

Page 1

Changed chart(s) since Disc 26-2012

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UMKK

UMKK (Khrabrovo)**General Info**

Kaliningrad, RUS

N 54° 53.4' E 20° 35.5' Mag Var: 3.7°E

Elevation: 43'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 no DST

Runway Info

Runway 06-24 8202' x 148' asphalt

Runway 06 (61.0°M) TDZE 43'

Lights: Edge, ALS

Runway 24 (241.0°M) TDZE 31'

Lights: Edge, ALS

Communications InfoATIS **122.475**ATIS **122.05** Non-EnglishKaliningrad Tower **128.5**Kaliningrad Tower **126.0**Kaliningrad Ground Control **129.425**Kaliningrad Ground Control **128.5**Kaliningrad Ground Control **126.0**Kaliningrad Radar **128.5**Kaliningrad Radar **126.0**Kaliningrad Transit Operations **131.7**Kaliningrad Control **123.7****Notebook Info**

UMKK/KGD
KHRABROVO

JEPPESEN
11 NOV 11 10-2 Eff 17 Nov

KALININGRAD, RUSSIA

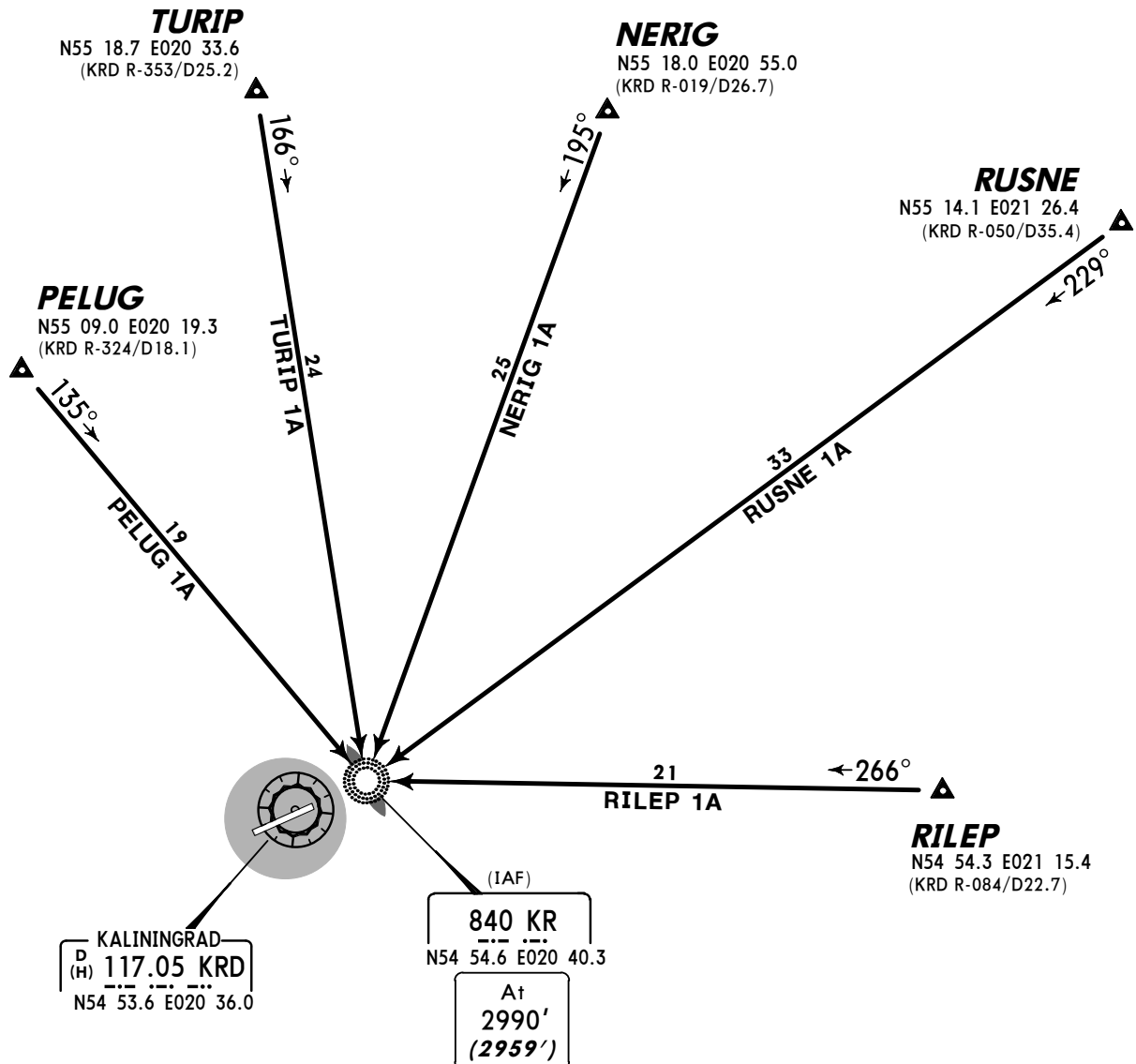
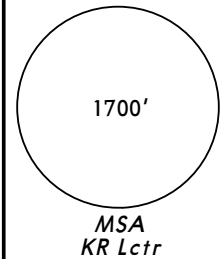
STAR

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3299')

NERIG 1A, PELUG 1A
RILEP 1A, RUSNE 1A
TURIP 1A
RWY 24 ARRIVALS



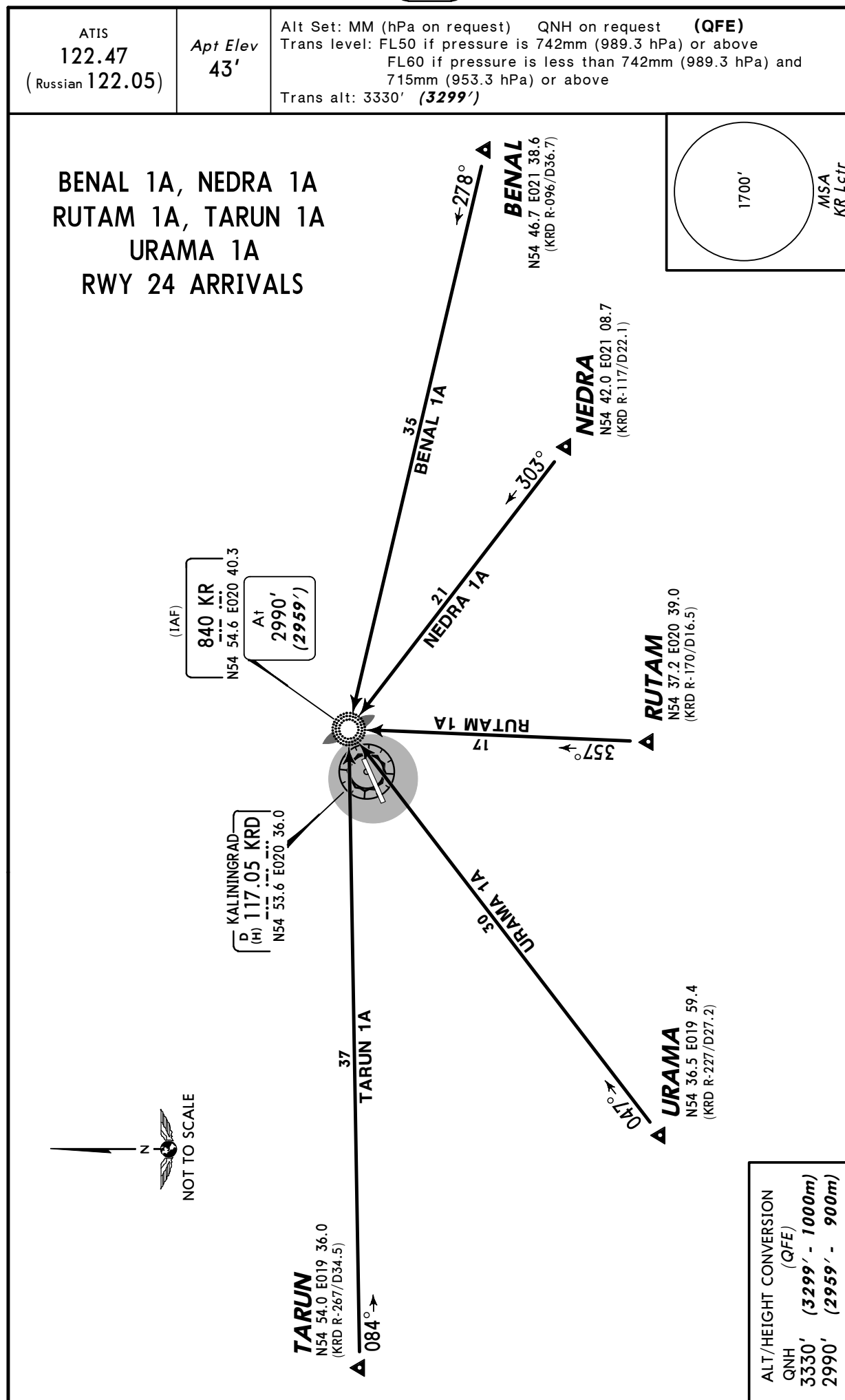
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3299' - 1000m)
2990' (2959' - 900m)

UMKK/KGD
KHRABROVO

JEPPesen
11 NOV 11 10-2A Eff 17 Nov

KALININGRAD, RUSSIA

STAR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3330'	(3299' - 1000m)
2990'	(2959' - 900m)

UMKK/KGD
KHRABROVO

JEPPESEN
11 NOV 11 (10-2B) Eff 17 Nov

KALININGRAD, RUSSIA

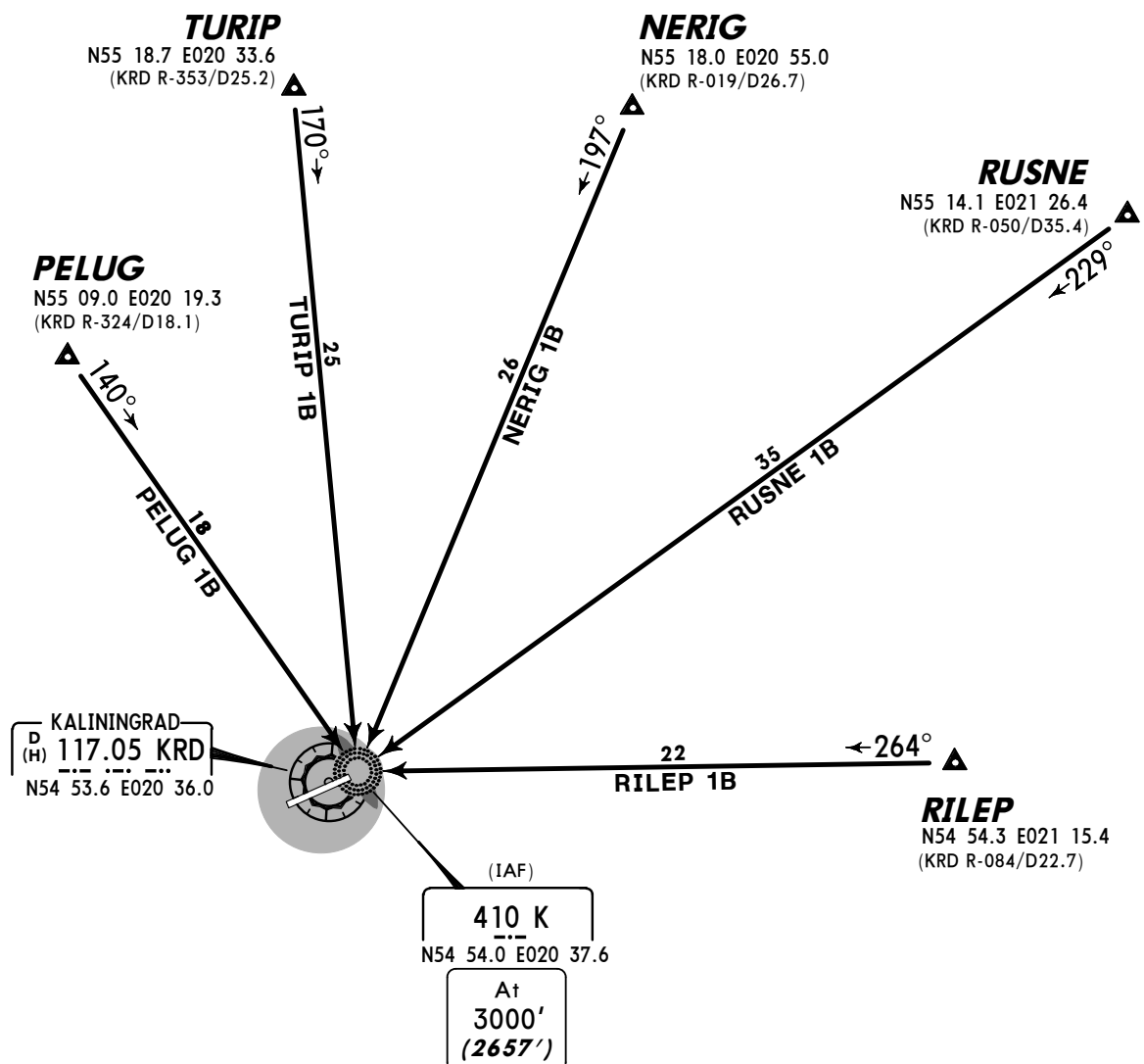
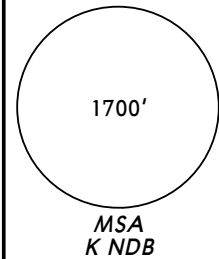
STAR

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3287')

NERIG 1B, PELUG 1B
RILEP 1B, RUSNE 1B
TURIP 1B
RWY 06 ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)
3000' (2957' - 900m)

UMKK/KGD
KHRABROVO

JEPPESSEN
11 NOV 11 10-2C Eff 17 Nov

KALININGRAD, RUSSIA

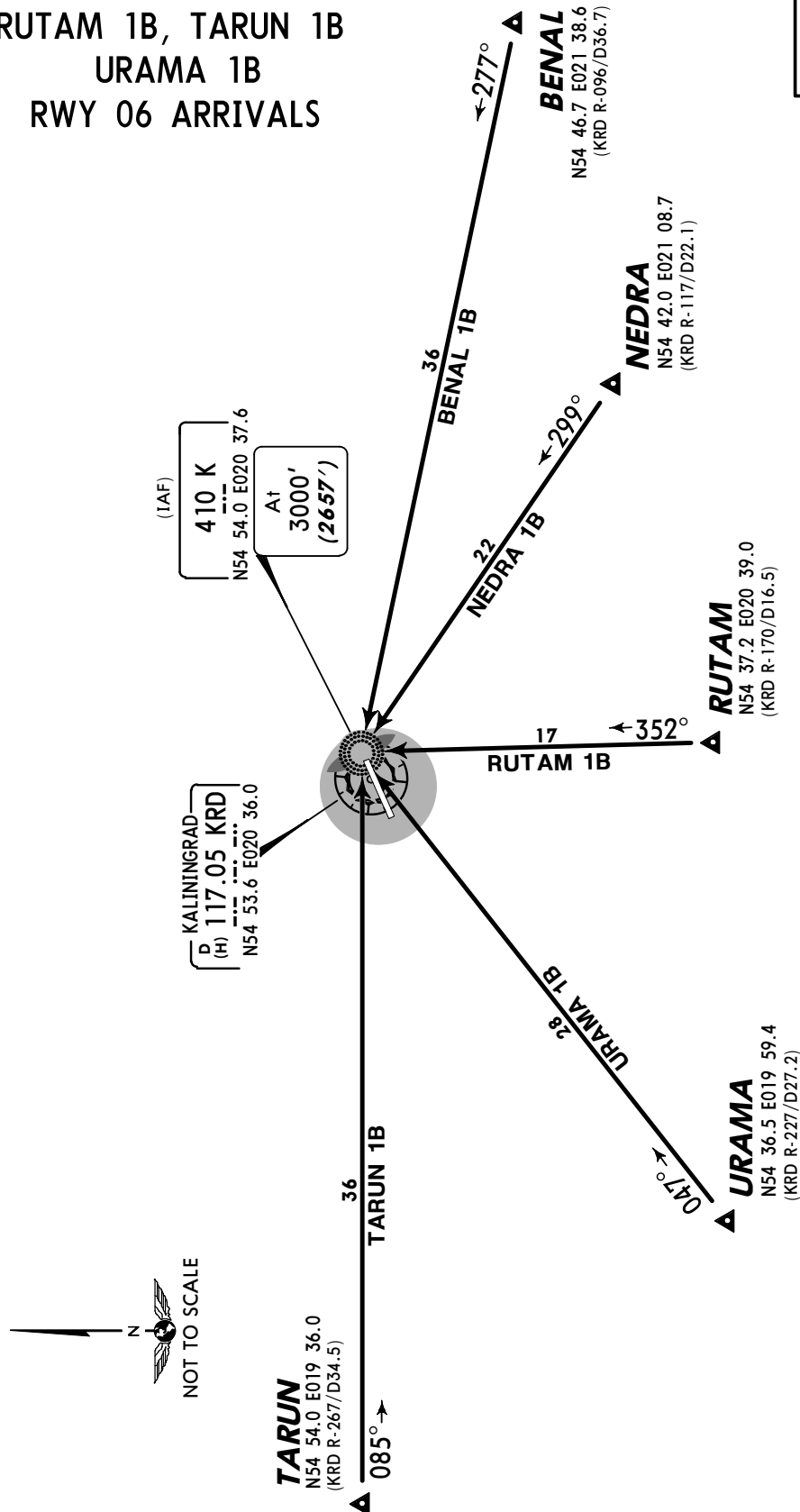
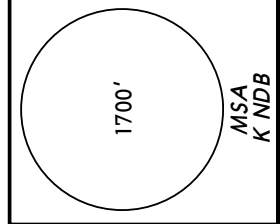
STAR

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3287')

BENAL 1B, NEDRA 1B
RUTAM 1B, TARUN 1B
URAMA 1B
RWY 06 ARRIVALS



UMKK/KGD
KHRABROVO

JEPPESEN
27 APR 12 (10-2D) Eff 3 May

KALININGRAD, RUSSIA

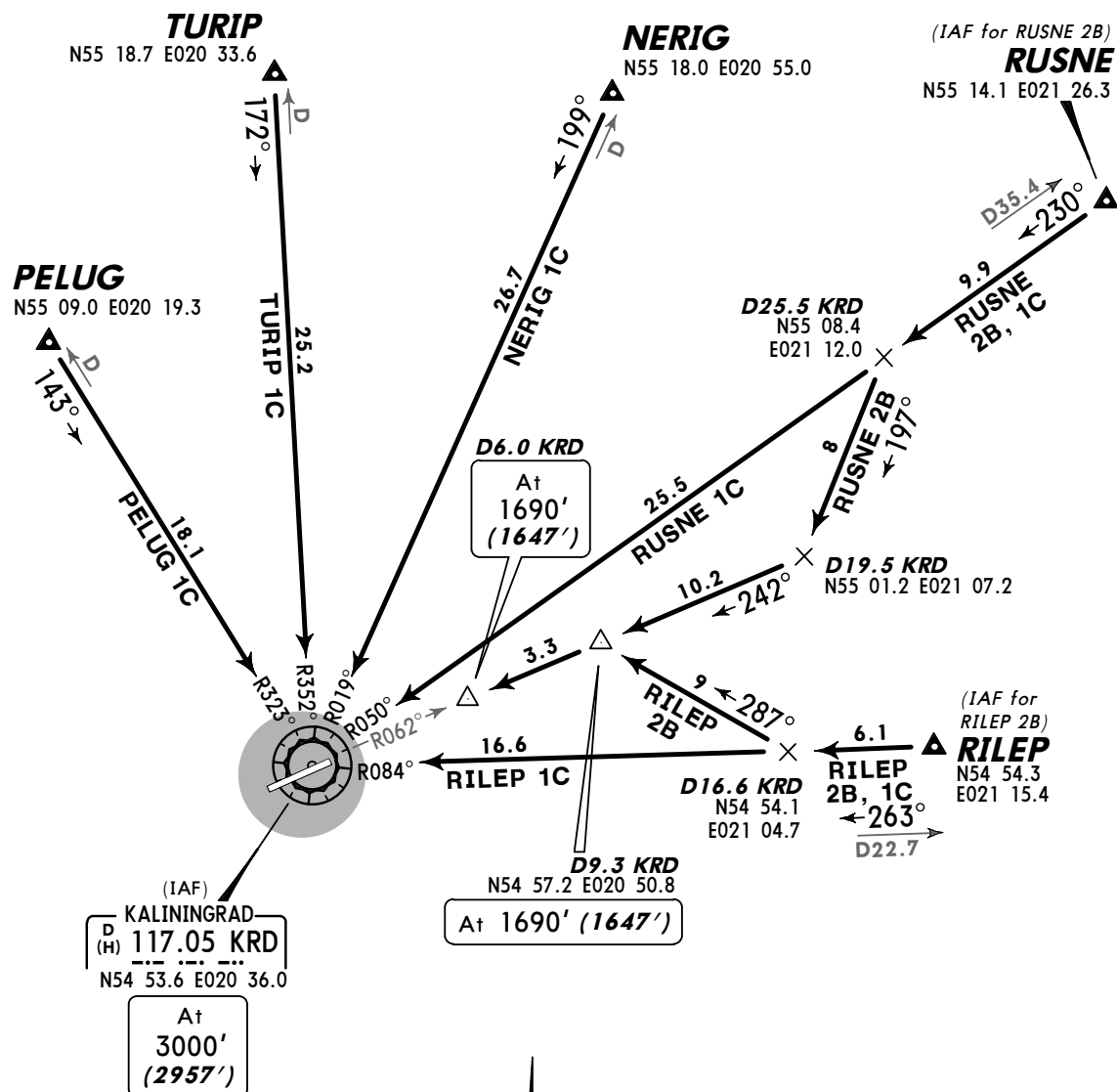
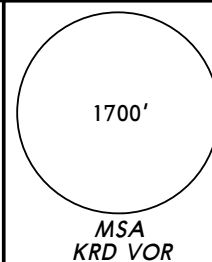
STAR

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3287')

NERIG 1C [NERI1C], PELUG 1C [PELU1C]
RILEP 2B [RILE2B], RILEP 1C [RILE1C]
RUSNE 2B [RUSN2B], RUSNE 1C [RUSN1C]
TURIP 1C [TURI1C]
RWYS 06, 24 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3287' - 1000m)
3000'	(2957' - 900m)
1690'	(1647' - 500m)

UMKK/KGD
KHRABROVO

27 APR 12

JEPPESEN

Eff 3 May

KALININGRAD, RUSSIA

STAR

ALT/HEIGHT CONVERSION
 QNH (QFE)
 3330' (3287' - 1000m)
 3000' (2957' - 900m)
 1690' (1647' - 500m)

ATIS
 122.47
 (Russian 122.05)

Apt Elev
 43'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
 FL60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above
 Trans alt: 3330' (**3287'**)

BENAL 1C [BENA1C]
NEDRA 1C [NEDR1C]
RUTAM 1C [RUTA1C]
TARUN 2A [TARU2A]
TARUN 1C [TARU1C]
URAMA 2A [URAM2A]
URAMA 1C [URAM1C]
RWYS 06, 24 ARRIVALS

KALININGRAD (IAF)
 D 117.05 KRD
 (H) 117.05 E020 36.0
 N54 53.6 E020 36.0
 A+ 3000' (2957')

D6.0 KRD
 A+ 1690' (1647')

TARUN
 (IAF for TARUN 2A)
 D19.2 KRD
 N54 53.9 E020 02.8
 15.3
 086° →
 TARUN 2A, 1C

URAMA
 (IAF for URAMA 2A)
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 2A

NEDRA
 D27.2 KRD
 N54 42.0 E021 08.7
 22.1
 297° →
 NEDRA 1C

BENAL
 D27.6 KRD
 N54 46.7 E021 38.6
 36.7
 276° →
 BENAL 1C

RUTAM
 D16.5 KRD
 N54 37.2 E020 39.0
 16.5
 349° →
 RUTAM 1C

URAMA 2A, 1C
 D04.7 KRD
 N54 36.5 E019 59.4
 04.7
 017° →
 URAMA 2A, 1C

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

TARUN 2A
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 2A

TARUN 1C
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 1C

URAMA 2A
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 2A

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

NEDRA 1C
 D27.2 KRD
 N54 42.0 E021 08.7
 22.1
 297° →
 NEDRA 1C

BENAL 1C
 D27.6 KRD
 N54 46.7 E021 38.6
 36.7
 276° →
 BENAL 1C

RUTAM 1C
 D16.5 KRD
 N54 37.2 E020 39.0
 16.5
 349° →
 RUTAM 1C

URAMA 2A, 1C
 D04.7 KRD
 N54 36.5 E019 59.4
 04.7
 017° →
 URAMA 2A, 1C

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

TARUN 2A
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 2A

TARUN 1C
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 1C

URAMA 2A
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 2A

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

NEDRA 1C
 D27.2 KRD
 N54 42.0 E021 08.7
 22.1
 297° →
 NEDRA 1C

BENAL 1C
 D27.6 KRD
 N54 46.7 E021 38.6
 36.7
 276° →
 BENAL 1C

RUTAM 1C
 D16.5 KRD
 N54 37.2 E020 39.0
 16.5
 349° →
 RUTAM 1C

URAMA 2A, 1C
 D04.7 KRD
 N54 36.5 E019 59.4
 04.7
 017° →
 URAMA 2A, 1C

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

TARUN 2A
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 2A

TARUN 1C
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 1C

URAMA 2A
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 2A

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

NEDRA 1C
 D27.2 KRD
 N54 42.0 E021 08.7
 22.1
 297° →
 NEDRA 1C

BENAL 1C
 D27.6 KRD
 N54 46.7 E021 38.6
 36.7
 276° →
 BENAL 1C

RUTAM 1C
 D16.5 KRD
 N54 37.2 E020 39.0
 16.5
 349° →
 RUTAM 1C

URAMA 2A, 1C
 D04.7 KRD
 N54 36.5 E019 59.4
 04.7
 017° →
 URAMA 2A, 1C

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

TARUN 2A
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 2A

TARUN 1C
 D19.2 KRD
 N54 53.9 E020 02.8
 19.2
 106° →
 TARUN 1C

URAMA 2A
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 2A

URAMA 1C
 D12.9 KRD
 N54 45.5 E020 18.6
 12.9
 017° →
 URAMA 1C

NEDRA 1C
 D27.2 KRD
 N54 42.0 E021 08.7
 22.1
 297° →
 NEDRA 1C

BENAL 1C
 D27.6 KRD
 N54 46.7 E021 38.6
 36.7
 276° →
 BENAL 1C

RUTAM 1C
 D16.5 KRD
 N54 37.2 E020 39.0
 16.5
 349° →
 RUTAM 1C

URAMA 2A, 1C
 D04.7 KRD
 N54 36.5 E019 59.4
 04.7
 017° →
 URAMA 2A, 1C

URAMA 1C

UMKK/KGD
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JEPPESEN
27 APR 12 10-2F Eff 3 May

KALININGRAD, RUSSIA

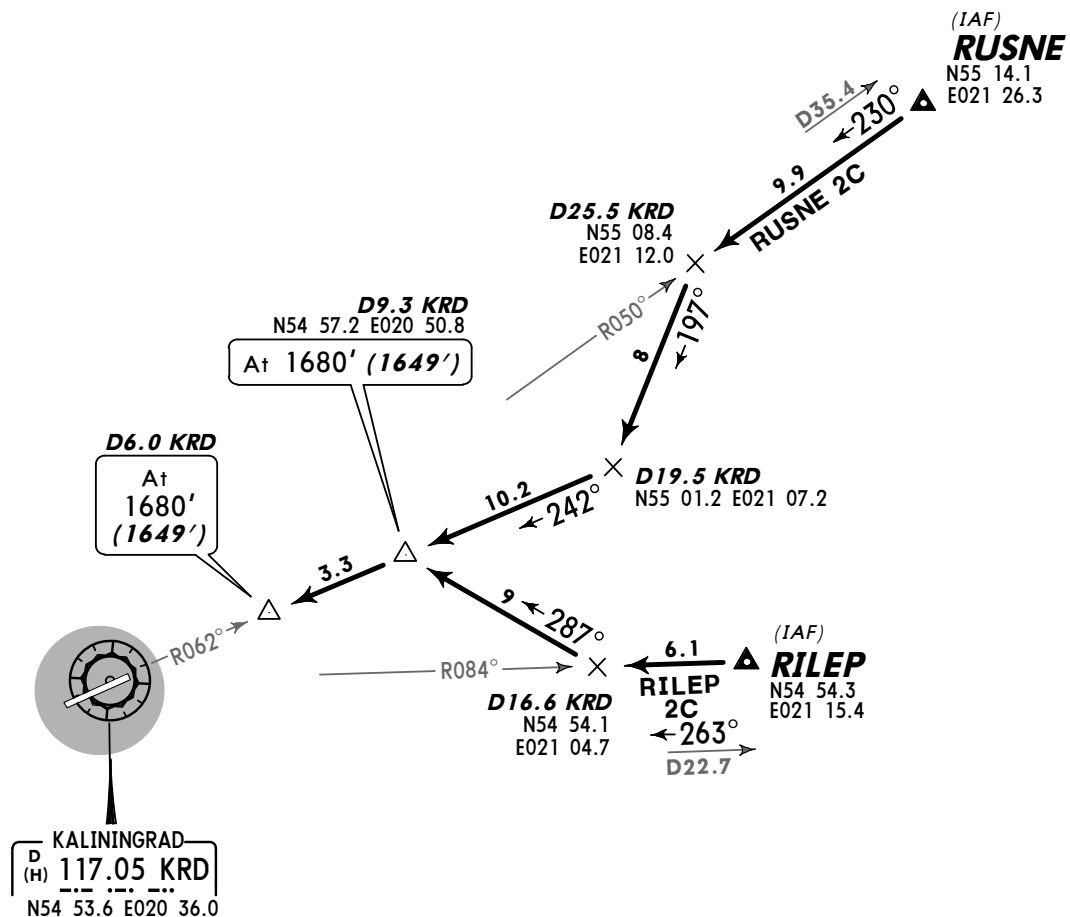
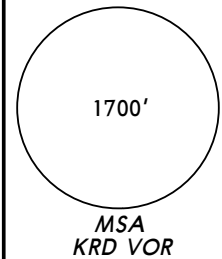
STAR

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3299')

RILEP 2C [RILE2C], RUSNE 2C [RUSN2C]
RWY 24 ARRIVALS
ILS APPROACH



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3299' - 1000m)
1680' (1649' - 500m)

UMKK/KGD
KHRABROVO

JEPPESEN
11 NOV 11 10-3 Eff 17 Nov

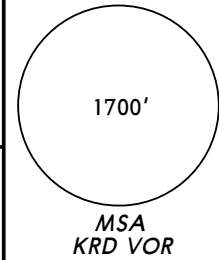
KALININGRAD, RUSSIA

SID

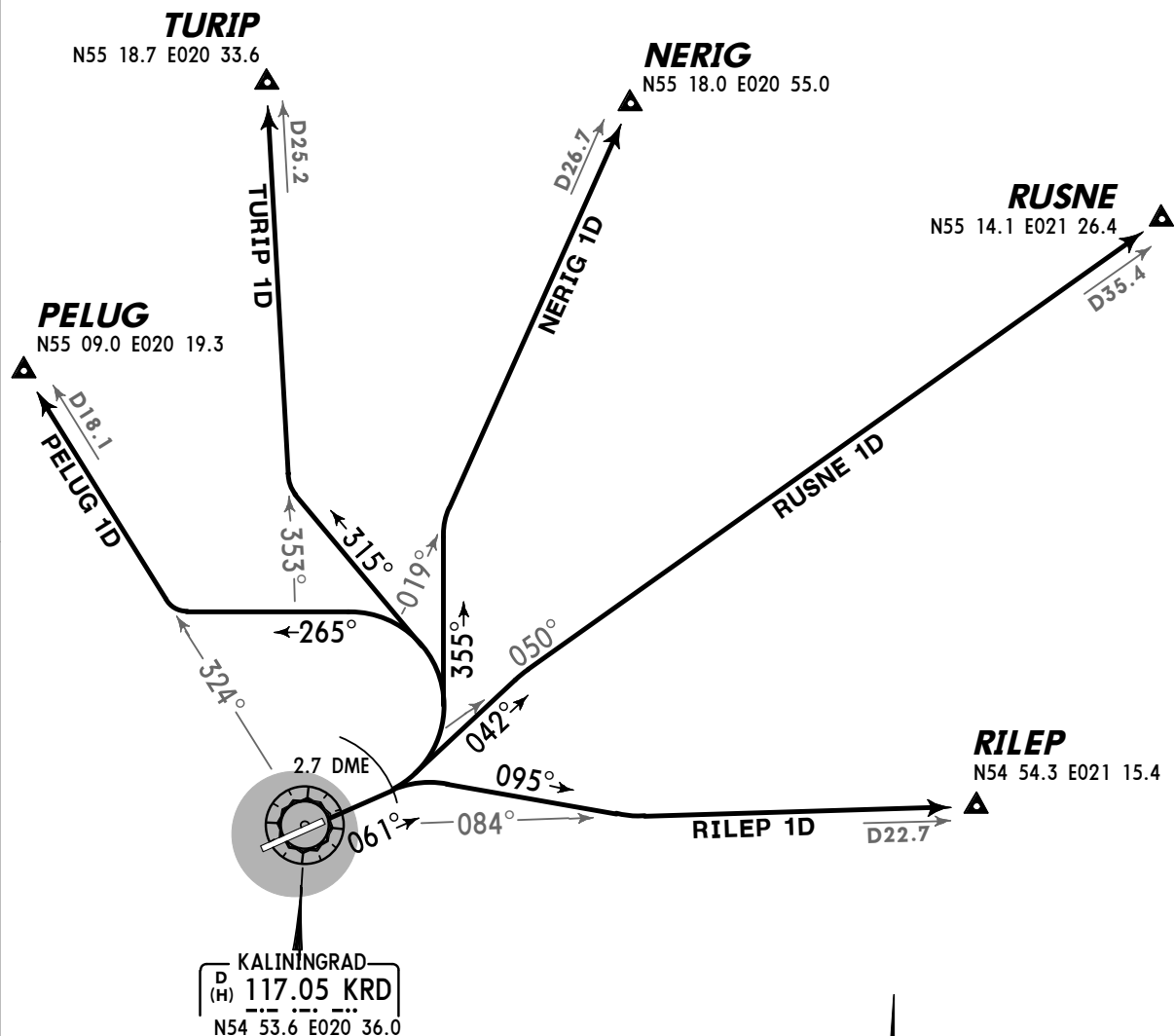
Apt Elev
43'

QNH on request (QFE)

Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3287')



NERIG 1D, PELUG 1D
RILEP 1D, RUSNE 1D
TURIP 1D
RWY 06 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)

UMKK/KGD
KHRABROVO

11 NOV 11

10-3A

Eff 17 Nov

KALININGRAD, RUSSIA

SID

Apt Elev
43'

QNH on request (QFE)

Trans level: FL50 if pressure is 742mm (989.3 hPa) or above

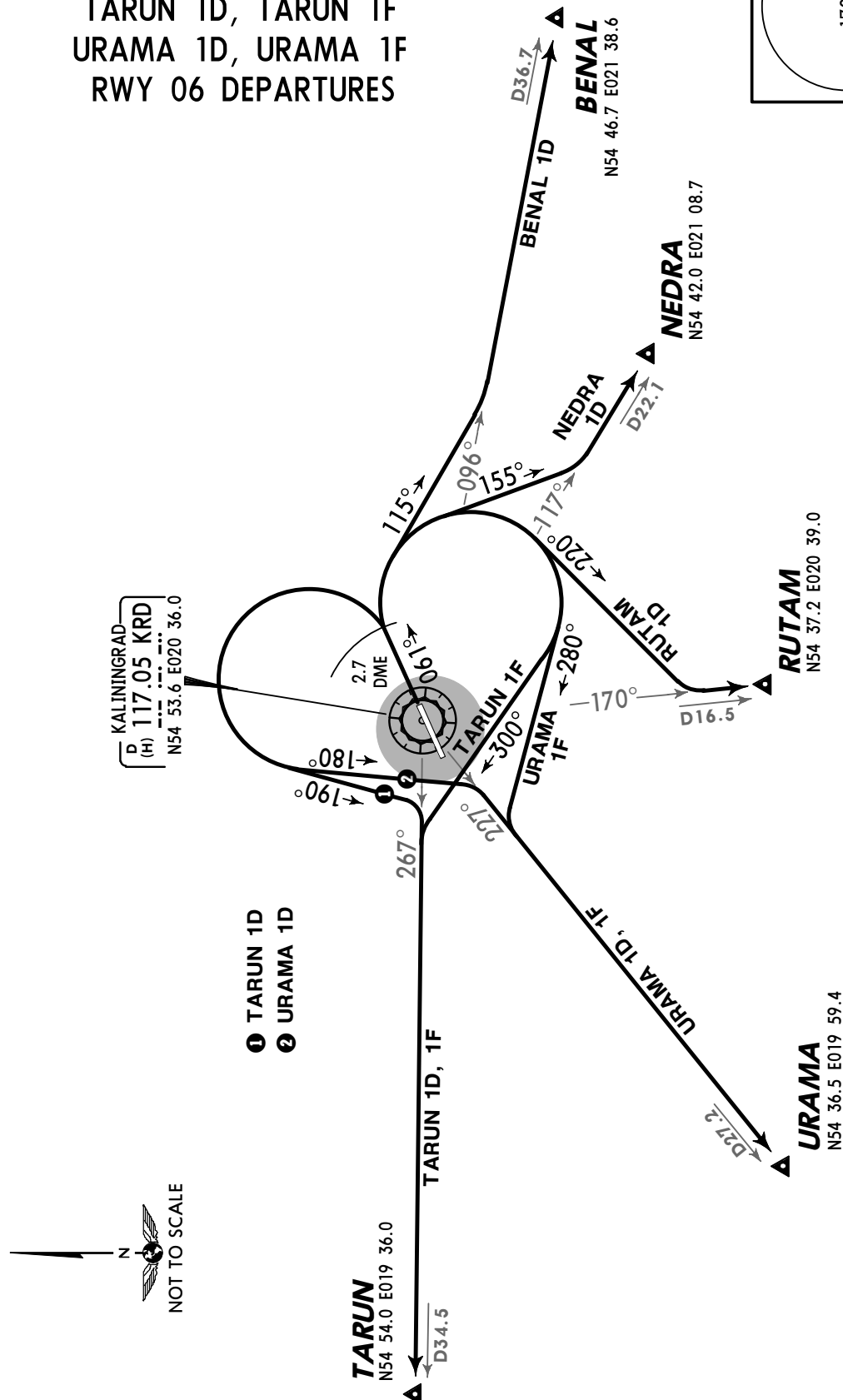
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above

Trans alt: 3330' (**3287'**)

BENAL 1D, NEDRA 1D, RUTAM 1D
TARUN 1D, TARUN 1F
URAMA 1D, URAMA 1F
RWY 06 DEPARTURES

1700'

MSA
KRD VOR



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)

UMKK/KGD
KHRABROVO

JEPPESEN
11 NOV 11 (10-3B) Eff 17 Nov

KALININGRAD, RUSSIA

SID

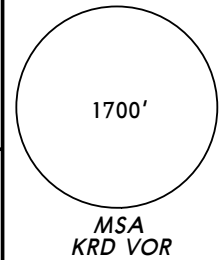
Apt Elev
43'

QNH on request (QFE)

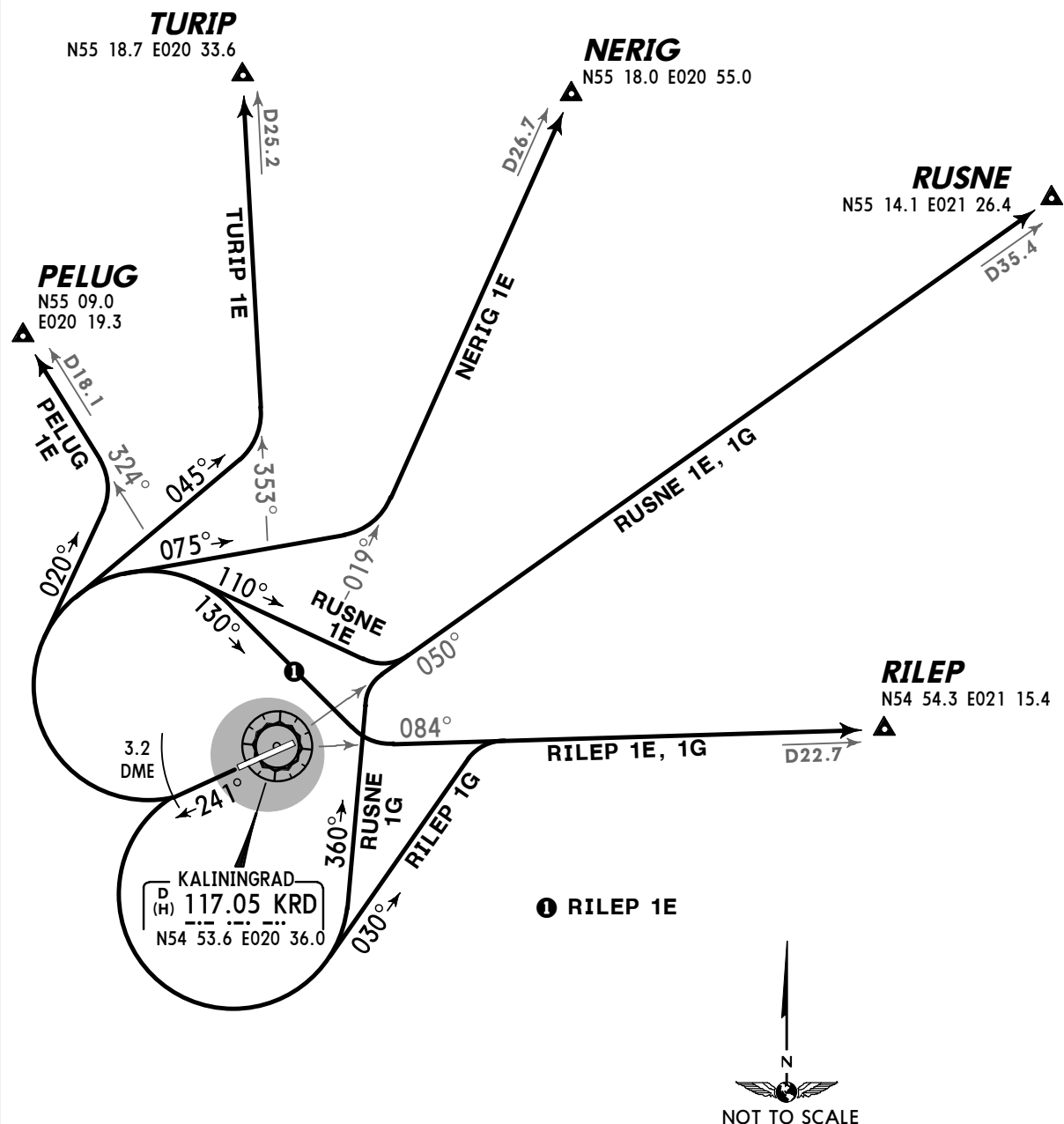
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above

FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above

Trans alt: 3330' (3299')



NERIG 1E, PELUG 1E
RILEP 1E, RILEP 1G
RUSNE 1E, RUSNE 1G
TURIP 1E
RWY 24 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3299' - 1000m)

UMKK/KGD
KHRABROVO

11 NOV 11

10-3C

Eff 17 Nov

KALININGRAD, RUSSIA

SID

Apt Elev
43'

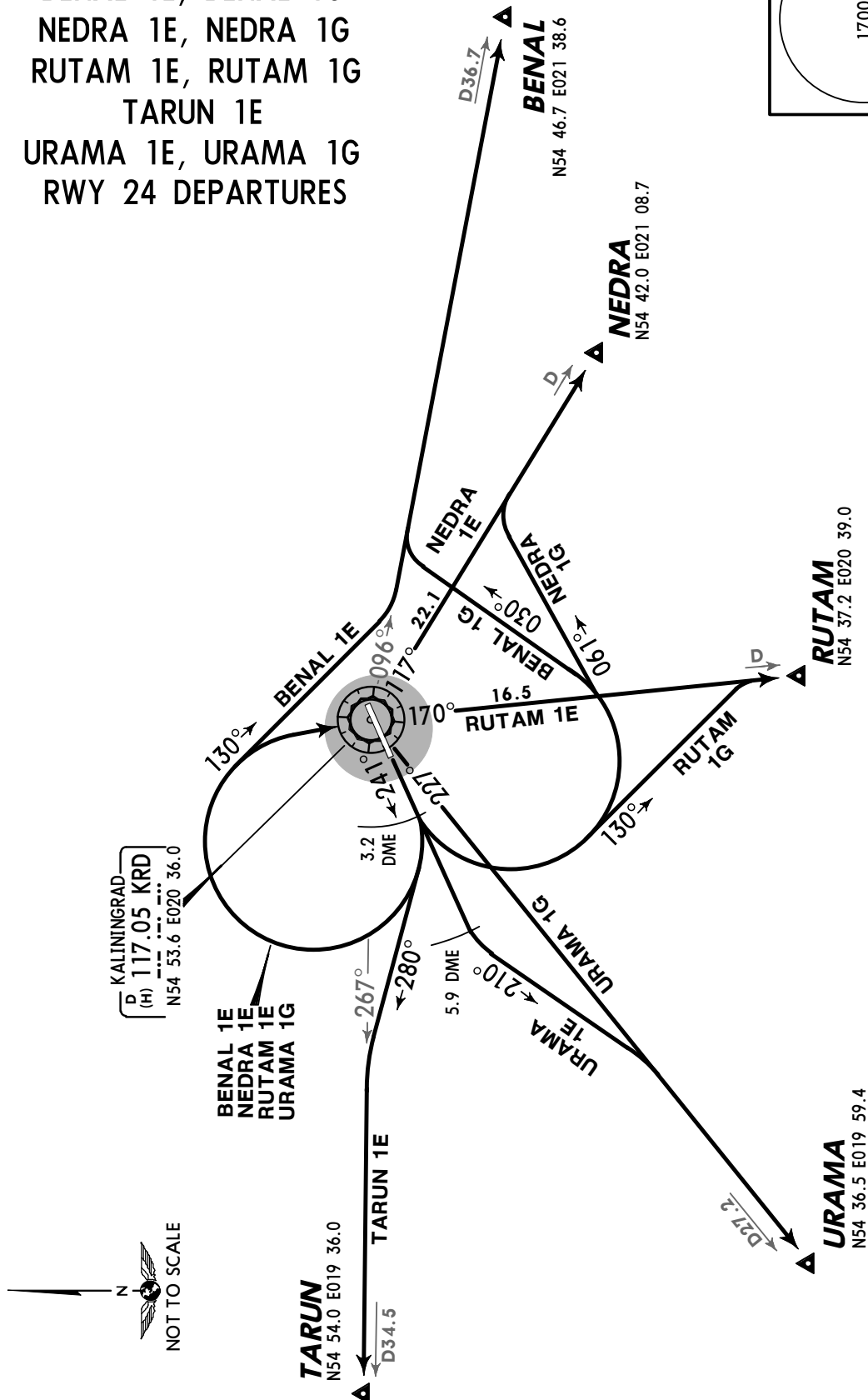
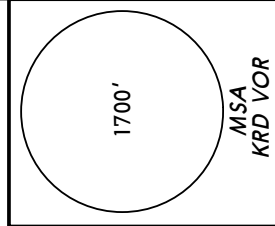
QNH on request (QFE)

Trans level: FL50 if pressure is 742mm (989.3 hPa) or above

FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above

Trans alt: 3330' (3299')

BENAL 1E, BENAL 1G
NEDRA 1E, NEDRA 1G
RUTAM 1E, RUTAM 1G
TARUN 1E
URAMA 1E, URAMA 1G
RWY 24 DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3299' - 1000m)

UMKK/KGD
KHRABROVOJEPPESEN
17 OCT 03 10-4KALININGRAD, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures shall be executed by crews of all aircraft.

ARRIVALS

If special meteorological conditions, such as considerable wind, cumulo nimbus clouds etc are present in arrival and approach sectors, ATC unit may, if it is considered necessary for safety reasons, at its own discretion or by a pilot-in-command's request deviate from the provisions stated below.

- During instrument or visual approach it is not allowed to fly below the ILS glide path.
- Increase of IAS has to be envisaged during descent.
- In order not to distract the crew's attention during execution of noise abatement procedures, air-ground communication shall be reduced to a minimum.
- Landing of aircraft with a tail-wind component up to 5m/sec is allowed under the following conditions: runway is dry or damp, friction coefficient is 0.5 or more, cross-wind component is not more than 5 m/sec.

The procedures stated above shall not be observed when

- there is ice, slush, water or mud, rubber, oil etc on the runway and the friction coefficient is 0.4 or less;
- when the ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a cross-wind component on runway, including gusts, exceeds 7m/sec;
- when a tail/wind component on the runway exceeds 2.5m/sec;
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions (e.g. thunderstorms) may influence approach and landing.

A displacement of threshold shall not be used as a noise abatement measure.

DEPARTURES

The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of failure of one of the aircraft engines during take-off phase.

- Take-off with a tail-wind component up to 5m/sec is allowed when the runway is dry or damp, when friction coefficient is 0.5 or more and when cross-wind component is not more than 5m/sec.
- Changing of flight course of the aircraft after take-off is permitted only after reaching 380' (337').
- Turns initiated between 380' (337') and 700' (657') shall be executed with a bank not exceeding 15°.
- Turns initiated at or above 700' (657') shall be executed with 25° bank or with angular speed of turn of 3m/sec.
- The minimum indicated air speed during established climb shall not be less than $V_2 + 20\text{km/h}$ or less than that prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum IAS during climb is not required if it leads to exceeding the minimum permissible angle of attack.

The reduction of engine power shall not be applied until

- the aircraft reaches 1030' (987')
- the established standard power mode enables with MTOW to maintain the established climb gradient of not less than 4% at a speed specified above
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

Reverse thrust power, with the exception of reverse idle thrust, is used only for safety reasons

UMKK/KGD

Apt Elev 43'
N54 53.4 E020 35.6

JEPPESEN

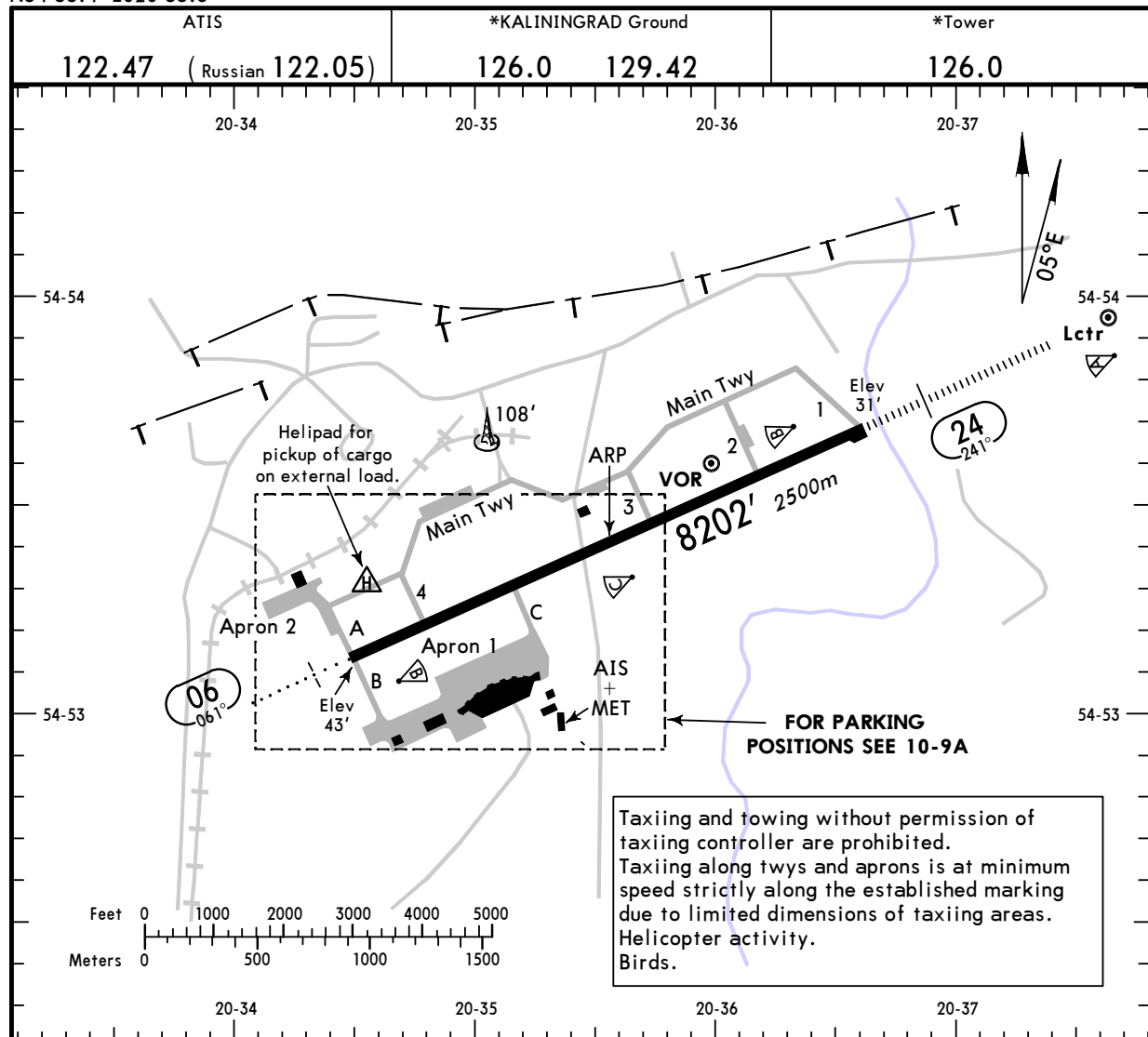
4 NOV 11

10-9

Eff 17 Nov

KALININGRAD, RUSSIA

KHRABROVO



ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS		TAKE-OFF	WIDTH
RWY					LANDING BEYOND			
					Threshold	Glide Slope		
06	HIRL (60m)	ALS	PAPI-L (angle 3.00°)	RVR				148'
24	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR		7169' 2185m		45m

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

UMKK/KGD

JEPPESEN

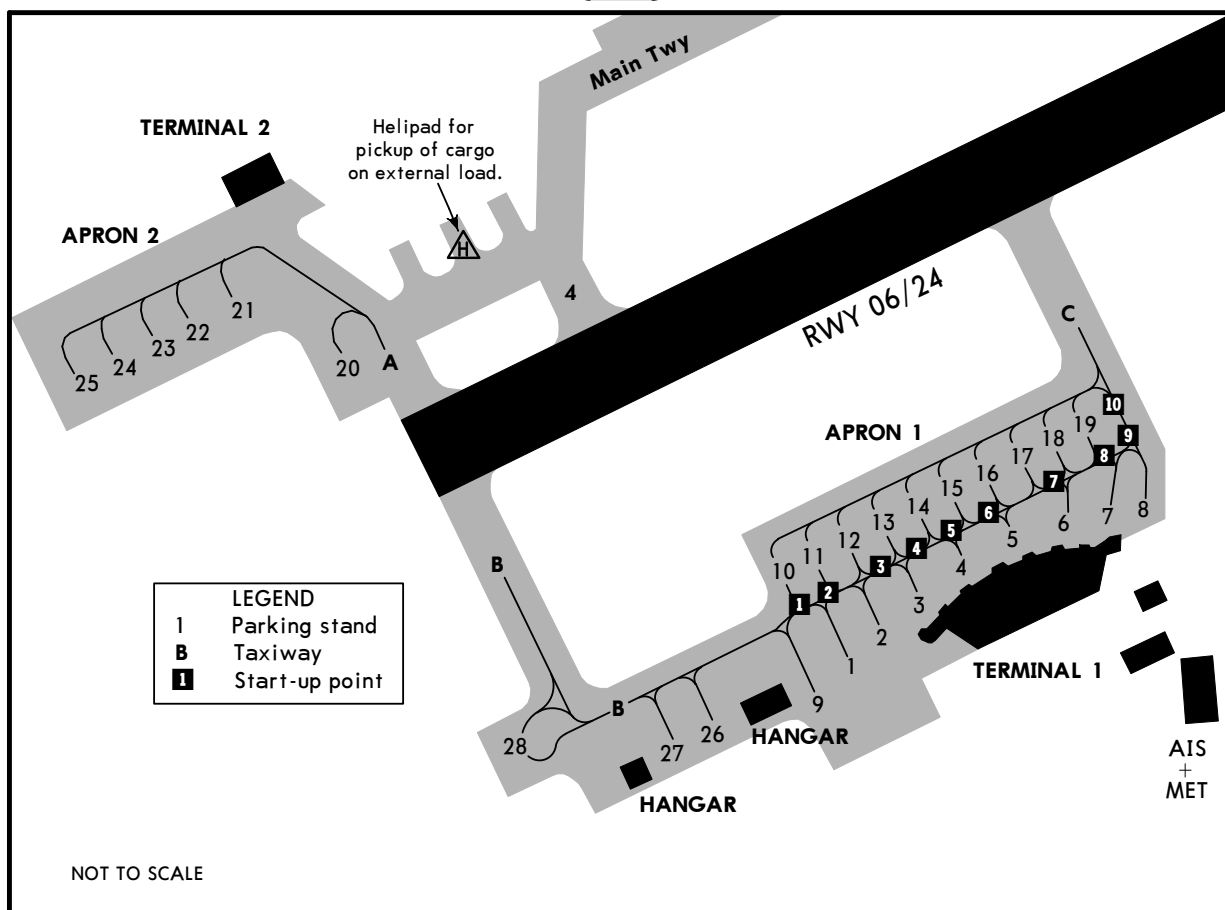
KALININGRAD, RUSSIA

4 NOV 11

10-9A

Eff 17 Nov

KHRABROVO



INS COORDINATES

STAND No.	COORDINATES
1, 2	N54 53.0 E020 35.0
3, 4	N54 53.0 E020 35.1
5 thru 7	N54 53.0 E020 35.2
8	N54 53.1 E020 35.3
9	N54 53.0 E020 34.9
10, 11	N54 53.1 E020 34.9
12, 13	N54 53.1 E020 35.0
14 thru 16	N54 53.1 E020 35.1
17 thru 19	N54 53.1 E020 35.2
20	N54 53.2 E020 34.4
21	N54 53.3 E020 34.3
22 thru 24	N54 53.3 E020 34.2
25	N54 53.3 E020 34.1
26, 27	N54 52.9 E020 34.8

Taxiing and towing without permission of taxiing controller are prohibited.

Taxiing into stands 21 thru 25 by towing.

Taxiing from Twy C to start-up point 8 under own engines power prohibited for acft with wingspan of more than 144'/44m.

Stands 1 thru 19 and 21 thru 28 available for helicopter.

UMKK/KGD


JEPPESEN
 4 NOV 11 **10-9S**

Eff 17 Nov

KALININGRAD, RUSSIA
KHRABROVO
Standard

STRAIGHT-IN RWY		A	B	C	D
06	VOR ①	450' (407')	450' (407')	450' (407')	450' (407')
		R1500m	R1500m	R1700m	R1700m
	<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
	NDB	640' (597')	640' (597')	810' (767')	810' (767')
		C2700m	C2700m	C3800m	C3800m
	<i>ALS out</i>	C2900m	C2900m	C4000m	C4000m
24	ILS	231' (200')	231' (200')	231' (200')	234' (203')
	<i>FULL</i>	R550m	R550m	R550m	R550m
	<i>Limited</i>	R750m	R750m	R750m	R750m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ①	480' (449')	480' (449')	480' (449')	480' (449')
		R1400m	R1400m	R1400m	R1400m
	<i>ALS out</i>	R1500m	R1500m	C2100m	C2100m

① Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24

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

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4 NOV 11

10-9X

Eff 17 Nov

JAA MINIMUMS

KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
06	VOR	450' (407')	450' (407')	450' (407')	450' (407')
		R1300m	R1400m	R1600m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	640' (597')	640' (597')	810' (767')	810' (767')
		R1500m	R1500m	R2000m	R2000m
24	ILS	231' (200')	231' (200')	231' (200')	234' (203')
		R550m	R550m	R550m	R600m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR	480' (449')	480' (449')	480' (449')	480' (449')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m

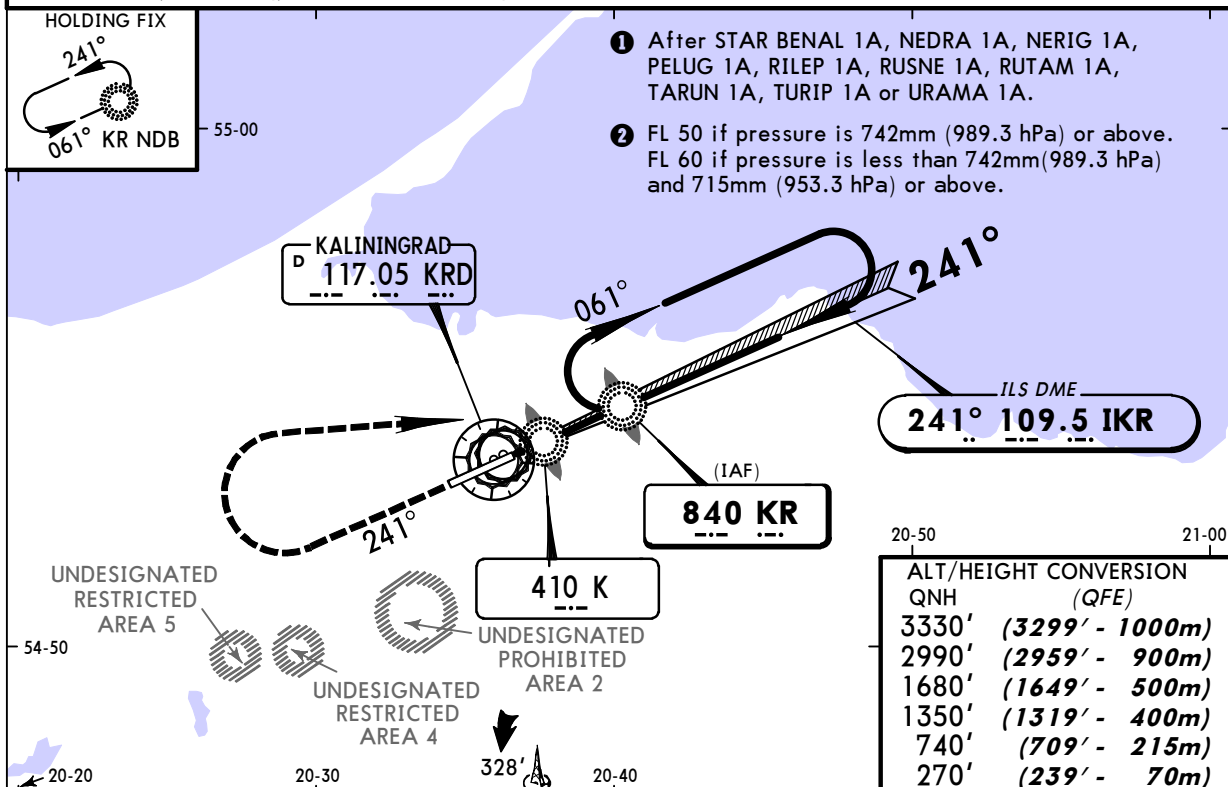
TAKE-OFF RWY 06, 24

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		

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4 NOV 11
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● ILS or 2 NDB Rwy 24

BRIEFING STRIP

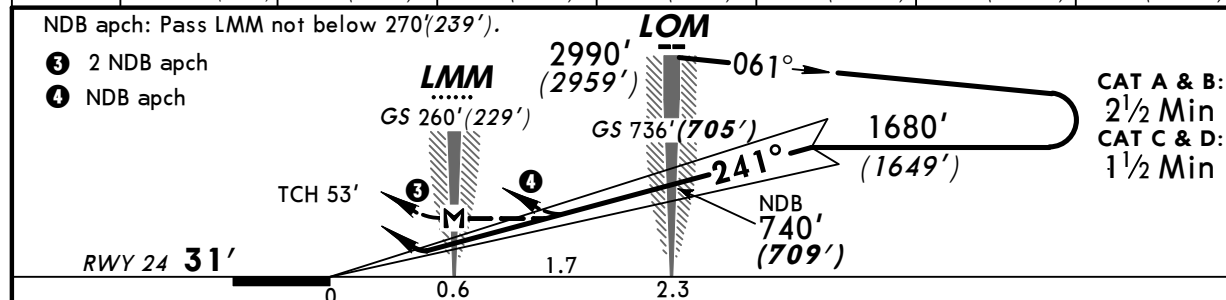
ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
LOC IKR 109.5	Final Apch Crs 241°	GS LOM 736' (705')	ILS DA(H) Refer to Minimums
NDB KR 840		Minimum Alt LOM 740' (709')	NDB MDA(H) Refer to Minimums
		Apt Elev 43'	RWY 31'
MISSED APCH: Climb on 241° to 1350' (1319'), then turn RIGHT to KR NDB climbing to 1680' (1649'), then as directed.			
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 2 Trans alt: 3330' (3299')			



NDB	KRD DME	1.6	2.1	3.2	4.3	5.4	6.0
	ALTITUDE (HAT)	430' (399')	580' (549')	890' (859')	1180' (1149')	1500' (1469')	1680' (1649')

NDB apch: Pass LMM not below 270' (239').

- ③ 2 NDB apch
④ NDB apch



Gnd speed-Kts	70	90	100	120	140	160		HIALS	1350' (1319') on 241°
ILS GS or NDB Descent Angle 2.67°	336	432	480	576	671	767		PAPI	
2 NDB: MAP at LMM									

STRAIGHT-IN LANDING RWY 24							
ILS		LOC (GS out)		2 NDB		NDB	
DA(H) ABC: 231' (200')				MDA(H) 380' (349')		MDA(H) 420' (389')	
D: 234' (203')							
FULL	ALS out			ALS out		ALS out	
A							
B	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	1500m	2300m
C							
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	1900m	

PANS OPS

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4 NOV 11
Eff 17 Nov 11-2

KALININGRAD, RUSSIA
via RILEP 2C, RUSNE 2C ILS Rwy 24

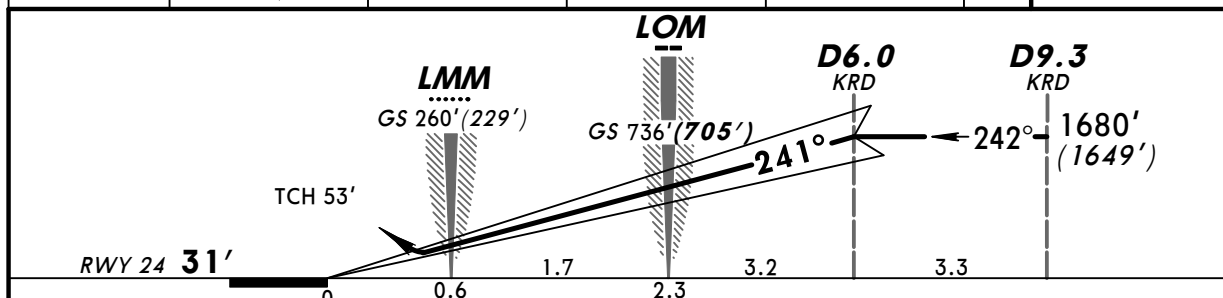
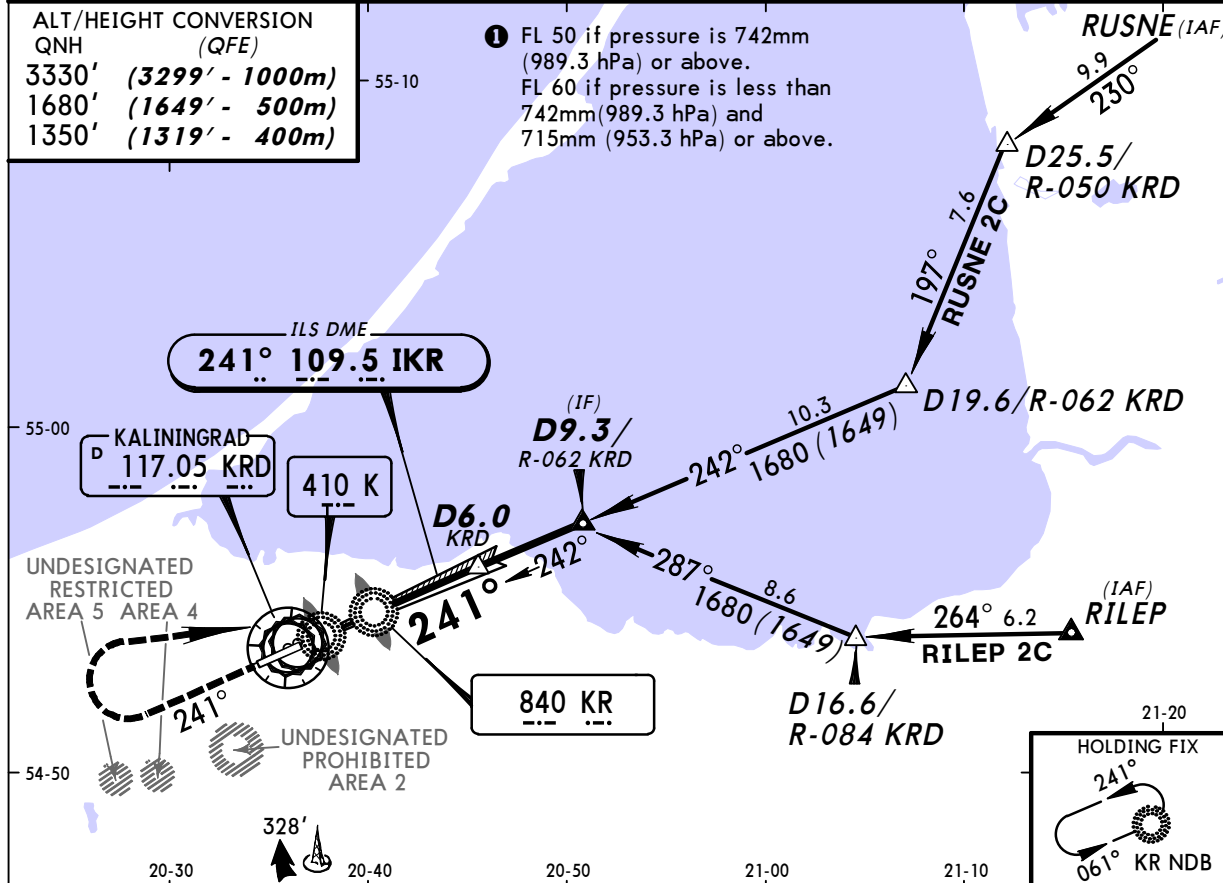
BRIEFING STRIP

ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
LOC IKR 109.5	Final Apch Crs 241°	GS LOM 736' (705')	ILS DA(H) Refer to Minimums
		Apt Elev RWY 43'	
MISSED APCH: Climb on 241° to 1350' (1319'), then turn RIGHT to KR NDB climbing to 1680' (1649'), then as directed.			1700'
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3299')			MSA KR D VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3330' (3299' - 1000m)	
1680' (1649' - 500m)	
1350' (1319' - 400m)	

1 FL 50 if pressure is 742mm (989.3 hPa) or above.
FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1350' (1319') on 241°
GS	2.67°	336	432	480	576	767	

STRAIGHT-IN LANDING RWY 24			LOC (GS out)	
ILS				
DA(H) ABC: 231' (200') D: 234' (203')				
FULL		ALS out		
A				
B				
C				
D				
RVR 720m VIS 800m		1200m	NOT AUTH	

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JEPPESEN
4 NOV 11 (13-1) Eff 17 Nov

KALININGRAD, RUSSIA
VOR DME Rwy 06

BRIEFING STRIP

ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
VOR KRD 117.05	Final Apch Crs 061°	Minimum Alt D6.0 1690' (1647')	MDA(H) 450' (407')
		Apt Elev 43' RWY 43'	
MISSED APCH: Climb on 061° to 1360' (1317'), then turn LEFT to VOR climbing to 1690' (1647'), then as directed.			
MSA KRD VOR			

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3287')

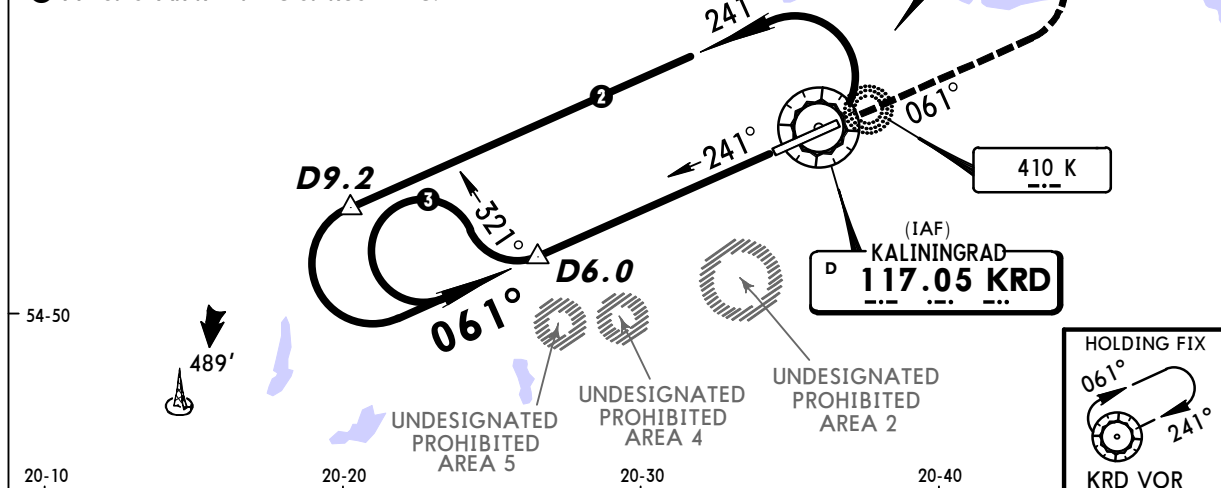
ALT/HEIGHT CONVERSION

QNH	(QFE)
3330' (3287' - 1000m)	
3000' (2957' - 900m)	
1690' (1647' - 500m)	
1360' (1317' - 400m)	

1 FL 50 if pressure is 742mm (989.3 hPa) or above.
FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.

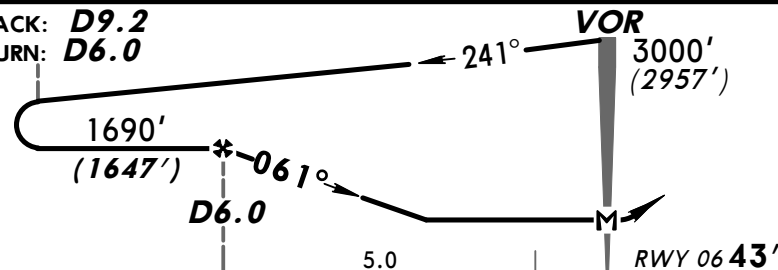
2 After STAR BENAL 1C, NEDRA 1C, NERIG 1C, PELUG 1C, RILEP 1C, RUSNE 1C, RUTAM 1C, TARUN 1C, TURIP 1C or URAMA 1C.

3 After STAR RILEP 1C or RUSNE 1C.



KRD DME	5.4	4.3	3.2	2.2	1.6
ALTITUDE (HAT)	1510' (1467')	1160' (1117')	820' (777')	470' (427')	310' (267')

RACETRACK: D9.2
PROCEDURE TURN: D6.0



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

ALS	1360' (1317') on 061°
PAPI	

STRAIGHT-IN LANDING RWY 06

MDA(H) 450' (407')

ALS out

A	RVR 1500m VIS 1600m
B	
C	RVR 1800m VIS 2000m
D	

PANS OPS

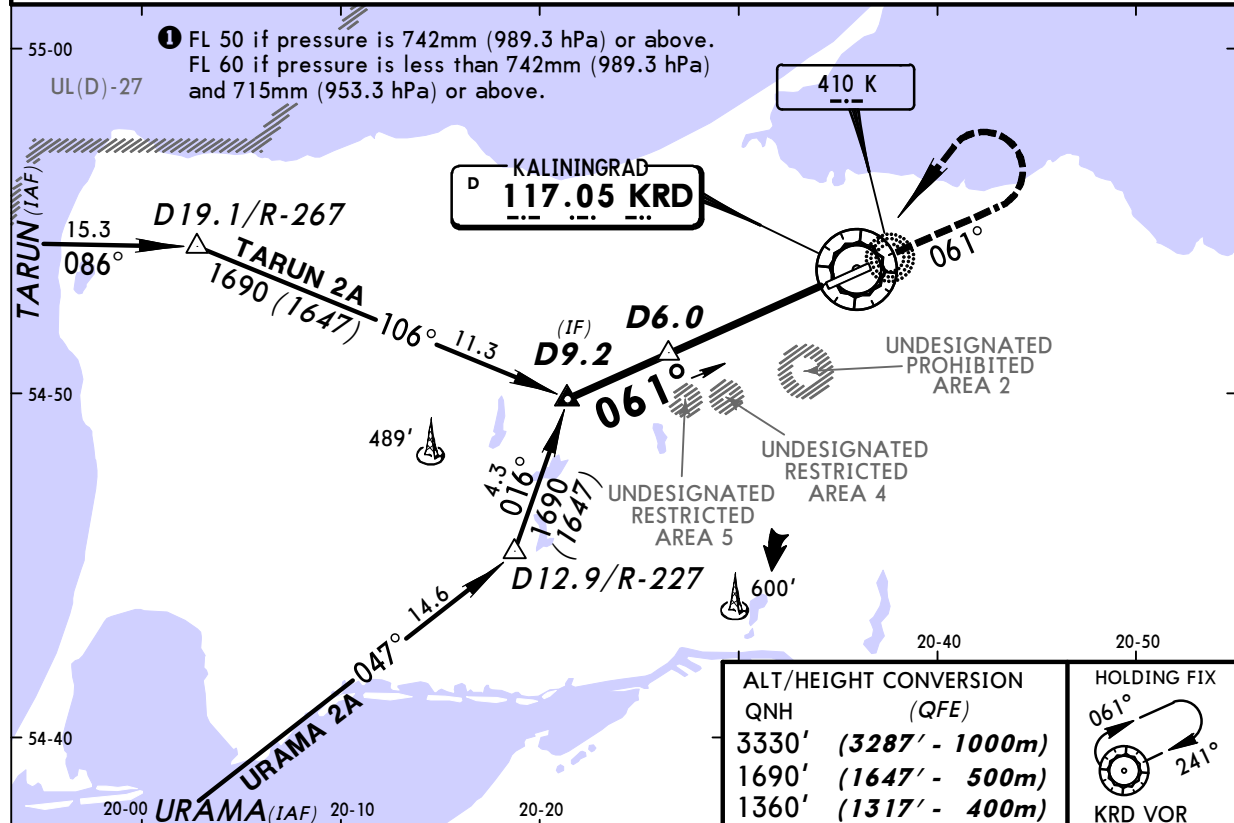
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JEPPESSEN
4 NOV 11
Eff 17 Nov (13-2)

KALININGRAD, RUSSIA
via TARUN 2A, URAMA 2A VOR DME Rwy 06

BRIEFING STRIP

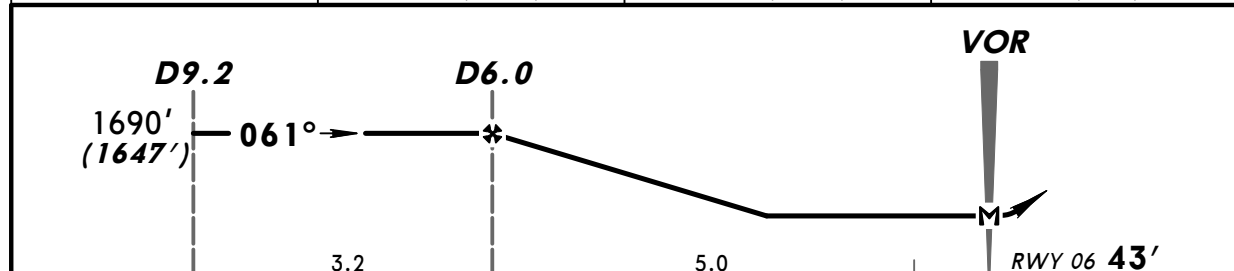
ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
VOR KRD 117.05	Final Apch Crs 061°	Minimum Alt D6.0 1690' (1647')	MDA(H) 450' (407') Apt Elev RWY 43'
MISSED APCH: Climb on 061° to 1360' (1317'), then turn LEFT to VOR climbing to 1690' (1647'), then as directed.			1700' MSA KRD VOR
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: 1 Trans alt: 3330' (3287')



ALT/HEIGHT CONVERSION	QNH	(QFE)
3330'	(3287' - 1000m)	
1690'	(1647' - 500m)	
1360'	(1317' - 400m)	



KRD DME	5.4	4.3	3.2
ALTITUDE (HAT)	1510' (1467')	1160' (1117')	820' (777')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

STRAIGHT-IN LANDING RWY 06		ALS out	
MDA(H) 450' (407')			
A	RVR 1500m		
B	VIS 1600m		
C	RVR 1800m		
D	VIS 2000m		

PANS OPS

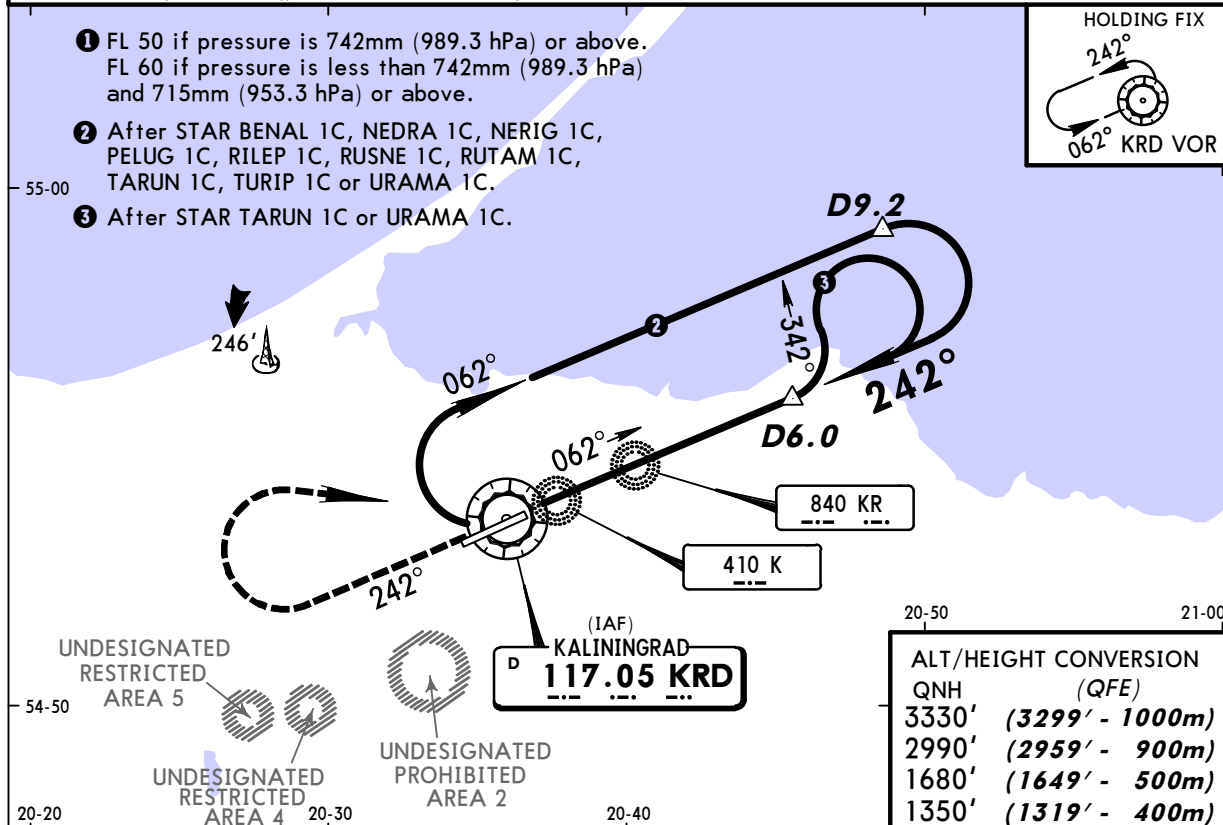
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4 NOV 11 (13-3) Eff 17 Nov

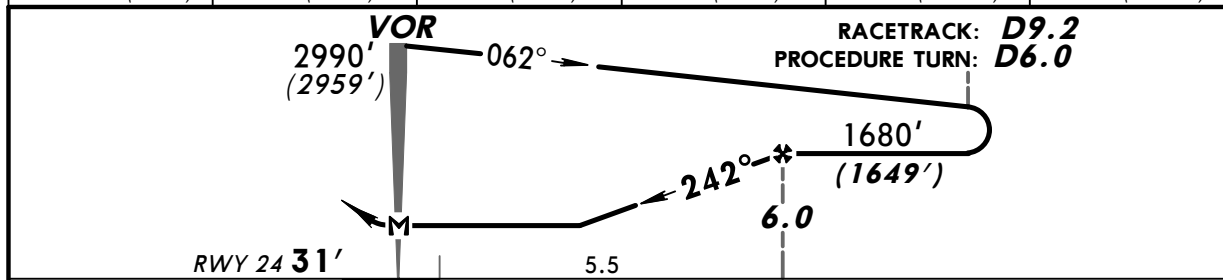
KALININGRAD, RUSSIA
VOR DME Rwy 24

BRIEFING STRIP

ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
VOR KRD 117.05	Final Apch Crs 242°	Minimum Alt D6.0 1680' (1649')	MDA(H) 480' (449')
		Apt Elev 43'	RWY 31'
MISSED APCH: Climb on 242° to 1350' (1319'), then turn RIGHT to VOR climbing to 1680' (1649'), then as directed.			
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3299')			



KRD DME	1.6	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	430' (399')	580' (549')	890' (859')	1180' (1149')	1500' (1469')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661
MAP at VOR						

STRAIGHT-IN LANDING RWY 24					
MDA(H) 480' (449')					
			ALS out		
A	RVR 720m VIS 800m		RVR 1500m VIS 1600m		
B					
C	1200m		RVR 1800m VIS 2000m		
D	RVR 1500m VIS 1600m		2400m		

PANS OPS

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JEPPESSEN
4 NOV 11
Eff 17 Nov (13-4)

KALININGRAD, RUSSIA
via RILEP 2B, RUSNE 2B VOR DME Rwy 24

BRIEFING STRIP

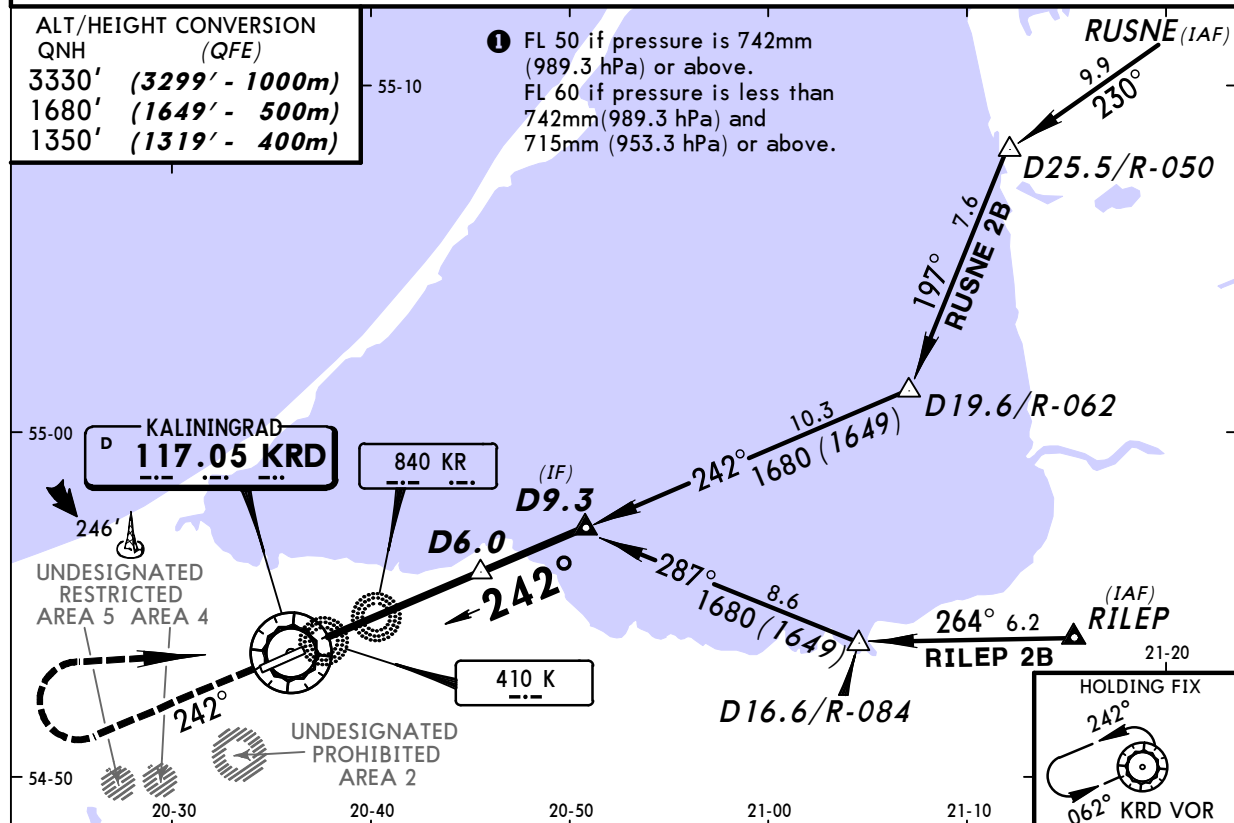
ATIS	*KALININGRAD Control (APP)	*KALININGRAD Tower (R)	*Ground
122.47 (Russian 122.05)	123.7	126.0	126.0 129.42
VOR KRD 117.05	Final Apch Crs 242°	Minimum Alt D6.0 1680' (1649')	MDA(H) 480' (449')
		Apt Elev RWY 43' 31'	
MISSED APCH: Climb on 242° to 1350' (1319'), then turn RIGHT to VOR climbing to 1680' (1649'), then as directed.			1700' MSA KRD VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3299')

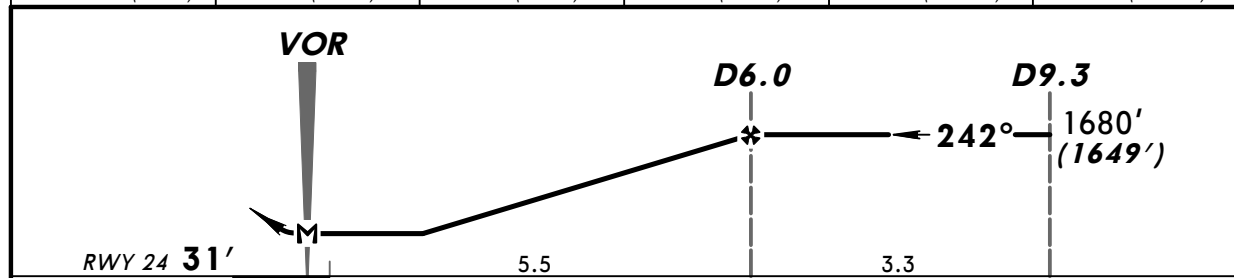
ALT/HEIGHT CONVERSION

QNH	(QFE)
3330' (3299' - 1000m)	
1680' (1649' - 500m)	
1350' (1319' - 400m)	

1 FL 50 if pressure is 742mm (989.3 hPa) or above.
FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.



KRD DME	1.6	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	430' (399')	580' (549')	890' (859')	1180' (1149')	1500' (1469')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.67°	331	425	472	567	661	756
MAP at VOR						

STRAIGHT-IN LANDING RWY 24		
MDA(H) 480' (449')		
ALS out		

A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CHANGES: New procedure.

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4 NOV 11 (16-1) Eff 17 Nov

KALININGRAD, RUSSIA
NDB Rwy 06

BRIEFING STRIP™

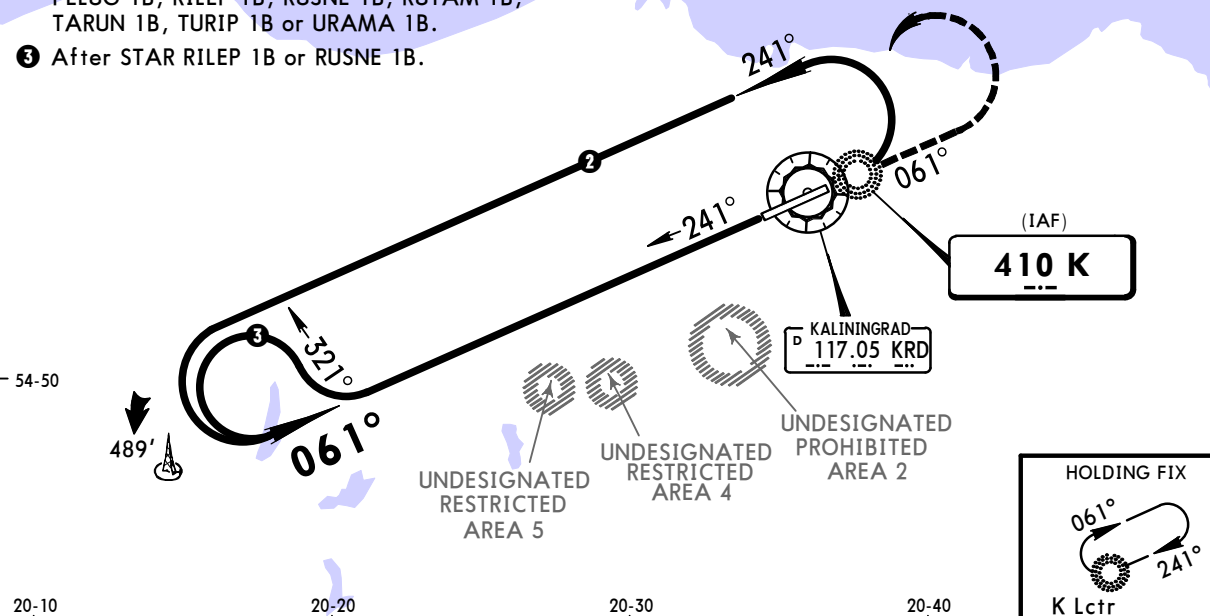
*ATIS		*KALININGRAD Control (APP)		*KALININGRAD Tower (R)		*Ground	
122.47 (Russian 122.05)		123.7		126.0		126.0 129.42	
Lctr K 410	Final Apch Crs 061°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev RWY	43' 43'	 1700' MSA K Lctr	
MISSED APCH: Climb on 061° to 1360' (1317'), then turn LEFT to Lctr climbing to 1690' (1647'), then as directed.							
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3287')							

ALT/HEIGHT CONVERSION
QNH (QFE)

3330'	(3287' - 1000m)
3000'	(2957' - 900m)
1690'	(1647' - 500m)
1360'	(1317' - 400m)

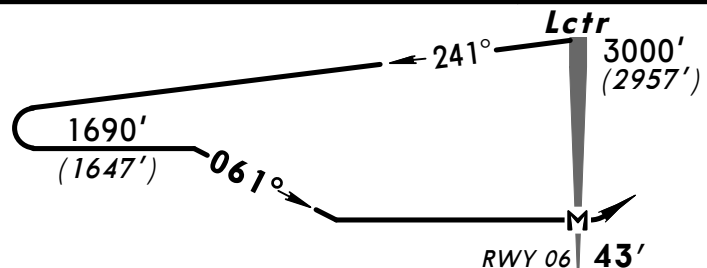
1 FL 50 if pressure is 742mm (989.3 hPa) or above.
FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.

- 2** After STAR BENAL 1B, NEDRA 1B, NERIG 1B, PELUG 1B, RILEP 1B, RUSNE 1B, RUTAM 1B, TARUN 1B, TURIP 1B or URAMA 1B.
- 3** After STAR RILEP 1B or RUSNE 1B.



RACETRACK
CAT A & B
less than 103 KT:
4½ Min
more than 103 KT:
4 Min
CAT C & D:
3 Min

PROCEDURE TURN
Start turn at
CAT A & B
less than 103 KT:
4 Min
more than 103 KT:
3½ Min
CAT C & D:
2½ Min

[illegible]

STRAIGHT-IN LANDING RWY 06

MDA(H) AB: 640'(597') CD: 810'(767')

ALS out

A		
B	1600m	
C	3600m	
D	4000m	

PANS OPS

CHANGES: New procedure.

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