

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport URKK

URKK (Pashkovskiy)**General Info**

Krasnodar, RUS

N 45° 02.1' E 39° 10.2' Mag Var: 5.5°E

Elevation: 118'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+4:00 no DST

Runway Info

Runway 05L-23R 7218' x 161' asphalt

Runway 05R-23L 9843' x 148' concrete

Runway 05L (47.0°M) TDZE 107'

Runway 05R (47.0°M) TDZE 111'

Lights: Edge, ALS, TDZ

Runway 23L (227.0°M) TDZE 118'

Lights: Edge, ALS, TDZ

Runway 23R (227.0°M) TDZE 111'

Communications InfoATIS **122.45**ATIS **121.8** Non-EnglishKrasnodar Start Tower **120.6**Krasnodar Start Tower **118.2**Krasnodar Ground Control **119.0**Krasnodar West Approach Control **127.7** MFKrasnodar East Approach Control **129.6** MFKrasnodar East Approach Control **124.0**Krasnodar Radar **121.3****Notebook Info**

URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 10-2 Eff 26 Jul

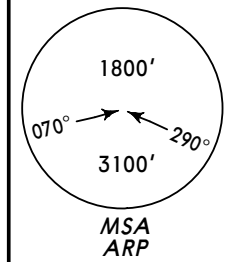
KRASNODAR, RUSSIA
RNAV STAR

ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

BALEG 2G [BALE2G], DOLUM 2G [DOLU2G]
MINER 2G [MINE2G], MIRMU 2G [MIRM2G]
RWY 05R RNAV ARRIVALS
RNAV (GNSS)
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



MIRMU
N45 32.4 E038 52.9
At FL110

DOLUM
N45 22.7 E038 51.7
At FL110

BALEG
N45 39.2 E039 19.1
At FL150

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)



MINER
N45 01.5 E038 20.8
At FL140

AGIDA
N45 00.7
E037 52.7
20
081°

(IAF)
KK056
N45 03.0 E038 50.8
At 3080' (2969')

(IAF)
KK057
N44 53.1 E038 54.8
At 3080' (2969')

Direct distance
to Pashkovskiy Apt from:
KK056 14 NM
KK057 14 NM

URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 (10-2A) Eff 26 Jul

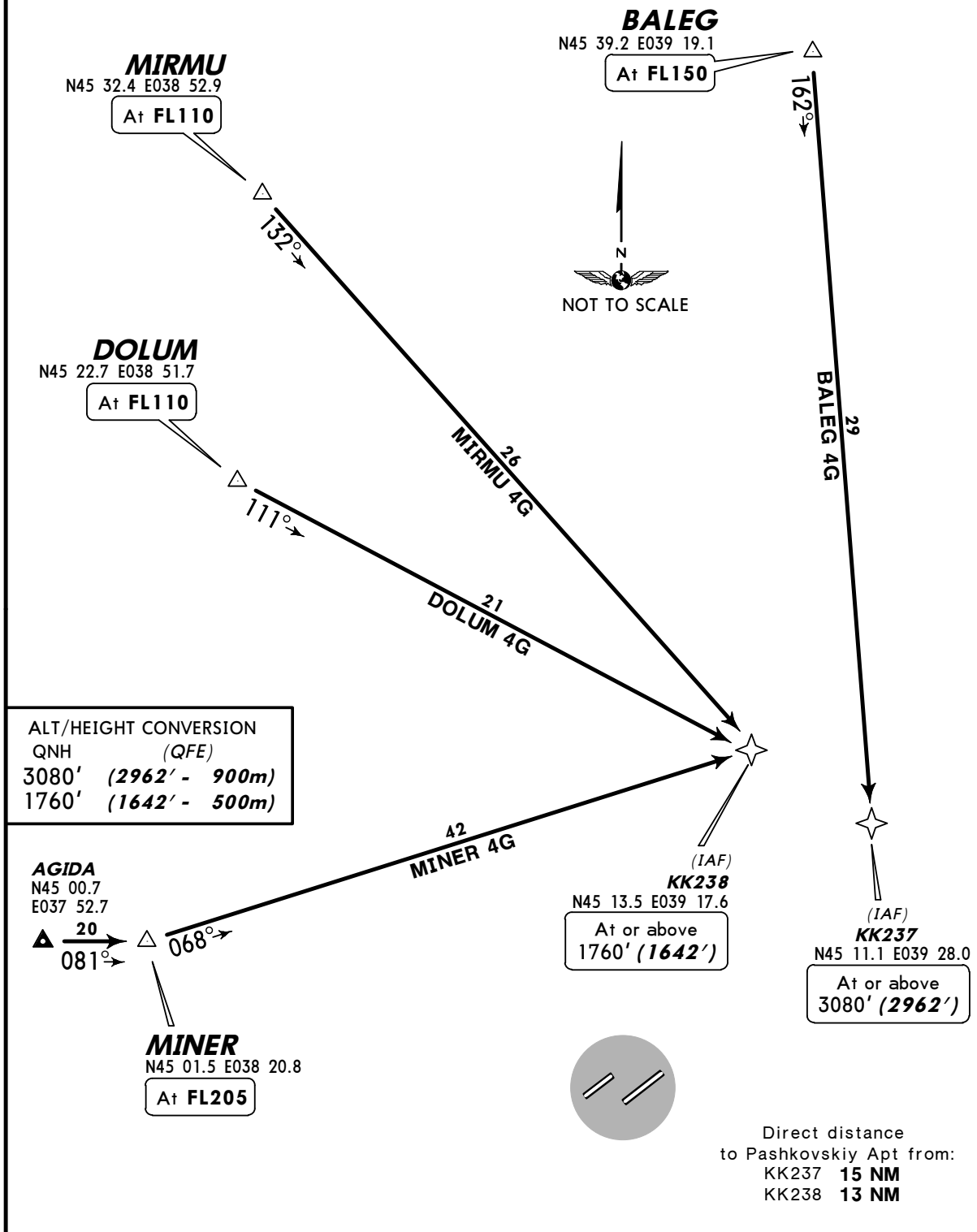
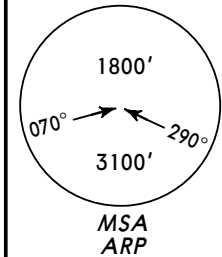
KRASNODAR, RUSSIA
RNAV STAR

ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

BALEG 4G [BALE4G], DOLUM 4G [DOLU4G]
MINER 4G [MINE4G], MIRMU 4G [MIRM4G]
RWY 23L RNAV ARRIVALS
RNAV (GNSS)
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



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7 SEP 12 **10-2B** Eff 20 Sep

KRASNODAR, RUSSIA

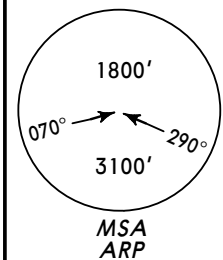
RNAV STAR

ATIS
122.45 (Russian 121.8)

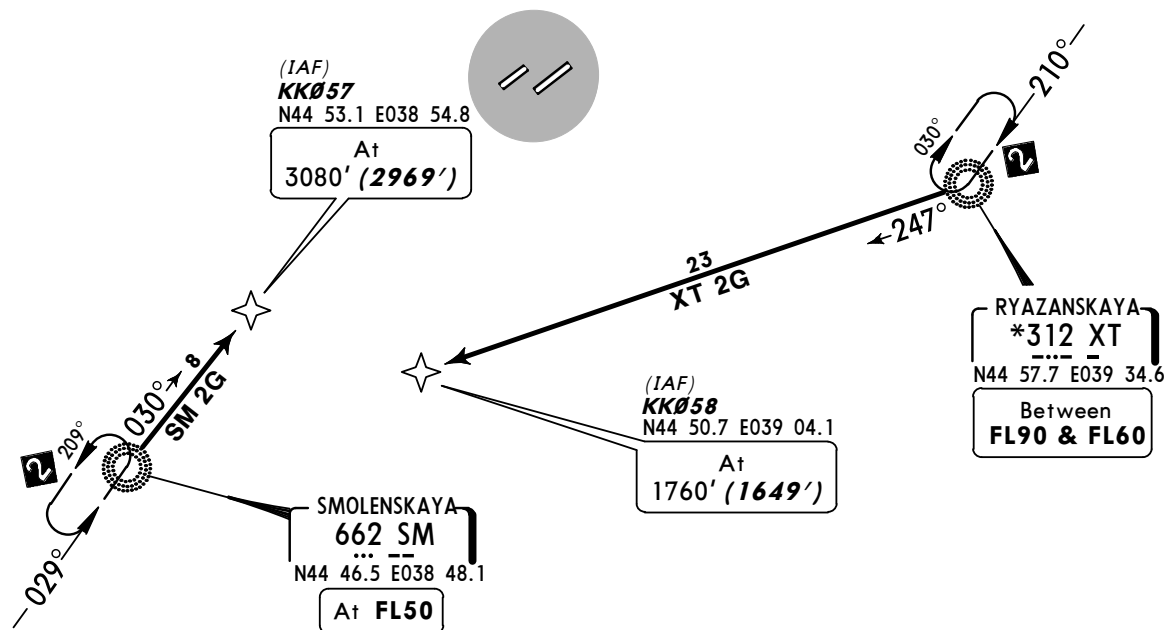
Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt: 3080' **(2969')**
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

SM 2G, XT 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)



Direct distance
to Pashkovskiy Apt from:
KK057 **14 NM**
KK058 **12 NM**



ALT/HEIGHT CONVERSION
QNH **(QFE)**
3080' **(2969' - 900m)**
1760' **(1649' - 500m)**

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JEPPESEN
7 SEP 12 **10-2C** Eff 20 Sep

KRASNODAR, RUSSIA

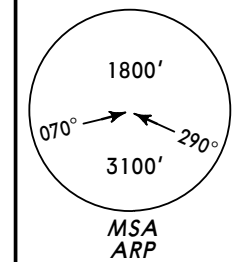
RNAV STAR

ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 Trans alt: 3080' **(2962')**
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

NZ 4G, SM 4G, XT 4G
RWY 23L RNAV ARRIVALS
RNAV (GNSS)



Direct distance
to Pashkovskiy Apt from:
KK236 **13 NM**
KK237 **15 NM**

(IAF)
KK237
N45 11.1 E039 28.0
At or above
3080' **(2962')**

UST-LABINSK
330 NZ
N45 13.1 E039 40.4
Between
FL70 & FL50

(IAF)
KK236
N45 04.1 E039 27.7
At or above
1760' **(1642')**

KK239
N45 00.9
E039 21.7

RYAZANSKAYA
***312 XT**
N44 57.7 E039 34.6
At **FL50**

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
Between
FL80 & FL70

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' **(2962' - 900m)**
1760' **(1642' - 500m)**

URKK/KRR
PASHKOVSKIY

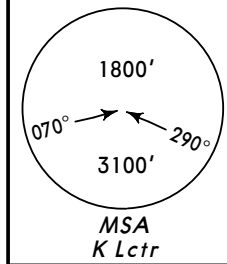
JEPPESEN
20 JUL 12 (10-2D) Eff 26 Jul

KRASNODAR, RUSSIA

STAR

ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3080' (2969')	(QFE)
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**BALEG 3A [BALE3A], DOLUM 3A [DOLU3A]
MINER 3A [MINE3A], MIRMU 3A [MIRM3A]
RWY 05R ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE**



Direct distance from KR to:
Pashkovskiy Apt **2 NM**

(IAF)
BALEG
N45 39.2 E039 19.1
Between
FL230 & FL160

(IAF)
MIRMU
N45 32.4 E038 52.9
Between
FL110 & FL50

(IAF)
DOLUM
N45 22.7 E038 51.7
Between
FL110 & FL50

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (**2969' - 900m**)

(IAF)
MINER
N45 01.5 E038 20.8
Between
FL210 & FL150

(IAF)
493 KR
N45 00.2 E039 07.9
At **FL50**

240 K
N45 01.2 E039 09.7

AGIDA
N45 00.7
E037 52.7

MINER 3A
081° 087° 33

MINER 3A
34 34 25

BALEG 3A
39



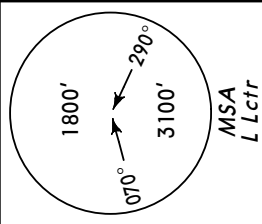
URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 (10-2E) Eff 26 Jul

KRASNODAR, RUSSIA

STAR

ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3080' (2962')	(QFE)
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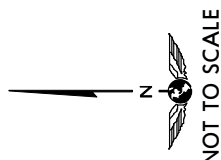
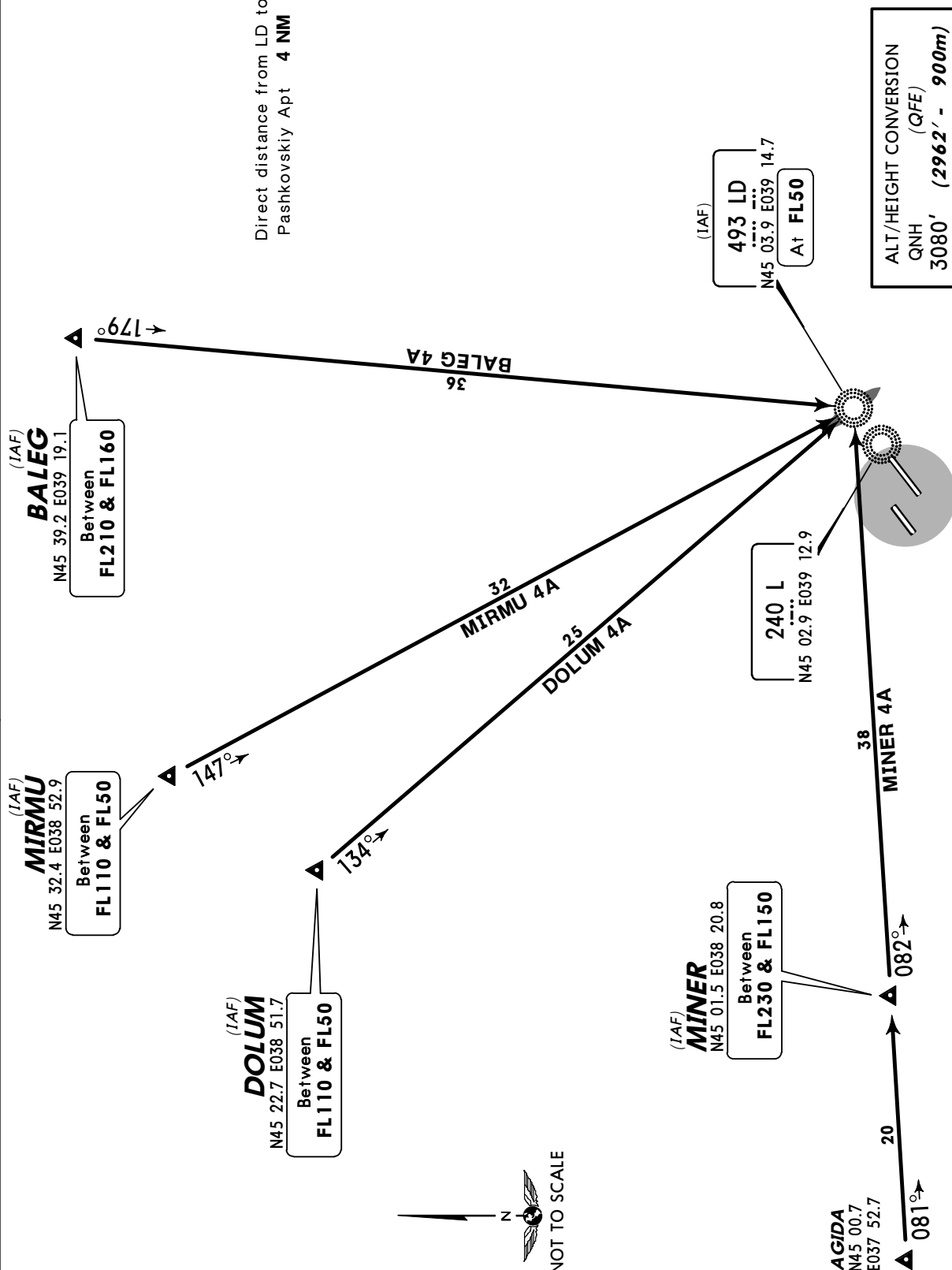


BALEG 4A [BALE4A], DOLUM 4A [DOLU4A]
MINER 4A [MINE4A], MIRMU 4A [MIRM4A]
RWY 23L ARRIVALS

BY ATC

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Direct distance from LD to:
Pashkovskiy Apt 4 NM



URKK/KRR
PASHKOVSKIY

JEPPESSEN
7 SEP 12 **(10-2F)** **Eff 20 Sep**

KRASNODAR, RUSSIA

STAR

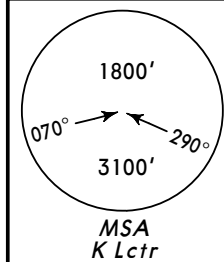
ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' **(2969')**

(QFE)

**BALEG 3D [BALE3D], DOLUM 3D [DOLU3D]
MINER 3D [MINE3D], MIRMU 3D [MIRM3D]
RWY 05R ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE**



(IAF)
MIRMU
N45 32.4 E038 52.9
At FL110

(IAF)
DOLUM
N45 22.7 E038 51.7
At FL110

(IAF)
BALEG
N45 39.2 E039 19.1
At FL160

ALT/HEIGHT CONVERSION
QNH (QFE)

3080'	(2969' - 900m)
1760'	(1649' - 500m)

N45 04.0 E038 50.9
(102° brg to KR)
At or above
3080' (**2969'**)

(IAF)
MINER
N45 01.5 E038 20.8
At FL140

AGIDA
N45 00.7
E037 52.7

N44 56.8 E038 57.6
At 1760'
(1649')

N45 04.1 E038 51.7
At
3080' (2969')

493 KR
N45 00.2 E039 07.9

240 K
N45 01.2 E039 09.7

N44 55.6 E038 57.8

At 1760'
(1649')

N44 56.4 E039 00.8
At 1760'
(1649')

Intercept
final at
1760'
(1649')

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PASHKOVSKIY

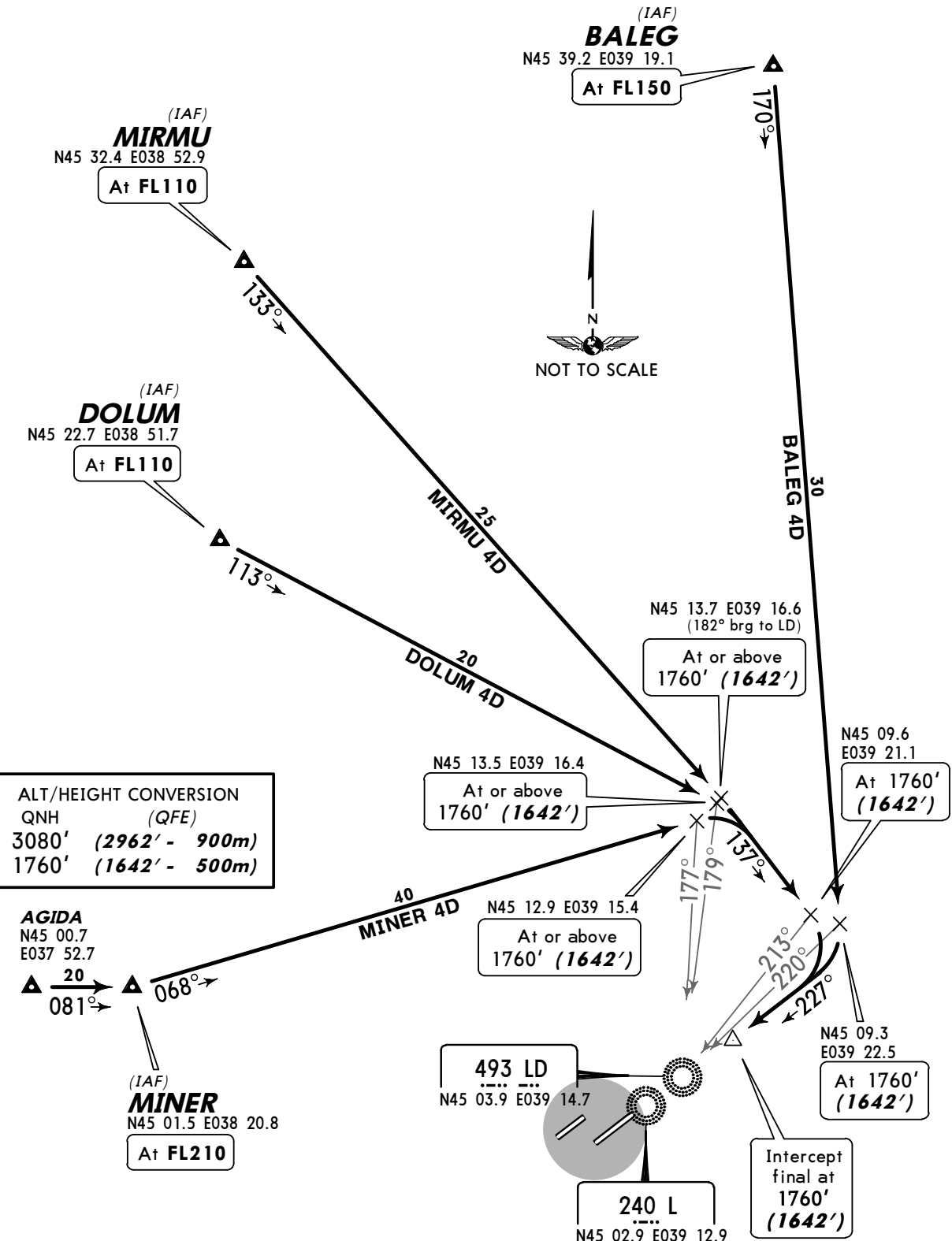
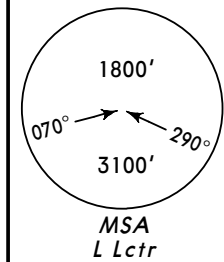
JEPPESEN
7 SEP 12 (10-2G) Eff 20 Sep

KRASNODAR, RUSSIA

STAR

ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3080' (2962')	(QFE)
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**BALEG 4D [BALE4D], DOLUM 4D [DOLU4D]
MINER 4D [MINE4D], MIRMU 4D [MIRM4D]
RWY 23L ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE**

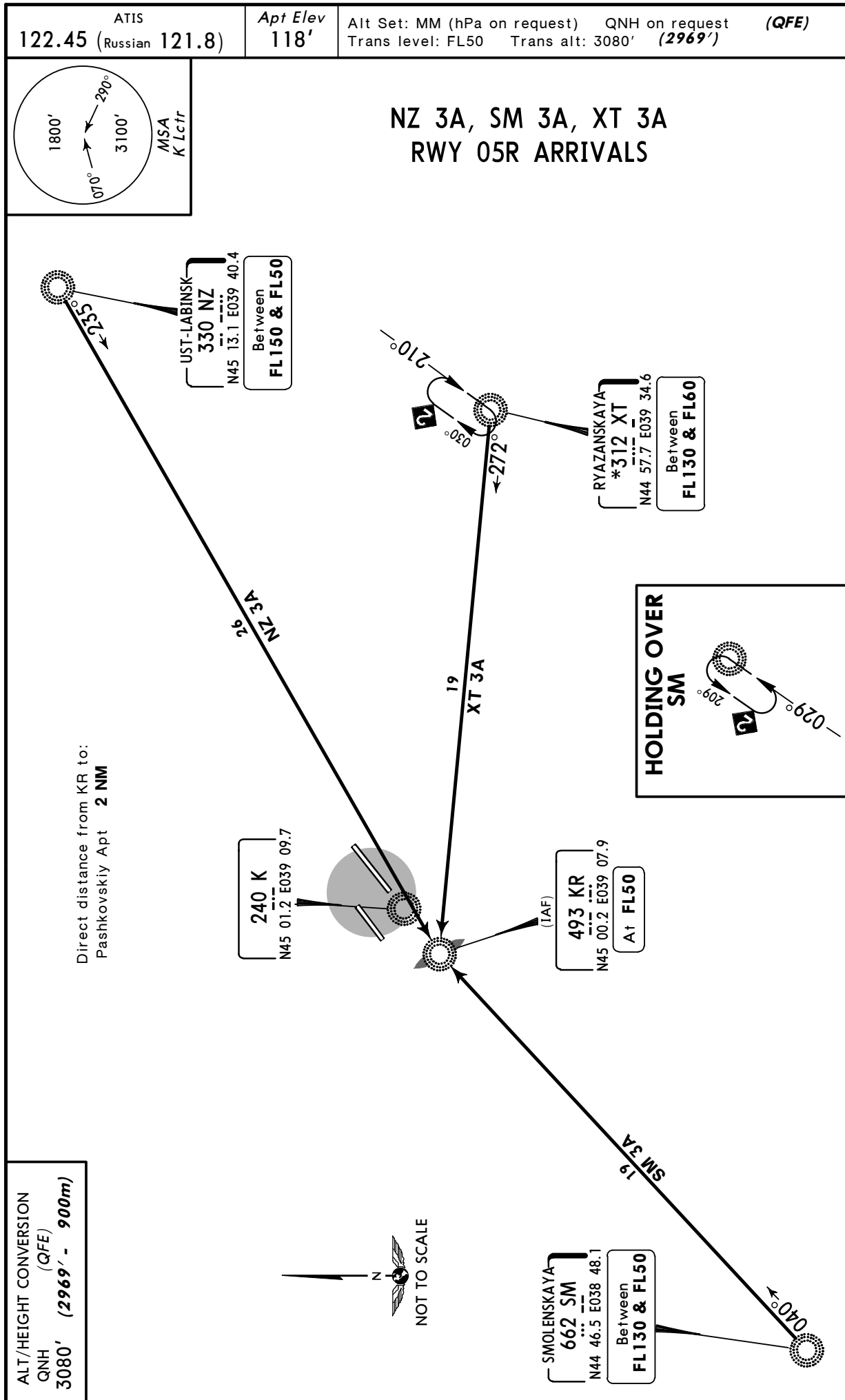


URKK/KRR
PASHKOVSKIY

JEPPESSEN
20 JUL 12 (10-2H) Eff 26 Jul

KRASNODAR, RUSSIA

STAR

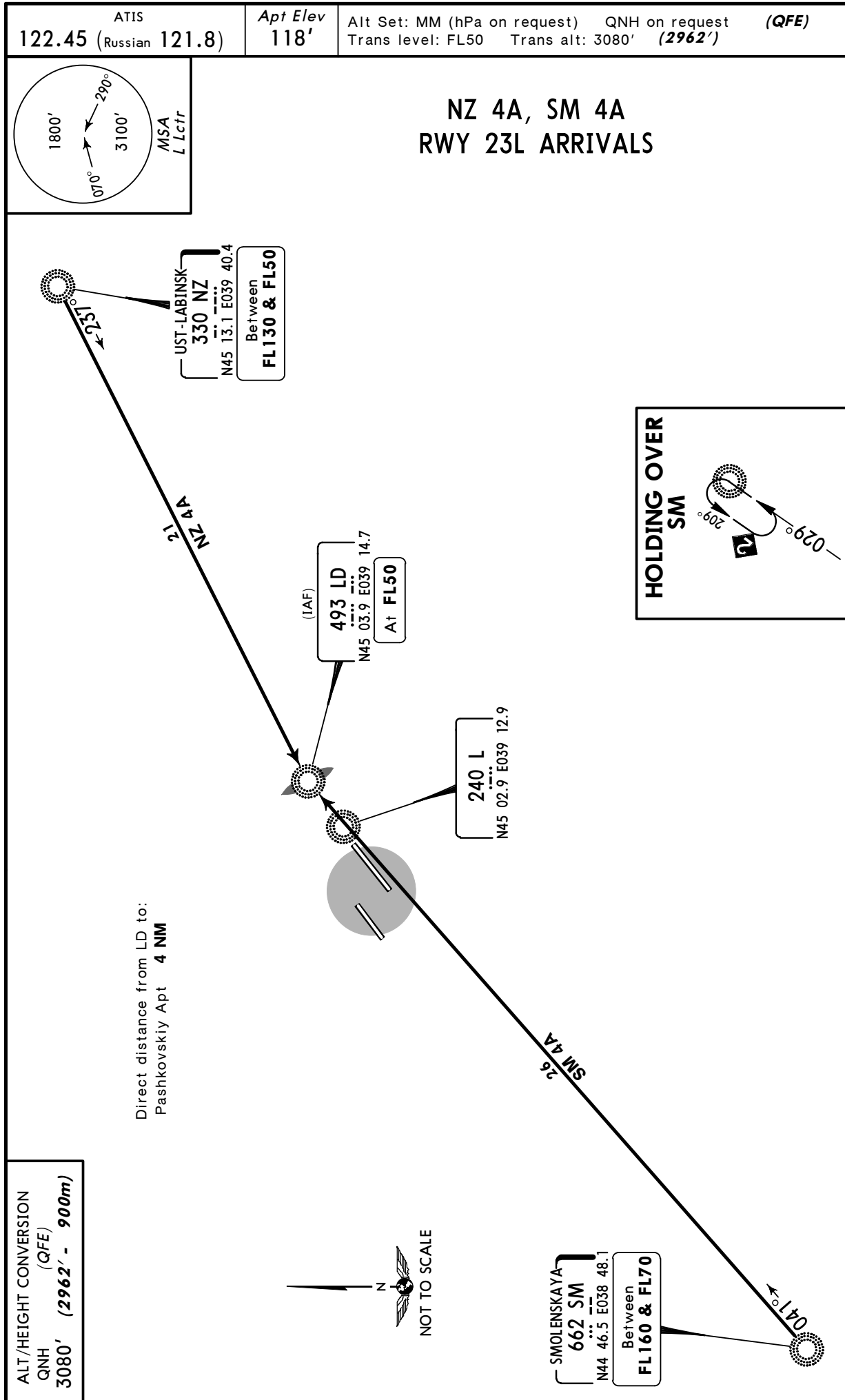


URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 (10-2J) Eff 26 Jul

KRASNODAR, RUSSIA

STAR

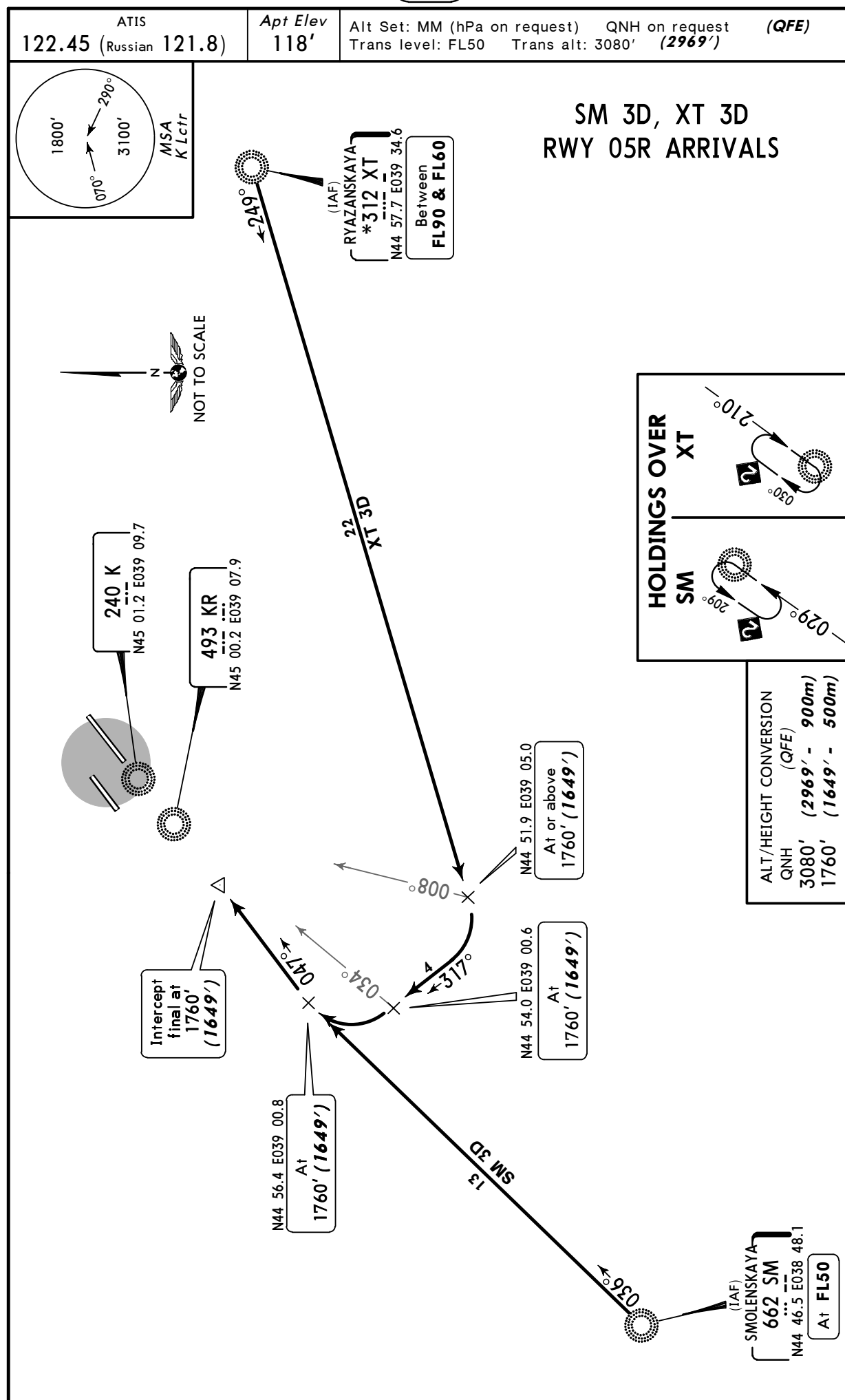


URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 10-2K Eff 26 Jul

KRASNODAR, RUSSIA

STAR

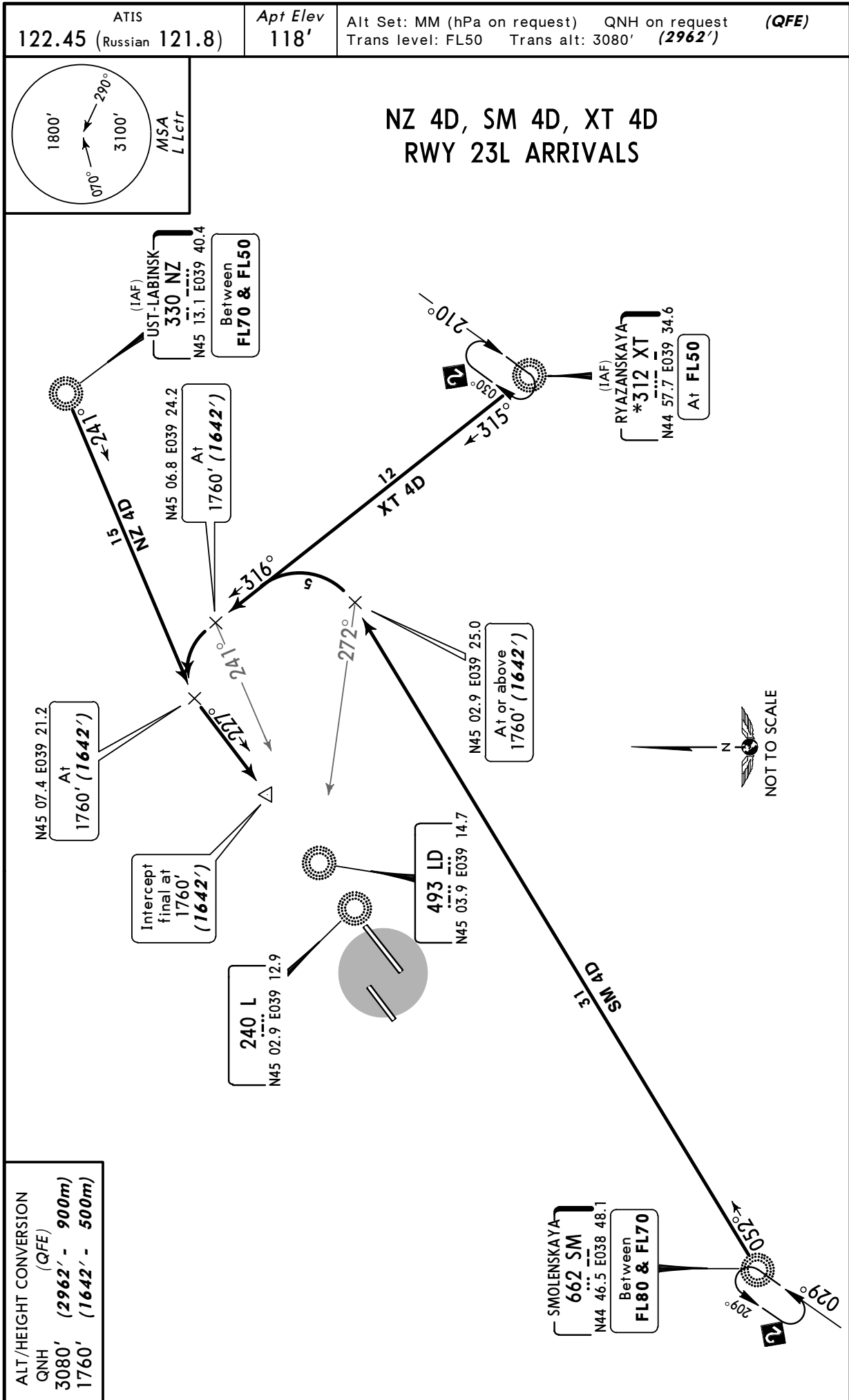


URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 10-2L Eff 26 Jul

KRASNODAR, RUSSIA

STAR



URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 (10-2M) Eff 26 Jul

KRASNODAR, RUSSIA

STAR

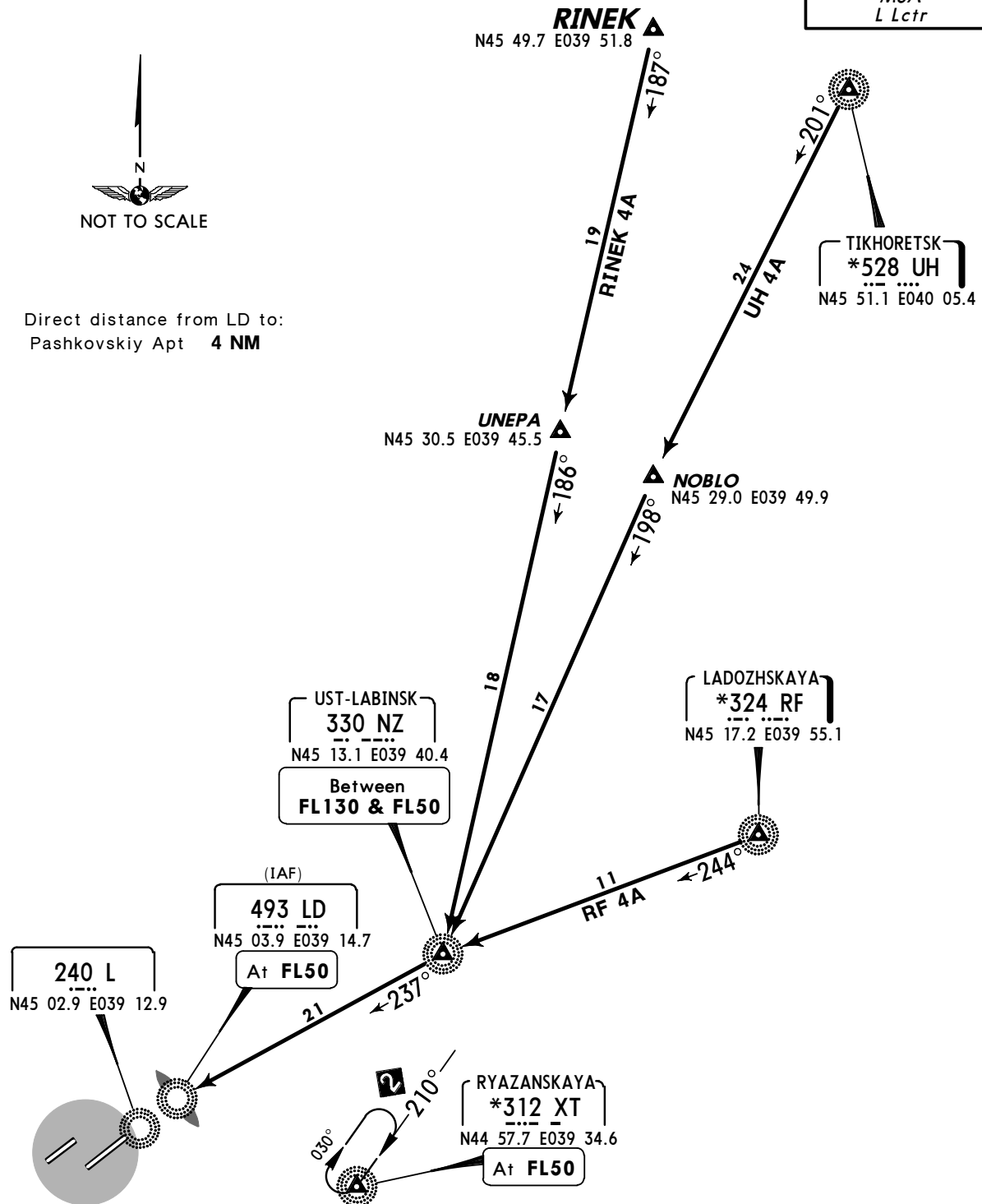
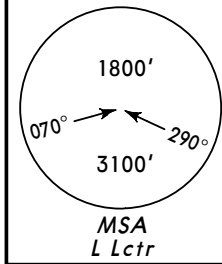
ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt (hgt): 3080' (2962')
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RF 4A, RINEK 4A [RINE4A], UH 4A
RWY 23L ARRIVALS

FOR RUSSIAN USERS ONLY



Direct distance from LD to:
Pashkovskiy Apt **4 NM**



ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)

URKK/KRR
 PASHKOVSKIY

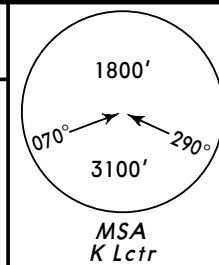
JEPPESEN
 20 JUL 12 10-3 Eff 26 Jul

KRASNODAR, RUSSIA

SID

Apt Elev
 118'

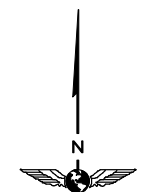
QNH on request (QFE)
 Trans level: FL50 Trans alt: 3080' (2969')



NZ 3C, SM 3C, XT 3C

SM 6C, UH 3C
 BY ATC

RWY 05R DEPARTURES



NOT TO SCALE

ALT/HEIGHT CONVERSION
 QNH (QFE)
 770' (659' - 200m)
 3080' (2969' - 900m)

TIKHORETSK
 *528 UH
 N45 51.1 E040 05.4

UST-LABINSK
 330 NZ
 N45 13.1 E039 40.4

At or above
 FL80

RYAZANSKAYA
 *312 XT
 N44 57.7 E039 34.6

At or above
 FL50

493 KR
 N45 00.2 E039 07.9
 At or above
 3080' (2969')

At 770'
 (659')

240 K
 N45 01.2 E039 09.7

SMOLENSKAYA
 662 SM
 N44 46.5 E038 48.1
 At or above
 FL70

These SIDs require minimum climb gradients
 of
 NZ 3C: 5.7% up to FL80.
 XT 3C: 4.4% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
4.4% V/V (fpm)	334	446	668	891	1114	1337

URKK/KRR
 PASHKOVSKIY

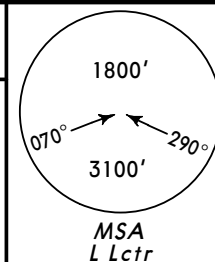
JEPPESSEN
 20 JUL 12 (10-3A) Eff 26 Jul

KRASNODAR, RUSSIA

SID

Apt Elev
 118'

QNH on request (QFE)
 Trans level: FL50 Trans alt: 3080' (2962')



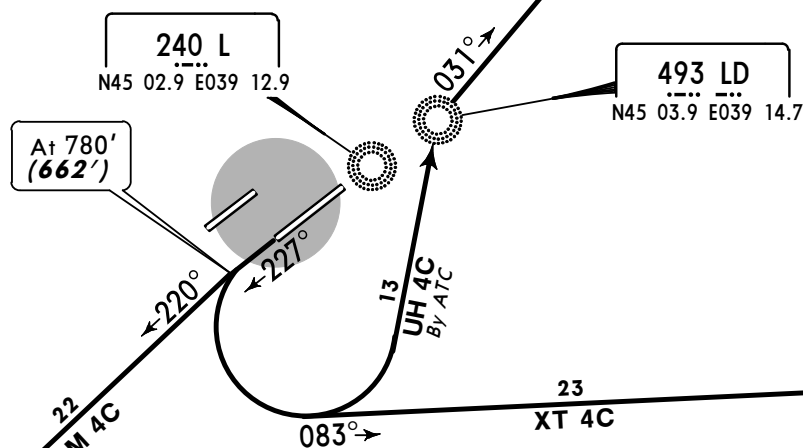
SM 4C, XT 4C

UH 4C
 BY ATC

RWY 23L DEPARTURES

ALT/HEIGHT CONVERSION
 QNH (QFE)
 780' (662' - 200m)
 3080' (2962' - 900m)

TIKHORETSK
 *528 UH
 N45 51.1 E040 05.4



RYAZANSKAYA
 *312 XT
 N44 57.7 E039 34.6

At or above
 FL60

SMOLENSKAYA
 662 SM
 N44 46.5 E038 48.1

At or above
 FL60



These SIDs require minimum climb gradients of
 SM 4C: 4.2% up to FL60.
 XT 4C: 3.9% up to FL60.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
3.9% V/V (fpm)	296	395	592	790	987	1185

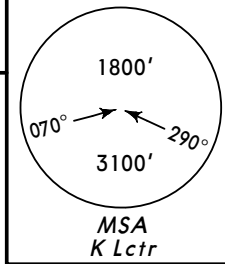
URKK/KRR
PASHKOVSKIY

JEPPESEN
20 JUL 12 (10-3B) Eff 26 Jul

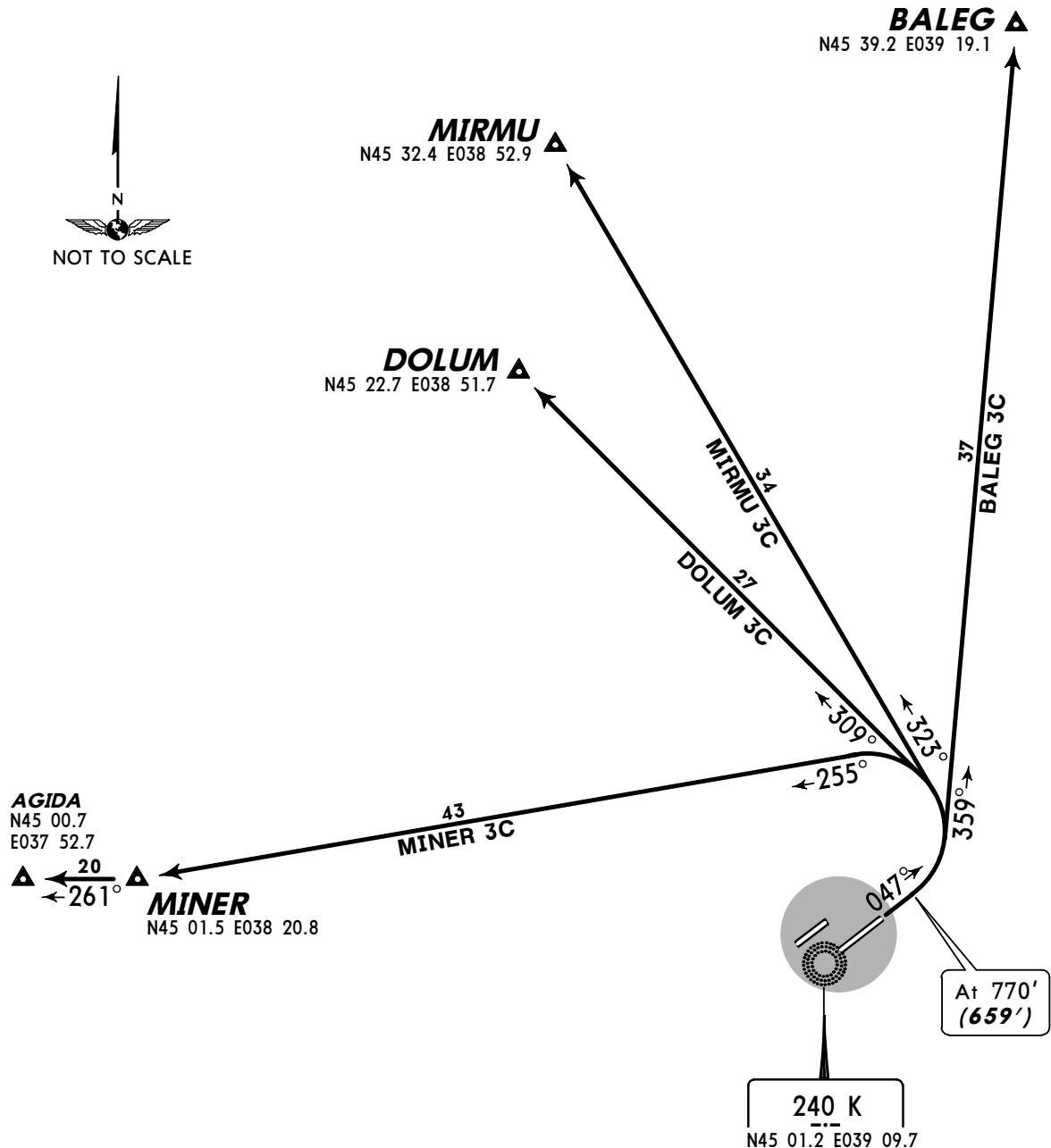
KRASNODAR, RUSSIA

SID

Apt Elev
118'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')



BALEG 3C [BALE3C], DOLUM 3C [DOLU3C]
MINER 3C [MINE3C], MIRMU 3C [MIRM3C]
RWY 05R DEPARTURES
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION
QNH (QFE)
770' (659' - 200m)
3080' (2969' - 900m)

URKK/KRR
PASHKOVSKIY

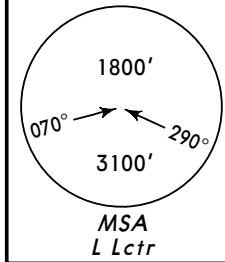
JEPPESEN
20 JUL 12 (10-3C) Eff 26 Jul

KRASNODAR, RUSSIA

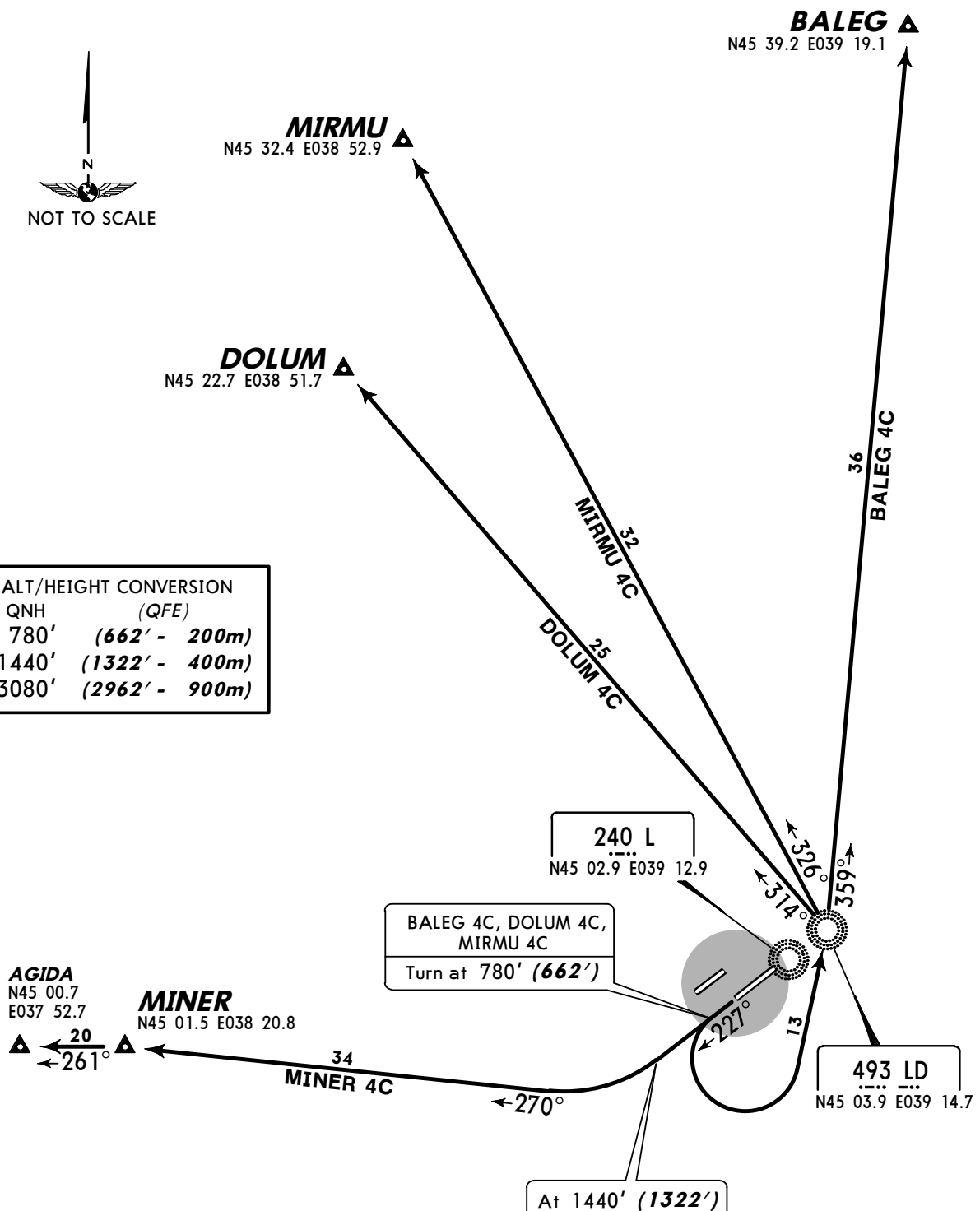
SID

Apt Elev
118'
QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')

BALEG 4C [BALE4C], DOLUM 4C [DOLU4C]
MINER 4C [MINE4C], MIRMU 4C [MIRM4C]
RWY 23L DEPARTURES
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION	
QNH	(QFE)
780'	(662' - 200m)
1440'	(1322' - 400m)
3080'	(2962' - 900m)



URKK/KRR
PASHKOVSKIY

20 MAY 11

JEPPESEN

10-4

Eff 2 Jun

KRASNODAR, RUSSIA
NOISE**NOISE ABATEMENT****GENERAL**

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Airplane Flight Manual for specified aircraft.

ARRIVALS

During approach phase, all aircraft shall be operated with engines at the same power setting and with flaps set at minimum safe position.

It is recommended to use runways 05L/R when runway-in-use is runway 23 if a maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual for the specific aircraft and the aircraft proceeding to land at Krasnodar/Pashkovskiy AD are at a distance of not less than 54 NM. The decision on carrying out the indicated take-off variant shall be taken by a flight dispatcher. TMA exit in this case shall be executed according to charts established for the runway-in-use.

DEPARTURES

TU-154, TU-134, IL-76, IL-62 aircraft shall take-off from beginning of runway 23R.

When taking-off from runways 05R/23L all Russian-made aircraft shall apply the piloting technique as in accordance with 'Noise Abatement Take-Off' section of the Airplane Flight Manual. Noise abatement shall be achieved owing to climbing after lift-off along the steepest path with subsequent chop throttling of engines to power below the nominal condition and climbing under this power at constant speed ($V_2 + 20$) and with minimum permissible gradient.

At a distance of 2.7 - 3 NM from the beginning of take-off run the crew shall throttle the engines to power providing the vertical rate of climb is 10-13' /sec and after climb of 3080' - 3290' the crew shall add engines power to nominal condition and change to a normal flight profile. Other parameters of take-off technique shall be chosen according to the performance diagrams of the Airplane Flight Manual.

All Russian-made aircraft for which there is no section on noise abatement take-off in the Airplane Flight Manual relating to them, and aircraft of foreign types shall carry out take-off from runways 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runways 05R/23L with further passing NZ, SM or XT NDB, the change to flight profile using the climb gradients recommended on SID charts shall be carried out at 4.9 NM after lift-off.

After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

NIGHTTIME RESTRICTIONS

Between 2200-0700 LT it is prohibited to take-off from runway 23R and to land on runway 05L.

REVERSE THRUST

On both runways during landing the crews, as far as possible, shall not apply reverse thrust especially in the nighttime.

URKK/KRR

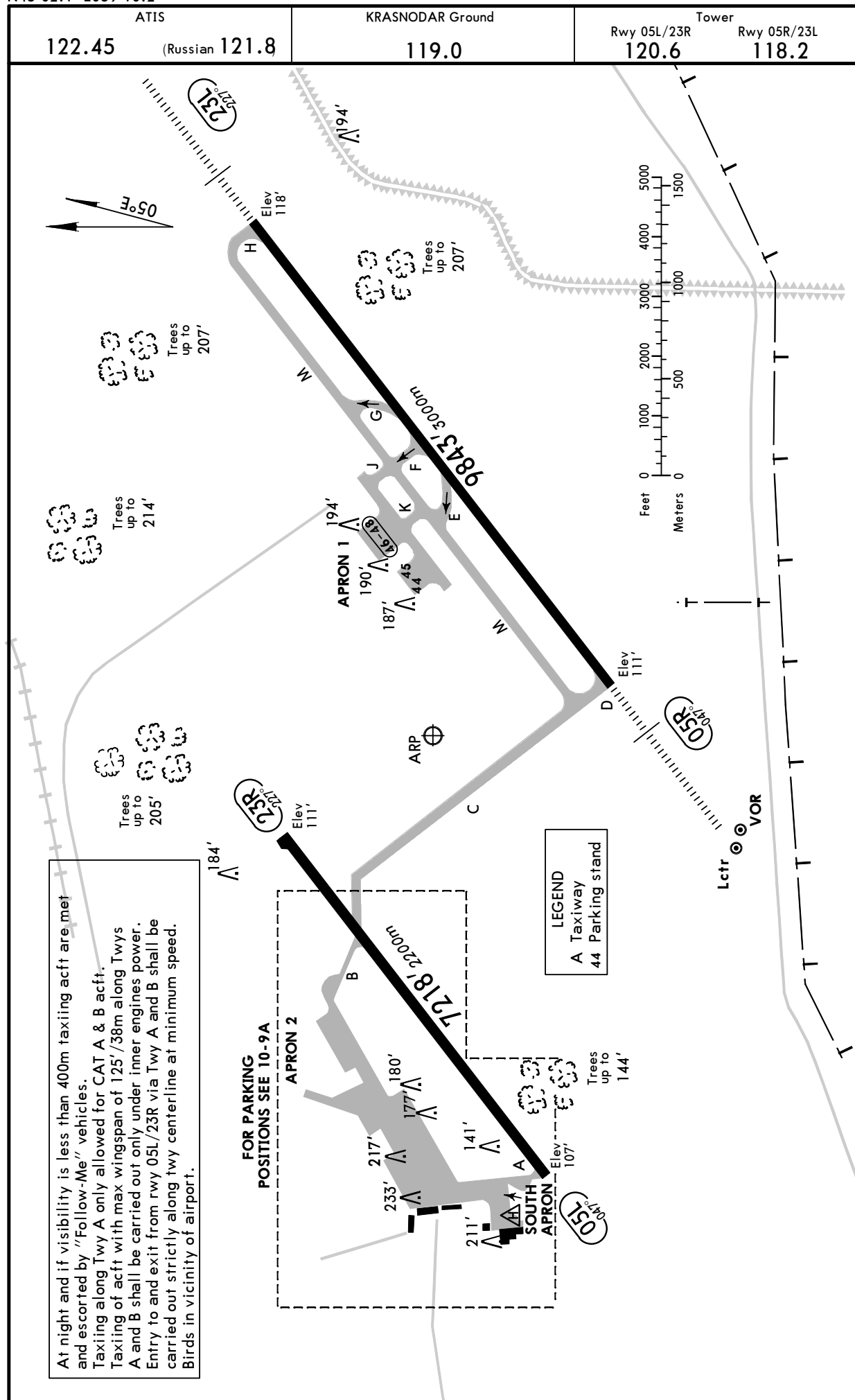
Apt Elev 118'
N45 02.1 E039 10.2

JEPPESSEN

4 NOV 11 (10-9)

KRASNODAR, RUSSIA

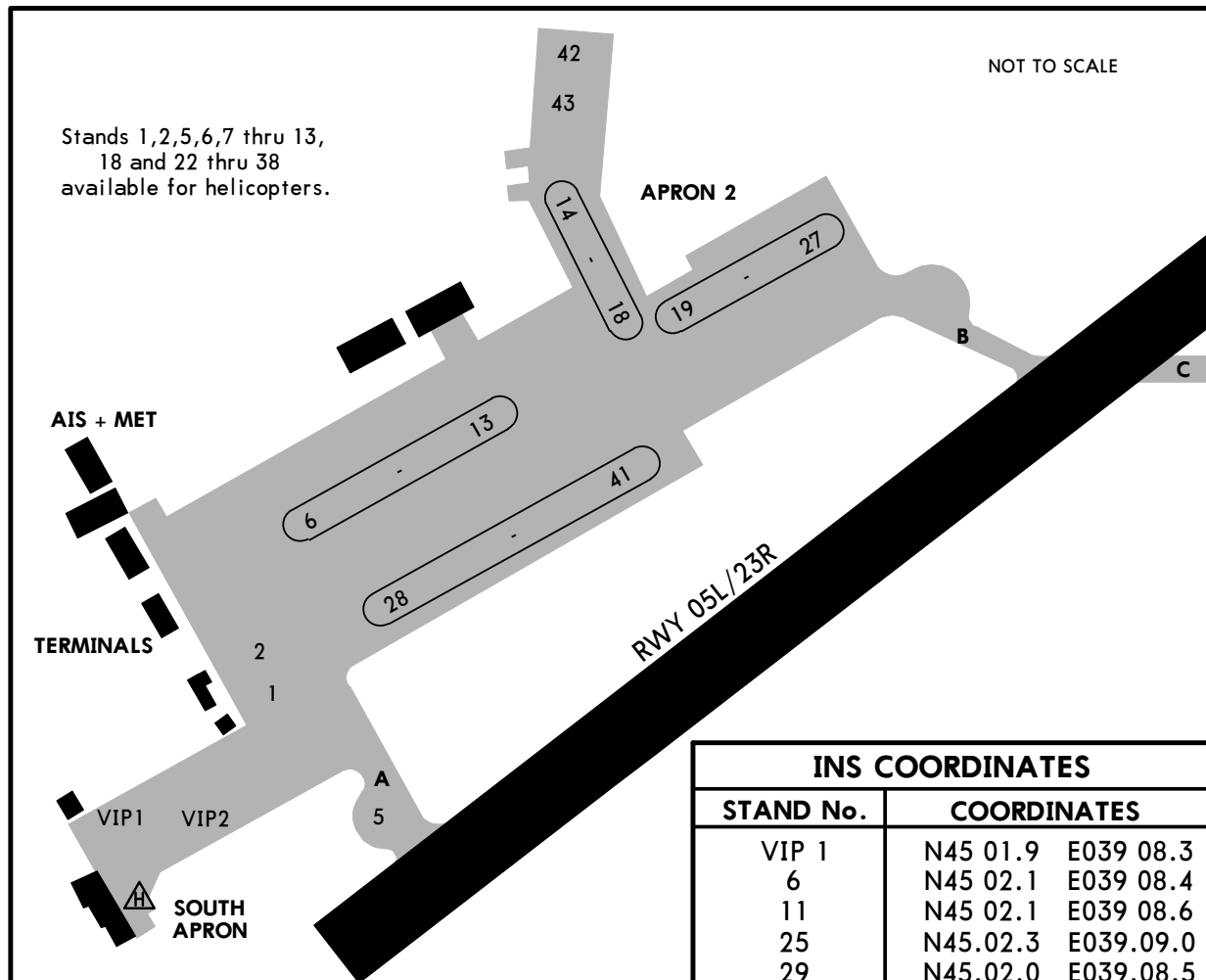
PASHKOVSKIY



URKK/KRR

4 NOV 11 **10-9A**

KRASNODAR, RUSSIA
PASHKOVSKIY



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING	BEYOND	
			Threshold	Glide Slope	TAKE-OFF
05L			①		①
23R		RVR			
05R				8824' 2690m	
23L	HIRL (60m) HIALS TDZ	RVR		8754' 2668m	

① Prohibited to all acft between 2200 - 0700.

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	

URKK/KRR

13 JUL 12  JEPPESEN

10-9S

Eff 26 Jul

KRASNODAR, RUSSIA
PASHKOVSKIY

Standard

STRAIGHT-IN RWY	A	B	C	D
05R				
ILS	311' (200')	311' (200')	311' (200')	311' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC ①	440' (329')	440' (329')	440' (329')	440' (329')
	R800m	R800m	R800m	R800m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
RNAV ①	470' (359')	470' (359')	470' (359')	470' (359')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
2 NDB ①	470' (359')	470' (359')	470' (359')	470' (359')
(with FAF)	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB	800' (689')	800' (689')	800' (689')	800' (689')
(w/o FAF)	C2700m	C2700m	C2900m	C2900m
<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
KR LOM ①	480' (369')	480' (369')	480' (369')	480' (369')
(with FAF)	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
KR LOM	850' (739')	850' (739')	850' (739')	850' (739')
(w/o FAF)	C2900m	C2900m	C3100m	C3100m
<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m
K LMM ①	520' (409')	520' (409')	520' (409')	520' (409')
(with FAF)	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
K LMM	850' (739')	850' (739')	850' (739')	850' (739')
(w/o FAF)	C2900m	C2900m	C3100m	C3100m
<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m

① Continuous Descent Final Approach.

URKK/KRR

JEPPESEN

13 JUL 12

10-9S1

Eff 26 Jul

KRASNODAR, RUSSIA

PASHKOVSKIY

Standard

STRAIGHT-IN RWY		A	B	C	D
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
LOC ①		460' (342')	460' (342')	460' (342')	460' (342')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
RNAV ①		470' (352')	470' (352')	470' (352')	470' (352')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
2 NDB ① (with FAF)		470' (352')	470' (352')	470' (352')	470' (352')
		R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
2 NDB (w/o FAF)		870' (752')	870' (752')	870' (752')	870' (752')
		C2900m	C2900m	C3100m	C3100m
	ALS out	C3700m	C3700m	C3900m	C3900m
LD LOM ① (with FAF)		630' (512')	630' (512')	630' (512')	630' (512')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m
LD LOM (w/o FAF)		870' (752')	870' (752')	870' (752')	870' (752')
		C2900m	C2900m	C3100m	C3100m
	ALS out	C3700m	C3700m	C3900m	C3900m
L LMM ① (with FAF)		630' (512')	630' (512')	630' (512')	630' (512')
		R1500m	R1500m	R1600m	R1600m
	ALS out	R1500m	R1500m	C2400m	C2400m
L LMM (w/o FAF)		950' (832')	950' (832')	950' (832')	950' (832')
		C3300m	C3300m	C3500m	C3500m
	ALS out	C4000m	C4000m	C4200m	C4200m

① Continuous Descent Final Approach.

TAKE-OFF RWY 05L/R, 23L/R

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			

URKK/KRR

JEPPESEN

13 JUL 12

10-9X

Eff 26 Jul

JAA MINIMUMS

KRASNODAR, RUSSIA
PAŠHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
05R	ILS	311' (200')	311' (200')	311' (200')	311' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ①	440' (329')	440' (329')	440' (329')	440' (329')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RNAV	470' (359')	470' (359')	470' (359')	470' (359')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
2 NDB		440' (329')	440' (329')	440' (329')	440' (329')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
2 NDB		800' (689')	800' (689')	800' (689')	800' (689')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R1800m	R2000m
KR LOM		480' (369')	480' (369')	480' (369')	480' (369')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
KR LOM		850' (739')	850' (739')	850' (739')	850' (739')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
K LMM		520' (409')	520' (409')	520' (409')	520' (409')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
K LMM		850' (739')	850' (739')	850' (739')	850' (739')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

① LMM out: NOT AUTHORIZED.

URKK/KRR


JEPPESEN
 13 JUL 12 **10-9X1**

Eff 26 Jul

JAA MINIMUMS
KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23L	ILS	318' (200')	318' (200')	318' (200')	318' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC ①	460' (342')	460' (342')	460' (342')	460' (342')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	RNAV	470' (352')	470' (352')	470' (352')	470' (352')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	470' (352')	470' (352')	470' (352')	470' (352')
	(with FAF)	R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
	2 NDB	870' (752')	870' (752')	870' (752')	870' (752')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LD LOM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	LD LOM	870' (752')	870' (752')	870' (752')	870' (752')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	L LMM	630' (512')	630' (512')	630' (512')	630' (512')
	(with FAF)	R1000m	R1200m	R1200m	R1600m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m
	L LMM	950' (832')	950' (832')	950' (832')	950' (832')
	(w/o FAF)	R1200m	R1400m	R1400m	R1800m
	<i>ALS out</i>	R1500m	R1500m	R2000m	R2000m

① LMM out: NOT AUTHORIZED.**TAKE-OFF RWY 05L/R, 23L/R**

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			

URKK/KRR
PASHKOVSKIY

JEPPESEN
13 JUL 12 **(11-1)** **Eff 26 Jul**

KRASnodAR, RUSSIA
ILS or LOC Rwy 05R

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) 121.8	129.6	129.6	127.7	121.3	118.2	119.0
LOC IKR 110.7	Final Apch Crs 047°	GS LOM 784' (673')	ILS DA(H) 311' (200')	Apt Elev 118' RWY 111'	1800'	

MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.

MSA K Lctr

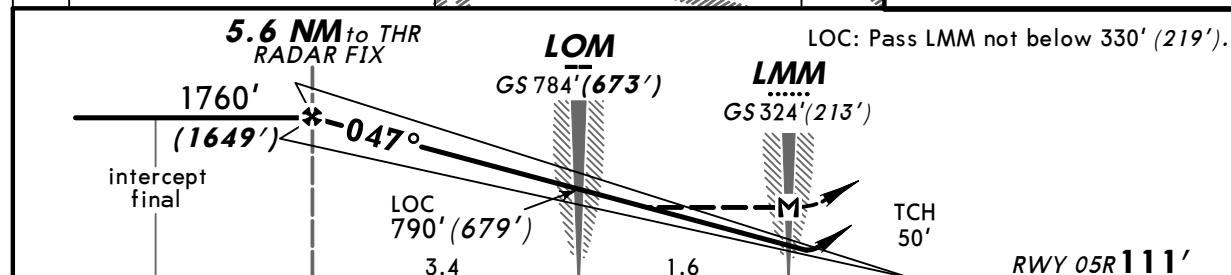
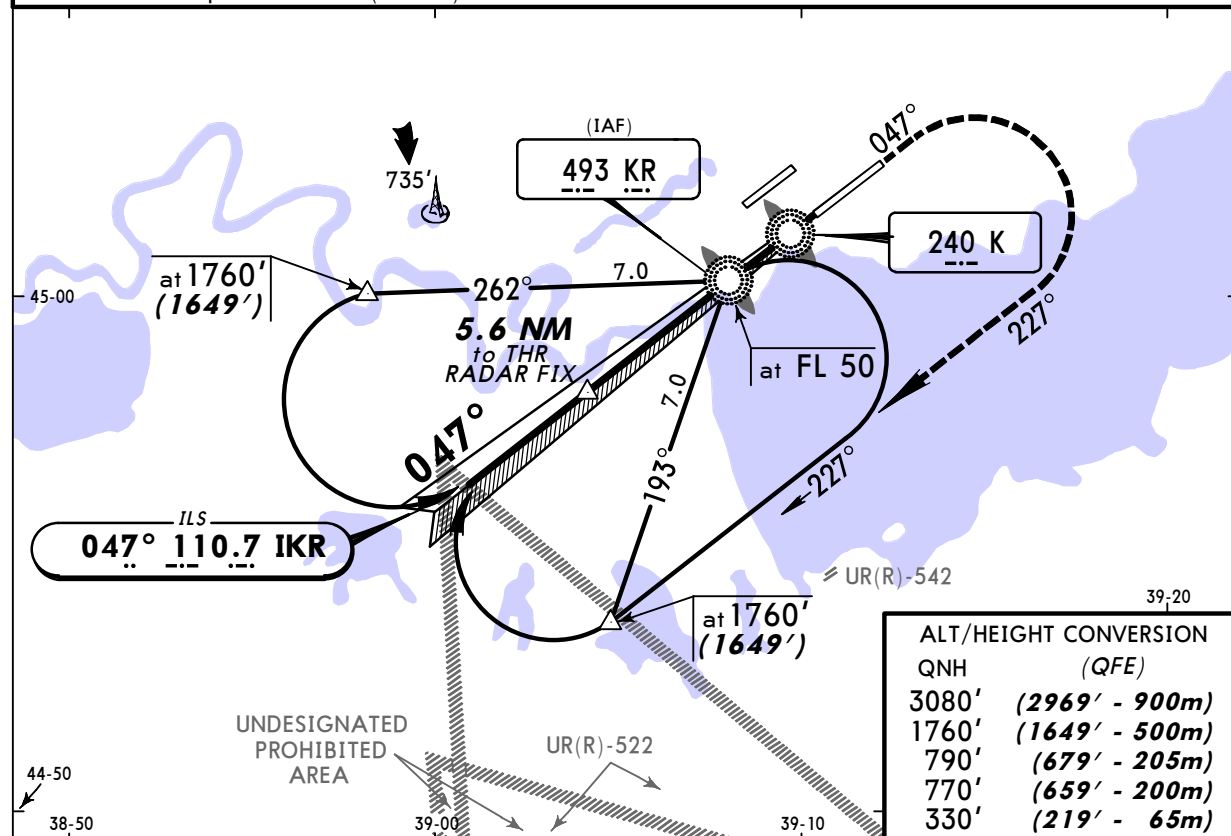
Alt Set: MM (hPa on req)

QNH on req (**QFE**)

Trans level: FL 50

Trans alt: 3080' (**2969'**)

Radar control required for LOC (GS out).



2.2							0.6		0	
Gnd speed-Kts	70	90	100	120	140	160		770'		1760'
ILS GS or								(659')		(1649')
LOC Desc angle 2.67°	331	425	472	567	661	756		047°		227°
MAP at LMM										

STRAIGHT-IN LANDING RWY 05R

ILS			LOC (GS out)			
DA(H) 311' (200')			MDA(H) 440' (329')			
FULL		ALS out	LMM out		ALS out	
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	
B						
C						
D			1200m			

CHANGES: Arrival established. Minimums.

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JEPPESSEN

13 JUL 12

(11-2)

Eff 26 Jul

KRASNODAR, RUSSIA
ILS or LOC Rwy 23L

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) 121.8	129.6	129.6	127.7	121.3	118.2	119.0

LOC ILD 109.5	Final Apch Crs 227°	GS LOM 807' (689')	ILS DA(H) 318' (200')	Apt Elev 118' RWY 118'	1800'
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MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1760' (1642'), then according to chart.

MSA L Lctr

Alt Set: MM (hPa on req)

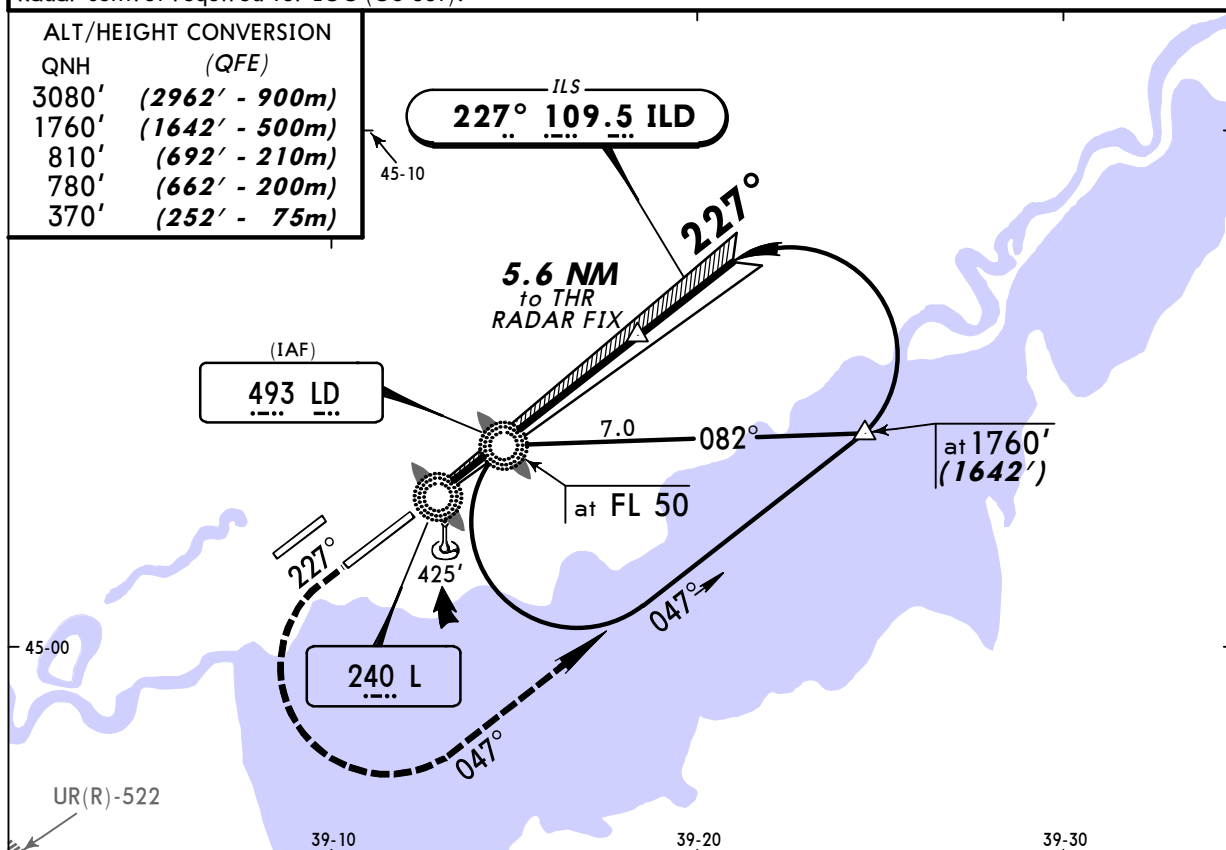
QNH on req (**QFE**)

Trans level: FL 50

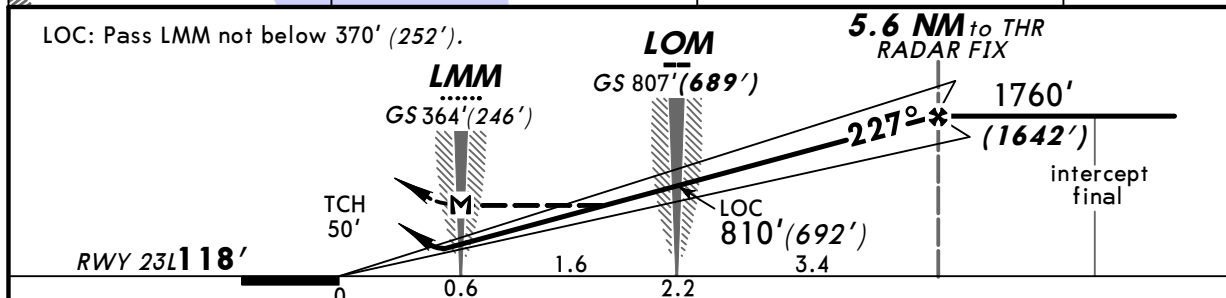
Trans alt: 3080' (**2962'**)

Radar control required for LOC (GS out).

ALT/HEIGHT CONVERSION	
QNH	(<i>QFE</i>)
3080'	(2962' - 900m)
1760'	(1642' - 500m)
810'	(692' - 210m)
780'	(662' - 200m)
370'	(252' - 75m)



LOC: Pass LMM not below 370' (252').



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	HIALS
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STRAIGHT-IN LANDING RWY 23L

		ILS		LOC (GS out)			
		DA(H) 318' (200')		MDA(H) 460' (342')			
		FULL	ALS out		LMM out		
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m		
B							
C							
D			1200m		RVR 1800m VIS 2000m		

CHANGES: MDA(H).

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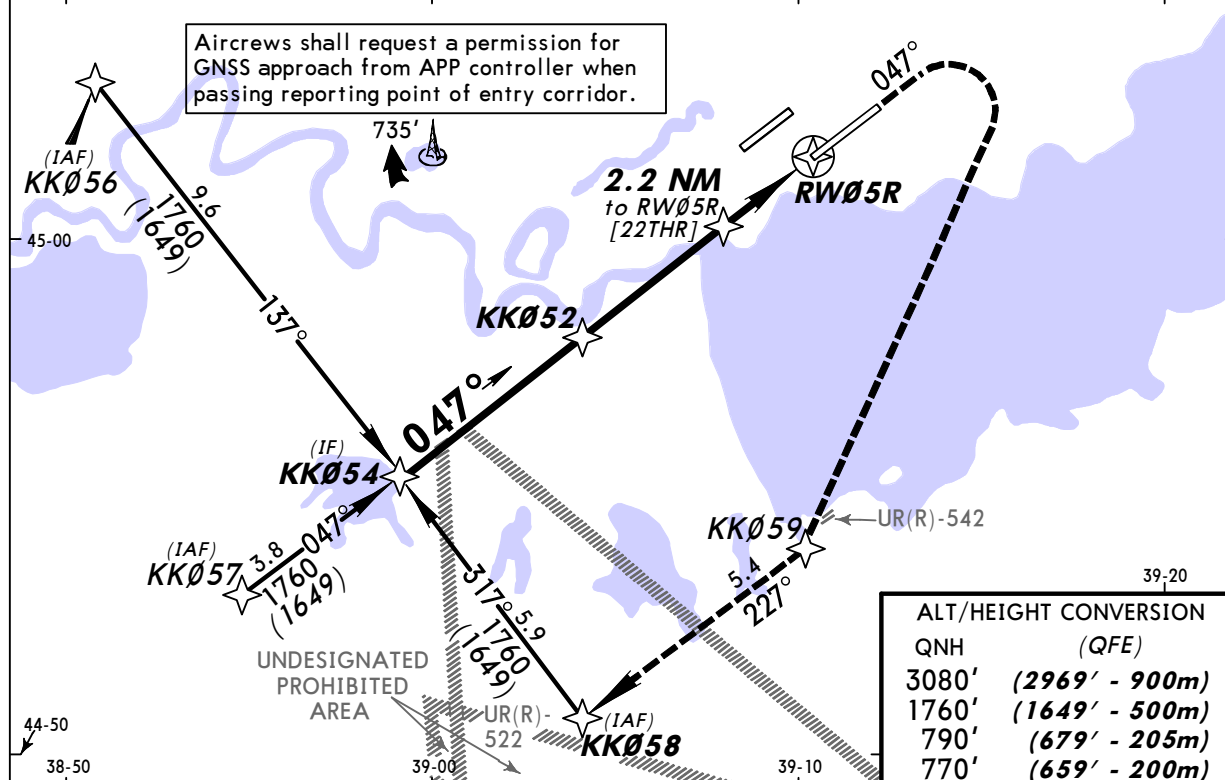
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JEPPESEN
13 JUL 12
Eff 26 Jul (12-1)

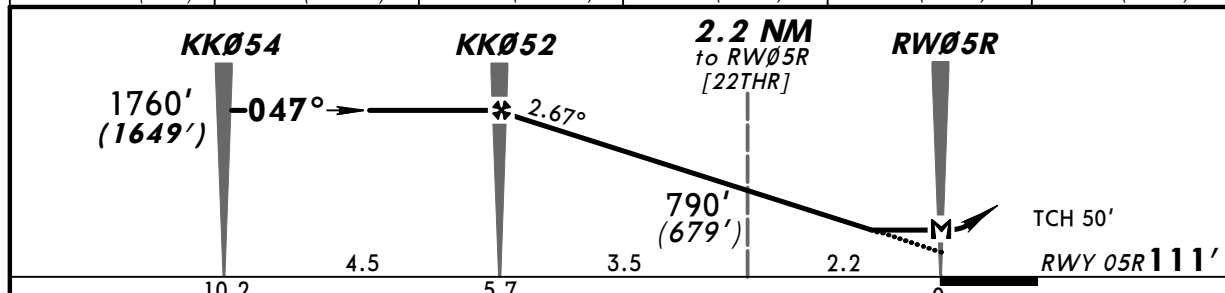
KRASNODAR, RUSSIA
RNAV (GNSS) Rwy 05R

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) (121.8)	129.6	129.6	127.7	121.3	118.2	119.0
RNAV	Final Apch Crs 047°	Minimum Alt KK052 1760' (1649')	MDA(H) 470' (359')	Apt Elev 118' RWY 111'		
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT to KK059 climbing to 1760' (1649'), then according to chart.						MSA ARP
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080' (2969')



DIST to RW05R	5.4	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1710' (1599')	1400' (1289')	1080' (969')	790' (679')	480' (369')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	770' (659') on 047°	KK059	1760' (1649')
Descent angle	2.67°	331	425	472	567	661	756		RT	
MAP at RW05R										

STRAIGHT-IN LANDING RWY 05R

MDA(H) 470' (359')

ALS out

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

PANS OPS

URKK/KRR
PASHKOVSKIY

13 JUL 12

Eff 26 Jul

(12-2)

JEPPESSEN

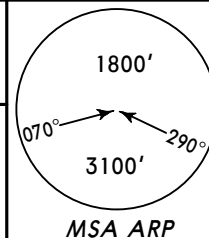
KRASNODAR, RUSSIA
RNAV (GNSS) Rwy 23L

BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) (121.8)	129.6	129.6	127.7	121.3	118.2	119.0

RNAV	Final Apch Crs 227°	Minimum Alt KK232 1760' (1642')	MDA(H) 470' (352')	Apt Elev 118' RWY 118'
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MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT to KK239 climbing to 1760' (1642'), then according to chart.

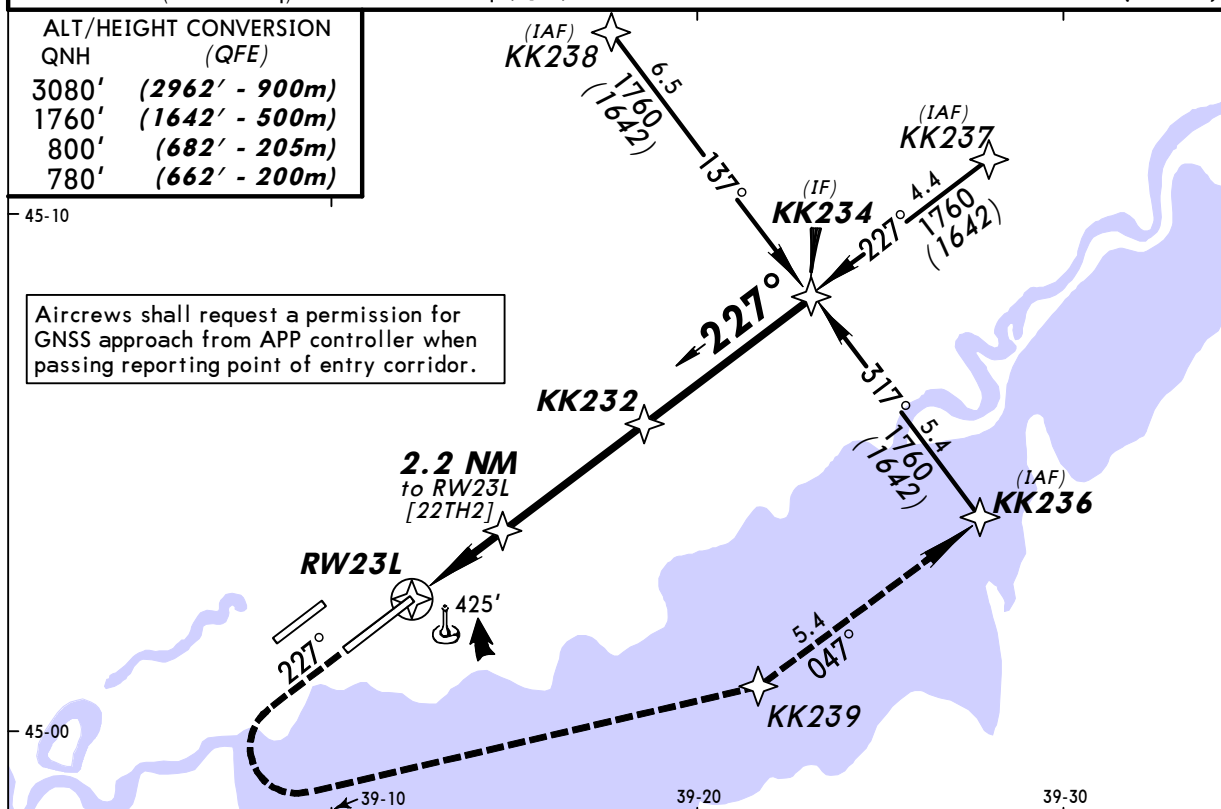


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080' (2962')

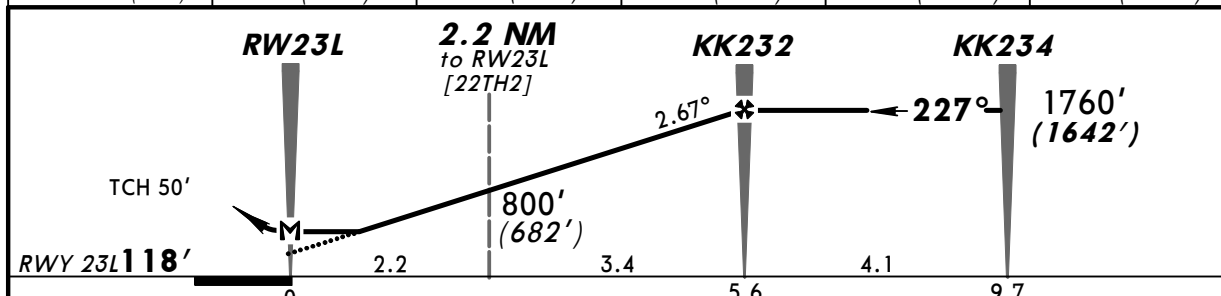
ALT/HEIGHT CONVERSION	QNH (QFE)
3080'	(2962' - 900m)
1760'	(1642' - 500m)
800'	(682' - 205m)
780'	(662' - 200m)

45-10

Aircrews shall request a permission for GNSS approach from APP controller when passing reporting point of entry corridor.



DIST to RW23L	1.1	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	480' (362')	800' (682')	1110' (992')	1420' (1302')	1710' (1592')



Gnd speed-Kts	70	90	100	120	140	160
Descent angle	2.67°	331	425	472	567	661
MAP at RW23L						

STRAIGHT-IN LANDING RWY 23L

MDA(H) 470' (352')

ALS out

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

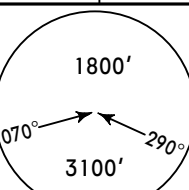
PANS OPS

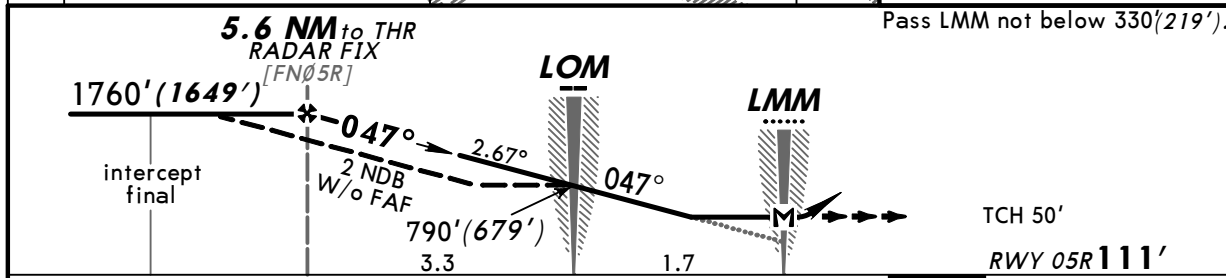
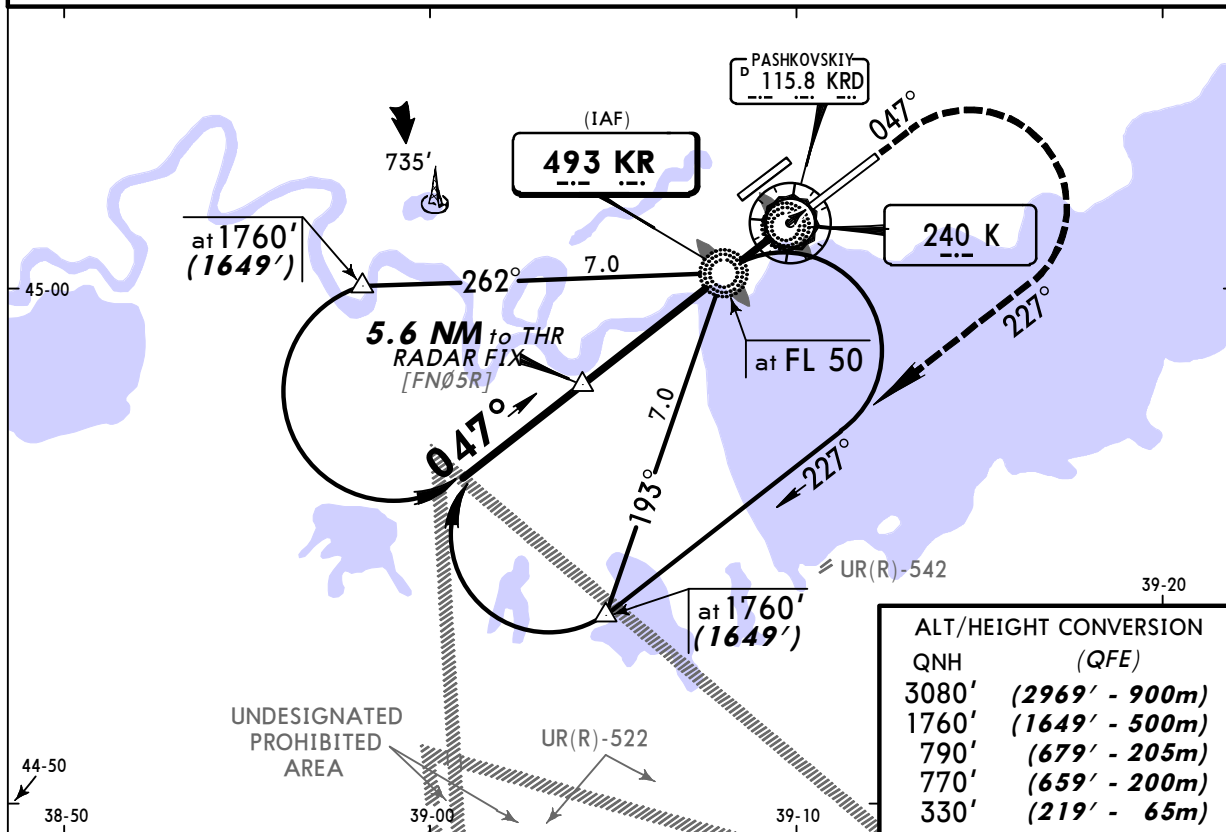
URKK/KRR
PASHKOVSKIY

JEPPESEN
13 JUL 12 (16-1) Eff 26 Jul

KRASNODAR, RUSSIA
2 NDB Rwy 05R

BRIEFING STRIP

ATIS 122.45 (Russian) (121.8)		KRASnodAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASnodAR (0500-1900) Sector West 127.7	KRASnodAR Radar 121.3	KRASnodAR Tower 118.2	Ground 119.0
NDB KR 493	Final Apch Crs 047°	Minimum Alt 5.6 NM to THR 1760' (1649')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 111'	 MSA K Lctr		
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.							
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080' (2969')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS		770' (659') on 047°	227° RT	1760' (1649')
Descent Angle 2.67°	331	425	472	567	661	756					
2 NDB: MAP at LMM											

STRAIGHT-IN LANDING RWY 05R							
2 NDB		KR LOM		K LMM			
With FAF MDA(H) 440' (329')	W/o FAF MDA(H) 800' (689')	With FAF MDA(H) 480' (369')	W/o FAF MDA(H) 850' (739')	With FAF MDA(H) 520' (409')	W/o FAF MDA(H) 850' (739')		
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out		
A							
B	1200m						
C	R1500m V1600m	3200m	1300m	3200m	R1500m V1600m	2300m	3200m
D	R1500m V1600m	3200m 3600m	1700m	3200m 3600m	1900m		3200m 3600m

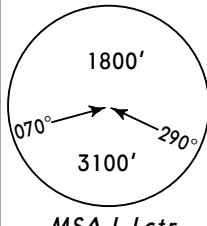
PANS OPS

URKK/KRR
PASHKOVSKIY

JEPPESSEN
13 JUL 12 (16-2) Eff 26 Jul

KRASNODAR, RUSSIA
2 NDB Rwy 23L

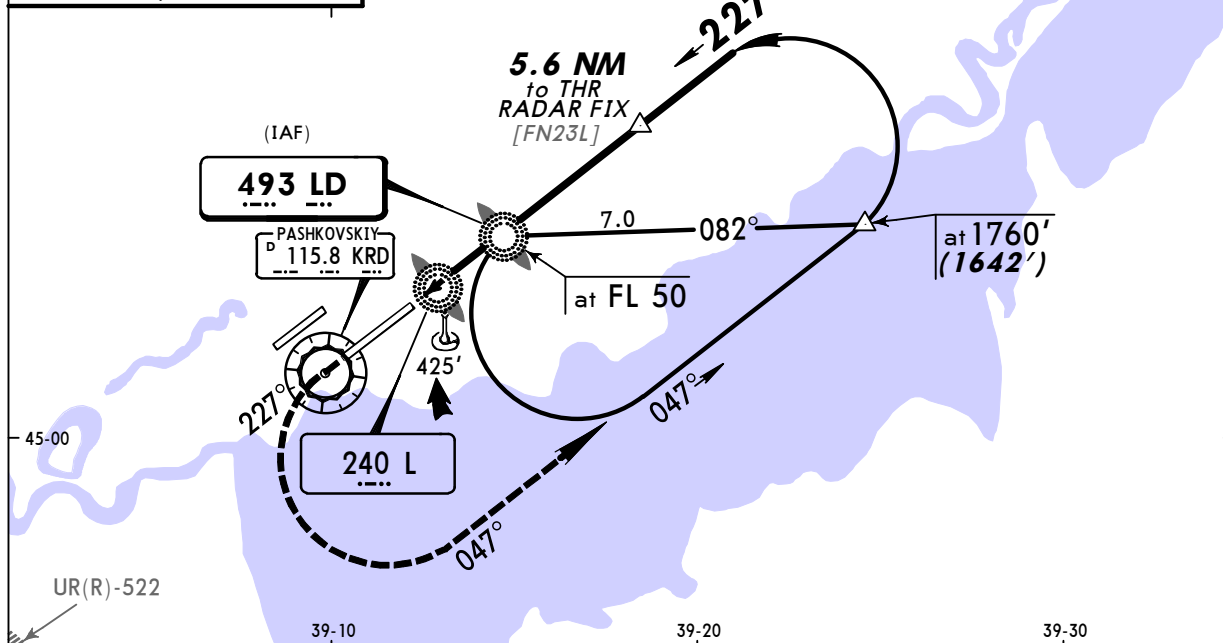
BRIEFING STRIP

ATIS 122.45 (Russian) (121.8)	KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 119.0
NDB LD 493	Final Apch Crs 227°	Minimum Alt 5.6 NM to THR 1760' (1642')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 118'		

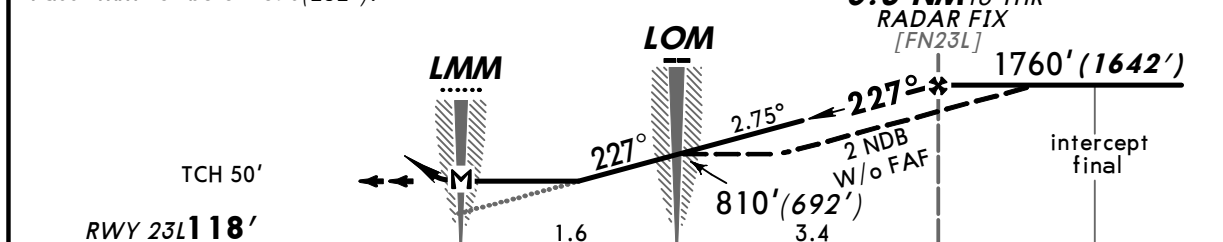
MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1760' (1642'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080' (2962')

ALT/HEIGHT CONVERSION	QNH (QFE)
3080'	(2962' - 900m)
1760'	(1642' - 500m)
810'	(692' - 210m)
780'	(662' - 200m)
370'	(252' - 75m)



Pass LMM not below 370' (252').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662') on 227°	047° LT	1760' (1642')
Descent angle 2.75°	340	438	486	584	681	778				
2 NDB: MAP at LMM										

STRAIGHT-IN LANDING RWY 23L									
2 NDB		LD LOM		L LMM					
With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)
470' (352')	870' (752')	630' (512')	870' (752')	630' (512')	950' (832')				
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out				
A									
B	1200m	3200m	2100m	3200m	2100m				
C	R1500m V1600m	3200m 3600m	2900m	3200m 3600m	2900m				
D	R1500m R1800m V1600m V2000m	3600m 4000m	2500m	3600m 4000m	2500m				

CHANGES: Minimums.

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