

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USUU

Terminal Charts For USUU

Revision Letter For Cycle 25-2012

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: 0407 Z
Sunset: 1116 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

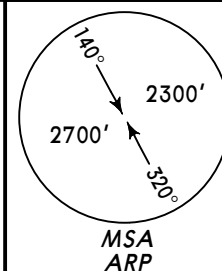
Apt Elev
239'

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')

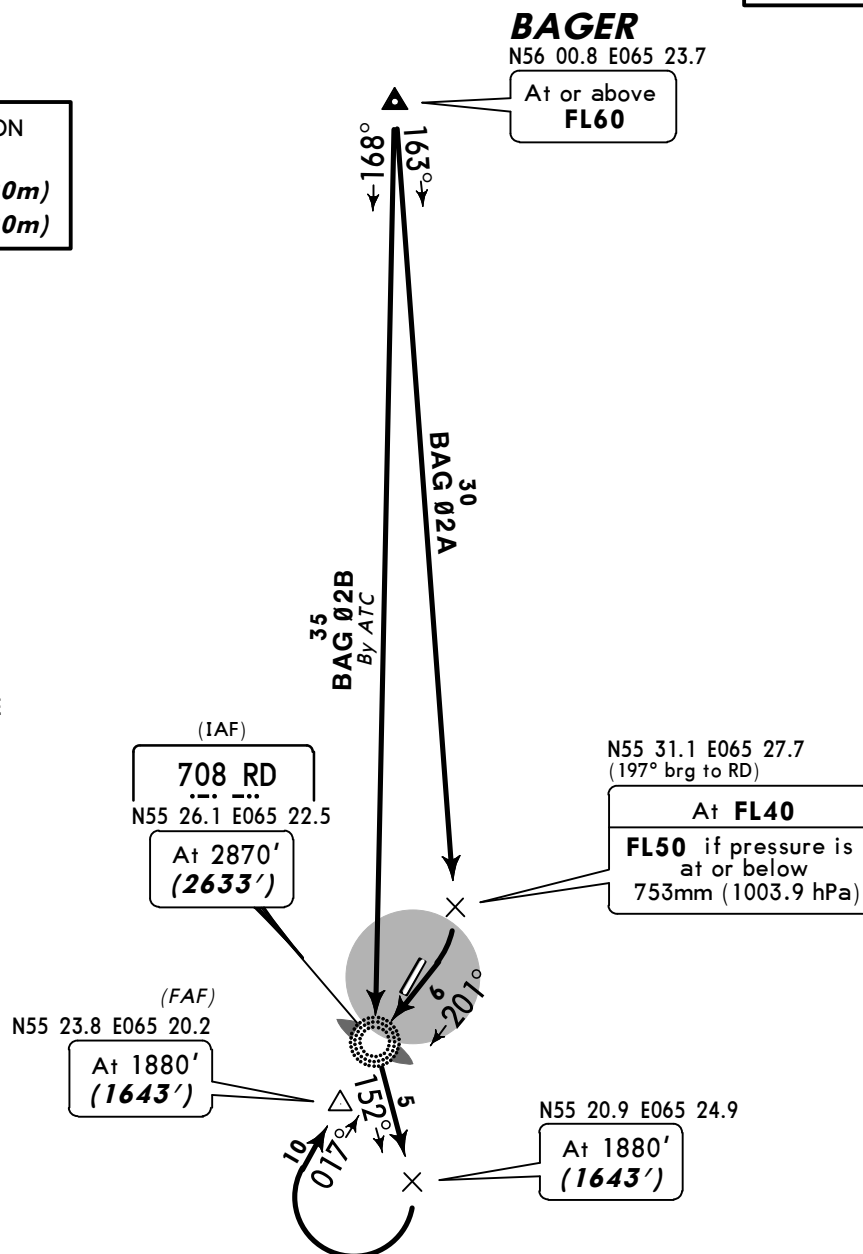
BAGER Ø2A (BAG Ø2A), BAGER Ø2B (BAG Ø2B) RWY 02 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY

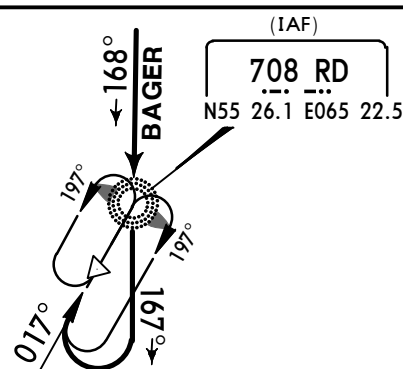


ALT/HEIGHT CONVERSION
QNH (QFE)
2870' (2633' - 800m)
1880' (1643' - 500m)



LOST COMMS AND ASR OUT PROCEDURES:

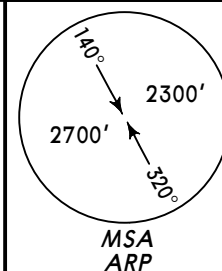
- commence approach by overflying IAF RD, enter STAR as follows:
from BAGER perform teardrop entry:
overfly RD, 167° track for 1,5 MIN, turn onto RD and perform RIGHT hand racetrack approach;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.



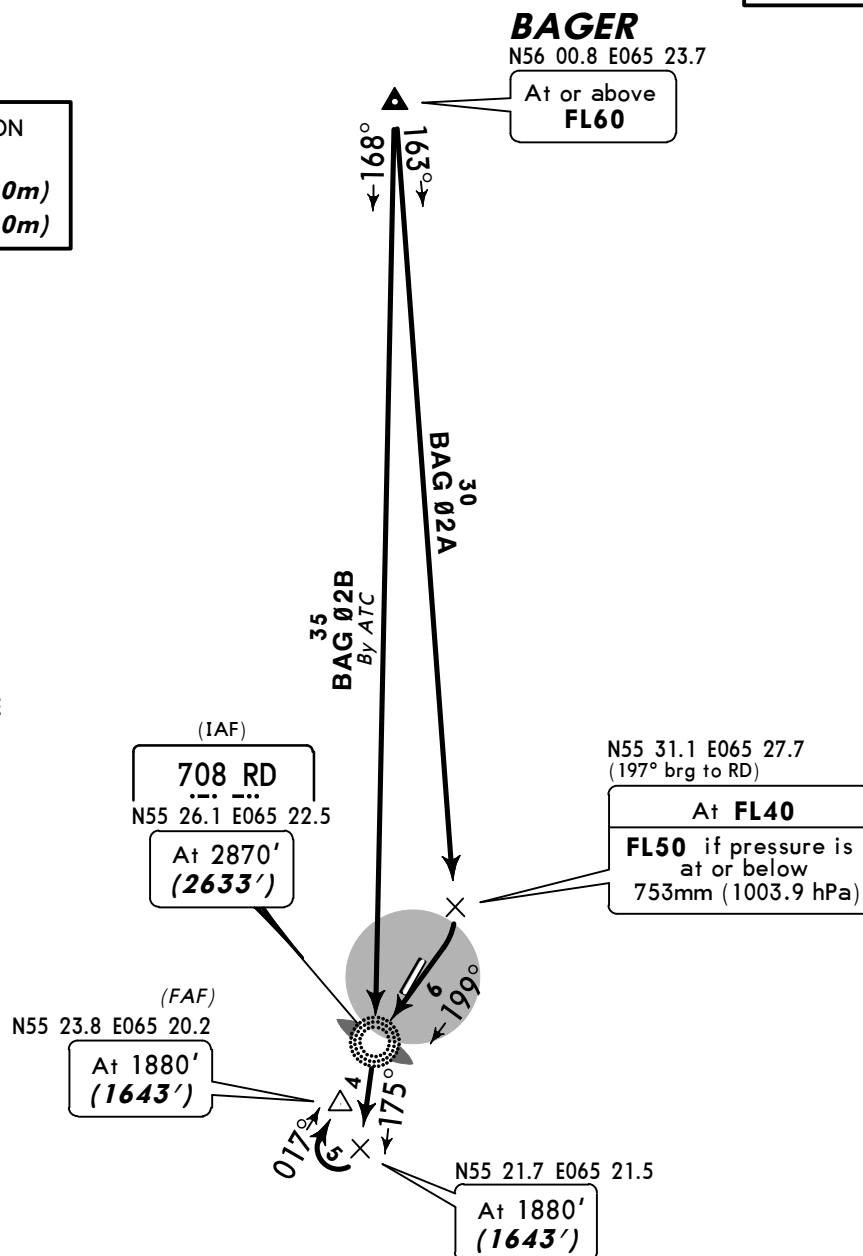
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' **(2633')**

CAT A & B

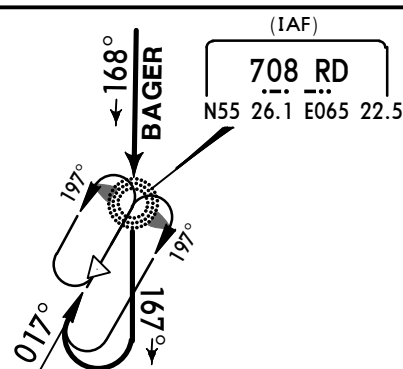
FOR RUSSIAN USERS ONLY



BAGER
N56 00.8 E065 23.7
At or above
FL60



LOST COMMS AND RE-ENTRY 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.

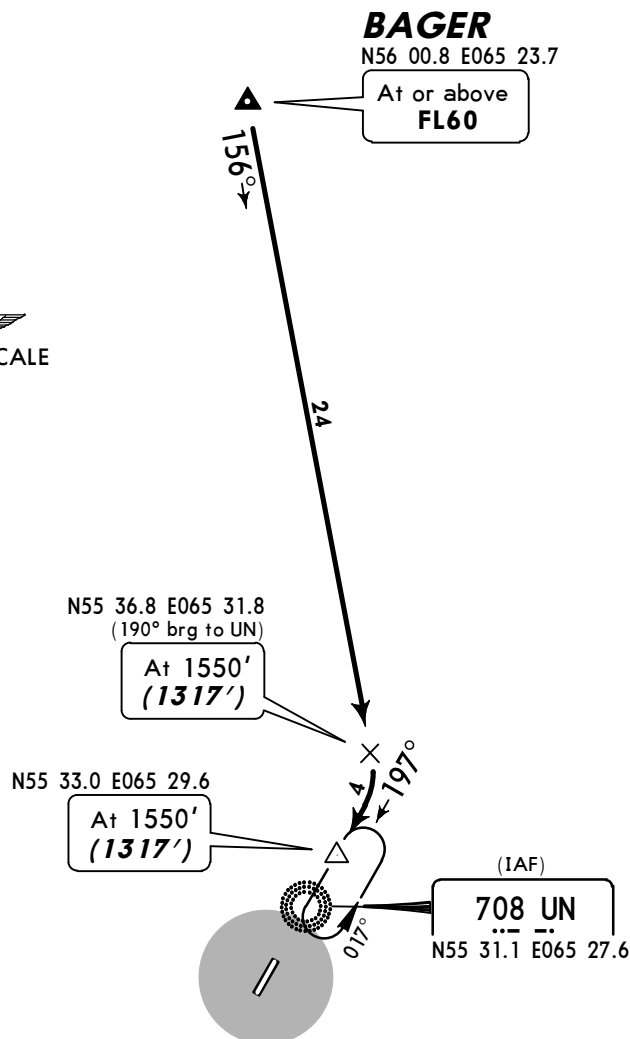
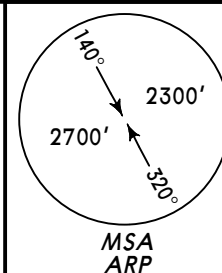


*KURGAN Approach
(Russian)
120.3 124.0X

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)

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 C & D

(IAF)

708 RD

N55 26.1 E065 22.5

Diagram showing two points on a line, each labeled with "At 1880' (1643')". The top point has coordinates N55 18.5 E065 23.4. The bottom point has coordinates N55 18.2 E065 22.4.

- 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 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 & B



NOT TO SCALE

At or above
FL60

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.

The diagram illustrates the IAF 708 RD area. It shows a central point with several flight paths and bearings. The paths are labeled with bearings: 017°, 197°, 236°, and 248°. The paths are also labeled with the names of the aircraft: MILSU and ARLAD. The central point is labeled (IAF) 708 RD. The coordinates N55 26.1 E065 22.5 are shown at the bottom.

*KURGAN Approach
(Russian)
120.3 124.0X

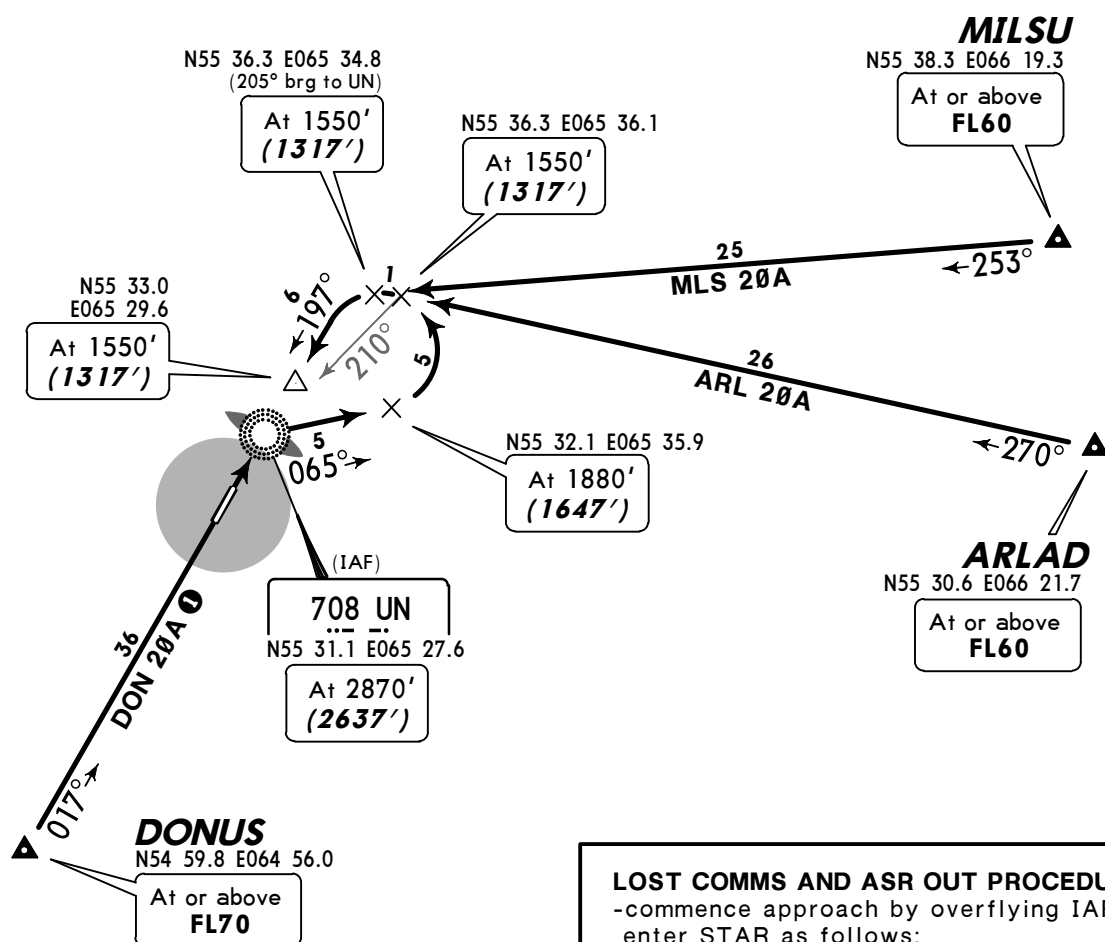
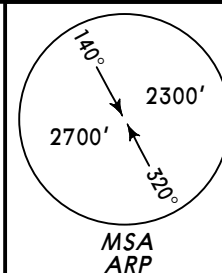
Apt Elev
239'

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.

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

CAT C & D

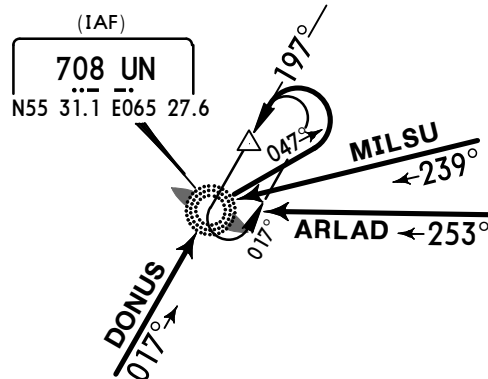
FOR RUSSIAN USERS ONLY



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)



*KURGAN Approach
(Russian)
120.3 124.0X

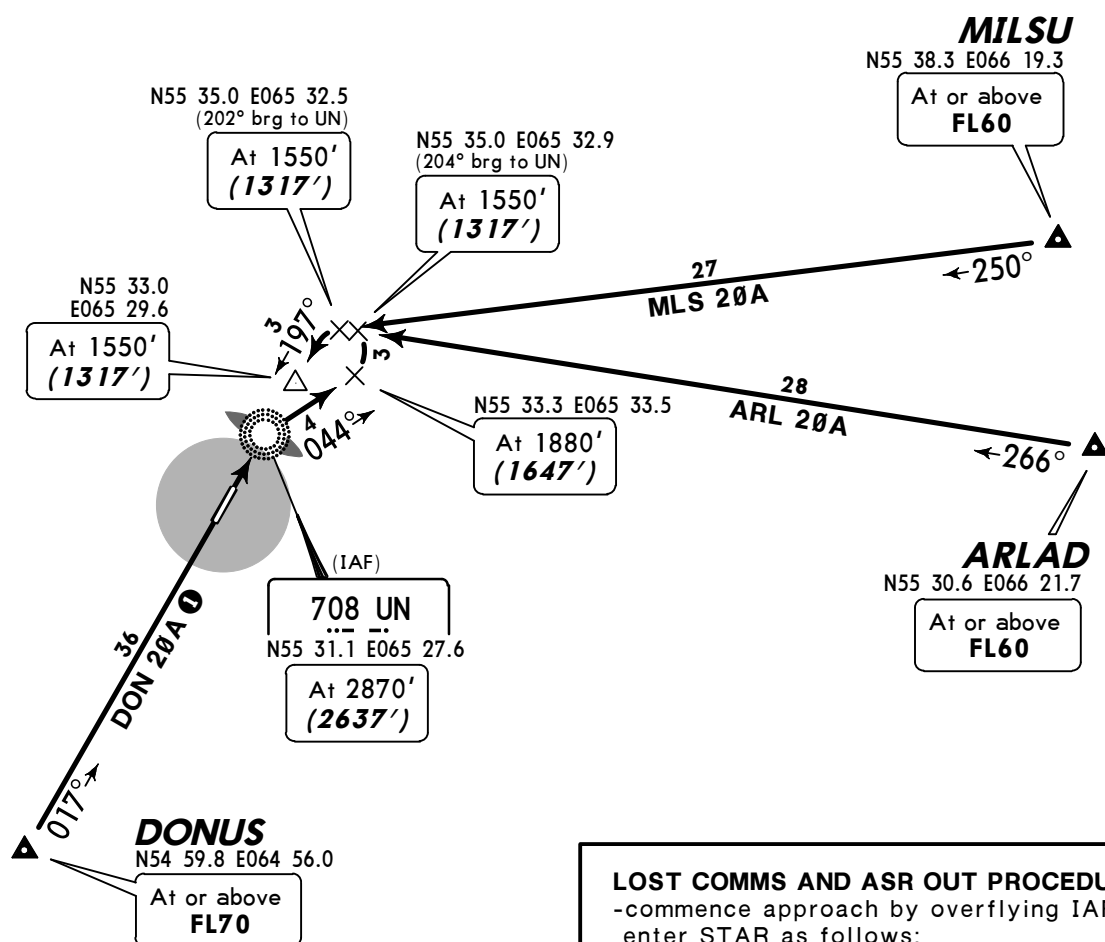
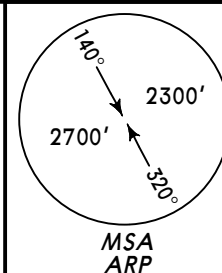
Apt Elev
239'

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.

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

CAT A & B

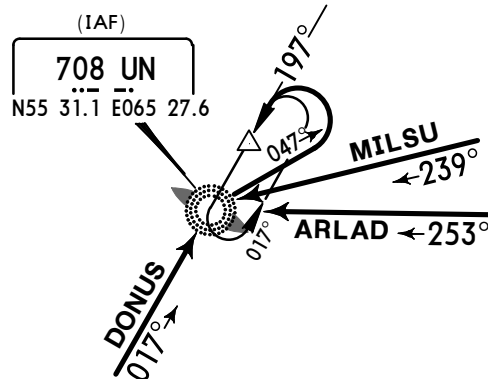
FOR RUSSIAN USERS ONLY



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)



*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

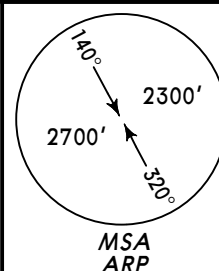
Alt Set: MM (hPa on request) QNH on request (**QFE**)
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' (**2633'**)
Final turn to be performed with descent.

BEKAT Ø2A (BKT Ø2A), BEKAT Ø2B (BKT Ø2B) ①
OKUNA Ø2A (OKN Ø2A), OKUNA Ø2B (OKN Ø2B) ①

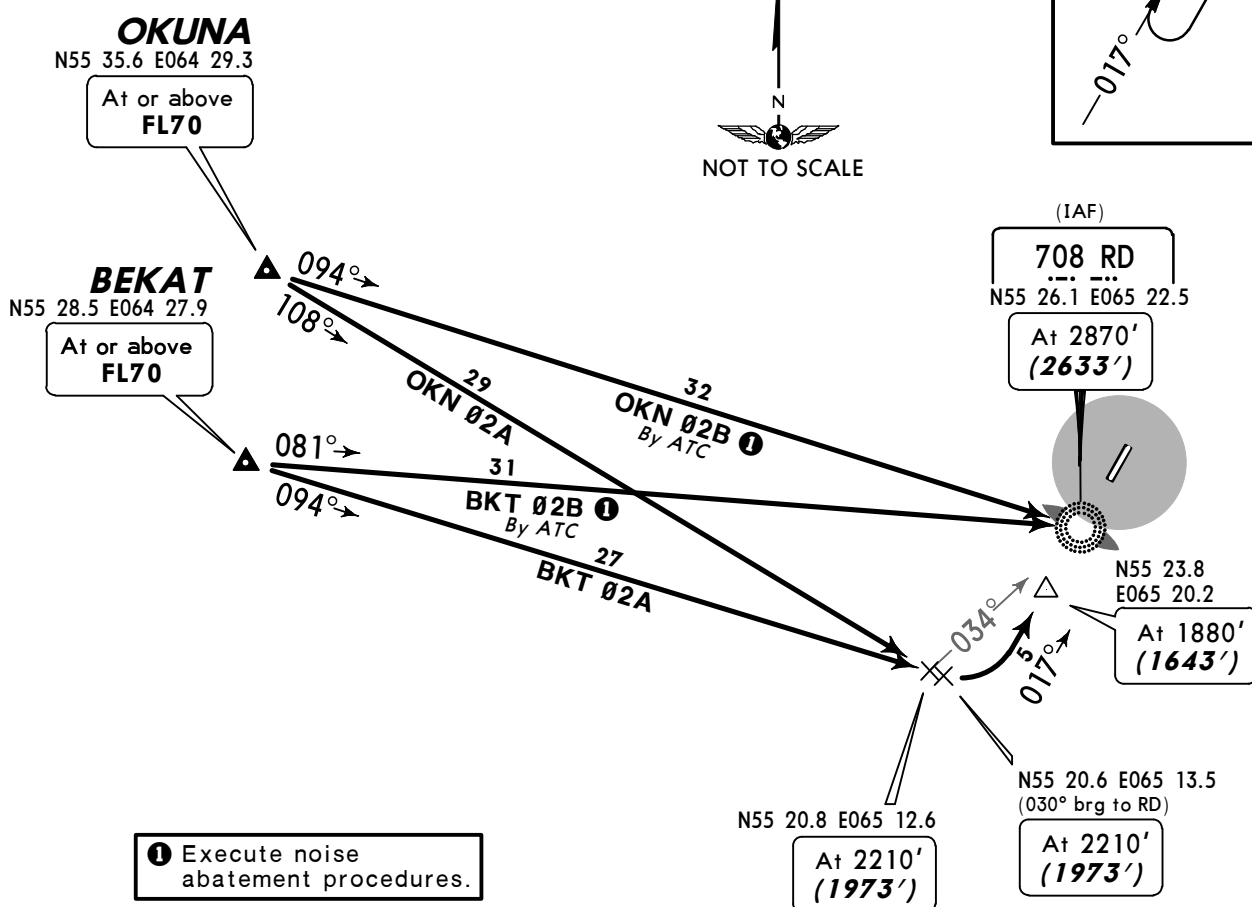
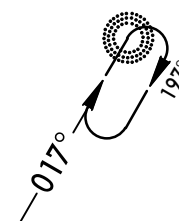
RWY 02 ARRIVALS

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'

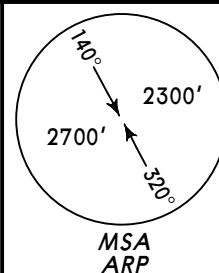
Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' (2633')
Final turn to be performed with descent.

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

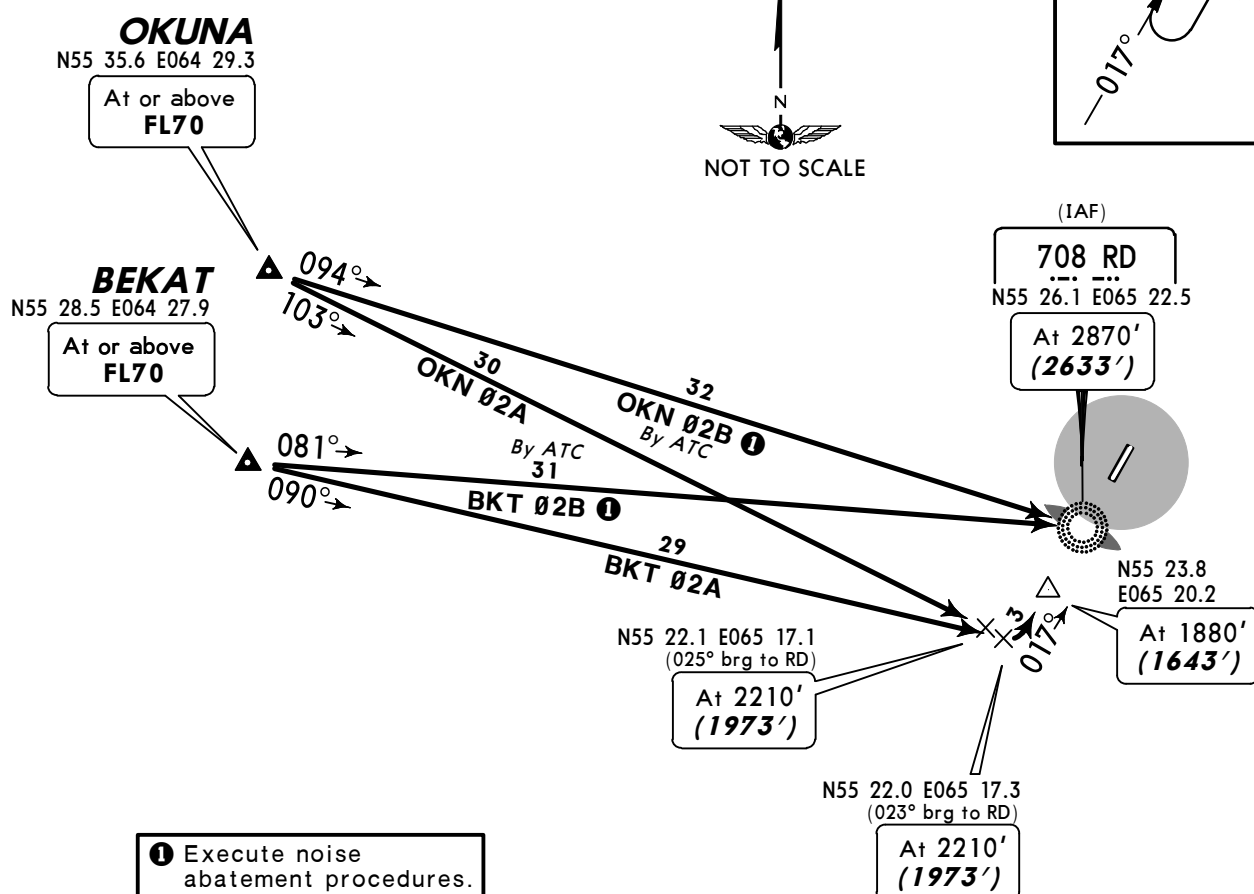
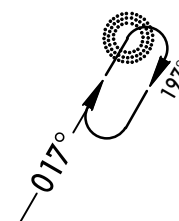
RWY 02 ARRIVALS

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)

NOT TO SCALE

NOT TO SCALE

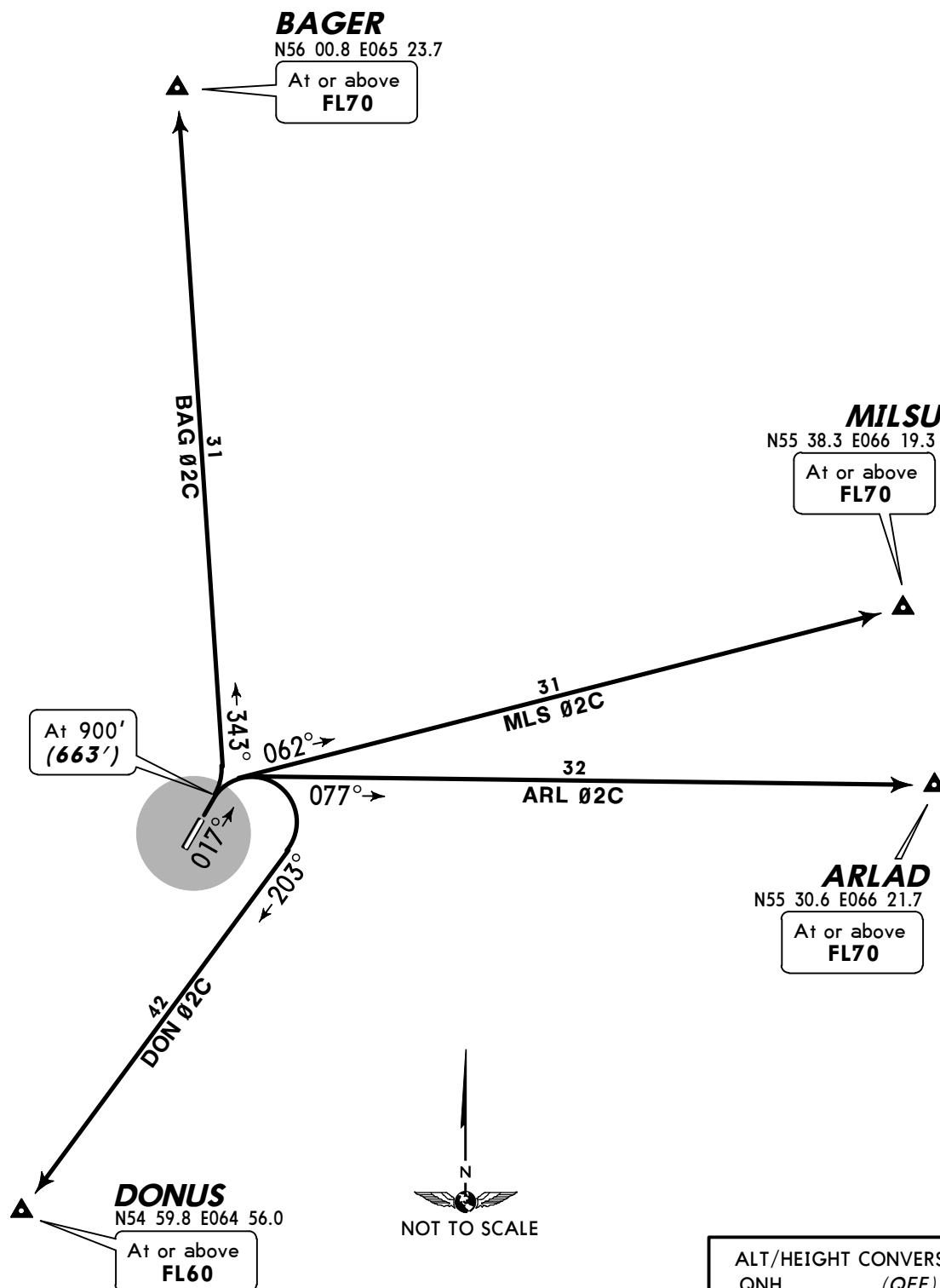
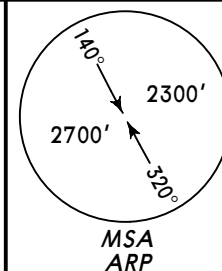
*KURGAN Approach
(Russian)
120.3 124.0X

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)

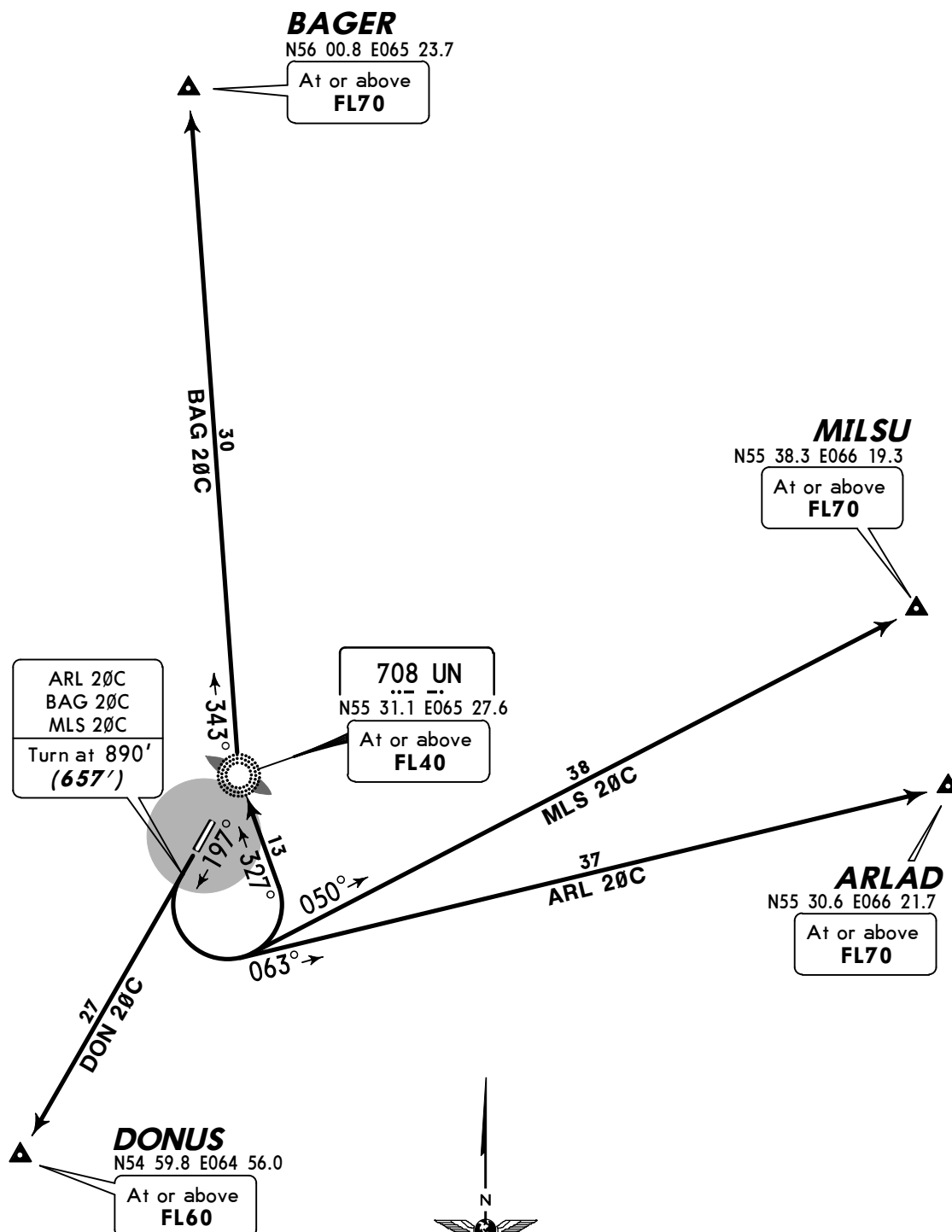
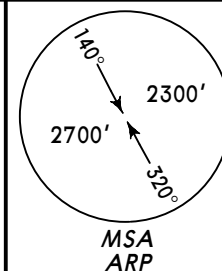
*KURGAN Approach
(Russian)
120.3 124.0X

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



NOT TO SCALE

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

*KURGAN Approach
(Russian)
120.3 124.0X

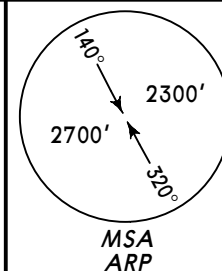
Apt Elev
239'

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

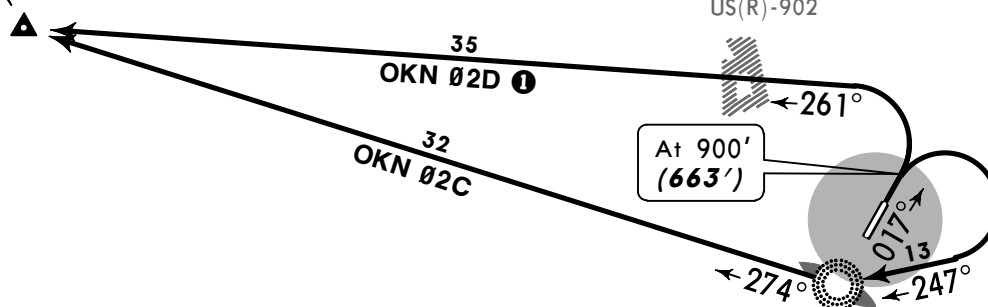
FOR RUSSIAN USERS ONLY



① By ATC when
US(R)-902 is inactive.

OKUNA
N55 35.6 E064 29.3

At or above
FL60



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

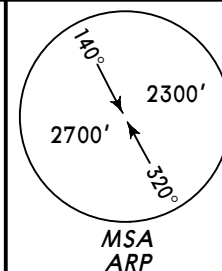
*KURGAN Approach
(Russian)
120.3 124.0X

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')

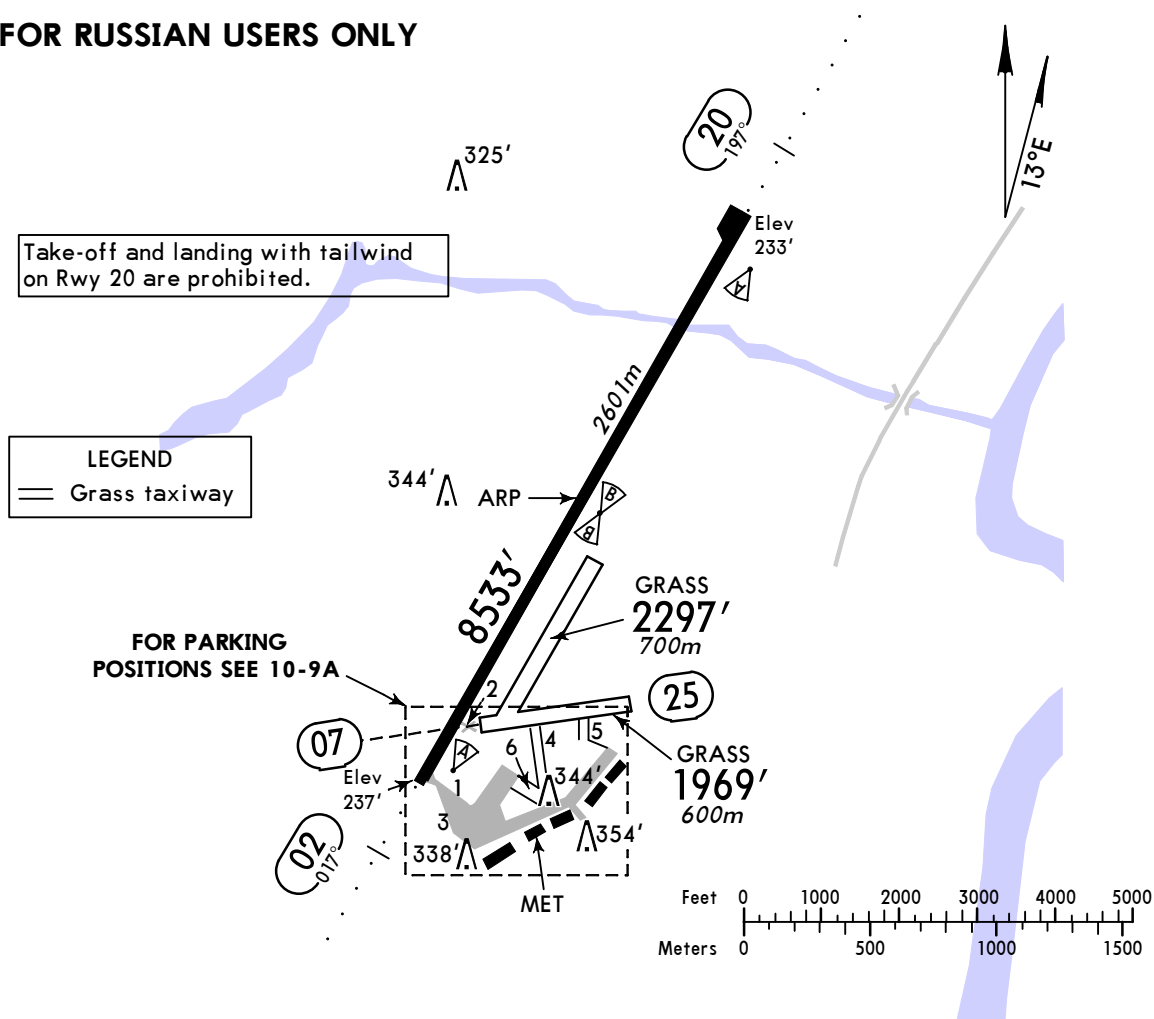


ALT/HEIGHT CONVERSION
QNH (QFE)
890' (657' - 200m)
2210' (1977' - 600m)
2870' (2637' - 800m)

*KURGAN Tower (TWR/GND)

120.3 Russian only

FOR RUSSIAN USERS ONLY



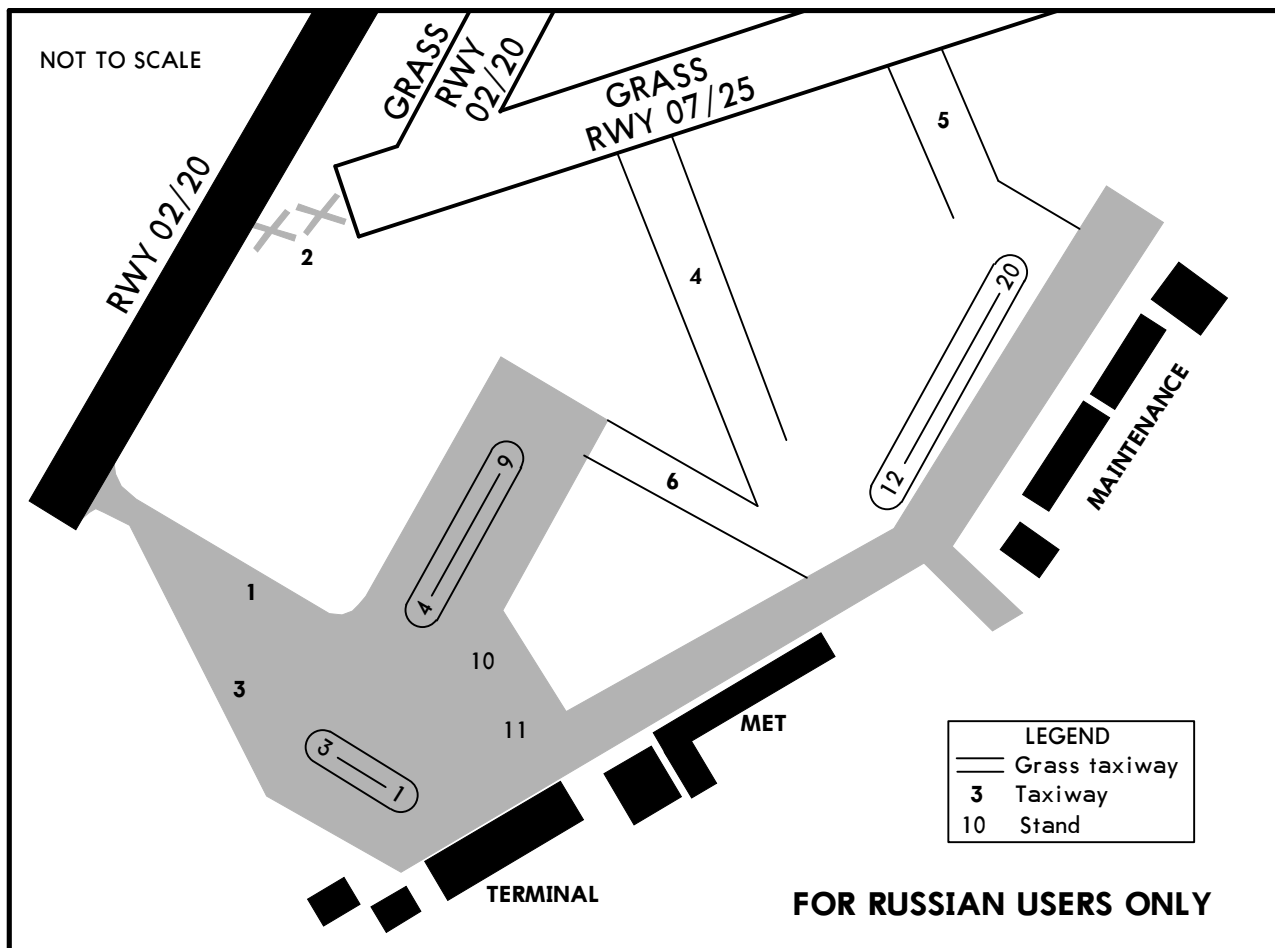
ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
02	RL	ALS	PAPI (angle 3.00°)	RVR	Threshold	Glide Slope	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
02	ILS	437' (200') R1000m	437' (200') R1000m	467' (230') R1000m	467' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	650' (413') R1900m	650' (413') R1900m	650' (413') C2100m	650' (413') C2100m
	<i>ALS out</i>	C2100m	C2100m	C2300m	C2300m
	RD NDB	1060' (823') C3800m	1060' (823') C3800m	1060' (823') C4000m	1060' (823') C4000m
20	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
	R Lctr	1060' (823') C3800m	1060' (823') C3800m	1230' (993') C4700m	1230' (993') C4700m
	<i>ALS out</i>	C4000m	C4000m	C4900m	C4900m
	ILS	433' (200') R1000m	433' (200') R1000m	463' (230') R1000m	463' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ❶	590' (357') R1400m	590' (357') R1400m	590' (357') R1400m	590' (357') R1400m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	UN NDB	890' (657') ❶ C2800m	890' (657') ❶ C2800m	1060' (827') C4000m	1060' (827') C4000m
	<i>ALS out</i>	C3000m	C3000m	C4200m	C4200m
	U Lctr	890' (657') C3000m	890' (657') C3000m	1220' (987') C4700m	1220' (987') C4700m
	<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) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

BRIEFING STRIP™

1055

PANS OPS

PANS OPS

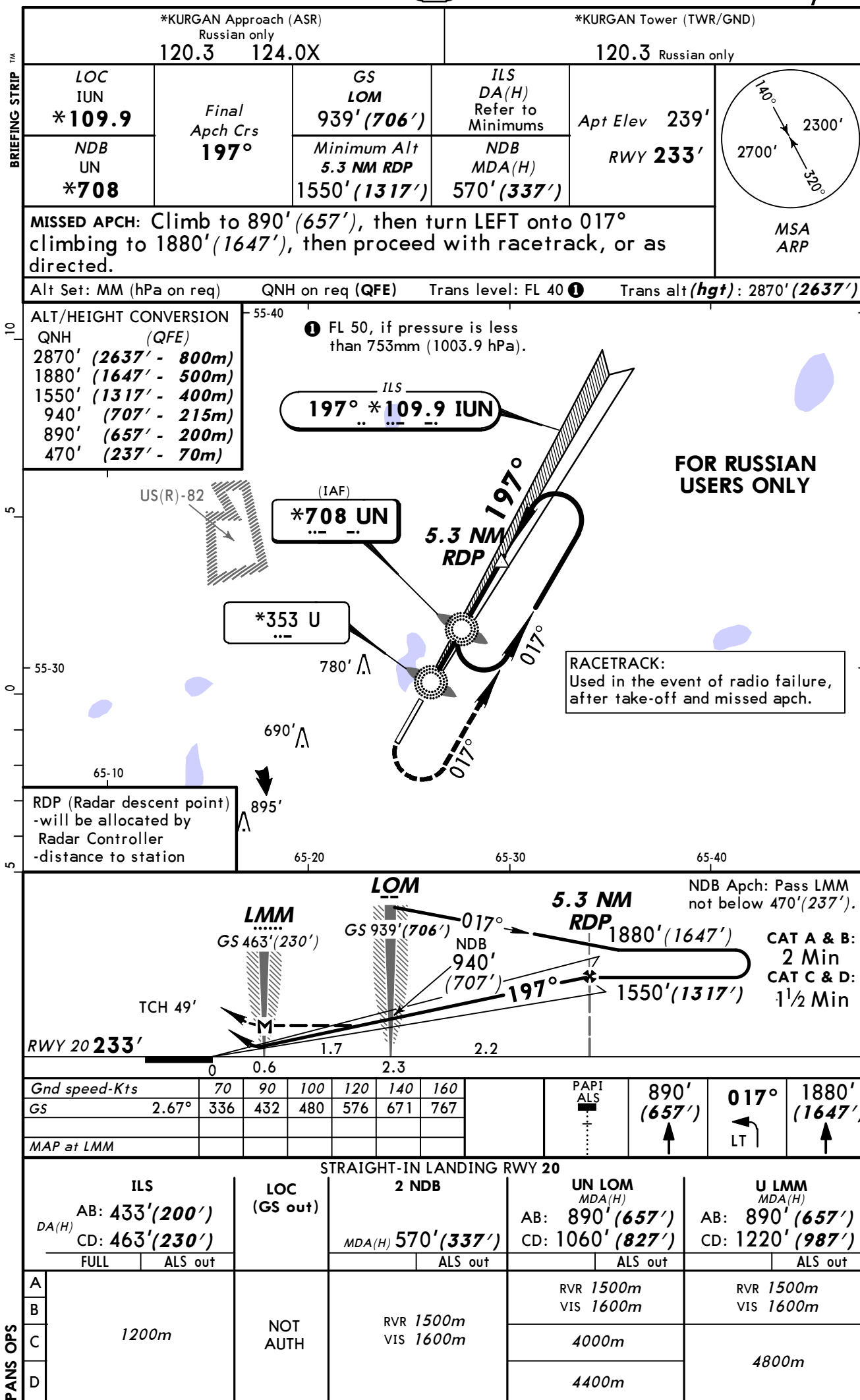


Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KURGAN, (KURGAN - USUU)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USUU