

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMKK

Terminal Charts For UMKK

Revision Letter For Cycle 17-2013

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: 0332 Z
Sunset: 1747 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

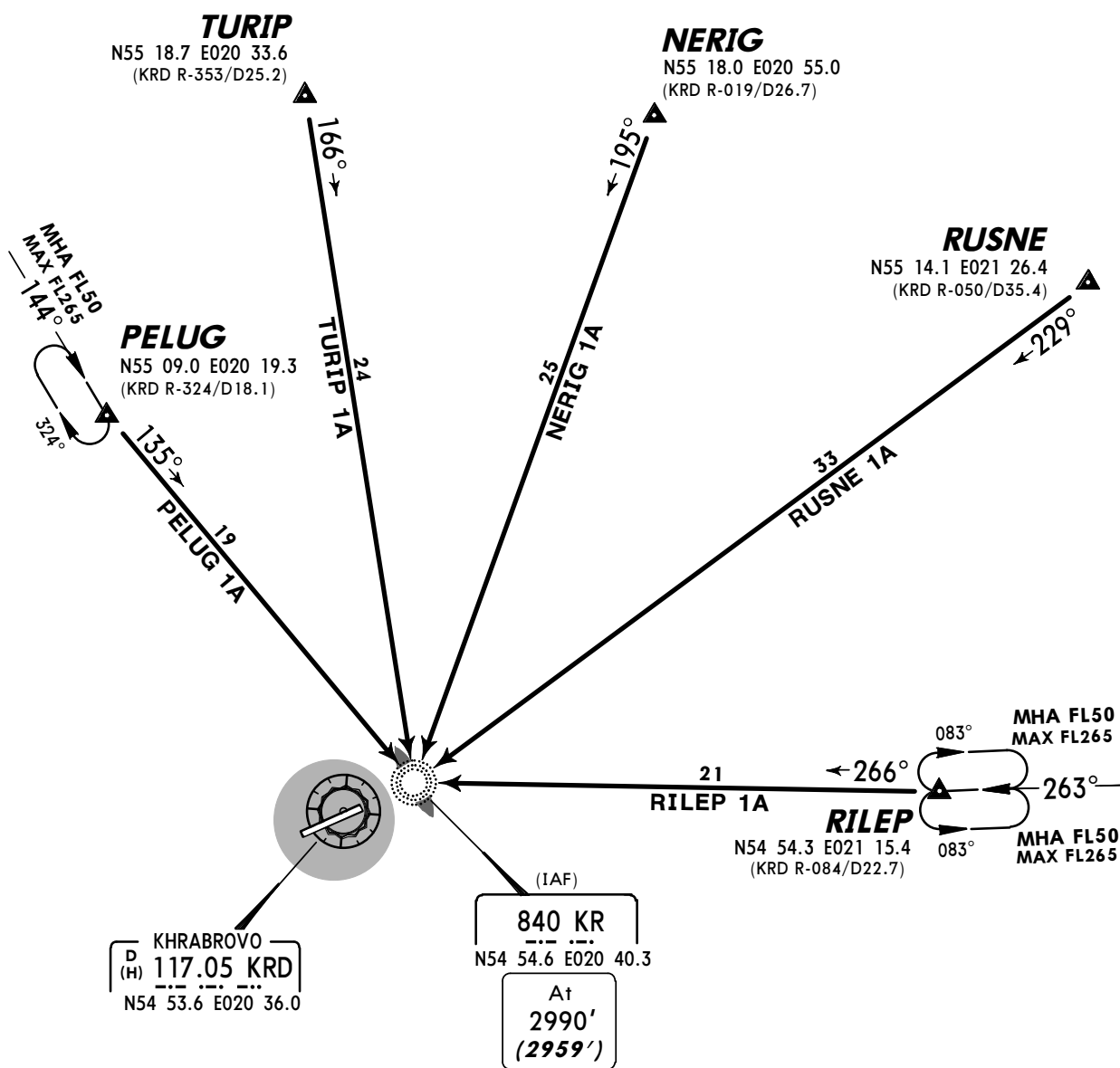
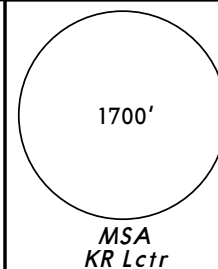
ATIS 122.475
ATIS 122.05 Non-English
Kaliningrad Tower 129.425 Secondary
Kaliningrad Tower 129.0 Secondary
Kaliningrad Tower 127.2
Kaliningrad Approach Control 129.0 Secondary
Kaliningrad Approach Control 128.5 Secondary
Kaliningrad Approach Control 126.0
Kaliningrad Transit Operations 131.7 Non-English

ATIS
122.47
(Russian **122.05**)

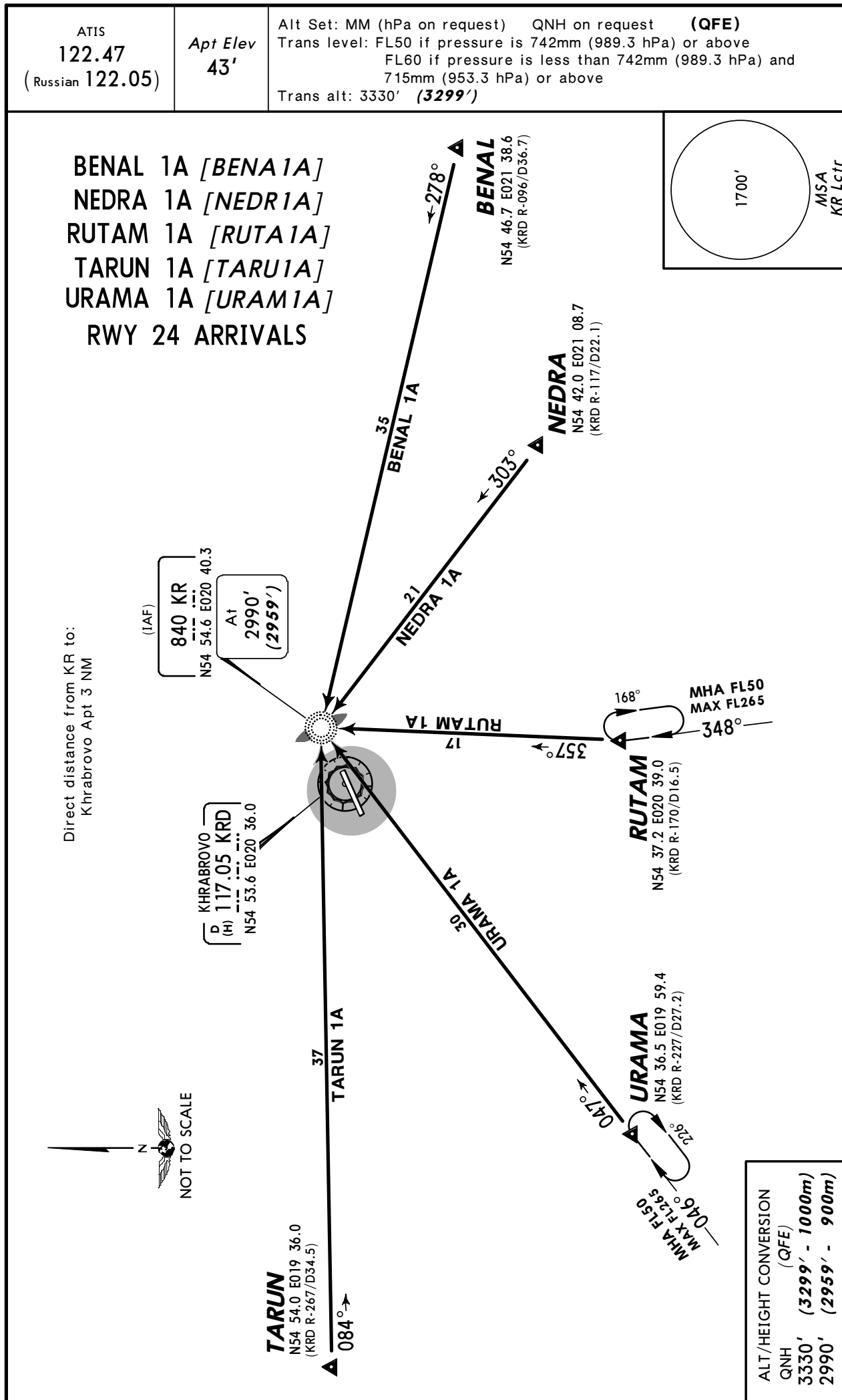
Apt Elev
43'

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 [NERI1A], PELUG 1A [PELU1A]
RILEP 1A [RILE1A], RUSNE 1A [RUSN1A]
TURIP 1A [TURI1A]
RWY 24 ARRIVALS**



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



ATIS
122.47
(Russian 122.05)

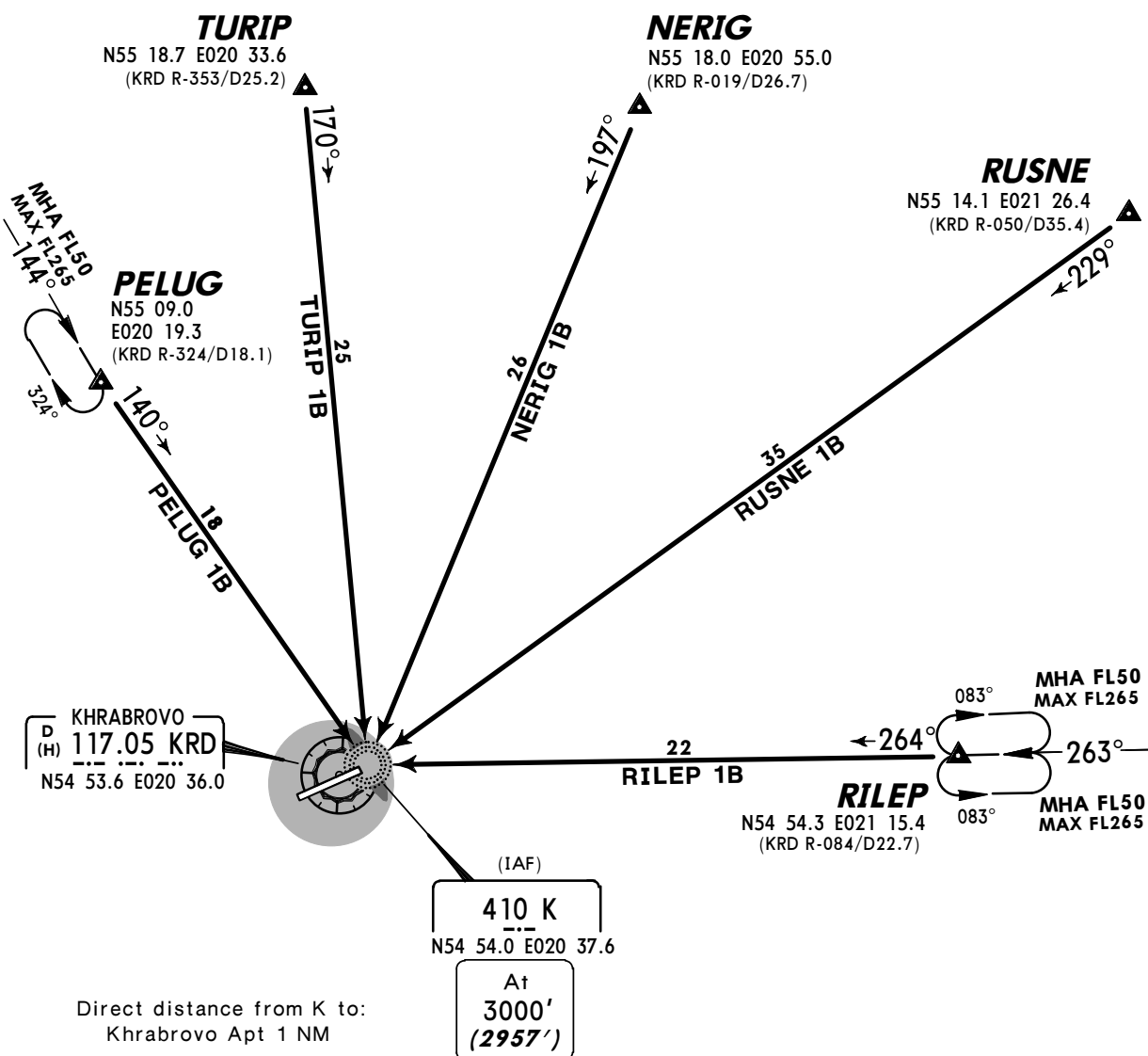
Apt Elev
43'

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' **(3287')**

NERIG 1B [NERI1B], PELUG 1B [PELU1B]
RILEP 1B [RILE1B], RUSNE 1B [RUSN1B]
TURIP 1B [TURI1B]
RWY 06 ARRIVALS

1700'

MSA
K NDB



Direct distance from K to:
Khrabrovo Apt 1 NM

NOT TO SCALE

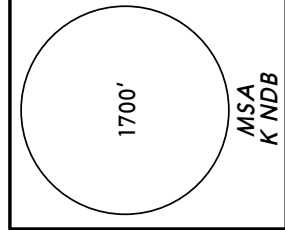
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)
3000' (2957' - 900m)

ATIS
122.47
(Russian 122.05)

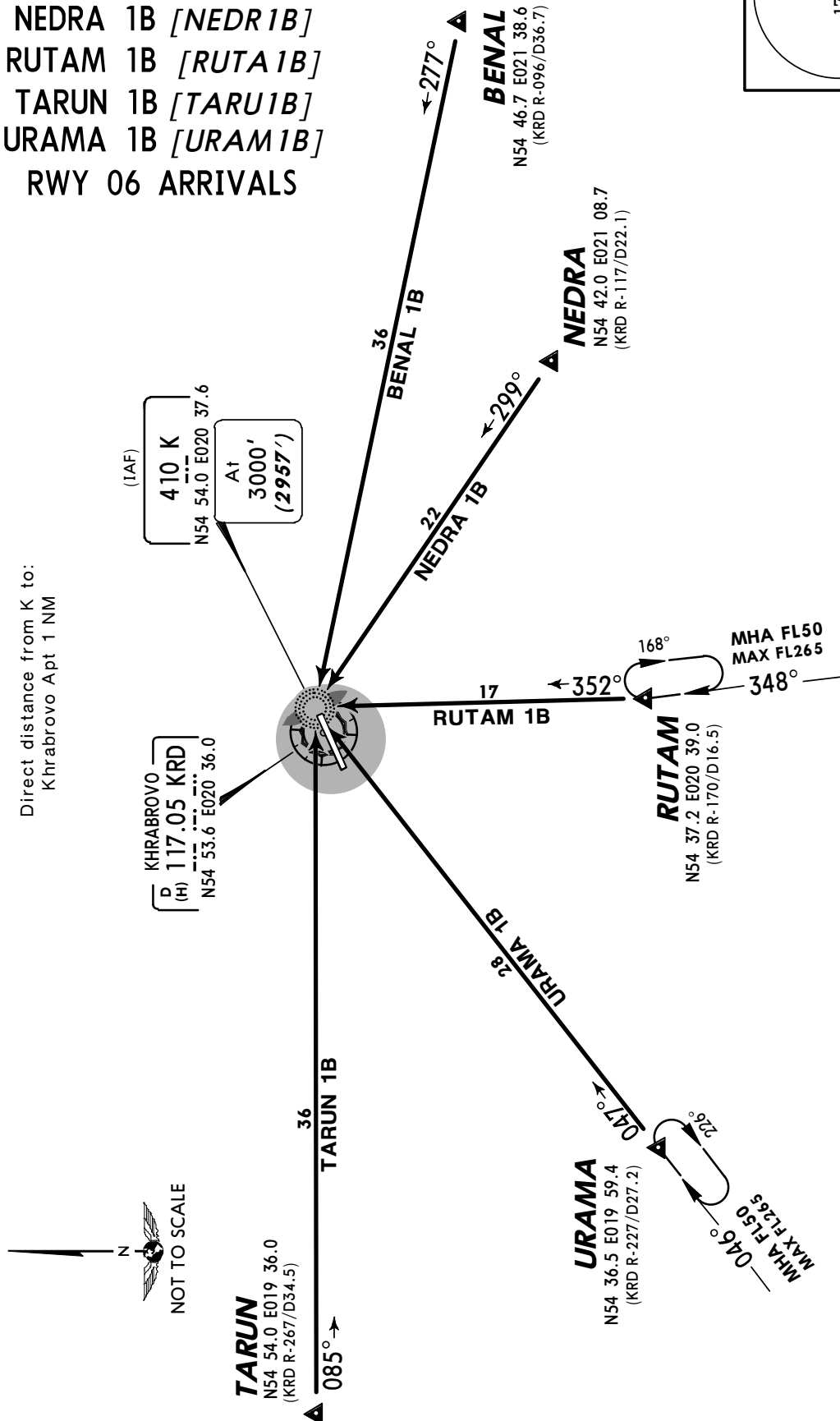
Apt Elev
43'

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 [BENA1B]
NEDRA 1B [NEDR1B]
RUTAM 1B [RUTA1B]
TARUN 1B [TARU1B]
URAMA 1B [URAM1B]
RWY 06 ARRIVALS



Direct distance from K to:
Khrabrovo Apt 1 NM



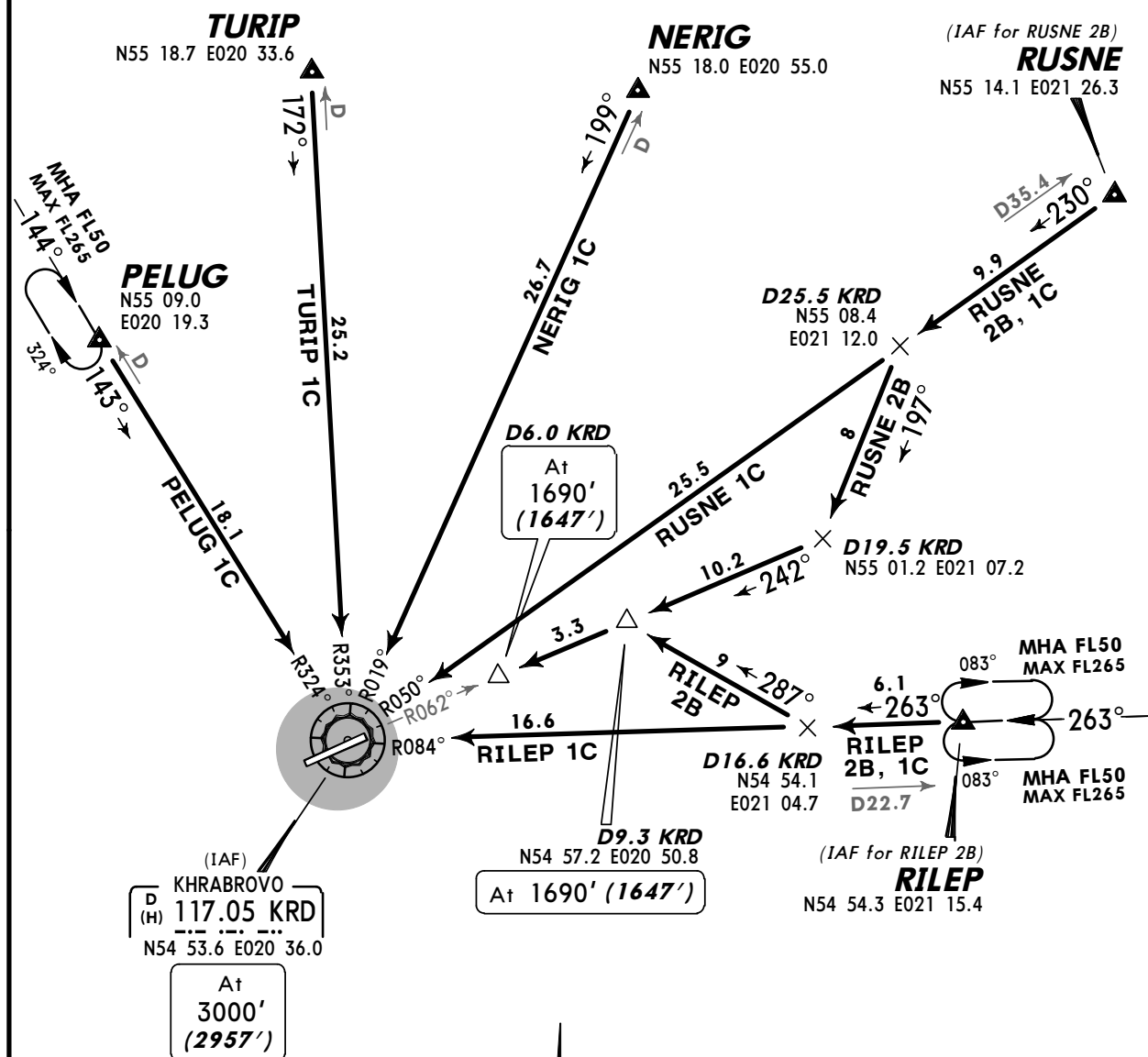
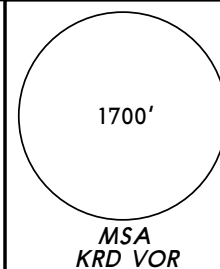
ALT/HEIGHT CONVERSION
QNH
3330' (3287' - 1000m)
3000' (2957' - 900m)

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

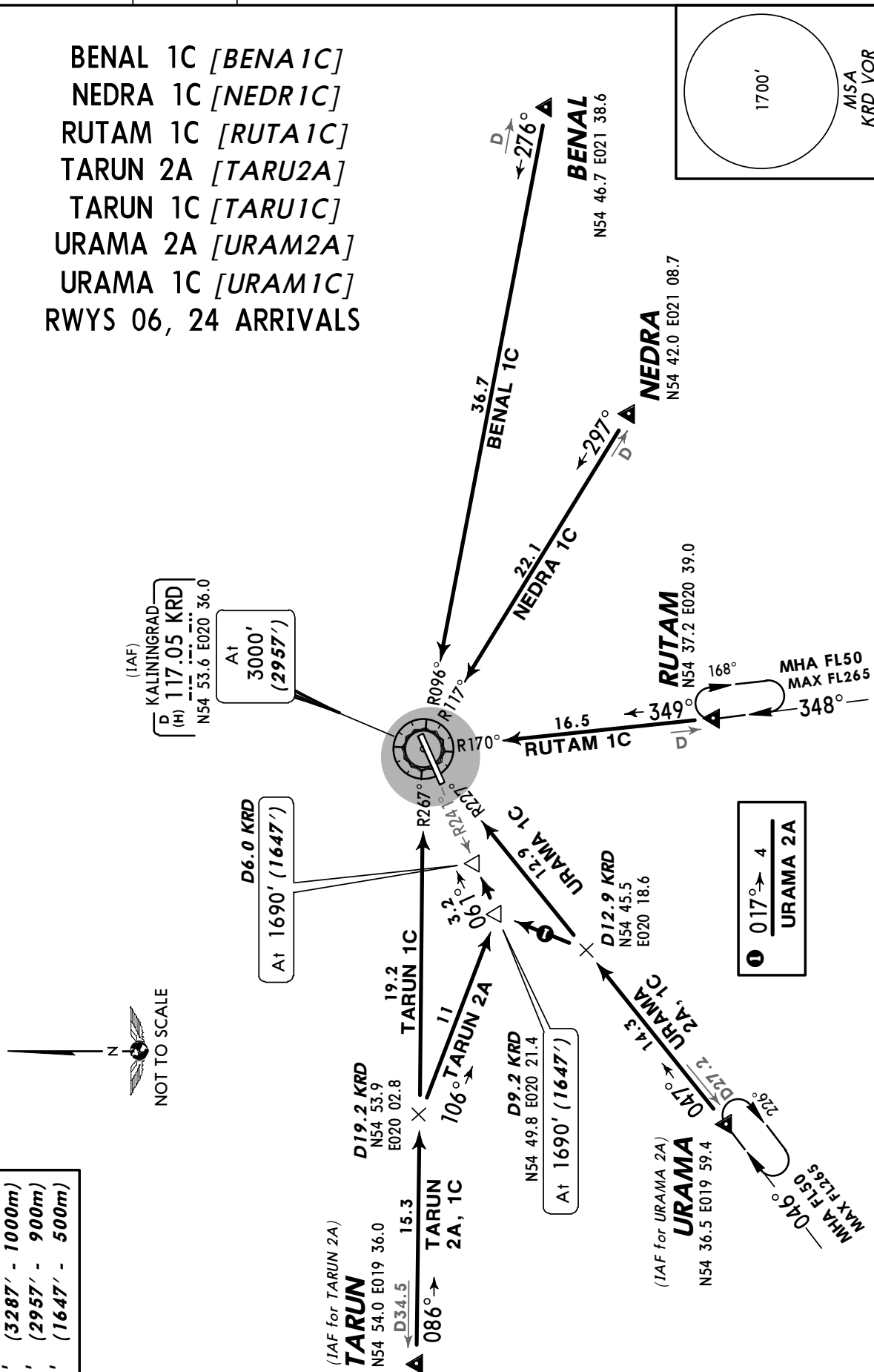


ATIS
122.47
(Russian 122.05)

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



ALT/HEIGHT CONVERSION

QNH (QFE)

3330' (3287' - 1000m)

3000' (2957' - 900m)

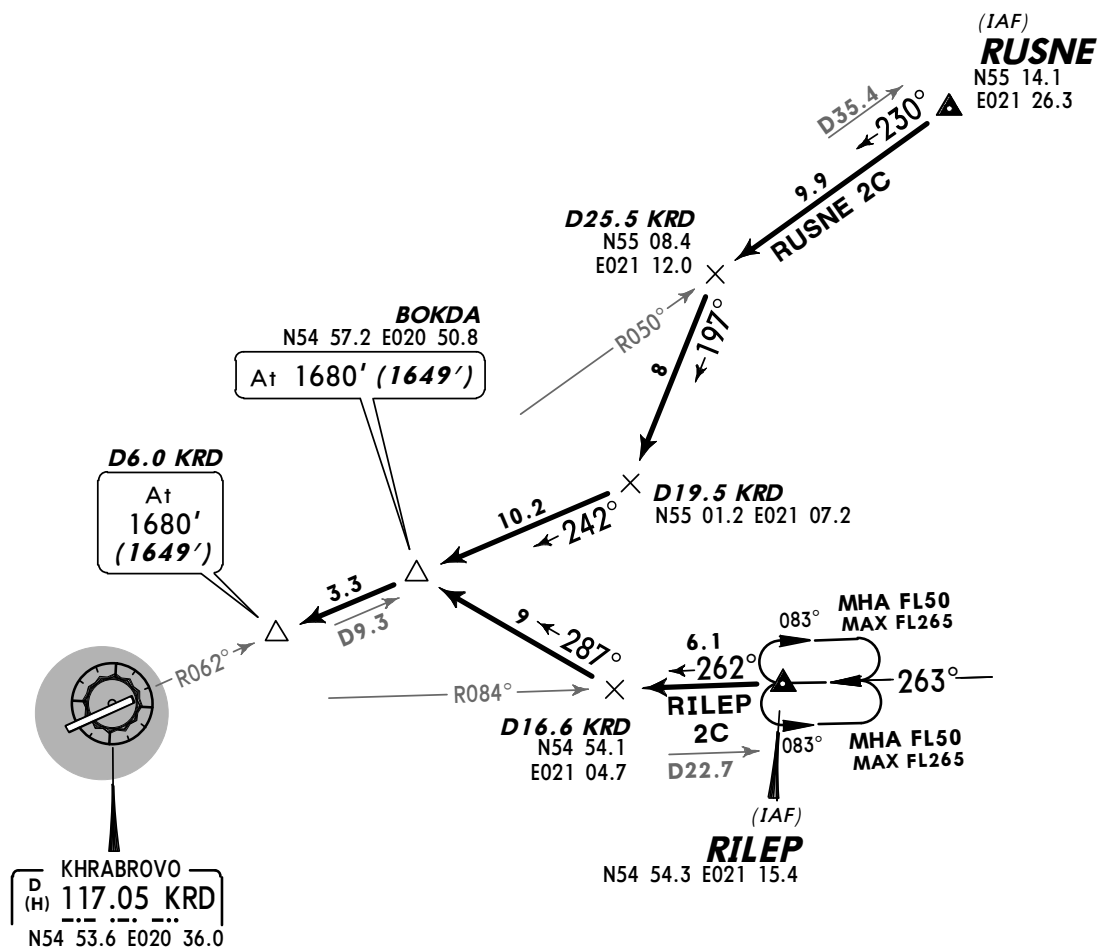
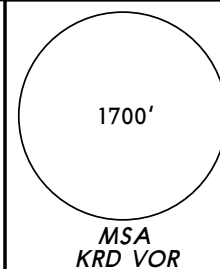
1690' (1647' - 500m)

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' **(3299')**

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



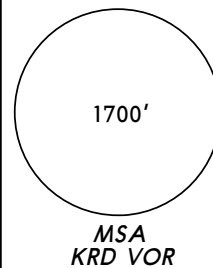
ALT/HEIGHT CONVERSION
QNH **(QFE)**
3330' **(3299' - 1000m)**
1680' **(1649' - 500m)**

Apt Elev
43'

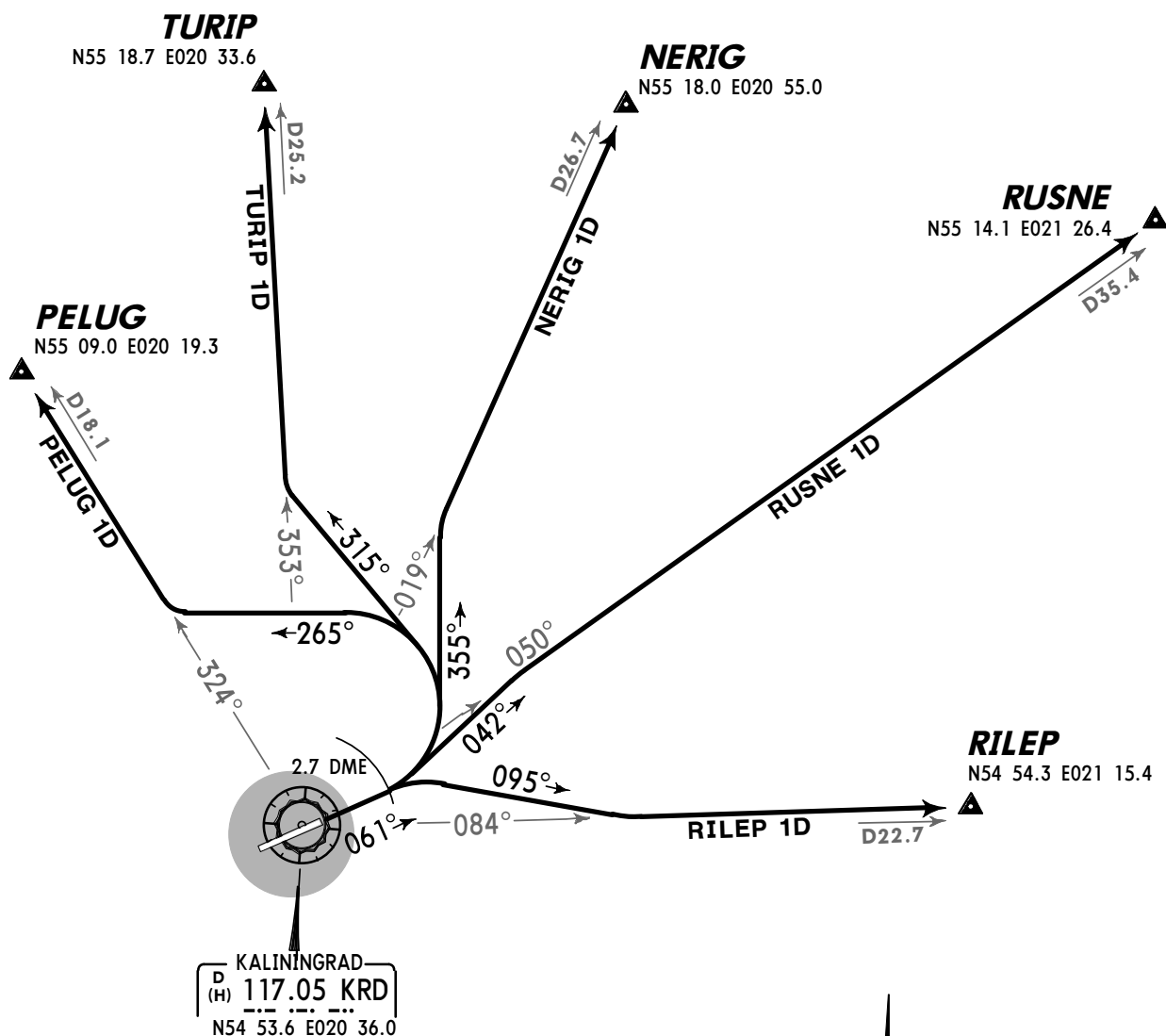
QNH on request (QFE)

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



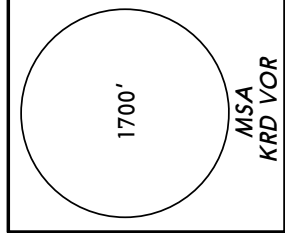
ALT/HEIGHT CONVERSION
QNH (QFE)
3330' (3287' - 1000m)



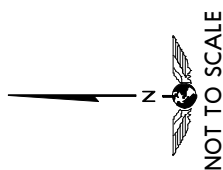
Apt Elev
43'

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

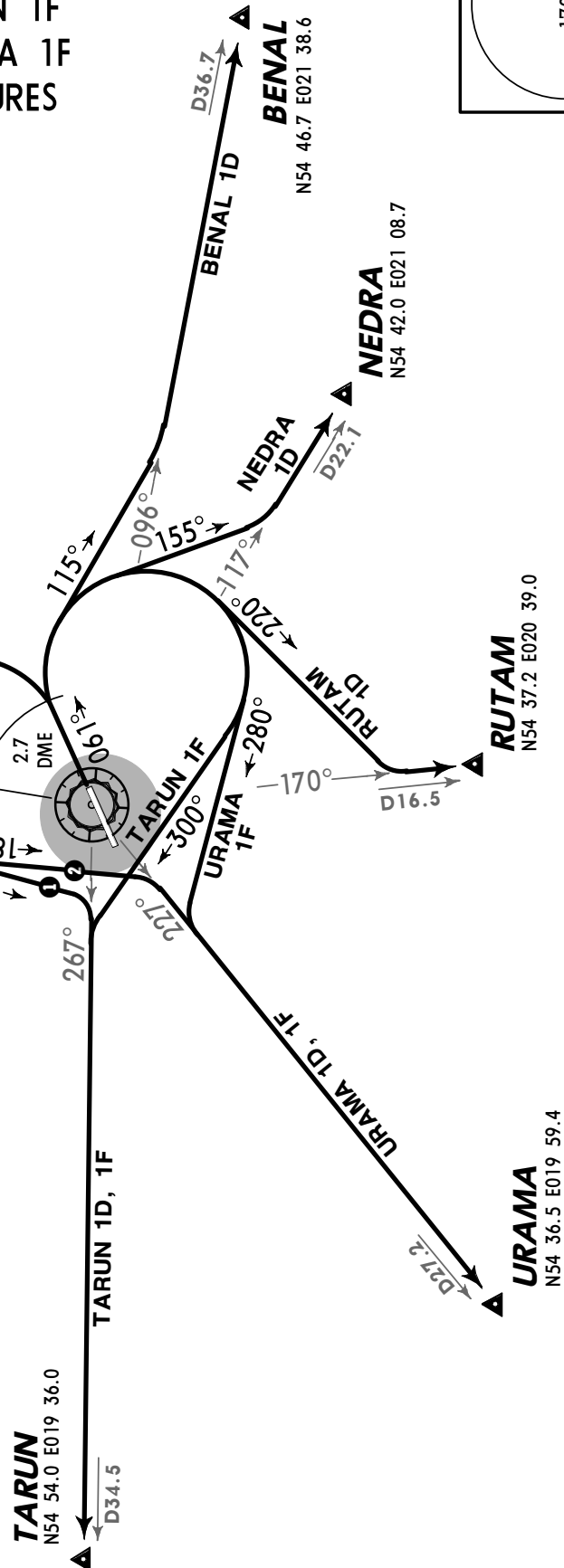
BENAL 1D, NEDRA 1D, RUTAM 1D
TARUN 1D, TARUN 1F
URAMA 1D, URAMA 1F
RWY 06 DEPARTURES



KALININGRAD
D (H) 117.05 KRD
N54 53.6 E020 36.0



① TARUN 1D
② URAMA 1D



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

Apt Elev
43'

QNH on request (QFE)

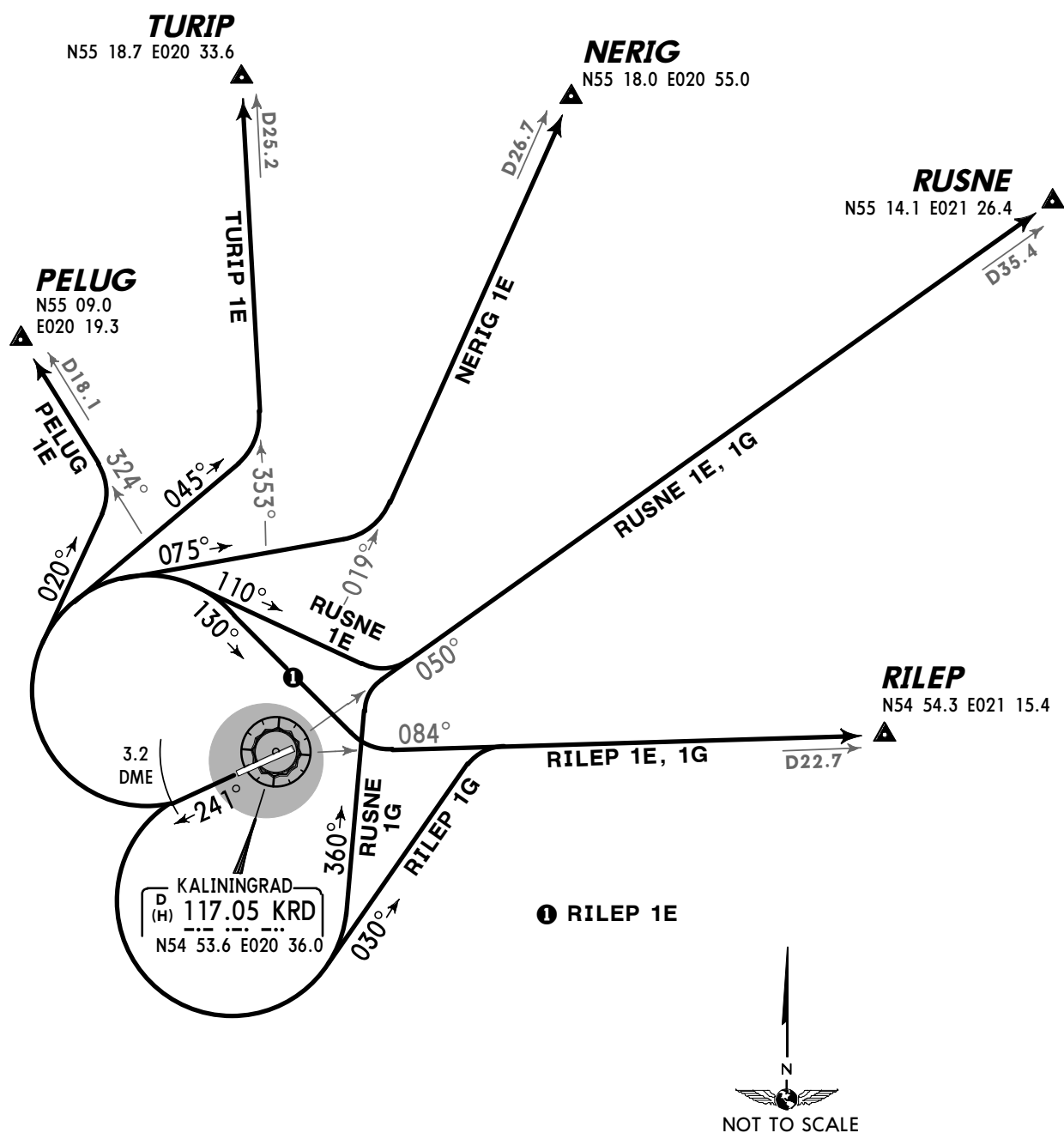
Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above

Trans alt: 3330' (3299')

1700'

MSA
KRD VOR

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)

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')**

1700'

MSA
KRD VOR



NOISE ABATEMENT

GENERAL

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

ARRIVALS

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

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

The procedures stated above shall not be observed when

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

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

DEPARTURES

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

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

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

The reduction of engine power shall not be applied until

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

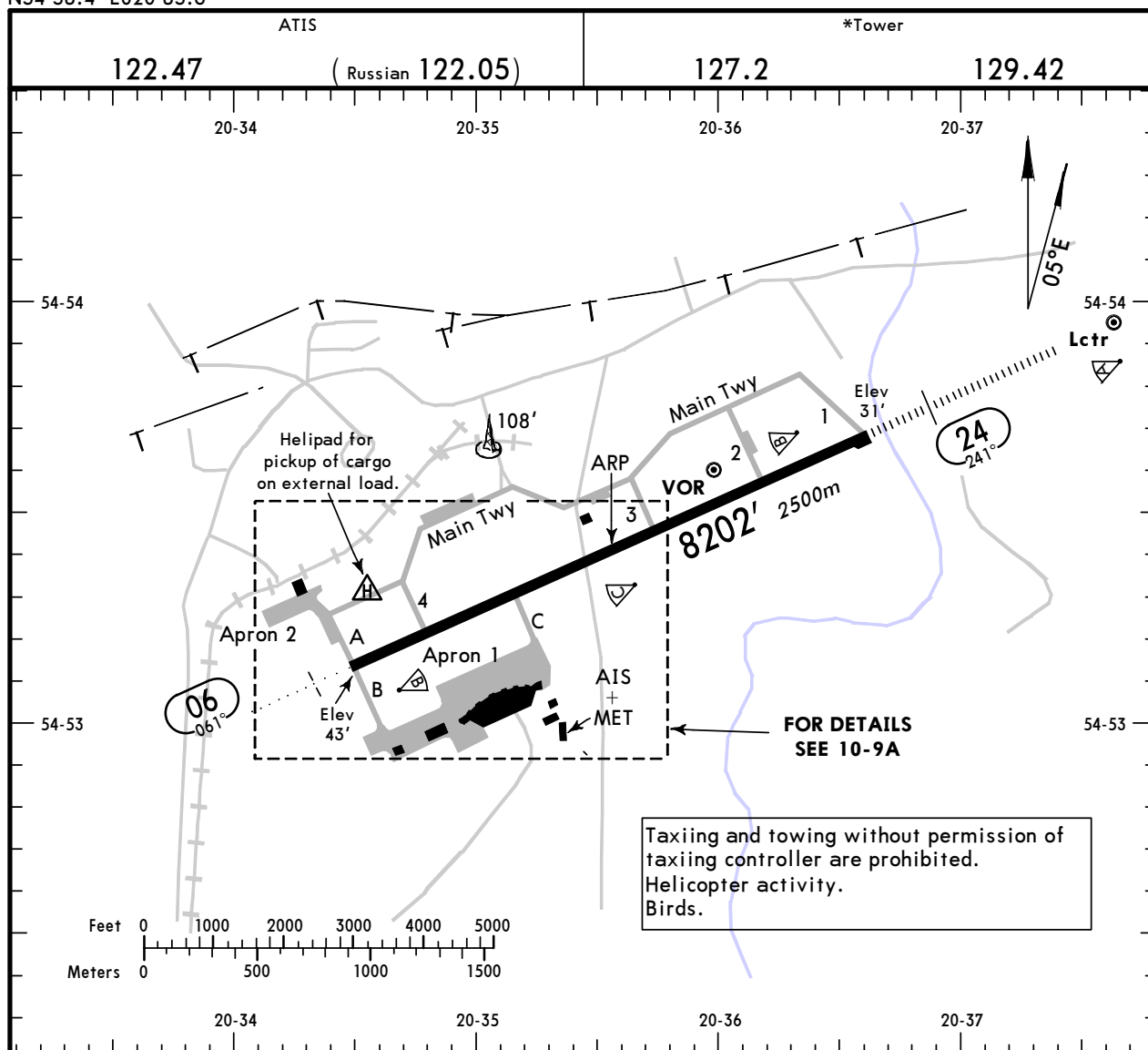
REVERSE THRUST

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

UMKK/KGD
Apt Elev 43'
N54 53.4 E020 35.6

JEPPesen
8 MAR 13 (10-9)

KALININGRAD, RUSSIA
KHRABROVO



ADDITIONAL RUNWAY INFORMATION

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

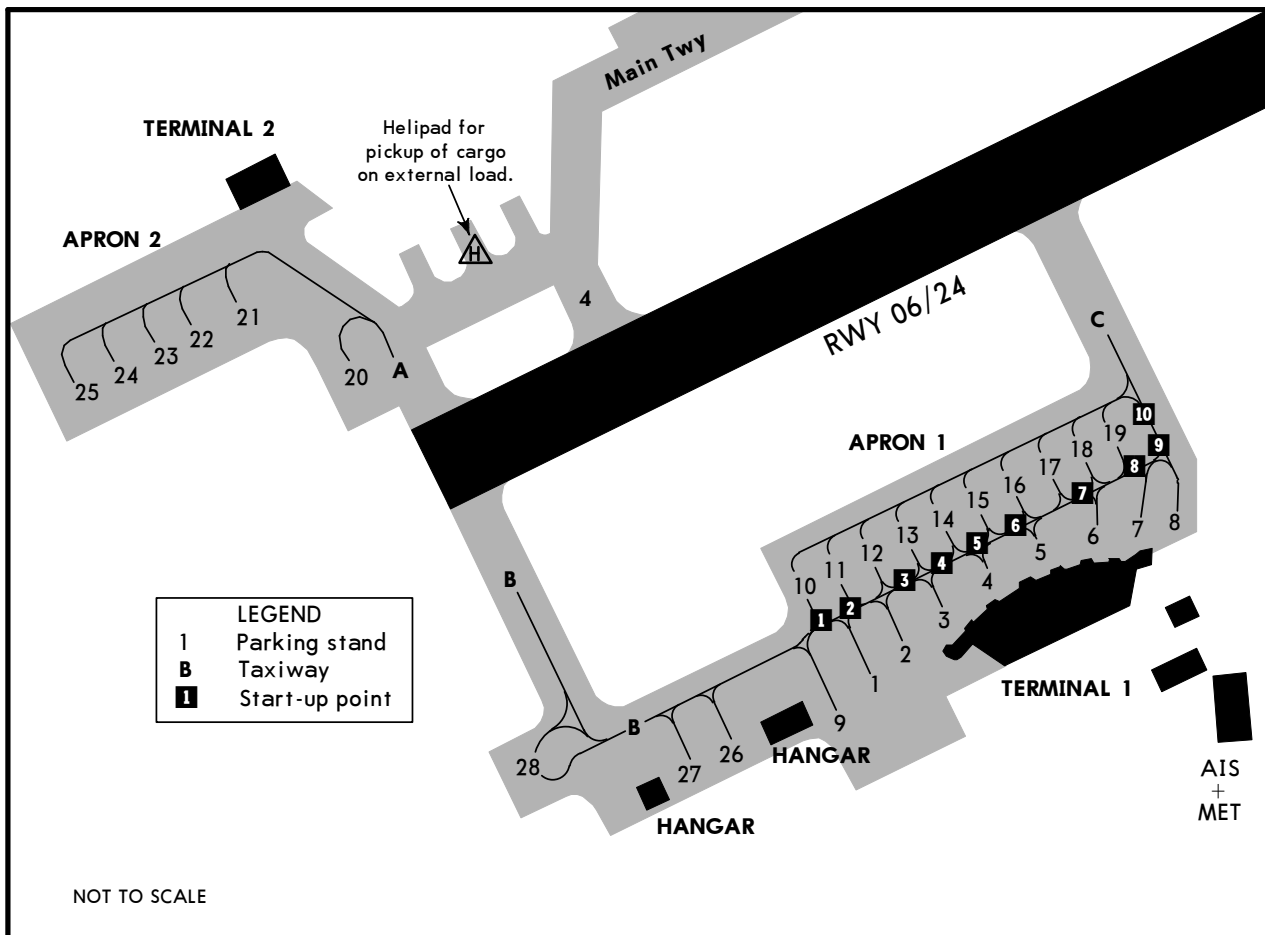
TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	



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	460' (417') R1500m	460' (417') R1500m	460' (417') R1700m	460' (417') 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')	231' (200')	231' (200')	231' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	430' (399') R1100m	430' (399') R1100m	430' (399') R1100m	430' (399') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	390' (359') R1000m	390' (359') R1000m	390' (359') R1200m	390' (359') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m
	NDB ❶	640' (609') C2100m	640' (609') C2100m	640' (609') C2100m	640' (609') C2100m
	ALS out	C2800m	C2800m	C2800m	C2800m

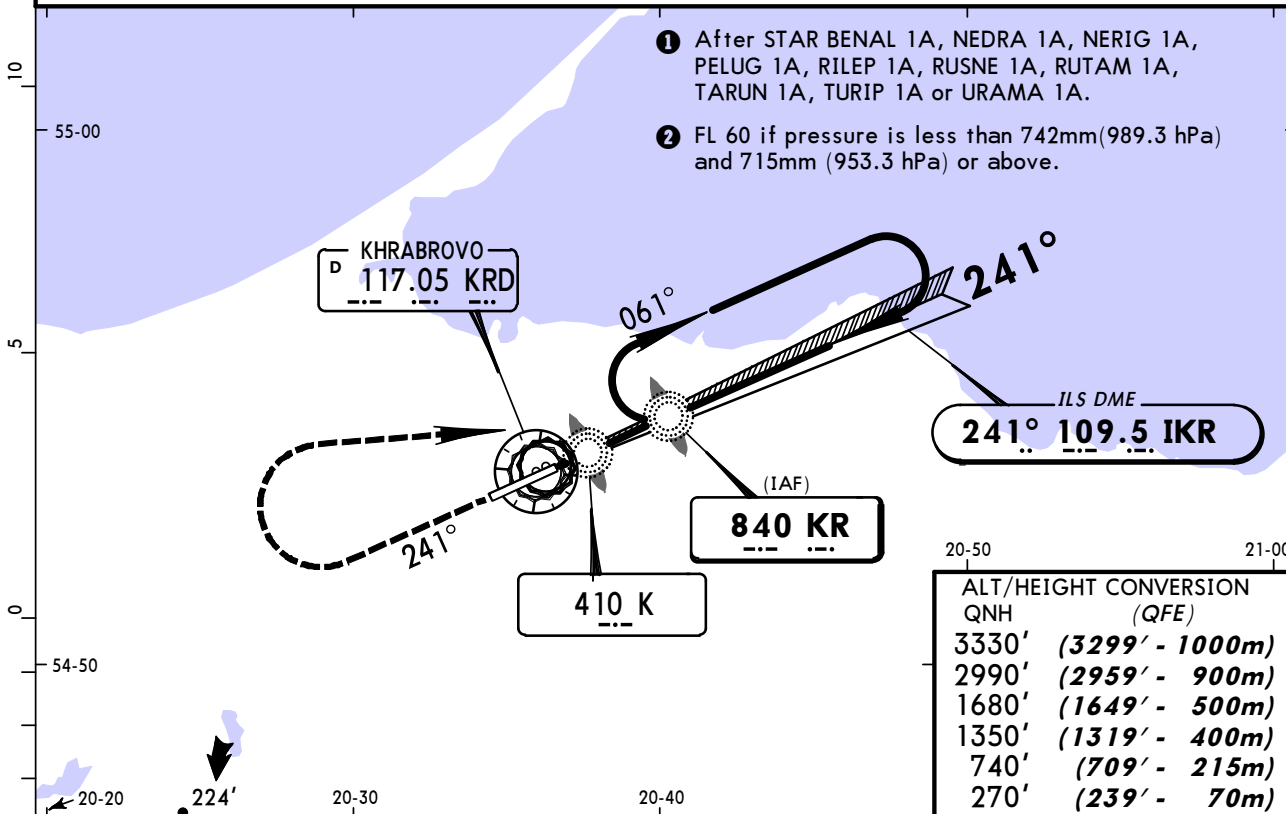
❶ Continuous Descent Final Approach.

TAKE-OFF RWY 06, 24			
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C	300m		
D			

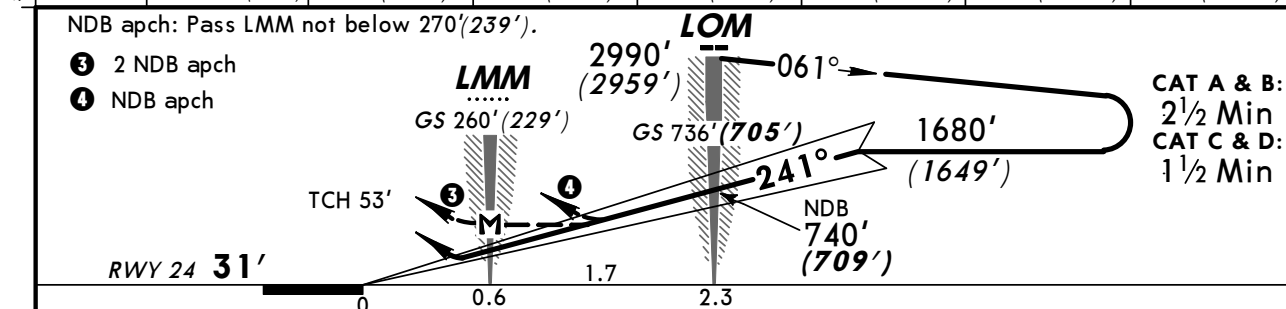
TM

BRIEFING STRIP

ATIS		KALININGRAD Approach		*KALININGRAD Tower	
122.47 (Russian 122.05)		126.0	128.5	127.2	129.42
LOC IKR 109.5	Final Apch Crs 241°	GS LOM 736' (705')	ILS DA(H) 231' (200')	Apt Elev 43' RWY 31'	1700' MSA KR NDB
NDB KR 840		Minimum Alt LOM 740' (709')	NDB MDA(H) Refer to Minimums		
MISSED APCH: Climb on 241° to 1350' (1319'), then turn RIGHT to KR NDB climbing to 1680' (1649'), then as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ②	Trans alt: 3330' (3299')



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
ILS GS or NDB Descent Angle 2.67°	331	425	472	567	661	756	PAPI	1350' (1319') on 241°
2 NDB: MAP at LMM								

ILS		LOC (GS out)	2 NDB		NDB	PANS OPS	
DA(H) 231'(200')		NOT AUTH	MDA(H) 390'(359')		MDA(H) 640'(609')	RVR 720m VIS 800m	1200m
FULL	ALS out		ALS out		ALS out		
A							
B							
C							
D							

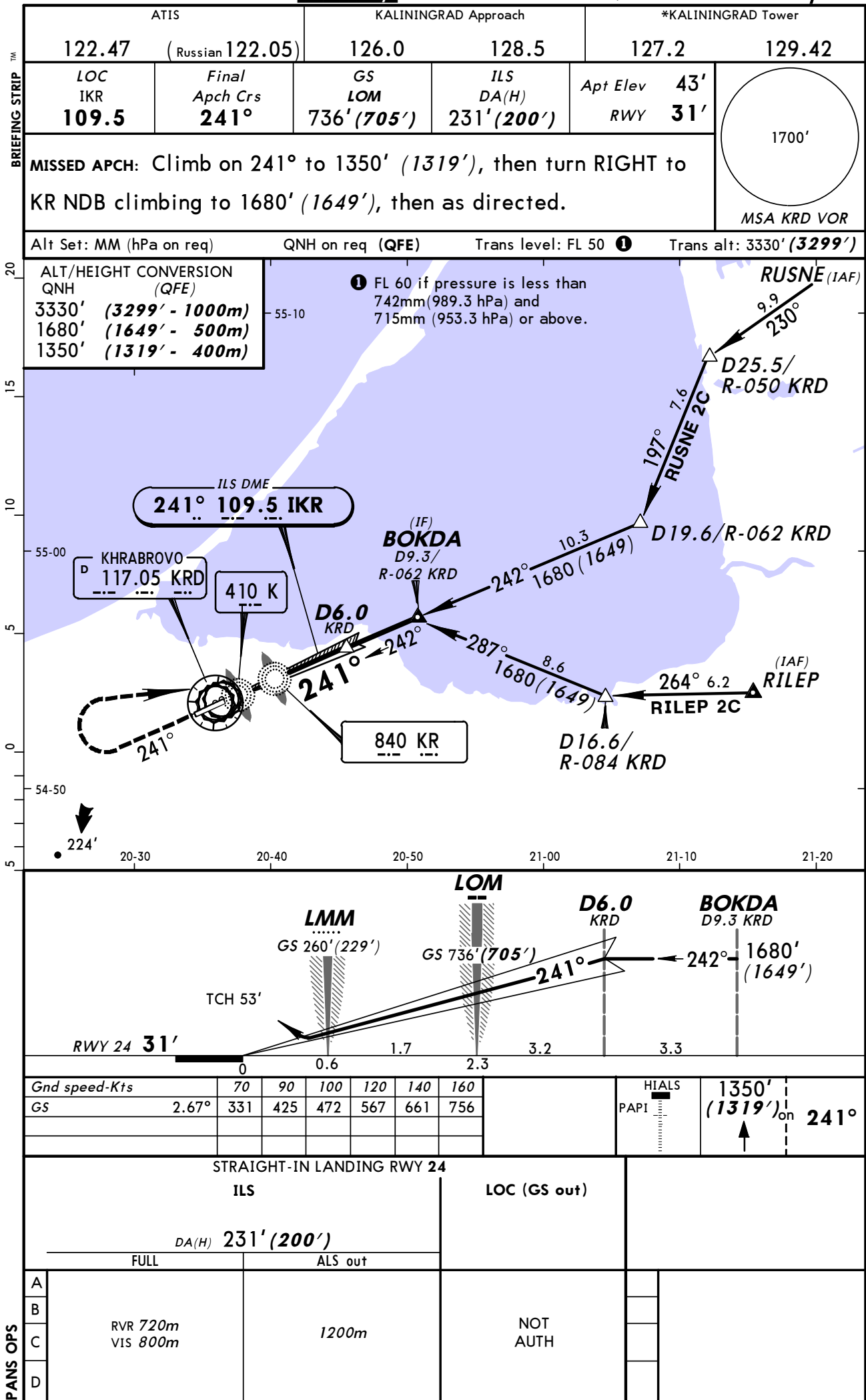
UMKK/KGD
KHRABROVO

19 APR 13
Eff 2 May

11-2

via RILEP 2C, RUSNE 2C

KALININGRAD, RUSSIA
ILS Rwy 24



CHANGES: IF designation. Holding withdrawn.

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BRIEFING STRIP

ATIS		KALININGRAD Approach		*KALININGRAD Tower	
122.47	(Russian 122.05)	126.0	128.5	127.2	129.42
VOR KRD 117.05	Final Apch Crs 061°	Minimum Alt D6.0 1690' (1647')	MDA(H) 460' (417')	Apt Elev 43' RWY 43'	1700'
MISSED APCH: Climb on 061° to 1360' (1317'), then turn LEFT to VOR climbing to 1690' (1647'), then as directed.					MSA KRD VOR

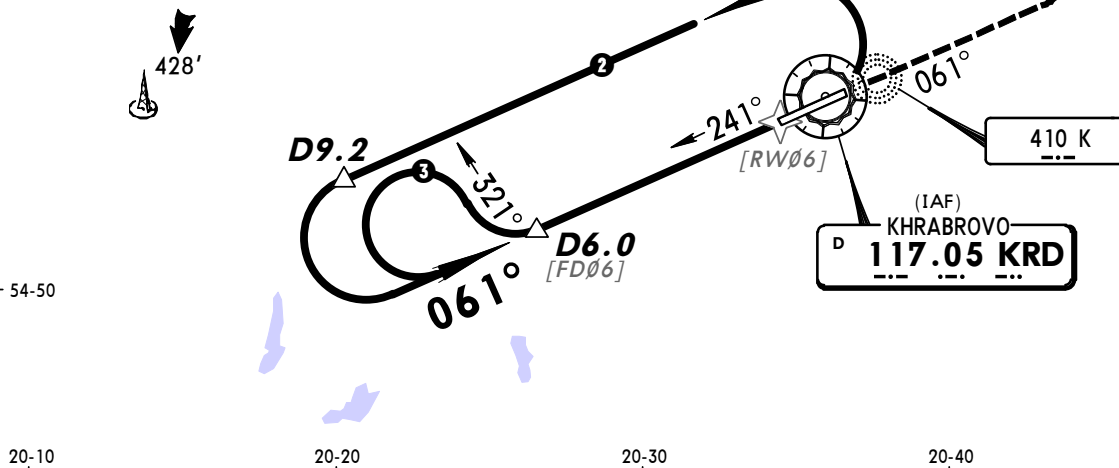
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ① Trans alt: 3330' (3287')

ALT/HEIGHT CONVERSION
QNH (QFE)

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

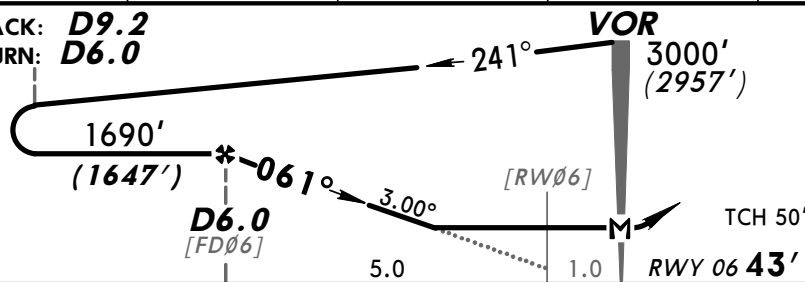
① FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.

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



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

RACETRACK: **D9.2**
PROCEDURE TURN: **D6.0**



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

ALS	1360' (1317') on 061°
PAPI	

STRAIGHT-IN LANDING RWY 06

MDA(H) **460' (417')**

ALS out

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

PANS OPS

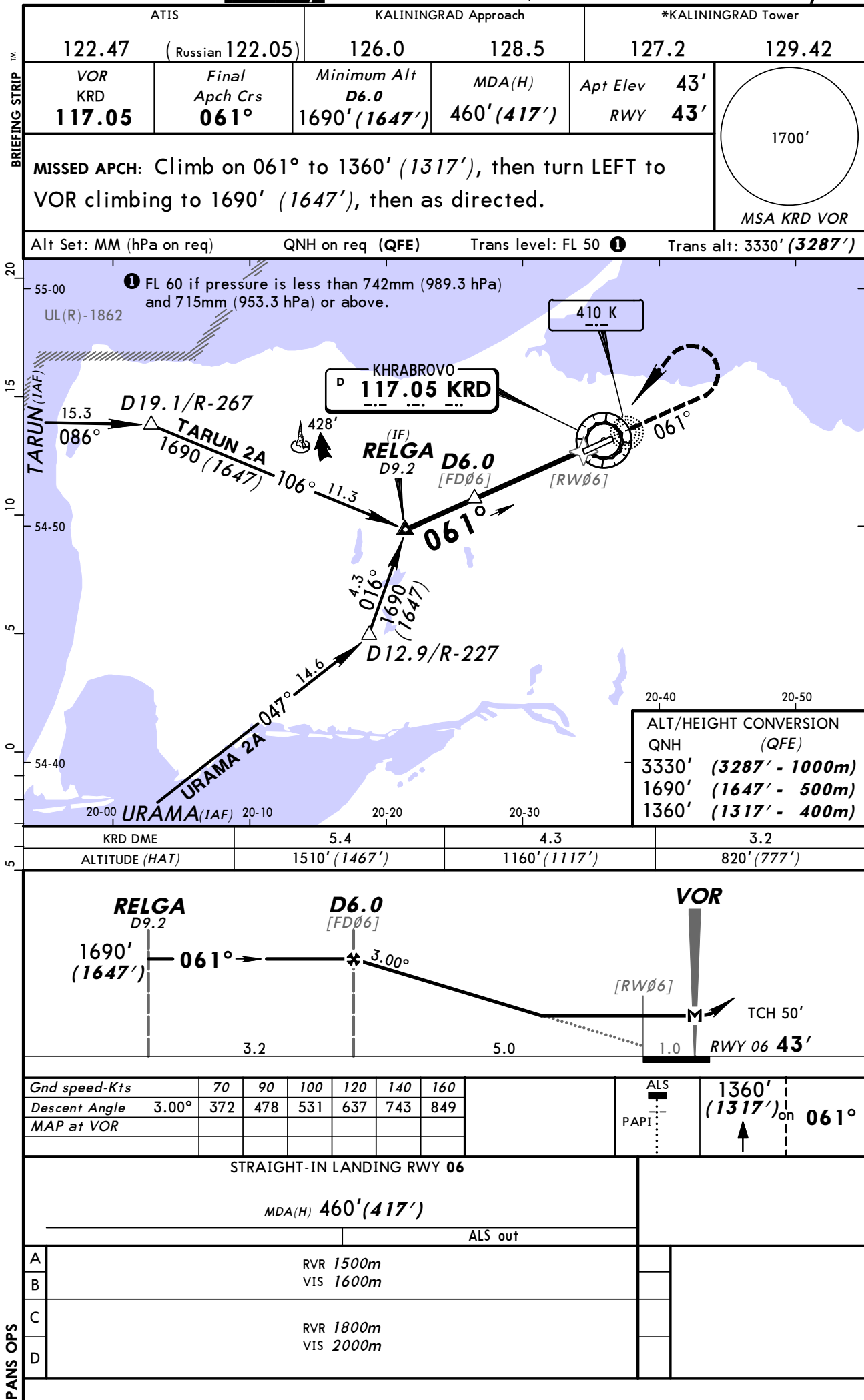
UMKK/KGD
KHRABROVO

19 APR 13
Eff 2 May

13-2

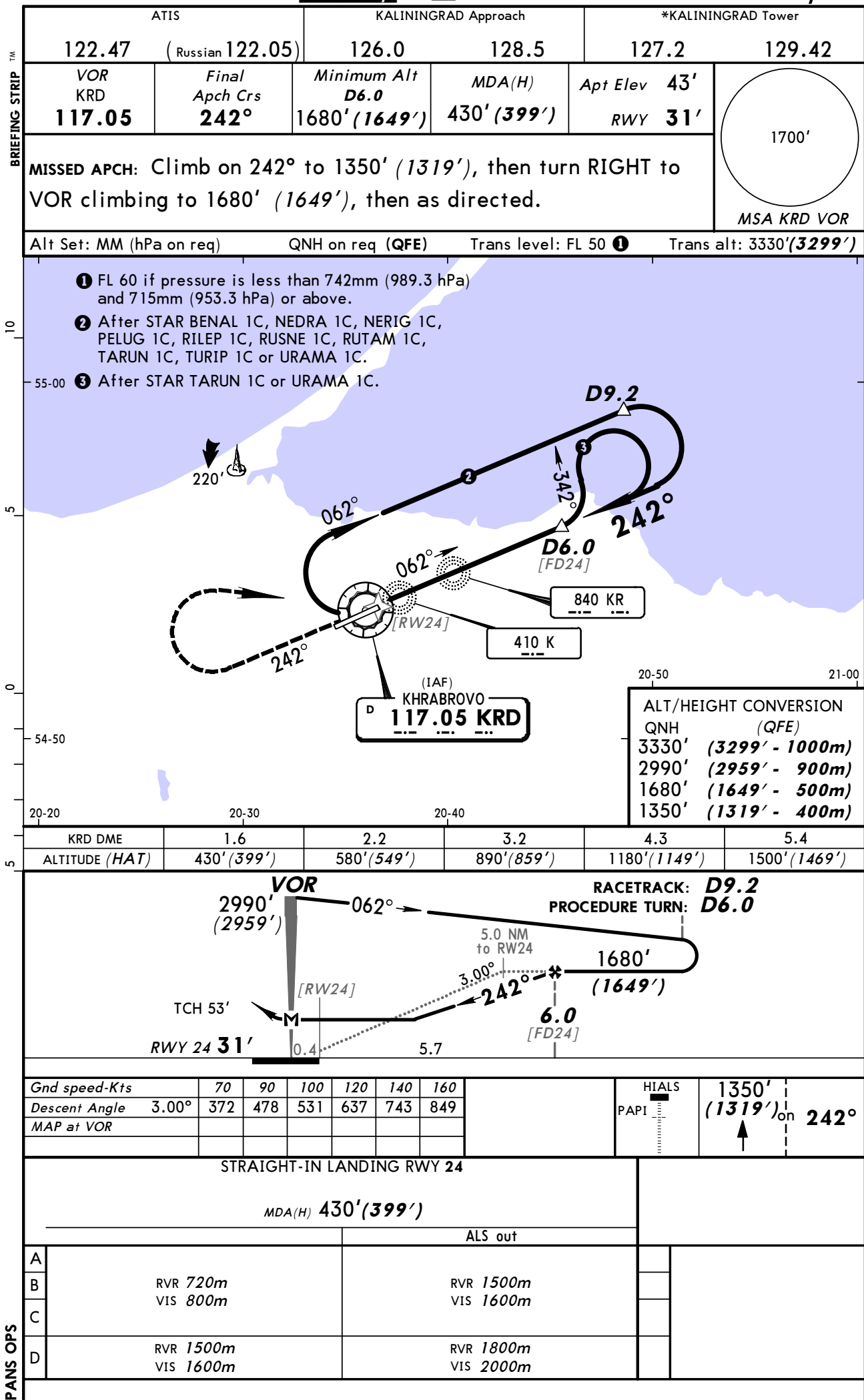
via TARUN 2A, URAMA 2A

KALININGRAD, RUSSIA
VOR DME Rwy 06



CHANGES: IF designation. Holding withdrawn. Minimums.

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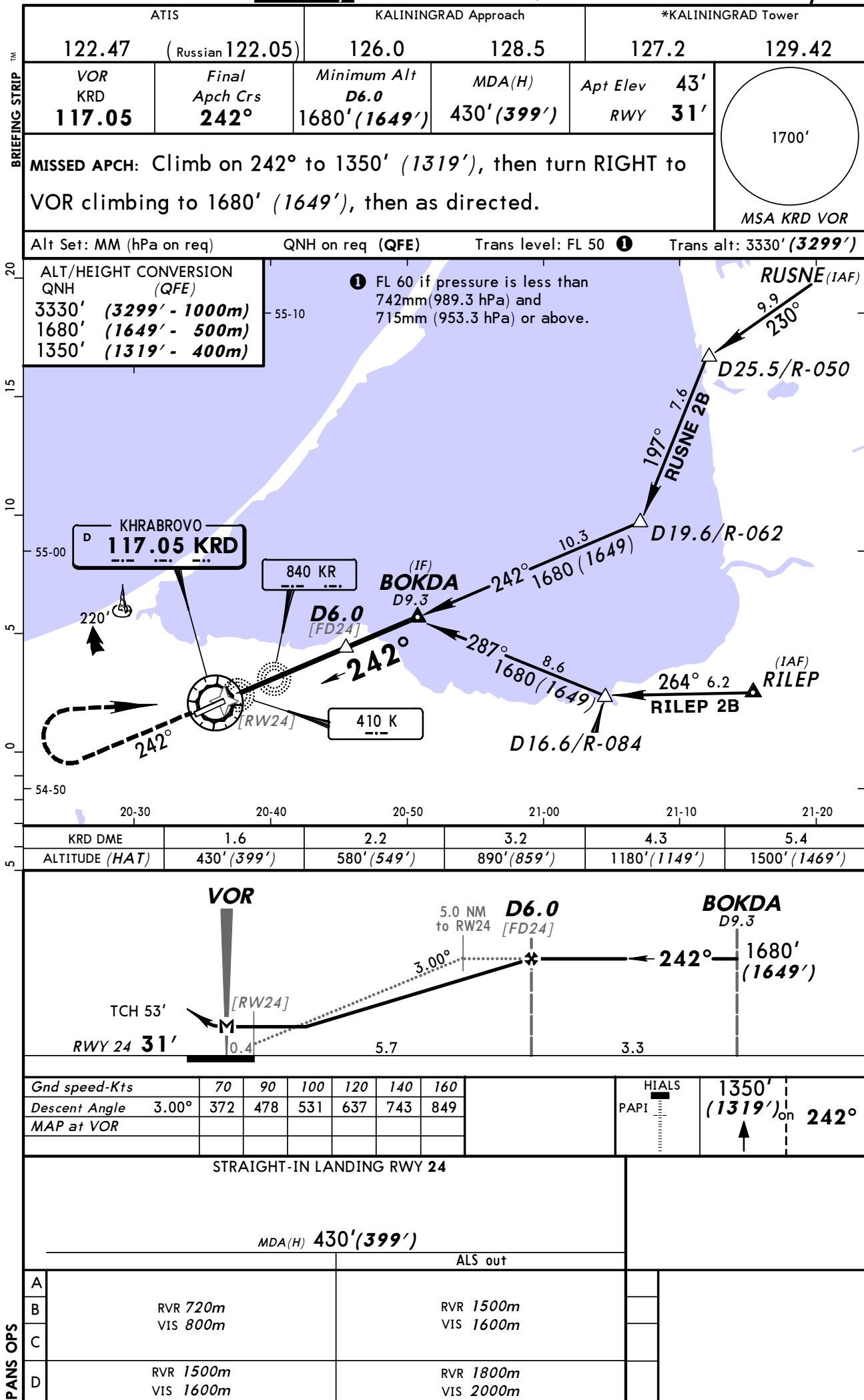
UMKK/KGD
KHRABROVO

19 APR 13
Eff 2 May

JEPPESEN
13-4

via RILEP 2B, RUSNE 2B

KALININGRAD, RUSSIA
VOR DME Rwy 24



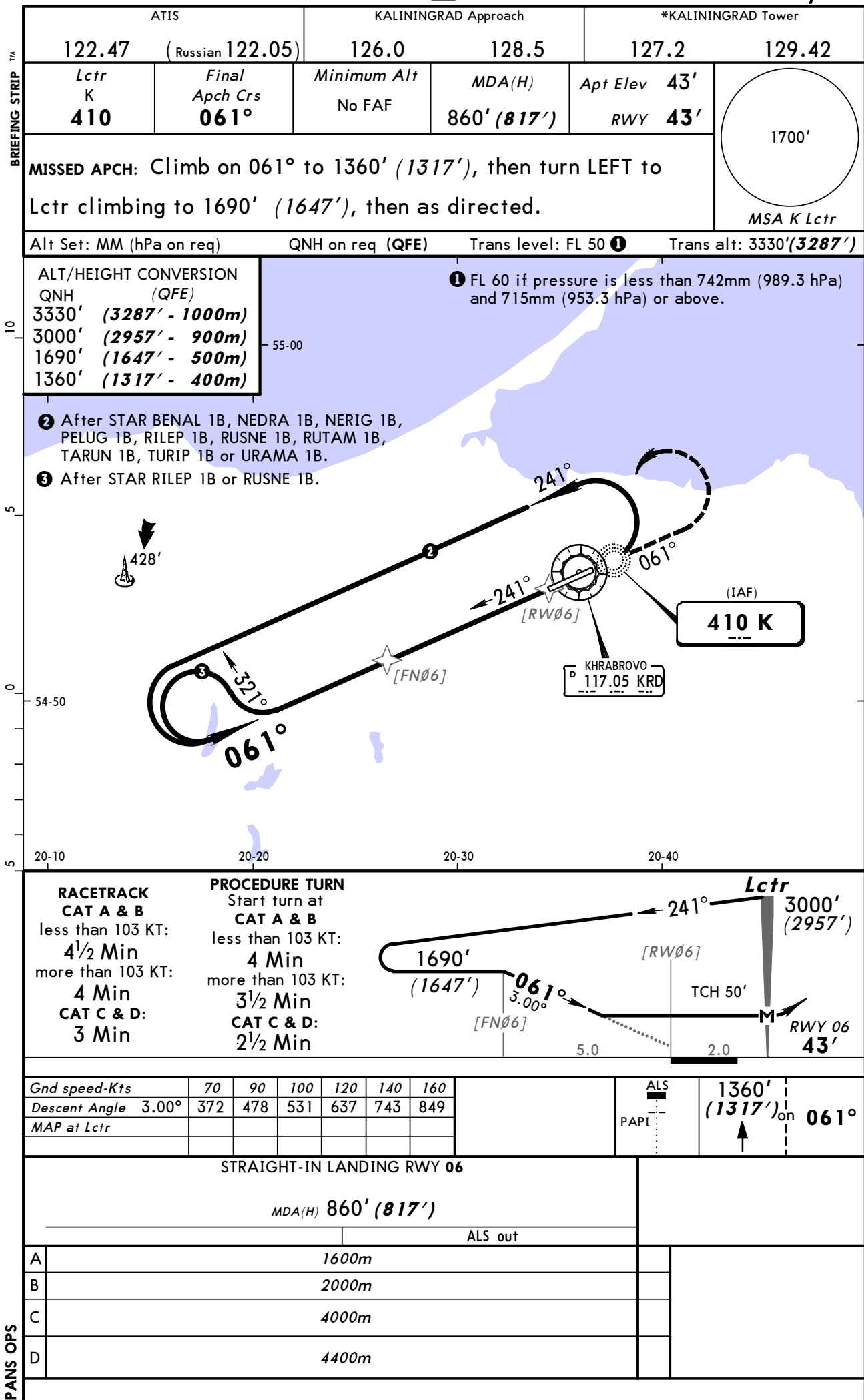




Chart changes since cycle 16-2013

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

KALININGRAD, (KHRABROVO - UMKK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMKK