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JEPPESEN
JeppView for Windows

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JEPPESEN
JeppView for Windows

General Information

Location: KAZAN RUS
ICAO/IATA: UWKD / KZN
Lat/Long: N55° 36.42', E049° 16.82'
Elevation: 410 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 12.0° E

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

Sunrise: 2359 Z
Sunset: 1730 Z

Runway Information

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

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

Communication Information

ATIS: 126.800
Kazan Tower: 129.000 Secondary
Kazan Tower: 124.000 Secondary
Kazan Tower: 120.300
Kazan Radar Tower: 119.400
Kazan Tower: 134.875
Kazan Ground: 129.000 Secondary
Kazan Ground: 124.000 Secondary
Kazan Ground: 121.700
Kazan Apron Ramp/Taxi: 129.000 Secondary
Kazan Apron Ramp/Taxi: 124.000 Secondary
Tulpar Ground Ramp/Taxi: 118.900

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Kazan Apron Ramp/Taxi: 118.800
Kazan Approach: 128.625
Kazan Approach: 135.225

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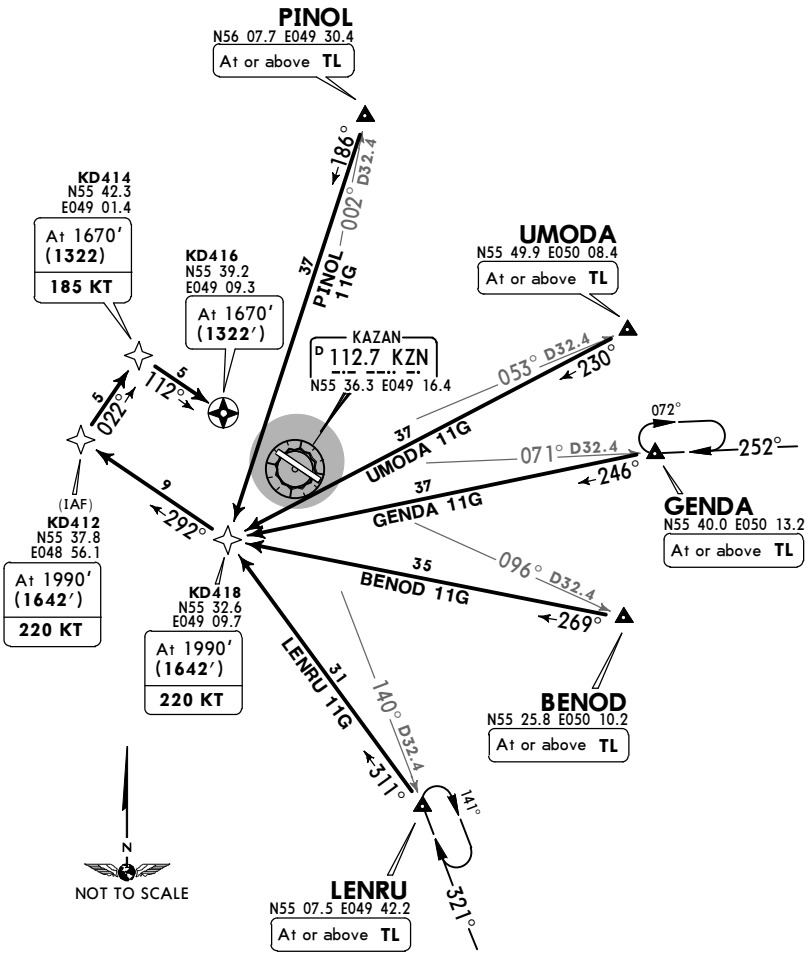
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 410′	Trans alt: 3370′ **(3022′)** **WARNING:** Turns shall be carried out with a bank of 25°. **RNAV (GNSS)**

MSA
KZN VOR
2800′

BENOD 11G [BEN11G], GENDA 11G [GEN11G]
LENRU 11G [LEN11G], UMODA 11G [UMO11G]

PINOL 11G [PIN11G]
BY ATC

RWY 11 RNAV ARRIVALS



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3370′	(3022′ -	900m)
1990′	(1642′ -	500m)
1670′	(1322′ -	400m)

Direct distance from KD416 to:
Kazan Apt 5 NM

CHANGES: PINOL RNAV STAR availability.

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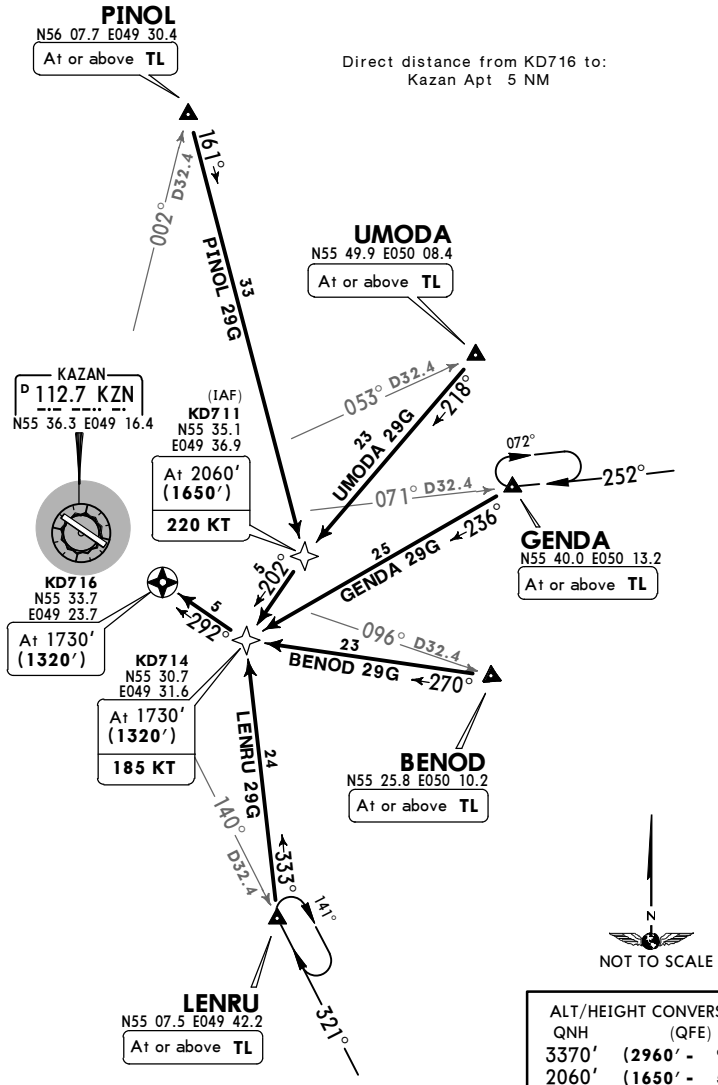
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 410′	Trans alt: 3370′ **(2960′)** **WARNING:** Turns shall be carried out with a bank of 25°. **RNAV (GNSS)**

2800′
MSA
KZN VOR

BENOD 29G [BEN29G], GENDA 29G [GEN29G]
LENRU 29G [LEN29G], UMODA 29G [UMO29G]

PINOL 29G [PIN29G]
BY ATC

RWY 29 RNAV ARRIVALS



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

CHANGES: PINOL RNAV STAR availability.

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ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)** WARNING: Turns shall be carried out with a bank of 25°.
Apt Elev 410′	

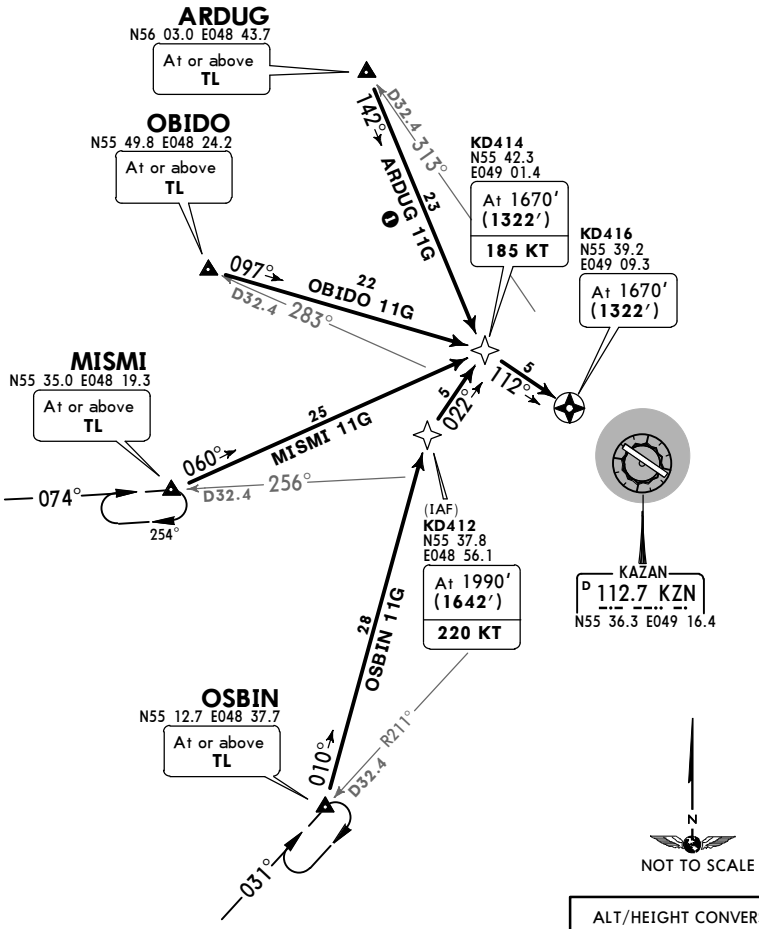
2800′
MSA
KZN VOR

ARDUG 11G [ARD11G] ❶, MISMI 11G [MIS11G]
OBIDO 11G [OBI11G], OSBIN 11G [OSB11G]
RWY 11 RNAV ARRIVALS

RNAV (GNSS)

❶ By ATC.
Only for Russian users of airspace.

Direct distance from KD416 to:
Kazan Apt 5 NM



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3370′	(3022′ -	900m)
1990′	(1642′ -	500m)
1670′	(1322′ -	400m)

CHANGES: RNAV STARs redesignated & revised.

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ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)** WARNING: Turns shall be carried out with a bank of 25°.
Apt Elev 410′	

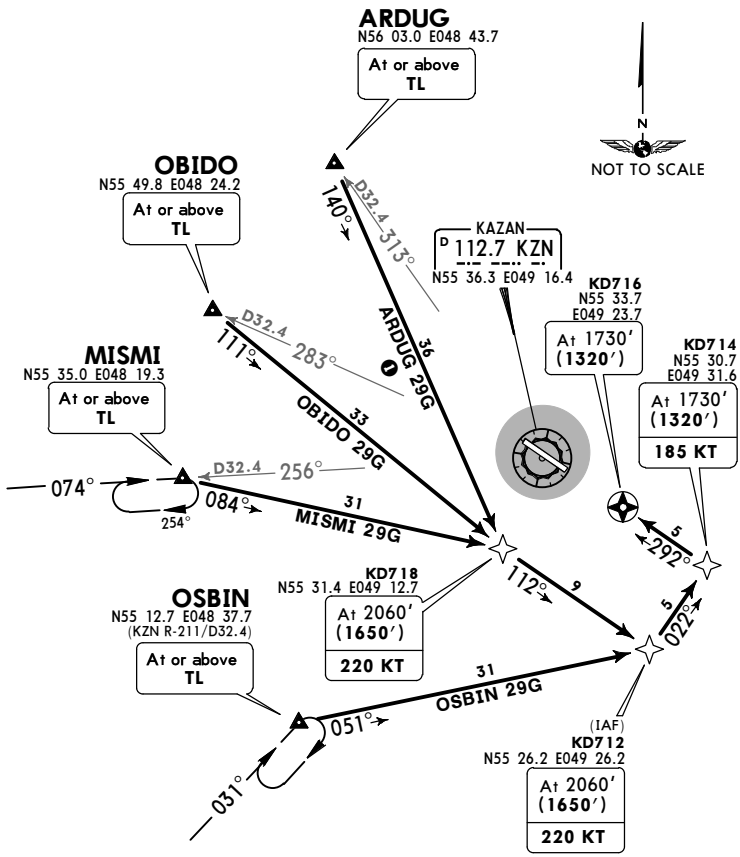
2800′
MSA
KZN VOR

ARDUG 29G [ARD29G] ❶, MISMI 29G [MIS29G]
OBIDO 29G [OBI29G], OSBIN 29G [OSB29G]
RWY 29 RNAV ARRIVALS

RNAV (GNSS)

❶ By ATC.
Only for Russian users of airspace.

Direct distance from KD716 to:
Kazan Apt 5 NM



ALT/HEIGHT CONVERSION

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

CHANGES: RNAV STARs redesignated & revised.

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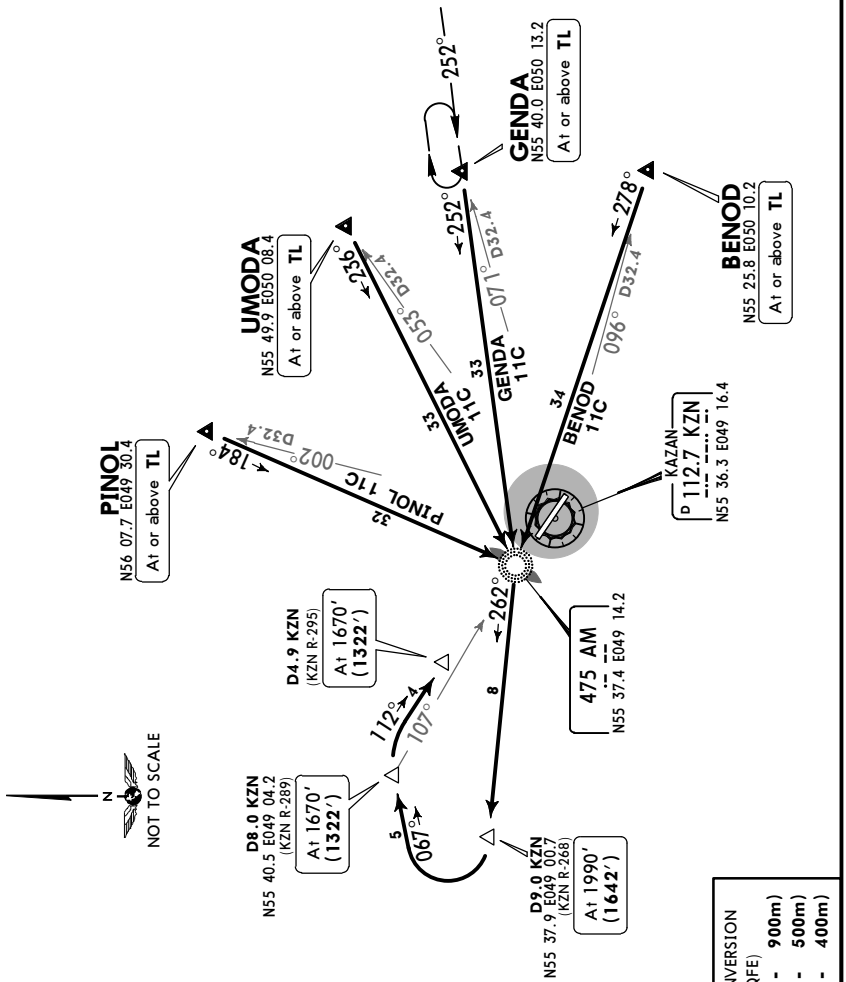
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

BENOD 11C [BEN11C] , GENDA 11C [GEN11C]
UMODA 11C [UMO11C]

PINOL 11C [PIN11C]
BY ATC
RWY 11 ARRIVALS



ALT/HEIGHT CONVERSION
(QFE)

QNH		
3370′	(3022′ -	900m)
1990′	(1642′ -	500m)
1670′	(1322′ -	400m)

CHANGES: PINOL STAR availability.

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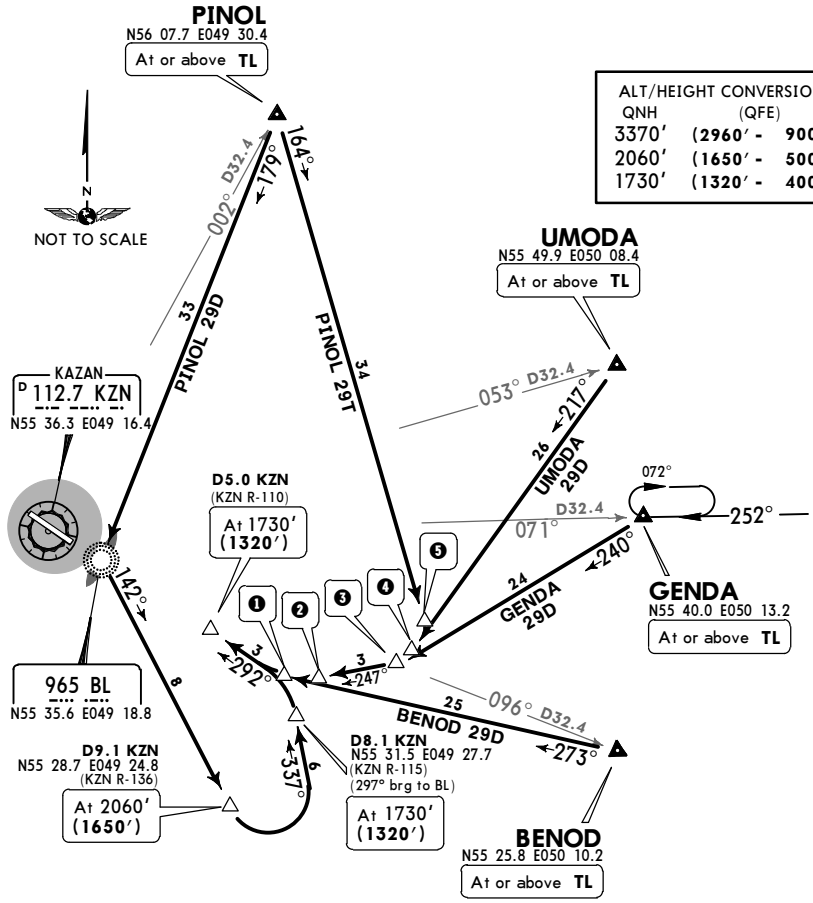
ATIS 126.8

Apt Elev 410′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(2960′)**

2800′
MSA
KZN VOR

BENOD 29D [BEN29D], GENDA 29D [GEN29D]
UMODA 29D [UMO29D]
PINOL 29D [PIN29D], PINOL 29T [PIN29T]
BY ATC
RWY 29 ARRIVALS



❶ **D7.3 KZN**
N55 32.4 E049 27.3
(KZN R-110)
(291° brg to BL)
At 1730′ (1320′)

❷ **D8.1 KZN**
N55 32.4 E049 28.8
(KZN R-107)
(287° brg to BL)
At 1730′ (1320′)

❸ **D10.0 KZN**
N55 32.8 E049 32.8
(KZN R-098)
(277° brg to BL)
At 2060′ (1650′)

❹ **D10.3 KZN**
N55 33.0 E049 33.5
(KZN R-097)
(275° brg to BL)
At 2060′ (1650′)

❺ **D10.4 KZN**
N55 33.9 E049 34.2
(KZN R-091)
(269° brg to BL)
At 2060′ (1650′)

CHANGES: PINOL STAR availability.

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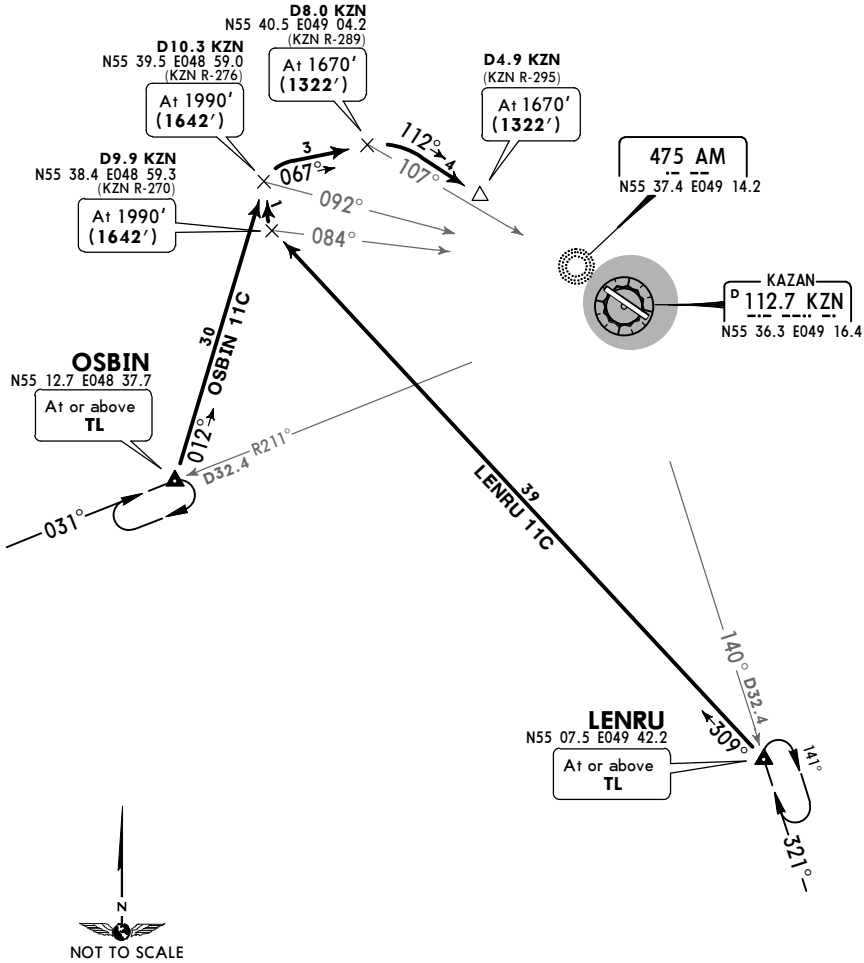
ATIS 126.8

Apt Elev 410′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(3022′)**

MSA
KZN VOR
2800′

LENRU 11C [LEN11C] , OSBIN 11C [OSB11C]
RWY 11 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
1990′	(1642′ - 500m)
1670′	(1322′ - 400m)

CHANGES: STARs redesignated & revised.

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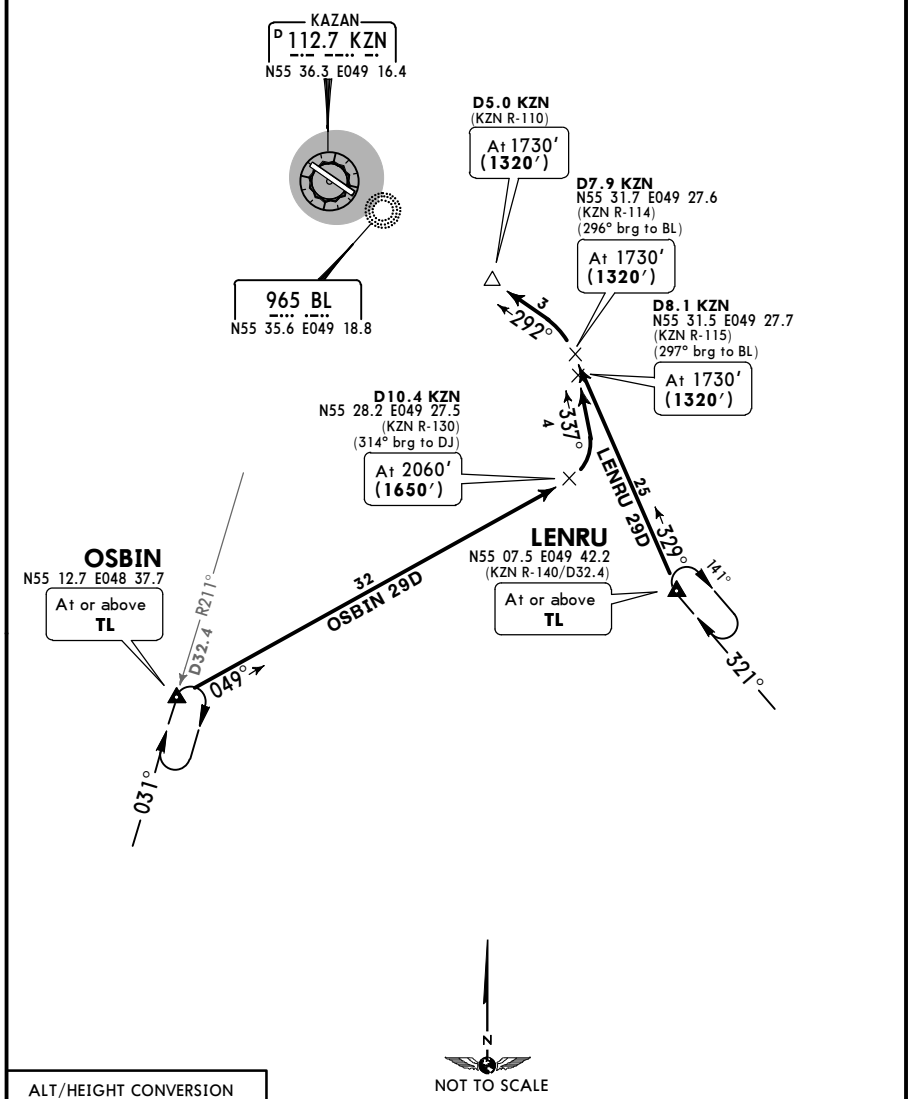
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less
Apt Elev 410′	Trans alt: 3370′ **(2960′)**

2800′
MSA
KZN VOR

LENRU 29D [LEN29D] , OSBIN 29D [OSB29D]
RWY 29 ARRIVALS



ALT/HEIGHT CONVERSION

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

CHANGES: STARs redeisgnated & revised.

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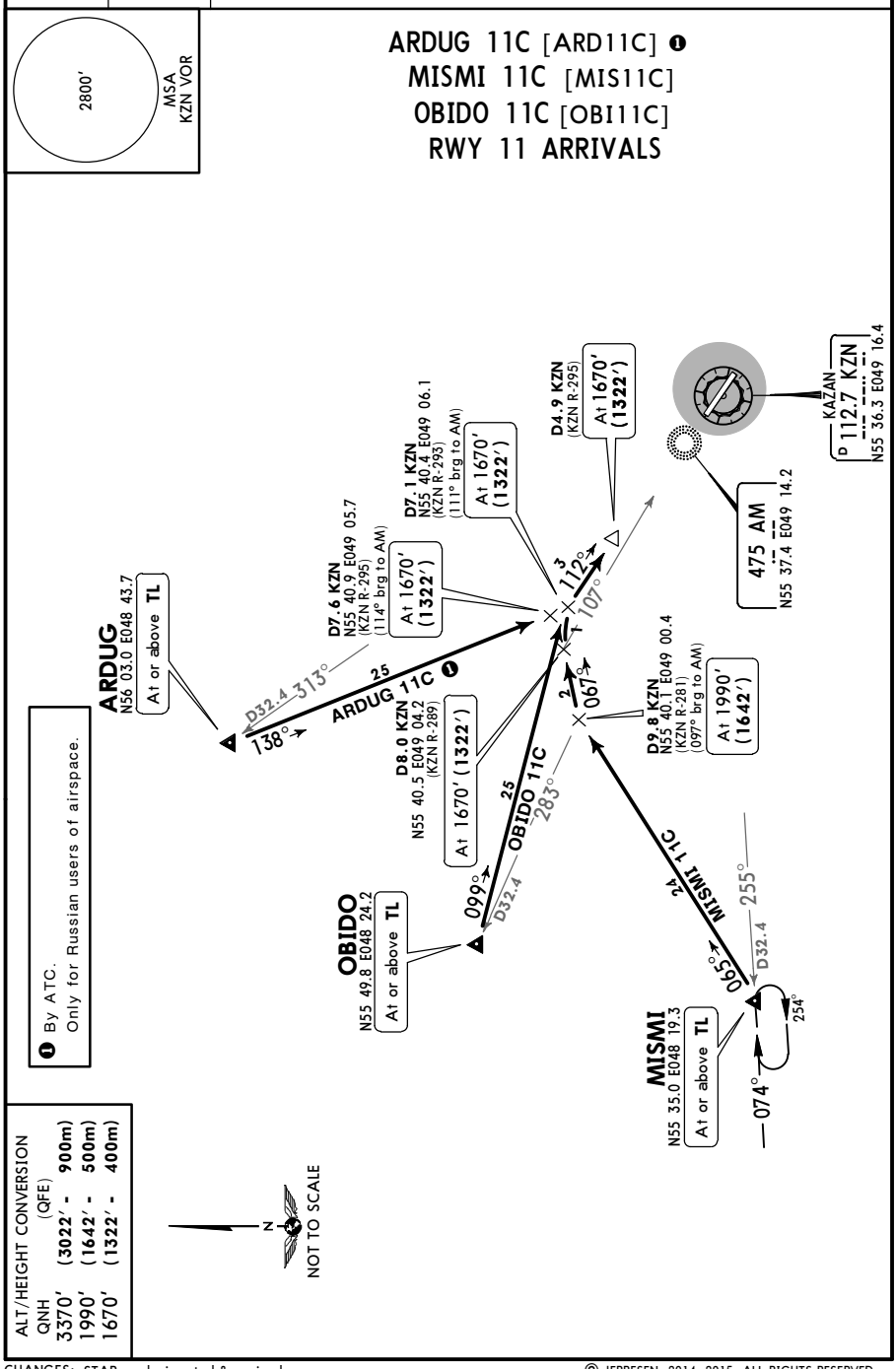
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**



CHANGES: STARs redesignated & revised.

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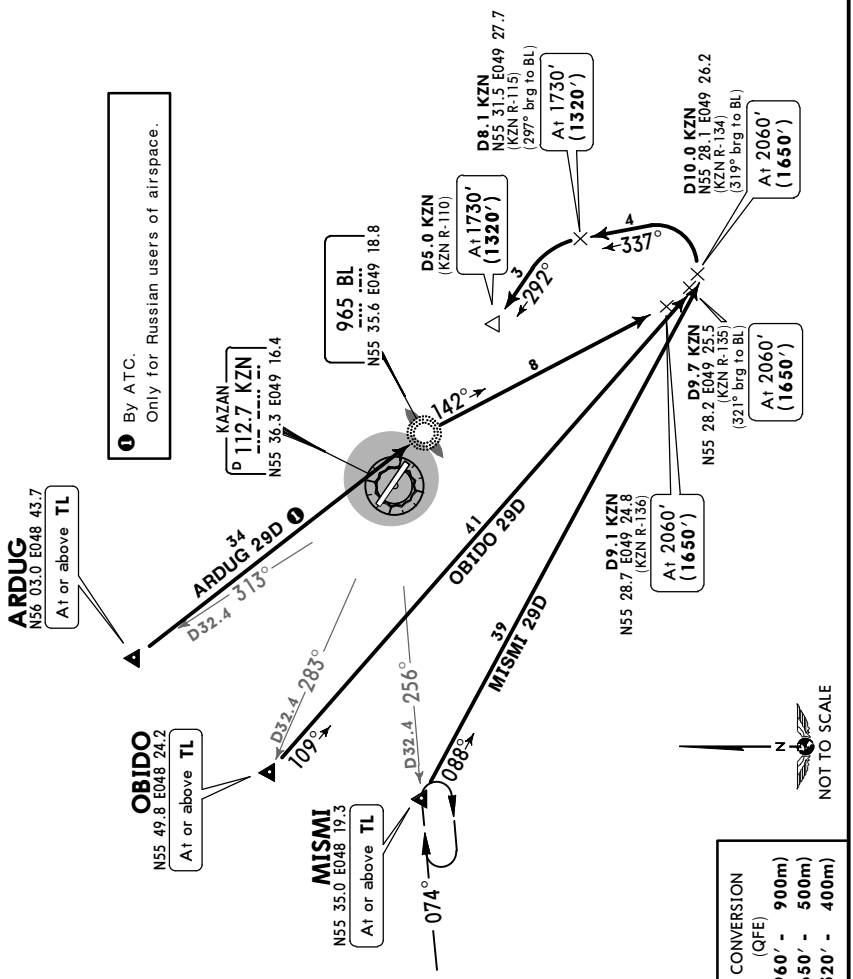
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

ARDUG 29D [ARD29D] ❶
MISMI 29D [MIS29D]
OBIDO 29D [OBI29D]
RWY 29 ARRIVALS



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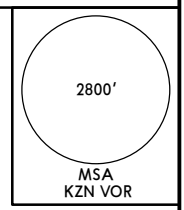
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

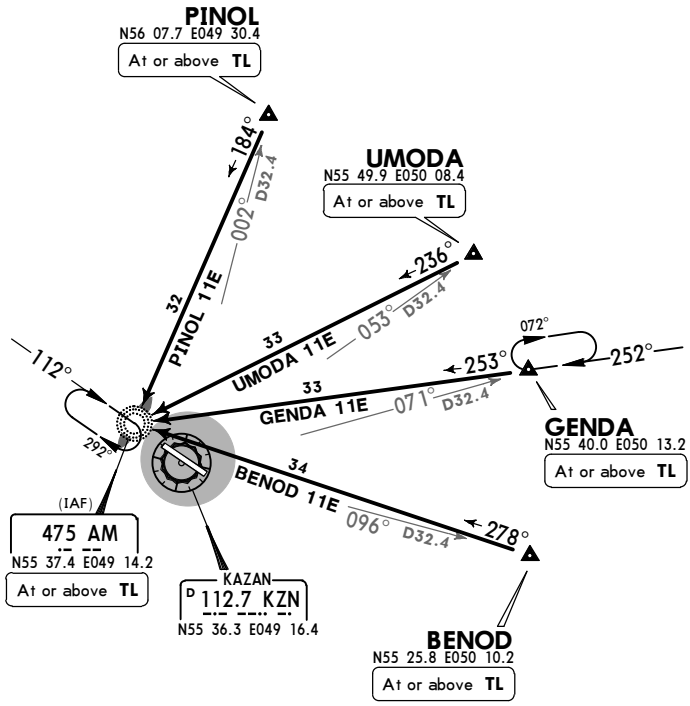
BENOD 11E [BEN11E] , GENDA 11E [GEN11E]
UMODA 11E [UMO11E]
PINOL 11E [PIN11E]

BY ATC

RWY 11 ARRIVALS

BASED ON NDB





Direct distance from AM to:
Kazan Apt 2 NM

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370′	**(3022′ - 900m)**

CHANGES: PINOL STAR availability.

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ATIS 126.8

Apt Elev 410′

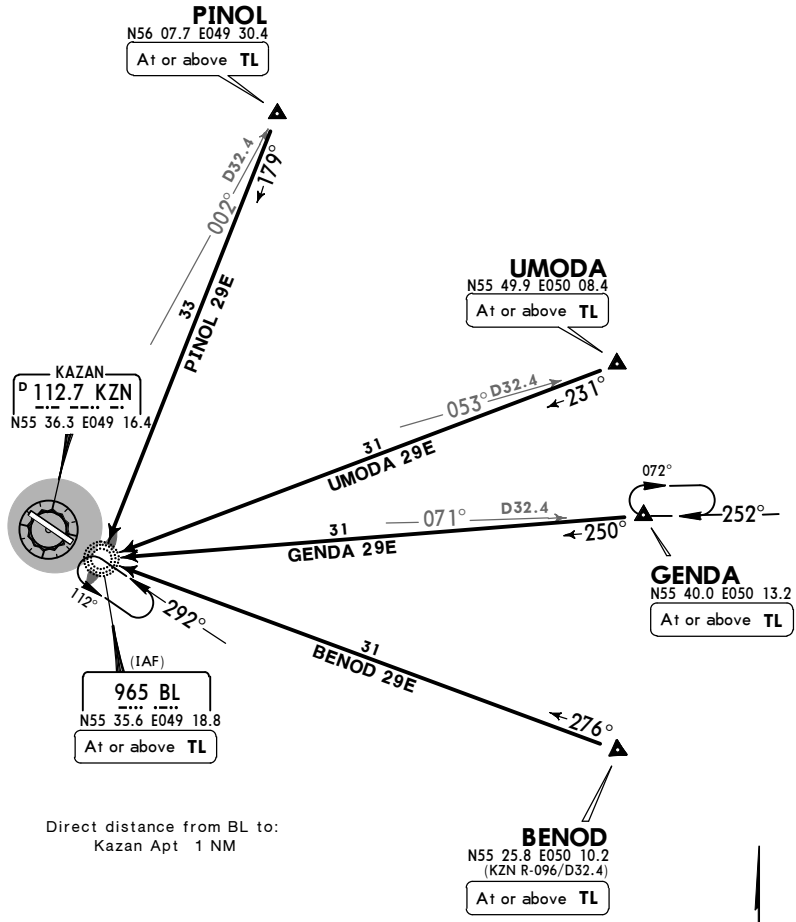
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(2960′)**

MSA KZN VOR 2800′

BENOD 29E [BEN29E] , GENDA 29E [GEN29E]
UMODA 29E [UMO29E]

PINOL 29E [PIN29E]
BY ATC

RWY 29 ARRIVALS
BASED ON NDB



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

CHANGES: PINOL STAR availability.

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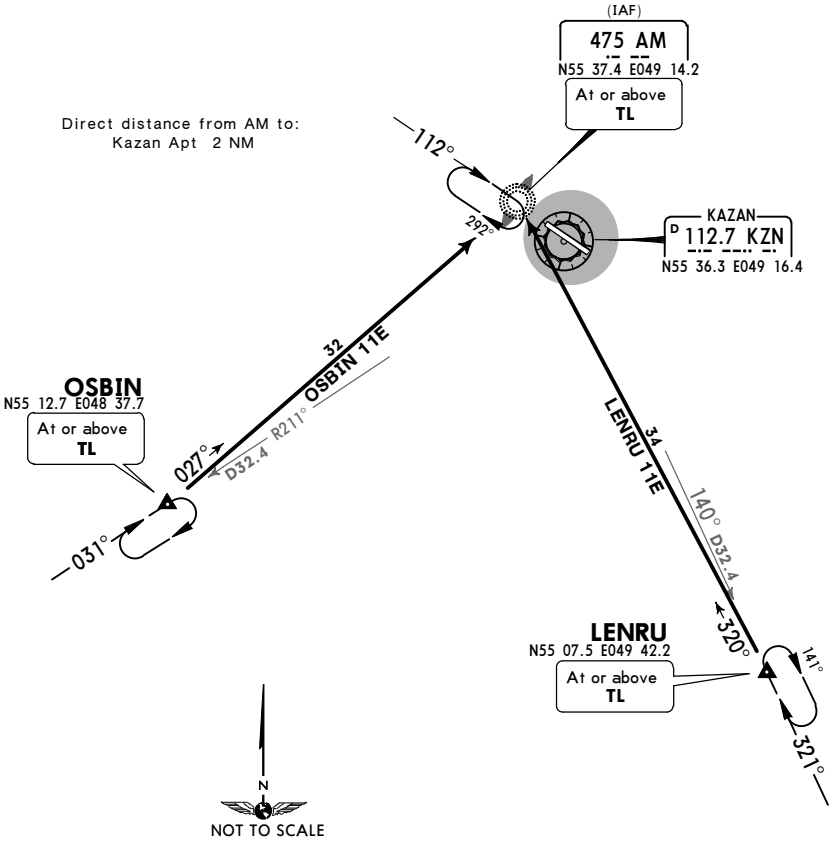
ATIS
126.8

Apt Elev
410′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(3022′)**

2800′
MSA
KZN VOR

LENRU 11E [LEN11E], OSBIN 11E [OSB11E]
RWY 11 ARRIVALS
BASED ON NDB



ALT/HEIGHT CONVERSION
QNH (QFE)
3370′ **(3022′ - 900m)**

CHANGES: STARs redesignated & revised.

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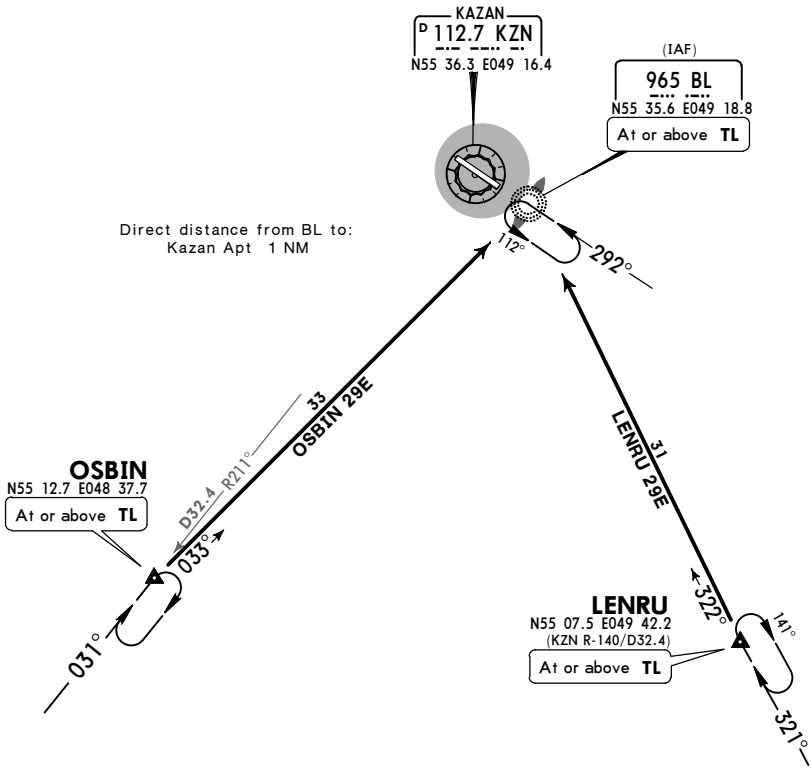
ATIS 126.8

Apt Elev 410′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(2960′)**

2800′
MSA
KZN VOR

LENRU 29E [LEN29E], OSBIN 29E [OSB29E]
RWY 29 ARRIVALS
BASED ON NDB



N
NOT TO SCALE

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

CHANGES: STARs redesignated & revised.

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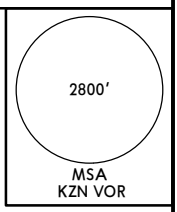
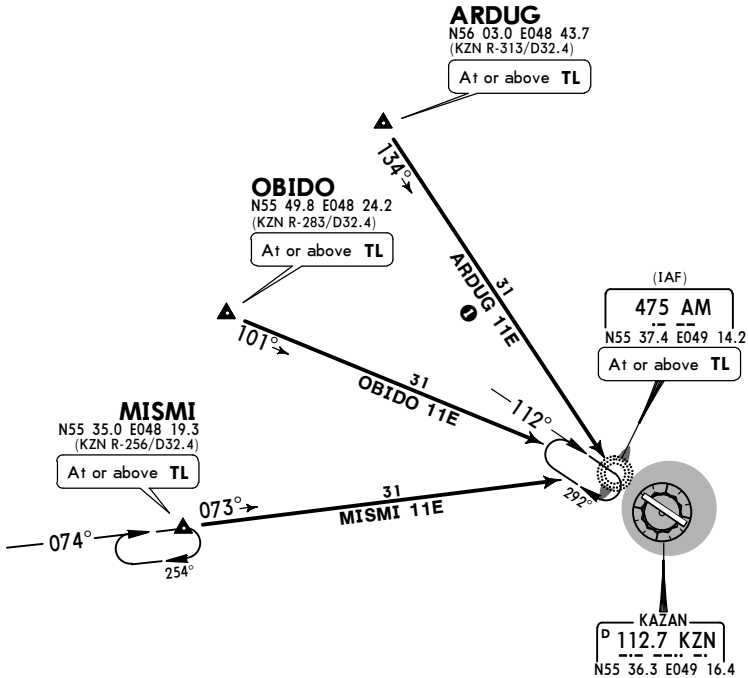
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

ARDUG 11E [ARD11E] ❶
MISMI 11E [MIS11E]
OBIDO 11E [OBI11E]
RWY 11 ARRIVALS
BASED ON NDB



❶ By ATC.
Only for Russian users of airspace.



Direct distance from AM to:
Kazan Apt 2 NM

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370′	**(3022′ - 900m)**

CHANGES: STARs redesignated & revised.

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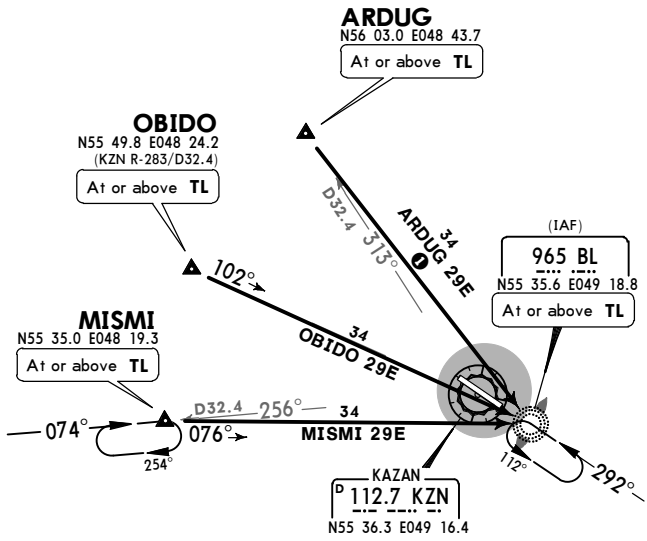
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

ARDUG 29E [ARD29E] ❶
MISMI 29E [MIS29E]
OBIDO 29E [OBI29E]
RWY 29 ARRIVALS
BASED ON NDB

2800′
MSA
KZN VOR

❶ By ATC.
Only for Russian users of airspace.



Direct distance from BL to:
Kazan Apt 1 NM

N
NOT TO SCALE

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

CHANGES: STARs redesignated & revised.

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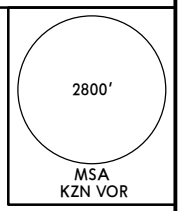
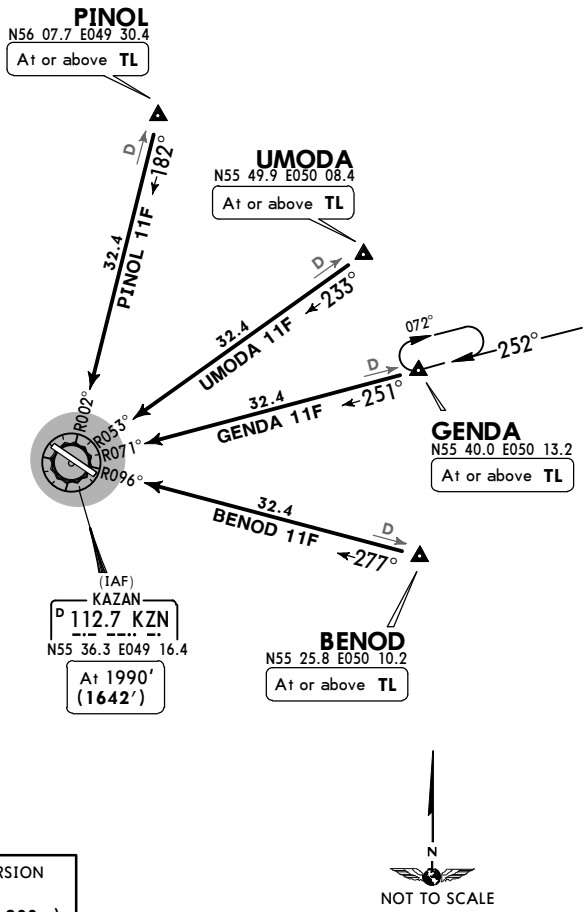
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

BENOD 11F [BEN11F] , GENDA 11F [GEN11F]
UMODA 11F [UMO11F]

PINOL 11F [PIN11F]
BY ATC

RWY 11 ARRIVALS
BASED ON VOR





ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3370′	**(3022′ -**	**900m)**
1990′	**(1642′ -**	**500m)**

CHANGES: PINOL STAR availability.

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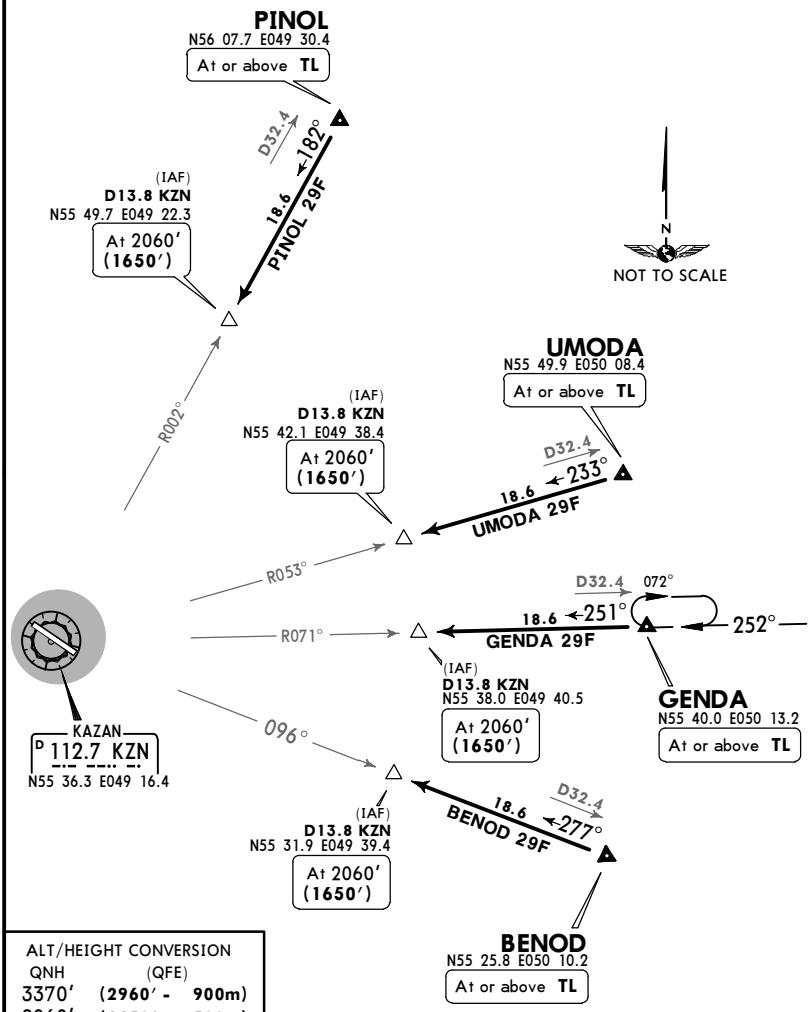
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**
Apt Elev 410′	

2800′
MSA
KZN VOR

BENOD 29F [BEN29F], GENDA 29F [GEN29F]
UMODA 29F [UMO29F]

PINOL 29F [PIN29F]
BY ATC

RWY 29 ARRIVALS
BASED ON VOR



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3370′	(2960′ -	900m)
2060′	(1650′ -	500m)

CHANGES: PINOL STAR availabilty.

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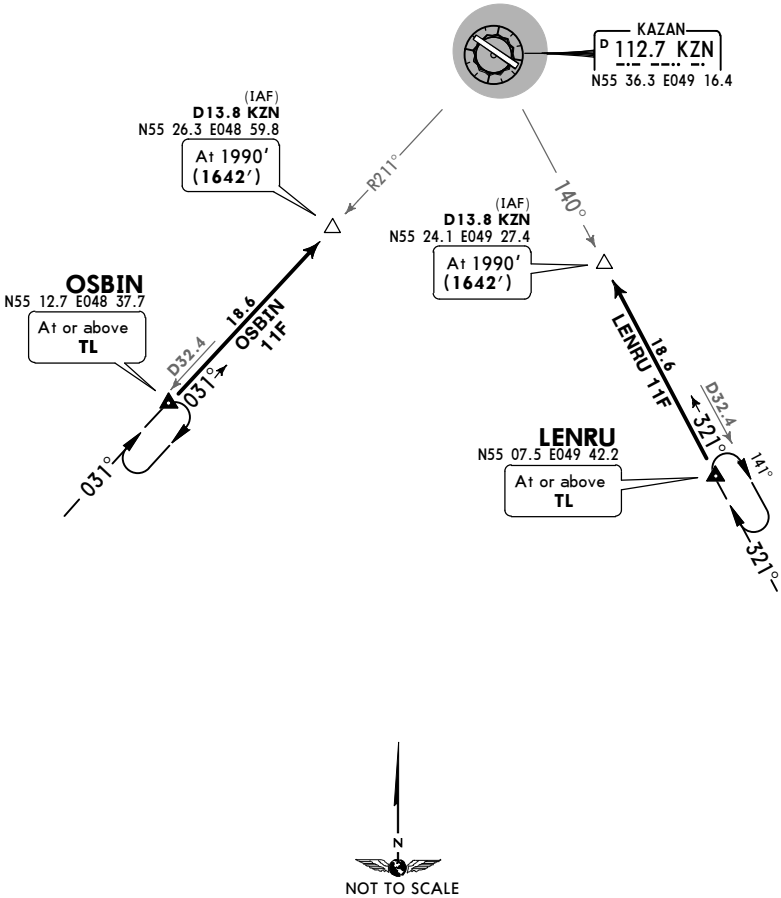
ATIS 126.8	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**
Apt Elev 410′	

2800′
MSA
KZN VOR

LENRU 11F [LEN11F], OSBIN 11F [OSB11F]
RWY 11 ARRIVALS
BASED ON VOR



ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3370′	**(3022′ -**	**900m)**
1990′	**(1642′ -**	**500m)**

CHANGES: STARs redesignated & revised.

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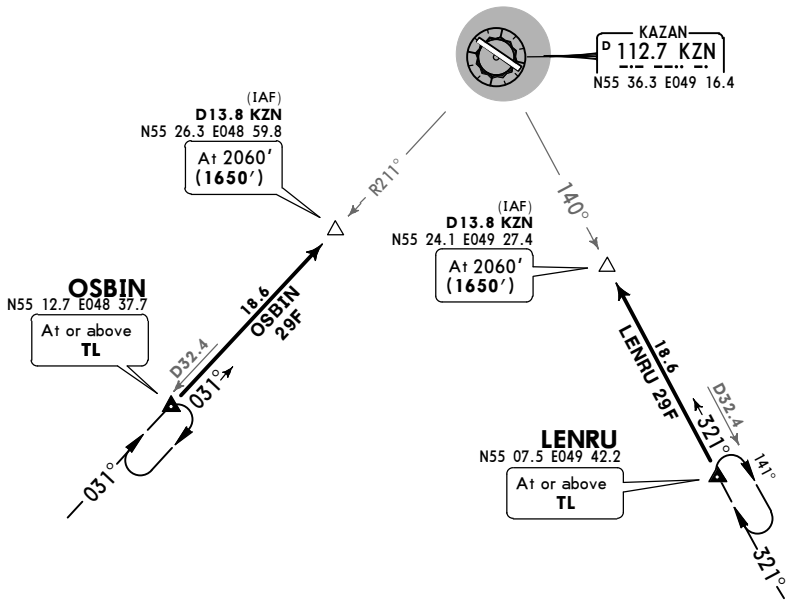
ATIS 126.8

Apt Elev 410′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL50
FL60 if pressure is 748 mm (997.3 hPa) or less
FL70 if pressure is 721 mm (961.3 hPa) or less
Trans alt: 3370′ **(2960′)**

MSA
KZN VOR
2800′

LENRU 29F [LEN29F] , OSBIN 29F [OSB29F]
RWY 29 ARRIVALS
BASED ON VOR



ALT/HEIGHT CONVERSION

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

N
NOT TO SCALE

CHANGES: STARs redesignated & revised.

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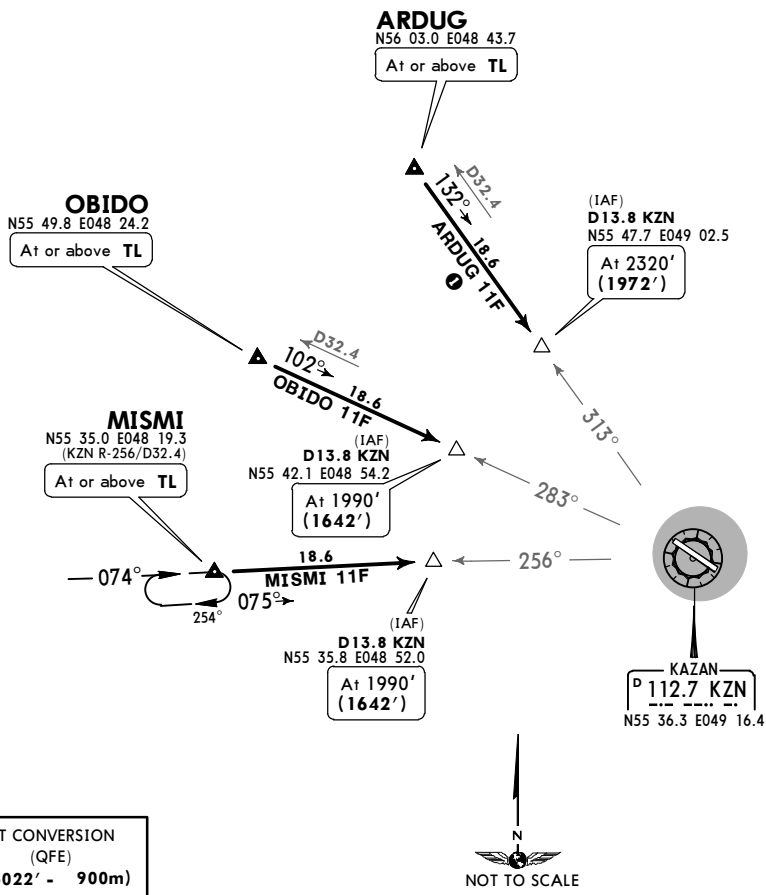
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

ARDUG 11F [ARD11F] ❶
MISMI 11F [MIS11F]
OBIDO 11F [OBI11F]
RWY 11 ARRIVALS
BASED ON VOR

MSA
KZN VOR
2800′

❶ By ATC.
Only for Russian users of airspace.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
2320′	(1972′ - 600m)
1990′	(1642′ - 500m)

CHANGES: STARs redesignated & revised.

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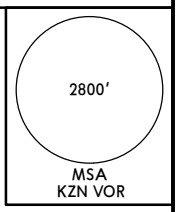
ATIS	Apt Elev	
126.8	410′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

ARDUG 29F [ARD29F] ❶
MISMI 29F [MIS29F]
OBIDO 29F [OBI29F]
RWY 29 ARRIVALS
BASED ON VOR



❶ By ATC.
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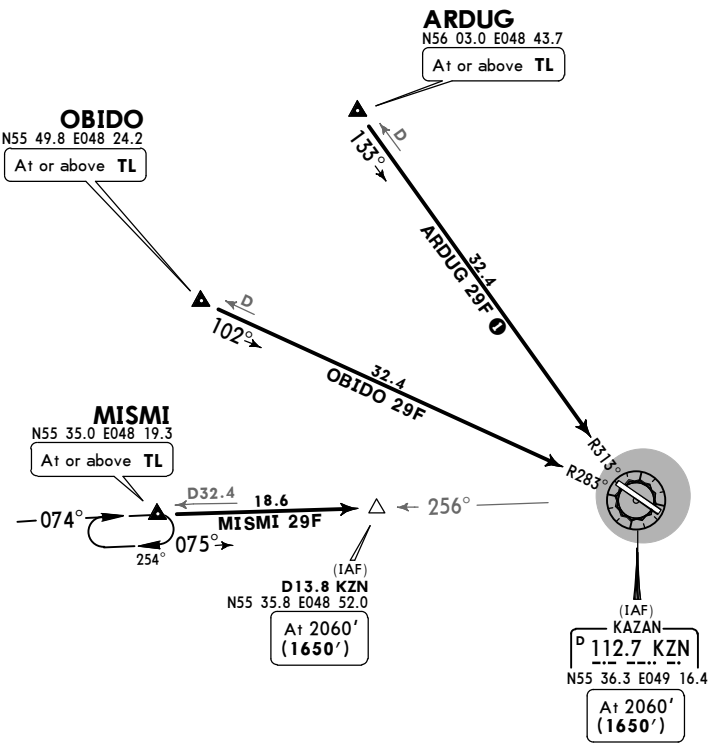

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370′	**(2960′ - 900m)**
2060′	**(1650′ - 500m)**

N
NOT TO SCALE

CHANGES: STARs redesignated & revised.

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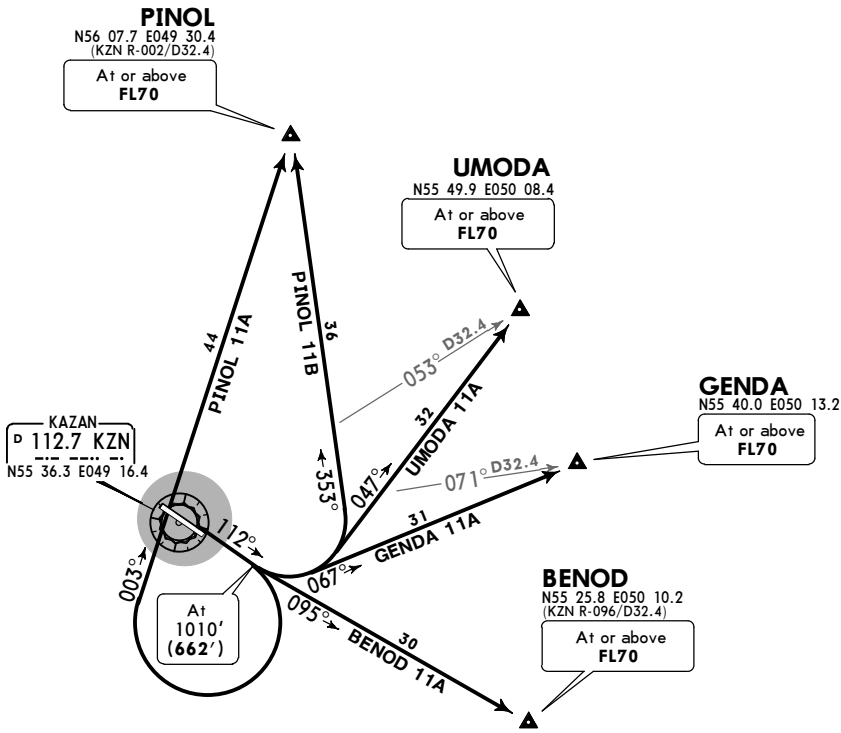
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

2800′
MSA
KZN VOR

BENOD 11A [BEN11A], GENDA 11A [GEN11A]
UMODA 11A [UMO11A]
PINOL 11A [PIN11A], PINOL 11B [PIN11B]
BY ATC
RWY 11 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1010′	**(662′ - 200m)**
3370′	**(3022′ - 900m)**

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

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

N
NOT TO SCALE

CHANGES: PINOL SIDs availability.

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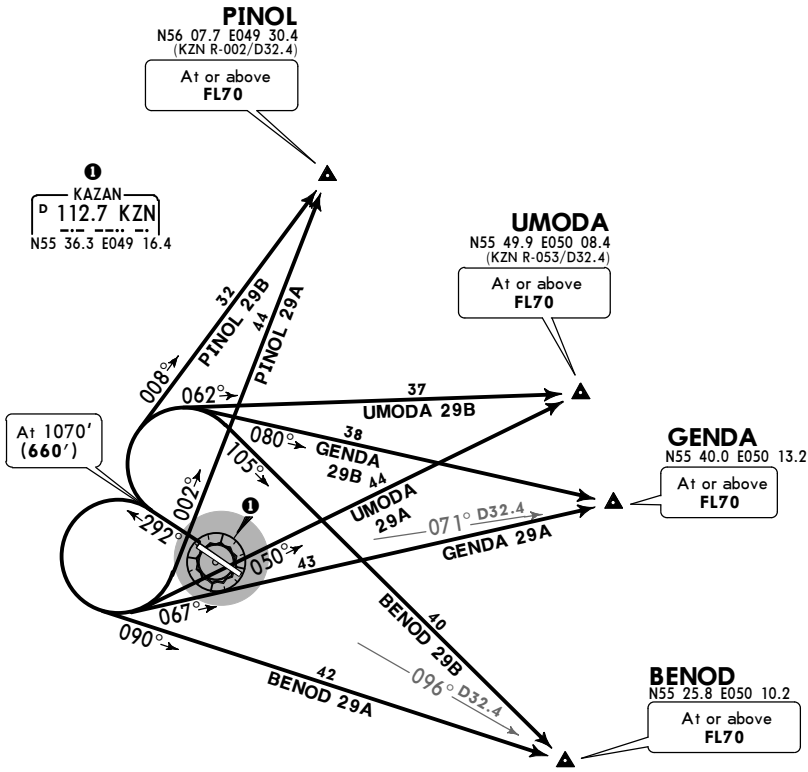
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

2800′
MSA KZN VOR

BENOD 29A [BEN29A] , BENOD 29B [BEN29B]
GENDA 29A [GEN29A], GENDA 29B [GEN29B]
UMODA 29A [UMO29A], UMODA 29B [UMO29B]

PINOL 29A [PIN29A] , PINOL 29B [PIN29B]
BY ATC

RWY 29 DEPARTURES



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

PINOL 29B
This SID requires a minimum climb gradient of
6.0%.

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

N
NOT TO SCALE

CHANGES: PINOL SIDs availability.

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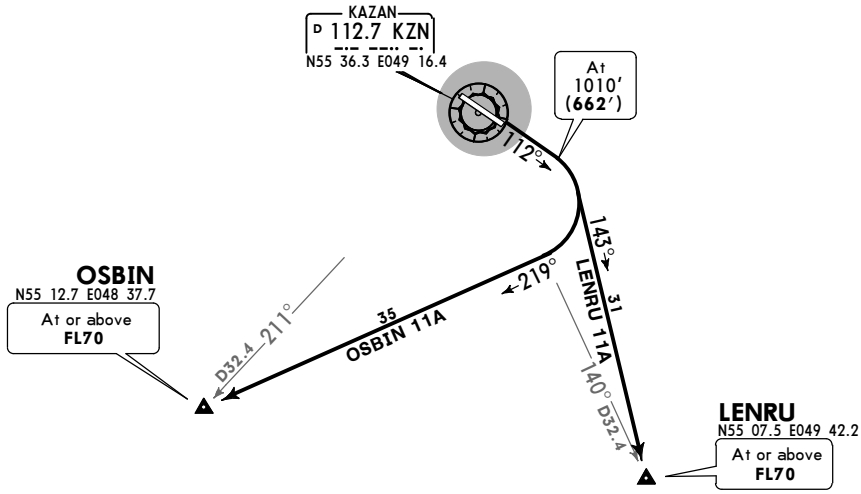
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

MSA
KZN VOR
2800′

LENRU 11A [LEN11A] , OSBIN 11A [OSB11A]
RWY 11 DEPARTURES



N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1010′	**(662′ - 200m)**
3370′	**(3022′ - 900m)**

CHANGES: SIDs transferred, redesignated & revised.

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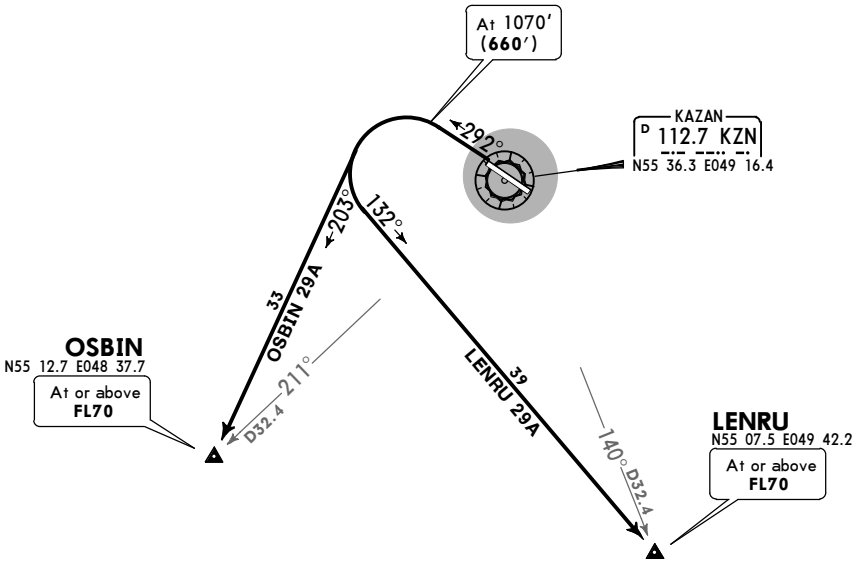
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

2800′
MSA
KZN VOR

LENRU 29A [LEN29A] , OSBIN 29A [OSB29A]
RWY 29 DEPARTURES



N
NOT TO SCALE

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

CHANGES: SIDs transferred, redesignated & revised.

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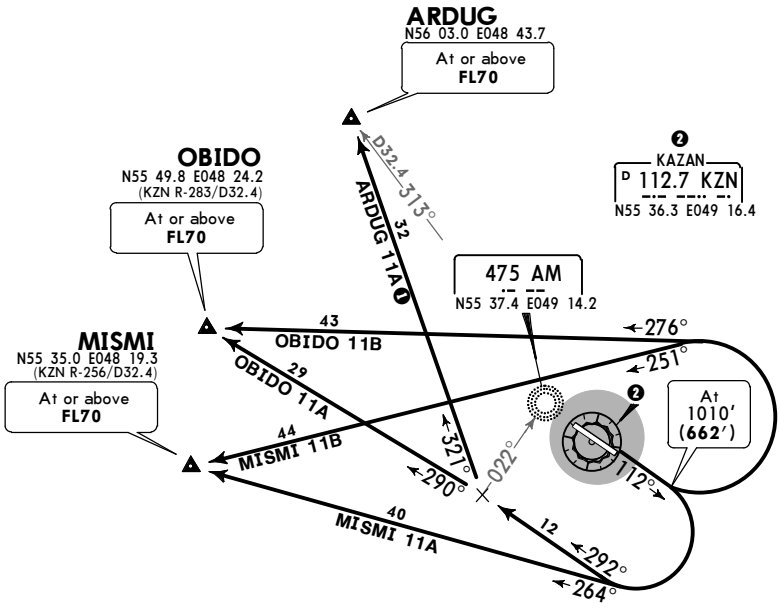
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(3022′)**

MSA KZN VOR: 2800′

ARDUG 11A [ARD11A] ❶
MISMI 11A [MIS11A], MISMI 11B [MIS11B]
OBIDO 11A [OBI11A] , OBIDO 11B [OBI11B]
RWY 11 DEPARTURES

❶ By ATC.
Only for Russian users of airspace.



N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1010′	**(662′ - 200m)**
3370′	**(3022′ - 900m)**

CHANGES: New chart (SIDs transferred, redesignated & revised).

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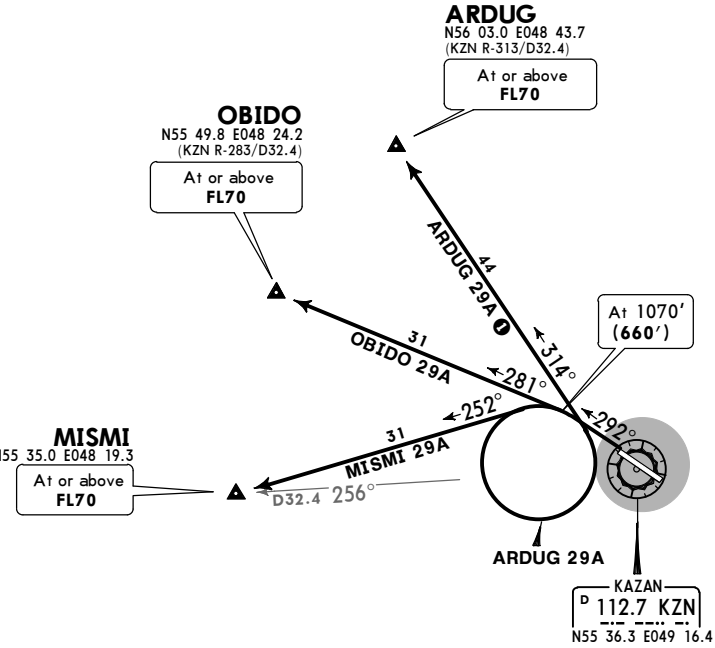
Apt Elev 410′	QNH on request **(QFE)** Trans level: FL50 FL60 if pressure is 748 mm (997.3 hPa) or less FL70 if pressure is 721 mm (961.3 hPa) or less Trans alt: 3370′ **(2960′)**

2800′
MSA
KZN VOR

ARDUG 29A [ARD29A] ❶ , MISMI 29A [MIS29A]
OBIDO 29A [OBI29A]
RWY 29 DEPARTURES

❶ By ATC.
Only for Russian users of airspace.



N
NOT TO SCALE

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

CHANGES: New chart (SIDs transferred, redesignated & revised).

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NOISE ABATEMENT

GENERAL

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

DEPARTURES

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

TAKE-OFF AND CLIMBING PHASE RUNWAYS 29L/R

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

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

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UWKD/KZN

Apt Elev **410'**

N55 36.4 E049 16.8

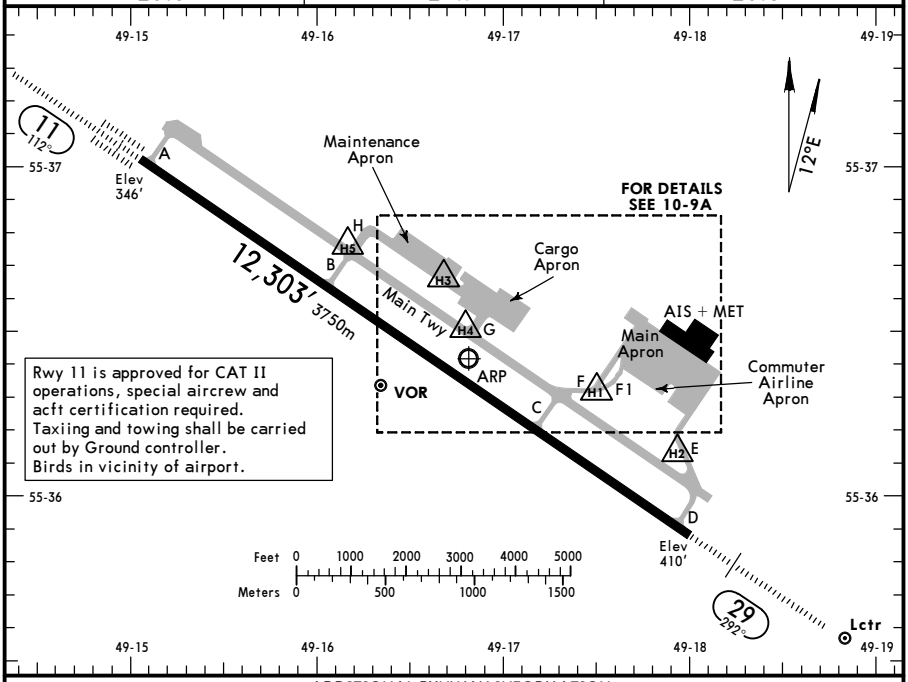
JEPPESEN

25 DEC 15 (10-9) **Eff 7 Jan**

KAZAN, RUSSIA

KAZAN

ATIS	KAZAN Ground	Tower
126.8	121.7	120.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL(60m) CL(15m) HIALS-II TDZ PAPI-L(3.0°)		11,392'3472m	❶	148' 45m
29	HIRL(60m) CL(15m) HIALS PAPI-L(3.0°)		11,270'3435m		

❶ TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	12,303'(3750m)
twy B int	7841'(2390m)
twy C int	3675'(1120m)

RWY 29:

From rwy head	12,303'(3750m)
twy C int	8301'(2530m)
twy B int	4127'(1258m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

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

CHANGES: Helipads.

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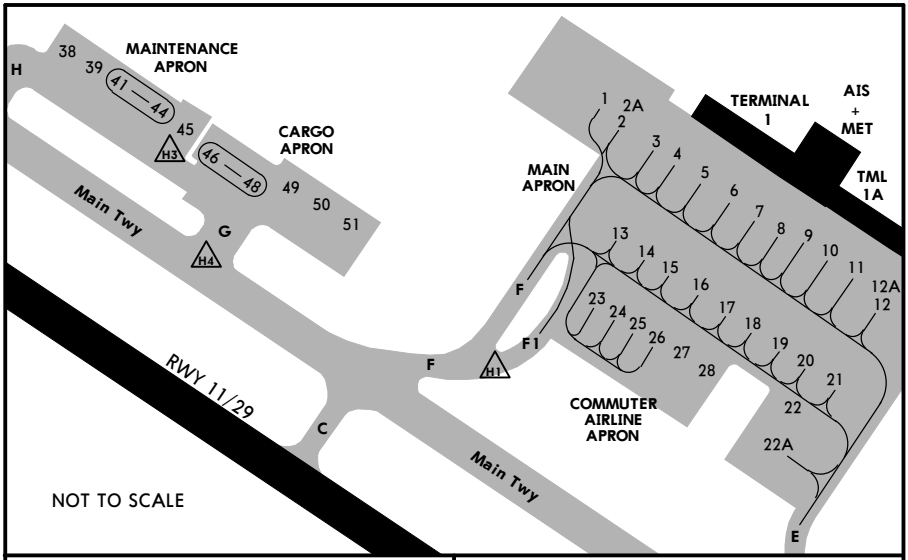

INS COORDINATES

STAND No.	COORDINATES
1 thru 3	N55 36.5 E049 17.7
4, 5	N55 36.5 E049 17.8
6, 7	N55 36.5 E049 17.9
8	N55 36.4 E049 17.9
9, 10	N55 36.4 E049 18.0
11, 12	N55 36.4 E049 18.1
13	N55 36.5 E049 17.7
14	N55 36.4 E049 17.7
15, 16	N55 36.4 E049 17.8
17 thru 19	N55 36.4 E049 17.9
20	N55 36.4 E049 18.0
21	N55 36.3 E049 18.0
23 thru 26	N55 36.4 E049 17.7
27, 28	N55 36.4 E049 17.8
38, 39	N55 36.8 E049 16.5
41	N55 36.8 E049 16.6
42	N55 36.7 E049 16.6
43 thru 45	N55 36.7 E049 16.7
46	N55 36.6 E049 16.8
47, 48	N55 36.6 E049 16.9
49, 50	N55 36.6 E049 17.0
51	N55 36.5 E049 17.1

Taxiing from Main Twy to Twy F and from Twy F to Main Twy towards RWY 29 thresh strictly along guideline at MIM speed with increased CAUTION.
Simultaneous taxiing on Twys F and F1 prohibited.
Taxiing on aprons after Follow-me car.
Taxiing (when VIS is less than 2000m) with aeronautical and acft lights switched on.

Exit stands 1 thru 12A, 22, 27 and 28 by towing.
Stands 9 thru 12A equipped with Visual Docking Guidance System.
Stands 23 thru 26 available for General Aviation acft.
Enter stands 27 and 28 by towing.
Stands 27 and 28 available for helicopters.

CHANGES: Helipads. Stands. Coordinates.

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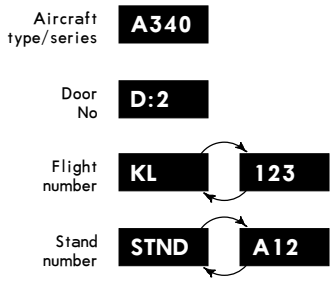
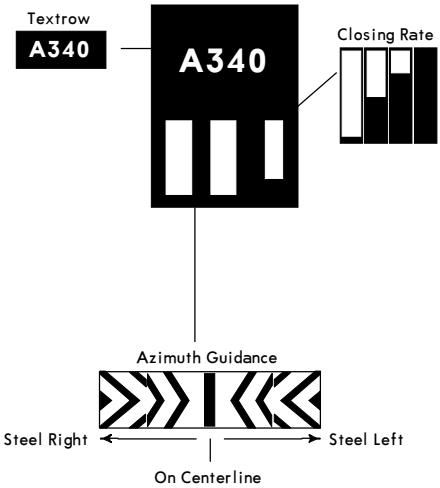
VISUAL DOCKING GUIDANCE SYSTEM (APIS++)

Aircraft Parking and Information System

Azimuth and stopping guidance are provided on a display unit mounted in the extension of the centerline.
- Intercept the centerline and follow the azimuth guidance display.
- Check correct aircraft type/series is shown on the APIS++ display unit.

CAUTION:
Abort docking if the display shows any of the following information:
- stop
- wrong aircraft type/series
- if the azimuth guidance is deactivated





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STRAIGHT-IN RWY		A	B	C	D
11	CAT 2 ILS	**448**′(100′) **RA109′ R300m**	**448**′(100′) **RA109′ R300m**	**448**′(100′) **RA109′ R300m**	**450**′(102′) **RA112′ R300m**
	ILS FULL	**548**′(200′) **R550m**	**548**′(200′) **R550m**	**548**′(200′) **R550m**	**548**′(200′) **R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**690**′(342′) **R900m**	**690**′(342′) **R900m**	**690**′(342′) **R900m**	**690**′(342′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	VOR ❶	**680**′(332′) **R800m**	**680**′(332′) **R800m**	**680**′(332′) **R800m**	**680**′(332′) **R800m**
	ALS out	R1500m	R1500m	R1500m	R1500m
	NDB/MKR ❶	**810**′(462′) **R1500m**	**810**′(462′) **R1500m**	**810**′(462′) **R1500m**	**810**′(462′) **R1500m**
	ALS out	C2200m	C2200m	C2200m	C2200m
	NDB ❶	**860**′(512′) **R1600m**	**860**′(512′) **R1600m**	**860**′(512′) **R1600m**	**860**′(512′) **R1600m**
	ALS out	C2400m	C2400m	C2400m	C2400m
29	ILS FULL	**610**′(200′) **R550m**	**610**′(200′) **R550m**	**610**′(200′) **R550m**	**610**′(200′) **R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	RNAV ❶	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**
	ALS out	R1500m	R1500m	C2100m	C2100m
	VOR ❶	**760**′(350′) **R900m**	**760**′(350′) **R900m**	**760**′(350′) **R900m**	**760**′(350′) **R900m**
	ALS out	R1500m	R1500m	R1600m	R1600m
	NDB ❶	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**	**860**′(450′) **R1400m**
	ALS out	C2100m	C2100m	C2100m	C2100m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
to rwy 11 ❷	**840**′(492′)	**850**′(502′)	**950**′(602′)	**1050**′(702′)
to rwy 29	**910**′(500′)	**910**′(500′)	**1010**′(600′)	**1110**′(700′)
	V1500m ❸	V1600m ❸	V2400m	V3600m

❷ Circling height based on rwy 11 thresh elev of 348′.
❸ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 11, 29

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

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN

19 FEB 16 (11-1) Eff 3 Mar

KAZAN, RUSSIA
ILS DME Rwy 11

ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

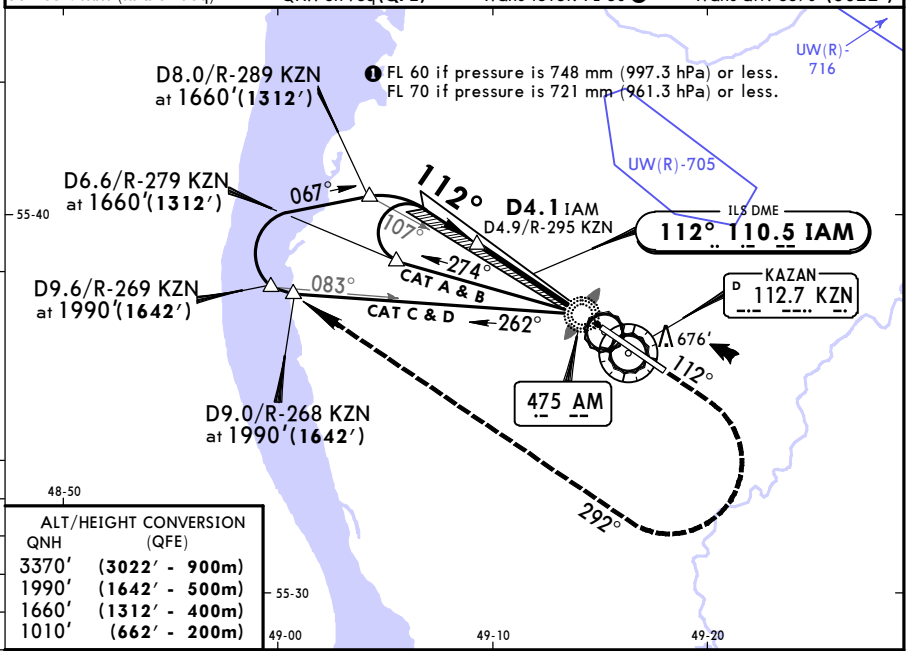
BRIEFING STRIP TM

LOC IAM	Final Apch Crs	GS D4.1 IAM	ILS DA(H)	Apt Elev 410′ / Rwy 348′
110.5	112°	1660′(1312′)	548′(200′)	

MISSED APCH: Climb on 112° to 1010′(662′), then turn RIGHT onto 292° climbing to 1990′(1642′), then according to chart.

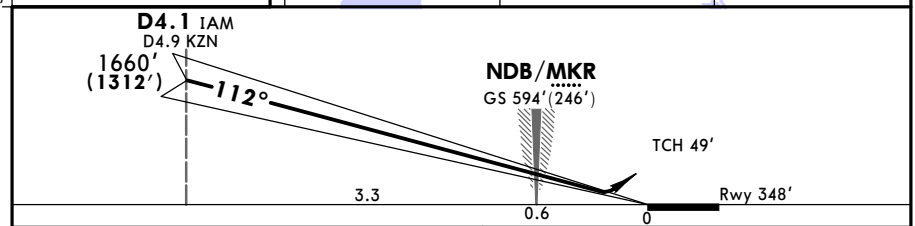
2800′ MSA KZN VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 ❶ Trans alt: 3370′(3022′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
1990′	(1642′ - 500m)
1660′	(1312′ - 400m)
1010′	(662′ - 200m)



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

HIALS-II PAPI 1010′ (662′) on 112° 292° RT 1990′ (1642′)

PANS OPS

	STRAIGHT-IN LANDING RWY 11 ILS DA(H) 548′(200′) FULL	ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND ❶ Max Kts	MDA(H)	
100	840′(492′)	1600m
135		
180	940′(592′)	2400m
205	1040′(692′)	3600m

❶ Circling height based on rwy 11 thresh elev of 348′.

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16
Eff 3 Mar
(11-1A)

KAZAN, RUSSIA
CAT II ILS DME Rwy 11

BRIEFING STRIP

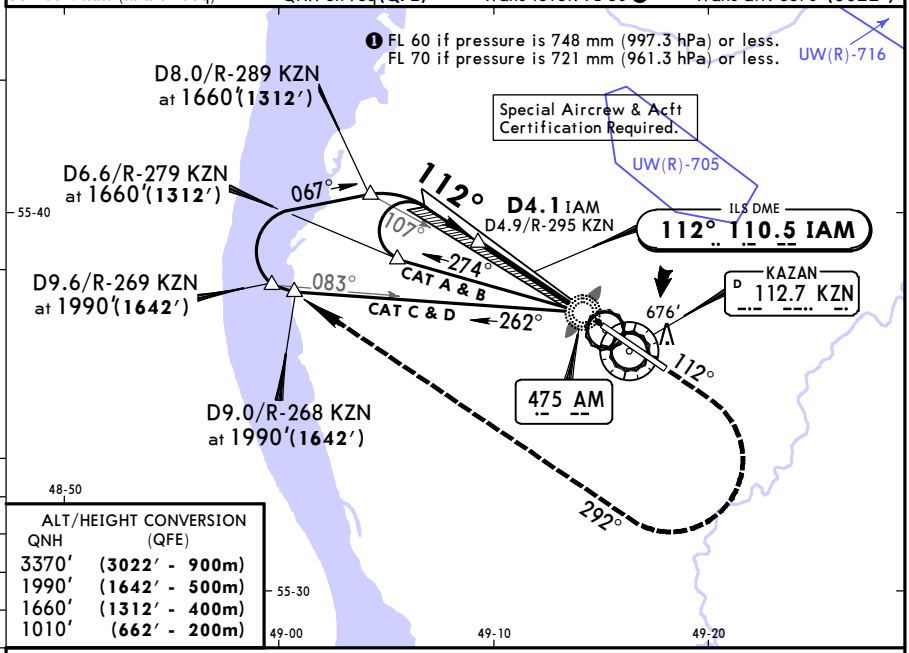
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

LOC IAM	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 410′
110.5	**112°**	**D4.1 IAM** 1660′(**1312′**)	Refer to Minimums	Rwy 348′

MISSED APCH: Climb on 112° to 1010′(662′), then turn RIGHT onto 292° climbing to 1990′(1642′), then according to chart.

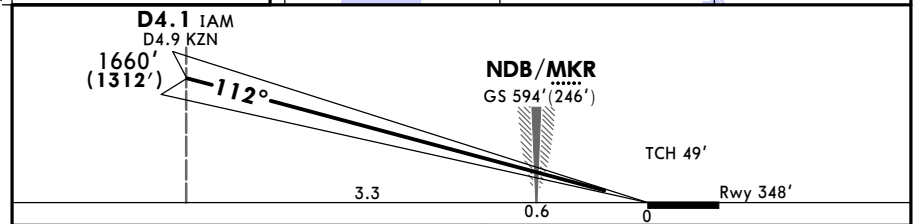
2800′
MSA
KZN VOR

Alt Set: MM (hPa on req) | QNH on req(**QFE**) | Trans level: FL 50 ❶ | Trans alt: 3370′(**3022′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(**3022′ - 900m**)
1990′	(**1642′ - 500m**)
1660′	(**1312′ - 400m**)
1010′	(**662′ - 200m**)



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

HIALS-II
PAPI

1010′ (**662′**) on 112° | 292° RT | 1990′ (**1642′**)

STRAIGHT-IN LANDING RWY 11
CAT II ILS

ABC: **RA 109′** DA(H) 448′(**100′**)
D: **RA 112′** DA(H) 450′(**102′**)

PANS OPS

RVR 300m

CHANGES: None.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (11-2) Eff 3 Mar

KAZAN, RUSSIA
ILS DME Rwy 29

BRIEFING STRIP

ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

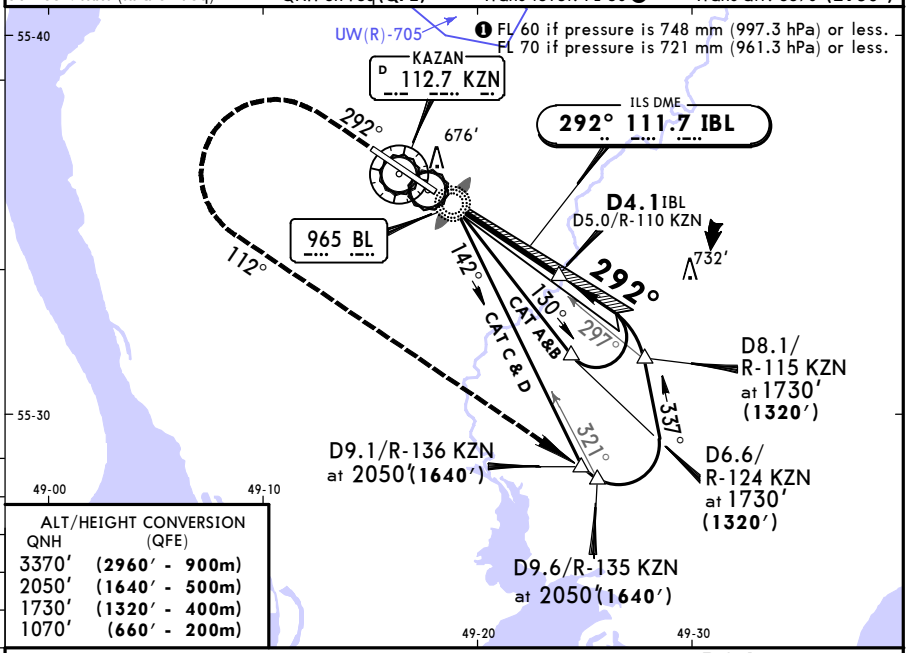
LOC IBL	Final Apch Crs	GS D4.1 IBL	ILS DA(H)	Apt Elev 410′ / Rwy 410′
111.7	292°	1730′(1320′)	610′(200′)	

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

2800′
MSA
KZN VOR

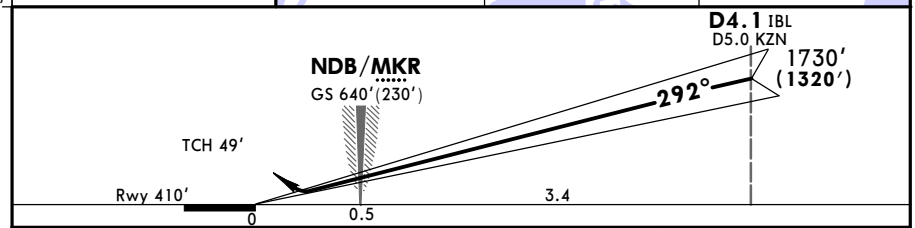
Alt Set: MM (hPa on req) | QNH on req(QFE) | Trans level: FL 50 ❶ | Trans alt: 3370′(2960′)

❶ FL 60 if pressure is 748 mm (997.3 hPa) or less.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

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



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

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

PANS OPS

	STRAIGHT-IN LANDING RWY 29 ILS DA(H) 610′(200′) FULL	ALS out	LOC (GS out)
A	800m	1200m	NOT AUTHORIZED
B			
C			
D			

CIRCLE-TO-LAND Max Kts	MDA(H)	
100	910′(500′)	1600m
135		
180	1010′(600′)	2400m
205	1100′(690′)	3600m

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN

25 DEC 15 (12-1) Eff 7 Jan

KAZAN, RUSSIA
RNAV (GNSS) Rwy 11

BRIEFING STRIP

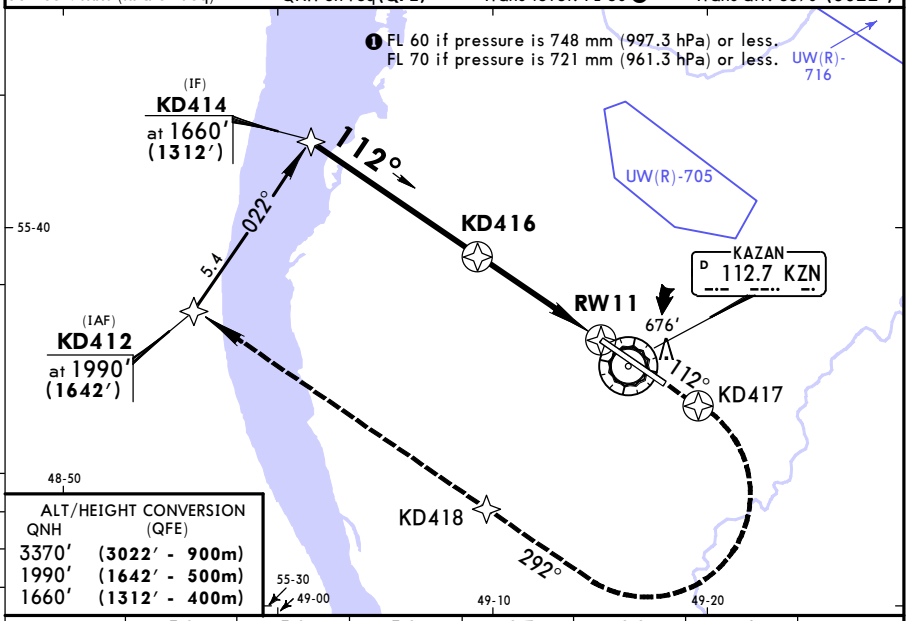
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

RNAV	Final Apch Crs	Minimum Alt KD416	MDA(H)	Apt Elev 410′ / Rwy 348′
	112°	1660′(1312′)	690′(342′)	

2800′ MSA KZN VOR

MISSED APCH: Climb on 112° to KD417, then turn RIGHT onto 292° climbing to 1990′(1642′) via KD418 to KD412, then as directed.

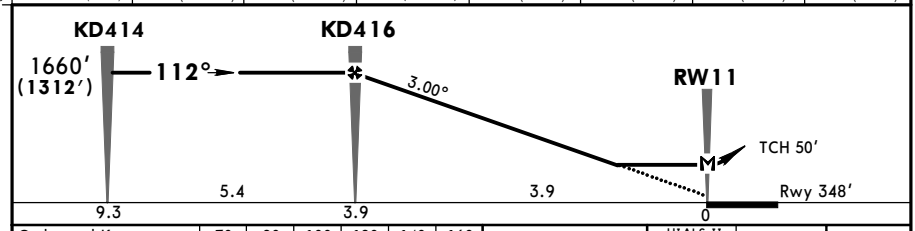
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 50 ❶ Trans alt: 3370′(3022′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
1990′	(1642′ - 500m)
1660′	(1312′ - 400m)

DIST to RW11	3.9	3.8	3.2	2.7	2.2	1.6	1.1
ALTITUDE (HAT)	1660′(1312′)	1600′(1252′)	1430′(1082′)	1250′(902′)	1090′(742′)	930′(582′)	750′(402′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW11							

HIALS-II
PAPI

KD417 on 112°

STRAIGHT-IN LANDING RWY 11

MDA(H) 690′(342′)

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

PANS OPS

CHANGES: Communications.

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UWKD/KZN
KAZAN

JEPPESEN

25 DEC 15 (12-2) Eff 7 Jan

KAZAN, RUSSIA
RNAV (GNSS) Rwy 29

BRIEFING STRIP TM

ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

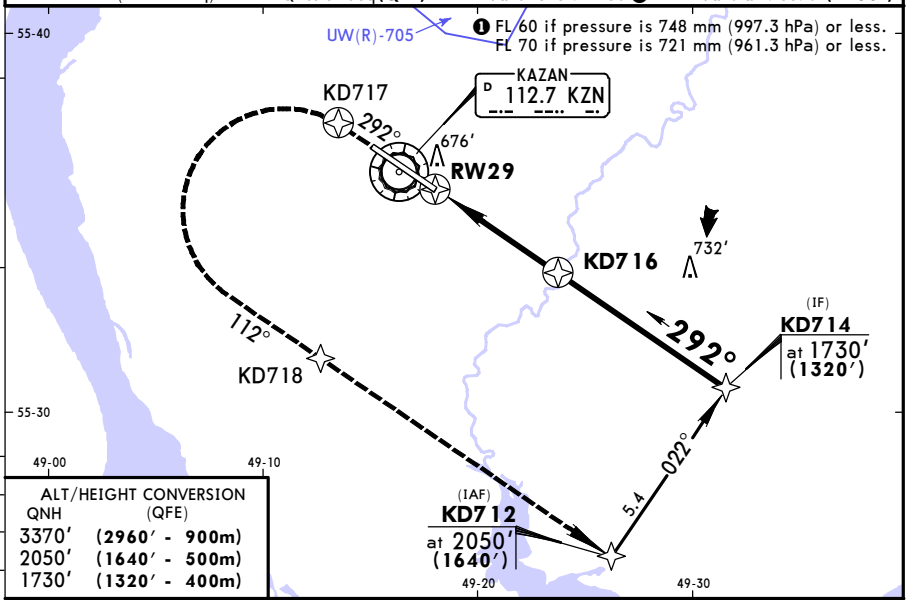
RNAV	Final Apch Crs	Minimum Alt KD716	MDA(H)	Apt Elev 410′ / Rwy 410′
	292°	1730′(**1320′**)	860′(**450′**)	

2800′ MSA KZN VOR

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

Alt Set: MM (hPa on req) | QNH on req(**QFE**) | Trans level: FL 50 ❶ | Trans alt: 3370′(**2960′**)

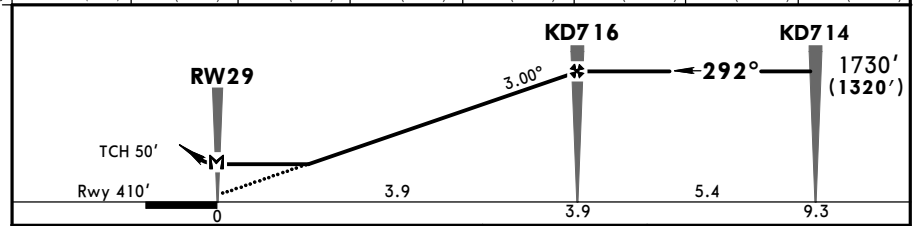
❶ FL 60 if pressure is 748 mm (997.3 hPa) or less.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

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

DIST to RW29	1.1	1.6	2.2	2.7	3.2	3.8	3.9
ALTITUDE (HAT)	810′(400′)	990′(580′)	1150′(740′)	1320′(910′)	1500′(1090′)	1660′(1250′)	1730′(1320′)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW29							

HIALS PAPI

KD717 on 292°

STRAIGHT-IN LANDING RWY **29**

MDA(H) 860′(**450′**)

PANS OPS

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

CHANGES: Communications.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (13-1) Eff 3 Mar

KAZAN, RUSSIA
VOR DME Rwy 11

BRIEFING STRIP

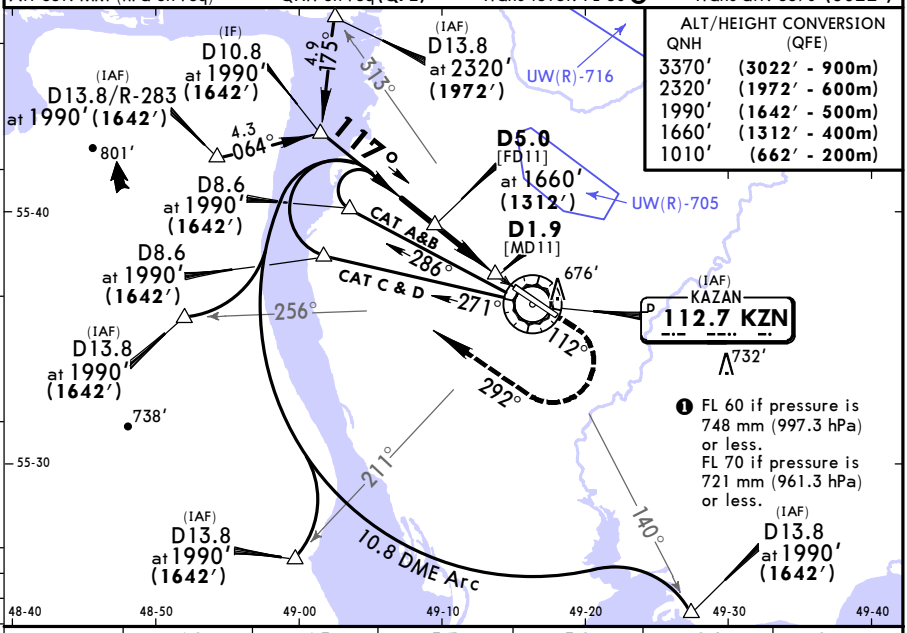
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

VOR KZN	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev / Rwy
112.7	117°	1660′(1312′)	680′(332′)	Apt Elev 410′ Rwy 348′

MISSED APCH: Climb on 112° to 1010′(662′), then turn RIGHT onto 292° climbing to 1990′(1642′), then according to chart.

MSA KZN VOR: 2800′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3370′(3022′)

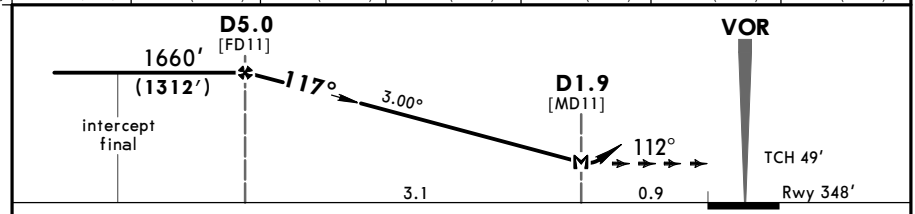


ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
2320′	(1972′ - 600m)
1990′	(1642′ - 500m)
1660′	(1312′ - 400m)
1010′	(662′ - 200m)

❶ FL 60 if pressure is 748 mm (997.3 hPa) or less.
FL 70 if pressure is 721 mm (961.3 hPa) or less.

KZN DME	4.8	4.3	3.7	3.2	2.6	2.1
ALTITUDE(HAT)	1620′(1272′)	1440′(1092′)	1270′(922′)	1090′(742′)	920′(572′)	750′(402′)



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

HIALS-II
PAPI

1010′ (662′) on 112°

292° RT

1990′ (1642′)

PANS OPS

STRAIGHT-IN LANDING RWY 11

MDA(H) 680′(332′)

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

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	840′(492′)	1600m
135		
180	940′(592′)	2400m
205	1040′(692′)	3600m

❶ Circling height based on rwy 11 thresh elev of 348′.

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (13-2) Eff 3 Mar

KAZAN, RUSSIA
VOR DME Rwy 29

BRIEFING STRIP

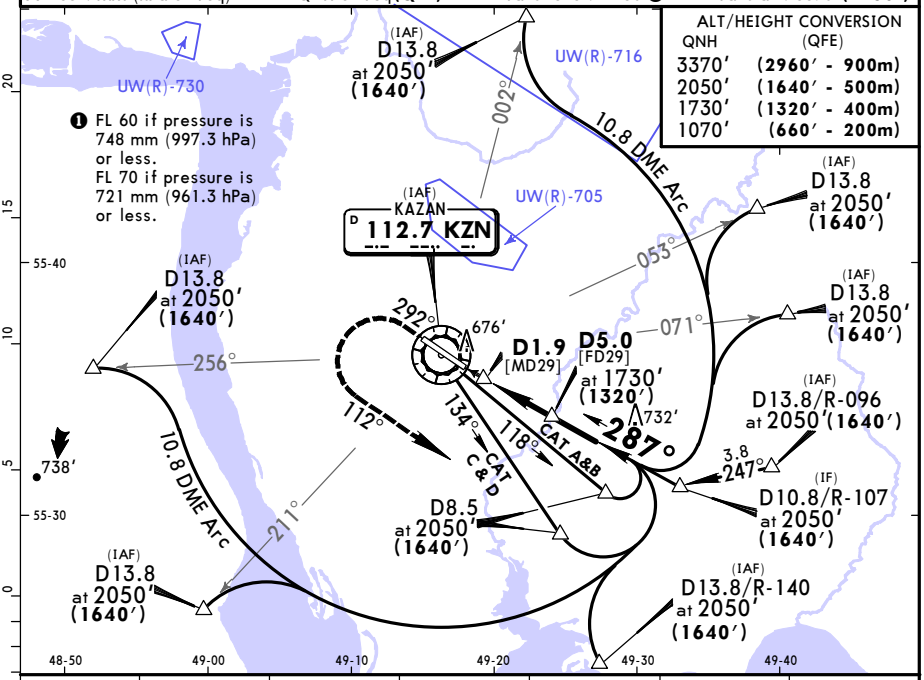
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

VOR KZN	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev / Rwy
112.7	287°	1730′(1320′)	760′(350′)	Apt Elev 410′ / Rwy 410′

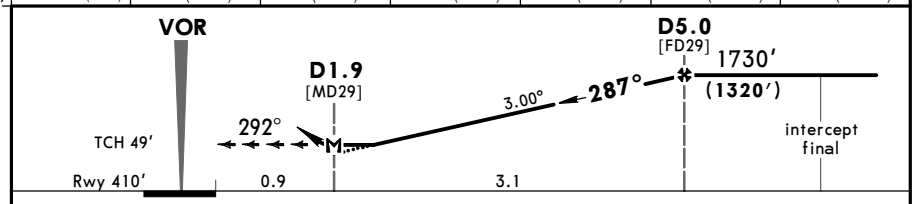
MISSED APCH: Climb on 292° to 1070′(660′), then turn LEFT onto 112° climbing to 2050′(1640′), then according to chart.

2800′
MSA KZN VOR

Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 50 ❶ Trans alt: 3370′(2960′)



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



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

HIALS PAPI 1070′ (660′) on 292° 112° LT 2050′ (1640′)

PANS OPS

STRAIGHT-IN LANDING RWY 29

MDA(H) 760′(350′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	910′(500′)	1600m
135		
180	1010′(600′)	2400m
205	1100′(690′)	3600m

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (16-1) Eff 3 Mar

KAZAN, RUSSIA
NDB/MKR Rwy 11

BRIEFING STRIP TM

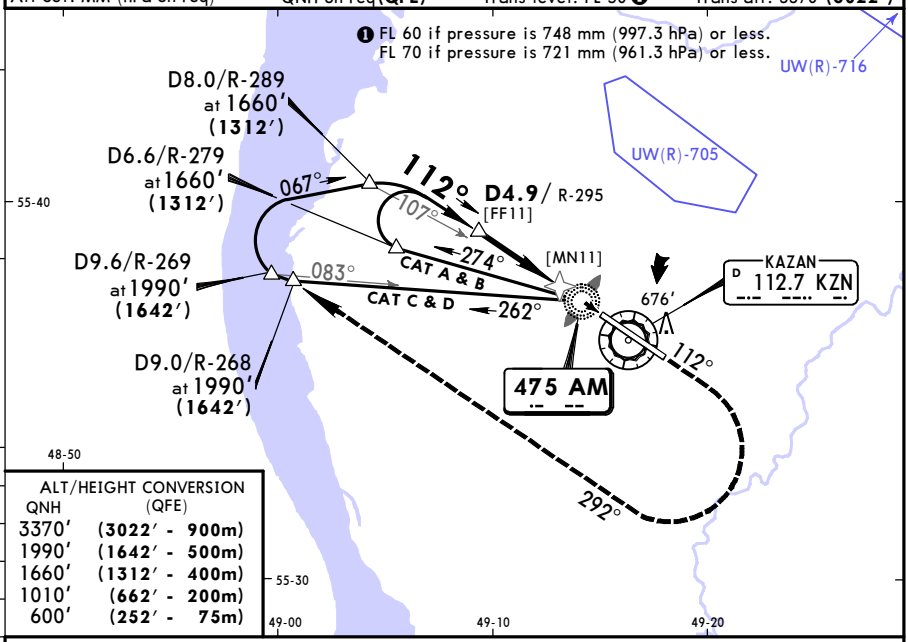
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

NDB AM	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev / Rwy
475	**112°**	1660′(**1312′**)	810′(**462′**)	Apt Elev 410′ Rwy 348′

2800′
MSA
KZN VOR

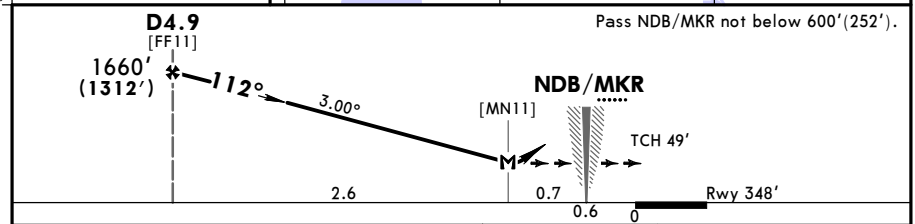
MISSED APCH: Climb on 112° to 1010′(662′), then turn RIGHT onto 292° climbing to 1990′(1642′), then according to chart.

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 ❶ Trans alt: 3370′(**3022′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(**3022′ - 900m**)
1990′	(**1642′ - 500m**)
1660′	(**1312′ - 400m**)
1010′	(**662′ - 200m**)
600′	(**252′ - 75m**)



Pass NDB/MKR not below 600′(252′).

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

HIALS-II
PAPI

1010′ (662′) on 112°

292° RT

1990′ (1642′)

PANS OPS

STRAIGHT-IN LANDING RWY 11

MDA(H) 810′(**462′**)

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

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	840′(492′)	2400m
135		
180	940′(592′)	2400m
205	1040′(692′)	3600m

❶ Circling height based on rwy 11 thresh elev of 348′.

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (16-2) Eff 3 Mar

KAZAN, RUSSIA
NDB Rwy 11

BRIEFING STRIP

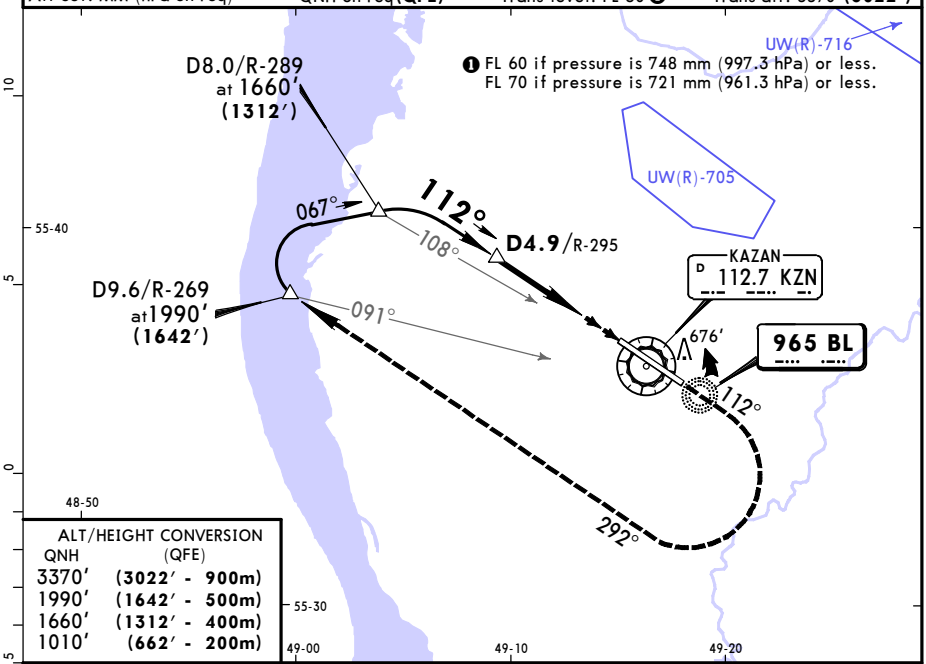
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

NDB BL	Final Apch Crs	Minimum Alt D4.9	MDA(H)	Apt Elev / Rwy
965	112°	1660′(1312′)	860′(512′)	Apt Elev 410′ Rwy 348′

MISSED APCH: Climb on 112° to 1010′(662′), then turn RIGHT onto 292° climbing to 1990′(1642′), then according to chart.

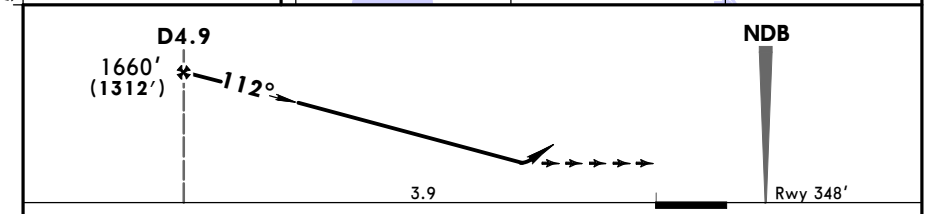
2800′
MSA KZN VOR

Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 50 ❶ Trans alt: 3370′(3022′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3022′ - 900m)
1990′	(1642′ - 500m)
1660′	(1312′ - 400m)
1010′	(662′ - 200m)



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

HIALS-II
PAPI

1010′ (662′) on 112°

292° RT

1990′ (1642′)

PANS OPS

STRAIGHT-IN LANDING RWY 11

MDA(H) 860′(512′)

		ALS out
A	2200m	3000m
B		
C		
D	2600m	

CIRCLE-TO-LAND ❶

Max Kts	MDA(H)	
100	860′(512′)	3000m
135		
180	940′(592′)	3000m
205	1040′(692′)	3600m

❶ Circling height based on rwy 11 thresh elev of 348′.

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (16-3) Eff 3 Mar

KAZAN, RUSSIA
NDB/MKR Rwy 29

BRIEFING STRIP

ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

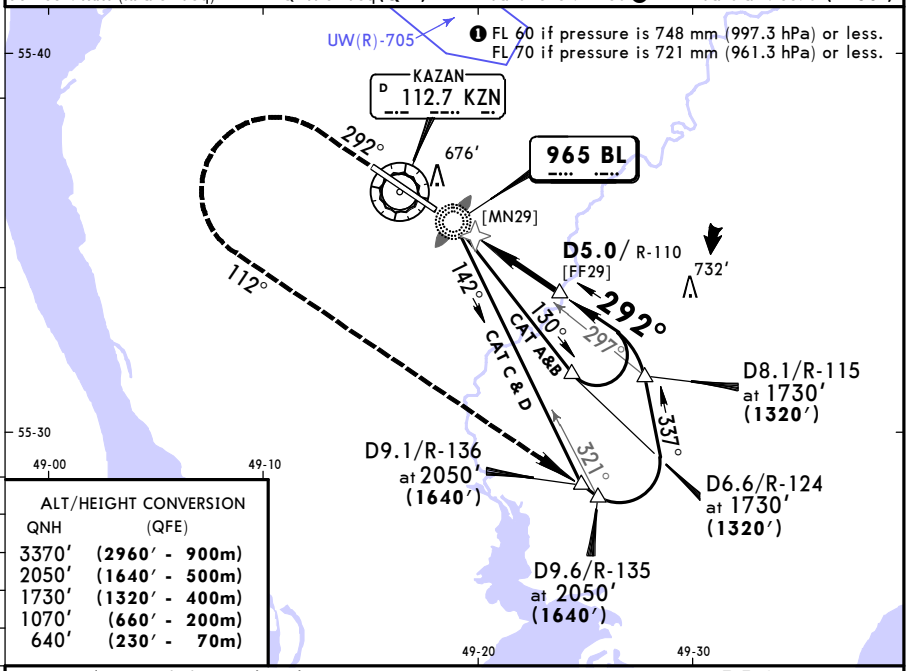
NDB BL	Final Apch Crs	Minimum Alt D5.0	MDA(H)	Apt Elev / Rwy
965	292°	1730′(1320′)	860′(450′)	Apt Elev 410′ / Rwy 410′

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

2800′
MSA KZN VOR

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 50 ❶ | Trans alt: 3370′(2960′)

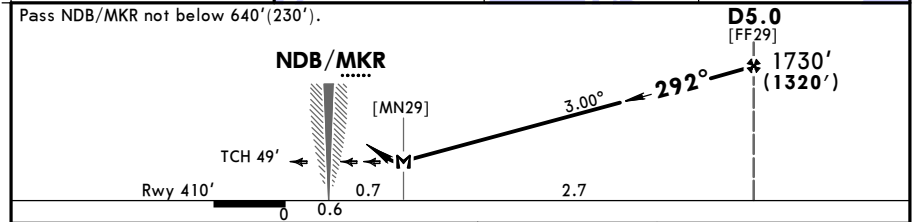
❶ FL 60 if pressure is 748 mm (997.3 hPa) or less.
FL 70 if pressure is 721 mm (961.3 hPa) or less.



ALT/HEIGHT CONVERSION

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

Pass NDB/MKR not below 640′(230′).



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

HIALS
PAPI

1070′ (660′) on 292° | 112° LT | 2050′ (1640′)

PANS OPS

STRAIGHT-IN LANDING RWY 29

MDA(H) 860′(450′)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	910′(500′)	2400m
135		
180	1010′(600′)	2400m
205	1100′(690′)	3600m

CHANGES: Circling minimums.

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UWKD/KZN
KAZAN

JEPPESEN
19 FEB 16 (16-4) Eff 3 Mar

KAZAN, RUSSIA
NDB Rwy 29

BRIEFING STRIP TM

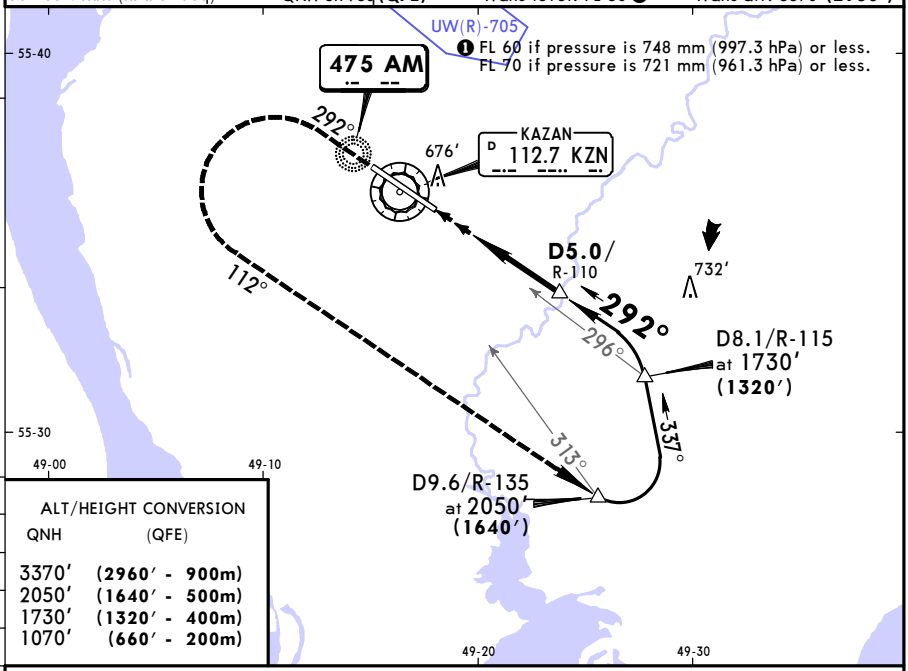
ATIS	KAZAN Approach Sector 1 (West)	KAZAN Approach Sector 2 (East)	KAZAN Radar	KAZAN Tower	Ground
126.8	135.225	128.625	119.4	120.3	121.7

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

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

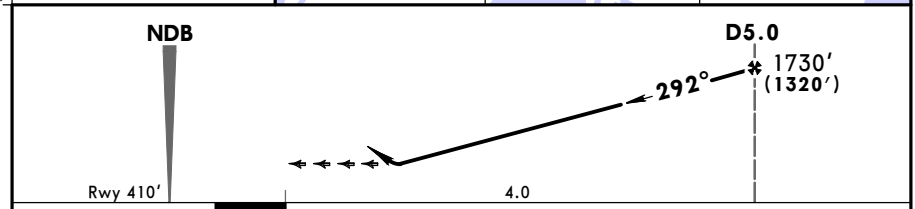
2800′
MSA KZN VOR

Alt Set: MM (hPa on req) QNH on req(**QFE**) Trans level: FL 50 ❶ Trans alt: 3370′(**2960′**)



ALT/HEIGHT CONVERSION

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



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

HIALS
PAPI

1070′ (660′) on 292°

112° LT

2050′ (1640′)

STRAIGHT-IN LANDING RWY **29**

MDA(H) 860′(**450′**)

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	910′(500′)	2600m
135		
180	1010′(600′)	2600m
205	1100′(690′)	3600m

PANS OPS

CHANGES: Circling minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KAZAN, (KAZAN - UWKD)				
REV	BENOD, GENDA, LENRU, PINO...	10-2	17 Jun 2016	23 Jun 2016
REV	BENOD, GENDA, LENRU, PINO...	10-2A	17 Jun 2016	23 Jun 2016
REV	ARDUG, MISMI, OBIDO & OSB...	10-2B	17 Jun 2016	23 Jun 2016
REV	ARDUG, MISMI, OBIDO & OSB...	10-2C	17 Jun 2016	23 Jun 2016
REV	AIRPORT, AIRPORT INFO, TA...	10-9	17 Jun 2016	23 Jun 2016
REV	PARKING STANDS & COORDS	10-9A	17 Jun 2016	23 Jun 2016
REV	NDB/MKR RWY 11	16-1	17 Jun 2016	23 Jun 2016
REV	NDB RWY 11	16-2	17 Jun 2016	23 Jun 2016
REV	NDB/MKR RWY 29	16-3	17 Jun 2016	23 Jun 2016
REV	NDB RWY 29	16-4	17 Jun 2016	23 Jun 2016

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKD