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Airport Information For URKK
Terminal Charts For URKK
Revision Letter For Cycle 09-2019
Change Notices
Notebook

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General Information

Location: KRASNODAR RUS
ICAO/IATA: URKK / KRR
Lat/Long: N45° 02.1', E039° 10.2'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0201 Z
Sunset: 1639 Z

Runway Information

Runway: 05R
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23L
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 05L
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 108 ft

Runway: 23R
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 112 ft

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Communication Information

ATIS: 121.800 Non-English
ATIS: 122.450
Krasnodar Tower: 118.200
Krasnodar Tower: 124.000 Secondary
Krasnodar Tower: 129.000 Secondary
Krasnodar Ground: 129.000 Secondary
Krasnodar Ground: 119.000
Krasnodar Ground: 124.000 Secondary
Krasnodar Approach: 124.000 Secondary
Krasnodar Approach: 127.700
Krasnodar Approach: 129.000 Secondary
Krasnodar Approach: 129.600
Krasnodar Radar: 121.300
Krasnodar Tranzit Operations: 131.800
Krasnodar Radar: 129.000 Secondary
Krasnodar Radar: 124.000 Secondary

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URKK/KRR PASHKOVSKIY

JEPPESEN

18 JAN 19 (10-1R)

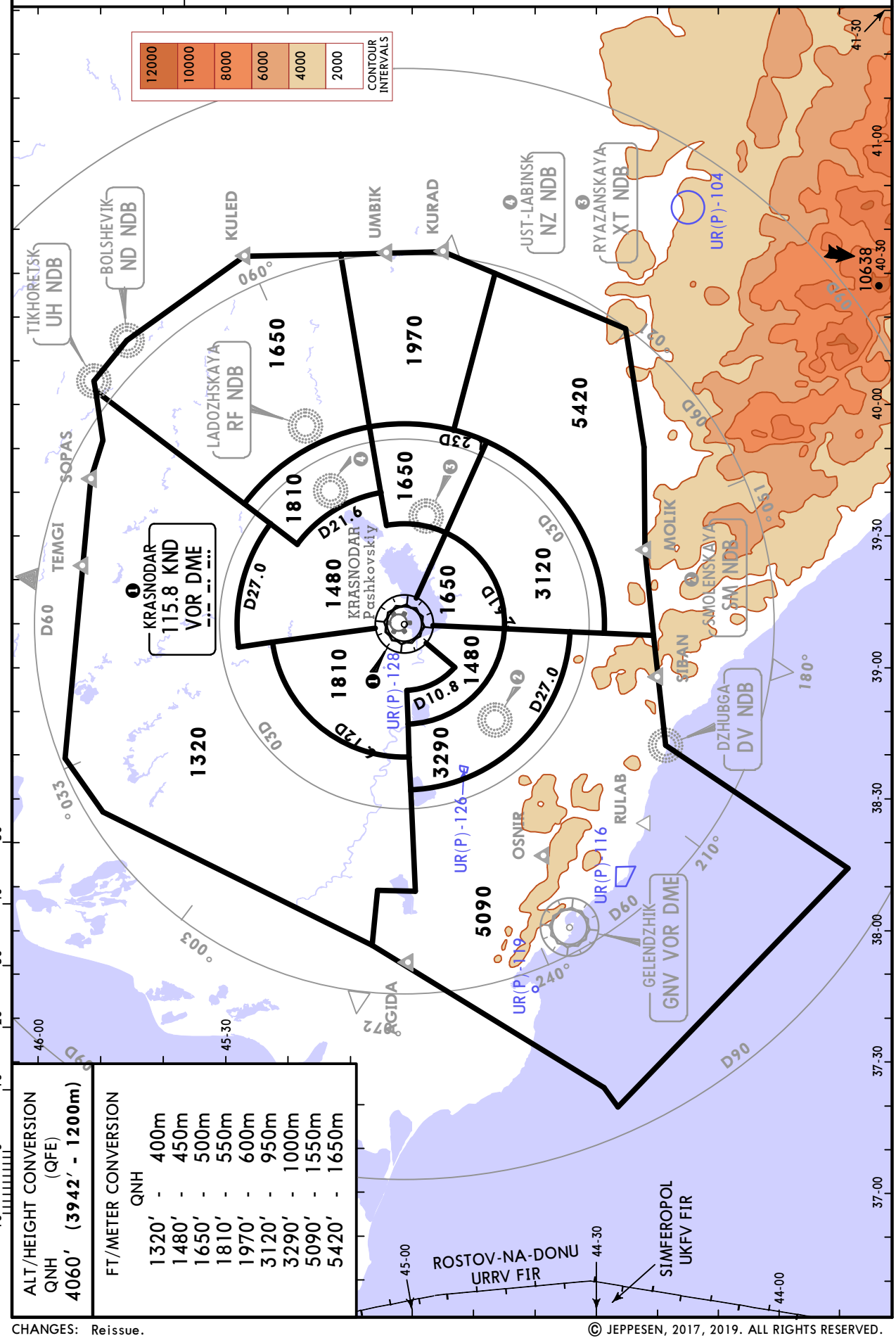
KRASNODAR, RUSSIA

RADAR MINIMUM ALTITUDES

KRASNODAR Radar
121.3

Apt Elev
118

Alt Set: MM (hPa on request) QNH on requrest **(QFE)**
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
Trans alt: 4060 **(3942)**
Chart only to be used for cross checking of altitudes assigned while under vectoring control.



ALT/HEIGHT CONVERSION
QNH (QFE)
4060′ (3942′ - 1200m)

FT/METER CONVERSION

QNH	
1320′ -	400m
1480′ -	450m
1650′ -	500m
1810′ -	550m
1970′ -	600m
3120′ -	950m
3290′ -	1000m
5090′ -	1550m
5420′ -	1650m

CHANGES: Reissue.

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RNAV STAR DESIGNATION	REFER TO CHART
AGIDA 4R, 4S, 4Y, 4Z	10-2B
KULED 4R, 4Y, KURAD 4R	10-2C
MOLIK 4R, 4S, 4Y	10-2D
ND 4R	10-2E
OSNIR 4R, 4Y, RULAB 4R, 4Y	10-2F
SIBAN 4R, 4Y	10-2G
SOPAS 4R, 4Y, 4Z	10-2H
TEMGI 4R, 4Y	10-2J
UH 4Y, UMBIK 4Y	10-2K

CHANGES: None.

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STAR DESIGNATION	REFER TO CHART
AGIDA 4F, 4G	10-2M
AGIDA 4H, 4J	10-2N
AGIDA 4K, 4L	10-2N1
AGIDA 4M, 4N, 4P, 4Q	10-2N2
KULED 4F	10-2N3
KULED 4G	10-2N4
KULED 4H, 4M	10-2P
KULED 4K, 4P	10-2Q
KURAD 4F	10-2Q1
KURAD 4H, 4M	10-2Q2
MOLIK 4F, 4G	10-2Q3
MOLIK 4H, 4K, 4M, 4P	10-2Q4
ND 4F	10-2S
ND 4H, 4M	10-2T
OSNIR 4F, 4G	10-2T1
OSNIR 4H, 4K, 4M, 4P	10-2T2
RULAB 4F, 4G	10-2T3
RULAB 4H, 4K, 4M, 4P	10-2T4
SIBAN 4F, 4G	10-2U
SIBAN 4H, 4K, 4M, 4P	10-2V
SOPAS 4B, 4F, 4G	10-2V1
SOPAS 4H, 4K, 4M, 4P	10-2V2
TEMGI 4F, 4G	10-2V3
TEMGI 4H, 4K, 4M, 4P	10-2V4
UH 4G	10-2W
UH 4K, 4P	10-2X
UMBIK 4G	10-2X1
UMBIK 4K, 4P	10-2X2

CHANGES: Charts reindexed.

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ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

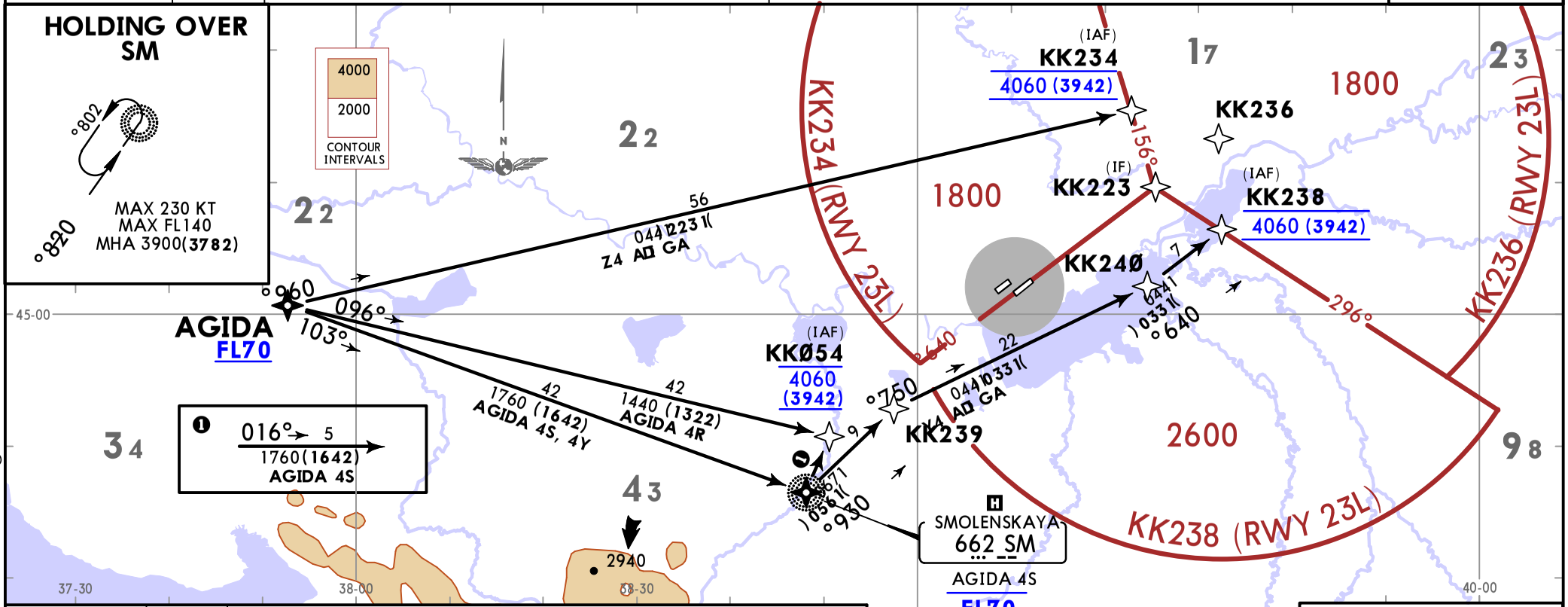
AGIDA 4R [AGID4R], AGIDA 4S [AGID4S] AGIDA 4Y [AGID4Y], AGIDA 4Z [AGID4Z] RNAV ARRIVALS

BY ATC

FOR RUSSIAN USERS ONLY

3300

MSA ARP (RWY 05R)



STAR	RWY	ROUTING
AGIDA 4R	05R	AGIDA (FL70+) - KK054 (4060).
AGIDA 4S		AGIDA (FL70+) - SM (FL70-; FL60+) - KK054 (4060).
AGIDA 4Y	23L	AGIDA (FL70+) - SM (FL70+) - KK239 - KK240 - KK238 (4060).
AGIDA 4Z		AGIDA (FL70+) - KK234 (4060).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)

CHANGES: New format.

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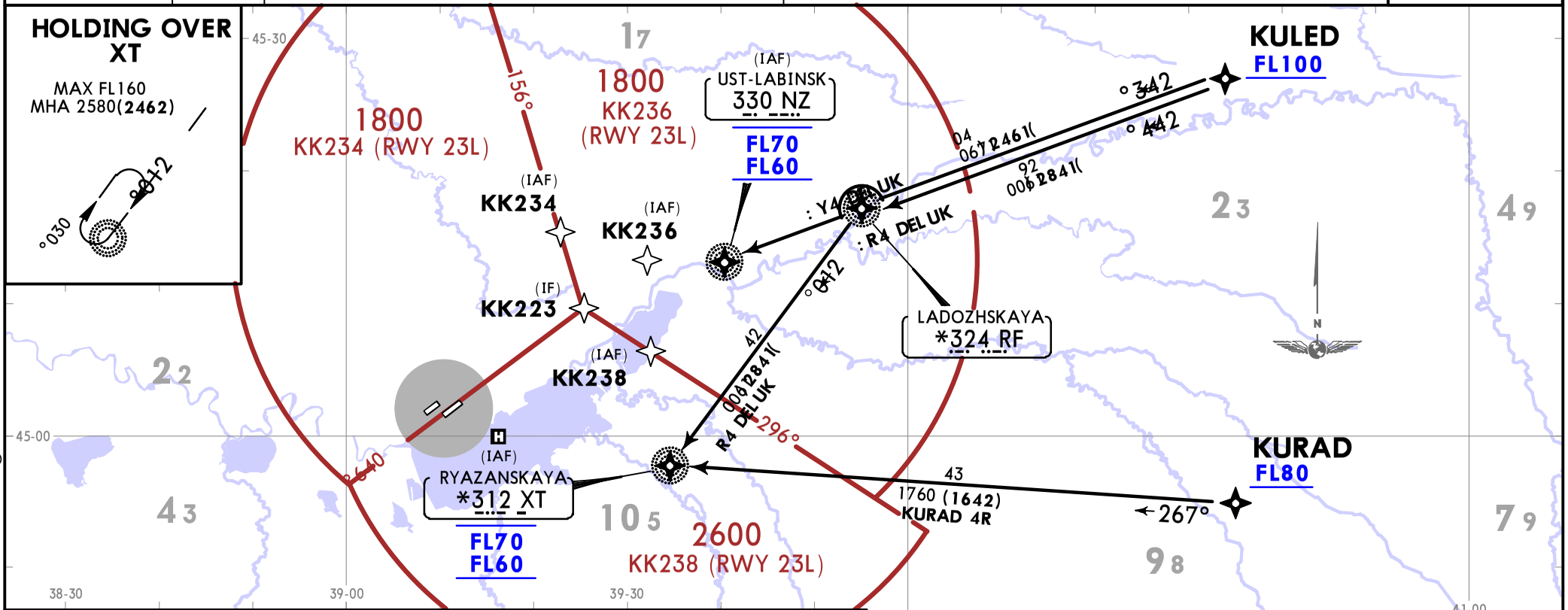
ATIS	Apt Elev		
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**	

KULED 4R [KULE4R], KULED 4Y [KULE4Y]
KURAD 4R [KURA4R]
RNAV ARRIVALS

3300
MSA ARP
(RWY 05R)



STAR	RWY	ROUTING
KULED 4R	**05R**	KULED (FL100+) - RF - XT (FL70-; FL60+).
KULED 4Y	**23L**	KULED (FL100+) - NZ (FL70-; FL60+).
KURAD 4R FOR RUSSIAN USERS ONLY / BY ATC	**05R**	KURAD (FL80+) - XT (FL70-; FL60+).

ALT/HEIGHT CONVERSION
QNH (QFE)
2580 **(2462 - 750m)**

CHANGES: New format.

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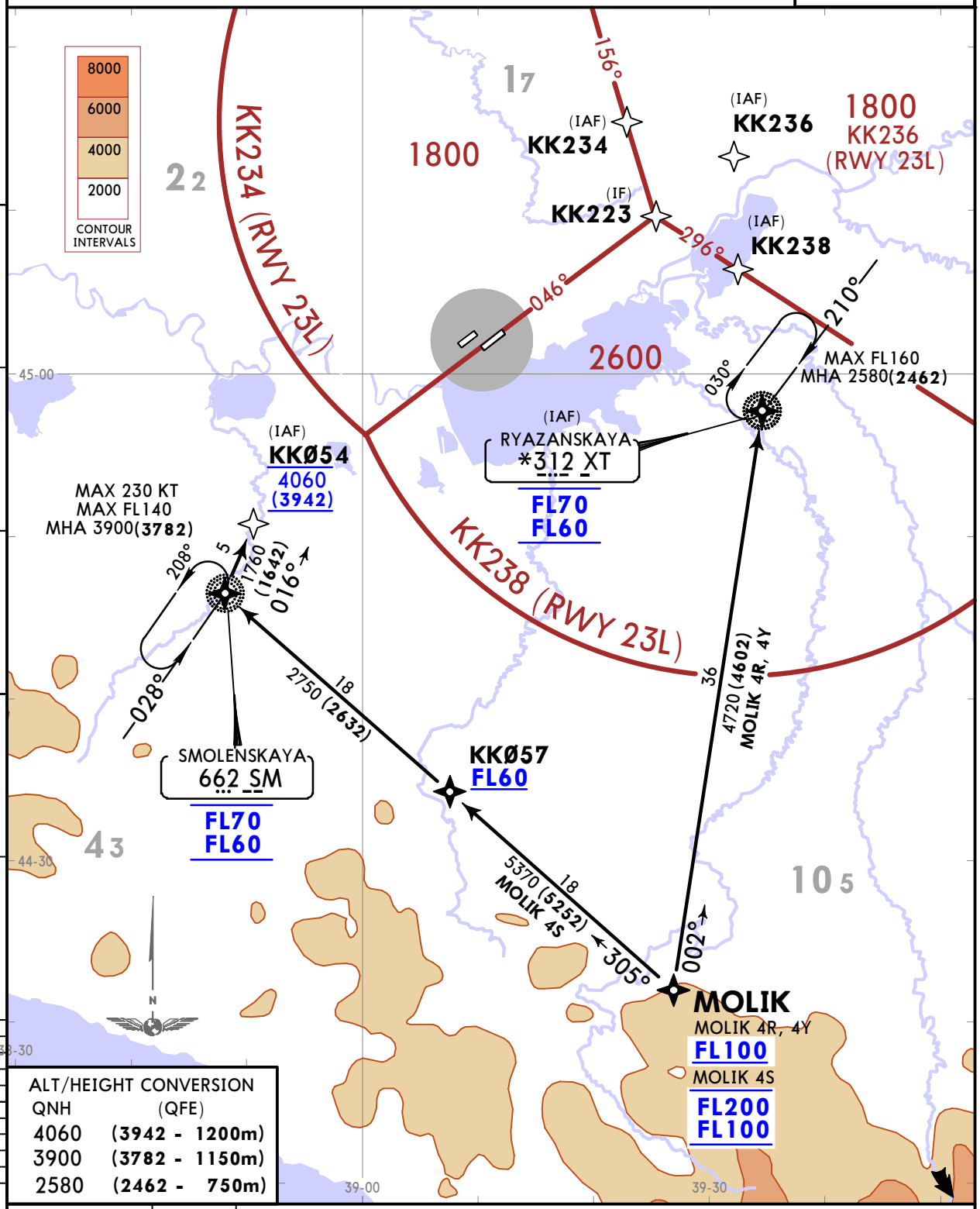
ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

MOLIK 4R [MOLI4R], MOLIK 4S [MOLI4S]
MOLIK 4Y [MOLI4Y]
RNAV ARRIVALS
BY ATC

3300
MSA ARP
(RWY 05R)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)
2580	(2462 - 750m)

STAR	RWY	ROUTING
MOLIK 4R	**05R**	MOLIK (FL100+) - XT (FL70-; FL60+).
MOLIK 4S		MOLIK (FL200-; FL100+) - KK057 (FL60+) - SM (FL70-; FL60+) - KK054 (4060).
MOLIK 4Y	**23L**	MOLIK (FL100+) - XT (FL70-; FL60+).

CHANGES: New format.

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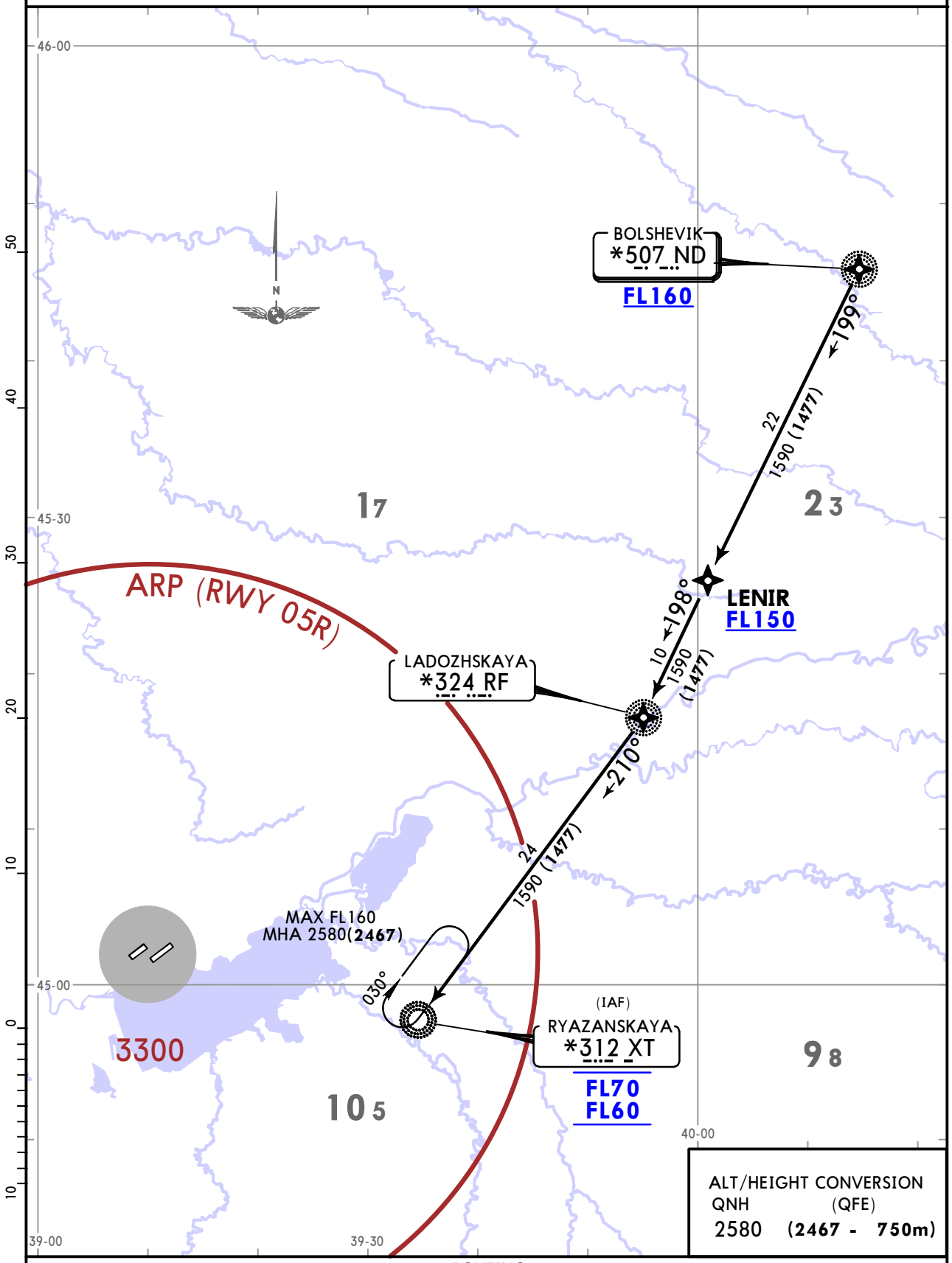
ATIS	Apt Elev	
122.450 (Russian 121.8)	118′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

ND 4R
RWY 05R RNAV ARRIVAL



ROUTING

ND (FL160+) - LENIR (FL150+) - RF - XT (FL70-; FL60+).

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2F)

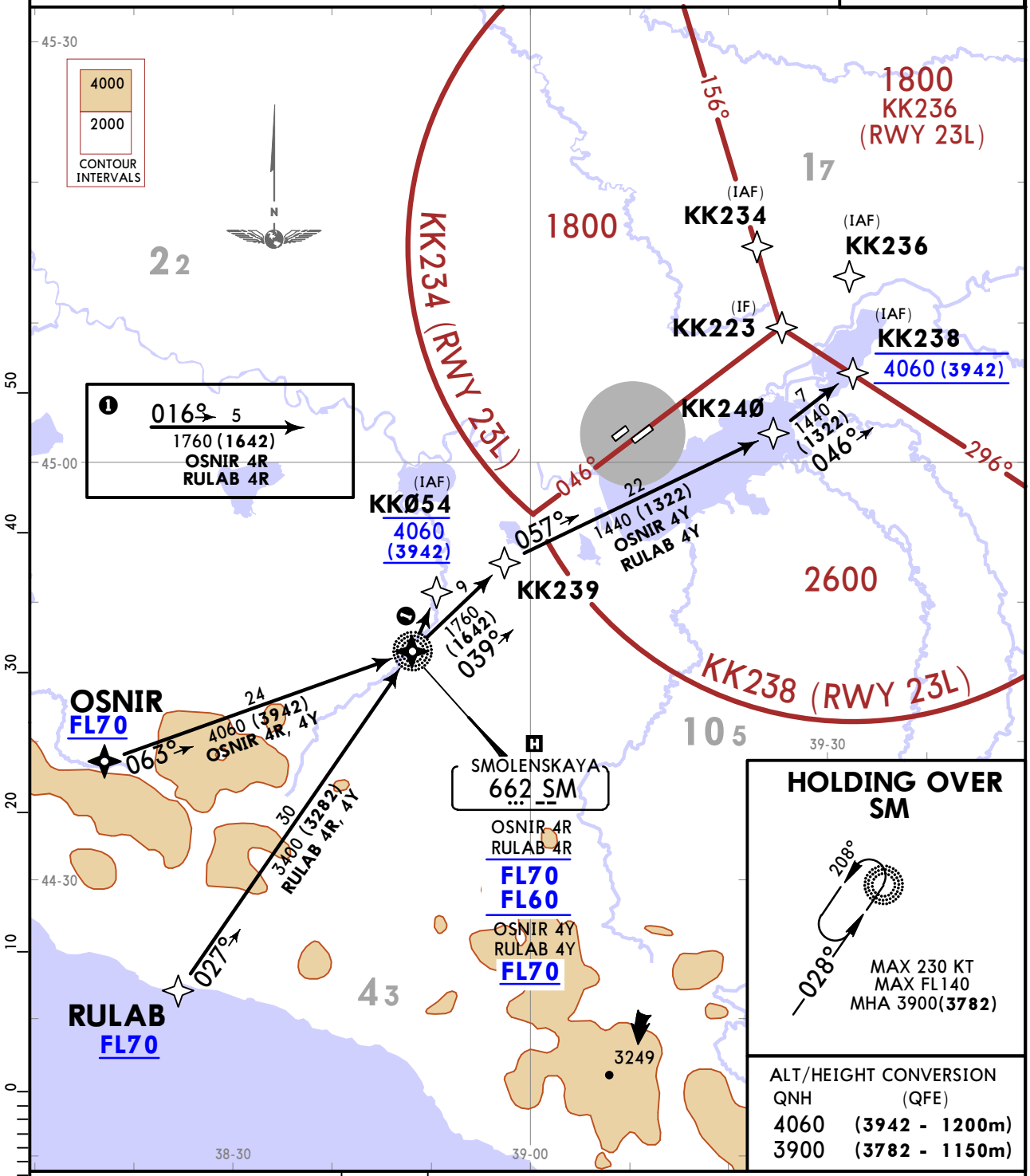
KRASNODAR, RUSSIA

RNAV STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

MSA ARP (RWY 05R): 3300

OSNIR 4R [OSNI4R], OSNIR 4Y [OSNI4Y]
RULAB 4R [RULA4R], RULAB 4Y [RULA4Y]
RNAV ARRIVALS



STAR	RWY	ROUTING
OSNIR 4R FOR RUSSIAN USERS ONLY / BY ATC	**05R**	OSNIR (FL70+) - SM (FL70-; FL60+) - KK054 (4060).
OSNIR 4Y FOR RUSSIAN USERS ONLY / BY ATC	**23L**	OSNIR (FL70+) - SM (FL70+) - KK239 - KK240 - KK238 (4060).
RULAB 4R	**05R**	RULAB (FL70+) - SM (FL70-; FL60+) - KK054 (4060).
RULAB 4Y	**23L**	RULAB (FL70+) - SM (FL70+) - KK239 - KK240 - KK238 (4060).

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2G)

KRASNODAR, RUSSIA

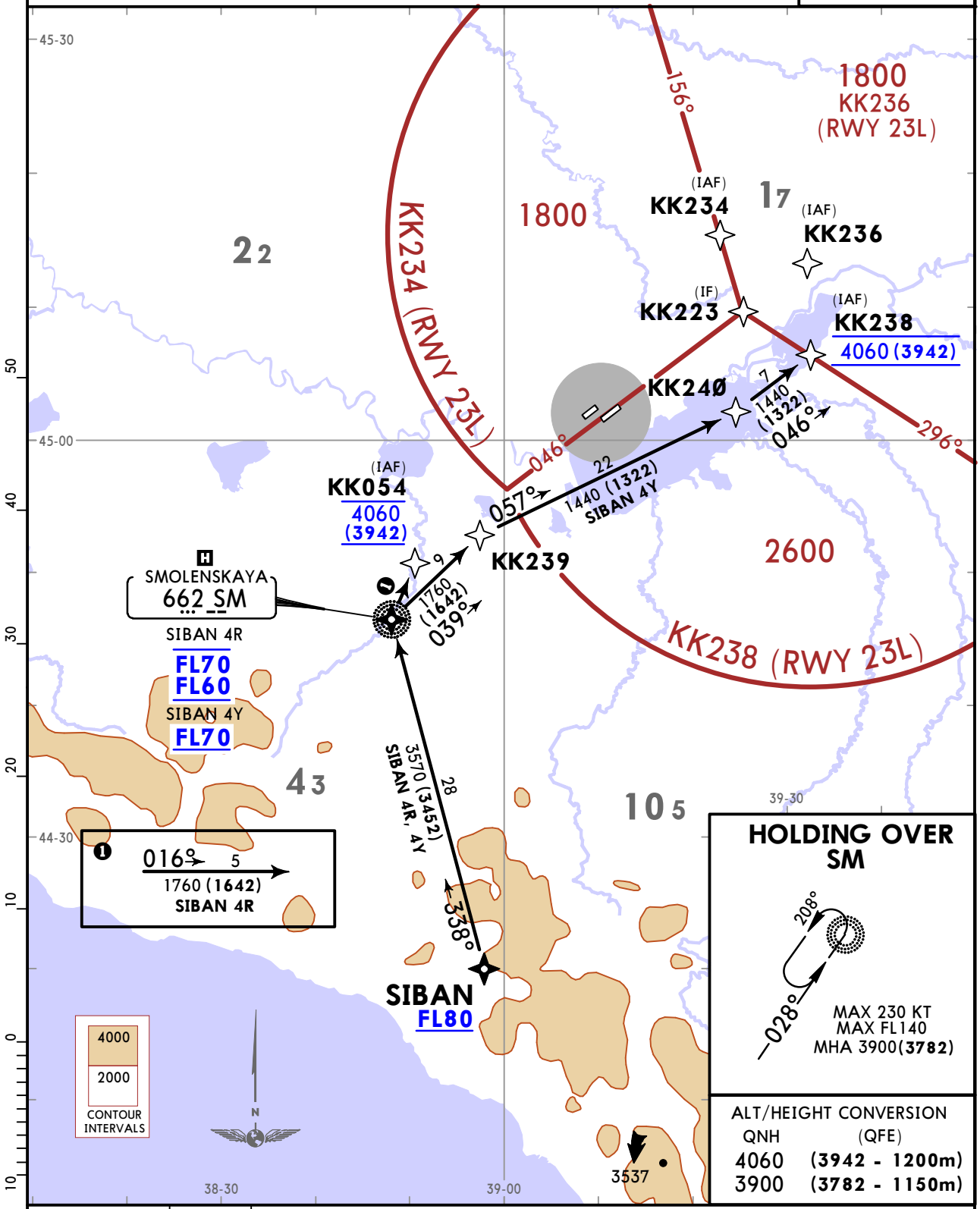
RNAV STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

3300

MSA ARP (RWY 05R)

SIBAN 4R [SIBA4R]
SIBAN 4Y [SIBA4Y]
RNAV ARRIVALS



STAR	RWY	ROUTING
SIBAN 4R	05R	SIBAN (FL80+) - SM (FL70-; FL60+) - KK054 (4060).
SIBAN 4Y	23L	SIBAN (FL80+) - SM (FL70+) - KK239 - KK240 - KK238 (4060).

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

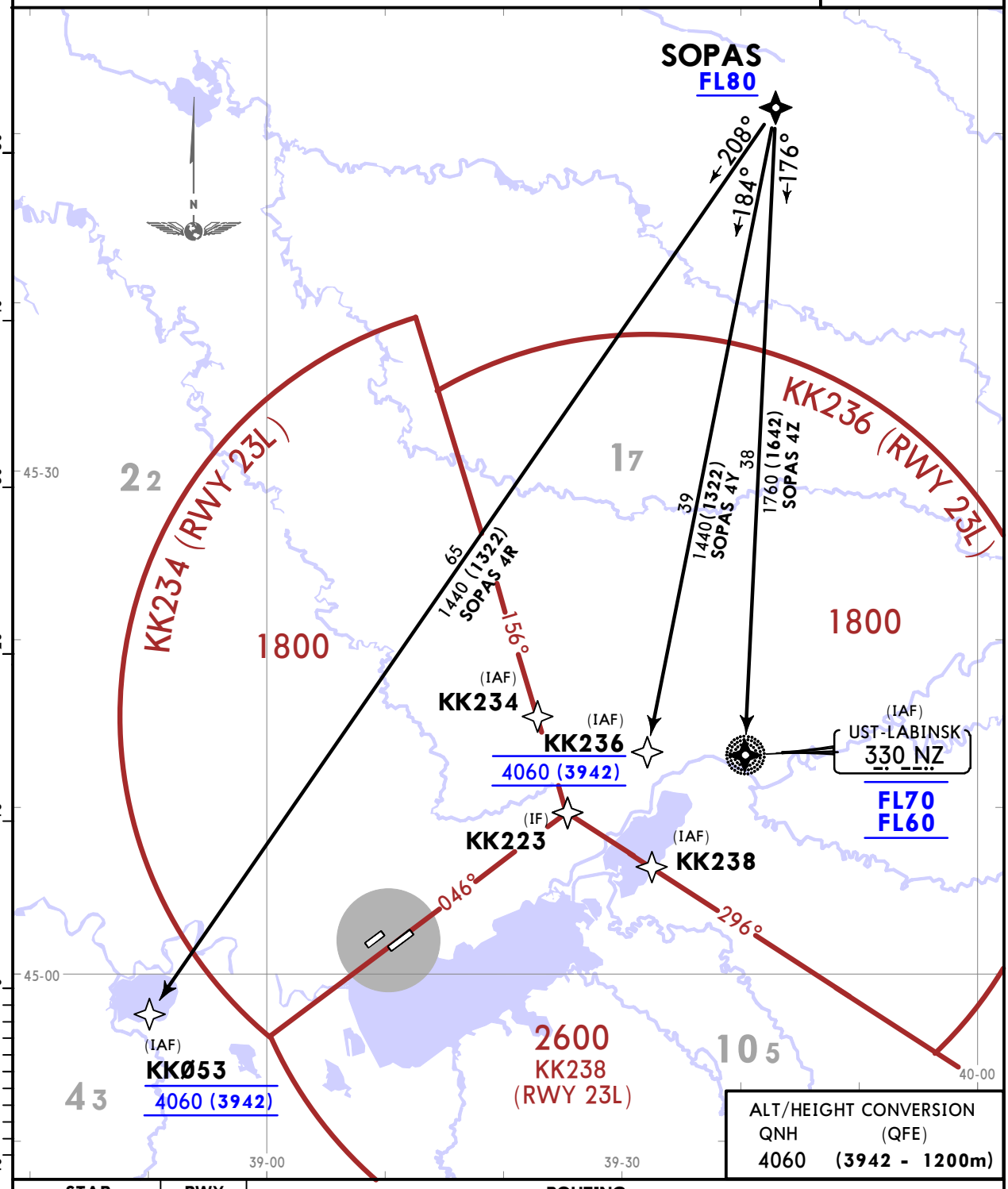
JEPPESEN
6 OCT 17 (10-2H)

KRASNODAR, RUSSIA
RNAV STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

3300
MSA ARP (RWY 05R)

SOPAS 4R [SOPA4R], SOPAS 4Y [SOPA4Y]
SOPAS 4Z [SOPA4Z]
RNAV ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



STAR	RWY	ROUTING
SOPAS 4R	05R	SOPAS (FL80+) - KK053 (4060).
SOPAS 4Y	23L	SOPAS (FL80+) - KK236 (4060).
SOPAS 4Z		SOPAS (FL80+) - NZ (FL70-; FL60+).

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2J)

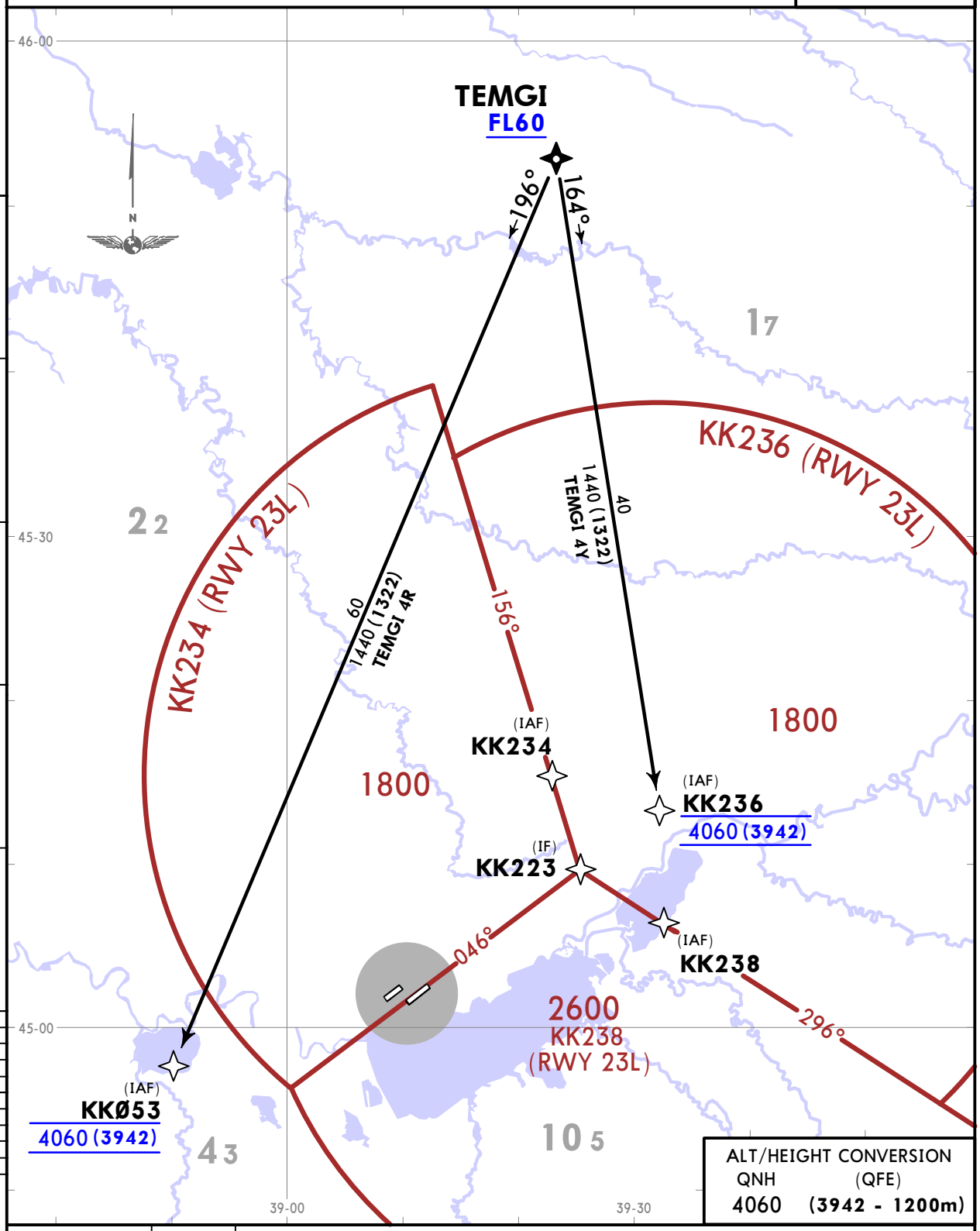
KRASNODAR, RUSSIA
RNAV STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

3300
MSA ARP
(RWY 05R)

TEMGI 4R [TEMG4R], TEMGI 4Y [TEMG4Y] RNAV ARRIVALS

BY ATC
FOR RUSSIAN USERS ONLY



STAR	RWY	ROUTING
TEMGI 4R	05R	TEMGI (FL60+) - KK053 (4060).
TEMGI 4Y	23L	TEMGI (FL60+) - KK236 (4060).

CHANGES: New format.

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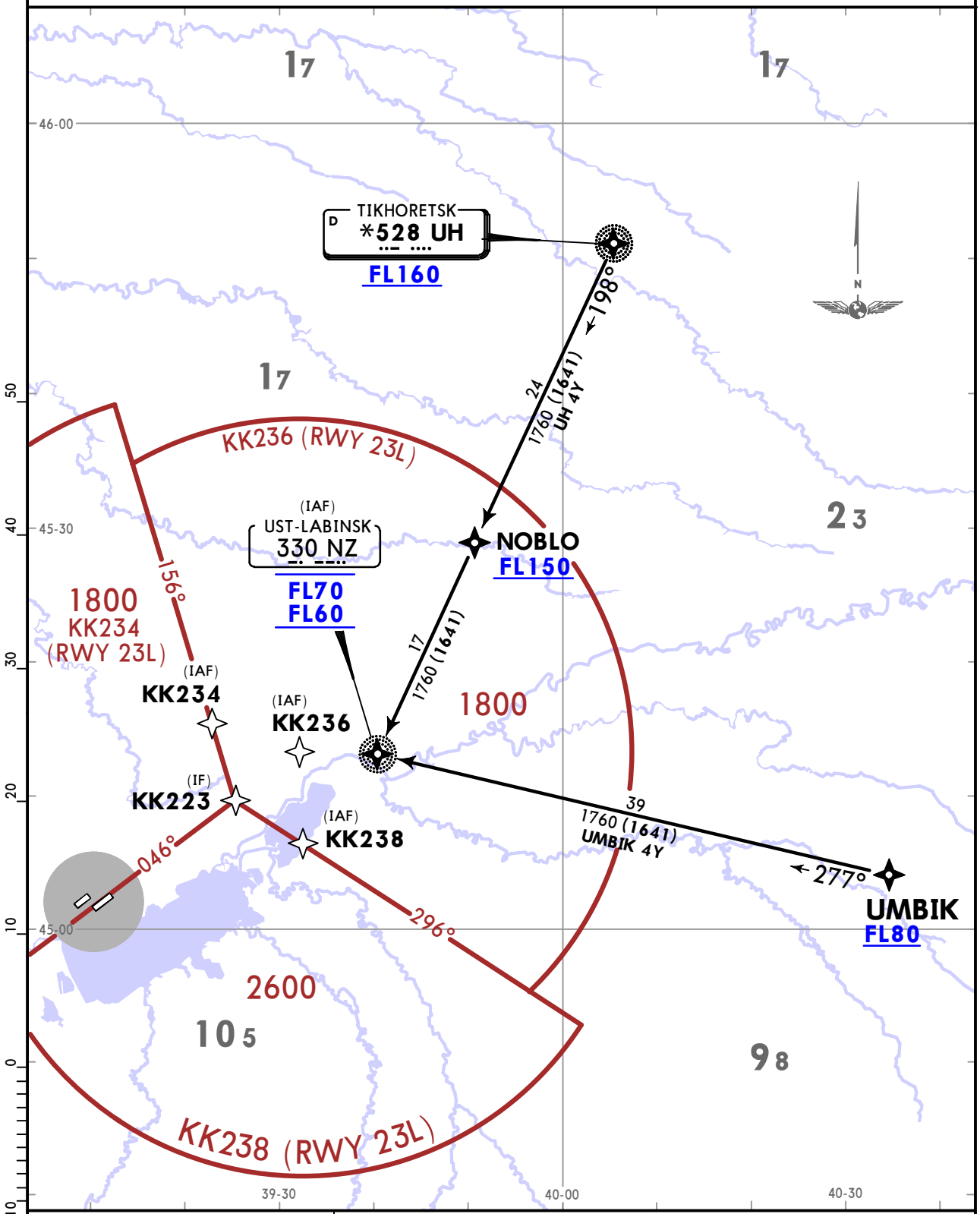
ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **1. GNSS required.** **2. RNAV 1.**

UH 4Y [UH4Y]
UMBIK 4Y [UMBI4Y]
RWY 23L RNAV ARRIVALS



STAR	ROUTING
UH 4Y	UH (FL160+) - NOBLO (FL150+) - NZ (FL70-; FL60+).
UMBIK 4Y FOR RUSSIAN USERS ONLY / BY ATC	UMBIK (FL80+) - NZ (FL70-; FL60+).

CHANGES: New format.

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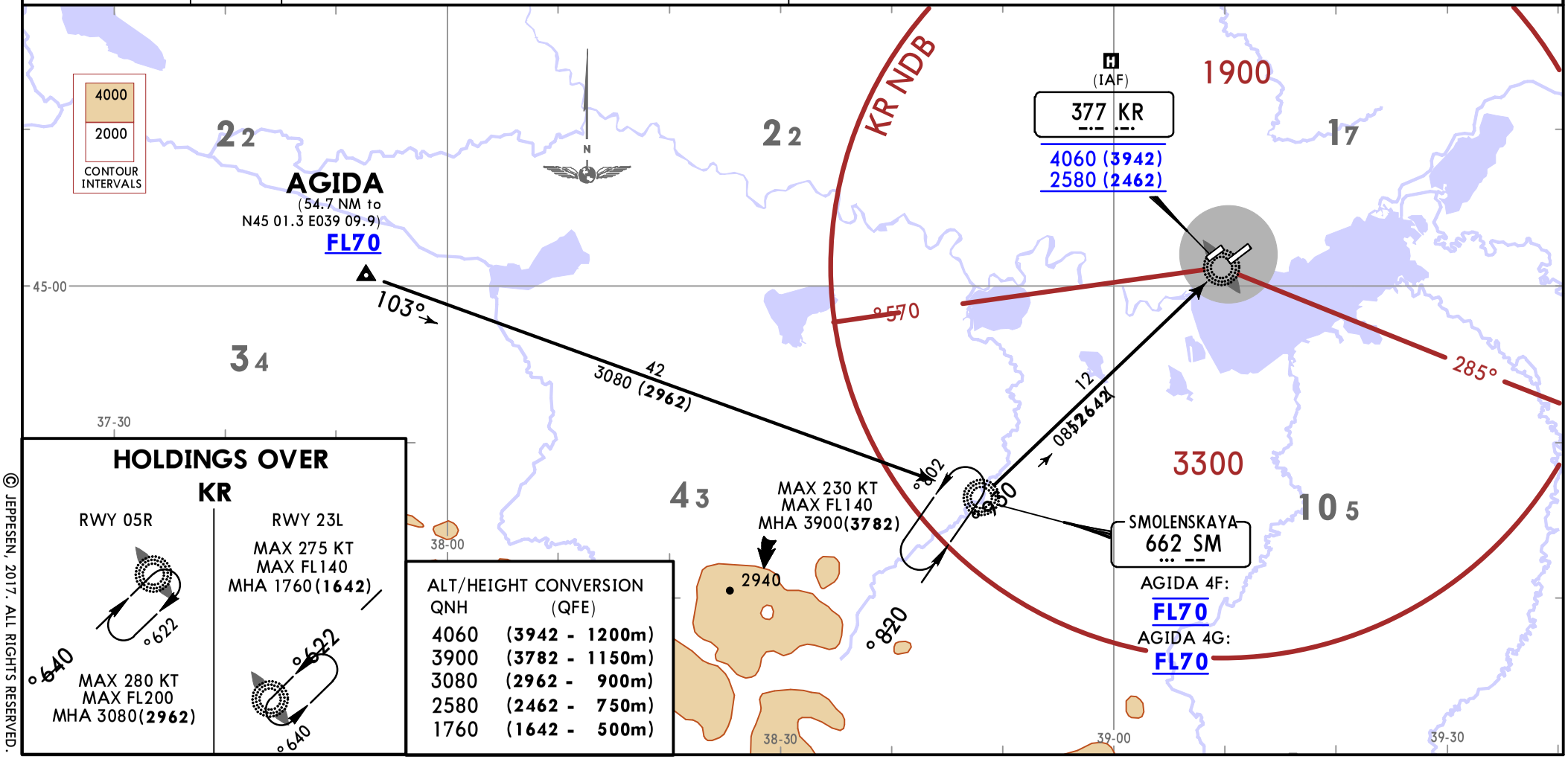
ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

AGIDA 4F [AGID4F] RWY 05R ARRIVAL

AGIDA 4G [AGID4G] RWY 23L ARRIVAL

BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



HOLDINGS OVER KR

RWY 05R

MAX 280 KT
MAX FL200
MHA 3080(**2962**)

RWY 23L

MAX 275 KT
MAX FL140
MHA 1760(**1642**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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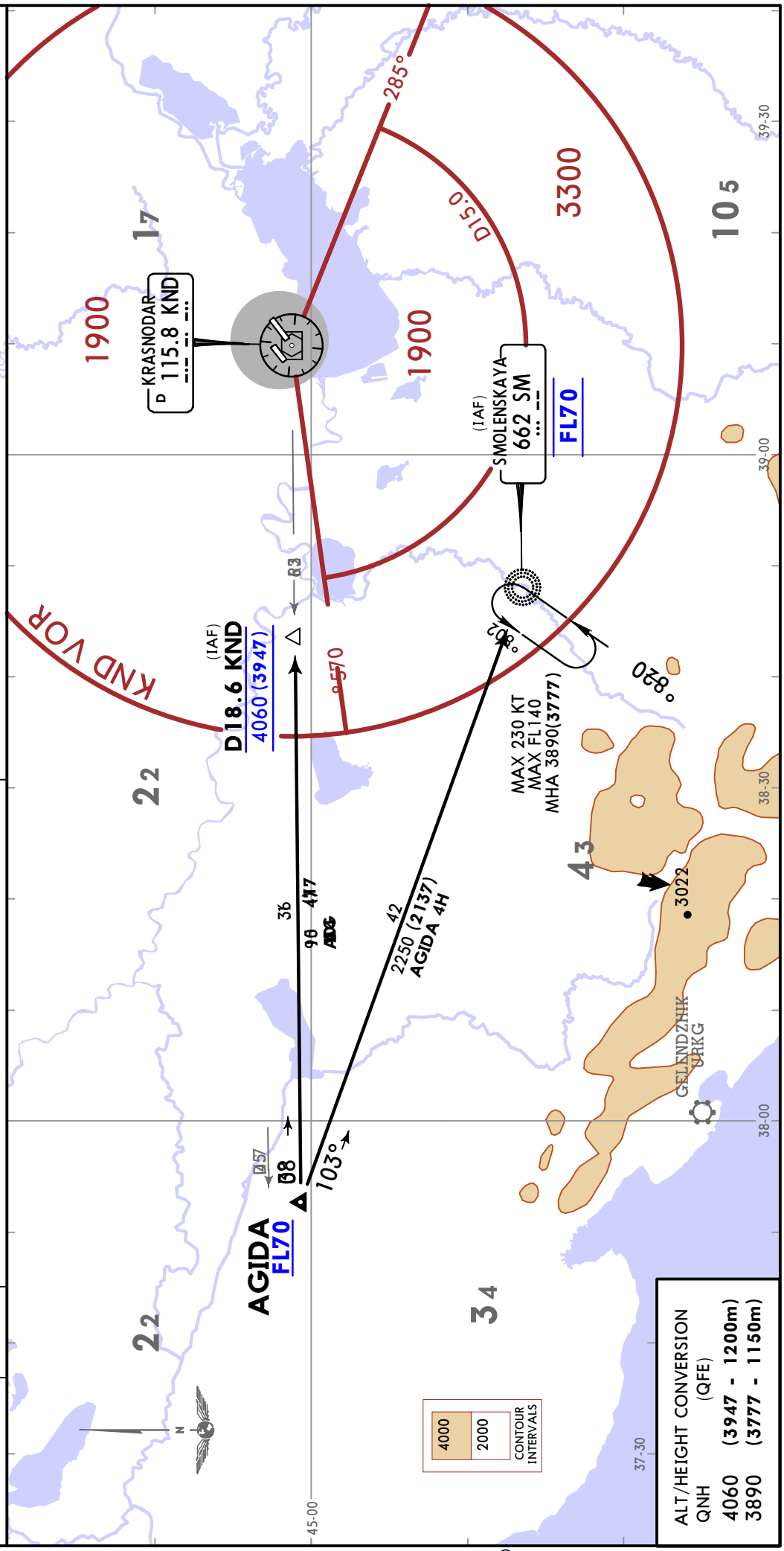
AGIDA 4H [AGID4H], AGIDA 4J [AGID4J]
RWY 05R ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
DME required.



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URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2N1)

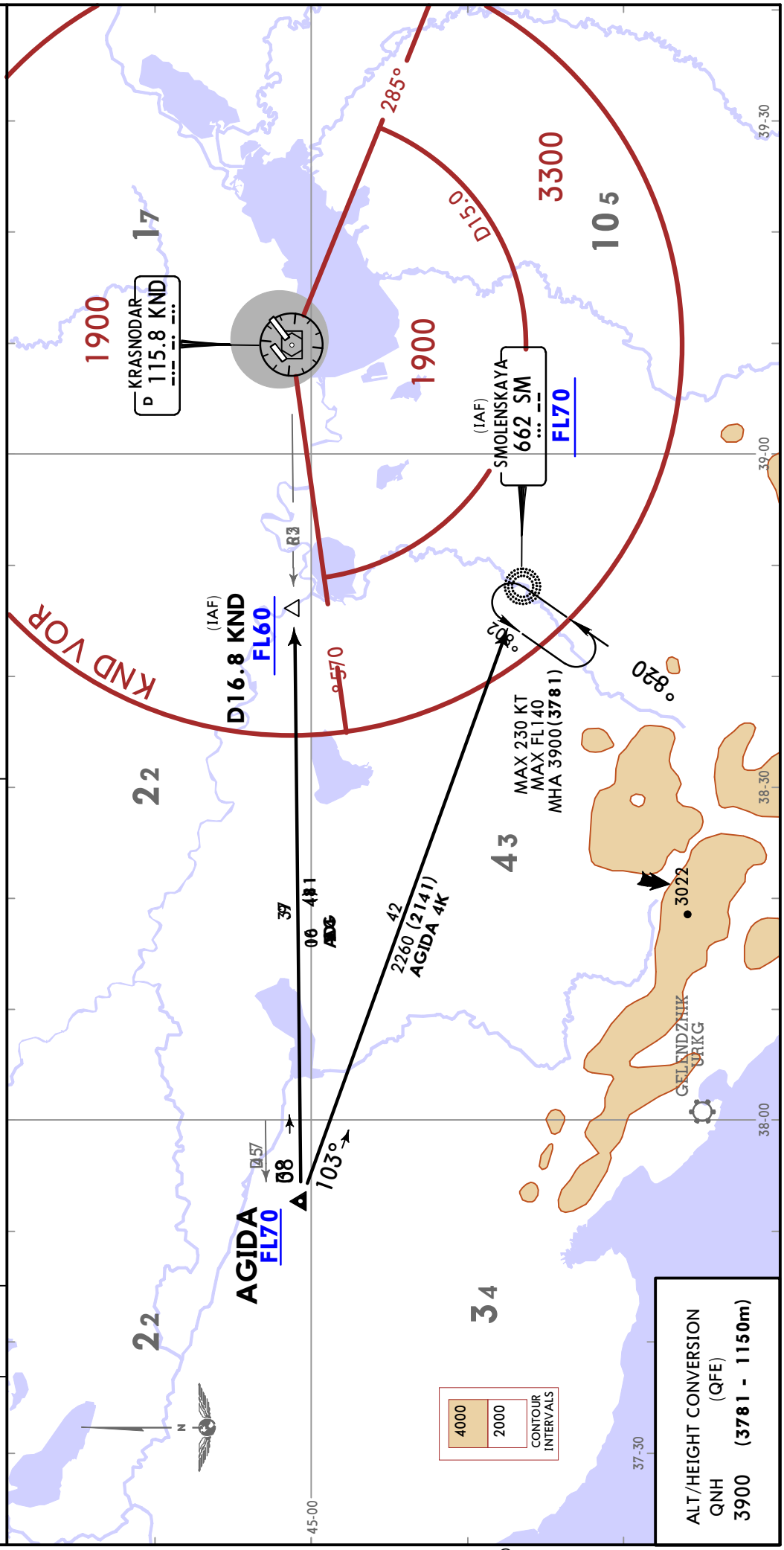
KRASNODAR, RUSSIA
STAR

AGIDA 4K [AGID4K], AGIDA 4L [AGID4L]
RWY 23L ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY

ATIS
122.450
(Russian 121.8)

Apt Elev
118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than
730 mm (973.3 hPa)
DME required.



CHANGES: New format.

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AGIDA 4M [AGID4M]
AGIDA 4N [AGID4N]
RWY 05R ARRIVALS

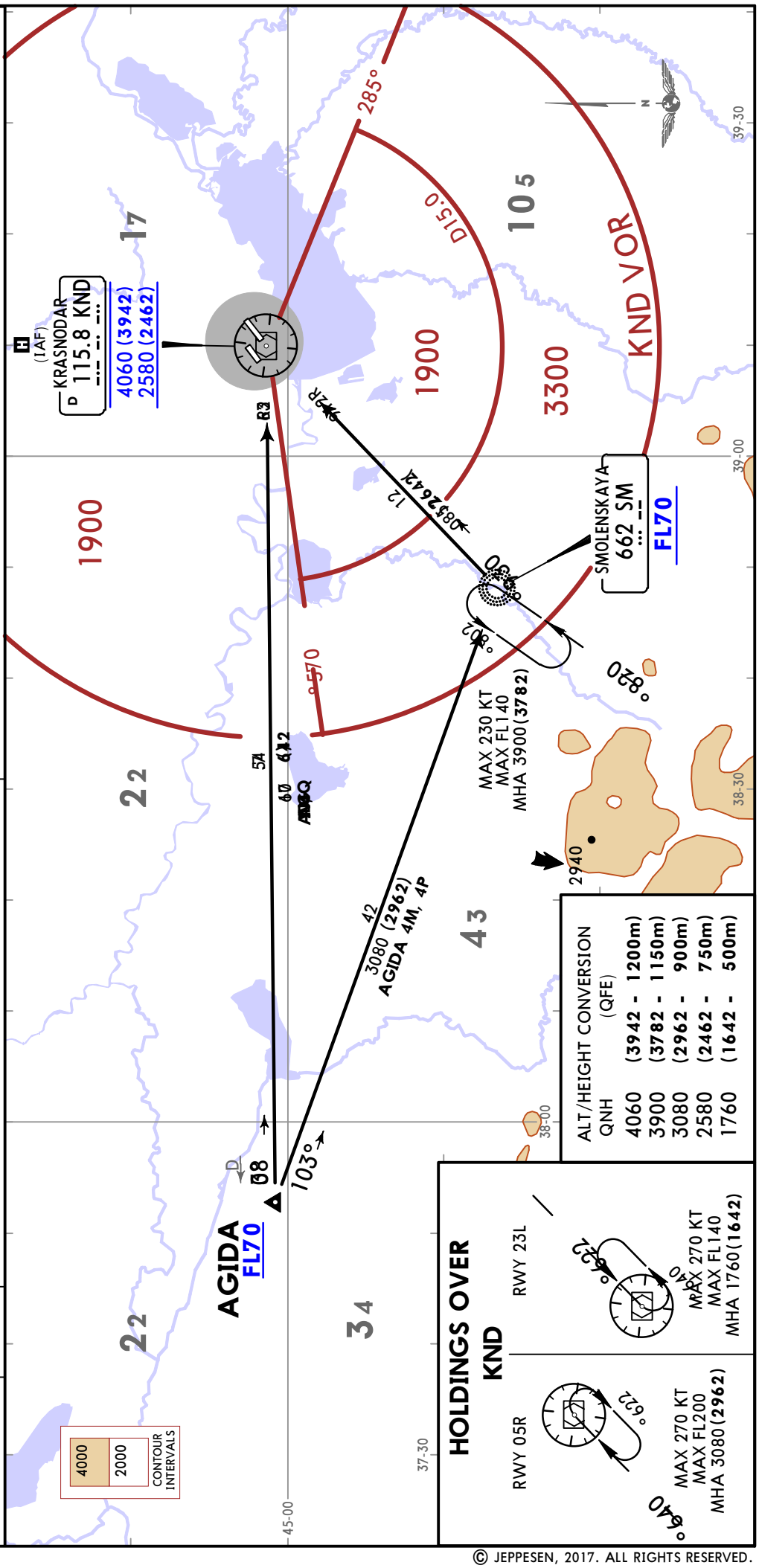
AGIDA 4P [AGID4P]
AGIDA 4Q [AGID4Q]
RWY 23L ARRIVALS

BY ATC
FOR RUSSIAN USERS ONLY

ATIS
122.450
(Russian 121.8)

Apt Elev
118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than
730 mm (973.3 hPa)
DME required.



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2N3)

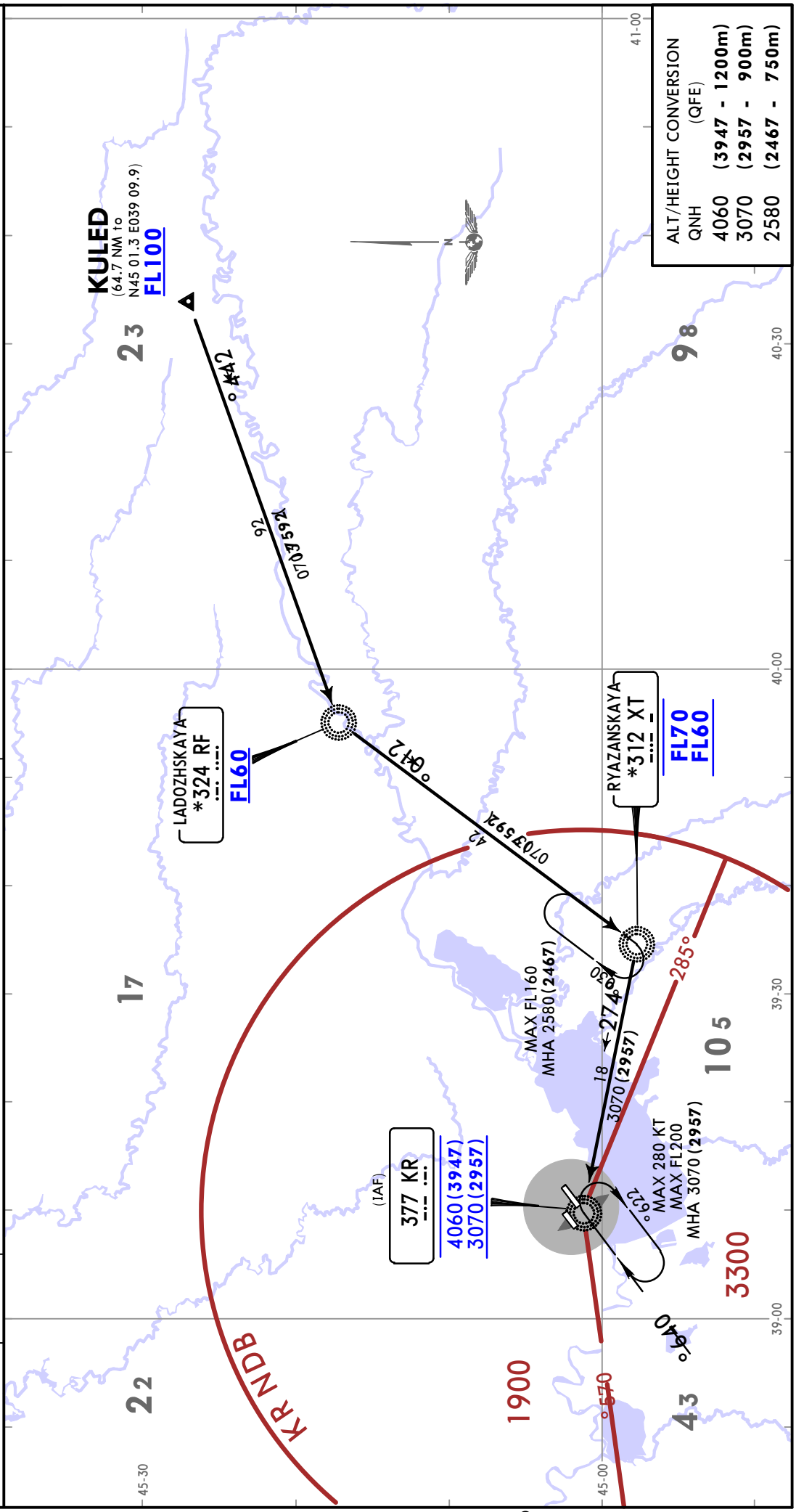
KRASNODAR, RUSSIA
STAR

KULED 4F [KULE4F]
RWY 05R ARRIVAL
UNDER RADAR CONTROL

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)



CHANGES: New format.

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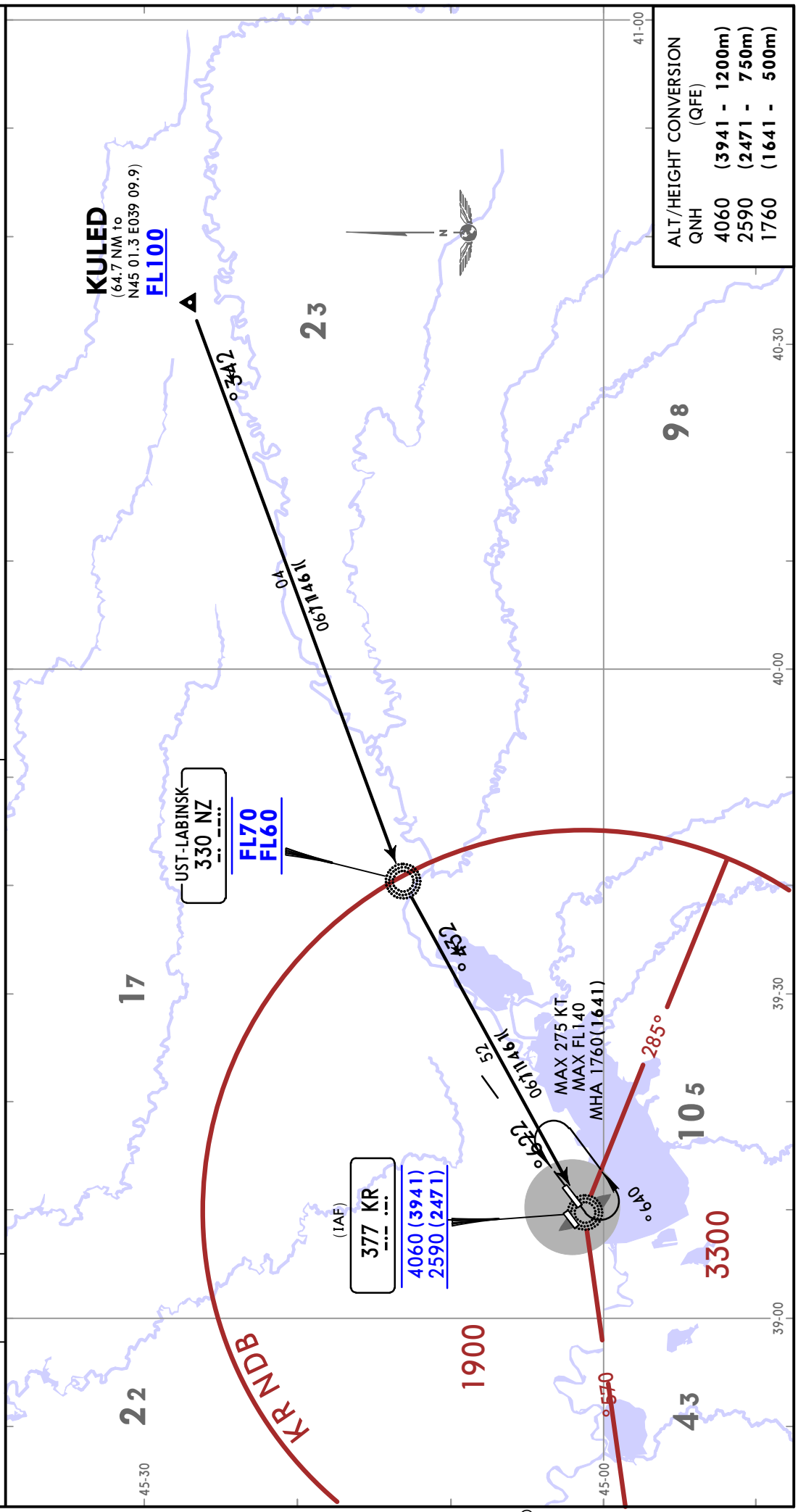
KULED 4G [KULE4G]
RWY 23L ARRIVAL
UNDER RADAR CONTROL

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)



CHANGES: New format.

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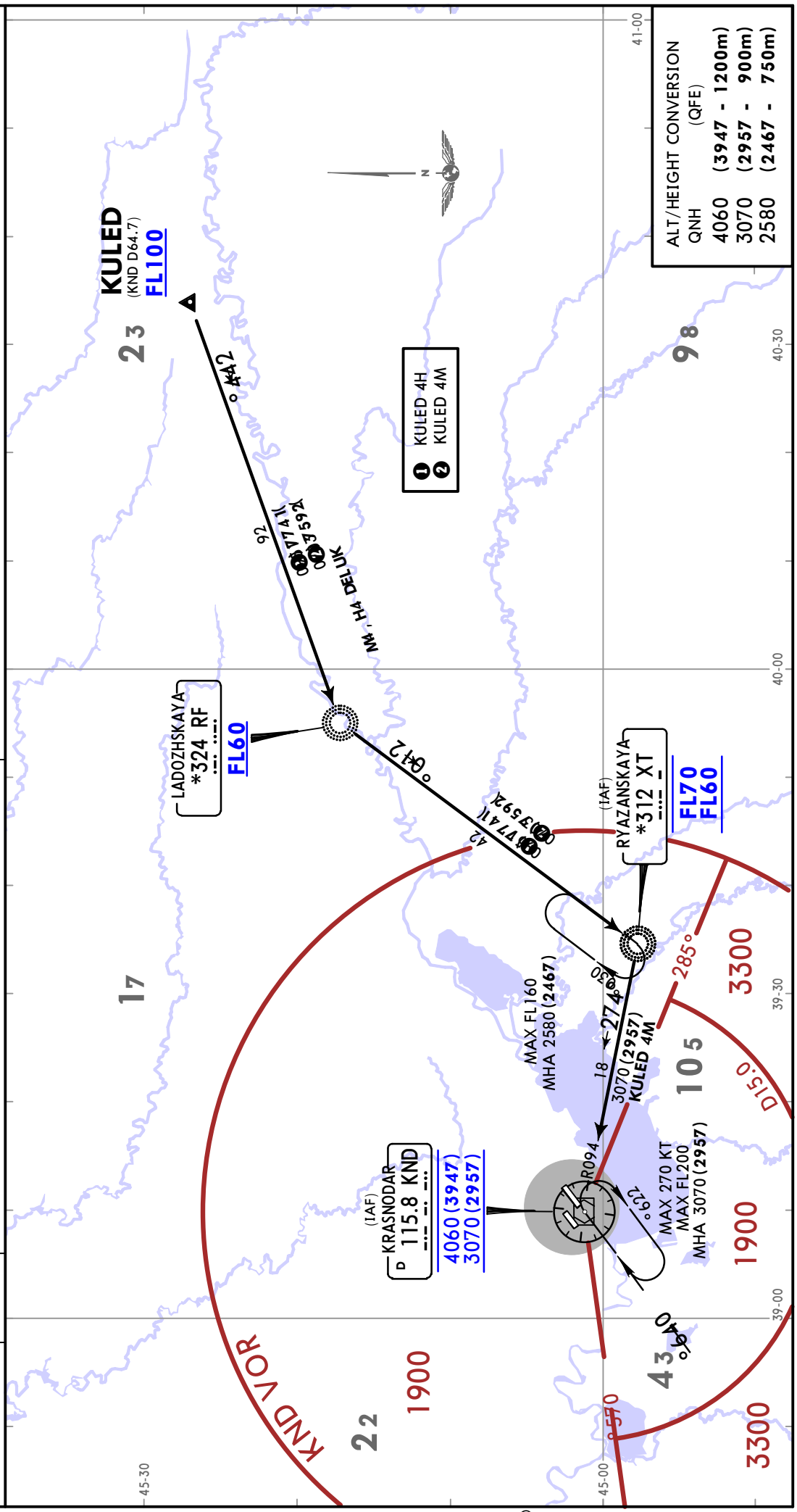
KULED 4H [KULE4H]
KULED 4M [KULE4M]
RWY 05R ARRIVALS

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
DME required.



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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2Q)

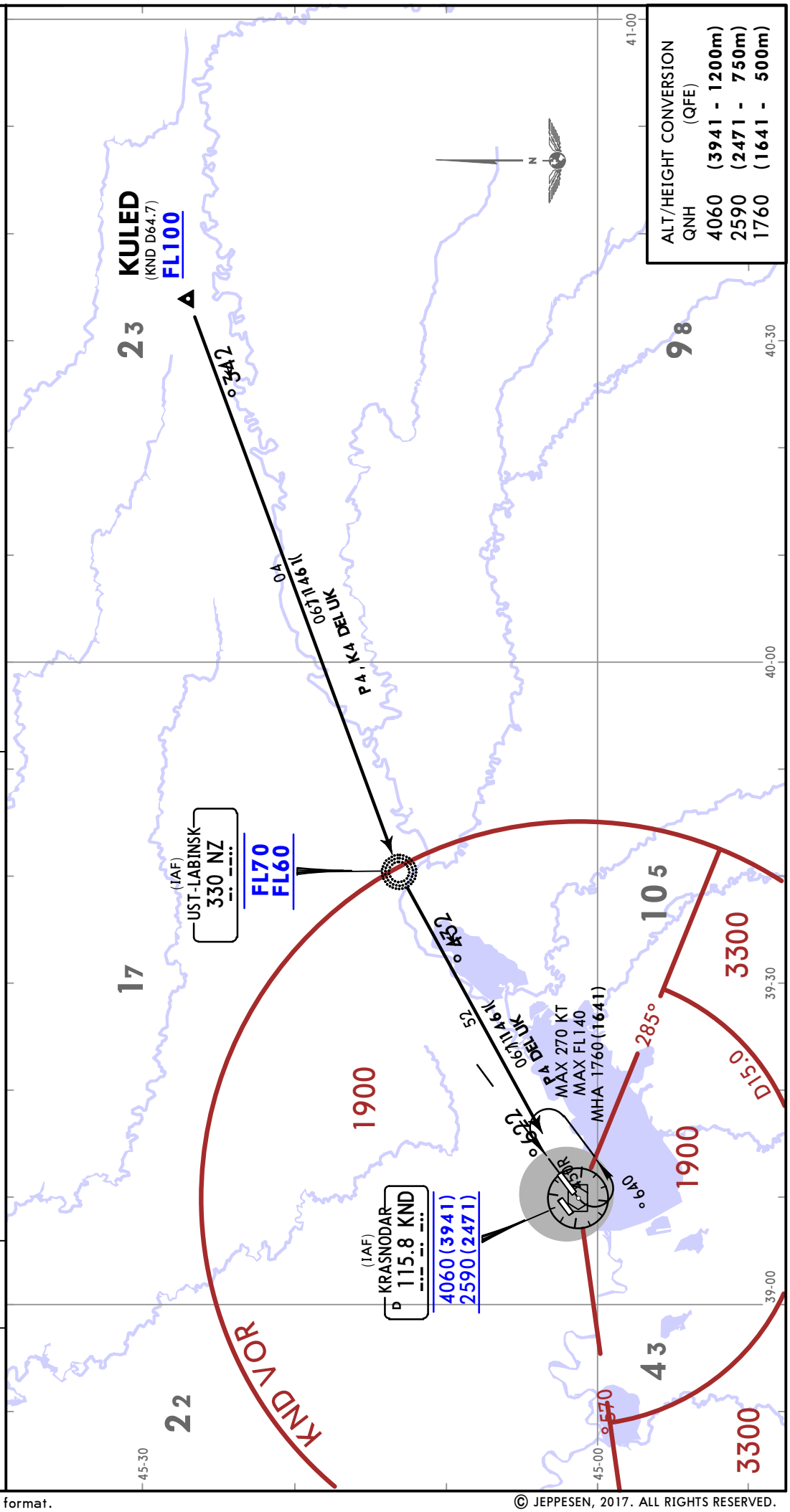
KRASNODAR, RUSSIA
STAR

KULED 4K [KULE4K]
KULED 4P [KULE4P]
RWY 23L ARRIVALS

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
DME required.



ALT/HEIGHT CONVERSION (QFE)

QNH		
4060	(3941 -	1200m)
2590	(2471 -	750m)
1760	(1641 -	500m)

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2Q1)

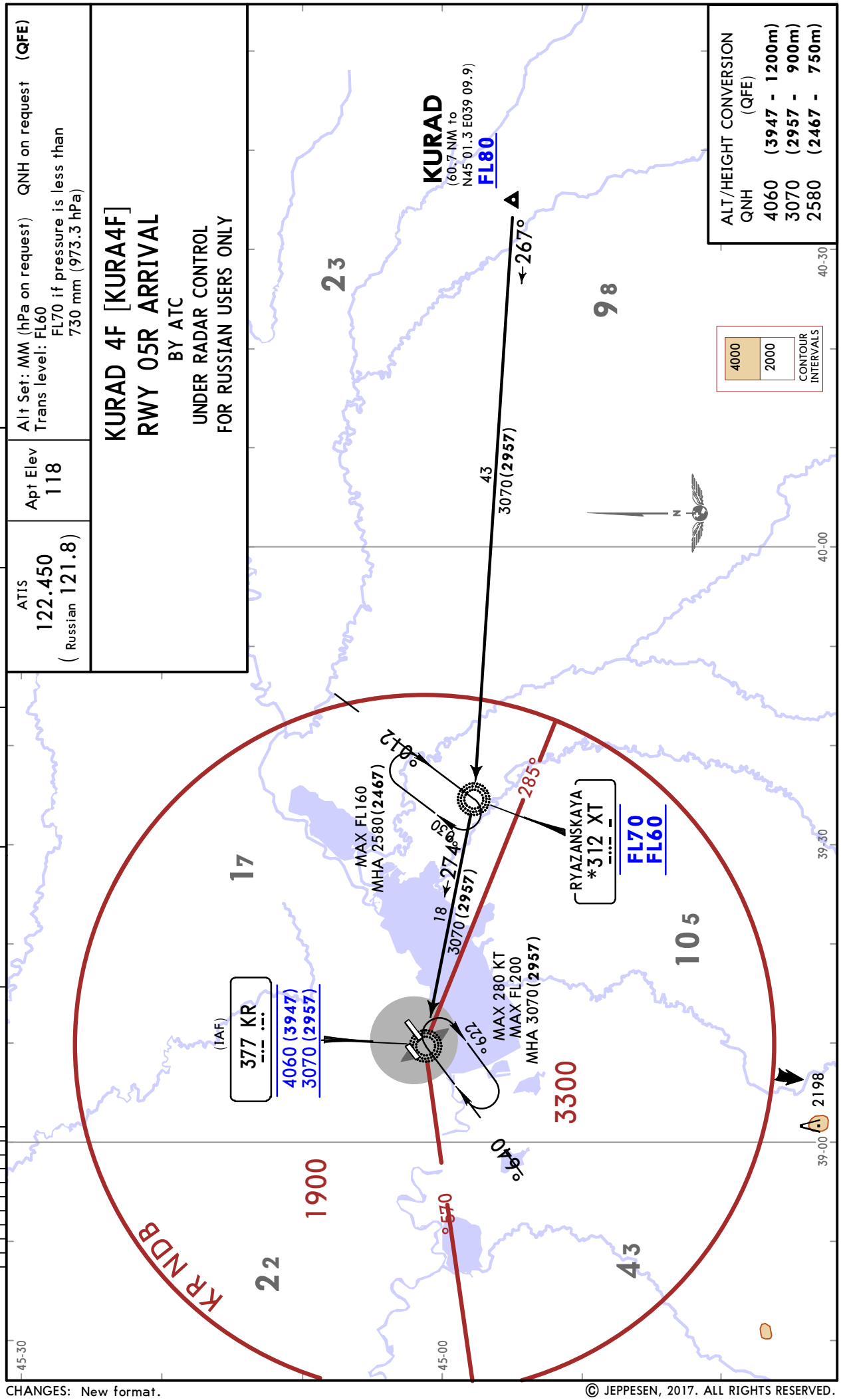
KRASNODAR, RUSSIA
STAR

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)

KURAD 4F [KURA4F]
RWY 05R ARRIVAL
BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2Q2)

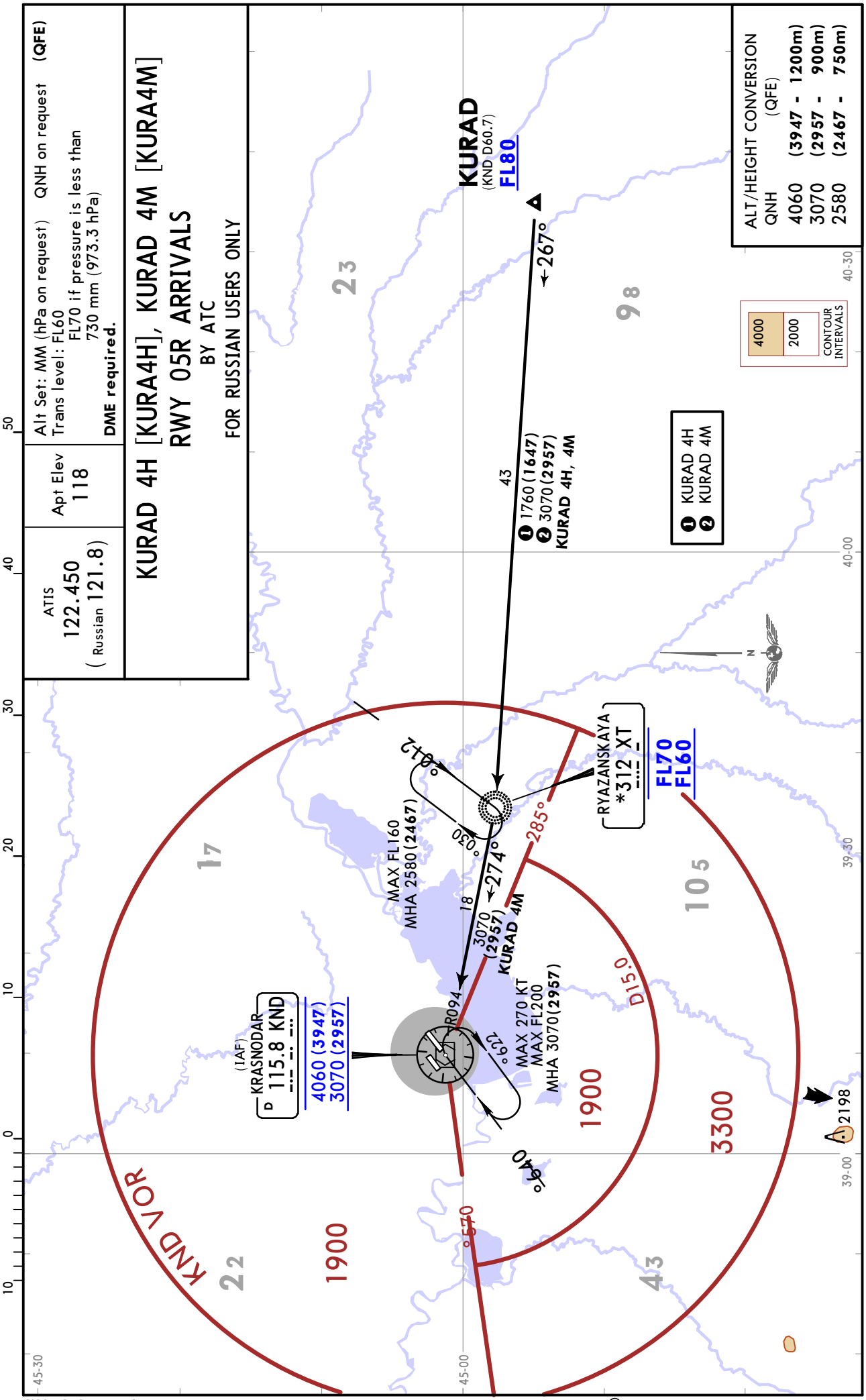
KRASNODAR, RUSSIA
STAR

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
DME required.

KURAD 4H [KURA4H], KURAD 4M [KURA4M]
RWY 05R ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2Q3)

KRASNODAR, RUSSIA

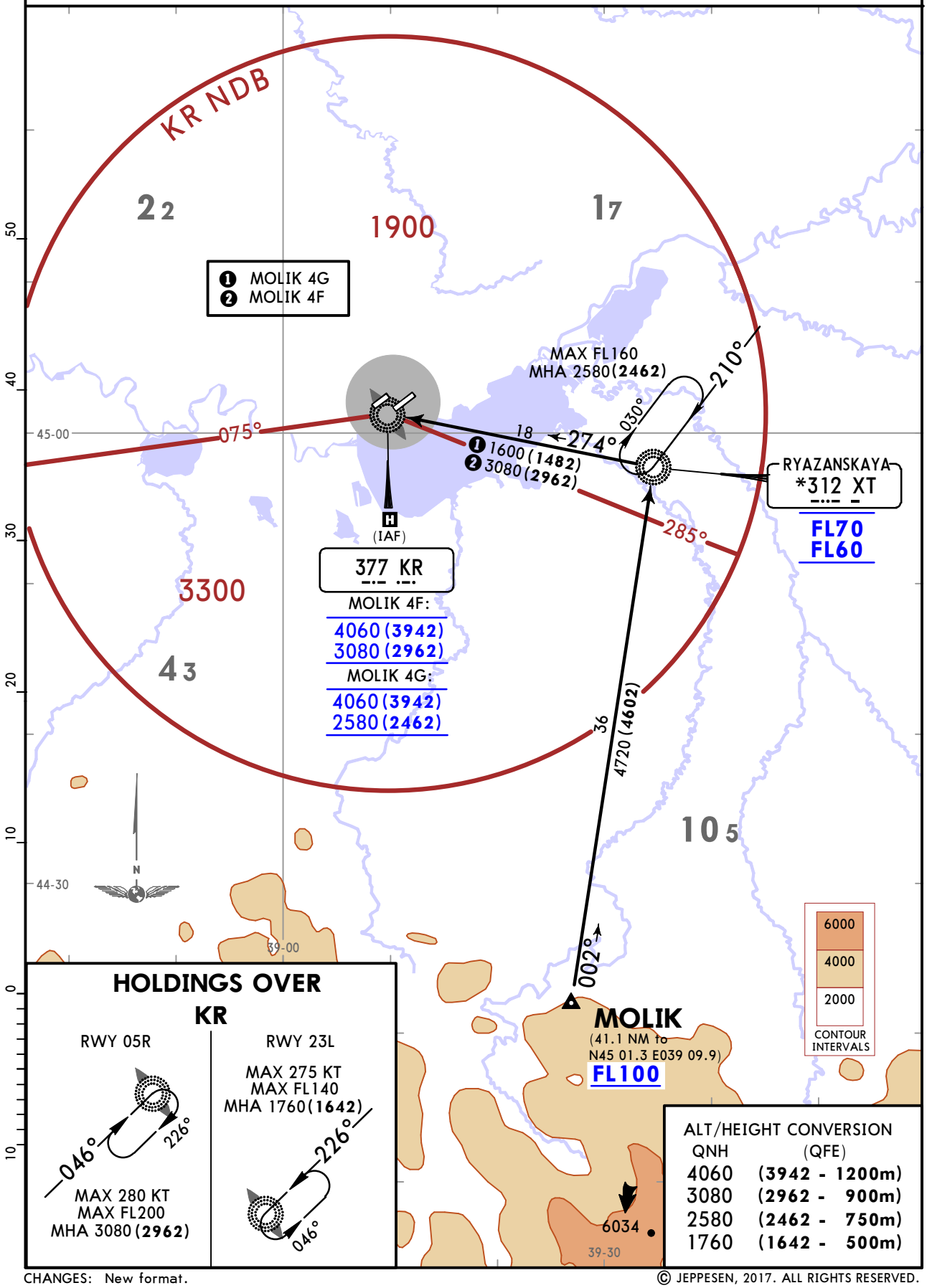
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

MOLIK 4F [MOLI4F] RWY 05R ARRIVAL

MOLIK 4G [MOLI4G] RWY 23L ARRIVAL

BY ATC
UNDER RADAR CONTROL



HOLDINGS OVER KR

RWY 05R	RWY 23L
046° / 226° MAX 280 KT MAX FL200 MHA 3080(2962)	MAX 275 KT MAX FL140 MHA 1760(1642) 226° / 046°

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2Q4)

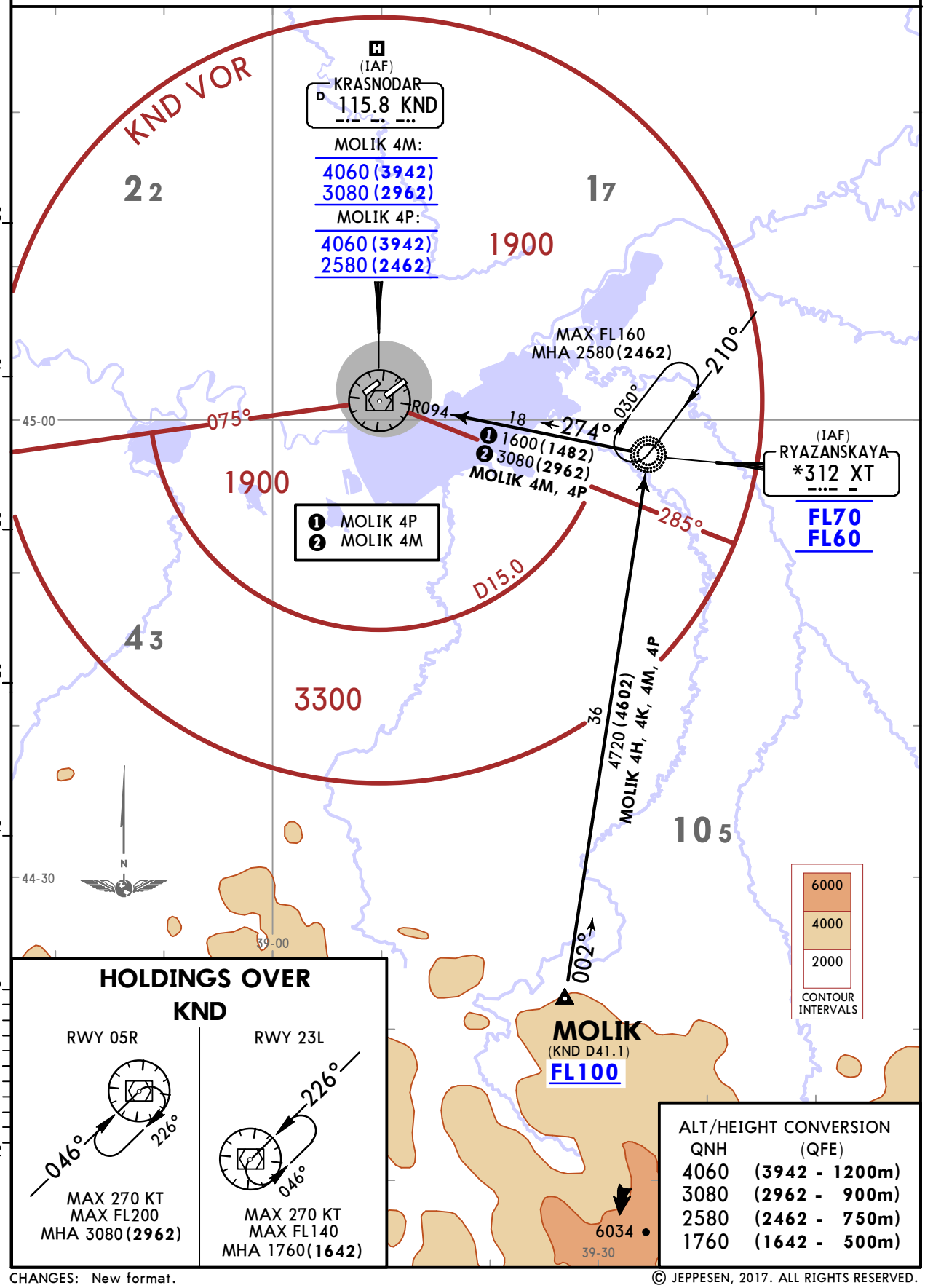
KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

MOLIK 4H [MOLI4H] MOLIK 4K [MOLI4K]
MOLIK 4M [MOLI4M] MOLIK 4P [MOLI4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS

BY ATC



HOLDINGS OVER KND

RWY 05R

046°
226°

MAX 270 KT
MAX FL200
MHA 3080 (2962)

RWY 23L

226°
046°

MAX 270 KT
MAX FL140
MHA 1760 (1642)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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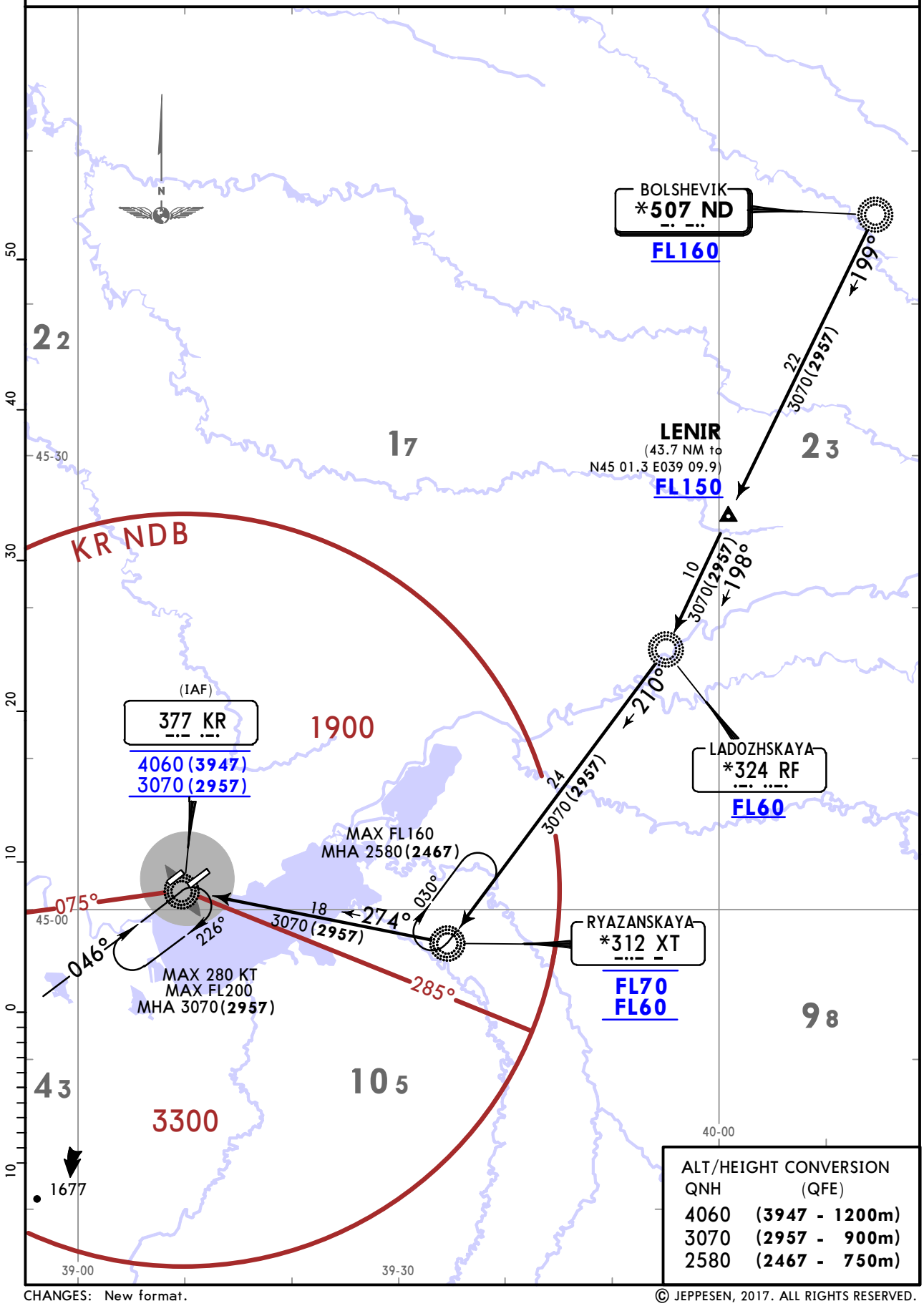
URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2S)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

ND 4F
RWY 05R ARRIVAL
UNDER RADAR CONTROL



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3947 - 1200m)
3070	(2957 - 900m)
2580	(2467 - 750m)

CHANGES: New format.

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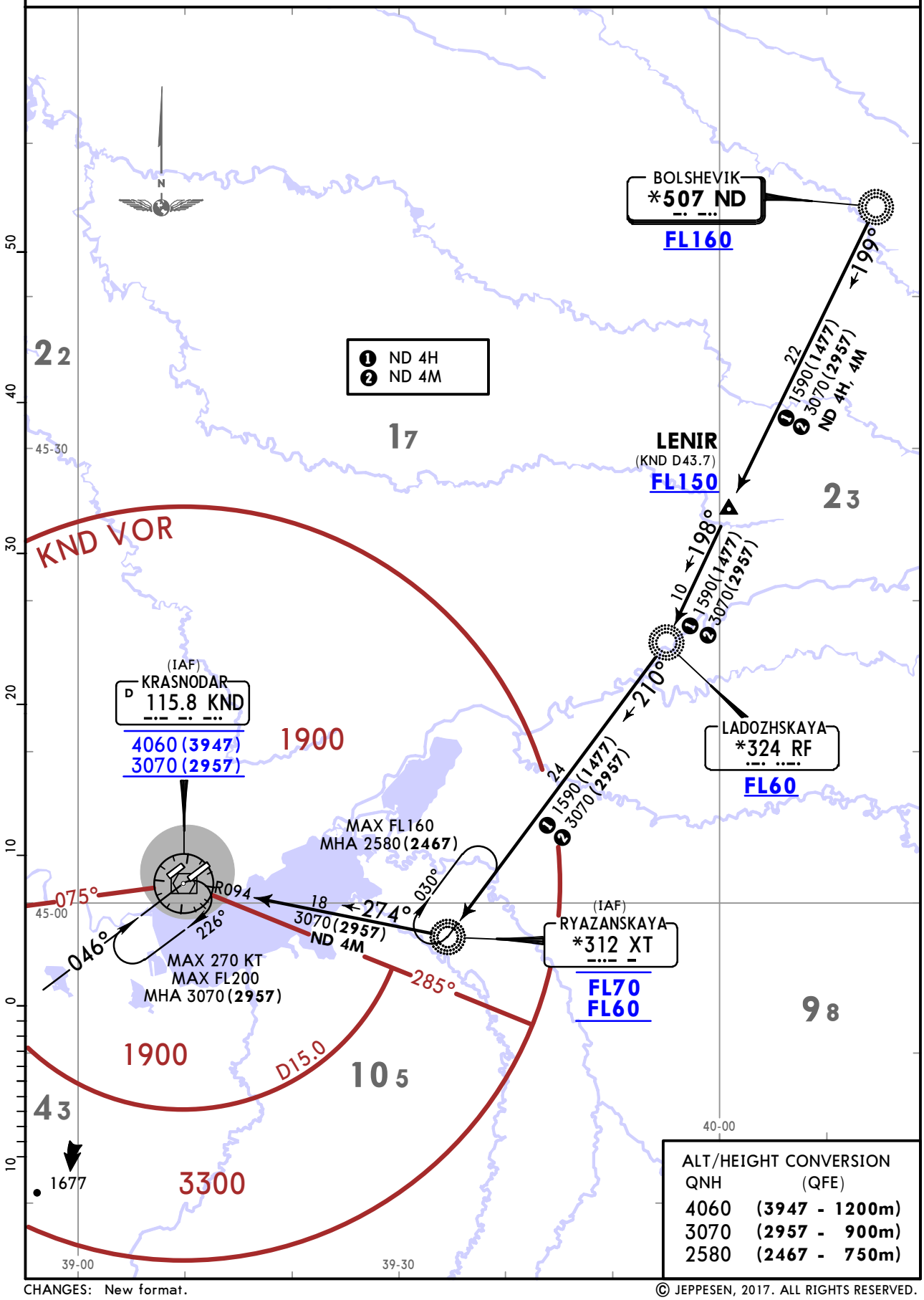
URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2T)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

ND 4H
ND 4M
RWY 05R ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3947 - 1200m)
3070	(2957 - 900m)
2580	(2467 - 750m)

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

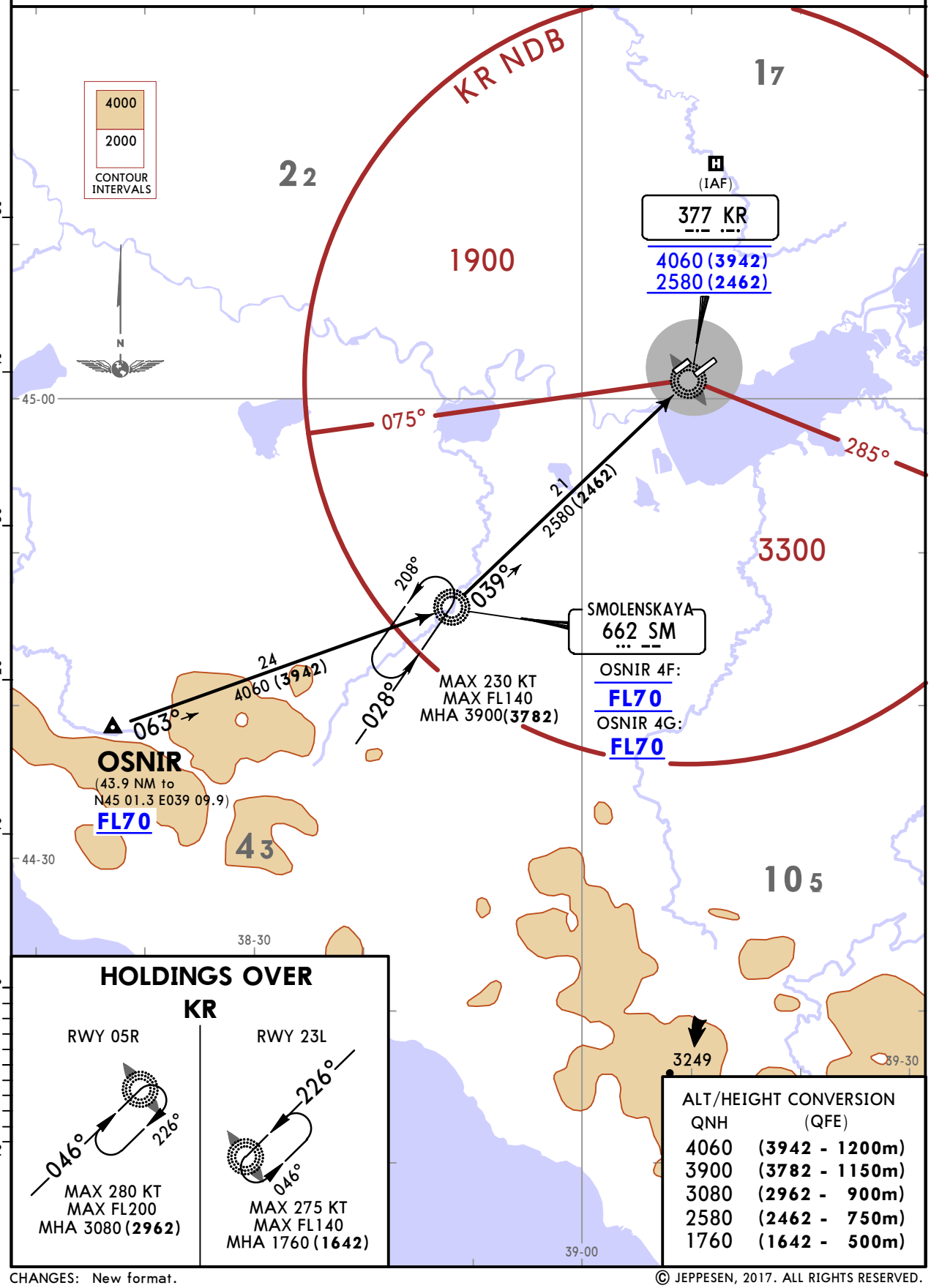
JEPPESEN
6 OCT 17 (10-2T1)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

OSNIR 4F [OSNI4F] RWY 05R ARRIVAL
OSNIR 4G [OSNI4G] RWY 23L ARRIVAL

BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2T2)

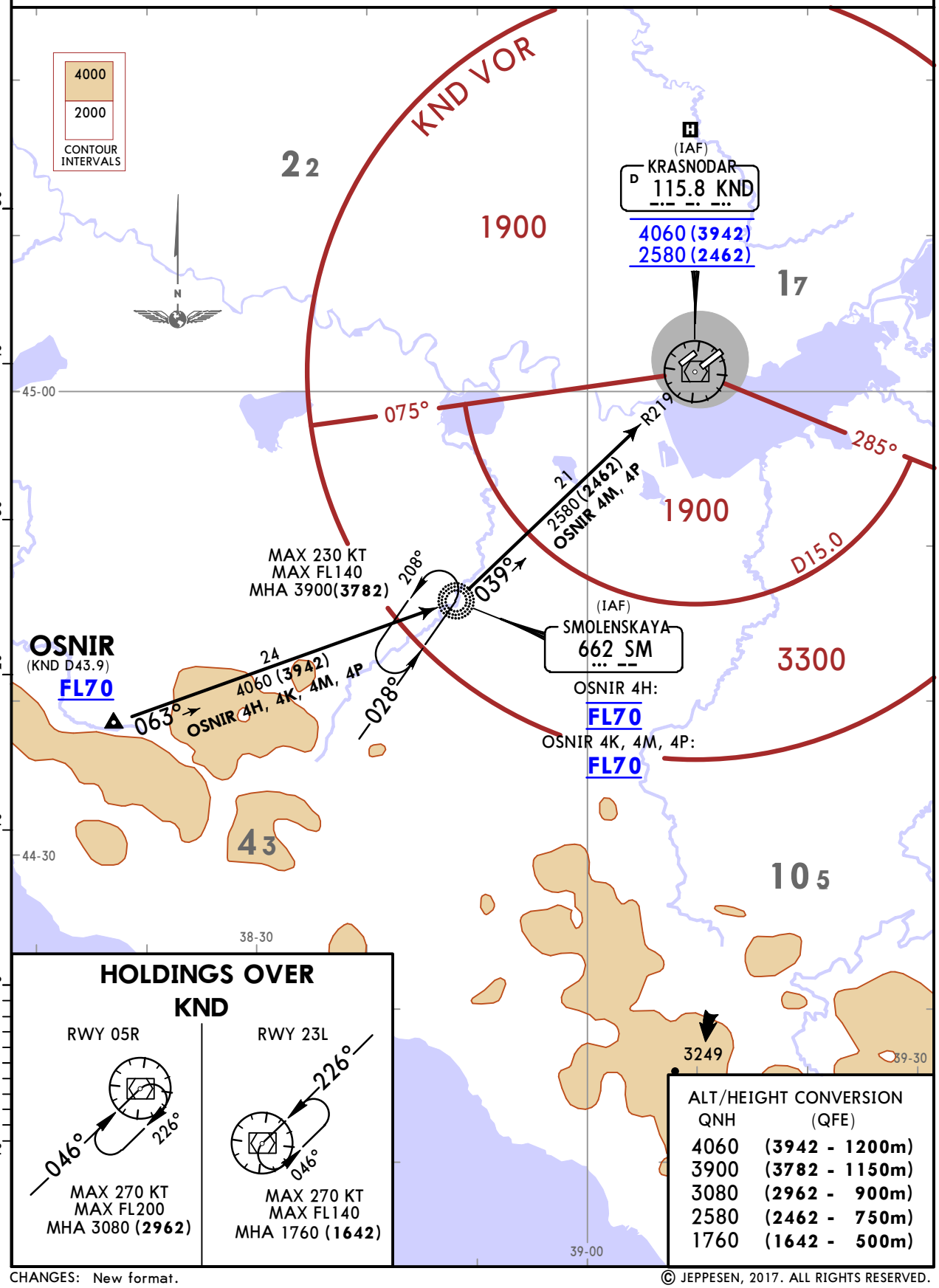
KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

OSNIR 4H [OSNI4H] OSNIR 4K [OSNI4K]
OSNIR 4M [OSNI4M] OSNIR 4P [OSNI4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS

BY ATC

FOR RUSSIAN USERS ONLY



HOLDINGS OVER KND

RWY 05R	RWY 23L
046° / 226°	226° / 046°
MAX 270 KT MAX FL200 MHA 3080 (**2962**)	MAX 270 KT MAX FL140 MHA 1760 (**1642**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2T3)

KRASNODAR, RUSSIA

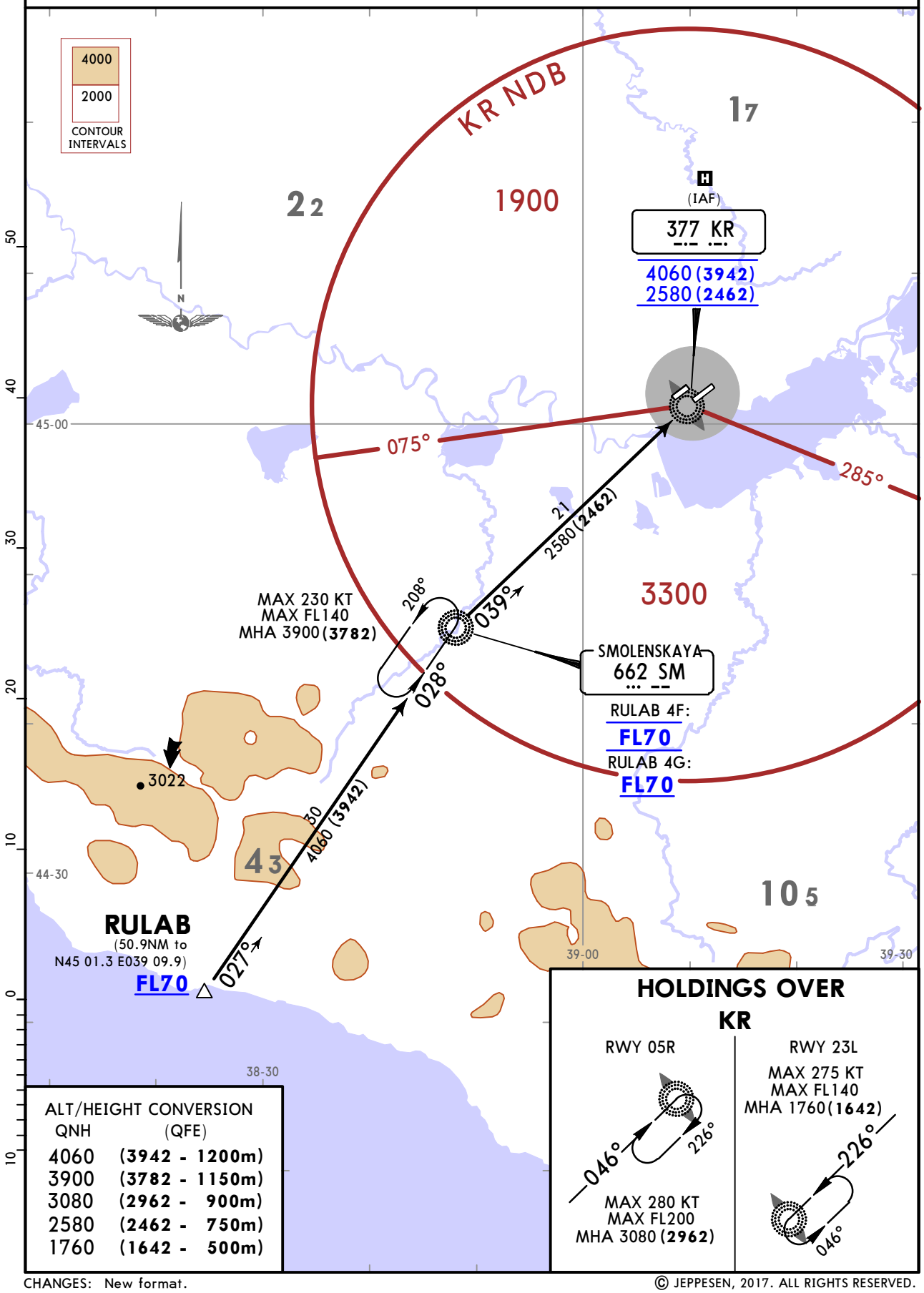
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

RULAB 4F [RULA4F] RWY 05R ARRIVAL

RULAB 4G [RULA4G] RWY 23L ARRIVAL

UNDER RADAR CONTROL



HOLDINGS OVER KR

RWY 05R	RWY 23L
046° / 226° MAX 280 KT MAX FL200 MHA 3080 (2962)	MAX 275 KT MAX FL140 MHA 1760 (1642) 226° / 046°

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

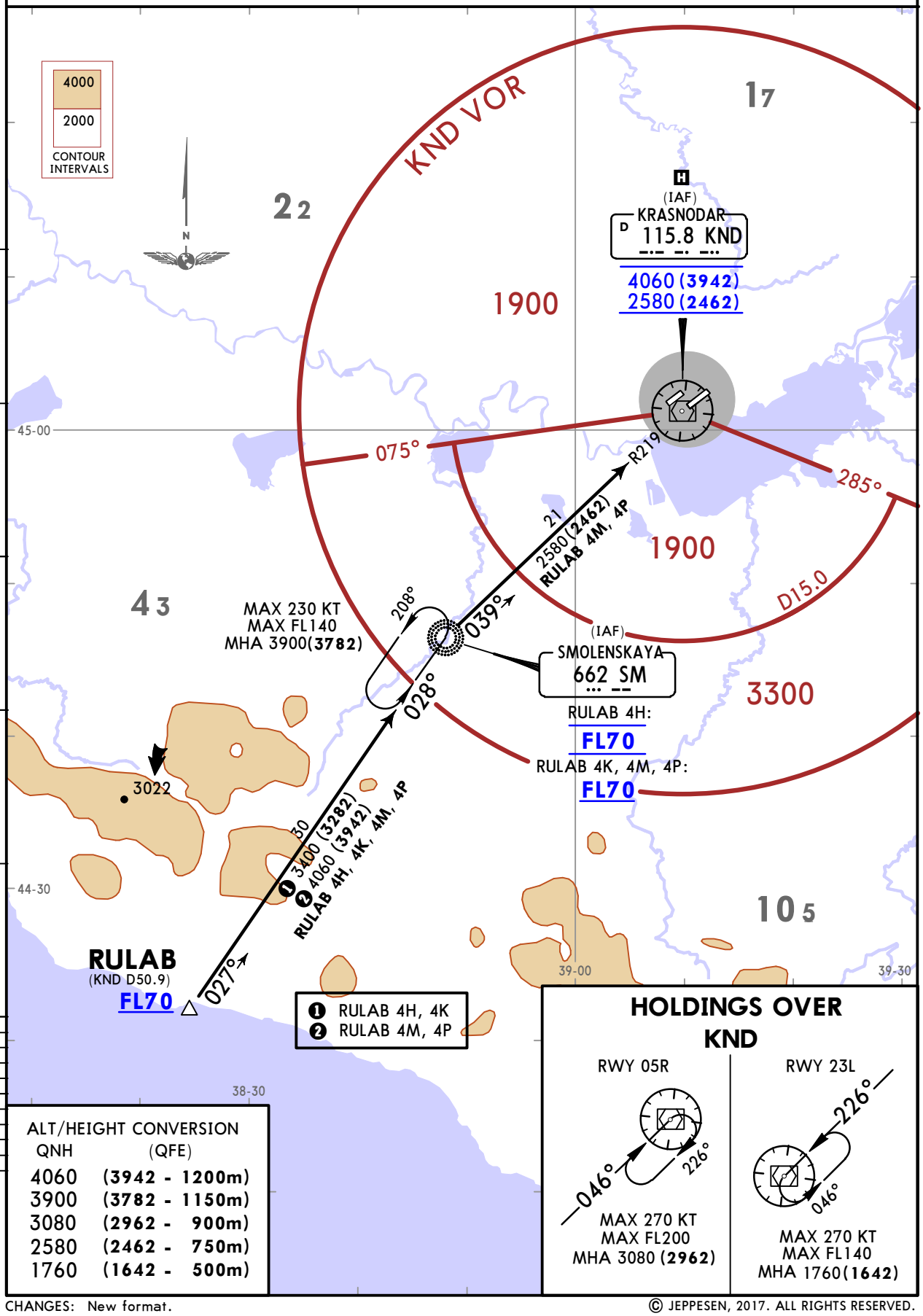
6 OCT 17 (10-2T4)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

RULAB 4H [RULA4H] RULAB 4K [RULA4K]
RULAB 4M [RULA4M] RULAB 4P [RULA4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4060	(3942 - 1200m)
3900	(3782 - 1150m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

HOLDINGS OVER KND

RWY 05R: 046° / 226°; MAX 270 KT, MAX FL200, MHA 3080 (2962)

RWY 23L: 226° / 046°; MAX 270 KT, MAX FL140, MHA 1760(1642)

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

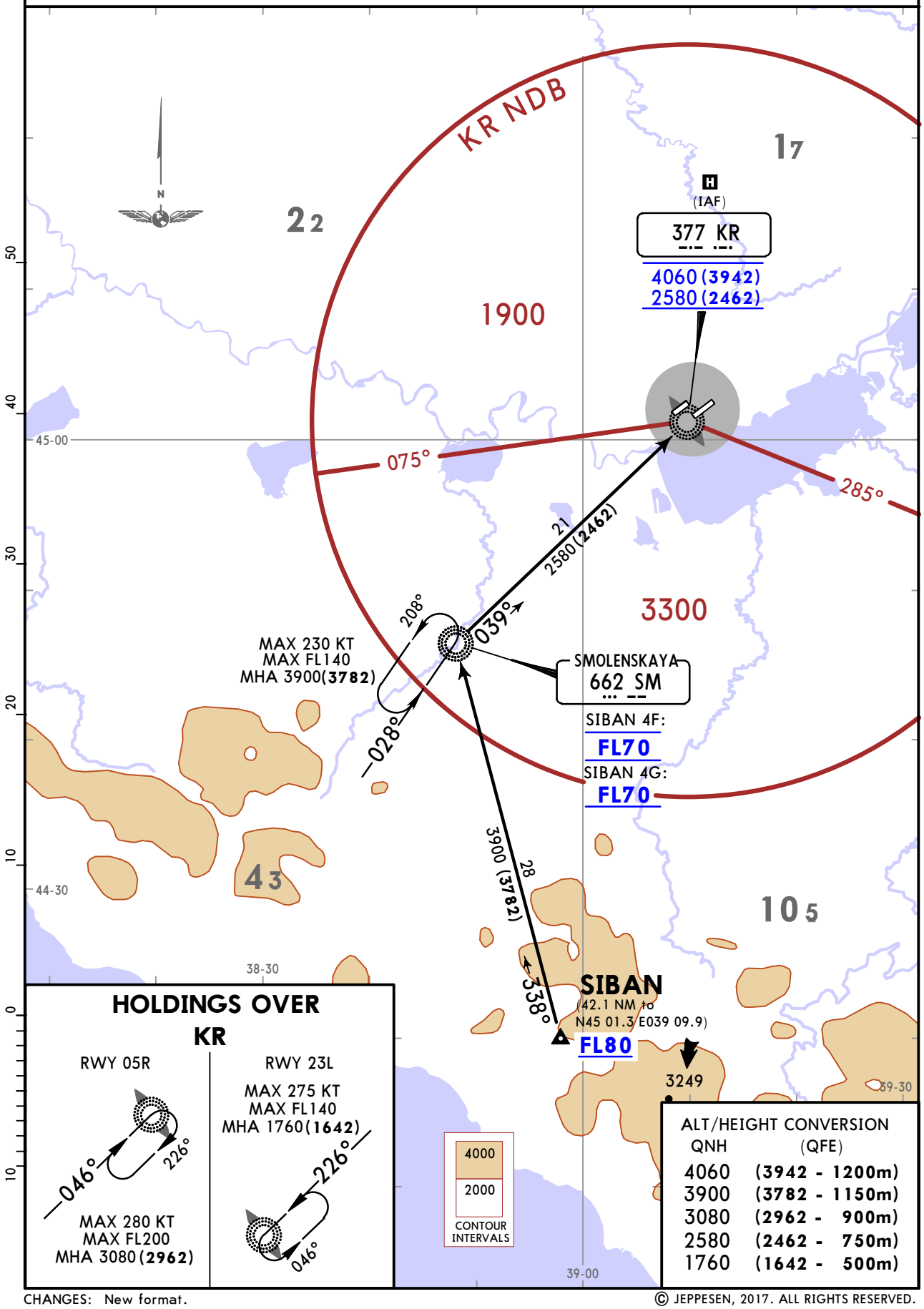
JEPPESEN
6 OCT 17 (10-2U)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

SIBAN 4F [SIBA4F] RWY 05R ARRIVAL
SIBAN 4G [SIBA4G] RWY 23L ARRIVAL

UNDER RADAR CONTROL



CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

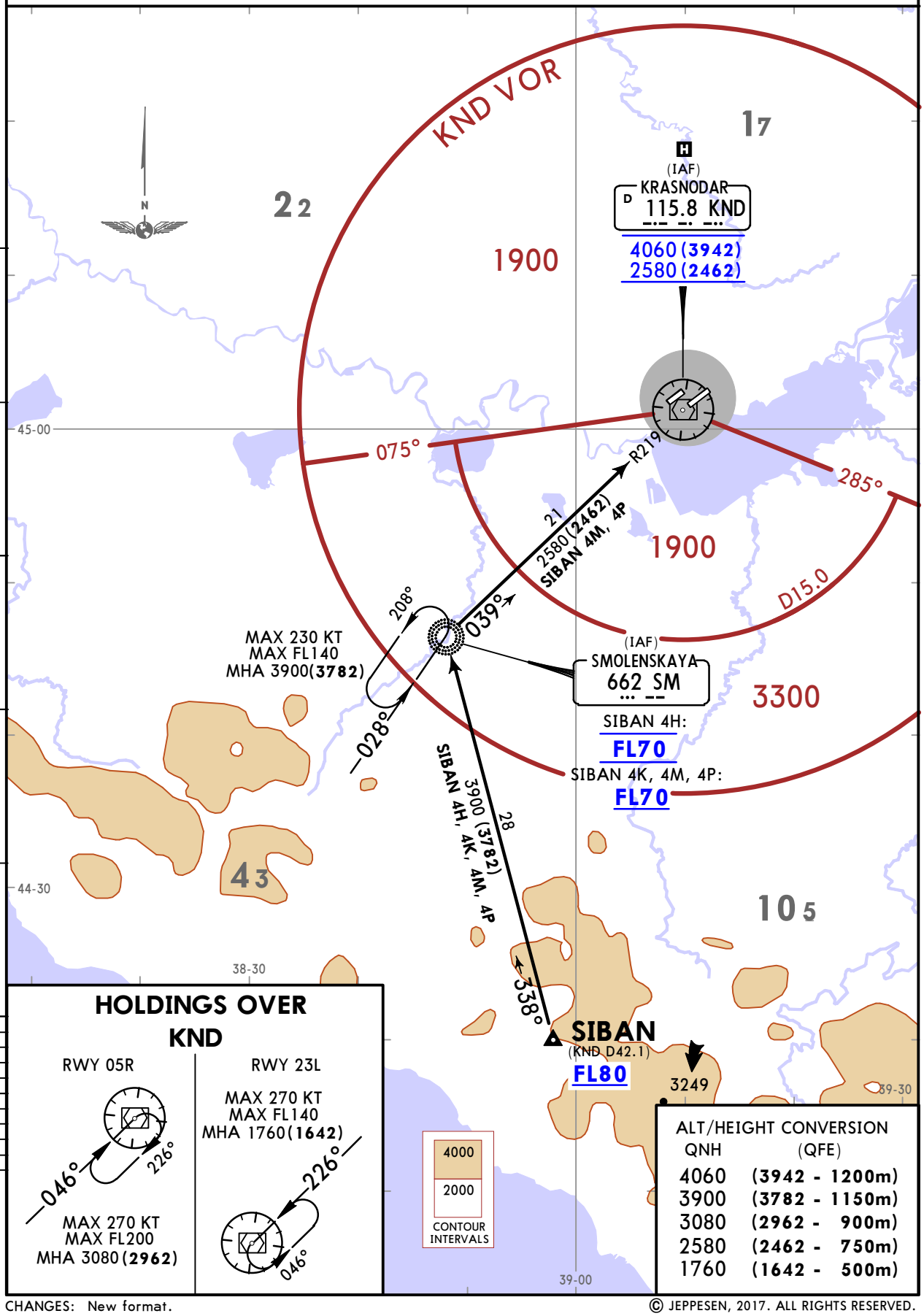
6 OCT 17 (10-2V)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

SIBAN 4H [SIBA4H] SIBAN 4K [SIBA4K]
SIBAN 4M [SIBA4M] SIBAN 4P [SIBA4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

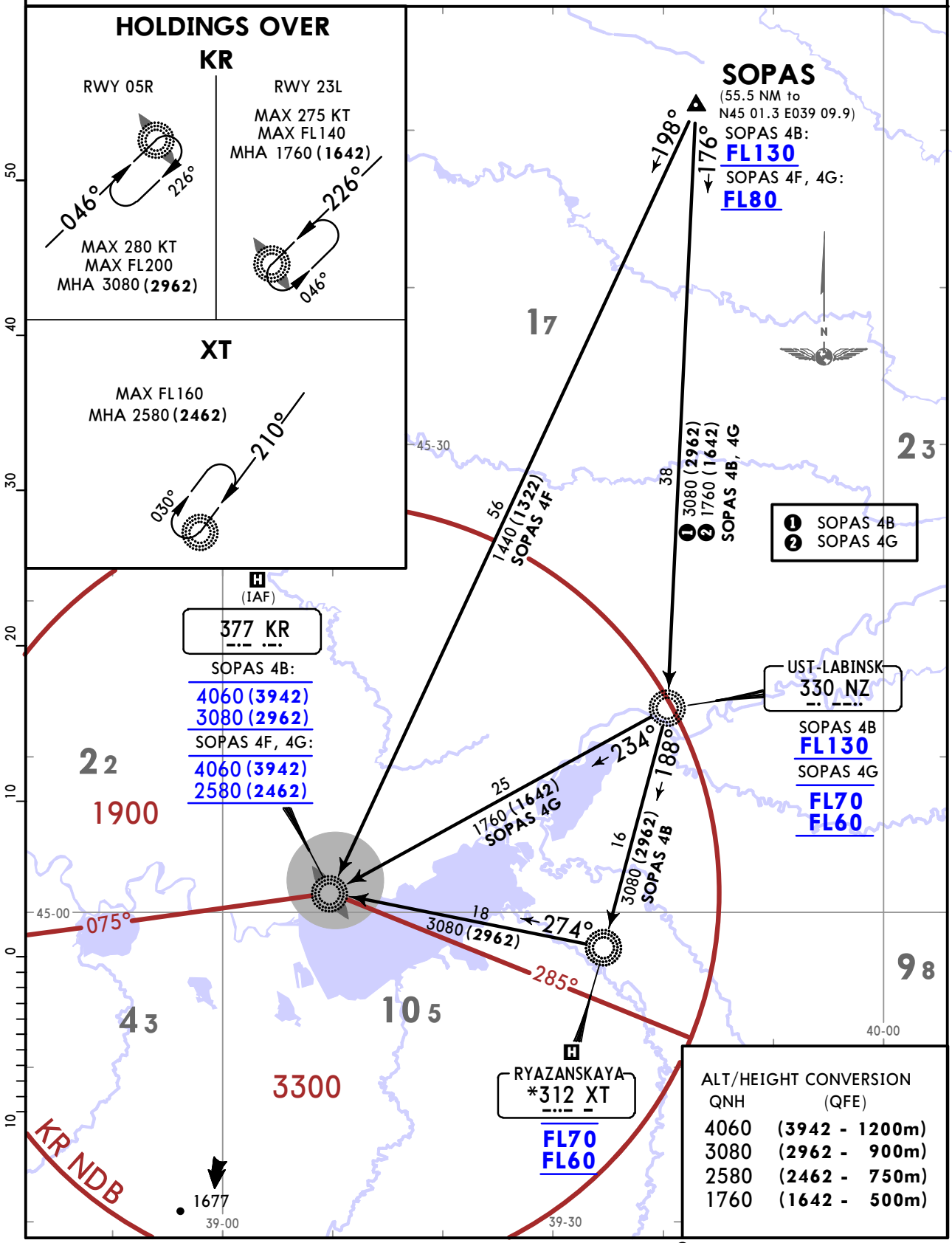
JEPPESEN
6 OCT 17 (10-2V1)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

SOPAS 4B [SOPA4B] SOPAS 4G [SOPA4G]
SOPAS 4F [SOPA4F] RWY 23L ARRIVAL
RWY 05R ARRIVALS

BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

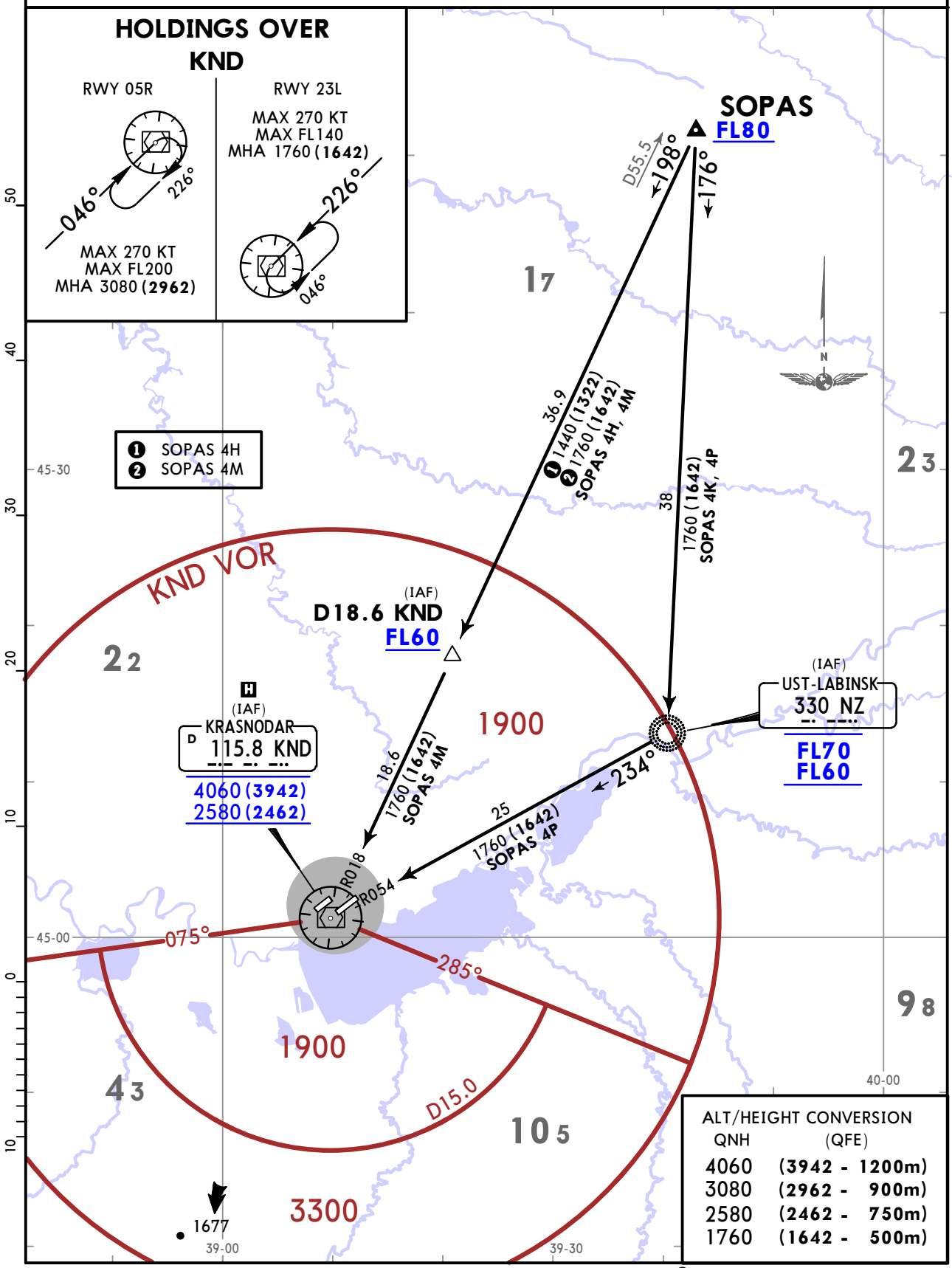
JEPPESEN

6 OCT 17 (10-2V2)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

SOPAS 4H [SOPA4H] SOPAS 4K [SOPA4K]
SOPAS 4M [SOPA4M] SOPAS 4P [SOPA4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

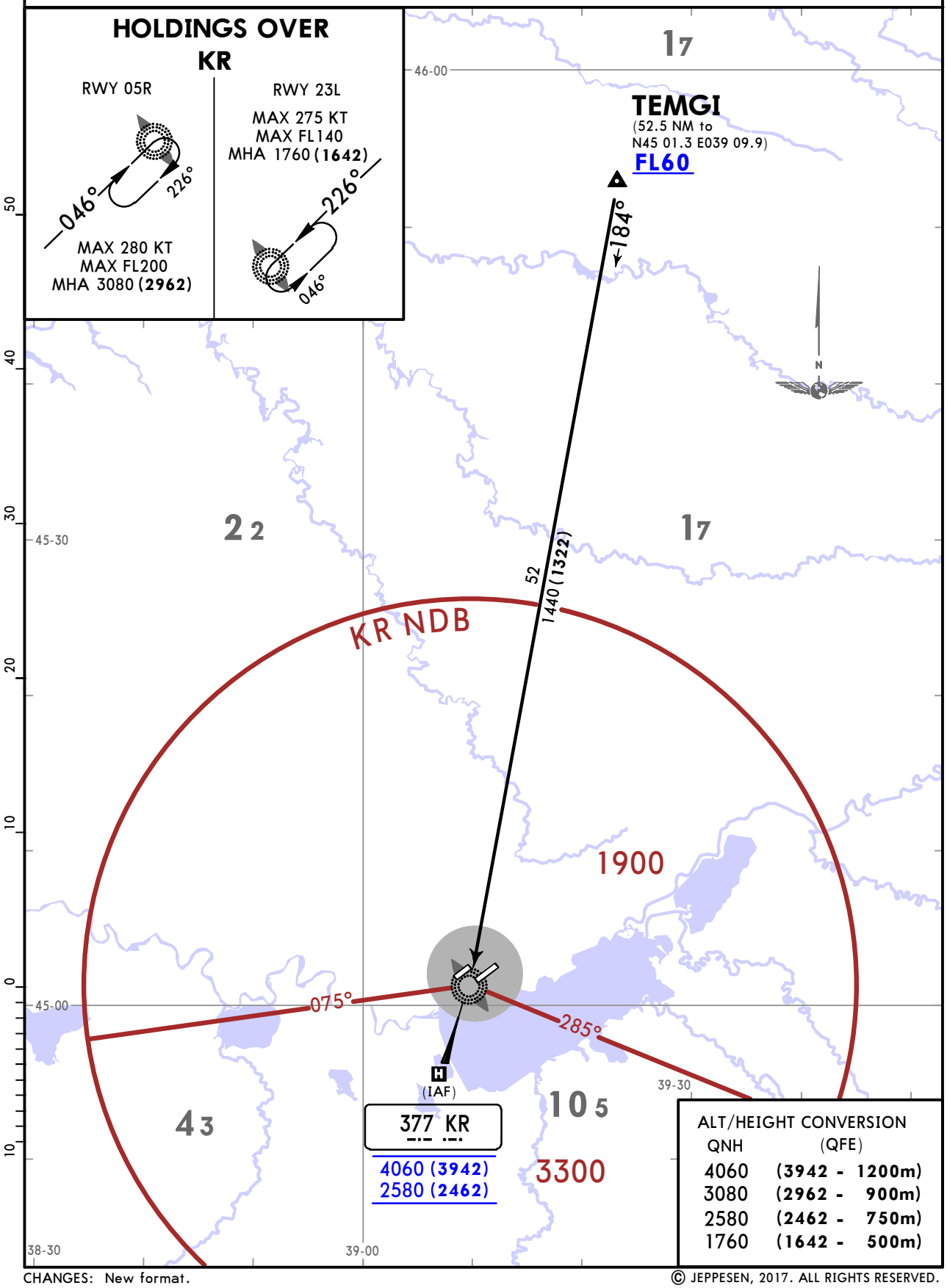
6 OCT 17 (10-2V3)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

TEMGI 4F [TEMG4F] RWY 05R ARRIVAL
TEMGI 4G [TEMG4G] RWY 23L ARRIVAL

BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3942 - 1200m)
3080	(2962 - 900m)
2580	(2462 - 750m)
1760	(1642 - 500m)

CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2V4)

KRASNODAR, RUSSIA

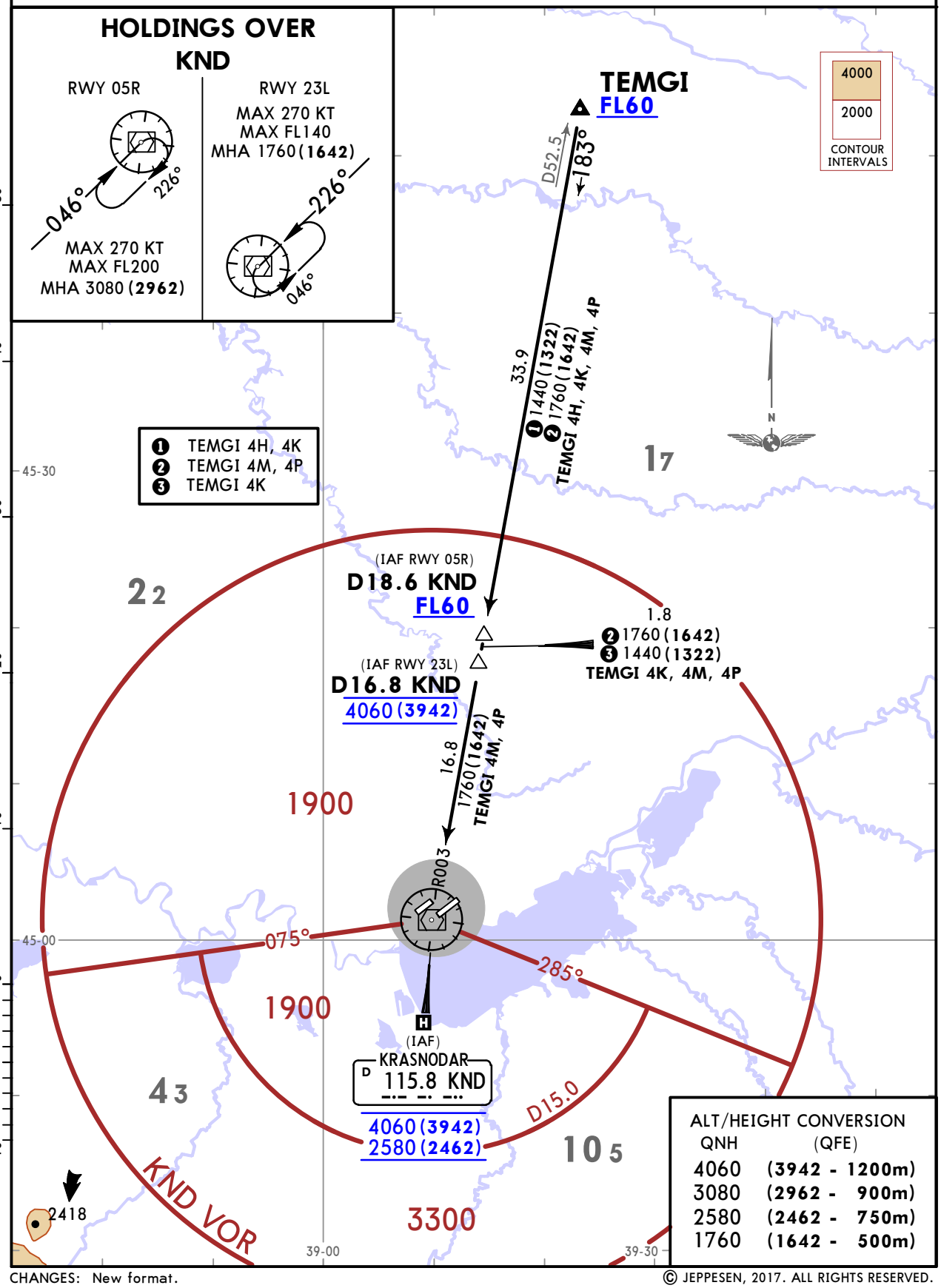
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

TEMGI 4H [TEMG4H] TEMGI 4K [TEMG4K]
TEMGI 4M [TEMG4M] TEMGI 4P [TEMG4P]
RWY 05R ARRIVALS RWY 23L ARRIVALS

BY ATC

FOR RUSSIAN USERS ONLY



CHANGES: New format.

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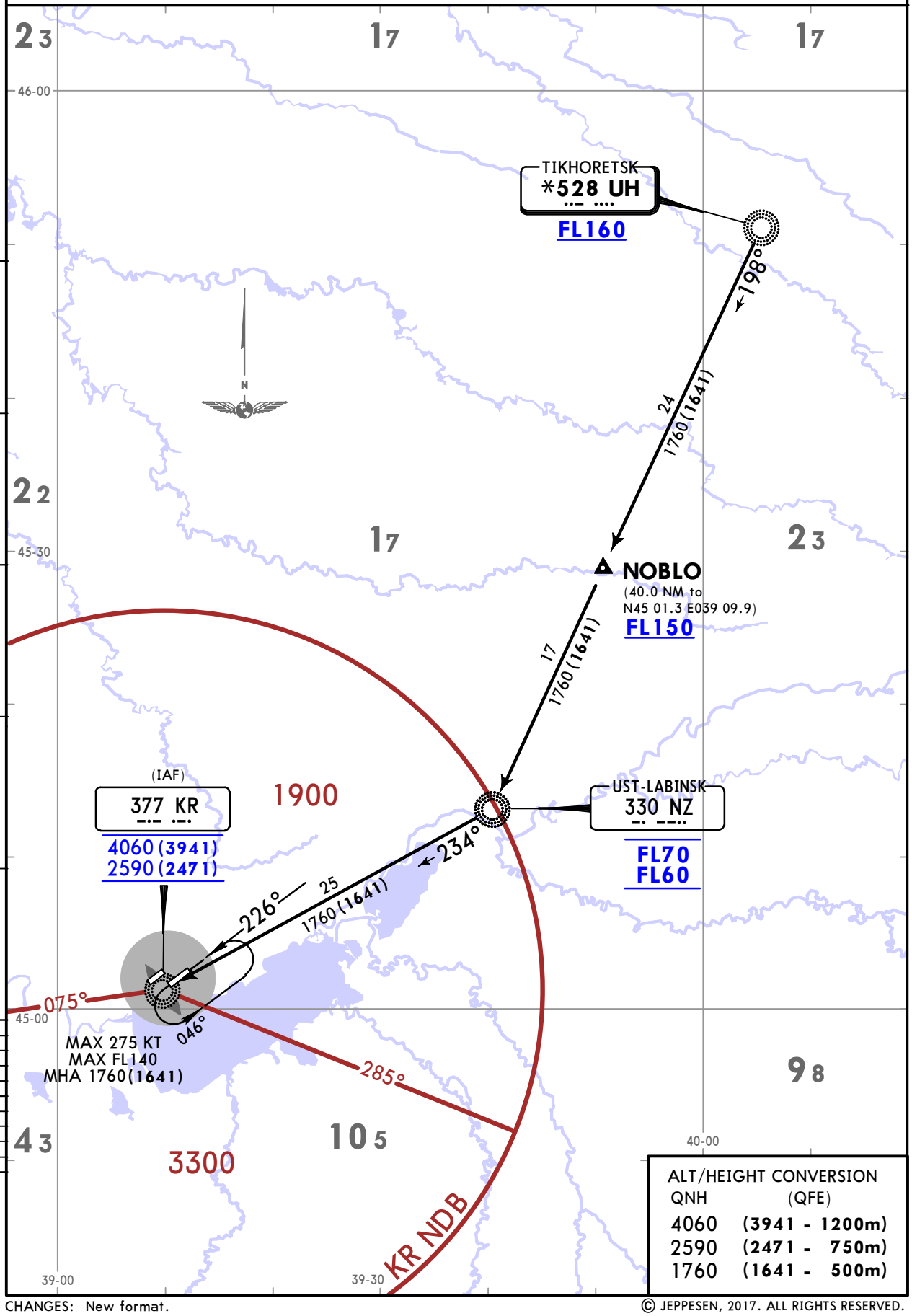
URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2W)

KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa)

UH 4G
RWY 23L ARRIVAL
UNDER RADAR CONTROL



CHANGES: New format.

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URKK/KRR PASHKOVSKIY

JEPPESEN

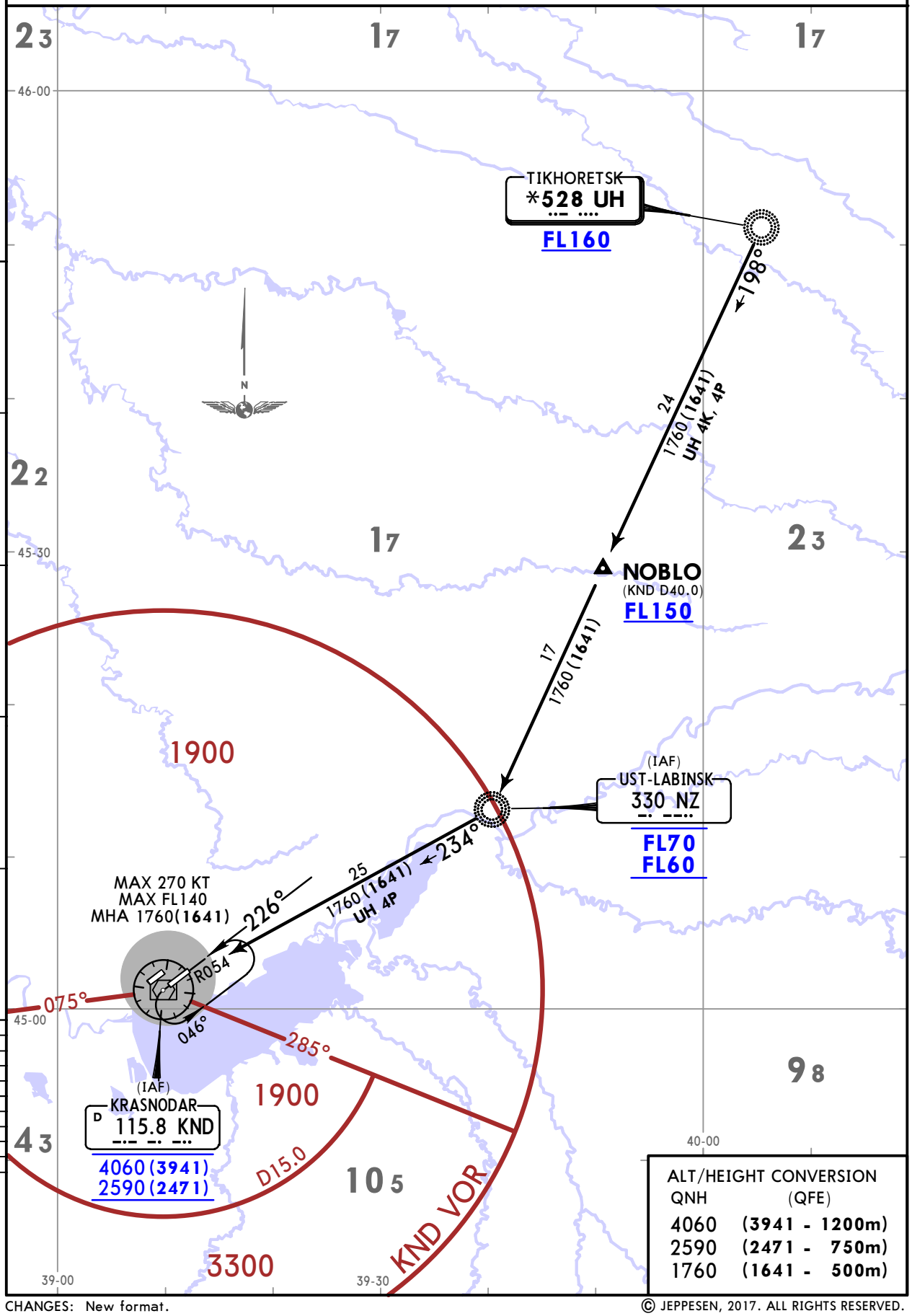
6 OCT 17 (10-2X)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	
122.450 (Russian 121.8)	118	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL60 FL70 if pressure is less than 730 mm (973.3 hPa) **DME required.**

UH 4K
UH 4P
RWY 23L ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060	(3941 - 1200m)
2590	(2471 - 750m)
1760	(1641 - 500m)

CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
6 OCT 17 (10-2X1)

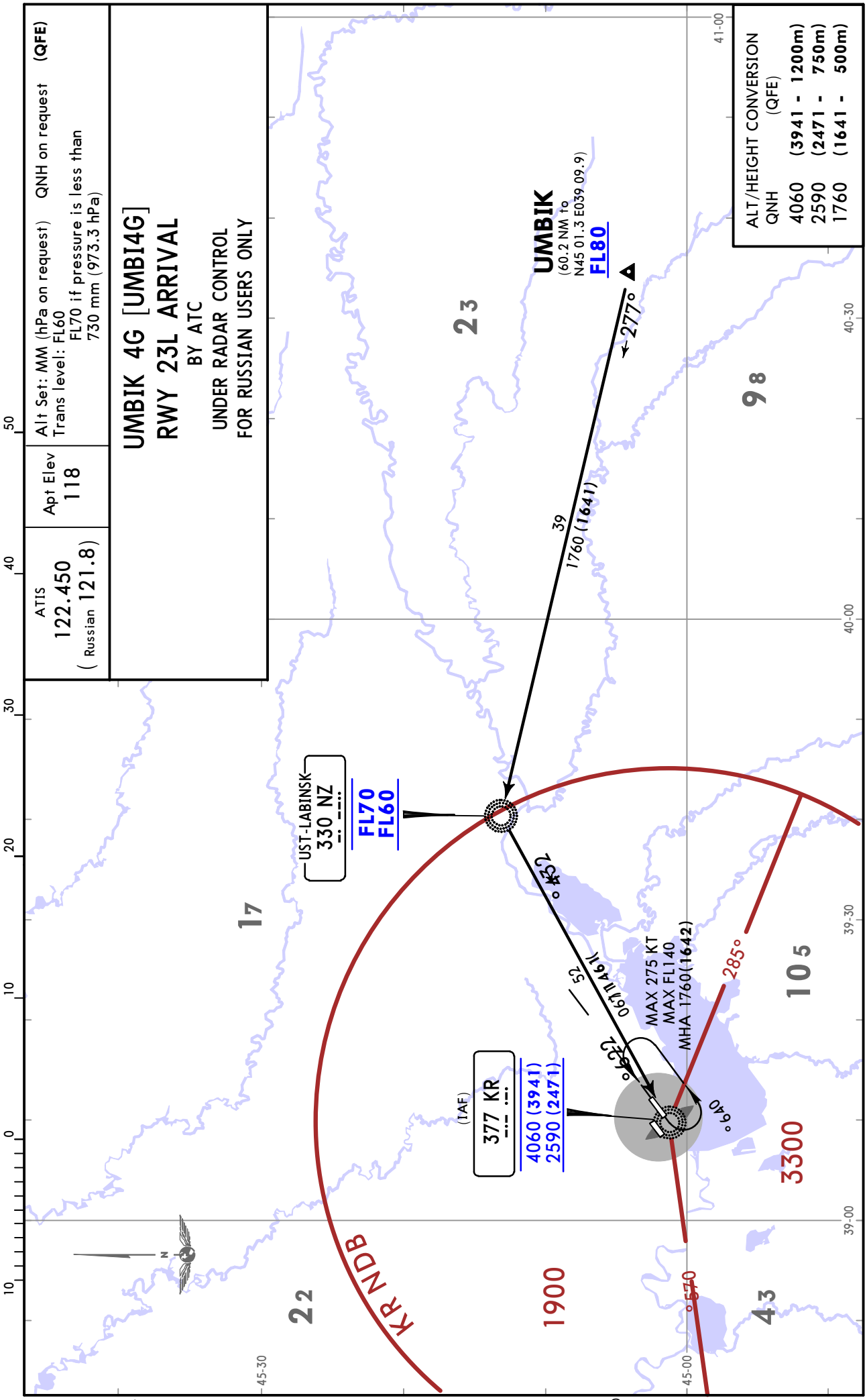
KRASNODAR, RUSSIA
STAR

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNN on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)

UMBIK 4G [UMBI4G]
RWY 23L ARRIVAL
BY ATC
UNDER RADAR CONTROL
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

6 OCT 17 (10-2X2)

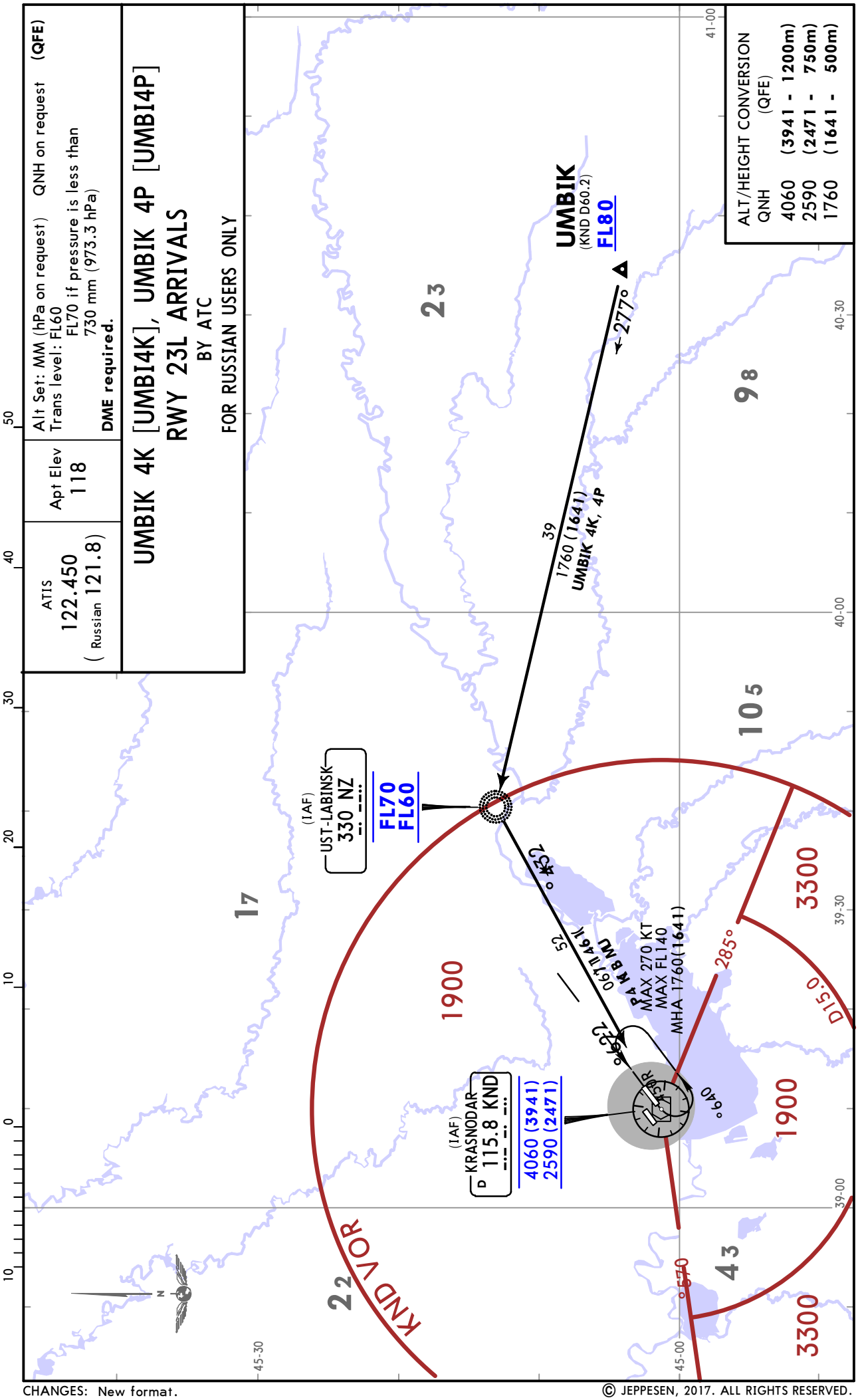
KRASNODAR, RUSSIA
STAR

ATIS 122.450 (Russian 121.8)

Apt Elev 118

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL60
FL70 if pressure is less than 730 mm (973.3 hPa)
DME required.

UMBIK 4K [UMBI4K], UMBIK 4P [UMBI4P]
RWY 23L ARRIVALS
BY ATC
FOR RUSSIAN USERS ONLY



CHANGES: New format.

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RNAV SID DESIGNATION	REFER TO CHART
AGIDA 4T, 4U	10-3B
AGIDA 4V, 4W, 4X	10-3C
DV 4T	10-3D
DV 4V, 4W	10-3E
KULED 4T, KURAD 4T, ND 4T	10-3F
KULED 4V	10-3G
OSNIR 4T, RULAB 4T	10-3H
OSNIR 4V, 4W, RULAB 4V, 4W	10-3J
SOPAS 4T, 4U, 4X, TEMGI 4T, 4U	10-3K
SOPAS 4V, TEMGI 4V	10-3L
UH 4V, 4W, 4X, UMBIK 4V	10-3M

CHANGES: New index overview.

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SID DESIGNATION	REFER TO CHART
AGIDA 4A, 4B, 4C	10-3P
AGIDA 4D, 4E	10-3Q
DV 4A, 4B	10-3S
DV 4D	10-3T
KULED 4A	10-3T1
KULED 4D, KURAD 4D, ND 4D	10-3T2
OSNIR 4A, 4B, RULAB 4A, 4B	10-3T3
OSNIR 4D, RULAB 4D	10-3T4
SOPAS 4A, TEMGI 4A	10-3U
SOPAS 4C, 4D, TEMGI 4D, 4E	10-3V
UH 4A, 4B, UMBIK 4A	10-3W

CHANGES: New index overview.

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AGIDA 4T [AGID4T], AGIDA 4U [AGID4U]
RWY 23L RNAV DEPARTURES

BY ATC

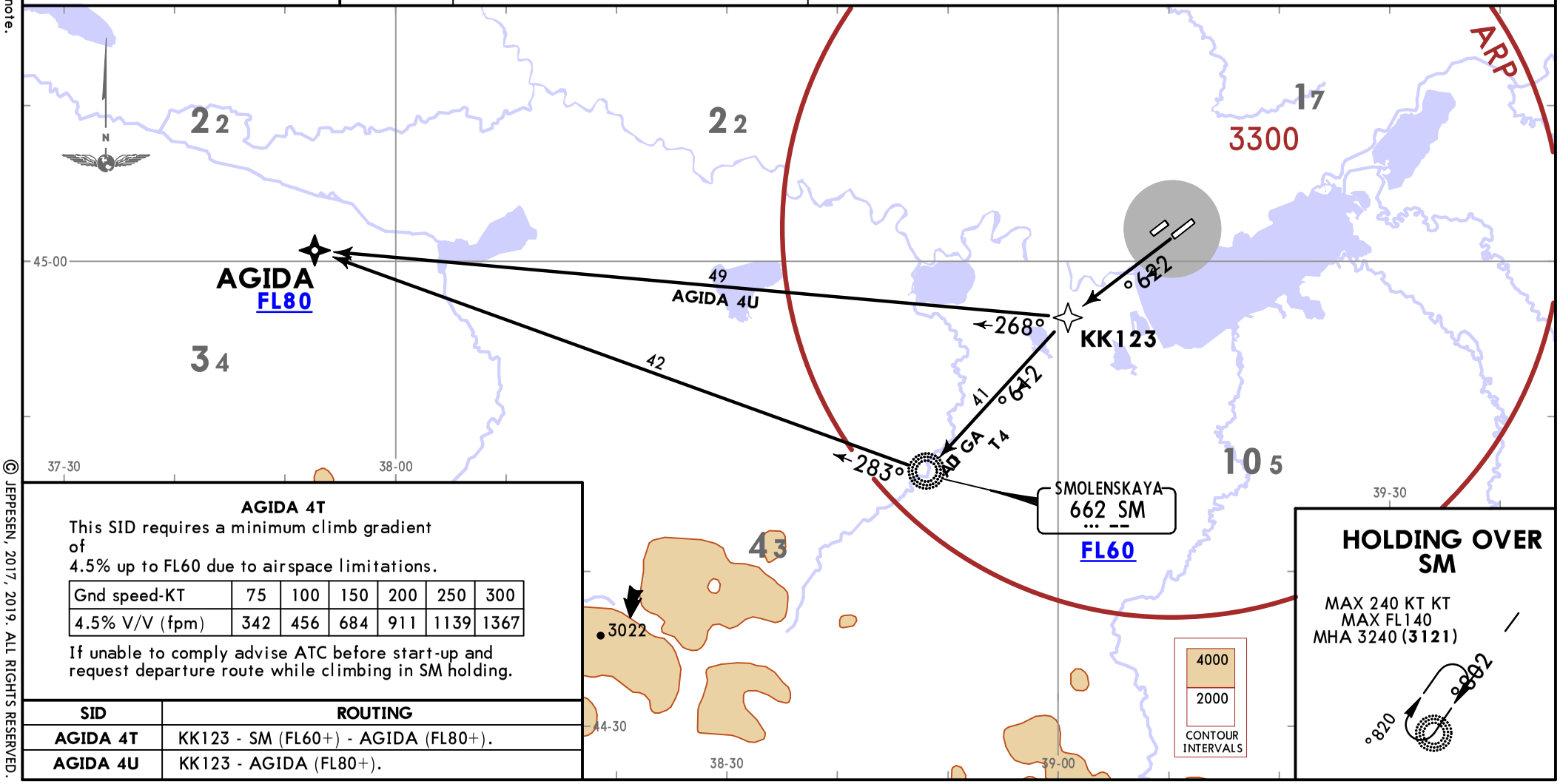
FOR RUSSIAN USERS ONLY

ALT/HEIGHT CONVERSION	
QNH	(QFE)
780′	(661′ - 200m)
3240′	(3121′ - 950m)
4060′	(3941′ - 1200m)

KRASNODAR Radar (TWR) 121.3

Apt Elev 118

QNH on request **(QFE)**
Trans alt: 4060 **(3941)**
1. RNAV 1.
2. GNSS required.
3. Contact KRASNODAR Radar after climbing to 780 (661).



AGIDA 4T

This SID requires a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

SID	ROUTING
AGIDA 4T	KK123 - SM (FL60+) - AGIDA (FL80+).
AGIDA 4U	KK123 - AGIDA (FL80+).

CHANGES: General note.

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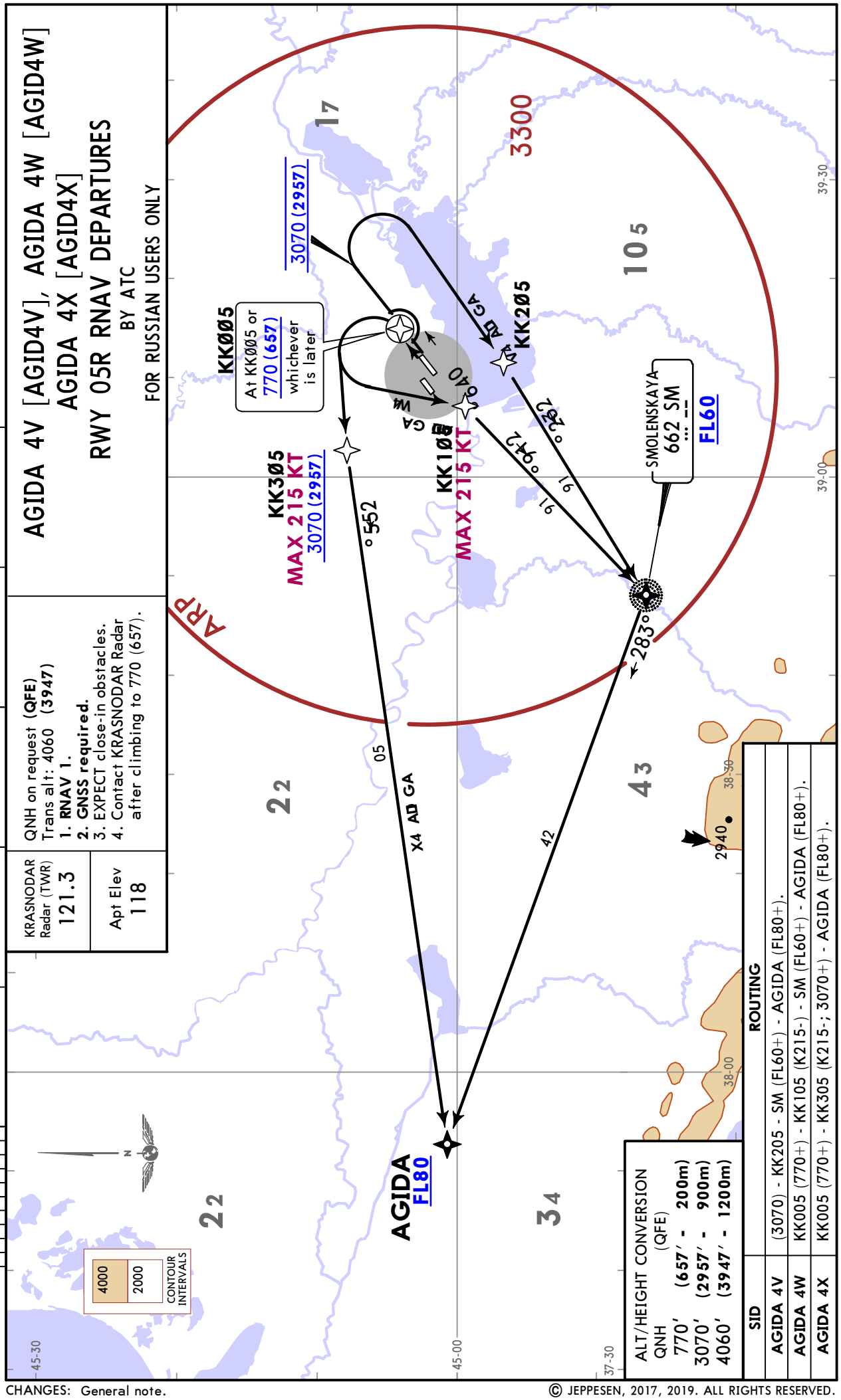
AGIDA 4V [AGID4V], AGIDA 4W [AGID4W]
AGIDA 4X [AGID4X]
RWY 05R RNAV DEPARTURES

BY ATC
FOR RUSSIAN USERS ONLY

KRASNODAR Radar (TWR)	
121.3	Apt Elev 118

QNH on request (QFE)
Trans alt: 4060 (3947)
1. **RNAV 1.**
2. **GNSS required.**
3. EXPECT close-in obstacles.
4. Contact KRASNODAR Radar after climbing to 770 (657).



ALT/HEIGHT CONVERSION (QFE)

QNH		
770′	(657′ -	200m)
3070′	(2957′ -	900m)
4060′	(3947′ -	1200m)

SID	ROUTING
AGIDA 4V	(3070) - KK205 - SM (FL60+) - AGIDA (FL80+).
AGIDA 4W	KK005 (770+) - KK105 (K215-) - SM (FL60+) - AGIDA (FL80+).
AGIDA 4X	KK005 (770+) - KK305 (K215-; 3070+) - AGIDA (FL80+).

CHANGES: General note.

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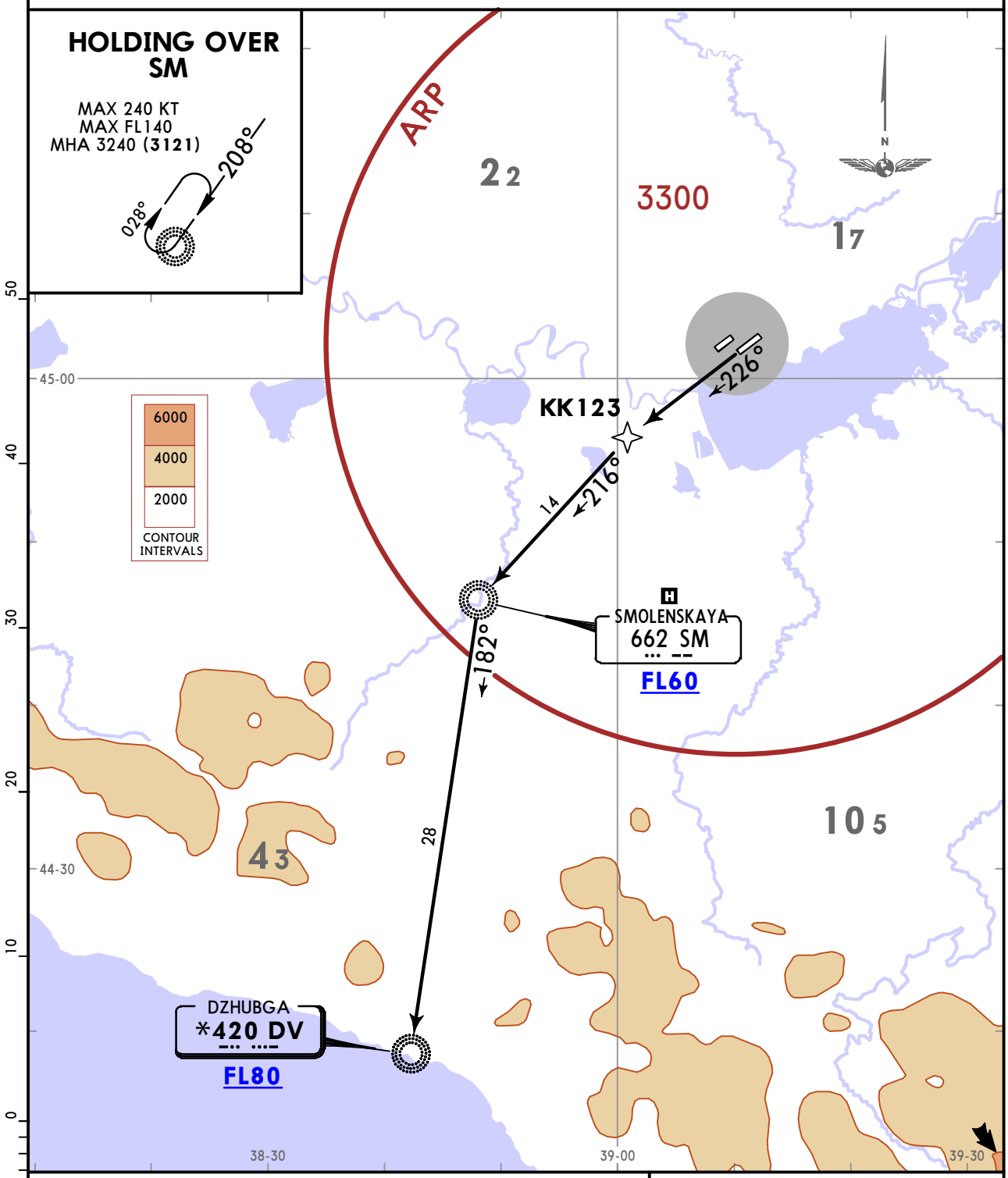
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request **(QFE)** Trans alt: 4060 **(3941)** **1. RNAV 1.** **2. GNSS required.** 3. Contact KRASNODAR Radar after climbing to 780 (661).

DV 4T
RWY 23L RNAV DEPARTURE



This SID requires a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

ALT/HEIGHT CONVERSION

QNH	(QFE)
780′	**(661′ - 200m)**
3240′	**(3121′ - 950m)**
4060′	**(3941′ - 1200m)**

ROUTING

KK123 - SM (FL60+) - DV (FL80+).

CHANGES: General note.

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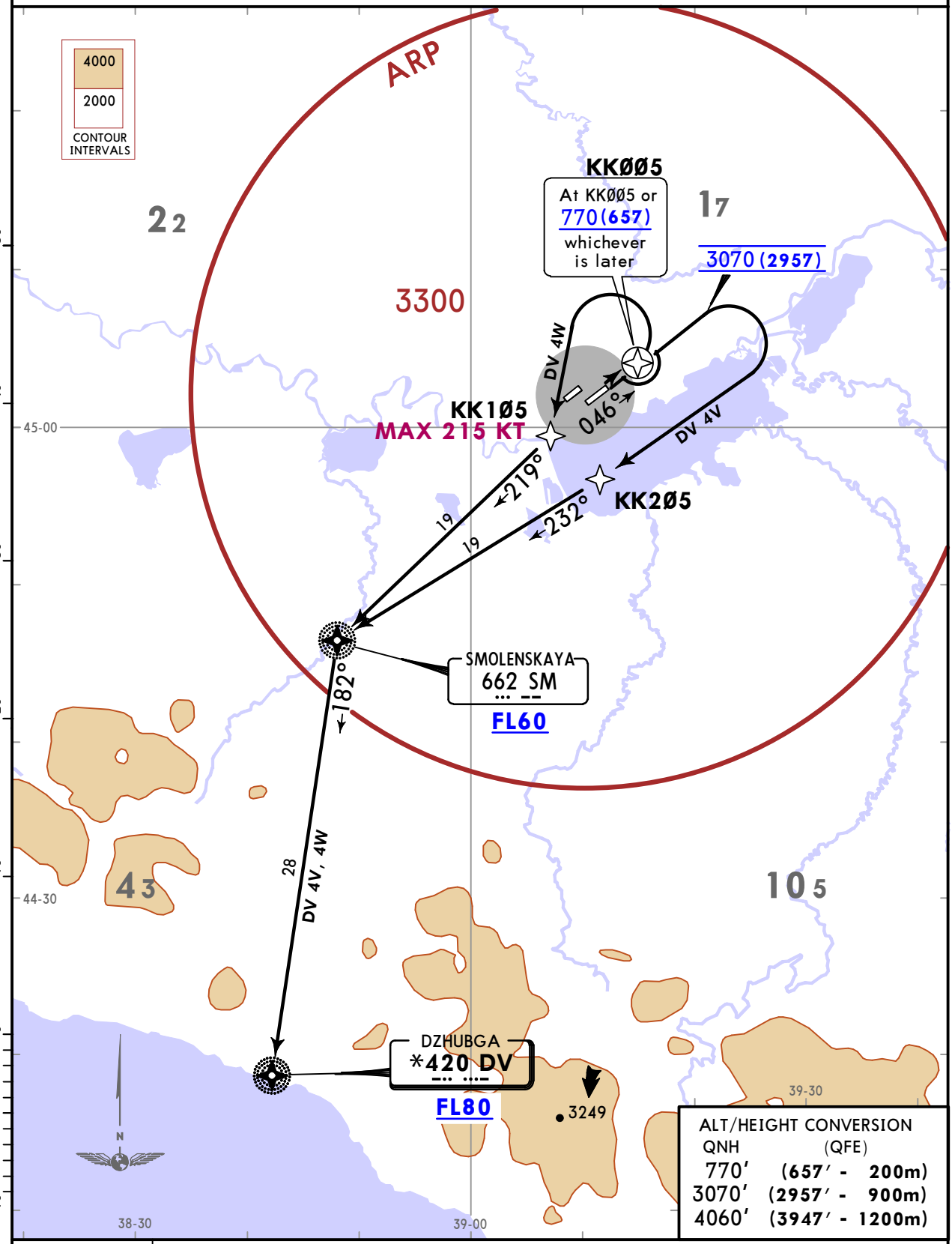
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3947) **1. RNAV 1.** **2. GNSS required.** 3. EXPECT close-in obstacles. 4. Contact KRASNODAR Radar after climbing to 770 (657).

DV 4V, DV 4W
RWY 05R RNAV DEPARTURES



SID	ROUTING
DV 4V	(3070) - KK205 - SM (FL60+) - DV (FL80+).
DV 4W	KK005 (770+) - KK105 (K215-) - SM (FL60+) - DV (FL80+).

CHANGES: General note.

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KULED 4T [KULE4T]
KURAD 4T [KURA4T]
ND 4T [ND4T]
RWY 23L RNAV DEPARTURES

KRASNODAR Radar (TWR) 121.3	QNH on request (QFE) Trans alt: 4060 (3941) **1. RNAV 1.** **2. GNSS required.** 3. Contact KRASNODAR Radar after climbing to 780 (661).
Apt Elev 118	

SID	ROUTING
KULED 4T	(520) - XT (K195-) - RF - KULED (FL90+).
KURAD 4T ❶	(520) - XT (K195-) - KURAD (FL70+).
ND 4T	(520) - XT (K195-) - RF - LENIR (FL150+) - ND (FL150+).

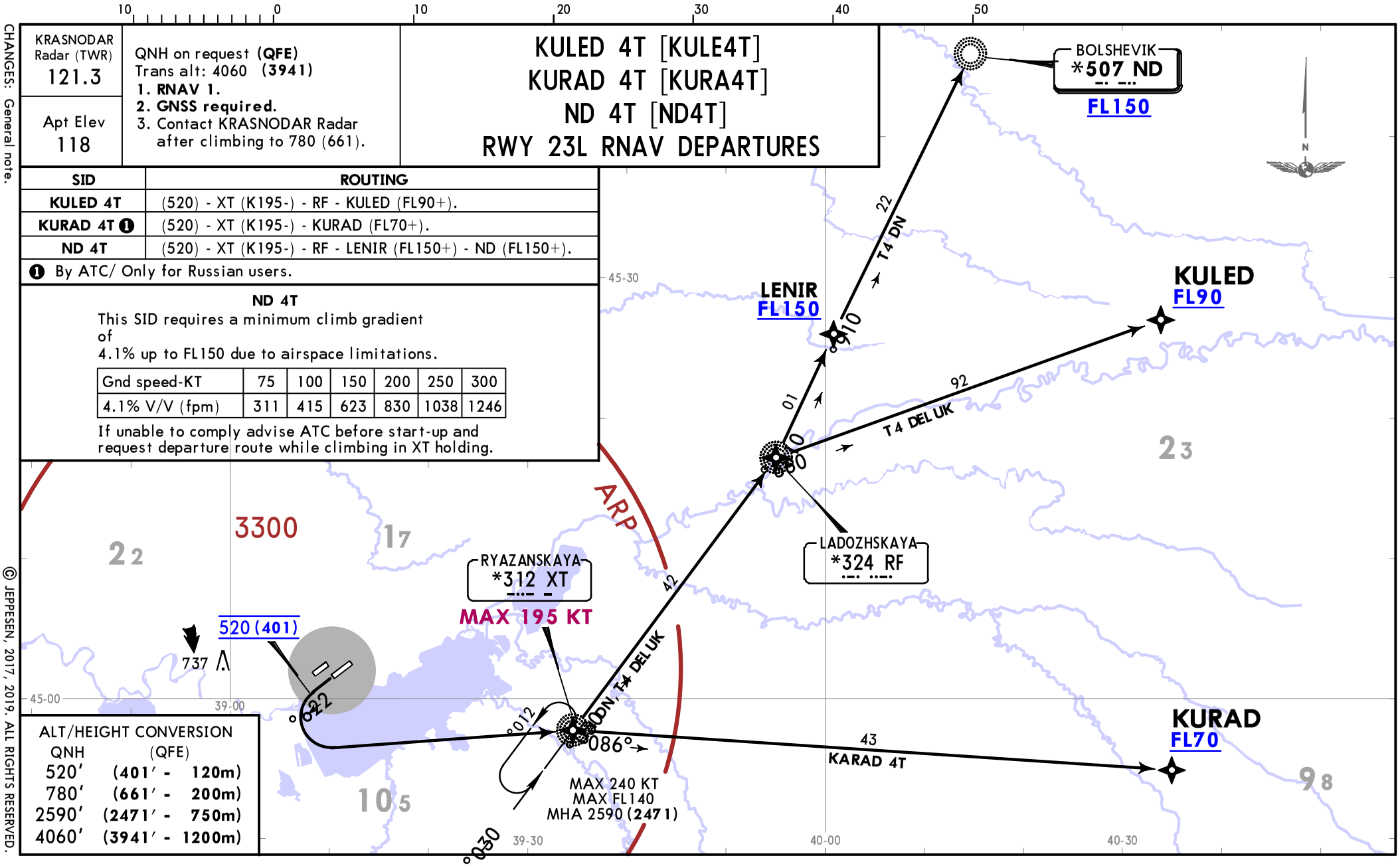
❶ By ATC/ Only for Russian users.

ND 4T

This SID requires a minimum climb gradient of
4.1% up to FL150 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

If unable to comply advise ATC before start-up and request departure route while climbing in XT holding.



ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(401′ - 120m)
780′	(661′ - 200m)
2590′	(2471′ - 750m)
4060′	(3941′ - 1200m)

CHANGES: General note.

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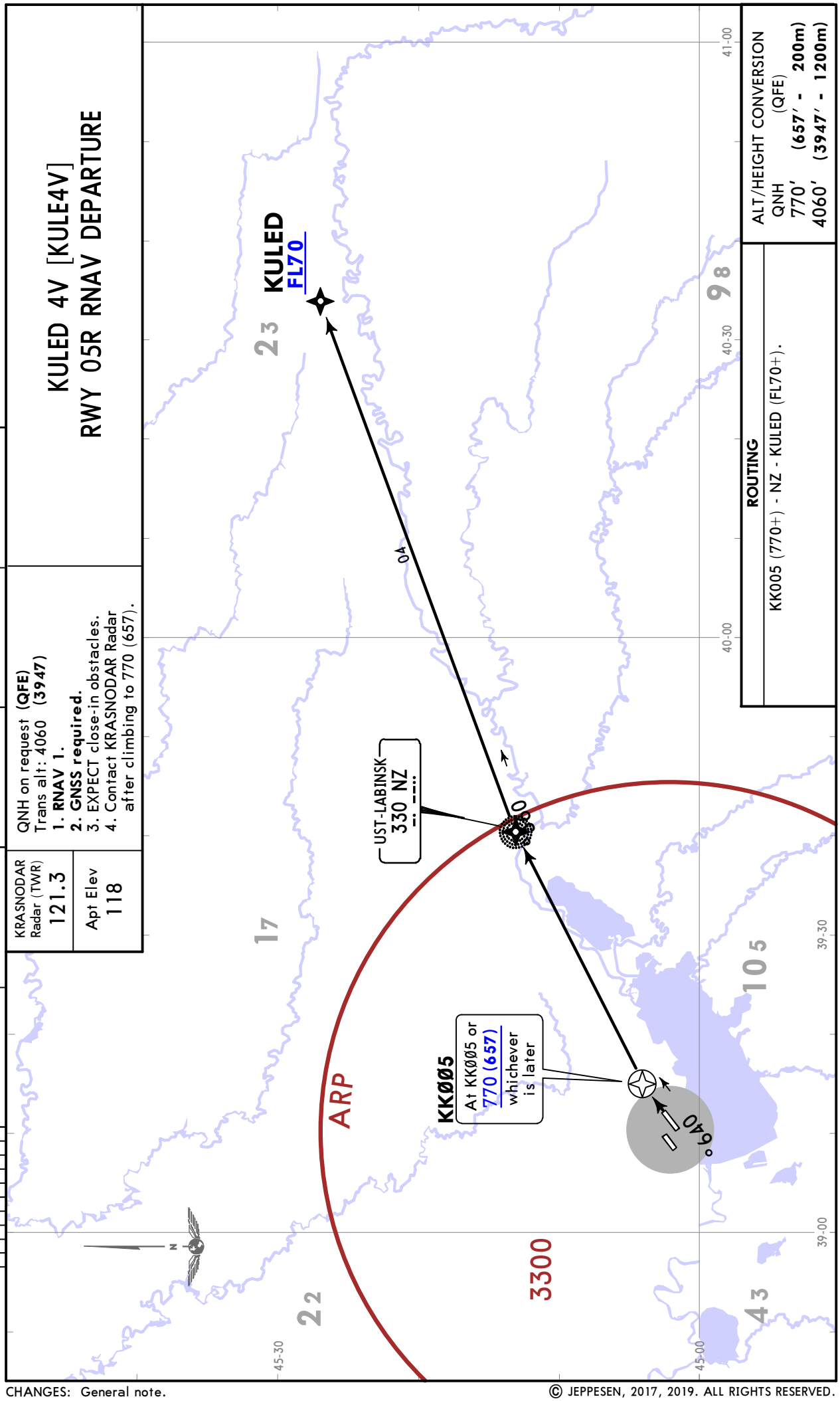
KULED 4V [KULE4V]
RWY 05R RNAV DEPARTURE

KRASNODAR Radar (TWR) 121.3

Apt Elev 118

QNH on request (QFE)
Trans alt: 4060 (3947)

1. **RNAV 1.**
2. **GNSS required.**
3. EXPECT close-in obstacles.
4. Contact KRASNODAR Radar after climbing to 770 (657).



ROUTING

KK005 (770+) - NZ - KULED (FL70+).

ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	(657′ - 200m)
4060′	(3947′ - 1200m)

CHANGES: General note.

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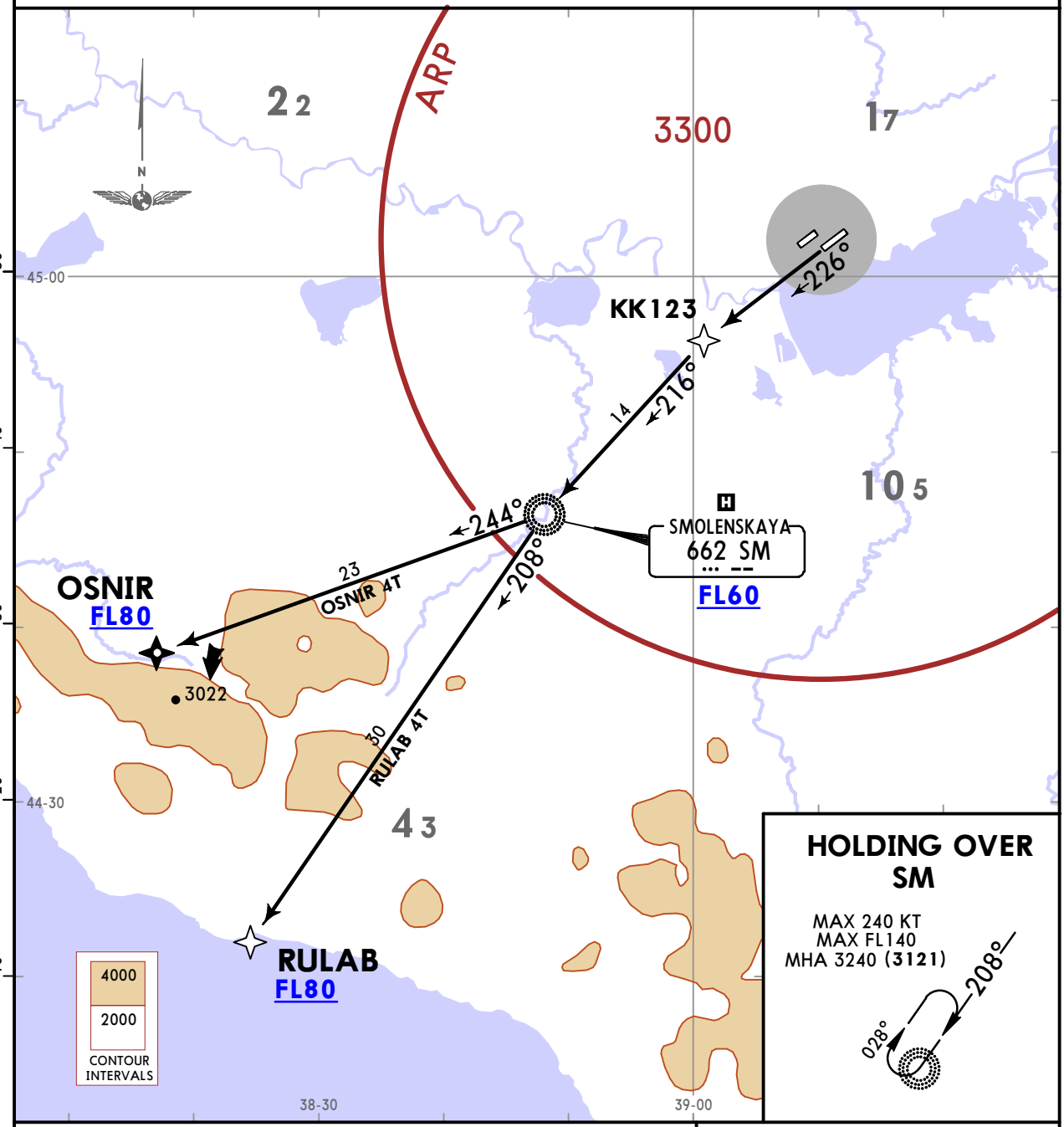
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request **(QFE)** Trans alt: 4060 **(3941)** **1. RNAV 1.** **2. GNSS required.** 3. Contact KRASNODAR Radar after climbing to 780 (661).

OSNIR 4T [OSNI4T]
RULAB 4T [RULA4T]
RWY 23L RNAV DEPARTURES



These SIDs require a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

ALT/HEIGHT CONVERSION

QNH	(QFE)
780′	**(661′ - 200m)**
3240′	**(3121′ - 950m)**
4060′	**(3941′ - 1200m)**

SID	ROUTING
OSNIR 4T ❶ By ATC	KK123 - SM (FL60+) - OSNIR (FL80+).
RULAB 4T	KK123 - SM (FL60+) - RULAB (FL80+).

❶ Only for Russian users.

CHANGES: General note.

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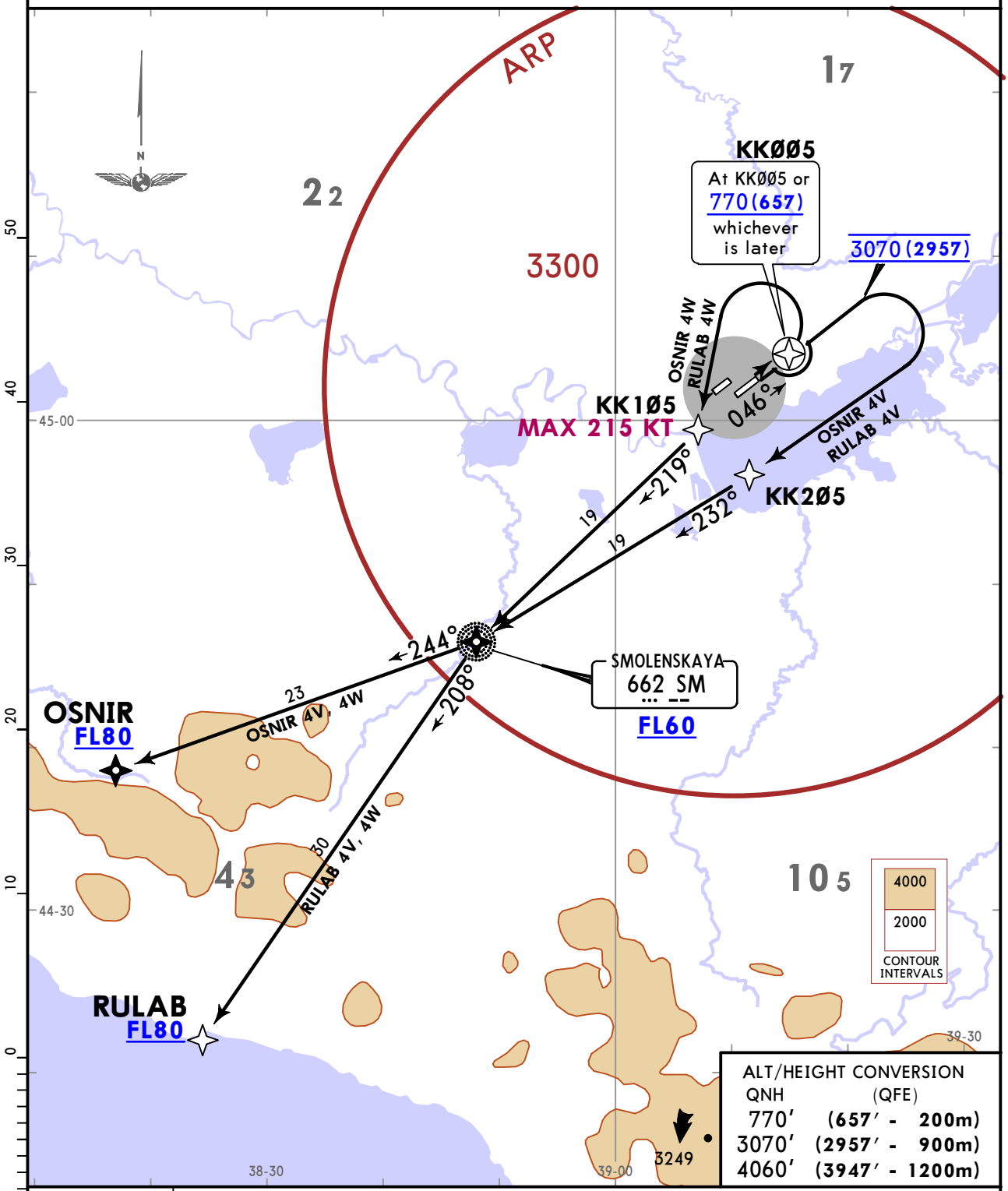
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3947) **1. RNAV 1.** **2. GNSS required.** 3. EXPECT close-in obstacles. 4. Contact KRASNODAR Radar after climbing to 770 (657).

OSNIR 4V [OSNI4V], OSNIR 4W [OSNI4W]
RULAB 4V [RULA4V], RULAB 4W [RULA4W]
RWY 05R RNAV DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	(657′ - 200m)
3070′	(2957′ - 900m)
4060′	(3947′ - 1200m)

SID	ROUTING
OSNIR 4V ❶	(3070) - KK205 - SM (FL60+) - OSNIR (FL80+).
OSNIR 4W ❶	KK005 (770+) - KK105 (K215-) - SM (FL60+) - OSNIR (FL80+).
RULAB 4V	(3070) - KK205 - SM (FL60+) - RULAB (FL80+).
RULAB 4W	KK005 (770+) - KK105 (K215-) - SM (FL60+) - RULAB (FL80+).

❶ By ATC/ Only for Russian users.

CHANGES: General note.

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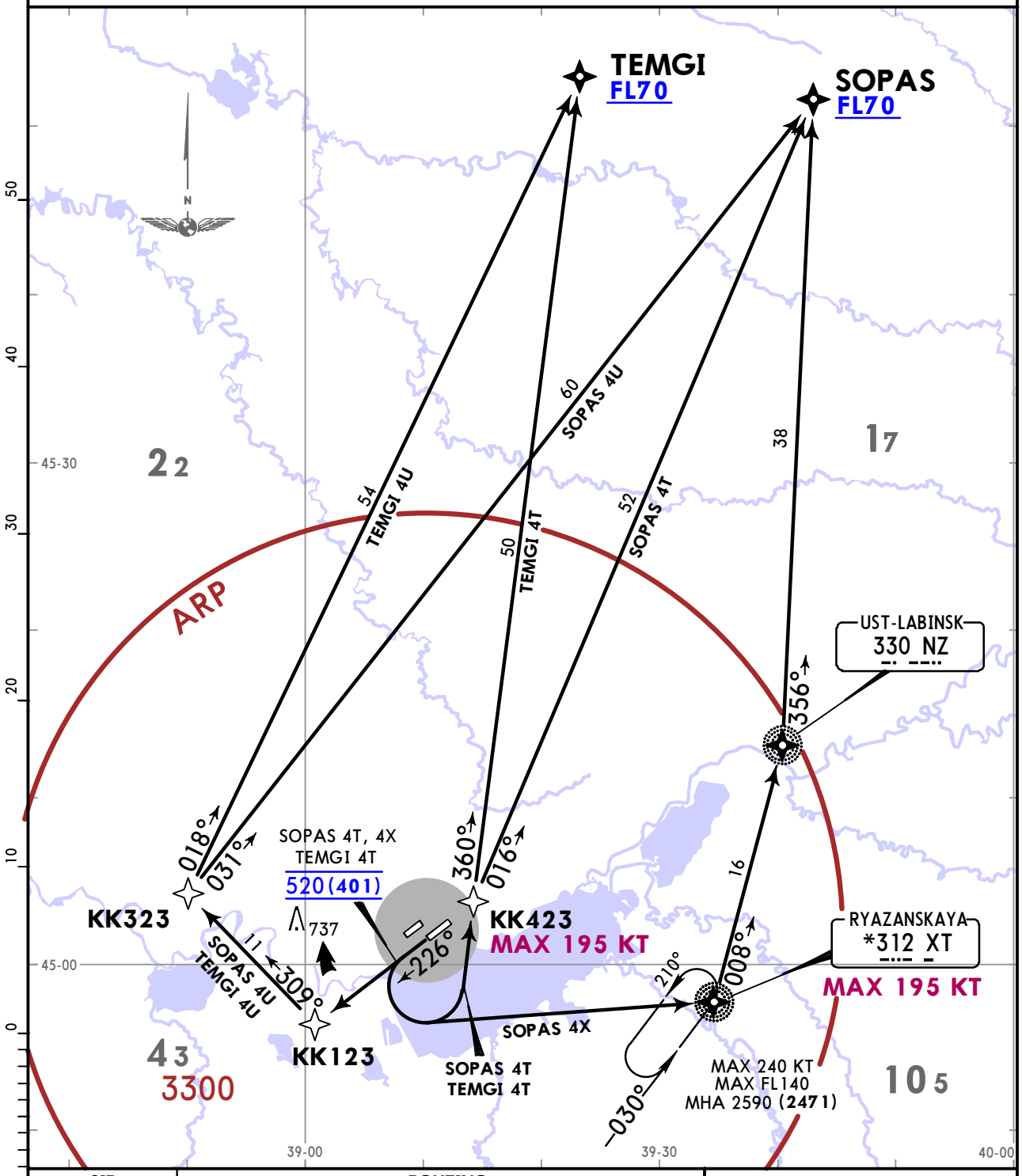
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3941) **1. RNAV 1.** **2. GNSS required.** 3. Contact KRASNODAR Radar after climbing to 780 (661).

SOPAS 4T [SOPA4T], SOPAS 4U [SOPA4U], SOPAS 4X [SOPA4X] TEMGI 4T [TEMG4T], TEMGI 4U [TEMG4U] RWY 23L RNAV DEPARTURES

BY ATC

FOR RUSSIAN USERS ONLY



SID	ROUTING
SOPAS 4T	(520) - KK423 (K195-) - SOPAS (FL70+).
SOPAS 4U	KK123 - KK323 - SOPAS (FL70+).
SOPAS 4X	(520) - XT (K195-) - NZ - SOPAS (FL70+).
TEMGI 4T	(520) - KK423 (K195-) - TEMGI (FL70+).
TEMGI 4U	KK123 - KK323 - TEMGI (FL70+).

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(401′ - 120m)
780′	(661′ - 200m)
2590′	(2471′ - 750m)
4060′	(3941′ - 1200m)

CHANGES: General note.

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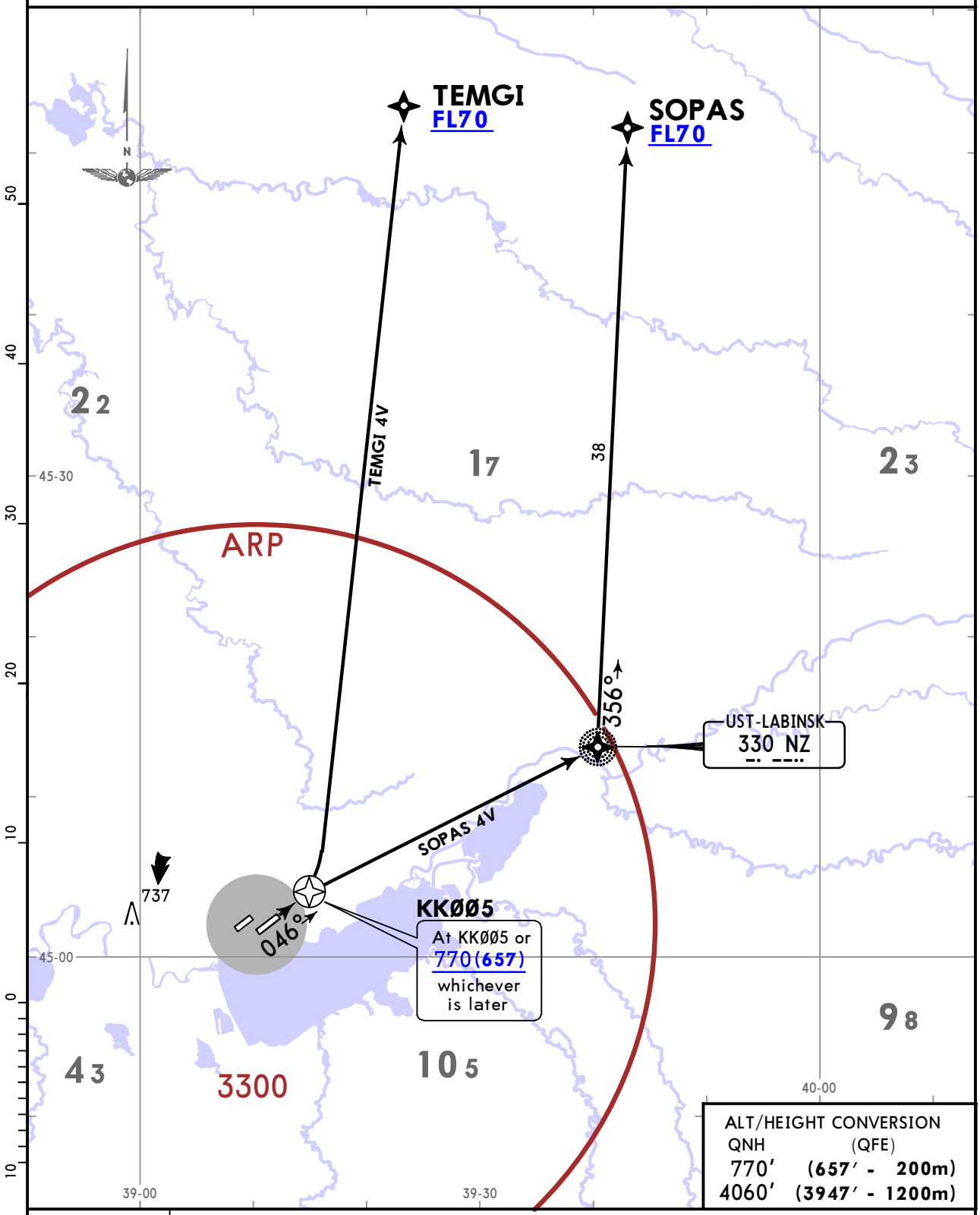
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3947) 1. RNAV 1. 2. GNSS required. 3. EXPECT close-in obstacles. 4. Contact KRASNODAR Radar after climbing to 770 (657).

SOPAS 4V [SOPA4V], TEMGI 4V [TEMG4V]
RWY 05R RNAV DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



SID	ROUTING
SOPAS 4V	KK005 (770+) - NZ - SOPAS (FL70+).
TEMGI 4V	KK005 (770+) - TEMGI (FL70+).

CHANGES: General note.

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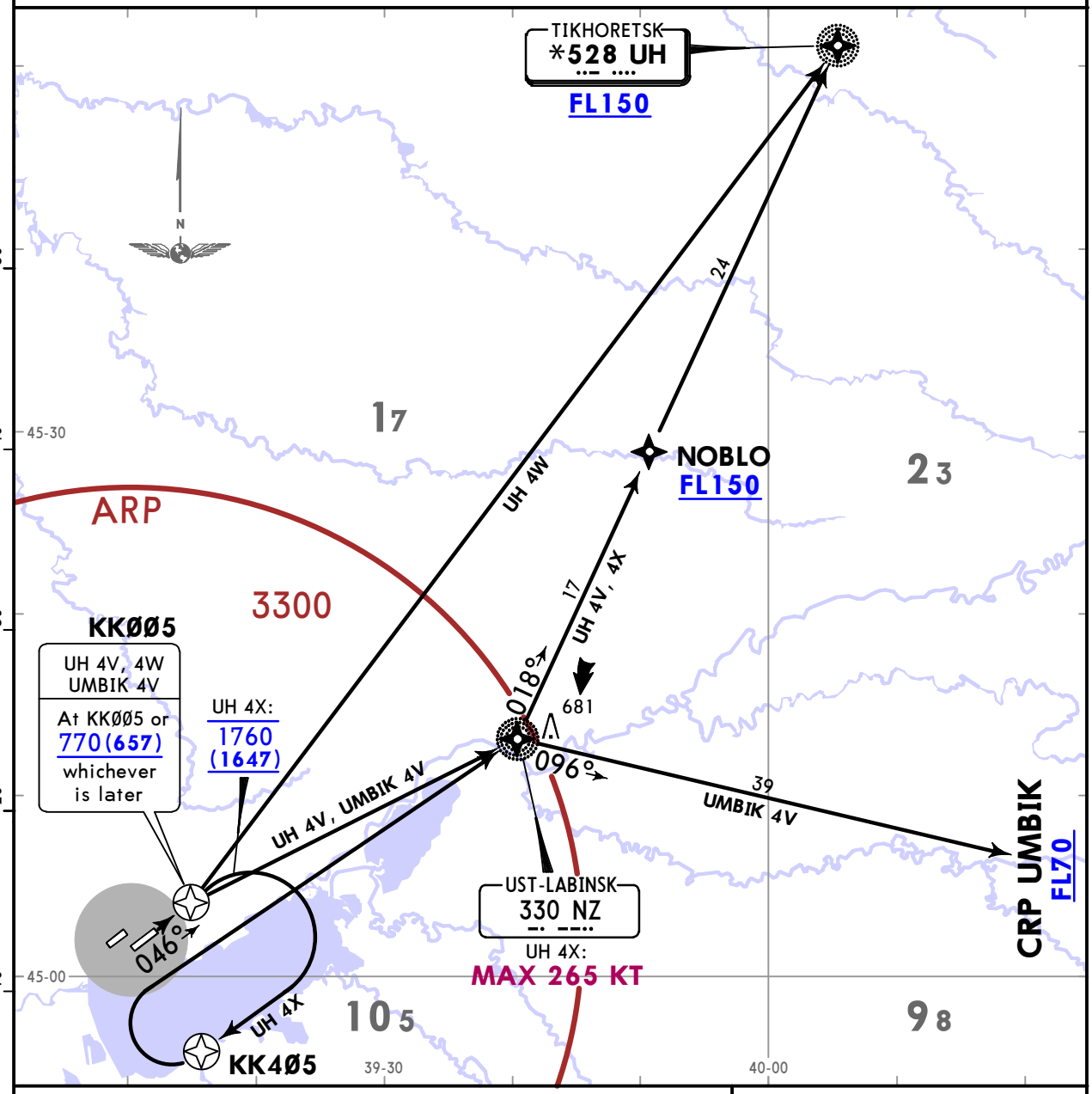
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3947) **1. RNAV 1.** **2. GNSS required.** 3. EXPECT close-in obstacles. 4. Contact KRASNODAR Radar after climbing to 770 (657).

UH 4V [UH4V], UH 4W [UH4W], UH 4X [UH4X]
UMBIK 4V [UMBI4V]
RWY 05R RNAV DEPARTURES



These SIDs require minimum climb gradients of
UH 4V: 6.1% up to FL150 due to airspace limitations.
UH 4W: 4.0% up to FL150 due to airspace limitations, if unable to comply advise ATC before start-up and use SID UH 4X.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.1% V/V (fpm)	463	618	927	1235	1544	1853

ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	(657′ - 200m)
1760′	(1647′ - 500m)
4060′	(3947′ - 1200m)

SID	ROUTING
UH 4V	KK005 (770+) - NZ - NOBLO (FL150+) - UH (FL150+).
UH 4W By ATC	KK005 (770+) - UH (FL150+).
UH 4X	(1760) - KK405 - NZ (K265-) - NOBLO (FL150+) - UH (FL150+).
UMBIK 4V ❶	KK005 (770+) - NZ - UMBIK (FL70+).

❶ By ATC/ Only for Russian users.

CHANGES: General note.

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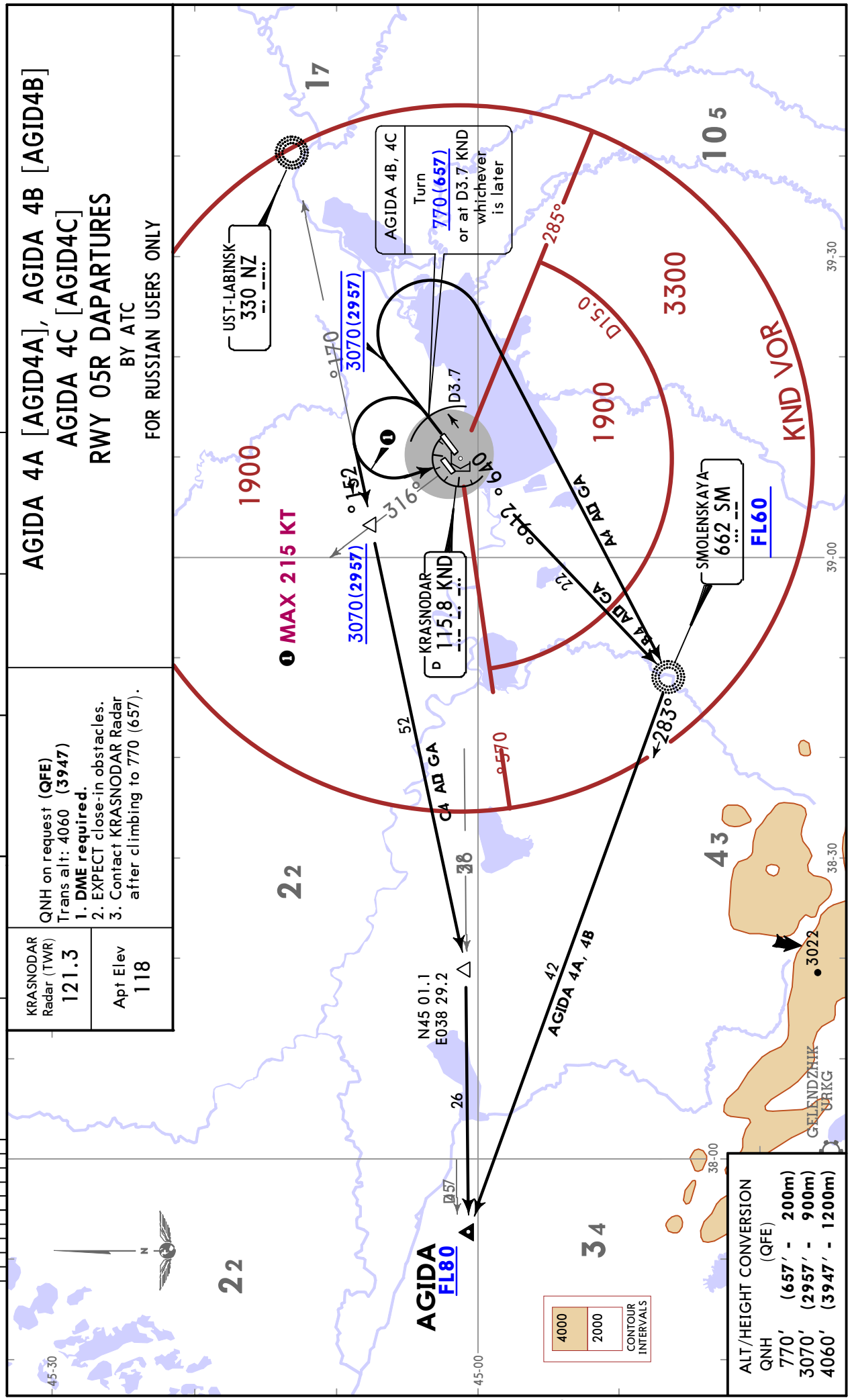
AGIDA 4A [AGID4A], AGIDA 4B [AGID4B]
AGIDA 4C [AGID4C]
RWY 05R DAPARTURES

BY ATC
FOR RUSSIAN USERS ONLY

KRASNODAR Radar (TWR) 121.3
Apt Elev 118

QNH on request (QFE)
Trans alt: 4060 (3947)
1. **DME required.**
2. EXPECT close-in obstacles.
3. Contact KRASNODAR Radar after climbing to 770 (657).



CHANGES: General note.

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AGIDA 4D

This SID requires a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

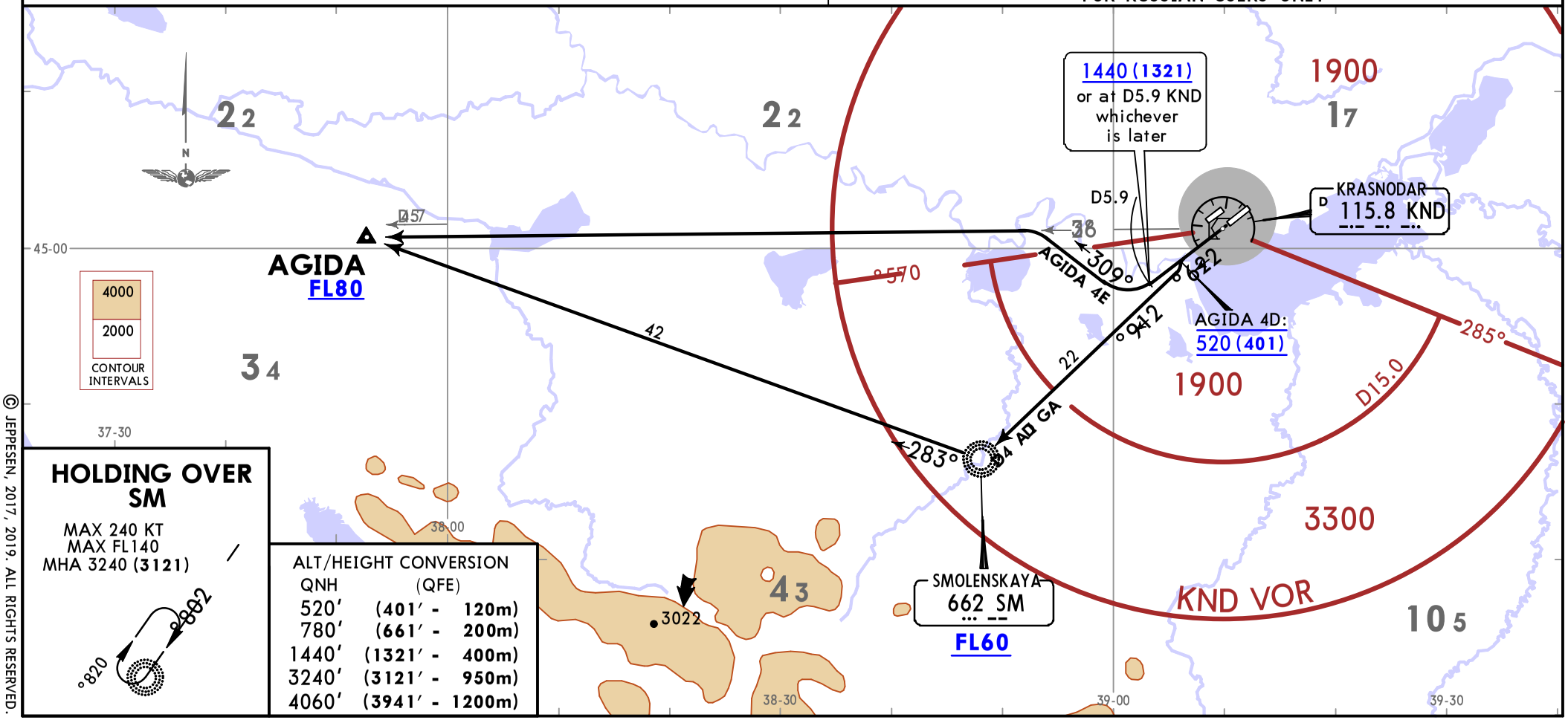
If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

KRASNODAR Radar (TWR)	Apt Elev	
121.3	118	QNH on request (**QFE**) Trans alt: 4060 (**3941**) **1. DME required.** 2. Contact KRASNODAR Radar after climbing to 780 (661).

AGIDA 4D [AGID4D], AGIDA 4E [AGID4E] RWY 23L DAPARTURES

BY ATC

FOR RUSSIAN USERS ONLY



HOLDING OVER SM

MAX 240 KT
MAX FL140
MHA 3240 (**3121**)

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(401′ - 120m)
780′	(661′ - 200m)
1440′	(1321′ - 400m)
3240′	(3121′ - 950m)
4060′	(3941′ - 1200m)

CHANGES: General note.

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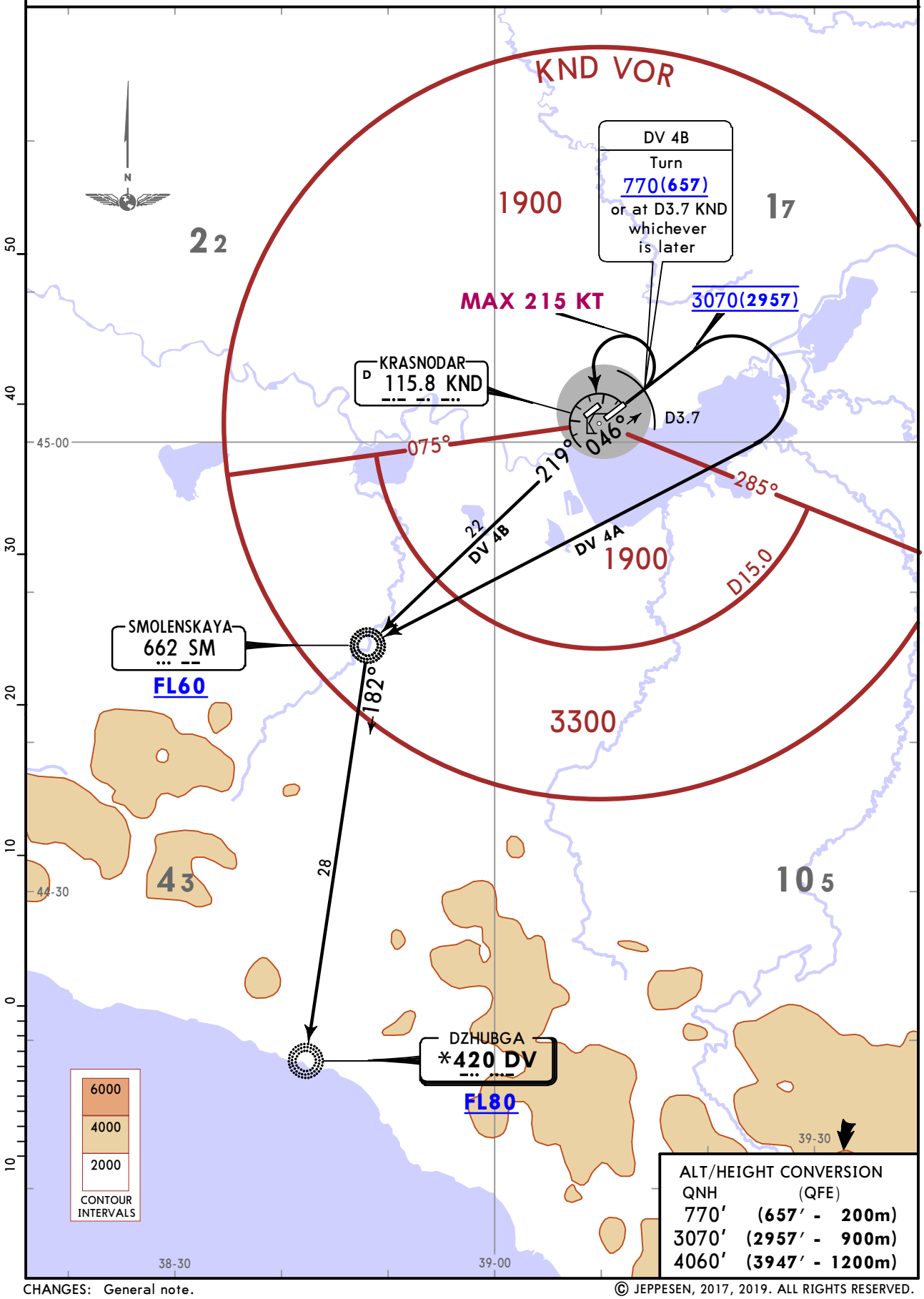
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (**QFE**) Trans alt: 4060 (**3947**) **1. DME required.** 2. EXPECT close-in obstacles. 3. Contact KRASNODAR Radar after climbing to 770 (657).

DV 4A, DV 4B
RWY 05R DEPARTURES



CHANGES: General note.

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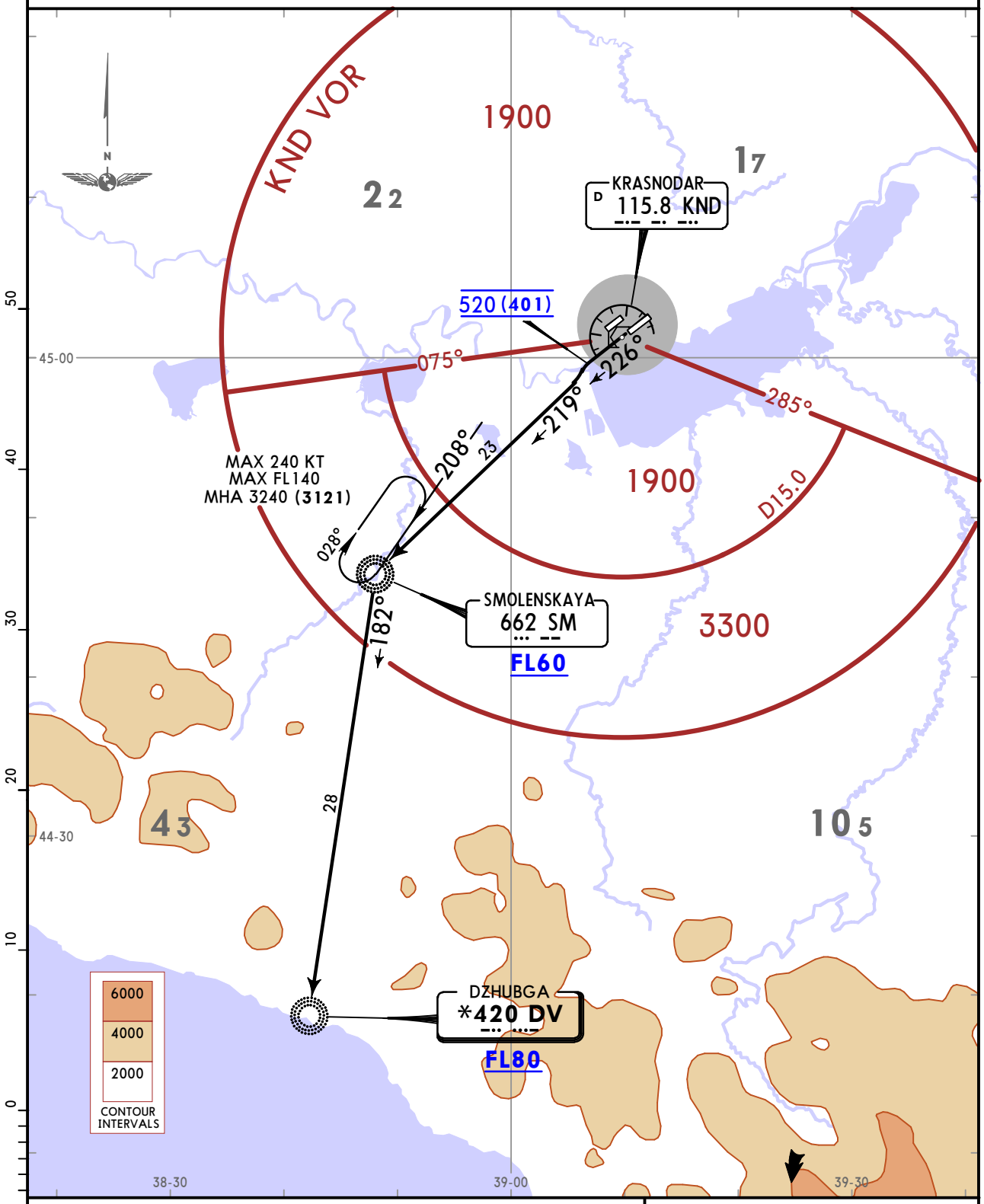
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request **(QFE)** Trans alt: 4060 **(3941)** **1. DME required.** 2. Contact KRASNODAR Radar after climbing to 780 (661).

DV 4D
RWY 23L DEPARTURE



This SID requires a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(401′ - 120m)
780′	(661′ - 200m)
3240′	(3121′ - 950m)
4060′	(3941′ - 1200m)

CHANGES: General note.

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QNH on request (QFE)
Trans alt: 4060 (3947)
1. DME required.
2. EXPECT close-in obstacles.
3. Contact KRASNODAR Radar after climbing to 770 (657).

Apt Elev 118

KRASNODAR Radar (TWR) 121.3

ALT/HEIGHT CONVERSION (QFE)

QNH		
770′	(657′ -	200m)
1760′	(1647′ -	500m)
4060′	(3947′ -	1200m)

KULED 4A [KULE4A]
RWY 05R DAPARTURE

KULED (D64.7 KND) FL70

UST-LABINSK 330 NZ

MAX 240 KT
MAX FL140
MHA 1760 (1647)

770 (657) or at D3.7 KND whichever is later

KRASNODAR 115.8 KND

KND VOR

D3.7

D15.0

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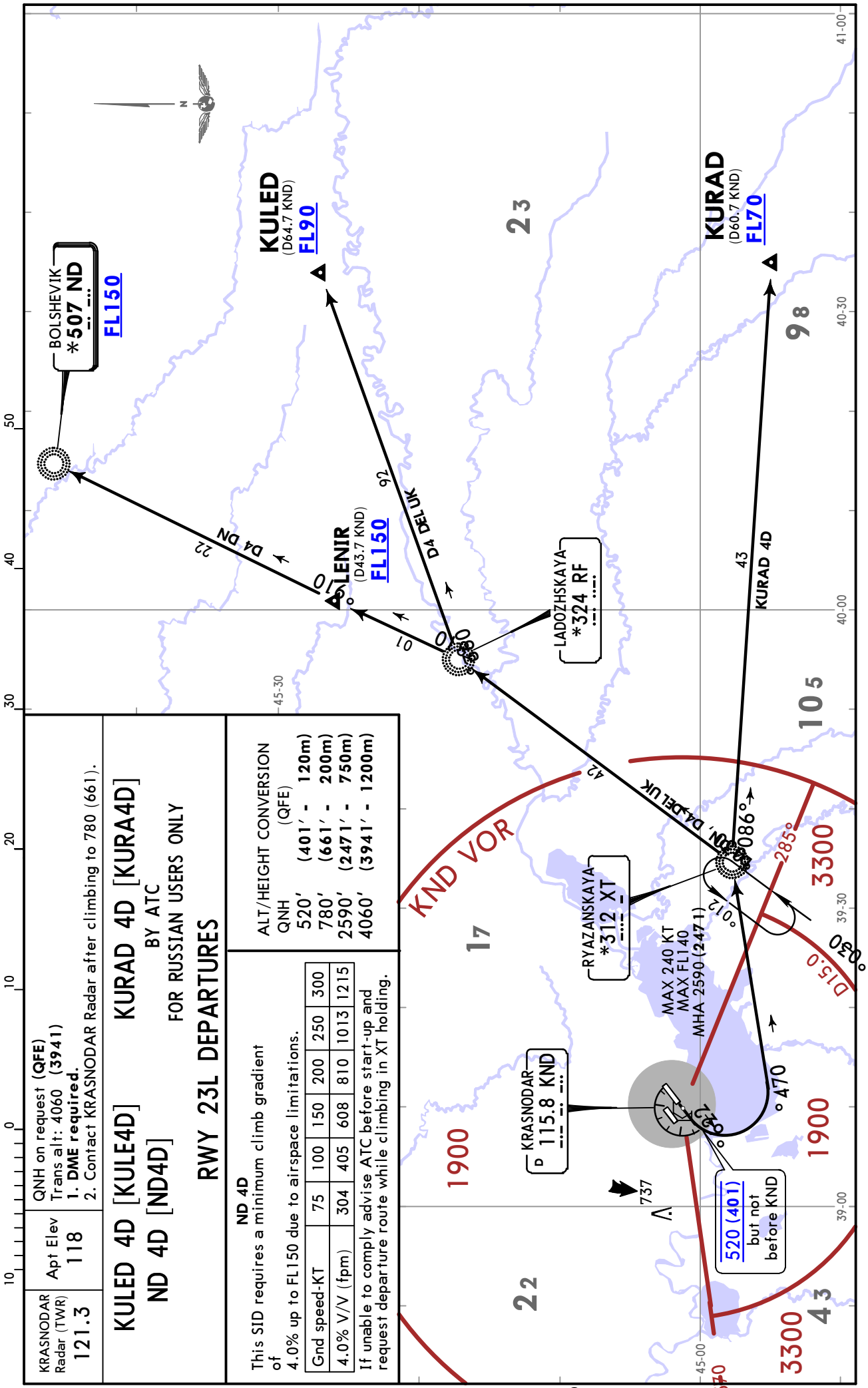

KRASNODAR Radar (TWR) 121.3

Apt Elev 118

QNH on request (QFE)
Trans alt: 4060 (3941)
1. DME required.
2. Contact KRASNODAR Radar after climbing to 780 (661).

KULED 4D [KULE4D]
ND 4D [ND4D]

KURAD 4D [KURA4D]
BY ATC
FOR RUSSIAN USERS ONLY

RWY 23L DEPARTURES

ND 4D

This SID requires a minimum climb gradient of 4.0% up to FL150 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215

If unable to comply advise ATC before start-up and request departure route while climbing in XT holding.

ALT/HEIGHT CONVERSION (QFE)

QNH		
520′	(401′ -	120m)
780′	(661′ -	200m)
2590′	(2471′ -	750m)
4060′	(3941′ -	1200m)

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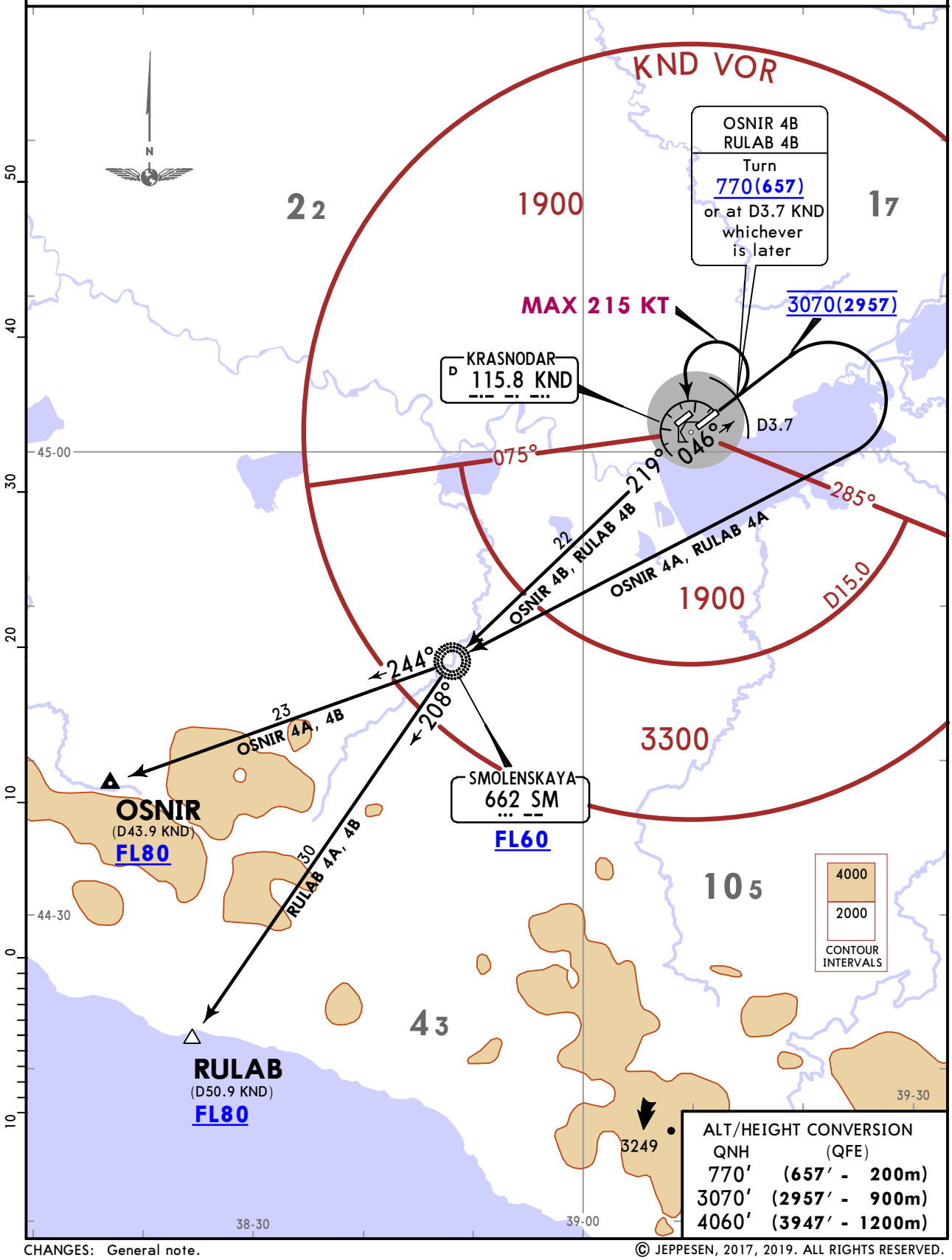
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3947) **1. DME required.** 2. EXPECT close-in obstacles. 3. Contact KRASNODAR Radar after climbing to 770 (657).

OSNIR 4A [OSNI4A], OSNIR 4B [OSNI4B]
BY ATC
FOR RUSSIAN USERS ONLY

RULAB 4A [RULA4A], RULAB 4B [RULA4B]
RWY 05R DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	(657′ - 200m)
3070′	(2957′ - 900m)
4060′	(3947′ - 1200m)

CHANGES: General note.

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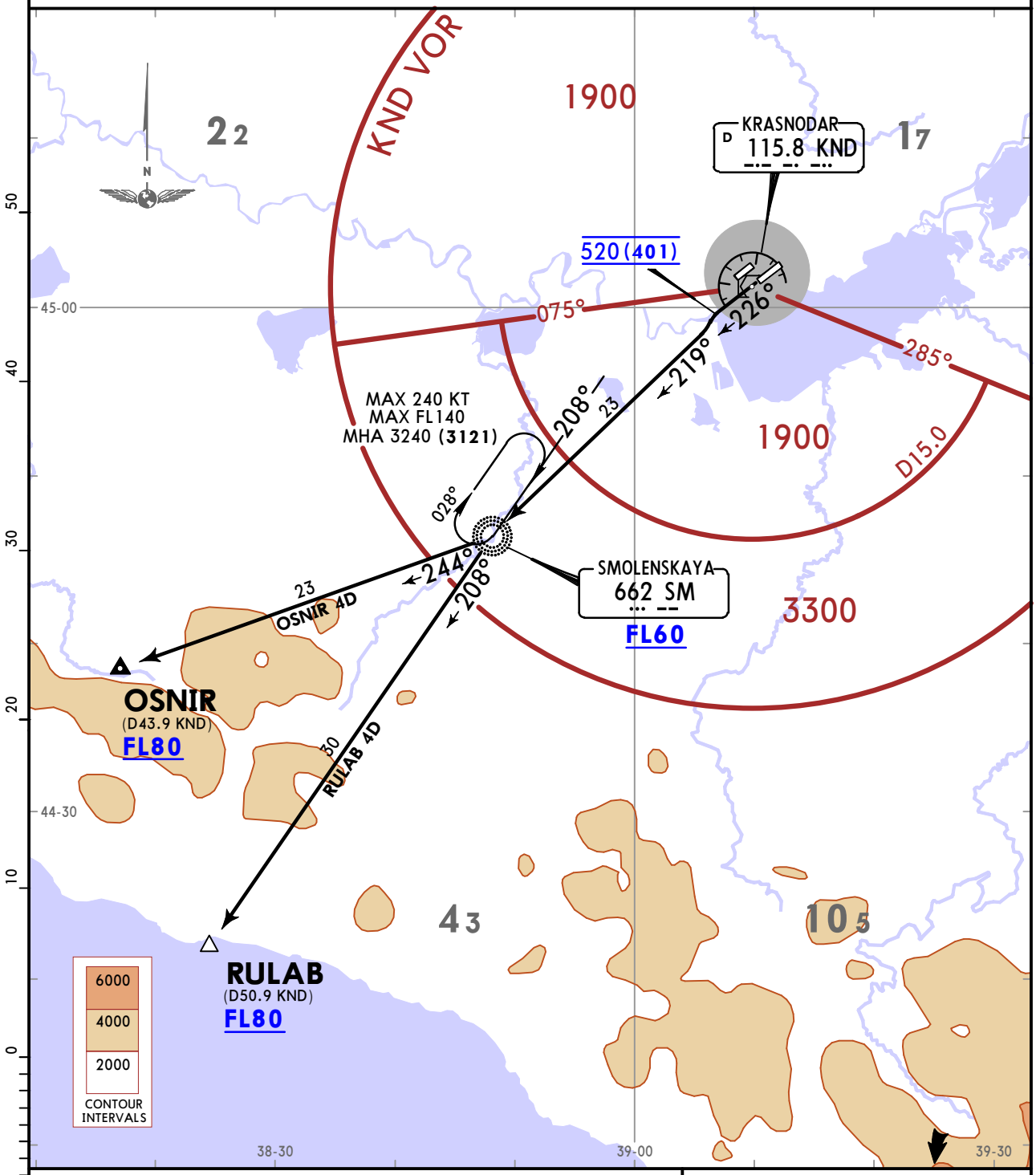
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request **(QFE)** Trans alt: 4060 **(3941)** **1. DME required.** 2. Contact KRASNODAR Radar after climbing to 780 (661).

OSNIR 4D [OSNI4D]
BY ATC
FOR RUSSIAN USERS ONLY

RULAB 4D [RULA4D]
RWY 23L DEPARTURES



These SIDs require a minimum climb gradient of
4.5% up to FL60 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply advise ATC before start-up and request departure route while climbing in SM holding.

ALT/HEIGHT CONVERSION

QNH	(QFE)
520′	(401′ - 120m)
780′	(661′ - 200m)
3240′	3121′ - 950m)
4060′	(3941′ - 1200m)

CHANGES: General note.

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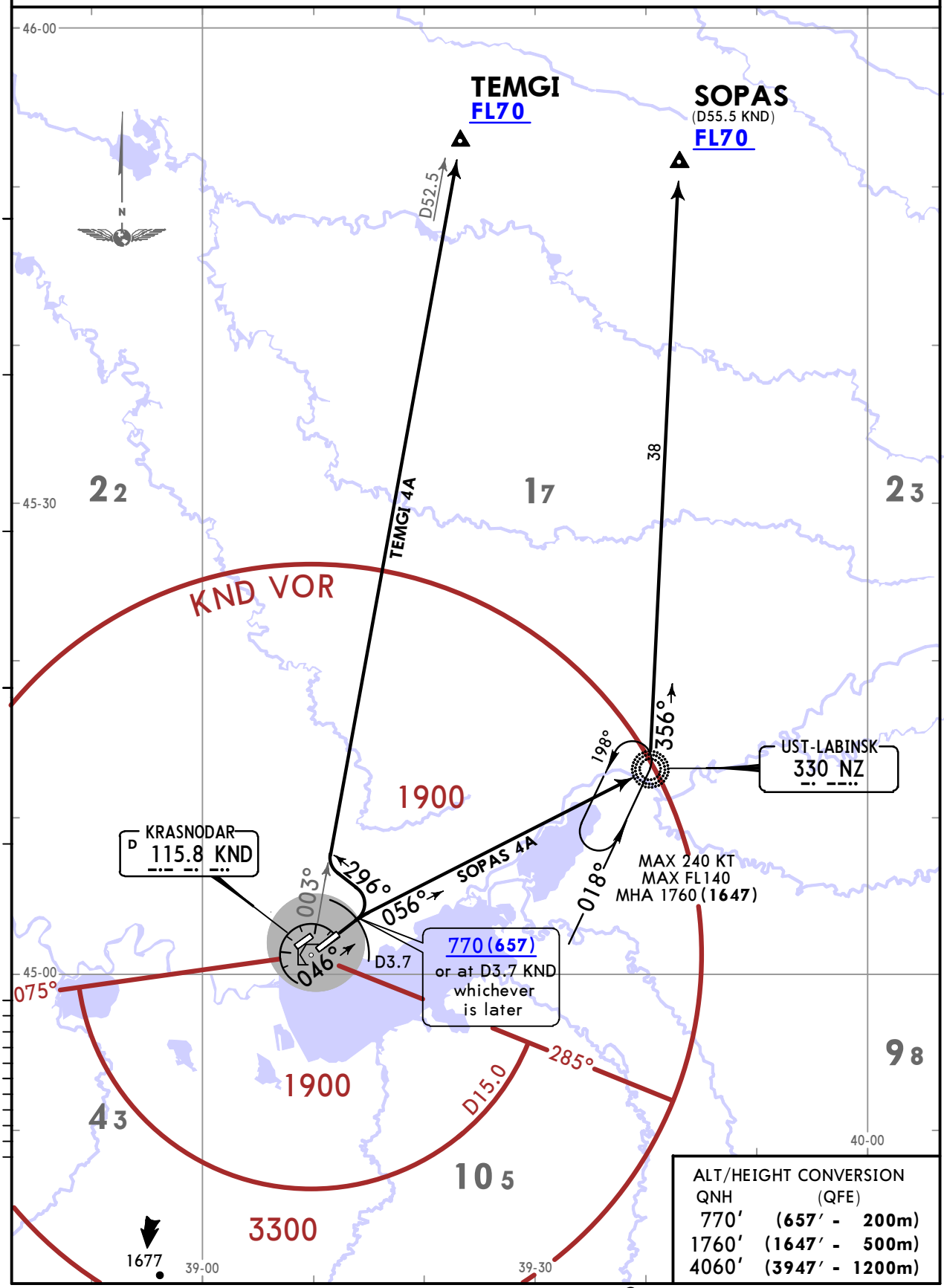
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request **(QFE)** Trans alt: 4060 **(3947)** **1. DME required.** 2. EXPECT close-in obstacles. 3. Contact KRASNODAR Radar after climbing to 770 (657).

SOPAS 4A [SOPA4A], TEMGI 4A [TEMG4A]
RWY 05R DEPARTURES
BY ATC
FOR RUSSIAN USERS ONLY



CHANGES: General note.

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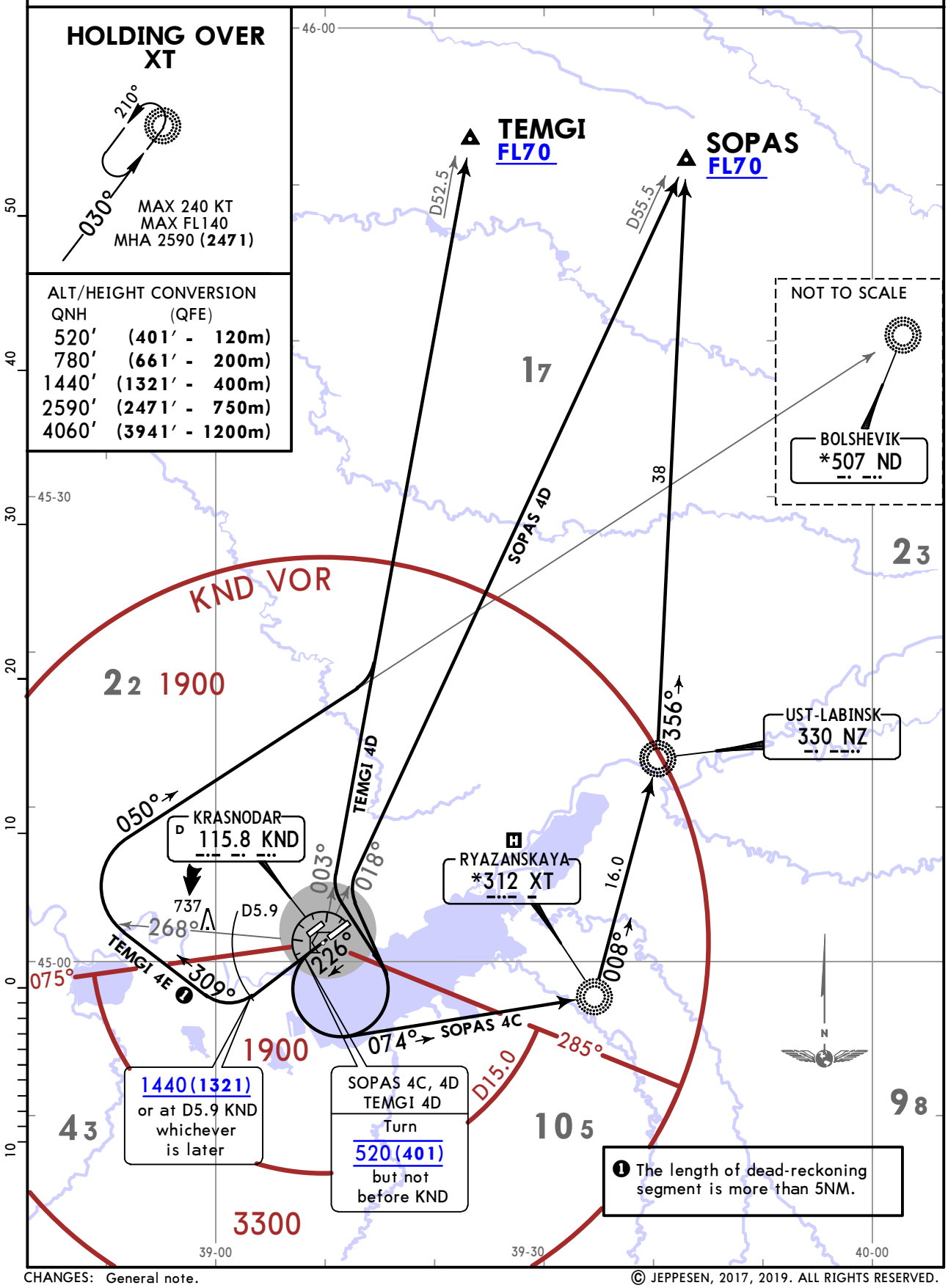
KRASNODAR Radar (TWR) 121.3	Apt Elev 118	QNH on request (QFE) Trans alt: 4060 (3941) 1. DME required. 2. Contact KRASNODAR Radar after climbing to 780 (661).

SOPAS 4C [SOPA4C], SOPAS 4D [SOPA4D]
TEMGI 4D [TEMG4D], TEMGI 4E [TEMG4E]
RWY 23L DEPARTURES

BY ATC

FOR RUSSIAN USERS ONLY



CHANGES: General note.

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KRASNODAR Radar (TWR) 121.3	QNH on request (**QFE**) Trans alt: 4060 (**3947**) 1. **DME required.** 2. EXPECT close-in obstacles. 3. Contact KRASNODAR Radar after climbing to 770 (657).
Apt Elev 118	

UH 4A [UH4A]

UH 4B [UH4B]

UMBIK 4A [UMBI4A]❶

BY ATC

RWY 05R DEPARTURES

These SIDs require minimum climb gradients of

UH 4A: 6.1% up to FL150 due to airspace limitations. If unable to comply advise ATC before start-up and request departure route while climbing in NZ holding.

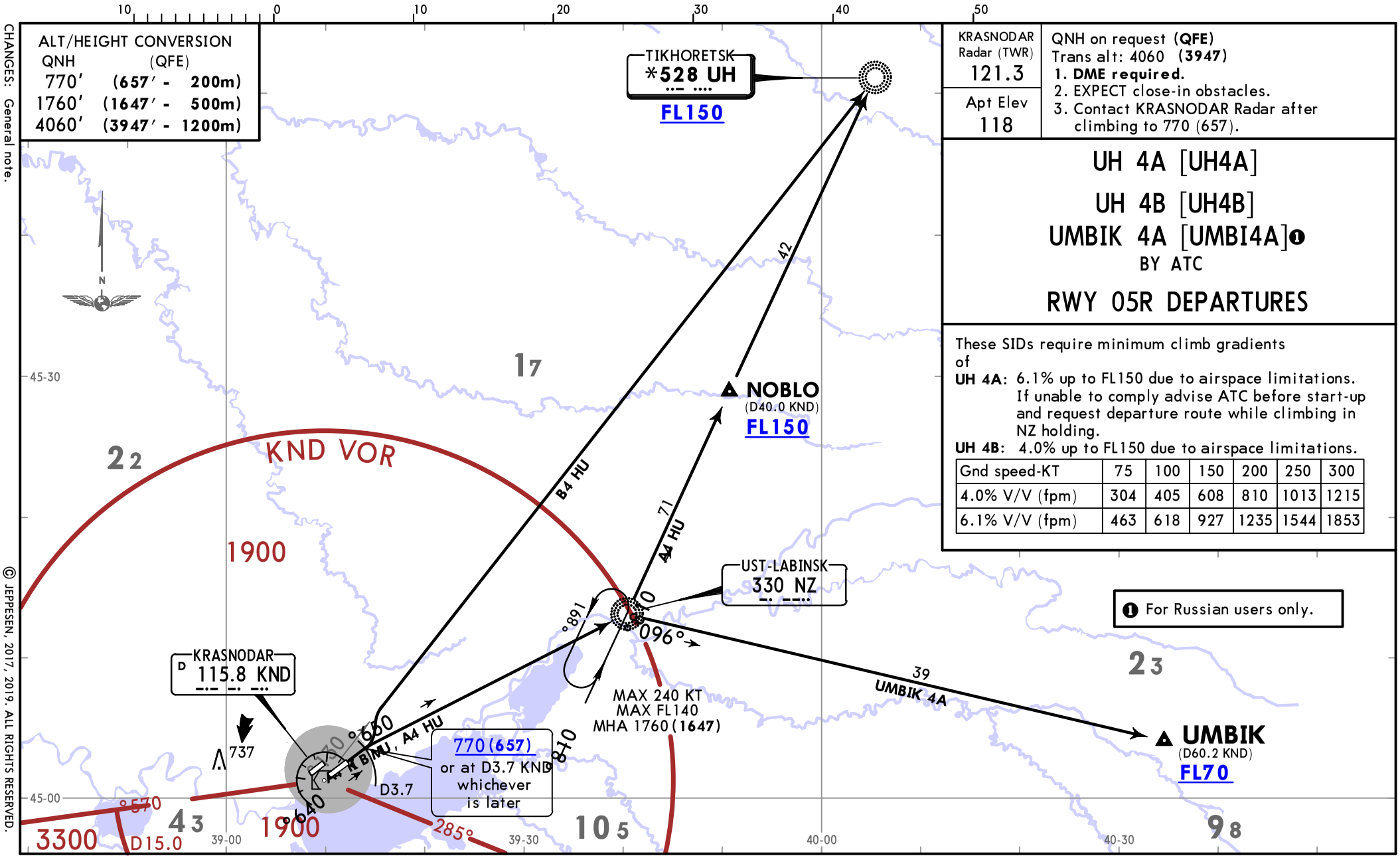
UH 4B: 4.0% up to FL150 due to airspace limitations.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.1% V/V (fpm)	463	618	927	1235	1544	1853

❶ For Russian users only.

ALT/HEIGHT CONVERSION

QNH	(QFE)
770′	(657′ - 200m)
1760′	(1647′ - 500m)
4060′	(3947′ - 1200m)



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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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URKK/KRR

Apt Elev **118′**

N45 02.1 E039 10.2

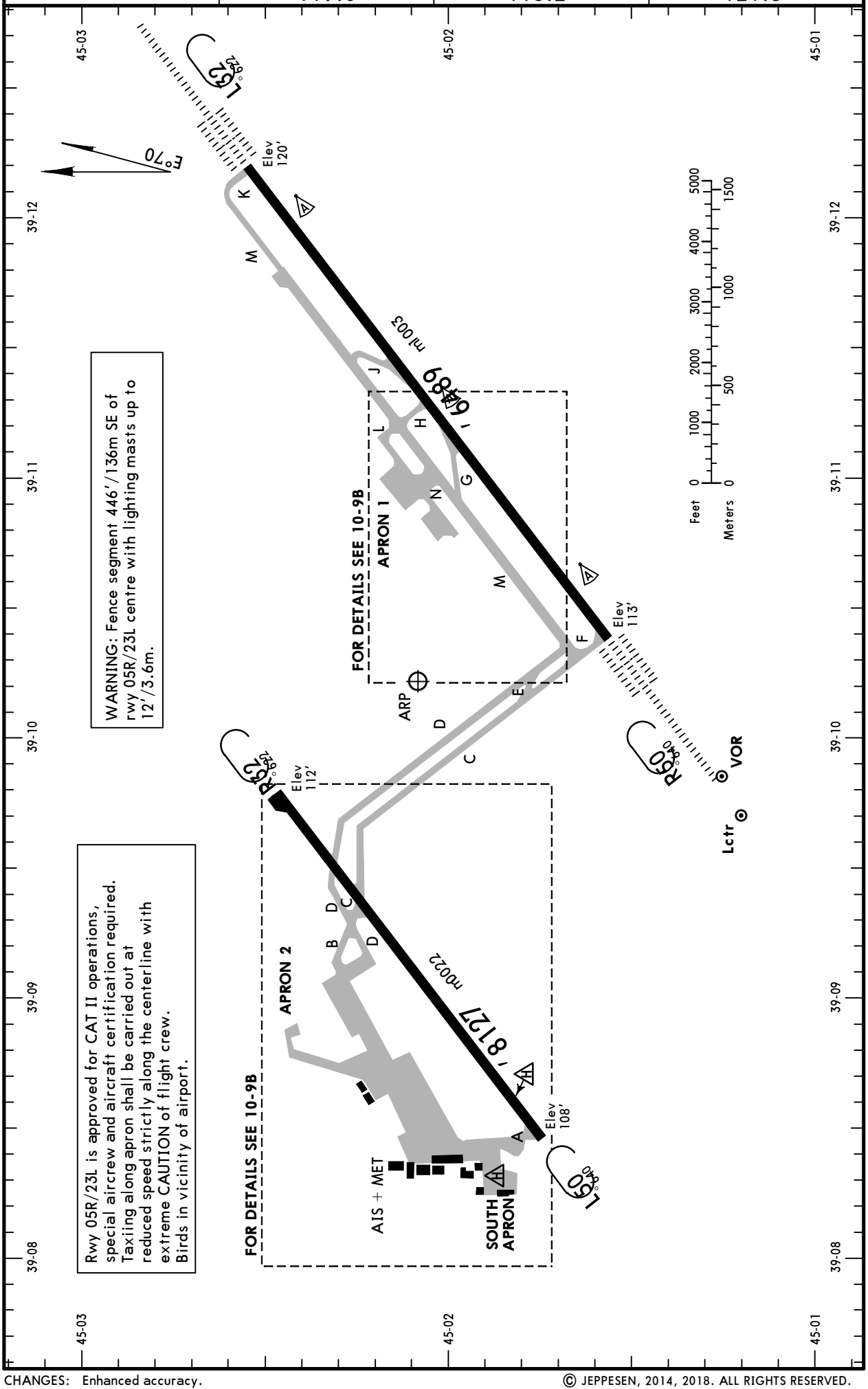
JEPPESEN

9 FEB 18 (10-9)

KRASNODAR, RUSSIA

PASHKOVSKIY

ATIS	KRASNODAR Ground	Tower	Radar (TWR)
122.45 (Russian 121.8)	119.0	118.2	121.3



CHANGES: Enhanced accuracy.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L 23R					161′ 49m
05R 23L	HIRL (60m) CL (15m) ALSF-II TDZ PAPI-L ❶ RVR		8691′ 2649m / 8632′ 2631m		148′ 45m

❶ angle 2.67°

TAXI INFORMATION

TWY A is 59′/18 m wide and has no strengthened shoulders.
The radius of junction of TWY A and RWY 05L/23R is 131′/40 m, instead of normative 164′/50 m.

ACFT taxiing via TWY A (from the apron to stand 5) shall be carried out at low speed, under increased caution, strictly along TWY centre line, after the Follow-me vehicle.

PARKING INFORMATION

Parking on stand 1 facing North-West only, taxi-out shall be carried out towards TWY B.

ACFT parking onto stand VIP3 shall be carried out by towing facing North-West only.

Parking of ACFT onto stands 6, 12, 13, 22 thru 26 shall be carried out facing North-West only. Taxiing from the stands to start-up position, abeam these stands on the apron shall be carried out by towing.

Taxiing of ACFT to/from stands 14 and 15 shall be carried out by towing.

LOW VISIBILITY PROCEDURES (LVP)

LVP applied when RVR 550m or less.

The following is prohibited during LVP:
- take-off not from RWY extremity,
- take-off without stop at line-up position.

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, B, C	200m (150m)	250m	400m
D	250m (200m)	300m	

RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.

CHANGES: None.

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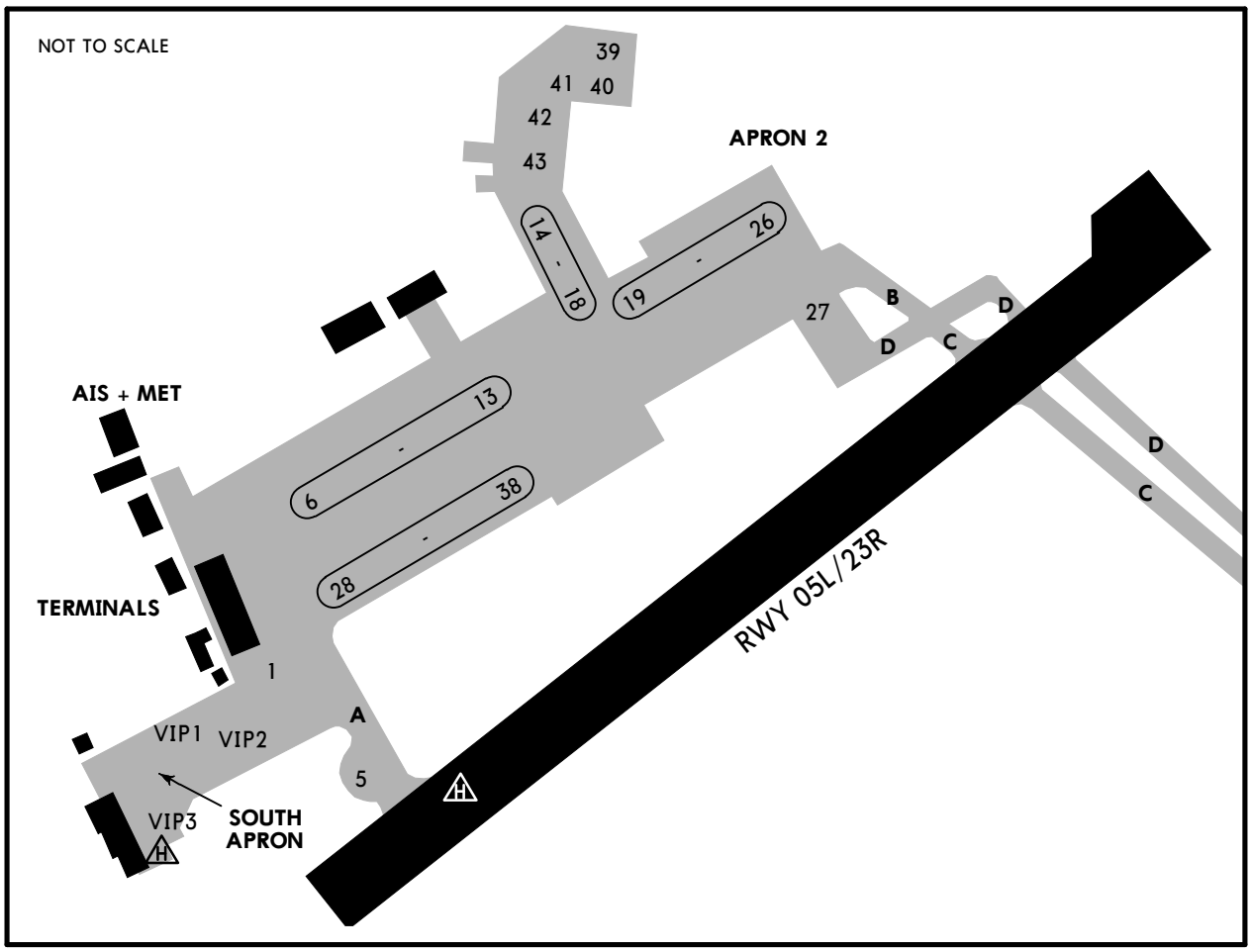

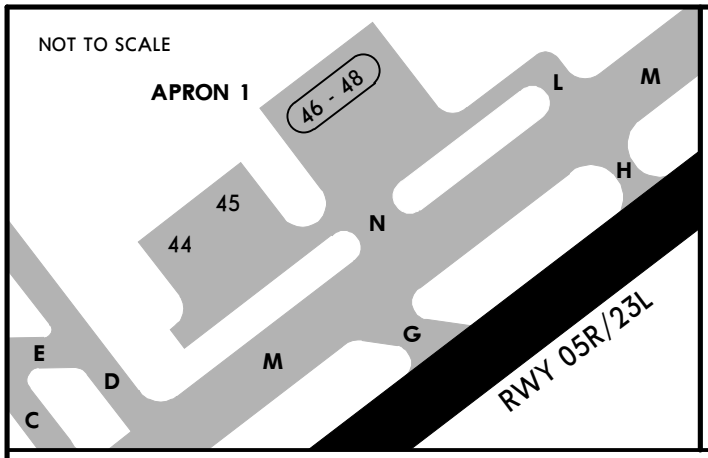

Stands 1, 5 thru 13, 18 thru 26, 28 thru 41 available for helicopters. Stand 27 available for de-icing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
VIP-1	N45 01.9 E039 08.3	31	N45 02.1 E039 08.5
VIP-2	N45 01.9 E039 08.4	32 thru 34	N45 02.1 E039 08.6
VIP-3	N45 01.8 E039 08.3	35 thru 38	N45 02.1 E039 08.7
1	N45 01.9 E039 08.4	39 thru 42	N45 02.4 E039 08.8
5	N45 01.8 E039 08.4	43	N45 02.3 E039 08.8
6 thru 9	N45 02.1 E039 08.5	44, 45	N45 02.0 E039 10.8
10 thru 12	N45 02.1 E039 08.6	46	N45 02.1 E039 10.9
13	N45 02.2 E039 08.7	47, 48	N45 02.1 E039 11.0
14	N45 02.3 E039 08.7		
15, 16	N45 02.2 E039 08.7		
17 thru 21	N45 02.2 E039 08.8		
22 thru 24	N45 02.3 E039 08.9		
25, 26	N45 02.3 E039 09.0		
27	N45 02.2 E039 09.1		
28 thru 30	N45 02.0 E039 08.5		

CHANGES: Stands 26 and 27, 27A withdrawn.

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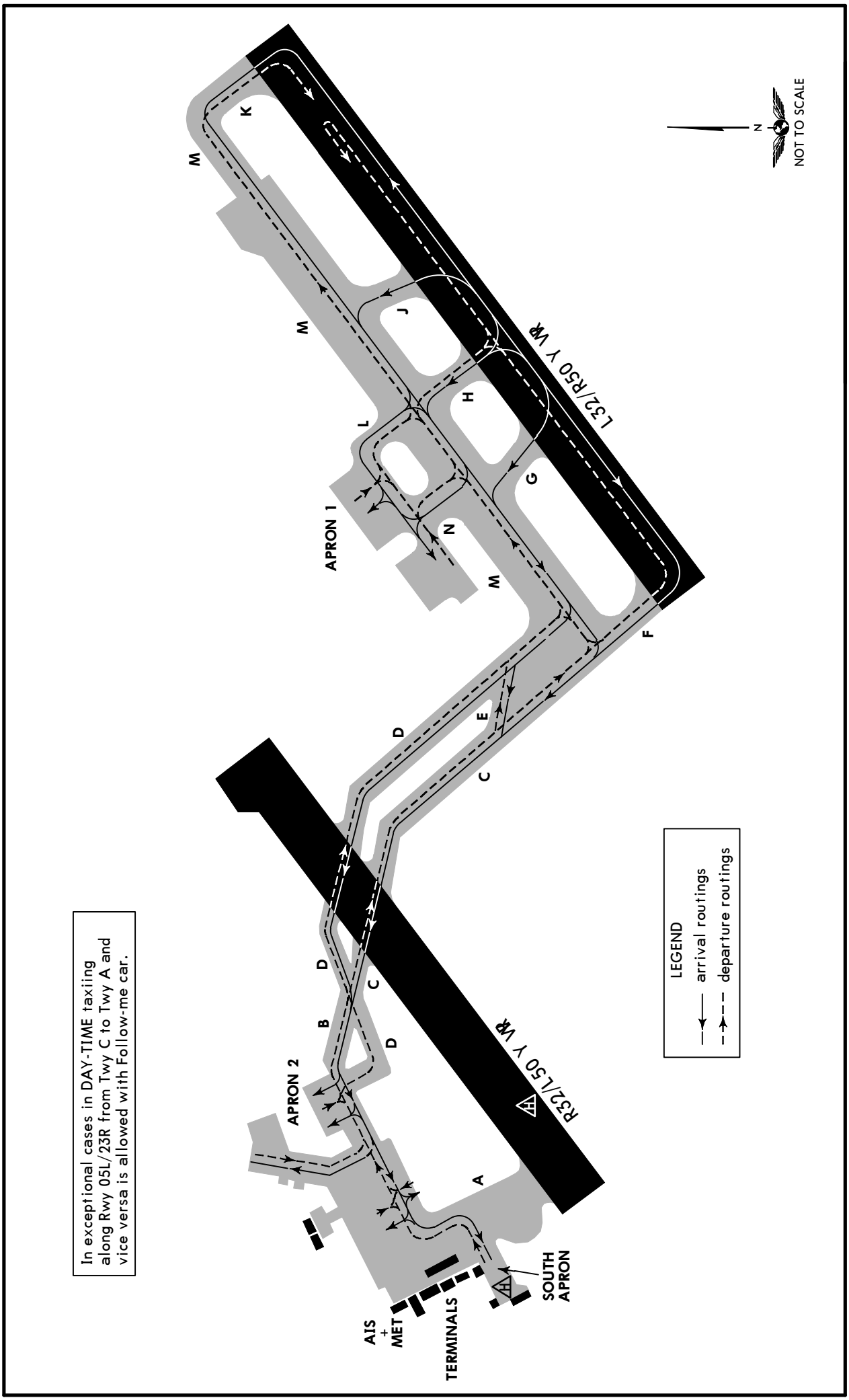

CHANGES: None.

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STRAIGHT-IN RWY		A	B	C	D
05R	Z, Y or X CAT 2 ILS	**213**′(100′) **RA104′R300m**	**213**′(100′) **RA104′R300m**	**218**′(105′) **RA110′R300m**	**231**′(118′) **RA125′R300m**
	Z, Y or X ILS FULL TDZ or CL out ALS out	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m
	GLS FULL TDZ or CL out ALS out	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m	**313**′(200′) **R550m** R720m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶ ALS out	**480**′(367′) **R1000m** R1500m	**480**′(367′) **R1000m** R1500m	**480**′(367′) **R1000m** R1700m	**480**′(367′) **R1000m** R1700m
	Z, X or W VOR ❶❷ ALS out	**480**′(367′) **R1000m** R1500m	**480**′(367′) **R1000m** R1500m	**480**′(367′) **R1000m** R1700m	**480**′(367′) **R1000m** R1700m
	Z, X or W VOR ❶❸ ALS out	**530**′(417′) **R1200m** R1500m	**530**′(417′) **R1200m** R1500m	**530**′(417′) **R1200m** R1900m	**530**′(417′) **R1200m** R1900m
	Y VOR ALS out	**580**′(467′) **R1700m** C2400m	**580**′(467′) **R1700m** C2400m	**580**′(467′) **R1900m** C2600m	**580**′(467′) **R1900m** C2600m
	Z or V NDB ❶ ALS out	**600**′(487′) **R1500m** R1500m	**600**′(487′) **R1500m** R1500m	**600**′(487′) **R1500m** C2300m	**600**′(487′) **R1500m** C2300m
	Z or V NDB ALS out	**600**′(487′) **R1700m** C2500m	**600**′(487′) **R1700m** C2500m	**600**′(487′) **R1900m** C2700m	**600**′(487′) **R1900m** C2700m
	Y, X or W NDB ❶ ALS out	**550**′(437′) **R1300m** R1500m	**550**′(437′) **R1300m** R1500m	**550**′(437′) **R1300m** R2000m	**550**′(437′) **R1300m** R2000m

❶Continuous Descent Final Approach.
❷with D1.7.
❸w/o D1.7.

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STRAIGHT-IN RWY		A	B	C	D
23L	Z, Y or X CAT 2 ILS	**219**′(100′) **RA102′R300m**	**219**′(100′) **RA102′R300m**	**224**′(105′) **RA107′R300m**	**237**′(118′) **RA120′R300m**
	Z, Y or X ILS FULL TDZ or CL out ALS out	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m
	GLS FULL TDZ or CL out ALS out	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m	**319**′(200′) **R550m** R720m R1200m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	RNAV ❶ ALS out	**480**′(361′) **R1000m** R1500m	**480**′(361′) **R1000m** R1500m	**480**′(361′) **R1000m** R1700m	**480**′(361′) **R1000m** R1700m
	Z, Y or X VOR ❶ ALS out	**560**′(441′) **R1400m** R1500m	**560**′(441′) **R1400m** R1500m	**560**′(441′) **R1400m** C2100m	**560**′(441′) **R1400m** C2100m
	Z, Y or X NDB ❶ ALS out	**630**′(511′) **R1500m** R1500m	**630**′(511′) **R1500m** R1500m	**630**′(511′) **R1600m** C2400m	**630**′(511′) **R1600m** C2400m

❶ Continuous Descent Final Approach.

CIRCLE-TO-LAND ❷	100 KT	135 KT	180 KT	205 KT
	690′(572′) V1500m❸	**690**′(572′) V1600m❸	**790**′(672′) V2400m❸	**830**′(712′) V3600m❸

❷ Prohibited Northwest of airport.
❸ or higher minimums of preceding straight-in approach.

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

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	LVP must be in Force: RL & CL	LVP must be in Force: 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		

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URKK/KRR
PASHKOVSKIY

JEPPESEN

31 AUG 18 (11-1) Eff 13 Sep

KRASNODAR, RUSSIA
ILS Z Rwy 05R

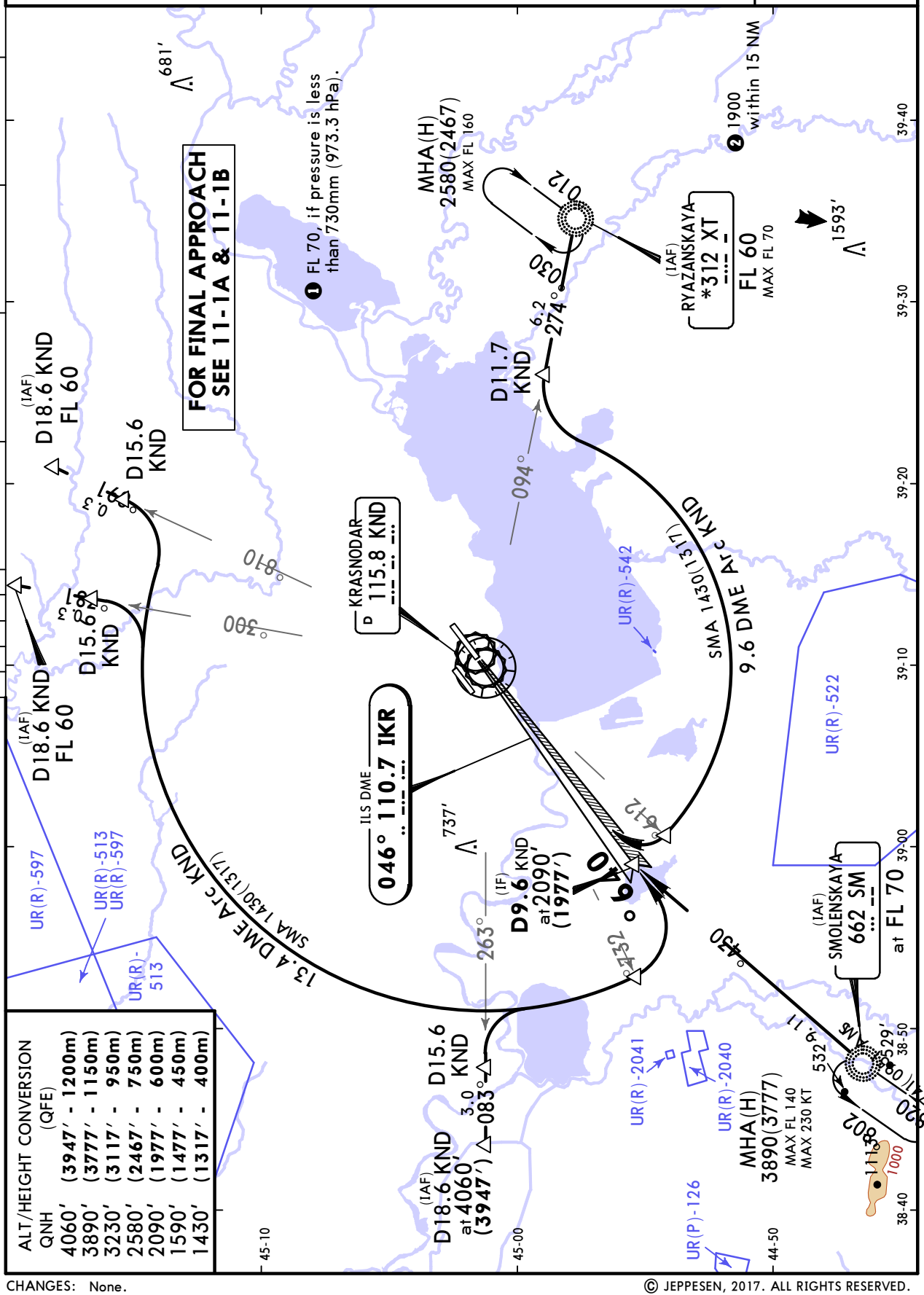
BRIEFING STRIP™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

LOC IKR	Final Apch Crs	GS	DA(H)	Apt Elev 118′
110.7	046°	Refer to chart 11-1A & 11-1B	Refer to chart 11-1A & 11-1B	Rwy 113′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)
DME required.

1900
075° 285°
3300 ❷
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE) QNH	
4060′	(3947′ - 1200m)
3890′	(3777′ - 1150m)
3230′	(3117′ - 950m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1590′	(1477′ - 450m)
1430′	(1317′ - 400m)

CHANGES: None.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18 (11-1A) Eff 13 Sep

KRASNODAR, RUSSIA ILS Z Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

LOC IKR	Final Apch Crs	GS D2.1 IKR	ILS DA(H)	Apt Elev 118′ Rwy 113′
110.7	046°	769′(656′)	313′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holding area.

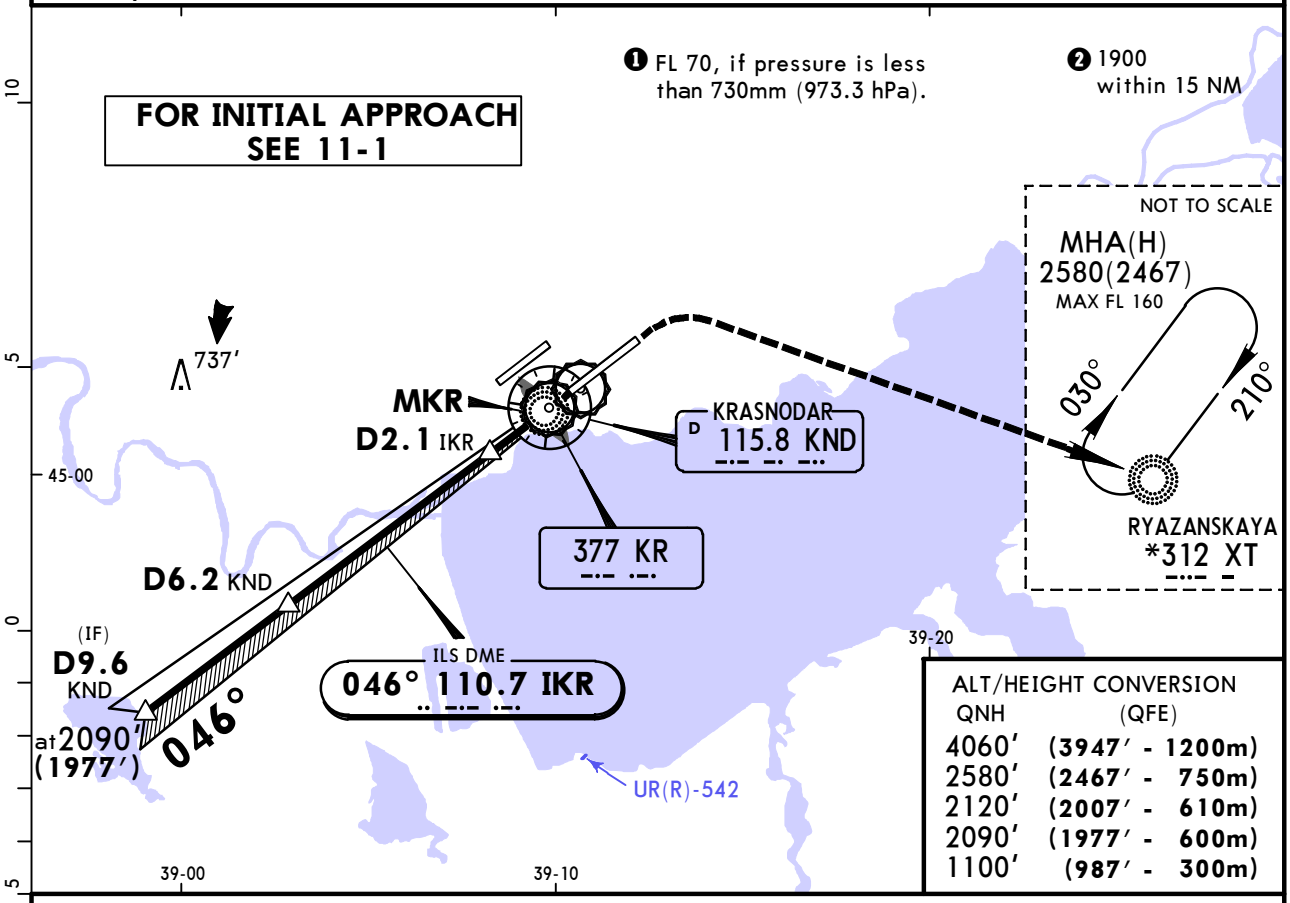
1900 075° 285° 3300 ❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)
DME required.

❶ FL 70, if pressure is less than 730mm (973.3 hPa).

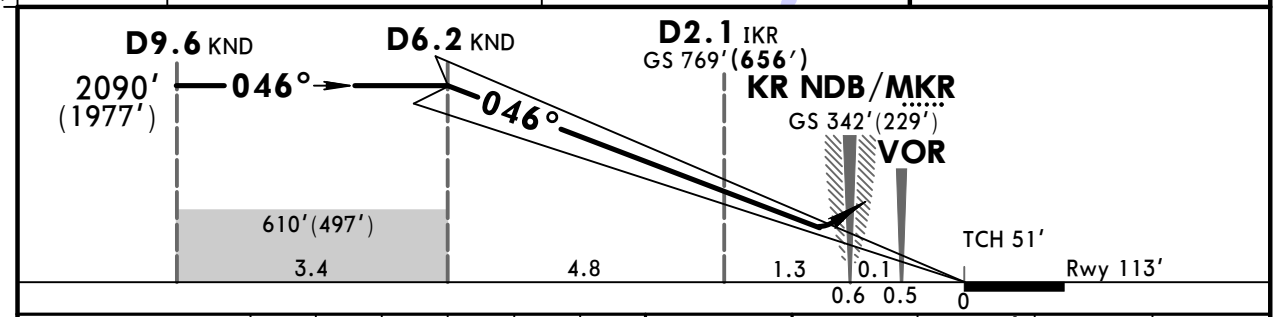
❷ 1900 within 15 NM

FOR INITIAL APPROACH SEE 11-1



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
2120′	(2007′ - 610m)
2090′	(1977′ - 600m)
1100′	(987′ - 300m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.70°	334	430	478	573	669	764

ALSF-II PAPI 1100′ (987′) XT 312 RT 2580′ (2467′)

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 313′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)
100	690′(572′) 1600m
135	
180	790′(672′) 3200m
205	830′(712′) 3600m

PANS OPS

CHANGES: TCH.

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JEPPESEN
31 AUG 18
Eff 13 Sep
11-1B

KRASNODAR, RUSSIA
CAT II ILS Z Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

LOC IKR	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 118′
110.7	046°	D2.1 IKR 769′(656′)	Refer to Minimums	Rwy 113′

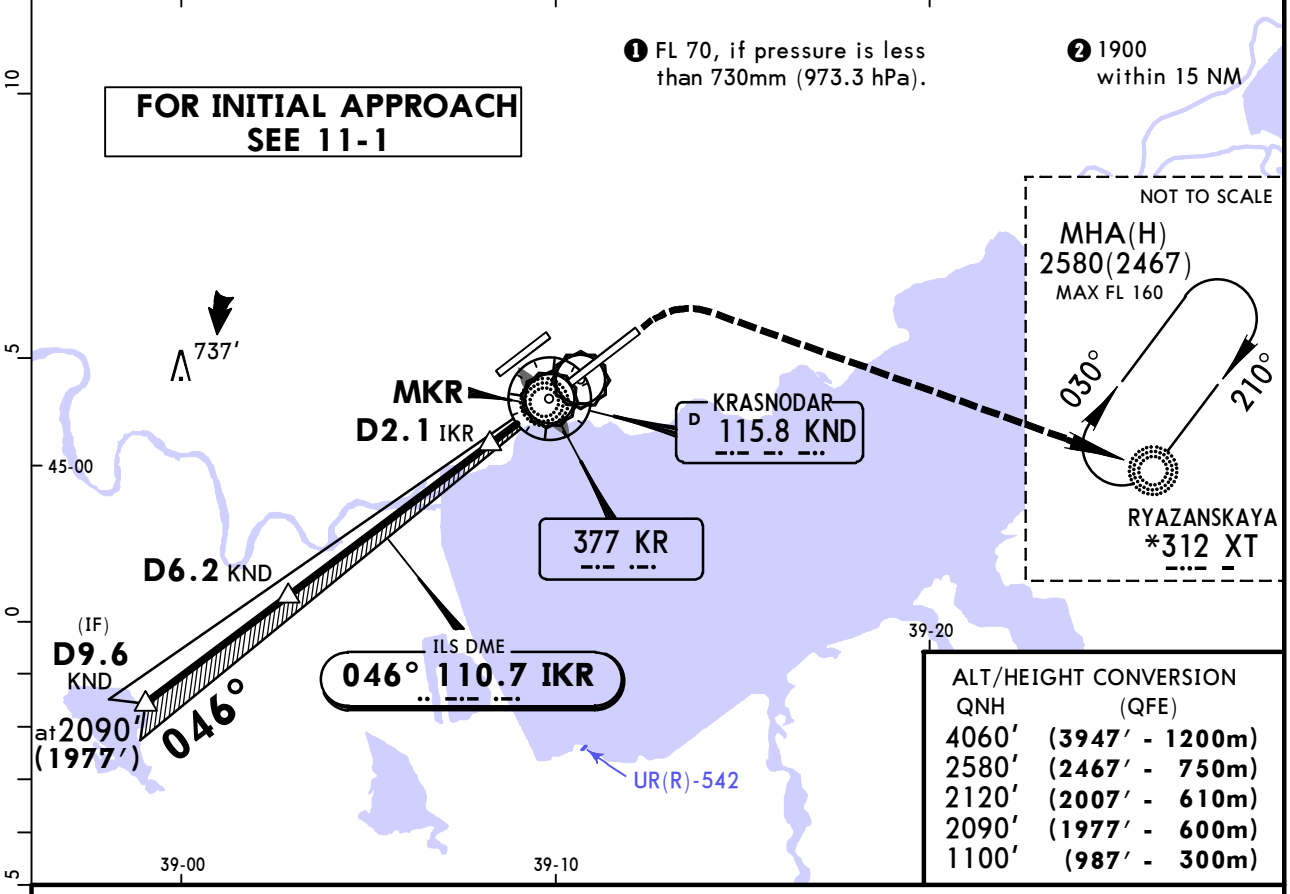
MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holding area.

1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4060′ **(3947′)**
1. DME required. 2. Special Aircrew & Acft Certification Required.

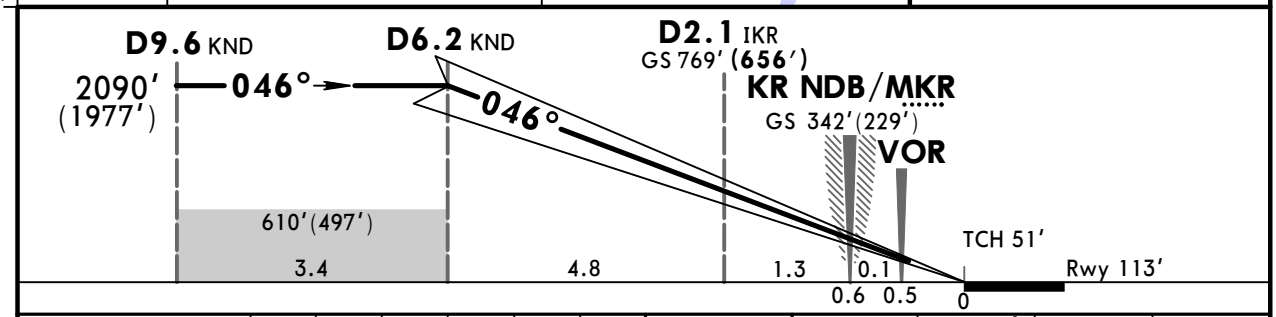
❶ FL 70, if pressure is less than 730mm (973.3 hPa).
❷ 1900 within 15 NM

FOR INITIAL APPROACH SEE 11-1



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
2120′	(2007′ - 610m)
2090′	(1977′ - 600m)
1100′	(987′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1100′ (987′)	XT 312 RT	2580′ (2467′)

STRAIGHT-IN LANDING RWY **05R**
CAT II ILS

AB	C	D
RA 104′	RA 110′	RA 125′
DA(H) 213′(100′)	DA(H) 218′(105′)	DA(H) 231′(118′)

PANS OPS

RVR 300m

CHANGES: TCH.

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JEPPESEN

31 AUG 18 (11-2) Eff 13 Sep

KRASNODAR, RUSSIA
ILS Y Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

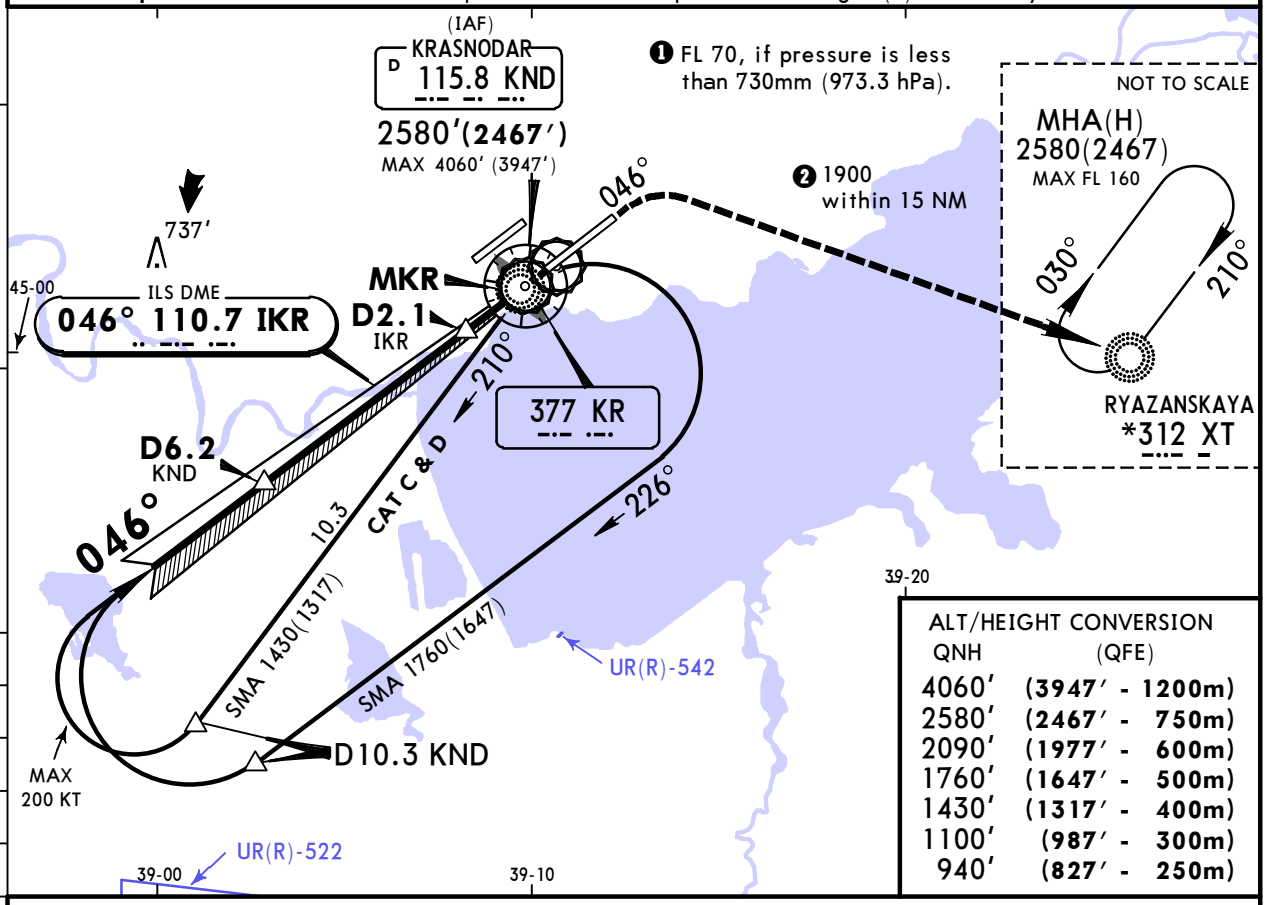
BRIEFING STRIP™

LOC IKR	Final Apch Crs	GS D2.1 IKR	ILS DA(H)	Apt Elev 118'
110.7	046°	769'(656')	313' (200')	Rwy 113'

MISSED APCH: Climb STRAIGHT AHEAD to 1100'(987'), then turn RIGHT to XT NDB climbing to 2580'(2467') or above, then proceed to holding area.

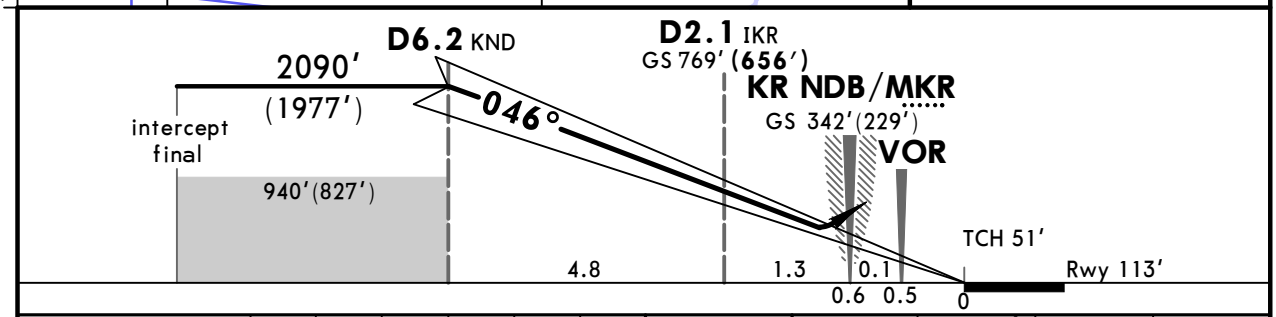
1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060' (3947')
1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(3947' - 1200m)
2580'	(2467' - 750m)
2090'	(1977' - 600m)
1760'	(1647' - 500m)
1430'	(1317' - 400m)
1100'	(987' - 300m)
940'	(827' - 250m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1100' (987')	XT 312 RT	2580' (2467')

PANS OPS

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 313'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690'(572')	1600m
135		
180	790'(672')	3200m
205	830'(712')	3600m

CHANGES: TCH.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
31 AUG 18
Eff 13 Sep
11-2A

KRASNODAR, RUSSIA
CAT II ILS Y Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

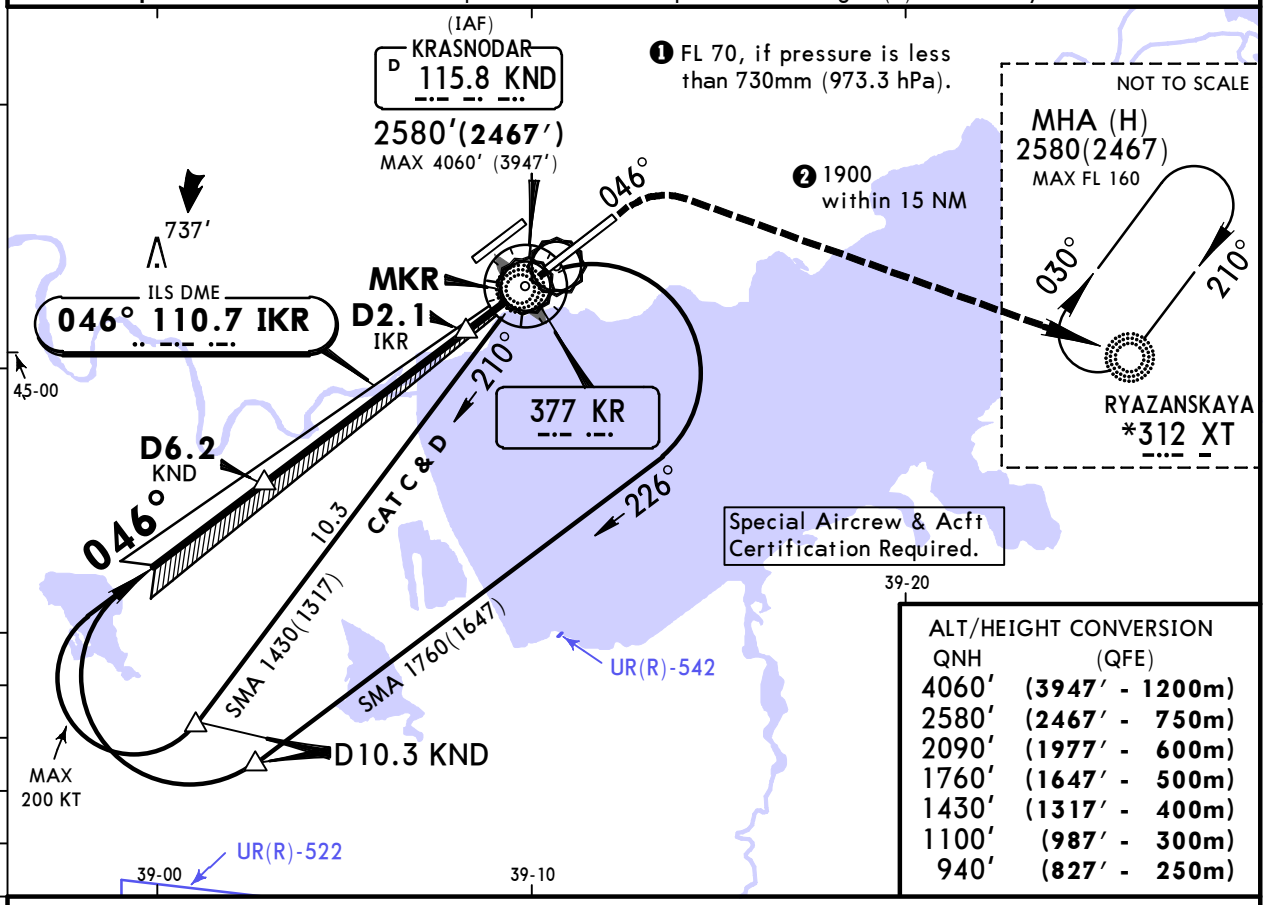
BRIEFING STRIP™

LOC IKR	Final Apch Crs	GS D2.1 IKR	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 118′ Rwy 113′
110.7	046°	769′(656′)		

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holding area.

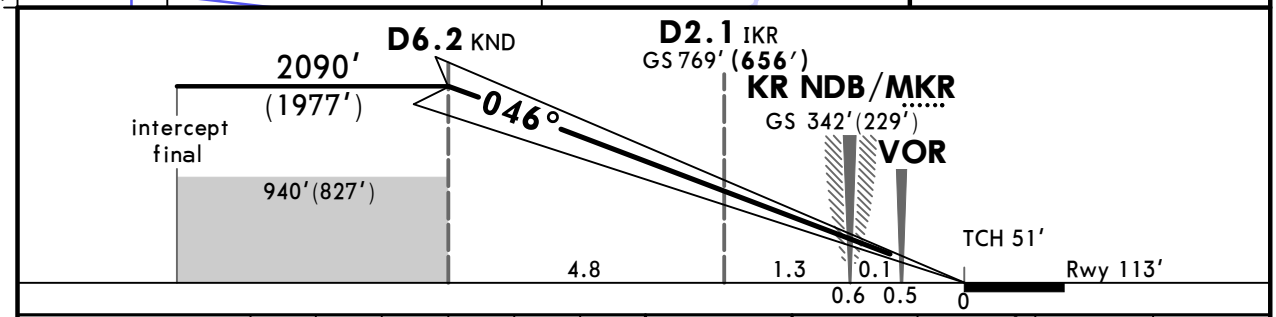
1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4060′ **(3947′)**
1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1760′	(1647′ - 500m)
1430′	(1317′ - 400m)
1100′	(987′ - 300m)
940′	(827′ - 250m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1100′ (987′)	XT 312 RT	2580′ (2467′)

STRAIGHT-IN LANDING RWY **05R**
CAT II ILS

AB	C	D
RA 104′	**RA 110′**	**RA 125′**
DA(H) 213′(100′)	DA(H) 218′(105′)	DA(H) 231′(118′)

PANS OPS

RVR 300m

CHANGES: TCH.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18 (11-3) Eff 13 Sep

KRASNODAR, RUSSIA ILS X Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

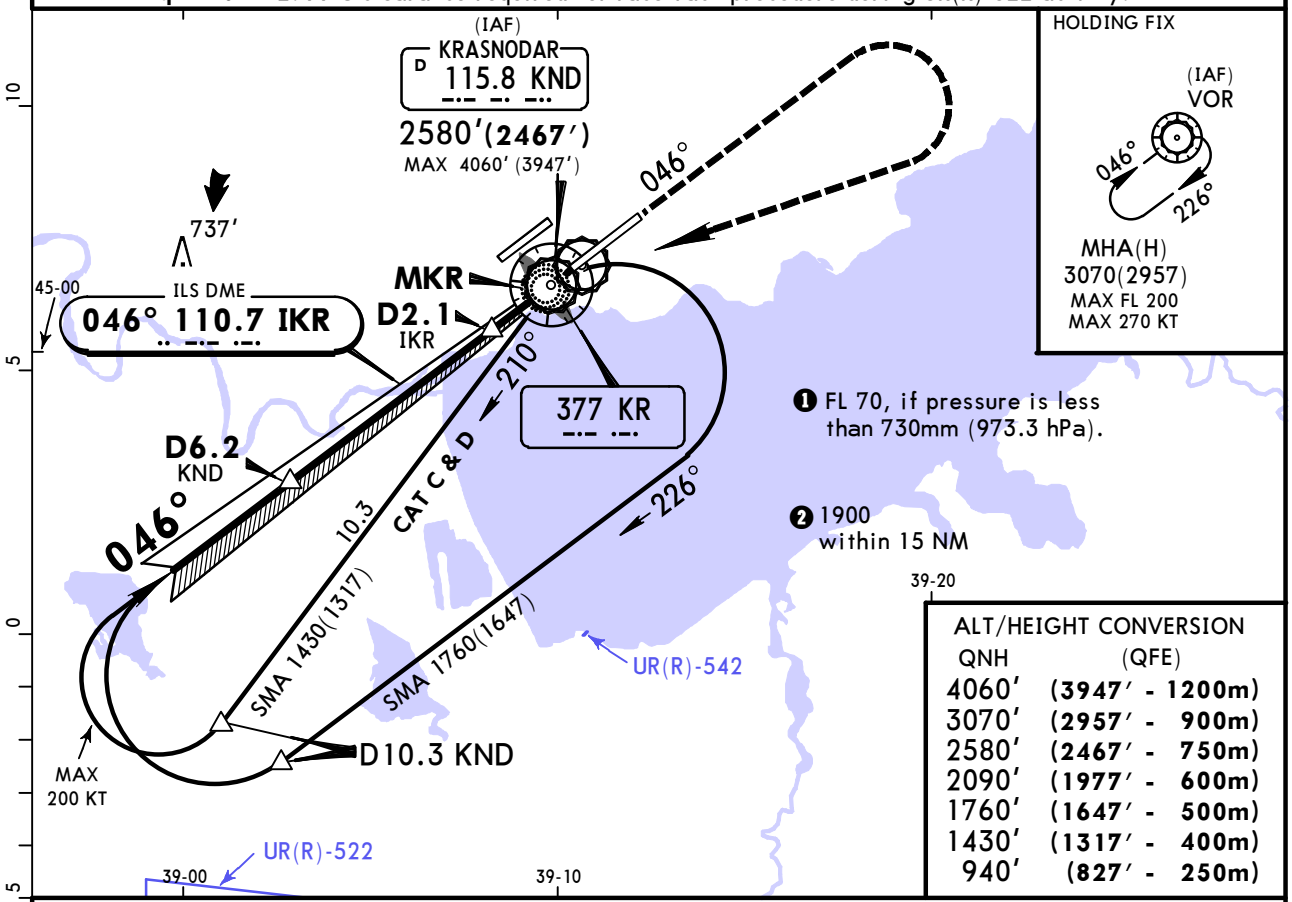
LOC IKR	Final Apch Crs	GS D2.1 IKR	ILS DA(H)	Apt Elev 118' Rwy 113'
110.7	046°	769'(656')	313'(200')	

MISSED APCH: Climb STRAIGHT AHEAD to 1760'(1647'), then turn RIGHT to VOR climbing to 3070'(2957') or above.

1900 075° 285° 3300 ❷ MSA KND VOR

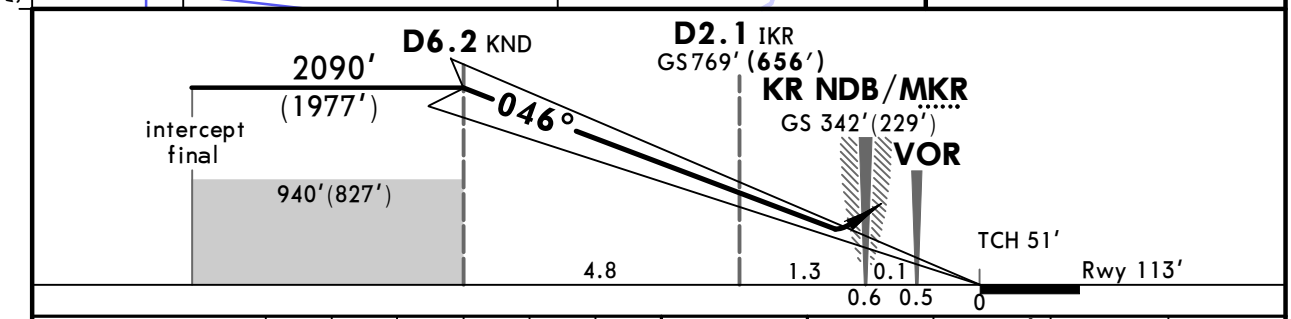
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060' (3947')

1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(3947' - 1200m)
3070'	(2957' - 900m)
2580'	(2467' - 750m)
2090'	(1977' - 600m)
1760'	(1647' - 500m)
1430'	(1317' - 400m)
940'	(827' - 250m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.70°	334	430	478	573	669	764

ALSF-II PAPI | 1760' (1647') | KND 115.8 RT | 3070' (2957')

PANS OPS

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 313'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690'(572')	1600m
135		
180	790'(672')	3200m
205	830'(712')	3600m

CHANGES: TCH.

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JEPPESEN
31 AUG 18
Eff 13 Sep
11-3A

KRASNODAR, RUSSIA
CAT II ILS X Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

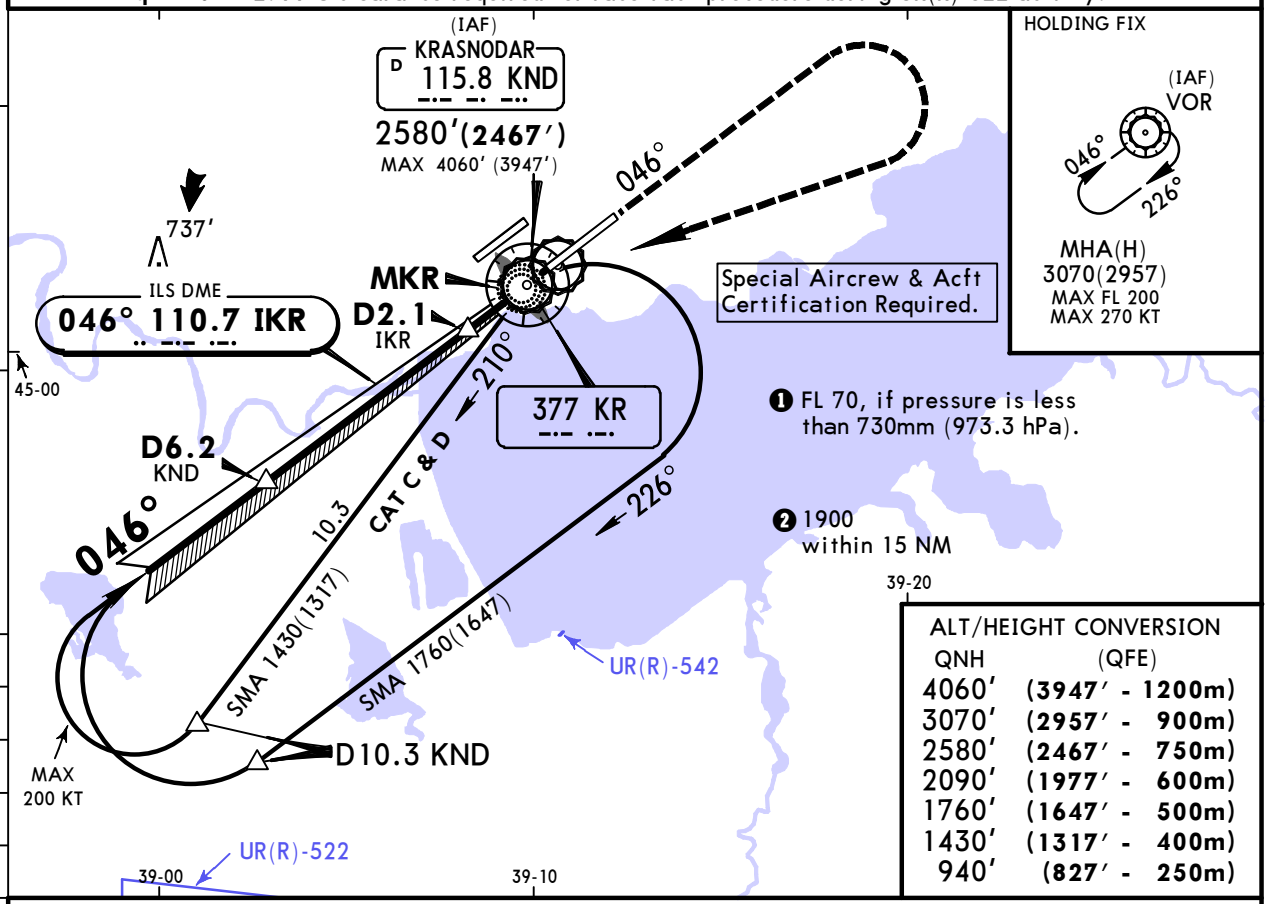
BRIEFING STRIP™

LOC IKR	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 118′
110.7	046°	D2.1 IKR 769′(656′)	Refer to Minimums	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1760′(1647′), then turn RIGHT to VOR climbing to 3070′(2957′) or above.

1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)
1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.

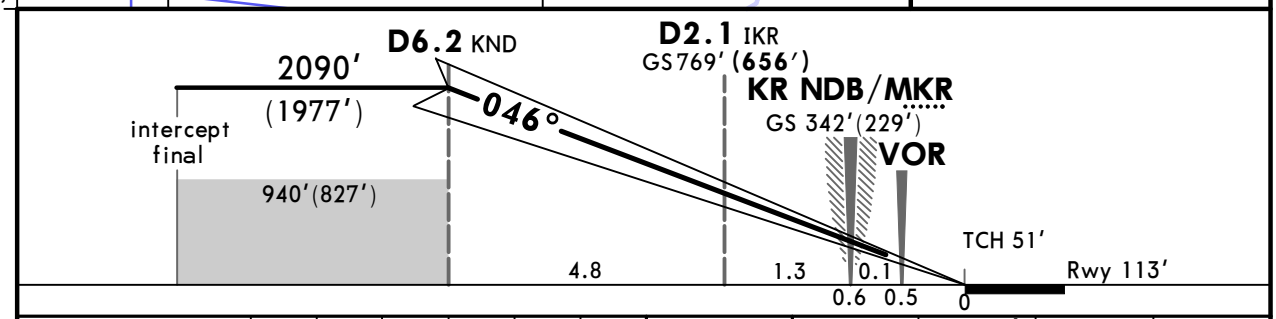


HOLDING FIX

MHA(H)
3070(2957)
MAX FL 200
MAX 270 KT

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
3070′	(2957′ - 900m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1760′	(1647′ - 500m)
1430′	(1317′ - 400m)
940′	(827′ - 250m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1760′ (1647′)	KND 115.8 RT	3070′ (2957′)

STRAIGHT-IN LANDING RWY **05R**
CAT II ILS

AB	C	D
RA104′	RA 110′	RA 125′
DA(H) 213′(100′)	DA(H) 218′(105′)	DA(H) 231′(118′)

PANS OPS

RVR 300m

CHANGES: TCH.

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JEPPESEN

31 AUG 18 (11-4) Eff 13 Sep

KRASNODAR, RUSSIA
ILS Z Rwy 23L

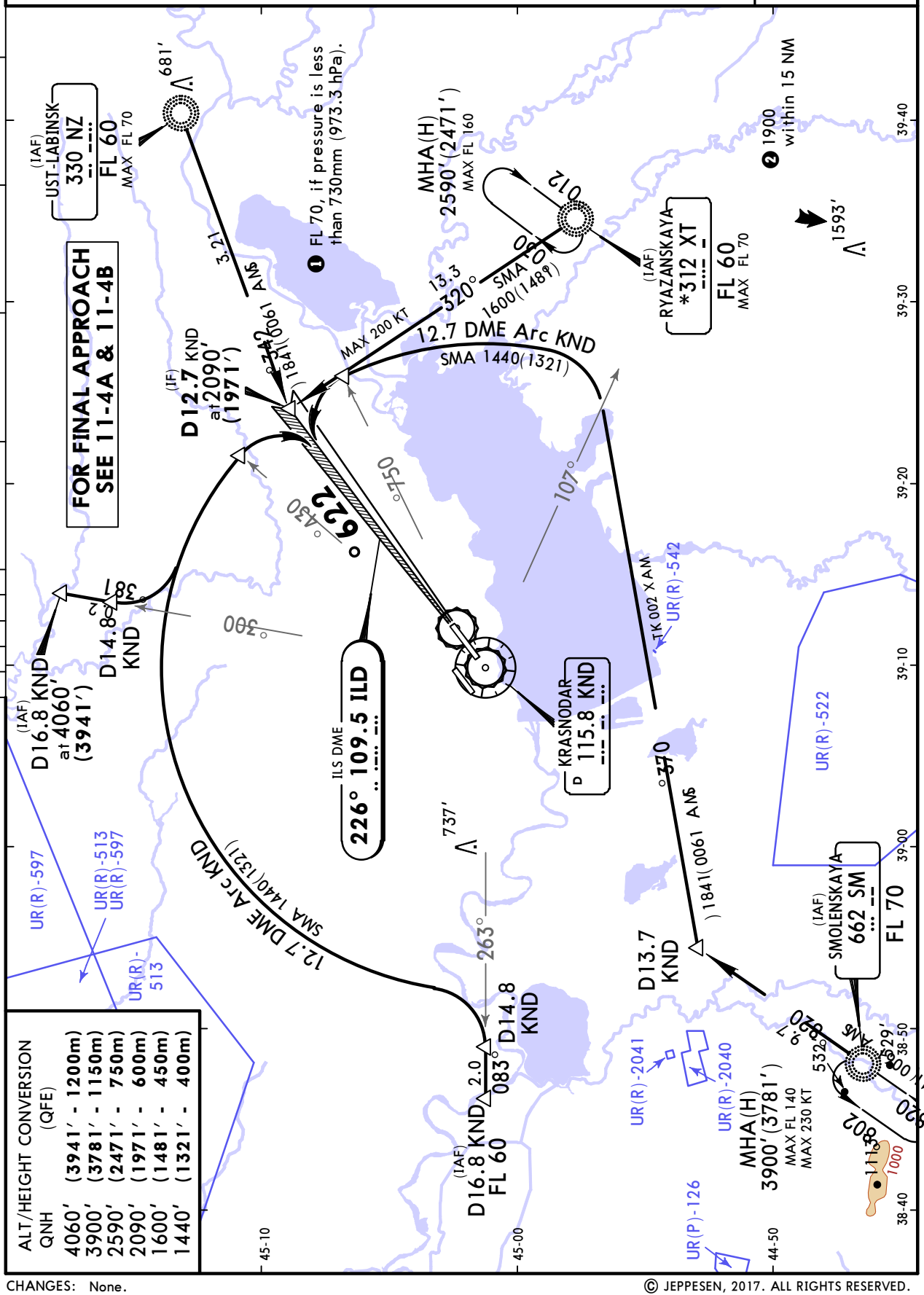
BRIEFING STRIP™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

LOC ILD	Final Apch Crs	GS	DA(H)	Apt Elev 118′
109.5	226°	Refer to chart 11-4A & 11-4B	Refer to chart 11-4A & 11-4B	Rwy 119′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
DME required.

1900
075° 285°
3300 ❷
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE) QNH	
4060′	(3941′ - 1200m)
3900′	(3781′ - 1150m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)

CHANGES: None.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18 (11-4A) Eff 13 Sep

KRASNODAR, RUSSIA ILS Z Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

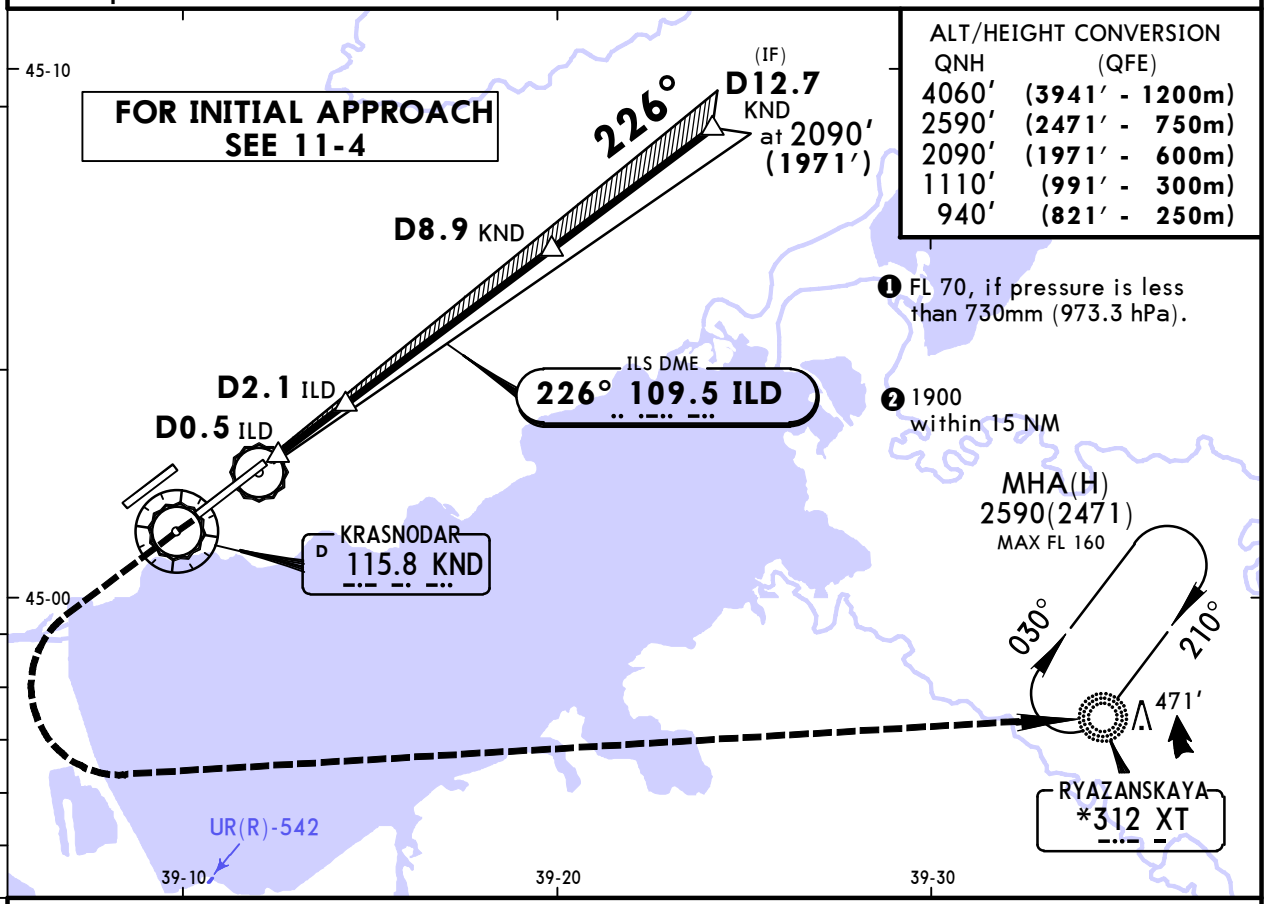
BRIEFING STRIP™

LOC ILD	Final Apch Crs	GS D2.1 ILD	ILS DA(H)	Apt Elev 118' Rwy 119'
109.5	226°	776'(657')	319' (200')	

MISSED APCH: Climb STRAIGHT AHEAD to 1110'(991'), then turn LEFT (MAX 245 KT) to NDB climbing to 2590'(2471') or above, then proceed to holding area.

1900 075° 285° 3300 ❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060' (3941')
DME required.

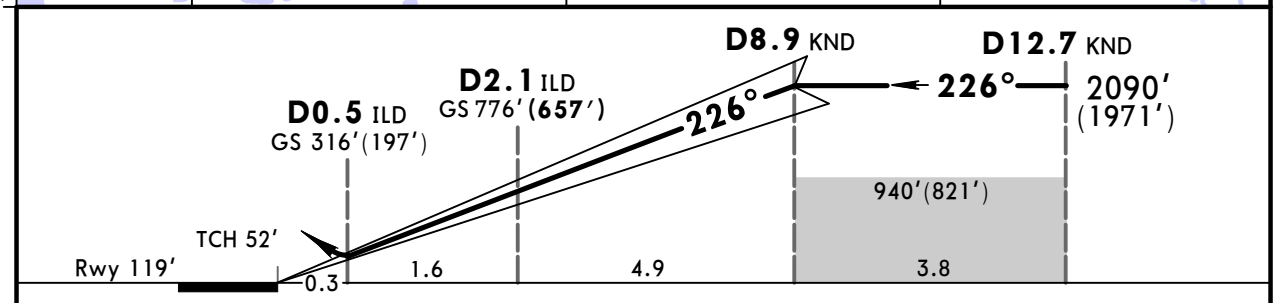


ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(3941' - 1200m)
2590'	(2471' - 750m)
2090'	(1971' - 600m)
1110'	(991' - 300m)
940'	(821' - 250m)

❶ FL 70, if pressure is less than 730mm (973.3 hPa).

❷ 1900 within 15 NM



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.70°	334	430	478	573	669	764

ALSF-II PAPI | 1110' (991') | XT 312 LT | 245 KT MAX | 2590' (2471')

PANS OPS

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 319'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690'(572')	1600m
135		
180	790'(672')	3200m
205	830'(712')	3600m

CHANGES: TCH.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18
Eff 13 Sep

11-4B

KRASNODAR, RUSSIA
CAT II ILS Z Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

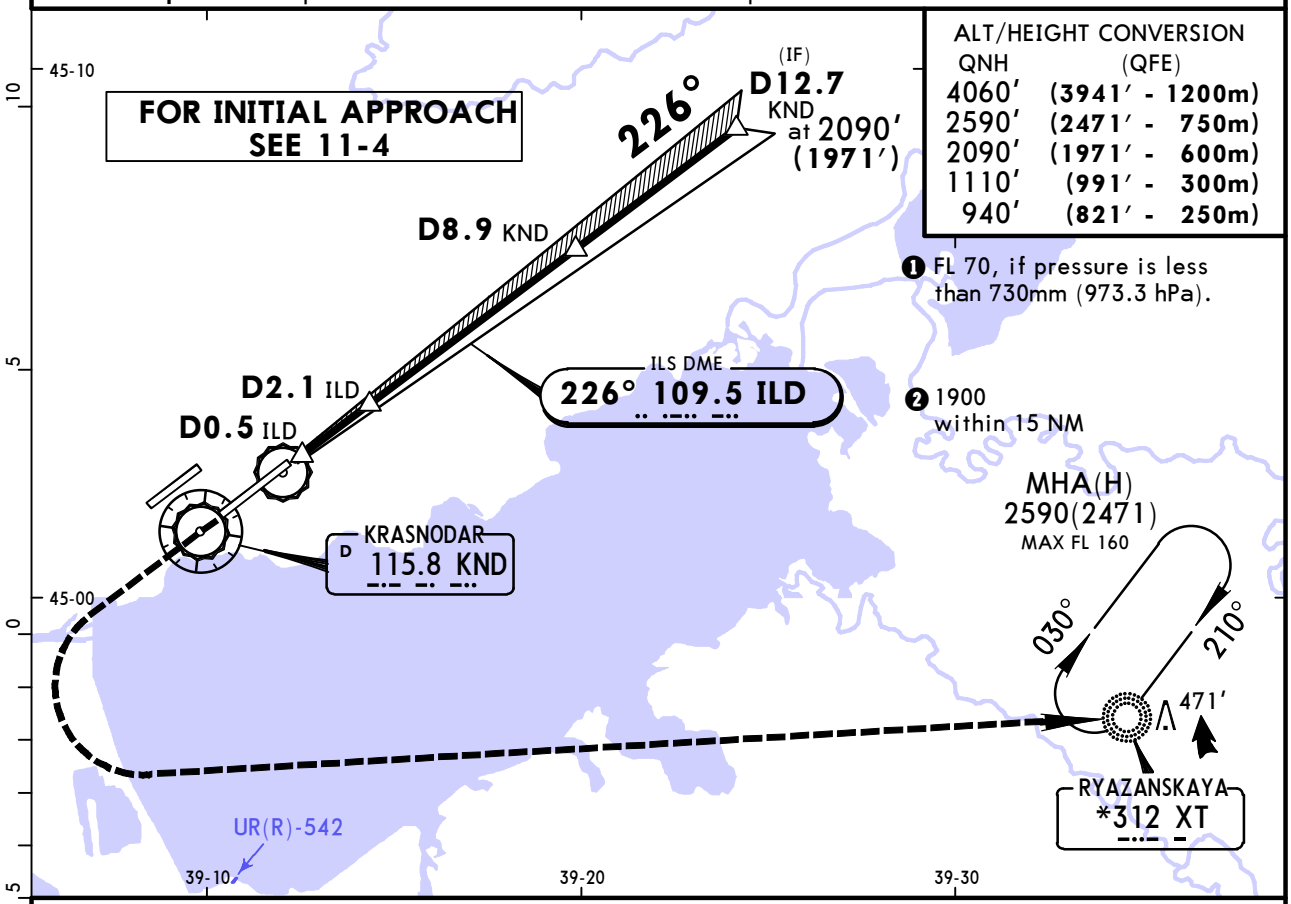
BRIEFING STRIP ™

LOC ILD	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 118′
109.5	**226°**	**D2.1 ILD** 776′(**657′**)	Refer to Minimums	Rwy 119′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 245 KT) to NDB climbing to 2590′(2471′) or above, then proceed to holding area.

1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060′ (**3941′**)
1. DME required. 2. Special Aircrew & Acft Certification Required.

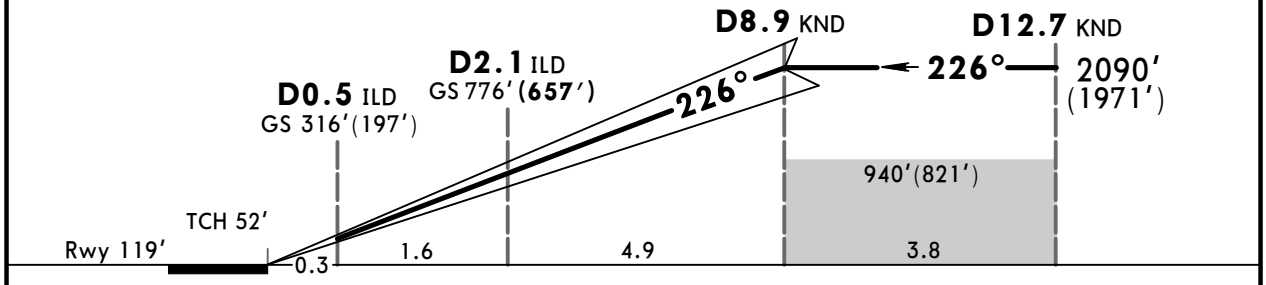


ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(**3941′ - 1200m**)
2590′	(**2471′ - 750m**)
2090′	(**1971′ - 600m**)
1110′	(**991′ - 300m**)
940′	(**821′ - 250m**)

❶ FL 70, if pressure is less than 730mm (973.3 hPa).

❷ 1900 within 15 NM



Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1110′ (**991′**)

XT **312** LT

245 KT MAX

2590′ (**2471′**)

STRAIGHT-IN LANDING RWY **23L**
CAT II ILS

AB	C	D
RA 102′	**RA 107′**	**RA 120′**
DA(H) 219′(**100′**)	DA(H) 224′(**105′**)	DA(H) 237′(**118′**)

PANS OPS

RVR 300m

CHANGES: TCH

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JEPPESEN

31 AUG 18 (11-5) Eff 13 Sep

KRASNODAR, RUSSIA ILS Y Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

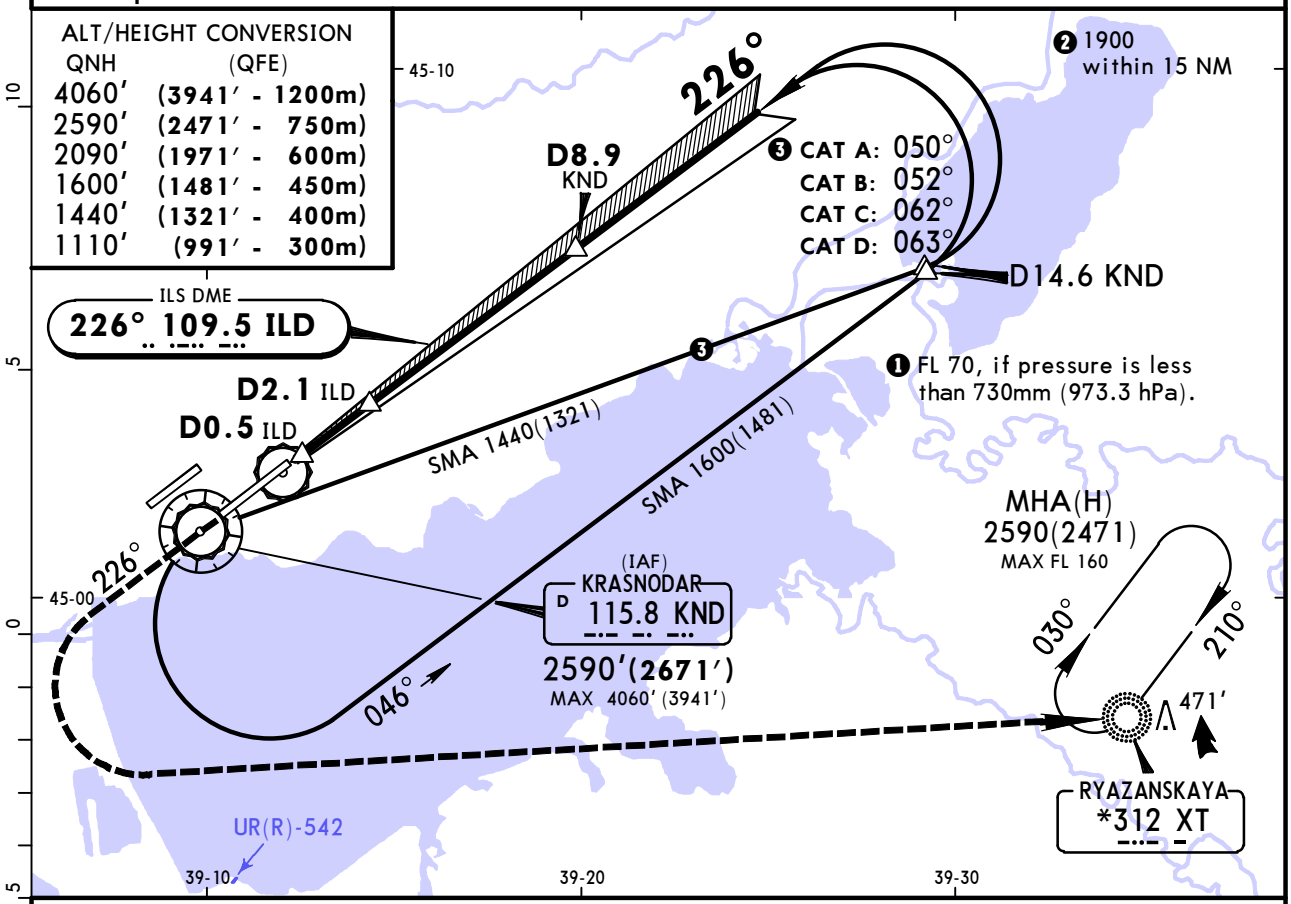
BRIEFING STRIP™

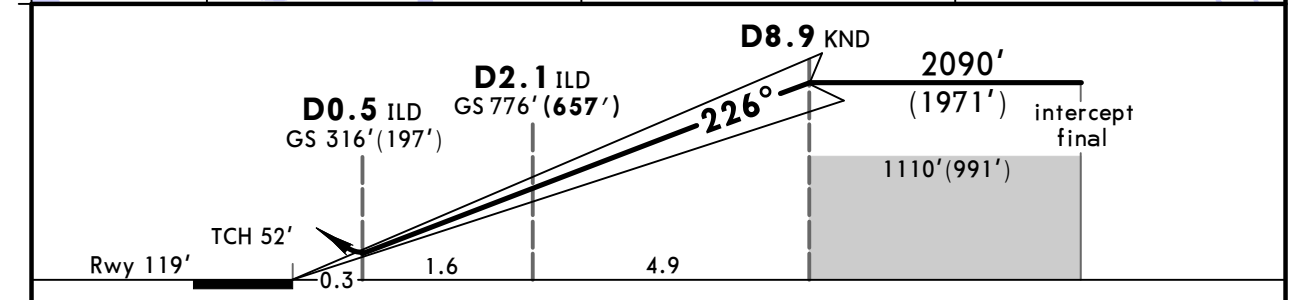
LOC ILD	Final Apch Crs	GS D2.1 ILD	ILS DA(H)	Apt Elev 118'
109.5	226°	776'(657')	319' (200')	Rwy 119'

MISSED APCH: Climb STRAIGHT AHEAD to 1110'(991'), then turn LEFT (MAX 245 KT) to NDB climbing to 2590'(2471') or above, then proceed to holding area.

1900 075° 285° 3300 ❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060' (3941')
DME required.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.70°	334	430	478	573	669	764

ALSF-II PAPI | 1110' (991') | XT 312 LT | 245 KT MAX | 2590' (2471')

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 319'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)
100	690'(572') 1600m
135	
180	790'(672') 3200m
205	830'(712') 3600m

PANS OPS

CHANGES: TCH.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
31 AUG 18
Eff 13 Sep
11-5A

KRASNODAR, RUSSIA
CAT II ILS Y Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

LOC ILD	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 118'
109.5	**226°**	**D2.1 ILD** 776'(**657'**)	Refer to Minimums	Rwy 119'

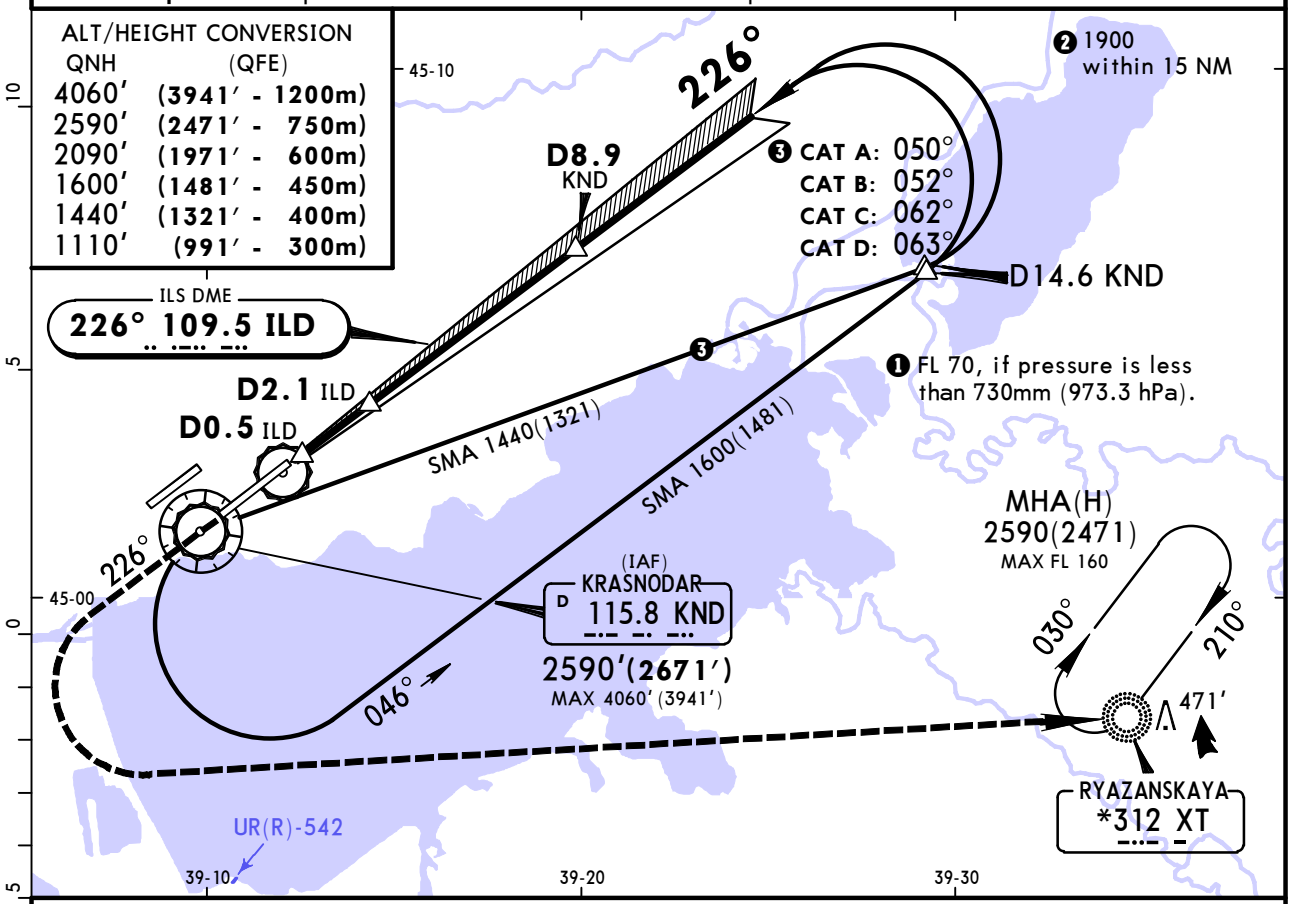
MISSED APCH: Climb STRAIGHT AHEAD to 1110'(991'), then turn LEFT (MAX 245 KT) to NDB climbing to 2590'(2471') or above, then proceed to holding area.

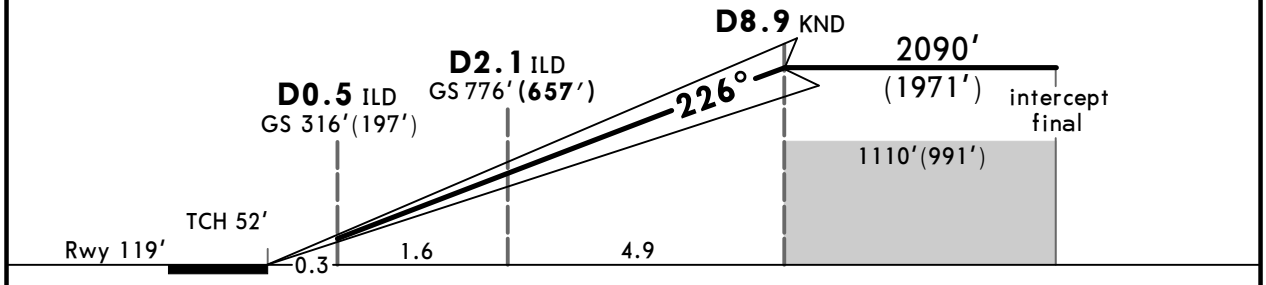
1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060' (**3941'**)
1. DME required. 2. Special Aircrew & Acft Certification Required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(**3941' - 1200m**)
2590'	(**2471' - 750m**)
2090'	(**1971' - 600m**)
1600'	(**1481' - 450m**)
1440'	(**1321' - 400m**)
1110'	(**991' - 300m**)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.70°	334	430	478	573	669	764

ALSF-II
PAPI

1110' (991')

XT **312** LT

245 KT MAX

2590' (2471')

STRAIGHT-IN LANDING RWY **23L**
CAT II ILS

AB	C	D
RA 102'	**RA 107'**	**RA 120'**
DA(H) 219'(**100'**)	DA(H) 224'(**105'**)	DA(H) 237'(**118'**)

PANS OPS

RVR 300m

CHANGES: TCH.

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JEPPESEN

31 AUG 18 (11-6) Eff 13 Sep

KRASNODAR, RUSSIA ILS X Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP ™

LOC ILD	Final Apch Crs	GS D2.1 ILD	ILS DA(H)	Apt Elev 118' Rwy 119'
109.5	226°	776'(657')	319' (200')	

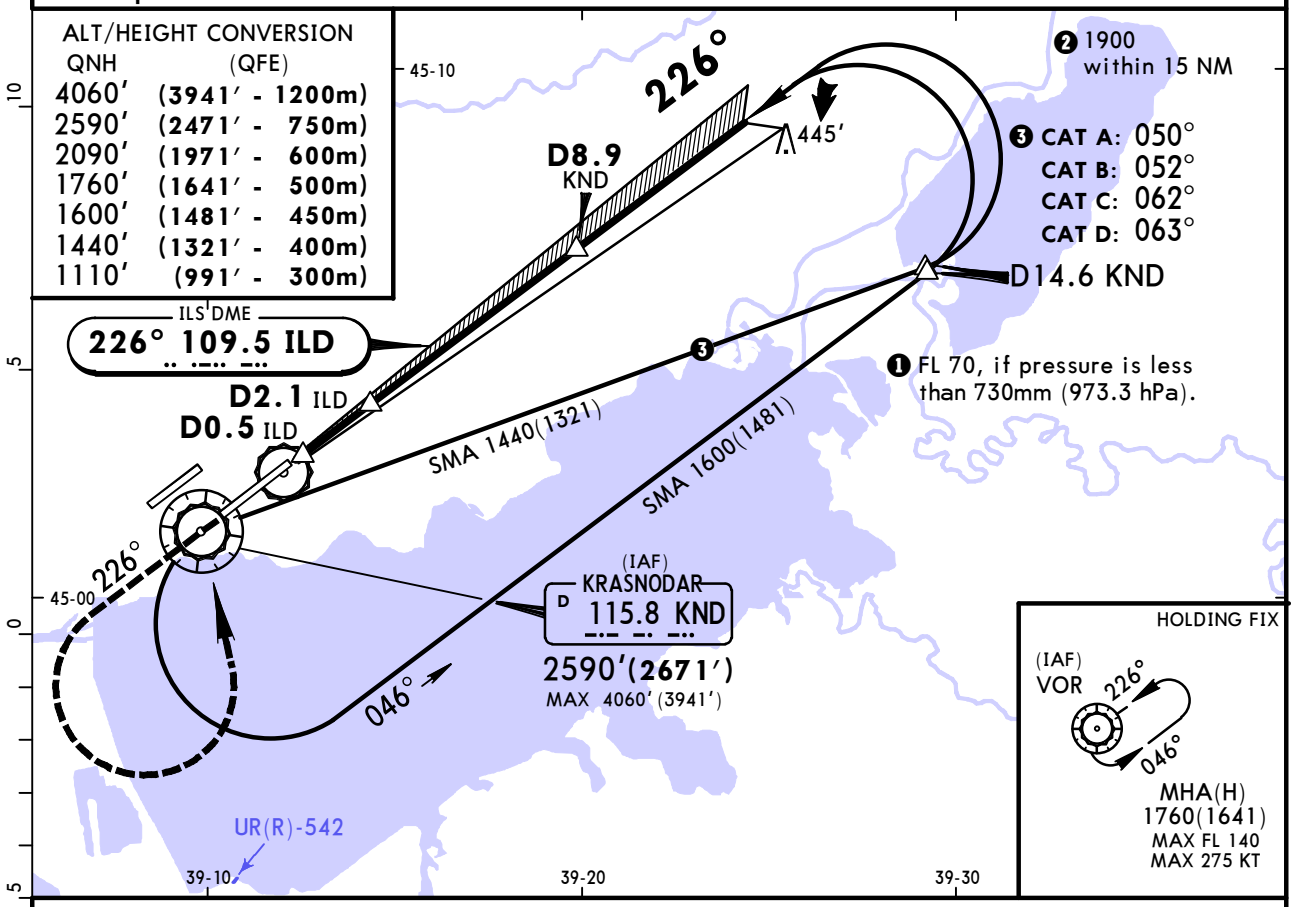
MISSED APCH: Climb STRAIGHT AHEAD to 1110'(991'), then turn LEFT (MAX 245 KT) to VOR climbing to 2590'(2471'), or as directed.

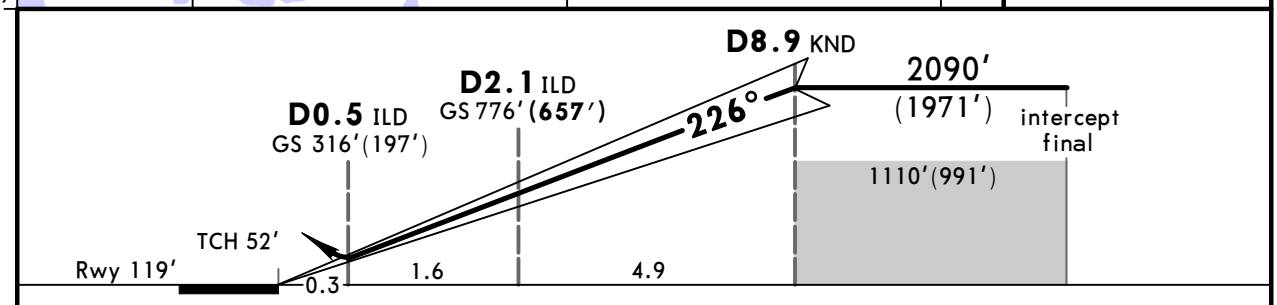
1900 075° 285° 3300 ❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060' (3941')
DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060'	(3941' - 1200m)
2590'	(2471' - 750m)
2090'	(1971' - 600m)
1760'	(1641' - 500m)
1600'	(1481' - 450m)
1440'	(1321' - 400m)
1110'	(991' - 300m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.70°	334	430	478	573	669	764

ALSF-II PAPI | 1110' (991') | KND 115.8 LT | 245 KT MAX | 2590' (2471')

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 319'(200') FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B				
C				
D				

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)
100	690'(572') 1600m
135	
180	790'(672') 3200m
205	830'(712') 3600m

PANS OPS

CHANGES: TCH.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
31 AUG 18
Eff 13 Sep
11-6A

KRASNODAR, RUSSIA
CAT II ILS X Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

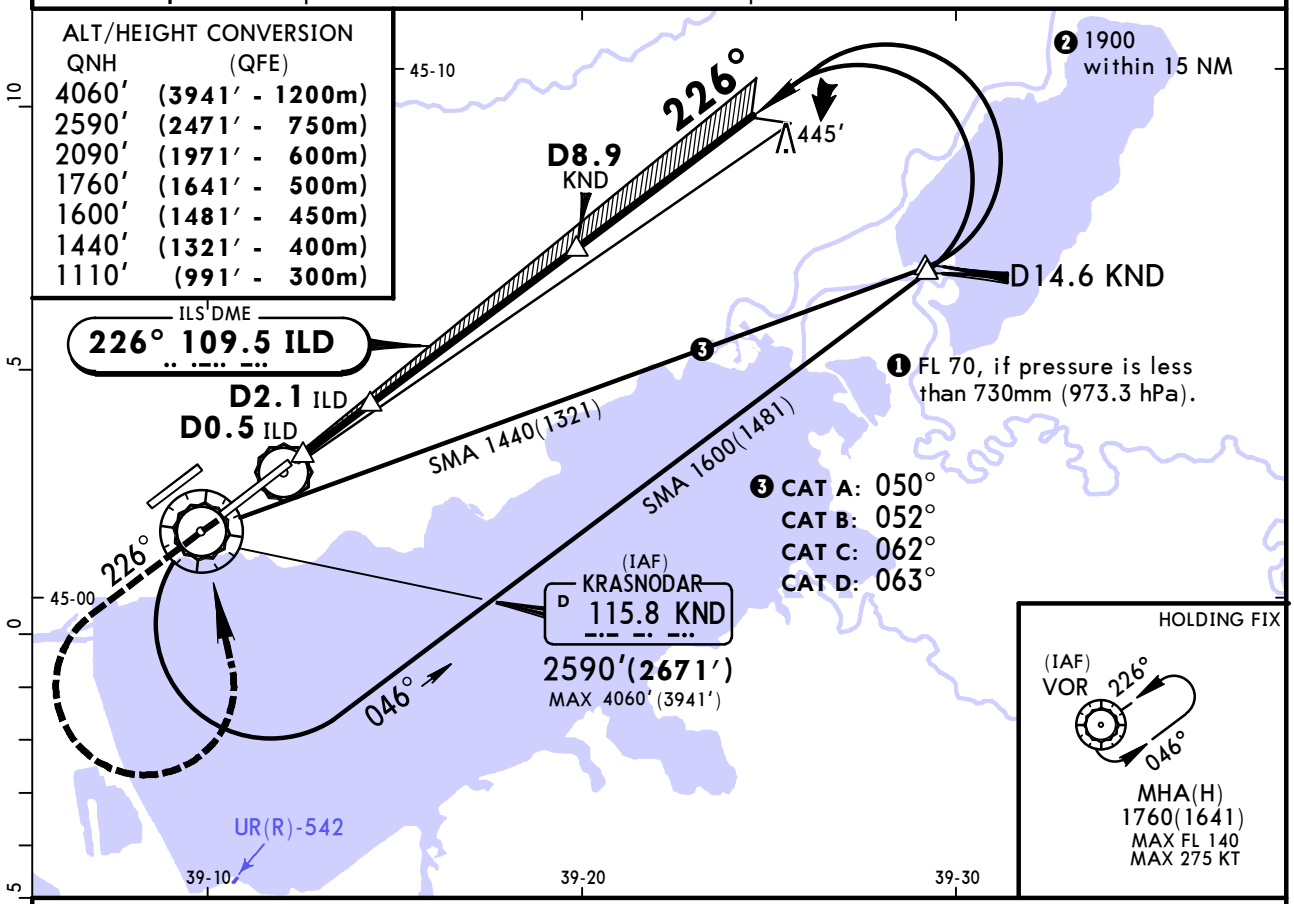
BRIEFING STRIP™

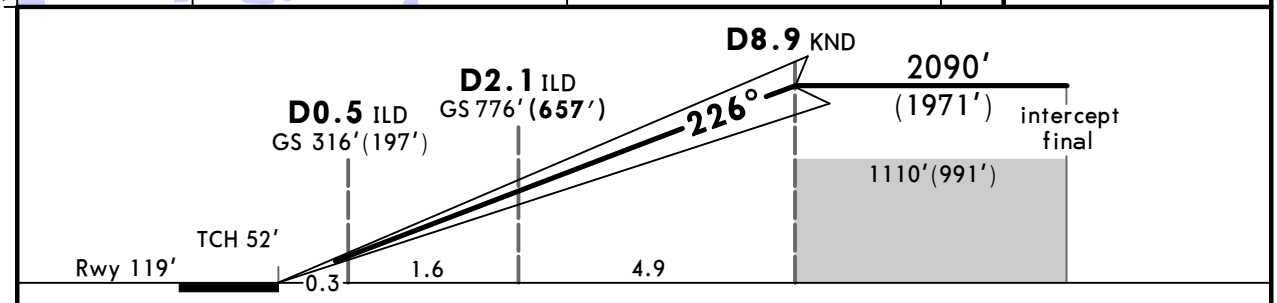
LOC ILD	Final Apch Crs	GS	CAT II ILS RA/DA(H)	Apt Elev 118′
109.5	**226°**	**D2.1 ILD** 776′(**657′**)	Refer to Minimums	Rwy 119′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 245 KT) to VOR climbing to 2590′(2471′) or as directed.

1900
075° 285°
3300 ❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060′ (**3941′**)
1. DME required. 2. Special Aircrew & Acft Certification Required.





Gnd speed-Kts		70	90	100	120	140	160
GS	2.70°	334	430	478	573	669	764

ALSF-II PAPI | 1110′ (991′) | KND 115.8 LT | 245 KT MAX | 2590′ (2471′)

STRAIGHT-IN LANDING RWY **23L**
CAT II ILS

AB	C	D
RA 102′	**RA 107′**	**RA 120′**
DA(H) 219′(**100′**)	DA(H) 224′(**105′**)	DA(H) 237′(**118′**)

PANS OPS

RVR 300m

CHANGES: TCH.

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JEPPESEN

7 JUL 17
Eff 20 Jul

12-1

KRASNODAR, RUSSIA
RNAV (GNSS) Rwy 05R

BRIEFING STRIP ™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

RNAV	Final Apch Crs	Procedure Alt KKØ51	LNAV MDA(H)	Apt Elev 118′
	046°	2090′(1977′)	480′ (367′)	Rwy 113′

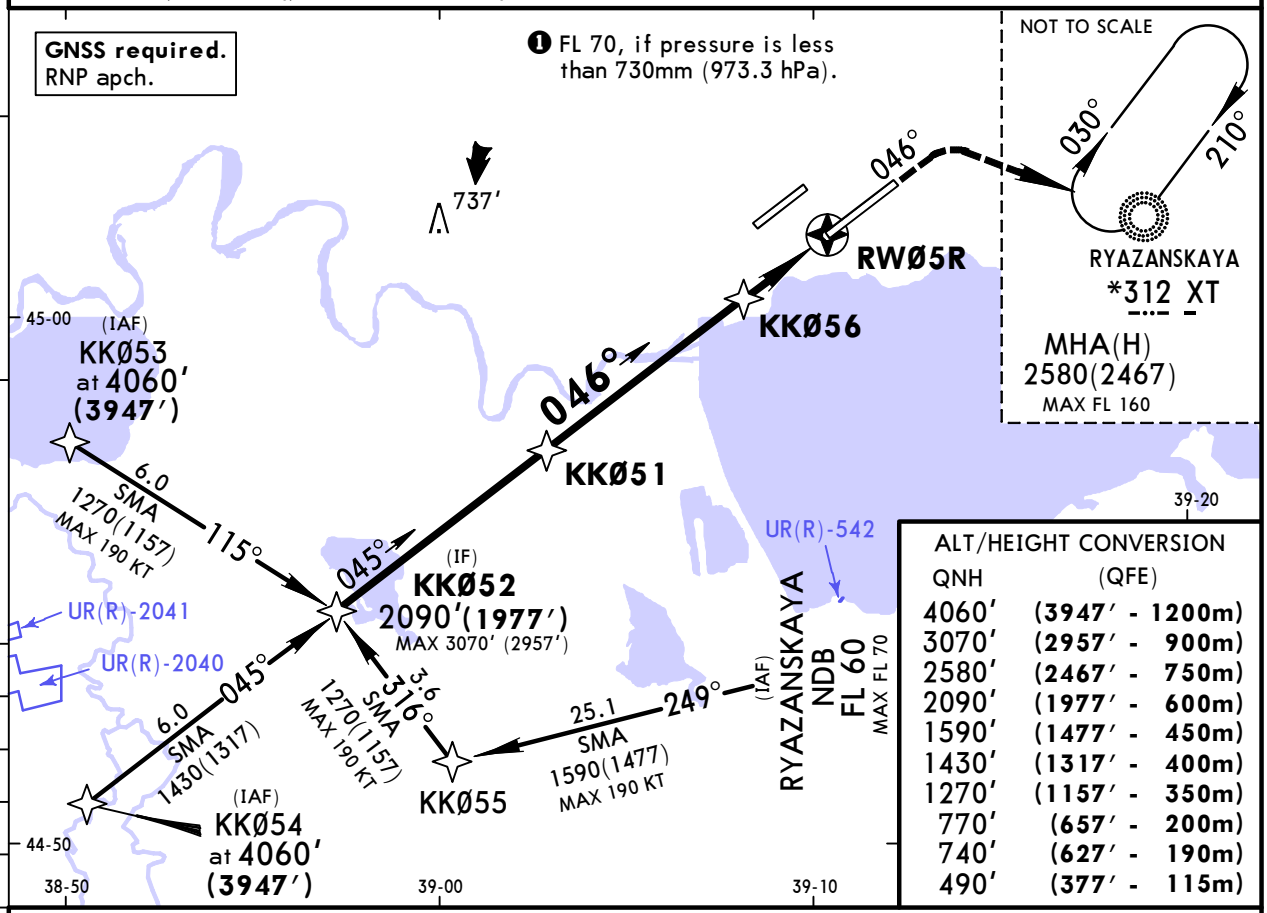
3300′
MSA ARP

MISSED APCH: Climb STRAIGHT AHEAD to 770′(657′), then turn RIGHT to NDB climbing to 2580′(2467′) or above, then proceed to holding area.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 60 ❶ | Trans alt: 4060′ (3947′)

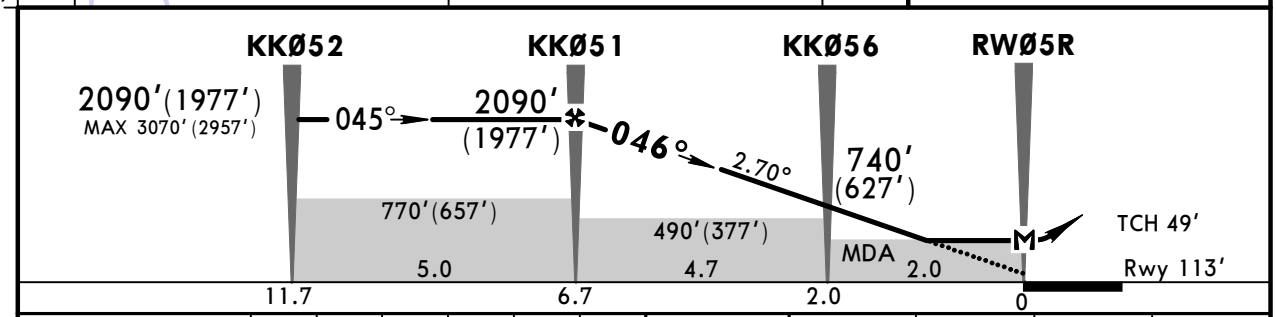
GNSS required.
RNP apch.

❶ FL 70, if pressure is less than 730mm (973.3 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
3070′	(2957′ - 900m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1590′	(1477′ - 450m)
1430′	(1317′ - 400m)
1270′	(1157′ - 350m)
770′	(657′ - 200m)
740′	(627′ - 190m)
490′	(377′ - 115m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at RWØ5R							

ALSF-II
PAPI

770′ (657′) | XT 312 RT | 2580′ (2467′)

PANS OPS

STRAIGHT-IN LANDING RWY **05R**

LNAV
MDA(H) 480′(367′)

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

CIRCLE-TO-LAND
Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(682′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitudes.

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URKK/KRR PASHKOVSKIY

JEPPESEN

7 JUL 17
Eff 20 Jul
12-2

KRASNODAR, RUSSIA RNAV (GNSS) Rwy 23L

BRIEFING STRIP ™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

RNAV	Final Apch Crs	Procedure Alt	LNAV MDA(H)	Apt Elev 118′
	226°	KK222 2090′(1971′)	480′(361′)	Rwy 119′

TAA 25 NM IAF

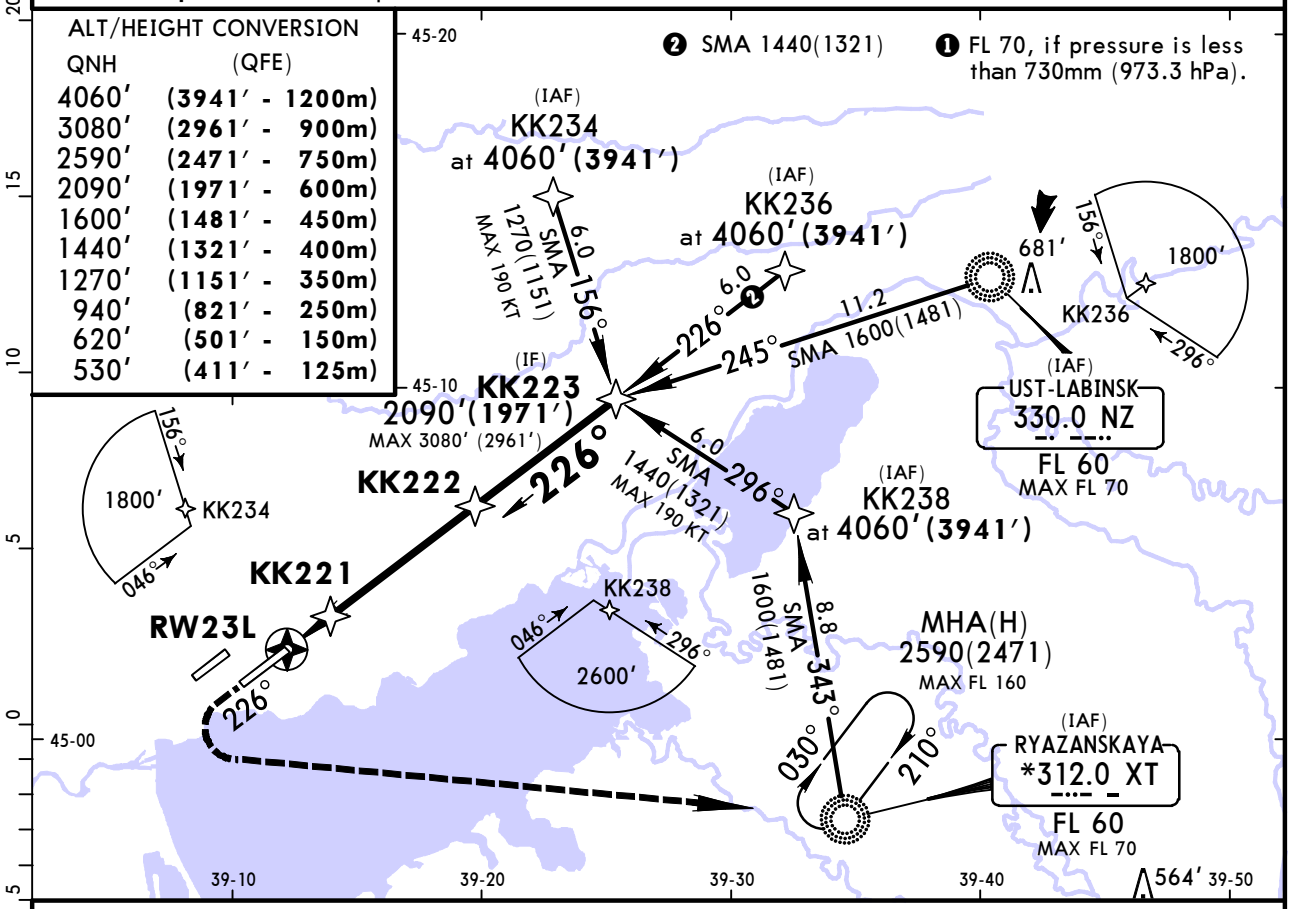
MISSED APCH: Climb STRAIGHT AHEAD to 780′(661′), then turn LEFT to XT NDB climbing to 2590′(2471′) or above, then proceed to holding area.

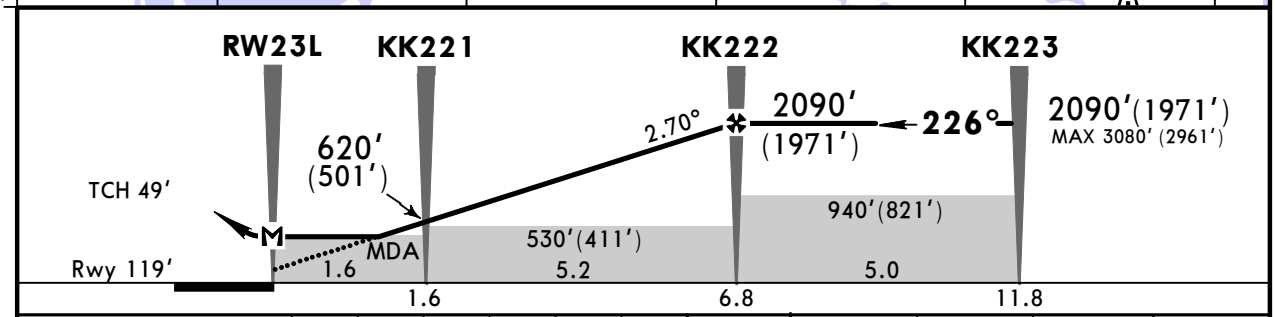
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 60 ❶ Trans alt: 4060′ **(3941′)**

1. GNSS required. 2. RNP apch.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
3080′	(2961′ - 900m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)
1270′	(1151′ - 350m)
940′	(821′ - 250m)
620′	(501′ - 150m)
530′	(411′ - 125m)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
MAP at RW23L							

ALSF-II PAPI

780′ (661′)

XT 312 LT

2590′ (2471′)

PANS OPS

STRAIGHT-IN LANDING RWY **23L**

LNAV

MDA(H) 480′(361′)

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

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(682′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitudes.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18 (12-40) **Eff 13 Sep**

KRASNODAR, RUSSIA GLS Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP ™

GBAS	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 118′
Ch 21036 G05A	**046°**	**KKØ51** 2090′(**1977′**)	313′ (**200′**)	Rwy 113′

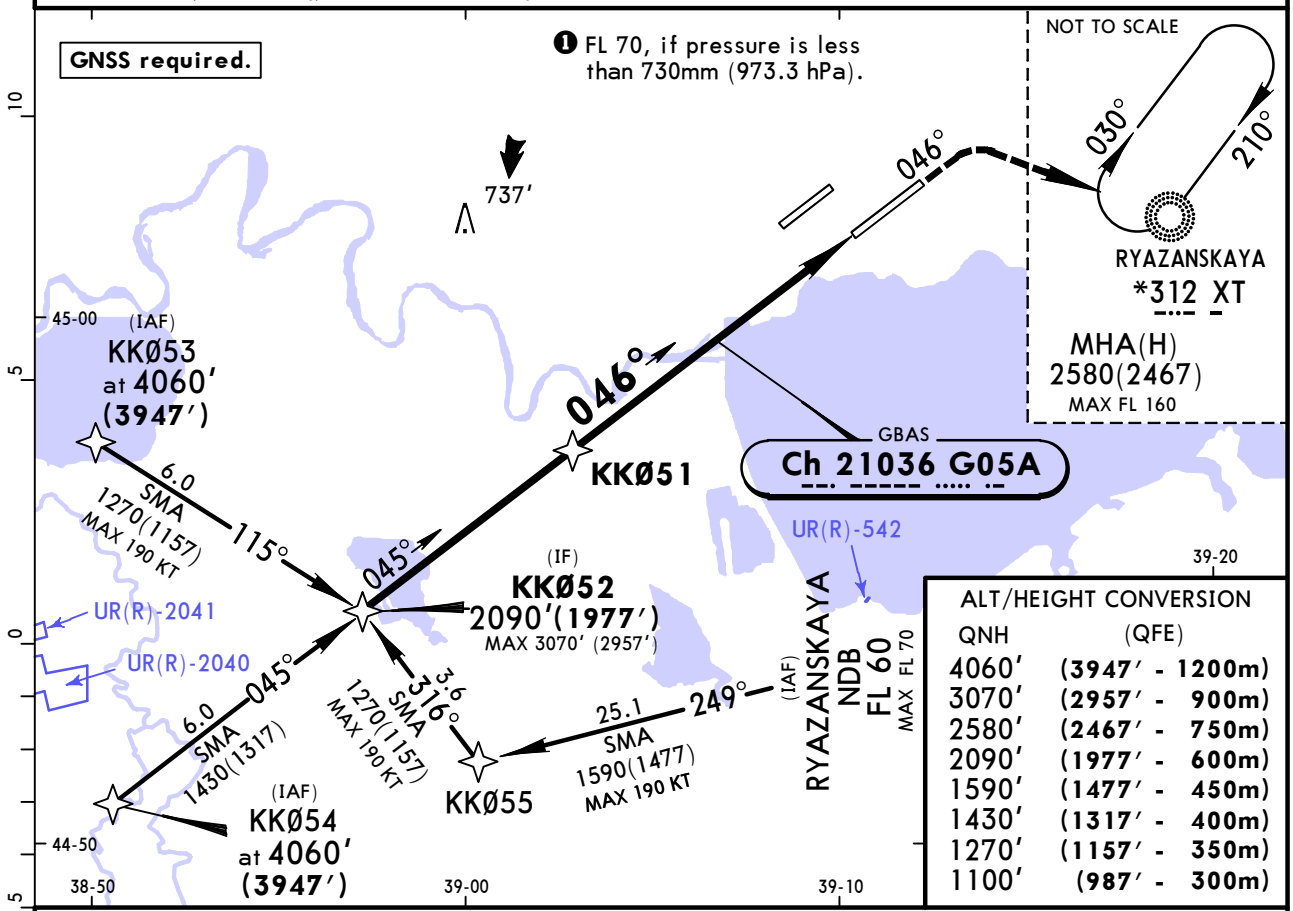
MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to NDB climbing to 2580′(2467′) or above, then proceed to holding area.

3300 MSA ARP

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060′ (**3947′**)

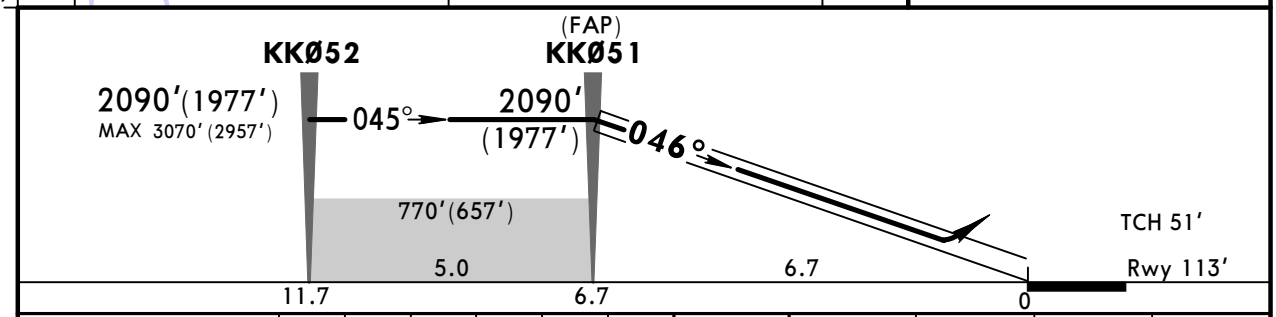
GNSS required.

❶ FL 70, if pressure is less than 730mm (973.3 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(**3947′ - 1200m**)
3070′	(**2957′ - 900m**)
2580′	(**2467′ - 750m**)
2090′	(**1977′ - 600m**)
1590′	(**1477′ - 450m**)
1430′	(**1317′ - 400m**)
1270′	(**1157′ - 350m**)
1100′	(**987′ - 300m**)



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.70°	334	430	478	573	669	764
MAP at DA						

ALSF-II PAPI

1100′ (**987′**) XT **312** RT 2580′ (**2467′**)

STRAIGHT-IN LANDING RWY **05R**

DA(H) 313′(**200′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(682′)	3200m
205	830′(712′)	3600m

PANS OPS

CHANGES: TCH.

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URKK/KRR PASHKOVSKIY

JEPPESEN

31 AUG 18 (12-41) Eff 13 Sep

KRASNODAR, RUSSIA GLS Rwy 23L

BRIEFING STRIP ™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

GBAS	Final Apch Crs	Procedure Alt KK222	DA(H)	Apt Elev 118′
Ch 20625 G23A	**226°**	2090′(**1971′**)	319′(**200′**)	Rwy 119′

TAA 25 NM IAF

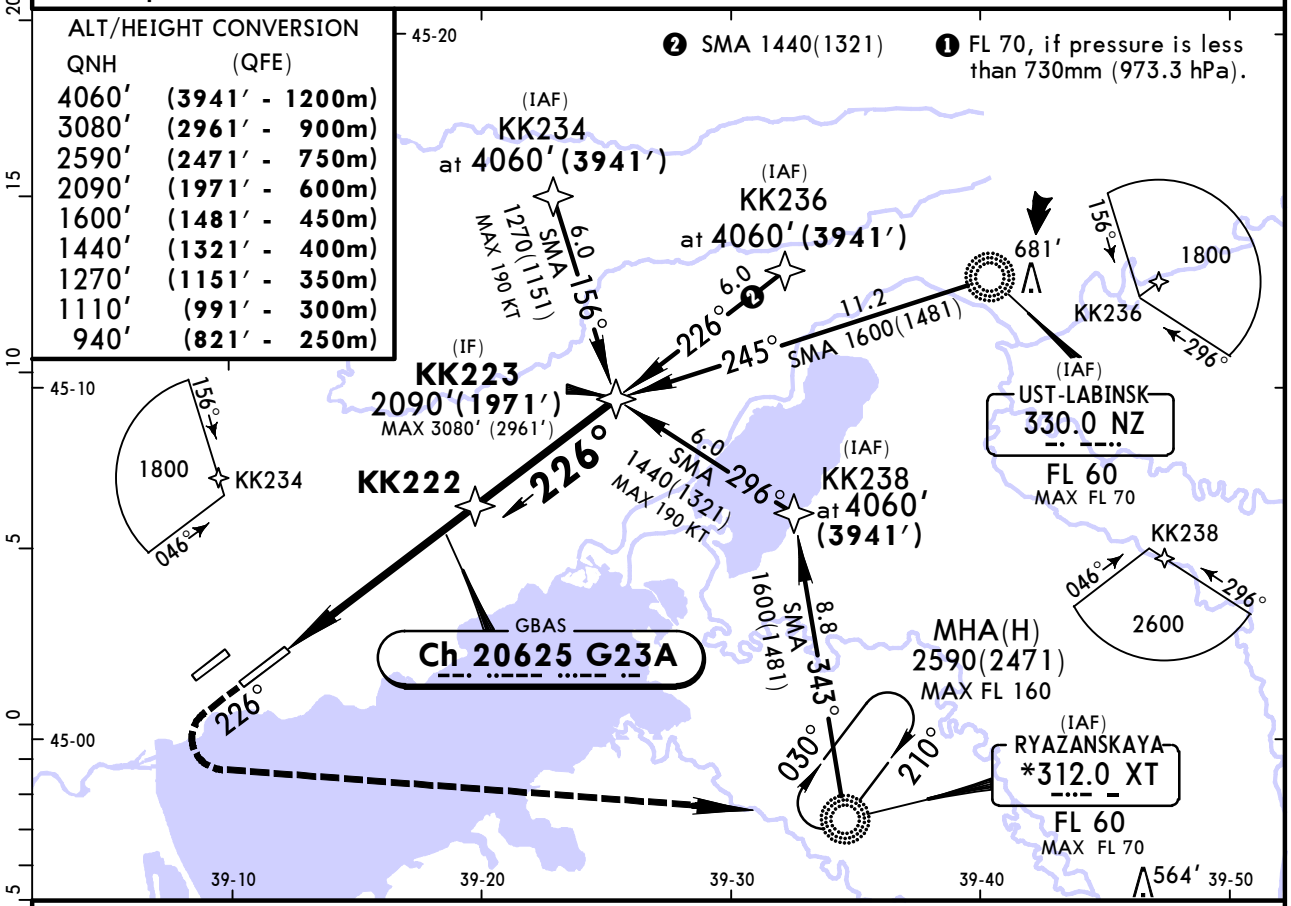
MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT to XT NDB climbing to 2590′(2471′) or above, then proceed to holding area.

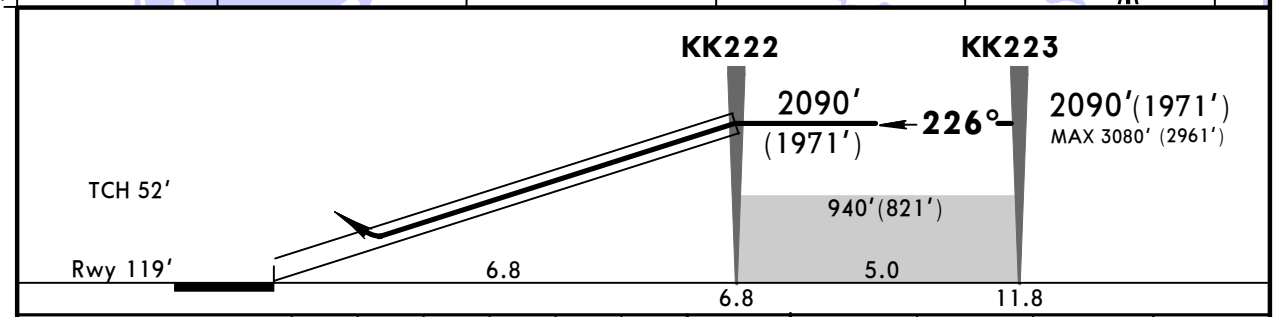
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060′ (**3941′**)

GNSS required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
3080′	(2961′ - 900m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)
1270′	(1151′ - 350m)
1110′	(991′ - 300m)
940′	(821′ - 250m)





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 2.70°	334	430	478	573	669	764
MAP at DA						

ALSF-II PAPI | 1110′ (991′) | XT 312 LT | 2590′ (2471′)

STRAIGHT-IN LANDING RWY **23L**

DA(H) 319′(**200′**)

	FULL	TDZ or CL out	ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B			
C			
D			

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(682′)	3200m
205	830′(712′)	3600m

PANS OPS

CHANGES: TCH.

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JEPPESEN

7 JUL 17 (13-1) Eff 20 Jul

KRASNODAR, RUSSIA
VOR Z Rwy 05R

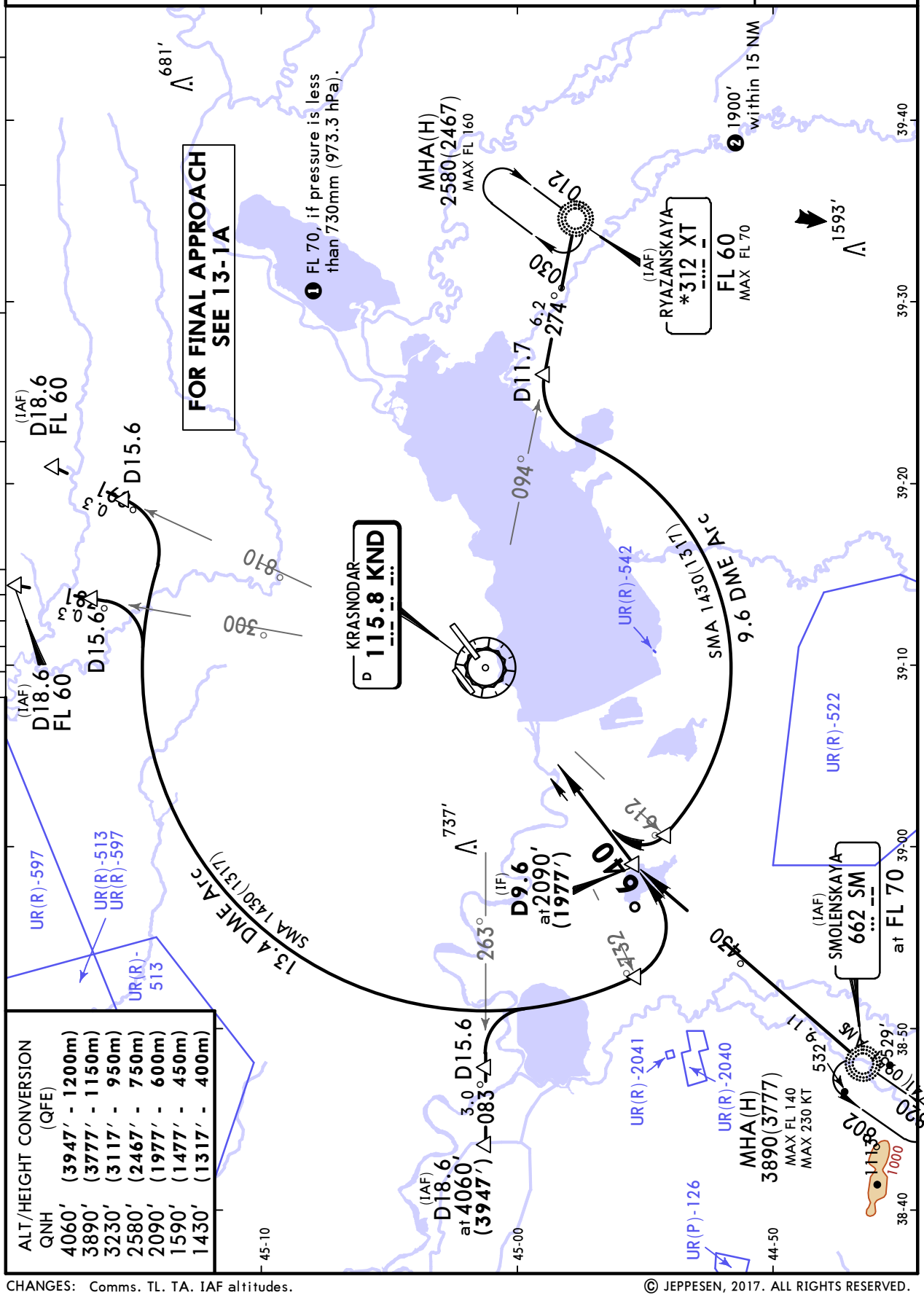
BRIEFING STRIP™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian) (121.8)	129.6	127.7	121.3	118.2	119.0

VOR KND	Final Apch Crs	Procedure Alt Refer to chart	MDA(H) Refer to chart	Apt Elev 118′
115.8	046°	13-1A	13-1A	Rwy 113′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)
DME required.

1900′
075° 285°
3300′ ❷
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE) QNH	
4060′	(3947′ - 1200m)
3890′	(3777′ - 1150m)
3230′	(3117′ - 950m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1590′	(1477′ - 450m)
1430′	(1317′ - 400m)

CHANGES: Comms. TL. TA. IAF altitudes.

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URKK/KRR PASHKOVSKIY

JEPPESEN

7 JUL 17 (13-1A) Eff 20 Jul

KRASNODAR, RUSSIA VOR Z Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

VOR	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 118′
KND 115.8	046°	D6.2 2090′(1977′)	480′(367′)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to NDB climbing to 2580′(2467′) or above, then proceed to holding area.

1900′ 075° 285° 3300′❷ MSA KND VOR

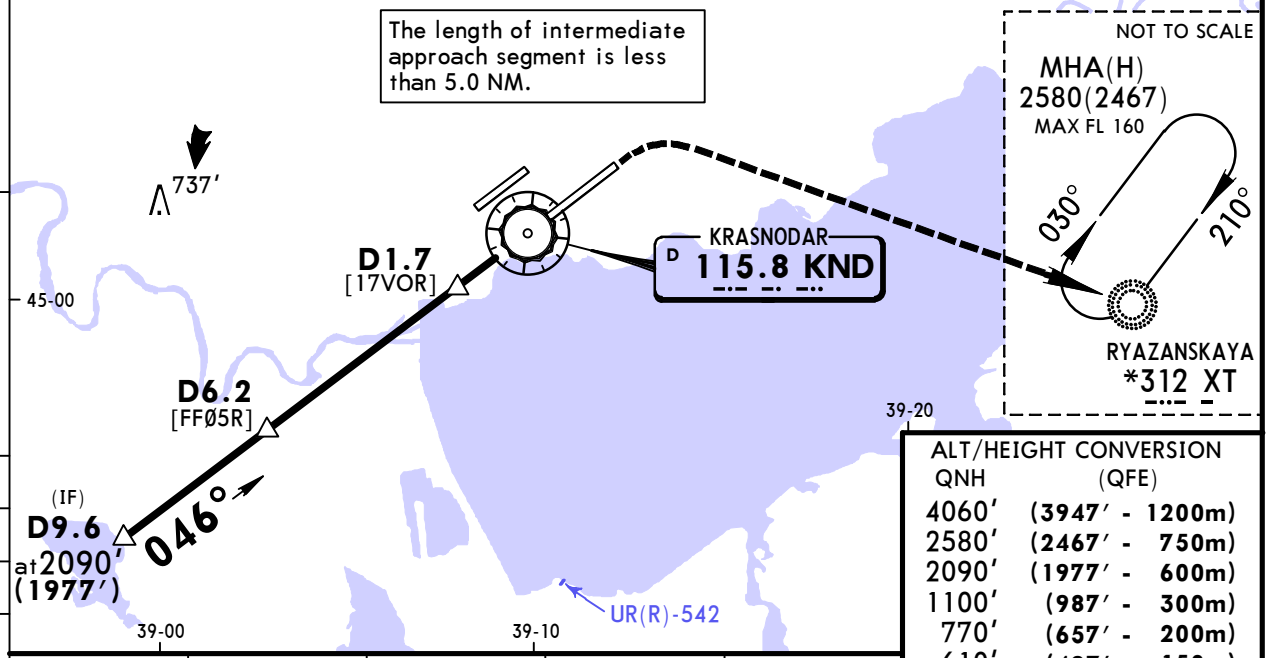
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)
DME required.

FOR INITIAL APPROACH SEE 13-1

❶ FL 70, if pressure is less than 730mm (973.3 hPa).

❷ 1900′ within 15 NM

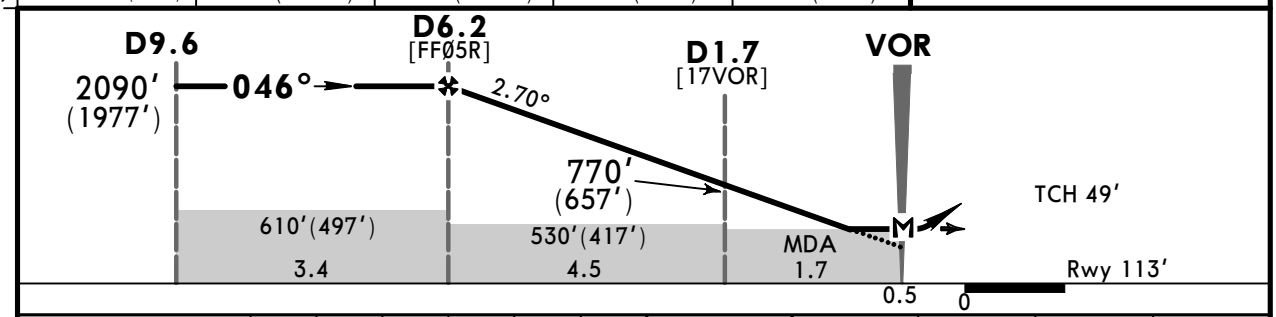
The length of intermediate approach segment is less than 5.0 NM.



KND DME	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1540′(1427′)	1230′(1117′)	940′(827′)	630′(517′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1100′	(987′ - 300m)
770′	(657′ - 200m)
610′	(497′ - 150m)
530′	(417′ - 125m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at VOR						

ALSF-II PAPI 1100′ (987′) XT 312 RT 2580′ (2467′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

	with D1.7 MDA(H) 480′(367′)	ALS out	w/o D1.7 MDA(H) 530′(417′)	ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA.

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7 JUL 17 (13-2) Eff 20 Jul

KRASNODAR, RUSSIA
VOR Y Rwy 05R

BRIEFING STRIP™

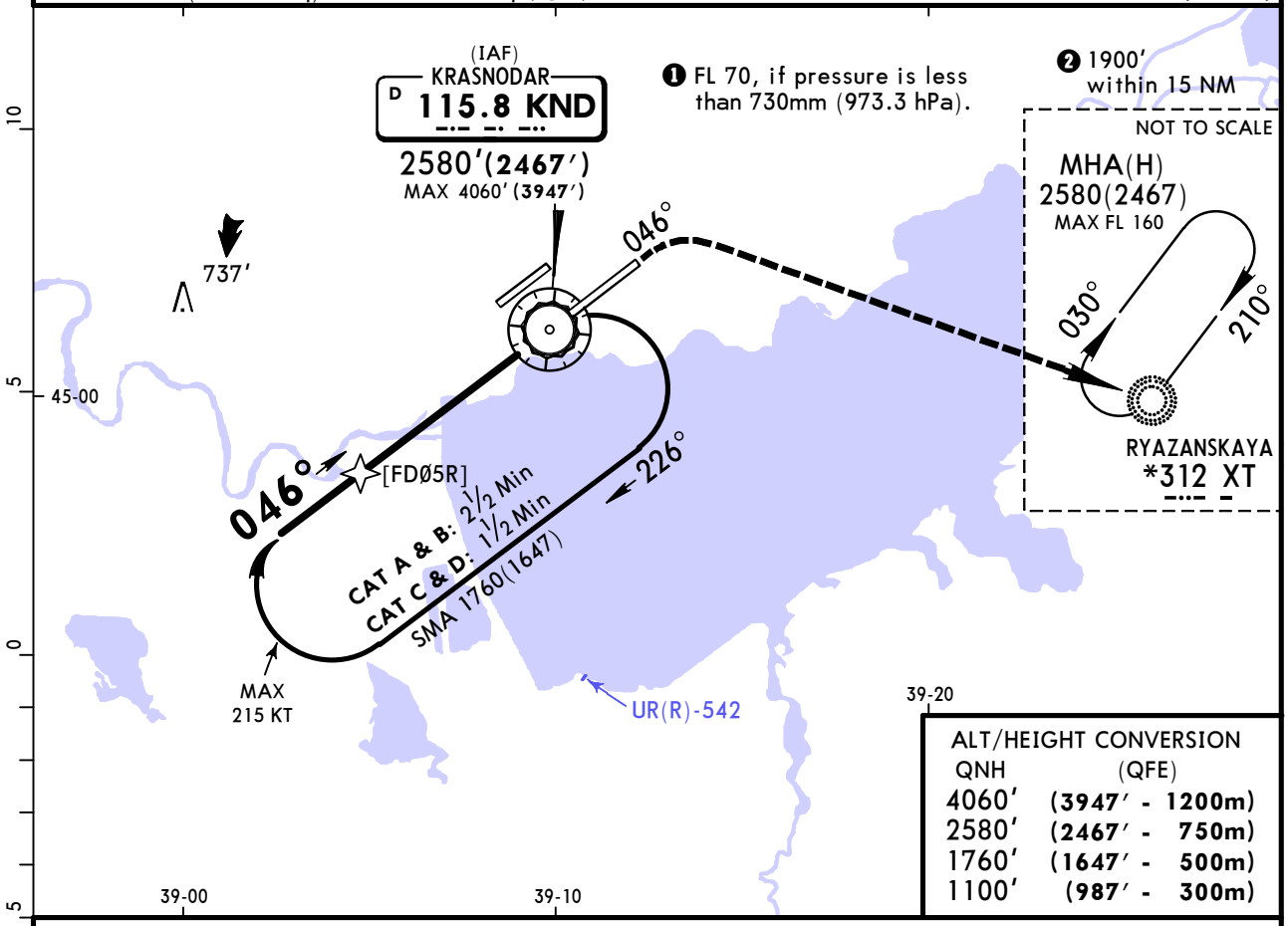
ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

VOR KND	Final Apch Crs	No FAF	MDA(H)	Apt Elev 118′
115.8	046°		580′ (467′)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to NDB climbing to 2580′(2467′) or above, then proceed to holding area.

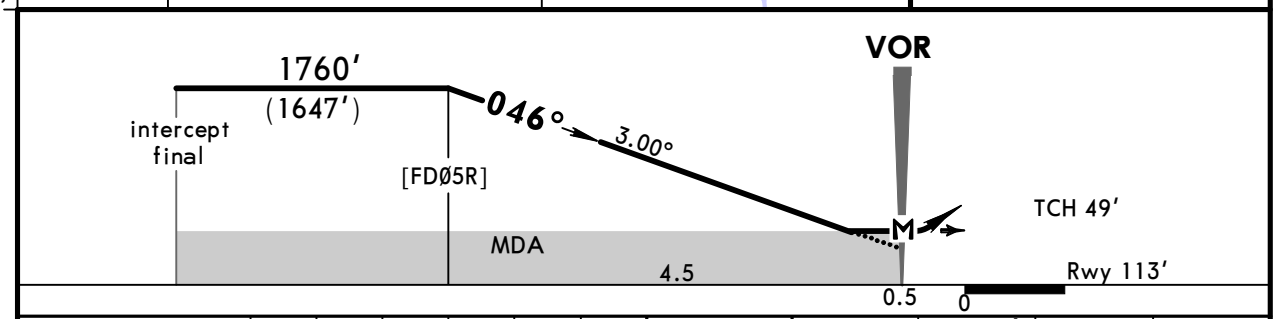
1900′
075° 285°
3300′❷
MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
1760′	(1647′ - 500m)
1100′	(987′ - 300m)



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

ALSF-II PAPI | 1100′ (987′) | XT 312 RT | 2580′ (2467′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

MDA(H) 580′(467′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN 7 JUL 17 (13-3) Eff 20 Jul

KRASNODAR, RUSSIA VOR X Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

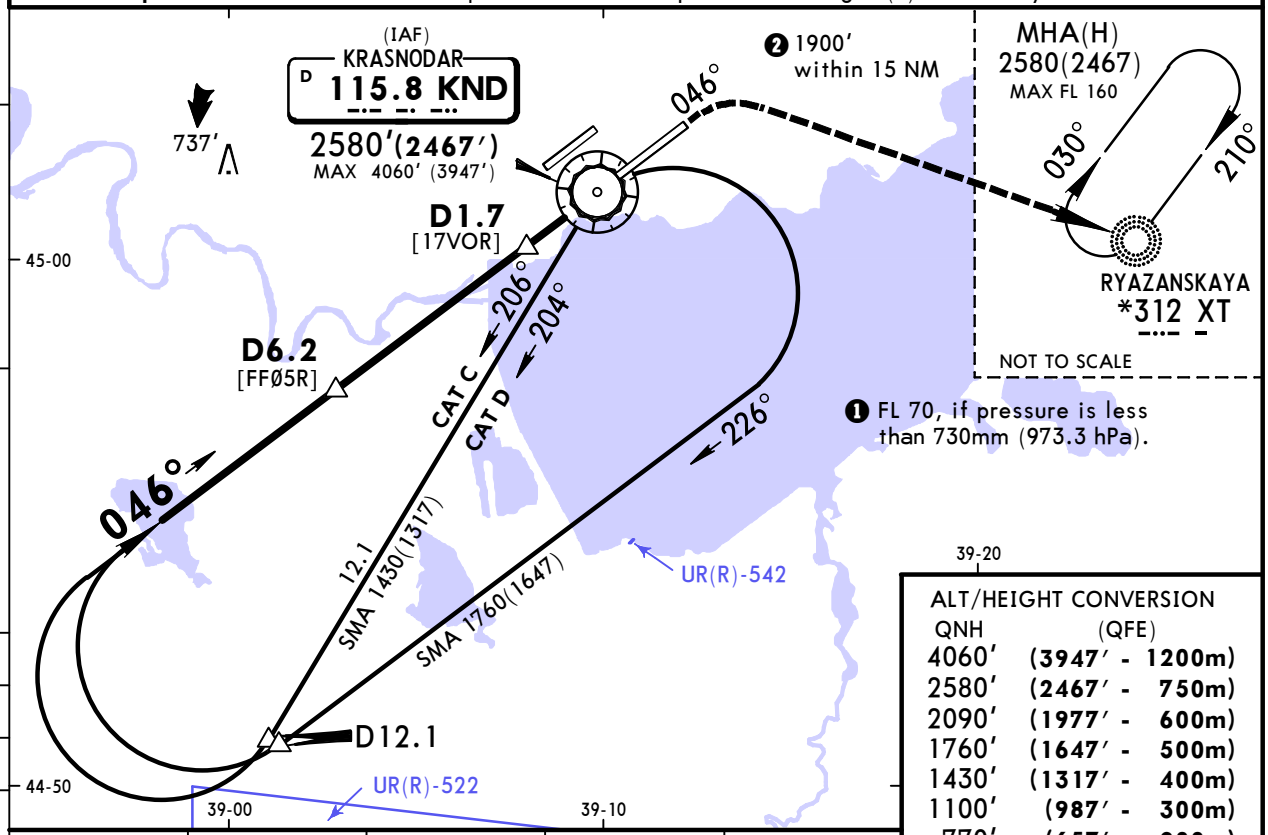
VOR KND	Final Apch Crs	Procedure Alt D6.2	MDA(H) (CONDITIONAL)	Apt Elev 118′ Rwy 113′
115.8	046°	2090′(1977′)	480′(367′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to NDB climbing to 2580′(2467′) or above, then proceed to holding area.

1900′ 075° 285° 3300′❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)

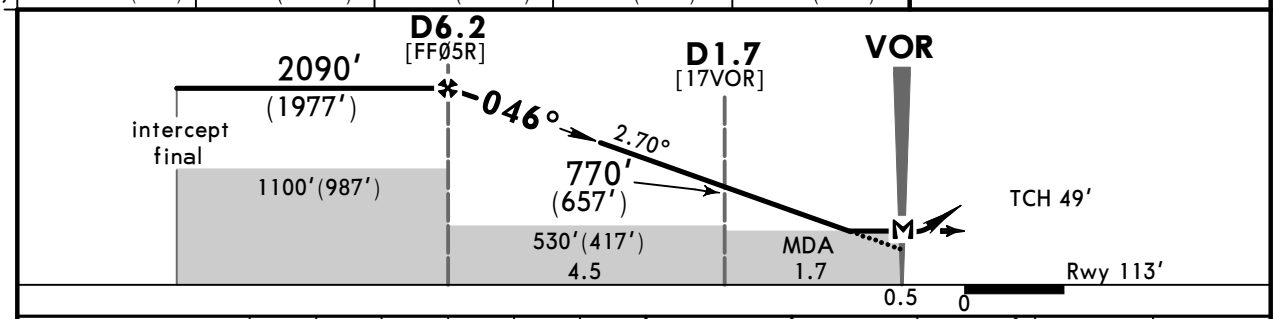
1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



KND DME	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1540′(1427′)	1230′(1117′)	940′(827′)	630′(517′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1760′	(1647′ - 500m)
1430′	(1317′ - 400m)
1100′	(987′ - 300m)
770′	(657′ - 200m)
530′	(417′ - 125m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at VOR						

ALSF-II PAPI 1100′ (987′) XT 312 RT 2580′ (2467′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

	with D1.7 MDA(H) 480′(367′)		w/o D1.7 MDA(H) 530′(417′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN

7 JUL 17 (13-4) Eff 20 Jul

KRASNODAR, RUSSIA VOR W Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

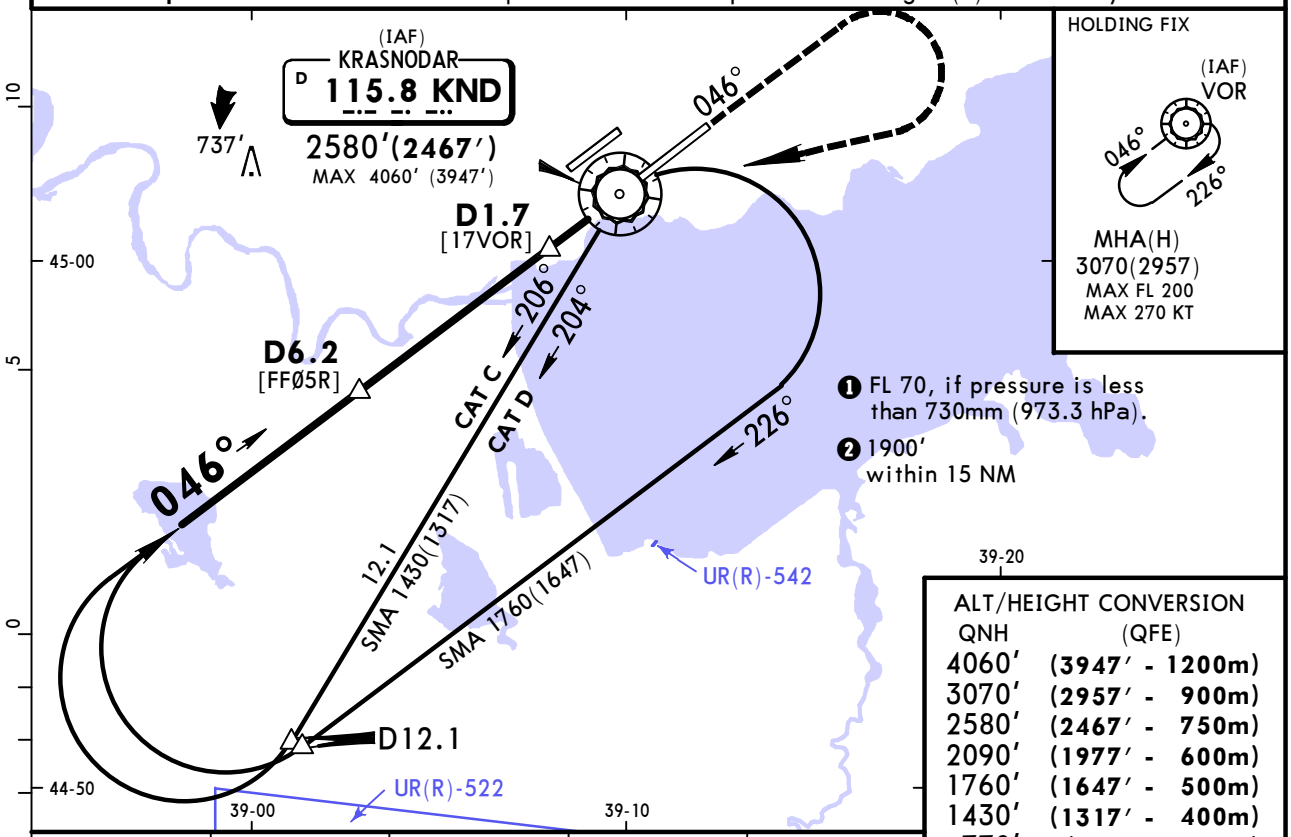
VOR	Final Apch Crs	Procedure Alt	MDA(H) (CONDITIONAL)	Apt Elev 118′
KND 115.8	046°	D6.2 2090′(1977′)	480′ (367′)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1760′(1647′), then turn RIGHT to VOR climbing to 3070′(2957′) or above.

1900′ 075° 285° 3300′❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)

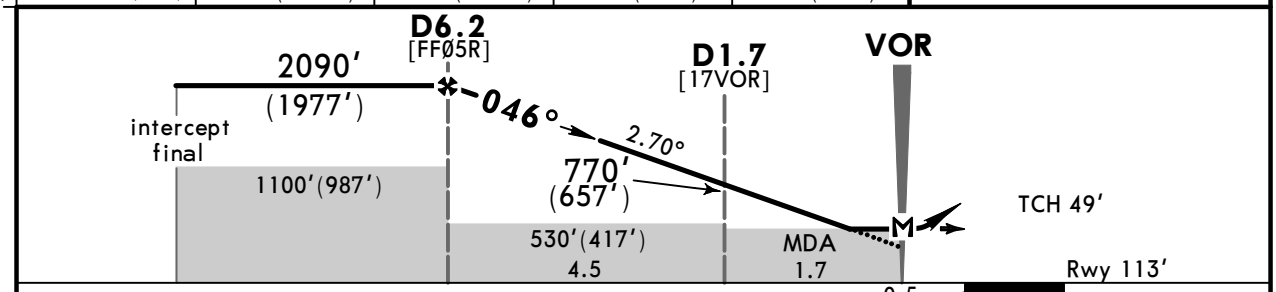
1. DME required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



KND DME	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1540′(1427′)	1230′(1117′)	940′(827′)	630′(517′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
3070′	(2957′ - 900m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1760′	(1647′ - 500m)
1430′	(1317′ - 400m)
770′	(657′ - 200m)
530′	(417′ - 125m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at VOR						

ALSF-II PAPI | 1760′ (1647′) | KND 115.8 RT | 3070′ (2957′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

	with D1.7 MDA(H) 480′(367′)		w/o D1.7 MDA(H) 530′(417′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B				
C			1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN

7 JUL 17 (13-5) Eff 20 Jul

KRASNODAR, RUSSIA
VOR Z Rwy 23L

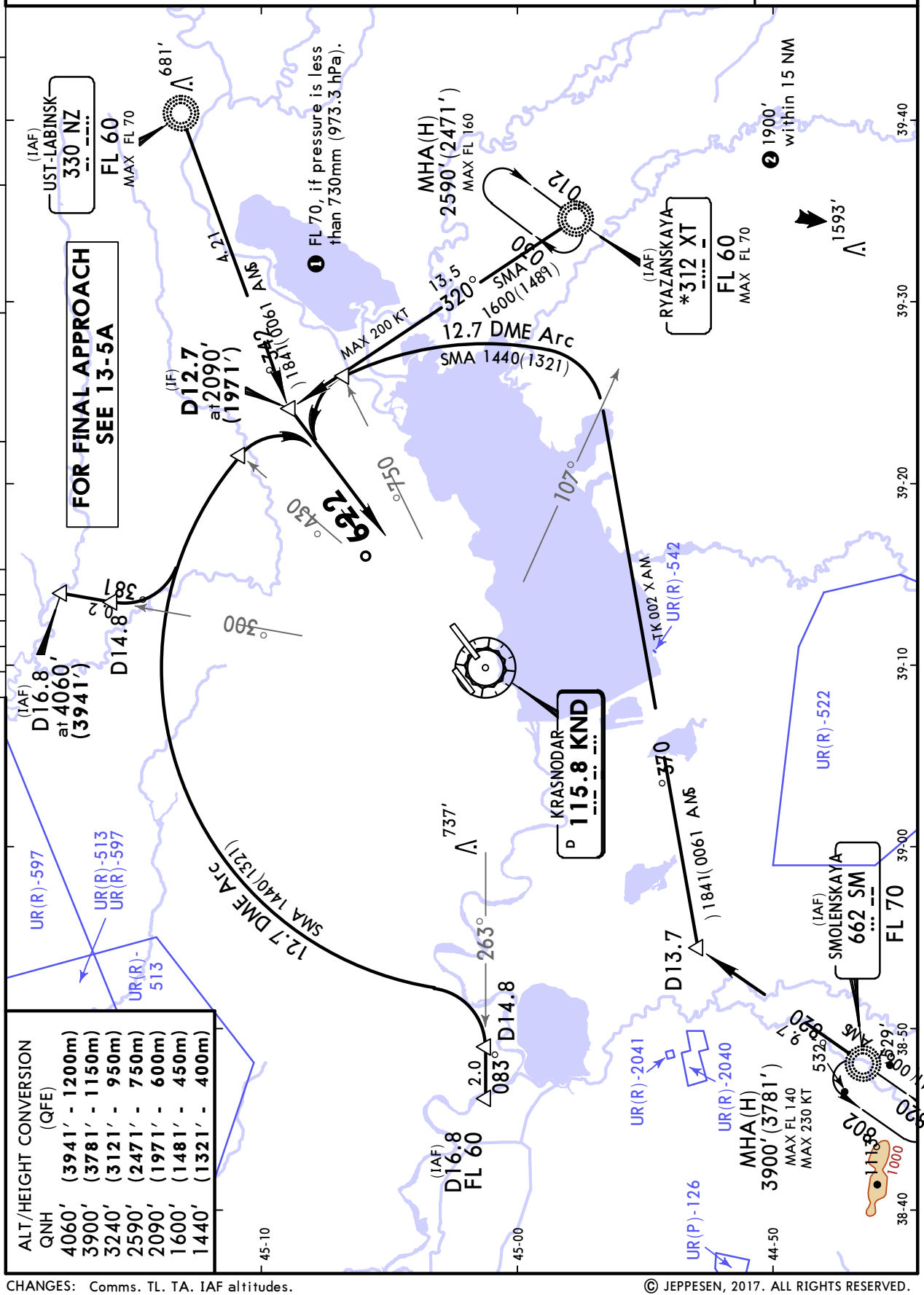
BRIEFING STRIP™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian) (121.8)	129.6	127.7	121.3	118.2	119.0

VOR KND	Final Apch Crs	Procedure Alt Refer to chart	MDA(H) Refer to chart	Apt Elev 118′
115.8	226°	13-5A	13-5A	Rwy 119′

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
DME required.

1900′
075° 285°
3300′ ❷
MSA KND VOR



PANS OPS

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4060′	(3941′ - 1200m)
3900′	(3781′ - 1150m)
3240′	(3121′ - 950m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)

CHANGES: Comms. TL. TA. IAF altitudes.

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URKK/KRR PASHKOVSKIY

JEPPESEN 7 JUL 17 (13-5A) Eff 20 Jul

KRASNODAR, RUSSIA VOR Z Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

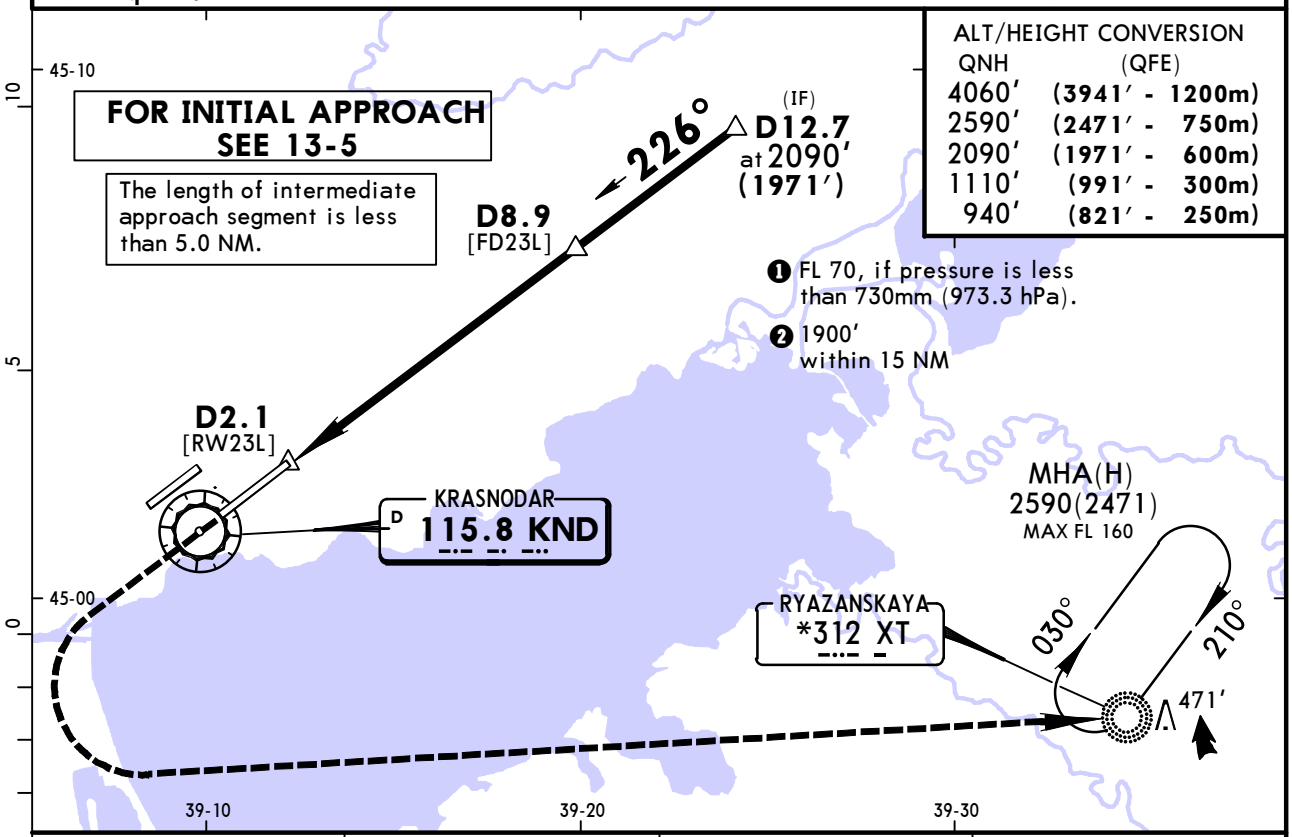
BRIEFING STRIP TM

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
KND 115.8	226°	D8.9 2090′(1971′)	560′(441′)	Rwy 119′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to NDB climbing to 2590′(2471′) or above, then proceed to holding area.

1900′ 075° 285° 3300′❷ MSA KND VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
DME required.



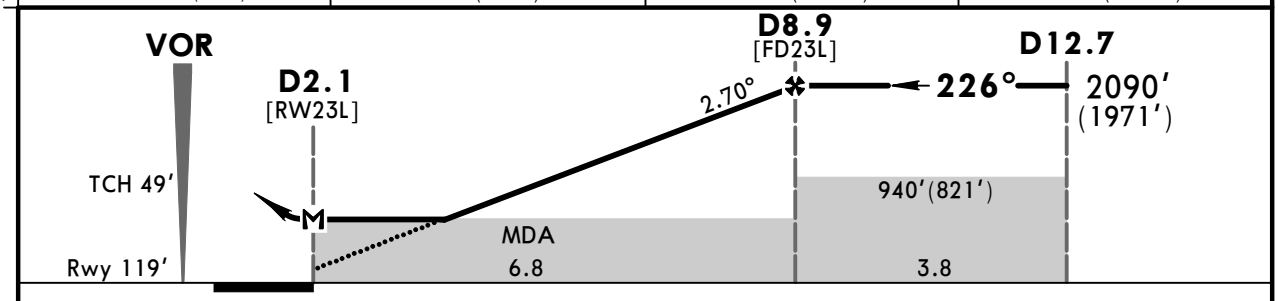
ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1110′	(991′ - 300m)
940′	(821′ - 250m)

❶ FL 70, if pressure is less than 730mm (973.3 hPa).

❷ 1900′ within 15 NM

KND DME	4.3	5.4	6.5
ALTITUDE (HAT)	810′(691′)	1130′(1011′)	1440′(1321′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at D2.1						

ALSF-II PAPI | 1110′ (991′) | XT 312 LT | 215 KT MAX | 2590′ (2471′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L			CIRCLE-TO-LAND Prohibited Northwest of airport		
MDA(H) 560′(441′)		ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′(572′)	1600m
B			135		
C	1200m	RVR 1800m VIS 2000m	180	790′(672′)	3200m
D	RVR 1500m VIS 1600m	2400m	205	830′(712′)	3600m

CHANGES: Comms. TL. TA.

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JEPPESEN

7 JUL 17 (13-6) Eff 20 Jul

KRASNODAR, RUSSIA
VOR Y Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
KND 115.8	226°	D8.9 2090′(1971′)	560′ (441′)	Rwy 119′

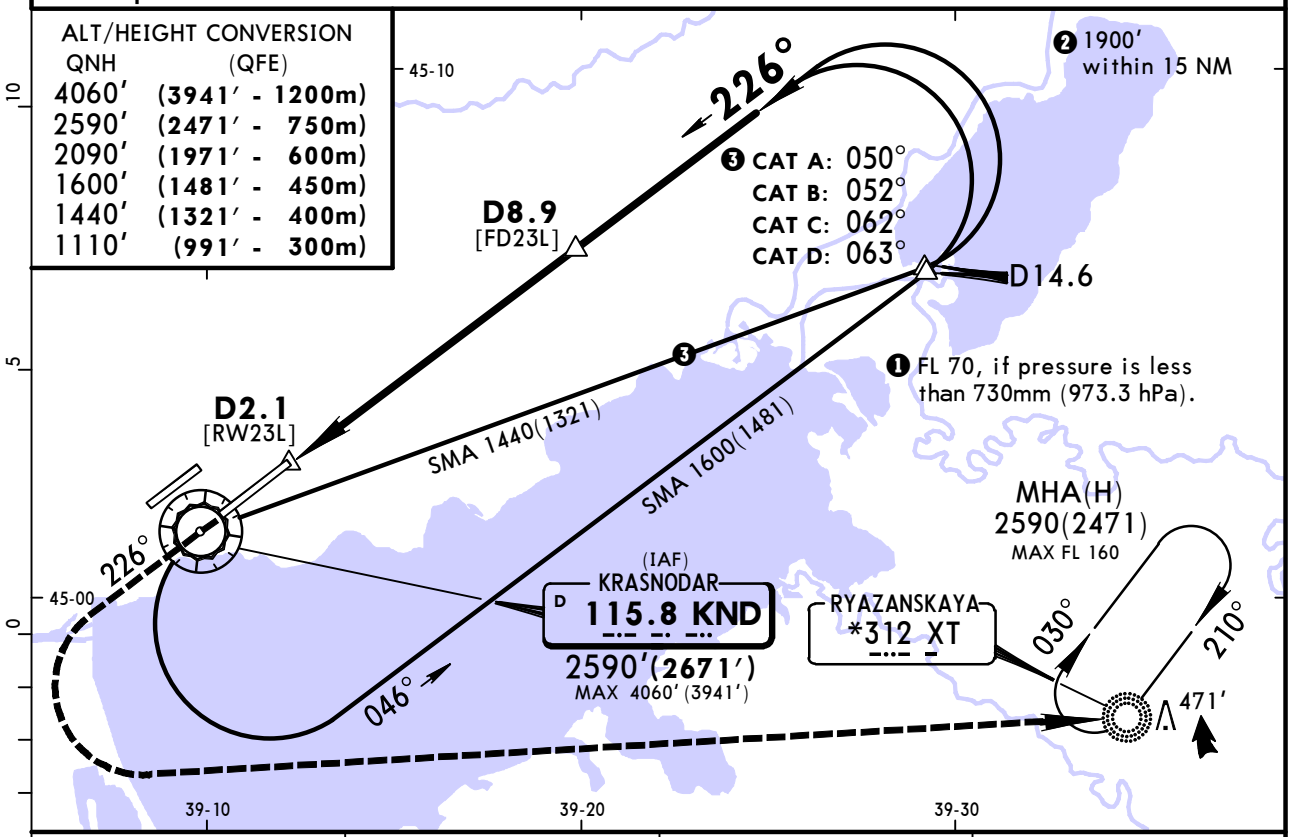
MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to NDB climbing to 2590′(2471′) or above, then proceed to holding area.

1900′
075° 285°
3300′ ❷
MSA KND VOR

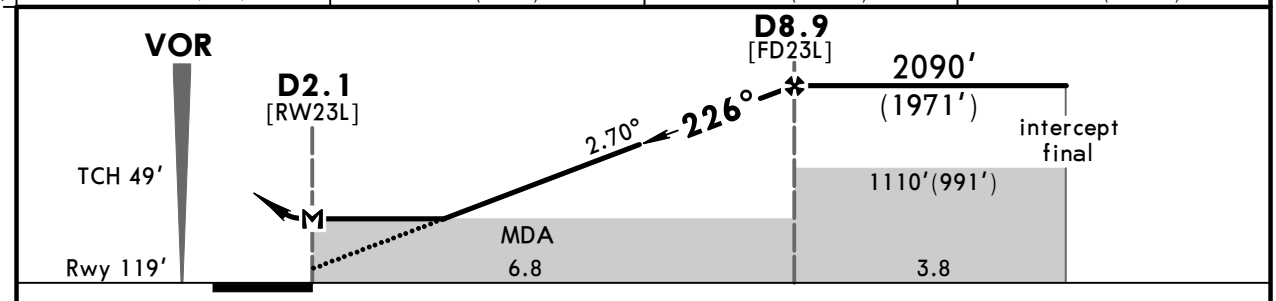
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)
1110′	(991′ - 300m)



KND DME	4.3	5.4	6.5
ALTITUDE (HAT)	810′(691′)	1130′(1011′)	1440′(1321′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at D2.1						

ALSF-II
PAPI

1110′ (991′)

XT 312 LT

215 KT MAX

2590′ (2471′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

MDA(H) 560′(441′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	1200m	RVR 1800m VIS 2000m
D	RVR 1500m VIS 1600m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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URKK/KRR PASHKOVSKIY

JEPPESEN 7 JUL 17 (13-7) Eff 20 Jul

KRASNODAR, RUSSIA VOR X Rwy 23L

BRIEFING STRIP ™

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

VOR KND	Final Apch Crs	Procedure Alt D8.9	MDA(H)	Apt Elev 118′
115.8	226°	2090′(1971′)	560′ (441′)	Rwy 119′

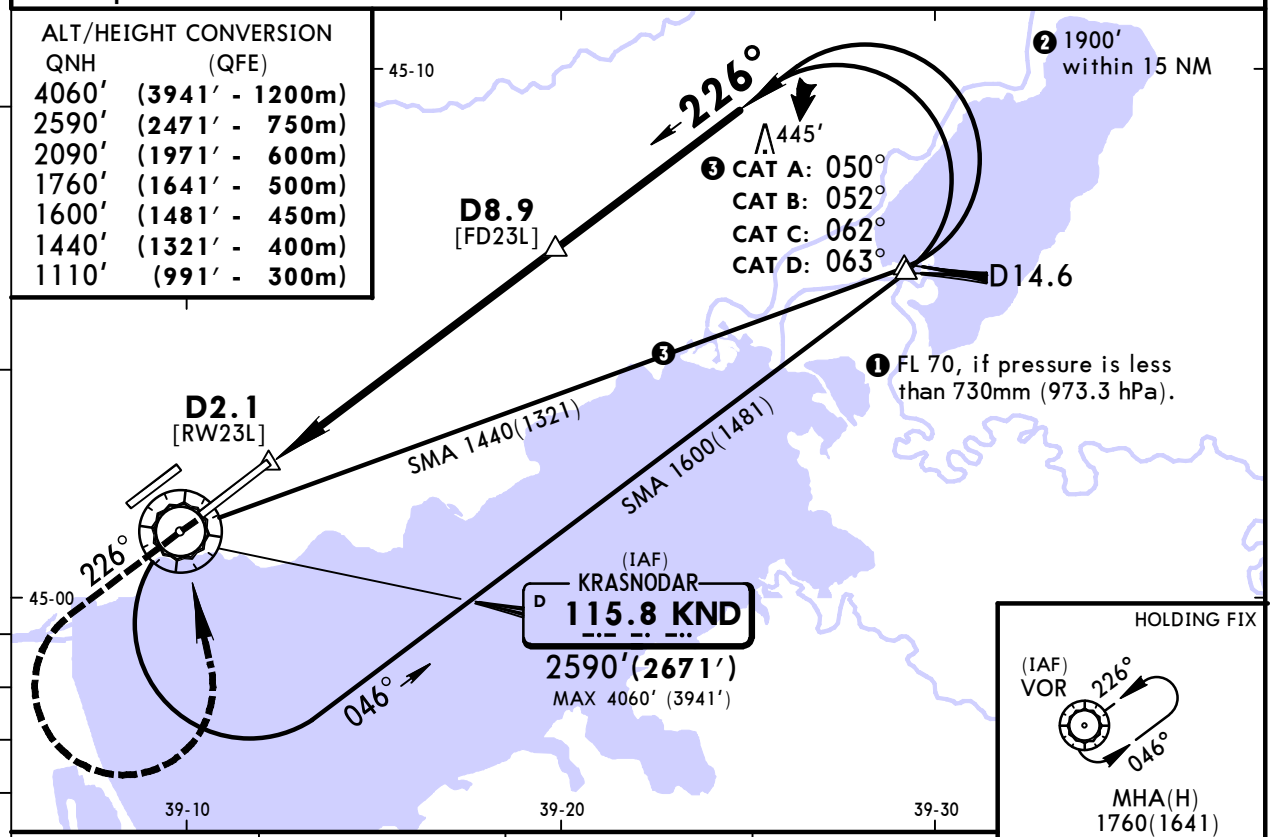
MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to VOR climbing to 2590′(2471′) or as directed.

1900′ 075° 285° 3300′❷ MSA KND VOR

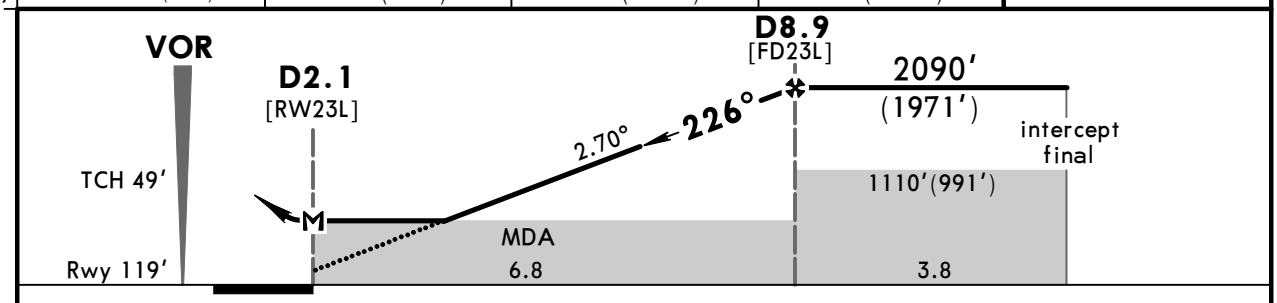
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1760′	(1641′ - 500m)
1600′	(1481′ - 450m)
1440′	(1321′ - 400m)
1110′	(991′ - 300m)



KND DME	4.3	5.4	6.5
ALTITUDE (HAT)	810′(691′)	1130′(1011′)	1440′(1321′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at D2.1						

ALSF-II PAPI | 1110′ (991′) | KND 115.8 LT | 215 KT MAX | 2590′ (2471′)

PANS OPS

	STRAIGHT-IN LANDING RWY 23L MDA(H) 560′(441′)		CIRCLE-TO-LAND Prohibited Northwest of airport		
		ALS out	Max Kts	MDA(H)	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	690′(572′)	1600m
B			135		
C	1200m	RVR 1800m VIS 2000m	180	790′(672′)	3200m
D	RVR 1500m VIS 1600m	2400m	205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN
7 JUL 17 (16-1) Eff 20 Jul

KRASNODAR, RUSSIA
NDB Z Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

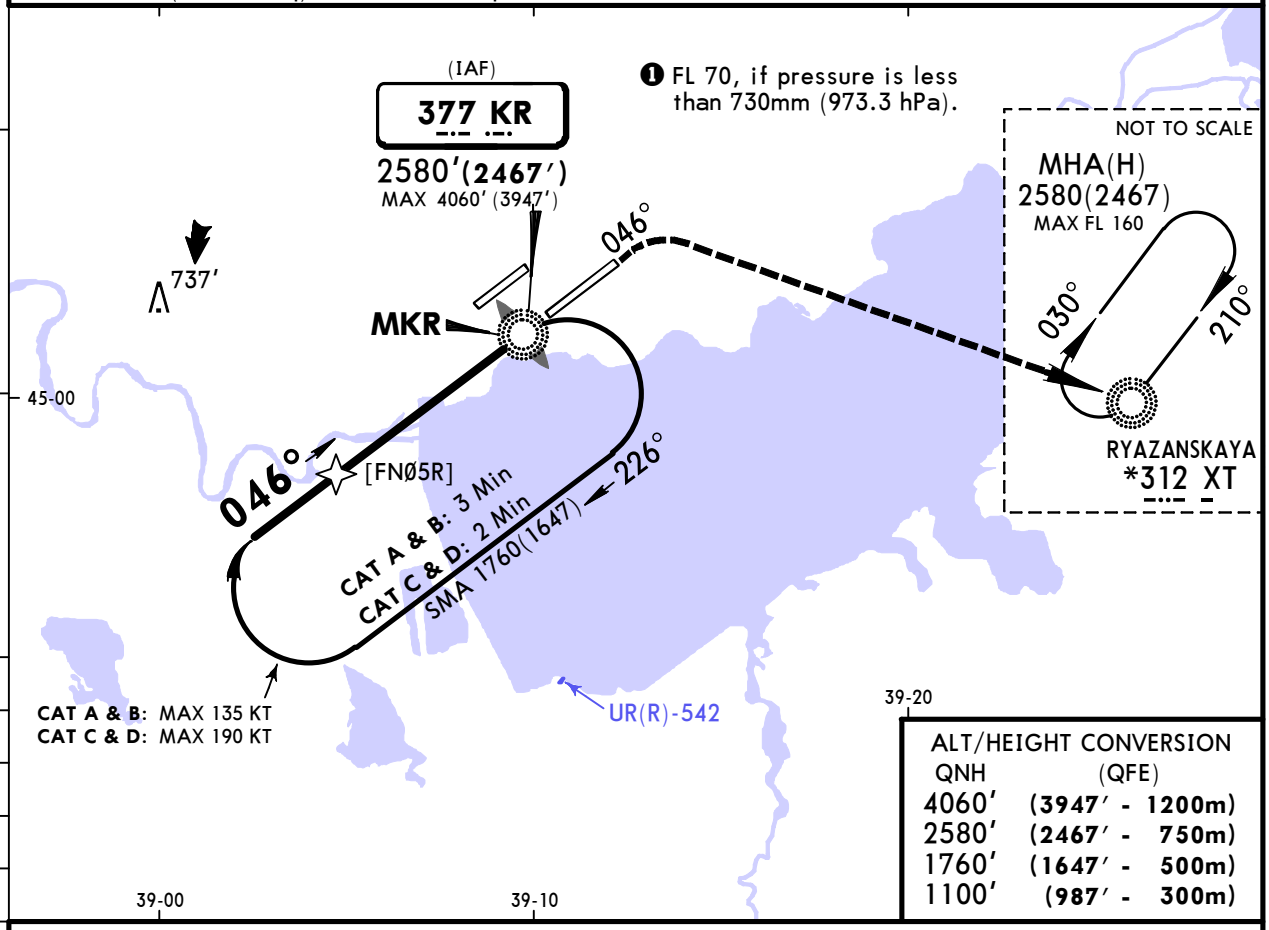
BRIEFING STRIP™

NDB KR	Final Apch Crs	No FAF	MDA(H)	Apt Elev 118′
377	**046°**		600′ (**487′**)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holding area.

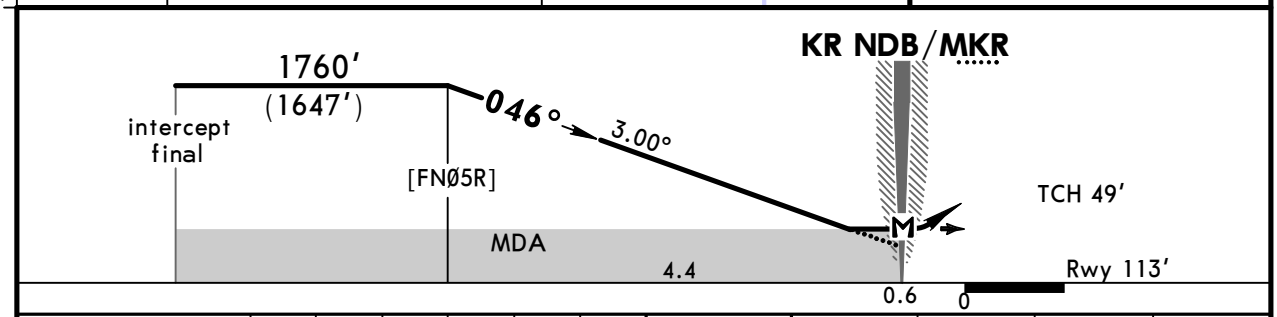
1900′
075° 285°
3300′
MSA KR NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60❶ Trans alt: 4060′ (**3947′**)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(**3947′ - 1200m**)
2580′	(**2467′ - 750m**)
1760′	(**1647′ - 500m**)
1100′	(**987′ - 300m**)



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

ALSF-II PAPI | 1100′ (**987′**) | XT **312** RT | 2580′ (**2467′**)

PANS OPS

STRAIGHT-IN LANDING RWY **05R**

MDA(H) 600′(**487′**)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN 7 JUL 17 (16-2) Eff 20 Jul

KRASNODAR, RUSSIA
NDB Y Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

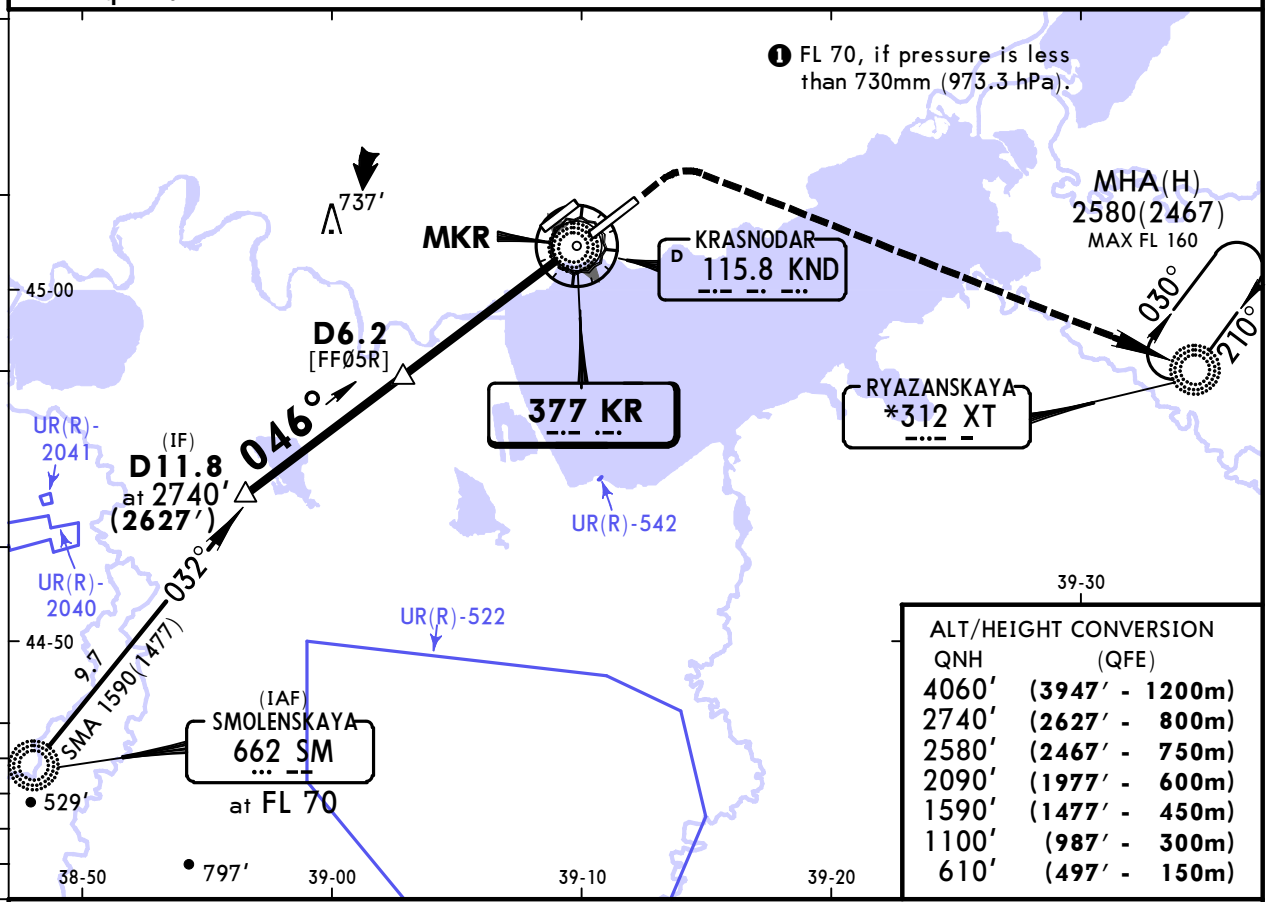
NDB KR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
377	**046°**	**D6.2** 2090′(**1977′**)	550′ (**437′**)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holding area.

MSA KR NDB: 1900′ (075°–285°) 3300′

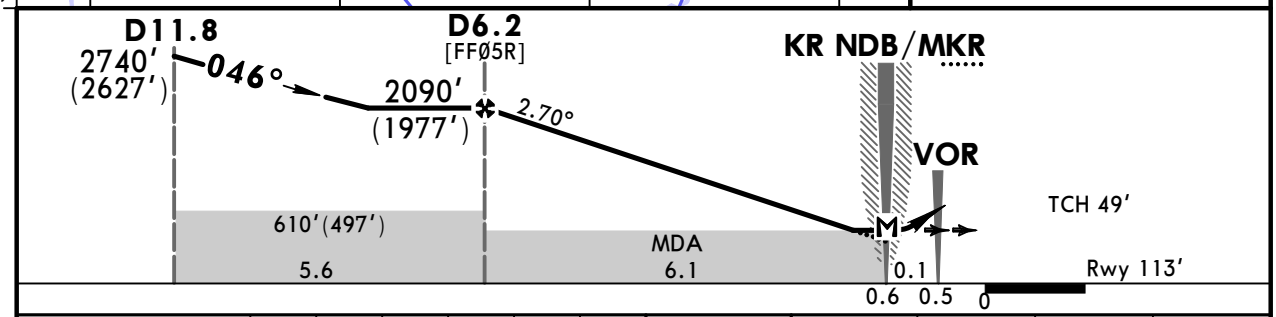
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60 ❶ Trans alt: 4060′ (**3947′**)

DME required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(**3947′ - 1200m**)
2740′	(**2627′ - 800m**)
2580′	(**2467′ - 750m**)
2090′	(**1977′ - 600m**)
1590′	(**1477′ - 450m**)
1100′	(**987′ - 300m**)
610′	(**497′ - 150m**)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at KR NDB/MKR						

ALSF-II PAPI | 1100′ (**987′**) | XT **312** RT | 2580′ (**2467′**)

PANS OPS

STRAIGHT-IN LANDING RWY **05R**

MDA(H) 550′(**437′**)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′ (572′)	1600m
135		
180	790′ (672′)	3200m
205	830′ (712′)	3600m

CHANGES: Comms. TL. TA.

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JEPPESEN

7 JUL 17 (16-3) Eff 20 Jul

KRASNODAR, RUSSIA
NDB X Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP ™

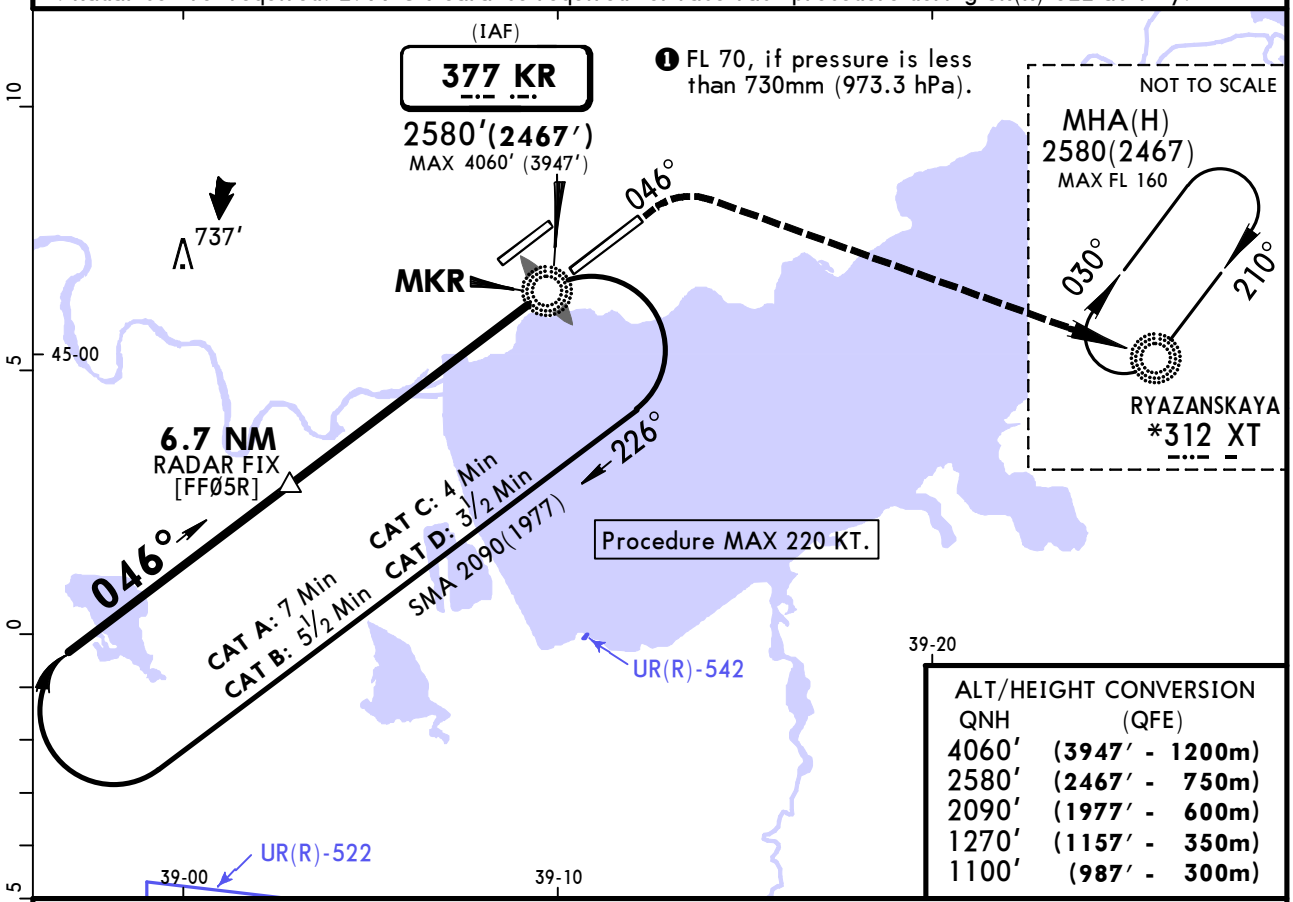
NDB KR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
377	**046°**	6.7 NM RADAR FIX 2090′(**1977′**)	550′ (**437′**)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1100′(987′), then turn RIGHT to XT NDB climbing to 2580′(2467′) or above, then proceed to holdingarea.

1900′ 075° 285° 3300′ MSA KR NDB

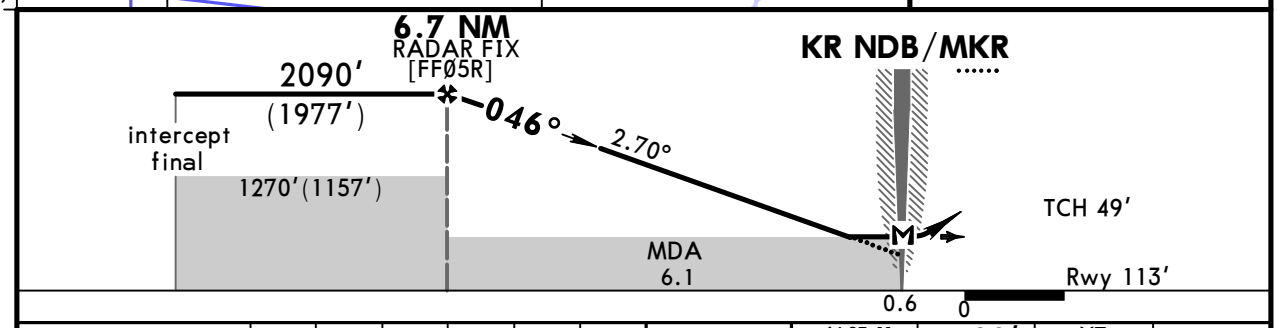
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 60❶ Trans alt: 4060′ (**3947′**)

1. Radar control required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(**3947′ - 1200m**)
2580′	(**2467′ - 750m**)
2090′	(**1977′ - 600m**)
1270′	(**1157′ - 350m**)
1100′	(**987′ - 300m**)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at KR NDB/MKR						

ALSF-II PAPI | 1100′ (**987′**) | XT **312** RT | 2580′ (**2467′**)

PANS OPS

STRAIGHT-IN LANDING RWY **05R**

MDA(H) 550′(**437′**)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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URKK/KRR PASHKOVSKIY

JEPPESEN

7 JUL 17 (16-4) Eff 20 Jul

KRASNODAR, RUSSIA NDB W Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP TM

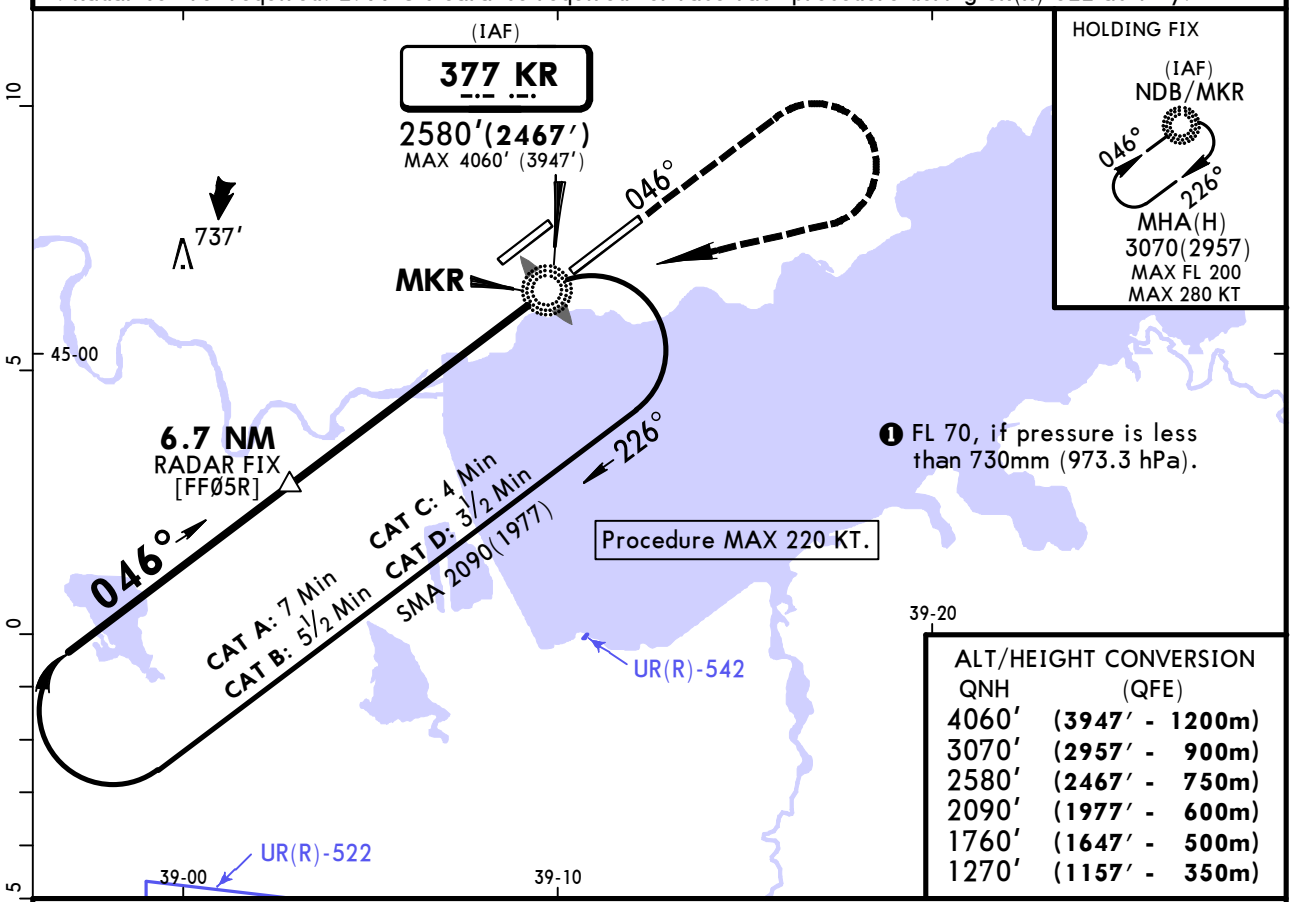
NDB KR	Final Apch Crs	Procedure Alt 6.7 NM RADAR FIX	MDA(H)	Apt Elev 118′
377	046°	2090′(1977′)	550′(437′)	Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1760′(1647′), then turn RIGHT to NDB climbing to 3070′(2957′) or above.

1900′ 075° 285° 3300′ MSA KR NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60❶ Trans alt: 4060′(3947′)

1. Radar control required. 2. ATC clearance required for racetrack procedure during UR(R)-522 activty.



HOLDING FIX

(IAF) NDB/MKR

046° 226°

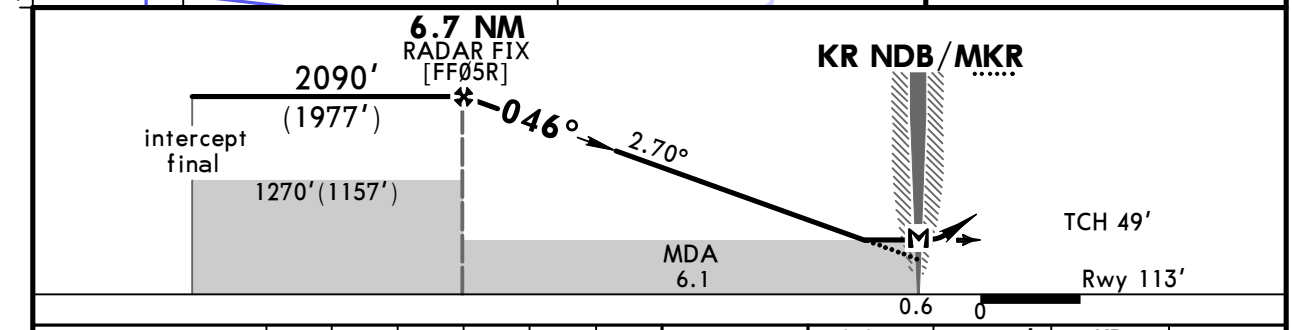
MHA(H) 3070(2957)

MAX FL 200

MAX 280 KT

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
3070′	(2957′ - 900m)
2580′	(2467′ - 750m)
2090′	(1977′ - 600m)
1760′	(1647′ - 500m)
1270′	(1157′ - 350m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.70°	334	430	478	573	669	764
MAP at KR NDB/MKR						

ALSF-II PAPI | 1760′(1647′) | KR 377 RT | 3070′(2957′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

MDA(H) 550′(437′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: Comms. TL. TA. IAF altitude.

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JEPPESEN

7 JUL 17 (16-5) Eff 20 Jul

KRASNODAR, RUSSIA NDB V Rwy 05R

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

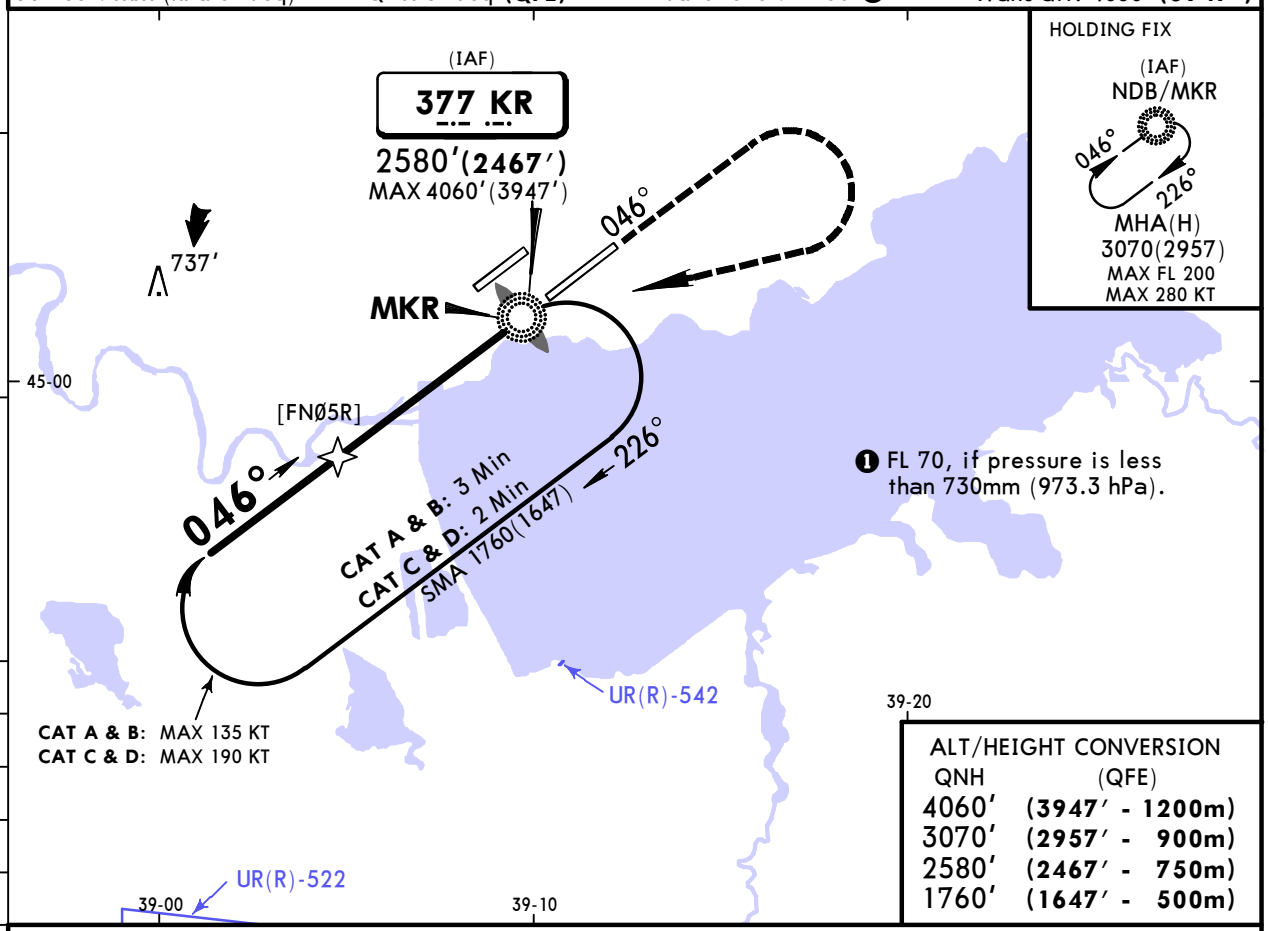
BRIEFING STRIP™

NDB KR 377	Final Apch Crs 046°	No FAF	MDA(H) 600′ (487′)	Apt Elev 118′ Rwy 113′

MISSED APCH: Climb STRAIGHT AHEAD to 1760′(1647′), then turn RIGHT to NDB climbing to 3070′(2957′) or above.

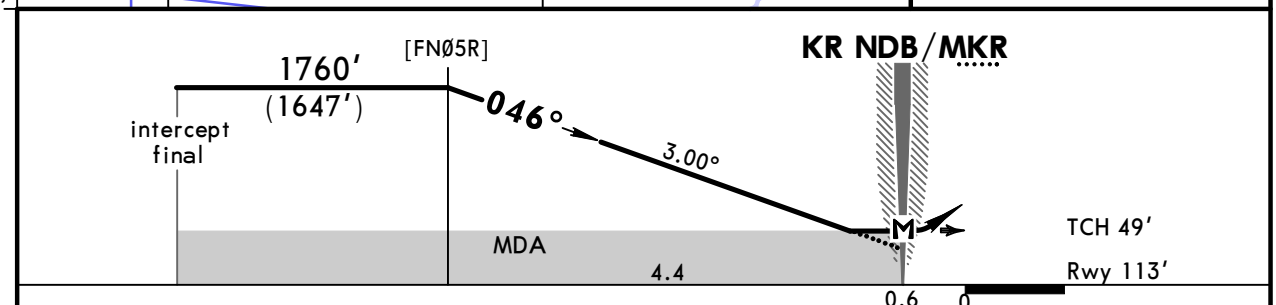
1900′ 075° 285° 3300′ MSA KR NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3947′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3947′ - 1200m)
3070′	(2957′ - 900m)
2580′	(2467′ - 750m)
1760′	(1647′ - 500m)



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

ALSF-II PAPI | 1760′ (1647′) | KR 377 RT | 3070′ (2957′)

PANS OPS

STRAIGHT-IN LANDING RWY 05R

MDA(H) 600′(487′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C		RVR 1800m VIS 2000m
D	RVR 1800m VIS 2000m	2400m

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: TL. TA. IAF altitude.

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URKK/KRR
PASHKOVSKIY

JEPPESEN

7 JUL 17 (16-6) Eff 20 Jul

KRASNODAR, RUSSIA
NDB Z Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

NDB KR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
377	226°	6.7 NM RADAR FIX 2090′(1971′)	630′ (511′)	Rwy 119′

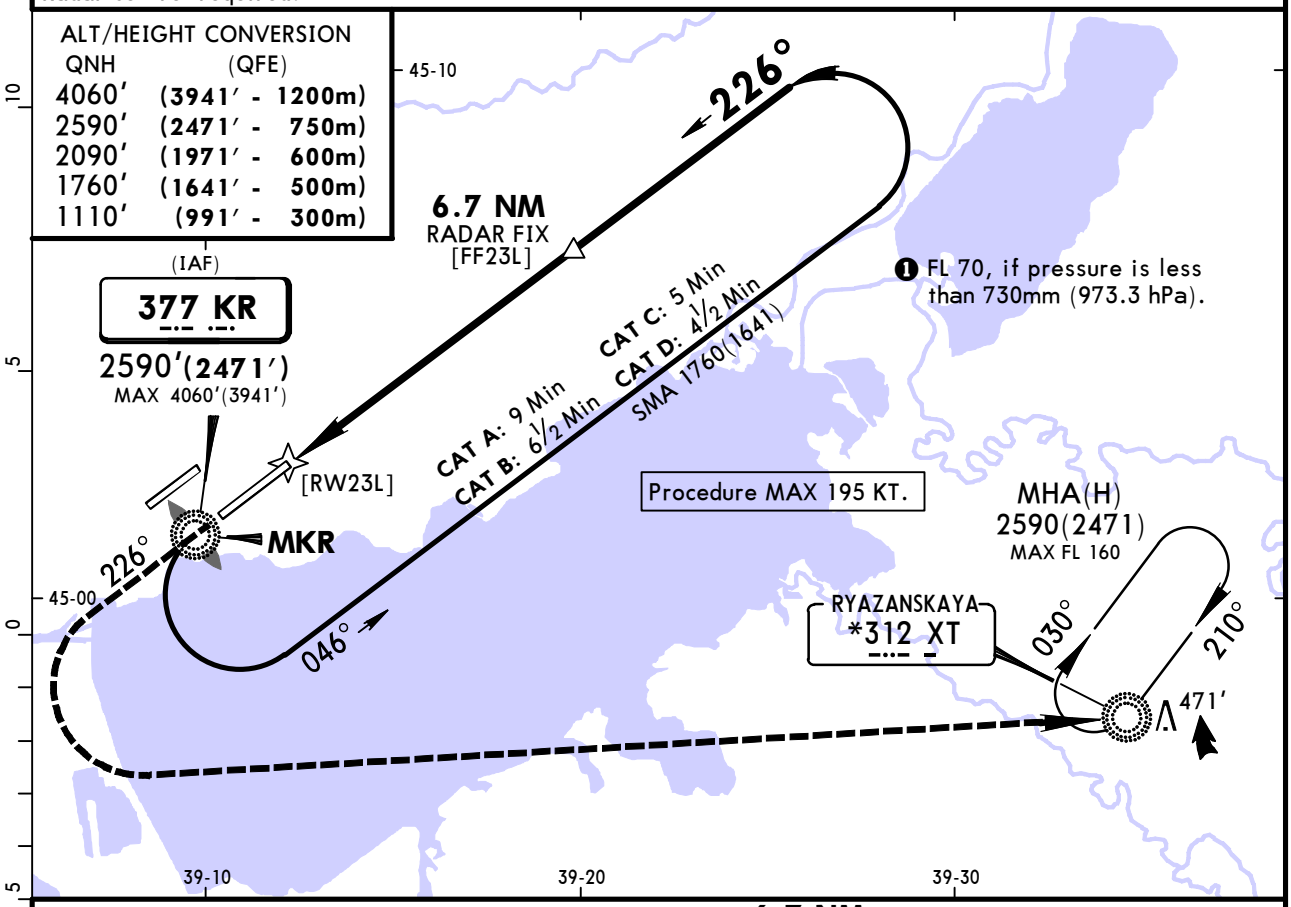
MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to XT NDB climbing to 2590′(2471′) or above, then proceed to holding area.

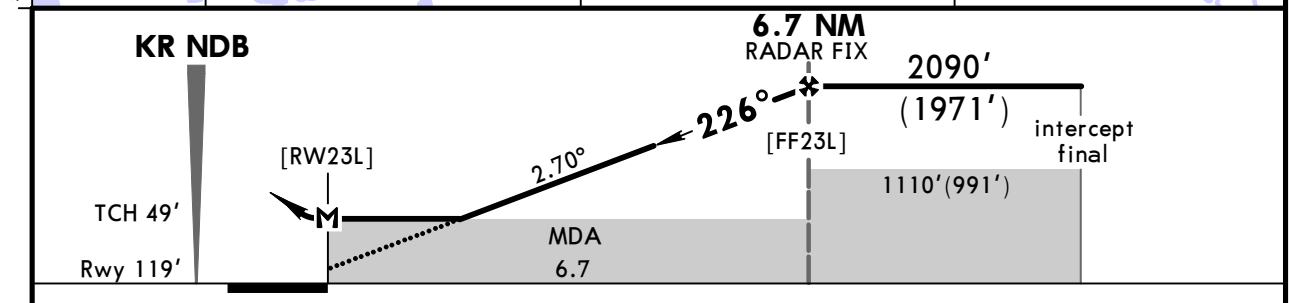
1900′ 075° 285° 3300′
MSA KR NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
Radar control required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1760′	(1641′ - 500m)
1110′	(991′ - 300m)





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
FAF to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31

ALSF-II PAPI | 1110′ (991′) | XT 312 LT | 215 KT MAX | 2590′ (2471′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

MDA(H) 630′(511′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: TL. TA. IAF altitude.

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URKK/KRR PASHKOVSKIY

JEPPESEN

7 JUL 17 (16-7) Eff 20 Jul

KRASNODAR, RUSSIA NDB Y Rwy 23L

ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

BRIEFING STRIP™

NDB KR	Final Apch Crs	Procedure Alt D8.9	MDA(H)	Apt Elev 118′
377	226°	2090′(1971′)	630′(511′)	Rwy 119′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to XT NDB climbing to 2590′(2471′) or above, then proceed to holding area.

MSA KR NDB: 1900′ (075°–285°), 3300′

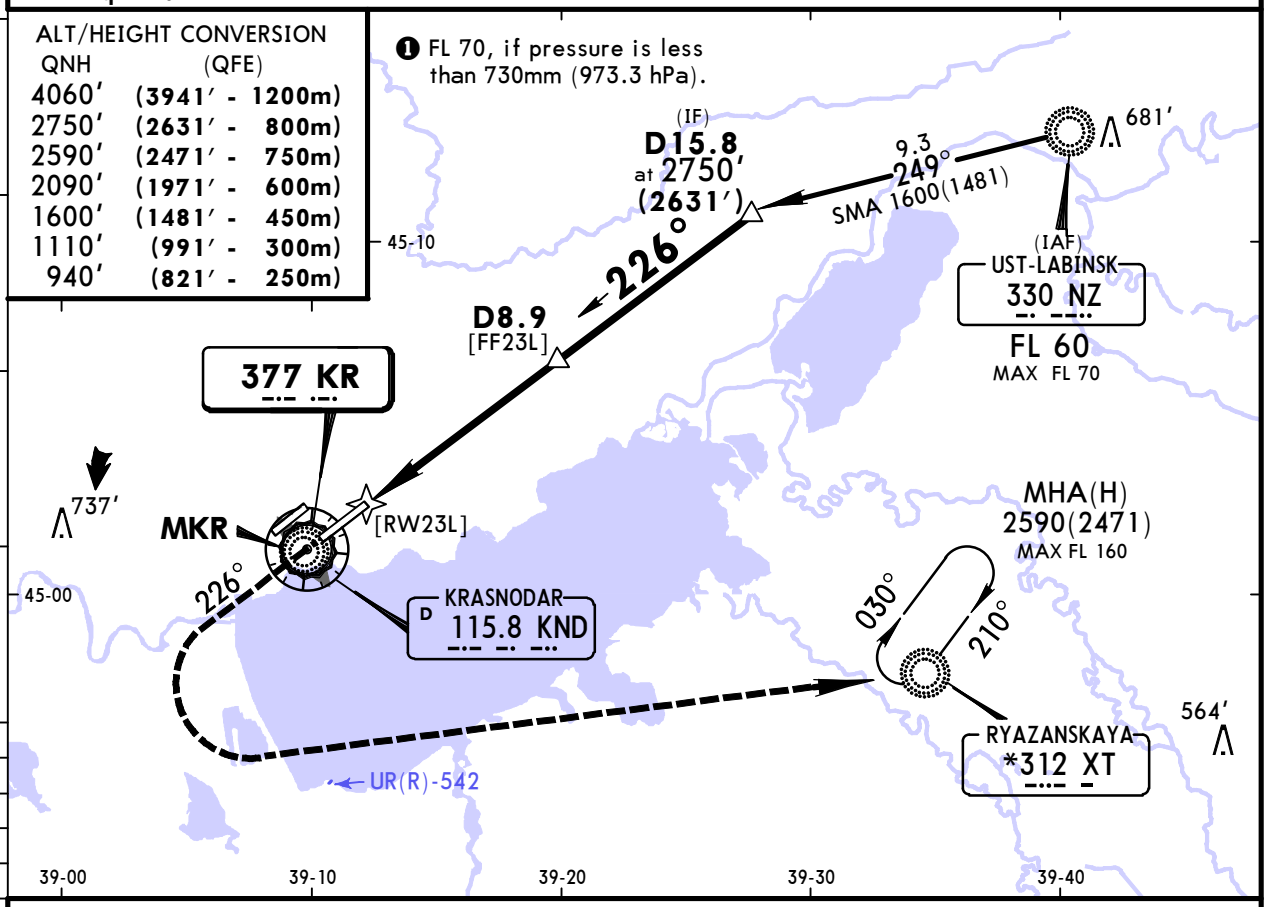
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)

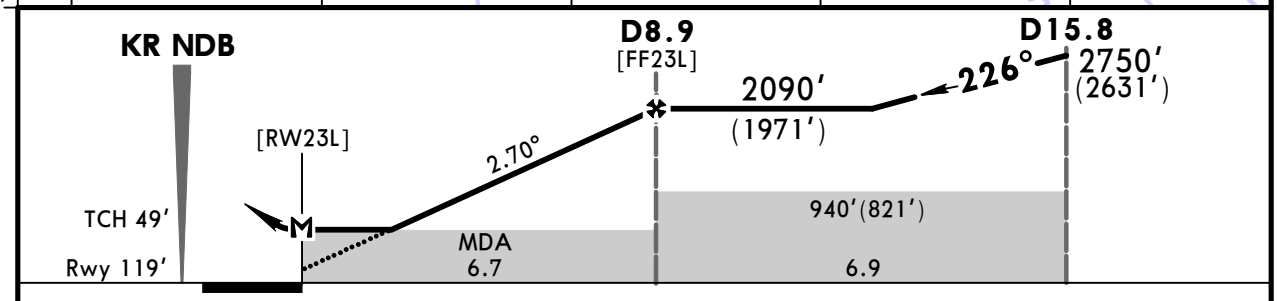
DME required.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4060′	(3941′ - 1200m)
2750′	(2631′ - 800m)
2590′	(2471′ - 750m)
2090′	(1971′ - 600m)
1600′	(1481′ - 450m)
1110′	(991′ - 300m)
940′	(821′ - 250m)

❶ FL 70, if pressure is less than 730mm (973.3 hPa).





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
FAF to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31

ALSF-II PAPI | 1110′ (991′) | XT 312 LT | 215 KT MAX | 2590′ (2471′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

MDA(H) 630′(511′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: TL. TA. IAF altitude.

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URKK/KRR
PASHKOVSKIY

JEPPESEN 7 JUL 17 (16-8) Eff 20 Jul

KRASNODAR, RUSSIA
NDB X Rwy 23L

BRIEFING STRIP™

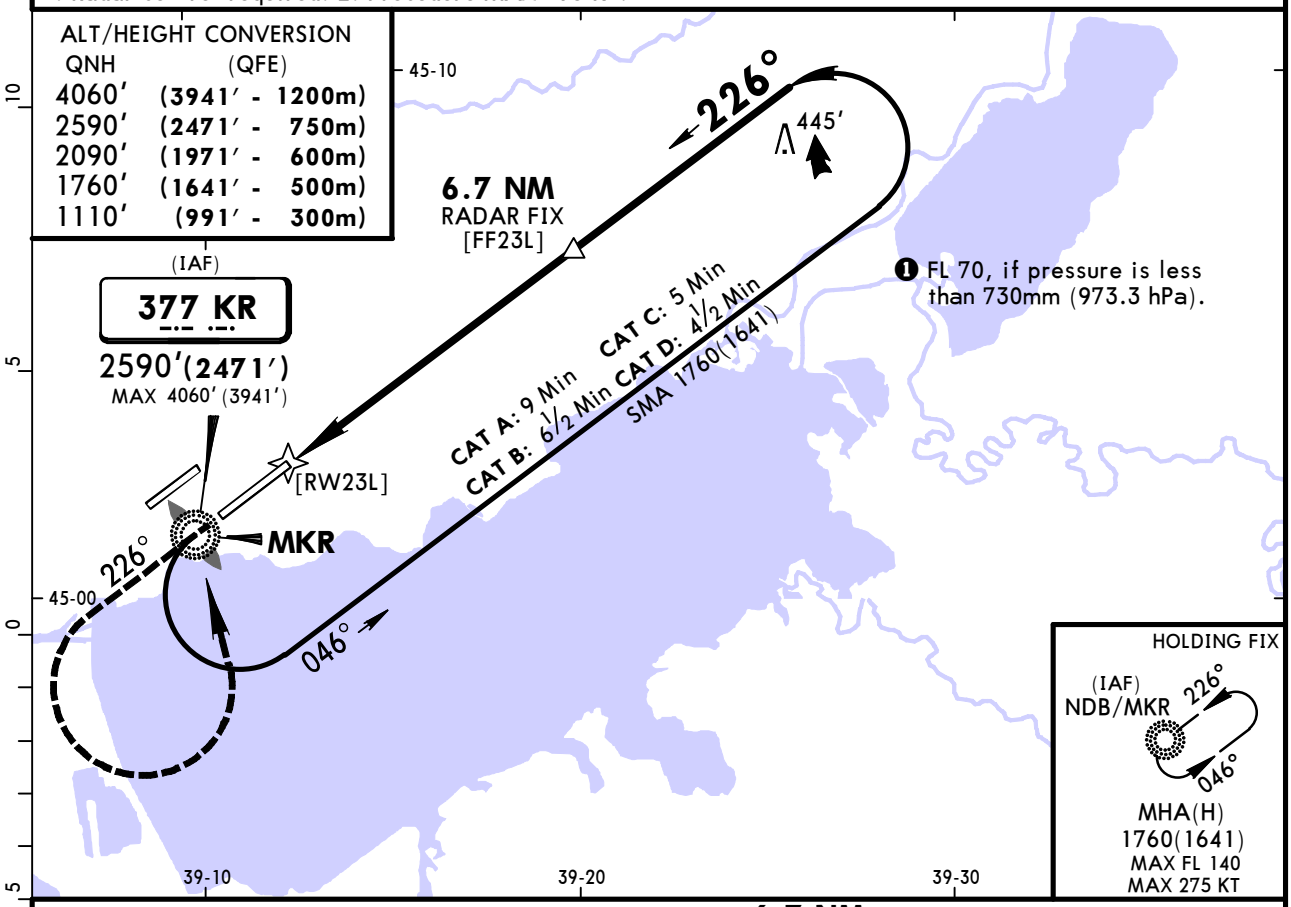
ATIS	KRASNODAR Approach Sector East	KRASNODAR Approach Sector West	KRASNODAR Radar (TWR)	KRASNODAR Tower	Ground
122.450 (Russian 121.8)	129.6	127.7	121.3	118.2	119.0

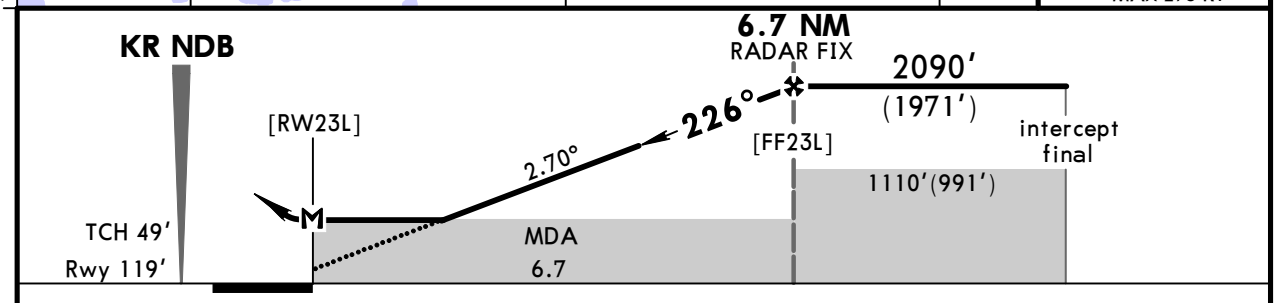
NDB KR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 118′
377	226°	6.7 NM RADAR FIX 2090′(1971′)	630′(511′)	Rwy 119′

MISSED APCH: Climb STRAIGHT AHEAD to 1110′(991′), then turn LEFT (MAX 215 KT) to NDB climbing to 2090′(1971′), or as directed.

1900′ 075° 285° 3300′
MSA KR NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 60 ❶ Trans alt: 4060′ (3941′)
1. Radar control required. 2. Procedure MAX 195 KT.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.70°	334	430	478	573	669	764
FAF to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31

ALSF-II PAPI | 1110′ (991′) | KR 377 LT | 215 KT MAX | 2090′ (1971′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

MDA(H) 630′(511′)

		ALS out
A	1200m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	

CIRCLE-TO-LAND

Prohibited Northwest of airport

Max Kts	MDA(H)	
100	690′(572′)	1600m
135		
180	790′(672′)	3200m
205	830′(712′)	3600m

CHANGES: TL. TA. IAF altitude.

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Chart changes since cycle 08-2019

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

No Chart Change Notices for Airport URKK