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Airport Information For URKK

Terminal Charts For URKK

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Krasnodar Rus
IATA Code: KRR
Lat/Long: N45° 02.1' E039° 10.2'
Elevation: 118 ft

Airport Use: Public
Magnetic Variation: 6.9°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: 0502 Z
Sunset: 1356 Z,

Runway Information

Runway: 05L
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 107 ft

Runway: 05R
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 111 ft
Lighting: Edge, ALS, TDZ

Runway: 23L
Length x Width: 9843 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, TDZ

Runway: 23R
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 111 ft

Communication Information

ATIS 122.45

ATIS 121.8 Non-English

Krasnodar Start Tower 120.6

Krasnodar Start Tower 118.2

Krasnodar Ground Control 119.0

Krasnodar West Approach Control 127.7 MF

Krasnodar East Approach Control 129.6 MF

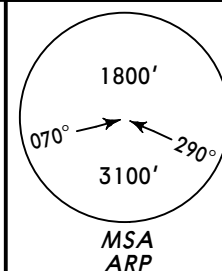
Krasnodar East Approach Control 124.0

Krasnodar Radar 121.3

ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

BALEG 2G [BALE2G], DOLUM 2G [DOLU2G]
MINER 2G [MINE2G], MIRMU 2G [MIRM2G]
RWY 05R RNAV ARRIVALS
RNAV (GNSS)
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



MIRMU
N45 32.4 E038 52.9
At FL110

DOLUM
N45 22.7 E038 51.7
At FL110

BALEG
N45 39.2 E039 19.1
At FL150

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)



MINER
N45 01.5 E038 20.8
At FL140

AGIDA
N45 00.7 E037 52.7

20
081°

25
MINER 2G

(IAF)
KK056
N45 03.0 E038 50.8

At
3080' (2969')

(IAF)
KK057
N44 53.1 E038 54.8

At
3080' (2969')

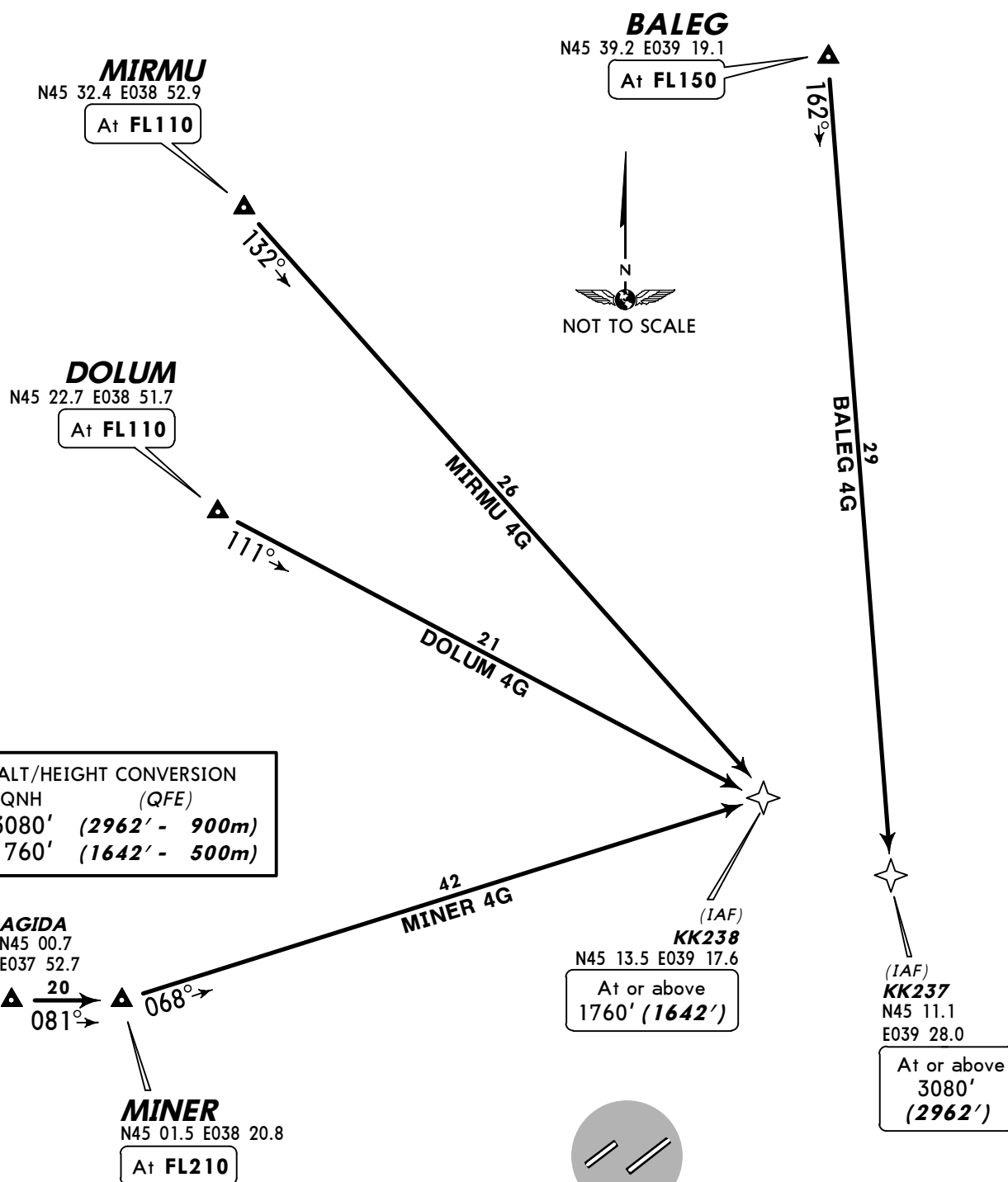
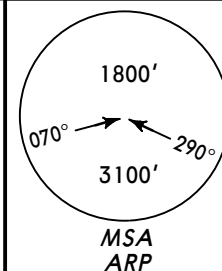
Direct distance
to Pashkovskiy Apt from:
KK056 14 NM
KK057 14 NM

ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

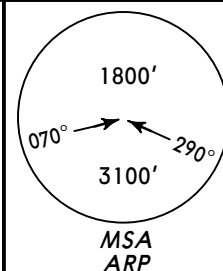
BALEG 4G [BALE4G], DOLUM 4G [DOLU4G]
MINER 4G [MINE4G], MIRMU 4G [MIRM4G]
RWY 23L RNAV ARRIVALS

RNAV (GNSS)
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE

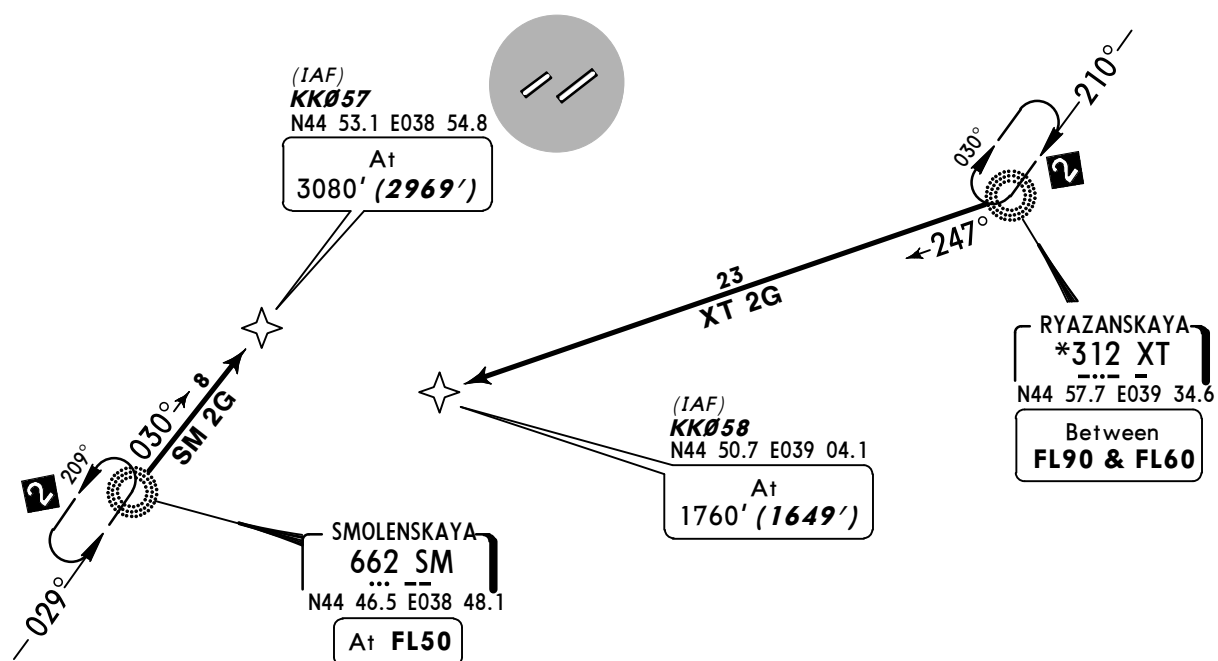


ATIS
122.45 (Russian 121.8)Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

SM 2G, XT 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)

Direct distance
to Pashkovskiy Apt from:
KK057 14 NM
KK058 12 NM



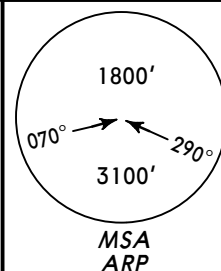
ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)
1760' (1649' - 500m)

ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')
Crew shall request the permission for GNSS approach
from APP controller when passing reporting point of
entry corridor.

NZ 4G, SM 4G, XT 4G
RWY 23L RNAV ARRIVALS
RNAV (GNSS)



Direct distance
to Pashkovskiy Apt from:
KK236 13 NM
KK237 15 NM

(IAF)
KK237
N45 11.1 E039 28.0
At or above
3080' (2962')

UST-LABINSK
330 NZ
N45 13.1 E039 40.4
Between
FL70 & FL50

(IAF)
KK236
N45 04.1 E039 27.7
At or above
1760' (1642')

KK239
N45 00.9
E039 21.7

RYAZANSKAYA
*312 XT
N44 57.7 E039 34.6
At FL50

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
Between
FL80 & FL70

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)
1760' (1642' - 500m)

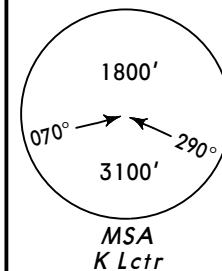
ATIS
122.45 (Russian 121.8)

Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' (2969')

(QFE)

**BALEG 3A [BALE3A], DOLUM 3A [DOLU3A]
MINER 3A [MINE3A], MIRMU 3A [MIRM3A]
RWY 05R ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE**



Direct distance from KR to:
Pashkovskiy Apt 2 NM

(IAF)
BALEG
N45 39.2 E039 19.1
Between
FL230 & FL160

(IAF)
MIRMU
N45 32.4 E038 52.9
Between
FL110 & FL50

(IAF)
DOLUM
N45 22.7 E038 51.7
Between
FL110 & FL50

ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2969' - 900m)



(IAF)
MINER
N45 01.5 E038 20.8
Between
FL210 & FL150

(IAF)
493 KR
N45 00.2 E039 07.9
At FL50

377 K
N45 01.2 E039 09.7

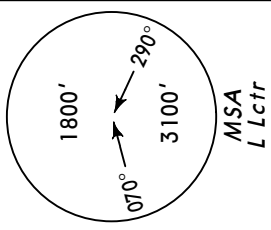
AGIDA
N45 00.7
E037 52.7

20 081° 087° 33
MINER 3A

MIRMU 3A
DOLUM 3A

BALEG 3A

ATIS 122.45 (Russian 121.8)	Apt Elev 118'	Alt Set: MM (hPa on request) QNH on request Trans level: FL50 Trans alt: 3080' (2962')	(QFE)
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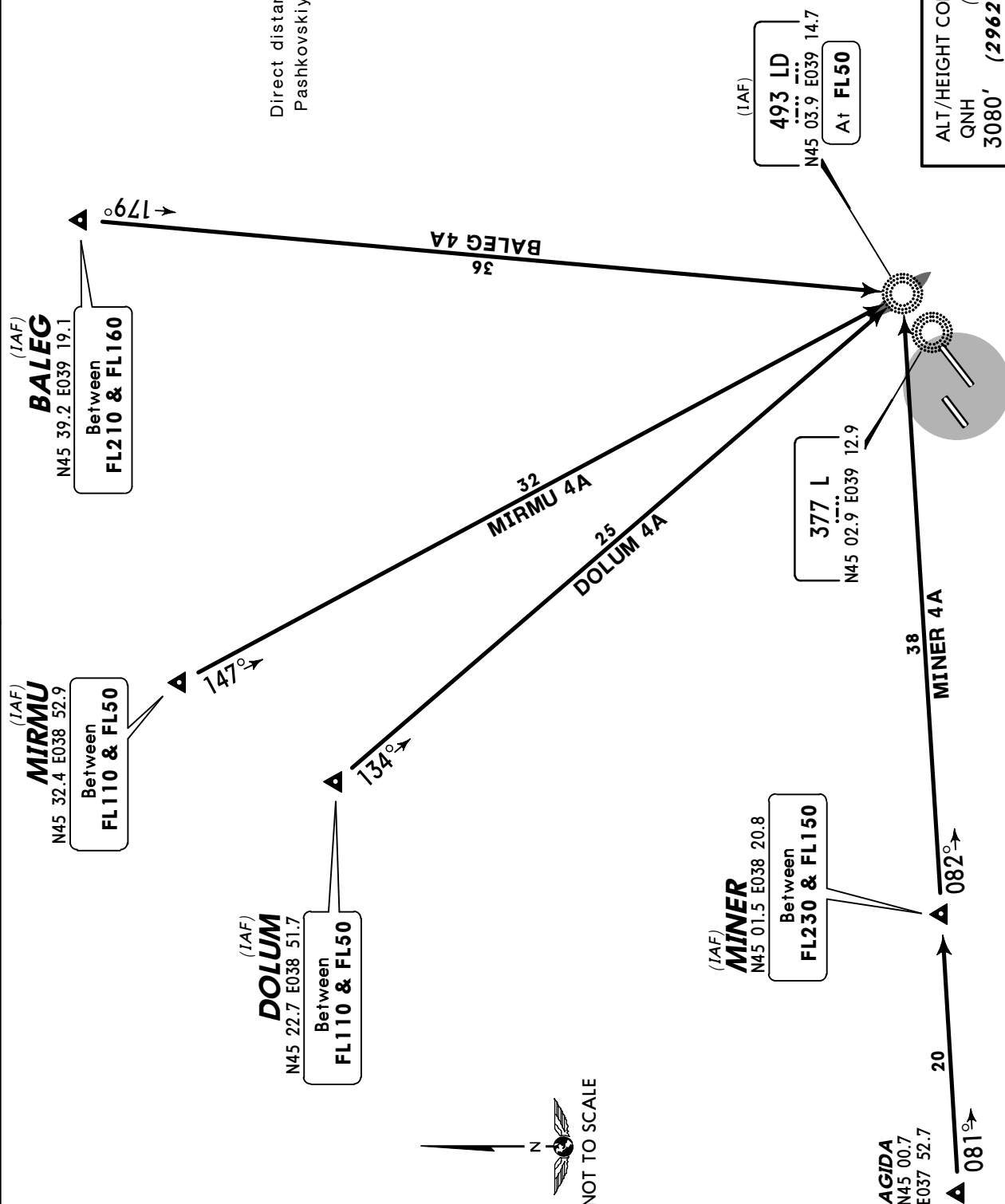
**BALEG 4A [BALE4A], DOLUM 4A [DOLU4A]
MINER 4A [MINE4A], MIRMU 4A [MIRM4A]
RWY 23L ARRIVALS**

BY ATC

ONLY FOR RUSSIAN USERS OF AIRSPACE

Direct distance from LD to:
Pashkovskiy Apt **4 NM**

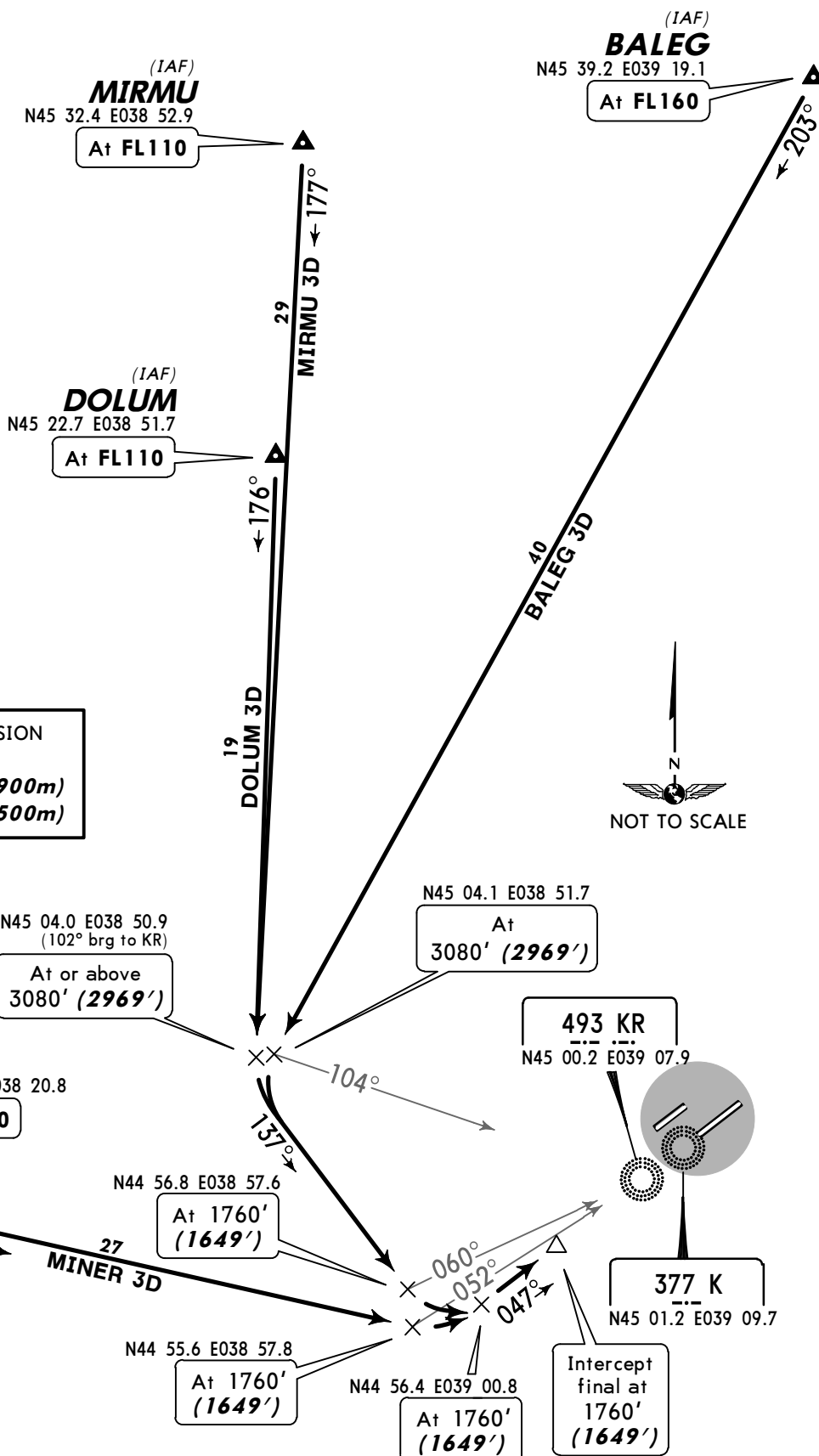
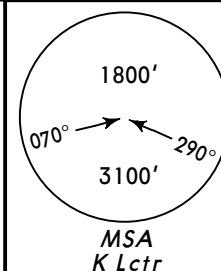
ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962' - 900m)



ATIS
122.45 (Russian 121.8)Apt Elev
118'Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' (2969')

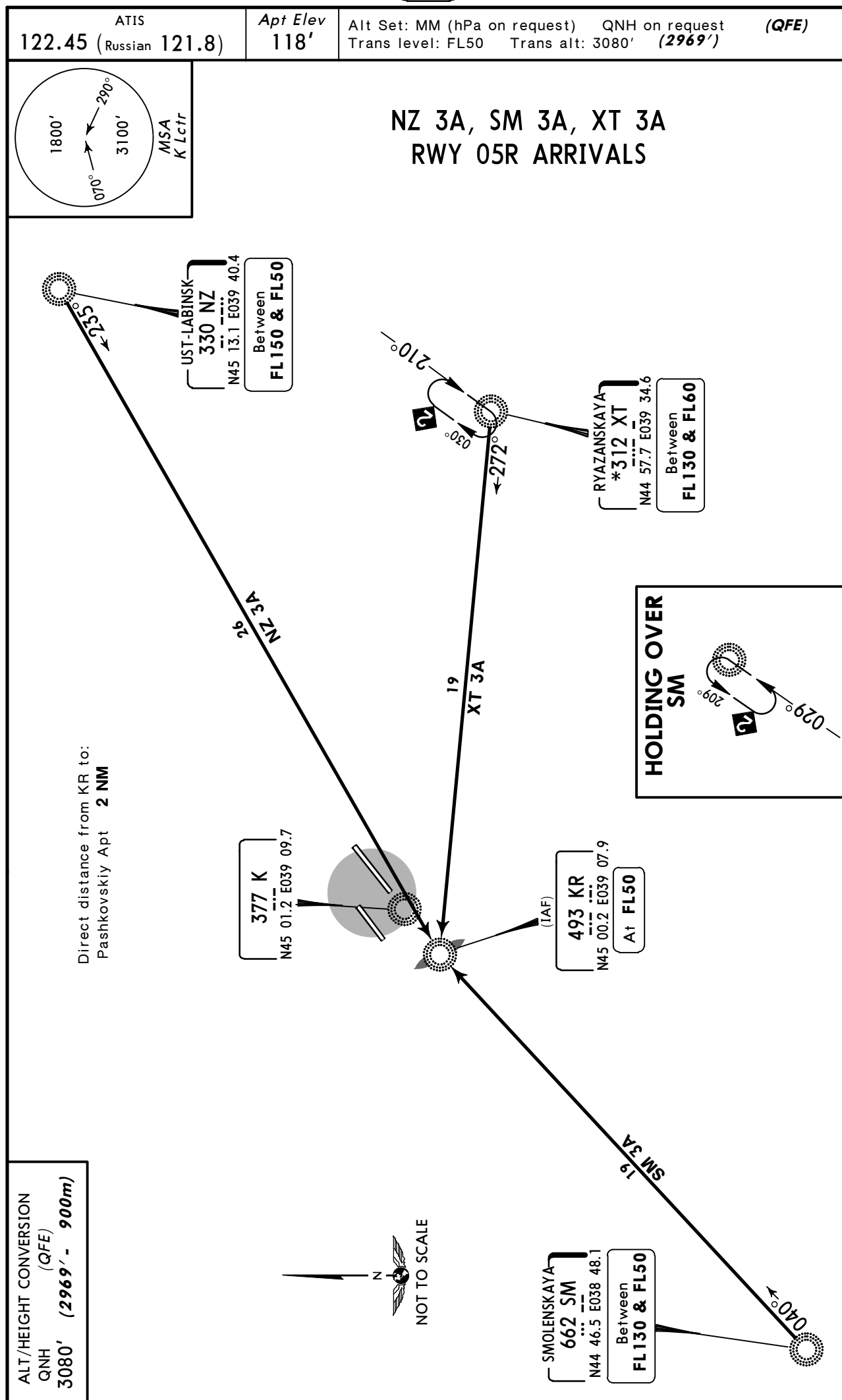
(QFE)

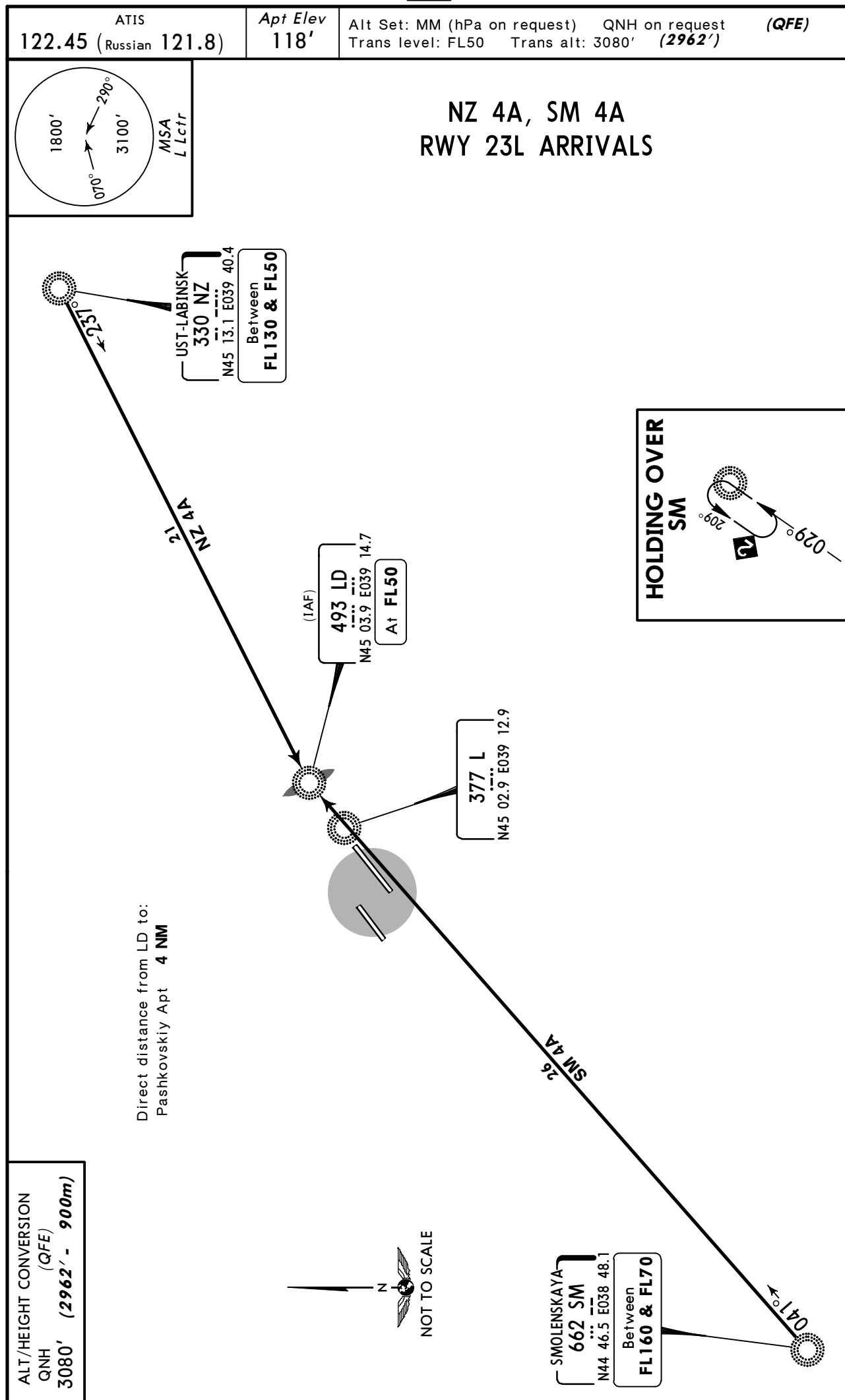
BALEG 3D [BALE3D], DOLUM 3D [DOLU3D]
MINER 3D [MINE3D], MIRMU 3D [MIRM3D]
RWY 05R ARRIVALS
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE

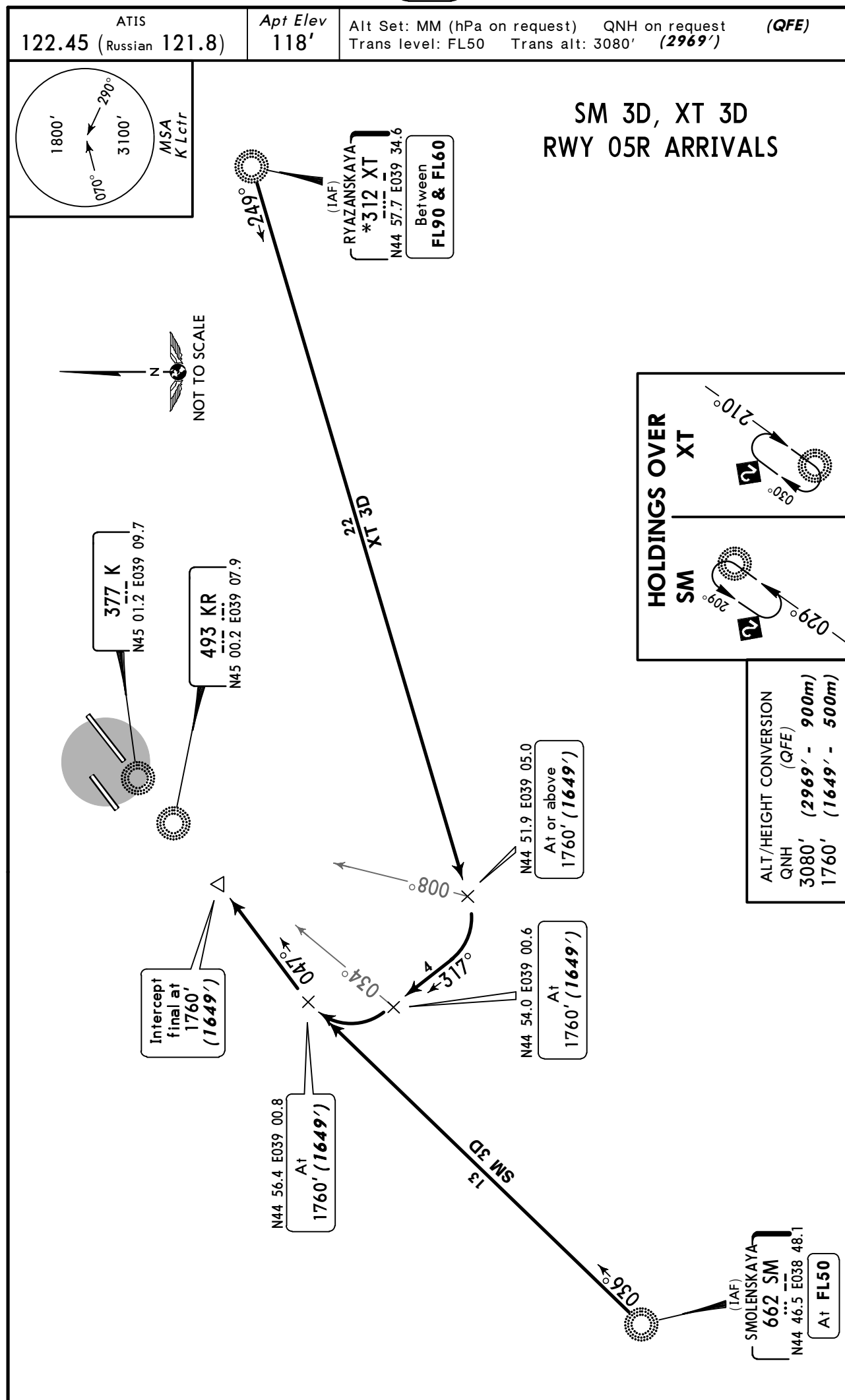


(QFE)

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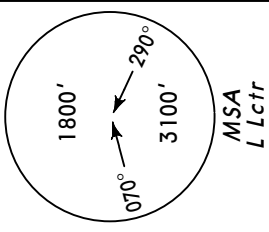


ATIS
122.45 (Russian 121.8)

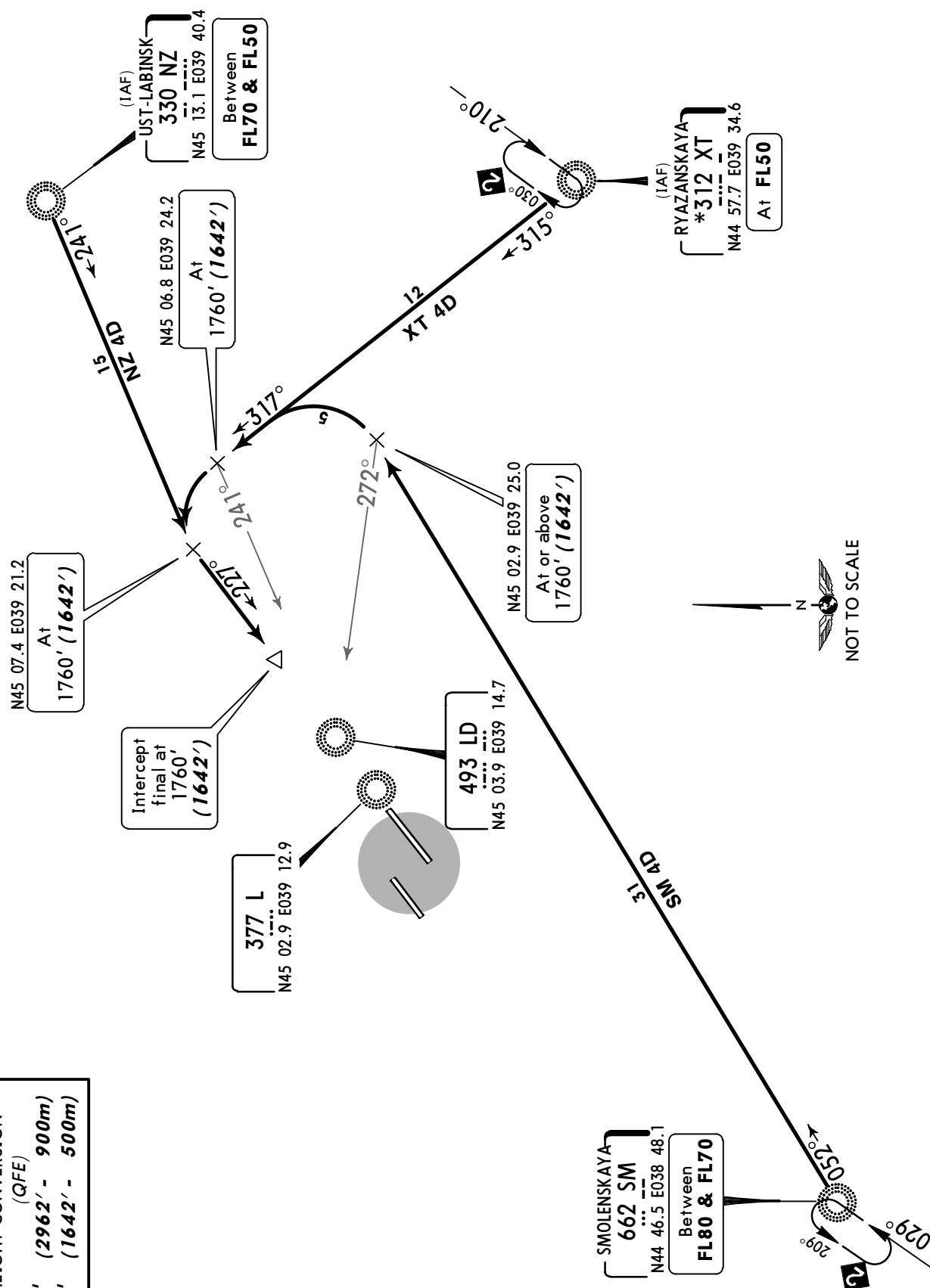
Apt Elev
118'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL50 Trans alt: 3080' (2962')

(QFE)



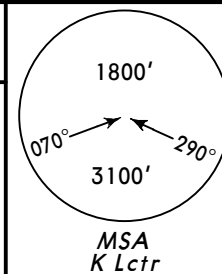
NZ 4D, SM 4D, XT 4D RWY 23L ARRIVALS



ALT/HEIGHT CONVERSION
QNH (QFE)
3080' (2962') - 900m
1760' (1642') - 500m

Apt Elev
118'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')



NZ 3C, SM 3C, XT 3C

SM 6C, UH 3C

BY ATC

RWY 05R DEPARTURES



ALT/HEIGHT CONVERSION
QNH (QFE)
770' (659' - 200m)
3080' (2969' - 900m)

TIKHORETSK
*528 UH
N45 51.1 E040 05.4

UST-LABINSK
330 NZ
N45 13.1 E039 40.4

At or above
FL80

RYAZANSKAYA
*312 XT
N44 57.7 E039 34.6

At or above
FL50

493 KR
N45 00.2 E039 07.9
At or above
3080' (2969')

At 770'
(659')

377 K
N45 01.2 E039 09.7

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
At or above
FL70

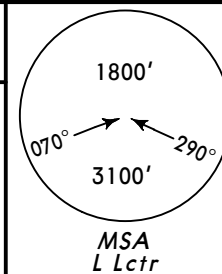
Direct distance from Pashkovskiy Apt to:
KR 2 NM

These SIDs require minimum climb gradients
of
NZ 3C: 5.7% up to FL80.
XT 3C: 4.4% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
4.4% V/V (fpm)	334	446	668	891	1114	1337

Apt Elev
118'

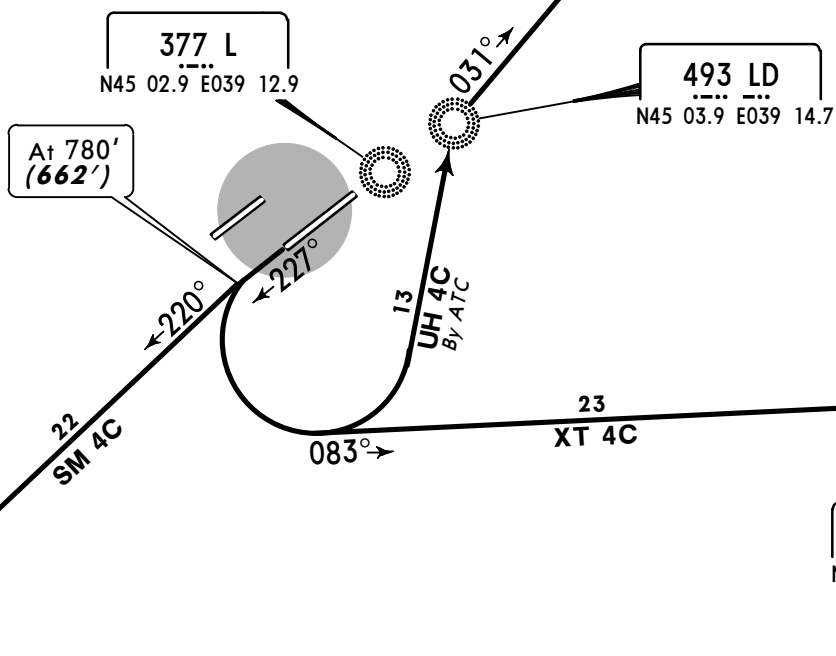
QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')



SM 4C, XT 4C
UH 4C
BY ATC
RWY 23L DEPARTURES

ALT/HEIGHT CONVERSION
QNH (QFE)
780' (662' - 200m)
3080' (2962' - 900m)

TIKHORETSK
*528 UH
N45 51.1 E040 05.4

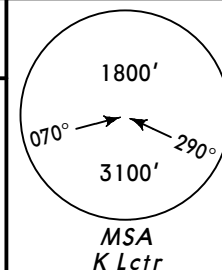


These SIDs require minimum climb gradients of
SM 4C: 4.2% up to FL60.
XT 4C: 3.9% up to FL60.

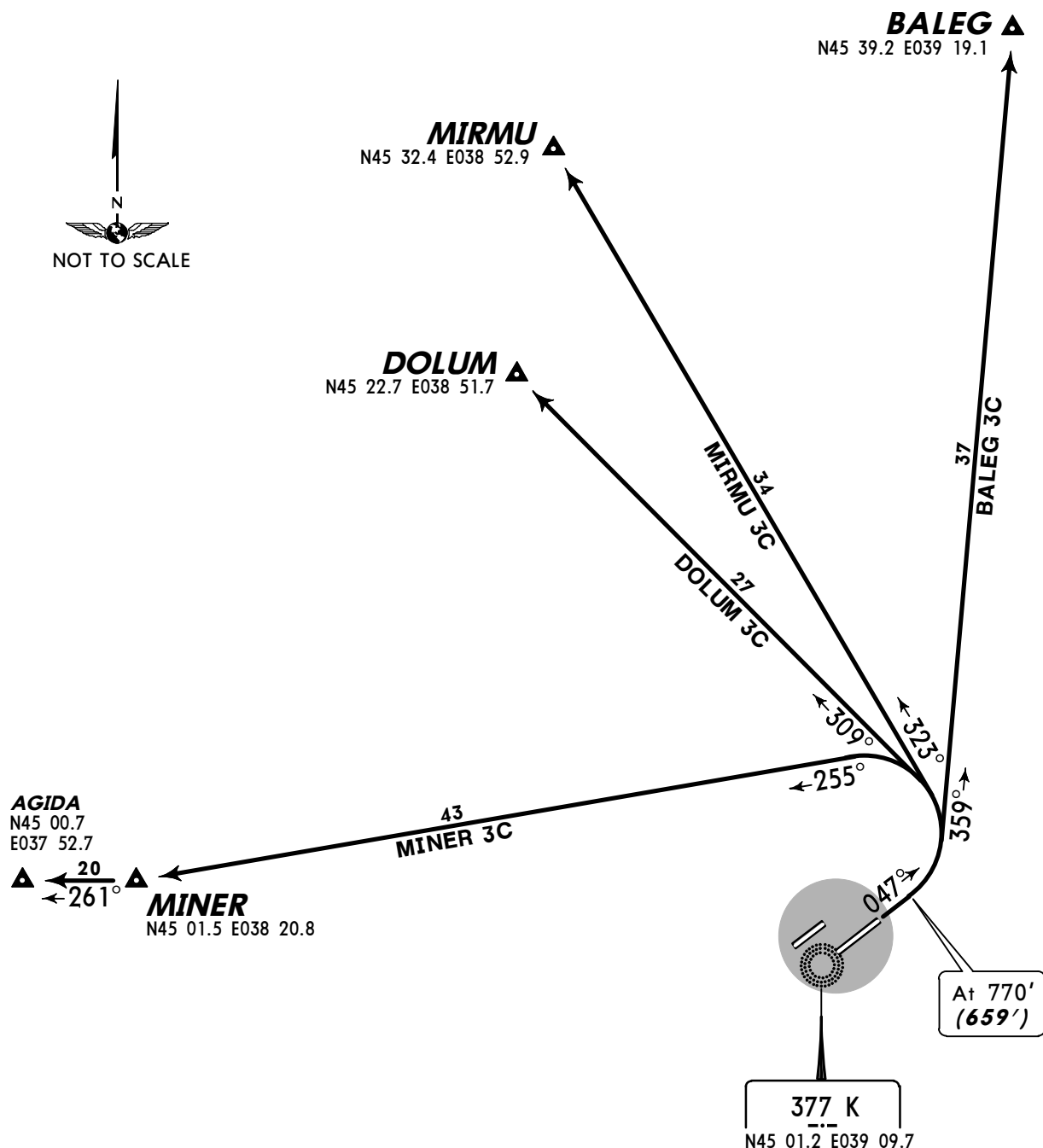
Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
3.9% V/V (fpm)	296	395	592	790	987	1185

Apt Elev
118'

QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2969')



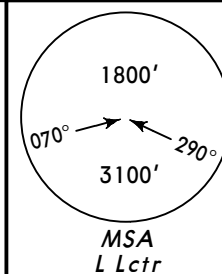
BALEG 3C [BALE3C], DOLUM 3C [DOLU3C]
MINER 3C [MINE3C], MIRMU 3C [MIRM3C]
RWY 05R DEPARTURES
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



ALT/HEIGHT CONVERSION
QNH (QFE)
770' (659' - 200m)
3080' (2969' - 900m)

Apt Elev
118'QNH on request (QFE)
Trans level: FL50 Trans alt: 3080' (2962')

BALEG 4C [BALE4C], DOLUM 4C [DOLU4C]
MINER 4C [MINE4C], MIRMU 4C [MIRM4C]
RWY 23L DEPARTURES
BY ATC
ONLY FOR RUSSIAN USERS OF AIRSPACE



MIRMU ▲
N45 32.4 E038 52.9

DOLUM ▲
N45 22.7 E038 51.7

BALEG ▲
N45 39.2 E039 19.1

ALT/HEIGHT CONVERSION	
QNH	(QFE)
780'	(662' - 200m)
1440'	(1322' - 400m)
3080'	(2962' - 900m)

AGIDA
N45 00.7
E037 52.7
▲
20
←261°

MINER
N45 01.5 E038 20.8

34
MINER 4C

377 L
N45 02.9 E039 12.9

BALEG 4C, DOLUM 4C,
MIRMU 4C
Turn at 780' (662')

At 1440' (1322')

493 LD
N45 03.9 E039 14.7

NOISE ABATEMENT

GENERAL

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Airplane Flight Manual for specified aircraft.

ARRIVALS

During approach phase, all aircraft shall be operated with engines at the same power setting and with flaps set at minimum safe position.

It is recommended to use runways 05L/R when runway-in-use is runway 23 if a maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual for the specific aircraft and the aircraft proceeding to land at Krasnodar/Pashkovskiy AD are at a distance of not less than 54 NM. The decision on carrying out the indicated take-off variant shall be taken by a flight dispatcher. TMA exit in this case shall be executed according to charts established for the runway-in-use.

DEPARTURES

TU-154, TU-134, IL-76, IL-62 aircraft shall take-off from beginning of runway 23R.

When taking-off from runways 05R/23L all Russian-made aircraft shall apply the piloting technique as in accordance with 'Noise Abatement Take-Off' section of the Airplane Flight Manual. Noise abatement shall be achieved owing to climbing after lift-off along the steepest path with subsequent chop throttling of engines to power below the nominal condition and climbing under this power at constant speed ($V_2 + 20$) and with minimum permissible gradient.

At a distance of 2.7 - 3 NM from the beginning of take-off run the crew shall throttle the engines to power providing the vertical rate of climb is 10-13' /sec and after climb of 3080'-3290' the crew shall add engines power to nominal condition and change to a normal flight profile. Other parameters of take-off technique shall be chosen according to the performance diagrams of the Airplane Flight Manual.

All Russian-made aircraft for which there is no section on noise abatement take-off in the Airplane Flight Manual relating to them, and aircraft of foreign types shall carry out take-off from runways 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

After take-off of aircraft from runways 05R/23L with further passing NZ, SM or XT NDB, the change to flight profile using the climb gradients recommended on SID charts shall be carried out at 4.9 NM after lift-off.

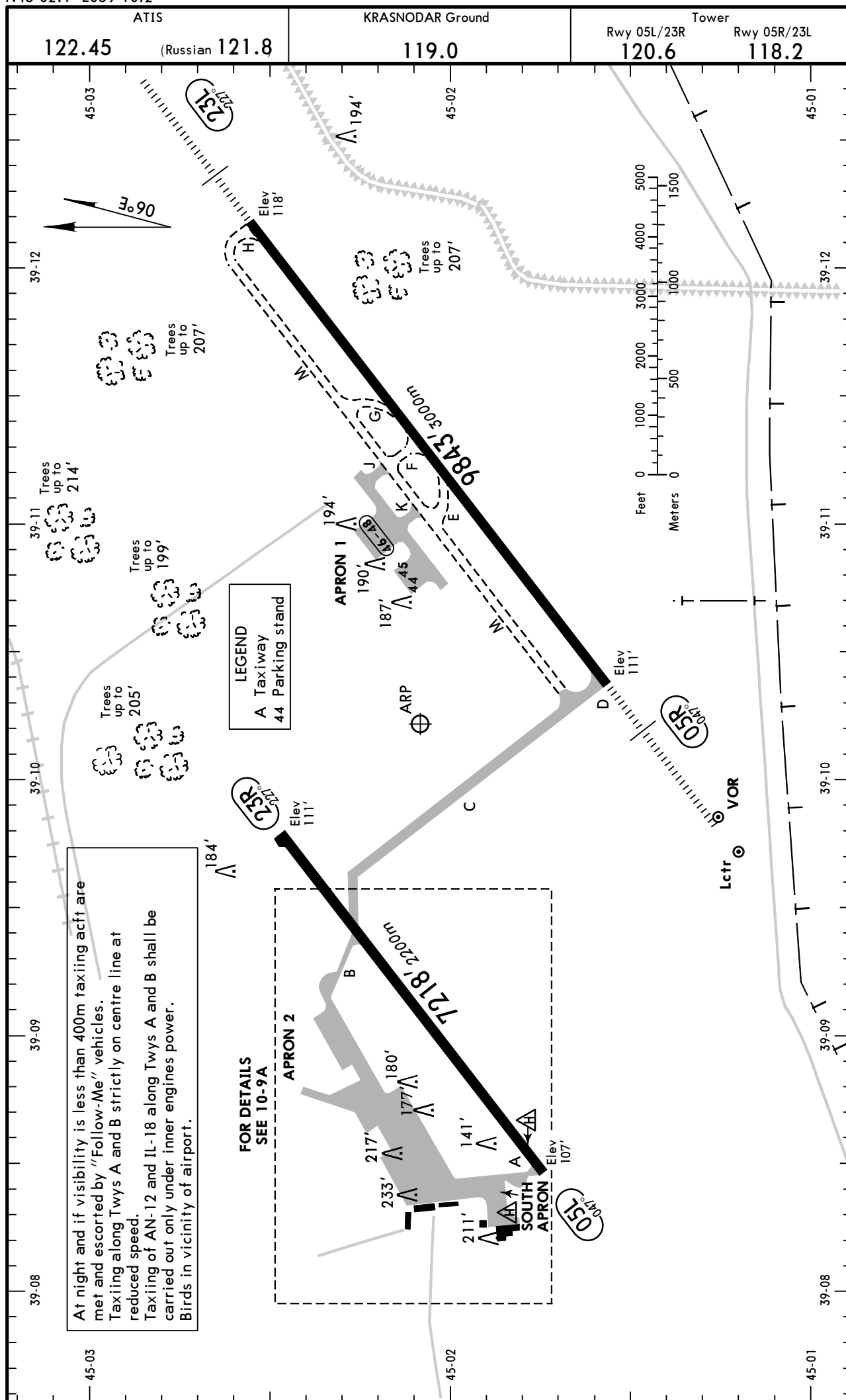
After day or nighttime take-off of TU-154, TU-134, IL-76, IL-62 and also after take-off of other aircraft in the night-time from runway 05R the turn towards XT or SM NDBs shall be carried out at 4.9 NM from runway; turn radius to SM NDB shall be no less than 2.4 NM.

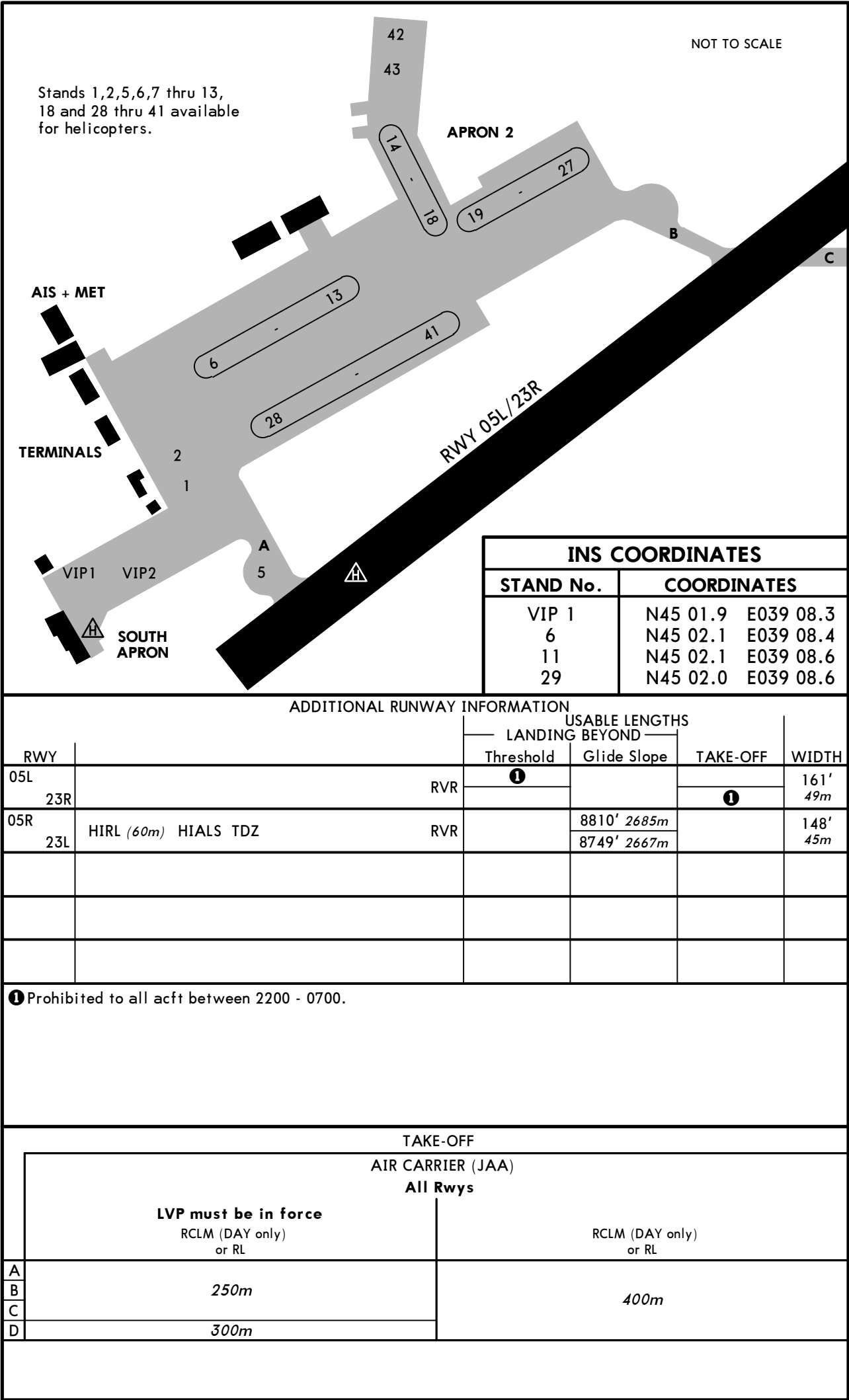
NIGHTTIME RESTRICTIONS

Between 2200-0700 LT it is prohibited to take-off from runway 23R and to land on runway 05L.

REVERSE THRUST

On both runways during landing the crews, as far as possible, shall not apply reverse thrust especially in the nighttime.





STRAIGHT-IN RWY	A	B	C	D
05R				
ILS	311' (200')	311' (200')	311' (200')	311' (200')
<i>FULL</i>	R550m	R550m	R550m	R550m
<i>Limited</i>	R750m	R750m	R750m	R750m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC ❶	440' (329')	440' (329')	440' (329')	440' (329')
	R800m	R800m	R800m	R800m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
RNAV ❶	470' (359')	470' (359')	470' (359')	470' (359')
	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1500m	R1500m
2 NDB ❶	470' (359')	470' (359')	470' (359')	470' (359')
(with FAF)	R900m	R900m	R900m	R900m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB	800' (689')	800' (689')	800' (689')	800' (689')
(w/o FAF)	C2700m	C2700m	C2900m	C2900m
<i>ALS out</i>	C3400m	C3400m	C3600m	C3600m
KR LOM ❶	480' (369')	480' (369')	480' (369')	480' (369')
(with FAF)	R1000m	R1000m	R1000m	R1000m
<i>ALS out</i>	R1500m	R1500m	R1700m	R1700m
KR LOM	850' (739')	850' (739')	850' (739')	850' (739')
(w/o FAF)	C2900m	C2900m	C3100m	C3100m
<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m
K LMM ❶	520' (409')	520' (409')	520' (409')	520' (409')
(with FAF)	R1200m	R1200m	R1200m	R1200m
<i>ALS out</i>	R1500m	R1500m	R1900m	R1900m
K LMM	850' (739')	850' (739')	850' (739')	850' (739')
(w/o FAF)	C2900m	C2900m	C3100m	C3100m
<i>ALS out</i>	C3600m	C3600m	C3800m	C3800m

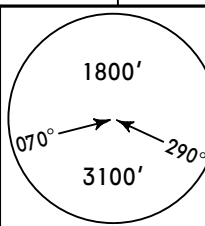
❶ Continuous Descent Final Approach.

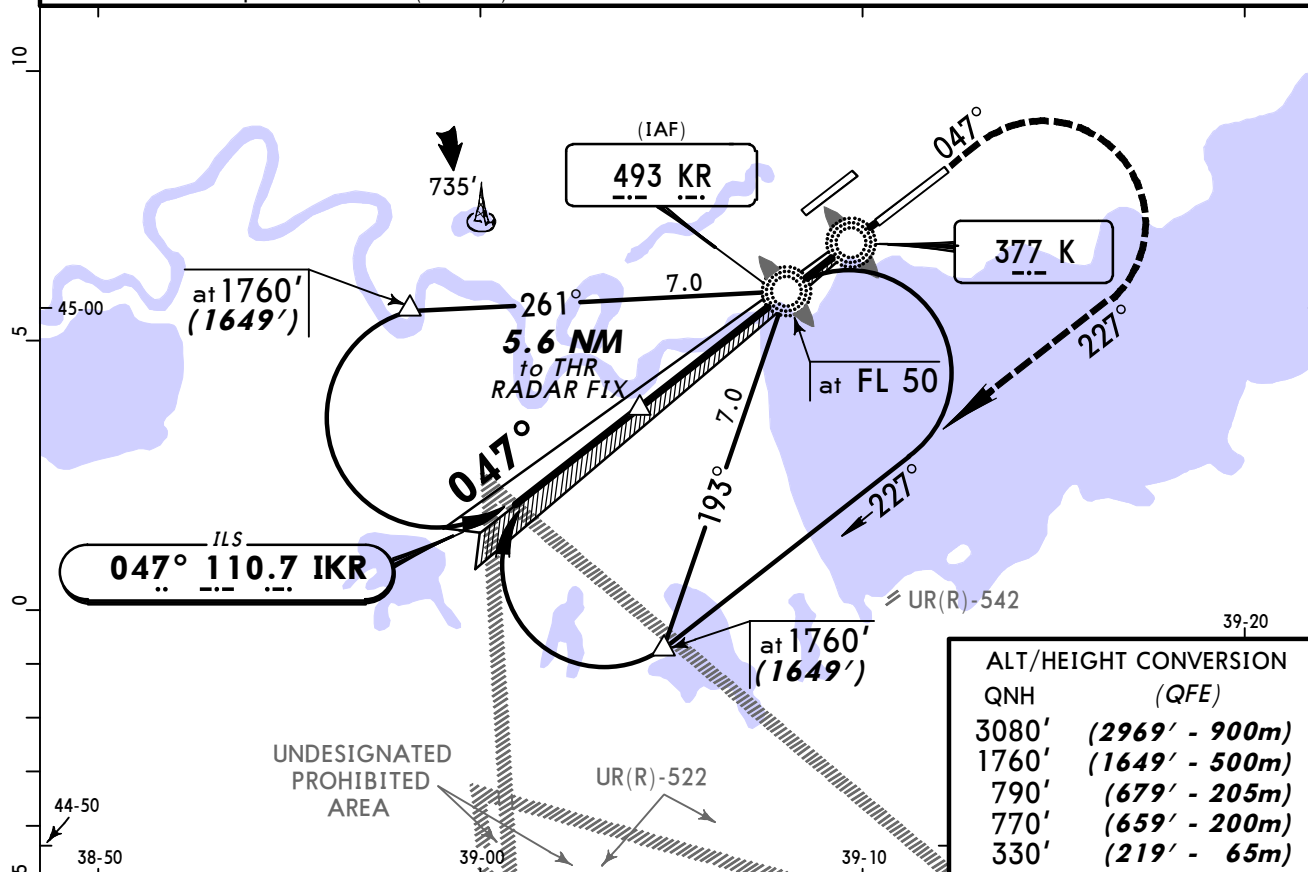
STRAIGHT-IN RWY		A	B	C	D
23L	ILS <i>FULL</i> <i>Limited</i> <i>ALS out</i>	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m	318' (200') R550m R750m R1200m
	LOC ① <i>ALS out</i>	460' (342') R900m R1500m	460' (342') R900m R1500m	460' (342') R900m R1600m	460' (342') R900m R1600m
	RNAV ① <i>ALS out</i>	470' (352') R900m R1500m	470' (352') R900m R1500m	470' (352') R900m R1600m	470' (352') R900m R1600m
	2 NDB ① (with FAF) <i>ALS out</i>	470' (352') R900m R1500m	470' (352') R900m R1500m	470' (352') R900m R1600m	470' (352') R900m R1600m
	2 NDB (w/o FAF) <i>ALS out</i>	870' (752') C2900m C3700m	870' (752') C2900m C3700m	870' (752') C3100m C3900m	870' (752') C3100m C3900m
	LD LOM ① (with FAF) <i>ALS out</i>	630' (512') R1500m R1500m	630' (512') R1500m R1500m	630' (512') R1600m C2400m	630' (512') R1600m C2400m
	LD LOM (w/o FAF) <i>ALS out</i>	870' (752') C2900m C3700m	870' (752') C2900m C3700m	870' (752') C3100m C3900m	870' (752') C3100m C3900m
	L LMM ① (with FAF) <i>ALS out</i>	630' (512') R1500m R1500m	630' (512') R1500m R1500m	630' (512') R1600m C2400m	630' (512') R1600m C2400m
	L LMM (w/o FAF) <i>ALS out</i>	950' (832') C3300m C4000m	950' (832') C3300m C4000m	950' (832') C3500m C4200m	950' (832') C3500m C4200m

① Continuous Descent Final Approach.

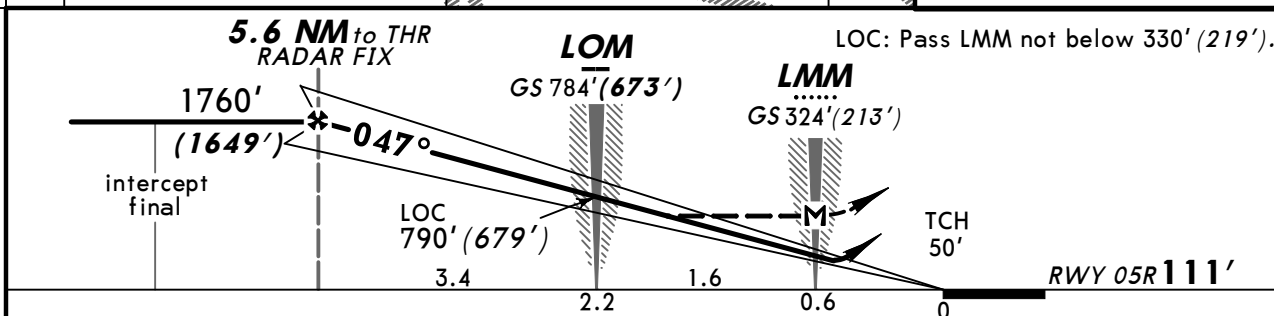
TAKE-OFF RWY 05L/R, 23L/R		
LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	NIL (DAY only)

BRIEFING STRIP™

ATIS 122.45 (Russian) (121.8)		KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7		Final Apch Crs 047°		GS LOM 784'(673')	ILS DA(H) 311'(200')	Apt Elev 118' RWY 111'	
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.							 MSA K Lctr
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080'(2969')	
Radar control required for LOC (GS out).							

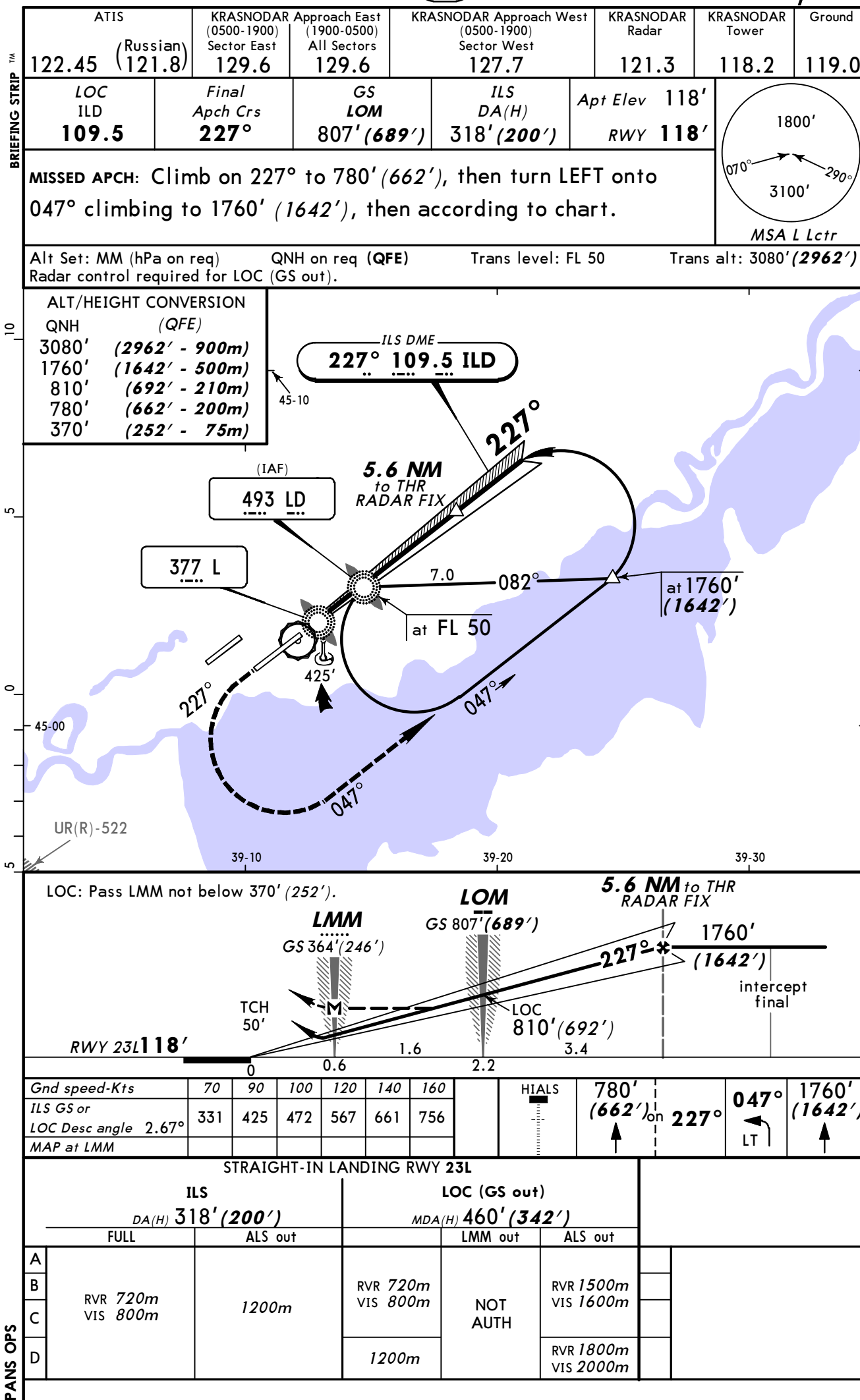


ALT/HEIGHT CONVERSION	
QNH	(QFE)
3080'	(2969' - 900m)
1760'	(1649' - 500m)
790'	(679' - 205m)
770'	(659' - 200m)
330'	(219' - 65m)

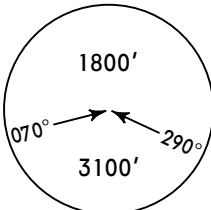


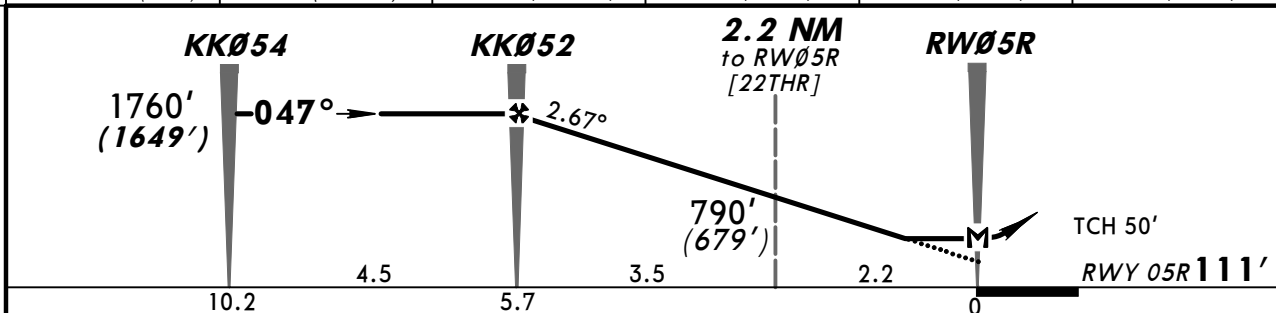
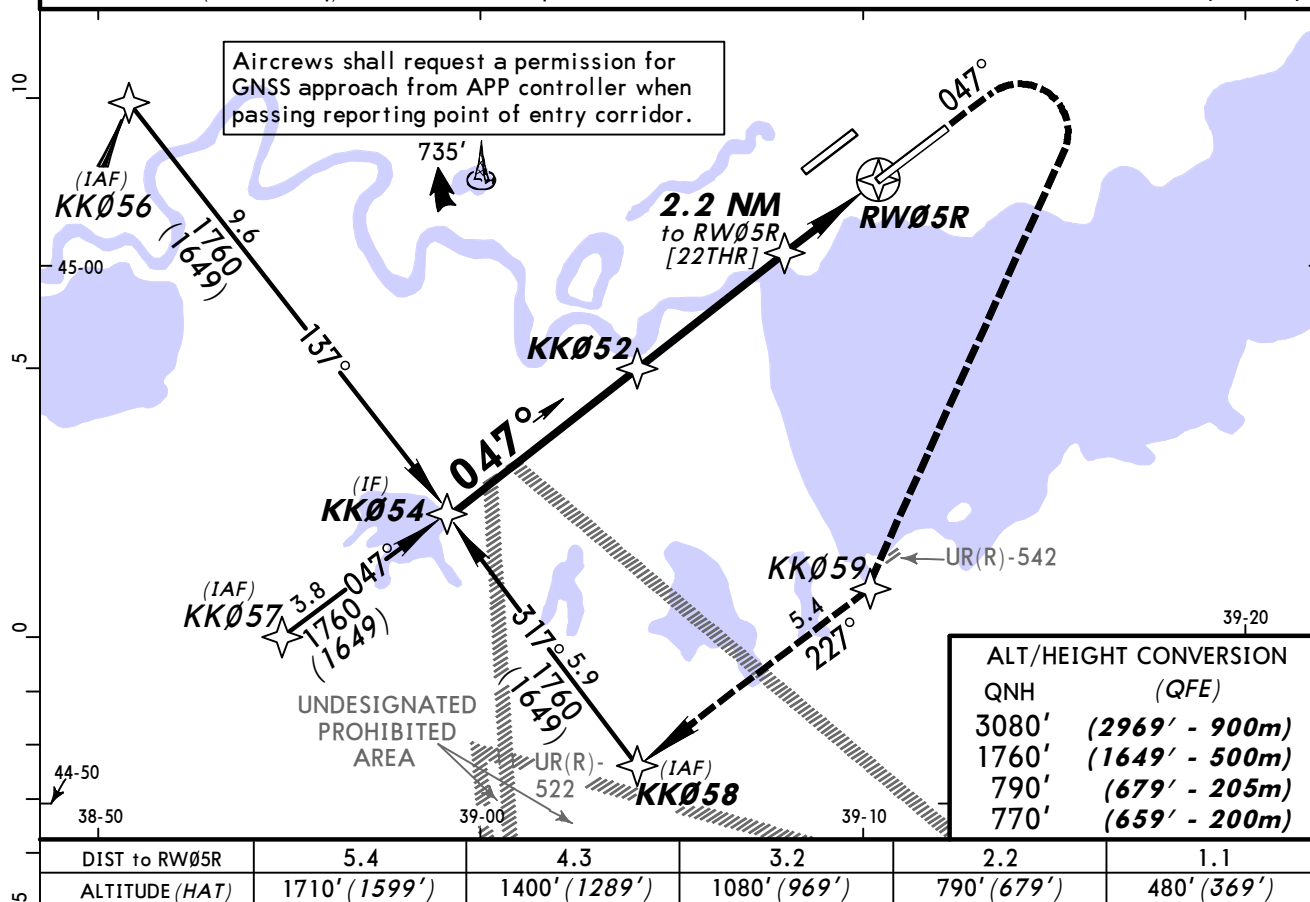
Gnd speed-Kts	70	90	100	120	140	160		770' (659') on 047°	227° RT	1760' (1649')
ILS GS or LOC Desc angle 2.67°	331	425	472	567	661	756				
MAP at LMM										

STRAIGHT-IN LANDING RWY 05R					
ILS			LOC (GS out)		
DA(H) 311' (200')			MDA(H) 440' (329')		
FULL	ALS out		LMM out	ALS out	
A					
B					
C	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
D			1200m		



BRIEFING STRIP

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) 121.8	129.6	129.6	127.7	121.3	118.2	119.0
RNAV	Final Apch Crs 047°	Minimum Alt KK052 1760' (1649')	MDA(H) 470' (359')	Apt Elev 118' RWY 111'	 MSA ARP	
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT to KK059 climbing to 1760' (1649'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080' (2969')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	770' (659') on 047°	KK059	1760' (1649')
Descent angle 2.67°	331	425	472	567	661	756			RT	
MAP at RW05R										

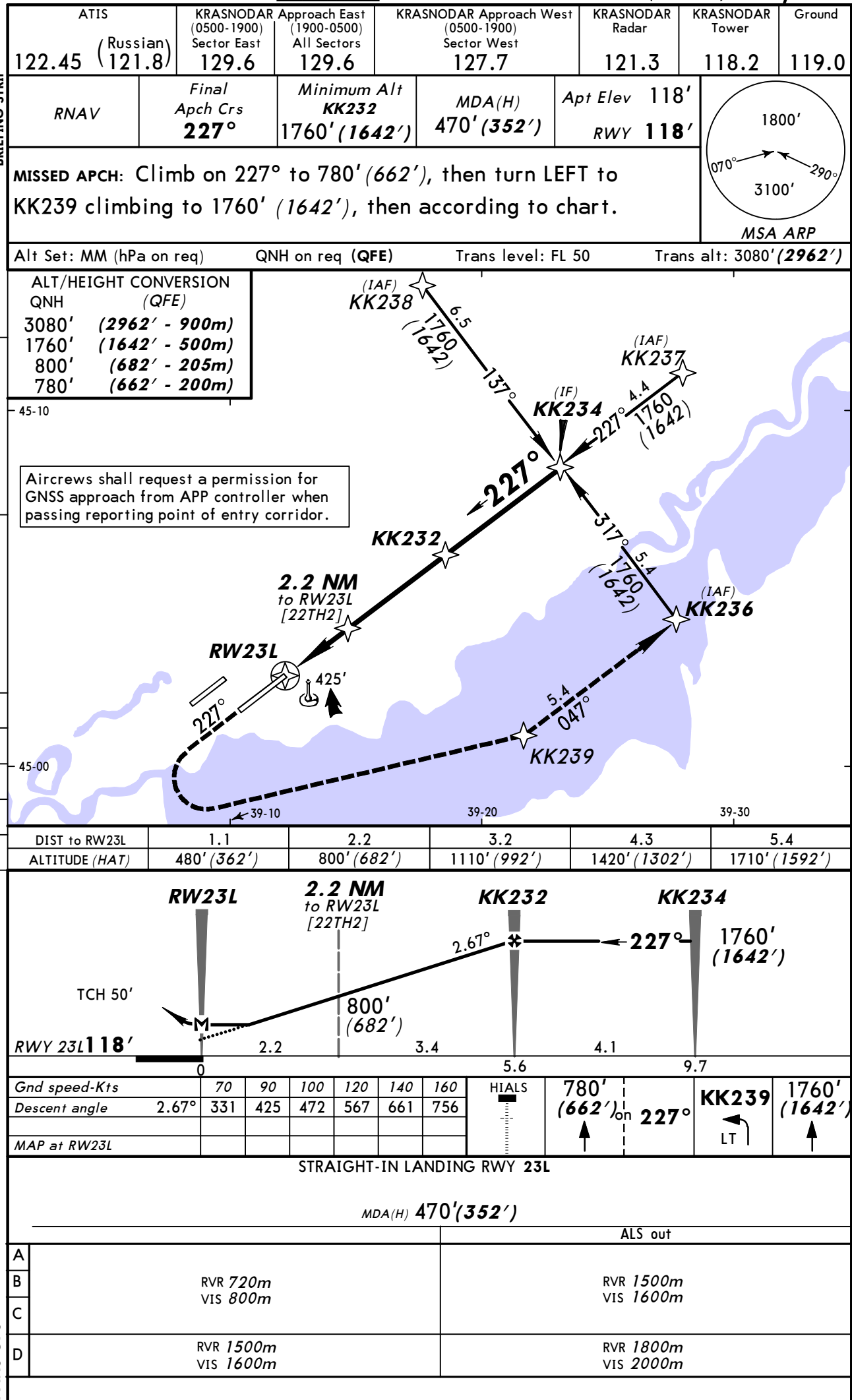
STRAIGHT-IN LANDING RWY 05R

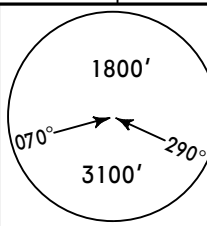
MDA(H) 470' (359')

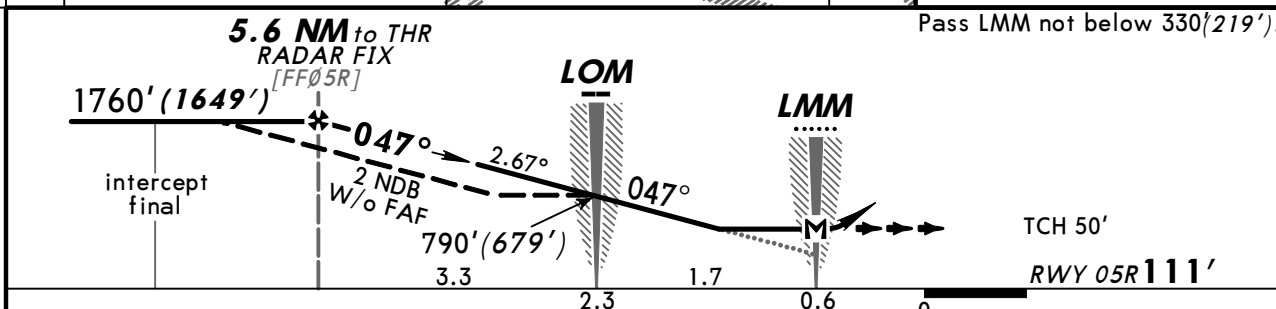
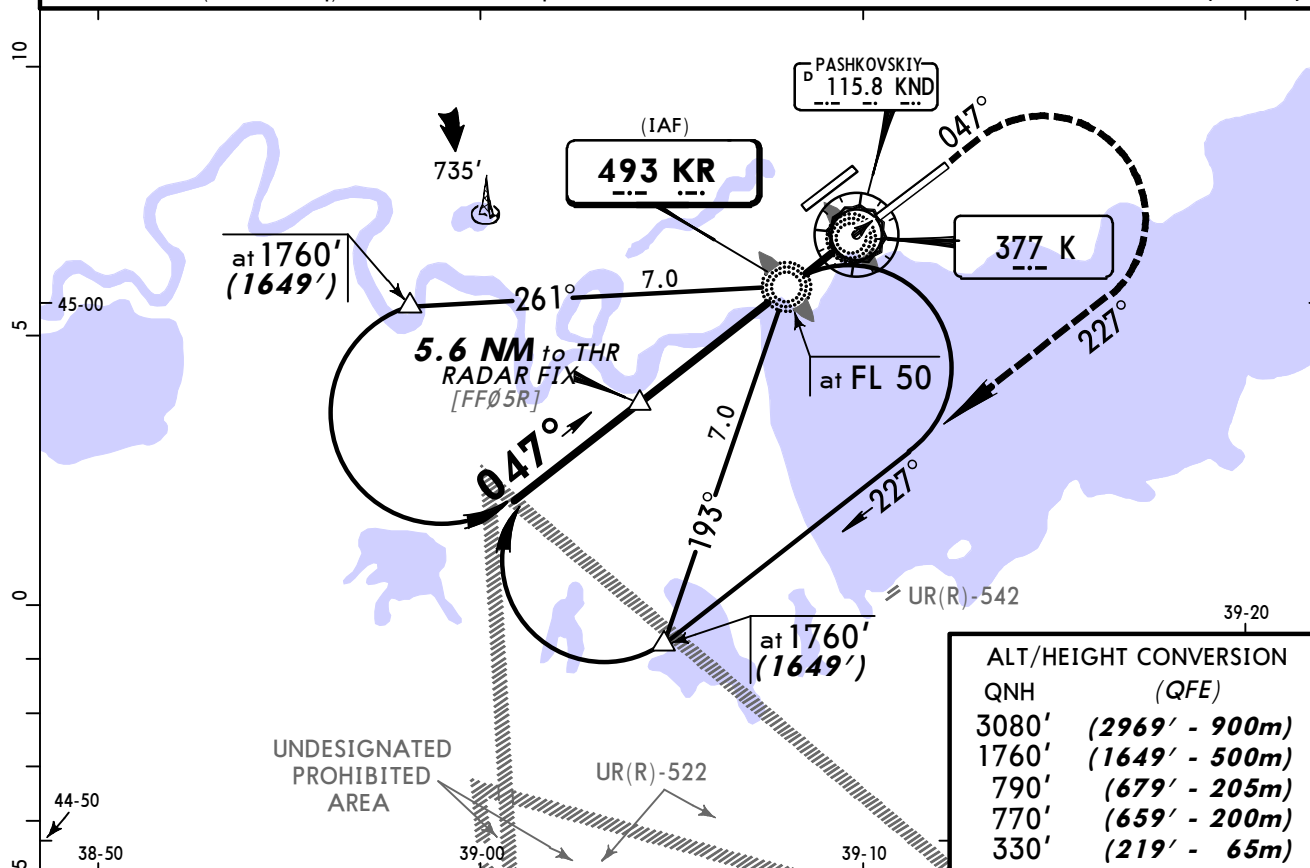
ALS out

PANS OPS

A		
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m
C		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m



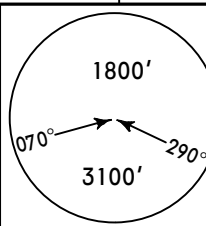
ATIS 122.45 (Russian) 121.8	KRASNODAR (0500-1900) Sector East 129.6	Approach East (1900-0500) All Sectors 129.6	KRASNODAR Approach West (0500-1900) Sector West 127.7	KRASNODAR Radar 121.3	KRASNODAR Tower 118.2	Ground 119.0
NDB KR 493	Final Apch Crs 047°	Minimum Alt 5.6 NM to THR 1760' (1649')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 111'	 MSA K Lctr	
MISSED APCH: Climb on 047° to 770' (659'), then turn RIGHT onto 227° climbing to 1760' (1649'), then according to chart.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080' (2969')



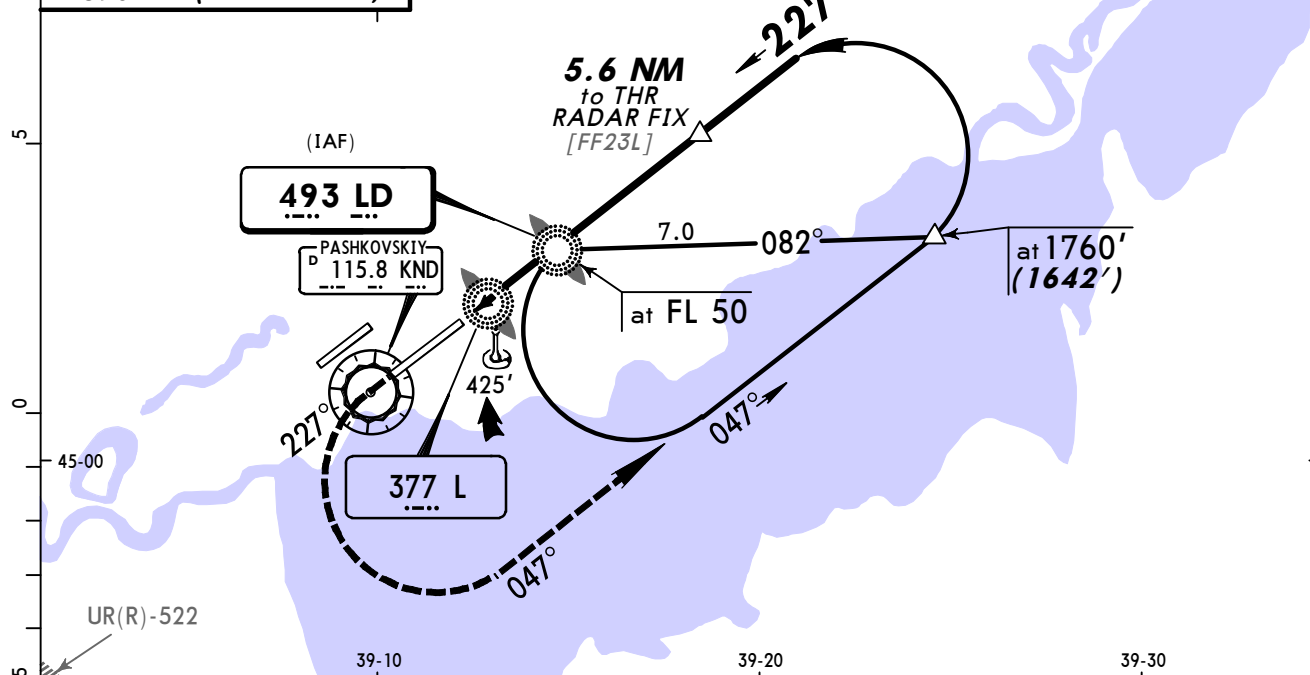
Gnd speed-Kts	70	90	100	120	140	160	HIALS	770' (659') on 047°	227°	1760' (1649')
Descent Angle 2.67°	331	425	472	567	661	756			RT	
2 NDB: MAP at LMM										

STRAIGHT-IN LANDING RWY 05R									
2 NDB		KR LOM				K LMM			
With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)
440' (329')	800' (689')	480' (369')	850' (739')	520' (409')	850' (739')				
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A									
B	1200m								
C	R1500m V1600m	3200m	1300m	2100m	3200m	R1500m V1600m	2300m		3200m
D	R1500m V1600m	3200m 3600m	1700m		3200m 3600m	1900m		3200m 3600m	

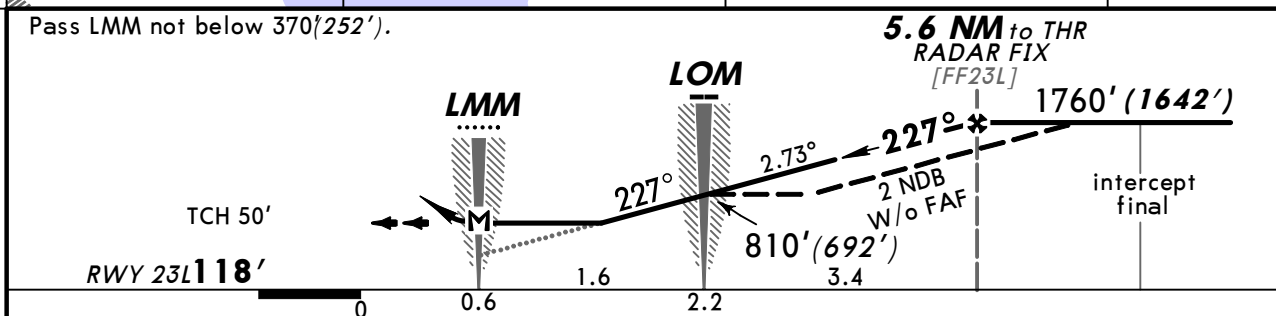
BRIEFING STRIP™

ATIS	KRASNODAR (0500-1900) Sector East	Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) (121.8)	129.6	129.6	127.7	121.3	118.2	119.0
NDB LD 493	Final Apch Crs 227°	Minimum Alt 5.6 NM to THR 1760' (1642')	MDA(H) Refer to Minimums	Apt Elev 118' RWY 118'		
MISSED APCH: Climb on 227° to 780' (662'), then turn LEFT onto 047° climbing to 1760' (1642'), then according to chart.						MSA L Lctr
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50		Trans alt: 3080' (2962')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3080'	(2962' - 900m)
1760'	(1642' - 500m)
810'	(692' - 210m)
780'	(662' - 200m)
370'	(252' - 75m)



Pass LMM not below 370' (252').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	780' (662') on 227°	047° LT	1760' (1642')
Descent angle	2.73°	338	435	483	579	676	773			
2 NDB: MAP at LMM										

2 NDB		LD LOM		L LMM	
With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)	With FAF MDA(H)	W/o FAF MDA(H)
470' (352')	870' (752')	630' (512')	870' (752')	630' (512')	950' (832')
ALS out	ALS out	ALS out	ALS out	ALS out	ALS out
A					
B	1200m R1500m V1600m	3200m	2100m	3200m	2100m
C		3200m 3600m	2900m	3200m 3600m	2900m
D	R1500m R1800m V1600m V2000m	3600m 4000m	2500m	3600m 4000m	2500m

CHANGES: L Lctr frequency.

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KRASNODAR, (PASHKOVSKIY - URKK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport URKK