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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: KRASNODAR RUS
ICAO/IATA: URKK / KRR
Lat/Long: N45° 02.08', E039° 10.22'
Elevation: 118 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 7.0° 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: 0136 Z
Sunset: 1713 Z

Runway Information

Runway: 05C
Length x Width: 7874 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 115 ft
Lighting: Edge, ALS

Runway: 23C
Length x Width: 7874 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 119 ft
Lighting: Edge, ALS

Communication Information

ATIS: 121.800 Non-English
ATIS: 122.450
Krasnodar Start Tower: 129.000 Secondary
Krasnodar Start Tower: 124.000 Secondary
Krasnodar Start Tower: 118.200
Krasnodar Start Tower: 120.600
Krasnodar Ground: 119.000
Krasnodar Ground: 129.000 Secondary
Krasnodar Ground: 124.000 Secondary
Krasnodar East Approach: 129.000 Secondary
Krasnodar East Approach: 129.600
Krasnodar East Approach: 124.000 Secondary

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Krasnodar West Approach: 127.700
Krasnodar Radar: 121.300
Krasnodar Radar: 124.000 Secondary
Krasnodar Radar: 129.000 Secondary

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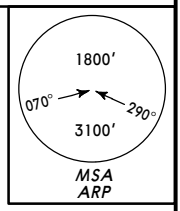
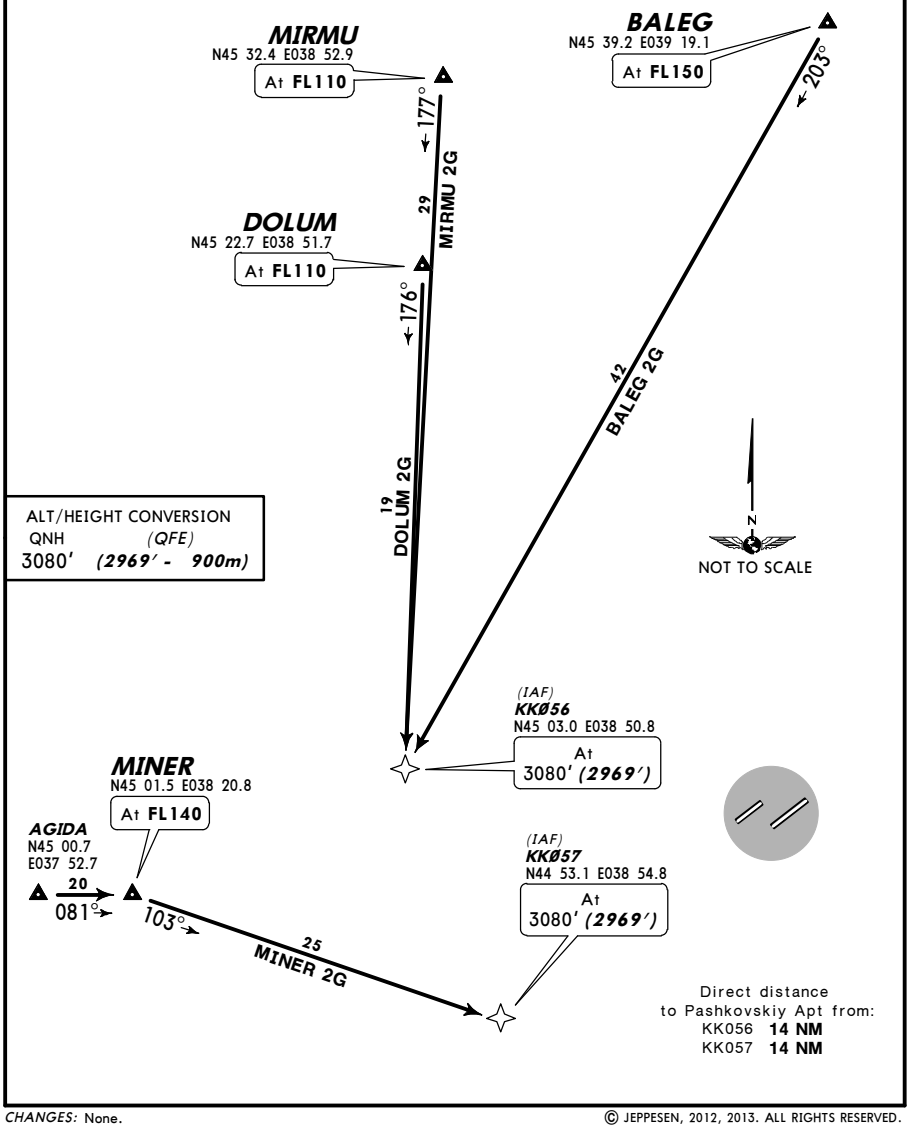
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2969′)* Crew shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

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





CHANGES: None.

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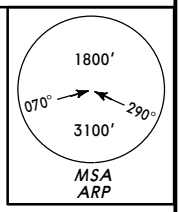
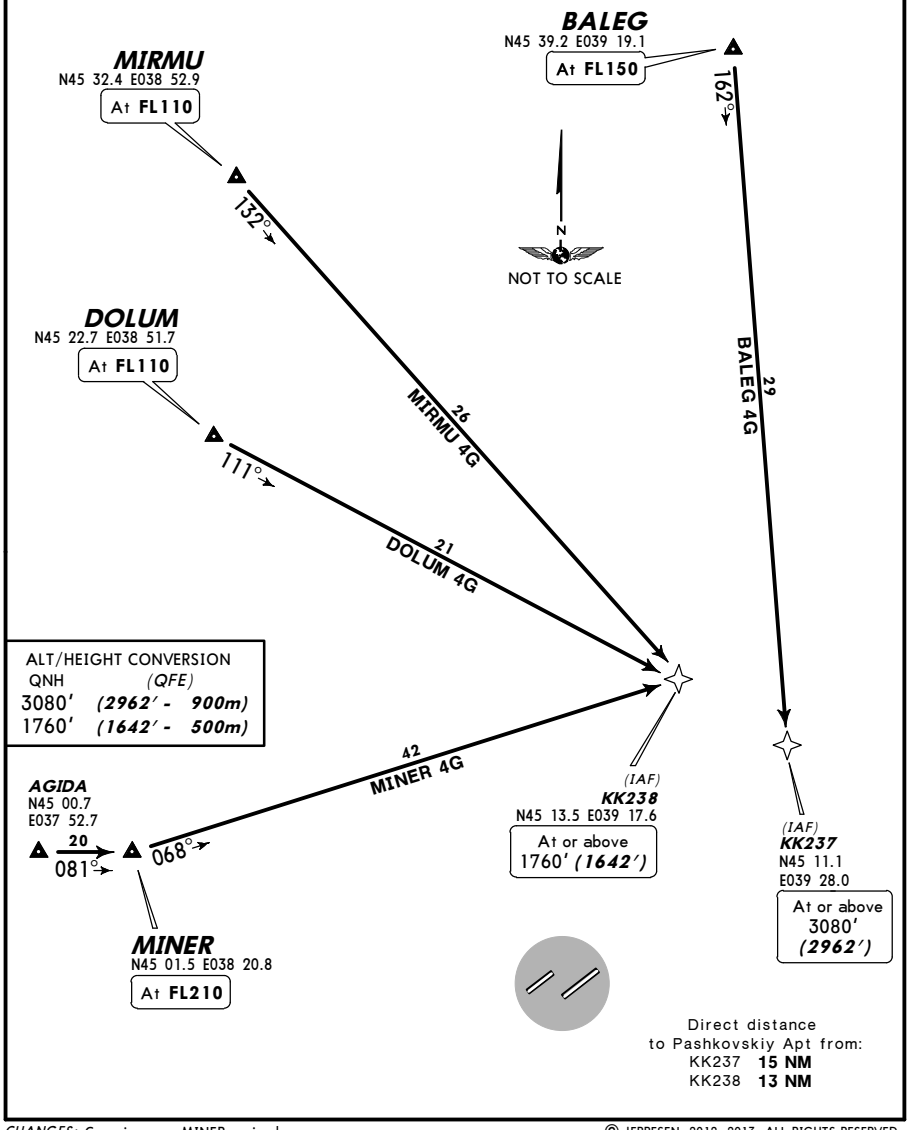
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)* Crew shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

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





CHANGES: Crossing over MINER revised.

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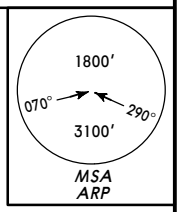
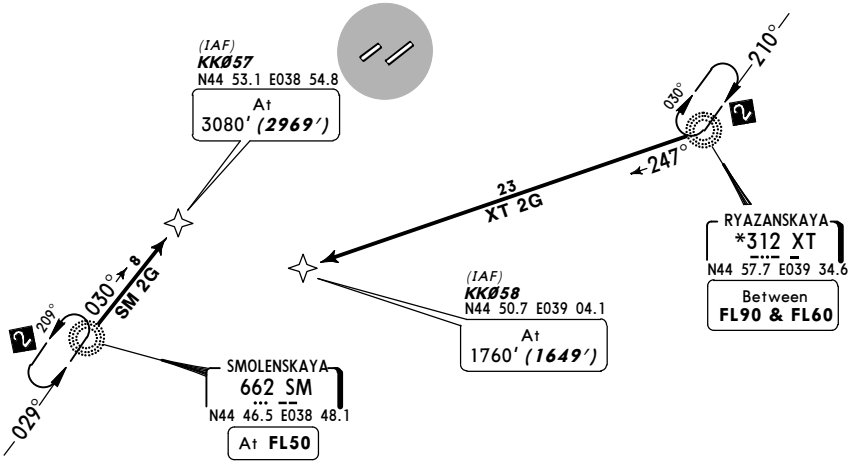
SM 2G, XT 2G
RWY 05R RNAV ARRIVALS
RNAV (GNSS)



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



NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3080′	*(2969′ - 900m)*
1760′	*(1649′ - 500m)*

CHANGES: XT holding inbound track.

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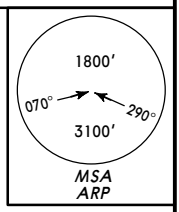
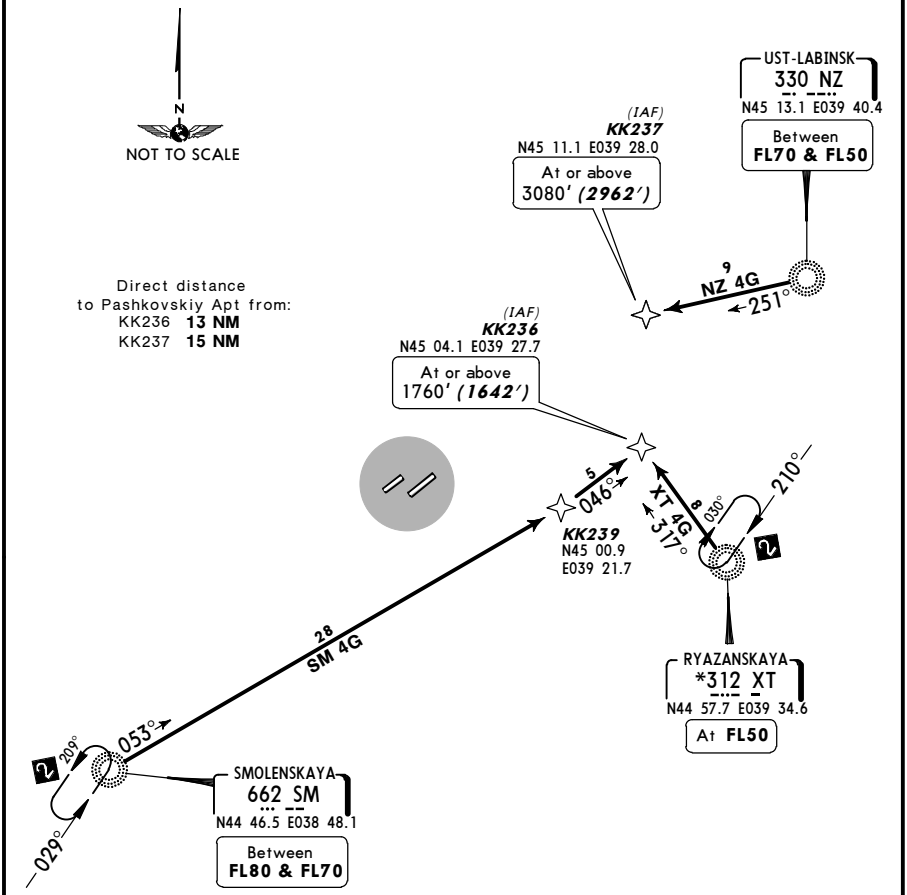
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)* Crew shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

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





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

CHANGES: XT holding inbound track.

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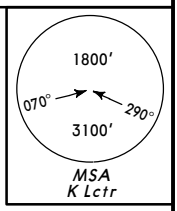
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2969′)*

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

186°

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

157°

N
NOT TO SCALE

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

148°

39
BALEG 3A

34
MIRMU 3A

25
DOLUM 3A

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

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

AGIDA
N45 00.7
E037 52.7

20
081°
087°
33
MINER 3A

(IAF)
493 KR
N45 00.2 E039 07.9
At **FL50**

377 K
N45 01.2 E039 09.7

CHANGES: K frequency.

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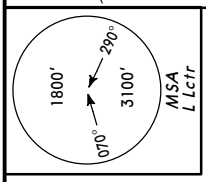
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)*



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)*

(IAF) **493 LD** N45 03.9 E039 14.7 — At **FL50**

(IAF) **BALEG** N45 39.2 E039 19.1 — Between **FL210 & FL160**

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

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

(IAF) **MINER** N45 01.5 E038 20.8 — Between **FL230 & FL150**

377 L N45 02.9 E039 12.9

AGIDA N45 00.7 E037 52.7

179° — **36 BALEG 4A**

147° — **32 MIRMU 4A**

134° — **25 DOLUM 4A**

082° — **38 MINER 4A**

081° — **20**

N — NOT TO SCALE

CHANGES: L frequency.

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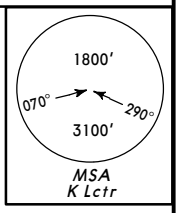
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2969′)*

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



(IAF)
BALEG
N45 39.2 E039 19.1
At FL160

(IAF)
MIRMU
N45 32.4 E038 52.9
At FL110

(IAF)
DOLUM
N45 22.7 E038 51.7
At FL110

203°
177°
29 MIRMU 3D
176°
40 BALEG 3D
19 DOLUM 3D

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3080′	*(2969′ - 900m)*
1760′	*(1649′ - 500m)*

N
NOT TO SCALE

N45 04.1 E038 51.7
At
3080′ *(2969′)*

N45 04.0 E038 50.9
(102° brg to KR)
At or above
3080′ *(2969′)*

104°

493 KR
N45 00.2 E039 07.9

(IAF)
MINER
N45 01.5 E038 20.8
At FL140

AGIDA
N45 00.7
E037 52.7

137°
20
081°
097°
27 MINER 3D

N44 56.8 E038 57.6
At 1760′
(1649′)

060°
052°
047°

377 K
N45 01.2 E039 09.7

N44 55.6 E038 57.8
At 1760′
(1649′)

N44 56.4 E039 00.8
At 1760′
(1649′)

Intercept
final at
1760′
(1649′)

CHANGES: K frequency.

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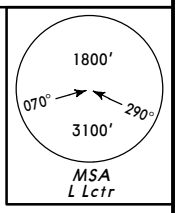
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)*

BALEG 4D *[BALE4D]*, DOLUM 4D *[DOLU4D]* MINER 4D *[MINE4D]*, MIRMU 4D *[MIRM4D]* RWY 23L ARRIVALS

BY ATC

ONLY FOR RUSSIAN USERS OF AIRSPACE



(IAF)
BALEG
N45 39.2 E039 19.1
At FL150

170°

(IAF)
MIRMU
N45 32.4 E038 52.9
At FL110

133°

N
NOT TO SCALE

(IAF)
DOLUM
N45 22.7 E038 51.7
At FL110

113°

25 MIRMU 4D

30 BALEG 4D

20 DOLUM 4D

N45 13.7 E039 16.6
(182° brg to LD)
At or above
1760′ *(1642′)*

N45 09.6
E039 21.1
At 1760′
(1642′)

N45 13.5 E039 16.4
At or above
1760′ *(1642′)*

137°

177°
179°

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3080′	*(2962′ - 900m)*
1760′	*(1642′ - 500m)*

40 MINER 4D

N45 12.9 E039 15.4
At or above
1760′ *(1642′)*

213°
220°
227°

AGIDA
N45 00.7
E037 52.7

20
081°

068°

N45 09.3
E039 22.5
At 1760′
(1642′)

493 LD
N45 03.9 E039 14.7

(IAF)
MINER
N45 01.5 E038 20.8
At FL210

Intercept
final at
1760′
(1642′)

377 L
N45 02.9 E039 12.9

CHANGES: L frequency.

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URKK/KRR
PASHKOVSKIY

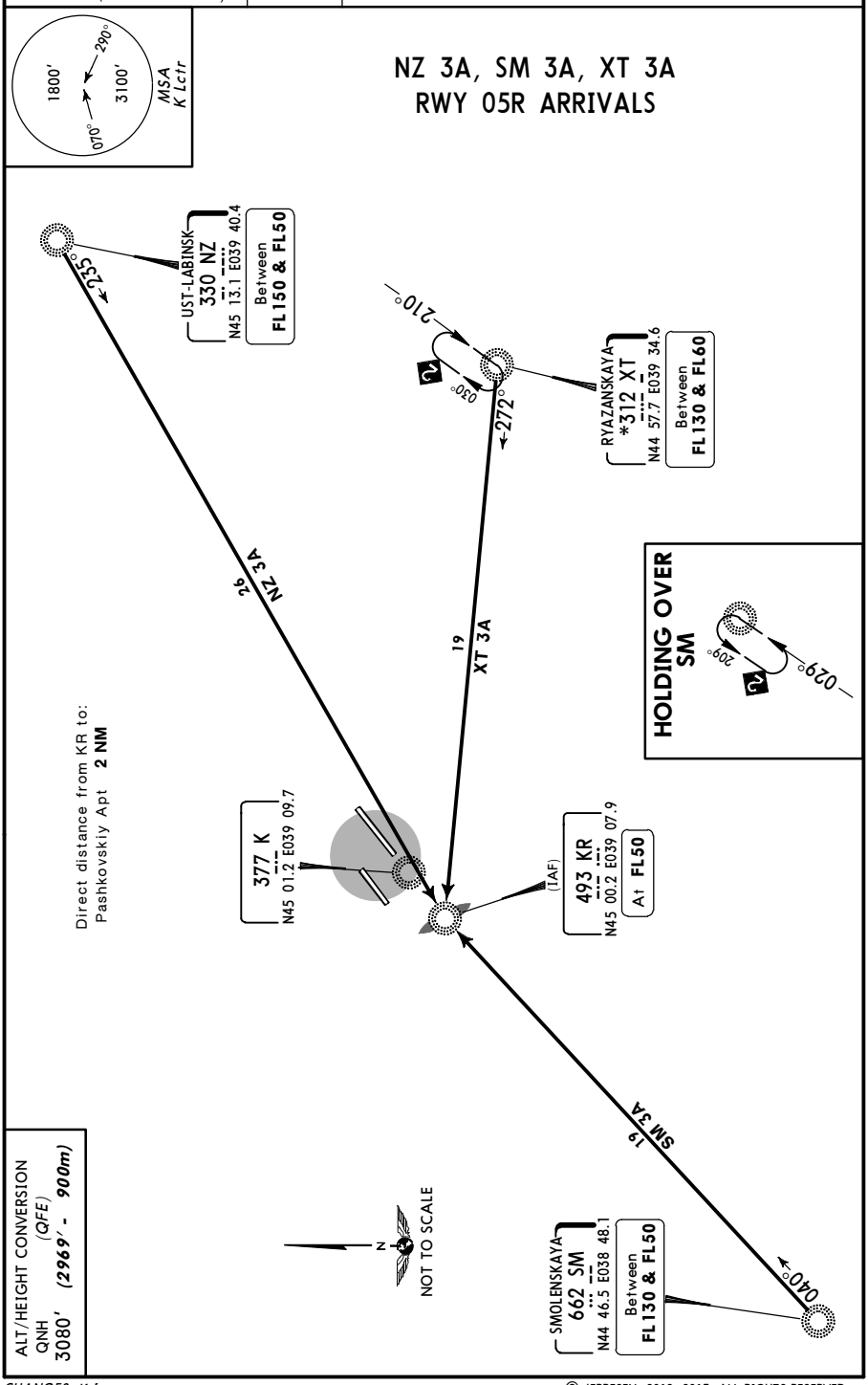
JEPPESEN

12 APR 13 (10-2H)

KRASNODAR, RUSSIA

STAR

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



CHANGES: K frequency.

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URKK/KRR
PASHKOVSKIY

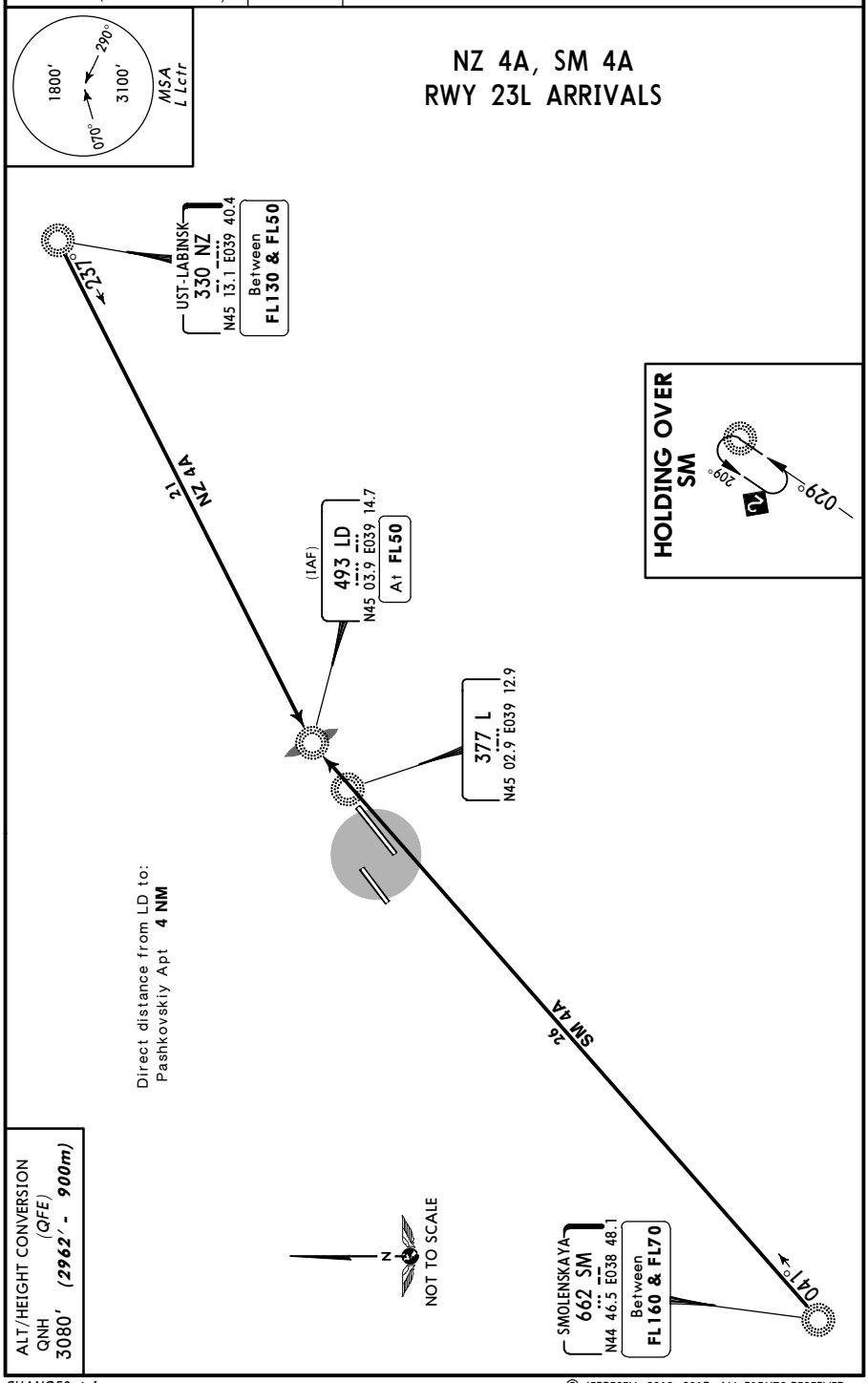
JEPPESEN

12 APR 13 (10-2J)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)*



CHANGES: L frequency.

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URKK/KRR
PASHKOVSKIY

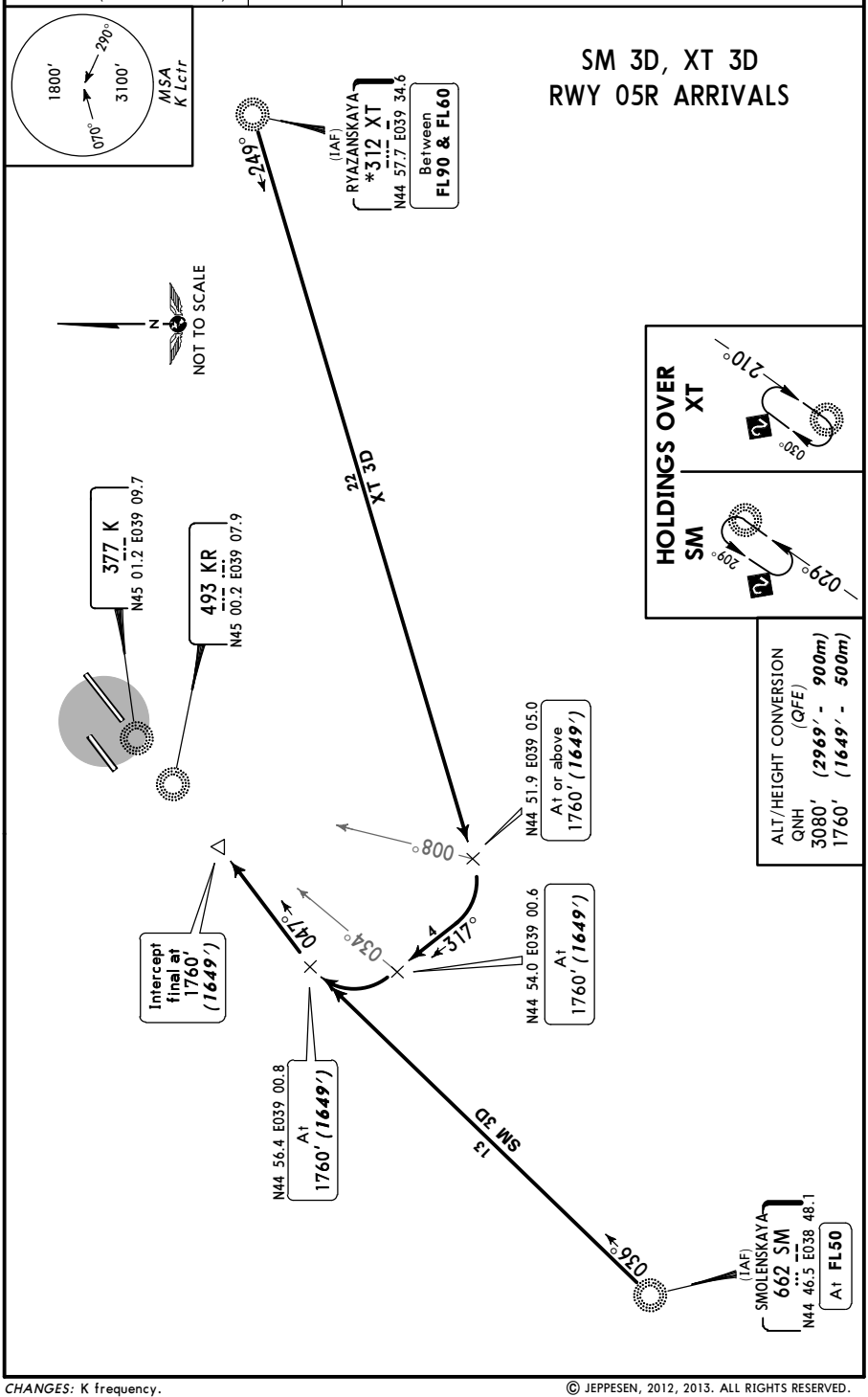
JEPPESEN

12 APR 13 (10-2K)

KRASNODAR, RUSSIA

STAR

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



CHANGES: K frequency.

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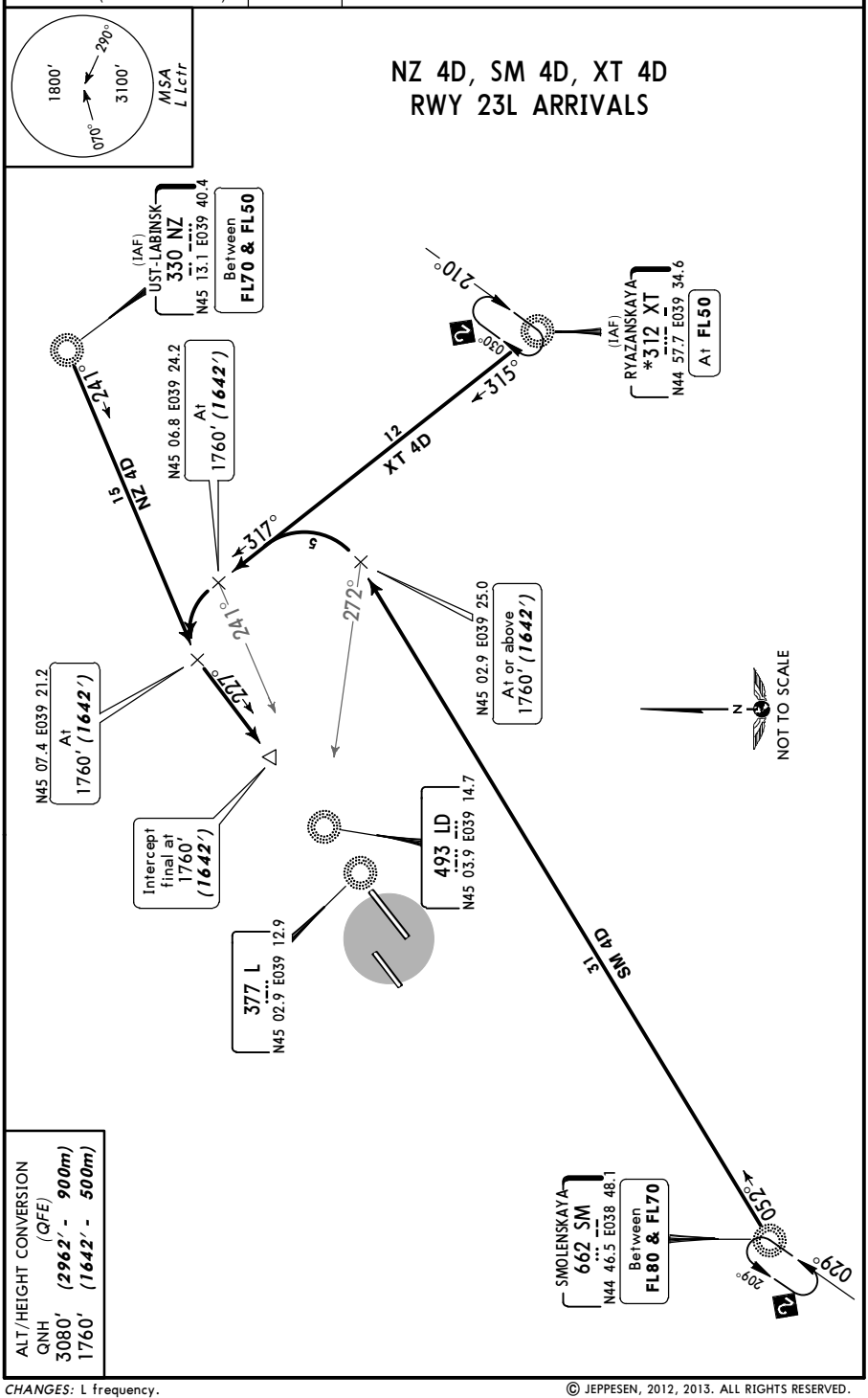
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)*



ALT/HEIGHT CONVERSION
(QFE)

QNH	3080′	*(2962′ - 900m)*
	1760′	*(1642′ - 500m)*

CHANGES: L frequency.

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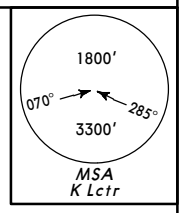
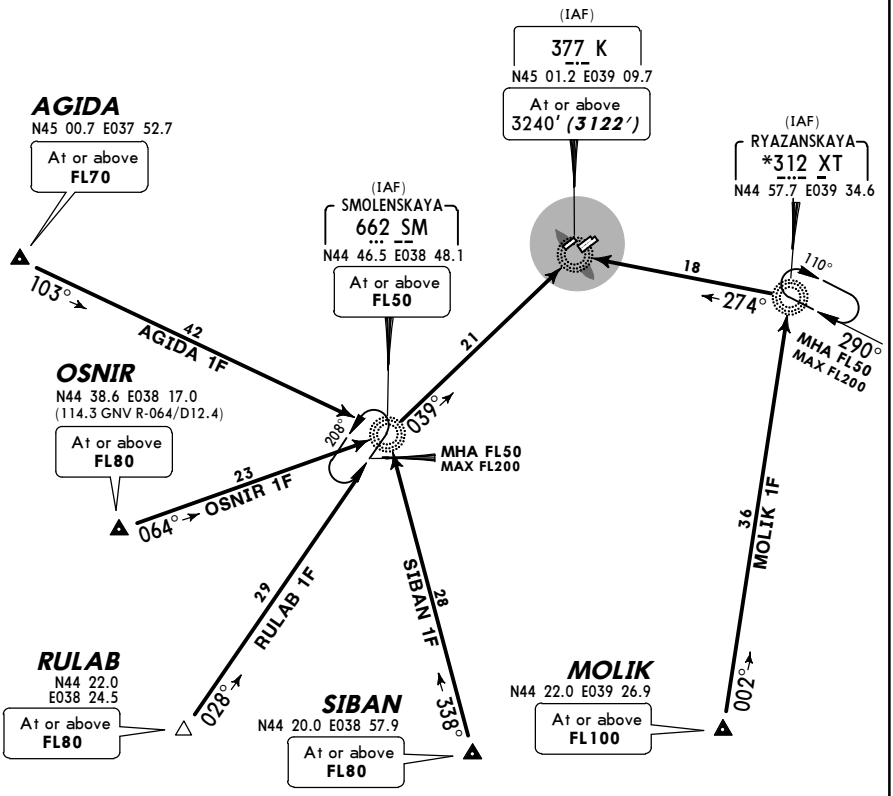
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3282′)*

AGIDA 1F *[AGID1F]* ❶
MOLIK 1F *[MOLI1F]*, OSNIR 1F *[OSNI1F]* ❶
BY ATC
RULAB 1F *[RULA1F]*, SIBAN 1F *[SIBA1F]*
RWYS 05C/23C ARRIVALS

❶ For Russian users only.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	*(3282′ - 1000m)*
3240′	*(3122′ - 950m)*

CHANGES: New temporary procedures.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

8 AUG 14 (10-2N)

KRASNODAR, RUSSIA
STAR

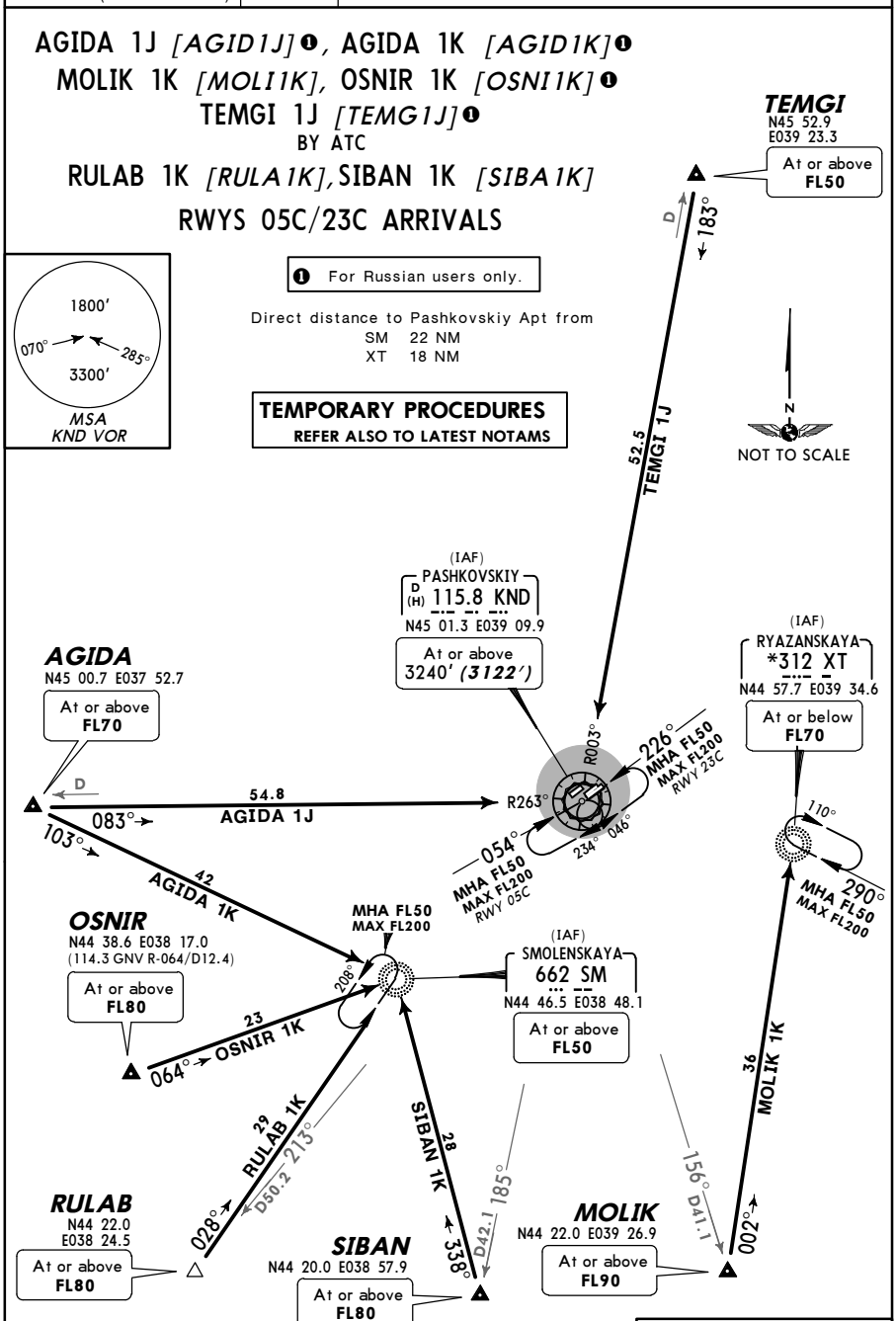
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3282′)*

AGIDA 1J *[AGID1J]*❶, AGIDA 1K *[AGID1K]*❶
MOLIK 1K *[MOLI1K]*, OSNIR 1K *[OSNI1K]*❶
TEMGI 1J *[TEMG1J]*❶
BY ATC
RULAB 1K *[RULA1K]*, SIBAN 1K *[SIBA1K]*
RWYS 05C/23C ARRIVALS

❶ For Russian users only.

Direct distance to Pashkovskiy Apt from
SM 22 NM
XT 18 NM

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3400′	*(3282′ - 1000m)*
3240′	*(3122′ - 950m)*

CHANGES: New temporary procedures.

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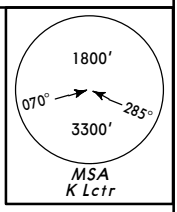
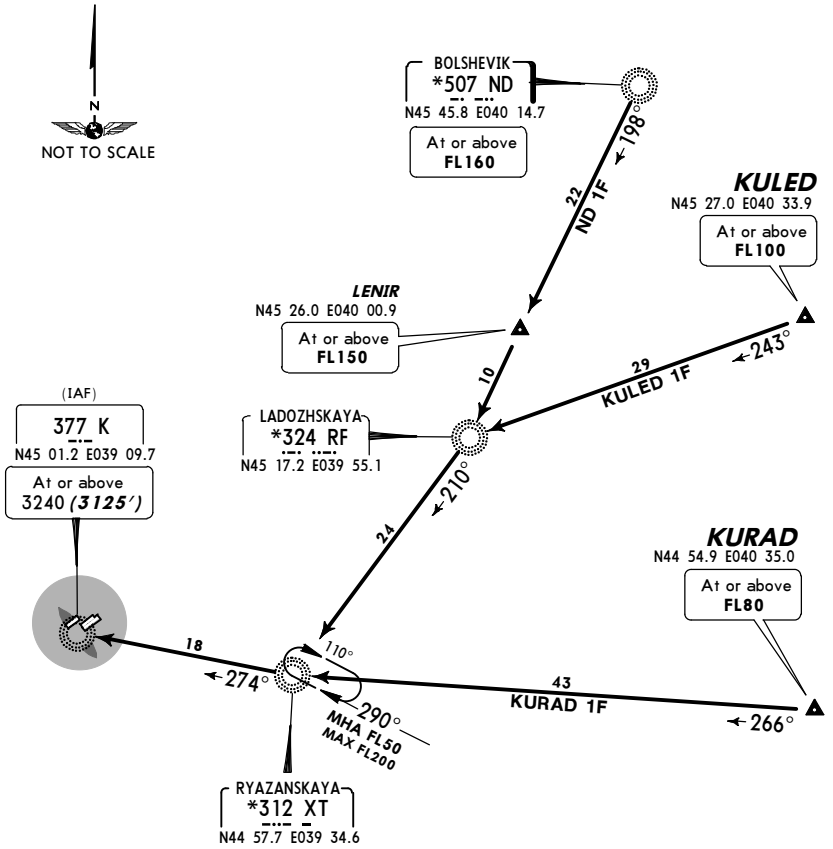
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ ***(3285′)***

KULED 1F *[KULE1F]*, KURAD 1F *[KURA1F]* ❶
ND 1F
RWY 05C ARRIVALS

❶ By ATC. For Russian users only.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	***(3285′ - 1000m)***
3240′	***(3125′ - 950m)***

CHANGES: New temporary procedures.

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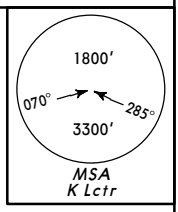
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ ***(3282′)***

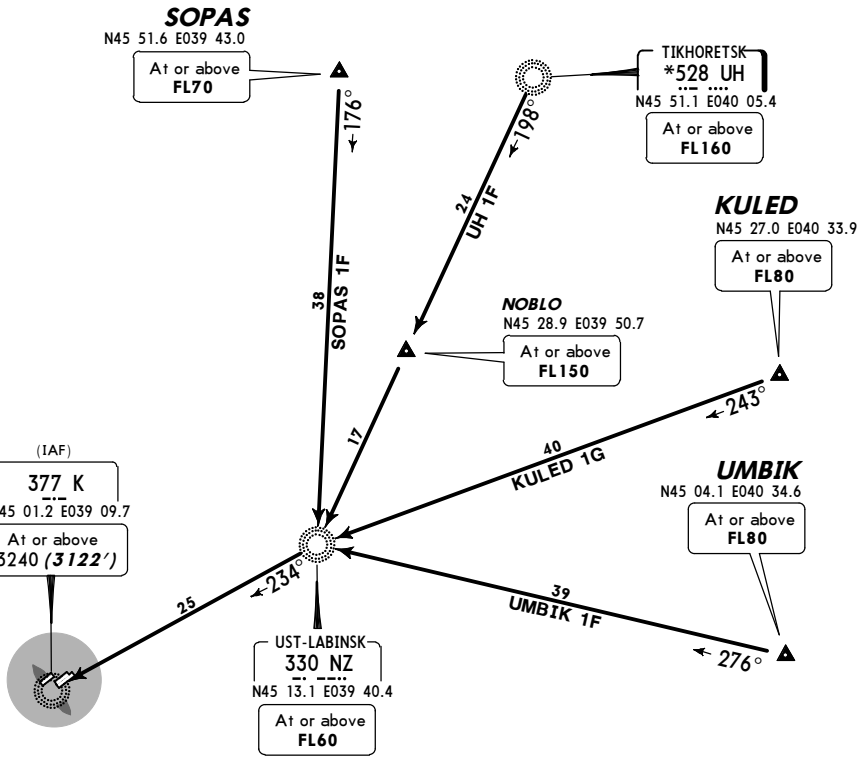
KULED 1G *[KULE1G]*, SOPAS 1F *[SOPA1F]* ❶ UH 1F, UMBIK 1F *[UMBI1F]* ❶ RWY 23C ARRIVALS



❶ By ATC. For Russian users only.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

NOT TO SCALE



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	***(3282′ - 1000m)***
3240′	***(3122′ - 950m)***

CHANGES: New temporary procedures.

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ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3285′)*

AGIDA 1H *[AGID1H]*❶, OSNIR 1H *[OSNI1H]*❶ RULAB 1H *[RULA1H]*, SIBAN 1H *[SIBA1H]* RWY 05C ARRIVALS

1800′
070° 285°
3300′
MSA
KND VOR

❶ By ATC. For Russian users only.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

N
NOT TO SCALE

AGIDA
N45 00.7 E037 52.7
At or above **FL70**

D54.8 263°
103°
42 AGIDA 1H

OSNIR
N44 38.6 E038 17.0
(114.3 GNV R-064/D12.4)
At or above **FL80**

064° 23 OSNIR 1H

MHA FL50
MAX FL200

208°
R219°
21
039°

(IAF)
PASHKOVSKIY
D (H) 115.8 KND
N45 01.3 E039 09.9
At or above 3240′ *(3125′)*

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
At or above **FL50**

29 RULAB 1H
028°
D50.2 213°

28 SIBAN 1H
338°
D42.1 185°

RULAB
N44 22.0
E038 24.5
At or above **FL80**

SIBAN
N44 20.0 E038 57.9
At or above **FL80**

HOLDING OVER KND

MHA FL50
MAX FL200
054°
234°

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3400′	*(3285′ - 1000m)*
3240′	*(3125′ - 950m)*

CHANGES: New temporary procedures.

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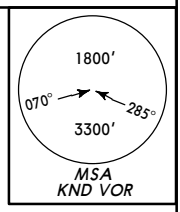
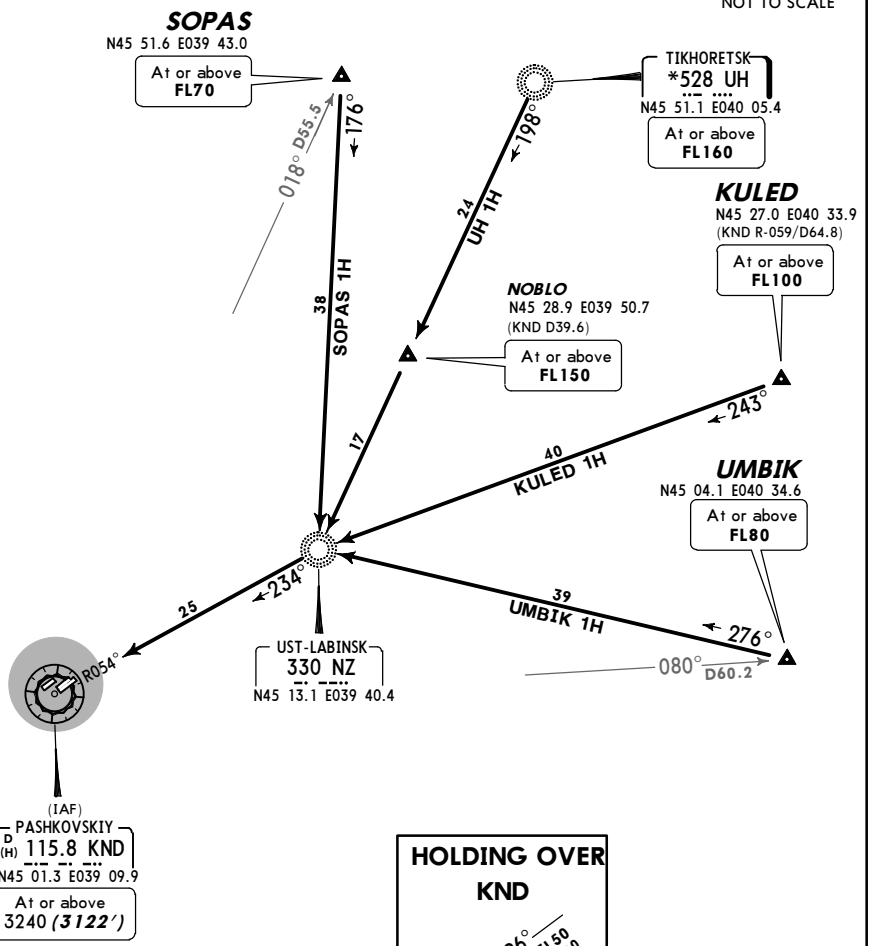
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3282′)*

KULED 1H *[KULE1H]*, SOPAS 1H *[SOPA1H]* ❶
UH 1H, UMBIK 1H *[UMBI1H]* ❶
RWY 23C ARRIVALS

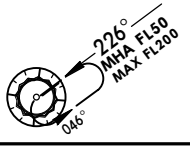
❶ By ATC. For Russian users only.

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS





HOLDING OVER KND



ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3400′	*(3282′ - 1000m)*
3240′	*(3122′ - 950m)*

CHANGES: New temporary procedures.

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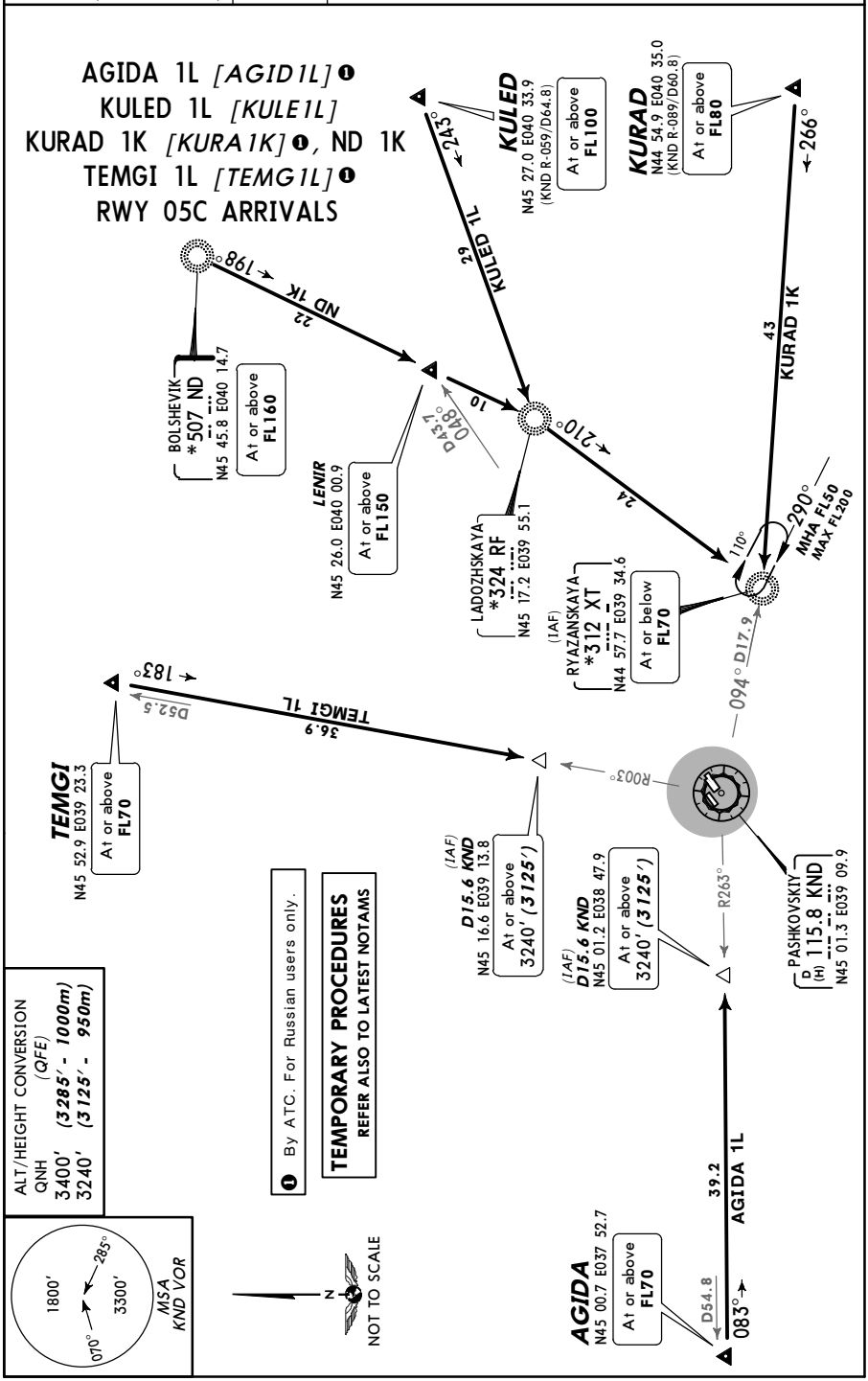
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3285′)*



CHANGES: New temporary procedures.

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URKK/KRR PASHKOVSKIY

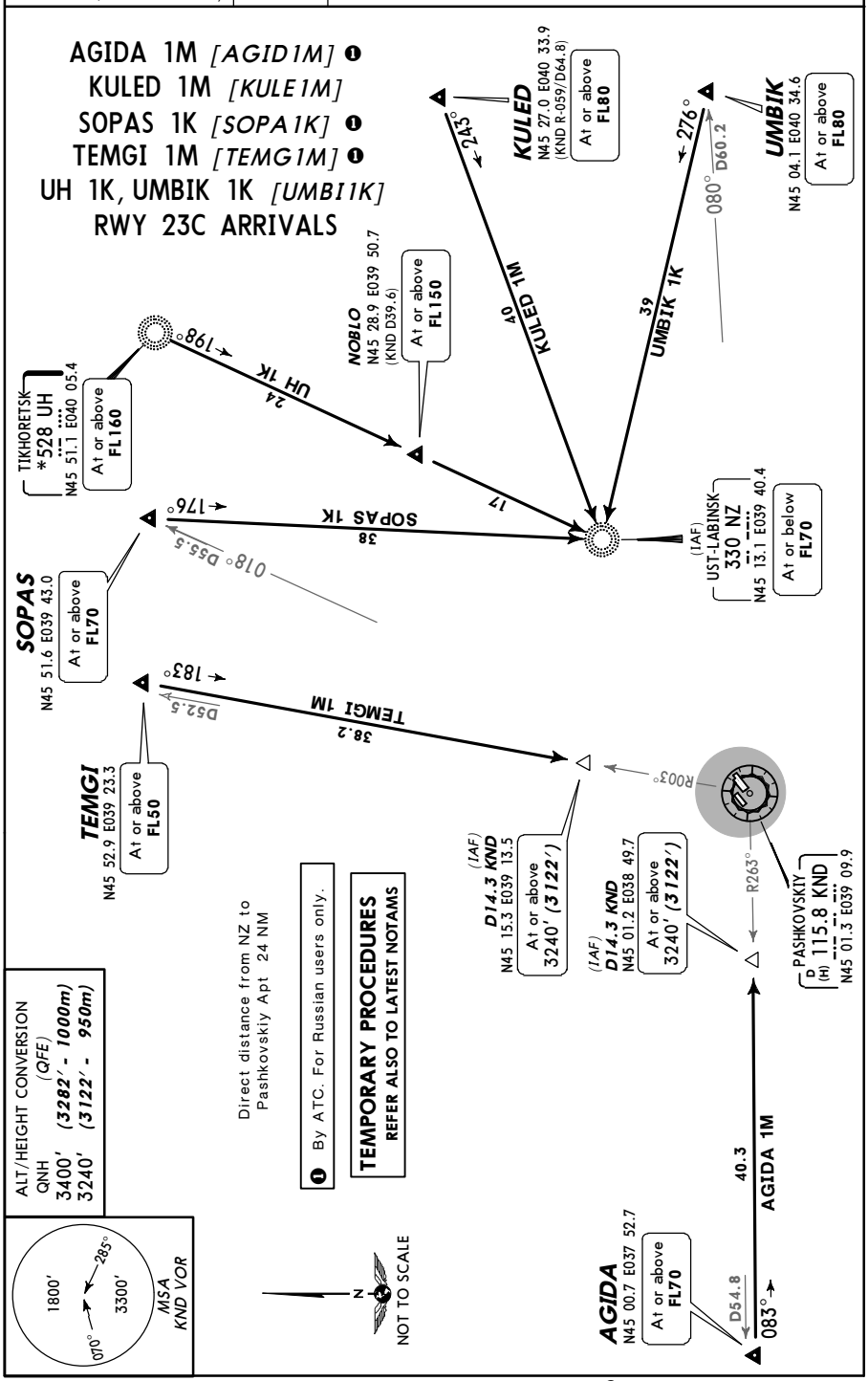
JEPPESEN

8 AUG 14 (10-2V)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL50 Trans alt: 3400′ *(3282′)*



CHANGES: New temporary procedures.

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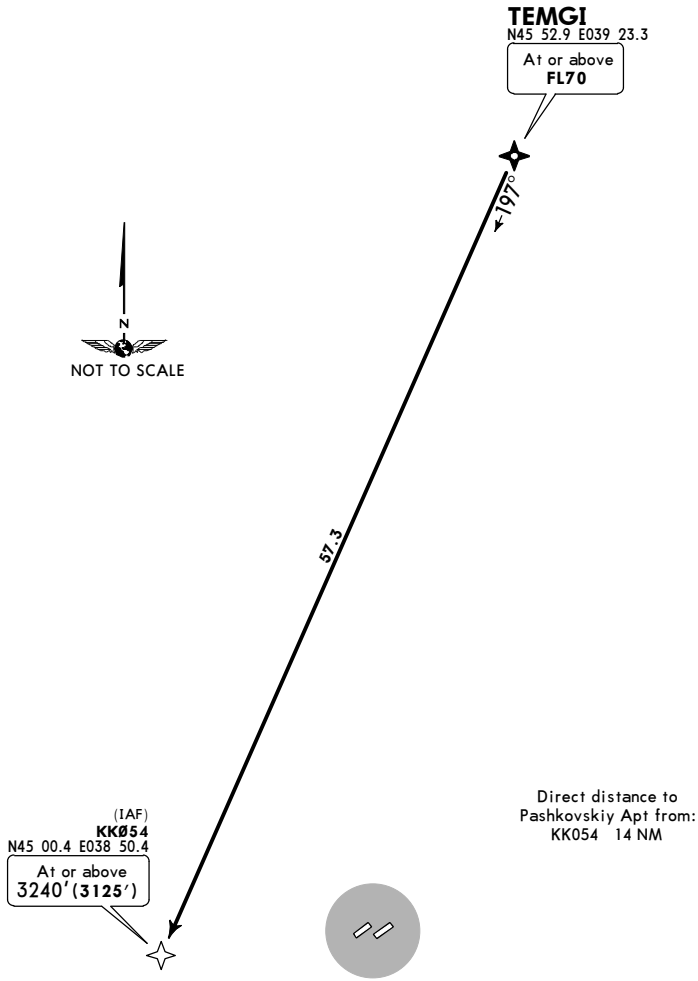
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3285′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

TEMGI 1N [TEMG1N]
RWY 05C RNAV

BY ATC
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3285′ - 1000m)
3240′	(3125′ - 950m)

ROUTING

TEMGI (FL70+) - KK054 (3240′+).

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
22 JAN 16 (10-2X) Eff 4 Feb

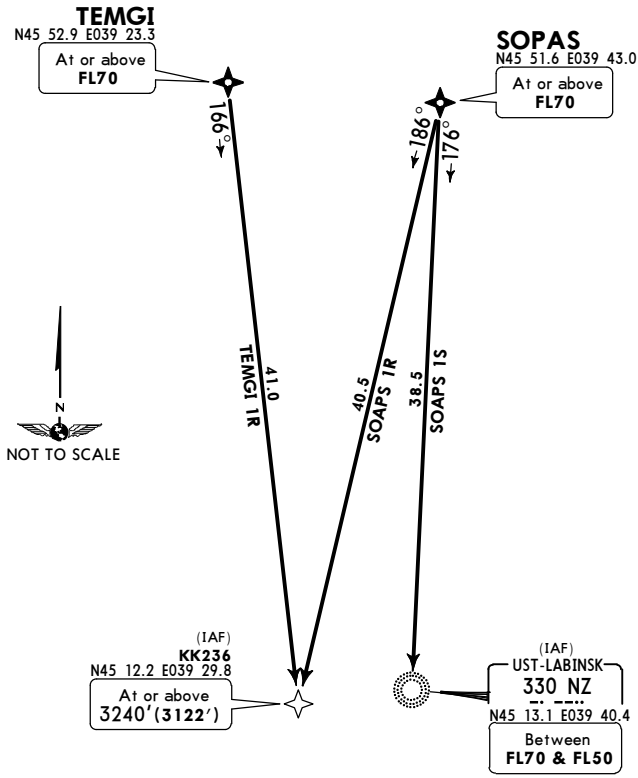
KRASNODAR, RUSSIA
RNAV STAR

ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

SOPAS 1R [SOPA1R]
SOPAS 1S [SOPA1S]
TEMGI 1R [TEMG1R]
RNAV
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



Direct distance to
Pashkovskiy Apt from:
KK236 17 NM
NZ 24 NM

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)

STAR	RWY	ROUTING
SOPAS 1R	**23C**	SOPAS (FL70+) - KK236 (3240′+).
SOPAS 1S By ATC		SOPAS (FL70+) - NZ NDB (FL70-; FL50+).
TEMGI 1R By ATC		TEMGI (FL70+) - KK236 (3240′+).

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

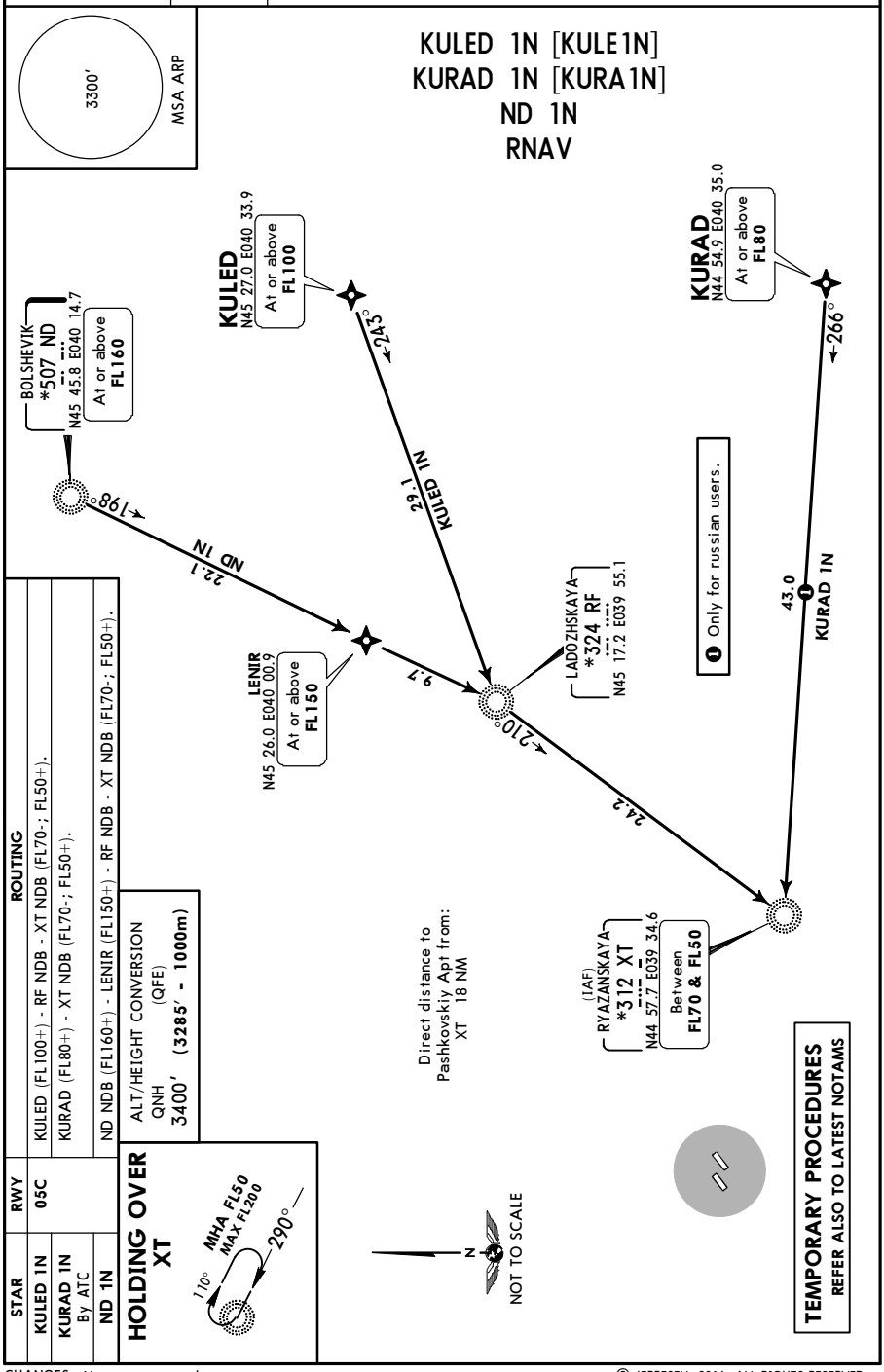
22 JAN 16 (10-2X1) Eff 4 Feb

KRASNODAR, RUSSIA
RNAV STAR

ATIS
122.45
(Russian 121.8)

Apt Elev
118′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3400′ (3285′)
1. RNAV (GNSS)
2. RNAV 1



STAR	RWY	ROUTING
KULED 1N	05C	KULED (FL100+) - RF NDB - XT NDB (FL70-; FL50+).
KURAD 1N By ATC		KURAD (FL80+) - XT NDB (FL70-; FL50+).
ND 1N		ND NDB (FL160+) - LENIR (FL150+) - RF NDB - XT NDB (FL70-; FL50+).

HOLDING OVER XT
MHA FL50
MAX FL200
290°
110°

ALT/HEIGHT CONVERSION
QNH (QFE)
3400′ (3285′ - 1000m)

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

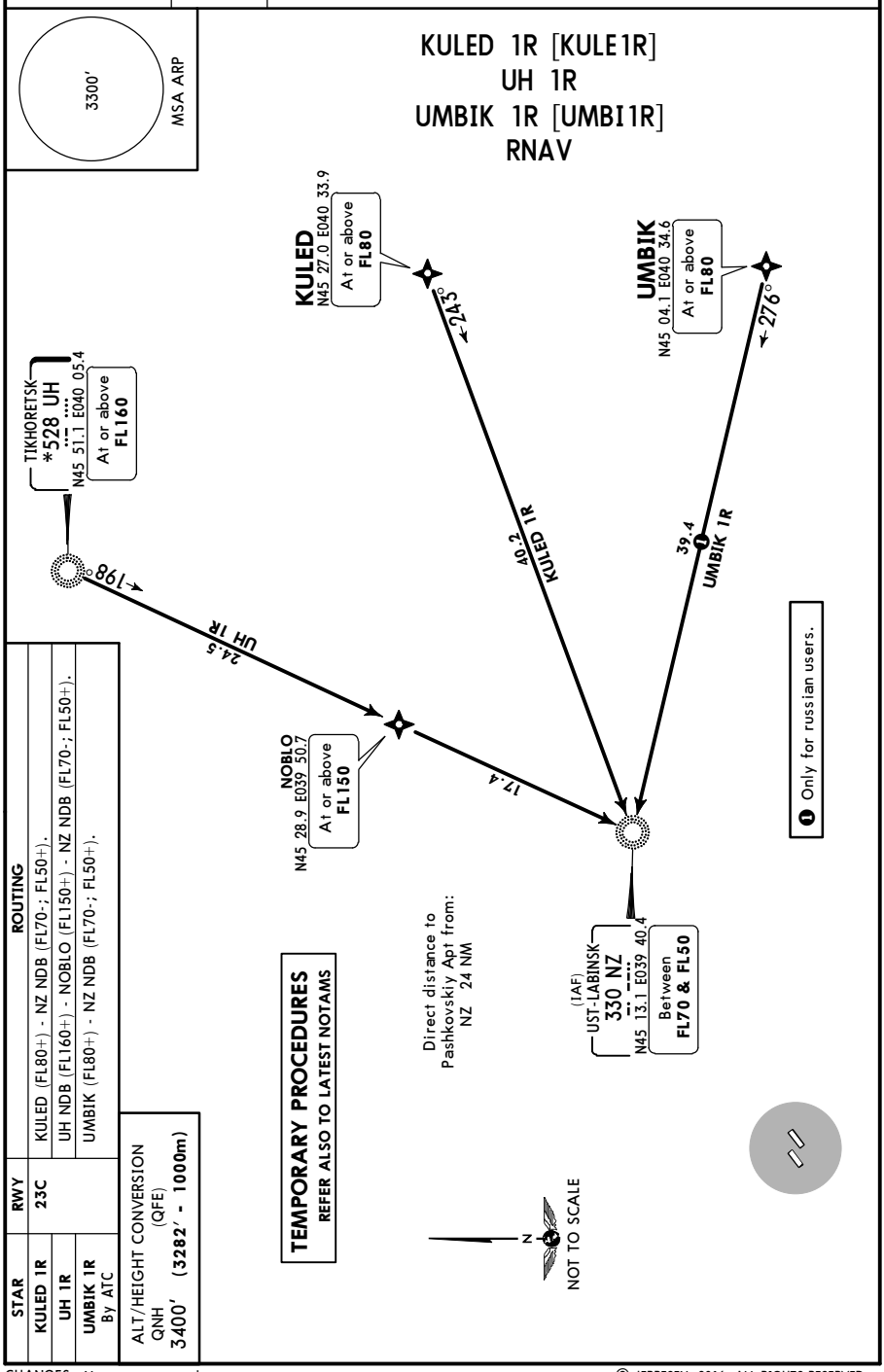
22 JAN 16 (10-2X2) Eff 4 Feb

KRASNODAR, RUSSIA
RNAV STAR

ATIS
122.45
(Russian 121.8)

Apt Elev
118′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3400′ (3282′)
1. RNAV (GNSS)
2. RNAV 1



STAR	RWY	ROUTING
KULED 1R	23C	KULED (FL80+) - NZ NDB (FL70-; FL50+).
UH 1R		UH NDB (FL160+) - NOBLO (FL150+) - NZ NDB (FL70-; FL50+).
UMBIK 1R By ATC		UMBIK (FL80+) - NZ NDB (FL70-; FL50+).

ALT/HEIGHT CONVERSION
QNH (QFE)
3400′ (3282′ - 1000m)

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

22 JAN 16 (10-2X3) Eff 4 Feb

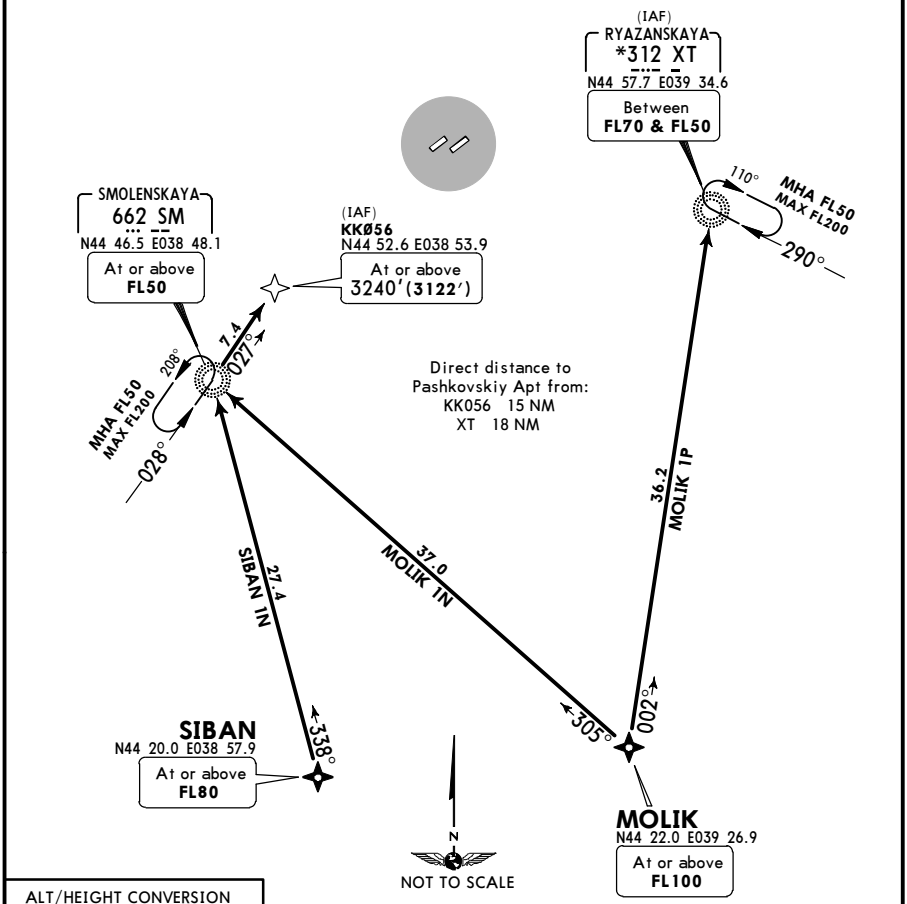
KRASNODAR, RUSSIA
RNAV STAR

ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

MOLIK 1N [MOLI1N]
MOLIK 1P [MOLI1P]
SIBAN 1N [SIBA1N]
RNAV

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)

STAR	RWY	ROUTING
MOLIK 1N By ATC	**05C**	MOLIK (FL100+) - SM NDB (FL50+) - KK056 (3240′+).
MOLIK 1P By ATC	**05C/23C**	MOLIK (FL100+) - XT NDB (FL70-; FL50+).
SIBAN 1N	**05C**	SIBAN (FL80+) - SM NDB (FL50+) - KK056 (3240′+).

CHANGES: New temporary chart.

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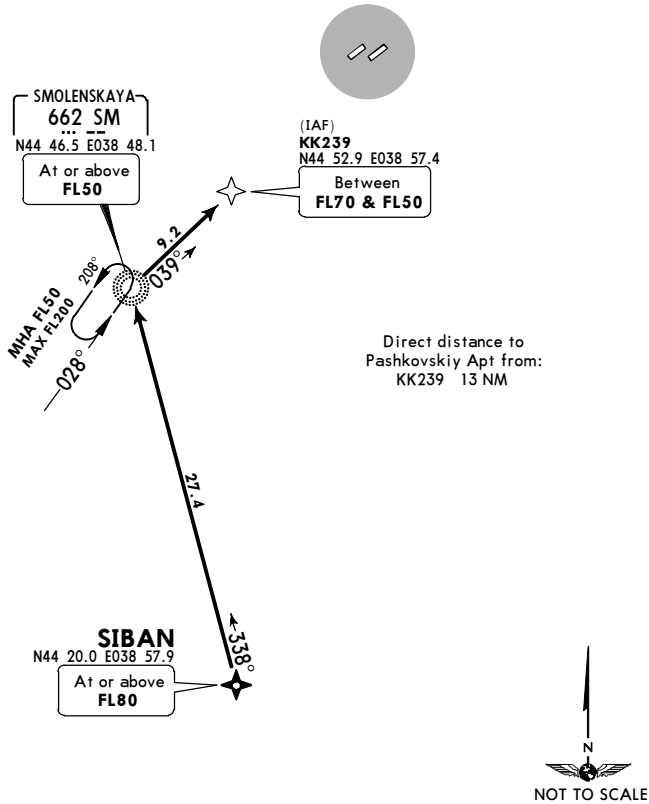
ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

SIBAN 1R [SIBA1R]
RWY 23C RNAV

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3400′	(3282′ - 1000m)

ROUTING

SIBAN (FL80+) - SM NDB (FL50+) - KK239 (FL70-; FL50+).

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

22 JAN 16 (10-2X5) Eff 4 Feb

KRASNODAR, RUSSIA
RNAV STAR

ATIS
122.45
(Russian 121.8)

Apt Elev
118′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3400′ (3285′)
1. RNAV (GNSS)
2. RNAV 1

3300′
MSA ARP

AGIDA 1N [AGID1N]
AGIDA 1P [AGID1P]
OSNIR 1N [OSNI1N]
RULAB 1N [RULA1N]
RNAV

ALT/HEIGHT CONVERSION
(QFE)
QNH (3285′ - 1000m)
3400′ (3125′ - 950m)
3240′

Direct distance to
Pashkovskiy Apt from:
KK056 15 NM

STAR	RWY	ROUTING
AGIDA 1N By ATC	05C	AGIDA (FL70+) - SM NDB (FL50+) - KK056 (3240′+).
AGIDA 1P By ATC		AGIDA (FL70+) - KK056 (3240′+).
OSNIR 1N By ATC		OSNIR (FL80+) - SM NDB (FL50+) - KK056 (3240′+).
RULAB 1N		RULAB (FL80+) - SM NDB (FL50+) - KK056 (3240′+).

1 Only for russian users.

(IAF)
KK056
N44 52.6 E038 53.9
At or above
3240′(3125′)

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
At or above
FL50

NOT TO SCALE

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

AGIDA
N45 00.7 E037 52.7
At or above
FL70

OSNIR
N44 38.6 E038 17.0
At or above
FL80

RULAB
N44 22.0 E038 24.5
At or above
FL80

093°
103°
44.2
41.8
AGIDA 1P
AGIDA 1N
074°
027°
052.5
OSNIR 1N
029.0
RULAB 1N
090°
028°

HOLDING OVER SM
028°
208°
MHA FL50
MAX FL200

CHANGES: New temporary chart.

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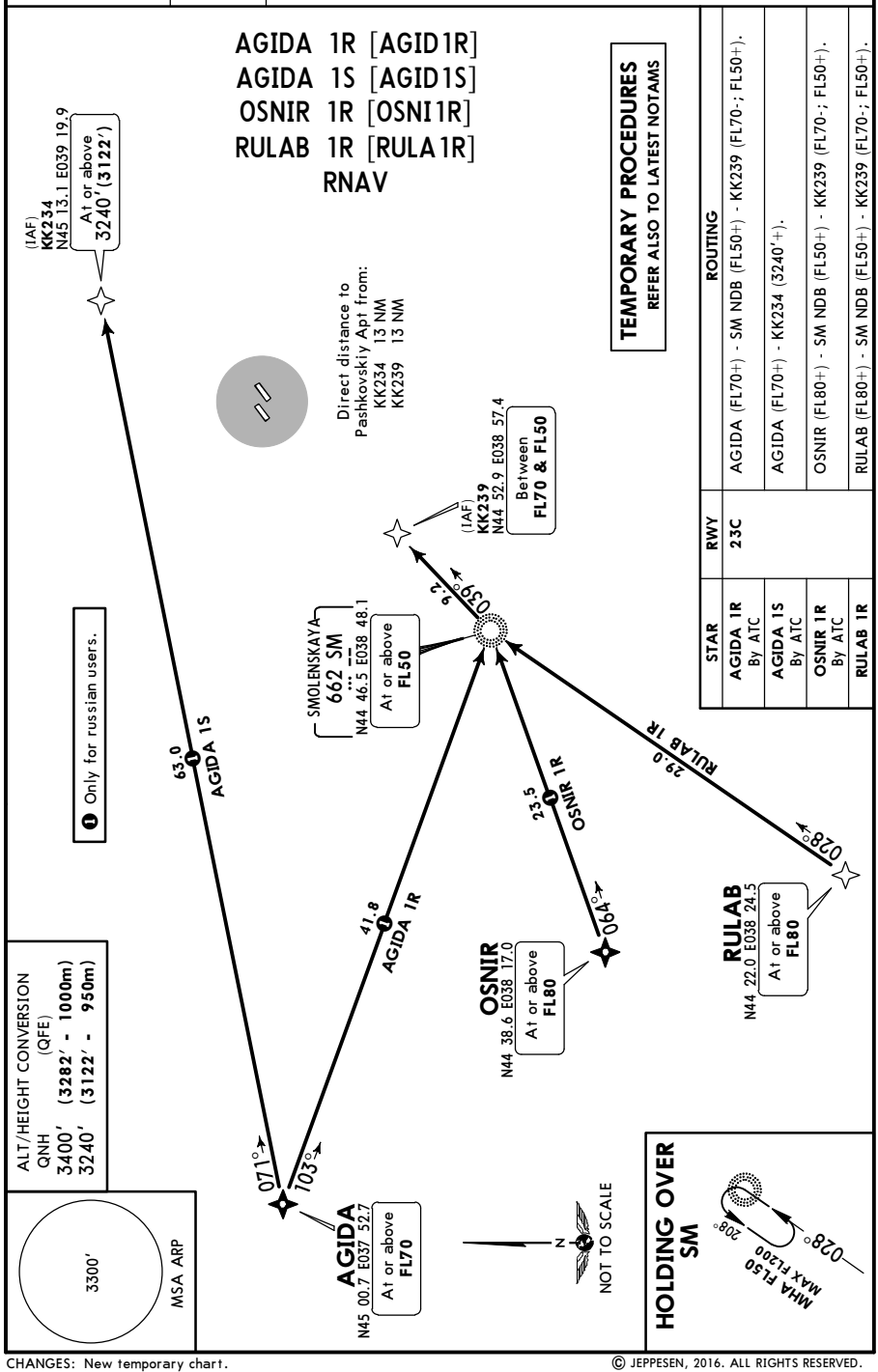
URKK/KRR
PASHKOVSKIY

JEPPESEN

22 JAN 16 (10-2X6) Eff 4 Feb

KRASNODAR, RUSSIA
RNAV STAR

ATIS	Apt Elev	
122.45 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) 1. RNAV (GNSS) 2. RNAV 1



CHANGES: New temporary chart.

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Apt Elev	QNH on request **(QFE)**
118′	Trans level: FL50 Trans alt: 3080′ ***(2969′)***

1800′
070° 290°
3100′
MSA
K Lctr

NZ 3C, SM 3C, XT 3C
SM 6C, UH 3C
BY ATC
RWY 05R DEPARTURES

N
NOT TO SCALE

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′)***

377 K
N45 01.2 E039 09.7

SMOLENSKAYA
662 SM
N44 46.5 E038 48.1
At or above
FL70

61 UH 3C By ATC
031°
057°
22 NZ 3C
108°
17 XT 3C
230°
32 SM 3C
220°
19
047°
SM 6C By ATC
At 770′
(659′)

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

CHANGES: K frequency.

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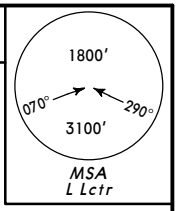
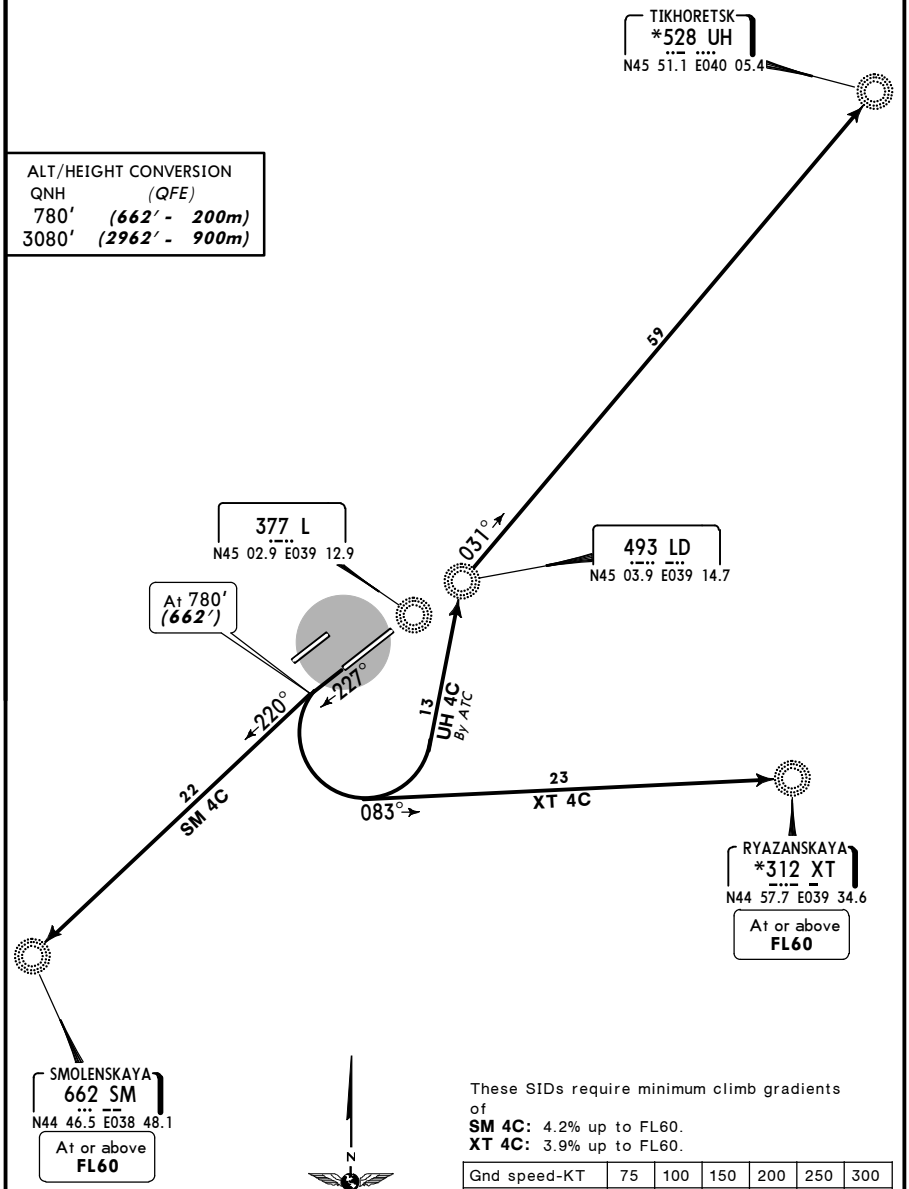
Apt Elev	QNH on request **(QFE)**
118′	Trans level: FL50 Trans alt: 3080′ ***(2962′)***



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



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

CHANGES: L frequency.

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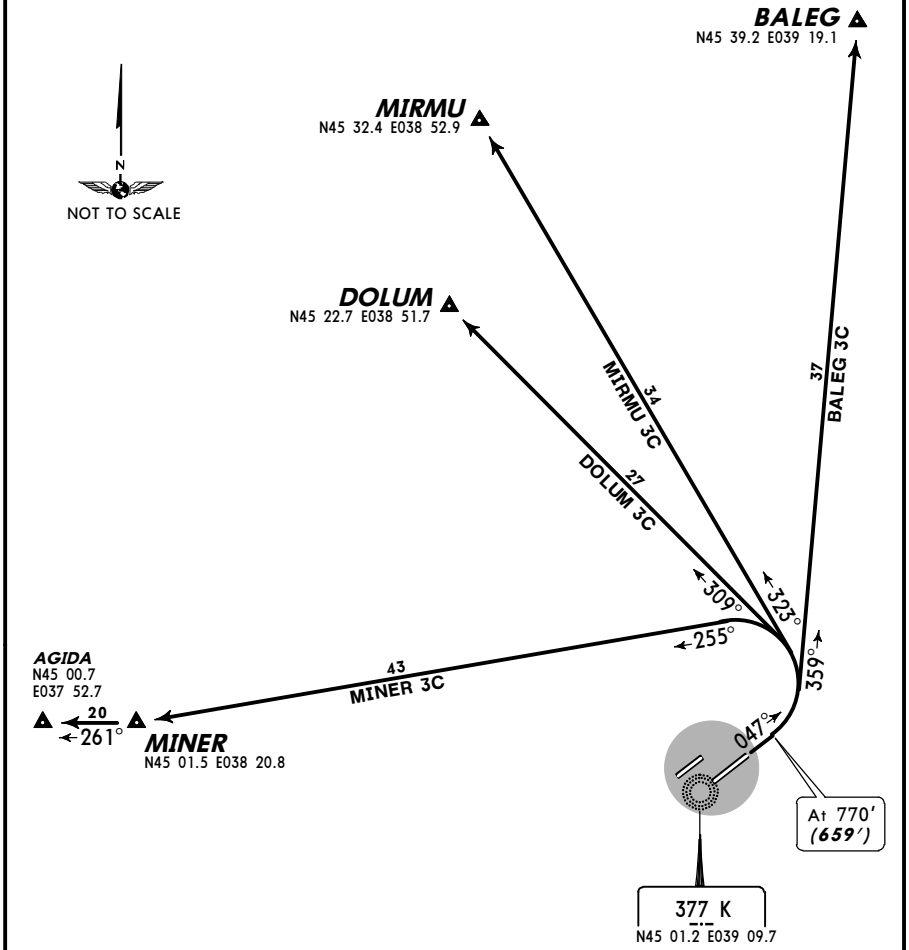
Apt Elev	
118′	QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2969′)*

1800′
070° 290°
3100′
MSA
K Lctr

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)*

CHANGES: K frequency.

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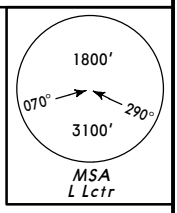
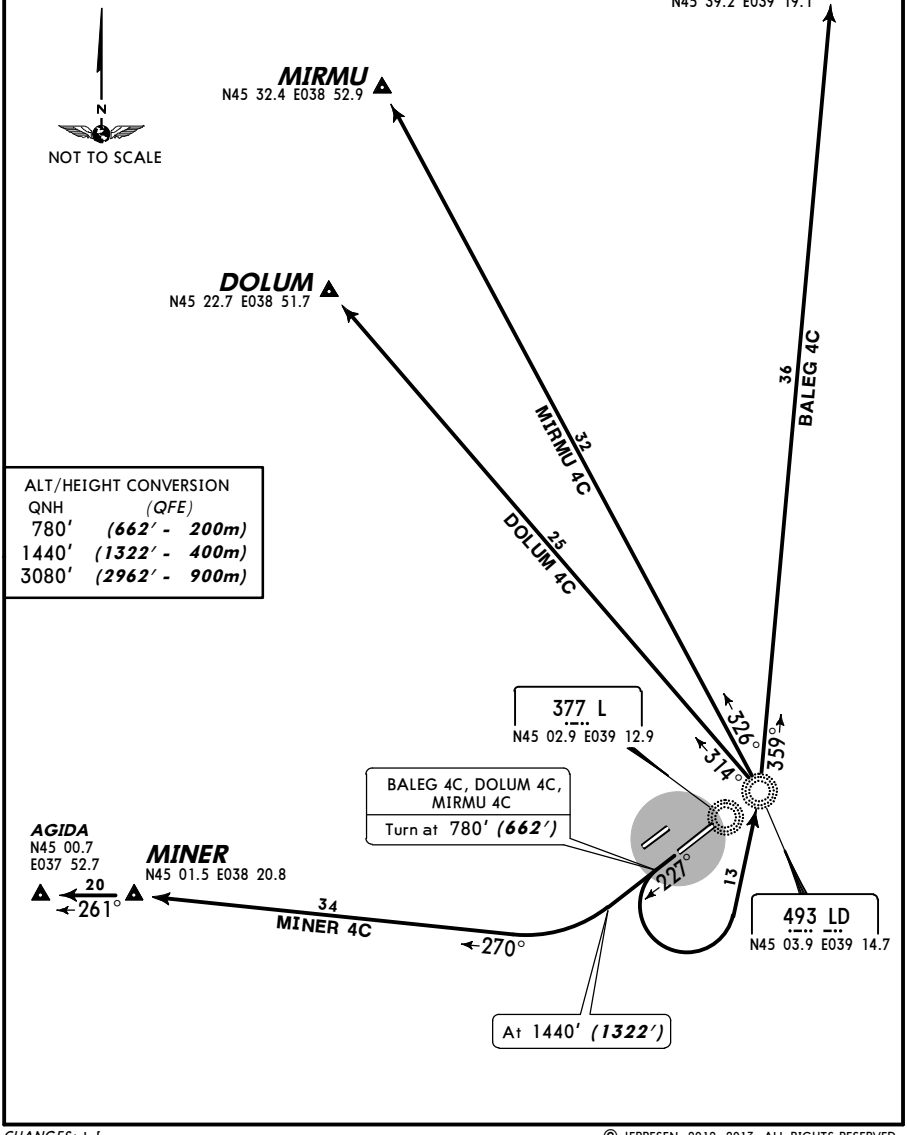
Apt Elev	
118′	QNH on request *(QFE)* Trans level: FL50 Trans alt: 3080′ *(2962′)*

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





CHANGES: L frequency.

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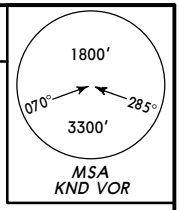
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3285′)***

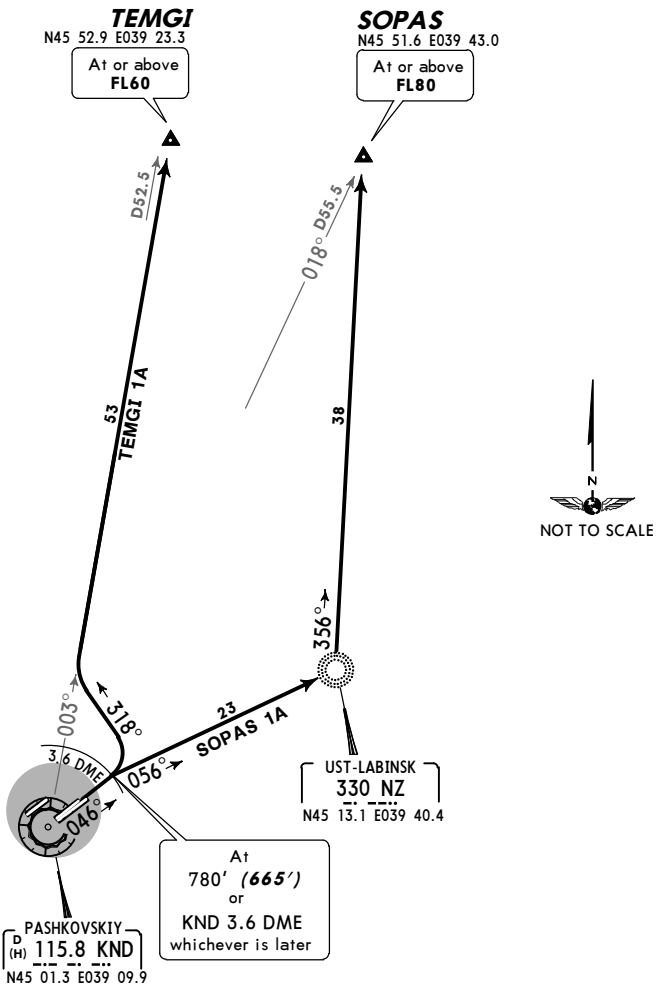


SOPAS 1A *[SOPA1A]*, TEMGI 1A *[TEMG1A]*

BY ATC
ONLY FOR RUSSIAN USERS

RWY 05C DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
780′	***(665′ - 200m)***
3400′	***(3285′ - 1000m)***

CHANGES: New temporary procedures.

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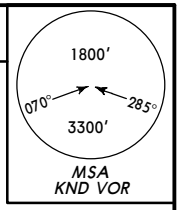
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3282′)***

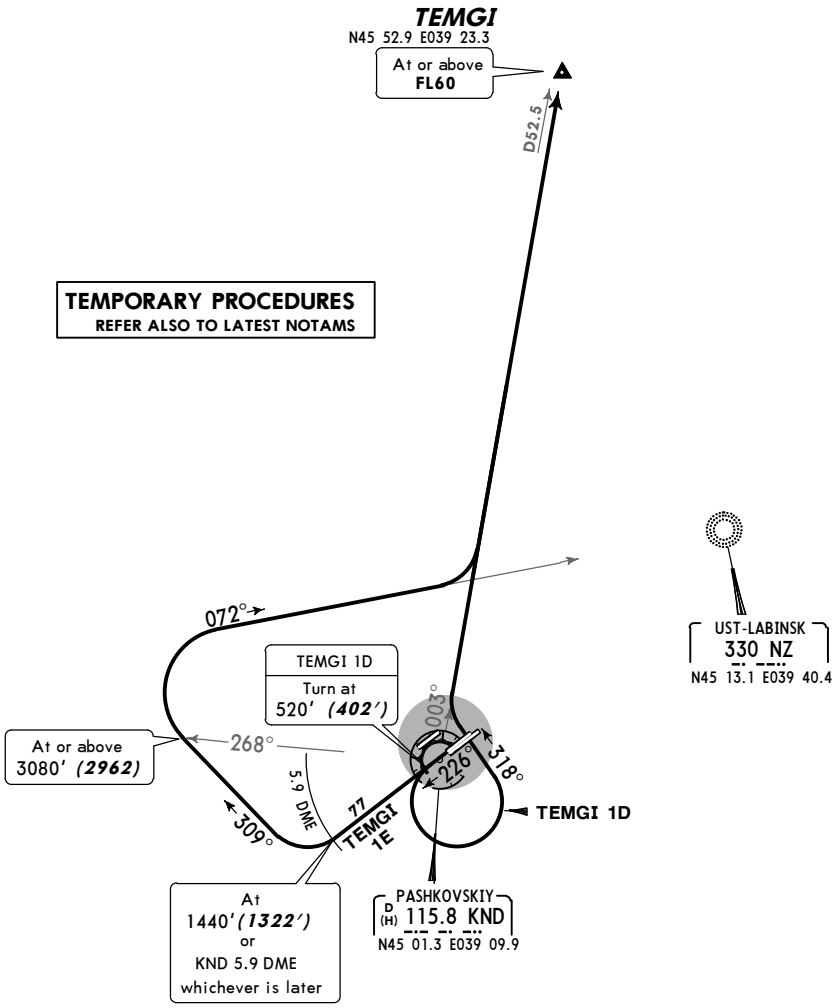


TEMGI 1D *[TEMG1D]*, TEMGI 1E *[TEMG1E]*

BY ATC

ONLY FOR RUSSIAN USERS

RWY 23C DEPARTURES



N

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
520′	***(402′ - 120m)***
1440′	***(1322′ - 400m)***
3080′	***(2962′ - 900m)***
3400′	***(3282′ - 1000m)***

CHANGES: New temporary procedures.

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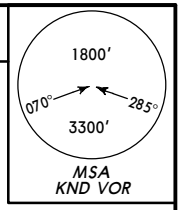
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3285′)***



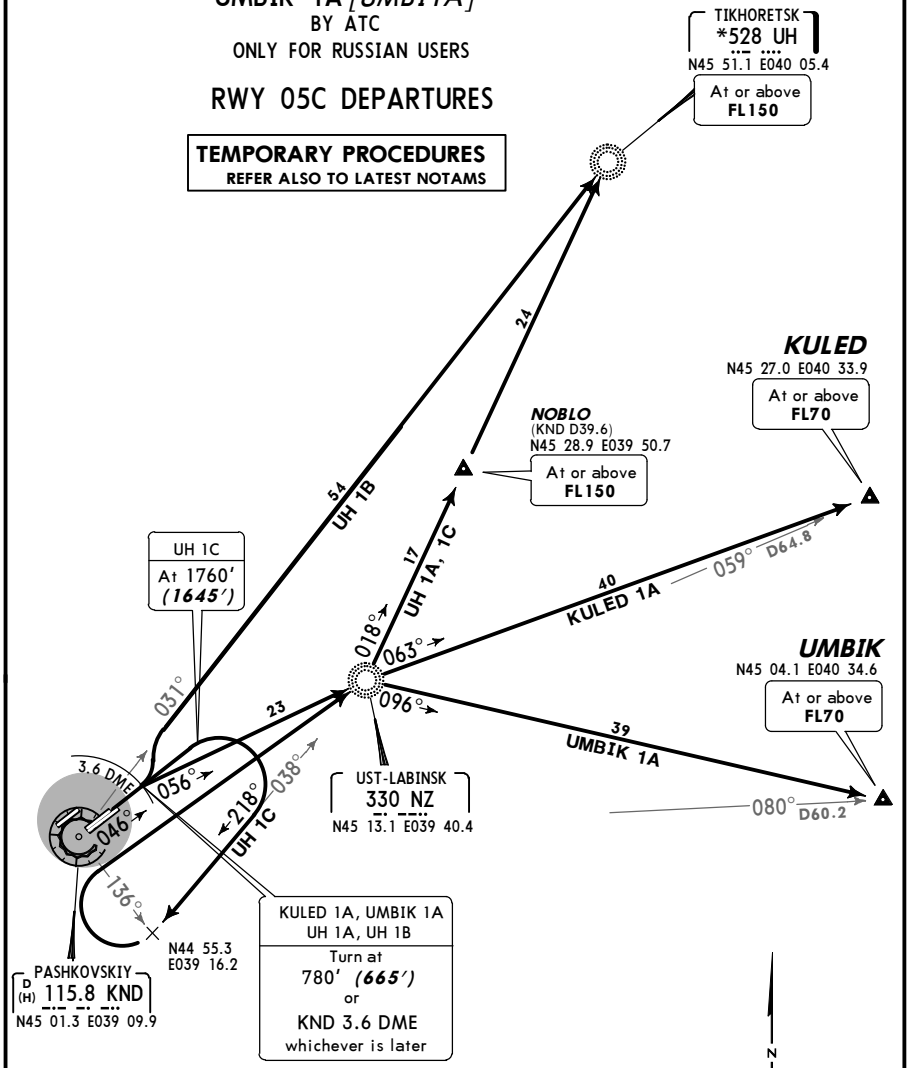
KULED 1A *[KULE1A]*, UH 1A, UH 1C

UH 1B
BY ATC

UMBIK 1A *[UMBI1A]*
BY ATC
ONLY FOR RUSSIAN USERS

RWY 05C DEPARTURES

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



These SIDs require minimum climb gradients of
UH 1A: 6.2% up to FL150, if unable proceed along UH 1C.
UH 1B: 4.0%.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
780′	***(665′ - 200m)***
1760′	***(1645′ - 500m)***
3400′	***(3285′ - 1000m)***

CHANGES: New temporary procedures.

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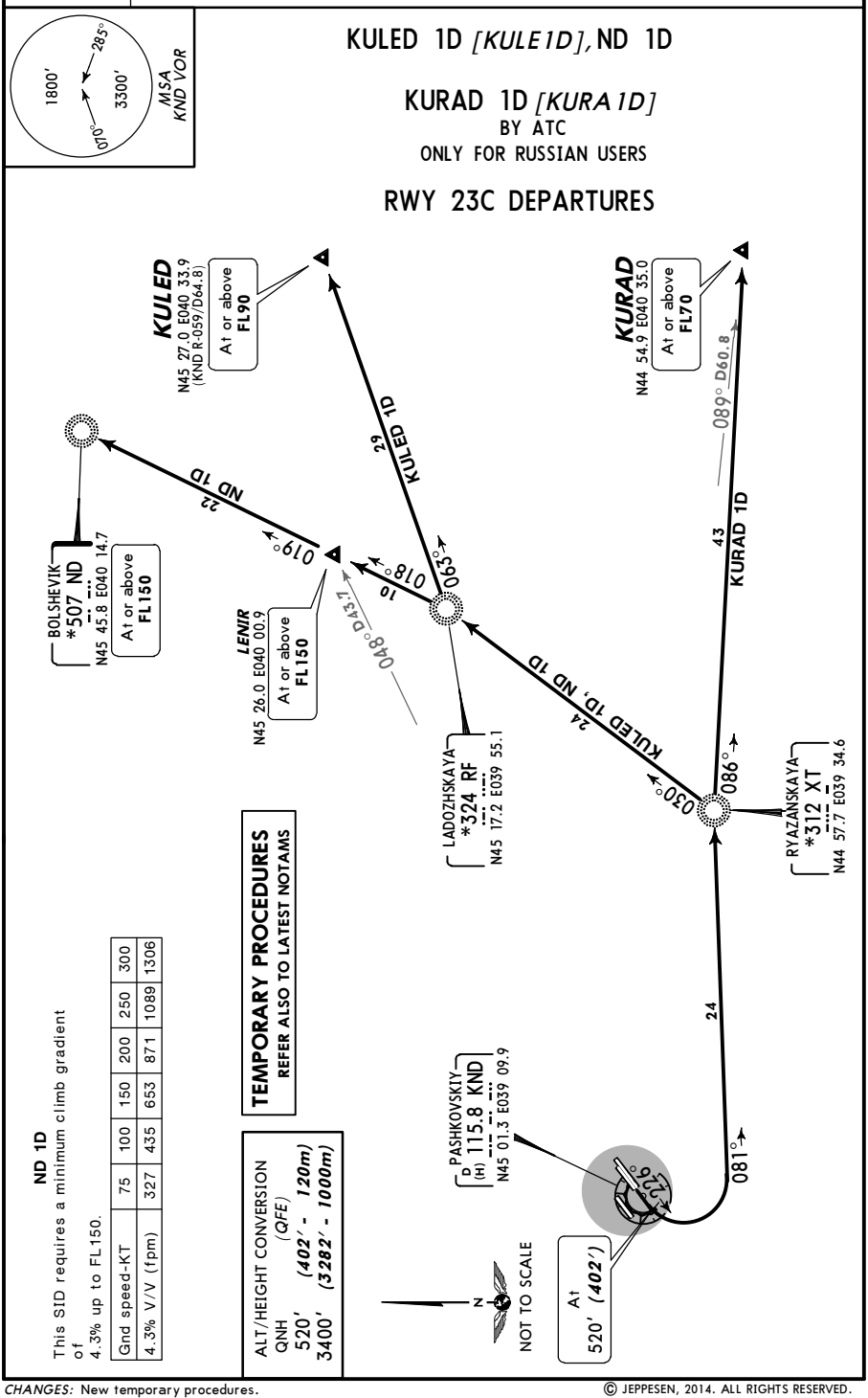
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3282′)***



CHANGES: New temporary procedures.

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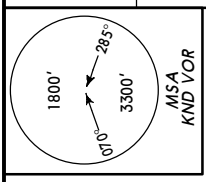
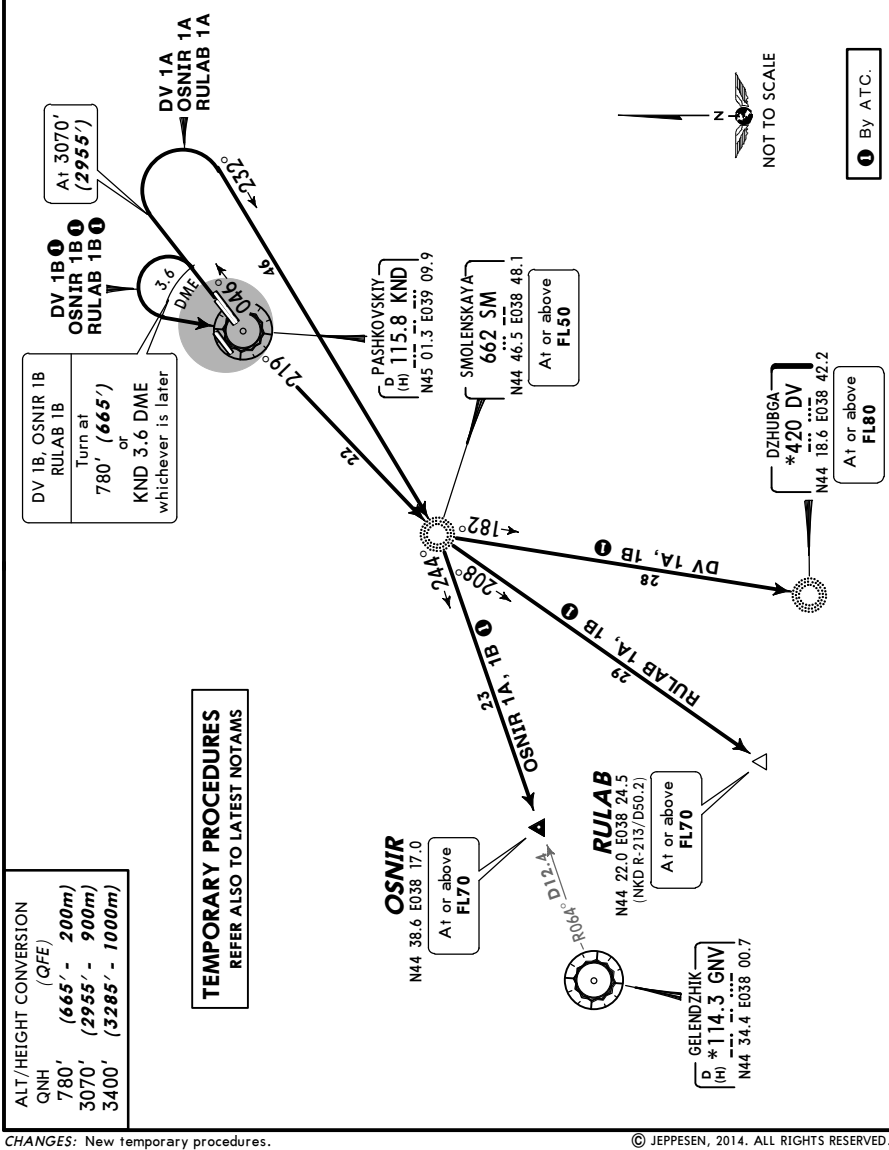
Apt Elev	QNH on request **(QFE)**
118′	Trans level: FL50 Trans alt: 3400′ ***(3285′)***



DV 1A, DV 1B ❶
RULAB 1A *[RULA1A]*, RULAB 1B *[RULA1B]* ❶
OSNIR 1A *[OSNI1A]*, OSNIR 1B *[OSNI1B]* ❶

ONLY FOR RUSSIAN USERS

RWY 05C DEPARTURES



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

ALT/HEIGHT CONVERSION
(QFE)

QNH	
780′	***(665′ - 200m)***
3070′	***(2955′ - 900m)***
3400′	***(3285′ - 1000m)***

CHANGES: New temporary procedures.

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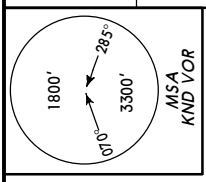
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3282′)***

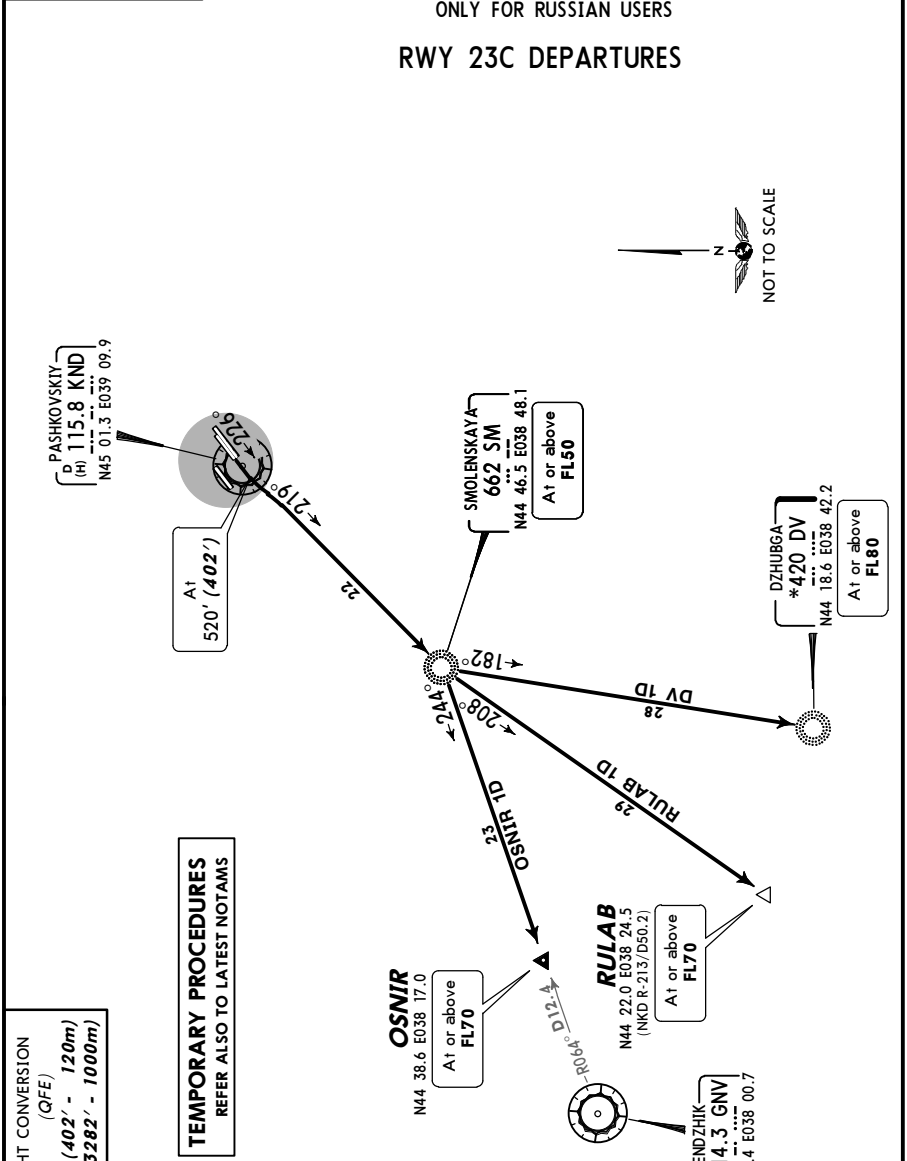


DV 1D, RULAB 1D *[RULA1D]*

OSNIR 1D *[OSNI1D]*

BY ATC
ONLY FOR RUSSIAN USERS

RWY 23C DEPARTURES



TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

ALT/HEIGHT CONVERSION
(QFE)
QNH
520′ (402′ - 120m)
3400′ (3282′ - 1000m)

CHANGES: New temporary procedures.

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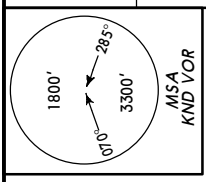
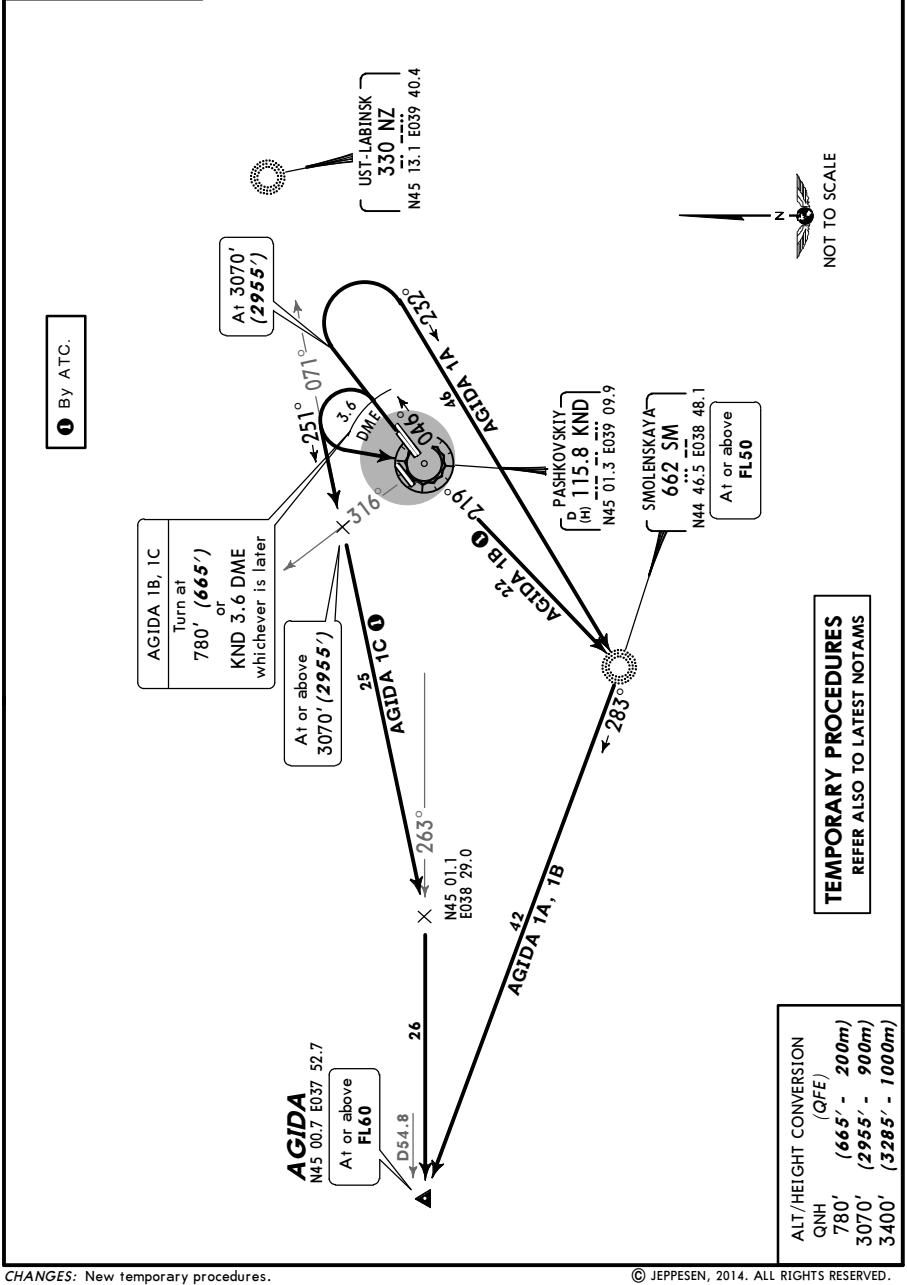
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3285′)***



AGIDA 1A *[AGID1A]*
AGIDA 1B *[AGID1B]* ❶ , AGIDA 1C *[AGID1C]* ❶
RWY 05C DEPARTURES
ONLY FOR RUSSIAN USERS



CHANGES: New temporary procedures.

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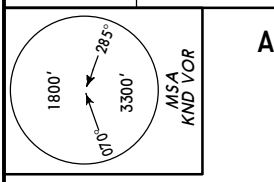
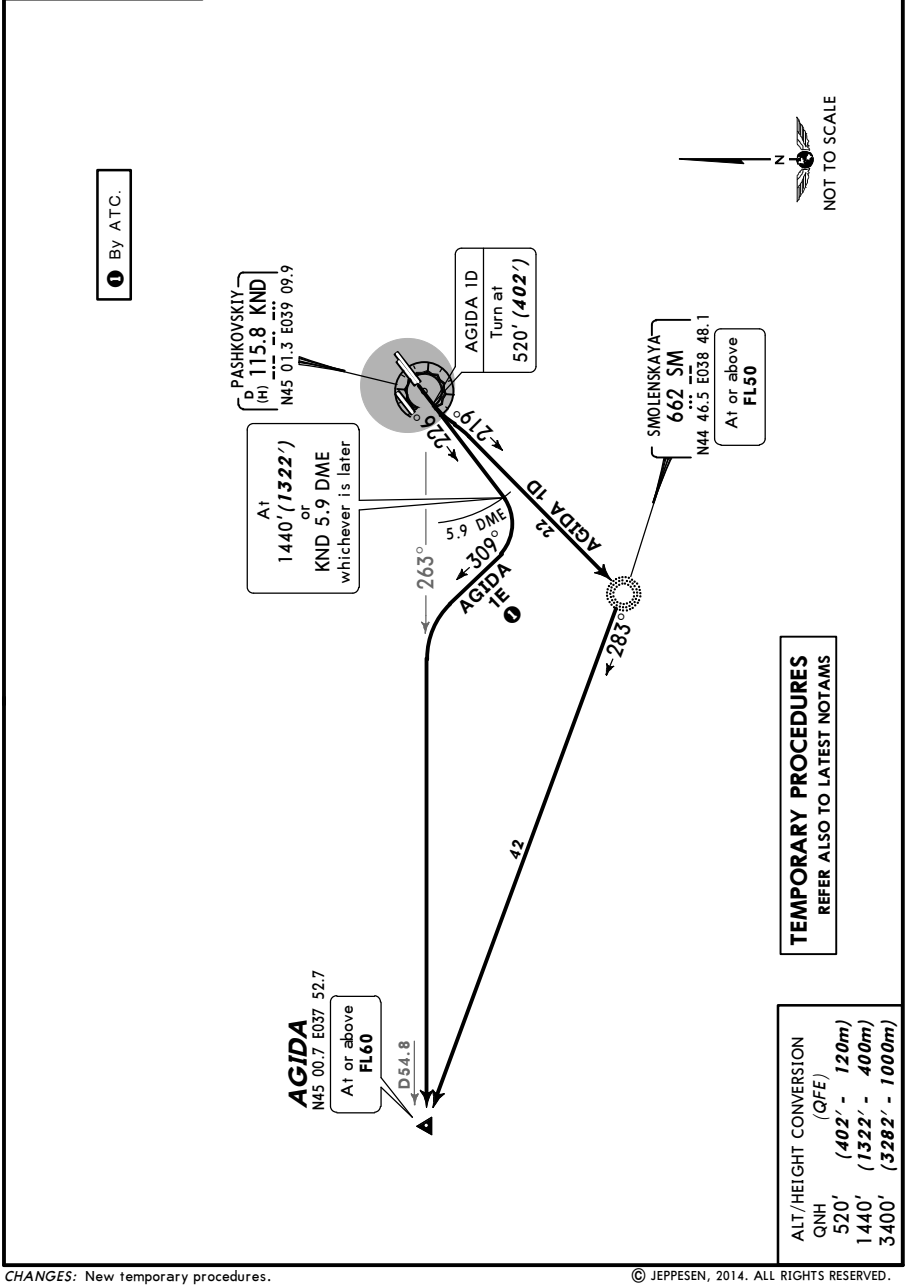
Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ ***(3282′)***



AGIDA 1D[AGID1D], AGIDA 1E [AGID1E] ❶
RWY 23C DEPARTURES
ONLY FOR RUSSIAN USERS



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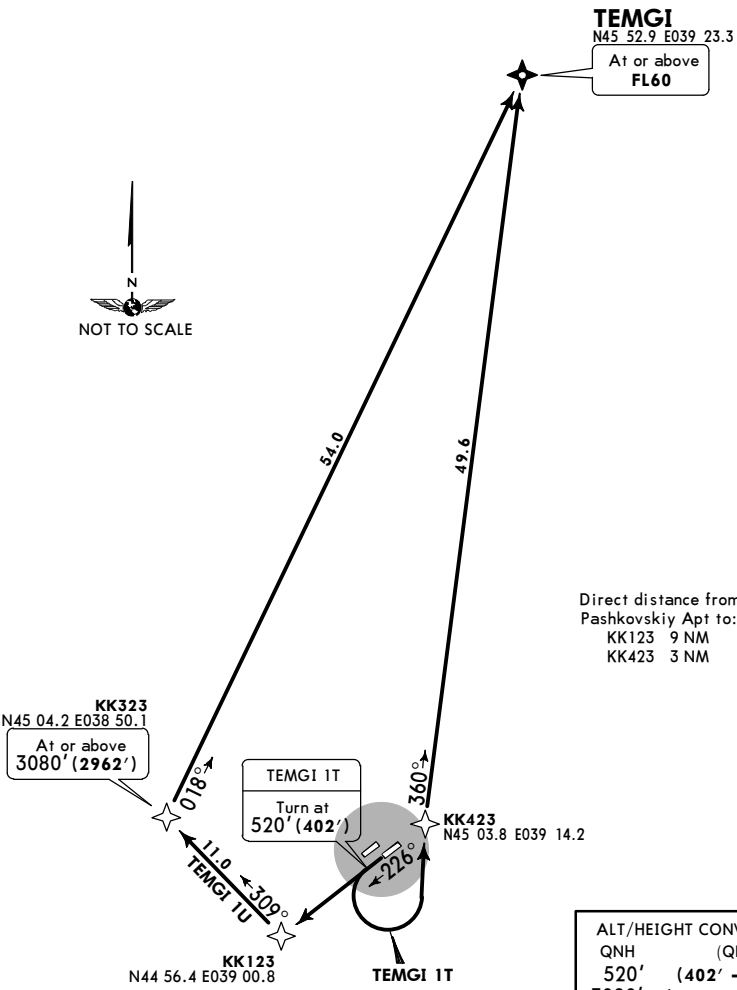
Apt Elev	
118′	QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

TEMGI 1T [TEMG1T]
TEMGI 1U [TEMG1U]
RNAV

BY ATC
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(402′ - 120m)
3080′	(2962′ - 900m)
3400′	(3282′ - 1000m)

SID	RWY	ROUTING
TEMGI 1T	**23C**	(520′) - KK423 - TEMGI (FL60+).
TEMGI 1U		(520′) - KK123 - KK323 (3080′+) - TEMGI (FL60+).

CHANGES: New temporary chart.

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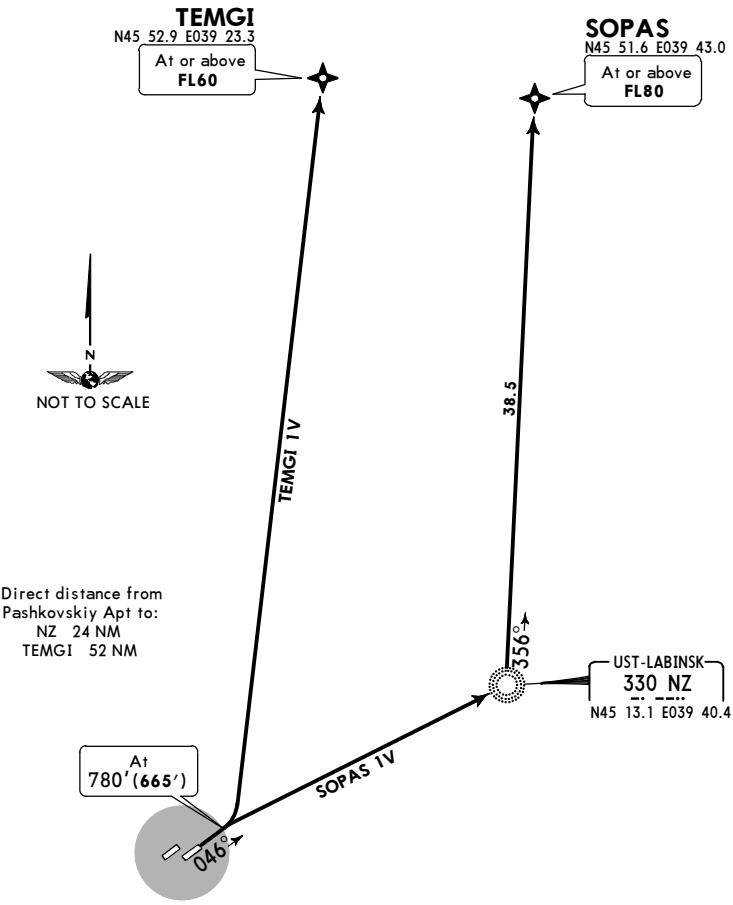
Apt Elev 118′	QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3285′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

SOPAS 1V [SOPA1V]
TEMGI 1V [TEMG1V]
RNAV

BY ATC
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



ALT/HEIGHT CONVERSION

QNH	(QFE)
780′	(665′ - 200m)
3400′	(3285′ - 1000m)

SID	RWY	ROUTING
SOPAS 1V	**05C**	(780′) - NZ NDB - SOPAS (FL80+).
TEMGI 1V		(780′) - TEMGI (FL60+).

CHANGES: New temporary chart.

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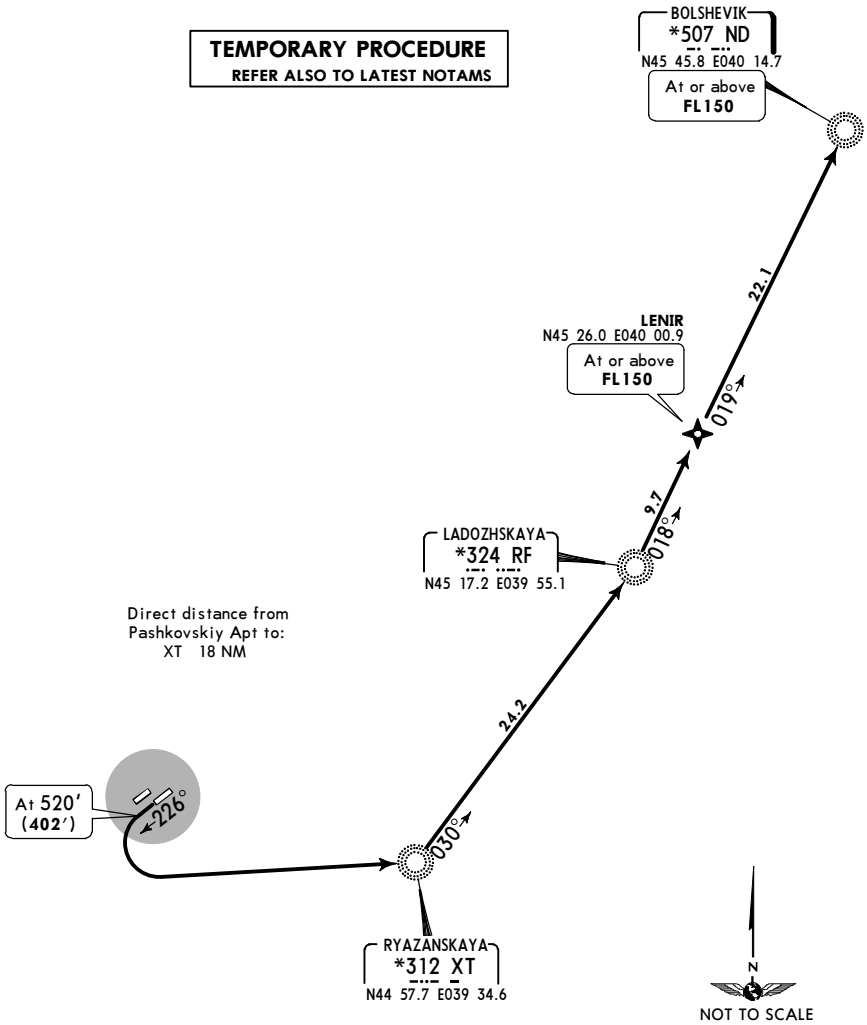
Apt Elev	
118′	QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

ND 1T
RWY 23C RNAV

TEMPORARY PROCEDURE
REFER ALSO TO LATEST NOTAMS



This SID requires a minimum climb gradient of
4.3% up to FL150.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(402′ - 120m)
3400′	(3282′ - 1000m)

ROUTING

(520′) - XT NDB - RF NDB - LENIR (FL150+) - ND NDB (FL150+).

CHANGES: New temporary chart.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

22 JAN 16 (10-3Q) Eff 4 Feb

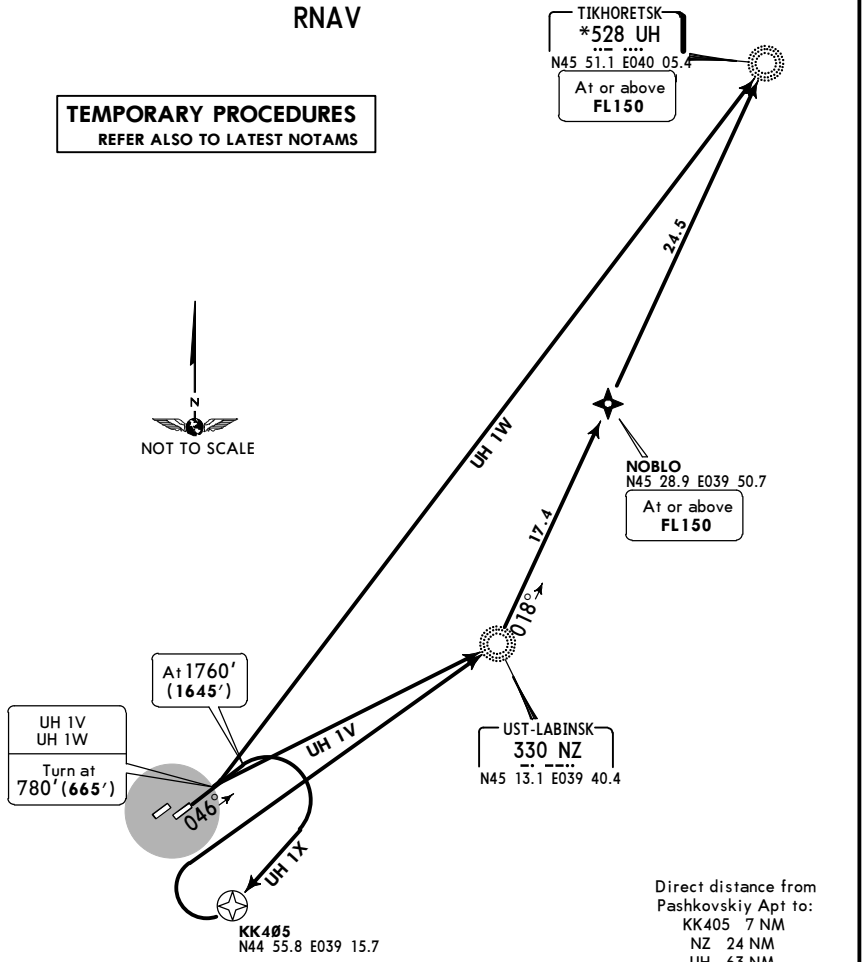
KRASNODAR, RUSSIA
RNAV SID

Apt Elev	
118′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3400′ **(3285′)** **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

UH 1V
UH 1W
UH 1X
RNAV

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



Direct distance from
Pashkovskiy Apt to:
KK405 7 NM
NZ 24 NM
UH 63 NM

These SIDs require minimum climb gradients of
UH 1V: 6.2% up to FL150, if unable to comply use SID UH 1X.
UH 1W: 4.0%.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.2% V/V (fpm)	471	628	942	1256	1570	1884

ALT/HEIGHT CONVERSION

QNH	(QFE)
780′	**(665′ - 200m)**
1760′	**(1645′ - 500m)**
3400′	**(3285′ - 1000m)**

SID	RWY	ROUTING
UH 1V	**05C**	(780′) - NZ NDB - NOBLO (FL150+) - UH NDB (FL150+).
UH 1W By ATC		(780′) - UH NDB (FL150+).
UH 1X		(1760′) - KK405 - NZ NDB - NOBLO (FL150+) - UH NDB (FL150+).

CHANGES: New temporary chart.

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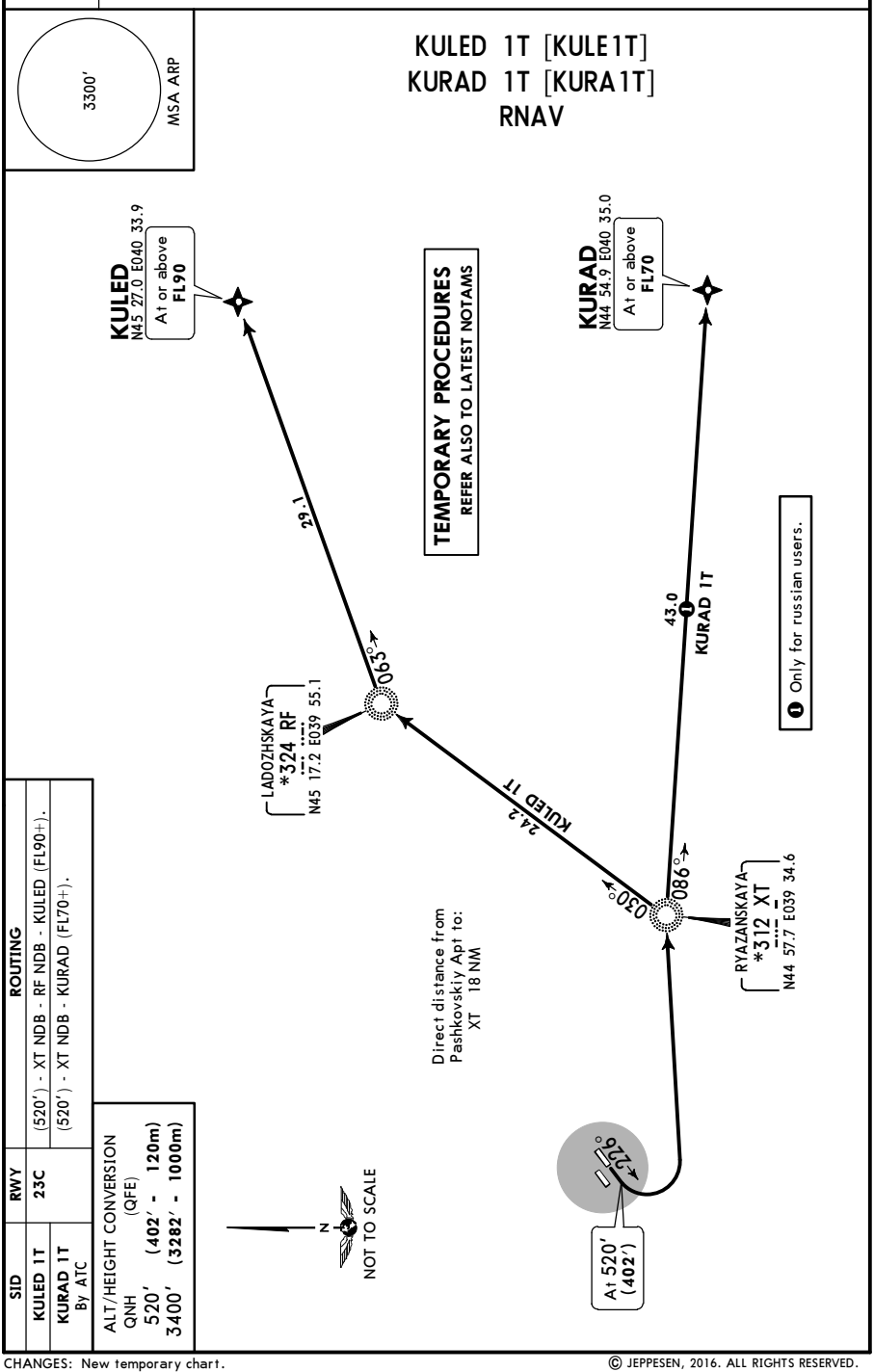
Apt Elev
118′

QNH on request (QFE)
Trans level: FL50 Trans alt: 3400′ (3282′)
1. RNAV (GNSS)
2. RNAV 1

KULED 1T [KULE1T]
KURAD 1T [KURA1T]
RNAV



SID	RWY	ROUTING
KULED 1T	23C	(520′) - XT NDB - RF NDB - KULED (FL90+).
KURAD 1T By ATC		(520′) - XT NDB - KURAD (FL70+).

ALT/HEIGHT CONVERSION
QNH (QFE)
520′ (402′ - 120m)
3400′ (3282′ - 1000m)

CHANGES: New temporary chart.

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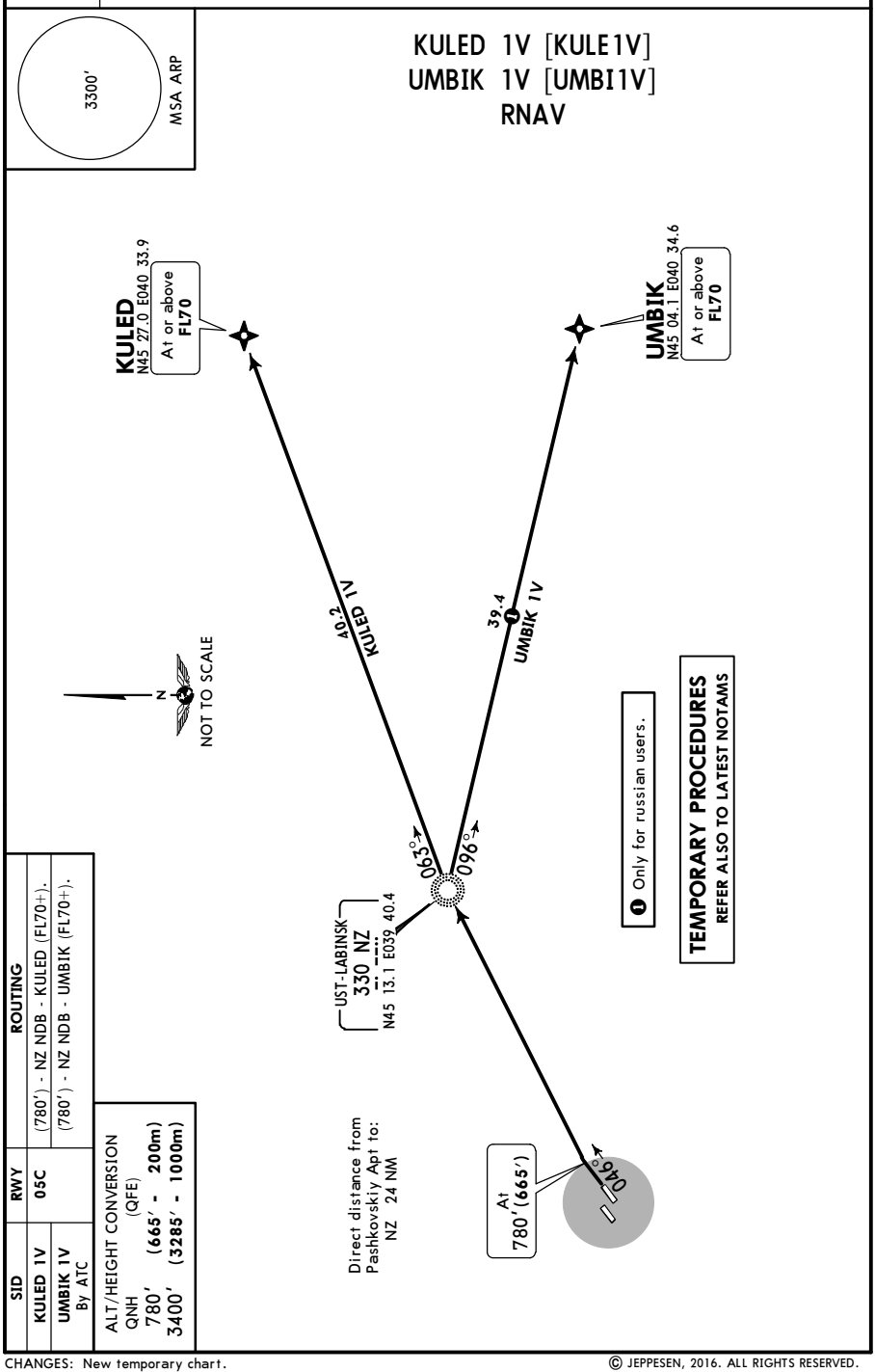
Apt Elev	
118′	QNH on request (**QFE**) Trans level: FL50 Trans alt: 3400′ (**3285′**) **1. RNAV (GNSS)** **2. RNAV 1**



SID	RWY	ROUTING
KULED 1V	**05C**	(780′) - NZ NDB - KULED (FL70+).
UMBIK 1V By ATC		(780′) - NZ NDB - UMBIK (FL70+).

ALT/HEIGHT CONVERSION
(QFE)
QNH
780′ (**665′ - 200m**)
3400′ (**3285′ - 1000m**)

CHANGES: New temporary chart.

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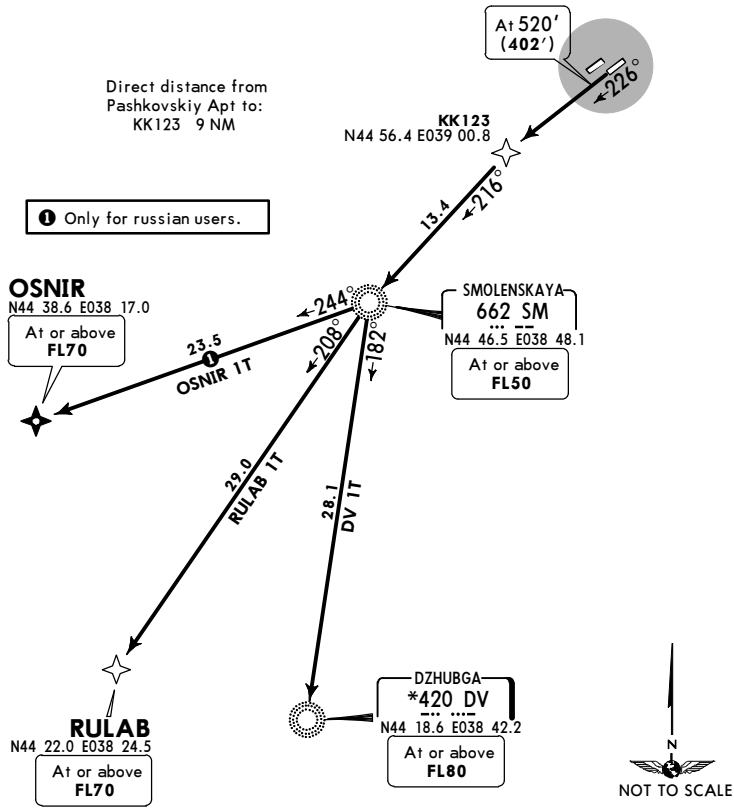
Apt Elev 118′	QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3282′) **1. RNAV (GNSS)** **2. RNAV 1**

3300′
MSA ARP

DV 1T
OSNIR 1T [OSNI1T]
RULAB 1T [RULA1T]
RNAV

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



These SIDs require a minimum climb gradient of
3.6% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(402′ - 120m)
3400′	(3282′ - 1000m)

SID	RWY	ROUTING
DV 1T	**23C**	(520′) - KK123 - SM NDB (FL50+) - DV NDB (FL80+).
OSNIR 1T By ATC		(520′) - KK123 - SM NDB (FL50+) - OSNIR (FL70+).
RULAB 1T		(520′) - KK123 - SM NDB (FL50+) - RULAB (FL70+).

CHANGES: New temporary chart.

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Apt Elev 118′	QNH on request (QFE) Trans level: FL50 Trans alt: 3400′ (3285′) 1. RNAV (GNSS) 2. RNAV 1

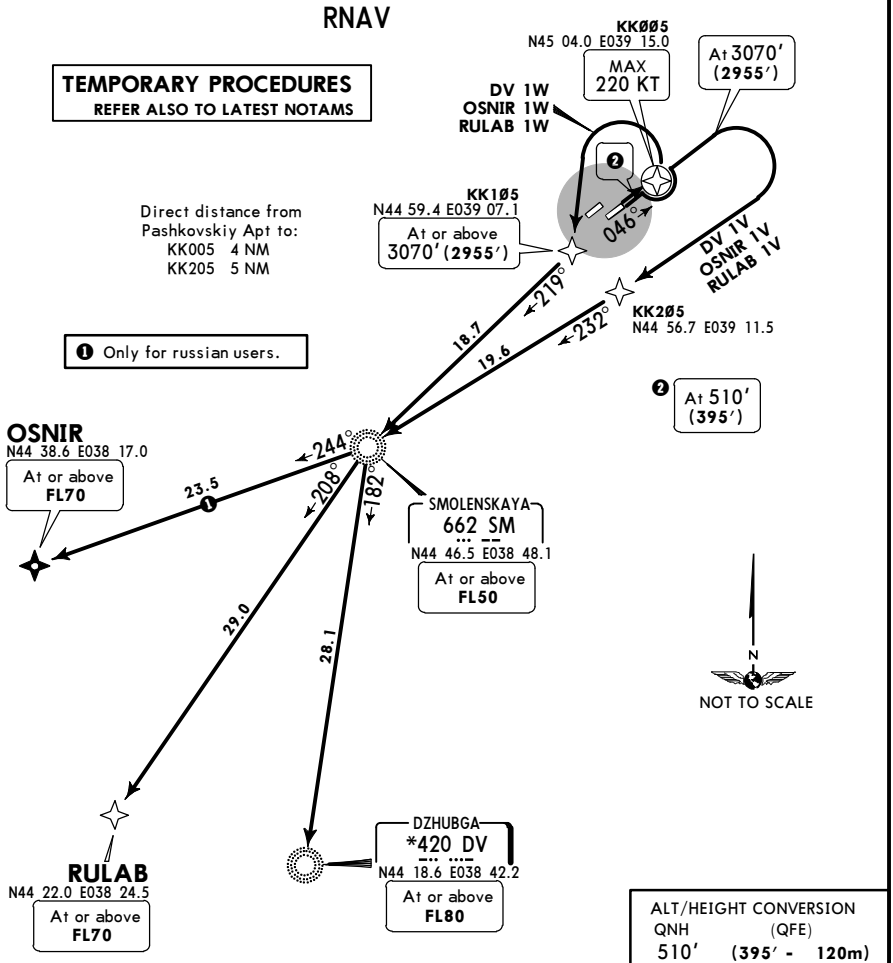
3300′
MSA ARP

DV 1V, DV 1W
OSNIR 1V [OSNI1V], OSNIR 1W [OSNI1W]
RULAB 1V [RULA1V], RULAB 1W [RULA1W]
RNAV

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS

Direct distance from Pashkovskiy Apt to:
KK005 4 NM
KK205 5 NM

❶ Only for russian users.



ALT/HEIGHT CONVERSION

QNH	(QFE)
510′	(395′ - 120m)
3070′	(2955′ - 900m)
3400′	(3285′ - 1000m)

SID	RWY	ROUTING
DV 1V	05C	(3070′) - KK205 - SM NDB (FL50+) - DV NDB (FL80+).
DV 1W By ATC		(510′) - KK005 (K220-) - KK105 (3070′+) - SM NDB (FL50+) - DV NDB (FL80+).
OSNIR 1V By ATC		(3070′) - KK205 - SM NDB (FL50+) - OSNIR (FL70+).
OSNIR 1W By ATC		(510′) - KK005 (K220-) - KK105 (3070′+) - SM NDB (FL50+) - OSNIR (FL70+).
RULAB 1V		(3070′) - KK205 - SM NDB (FL50+) - RULAB (FL70+).
RULAB 1W By ATC		(510′) - KK005 (K220-) - KK105 (3070′+) - SM NDB (FL50+) - RULAB (FL70+).

CHANGES: New temporary chart.

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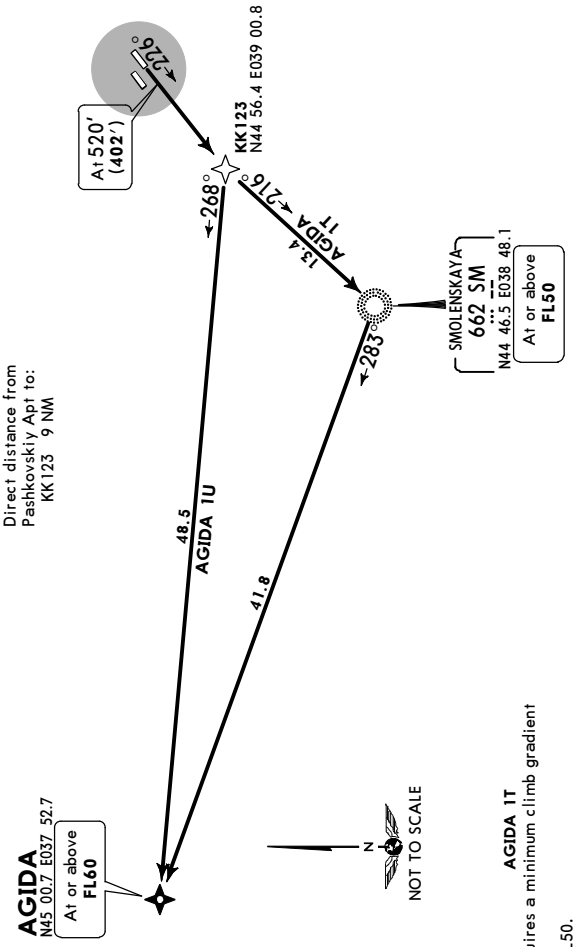
Apt Elev
118′

QNH on request (**QFE**)
Trans level: FL50 Trans alt: 3400′ (**3282′**)
1. RNAV (GNSS)
2. RNAV 1

3300′
MSA ARP

AGIDA 1T [AGID1T]
AGIDA 1U [AGID1U]
RNAV
BY ATC
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



SID	RWY	ROUTING
AGIDA 1T	23C	(520′) - KK123 - SM NDB (FL50+) - AGIDA (FL60+).
AGIDA 1U		(520′) - KK123 - AGIDA (FL60+).

ALT/HEIGHT CONVERSION
QNH (QFE)
520′ (402′ - 120m)
3400′ (3282′ - 1000m)

AGIDA 1T
This SID requires a minimum climb gradient of 3.6% up to FL50.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094

CHANGES: New temporary chart.

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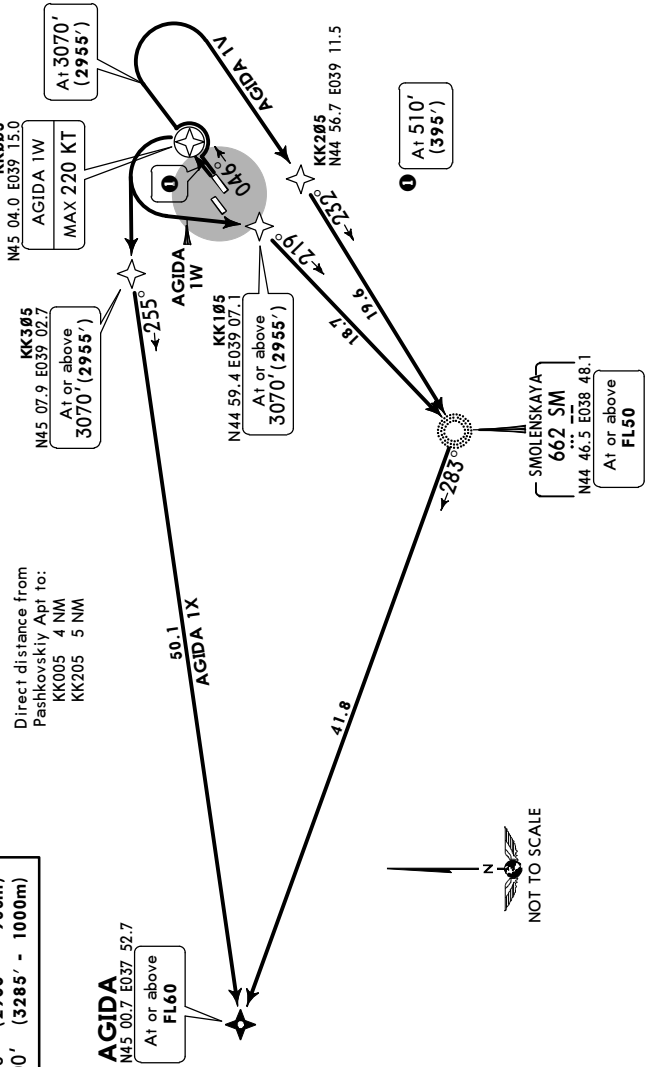
Apt Elev 118′

QNH on request (**QFE**)
Trans level: FL50 Trans alt: 3400′ (**3285′**)
1. RNAV (GNSS)
2. RNAV 1

3300′ MSA ARP

AGIDA 1V [AGID1V]
AGIDA 1W [AGID1W]
AGIDA 1X [AGID1X]
RNAV
BY ATC
ONLY FOR RUSSIAN USERS

TEMPORARY PROCEDURES
REFER ALSO TO LATEST NOTAMS



SID	RWY	ROUTING
AGIDA 1V	05C	(3070′) - KK205 - SM NDB (FL50+) - AGIDA (FL60+).
AGIDA 1W		(510′) - KK005 (K220-) - KK105 (3070′+) - SM NDB (FL50+) - AGIDA (FL60+).
AGIDA 1X		(510′) - KK005 - KK305 (3070′+) - AGIDA (FL60+).

ALT/HEIGHT CONVERSION (QFE)

QNH		
510′	(395′ -	120m)
3070′	(2955′ -	900m)
3400′	(3285′ -	1000m)

CHANGES: New temporary chart.

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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.

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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/C when runway-in-use is runway 23 but the maximum allowable tail wind component does not exceed the restrictions established by the Airplane Flight Manual and the aircraft proceeding to land at Krasnodar/Pashkovskiy AD are at a distance of not less than 54NM. 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 23C.

When taking off from runways 05C/23C 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 (V2 + 20) and with minimum permissible gradient.

At a distance of 2.7 - 3NM 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 05C/23C using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).

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.

TEMPORARY PROCEDURES

REFER ALSO TO LATEST NOTAMS

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URKK/KRR

Apt Elev **118′**

N45 02.1 E039 10.2

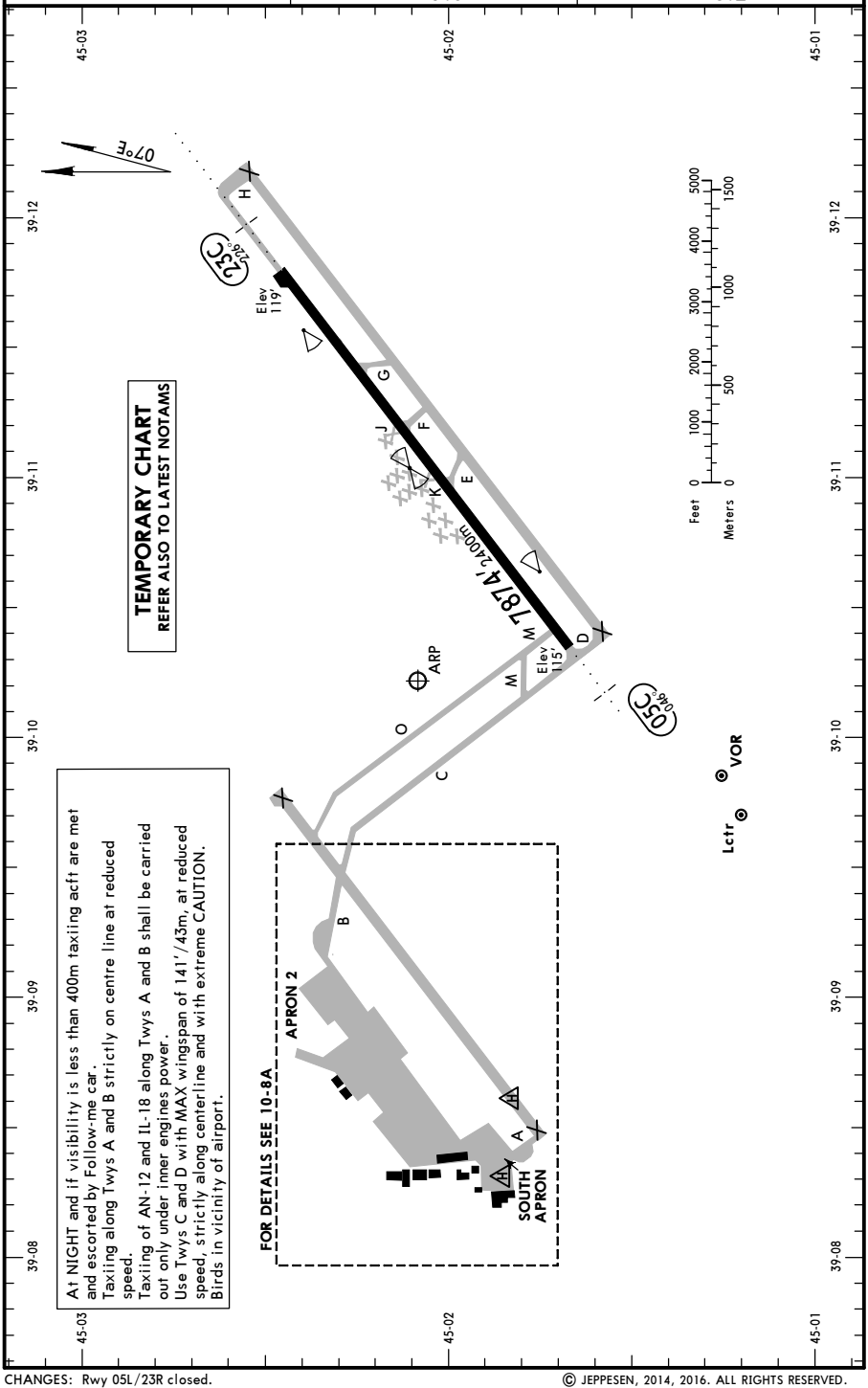
JEPPESEN

11 MAR 16 (10-8)

KRASNODAR, RUSSIA

PASHKOVSKIY

ATIS	KRASNODAR Ground	Tower
122.45 (Russian 121.8)	119.0	118.2



CHANGES: Rwy 05L/23R closed.

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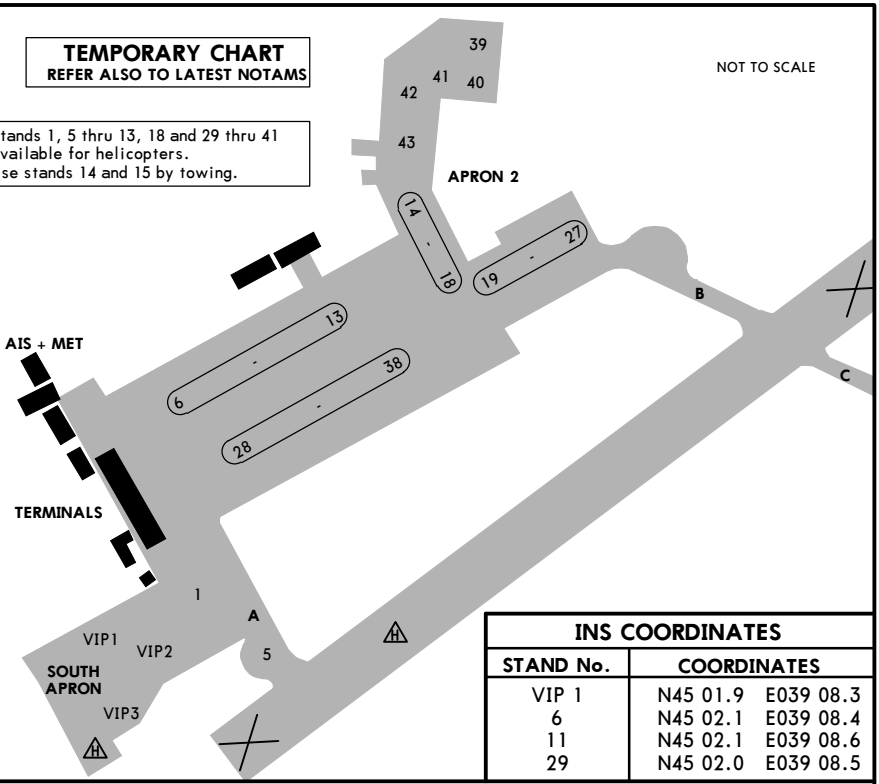
TEMPORARY CHART
REFER ALSO TO LATEST NOTAMS

Stands 1, 5 thru 13, 18 and 29 thru 41 available for helicopters.
Use stands 14 and 15 by towing.

NOT TO SCALE



INS COORDINATES

STAND No.	COORDINATES
VIP 1	N45 01.9 E039 08.3
6	N45 02.1 E039 08.4
11	N45 02.1 E039 08.6
29	N45 02.0 E039 08.5

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05C	RL (60m) ALS PAPI-L (angle 3.00°) RVR				148' 45m
23C	RL (60m) ALS PAPI-L (angle 2.67°) RVR		6720' 2048m		

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A, B, C	250m	400m
D	300m	

CHANGES: Rwy 05L/23R closed.

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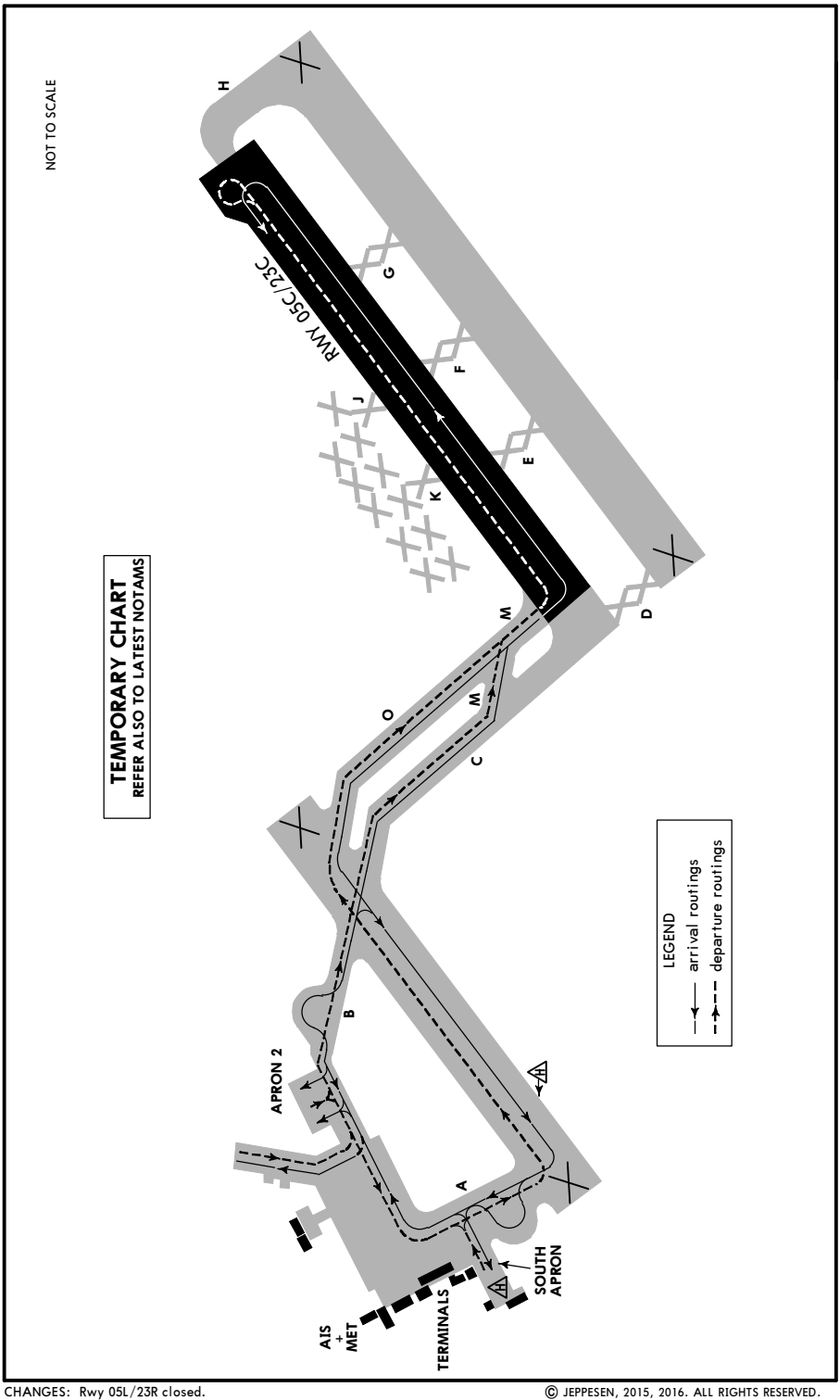

CHANGES: Rwy 05L/23R closed.

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URKK/KRR

Apt Elev **118′**

N45 02.1 E039 10.2

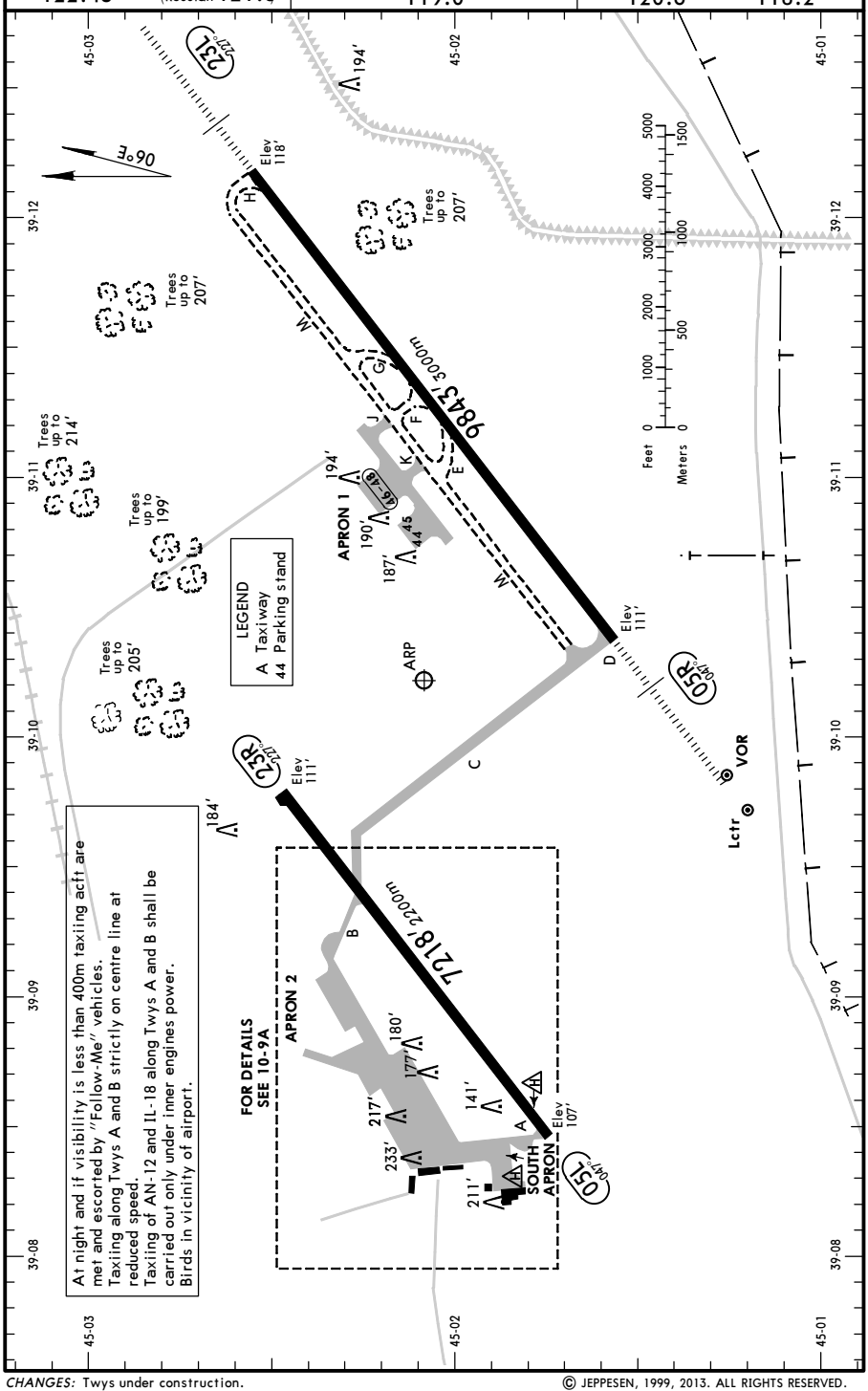
JEPPESEN

22 FEB 13 (10-9) **Eff 7 Mar**

KRASNODAR, RUSSIA

PASHKOVSKIY

ATIS	KRASNODAR Ground	Tower	
		Rwy 05L/23R	Rwy 05R/23L
122.45 (Russian 121.8)	119.0	120.6	118.2



CHANGES: Twys under construction.

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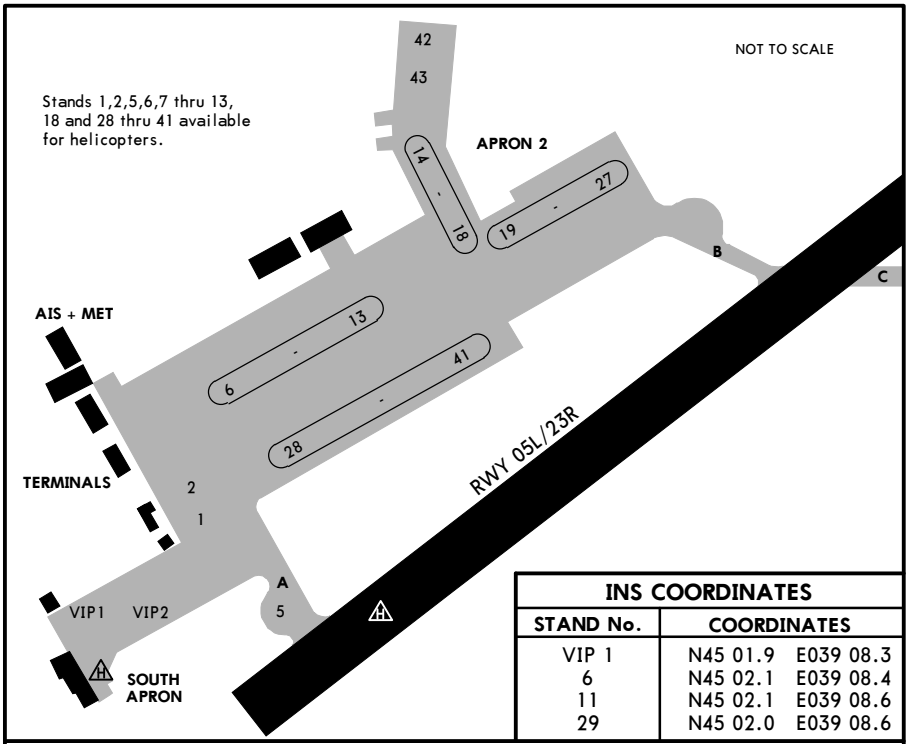

INS COORDINATES

STAND No.	COORDINATES
VIP 1	N45 01.9 E039 08.3
6	N45 02.1 E039 08.4
11	N45 02.1 E039 08.6
29	N45 02.0 E039 08.6

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L 23R		RVR	❶		❶	161′ *49m*
05R 23L	HIRL *(60m)* HIALS TDZ	RVR		8810′ *2685m* / 8749′ *2667m*		148′ *45m*

❶ Prohibited to all acft between 2200 - 0700.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A, B, C	*250m*	*400m*
D	*300m*	

CHANGES: Usable lengths.

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

❶ Continuous Descent Final Approach.

CHANGES: None.

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KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23L	ILS	**318**′(200′)	**318**′(200′)	**318**′(200′)	**318**′(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC ❶	**460**′(342′)	**460**′(342′)	**460**′(342′)	**460**′(342′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNAV ❶	**470**′(352′)	**470**′(352′)	**470**′(352′)	**470**′(352′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB ❶	**470**′(352′)	**470**′(352′)	**470**′(352′)	**470**′(352′)
	with FAF	**R900m**	**R900m**	**R900m**	**R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	2 NDB	**870**′(752′)	**870**′(752′)	**870**′(752′)	**870**′(752′)
	w/o FAF	**C2900m**	**C2900m**	**C3100m**	**C3100m**
	ALS out	C3700m	C3700m	C3900m	C3900m
	LD LOM ❶	**630**′(512′)	**630**′(512′)	**630**′(512′)	**630**′(512′)
	with FAF	**R1500m**	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	LD LOM	**870**′(752′)	**870**′(752′)	**870**′(752′)	**870**′(752′)
	w/o FAF	**C2900m**	**C2900m**	**C3100m**	**C3100m**
	ALS out	C3700m	C3700m	C3800m	C3900m
	L LMM ❶	**630**′(512′)	**630**′(512′)	**630**′(512′)	**630**′(512′)
	with FAF	**R1500m**	**R1500m**	**R1600m**	**R1600m**
	ALS out	R1500m	R1500m	R2400m	R2400m
	L LMM	**950**′(832′)	**950**′(832′)	**950**′(832′)	**950**′(832′)
	w/o FAF	**C3300m**	**C3300m**	**C3500m**	**C3500m**
	ALS out	C4000m	C4000m	C4200m	C4200m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
to rwy 05R ❷	**710**′(599′) ceil 300m- V3000m	**710**′(599′) ceil 300m- V3000m	**840**′(729′) ceil 350m- V3000m	**840**′(729′)❸ ceil 350m- V4000m
to rwy 23L	**710**′(592′) ceil 300m- V3000m	**710**′(592′) ceil 300m- V3000m	**840**′(722′) ceil 350m- V3000m	**840**′(722′)❹ ceil 350m- V4000m

❷ Circling height based on rwy 07R threshold elev of 111′.
❸ Widebodied acft: MDA(H) 1100′(989′) CEIL 400m VIS 5000m.
❹ Widebodied acft: MDA(H) 1110′(992′) CEIL 400m VIS 5000m.

TAKE-OFF RWY 05L/R, 23L/R

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

CHANGES: Circling minimums.

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TEMPORARY MINIMUM PAGE
REFER ALSO TO LATEST NOTAMS

STRAIGHT-IN RWY		A	B	C	D
05C	RNAV ❶	**460′**(345′) **R1400m**	**460′**(345′) **R1400m**	**460′**(345′) **R1400m**	**460′**(345′) **R1400m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**560′**(445′) **R1500m**	**560′**(445′) **R1500m**	**560′**(445′) **R1900m**	**560′**(445′) **R1900m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	NDB	**620′**(505′) **C2300m**	**620′**(505′) **C2300m**	**620′**(505′) **C2500m**	**620′**(505′) **C2500m**
	ALS out	C2600m	C2600m	C2800m	C2800m
23C	ILS	**318′**(200′) **R1000m**	**318′**(200′) **R1000m**	**318′**(200′) **R1000m**	**318′**(200′) **R1000m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**480′**(362′) **R1500m**	**480′**(362′) **R1500m**	**480′**(362′) **R1500m**	**480′**(362′) **R1500m**
	ALS out	R1500m	R1500m	R1700m	R1700m
	VOR ❶	**520′**(402′) **R1500m**	**520′**(402′) **R1500m**	**520′**(402′) **R1700m**	**520′**(402′) **R1700m**
	ALS out	R1500m	R1500m	R1900m	R1900m
	NDB	**740′**(622′) **C2900m**	**740′**(622′) **C2900m**	**740′**(622′) **C3100m**	**740′**(622′) **C3100m**
	ALS out	C3100m	C3100m	C3300m	C3300m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	700′(582′) ❸ V1500m ❹	**700′**(582′) ❸ V1600m ❹	**800′**(682′) V2400m ❹	**820′**(702′) V3600m

❷ Prohibited Northwest of airport.
❸ After NDB 23C: 740′ (622′).
❹ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 05L/C, 23C/R

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

CHANGES: RNAV added.

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JEPPESEN

8 AUG 14 (11-01)

KRASNODAR, RUSSIA
ILS DME Rwy 23C

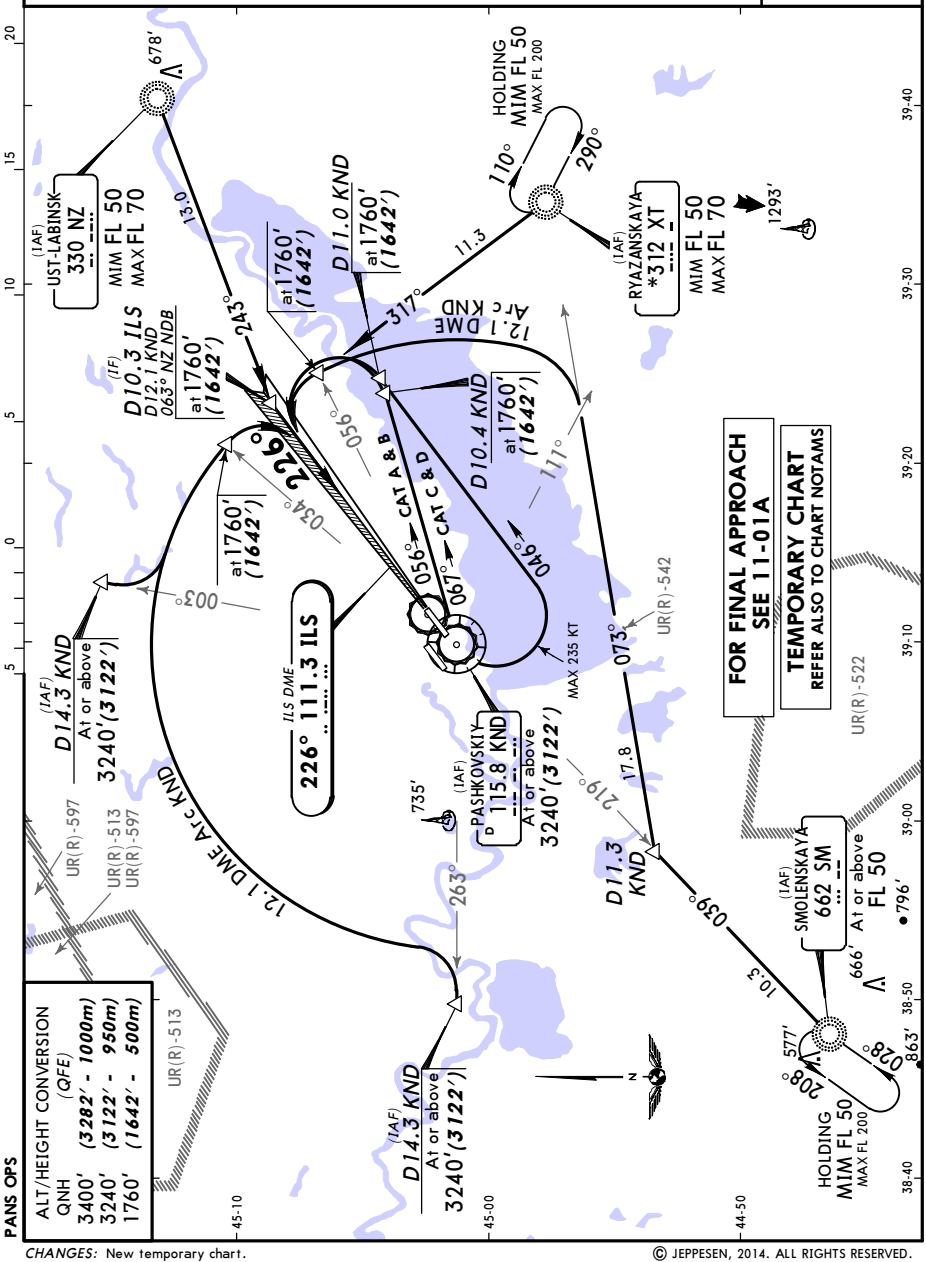
BRIEFING STRIP™

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

LOC	Final	GS	ILS DA(H)	
ILS 111.3	Apch Crs 226°	Refer to chart 11-01A	Refer to chart 11-01A	Apt Elev 118′ RWY 118′

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 Trans alt: 3400′(***3282′***)

1800′ 070° 285° 3300′ MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)
1760′	(1642′ - 500m)

CHANGES: New temporary chart.

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JEPPESEN

5 APR 13 (11-1)

KRASNODAR, RUSSIA
ILS or LOC Rwy 05R

BRIEFING STRIP TM

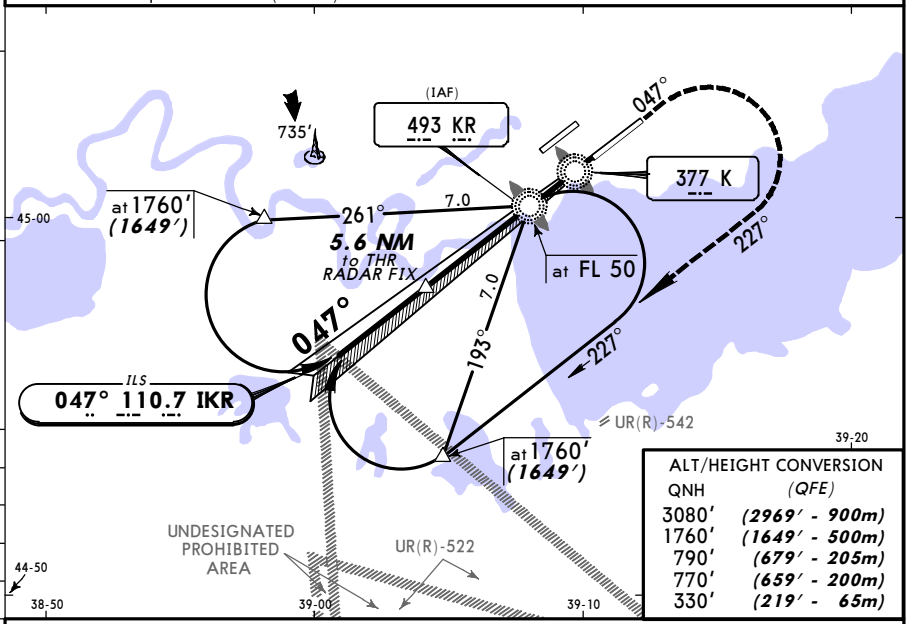
ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian 121.8)	129.6	129.6	127.7	121.3	118.2	119.0

LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
IKR 110.7	047°	784′ (673′)	311′ (200′)	118′ / 111′

MISSED APCH: Climb on 047° to 770′ (659′), then turn RIGHT onto 227° climbing to 1760′ (1649′), then according to chart.

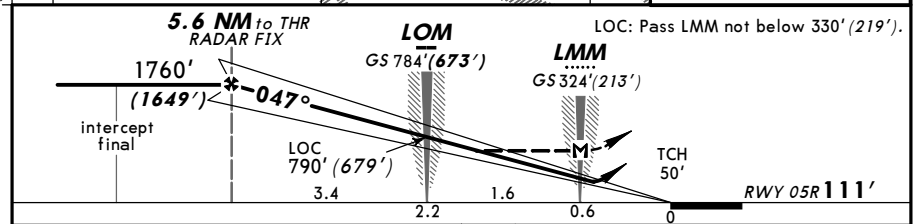
MSA K Lctr: 1800′ (070°–290°), 3100′

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)



LOC: Pass LMM not below 330′ (219′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 2.67°	331	425	472	567	661	756
MAP at LMM						

HIALS

770′ (659′) on 047° | 227° RT | 1760′ (1649′)

STRAIGHT-IN LANDING RWY **05R**

PANS OPS

	ILS DA(H) 311′ (200′) FULL	ILS DA(H) 311′ (200′) ALS out	LOC (GS out) MDA(H) 440′ (329′)	LMM out	ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C					
D			1200m		

CHANGES: K Lctr frequency.

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URKK/KRR PASHKOVSKIY

JEPPESEN

8 AUG 14 (11-01A)

KRASNODAR, RUSSIA ILS DME Rwy 23C

BRIEFING STRIP

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

LOC ILS	Final Apch Crs	GS D2.1 ILS	ILS DA(H)	Apt Elev 118′ RWY 118′
111.3	226°	774′ (656′)	318′ (200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 780′ (662′), then turn LEFT to KND VOR climbing to 1760′ (1642′), join holding or as directed.

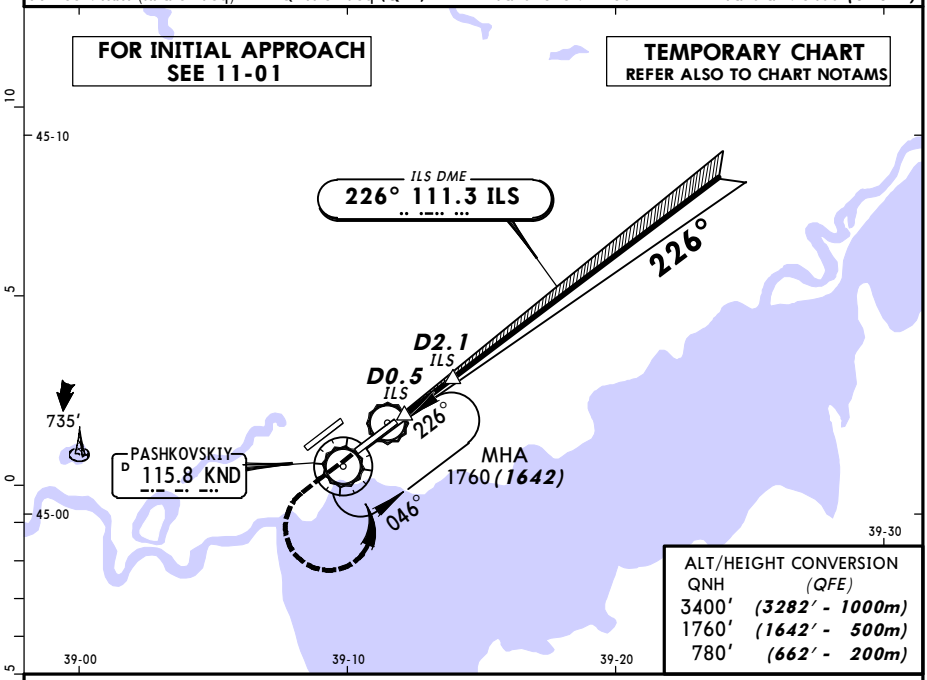
1800′ 070° 285° 3300′

MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3400′ (3282′)

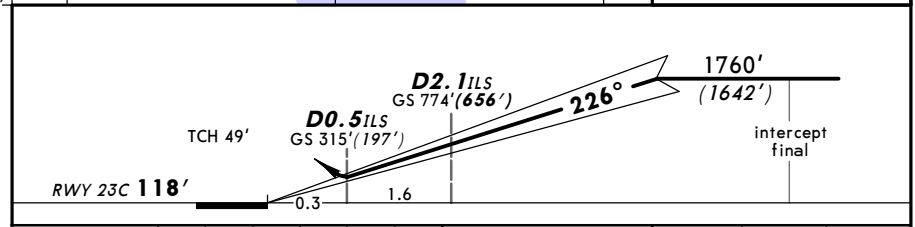
FOR INITIAL APPROACH SEE 11-01

TEMPORARY CHART
REFER ALSO TO CHART NOTAMS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3282′ - 1000m)
1760′	(1642′ - 500m)
780′	(662′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	331	425	472	567	661	756

ALS PAPI 780′ (662′) KND 115.8 LT

PANS OPS

	STRAIGHT-IN LANDING RWY 23C ILS DA(H) 318′ (200′) ALS out	LOC (GS out)
A	1200m	NOT AUTHORIZED
B		
C		
D		

CIRCLE-TO-LAND Prohibited Northwest of airport		
Max Kts	MDA(H)	
100	700′ (582′)	1600m
135		
180	800′ (682′)	3200m
205	810′ (692′)	3600m

CHANGES: New temporary procedure.

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JEPPESEN

5 APR 13 (11-2)

KRASNODAR, RUSSIA
ILS or LOC Rwy 23L

BRIEFING STRIP TM

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

LOC ILD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.5	227°	807′ (689′)	318′ (200′)	118′ / 118′

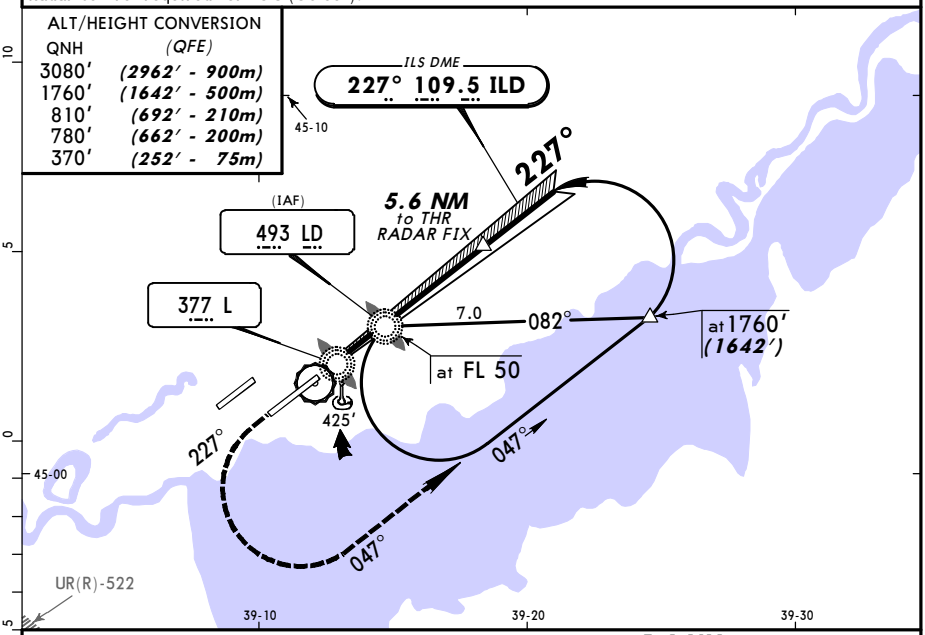
MISSED APCH: Climb on 227° to 780′ (662′), then turn LEFT onto 047° climbing to 1760′ (1642′), then according to chart.

MSA L Lctr

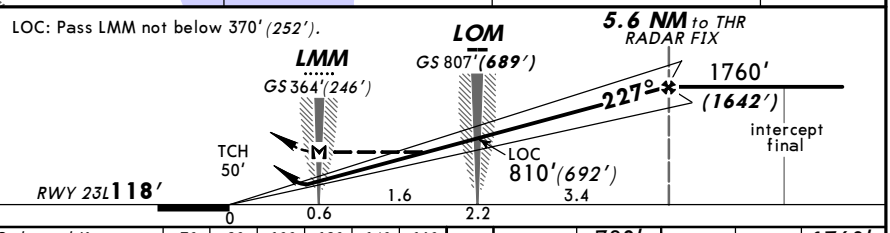
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080′ (2962′)
Radar control required for LOC (GS out).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2962′ - 900m)
1760′	(1642′ - 500m)
810′	(692′ - 210m)
780′	(662′ - 200m)
370′	(252′ - 75m)



LOC: Pass LMM not below 370′ (252′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc angle 2.67°	331	425	472	567	661	756
MAP at LMM						

HIALS

780′ (662′) on 227°

047° LT

1760′ (1642′)

STRAIGHT-IN LANDING RWY 23L

PANS OPS

	ILS DA(H) 318′ (200′) FULL	ILS DA(H) 318′ (200′) ALS out	LOC (GS out) MDA(H) 460′ (342′)	LMM out	ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m
B					
C					
D			1200m		RVR 1800m VIS 2000m

CHANGES: L Lctr frequency.

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JEPPESEN

22 JAN 16 (12-01) Eff 4 Feb

KRASNODAR, RUSSIA RNAV (GNSS) Rwy 05C

BRIEFING STRIP

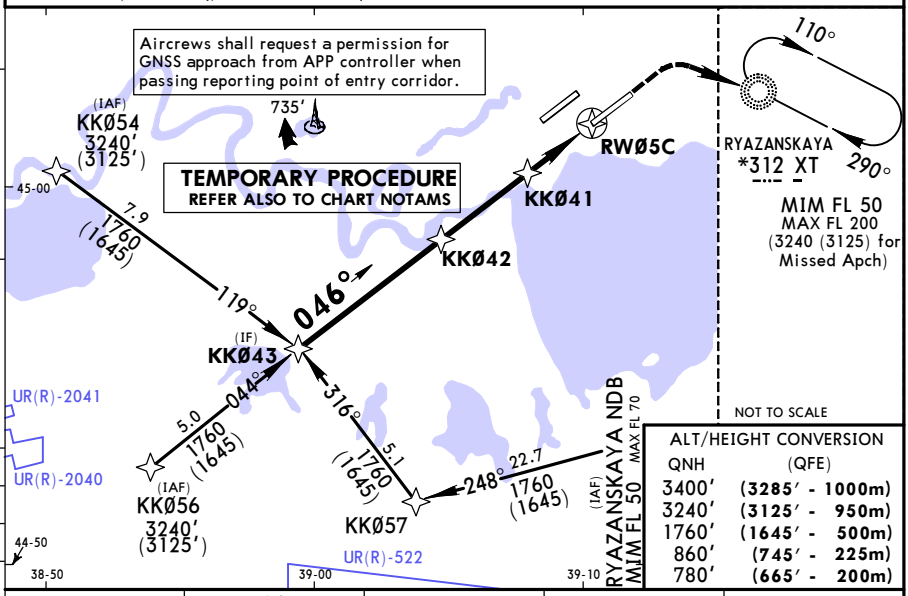
ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian) 121.8	129.6	129.6	127.7	121.3	118.2	119.0

RNAV	Final Apch Crs	Minimum Alt KKØ42	MDA(H)	Apt Elev 118′ Rwy 115′
	046°	1760′(1645′)	460′(345′)	

MISSED APCH: Climb STRAIGHT AHEAD to 780′ (665′), then turn RIGHT to NDB climbing to 3240′ (3125′) or above, to hold or as directed.

3300′ MSA ARP

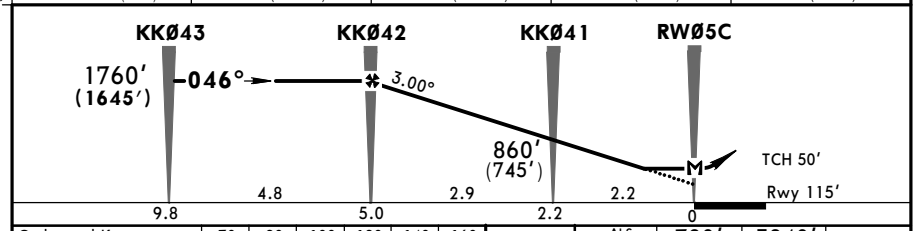
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3400′(3285′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3285′ - 1000m)
3240′	(3125′ - 950m)
1760′	(1645′ - 500m)
860′	(745′ - 225m)
780′	(665′ - 200m)

DIST to RWØ5C	4.9	3.8	2.7	1.6
ALTITUDE (HAT)	1710′(1595′)	1370′(1255′)	1020′(905′)	690′(575′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ5C							

ALS PAPI 780′ (665′) 3240′ (3125′) RT XT 312

PANS OPS

STRAIGHT-IN LANDING RWY 05C

MDA(H) 460′(345′) — ALS out

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

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	700′(582′)	1600m
135		
180	800′(682′)	3200m
205	810′(692′)	3600m

CHANGES: New temporary procedure.

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JEPPESEN

13 JUL 12
Eff 26 Jul

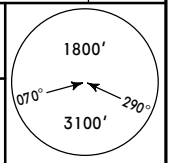
(12-1)

KRASNODAR, RUSSIA RNAV (GNSS) Rwy 05R

BRIEFING STRIP TM

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

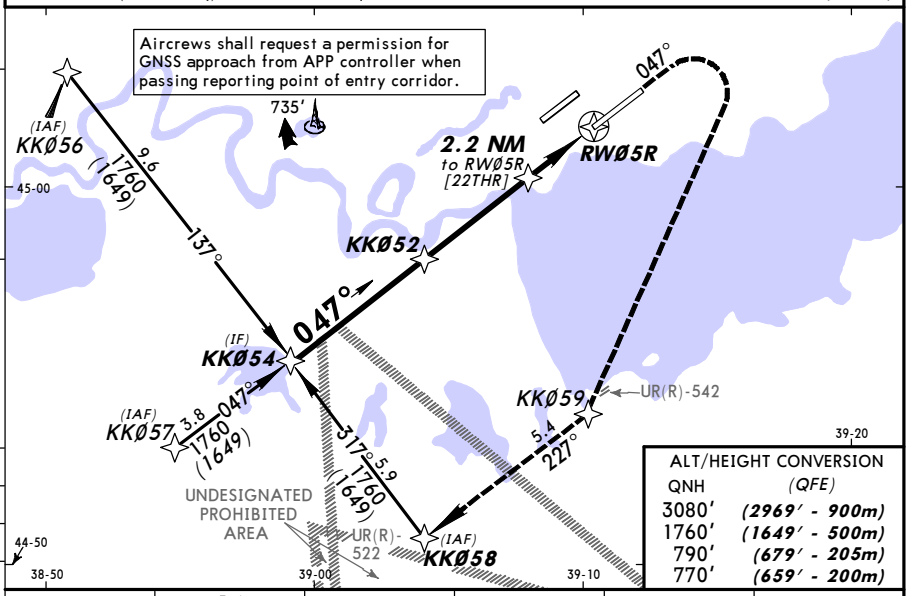
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	047°	KKØ52 1760′ (1649′)	470′ (359′)	Apt Elev 118′ RWY 111′



MSA ARP

MISSED APCH: Climb on 047° to 770′ (659′), then turn RIGHT to KKØ59 climbing to 1760′ (1649′), then according to chart.

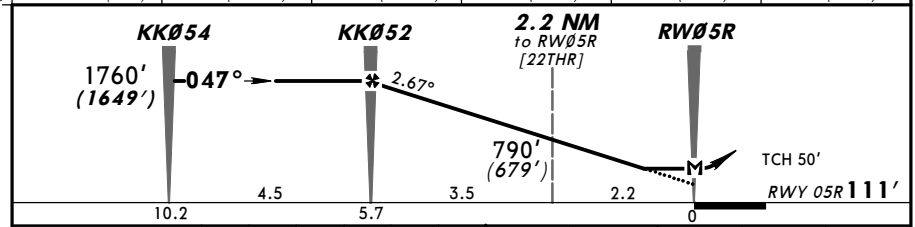
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080′ (2969′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2969′ - 900m)
1760′	(1649′ - 500m)
790′	(679′ - 205m)
770′	(659′ - 200m)

DIST to RWØ5R	5.4	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1710′ (1599′)	1400′ (1289′)	1080′ (969′)	790′ (679′)	480′ (369′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.67°	331	425	472	567	661	756
MAP at RWØ5R						

HIALS

770′ (659′) on 047° KKØ59 RT 1760′ (1649′)

STRAIGHT-IN LANDING RWY **05R**

MDA(H) 470′ (359′)

PANS OPS

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

CHANGES: Chart reindexed. Arrival established.

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JEPPESEN

22 JAN 16 (12-02) Eff 4 Feb

KRASNODAR, RUSSIA RNAV (GNSS) Rwy 23C

BRIEFING STRIP

ATIS	KRASNODAR Approach East (0500-1900) Sector 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	Minimum Alt KK222	MDA(H)	Apt Elev 118′ Rwy 118′
	226°	1760′(1642′)	480′(362′)	

MISSED APCH: Climb STRAIGHT AHEAD to 780′ (662′), then turn LEFT (MAX 230 KT) to XT NDB climbing to 3240′ (3122′) or above, to hold or as directed.

3300′ MSA ARP

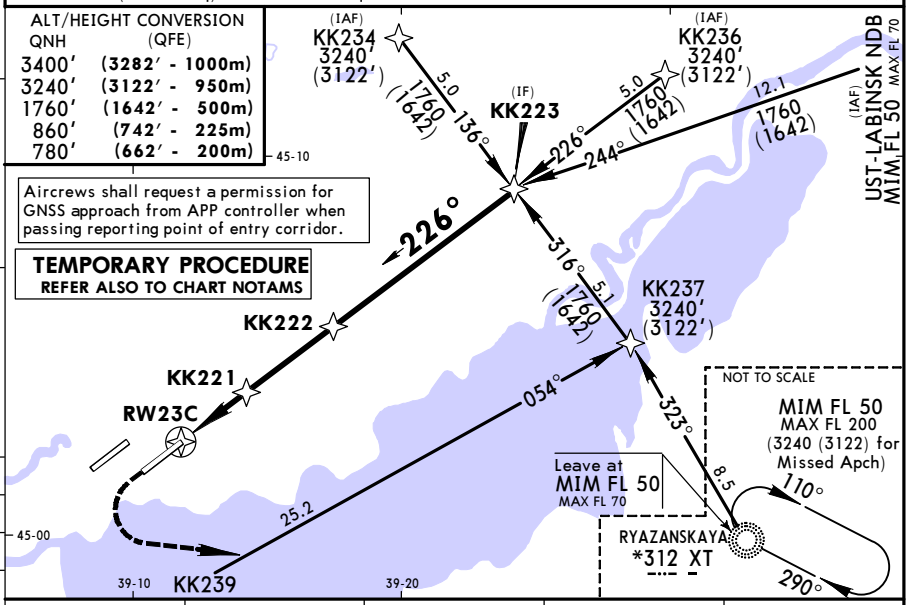
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3400′(3282′)

ALT/HEIGHT CONVERSION

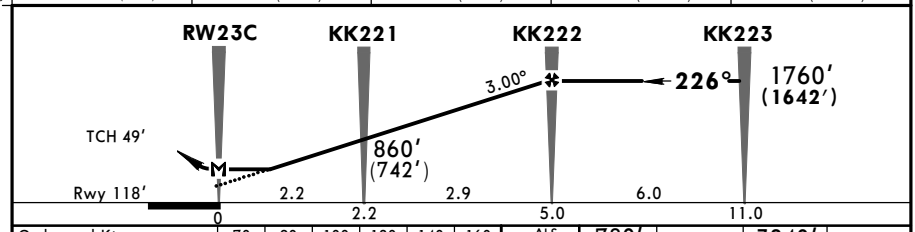
QNH	(QFE)
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)
1760′	(1642′ - 500m)
860′	(742′ - 225m)
780′	(662′ - 200m)

Aircrews shall request a permission for GNSS approach from APP controller when passing reporting point of entry corridor.

TEMPORARY PROCEDURE
REFER ALSO TO CHART NOTAMS



DIST to RW23C	1.6	2.7	3.8	4.9
ALTITUDE (HAT)	700′(582′)	1020′(902′)	1370′(1252′)	1710′(1592′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW23C							

ALS PAPI

780′ (662′) 230 KT MAX LT 3240′ (3122′) XT 312

PANS OPS

STRAIGHT-IN LANDING RWY 23C

MDA(H) 480′(362′)

ALS out

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

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	700′(582′)	1600m
135		
180	800′(682′)	3200m
205	810′(692′)	3600m

CHANGES: New temporary procedure.

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JEPPESEN

13 JUL 12
Eff 26 Jul

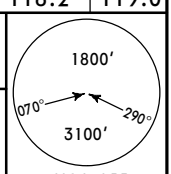
(12-2)

KRASNODAR, RUSSIA RNAV (GNSS) Rwy 23L

BRIEFING STRIP TM

ATIS		KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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	Minimum Alt	MDA(H)	Apt Elev / RWY
	227°	KK232 1760′ (1642′)	470′ (352′)	Apt Elev 118′ RWY 118′



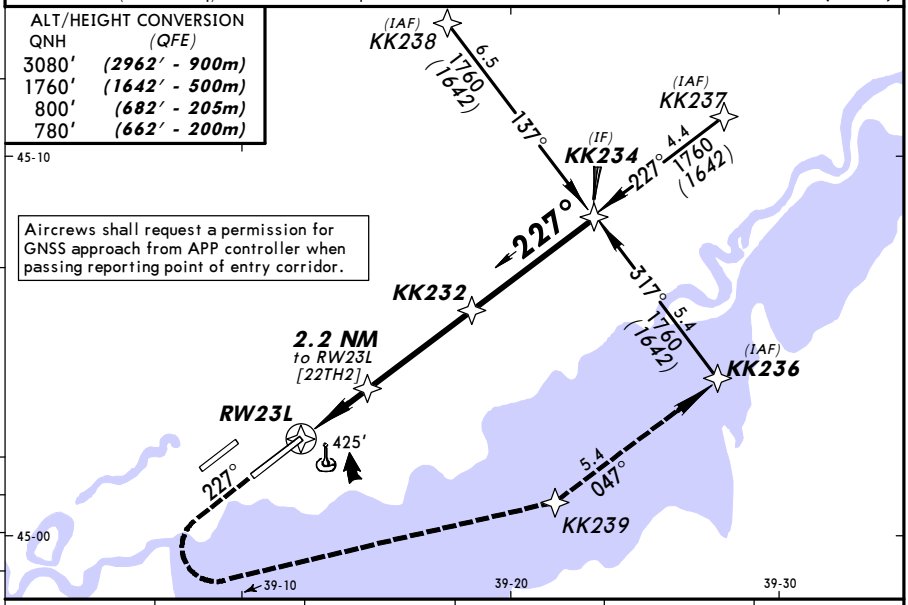
MSA ARP

MISSED APCH: Climb on 227° to 780′ (662′), then turn LEFT to KK239 climbing to 1760′ (1642′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 Trans alt: 3080′ (2962′)

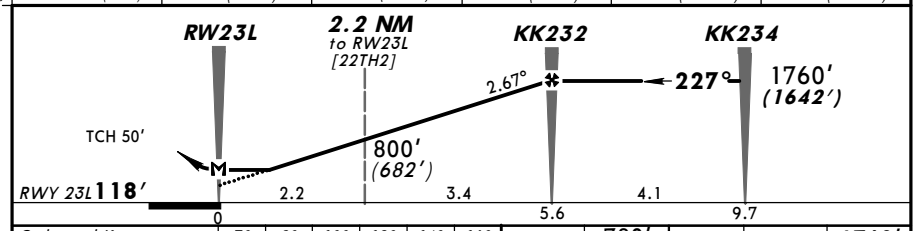
ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2962′ - 900m)
1760′	(1642′ - 500m)
800′	(682′ - 205m)
780′	(662′ - 200m)



Aircrews shall request a permission for GNSS approach from APP controller when passing reporting point of entry corridor.

DIST to RW23L	1.1	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	480′ (362′)	800′ (682′)	1110′ (992′)	1420′ (1302′)	1710′ (1592′)



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.67°	331	425	472	567	661	756
MAP at RW23L							

HIALS

780′ (662′) on 227° KK239 LT 1760′ (1642′)

STRAIGHT-IN LANDING RWY 23L

MDA(H) 470′ (352′)

PANS OPS

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

CHANGES: Chart reindexed. Arrival established.

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JEPPESEN
20 NOV 15 (13-01)

KRASNODAR, RUSSIA
VOR DME Rwy 05C

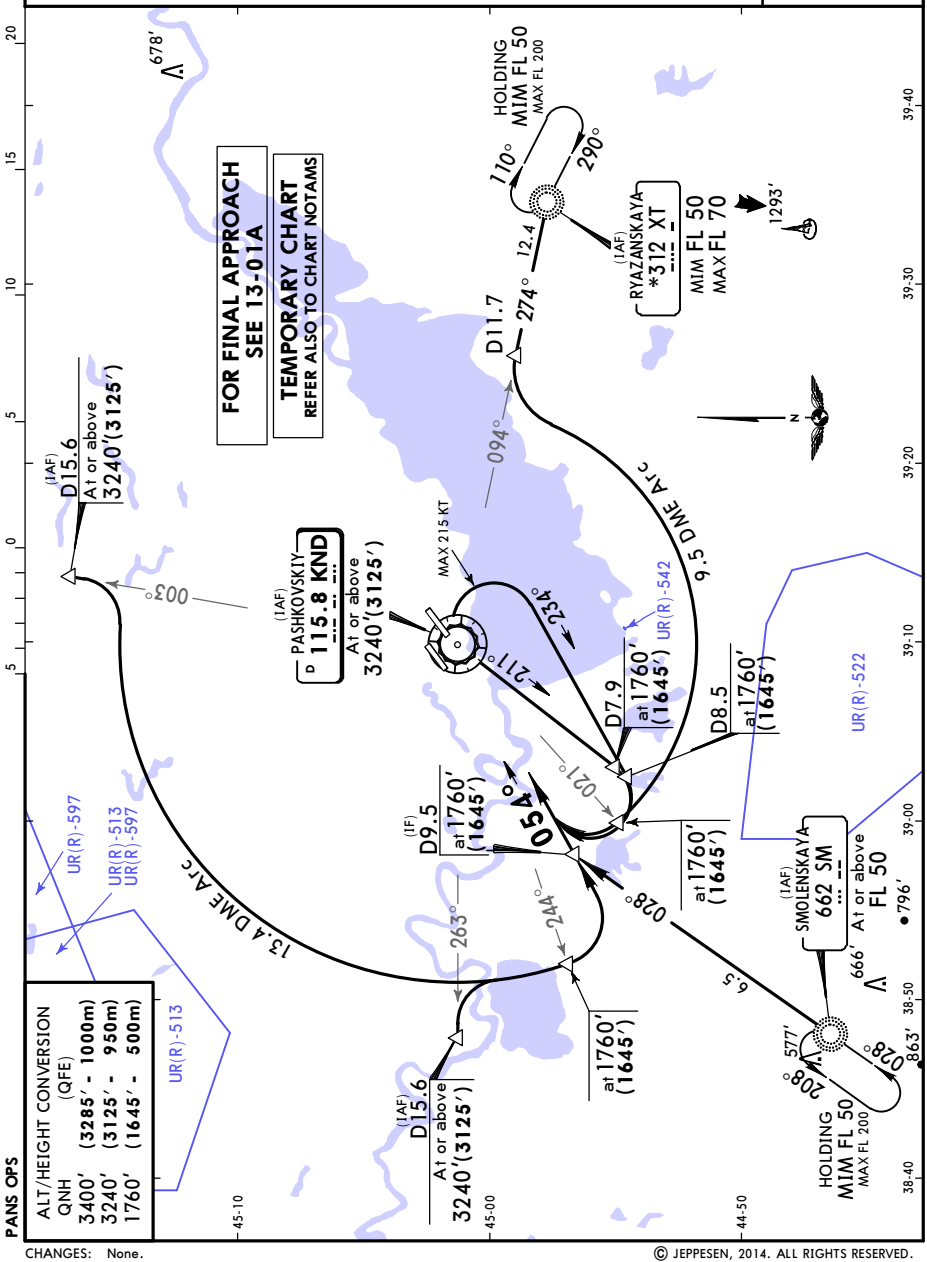
BRIEFING STRIP TM

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	129.6	127.7	121.3	118.2	119.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KND 115.8	054°	Refer to chart 13-01A	Refer to chart 13-01A	Apt Elev 118′ RWY 115′

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 Trans alt: 3400′(**3285′**)
Final apch track offset 8° from RCL.

1800′
070° 285°
3300′
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE)

QNH	
3400′	(3285′ - 1000m)
3240′	(3125′ - 950m)
1760′	(1645′ - 500m)

CHANGES: None.

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URKK/KRR PASHKOVSKIY

JEPPESEN

20 NOV 15 (13-01A)

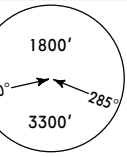
KRASNODAR, RUSSIA VOR DME Rwy 05C

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KND 115.8	054°	D4.5 1760′(1645′)	560′(445′)	Apt Elev 118′ RWY 115′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ (985′), then turn RIGHT to VOR climbing to 1760′ (1645′), join holding or as directed.



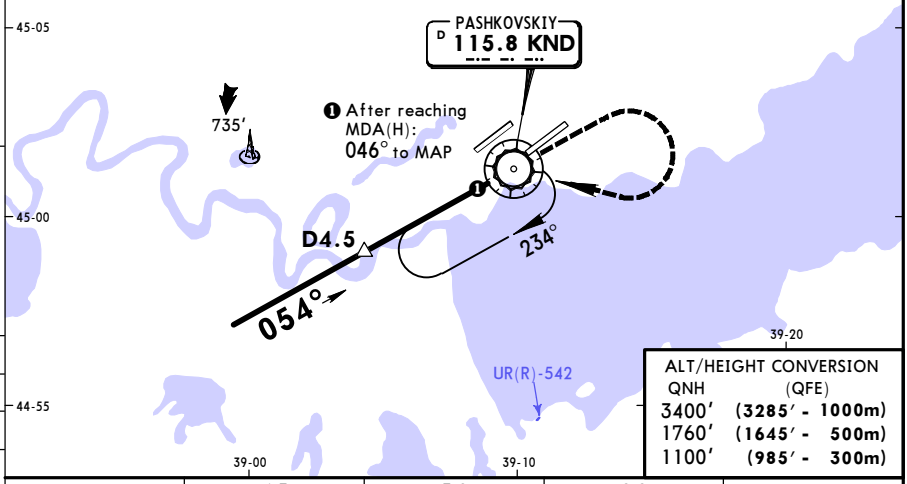
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3400′(3285′)

FOR INITIAL APPROACH SEE 13-01

TEMPORARY CHART
REFER ALSO TO CHART NOTAMS

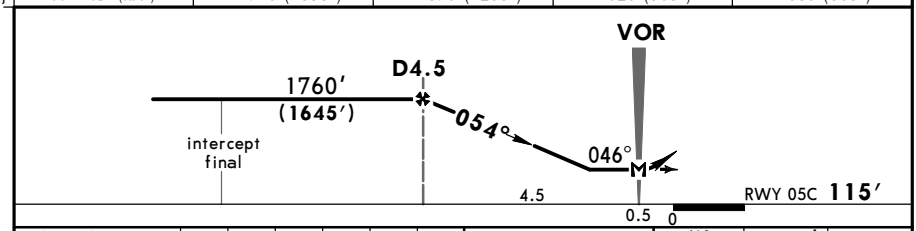
Final apch track offset 8° from the RCL.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3285′ - 1000m)
1760′	(1645′ - 500m)
1100′	(985′ - 300m)

KND DME	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1710′(1595′)	1370′(1255′)	1020′(905′)	680′(565′)



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

ALS PAPI 1100′ (985′) KND 115.8 RT

PANS OPS

STRAIGHT-IN LANDING RWY 05C

MDA(H) 560′(445′)

		ALS out
A	RVR 1500m	
B	VIS 1600m	
C	RVR 1800m	
D	VIS 2000m	2400m

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	700′(582′)	1600m
135		
180	800′(682′)	3200m
205	810′(692′)	3600m

CHANGES: Missed approach depiction.

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JEPPESEN

8 AUG 14 (13-02)

KRASNODAR, RUSSIA
VOR DME Rwy 23C

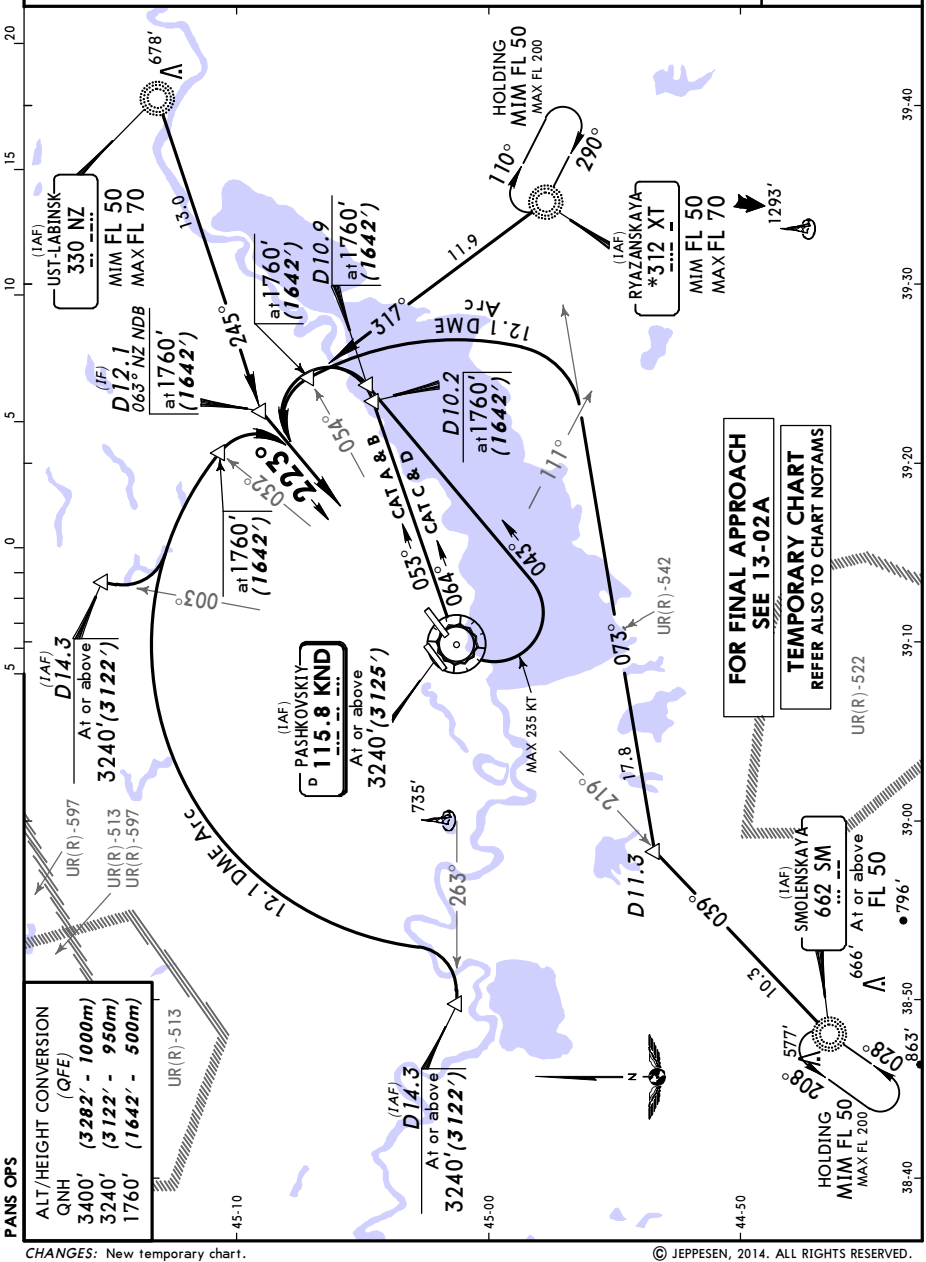
BRIEFING STRIP™

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KND 115.8	223°	Refer to chart 13-02A	Refer to chart 13-02A	Apt Elev 118′ RWY 118′

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 Trans alt: 3400′(***3282′***)
Final apch track offset 3° from RCL.

1800′ 070° 285° 3300′
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)
1760′	(1642′ - 500m)

CHANGES: New temporary chart.

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8 AUG 14 (13-02A)

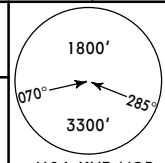
KRASNODAR, RUSSIA VOR DME Rwy 23C

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

BRIEFING STRIP

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 118′
KND 115.8	223°	D6.9 1760′ (1642′)	520′ (402′)	RWY 118′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′ (992′), then turn LEFT to VOR climbing to 1760′ (1642′), join holding or as directed.



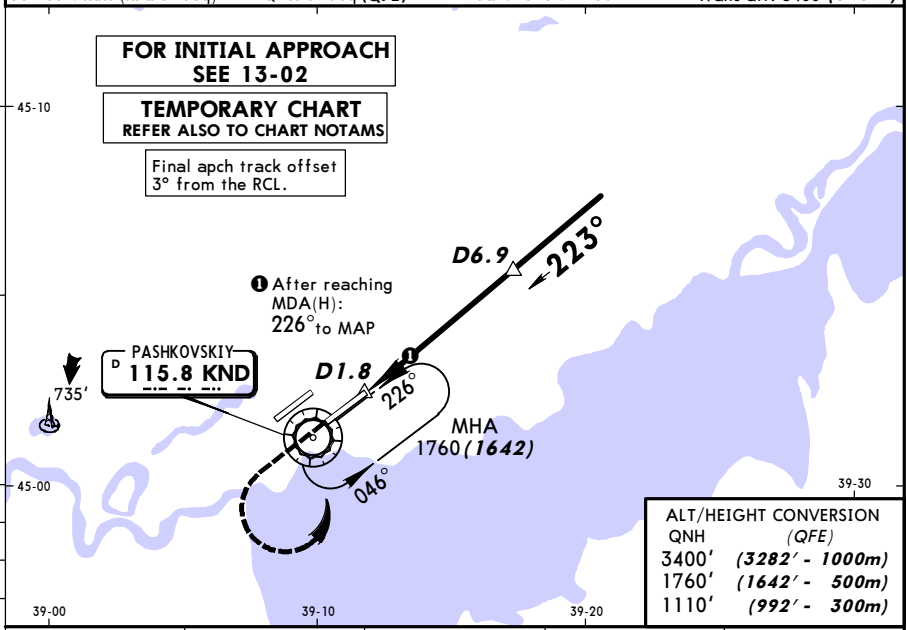
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3400′ (3282′)

FOR INITIAL APPROACH SEE 13-02

TEMPORARY CHART
REFER ALSO TO CHART NOTAMS

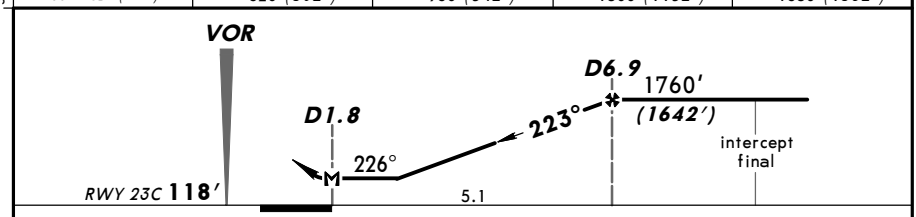
Final apch track offset 3° from the RCL.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3282′ - 1000m)
1760′	(1642′ - 500m)
1110′	(992′ - 300m)

KND DME	3.2	4.3	5.4	6.5
ALTITUDE (HAT)	620′ (502′)	960′ (842′)	1300′ (1182′)	1650′ (1532′)



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

ALS PAPI 1110′ (992′) KND 115.8 LT

PANS OPS

STRAIGHT-IN LANDING RWY 23C

MDA(H) 520′ (402′)

ALS out

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

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	700′ (582′)	1600m
135		
180	800′ (682′)	3200m
205	810′ (692′)	3600m

CHANGES: New temporary procedure.

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5 APR 13 (16-1)

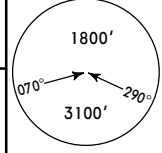
KRASNODAR, RUSSIA
2 NDB Rwy 05R

BRIEFING STRIP

ATIS		KRASNODAR Approach East (0500-1900) Sector 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

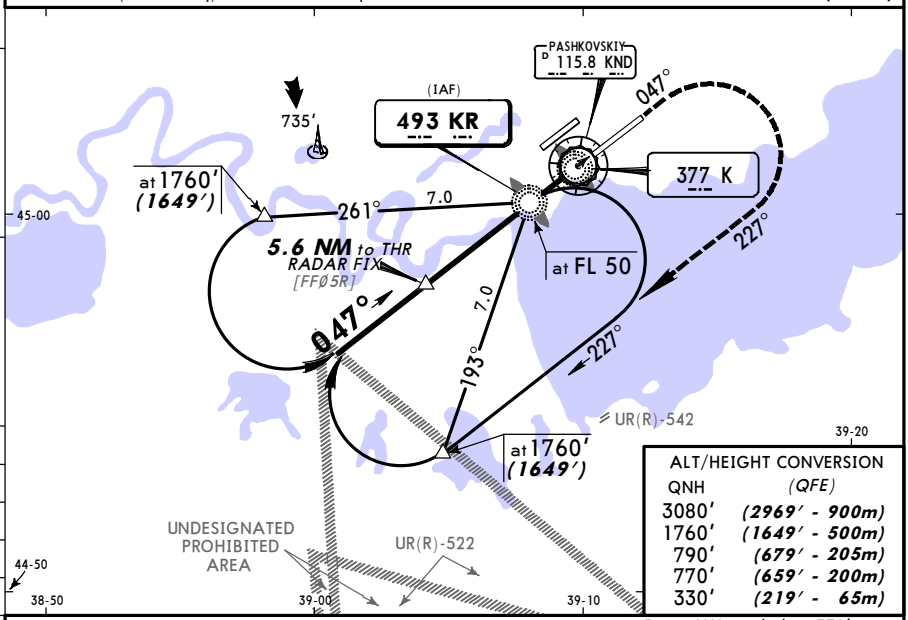
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 118′
KR 493	047°	5.6 NM to THR 1760′ (1649′)	Refer to Minimums	RWY 111′

MISSED APCH: Climb on 047° to 770′ (659′), then turn RIGHT onto 227° climbing to 1760′ (1649′), then according to chart.



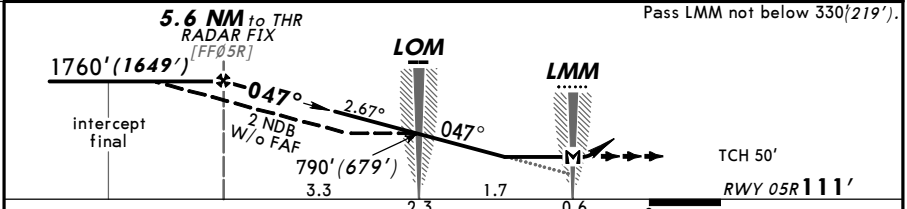
MSA K Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080′ (2969′)



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

Pass LMM not below 330′ (219′).



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.67°	331	425	472	567	661	756
2 NDB: MAP at LMM							

HIALS

770′ (659′) on 047° | 227° RT | 1760′ (1649′)

STRAIGHT-IN LANDING RWY 05R

	2 NDB With FAF MDA(H) 440′ (329′)	ALS out	2 NDB W/o FAF MDA(H) 800′ (689′)	ALS out	KR LOM With FAF MDA(H) 480′ (369′)	ALS out	KR LOM W/o FAF MDA(H) 850′ (739′)	ALS out	K LMM With FAF MDA(H) 520′ (409′)	ALS out	K LMM W/o FAF MDA(H) 850′ (739′)	ALS out
PANS OPS A	1200m	R1500m V1600m	3200m		1300m	2100m	3200m		R1500m V1600m	2300m	3200m	
PANS OPS B												
PANS OPS C												
PANS OPS D	R1500m V1600m		3200m	3600m	1700m		3200m	3600m	1900m		3200m	3600m

CHANGES: K Lctr frequency.

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8 AUG 14 (16-01)

KRASNODAR, RUSSIA NDB Rwy 05C

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

BRIEFING STRIP

Lctr	Final Apch Crs		MDA(H)	Apt Elev 118′
K 377	054°	No FAF	620′(505′)	RWY 115′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′ *(985′)*, then turn RIGHT to Lctr climbing to 1760′ *(1645′)*, join holding or as directed.

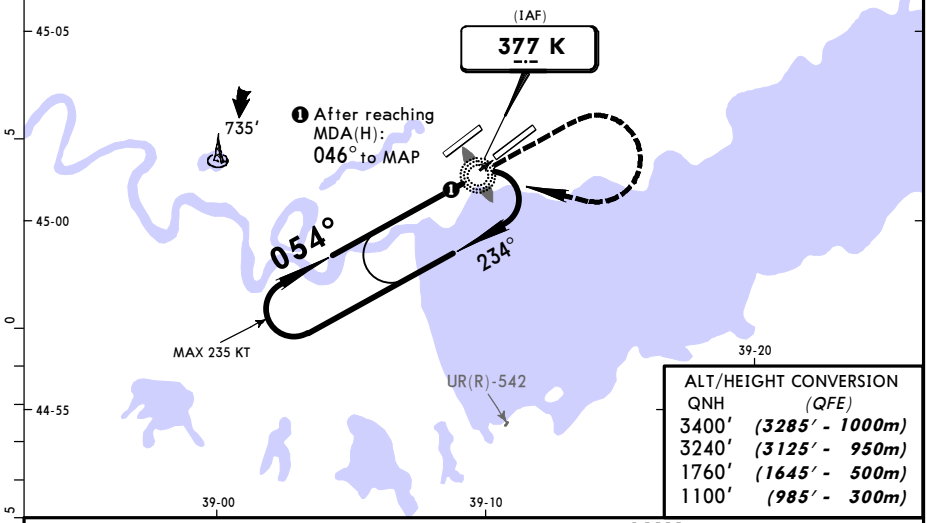
1800′ 070° 285° 3300′

MSA K Lctr

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 Trans alt: 3400′*(3285′)*

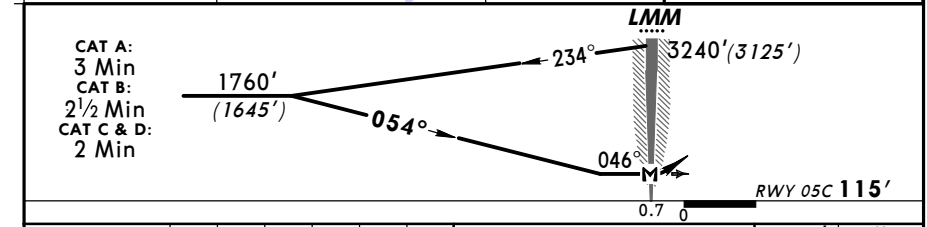
TEMPORARY CHART
REFER ALSO TO CHART NOTAMS

Final apch track offset 8° from the RCL.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3285′ - 1000m)
3240′	(3125′ - 950m)
1760′	(1645′ - 500m)
1100′	(985′ - 300m)



MAP at Lctr						

1100′ (985′) ↑ K 377 ↱ RT

PANS OPS

STRAIGHT-IN LANDING RWY **05C**

MDA(H) 620′(505′)

A	RVR 1500m	
B	VIS 1600m	
C	2400m	
D		

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	700′(582′)	1600m
135		
180	800′(682′)	3200m
205	810′(692′)	3600m

CHANGES: New temporary procedure.

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JEPPESEN

5 APR 13 (16-2)

KRASNODAR, RUSSIA
2 NDB Rwy 23L

BRIEFING STRIP TM

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 118′
493	227°	5.6 NM to THR 1760′(1642′)	Refer to Minimums	RWY 118′

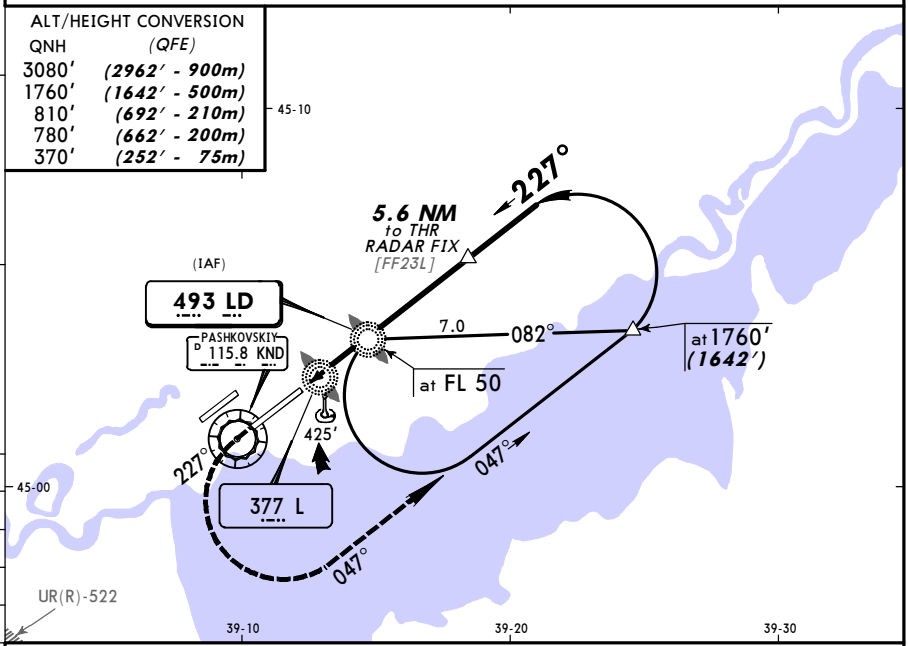
MISSED APCH: Climb on 227° to 780′(662′), then turn LEFT onto 047° climbing to 1760′ (1642′), then according to chart.

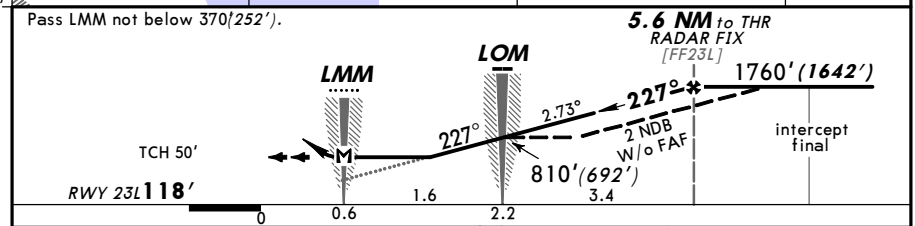
1800′ 070° 290° 3100′ MSA L Lctr

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)





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.73°	338	435	483	579	676	773
2 NDB: MAP at LMM						

HIALS

780′ (662′) on 227°

047° LT

1760′ (1642′)

STRAIGHT-IN LANDING RWY 23L

	2 NDB With FAF MDA(H) 470′ (352′)		2 NDB W/o FAF MDA(H) 870′ (752′)		LD LOM With FAF MDA(H) 630′ (512′)		LD LOM W/o FAF MDA(H) 870′ (752′)		L LMM With FAF MDA(H) 630′ (512′)		L LMM W/o FAF MDA(H) 950′ (832′)	
		ALS out		ALS out		ALS out		ALS out		ALS out		ALS out
A	1200m	R1500m V1600m	3200m		2100m	2900m	3200m		2100m	2900m	3200m	
B												
C			3200m	3600m			3200m	3600m			3200m	4000m
D	R1500m V1600m	R1800m V2000m	3600m	4000m	2500m		3600m	4000m	2500m		4000m	4400m

PANS OPS

CHANGES: L Lctr frequency.

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8 AUG 14 (16-02)

KRASNODAR, RUSSIA
NDB Rwy 23C

BRIEFING STRIP

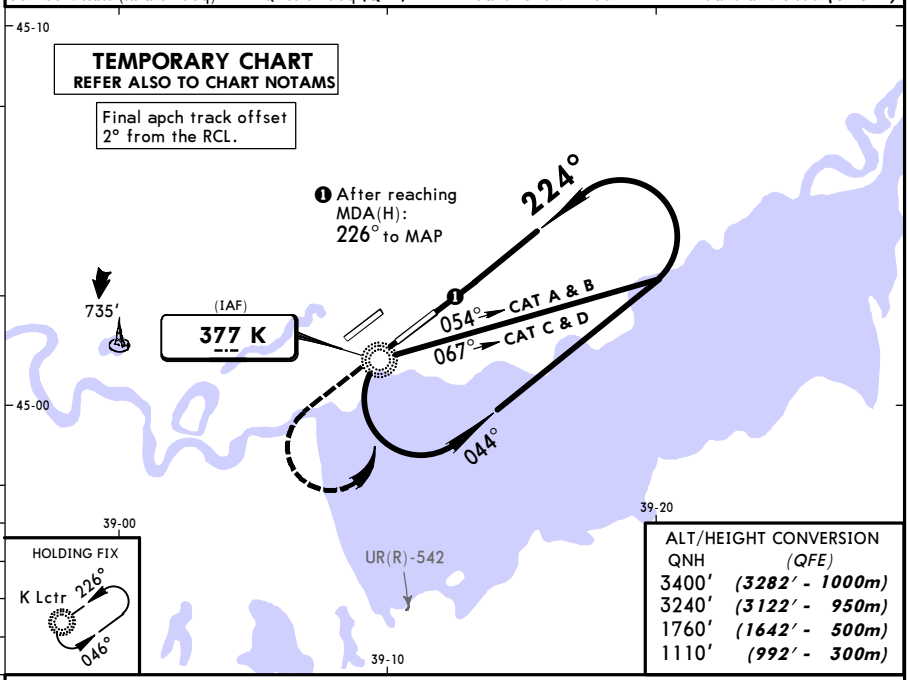
ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian 121.8)	129.6	129.6	127.7	121.3	118.2	119.0

Lctr	Final Apch Crs		MDA(H)	Apt Elev 118′
K 377	224°	No FAF	740′(622′)	RWY 118′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′ *(992′)*, then turn LEFT to Lctr climbing to 1760′ *(1642′)*, join holding or as directed.

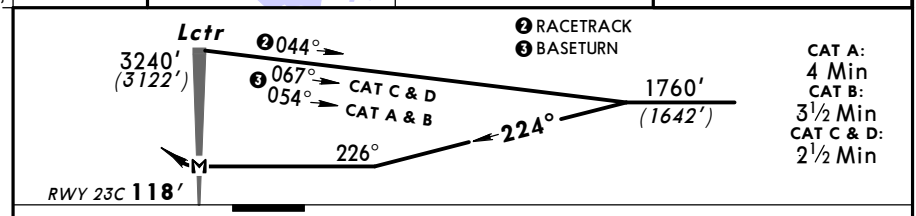
1800′ 070° 285° 3300′
MSA K Lctr

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 50 Trans alt: 3400′*(3282′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(3282′ - 1000m)
3240′	(3122′ - 950m)
1760′	(1642′ - 500m)
1110′	(992′ - 300m)



CAT A: 4 Min
CAT B: 3½ Min
CAT C & D: 2½ Min

MAP at Lctr						

ALS PAPI 1110′ (992′) K 377 LT

PANS OPS

STRAIGHT-IN LANDING RWY **23C**

MDA(H) 740′(622′)

		ALS out
A	RVR 1500m	
B	VIS 1600m	
C	2800m	
D	3200m	

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	740′(622′)	1600m
135		
180	800′(682′)	3200m
205	810′(692′)	3600m

CHANGES: New temporary procedure.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

11 JUL 14 (19-10)

KRASNODAR, RUSSIA
Circling Rwy 05R

BRIEFING STRIP TM

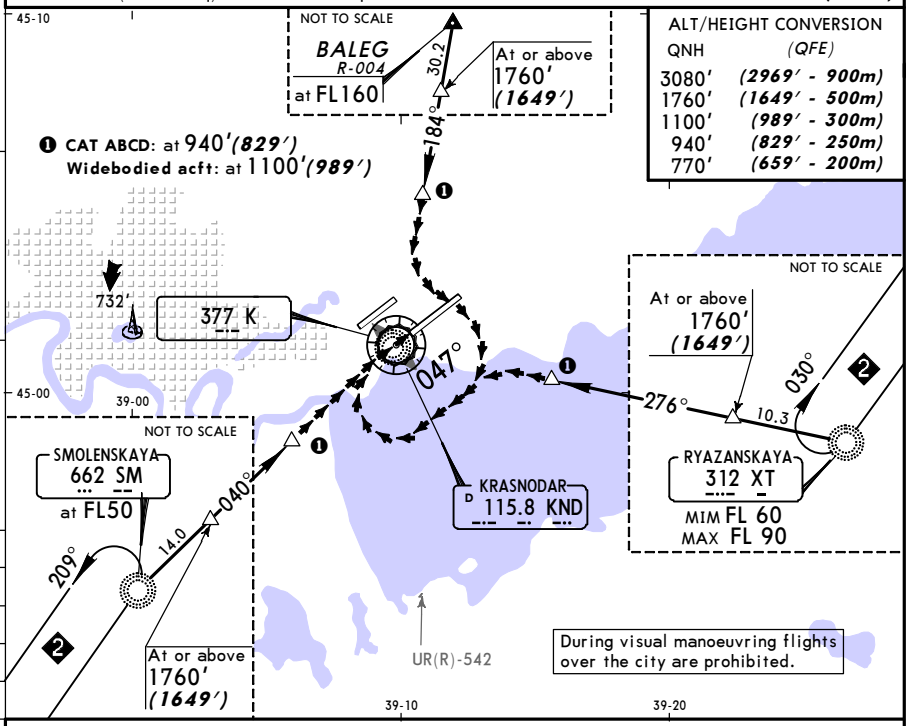
ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR Approach East (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) Sector West	KRASNODAR Radar	KRASNODAR Tower	Ground
122.45 (Russian 121.8)	129.6	129.6	127.7	121.3	118.2	119.0

VISUAL	Final Apch Crs 047°	No FAF	MDA(H) Refer to Minimums	Apt Elev 118′ RWY 111′

MISSED APCH: Climb on 047° to 770′(659′), then turn RIGHT onto 227° climbing to CAT ABCD: 940′(829′) /Widebodied acft: 1100′(989′) during VFR approach or 1760′(1649′) during IFR approach, then according to chart.

1800′ 070° 290° 3100′
MSA K Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3080′(2969′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2969′ - 900m)
1760′	(1649′ - 500m)
1100′	(989′ - 300m)
940′	(829′ - 250m)
770′	(659′ - 200m)

HIALS
PAPI
Refer to Missed Apch above

LANDING RWY 05R ❶ **CEILING REQUIRED**

PANS OPS

	Max Kts	MDA(H)	CEIL-VIS
A	100	710′ (599′)	300m - 3000m
B	135		
C	180	840′ (729′)	350m - 3000m
D	205	840′ (729′)	350m - 4000m ❷

❶ Circling height based on rwy 05R tresh elev of 111′.
❷ Widebodied acft: at 1100′(989′) CEIL 400m VIS 5000m.

CHANGES: New procedure.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

11 JUL 14 (19-11)

KRASNODAR, RUSSIA
Circling Rwy 23L

BRIEFING STRIP TM

ATIS	KRASNODAR Approach East (0500-1900) Sector East	KRASNODAR 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

VISUAL	Final Apch Crs 227°	No FAF	MDA(H) Refer to Minimums	Apt Elev 118′

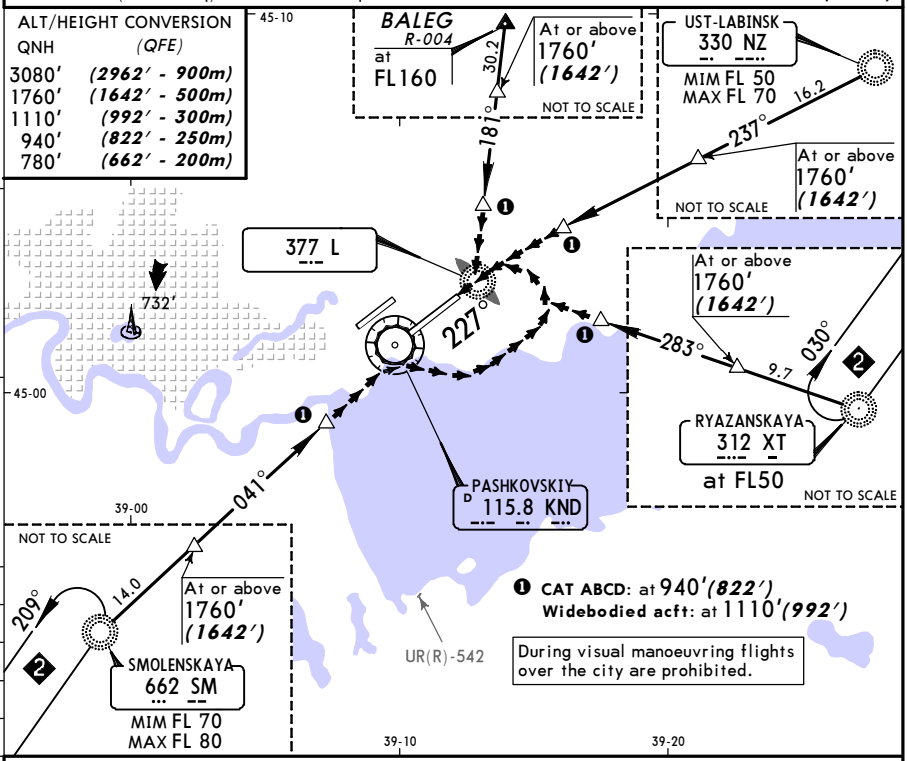
1800′ 070° 290° 3100′ MSA L Lctr

MISSED APCH: Climb on 227° to 780′ *(662′)*, then turn LEFT onto 047° climbing to CAT ABCD: 940′ *(822′)* /Widebodied acft: 1110′ *(992′)* during VFR approach or 1760′ *(1642′)* during IFR approach, then according to chart.

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)***
1110′	***(992′ - 300m)***
940′	***(822′ - 250m)***
780′	***(662′ - 200m)***



❶ **CAT ABCD:** at 940′ ***(822′)***
Widebodied acft: at 1110′ ***(992′)***

During visual manoeuvring flights over the city are prohibited.

HIALS
PAPI

Refer to Missed Apch above

LANDING RWY **23L** **CEILING REQUIRED**

PANS OPS

	Max Kts.	MDA(H)	CEIL-VIS
A	100	710′ ***(592′)***	300m - *3000m*
B	135		
C	180	840′ ***(722′)***	350m - *3000m*
D	205	840′ ***(722′)***	350m - *4000m* ❶

❶ Widebodied acft: MDA(H) 1110′(992′) CEIL 400m VIS 5000m.

CHANGES: New procedure.

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Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

KRASNODAR, (PASHKOVSKIY - URKK)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URKK

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Parallel TWY North of RWY 05R/23L used as RWY 05C/23C, all procedures from/to RWY 05R/23L suspended - temp procedures from/to RWY 05C/23C available.