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Revision Letter For Cycle 17-2013
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General Information

Location: Kazan Rus
IATA Code: KZN
Lat/Long: N55° 36.4' E049° 16.8'
Elevation: 414 ft

Airport Use: Public
Magnetic Variation: 12.7°E

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

Sunrise: 0135 Z
Sunset: 1554 Z,

Runway Information

Runway: 11
Length x Width: 12303 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 346 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 11L
Length x Width: 12247 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 349 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 856 ft

Runway: 29
Length x Width: 12303 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline

Runway: 29R
Length x Width: 12247 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline, TDZ

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Communication Information

ATIS 126.8
Kazan Tower 134.875
Kazan Tower 129.0 Secondary
Kazan Tower 124.0 Secondary
Kazan Ground Control 129.0 Secondary
Kazan Ground Control 124.0 Secondary
Kazan Ground Control 121.7
Kazan Apron Ramp/Taxi Control 129.0 Secondary
Kazan Apron Ramp/Taxi Control 124.0 Secondary
Kazan Apron Ramp/Taxi Control 118.8
Kazan Radar 129.0 Secondary
Kazan Radar 124.0 Secondary
Kazan Radar 119.4

RNAV STAR DESIGNATION	REFER TO CHART
HJ 2C, INTEP 2C, NURKA 2C, RD 2C, RITOP 2C	10-2B
HJ 11G, INTEP 11G, NURKA 11G, RD 11G, RITOP 11G	10-2C
HJ 2D, INTEP 2D, NURKA 2D, RD 2D, RITOP 2D	10-2C1
HJ 29G, INTEP 29G, NURKA 29G, RD 29G, RITOP 29G	10-2C2
BOKSA 2C, BUNIB 2C, UPOLA 2C, UW 2C	10-2D
BOKSA 11G, BUNIB 11G, UPOLA 11G, UW 11G	10-2E
BOKSA 2D, BUNIB 2D, UPOLA 2D, UW 2D	10-2F
BOKSA 29G, BUNIB 29G, UPOLA 29G, UW 29G	10-2G

STAR DESIGNATION	REFER TO CHART
HJ 1C, INTEP 1C, NURKA 1C, RITOP 1C	10-2H
HJ 11C, INTEP 11C, NURKA 11C, RITOP 11C	10-2J
HJ 1D, INTEP 1D, NURKA 1D, 2T, RITOP 1D	10-2K
HJ 29D, INTEP 29D, NURKA 29D, 29T, RITOP 29D	10-2L
BOKSA 1C, UPOLA 1C, UW 1C	10-2M
BOKSA 11C, UPOLA 11C, UW 11C	10-2N
BOKSA 1D, UPOLA 1D, UW 1D	10-2N1
BOKSA 29D, UPOLA 29D, UW 29D	10-2N2
BUNIB 1C, RD 1C	10-2P
BUNIB 11C, RD 11C	10-2Q
BUNIB 1D, RD 1D	10-2Q1
BUNIB 29D, RD 29D	10-2Q2
HJ 11E, INTEP 11E, NURKA 11E, RITOP 11E	10-2S
HJ 29E, INTEP 29E, NURKA 29E, RITOP 29E	10-2T
BOKSA 11E, UPOLA 11E, UW 11E	10-2T1
BOKSA 29E, UPOLA 29E, UW 29E	10-2T2

FOR FURTHER STAR DESIGNATION REFER TO PAGE 10-2A

CHANGES: RNAV STARs transferred.

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STAR DESIGNATION	REFER TO CHART
BUNIB 11E, RD 11E	10-2U
BUNIB 29E, RD 29E	10-2V
HJ 11F, INTEP 11F, NURKA 11F, RITOP 11F	10-2V1
HJ 29F, INTEP 29F, NURKA 29F, RITOP 29F	10-2V2
BOKSA 11F, UPOLA 11F, UW 11F	10-2W
BOKSA 29F, UPOLA 29F, UW 29F	10-2X
BUNIB 11F, RD 11F	10-2X1
BUNIB 29F, RD 29F	10-2X2

CHANGES: RNAV STARs transferred.

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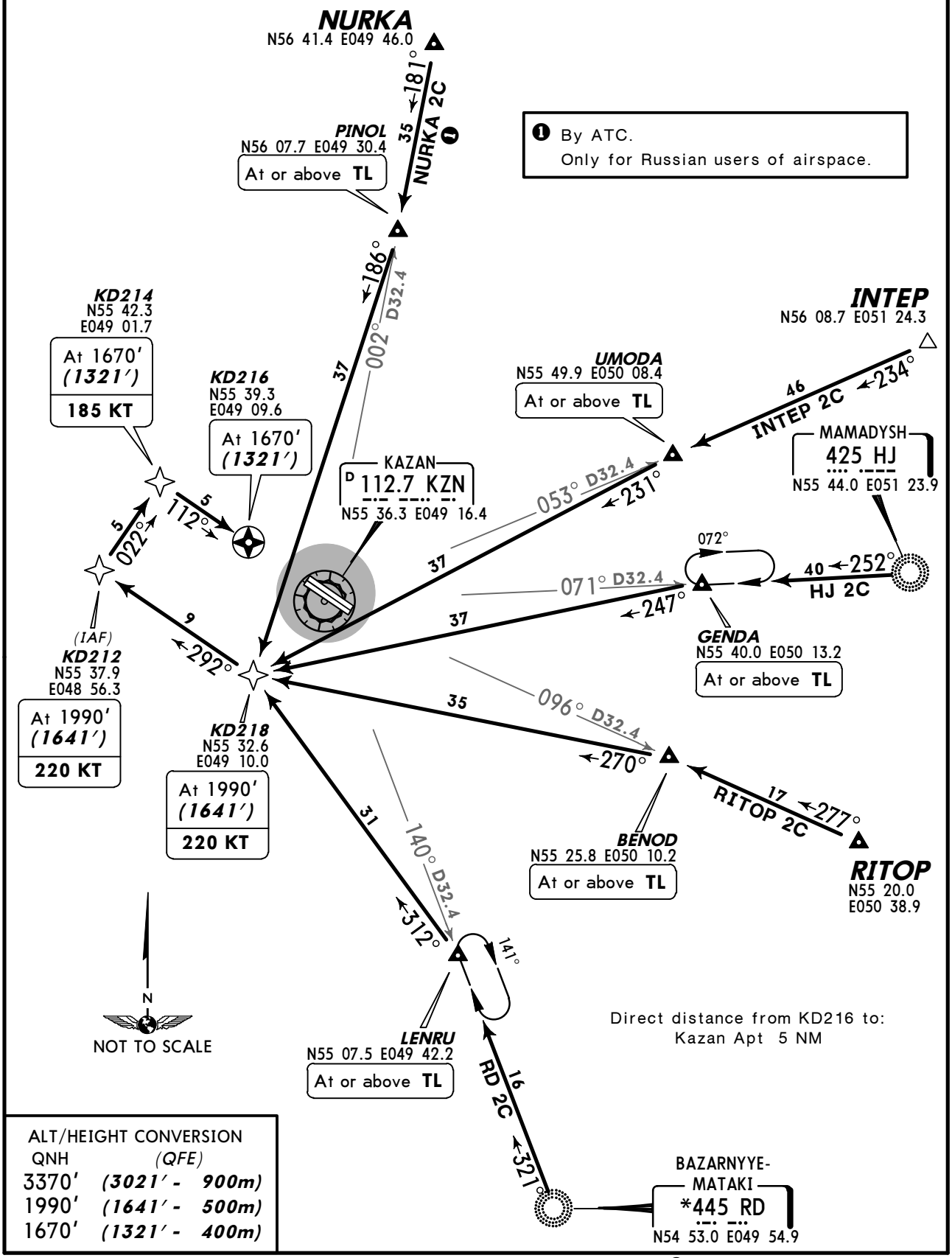
ATIS 126.8

Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3021′)***
WARNING: Turns shall be carried out with a bank of 25°.

2800′
MSA
KZN VOR

HJ 2C, INTEP 2C *[INTE2C]*, NURKA 2C *[NURK2C]* ❶
RD 2C, RITOP 2C *[RITO2C]*
RWY 11L RNAV ARRIVALS
RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3021′ - 900m)***
1990′	***(1641′ - 500m)***
1670′	***(1321′ - 400m)***

CHANGES: Crossing at KD214 revised.

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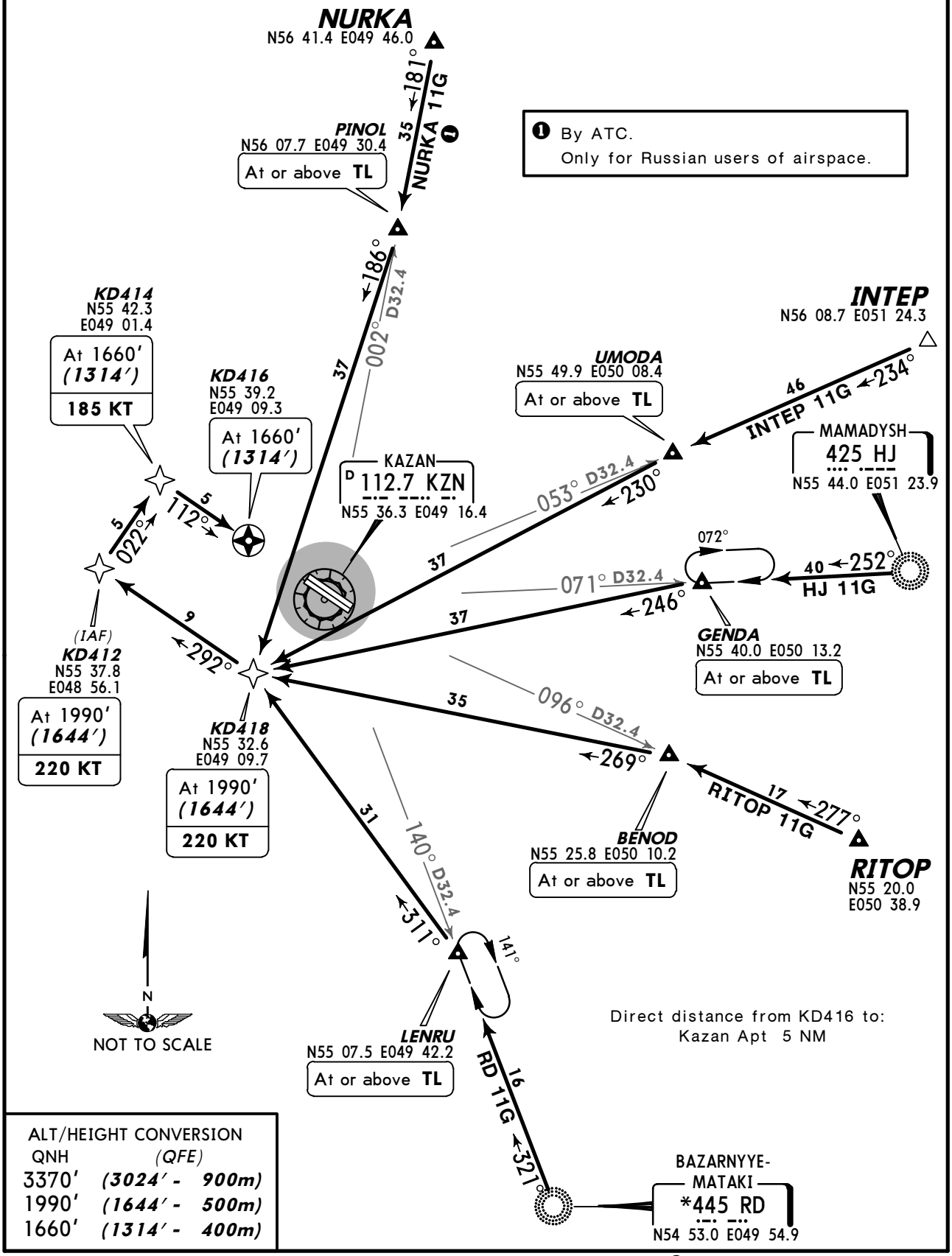
ATIS 126.8

Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3024′)***
WARNING: Turns shall be carried out with a bank of 25°.

2800′
MSA
KZN VOR

HJ 11G, INTEP 11G *[INT11G]*, NURKA 11G *[NUR11G]*❶
RD 11G, RITOP 11G *[RIT11G]*
RWY 11R RNAV ARRIVALS
RNAV (GNSS)



❶ By ATC.
Only for Russian users of airspace.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3024′ - 900m)***
1990′	***(1644′ - 500m)***
1660′	***(1314′ - 400m)***

CHANGES: Crossing at KD414 revised.

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ATIS 126.8

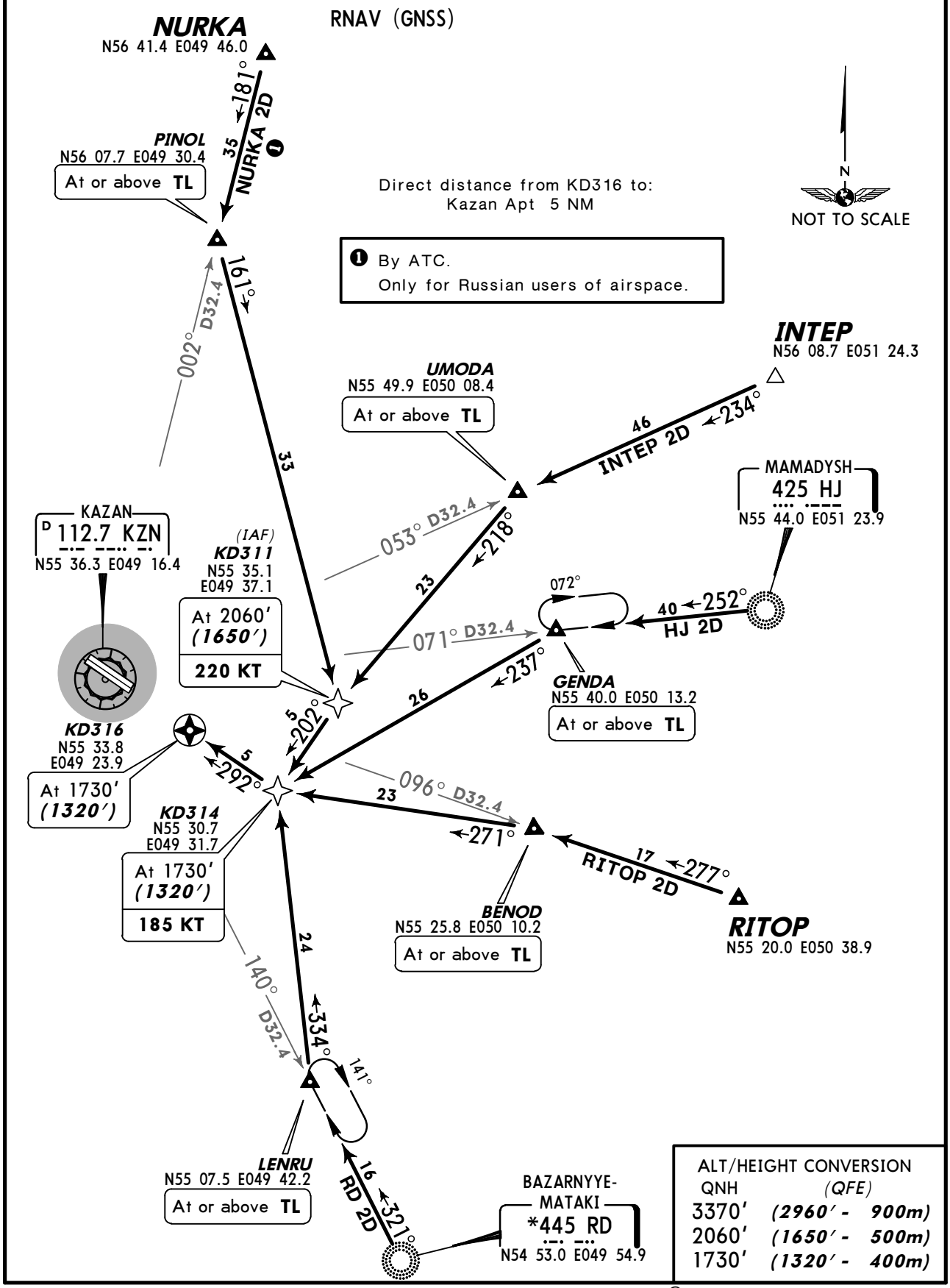
Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(2960′)***
WARNING: Turns shall be carried out with a bank of 25°.

2800′
MSA
KZN VOR

HJ 2D, INTEP 2D *[INTE2D]*, NURKA 2D *[NURK2D]* ❶
RD 2D, RITOP 2D *[RITO2D]*
RWY 29R RNAV ARRIVALS

RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at KD314 revised.

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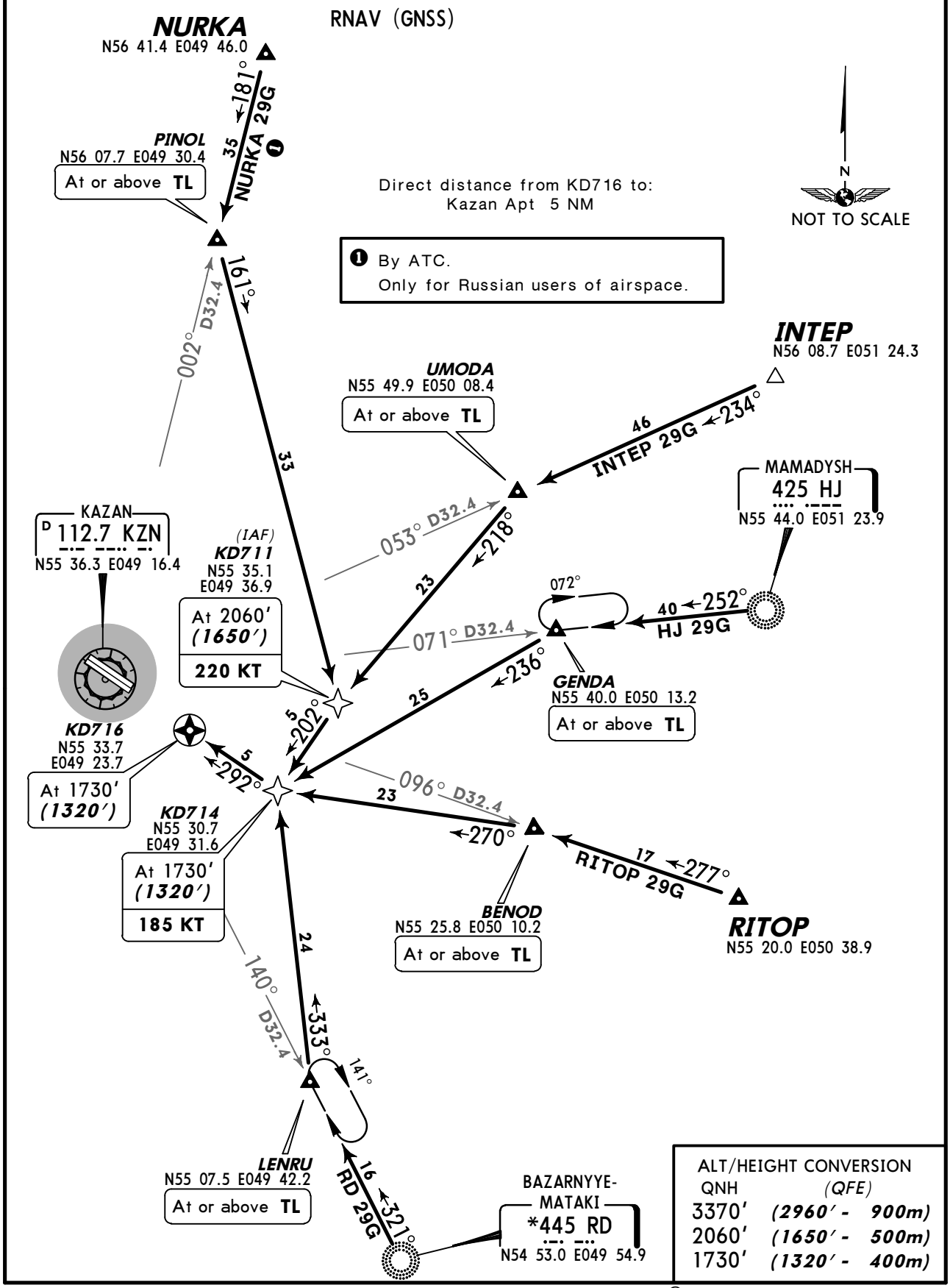
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)*** WARNING: Turns shall be carried out with a bank of 25°.
Apt Elev 414′	

2800′
MSA
KZN VOR

HJ 29G, INTEP 29G *[INT29G]*, NURKA 29G *[NUR29G]* ❶
RD 29G, RITOP 29G *[RIT29G]*
RWY 29L RNAV ARRIVALS

RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at KD714 revised.

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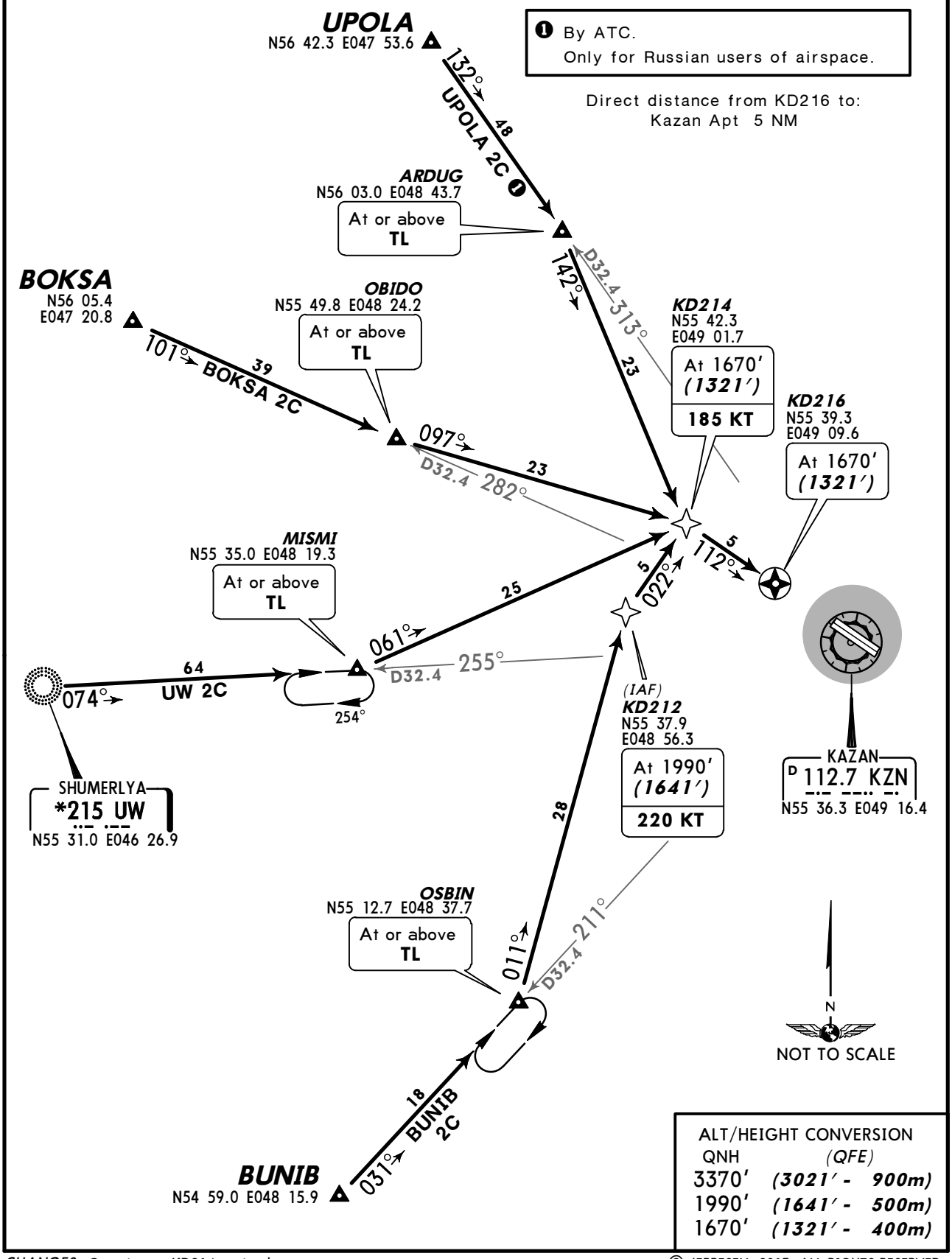
ATIS 126.8

Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3021′)***
WARNING: Turns shall be carried out with a bank of 25°.

MSA KZN VOR
2800′

BOKSA 2C *[BOKS2C]*, BUNIB 2C *[BUNI2C]*
UPOLA 2C *[UPOL2C]*❶, UW 2C
RWY 11L RNAV ARRIVALS
RNAV (GNSS)



❶ By ATC.
Only for Russian users of airspace.

Direct distance from KD216 to:
Kazan Apt 5 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3021′ - 900m)***
1990′	***(1641′ - 500m)***
1670′	***(1321′ - 400m)***

CHANGES: Crossing at KD214 revised.

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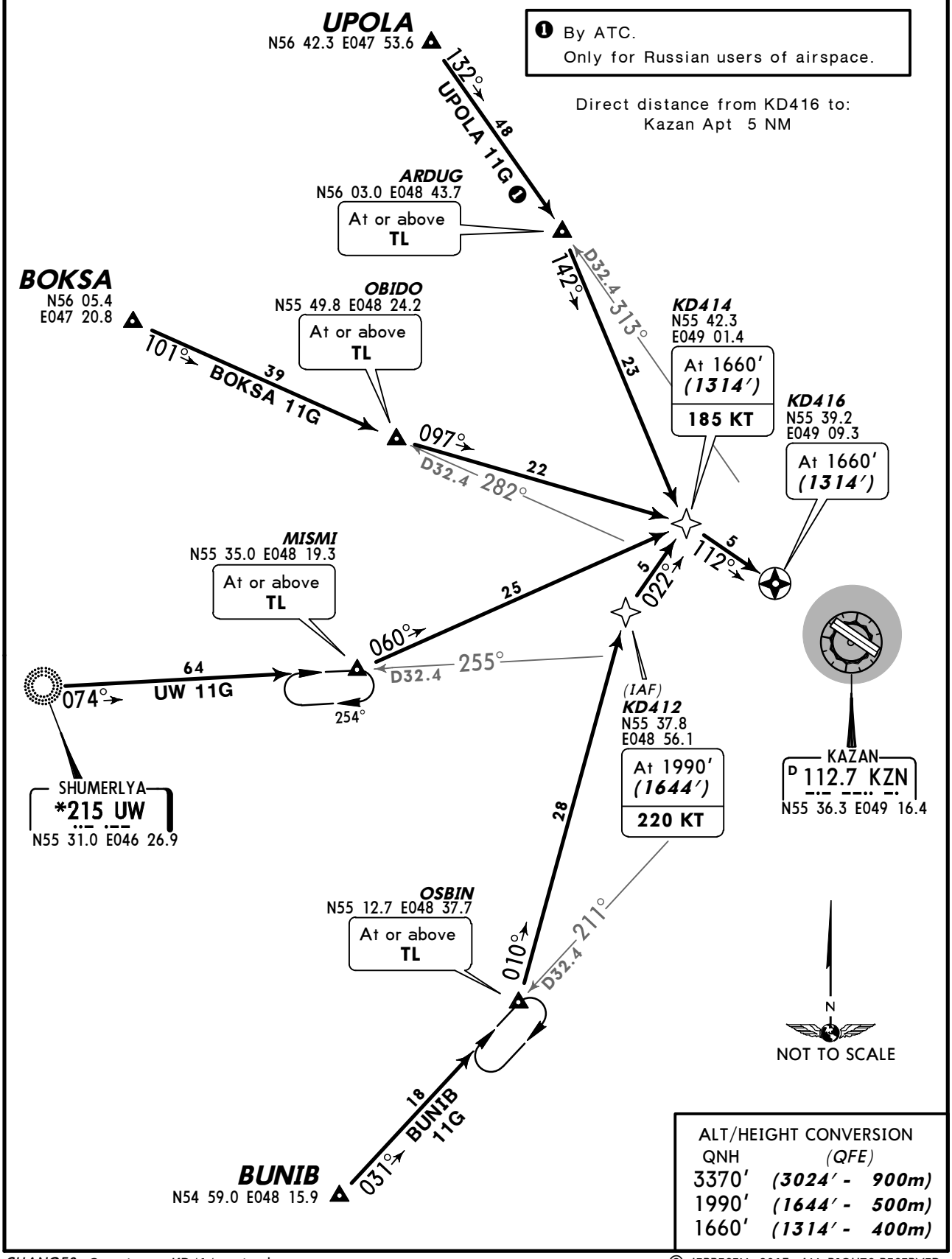
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3024′)*** WARNING: Turns shall be carried out with a bank of 25°.
Apt Elev 414′	

2800′
MSA
KZN VOR

BOKSA 11G *[BOK11G]*, BUNIB 11G *[BUN11G]*
UPOLA 11G *[UPO11G]*❶, UW 11G
RWY 11R RNAV ARRIVALS
RNAV (GNSS)



❶ By ATC.
Only for Russian users of airspace.

Direct distance from KD416 to:
Kazan Apt 5 NM

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3370′	***(3024′ - 900m)***
1990′	***(1644′ - 500m)***
1660′	***(1314′ - 400m)***

CHANGES: Crossing at KD414 revised.

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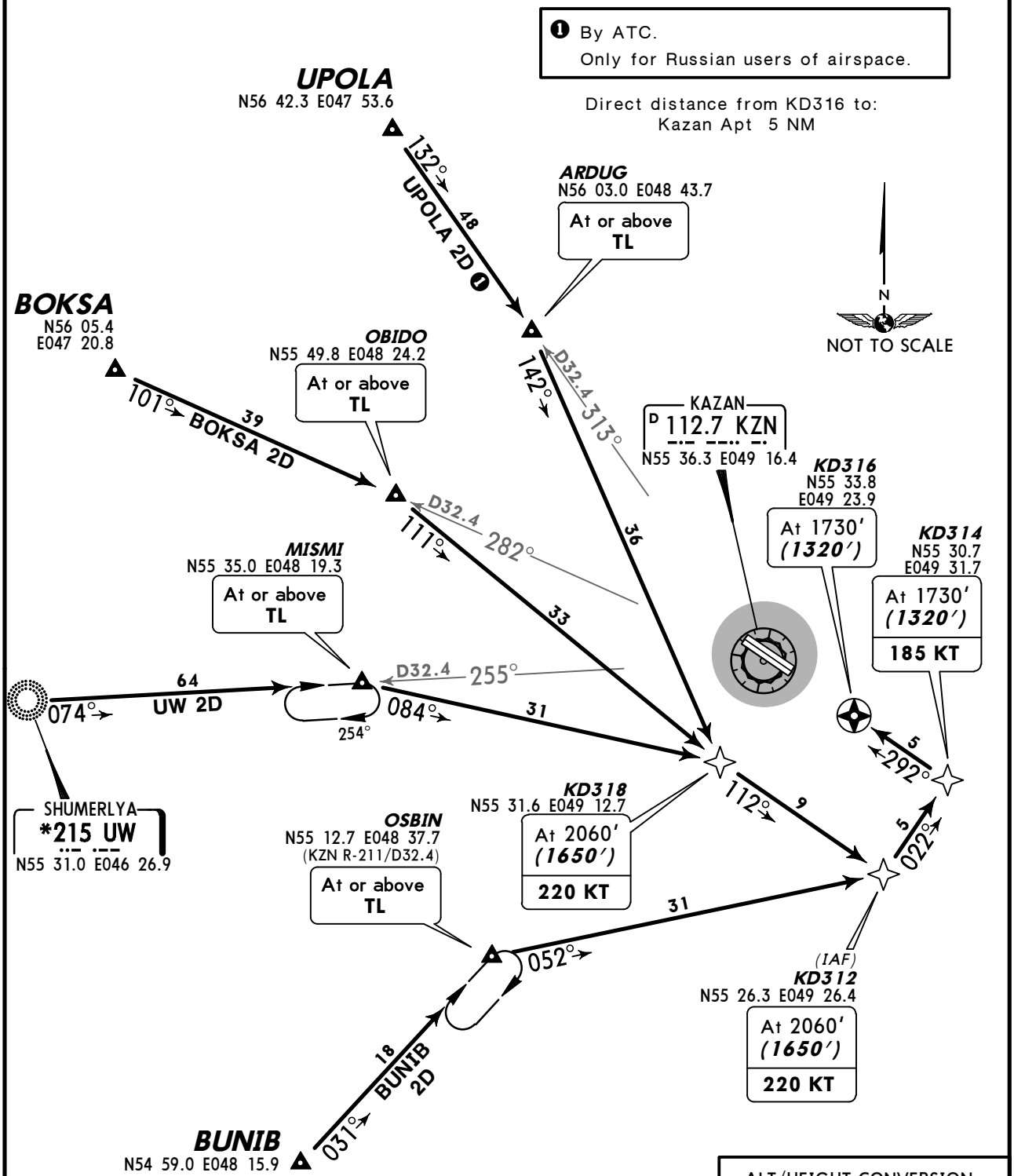
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)*** WARNING: Turns shall be carried out with a bank of 25°.
Apt Elev 414′	

2800′
MSA
KZN VOR

BOKSA 2D *[BOKS2D]*, BUNIB 2D *[BUNI2D]*
UPOLA 2D *[UPOL2D]*❶, UW 2D
RWY 29R RNAV ARRIVALS
RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at KD314 revised.

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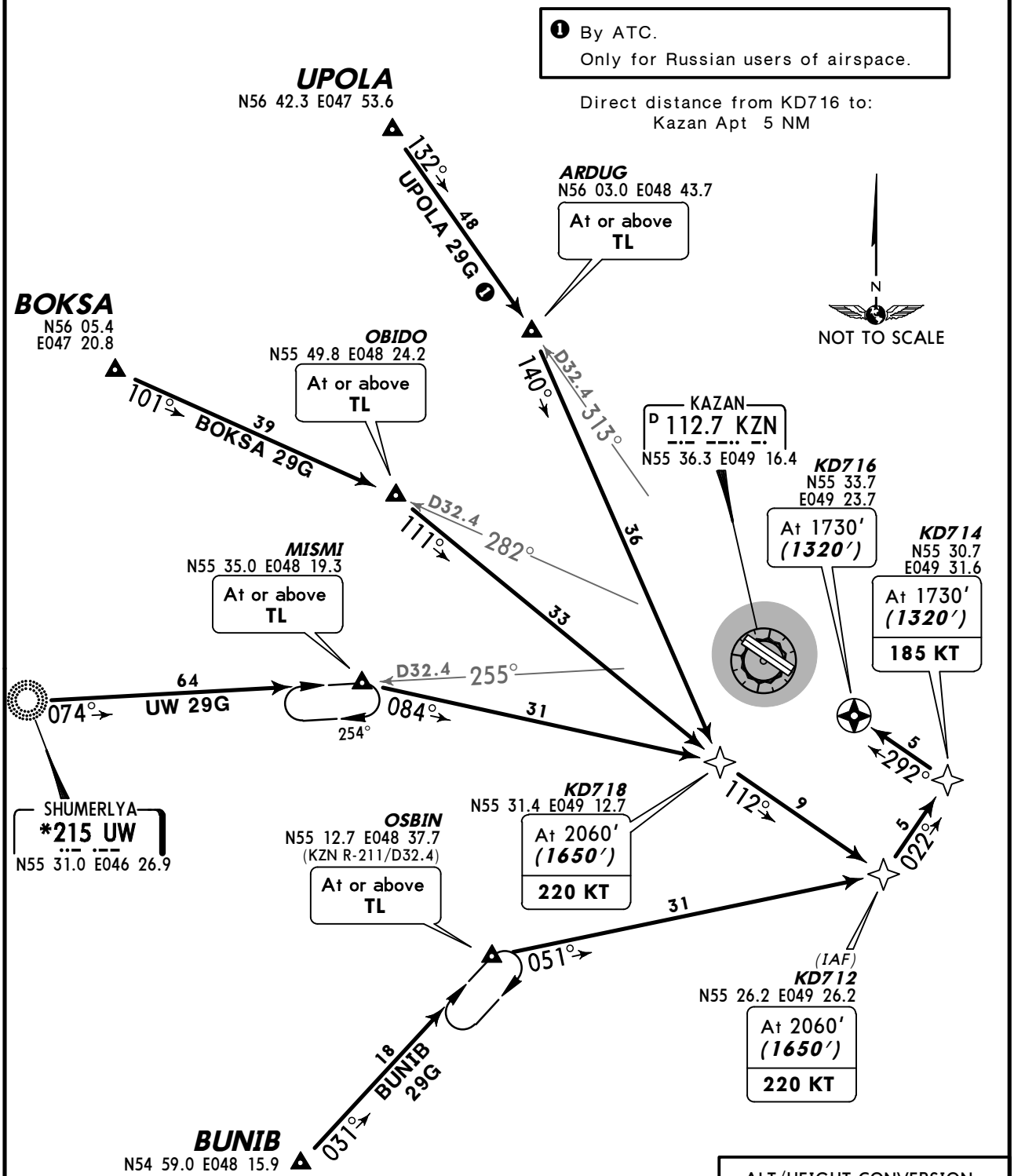
ATIS 126.8

Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(2960′)***
WARNING: Turns shall be carried out with a bank of 25°.

2800′
MSA
KZN VOR

BOKSA 29G *[BOK29G]*, BUNIB 29G *[BUN29G]*
UPOLA 29G *[UPO29G]* ❶, UW 29G
RWY 29L RNAV ARRIVALS
RNAV (GNSS)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at KD714 revised.

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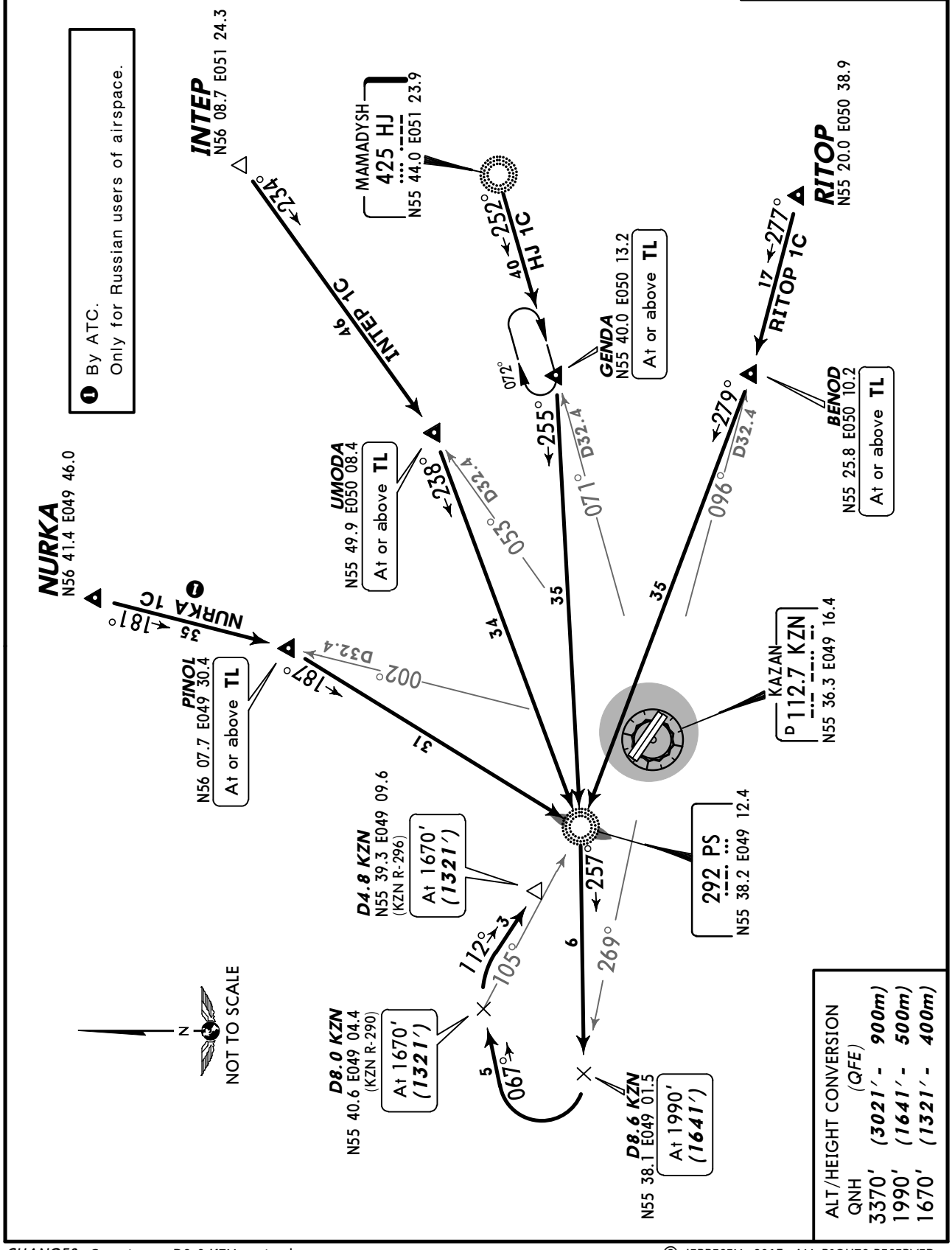
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3021′)***

HJ 1C, INTEP 1C *[INTE1C]*
NURKA 1C *[NURK1C]* ❶
RITOP 1C *[RITO1C]*
RWY 11L ARRIVALS



CHANGES: Crossing at D8.0 KZN revised.

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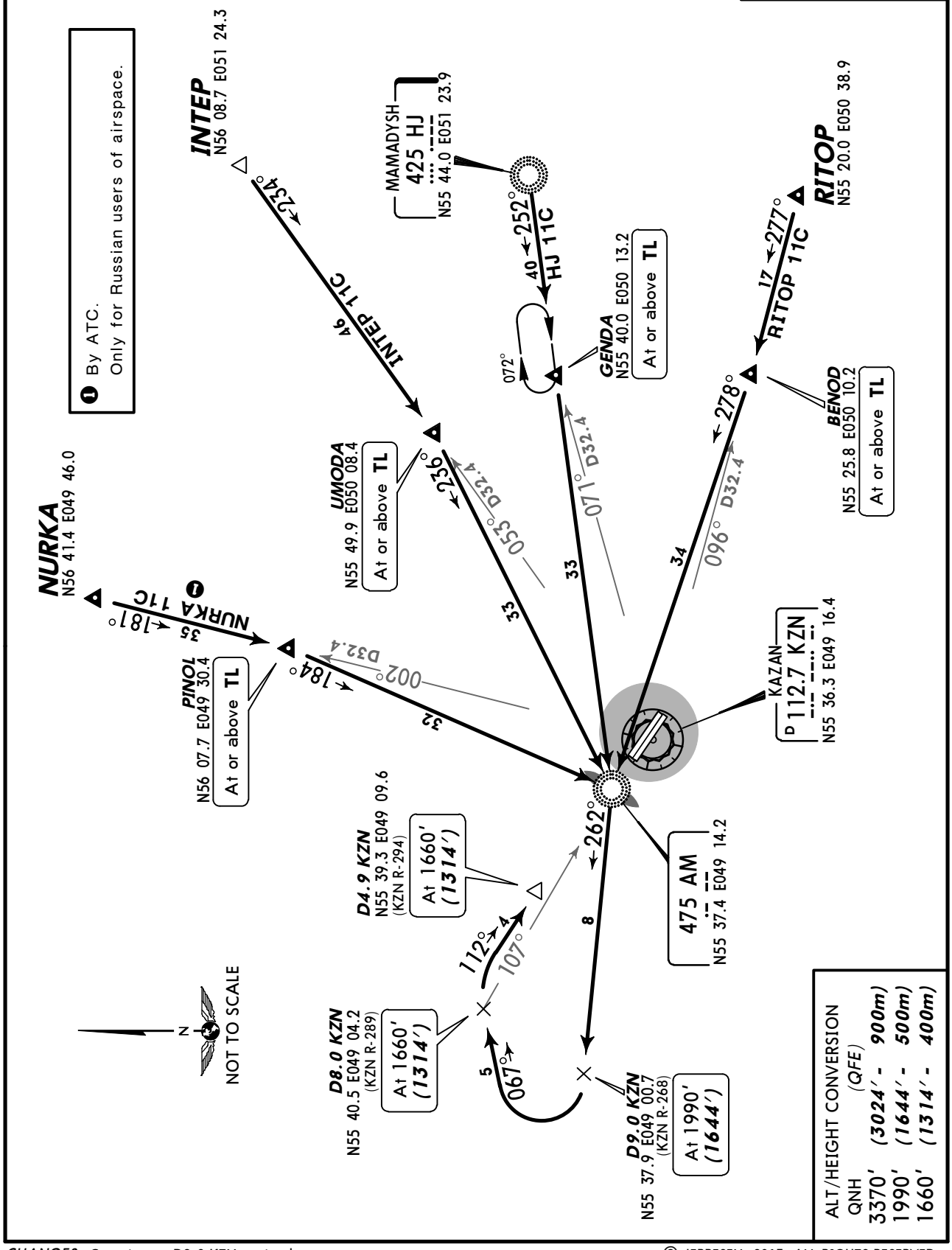
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3024′)***

HJ 11C, INTEP 11C *[INT11C]*
NURKA 11C *[NUR11C]* ❶
RITOP 11C *[RIT11C]*
RWY 11R ARRIVALS



CHANGES: Crossing at D8.0 KZN revised.

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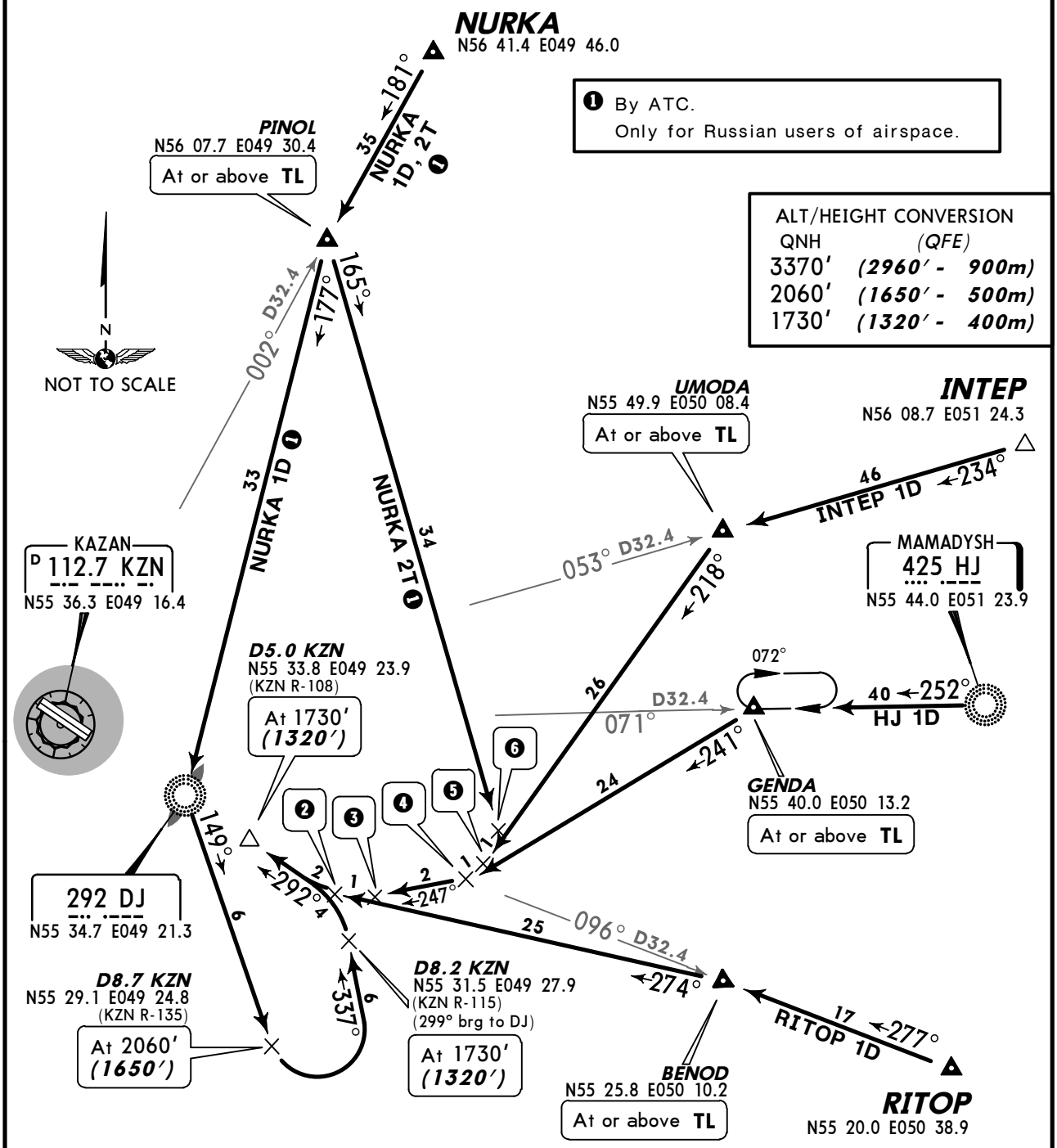
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 414′	Trans alt: 3370′ ***(2960′)***

2800′
MSA KZN VOR

HJ 1D, INTEP 1D *[INTE1D]*, NURKA 1D *[NURK1D]* ❶ NURKA 2T *[NURK2T]* ❶ , RITOP 1D *[RITO1D]* RWY 29R ARRIVALS



CHANGES: Crossings at D7.3 KZN, KZN R-107/D8.2 & KZN R-115/D8.2 revised.

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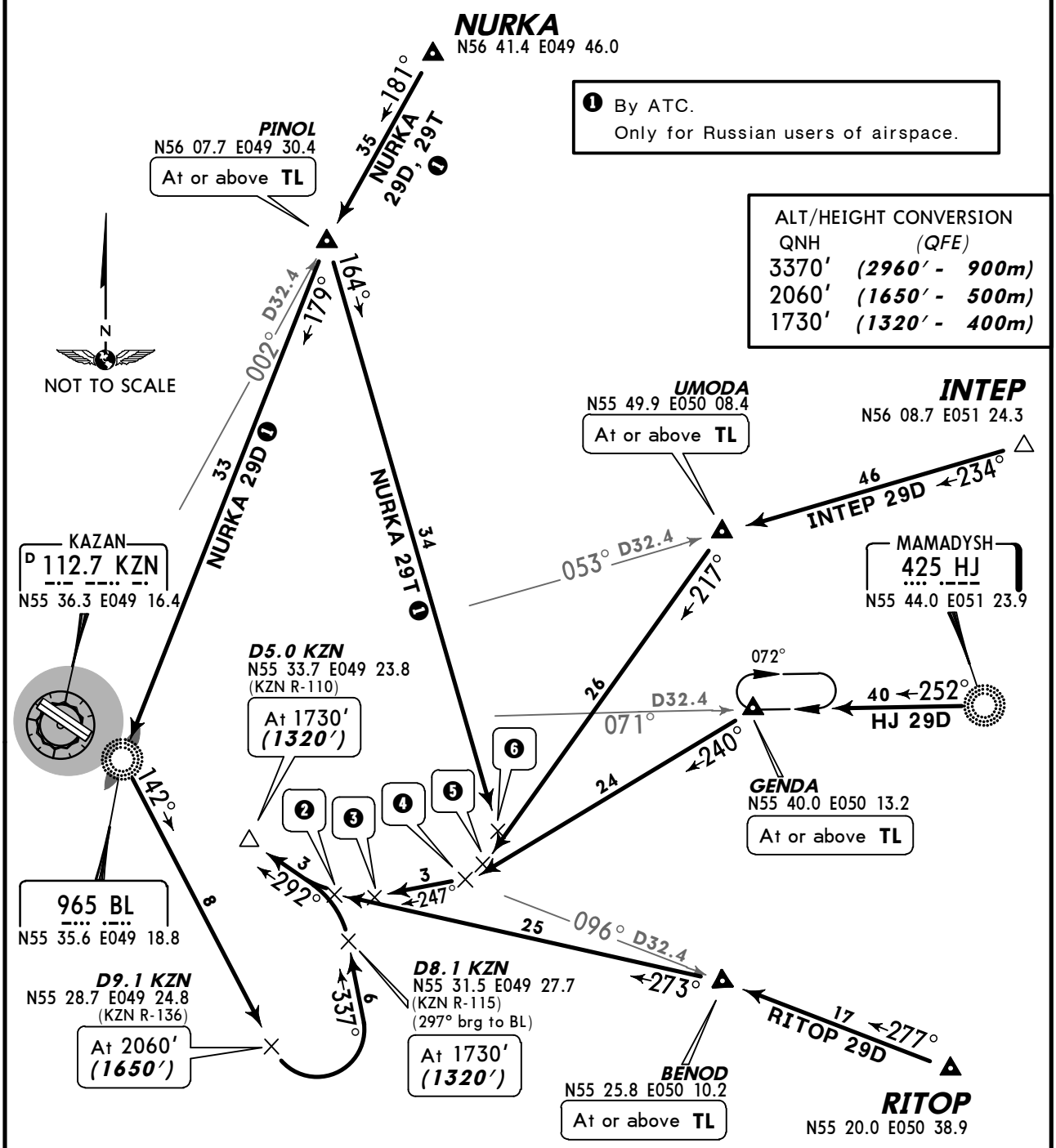
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 414′	Trans alt: 3370′ ***(2960′)***

2800′
MSA KZN VOR

HJ 29D, INTEP 29D *[INT29D]*, NURKA 29D *[NUR29D]* ❶ NURKA 29T *[NUR29T]* ❶, RITOP 29D *[RIT29D]* RWY 29L ARRIVALS



❷	❸	❹	❺	❻
D7.3 KZN	***D8.1 KZN***	***D10.0 KZN***	***D10.3 KZN***	***D10.4 KZN***
N55 32.4 E049 27.3	N55 32.4 E049 28.8	N55 32.8 E049 32.8	N55 33.0 E049 33.5	N55 33.9 E049 34.2
(KZN R-110)	(KZN R-107)	(KZN R-098)	(KZN R-097)	(KZN R-091)
(291° brg to BL)	(287° brg to BL)	(277° brg to BL)	(275° brg to BL)	(269° brg to BL)
At 1730′ (1320′)	At 1730′ (1320′)	At 2060′ (1650′)	At 2060′ (1650′)	At 2060′ (1650′)

CHANGES: Crossings revised.

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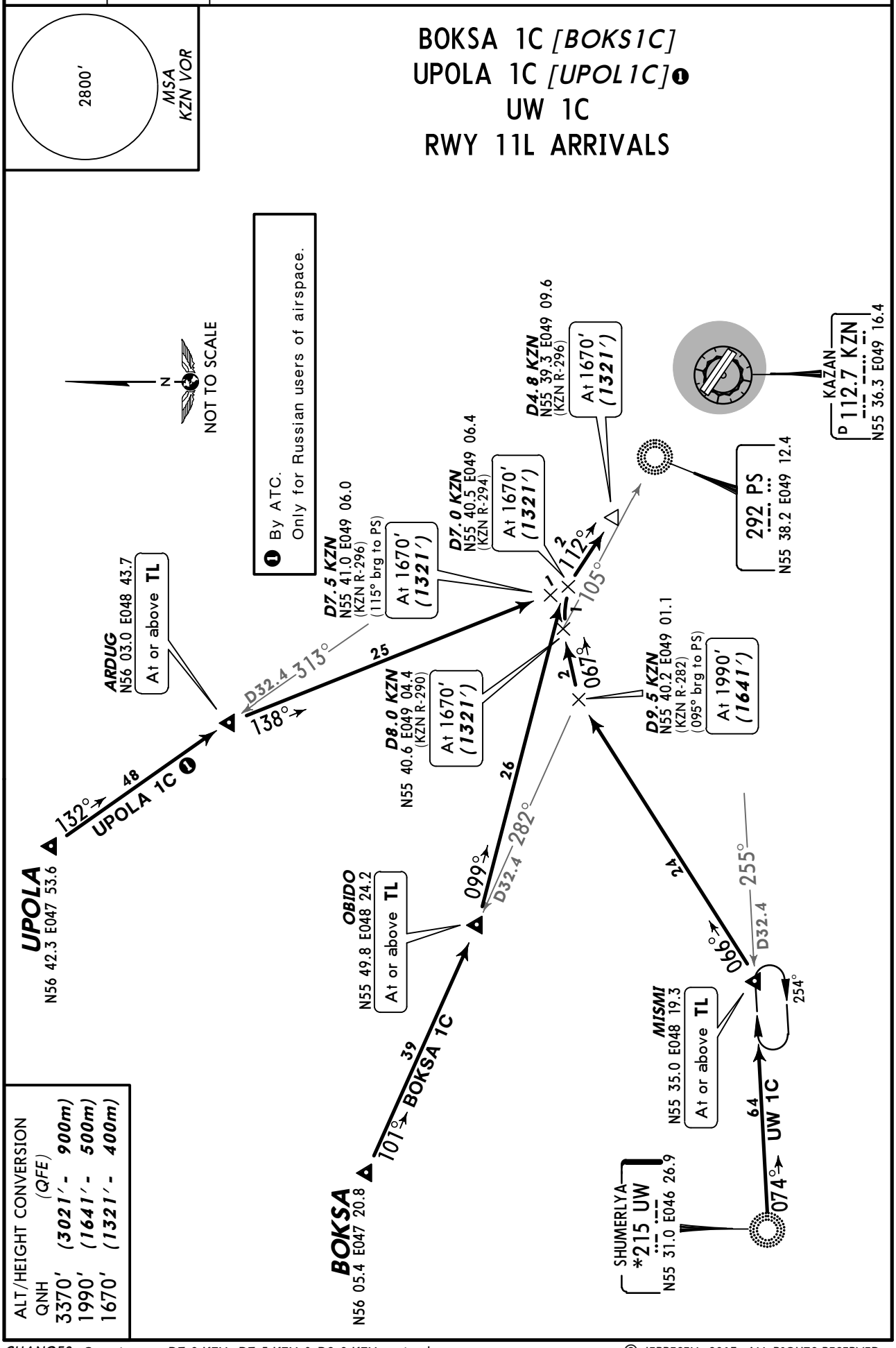
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3021′)***

BOKSA 1C *[BOKS1C]*
UPOLA 1C *[UPOL1C]*❶
UW 1C
RWY 11L ARRIVALS



ALT/HEIGHT CONVERSION
(QFE)

QNH		
3370′	*(3021′ - 900m)*	
1990′	*(1641′ - 500m)*	
1670′	*(1321′ - 400m)*	

CHANGES: Crossings at D7.0 KZN, D7.5 KZN & D8.0 KZN revised.

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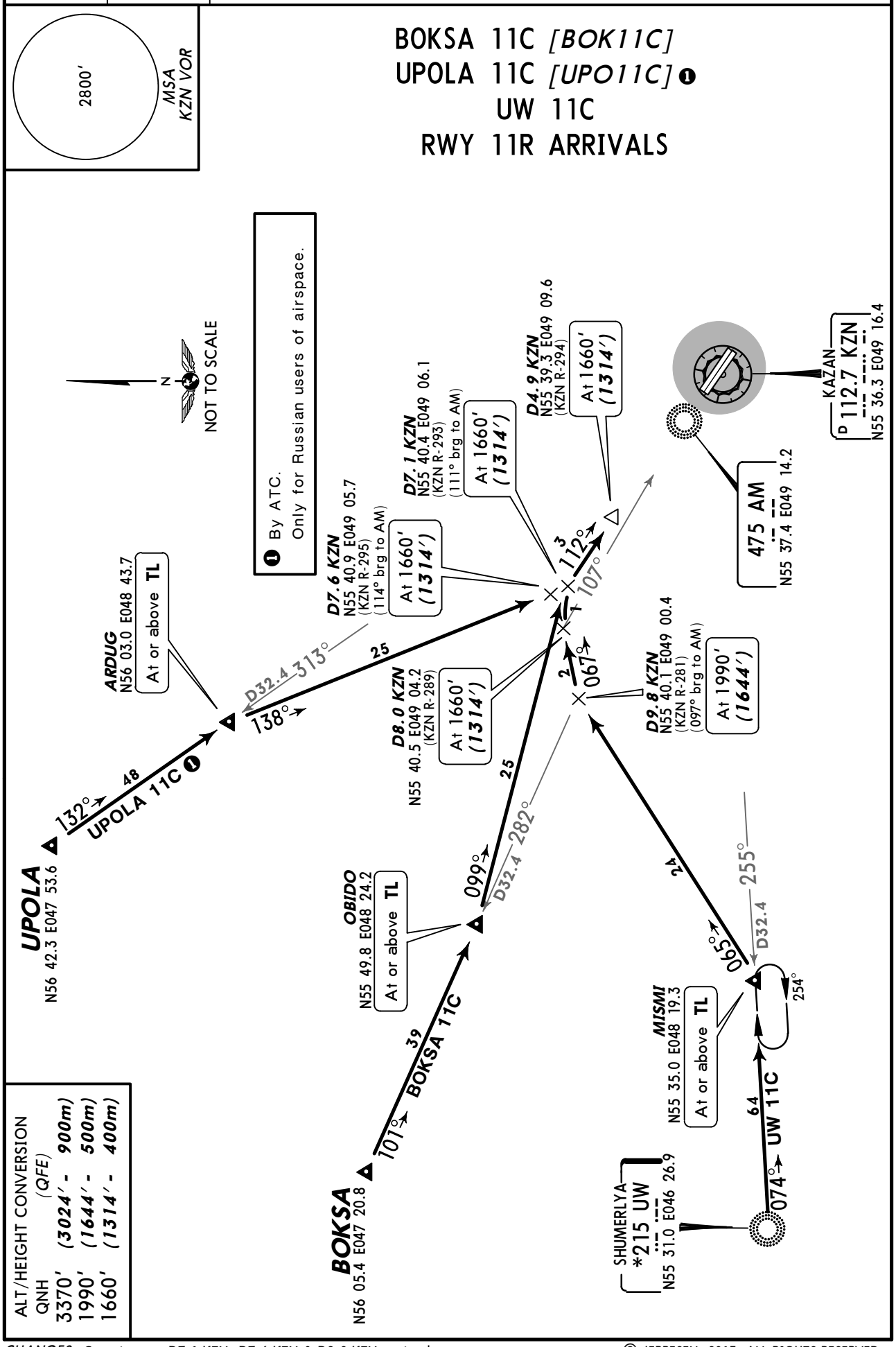
ATIS	Apt Elev
126.8	414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3024′)***

BOKSA 11C *[BOK11C]*
UPOLA 11C *[UPO11C]* ❶
UW 11C
RWY 11R ARRIVALS



ALT/HEIGHT CONVERSION (QFE)

QNH	
3370′	*(3024′ - 900m)*
1990′	*(1644′ - 500m)*
1660′	*(1314′ - 400m)*

CHANGES: Crossings at D7.1 KZN, D7.6 KZN & D8.0 KZN revised.

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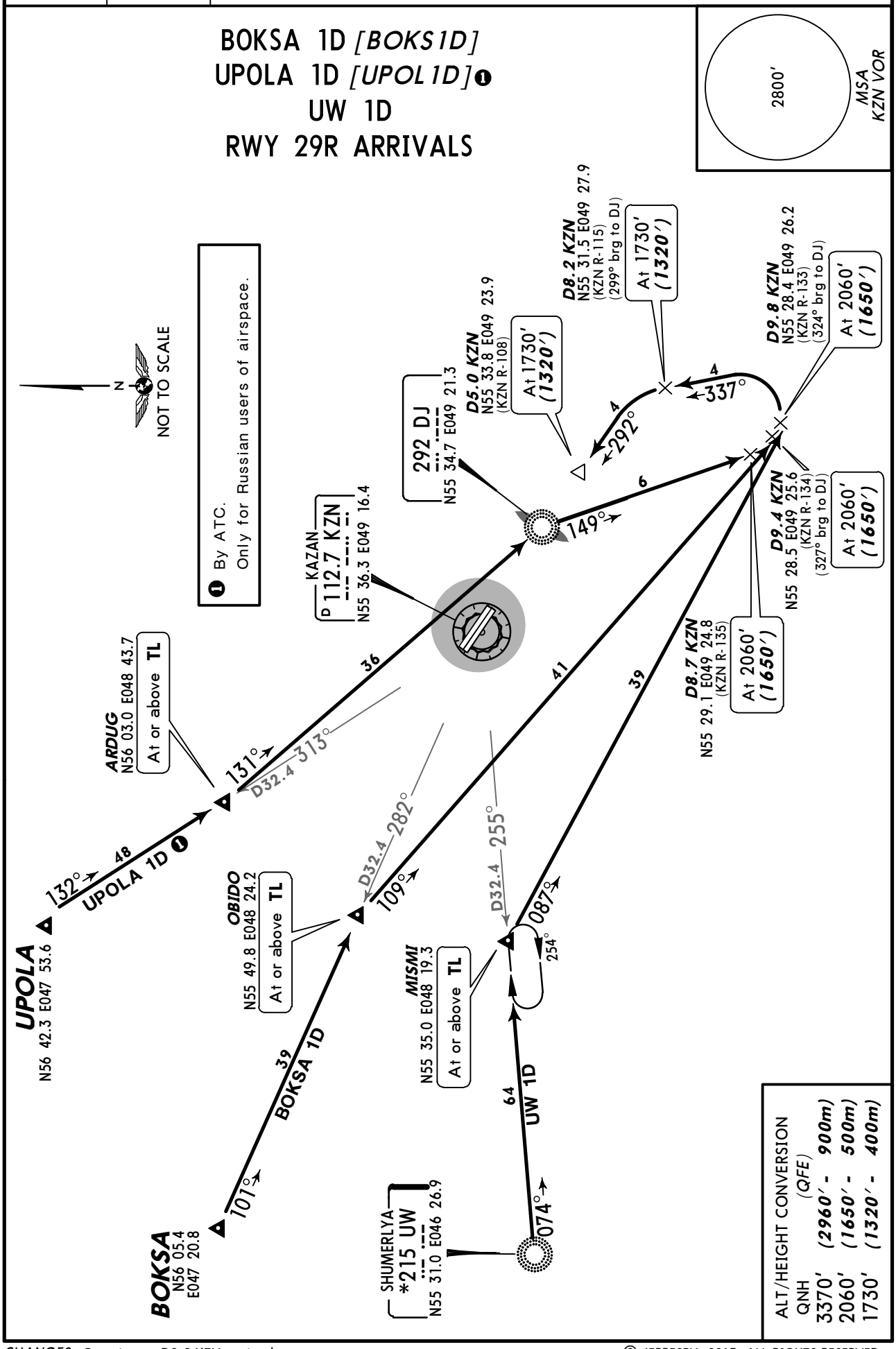
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

BOKSA 1D *[BOKS1D]*
UPOLA 1D *[UPOL1D]* ❶
UW 1D
RWY 29R ARRIVALS



ALT/HEIGHT CONVERSION
(QFE)

QNH	
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at D8.2 KZN revised.

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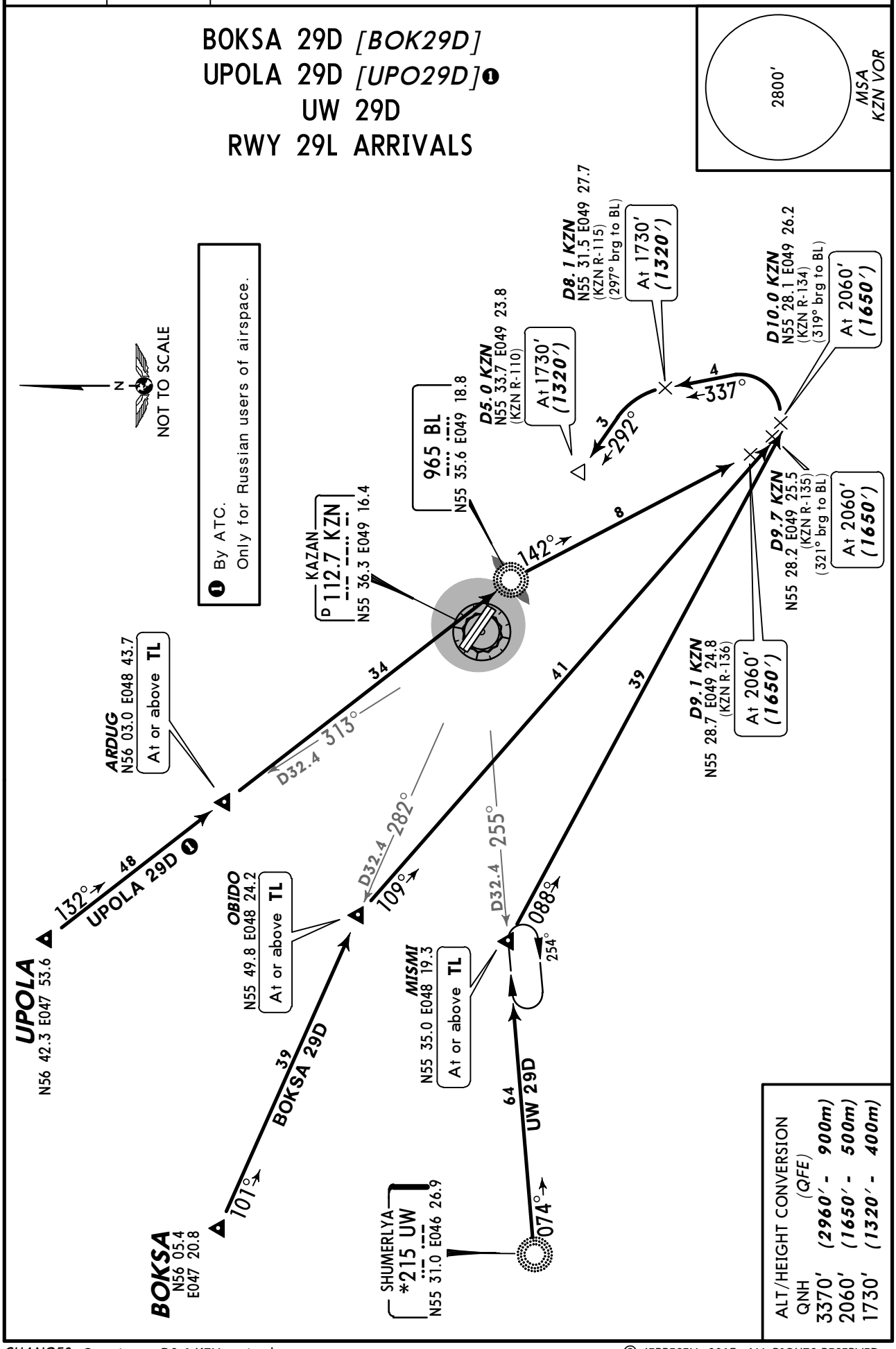
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

BOKSA 29D *[BOK29D]*
UPOLA 29D *[UPO29D]* ❶
UW 29D
RWY 29L ARRIVALS



ALT/HEIGHT CONVERSION
(QFE)

QNH	
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossing at D8.1 KZN revised.

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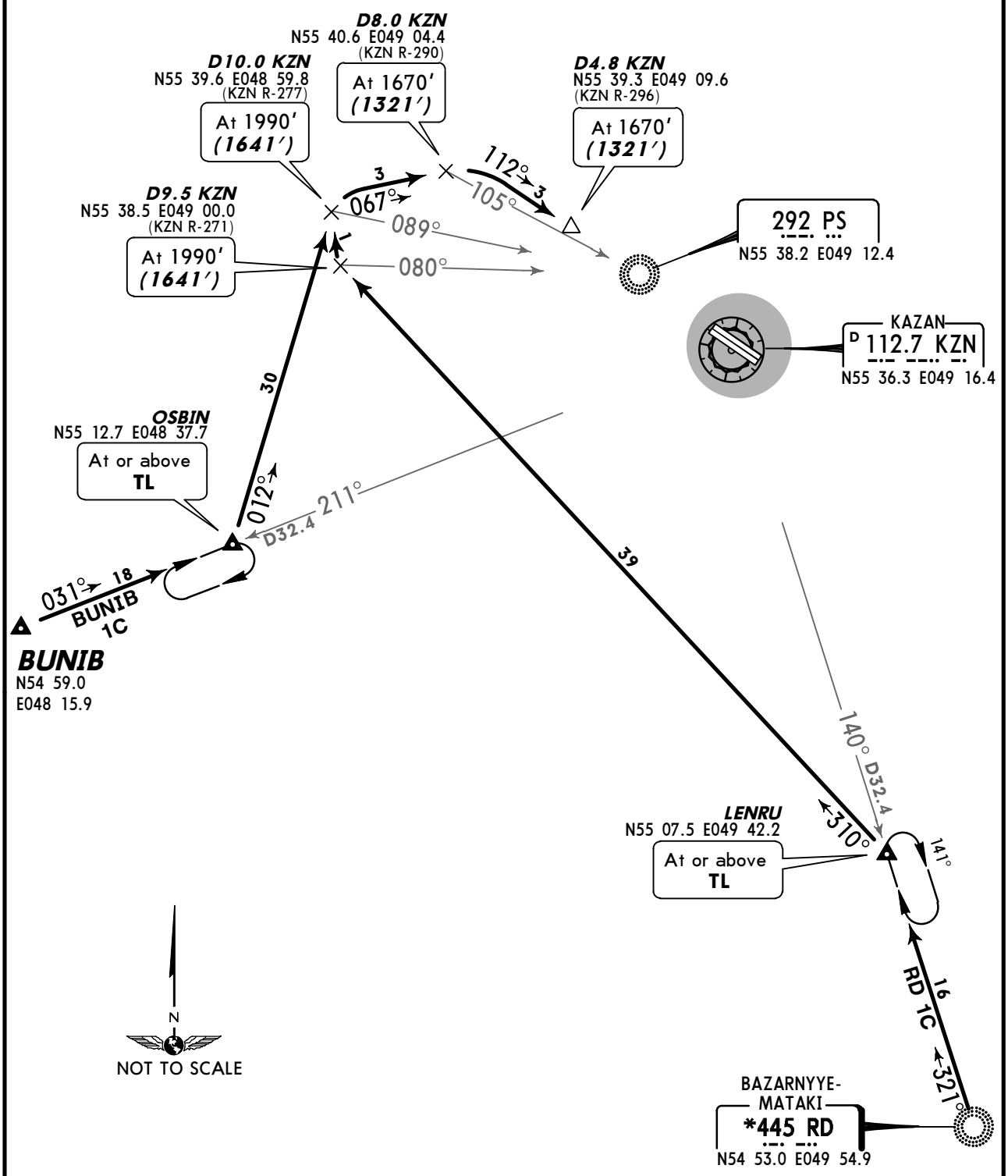
ATIS
126.8

Apt Elev
414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3021′)***

2800′
MSA
KZN VOR

BUNIB 1C *[BUNI1C]*, RD 1C
RWY 11L ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3021′ - 900m)***
1990′	***(1641′ - 500m)***
1670′	***(1321′ - 400m)***

CHANGES: Crossing at D8.0 KZN revised.

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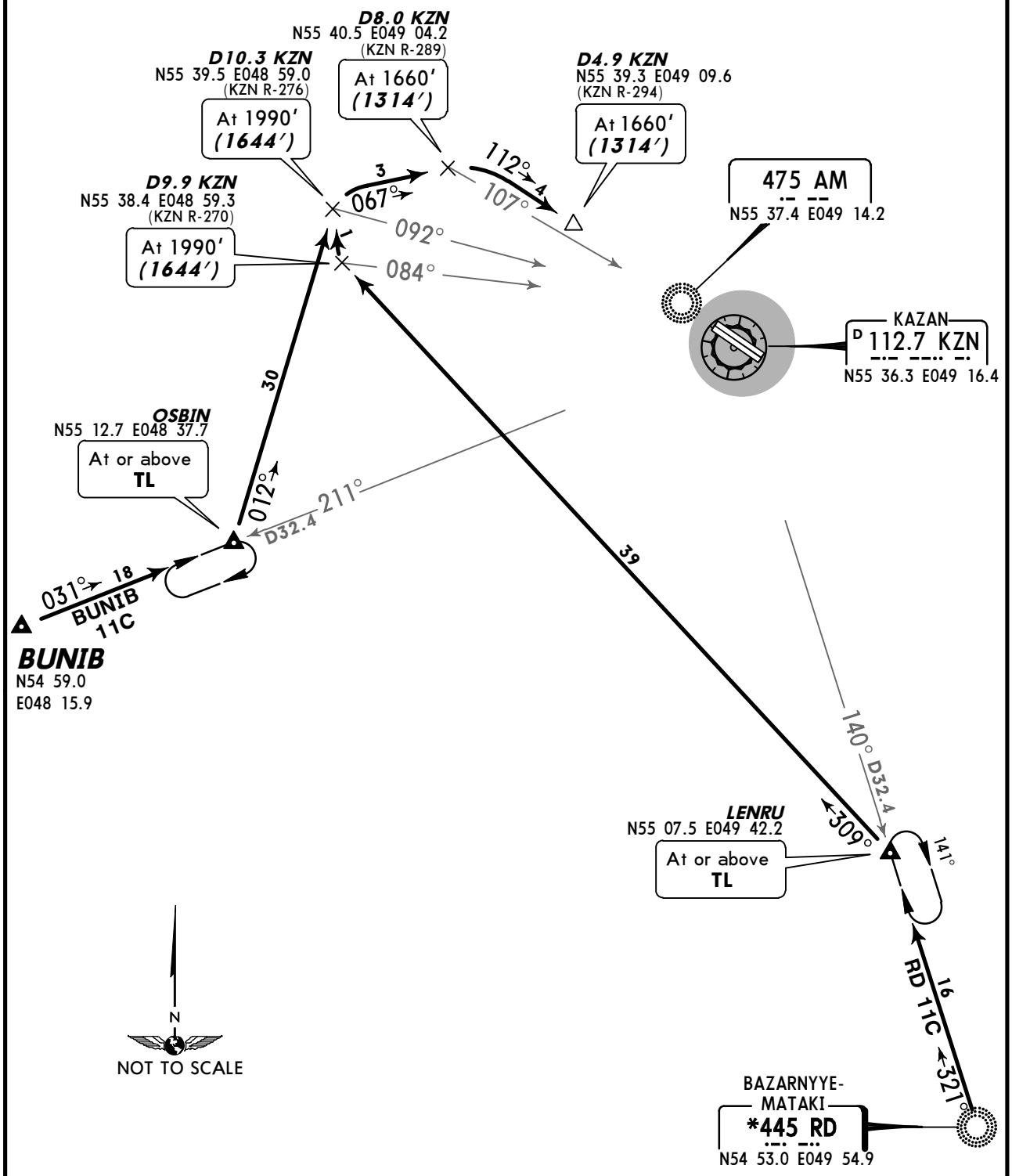
ATIS 126.8

Apt Elev 414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3024′)***

MSA KZN VOR 2800′

BUNIB 11C *[BUN11C]*, RD 11C
RWY 11R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3024′ - 900m)***
1990′	***(1644′ - 500m)***
1660′	***(1314′ - 400m)***

CHANGES: Crossing at D8.0 KZN revised.

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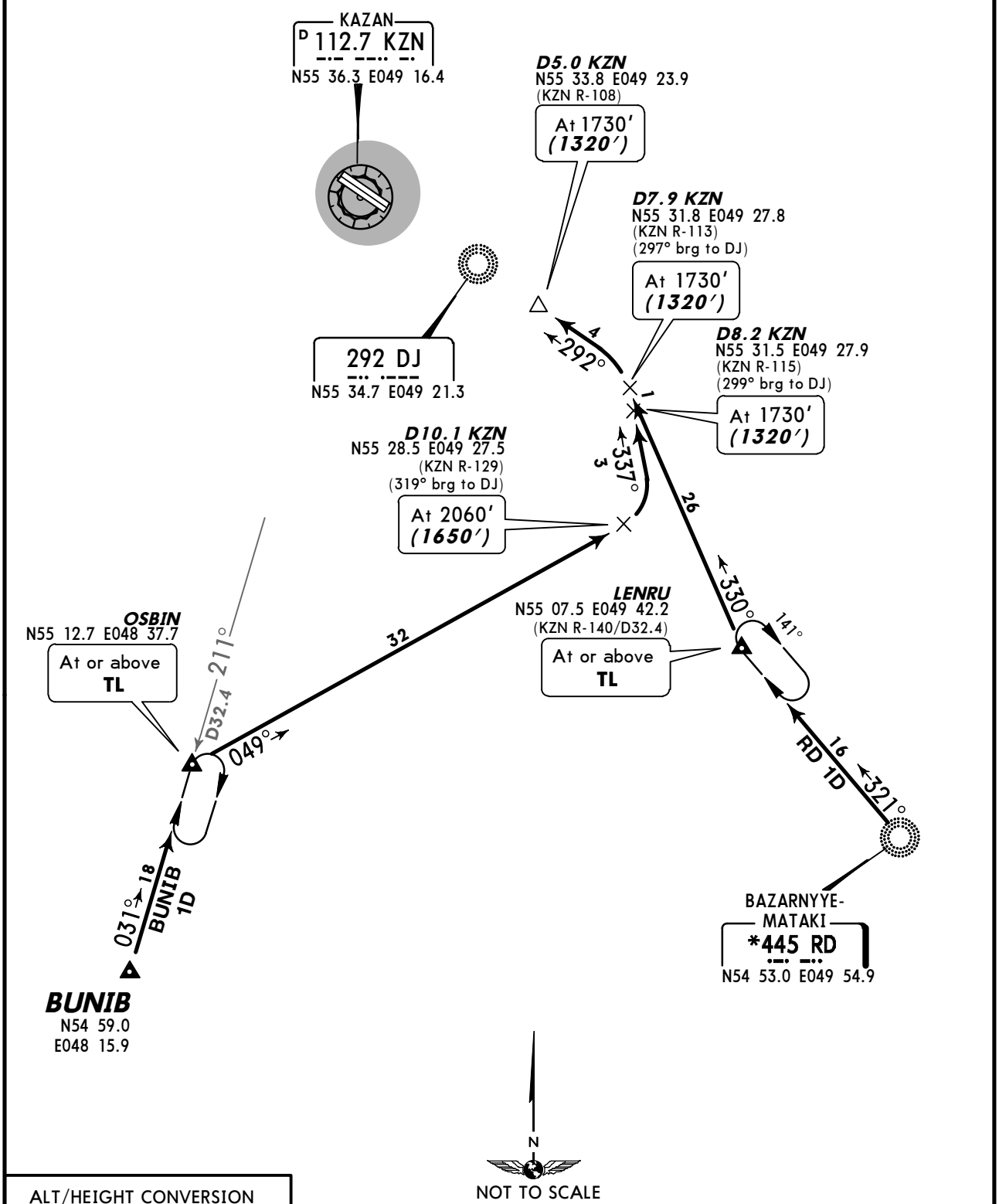
ATIS
126.8

Apt Elev
414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(2960′)***

2800′
MSA
KZN VOR

BUNIB 1D *[BUNI1D]*, RD 1D
RWY 29R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossings at D7.9 KZN & D8.2 KZN revised.

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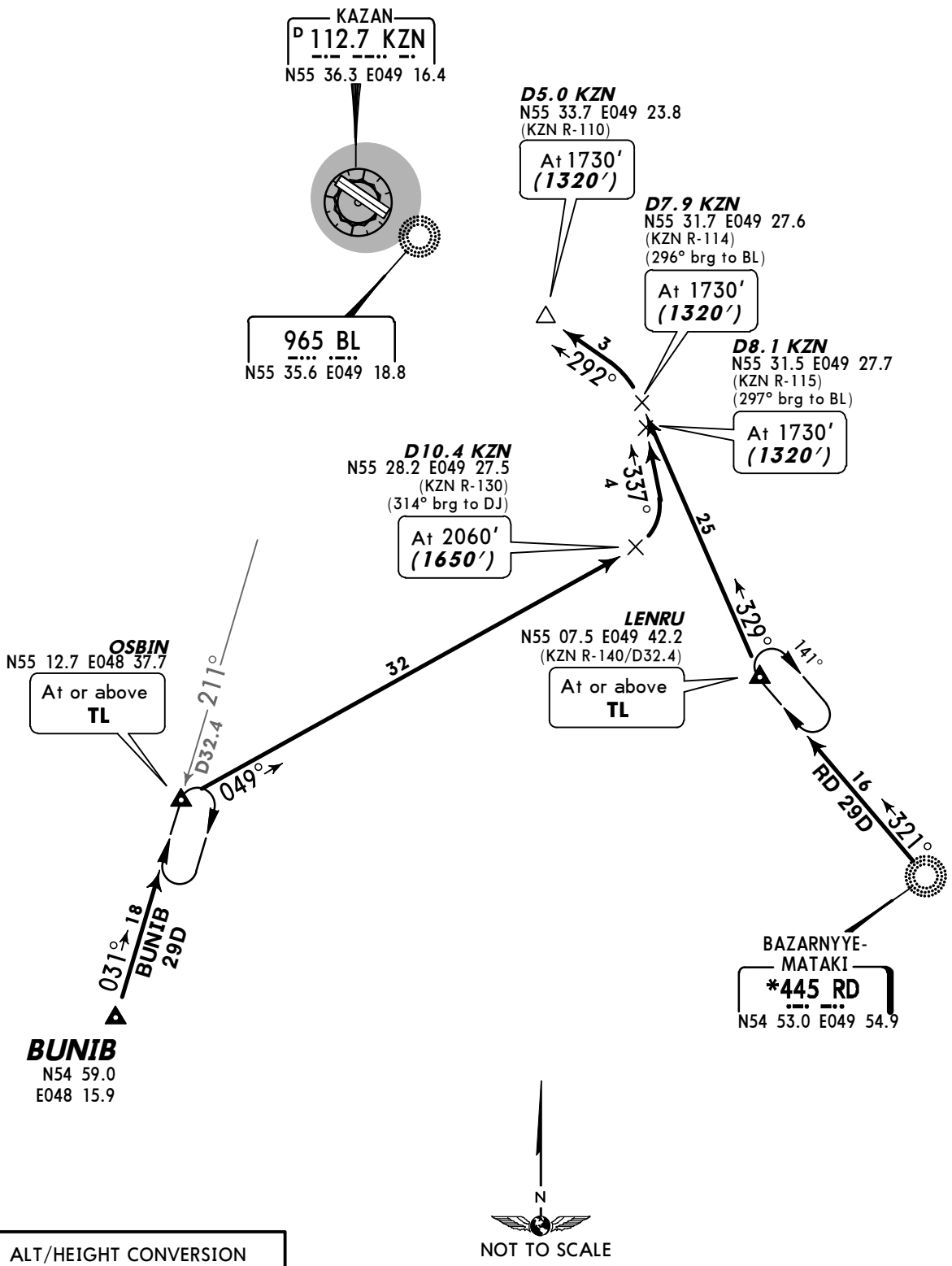
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***
Apt Elev 414′	

2800′
MSA KZN VOR

BUNIB 29D *[BUN29D]*, RD 29D
RWY 29L ARRIVALS



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3370′	***(2960′ - 900m)***
2060′	***(1650′ - 500m)***
1730′	***(1320′ - 400m)***

CHANGES: Crossings at D7.9 KZN & D8.1 KZN revised.

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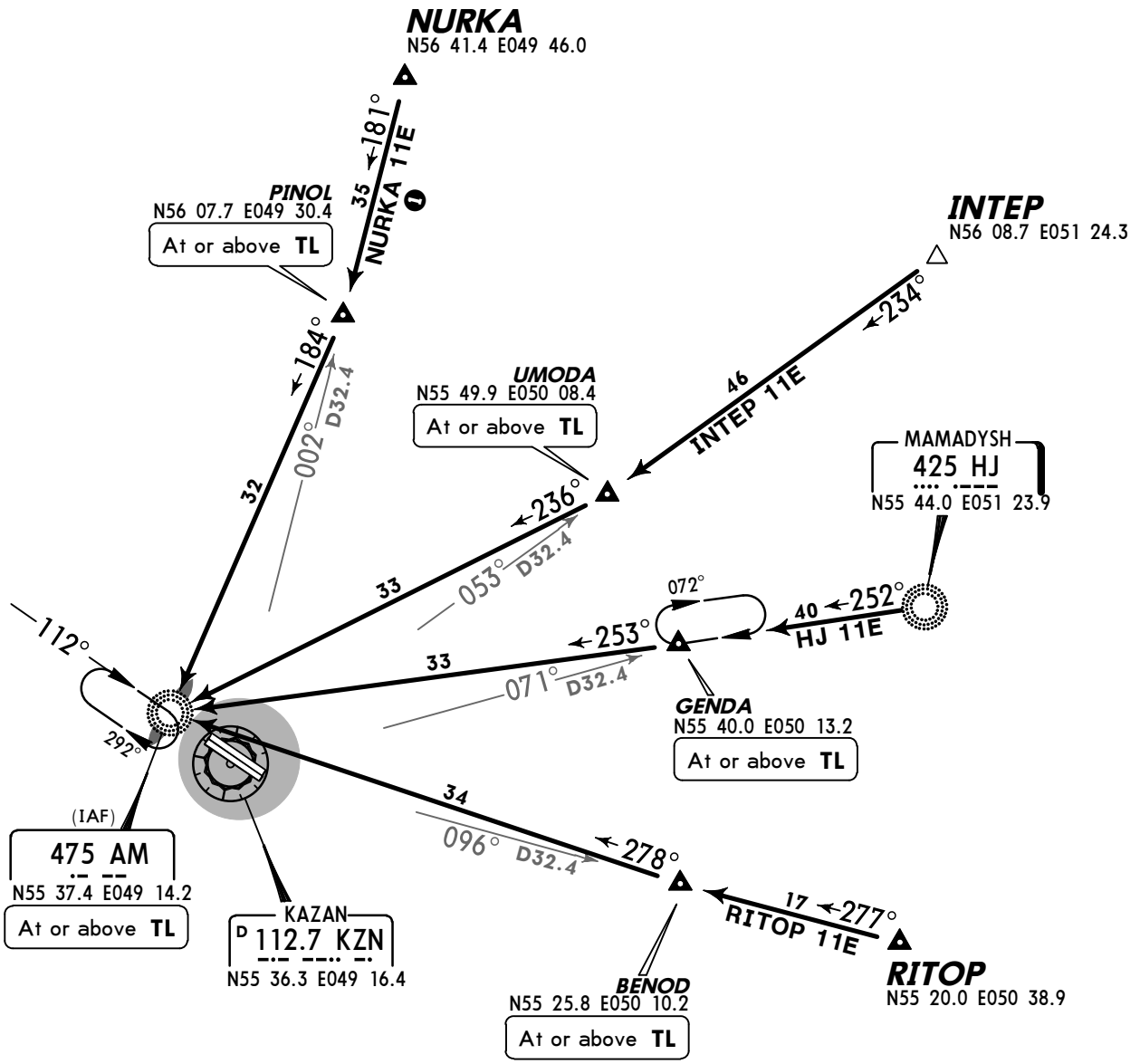
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3023′)***

HJ 11E, INTEP 11E *[INT11E]*
NURKA 11E *[NUR11E]* ❶
RITOP 11E *[RIT11E]*
RWY 11R ARRIVALS
BASED ON NDB

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



Direct distance from AM to:
Kazan Apt 2 NM

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(3023′ - 900m)***

CHANGES: New procedures at this airport.

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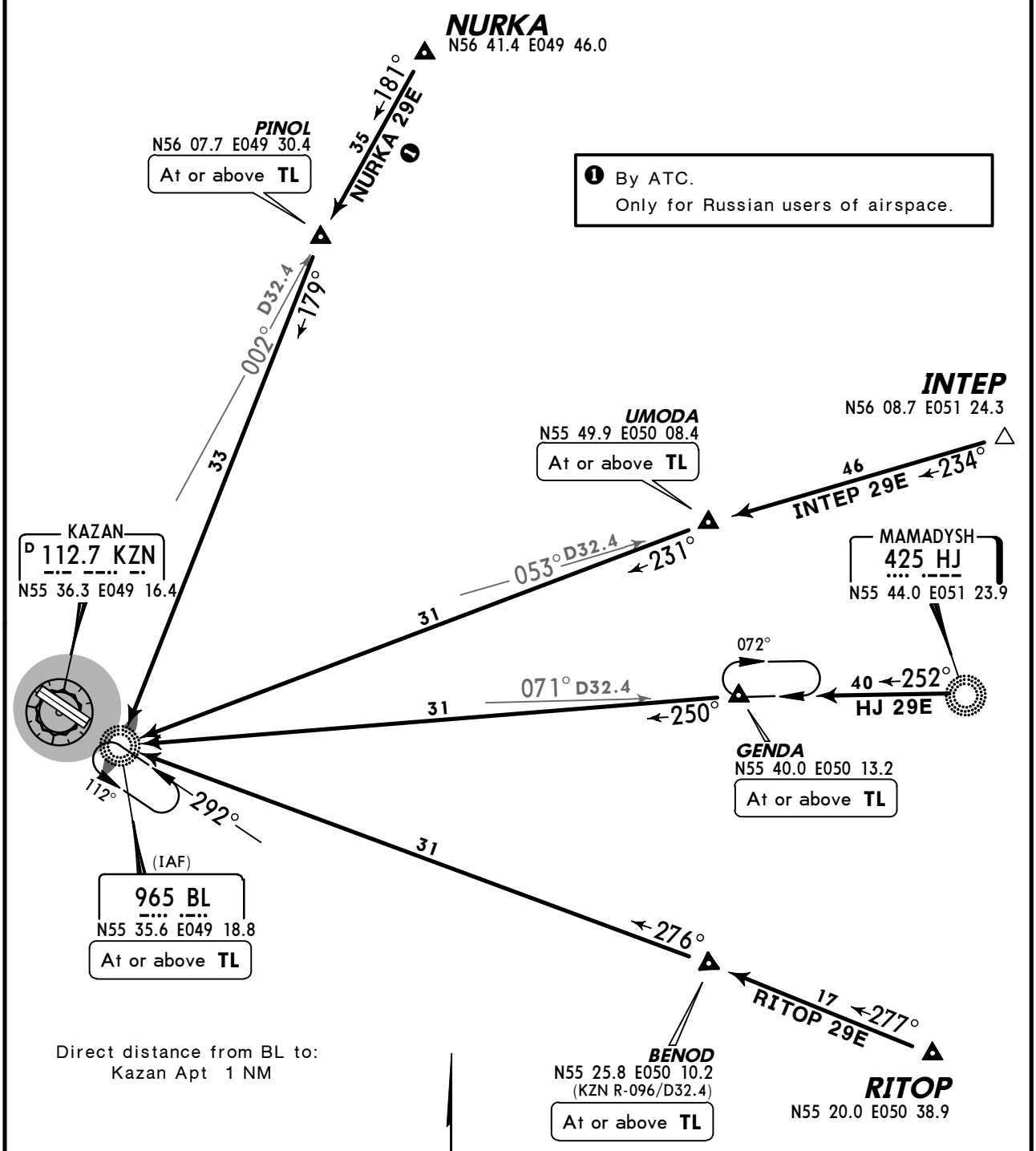
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 414′	Trans alt: 3370′ ***(2959′)***

2800′
MSA KZN VOR

HJ 29E, INTEP 29E *[INT29E]*
NURKA 29E *[NUR29E]* ❶
RITOP 29E *[RIT29E]*
RWY 29L ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(2959′ - 900m)***

CHANGES: New procedures at this airport.

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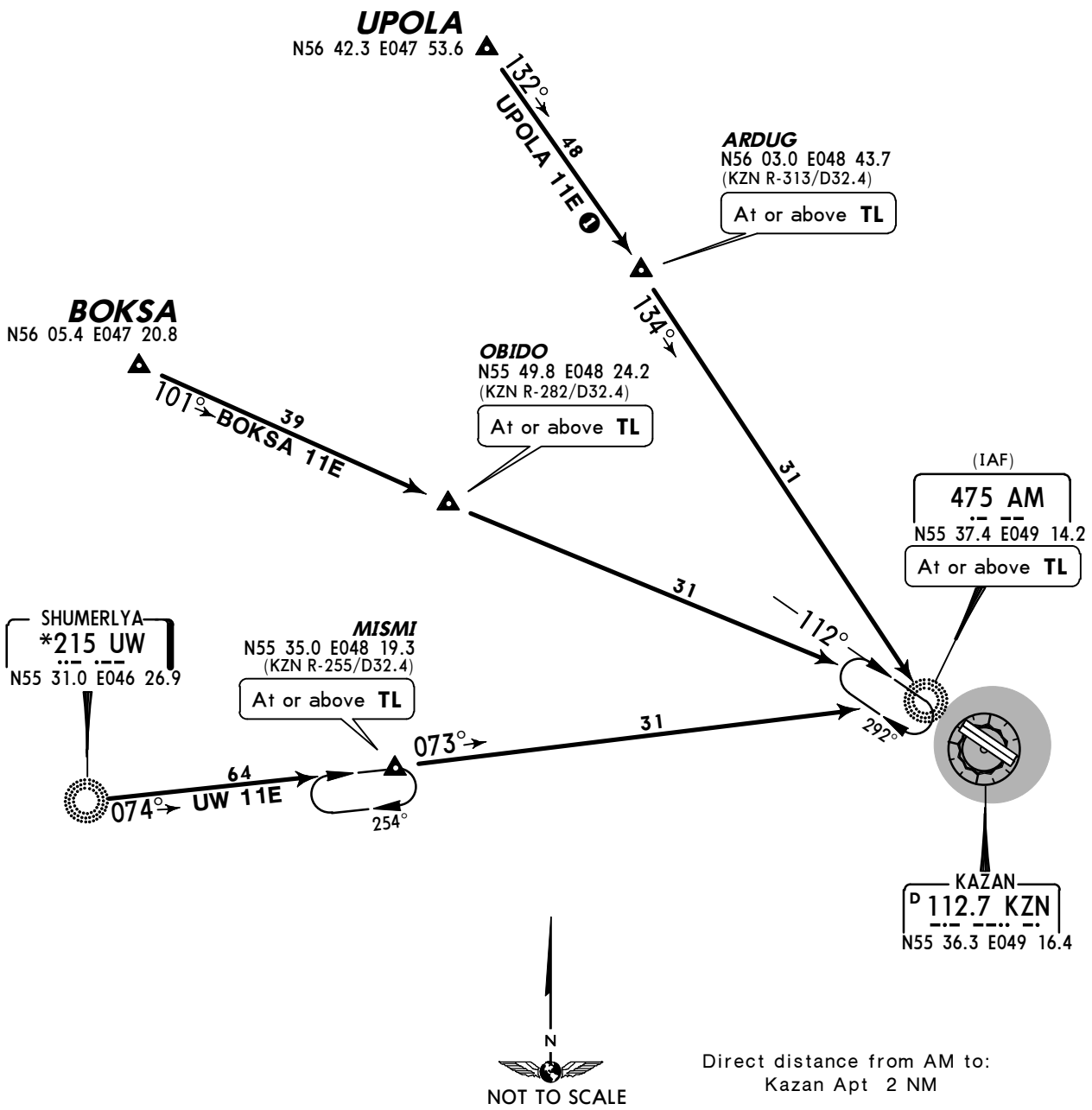
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3023′)***

BOKSA 11E *[BOK11E]*
UPOLA 11E *[UPO11E]* ❶
UW 11E
RWY 11R ARRIVALS
BASED ON NDB

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



Direct distance from AM to:
Kazan Apt 2 NM

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(3023′ - 900m)***

CHANGES: New procedures at this airport.

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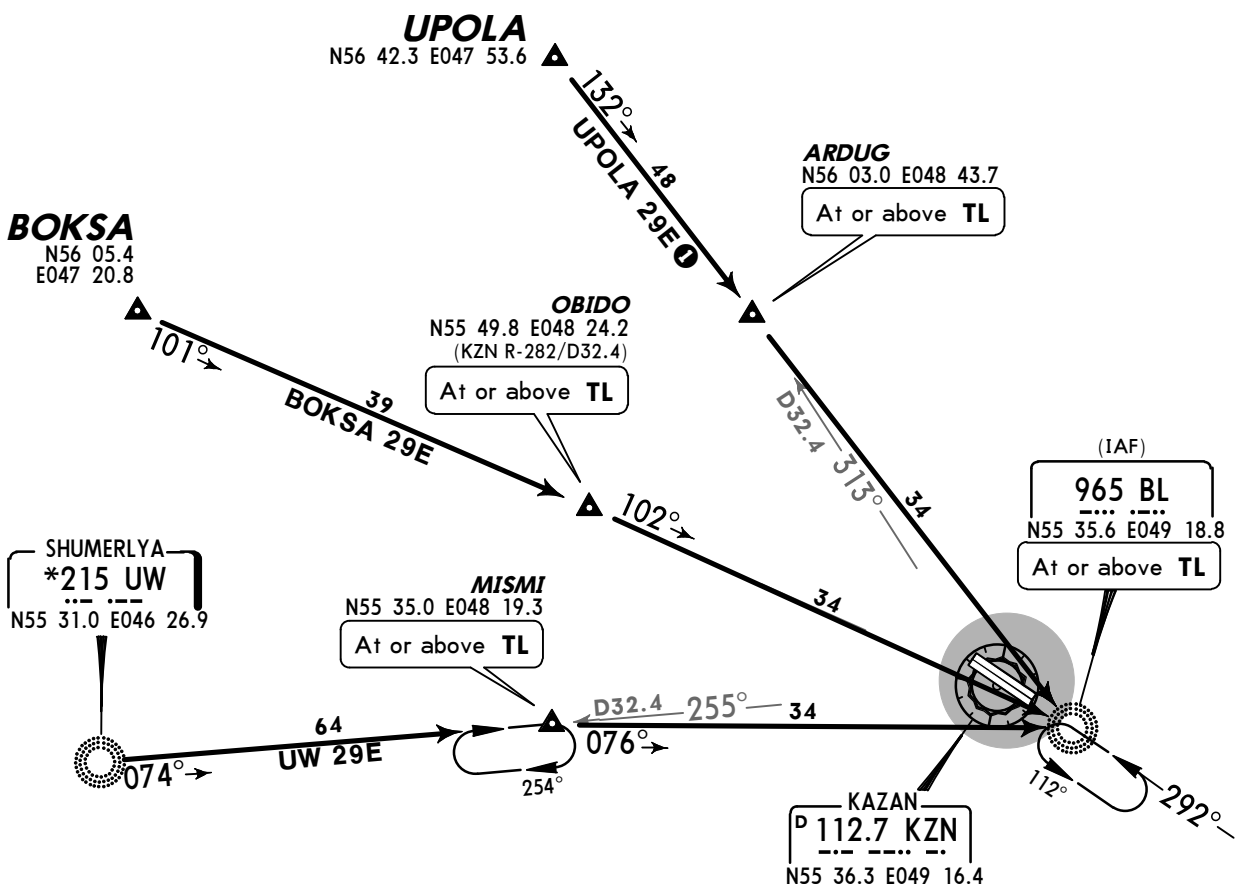
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2959′)***

BOKSA 29E *[BOK29E]*
UPOLA 29E *[UPO29E]*❶
UW 29E
RWY 29L ARRIVALS
BASED ON NDB

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



Direct distance from BL to:
Kazan Apt 1 NM

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(2959′ - 900m)***

CHANGES: New procedures at this airport.

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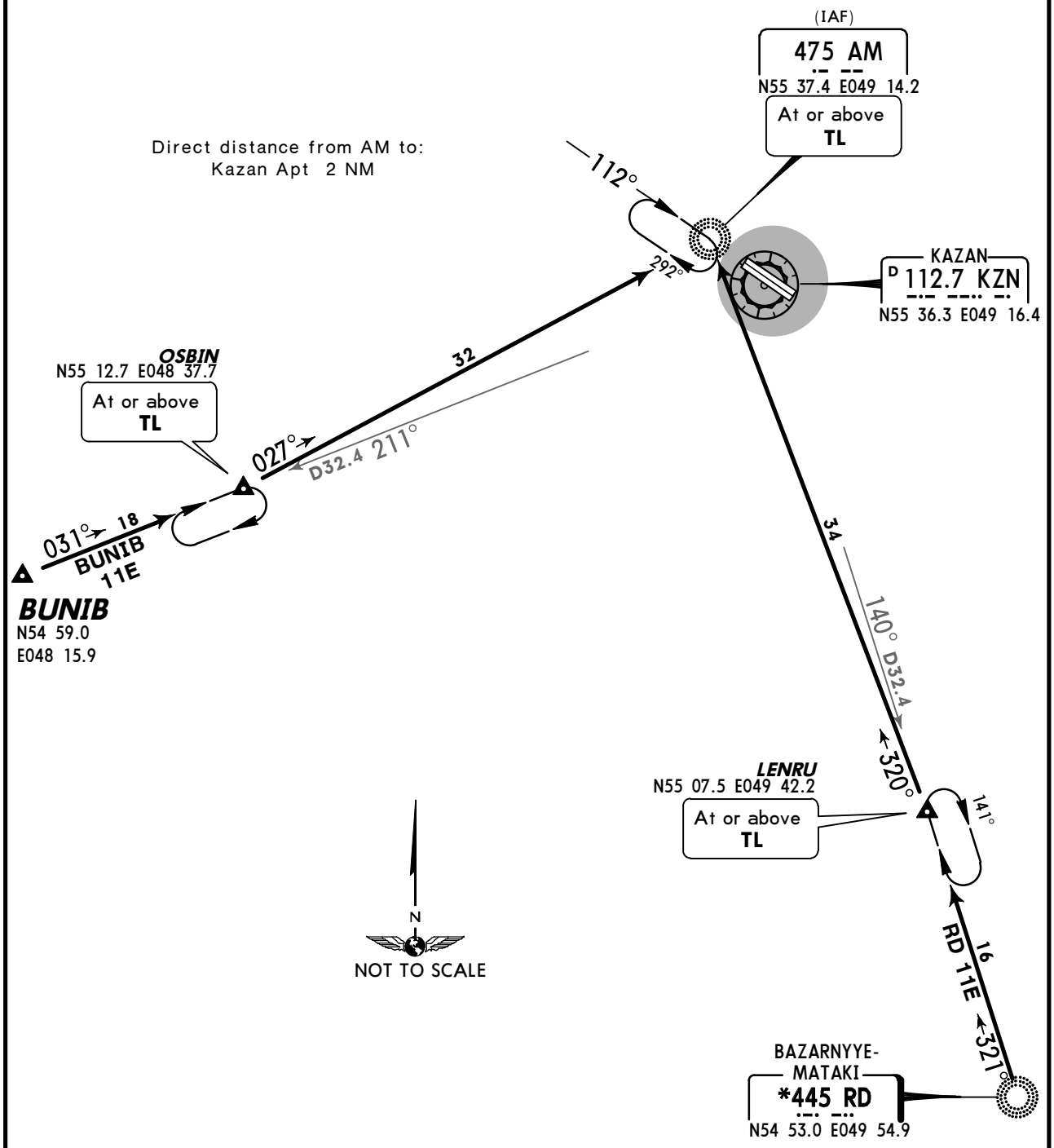
ATIS
126.8

Apt Elev
414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa)
and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3023′)***

2800′
MSA
KZN VOR

BUNIB 11E *[BUN11E]*, RD 11E
RWY 11R ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION
QNH (QFE)
3370′ ***(3023′ - 900m)***

CHANGES: New procedures at this airport.

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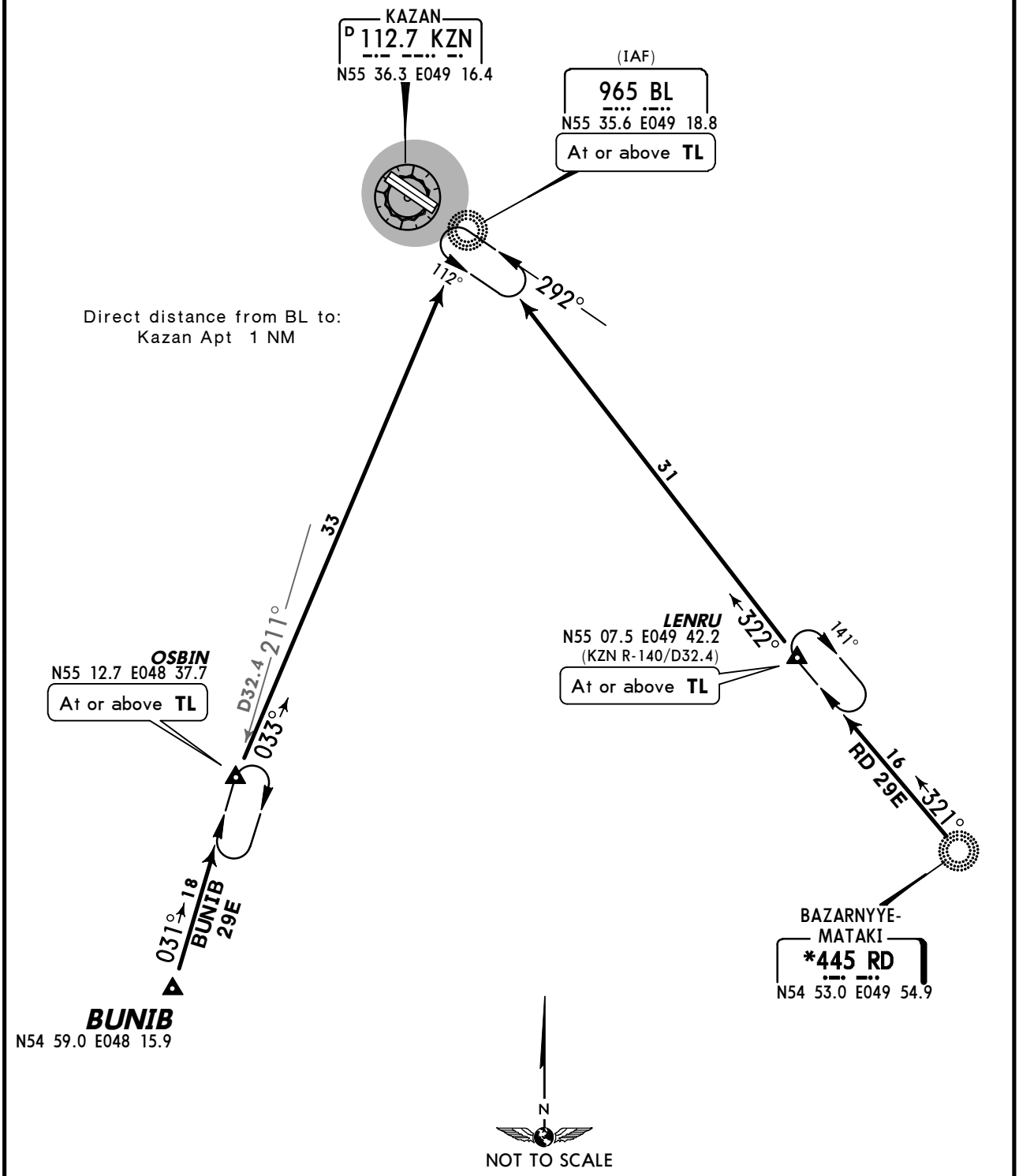
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2959′)***
Apt Elev 414′	

2800′
MSA
KZN VOR

BUNIB 29E *[BUN29E]*, RD 29E
RWY 29L ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(2959′ - 900m)***

CHANGES: New procedures at this airport.

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ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3023′)***

HJ 11F, INTEP 11F *[INT11F]*
NURKA 11F *[NUR11F]* ❶
RITOP 11F *[RIT11F]*
RWY 11R ARRIVALS
BASED ON VOR

2800′
MSA
KZN VOR

❶ By ATC.
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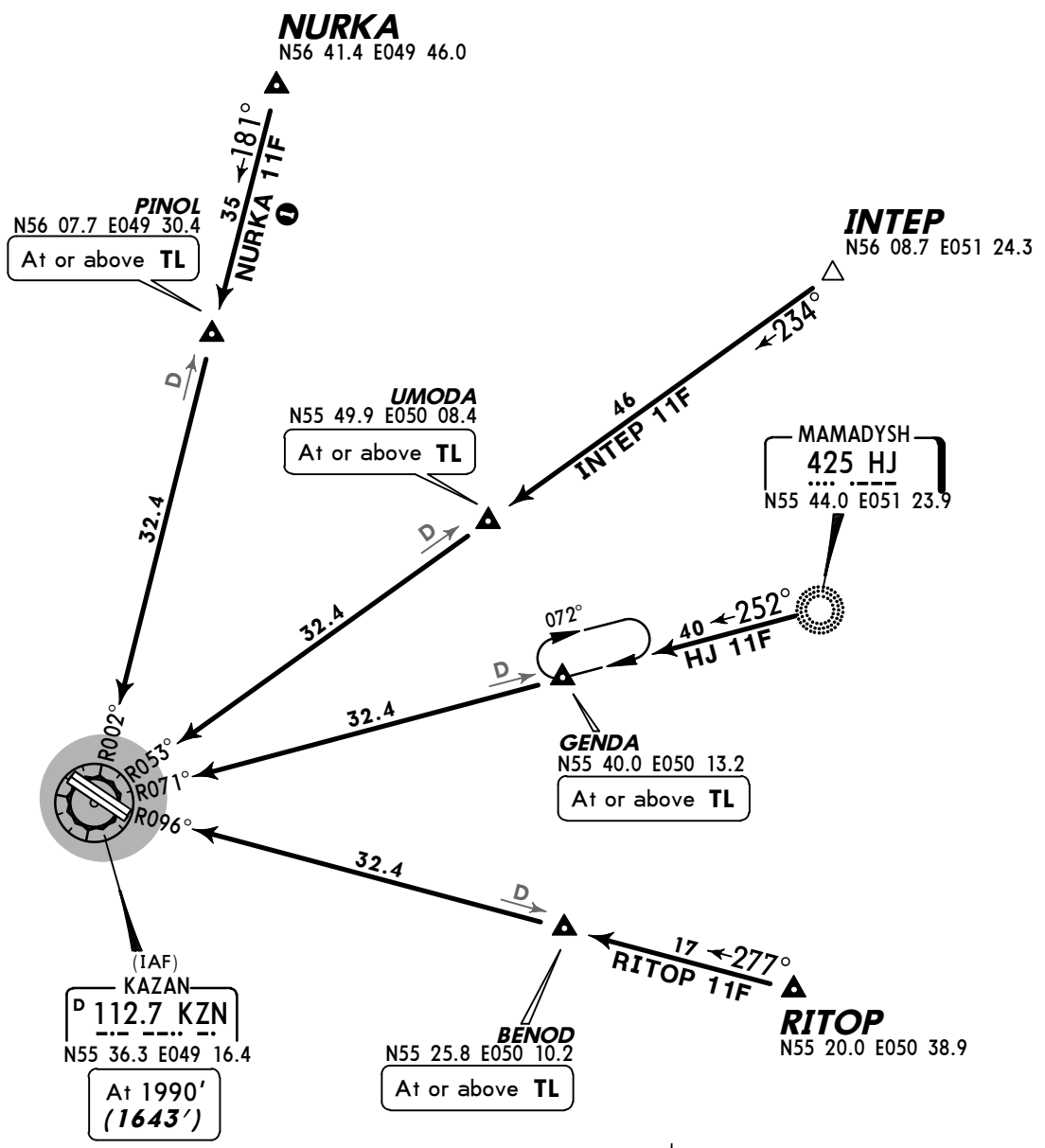

ALT/HEIGHT CONVERSION

QNH	(QFE)	
3370′	***(3023′ -***	***900m)***
1990′	***(1643′ -***	***500m)***

CHANGES: New procedures at this airport.

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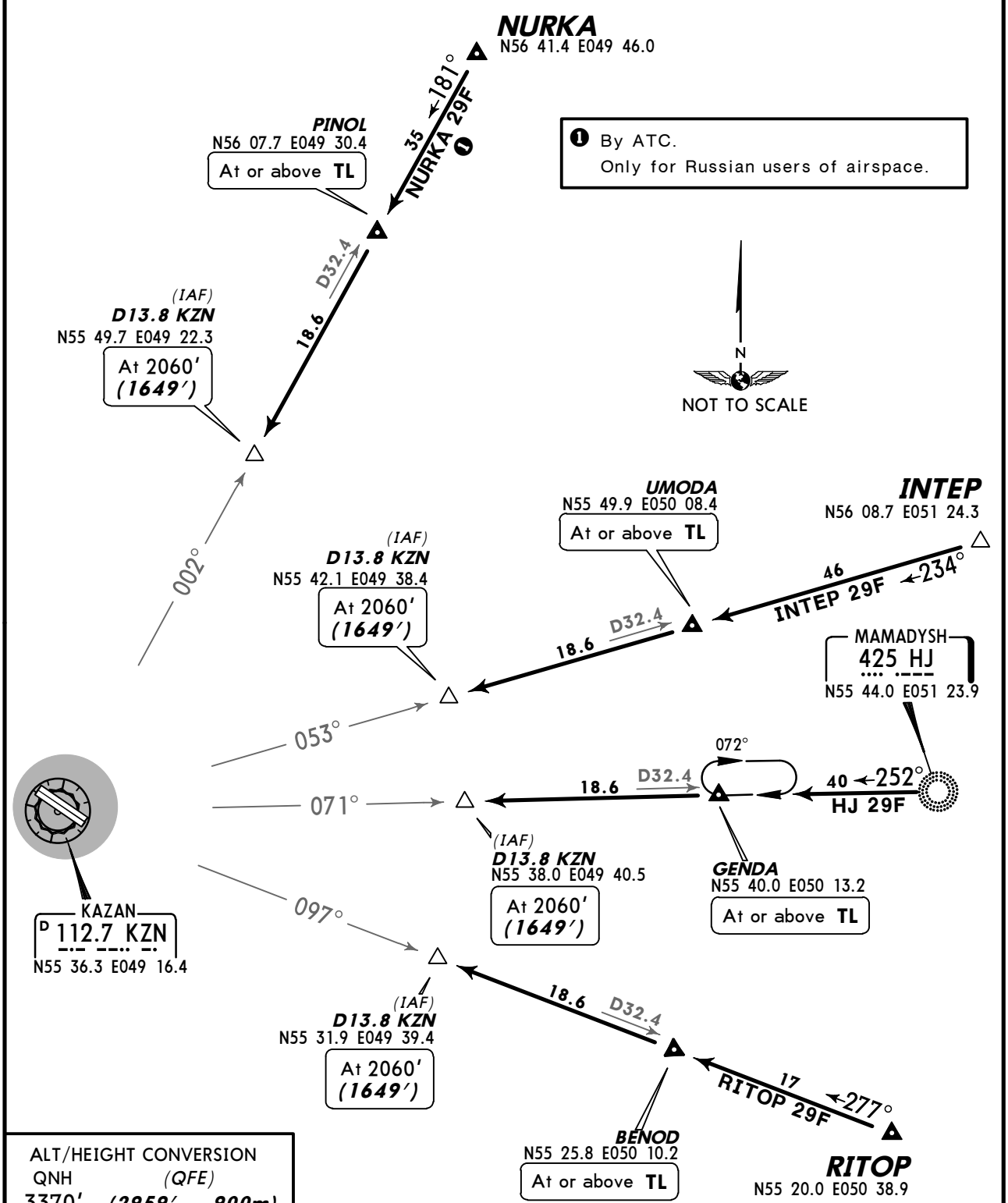
ATIS
126.8

Apt Elev
414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(2959′)***

2800′
MSA
KZN VOR

HJ 29F, INTEP 29F *[INT29F]*
NURKA 29F *[NUR29F]* ❶
RITOP 29F *[RIT29F]*
RWY 29L ARRIVALS
BASED ON VOR



❶ By ATC.
Only for Russian users of airspace.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2959′ - 900m)***
2060′	***(1649′ - 500m)***

CHANGES: New procedures at this airport.

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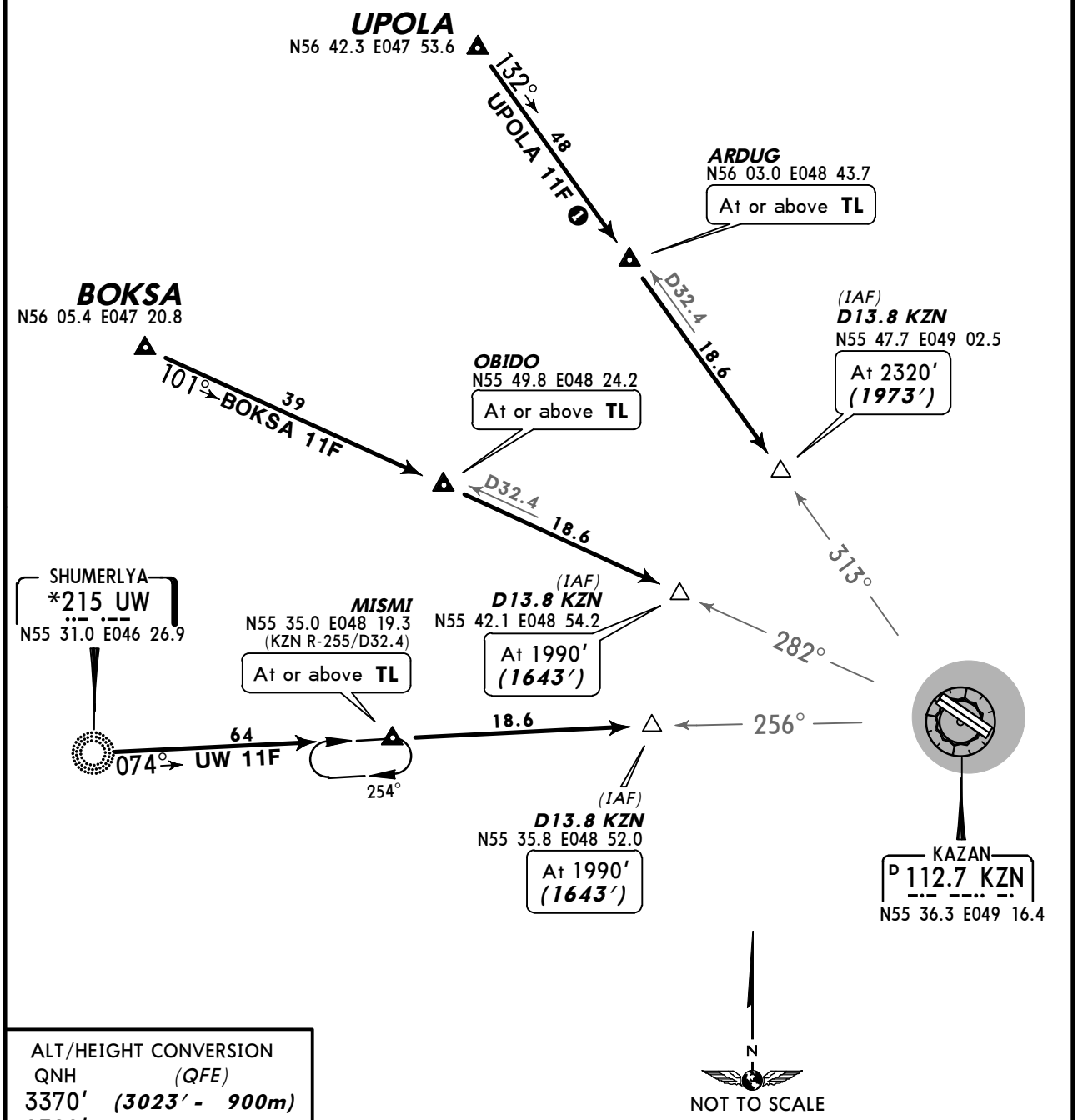
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3023′)***

BOKSA 11F *[BOK11F]*
UPOLA 11F *[UPO11F]* ❶
UW 11F
RWY 11R ARRIVALS
BASED ON VOR

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



ALT/HEIGHT CONVERSION		
QNH	*(QFE)*	
3370′	***(3023′ -***	***900m)***
2320′	***(1973′ -***	***600m)***
1990′	***(1643′ -***	***500m)***

CHANGES: New procedures at this airport.

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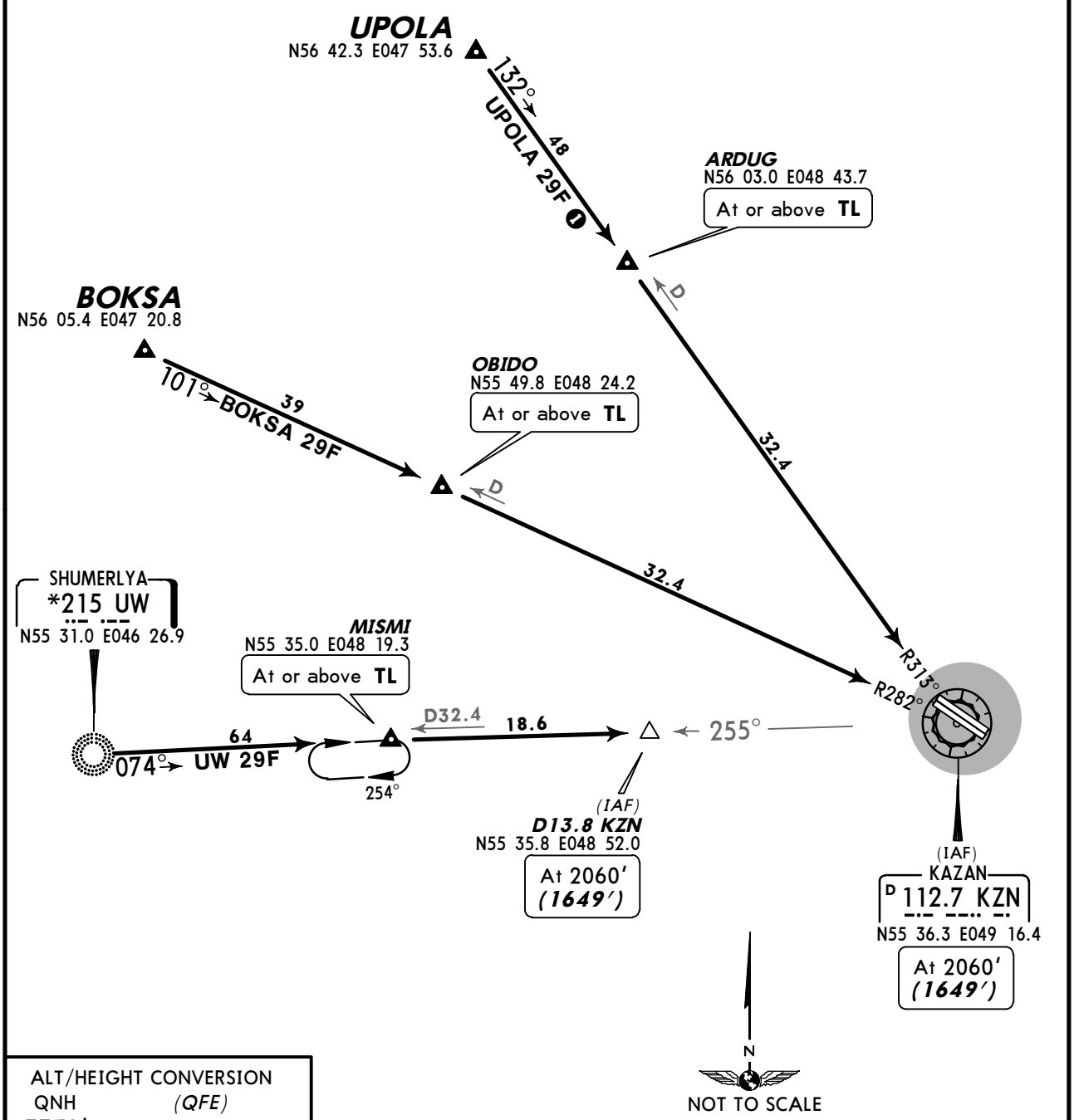
ATIS	Apt Elev	
126.8	414′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2959′)***

BOKSA 29F *[BOK29F]*
UPOLA 29F *[UPO29F]* ❶
UW 29F
RWY 29L ARRIVALS
BASED ON VOR

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(2959′ - 900m)***
2060′	***(1649′ - 500m)***

CHANGES: New procedures at this airport.

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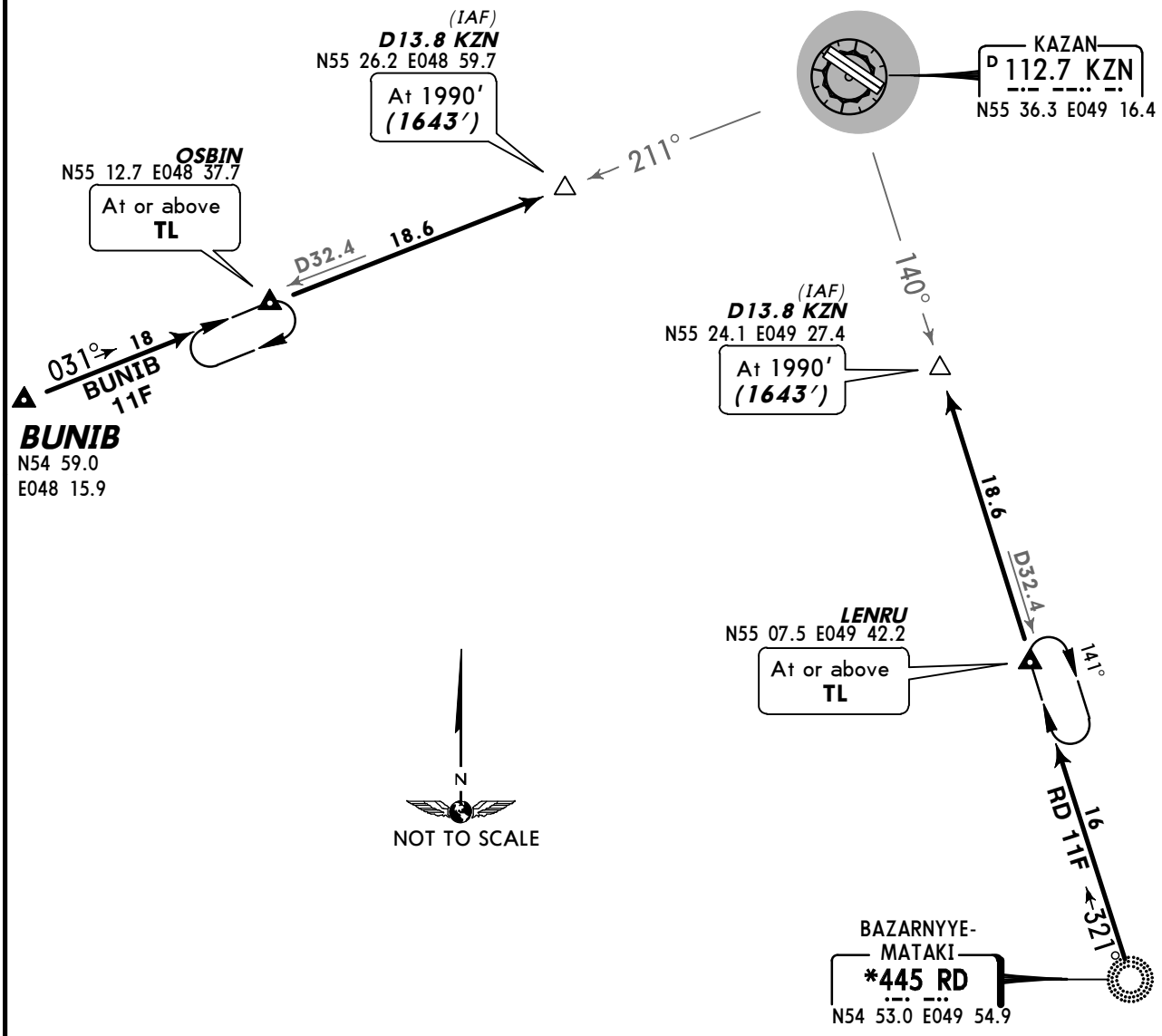
ATIS
126.8

Apt Elev
414′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ ***(3023′)***

2800′
MSA
KZN VOR

BUNIB 11F *[BUN11F]*, RD 11F
RWY 11R ARRIVALS
BASED ON VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	***(3023′ - 900m)***
1990′	***(1643′ - 500m)***

CHANGES: New procedures at this airport.

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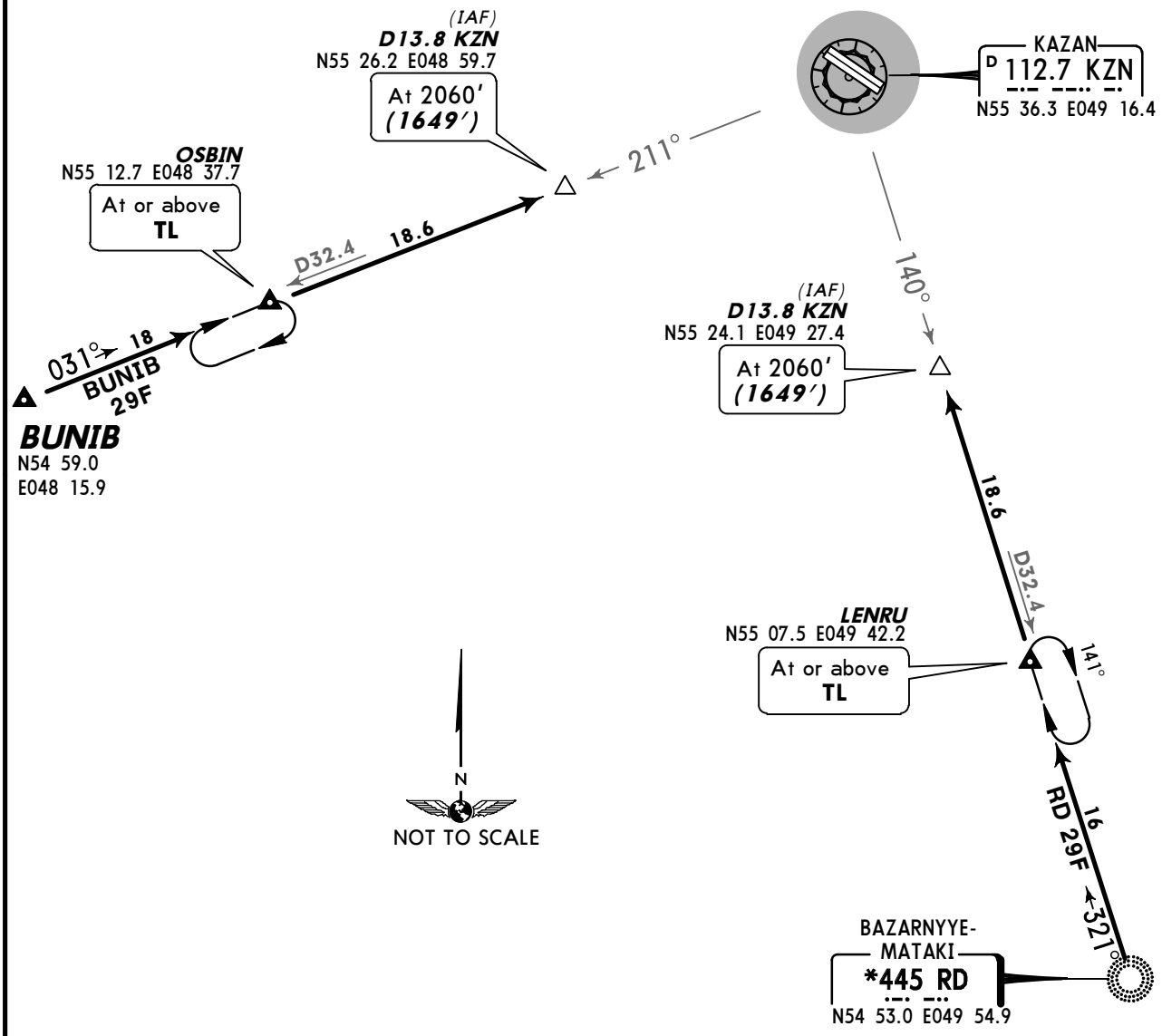
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2959′)***
Apt Elev 414′	

2800′
MSA
KZN VOR

BUNIB 29F *[BUN29F]*, RD 29F
RWY 29L ARRIVALS
BASED ON VOR



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3370′	***(2959′ - 900m)***
2060′	***(1649′ - 500m)***

CHANGES: New procedures at this airport.

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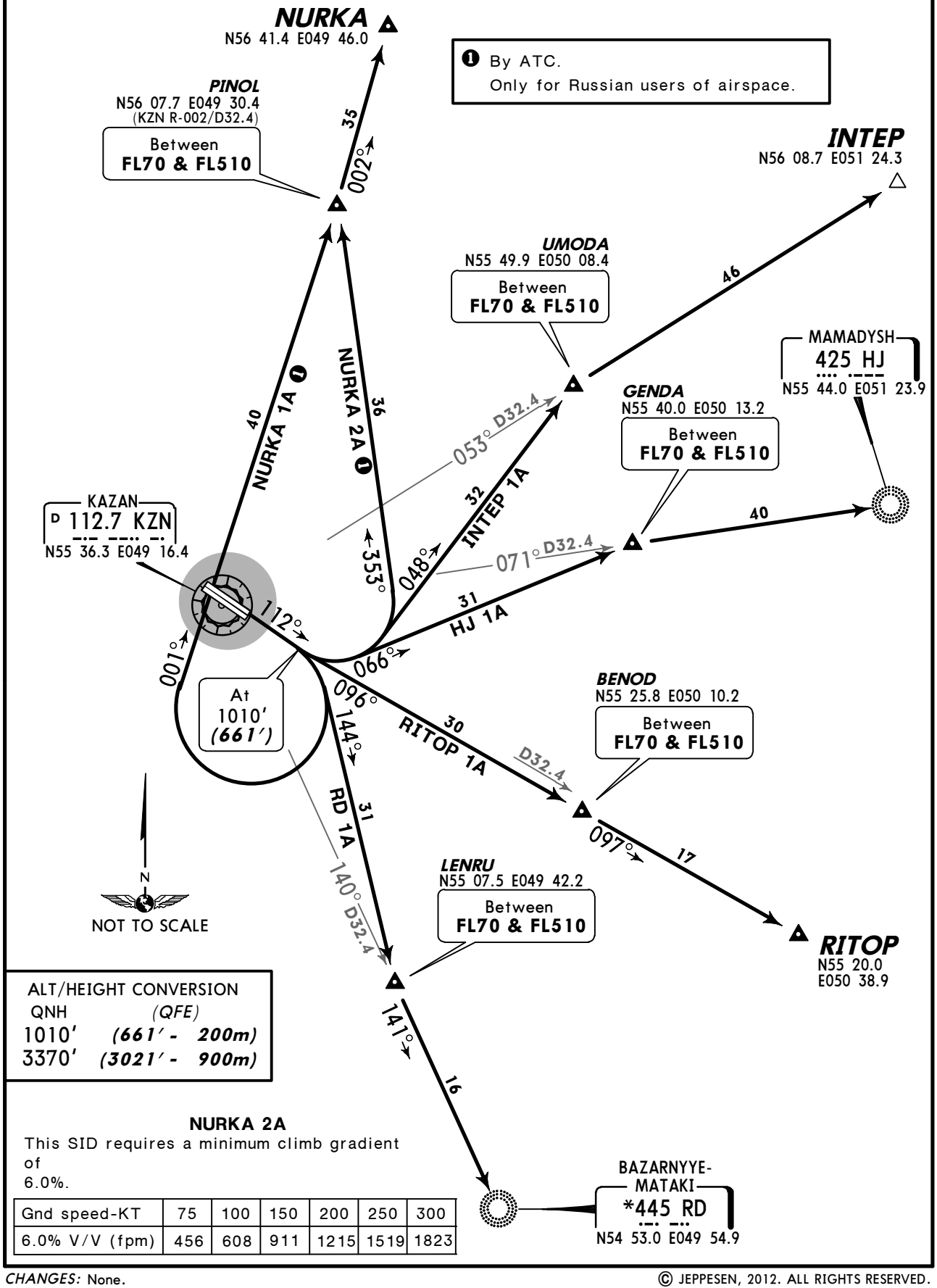
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3021′)***

2800′
MSA
KZN VOR

HJ 1A, INTEP 1A *[INTE1A]*, NURKA 1A *[NURK1A]* ❶ NURKA 2A *[NURK2A]* ❶, RD 1A, RITOP 1A *[RITO1A]*
RWY 11L DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1010′	***(661′ - 200m)***
3370′	***(3021′ - 900m)***

NURKA 2A
This SID requires a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: None.

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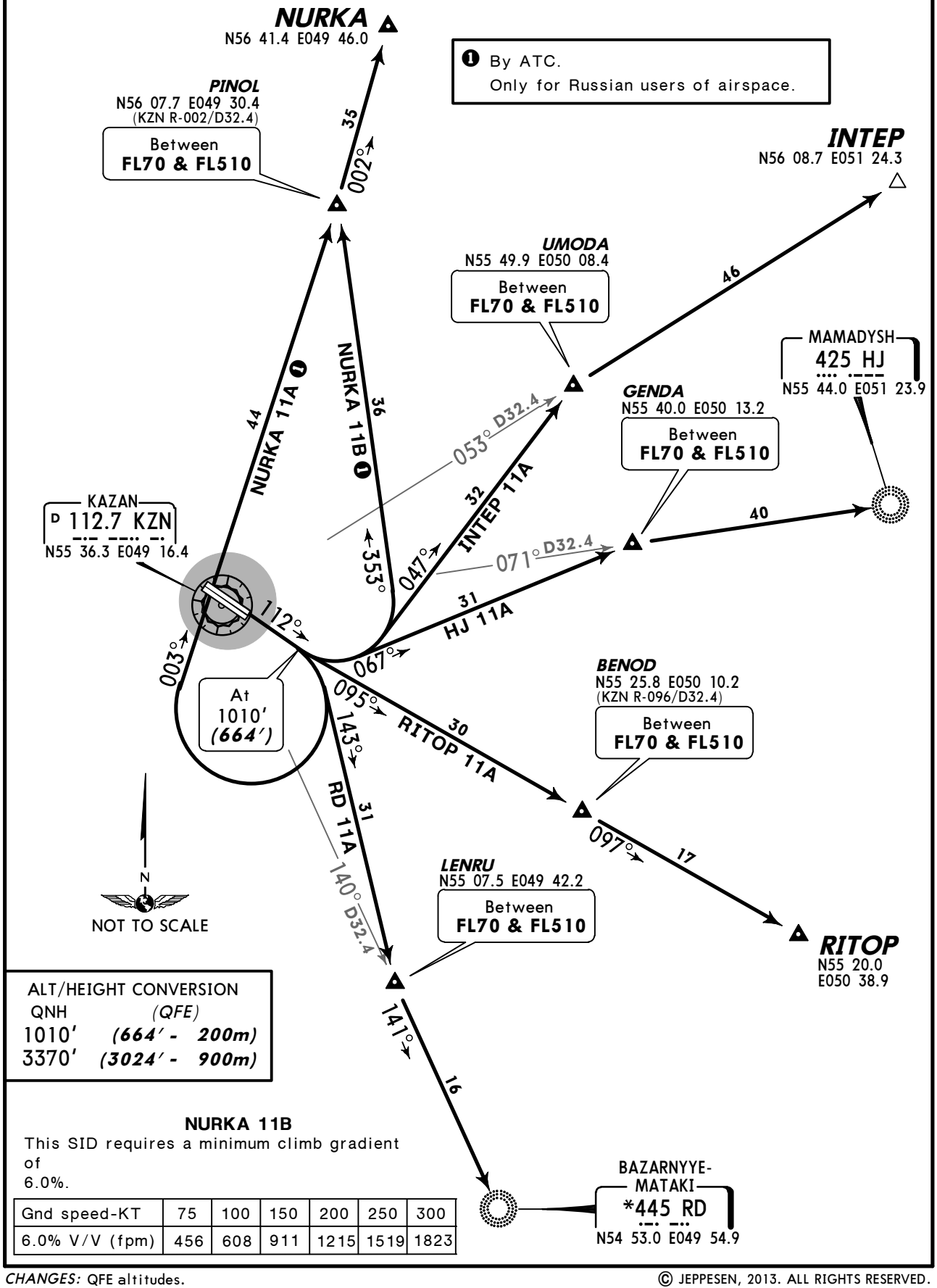
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3024′)***

2800′
MSA
KZN VOR

HJ 11A, INTEP 11A *[INT11A]*, NURKA 11A *[NUR11A]* ❶ NURKA 11B *[NUR11B]* ❶, RD 11A, RITOP 11A *[RIT11A]*
RWY 11R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1010′	***(664′ - 200m)***
3370′	***(3024′ - 900m)***

NURKA 11B
This SID requires a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: QFE altitudes.

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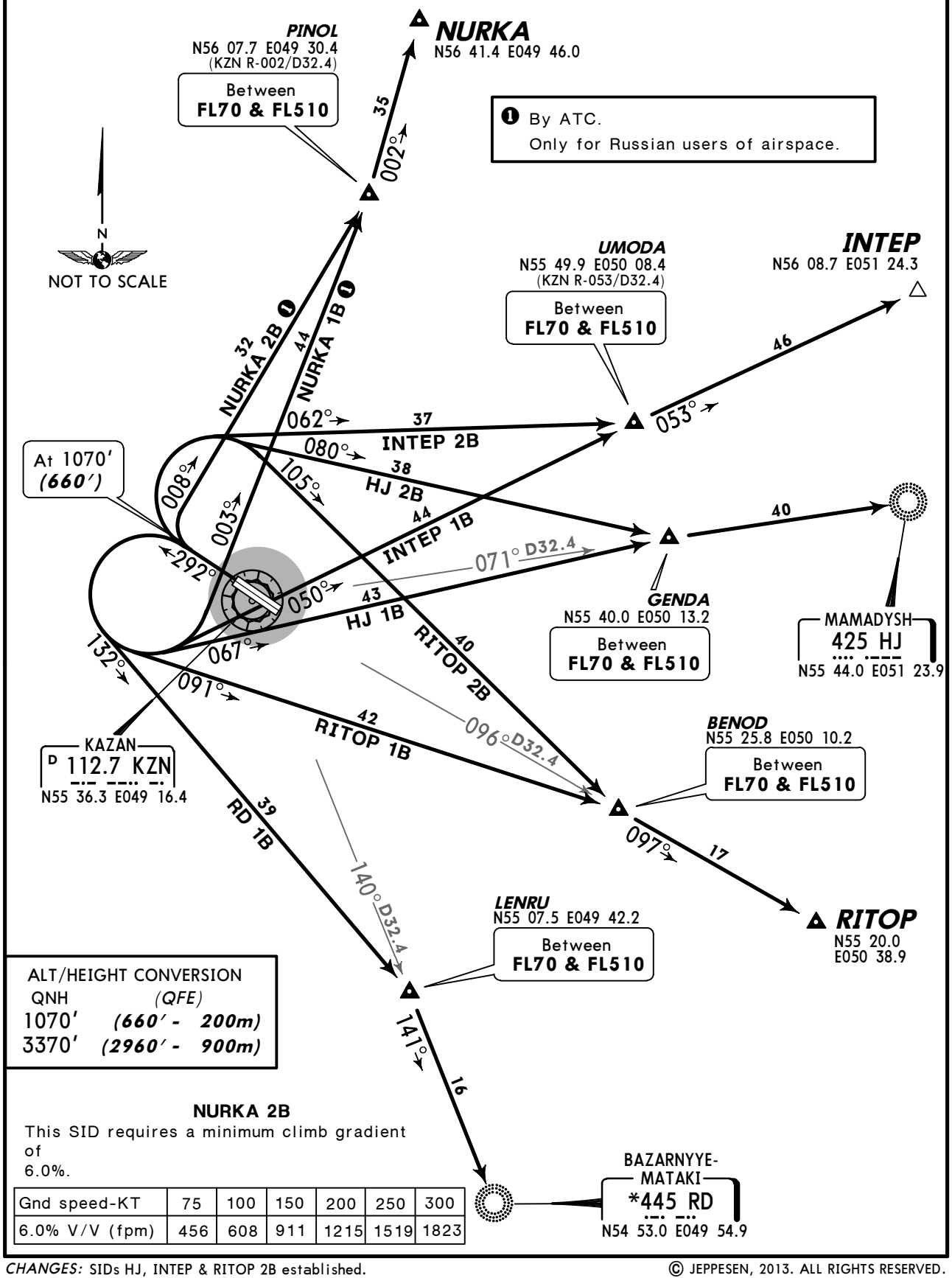
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

2800′
MSA
KZN VOR

HJ 1B, HJ 2B, INTEP 1B *[INTE1B]*, INTEP 2B *[INTE2B]* NURKA 1B *[NURK1B]* ❶ NURKA 2B *[NURK2B]* ❶, RD 1B RITOP 1B *[RITO1B]*, RITOP 2B *[RITO2B]* RWY 29R DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	***(660′ - 200m)***
3370′	***(2960′ - 900m)***

NURKA 2B

This SID requires a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: SIDs HJ, INTEP & RITOP 2B established.

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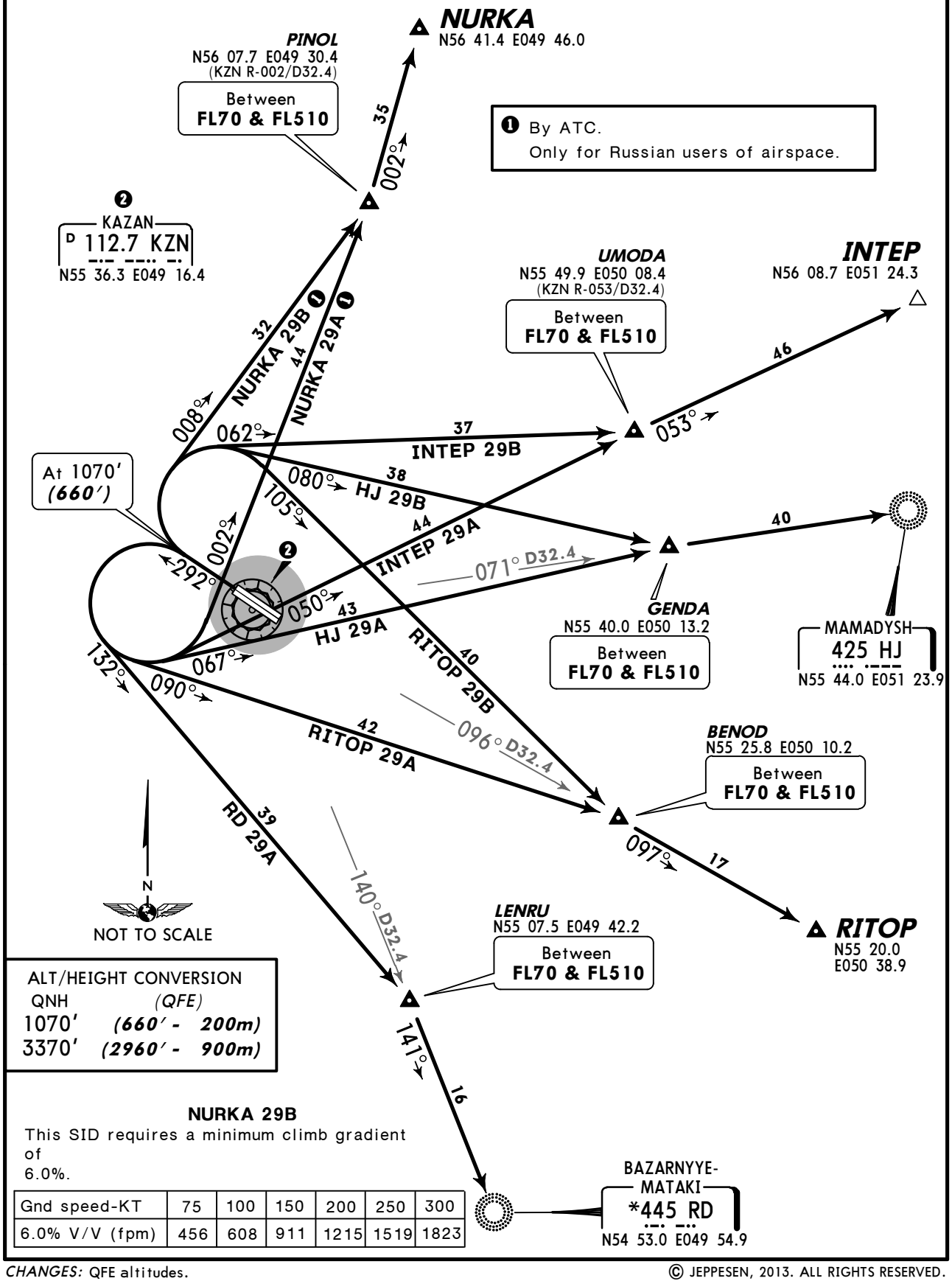
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

2800′
MSA KZN VOR

HJ 29A, HJ 29B, INTEP 29A *[INT29A]*
INTEP 29B *[INT29B]*, NURKA 29A *[NUR29A]*❶, NURKA 29B *[NUR29B]*❶
RD 29A, RITOP 29A *[RIT29A]*, RITOP 29B *[RIT29B]*
RWY 29L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1070′	***(660′ - 200m)***
3370′	***(2960′ - 900m)***

NURKA 29B

This SID requires a minimum climb gradient of 6.0%.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823

CHANGES: QFE altitudes.

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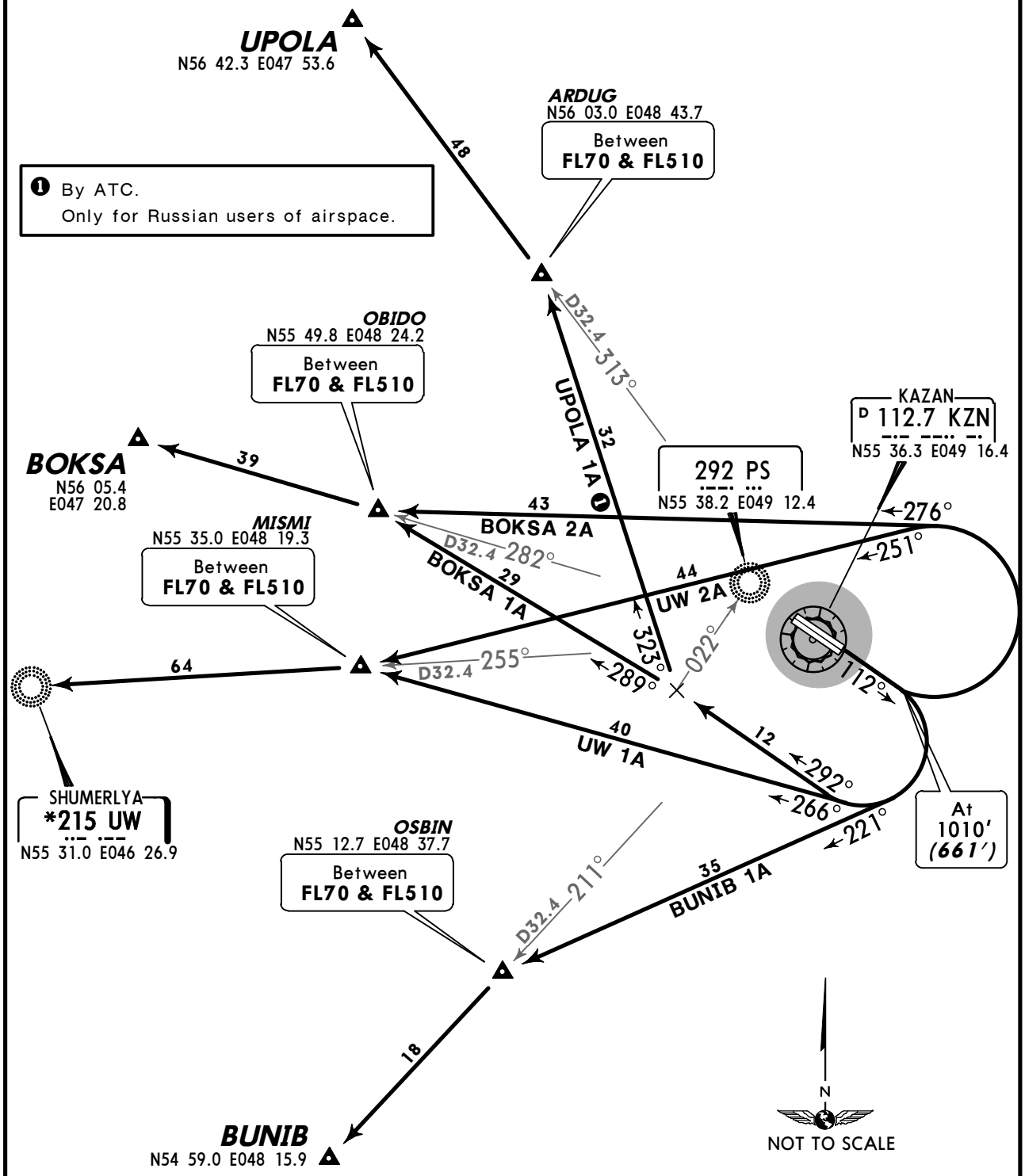
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3021′)***

2800′
MSA
KZN VOR

BOKSA 1A *[BOKS1A]*, BOKSA 2A *[BOKS2A]*
BUNIB 1A *[BUNI1A]*, UPOLA 1A *[UPOL1A]* ❶
UW 1A, UW 2A
RWY 11L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1010′	***(661′ - 200m)***
3370′	***(3021′ - 900m)***

CHANGES: SIDs BOKSA & UW 2A established.

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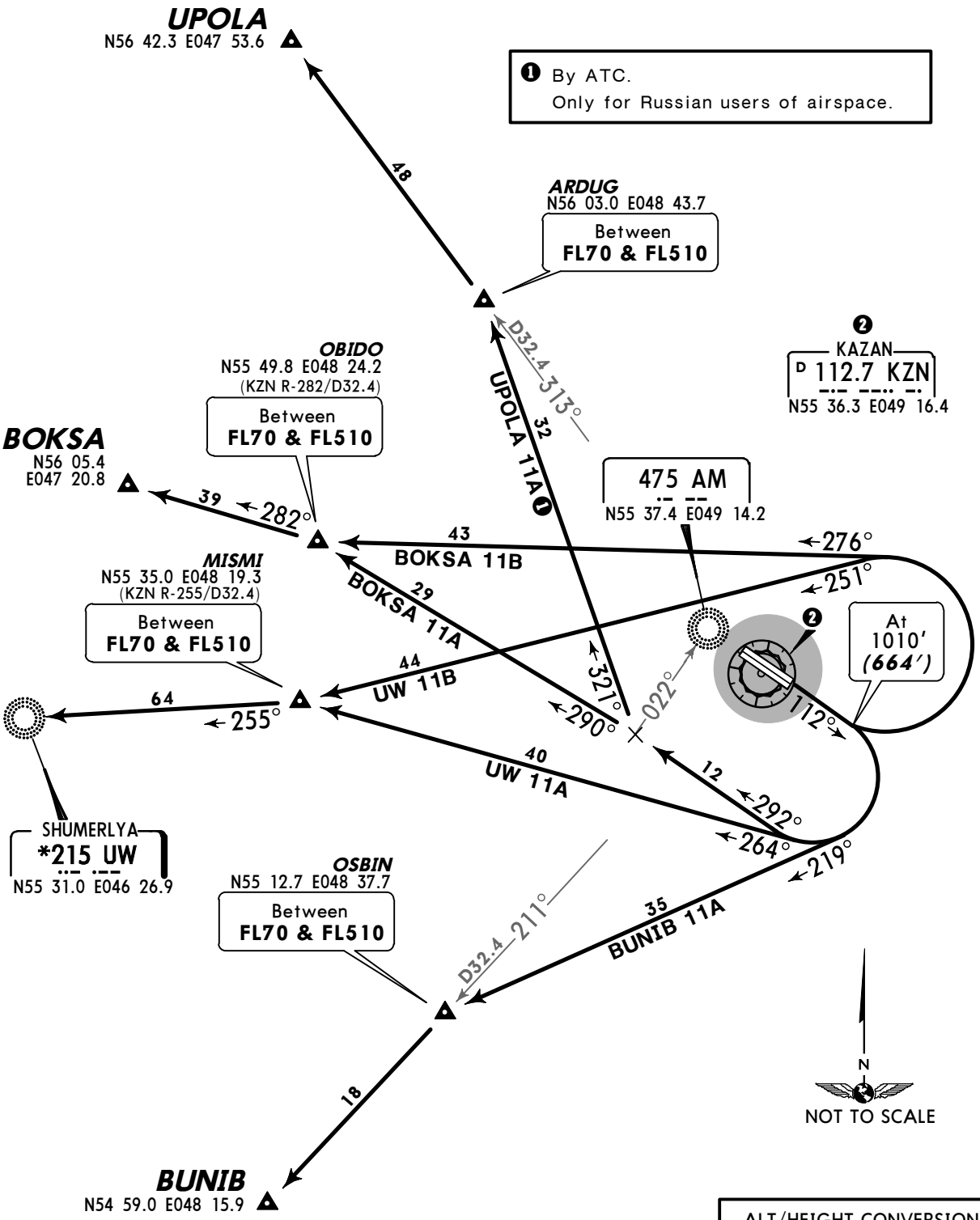
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(3024′)***

MSA KZN VOR: 2800′

BOKSA 11A *[BOK11A]*, BOKSA 11B *[BOK11B]*
BUNIB 11A *[BUN11A]*, UPOLA 11A *[UPO11A]* ❶
UW 11A, UW 11B
RWY 11R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1010′	***(664′ - 200m)***
3370′	***(3024′ - 900m)***

CHANGES: QFE altitudes.

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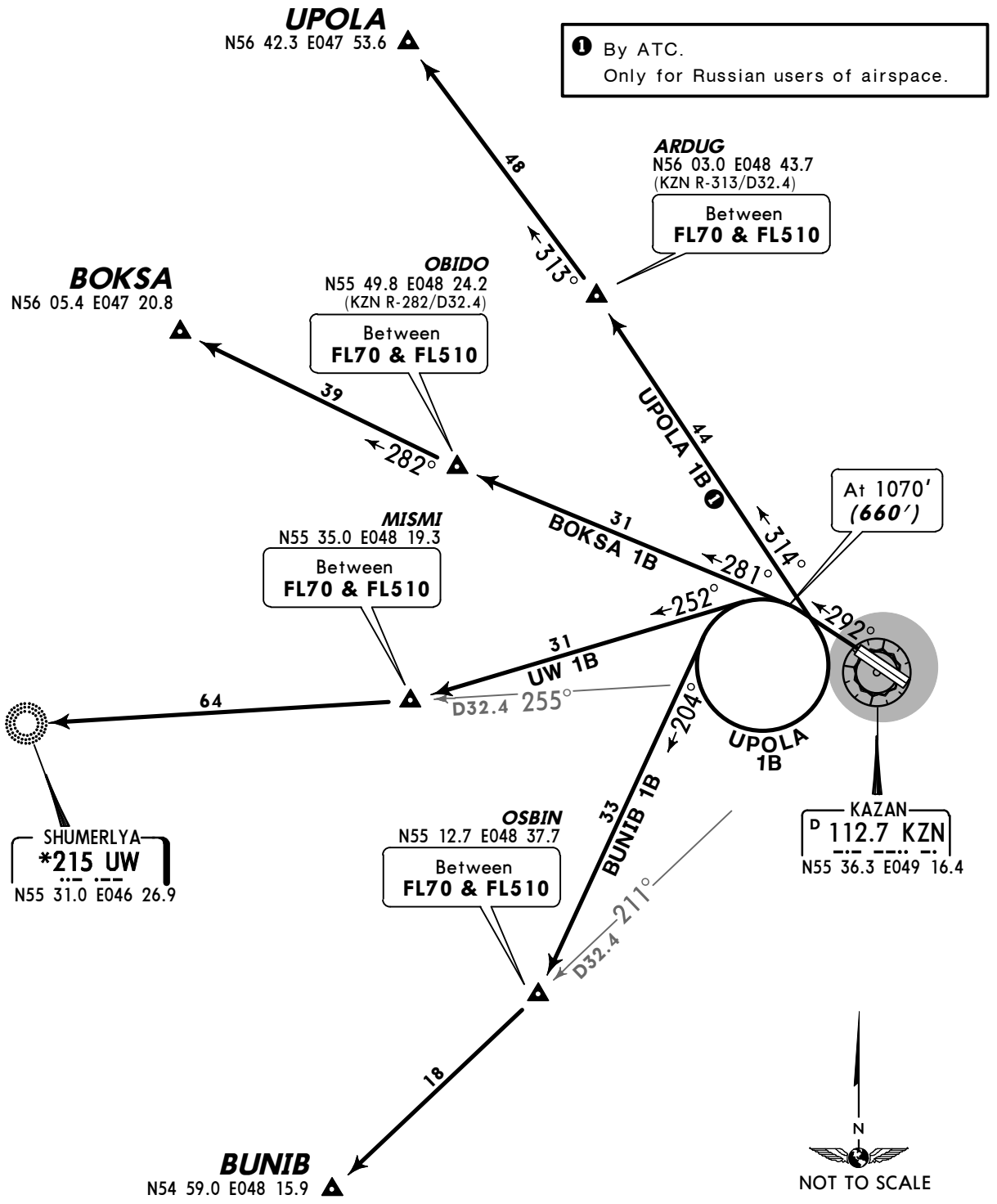
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

2800′
MSA
KZN VOR

BOKSA 1B *[BOKS1B]*, BUNIB 1B *[BUNI1B]*
UPOLA 1B *[UPOL1B]* ❶ , UW 1B
RWY 29R DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1070′	***(660′ - 200m)***
3370′	***(2960′ - 900m)***

CHANGES: None.

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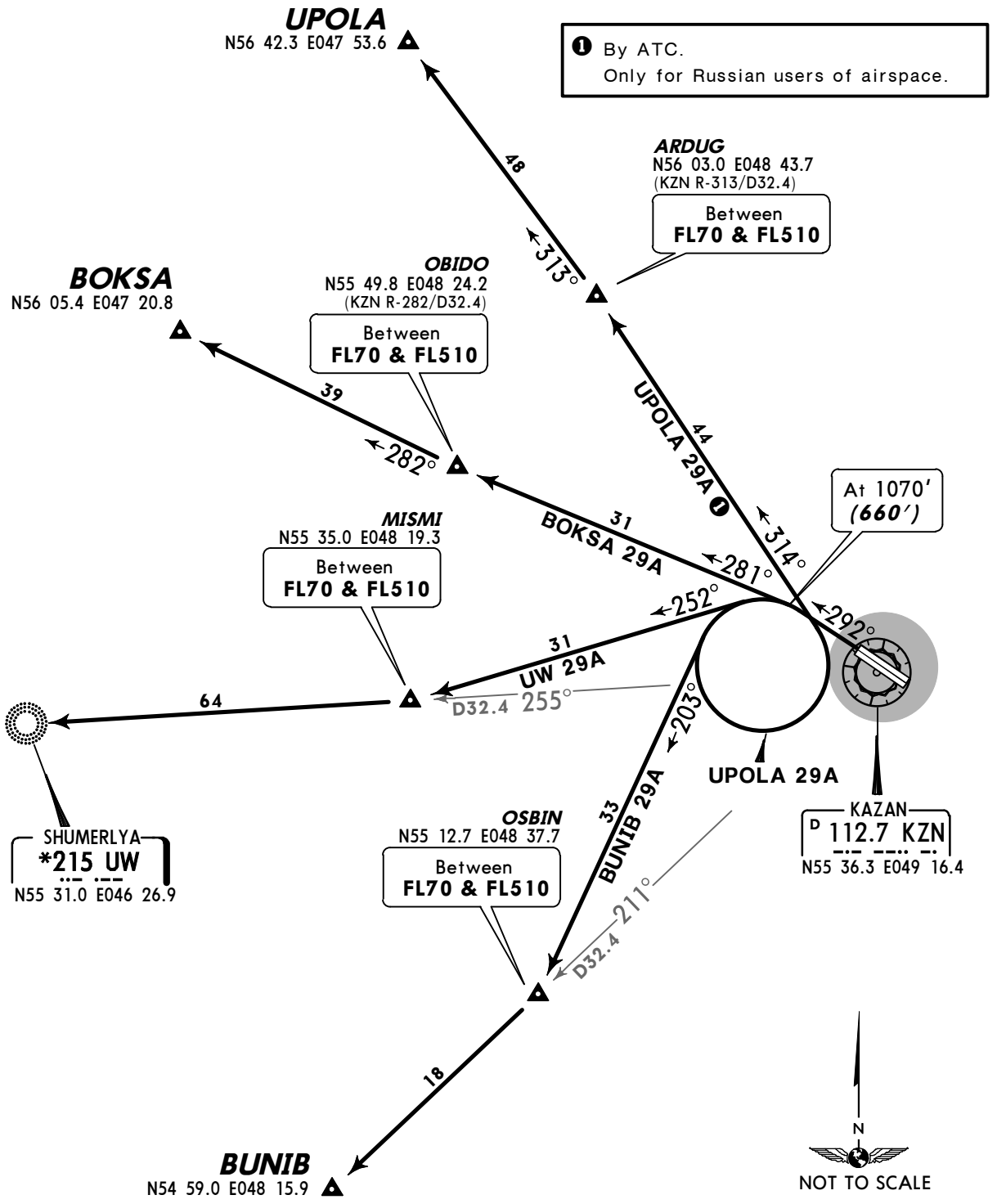
Apt Elev 414′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is less than 749 mm (998.6 hPa) and 722 mm (962.6 hPa) or above FL70 if pressure 721 mm (961.3 hPa) or less Trans alt: 3370′ ***(2960′)***

2800′
MSA
KZN VOR

BOKSA 29A *[BOK29A]*, BUNIB 29A *[BUN29A]* UPOLA 29A *[UPO29A]*❶, UW 29A RWY 29L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1070′	***(660′ - 200m)***
3370′	***(2960′ - 900m)***

CHANGES: QFE altitudes.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

DEPARTURES

Special take-off procedures for the purpose of noise abatement when passing above terrain arid conditioned and environmentally protected shall be executed by crews of all aircraft:

TAKE-OFF AND CLIMBING PHASE RUNWAYS 29L/R

Take-off to 1900′ (1486′-450m)	Take-off power take-off flaps climb at V_2 + 10-20 KT at 1080′ (666′-200m) turn with 25° bank
At 1900′ (1486′-450m)	reduce engine power to rated power under keeping of positive rate of climb
From 1900′ (1486′-450m) to 3370′ (2956′-900m)	climb at V_2 + 10-20 KT
At 3370′ (2956′-900m)	accelerate to speed of wing devices retraction retract wing devices further climb (reaching FL) shall be executed at a speed recommended by the Airplane Flight Manual.

Noise abatement procedure during take-off shall not be carried out in cases of:
- wind shear
- moderate bumpiness
- icing
- one of the aircraft engines failure during take-off phase.

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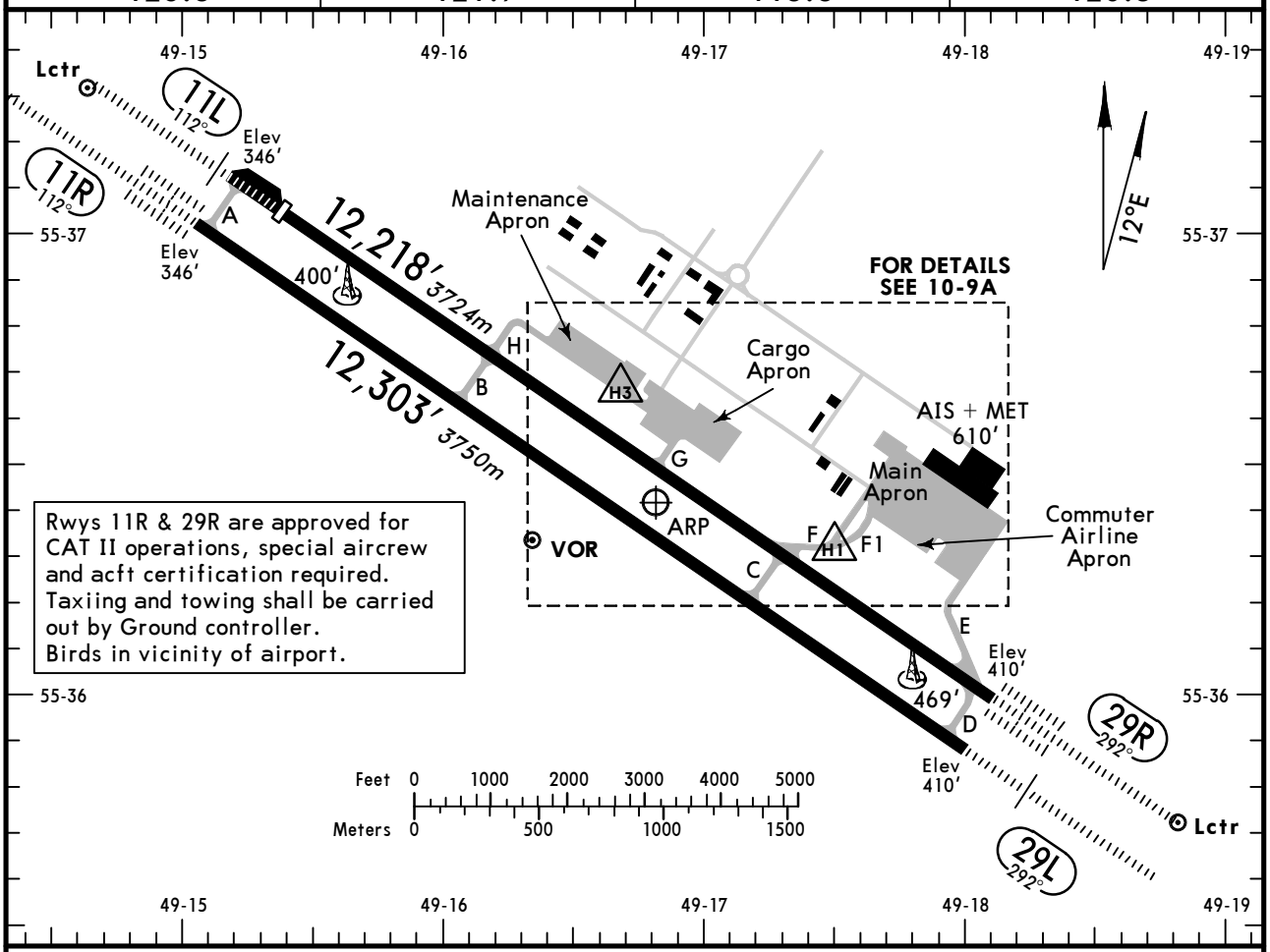
ATIS	KAZAN Ground	Apron	Tower
126.8	121.7	118.8	120.3



Rwys 11R & 29R are approved for CAT II operations, special aircrew and acft certification required.
Taxiing and towing shall be carried out by Ground controller.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11L	HIRL*(60m)* CL*(15m)* HIALS PAPI-L(3.0°)	11,381′*3469m*	10,591′*3228m*	❶	148′ *45m*
29R	HIRL*(60m)* CL*(15m)* HIALS-II TDZ PAPI-L(3.0°)		11,246′*3428m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 11L:
First 837′/255m unusable for take-off.

From displ thresh	11,381′(3469m)
twy H int	8091′(2466m)
twy G int	5427′(1654m)
twy F int	3596′(1096m)

RWY 29R:

From rwy head	12,218′(3724m)
twy F int	8655′(2638m)
twy G int	6791′(2070m)
twy H int	4127′(1258m)

11R	HIRL*(60m)* CL*(15m)* HIALS-II TDZ PAPI-L(3.0°)		11,392′*3472m*	❷	148′ *45m*
29L	HIRL*(60m)* CL*(15m)* HIALS PAPI-L(3.0°)		11,270′*3435m*		

❷ TAKE-OFF RUN AVAILABLE

RWY 11R:

From rwy head	12,303′(3750m)
twy B int	8202′(2500m)
twy C int	3675′(1120m)

RWY 29L:

From rwy head	12,303′(3750m)
twy C int	8629′(2630m)
twy B int	4127′(1258m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys
LVP must be in force

	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: None.

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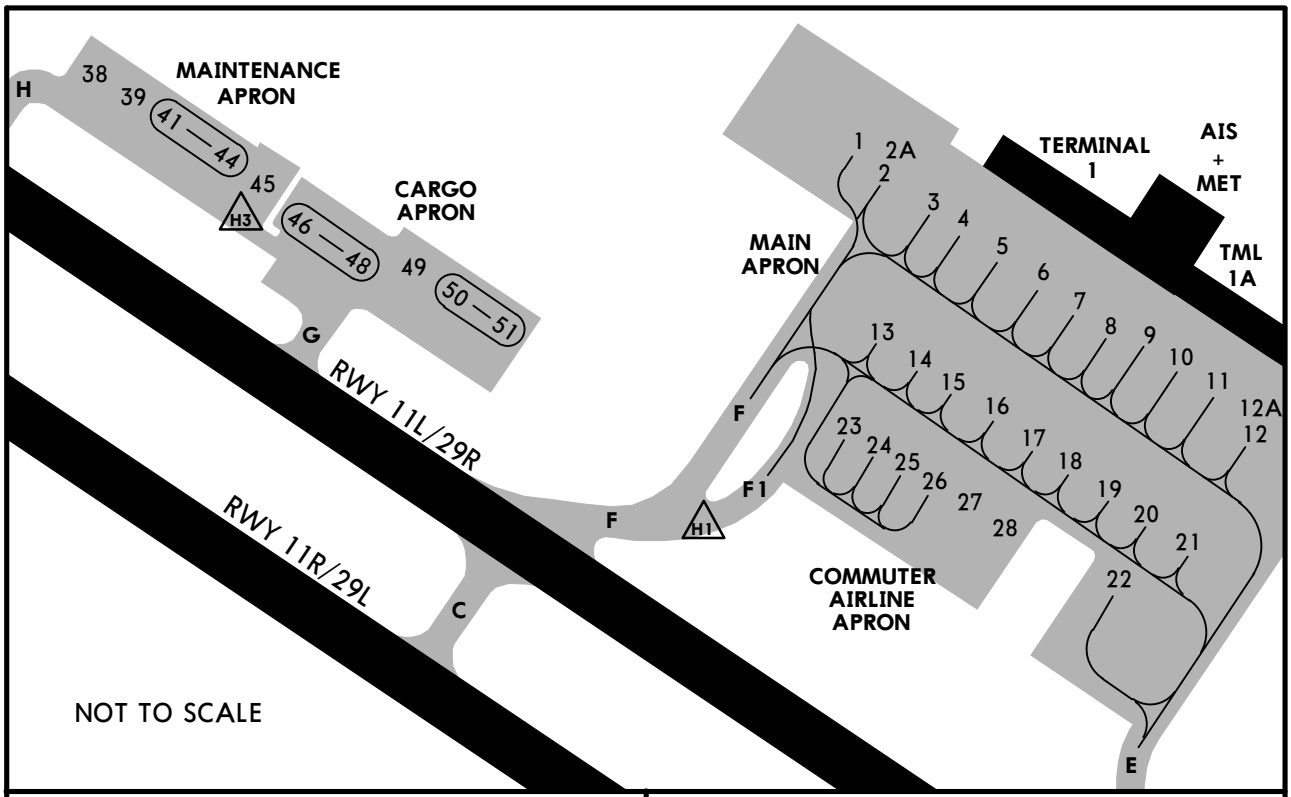

INS COORDINATES

STAND No.	COORDINATES
38, 39	N55 36.8 E049 16.5
41	N55 36.8 E049 16.6
42	N55 36.7 E049 16.6
43 thru 45	N55 36.7 E049 16.7
46	N55 36.6 E049 16.8
47, 48	N55 36.6 E049 16.9
49, 50	N55 36.6 E049 17.0
51	N55 36.5 E049 17.1

Movement on Main Apron shall be carried out under own engines power and by towing, depending on ACFT type.
Movement on the Cargo Apron and Maintenance Apron shall be carried out after Follow-me vehicle at minimum speed.
Taxiing into stands 38 thru 51 shall be carried out by towing.
Taxiing into/out of stands shall be carried out only by the signals of the ground personnel.
Stands on Maintenance Apron and stands 27 and 28 available for helicopters.

CHANGES: Stands.

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STRAIGHT-IN RWY		A	B	C	D
11L	ILS	**549′**(200′)	**549′**(200′)	**549′**(200′)	**549′**(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
	RNAV ❶	**720′**(371′)	**720′**(371′)	**720′**(371′)	**720′**(371′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	2 NDB ❶	**680′**(331′)	**680′**(331′)	**680′**(331′)	**680′**(331′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶	**700′**(351′)	**700′**(351′)	**700′**(351′)	**700′**(351′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
11R	CAT 2 ILS	**446′**(100′)	**459′**(113′)	**472′**(126′)	**486′**(140′)
		RA109′ R350m	**RA123′ R350m**	**RA138′ R350m**	**RA183′ R350m**
	ILS	**546′**(200′)	**546′**(200′)	**551′**(205′)	**561′**(215′)
	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
	RNAV ❶	**690′**(344′)	**690′**(344′)	**690′**(344′)	**690′**(344′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**630′**(284′)	**630′**(284′)	**630′**(284′)	**630′**(284′)
		R750m	**R750m**	**R750m**	**R750m**
	ALS out	R1400m	R1400m	R1400m	R1400m
	NDB/MKR ❶	**810′**(464′)	**810′**(464′)	**810′**(464′)	**810′**(464′)
		R1500m	**R1500m**	**R1500m**	**R1500m**
	ALS out	C2200m	C2200m	C2200m	C2200m
	NDB ❶	**860′**(514′)	**860′**(514′)	**860′**(514′)	**860′**(514′)
		R1600m	**R1600m**	**R1600m**	**R1600m**
	ALS out	C2400m	C2400m	C2400m	C2400m

❶ Continuous Descent Final Approach.

CHANGES: Rwy 11R minimums.

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STRAIGHT-IN RWY		A	B	C	D
29L	ILS	**610′**(200′)	**610′**(200′)	**620′**(210′)	**630′**(220′)
	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
	RNAV ❶	**860′**(450′)	**860′**(450′)	**860′**(450′)	**860′**(450′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	VOR ❶	**750′**(340′)	**750′**(340′)	**750′**(340′)	**750′**(340′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB ❶	**860′**(450′)	**860′**(450′)	**860′**(450′)	**860′**(450′)
		R1400m	**R1400m**	**R1400m**	**R1400m**
	ALS out	C2100m	C2100m	C2100m	C2100m
29R	CAT 2 ILS	**510′**(100′)	**510′**(100′)	**510′**(100′)	**510′**(100′)
		RA112′ R350m	**RA112′ R350m**	**RA112′ R350m**	**RA112′ R350m**
	ILS	**610′**(200′)	**610′**(200′)	**610′**(200′)	**610′**(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
	RNAV ❶	**860′**(450′)	**860′**(450′)	**860′**(450′)	**860′**(450′)
		R1400	**R1400**	**R1400**	**R1400**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB ❶	**860′**(450′)	**860′**(450′)	**860′**(450′)	**860′**(450′)
		R1400	**R1400**	**R1400**	**R1400**
	ALS out	C2100m	C2100m	C2100m	C2100m

❶ Continuous Descent Final Approach.

TAKE-OFF RWY 11L/R, 29L/R

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

CHANGES: Rwy 29L minimums.

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ATIS	KAZAN Radar	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

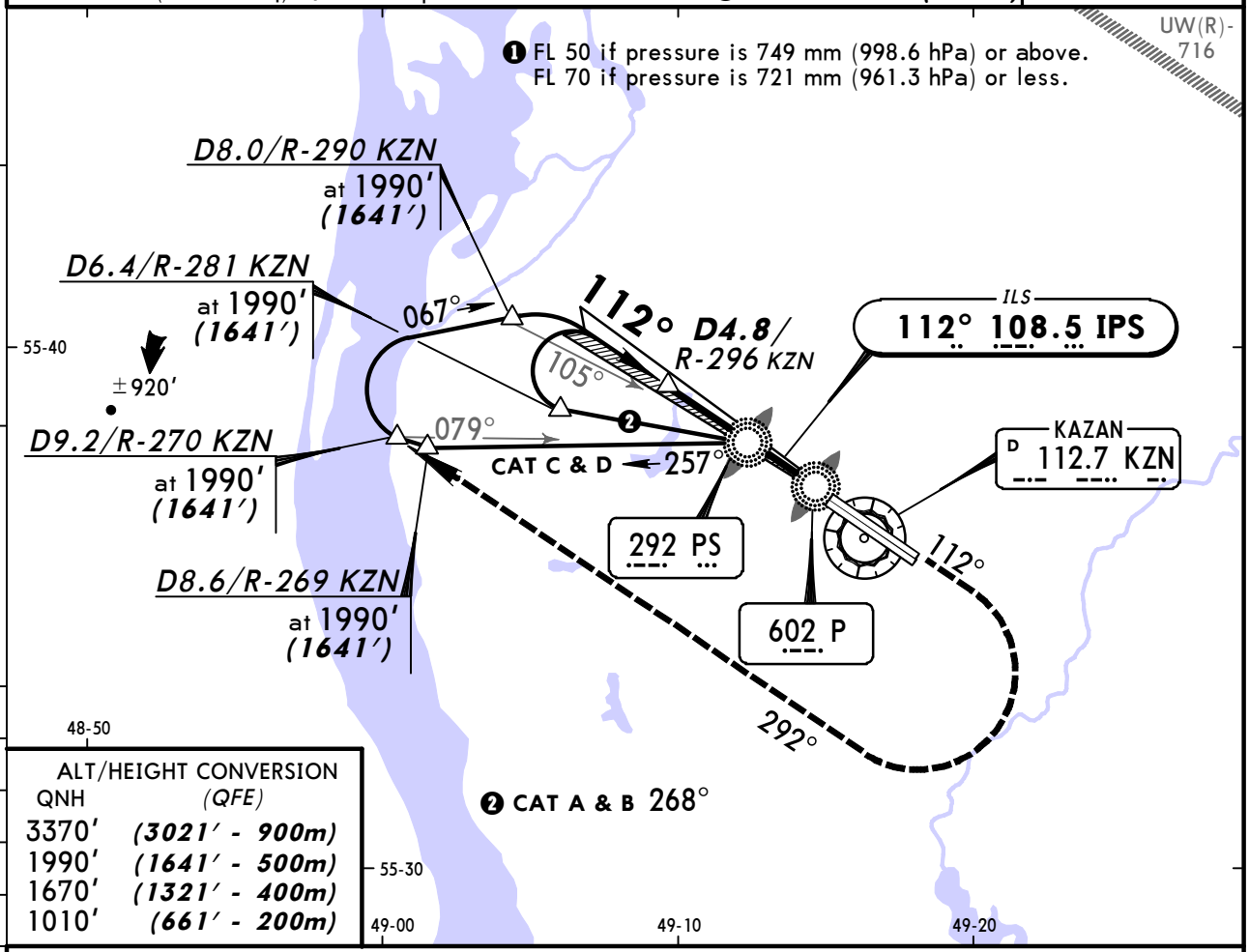
BRIEFING STRIP

LOC IPS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 414′
108.5	112°	1055′ (706′)	549′ (200′)	RWY 349′

MISSED APCH: Climb on 112° to 1010′ (661′), then turn RIGHT onto 292° climbing to 1990′ (1641′), then according to chart.

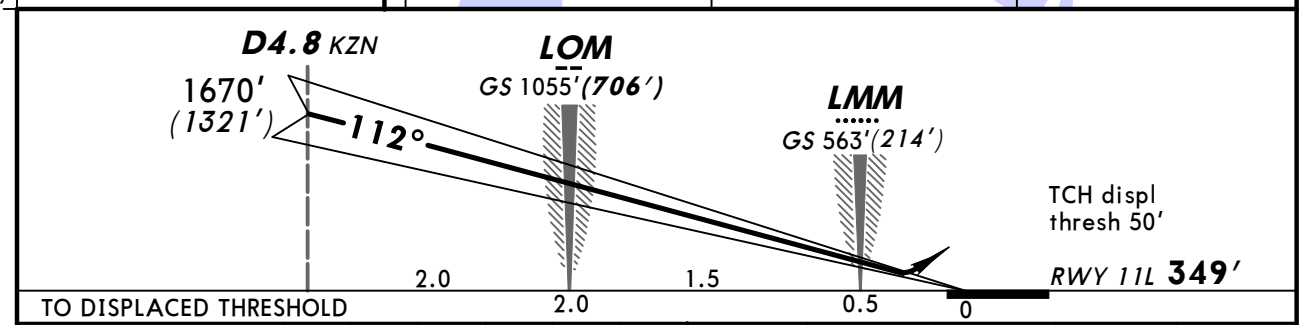
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3021′)

2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)
1010′	(661′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

1010′ (661′) on 112°

292° RT

1990′ (1641′)

STRAIGHT-IN LANDING RWY 11L

ILS		LOC (GS out)
DA(H) 549′ (200′)		
FULL	ALS out	
800m	1200m	NOT AUTHORIZED

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Altitude at D8.0/R-290 KZN increased.

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ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

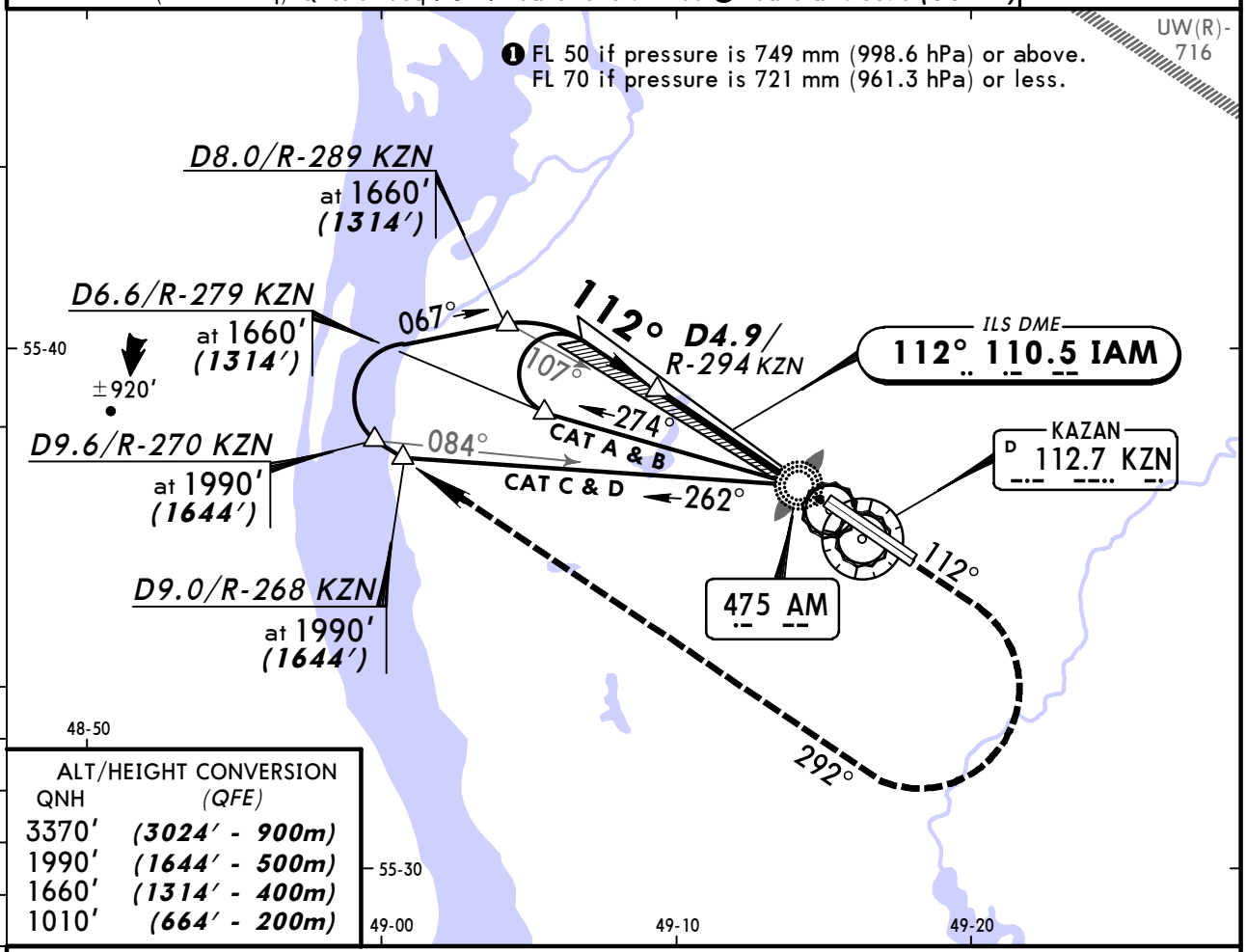
BRIEFING STRIP™

LOC IAM	Final Apch Crs	GS	ILS DA(H)	Apt Elev 414′
110.5	112°	D4.9 KZN 1660′(1314′)	Refer to Minimums	RWY 346′

MISSED APCH: Climb on 112° to 1010′ (664′), then turn RIGHT onto 292° climbing to 1990′ (1644′), then according to chart.

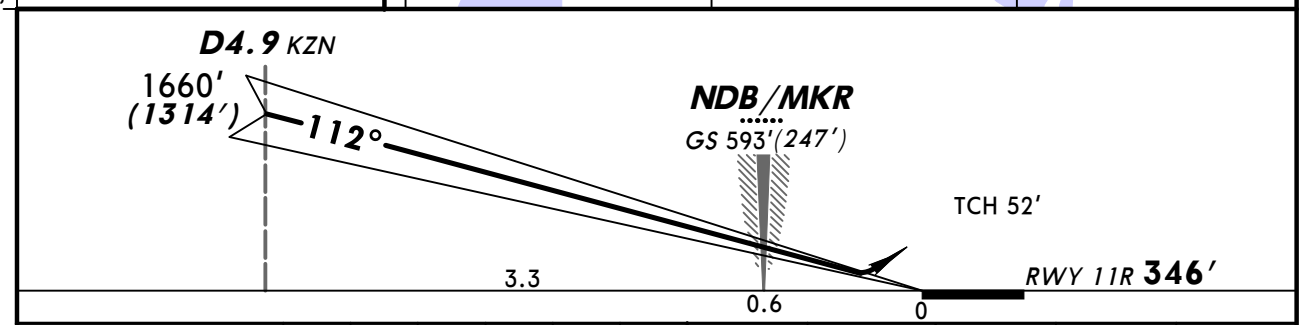
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′(3024′)

2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3024′ - 900m)
1990′	(1644′ - 500m)
1660′	(1314′ - 400m)
1010′	(664′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1010′ (664′) on 112°

292° RT

1990′ (1644′)

STRAIGHT-IN LANDING RWY 11R

ILS		LOC (GS out)
DA(H) AB: 546′(200′)	C: 551′(205′) D: 561′(215′)	
FULL	ALS out	

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Procedure title. Rwy elev. Altitude at D8.0/R-289 KZN lowered.

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ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

BRIEFING STRIP ™

LOC IAM	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 414′
110.5	112°	D4.9 KZN 1660′(1314′)	Refer to Minimums	RWY 346′

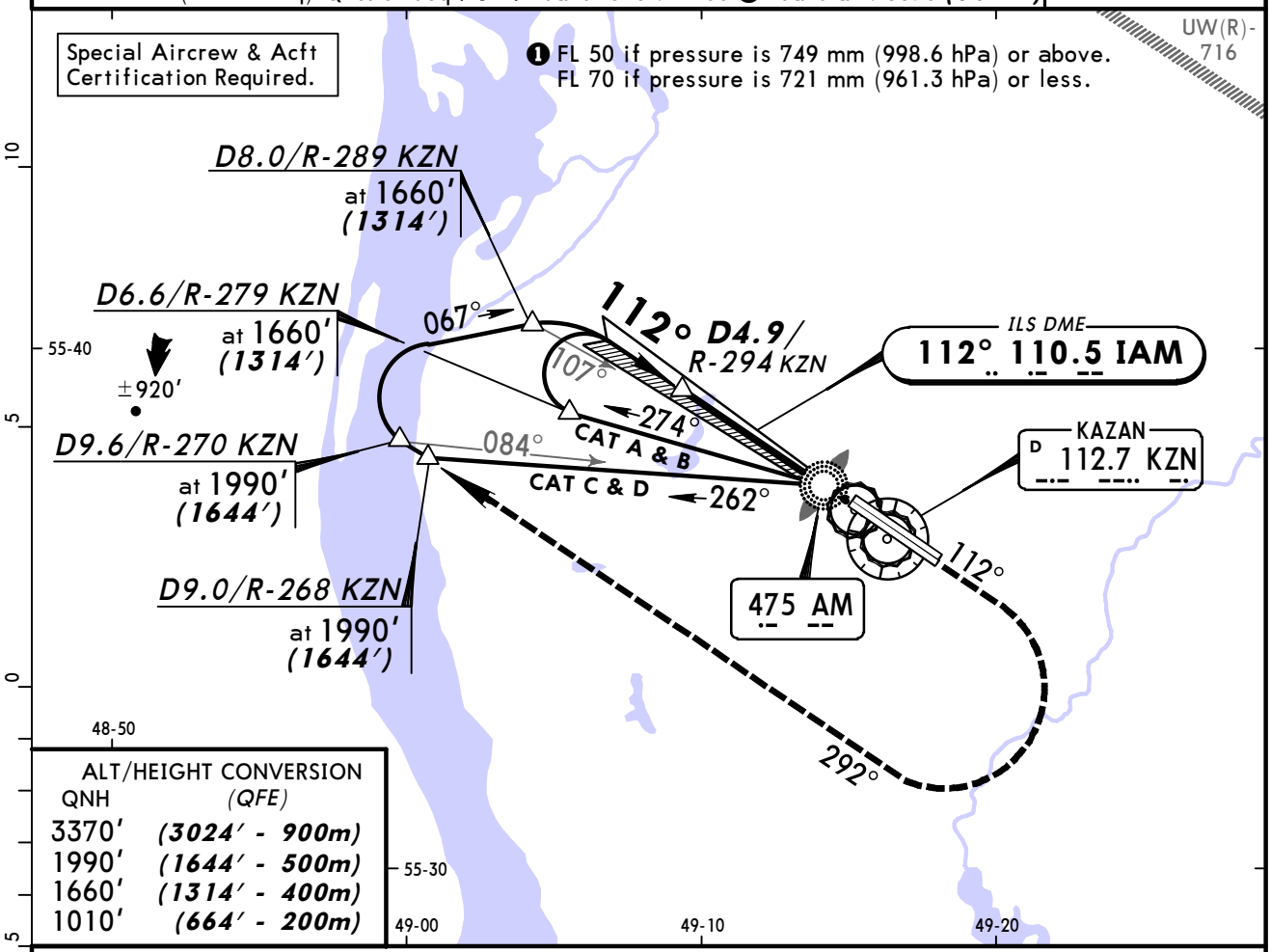
MISSED APCH: Climb on 112° to 1010′ (664′), then turn RIGHT onto 292° climbing to 1990′ (1644′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′(3024′)

2800′
MSA KZN VOR

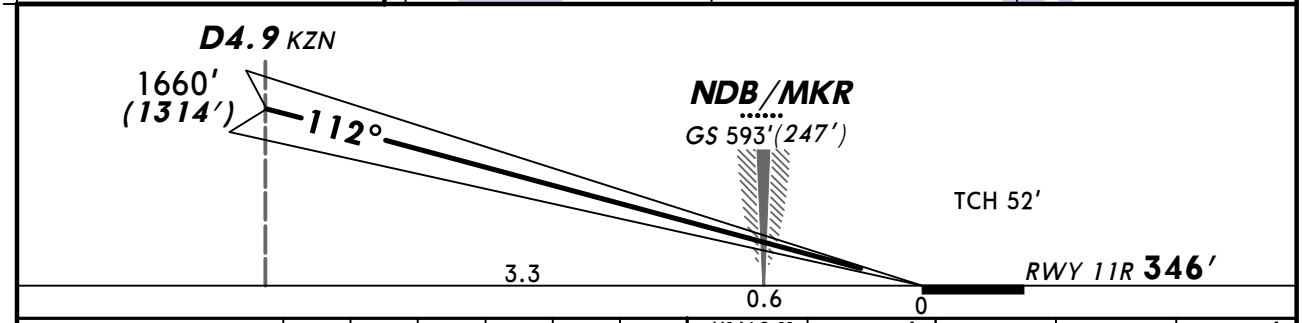
Special Aircrew & Acft Certification Required.

❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3024′ - 900m)
1990′	(1644′ - 500m)
1660′	(1314′ - 400m)
1010′	(664′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1010′ (664′) on 112°

292° RT

1990′ (1644′)

STRAIGHT-IN LANDING RWY 11R
CAT II ILS

A: RA 109′ DA(H) 446′(100′)
B: RA 123′ DA(H) 459′(113′)
C: RA 138′ DA(H) 472′(126′)
D: RA 183′ DA(H) 486′(140′)

PANS OPS

RVR 350m

CHANGES: Procedure title. Rwy elev. Altitude at D8.0/R-289 KZN lowered.

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ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

BRIEFING STRIP ™

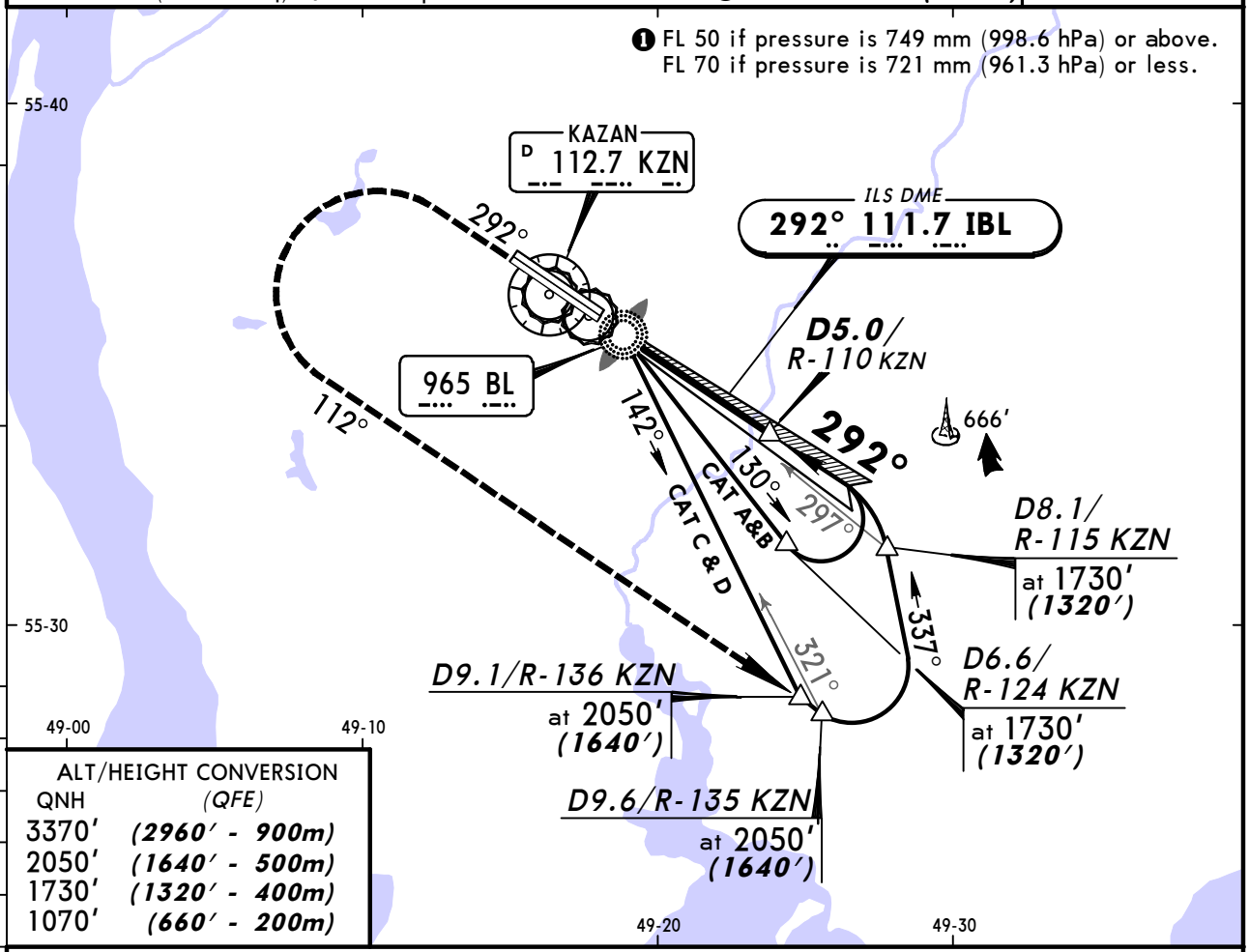
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 414′
IBL 111.7	292°	D5.0 KZN 1730′ (1320′)	Refer to Minimums	RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2050′ (1640′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

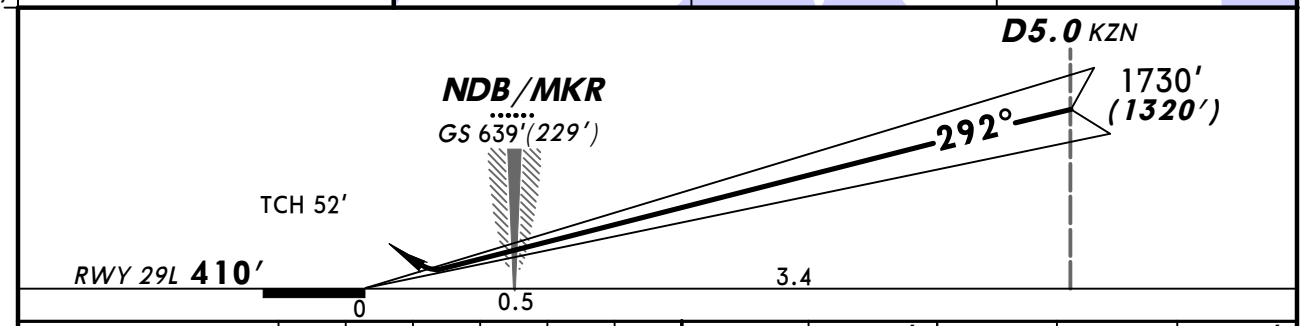
2800′
MSA KZN VOR

❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2050′	(1640′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

STRAIGHT-IN LANDING RWY 29L

ILS		LOC (GS out)
DA(H) AB: 610′ (200′)	C: 620′ (210′) D: 630′ (220′)	
FULL	ALS out	

PANS OPS

A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Procedure title. Rwy elev. Altitude at D8.1/R-115 KZN lowered.

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BRIEFING STRIP

ATIS	KAZAN Radar	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

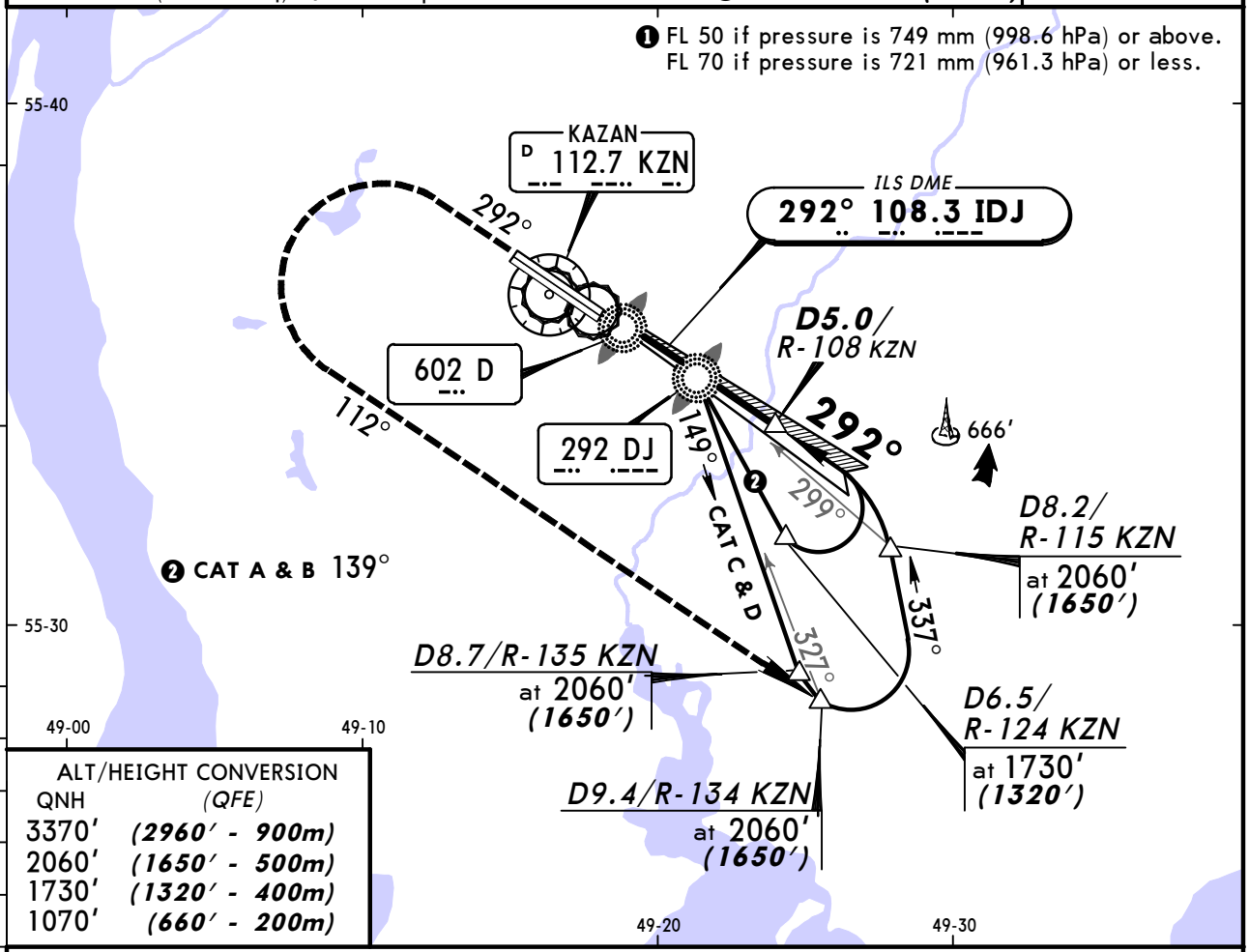
LOC IDJ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
108.3	292°	1198′ (788′)	610′ (200′)	414′ / 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

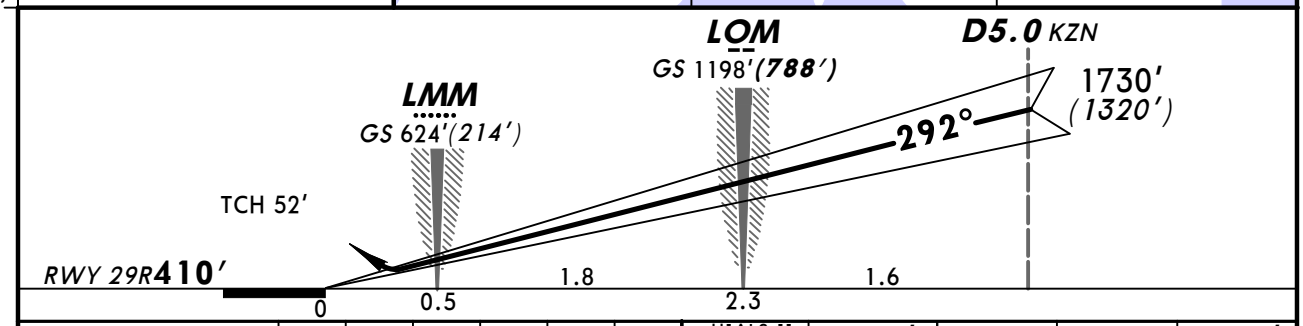
2800′
MSA KZN VOR

❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1070′ (660′) on 292°

112° LT

2060′ (1650′)

STRAIGHT-IN LANDING RWY 29R

	ILS		LOC (GS out)
	DA(H) 610′ (200′)		
	FULL	ALS out	
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Procedure designation. Altitude at D8.2/R-115 KZN icreased.

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BRIEFING STRIP

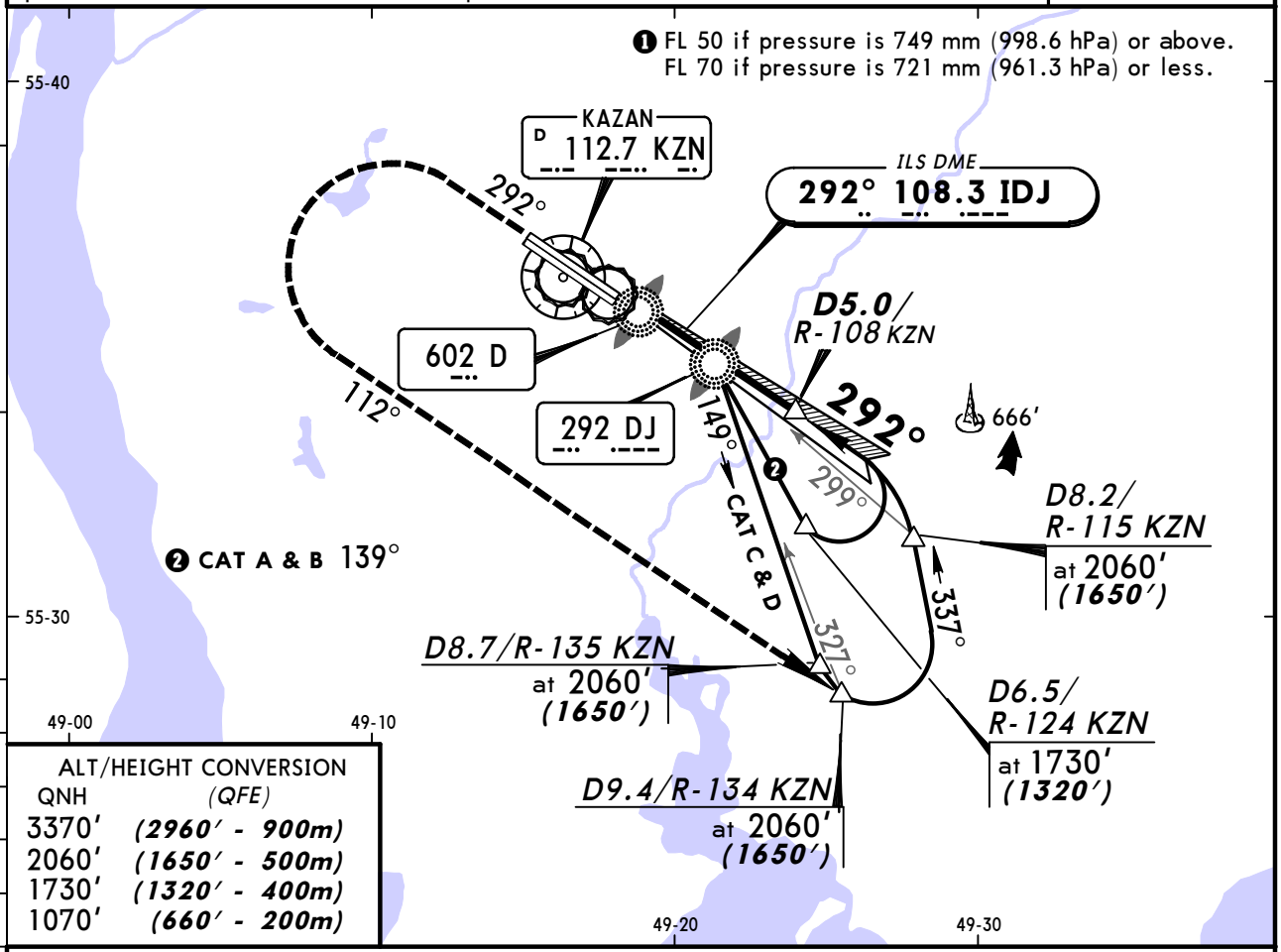
ATIS	KAZAN Radar	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

LOC IDJ 108.3	Final Apch Crs 292°	GS LOM 1198′ (788′)	CAT II ILS RA 112′ DA(H) 510′ (100′)	Apt Elev 414′ RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

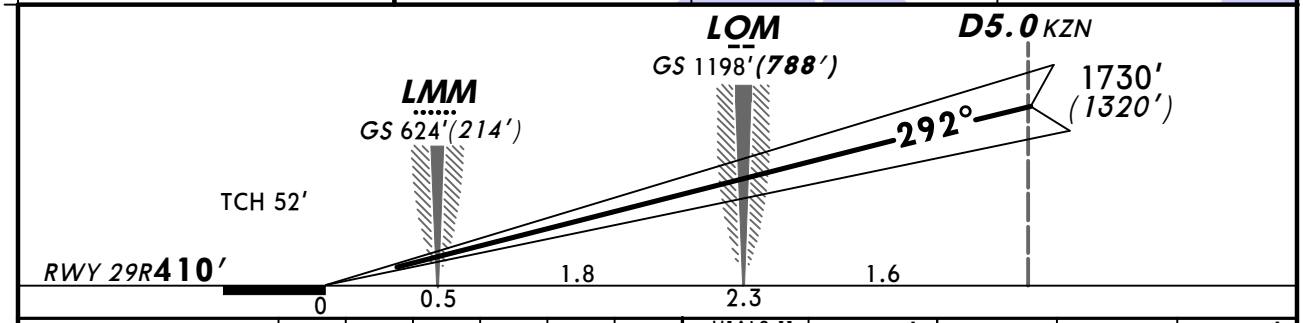
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)
Special Aircrew & Acft Certification Required.

2800′
MSA
KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

1070′ (660′) on 292°

112° LT

2060′ (1650′)

STRAIGHT-IN LANDING RWY 29R
CAT II ILS

RA 112′
DA(H) 510′ (100′)

RVR 350m

PANS OPS

CHANGES: Procedure designation. Altitude at D8.2/R-115 KZN increased.

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BRIEFING STRIP ™

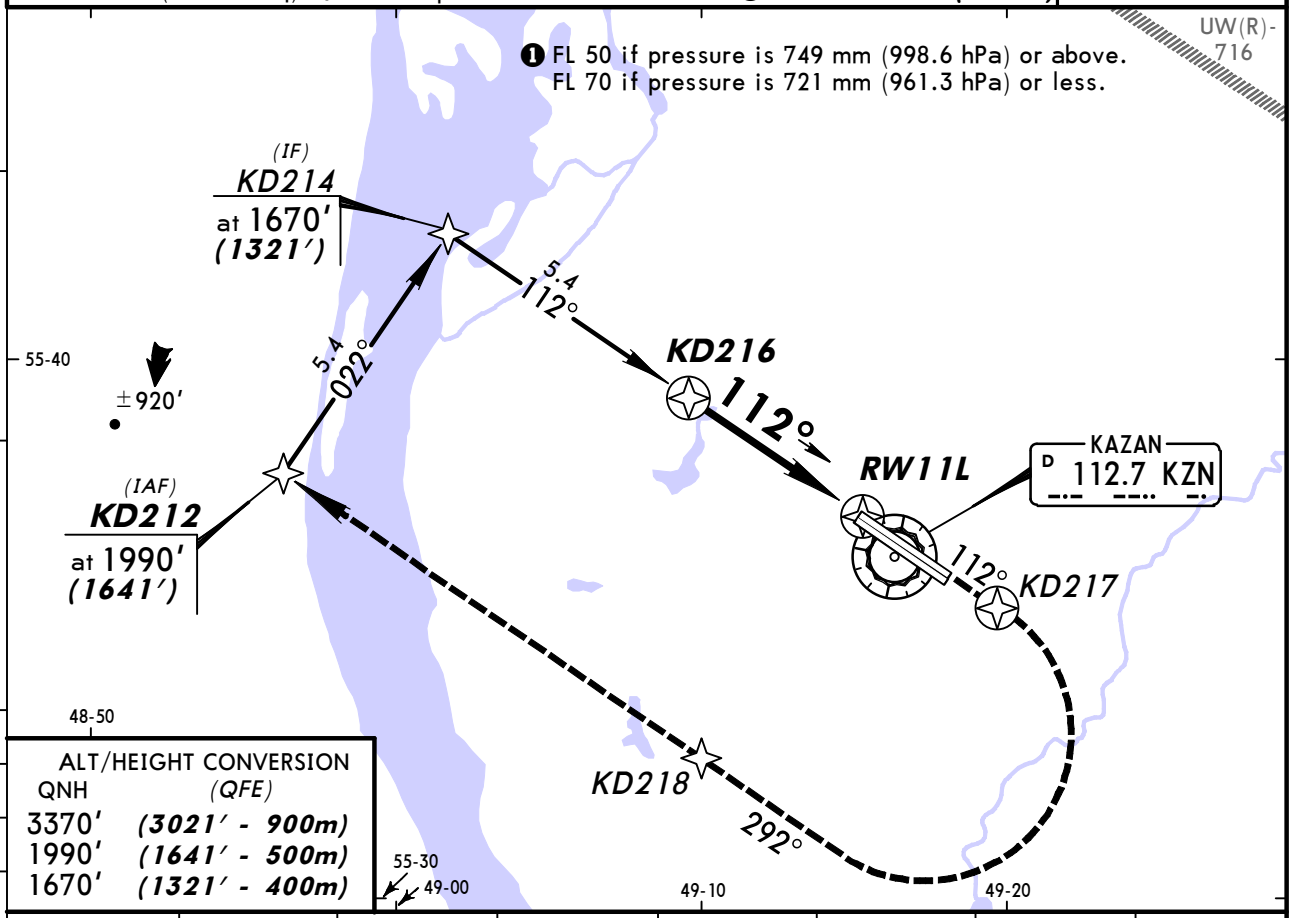
ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

RNAV	Final Apch Crs	Minimum Alt KD216	MDA(H)	Apt Elev 414′
	112°	1670′ (1321′)	720′ (371′)	RWY 349′

MISSED APCH: Climb on 112° to KD217, then turn RIGHT onto 292° climbing to 1990′ (1641′) via KD218 to KD212, then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3021′)

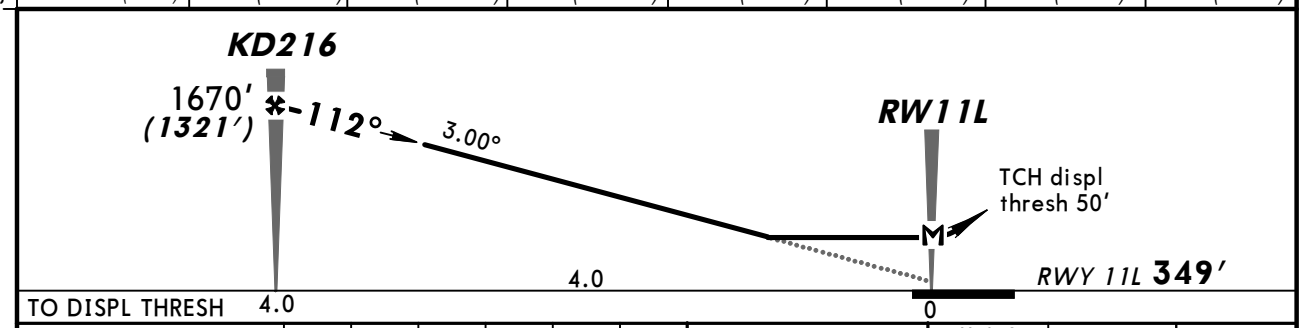
2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)

DIST to RW11L	4.0	3.8	3.2	2.7	2.2	1.6	1.1
ALTITUDE (HAT)	1670′ (1321′)	1600′ (1251′)	1440′ (1091′)	1260′ (911′)	1090′ (741′)	930′ (581′)	750′ (401′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW11L						

HIALS
PAPI

KD217 on 112°

STRAIGHT-IN LANDING RWY 11L

MDA(H) 720′ (371′)

PANS OPS

		ALS out
A	800m	1600m
B		
C		
D	1600m	2000m

CHANGES: Altitude at KD214 lowered.

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KAZAN, RUSSIA
RNAV (GNSS) Rwy 11R

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

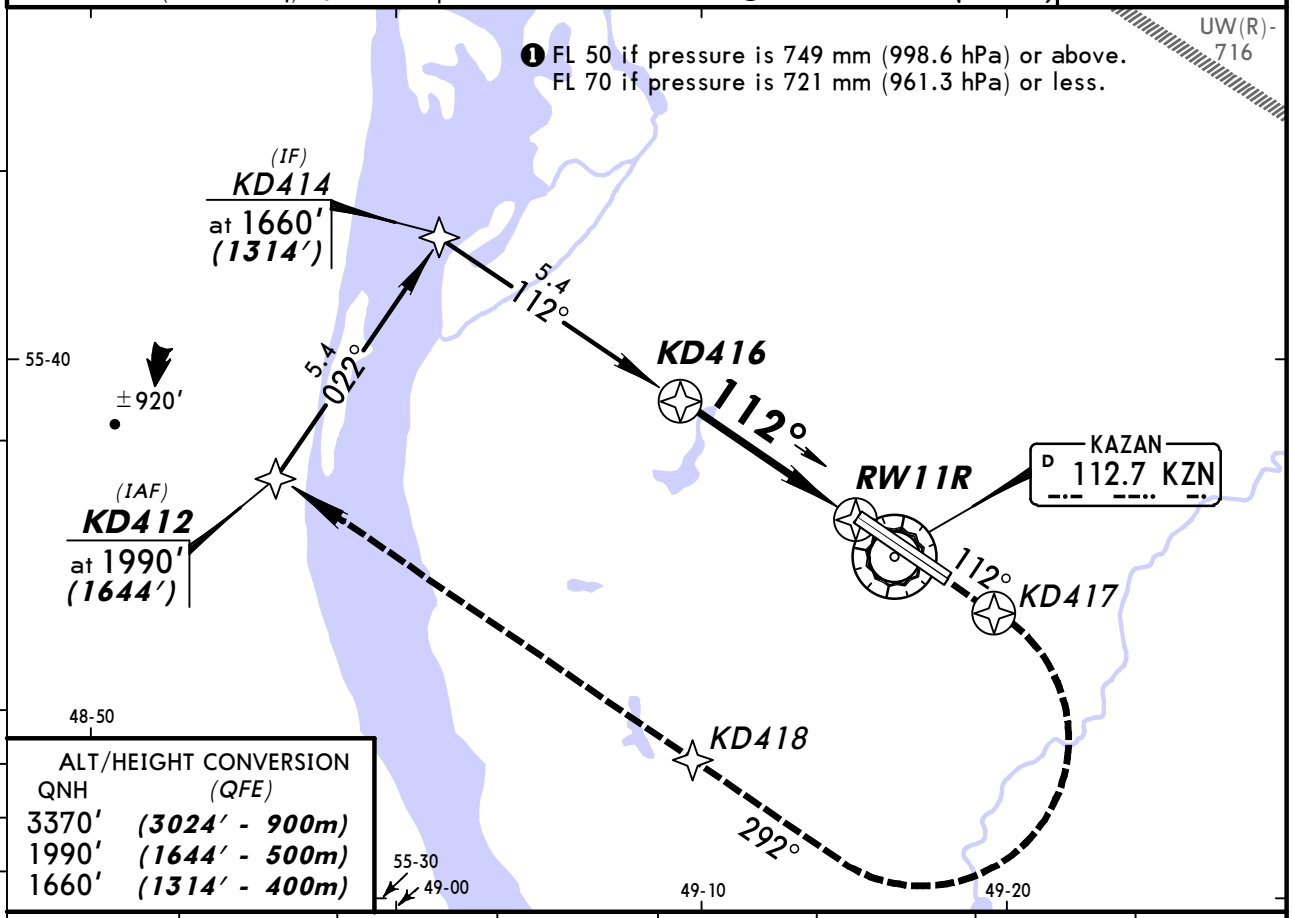
BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt KD416	MDA(H)	Apt Elev 414′
	112°	1660′ (1314′)	690′ (344′)	RWY 346′

MISSED APCH: Climb on 112° to KD417, then turn RIGHT onto 292° climbing to 1990′ (1644′) via KD418 to KD412, then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3024′)

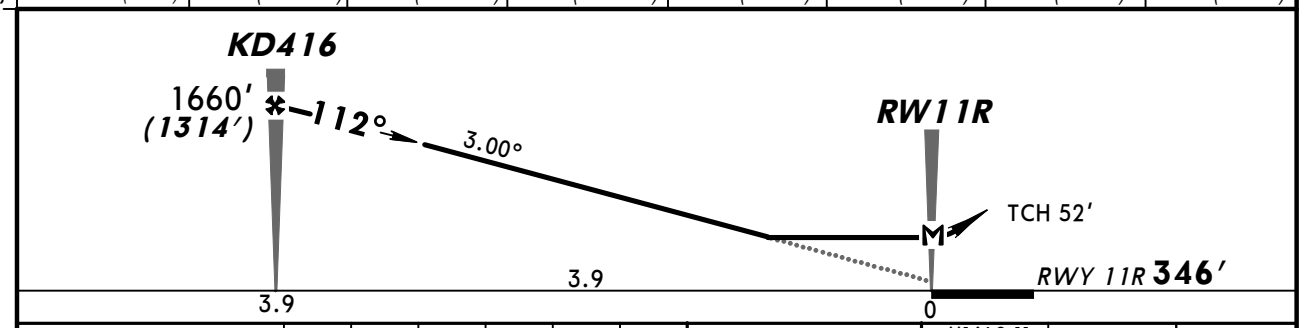
2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3024′ - 900m)
1990′	(1644′ - 500m)
1660′	(1314′ - 400m)

DIST to RW11R	3.9	3.8	3.2	2.7	2.2	1.6	1.1
ALTITUDE (HAT)	1660′ (1314′)	1600′ (1254′)	1430′ (1084′)	1250′ (904′)	1090′ (744′)	930′ (584′)	740′ (394′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW11R							

HIALS-II
PAPI
KD417 on 112°

STRAIGHT-IN LANDING RWY 11R

MDA(H) 690′ (344′)

PANS OPS

		ALS out
A	800m	1600m
B		
C		
D	1600m	2000m

CHANGES: Rwy elev. Altitude at KD414 lowered.

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BRIEFING STRIP ™

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

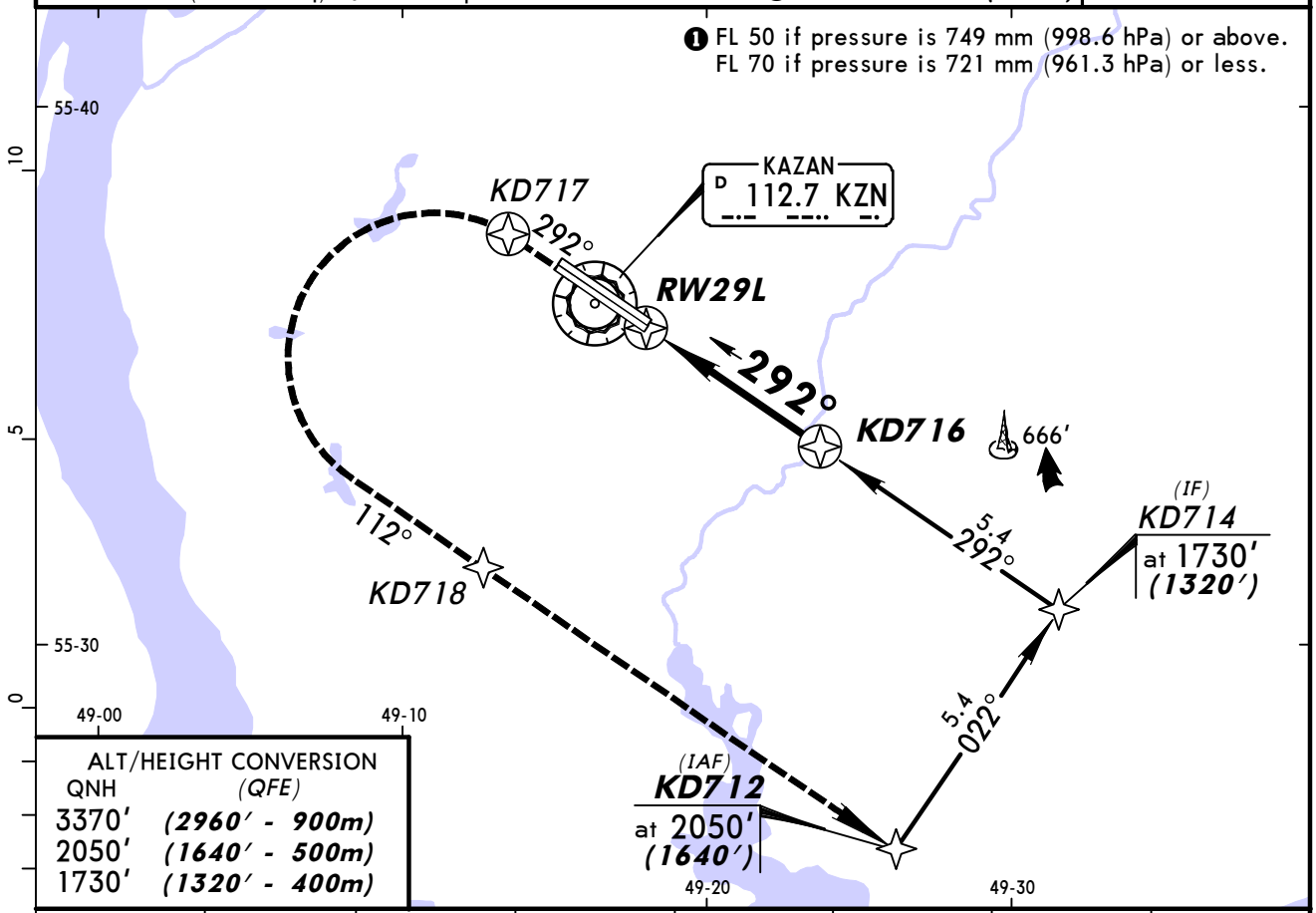
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	292°	KD716 1730′ (1320′)	860′ (450′)	Apt Elev 414′ RWY 410′

MISSED APCH: Climb on 292° to KD717, then turn LEFT onto 112° climbing to 2050′ (1640′) via KD718 to KD712, then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

2800′
MSA KZN VOR

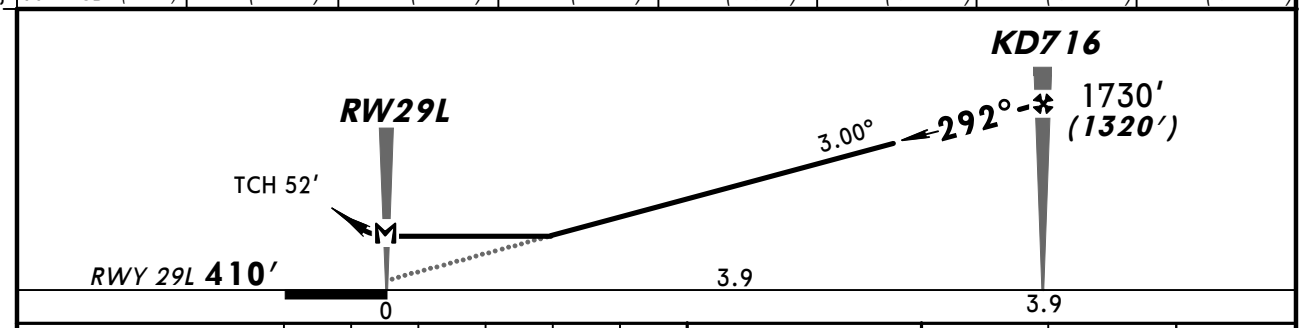
❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2050′	(1640′ - 500m)
1730′	(1320′ - 400m)

DIST to RW29L	1.1	1.6	2.2	2.7	3.2	3.8	3.9
ALTITUDE (HAT)	810′ (400′)	990′ (580′)	1150′ (740′)	1320′ (910′)	1500′ (1090′)	1660′ (1250′)	1730′ (1320′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW29L							

HIALS
PAPI

KD717 on 292°

STRAIGHT-IN LANDING RWY 29L

MDA(H) 860′ (450′)

PANS OPS

		ALS out
A	800m	1600m
B		
C	1200m	2000m
D	1600m	2400m

CHANGES: Rwy elev. Altitude at KD714 lowered.

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BRIEFING STRIP ™

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

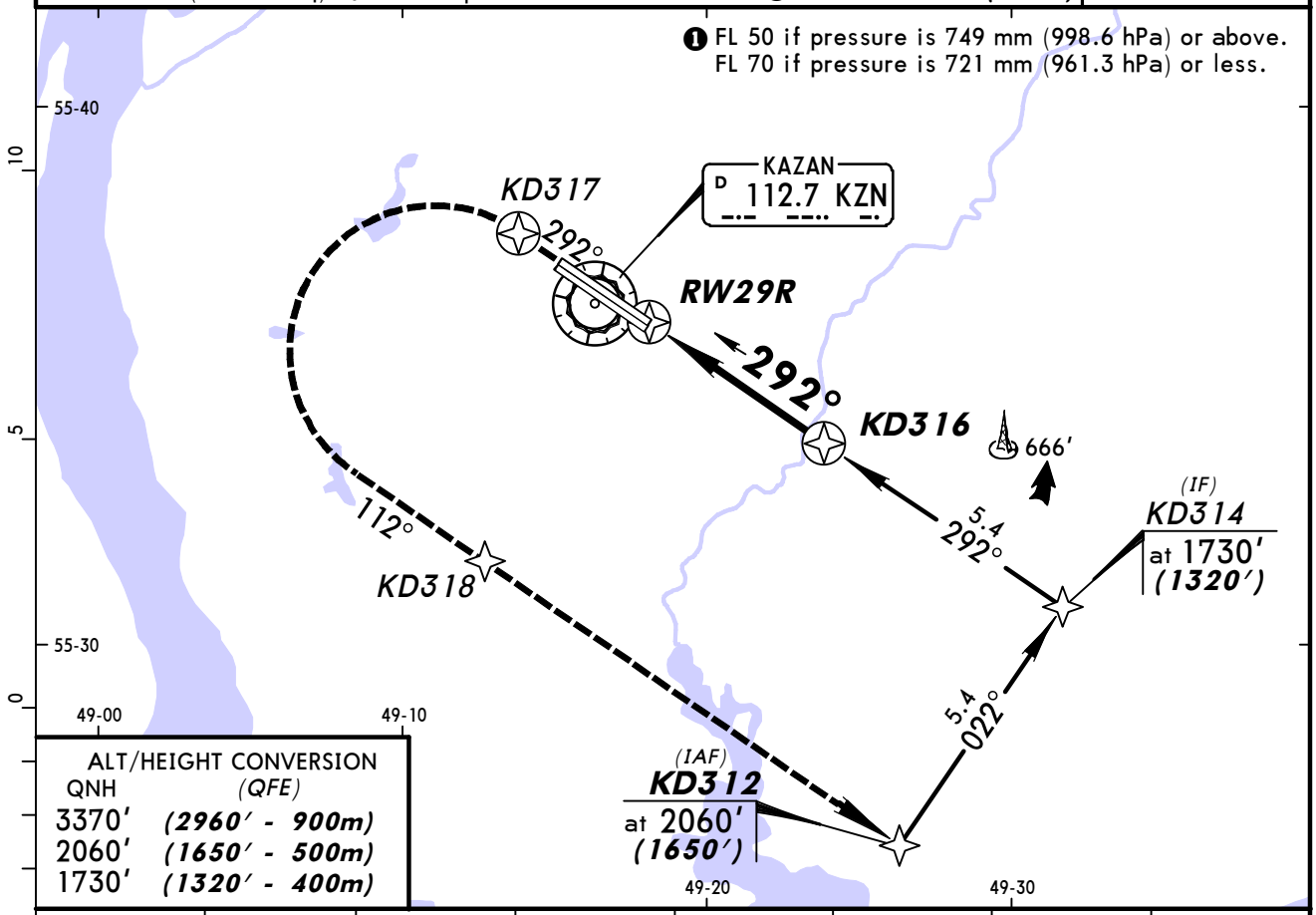
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	292°	KD316 1730′ (1320′)	860′ (450′)	Apt Elev 414′ RWY 410′

MISSED APCH: Climb on 292° to KD317, then turn LEFT onto 112° climbing to 2060′ (1650′) via KD318 to KD312, then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

2800′
MSA KZN VOR

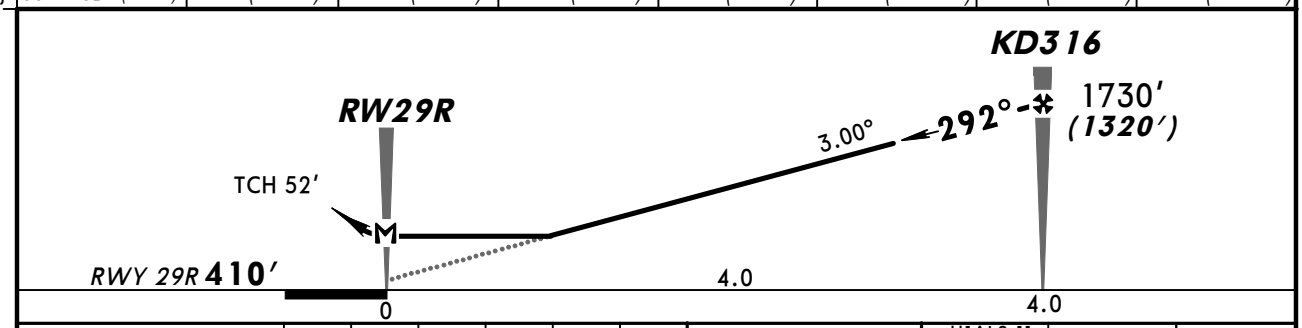
❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)

DIST to RW29R	1.1	1.6	2.2	2.7	3.2	3.8	4.0
ALTITUDE (HAT)	810′ (400′)	990′ (580′)	1150′ (740′)	1320′ (910′)	1500′ (1090′)	1660′ (1250′)	1730′ (1320′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW29R						

HIALS-II
PAPI
KD317 on 292°

STRAIGHT-IN LANDING RWY 29R

MDA(H) 860′ (450′)

PANS OPS

		ALS out
A	800m	1600m
B		
C	1200m	2000m
D	1600m	2400m

CHANGES: Altitude at KD314 lowered.

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BRIEFING STRIP ™

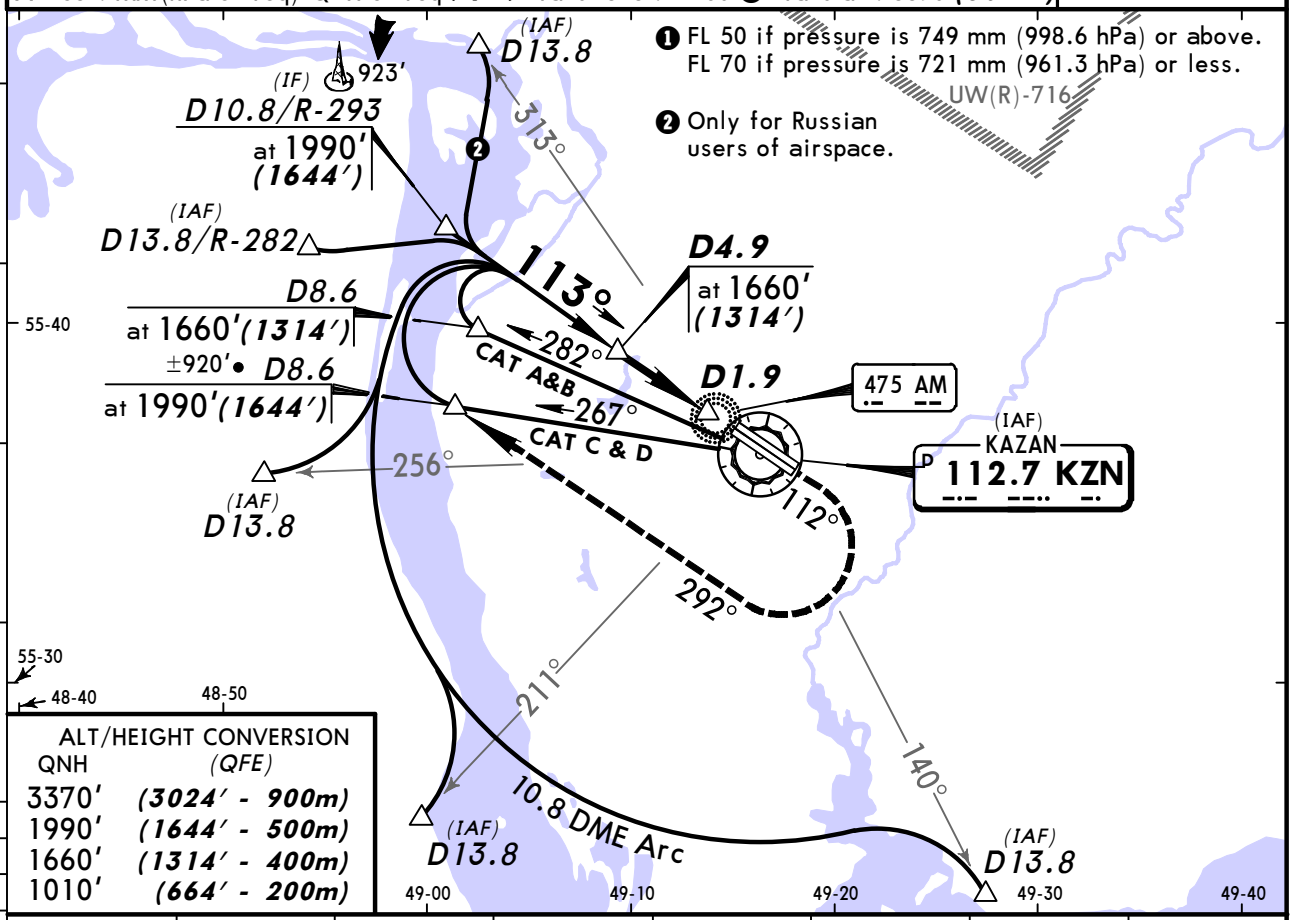
ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 414'
KZN 112.7	113°	D4.9 1660' (1314')	630' (284')	RWY 346'

MISSED APCH: Climb on 112° to 1010' (664'), then turn RIGHT onto 292° climbing to 1990' (1644'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370' (3024')

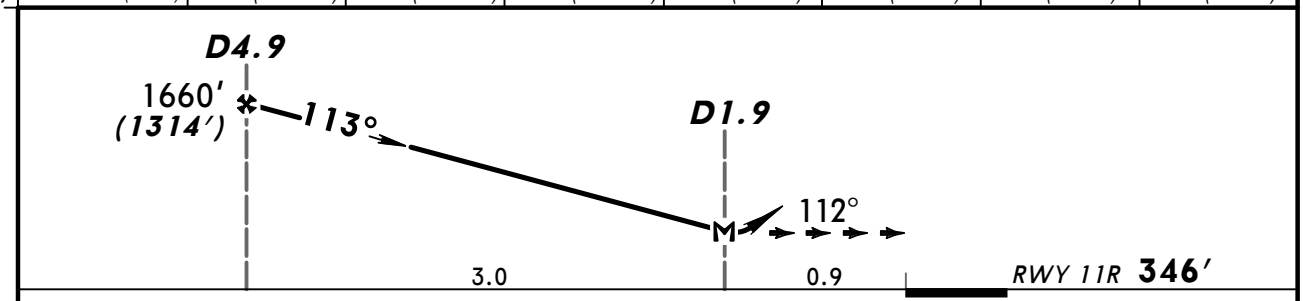
2800'
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370'	(3024' - 900m)
1990'	(1644' - 500m)
1660'	(1314' - 400m)
1010'	(664' - 200m)

KZN DME	5.3	4.8	4.3	3.7	3.2	2.6	2.1
ALTITUDE (HAT)	1790' (1444')	1620' (1274')	1440' (1094')	1270' (924')	1090' (744')	920' (574')	740' (394')



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.9							

HIALS-II
PAPI

1010' (664') on 112°

292° RT

1990' (1644')

STRAIGHT-IN LANDING RWY 11R

MDA(H) 630' (284')

		ALS out
A	800m	1600m
B		
C		
D	1600m	

PANS OPS

CHANGES: Rwy elev. Altitude at D8.6.

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BRIEFING STRIP ™

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 414′
KZN 112.7	291°	D5.0 1730′ (1320′)	750′ (340′)	RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2050′ (1640′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

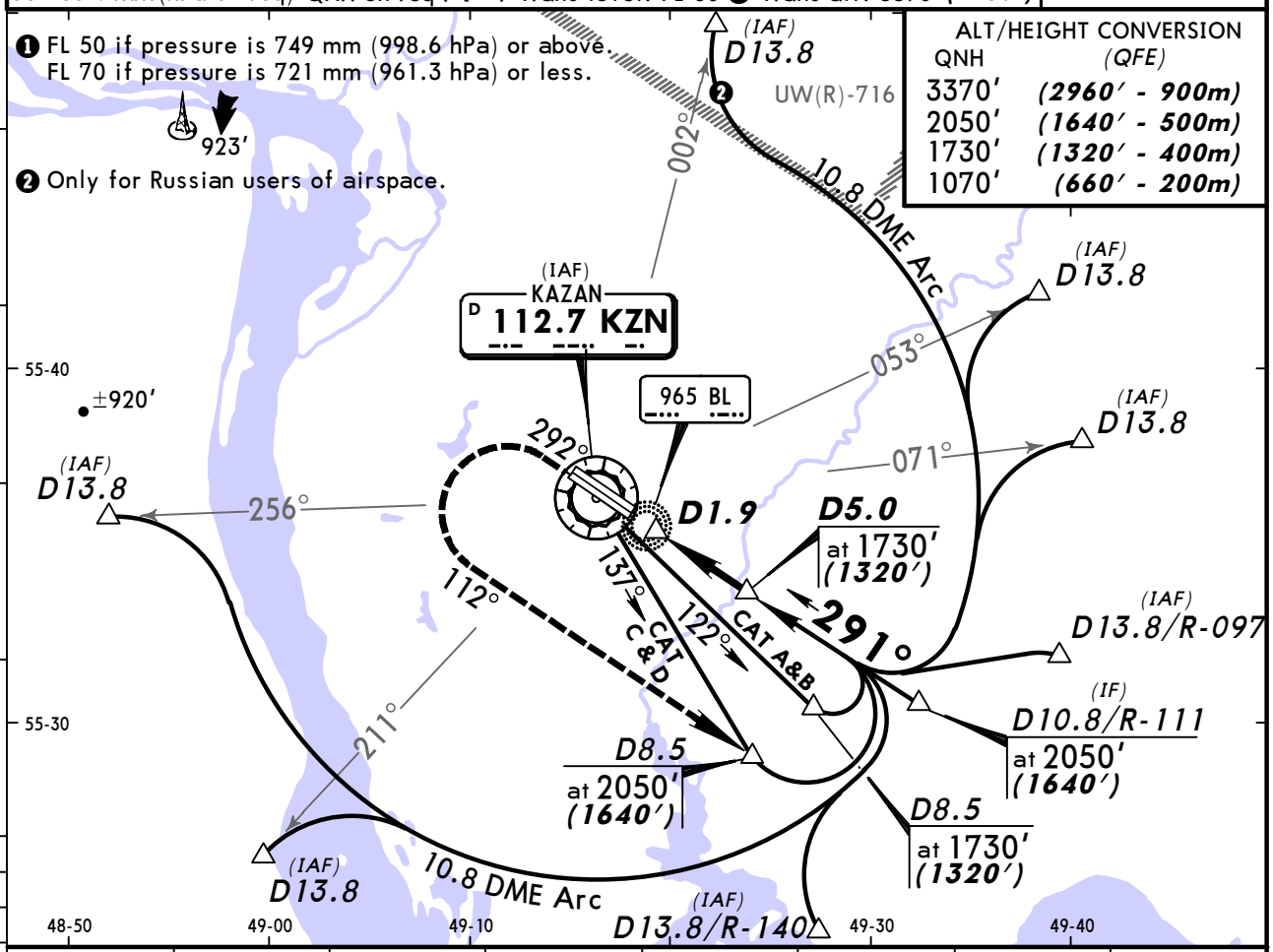
2800′
MSA
KZN VOR

❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.

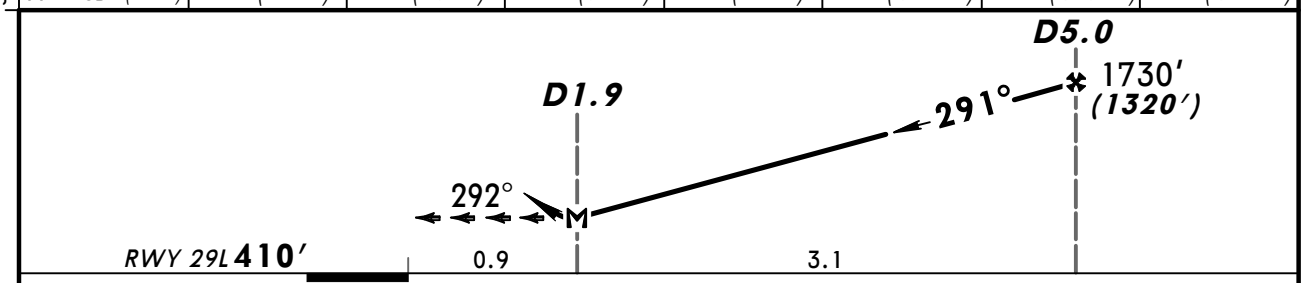
❷ Only for Russian users of airspace.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2050′	(1640′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



KZN DME	2.1	2.6	3.2	3.7	4.3	4.8	5.3
ALTITUDE (HAT)	810′ (400′)	980′ (570′)	1160′ (750′)	1330′ (920′)	1500′ (1090′)	1680′ (1270′)	1850′ (1440′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.9							

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

STRAIGHT-IN LANDING RWY 29L

MDA(H) 750′ (340′)

ALS out

PANS OPS

A	800m	1600m
B		
C		
D	1600m	

CHANGES: Rwy elev. Altitude at D8.5.

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ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

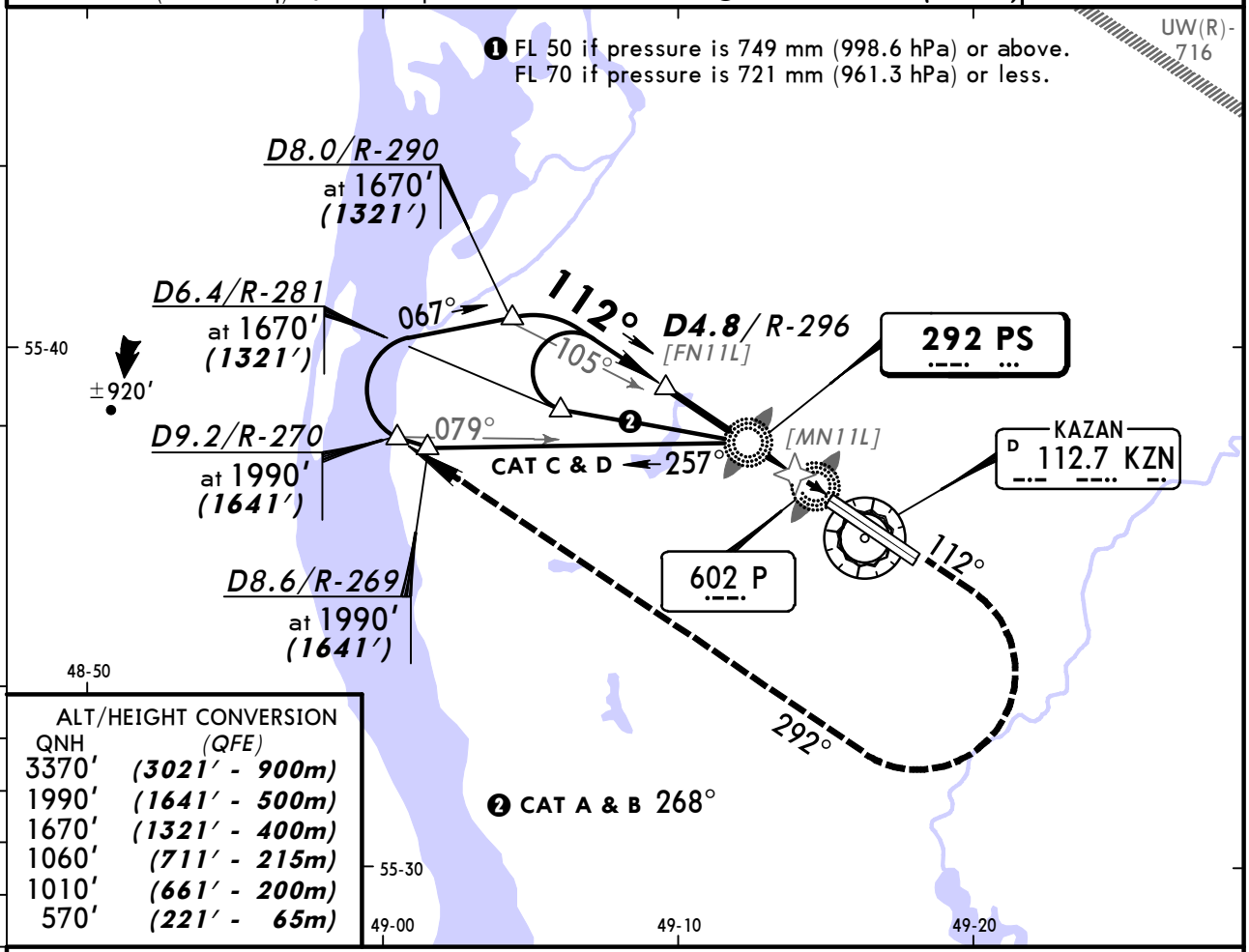
BRIEFING STRIP ™

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 414′
PS 292	112°	D4.8 1670′ (1321′)	Refer to Minimums	RWY 349′

MISSED APCH: Climb on 112° to 1010′ (661′), then turn RIGHT onto 292° climbing to 1990′ (1641′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3021′)

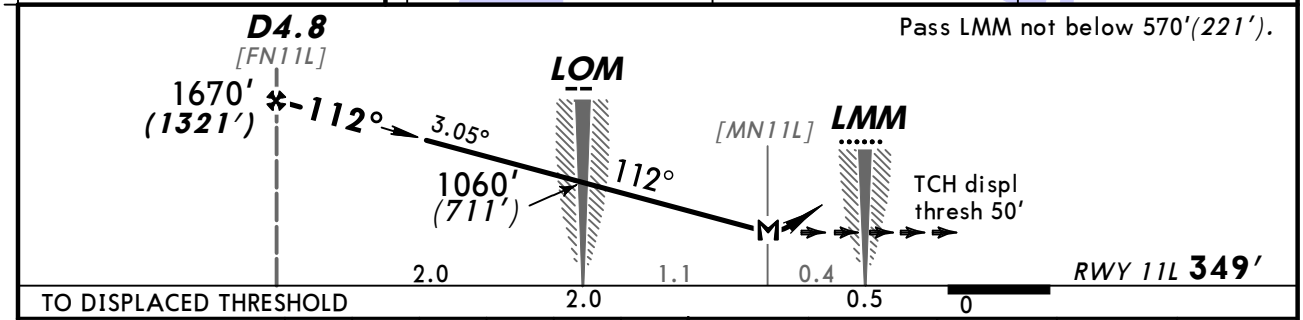
2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)
1060′	(711′ - 215m)
1010′	(661′ - 200m)
570′	(221′ - 65m)

Pass LMM not below 570′(221′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
D4.8 to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10

HIALS
PAPI

1010′ (661′) on 112°

292° RT

1990′ (1641′)

STRAIGHT-IN LANDING RWY 11L

	2 NDB MDA(H) 680′(331′)		PS NDB MDA(H) 700′(351′)	
		ALS out		ALS out
A	1200m	1600m	1200m	1600m
B				
C				
D	1600m		1600m	2000m

PANS OPS

CHANGES: Altitude at D8.0/R-290 lowered.

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BRIEFING STRIP ™

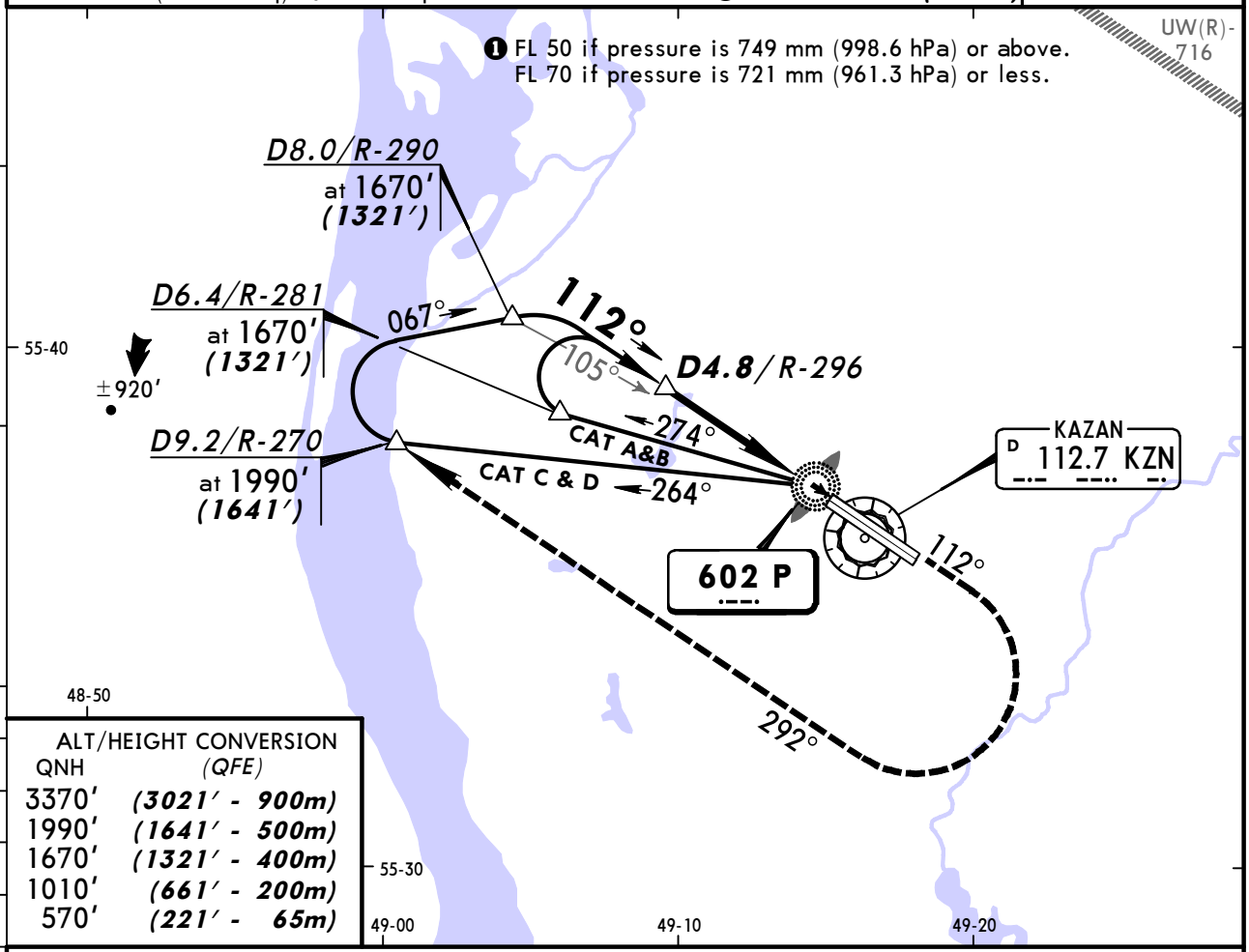
ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 414′
P 602	112°	D4.8 1670′ (1321′)	700′ (351′)	RWY 349′

MISSED APCH: Climb on 112° to 1010′ (661′), then turn RIGHT onto 292° climbing to 1990′ (1641′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3021′)

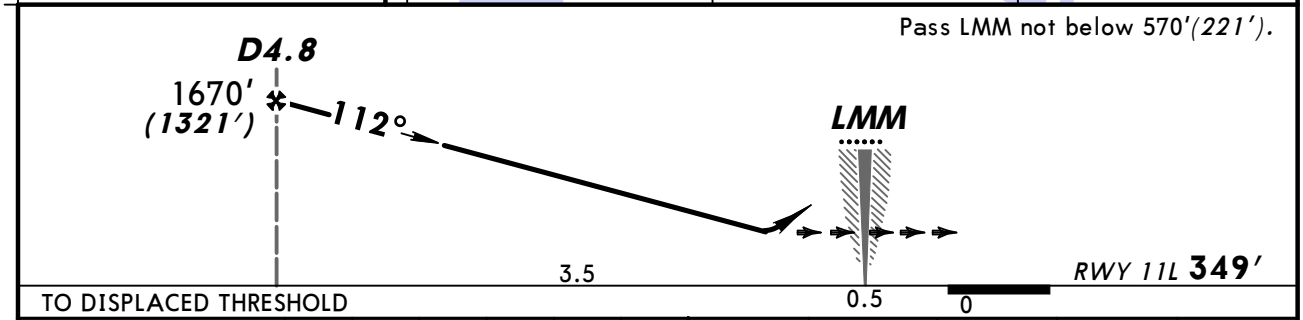
2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)
1010′	(661′ - 200m)
570′	(221′ - 65m)

Pass LMM not below 570′(221′).



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

HIALS
PAPI

1010′ (661′) on 112°

292° RT

1990′ (1641′)

STRAIGHT-IN LANDING RWY 11L

MDA(H) 700′ (351′)

PANS OPS

		ALS out
A	1200m	1600m
B		
C		
D	1600m	2000m

CHANGES: Altitude at D8.0/R-290 lowered.

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BRIEFING STRIP ™

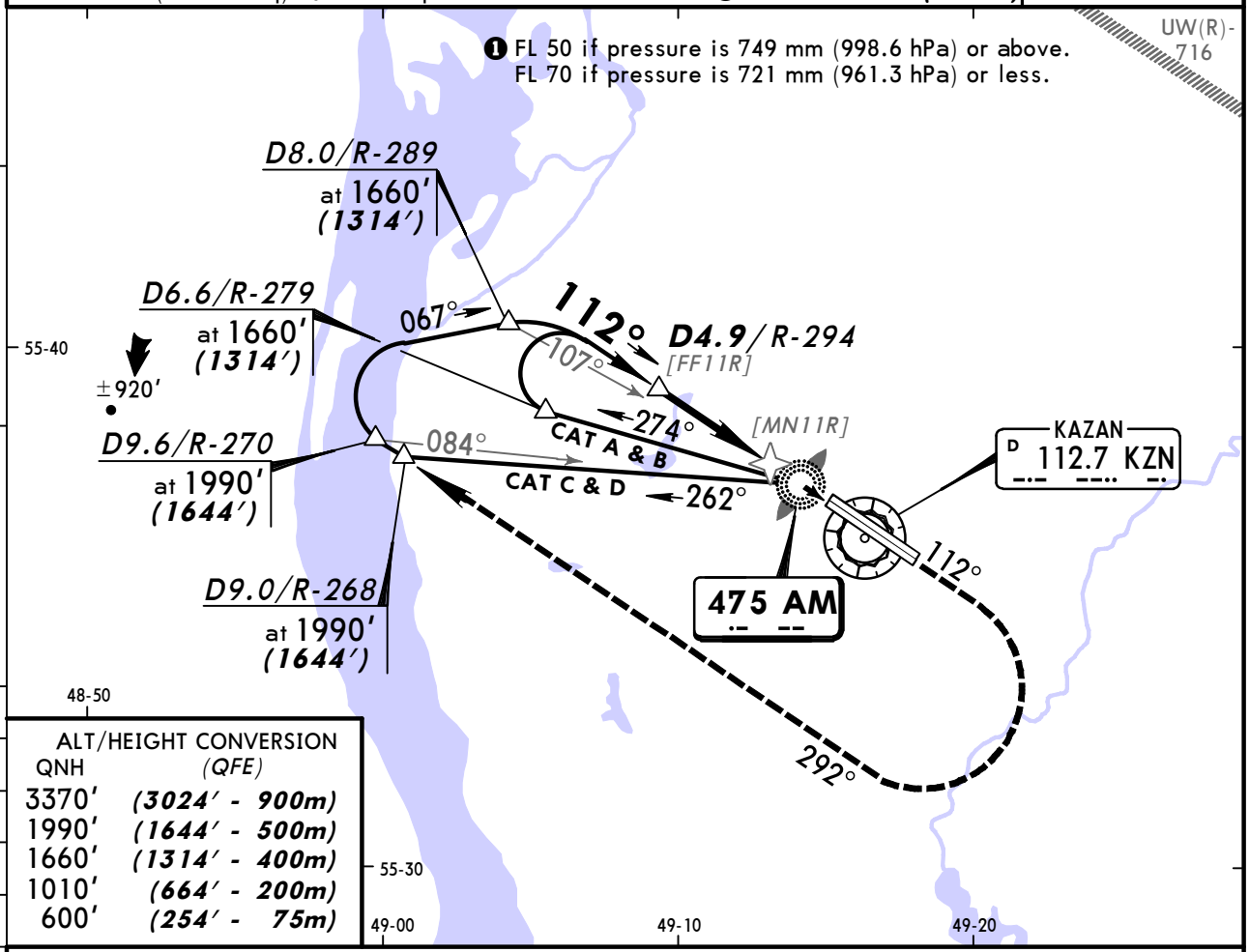
ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

NDB AM	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev / RWY
475	112°	1660′ (1314′)	810′ (464′)	414′ / 346′

MISSED APCH: Climb on 112° to 1010′ (664′), then turn RIGHT onto 292° climbing to 1990′ (1644′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3024′)

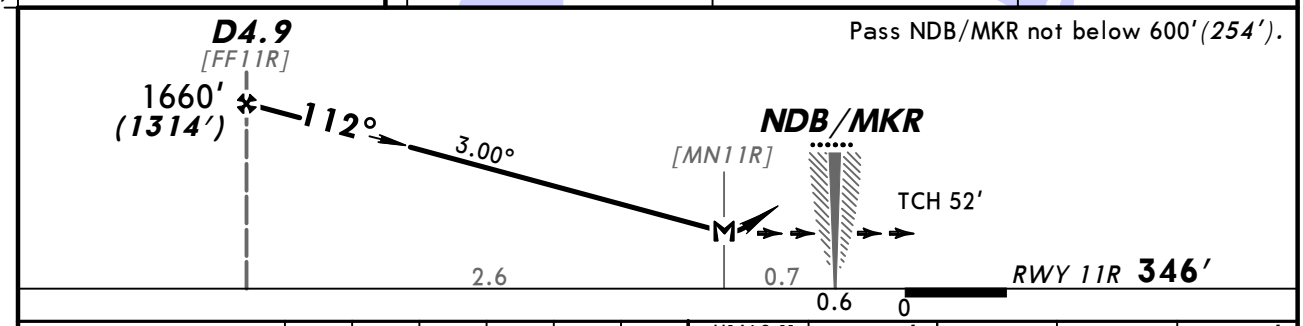
2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3024′ - 900m)
1990′	(1644′ - 500m)
1660′	(1314′ - 400m)
1010′	(664′ - 200m)
600′	(254′ - 75m)

Pass NDB/MKR not below 600′ (254′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
D4.9 to MAP	2.6	2:14	1:44	1:34	1:18	1:07	0:59

HIALS-II
PAPI

1010′ (664′) on 112°

292° RT

1990′ (1644′)

STRAIGHT-IN LANDING RWY 11R

MDA(H) 810′ (464′)

ALS out

PANS OPS

A	1600m	2400m
B		
C		
D	2000m	

CHANGES: Rwy elev. Altitude at D8.0/R-289 lowered.

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ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

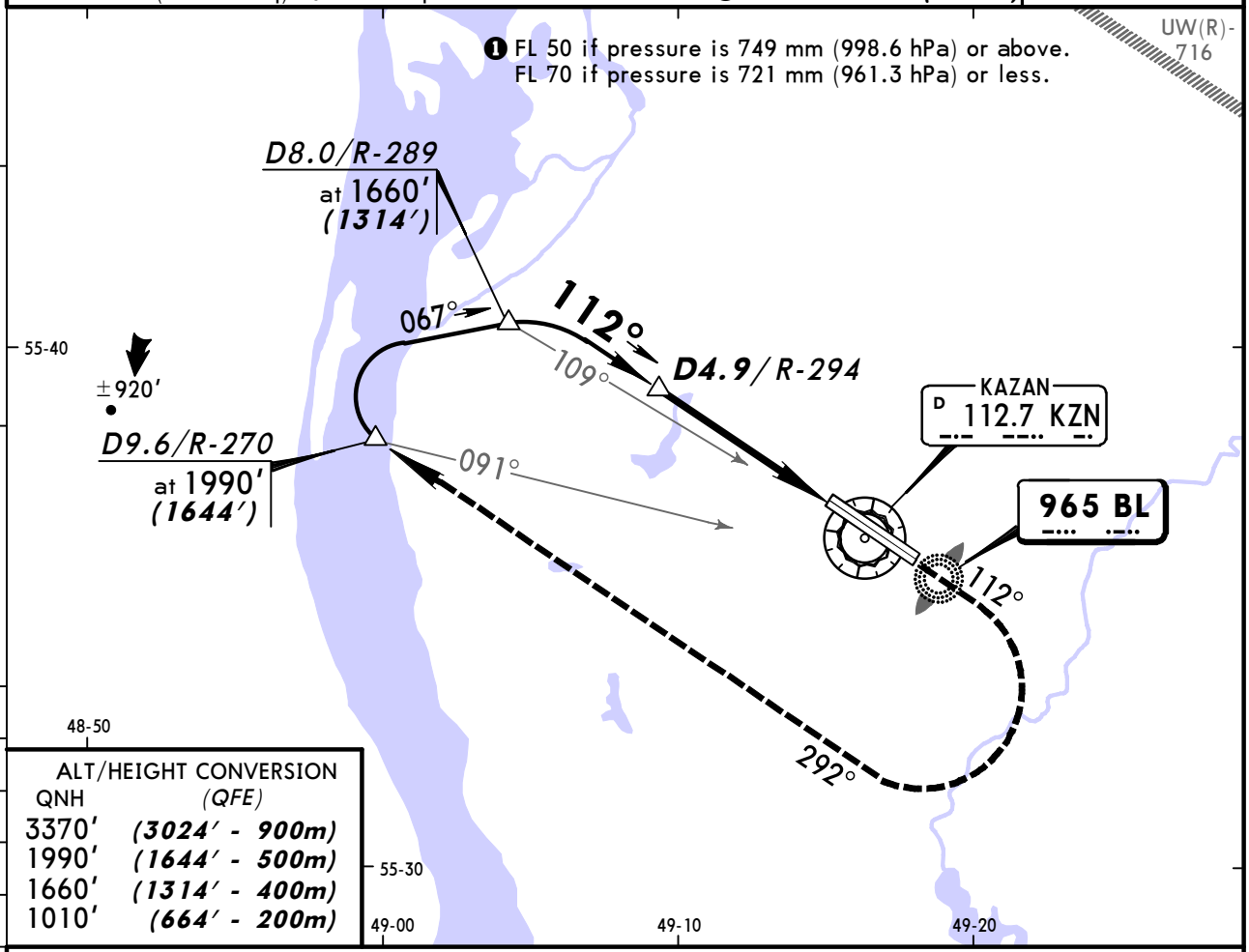
BRIEFING STRIP ™

NDB BL	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev / RWY
965	112°	1660′ (1314′)	860′ (514′)	Apt Elev 414′ / RWY 346′

MISSED APCH: Climb on 112° to 1010′ (664′), then turn RIGHT onto 292° climbing to 1990′ (1644′), then according to chart.

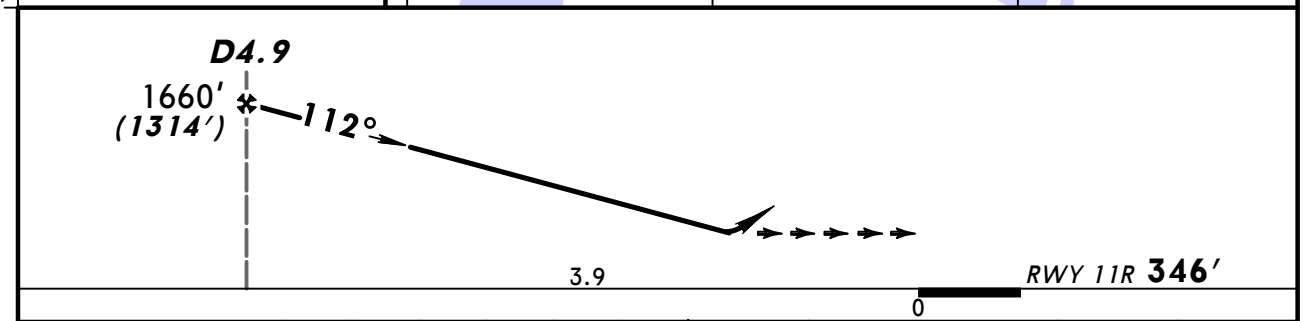
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (3024′)

2800′
MSA KZN VOR



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3024′ - 900m)
1990′	(1644′ - 500m)
1660′	(1314′ - 400m)
1010′	(664′ - 200m)



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

HIALS-II
PAPI

1010′ (664′) on 112°

292° RT

1990′ (1644′)

STRAIGHT-IN LANDING RWY 11R

MDA(H) 860′ (514′)

ALS out

PANS OPS

A	2200m	3000m
B		
C		
D	2600m	

CHANGES: Rwy elev. Altitude at D8.0/R-289 lowered.

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BRIEFING STRIP ™

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

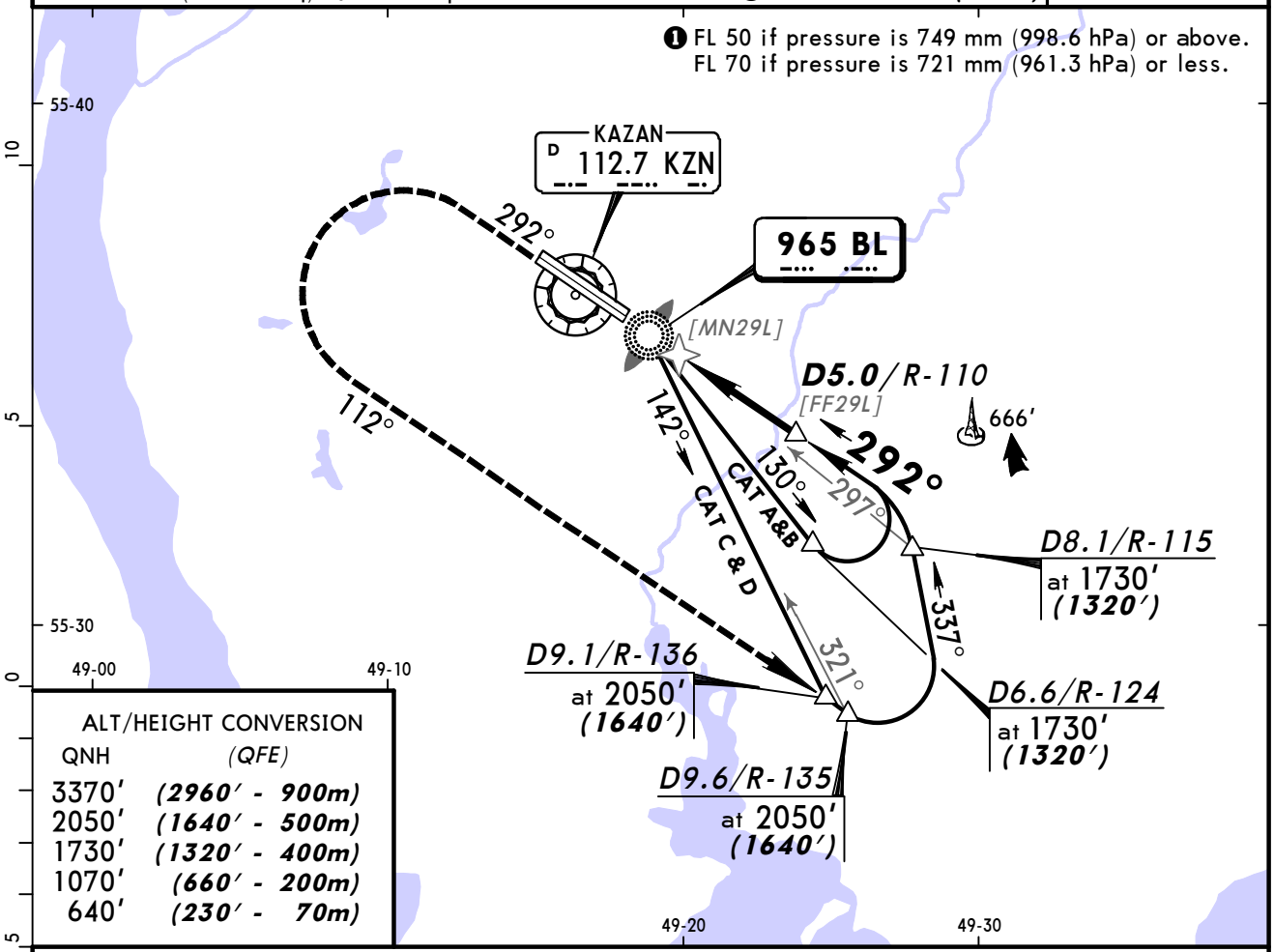
NDB BL	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
965	292°	D5.0 1730′ (1320′)	860′ (450′)	414′ / 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2050′ (1640′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

2800′
MSA KZN VOR

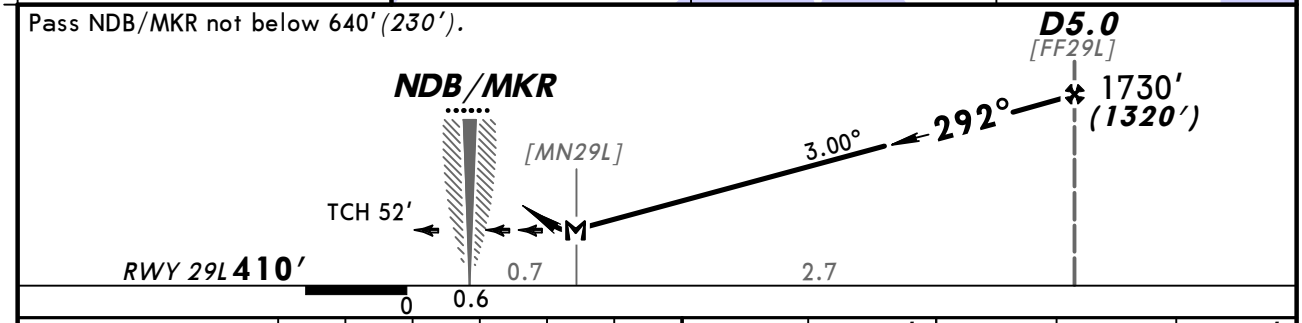
❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2050′	(1640′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)
640′	(230′ - 70m)

Pass NDB/MKR not below 640′ (230′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
D5.0 to MAP	2.7	2:19	1:48	1:37	1:21	1:09	1:01

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

STRAIGHT-IN LANDING RWY 29L

MDA(H) 860′ (450′)

ALS out

PANS OPS

A	1600m	2400m
B		
C		
D	2000m	

CHANGES: Rwy elev. Altitude at D8.1/R-115 lowered.

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BRIEFING STRIP ™

ATIS	KAZAN Radar (APP/R)	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

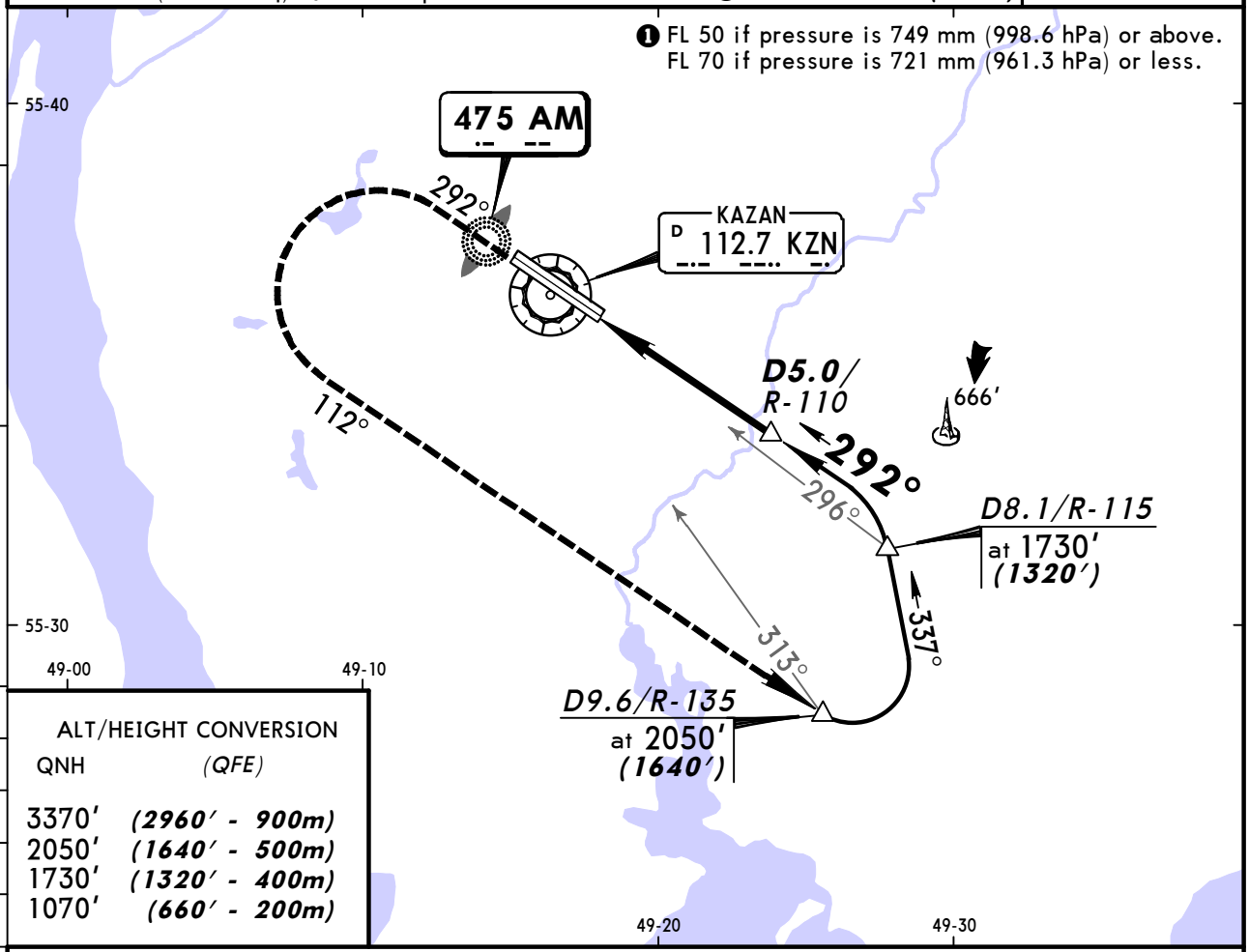
NDB AM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
475	292°	D5.0 1730′ (1320′)	860′ (450′)	Apt Elev 414′ RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2050′ (1640′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

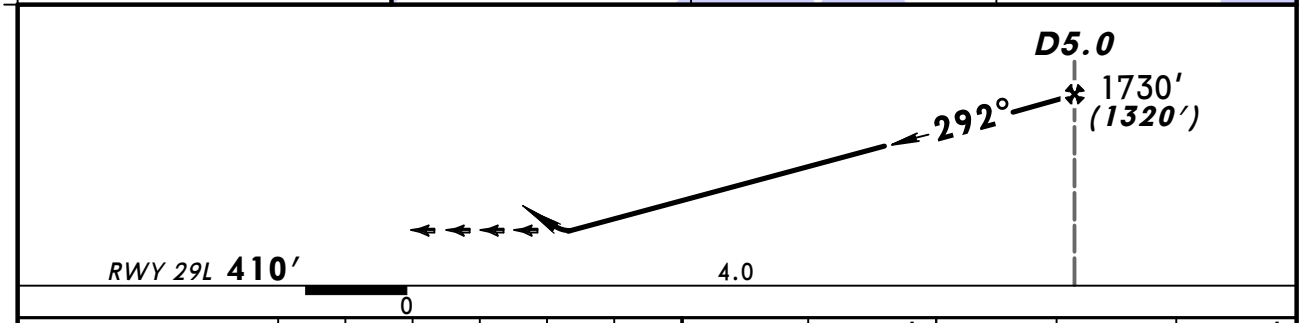
2800′
MSA KZN VOR

❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2050′	(1640′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



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

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

STRAIGHT-IN LANDING RWY 29L

MDA(H) 860′ (450′)

		ALS out
A	1800m	2600m
B		
C		
D	2200m	

PANS OPS

CHANGES: Rwy elev. Altitude at D8.1/R-115 lowered.

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2 NDB or DJ NDB Rwy 29R

ATIS	KAZAN Radar	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

BRIEFING STRIP ™

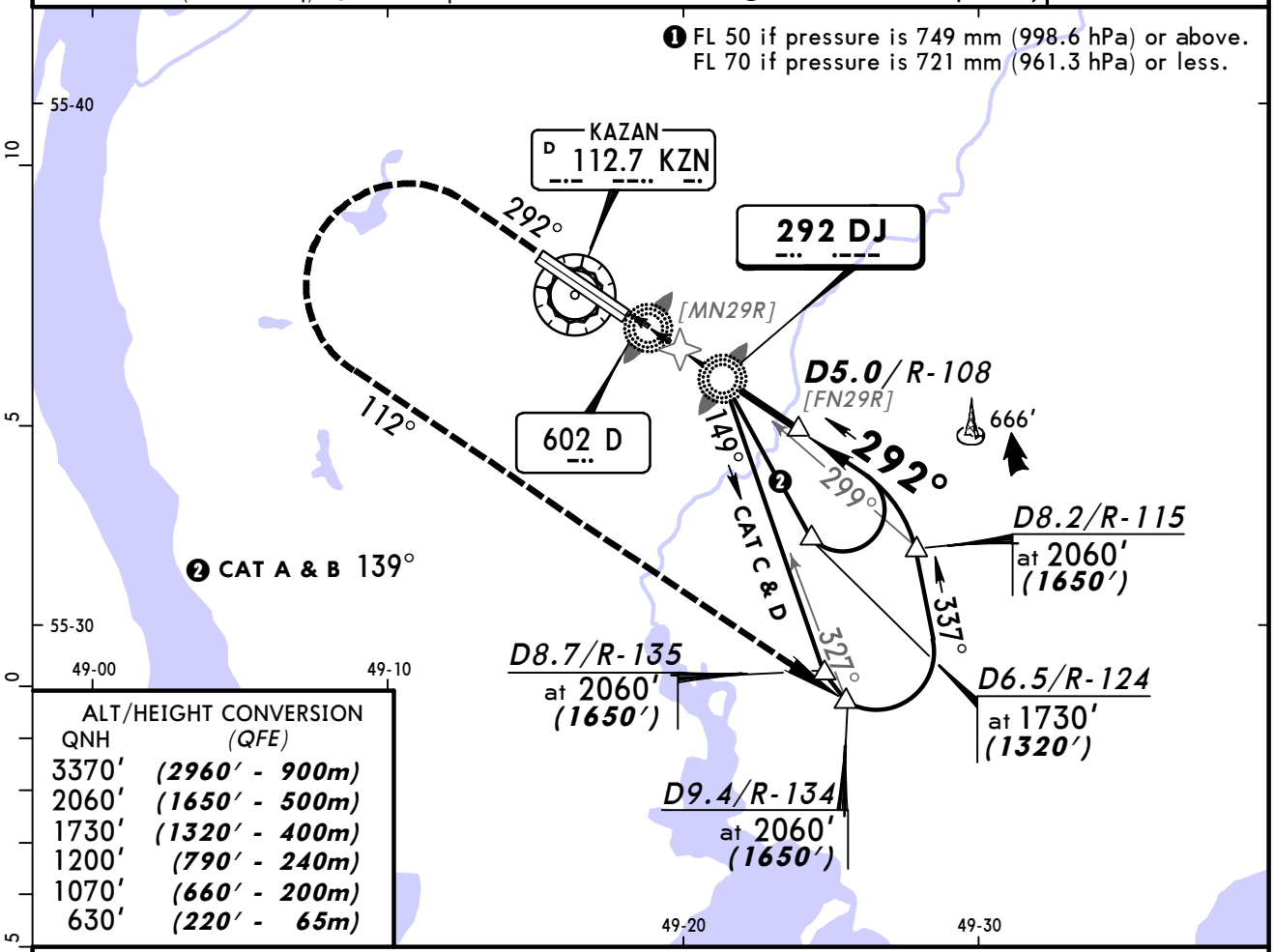
NDB DJ	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev 414′
292	292°	1730′ (1320′)	860′ (450′)	RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

2800′
MSA KZN VOR

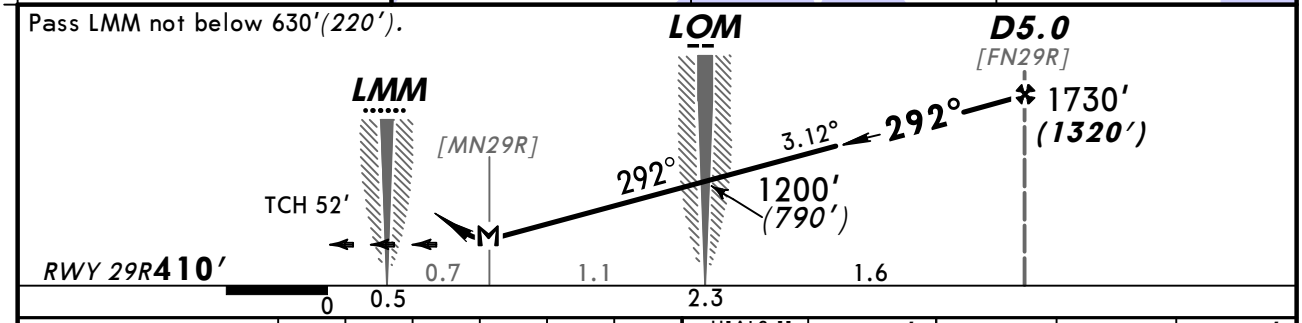
❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1200′	(790′ - 240m)
1070′	(660′ - 200m)
630′	(220′ - 65m)

Pass LMM not below 630′(220′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
D5.0 to MAP	2.7	2:19	1:48	1:37	1:21	1:09	1:01

HIALS-II
PAPI

1070′ (660′) on 292°

112° LT

2060′ (1650′)

STRAIGHT-IN LANDING RWY 29R

MDA(H) 860′(450′)

ALS out

PANS OPS

A	1600m	2400m
B		
C		
D	2000m	

CHANGES: Altitude at D8.2/R-115 increased.

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BRIEFING STRIP ™

ATIS	KAZAN Radar	KAZAN Tower	Ground
126.8	119.4	120.3	121.7

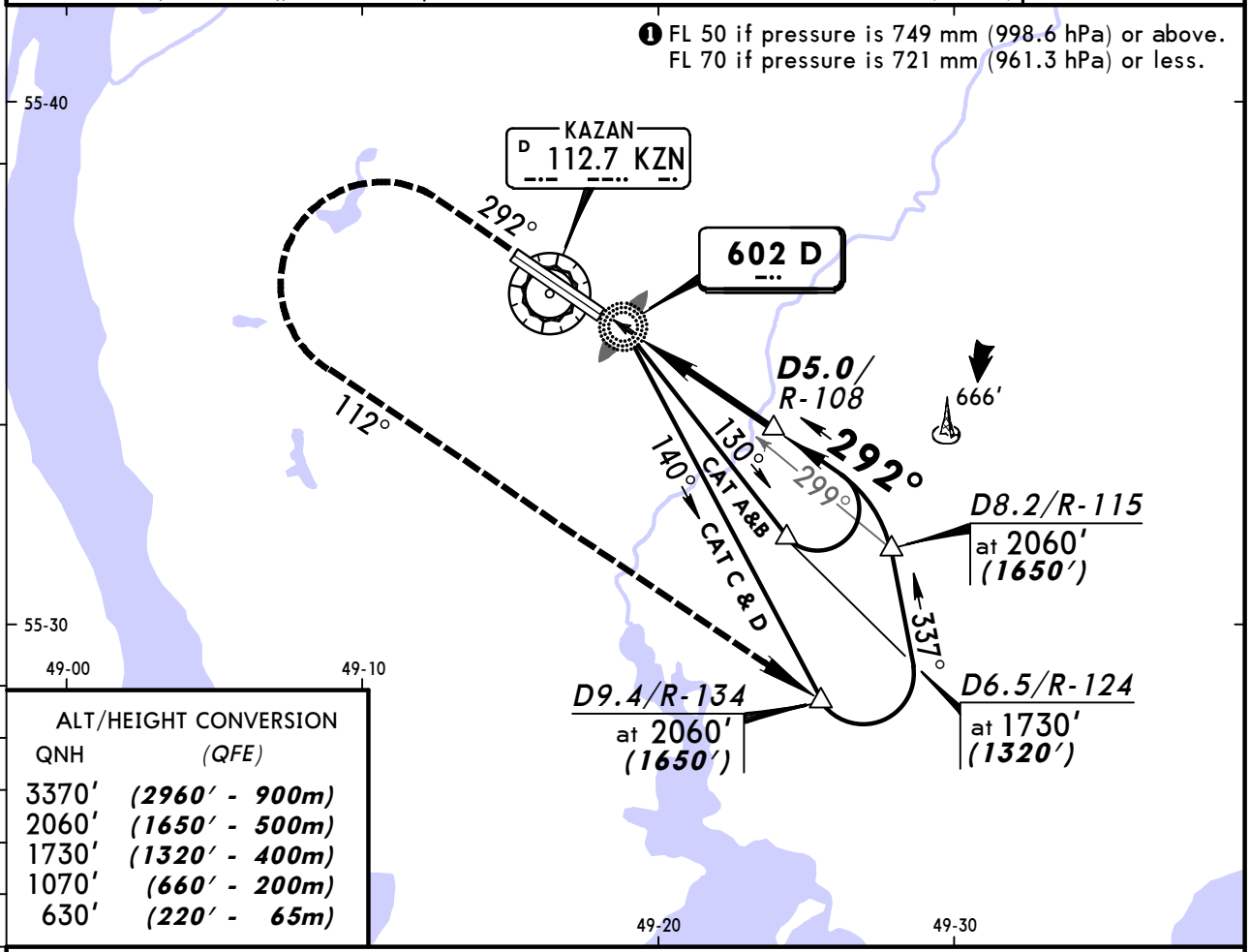
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 414′
D 602	292°	D5.0 1730′ (1320′)	860′ (450′)	RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 3370′ (2960′)

2800′
MSA KZN VOR

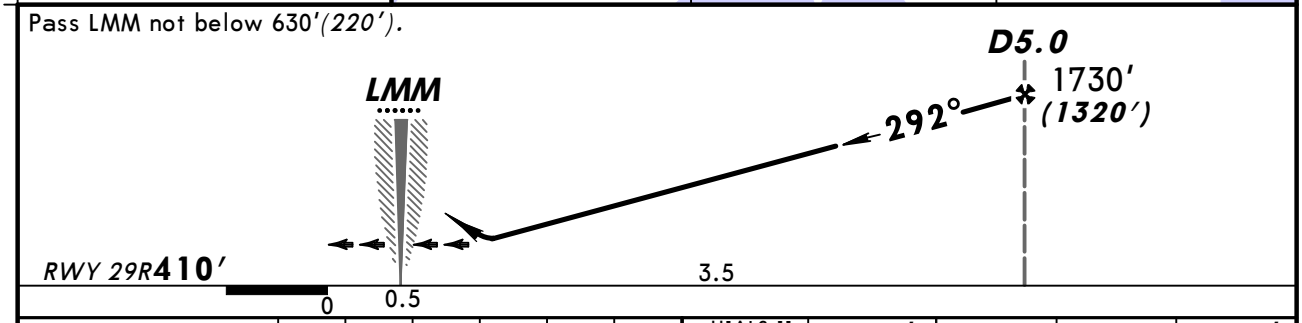
❶ FL 50 if pressure is 749 mm (998.6 hPa) or above.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)
630′	(220′ - 65m)

Pass LMM not below 630′(220′).



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

HIALS-II
PAPI

1070′ (660′) on 292°

112° LT

2060′ (1650′)

STRAIGHT-IN LANDING RWY 29R

MDA(H) 860′(450′)

		ALS out
A	1800m	2600m
B		
C		
D	2200m	

PANS OPS

CHANGES: Altitude at D8.2/R-115 increased.

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JeppView for Windows

Chart changes since cycle 16-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KAZAN, (KAZAN - UWKD)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport UWKD

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Rwy 11R/29L renamed 11/29. Rwy 11L/29R clsd for take-off and landing and redesignated Main Twy and avbl for taxiing and towing. All IAPs, SIDs and STARs for rwy 11L/29R withdrawn.