

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMKK

Terminal Charts For UMKK

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Kaliningrad Rus
IATA Code: KGD
Lat/Long: N54° 53.4' E020° 35.5'
Elevation: 43 ft

Airport Use: Public
Magnetic Variation: 5.4°E

Fuel Types: Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0336 Z
Sunset: 1740 Z,

Runway Information

Runway: 06
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS

Communication Information

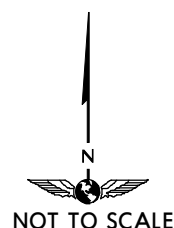
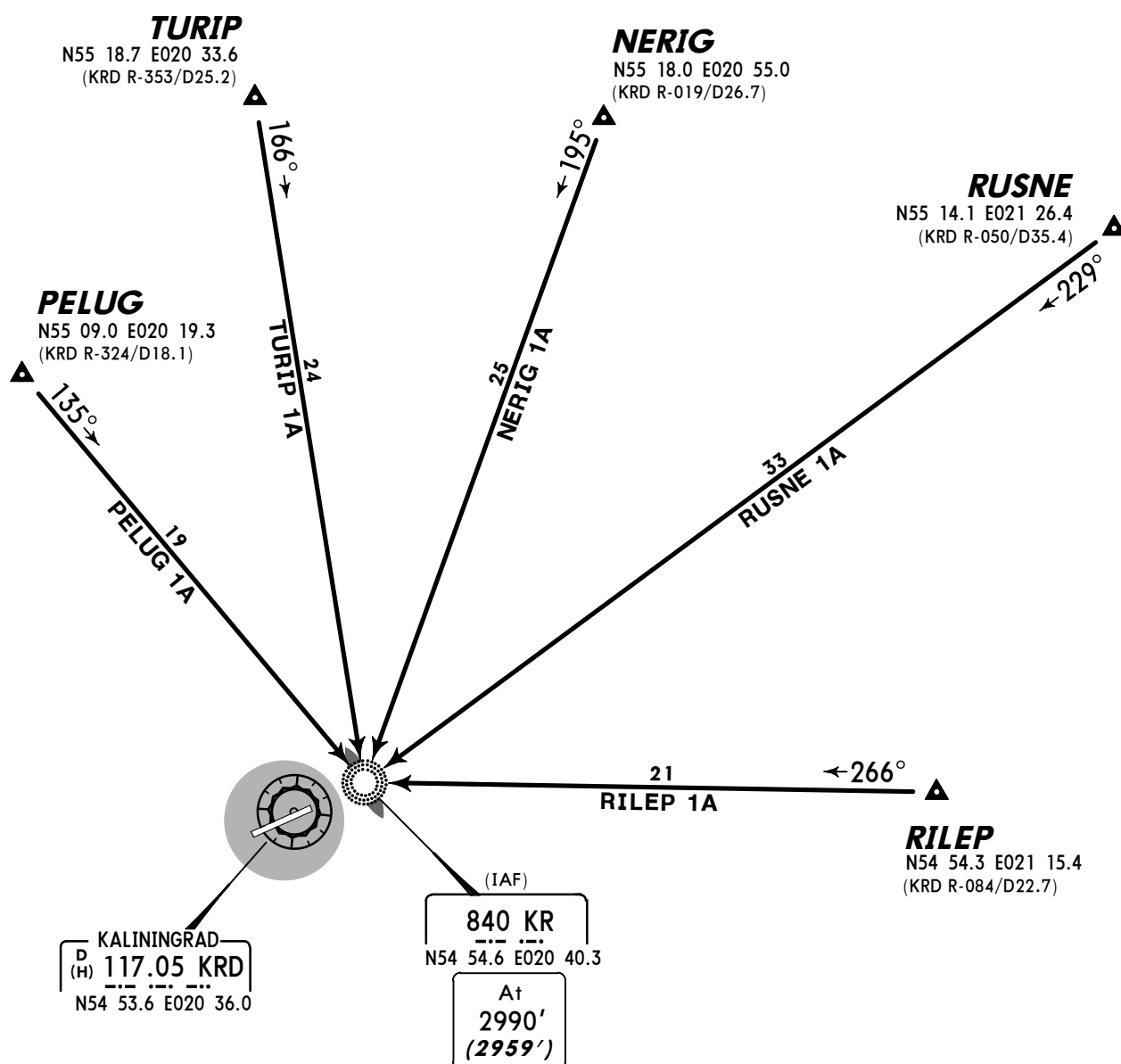
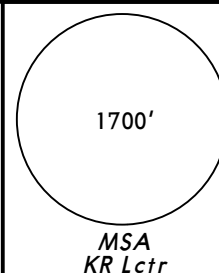
ATIS 122.475
ATIS 122.05 Non-English
Kaliningrad Tower 129.425
Kaliningrad Tower 129.0
Kaliningrad Tower 127.2
Kaliningrad Approach Control 129.0
Kaliningrad Approach Control 126.0
Kaliningrad Transit Operations 131.7

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



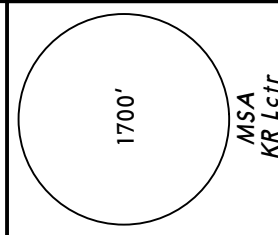
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3299' - 1000m)
2990' (2959' - 900m)

ATIS
122.47
(Russian 122.05)

Apt Elev
43'

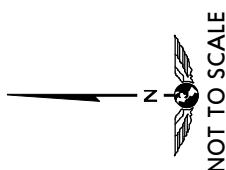
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' **(3299')**

BENAL 1A, NEDRA 1A
RUTAM 1A, TARUN 1A
URAMA 1A
RWY 24 ARRIVALS



(IAF)
840 KR
N54 54.6 E020 40.3
Alt
2990'
(2959')

KALININGRAD
D (H) **117.05 KR**
N54 53.6 E020 36.0



TARUN
N54 54.0 E019 36.0
(KRD R-267/D34.5)

TARUN 1A
37

084°

URAMA 1A
30

URAMA
N54 36.5 E019 59.4
(KRD R-227/D27.2)

NEDRA 1A
21

NEDRA
N54 42.0 E021 08.7
(KRD R-117/D22.1)

BENAL 1A
35

BENAL
N54 46.7 E021 38.6
(KRD R-096/D36.7)

RUTAM 1A
17

RUTAM
N54 37.2 E020 39.0
(KRD R-170/D16.5)

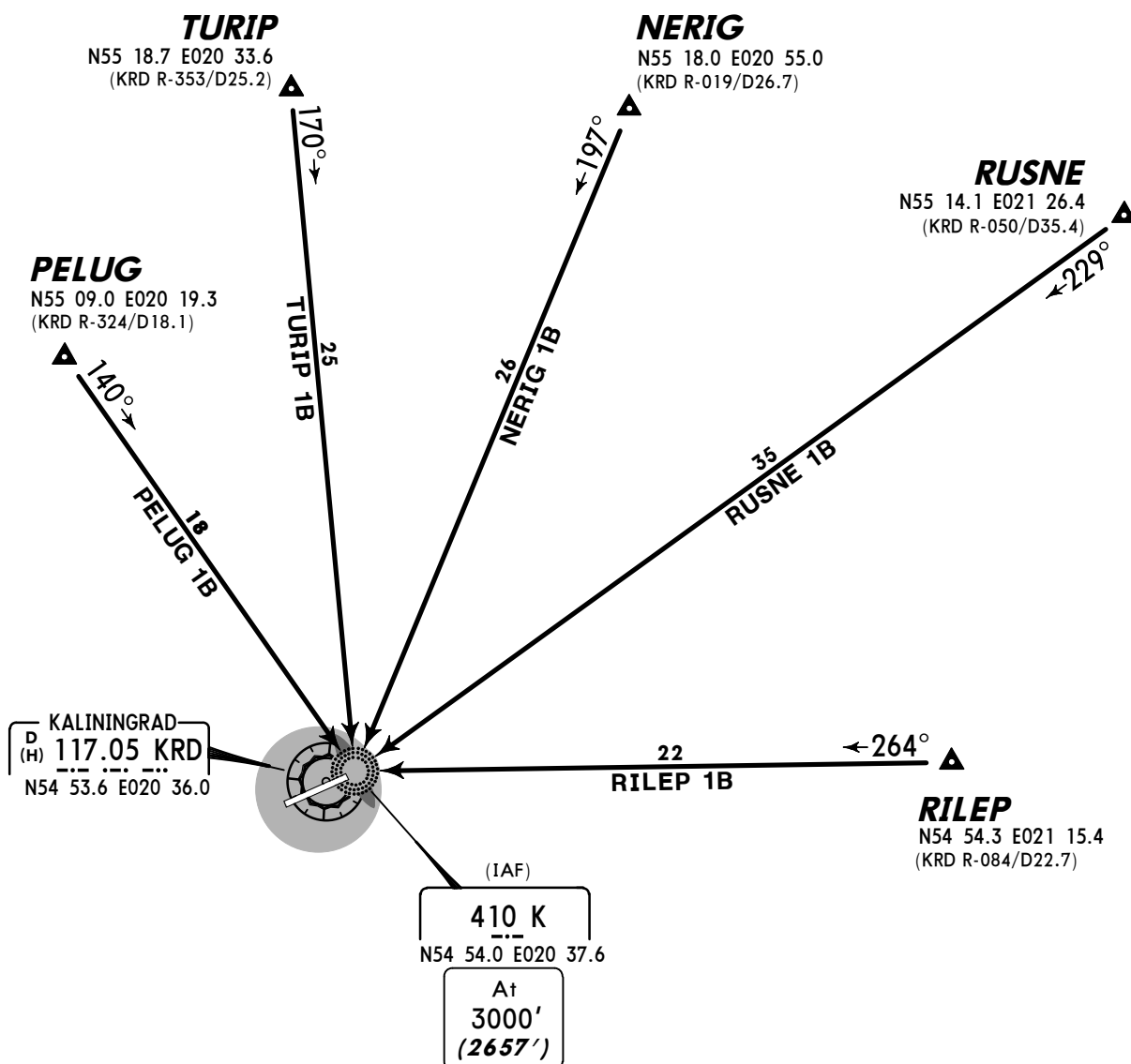
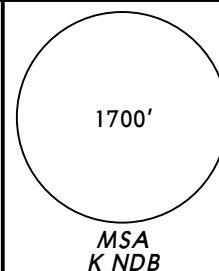
ALT/HEIGHT CONVERSION
(QFE)
QNH
3330' (3299' - 1000m)
2990' (2959' - 900m)

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



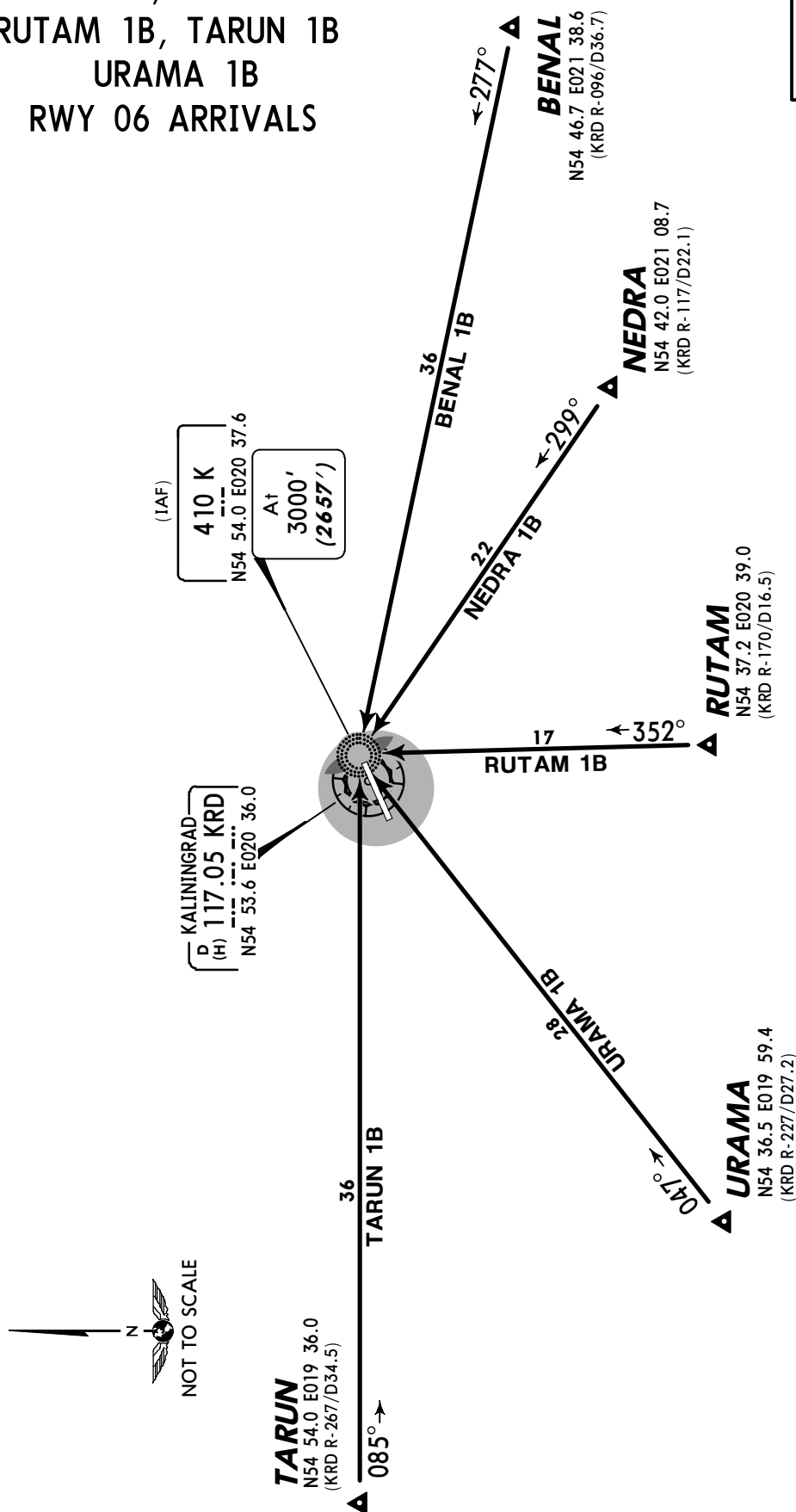
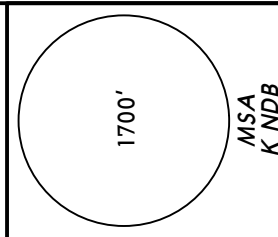
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)
3000' (2957' - 900m)

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



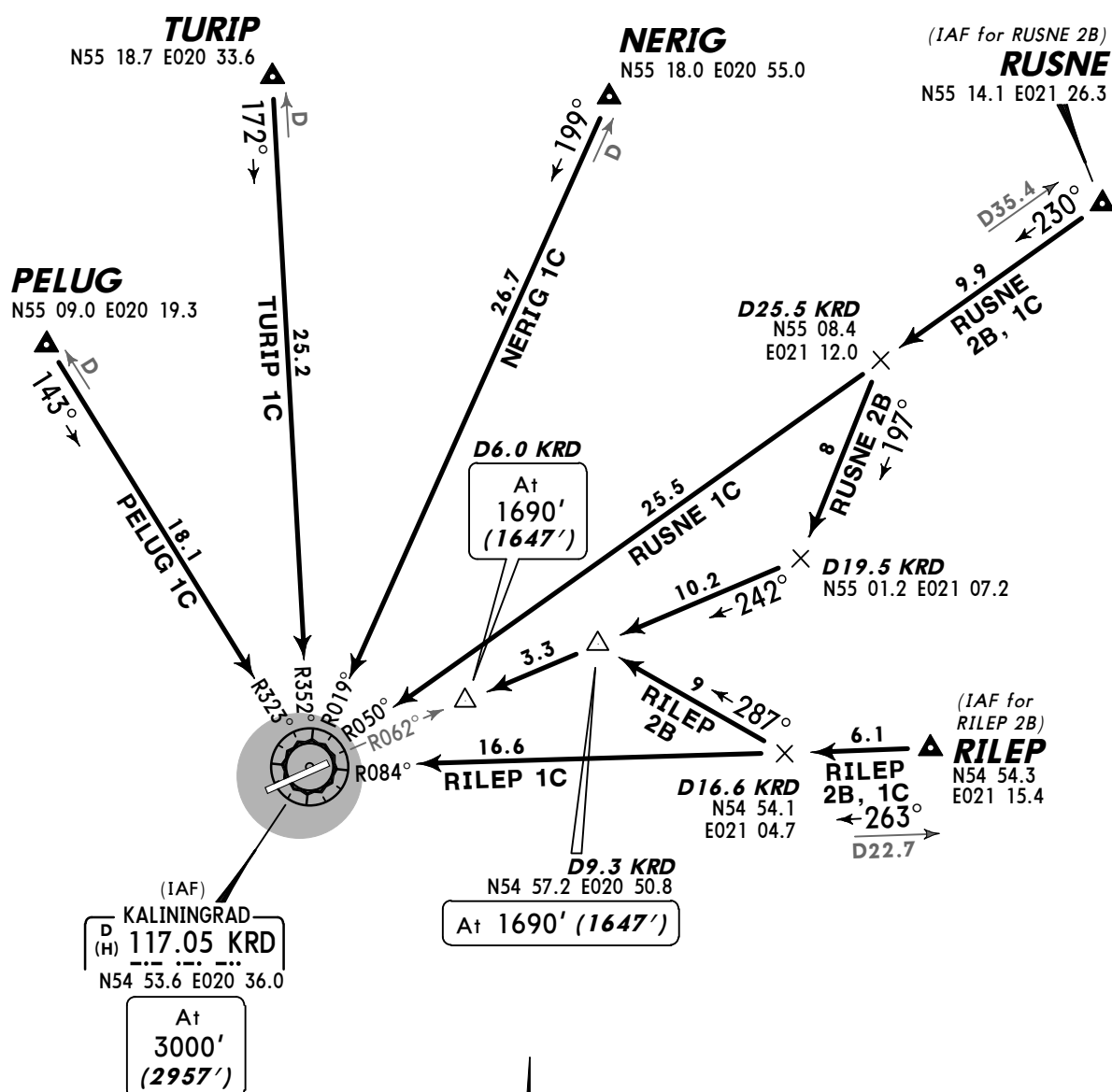
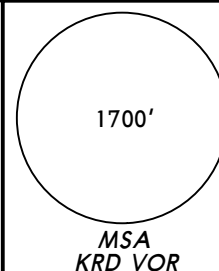
ALT/HEIGHT CONVERSION
(QFE)
QNH
3330' (3287' - 1000m)
3000' (2957' - 900m)

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



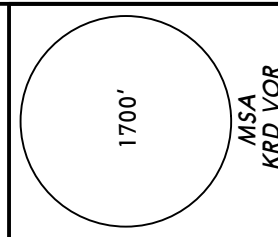
ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3287' - 1000m)
3000'	(2957' - 900m)
1690'	(1647' - 500m)

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')

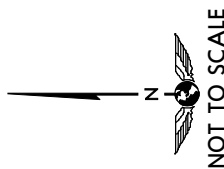
BENAL 1C [BENA1C]
NEDRA 1C [NEDR1C]
RUTAM 1C [RUTA1C]
TARUN 2A [TARU2A]
TARUN 1C [TARU1C]
URAMA 2A [URAM2A]
URAMA 1C [URAM1C]
RWYS 06, 24 ARRIVALS



(IAF)
KALININGRAD
D (H) 117.05 KRD
N54 53.6 E020 36.0

A+ 3000'
(2957')

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



(IAF for TARUN 2A)

TARUN

N54 54.0 E019 36.0

D19.2 KRD

N54 53.9 E020 02.8

15.3

TARUN

2A, 1C

086°

D34.5

106°

TARUN 2A

11

19.2

TARUN 1C

3.2

061°

URAMA 1C

12.9

URAMA 1C

12.9

URAMA 1C

12.9

URAMA 1C

12.9

URAMA 1C

12.9

URAMA 1C

12.9

ALT/HEIGHT CONVERSION

QNH (QFE)

3330' (3287' - 1000m)

3000' (2957' - 900m)

1690' (1647' - 500m)

(IAF for URAMA 2A)

URAMA

N54 36.5 E019 59.4

047°

URAMA 2A, 1C

14.3

URAMA 2A, 1C

14.3

URAMA 2A, 1C

14.3

URAMA 2A, 1C

017°

URAMA 2A

017°

URAMA 2A

017°

URAMA 2A

017°

URAMA 2A

017°

URAMA 2A

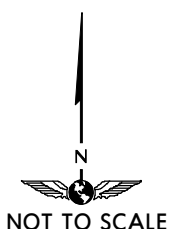
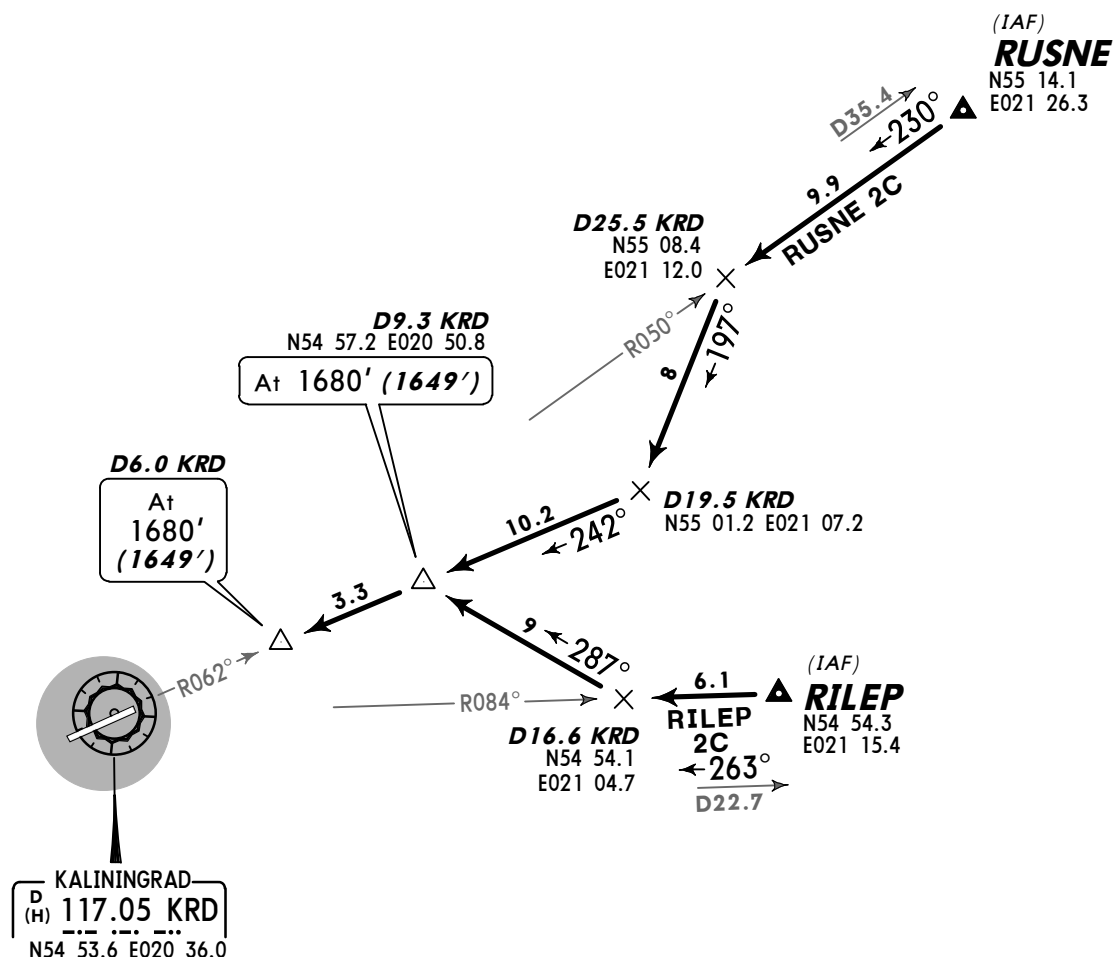
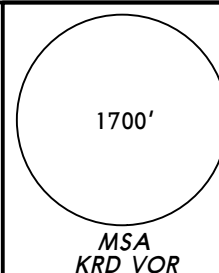
017°

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)

Apt Elev
43'

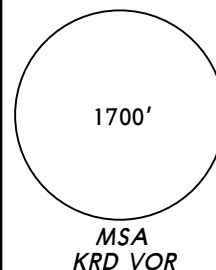
QNH on request (QFE)

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

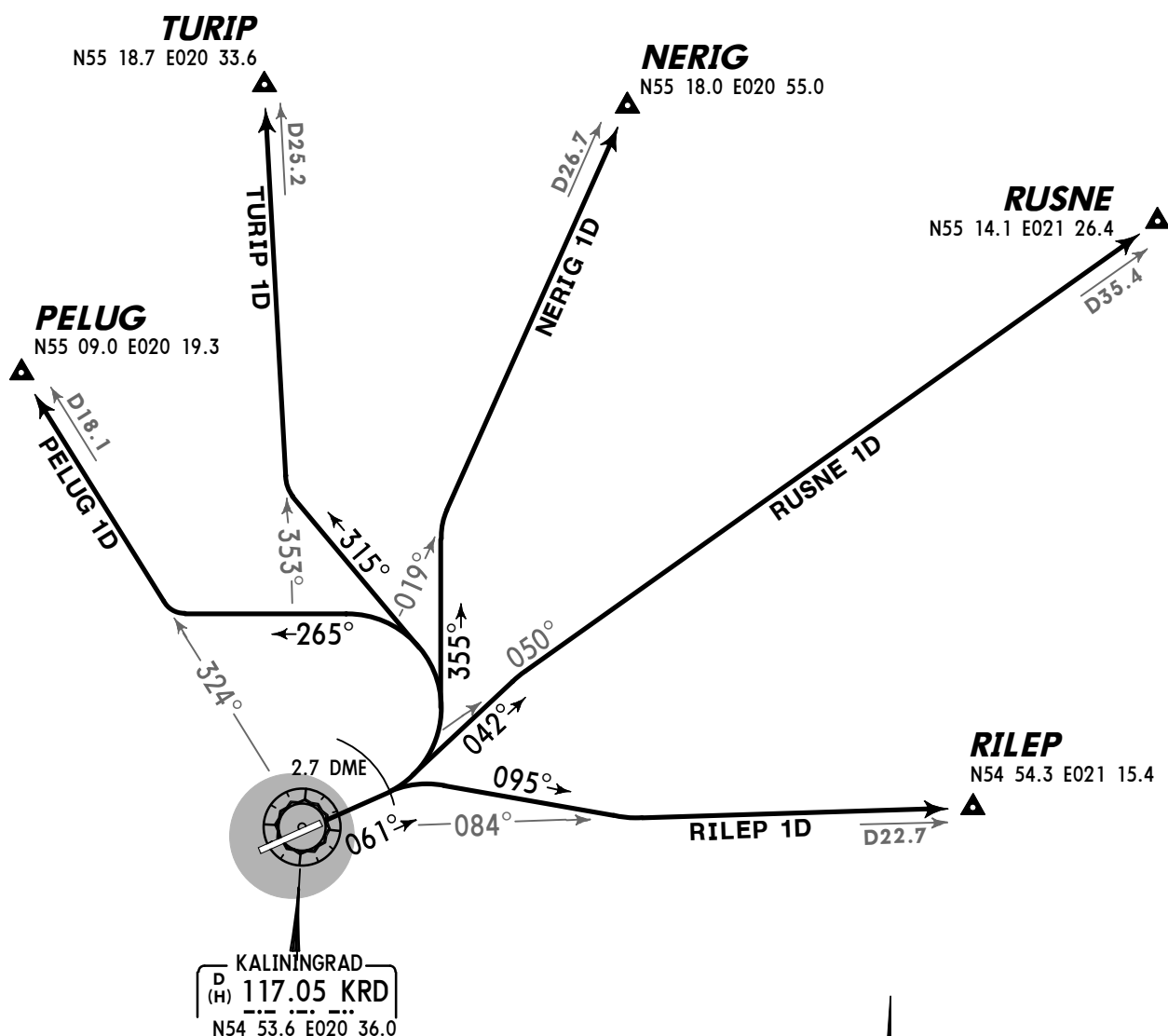
FL60 if pressure is less than 742mm (989.3 hPa) and

715mm (953.3 hPa) or above

Trans alt: 3330' (3287')



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

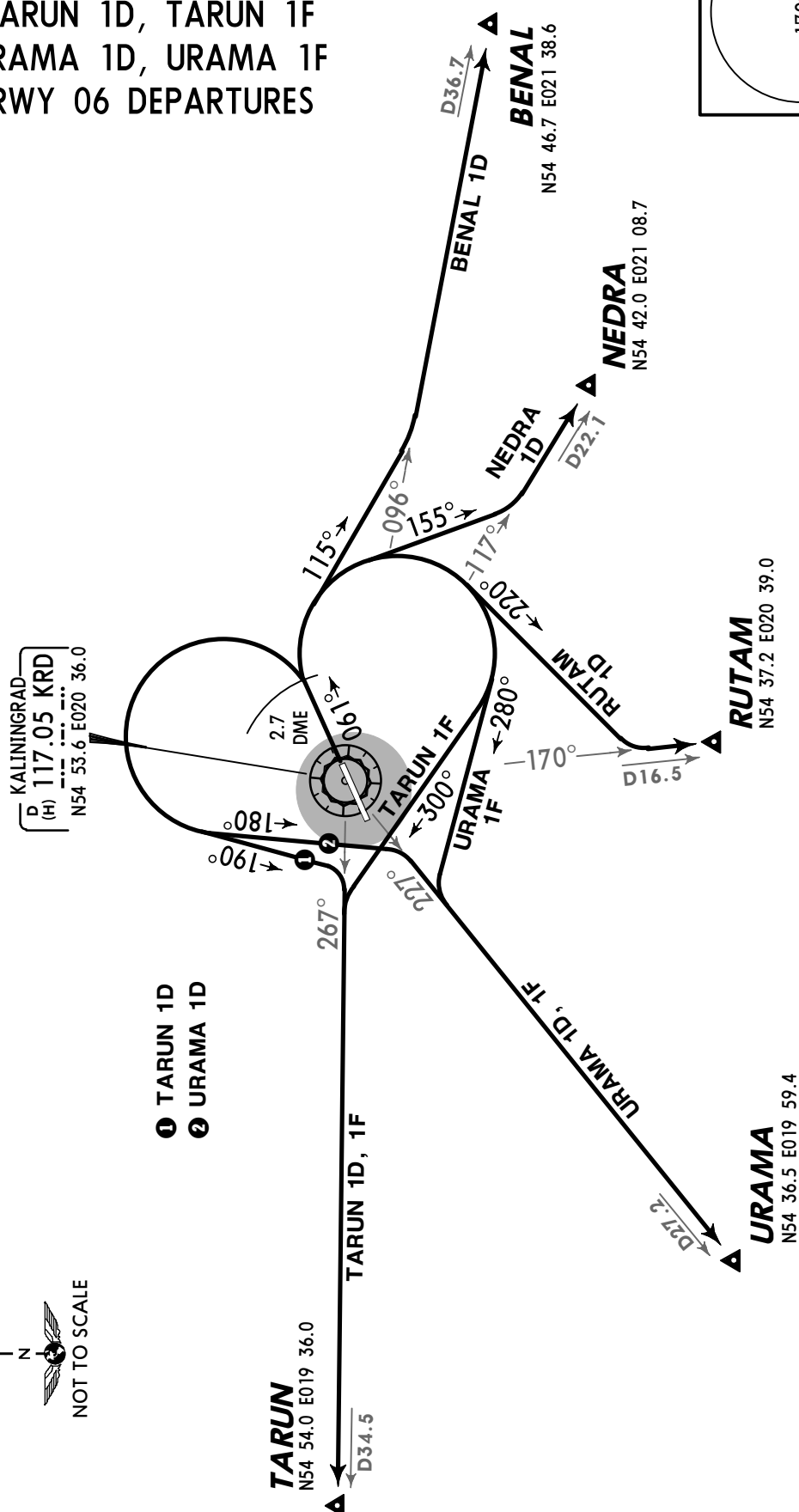


ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)

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

1700'

MSA
KRD VOR



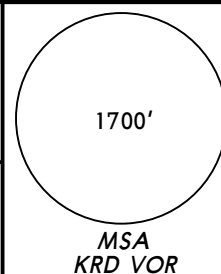
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)

Apt Elev
43'

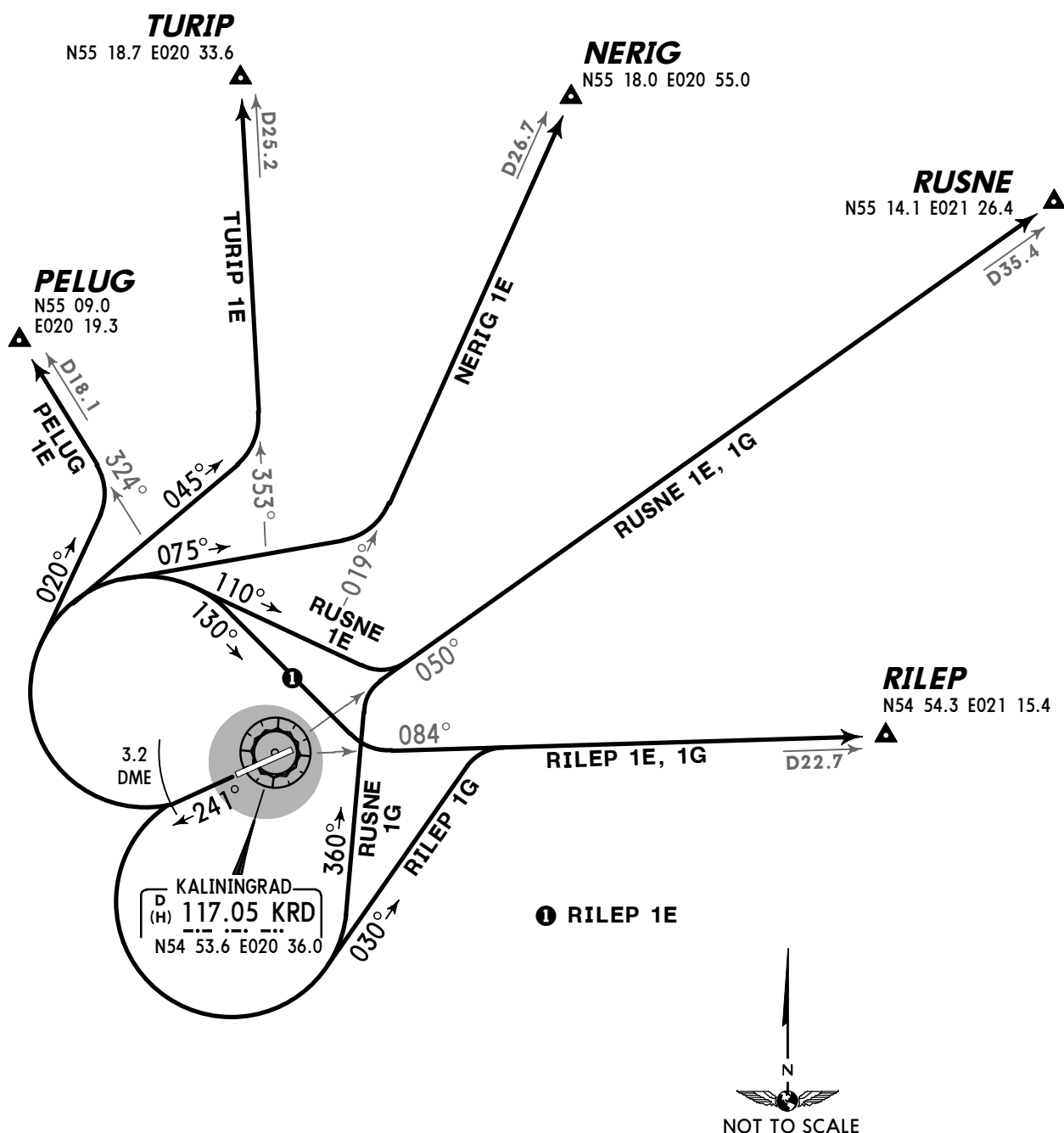
QNH on request (QFE)

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')



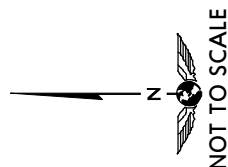
NERIG 1E, PELUG 1E
RILEP 1E, RILEP 1G
RUSNE 1E, RUSNE 1G
TURIP 1E
RWY 24 DEPARTURES



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

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'**)

1700'
MSA
KR D VOR



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

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.

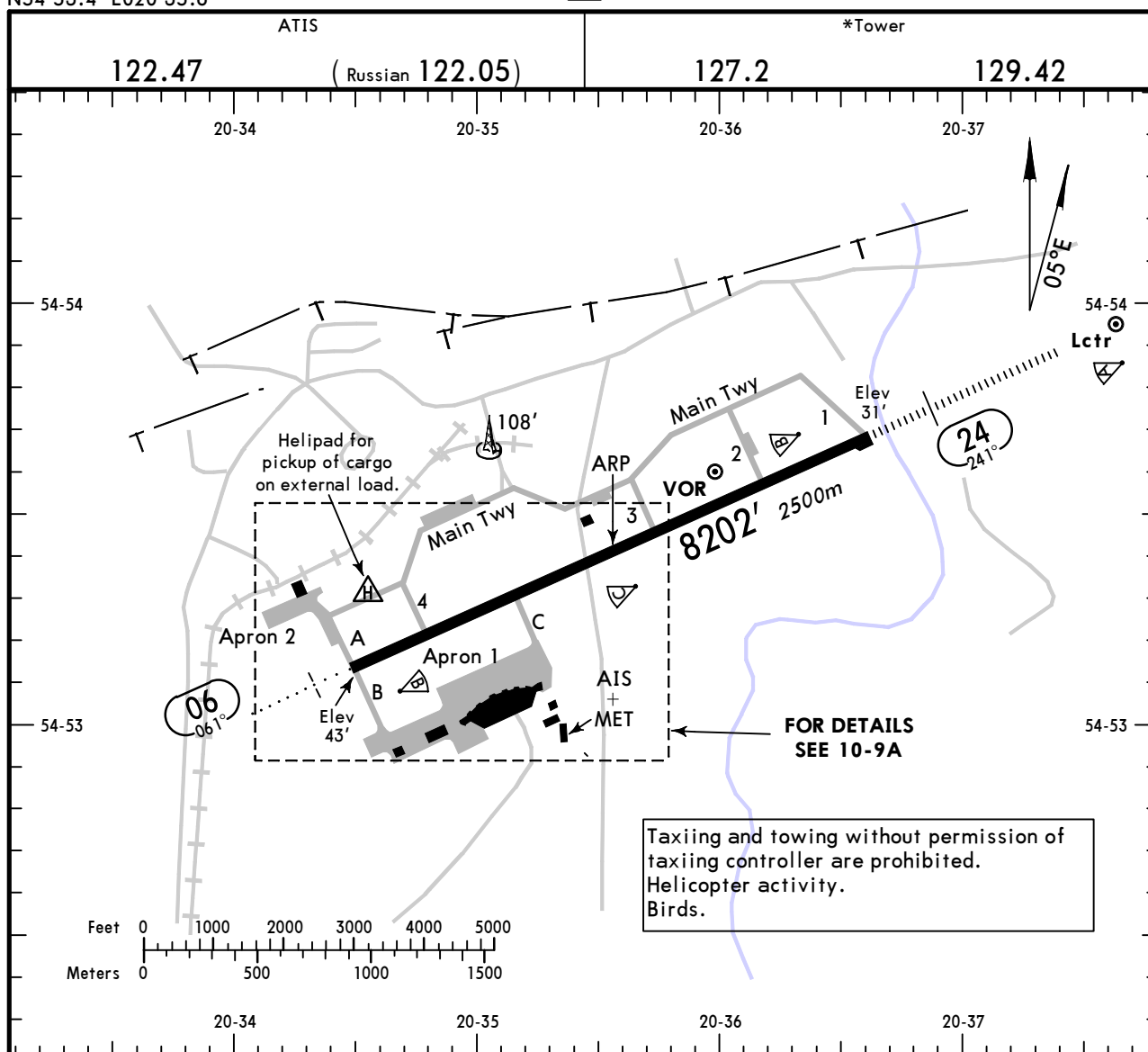
REVERSE THRUST

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

JEPPSEN
8 MAR 13 (10-9)

KALININGRAD, RUSSIA
KHRABROVO



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
	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)

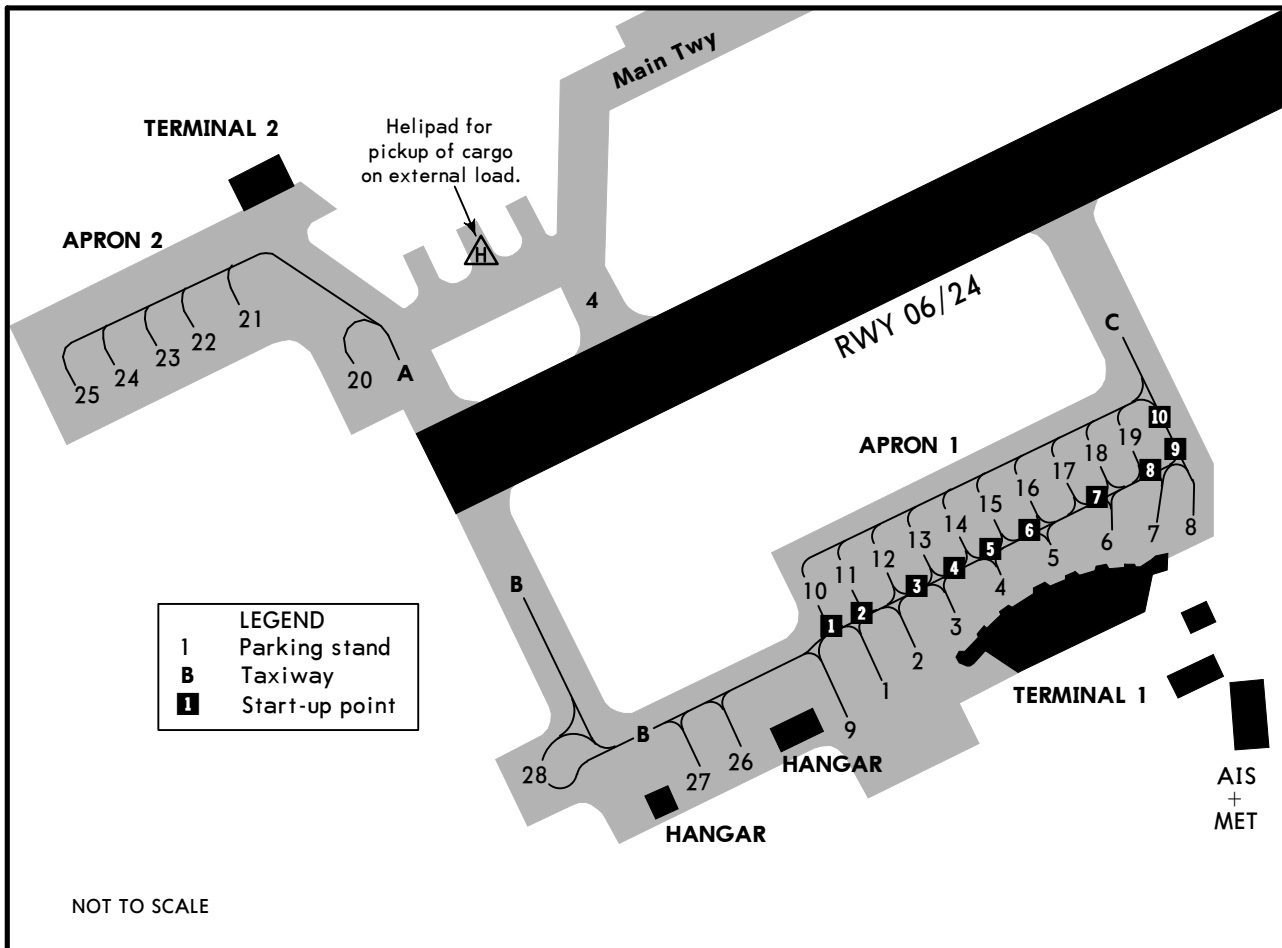
All Rwy's

LVP must be in force

RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

**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

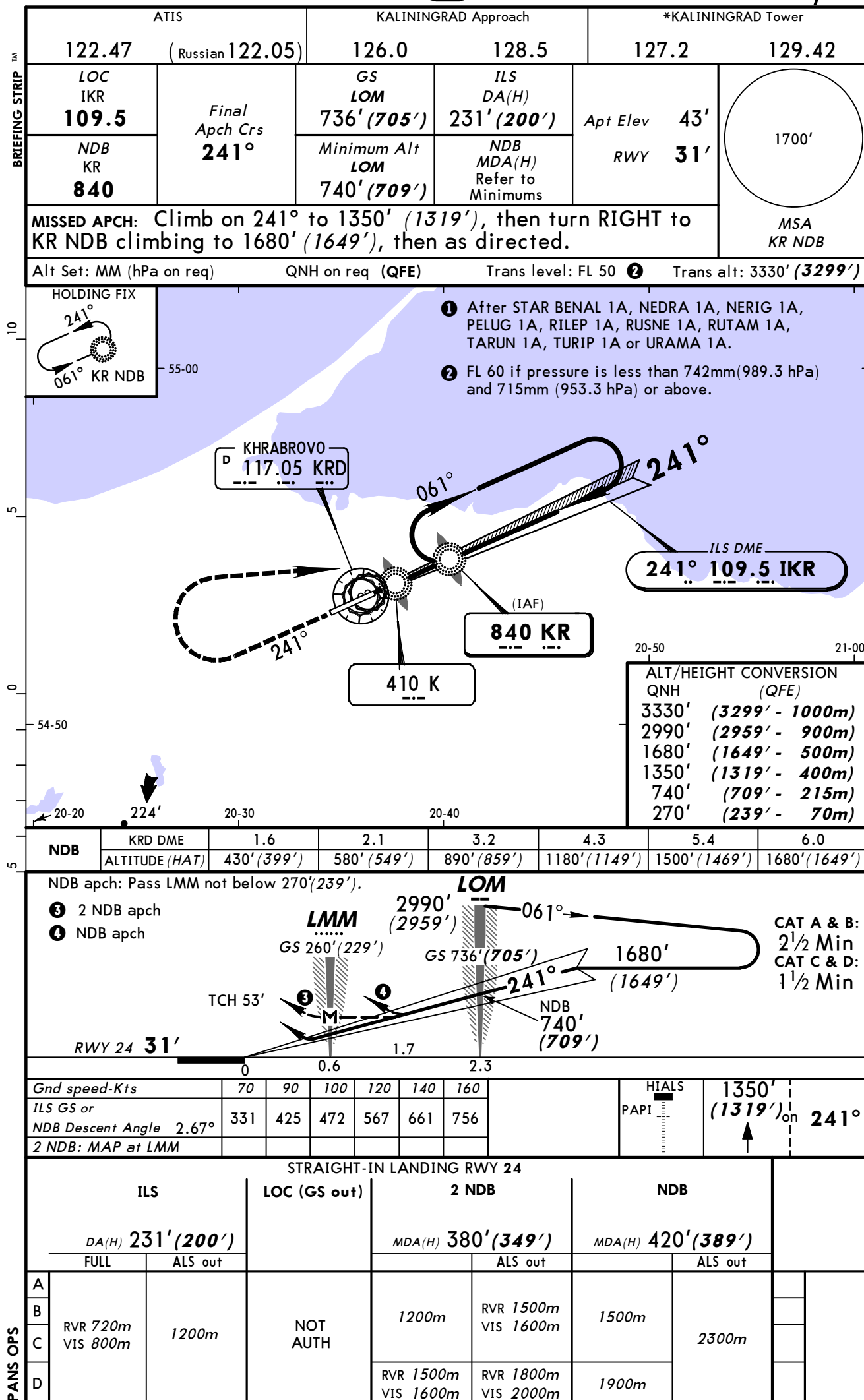
Taxiing and towing without permission of taxiing controller are prohibited.

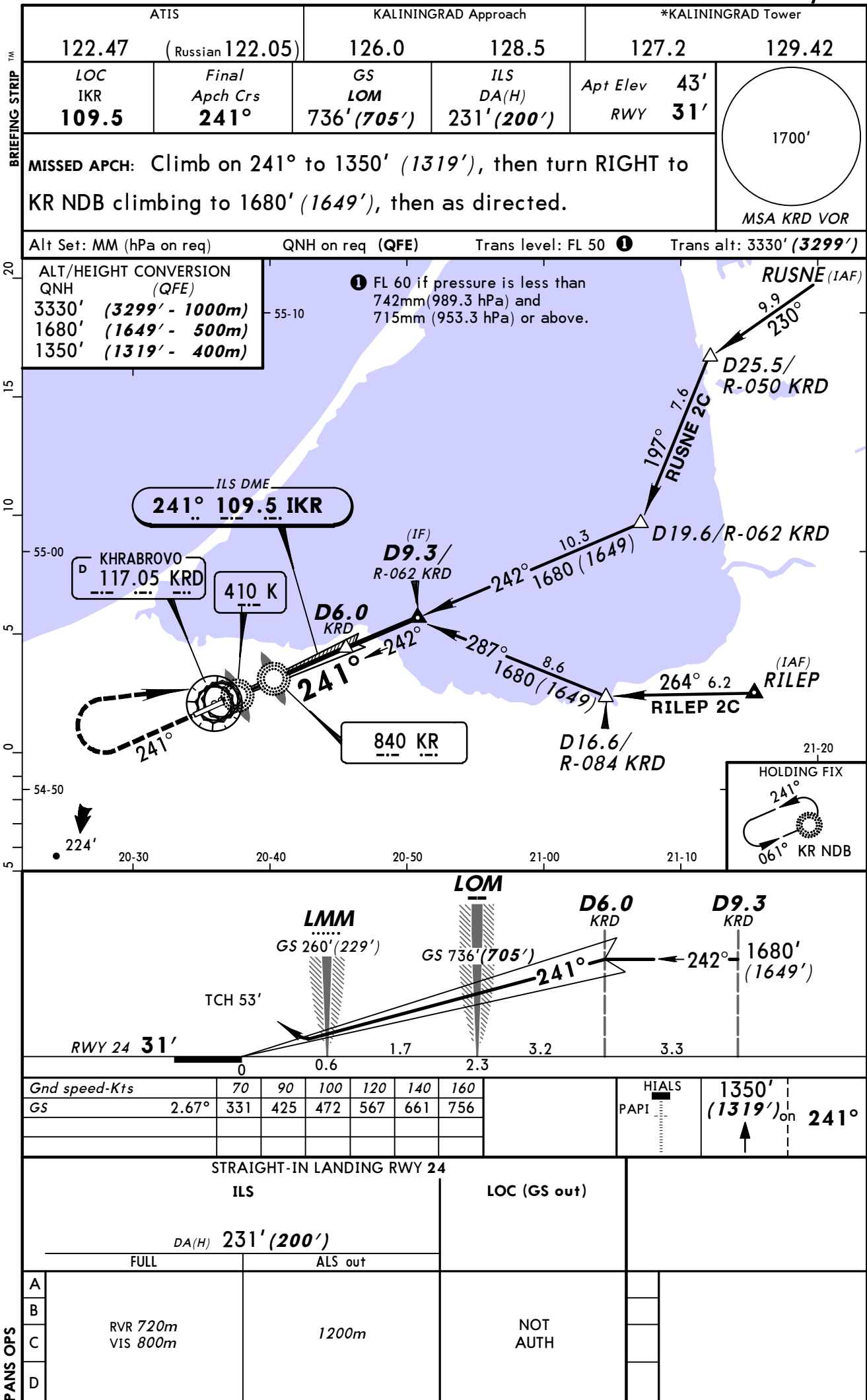
Stands 1 thru 19 and 21 thru 28 available for helicopter.

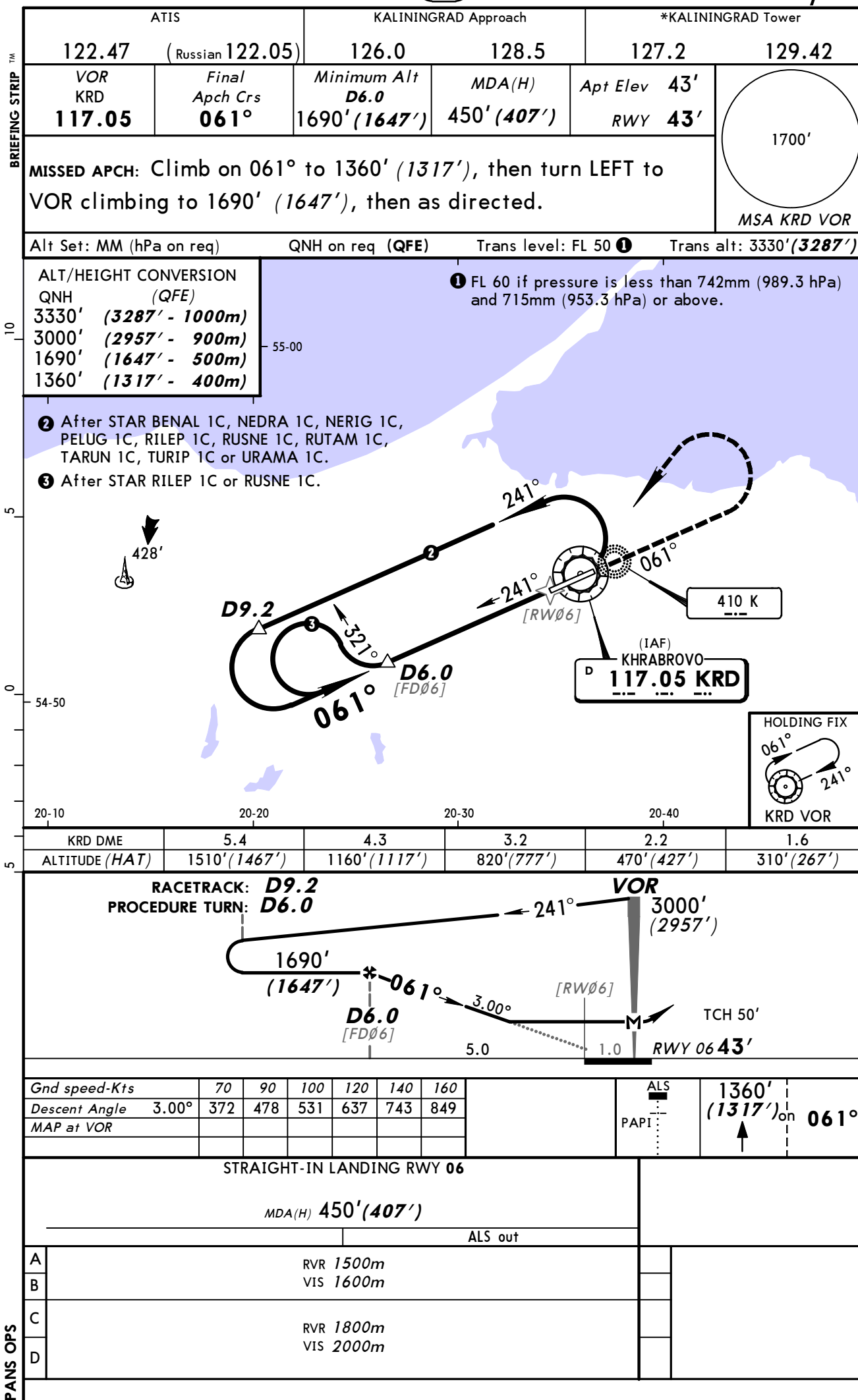
STRAIGHT-IN RWY		A	B	C	D
06	VOR ❶	450' (407') R1500m	450' (407') R1500m	450' (407') R1700m	450' (407') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	860' (817') R1500m	860' (817') R1500m	860' (817') C2400m	860' (817') C2400m
	NDB ALS out	860' (817') C3800m C4000m	860' (817') C3800m C4000m	860' (817') C4000m C4200m	860' (817') C4000m C4200m
24	ILS	231' (200') R550m	231' (200') R550m	231' (200') R550m	231' (200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	480' (449') R1400m	480' (449') R1400m	480' (449') R1400m	480' (449') R1400m
	ALS out	R1500m	R1500m	C2100m	C2100m
	2 NDB ❶	390' (359') R1000m	390' (359') R1000m	390' (359') R1200m	390' (359') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB ❶	420' (389') R1100m	420' (389') R1100m	420' (389') R1200m	420' (389') R1200m
	ALS out	R1800m	R1800m	R1800m	R1800m

❶ 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	NIL (DAY only)







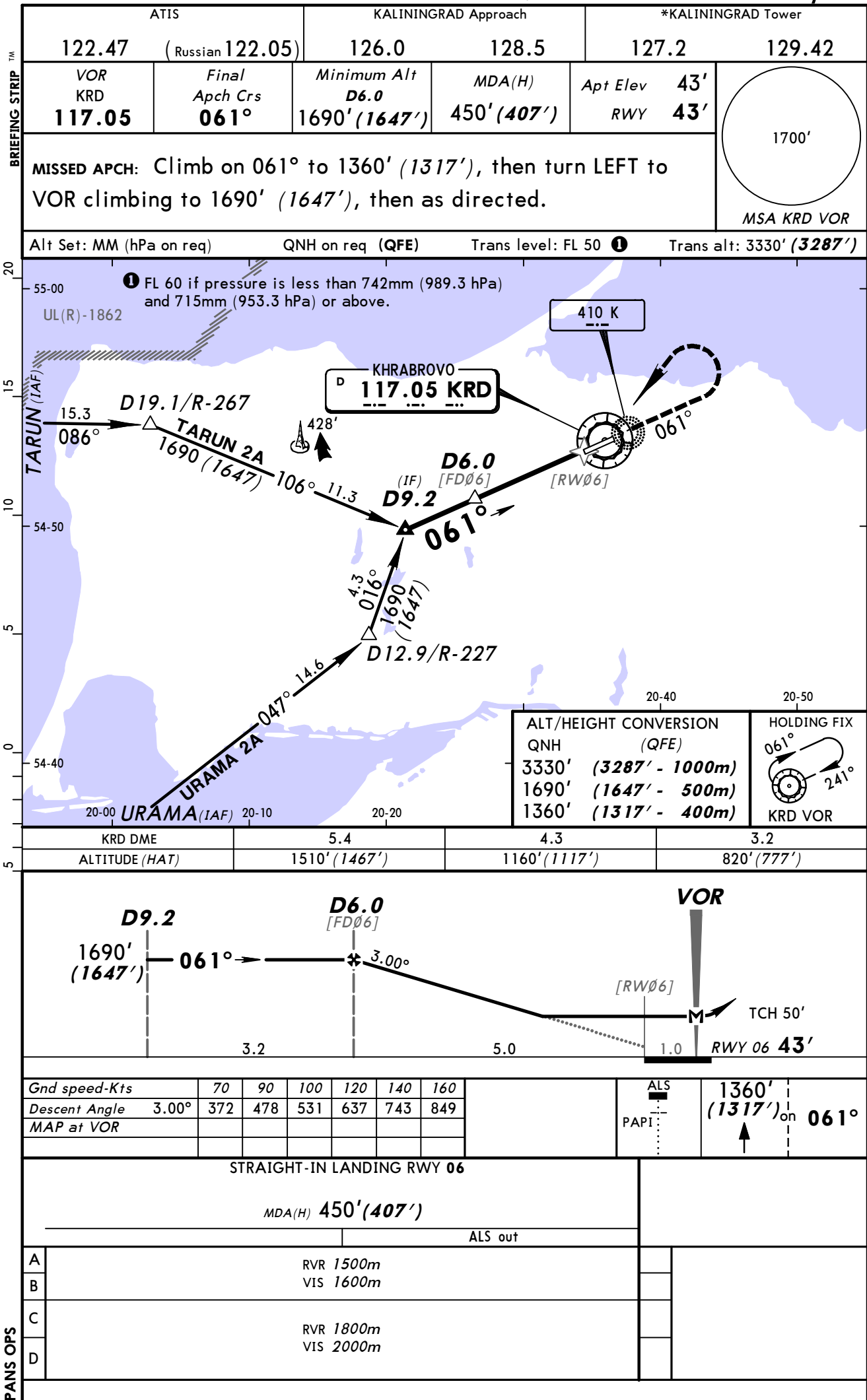
UMKK/KGD
KHRABROVO

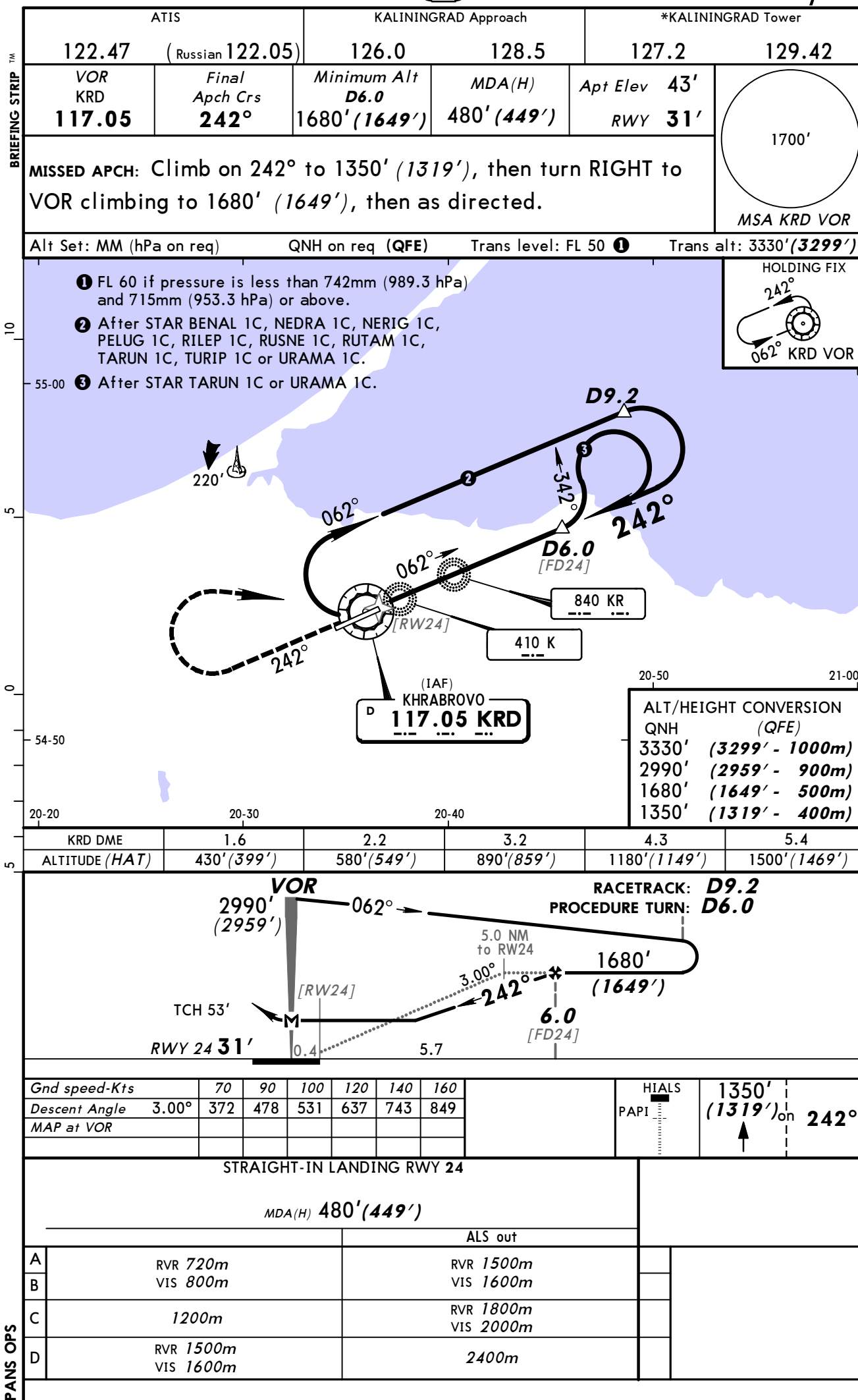
8 MAR 13

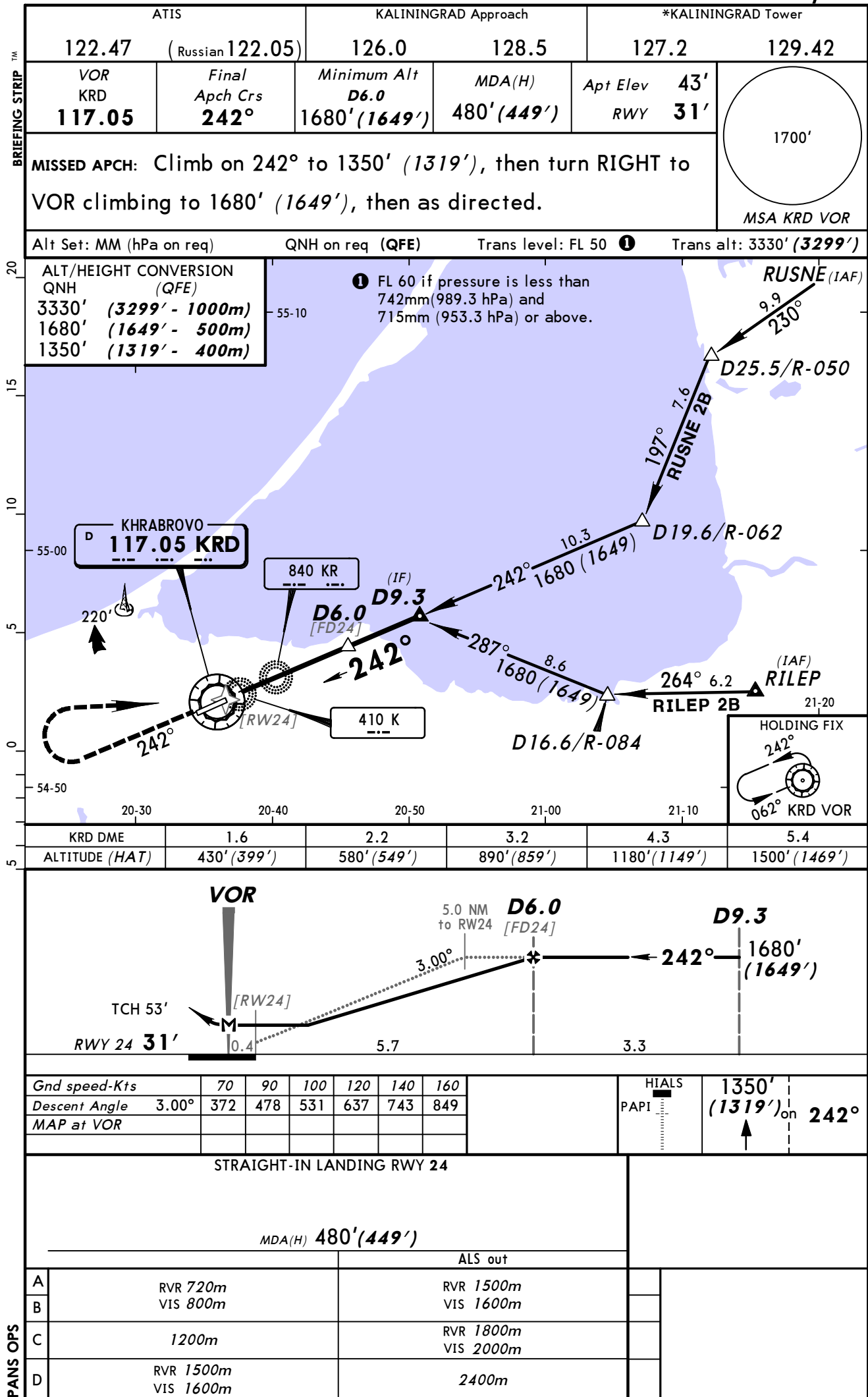
(13-2)

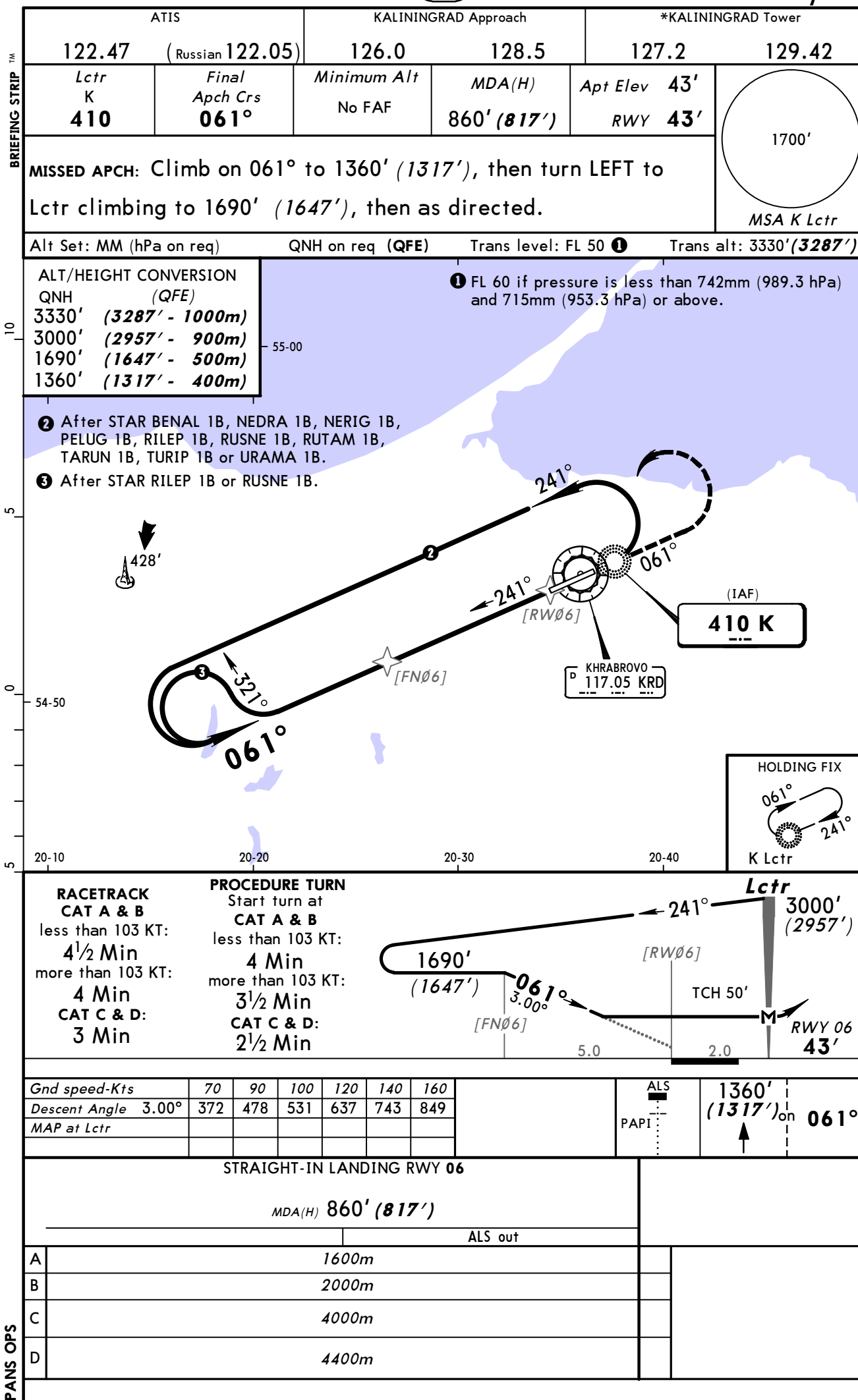
via TARUN 2A, URAMA 2A

KALININGRAD, RUSSIA
VOR DME Rwy 06









KALININGRAD, (KHRABROVO - UMKK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMKK