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

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport USUU

General Info

Kurgan, RUS
N 55° 28.5' E 65° 25.0' Mag Var: 12.7°E
Elevation: 239'

Public, IFR, Control Tower, No Customs

Time Zone Info: GMT+6:00 no DST

Runway Info

Runway 02-20 8533' x 138' asphalt

Runway 02 (17.0°M) TDZE 237'
  Lights: Edge, ALS
Runway 20 (197.0°M) TDZE 233'
  Lights: Edge, ALS

Communications Info

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

Notebook Info

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2)

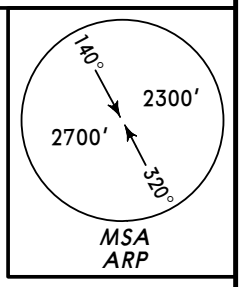
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	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

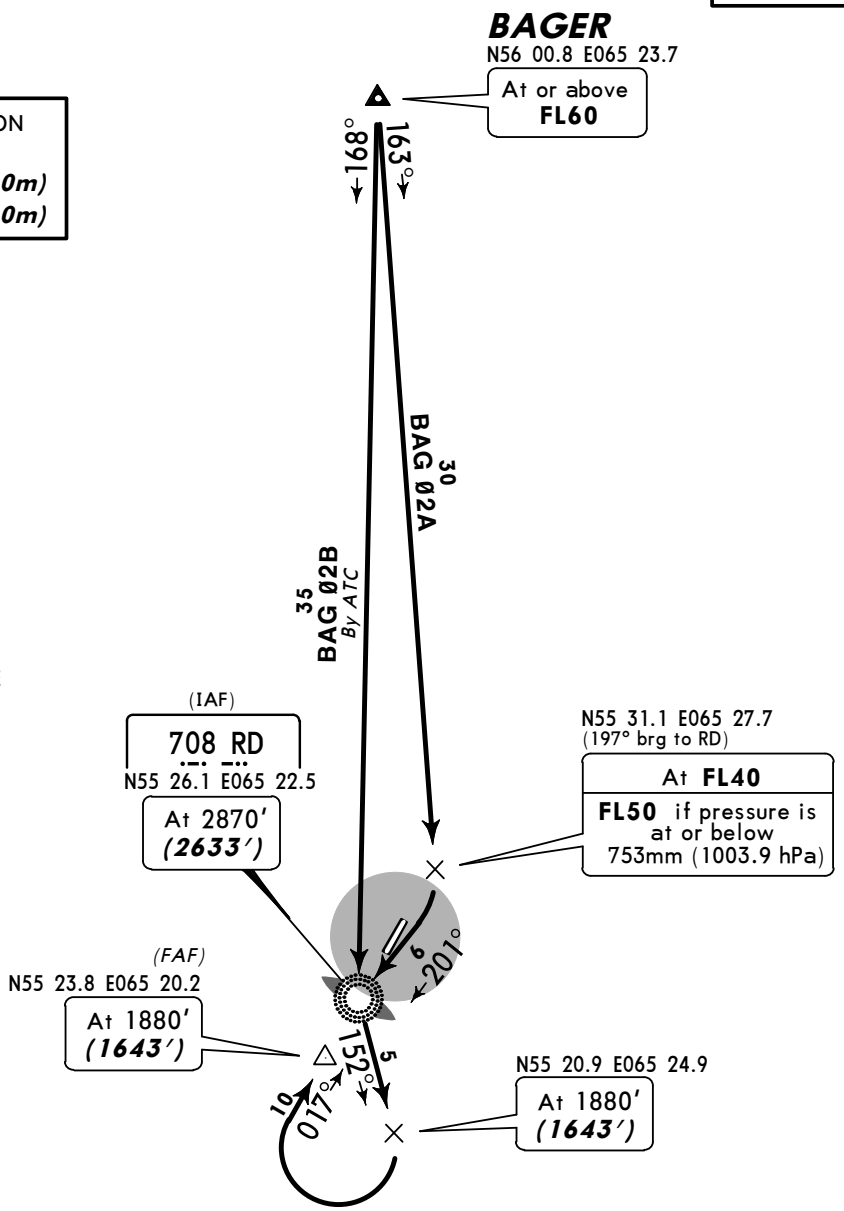
CAT C & D

FOR RUSSIAN USERS ONLY

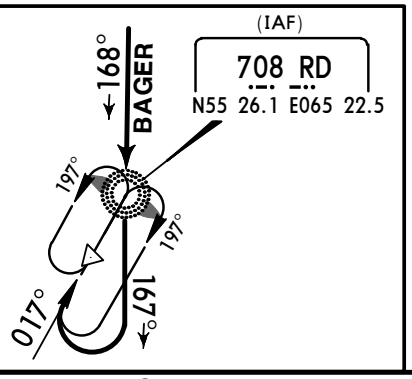


ALT/HEIGHT CONVERSION

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.



CHANGES: None.

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2A)

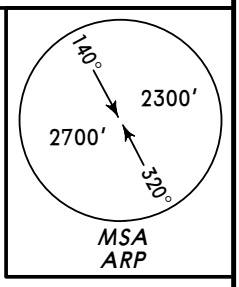
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ ***(2633′)***

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

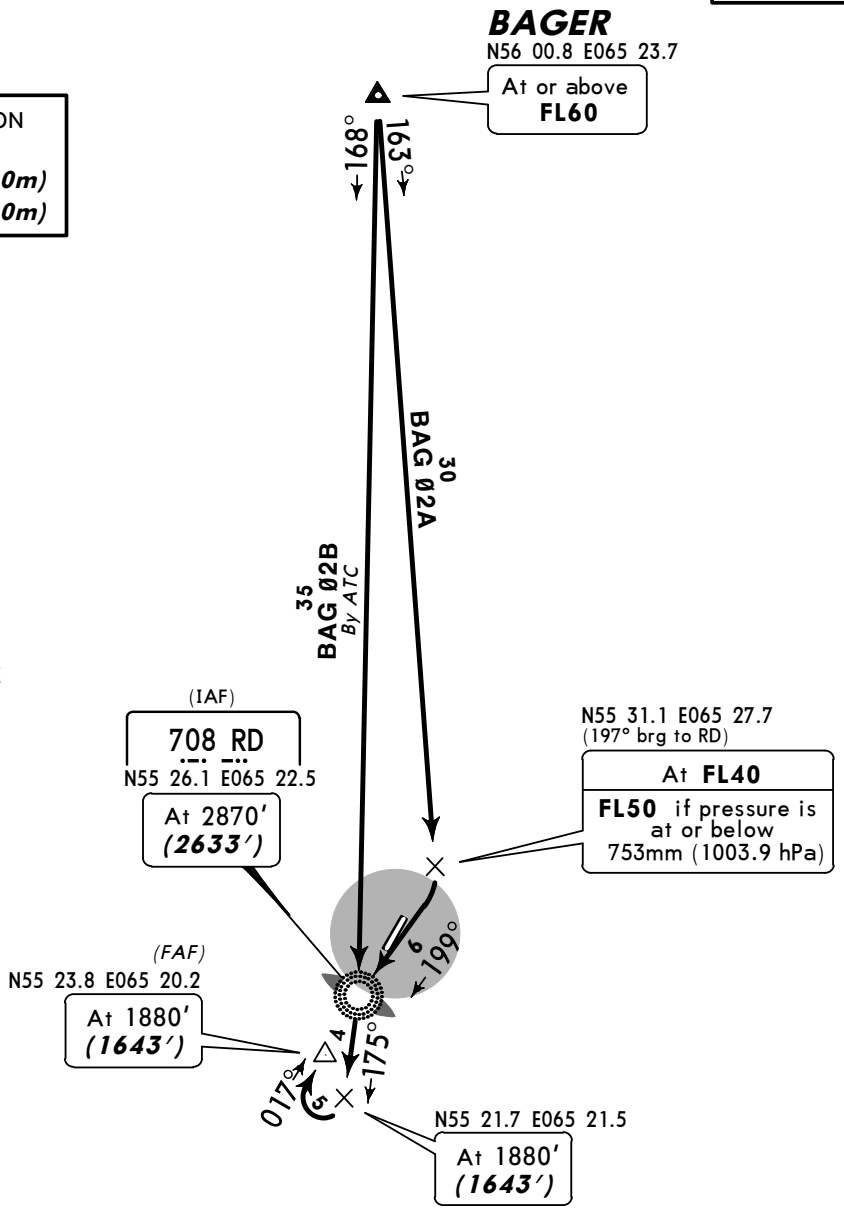
CAT A & B

FOR RUSSIAN USERS ONLY

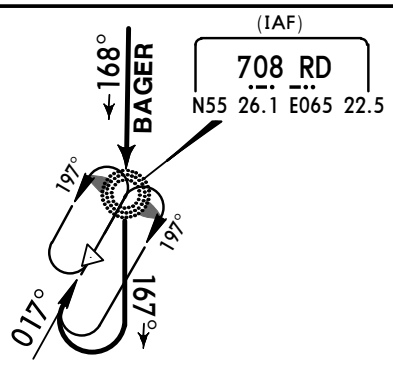


ALT/HEIGHT CONVERSION

QNH	(QFE)	
2870′	***(2633′ -***	***800m)***
1880′	***(1643′ -***	***500m)***



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



CHANGES: STARs for CAT A & B established.

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USUU/KRO
KURGAN

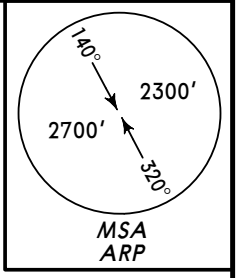
JEPPESEN
16 DEC 11 (10-2B)

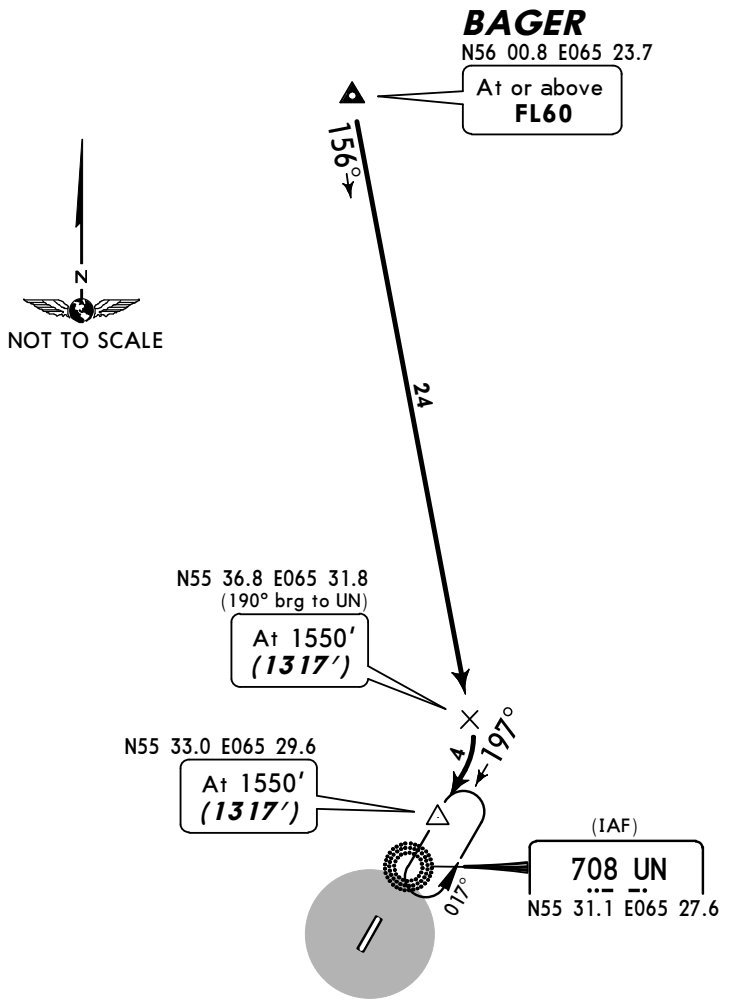
KURGAN, RUSSIA
STAR

*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 2ØA (BAG 2ØA)
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)*

CHANGES: Chart reindexed.

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2C)

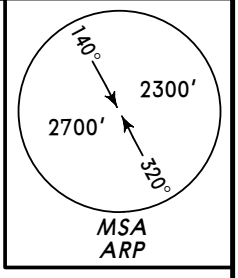
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ ***(2633′)***

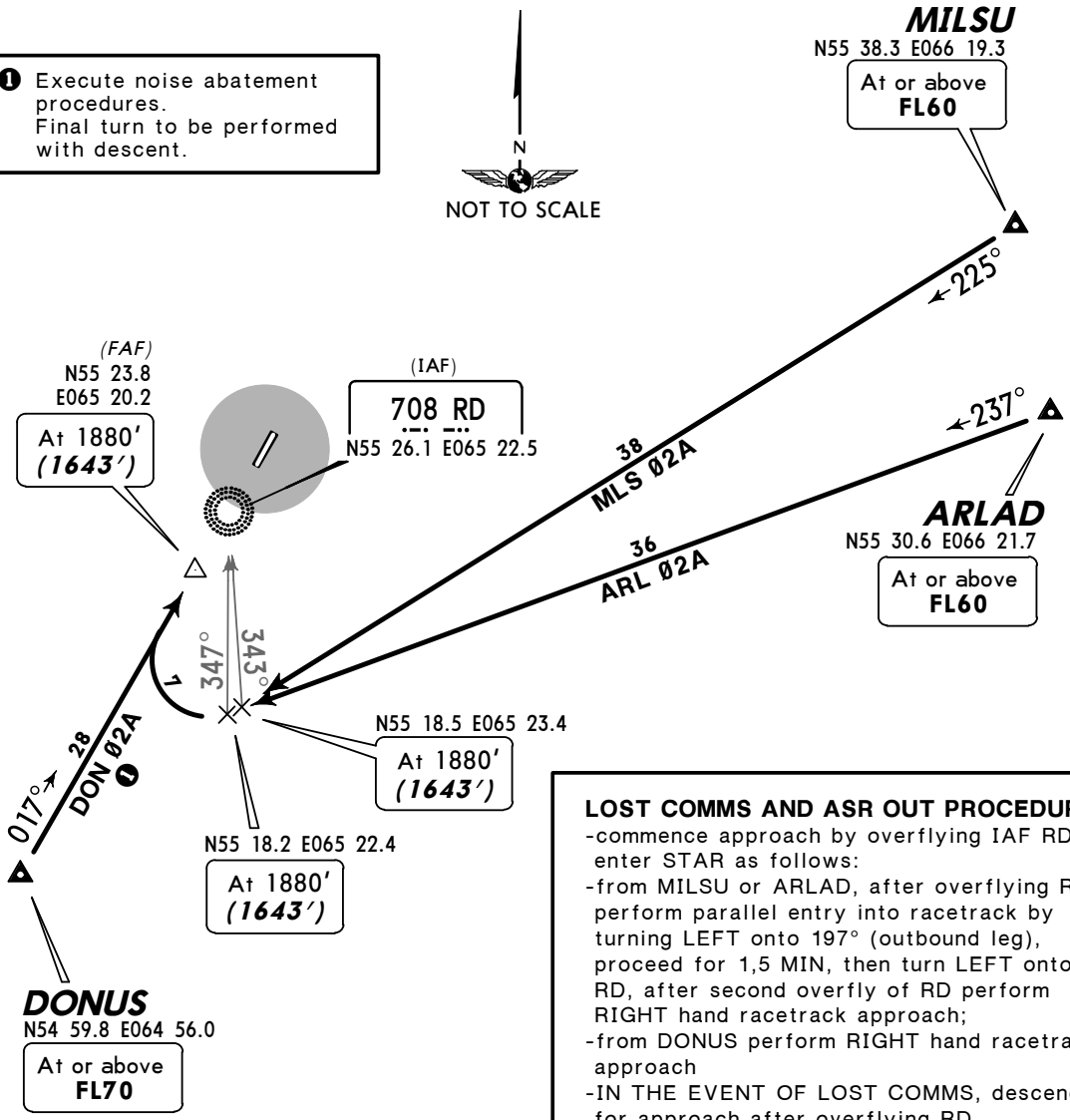
ARLAD Ø2A (ARL Ø2A)
DONUS Ø2A (DON Ø2A)❶ , MILSU Ø2A (MLS Ø2A)
RWY 02 ARRIVALS

CAT C & D

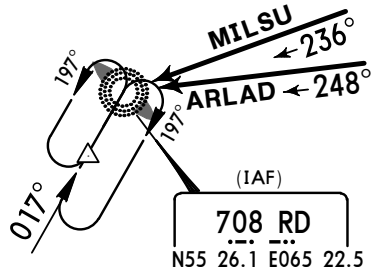
FOR RUSSIAN USERS ONLY



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



LOST COMMS AND ASR OUT PROCEDURES:
- commence approach by overflying IAF RD, enter STAR as follows:
- from MILSU or ARLAD, after overflying RD, perform parallel entry into racetrack by turning LEFT onto 197° (outbound leg), proceed for 1,5 MIN, then turn LEFT onto RD, after second overfly of RD perform RIGHT hand racetrack approach;
- from DONUS perform RIGHT hand racetrack approach
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2870′	***(2633′ -***	***800m)***
1880′	***(1643′ -***	***500m)***

CHANGES: Chart reindexed.

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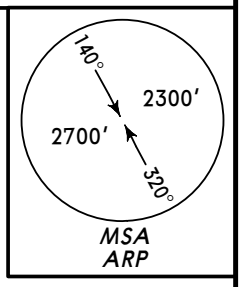
JeppView 3.7.4.0

*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ *(2633′)*

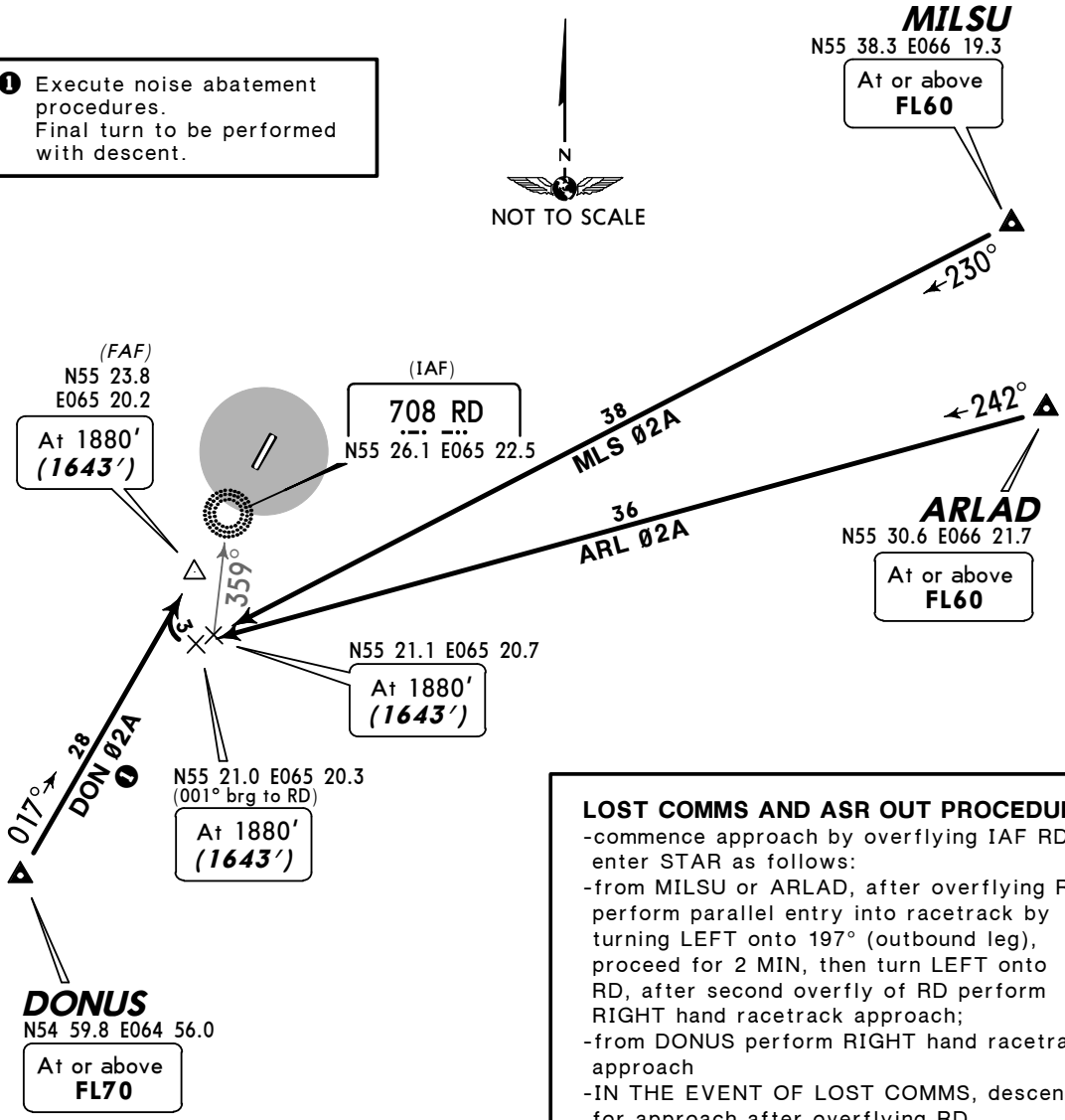
ARLAD Ø2A (ARL Ø2A)
DONUS Ø2A (DON Ø2A)❶ , MILSU Ø2A (MLS Ø2A)
RWY 02 ARRIVALS

CAT A & B

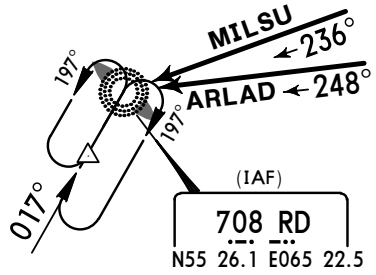
FOR RUSSIAN USERS ONLY



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



LOST COMMS AND ASR OUT PROCEDURES:
- commence approach by overflying IAF RD, enter STAR as follows:
- from MILSU or ARLAD, after overflying RD, perform parallel entry into racetrack by turning LEFT onto 197° (outbound leg), proceed for 2 MIN, then turn LEFT onto RD, after second overfly of RD perform RIGHT hand racetrack approach;
- from DONUS perform RIGHT hand racetrack approach
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2870′	*(2633′ -*	*800m)*
1880′	*(1643′ -*	*500m)*

CHANGES: STARs for CAT A & B established.

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JeppView 3.7.4.0

USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2E)

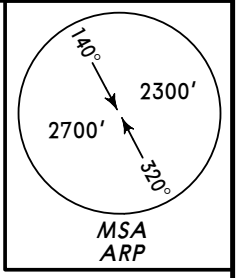
KURGAN, RUSSIA
STAR

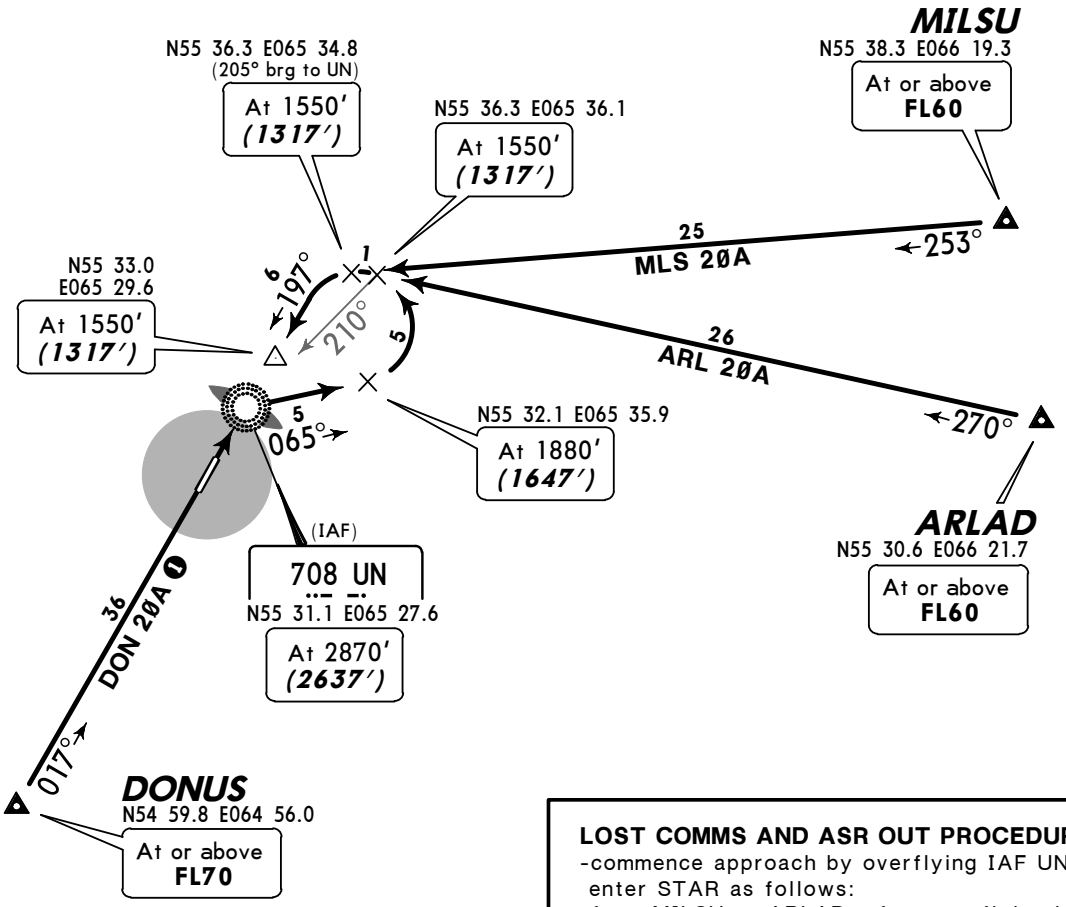
*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	239′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ ***(2637′)*** Final turn to be performed with descent.

ARLAD 2ØA (ARL 2ØA)
DONUS 2ØA (DON 2ØA)❶ , MILSU 2ØA (MLS 2ØA)
RWY 20 ARRIVALS

CAT C & D

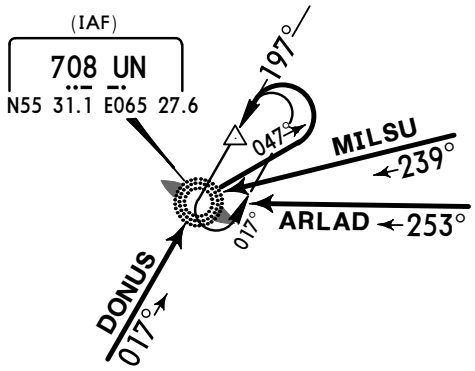
FOR RUSSIAN USERS ONLY





❶ 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)***

CHANGES: Chart reindexed.

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2F)

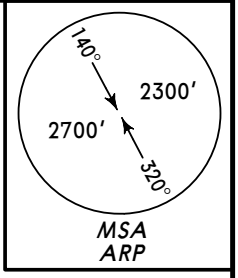
KURGAN, RUSSIA
STAR

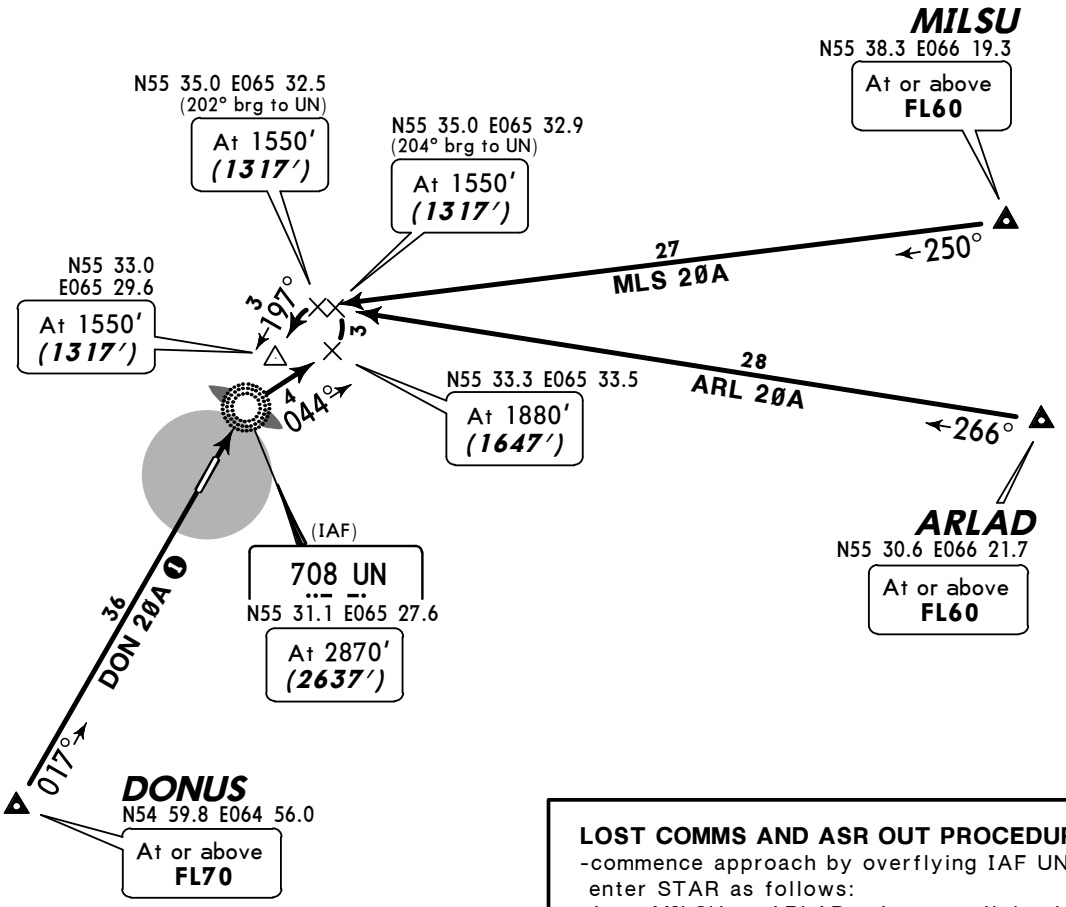
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ *(2637′)* Final turn to be performed with descent.

ARLAD 2ØA (ARL 2ØA)
DONUS 2ØA (DON 2ØA)❶ , MILSU 2ØA (MLS 2ØA)
RWY 20 ARRIVALS

CAT A & B

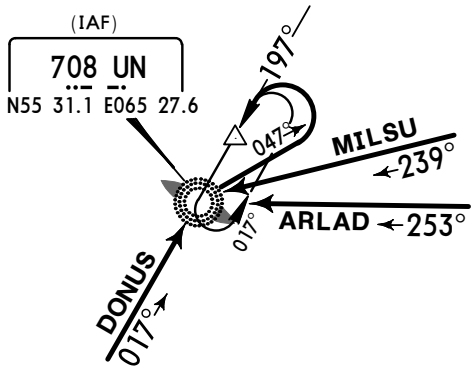
FOR RUSSIAN USERS ONLY





❶ 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)*

N
NOT TO SCALE

CHANGES: STARs for CAT A & B established.

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2G)

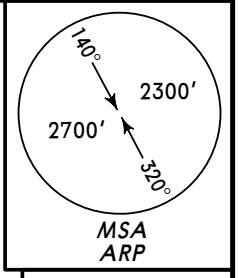
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	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.

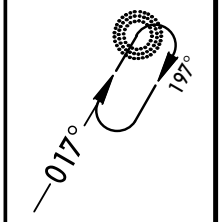
BEKAT Ø2A (BKT Ø2A), BEKAT Ø2B (BKT Ø2B) ❶
OKUNA Ø2A (OKN Ø2A), OKUNA Ø2B (OKN Ø2B) ❶
RWY 02 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY



HOLDING OVER RD



N
NOT TO SCALE

OKUNA
N55 35.6 E064 29.3
At or above **FL70**

BEKAT
N55 28.5 E064 27.9
At or above **FL70**

094°
108°
081°
094°
29 OKN Ø2A
32 OKN Ø2B ❶ By ATC
31 BKT Ø2B ❶ By ATC
27 BKT Ø2A

(IAF)
708 RD
N55 26.1 E065 22.5
At 2870′ ***(2633′)***

N55 23.8 E065 20.2
At 1880′ ***(1643′)***

034°
017°
5

N55 20.8 E065 12.6
At 2210′ ***(1973′)***

N55 20.6 E065 13.5
(030° brg to RD)
At 2210′ ***(1973′)***

❶ Execute noise abatement procedures.

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)***

CHANGES: New chart (STARs transferred).

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USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2H)

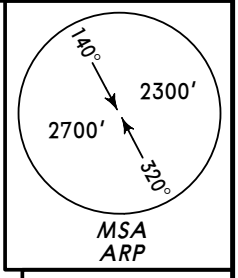
KURGAN, RUSSIA
STAR

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	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.

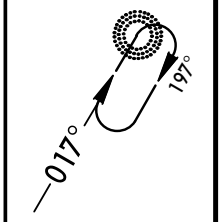
BEKAT Ø2A (BKT Ø2A), BEKAT Ø2B (BKT Ø2B) ❶
OKUNA Ø2A (OKN Ø2A), OKUNA Ø2B (OKN Ø2B) ❶
RWY 02 ARRIVALS

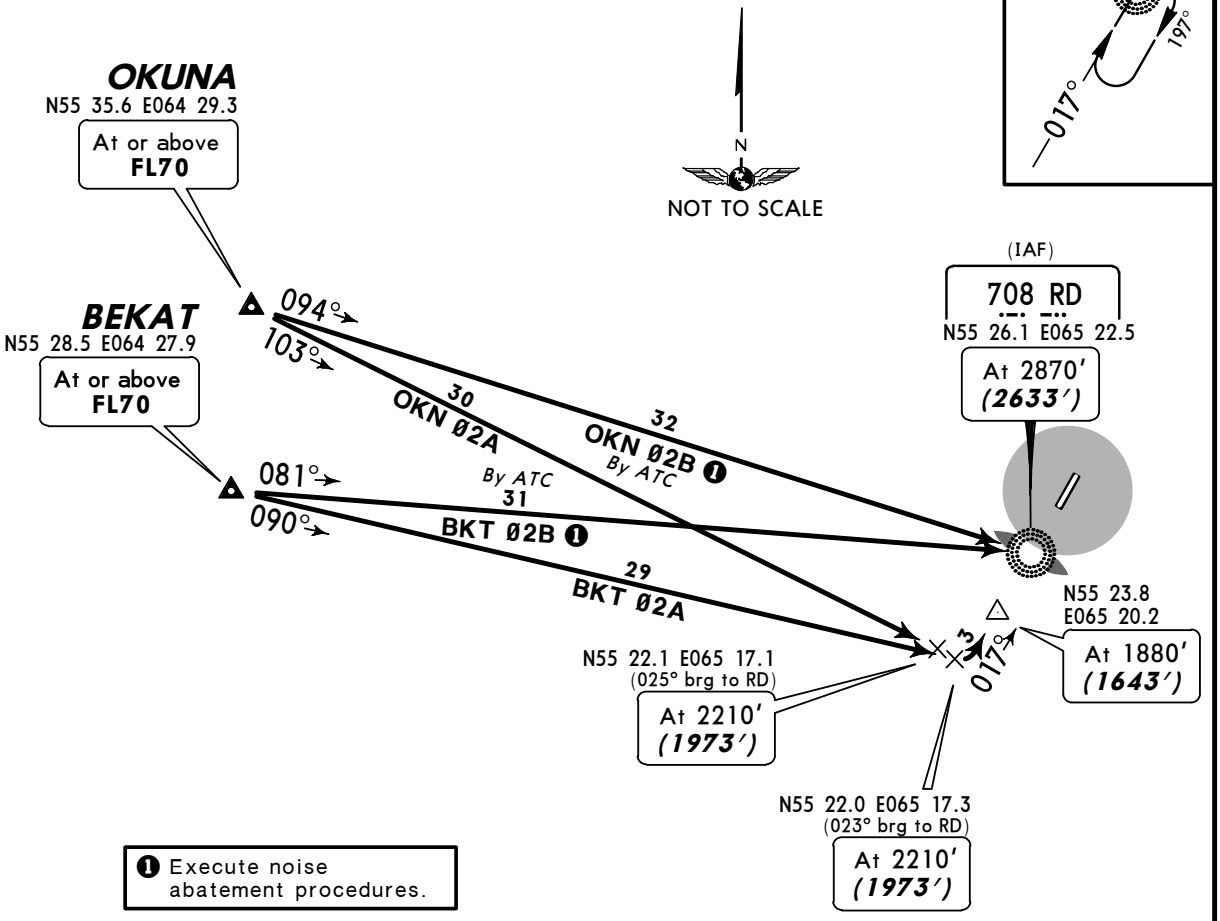
CAT A & B

FOR RUSSIAN USERS ONLY



HOLDING OVER RD





❶ Execute noise abatement procedures.

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)***

CHANGES: STARs for CAT A & B established.

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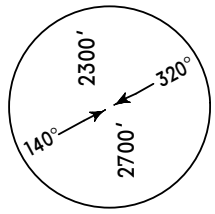
USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2J)

KURGAN, RUSSIA
STAR

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



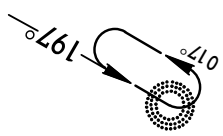
BEKAT 2ØA (BKT 2ØA), BEKAT 2ØB (BKT 2ØB)
OKUNA 2ØA (OKN 2ØA), OKUNA 2ØB (OKN 2ØB)
RWY 20 ARRIVALS

CAT C & D

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

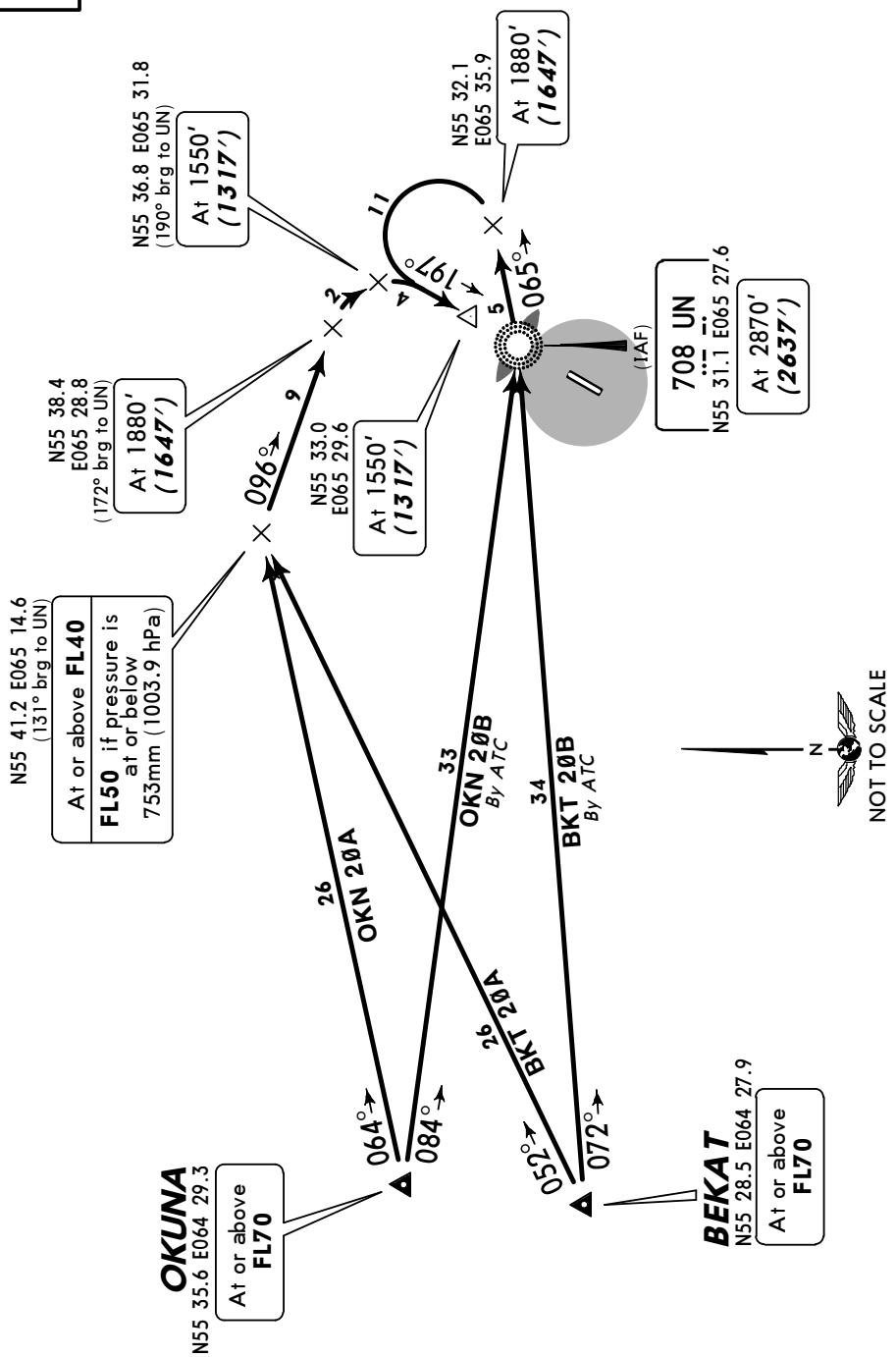
FOR RUSSIAN USERS ONLY

HOLDING OVER UN



ALT/HEIGHT CONVERSION (QFE)

QNH		
2870′	***(2637′ - 800m)***	
1880′	***(1647′ - 500m)***	
1550′	***(1317′ - 400m)***	



LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF UN, then perform racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
-IF ASR OUT, descend as instructed by ATC;
-track 017°: 1,5 MIN.

CHANGES: New chart (STARs transferred).

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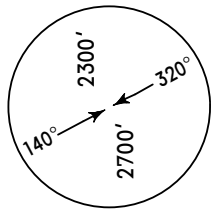
USUU/KRO
KURGAN

JEPPESEN
16 DEC 11 (10-2K)

KURGAN, RUSSIA
STAR

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

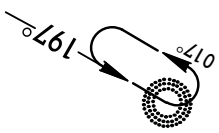


BEKAT 2ØA (BKT 2ØA), BEKAT 2ØB (BKT 2ØB)
OKUNA 2ØA (OKN 2ØA), OKUNA 2ØB (OKN 2ØB)
RWY 20 ARRIVALS

CAT A & B

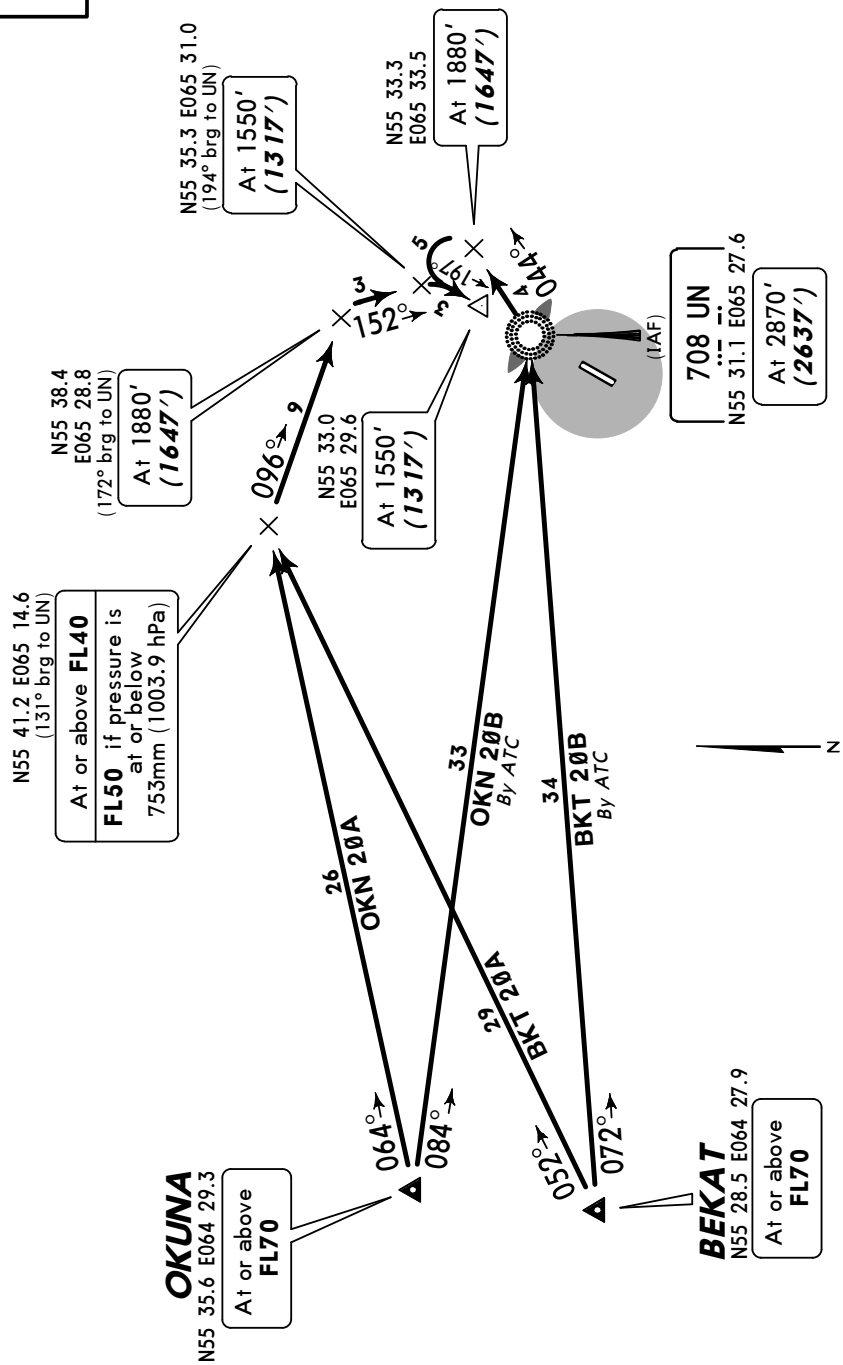
FOR RUSSIAN USERS ONLY

HOLDING OVER UN



ALT/HEIGHT CONVERSION (QFE)

QNH	
2870′	***(2637′ - 800m)***
1880′	***(1647′ - 500m)***
1550′	***(1317′ - 400m)***



LOST COMMS AND ASR OUT PROCEDURES:
-commence approach by overflying IAF UN, then perform racetrack approach;
-IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
-IF ASR OUT, descend as instructed by ATC; -track 017°: 2 MIN.

CHANGES: New chart (STARs transferred).

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USUU/KRO
KURGAN

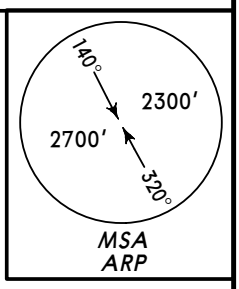
JEPPESEN
18 NOV 11 10-3

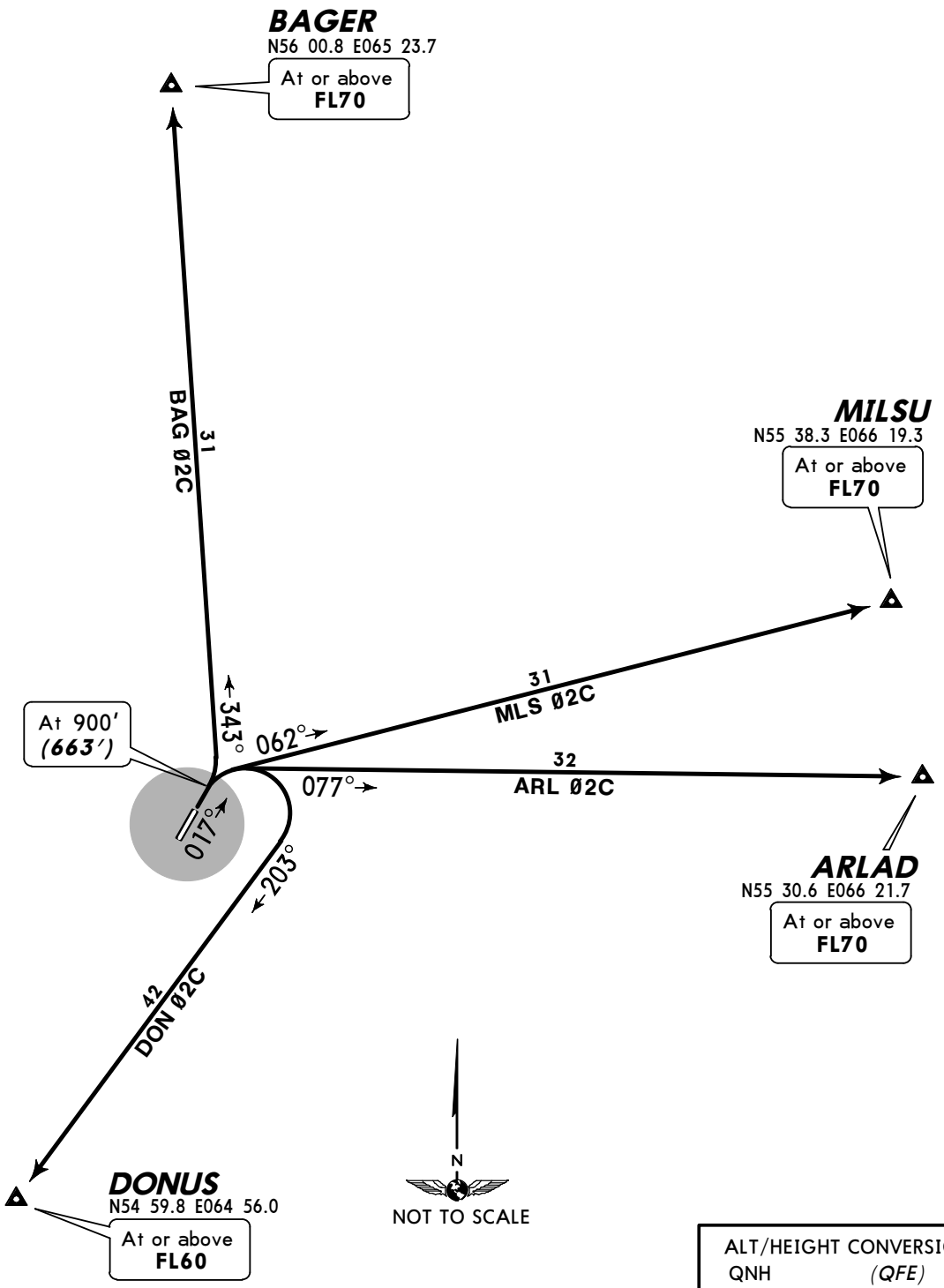
KURGAN, RUSSIA
SID

*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	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)***

CHANGES: FL conversion.

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USUU/KRO
KURGAN

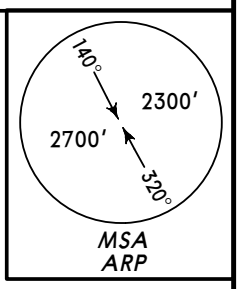
JEPPESEN
18 NOV 11 (10-3A)

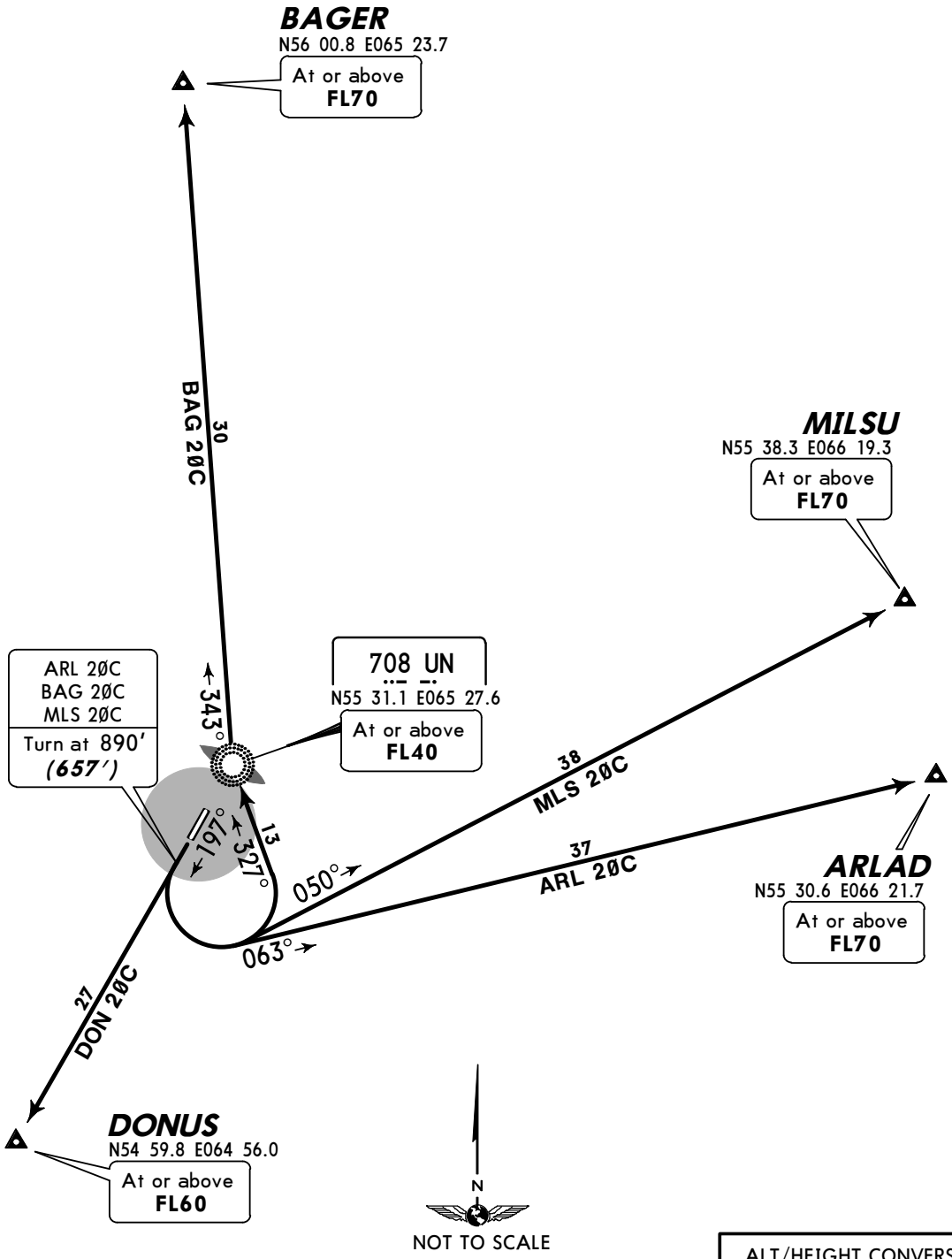
KURGAN, RUSSIA
SID

*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 2ØC (ARL 2ØC), BAGER 2ØC (BAG 2ØC) DONUS 2ØC (DON 2ØC), MILSU 2ØC (MLS 2ØC) RWY 20 DEPARTURES

FOR RUSSIAN USERS ONLY





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

CHANGES: FL conversion.

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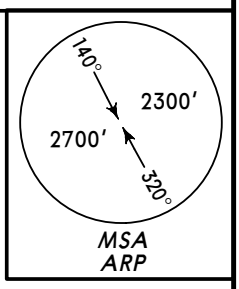
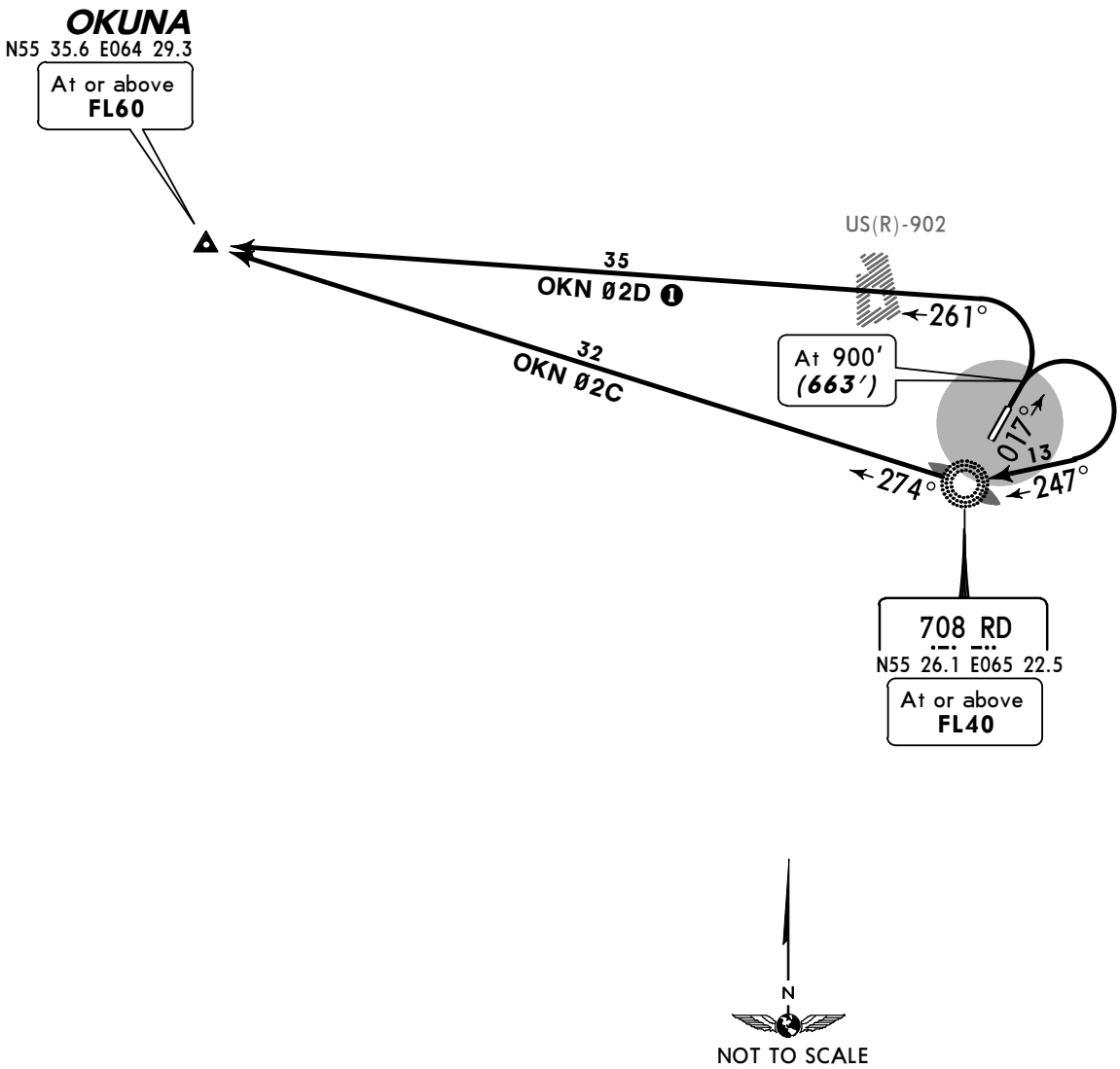
*KURGAN Approach (Russian) 120.3 124.0X	Apt Elev 239′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ ***(2633′)*** Once airborne, ensure noise abatement while climbing to 2210′ (1973′).

OKUNA Ø2C (OKN Ø2C), OKUNA Ø2D (OKN Ø2D)❶
RWY 02 DEPARTURES

FOR RUSSIAN USERS ONLY



❶ By ATC when US(R)-902 is inactive.



ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
2210′	***(1973′ - 600m)***
2870′	***(2633′ - 800m)***

CHANGES: FL conversion; SID TABES 02D withdrawn; ballnotes.

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USUU/KRO
KURGAN

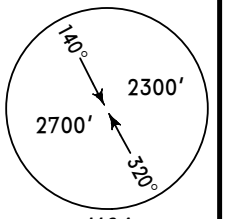
JEPPESEN
18 NOV 11 (10-3C)

KURGAN, RUSSIA
SID

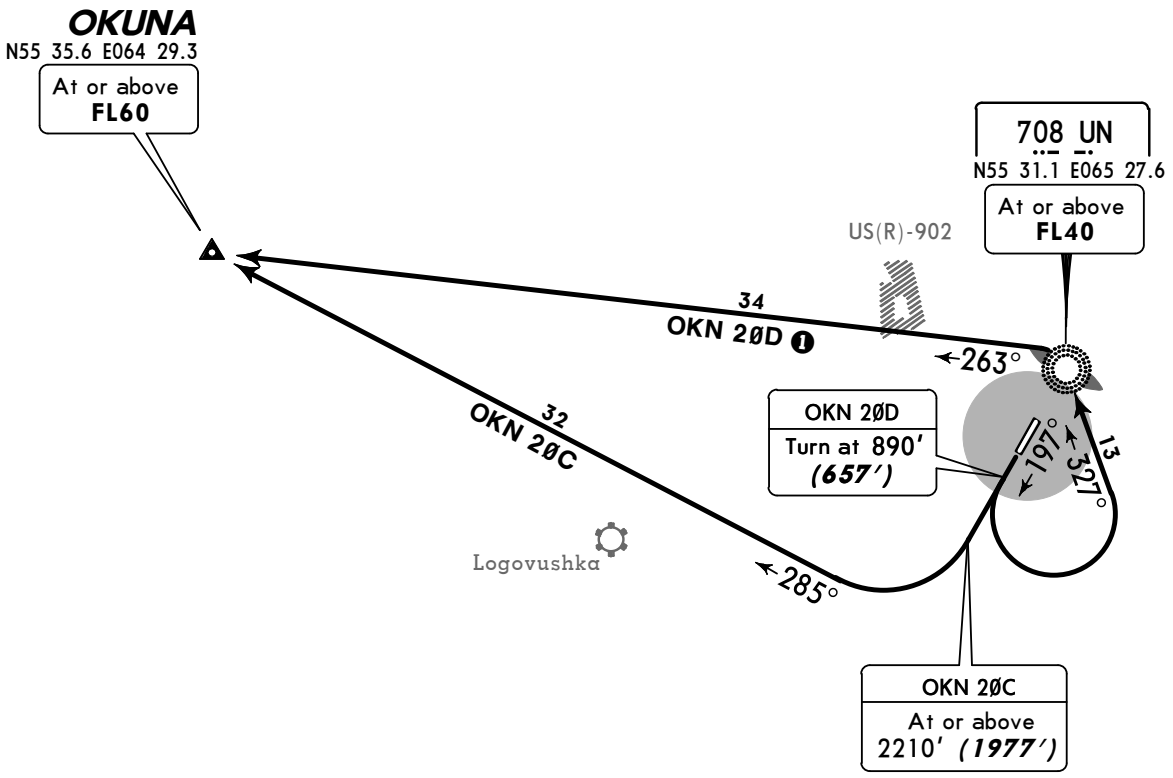
*KURGAN Approach (Russian)	Apt Elev	
120.3 124.0X	239′	QNH on request **(QFE)** Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870′ ***(2637′)*** Once airborne, ensure noise abatement while climbing to 2210′ (1977′).

OKUNA 2ØC (OKN 2ØC), OKUNA 2ØD (OKN 2ØD)❶
RWY 20 DEPARTURES

FOR RUSSIAN USERS ONLY



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



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
890′	***(657′ - 200m)***
2210′	***(1977′ - 600m)***
2870′	***(2637′ - 800m)***

CHANGES: FL conversion; SIDs TABES 20C & 20D withdrawn; ballnotes.

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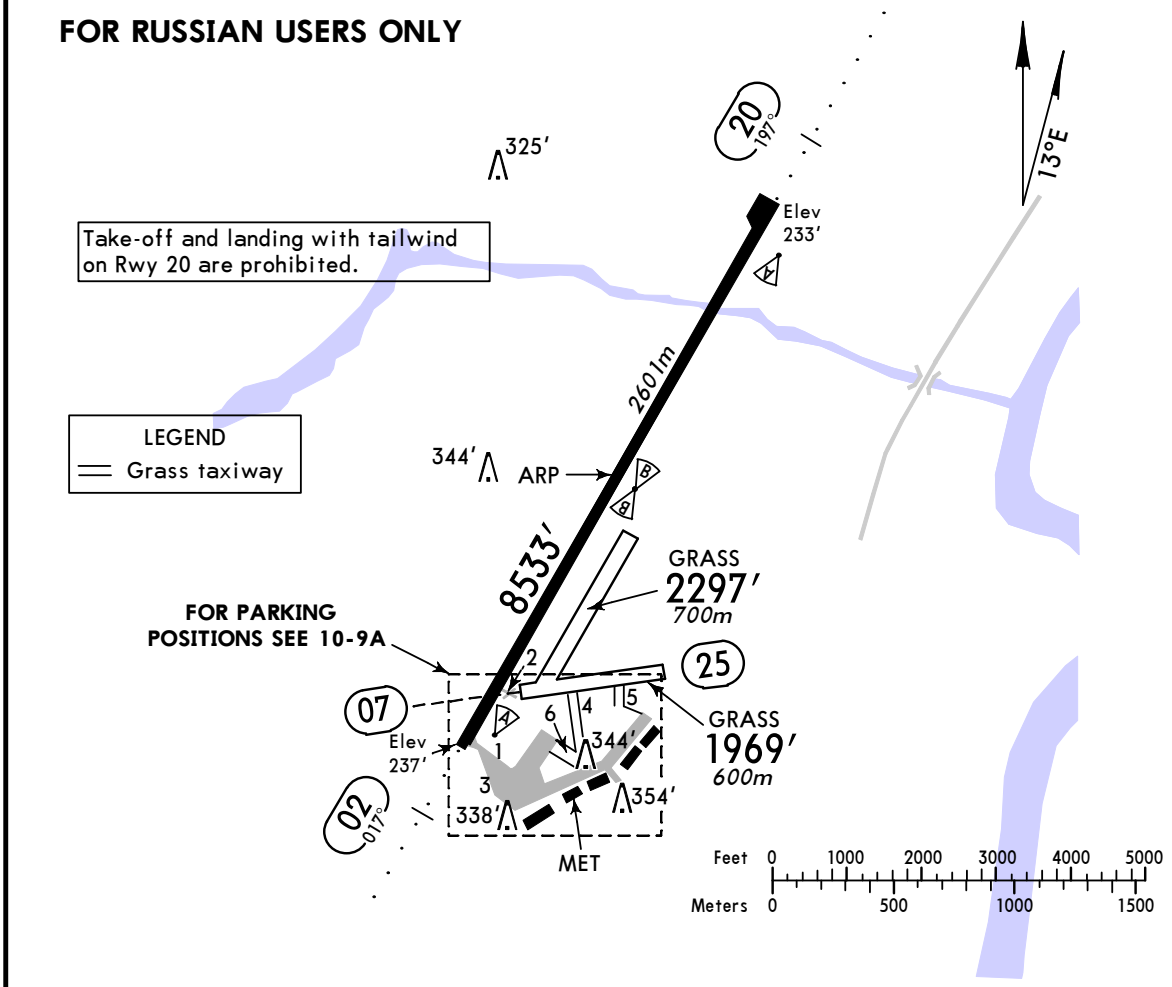
USUU/KRO

Apt Elev **239′**
N55 28.5 E065 25.0

JEPPESEN
11 NOV 11 (10-9) Eff 17 Nov

KURGAN, RUSSIA
KURGAN

*KURGAN Tower (TWR/GND)
120.3 Russian only



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL ALS PAPI (angle 3.00°) RVR				138′ 42m
20	RL ALS PAPI (angle 2.67°) RVR				
02 20	Grass runway				230′ 70m
07 25					197′ 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	250m	400m
B		
C		
D	300m	

CHANGES: None.

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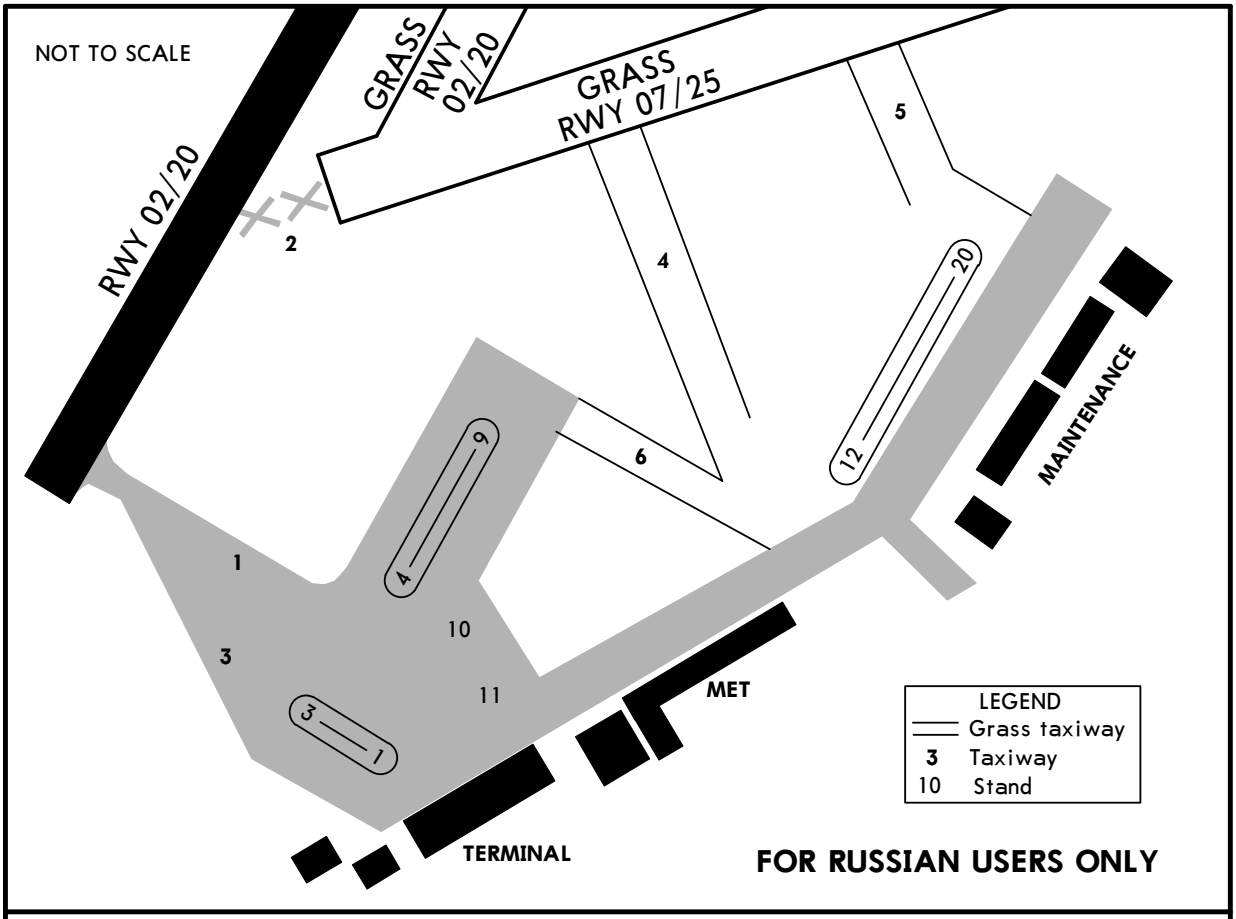
USUU/KRO

JEPPESEN

11 NOV 11 (10-9A) Eff 17 Nov

KURGAN, RUSSIA

KURGAN



CHANGES: Stands.

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STRAIGHT-IN RWY		A	B	C	D
02	ILS	**437**′(200′) **R1000m**	**437**′(200′) **R1000m**	**467**′(230′) **R1000m**	**467**′(230′) **R1000m**
	ALS out	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**
	ALS out	C2100m	C2100m	C2300m	C2300m
	RD NDB	**1060**′(823′) **C3800m**	**1060**′(823′) **C3800m**	**1060**′(823′) **C4000m**	**1060**′(823′) **C4000m**
	ALS out	C4000m	C4000m	C4200m	C4200m
	R Lctr	**1060**′(823′) **C3800m**	**1060**′(823′) **C3800m**	**1230**′(993′) **C4700m**	**1230**′(993′) **C4700m**
	ALS out	C4000m	C4000m	C4900m	C4900m
20	ILS	**433**′(200′) **R1000m**	**433**′(200′) **R1000m**	**463**′(230′) **R1000m**	**463**′(230′) **R1000m**
	ALS out	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**
	ALS out	R1600m	R1600m	R1600m	R1600m
	UN NDB	**890**′(657′)❶ **C2800m**	**890**′(657′)❶ **C2800m**	**1060**′(827′) **C4000m**	**1060**′(827′) **C4000m**
	ALS out	C3000m	C3000m	C4200m	C4200m
	U Lctr	**890**′(657′) **C3000m**	**890**′(657′) **C3000m**	**1220**′(987′) **C4700m**	**1220**′(987′) **C4700m**
	ALS out	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, B, C	250m	400m	500m
D	300m		

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USUU/KRO KURGAN

JEPPESEN

11 NOV 11 (11-1) Eff 17 Nov

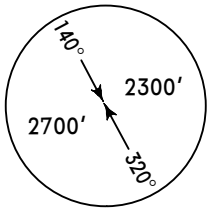
KURGAN, RUSSIA ILS or 2 NDB Rwy 02

BRIEFING STRIP ™

*KURGAN Approach (ASR) Russian only		*KURGAN Tower (TWR/GND)
120.3 124.0X		120.3 Russian only

LOC IRD *110.9	Final Apch Crs 017°	GS LOM 975′(738′)	ILS DA(H) Refer to Minimums	Apt Elev 239′
NDB RD *708		Minimum Alt 5.3 NM RDP 1880′(1643′)	NDB MDA(H) 650′(413′)	RWY 237′

MISSED APCH: Climb to 900′(663′), then turn RIGHT onto 197° climbing to 1880′(1643′), then proceed with racetrack, or as directed.

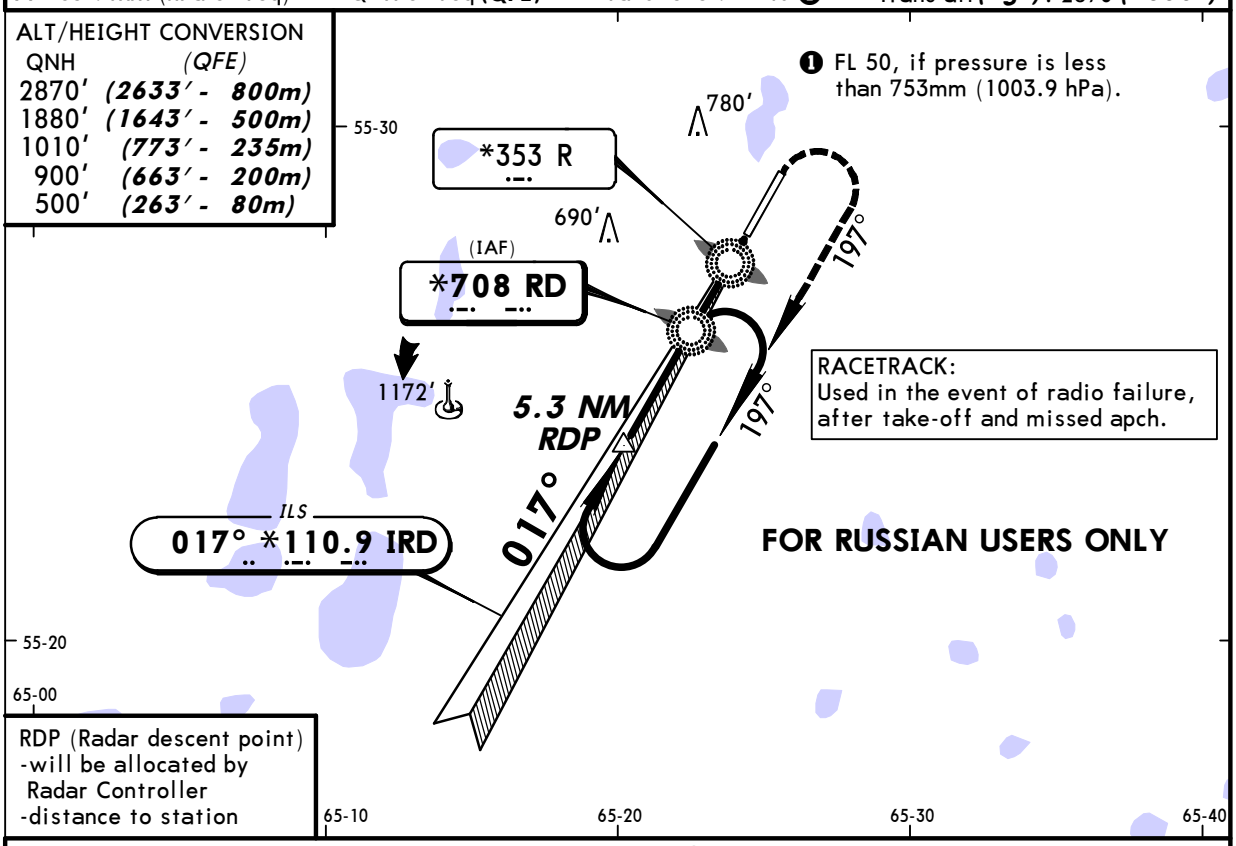


MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt (hgt): 2870′(2633′)

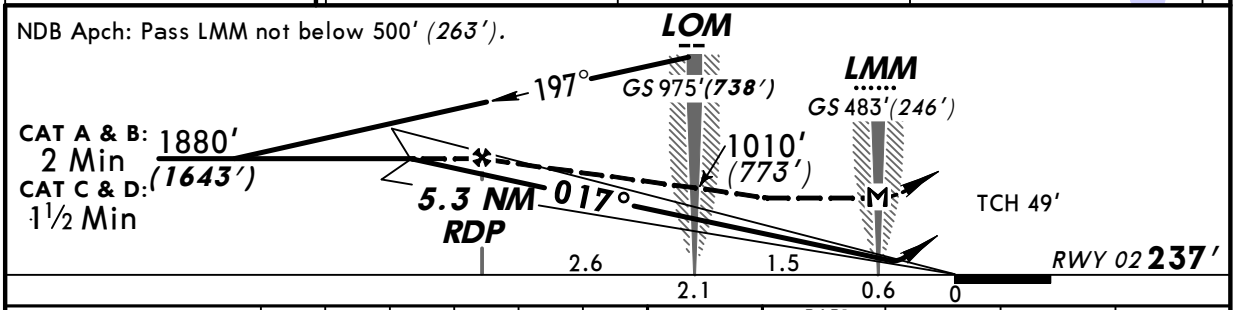
ALT/HEIGHT CONVERSION

QNH	(QFE)
2870′	(2633′ - 800m)
1880′	(1643′ - 500m)
1010′	(773′ - 235m)
900′	(663′ - 200m)
500′	(263′ - 80m)



RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

NDB Apch: Pass LMM not below 500′ (263′).



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at LMM							

PAPI ALS | 900′ (663′) | 197° RT | 1880′ (1643′)

STRAIGHT-IN LANDING RWY 02

	ILS	LOC (GS out)	2 NDB	RD LOM	R LMM
DA(H)	AB: 437′(200′) CD: 467′(230′)		MDA(H) 650′(413′)	MDA(H) 1060′(823′)	MDA(H) AB: 1060′(823′) CD: 1230′(993′)
	FULL / ALS out		ALS out	ALS out	ALS out

PANS OPS

A	1200m	NOT AUTH	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B				RVR 1800m VIS 2000m	RVR 1800m VIS 2000m
C			RVR 1800m VIS 2000m	4000m	4800m
D				4400m	

CHANGES: Transition level.

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USUU/KRO KURGAN

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

KURGAN, RUSSIA ILS or 2 NDB Rwy 20

BRIEFING STRIP ™

*KURGAN Approach (ASR) Russian only		*KURGAN Tower (TWR/GND)
120.3 124.0X		120.3 Russian only

LOC IUN *109.9	Final Apch Crs 197°	GS LOM 939′(706′)	ILS DA(H) Refer to Minimums	Apt Elev 239′
NDB UN *708		Minimum Alt 5.3 NM RDP 1550′(1317′)	NDB MDA(H) 570′(337′)	RWY 233′

MISSED APCH: Climb to 890′(657′), then turn LEFT onto 017° climbing to 1880′(1647′), then proceed with racetrack, or as directed.

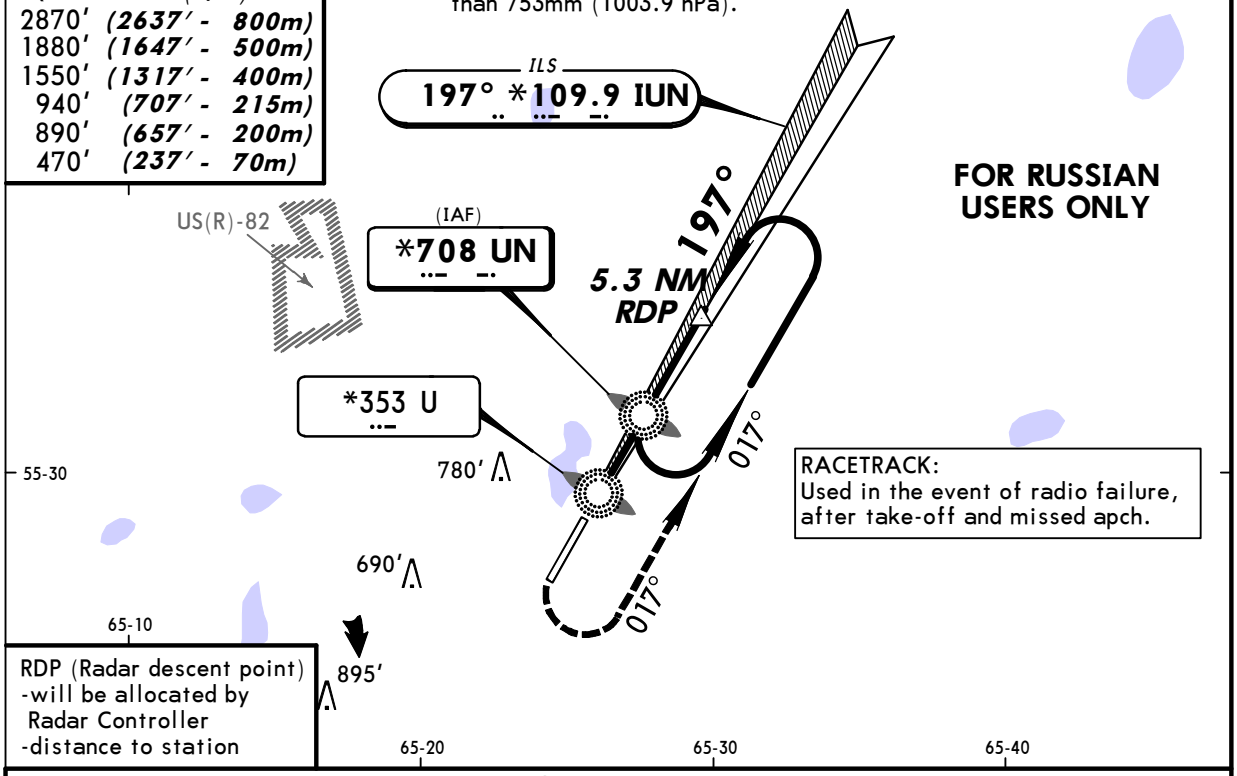
MSA ARP: 140° 2300′; 320° 2700′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 40 ❶ Trans alt (hgt): 2870′(2637′)

ALT/HEIGHT CONVERSION

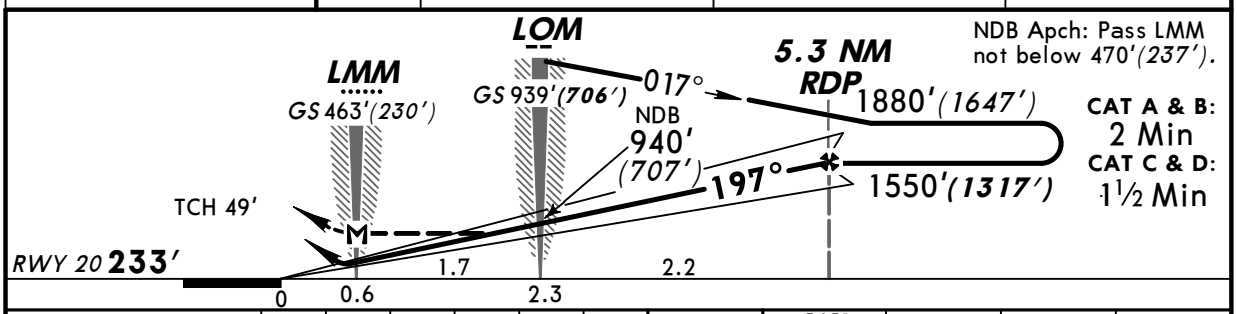
QNH	(QFE)
2870′	(2637′ - 800m)
1880′	(1647′ - 500m)
1550′	(1317′ - 400m)
940′	(707′ - 215m)
890′	(657′ - 200m)
470′	(237′ - 70m)

❶ FL 50, if pressure is less than 753mm (1003.9 hPa).



RACETRACK: Used in the event of radio failure, after take-off and missed apch.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



NDB Apch: Pass LMM not below 470′(237′).

CAT A & B: 2 Min
CAT C & D: 1½ Min

Gnd speed-Kts		70	90	100	120	140	160
GS	2.67°	336	432	480	576	671	767
MAP at LMM							

PAPI ALS | 890′ (657′) | 017° LT | 1880′ (1647′)

STRAIGHT-IN LANDING RWY 20

	ILS	LOC (GS out)	2 NDB	UN LOM	U LMM
DA(H)	AB: 433′(200′) CD: 463′(230′)		MDA(H) 570′(337′)	MDA(H) AB: 890′(657′) CD: 1060′(827′)	MDA(H) AB: 890′(657′) CD: 1220′(987′)
	FULL / ALS out		ALS out	ALS out	ALS out

PANS OPS

A	1200m	NOT AUTH	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m	RVR 1500m VIS 1600m
B					
C				4000m	4800m
D				4400m	

CHANGES: Transition level.

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