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Airport Information For USKK

Terminal Charts For USKK

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

Location: Kirov Rus
IATA Code: KVV
Lat/Long: N58° 30.2' E049° 20.8'
Elevation: 486 ft

Airport Use: Public
Magnetic Variation: 14.6°E

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

Sunrise: 0530 Z
Sunset: 1207 Z,

Runway Information

Runway: 03
Length x Width: 7228 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 479 ft
Lighting: Edge, ALS, TDZ

Runway: 21
Length x Width: 7228 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 466 ft
Lighting: Edge, ALS, TDZ
Stopway: 492 ft

Communication Information

ATIS 134.9 Non-English
Kirov Tower 124.0 Non-English
Kirov Tower 118.6 Non-English
Kirov Transit Operations 131.7 Non-English

*ATIS 134.9 Russian only	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt (hgt): 2790' (2311')
Apt Elev 486'	1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2450' (1971') within the visual maneuvering area.

ARNUS 1A [ARNU1A], POBEG 1A [POBE1A]

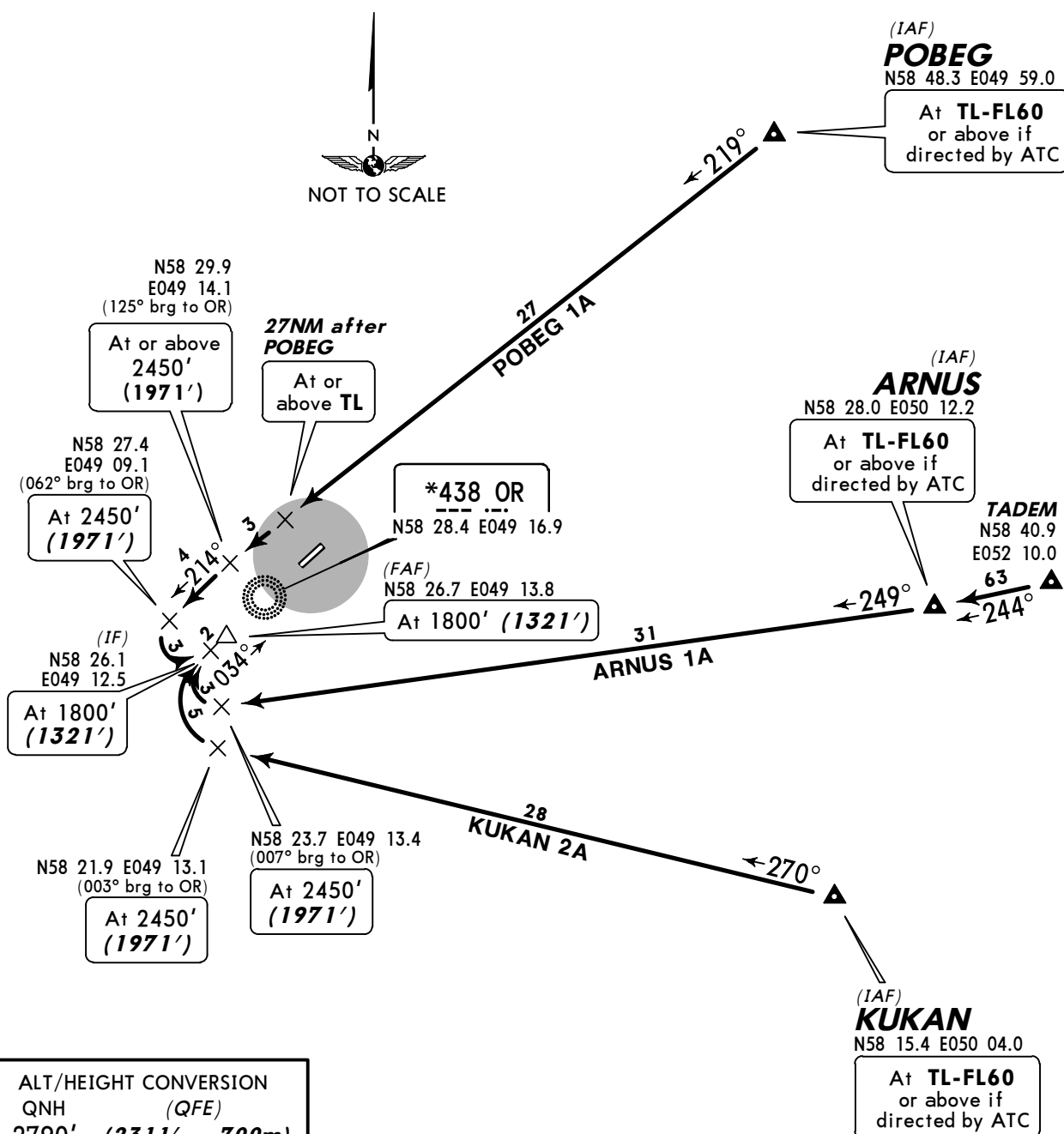
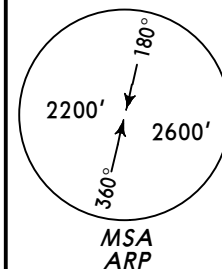
CAT A & B

KUKAN 2A [KUKA2A]

RWY 03 ARRIVALS

WITH RADAR CONTROL

FOR RUSSIAN USERS ONLY



*ATIS
134.9
Russian only

Apt Elev
486'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40

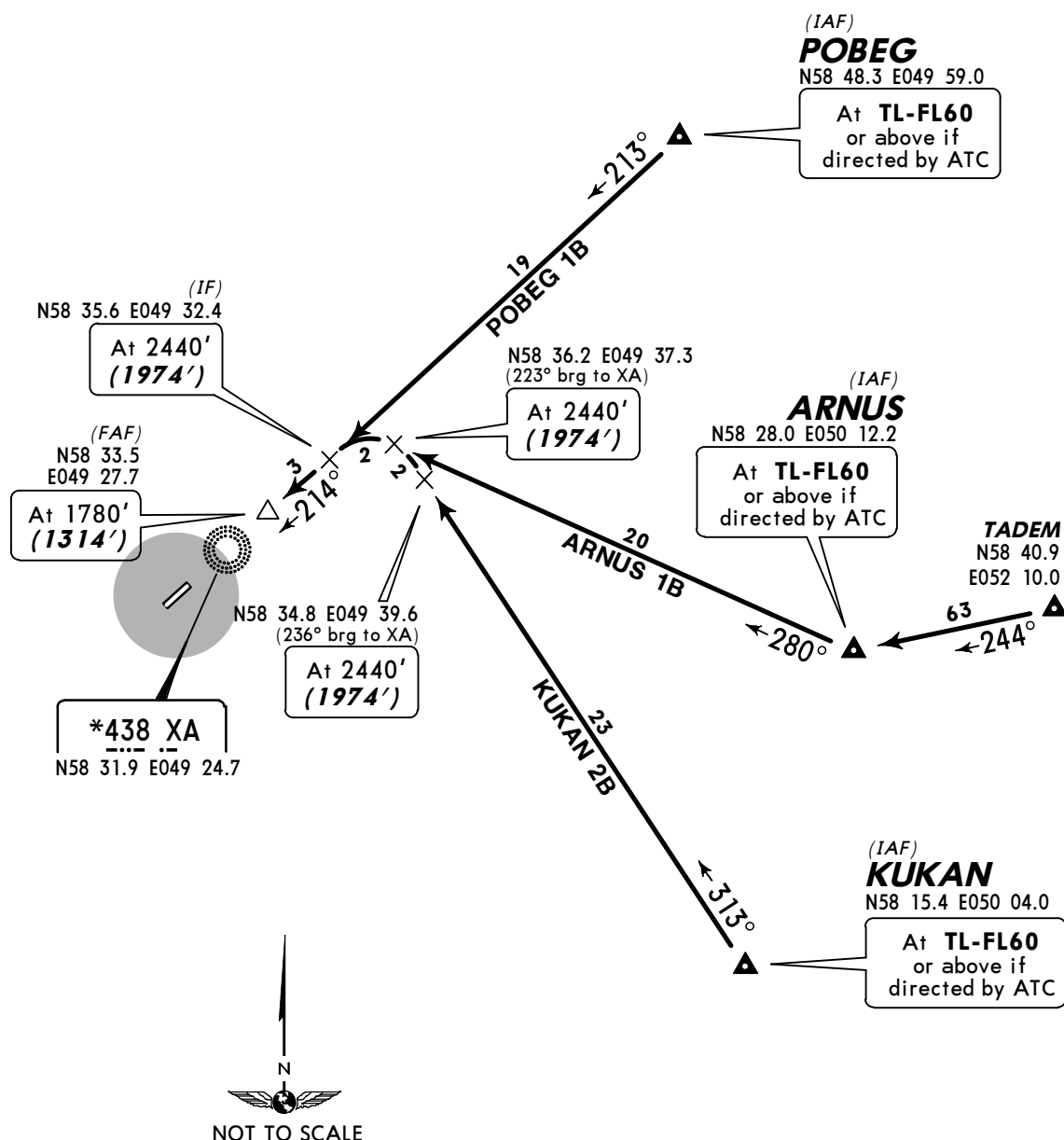
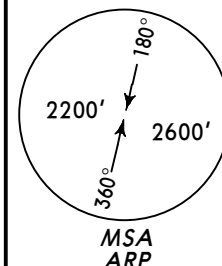
FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' **(2324')**

1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2440' (1974') within the visual maneuvering area.

**ARNUS 1B [ARNU1B]
KUKAN 2B [KUKA2B]
POBEG 1B [POBE1B]
RWY 21 ARRIVALS
WITH RADAR CONTROL
FOR RUSSIAN USERS ONLY**



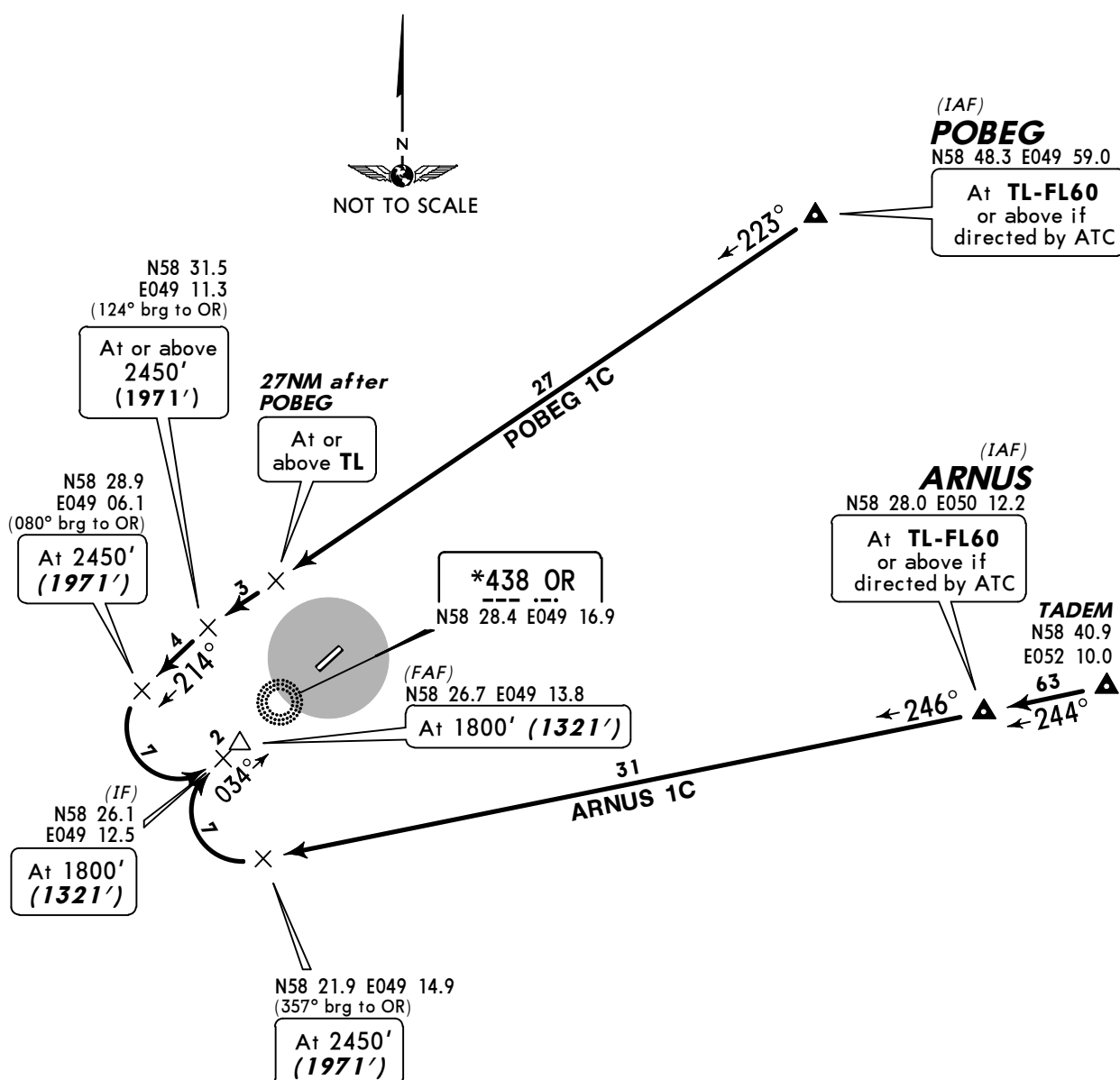
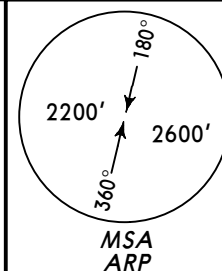
ALT/HEIGHT CONVERSION	
QNH	(QFE)
2790'	(2324' - 700m)
2440'	(1974' - 600m)
1780'	(1314' - 400m)

*ATIS 134.9 Russian only	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt (hgt): 2790' (2311')
Apt Elev 486'	1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2450' (1971') within the visual maneuvering area.

ARNUS 1C [ARNU1C]
POBEG 1C [POBE1C]
RWY 03 ARRIVALS
WITH RADAR CONTROL

CAT C & D

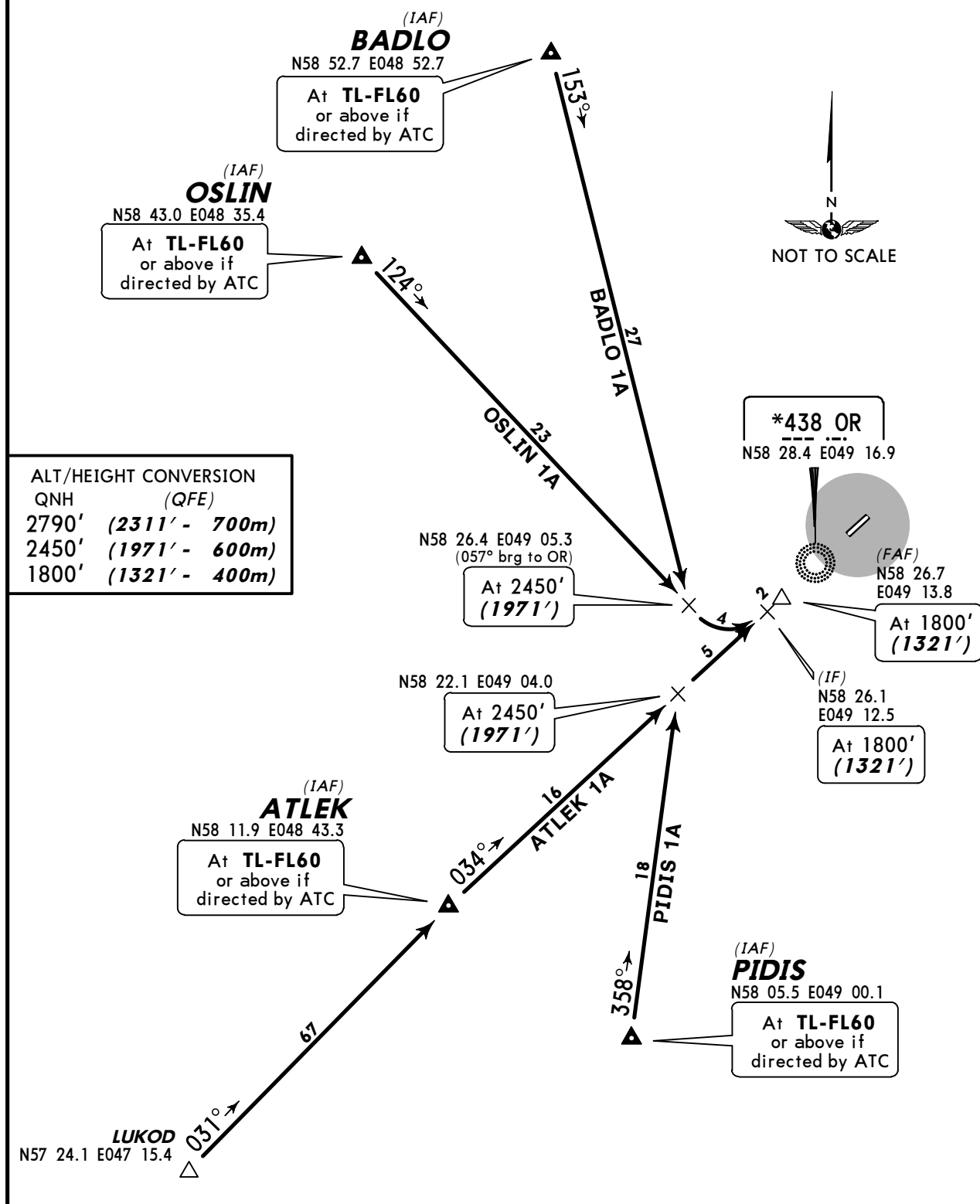
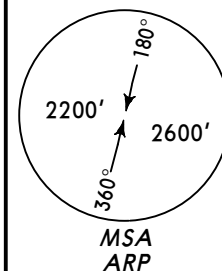
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2790'	(2311' - 700m)
2450'	(1971' - 600m)
1800'	(1321' - 400m)

*ATIS 134.9 Russian only	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt (hgt): 2790' (2311')
Apt Elev 486'	1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2450' (1971') within the visual maneuvering area.

**ATLEK 1A [ATLE1A], BADLO 1A [BADL1A]
OSLIN 1A [OSLI1A], PIDIS 1A [PIDI1A]
RWY 03 ARRIVALS
WITH RADAR CONTROL
FOR RUSSIAN USERS ONLY**



*ATIS
134.9
Russian onlyApt Elev
486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' (2324')

1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2440' (1974') within the visual maneuvering area.

ATLEK 1B [ATLE1B], OSLIN 1B [OSLI1B]
PIDIS 1B [PIDI1B]

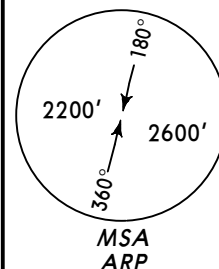
CAT A & B

BADLO 1B [BADL1B]

RWY 21 ARRIVALS

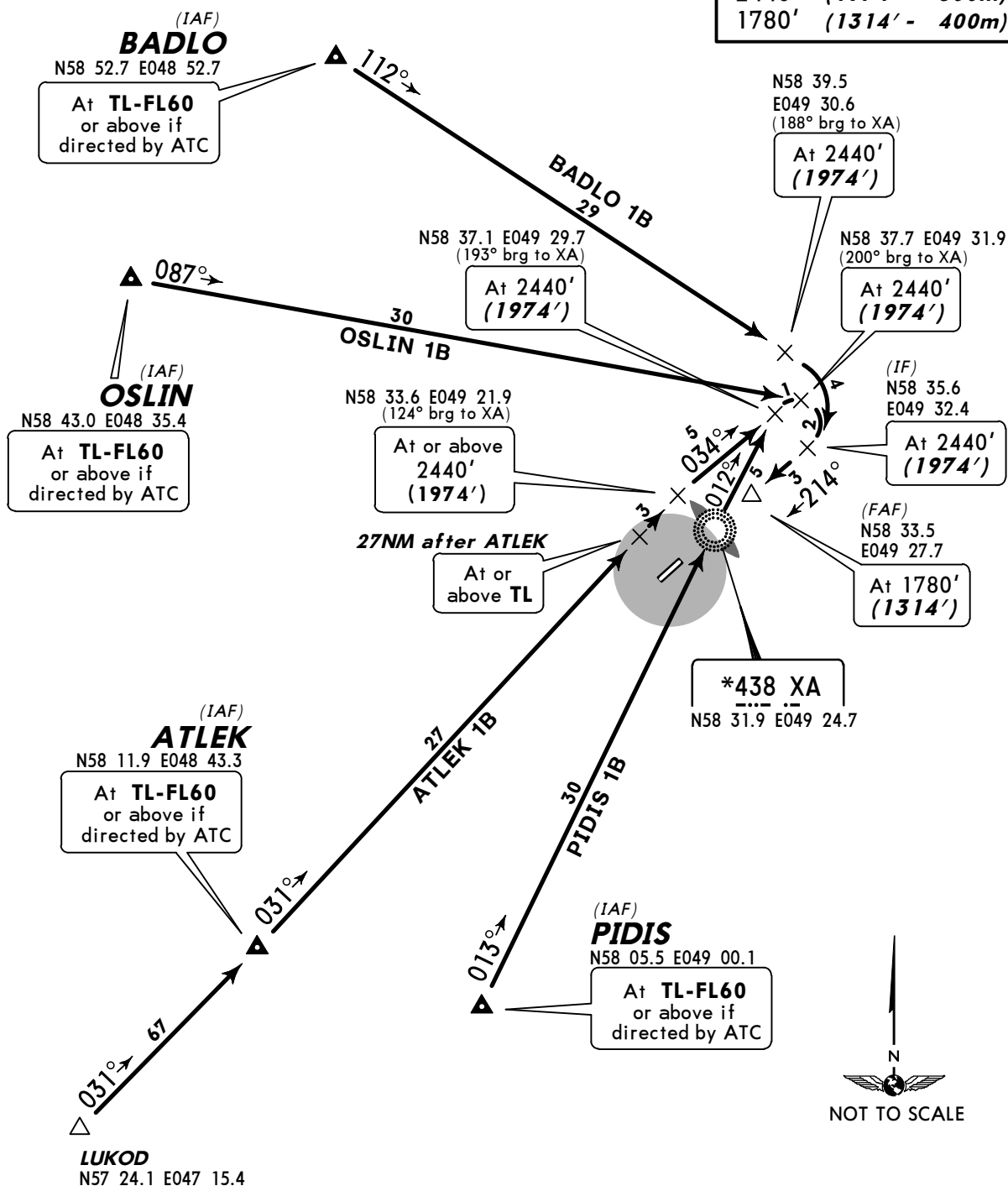
WITH RADAR CONTROL

FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
2790'	(2324' - 700m)
2440'	(1974' - 600m)
1780'	(1314' - 400m)



*ATIS
134.9
Russian onlyApt Elev
486'Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

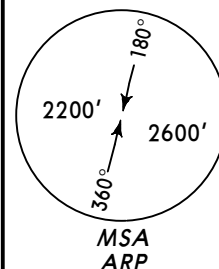
FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' **(2324')**

1. ATC will issue vectors to ensure separation. 2. When being vectored, descend with vertical speed min 5m/s, min bank 10° for all turns. 3. Arrival for 2NDB or NDB approach: use standard procedures to LOM. 4. Arrival for visual approach: direct to LMM, descending to 2440' (1974') within the visual maneuvering area.

**ATLEK 1D [ATLE1D], OSLIN 1D [OSLI1D]
PIDIS 1D [PIDI1D]
RWY 21 ARRIVALS
WITH RADAR CONTROL**

CAT C & D

FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION
QNH (QFE)
2790' (2324' - 700m)
2440' (1974' - 600m)
1780' (1314' - 400m)

(IAF)

OSLIN

N58 43.0 E048 35.4

At **TL-FL60**
or above if
directed by ATC

084°

29
OSLIN 1DN58 35.1 E049 19.4
(124° brg to XA)

At or above
2440'
(1974')

27NM after ATLEK
At or above TL

(IAF)

ATLEK

N58 11.9 E048 43.3

At **TL-FL60**
or above if
directed by ATC

027°

031° 67

013°

013°

013°

013°

N58 38.7 E049 27.0
(176° brg to XA)

At 2440'
(1974')

N58 39.5 E049 30.6
(188° brg to XA)

At 2440'
(1974')

(IF)

N58 35.6 E049 32.4

At 2440'
(1974')

(FAF)

N58 33.5 E049 27.7

At 1780'
(1314')

***438 XA**

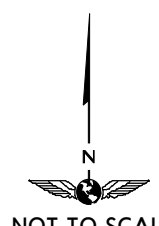
N58 31.9 E049 24.7

(IAF)

PIDIS

N58 05.5 E049 00.1

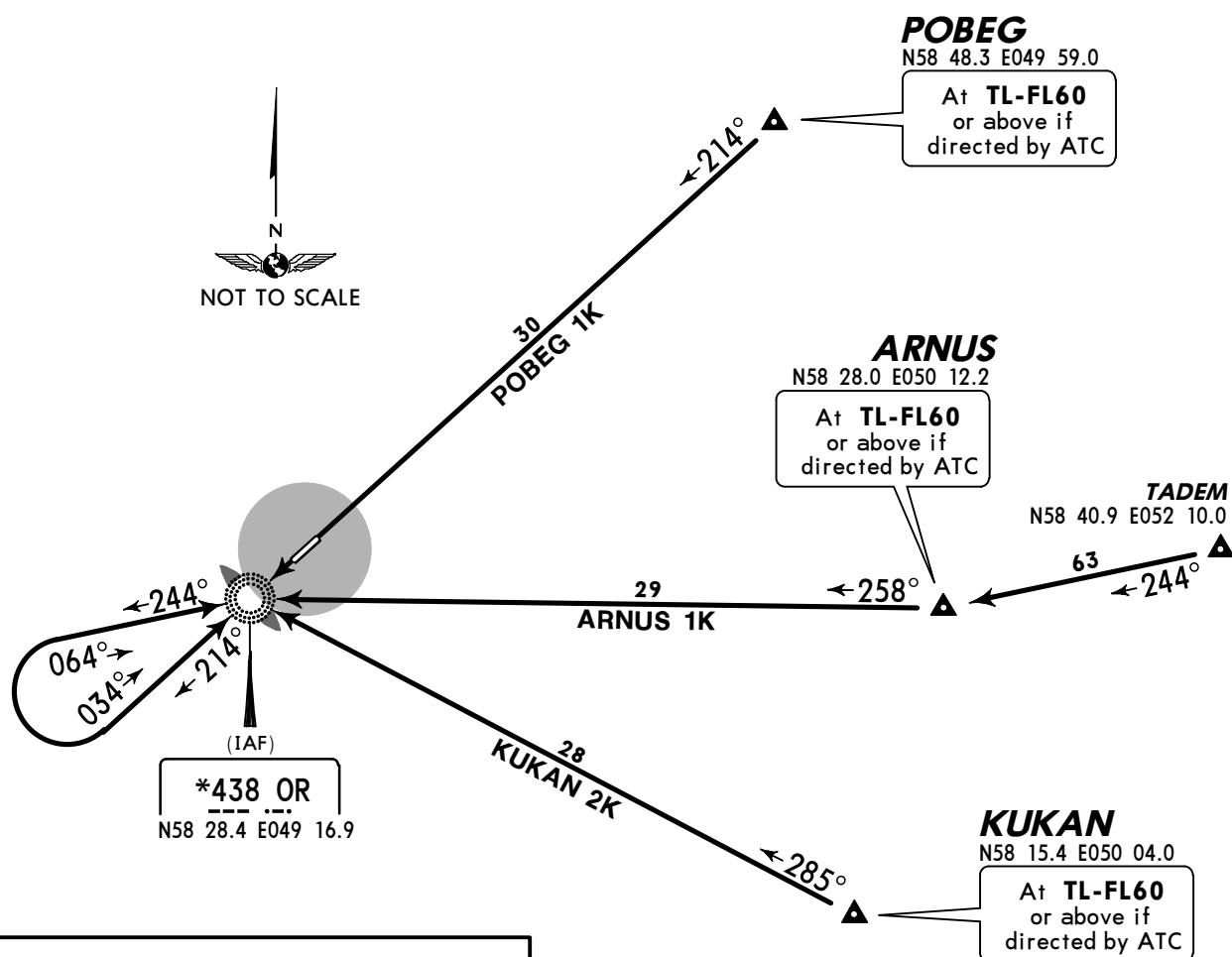
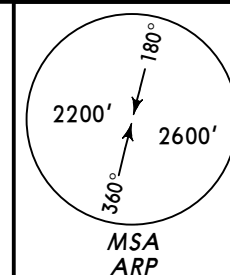
At **TL-FL60**
or above if
directed by ATC



NOT TO SCALE

*ATIS 134.9 Russian only	<i>Apt Elev</i> 486'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL40 FL50 if pressure is less than 747mm (995.9 hPa) FL60 if pressure is less than 720mm (959.9 hPa) Trans alt (hgt): 2790' (2311')
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ARNUS 1K [ARNU1K]
KUKAN 2K [KUKA2K]
POBEG 1K [POBE1K]
RWY 03 ARRIVALS
WITHOUT RADAR CONTROL
FOR RUSSIAN USERS ONLY

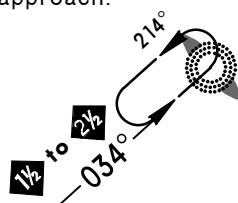


HOLDING OVER OR

KIROV Control (East) provides ATC in the holding area at or above FL70.

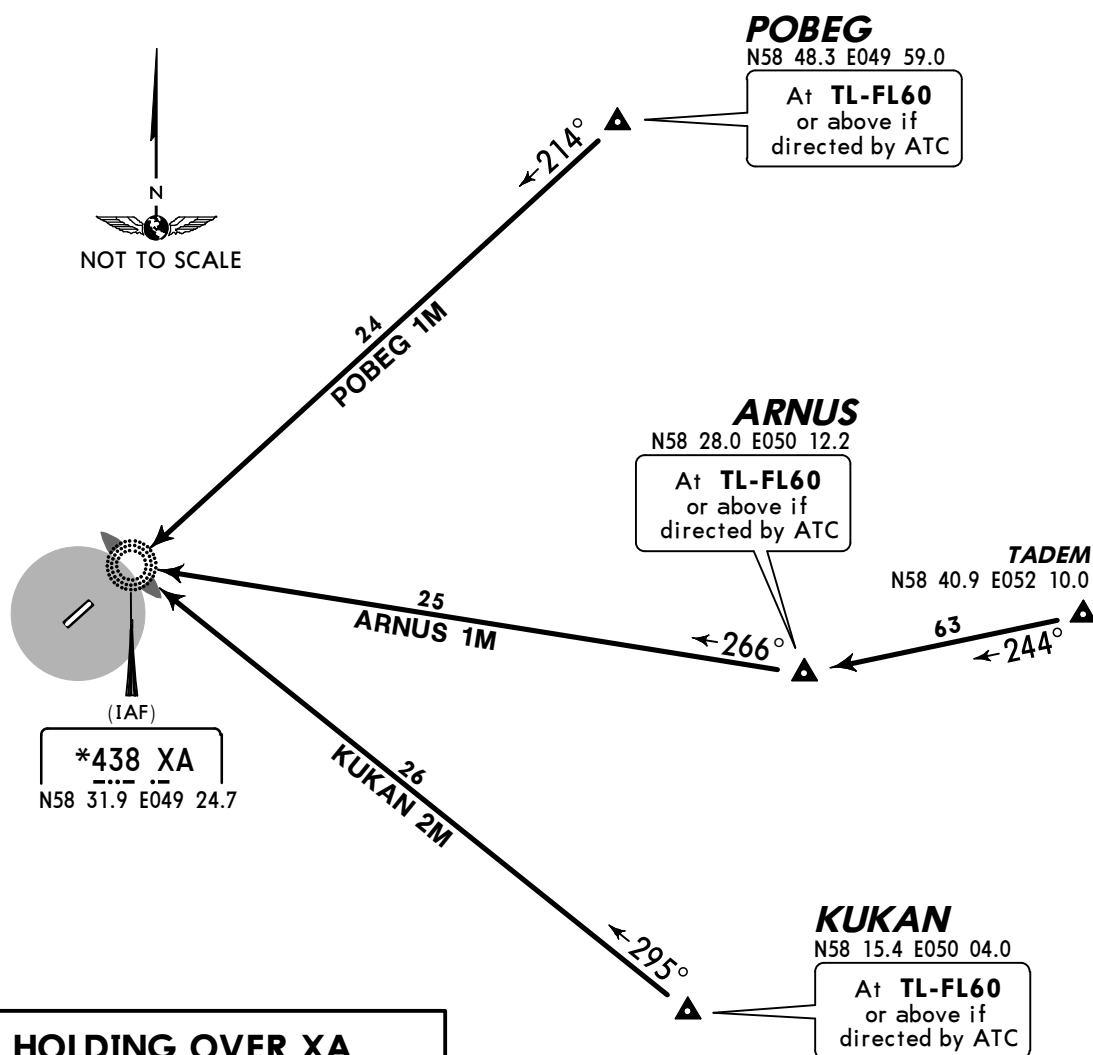
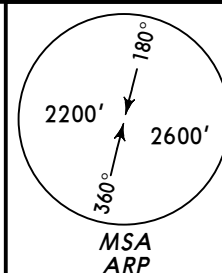
Leave holding area on 034° track when indicated by ATC.

Out of turn: overflying OR turn RIGHT, to OR descending to TL, proceed on racetrack approach.



ALT/HEIGHT CONVERSION
QNH (QFE)
2790' (2311' - 700m)

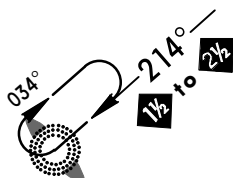
STAR	ROUTING
ARNUS 1K KUKAN 2K	Overfly OR at or above TL, 244° track for 1,5min, turn LEFT to OR, at OR proceed to racetrack approach or hold.
POBEG 1K	Overfly OR at or above TL, 214° track for 1,5min, turn RIGHT to OR, at OR proceed to racetrack approach or hold.

*ATIS
134.9
Russian onlyApt Elev
486'Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL40
FL50 if pressure is less than 747mm (995.9 hPa)
FL60 if pressure is less than 720mm (959.9 hPa)
Trans alt (hgt): 2790' (2324')ARNUS 1M [ARNU1M]
KUKAN 2M [KUKA2M]
POBEG 1M [POBE1M]
RWY 21 ARRIVALS
WITHOUT RADAR CONTROL
FOR RUSSIAN USERS ONLY**HOLDING OVER XA**

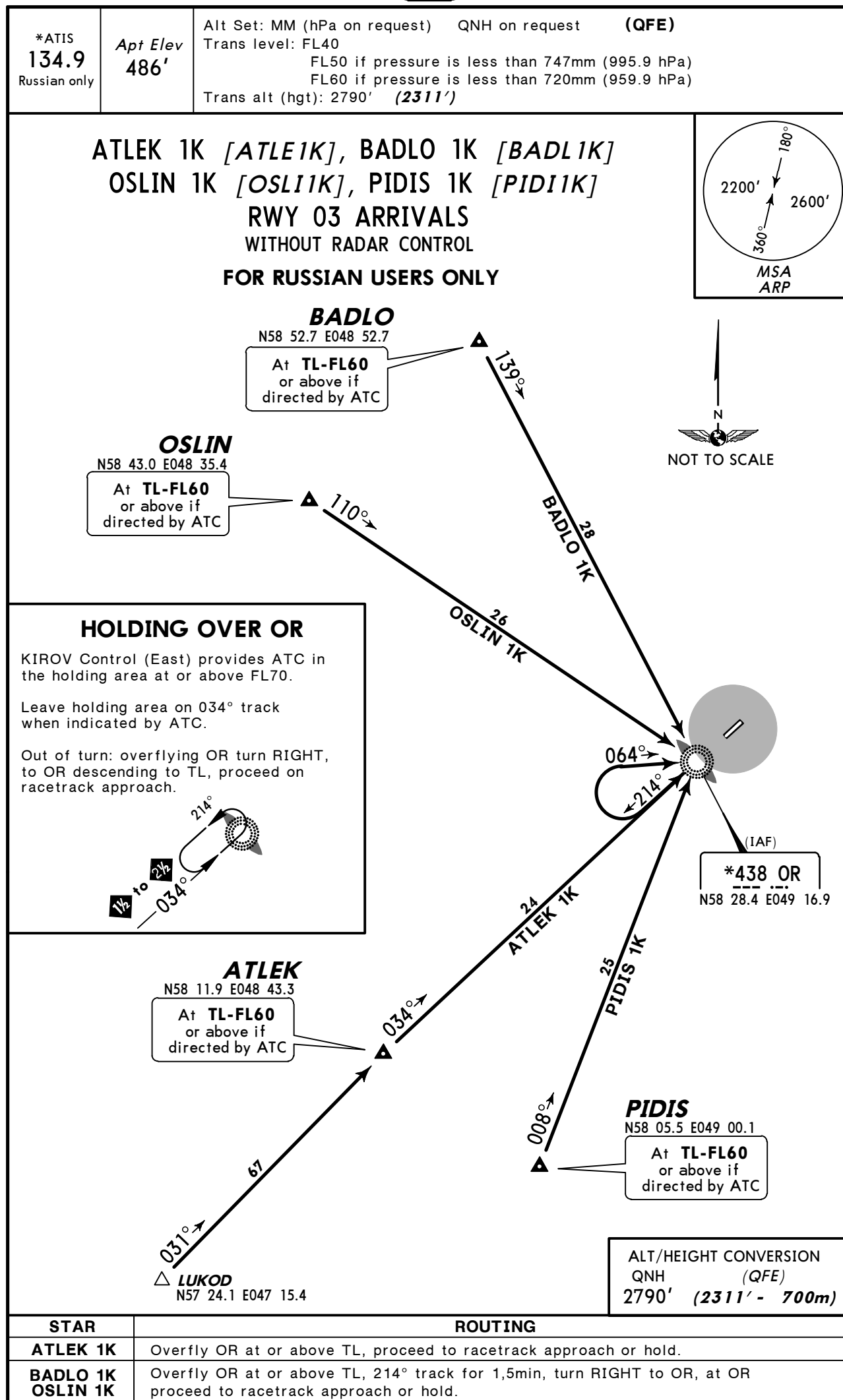
KIROV Control (East) provides ATC in the holding area at or above FL70.

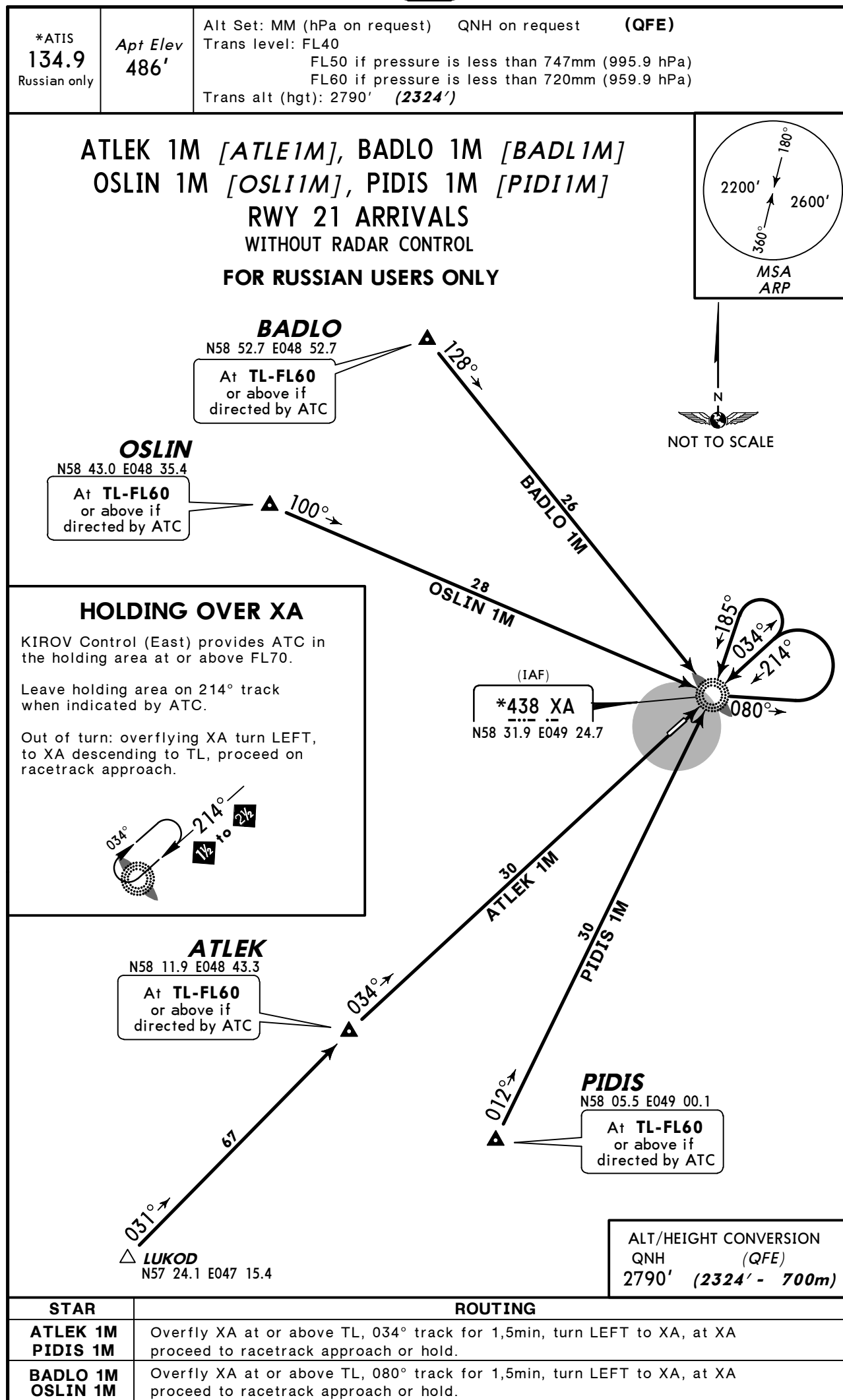
Leave holding area on 214° track when indicated by ATC.

Out of turn: overflying XA turn LEFT, to XA descending to TL, proceed on racetrack approach.

ALT/HEIGHT CONVERSION
QNH (QFE)
2790' (2324' - 700m)**ROUTING**

Overfly XA at or above TL, proceed to racetrack approach or hold.





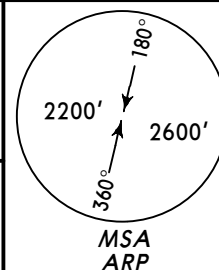
Apt Elev
486'

QNH on request (QFE)

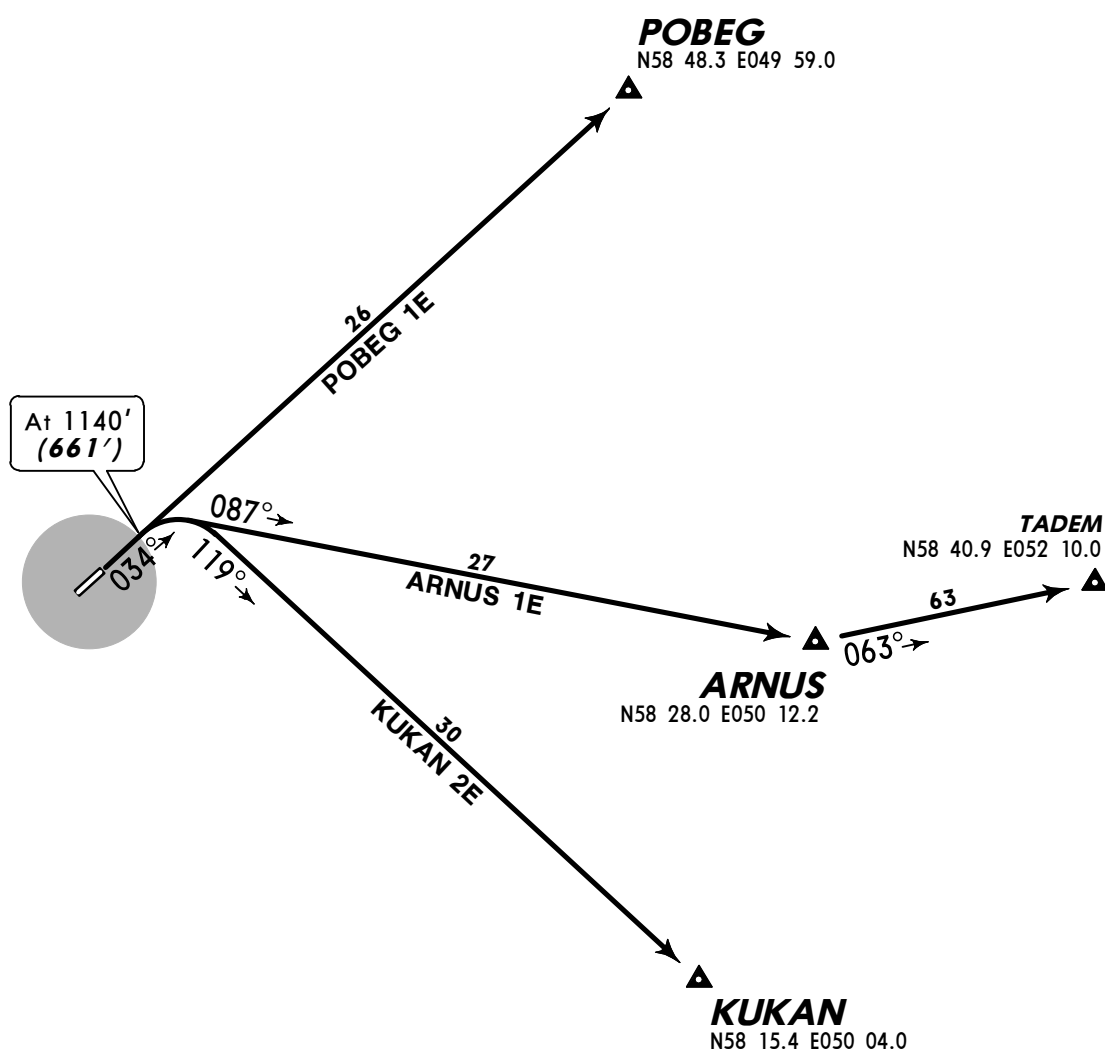
Trans level: FL40

FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' **(2311')**

ARNUS 1E [ARNU1E]
KUKAN 2E [KUKA2E]
POBEG 1E [POBE1E]
RWY 03 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)

1140' (661' - 200m)

2790' (2311' - 700m)

Apt Elev
486'

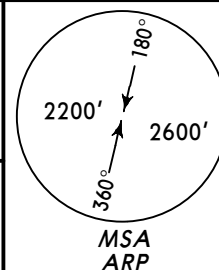
QNH on request (QFE)

Trans level: FL40

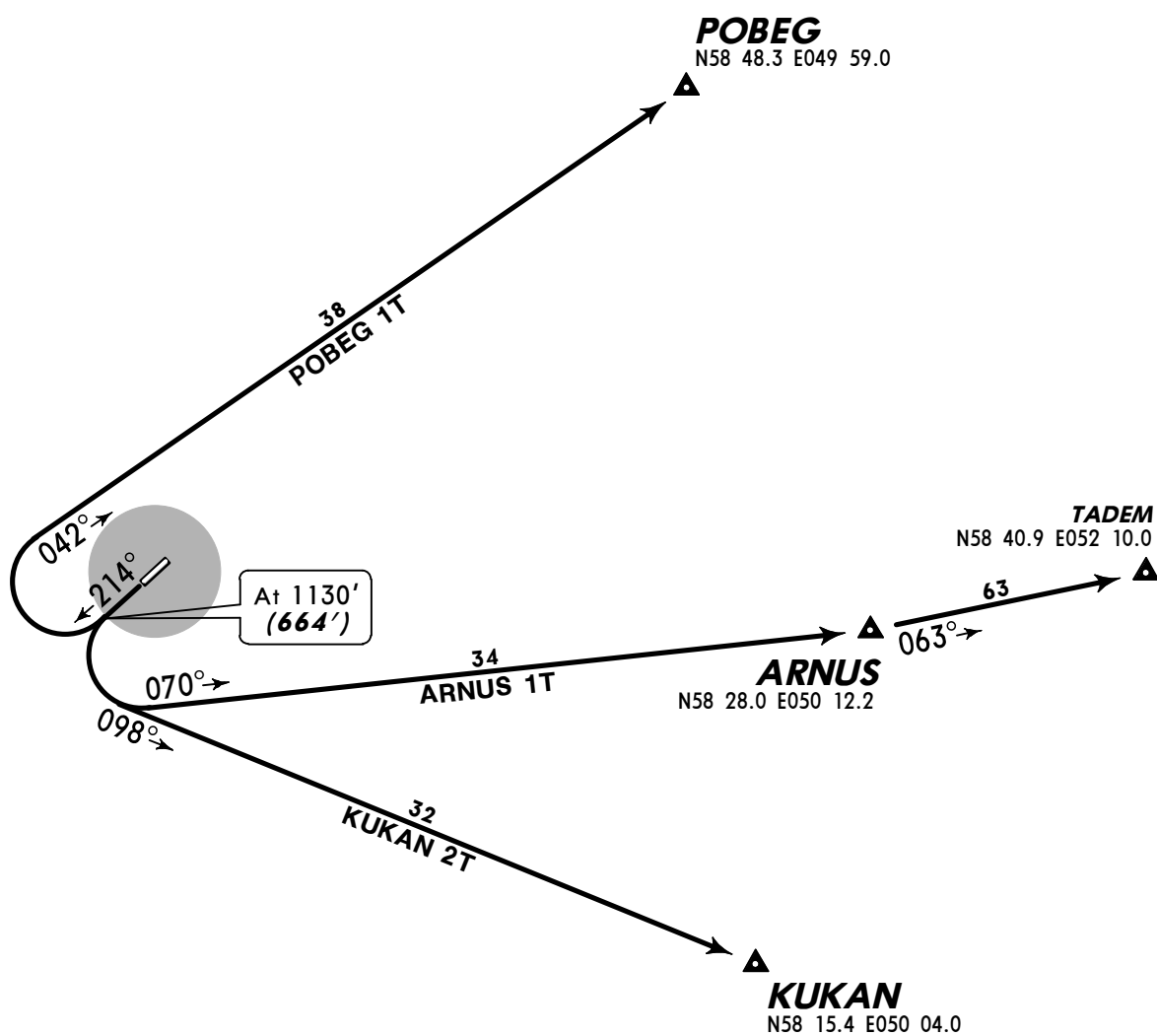
FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' (2324')



ARNUS 1T [ARNU1T]
KUKAN 2T [KUKA2T]
POBEG 1T [POBE1T]
RWY 21 DEPARTURES
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH (QFE)

1130' (664' - 200m)

2790' (2324' - 700m)

Apt Elev
486'

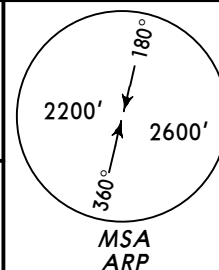
QNH on request (QFE)

Trans level: FL40

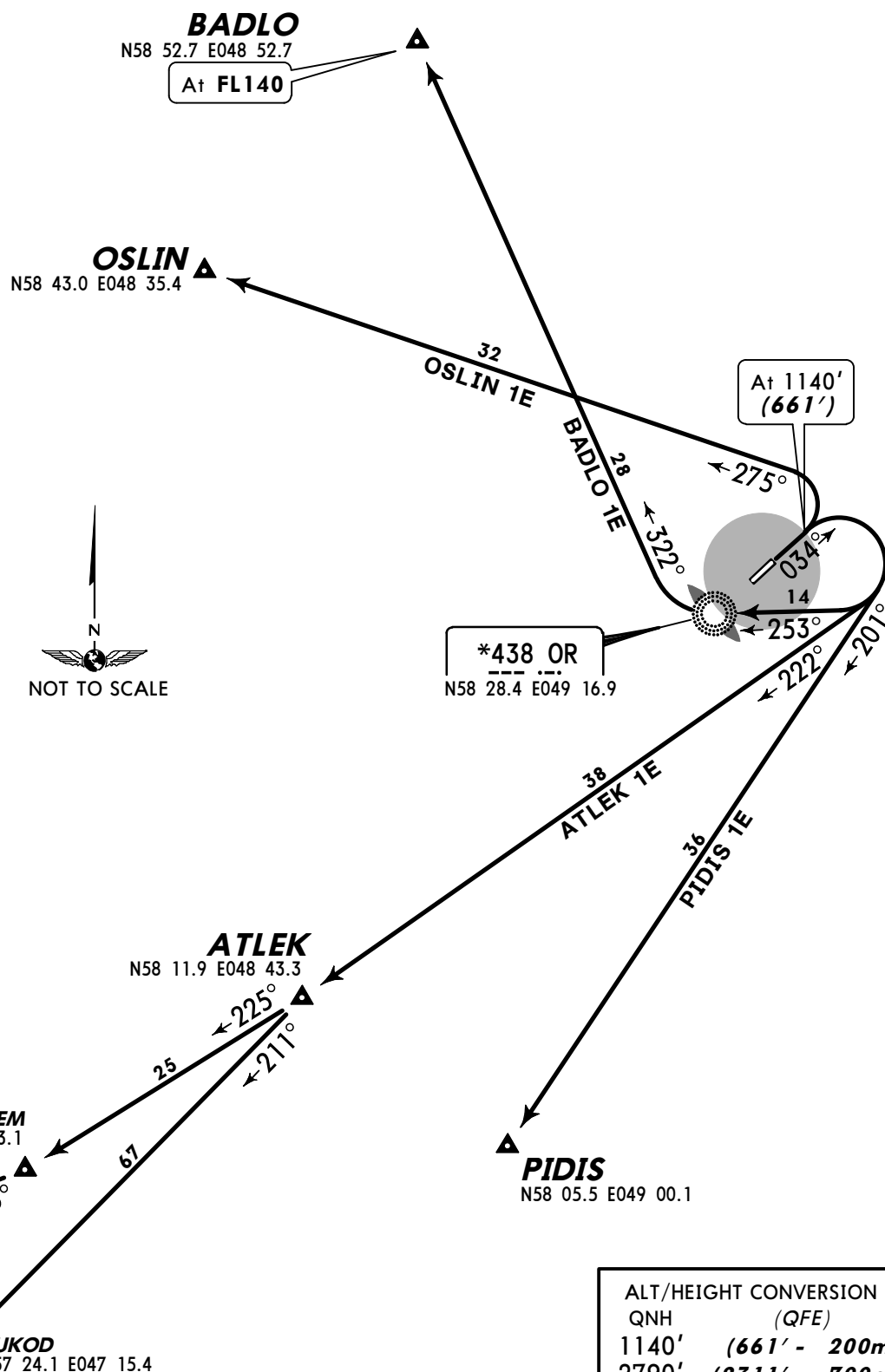
FL50 if pressure is less than 747mm (995.9 hPa)

FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' (2311')



ATLEK 1E [ATLE1E]
BADLO 1E [BADL1E]
OSLIN 1E [OSLI1E]
PIDIS 1E [PIDI1E]
RWY 03 DEPARTURES
FOR RUSSIAN USERS ONLY



Apt Elev
486'

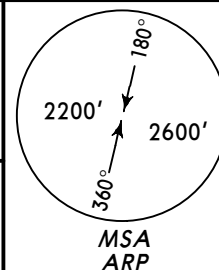
QNH on request (QFE)

Trans level: FL40

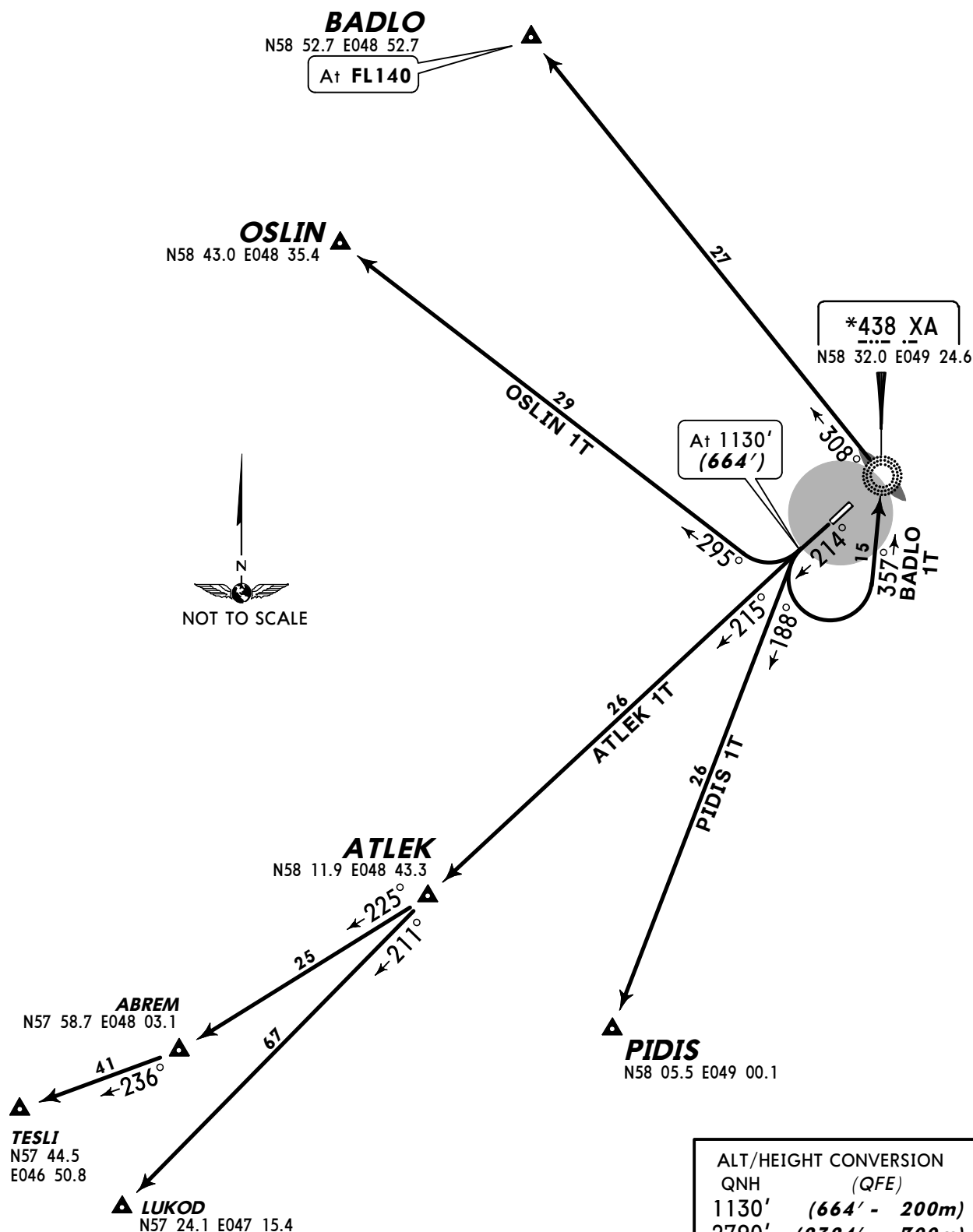
FL50 if pressure is less than 747mm (995.9 hPa)

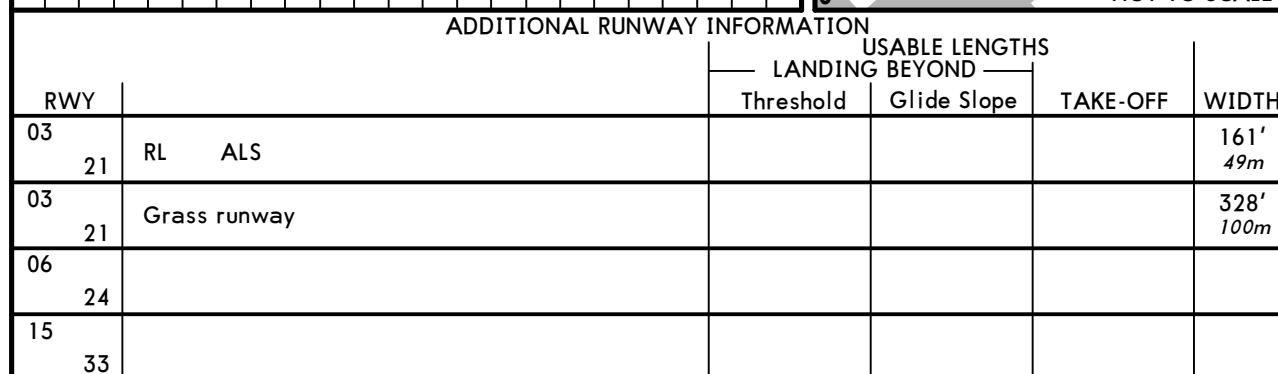
FL60 if pressure is less than 720mm (959.9 hPa)

Trans alt (hgt): 2790' (2324')



ATLEK 1T [ATLE1T]
BADLO 1T [BADL1T]
OSLIN 1T [OSLI1T]
PIDIS 1T [PIDI1T]
RWY 21 DEPARTURES
FOR RUSSIAN USERS ONLY





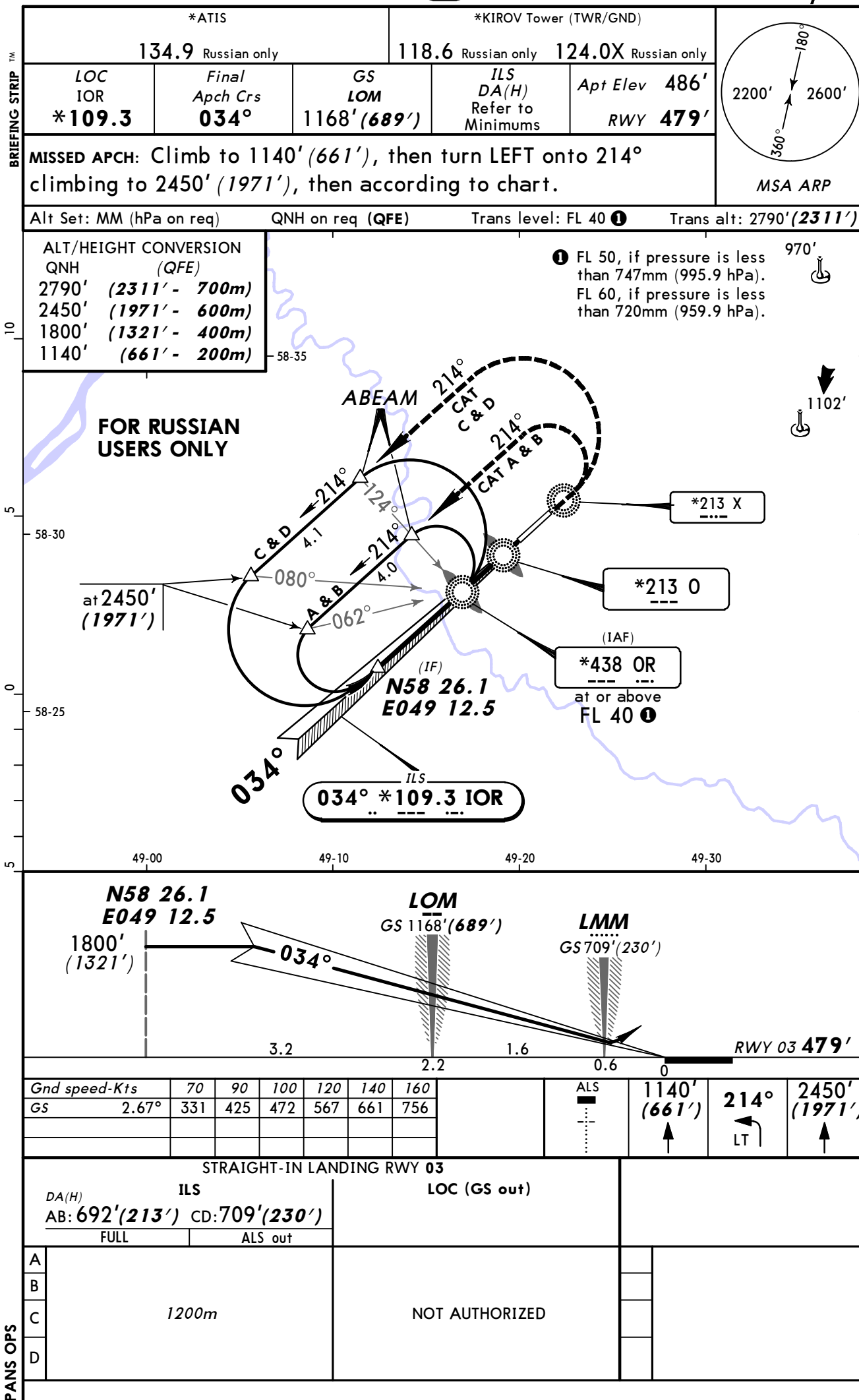
	TAKE-OFF	
	AIR CARRIER (JAA)	
	All Rwys	
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	

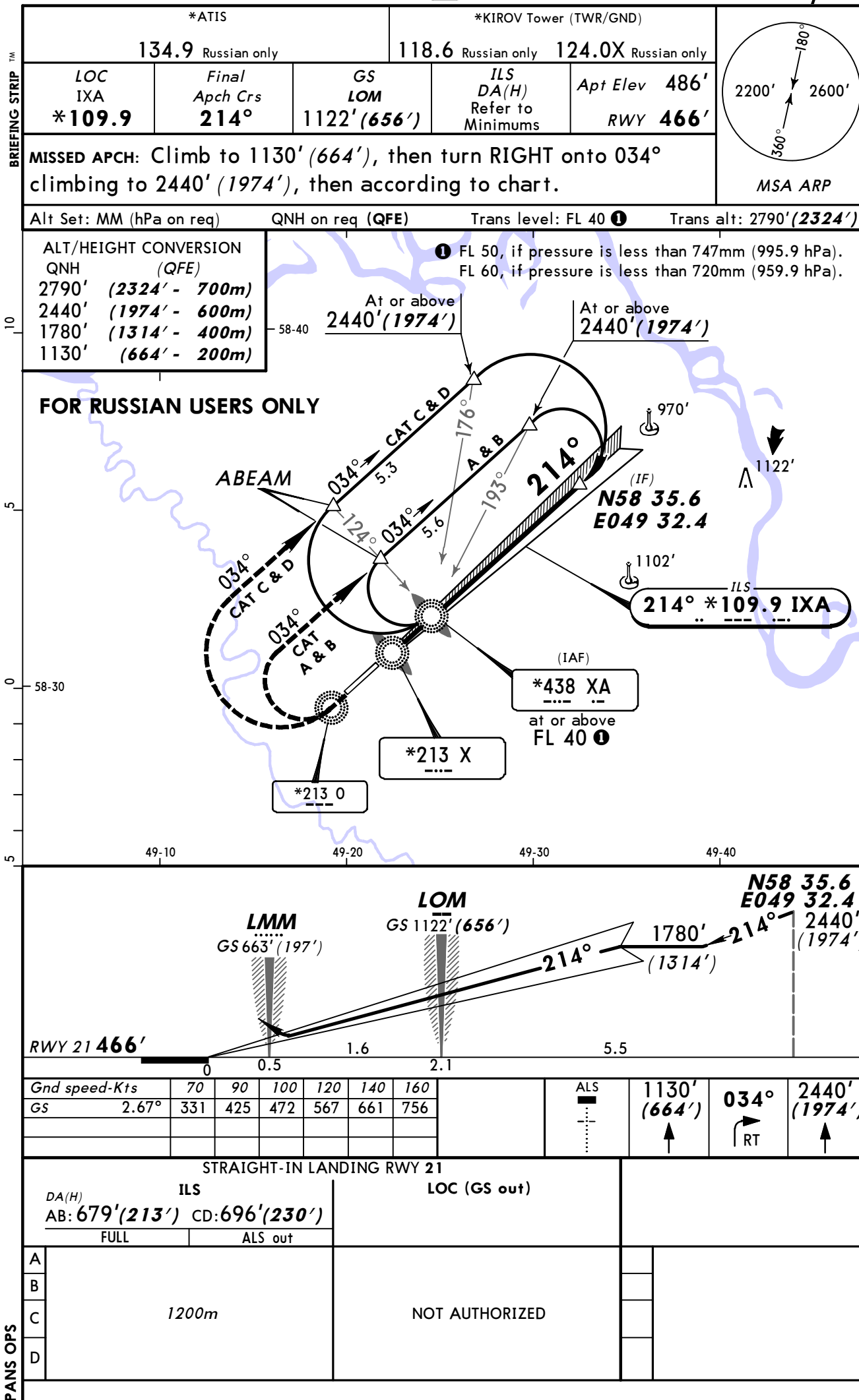
STRAIGHT-IN RWY	A	B	C	D
03 ILS	692' (213') R1000m	692' (213') R1000m	709' (230') R1000m	709' (230') R1000m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
2 NDB ① with FAF	830' (351') R1400m	830' (351') R1400m	830' (351') R1400m	830' (351') R1400m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB ① w/o FAF	830' (351') R1400m	830' (351') R1400m	830' (351') R1400m	830' (351') R1400m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
OR NDB ① with FAF	1140' (661') R1500m	1140' (661') R1500m	1300' (821') C2400m	1300' (821') C2400m
OR NDB ① w/o FAF	1140' (661') C2900m	1140' (661') C2900m	1300' (821') C3600m	1300' (821') C3600m
<i>ALS out</i>	C3100m	C3100m	C3800m	C3800m
O NDB ① with FAF	1210' (731') R1500m	1210' (731') R1500m	1470' (991') C2400m	1470' (991') C2400m
O NDB or X NDB w/o FAF	1210' (731') C3400m	1210' (731') C3400m	1470' (991') C4700m	1470' (991') C4700m
<i>ALS out</i>	C3600m	C3600m	C4900m	C4900m
X NDB ① with FAF	1140' (661') R1500m	1140' (661') R1500m	1470' (991') C2400m	1470' (991') C2400m
21 ILS	679' (213') R1000m	679' (213') R1000m	696' (230') R1000m	696' (230') R1000m
<i>ALS out</i>	R1200m	R1200m	R1200m	R1200m
LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
2 NDB ① with FAF	820' (354') R1400m	820' (354') R1400m	820' (354') R1400m	820' (354') R1400m
<i>ALS out</i>	R1500m	R1500m	R1600m	R1600m
2 NDB ① w/o FAF	820' (354') R1400m	820' (354') R1400m	820' (354') R1400m	820' (354') R1400m
<i>ALS out</i>	R1600m	R1600m	R1600m	R1600m
XA NDB ① with FAF	1130' (664') R1500m	1130' (664') R1500m	1290' (824') C2400m	1290' (824') C2400m
XA NDB ① w/o FAF	1130' (664') C2900m	1130' (664') C2900m	1290' (824') C3600m	1290' (824') C3600m
<i>ALS out</i>	C3100m	C3100m	C3800m	C3800m
X NDB ① with FAF	1190' (724') R1500m	1190' (724') R1500m	1320' (854') C2400m	1320' (854') C2400m
X NDB w/o FAF	1190' (724') C3400m	1190' (724') C3400m	1320' (854') C4200m	1320' (854') C4200m
<i>ALS out</i>	C3600m	C3600m	C4400m	C4400m
O NDB ① with FAF	1320' (854') R1500m	1320' (854') R1500m	1460' (994') C2400m	1460' (994') C2400m
O NDB w/o FAF	1320' (854') C4000m	1320' (854') C4000m	1460' (994') C4700m	1460' (994') C4700m
<i>ALS out</i>	C4200m	C4200m	C4900m	C4900m

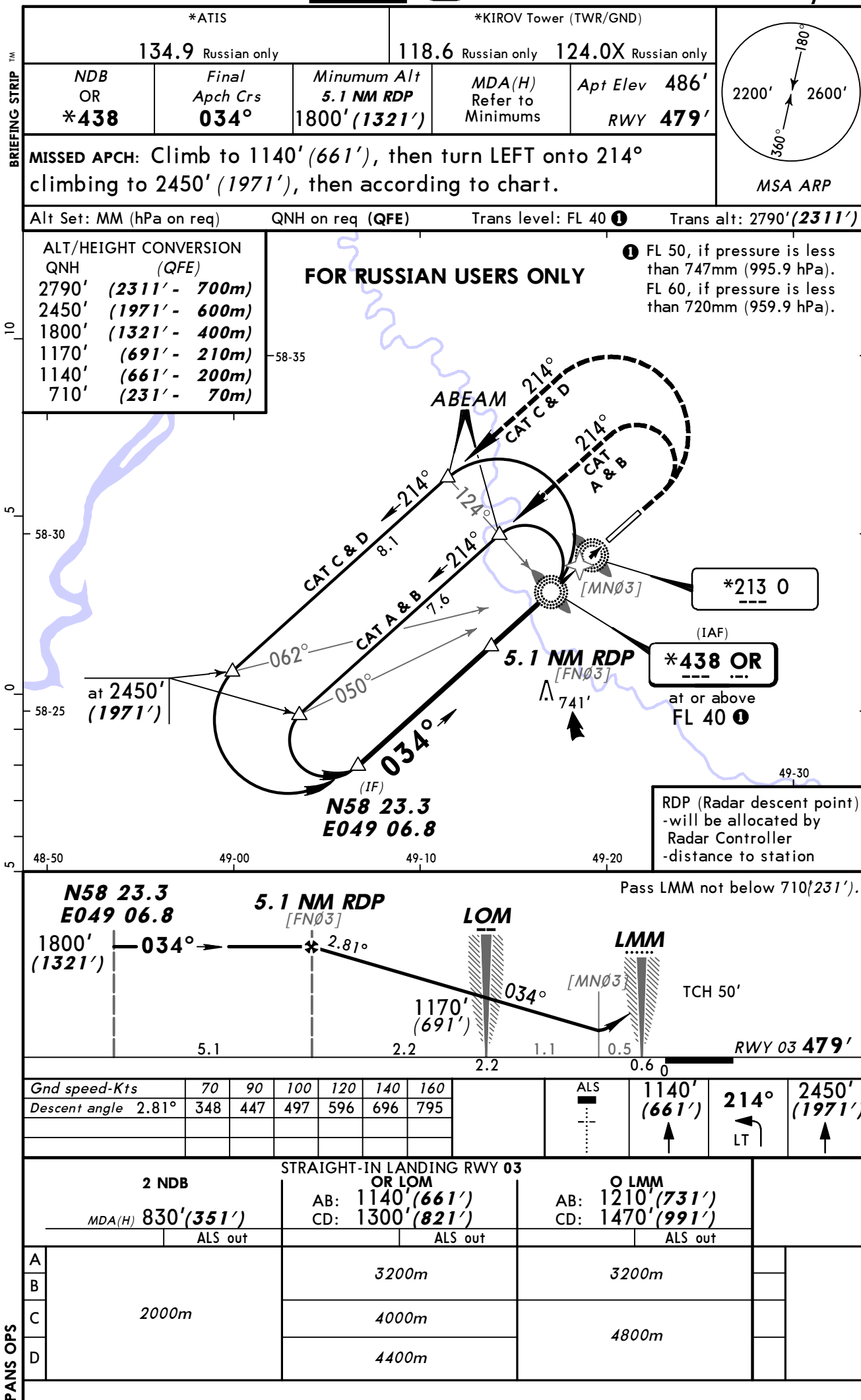
① Continuous Descent Final Approach.

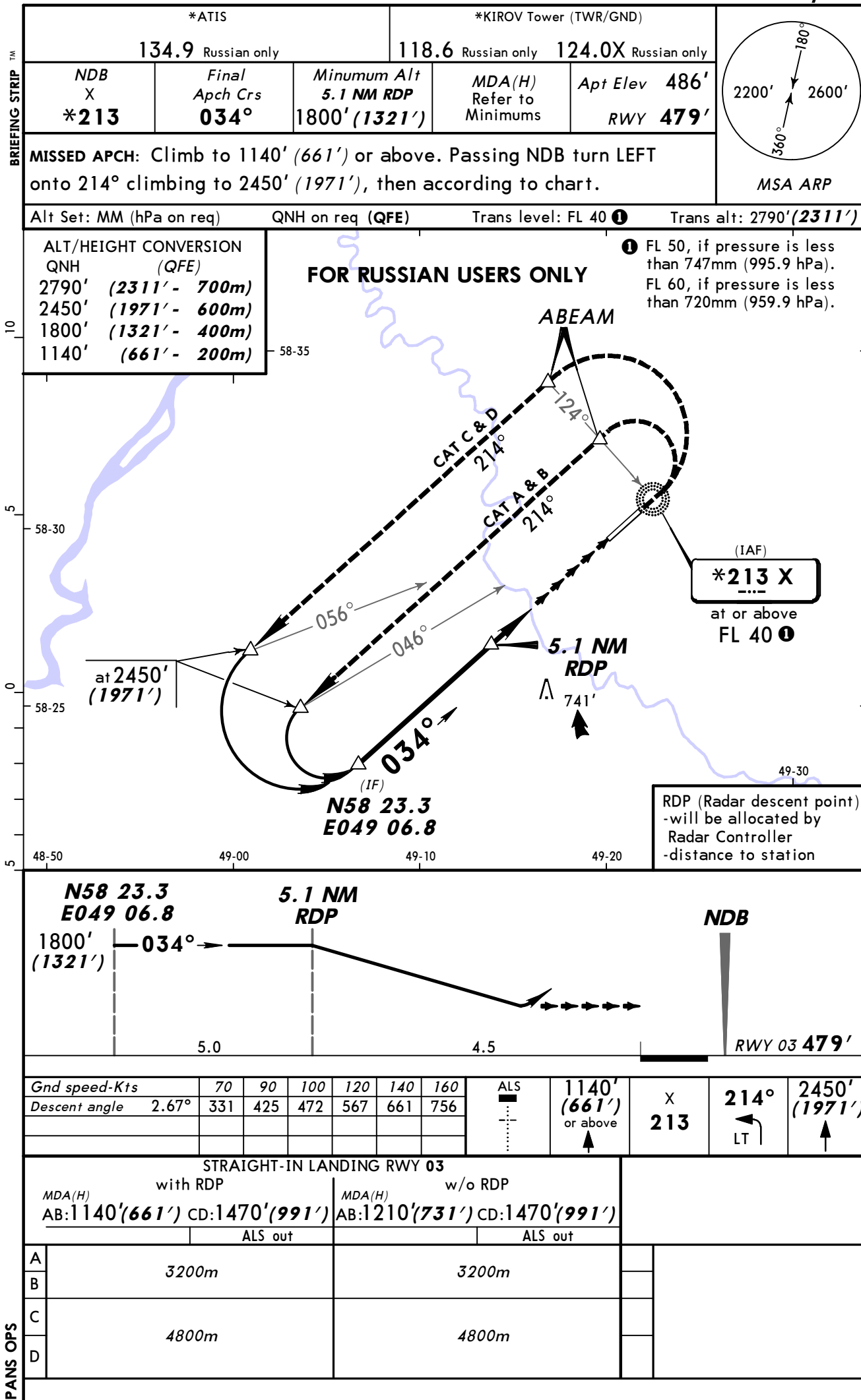
TAKE-OFF RWY 03, 21

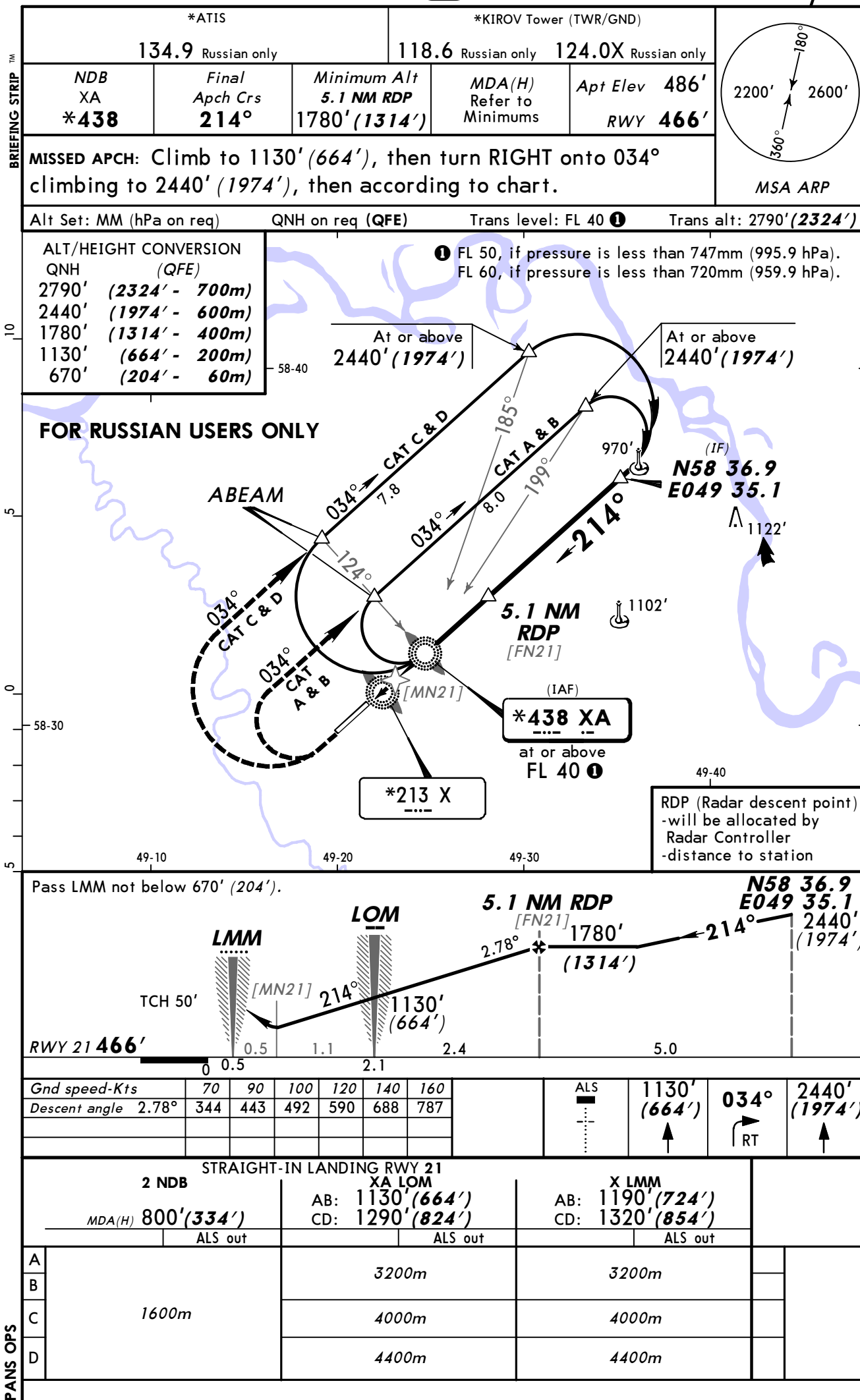
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		











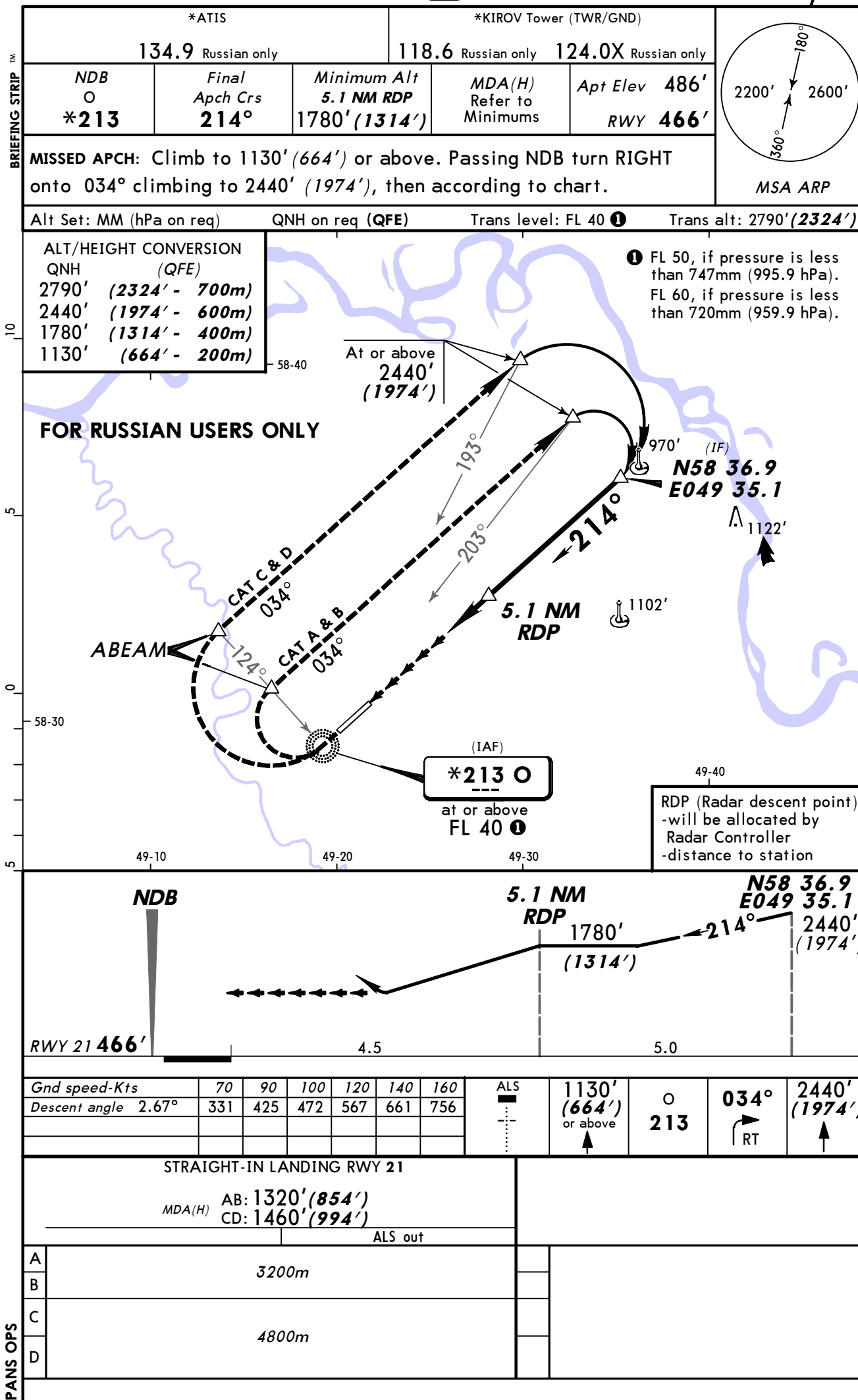


Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KIROV, (POBEDILOVO - USKK)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport USKK