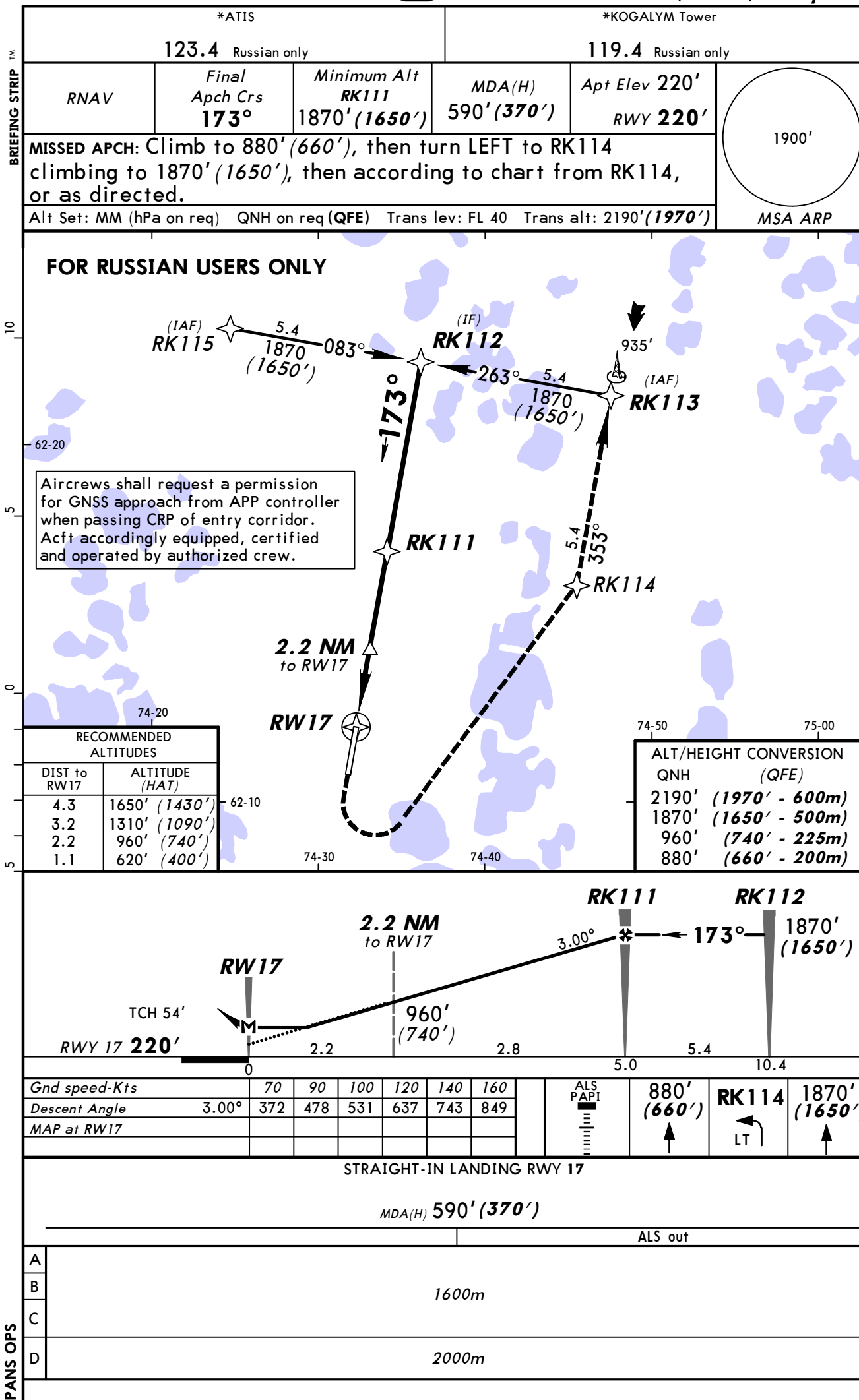
BRIEFING STRIP

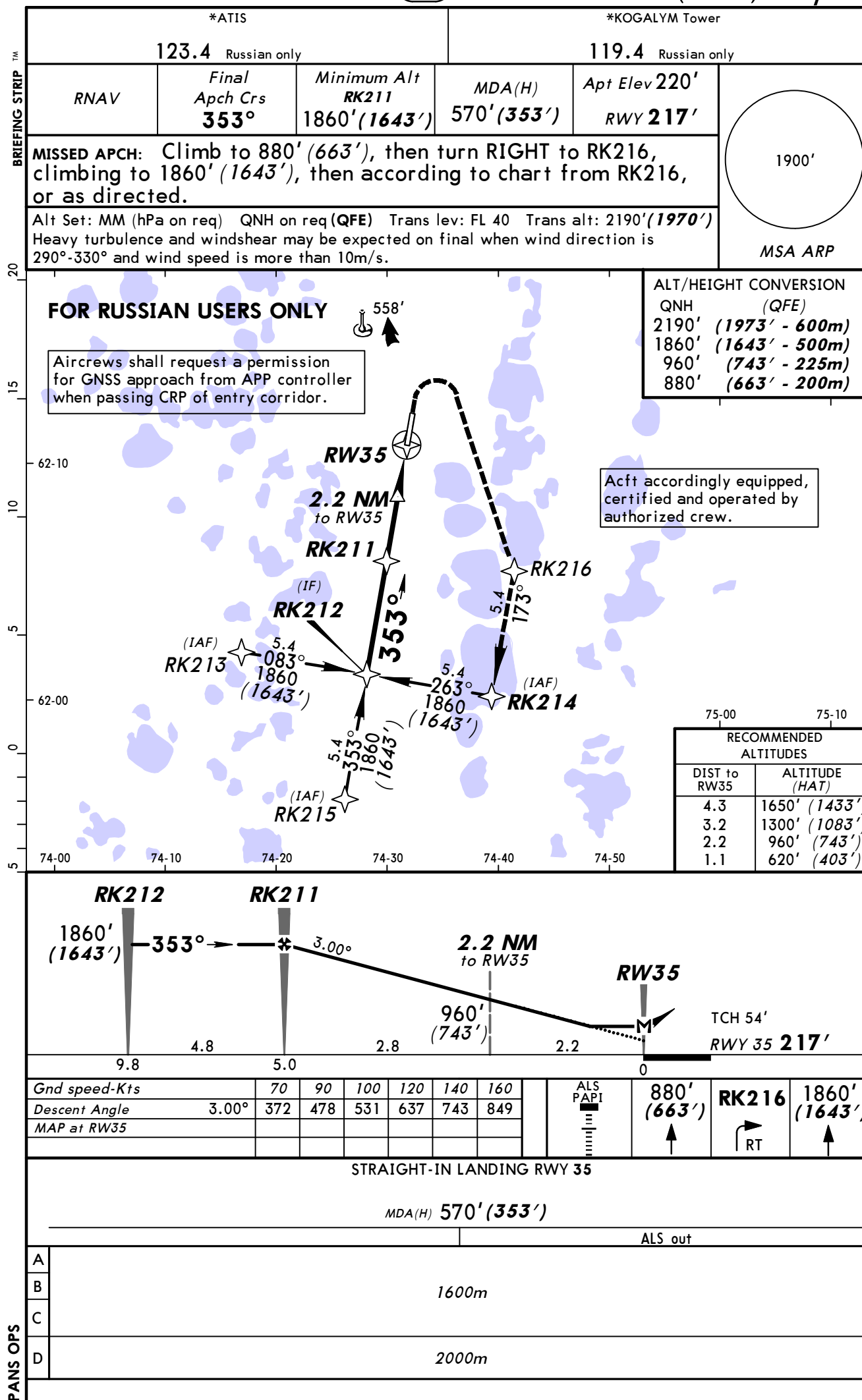
*ATIS				*KOGALYM Tower		
123.4 Russian only				119.4 Russian only		
LOC IOL *109.5	Final Apch Crs 353°	GS LOM 938'(721')	ILS DA(H) 417'(200')	Apt Elev 220' RWY 217'	1900' MSA OL NDB	
NDB OL *490		Minimum Alt LOM 940'(723')	2 NDB MDA(H) 570'(353')			
MISSED APCH: Climb on 353° to 880' (663'), then turn RIGHT onto 173° climbing to 1860' (1643'), then according to chart.						
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 Trans alt: 2190'(1973')						
1. LOM is 177'/54m East of rwy centerline. 2. Heavy turbulence and windshear may be expected on final when wind direction is 290°-330° and wind speed is more than 10m/s.						

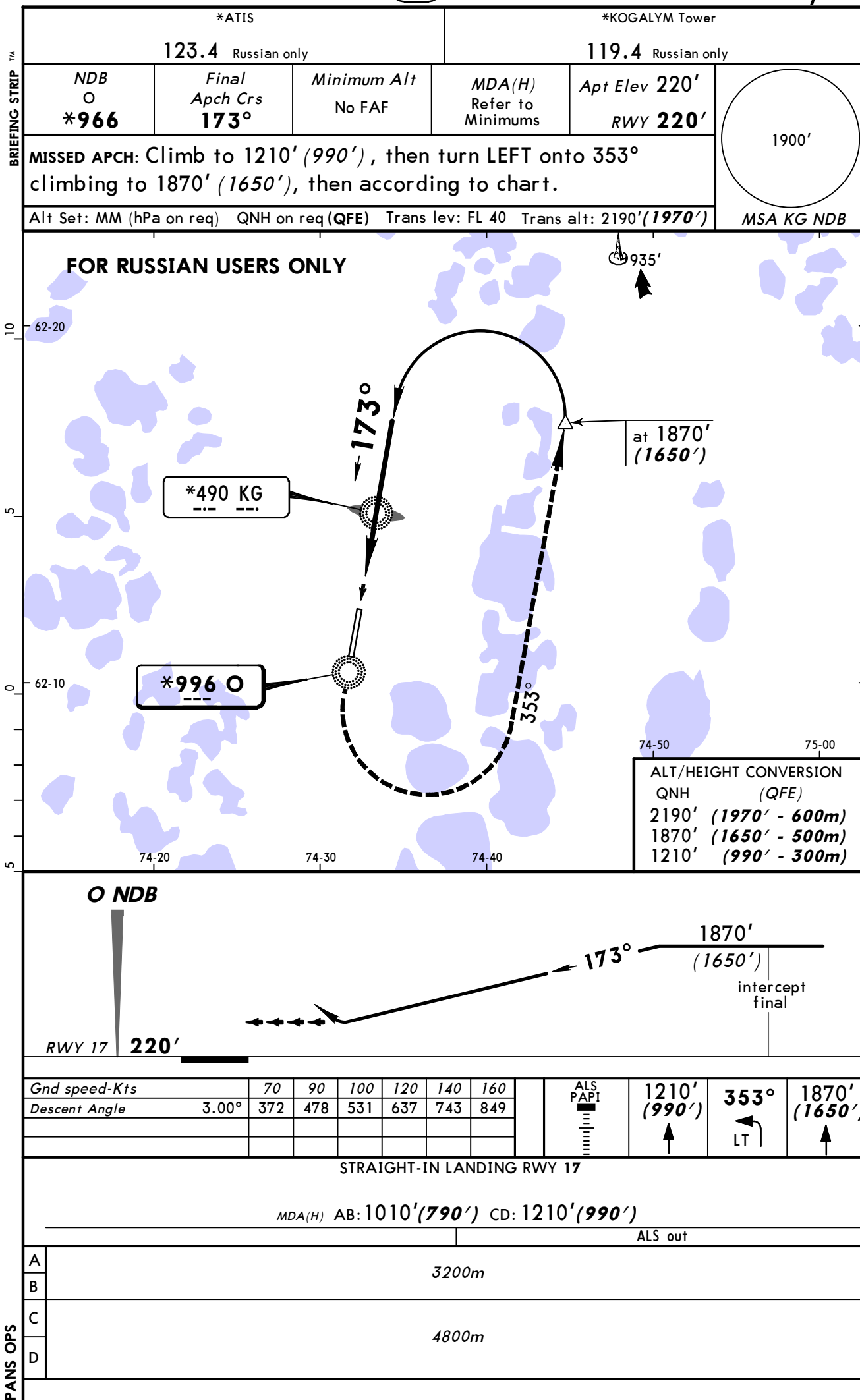


Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	880' (663') on 353°
ILS GS or LOC or NDB Desc angle 3.00°	377	484	538	646	753	861		

STRAIGHT-IN LANDING RWY 35							
ILS		LOC (GS out)		2 NDB		OL NDB MDA(H)	
DA(H) 417' (200')		MDA(H) 570' (353')		MDA(H) 570' (353')		AB: 880' (663') CD: 1040' (823')	
FULL	ALS out		ALS out		ALS out		ALS out
A	1200m	1600m		1600m		3200m	
B						3200m	
C						4000m	
D		2000m		2000m		4400m	







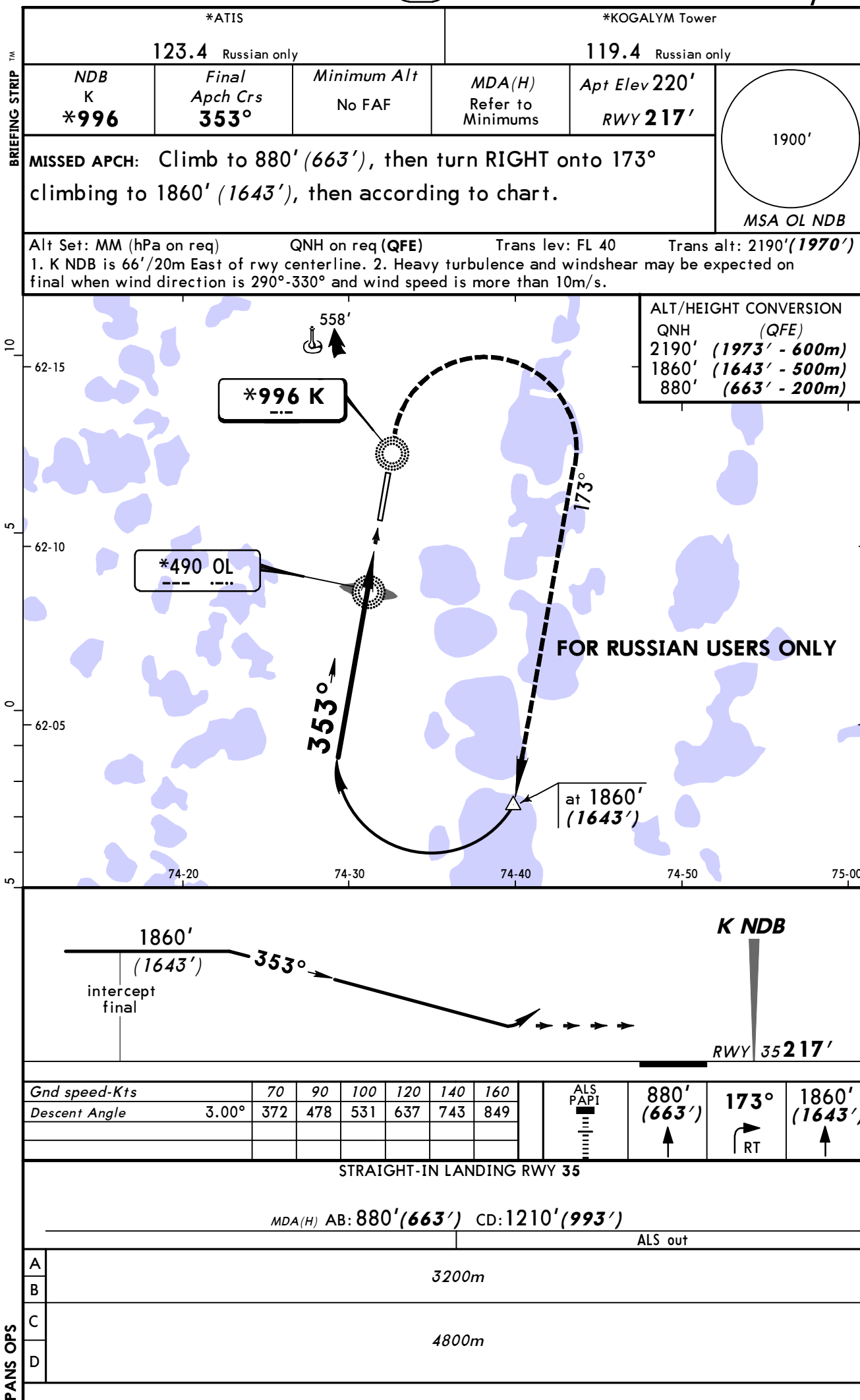


Chart changes since cycle 24-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KOGALYM, (KOGALYM - USRK)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USRK