

List of pages in this Trip Kit

Trip Kit Index

Airport Information For USUU

Terminal Charts For USUU

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Kurgan Rus
IATA Code: KRO
Lat/Long: N55° 28.5' E065° 25.0'
Elevation: 239 ft

Airport Use: Public
Magnetic Variation: 13.3°E

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0036 Z
Sunset: 1442 Z,

Runway Information

Runway: 02
Length x Width: 8533 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 237 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 8533 ft x 138 ft
Surface Type: asphalt
TDZ-Elev: 233 ft
Lighting: Edge, ALS

Communication Information

Kurgan Tower 124.0 Non-English
Kurgan Tower 120.3 Non-English
Kurgan Approach Control 124.0 Non-English
Kurgan Approach Control 120.3 Non-English
Kurgan Transit Operations 131.7 Non-English

*KURGAN Approach
(Russian)
120.3 124.0X

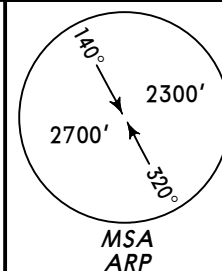
Apt Elev
239'

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

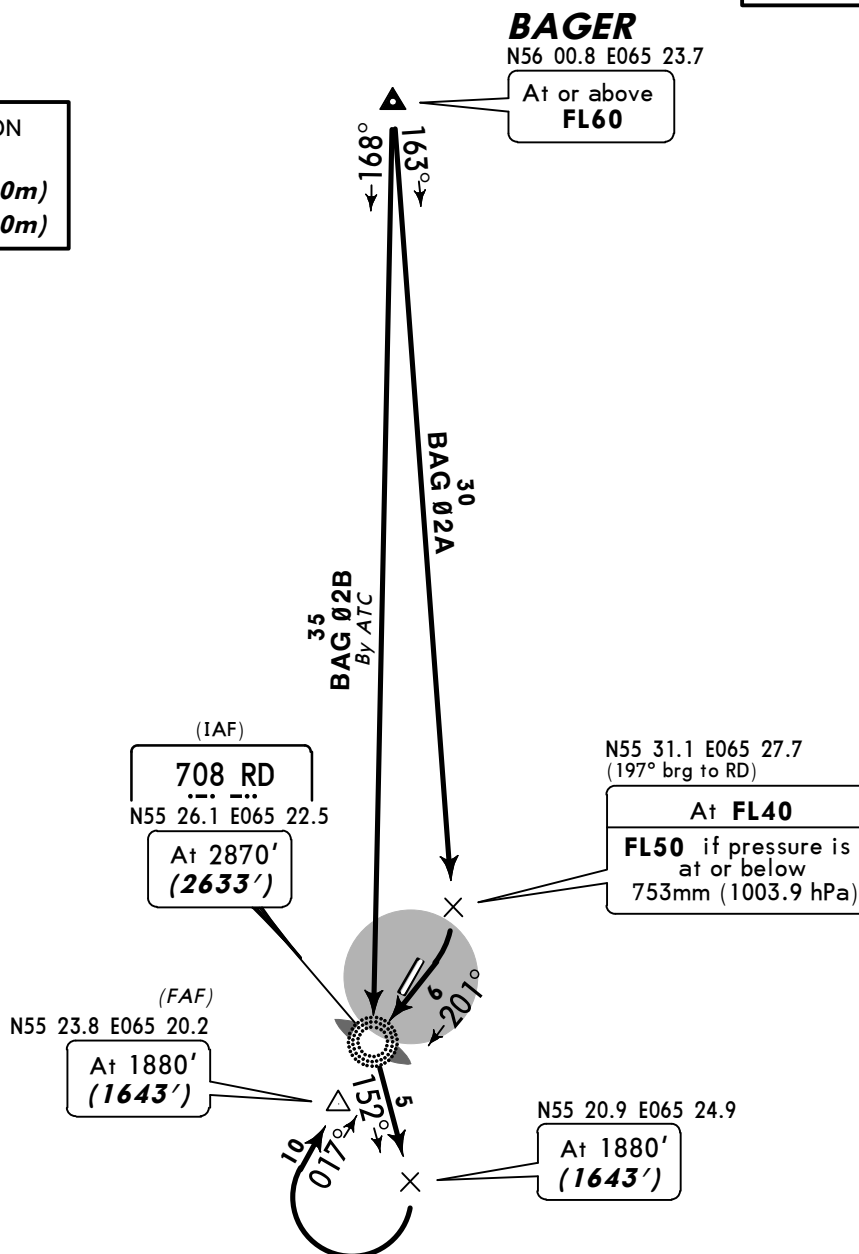
BAGER Ø2A (BAG Ø2A), BAGER Ø2B (BAG Ø2B) RWY 02 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY

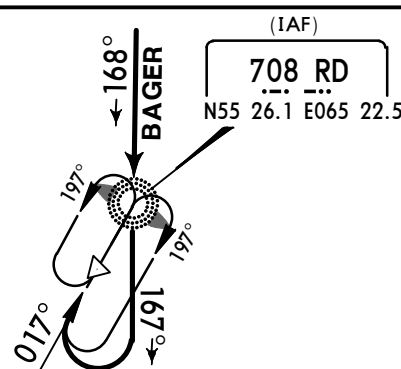


ALT/HEIGHT CONVERSION
QNH (QFE)
2870' (2633' - 800m)
1880' (1643' - 500m)



LOST COMMS AND ASR OUT PROCEDURES:

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



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

FOR RUSSIAN USERS ONLY

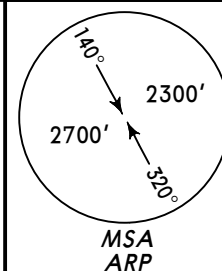
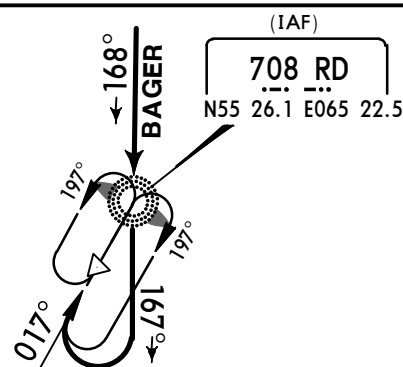


Diagram illustrating a 3D instrument approach path, showing altitudes, pressures, and coordinates at various stages:

- Initial Altitude:** At or above **FL60**
- Altitude 1:** **163°** (163°) (163°)
- Altitude 2:** **191°** (191°) (191°)
- Altitude 3:** **163°** (163°) (163°)
- Altitude 4:** **191°** (191°) (191°)
- Altitude 5:** **163°** (163°) (163°)
- Altitude 6:** **191°** (191°) (191°)
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- Altitude 18:** **191°** (191°) (191°)
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- Altitude 89:** **163°** (163°) (163°)
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- Altitude 94:** **191°** (191°) (191°)
- Altitude 95:** **163°** (163°) (163°)
- Altitude 96:** **191°** (191°) (191°)
- Altitude 97:** **163°** (163°) (163°)
- Altitude 98:** **191°** (191°) (191°)
- Altitude 99:** **163°** (163°) (163°)
- Altitude 100:** **191°** (191°) (191°)

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

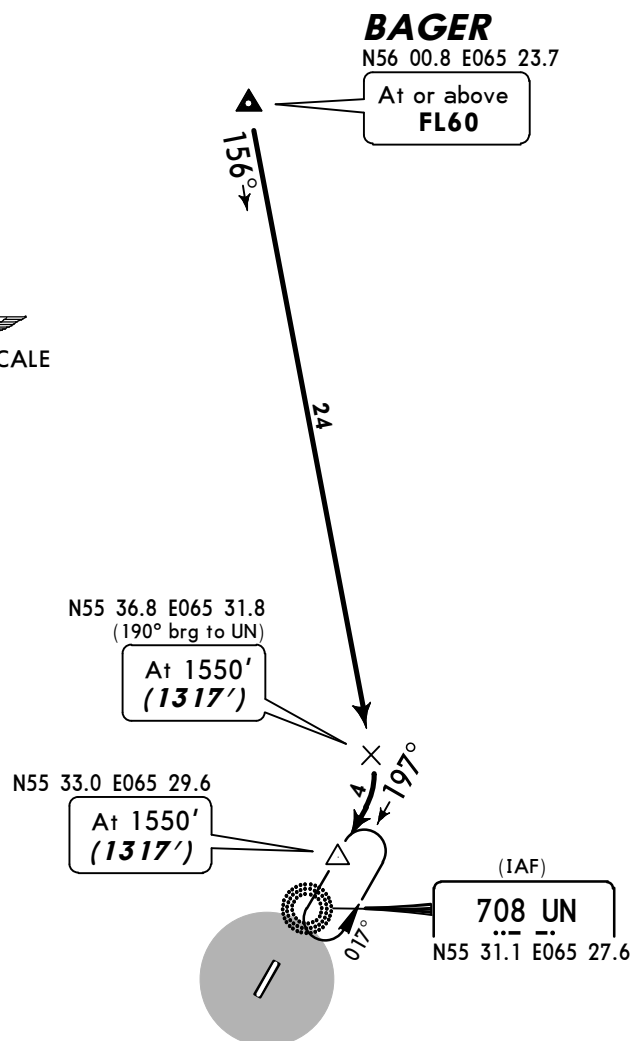
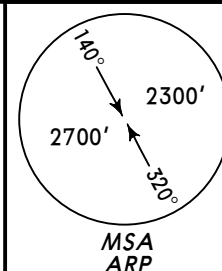


*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' (2637')
Final turn to be performed with descent.

BAGER 20A (BAG 20A)
RWY 20 ARRIVAL
FOR RUSSIAN USERS ONLY



LOST COMMS AND ASR OUT PROCEDURES:

- commence approach by overflying IAF UN, then perform racetrack approach;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN;
- IF ASR OUT, descend as instructed by ATC.
- track 017°: CAT A&B 2 MIN
CAT C&D 1,5 MIN.

ALT/HEIGHT CONVERSION

QNH (QFE)
2870' (2637' - 800m)
1550' (1317' - 400m)

*KURGAN Approach
(Russian)
120.3 124.0X

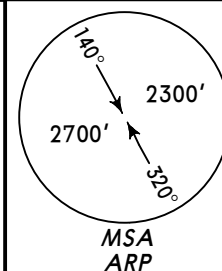
Apt Elev
239'

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')**

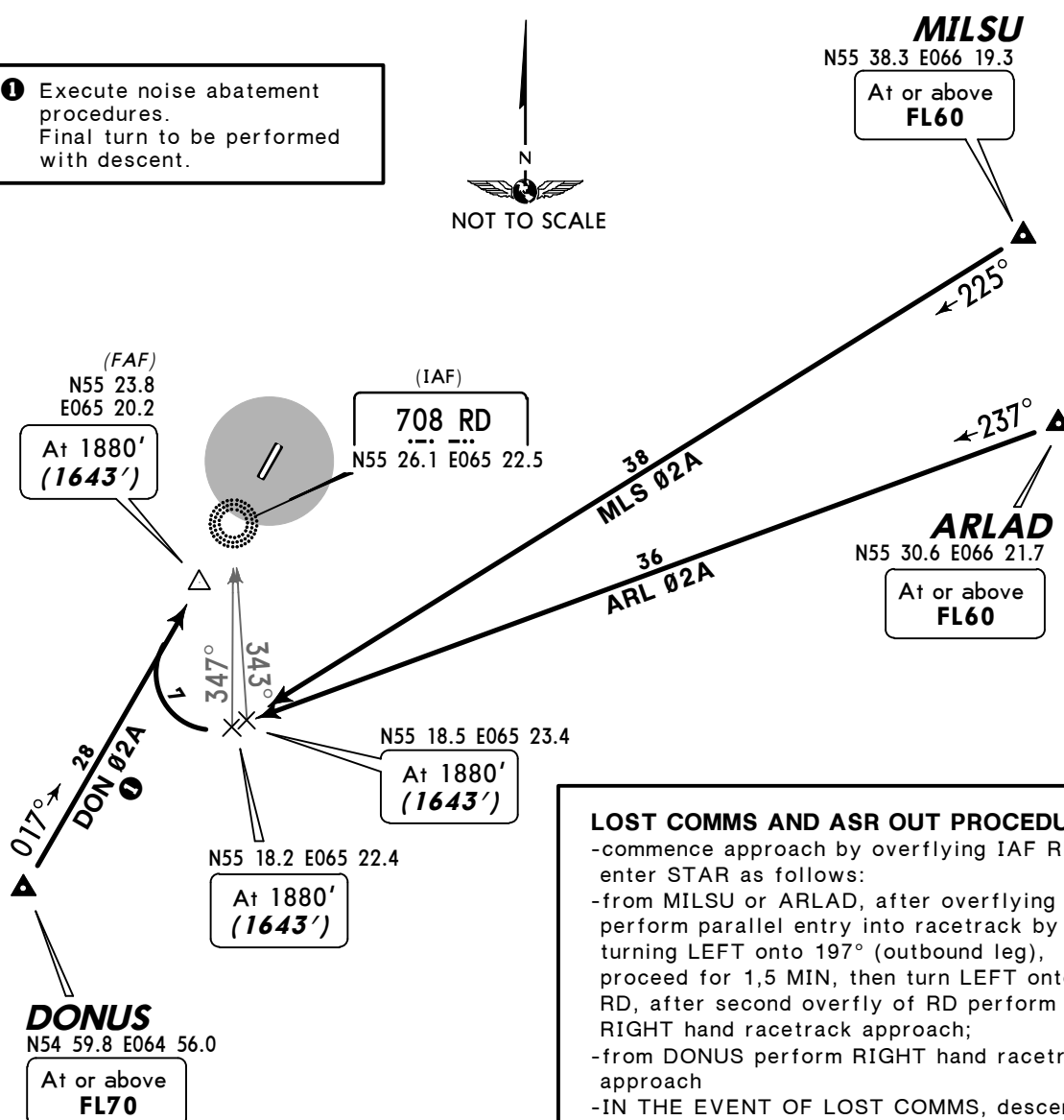
**ARLAD 02A (ARL 02A)
DONUS 02A (DON 02A) , MILSU 02A (MLS 02A)
RWY 02 ARRIVALS**

CAT C & D

FOR RUSSIAN USERS ONLY

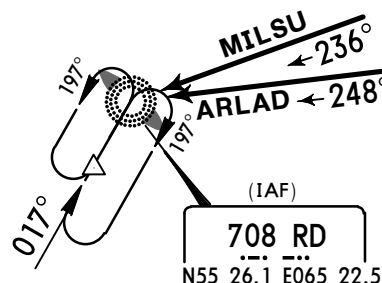


1 Execute noise abatement procedures.
Final turn to be performed with descent.



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)**

*KURGAN Approach
(Russian)
120.3 124.0X

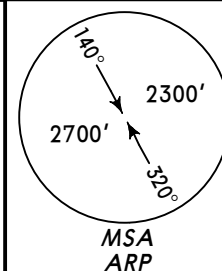
Apt Elev
239'

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')**

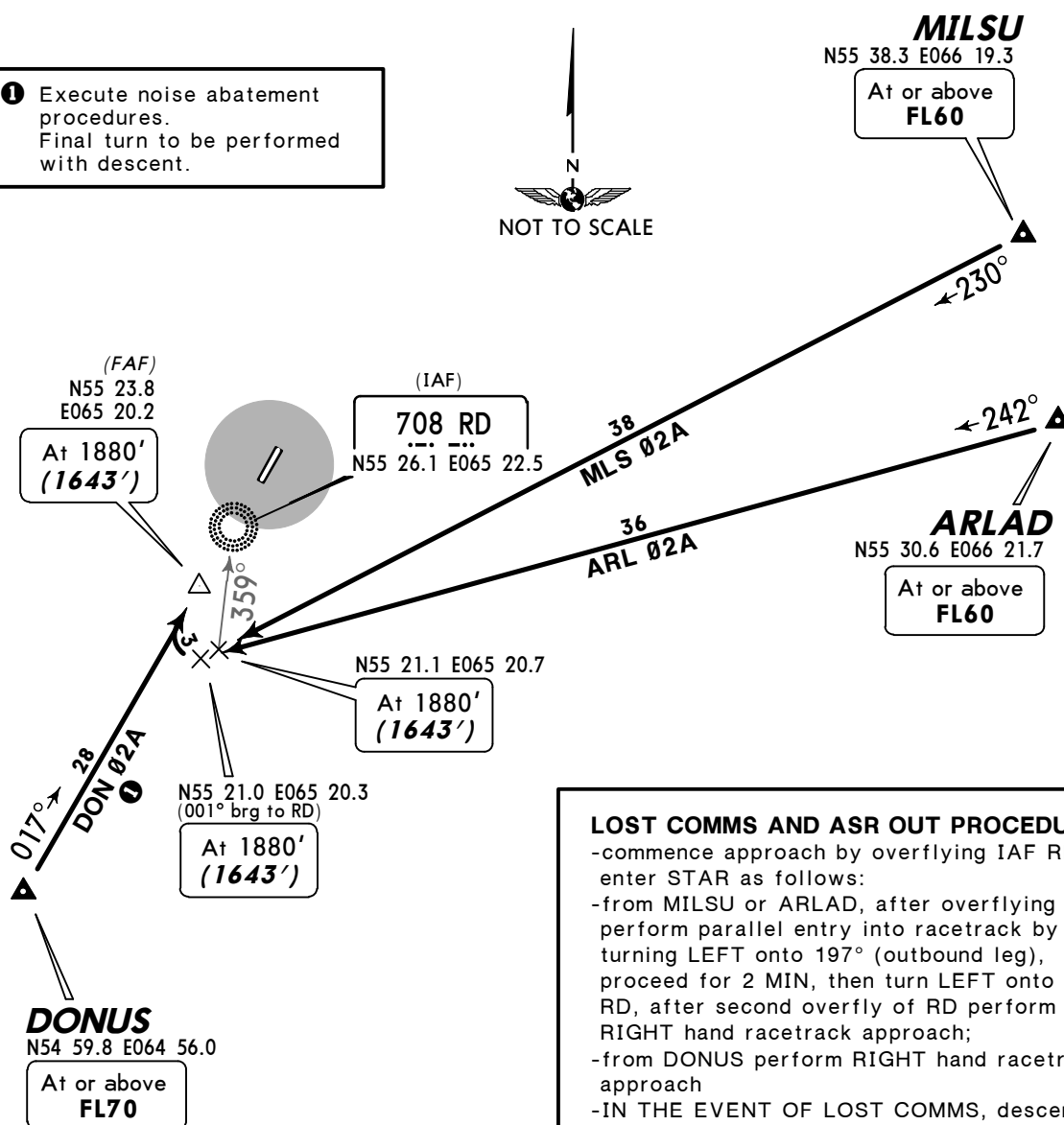
**ARLAD Ø2A (ARL Ø2A)
DONUS Ø2A (DON Ø2A) , MILSU Ø2A (MLS Ø2A)
RWY 02 ARRIVALS**

CAT A & B

FOR RUSSIAN USERS ONLY

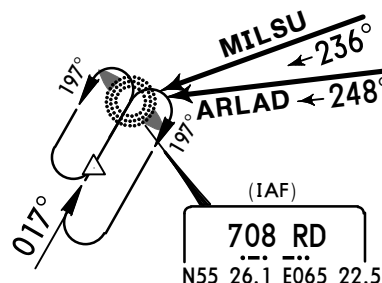


1 Execute noise abatement procedures.
Final turn to be performed with descent.



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.



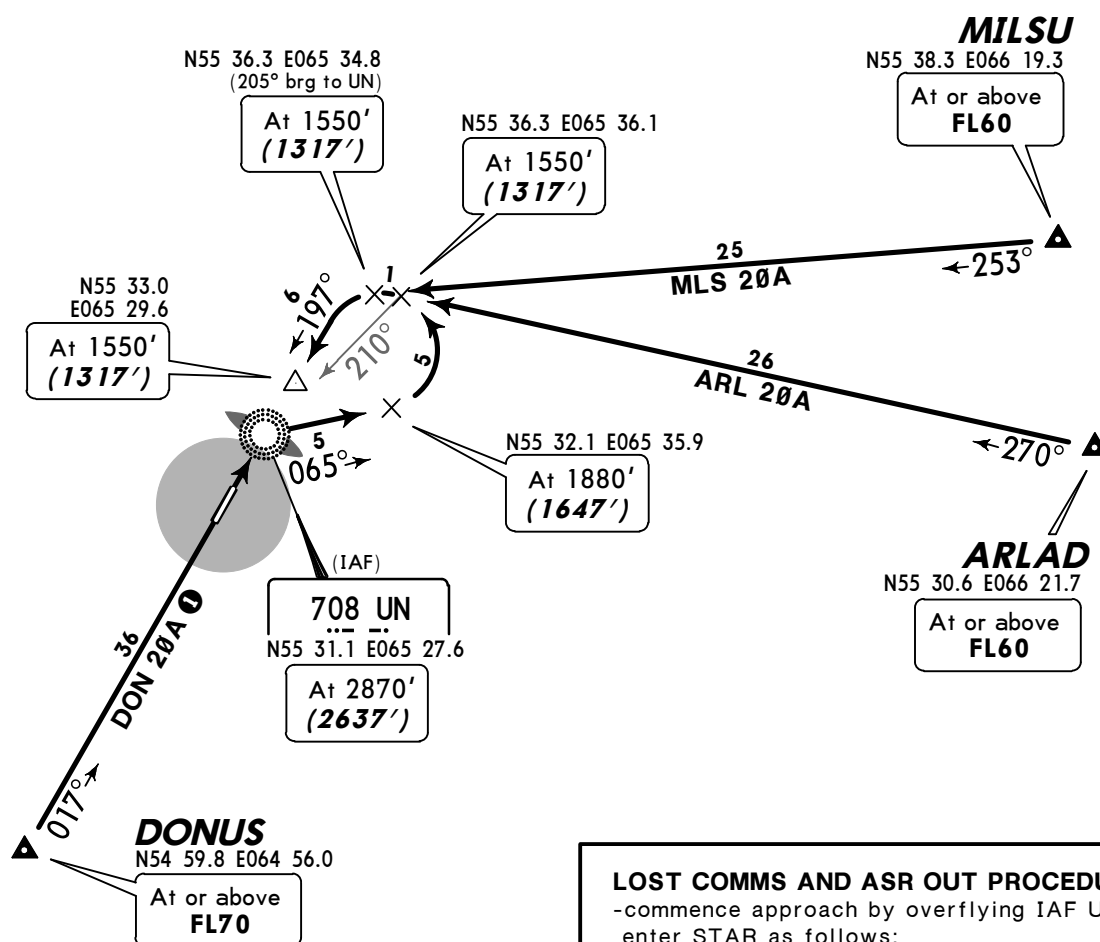
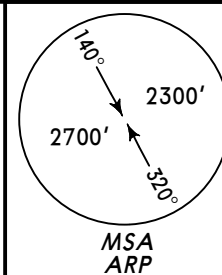
ALT/HEIGHT CONVERSION
QNH **(QFE)**
2870' (2633' - 800m)
1880' (1643' - 500m)

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

CAT C & D

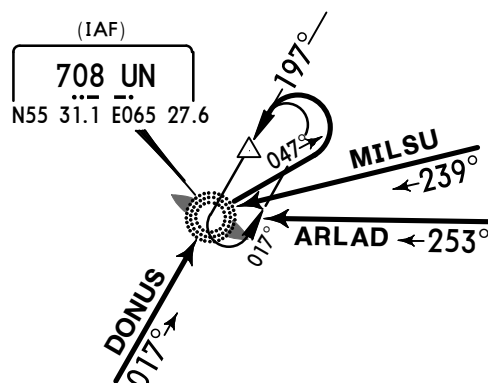
FOR RUSSIAN USERS ONLY



① Execute noise abatement procedures.

LOST COMMS AND ASR OUT PROCEDURES:

- commence approach by overflying IAF UN, enter STAR as follows:
- from MILSU or ARLAD, after overflying UN, perform direct entry into racetrack by turning LEFT onto outbound leg;
- from DONUS perform teardrop entry: overfly UN and turn RIGHT onto 047°;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
- IF ASR OUT, descend as instructed by ATC;
- track 017° or 047° 1,5 MIN.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2870'	(2637' - 800m)
1880'	(1647' - 500m)
1550'	(1317' - 400m)

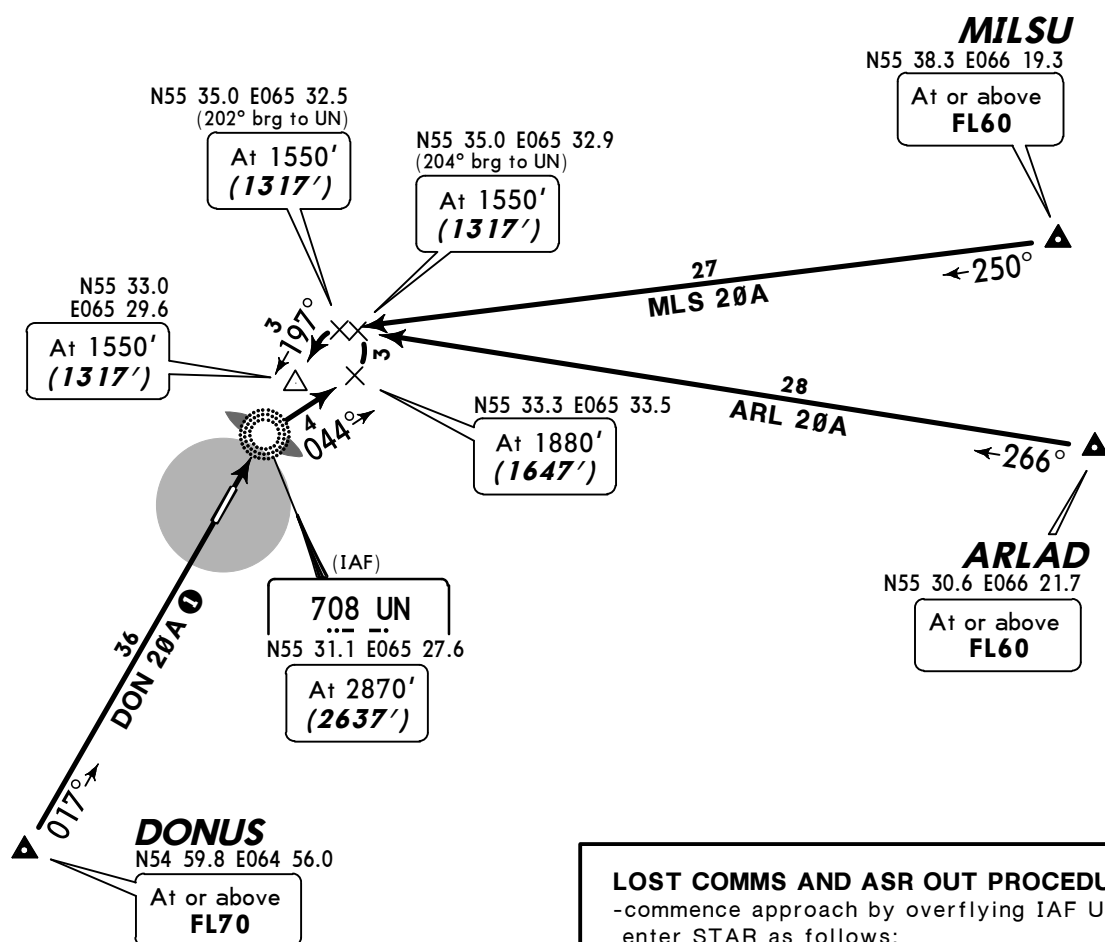
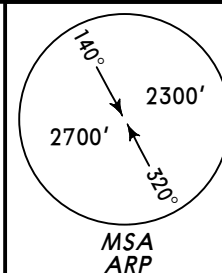


*KURGAN Approach (Russian) 120.3 124.0X	<i>Apt Elev</i> 239'	Alt Set: MM (hPa on request) QNH on request (QFE)
		Trans level: FL40 FL50 if pressure is at or below 753mm (1003.9 hPa) Trans alt (hgt): 2870' (2637') Final turn to be performed with descent.

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

CAT A & B

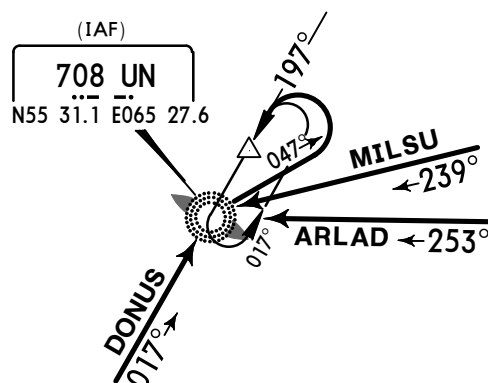
FOR RUSSIAN USERS ONLY



① Execute noise abatement procedures.

LOST COMMS AND ASR OUT PROCEDURES:

- commence approach by overflying IAF UN, enter STAR as follows:
- from MILSU or ARLAD, after overflying UN, perform direct entry into racetrack by turning LEFT onto outbound leg;
- from DONUS perform teardrop entry: overfly UN and turn RIGHT onto 047°;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying UN.
- IF ASR OUT, descend as instructed by ATC;
- track 017° or 047° 1,5 MIN.



ALT/HEIGHT CONVERSION	QNH	(QFE)
2870'	(2637' - 800m)	
1880'	(1647' - 500m)	
1550'	(1317' - 400m)	



*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

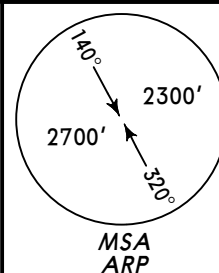
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' **(2633')**
Final turn to be performed with descent.

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

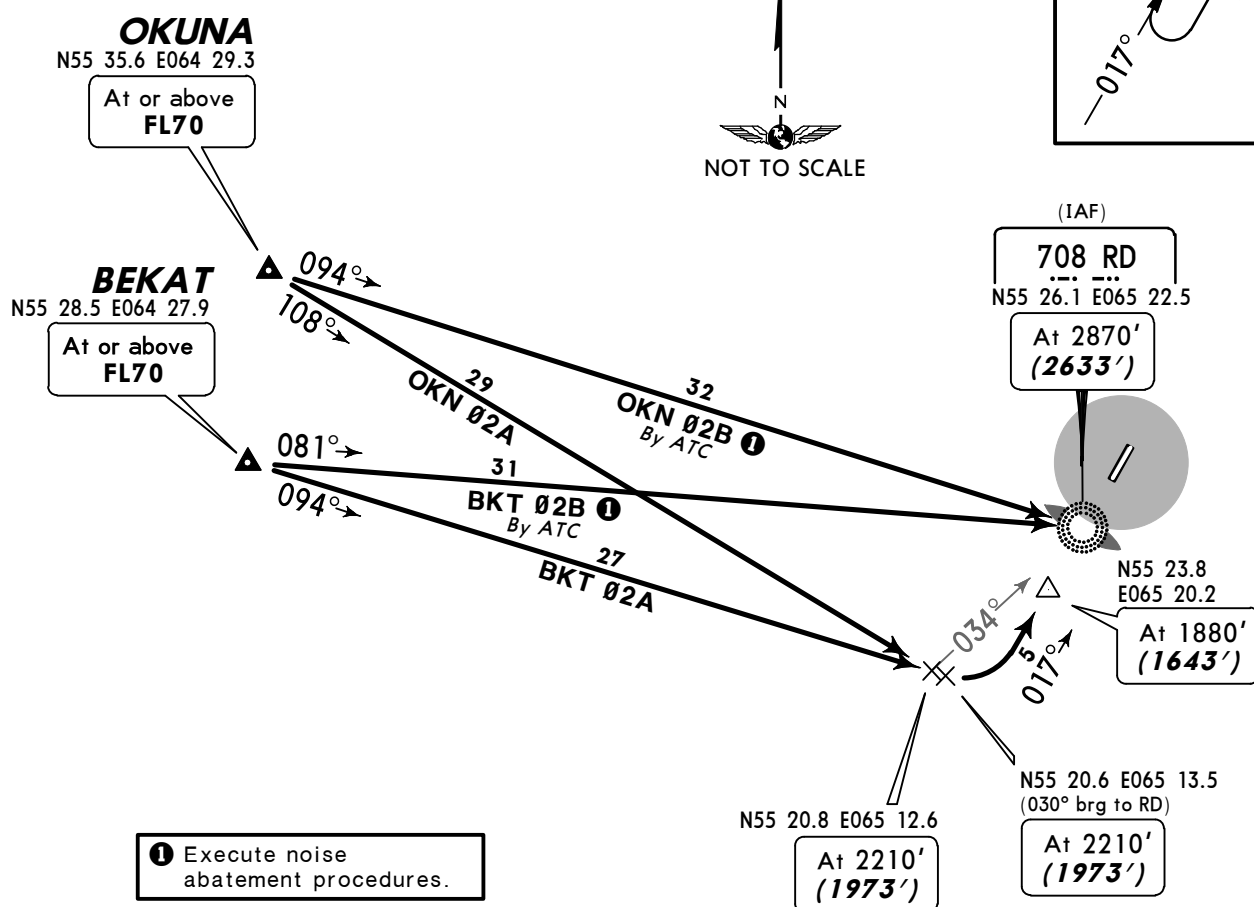
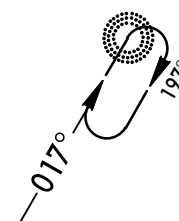
RWY 02 ARRIVALS

CAT C & D

FOR RUSSIAN USERS ONLY



**HOLDING
OVER RD**



LOST COMMS AND ASR OUT PROCEDURES:

- commence approach by overflying IAF RD, then perform RIGHT hand racetrack approach;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.

ALT/HEIGHT CONVERSION
QNH (QFE)
2870' (2633' - 800m)
2210' (1973' - 600m)
1880' (1643' - 500m)

*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

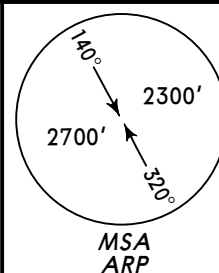
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' **(2633')**
Final turn to be performed with descent.

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

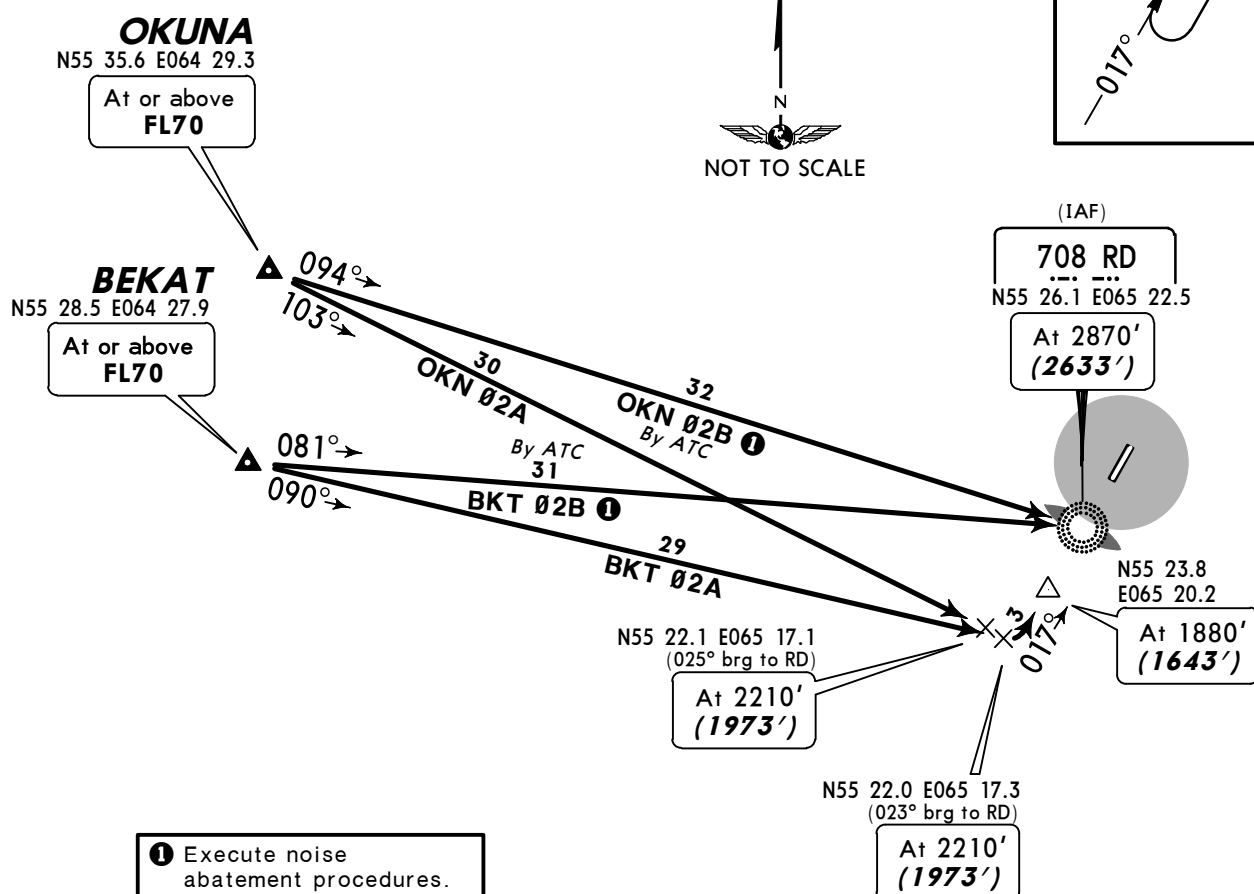
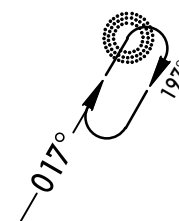
RWY 02 ARRIVALS

CAT A & B

FOR RUSSIAN USERS ONLY



**HOLDING
OVER RD**



LOST COMMS AND ASR OUT PROCEDURES:

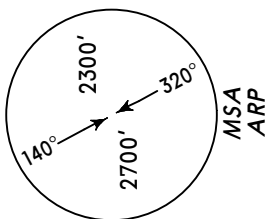
- commence approach by overflying IAF RD, then perform RIGHT hand racetrack approach;
- IN THE EVENT OF LOST COMMS, descend for approach after overflying RD.
- IF ASR OUT, descend as instructed by ATC.

ALT/HEIGHT CONVERSION
QNH (QFE)
2870' (2633' - 800m)
2210' (1973' - 600m)
1880' (1643' - 500m)

*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.



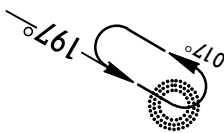
BEKAT 20A (BKT 20A), BEKAT 20B (BKT 20B)
OKUNA 20A (OKN 20A), OKUNA 20B (OKN 20B)
RWY 20 ARRIVALS

CAT C & D

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

FOR RUSSIAN USERS ONLY

HOLDING
OVER UN

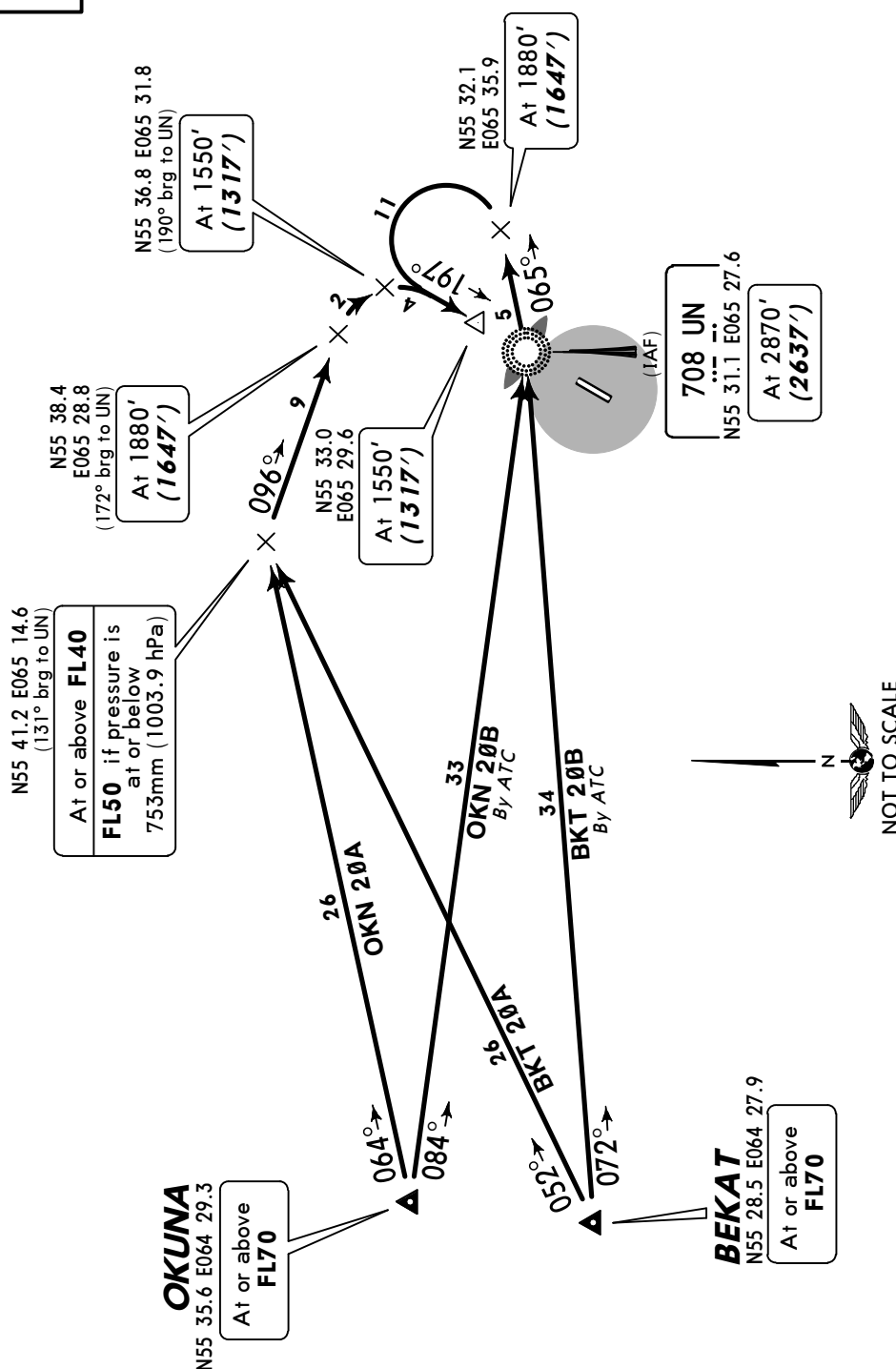


ALT/HEIGHT CONVERSION
(QFE)

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.



NOT TO SCALE

OKUNA
N55 35.6 E064 29.3
At or above
FL70

064°
084°
035.2°
072°

26 OKN 2
29 BKT 20A

BEKAT
N55 28.5 E064 27.9
At or above
FL70

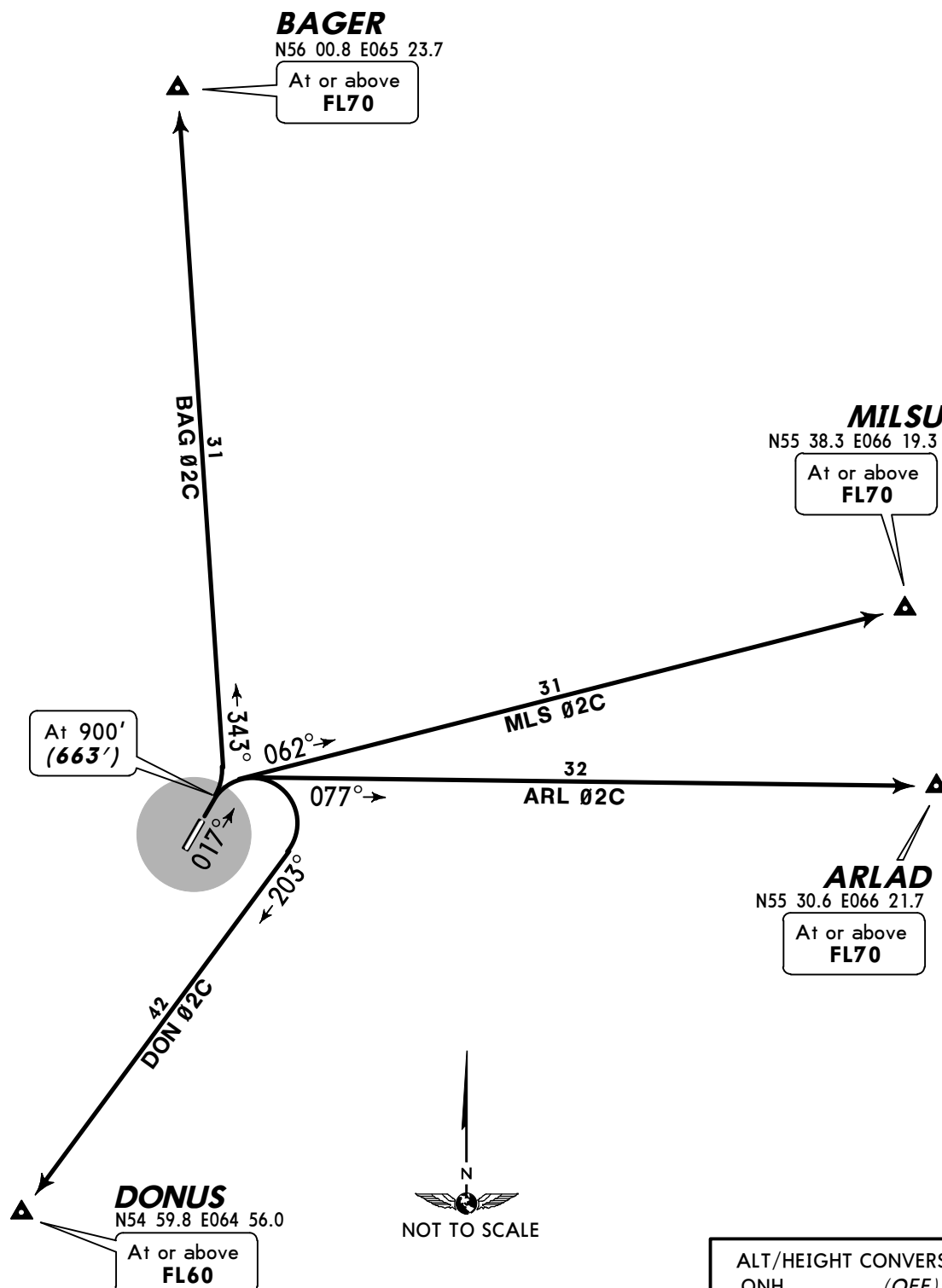
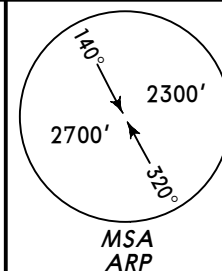
*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

QNH on request (QFE)
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' (2633')
Once airborne, ensure noise abatement while climbing to 2210' (1973').

ARLAD Ø2C (ARL Ø2C), BAGER Ø2C (BAG Ø2C)
DONUS Ø2C (DON Ø2C), MILSU Ø2C (MLS Ø2C)
RWY 02 DEPARTURES

FOR RUSSIAN USERS ONLY



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

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').



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

*KURGAN Approach
(Russian)
120.3 124.0X

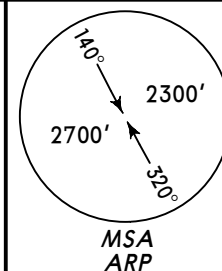
Apt Elev
239'

QNH on request **(QFE)**
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' **(2633')**
Once airborne, ensure noise abatement while climbing to 2210'
(1973').

OKUNA Ø2C (OKN Ø2C) , OKUNA Ø2D (OKN Ø2D)❶

RWY 02 DEPARTURES

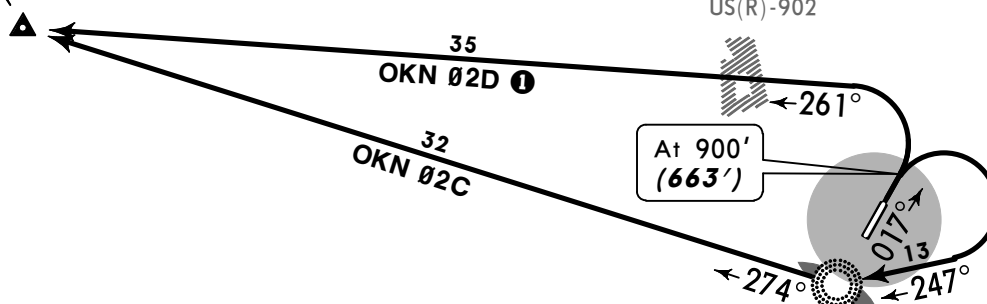
FOR RUSSIAN USERS ONLY



❶ By ATC when
US(R)-902 is inactive.

OKUNA
N55 35.6 E064 29.3

At or above
FL60



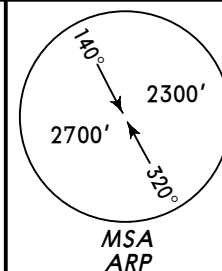
*KURGAN Approach
(Russian)
120.3 124.0X

Apt Elev
239'

QNH on request (QFE)
Trans level: FL40
FL50 if pressure is at or below 753mm (1003.9 hPa)
Trans alt (hgt): 2870' (2637')
Once airborne, ensure noise abatement while climbing to 2210' (1977').

OKUNA 20C (OKN 20C), OKUNA 20D (OKN 20D)①
RWY 20 DEPARTURES

FOR RUSSIAN USERS ONLY



① By ATC when US(R)-902 is inactive
-if ASR is out or
-if traffic at Logovushka AD.

OKUNA
N55 35.6 E064 29.3

At or above
FL60

708 UN
N55 31.1 E065 27.6

At or above
FL40

US(R)-902

34
OKN 20D ①

←263°

OKN 20D
Turn at 890'
(657')

32
OKN 20C

Logovushka

←285°

OKN 20C
At or above
2210' (1977')

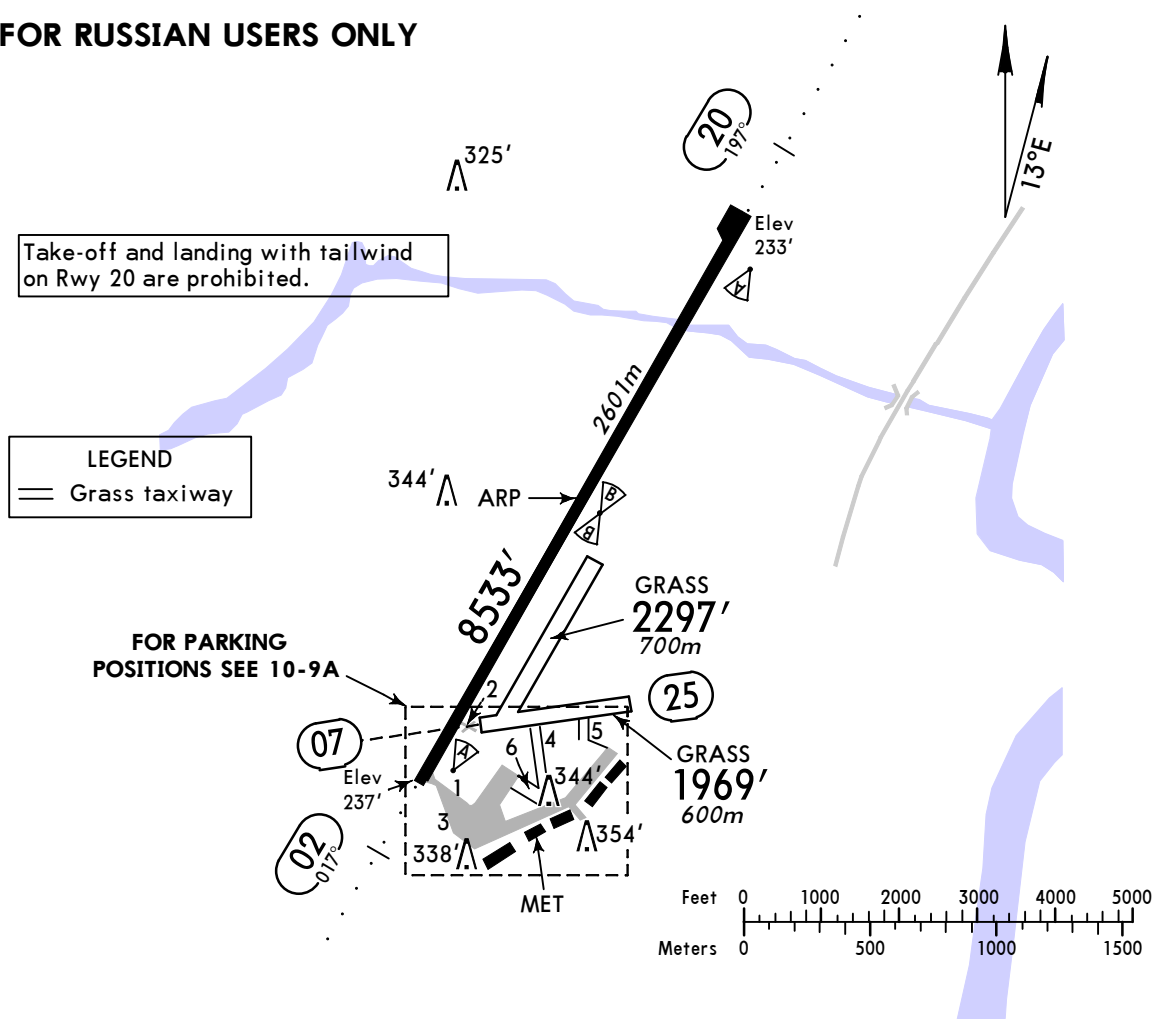


ALT/HEIGHT CONVERSION
QNH (QFE)
890' (657' - 200m)
2210' (1977' - 600m)
2870' (2637' - 800m)

*KURGAN Tower (TWR/GND)

120.3 Russian only

FOR RUSSIAN USERS ONLY



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH
					LANDING BEYOND	TAKE-OFF	
02	RL	ALS	PAPI (angle 3.00°)	RVR	Threshold	Glide Slope	138' 42m
20	RL	ALS	PAPI (angle 2.67°)	RVR			
02	Grass runway						230' 70m
07							197' 60m
25							

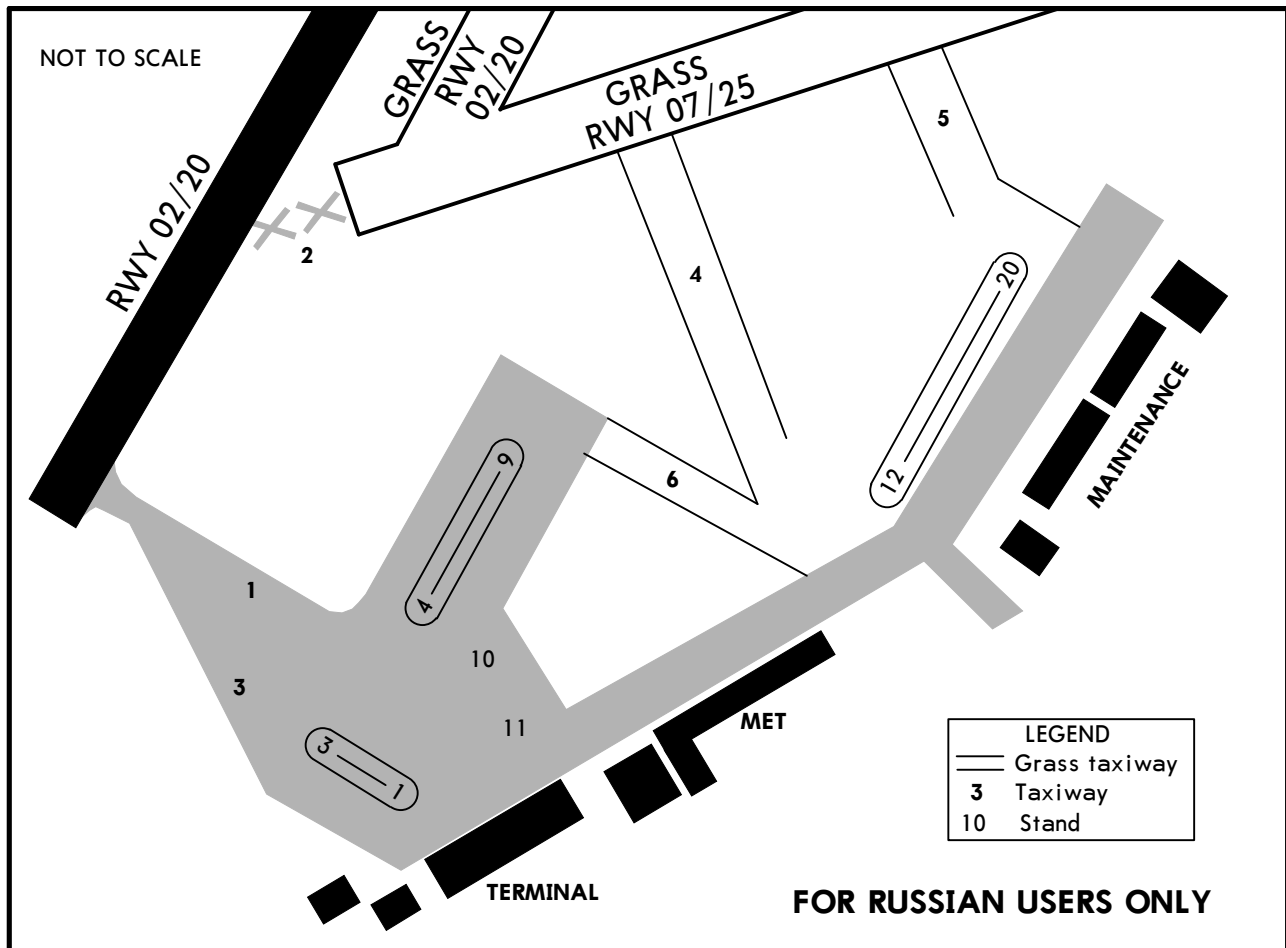
TAKE-OFF

AIR CARRIER (JAA)
Main rwy 02/20

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



STRAIGHT-IN RWY		A	B	C	D
02	ILS	437' (200') R1000m	437' (200') R1000m	467' (230') R1000m	467' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB	650' (413') R1900m	650' (413') R1900m	650' (413') C2100m	650' (413') C2100m
	<i>ALS out</i>	C2100m	C2100m	C2300m	C2300m
	RD NDB	1060' (823') C3800m	1060' (823') C3800m	1060' (823') C4000m	1060' (823') C4000m
20	<i>ALS out</i>	C4000m	C4000m	C4200m	C4200m
	R Lctr	1060' (823') C3800m	1060' (823') C3800m	1230' (993') C4700m	1230' (993') C4700m
	<i>ALS out</i>	C4000m	C4000m	C4900m	C4900m
	ILS	433' (200') R1000m	433' (200') R1000m	463' (230') R1000m	463' (230') R1000m
	<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB ①	590' (357') R1400m	590' (357') R1400m	590' (357') R1400m	590' (357') R1400m
	<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
	UN NDB	890' (657') ① C2800m	890' (657') ① C2800m	1060' (827') C4000m	1060' (827') C4000m
	<i>ALS out</i>	C3000m	C3000m	C4200m	C4200m
	U Lctr	890' (657') C3000m	890' (657') C3000m	1220' (987') C4700m	1220' (987') C4700m
	<i>ALS out</i>	C3200m	C3200m	C4900m	C4900m

① Continuous Descent Final Approach.

TAKE-OFF RWY 02, 20

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

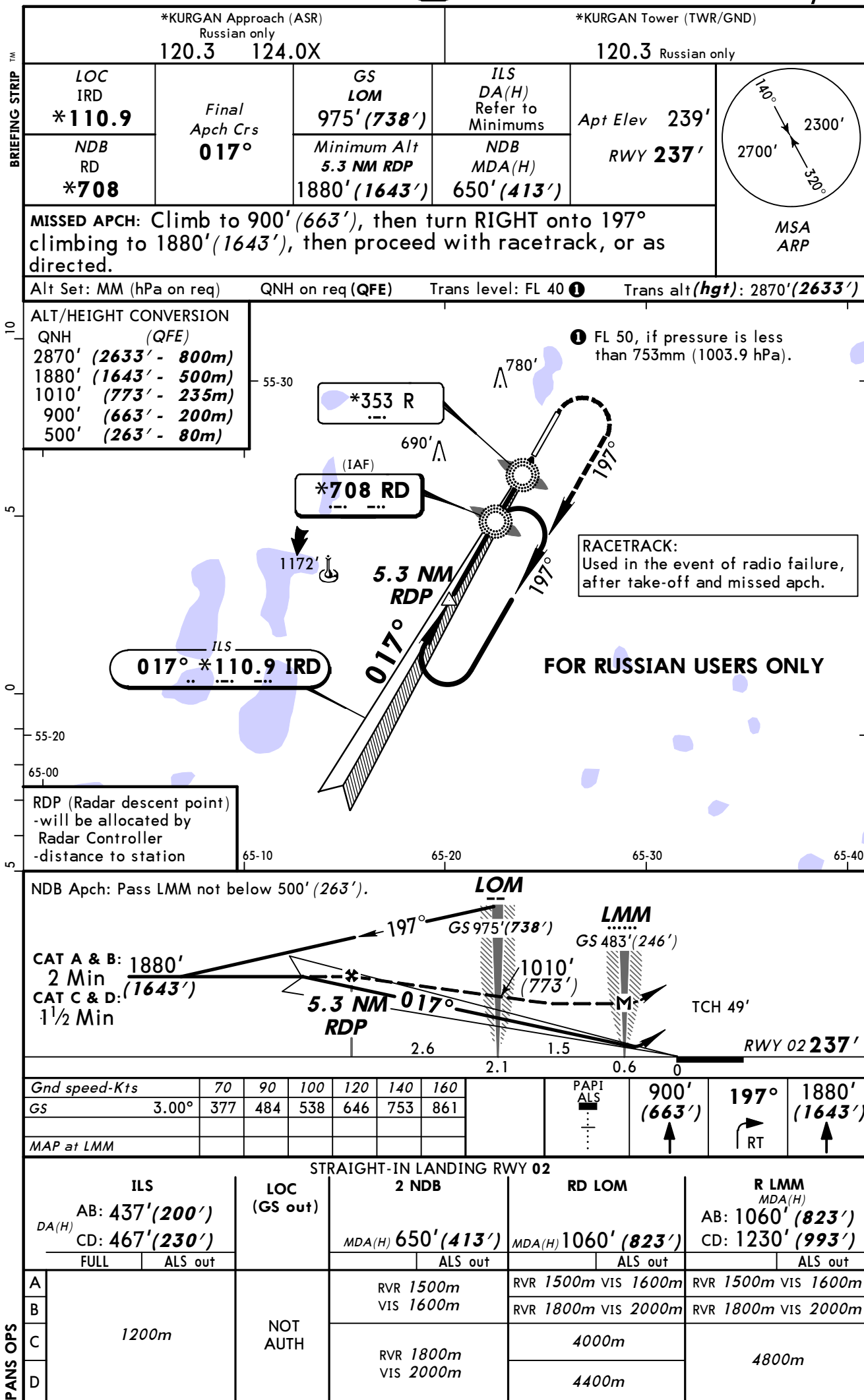


Chart changes since cycle 07-2013

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

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USUU