

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UMKK

Terminal Charts For UMKK

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: KALININGRAD RUS
ICAO/IATA: UMKK / KGD
Lat/Long: N54° 53.40', E020° 35.55'
Elevation: 43 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 5.0° 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: 0159 Z
Sunset: 1919 Z

Runway Information

Runway: 06
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 43 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 8202 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS

Communication Information

ATIS: 122.050 Non-English
ATIS: 122.475
Kaliningrad Tower: 129.425 Secondary
Kaliningrad Tower: 127.200
Kaliningrad Tower: 129.000 Secondary
Kaliningrad Approach: 126.000
Kaliningrad Approach: 128.500 Secondary
Kaliningrad Approach: 129.000 Secondary
Kaliningrad Transit Operations: 131.700 Non-English

UMKK/KGD
KHRABROVO

JEPPESEN
12 SEP 14 10-1P

KALININGRAD, RUSSIA
Eff 18 Sep AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 122.47
ATIS 122.05 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Noise abatement procedures shall be carried out by crews of all ACFT.

1.2.2. REVERSE THRUST

Reverse thrust, with the exception of idle thrust, to be used for safety reasons only.

1.2.3. ENGINE WARM-UP AND RUN-UP

Warm-up and run-up of engines by permission of TWR. Warm-up of engines shall be executed at the RWY holding position or line-up position.

1.3. LOW VISIBILITY PROCEDURES

LVP shall be implemented by ATC when meteorological VIS is 1000m or less.

The flight crew of arriving ACFT must report execution of landing and RWY vacated.

Without additional instructions ACFT are not allowed to hold closer to the RWY than RWY holding position limit that is the limit of ILS critical area.

When VIS is 400m or less, assistance from Follow-me car is mandatory.

1.4. TAXI PROCEDURES

All movements of ACFT by TWR instruction only.

1.5. PARKING INFORMATION

For taxiing in and out of stands marshaller required.

1.6. OTHER INFORMATION

Birds.

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JEPPESEN
12 SEP 14 (10-1P1)

KALININGRAD, RUSSIA
Eff 18 Sep AIRPORT BRIEFING

2. ARRIVAL

2.1. GENERAL

ATS permission has to be obtained before entering CTA and CTR.

2.2. SPEED RESTRICTIONS

Speed regulations must be terminated on final APCH before 3.8NM from landing RWY.

2.3. NOISE ABATEMENT PROCEDURES

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

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

The procedures stated above shall not be observed when

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

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

2.4. VISUAL MANOEUVRING (CIRCLING) APCH

ATS can assign restrictions on visual manoeuvring (circling):

Final APCH track interception at assigned distance or assigned height. If unable to comply, report to ATS.

If visual orientation is lost while circling, report to ATS immediately.

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12 SEP 14

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10-1P2

Eff 18 Sep

KALININGRAD, RUSSIA
AIRPORT BRIEFING**3. DEPARTURE****3.1. START-UP**

By permission of TWR only.

Start-up of gas turbines at indicated start-up points only.

3.2. NOISE ABATEMENT PROCEDURES

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

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

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

The reduction of engine power shall not be applied until

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

3.3. ASSIGNED TAKE-OFF TIME

When take-off time is assigned, it must be observed with accuracy of up to 1 minute.

3.4. REPORT AFTER TAKE-OFF

Report airborne, assigned SID or direction (heading) to compulsory reporting point, the current height (flight level).

UMKK/KGD
KHRABROVO

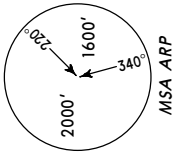
JEPPesen
12 SEP 14 (10-2A)

Eff 18 Sep

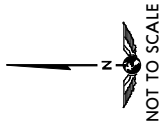
KALININGRAD, RUSSIA
STAR

ATIS 122.47 (Russian 122.05)	Apt Elev 43'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above Trans alt: 3330' (3299')
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BENAL 1A [BENA1A]
NEDRA 1A [NEDR1A]
RUTAM 1A [RUTA1A]
TARUN 1A [TARU1A]
URAMA 1A [URAM1A]
RWY 24 ARRIVALS



Direct distance from KR to:
Khrabrovo Apt 3 NM



(IAF)
840 KR
N54 54.6 E020 40.3
A1
2990'
(2959')

KHRABROVO
(H)
117.05 KR
N54 53.6 E020 36.0

TARUN
N54 54.0 E019 36.0
(KR R-267/D34.5)

35
BENAL 1A
278°
N54 46.7 E021 38.6
(KR R-096/D36.7)

21
NEDRA 1A
303°
N54 42.0 E021 08.7
(KR R-117/D22.1)

17
RUTAM 1A
357°

168°
MHA FL50
MAX FL265
348°
RUTAM
N54 37.2 E020 39.0
(KR R-169/D16.5)

30
URAMA 1A

045°
MHA FL50
MAX FL265
226°
URAMA
N54 36.5 E019 59.4
(KR R-227/D27.2)

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

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JEPPESSEN

KALININGRAD, RUSSIA

12 SEP 14

(10-2B)

Eff 18 Sep

STAR

ATIS

122.47

(Russian 122.05)

Apt Elev

43'

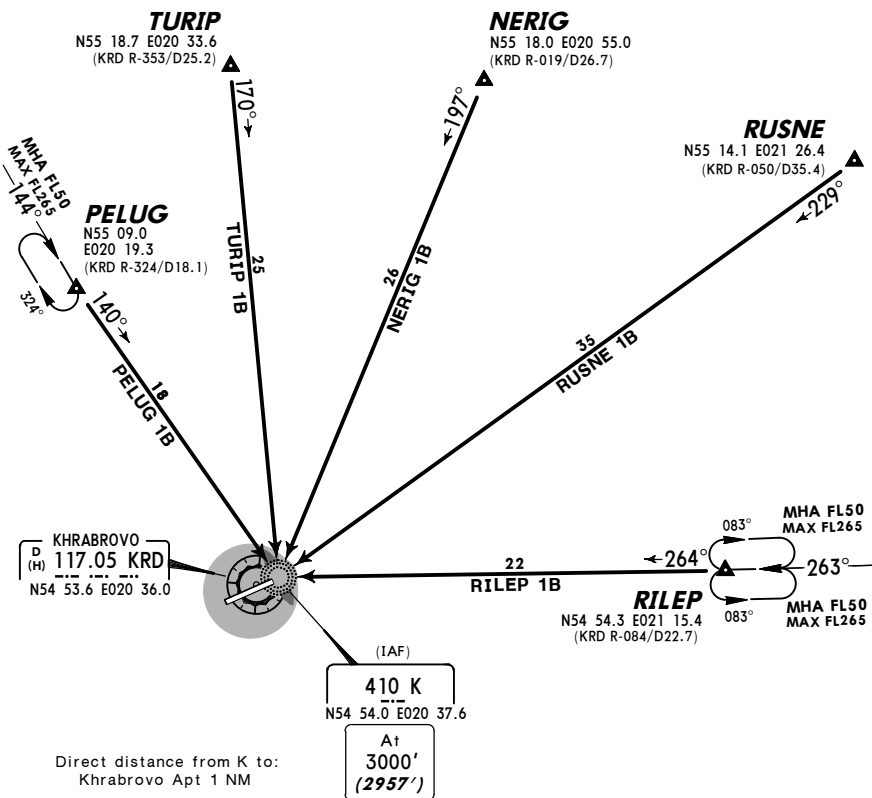
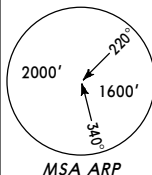
Alt Set: MM (hPa on request) QNH on request (QFE)

Trans level: FL50

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

Trans alt: 3330' (3287')

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



Direct distance from K to:
Khrabrovo Apt 1 NM



ALT/HEIGHT CONVERSION

QNH (QFE)

3330' (3287' - 1000m)

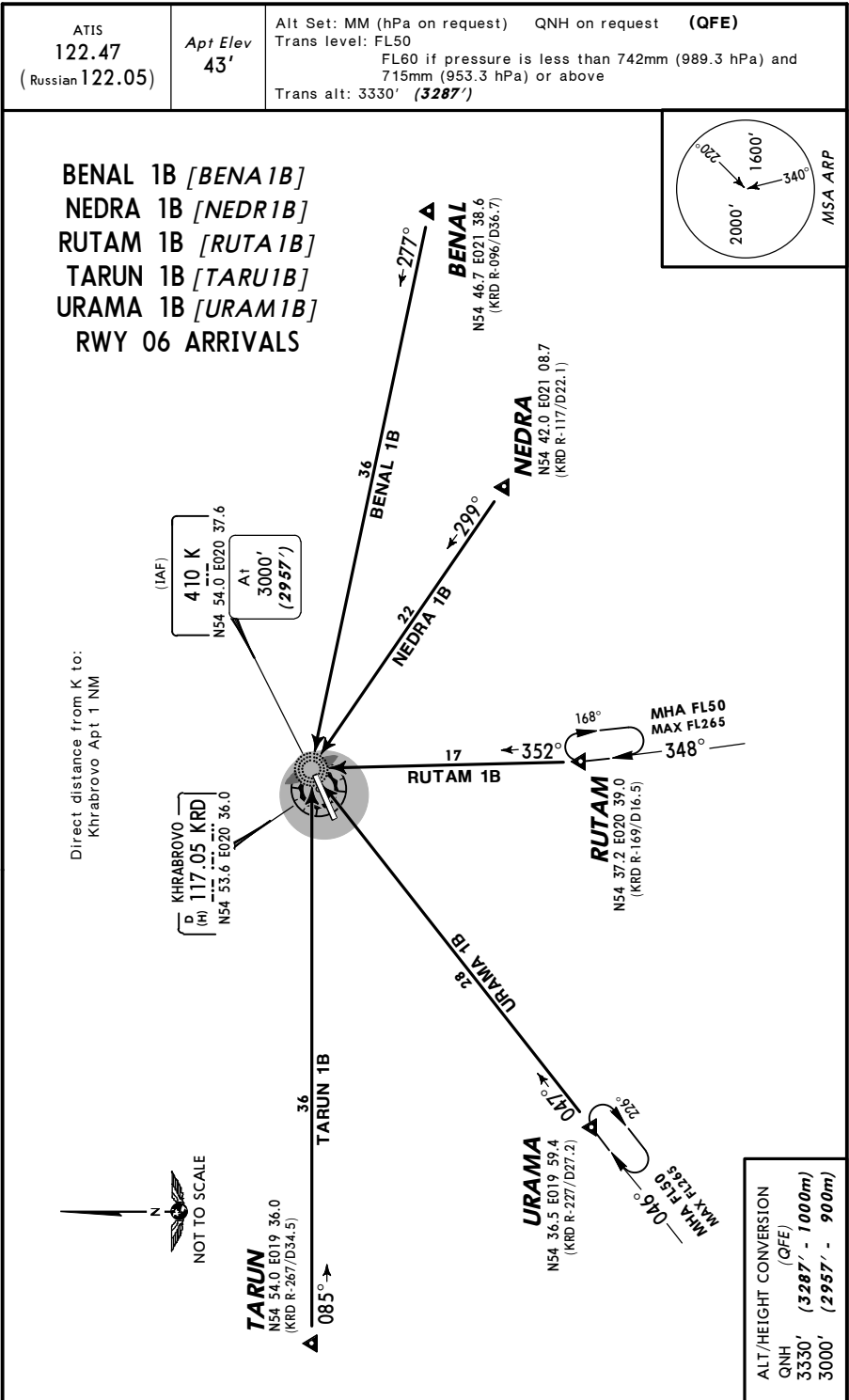
3000' (2957' - 900m)

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KHRABROVO

JEPPESSEN
12 SEP 14 (10-2C)

Eff 18 Sep

KALININGRAD, RUSSIA
STAR



UMKK/KGD
KHRABROVO

JEPPESSEN

KALININGRAD, RUSSIA

12 SEP 14

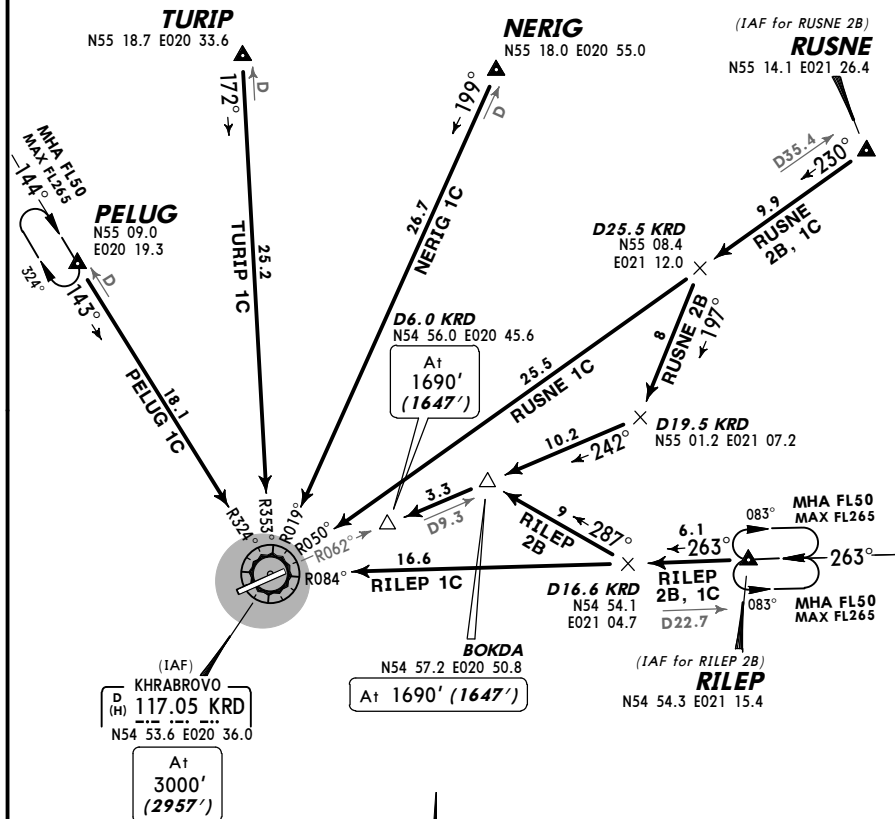
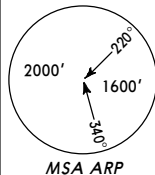
(10-2D)

Eff 18 Sep

STAR

ATIS 122.47 (Russian 122.05)	Apt Elev 43'	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above Trans alt: 3330' (3287')
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NERIG 1C [NERI1C], PELUG 1C [PELU1C]
RILEP 2B [RILE2B], RILEP 1C [RILE1C]
RUSNE 2B [RUSN2B], RUSNE 1C [RUSN1C]
TURIP 1C [TURI1C]
RWYS 06, 24 ARRIVALS



ALT/HEIGHT CONVERSION	(QFE)
QNH	
3330'	(3287' - 1000m)
3000'	(2957' - 900m)
1690'	(1647' - 500m)

Trans alt: 3330' (**3287'**)

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JEPPesen

KALININGRAD, RUSSIA

12 SEP 14

10-3

Eff 18 Sep

SID

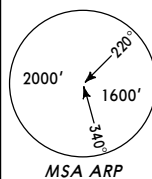
Apt Elev
43'

QNH on request (QFE)

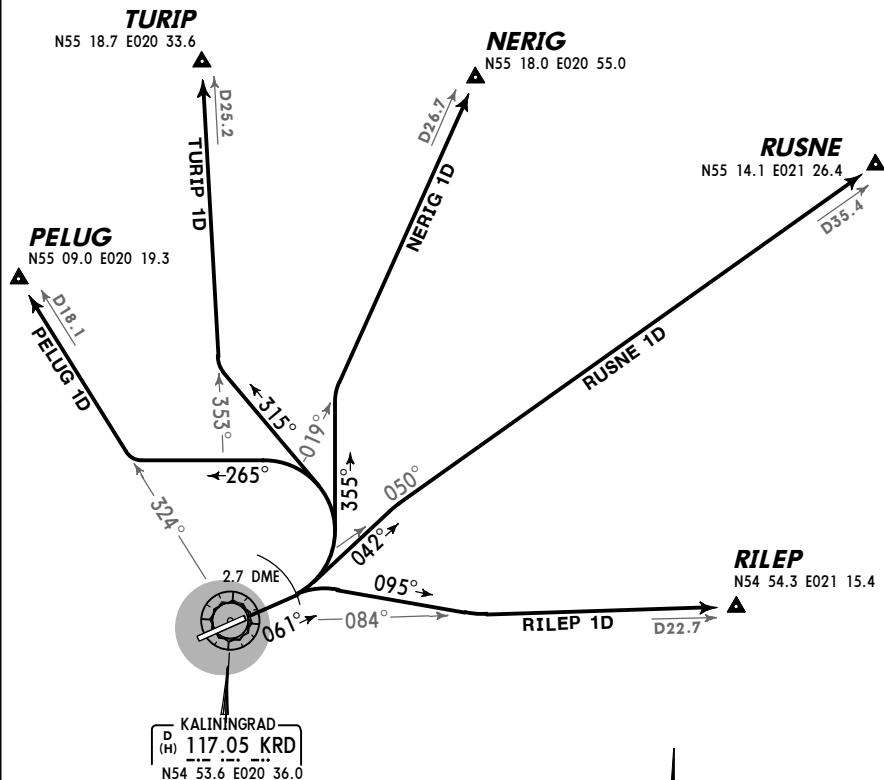
Trans level: FL50

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

Trans alt: 3330' (3287')



NERIG 1D [NERI1D], PELUG 1D [PELU1D]
RILEP 1D [RILE1D], RUSNE 1D [RUSN1D]
TURIP 1D [TURI1D]
RWY 06 DEPARTURES



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

NOT TO SCALE

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JEPPESSEN
12 SEP 14 (10-3A)

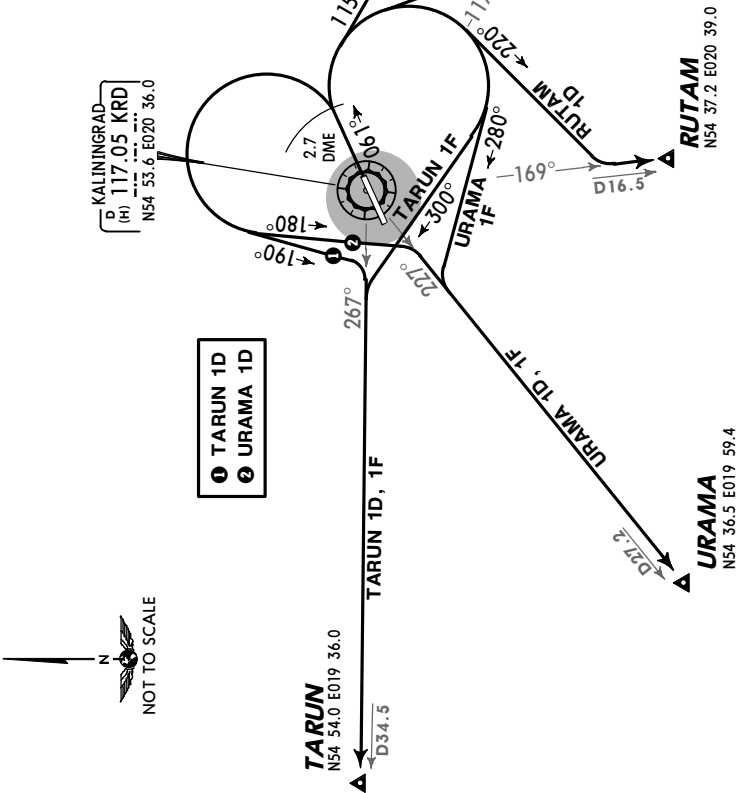
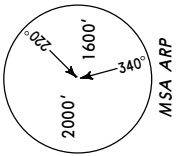
Eff 18 Sep

KALININGRAD, RUSSIA
SID

Apt Elev
43'

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

- BENAL 1D [BENA1D]
- NEDRA 1D [NEDR1D]
- RUTAM 1D [RUTA1D]
- TARUN 1D [TARU1D]
- TARUN 1F [TARU1F]
- URAMA 1D [URAM1D]
- URAMA 1F [URAM1F]
- RWY 06 DEPARTURES



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

UMKK/KGD
KHRABROVO

JEPPESSEN

KALININGRAD, RUSSIA

12 SEP 14

(10-3B)

Eff 18 Sep

SID

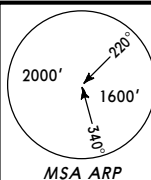
Apt Elev
43'

QNH on request (QFE)

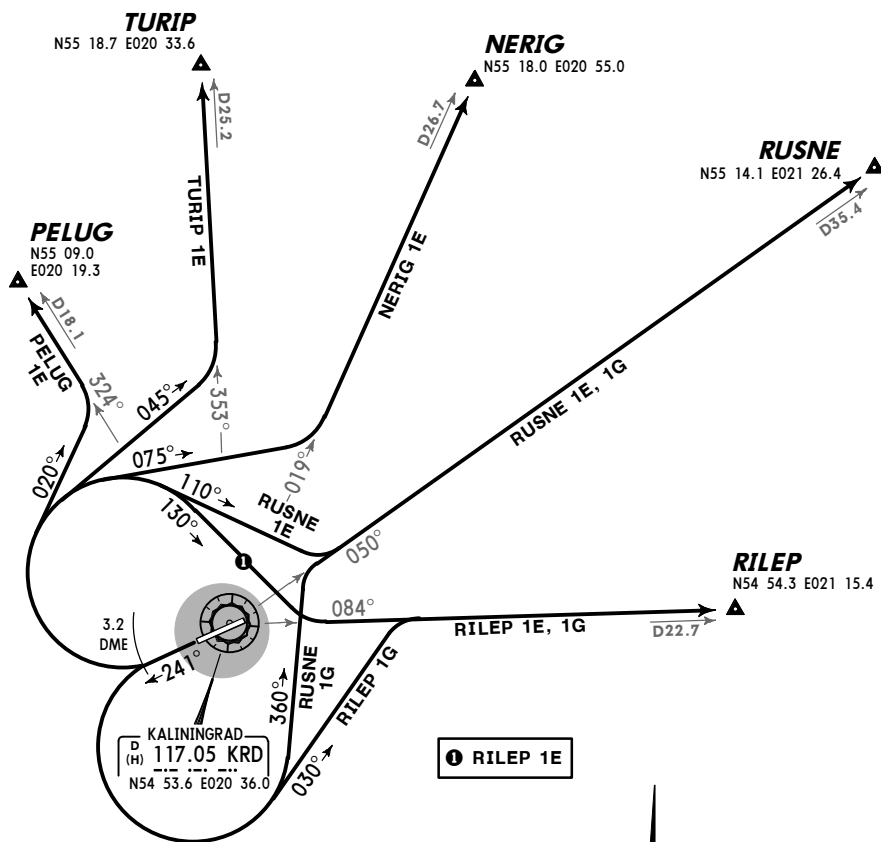
Trans level: FL60

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

Trans alt: 3330' (3299')



NERIG 1E [NER11E], PELUG 1E [PELU1E]
RILEP 1E [RILE1E], RILEP 1G [RILE1G]
RUSNE 1E [RUSN1E], RUSNE 1G [RUSN1G]
TURIP 1E [TUR11E]
RWY 24 DEPARTURES



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

UMKK/KGD
KHRABROVO

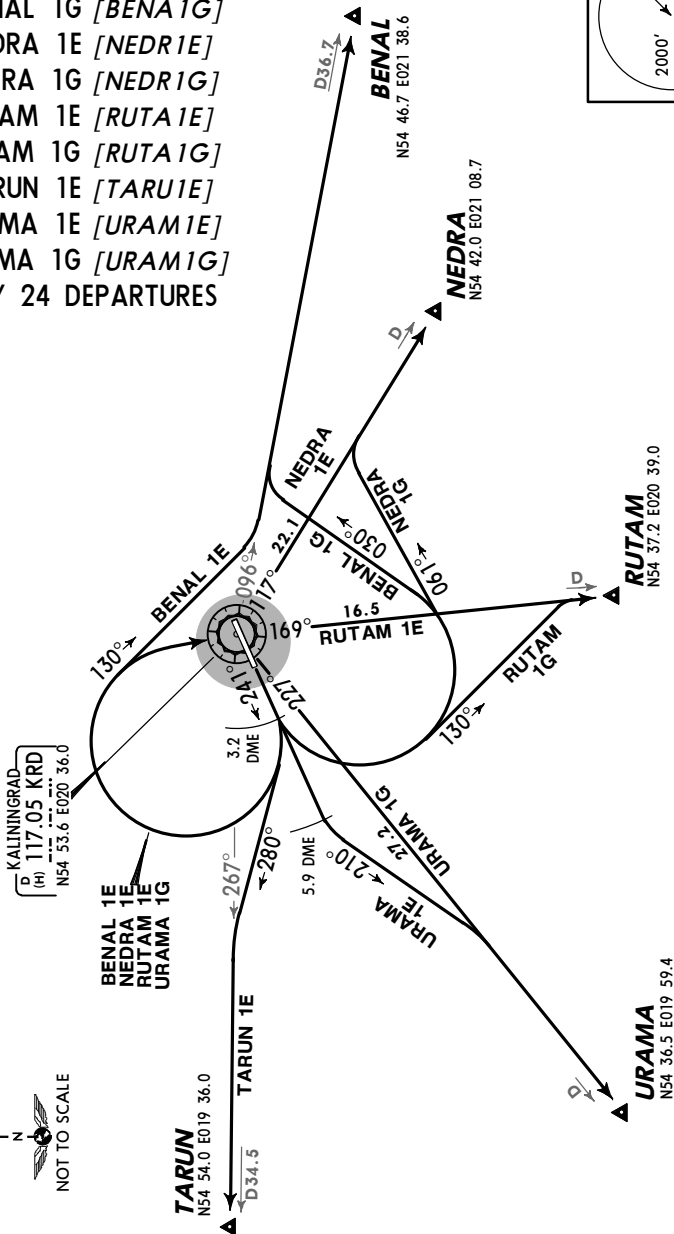
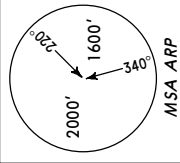
JEPPesen
12 SEP 14 10-3C Eff 18 Sep

KALININGRAD, RUSSIA
SID

QNH on request (QFE)
Trans level: FL50
FL60 if pressure is less than 742mm (989.3 hPa) and
715mm (953.3 hPa) or above
Trans alt: 3330' (3299')

Apt Elev
43'

- BENAL 1E [BENA1E]
- BENAL 1G [BENA1G]
- NEDRA 1E [NEDR1E]
- NEDRA 1G [NEDR1G]
- RUTAM 1E [RUTA1E]
- RUTAM 1G [RUTA1G]
- TARUN 1E [TARU1E]
- URAMA 1E [URAM1E]
- URAMA 1G [URAM1G]
- RWY 24 DEPARTURES

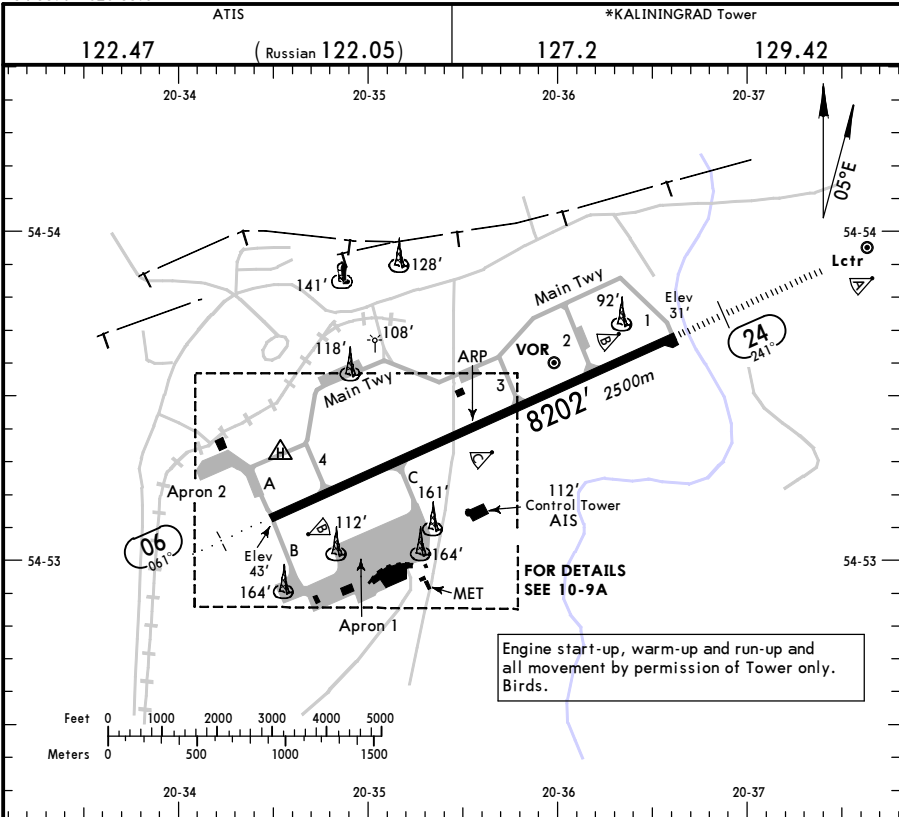


ALT/HEIGHT CONVERSION
QNH
3330' (3299' - 1000m)

UMKK/KGD
Apt Elev 43'
N54 53.4 E020 35.6

JEPPesen
5 SEP 14 10-9 Eff 18 Sep

KALININGRAD, RUSSIA
KHRABROVO



Engine start-up, warm-up and run-up and all movement by permission of Tower only. Birds.

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

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

UMKK/KGD



JEPPESSEN

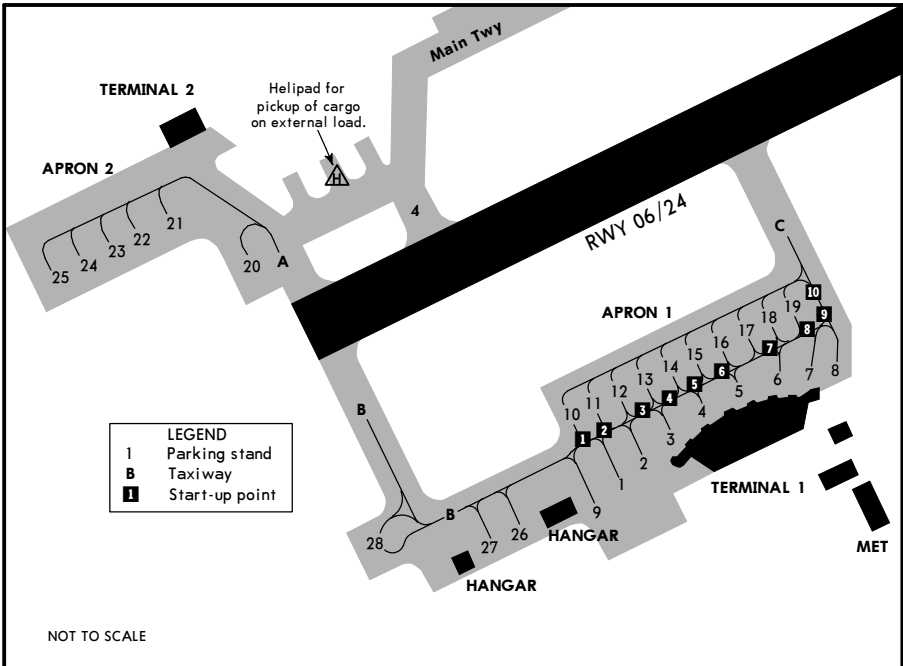
KALININGRAD, RUSSIA

5 SEP 14

10-9A

Eff 18 Sep

KHRABROVO



INS COORDINATES

STAND No.	COORDINATES
1, 2	N54 53.0 E020 35.0
3, 4	N54 53.0 E020 35.1
5 thru 7	N54 53.0 E020 35.2
8	N54 53.0 E020 35.3
9, 10	N54 53.0 E020 34.9
11	N54 53.1 E020 34.9
12 thru 14	N54 53.1 E020 35.0
15, 16	N54 53.1 E020 35.1
17 thru 19	N54 53.1 E020 35.2
20	N54 53.2 E020 34.4
21	N54 53.3 E020 34.3
22 thru 24	N54 53.3 E020 34.2
25	N54 53.3 E020 34.1
26, 27	N54 52.9 E020 34.8
28	N54 52.9 E020 34.6

Stands 1 thru 19 and 21 thru 28 available for helicopter.

LOW VISIBILITY PROCEDURES (LVP)

LVP shall be implemented by ATC when meteorological visibility is 1000m or less.

The flight crew of arriving acft must report execution of landing and rwy vacuation.
Without additional instructions acft are not allowed to hold closer to the rwy than rwy holding position limit that is the limit of ILS critical area.

When visibility is 400m or less, assistance from Follow-me car mandatory.

UMKK/KGD

 **JEPPESSEN**
5 SEP 14 **(10-9S)** **Eff 18 Sep**

Standard
KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
06	VOR ❶	460'(417') R1500m	460'(417') R1500m	460'(417') R1700m	460'(417') R1700m
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB ❶	860'(817') R1500m	860'(817') R1500m	860'(817') C2400m	860'(817') C2400m
	NDB	860'(817') C3800m	860'(817') C3800m	860'(817') C4000m	860'(817') C4000m
	ALS out	C4000m	C4000m	C4200m	C4200m
24	ILS	230'(200') R550m	230'(200') R550m	230'(200') R550m	230'(200') R550m
	FULL	R750m	R750m	R750m	R750m
	Limited	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	VOR ❶	430'(400') R1100m	430'(400') R1100m	430'(400') R1100m	430'(400') R1100m
	ALS out	R1500m	R1500m	R1800m	R1800m
	2 NDB ❶	390'(360') R1000m	390'(360') R1000m	390'(360') R1200m	390'(360') R1200m
	ALS out	R1600m	R1600m	R1600m	R1600m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	600'(557') 1500m ❸	600'(557') 1600m ❸	700'(657') 2400m ❸	750'(707') 3600m ❸

❷ Prohibited South of airport.

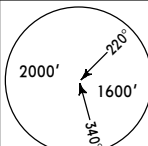
❸ or higher minimums of preceding straight-in approach.

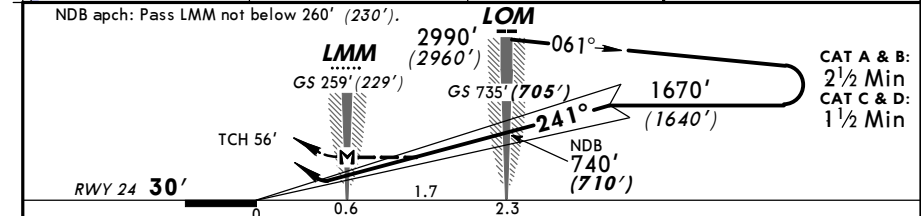
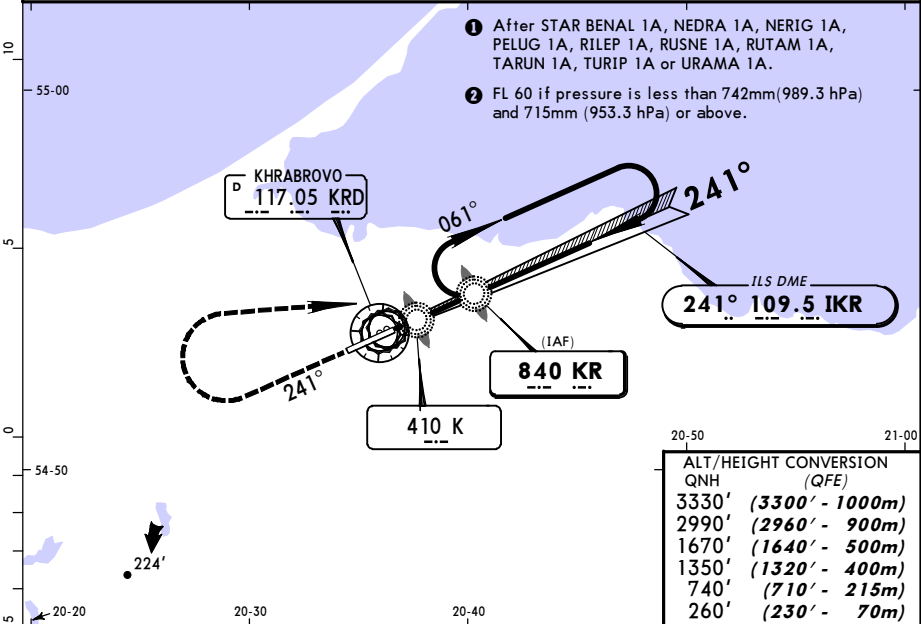
TAKE-OFF RWY 06, 24		
LVP must be in Force		
RCLM (DAY only) or RL		RCLM (DAY only) or RL
A	250m	400m
B		
C		
D	300m	500m

UMKK/KGD
KHRABROVO

JEPPesen
5 SEP 14
Eff 18 Sep 11-1

KALININGRAD, RUSSIA
● ILS or 2 NDB Rwy 24

BRIEFING STRIP ™	ATIS		KALININGRAD Approach		*KALININGRAD Tower	
	122.47 (Russian 122.05)		126.0	128.5	127.2	129.42
	LOC IKR 109.5	Final Apch Crs 241°	GS LOM 735' (705')	ILS DA(H) 230' (200')	Apt Elev 43'	
	NDB KR 840		Minimum Alt LOM 740' (710')	NDB MDA(H) 390' (360')	RWY 30'	
	MISSED APCH: Climb on 241° to 1350' (1320'), then turn RIGHT to KR NDB climbing to 1670' (1640'), then as directed.					
Alt Set: MM (hPa on req)		QNH on req (QFE)	Trans level: FL 50 2	Trans alt: 3330' (3300')		

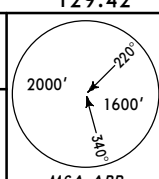


Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI		1350'	(1320') on 241°
ILS GS or		331	425	472	567	661	756				
NDB Descent Angle 2.67°											
MAP at LMM											
STRAIGHT-IN LANDING RWY 24											
ILS		LOC		2 NDB		CIRCLE-TO-LAND Prohibited South of airport					
DA(H) 230'(200')		(GS out)		MDA(H) 390'(360')							
FULL		ALS out				ALS out		Max Kts	MDA(H)		
A								100			
B	RVR 720m VIS 800m	1200m		NOT AUTH		1200m		RVR 1500m VIS 1600m	135	600'(557')	1600m
C									180	700'(657')	2800m
D						RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	205	740'(697')	3600m

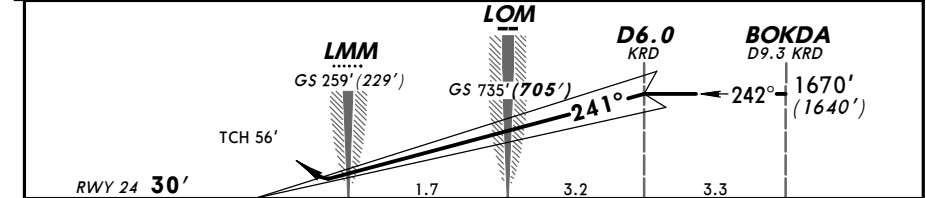
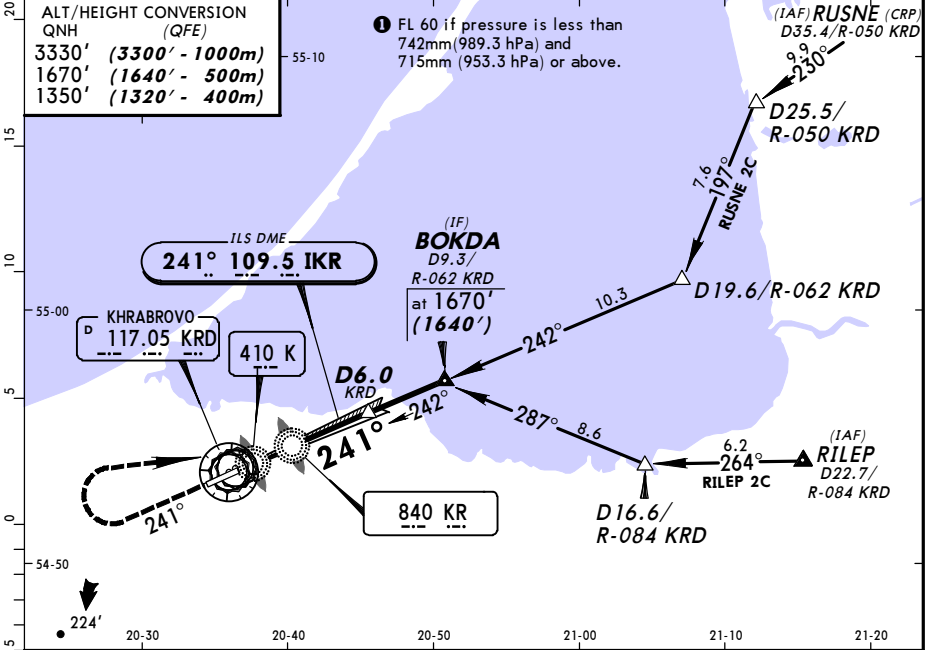
UMKK/KGD
KHRABROVO

JEPPesen
5 SEP 14
Eff 18 Sep 11-2

KALININGRAD, RUSSIA
via RILEP 2C, RUSNE 2C ILS Rwy 24

ATIS		KALININGRAD Approach			*KALININGRAD Tower	
122.47	(Russian 122.05)	126.0	128.5	127.2	129.42	
LOC IKR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	43'	
109.5	241°	735'(705')	230'(200')	RWY	30'	
MISSED APCH: Climb on 241° to 1350' (1320'), then turn RIGHT to KR NDB climbing to 1670' (1640'), then as directed.						
MSA ARP						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3330' (3300')



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
GS	2.67°	331	425	472	567	756	PAPI	1350' (1320') on 241°

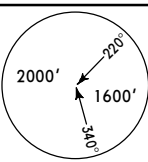
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Prohibited South of airport			
DA(H) 230' (200')				Max Kts	MDA(H)		
FULL		ALS out		100	600' (557') 1600m		
RVR 720m VIS 800m		1200m		NOT AUTH		135	
						180	700' (657') 2800m
						205	740' (697') 3600m

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KALININGRAD, RUSSIA
VOR DME Rwy 06

BREIING STRIP™

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

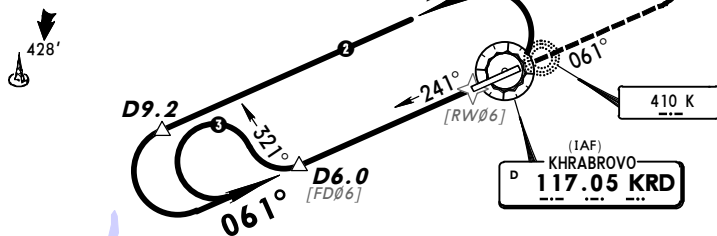
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3330' (3287')

ALT/HEIGHT CONVERSION
QNH (QFE)

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

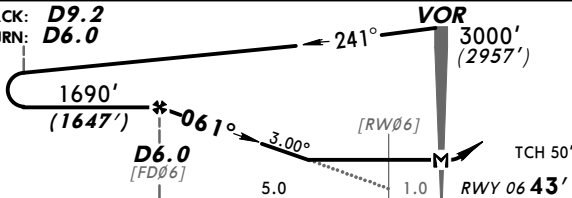
1 FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.

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



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

RACETRACK:
PROCEDURE TURN:
D9.2
D6.0



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

ALS PAPI	1360' (1317') on 061°
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STRAIGHT-IN LANDING RWY 06

MDA(H) 460' (417')

ALS out

CIRCLE-TO-LAND

Prohibited South of airport

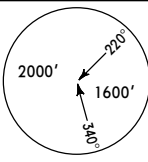
		Max Kts	MDA(H)	
A	RVR 1500m VIS 1600m	100	600' (557')	1600m
B		135		
C	RVR 1800m VIS 2000m	180	700' (657')	2800m
D		205	740' (697')	3600m

PANS OPS

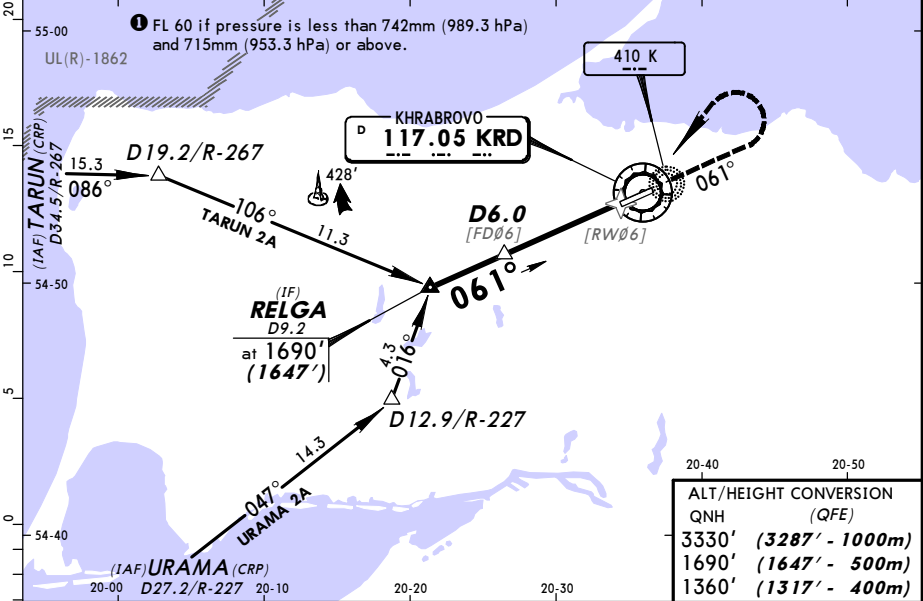
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via TARUN 2A, URAMA 2A

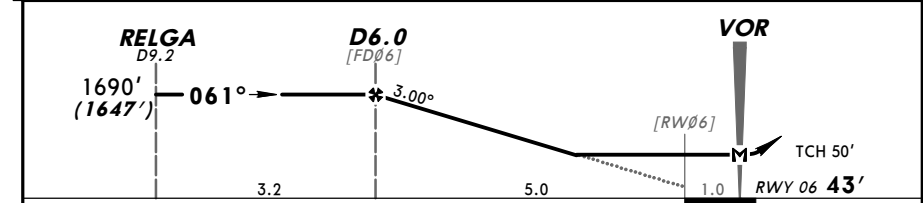
KALININGRAD, RUSSIA
VOR DME Rwy 06

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

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



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



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI	1360' (1317') on 061°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND	
MDA(H) 460'(417')			Prohibited South of airport	
		ALS out	Max Kts	MDA(H)
A	RVR 1500m		100	600'(557') 1600m
B	VIS 1600m		135	
C	RVR 1800m		180	700'(657') 2800m
D	VIS 2000m		205	740'(697') 3600m

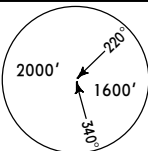
PANS OPS

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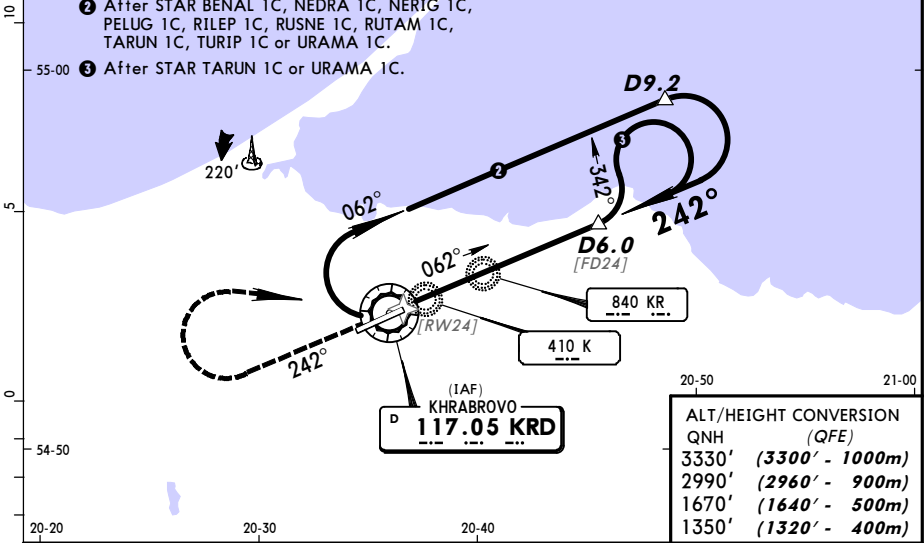
KALININGRAD, RUSSIA
VOR DME Rwy 24

BRIEFING STRIP™

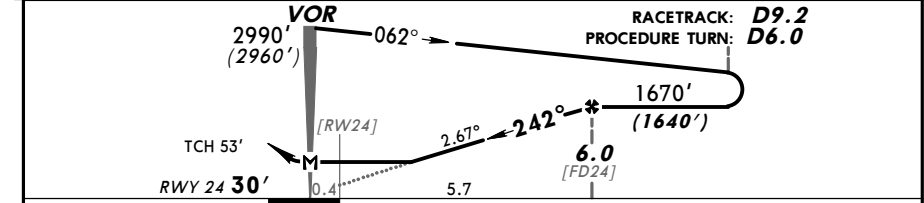
ATIS		KALININGRAD Approach			*KALININGRAD Tower	
122.47	(Russian 122.05)	126.0	128.5	127.2	129.42	
VOR KRD 117.05	Final Apch Crs 242°	Minimum Alt D6.0 1670' (1640')	MDA(H) 430' (400')	Apt Elev 43'	RWY 30'	
MISSED APCH: Climb on 242° to 1350' (1320'), then turn RIGHT to VOR climbing to 1670' (1640'), then as directed.						 MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 1 Trans alt: 3330' (3300')

- 1 FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.
- 2 After STAR BENAL 1C, NEDRA 1C, NERIG 1C, PELUG 1C, RILEP 1C, RUSNE 1C, RUTAM 1C, TARUN 1C, TURIP 1C or URAMA 1C.
- 3 After STAR TARUN 1C or URAMA 1C.



KRD DME	1.6	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	430' (400')	580' (550')	890' (860')	1180' (1150')	1490' (1460')



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle	2.67	3.31	4.25	4.72	5.67	6.61	7.56
MAP at VOR							

HIALS
PAPI

1350'
(1320') on 242°

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
MDA(H) 430' (400')			Prohibited South of airport	
		ALS out	Max Kts.	MDA(H)
A			100	600' (557') 1600m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	
C			180	700' (657') 2800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	740' (697') 3600m

PANS OPS

CHANGES: MSA. Circling minimums.

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KALININGRAD, RUSSIA
NDB Rwy 06

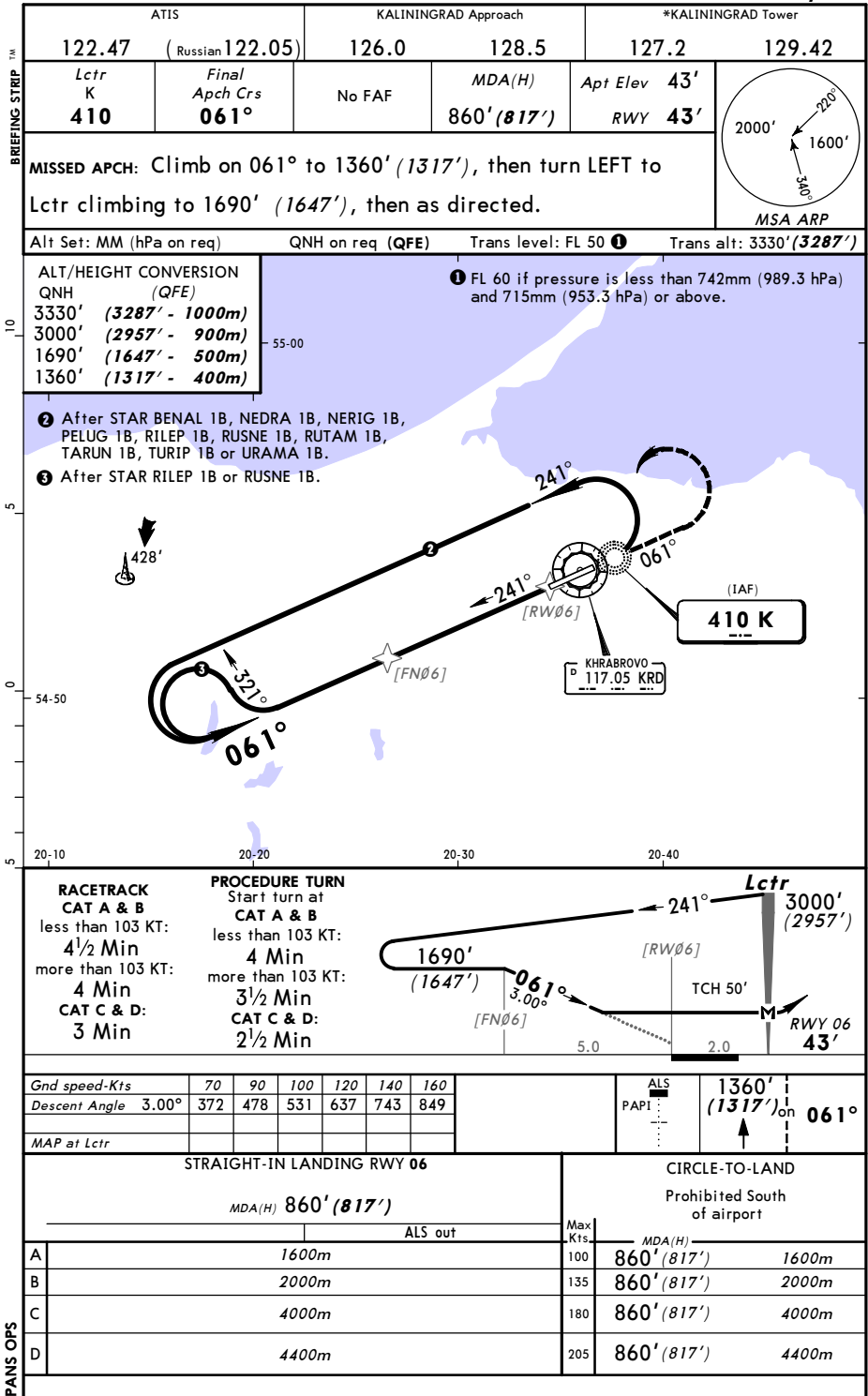


Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KALININGRAD, (KHRABROVO - UMKK)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMKK