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UEEE/YKS
YAKUTSK

JEPPESEN
27 MAY 05 (10-2) Eff 9 Jun

YAKUTSK, RUSSIA
STAR

ATIS	Apt Elev	
126.2 Russian only	325′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59, if pressure is less than 742 mm (989.3 hPa) Trans alt: 3610′ ***(3295′)***

LASPI 1A *[LASP1A]*, LOMUK 1A *[LOMU1A]*
MAROT 1A *[MARO1A]*, OGIRA 1A *[OGIR1A]*
RUKAN 1A *[RUKA1A]*, TEKOR 1A *[TEKO1A]*
RWY 23L ARRIVALS

2500′ MSA ARP

NOT TO SCALE

FL CONVERSION	
FL108	***FL3300m***
FL98	***FL3000m***
FL79	***FL2400m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3610′	***(3295′ - 1000m)***
2620′	***(2305′ - 700m)***
1630′	***(1315′ - 400m)***

Intercept final at 1630′ ***(1315′)***

LOMUK N61 44.1 E135 02.7
ITVIN N62 00.1 E131 28.8
N62 02.6 E130 43.4 At FL79
N62 11.2 E130 06.7
N62 10.6 E130 06.2 At 1630′ ***(1315′)***
N62 12.5 E130 05.6
N62 12.4 E129 58.6 (238° brg to MF)
N62 05.5 E129 57.5 At 2620′ ***(2305′)***
N61 38.9 E129 53.9 At FL108
ODMIR N61 17.6 E130 00.0
TEKOR N60 01.0 E130 20.0
N62 16.4 E129 54.7
N62 16.2 E129 53.6 At 2620′ ***(2305′)***
N62 18.2 E128 55.4 At FL98
YAKUTSK *334 MF N62 08.0 E129 50.4
N61 57.6 E128 51.6 At FL108
N61 43.1 E129 14.8 At FL108
KOVIM N61 25.1 E128 50.2
RUKAN N60 20.1 E127 25.5
UBORA N62 27.8 E128 13.8
LASPI N63 15.8 E124 27.0
PODIG N62 13.7 E128 04.2
N62 10.2 E128 49.7 At FL98
LEVKI N61 51.1 E128 08.1
MAROT N62 28.0 E123 50.0
OGIRA N61 04.1 E123 41.2

LOMUK 1A 103 296° 22 293° 315° 21
ITVIN 278° 4 2 1 188° 227° 233° 6 053° 33 026° 22 TEKOR 1A 77 008°
ODMIR 323° 30 RUKAN 1A 057° 24 048° 17 047°
28 109° 31 MAROT 1A 35 OGIRA 1A 075° 22 088° 137 280°
LASPI 1A 22 132° 115 129° 22 115° 094° 119 110°
207° 210°

CHANGES: LASPI coords.

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UEEE/YKS YAKUTSK

JEPPESEN 27 MAY 05 (10-2A) Eff 9 Jun

YAKUTSK, RUSSIA

STAR

ATIS	Apt Elev	
126.2 Russian only	325′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59, if pressure is less than 742 mm (989.3 hPa) Trans alt: 3610′ ***(3288′)***

LASPI 2A *[LASP2A]*, LOMUK 2A *[LOMU2A]* MAROT 2A *[MARO2A]*, OGIRA 2A *[OGIR2A]* RUKAN 2A *[RUKA2A]*, TEKOR 2A *[TEKO2A]* RWY 05R ARRIVALS

2500′ MSA ARP

1 038° to ARP within 4.3 NM do not fly east below 2290′ ***(1968′)***.

FL CONVERSION	
FL108	***FL3300m***
FL98	***FL3000m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3610′	***(3288′ - 1000m)***
2620′	***(2298′ - 700m)***
2290′	***(1968′ - 600m)***

YAKUTSK *334 VD N62 03.2 E129 42.6

Intercept final at 2620′ ***(2298′)***

N62 02.6 E130 43.4 At FL108

ITVIN N62 00.1 E131 28.8

LOMUK N61 44.1 E135 02.7

LOMUK 2A

N61 54.3 E129 38.8

N61 55.5 E129 34.3 At 2620′ ***(2298′)***

N61 38.9 E129 53.9 At FL79

ODMIR N61 17.6 E130 00.0

TEKOR N60 01.0 E130 20.0

TEKOR 2A

N61 57.5 E129 33.5 (053° brg to VD) At 2620′ ***(2298′)***

N61 55.9 E129 33.4 At 2620′ ***(2298′)***

N61 57.3 E129 30.5 (060° brg to VD)

N62 18.2 E128 55.4 At FL98

N61 57.5 E129 28.8 At 2620′ ***(2298′)***

N61 57.6 E128 51.6 At FL79

N61 43.1 E129 14.8 At FL69

N62 10.2 E128 49.7 At FL89

N61 51.1 E128 08.1

UBORA N62 27.8 E128 13.8

PODIG N62 13.7 E128 04.2

LASPI 2A

MAROT 2A

OGIRA 2A

KOVIM N61 25.1 E128 50.2

RUKAN 2A

RUKAN N60 20.1 E127 25.5

LASPI N63 15.8 E124 27.0

MAROT N62 28.0 E123 50.0

OGIRA N61 04.1 E123 41.2

NOT TO SCALE

CHANGES: LASPI coords.

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UEEE/YKS
YAKUTSK

YAKUTSK, RUSSIA
STAR

ATIS	Apt Elev	
126.2 Russian only	325′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59, if pressure is less than 742 mm (989.3 hPa) Trans alt: 3610′ ***(3295′)***

2500′ MSA ARP

LASPI 1B
MAROT 1B
OGIRA 1B
RWY 23L ARRIVALS
CAT A & B

NOT TO SCALE

N62 12.5 E129 52.4
At 1630′ *(1315′)*

Intercept final at 1630′ *(1315′)*

233°
208°
143°
3

YAKUTSK
*334 MF
N62 08.0 E129 50.4

BS
YAKUTSK
*171
*552
N62 14.0 E129 48.0

25
28
31

N62 18.2 E128 55.4
At FL98

N62 10.2 E128 49.7
At FL98

N61 57.6 E128 51.6
At FL108

115°
097°
013°

UBORA
N62 27.8
E128 13.8

PODIG
N62 13.7
E128 04.2

LEVKI
N61 51.1
E128 08.1

132°
22
LASPI 1B

115°
22

088°
22

LASPI
N63 15.8
E124 27.0

115
129°

110°
119
MAROT 1B

MAROT
N62 28.0
E123 50.0

280°
137
OGIRA 1B

OGIRA
N61 04.1
E123 41.2

FL CONVERSION	
FL108	***FL3300m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3610′	***(3295′ - 1000m)***
1630′	***(1315′ - 400m)***

CHANGES: LASPI coords.

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UEEE/YKS YAKUTSK

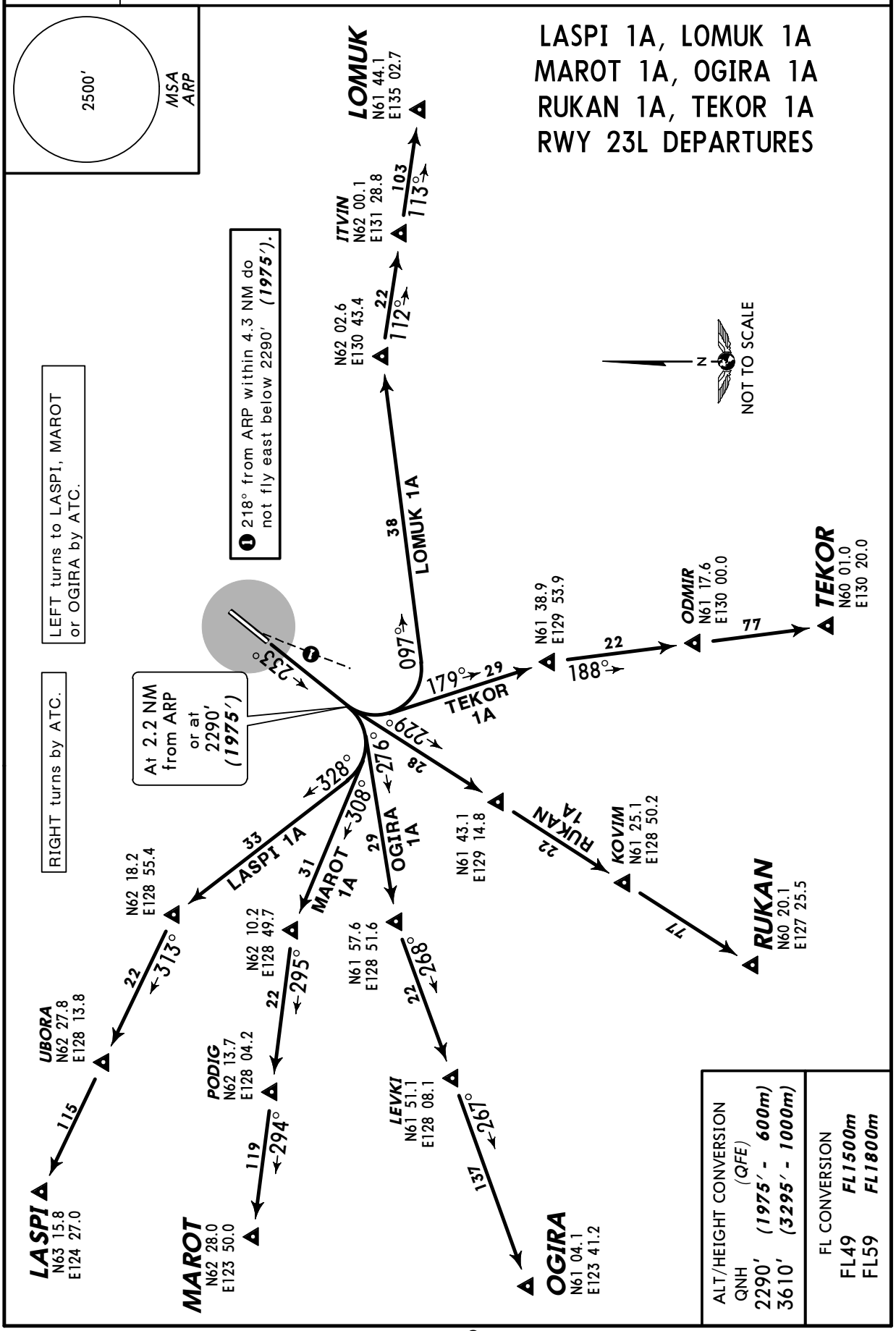
YAKUTSK, RUSSIA

SID

Apt Elev 325′

QNH on request **(QFE)**
Trans level: FL49
FL59, if pressure is less than 742 mm (989.3 hPa)
Trans alt: 3610′ ***(3295′)***
1. Crossing altitudes at AWY entry points by ATC.
2. Take-off between 1300-2000Z shall be executed in accordance with noise abatement procedures according to Flight Operation Manual.

LASPI 1A, LOMUK 1A MAROT 1A, OGIRA 1A RUKAN 1A, TEKOR 1A RWY 23L DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	(1975′ - 600m)
2290′	(3295′ - 1000m)
3610′	

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m

CHANGES: LASPI coords.

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UEEE/YKS YAKUTSK

YAKUTSK, RUSSIA

SID

Apt Elev
325′

QNH on request **(QFE)**
Trans level: FL49
FL59, if pressure is less than 742 mm (989.3 hPa)
Trans alt: 3610′ ***(3288′)***
Crossing altitudes at AWY entry points by ATC.

LASPI 2A, LOMUK 2A
MAROT 2A, OGIRA 2A
RUKAN 2A, TEKOR 2A
RWY 05R DEPARTURES

2500′ MSA ARP

RIGHT turns to LASPI, MAROT or OGIRA by ATC.

LEFT turns by ATC.

NOT TO SCALE

LOMUK N61 44.1 E135 02.7
ITVIN N62 00.1 E131 28.8
N62 02.6 E130 43.4
N62 18.2 E128 55.4
N62 10.2 E128 49.7
N61 57.6 E128 51.6
N61 38.9 E129 53.9
N61 43.1 E129 14.8
ODMIR N61 17.6 E130 00.0
TEKOR N60 01.0 E130 20.0
KOVIM N61 25.1 E128 50.2
RUKAN N60 20.1 E127 25.5
UBORA N62 27.8 E128 13.8
PODIG N62 13.7 E128 04.2
LEVKI N61 51.1 E128 08.1
LASPI N63 15.8 E124 27.0
MAROT N62 28.0 E123 50.0
OGIRA N61 04.1 E123 41.2

117° 28 LOMUK 2A
199° TEKOR 2A 33
239° RUKAN 2A 37
053° 305° 259° 286°
LASPI 2A 30
MAROT 2A 32
OGIRA 2A 34
At 980′ ***(658′)***
113° 103
112° 22
188° 22
77
229° 22
17
313° 22
295° 22
268° 22
294° 119
267° 137
115

ALT/HEIGHT CONVERSION (QFE)	
QNH	
980′	***(658′ - 200m)***
3610′	***(3288′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: LASPI coords.

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NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures during take-off and approach phases shall be carried out by crews of all aircraft from 1300-2000 Z. Deviation from these procedures may be permitted for flight safety reasons or if these procedures do not comply with the Aircraft Flight Manual for specified aircraft.

Engines running and warming shall be carried out on specified sites.

ARRIVALS

During approach to runway 05R/L, up to 11.3 NM to touchdown proceed at not less than 3280' (2955'-900m) and at aerodrome traffic circuit speed with wing devices and gear set into enroute position.
At 11.3 NM descend to 2630' (2305'-700m).
Before touchdown lower gear and wing devices into intermediate position at 15°-30°.
While descending to 1640' (1315'-400m) maintain 155-160 KT (± 15 KT), but not less than that established by the Aircraft Flight Manual. At 1640' (1315'-400m) the crew shall finish to set flaps into landing position and set up speed of final approach taking into account aircraft landing mass.
Finishing of setting flaps into landing position and of aircraft stabilization shall be completed before crossing LOM.

DEPARTURES

During take-off and climbing phase:

Take-off	Take-off power of all engines take-off flaps climb at V_2 + 10-20 KT
At 660' (335'-100m) to 990' (665'-200m)	turns shall be carried out with 15° bank
At 990' (665'-200m) or above	turns shall be carried out with 25° bank
At 1810' (1485'-450m)	engine power shall be reduced to nominal maintaining positive speed of climb
At 1810' (1485'-450m) to 3280' (2955'-900m)	climb at V_2 + 10-20 KT
At 3280' (2955'-900m)	Accelerate smoothly to enroute climb speed with flap retraction on schedule Further climb shall be carried out at a speed recommended by the Aircraft Flight Manual

Taking into account aeronautical and meteorological conditions, runways 05R/L are preferential. When runways 23L/R are used, CAT C and D aircraft shall carry out take-off from the beginning of the runway according to noiseless take-off procedures recommended by the Aircraft Flight Manual.

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UEEE/YKS

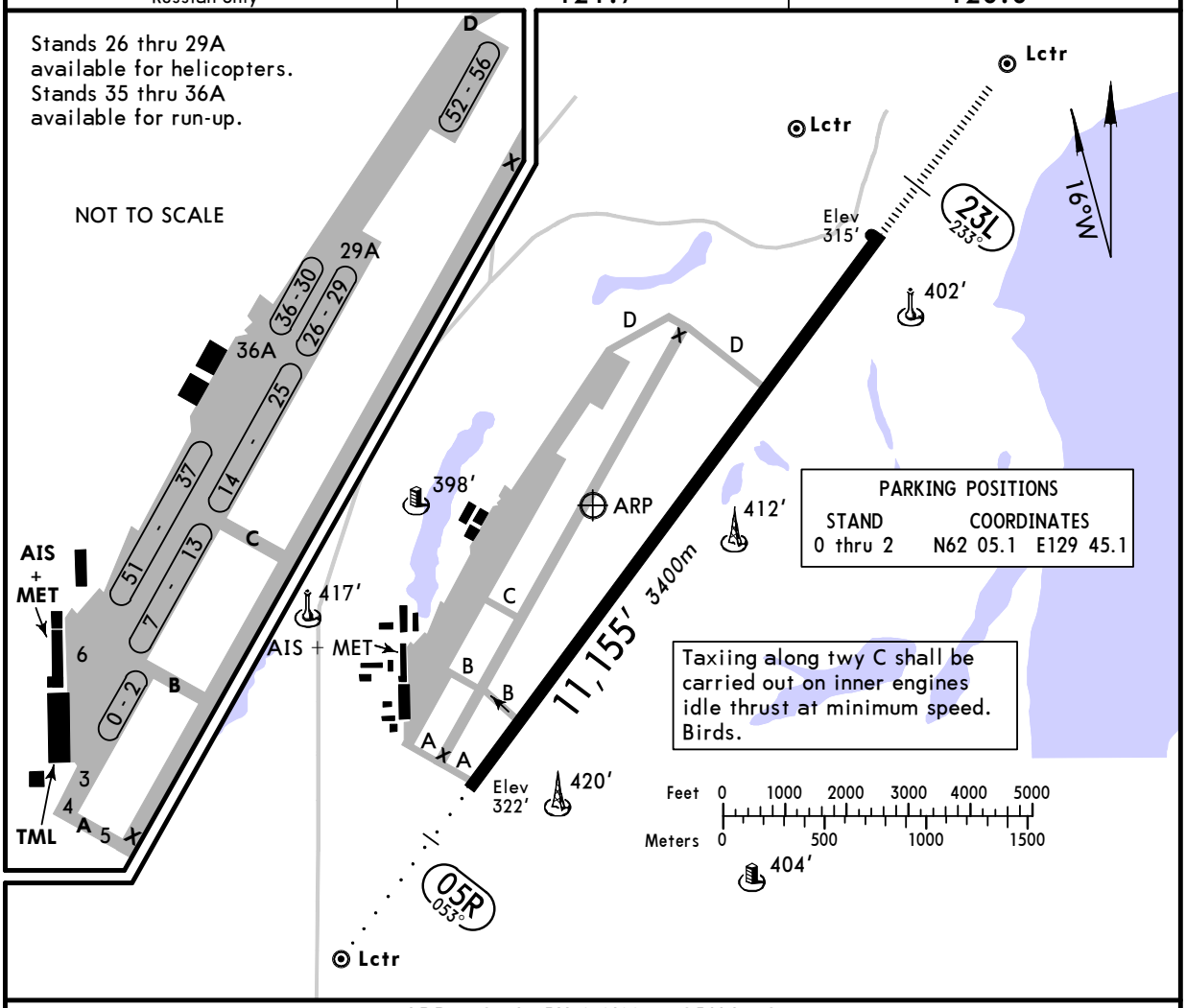
Apt Elev **325′**
N62 05.6 E129 46.3

JEPPESEN
4 MAR 05 (10-9) **Eff 17 Mar**

YAKUTSK, RUSSIA

YAKUTSK

ATIS	*YAKUTSK Taxiing (GND)	*Start (TWR)
126.2 Russian only	121.7	120.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
05R	RL *(50m)* ALS RVR			10,827′ *3300m* ❶	197′ *60m*
23L	RL *(50m)* HIALS RVR				

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Rwy 05L/23R closed. Twy designations. Notes.

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UEEE/YKS

JEPPESEN

4 MAR 05
Eff 17 Mar

10-9X

JAA MINIMUMS

YAKUTSK, RUSSIA

YAKUTSK

STRAIGHT-IN RWY		A	B	C	D
05R	NDB	**670**′(348′)	**670**′(348′)	**670**′(348′)	**670**′(348′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
23L	ILS	**515**′(200′)	**515**′(200′)	**515**′(200′)	**515**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**640**′(325′)	**640**′(325′)	**640**′(325′)	**640**′(325′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05R, 23L

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

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UEEE/YKS YAKUTSK

JEPPESEN 4 MAR 05 Eff 17 Mar (11-1)

YAKUTSK, RUSSIA ILS or 2 NDB Rwy 23L

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

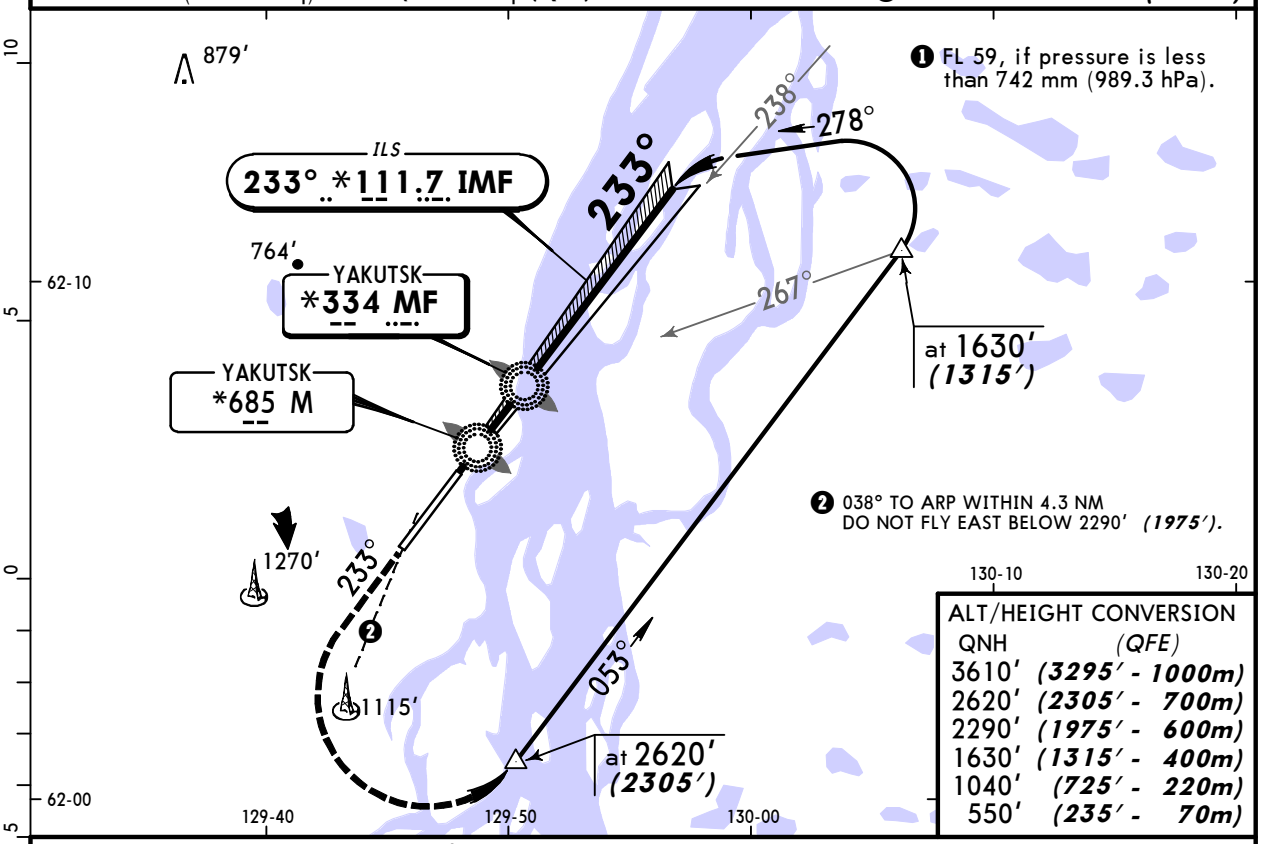
BRIEFING STRIP™

LOC IMF	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 325′
*111.7	233°	1037′ (722′)	515′ (200′)	RWY 315′
NDB MF		Minimum Alt LOM	NDB MDA(H)	
*334		1040′ (725′)	640′ (325′)	

2500′ MSA ARP

MISSED APCH: Climb on 233° to 2290′ (1975′), then turn LEFT onto 053° climbing to 2620′ (2305′), then according to chart.

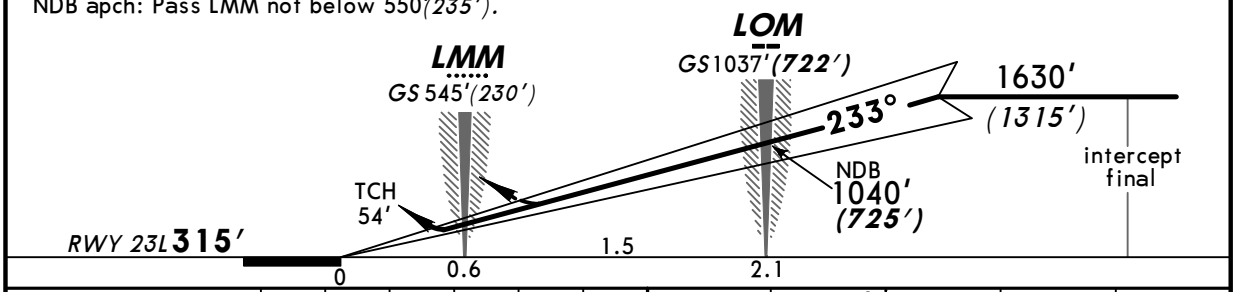
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3610′ (3295′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3295′ - 1000m)
2620′	(2305′ - 700m)
2290′	(1975′ - 600m)
1630′	(1315′ - 400m)
1040′	(725′ - 220m)
550′	(235′ - 70m)

NDB apch: Pass LMM not below 550′(235′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	862	755

HIALS 2290′ (1975′) on 233° 053° LT 2620′ (2305′)

PANS OPS

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 515′(200′) FULL	ILS DA(H) 515′(200′) ALS out	LOC (GS out)	NDB MDA(H) 640′(325′)	NDB MDA(H) 640′(325′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Communications.

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UEEE/YKS YAKUTSK

JEPPESEN 4 MAR 05 (16-1) Eff 17 Mar

YAKUTSK, RUSSIA 2 NDB Rwy 05R

ATIS	*YAKUTSK Approach	*YAKUTSK Krug (Radar)	*YAKUTSK Start (TWR)	*Ground
126.2 Russian only	129.3	120.3	120.0	121.7

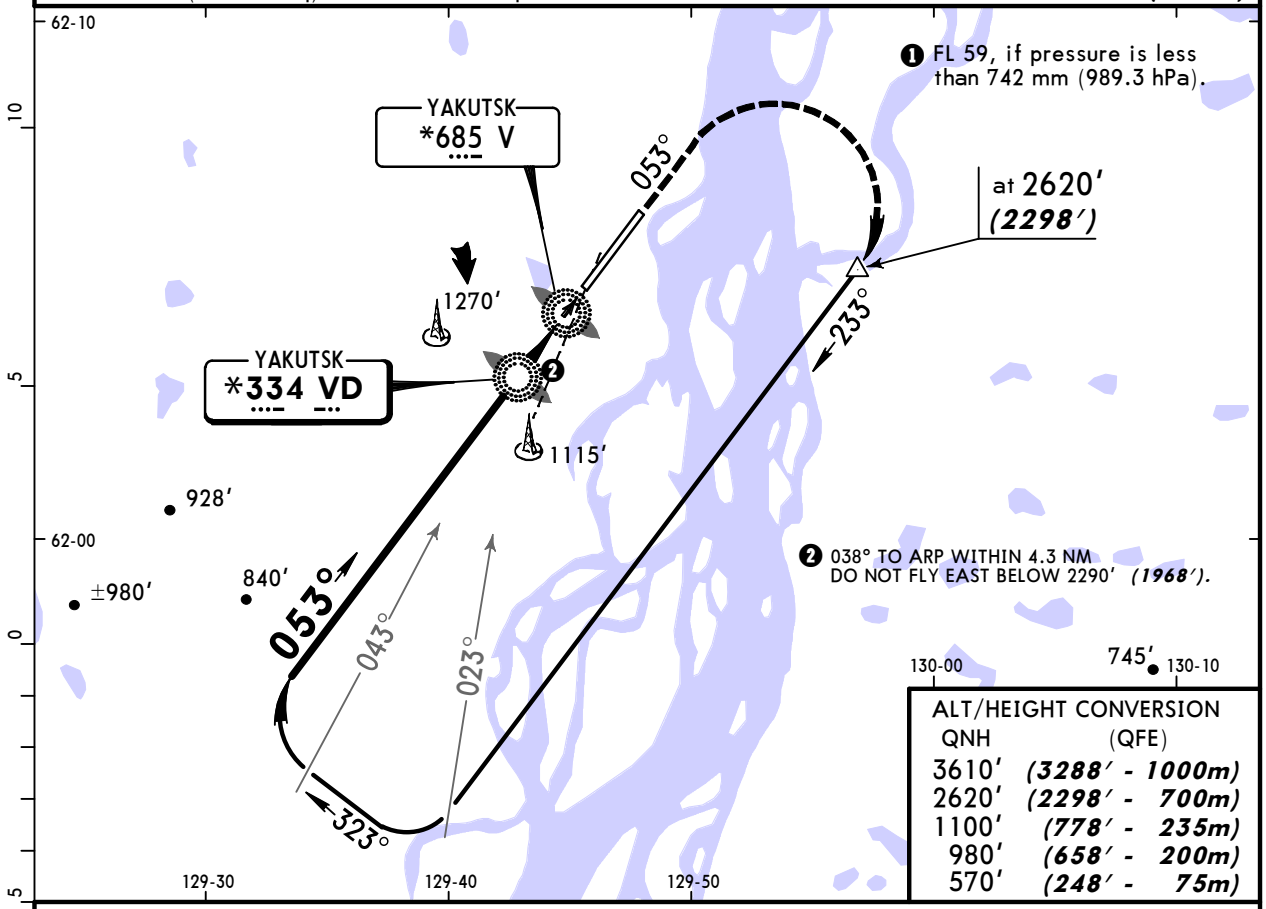
BRIEFING STRIP ™

NDB VD	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
*334	053°	LOM 1100′ (778′)	670′ (348′)	Apt Elev 325′ RWY 322′

MISSED APCH: Climb on 053° to 980′ (658′), then turn RIGHT onto 233° climbing to 2620′ (2298′), then according to chart.

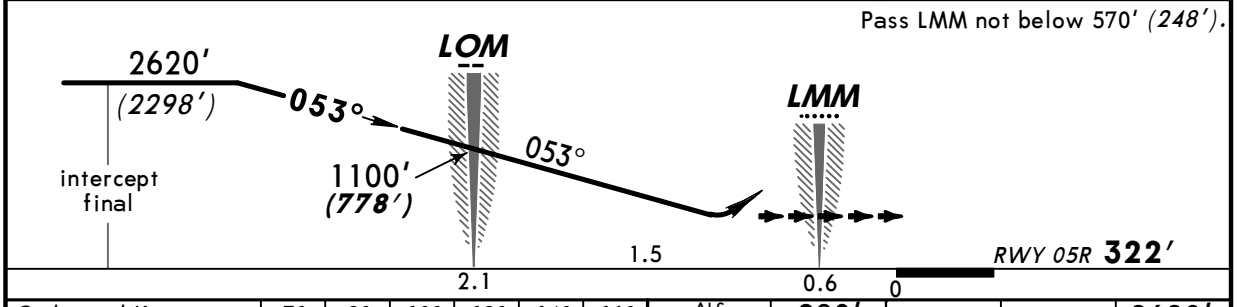
2500′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3610′ (3288′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3610′	(3288′ - 1000m)
2620′	(2298′ - 700m)
1100′	(778′ - 235m)
980′	(658′ - 200m)
570′	(248′ - 75m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.5%	390	501	557	668	780	891

ALS | 980′ (658′) on 053° | 233° RT | 2620′ (2298′)

STRAIGHT-IN LANDING RWY 05R

MDA(H) 670′ (348′)

ALS out

PANS OPS

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

CHANGES: Chart reindexed. Communications.

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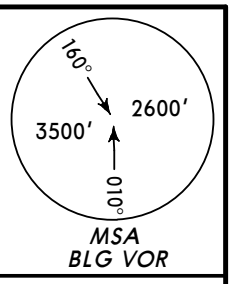
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UHBB/BQS IGNATYEVO

JEPPESEN BLAGOVESHCHENSK, RUSSIA

31 MAR 06 | 10-2 | Eff 13 Apr | STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
640′	Trans level: FL49 Trans alt: 3600′ *(3035′)*



AMERA 2, SIMLI 2, SRBEL 2
RWY 18 ARRIVALS

SREDNEBELOYE
460 WZ
N50 38.0 E128 02.0
Between FL118 & FL69

D9.7 BLG
N50 33.3 E127 25.1
(BLG R-009)
At 1550′ *(985′)*

D8.9 BLG
N50 32.1 E127 29.6
At 2210′ *(1645′)*

252° MHA FL69 MAX FL118
271°
072°
24
4340
4190 ❸
SRBEL 2 CORRIDOR 1
270°

D7.6 BLG
N50 31.0 E127 23.1
(BLG R-359)
201°
180°
237°

D6.5 BLG
N50 29.8
E127 28.6
360°

Intercept final at 1550′ *(985′)*
090°
278°

D6.2 BLG
N50 28.7 E127 30.9
At 2210′ *(1645′)*

028°
044°

BLAGOVESHCHENSK
*350 BM
N50 28.5 E127 23.8

AMERA
N50 13.3 E128 08.7
Between FL118 & FL79

29
4340
4080 ❸
AMERA 2 CORRIDOR 2
314°

11
SIMLI 2 CORRIDOR 2A
017°
D6.6
211°
❷

BLAGOVESHCHENSK
D 113.6 BLG
N50 23.6 E127 25.6
122°
D29.5

SIMLI
N50 17.4 E127 22.1
At or below FL118

N
NOT TO SCALE

FL CONVERSION	
FL118	*FL3600m*
FL79	*FL2400m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3600′	*(3035′ - 900m)*
2210′	*(1645′ - 500m)*
1550′	*(985′ - 300m)*

❶ 176° to ARP within 6.2 NM do not fly west.
❷ 004° to ARP within 7.6 NM do not fly east.
❸ MEA when under radar assistance.

CHANGES: MSA.

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UHBB/BQS IGNATYEVO

JEPPESEN BLAGOVESHCHENSK, RUSSIA

31 MAR 06 (10-2A) Eff 13 Apr

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
640′	Trans level: FL49 Trans alt: 3600′ *(2962′)*

160° 2600′ 3500′ 010°
MSA
BLG VOR

AMERA 4, SIMLI 4, SRBEL 4
RWY 36 ARRIVALS

SREDNEBELOYE
460 WZ
N50 38.0 E128 02.0
Between FL118 & FL69

MHA FL69
MAX FL118
252°
FL69
235°
072°

BLAGOVESHCHENSK
D 113.6 BLG
N50 23.6 E127 25.6

Intercept final at 1960′ *(1322′)*

D6.2 BLG
N50 20.0
E127 33.4
(BLG R-137)
At 2280′ *(1642′)*

27
4340
4190 ❷
SRBEL 4 CORRIDOR 1

BLAGOVESHCHENSK
*350 LZ
N50 22.5 E127 25.7

8
180°
308°
360°
341°
270°
4

D6.9 BLG
N50 18.5 E127 32.7
(BLG R-149)
(323° brg to LZ)
At 2280′ *(1642′)*

5 SIMLI 4 CORRIDOR 2A
035°

D4.2 BLG
N50 19.5
E127 26.6
(BLG R-182)

D6.4 BLG
N50 17.8
E127 29.9
(BLG R-166)
At 2280′ *(1642′)*

D8.4 BLG
N50 18.3
E127 35.7
(BLG R-140)
(316° brg to LZ)
At 2280′ *(1642′)*

22
4340
4080 ❷
AMERA 4 CORRIDOR 2
295°

SIMLI
N50 17.4 E127 22.1
(BLG R-211/D6.6)
At or below FL118

AMERA
N50 13.3 E128 08.7
(BLG R-122/D29.5)
Between FL118 & FL79

N
NOT TO SCALE

FL CONVERSION	
FL118	*FL3600m*
FL79	*FL2400m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3600′	*(2962′ - 900m)*
2280′	*(1642′ - 500m)*
1960′	*(1322′ - 400m)*

❶ 004° to ARP within 7.6 NM do not fly west.
❷ MEA when under radar assistance.

CHANGES: MSA.

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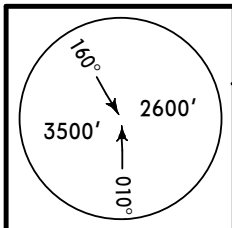
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UHBB/BQS IGNATYEVO

JEPPESEN BLAGOVESHCHENSK, RUSSIA

31 MAR 06 (10-3) Eff 13 Apr

SID



MSA
BLG VOR

Apt Elev
640′

QNH on request (QFE)
Trans level: FL49 Trans alt: 3600′ (2960′)

AMERA 1, AMERA 3
BANIR 1, BANIR 3
SIMLI 1, SIMLI 3
SRBEL 1, SRBEL 3
RWYS 18, 36 DEPARTURES

❶ 356° from ARP within 6.2 NM do not fly west.
❷ 184° from ARP within 7.6 NM do not fly east.

ALT/HEIGHT CONVERSION

QNH	(QFE)
970′	(330′ - 100m)
1300′	(660′ - 200m)
3600′	(2960′ - 900m)

FL CONVERSION

FL49	FL1500m
FL69	FL2100m
FL79	FL2400m
FL118	FL3600m

BANIR
N51 19.5 E127 40.0

RUNET
N50 54.2 E127 33.4
(BLG R-021/D31)
At or below FL118

26 021°

30 BANIR 3 CORRIDOR 3

40 BANIR 1 CORRIDOR 3

SREDNEBELOYE
460 WZ
N50 38.0 E128 02.0
Between FL69 & FL118

CAT A, B
Turn at 1300′ (660′) but not later than 4.9 NM from THR

CAT C, D
Turn at 970′ (330′) but not later than 4.9 NM from THR

29 SRBEL 3 CORRIDOR 1

084° 024° 136° 219° 360° 180° 013° 061°

16 SIMLI 3

32 SRBEL 1 CORRIDOR 1

38 AMERA 3 CORRIDOR 2

N

NOT TO SCALE

BLAGOVESHCHENSK
D 113.6 BLG
N50 23.6 E127 25.6

215° 118° 122° D29.5

32 AMERA 1 CORRIDOR 2

SIMLI 3 CORRIDOR 2A

5 222° 8

BLAGOVESHCHENSK
*350 LZ
N50 22.5 E127 25.7

SIMLI
N50 17.4 E127 22.1
(BLG R-211/D6.6)
At or below FL118

SIMLI 1

AMERA
N50 13.3 E128 08.7
Between FL79 & FL118

CHANGES: MSA.

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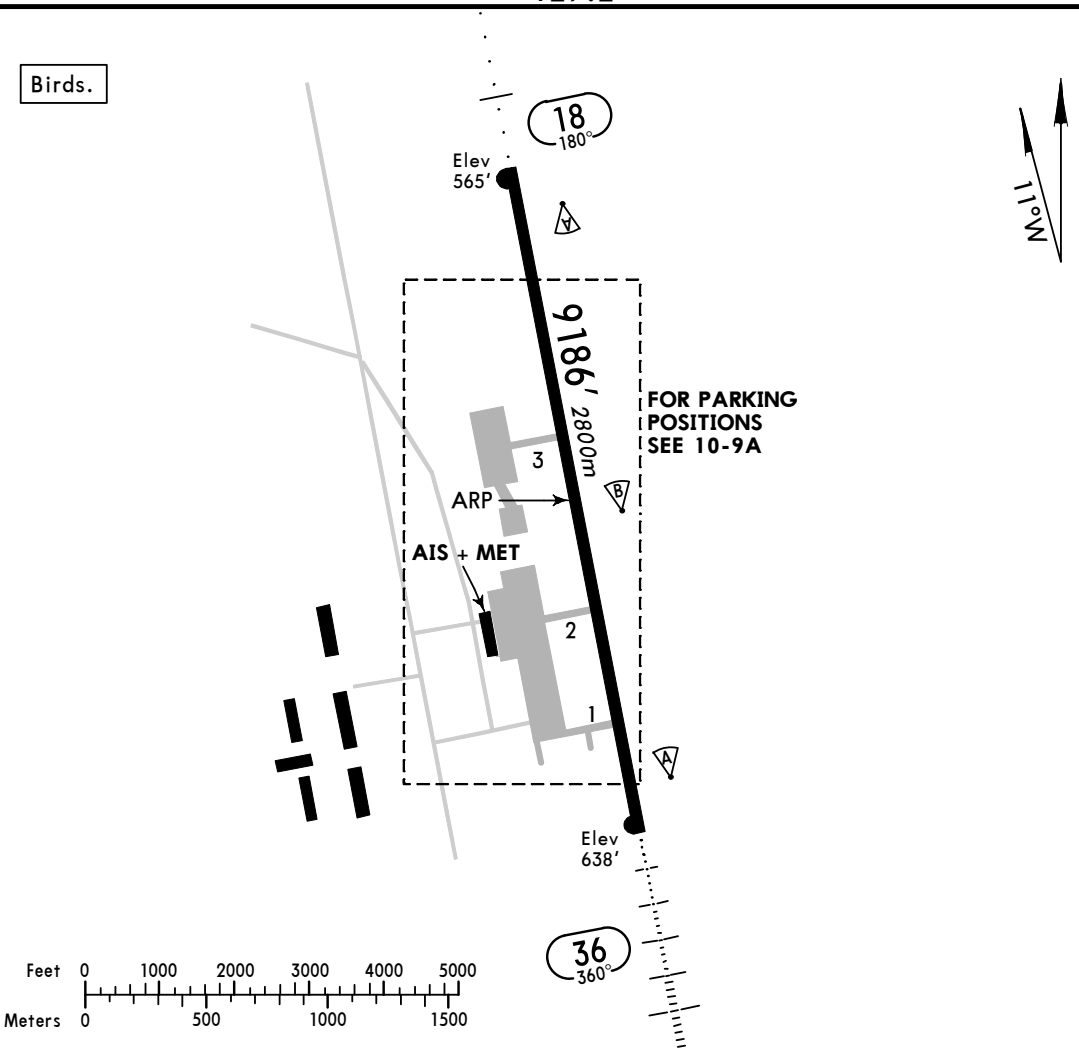
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UHBB/BQS
Apt Elev **640′**
N50 25.5 E127 24.7

JEPPESEN BLAGOVESHCHENSK, RUSSIA
14 APR 06 (10-9)
IGNATYEVO

BLAGOVESCHENSK Start (TWR)

127.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18	HIRL *(60m)* ALS RVR				148′
36	HIRL *(60m)* HIALS RVR		8186′ *2495m*		*45m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Start frequency.

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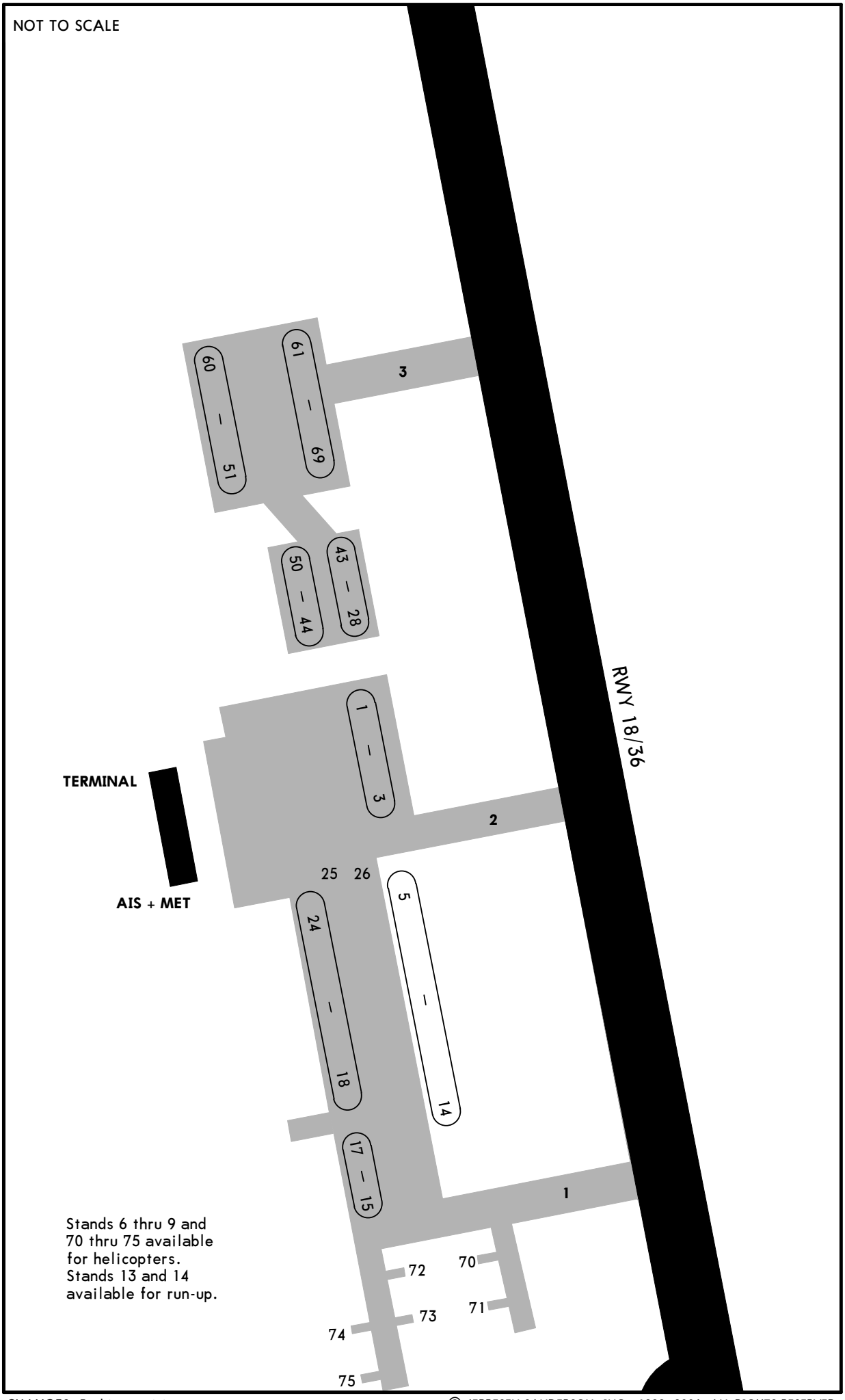
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UHBB/BQS

JEPPESEN 14 APR 06 (10-9A)

BLAGOVESHCHENSK, RUSSIA

IGNATYEVO



CHANGES: Parking positions.

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UHBB/BQS IGNATYEVO

JEPPESEN 31 MAR 06 (11-1) Eff 13 Apr

BLAGOVESHCHENSK, RUSSIA ILS or 2 NDB Rwy 36

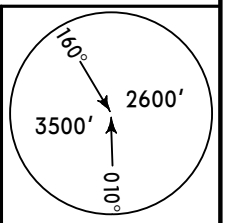
BRIEFING STRIP ™

BLAGOVESHCHENSK Start (APP/TWR)

127.2

LOC ILZ *108.7	Final Apch Crs 360°	GS LOM 1458′ (820′)	ILS DA(H) 838′ (200′)	Apt Elev 640′
NDB LZ *350		Minimum Alt LOM 1460′ (822′)	NDB MDA(H) 940′ (302′)	RWY 638′

MISSED APCH: Climb on 360° to 1300′ (662′), then turn RIGHT onto 180° climbing to 2280′ (1642′), then according to chart.

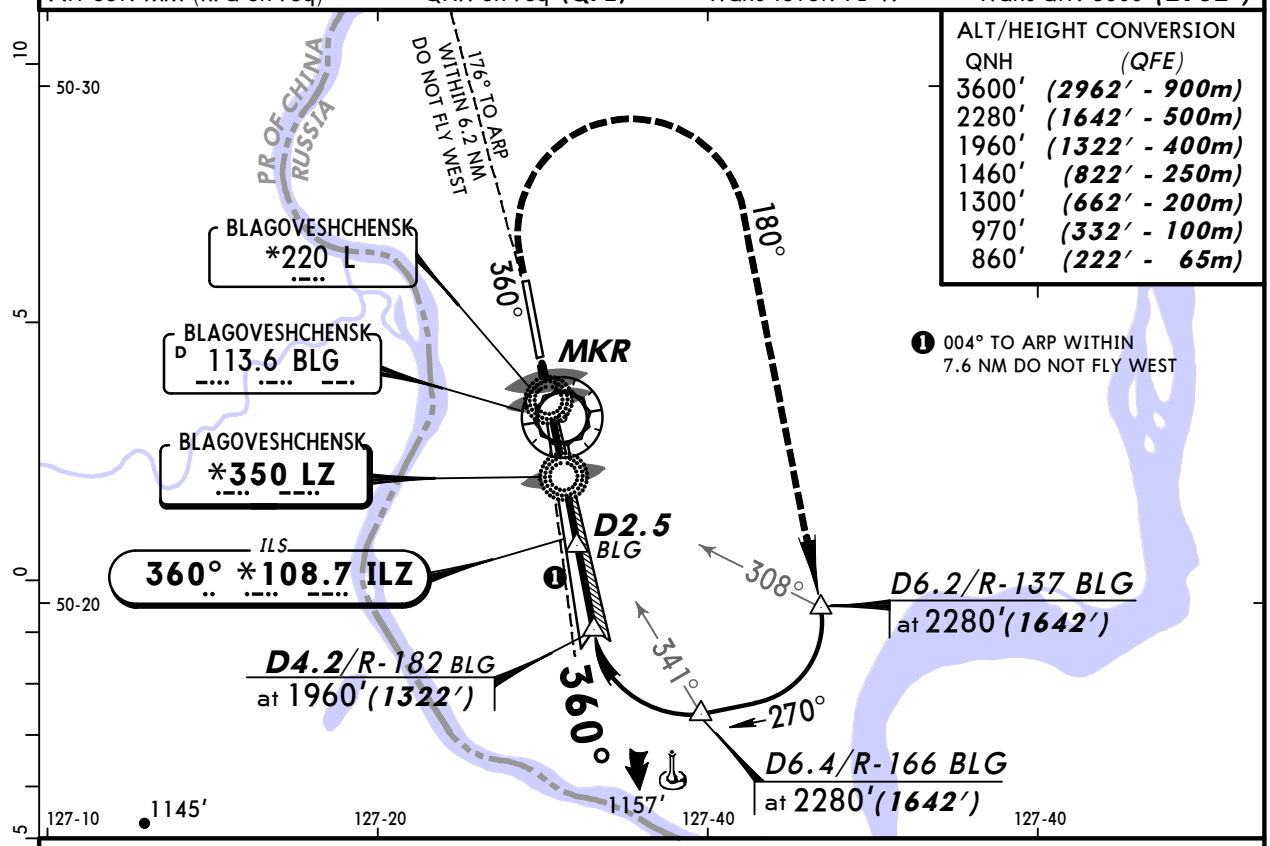


MSA
BLG VOR

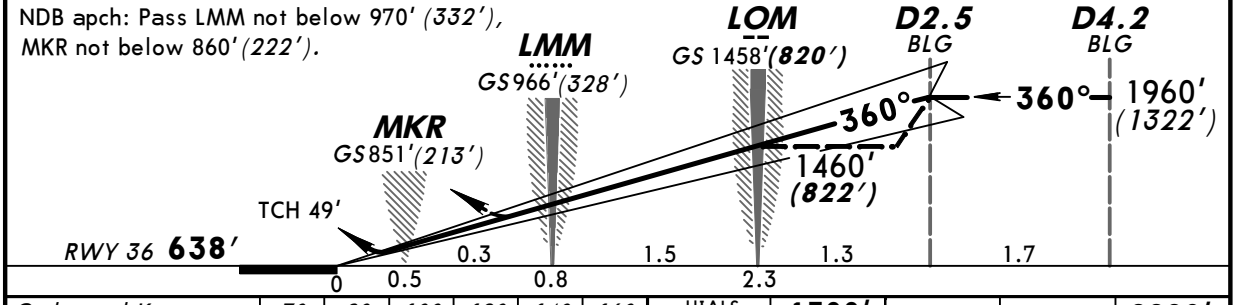
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3600′ (2962′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3600′	(2962′ - 900m)
2280′	(1642′ - 500m)
1960′	(1322′ - 400m)
1460′	(822′ - 250m)
1300′	(662′ - 200m)
970′	(332′ - 100m)
860′	(222′ - 65m)



NDB apch: Pass LMM not below 970′ (332′), MKR not below 860′ (222′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.08° or NDB Desc Grad 5.4%	387	497	552	663	773	884

HIALS

1300′ (662′) on 360°

180° RT

2280′ (1642′)

STRAIGHT-IN LANDING RWY 36

PANS OPS

	ILS DA(H) 838′ (200′) FULL	ILS DA(H) 838′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 940′ (302′)	NDB MDA(H) 940′ (302′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Start frequency. MSA.

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UHBB/BQS IGNATYEVO

JEPPESEN 31 MAR 06 (16-1) Eff 13 Apr

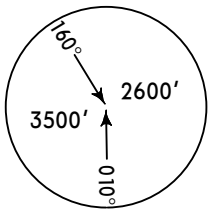
BLAGOVESHCHENSK, RUSSIA 2 NDB Rwy 18

BLAGOVESHCHENSK Start (APP/TWR)

127.2

NDB BM *350	Final Apch Crs 180°	Minimum Alt LOM 1340′(775′)	MDA(H) 870′(305′)	Apt Elev 640′ RWY 565′

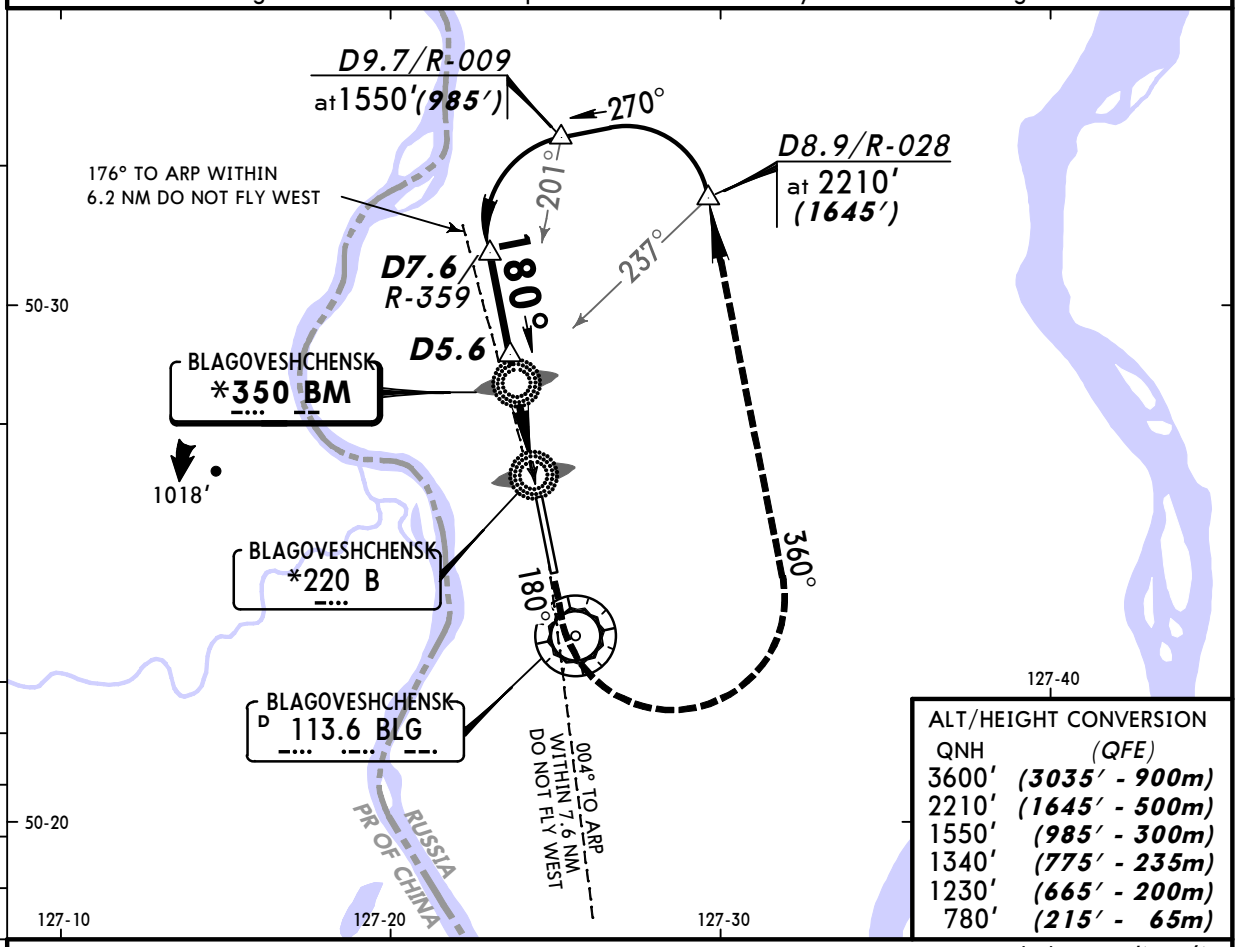
MISSED APCH: Climb on 180° to 1230′(665′), then turn LEFT onto 360° climbing to 2210′(1645′), then according to chart.



MSA BLG VOR

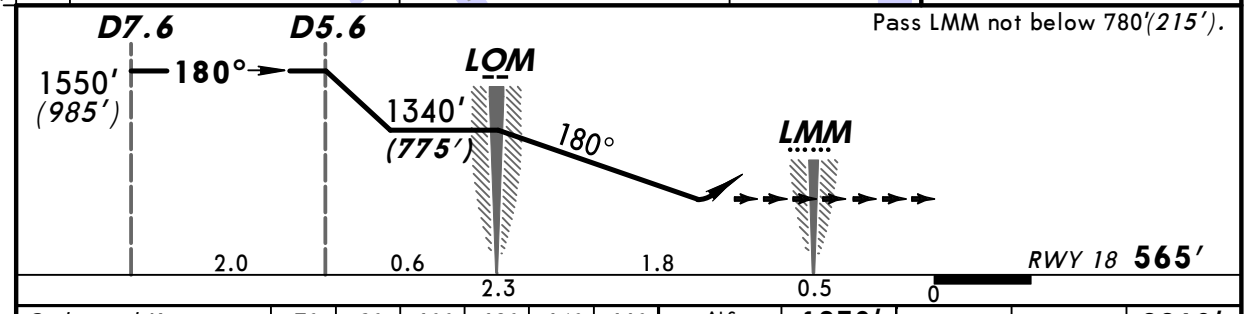
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3600′(3035′)

Short activation of signals at radio altimeter possible 0.3 NM from rwy due to relief changes of terrain.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3600′	(3035′ - 900m)
2210′	(1645′ - 500m)
1550′	(985′ - 300m)
1340′	(775′ - 235m)
1230′	(665′ - 200m)
780′	(215′ - 65m)



Pass LMM not below 780′(215′).

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS | 1230′ (665′) on 180° | 360° LT | 2210′ (1645′)

STRAIGHT-IN LANDING RWY 18

MDA(H) 870′(305′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	VIS 1600m	
D		

CHANGES: Start frequency. MSA.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2) Eff 8 Jun

KHABAROVSK, RUSSIA STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

ARBIT 1S, ARGUK 1S, BITKI 1S
RWYS 05L/R ARRIVALS
CAT A & B

2100′
085° 335°
4200′
MSA
HAB VOR

FL CONVERSION	
FL226	*FL6900m*
FL187	*FL5700m*
FL118	*FL3600m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

ARBIT
N48 53.0 E135 19.3
(HAB R-024/D20.8)
Between FL118 & FL98

210°
25
ARBIT 1S CORRIDOR 5A

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)
At FL59

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

144°
234°
10
8
253°
❶

D12 HAB
N48 25.6 E134 58.1
(071° brg to BD/UF)
(HAB R-246)
At 2220′ *(1976′)*

4
054°

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

14
Intercept final at 2220′ *(1976′)*

46
BITKI 1S

HOLDING OVER BD/UF
234°
054°

MAKOT
N48 17.0 E134 58.3
(HAB R-223/D18.4)
At or above FL69

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL226 & FL187 or FL89 & FL69 ❷

040°
27
ARGUK 1S CORRIDOR 10A

168°
D48.7
344°

BITKI
N47 48.0 E135 41.4
At or above FL187

35
347°
CORRIDOR 8

SORUS
N47 16.3 E136 02.7

N
NOT TO SCALE

❶ Do not fly below 4190′ *(3946′)*.
❷ Other FL by coordination with Khabarovsk CTA/FIR.

CHANGES: STARs revised; MSA center.

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UHHH/KHV NOVY

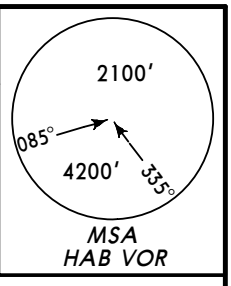
JEPPESEN 26 MAY 06 (10-2A) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

ARBIT 3S, ARGUK 3S, BITKI 3S
RWYS 05L/R ARRIVALS
CAT C & D



FL CONVERSION	
FL226	*FL6900m*
FL187	*FL5700m*
FL118	*FL3600m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

ARBIT
N48 53.0 E135 19.3
Between FL118 & FL98

D 204° 20.8 ARBIT 3S CORRIDOR 5

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

234° 324° R024°

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

18 252° R223° R198°

12.3 ❶

D12.3 HAB
N48 26.6 E134 56.6
(081° brg to BD/UF)
At 2220′ *(1976′)*

HOLDING OVER HAB
234°
054°

6 054°

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

Intercept final at 2220′ *(1976′)*

18.4 D 043°

48.7 BITKI 3S

MAKOT
N48 17.0 E134 58.3
At or above FL69

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL226 & FL187 or FL89 & FL69 ❷

040° 27 ARGUK 3S CORRIDOR 10A

BITKI
N47 48.0 E135 41.4
At or above FL187

D 348°

35 347° CORRIDOR 8

SORUS
N47 16.3 E136 02.7

N
NOT TO SCALE

❶ Do not fly below 4190′ *(3946′)*.
❷ Other FL by coordination with Khabarovsk CTA/FIR.

CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2B) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

ARGUK 2S, BITKI 2S, GOLIS 2S
RWYS 23R/L ARRIVALS
CAT A & B

2100′
085°
4200′
335°
MSA
HAB VOR

IVADA
N49 05.0 E134 28.0
(HAB R-330/D43.7)

23 CORRIDOR 4B 143°

124° 63 CORRIDOR 2B

GOLIS
N48 49.8 E134 55.1
(HAB R-338/D20.7)
At FL59

KUKAN
*942 FE
N49 13.0 E133 27.0

152° 21 GOLIS 2S

D9.8 HAB
N48 41.3 E135 19.7
(217° brg to GE/HI)
(HAB R-040)
At 2220′ *(1976′)*

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*

4 234° 11 8 054° 144° 036°

Intercept final at 2220′ *(1976′)*

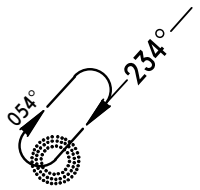
❶ Do not fly below 4190′ *(3946′)*.
❷ Other FL by coordination with Khabarovsk CTA/FIR.

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(HAB R-051/D1.7)
(Rwy 23L)
469 HI
N48 34.1 E135 14.7
(HAB R-057/D2)
At FL59

❶

HOLDING OVER GE/HI



FL CONVERSION	
FL226	*FL6900m*
FL187	*FL5700m*
FL89	*FL2700m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

N
NOT TO SCALE

20 042°

MAKOT
N48 17.0 E134 58.3
(HAB R-223/D18.4)
At or above FL69

BITKI 2S 50 351°

27 ARGUK 2S CORRIDOR 10A 040°

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)
At or above FL187

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL226 & FL187 or FL89 & FL69 ❷

35 CORRIDOR 8 347°

SORUS
N47 16.3 E136 02.7

CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2C) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

ARGUK 4S, BITKI 4S, GOLIS 4S
RWYS 23R/L ARRIVALS
CAT C & D

2100′
085° 335°
4200′
MSA
HAB VOR

IVADA
N49 05.0 E134 28.0
(HAB R-330/D43.7)

143° 23 CORRIDOR 4B

124° 63 CORRIDOR 2B

KUKAN
*942 FE
N49 13.0 E133 27.0

GOLIS
N48 49.8 E134 55.1
At FL59

158° D 20.7 GOLIS 4S

D10.3 HAB
N48 42.3 E135 18.0
(HAB R-032)
(207° brg to GE/HI)
At 2220′ *(1976′)*

D9.4 HAB
N48 41.5 E135 17.3
At 2220′ *(1976′)*

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*

6 1 14 9.4

234°
Intercept final at 2220′ *(1976′)*

❶ Do not fly below 4190′ *(3946′)*.
❷ Other FL by coordination with Khabarovsk CTA/FIR.

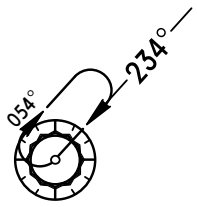
054° R338° 324° 031° R223° R168°

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(Rwy 23L)
469 HI
N48 34.1 E135 14.7

❶

HOLDING OVER HAB



FL CONVERSION	
FL226	*FL6900m*
FL187	*FL5700m*
FL89	*FL2700m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

18.4 BITKI 4S 48.7

MAKOT
N48 17.0 E134 58.3
At or above FL69

D 043°

N
NOT TO SCALE

27 ARGUK 4S CORRIDOR 10A 040°

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL226 & FL187 or FL89 & FL69 ❷

BITKI
N47 48.0 E135 41.4
At or above FL187

348° D

35 CORRIDOR 8 347°

SORUS
N47 16.3 E136 02.7

CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2D) Eff 8 Jun

KHABAROVSK, RUSSIA STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

IVADA 1S, KORUM 1S
RWYS 05L/R ARRIVALS
CAT A & B

2100′
085°
4200′
335°
MSA
HAB VOR

IVADA
N49 05.0 E134 28.0
Between FL226 & FL148

156°
D43.7
330°
IVADA 1S
44

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)
At FL59

HOLDING OVER BD/UF
234°
054°

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 10B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

144°
234°
10
8
253°
❶

D12 HAB
N48 25.6 E134 58.1
(071° brg to BD/UF)
(HAB R-246)
At 2220′ *(1976′)*

Intercept final at 2220′ *(1976′)*

4
054°

D11.7 HAB
N48 24.0
E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

15
KORUM 1S
019°

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)
Between FL108 & FL69

FL CONVERSION	
FL226	*FL6900m*
FL148	*FL4500m*
FL108	*FL3300m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

N
NOT TO SCALE

D45.5
221°
28
CORRIDOR 10B
❷
37
024°
CORRIDOR 9

ARGUK
N47 53.0 E134 39.5
051°

KRASITSKY
457 PS
N47 38.0 E134 53.0

CHANGES: STARs revised; MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2E) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

IVADA 3S, KORUM 3S
RWYS 05L/R ARRIVALS
CAT C & D

MSA
HAB VOR
2100′
085°
4200′
335°

IVADA
N49 05.0 E134 28.0
Between FL226 & FL148

149° D
IVADA 3S 43.7

N
NOT TO SCALE

HOLDING OVER HAB
234°
054°

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

234°
R330°
324°
252°
R207°
18
12.3
❶

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D12.3 HAB
N48 26.6 E134 56.6
(081° brg to BD/UF)
At 2220′ *(1976′)*

Intercept final at 2220′ *(1976′)*

6
054°

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

19 KORUM 3S

D 026°

KORUM
N48 14.3 E135 05.3
Between FL108 & FL69

FL CONVERSION	
FL226	*FL6900m*
FL148	*FL4500m*
FL108	*FL3300m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 10B, 029° to ARP between 81 NM and 18.9 NM do not fly west.

D45.5 221°
28 CORRIDOR 10B
❷
37 CORRIDOR 9
024°
051°

ARGUK
N47 53.0 E134 39.5

KRASITSKY
457 PS
N47 38.0 E134 53.0

CHANGES: MSA center.

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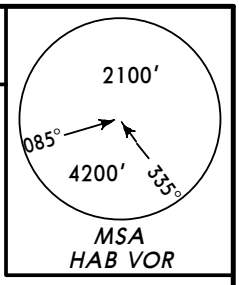
UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2F) Eff 8 Jun

KHABAROVSK, RUSSIA STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

KORUM 2S, NEBES 2S, TIGMA 2S
RWYS 23R/L ARRIVALS
CAT A & B



D9.8 HAB
N48 41.3 E135 19.7
(217° brg to GE/HI)
(HAB R-040)
At 2220′ *(1976′)*

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*

TIGMA
N48 34.5 E136 48.9
(HAB R-100/D64)
At or below FL236

Intercept final at 2220′ *(1976′)*

NOVY D 112.3 HAB
N48 32.7 E135 12.6

144° 054° 11 8 036° 234°

63 TIGMA 2S CORRIDOR 6 282°

63 NEBES 2S CORRIDOR 7 296°

KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(HAB R-051/D1.7)
(Rwy 23L)
469 HI
N48 34.1 E135 14.7
(HAB R-057/D2)
At FL59

21 KORUM 2S 030°

NEBES
N48 18.5 E136 46.6
(HAB R-114/D64.2)
At or below FL236

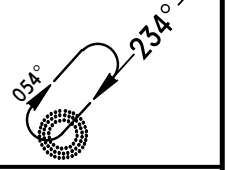
KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)
At or above FL187
Between FL177 & FL69 by coordination

❷ 37 CORRIDOR 9 024°

KRASITSKY
457 PS
N47 38.0 E134 53.0

N
NOT TO SCALE

HOLDING OVER GE/HI



FL CONVERSION	
FL236	*FL7200m*
FL187	*FL5700m*
FL177	*FL5400m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

❶ Do not fly below 4190′ *(3946′)*.
❷ 029° to ARP between 81 NM and 18.9 NM do not fly west.

CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2G) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

KORUM 4S, NEBES 4S, TIGMA 4S
RWYS 23R/L ARRIVALS
CAT C & D

2100′
085°
4200′
335°
MSA
HAB VOR

N
NOT TO SCALE

D10.3 HAB
N48 42.3 E135 18.0
(HAB R-032)
(207° brg to GE/HI)
At 2220′ *(1976′)*

D9.4 HAB
N48 41.5 E135 17.3
At 2220′ *(1976′)*

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*

KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(Rwy 23L)
469 HI
N48 34.1 E135 14.7

Intercept final at 2220′ *(1976′)*

TIGMA
N48 34.5 E136 48.9
At or below FL236

NOVY
P 112.3 HAB
N48 32.7 E135 12.6

TIGMA 4S CORRIDOR 6
NEBES 4S CORRIDOR 7
KORUM 4S
CORRIDOR 9

NEBES
N48 18.5 E136 46.6
At or below FL236

KORUM
N48 14.3 E135 05.3
Between FL108 & FL69

KRASITSKY
457 PS
N47 38.0 E134 53.0

❶ Do not fly below 4190′ *(3946′)*.
❷ 029° to ARP between 81 NM and 18.9 NM do not fly west.

HOLDING OVER HAB

FL CONVERSION	
FL236	*FL7200m*
FL108	*FL3300m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

CHANGES: MSA center.

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UHHH/KHV NOVY

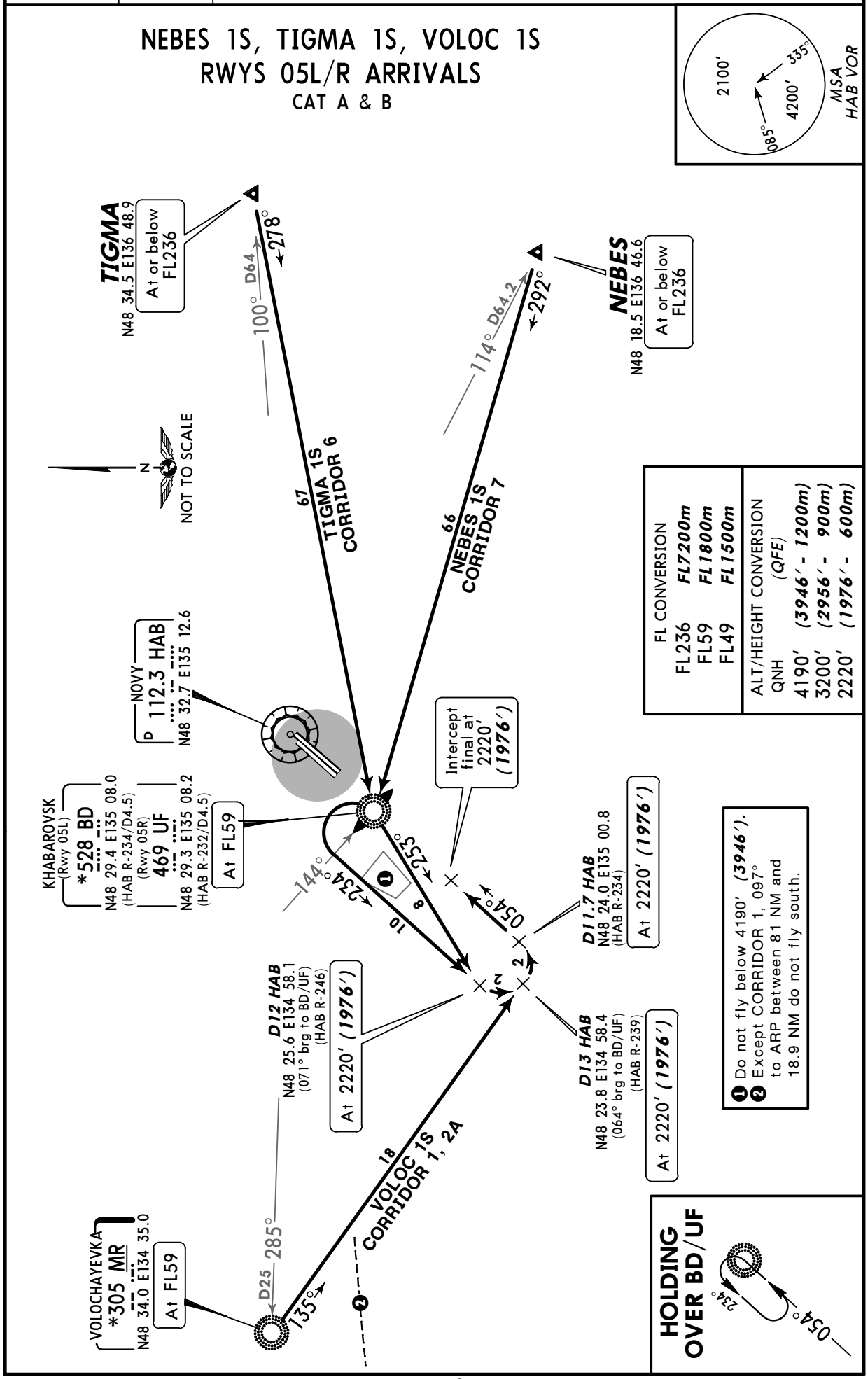
JEPPESEN 26 MAY 06 (10-2H) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

NEBES 1S, TIGMA 1S, VOLOC 1S
RWYS 05L/R ARRIVALS
CAT A & B



CHANGES: STARs revised; MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2J) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

NEBES 3S, TIGMA 3S, VOLOC 3S
RWYS 05L/R ARRIVALS
CAT C & D

MSA HAB VOR
2100′
4200′
335°
085°

TIGMA
N48 34.5 E136 48.9
At or below FL236

NEBES
N48 18.5 E136 46.6
At or below FL236

D 280°
D 295°

64 TIGMA 3S CORRIDOR 6

64.2 NEBES 3S CORRIDOR 7

NOT TO SCALE

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

R100° R114°

324° 252° 234°

Intercept final at 2220′ *(1976′)*

KHABAROVSK (Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

18 12.3 ❶ 054° 064° 3

D12.3 HAB
N48 26.6 E134 56.6
(081° brg to BD/UF)
At 2220′ *(1976′)*

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

D13.7 HAB
N48 23.8 E134 56.8
(HAB R-242)
At 2220′ *(1976′)*

2 18 VOLOC 3S CORRIDOR 1, 2A

VOLOCHAYEVKA
*305 MR
N48 34.0 E134 35.0
At FL59

D25 285° 137° ❷

FL CONVERSION	
FL236	*FL7200m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION QNH	(QFE)
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

❶ Do not fly below 4190′ *(3946′)*, Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.

HOLDING OVER HAB
234°
054°

CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2K) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

URESA 2S, VOLOC 2S
RWYS 23R/L ARRIVALS
CAT A & B

MSA HAB VOR
2100′
4200′
085°
335°

NOT TO SCALE

TROITSKOYE
335 QI
N49 27.0 E136 34.0
At or below FL236

237° 40
TOMSU
N48 58.7 E135 51.1
16 CORR-IDOR 5B
URESA
N48 47.7 E135 34.0
(HAB R-055/D20.7)
At FL59
236° URESA 2S 11
D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*
234° 4
Intercept final at 2220′ *(1976′)*
D9.8 HAB
N48 41.3 E135 19.7
(217° brg to GE/HI)
(HAB R-040)
At 2220′ *(1976′)*
11 8 036°
054°
144°
KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(HAB R-051/D1.7)
(Rwy 23L)
469 HI
N48 34.1 E135 14.7
(HAB R-057/D2)
At FL59
NOVY
D 112.3 HAB
N48 32.7 E135 12.6
26 VOLOC 2S CORRIDOR 1, 2A
102°
VOLOCHAYEVKA
*305 MR
N48 34.0 E134 35.0
(HAB R-285/D25)
At FL59

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.

HOLDING OVER GE/HI

234°
054°

FL CONVERSION
FL236 *FL7200m*
FL59 *FL1800m*
FL49 *FL1500m*

ALT/HEIGHT CONVERSION *(QFE)*
QNH
4190′ *(3946′ - 1200m)*
3200′ *(2956′ - 900m)*
2220′ *(1976′ - 600m)*

CHANGES: Crossing at URESA; MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2L) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

URESA 4S, VOLOC 4S
RWYS 23R/L ARRIVALS
CAT C & D

MSA HAB VOR: 2100′ (085°–335°) 4200′

NOT TO SCALE

TROITSKOYE 335 QI N49 27.0 E136 34.0 — At or below FL236

237° 40 → TOMSU N48 58.7 E135 51.1

16 CORR-SB IDOR → URESA N48 47.7 E135 34.0 (HAB R-055/D20.7) — At FL59

236° 11 → D9.6 HAB N48 39.7 E135 22.4 (HAB R-055) — At 2220′ *(1976′)*

Intercept final at 2220′ *(1976′)*

234° → 9 → D10.3 HAB N48 42.3 E135 18.0 (HAB R-032) (207° brg to GE/HI) — At 2220′ *(1976′)*

D9.4 HAB N48 41.5 E135 17.3 — At 2220′ *(1976′)*

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.

031° 9.4 → 324° R285° → NOVY D 112.3 HAB N48 32.7 E135 12.6

054° 14 → KHABAROVSK (Rwy 23R) *528 GE N48 34.0 E135 14.2 / (Rwy 23L) 469 HI N48 34.1 E135 14.7

HOLDING OVER HAB — 234° / 054°

VOLOCHAYEVKA *305 MR N48 34.0 E134 35.0 — At FL59

105° 25 → D VOLOC 4S CORRIDOR 1, 2A

❶ ❷

FL CONVERSION	
FL236	*FL7200m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

CHANGES: STARs revised; MSA center.

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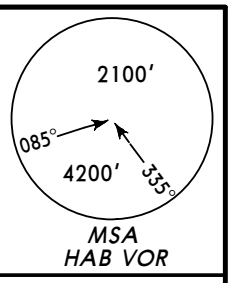
UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2M) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*



ARBIT 1V, ARGUK 1V, BITKI 1V
RWYS 05L/R ARRIVALS
BY ATC

FL CONVERSION	
FL226	***FL6900m***
FL187	***FL5700m***
FL118	***FL3600m***
FL89	***FL2700m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	***(3946′ - 1200m)***
3200′	***(2956′ - 900m)***
2220′	***(1976′ - 600m)***

ARBIT
N48 53.0 E135 19.3
(HAB R-024/D20.8)
Between FL118 & FL59

225°
31
ARBIT 1V CORRIDOR 5

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

D13.9 HAB
N48 27.5
E134 53.3
(HAB R-260)
At 3200′ *(2956′)*

❶

089°

Intercept final at 2220′ *(1976′)*

144°
5
064°
054°

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

3
047°
043°

D13.8 HAB
N48 23.7 E134 57.0
(HAB R-241)
At 2220′ *(1976′)*

D13.7 HAB
N48 21.3 E135 00.5
(HAB R-226)
At 2220′ *(1976′)*

D14 HAB
N48 21.4 E135 00.0
(HAB R-228)
At 3200′ *(2956′)*

N
NOT TO SCALE

8
349°

❶ Do not fly below 4190′ *(3946′)*.
❷ Other FL by coordination with Khabarovsk CTA/FIR.
❸ Descent from KORUM with descent gradient of 8% until 3200′ *(2956′)*.

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL226 & FL187 or FL89 & FL69 ❷

28
ARGUK 1V CORRIDOR 10B
051°

❸ **KORUM**
N48 14.3 E135 05.3
(HAB R-207/D19)
At FL69

42
BITKI 1V

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)
At or above FL187

332°

35
CORRIDOR 8
347°

SORUS
N47 16.3 E136 02.7

CHANGES: Crossing at BITKI; MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2N) Eff 8 Jun

KHABAROVSK, RUSSIA STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

2100′
085°
4200′
335°
MSA
HAB VOR

IVADA 1V, KORUM 1V
RWYS 05L/R ARRIVALS
BY ATC

IVADA
N49 05.0 E134 28.0
At or below FL226

168° D43.7 330°
IVADA 1V CORRIDOR 4 26

LOLSU
N48 41.2 E134 44.1
At FL59

D20.7 306°
171°
16

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(Rwy 05R)
469 UF
N48 29.3 E135 08.2

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D14.6 HAB
N48 26.5 E134 52.7
(HAB R-257)
At 3200′ *(2956′)*

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 10B, 029° to ARP between81 NM and 18.9 NM do not fly west.
❸ Descent from KORUM with descent gradient of 8% until 3200′ *(2956′)*.

086°
Intercept final at 2220′ *(1976′)*
144° 4
064°
054°
047° 3
3

D11.7 HAB
N48 24.0 E135 00.8
(HAB R-234)
At 2220′ *(1976′)*

D13.8 HAB
N48 23.7 E134 57.0
(HAB R-241)
At 2220′ *(1976′)*

D14 HAB
N48 21.4 E135 00.0
(HAB R-228)
At 3200′ *(2956′)*

KORUM 1V 8 349°
207° D19

❸ **KORUM**
N48 14.3 E135 05.3
At FL69

N
NOT TO SCALE

FL CONVERSION	
FL226	*FL6900m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

D45.5 221°
CORRIDOR 10B 28
❷ 37
CORRIDOR 9
051°
024°

ARGUK
N47 53.0 E134 39.5

KRASITSKY
457 PS
N47 38.0 E134 53.0

CHANGES: MSA center.

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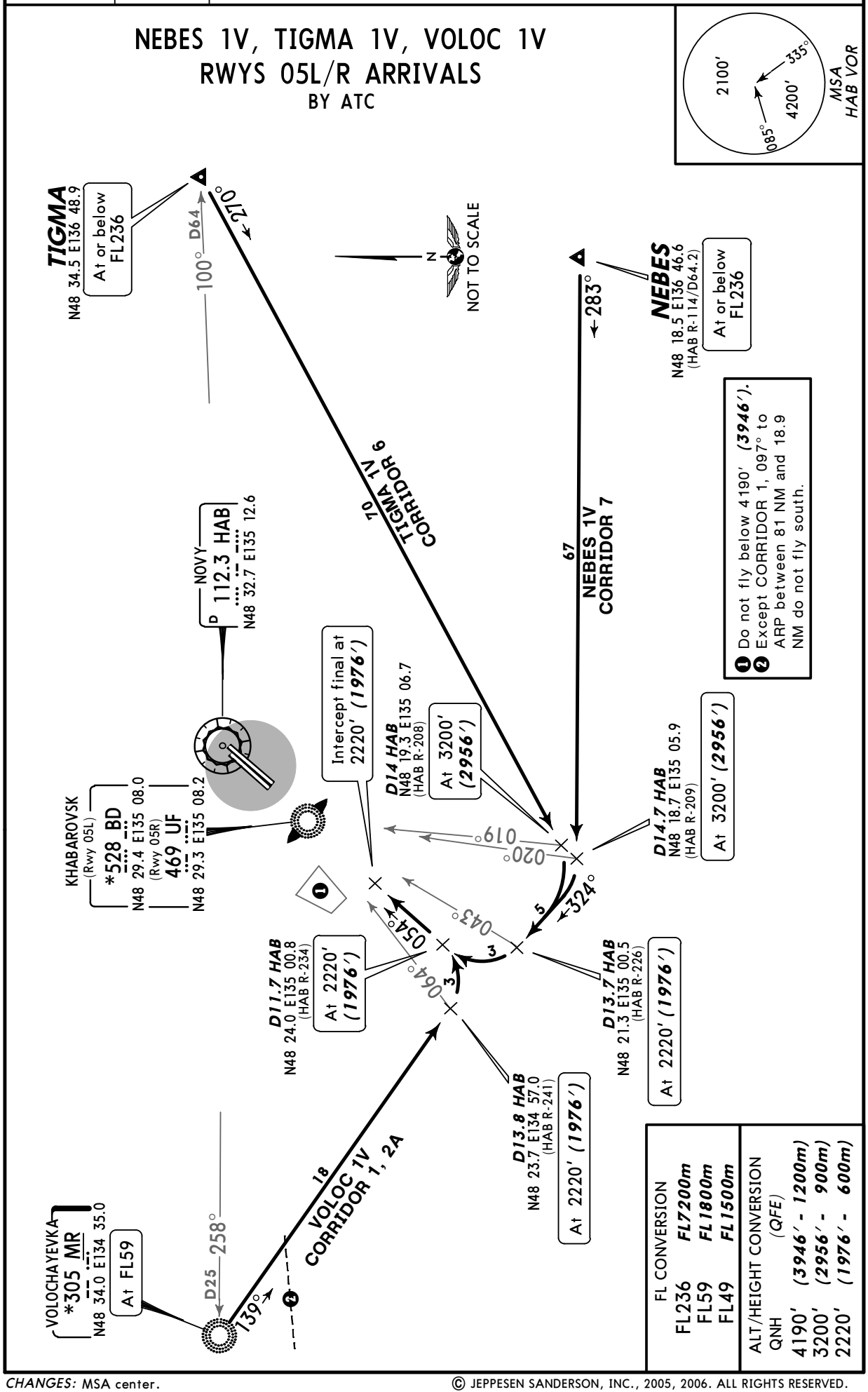
JEPPESEN 26 MAY 06 (10-2P) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

NEBES 1V, TIGMA 1V, VOLOC 1V
RWYS 05L/R ARRIVALS
BY ATC



CHANGES: MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2Q) Eff 8 Jun

KHABAROVSK, RUSSIA STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

BITKI 2V, GOLIS 2V, KORUM 2V RWYS 23R/L ARRIVALS

BY ATC

2100′
085° 335°
4200′
MSA
HAB VOR

IVADA
N49 05.0 E134 28.0
(HAB R-330/D43.7)

CORRIDOR 4B 23 143°

124° 63 CORRIDOR 2B

GOLIS
N48 49.8 E134 55.1
At FL59

KUKAN
*942 FE
N49 13.0 E133 27.0

120° 16 GOLIS 2V

D20.7 338°

D12.7 HAB
N48 44.9 E135 17.7
(HAB R-027)
At 3200′ *(2956′)*

D11.7 HAB
N48 42.5 E135 22.2
(HAB R-045)
At 2220′ *(1976′)*

4 144°

202°

D9.6 HAB
N48 39.7 E135 22.4
(HAB R-055)
At 2220′ *(1976′)*

D11.8 HAB
N48 39.9 E135 26.5
(HAB R-064)
At 2220′ *(1976′)*

223° 3 3

KHABAROVSK
(Rwy 23R)
*528 GE
N48 34.0 E135 14.2
(Rwy 23L)
469 HI
N48 34.1 E135 14.7

234° 246° 324° 4 5

267° 270°

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

Intercept final at 2220′ *(1976′)*

D12.6 HAB
N48 36.9
E135 30.5
(HAB R-082)
At 3200′ *(2956′)*

D11.3 HAB
N48 36.1
E135 28.9
(HAB R-084)
At 3200′ *(2956′)*

10 14

144°

❶ 029° to ARP between 81 NM and 18.9 NM do not fly west.

D6.8 HAB
N48 28.2 E135 20.3

17 KORUM 2V

D19 207°

047°

137°

D17.1 HAB
N48 22.9 E135 33.6

N
NOT TO SCALE

KORUM
N48 14.3 E135 05.3
Between FL108 & FL69

37 CORRIDOR 9 024°

168° D48.7

35 BITKI 2V 003°

BITKI
N47 48.0 E135 41.4
At or above FL187

35 CORRIDOR 8 347°

KRASITSKY
457 PS
N47 38.0 E134 53.0

SORUS
N47 16.3 E136 02.7

FL CONVERSION	
FL187	*FL5700m*
FL108	*FL3300m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

CHANGES: D9.6 HAB INS coordinates; MSA center.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2S) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

NEBES 2V, TIGMA 2V, VOLOC 2V RWYS 23R/L ARRIVALS

BY ATC

FL CONVERSION	
FL236	*FL7200m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

NOT TO SCALE

TIGMA N48 34.5 E136 48.9 — At or below FL236

NEBES N48 18.5 E136 46.6 — At or below FL236

288° D64

304° D64.2

100°

114°

56 TIGMA 2V CORRIDOR 6

58 NEBES 2V CORRIDOR 7

D11.6 HAB N48 40.1 E135 25.9 (HAB R-062) — At 2220′ *(1976′)*

D11.3 HAB N48 40.3 E135 25.1 (HAB R-059) (240° brg to GE/HI) — At 2220′ *(1976′)*

D11.7 HAB N48 42.5 E135 22.2 (HAB R-045) — At 2220′ *(1976′)*

243°

234°

223°

144°

199°

D12 HAB N48 44.4 E135 16.6 (HAB R-025) — At 3200′ *(2956′)*

D9.6 HAB N48 39.7 E135 22.4 (HAB R-055) — At 2220′ *(1976′)*

Intercept final at 2220′ *(1976′)*

KHABAROVSK (Rwy 23R)
*528 GE
N48 34.0 E135 14.2

(Rwy 23L)
469 HI
N48 34.1 E135 14.7

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

17

307°

D14 HAB N48 38.5 E134 53.4

13 VOLOC 2V CORRIDOR 1

285°

081°

D25

VOLOCHAYEVKA
*305 MR
N48 34.0 E134 35.0

At FL59

❶ Do not fly below 4190′ *(3946′)*.
❷ Except CORRIDOR 1, 097° to ARP between 81 NM and 18.9 NM do not fly south.

2100′
4200′
335°
085°
MSA
HAB VOR

CHANGES: INS coordinates; MSA center.

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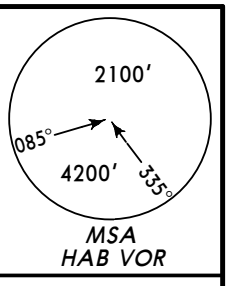
UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2T) Eff 8 Jun

KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*



BITKI 1H
RWYS 05L/R ARRIVAL
HOLDING EXIT PROCEDURE

D12.3 HAB
N48 41.7
E135 24.9
(HAB R-054)
At FL118

❶ Do not fly below 4190′ *(3946′)*.

234°
31
17
054°
11
234°
081°
054°
6
054°

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D12.7 HAB
N48 26.2
E134 56.1
(HAB R-251)
At 2220′ *(1976′)*

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)
At FL187

Intercept final at 2220′ *(1976′)*

D12.1 HAB
N48 23.6 E135 00.3
(HAB R-234)
At 2220′ *(1976′)*

47

N
NOT TO SCALE

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)
At or above FL187

343°
35
347°
CORRIDOR 8

SORUS
N47 16.3
E136 02.7

FL CONVERSION	
FL187	*FL5700m*
FL118	*FL3600m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4190′	*(3946′ - 1200m)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

CHANGES: MSA center.

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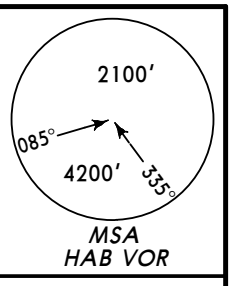
UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-2U) Eff 8 Jun

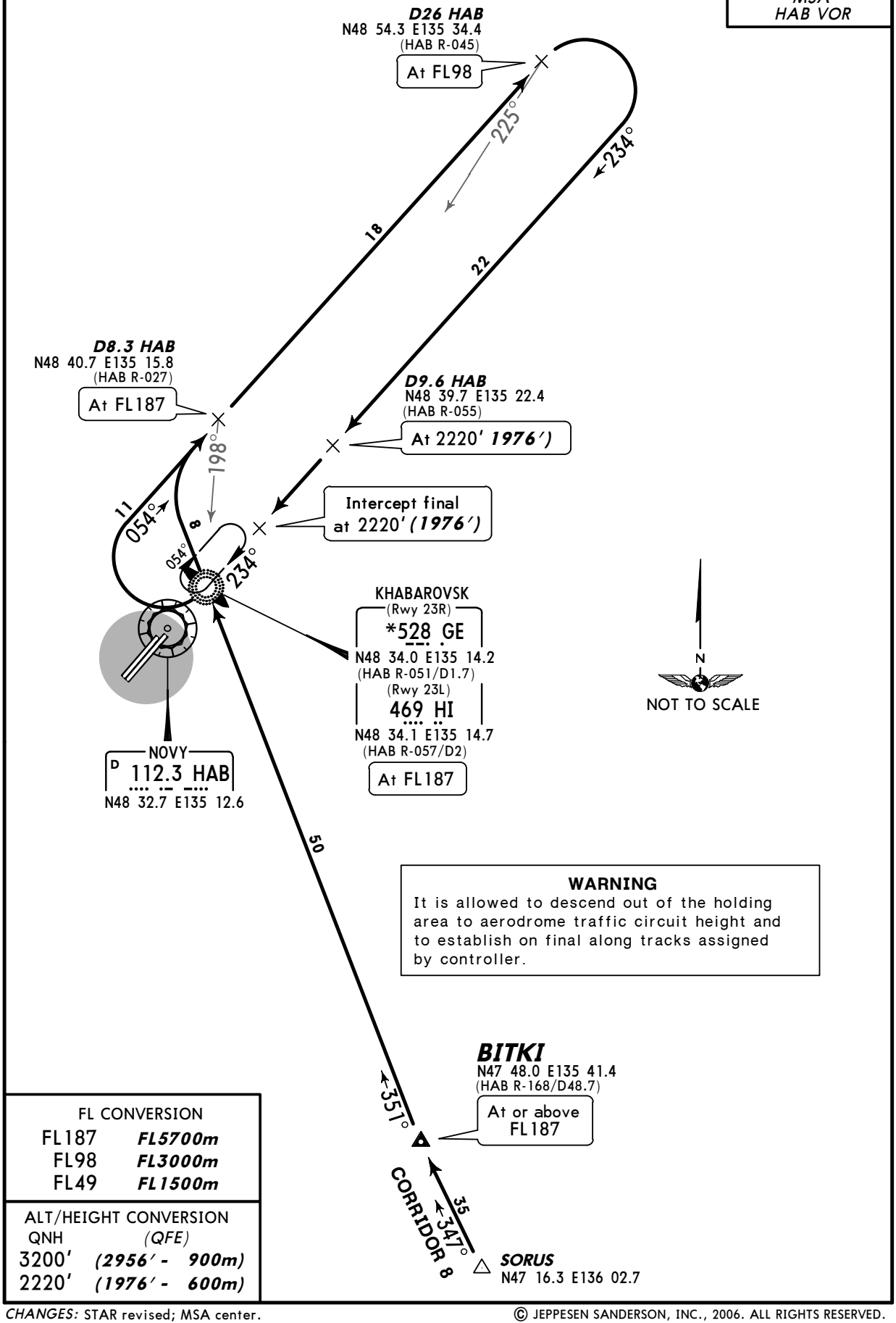
KHABAROVSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
124.87	244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*



BITKI 2H
RWYS 23R/L ARRIVAL
HOLDING EXIT PROCEDURE



FL CONVERSION	
FL187	*FL5700m*
FL98	*FL3000m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3200′	*(2956′ - 900m)*
2220′	*(1976′ - 600m)*

CHANGES: STAR revised; MSA center.

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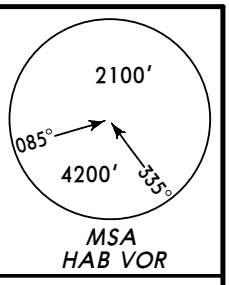
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UHHH/KHV NOVY

KHABAROVSK, RUSSIA

SID

Apt Elev	QNH on request **(QFE)**
244′	Trans level: FL49 Trans alt: 3200′ ***(2956′)***



GOLIS 1D, TROIC 1D, VOLOC 1D
RWYS 05L/R DEPARTURES
TO NORTH

IVADA
N49 05.0 E134 28.0
(HAB R-330/D43.7)

CORRIDOR 4B 23 323°

63 CORRIDOR 2B 304°

GOLIS
N48 49.8 E134 55.1

D20.7 338°

29 GOLIS 1D 315°

40 VOLOC 1D CORRIDOR 1, 2A 269°

66 TROIC 1D CORRIDOR 5B 057°

054°

TROITSKOYE
335 QI
N49 27.0 E136 34.0

KUKAN
*942 FE
N49 13.0 E133 27.0

VOLOCHAYEVKA
*305 MR
N48 34.0 E134 35.0

At or above
2220′ ***(1976′)***

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***

N

NOT TO SCALE

CHANGES: HAB comnsd; MSA center.

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UHHH/KHV NOVY

JEPPESEN 31 MAR 06 (10-3A) Eff 13 Apr

KHABAROVSK, RUSSIA

SID

Apt Elev	QNH on request (QFE)
244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

2100′
085°
4200′
335°
MSA
HAB VOR

ARBIT 2D, IVADA 2D, VOLOC 2D
ARBIT 4D
BY ATC

RWYS 23R/L DEPARTURES
TO NORTH

IVADA
N49 05.0 E134 28.0

ARBIT
N48 53.0 E135 19.3
(HAB R-024/D20.8)

N
NOT TO SCALE

D43.7 330°

❶ Except CORRIDOR 1, 277° from ARP between 18.9 NM and 81 NM do not fly south.
❷ Do not fly below FL39.

IVADA 2D CORRIDOR 4
47

19
By ATC
CORRIDOR 5A

VOLOCHAYEVKA
*305 MR
N48 34.0 E134 35.0

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

KHABAROVSK
(Rwy 23R)
528 GE
N48 34.0 E135 14.2
(HAB R-051/D1.7)
(Rwy 23L)
469 HI
N48 34.1 E135 14.7
(HAB R-057/D2)
At or above 3200′ *(2956′)*

021°

34
ARBIT 2D CORRIDOR 5A

234°
2

❶
21
VOLOC 2D CORRIDOR 1, 2A

345°
309°
042°
❷
4
234°
018°
11

KHABAROVSK
(Rwy 05L)
528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

ARBIT 4D
Turn at or above 640′ *(396′)* but not later than BD/UF

ARBIT 4D
By ATC

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)
At or above 2220′ *(1976′)*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
640′	*(396′ - 120m)*
2220′	*(1976′ - 600m)*
3200′	*(2956′ - 900m)*

FL CONVERSION	
FL39	*FL1200m*
FL49	*FL1500m*

ARBIT 4D

This SID requires a minimum climb gradient of 231′ per NM (3.8%) up to 3200′ *(2956′).*

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	577	770	962	1155

If unable to comply advise ATC.

CHANGES: Climb gradient; HAB comsnd; MSA center.

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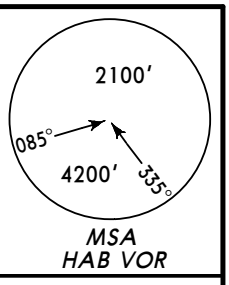
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JEPPESEN 26 MAY 06 (10-3B) Eff 8 Jun

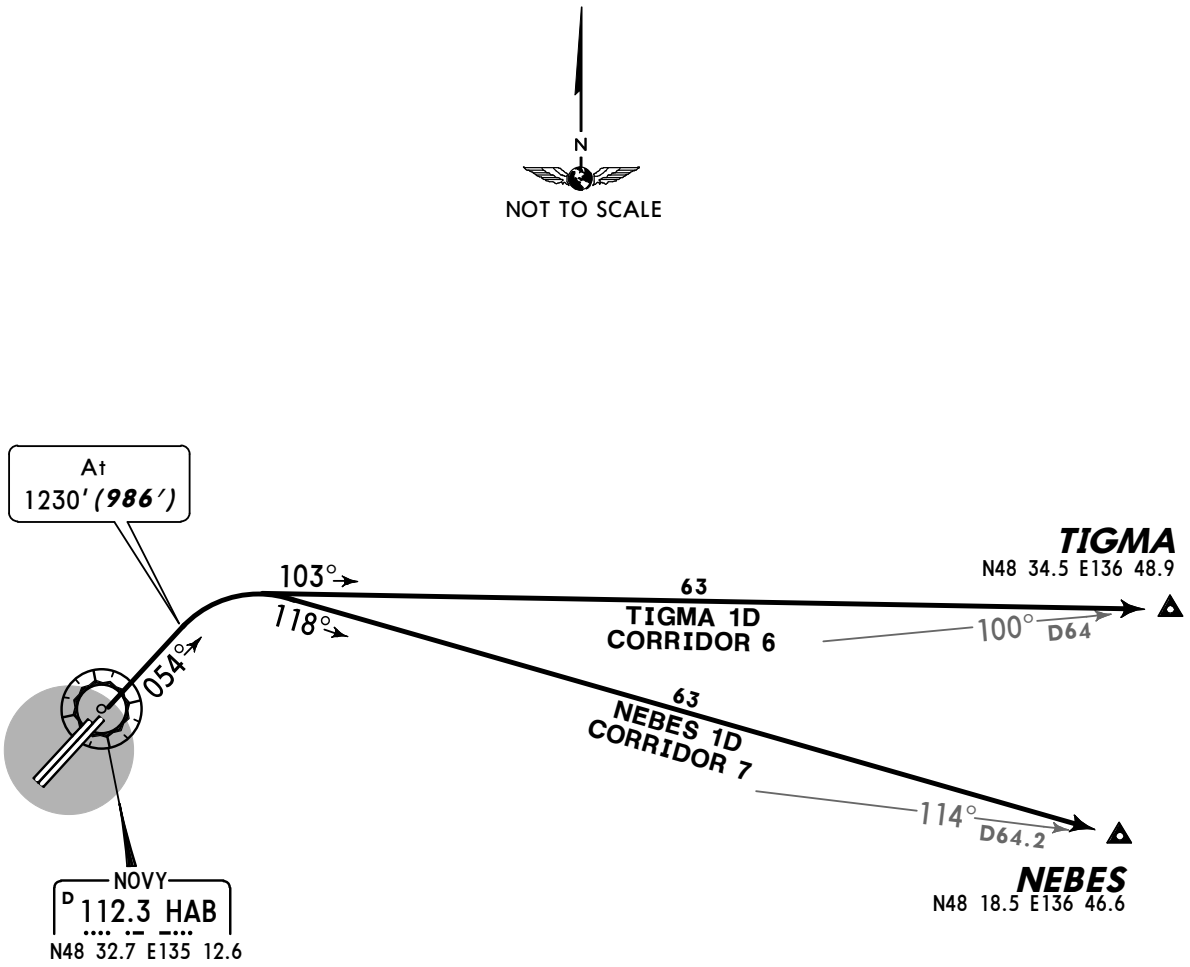
KHABAROVSK, RUSSIA

SID

Apt Elev	QNH on request **(QFE)**
244′	Trans level: FL49 Trans alt: 3200′ ***(2956′)***



NEBES 1D, TIGMA 1D
RWYS 05L/R DEPARTURES
BY ATC
TO EAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1230′	***(986′ - 300m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***

CHANGES: None.

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UHHH/KHV NOVY

KHABAROVSK, RUSSIA

SID

Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

NEBES 6D

NEBES 2D, NEBES 4D
BY ATC

RWYS 23R/L DEPARTURES
TO EAST

ALT/HEIGHT CONVERSION (QFE)	
QNH	
640′	***(396′ - 120m)***
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***

MSA HAB VOR
2100′
4200′
085°
335°

NOT TO SCALE

NEBES
N48 18.5 E136 46.6

KHABAROVSK (Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)

(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

NEBES 4D
Turn at or above 640′ ***(396′)*** but not later than BD/UF

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

64.2 NEBES 6D CORRIDOR 7
72 NEBES 2D CORRIDOR 7 BY ATC
68 NEBES 4D CORRIDOR 7 BY ATC

114°
109°
106°
085°
R265°
234°
19 NEBES 6D
2
4

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)

At or above 2220′ ***(1976′)***

❷ Do not fly below FL39.

NEBES 4D

This SID requires a minimum climb gradient of 231′ per NM (3.8%) up to 3200′ ***(2956′)***.

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	577	770	962	1155

If unable to comply advise ATC.

CHANGES: SID NEBES 6D revised.

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UHHH/KHV
NOVY

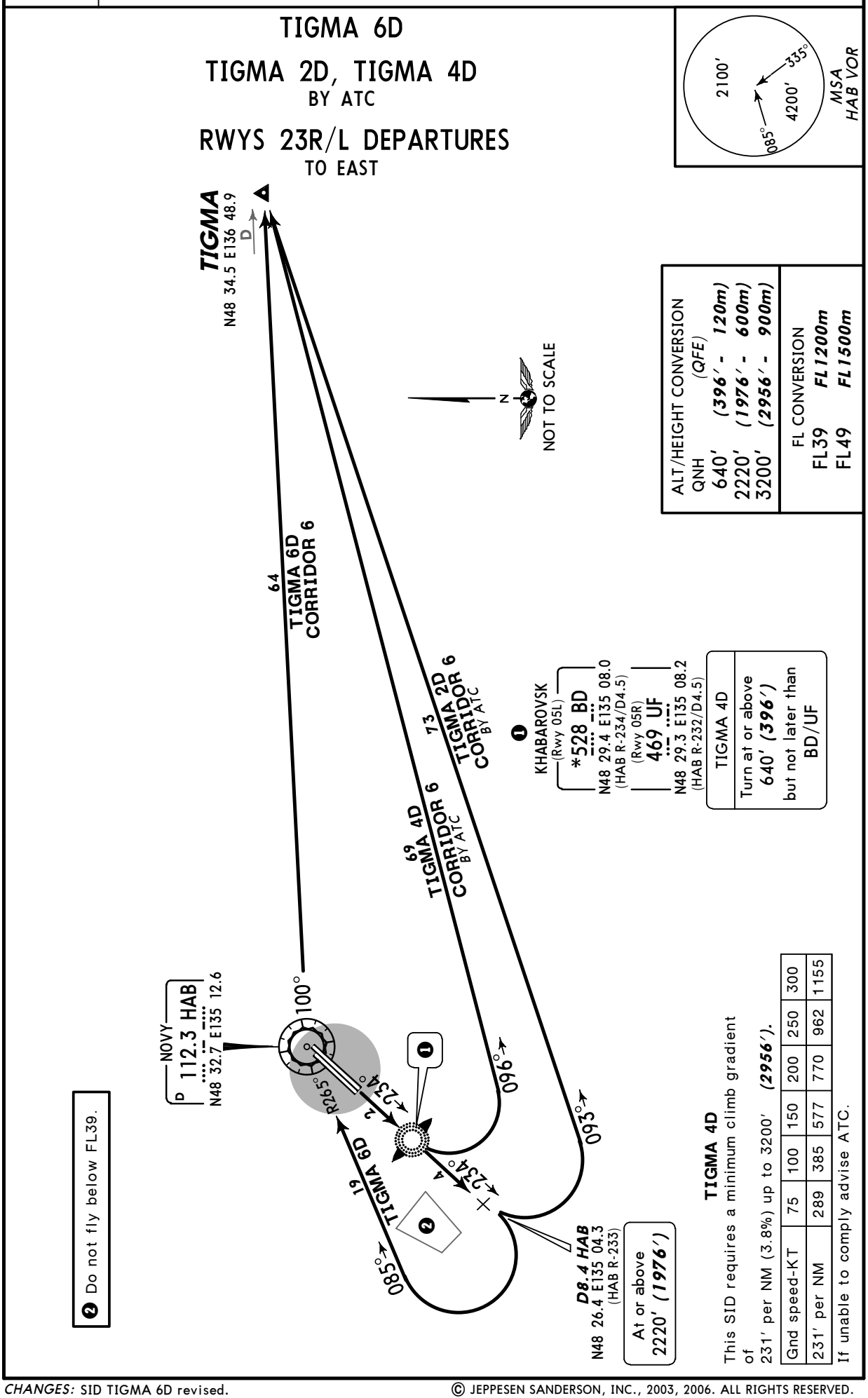
KHABAROVSK, RUSSIA
SID

Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

TIGMA 6D

TIGMA 2D, TIGMA 4D
BY ATC

RWYS 23R/L DEPARTURES
TO EAST



Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	577	770	962	1155

CHANGES: SID TIGMA 6D revised.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-3E) Eff 8 Jun

KHABAROVSK, RUSSIA

SID

Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

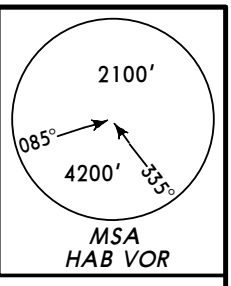
BITKI 3D, BITKI 5D

BITKI 1D

BY ATC

RWYS 05L/R DEPARTURES

TO SOUTH



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1230′	***(986′ - 300m)***
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***
FL187	***FL5700m***

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

❶ Do not fly below FL39.

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

BITKI 3D
At FL59

BITKI 5D
At FL187

BITKI 3D
Turn at or above 2220′
(1976′)

BITKI 1D
Turn at 1230′
(986′)

At or above FL79

223°
210°
25
BITKI 3D
45
BITKI 5D
054°
176°
163°
55
BITKI 1D
By ATC
48
BITKI 3D, 5D

BITKI
N47 48.0 E135 41.4
(HAB R-168/D48.7)

At or above FL187

167°
35
CORRIDOR 8

SORUS
N47 16.3 E136 02.7

N
NOT TO SCALE

These SIDs require minimum climb gradients of

BITKI 3D

213′ per NM (3.5%) up to FL59.

BITKI 5D

304′ per NM (5%) up to FL187.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
213′ per NM	266	354	532	709	886	1063

CHANGES: None.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-3F) Eff 8 Jun

KHABAROVSK, RUSSIA

SID

Apt Elev	QNH on request (QFE)
244′	Trans level: FL49 Trans alt: 3200′ *(2956′)*

2100′
085°
4200′
335°
MSA
HAB VOR

BITKI 4D, BITKI 6D

BITKI 2D

BY ATC

RWYS 23R/L DEPARTURES

TO SOUTH

❷ BITKI 6D

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

BITKI 4D
At or above FL59

BITKI 6D
At FL59
Leave holding at or above FL187

168°
324°
23
BITKI 6D
R265°
348°
17
BITKI 4D
054°
085°
234°
6
168°
❶

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)

At or above
2220′ *(1976′)*
but not earlier than
HAB R-233/D8.4

159°
48.7
BITKI 4D, 6D
46
BITKI 2D
By ATC

N
NOT TO SCALE

❶ Do not fly below FL39.

D
BITKI
N47 48.0 E135 41.4

At or above FL187

167°
35
CORRIDOR 8

SORUS
N47 16.3 E136 02.7

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2220′	*(1976′ - 600m)*
3200′	*(2956′ - 900m)*

FL CONVERSION	
FL39	*FL1200m*
FL49	*FL1500m*
FL59	*FL1800m*
FL187	*FL5700m*

CHANGES: Crossing at HAB.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-3G) Eff 8 Jun

KHABAROVSK, RUSSIA

SID

Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

2100′
085°
4200′
335°
MSA
HAB VOR

ARGUK 3D, KORUM 3D, KORUM 5D
KORUM 1D
BY ATC

RWYS 05L/R DEPARTURES
TO SOUTHWEST

❶ Except CORRIDOR 10A, 209° from ARP between 18.9 NM and 81 NM do not fly west.
❷ Do not fly below FL39.
❸ Other FL by coordination with Khabarovsk CTA/FIR.

KHABAROVSK
(Rwy 05L)
*528 BD
N48 29.4 E135 08.0
(HAB R-234/D4.5)
(Rwy 05R)
469 UF
N48 29.3 E135 08.2
(HAB R-232/D4.5)

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

222° 32 KORUM 5D — At or above FL59
210° 23 ARGUK 3D KORUM 3D — ARGUK 3D KORUM 3D: Turn at or above 2220′ ***(1976′)***
054° — KORUM 1D: Turn at 1230′ ***(986′)***
222° 30 KORUM 1D By ATC
220° 14 ARGUK 3D
199° 15 KORUM 3D, 5D
205° 37 CORRIDOR 9
27 CORRIDOR 10A

KORUM 3D: At FL59
KORUM 5D: At FL157

MAKOT
N48 17.0 E134 58.3
(HAB R-223/D18.4)
At or above FL69

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)
At or above FL187
Between FL69 & FL177 by coordination

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between FL69 & FL98 or FL177 & FL226 ❸

KRASITSKY
457 PS
N47 38.0 E134 53.0

N
NOT TO SCALE

These SIDs require minimum climb gradients of

ARGUK 3D
261′ per NM (4.3%) up to FL177 to reach ARGUK at FL177.

KORUM 1D, 3D, 5D
565′ per NM (9.3%) up to FL187 to reach KORUM at FL187.

Gnd speed-KT	75	100	150	200	250	300
565′ per NM	706	942	1413	1884	2355	2825
261′ per NM	327	435	653	871	1089	1306

If unable to comply advise ATC.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1230′	***(986′ - 300m)***
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL157	***FL4800m***
FL177	***FL5400m***
FL187	***FL5700m***
FL226	***FL6900m***

CHANGES: None.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (10-3H) Eff 8 Jun

KHABAROVSK, RUSSIA

SID

Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

2100′
085°
4200′
335°
MSA
HAB VOR

ARGUK 4D

ARGUK 2D, KORUM 2D, KORUM 6D

BY ATC

RWYS 23R/L DEPARTURES

TO SOUTHWEST

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***
FL177	***FL5400m***
FL226	***FL6900m***

NOVY
D 112.3 HAB
N48 32.7 E135 12.6

D8.4 HAB
N48 26.4 E135 04.3
(HAB R-233)

ARGUK 2D
KORUM 2D
Turn at or above
2220′ ***(1976′)***

N
NOT TO SCALE

6
234°
4.6
183°
218°
216°
14
KORUM 2D
By ATC
157°
11
KORUM 6D
By ATC
33
ARGUK 4D
CORRIDOR 10
37
ARGUK 2D
CORRIDOR 10
By ATC
205°
37
CORRIDOR 9

TIGSO
N48 23.0 E134 59.7
(HAB R-233/D13)
At or above
FL59
or after passing
TIGSO

KORUM
N48 14.3 E135 05.3
(HAB R-207/D19)
At or above
FL69

ARGUK
N47 53.0 E134 39.5
(HAB R-221/D45.5)
Between
FL79 & FL98 or
FL177 & FL226 ❸

KRASITSKY
457 PS
N47 38.0 E134 53.0

❶ Except CORRIDOR 10, 209° from ARP between 18.9 NM and 81 NM do not fly west.
❷ Do not fly below FL39.
❸ Other FL by coordination with Khabarovsk CTA/FIR.

These SIDs require minimum climb gradients of

ARGUK 2D
316′ per NM (5.2%) up to FL79 to reach ARGUK at FL79.
340′ per NM (5.6%) up to FL98 to reach ARGUK at FL98.
407′ per NM (6.7%) up to FL177 to reach ARGUK at FL177.

KORUM 2D
365′ per NM (6%) up to FL69.

KORUM 6D
316′ per NM (5.2%) up to FL69.

Gnd speed-KT	75	100	150	200	250	300
407′ per NM	509	679	1018	1357	1696	2036
365′ per NM	456	608	911	1215	1519	1823
340′ per NM	425	567	851	1134	1418	1701
316′ per NM	395	527	790	1053	1317	1580

If unable to comply advise ATC.

CHANGES: None.

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UHHH/KHV NOVY

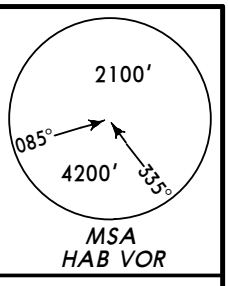
JEPPESEN 26 MAY 06 (10-3J) Eff 8 Jun

KHABAROVSK, RUSSIA

SID

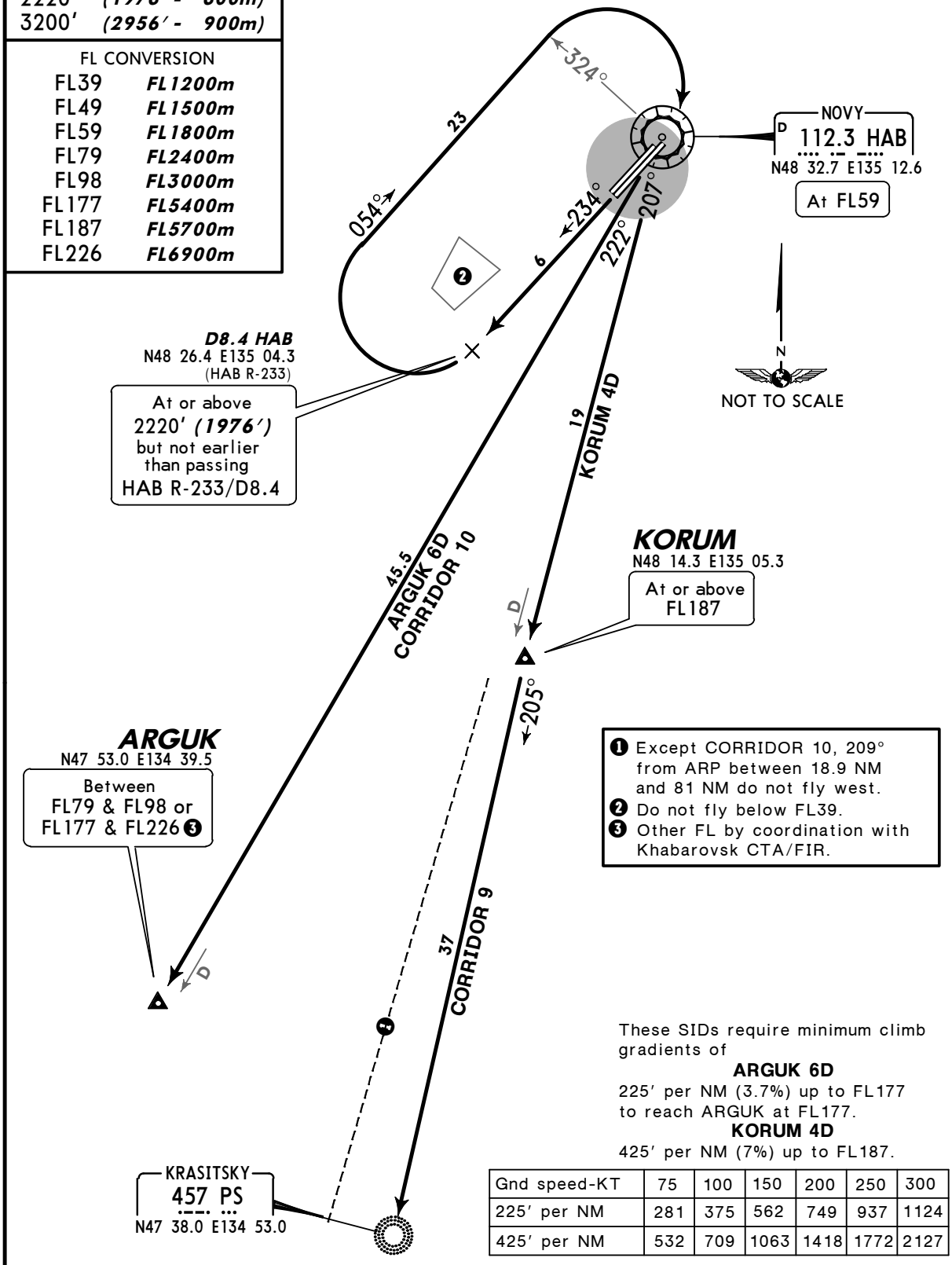
Apt Elev	
244′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3200′ ***(2956′)***

ARGUK 6D, KORUM 4D
RWYS 23R/L DEPARTURES
TO SOUTHWEST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2220′	***(1976′ - 600m)***
3200′	***(2956′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***
FL98	***FL3000m***
FL177	***FL5400m***
FL187	***FL5700m***
FL226	***FL6900m***



❶ Except CORRIDOR 10, 209° from ARP between 18.9 NM and 81 NM do not fly west.
❷ Do not fly below FL39.
❸ Other FL by coordination with Khabarovsk CTA/FIR.

These SIDs require minimum climb gradients of

ARGUK 6D

225′ per NM (3.7%) up to FL177 to reach ARGUK at FL177.

KORUM 4D

425′ per NM (7%) up to FL187.

Gnd speed-KT	75	100	150	200	250	300
225′ per NM	281	375	562	749	937	1124
425′ per NM	532	709	1063	1418	1772	2127

If unable to comply advise ATC.

CHANGES: Crossing at HAB.

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NOISE ABATEMENT

GENERAL

Airspace over central part of the city is prohibited for flights below FL39.
Take-off and landing in case of tail wind shall be carried out with a tail wind component not more than established by the Airplane Flight Manual for specified aircraft type (subject to friction coefficient).

PREFERENTIAL RUNWAY SYSTEM

Under specified wind and air traffic conditions runways are used as follows:
- runways 05L/R in preference for take-off;
- runways 23R/L in preference for landing.

DEPARTURES

Noise abatement procedures shall be carried out by all aircraft during take-off and climbing phase, except for safety reasons or in case of engine failure during take-off phase.
While carrying out take-off from runways 23R/L, initial turn on cross-wind leg commencement shall be at a distance not less than 6.5 NM from runway and at or above 2220'(1976').

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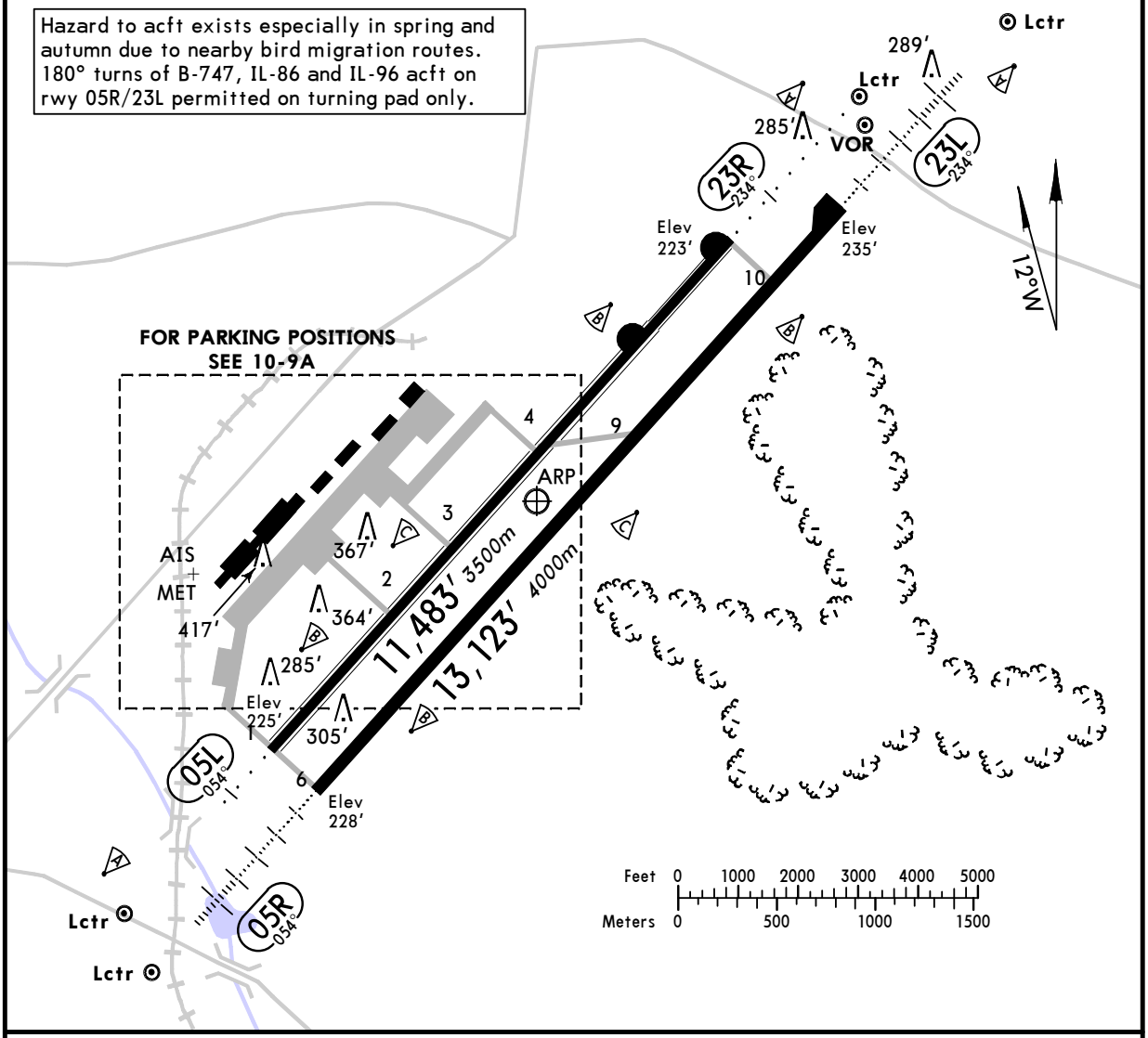
UHHH/KHV KHABAROVSK, RUSSIA

Apt Elev **244′**
N48 31.6 E135 11.2

JEPPESEN 31 MAR 06 (10-9) **Eff 13 Apr**

NOVY

ATIS	KHABAROVSK Start (TWR/GND)
124.87	119.3 121.8



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L 23R	RL *(60m)* ALS PAPI-L (2.67°)	RVR			❶	148′ *45m*
05R 23L	HIRL *(60m)* HIALS	RVR		12,132′ *3698m* / 11,975′ *3650m*	❷	197′ *60m*

❶ TAKE-OFF RUN AVAILABLE

RWY 05L:
From rwy head 11,483′(3500m)
twy 3 int 6850′(2088m)

RWY 23R:
From rwy head 11,483′(3500m)
twy 4 int 6463′(1970m)

❷ For B-747, IL-86, IL-96 and AN-124 acft: 12,467′/3800m. First 656′/200m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

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

CHANGES: Apt elev. Rwy elev.

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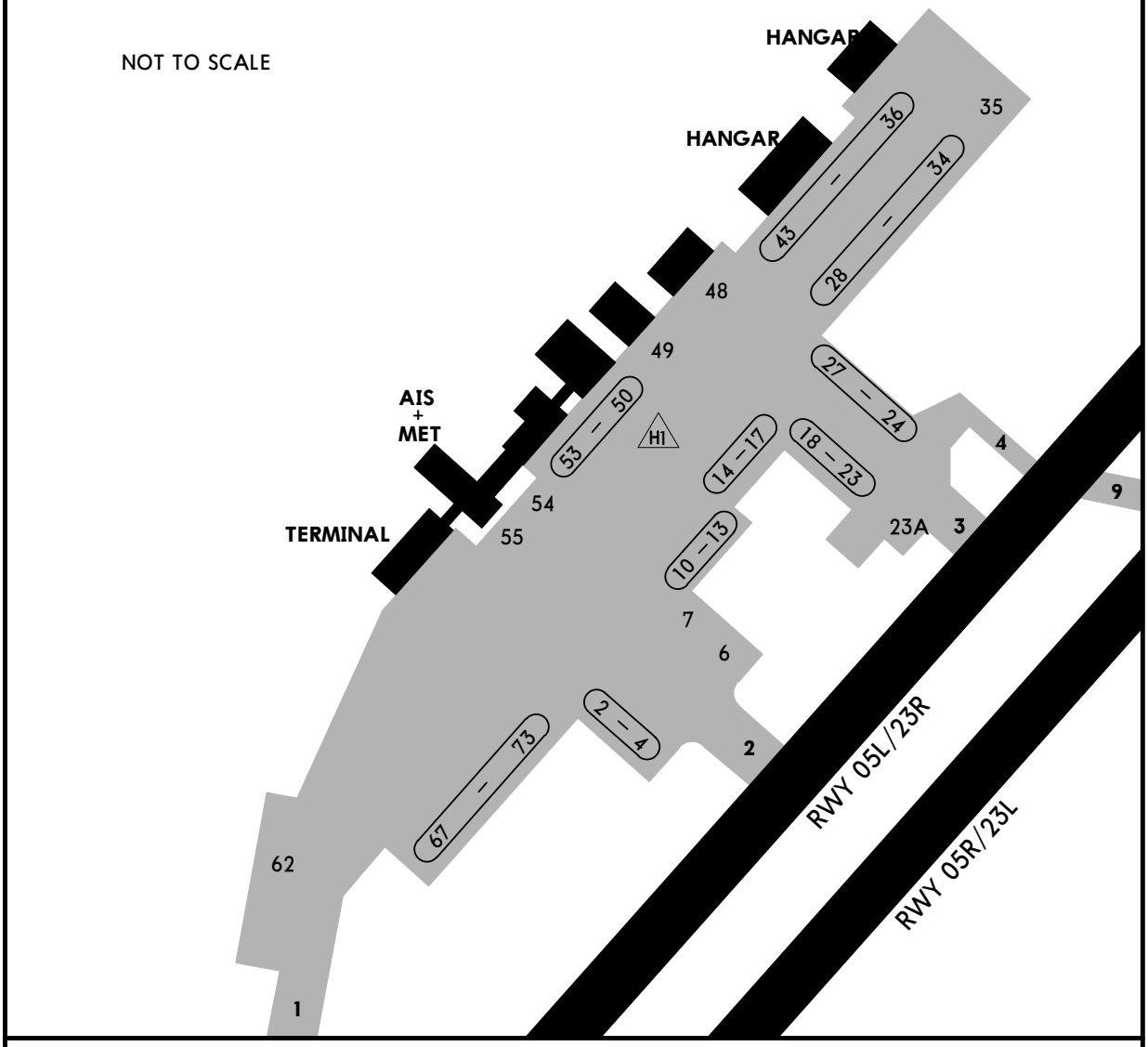
UHHH/KHV

JEPPESEN

KHABAROVSK, RUSSIA

31 MAR 06 (10-9A) Eff 13 Apr

NOVY



Stands 49 & 50 avail as helipad 3 & 2.
Enter stands 2 thru 22, 24 thru 34, 36 thru 43 and 67 thru 73 by towing.
Exit stands 50 thru 53 and 67 by towing.

CHANGES: Buildings.

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UHHH/KHV

JEPPESEN
26 MAY 06
Eff 8 Jun
10-9X

JAA MINIMUMS

KHABAROVSK, RUSSIA
NOVY

STRAIGHT-IN RWY		A	B	C	D
05L	PAR	**425**′(200′)	**433**′(208′)	**443**′(218′)	**453**′(228′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**1080**′(855′)	**1080**′(855′)	**1080**′(855′)	**1080**′(855′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	**670**′(445′)	**670**′(445′)	**670**′(445′)	**670**′(445′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	BD NDB	**1070**′(845′)	**1070**′(845′)	**1070**′(845′)	**1070**′(845′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	B NDB	**1130**′(905′)	**1130**′(905′)	**1130**′(905′)	**1130**′(905′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
05R	ILS	**428**′(200′)	**428**′(200′)	**428**′(200′)	**428**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**428**′(200′)	**433**′(205′)	**443**′(215′)	**453**′(225′)
		R550m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**1080**′(852′)	**1080**′(852′)	**1080**′(852′)	**1080**′(852′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB	**590**′(362′)	**590**′(362′)	**590**′(362′)	**590**′(362′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	UF NDB	**760**′(532′)	**760**′(532′)	**760**′(532′)	**760**′(532′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	U NDB	**850**′(622′)	**850**′(622′)	**850**′(622′)	**850**′(622′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
23L	ILS	**435**′(200′)	**435**′(200′)	**435**′(200′)	**435**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**435**′(200′)	**435**′(200′)	**443**′(208′)	**453**′(218′)
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**690**′(455′)	**780**′(545′)	**860**′(625′)	**860**′(625′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB or HI NDB	**560**′(325′)	**560**′(325′)	**560**′(325′)	**560**′(325′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	H NDB	**810**′(575′)	**810**′(575′)	**810**′(575′)	**810**′(575′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CHANGES: VOR DME 05R & 23L.

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UHHH/KHV

JEPPESEN
26 MAY 06
Eff 8 Jun
10-9X1

JAA MINIMUMS

KHABAROVSK, RUSSIA
NOVY

STRAIGHT-IN RWY		A	B	C	D
23R	PAR	**423**′(200′)	**433**′(210′)	**443**′(220′)	**453**′(230′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**570**′(347′)	**570**′(347′)	**570**′(347′)	**570**′(347′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**560**′(337′)	**560**′(337′)	**560**′(337′)	**560**′(337′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	GE NDB	**600**′(377′)	**600**′(377′)	**600**′(377′)	**600**′(377′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	G NDB	**810**′(587′)	**810**′(587′)	**810**′(587′)	**810**′(587′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m

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

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

CHANGES: None.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (11-1) Eff 8 Jun

KHABAROVSK, RUSSIA ILS Rwy 05R

ATIS	KHABAROVSK Approach (R) (360°-138°)	(138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

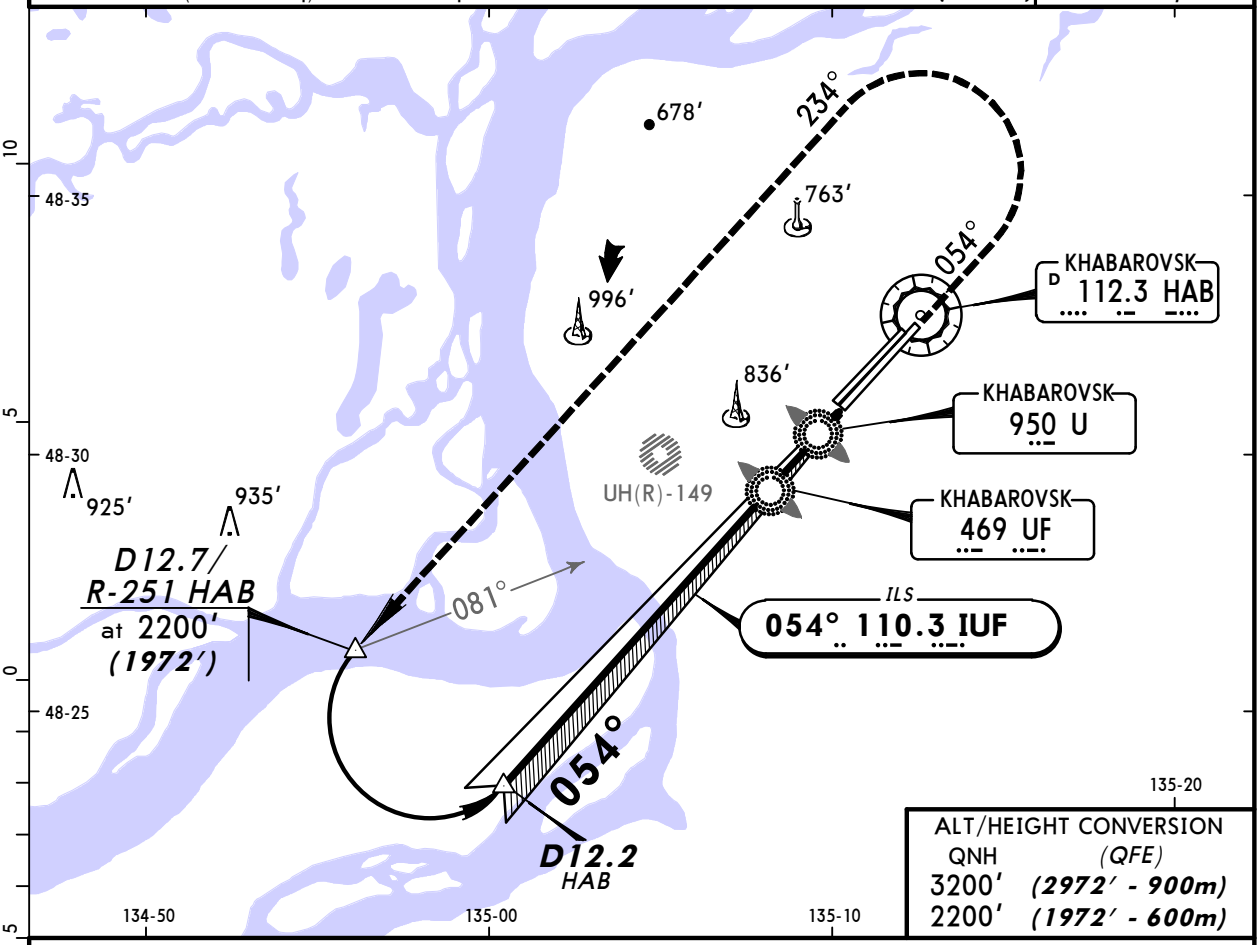
BRIEFING STRIP™

LOC IUF	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.3	054°	884′ (656′)	428′ (200′)	Apt Elev 244′ RWY 228′

MISSED APCH: Climb on 054° to 2200′ (1972′), then turn LEFT onto 234°, then according to chart.

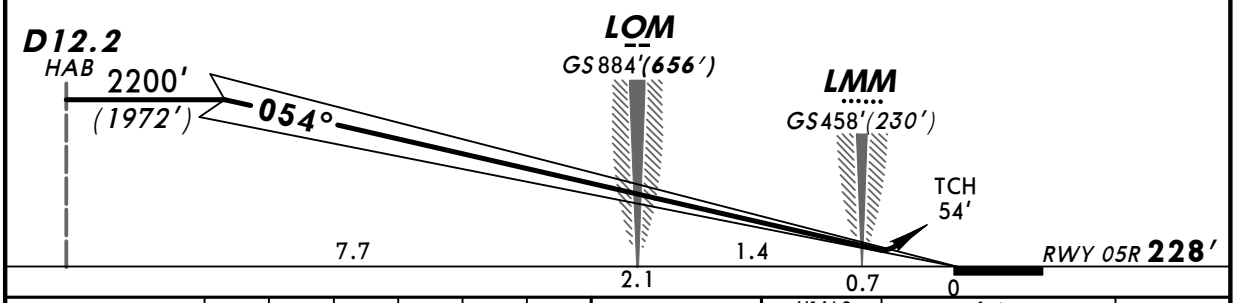
2100′ 085° 4200′ 335° MSA Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200′ (2972′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2972′ - 900m)
2200′	(1972′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	336	432	480	576	671	767

HIALS 2200′ (1972′) on 054° 234° LT

STRAIGHT-IN LANDING RWY 05R

ILS	LOC (GS out)
DA(H) 428′ (200′)	
FULL / ALS out	

PANS OPS

A	1200m	NOT AUTH
B		
C		
D		

CHANGES: Procedure.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (11-2) Eff 8 Jun

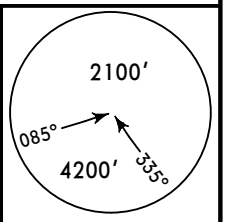
KHABAROVSK, RUSSIA ILS Rwy 23L

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

BRIEFING STRIP™

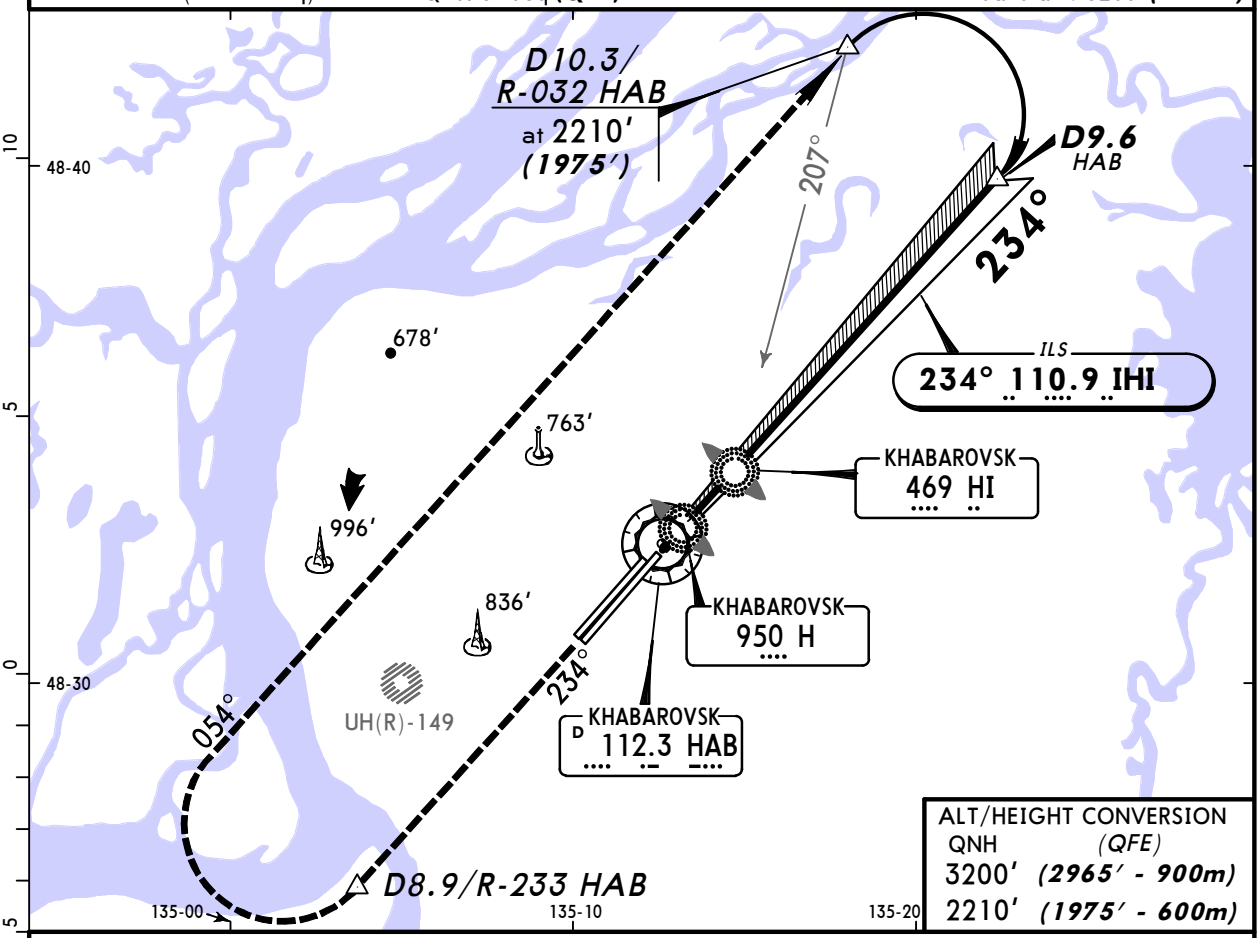
LOC IHI	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.9	234°	891′ (656′)	435′ (200′)	244′ / 235′

MISSED APCH: Climb on 234° to 2210′ (1975′) at D8.9 HAB, then turn RIGHT onto 054°, then according to chart.



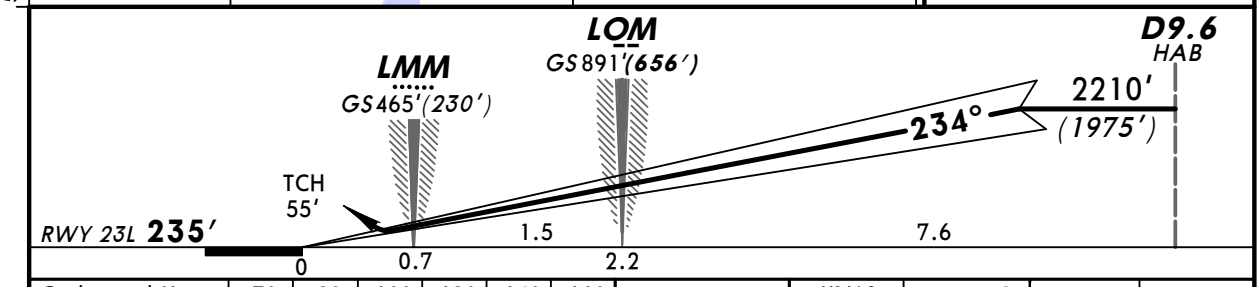
MSA Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′ (2965′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2965′ - 900m)
2210′	(1975′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67°	336	432	480	576	671	767

HIALS | 2210′ (1975′) on 234° | D8.9 HAB

PANS OPS

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 435′ (200′) FULL	ILS DA(H) 435′ (200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Procedure.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (13-1) Eff 8 Jun

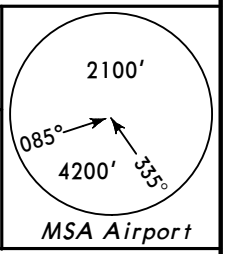
KHABAROVSK, RUSSIA VOR DME Rwy 05L

ATIS	KHABAROVSK Approach (R) (360°-138°)	(138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

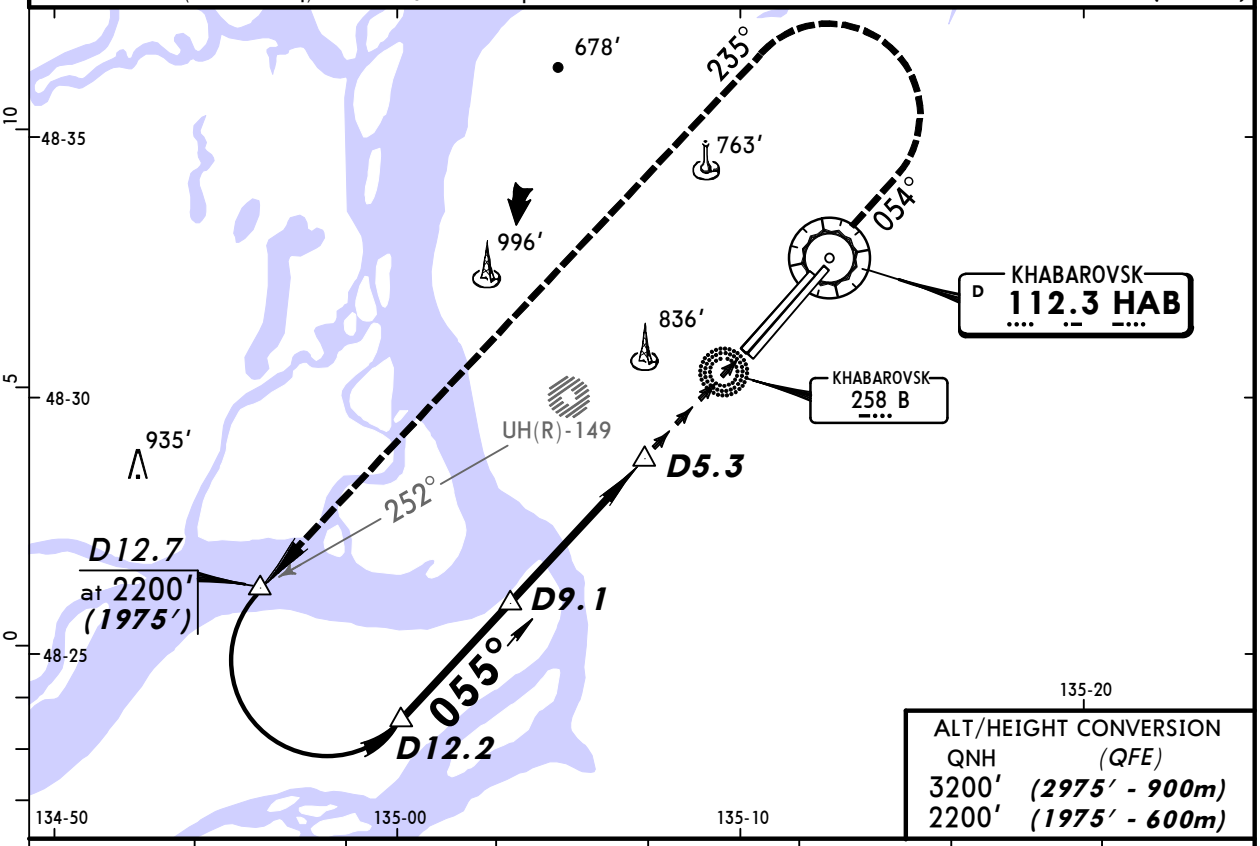
BRIEFING STRIP™

VOR HAB 112.3	Final Apch Crs 055°	Minimum Alt D9.1 2200′(1975′)	MDA(H) 1080′(855′)	Apt Elev 244′ RWY 225′

MISSED APCH: Climb on 054° to 2200′(1975′), then turn LEFT onto 235°, then according to chart.



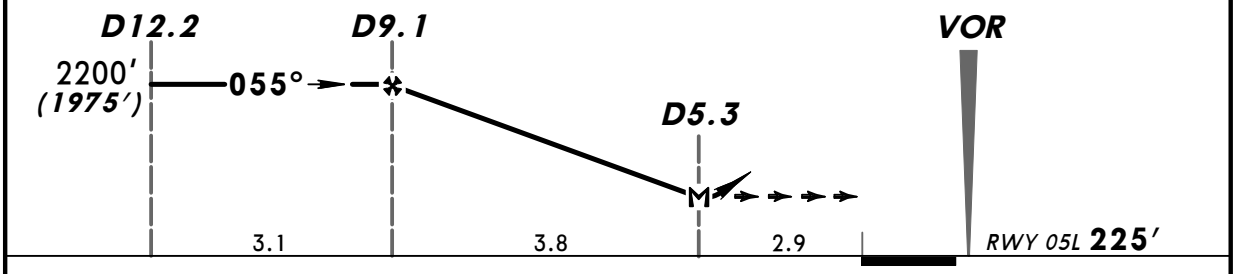
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′(2975′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2975′ - 900m)
2200′	(1975′ - 600m)

HAB DME	8.8	8.3	7.8	7.2	6.7	6.1	5.6
ALTITUDE (HAT)	2120′(1895′)	1950′(1725′)	1800′(1575′)	1640′(1415′)	1490′(1265′)	1330′(1105′)	1180′(955′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D5.3						

ALS
PAPI

2200′ (1975′) on 054°

235° LT

STRAIGHT-IN LANDING RWY 05L

MDA(H) 1080′(855′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: None.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (13-2) Eff 8 Jun

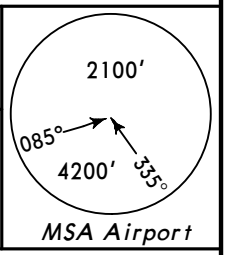
KHABAROVSK, RUSSIA VOR DME Rwy 05R

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

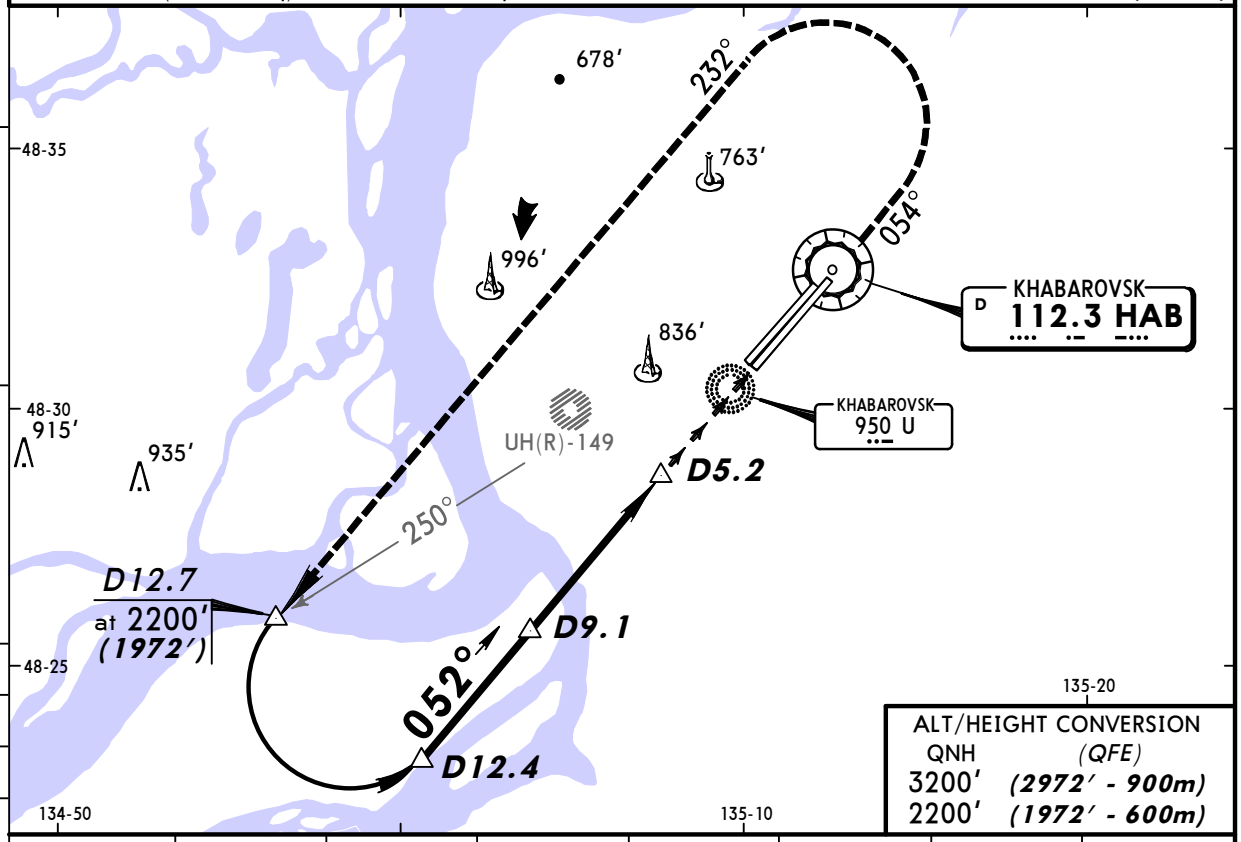
BRIEFING STRIP™

VOR HAB 112.3	Final Apch Crs 052°	Minimum Alt D9.1 2200′(1972′)	MDA(H) 1080′(852′)	Apt Elev 244′ RWY 228′

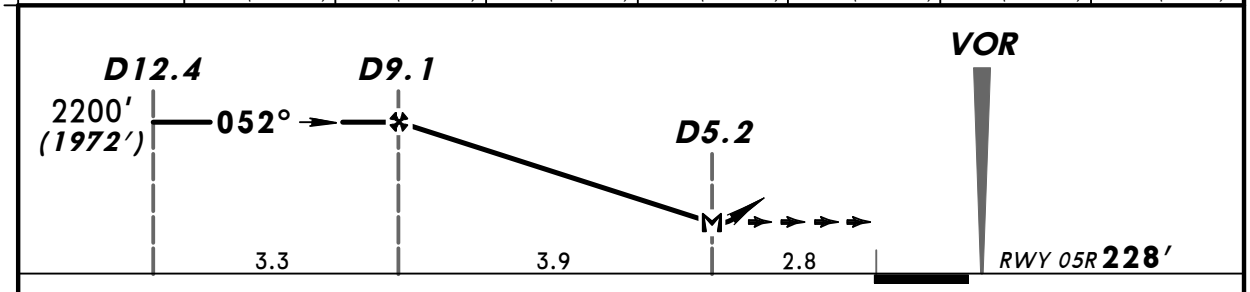
MISSED APCH: Climb on 054° to 2200′ (1972′), then turn LEFT onto 232°, then according to chart.



Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′(2972′)



HAB DME	8.8	8.3	7.8	7.2	6.7	6.1	5.6
ALTITUDE (HAT)	2120′(1892′)	1960′(1732′)	1810′(1582′)	1640′(1412′)	1500′(1272′)	1330′(1102′)	1180′(952′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D5.2						

HIALS | 2200′ (1972′) on 054° | 232° LT

STRAIGHT-IN LANDING RWY 05R

MDA(H) 1080′(852′)

ALS out

PANS OPS

A	3200m	
B		
C	3200m	4000m
D	3600m	4400m

CHANGES: MAP. Minimums.

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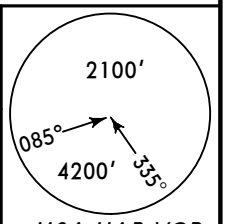
JEPPESEN 23 JUN 06 (13-3) Eff 6 Jul

KHABAROVSK, RUSSIA VOR DME Rwy 23L

ATIS	KHABAROVSK Approach (R) (360°-138°)	(138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

BRIEFING STRIP™

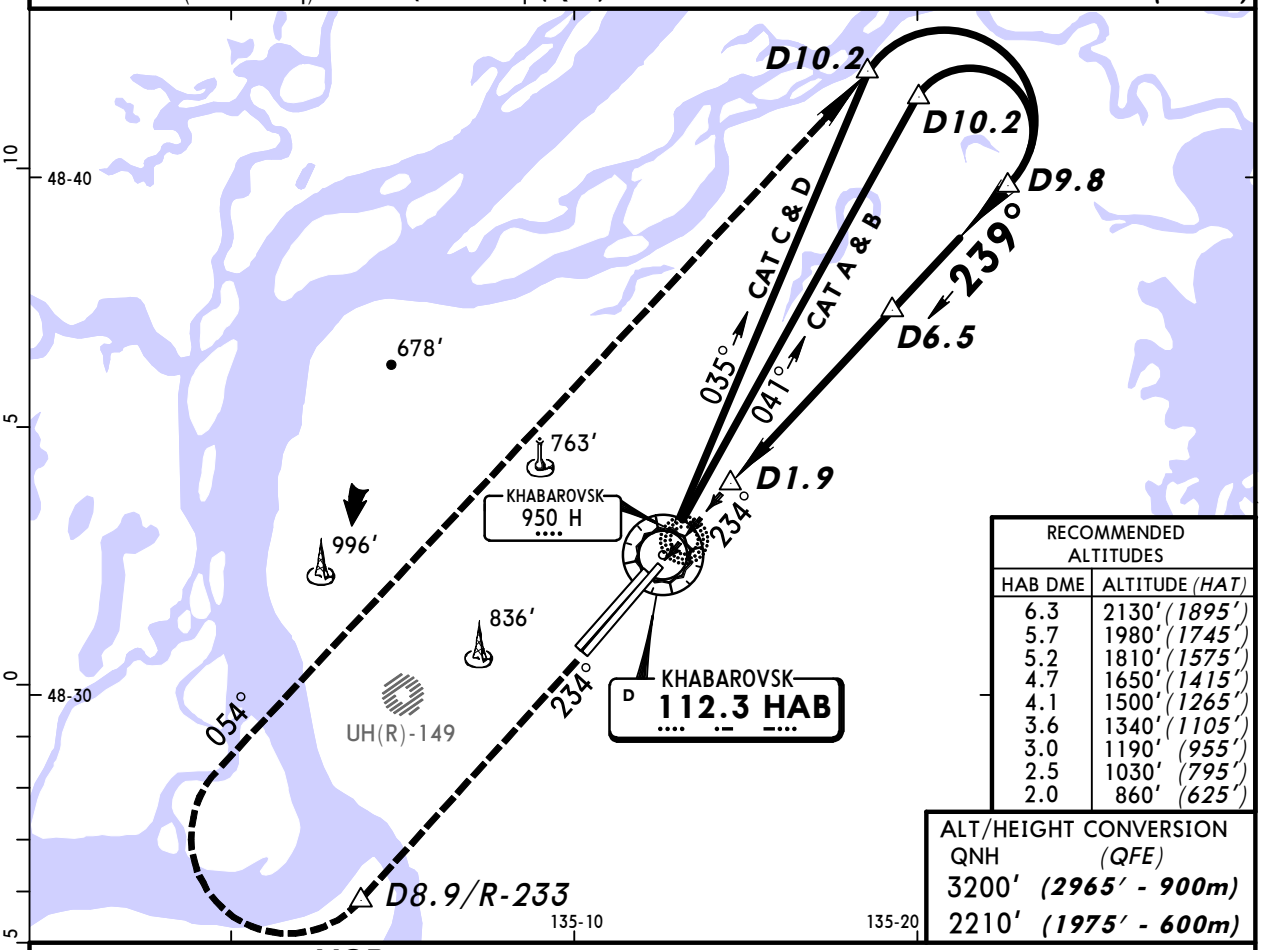
VOR HAB 112.3	Final Apch Crs 239°	Minimum Alt D6.5 2210′(1975′)	MDA(H) Refer to Minimums	Apt Elev 244′ RWY 235′



MSA HAB VOR

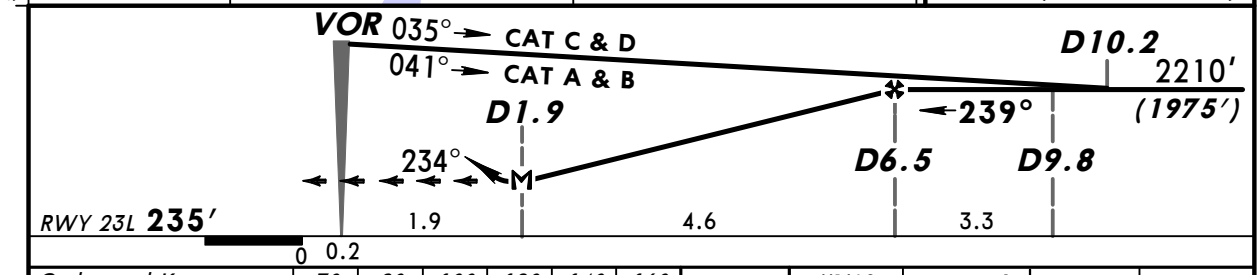
MISSED APCH: Climb on 234° to 2210′ (1975′) at D8.9, then turn RIGHT onto 054°, then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′(2965′)



RECOMMENDED ALTITUDES	
HAB DME	ALTITUDE (HAT)
6.3	2130′(1895′)
5.7	1980′(1745′)
5.2	1810′(1575′)
4.7	1650′(1415′)
4.1	1500′(1265′)
3.6	1340′(1105′)
3.0	1190′ (955′)
2.5	1030′ (795′)
2.0	860′ (625′)

ALT/HEIGHT CONVERSION
QNH (QFE)
3200′ (2965′ - 900m)
2210′ (1975′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D1.9						

HIALS | 2210′ (1975′) on 234° | D8.9

STRAIGHT-IN LANDING RWY 23L

MDA(H)
A: 690′(455′) B: 780′(545′)
CD: 860′(625′)

ALS out

PANS OPS

A	2400m	3200m
B		
C		
D		

CHANGES: MSA. MAP.

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UHHH/KHV NOVY

JEPPESEN 23 JUN 06 (13-4) Eff 6 Jul

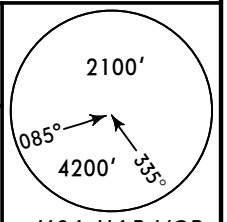
KHABAROVSK, RUSSIA VOR DME Rwy 23R

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

BRIEFING STRIP™

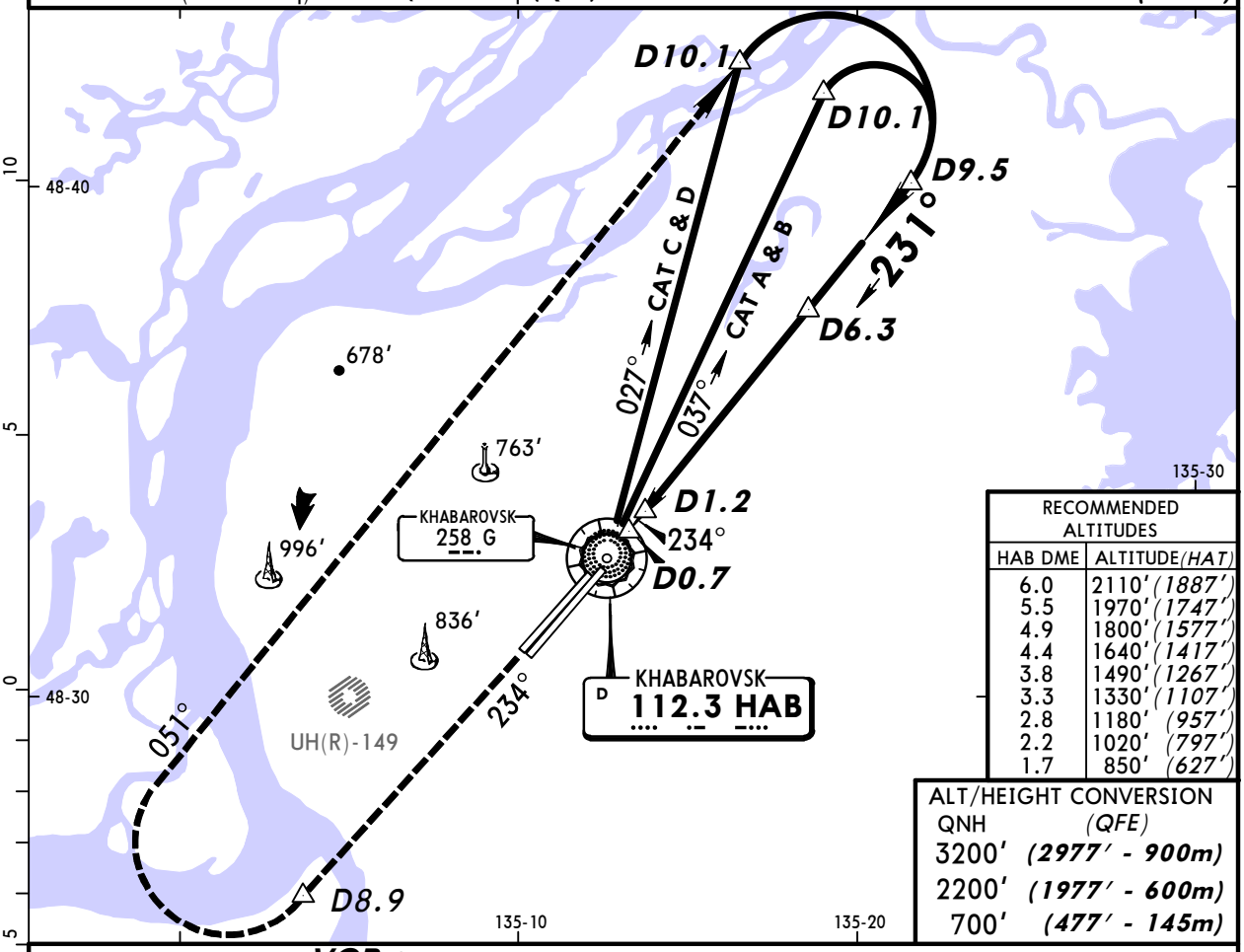
VOR HAB 112.3	Final Apch Crs 231°	Minimum Alt D6.3 2200′ (1977′)	MDA(H) 570′ (347′)	Apt Elev 244′ RWY 223′

MISSED APCH: Climb on 234° to 2200′ (1977′) at D8.9, then turn RIGHT onto 051°, then according to chart.



MSA HAB VOR

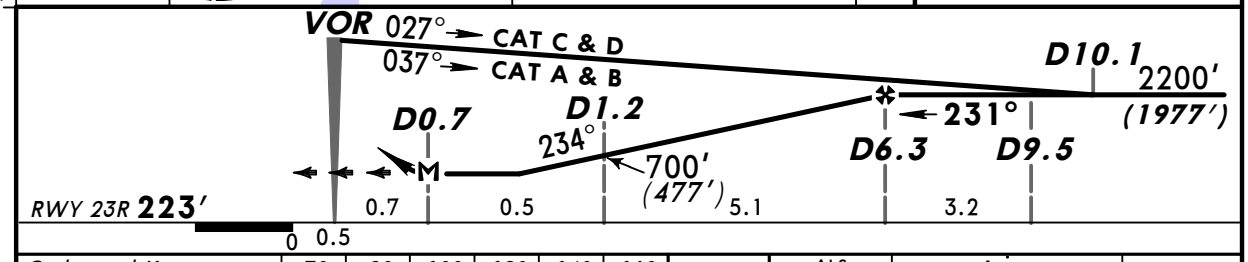
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′ (2977′)



RECOMMENDED ALTITUDES	
HAB DME	ALTITUDE (HAT)
6.0	2110′ (1887′)
5.5	1970′ (1747′)
4.9	1800′ (1577′)
4.4	1640′ (1417′)
3.8	1490′ (1267′)
3.3	1330′ (1107′)
2.8	1180′ (957′)
2.2	1020′ (797′)
1.7	850′ (627′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2977′ - 900m)
2200′	(1977′ - 600m)
700′	(477′ - 145m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D0.7						

ALS PAPI | 2200′ (1977′) on | 234° | D8.9

STRAIGHT-IN LANDING RWY 23R

MDA(H) 570′ (347′)

ALS out

PANS OPS

A	2200m		
B			
C			
D			

CHANGES: MSA.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 Eff 8 Jun (16-1)

KHABAROVSK, RUSSIA 2 NDB or NDB Rwy 05L

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

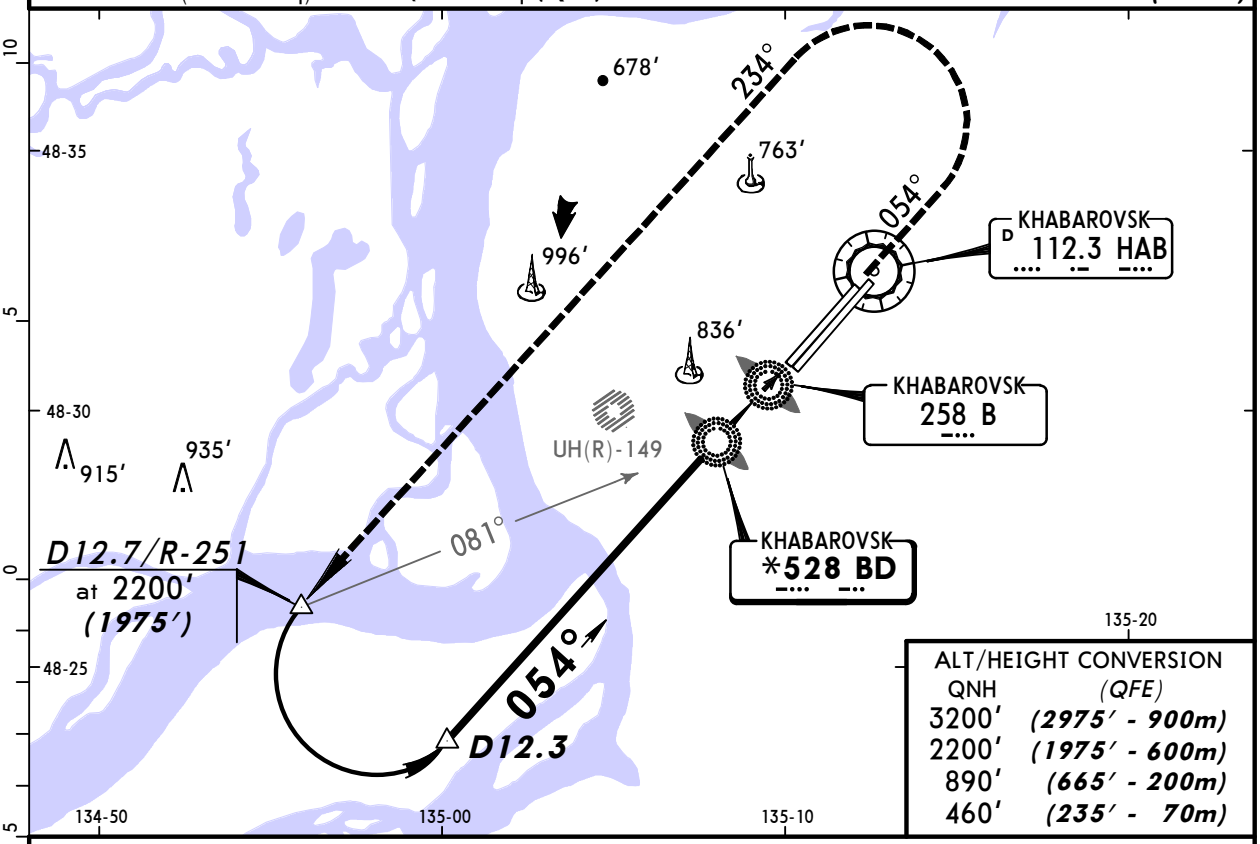
BRIEFING STRIP™

NDB BD 528	Final Apch Crs 054°	2 NDB Minimum Alt LOM 890′(665′)	2 NDB MDA(H) 670′(445′)	Apt Elev 244′
		NDB No FAF	NDB MDA(H) Refer to Minimums	RWY 225′

MISSED APCH: Climb on 054° to 2200′(1975′), then turn LEFT onto 234°, then according to chart.

2100′ 085° 4200′ 335°
MSA
Airport

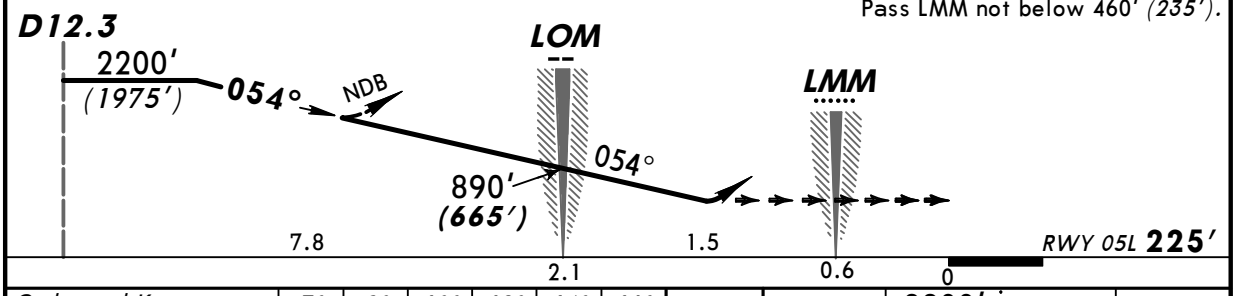
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200′(2975′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2975′ - 900m)
2200′	(1975′ - 600m)
890′	(665′ - 200m)
460′	(235′ - 70m)

Pass LMM not below 460′(235′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS
PAPI

2200′ (1975′) on 054°

234° LT

STRAIGHT-IN LANDING RWY 05L

	2 NDB	BD NDB	B NDB
	MDA(H) 670′(445′)	MDA(H) 1070′(845′)	MDA(H) 1130′(905′)
	ALS out	ALS out	ALS out

PANS OPS

A	2500m	3200m	3200m
B			
C		4000m	4400m
D		4400m	4800m

CHANGES: Procedure.

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UHHH/KHV NOVY

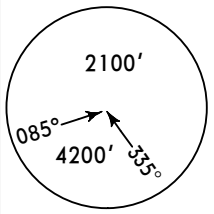
JEPPESEN
26 MAY 06
Eff 8 Jun
16-2

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 05R

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

BRIEFING STRIP™

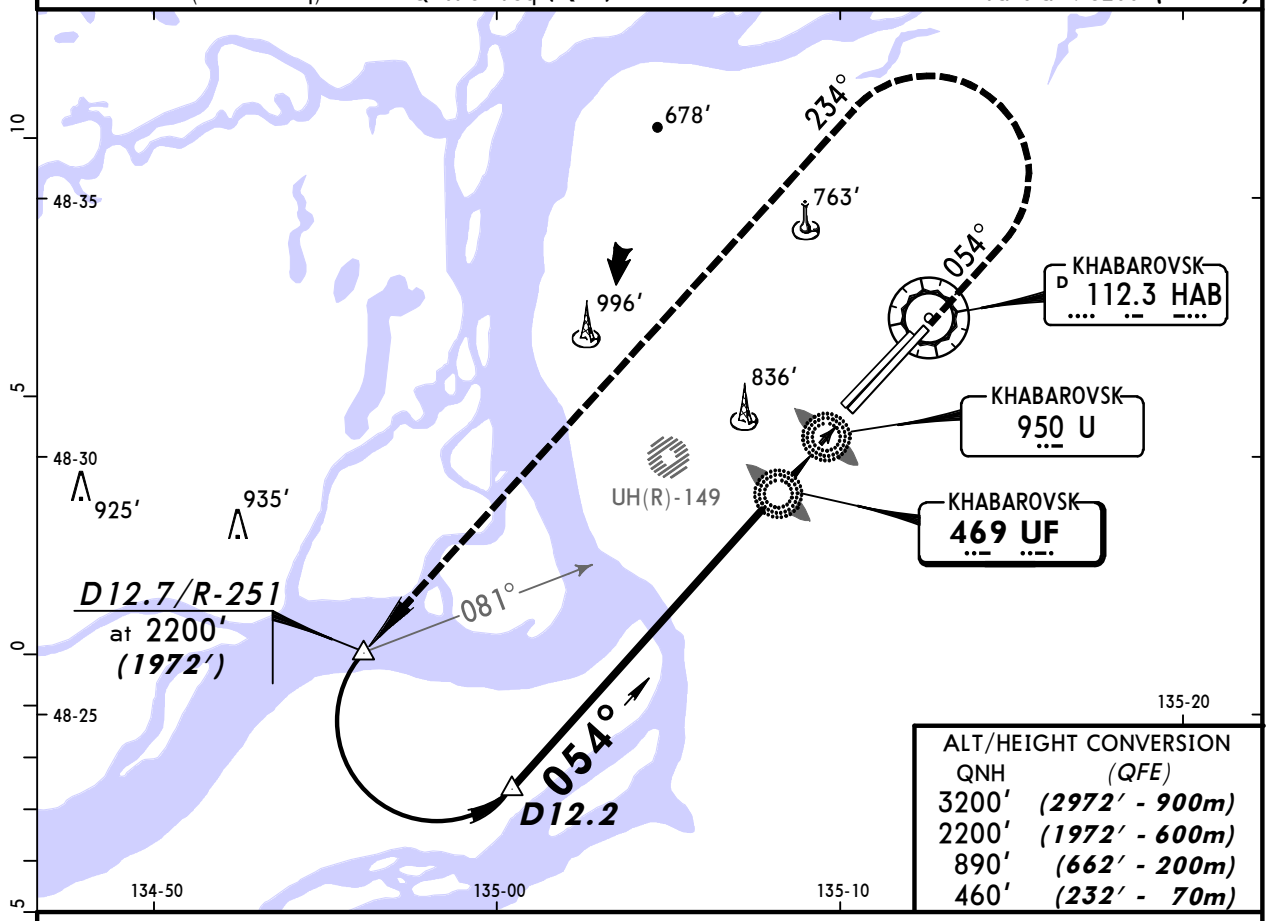
NDB UF	Final Apch Crs	Minimum Alt LOM	2 NDB MDA(H)	Apt Elev / RWY
469	054°	890′ (662′)	590′ (362′)	Apt Elev 244′ / RWY 228′
			NDB MDA(H) Refer to Minimums	



MSA
Airport

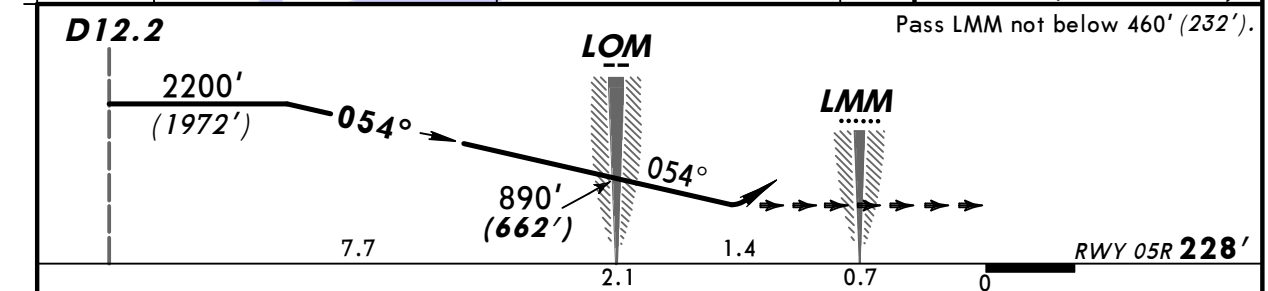
MISSED APCH: Climb on 054° to 2200′ (1972′), then turn LEFT onto 234°, then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 | Trans alt: 3200′ (2972′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2972′ - 900m)
2200′	(1972′ - 600m)
890′	(662′ - 200m)
460′	(232′ - 70m)



Pass LMM not below 460′ (232′).

Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	4.7%	333	428	476	571	666	762

HIALS | 2200′ (1972′) on 054° | 234° LT

STRAIGHT-IN LANDING RWY 05R

	2 NDB MDA(H) 590′(362′)		UF NDB MDA(H) 760′(532′)		U NDB MDA(H) 850′(622′)	
		ALS out		ALS out		ALS out
PANS OPS A	1200m	RVR 1800m VIS 2000m	2300m	3100m	3200m	
PANS OPS B						
PANS OPS C						
PANS OPS D	RVR 1500m VIS 1600m		2700m			

CHANGES: Procedure.

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UHHH/KHV
NOVY

JEPPESEN
26 MAY 06
Eff 8 Jun
16-3

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23L

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

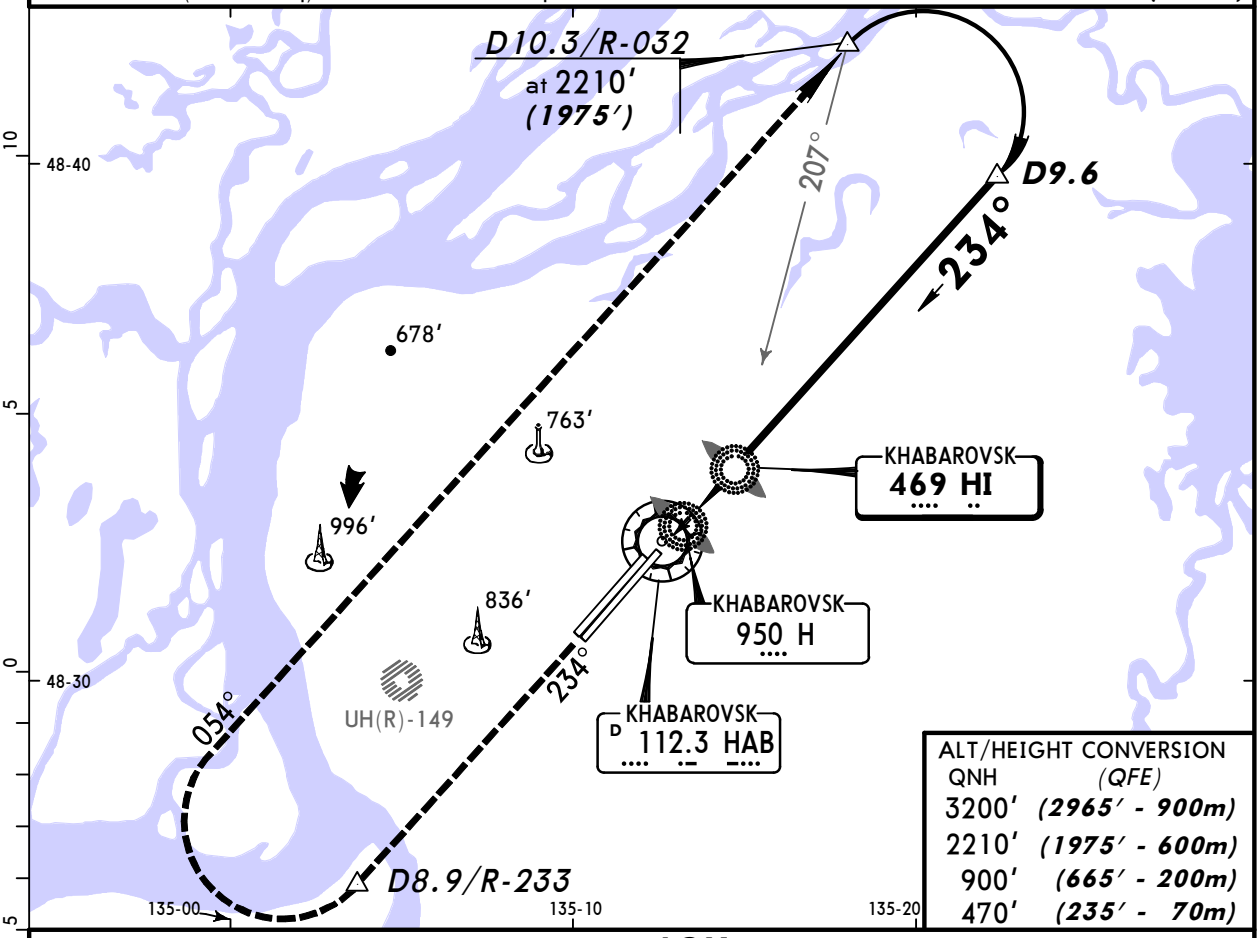
BRIEFING STRIP™

NDB HI	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	Apt Elev	244′
469	234°	LOM 900′ (665′)	560′ (325′)	RWY	235′
			NDB MDA(H) Refer to Minimums		

MISSED APCH: Climb on 234° to 2210′ (1975′) at D8.9, then turn RIGHT onto 054°, then according to chart.

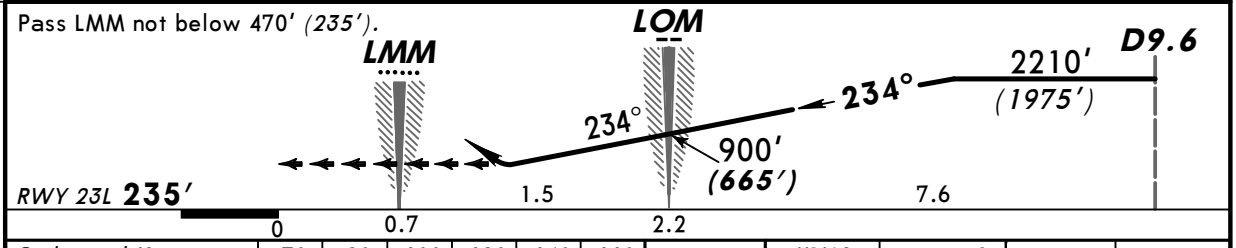
2100′
085°
4200′
335°
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′ (2965′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2965′ - 900m)
2210′	(1975′ - 600m)
900′	(665′ - 200m)
470′	(235′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

HIALS | 2210′ (1975′) on 234° | D8.9

STRAIGHT-IN LANDING RWY 23L

	2 NDB or HI NDB MDA(H) 560′(325′)		H NDB MDA(H) 810′(575′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m	
B				
C				
D	RVR 1500m VIS 1600m			

PANS OPS

CHANGES: Procedure.

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UHHH/KHV
NOVY

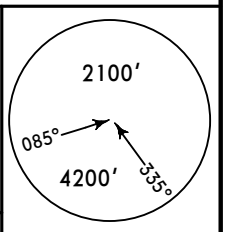
JEPPESEN
26 MAY 06
Eff 8 Jun
16-4

KHABAROVSK, RUSSIA
2 NDB or NDB Rwy 23R

ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

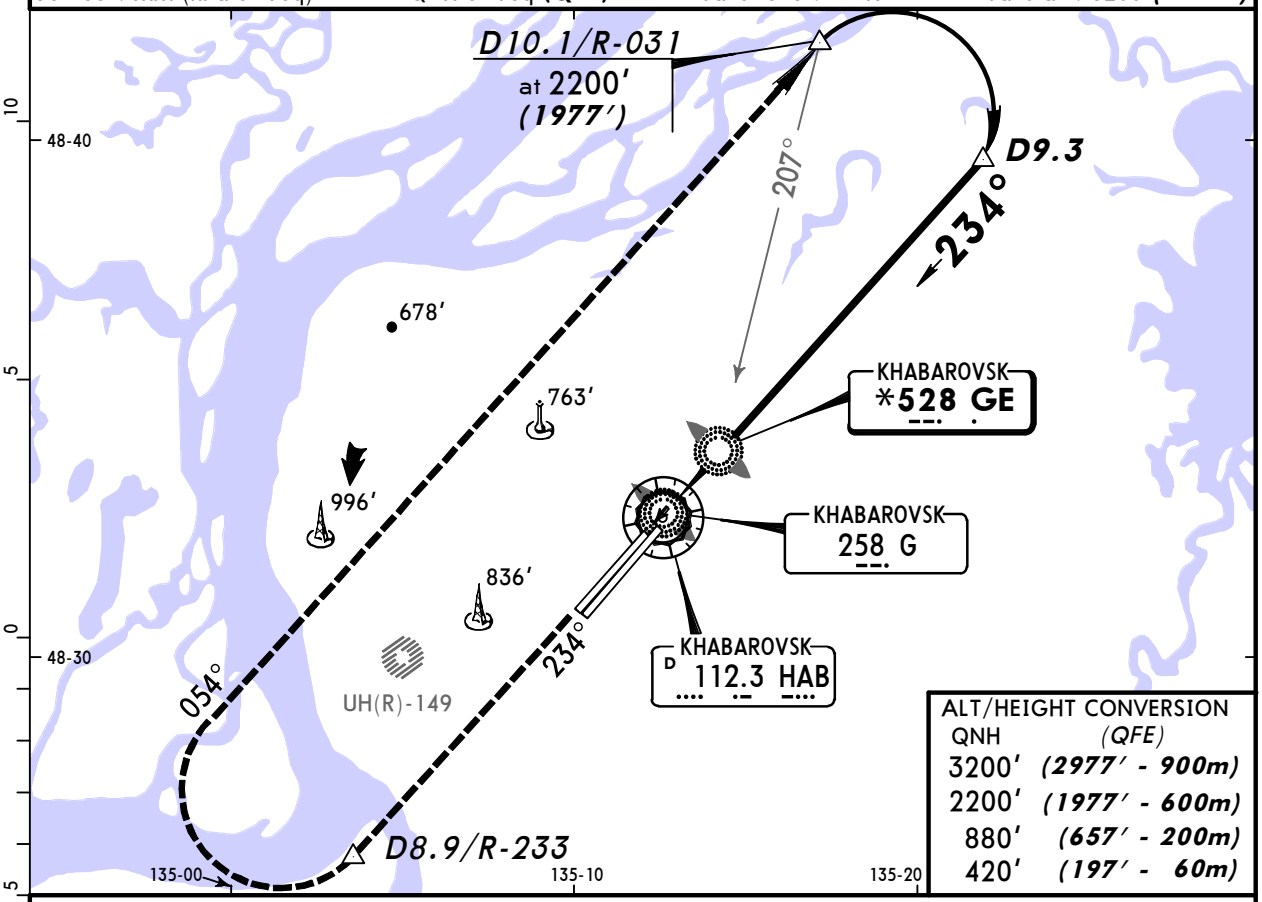
BRIEFING STRIP™

NDB GE	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	Apt Elev 244′
528	234°	LOM 880′ (657′)	560′ (337′)	RWY 223′
			NDB MDA(H) Refer to Minimums	



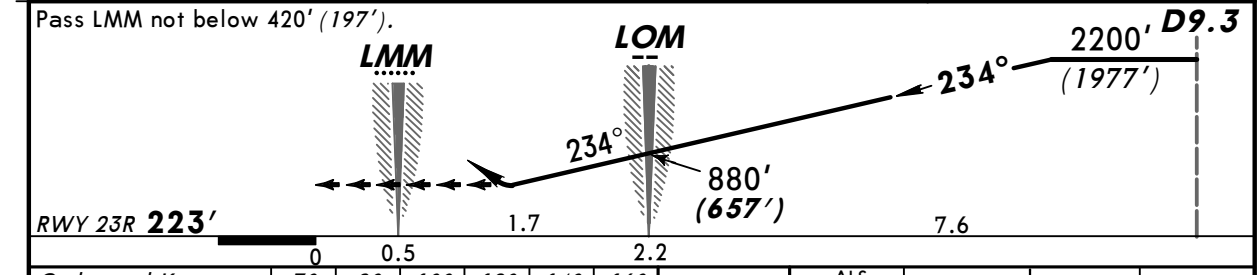
MISSED APCH: Climb on 234° to 2200′ (1977′) at D8.9, then turn RIGHT onto 054°, then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′ (2977′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2977′ - 900m)
2200′	(1977′ - 600m)
880′	(657′ - 200m)
420′	(197′ - 60m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS
PAPI
2200′ (1977′) on 234°
D8.9

STRAIGHT-IN LANDING RWY 23R

2 NDB	GE NDB	G NDB
MDA(H) 560′(337′)	MDA(H) 600′(377′)	MDA(H) 810′(587′)
ALS out	ALS out	ALS out

PANS OPS

	2 NDB	GE NDB	G NDB	
A	1900m	2100m	3200m	
B				
C				
D				

CHANGES: Procedure.

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UHHH/KHV NOVY

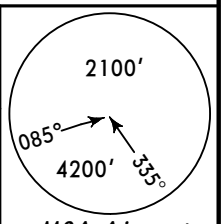
JEPPESEN 26 MAY 06 (18-1) Eff 8 Jun

KHABAROVSK, RUSSIA PAR Rwy 05L

ATIS	KHABAROVSK Approach (R) (360°-138°)	(138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

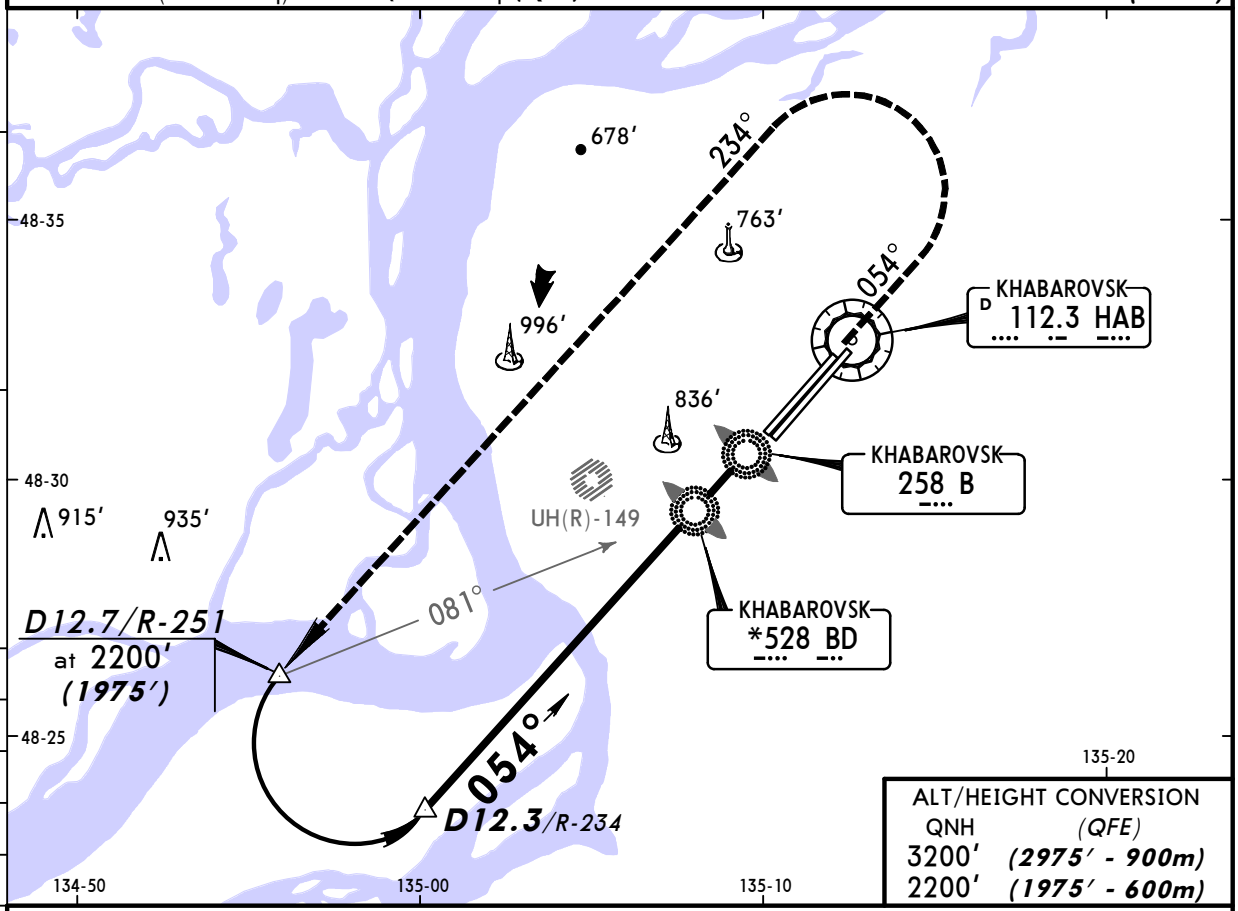
BRIEFING STRIP ™

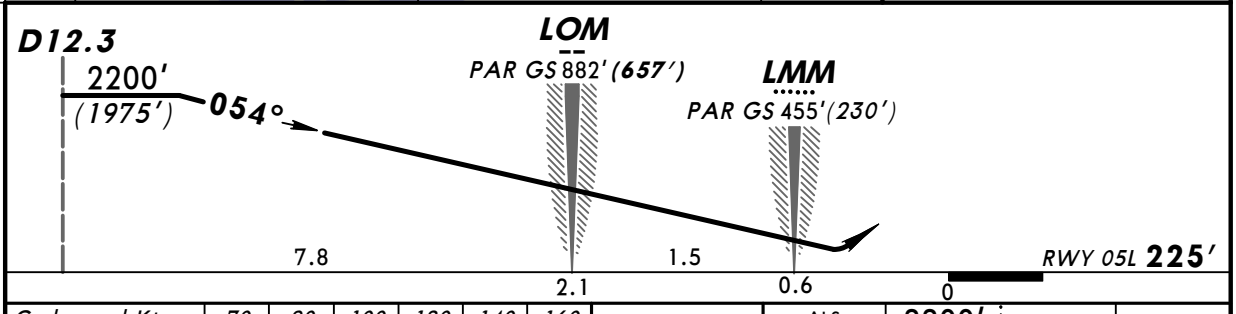
RADAR	Final Apch Crs 054°	PAR GS LOM 882′ (657′)	PAR DA(H) Refer to Minimums	Apt Elev 244′ RWY 225′



MISSED APCH: Climb on 054° to 2200′ (1975′), then turn LEFT onto 234°, then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 | Trans alt: 3200′ **(2975′)**





Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.67°	336	432	480	576	671	767

ALS
PAPI

2200′ (1975′) on 054°

234° LT

STRAIGHT-IN LANDING RWY **05L**

DA(H) A: 425′ (200′) C: 443′ (218′)
B: 433′ (208′) D: 453′ (228′)

ALS out

PANS OPS

A	1200m	
B		
C		
D		

CHANGES: Procedure.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (18-2) Eff 8 Jun

KHABAROVSK, RUSSIA PAR Rwy 05R

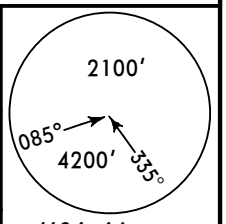
ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

BRIEFING STRIP™

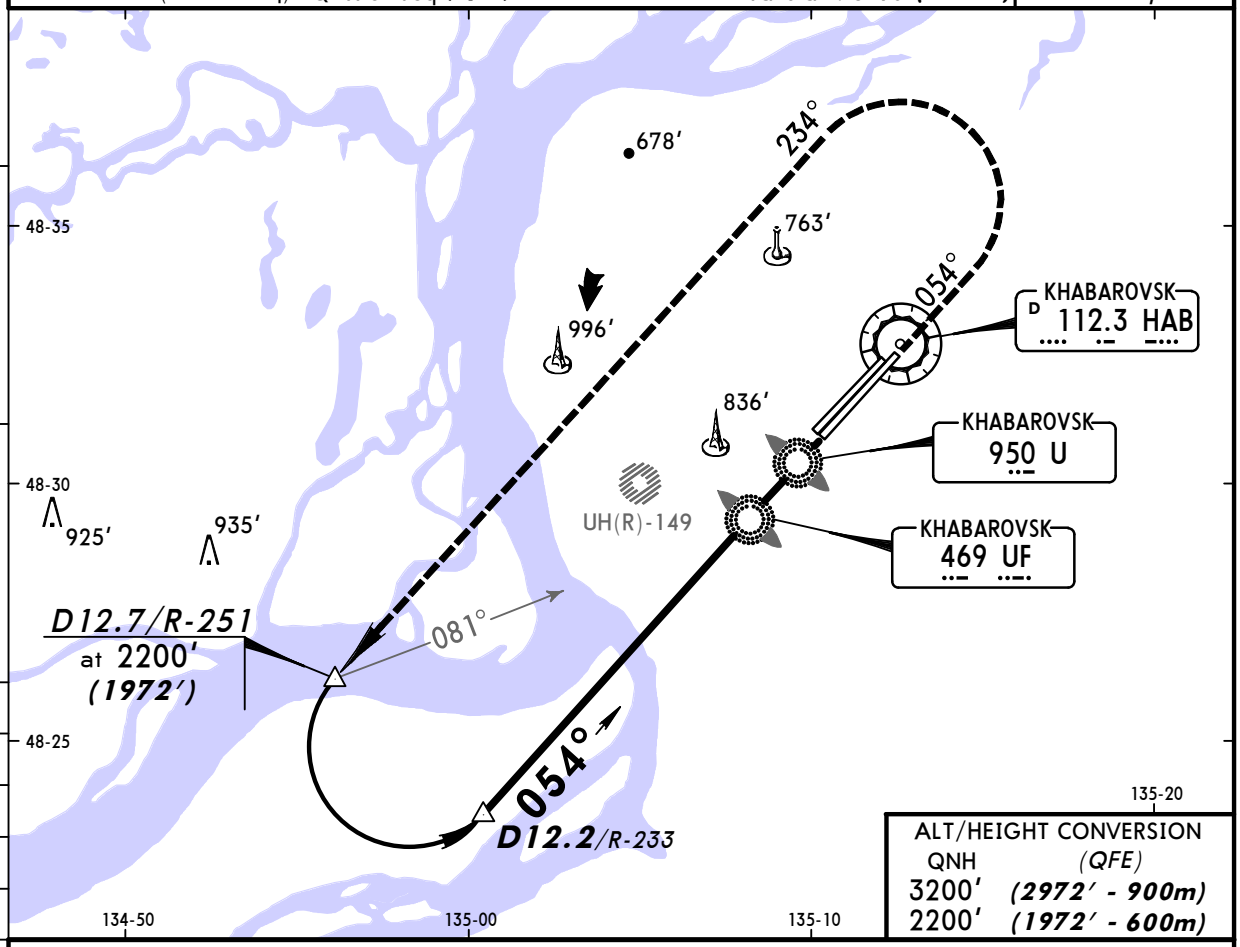
RADAR	Final Apch Crs 054°	PAR GS LOM 884′ (656′)	PAR DA(H) Refer to Minimums	Apt Elev 244′ RWY 228′

MISSED APCH: Climb on 054° to 2200′ (1972′), then turn LEFT onto 234°, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3190′ (2972′)

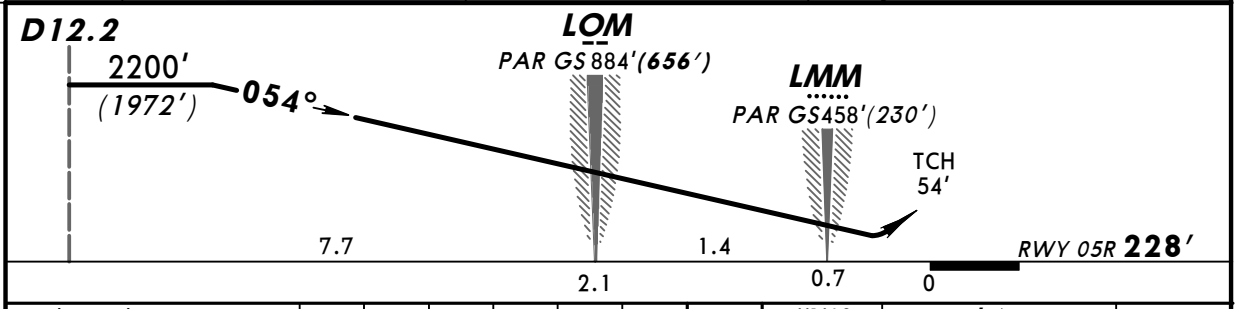


MSA Airport



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2972′ - 900m)
2200′	(1972′ - 600m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.67°	336	432	480	576	671	767

HIALS

2200′ (1972′) on 054°

234° LT

STRAIGHT-IN LANDING RWY 05R

DA(H) A: 428′(200′) C: 443′(215′)
B: 433′(205′) D: 453′(225′)

ALS out

PANS OPS

A	1200m
B	
C	
D	

CHANGES: Procedure.

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UHHH/KHV NOVY

JEPPESEN 26 MAY 06 (18-3) Eff 8 Jun

KHABAROVSK, RUSSIA PAR Rwy 23L

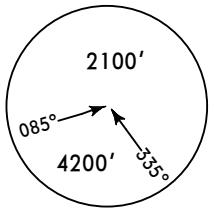
ATIS	KHABAROVSK Approach (R) (360°-138°)	KHABAROVSK Approach (R) (138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)	Ground
124.87	125.2	129.3	120.3	119.3 121.8	119.3 121.8

BRIEFING STRIP™

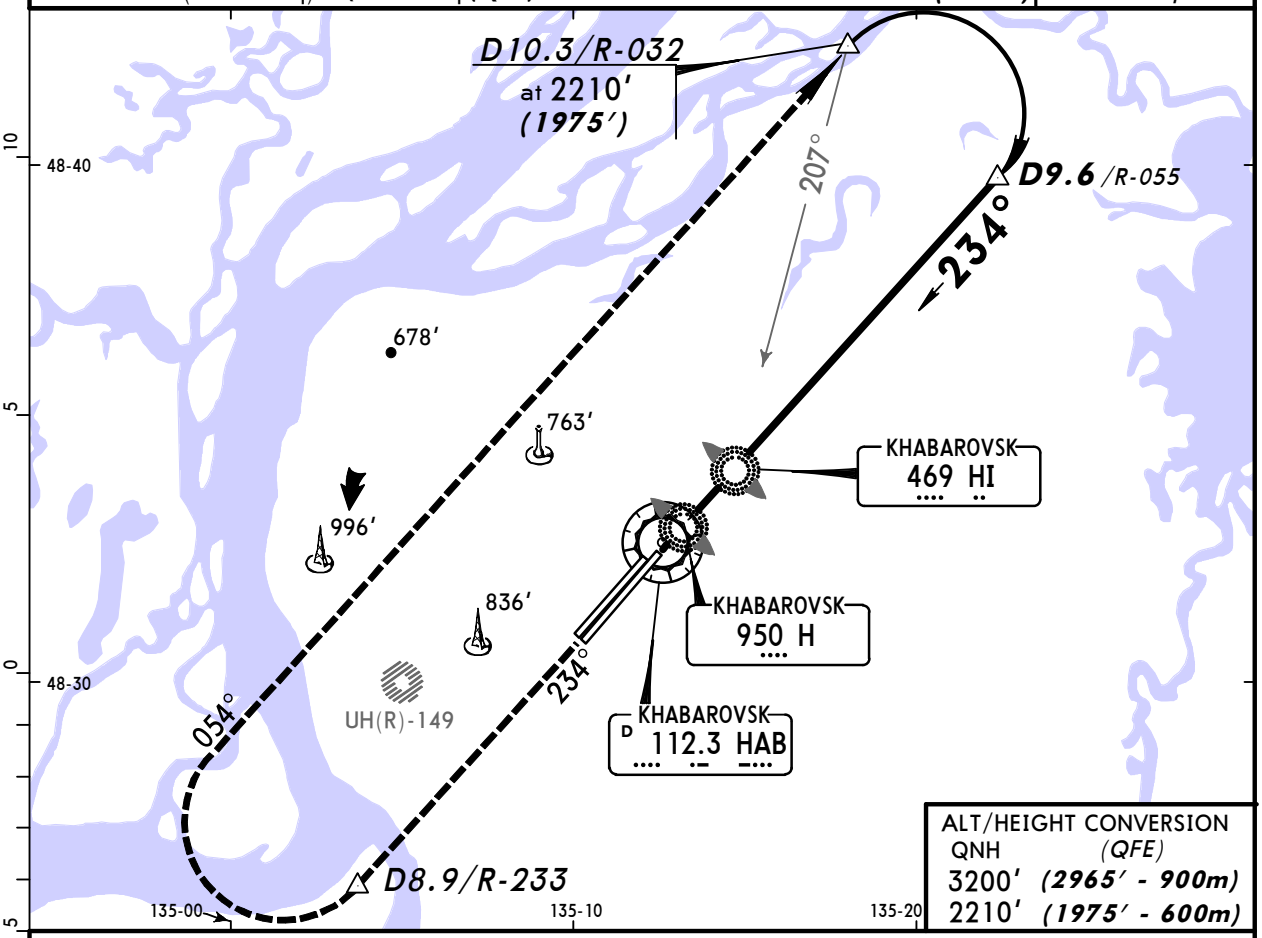
RADAR	Final Apch Crs 234°	PAR GS LOM 891′ (656′)	PAR DA(H) Refer to Minimums	Apt Elev 244′ RWY 235′

MISSED APCH: Climb on 234° to 2210′ (1975′) at D8.9, then turn RIGHT onto 054°, then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3200′ (2965′)

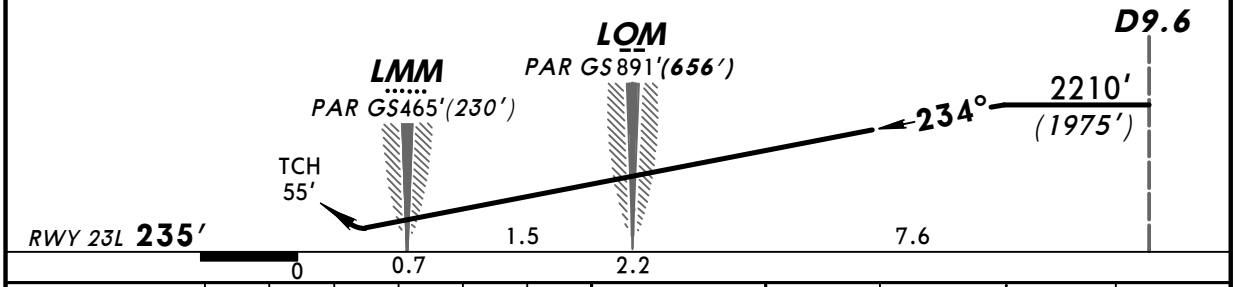


MSA Airport



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2965′ - 900m)
2210′	(1975′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

HIALS | 2210′ (1975′) on 234° | D8.9

STRAIGHT-IN LANDING RWY 23L

DA(H)
AB: 435′(200′) C: 443′(208′) D: 453′(218′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m
B		
C		
D		

CHANGES: Procedure.

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UHHH/KHV NOVY

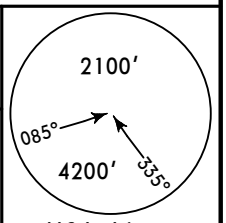
JEPPESEN 26 MAY 06 (18-4) Eff 8 Jun

KHABAROVSK, RUSSIA PAR Rwy 23R

ATIS	KHABAROVSK Approach (R) (360°-138°)	(138°-360°)	*KHABAROVSK Krug (SRE)	KHABAROVSK Start (TWR)		Ground	
124.87	125.2	129.3	120.3	119.3	121.8	119.3	121.8

BRIEFING STRIP ™

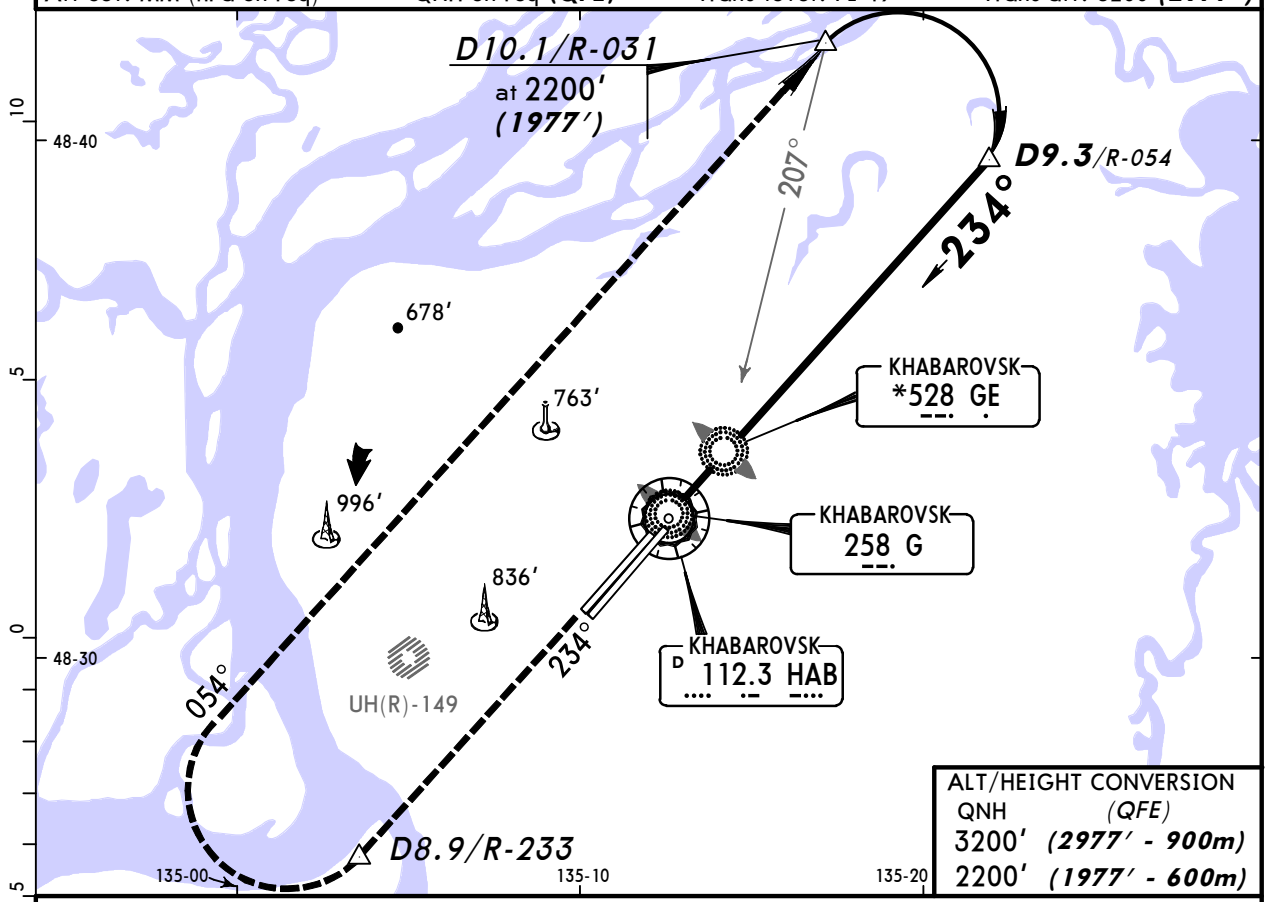
RADAR	Final Apch Crs 234°	PAR GS LOM 880′ (657′)	PAR DA(H) Refer to Minimums	Apt Elev 244′ RWY 223′



MSA Airport

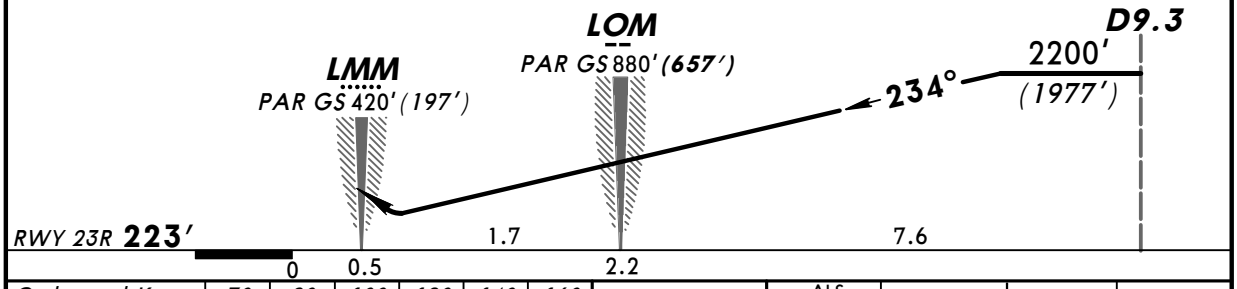
MISSED APCH: Climb on 234° to 2200′ (1977′) at D8.9, then turn RIGHT onto 054°, then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3200′ (2977′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2977′ - 900m)
2200′	(1977′ - 600m)



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

ALS PAPI | 2200′ (1977′) on 234° | D8.9

STRAIGHT-IN LANDING RWY 23R

DA(H) A: 423′ (200′) C: 443′ (220′)
B: 433′ (210′) D: 453′ (230′)

ALS out

PANS OPS

A	1200m		
B			
C			
D			

CHANGES: Procedure.

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UHMA/DYR
UGOLNY

JEPPESEN
20 JAN 06 (10-2)

ANADYR, RUSSIA
STAR

Apt Elev	
194′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL69 Trans alt: 5450′ ***(5256′)*** **WARNING:** Heavy turbulence with downflows may be expected on final.

RWYS 01, 19 ARRIVALS
FROM EAST

AKISA N65 10.2 E179 20.6
MORUG N64 41.4 E179 37.3
TAKEB N64 37.6 E179 36.3
CORRIDOR 3
CORRIDOR 4
N65 04.5 E178 58.9 Between FL138 & FL98
N64 42.1 E179 12.2 Between FL138 & FL98
N64 39.1 E179 11.5 Between FL138 & FL98
N64 48.9 E178 07.2 At FL98
N64 57.2 E177 54.5 At 2820′ ***(2626′)***
N64 58.2 E177 48.6 (180° brg to UX) At 3150′ ***(2956′)***
N64 58.5 E177 43.8 At 3150′ ***(2956′)***
N64 57.8 E177 42.2 At 3150′ ***(2956′)***
N64 29.7 E177 44.5 At 3150′ ***(2956′)***
N64 30.0 E177 40.1
N64 31.0 E177 31.6
N64 33.0 E177 27.7 At 3150′ ***(2956′)***
N64 31.5 E177 28.3 At 3150′ ***(2956′)***
ANADYR *790 UX N64 47.1 E177 46.2 At 5120′ ***(4926′)***
ANADYR *790 KB N64 41.4 E177 42.6 At 5120′ ***(4926′)***

❶ 197° to ARP between 1.3 NM and 16.2 NM do not fly east below 2820′ ***(2626)***.

❷ Without radar control:
At FL98
descending turn LEFT
(runway 01)/RIGHT (runway 19)
execute rectangular traffic
pattern approach

Intercept final at 2820′***(2626′)***
Intercept final at 2820′***(2626′)***

NOT TO SCALE

MSA ARP
195° 315° 5300′ 3600′

ALT/HEIGHT CONVERSION (QFE)

QNH	
5450′	***(5256′ - 1600m)***
5120′	***(4926′ - 1500m)***
3150′	***(2956′ - 900m)***
2820′	***(2626′ - 800m)***

FL CONVERSION

FL138	***FL4200m***
FL98	***FL3000m***
FL69	***FL2100m***

CHANGES: TMA waypoints designated.

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UHMA/DYR
UGOLNY

JEPPESEN
20 JAN 06 (10-2A)

ANADYR, RUSSIA
STAR

Apt Elev	
194′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL69 Trans alt: 5450′ ***(5256′)*** **WARNING:** Heavy turbulence with downflows may be expected on final.

RWYS 01, 19 ARRIVALS
FROM WEST

MSA
ARP
195°
5300′
3600′
315°

❶ 197° to ARP between 1.3 NM and 16.2 NM do not fly east below 2820′ ***(2626).***

N64 58.5 E177 43.8
At 3150′ ***(2956′)***

N64 58.2 E177 48.6
At 3150′ ***(2956′)***

N64 58.2 E177 42.7
At 3150′ ***(2956′)***

101°
3
1
168°
170°
180°
191°

N64 45.0 E176 16.2
Between FL148 & FL108

40

Intercept final at 2820′ ***(2626′)***

191°
011°

ANADYR
*790 UX
N64 47.1 E177 46.2

USAMA
N64 45.1
E175 51.0

11
087°
065°
109°
CORRIDOR 8

46
34

ANADYR
*790 KB
N64 41.4 E177 42.6

191°
011°

Intercept final at 2820′ ***(2626′)***

027°
019°
015°
011°

N64 23.1 E176 31.7
Between FL148 & FL108

N64 31.5 E177 28.3
At 3150′ ***(2956′)***

2
1
101°

N64 31.0 E177 34.0
At 2820′ ***(2626′)***

N64 31.0 E177 31.6

28

036°
069°

11
052°
CORRIDOR 6

MITKA
N64 17.0
E176 11.2

N
NOT TO SCALE

FL CONVERSION	
FL148	***FL4500m***
FL108	***FL3300m***
FL69	***FL2100m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5450′	***(5256′ - 1600m)***
3150′	***(2956′ - 900m)***
2820′	***(2626′ - 800m)***

CHANGES: TMA waypoints designated.

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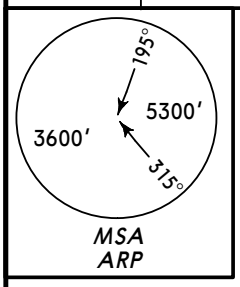
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UHMA/DYR
UGOLNY

ANADYR, RUSSIA
SID

Apt Elev	
194′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5450′ ***(5256′)***
	WARNING: Heavy turbulence with downflows may be expected during climbing.

RWYS 01, 19 DEPARTURES
TO EAST



N65 04.5 E178 58.9
Between
FL108 & FL148

AKISA
N65 10.2
E179 20.6

11
053°
CORRIDOR 3

At 3150′
(2956′)

076°
45
53

N
NOT TO SCALE

062°
14.6

❶ 017° from ARP between 1.3 NM and 16.2 NM do not fly east below 2820′ ***(2626′).***

100°

Turn at
1510′
(1316′)

163°
2.2
16
011°
191°

ANADYR
*790 UX
N64 47.1 E177 46.2

N64 42.1 E179 12.2
Between
FL108 & FL148

ANADYR
*790 KB
N64 41.4 E177 42.6

MORUG
N64 41.4
E179 37.3

11
089°
CORRIDOR 4

011°
2.2
Rwy 01
Rwy 19
082°
086°
080°
085°
39
42
39
42

11
093°

TAKEB
N64 37.6
E179 36.3

At 1510′
(1316′)

N64 39.1 E179 11.5
Between
FL108 & FL148

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1510′	***(1316′ - 400m)***
2820′	***(2626′ - 800m)***
3150′	***(2956′ - 900m)***
5450′	***(5256′ - 1600m)***

FL CONVERSION	
FL69	***FL2100m***
FL108	***FL3300m***
FL148	***FL4500m***

CHANGES: TMA waypoints designated.

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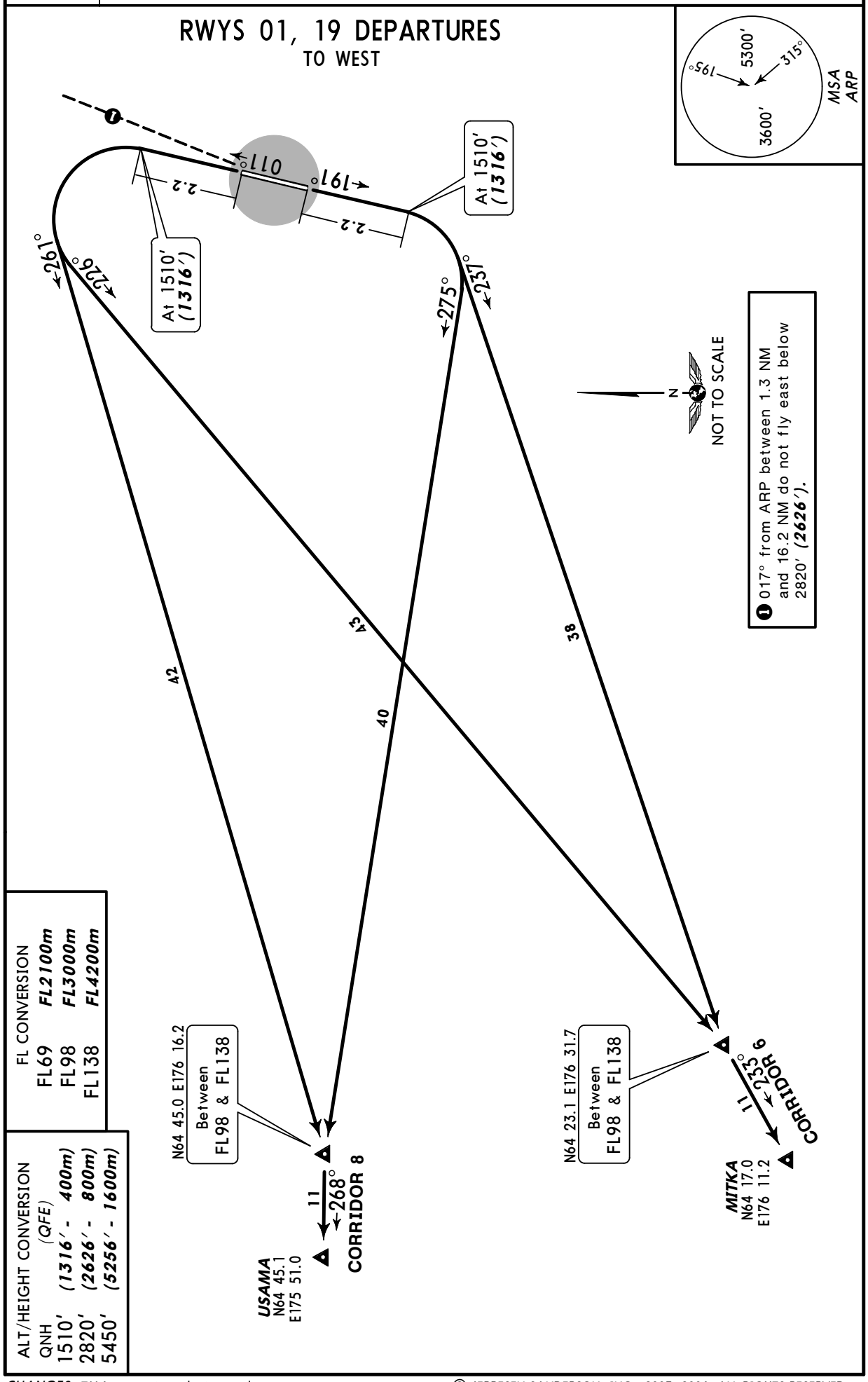
UHMA/DYR
UGOLNY

JEPPESEN
20 JAN 06 (10-3A)

ANADYR, RUSSIA
SID

Apt Elev	
194′	QNH on request **(QFE)** Trans level: FL69 Trans alt: 5450′ ***(5256′)***
	WARNING: Heavy turbulence with downflows may be expected during climbing.

RWYS 01, 19 DEPARTURES
TO WEST



CHANGES: TMA waypoints designated.

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UHMA/DYR

Apt Elev **194′**
N64 44.1 E177 44.3

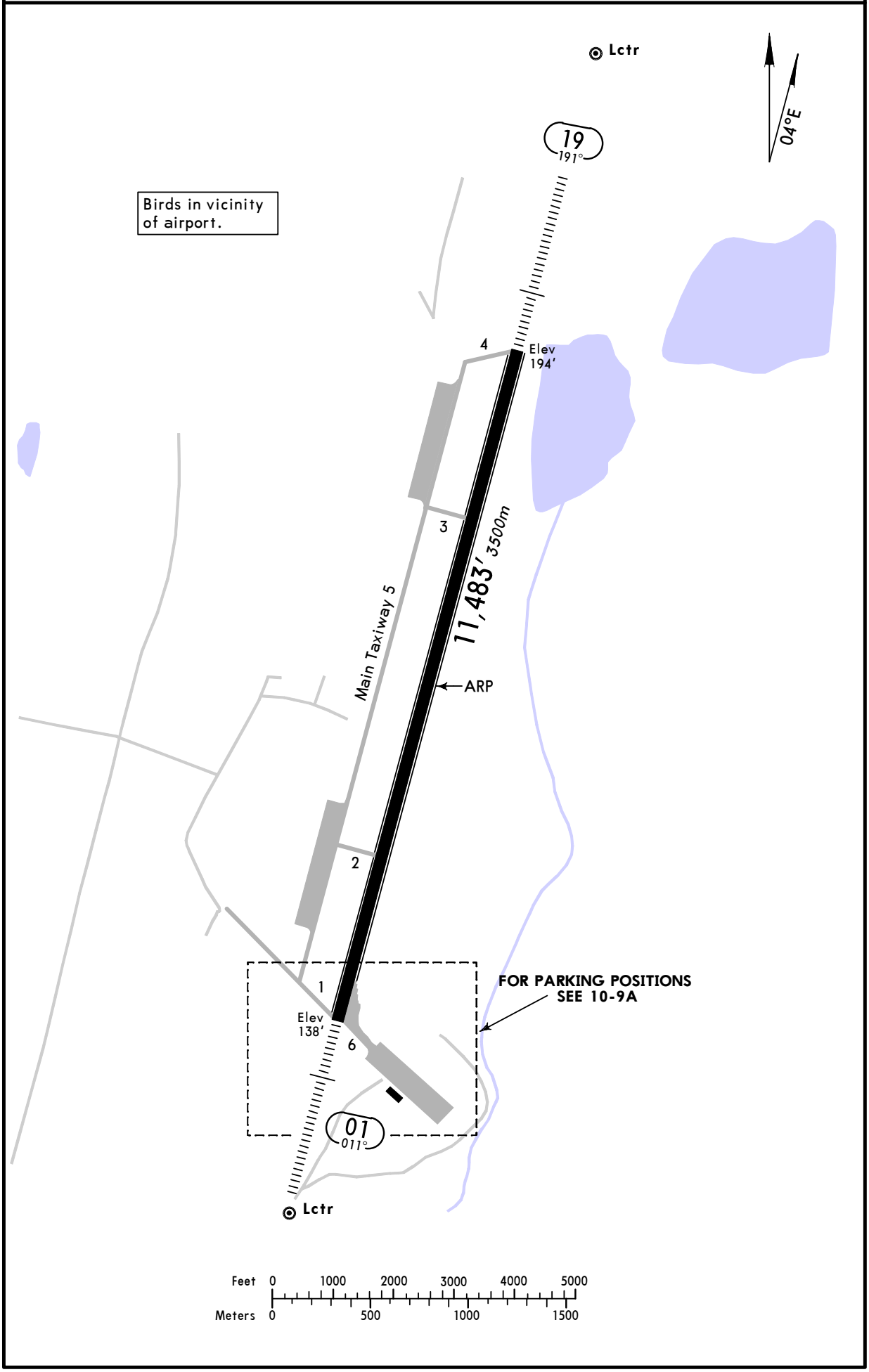
JEPPESEN
16 JAN 04 (10-9) **Eff 22 Jan**

ANADYR, RUSSIA

UGOLNY

*ANADYR Start (TWR)

124.0



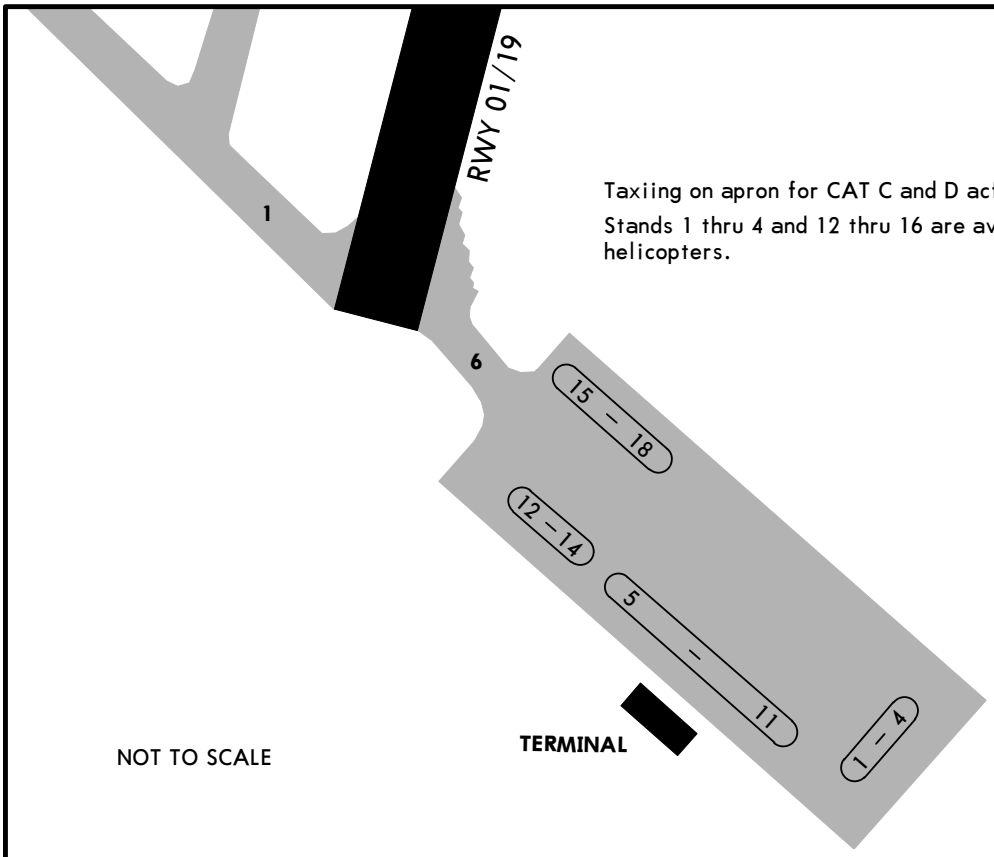
CHANGES: Note.

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UHMA/DYR

ANADYR, RUSSIA
UGOLNY



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19	RL *(100m)* HIALS RVR			10,925' ❶ *3330m*	197' *60m*

❶ First 558'/170m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

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

CHANGES: Lights.

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JEPPESEN FliteStar 9.160

UHMA/DYR
UGOLNY

JEPPESEN
8 JUL 05 (18-1)

ANADYR, RUSSIA
PAR or 2 NDB Rwy 01

*ANADYR Approach	*ANADYR Tower (PAR)	*ANADYR Start (TWR)
124.0	124.0	124.0

BRIEFING STRIP™

RADAR	Final Apch Crs 011°	PAR GS LOM 728′(590′)	PAR DA(H) Refer to Minimums	Apt Elev 194′
NDB KB *790		Minimum Alt LOM 730′(592′)	NDB MDA(H) Refer to Minimums	RWY 138′

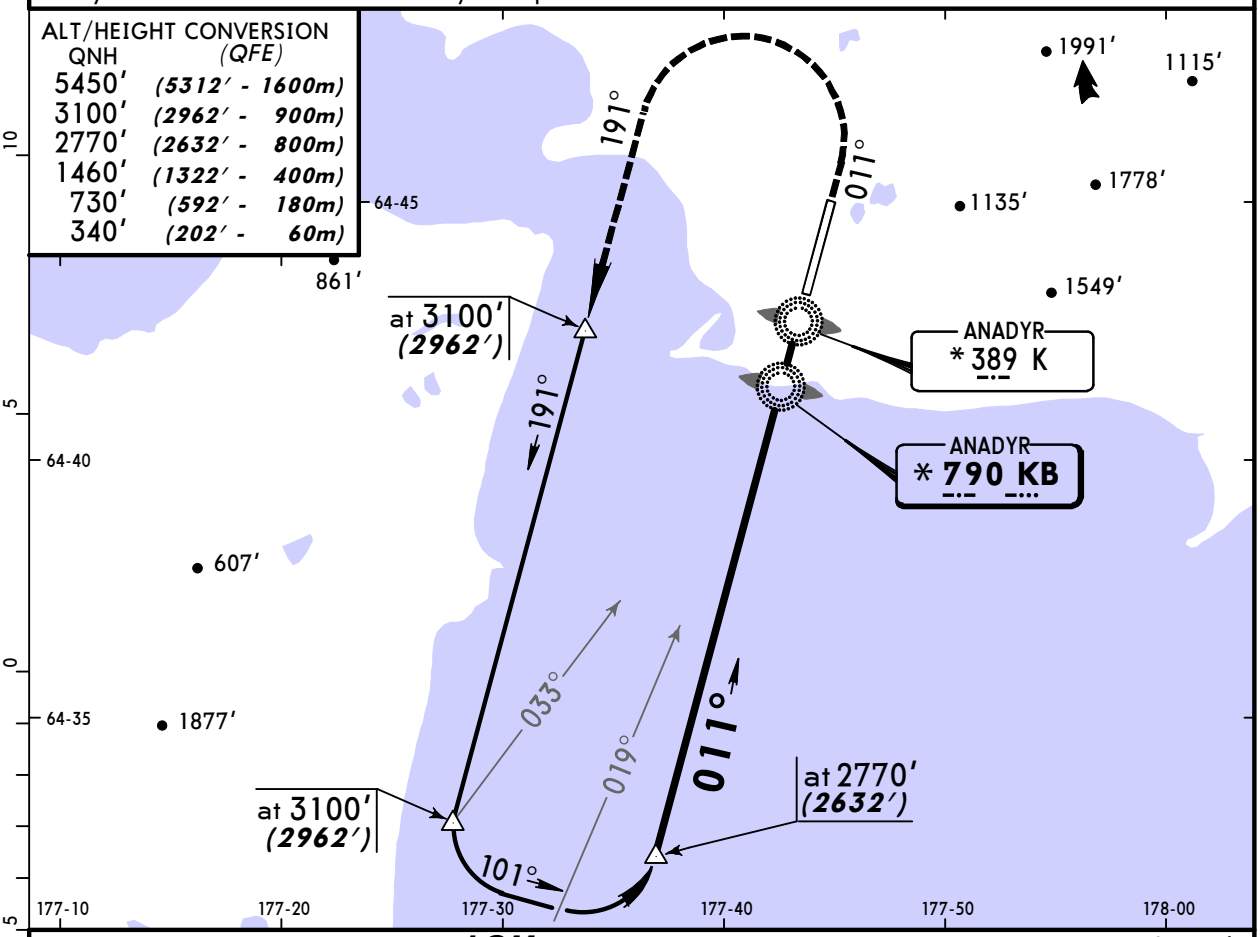
MSA ARP: 195° 5300′ 315° 3600′

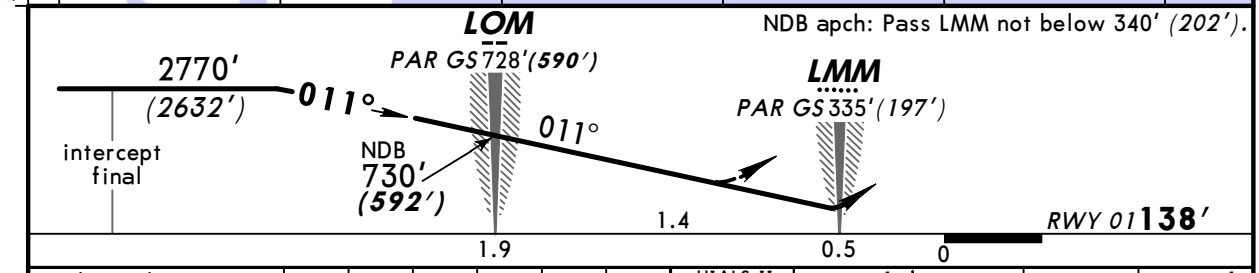
MISSED APCH: Climb on 011° to 1460′(1322′), then turn LEFT onto 191° climbing to 3100′(2962′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5450′ (5312′)
Heavy turbulence with downdrafts may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
5450′	(5312′ - 1600m)
3100′	(2962′ - 900m)
2770′	(2632′ - 800m)
1460′	(1322′ - 400m)
730′	(592′ - 180m)
340′	(202′ - 60m)





NDB apch: Pass LMM not below 340′ (202′).

Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS-II

1460′ (1322′) on 011°

191° LT

3100′ (2962′)

STRAIGHT-IN LANDING RWY 01

DA(H)	PAR	2 NDB with or w/o Radar	KB LOM with or w/o Radar	K LMM with or w/o Radar
	A: 338′(200′) C: 358′(220′) B: 348′(210′) D: 368′(230′)	MDA(H) 650′(512′)	MDA(H) 1230′(1092′)	MDA(H) 1200′(1062′)

PANS OPS

		ALS out		ALS out		ALS out		ALS out
A	RVR 720m VIS 800m	1200m	2100m	2900m	3200m		3200m	
B								
C					4000m	4800m	4000m	4800m
D			2500m		4400m		4400m	

CHANGES: Minimums.

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UHMA/DYR
UGOLNY

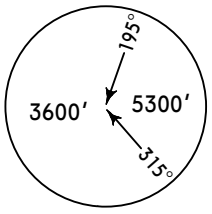
JEPPESEN
8 JUL 05 (18-2)

ANADYR, RUSSIA
PAR or 2 NDB Rwy 19

*ANADYR Approach	*ANADYR Tower (PAR)	*ANADYR Start (TWR)
124.0	124.0	124.0

BRIEFING STRIP ™

RADAR	Final Apch Crs 191°	PAR GS LOM 850′(656′)	PAR DA(H) Refer to Minimums	Apt Elev 194′ RWY 194′
NDB UX *790		Minimum Alt LOM 940′(746′)	NDB MDA(H) Refer to Minimums	



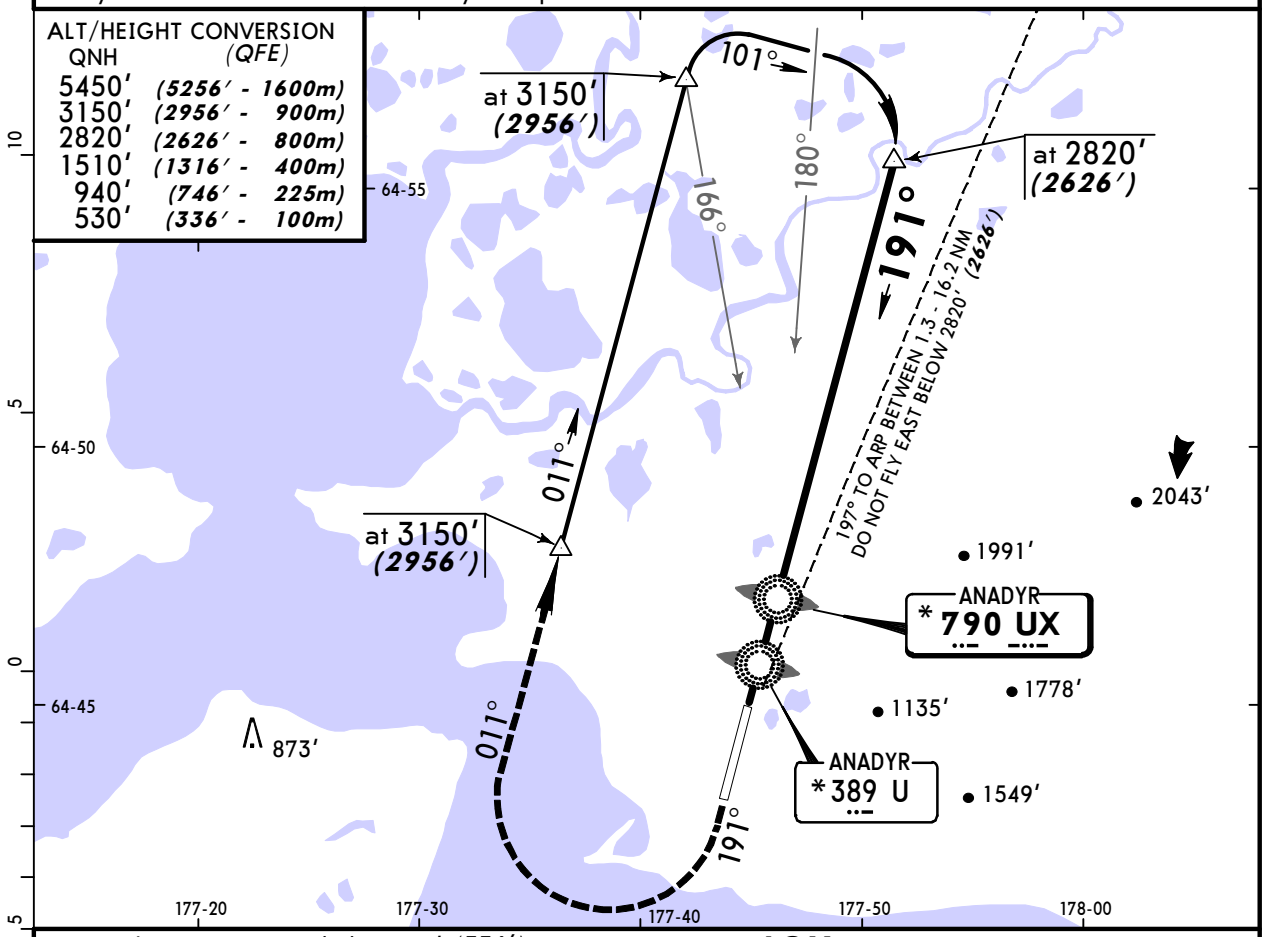
MSA ARP

MISSED APCH: Climb on 191° to 1510′(1316′), then turn RIGHT onto 011° climbing to 3150′(2956′), then according to chart.

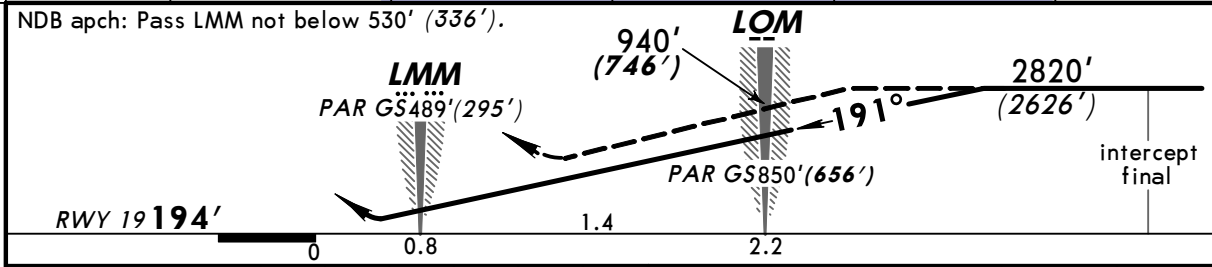
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5450′ **(5256′)**
Heavy turbulence with downdrafts may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
5450′	(5256′ - 1600m)
3150′	(2956′ - 900m)
2820′	(2626′ - 800m)
1510′	(1316′ - 400m)
940′	(746′ - 225m)
530′	(336′ - 100m)



NDB apch: Pass LMM not below 530′ (336′).



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767
NDB Desc Grad 5.2%	369	474	527	632	737	843

HIALS

1510′ (1316′) on 191°

011° RT

3150′ (2956′)

STRAIGHT-IN LANDING RWY 19

	PAR	2 NDB		UX LOM or U LMM	
	ABC: 394′(200′) DA(H)D: 404′(210′)	with Radar MDA(H) 500′(306′)	w/o Radar MDA(H) 1020′(826′)	with Radar MDA(H) 890′(696′)	w/o Radar MDA(H) 1070′(876′)
	ALS out	ALS out	ALS out	ALS out	ALS out
PANS OPS A	RVR 720m VIS 800m	1200m	1200m	3200m	3200m
PANS OPS B					3200m
PANS OPS C		RVR 1500m VIS 1600m	3200m	3200m	4000m
PANS OPS D		RVR 1500m VIS 1600m	4000m	3600m	4400m

CHANGES: Minimums.

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UHMD/PVS PROVIDENIYA BAY

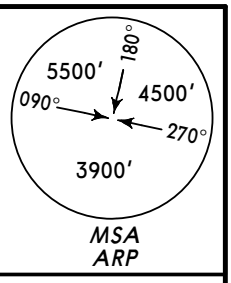
JEPPESEN PROVIDENIYA BAY, RUSSIA

5 MAR 04 (10-2) Eff 18 Mar

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
71′	Trans level: FL69 Trans alt: 5650′ *(5579′)*

RWYS 01, 19 ARRIVAL PROCEDURES



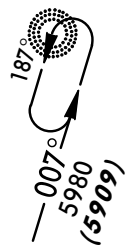
NALID
N65 08.2 W172 13.0

24
200°

MONUD
N64 47.9 W172 41.5
Between
FL98 & FL79

29
CORRIDOR 1

HOLDING OVER BC



8
187°
8

LIKOK
N64 31.6 W171 41.7
Between
FL197 & FL79

41
248°
CORRIDOR 2

1.4
277°
1.4
097°

079°
31
CORRIDOR 4

38
261°
CORRIDOR 2

GIRLO
N64 22.6 W174 26.4
Between
FL157 & FL89

ABINA
N64 22.1 W171 46.3
Between
FL197 & FL79

PROVIDENIYA BAY
* 960 BC
N64 22.6 W173 14.6
From ABINA, INGUS, LIKOK
At FL79
From GIRLO
At FL89

23
CORRIDOR 3
309°

INGUS
N64 05.4 W172 40.5
Between
FL128 & FL79

FL CONVERSION	
FL197	*FL6000m*
FL157	*FL4800m*
FL128	*FL3900m*
FL98	*FL3000m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5980′	*(5909′ - 1800m)*
5650′	*(5579′ - 1700m)*

N

NOT TO SCALE

CHANGES: Arrivals revised; new format.

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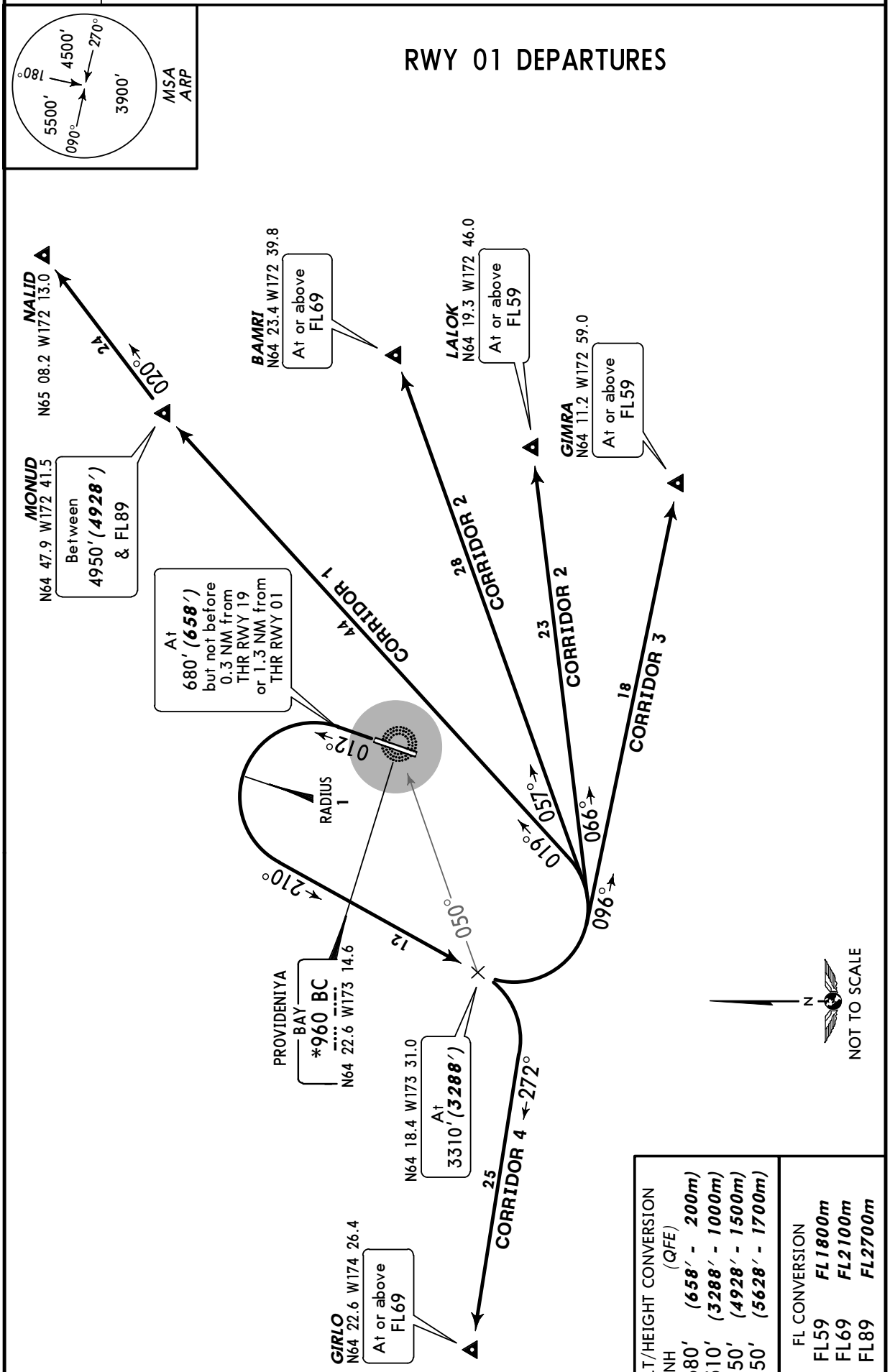
UHMD/PVS
PROVIDENIYA BAY

PROVIDENIYA BAY, RUSSIA

SID

Apt Elev 71′

QNH on request **(QFE)**
Trans level: FL69 Trans alt: 5650′ ***(5628′)***



ALT/HEIGHT CONVERSION (QFE)	
QNH	
680′	***(658′ - 200m)***
3310′	***(3288′ - 1000m)***
4950′	***(4928′ - 1500m)***
5650′	***(5628′ - 1700m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

CHANGES: CPRs named.

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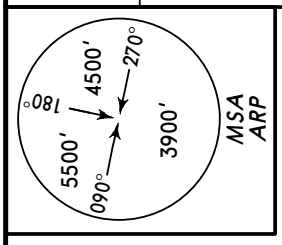
UHMD/PVS PROVIDENIYA BAY

JEPPESEN 20 JAN 06 (10-3A)

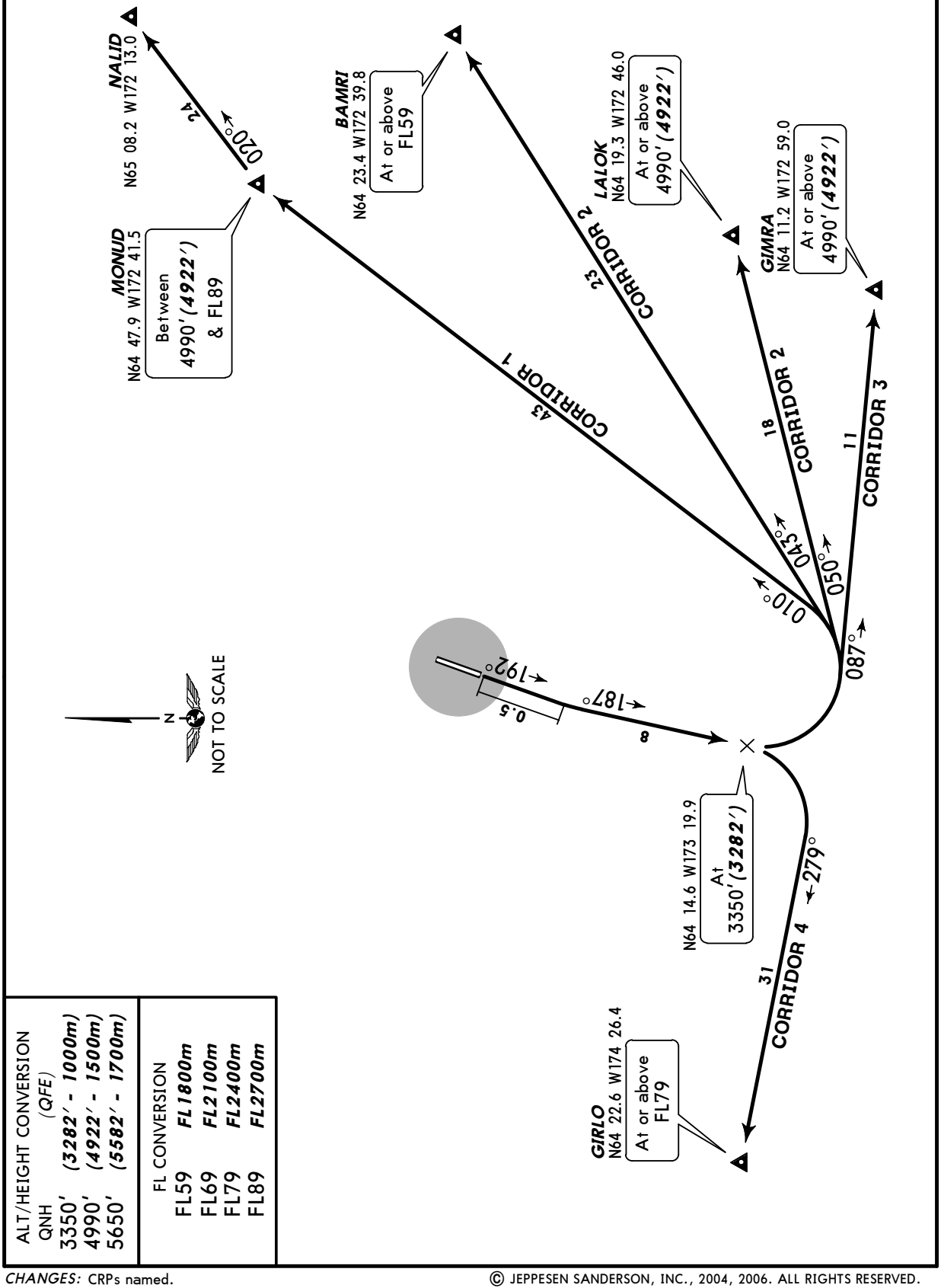
PROVIDENIYA BAY, RUSSIA

SID

Apt Elev	QNH on request **(QFE)**
71′	Trans level: FL69 Trans alt: 5650′ ***(5582′)***



RWY 19 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3350′	***(3282′ - 1000m)***
4990′	***(4922′ - 1500m)***
5650′	***(5582′ - 1700m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: CRPs named.

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JEPPESEN 19 MAR 04 (19-1)

PROVIDENIYA BAY, RUSSIA

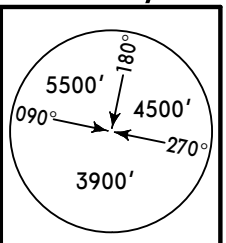
CAT A & B VISUAL PAR NDB Rwy 01

*PROVIDENIYA BAY Tower
119.3

BRIEFING STRIP ™

RADAR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 71′
NDB BC *960	see Chart	No FAF	Refer to Minimums	RWY 22′

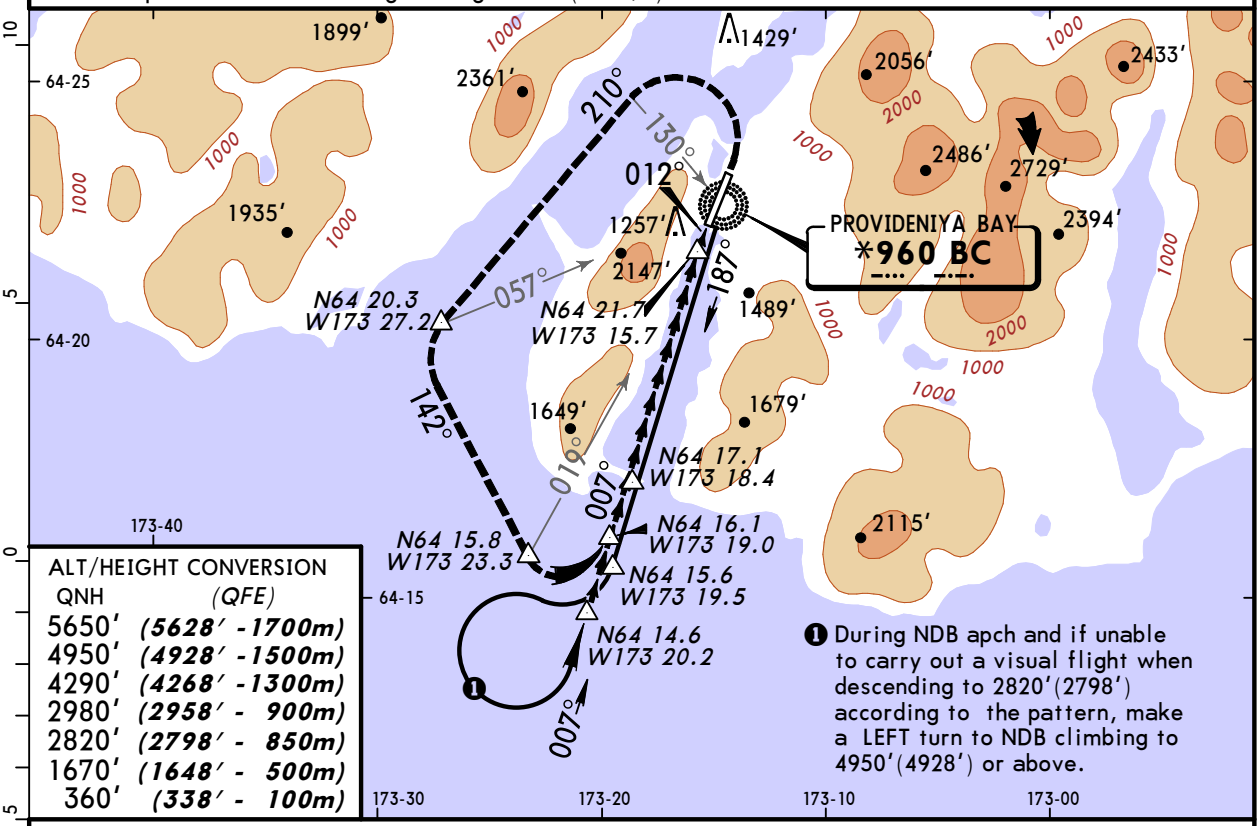
MISSED APCH: Climb to 360′(338′) to 0.3 NM beyond end of rwy, then turn LEFT (radius 1.0 NM) onto 210° climbing to 1670′(1648′) to N64 20.3 W173 27.2, then turn LEFT onto 142° to N64 15.8 W173 23.3, then according to chart.



MSA ARP

Alt Set: MM(hPa on req) QNH on req **(QFE)** Trans level: FL 69 Trans alt: 5650′ ***(5628′)***

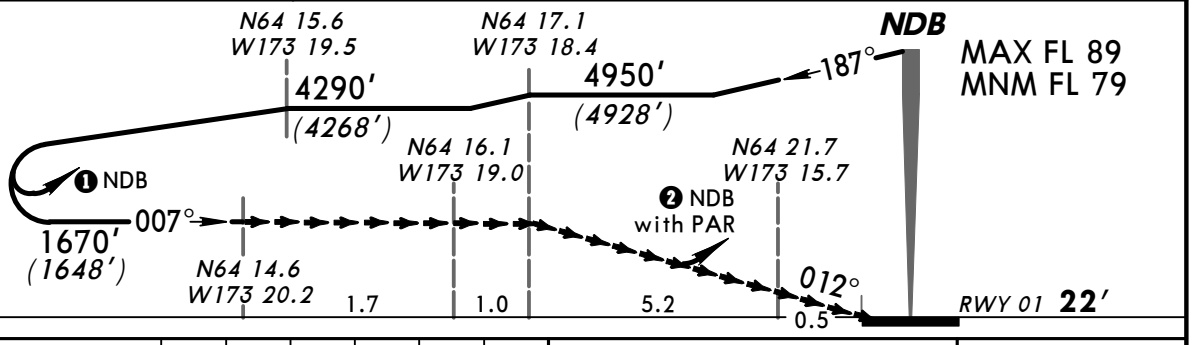
1. Glide path descent is executed only when visual reference is provided under Terminal Area Surveillance Radar and PAR control. 2. Missed apch is executed according to VFR.
3. If visual reference is lost before reaching the coastline after procedure turn, climb to 2980′(2958′), turn LEFT onto 007°, then as directed. 4. Heavy turbulence with downdrafts may be expected on final.
5. Wind speed restriction during landing: 35 KT (18 m/s).



ALT/HEIGHT CONVERSION

QNH	(QFE)
5650′	***(5628′ -1700m)***
4950′	***(4928′ -1500m)***
4290′	***(4268′ -1300m)***
2980′	***(2958′ - 900m)***
2820′	***(2798′ - 850m)***
1670′	***(1648′ - 500m)***
360′	***(338′ - 100m)***

❶ During NDB apch and if unable to carry out a visual flight when descending to 2820′(2798′) according to the pattern, make a LEFT turn to NDB climbing to 4950′(4928′) or above.



Refer to Missed Apch above

VISUAL LANDING RWY **01**

❷ NDB with PAR assistance	❶ NDB
MDA(H) 1150′***(1128′)***	MDA(H) 2820′***(2798′)***

A	8.0 km	
B		
C	NOT APPLICABLE	
D		

CHANGES: MSA. Trans alt. Procedure. Minimums.

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UHMD/PVS PROVIDENIYA BAY, RUSSIA

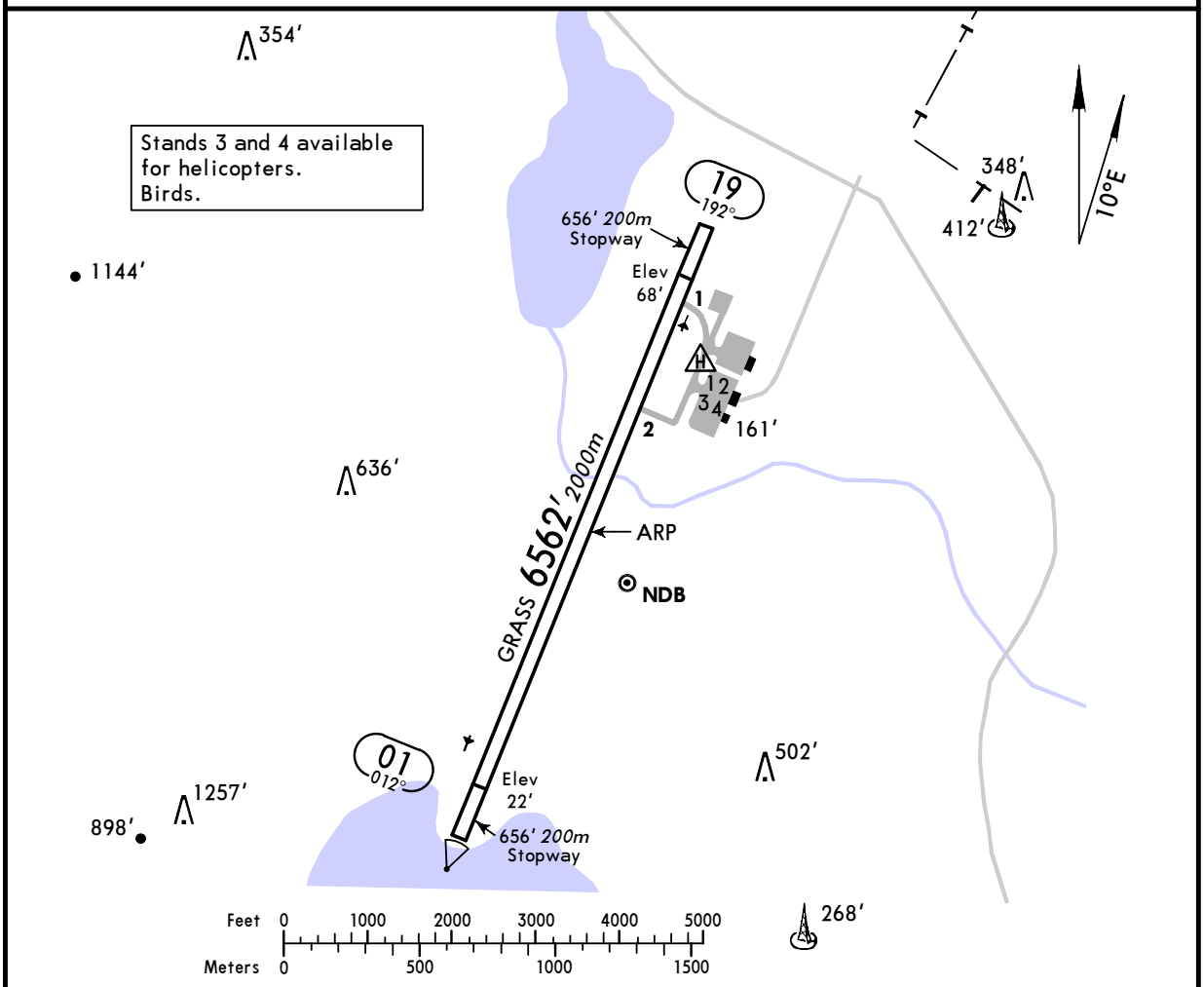
Apt Elev **71′**
N64 22.7 W173 14.8

JEPPESEN 19 MAR 04 (19-1)

PROVIDENIYA BAY

*PROVIDENIYA BAY Tower

119.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RVR			❶ 6398′ *1950m*	171′ *52m*
19					

❶ First 164′/50m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

A	550m - *4000m* ❶
B	
C	NOT APPLICABLE
D	

❶ FAR 121: Rwy 01 VIS 5000m.

CHANGES: Chart reindexed. Var. Rwy bearings. Lights. Minimums.

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UHMM/GDX
SOKOL

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	574′	Trans level: FL89 Trans alt: 7470′ *(6924′)*

BA 2A, BA 2B
OSKET 2A *[OSKE2A]*
OSKET 2B *[OSKE2B]*
RIMAL 2
RWY 10 ARRIVALS

MSA ARP: 185° 6200′ 7100′ 305° 110° 5700′ 065° 5300′

RIMAL N60 02.6 E152 16.3
TAKHTAYAMSK 995 TA N60 12.0 E154 41.0
BUVAK N59 05.4 E151 50.2
OSKET N59 18.9 E151 32.3
N59 59.2 E151 36.3 At FL98
N59 42.3 E151 00.3 At FL89
MAGADAN 375 FK N59 54.8 E150 36.9 At 7470′ *(6924′)*
N59 50.9 E150 16.8 (081° brg to FK) At 5470′ *(4924′)*
N59 51.1 E150 15.8 At 5470′ *(4924′)*
N59 53.5 E150 14.9
N59 55.5 E149 57.2 At 6460′ *(5914′)*
N59 53.9 E149 52.3 At 7470′ *(6924′)*
N59 48.1 E149 57.7 At FL89
BALAGANNOYE 920 BA N59 40.6 E149 08.7 Between FL148 & FL89

Intercept final at 3340′ *(2794′)*

1 276° to ARP within 16.2 NM do not fly north below 5470′ *(4924′)*.

HOLDING OVER BA: 265° 085° MHA FL89 MAX FL148

FL CONVERSION

FL148	*FL4500m*
FL98	*FL3000m*
FL89	*FL2700m*

ALT/HEIGHT CONVERSION (QFE)

QNH	
7470′	*(6924′ - 2100m)*
6460′	*(5914′ - 1800m)*
5470′	*(4924′ - 1500m)*
3340′	*(2794′ - 850m)*

CHANGES: BUVAK & TA STARs renamed OSKET & RIMAL.

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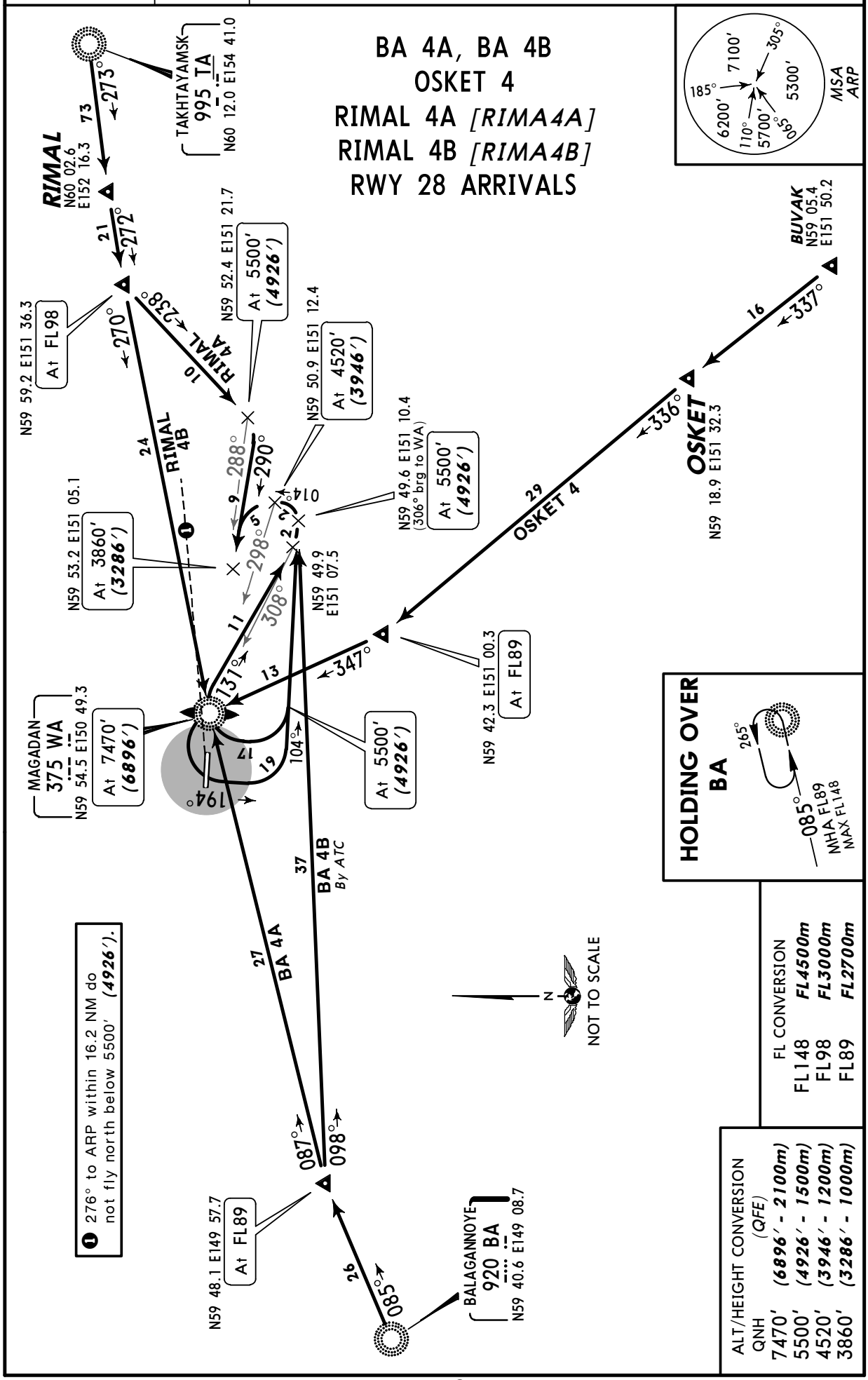
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UHMM/GDX
SOKOL

MAGADAN, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	574′	Trans level: FL89 Trans alt: 7470′ *(6896′)*

BA 4A, BA 4B
OSKET 4
RIMAL 4A *[RIMA4A]*
RIMAL 4B *[RIMA4B]*
RWY 28 ARRIVALS



CHANGES: STARs renamed; arrivals replaced by STARs.

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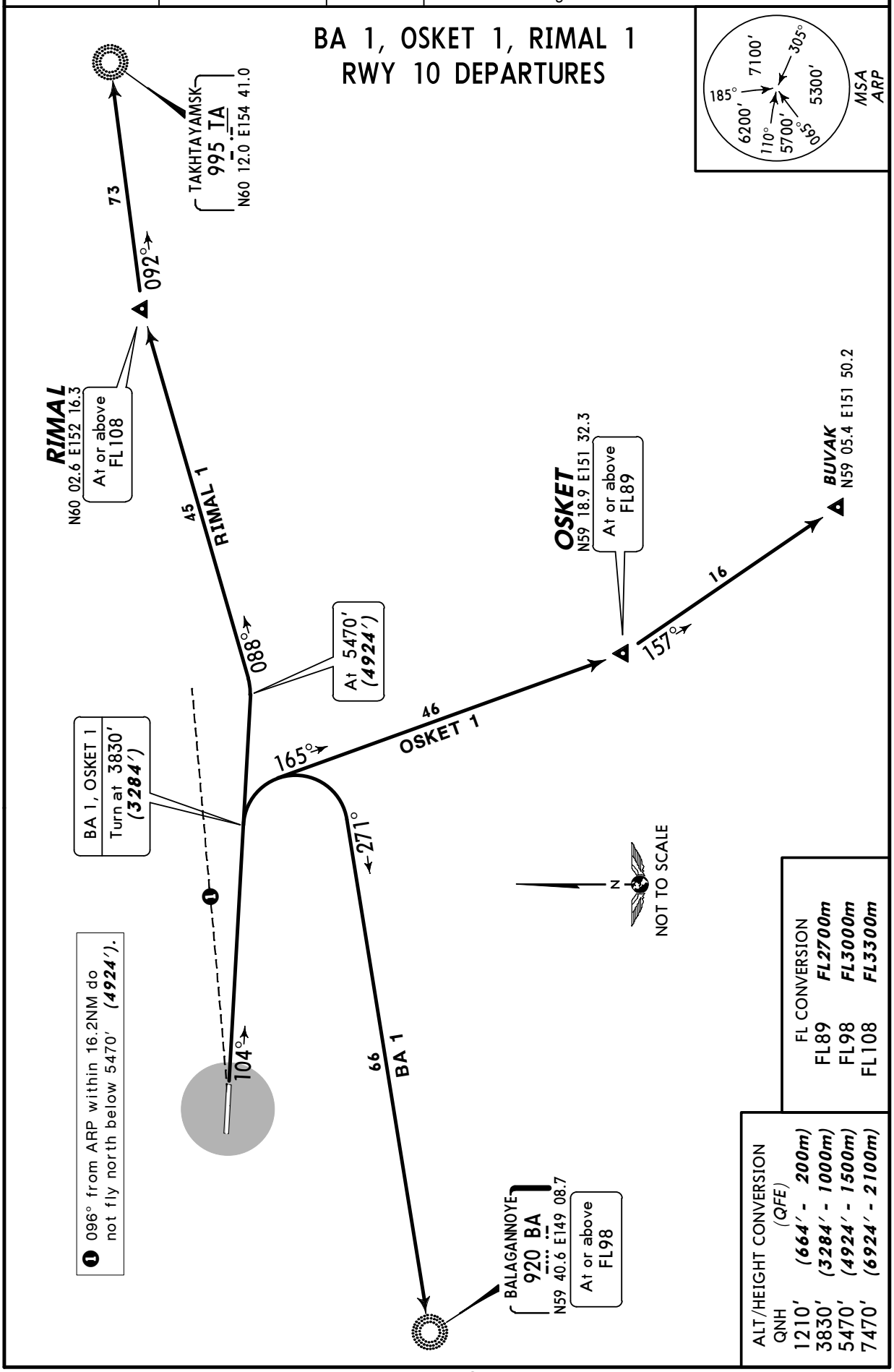
UHMM/GDX
SOKOL

MAGADAN, RUSSIA
SID

MAGADAN Tower (TWR/R)	*MAGADAN Approach (APP/R)	Apt Elev
120.8	126.9	574′

QNH on request **(QFE)**
Trans level: FL89 Trans alt: 7470′ ***(6924′)***
1. Maintain contact with Tower up to 1210′ ***(664′)***, then contact APP. **2.** All turns are to be executed with a bank angle of 20°.

BA 1, OSKET 1, RIMAL 1
RWY 10 DEPARTURES



FL CONVERSION	
FL89	*FL2700m*
FL98	*FL3000m*
FL108	*FL3300m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1210′	*(664′ - 200m)*
3830′	*(3284′ - 1000m)*
5470′	*(4924′ - 1500m)*
7470′	*(6924′ - 2100m)*

CHANGES: SIDs BUVAK & TA 1 renamed OSKET & RIMAL 1.

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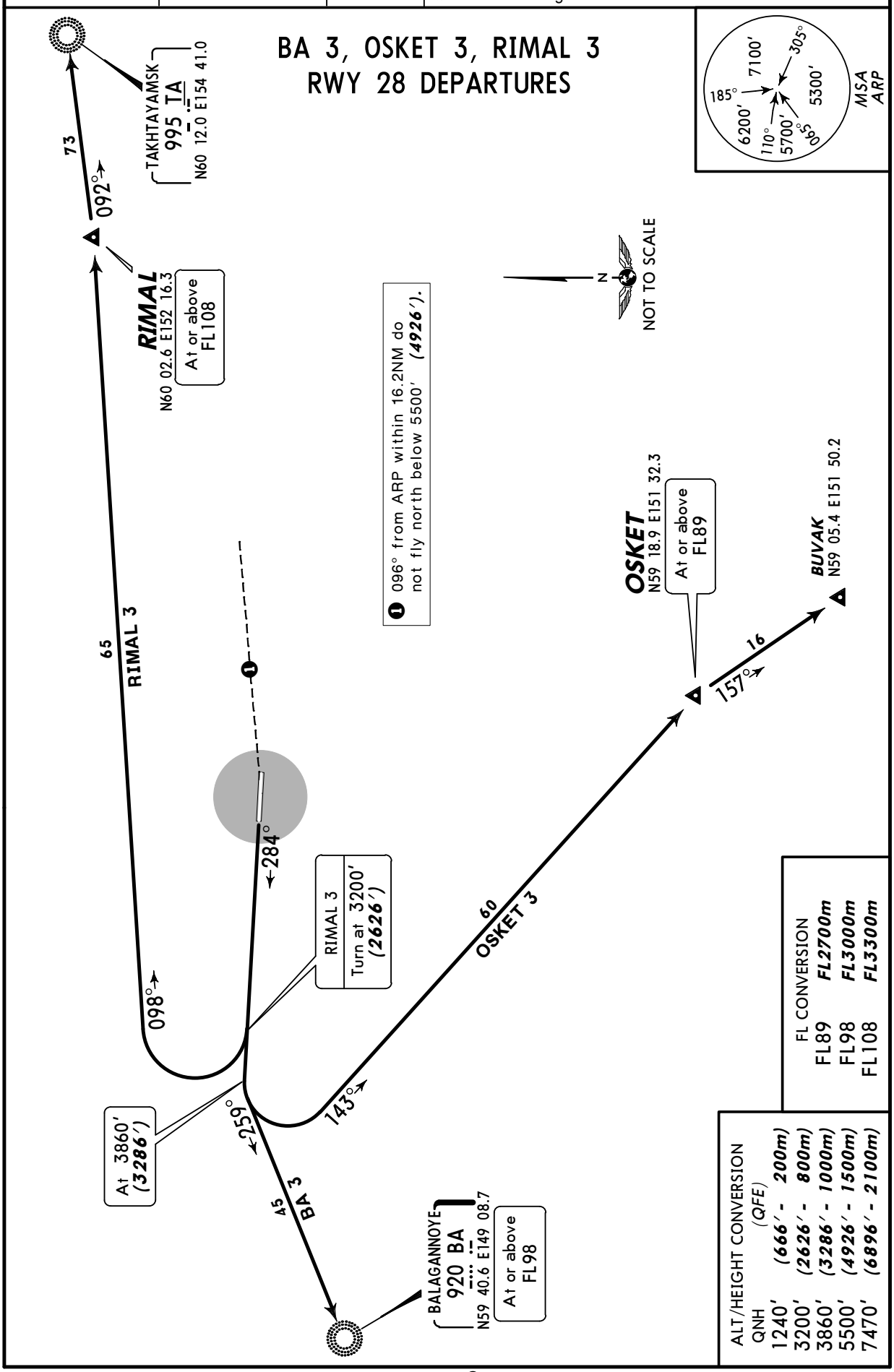
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UHMM/GDX
SOKOL

MAGADAN, RUSSIA
SID

MAGADAN Tower (TWR/R) 120.8	*MAGADAN Approach (APP/R) 126.9	Apt Elev 574′	QNH on request **(QFE)** Trans level: FL89 Trans alt: 7470′ ***(6896′)*** **1.** Maintain contact with Tower up to 1240′ ***(666′)***, then contact APP. **2.** All turns are to be executed with a bank angle of 20°.

BA 3, OSKET 3, RIMAL 3
RWY 28 DEPARTURES



FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1240′	***(666′ - 200m)***
3200′	***(2626′ - 800m)***
3860′	***(3286′ - 1000m)***
5500′	***(4926′ - 1500m)***
7470′	***(6896′ - 2100m)***

CHANGES: SIDs BUVAK & TA 3 renamed OSKET & RIMAL 3.

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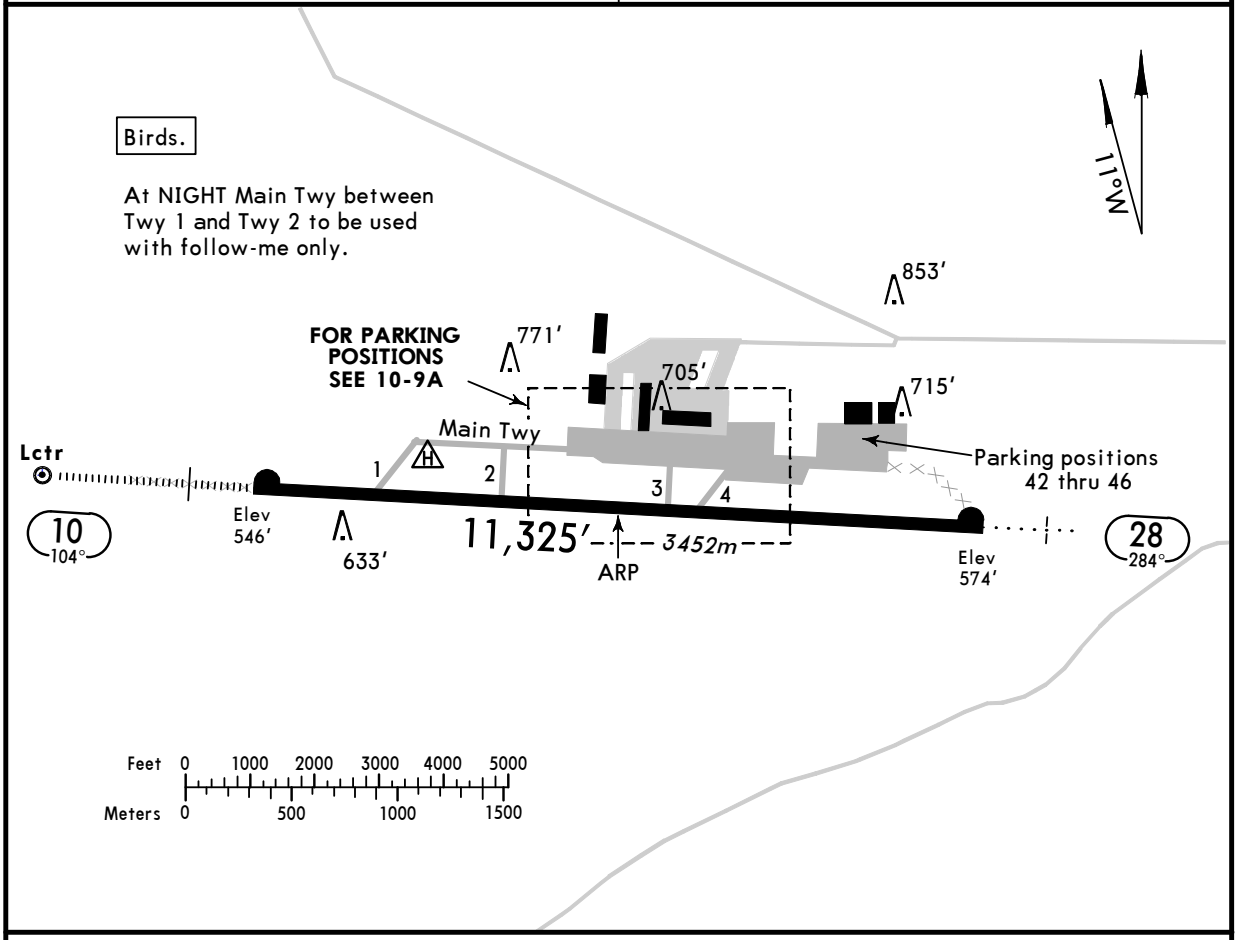
UHMM/GDX MAGADAN, RUSSIA

Apt Elev **574′**
N59 54.6 E150 43.1

JEPPESEN
28 MAY 04 (10-9) **Eff 10 Jun**

SOKOL

*ATIS	MAGADAN Tower (TWR/GND)
127.4	120.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL *(60m)* HIALS RVR		11,155′*3400m*	❶	195′ *60m*
28	HIRL *(60m)* ALS RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 10:
From posn 328′/100m
after rwy head 10,997′(3352m)
twy 1 int 9226′(2812m)
twy 2 int 6929′(2112m)
twy 3 int 4501′(1372m)

RWY 28:
From posn 328′/100m
after rwy head 10,997′(3352m)
twy 3 int 6824′(2080m)

TAKE-OFF

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

CHANGES: Rwy elev. Notes added.

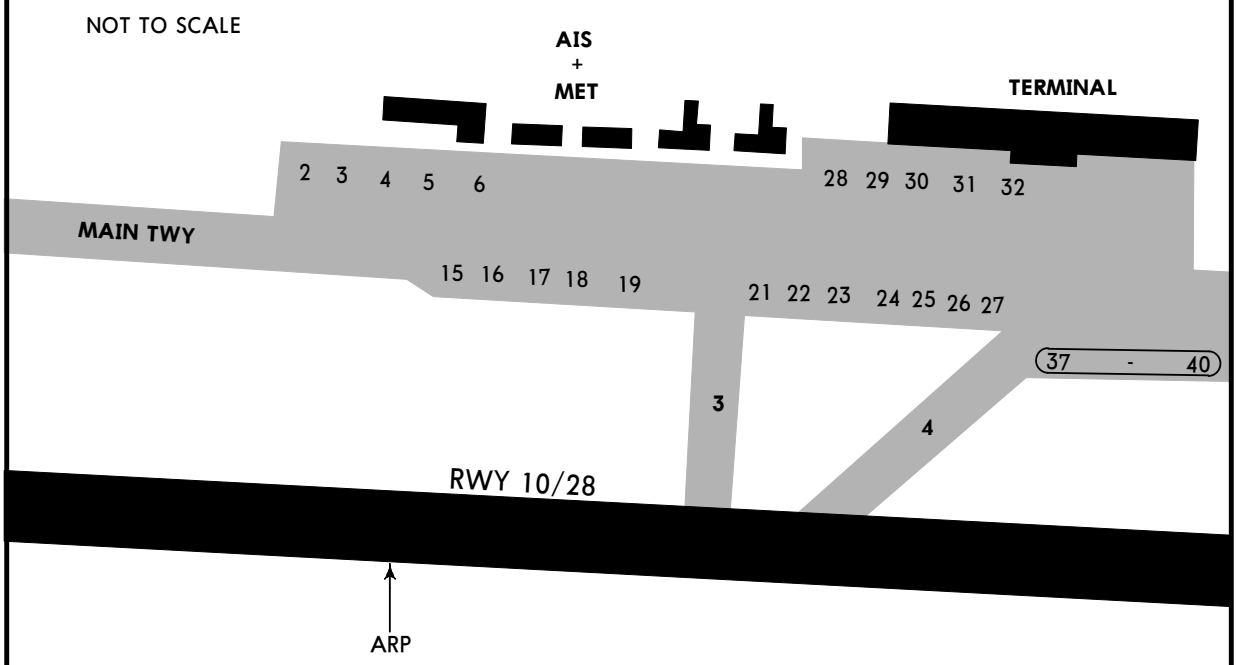
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UHMM/GDX

MAGADAN, RUSSIA

SOKOL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
2	N59 54.8 E150 42.9	28 thru 30	N59 54.8 E150 43.7
3	N59 54.8 E150 43.0	31, 32	N59 54.8 E150 43.8
4, 5	N59 54.8 E150 43.1	37	N59 54.7 E150 43.9
6, 15	N59 54.8 E150 43.2	38	N59 54.7 E150 44.0
16, 17	N59 54.8 E150 43.3	39, 40	N59 54.7 E150 44.1
18, 19	N59 54.8 E150 43.4	42	N59 54.7 E150 44.3
21	N59 54.8 E150 43.5	43, 44	N59 54.7 E150 44.4
22, 23	N59 54.8 E150 43.6	45, 46	N59 54.7 E150 44.5
24 thru 26	N59 54.8 E150 43.7		
27	N59 54.8 E150 43.8		

CHANGES: Stands.

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UHMM/GDX SOKOL

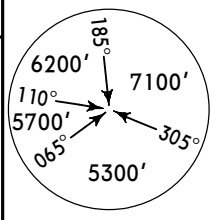
JEPPESEN 20 JAN 06 (11-1)

MAGADAN, RUSSIA ILS or 2 NDB Rwy 10

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/R)	MAGADAN Tower (TWR/R)	Ground
127.4	126.9 124.0	120.8	120.8

LOC IFK 110.3	Final Apch Crs 104°	GS LOM 1251′ (705′)	ILS DA(H) 746′ (200′)	Apt Elev 574′ RWY 546′
NDB FK 375		NDB No FAF	NDB MDA(H) Refer to Minimums	

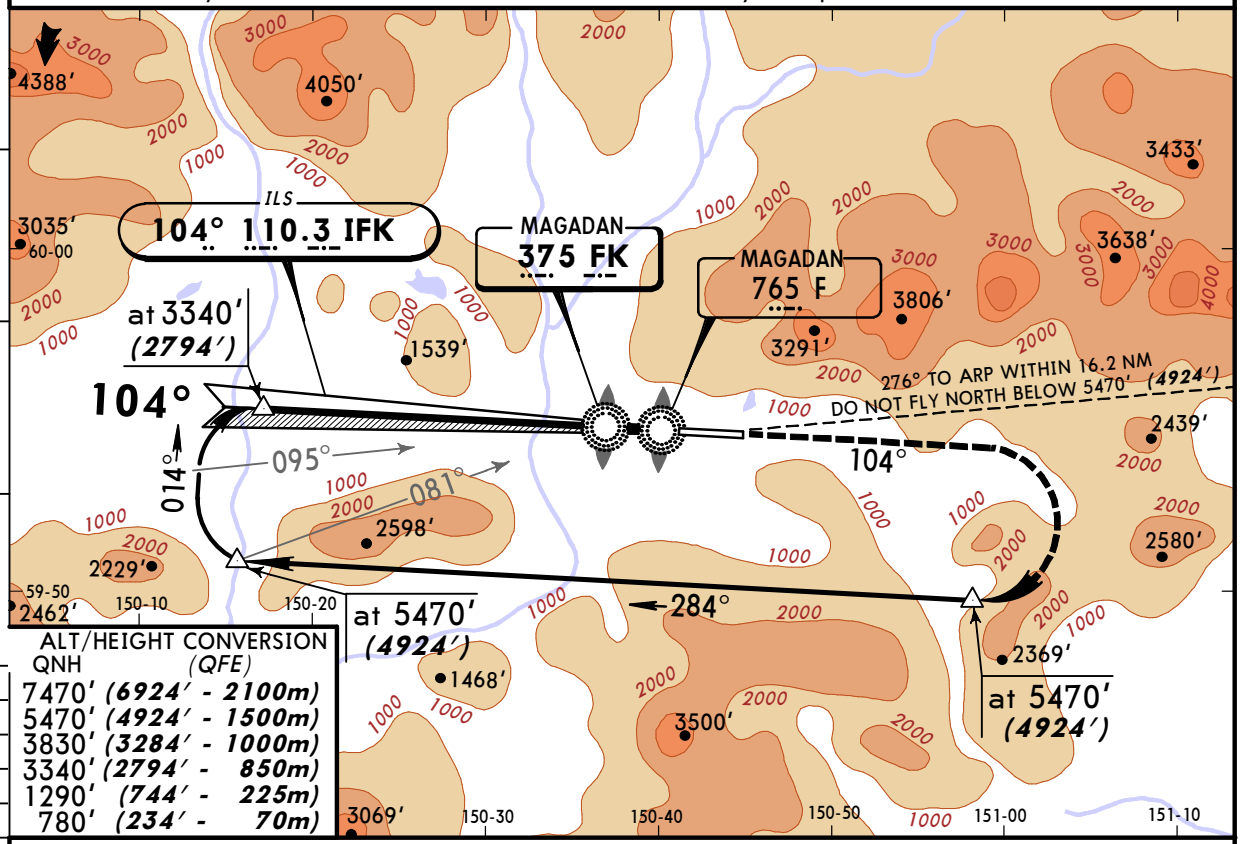


MSA
Airport

MISSED APCH: Climb on 104° to 3830′ (3284′), then turn RIGHT onto 284° climbing to 5470′ (4924′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 89 Trans alt: 7470′ **(6924′)**

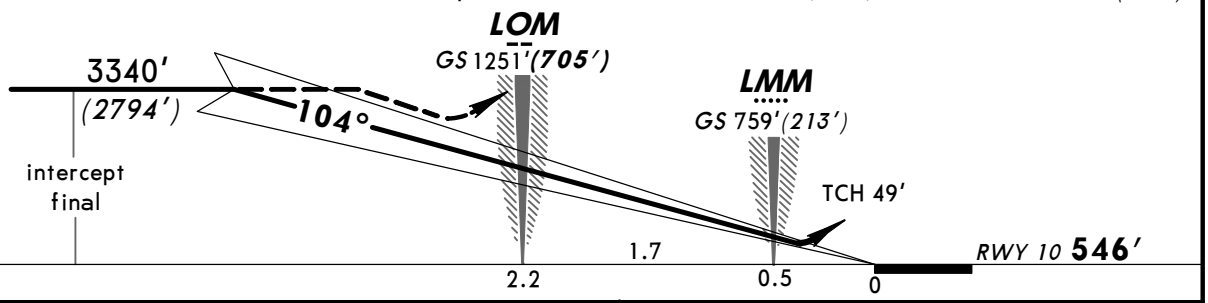
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
7470′	(6924′ - 2100m)
5470′	(4924′ - 1500m)
3830′	(3284′ - 1000m)
3340′	(2794′ - 850m)
1290′	(744′ - 225m)
780′	(234′ - 70m)

NDB apch: Pass LOM not below 1290′ (744′), LMM not below 780′ (234′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.83°	356	458	509	611	712	814
NDB Desc Grad	5.2%	369	474	527	632	737	843

HIALS

3830′ (3284′) on 104°

284° RT

5470′ (4924′)

STRAIGHT-IN LANDING RWY 10

	ILS		LOC (GS out)	NDB	
	DA(H) 746′ (200′)			MDA(H) A: 1670′ (1124′) BCD: 2260′ (1714′)	
	FULL	ALS out			ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	3200m	
B					
C				4000m	4800m
D				4400m	

PANS OPS

CHANGES: Minimums.

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UHMM/GDX SOKOL

JEPPESEN 20 JAN 06 (16-1)

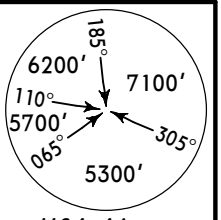
MAGADAN, RUSSIA NDB Rwy 28

BRIEFING STRIP ™

*ATIS	*MAGADAN Approach (APP/R)	MAGADAN Tower (TWR/R)	Ground
127.4	126.9 124.0	120.8	120.8

NDB WA	Final Apch Crs		MDA(H)	Apt Elev 574′
375	290°	No FAF	3200′(2626′)	RWY 574′

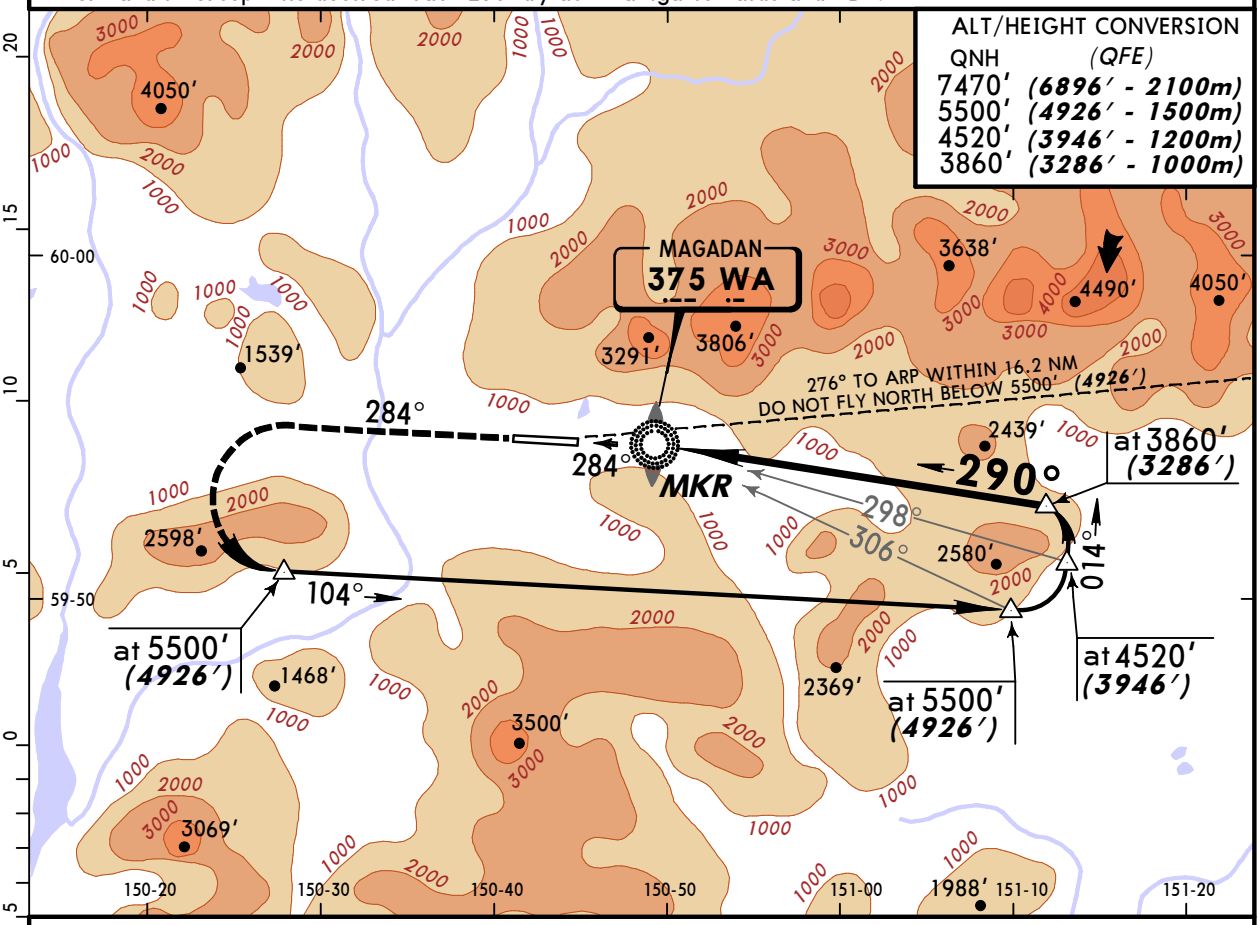
MISSED APCH: Climb on 284° to 3860′ (3286′), then turn LEFT onto 104° climbing to 5500′(4926′), then according to chart.

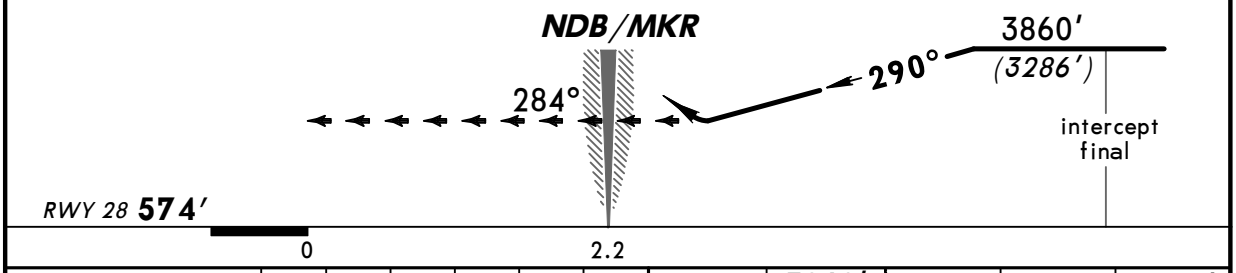


MSA Airport

Alt Set:MM(hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 7470′ (6896′)

1. WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.
2. Due to false indications on radar display in the final turn area, the crew shall control the beginning of turn and intercept the desired track 290° by acft navigation aids and VDF.





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS | 3860′ (3286′) on 284° | 104° LT | 5500′ (4926′)

STRAIGHT-IN LANDING RWY 28

MDA(H) 3200′(2626′)

ALS out

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: None.

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UHMM/GDX SOKOL

JEPPESEN 28 MAY 04 (18-1) Eff 10 Jun

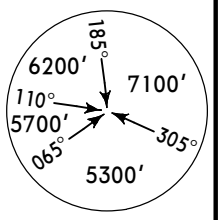
MAGADAN, RUSSIA PAR Rwy 10

BRIEFING STRIP ™

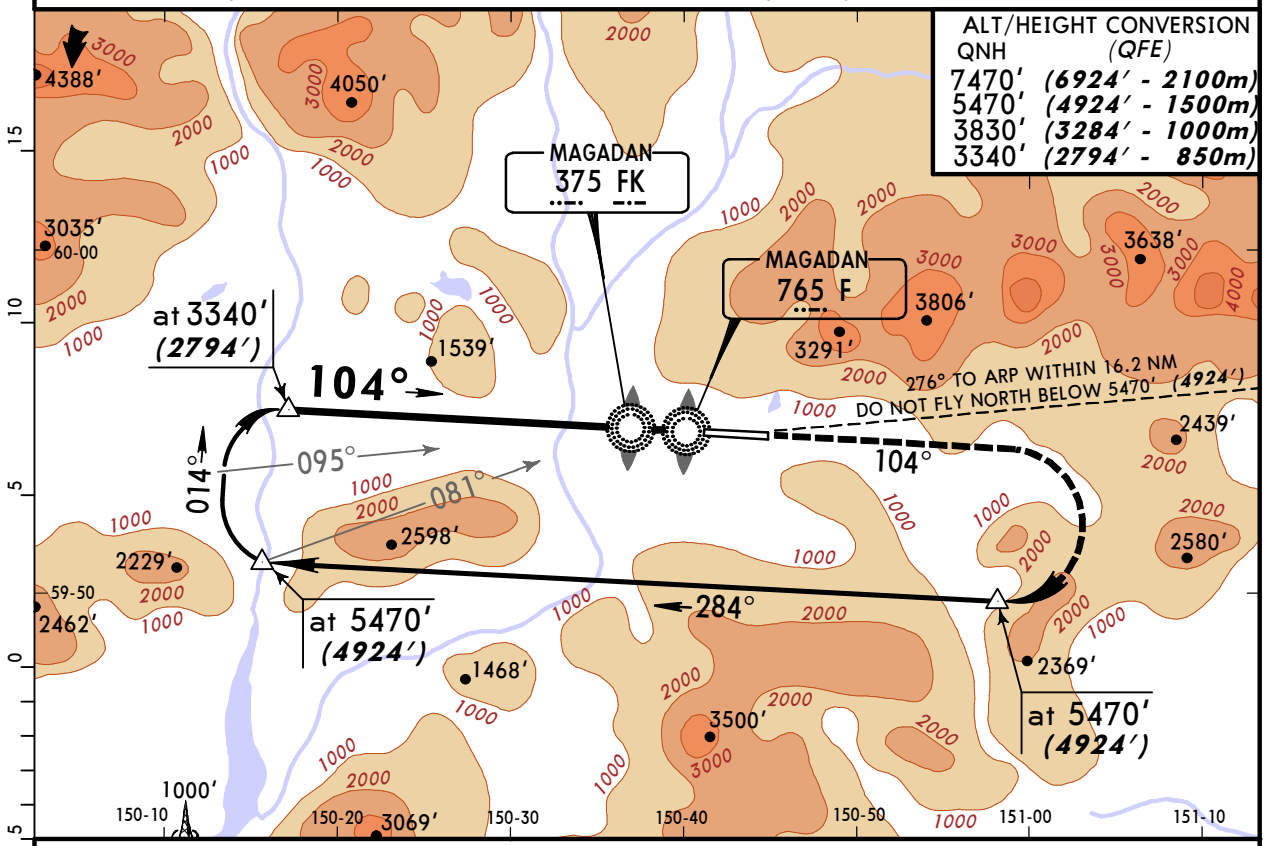
*ATIS	*MAGADAN Approach (APP/SRE)	MAGADAN Tower (PAR/TWR)	Ground
127.4	126.9 124.0	120.8	120.8

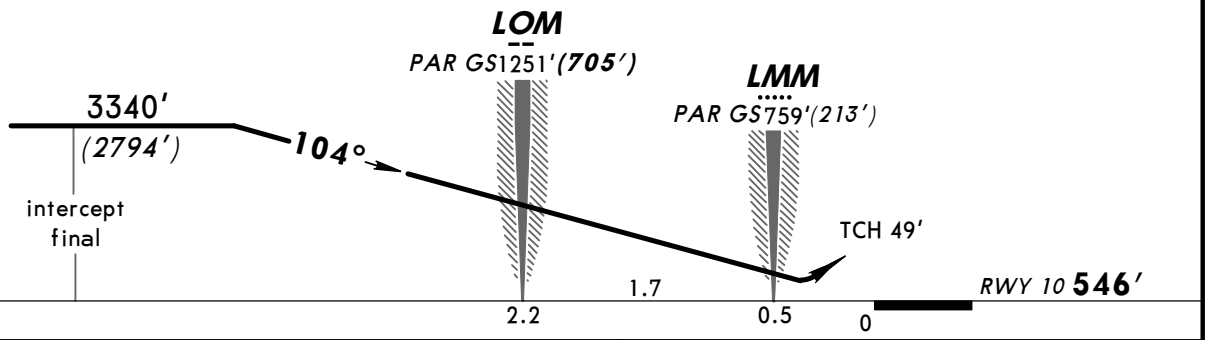
RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H) Refer to Minimums	Apt Elev 574′ RWY 546′
	104°	1251′ (705′)		

MISSED APCH: Climb on 104° to 3830′(3284′), then turn RIGHT onto 284° climbing to 5470′(4924′), then according to chart.



Alt Set:MM(hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 7470′(6924′)
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.83°	356	458	509	611	712	814

HIALS

3830′ (3284′) on 104° | 284° RT | 5470′ (4924′)

STRAIGHT-IN LANDING RWY 10

DA(H)
AB: 746′(200′) C: 751′(205′)
D: 761′(215′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m
B		
C		
D		

CHANGES: Comm. Rwy elev. MSA. Trans level & alt. Bearing.

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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

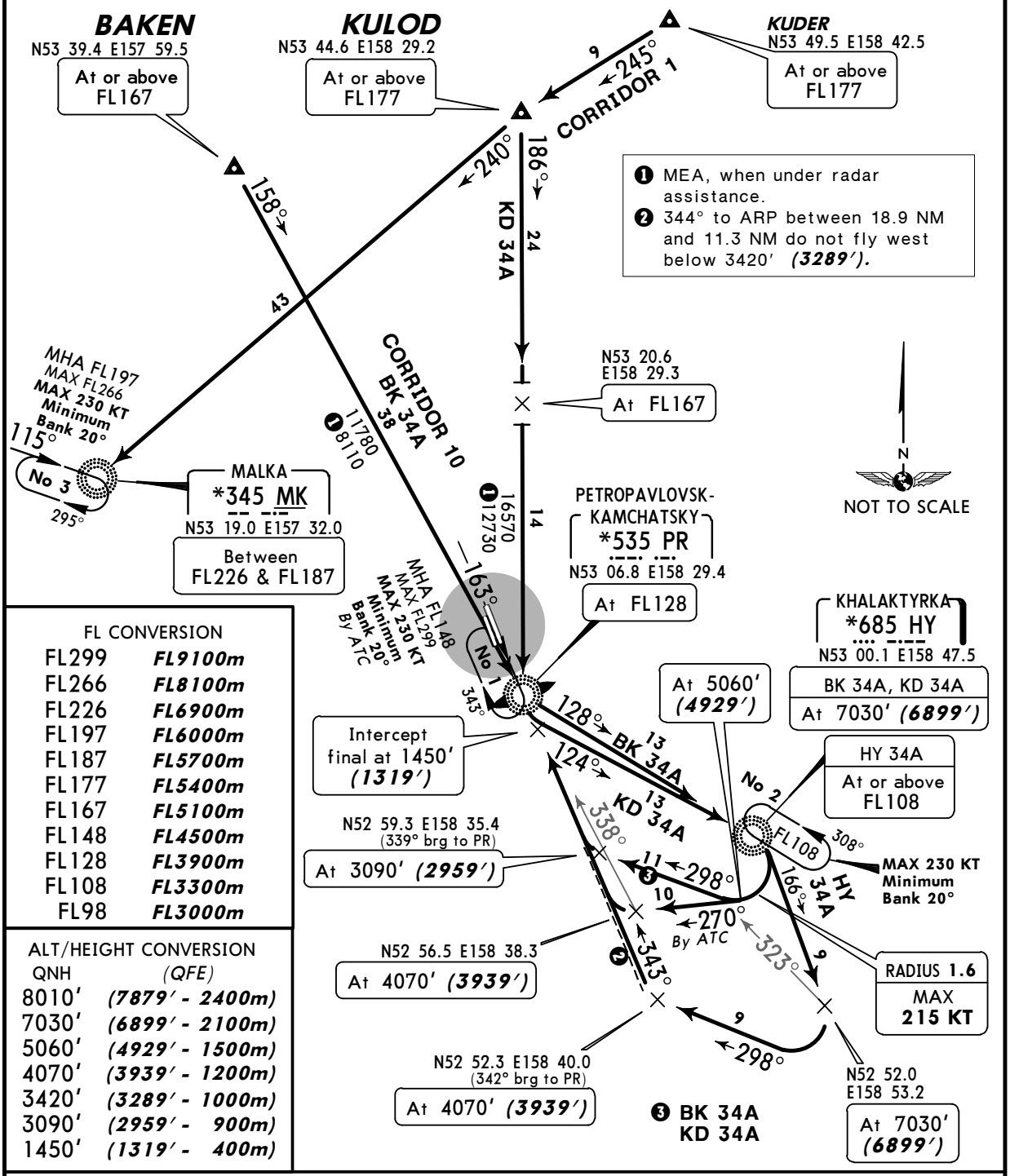
YELIZOVO 24 JUN 05 (10-2) Eff 7 Jul STAR

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***

MSA ARP: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°

BAKEN 34 ALFA (BK 34A), HY 34 ALFA (HY 34A)
KULOD 34 ALFA (KD 34A)
RWY 34R ARRIVALS

FOR MALKA, SAMIK & TUPAN "ALFA" STARS REFER TO CHART 10-2A



FL CONVERSION

FL299	***FL9100m***
FL266	***FL8100m***
FL226	***FL6900m***
FL197	***FL6000m***
FL187	***FL5700m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
BK 34A	158° track to PR, turn LEFT, 128° track to HY, turn RIGHT, 298° track to N52 59.3 E158 35.4, turn RIGHT, 343° track to intercept final approach.
HY 34A By ATC	166° track to N52 52.0 E158 53.2, turn RIGHT, 298° track to N52 52.3 E158 40.0, turn RIGHT, 343° track to intercept final approach.
KD 34A	186° track via N53 20.6 E158 29.3 to PR, turn LEFT, 124° track to HY, turn RIGHT, 298° track to N52 59.3 E158 35.4, turn RIGHT, 343° track to intercept final approach.

CHANGES: Holding over PR revised.

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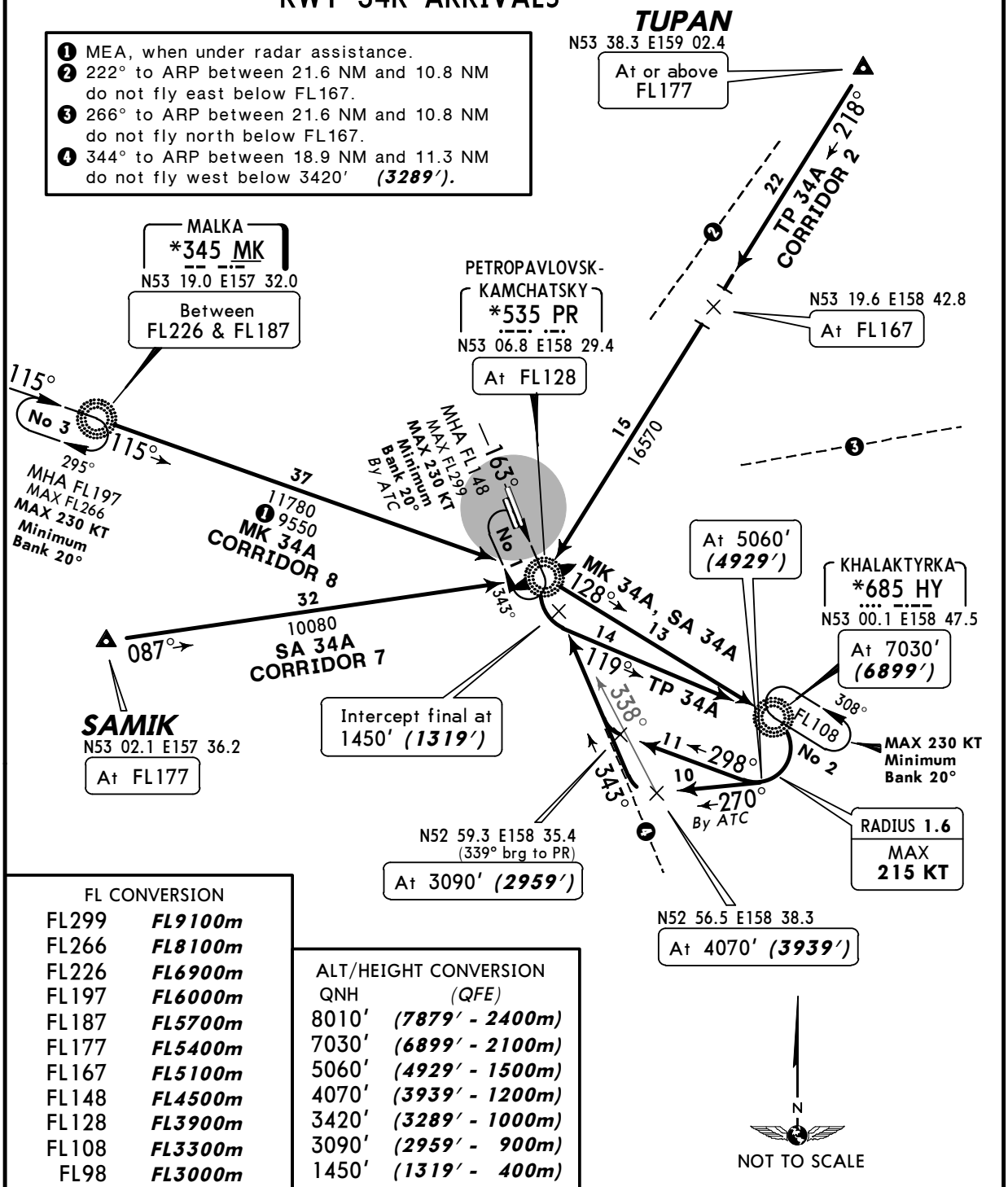
YELIZOVO 24 JUN 05 (10-2A) Eff 7 Jul **STAR**

Apt Elev 131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***

MSA ARP: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°

MALKA 34 ALFA (MK 34A)
SAMIK 34 ALFA (SA 34A)
TUPAN 34 ALFA (TP 34A)
RWY 34R ARRIVALS

❶ MEA, when under radar assistance.
❷ 222° to ARP between 21.6 NM and 10.8 NM do not fly east below FL167.
❸ 266° to ARP between 21.6 NM and 10.8 NM do not fly north below FL167.
❹ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′).***



FL CONVERSION

FL299	***FL9100m***
FL266	***FL8100m***
FL226	***FL6900m***
FL197	***FL6000m***
FL187	***FL5700m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
5060′	***(4929′ - 1500m)***
4070′	***(3939′ - 1200m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
MK 34A	115° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.3 E158 35.4, turn RIGHT, 343° track to intercept final approach.
SA 34A	087° track to PR, turn RIGHT, 128° track to HY, turn RIGHT, 298° track to N52 59.3 E158 35.4, turn RIGHT, 343° track to intercept final approach.
TP 34A	218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 119° track to HY, turn RIGHT, 298° track to N52 59.3 E158 35.4, turn RIGHT, 343° track to intercept final approach.

CHANGES: Holding over PR revised.

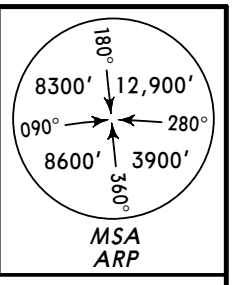
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

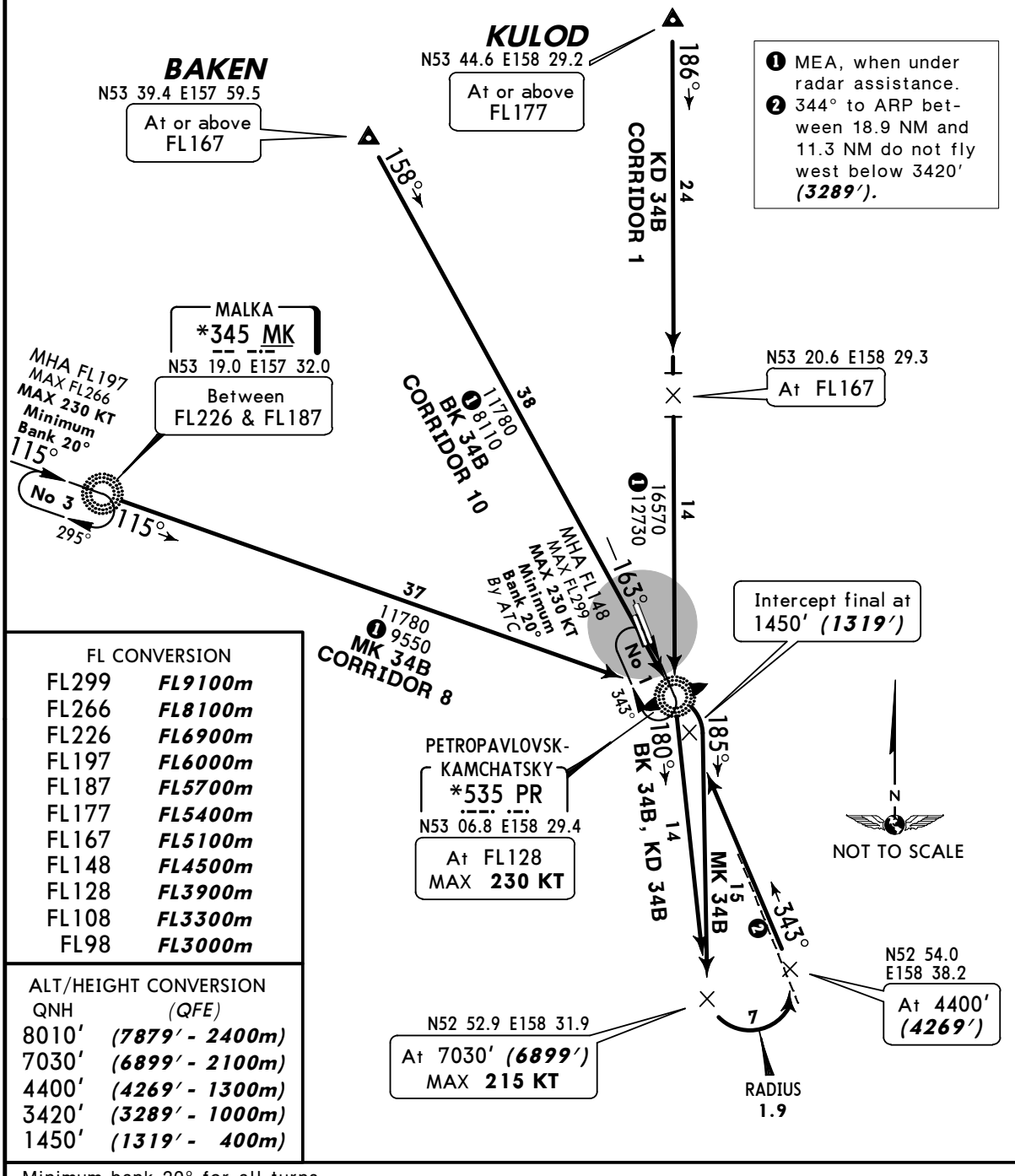
YELIZOVO 24 JUN 05 (10-2B) Eff 7 Jul **STAR**

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***



BAKEN 34 BRAVO (BK 34B)
KULOD 34 BRAVO (KD 34B)
MALKA 34 BRAVO (MK 34B)
RWY 34R ARRIVALS

FOR MN, SAMIK & TUPAN "BRAVO" STARS REFER TO CHART 10-2C



❶ MEA, when under radar assistance.
❷ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′)***.

FL CONVERSION

FL299	***FL9100m***
FL266	***FL8100m***
FL226	***FL6900m***
FL197	***FL6000m***
FL187	***FL5700m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
BK 34B	158° track to PR, turn RIGHT, 180° track to N52 52.9 E158 31.9, turn LEFT to N52 54.0 E158 38.2, 343° track to intercept final approach.
KD 34B	186° track via N53 20.6 E158 29.3 to PR, turn LEFT, 180° track to N52 52.9 E158 31.9, turn LEFT to N52 54.0 E158 38.2, 343° track to intercept final approach.
MK 34B	115° track to PR, turn RIGHT, 185° track to N52 52.9 E158 31.9, turn LEFT to N52 54.0 E158 38.2, 343° track to intercept final approach.

CHANGES: Holding over PR revised.

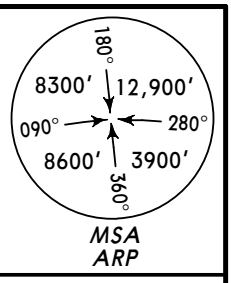
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 24 JUN 05 (10-2C) Eff 7 Jul STAR

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***

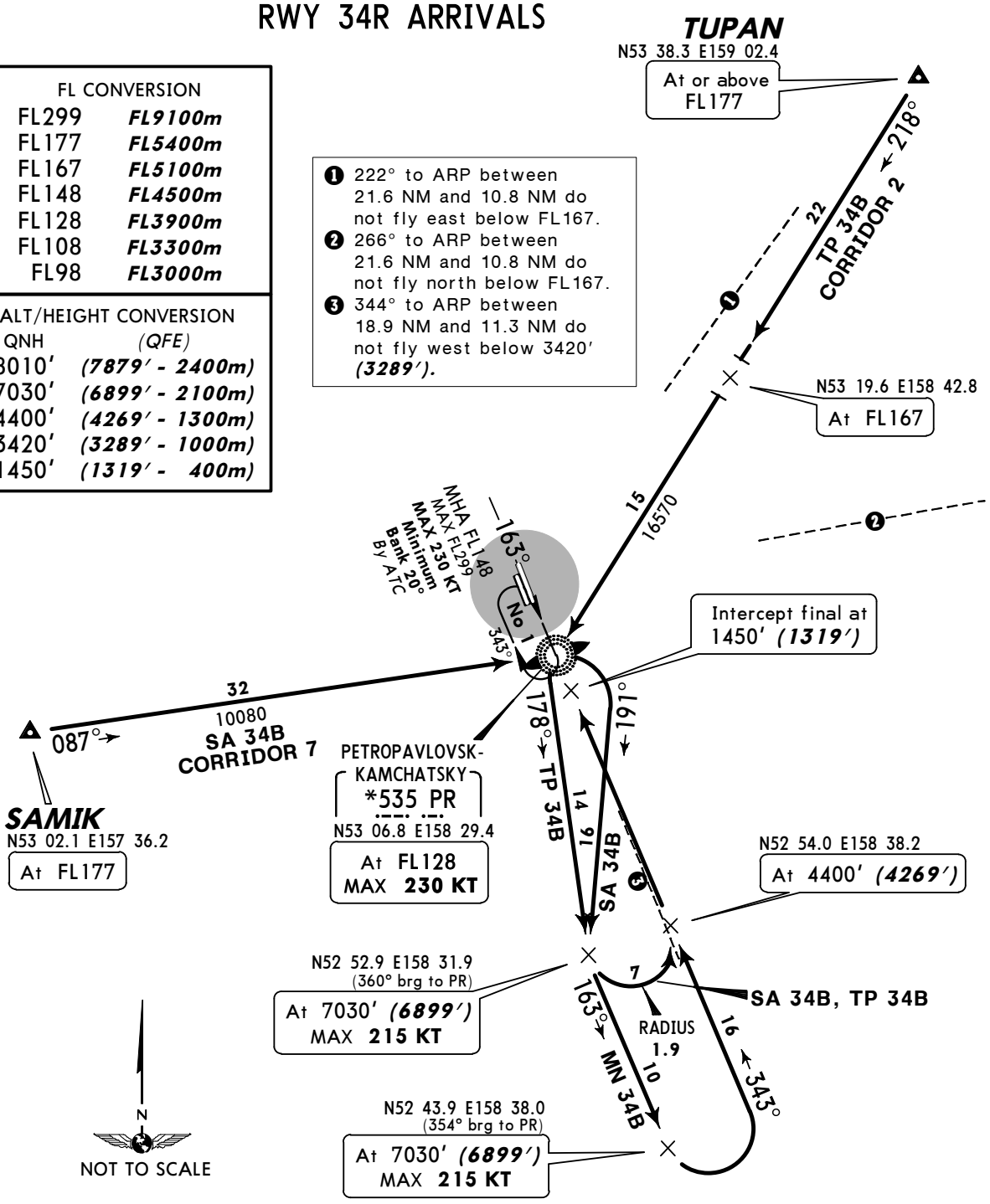


MN 34 BRAVO (MN 34B)
SAMIK 34 BRAVO (SA 34B)
TUPAN 34 BRAVO (TP 34B)
RWY 34R ARRIVALS

FL CONVERSION	
FL299	***FL9100m***
FL177	***FL5400m***
FL167	***FL5100m***
FL148	***FL4500m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
1450′	***(1319′ - 400m)***

❶ 222° to ARP between 21.6 NM and 10.8 NM do not fly east below FL167.
❷ 266° to ARP between 21.6 NM and 10.8 NM do not fly north below FL167.
❸ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′).***



Minimum bank 20° for all turns.

STAR	ROUTING
MN 34B By ATC	At N52 52.9 E158 31.9 turn LEFT, 163° track to N52 43.9 E158 38.0, turn LEFT, 343° track via N52 54.0 E158 38.2 to intercept final approach.
SA 34B	087° track to PR, turn RIGHT, 191° track to N52 52.9 E158 31.9, turn LEFT to N52 54.0 E158 38.2, 343° track to intercept final approach.
TP 34B	218° track via N53 19.6 E158 42.8 to PR, turn LEFT, 178° track to N52 52.9 E158 31.9, turn LEFT to N52 54.0 E158 38.2, 343° track to intercept final approach.

CHANGES: Holding over PR revised.

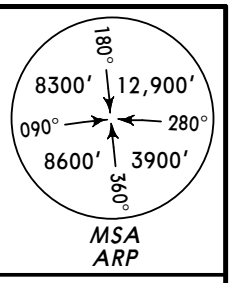
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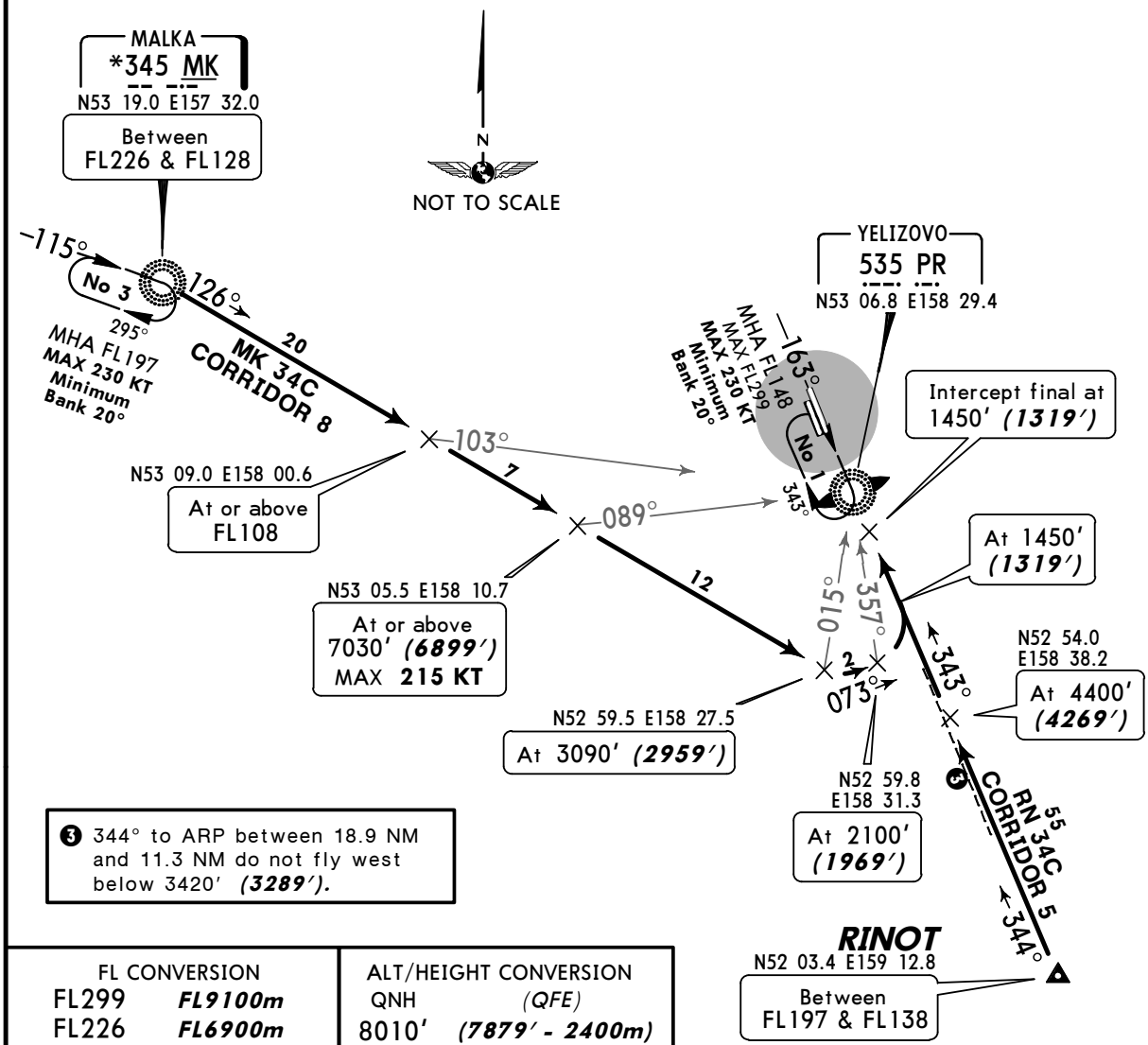
UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

28 APR 06 (10-2D) **Eff 11 May** **STAR**

Apt Elev	
131′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***



MALKA 34 CHARLIE (MK 34C)
RINOT 34 CHARLIE (RN 34C)
RWY 34R ARRIVALS
BY ATC



❸ 344° to ARP between 18.9 NM and 11.3 NM do not fly west below 3420′ ***(3289′).***

FL CONVERSION	
FL299	***FL9100m***
FL226	***FL6900m***
FL197	***FL6000m***
FL148	***FL4500m***
FL138	***FL4200m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8010′	***(7879′ - 2400m)***
7030′	***(6899′ - 2100m)***
4400′	***(4269′ - 1300m)***
3420′	***(3289′ - 1000m)***
3090′	***(2959′ - 900m)***
2100′	***(1969′ - 600m)***
1450′	***(1319′ - 400m)***

Minimum bank 20° for all turns.

STAR	ROUTING
MK 34C ❶❷	126° track via N53 09.0 E158 00.6 and N53 05.5 E158 10.7 to N52 59.5 E158 27.5, turn LEFT, 073° track to N52 59.8 E158 31.3, turn LEFT, 343° track to intercept final approach.
RN 34C	344° track to N52 54.0 E158 38.2, 343° track to intercept final approach.

❶ Radar control required.
❷ If radar control or MK not available, proceed to PR at or above the safe flight level, then as directed by ATC.

CHANGES: STAR NASTA 34C replaced by RINOT 34C.

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UHPP/PKC PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 12 NOV 04 (10-3) Eff 25 Nov SID

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7898′)***

MSA ARP: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°

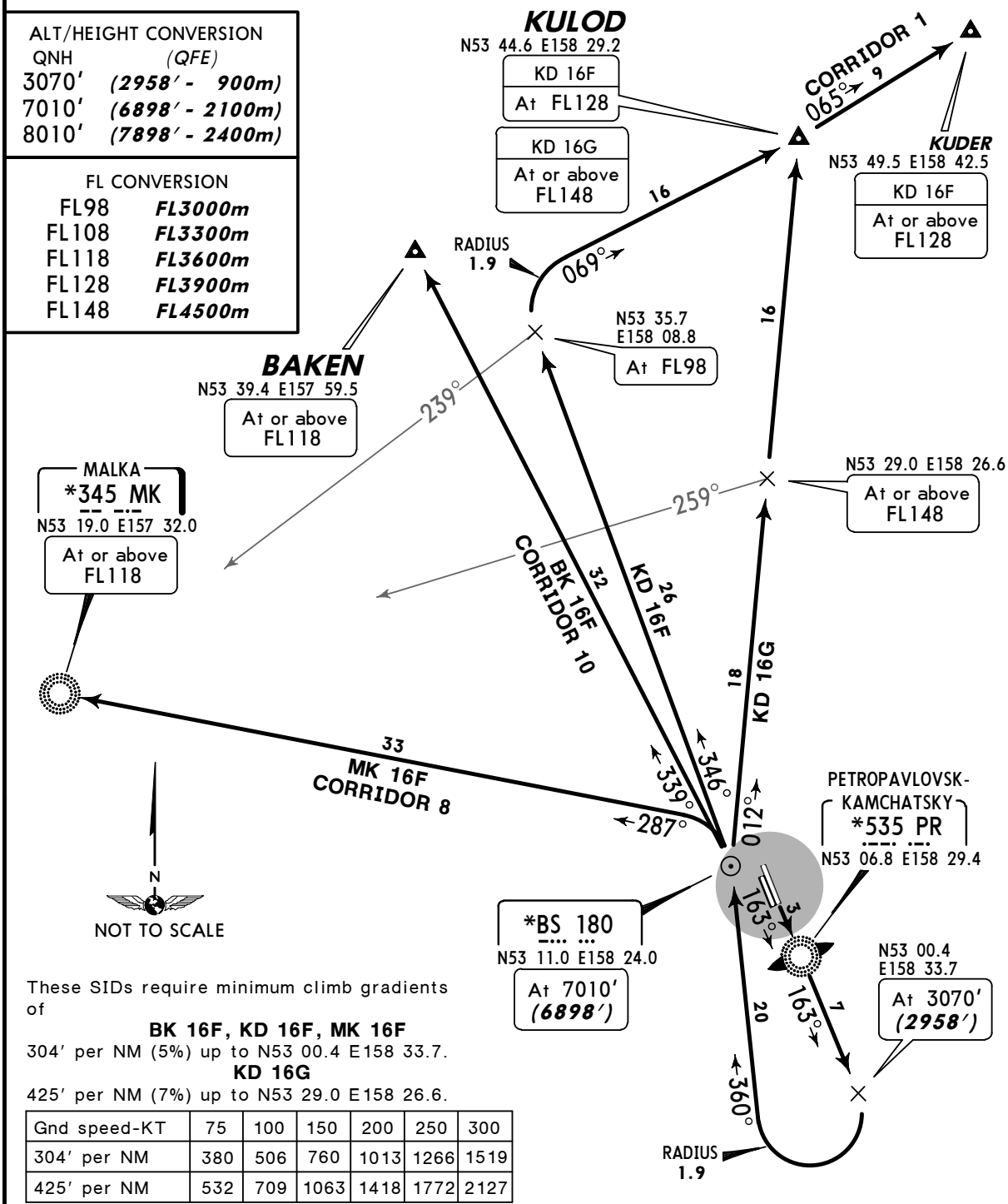
BAKEN 16F (BK 16F), KULOD 16F (KD 16F) KULOD 16G (KD 16G), MALKA 16F (MK 16F) RWY 16L DEPARTURES

ALT/HEIGHT CONVERSION

QNH	(QFE)
3070′	***(2958′ - 900m)***
7010′	***(6898′ - 2100m)***
8010′	***(7898′ - 2400m)***

FL CONVERSION

FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***



These SIDs require minimum climb gradients of

BK 16F, KD 16F, MK 16F

304′ per NM (5%) up to N53 00.4 E158 33.7.

KD 16G

425′ per NM (7%) up to N53 29.0 E158 26.6.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
BK 16F	Straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 339° track to BAKEN.
KD 16F	Straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 346° track to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.
KD 16G	Straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn RIGHT, 012° track via N53 29.0 E158 26.6 to KULOD.
MK 16F	Straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 287° track to MK.

CHANGES: KULOD SIDs redesignated KD.

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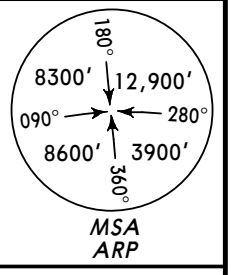
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 12 NOV 04 (10-3A) Eff 25 Nov — SID

Apt Elev 131′

QNH on request **(QFE)**
Trans level: FL98
FL108 if pressure is less than 733 mm (977 hPa)
Trans alt: 8010′ ***(7879′)***

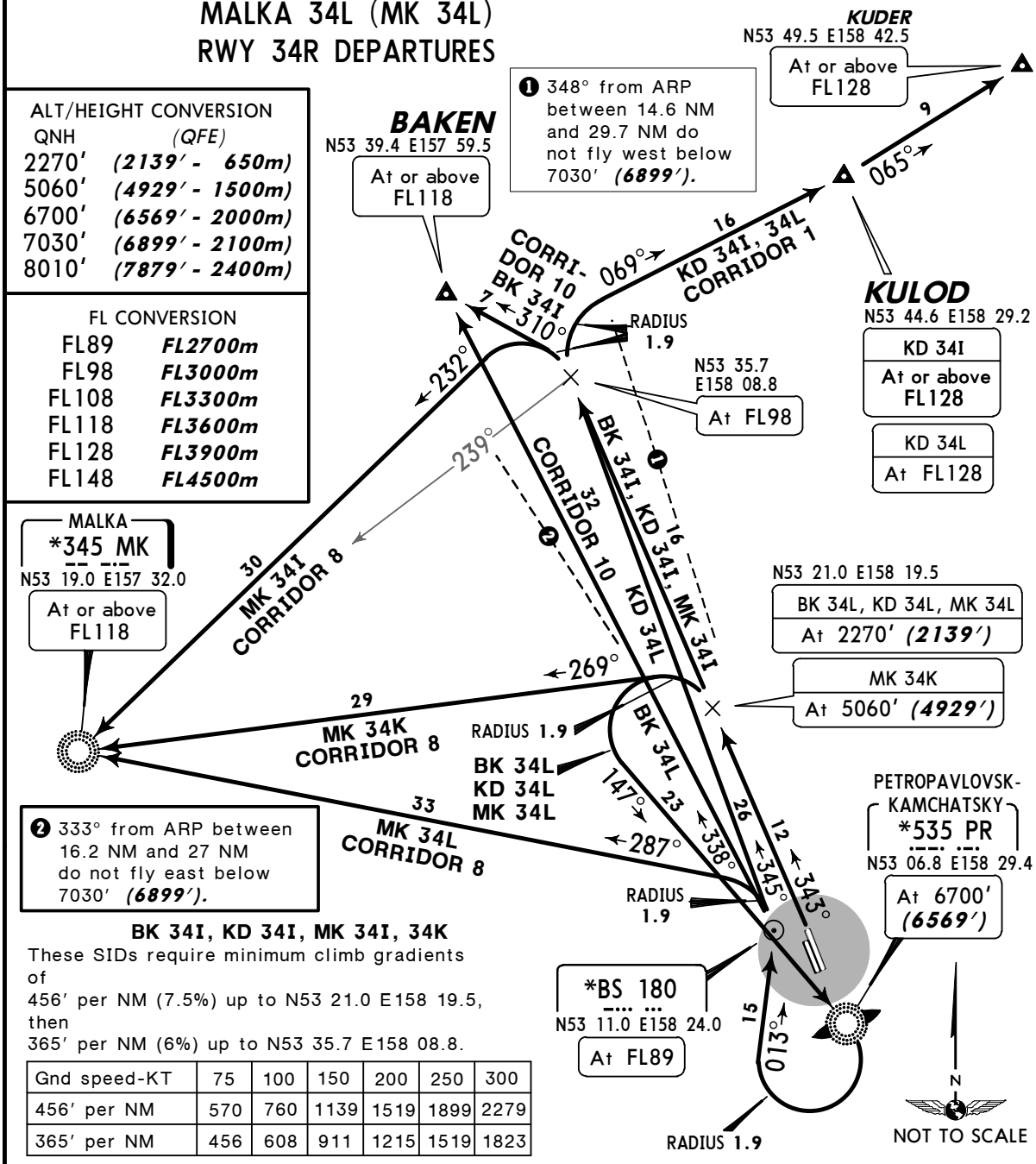


BAKEN 34I (BK 34I), BAKEN 34L (BK 34L)
KULOD 34I (KD 34I), KULOD 34L (KD 34L)
MALKA 34I (MK 34I), MALKA 34K (MK 34K)
MALKA 34L (MK 34L)
RWY 34R DEPARTURES

SPEED:
MAX 250 KT
BELOW FL148

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
5060′	***(4929′ - 1500m)***
6700′	***(6569′ - 2000m)***
7030′	***(6899′ - 2100m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***
FL128	***FL3900m***
FL148	***FL4500m***



BK 34I, KD 34I, MK 34I, 34K

These SIDs require minimum climb gradients of
456′ per NM (7.5%) up to N53 21.0 E158 19.5, then
365′ per NM (6%) up to N53 35.7 E158 08.8.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279
365′ per NM	456	608	911	1215	1519	1823

SID	ROUTING
BK 34I	Straight ahead to N53 35.7 E158 08.8, turn LEFT, 310° track to BAKEN.
BK 34L	Straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 338° track to BAKEN.
KD 34I	Straight ahead to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.
KD 34L	Straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 345° track to N53 35.7 E158 08.8, turn RIGHT, 069° track to KULOD, then to KUDER.
MK 34I	Straight ahead to N53 35.7 E158 08.8, turn LEFT, 232° track to MK.
MK 34K By ATC	Straight ahead to N53 21.0 E158 19.5, turn LEFT, 269° track to MK.
MK 34L	Straight ahead to N53 21.0 E158 19.5, turn LEFT, 147° track to PR, turn RIGHT, 013° track to BS, turn LEFT, 287° track to MK.

CHANGES: KULOD SIDs redesignated KD.

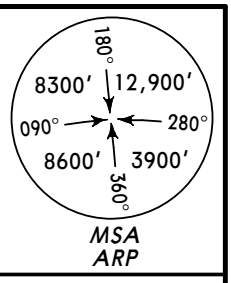
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

YELIZOVO 28 APR 06 (10-3B) Eff 11 May SID

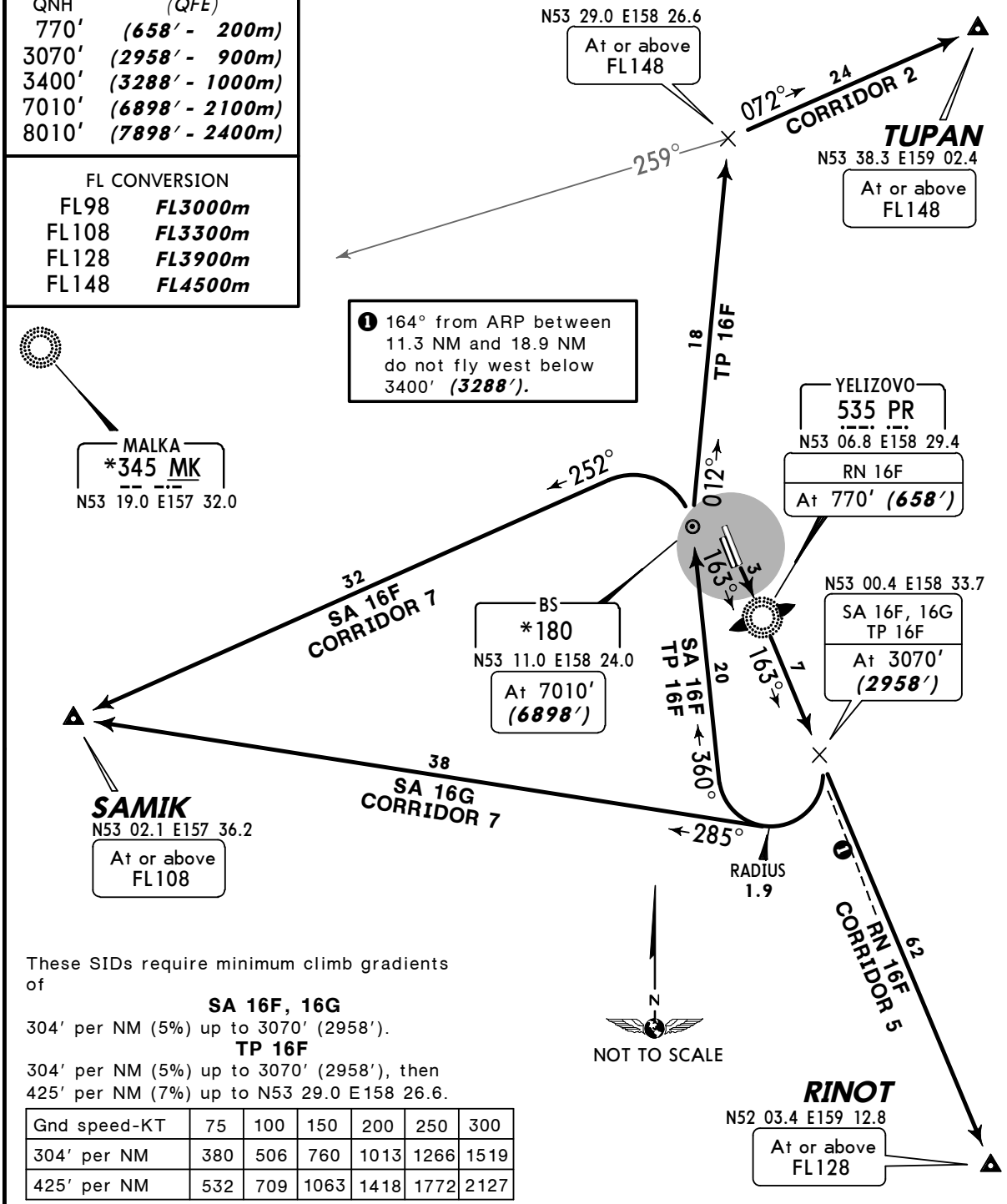
Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7898′)***



RINOT 16F (RN 16F), SAMIK 16F (SA 16F) SAMIK 16G (SA 16G), TUPAN 16F (TP 16F) RWY 16L DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
770′	***(658′ - 200m)***
3070′	***(2958′ - 900m)***
3400′	***(3288′ - 1000m)***
7010′	***(6898′ - 2100m)***
8010′	***(7898′ - 2400m)***

FL CONVERSION	
FL98	***FL3000m***
FL108	***FL3300m***
FL128	***FL3900m***
FL148	***FL4500m***



These SIDs require minimum climb gradients of

SA 16F, 16G

304′ per NM (5%) up to 3070′ (2958′).

TP 16F

304′ per NM (5%) up to 3070′ (2958′), then 425′ per NM (7%) up to N53 29.0 E158 26.6.

Gnd speed-KT	75	100	150	200	250	300
304′ per NM	380	506	760	1013	1266	1519
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
RN 16F By ATC	Climb straight ahead to 770′ (658′), 163° track to RINOT.
SA 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn LEFT, 252° track to SAMIK.
SA 16G By ATC	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 285° track to SAMIK.
TP 16F	Climb straight ahead to N53 00.4 E158 33.7, turn RIGHT, 360° track to BS, turn RIGHT, 012° track to N53 29.0 E158 26.6, 072° track to TUPAN.

CHANGES: SID NASTA 16F replaced by RINOT 16F.

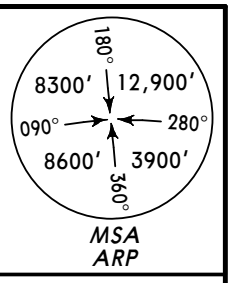
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

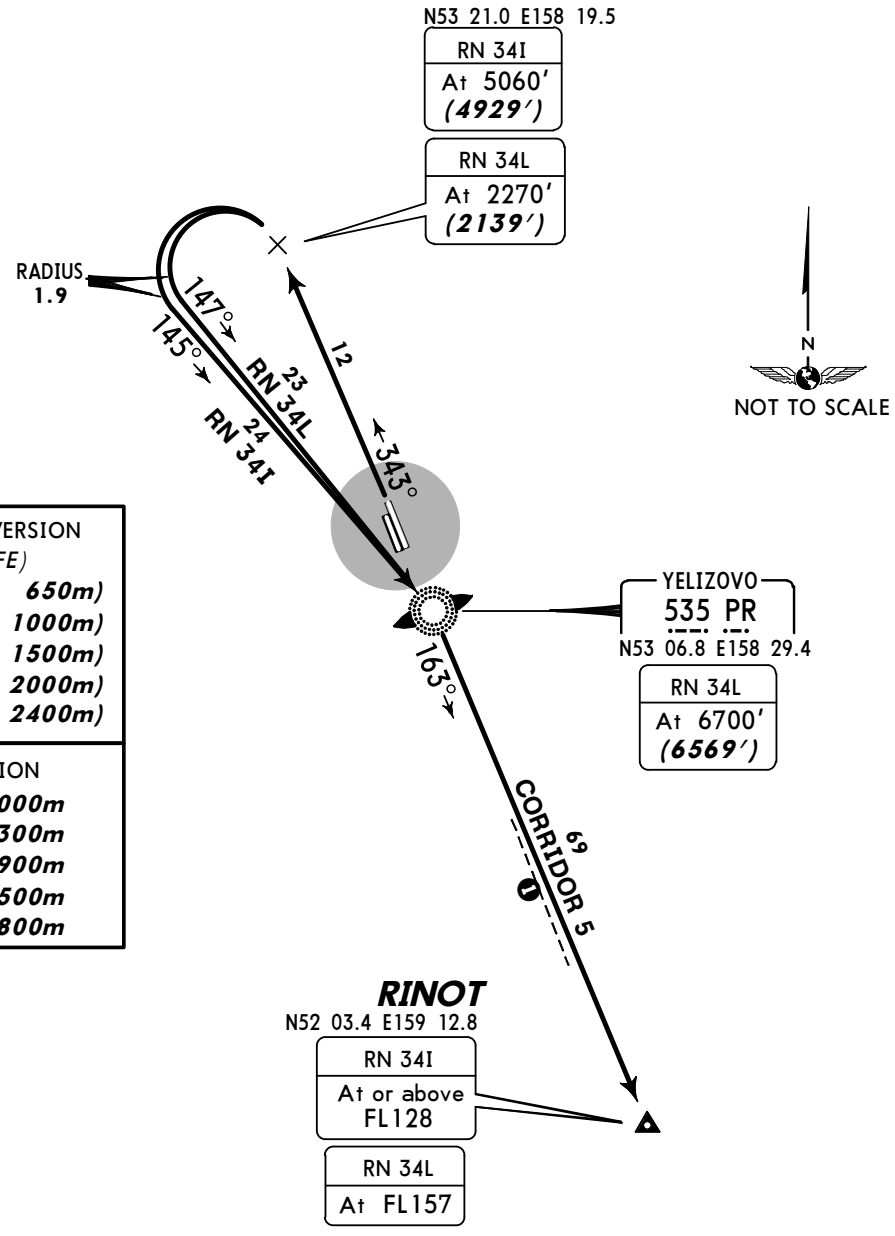
YELIZOVO 28 APR 06 (10-3C) Eff 11 May SID

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***



RINOT 34I (RN 34I), RINOT 34L (RN 34L)
RWY 34R DEPARTURES
BY ATC

SPEED: MAX 250 KT BELOW FL148



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
3420′	***(3289′ - 1000m)***
5060′	***(4929′ - 1500m)***
6700′	***(6569′ - 2000m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION	
FL98	***FL3000m***
FL108	***FL3300m***
FL128	***FL3900m***
FL148	***FL4500m***
FL157	***FL4800m***

RN 34I

This SID requires a minimum climb gradient of
456′ per NM (7.5%) up to N53 21.0 E158 19.5.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

❶ 164° from ARP between 11.3 NM and 18.9 NM do not fly west below 3420′ ***(3289′).***

SID	ROUTING
RN 34I	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 145° bearing to PR, turn RIGHT, 163° bearing to RINOT.
RN 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 163° bearing to RINOT.

CHANGES: NASTA SIDs replaced by RINOT SIDs.

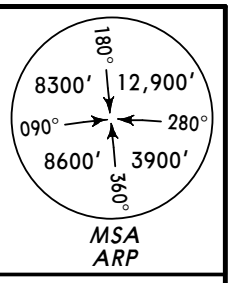
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

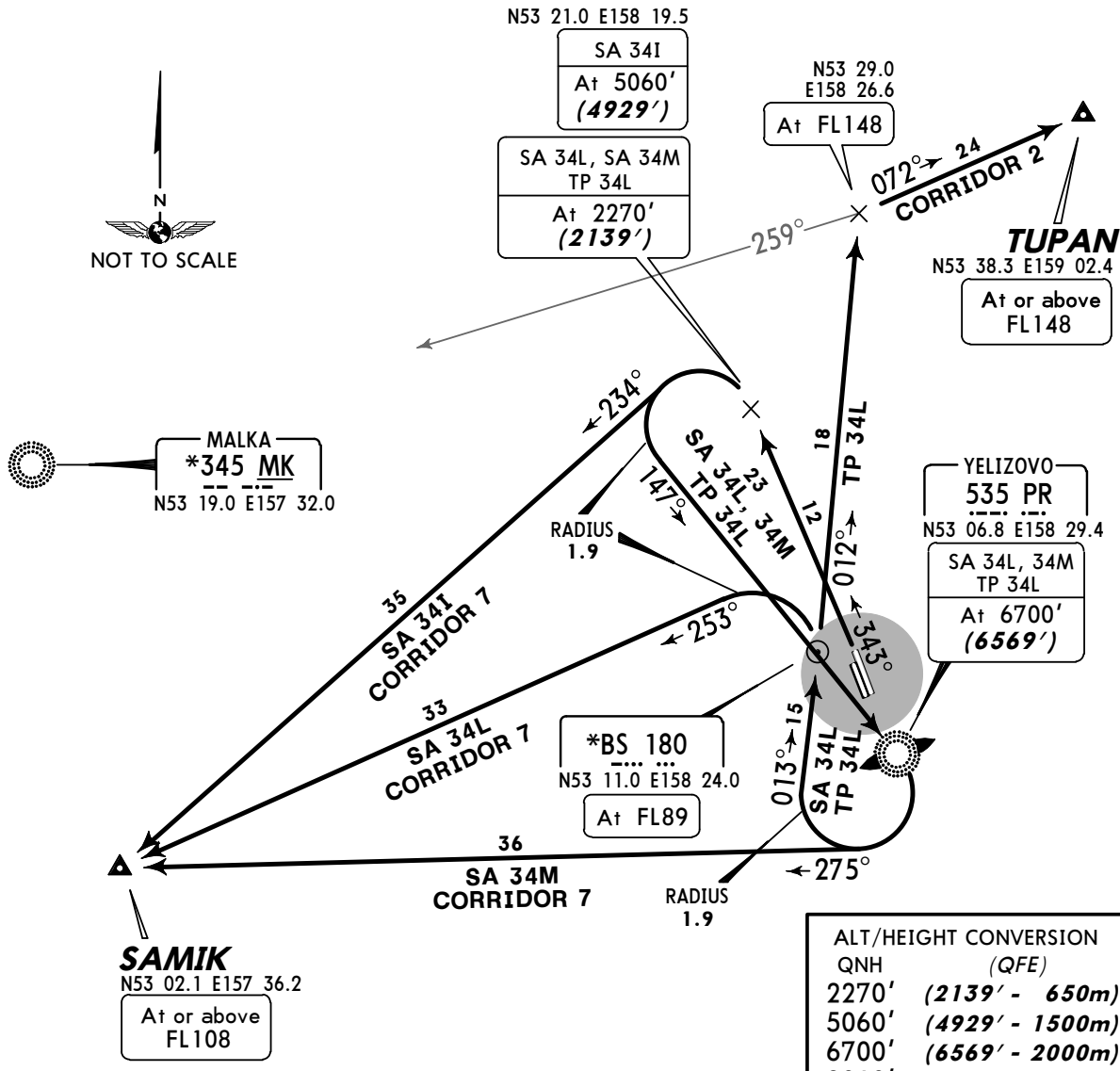
YELIZOVO 9 DEC 05 (10-3D) **SID**

Apt Elev	
131′	QNH on request **(QFE)** Trans level: FL98 FL108 if pressure is less than 733 mm (977 hPa) Trans alt: 8010′ ***(7879′)***



SAMIK 34I (SA 34I), SAMIK 34L (SA 34L)
SAMIK 34M (SA 34M), TUPAN 34L (TP 34L)
RWY 34R DEPARTURES

SPEED: MAX 250 KT BELOW FL148



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2270′	***(2139′ - 650m)***
5060′	***(4929′ - 1500m)***
6700′	***(6569′ - 2000m)***
8010′	***(7879′ - 2400m)***

FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***
FL148	***FL4500m***

SA 34I

This SID requires a minimum climb gradient of
456′ per NM (7.5%) up to N53 21.0 E158 19.5.

Gnd speed-KT	75	100	150	200	250	300
456′ per NM	570	760	1139	1519	1899	2279

SID	ROUTING
SA 34I	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, 234° track to SAMIK.
SA 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, turn LEFT, 253° track to SAMIK.
SA 34M **By ATC**	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 275° track to SAMIK.
TP 34L	Climb straight ahead to N53 21.0 E158 19.5, turn LEFT, intercept 147° bearing to PR, turn RIGHT, 013° track to BS, 012° track to N53 29.0 E158 26.6, 072° track to TUPAN.

CHANGES: New chart.

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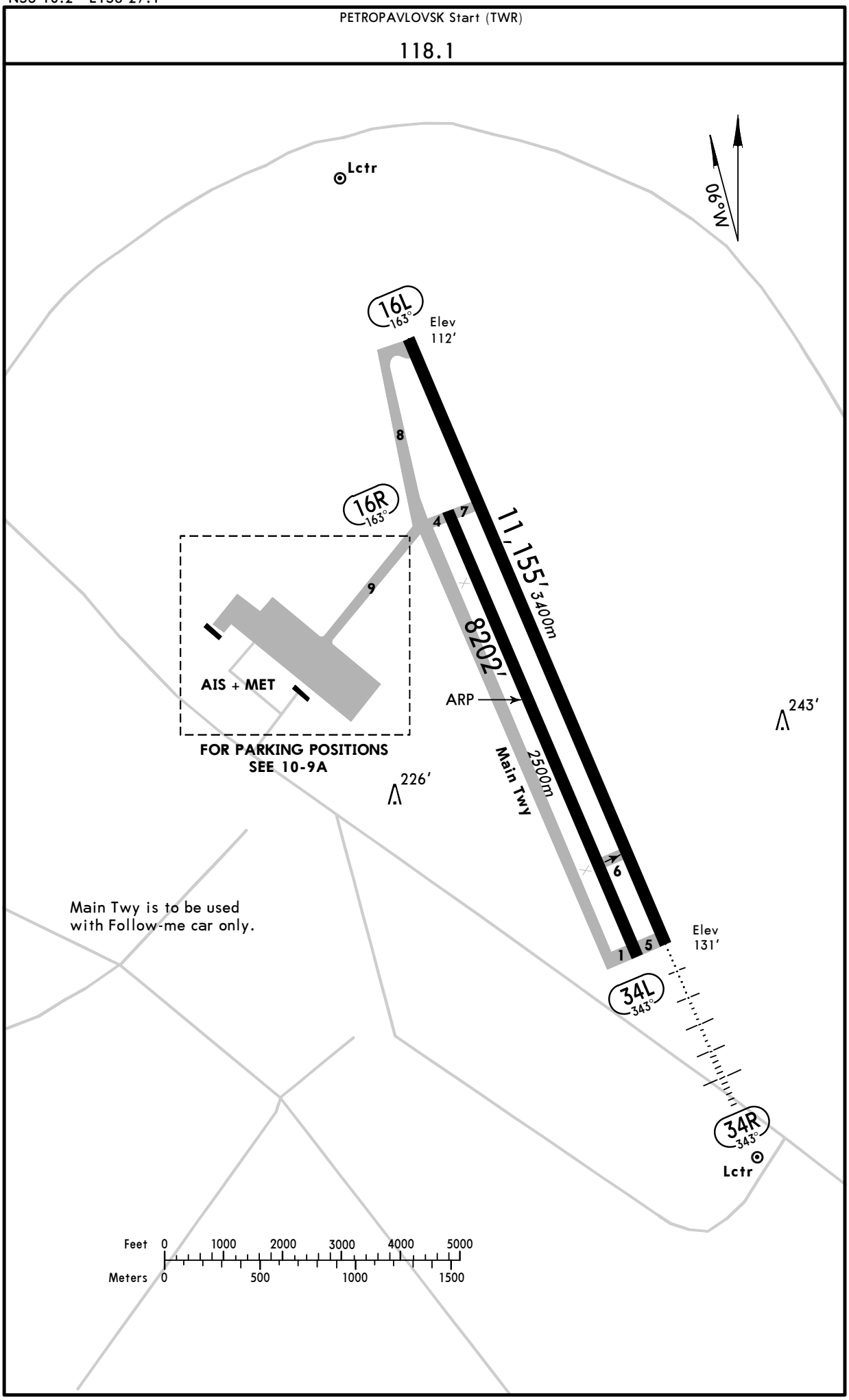
UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

Apt Elev **131′** 30 SEP 05 (10-9)
N53 10.2 E158 27.1

YELIZOVO

PETROPAVLOVSK Start (TWR)

118.1



CHANGES: None.

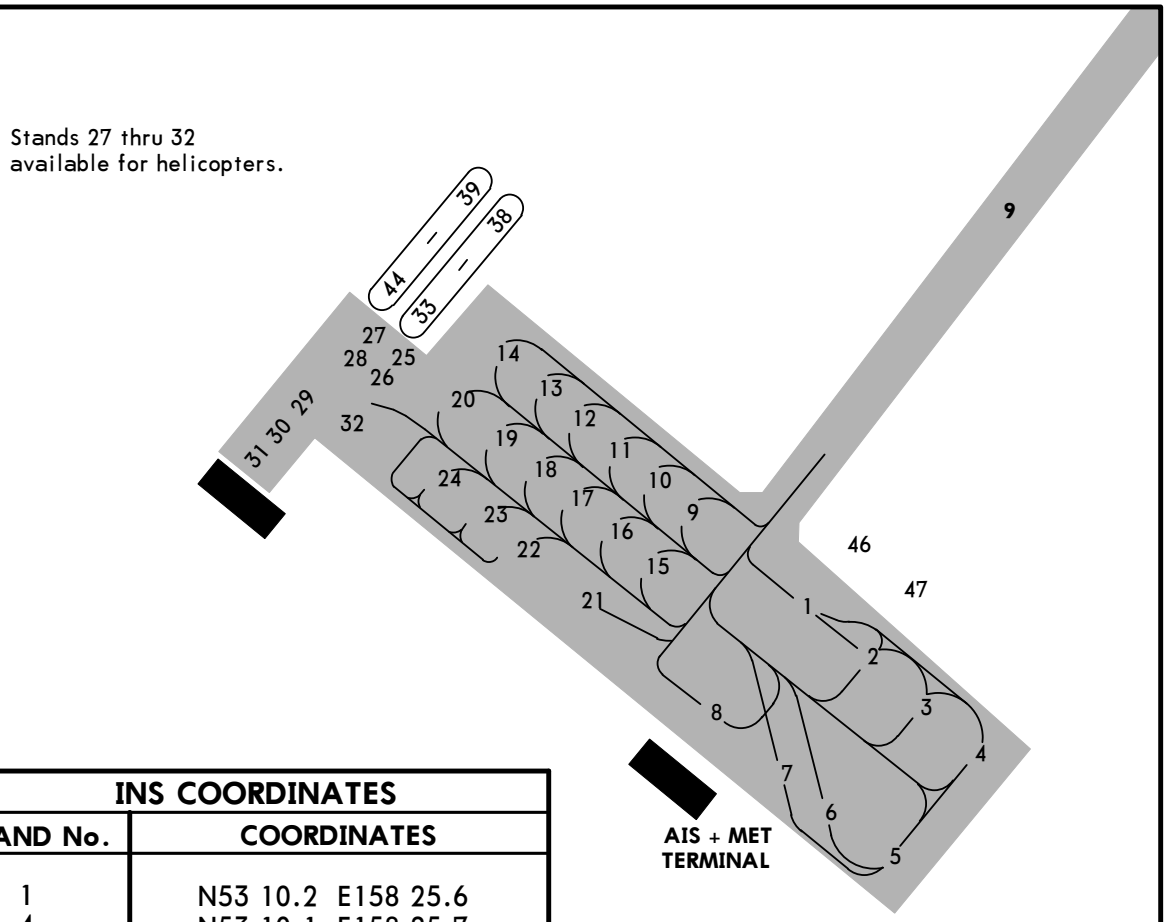
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UHPP/PKC JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

30 SEP 05 (10-9A)

YELIZOVO



INS COORDINATES

STAND No.	COORDINATES
1	N53 10.2 E158 25.6
4	N53 10.1 E158 25.7
5	N53 10.0 E158 25.6
9	N53 10.2 E158 25.5
14	N53 10.3 E158 25.4

GENERAL

Birds.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
16L	HIRL *(60m)*	RVR			❶	197′ *60m*
34R	HIRL *(60m)* HIALS	RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 16L:
From rwy head 11,155′ (3400m)
twy 7 int 8169′ (2490m)

RWY 34R:
From rwy head 11,155′ (3400m)
twy 6 int 9843′ (3000m)

16R ❷ 34L						197′ *60m*

❷ Rwy is used for taxiing only.

TAKE-OFF

AIR CARRIER (JAA)

Rwy 16L/34R

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

CHANGES: TORA.

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UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

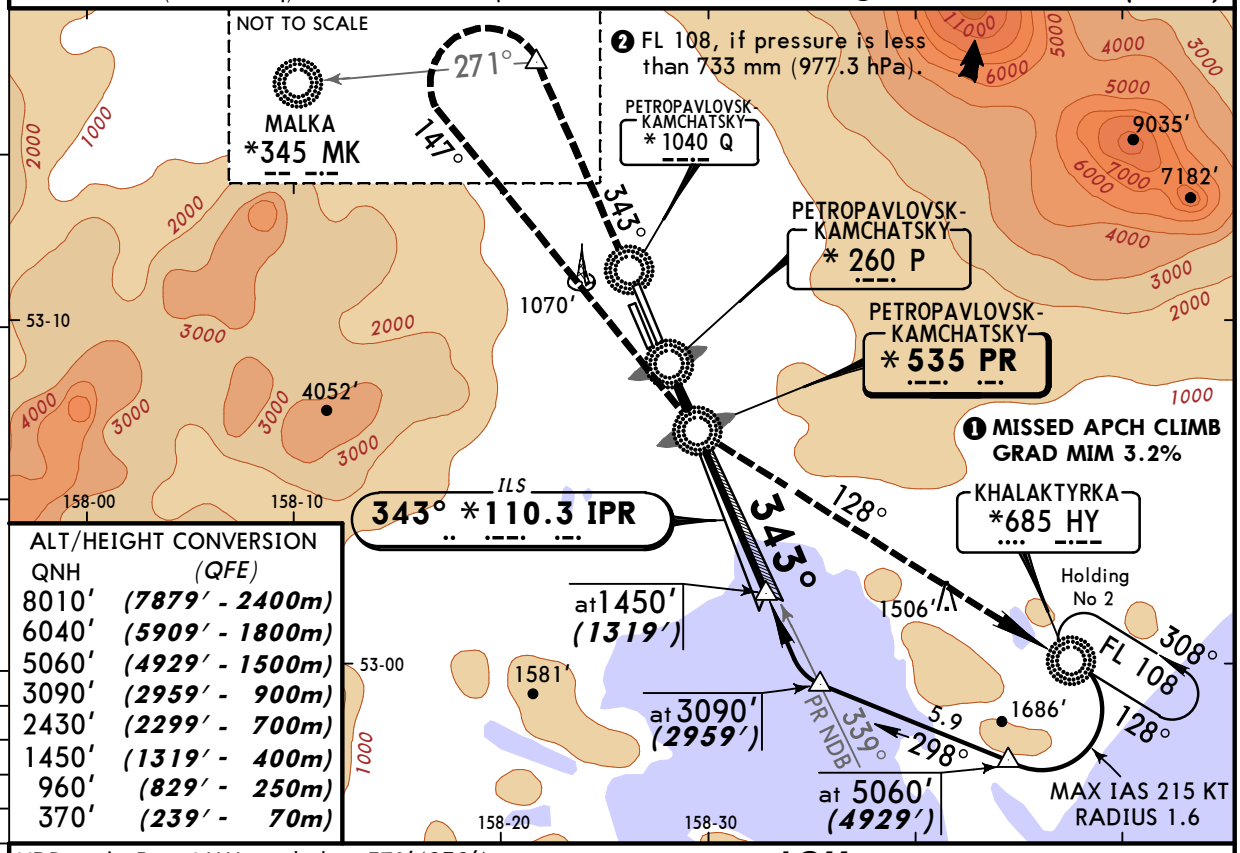
10 DEC 04 (11-1) Eff 23 Dec ❶ ILS- or 2 NDB- Alfa Rwy 34R

BRIEFING STRIP ™

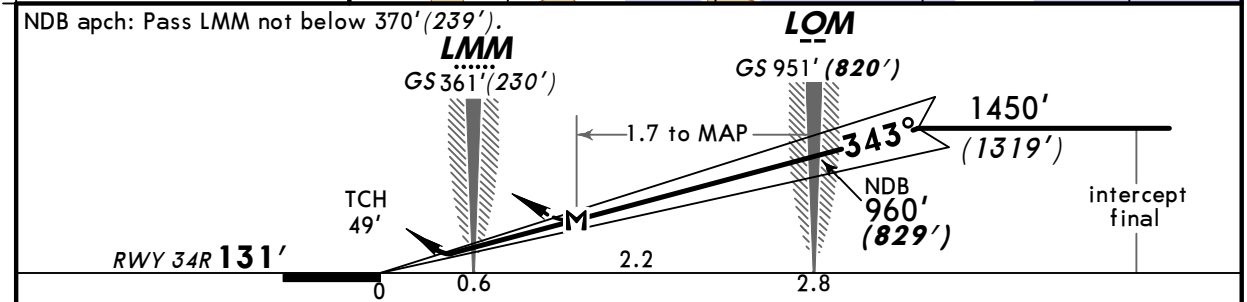
PETROPAVLOVSK Krug (SRE) 119.4		PETROPAVLOVSK Start (PAR/TWR) 118.1			
LOC IPR ***110.3**	*Final Apch Crs* **343°**	*GS* **LOM** 951′ *(820′)*	*ILS DA(H)* 331′ *(200′)*	*Apt Elev* 131′	180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°
NDB PR ***535**		*Minimum Alt* **LOM** 960′ *(829′)*	*NDB MDA(H)* 490′ *(359′)*	*RWY* **131′**	*MSA Airport*

MISSED APCH: Climb on 343° to 2430′ *(2299′)* or above to 271° MK NDB, then turn LEFT onto 147° climbing to 6040′ *(5909′)* to PR NDB, then proceed on 128° to HY NDB, then according to chart or to holding No2.
Climb grad MIM 3.2% until reaching PR NDB.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 ❷ Trans alt: 8010′*(7879′)*



NDB apch: Pass LMM not below 370′*(239′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS

2430′ *(2299′)* or above on **343°**

STRAIGHT-IN LANDING RWY **34R**
Missed apch climb gradient mim 3.2%

PANS OPS

	ILS DA(H) 331′ *(200′)* FULL	ILS DA(H) 331′ *(200′)* ALS out	LOC (GS out)	NDB MDA(H) 490′ *(359′)*	NDB MDA(H) 490′ *(359′)* ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1800m* VIS *2000m*
B					
C				RVR *1500m* VIS *1600m*	
D					

CHANGES: MAP. Minimums.

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UHPP/PKC YELIZOVO — JEPPESEN 10 DEC 04 Eff 23 Dec (11-2) — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

❶ ILS- or 2 NDB- Bravo-1 Rwy 34R

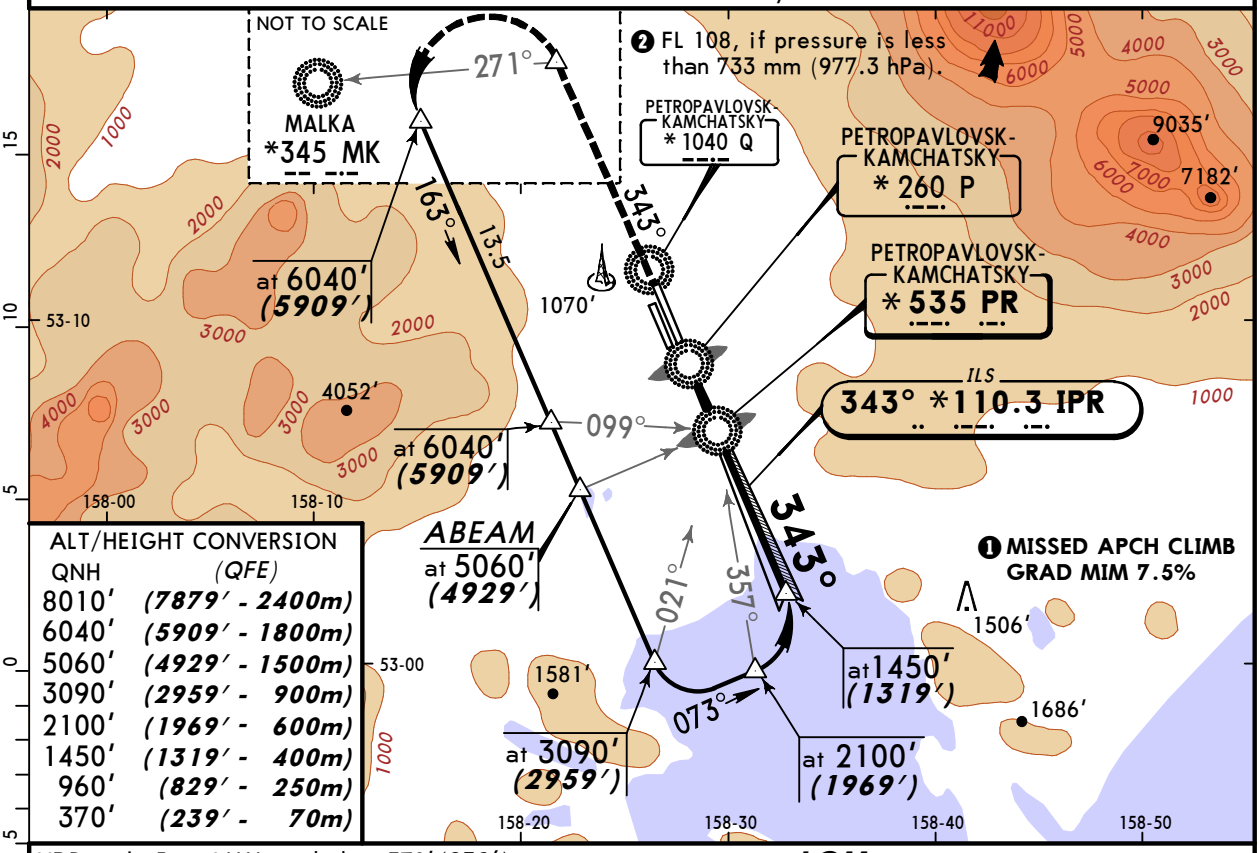
BRIEFING STRIP ™

PETROPAVLOVSK Krug (SRE) 119.4		PETROPAVLOVSK Start (PAR/TWR) 118.1			
LOC IPR *110.3	Final Apch Crs 343°	GS LOM 951′ (820′)	ILS DA(H) 331′ (200′)	Apt Elev 131′	
NDB PR *535		Minimum Alt LOM 960′ (829′)	NDB MDA(H) 490′ (359′)	RWY 131′	

MSA: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°
Airport

MISSED APCH: Climb on 343° to 5060′ (4929′), then turn LEFT onto 163° climbing to 6040′(5909′), then according to chart.

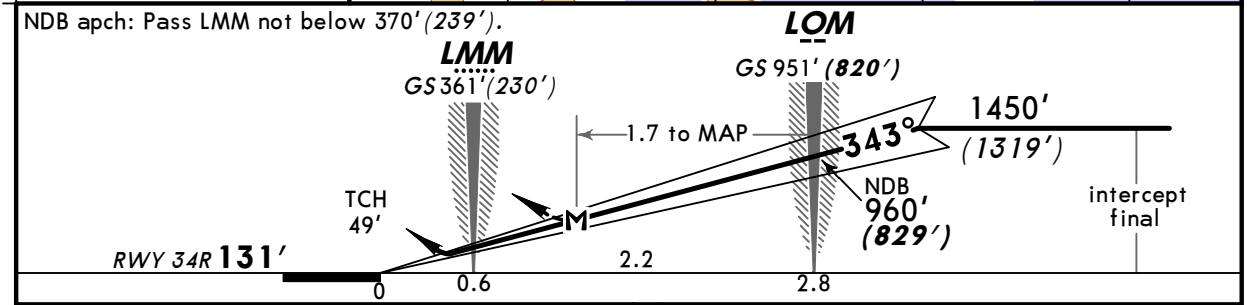
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 ❷ Trans alt: 8010′(7879′)
Procedure also carried out in case of radio com failure immediately after take-off.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	(7879′ - 2400m)
6040′	(5909′ - 1800m)
5060′	(4929′ - 1500m)
3090′	(2959′ - 900m)
2100′	(1969′ - 600m)
1450′	(1319′ - 400m)
960′	(829′ - 250m)
370′	(239′ - 70m)

NDB apch: Pass LMM not below 370′(239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS | 5060′ (4929′) on 343° | 163° LT | 6040′ (5909′)

STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mim 7.5% up to 5060′ (4929′)

PANS OPS	ILS DA(H) 331′(200′) FULL	ILS DA(H) 331′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(359′)	NDB MDA(H) 490′(359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C				RVR 1500m VIS 1600m	
D					

CHANGES: MAP. Minimums.

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UHPP/PKC YELIZOVO — PETROPAVLOVSK-KAMCHATSKY, RUSSIA

JEPPESEN 10 DEC 04 Eff 23 Dec (11-3)

❶ ILS- or 2 NDB- Bravo-2 Rwy 34R

BRIEFING STRIP™

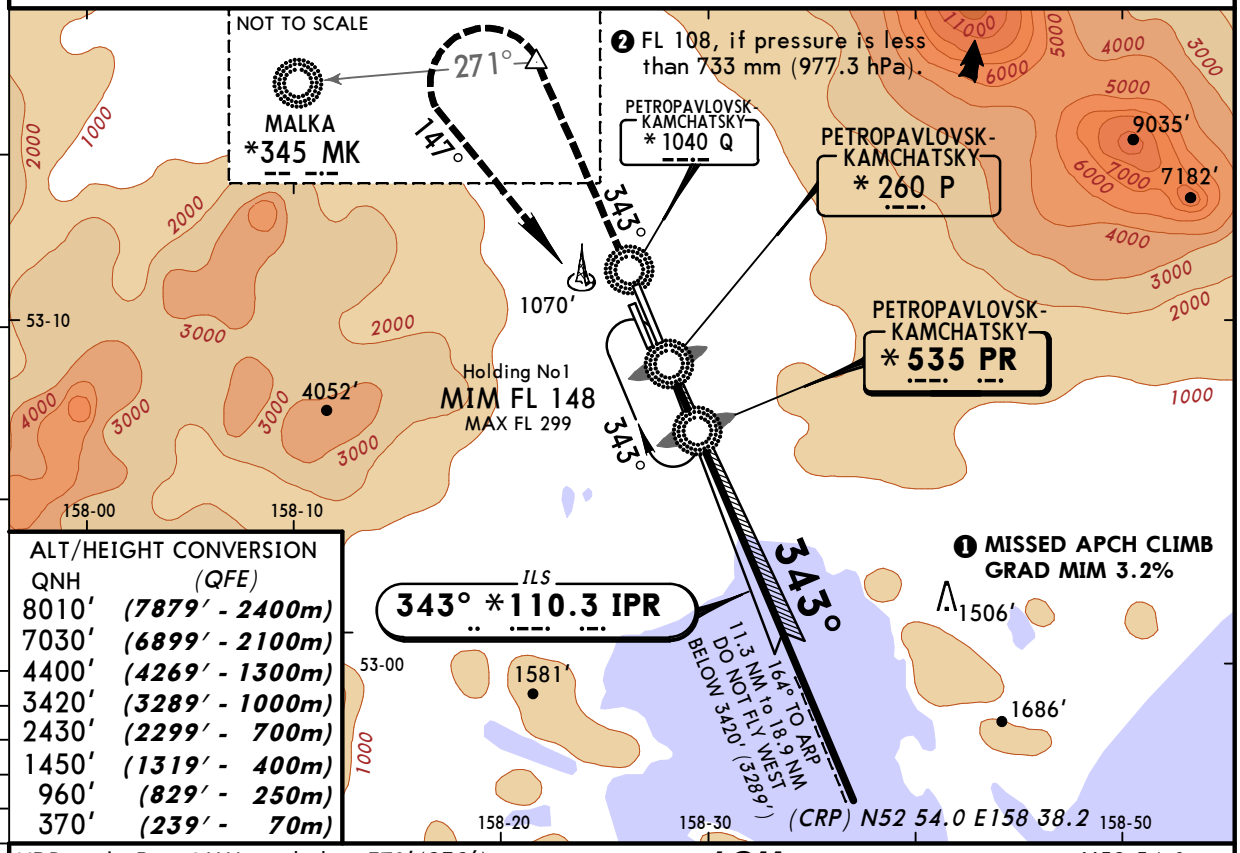
PETROPAVLOVSK Krug (SRE)	PETROPAVLOVSK Start (PAR/TWR)
119.4	118.1

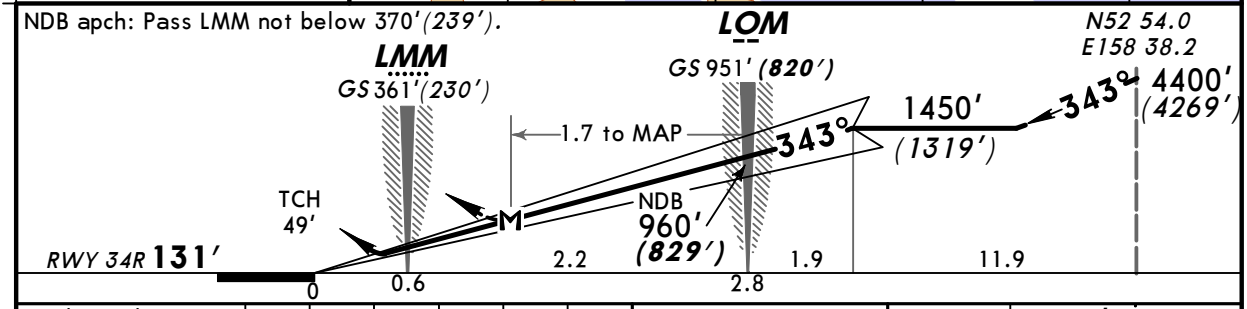
LOC IPR *110.3	Final Apch Crs 343°	GS LOM 951′ (820′)	ILS DA(H) 331′ (200′)	Apt Elev 131′	
NDB PR *535		Minimum Alt LOM 960′ (829′)	NDB MDA(H) 490′ (359′)	RWY 131′	

MSA: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°
Airport

MISSED APCH: Climb on 343° to 2430′ (2299′) or above to 271° MK NDB, then turn LEFT onto 147° climbing to 7030′ (6899′) to PR NDB, then proceed to holding No1. Climb grad MIM 3.2% until reaching PR NDB.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ❷ Trans alt: 8010′(7879′)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.7	1:27	1:08	1:01	0:51	0:44	0:38

HIALS

2430′ (2299′) or above on 343°

STRAIGHT-IN LANDING RWY 34R
Missed apch climb gradient mim 3.2%

PANS OPS

	ILS DA(H) 331′(200′) FULL	ILS DA(H) 331′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(359′)	NDB MDA(H) 490′(359′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MAP. Minimums.

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UHPP/PKC YELIZOVO — JEPPESEN PETROPAVLOVSK-KAMCHATSKY, RUSSIA

10 DEC 04 (19-1) Eff 23 Dec

CIRCLING Rwy 16L

BRIEFING STRIP™

PETROPAVLOVSK Krug (SRE)	PETROPAVLOVSK Start (PAR/TWR)
119.4	118.1

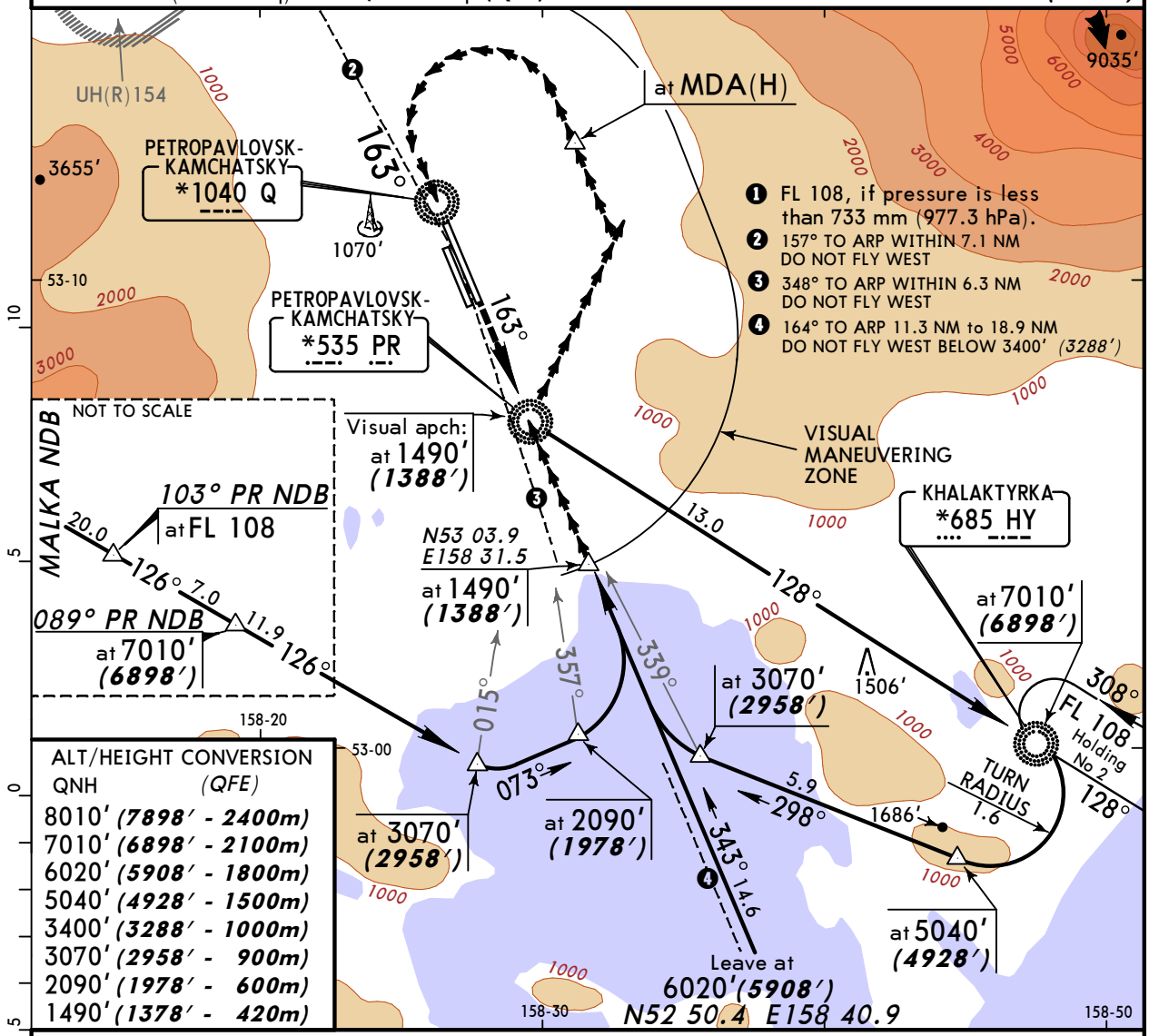
VISUAL	Final Apch Crs 163°	No FAF	MDA(H) Refer to Minimums	Apt Elev 131′ RWY 112′

MISSED APCH: Climb on 163° to 2090′ *(1978′)*, then turn LEFT to holding No 2/HY NDB climbing to 7010′ *(6898′)*, then according to chart.

MSA: 180° 8300′ 12,900′ 090° 280° 8600′ 3900′ 360°

Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 98 ❶ Trans alt: 8010′*(7898′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
8010′	*(7898′ - 2400m)*
7010′	*(6898′ - 2100m)*
6020′	*(5908′ - 1800m)*
5040′	*(4928′ - 1500m)*
3400′	*(3288′ - 1000m)*
3070′	*(2958′ - 900m)*
2090′	*(1978′ - 600m)*
1490′	*(1378′ - 420m)*

2090′ *(1978′)* on 163°

CEILING REQUIRED

LANDING RWY 16L

	MDA(H)	CEIL-VIS
A	580′ *(468′)*	470m - *3000m*
B	810′ *(698′)*	470m - *3000m*
C	900′ *(788′)*	520m - *5000m*
D	1400′ *(1288′)*	520m - *5000m*

CHANGES: Procedure. Minimums.

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UHSS/UUS KHOMUTOVO

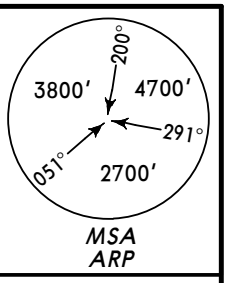
JEPPESEN 16 MAY 03 (10-2)

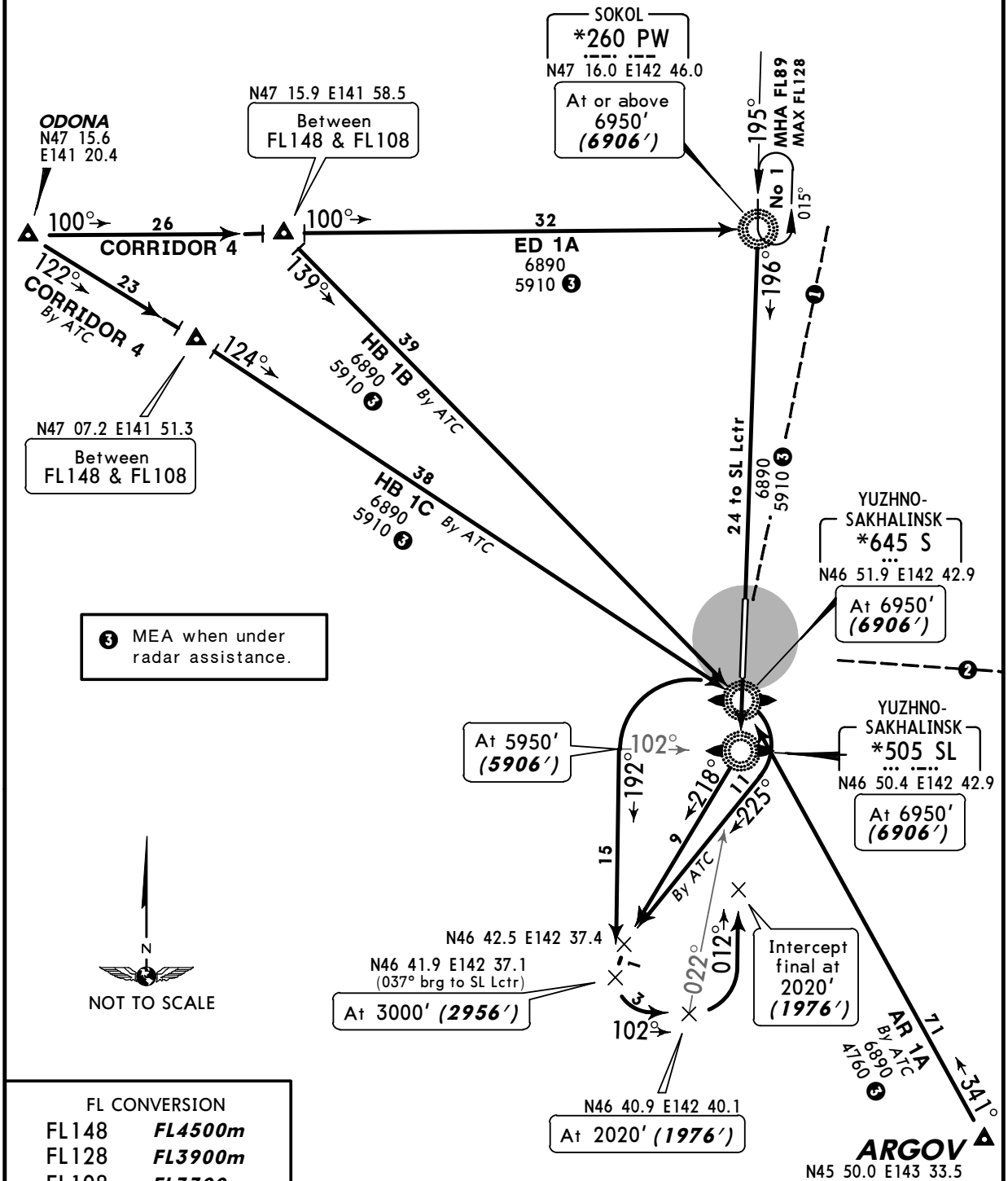
YUZHNO-SAKHALINSK, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6906′)*

AR 1A, ED 1A, HB 1B, HB 1C
RWY 01 ARRIVALS





FL CONVERSION	
FL148	*FL4500m*
FL128	*FL3900m*
FL108	*FL3300m*
FL89	*FL2700m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6950′	*(6906′ - 2100m)*
6450′	*(6406′ - 1950m)*
5950′	*(5906′ - 1800m)*
3000′	*(2956′ - 900m)*
2020′	*(1976′ - 600m)*

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly east below 6450′ *(6406′).*

❷ 285° to ARP between 13.5 NM and 3.8 NM do not fly north below 6450′ *(6406′).*

CHANGES: S & SL Lctr frequencies; new format.

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UHSS/UUS KHOMUTOVO

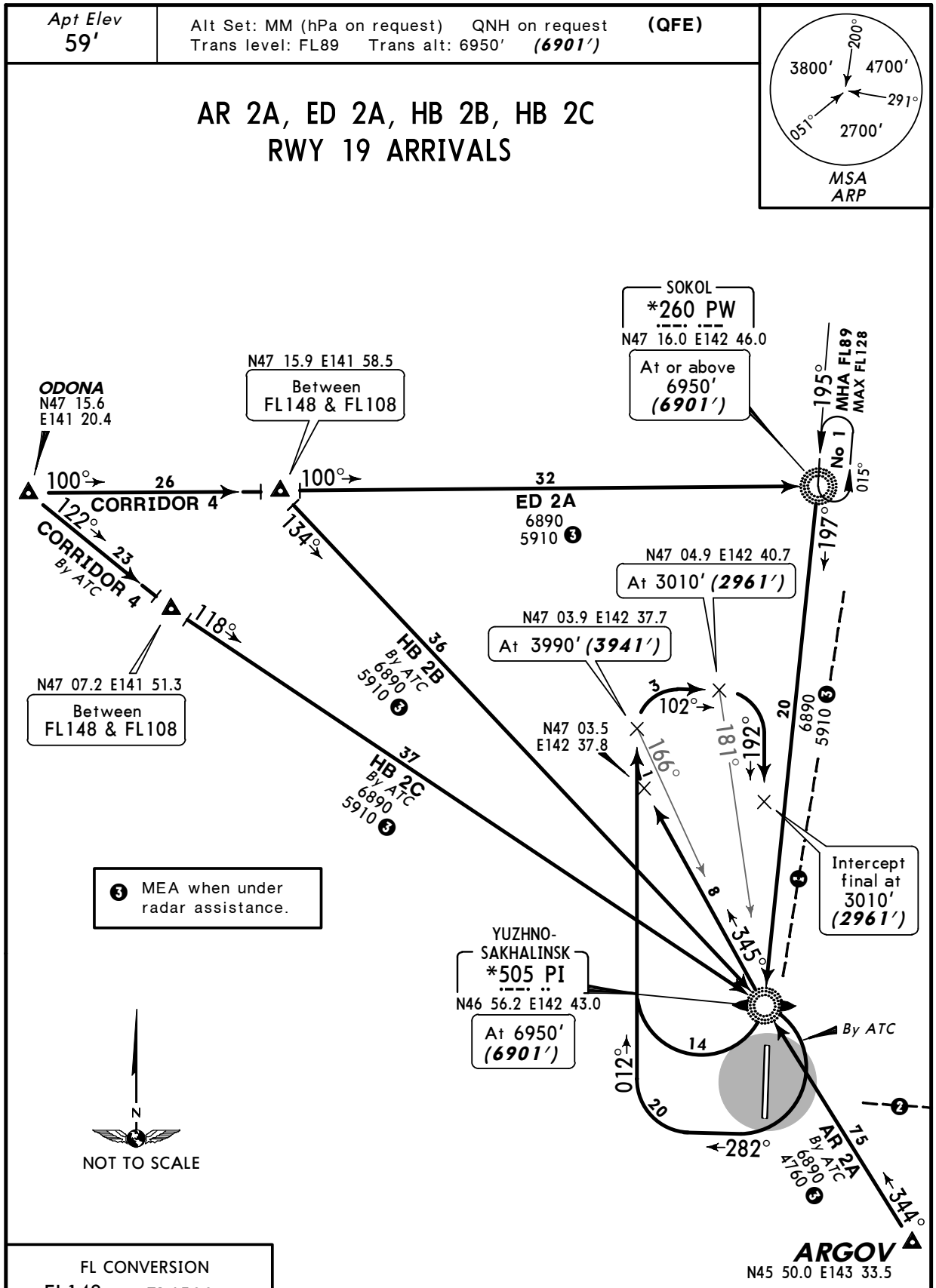
JEPPESEN 16 MAY 03 (10-2A)

YUZHNO-SAKHALINSK, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6901′)*

AR 2A, ED 2A, HB 2B, HB 2C
RWY 19 ARRIVALS



FL CONVERSION	
FL148	*FL4500m*
FL128	*FL3900m*
FL108	*FL3300m*
FL89	*FL2700m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6950′	*(6901′ - 2100m)*
6450′	*(6401′ - 1950m)*
3990′	*(3941′ - 1200m)*
3010′	*(2961′ - 900m)*

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly east below 6450′ *(6401′).*

❷ 285° to ARP between 13.5 NM and 3.8 NM do not fly north below 6450′ *(6401′).*

CHANGES: PI Lctr frequency; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-2B)

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ ***(6906′)***

3800′ 4700′ 2700′ 200° 291° 051°
MSA
ARP

IN 1A, IN 1B, SL 1A, WL 1A
RWY 01 ARRIVALS

BIKUR
N47 57.0
E141 28.0

LIKON
N47 39.4
E142 02.3

152° 44 CORRIDOR 7 By ATC

139° 18 CORRIDOR 7

N47 28.4 E142 22.8
Between
FL148 & FL108

N47 22.7
E142 08.3
Between
FL148 & FL108

153°

20 IN 1A
6890
5910 ❸

195° No 1 MHA FL89 MAX FL128

SOKOL
*260 PW
N47 16.0 E142 46.0
At or above
6950′
(6906′)

015°

196°

❶

❸ MEA when under radar assistance.

39 IN 1B By ATC
6890
5910 ❸

24 to SL Lctr
6890
5910 ❸
IN 1A, SL 1A

YUZHNO-SAKHALINSK
*645 S
N46 51.9 E142 42.9
At 6950′
(6906′)

❶ 200° to ARP between 22.7 NM and 3.8 NM do not fly east below 6450′ ***(6406′).***

❷ 285° to ARP between 13.5 NM and 13.8 NM do not fly north below 6450′ ***(6406′).***

❷

YUZHNO-SAKHALINSK
*505 SL
N46 50.4 E142 42.9
At 6950′
(6906′)

At 5950′
(5906′)

102°
192°
218°
225°
15
9
11
By ATC

Intercept final at 2020′
(1976′)

N46 42.5 E142 37.4

1
3
022°
012°
102°

36 WL 1A CORRIDOR 2
6890
4760 ❸

308°

N46 41.9 E142 37.1
(037° brg to SL Lctr)
At 3000′ ***(2956′)***

N46 40.9 E142 40.1
At 2020′ ***(1976′)***

ODEKO
N46 35.2 E143 28.7
Between
FL138 & FL98

FL CONVERSION	
FL148	***FL4500m***
FL138	***FL4200m***
FL128	***FL3900m***
FL108	***FL3300m***
FL98	***FL3000m***
FL89	***FL2700m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6950′	***(6906′ - 2100m)***
6450′	***(6406′ - 1950m)***
5950′	***(5906′ - 1800m)***
3000′	***(2956′ - 900m)***
2020′	***(1976′ - 600m)***

N
NOT TO SCALE

CHANGES: S & SL Lctr frequencies; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-2C)

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6901′)*

IN 2A, IN 2B, SL 2A, SL 2B, WL 2A RWY 19 ARRIVALS

MSA ARP
200° 4700′
291° 2700′
051° 3800′

BIKUR
N47 57.0
E141 28.0
152° 44 CORRIDOR 7 By ATC

LIKON
N47 39.4
E142 02.3
18 139° CORRIDOR 7

N47 28.4 E142 22.8
Between FL148 & FL108

N47 22.7 E142 08.3
Between FL148 & FL108

20 IN 2A 6890 5910

195° No 1 MHA FL89 MAX FL128

❶ SOKOL
*260 PW
N47 16.0 E142 46.0
At or above 6950′ *(6901′)*

015° 202° 197°

N47 06.6
E142 43.4
At 3010′ *(2961′)*

10 SL 2B ❶

N47 04.9
E142 40.7
At 3010′ *(2961′)*

10 to PI Lctr

149° 36 IN 2B 6890 5910 By ATC

3 102° 181° 192° 20 6890 5910 IN 2A, SL 2A

N47 03.9 E142 37.7
At 3990′ *(3941′)*

166° 1

N47 03.5 E142 37.8

Intercept final at 3010′ *(2961′)*

8 345°

YUZHNO-SAKHALINSK
*505 PI
N46 56.2 E142 43.0
At 6950′ *(6901′)*

012° 14 20 282° By ATC

38 WL 2A CORRIDOR 2 6890 4760 315°

ODEKO
N46 35.2 E143 28.7
Between FL138 & FL98

N

NOT TO SCALE

❹ MEA when under radar assistance.

FL CONVERSION	
FL148	*FL4500m*
FL138	*FL4200m*
FL128	*FL3900m*
FL108	*FL3300m*
FL98	*FL3000m*
FL89	*FL2700m*
FL79	*FL2400m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6950′	*(6901′ - 2100m)*
6450′	*(6401′ - 1950m)*
3990′	*(3941′ - 1200m)*
3010′	*(2961′ - 900m)*

❶ Aircraft approaching via STAR SL 2B and unable to cross PW Lctr at FL79 will be directed to PI Lctr, then according to the approach pattern.
❷ 200° to ARP between 22.7 NM and 3.8 NM do not fly east below 6450′ *(6401′).*
❸ 285° to ARP between 13.5 NM and 3.8 NM do not fly north below 6450′ *(6401′).*

CHANGES: PI Lctr frequency; new format.

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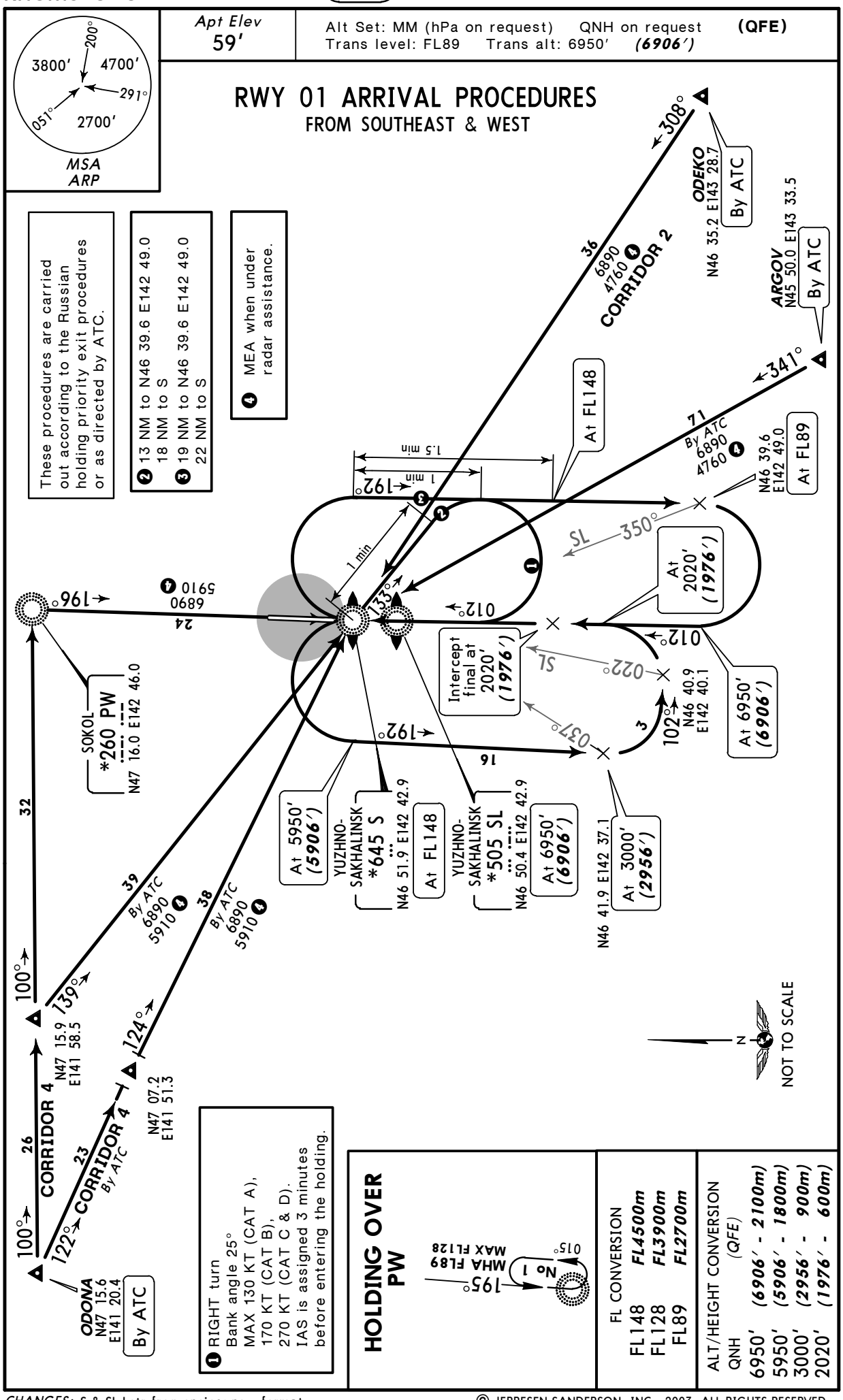
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UHSS/UUS KHOMUTOVO

JEPPESEN 16 MAY 03 (10-2D)

YUZHNO-SAKHALINSK, RUSSIA

STAR



CHANGES: S & SL Lctr frequencies; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN 16 MAY 03 (10-2E)

YUZHNO-SAKHALINSK, RUSSIA

STAR

Apt Elev 59′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL89 Trans alt: 6950′ ***(6901′)***

MSA ARP
3800′ 4700′ 2700′
200° 291° 051°

RWY 19 ARRIVAL PROCEDURES
FROM SOUTHEAST & WEST

SOKOL *260 PW N47 16.0 E142 46.0

Intercept final at 3010′ ***(2961′)***

❷ 14 NM to N46 43.8 E142 49.0
17 NM to PI
❸ 19 NM to N46 43.8 E142 49.0
22 NM to PI

ODEKO N46 35.2 E143 28.7 By ATC

CORRIDOR 2 38 6890 4760

At FL148

N46 43.8 E142 49.0 At FL89

At 6950′ ***(6901′)***

YUZHNO-SAKHALINSK *505 PI N46 56.2 E142 43.0 At FL148

N47 04.9 E142 40.7 At 3010′ ***(2961′)***

N47 03.5 E142 37.8 At 3990′ ***(3941′)***

CORRIDOR 4 26 N47 15.9 E141 58.5

CORRIDOR 4 23 By ATC

ODONA N47 15.6 E141 20.4 By ATC

36 6890 5910

37 By ATC 6890 5910

❹ MEA when under radar assistance.

❶ RIGHT turn
Bank angle 25°
MAX 130 KT (CAT A),
170 KT (CAT B),
270 KT (CAT C & D).
IAS is assigned 3 minutes
before entering the holding.

These procedures are carried out according to the Russian holding priority exit procedures or as directed by ATC.

NOT TO SCALE

HOLDING OVER PW
MHA FL189 MAX FL128
No 1 015° 195°

FL CONVERSION
FL148 ***FL4500m***
FL128 ***FL3900m***
FL89 ***FL2700m***

ALT/HEIGHT CONVERSION *(QFE)*
QNH
6950′ ***(6901′ - 2100m)***
3990′ ***(3941′ - 1200m)***
3010′ ***(2961′ - 900m)***

CHANGES: PI Lctr frequency; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-2F)

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6906′)*

MSA ARP
3800′ 4700′ 2700′
200° 291° 051°

RWY 01 ARRIVAL PROCEDURES
FROM NORTHWEST

These procedures are carried out according to the Russian holding priority exit procedures or as directed by ATC.

❷ 13 NM to N46 39.6 E142 49.0
18 NM to S
❸ 19 NM to N46 39.6 E142 49.0
22 NM to S

BIKUR
N47 57.0 E141 28.0
By ATC

LIKON
N47 39.4 E142 02.3
By ATC

152° 44 CORRIDOR 7 By ATC

139° 18 CORRIDOR 7

N47 28.4
E142 22.8

20

195° MHA FL89 MAX FL128

No 1

015°

N47 22.7
E142 08.3

153°

SOKOL
*260 PW
N47 16.0 E142 46.0

196°

❶ RIGHT turn
Bank angle 25°
MAX 130 KT (CAT A),
170 KT (CAT B),
270 KT (CAT C & D).
IAS is assigned 3 minutes before entering the holding.

❹ MEA when under radar assistance.

39 By ATC 6890 5910 ❹

24 6890 5910 ❹

YUZHNO-SAKHALINSK
*645 S
N46 51.9 E142 42.9
At FL148
At 5950′ *(5906′)*

YUZHNO-SAKHALINSK
*505 SL
N46 50.4 E142 42.9
At 6950′ *(6906′)*

192° 16

133° 1 min

192° 1 min 1.5 min

Intercept final at 2020′ *(1976′)*

037° SL 022° 012° SL 350°

N46 41.9
E142 37.1
At 3000′ *(2956′)*

3 102°

N46 40.9
E142 40.1
At 6950′ *(6906′)*

At 2020′ *(1976′)*

At FL148

N46 39.6
E142 49.0
At FL89

N
NOT TO SCALE

FL CONVERSION

FL148	*FL4500m*
FL128	*FL3900m*
FL89	*FL2700m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
6950′	*(6906′ - 2100m)*
5950′	*(5906′ - 1800m)*
3000′	*(2956′ - 900m)*
2020′	*(1976′ - 600m)*

CHANGES: S & SL Lctr frequencies; new format.

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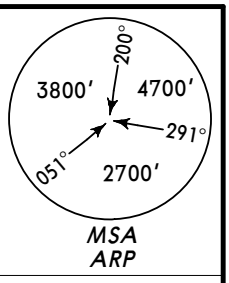
UHSS/UUS KHOMUTOVO

JEPPESEN 16 MAY 03 (10-2G)

YUZHNO-SAKHALINSK, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6901′)*



RWY 19 ARRIVAL PROCEDURES
FROM NORTHWEST

BIKUR
N47 57.0 E141 28.0
By ATC

LIKON
N47 39.4 E142 02.3
By ATC

These procedures are carried out according to the Russian holding priority exit procedures or as directed by ATC.

152° — 44 CORRIDOR 7 By ATC

139° — 18 CORRIDOR 7

N47 28.4
E142 22.8

20

195° MHA FL89 MAX FL128

No 1

015°

SOKOL
*260 PW
N47 16.0 E142 46.0

197°

N47 22.7
E142 08.3

149° — 36 By ATC 6890 5910 ❹

N47 04.9 E142 40.7
At 3010′
(2961′)

102° — 3 — 20 — 6890 5910 ❹

181° — 192°

N47 03.5 E142 37.8
At 3990′
(3941′)

Intercept final at
3010′ *(2961′)*

8 — 345°

N
NOT TO SCALE

❹ MEA when under radar assistance.

❶ RIGHT turn
Bank angle 25°
MAX 130 KT (CAT A),
170 KT (CAT B),
270 KT (CAT C & D).
IAS is assigned 3 minutes
before entering the holding.

❷ 14 NM to N46 43.8 E142 49.0
17 NM to PI

❸ 19 NM to N46 43.8 E142 49.0
22 NM to PI

YUZHNO-SAKHALINSK
*505 PI
N46 56.2 E142 43.0
At FL148

133° — 1 min — 192° — 1 min — 1.5 min

19

012° — 353°

N46 43.8
E142 49.0
At FL89

At FL148

At 6950′
(6901′)

FL CONVERSION	
FL148	*FL4500m*
FL128	*FL3900m*
FL89	*FL2700m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
6950′	*(6901′ - 2100m)*
3990′	*(3941′ - 1200m)*
3010′	*(2961′ - 900m)*

CHANGES: PI Lctr frequency; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-3)

SID

Apt Elev	
59′	QNH on request **(QFE)** Trans level: FL89 Trans alt: 6950′ ***(6906′)***

MSA ARP
200° 4700′
291°
051° 2700′
3800′

AR 1A, IN 1A, IN 1B, SL 1A, WL 1A
RWY 01 DEPARTURES
TO NORTH & SOUTH

BIKUR
N47 57.0
E141 28.0

LIKON
N47 39.4
E142 02.3

44 CORRIDOR 7 By ATC
332°

18 CORRIDOR 7

N47 28.4 E142 22.8
At or above FL98

SOKOL
*260 PW
N47 16.0 E142 46.0
At or above 6950′ ***(6906′)***

20 IN 1A
319°

N47 22.7 E142 08.3
At or above FL98

29 IN 1B By ATC
319°

IN 1A, SL 1A

22

N47 05.3
E142 39.4

11
172°
357°
017°

N47 01.2
E142 43.2

At 710′ ***(666′)***

17 By ATC
148°
12
012°
210°

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly east below 6450′ ***(6406′).***

❷ 105° from ARP between 3.8 NM and 13.5 NM do not fly north below 6450′ ***(6406′).***

❸ Within 13.5 NM from ARP do not overfly this line below 5630′ ***(5586′).***

YUZHNO-SAKHALINSK
*505 SL
N46 50.4 E142 42.9
At or above 3990′ ***(3946′)***

125°
160°

ODEKO
N46 35.2 E143 28.7
At or above FL108

35 WL 1A CORRIDOR 2

70 AR 1A By ATC ❹

ARGOV
N45 50.0
E143 33.5

N
NOT TO SCALE

❹ AR 1A is available only for aircraft of russian airlines by coordination with controller of UHSS.

ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	***(666′ - 200m)***
3990′	***(3946′ - 1200m)***
5630′	***(5586′ - 1700m)***
6450′	***(6406′ - 1950m)***
6950′	***(6906′ - 2100m)***

FL CONVERSION

FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***

CHANGES: SL Lctr frequencies; new format.

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UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-3A)

SID

Apt Elev	QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6901′)*

MSA ARP
200° 3800′ 4700′ 291° 051° 2700′

AR 2A, IN 2A, IN 2B, IN 2C
SL 2A, WL 2A
RWY 19 DEPARTURES
TO NORTH & SOUTH

BIKUR
N47 57.0
E141 28.0

LIKON
N47 39.4
E142 02.3

N47 28.4 E142 22.8
At or above FL98

18 CORRIDOR 7

44 CORRIDOR 7 By ATC

332°

N47 22.7 E142 08.3
At or above FL98

SOKOL
*260 PW
N47 16.0 E142 46.0
At or above 6950′ *(6901′)*

20 IN 2A

319°

ODONA
N47 15.6
E141 20.4

26 280° CORRIDOR 4

N47 15.9
E0141 58.5
At or above FL98

43 IN 2B By ATC

43 IN 2C By ATC

IN 2A, SL 2A

20

N47 05.3
E142 39.4

10 By ATC

353°

015°

YUZHNO-SAKHALINSK
*505 PI
N46 56.2 E142 43.0
At or above 3990′ *(3941′)*

N

NOT TO SCALE

338°

12

057°

192°

At 710′ *(661′)*

ODEKO
N46 35.2 E143 28.7
At or above FL108

324°

126°

37 WL 2A CORRIDOR 2

031°

8 By ATC

160°

N46 45.0
E142 42.8

18

71 AR 2A By ATC ❹

ARGOV
N45 50.0 E143 33.5

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly east below 6450′ *(6401′).*

❷ 105° from ARP between 3.8 NM and 13.5 NM do not fly north below 6450′ *(6401′).*

❸ Within 13.5 NM from ARP do not overfly this line below 5630′ *(5581′).*

❹ AR 2A is available only for aircraft of russian airlines by coordination with controller of UHSS.

ALT/HEIGHT CONVERSION

QNH	(QFE)
710′	*(661′ - 200m)*
3990′	*(3941′ - 1200m)*
5630′	*(5581′ - 1700m)*
6450′	*(6401′ - 1950m)*
6950′	*(6901′ - 2100m)*

FL CONVERSION

FL89	*FL2700m*
FL98	*FL3000m*
FL108	*FL3300m*

CHANGES: PI Lctr frequency; new format.

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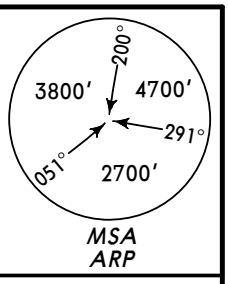
UHSS/UUS KHOMUTOVO

JEPPESEN YUZHNO-SAKHALINSK, RUSSIA

16 MAY 03 (10-3B)

SID

Apt Elev	QNH on request **(QFE)**
59′	Trans level: FL89 Trans alt: 6950′ ***(6906′)***



ED 1A, HB 1B, HB 1C
RWY 01 DEPARTURES
TO WEST

SOKOL
*260 PW
N47 16.0 E142 46.0
At or above 6950′ ***(6906′)***

N47 15.9 E141 58.5
At or above FL98

ODONA
N47 15.6
E141 20.4

26 CORRIDOR 4 ←280°

32 ED 1A ←281°

23 CORRIDOR 4 By ATC ←302°

31 HB 1B By ATC ←300°

35 HB 1C By ATC ←281°

N47 07.2 E141 51.3
FL by ATC

N47 05.3
E142 39.4

22

11 ←357°

017°

012°

At 710′ ***(666′)***

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly east below 6450′ ***(6406′).***

❷ Within 13.5 NM from ARP do not overfly this line below 5630′ ***(5586′).***

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
710′	***(666′ - 200m)***
5630′	***(5586′ - 1700m)***
6450′	***(6406′ - 1950m)***
6950′	***(6906′ - 2100m)***

FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***

CHANGES: New format.

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UHSS/UUS KHOMUTOVO

JEPPESEN 16 MAY 03 (10-3C)

YUZHNO-SAKHALINSK, RUSSIA

SID

Apt Elev	QNH on request (QFE)
59′	Trans level: FL89 Trans alt: 6950′ *(6901′)*

MSA ARP
3800′ 4700′ 2700′
200° 291° 051°

ED 2A, HB 2B, HB 2D
RWY 19 DEPARTURES
TO WEST

At 710′ *(661′)*

N46 45.0 E142 42.8

SOKOL *260 PW
N47 16.0 E142 46.0
At or above 6950′ *(6901′)*

N47 05.3 E142 39.4

YUZHNO-SAKHALINSK *505 PI
N46 56.2 E142 43.0
At or above 3990′ *(3941′)*

ANIVA
N46 42.0 E142 30.0
At or above 3990′ *(3941′)*

N47 15.9 E141 58.5
At or above FL98

N47 07.2 E141 51.3
FL by ATC

N47 02.0 E141 48.9
FL by ATC

ODONA
N47 15.6
E141 20.4

015° 20 ❶
281° 32 ED 2A
353° 10 By ATC
192° By ATC
236° 8
057° 12
309° 42 HB 2B By ATC
031° 18
317° 14 By ATC
280° 26 CORRIDOR 4
302° 23 CORRIDOR 4 By ATC
316° 24 CORRIDOR 4 By ATC
35 HB 2D By ATC

NOT TO SCALE

❶ 020° from ARP between 3.8 NM and 22.7 NM do not fly east below 6450′ *(6401′)*.
❷ Within 13.5 NM from ARP do not overfly this line below 5630′ *(5581′)*.

FL CONVERSION
FL89 *FL2700m*
FL98 *FL3000m*

ALT/HEIGHT CONVERSION (QFE)

QNH	
710′	*(661′ - 200m)*
3990′	*(3941′ - 1200m)*
5630′	*(5581′ - 1700m)*
6450′	*(6401′ - 1950m)*
6950′	*(6901′ - 2100m)*

CHANGES: PI Lctr frequency; new format.

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UHSS/UUS

Apt Elev 59′
N46 53.3 E142 43.0

JEPPESEN 9 DEC 05 (10-9)

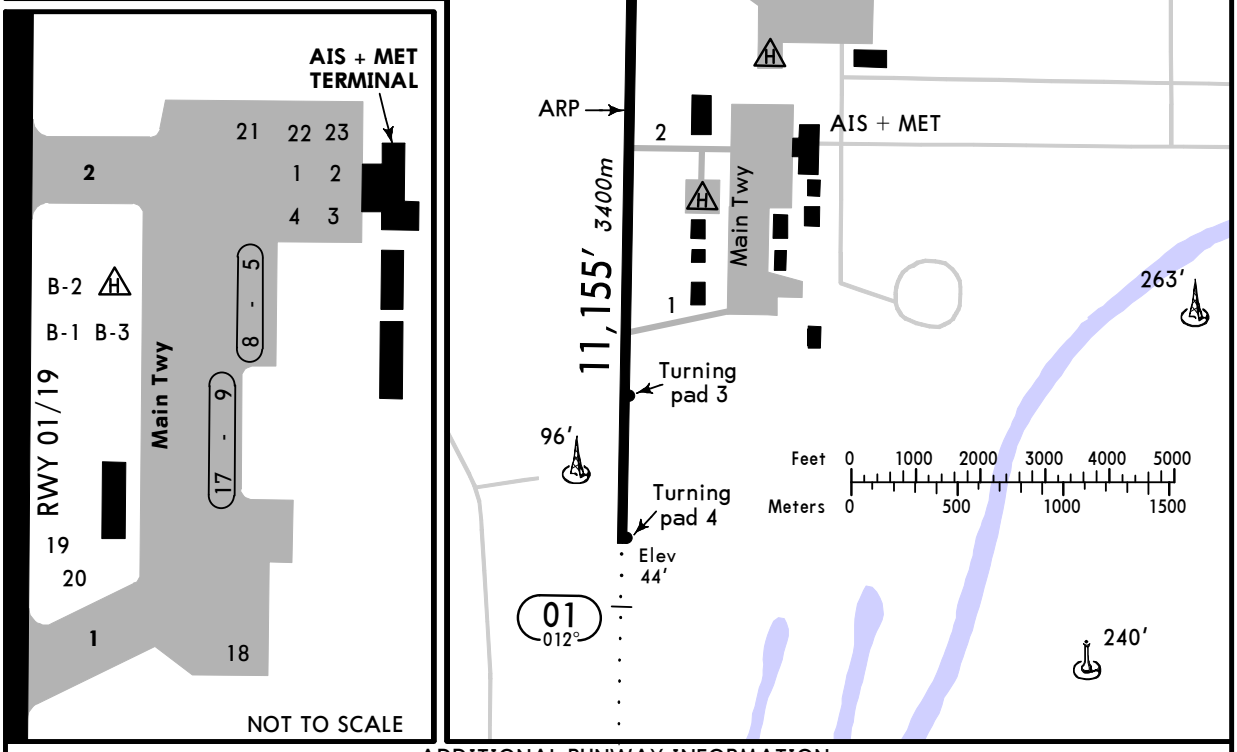
YUZHNO-SAKHALINSK, RUSSIA
KHOMUTOVO

YUZHNO-SAKHALINSK Krug (GND)	Start (TWR)
120.6	120.6

Taxiing and towing without permission of Yuzhno-Sakhalinsk KRUG are prohibited. Stands B-1 thru B-3 available for helicopters. Stands 5 thru 16, 18 and 21 thru 23 are cul-de-sac.

PARKING POSITIONS

STAND	COORDINATES
1, 2	N46 53.1 E142 43.1
3	N46 52.2 E142 43.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL *(60m)* ALS RVR			❶	148′ *45m*
19	RL *(60m)* ALS PAPI-L(angle 3.33°) RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 01:

From rwy head	10,827′ (3300m)
turning pad 3	8530′ (2600m)
twy 1 int	7710′ (2350m)
twy 2 int	4757′ (1450m)

RWY 19:

From rwy head	10,827′ (3300m)
turning pad 2	9186′ (2800m)
twy 2 int	6069′ (1850m)
twy 1 int	3117′ (950m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Notes. Turning pads. PAPI. Usable lengths.

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UHSS/UUS KHOMUTOVO

JEPPESEN 5 SEP 03 (11-1)

YUZHNO-SAKHALINSK, RUSSIA ILS or 2 NDB Rwy 01

YUZHNO-SAKHALINSK Krug/ Tower (SRE) 120.6	YUZHNO-SAKHALINSK Start (TWR) 120.6	Ground 120.6

BRIEFING STRIP ™

LOC ISL *109.5	Final Apch Crs 012°	GS LOM 733′ (689′)	ILS DA(H) 244′ (200′)	Apt Elev 59′
NDB SL *505		Minimum Alt LOM 740′ (696′)	NDB MDA(H) 370′ (326′)	RWY 44′

MSA: 3800′ (200°–291°) 4700′; (291°–051°) 2700′; (051°–200°)

Airport

MISSED APCH: Climb on 012° to 710′ (666′), then turn LEFT onto 192° climbing to 3990′ (3946′) to ABEAM SL NDB, then according to chart, or By ATC: Proceed to PW NDB and hold. ❶

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 6950′ (6906′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
6950′	(6906′ - 2100m)
6450′	(6406′ - 1950m)
3990′	(3946′ - 1200m)
3000′	(2956′ - 900m)
2020′	(1976′ - 600m)
740′	(696′ - 210m)
710′	(666′ - 200m)
280′	(236′ - 70m)

635′ 689′ 192° 012° 812′ ❷ 200° TO ARP BTN 3.8-22.7 NM DO NOT FLY EAST BELOW 6450′ (6406′). 1960′ 3357′

285° TO ARP BTN 3.8-13.5 NM DO NOT FLY NORTH BELOW 6450′ (6406′)

YUZHNO-SAKHALINSK *645 S

YUZHNO-SAKHALINSK *505 SL

630′

ILS 012° *109.5 ISL

UH(D)-65 46-50 1047′

ABEAM at 3990′ (3946′) 102° By ATC

192° 012°

❶ Missed Approach for CAT C and D acft when military training area is activated: Climb STRAIGHT AHEAD to 3990′ (3946′) till 8.1 NM from RWY 19 threshold, turn LEFT to SL NDB, then according to chart.

909′

142-30 MISSED APCH FIX BY ATC Holding 1 195° 015° SOKOL *260 PW

037° 022° 012° at 3000′ (2956′) at 2020′ (1976′) 102° 46-40 142-40 142-50

NDB apch: Pass LMM not below 280′ (236′).

LOM GS 733′ (689′) 012° 1.3 to MAP LMM GS 274′ (230′) 2020′ (1976′) intercept final NDB 740′ (696′) TCH 49′ RWY 01 44′

2.2 1.6 0.6 0

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 01

ILS	LOC (GS out)	NDB
DA(H) 244′ (200′)		MDA(H) 370′ (326′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB
A	1200m	NOT AUTH	RVR 1500m VIS 1600m
B			
C			
D			

CHANGES: Reissue.

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UHSS/UUS KHOMUTOVO

JEPPESEN 5 SEP 03 (16-1)

YUZHNO-SAKHALINSK, RUSSIA 2 NDB Rwy 19

YUZHNO-SAKHALINSK Krug/Tower (SRE) 120.6	YUZHNO-SAKHALINSK Start (TWR) 120.6	Ground 120.6

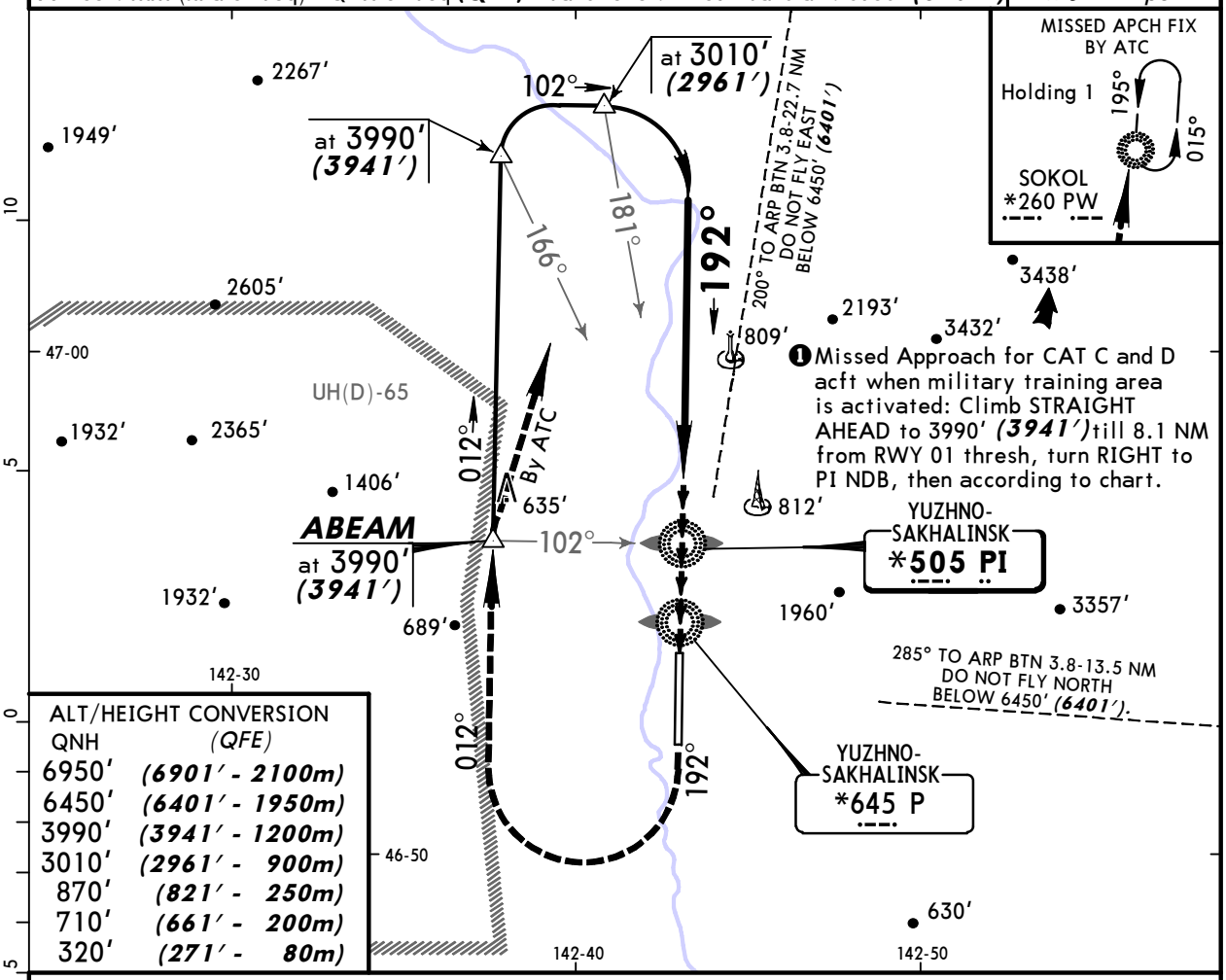
BRIEFING STRIP ™

NDB PI *505	Final Apch Crs 192°	Minimum Alt No FAF	MDA(H) 1330′(1281′)	Apt Elev 59′ RWY 49′

MISSED APCH: Climb on 192° to 710′ *(661′)*, then turn RIGHT onto 012° climbing to 3990′ *(3941′)* to ABEAM PI NDB, then according to chart, or By ATC: Proceed to PW NDB and hold. ❶

MSA Airport: 200° 4700′ 291° 2700′ 051° 3800′

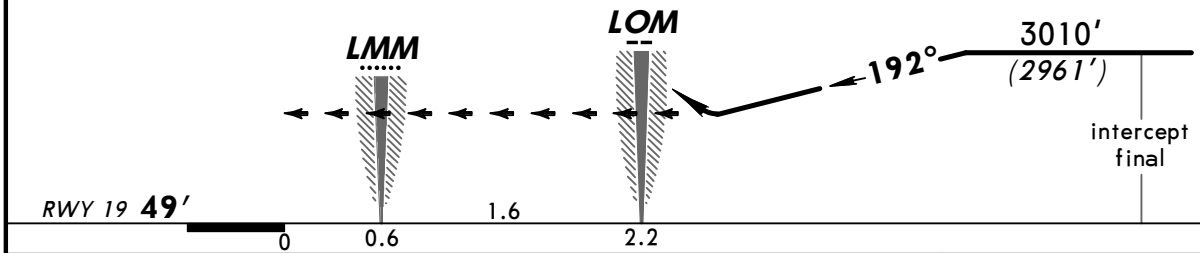
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 89 Trans alt: 6950′ *(6901′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
6950′	(6901′ - 2100m)
6450′	(6401′ - 1950m)
3990′	(3941′ - 1200m)
3010′	(2961′ - 900m)
870′	(821′ - 250m)
710′	(661′ - 200m)
320′	(271′ - 80m)

Pass LOM not below 870′ *(821′)*, LMM not below 320′ *(271′)*.



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 19

MDA(H) 1330′(1281′)

ALS out

PANS OPS

A	
B	3200m
C	
D	4800m

CHANGES: Reissue.

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UHWW/VVO
KNEVICHI

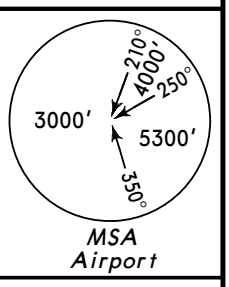
JEPPESEN 2 MAY 03 (10-2) Eff 15 May

VLADIVOSTOK, RUSSIA
STAR

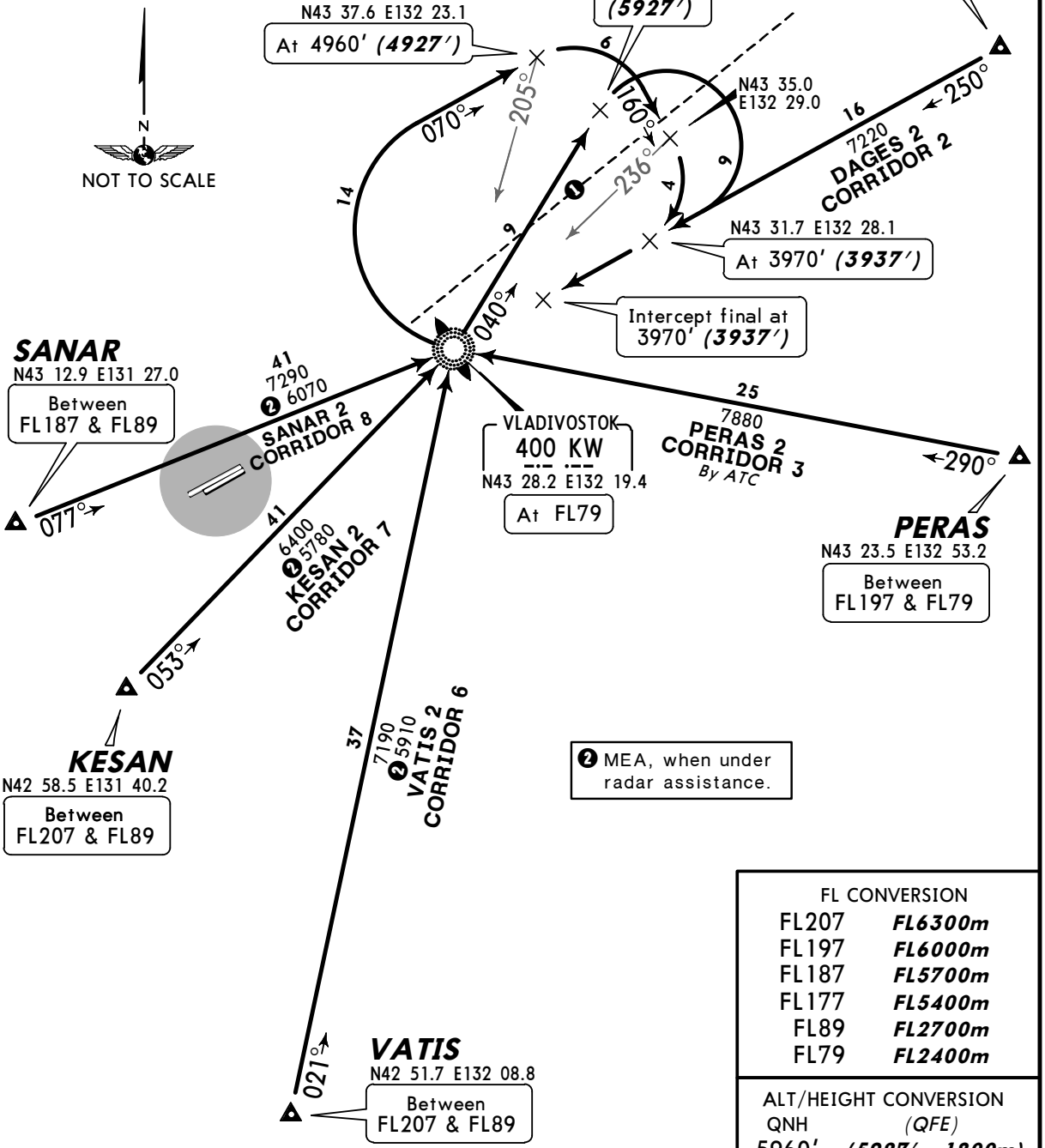
ATIS	Apt Elev
127.8	46′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above
FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above
Trans alt: 5960′ ***(5927′)***
Crossing altitudes at airway exit points are as directed by ATC.

DAGES 2, KESAN 2
PERAS 2, SANAR 2, VATIS 2
RWY 25R ARRIVALS



❶ 240° to ARP between 21.6 NM and 8.1 NM do not fly north below 3970′ ***(3937′).***



❷ MEA, when under radar assistance.

FL CONVERSION	
FL207	***FL6300m***
FL197	***FL6000m***
FL187	***FL5700m***
FL177	***FL5400m***
FL89	***FL2700m***
FL79	***FL2400m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5960′	***(5927′ - 1800m)***
4960′	***(4927′ - 1500m)***
3970′	***(3937′ - 1200m)***

CHANGES: STAR PERAS 2 revised; UH(P)-174 withdrawn; new format.

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UHWW/VVO KNEVICHI

JEPPESEN 2 MAY 03 (10-2A) Eff 15 May

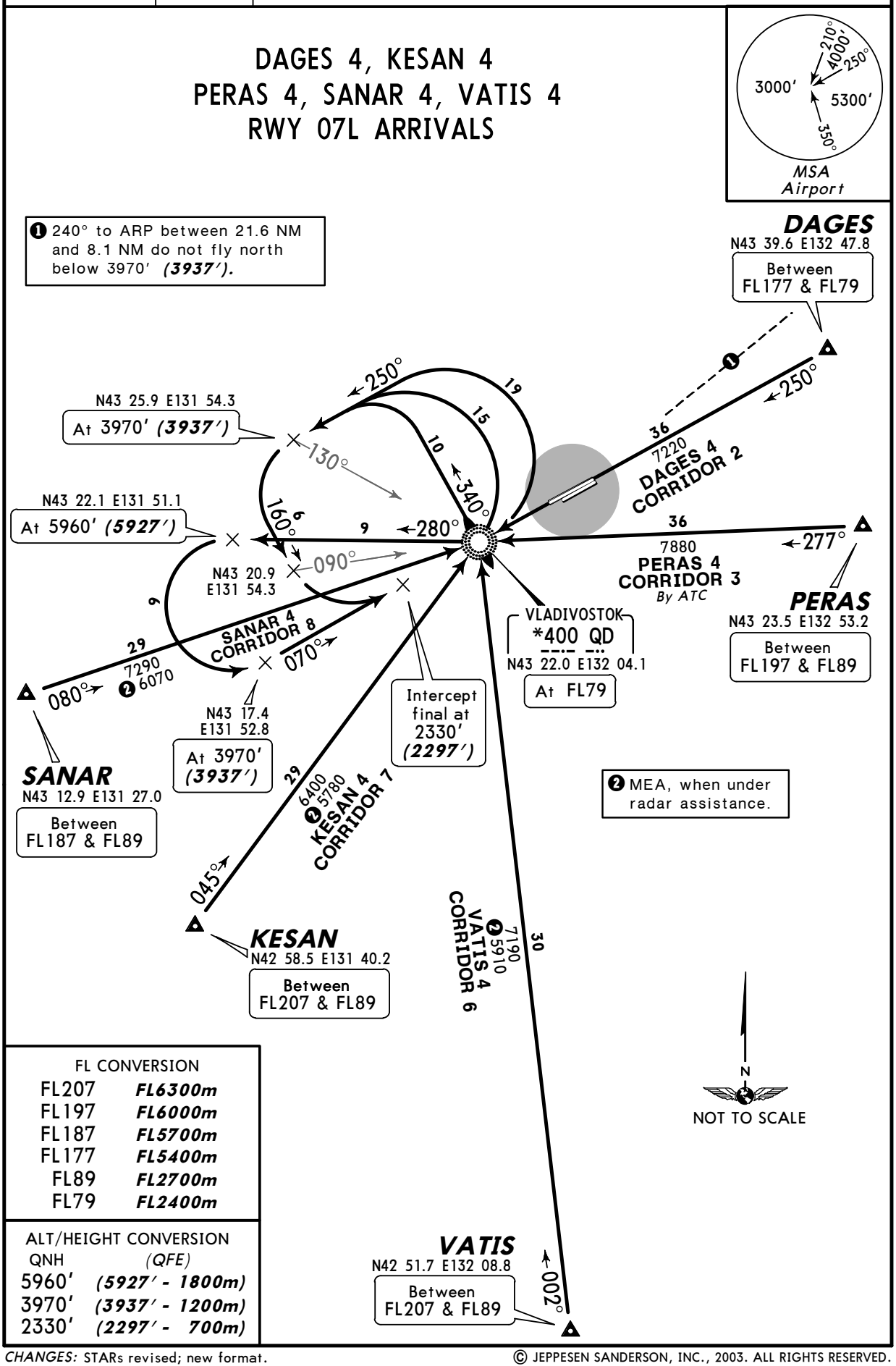
VLADIVOSTOK, RUSSIA

STAR

ATIS	Apt Elev
127.8	46′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above
FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above
Trans alt: 5960′ ***(5927′)***
Crossing altitudes at airway exit points are as directed by ATC.

DAGES 4, KESAN 4
PERAS 4, SANAR 4, VATIS 4
RWY 07L ARRIVALS



FL CONVERSION	
FL207	***FL6300m***
FL197	***FL6000m***
FL187	***FL5700m***
FL177	***FL5400m***
FL89	***FL2700m***
FL79	***FL2400m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5960′	***(5927′ - 1800m)***
3970′	***(3937′ - 1200m)***
2330′	***(2297′ - 700m)***

CHANGES: STARs revised; new format.

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UHWW/VVO
KNEVICHI

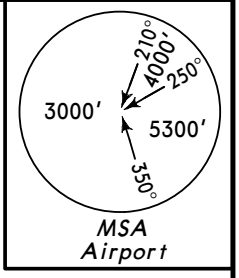
JEPPESEN 2 MAY 03 (10-2B) Eff 15 May

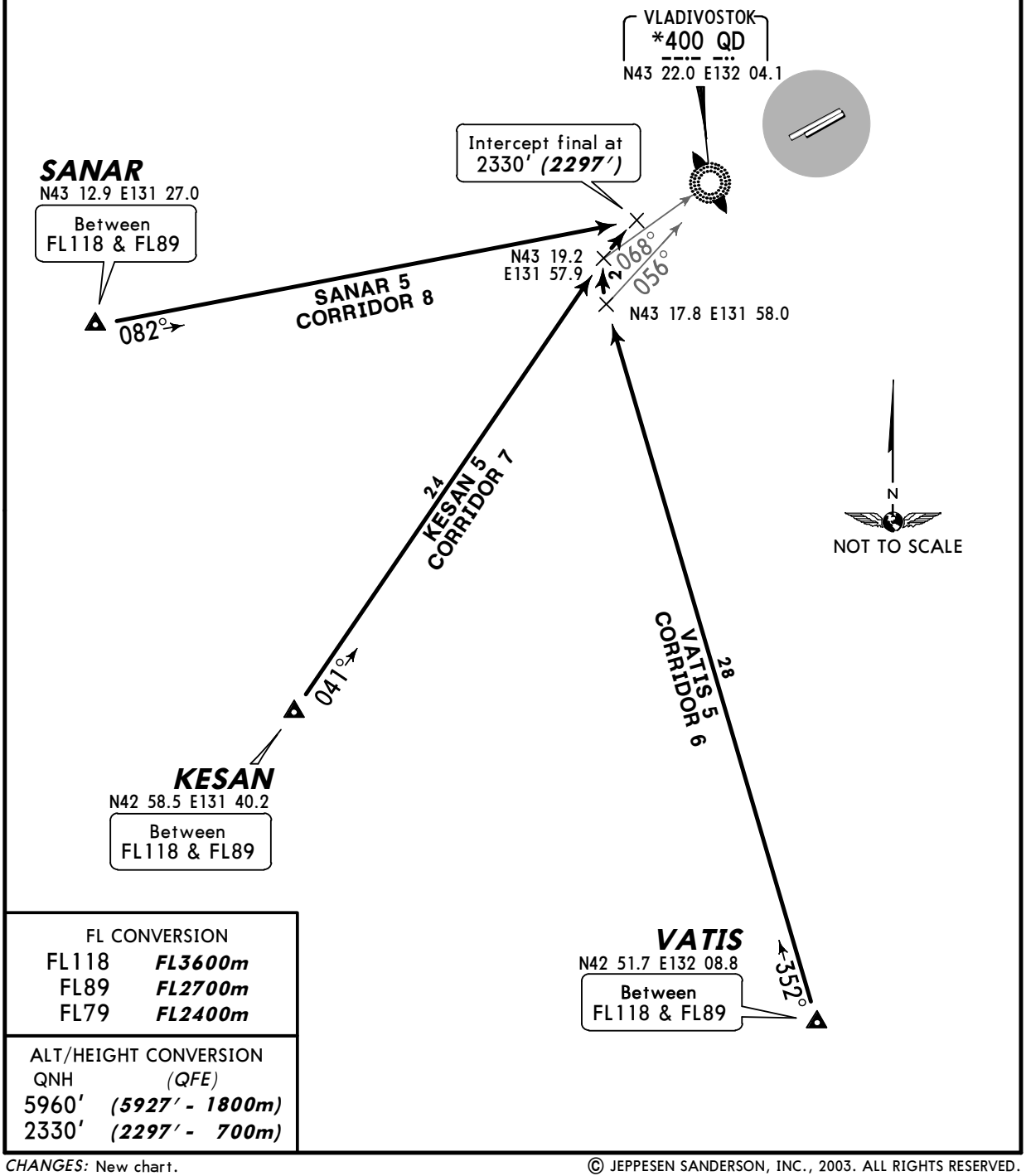
VLADIVOSTOK, RUSSIA
RADAR STAR

ATIS	Apt Elev
127.8	46′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above
FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above
Trans alt: 5960′ ***(5927′)***
Crossing altitudes at airway exit points are as directed by ATC.

KESAN 5
SANAR 5, VATIS 5
RWY 07L RADAR ARRIVALS





FL CONVERSION	
FL118	***FL3600m***
FL89	***FL2700m***
FL79	***FL2400m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5960′	***(5927′ - 1800m)***
2330′	***(2297′ - 700m)***

CHANGES: New chart.

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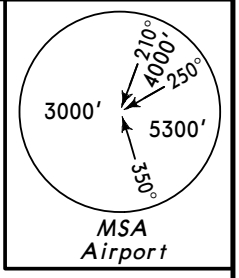
UHWW/VVO
KNEVICHI

JEPPESEN 2 MAY 03 (10-2C) Eff 15 May

VLADIVOSTOK, RUSSIA
RADAR STAR

ATIS	Apt Elev	
127.8	46′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above Trans alt: 5960′ ***(5927′)*** Crossing altitudes at airway exit points are as directed by ATC.

KESAN 6
SANAR 6, VATIS 6
RWY 25R RADAR ARRIVALS



ℹ 240° to ARP between 21.6 NM and 8.1 NM do not fly north below 3970′ ***(3937′).***

Intercept final at 3970′ ***(3937′)***

N43 30.4 E132 28.1
At 3970′ ***(3937′)***

VLADIVOSTOK
400 KW
N43 28.2 E132 19.4

262°

282°

ALPHA
N43 28.0 E132 30.0
At 4960′ ***(4927′)***

SANAR
N43 12.9 E131 27.0
Between FL207 & FL89

49
SANAR 6
CORRIDOR 8

47
KESAN 6
CORRIDOR 7

081°

060°

KESAN
N42 58.5 E131 40.2
Between FL207 & FL89

39
VATIS 6
CORRIDOR 6

VATIS
N42 51.7 E132 08.8
Between FL207 & FL89

032°

N
NOT TO SCALE

FL CONVERSION	
FL207	***FL6300m***
FL89	***FL2700m***
FL79	***FL2400m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
5960′	***(5927′ - 1800m)***
4960′	***(4927′ - 1500m)***
3970′	***(3937′ - 1200m)***

CHANGES: New chart.

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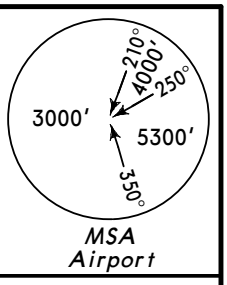
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UHWW/VVO
KNEVICHI

JEPPESEN
13 JUN 03 (10-3)

VLADIVOSTOK, RUSSIA
SID

Apt Elev	
46′	QNH on request **(QFE)** Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above Trans alt: 5960′ ***(5927′)*** Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 1, DOLMA 1A *[DOLM1A]*
KESAN 1, KESAN 1A *[KESA1A]*
PERAS 1, PERAS 1A *[PERA1A]*
SANAR 1, SANAR 1A *[SANA1A]*
VATIS 1, VATIS 1A *[VATI1A]*
RWY 25R DEPARTURES

ℹ 060° from ARP between 8.1 NM and 21.6 NM do not fly north below 3970′ ***(3937′).***

NOT TO SCALE

DOLMA
N43 48.0 E132 39.0

VLADIVOSTOK
400 KW
N43 28.2 E132 19.4

PERAS
N43 23.5
E132 53.2

SANAR
N43 12.9 E131 27.0

KESAN
N42 58.5 E131 40.2

VATIS
N42 51.7 E132 08.8

At 2010′ *(1977′)*

48 DOLMA 1 CORRIDOR 1
50 DOLMA 1A CORRIDOR 1
060°
087°
28 KESAN 1A, PERAS 1A SANAR 1A, VATIS 1A
250°
46 SANAR 1A CORRIDOR 8
263°
239°
207°
114°
25 PERAS 1A CORRIDOR 3
47 PERAS 1 CORRIDOR 3
047°
092°
45 KESAN 1A CORRIDOR 7
176°
224°
261°
30 SANAR 1 CORRIDOR 8
31 KESAN 1 CORRIDOR 7
35 VATIS 1 CORRIDOR 6
39 VATIS 1A CORRIDOR 6

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2010′	***(1977′ - 600m)***
3970′	***(3937′ - 1200m)***
5960′	***(5927′ - 1800m)***

FL CONVERSION	
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: Initial turn.

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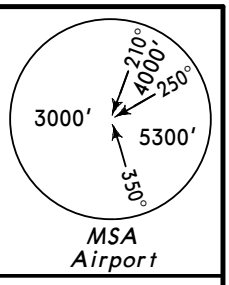
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UHWW/VVO
KNEVICHI

JEPPESEN
13 JUN 03 (10-3A)

VLADIVOSTOK, RUSSIA
SID

Apt Elev	
46′	QNH on request **(QFE)** Trans level: FL79 if pressure is 733 MM (977.3 hPa) and above FL89 if pressure is less than 733 MM (977.3 hPa) and is 706 MM (941.3 hPa) and above Trans alt: 5960′ ***(5927′)*** Crossing altitudes at airway entry points are as directed by ATC.



DOLMA 3
KESAN 3, KESAN 3A *[KESA3A]*
PERAS 3, PERAS 3A *[PERA3A]*
SANAR 3, SANAR 3A *[SANA3A]*
VATIS 3, VATIS 3A *[VATI3A]*
RWY 07L DEPARTURES

NOT TO SCALE

KESAN 3, PERAS 3, SANAR 3, VATIS 3
Turn at 2010′ ***(1977′)***

At 3320′ ***(3287′)***

VLADIVOSTOK
*400 QD
N43 22.0 E132 04.1

DOLMA
N43 48.0 E132 39.0

PERAS
N43 23.5 E132 53.2

SANAR
N43 12.9 E131 27.0

KESAN
N42 58.5 E131 40.2

VATIS
N42 51.7 E132 08.8

KESAN 3A PERAS 3A SANAR 3A VATIS 3A
31
238°
043°
32 DOLMA 3 CORRIDOR 1
106°
32 PERAS 3 CORRIDOR 3
070°
202°
264°
38 PERAS 3A CORRIDOR 3
29 SANAR 3A CORRIDOR 8
259°
47 SANAR 3 CORRIDOR 8
224°
182°
093°
238°
45 KESAN 3 CORRIDOR 7
29 KESAN 3A CORRIDOR 7
41 VATIS 3 CORRIDOR 6
30 VATIS 3A CORRIDOR 6

❶ 060° from ARP between 8.1 NM and 21.6 NM do not fly north below 3970′ ***(3937′).***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2010′	***(1977′ - 600m)***
3320′	***(3287′ - 1000m)***
3970′	***(3937′ - 1200m)***
5960′	***(5927′ - 1800m)***

FL CONVERSION	
FL79	***FL2400m***
FL89	***FL2700m***

CHANGES: Initial turn.

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UHWW/VVO
KNEVICHI

JEPPESEN
13 JAN 06 (11-1)
Eff 19 Jan

VLADIVOSTOK, RUSSIA
ILS or 2 NDB Rwy 25R

BRIEFING STRIP™

ATIS	KNEVICHI Krug (SRE)	KNEVICHI Tower (PAR)	KNEVICHI Start (TWR)	Ground
127.8	126.0	119.5	119.5	121.7

LOC IKW *109.7	Final Apch Crs 250°	GS LOM 2592′ (2559′)	ILS DA(H) Refer to Minimums	Apt Elev	46′
NDB KW 400		Minimum Alt LOM 2600′ (2567′)	NDB MDA(H) 560′ (527′)	RWY	33′

MISSED APCH: Climb on 250° to 2010′ (1977′), then turn RIGHT onto 070° climbing to 4960′ (4927′), then according to chart.

MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 79 ❶ | Trans alt: 5960′ (5927′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5960′	(5927′ - 1800m)
4960′	(4927′ - 1500m)
3970′	(3937′ - 1200m)
2600′	(2567′ - 780m)
2010′	(1977′ - 600m)
270′	(237′ - 70m)

❶ FL 89, if pressure is less than 733 mm (977.3 hPa).

at 4960′ (4927′)
at 4960′ (4927′)
at 3970′ (3937′)
070°
19.4
250°
205°
160°
236°
240° TO ARP BETWEEN 8.1 - 21.6 NM DO NOT FLY NORTH BELOW 3970′ (3937′)
ILS
250° *109.7 IKW
VLADIVOSTOK
400 KW
VLADIVOSTOK
*195 K
1289′
1857′
1266′
1381′
2457′
1345′
1526′
2300′
1512′
2457′
1450′
1526′
1092′
955′
1362′
1581′
833′
1342′
540′
787′
948′
1627′
768′
1972′
43-40
43-30
43-20
132-00
132-10
132-20
132-30
132-40
15
10
5
0
5

NDB apch: Pass LMM not below 270′ (237′).

LMM
GS 262′ (229′)
LOM
GS 2592′ (2559′)
TCH 54′
250°
3970′ (3937′)
intercept final
NDB 2600′ (2567′)
RWY 25R 33′
0
0.6
7.3
7.9

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861

ALS
PAPI

2010′ (1977′) on 250°

070° RT

4960′ (4927′)

STRAIGHT-IN LANDING RWY 25R

ILS		LOC (GS out)	NDB	
DA(H) AB: 233′ (200′) CD: 262′ (229′)			MDA(H) 560′ (527′)	
FULL	ALS out			ALS out

PANS OPS

A	1200m	NOT AUTHORIZED	2700m	
B				
C				
D				

CHANGES: Communications.

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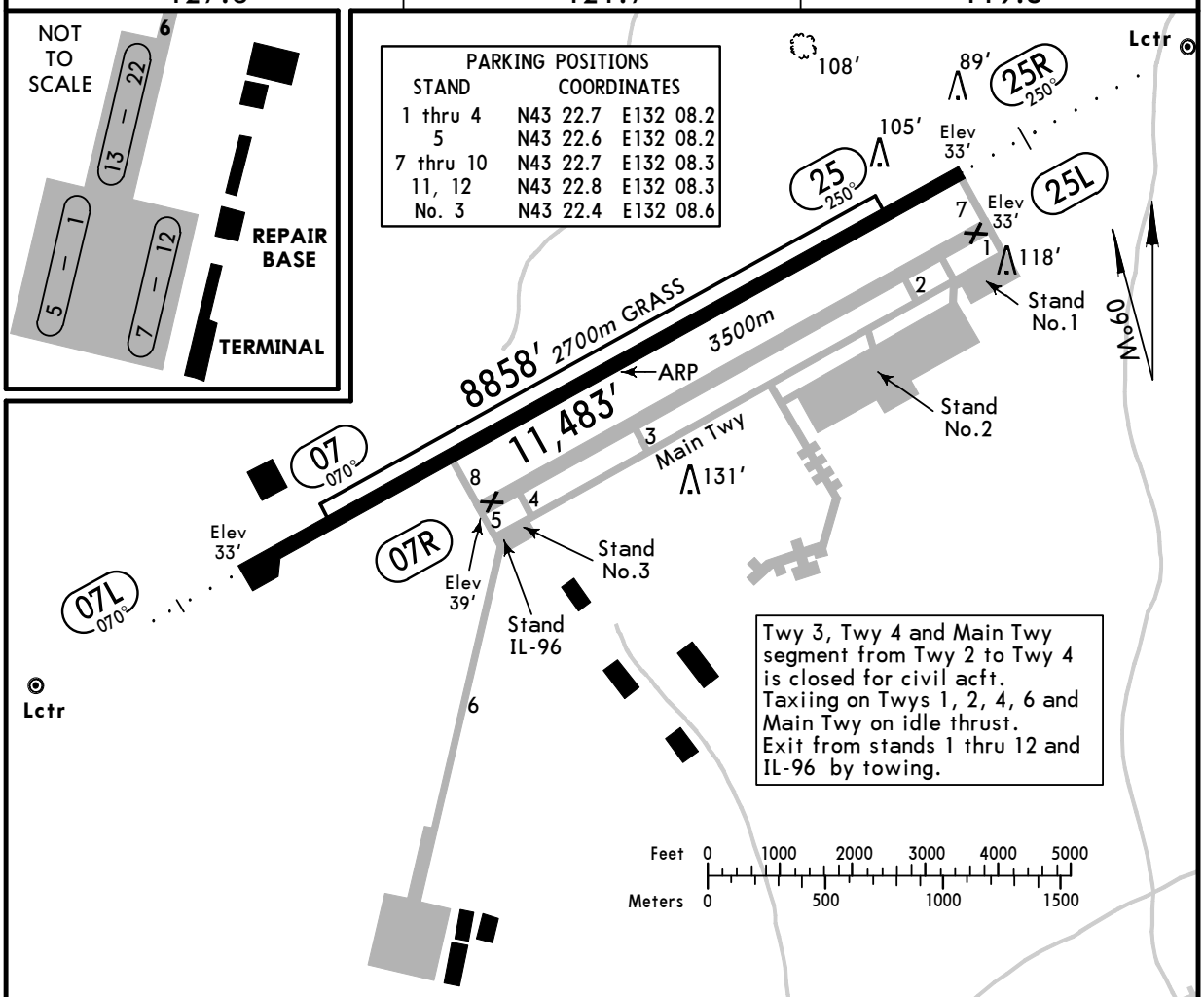
UHWW/VVO VLADIVOSTOK, RUSSIA

Apt Elev 46′
N43 23.9 E132 08.8

JEPPESEN 13 JAN 06 (11-1) Eff 19 Jan

KNEVICHI

ATIS	KNEVICHI Taxiing (GND)	Start (TWR)
127.8	121.7	119.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	Grass runway				197′ *60m*
07L	RL *(50m)* ALS RVR			11,155′*3400m* ❶	197′ *60m*
25R	RL *(50m)* ALS PAPI-L (3.0°) RVR				
07R ❷ 25L					197′ *60m*

❶ First 328′/100m unusable for take-off.
❷ Rwy available for taxiing only. Prohibited for low engines acft.

TAKE-OFF

AIR CARRIER (JAA)
Rwy 07L/25R

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

CHANGES: Aprons.

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UHWW/VVO
KNEVICHI

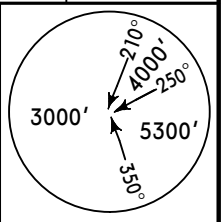
JEPPESEN
19 SEP 03
Eff 2 Oct
(18-1)

VLADIVOSTOK, RUSSIA
PAR or 2 NDB Rwy 07L

BRIEFING STRIP ™

ATIS	*KNEVICHI Approach	KNEVICHI Krug (SRE)	KNEVICHI Tower (PAR)	KNEVICHI Start (TWR)	Ground
127.8	128.5	126.0	119.5	119.5	121.7

RADAR	Final Apch Crs 070°	PAR GS LOM 1017′(984′)	PAR DA(H) Refer to Minimums	Apt Elev 46′	
NDB QD *400		Minimum Alt LOM 1020′(987′)	NDB MDA(H) 530′(497′)	RWY 33′	



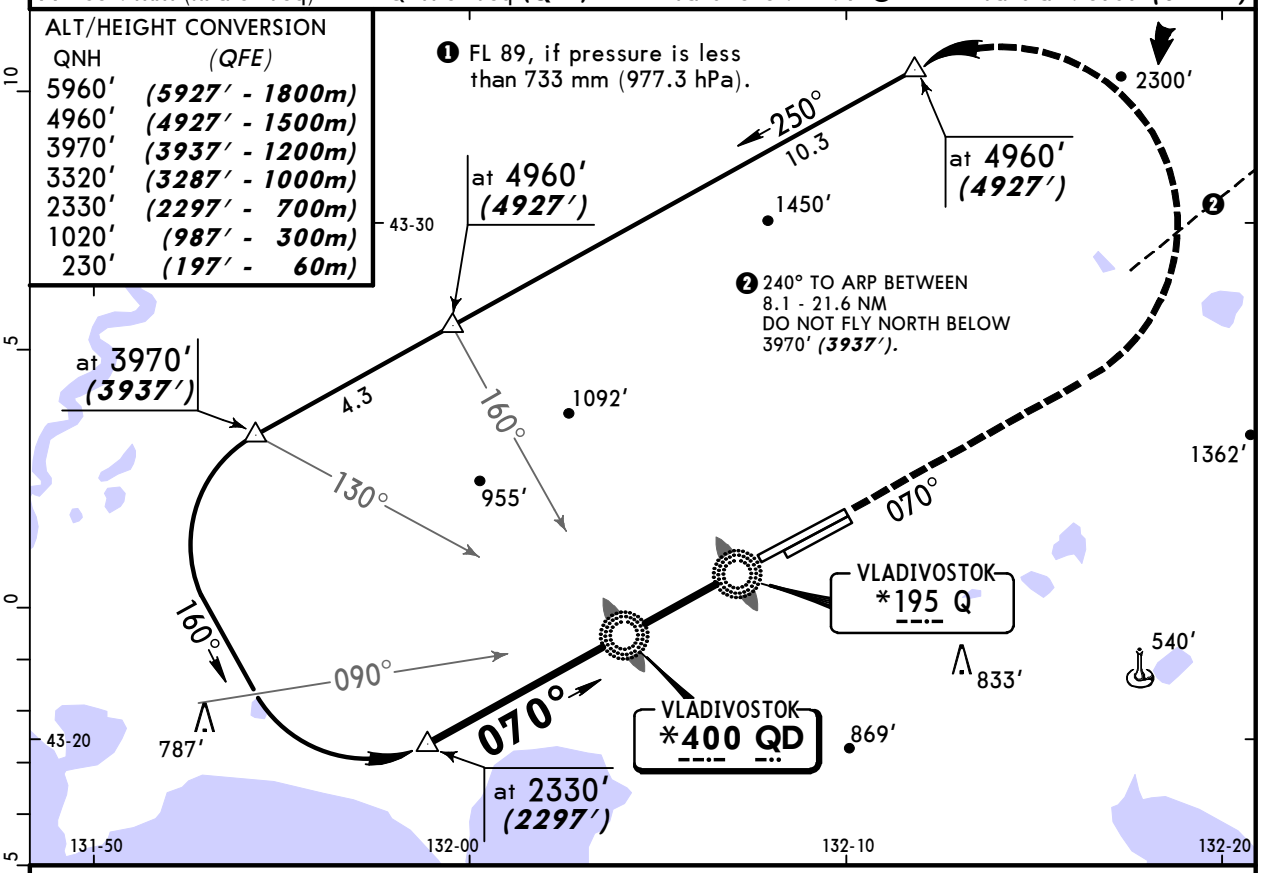
MSA
Airport

MISSED APCH: Climb on 070° to 3320′(3287′), then turn LEFT onto 250° climbing to 4960′(4927′), then according to chart.

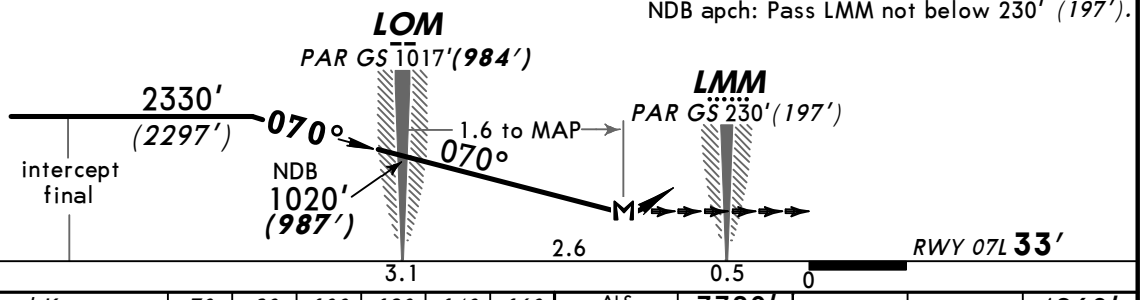
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 79 ❶ | Trans alt: 5960′ (5927′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5960′	(5927′ - 1800m)
4960′	(4927′ - 1500m)
3970′	(3937′ - 1200m)
3320′	(3287′ - 1000m)
2330′	(2297′ - 700m)
1020′	(987′ - 300m)
230′	(197′ - 60m)



NDB apch: Pass LMM not below 230′ (197′).



Gnd speed-Kts		70	90	100	120	140	160
PAR GS 2.83° or NDB Desc Grad	4.9%	356	457	508	610	711	813
LOM to MAP	1.6	1:22	1:04	0:58	0:48	0:41	0:36

ALS

3320′ (3287′) on 070°

250° LT

4960′ (4927′)

STRAIGHT-IN LANDING RWY 07L

PAR		NDB	
DA(H) A: 233′(200′)	BC: 295′(262′) D: 361′(328′)	MDA(H) 530′(497′)	
ALS out		ALS out	

PANS OPS

A	1200m	2600m	
B	1300m		
C			
D	1700m		

CHANGES: Minimums.

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UHWW/VVO KNEVICHI

JEPPESEN 19 SEP 03 (18-2) Eff 2 Oct

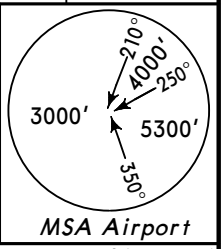
VLADIVOSTOK, RUSSIA PAR Rwy 25R

ATIS	*KNEVICHI Approach	KNEVICHI Krug (SRE)	KNEVICHI Tower (PAR)	KNEVICHI Start (TWR)	Ground
127.8	128.5	126.0	119.5	119.5	121.7

BRIEFING STRIP ™

RADAR	Final Apch Crs 250°	PAR GS LOM 2592′(2559′)	PAR DA(H) Refer to Minimums	Apt Elev 46′ RWY 33′

MISSED APCH: Climb on 250° to 2010′(1977′), then turn RIGHT onto 070° climbing to 4960′(4927′), then according to chart.

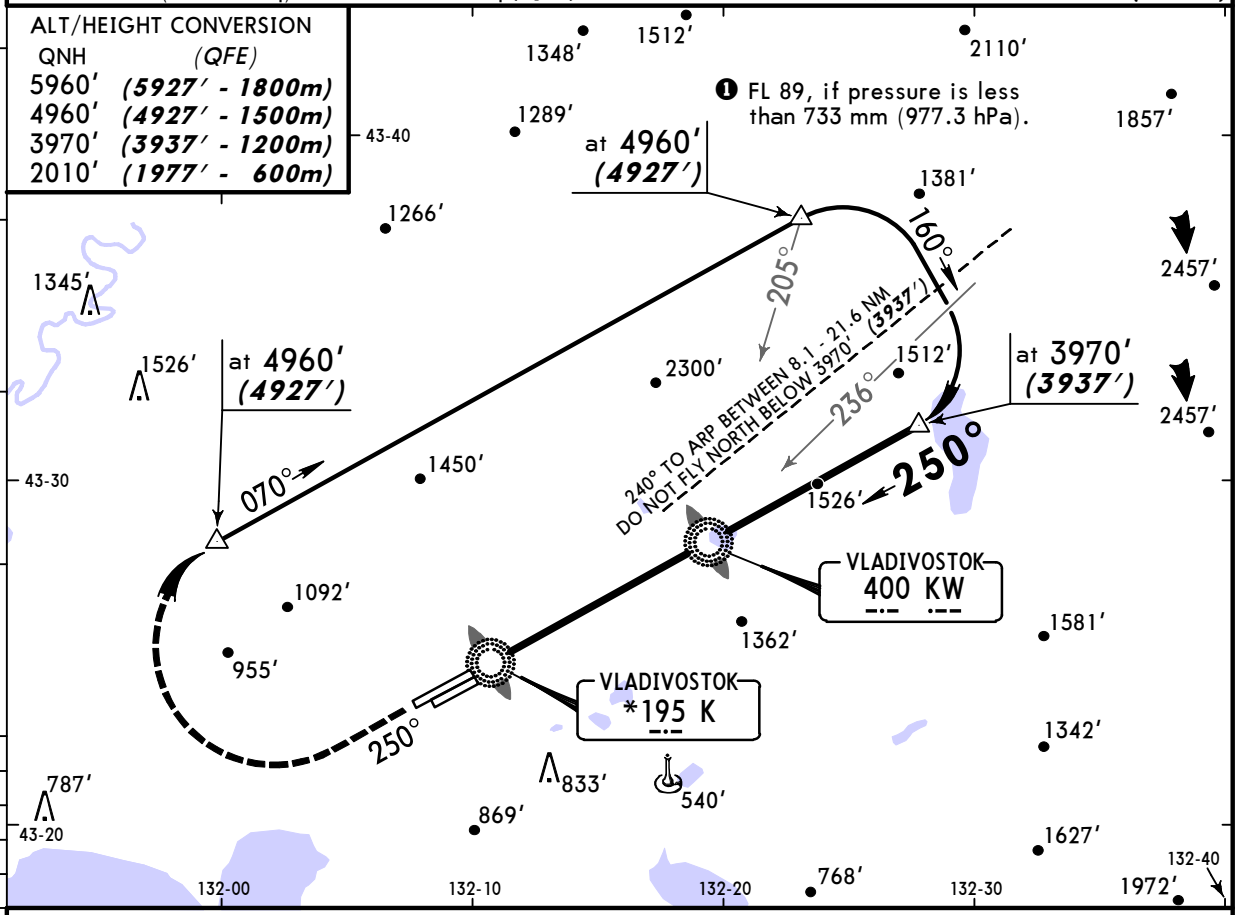


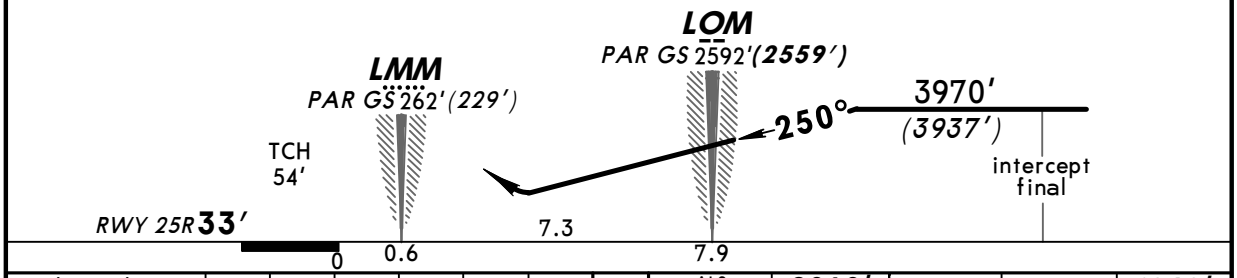
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 79 ❶ | Trans alt: 5960′(5927′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5960′	(5927′ - 1800m)
4960′	(4927′ - 1500m)
3970′	(3937′ - 1200m)
2010′	(1977′ - 600m)

❶ FL 89, if pressure is less than 733 mm (977.3 hPa).





Gnd speed-Kts	70	90	100	120	140	160
PAR GS 3.00°	377	484	538	646	753	861

ALS PAPI | 2010′ (1977′) on 250° | 070° RT | 4960′ (4927′)

STRAIGHT-IN LANDING RWY 25R

DA(H) ABC: 295′(262′)
D: 361′(328′)

ALS out

PANS OPS

A	1200m		
B			
C			
D	RVR 1500m VIS 1600m		

CHANGES: Minimums.

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UIAA/HTA
KADALA

CHITA, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	2270′	Trans level: FL98 Trans alt: 8180′ *(5910′)*

DIKRA 2A *[DIKR2A]*
DIKRA 2B *[DIKR2B]*
LASAD 2
RWY 11 ARRIVALS
FROM NORTHEAST & SOUTHEAST

5600′
MSA
ARP

ARKAN
N52 21.6 E115 31.8

265°
52

DIKRA
N52 09.3 E114 09.3
At or above FL98

273°

33 8630 DIKRA 2A CORRIDOR 2

42 8630 DIKRA 2B CORRIDOR 2
By ATC

Chita Cheremushki

LASAD
N51 36.8 E113 52.0
At or above FL98

AGINO
N51 06.0 E114 32.0

330°
40

324°

36 8310 LASAD 2 CORRIDOR 4

CHITA
553 Z
N52 01.8 E113 16.2

CHITA
*518 ZM
N52 02.4 E113 11.2

3

289°

320°

7

139°

114°

109°

154°

5

Intercept final at 4740′ *(2470′)*

N52 07.4 E113 01.9
At 5560′ *(3290′)*

N52 03.8 E113 02.8
At 5560′ *(3290′)*

N

NOT TO SCALE

FL CONVERSION	
FL98	*FL3000m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
8180′	*(5910′ - 1800m)*
5560′	*(3290′ - 1000m)*
4740′	*(2470′ - 750m)*

CHANGES: VAGOL STARs replaced by DIKRA; TL & TA; new format.

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UIAA/HTA
KADALA

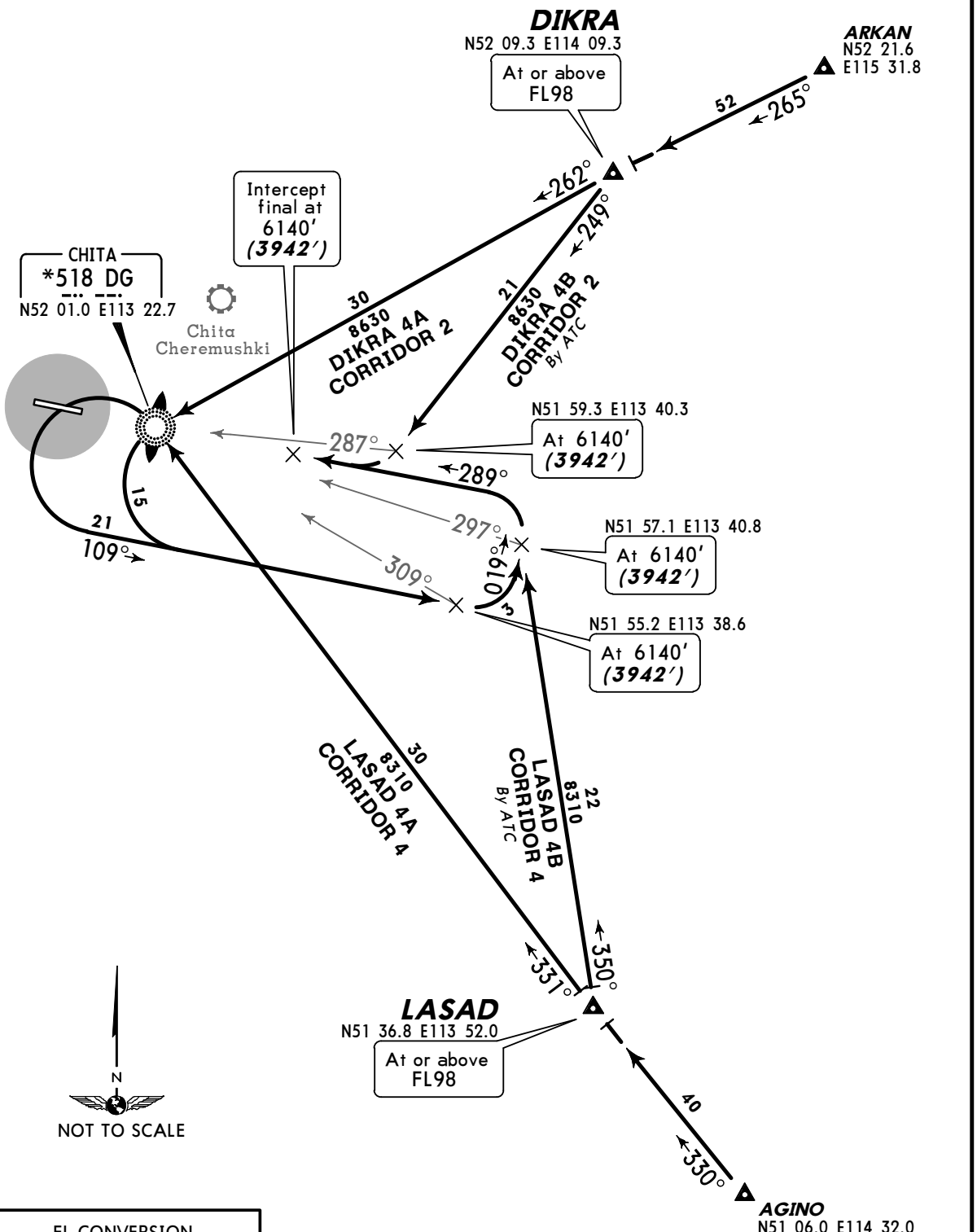
JEPPESEN
7 MAR 03 (10-2A) Eff 20 Mar

CHITA, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	2270′	Trans level: FL98 Trans alt: 8180′ *(5982′)*

5600′
MSA
ARP

DIKRA 4A *[DIKR4A]*, DIKRA 4B *[DIKR4B]*
LASAD 4A *[LASA4A]*, LASAD 4B *[LASA4B]*
RWY 29 ARRIVALS
FROM NORTHEAST & SOUTHEAST



FL CONVERSION	
FL98	*FL3000m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
8180′	*(5982′ - 1800m)*
6140′	*(3942′ - 1200m)*

WARNING
Do not mistake airport of Chita Cheremushki (landing track 149°/329°) for Chita Kadala.

CHANGES: VAGOL STARs replaced by DIKRA; TL & TA; new format.

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UIAA/HTA
KADALA

CHITA, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	2270′	Trans level: FL98 Trans alt: 8180′ *(5910′)*

KONIR 2A *[KONI2A]*, KONIR 2B *[KONI2B]*
MAKID 2A *[MAKI2A]*, MAKID 2B *[MAKI2B]*
TESLO 2A *[TESL2A]*, TESLO 2B *[TESL2B]*
RWY 11 ARRIVALS
FROM WEST

5600′
MSA
ARP

NOT TO SCALE

Chita Cheremushki

CHITA
*518 ZM
N52 02.4 E113 11.2

TESLO
N52 14.9 E112 30.3
At or above FL108

MAKID
N52 09.5 E112 27.3
At or above FL108

NERKA
N52 31.0 E111 32.0

BEKUR
N52 22.5 E110 45.6

KONIR
N52 04.0 E112 26.0
At or above FL108

KHORINSK
320 GR
N52 10.0 E109 47.0

N52 07.4 E113 01.9
At 5560′ *(3290′)*

N52 03.8 E113 02.8
(114° brg to ZM)
At 5560′ *(3290′)*

N52 03.3 E113 03.2
At 5560′ *(3290′)*

Intercept final at 4740′ *(2470′)*

289° 12 139° 109° 154° 124° 128° 120° 39 108° 64 098° 98 100° 101°

TESLO 2A
CORRIDOR 7
28 8440
TESLO 2B
CORRIDOR 7
23 8440 By ATC
CORRIDOR 6
8960 8470
23 By ATC KONIR 2B
CORRIDOR 5
28 8470 KONIR 2A

❶ **MAKID 2A:** 112°, 28NM to ZM
MAKID 2B (By ATC): 113°, 23NM to N52 03.3 E113 03.2

FL CONVERSION	
FL108	*FL3300m*
FL98	*FL3000m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
8180′	*(5910′ - 1800m)*
5560′	*(3290′ - 1000m)*
4740′	*(2470′ - 750m)*

CHANGES: Trans level; trans alt; crossings; new format.

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UIAA/HTA
KADALA

JEPPESEN
7 MAR 03 (10-2C) Eff 20 Mar

CHITA, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	2270′	Trans level: FL98 Trans alt: 8180′ *(5982′)*

KONIR 4A *[KONI4A]*
KONIR 4B *[KONI4B]*
MAKID 4A *[MAKI4A]*
MAKID 4B *[MAKI4B]*
TESLO 4A *[TESL4A]*
TESLO 4B *[TESL4B]*
RWY 29 ARRIVALS
FROM WEST

5600′
MSA
ARP

WARNING
Do not mistake airport of Chita Cheremushki (landing track 149°/329°) for Chita Kadala.

N51 57.1 E113 40.8 — At 6140′ *(3942′)*

N51 55.2 E113 38.6 (309° brg to DG) — At 6140′ *(3942′)*

Intercept final at 6140′ *(3942′)*

Chita Cheremushki

CHITA *518 DG N52 01.0 E113 22.7

N51 57.6 E113 18.7

289° 297° 610 3 11 12 129° 042° 109°

TESLO 4A CORRIDOR 7 35 8440
TESLO 4B CORRIDOR 7 By ATC 35 8440
MAKID 4A CORRIDOR 6 35 8960
MAKID 4B CORRIDOR 6 By ATC 34 8960
CORRIDOR 5 35 8470
KONIR 4B CORRIDOR 5 By ATC 33 8470
KONIR 4A

TESLO N52 14.9 E112 30.3 — At or above FL108
121° 128°

NERKA N52 31.0 E111 32.0
MAKID N52 09.5 E112 27.3 — At or above FL108
39 120°
64 108°
BEKUR N52 22.5 E110 45.6

112° 118°
102° 109°

KONIR N52 04.0 E112 26.0 — At or above FL108

98 098°
KHORINSK 320 GR N52 10.0 E109 47.0

NOT TO SCALE

FL CONVERSION
FL108 *FL3300m*
FL98 *FL3000m*

ALT/HEIGHT CONVERSION (QFE)
QNH
8180′ *(5982′ - 1800m)*
6140′ *(3942′ - 1200m)*

CHANGES: Trans level; trans altitude; crossings; new format.

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UIAA/HTA
KADALA

CHITA, RUSSIA
SID

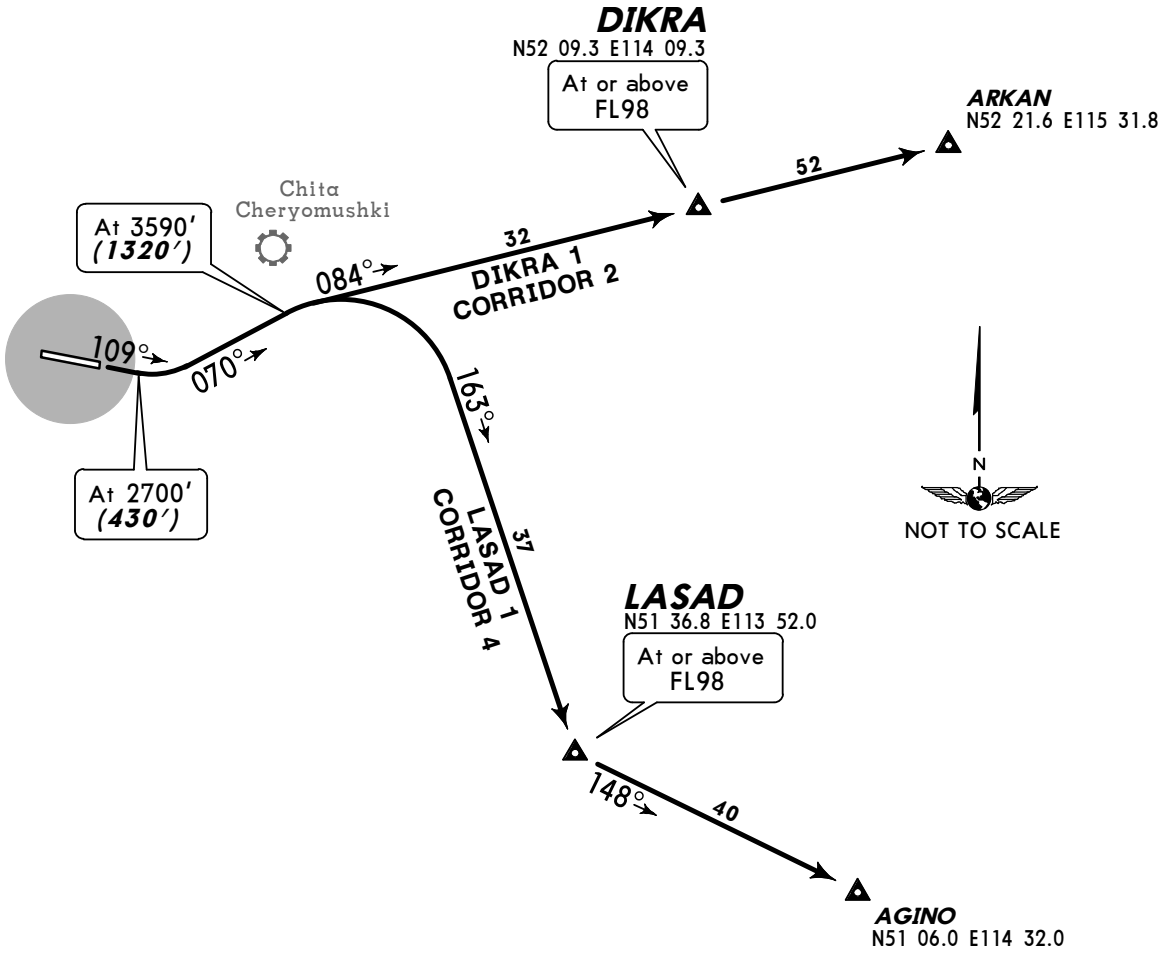
Apt Elev	
2270′	QNH on request **(QFE)** Trans level: FL98 Trans alt: 8180′ ***(5910′)***

5600′
MSA
ARP

DIKRA 1, LASAD 1
RWY 11 DEPARTURES
TO NORTHEAST & SOUTHEAST

When there are no obstacle restrictions in take-off direction, aircraft with more than 162 KT after take-off should climb straight ahead to 4570′ ***(2300′)***, report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.

WARNING
Airport of Chita Cheryomushki landing track 149°/329°.



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2700′	***(430′ - 130m)***
3590′	***(1320′ - 400m)***
4570′	***(2300′ - 700m)***
8180′	***(5910′ - 1800m)***

FL CONVERSION	
FL98	***FL3000m***

These SIDs require a minimum climb gradient of
261′ per NM (4.3%)

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306

CHANGES: None.

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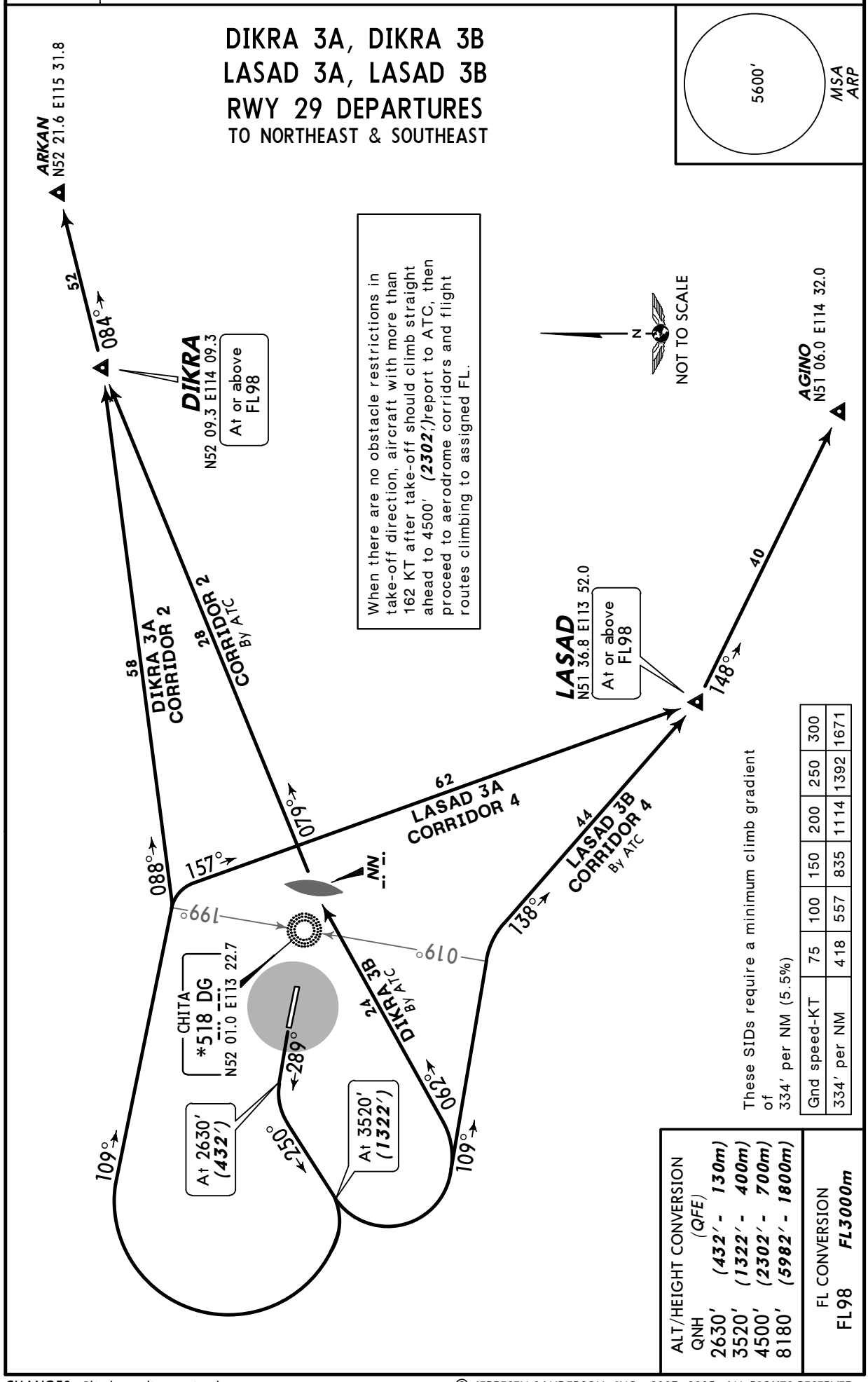
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UIAA/HTA
KADALA

CHITA, RUSSIA
SID

Apt Elev	
2270′	QNH on request **(QFE)** Trans level: FL98 Trans alt: 8180′ ***(5982′)***

DIKRA 3A, DIKRA 3B
LASAD 3A, LASAD 3B
RWY 29 DEPARTURES
TO NORTHEAST & SOUTHEAST



ALT/HEIGHT CONVERSION (QFE)	
QNH	
2630′	***(432′ - 130m)***
3520′	***(1322′ - 400m)***
4500′	***(2302′ - 700m)***
8180′	***(5982′ - 1800m)***

FL CONVERSION	
FL98	***FL3000m***

CHANGES: Climb gradient raised.

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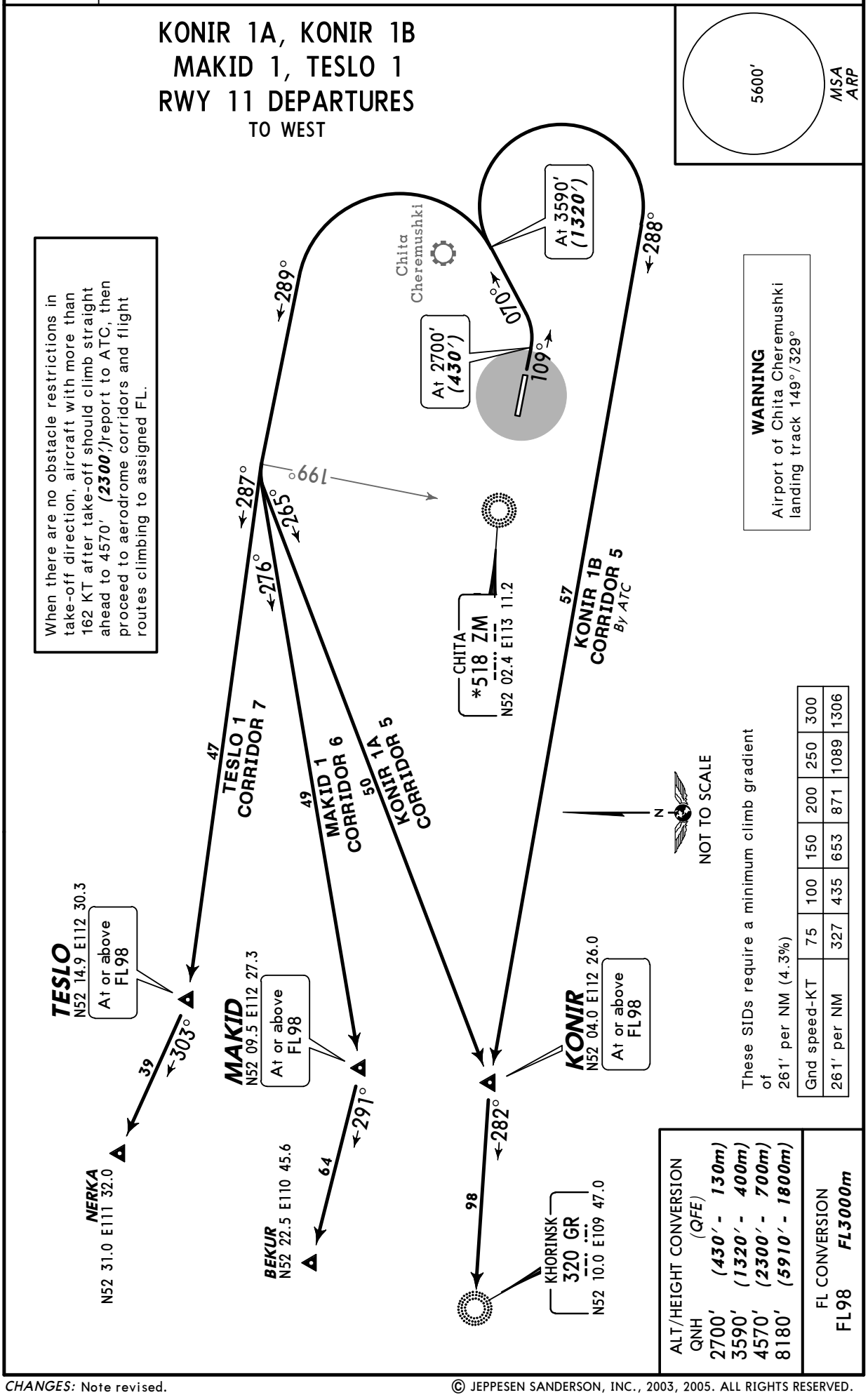
UIAA/HTA
KADALA

JEPPESEN
1 APR 05 (10-3B) Eff 14 Apr

CHITA, RUSSIA
SID

Apt Elev	
2270′	QNH on request **(QFE)** Trans level: FL98 Trans alt: 8180′ ***(5910′)***

KONIR 1A, KONIR 1B
MAKID 1, TESLO 1
RWY 11 DEPARTURES
TO WEST



CHANGES: Note revised.

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UIAA/HTA
KADALA

CHITA, RUSSIA
SID

Apt Elev 2270′

QNH on request **(QFE)**
Trans level: FL98 Trans alt: 8180′ ***(5982′)***

KONIR 3, MAKID 3, TESLO 3
RWY 29 DEPARTURES
TO WEST

5600′ MSA ARP

When there are no obstacle restrictions in take-off direction, aircraft with more than 162 KT after take-off should climb straight ahead to 4500′ ***(2302′)***, report to ATC, then proceed to aerodrome corridors and flight routes climbing to assigned FL.

At 2630′ ***(432′)***

289°

250°

At 3520′ ***(1322′)***

313°

288°

301°

N

NOT TO SCALE

34 TESLO 3 CORRIDOR 7

33 MAKID 3 CORRIDOR 6

33 KONIR 3 CORRIDOR 5

TESLO
N52 14.9 E112 30.3
At or above FL98

MAKID
N52 09.5 E112 27.3
At or above FL98

KONIR
N52 04.0 E112 26.0
At or above FL98

303° 39

291° 64

282° 98

NERKA
N52 31.0 E111 32.0

BEKUR
N52 22.5 E110 45.6

KHORINSK 320 GR
N52 10.0 E109 47.0

These SIDs require a minimum climb gradient of 334′ per NM (5.5%)

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

ALT/HEIGHT CONVERSION (QFE)

QNH	
2630′	***(432′ - 130m)***
3520′	***(1322′ - 400m)***
4500′	***(2302′ - 700m)***
8180′	***(5982′ - 1800m)***

FL CONVERSION
FL98 ***FL3000m***

CHANGES: Climb gradient raised; note revised.

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UIAA/HTA

JEPPESEN
12 DEC 03
Eff 25 Dec
10-9X

JAA MINIMUMS

CHITA, RUSSIA
KADALA

STRAIGHT-IN RWY		A	B	C	D
11	2 NDB with	**2670**′(400′)	**2670**′(400′)	**2670**′(400′)	**2670**′(400′)
	6.5 NM RDP	**R1300m**	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o	**4390**′(2120′)	**4390**′(2120′)	**4390**′(2120′)	**4390**′(2120′)
	6.5 NM RDP	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	ZM NDB with	**2910**′(640′)	**2910**′(640′)	**2910**′(640′)	**2910**′(640′)
	6.5 NM RDP	**R1500m**	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	ZM NDB w/o	**4570**′(2300′)	**4570**′(2300′)	**4570**′(2300′)	**4570**′(2300′)
	6.5 NM RDP	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	Z Lctr with	**3480**′(1210′)	**3480**′(1210′)	**3480**′(1210′)	**3480**′(1210′)
	6.5 NM RDP	**R1500m**	**R1500m**	**R2000m**	**R2000m**
	Z Lctr w/o	**4570**′(2300′)	**4570**′(2300′)	**4570**′(2300′)	**4570**′(2300′)
	6.5 NM RDP	**R1500m**	**R1500m**	**R2000m**	**R2000m**
29	ILS	**2398**′(200′)	**2398**′(200′)	**2398**′(200′)	**2398**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB with NN MKR	**2540**′(342′)	**2540**′(342′)	**2540**′(342′)	**2540**′(342′)
	with 11.2 NM RDP	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB with NN MKR	**2640**′(442′)	**2640**′(442′)	**2640**′(442′)	**2640**′(442′)
	w/o 11.2 NM RDP	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB w/o NN MKR	**3570**′(1372′)	**3570**′(1372′)	**3570**′(1372′)	**3570**′(1372′)
	with 11.2 NM RDP	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB w/o NN MKR	**4110**′(1912′)	**4110**′(1912′)	**4110**′(1912′)	**4110**′(1912′)
	w/o 11.2 NM RDP	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	DG NDB with NN MKR	**2770**′(572′)	**2770**′(572′)	**2770**′(572′)	**2770**′(572′)
	with 11.2 NM RDP	**R1000m**	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	DG NDB with NN MKR	**4190**′(1992′)	**4190**′(1992′)	**4190**′(1992′)	**4190**′(1992′)
	w/o 11.2 NM RDP	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	DG NDB w/o NN MKR	**3940**′(1742′)	**3940**′(1742′)	**3940**′(1742′)	**3940**′(1742′)
	with 11.2 NM RDP	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	DG NDB w/o NN MKR	**4190**′(1992′)	**4190**′(1992′)	**4190**′(1992′)	**4190**′(1992′)
	w/o 11.2 NM RDP	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CHANGES: Minimums.

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UIAA/HTA

CHITA, RUSSIA
KADALA

TAKE-OFF RWY 11, 29

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

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UIAA/HTA KADALA

JEPPESEN 27 MAY 05 (11-1) Eff 9 Jun

CHITA, RUSSIA ILS Rwy 29

BRIEFING STRIP ™

*ATIS	CHITA Krug (Radar)	CHITA Tower (SRE/TWR)
126.4	122.0	118.1

LOC IDG	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 2270′
*110.3	289°	3018′ (820′)	2398′ (200′)	RWY 2198′

5600′ MSA ARP

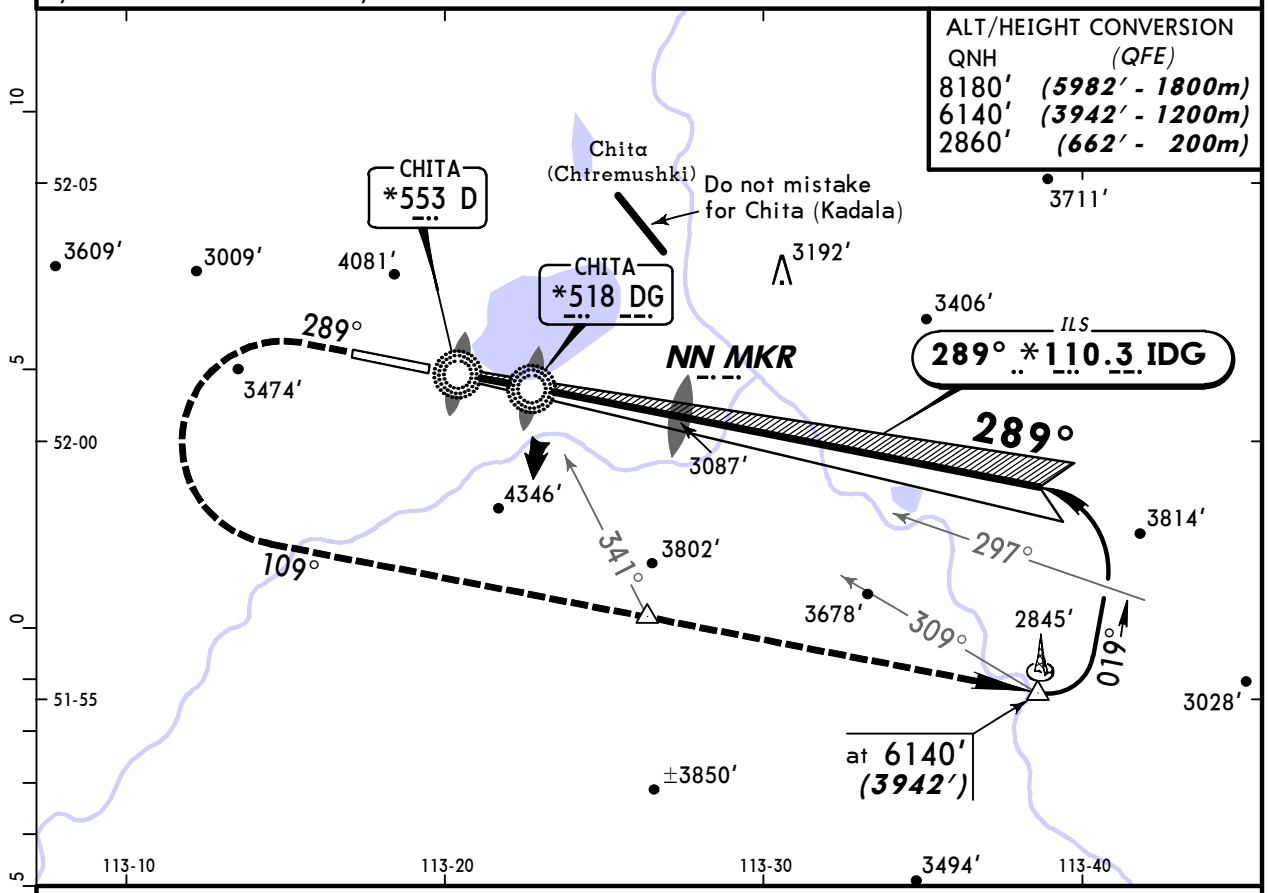
MISSED APCH: Climb on 289° to 2860′ (662′), then turn LEFT onto 109° climbing to 6140′ (3942′), then according to chart.

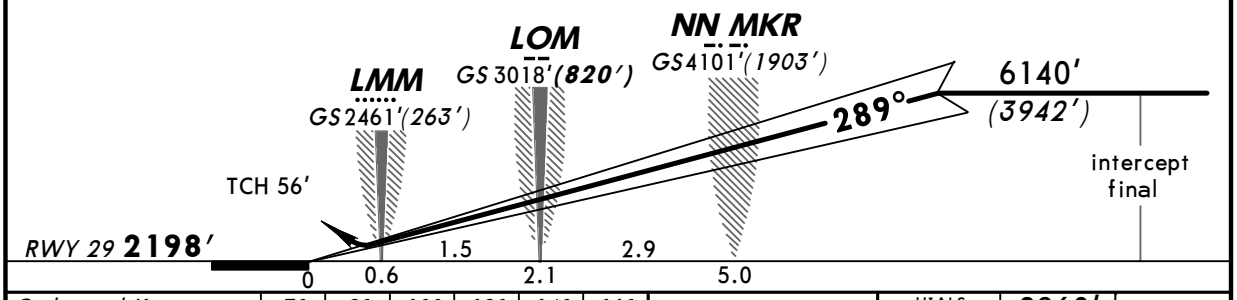
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 Trans alt: 8180′ **(5982′)**

1. Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC. 2. GS unreliable beyond 5 NM.

ALT/HEIGHT CONVERSION

QNH	(QFE)
8180′	(5982′ - 1800m)
6140′	(3942′ - 1200m)
2860′	(662′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.50°	439	565	628	753	879	1004

HIALS PAPI 2860′ (662′) on 289°

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 2398′ (200′) FULL	ILS DA(H) 2398′ (200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: None.

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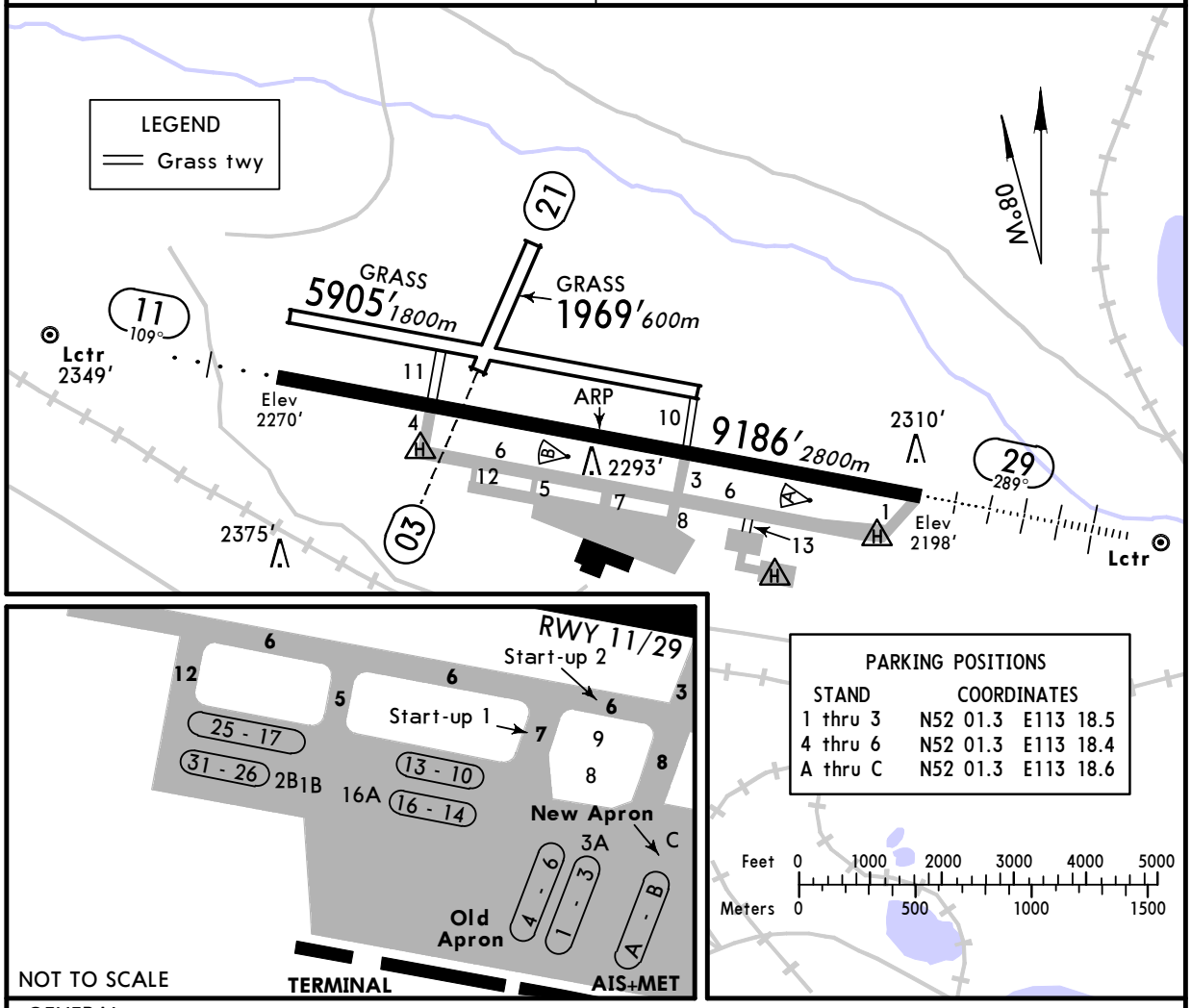
UIAA/HTA

Apt Elev **2270′**
N52 01.6 E113 18.3

JEPPESEN
27 MAY 05 (11-1) **Eff 9 Jun**

CHITA, RUSSIA
KADALA

*ATIS	CHITA Tower
126.4	118.1



PARKING POSITIONS

STAND	COORDINATES
1 thru 3	N52 01.3 E113 18.5
4 thru 6	N52 01.3 E113 18.4
A thru C	N52 01.3 E113 18.6

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

GENERAL

Birds.
Stands 1B and 2B available for helicopters.
Use minimum power when taxiing out from stands 1 and 4.
Execute taxiing via twys 1, 4, 6, 7, 8 with reduced speed.
Caution advised due to Tower, located 98′/30m North of Twy 6 btn Twys 5 and 7. Acft with wingspan exceeding 138′/42m are not allowed to use this part of twy 6.
Turn at end segment RWY 29 shall be carried out with caution at reduced speed with slight braking, otherwise towing required.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21		NIGHT NA		NIGHT NA	
11	RL *(60m)* ALS PAPI-L RVR				184′ *56m*
29	RL *(60m)* HIALS PAPI-L RVR		8038′ *2450m*		
11 29	Grass runway	NIGHT NA		NIGHT NA	246′ *75m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 11/29

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

CHANGES: Stands.

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JEPPESEN FliteStar 9.160

UIAA/HTA KADALA

JEPPESEN 12 DEC 03 Eff 25 Dec (16-1)

CHITA, RUSSIA 2 NDB or ZM NDB Rwy 11

*ATIS	CHITA Krug (Radar)	CHITA Tower (SRE/TWR)
126.4	122.0	118.1

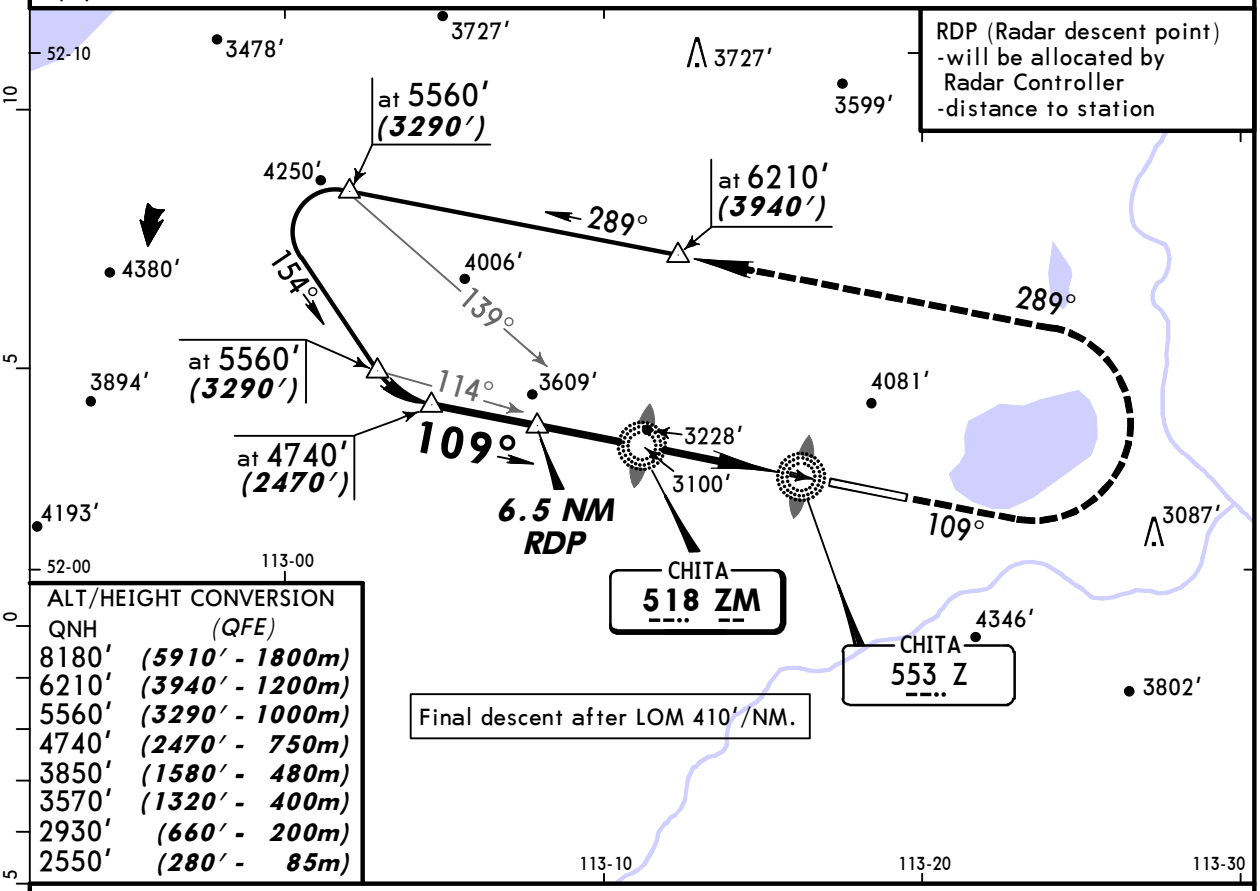
BRIEFING STRIP™

NDB ZM	Final Apch Crs	Minimum Alt	2 NDB MDA(H)	ZM NDB MDA(H)	Apt Elev 2270′
518	109°	Refer to Profile	(CONDITIONAL) 2670′(400′)	(CONDITIONAL) 2910′(640′)	RWY 2270′

5600′ MSA ARP

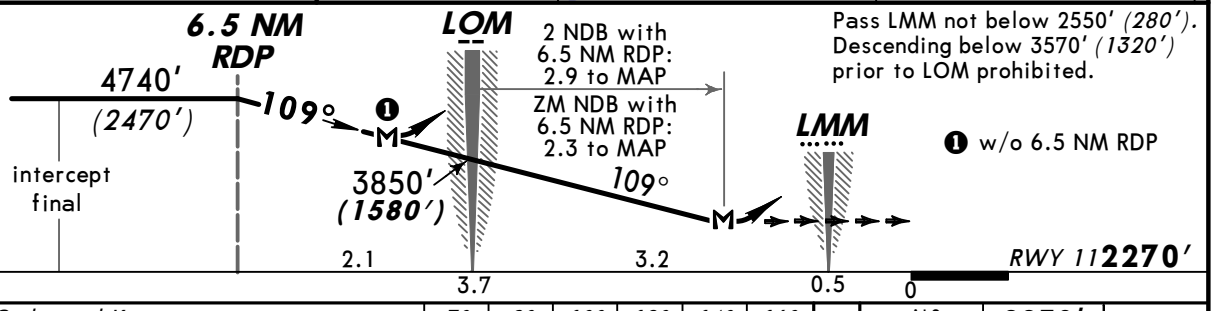
MISSED APCH: Climb on 109° to 2930′(660′), then turn LEFT onto 289° climbing to 6210′(3940′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 Trans alt: 8180′**(5910′)**
Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured.



ALT/HEIGHT CONVERSION

QNH	(QFE)
8180′	(5910′ - 1800m)
6210′	(3940′ - 1200m)
5560′	(3290′ - 1000m)
4740′	(2470′ - 750m)
3850′	(1580′ - 480m)
3570′	(1320′ - 400m)
2930′	(660′ - 200m)
2550′	(280′ - 85m)



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	6.8%	482	620	689	826	964	1102
2 NDB with 6.5 NM RDP: LOM to MAP	2.9	2:29	1:56	1:44	1:27	1:15	1:05
ZM NDB with 6.5 NM RDP: LOM to MAP	2.3	1:58	1:32	1:23	1:09	0:59	0:52

ALS PAPI 2930′ (660′) on 109°

PANS OPS

STRAIGHT-IN LANDING RWY 11

	2 NDB with 6.5 NM RDP MDA(H) 2670′(400′) ALS out	2 NDB w/o 6.5 NM RDP MDA(H) 4390′(2120′) ALS out	ZM NDB with 6.5 NM RDP MDA(H) 2910′(640′) ALS out	ZM NDB w/o 6.5 NM RDP MDA(H) 4570′(2300′) ALS out
A	RVR 1500m VIS 1600m	3200m	2600m	3200m
B				
C		4800m	4800m	4800m
D	RVR 1800m VIS 2000m			

CHANGES: Communications. Procedure. Minimums.

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UIAA/HTA
KADALA

JEPPESEN
12 DEC 03 (16-2) Eff 25 Dec

CHITA, RUSSIA
Z Lctr Rwy 11

BRIEFING STRIP ™

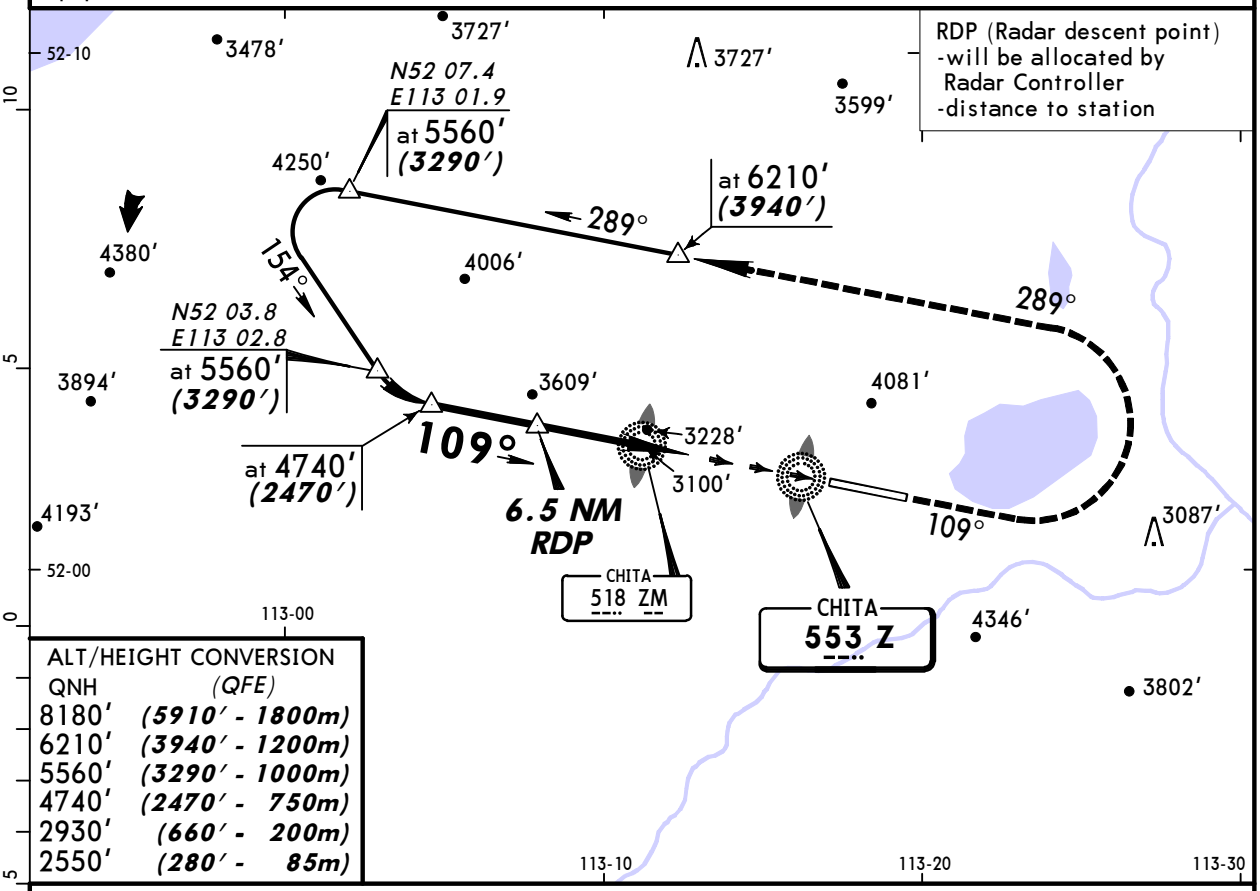
*ATIS	CHITA Krug (Radar)	CHITA Tower (SRE/TWR)
126.4	122.0	118.1

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 2270′
Z	109°	No FAF	(CONDITIONAL) 3480′(1210′)	RWY 2270′
553				

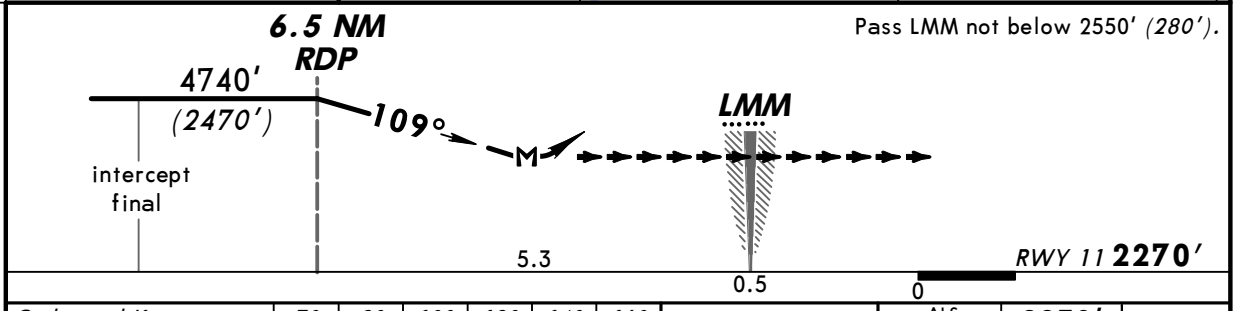
5600′
MSA
ARP

MISSED APCH: Climb on 109° to 2930′(660′), then turn LEFT onto 289° climbing to 6210′(3940′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 Trans alt: 8180′(5910′)
Do not descend on final until cleared by ATC and before steady operation of aircraft and ground landing equipment is assured.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
8180′	(5910′ - 1800m)
6210′	(3940′ - 1200m)
5560′	(3290′ - 1000m)
4740′	(2470′ - 750m)
2930′	(660′ - 200m)
2550′	(280′ - 85m)



Pass LMM not below 2550′ (280′).

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.8%	482	620	689	826	964	1102

ALS
PAPI

2930′ (660′) on 109°

STRAIGHT-IN LANDING RWY 11

	with 6.5 NM RDP MDA(H) 3480′(1210′) ALS out	w/o 6.5 NM RDP MDA(H) 4570′(2300′) ALS out
A	3200m	3200m
B		
C	4800m	4800m
D		

PANS OPS

CHANGES: New procedure.

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UIAA/HTA KADALA

JEPPESEN 12 DEC 03 (16-3) Eff 25 Dec

CHITA, RUSSIA 2 NDB Rwy 29

BRIEFING STRIP ™

*ATIS	CHITA Krug (Radar)	CHITA Tower (SRE/TWR)
126.4	122.0	118.1

NDB DG	Final Apch Crs	Minimum Alt	with NN MKR MDA(H) (CONDITIONAL)	w/o NN MKR MDA(H) (CONDITIONAL)	Apt Elev 2270' RWY 2198'
518	289°	Refer to Profile	2540'(342')	3570'(1372')	

5600'
MSA
ARP

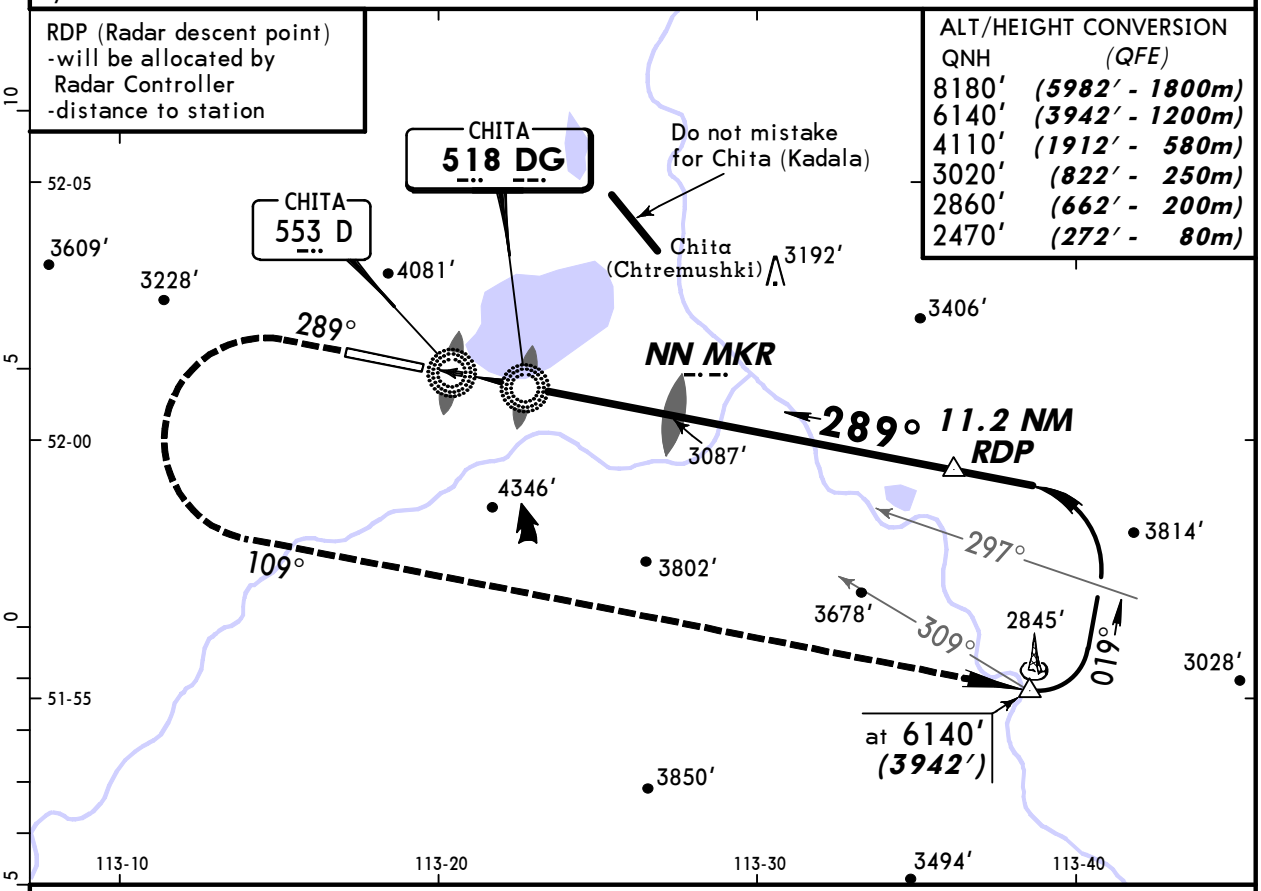
MISSED APCH: Climb on 289° to 2860'(662'), then turn LEFT onto 109° climbing to 6140'(3942'), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 Trans alt: 8180'**(5982')**
Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

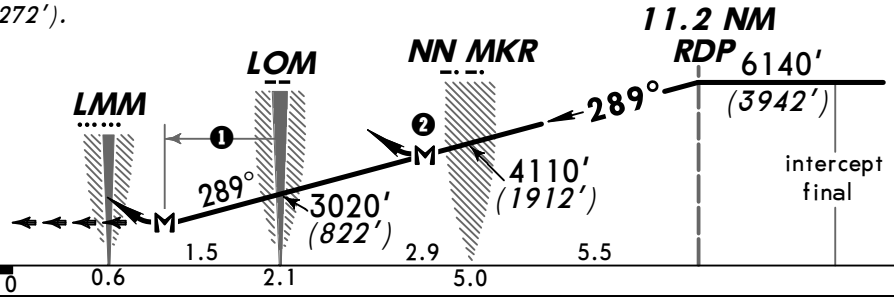
QNH	(QFE)
8180'	(5982' - 1800m)
6140'	(3942' - 1200m)
4110'	(1912' - 580m)
3020'	(822' - 250m)
2860'	(662' - 200m)
2470'	(272' - 80m)



Pass LMM not below 2470' (272').

❶ with NN MKR
with 11.2 NM RDP:
1.3 to MAP
w/o 11.2 NM RDP:
1.0 to MAP

❷ w/o NN MKR



Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	6.1%	432	556	618	741	865	988
With NN MKR & 11.2 NM RDP: LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29
With NN MKR, w/o 11.2 NM RDP: LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS
PAPI

2860' (662') on 289°

STRAIGHT-IN LANDING RWY 29

PANS OPS

	with NN MKR: with 11.2 NM RDP MDA(H) 2540'(342')		with NN MKR: w/o 11.2 NM RDP MDA(H) 2640'(442')		w/o NN MKR: with 11.2 NM RDP MDA(H) 3570'(1372')		w/o NN MKR: w/o 11.2 NM RDP MDA(H) 4110'(1912')	
		ALS out		ALS out		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1200m	RVR 1500m VIS 1600m	3200m		3200m	
B								
C				RVR 1800m VIS 2000m	4000m	4800m	4000m	4800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m	4400m		4400m	

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JEPPESEN
FliteStar 9.160

UIAA/HTA
KADALA

JEPPESEN
12 DEC 03 (16-4) Eff 25 Dec

CHITA, RUSSIA
DG NDB Rwy 29

BRIEFING STRIP ™

*ATIS	CHITA Krug (Radar)	CHITA Tower (SRE/TWR)
126.4	122.0	118.1

NDB	Final Apch Crs	Minimum Alt	with NN MKR MDA(H) (CONDITIONAL)	w/o NN MKR MDA(H) (CONDITIONAL)	Apt Elev 2270'
DG 518	289°	Refer to Profile	2770'(572')	3940'(1742')	RWY 2198'

5600'

MSA
ARP

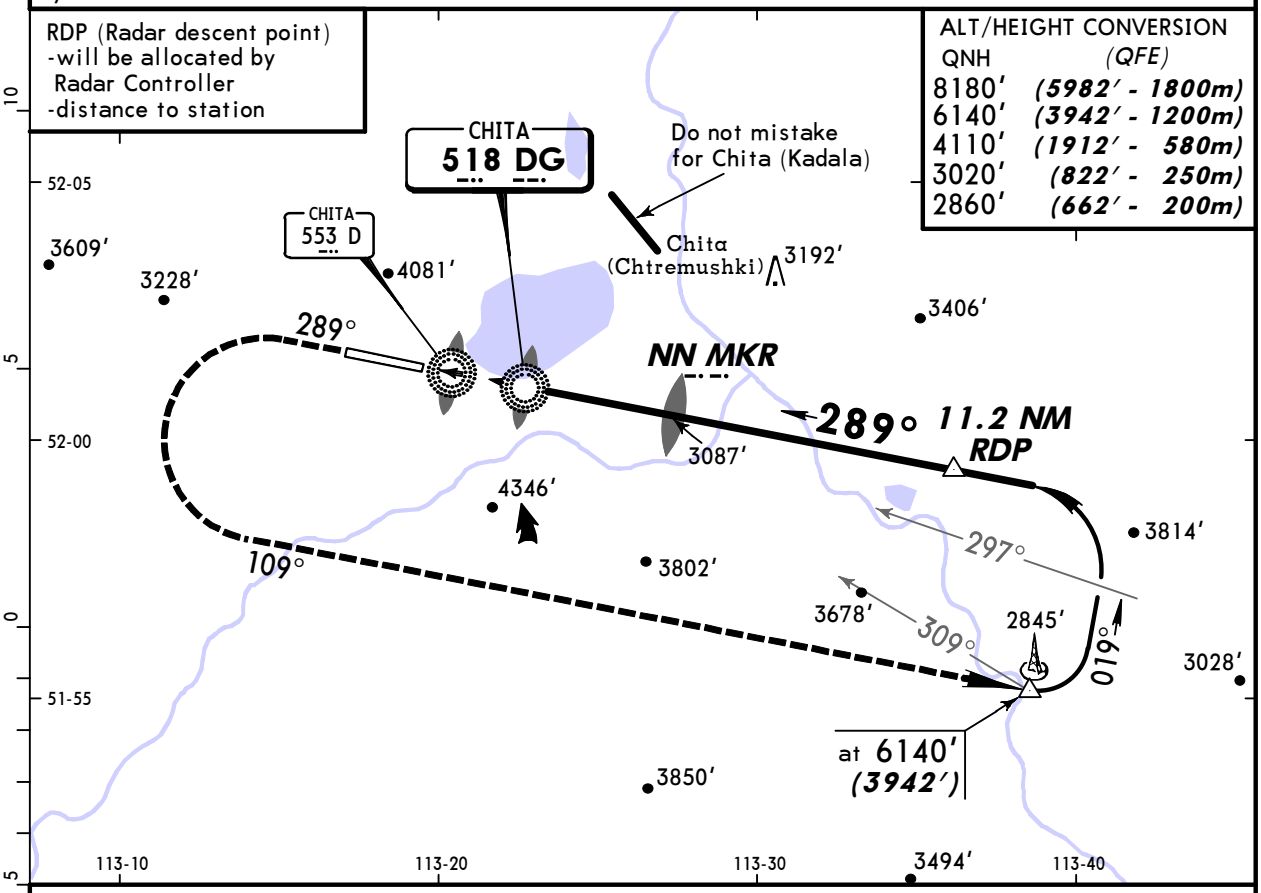
MISSED APCH: Climb on 289° to 2860'(662'), then turn LEFT onto 109° climbing to 6140'(3942'), then according to chart.

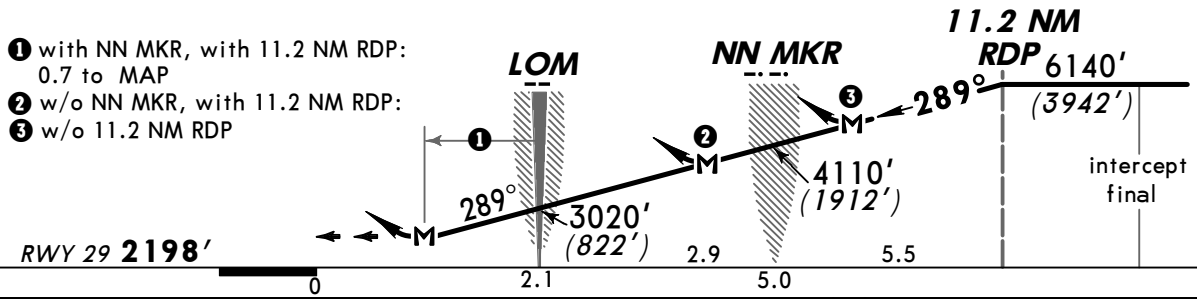
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 98 Trans alt: 8180'**(5982')**
Due to possible interference caused by MKR of a nearby airport, do not descend on final until cleared by ATC.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
8180'	**(5982' - 1800m)**
6140'	**(3942' - 1200m)**
4110'	**(1912' - 580m)**
3020'	**(822' - 250m)**
2860'	**(662' - 200m)**





Gnd speed-Kts		70	90	100	120	140	160
Descent Gradient	6.1%	432	556	618	741	865	988
With NN MKR &11.2 NM RDP: LOM to MAP	0.7	0:36	0:28	0:25	0:21	0:18	0:16

HIALS
PAPI

2860'
(662') on 289°

STRAIGHT-IN LANDING RWY 29

PANS OPS

	with NN MKR: with 11.2 NM RDP MDA(H) 2770'(572')		with NN MKR: w/o 11.2 NM RDP MDA(H) 4190'(1992')		w/o NN MKR: with 11.2 NM RDP MDA(H) 3940'(1742')		w/o NN MKR: w/o 11.2 NM RDP MDA(H) 4190'(1992')	
		ALS out		ALS out		ALS out		ALS out
A	1800m	2600m	3200m		3200m		3200m	
B								
C			4000m	4800m	4000m	4800m	4000m	4800m
D	2400m	2800m	4400m		4400m		4400m	

CHANGES: New procedure.

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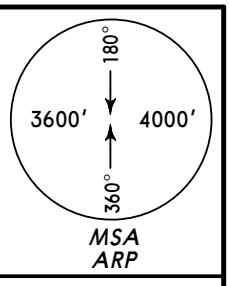
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BRATSK

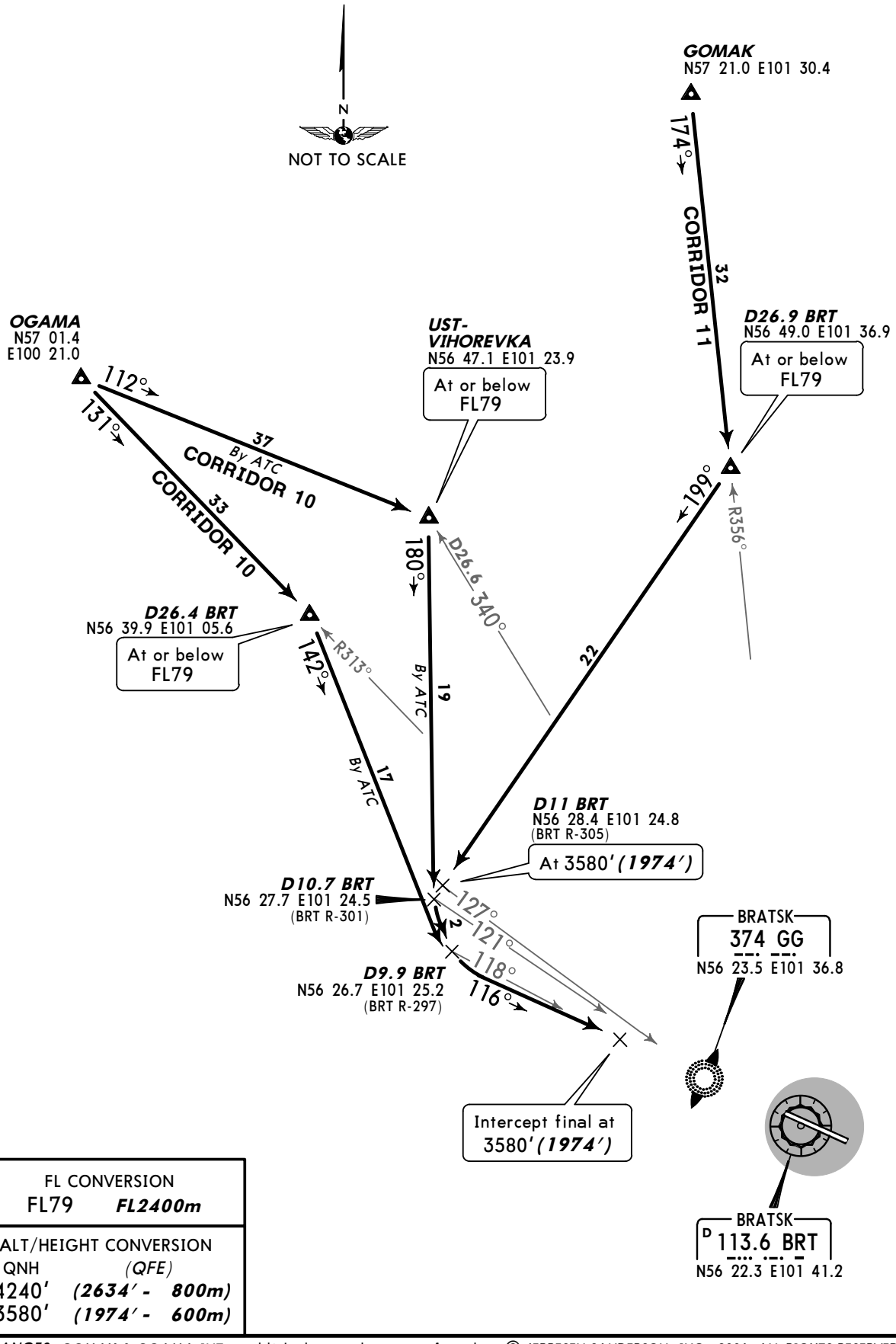
JEPPESEN
20 JAN 06 (10-2)

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2634′)*



RWY 12 ARRIVALS
FROM NORTH



FL CONVERSION	
FL79	***FL2400m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4240′	***(2634′ - 800m)***
3580′	***(1974′ - 600m)***

CHANGES: GOMAK & OGAMA INT established; procedures transferred.

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UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-2A)

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2638′)*

RWY 30 ARRIVALS
FROM NORTH

MSA ARP
360° 4000′
180° 3600′

FL CONVERSION	
FL128	*FL3900m*
FL98	*FL3000m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	*(2638′ - 800m)*
4240′	*(1978′ - 600m)*
3580′	

NOT TO SCALE

D12 BRT
N56 21.5 E102 02.8
(BRT R-095)

D12.3 BRT
N56 21.4 E102 03.2
(BRT R-095)
(268° brg to BS)

D12.4 BRT
N56 21.2 E102 03.5
(BRT R-096)

D11.9 BRT
N56 18.2 E102 01.3
(BRT R-111)

206°
267°
270°
289°
296°

Intercept final at
3580′ *(1978′)*

D5.4 BRT
N56 24.9 E101 49.7
(BRT R-062)

At 4240′ *(2638′)*

116°
206°

31
33 By ATC
29 By ATC
8

D26.9 BRT
N56 49.0 E101 36.9
At or below FL98

GOMAK
N57 21.0 E101 30.4

32
174°
CORRIDOR 11

153°
R356°

141°
D26.6 340°

UST-VIHOREVKA
N56 47.1 E101 23.9
At or below FL98

37 By ATC
CORRIDOR 10
112°

33
131°
CORRIDOR 10

122°
R313°

OGAMA
N57 01.4 E100 21.0

D26.4 BRT
N56 39.9 E101 05.6
At or below FL98

BRATSK
D 113.6 BRT
N56 22.3 E101 41.2

BRATSK
374 BS
N56 21.0 E101 46.7

UI(P)-AREA ❶

❶ Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited.

CHANGES: GOMAK & OGAMA INT established; procedures transferred.

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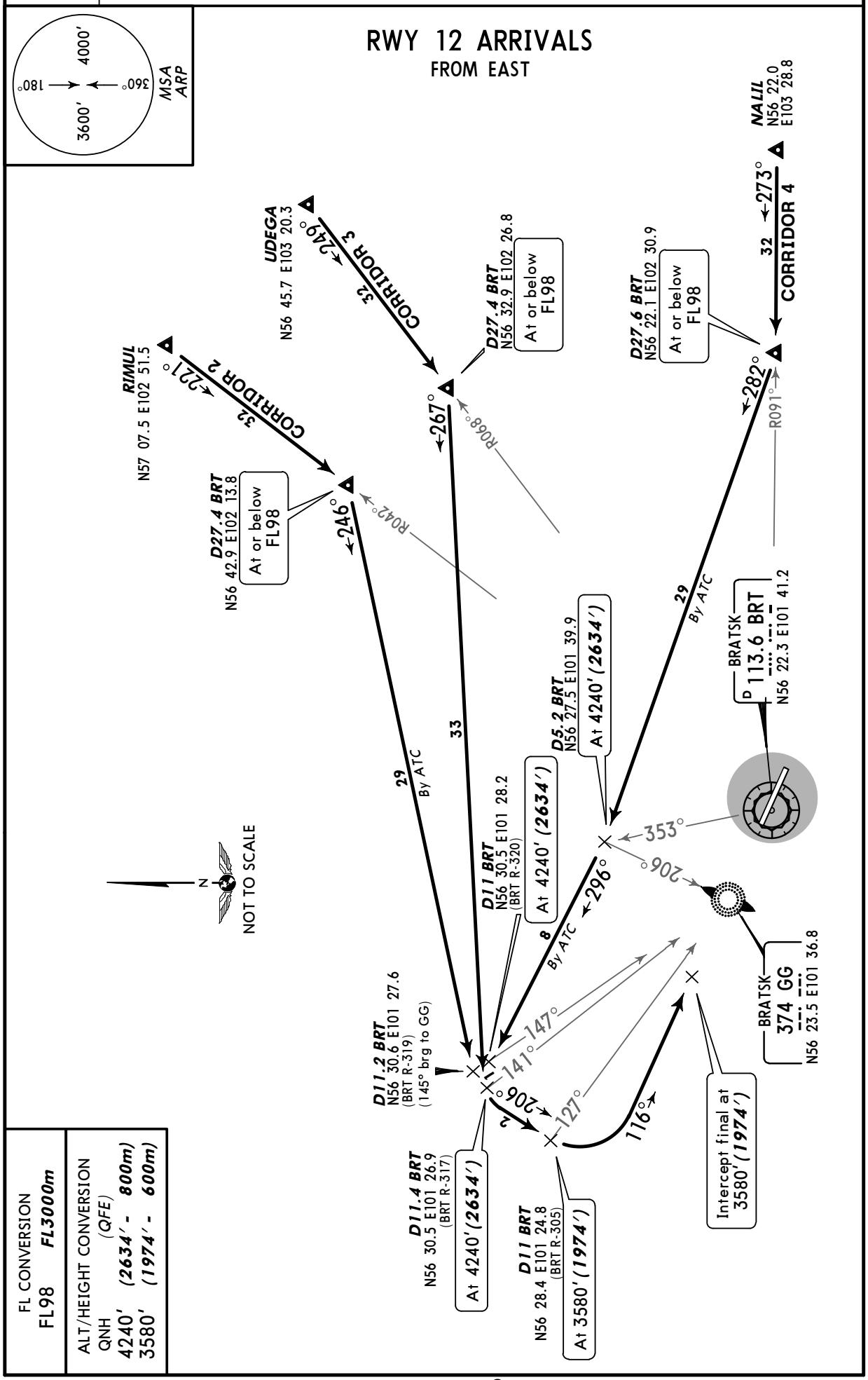
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UIBB/BTK
BRATSK

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2634′)*

RWY 12 ARRIVALS
FROM EAST



FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL98 *FL3000m*	QNH *(2634′ - 800m)*
	4240′ *(1974′ - 600m)*
	3580′

CHANGES: NALIL, RIMUL & UDEGA INT estbld; procedures transferred.

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UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-2C)

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2638′)*

RWY 30 ARRIVALS
FROM EAST

MSA ARP
180° 4000′
360° 3600′

NOT TO SCALE

RIMUL N57 07.5 E102 51.5
UDEGA N56 45.7 E103 20.3
NALIL N56 22.0 E103 28.8

CORRIDOR 2 — 221° — 32
CORRIDOR 3 — 249° — 32
CORRIDOR 4 — 273° — 32

D27.4 BRT N56 42.9 E102 13.8 — At or below FL79
D27.4 BRT N56 32.9 E102 26.8 — At or below FL79
D27.6 BRT N56 22.1 E102 30.9 — At or below FL79

195° — 23 By ATC — R042°
225° — 21 — R068°
257° — 18 By ATC — R091°

D12.6 BRT N56 20.5 E102 03.6 (BRT R-099)
D12.1 BRT N56 18.7 E102 02.1 (BRT R-108)
D11.9 BRT N56 18.2 E102 01.3 (BRT R-111)
D11.3 BRT N56 17.8 E101 59.9 (BRT R-114)

206° — 274° — 285° — 289° — 293° — 296°

BRATSK 374 BS N56 21.0 E101 46.7

BRATSK D 113.6 BRT N56 22.3 E101 41.2

Intercept final at 3580′ *(1978′)*

UI(P)-AREA ❶

❶ Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited.

FL CONVERSION	
FL128	*FL3900m*
FL79	*FL2400m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4240′	*(2638′ - 800m)*
3580′	*(1978′ - 600m)*

CHANGES: NALIL, RIMUL & UDEGA INT estbld; procedures transferred.

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UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-2D)

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2634′)*

RWY 12 ARRIVALS
FROM SOUTH

MSA ARP
4000′
3600′
180°
360°

NOT TO SCALE

D27.5 BRT
N56 05.3 E102 19.9
At or below FL98

37 311° By ATC CORRIDOR 5

AKIRU
N55 42.3 E103 10.8

R129° 297°

UI(P)-AREA 1

BRATSK
D 113.6 BRT
N56 22.3 E101 41.2

D27 BRT
N55 55.7 E101 48.7
At or below FL98

CORRIDOR 6A

30 355° IRKUT
N55 26.0 E101 54.0

R172° 329°

BRATSK
374 GG
N56 23.5 E101 36.8

30 By ATC

D6.5 BRT
N56 18.0 E101 32.3
At 4240′ *(2634′)*

026° 230°

Intercept final at 3580′ *(1974′)*

116° 104° 076° 078° 026°

7 By ATC 296°

30

D11 BRT
N56 25.4 E101 22.3
(BRT R-288)

D11.8 BRT
N56 21.4 E101 20.0
(BRT R-267)
At 4240′ *(2634′)*

D11.5 BRT
N56 21.1 E101 20.6
(BRT R-265)
At 4240′ *(2634′)*

1 Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited.

FL CONVERSION	
FL128	*FL3900m*
FL98	*FL3000m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4240′	*(2634′ - 800m)*
3580′	*(1974′ - 600m)*

CHANGES: New chart.

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UIBB/BTK
BRATSK

BRATSK, RUSSIA
STAR

Apt Elev	
1610′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2638′)***

RWY 30 ARRIVALS
FROM SOUTH

MSA ARP
4000′
3600′
360°
180°

NOT TO SCALE

FL CONVERSION	
FL128	***FL3900m***
FL79	***FL2400m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4240′	***(2638′ - 800m)***
3580′	***(1978′ - 600m)***

D27.5 BRT
N56 05.3 E102 19.9
At or below FL79

AKIRU
N55 42.3 E103 10.8

37 By ATC CORRIDOR 5
317°
318°
R129°
17 By ATC

D11.1 BRT
N56 17.5 E101 59.1
(BRT R-117)

296°
298°
308°
2
21
018°

D12.2 BRT
N56 15.7 E101 59.6
(BRT R-124)
At 4240′ ***(2638′)***

IRKUT
N55 26.0 E101 54.0

355°
30 CORRIDOR 6A
R172°

D27 BRT
N55 55.7 E101 48.7
At or below FL79

Intercept final at 3580′ ***(1978′)***

BRATSK
374 BS
N56 21.0 E101 46.7

UI(P)-AREA ❶

BRATSK
D 113.6 BRT
N56 22.3 E101 41.2

❶ Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited.

CHANGES: New chart.

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UIBB/BTK
BRATSK

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2634′)*

RWY 12 ARRIVALS
FROM WEST

MSA ARP
360° 4000′
180° 3600′

BRATSK
374 GG
N56 23.5 E101 36.8

BRATSK
D 113.6 BRT
N56 22.3 E101 41.2

Intercept final at 3580′ *(1974′)*

116°
111°
104°
080°
026°

D10.6 BRT
N56 26.1 E101 23.3
(BRT R-292)

D11 BRT
N56 25.4 E101 22.3
(BRT R-288)

D12 BRT
N56 22.2 E101 19.6
(BRT R-271)

At 4240′ *(2634′)*

N
NOT TO SCALE

FL CONVERSION	
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4240′	*(2634′ - 800m)*
3580′	*(1974′ - 600m)*

19
059°
R259°

20
By ATC
019°
R025°

D26.7 BRT
N56 03.1 E101 08.2
At or below FL79

3
CORRIDOR 7
044°

LASLA
N55 40.0 E100 28.0

D26.6 BRT
N56 16.2 E100 54.7
At or above FL69

32
CORRIDOR 8
076°

ASBOK
N56 09.0 E099 58.0

CHANGES: New chart.

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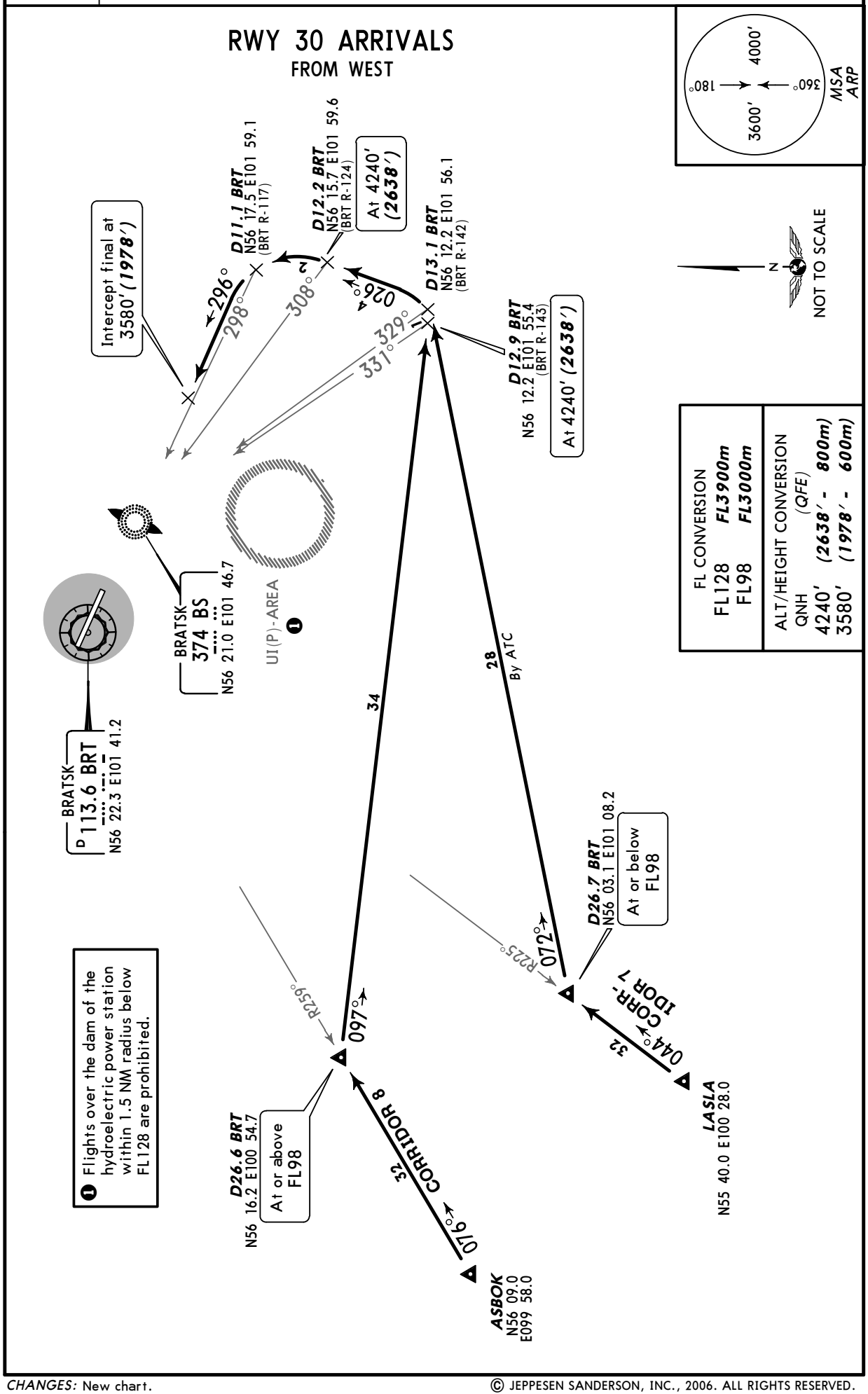
UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-2G)

BRATSK, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1610′	Trans level: By ATC Trans alt: 4240′ *(2638′)*

RWY 30 ARRIVALS
FROM WEST



CHANGES: New chart.

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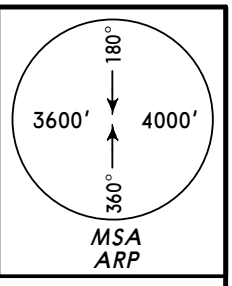
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BRATSK

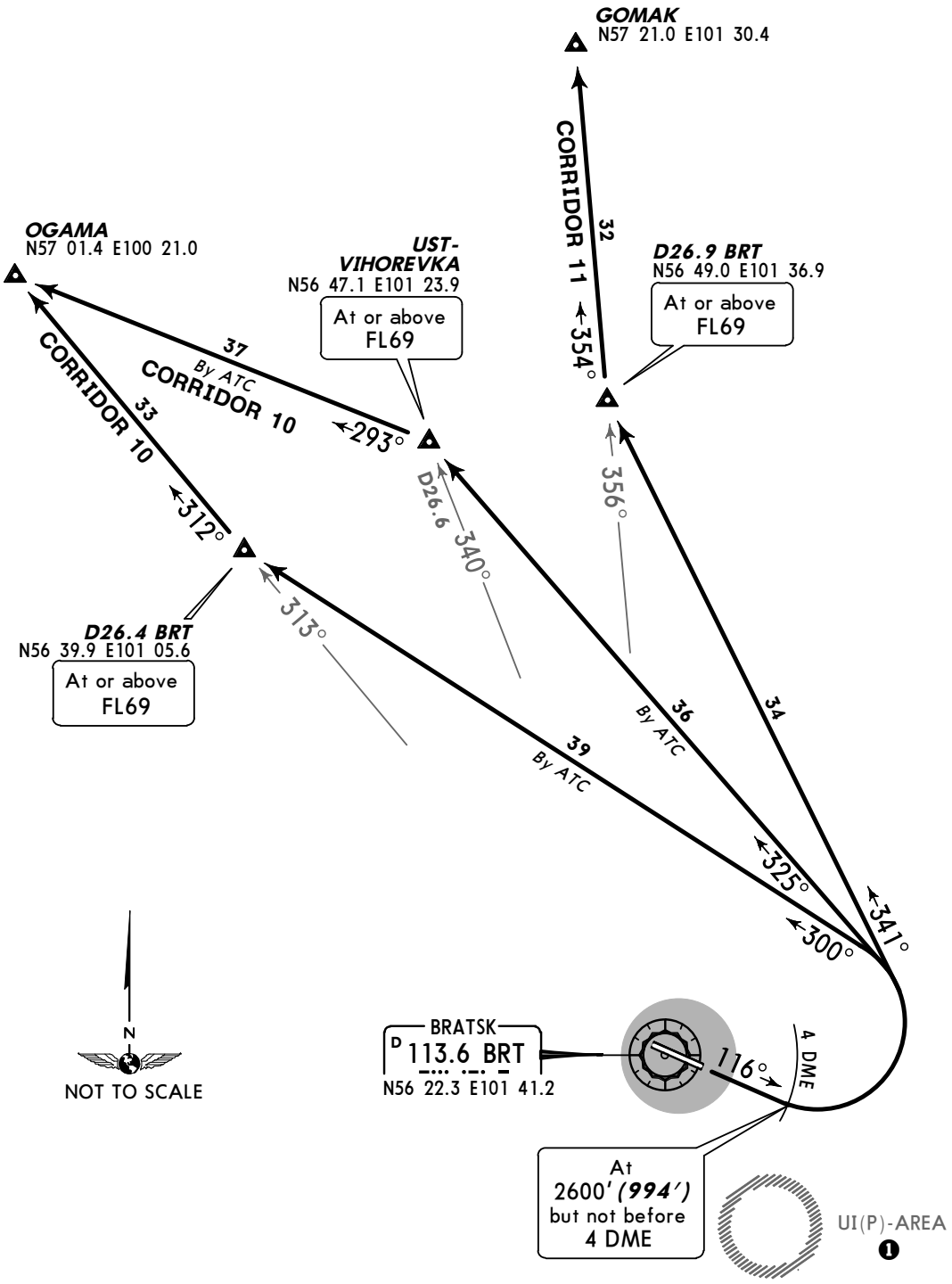
JEPPESEN
20 JAN 06 (10-3)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2634′)***



RWY 12 DEPARTURES
TO NORTH



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2600′	***(994′ - 300m)***
4240′	***(2634′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***
FL128	***FL3900m***

❶ Flights over the dam of the hydroelectric power station within 1.5 NM radius below FL128 are prohibited.

CHANGES: GOMAK & OGAMA INT established; procedures revised.

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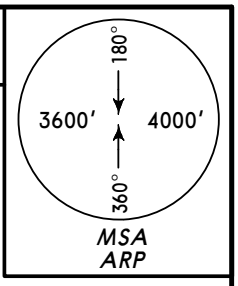
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UIBB/BTK
BRATSK

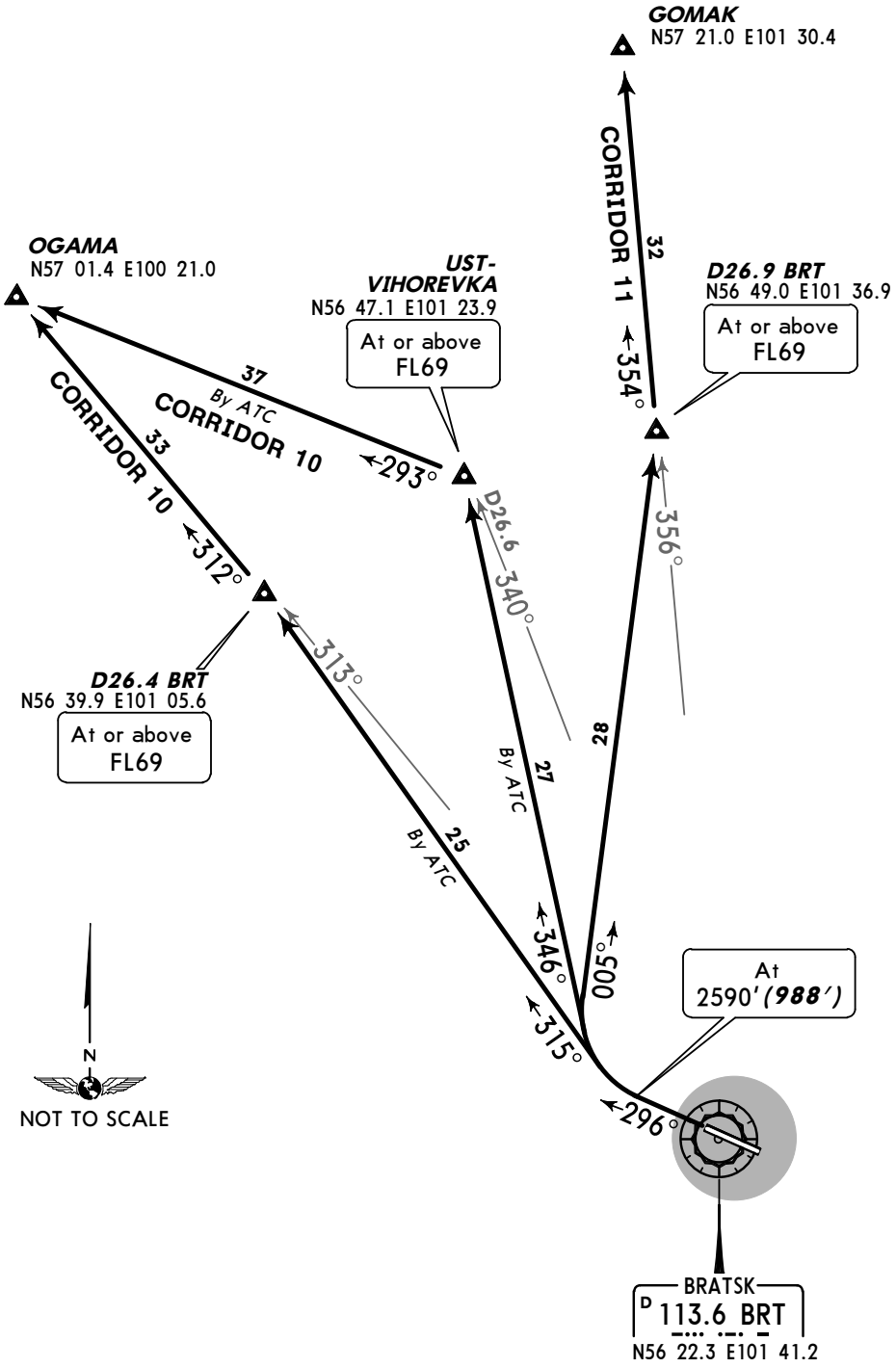
JEPPESEN
20 JAN 06 (10-3A)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2638′)***



RWY 30 DEPARTURES
TO NORTH



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2590′	***(988′ - 300m)***
4240′	***(2638′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***

CHANGES: GOMAK & OGAMA INT established; procedures revised.

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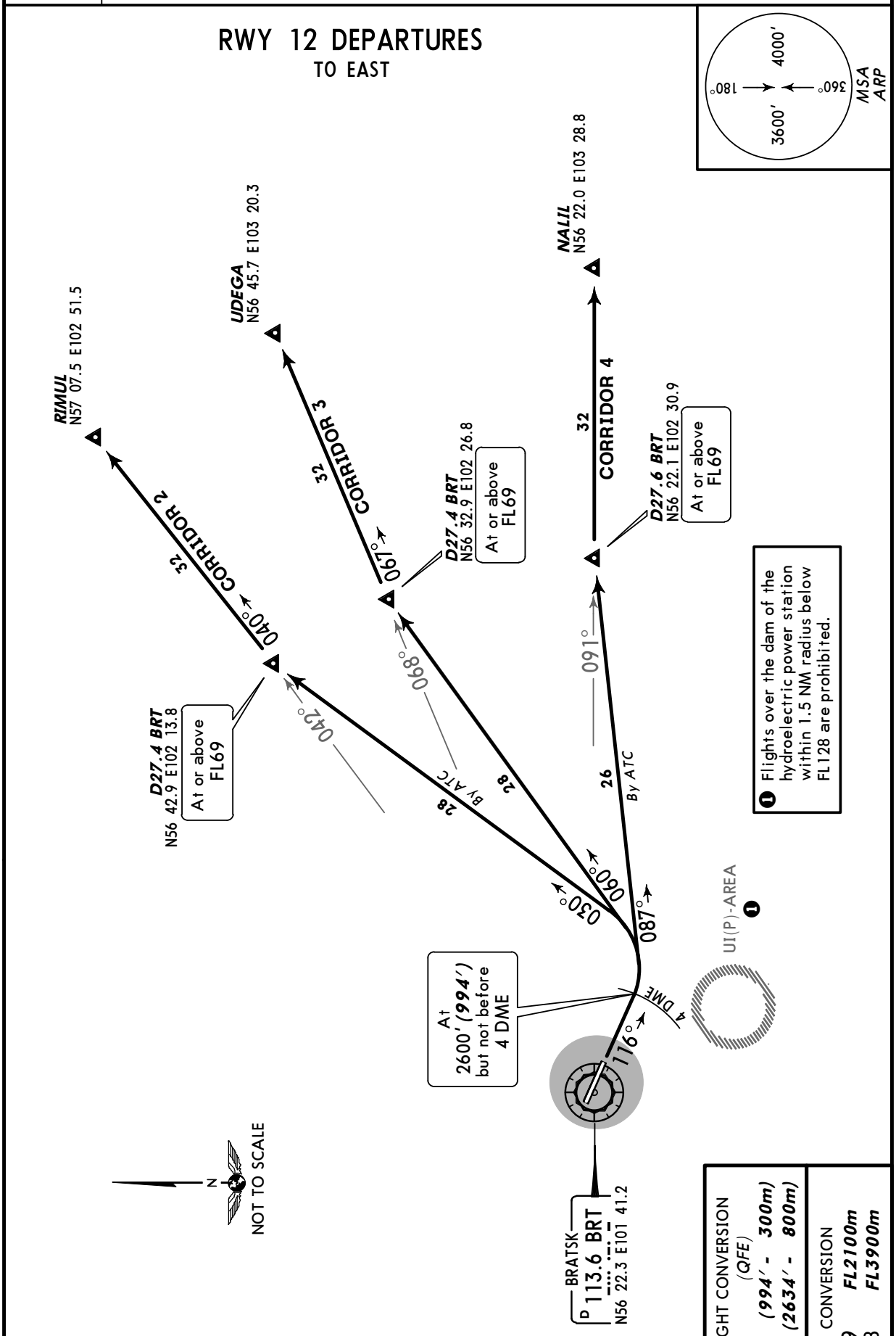
UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-3B)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2634′)***

RWY 12 DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION (QFE)	
QNH	
2600′	***(994′ - 300m)***
4240′	***(2634′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***
FL128	***FL3900m***

CHANGES: NALIL, RIMUL & UDEGA INT estbld; procedures revised.

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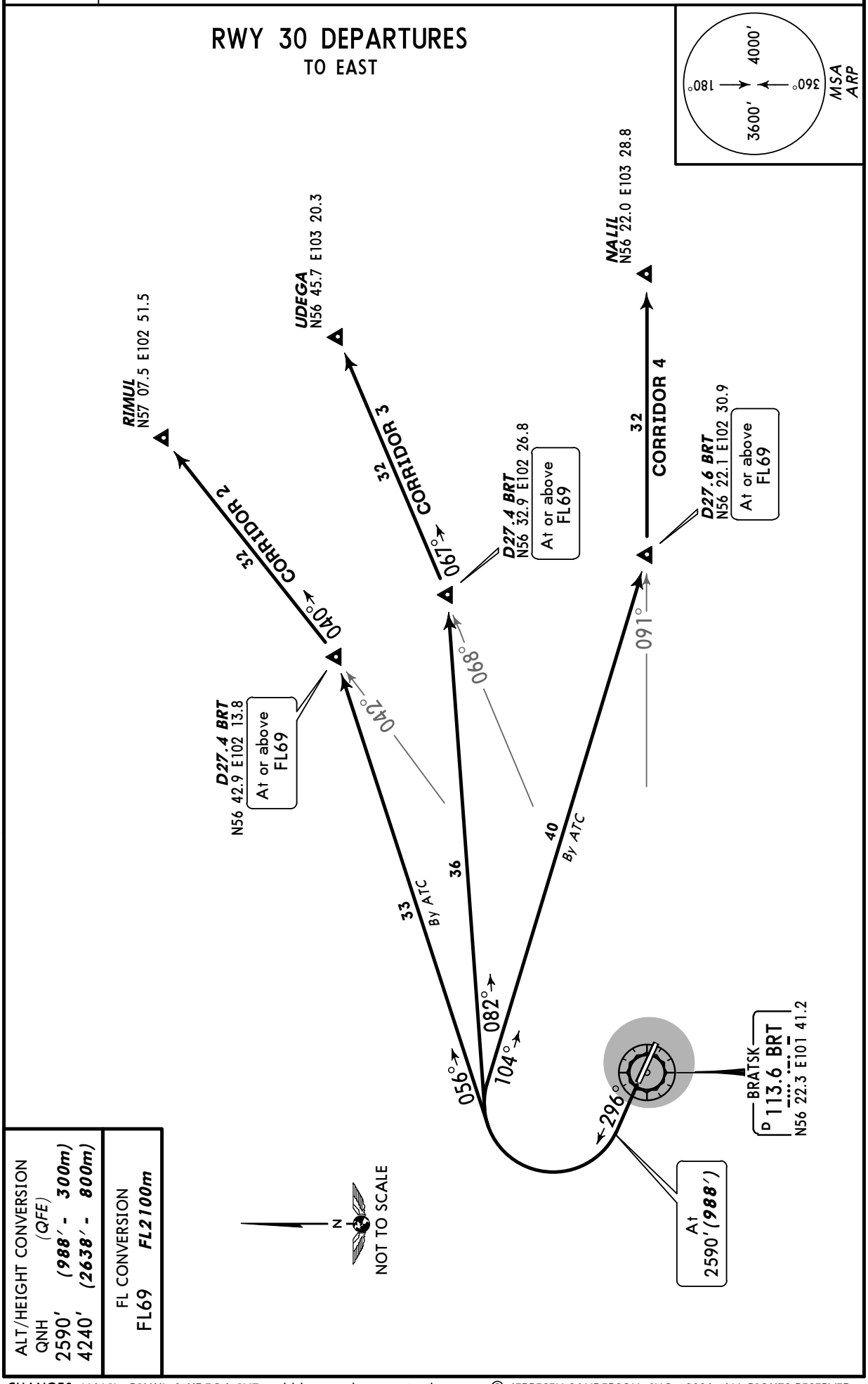
UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-3C)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2638′)***

RWY 30 DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION (QFE)	
QNH	***(988′ - 300m)***
2590′	
4240′	***(2638′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***

CHANGES: NALIL, RIMUL & UDEGA INT estbld; procedures revised.

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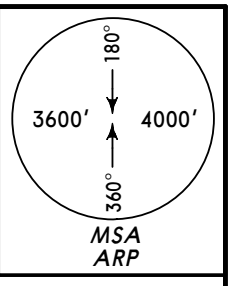
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UIBB/BTK
BRATSK

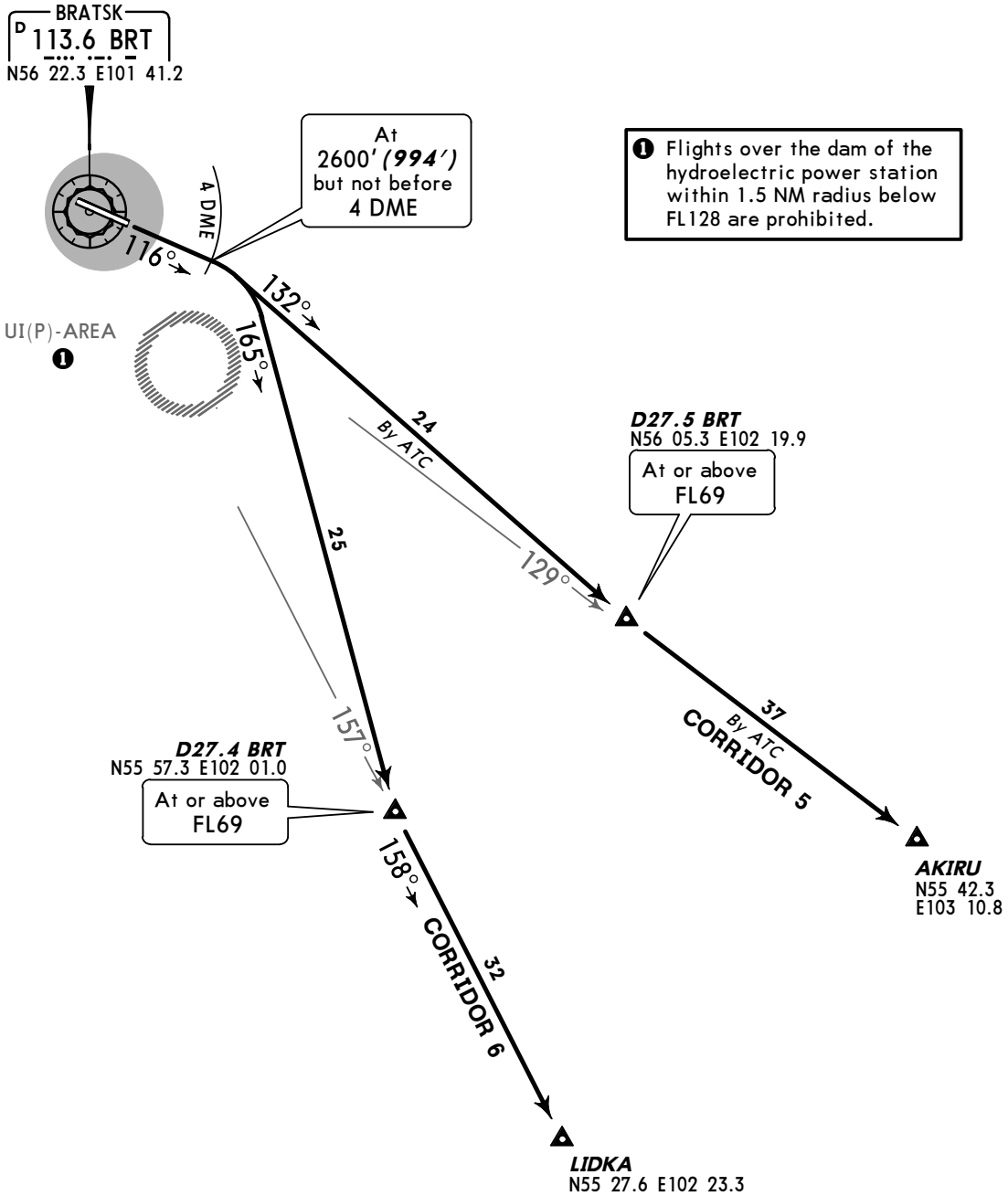
JEPPESEN
20 JAN 06 (10-3D)

BRATSK, RUSSIA
SID

Apt Elev	QNH on request (QFE) Trans level: By ATC Trans alt: 4240′ *(2634′)*
1610′	

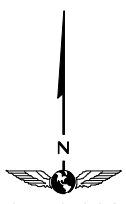


RWY 12 DEPARTURES
TO SOUTH



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2600′	*(994′ - 300m)*
4240′	*(2634′ - 800m)*

FL CONVERSION	
FL69	*FL2100m*
FL128	*FL3900m*



NOT TO SCALE

CHANGES: AKIRU INT established; procedures revised.

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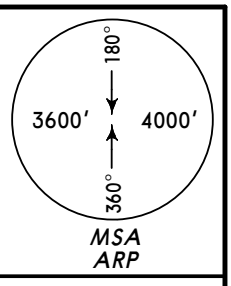
UIBB/BTK
BRATSK

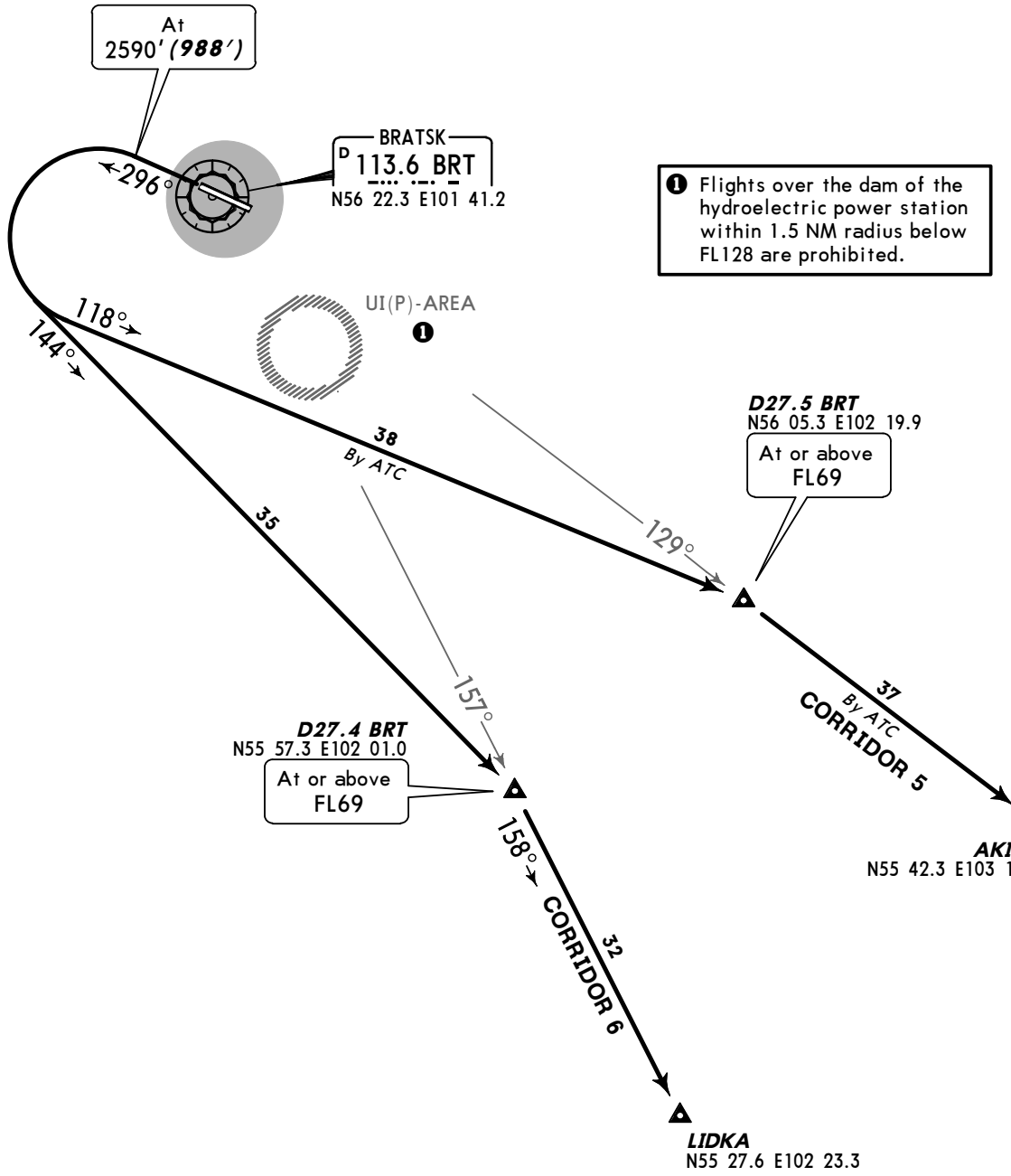
JEPPESEN
20 JAN 06 (10-3E)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2638′)***

RWY 30 DEPARTURES
TO SOUTH





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2590′	***(988′ - 300m)***
4240′	***(2638′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***
FL128	***FL3900m***



NOT TO SCALE

CHANGES: AKIRU INT established; procedures revised.

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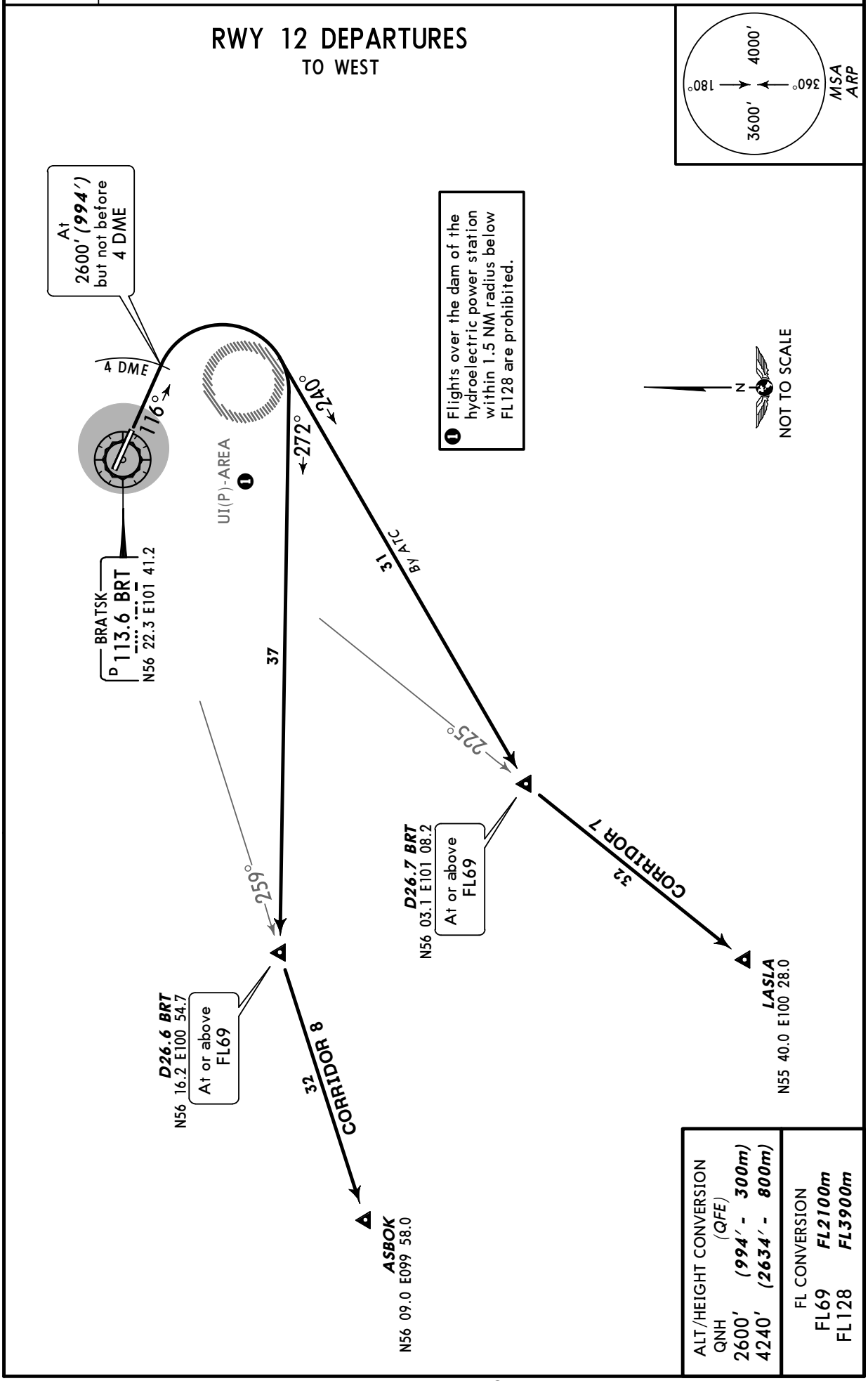
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UIBB/BTK
BRATSK

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2634′)***

RWY 12 DEPARTURES
TO WEST



CHANGES: ASBOK & LASLA INT established; procedures revised.

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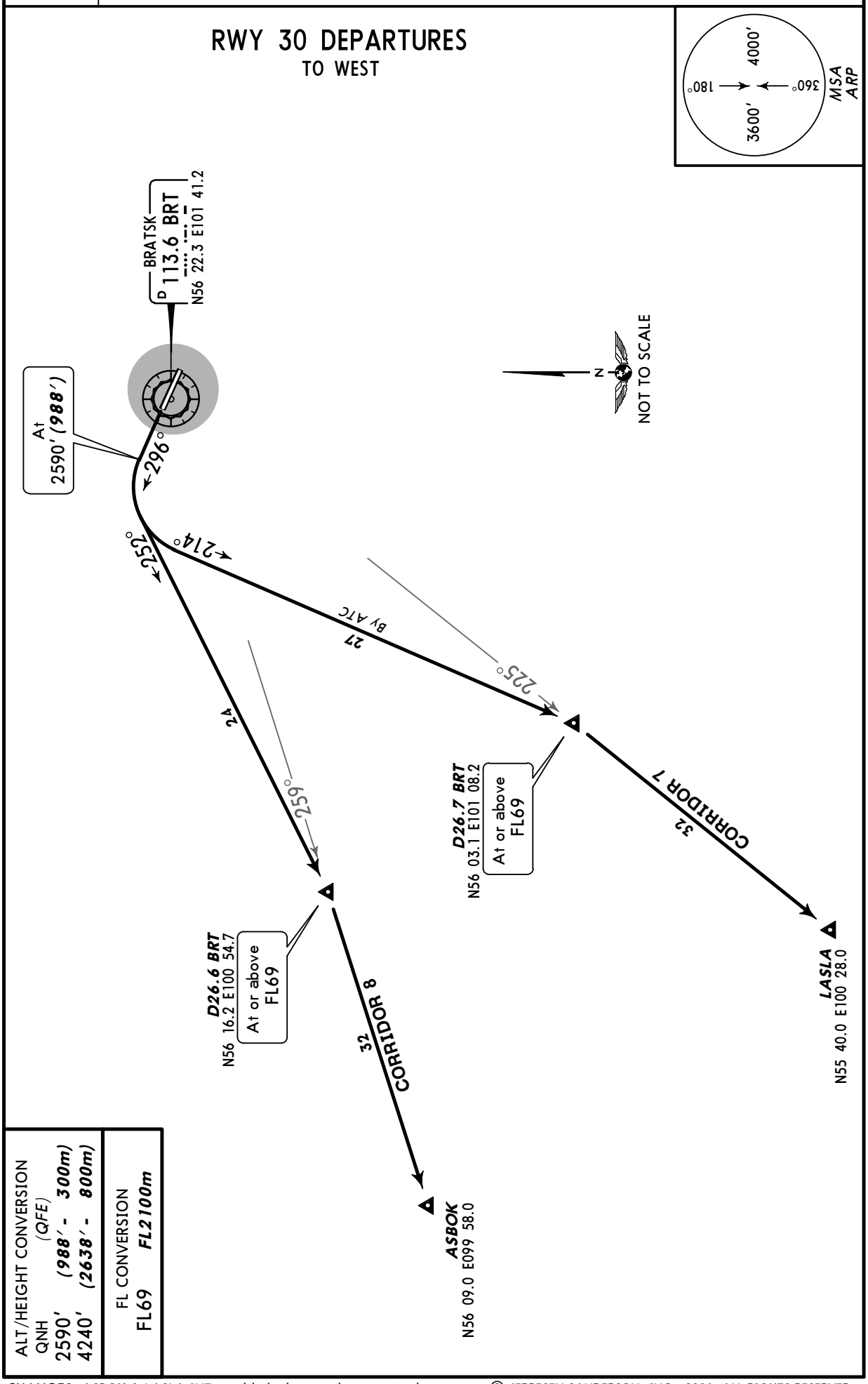
UIBB/BTK
BRATSK

JEPPESEN
20 JAN 06 (10-3G)

BRATSK, RUSSIA
SID

Apt Elev	
1610′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4240′ ***(2638′)***

RWY 30 DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION (QFE)	
QNH	***(988′ - 300m)***
2590′	
4240′	***(2638′ - 800m)***

FL CONVERSION	
FL69	***FL2100m***

CHANGES: ASBOK & LASLA INT established; procedures revised.

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UIBB/BTK

JEPPESEN
3 MAY 02 10-9X

JAA MINIMUMS

BRATSK, RUSSIA

BRATSK

STRAIGHT-IN RWY		A	B	C	D
12	VOR DME	**1950**′(344′)	**1950**′(344′)	**1950**′(344′)	**1950**′(344′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**1950**′(344′)	**1950**′(344′)	**1950**′(344′)	**1950**′(344′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**2250**′(644′)	**2250**′(644′)	**2250**′(644′)	**2250**′(644′)
	(BACK CRS)	**R1500m**	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	**1802**′(200′)	**1802**′(200′)	**1802**′(200′)	**1802**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**1940**′(338′)	**1940**′(338′)	**1940**′(338′)	**1940**′(338′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1940**′(338′)	**1940**′(338′)	**1940**′(338′)	**1940**′(338′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 12, 30

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

CHANGES: Minimums.

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JEPPESEN FliteStar 9.160

UIBB BRATSK

JEPPESEN 3 MAY 02 (11-1)

BRATSK, RUSSIA ILS or 2 NDB Rwy 30

BRATSK Radar (SRE) 118.1	BRATSK Tower 118.1	Ground 121.8

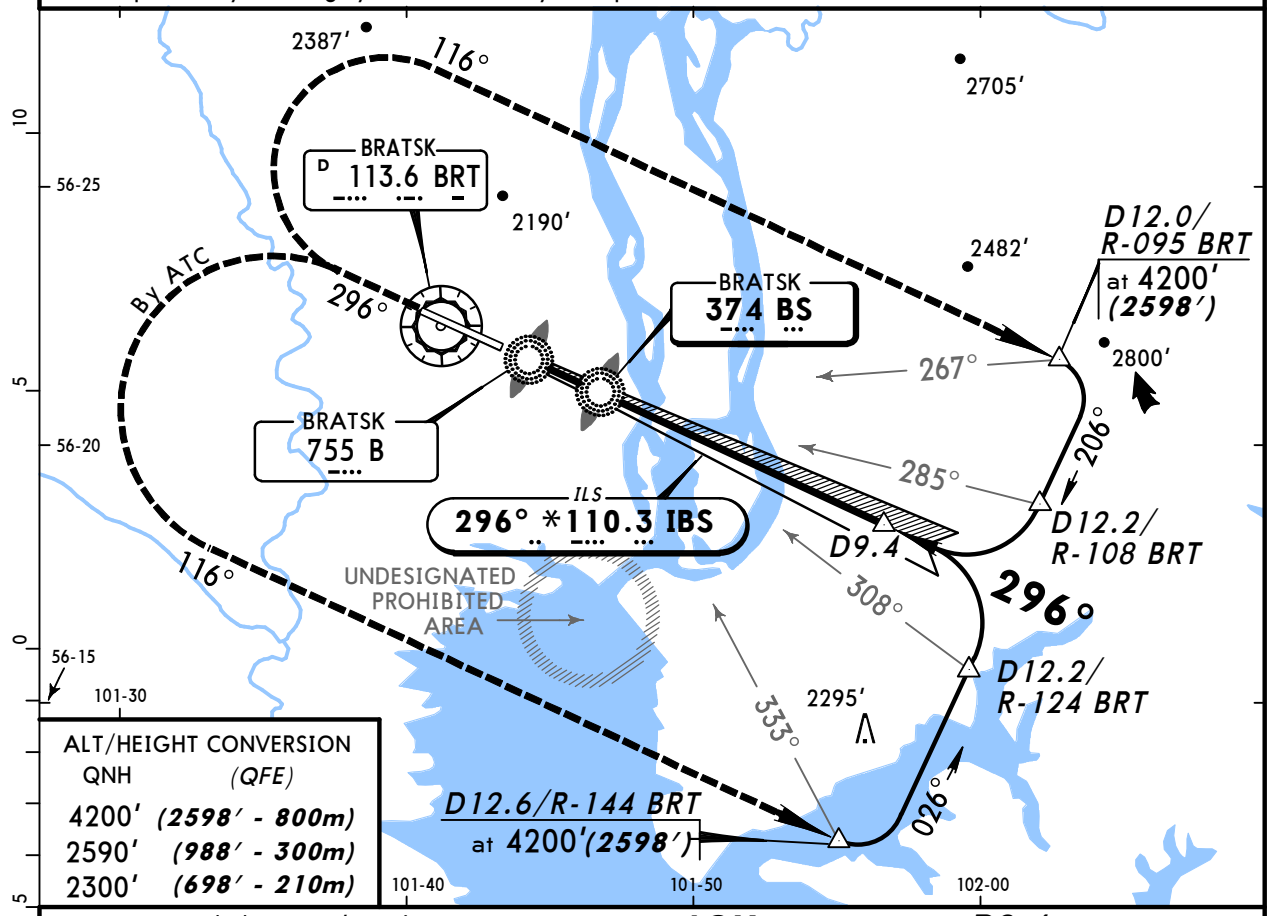
BRIEFING STRIP ™

LOC IBS *110.3	Final Apch Crs 296°	GS LOM 2291′(689′)	ILS DA(H) 1802′(200′)	Apt Elev 1610′ RWY 1602′
NDB BS 374		Minimum Alt D9.4 4200′(2598′)	NDB MDA(H) 1940′(338′)	

180° 3600′ 4000′ 360° MSA Airport

MISSED APCH: Climb on 296° to 2590′(988′), then turn RIGHT (By ATC: LEFT) onto 116° climbing to 4200′(2598′) according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 4200′**(2598′)**
Ground proximity warning system action may take place on final.

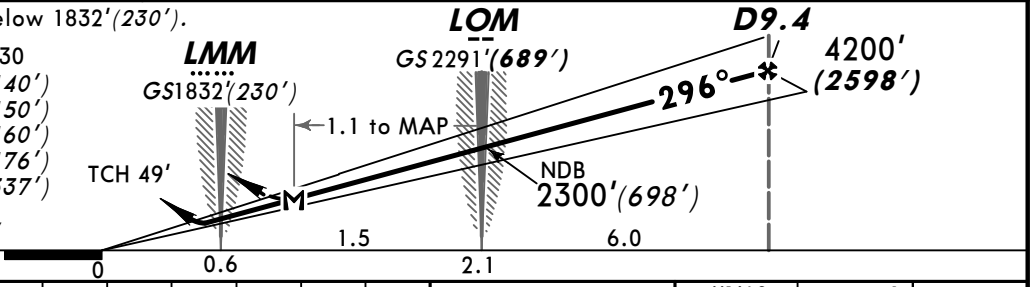


ALT/HEIGHT CONVERSION

QNH	(QFE)
4200′	(2598′ - 800m)
2590′	(988′ - 300m)
2300′	(698′ - 210m)

Pass LMM not below 1832′(230′).

OCA(H) RWY 30
ILS A: 1742′(140′)
B: 1752′(150′)
C: 1762′(160′)
D: 1778′(176′)
NDB 1939′(337′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS PAPI 2590′ (988′) on 296°

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 1802′(200′) FULL	ILS DA(H) 1802′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1940′(338′)	NDB MDA(H) 1940′(338′) ALS out
PANS OPS A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
PANS OPS B					
PANS OPS C					
PANS OPS D				RVR 1500m VIS 1600m	

CHANGES: Apt elev. Procedure. Minimums.

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UIBB

Apt Elev **1610′**
BRT 113.6 - On Airport

JEPPESEN
3 MAY 02 (11-1)

BRATSK, RUSSIA

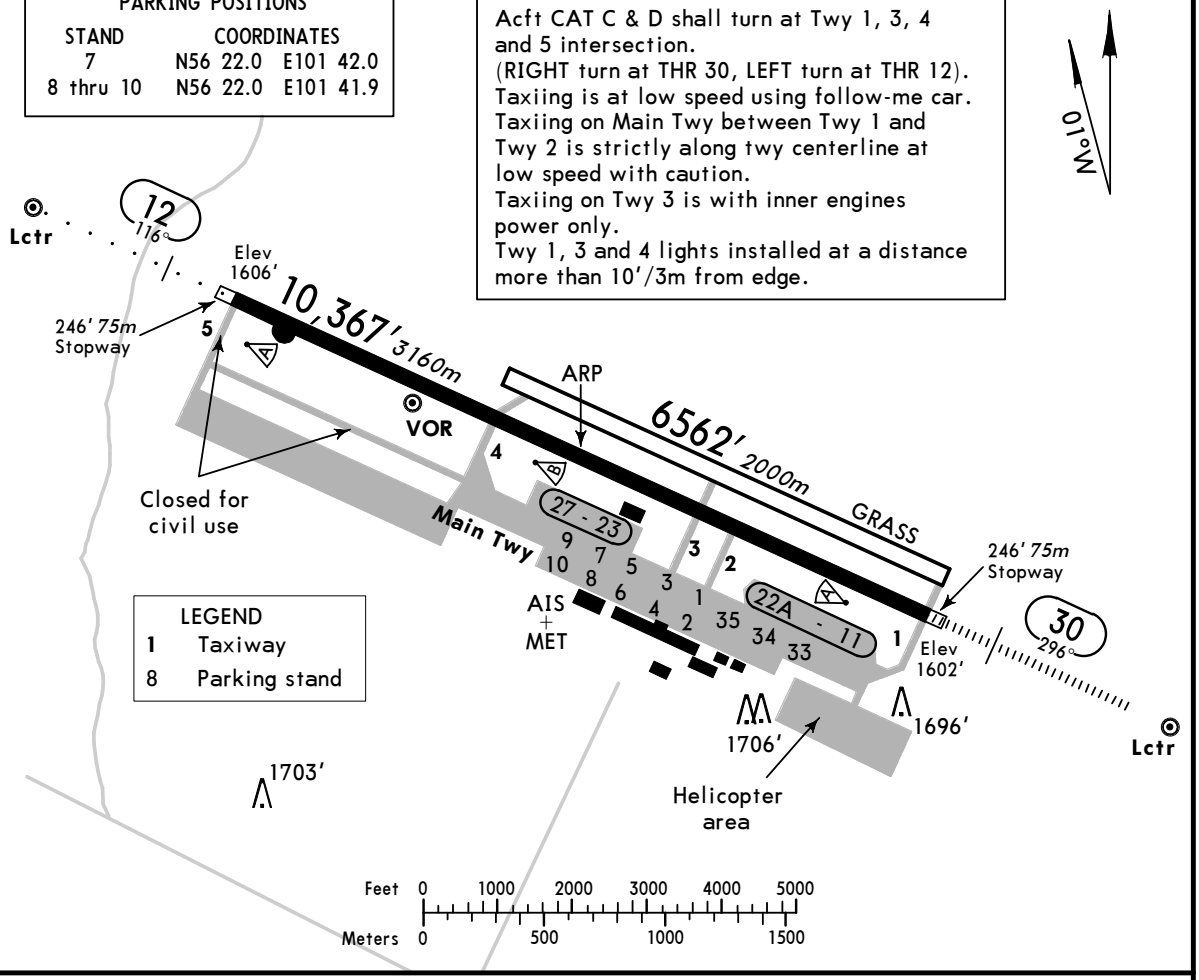
BRATSK
N56 22.2 E101 41.9

BRATSK Ground	Tower
121.8	118.1

PARKING POSITIONS

STAND	COORDINATES
7	N56 22.0 E101 42.0
8 thru 10	N56 22.0 E101 41.9

Acft CAT C & D shall turn at Twy 1, 3, 4 and 5 intersection.
(RIGHT turn at THR 30, LEFT turn at THR 12).
Taxiing is at low speed using follow-me car.
Taxiing on Main Twy between Twy 1 and Twy 2 is strictly along twy centerline at low speed with caution.
Taxiing on Twy 3 is with inner engines power only.
Twy 1, 3 and 4 lights installed at a distance more than 10′/3m from edge.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* ALS	RVR			10,039′ ❶ *3060m*	197′ *60m*
30	HIRL *(60m)* HIALS PAPI-L	RVR		9547′ *2910m*		
12 30	Grass runway					246′ *75m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER
Main rwy 12/30

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

CHANGES: Chart reindexed. Apt elev. Stands. Notes. Lights.

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UIBB BRATSK

JEPPESEN
3 MAY 02 (13-1)

BRATSK, RUSSIA VOR DME Rwy 12

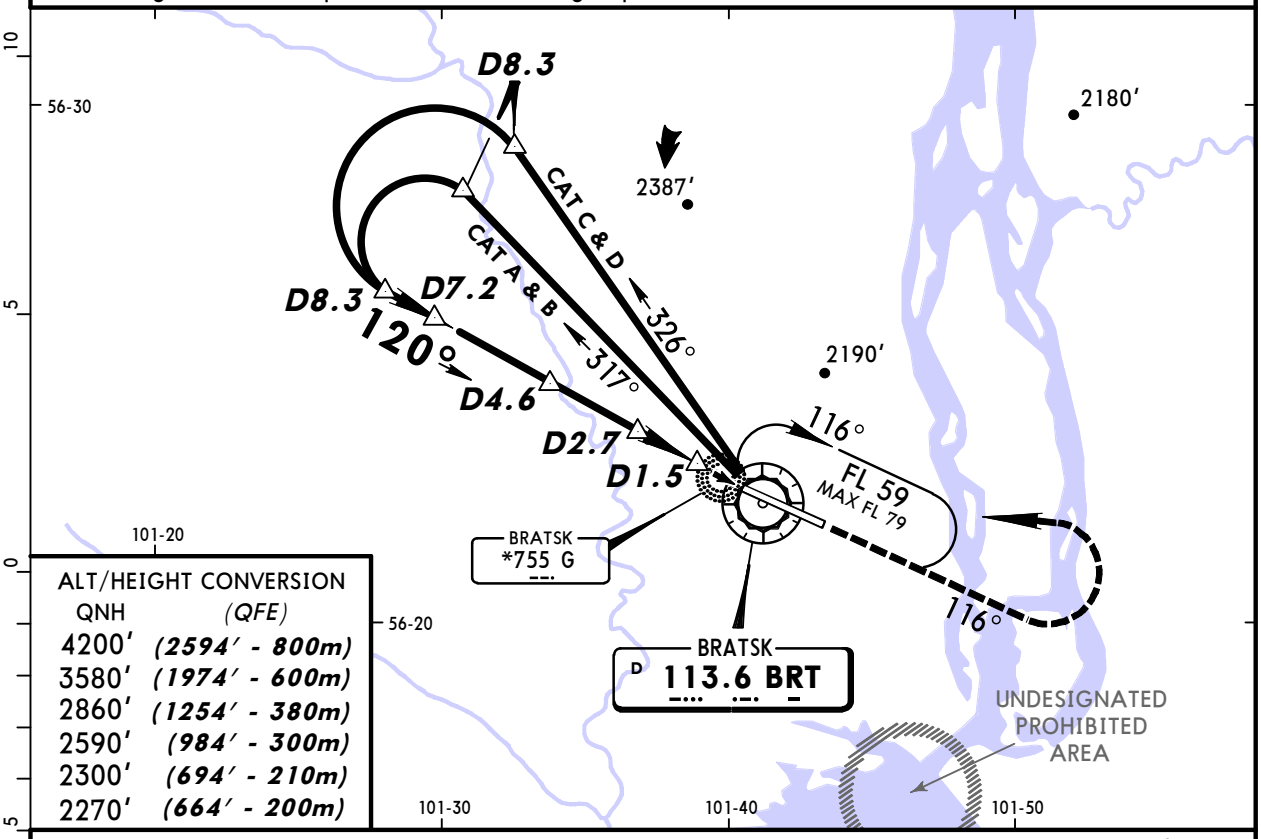
BRATSK Radar (SRE)	BRATSK Tower	Ground
118.1	118.1	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
BRT 113.6	120°	D7.2 3580′ (1974′)	1950′ (344′)	Apt Elev 1610′ RWY 1606′

MISSED APCH: Climb on 116° to CAT A & B: 2270′ (664′) CAT C & D: 2590′ (984′), then turn LEFT climbing to 4200′ (2594′) to VOR, then according to chart, or as directed.

MSA
Airport
180°
3600′ 4000′
360°

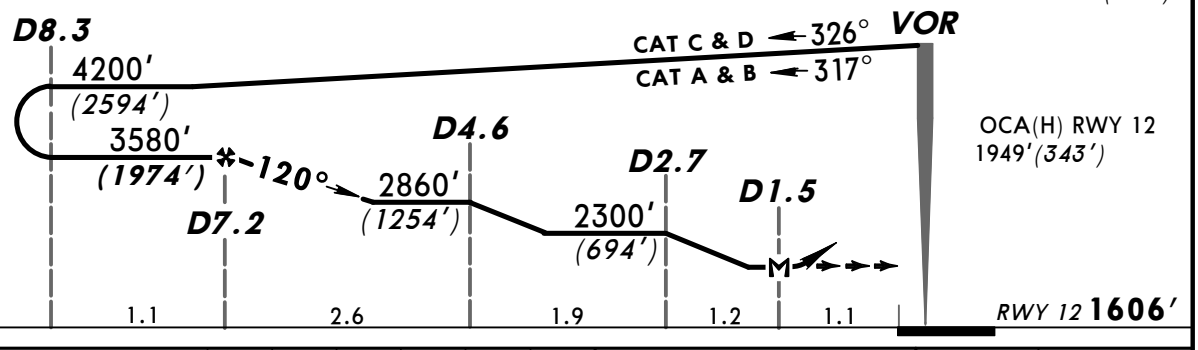
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4200′ (2594′)
When using radar control provide radar vectoring to point D8.3/R-300.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4200′	(2594′ - 800m)
3580′	(1974′ - 600m)
2860′	(1254′ - 380m)
2590′	(984′ - 300m)
2300′	(694′ - 210m)
2270′	(664′ - 200m)

Pass D0.9 not below 1770′ (164′).



OCA(H) RWY 12
1949′ (343′)

MAP at D1.5

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 12

MDA(H) 1950′ (344′)

ALS out

PANS OPS

A	1900m	
B		
C		
D	RVR 1800m VIS 2000m	

CHANGES: Apt elev. MAP. Minimums.

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UIBB BRATSK

JEPPESEN 3 MAY 02 (13-2)

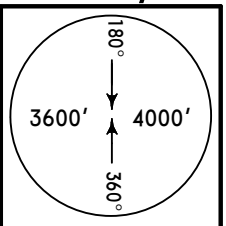
BRATSK, RUSSIA VOR DME Rwy 30

BRIEFING STRIP ™

BRATSK Radar (SRE)	BRATSK Tower	Ground
118.1	118.1	121.8

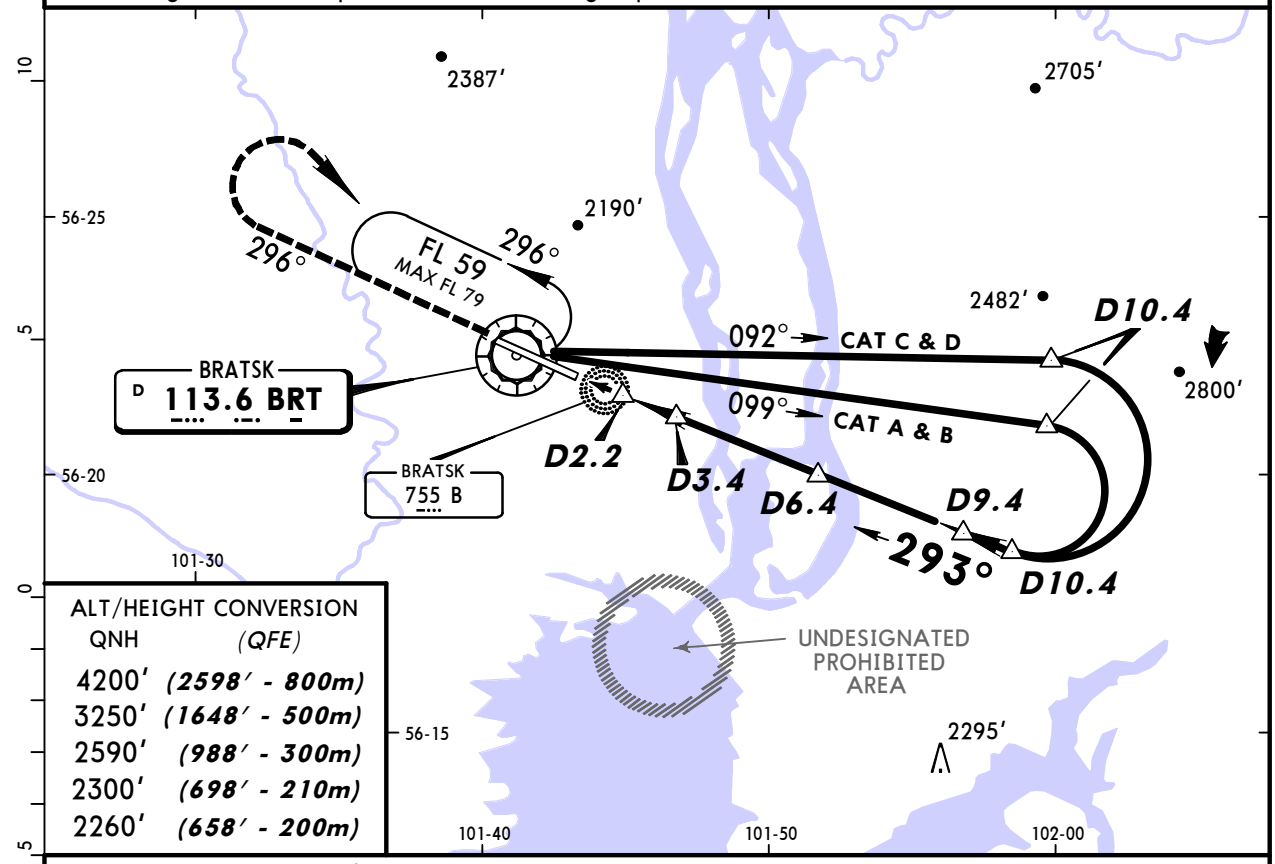
VOR BRT	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
113.6	293°	D9.4 4200′ (2598′)	1940′ (338′)	1610′ / RWY 1602′

MISSED APCH: Climb on 296° to CAT A & B: 2260′ (658′) CAT C & D: 2590′ (988′), then turn RIGHT climbing to 4200′ (2598′) to VOR, then according to chart, or as directed.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 4200′ (2598′)

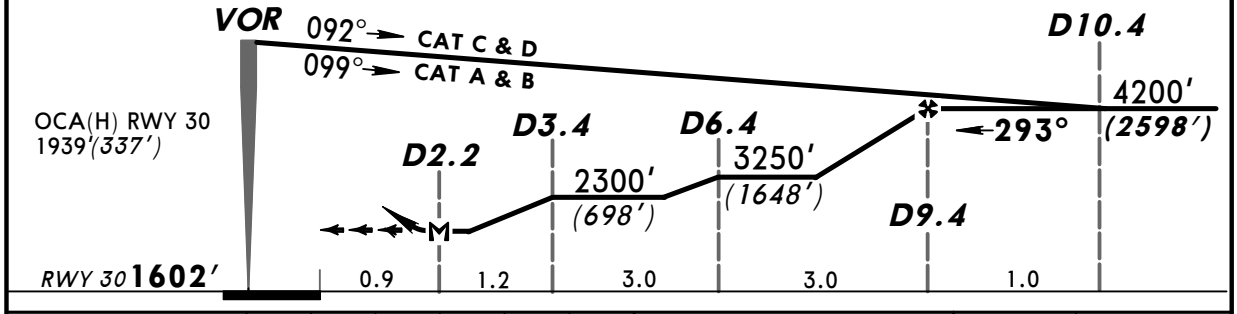
When using radar control provide radar vectoring to point D10.4/R-113.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4200′	(2598′ - 800m)
3250′	(1648′ - 500m)
2590′	(988′ - 300m)
2300′	(698′ - 210m)
2260′	(658′ - 200m)

Pass D1.9 not below 1840(238′).



MAP at D2.2							

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 30

MDA(H) 1940′ (338′)

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

PANS OPS

CHANGES: Apt elev. MAP. Minimums.

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UIBB BRATSK

JEPPESEN 3 MAY 02 (16-1)

BRATSK, RUSSIA 2 NDB Rwy 12

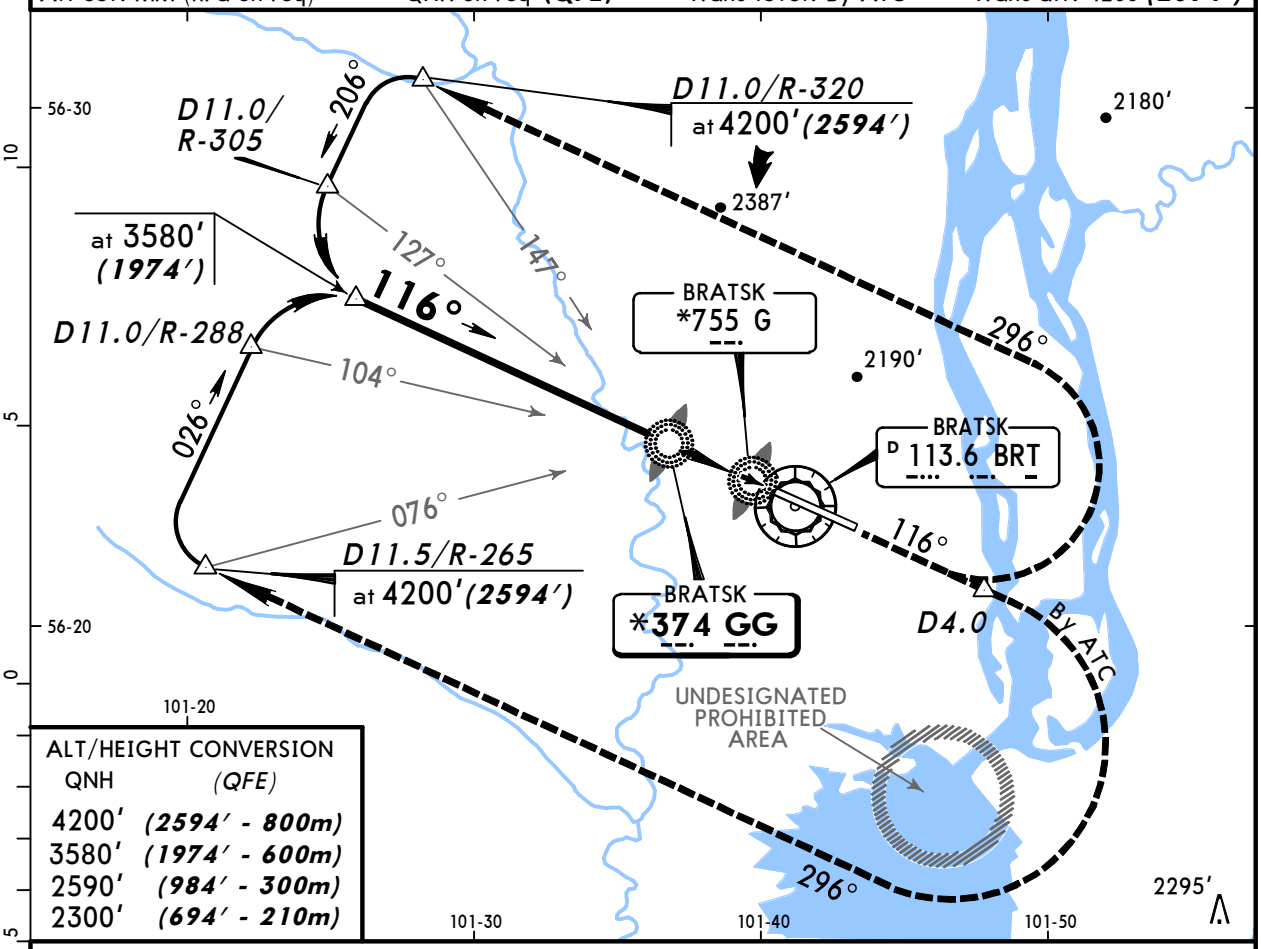
BRATSK Radar (SRE)	BRATSK Tower	Ground
118.1	118.1	121.8

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
GG *374	116°	LOM 2300′ (694′)	1950′ (344′)	Apt Elev 1610′ RWY 1606′

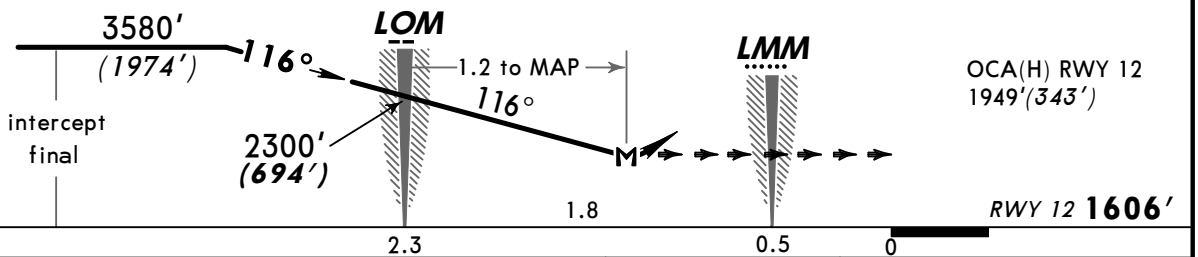
MISSED APCH: Climb on 116° to 2590′(984′), then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4200′(2594′) according to chart.

MSA: 180°–360° 3600′ 4000′
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 4200′(2594′)



Pass LMM not below 1770′ (164′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

STRAIGHT-IN LANDING RWY 12

MDA(H) 1950′(344′)

ALS out

PANS OPS

A	1900m	
B		
C		
D	RVR 1800m VIS 2000m	

CHANGES: Apt elev. MAP. Minimums.

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UIBB BRATSK

JEPPESEN 3 MAY 02 (16-2)

BRATSK, RUSSIA NDB (BACK CRS) Rwy 12

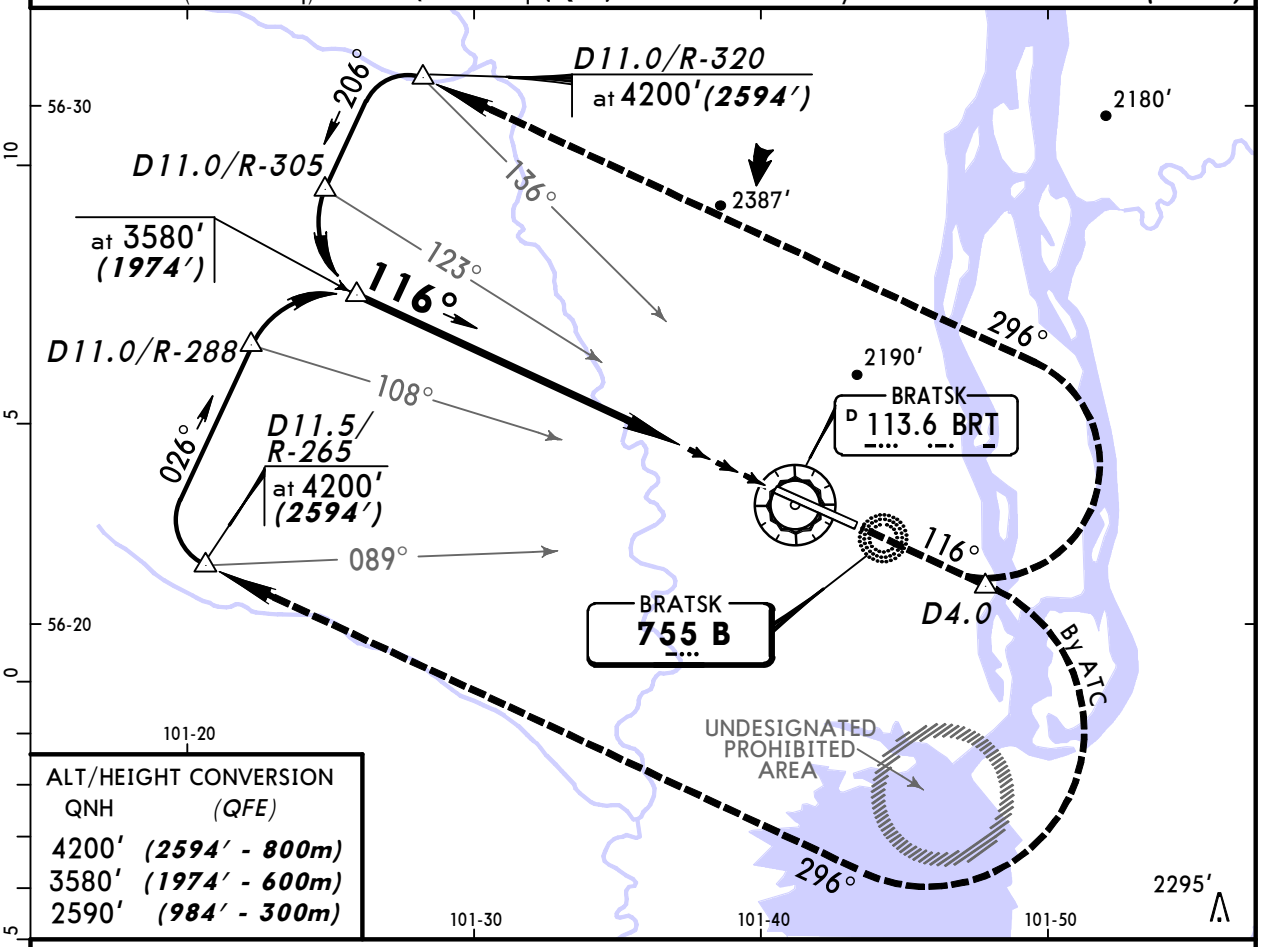
BRATSK Radar (SRE)	BRATSK Tower	Ground
118.1	118.1	121.8

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1610'
B		No FAF		RWY 1606'
755	116°		2250' (644')	

MISSED APCH: Climb on 116° to 2590' (984'), then turn LEFT (By ATC: RIGHT not before D4.0) onto 296° climbing to 4200' (2594') according to chart.

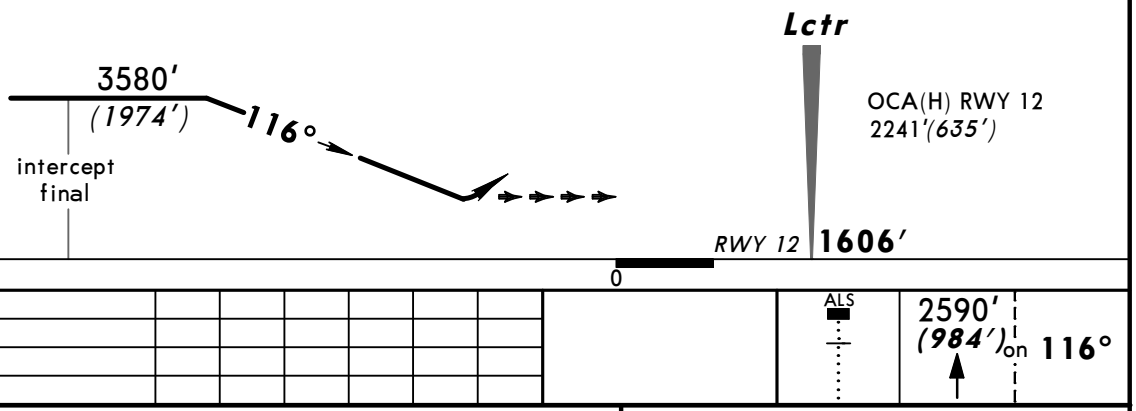
MSA
Airport
180°
3600'
4000'
360°

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 4200' (2594')



ALT/HEIGHT CONVERSION

QNH	(QFE)
4200'	(2594' - 800m)
3580'	(1974' - 600m)
2590'	(984' - 300m)



STRAIGHT-IN LANDING RWY 12

MDA(H) 2250' (644')

ALS out

PANS OPS

A	3200m
B	
C	
D	

CHANGES: New procedure.

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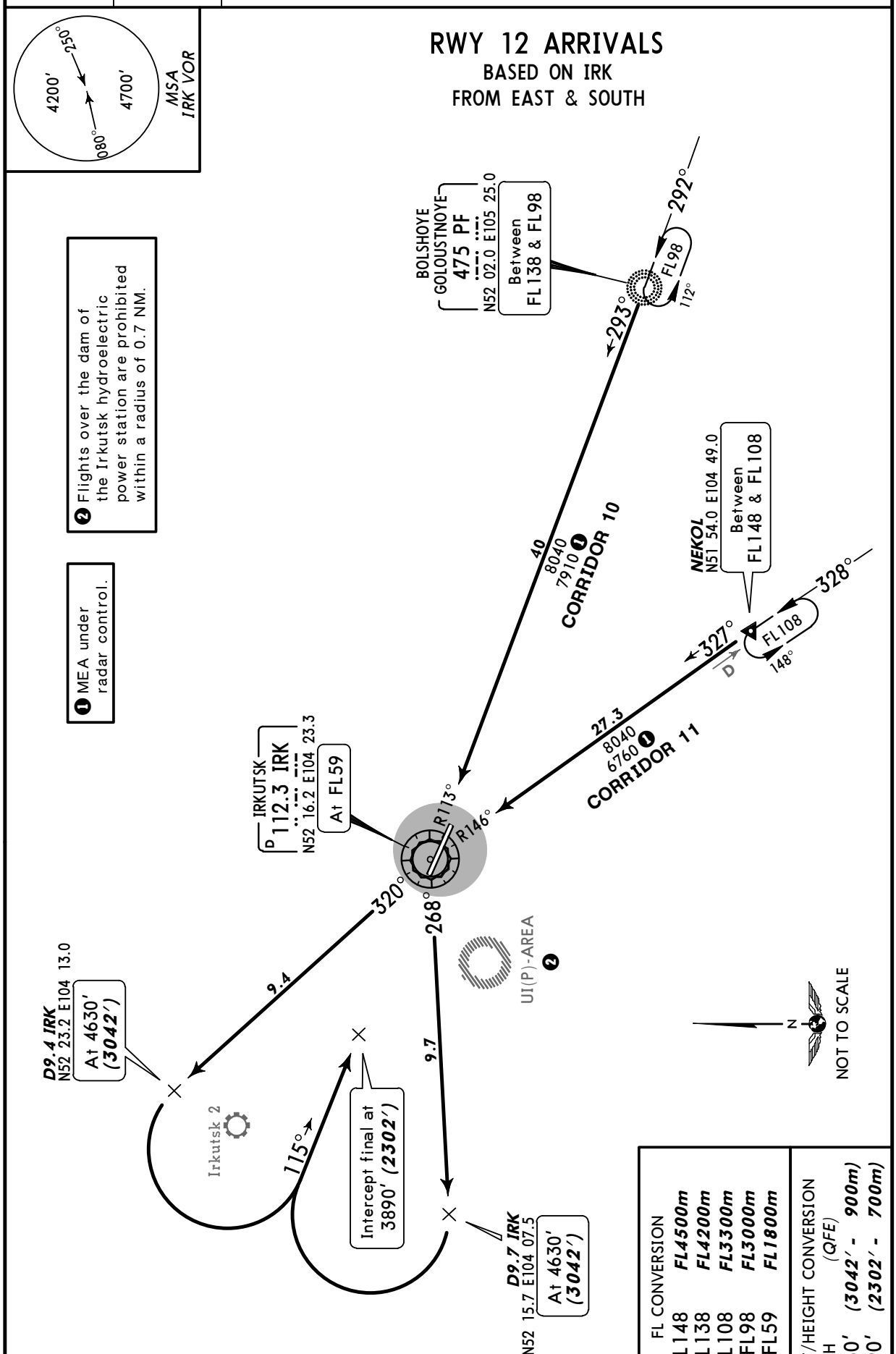
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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(3042′)* Do not mistake airport of Irkutsk 2 for Irkutsk.



FL CONVERSION	
FL148	*FL4500m*
FL138	*FL4200m*
FL108	*FL3300m*
FL98	*FL3000m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4630′	*(3042′ - 900m)*
3890′	*(2302′ - 700m)*

CHANGES: MSA center.

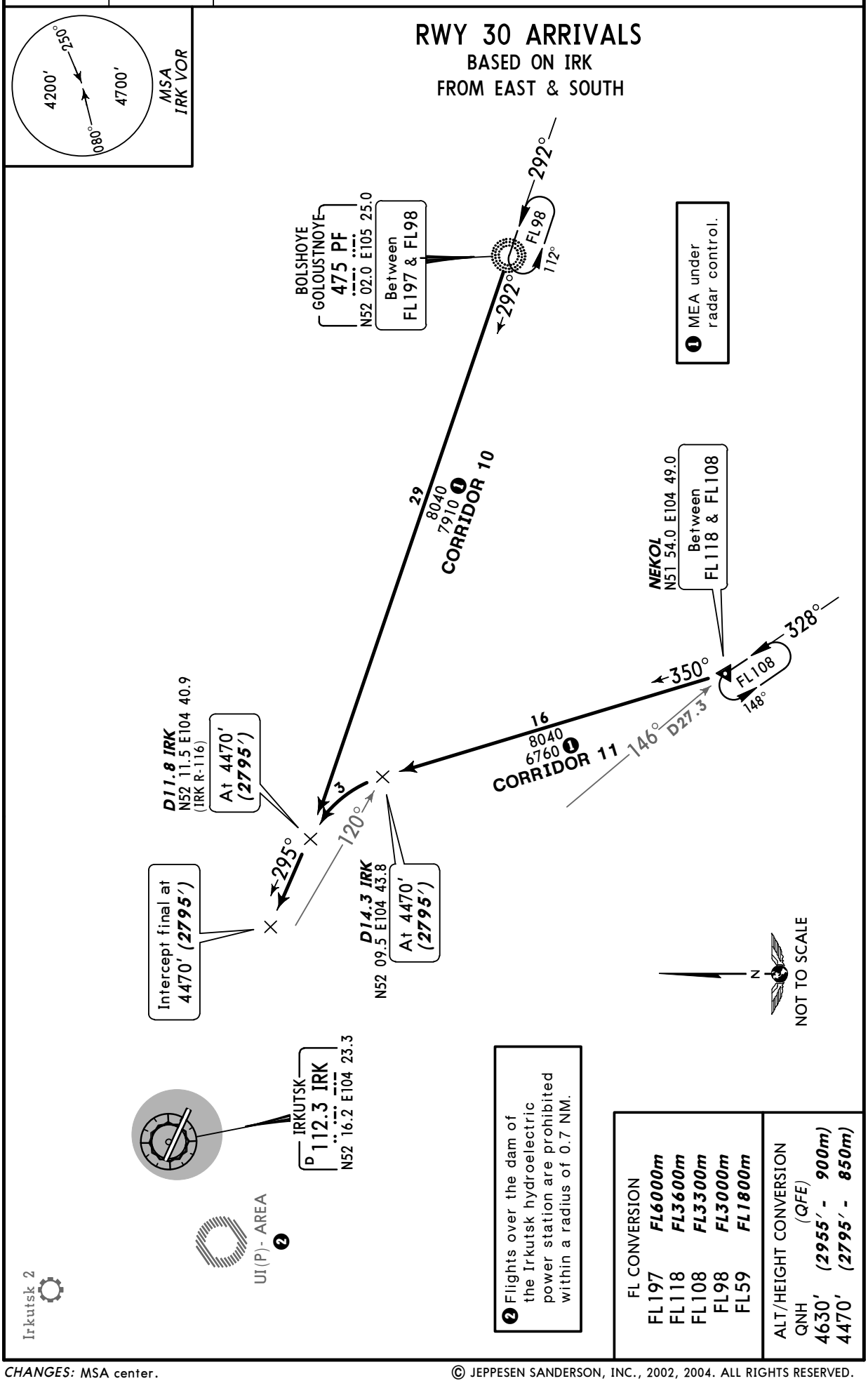
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UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(2955′)* Do not mistake airport of Irkutsk 2 for Irkutsk.



CHANGES: MSA center.

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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2B) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(3042′)* Do not mistake airport of Irkutsk 2 for Irkutsk.

RWY 12 ARRIVALS
BASED ON IRK
FROM WEST & NORTH

4200′ 250° 080° 4700′
MSA
IRK VOR

153° 333° 152° 19
OSA
420 CS
N53 23.0 E103 52.0

ANGUT
N53 09.0
E104 36.0

6 194°

TAGUT
N53 06.0
E104 08.0

BILEN
N53 02.0
E104 33.0

24 CORRIDOR 3

18 CORRIDOR 4

187° 007°

NIKOLSK
699 NH
N52 45.0 E104 28.0
Between
FL128 & FL79

212°

26
5450

FL CONVERSION

FL397	*FL12100m*
FL167	*FL5100m*
FL157	*FL4800m*
FL128	*FL3900m*
FL108	*FL3300m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	*(3042′ - 900m)*
3890′	*(2302′ - 700m)*

❶ MEA under radar control.

N
NOT TO SCALE

RAZDOLYE
635 BD
N52 26.0 E103 12.0
Between
FL167 & FL89

D11.8 IRK
N52 22.6 E104 07.1
At 4630′
(3042′)

❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

UI(P)-111

Irkutsk 2

102° 35 7880 6570 ❶ CORRIDOR 12

4 305°

115°

IRKUTSK
D 112.3 IRK
N52 16.2 E104 23.3

D9.8 IRK
N52 20.0 E104 08.5
(IRK R-294)
At 3890′
(2302′)

Intercept final at 3890′ *(2302′)*

UI(P)-AREA ❷

HOLDING OVER BD

105° FL89 285°

CHANGES: MSA center; STARs from north revised.

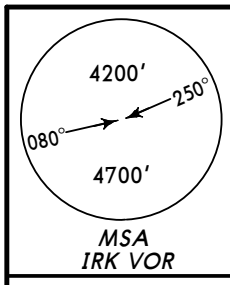
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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2C) Eff 23 Dec

IRKUTSK, RUSSIA
STAR



*ATIS	Apt Elev
126.9	1675'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4630' *(2955')*
Do not mistake airport of Irkutsk 2 for Irkutsk.

RWY 30 ARRIVALS
BASED ON IRK
FROM WEST & NORTH

153° 333°
OSA
420 CS
N53 23.0 E103 52.0
152° 19
ANGUT
N53 09.0
E104 36.0
6 194°
TAGUT
N53 06.0
E104 08.0
BILEN
N53 02.0
E104 33.0
CORRIDOR 3 24
187° 18 CORRIDOR 4
N
NOT TO SCALE
NIKOLSK
699 NH
N52 45.0 E104 28.0
Between
FL128 & FL79
007°
150°

FL CONVERSION	
FL167	*FL5100m*
FL128	*FL3900m*
FL89	*FL2700m*
FL79	*FL2400m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4630'	*(2955' - 900m)*
4470'	*(2795' - 850m)*

RAZDOLYE
635 BD
N52 26.0 E103 12.0
Between
FL167 & FL89
32 5450
KLYUCHI
[KLYUI]
N52 17.6 E104 56.1
At 4630'
(2955')
IRKUTSK
D 112.3 IRK
N52 16.2 E104 23.3
At FL59
UI(P)-111
Irkutsk 2
D12.1 IRK
N52 15.6 E104 43.0
At 4630'
(2955')
FL89 285°
105° 104° 45
7880
6570 ❶
CORRIDOR 12
R284°
095°
12.1
088° D20.2
Intercept final at
4470' *(2795')*
140°
5 11
246°
112°
295°
12.1
UI(P)- AREA ❷
D13.8 IRK
N52 11.4
E104 44.4
At 4470'
(2795')
D12.1 IRK
N52 07.2 E104 36.4
At 4630'
(2955')

❶ MEA under radar control.

❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

CHANGES: MSA center; STARs from north revised.

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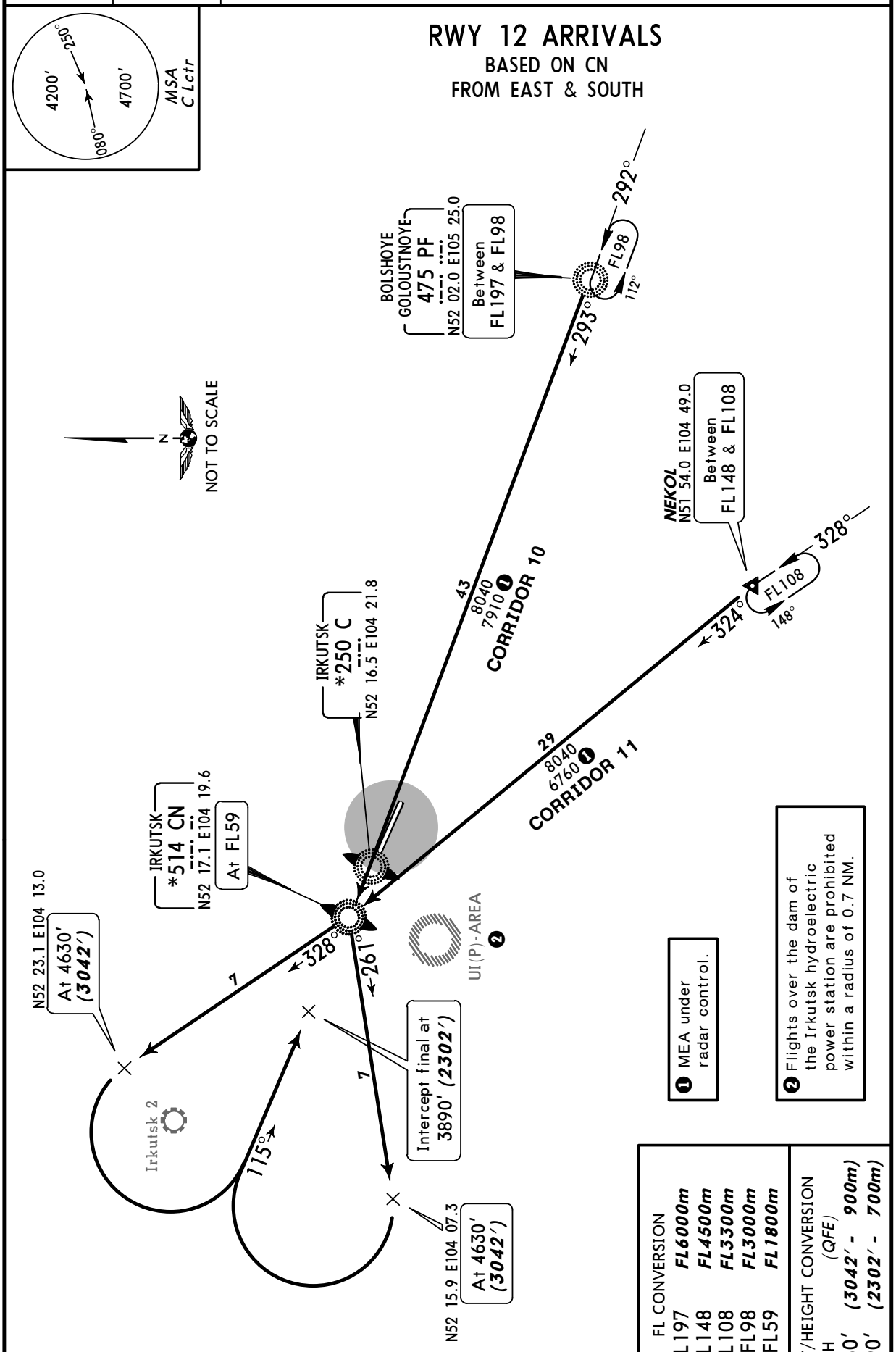
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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2D) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(3042′)* Do not mistake airport of Irkutsk 2 for Irkutsk.



CHANGES: MSA center.

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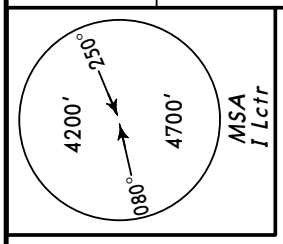
UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2E) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev
126.9	1675′

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4630′ *(2955′)*
Do not mistake airport of Irkutsk 2 for Irkutsk.



RWY 30 ARRIVALS
BASED ON IR
FROM EAST & SOUTH

BOLSHOYE GOLOUSTNOYE
475 PF
N52 02.0 E105 25.0
Between FL197 & FL98

292°
FL98
112°
292°

❶ MEA under radar control.

29
8040
7910 ❶
CORRIDOR 10

NEKOL
N51 54.0 E104 49.0
Between FL118 & FL108

328°
350°
FL108
148°

16
8040
6760 ❶
CORRIDOR 11

N52 09.6 E104 43.5
3
300°
295°

N52 11.5 E104 40.9
At 4470′ *(2795′)*

Intercept final at 4470′ *(2795′)*

IRKUTSK
*514 IR
N52 14.9 E104 27.8

IRKUTSK
*250 I
N52 15.5 E104 25.6

UI(P)- AREA ❷

Irkutsk 2

❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

N

NOT TO SCALE

FL CONVERSION	
FL197	*FL6000m*
FL118	*FL3600m*
FL108	*FL3300m*
FL98	*FL3000m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4630′	*(2955′ - 900m)*
4470′	*(2795′ - 850m)*

CHANGES: MSA center.

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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2F) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(3042′)* Do not mistake airport of Irkutsk 2 for Irkutsk.

4200′ 250° 080° 4700′
MSA
C Lctr

RWY 12 ARRIVALS
BASED ON CN
FROM WEST & NORTH

153° 333°
OSA
420 CS
N53 23.0 E103 52.0
152° 19
TAGUT
N53 06.0
E104 08.0
ANGUT
N53 09.0
E104 36.0
6 194°
BILEN
N53 02.0
E104 33.0
24 CORRIDOR 3
18 CORRIDOR 4
187°
007°
NIKOLSK
699 NH
N52 45.0 E104 28.0
Between
FL128 & FL79
212°
25
5450

❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

FL CONVERSION

FL167	*FL5100m*
FL128	*FL3900m*
FL89	*FL2700m*
FL79	*FL2400m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	*(3042′ - 900m)*
3890′	*(2302′ - 700m)*

N
NOT TO SCALE

❶ MEA under radar control.

RAZDOLYE
635 BD
N52 26.0 E103 12.0
Between
FL167 & FL89
N52 23.3 E104 07.4
At 4630′
(3042′)
UI(P)-111
102°
35
7880
6570 ❶
CORRIDOR 12
3
132°
Irkutsk 2
115°
N52 20.0 E104 08.5
At 3890′
(2302′)
IRKUTSK
*514 CN
N52 17.1 E104 19.6
IRKUTSK
*250 C
N52 16.5 E104 21.8
Intercept final at
3890′ *(2302′)*
UI(P)-AREA ❷

HOLDING OVER BD
105° FL89 285°

CHANGES: MSA center; STARs from north revised.

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UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2G) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev	
126.9	1675′	Alt set: MM (hPa on request) QNH on request (QFE) Trans level: FL59 Trans alt: 4630′ *(2955′)* Do not mistake airport of Irkutsk 2 for Irkutsk.

4200′ 250° 080° 4700′
MSA
I Lctr

RWY 30 ARRIVALS
BASED ON IR
FROM WEST & NORTH

153° 333° OSA 420 CS N53 23.0 E103 52.0
152° 19
ANGUT N53 09.0 E104 36.0
194° 6
TAGUT N53 06.0 E104 08.0
BILEN N53 02.0 E104 33.0
CORRIDOR 3 24
CORRIDOR 4 18
187°
007°
182°
NIKOLSK 699 NH N52 45.0 E104 28.0
Between FL157 & FL79
IRKUTSK *250 I N52 15.5 E104 25.6
30 5450
285° FL89 105° 105°
48 7880 6570 ❶
CORRIDOR N2
Irkutsk 2
RAZDOLYE 635 BD N52 26.0 E103 12.0
Between FL157 & FL89
UI(P)-AREA ❷
087°
9
N52 15.7 E104 43.1
At 4630′ *(2955′)*
Intercept final at 4470′ *(2795′)*
144°
205°
295°
9
IRKUTSK *514 IR N52 14.9 E104 27.8
At FL59
115°
13
N52 07.1 E104 38.3
(323° brg to IR)
At 4630′ *(2955′)*

N
NOT TO SCALE

FL CONVERSION	
FL157	*FL4800m*
FL89	*FL2700m*
FL79	*FL2400m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4630′	*(2955′ - 900m)*
4470′	*(2795′ - 850m)*

❶ MEA under radar control.

❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

CHANGES: MSA center; STARs from north revised.

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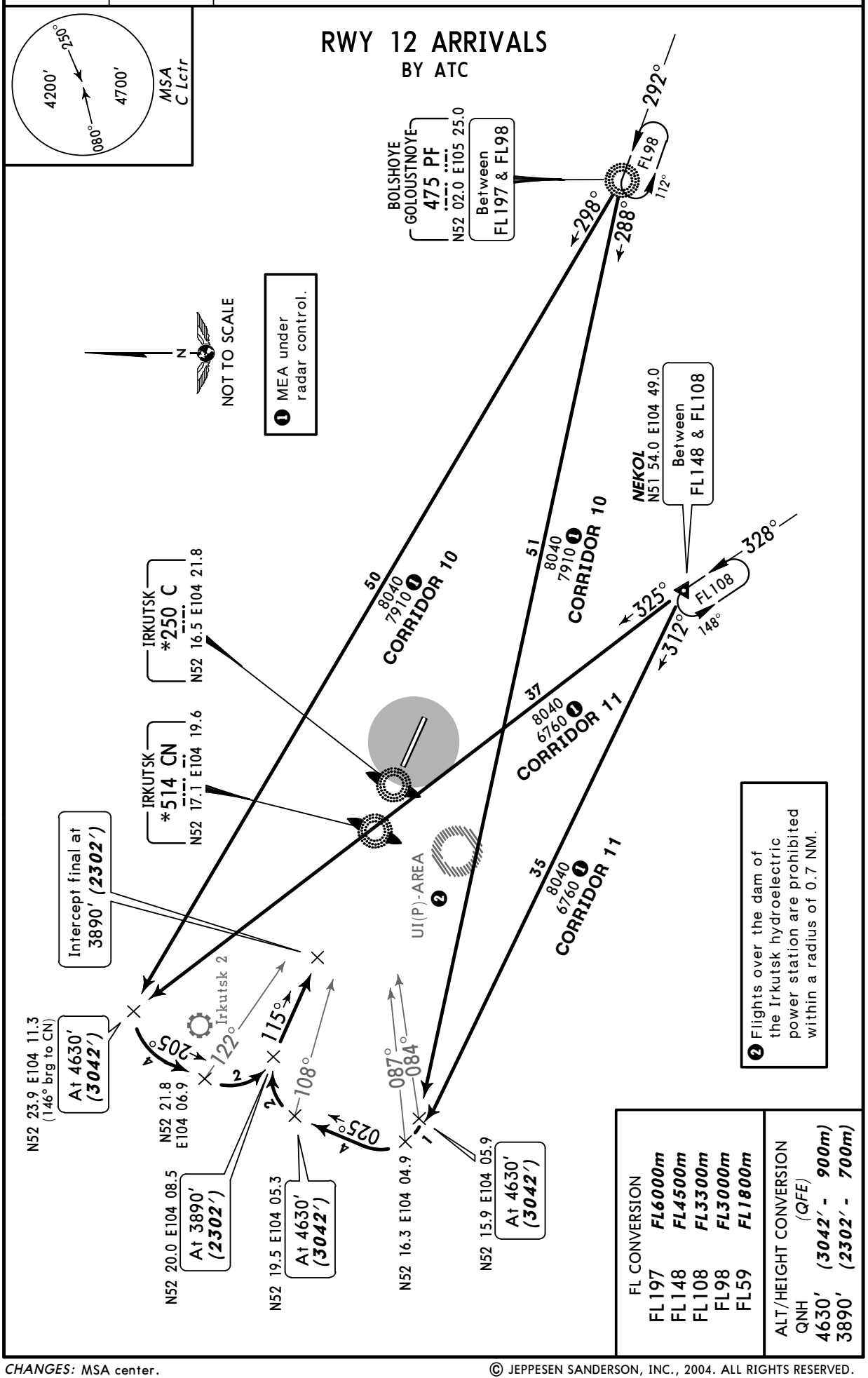
UIII/IKT
IRKUTSK

JEPPESEN
10 DEC 04 (10-2H) Eff 23 Dec

IRKUTSK, RUSSIA
STAR

*ATIS	Apt Elev
126.9	1675′

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4630′ *(3042′)*
Do not mistake airport of Irkutsk 2 for Irkutsk.



CHANGES: MSA center.

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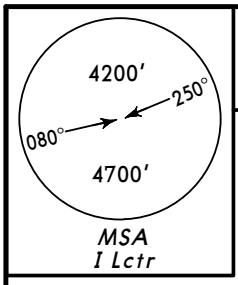
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UIII/IKT IRKUTSK

JEPPESEN 10 DEC 04 (10-2J) Eff 23 Dec

IRKUTSK, RUSSIA

STAR



*ATIS	Apt Elev
126.9	1675'

Alt set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4630' *(2955')*
Do not mistake airport of Irkutsk 2 for Irkutsk.

RWY 30 ARRIVALS
BY ATC

153° 333°
OSA 420 CS N53 23.0 E103 52.0
152° 19
TAGUT N53 06.0 E104 08.0
ANGUT N53 09.0 E104 36.0
6 194°
BILEN N53 02.0 E104 33.0
CORRIDOR 3 24
187° 18
CORRIDOR 4
N
NOT TO SCALE
NIKOLSK 699 NH N52 45.0 E104 28.0
Between FL157 & FL79
007°
164°
31 5450

FL CONVERSION	
FL157	*FL4800m*
FL89	*FL2700m*
FL79	*FL2400m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4630'	*(2955' - 900m)*
4470'	*(2795' - 850m)*

RAZDOLYE 635 BD N52 26.0 E103 12.0
Between FL157 & FL89
UI(P)-111
IRKUTSK *250 I N52 15.5 E104 25.6
IRKUTSK *514 IR N52 14.9 E104 27.8
Irkutsk 2
N52 15.5 E104 43.7
At 4630' *(2955')*
285°
FL89
102°
105°
CORRIDOR 12
57 7880 6570 ❶
111°
UI(P)-AREA ❷
N52 15.2 E104 44.2
269° 270°
1
3 205°
Intercept final at 4470' *(2795')*
286°
N52 12.7 E104 42.8
295°
3
N52 11.5 E104 40.9
At 4470' *(2795')*
304°
3
56 7880 6570 ❶
CORRIDOR 12
323°
3 025°
N52 10.0 E104 41.0
N52 07.1 E104 38.3
At 4630' *(2955')*

❶ MEA under radar control.

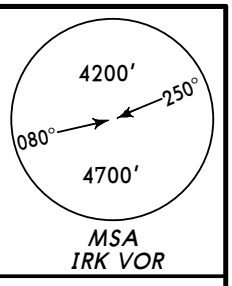
❷ Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

CHANGES: MSA center; STARs from north revised.

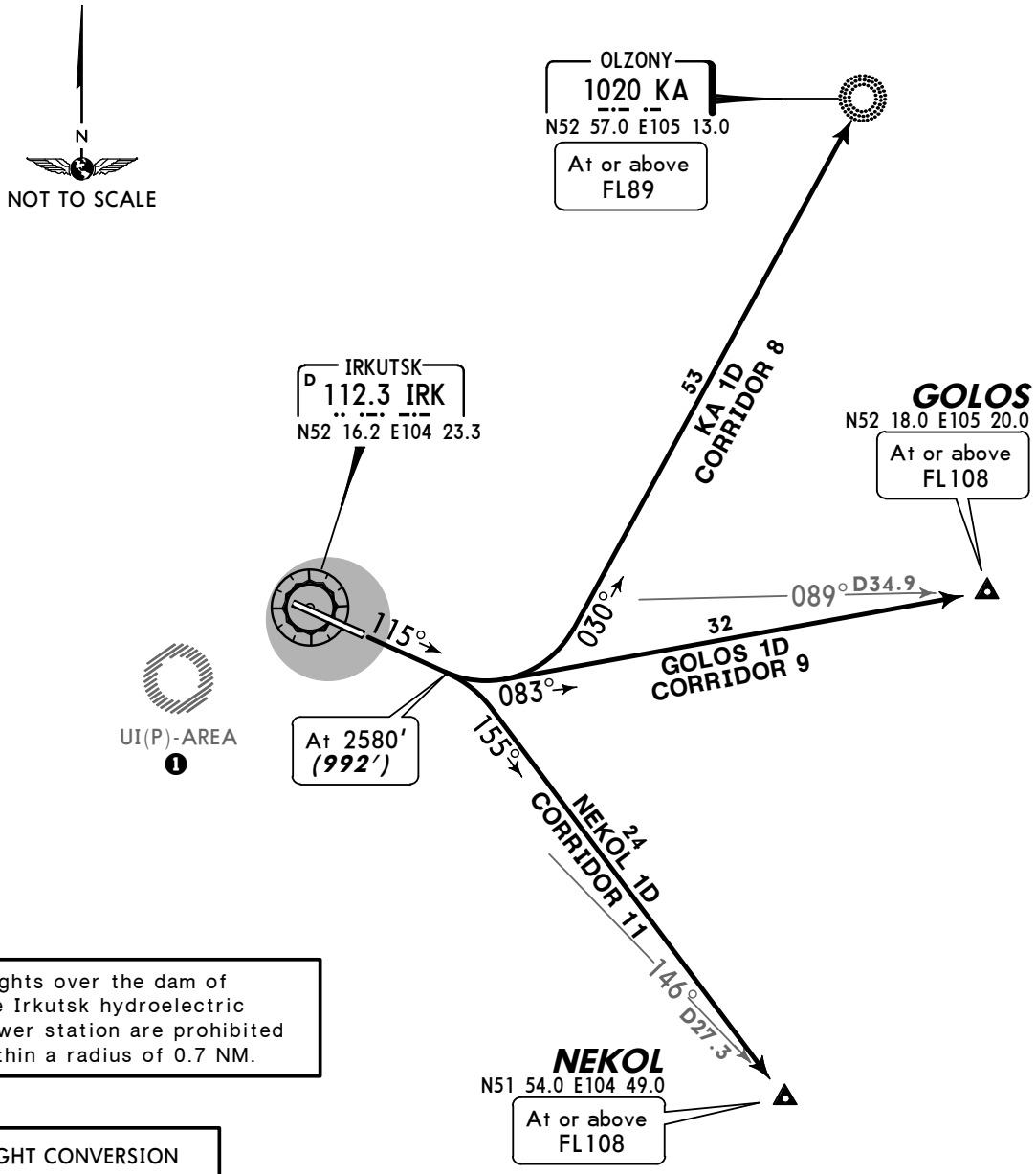
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Apt Elev	
1675′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4630′ ***(3042′)***



GOLOS 1D *[GOLO1D]*, KA 1D
NEKOL 1D *[NEKO1D]*
RWY 12 DEPARTURES
TO NORTHEAST & EAST



1 Flights over the dam of the Irkutsk hydroelectric power station are prohibited within a radius of 0.7 NM.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2250′	***(662′ - 200m)***
2580′	***(992′ - 300m)***
4630′	***(3042′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL89	***FL2700m***
FL108	***FL3300m***

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2250′ ***(662′).***

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	ROUTING
GOLOS 1D	To 2580′ ***(992′)***, turn LEFT, 083° track to GOLOS.
KA 1D	To 2580′ ***(992′)***, turn LEFT, intercept 030° bearing to KA.
NEKOL 1D	To 2580′ ***(992′)***, turn RIGHT, 155° track to NEKOL.

CHANGES: None.

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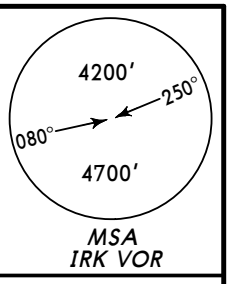
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UIII/IKT
IRKUTSK

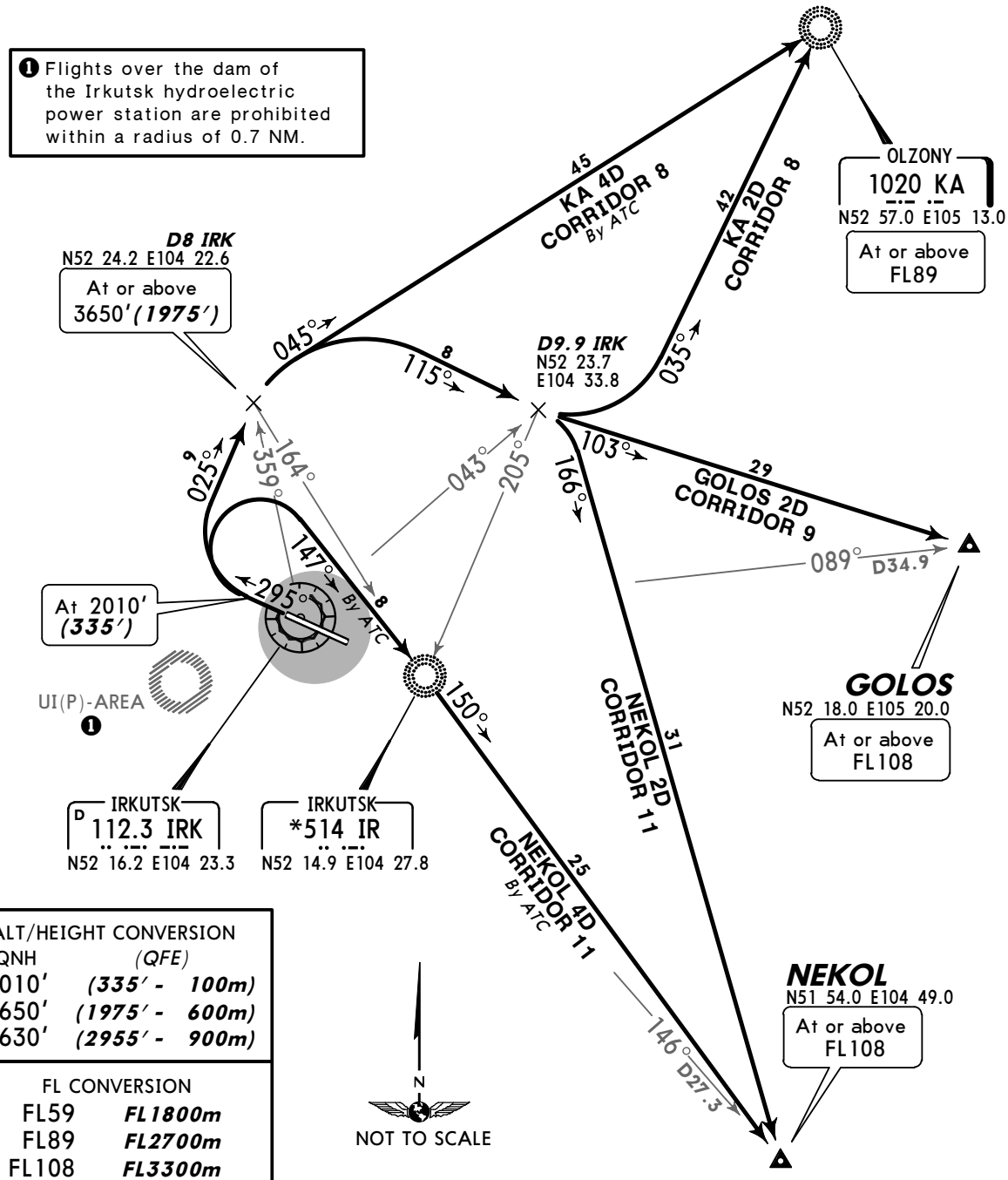
JEPPESEN
21 JAN 05 (10-3A)

IRKUTSK, RUSSIA
SID

Apt Elev	
1675′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4630′ ***(2955′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



GOLOS 2D *[GOLO2D]*, KA 2D, KA 4D
NEKOL 2D *[NEKO2D]*, NEKOL 4D *[NEKO4D]*
RWY 30 DEPARTURES
TO NORTHEAST & EAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2010′	***(335′ - 100m)***
3650′	***(1975′ - 600m)***
4630′	***(2955′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL89	***FL2700m***
FL108	***FL3300m***

SID	ROUTING
GOLOS 2D	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, 103° track to GOLOS.
KA 2D	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn LEFT, intercept 035° bearing to KA.
KA 4D By ATC	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, intercept 045° bearing to KA.
NEKOL 2D	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn RIGHT, 115° track to D9.9 IRK (205° bearing to IR), turn RIGHT, 166° track to NEKOL.
NEKOL 4D By ATC	To 2010′ ***(335′)***, turn RIGHT, intercept 147° bearing to IR, turn RIGHT, 150° bearing to NEKOL.

CHANGES: Procedure notes.

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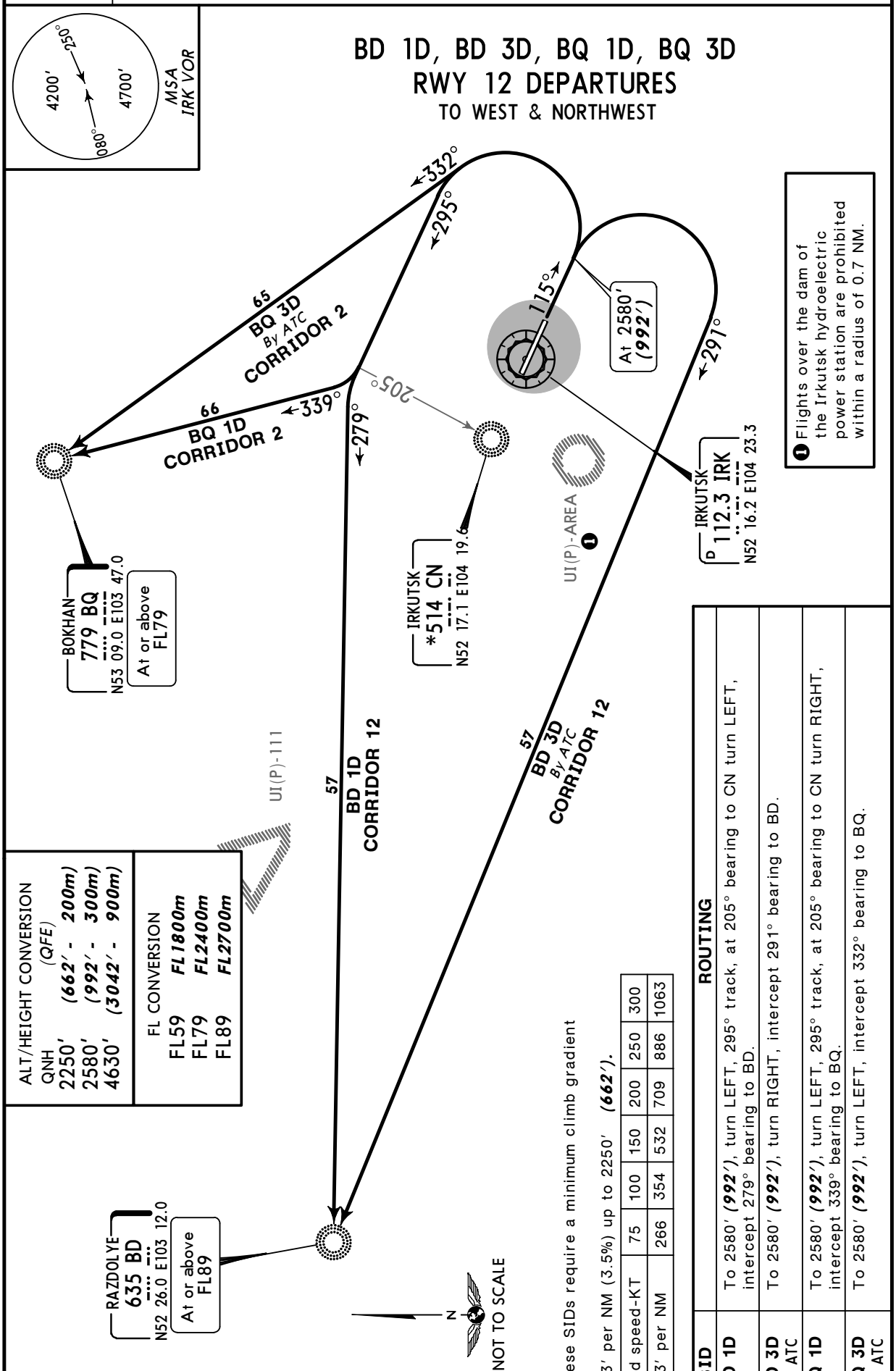
UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA
SID

Apt Elev 1675′

QNH on request **(QFE)**
Trans level: FL59 Trans alt: 4630′ ***(3042′)***

BD 1D, BD 3D, BQ 1D, BQ 3D
RWY 12 DEPARTURES
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION (QFE)

QNH	
2250′	***(662′ - 200m)***
2580′	***(992′ - 300m)***
4630′	***(3042′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 2250′ ***(662′)***.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

SID	ROUTING
BD 1D	To 2580′ ***(992′)***, turn LEFT, 295° track, at 205° bearing to CN turn LEFT, intercept 279° bearing to BD.
BD 3D By ATC	To 2580′ ***(992′)***, turn RIGHT, intercept 291° bearing to BD.
BQ 1D	To 2580′ ***(992′)***, turn LEFT, 295° track, at 205° bearing to CN turn RIGHT, intercept 339° bearing to BQ.
BQ 3D By ATC	To 2580′ ***(992′)***, turn LEFT, intercept 332° bearing to BQ.

CHANGES: None.

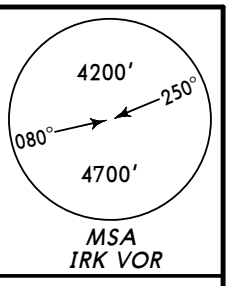
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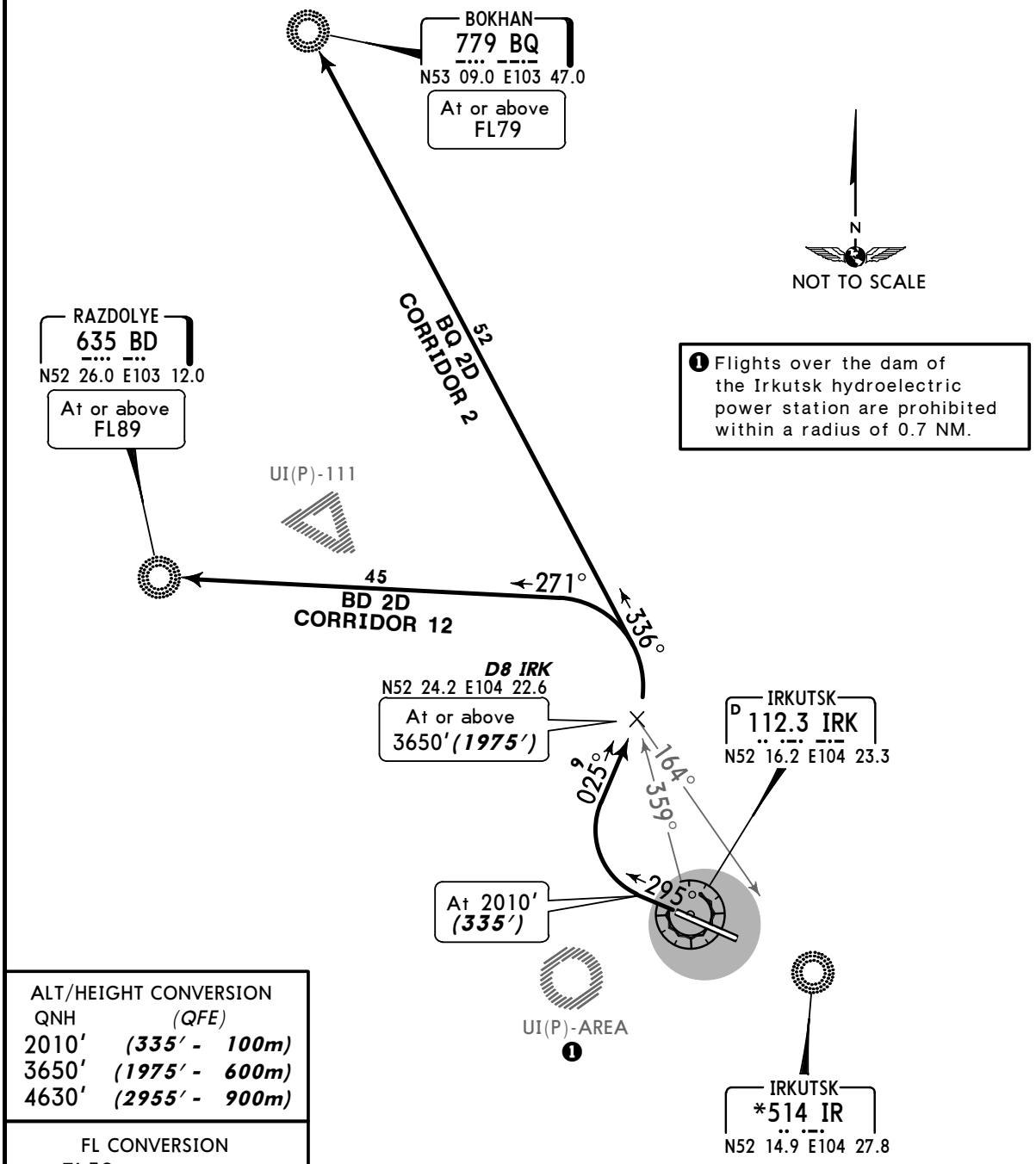
UIII/IKT
IRKUTSK

IRKUTSK, RUSSIA
SID

Apt Elev	
1675′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4630′ ***(2955′)*** Calculate the maximum take-off mass with regard to the obstacles within the take-off area near runway.



BD 2D, BQ 2D
RWY 30 DEPARTURES
TO WEST & NORTHWEST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2010′	***(335′ - 100m)***
3650′	***(1975′ - 600m)***
4630′	***(2955′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***

SID	ROUTING
BD 2D	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn LEFT, intercept 271° bearing to BD.
BQ 2D	To 2010′ ***(335′)***, turn RIGHT, 025° track to D8 IRK (164° bearing to IR), turn LEFT, intercept 336° bearing to BQ.

CHANGES: Procedure notes.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

ARRIVALS

APPROACH PHASE

Runway 30 is the preferential runway and shall be used to the maximum possible extent.

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

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in following cases:

- if there is ice, slush, water, mud, rubber, oil etc on the runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported or it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below the ILS glide path angle.

No noise abatement procedures shall envisage the increase of IAS during descent.

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

Not to distract the crew's attention during the execution of these measures, AIR-Ground communication shall be kept to a minimum.

Landing with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.6 or more
- crosswind component is not more than 5m/sec.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Restrictions runway 12

Take-off with a tailwind component up to 5m/sec is allowed under conditions indicated in Aircraft Flight Manual.

Restrictions runway 30

Cargo aircraft are allowed to take-off under following conditions:

- the absence of commercial load
- headwind component is 5m/sec or more
- for IL-76 aircraft take-off mass is 160 tons or less

During take-off the pilot-in-command shall report the absence of commercial load to ATC.

cont'd

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DEPARTURES (cont'd)

Restrictions both runways

The minimum IAS during established climb shall not be less than V_2 + 10 KT or less than prescribed in the Aircraft Flight Manual if higher.

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

The reduction of power shall not be applied until:

- reaching 2660′ (987′ - 300m)
- the established standard power mode enables with maximum certified take-off mass to maintain the minimum climb gradient of 243′ per NM (4%) at the above specified speed
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normal and also taking into account possible one engine failure and time period necessary for the rest engines to develop full power.

REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust shall be used for safety reasons only.

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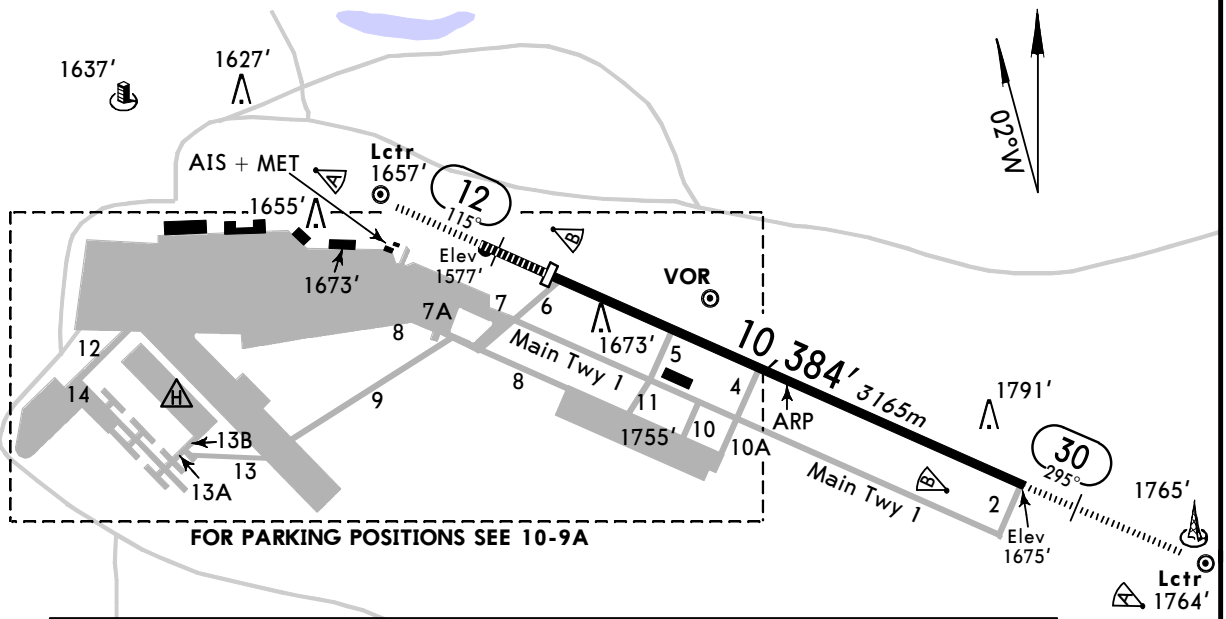
UIII/IKT

Apt Elev **1675′**
N52 16.0 E104 23.7

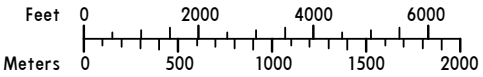
JEPPESEN
10 DEC 04 (10-9) **Eff 23 Dec**

IRKUTSK, RUSSIA
IRKUTSK

ATIS Departure	IRKUTSK Ground	Tower
124.85	121.7	118.1



The airfield northern portion adjacent to the rwy is used for emergency landing only. Taxiing is under inner engines power strictly along twy centerline. For acft with wingspan up to 105′/32m and wheelspan up to 20′/6m arriving at NIGHT and when VIS is 2000m or less taxiing is with 'Follow-me' vehicle only. Taxiing along twy 7 for acft with wing span exceeding 125′/38m is prohibited when stands 6 and 8 are occupied. Taxiing along twy 8 for acft with wing span exceeding 118′/36m is prohibited when stands 9 thru 15, 22 and 23 are occupied. Helicopter take-off and landing possible on twys 5, 6, 10A and 14. Twy 10A available for mil acft only. Birds in vicinity of apt.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
12 30	HIRL *(60m)* HIALS PAPI-L (angle 3.33°) RVR	9072′ *2765m*	8547′ *2605m* 8022′ *2445m*	❶ 9072′ *2765m*❷	148′ *45m*

❶ TAKE-OFF RUN AVAILABLE
RWY 12:
From rwy head 10384′ (3165m)
displ thresh 9072′ (2765m)

❷ Last 1312′/400m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: Apt & rwy elev. Landing beyond GS.

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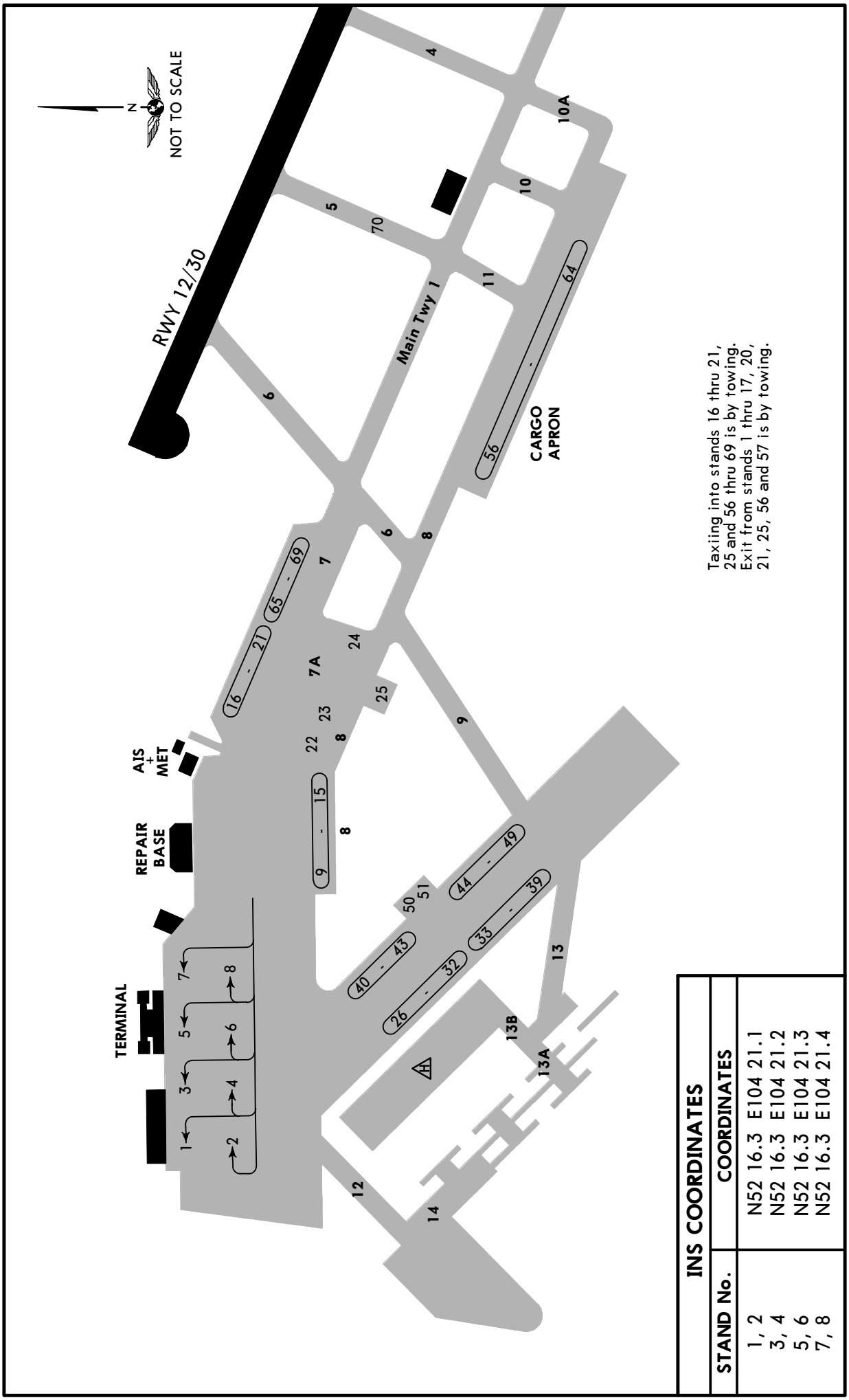
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JEPPESEN
10 DEC 04 (10-9A) Eff 23 Dec

IRKUTSK, RUSSIA

IRKUTSK



Taxiing into stands 16 thru 21, 25 and 56 thru 69 is by towing.
Exit from stands 1 thru 17, 20, 21, 25, 56 and 57 is by towing.

INS COORDINATES	
STAND No.	COORDINATES
1, 2	N52 16.3 E104 21.1
3, 4	N52 16.3 E104 21.2
5, 6	N52 16.3 E104 21.3
7, 8	N52 16.3 E104 21.4

CHANGES: None.

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UIII/IKT

JEPPESEN
10 DEC 04
Eff 23 Dec
10-9X

JAA MINIMUMS

IRKUTSK, RUSSIA

IRKUTSK

STRAIGHT-IN RWY		A	B	C	D
12	ILS	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)	**1788**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**2020**′(432′)	**2020**′(432′)	**2020**′(432′)	**2020**′(432′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**2250**′(662′)	**2250**′(662′)	**2250**′(662′)	**2250**′(662′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB **with DME**	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)	**2010**′(422′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB **w/o DME**	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)	**2430**′(842′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
30	ILS	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)	**1875**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**2390**′(715′)	**2390**′(715′)	**2390**′(715′)	**2390**′(715′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	**2900**′(1225′)	**2900**′(1225′)	**2900**′(1225′)	**2900**′(1225′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	2 NDB **with DME**	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)	**2020**′(345′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB **w/o DME**	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)	**3010**′(1335′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 12, 30

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

CHANGES: Minimums.

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UIII/IKT IRKUTSK

JEPPESEN 10 DEC 04 (11-1) Eff 23 Dec

IRKUTSK, RUSSIA ILS Rwy 12

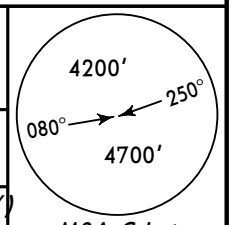
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

BRIEFING STRIP ™

LOC ICN	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1675' RWY 1588'
*111.3	115°	2342' (754')	1788' (200')	

MISSED APCH: Climb on 115° to 2580' (992'), then turn LEFT onto 295° climbing to 4630' (3042'), then according to chart.

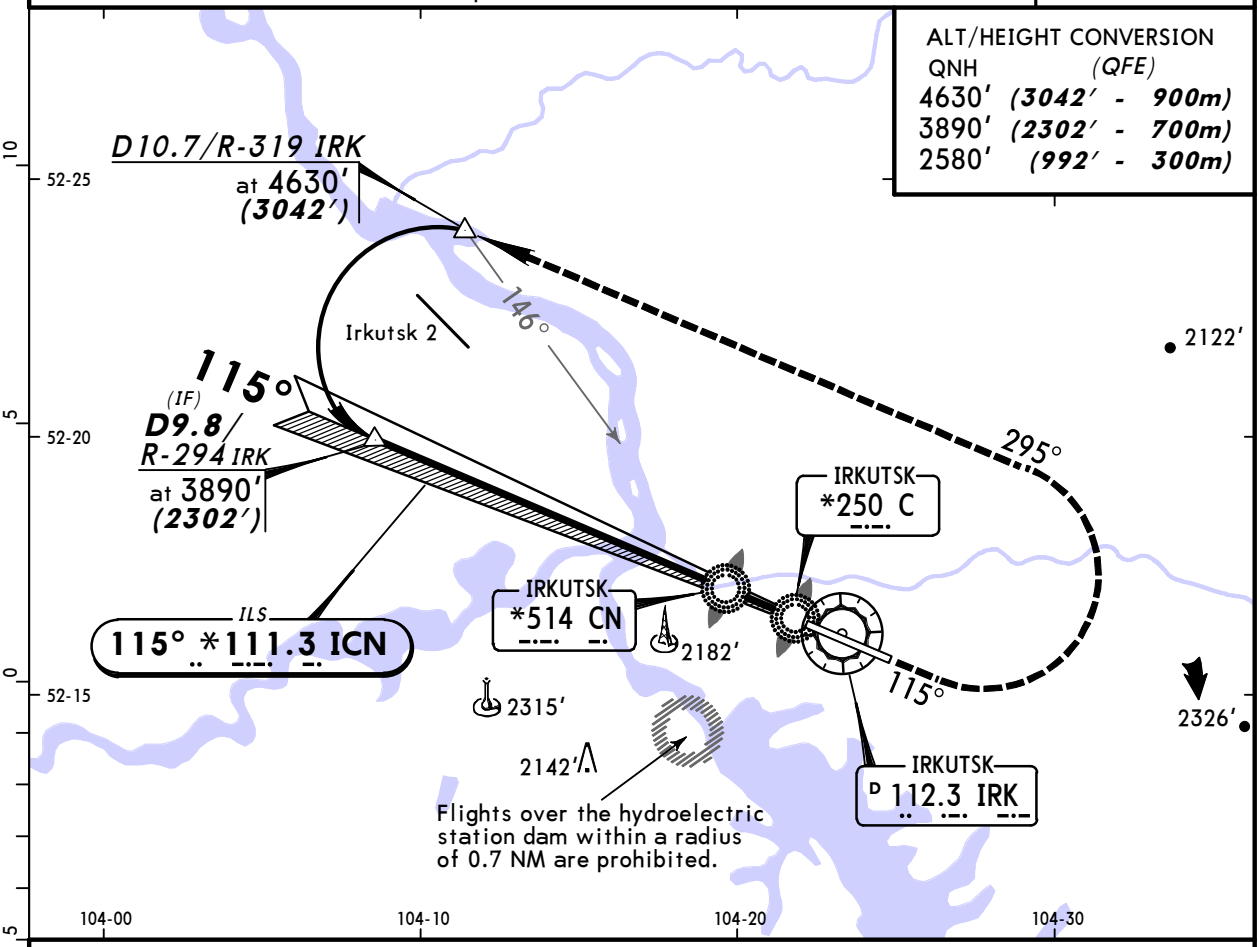
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 59 Trans alt: 4630' (3042')
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.

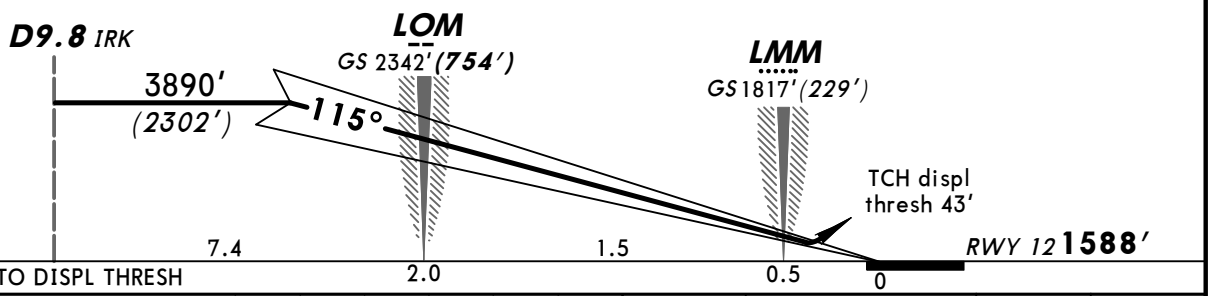


MSA C Lctr

ALT/HEIGHT CONVERSION

QNH	(QFE)
4630'	(3042' - 900m)
3890'	(2302' - 700m)
2580'	(992' - 300m)





Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	418	538	598	717	837	956

HIALS PAPI

2580' (992') on 115°

295° LT

4630' (3042')

STRAIGHT-IN LANDING RWY 12

ILS DA(H) 1788' (200')		LOC (GS out)
FULL	ALS out	

PANS OPS

A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Apt elev. MSA. Note. Procedure.

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UIII/IKT IRKUTSK

JEPPESEN 10 DEC 04 (11-2) Eff 23 Dec

IRKUTSK, RUSSIA ILS Rwy 30

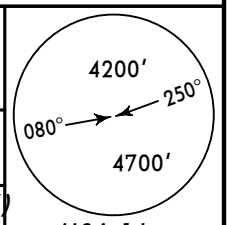
ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

BRIEFING STRIP ™

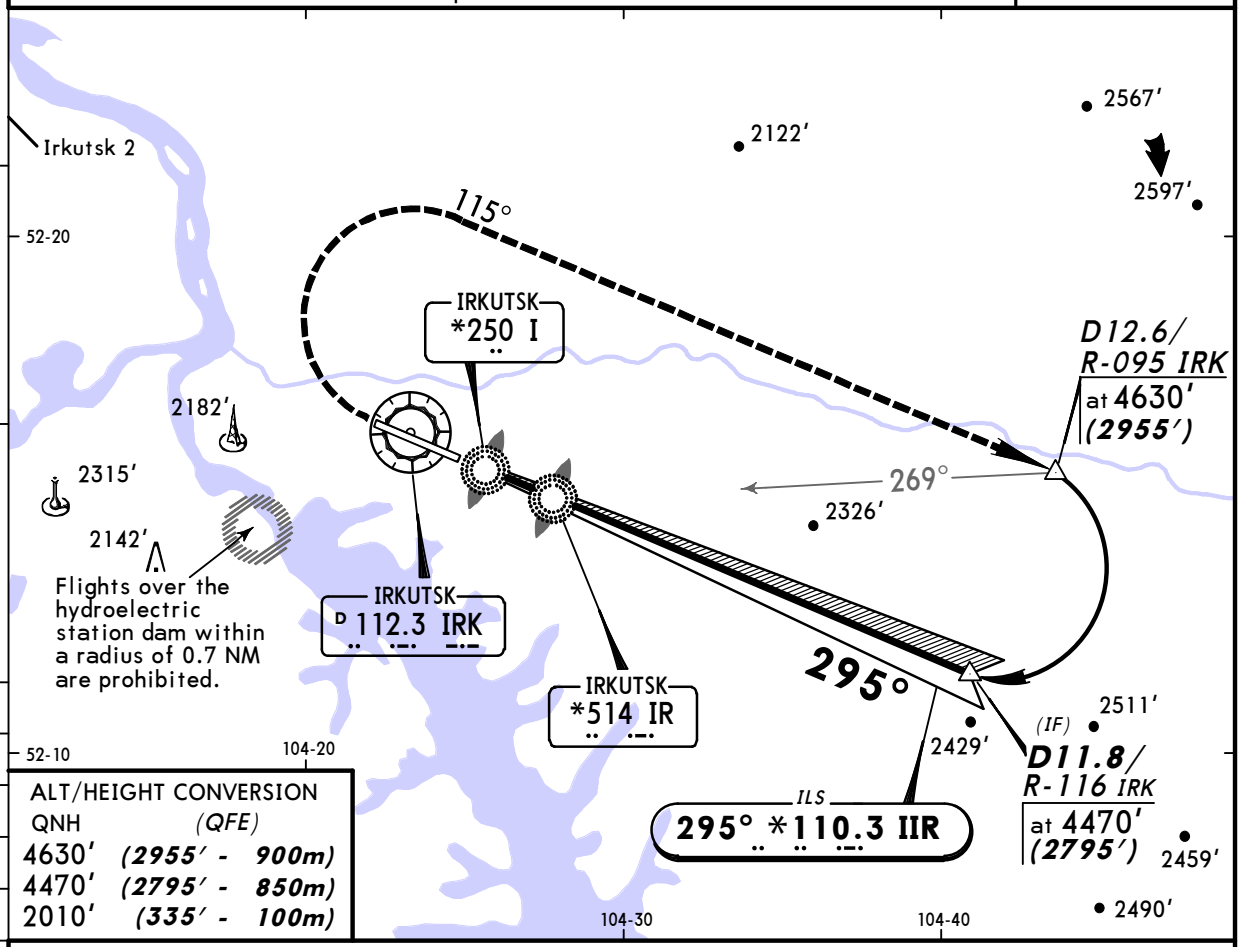
LOC IIR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1675' RWY 1675'
*110.3	295°	2429'(754')	1875'(200')	

MISSED APCH: Climb on 295° to 2010' (335'), then turn RIGHT onto 115° climbing to 4630' (2955'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630'(2955')
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.

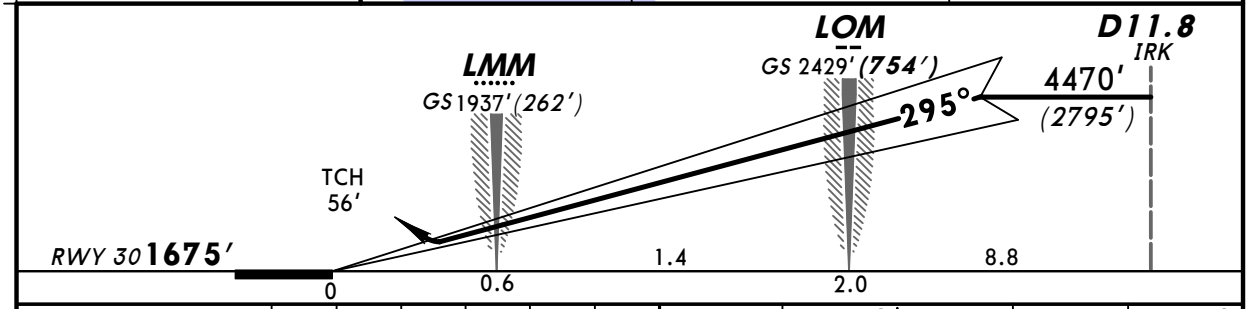


MSA I Lctr



ALT/HEIGHT CONVERSION

QNH	(QFE)
4630'	(2955' - 900m)
4470'	(2795' - 850m)
2010'	(335' - 100m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.33°	418	538	598	717	837	956

HIALS
PAPI

2010' (335') on 295°

115° RT

4630' (2955')

STRAIGHT-IN LANDING RWY30

ILS DA(H) 1875'(200')		LOC (GS out)
FULL	ALS out	

PANS OPS

A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Apt & rwy elev. MSA. Note. Procedure. Minimums.

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UIII/IKT IRKUTSK

JEPPESEN 10 DEC 04 (13-1) Eff 23 Dec

IRKUTSK, RUSSIA VOR DME Rwy 12

BRIEFING STRIP™

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

VOR	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)		
IRK 112.3	115°	D6.8 3890′ (2302′)	2020′ (432′)	Apt Elev 1675′	4200′ 250° 080° 4700′
		W/o DME Minimum Alt LOM 2350′ (762′)	W/o DME MDA(H) 2250′ (662′)	RWY 1588′	MSA IRK VOR

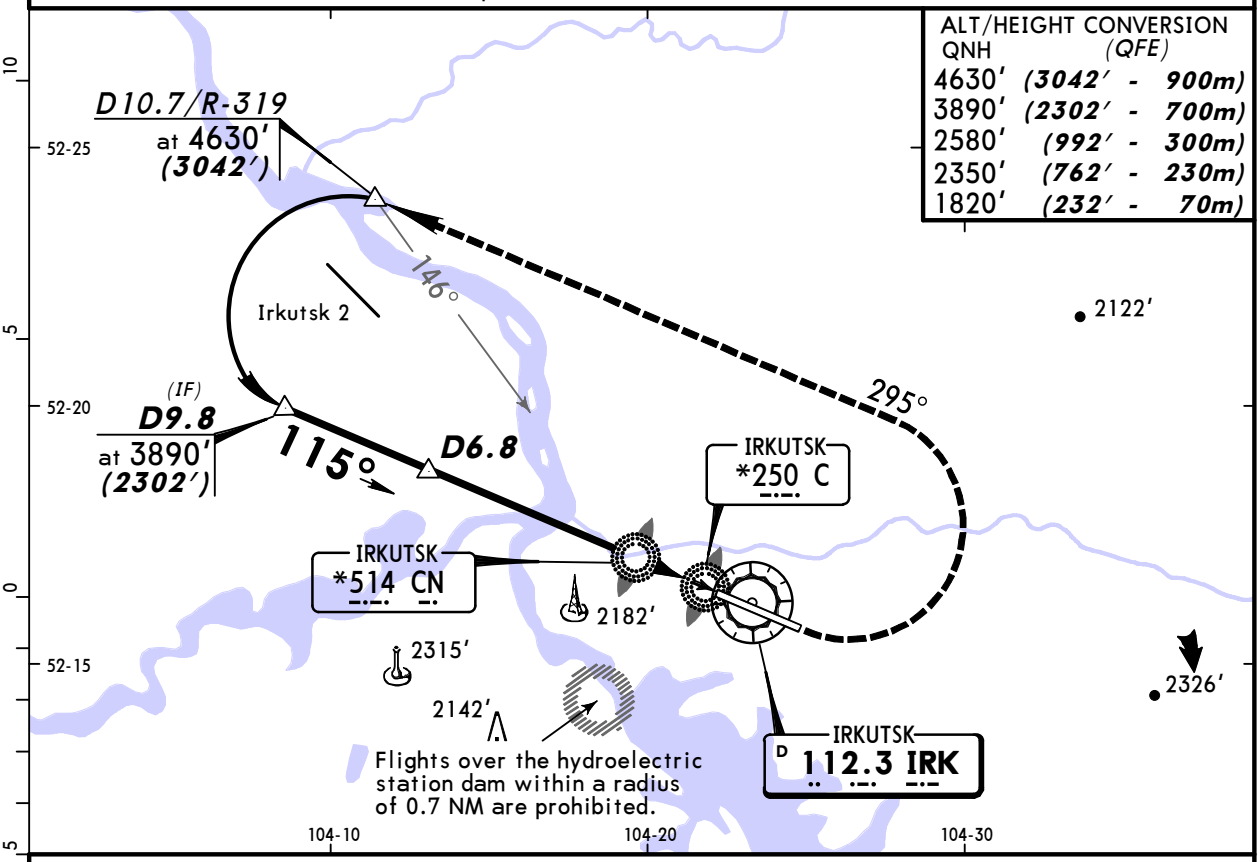
MISSED APCH: Climb on 115° to 2580′ (992′), then turn LEFT onto 295° climbing to 4630′ (3042′), then according to chart.

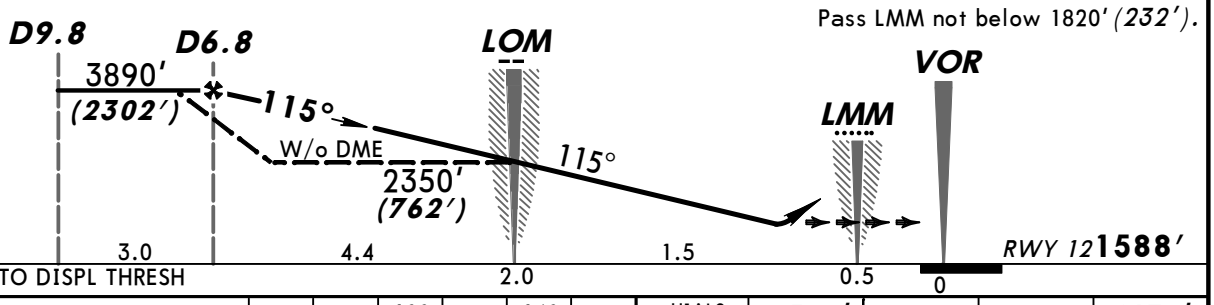
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630′ (3042′)

WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	(3042′ - 900m)
3890′	(2302′ - 700m)
2580′	(992′ - 300m)
2350′	(762′ - 230m)
1820′	(232′ - 70m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940

HIALS PAPI

2580′ (992′) on 115°

295° LT

4630′ (3042′)

STRAIGHT-IN LANDING RWY12

	With DME MDA(H) 2020′ (432′)		W/o DME MDA(H) 2250′ (662′)	
		ALS out		ALS out
A	1200m	1900m	3200m	
B				
C				
D	RVR 1500m VIS 1600m	2400m		

PANS OPS

CHANGES: MSA. Procedure. Minimums.

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UIII/IKT IRKUTSK

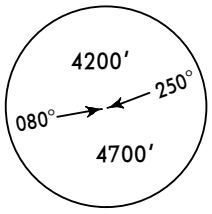
JEPPESEN 10 DEC 04 (13-2) Eff 23 Dec

IRKUTSK, RUSSIA VOR DME Rwy 30

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

BRIEFING STRIP ™

VOR IRK 112.3	Final Apch Crs 295°	With DME Minimum Alt D8.7 4470′(2795′)	With DME MDA(H) 2390′(715′)	Apt Elev 1675′ RWY 1675′
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 2900′(1225′)	

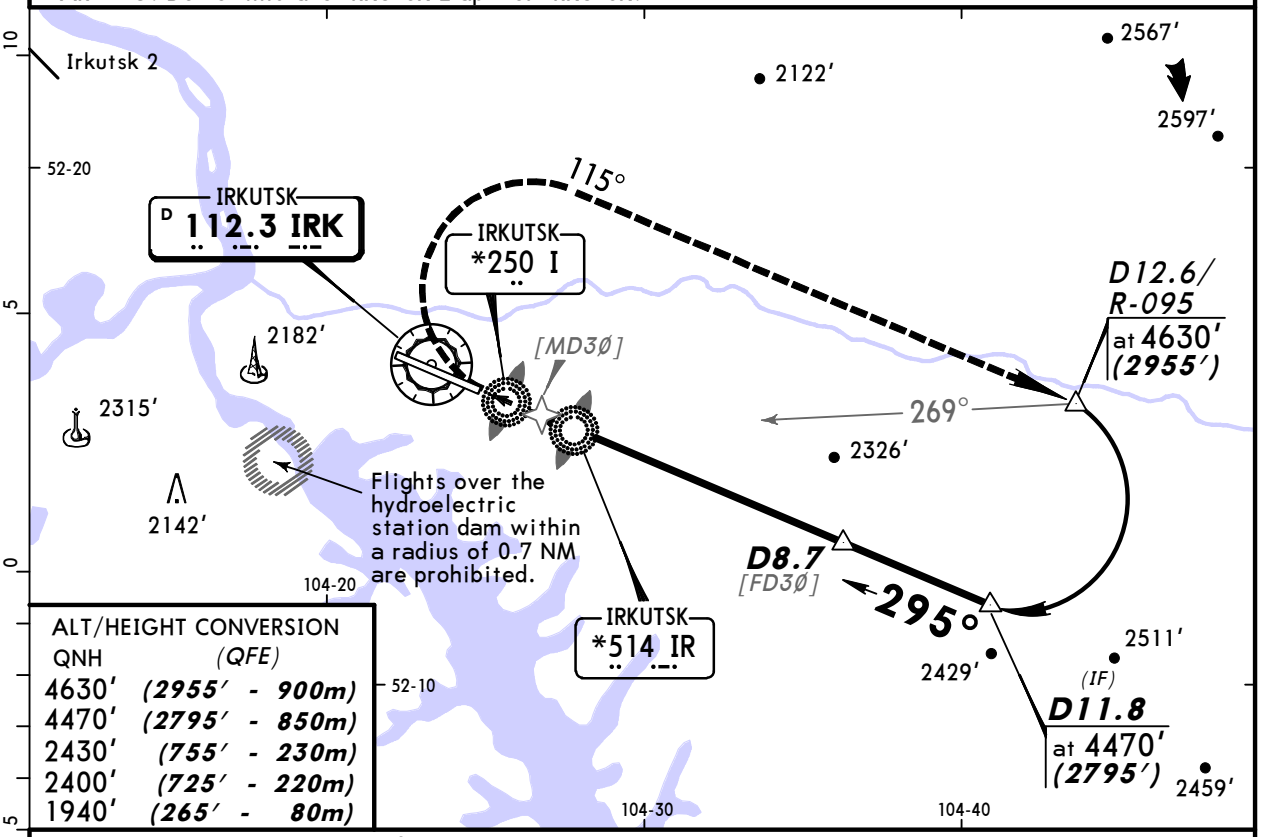


MSA IRK VOR

MISSED APCH: Climb on 295° to 2400′ (725′), then turn RIGHT onto 115° climbing to 4630′ (2955′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 59 Trans alt: 4630′(2955′)

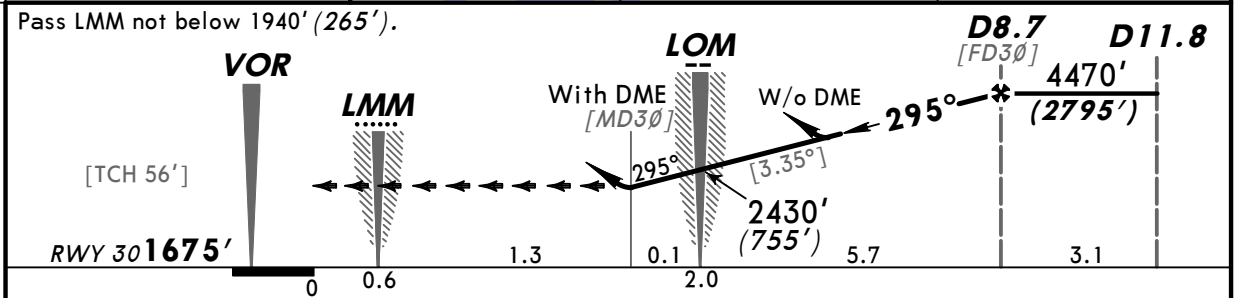
WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.



ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	(2955′ - 900m)
4470′	(2795′ - 850m)
2430′	(755′ - 230m)
2400′	(725′ - 220m)
1940′	(265′ - 80m)

Pass LMM not below 1940′ (265′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2400′ (725′) on 295°	115° RT	4630′ (2955′)
Desc grad 5.84% or Descent angle [3.35°]	415	534	593	711	830	948				

STRAIGHT-IN LANDING RWY 30

	With DME MDA(H) 2390′(715′)		W/o DME MDA(H) 2900′(1225′)	
		ALS out		ALS out
A	3200m	3200m	3200m	3200m
B				
C			4000m	4800m
D		3600m		

PANS OPS

CHANGES: MSA. Note. Procedure. Descent angle. Minimums.

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UIII/IKT IRKUTSK

JEPPESEN 10 DEC 04 (16-1) Eff 23 Dec

IRKUTSK, RUSSIA 2 NDB Rwy 12

BRIEFING STRIP™

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

NDB CN	Final Apch Crs	With DME Minimum Alt	With DME MDA(H)		
*514	115°	D6.8 3890′ (2302′)	2010′ (422′)	Apt Elev 1675′	4200′ 250° 080° 4700′
		W/o DME Minimum Alt LOM 2350′ (762′)	W/o DME MDA(H) 2430′ (842′)	RWY 1588′	MSA C Lctr

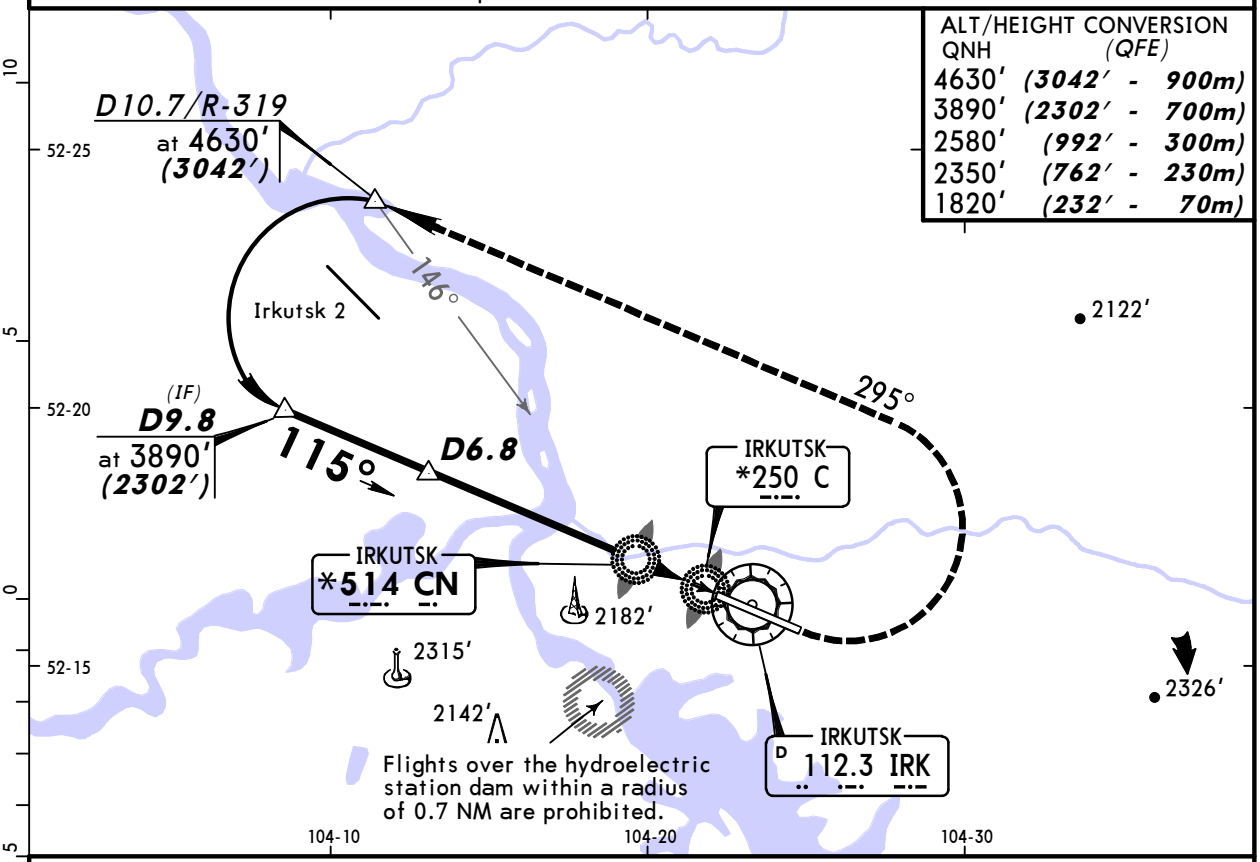
MISSED APCH: Climb on 115° to 2580′ (992′), then turn LEFT onto 295° climbing to 4630′ (3042′), then according to chart.

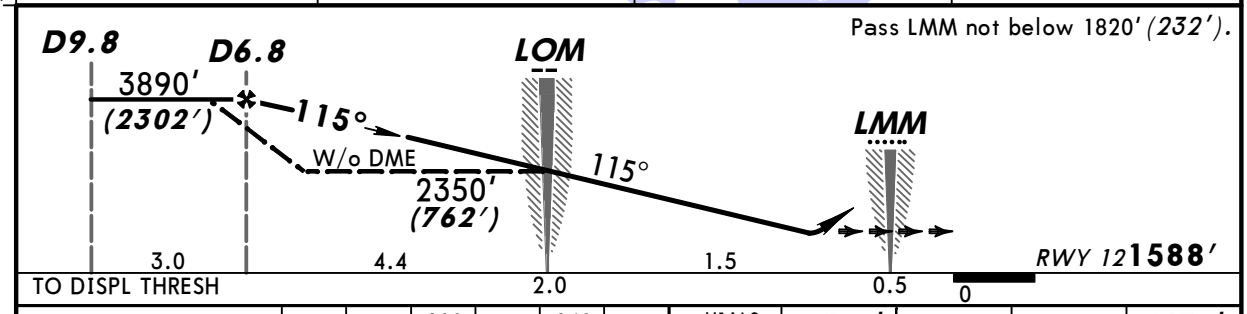
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630′ (3042′)

WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.

ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	(3042′ - 900m)
3890′	(2302′ - 700m)
2580′	(992′ - 300m)
2350′	(762′ - 230m)
1820′	(232′ - 70m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940

HIALS PAPI

2580′ (992′) on 115°

295° LT

4630′ (3042′)

STRAIGHT-IN LANDING RWY12

	With DME MDA(H) 2010′ (422′)		W/o DME MDA(H) 2430′ (842′)	
		ALS out		ALS out
A	1200m	1900m	3200m	3200m
B				
C		RVR 1800m VIS 2000m		4000m
D	RVR 1500m VIS 1600m		4000m	4400m

PANS OPS

CHANGES: MSA. Note. Procedure. Minimums.

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UIII/IKT IRKUTSK

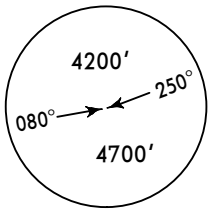
JEPPESEN 10 DEC 04 (16-2) Eff 23 Dec

IRKUTSK, RUSSIA 2 NDB Rwy 30

BRIEFING STRIP ™

ATIS Arrival	IRKUTSK Approach (APP/R/SRE)	*IRKUTSK Radar (Radar/SRE)	IRKUTSK Tower (SRE/TWR)	Ground
126.9	125.2	119.3	118.1	121.7

NDB IR *514	Final Apch Crs 295°	With DME Minimum Alt D8.7 4470′(2795′)	With DME MDA(H) 2020′(345′)	Apt Elev 1675′ RWY 1675′
		W/o DME Minimum Alt No FAF	W/o DME MDA(H) 3010′(1335′)	

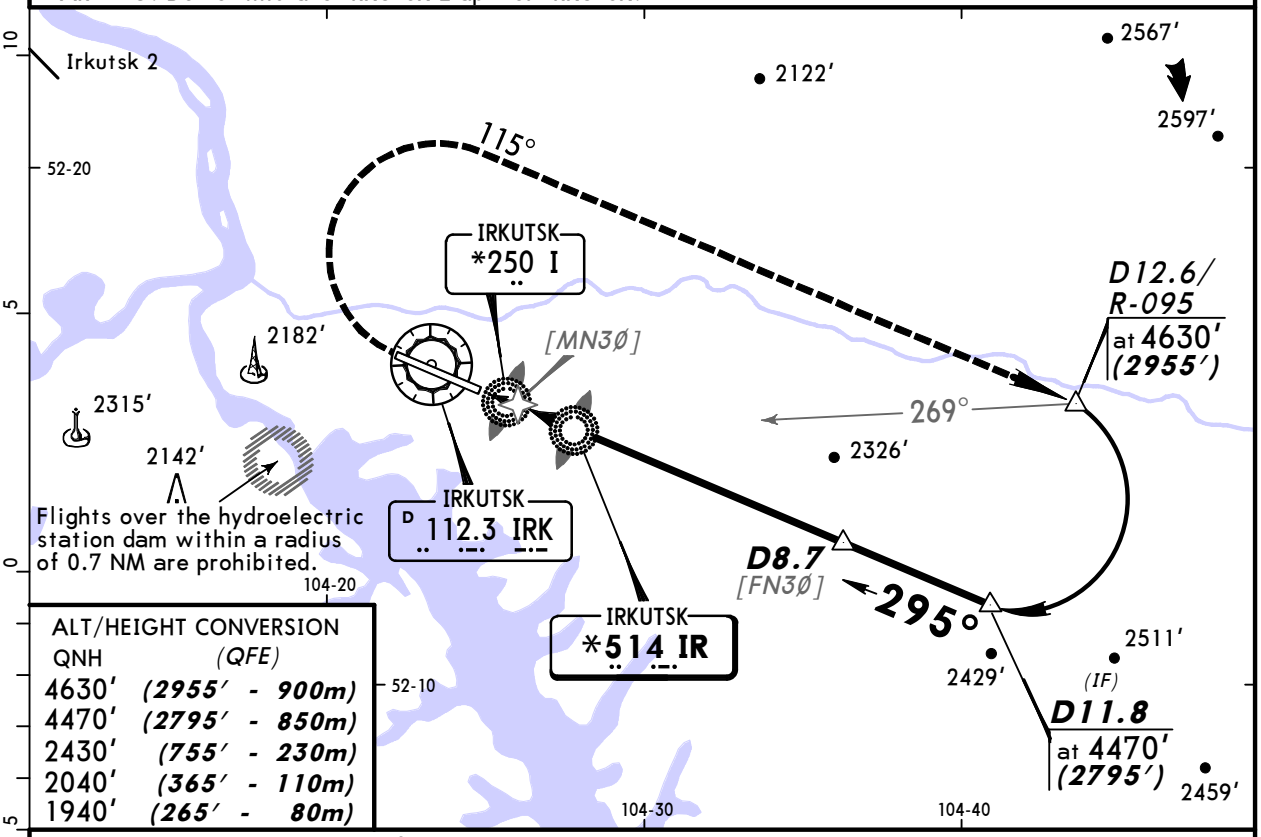


MSA
I Lctr

MISSED APCH: Climb on 295° to 2040′ (365′), then turn RIGHT onto 115° climbing to 4630′ (2955′), then according to chart.

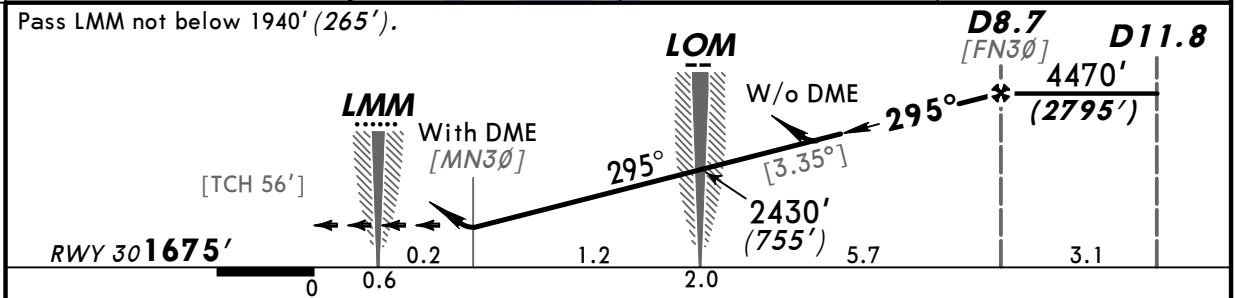
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 Trans alt: 4630′(2955′)

WARNING: Do not mistake IRKUTSK 2 apt for IRKUTSK.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
4630′	(2955′ - 900m)
4470′	(2795′ - 850m)
2430′	(755′ - 230m)
2040′	(365′ - 110m)
1940′	(265′ - 80m)

Pass LMM not below 1940′ (265′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2040′ (365′) on 295°	115° RT	4630′ (2955′)
Desc gradient 5.84% or Descent angle [3.35°]	415	534	593	711	830	948				

STRAIGHT-IN LANDING RWY 30

	With DME MDA(H) 2020′(345′)		W/o DME MDA(H) 3010′(1335′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m	
B				
C			4000m	4800m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4400m	

PANS OPS

CHANGES: MSA. Note. Procedure. Descent angle. Minimums.

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UIUU/UUD MUKHINO

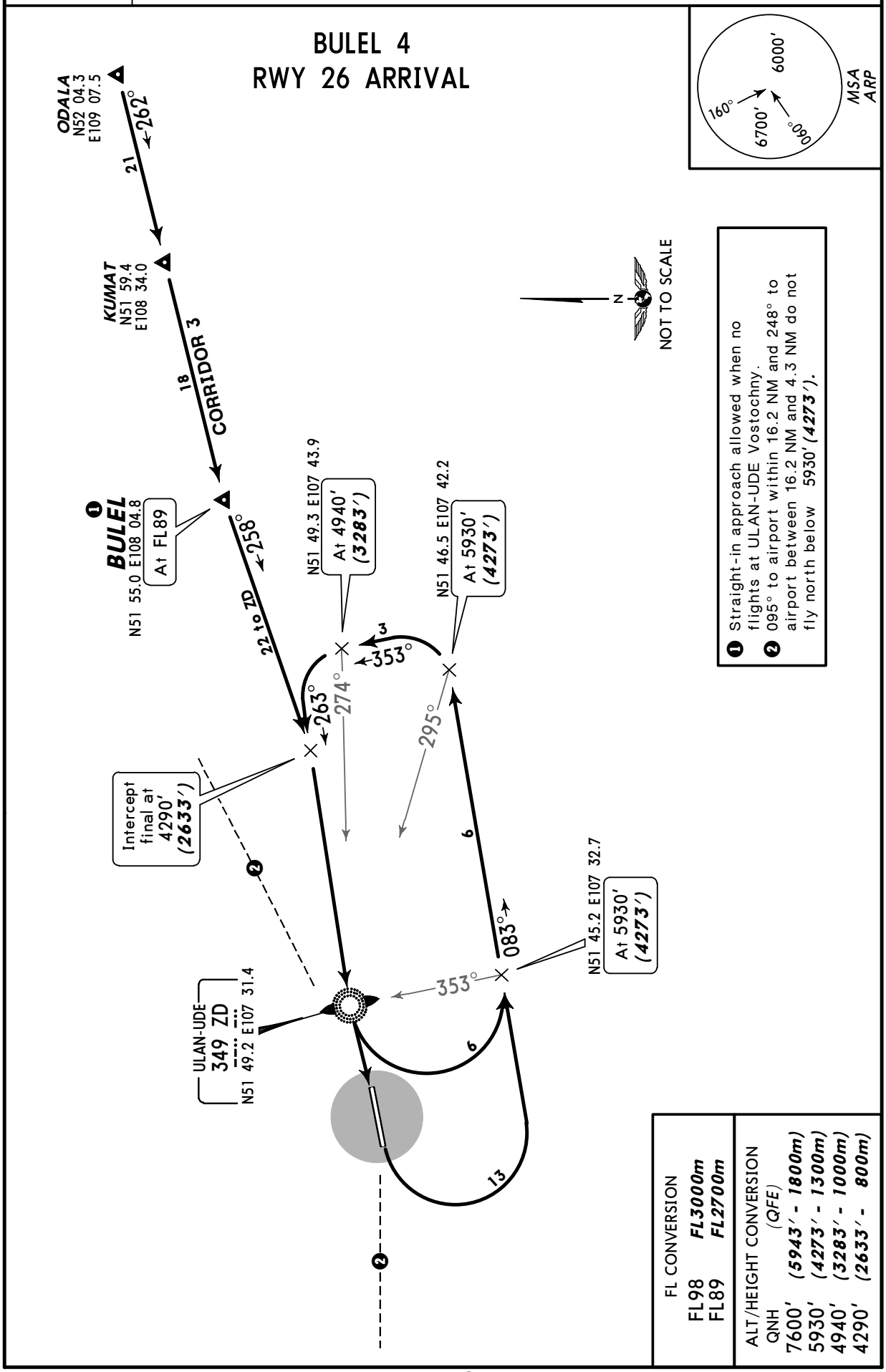
JEPPESEN
20 JAN 06 (10-2)

ULAN-UDE, RUSSIA

STAR

Apt Elev 1690′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL89 FL98 when pressure is below 713 mm (950.6 hPa) Trans alt: 7600′ ***(5943′)***

BULEL 4
RWY 26 ARRIVAL



1 Straight-in approach allowed when no flights at ULAN-UDE Vostochny.
2 095° to airport within 16.2 NM and 248° to airport between 16.2 NM and 4.3 NM do not fly north below 5930′ ***(4273′)***.

FL CONVERSION	
FL98	***FL3000m***
FL89	***FL2700m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
7600′	***(5943′ - 1800m)***
5930′	***(4273′ - 1300m)***
4940′	***(3283′ - 1000m)***
4290′	***(2633′ - 800m)***

CHANGES: None.

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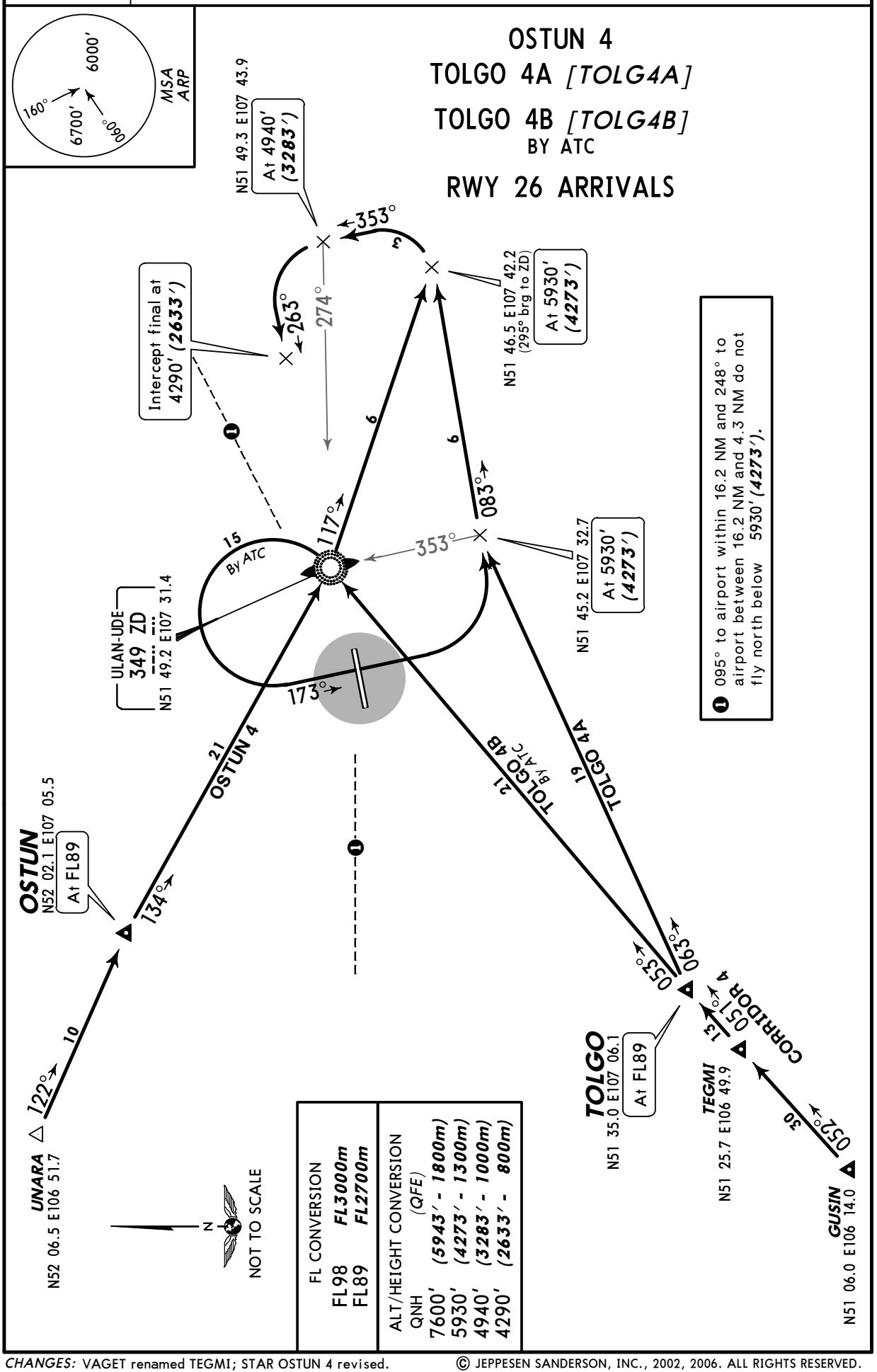
UIUU/UUD MUKHINO

ULAN-UDE, RUSSIA

STAR

Apt Elev 1690′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL89
FL98 when pressure is below 713 mm (950.6 hPa)
Trans alt: 7600′ ***(5943′)***



CHANGES: VAGET renamed TEGMI; STAR OSTUN 4 revised.

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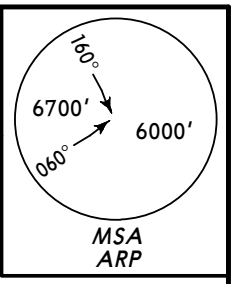
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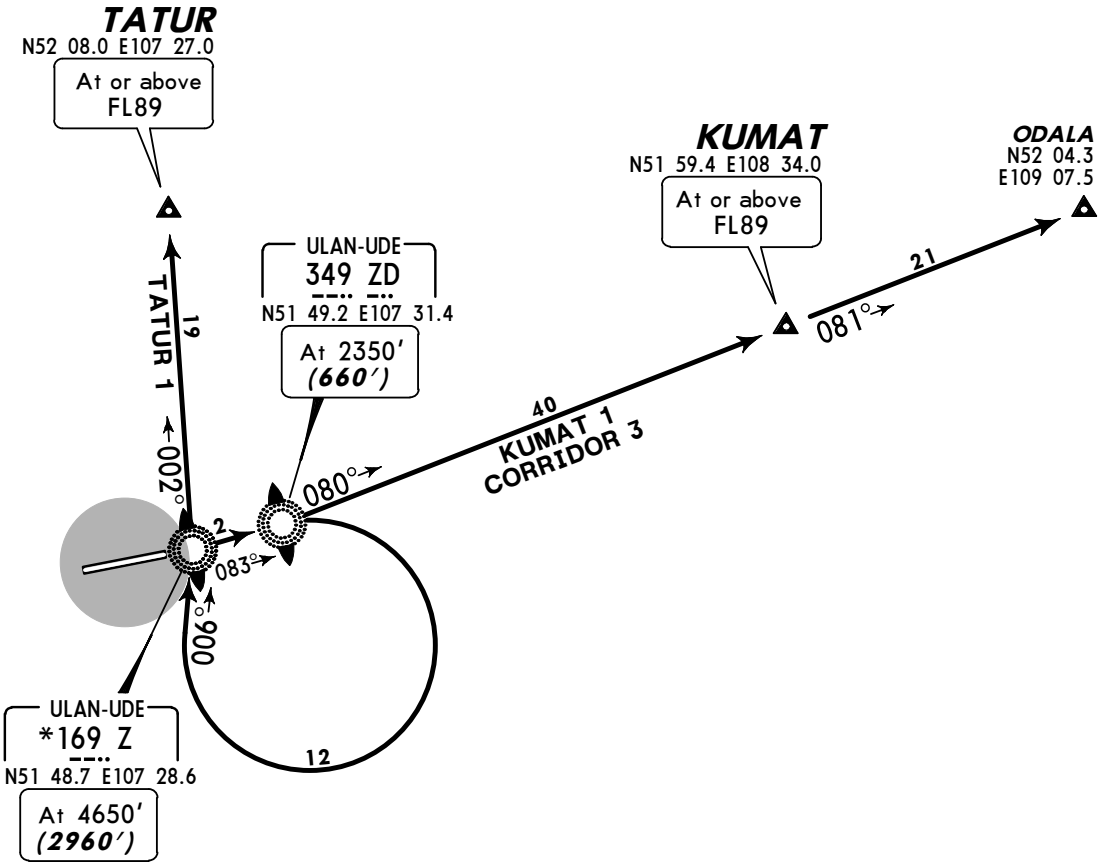
ULAN-UDE, RUSSIA

SID

Apt Elev	
1690′	QNH on request **(QFE)** Trans level: FL89 FL98 when pressure is below 713 mm (950.6 hPa) Trans alt: 7600′ ***(5910′)***



KUMAT 1, TATUR 1
RWY 08 DEPARTURES
TO NORTH & EAST





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2350′	***(660′ - 200m)***
4650′	***(2960′ - 900m)***
7600′	***(5910′ - 1800m)***

FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***

CHANGES: AGOPI replaced by ODALA.

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UIUU/UUD MUKHINO

JEPPESEN
5 AUG 05 (10-3A)

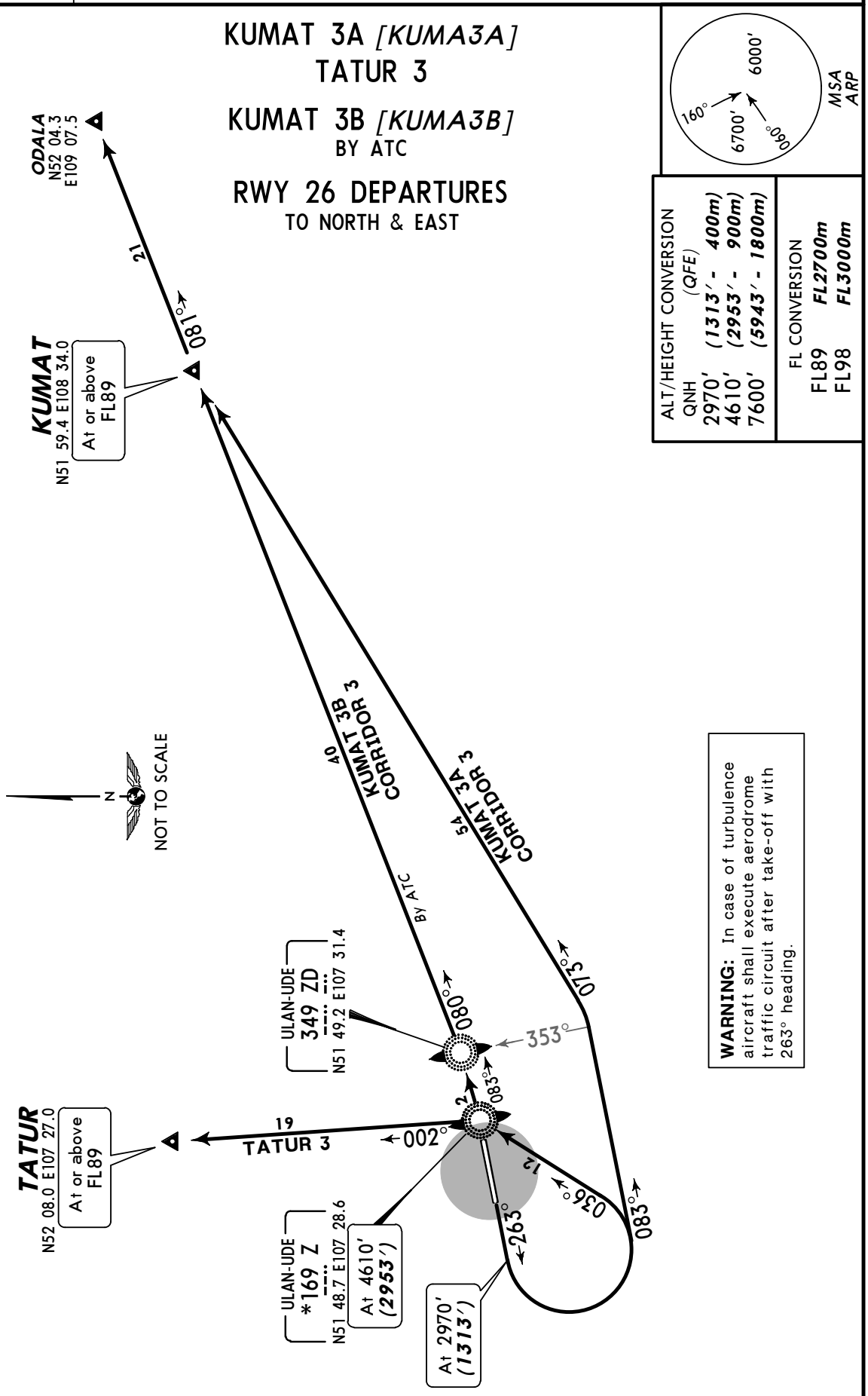
ULAN-UDE, RUSSIA

SID

Apt Elev	
1690′	QNH on request **(QFE)** Trans level: FL89 FL98 when pressure is below 713 mm (950.6 hPa) Trans alt: 7600′ ***(5943′)***

KUMAT 3A *[KUMA3A]*
TATUR 3
KUMAT 3B *[KUMA3B]*
BY ATC

RWY 26 DEPARTURES
TO NORTH & EAST



CHANGES: AGOPI replaced by ODALA.

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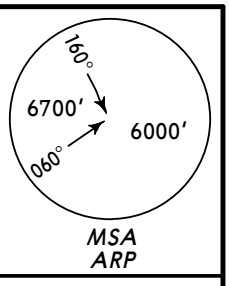
UIUU/UUD MUKHINO

ULAN-UDE, RUSSIA

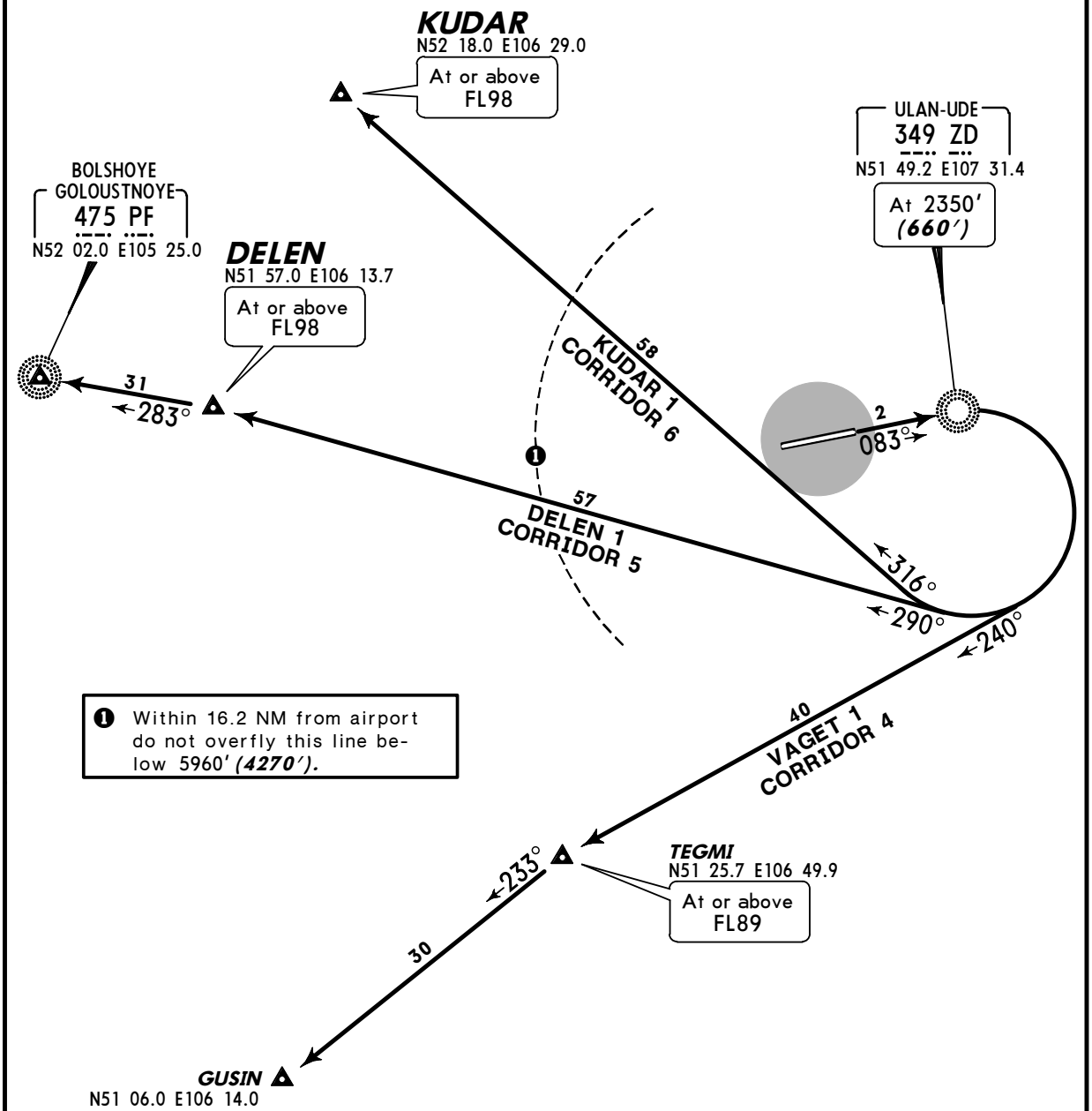
SID

Apt Elev
1690′

QNH on request **(QFE)**
Trans level: FL89
FL98 when pressure is below 713 mm (950.6 hPa)
Trans alt: 7600′ ***(5910′)***



DELEN 1, KUDAR 1, VAGET 1
RWY 08 DEPARTURES
TO WEST





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2350′	***(660′ - 200m)***
5960′	***(4270′ - 1300m)***
7600′	***(5910′ - 1800m)***

FL CONVERSION	
FL89	***FL2700m***
FL98	***FL3000m***

CHANGES: VAGET renamed TEGMI.

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UIUU/UUD MUKHINO

JEPPESEN
20 JAN 06 (10-3C)

ULAN-UDE, RUSSIA

SID

Apt Elev
1690′

QNH on request **(QFE)**
Trans level: FL89
FL98 when pressure is below 713 mm (950.6 hPa)
Trans alt: 7600′ ***(5943′)***

160°
6700′
6000′
060°
MSA
ARP

DELEN 3, KUDAR 3, VAGET 3
RWY 26 DEPARTURES
TO WEST

KUDAR
N52 18.0 E106 29.0
At or above FL98

DELEN
N51 57.0 E106 13.7
At or above FL98

31
283°
47
DELEN 3 CORRIDOR 5
48
KUDAR 3 CORRIDOR 6
321°
2.7
263°
288°

BOLSHOYE GOLOUSTNOYE
475 PF
N52 02.0 E105 25.0

At 4290′ ***(2633′)*** but not further than 8.6 NM from ARP ❷

VAGET 3
Turn at 2970′
(1313′)

225°
30
VAGET 3 CORRIDOR 4

TEGMI
N51 25.7 E106 49.9
At or above FL89

233°
30

GUSIN
N51 06.0 E106 14.0

❶ Within 16.2 NM from airport do not overfly this line below 5930′ ***(4273′).***
❷ If unable to comply turn LEFT, 083° track climbing to 4290′ ***(2633′)***, turn LEFT, join departure route and climb to assigned altitude.

N
NOT TO SCALE

WARNING: In case of turbulence aircraft shall execute aerodrome traffic circuit after take-off with 263° heading.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2970′	***(1313′ - 400m)***
4290′	***(2633′ - 800m)***
5930′	***(4273′ - 1300m)***
7600′	***(5943′ - 1800m)***

FL CONVERSION

FL89	***FL2700m***
FL98	***FL3000m***

CHANGES: VAGET renamed TEGMI.

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UIUU/UUD ULAN-UDE, RUSSIA

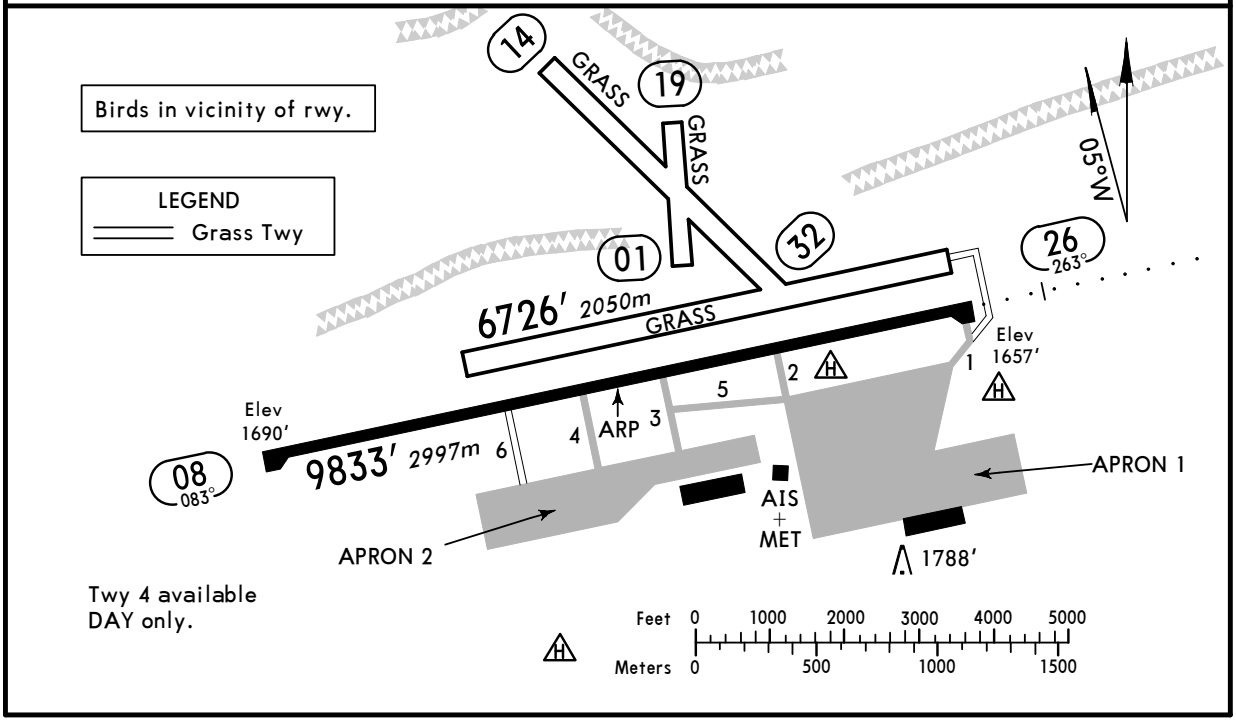
Apt Elev **1690′**
N51 48.5 E107 26.5

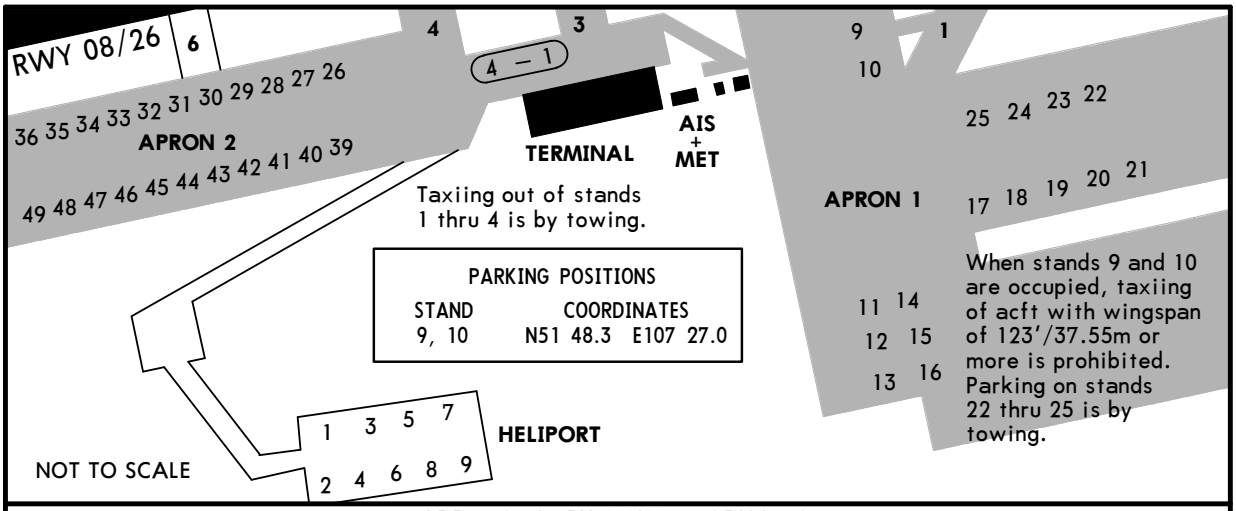
JEPPESEN
19 MAR 04 (10-9)

MUKHINO

ULAN-UDE Tower (TWR/GND)

118.1





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08	RL *(50m)* RVR				148′ *45m*
26	RL *(50m)* ALS PAPI-L (angle 3.0°) RVR		9347′ *2849m*		
08 26	Grass runway				328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 08/26

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

CHANGES: Communications.

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UIUU/UUD

ULAN-UDE, RUSSIA
MUKHINO

STRAIGHT-IN RWY		A	B	C	D
26	ILS	**1857**′(200′)	**1857**′(200′)	**1886**′(229′)	**1886**′(229′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	PAR	**1857**′(200′)	**1857**′(200′)	**1919**′(262′)	**1919**′(262′)
		R800m	**R800m**	**R900m**	**R900m**
	ALS out	R1000m	R1000m	R1200m	R1200m
	NDB	**2010**′(353′)	**2010**′(353′)	**2010**′(353′)	**2010**′(353′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 08, 26

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

CHANGES: Straight-in minimums.

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UIUU/UUD MUKHINO

JEPPESEN 4 MAR 05 (11-1)

ULAN-UDE, RUSSIA ILS or 2 NDB Rwy 26

ULAN-UDE Approach	ULAN-UDE Krug (Radar)	ULAN-UDE Tower	Ground
129.3	120.6	118.1	118.1

BRIEFING STRIP ™

LOC IZD *110.3 / NDB ZD 349	Final Apch Crs 263°	GS/ Minimum Alt LOM 2510′ (853′)	ILS DA(H) Refer to Minimums / NDB MDA(H) 2010′ (353′)	Apt Elev 1690′ RWY 1657′

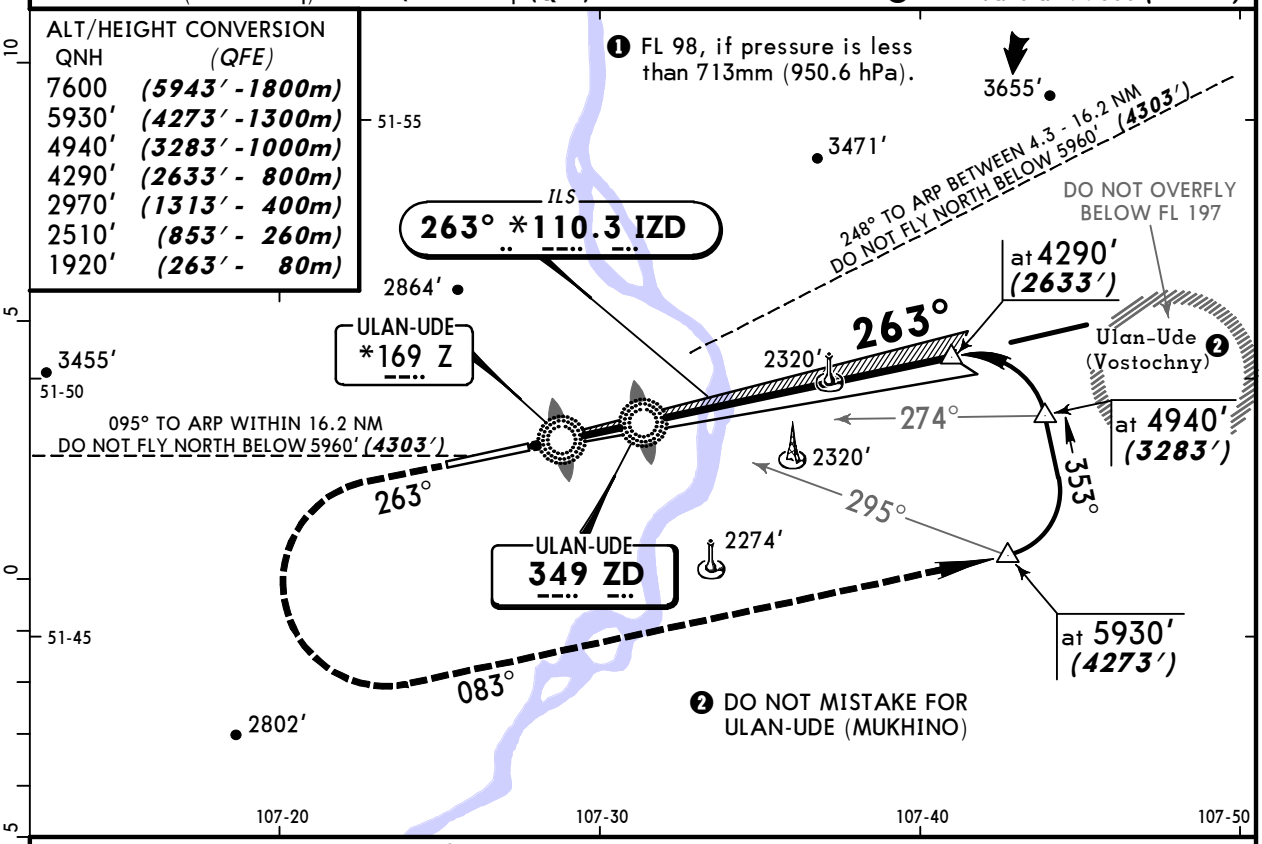
MSA ARP: 160° 6700′ / 060° 6000′

MISSED APCH: Climb on 263° to 2970′ (1313′), then turn LEFT onto 083° climbing to 5930′ (4273′), then according to chart.

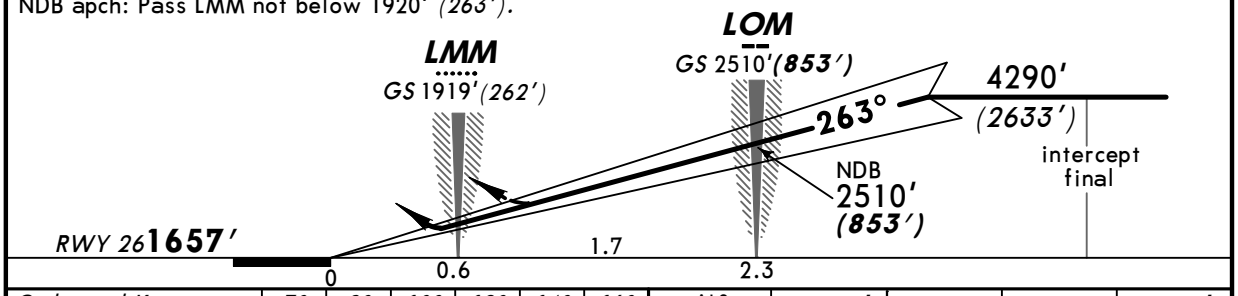
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 89 ❶ | Trans alt: 7600′(5943′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
7600	(5943′ - 1800m)
5930′	(4273′ - 1300m)
4940′	(3283′ - 1000m)
4290′	(2633′ - 800m)
2970′	(1313′ - 400m)
2510′	(853′ - 260m)
1920′	(263′ - 80m)



NDB apch: Pass LMM not below 1920′ (263′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.33° or NDB Desc Grad 5.8%	419	539	598	718	838	957

ALS / PAPI | 2970′ (1313′) on 263° | 083° LT | 5930′ (4273′)

STRAIGHT-IN LANDING RWY 26

	ILS	LOC (GS out)	NDB
DA(H) / MDA(H)	AB: 1857′(200′) CD: 1886′(229′)		2010′(353′)
	FULL / ALS out		ALS out
A	1200m	NOT AUTH	RVR 1500m VIS 1600m
B			
C			
D			RVR 1800m VIS 2000m

PANS OPS

CHANGES: Trans level & alt.

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UIUU/UUD MUKHINO

JEPPESEN 4 MAR 05 (18-1)

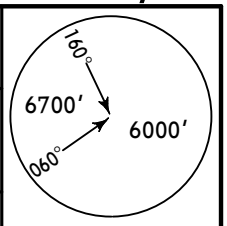
ULAN-UDE, RUSSIA PAR Rwy 26

BRIEFING STRIP ™

ULAN-UDE Approach	ULAN-UDE Krug (Radar)	ULAN-UDE Tower	Ground
129.3	120.6	118.1	118.1

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H) Refer to Minimums	Apt Elev 1690' RWY 1657'
	263°	2510' (853')		

MISSED APCH: Climb on 263° to 2970' (1313'), then turn LEFT onto 083° climbing to 5930' (4273'), then according to chart.



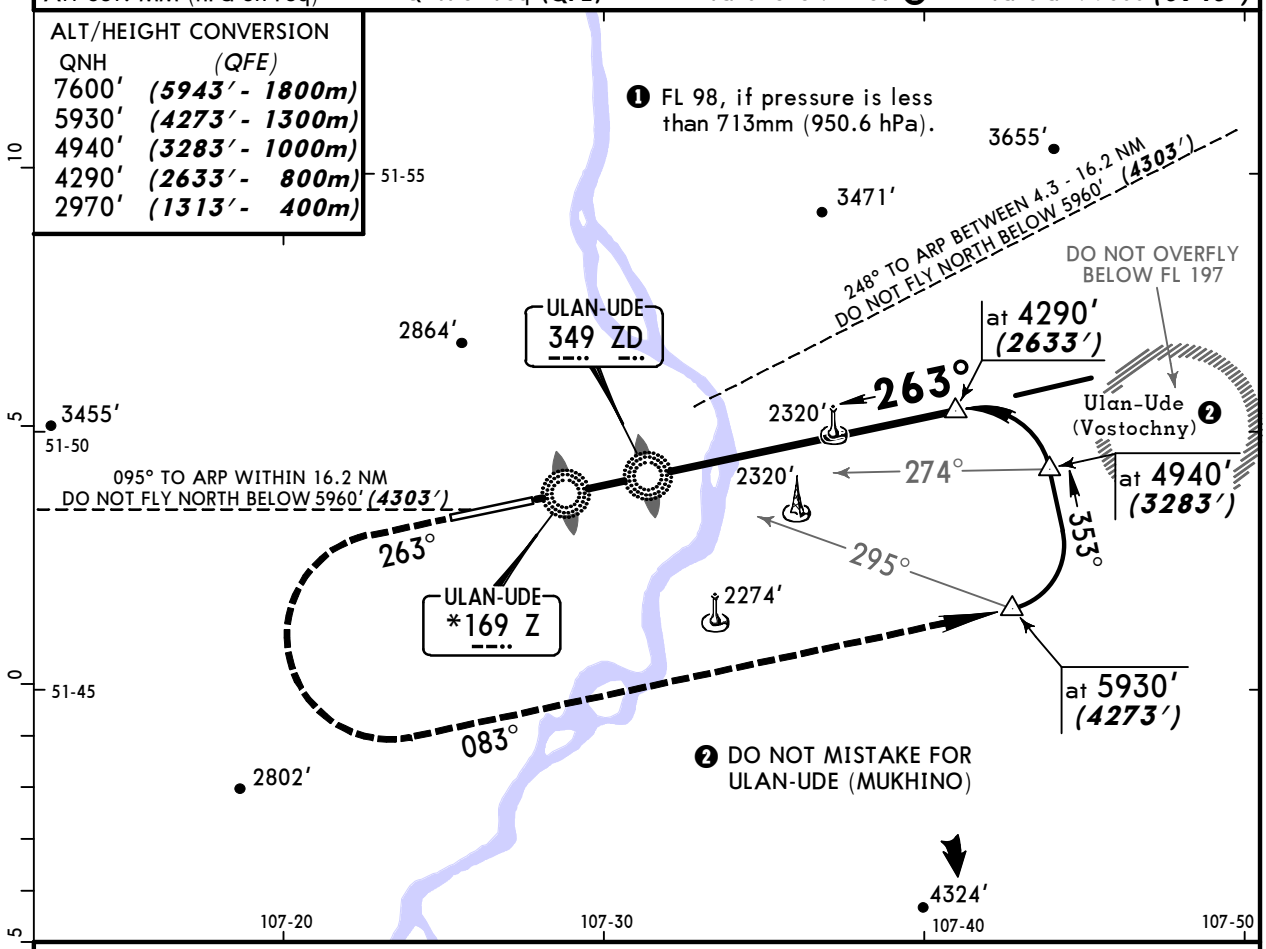
MSA
ARP

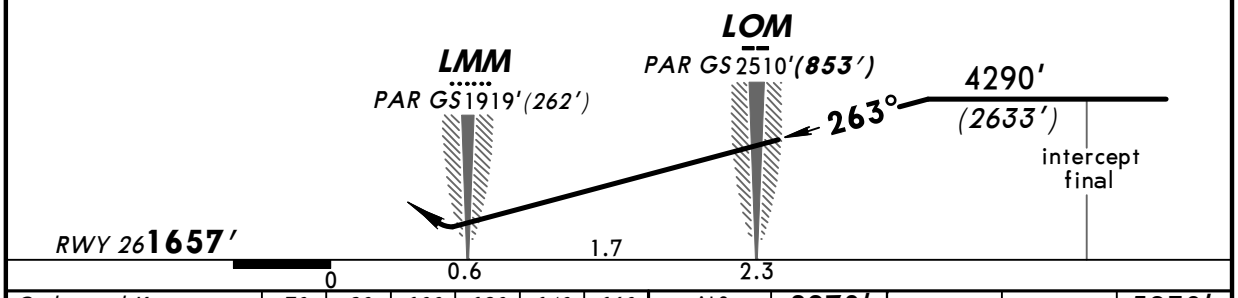
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 89 ❶ | Trans alt: 7600' (5943')

ALT/HEIGHT CONVERSION

QNH	(QFE)
7600'	(5943' - 1800m)
5930'	(4273' - 1300m)
4940'	(3283' - 1000m)
4290'	(2633' - 800m)
2970'	(1313' - 400m)

❶ FL 98, if pressure is less than 713mm (950.6 hPa).





Gnd speed-Kts		70	90	100	120	140	160
PAR GS	3.33°	419	539	598	718	838	957

ALS
PAPI

2970' (1313') on 263°

083° LT

5930' (4273')

STRAIGHT-IN LANDING RWY 26

DA(H) AB: 1857' (200')
CD: 1919' (262')

ALS out

PANS OPS

A	1200m		
B			
C			
D			

CHANGES: Trans level & alt.

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ULAA/ARH
TALAGI

JEPPESEN
25 NOV 05 (10-2)

ARKHANGELSK, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.67	62′	Trans level: FL39 Trans alt: 2040′ *(2007′)*

MSA ARP
180° 1800′ 1700′ 050° 290° 2300′

GM 2A, RD 2A, SR 2A, UN 2A
RWY 08 ARRIVALS

RILDA
N65 28.5 E040 15.1

152° 22 CORRIDOR 6

LETBA
N65 07.0 E040 26.7

5

N65 02.0 E040 29.0
Between
FL108 & FL49

177° 22 RD 2A

UNARI
N65 11.9 E042 17.6

213° 27 CORRIDOR 1

N64 54.0 E041 30.0
Between
FL177 & FL59

224° 26 UN 2A

N64 41.0 E040 20.9
At 2040′
(2007′)

N64 40.2 E040 18.3
At 2990′
(2957′)

N64 40.7
E040 22.0

6 261°

N64 40.4
E040 37.2

2 111° 103°

3 126°

N64 37.6 E040 22.1
At 1680′
(1647′)

7 292° 177°

N64 28.0 E041 43.0
Between
FL197 & FL59

CORRIDOR 2

086° 036° 081°

062°

N64 34.7 E040 17.5
At 2040′
(2007′)

18 029° GM 2A

Intercept final at 1680′ *(1647′)*

30 272° SR 2A

27 273°

SOREK
N64 19.5 E042 41.8

GAMBI
N64 08.4 E038 56.4

27 CORRIDOR 3

ARKHANGELSK
*690 AZ
N64 36.4 E040 35.2

N64 22.0 E039 49.0
Between
FL89 & FL49

25 045°

160° 340°

ONEGA
*430 OG
N63 55.0 E038 07.0

N
NOT TO SCALE

FL CONVERSION	
FL197	*FL6000m*
FL177	*FL5400m*
FL108	*FL3300m*
FL89	*FL2700m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2990′	*(2957′ - 900m)*
2040′	*(2007′ - 600m)*
1680′	*(1647′ - 500m)*

CHANGES: VATAL replaced by LETBA.

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ULAA/ARH
TALAGI

JEPPESEN
25 NOV 05 (10-2A)

ARKHANGELSK, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.67	62′	Trans level: FL39 Trans alt: 2040′ *(1991′)*

MSA ARP: 1800′ (180°–050°), 1700′ (050°–290°), 2300′ (290°–180°)

GM 4A, GM 4D, RD 4A, SR 4A, UN 4A
RWY 26 ARRIVALS

RILDA N65 28.5 E040 15.1
152° 22 CORRIDOR 6

LETBA N65 07.0 E040 26.7
5

N65 02.0 E040 29.0
Between FL108 & FL49

130° 29 RD 4A

UNARI N65 11.9 E042 17.6
213° 27 CORRIDOR 1

N64 54.0 E041 30.0
Between FL79 & FL59

N64 38.5 E041 06.5
At 3010′ *(2961′)*

196° 19 UN 4A

ARKHANGELSK
*690 KM
N64 35.7 E040 50.2

N64 38.7 E041 04.1
At FL39

N64 37.4 E041 06.7
At 2040′ *(1991′)*

234° 243° 255° 261° 276°

047° 6

216° 3

N64 35.6 E041 01.7
At 1690′ *(1641′)*

N64 28.0 E041 43.0
Between FL79 & FL59

N64 32.3 E040 34.9

7 GM 4D By ATC

306° 5 SR 4A

294°

GM 4A, 4D
CORRIDOR 3
23 047°

081° 12 GM 4A

Intercept final at 1370′ *(1321′)*

N64 31.1 E041 02.5

27 273° CORRIDOR 2

SOREK N64 19.5 E042 41.8

GAMBI N64 08.4 E038 56.4
27

25 045°

160°

N64 22.0 E039 49.0
Between FL187 & FL49

N64 34.5 E041 01.3
(267° brg to KM)
At 1690′ *(1641′)*

ONEGA
*430 OG
N63 55.0 E038 07.0

340°

N
NOT TO SCALE

FL CONVERSION	
FL187	*FL5700m*
FL108	*FL3300m*
FL79	*FL2400m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3010′	*(2961′ - 900m)*
2040′	*(1991′ - 600m)*
1690′	*(1641′ - 500m)*
1370′	*(1321′ - 400m)*

CHANGES: VATAL replaced by LETBA.

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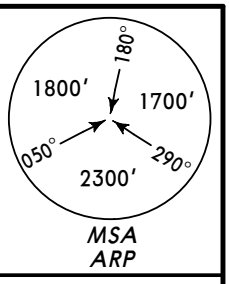
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ULAA/ARH
TALAGI

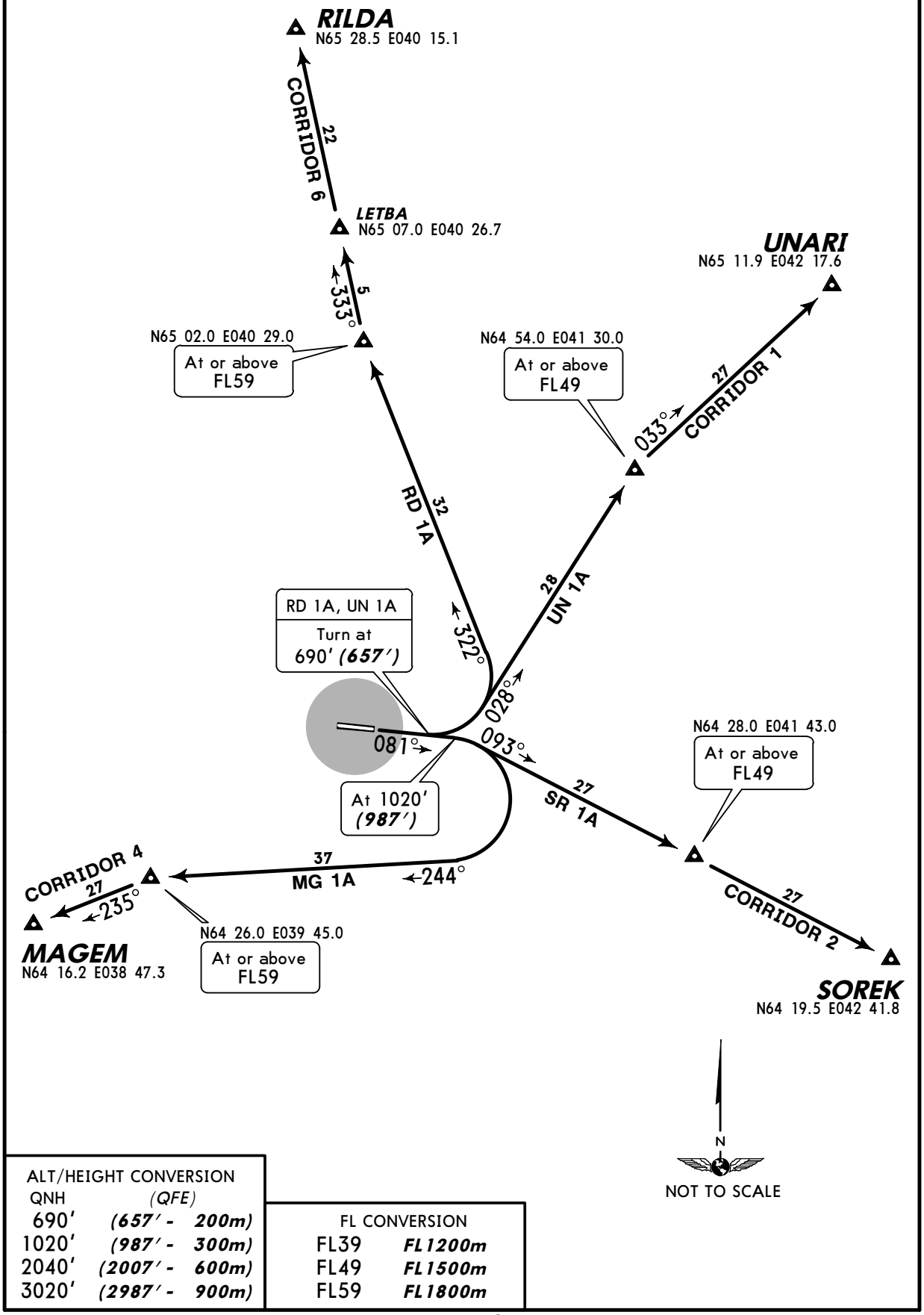
JEPPESEN
25 NOV 05 (10-3)

ARKHANGELSK, RUSSIA
SID

Apt Elev	
62′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2040′ ***(2007′)*** 3020′ ***(2987′)*** in case of military flights at the aerodrome.



MG 1A, RD 1A, SR 1A, UN 1A
RWY 08 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
690′	***(657′ - 200m)***
1020′	***(987′ - 300m)***
2040′	***(2007′ - 600m)***
3020′	***(2987′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: VATAL replaced by LETBA.

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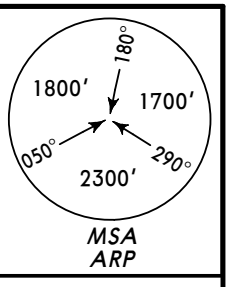
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ULAA/ARH
TALAGI

JEPPESEN
25 NOV 05 (10-3A)

ARKHANGELSK, RUSSIA
SID

Apt Elev	
62′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2040′ ***(1991′)*** 3020′ ***(2971′)*** in case of military flights at the aerodrome.



MG 3A, RD 3A
SP 3A, SP 5A, SP 3B, UN 3A
RWY 26 DEPARTURES

RILDA
N65 28.5 E040 15.1

CORRIDOR 6
22

LETBA
N65 07.0 E040 26.7

333°
5

N65 02.0 E040 29.0
At or above FL59

UNARI
N65 11.9 E042 17.6

N64 54.0 E041 30.0
At or above FL49

033°
27
CORRIDOR 1

RD 3A
29

UN 3A
34

043°

339°

124°
14

RD 3A, SP 3A, UN 3A
Turn at 710′ ***(661′)***

At 2040′ ***(1991′)***

ARKHANGELSK
*690 KM
N64 35.7 E040 50.2

261°

094°
24
SP 3A

N64 28.0 E041 43.0
At or above FL49

227°
27
MG 3A

CORRIDOR 4

083°
40
SP 5A, 3B
By ATC

093°
27
CORRIDOR 2

27
235°

MAGEM
N64 16.2
E038 47.3

N64 26.0 E039 45.0
At or above FL59

SOREK
N64 19.5 E042 41.8

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
710′	***(661′ - 200m)***
2040′	***(1991′ - 600m)***
3020′	***(2971′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: VATAL replaced by LETBA.

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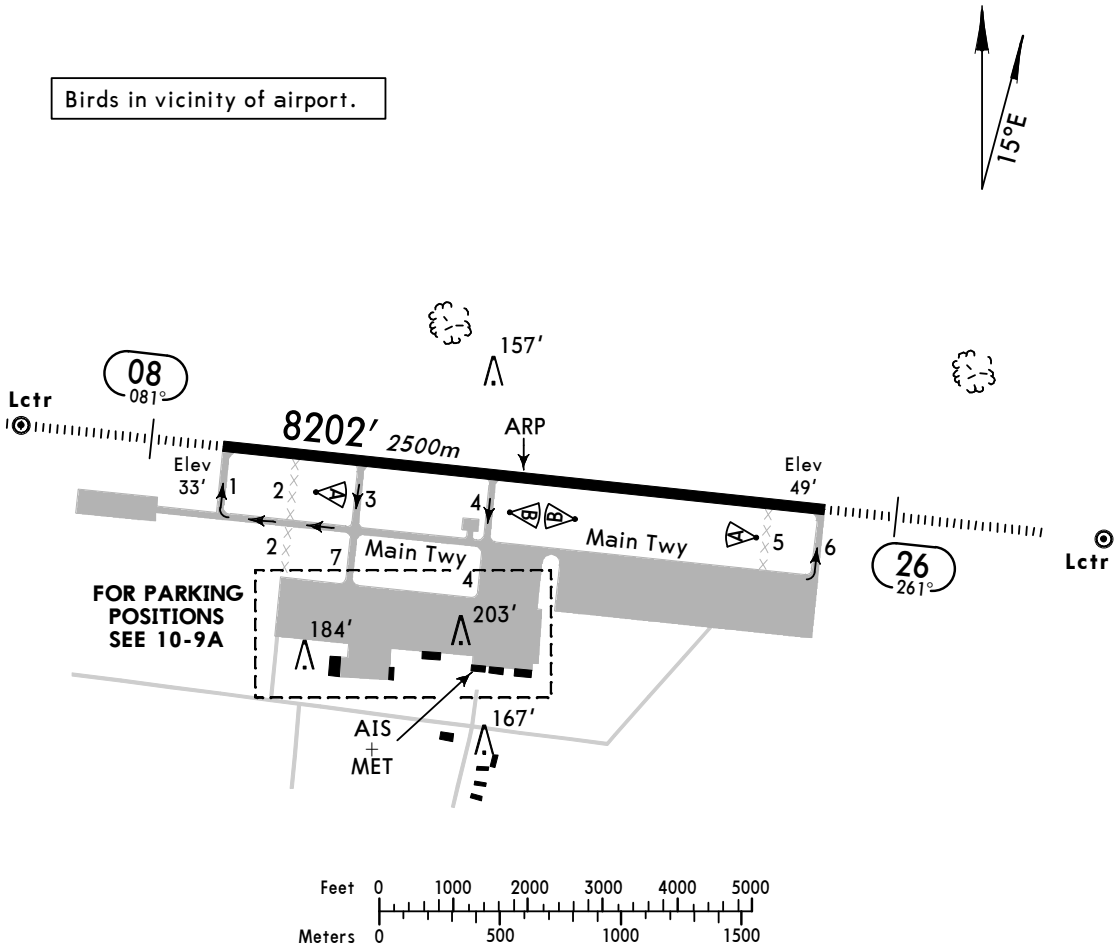
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ULAA/ARH ARKHANGELSK, RUSSIA

Apt Elev 62′
N64 36.0 E040 43.1

TALAGI

*ATIS	ARKHANGELSK Tower
126.67	121.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08 26	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR		7534′ *2296m* 6987′ *2130m*		144′ *44m*

Elevated runway edge lights 2′/0.6-0.7m.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: Twy designation. PAPI established.

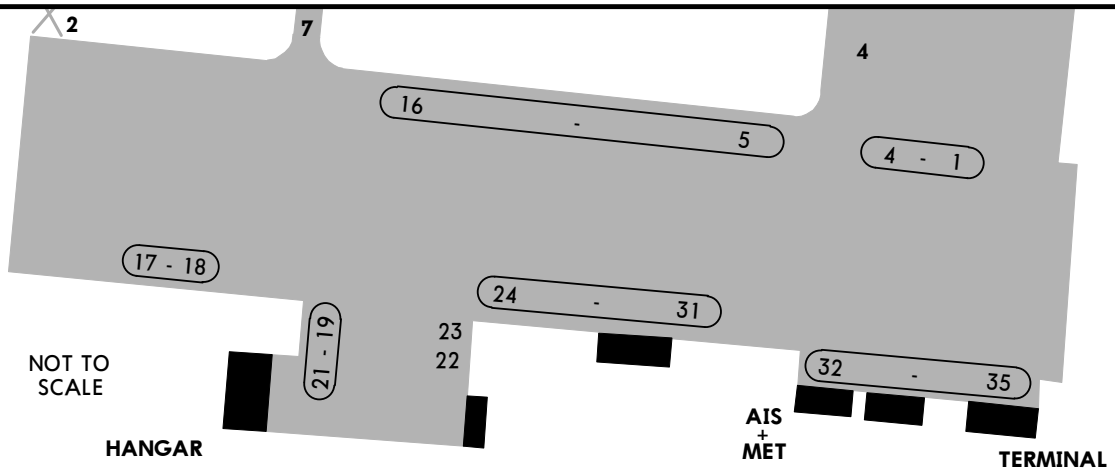
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ULAA/ARH

ARKHANGELSK, RUSSIA

TALAGI



Taxiing is at reduced speed and strictly along centerline under inner engines power.
Taxiing on the apron between Twys 7 and 4 is prohibited for acft with wingspan exceeding 105'/32m.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N64 35.8 E040 43.1	19	N64 35.8 E040 42.3
2, 3	N64 35.8 E040 43.0	21	N64 35.7 E040 42.4
4	N64 35.8 E040 42.9	22 thru 25	N64 35.8 E040 42.4
5	N64 35.8 E040 42.8	26, 27	N64 35.8 E040 42.5
6, 7	N64 35.8 E040 42.7	28, 29	N64 35.8 E040 42.6
8, 9	N64 35.8 E040 42.6	30, 31	N64 35.8 E040 42.7
10 thru 12	N64 35.8 E040 42.5	34, 35	N64 35.8 E040 42.9
13, 14	N64 35.8 E040 42.4		
15, 16	N64 35.8 E040 42.3		
17, 18	N64 35.8 E040 42.2		

CHANGES: Twy designation.

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ULAA/ARH

JEPPESEN

6 FEB 04
Eff 19 Feb

10-9X

JAA MINIMUMS

ARKHANGELSK, RUSSIA

TALAGI

STRAIGHT-IN RWY		A	B	C	D
08	ILS	**233**′(200′)	**233**′(200′)	**233**′(200′)	**233**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**450**′(417′)	**450**′(417′)	**450**′(417′)	**450**′(417′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
26	ILS	**249**′(200′)	**249**′(200′)	**249**′(200′)	**249**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**380**′(331′)	**380**′(331′)	**380**′(331′)	**380**′(331′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 08, 26

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

CHANGES: Minimums.

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ULAA/ARH
TALAGI

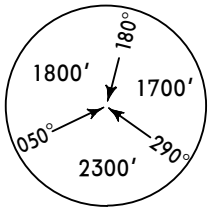
JEPPESEN 1 APR 05 (11-1) Eff 14 Apr

ARKHANGELSK, RUSSIA
ILS or 2 NDB Rwy 08

*ATIS	*ARKHANGELSK Approach (R)	ARKHANGELSK Tower (also Approach outside APP hr)
126.67	122.0	121.8

BRIEFING STRIP ™

LOC IAZ *110.3	Final Apch Crs 081°	GS LOM 853′ (820′)	ILS DA(H) 233′ (200′)	Apt Elev 62′	
NDB AZ *690		Minimum Alt LOM 860′ (827′)	NDB MDA(H) 450′ (417′)	RWY 33′	

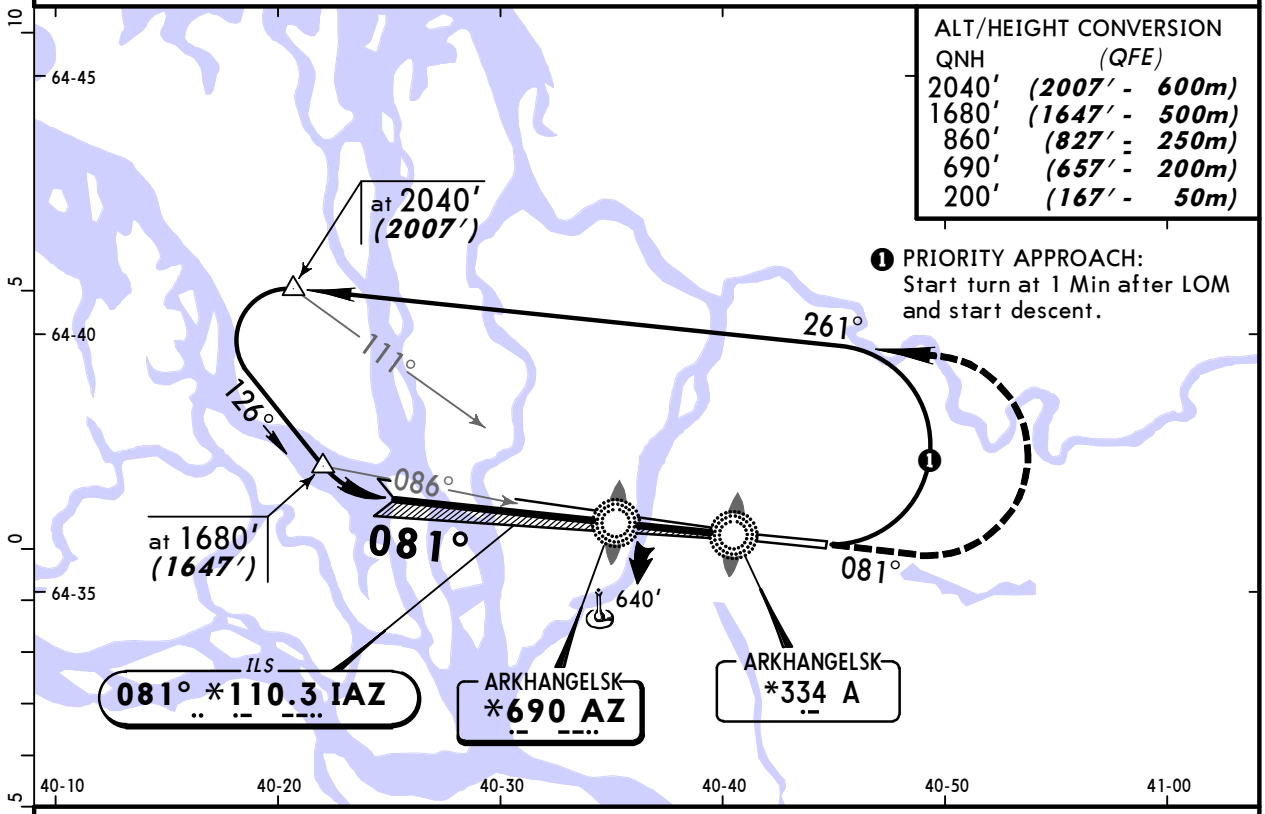


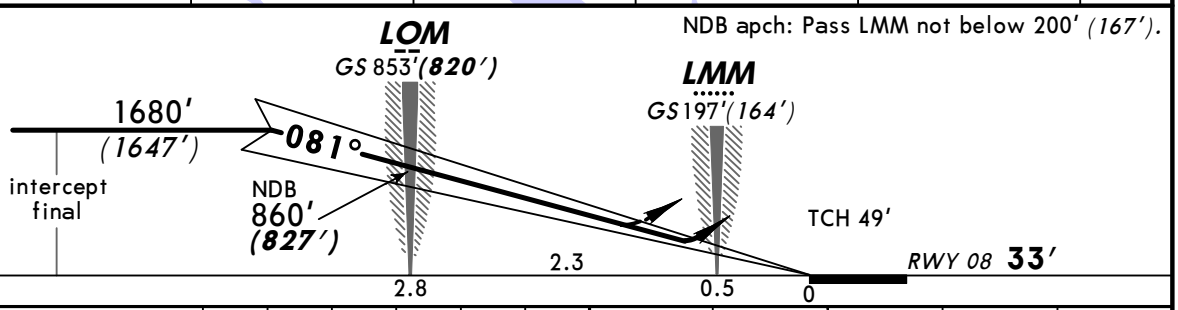
MSA
ARP

MISSED APCH: Climb on 081° to 690′ (657′), then turn LEFT onto 261° climbing to 2040′ (2007′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2040′ **(2007′)**

WARNING: Lowering the landing gear and extending flaps shall be made at a distance not more than 6.5 NM to FAP, MAX IAS 215 KT.





Gnd speed-Kts	70	90	100	120	140	160	HIALS	690′ (657′) on 081°	261° LT	2040′ (2007′)
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769				

STRAIGHT-IN LANDING RWY **08**

PANS OPS

	ILS DA(H) 233′ (200′) FULL	ILS DA(H) 233′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 450′ (417′)	NDB MDA(H) 450′ (417′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1700m	2500m
B					
C					
D				2100m	

CHANGES: Communications. Procedure bearings.

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JEPPESEN FliteStar 9.160

ULAA/ARH TALAGI

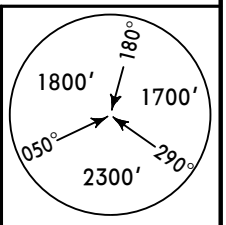
JEPPESEN 1 APR 05 (11-2) Eff 14 Apr

ARKHANGELSK, RUSSIA ILS or 2 NDB Rwy 26

BRIEFING STRIP ™

*ATIS	*ARKHANGELSK Approach (R)	ARKHANGELSK Tower (also Approach outside APP hr)
126.67	122.0	121.8

LOC IKM *111.7	Final Apch Crs 261°	GS LOM 771′ (722′)	ILS DA(H) 249′ (200′)	Apt Elev 62′	
NDB KM *690		Minimum Alt LOM 780′ (731′)	NDB MDA(H) 380′ (331′)	RWY 49′	



MSA ARP

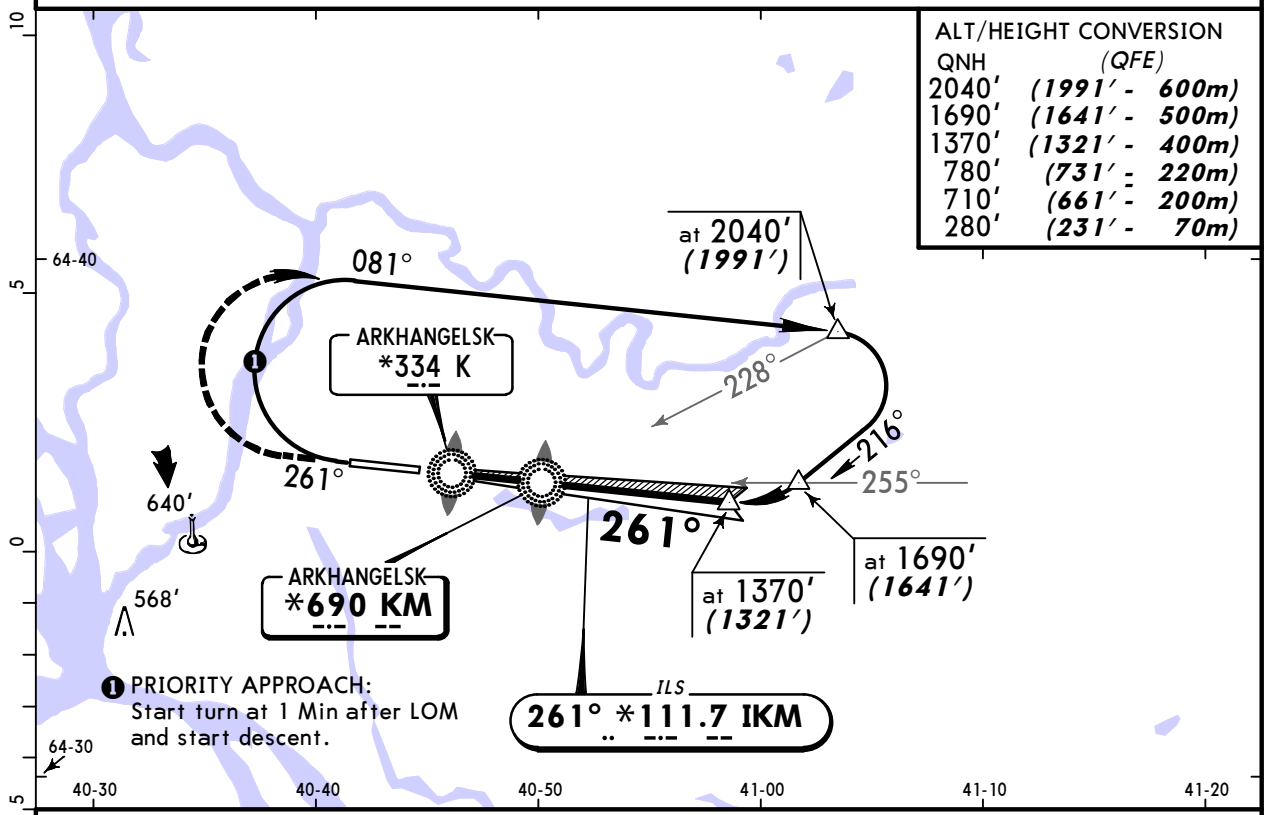
MISSED APCH: Climb on 261° to 710′ *(661′)*, then turn RIGHT onto 081° climbing to 2040′ *(1991′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2040′ ***(1991′)***

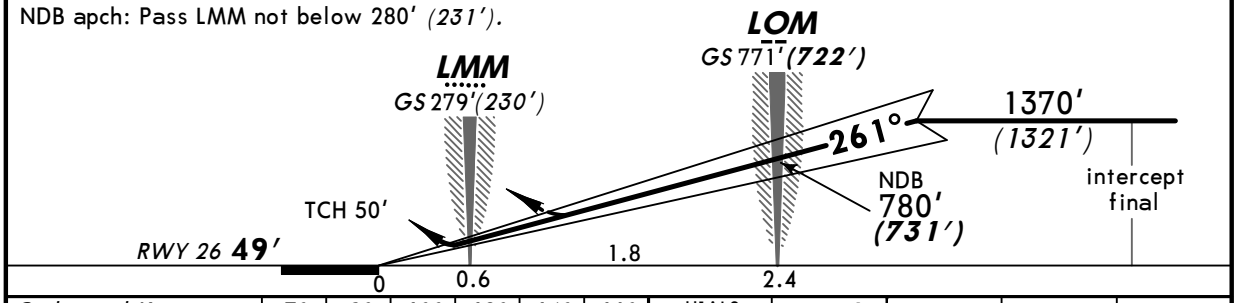
WARNING: Lowering the landing gear and extending flaps shall be made at a distance not more than 6.5 NM to FAP, MAX IAS 215 KT.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2040′	(1991′ - 600m)
1690′	(1641′ - 500m)
1370′	(1321′ - 400m)
780′	(731′ - 220m)
710′	(661′ - 200m)
280′	(231′ - 70m)



NDB apch: Pass LMM not below 280′ *(231′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769

HIALS

710′ (661′) on 261°

081° RT

2040′ (1991′)

STRAIGHT-IN LANDING RWY 26

PANS OPS

	ILS DA(H) 249′(200′) FULL	ILS DA(H) 249′(200′) ALS out	LOC (GS out)	NDB MDA(H) 380′(331′)	NDB MDA(H) 380′(331′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Communications. Procedure bearings.

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ULLI/LED PULKOVO

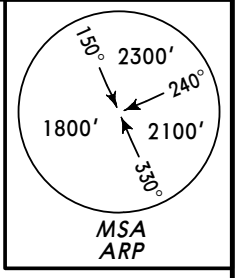
JEPPESEN ST PETERSBURG, RUSSIA

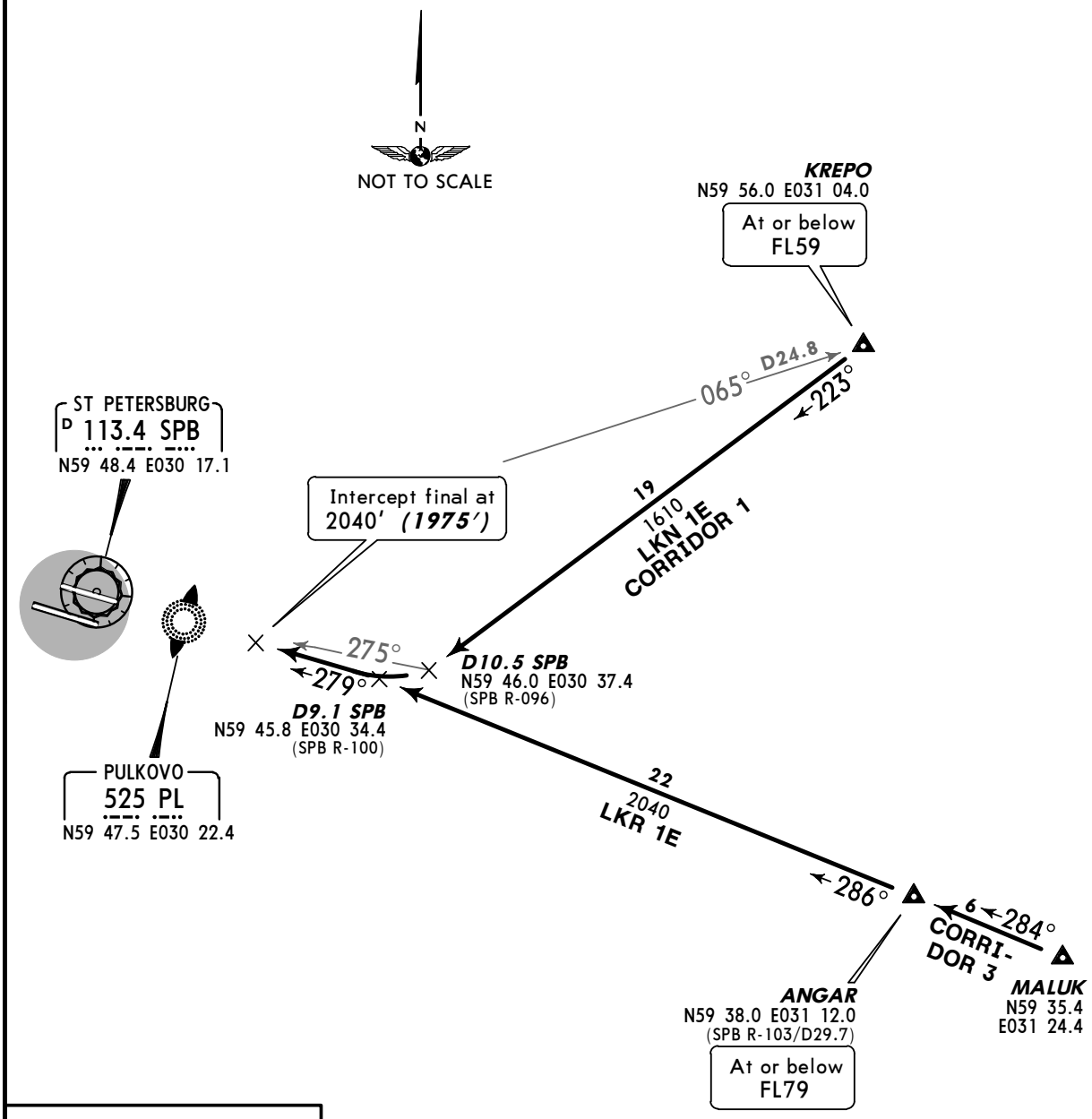
26 MAY 06 (10-2) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)***

LKN 1E, LKR 1E
RWY 28R ARRIVALS
FROM EAST





FL CONVERSION	
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3040′	***(2975′ - 900m)***
2040′	***(1975′ - 600m)***

CHANGES: MSA.

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ULLI/LED PULKOVO

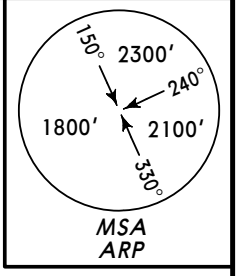
JEPPESEN ST PETERSBURG, RUSSIA

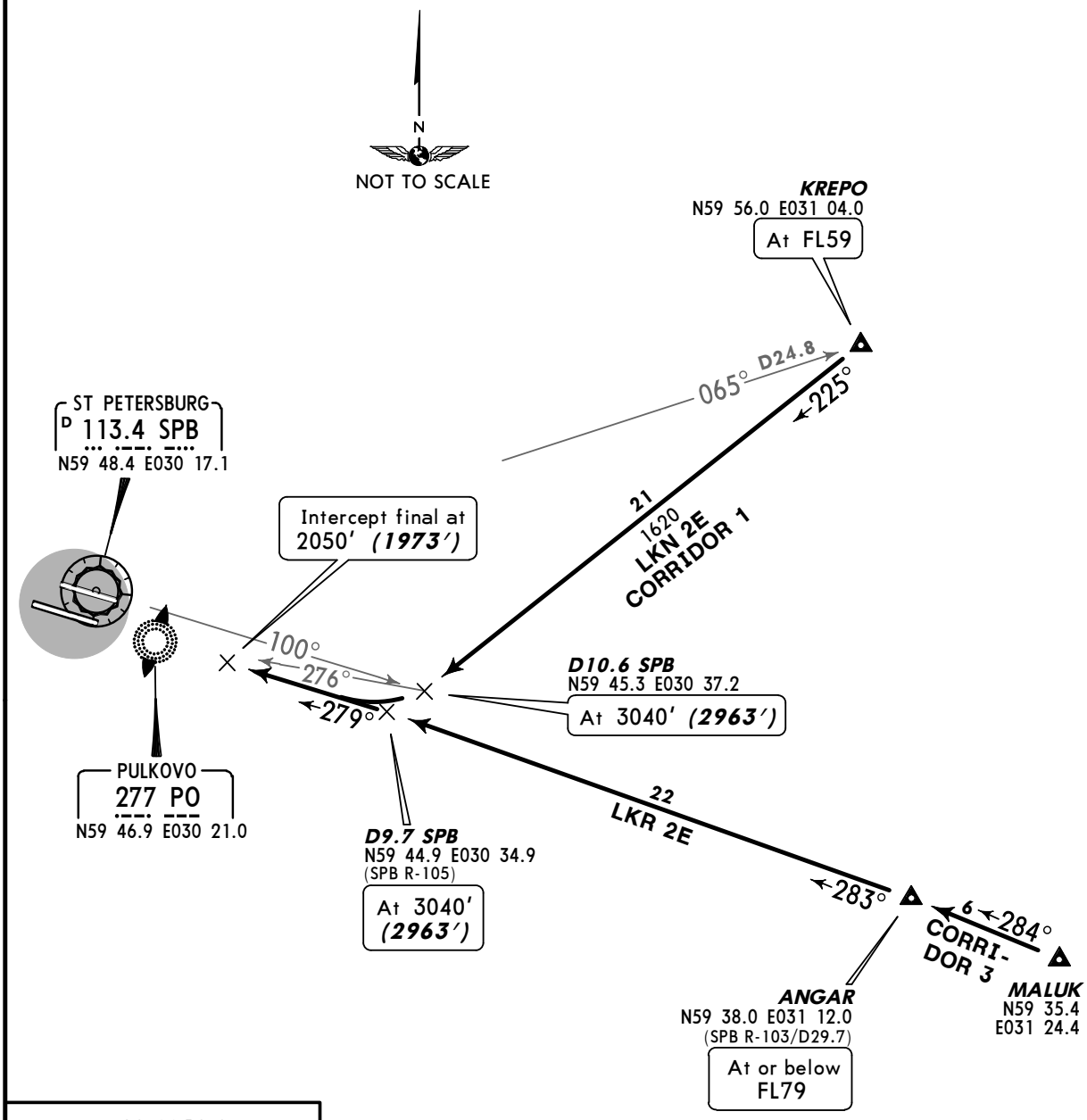
26 MAY 06 (10-2A) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2963′)***

LKN 2E, LKR 2E
RWY 28L ARRIVALS
FROM EAST





FL CONVERSION	
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3040′	***(2963′ - 900m)***
2050′	***(1973′ - 600m)***

CHANGES: MSA.

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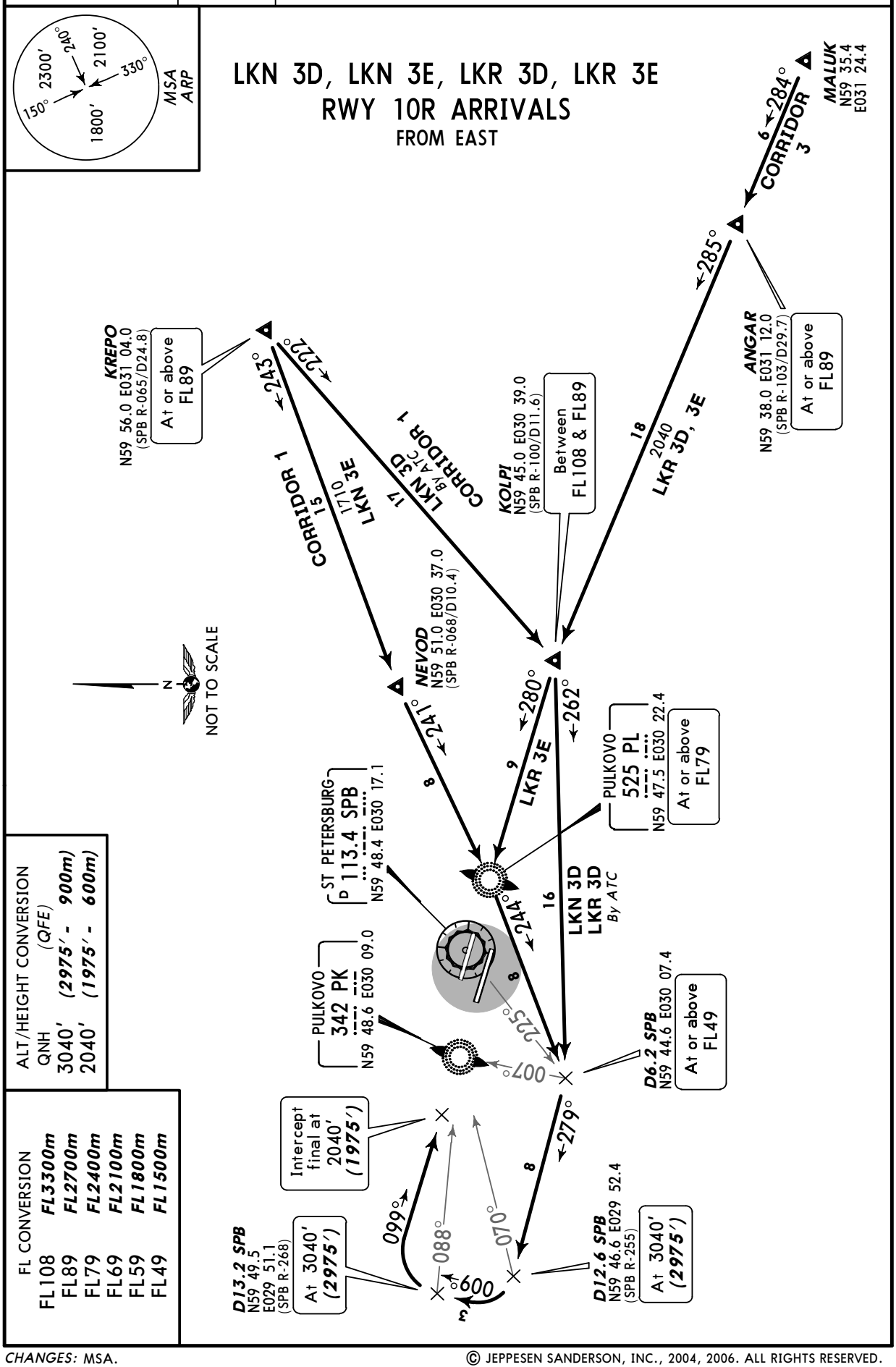
ULLI/LED PULKOVO

ST PETERSBURG, RUSSIA

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)***

LKN 3D, LKN 3E, LKR 3D, LKR 3E RWY 10R ARRIVALS FROM EAST



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3040′	***(2975′ - 900m)***
2040′	***(1975′ - 600m)***

FL CONVERSION	
FL108	***FL3300m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

CHANGES: MSA.

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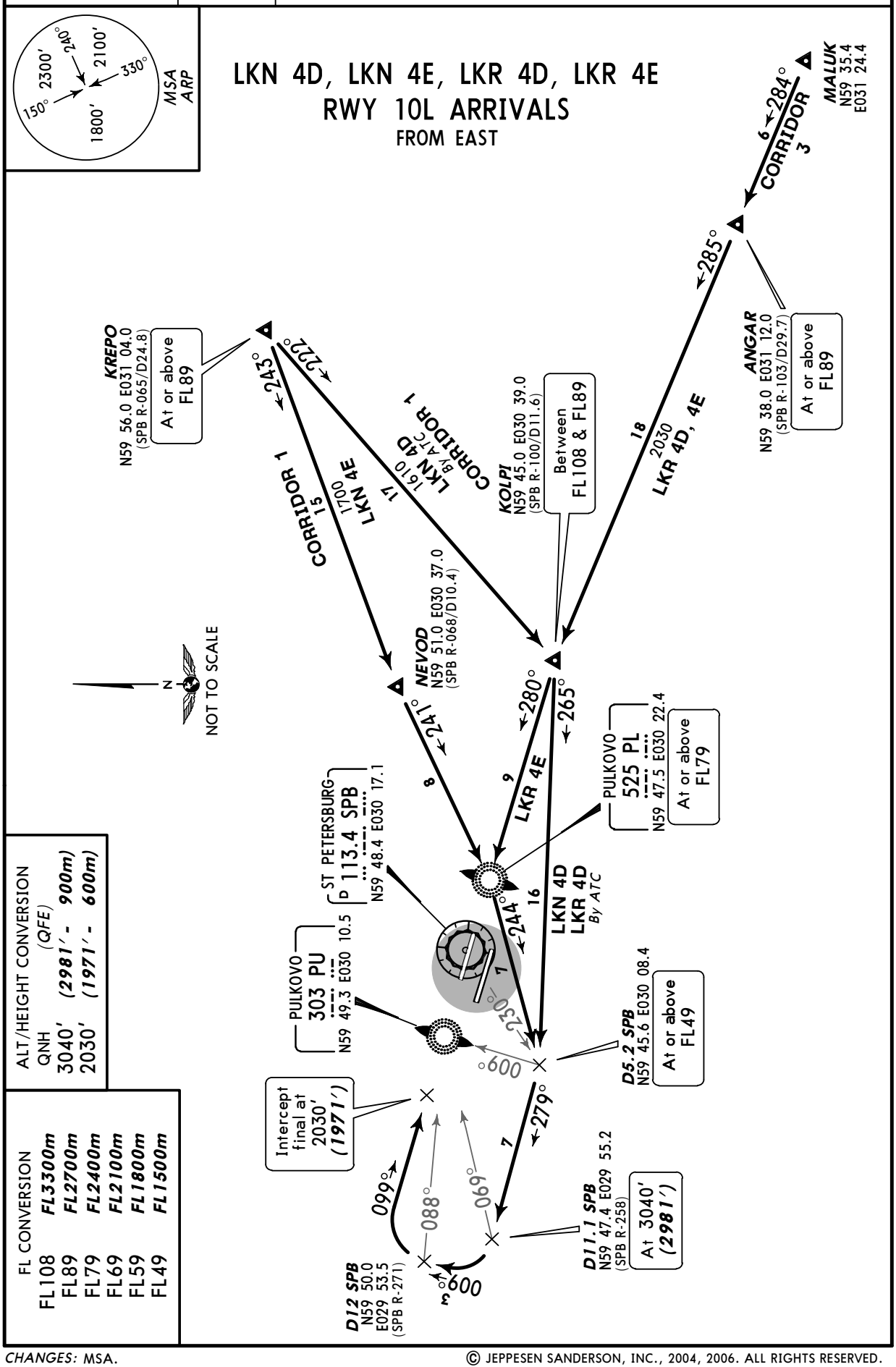
JEPPESEN ST PETERSBURG, RUSSIA

26 MAY 06 (10-2C) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2981′)***

LKN 4D, LKN 4E, LKR 4D, LKR 4E RWY 10L ARRIVALS FROM EAST



ALT/HEIGHT CONVERSION (QFE)

QNH	
3040′	***(2981′ - 900m)***
2030′	***(1971′ - 600m)***

FL CONVERSION

FL108	***FL3300m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

CHANGES: MSA.

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ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

26 MAY 06 (10-2D) Eff 8 Jun

STAR

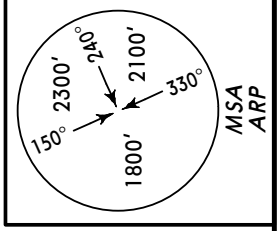
ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)***

LOS 1D, LOS 1E, LOS 1K, LOS 1L LWB 1D, LWB 1E, LWH 1D, LWH 1E RWY 28R ARRIVALS

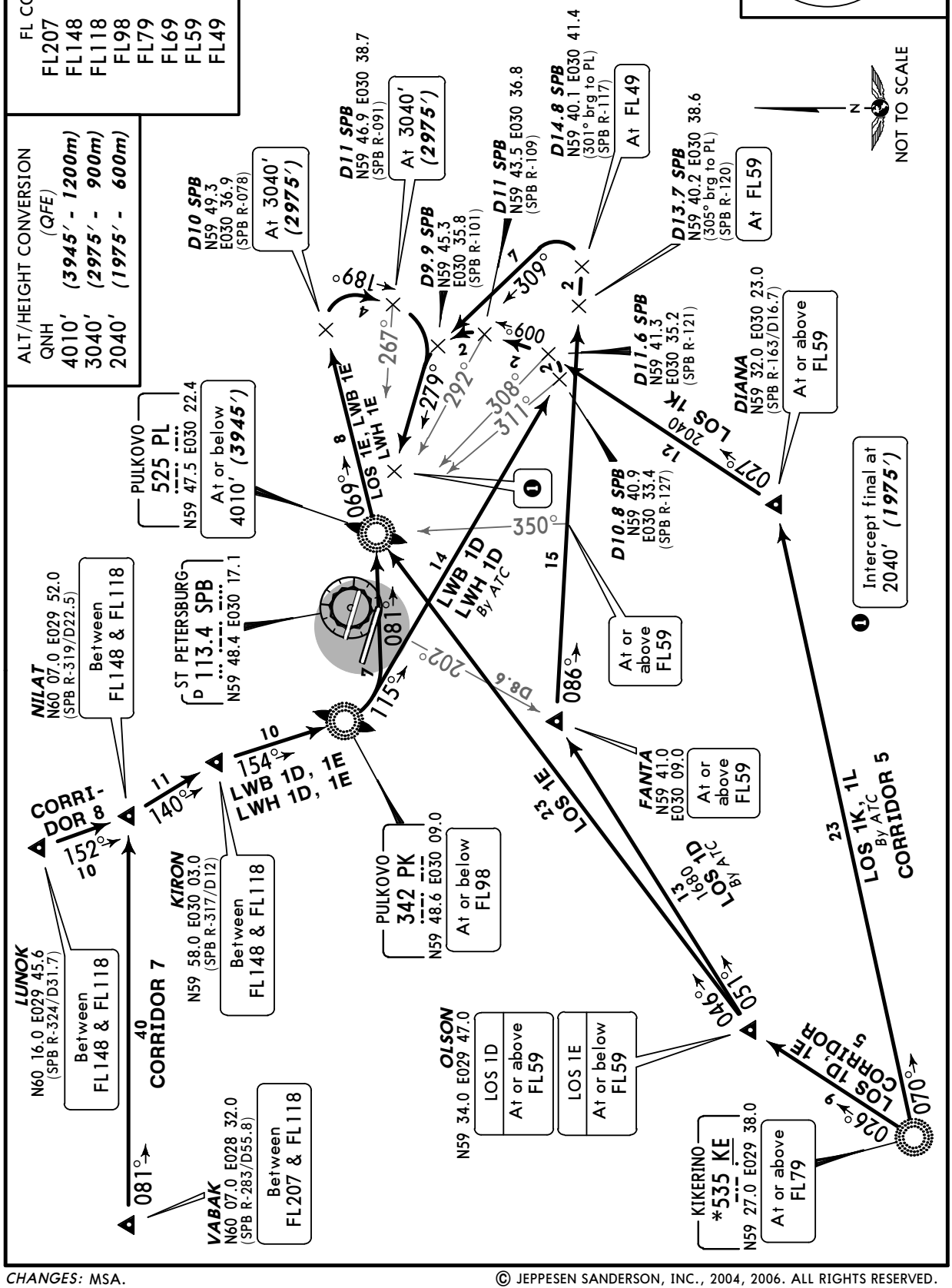
FROM SOUTHWEST & NORTHWEST

FL CONVERSION	
FL207	***FL6300m***
FL148	***FL4500m***
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4010′	***(3945′ - 1200m)***
3040′	***(2975′ - 900m)***
2040′	***(1975′ - 600m)***



NOT TO SCALE



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ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

26 MAY 06 (10-2E) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2963′)***

FL CONVERSION

FL207	***FL6300m***
FL148	***FL4500m***
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (*QFE*)

QNH	
4020′	***(3943′ - 1200m)***
3040′	***(2963′ - 900m)***
2050′	***(1973′ - 600m)***

LOS 2D, LOS 2E, LOS 2K, LOS 2L LWB 2D, LWB 2E, LWH 2D, LWH 2E RWY 28L ARRIVALS FROM SOUTHWEST & NORTHWEST

MSA ARP: 150° 2300′, 240° 2100′, 330° 1800′

NOT TO SCALE

D10.1 SPB N59 49.1 E030 37.1 (SPB R-079) — At 3040′ ***(2963′)***

D9.7 SPB N59 44.9 E030 34.9 (SPB R-105) — At 3040′ ***(2963′)***

D11.2 SPB N59 42.9 E030 36.4 (SPB R-112) — At 3040′ ***(2963′)***

D16.1 SPB N59 39.2 E030 43.1 (298° brg to PO) (SPB R-118) — At FL49

D14.9 SPB N59 39.2 E030 40.3 (SPB R-121) — At FL59

D11 SPB N59 46.1 E030 38.3 (SPB R-095)

D11.8 SPB N59 41.1 E030 35.5 (SPB R-121)

DIANA N59 32.0 E030 23.0 (SPB R-163/D16.7) — At FL59

PULKOVO 277 PO N59 46.9 E030 21.0 — At or below 4020′ ***(3943′)***

D11 SPB N59 40.8 E030 32.6 (SPB R-127) — At 3040′ ***(2963′)***

Intercept final at 2050′ ***(1973′)***

ST PETERSBURG D 113.4 SPB N59 48.4 E030 17.1

NILAT N60 07.0 E029 52.0 (SPB R-319/D22.5) — Between FL148 & FL118

FANTA N59 41.0 E030 09.0 — At or above FL59

PULKOVO 342 PK N59 48.6 E030 09.0 — At or below FL98

LUNOK N60 16.0 E029 45.6 (SPB R-324/D31.7) — Between FL148 & FL118

KIRON N59 58.0 E030 03.0 (SPB R-317/D12) — Between FL148 & FL118

OLSON N59 34.0 E029 47.0 (SPB R-220/D21) — LOS 2D: At or above FL59; LOS 2E: At or below FL59

VABAK N60 07.0 E028 32.0 (SPB R-283/D55.8) — Between FL207 & FL118

KIKERINO *535 KE N59 27.0 E029 38.0 — At or above FL79

CORRIDOR 8 — CORRIDOR 7 — CORRIDOR 5

LOS 2E, LWB 2E, LWH 2E — LWB 2D, 2E LWH 2D, 2E — By ATC LWB 2D LWH 2D — LOS 2K, 2L By ATC CORRIDOR 5 — LOS 2D, 2E CORRIDOR 5

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ULLI/LED PULKOVO

JEPPESEN ST PETERSBURG, RUSSIA

26 MAY 06 (10-2F) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)***

LOS 3E, LWB 3D, LWB 3E, LWH 3D, LWH 3E RWY 10R ARRIVALS

FROM SOUTHWEST & NORTHWEST

MSA ARP: 150° 2300′, 240°, 1800′, 2100′, 330°

LUNOK
N60 16.0 E029 45.6
(SPB R-324/D31.7)
Between FL148 & FL118

152° 10 CORRIDOR 8

NILAT
N60 07.0 E029 52.0
(SPB R-319/D22.5)
Between FL148 & FL118

081° 40 CORRIDOR 7

VABAK
N60 07.0 E028 32.0
(SPB R-283/D55.8)
Between FL207 & FL118

140° 6

KIRON
N59 58.0 E030 03.0
Between FL148 & FL118

D15.9 SPB
N60 01.4 E029 58.9
(SPB R-318)

189° 142° 4

9 LWB 3D LWH 3D BY ATC

154° 10 LWB 3E LWH 3E

D12 317°

N

NOT TO SCALE

ST PETERSBURG
D 113.4 SPB
N59 48.4 E030 17.1

D12.4 SPB
N59 52.6 E029 53.9
(SPB R-283)

110° 099° 088° 080° 070°

D13.2 SPB
N59 49.5 E029 51.1
(SPB R-268)
At 3040′ ***(2975′)***

009° 1 2

11 279°

D13.5 SPB
N59 48.1 E029 50.4
(SPB R-262)
At 3040′ ***(2975′)***

D12.6 SPB
N59 46.6
E029 52.4
(SPB R-255)
At 3040′ ***(2975′)***

Intercept final at 2040′ ***(1975′)***

PULKOVO
342 PK
N59 48.6 E030 09.0
At or below FL98

15 1680

002° D21 220°

KIKERINO
*535 KE
N59 27.0 E029 38.0
At or above FL79

026° 9 LOS 3E CORRIDOR 5

OLSON
N59 34.0 E029 47.0
At FL49

FL CONVERSION	
FL207	***FL6300m***
FL148	***FL4500m***
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3040′	***(2975′ - 900m)***
2040′	***(1975′ - 600m)***

CHANGES: MSA.

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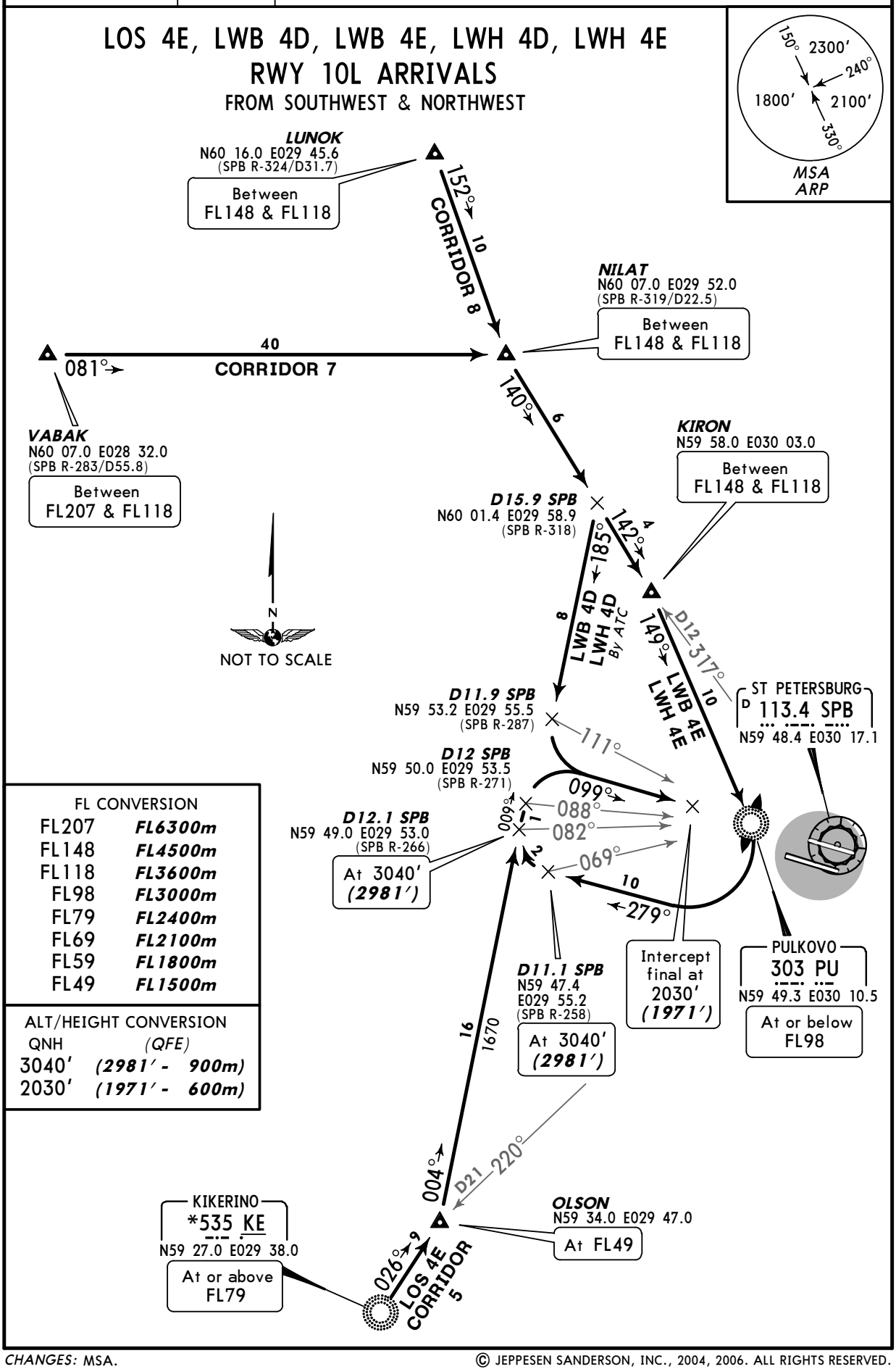
JEPPESEN ST PETERSBURG, RUSSIA

26 MAY 06 (10-2G) Eff 8 Jun

STAR

ATIS	Apt Elev	
*127.3 (Russian 127.4)	79′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2981′)***

LOS 4E, LWB 4D, LWB 4E, LWH 4D, LWH 4E
RWY 10L ARRIVALS
FROM SOUTHWEST & NORTHWEST



FL CONVERSION	
FL207	***FL6300m***
FL148	***FL4500m***
FL118	***FL3600m***
FL98	***FL3000m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3040′	***(2981′ - 900m)***
2030′	***(1971′ - 600m)***

CHANGES: MSA.

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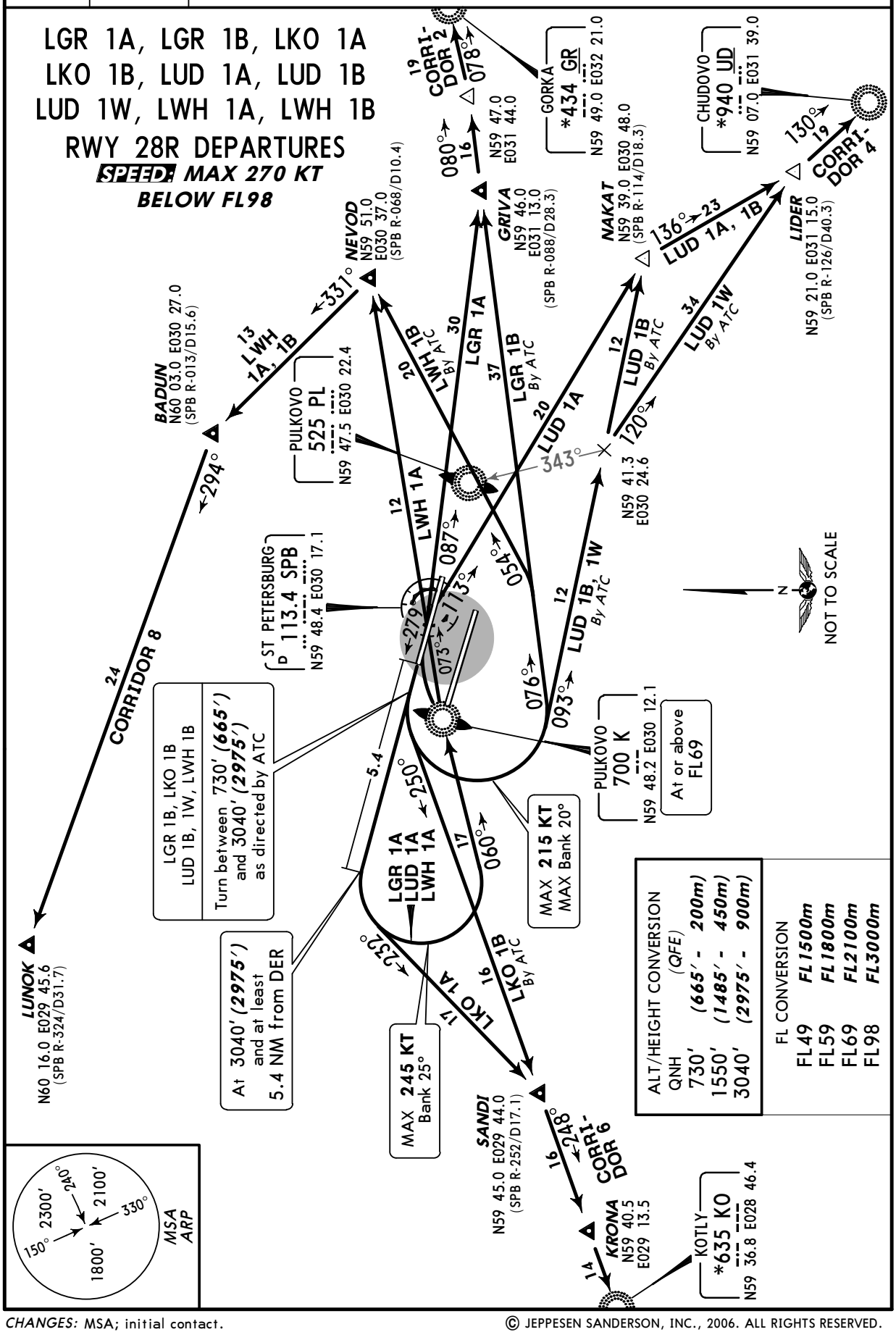
ST PETERSBURG, RUSSIA

SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)*** **1.** Unless otherwise instructed climb to FL49, contact PULKOVO Krug before passing 1550′(1485′). **2.** Crossings at AWY entry points by ATC.

LGR 1A, LGR 1B, LKO 1A LKO 1B, LUD 1A, LUD 1B LUD 1W, LWH 1A, LWH 1B RWY 28R DEPARTURES

SPEED: MAX 270 KT BELOW FL98



CHANGES: MSA; initial contact.

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ULLI/LED PULKOVO

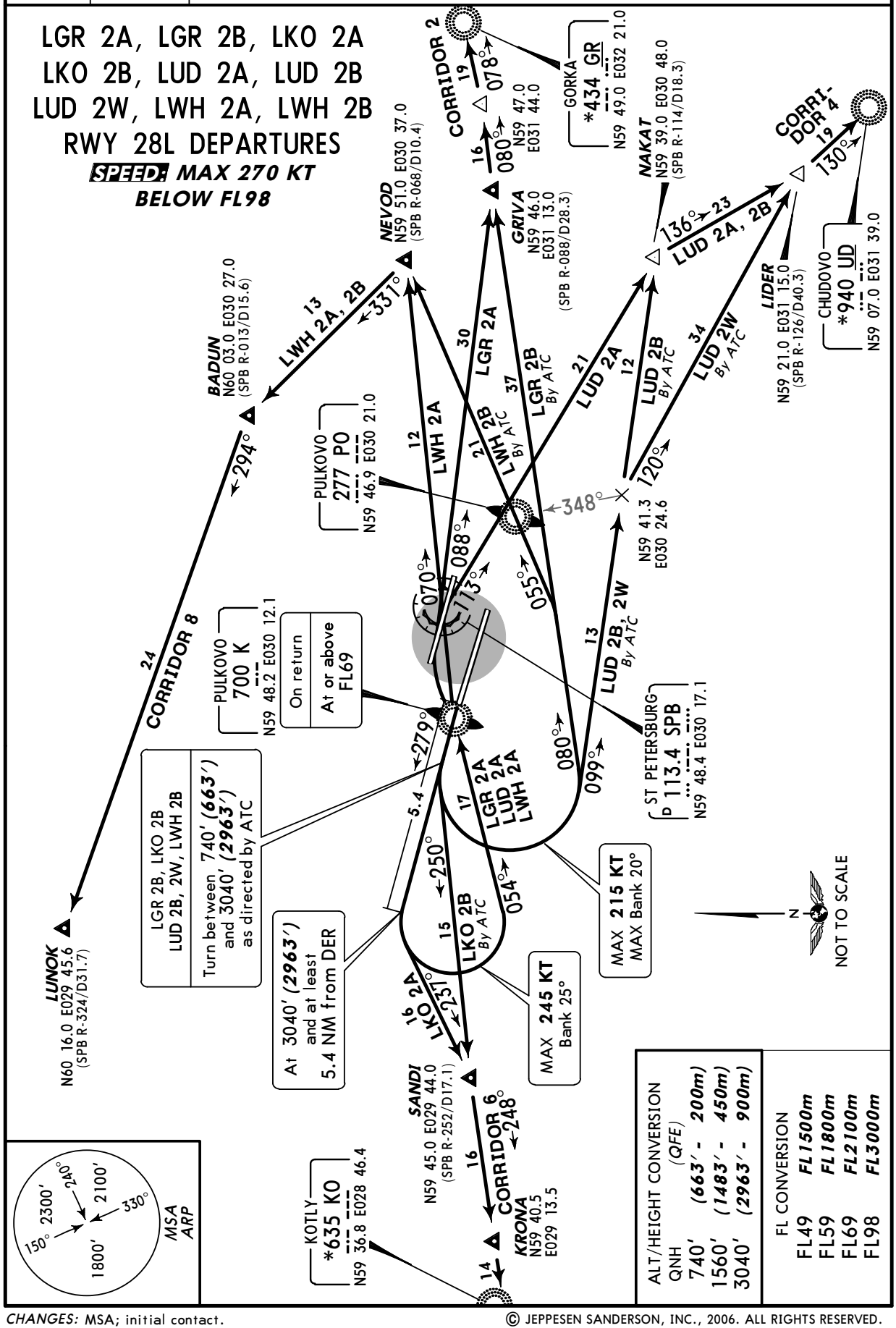
ST PETERSBURG, RUSSIA

SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2963′)*** **1.** Unless otherwise instructed climb to FL49, contact PULKOVO Krug before passing 1560′(1483′). **2.** Crossings at AWY entry points by ATC.

LGR 2A, LGR 2B, LKO 2A LKO 2B, LUD 2A, LUD 2B LUD 2W, LWH 2A, LWH 2B RWY 28L DEPARTURES

SPEED: MAX 270 KT BELOW FL98



CHANGES: MSA; initial contact.

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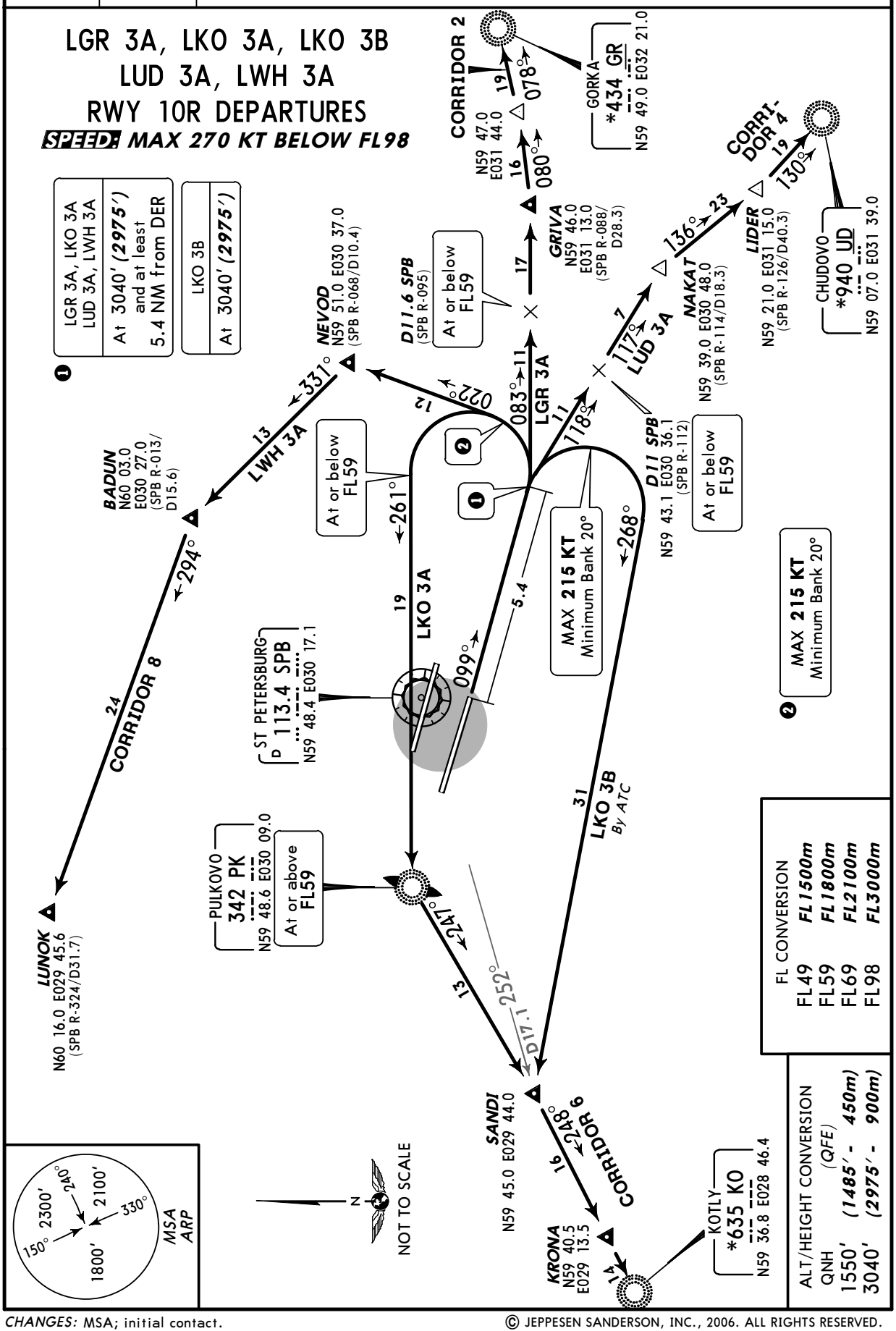
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ULLI/LED PULKOVO

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2975′)*** **1.** Unless otherwise instructed climb to FL49, contact PULKOVO Krug before passing 1550′(1485′). **2.** Crossings at AWY entry points by ATC.

LGR 3A, LKO 3A, LKO 3B
LUD 3A, LWH 3A
RWY 10R DEPARTURES

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1550′	***(1485′ - 450m)***
3040′	***(2975′ - 900m)***

CHANGES: MSA; initial contact.

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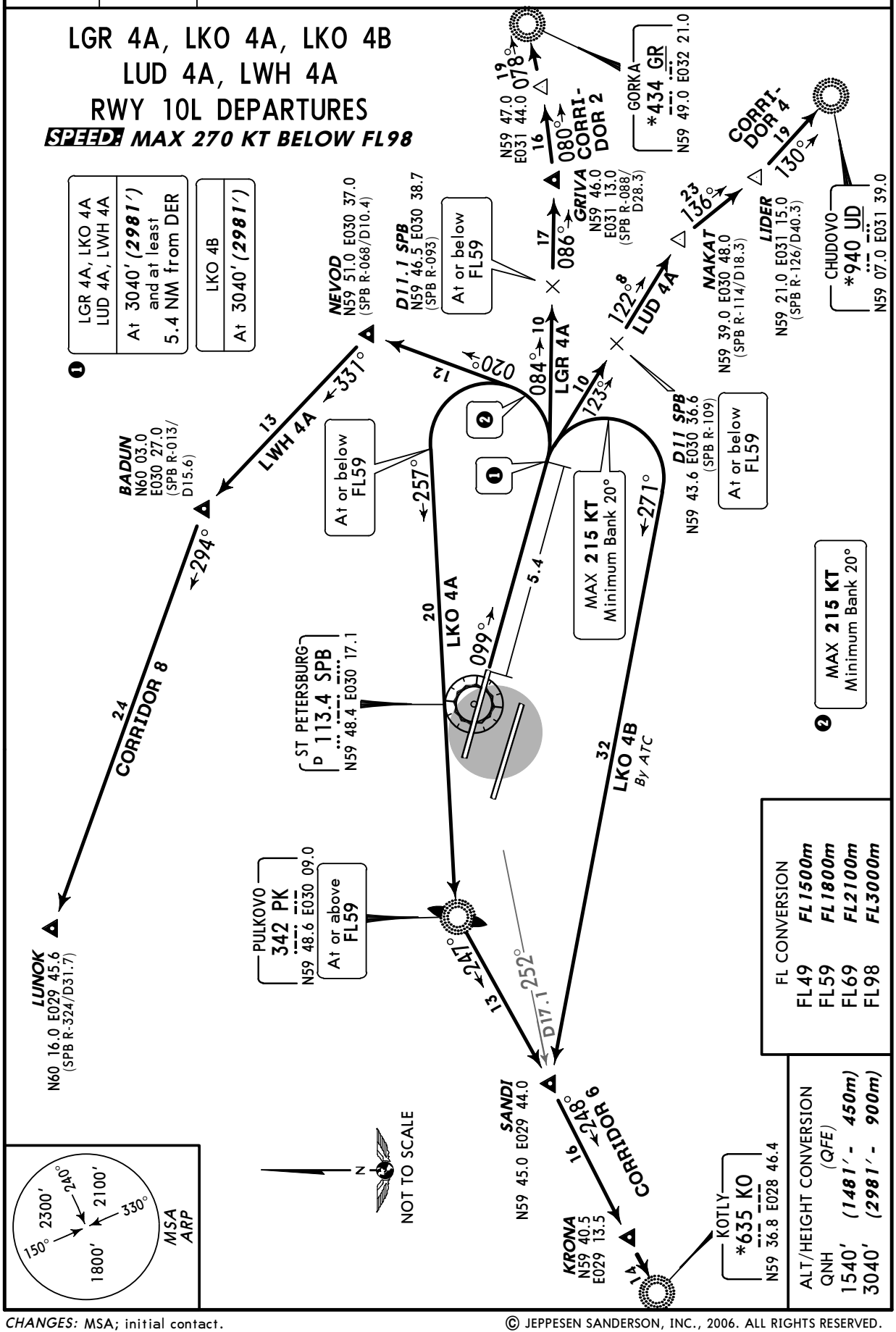
ST PETERSBURG, RUSSIA

SID

PULKOVO Krug 120.3	Apt Elev 79′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 MM (977.3 hPa) and 706 MM (941.3 hPa) or above FL69 if pressure is less than 706 MM (941.3 hPa) Trans alt: 3040′ ***(2981′)*** **1.** Unless otherwise instructed climb to FL49, contact PULKOVO Krug before passing 1540′(1481′). **2.** Crossings at AWY entry points by ATC.

LGR 4A, LKO 4A, LKO 4B
LUD 4A, LWH 4A
RWY 10L DEPARTURES

SPEED: MAX 270 KT BELOW FL98



CHANGES: MSA; initial contact.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft, deviations are permitted only for safety reasons.

ARRIVALS

APPROACH PHASE

Restrictions

Between 2300-0700LT runways 28R/L are preferential for landing, depending on meteorological and air traffic conditions.

Runway 28R/L special approach procedures

During runway 28R/L approach-to-land before reaching 11.3 NM from touchdown (CRP KOLPI) aircraft shall proceed at a height not below 3040'(2961') at circuit speed and with clean configuration of wing devices and landing gear.
From 11.3 NM from touchdown aircraft shall descend to 2050'(1971'). Before intercepting glide path aircraft shall extend landing gear and wing devices into intermediate position at 15-30° angle (IAS and angles of wing devices depending on aircraft type and mass).
After glide path interception and commencement of descending to 1400'(1321') pilots shall maintain IAS V = 165KT +/- 20KT but not less than established by the aeroplane flight manual.
At 1400'(1321') and final approach speed pilots shall complete wing devices setting into landing position and aircraft stabilization in landing configuration before crossing LOM. Aircraft shall be completely stabilized before crossing LOM and pilots shall maintain final approach IAS till touchdown taking into account aircraft mass.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed in following cases:
- availability of wind shear;
- moderate turbulence;
- icing.

Restrictions

Between 2300-0700LT runways 10R/L are preferential for take-off, depending on meteorological and air traffic conditions.
Aircraft with IAS more than 165KT departing runway 28R/L shall carry out take-off from runway beginning according to the noiseless take-off procedures defined by aeroplane flight manual.
The use of following SIDs is permitted only by ATC instruction:
LUD 1B, LUD 2B, LUD 1W, LUD 2W
LKO 3B, LKO 4B, LKO 3L, LKO 4L
LBH 1B, LBH 2B
Unless otherwise instructed by ATC, while carrying out take-off from runway 10R/L, aircraft shall carry out initial turn at 3040'(2961'), climb to FL49, establish communication with PULKOVO Krug on frequency 120.3 before passing 1560'(1481').
Unless otherwise instructed by ATC, while carrying out take-off from runway 28R/L, aircraft shall carry out initial turn at 740'(661'), climb to FL49, establish communication with PULKOVO Krug on frequency 120.3 before passing 1560'(1481').
During take-off from runways 28R/L ATC controller is permitted to instruct about height of initial turn commencement within the range from 740'(661') to 3040'(2961'), except aircraft departing via SID with 'A' index.
During take-off of CAT A and B aircraft from runways 10R/L ATC controller is permitted to instruct aircraft departing via SID with 'M' and 'L' indexes about the height of initial turn commencement within the range from 740'(661') to 3040'(2961').
All aircraft departing runways 10R/L and 28R/L via SID with 'A' index shall commence initial turn at a distance not closer than 5.4 NM.

cont'd

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NOISE ABATEMENT

DEPARTURES

Restrictions (cont'd)
SIDs with '1A' and '2A' indexes shall carry out initial turn with following restrictions:
- bank is limited to 25°;
- IAS is limited to 245KT.

Special take-off procedures
Pilots shall apply two special take-off and climb procedures: NADP1 and NADP2. The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume I, Part V, Chapter 3).

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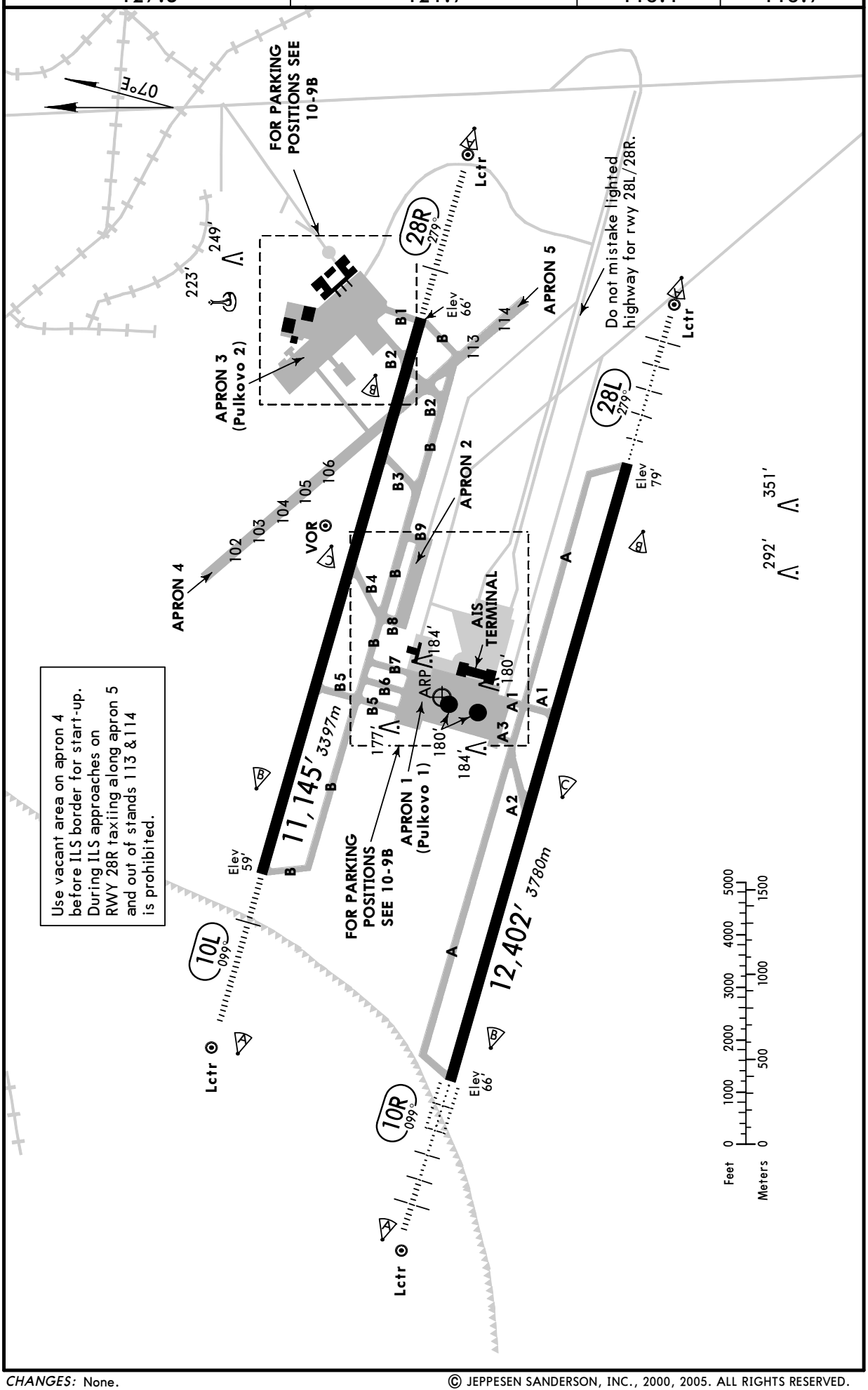
Apt Elev 79′
N59 48.0 E030 15.9

JEPPESEN 23 DEC 05 (10-9)

ST PETERSBURG, RUSSIA

PULKOVO

ATIS	PULKOVO Taxiing (GND)	PULKOVO Tower	
		RWY 10L/28R	RWY 10R/28L
127.3	121.7	118.1	118.7



CHANGES: None.

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ULLI/LED JEPPESEN ST PETERSBURG, RUSSIA

PULKOVO

GENERAL

Birds.

Rwy 10R is approved for CAT II operations, special aircrew and aircraft certification required.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10L 28R	HIRL *(50m)* HIALS PAPI-L (2.67°) RVR		10,007′ *3050m* 10,072′ *3070m*	❶ ❷ ❸	197′ *60m*

❶ First 328′/100m unusable for take-off.

❷ TAKE-OFF RUN AVAILABLE

RWY 10L: From posn, 328′/100m after rwy head 10,817′(3297m)
twy B5 int 6713′(2046m)

RWY 28R: From posn, 328′/100m after rwy head 10,817′(3297m)
twy B3 int 8025′(2446m)

❸ For acft with engines put on pylons: 10,161′/3097m. Line-up dist from thresh is 984′/300m.

10R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ ❹ HST-A2 RVR		11,647′ *3550m*	❺ ❻ ❼	197′ *60m*
28L	HIRL *(60m)* CL HIALS PAPI-L (2.67°) RVR		11,417′ *3480m*		

❹ PAPI-L (3.00°)

❺ First 328′/100m unusable for take-off.

❻ TAKE-OFF RUN AVAILABLE

RWY 10R: From posn, 328′/100m after rwy head 12,073′(3680m)
twy A2 int 5243′(1598m)

RWY 28L: From posn, 328′/100m after rwy head 12,073′(3680m)
twy A1 int 8327′(2538m)

❼ For acft with engines put on pylons: 11,417′/3480m. Line-up dist from thresh is 984′/300m.

LOW VISIBILITY PROCEDURES (LVP)

The procedures shall be announced as ″Low visibility procedures in progress″ or ″ CAT II procedures in progress″ transmitted on ATIS or ATS unit's frequencies.

When LVP or CAT II procedures are in progress:
- arriving acft shall report ″on ground″ and ″Rwy vacated″;
- departing acft shall report ″rolling″;
- taxiing acft shall report ″Rwy vacated″ after crossing.

TAKE-OFF

	AIR CARRIER			AIR CARRIER (FAR 121)		
	Rwy 10R/28L **LVP must be in force** RL & CL	**All Rwys** **LVP must be in force** RCLM (DAY only) or RL	**All Rwys** RCLM (DAY only) or RL	**Rwy 10R/28L** CL & RCLM any RVR out, other two req.		**All Rwys** Adequate Vis Ref
A	*200m (150m)*	*250m*	*400m*	2 Eng	TDZ RVR *175m* Mid RVR *175m* Roll out RVR *175m*	RVR *500m* VIS *400m*
B						
C				3 & 4 Eng		
D	*250m (200m)*	*300m*				

CHANGES: Lights rwy 10R/28L. Minimums.

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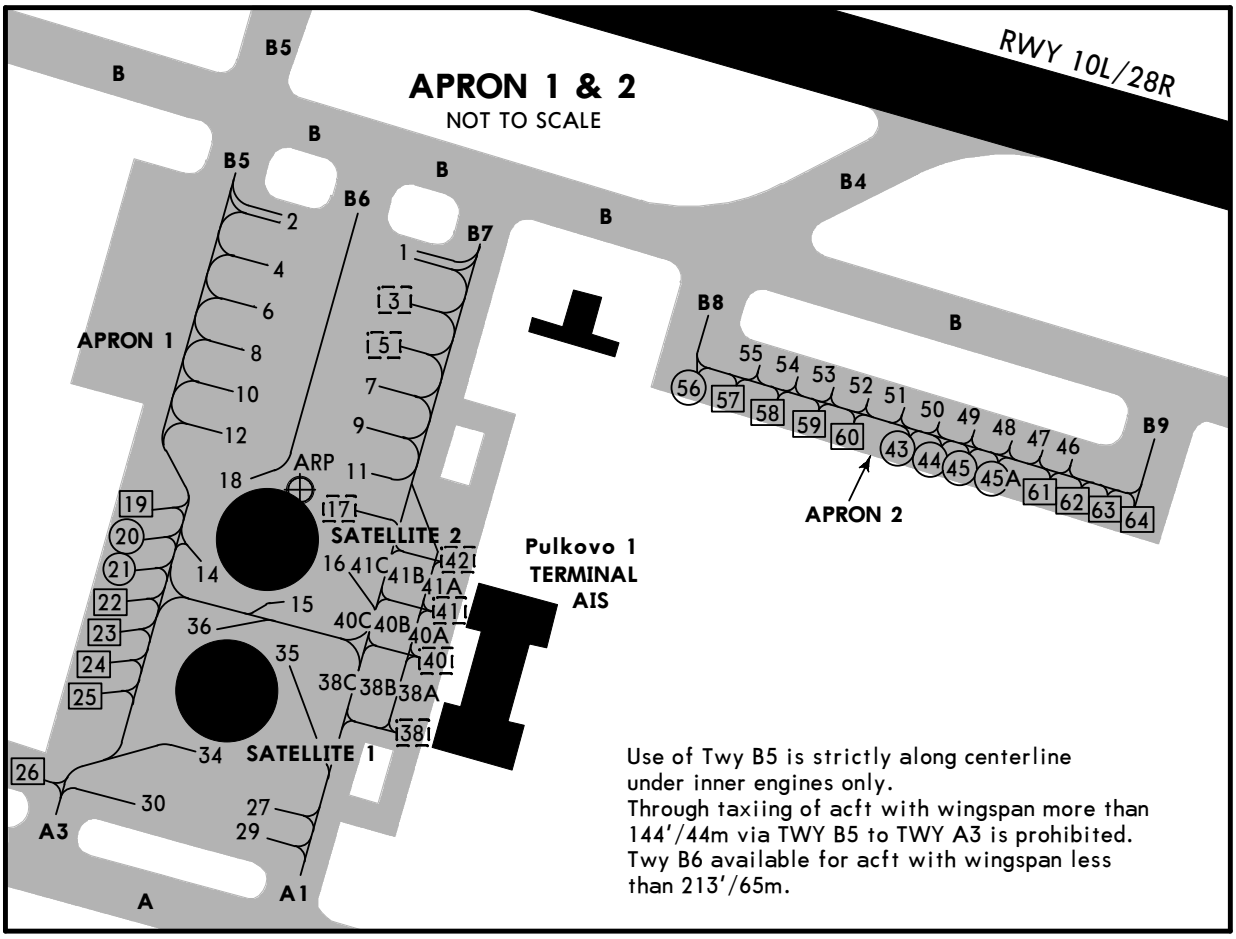
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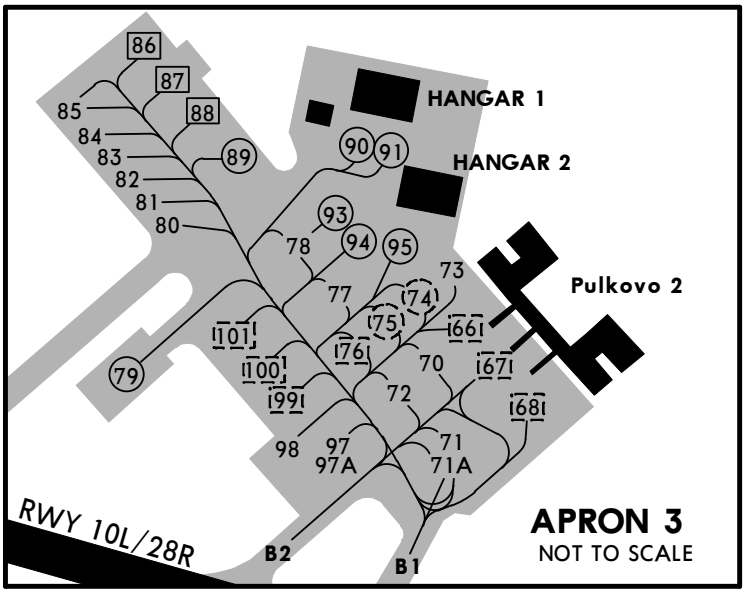
ULLI/LED

JEPPESEN ST PETERSBURG, RUSSIA

7 JAN 05 (10-9B) Eff 20 Jan

PULKOVO





LEGEND

80	Parking stand
[87]	Entry by towing
⌈67⌉	Exit by towing
(91)	Entry and Exit by towing
(75)	Push-back stand
B2	Taxiway

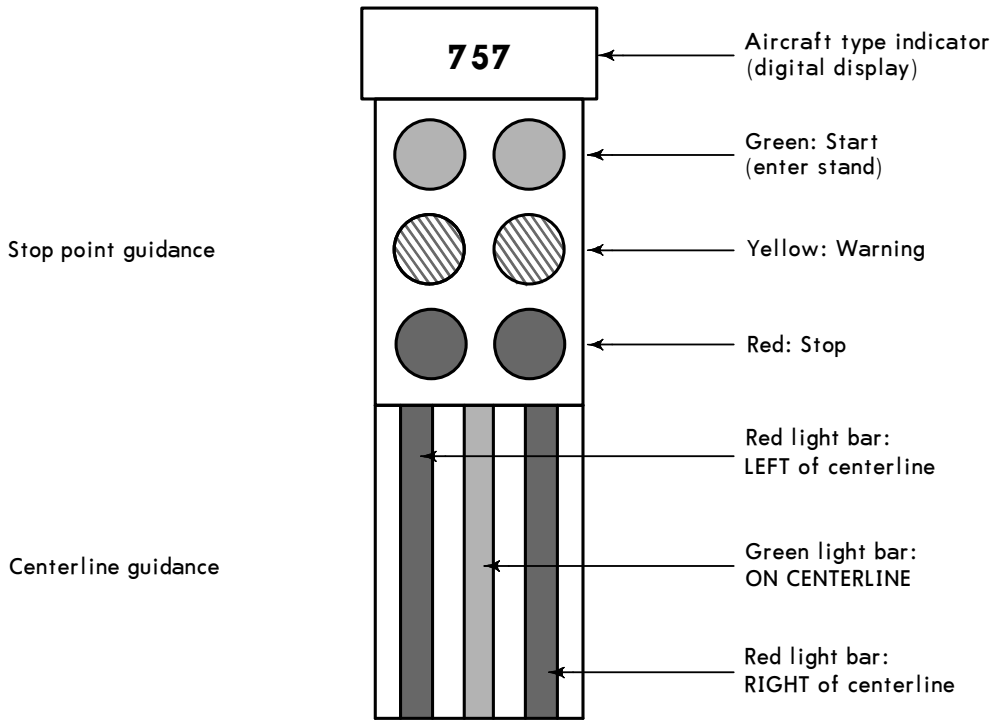
Stand 26, 71 and 79 available for engine run-up.
Stand 71A: Taxiing out of this stand via TWY B2 is by follow-me car.
Stands 74 and 75: Exit by push-back.

CHANGES: New stands.

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AUTOMATED DOCKING GUIDANCE SYSTEM - RLG



A. DESCRIPTION

The RLG Automated Guide-in Docking System consists of a display located on the extension of the centerline leading into the aircraft stand and a set of sensors installed in the apron surface.
The system is aligned for use by the pilot occupying the left seat only.

B. ACTIVATED SYSTEM

1. The system is ready for use when:
   -the aircraft type is shown on the digital display.
   -the pair of green lights is switched on.
   -the green vertical light bar is switched on.

2. The pilot should be aware that the correct type of aircraft is displayed before using the system.

C. CENTERLINE GUIDANCE

The centerline guidance is provided by means of three vertical light bars:
-Visibility of the green bar only means that the aircraft is on the centerline.
-Visibility of the green and the left red bar means that the aircraft is left of the centerline: turn right.
-Visibility of the green and the right red bar means that the aircraft is right of the centerline: turn left.

D. STOP POINT GUIDANCE

The guidance of the aircraft to the stop point is performed on the basis of three pairs of lights as shown in the diagram above.
When the yellow lights become active the taxi speed of the aircraft should be immediately reduced to the minimum taxi speed.
The braking action should be commenced immediately after the red lights become active.

In case of unexpected system failure and/or power cut, docking should be completed on the basis of signals given by ground personnel.

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ULLI/LED

JEPPESEN
7 JUL 06 (10-9X)

JAA MINIMUMS

ST PETERSBURG, RUSSIA
PULKOVO

STRAIGHT-IN RWY		A	B	C	D
10L	ILS	**259**′(200′)	**259**′(200′)	**259**′(200′)	**259**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**370**′(311′)	**370**′(311′)	**370**′(311′)	**370**′(311′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
10R	CAT 2 ILS	**166**′(100′)	**166**′(100′)	**166**′(100′)	**166**′(100′)
		RA105′R350m	**RA105′R350m**	**RA105′R350m**	**RA105′R350m**
	ILS	**266**′(200′)	**266**′(200′)	**266**′(200′)	**266**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**380**′(314′)	**380**′(314′)	**380**′(314′)	**380**′(314′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
28L	ILS	**279**′(200′)	**279**′(200′)	**279**′(200′)	**279**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**390**′(311′)	**390**′(311′)	**390**′(311′)	**390**′(311′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
28R	ILS	**265**′(200′)	**265**′(200′)	**265**′(200′)	**265**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**440**′(375′)	**440**′(375′)	**440**′(375′)	**440**′(375′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 10L/R, 28L/R

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

CHANGES: Rwy 28R.

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ULLI/LED
PULKOVO

JEPPESEN 7 JUL 06 (11-1)

ST PETERSBURG, RUSSIA
ILS or 2 NDB Rwy 10L

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T) 2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	129.8	125.2	129.8	120.3	118.1	121.7

BRIEFING STRIP™

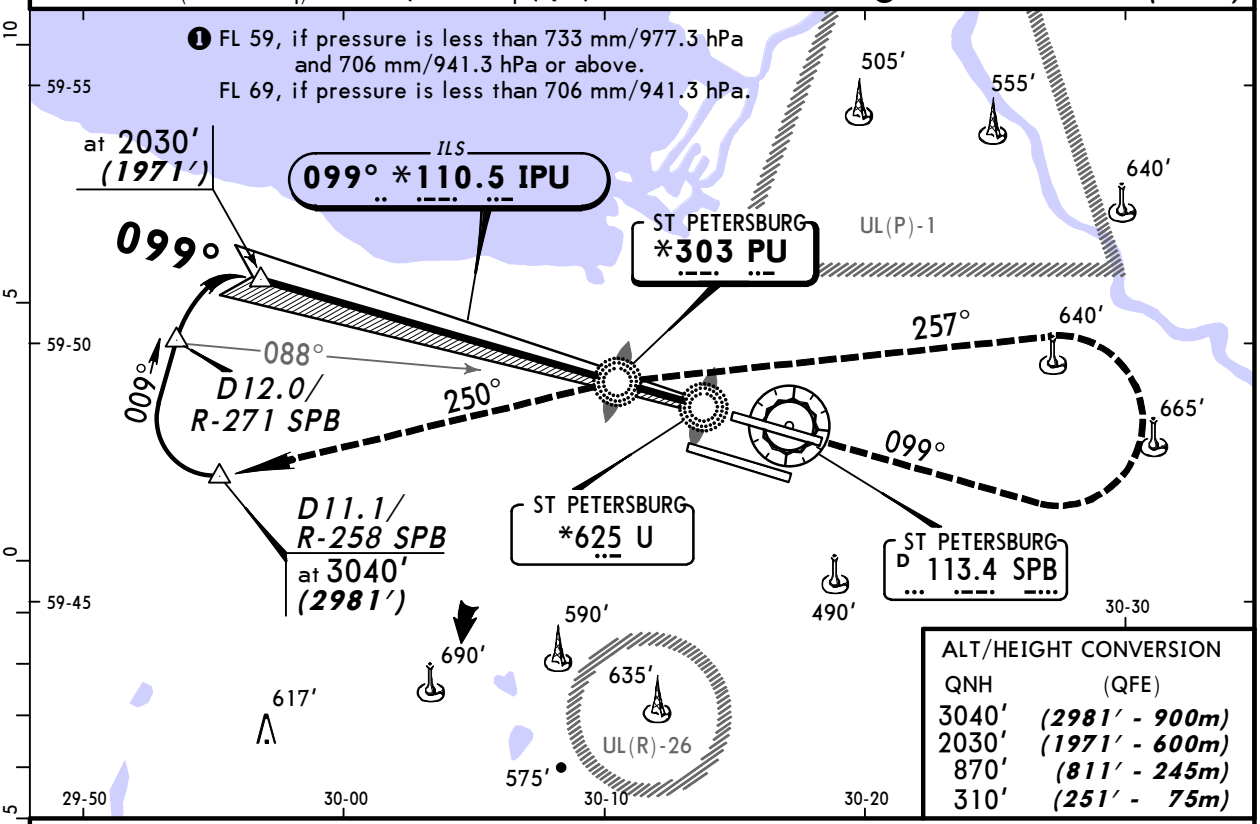
LOC IPU *110.5	Final Apch Crs 099°	GS LOM 863′ (804′)	ILS DA(H) 259′ (200′)	Apt Elev 79′
NDB PU *303		Minimum Alt LOM 870′ (811′)	NDB MDA(H) 370′ (311′)	RWY 59′

MISSED APCH: Climb on 099° to 3040′ (2981′), then turn LEFT to PU NDB, then proceed on 250° to D11.1 SPB, then according to chart.

MSA
Airport

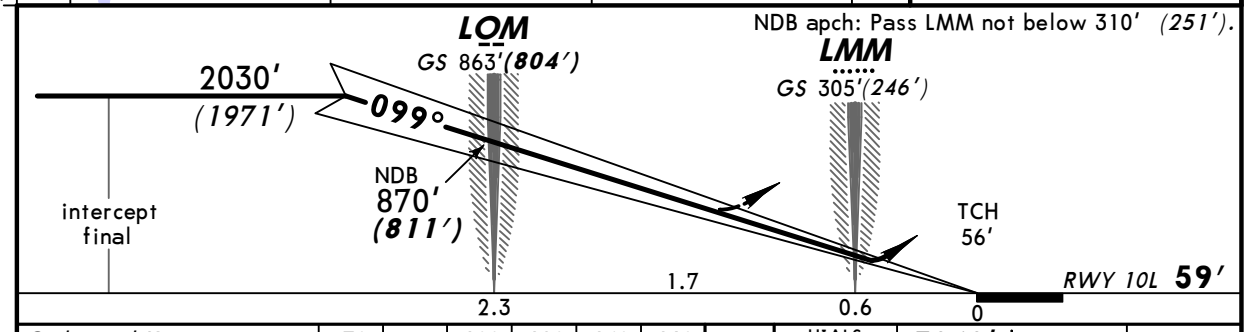
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3040′ (2981′)

❶ FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2981′ - 900m)
2030′	(1971′ - 600m)
870′	(811′ - 245m)
310′	(251′ - 75m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	369	474	527	632	737	843

HIALS
PAPI

3040′ (2981′) on 099°

PU 303 LT

PANS OPS

STRAIGHT-IN LANDING RWY 10L

	ILS DA(H) 259′ (200′) FULL	ILS DA(H) 259′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 370′ (311′)	NDB MDA(H) 370′ (311′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Procedure.

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ULLI/LED PULKOVO

JEPPESEN 26 MAY 06 Eff 8 Jun (11-2)

ST PETERSBURG, RUSSIA ILS or 2 NDB Rwy 10R

ATIS	PETERSBURG Approach (R) (360°T-180°T)	0400-2000 (180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	129.8	125.2	129.8	120.3	118.7	121.7

BRIEFING STRIP ™

LOC IPK *111.9	Final Apch Crs 099°	GS LOM 837′ (771′)	ILS DA(H) 266′ (200′)	Apt Elev 79′
NDB PK *342		Minimum Alt D7.6 SPB 2040′ (1974′)	NDB MDA(H) 380′ (314′)	RWY 66′

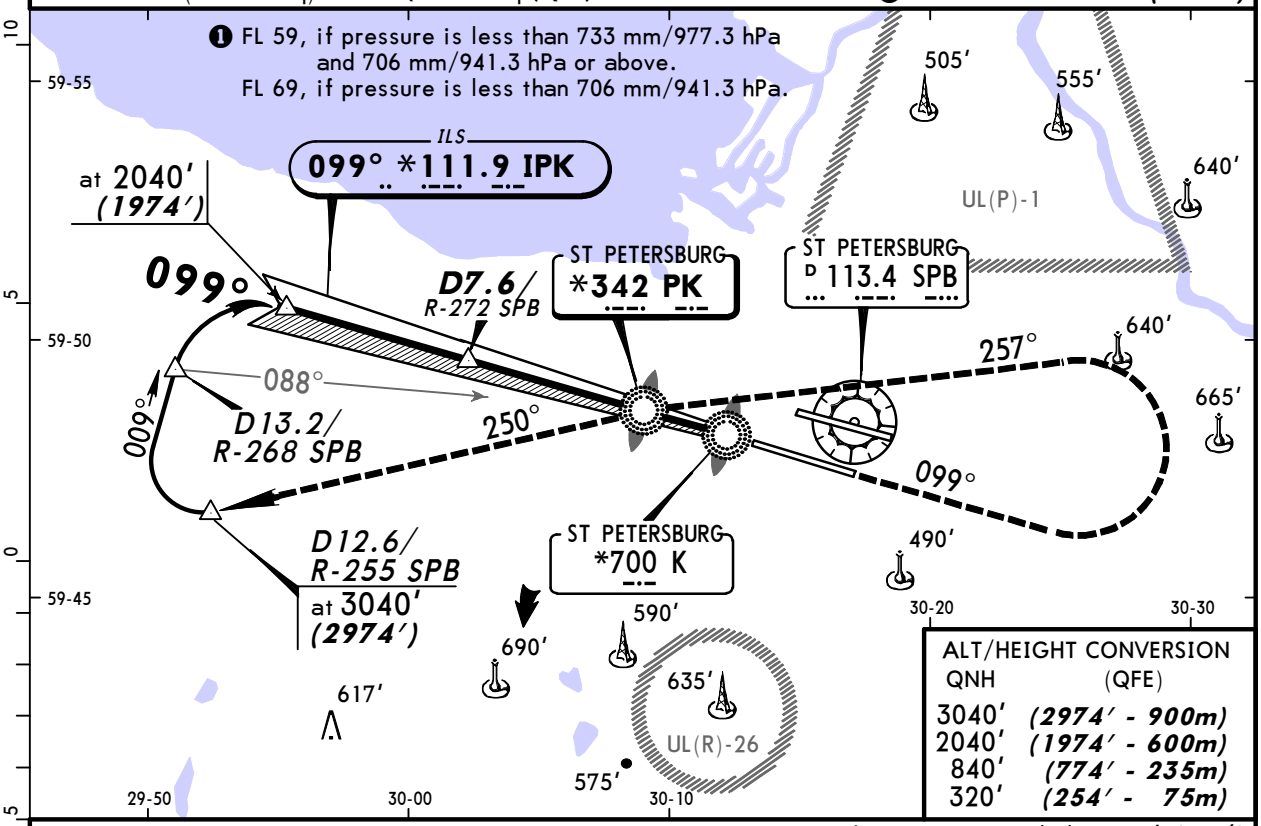
MISSED APCH: Climb on 099° to 3040′ (2974′), then turn LEFT to PK NDB, then proceed on track 250° to D12.6 SPB, then according to chart.

MSA: 150° 2300′ · 240° · 1800′ · 2100′ · 330°

Airport

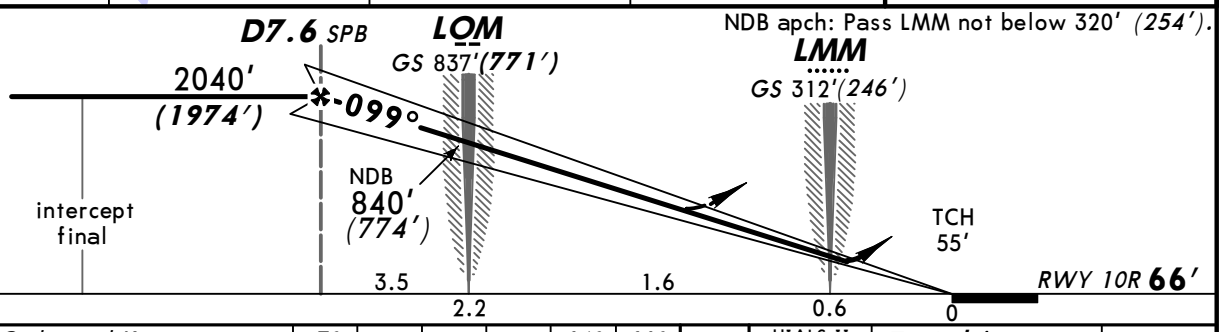
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3040′ (2974′)

❶ FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)
840′	(774′ - 235m)
320′	(254′ - 75m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	485	539	647	755	862

HIALS-II PAPI

3040′ (2974′) on 099°

PK 342 LT

STRAIGHT-IN LANDING RWY 10R

	ILS DA(H) 266′ (200′) FULL	ILS TDZorCLout	ILS ALS out	LOC (GS out)	NDB MDA(H) 380′ (314′)	NDB ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	

PANS OPS

CHANGES: MSA.

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ULLI/LED PULKOVO

JEPPESEN 26 MAY 06 (11-2A) Eff 8 Jun

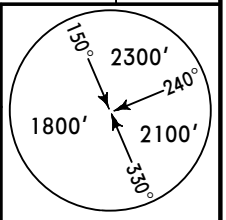
ST PETERSBURG, RUSSIA CAT II ILS Rwy 10R

ATIS	PETERSBURG Approach (R) (360°T-180°T)	0400-2000 (180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	129.8	125.2	129.8	120.3	118.7	121.7

BRIEFING STRIP ™

LOC IPK	Final Apch Crs	GS LOM	CAT II ILS RA 105′ DA(H)	Apt Elev	79′
*111.9	099°	837′ (771′)	166′ (100′)	RWY	66′

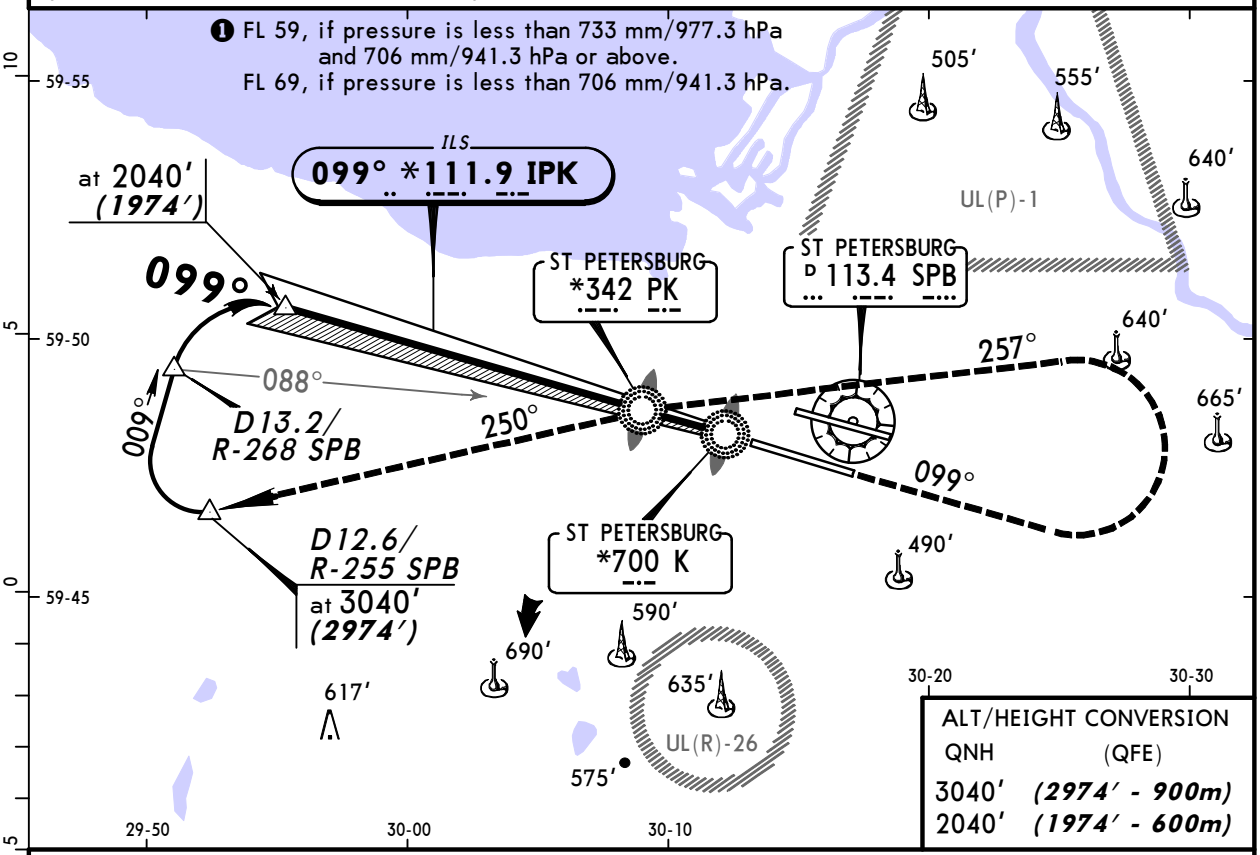
MISSED APCH: Climb on 099° to 3040′ (2974′), then turn LEFT to PK NDB, then proceed on track 250° to D12.6 SPB, then according to chart.



MSA Airport

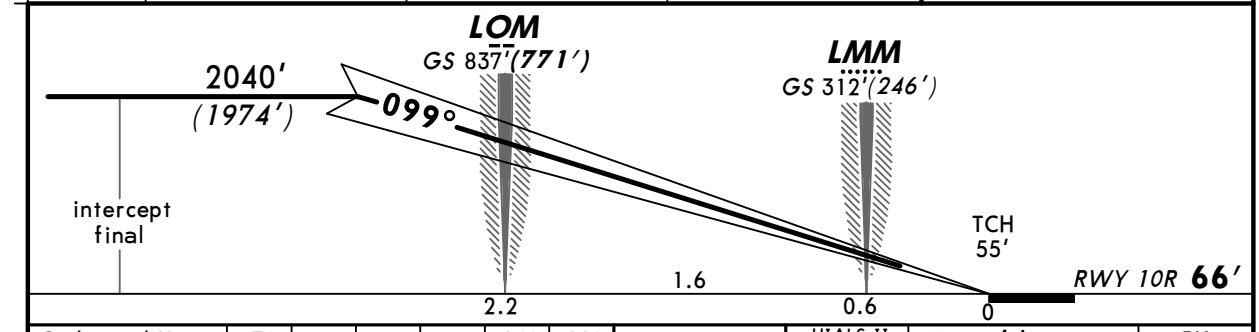
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3040′ (2974′)
Special aircrew & acft certification required.

❶ FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3040′	(2974′ - 900m)
2040′	(1974′ - 600m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	485	539	647	755	862

HIALS-II PAPI

3040′ (2974′) 6n 099°

PK 342 LT

STRAIGHT-IN LANDING RWY **10R**

CAT II ILS

ABCD

RA 105′

DA(H) 166′ (100′)

RVR 350m

PANS OPS

CHANGES: MSA.

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ULLI/LED PULKOVO

JEPPESEN 7 JUL 06 (11-3)

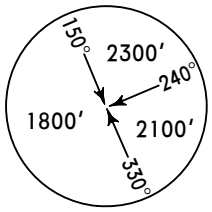
ST PETERSBURG, RUSSIA ILS or 2 NDB Rwy 28L

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	129.8	125.2	129.8	120.3	118.7	121.7

BRIEFING STRIP™

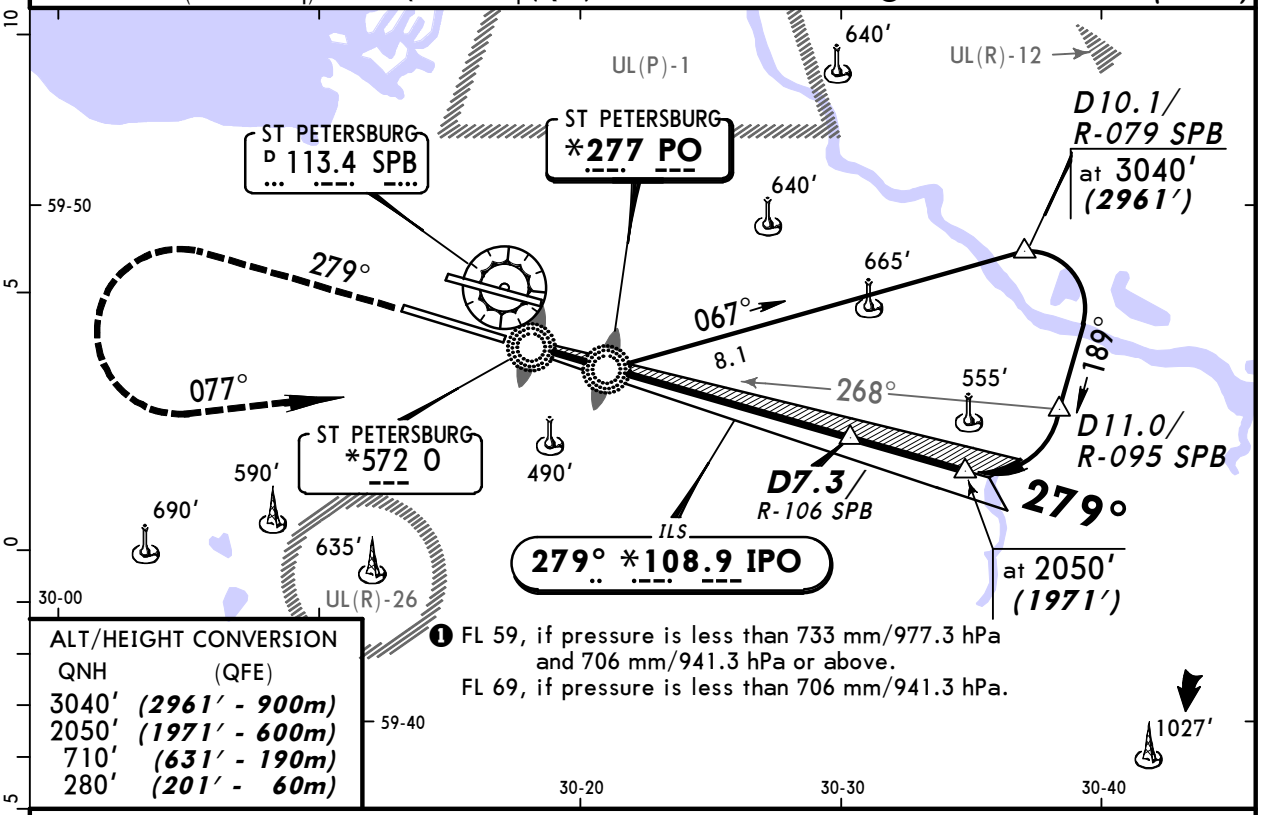
LOC IPO	Final Apch Crs	GS LOM	ILS DA(H)		
*108.9	279°	702′ (623′)	279′ (200′)	Apt Elev	79′
NDB PO		Minimum Alt D7.3 SPB	NDB MDA(H)	RWY	79′
*277		2050′ (1971′)	390′ (311′)		

MISSED APCH: Climb on 279° to 2050′ (1971′), then turn LEFT to PO NDB, climbing to 3040′ (2961′), then according to chart.



MSA
Airport

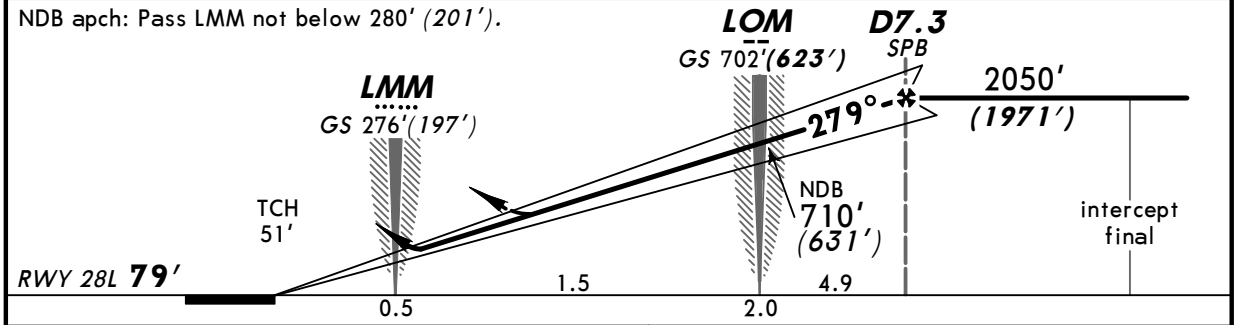
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3040′ (2961′)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	(2961′ - 900m)
2050′	(1971′ - 600m)
710′	(631′ - 190m)
280′	(201′ - 60m)

❶ FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.

NDB apch: Pass LMM not below 280′ (201′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	332	427	475	570	665	760

HIALS PAPI

2050′ (1971′) on 279°

PO 277 LT

3040′ (2961′)

STRAIGHT-IN LANDING RWY 28L

	ILS DA(H) 279′(200′) FULL	ILS DA(H) 279′(200′) ALS out	LOC (GS out)	NDB MDA(H) 390′(311′)	NDB MDA(H) 390′(311′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: None.

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ULLI/LED PULKOVO

JEPPESEN 7 JUL 06 (11-4)

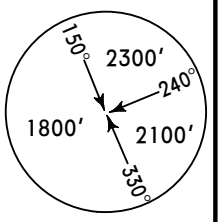
ST PETERSBURG, RUSSIA ILS or 2 NDB Rwy 28R

ATIS	PETERSBURG Approach (R) (360°T-180°T) 0400-2000	(180°T-360°T)	2000-0400	PULKOVO Krug (SRE)	PULKOVO Tower	Ground
127.3	129.8	125.2	129.8	120.3	118.1	121.7

BRIEFING STRIP™

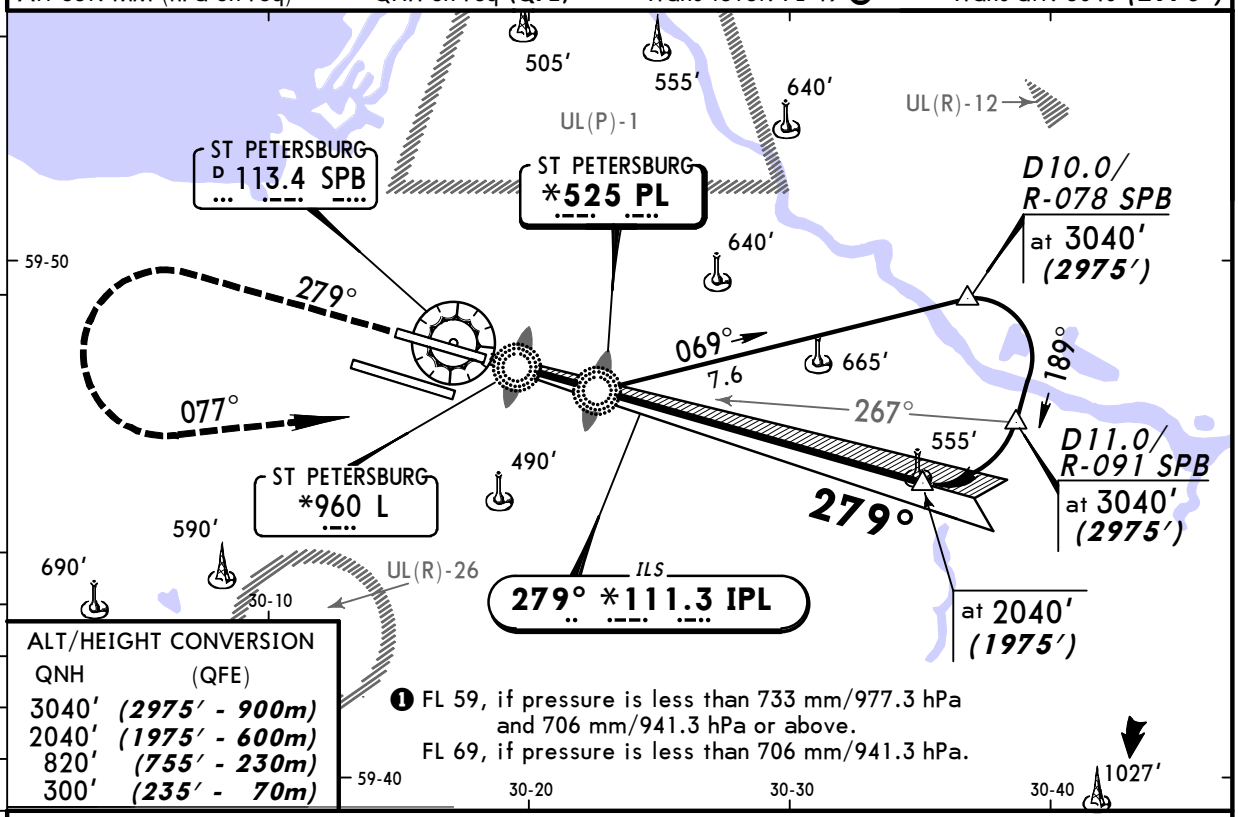
LOC IPL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev	79′
*111.3	279°	819′ (754′)	265′ (200′)	RWY	65′
NDB PL		Minimum Alt LOM	NDB MDA(H)		
*525		820′ (755′)	440′ (375′)		

MISSED APCH: Climb on 279° to 2040′ (1975′), then turn LEFT to PL NDB, climbing to 3040′ (2975′), then according to chart.



MSA
Airport

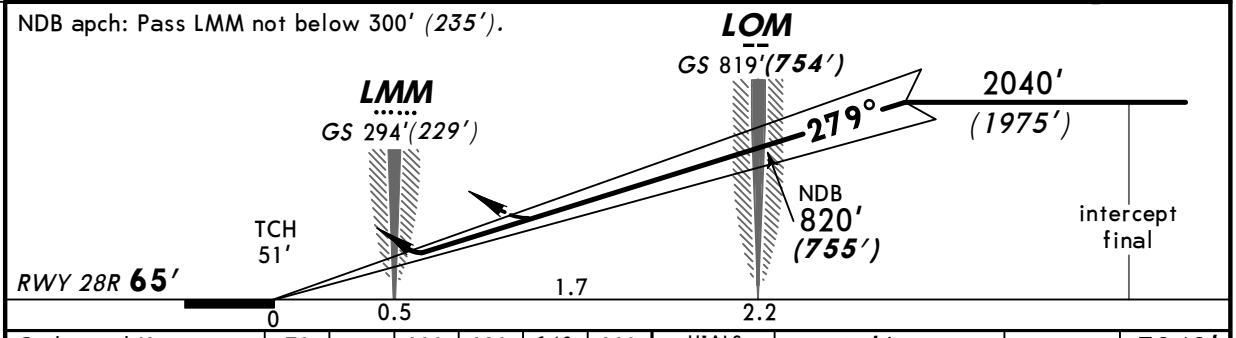
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3040′ (2975′)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3040′	(2975′ - 900m)
2040′	(1975′ - 600m)
820′	(755′ - 230m)
300′	(235′ - 70m)

❶ FL 59, if pressure is less than 733 mm/977.3 hPa and 706 mm/941.3 hPa or above.
FL 69, if pressure is less than 706 mm/941.3 hPa.

NDB apch: Pass LMM not below 300′ (235′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	369	474	527	632	737	843

HIALS PAPI | 2040′ (1975′) on 279° | PL 525 LT | 3040′ (2975′)

STRAIGHT-IN LANDING RWY 28R

	ILS DA(H) 265′(200′) FULL	ILS DA(H) 265′(200′) ALS out	LOC (GS out)	NDB MDA(H) 440′(375′)	NDB MDA(H) 440′(375′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Rwy elev. Procedure. Minimums.

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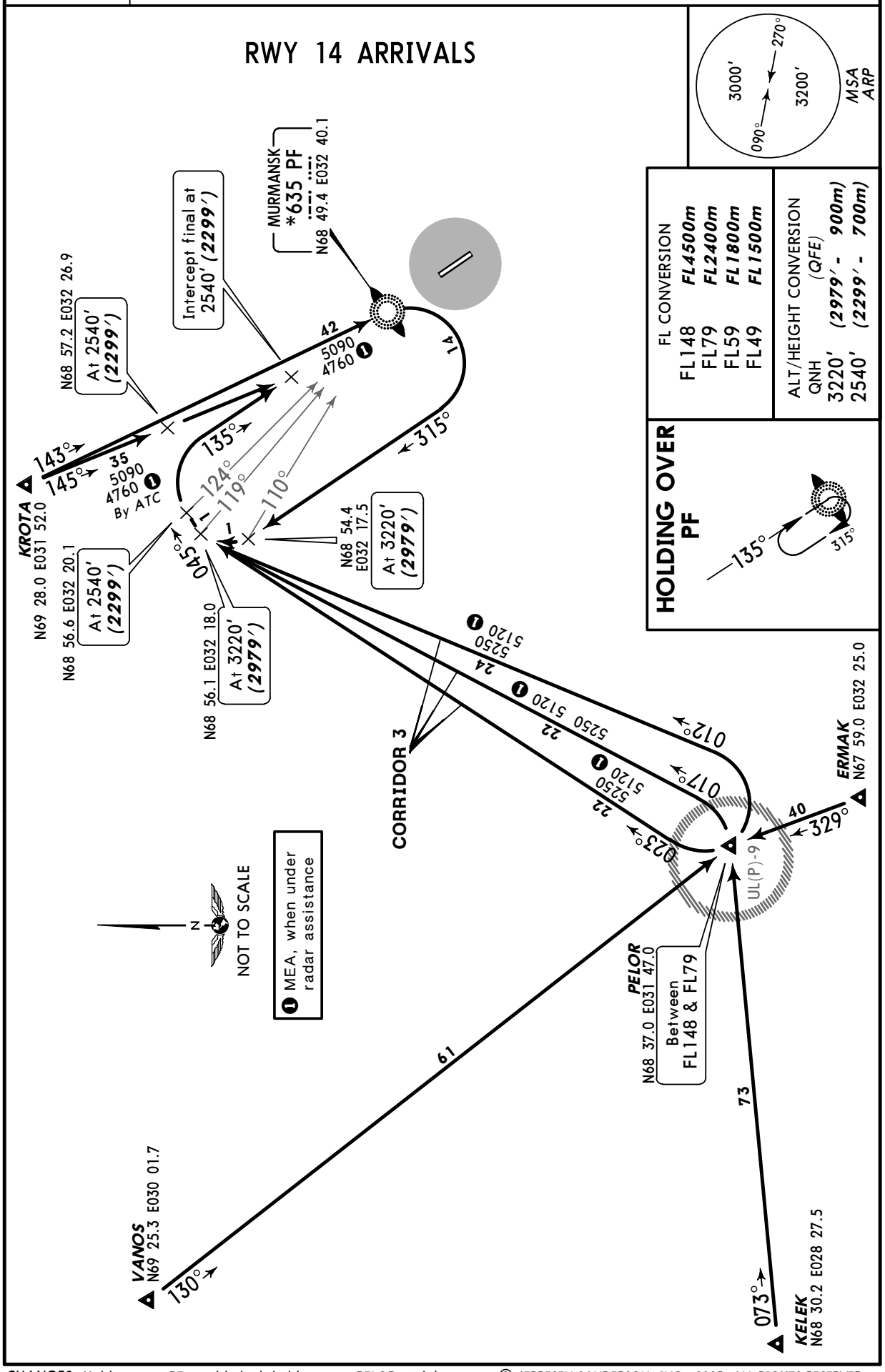
ULMM/MMK MURMANSK

MURMANSK, RUSSIA

STAR

Apt Elev	
266′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220′ ***(2979′)***

RWY 14 ARRIVALS



CHANGES: Holding over PF established; holding over PELOR withdrawn.

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ULMM/MMK MURMANSK

JEPPESEN 14 OCT 05 (10-2A) Eff 27 Oct

MURMANSK, RUSSIA

STAR

Apt Elev 266′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3220′ ***(2954′)***

RWY 32 ARRIVALS

MSA ARP: 3000′ (270°–090°), 3200′

KROTA N69 28.0 E031 52.0

142° — 48 — 5090 4760 (1)

MURMANSK *635 RD N68 44.6 E032 49.1

Intercept final at 2570′ ***(2304′)***

N68 36.3 E032 59.1 — At 2570′ ***(2304′)***

N68 35.2 E032 53.3 — At 3220′ ***(2954′)***

N68 35.5 E032 51.9 — At 3220′ ***(2954′)***

315° — 326° — 340° — 343° — 040° — 225° — 135°

CORRIDOR 3 — 26 — 5250 5120 (1)

CORRIDOR 3 — 24 — 5250 5120 (1)

CORRIDOR 3 — 5250 5120 (1)

093° — 083° — 082°

ERMAK N67 59.0 E032 25.0 — 329° — 40

PELOR N68 37.0 E031 47.0 — Between FL148 & FL79

UL(P)-9

VANOS N69 25.3 E030 01.7 — 130° — 61

073° — 73 — KELEK N68 30.2 E028 27.5

N

NOT TO SCALE

(1) MEA, when under radar assistance

FL CONVERSION	
FL148	***FL4500m***
FL79	***FL2400m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3220′	***(2954′ - 900m)***
2570′	***(2304′ - 700m)***

HOLDING OVER RD

315° — 135°

CHANGES: Holding over RD established; holding over PELOR withdrawn.

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ULMM/MMK MURMANSK

MURMANSK, RUSSIA

SID

Apt Elev	
266′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3220′ ***(2954′)***

3000′
090° 270°
3200′
MSA
ARP

RWYS 14, 32 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
680′	***(414′ - 125m)***
1090′	***(824′ - 250m)***
1910′	***(1644′ - 500m)***
3220′	***(2954′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***
FL177	***FL5400m***
FL187	***FL5700m***

KROTA
N69 28.0
E031 52.0

32
323°

ULMER
N68 58.0 E032 31.0
Between
FL79 & FL89

CORRIDOR 4
5
342°

N68 53.0 E032 33.7
At or above
1910′ ***(1644′)***
but not before
6.5 NM from
THR RWY 14

210°
160°

6
315°
135°
5

CORRIDOR 4
27

24
CORRIDOR 3

PELOR
N68 37.0 E031 47.0
At or above
FL79

336°
174°
255°

27
CORRIDOR 3

73
254°

KELEK
N68 30.2
E028 27.5

58

N68 41.8 E032 54.3
At or above
1910′ ***(1644′)***
but not before
5.4 NM from
THR RWY 32

43

N
NOT TO SCALE

OLADA
N67 59.0 E032 46.0
Between
FL79 & FL89
or
FL177 & FL187

These SIDs require minimum climb gradients of

Rwy 14

Aircraft with IAS more than 162KT,
383′ per NM (6.3%) up to 1090′ ***(824′)***, then
273′ per NM (4.5%) up to FL39,
Aircraft with IAS less than 162KT,
383′ per NM (6.3%) up to 680′ ***(414′)***, then
273′ per NM (4.5%) up to FL39.

Rwy 32

243′ per NM (4%) up to 1910′ ***(1644′)***, then
213′ per NM (3.5%) up to FL39.

Gnd speed-KT	75	100	150	200	250	300
383′ per NM	479	638	957	1276	1595	1914
273′ per NM	342	456	684	911	1139	1367
243′ per NM	304	405	608	810	1013	1215
213′ per NM	266	354	532	709	886	1063

Further climb according to Flight Operation Manual.
If unable to reach assigned FL climb by ATC instruction.

CHANGES: PYAYVE renamed ULMER.

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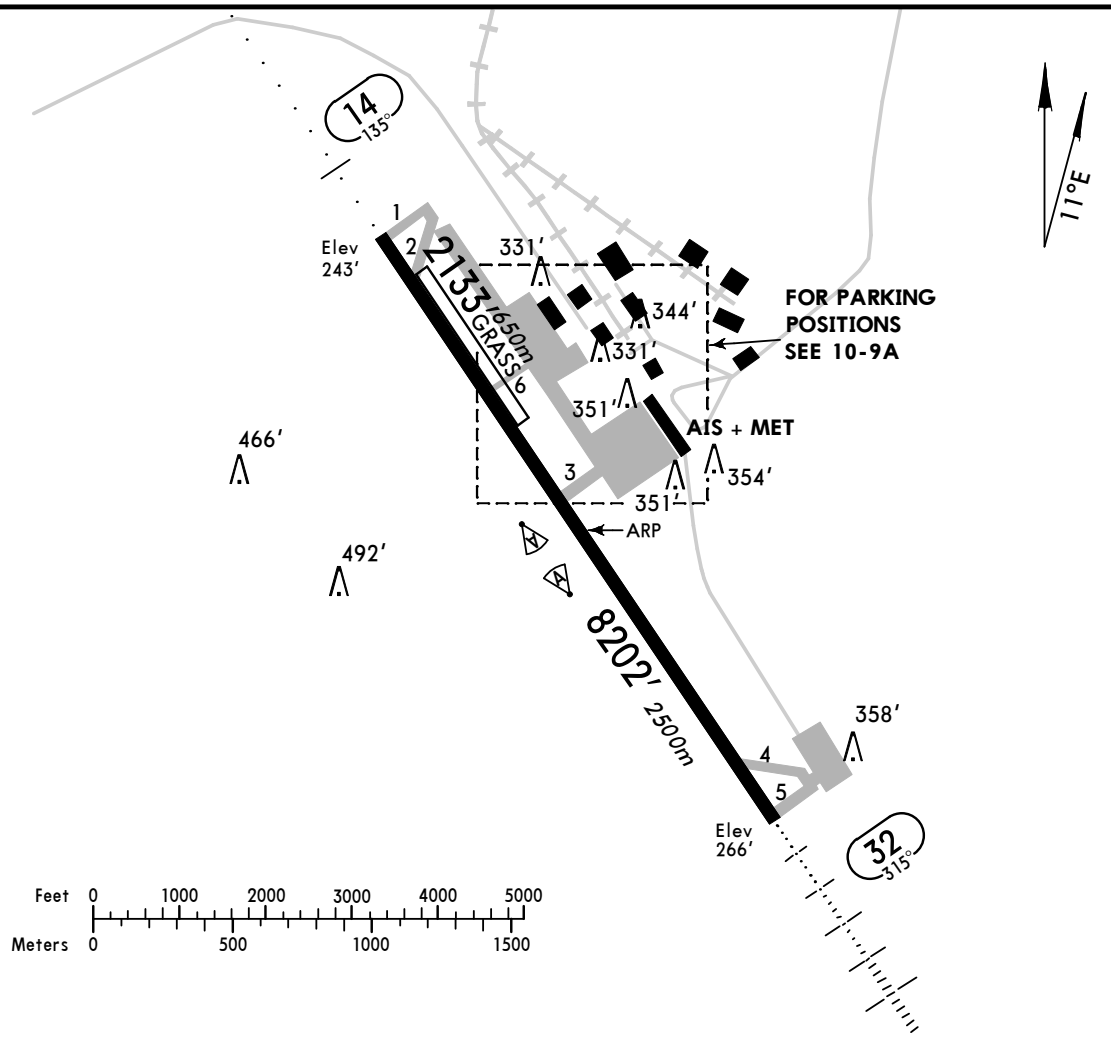
ULMM
Apt Elev **266′**

JEPPESEN
3 NOV 00 (10-9)

MURMANSK, RUSSIA
MURMANSK
N68 46.9 E032 44.8

MURMANSK Start (TWR)

120.3



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL ALS	RVR		7382′ *2250m*		148′
32	HIRL HIALS	RVR		7464′ *2275m*		*45m*
14 32	Grass runway					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 14/32

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

CHANGES: Lights. Apron. Grass runway. Minimums.

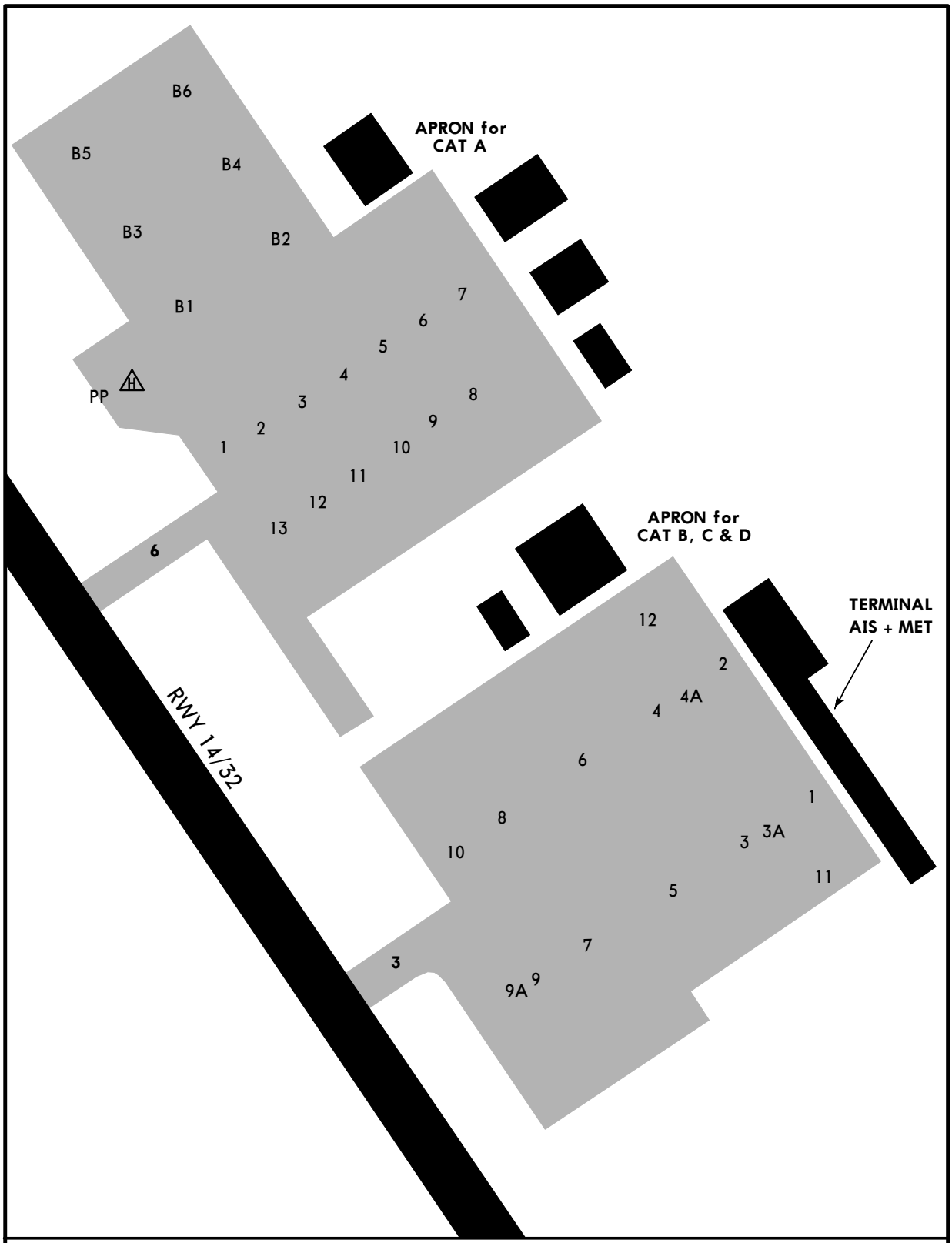
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ULMM

MURMANSK, RUSSIA

MURMANSK



INS COORDINATES

APRON for CAT B, C & D		APRON for CAT A	
STAND No.	COORDINATES	STAND No.	COORDINATES
3 thru 8	N68 47.2 W032 45.1	PP	N68 47.2 W032 44.6

Stand PP for helicopters only.

On the apron for acft CAT A stands 1-13 & B1-B6 for helicopters.

On the apron for acft CAT B, C & D:
1. When facing SE acft with an operating radius of 72'/22m or less shall taxi out of stands 3, 5, 7 and 9 under own power only, other acft shall be towed.
2. When facing NW acft with an operating radius of 72'/22m or less shall taxi out of stands 4, 6, 8 and 10 under own power only, other acft shall be towed.

CHANGES: Parking stands. Notes.

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ULMM/MMK

JEPPESEN
3 NOV 00 10-9X

JAA MINIMUMS

MURMANSK, RUSSIA

MURMANSK

STRAIGHT-IN RWY		A	B	C	D
14	ILS	**505**′(262′)	**505**′(262′)	**505**′(262′)	**505**′(262′)
		R900m	**R900m**	**R900m**	**R900m**
	ALS out	R1200m	R1200m	R1200m	R1200m
	NDB	**720**′(477′)	**720**′(477′)	**720**′(477′)	**720**′(477′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
32	ILS	**466**′(200′)	**466**′(200′)	**466**′(200′)	**466**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1010**′(744′)	**1010**′(744′)	**1010**′(744′)	**1010**′(744′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 14, 32

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

CHANGES: Minimums.

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JEPPESEN FliteStar 9.160

ULMM MURMANSK

JEPPESEN 3 NOV 00 (11-1)

MURMANSK, RUSSIA ILS or 2 NDB Rwy 14

MURMANSK Tower (R) 120.3	MURMANSK Start (TWR) 120.3

BRIEFING STRIP ™

LOC IPF *110.3	Final Apch Crs 135°	GS LOM 965′ (722′)	ILS DA(H) 505′ (262′)	Apt Elev 266′ RWY 243′	3000′ 090° 270° 3200′ MSA Airport
NDB PF *635		Minimum Alt LOM 970′ (727′)	NDB MDA(H) 720′ (477′)		

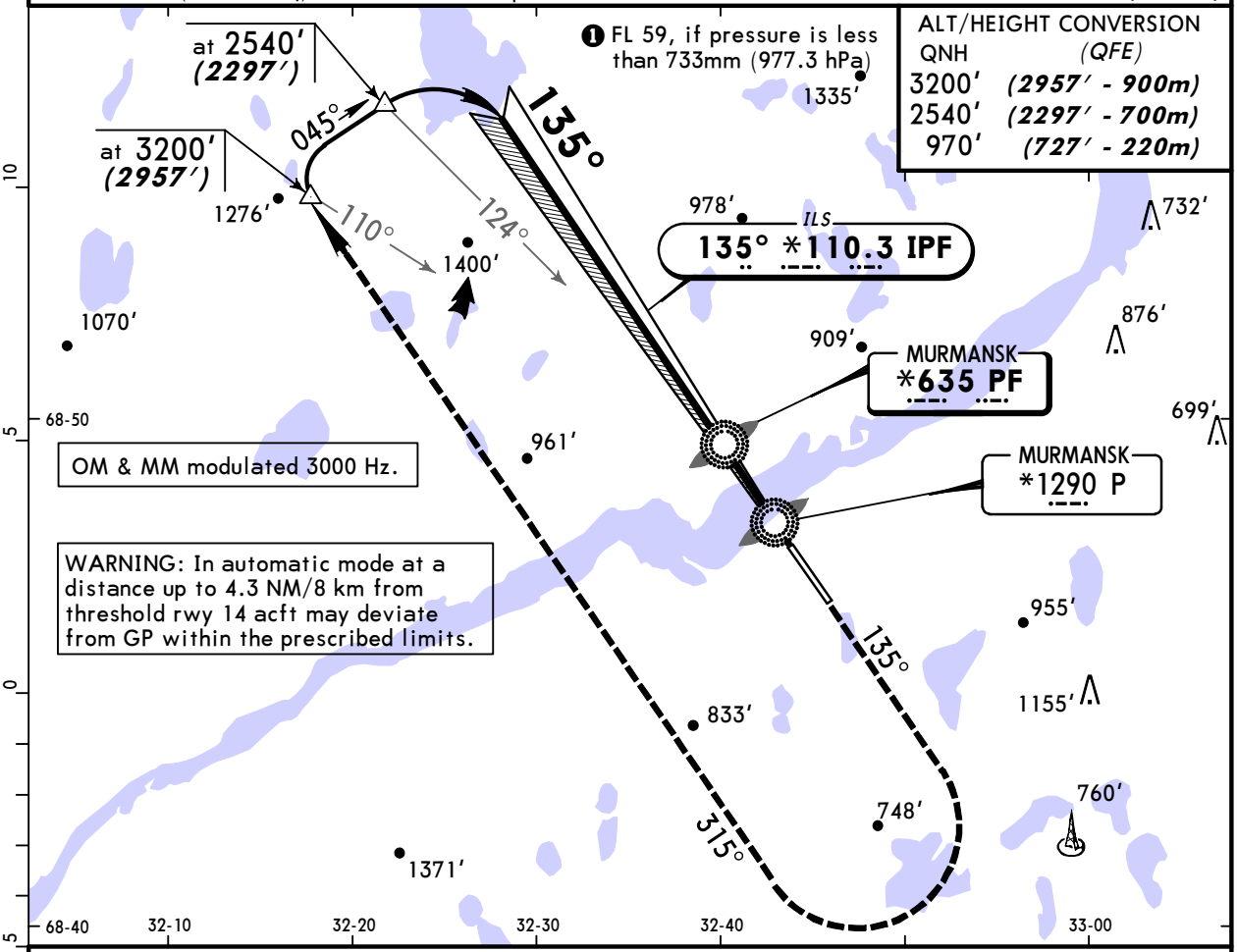
MISSED APCH: Climb on 135° to 2540′ (2297′), then turn RIGHT onto 315° climbing to 3200′ (2957′), then according to chart.

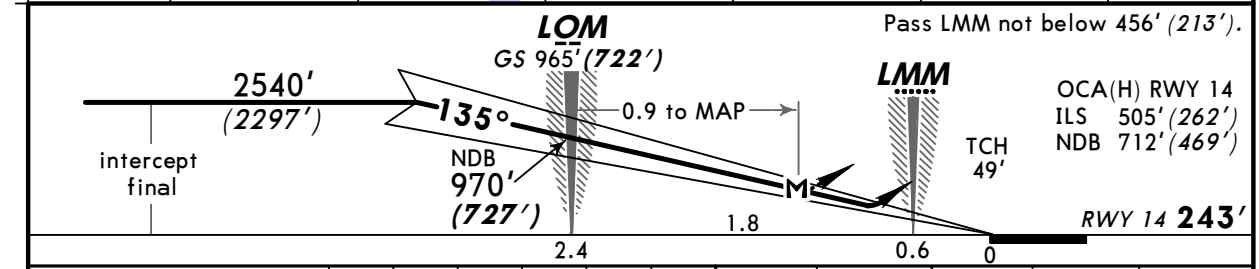
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3200′ (2957′)

❶ FL 59, if pressure is less than 733mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3200′	(2957′ - 900m)
2540′	(2297′ - 700m)
970′	(727′ - 220m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 0.9	0:46	0:36	0:32	0:27	0:23	0:20

ALS | 2540′ (2297′) on 135° | 315° RT | 3200′ (2957′)

STRAIGHT-IN LANDING RWY 14

ILS		LOC (GS out)	NDB	
DA(H) 505′ (262′)			MDA(H) 720′ (477′)	
FULL	ALS out			ALS out

PANS OPS

A	1400m	NOT AUTHORIZED	2700m	
B				
C				
D				

CHANGES: Comm. Trans level. Procedure. Note. Minimums.

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ULMM MURMANSK

JEPPESEN 3 NOV 00 (11-2)

MURMANSK, RUSSIA ILS or 2 NDB Rwy 32

MURMANSK Tower (R) 120.3	MURMANSK Start (TWR) 120.3

BRIEFING STRIP ™

LOC IRD *108.5	Final Apch Crs 315°	GS LOM 988′ (722′)	ILS DA(H) 466′ (200′)	Apt Elev 266′ RWY 266′
NDB RD *635		Minimum Alt No FAF	NDB MDA(H) 1010′ (744′)	

3000′ 090° 270° 3200′ MSA Airport

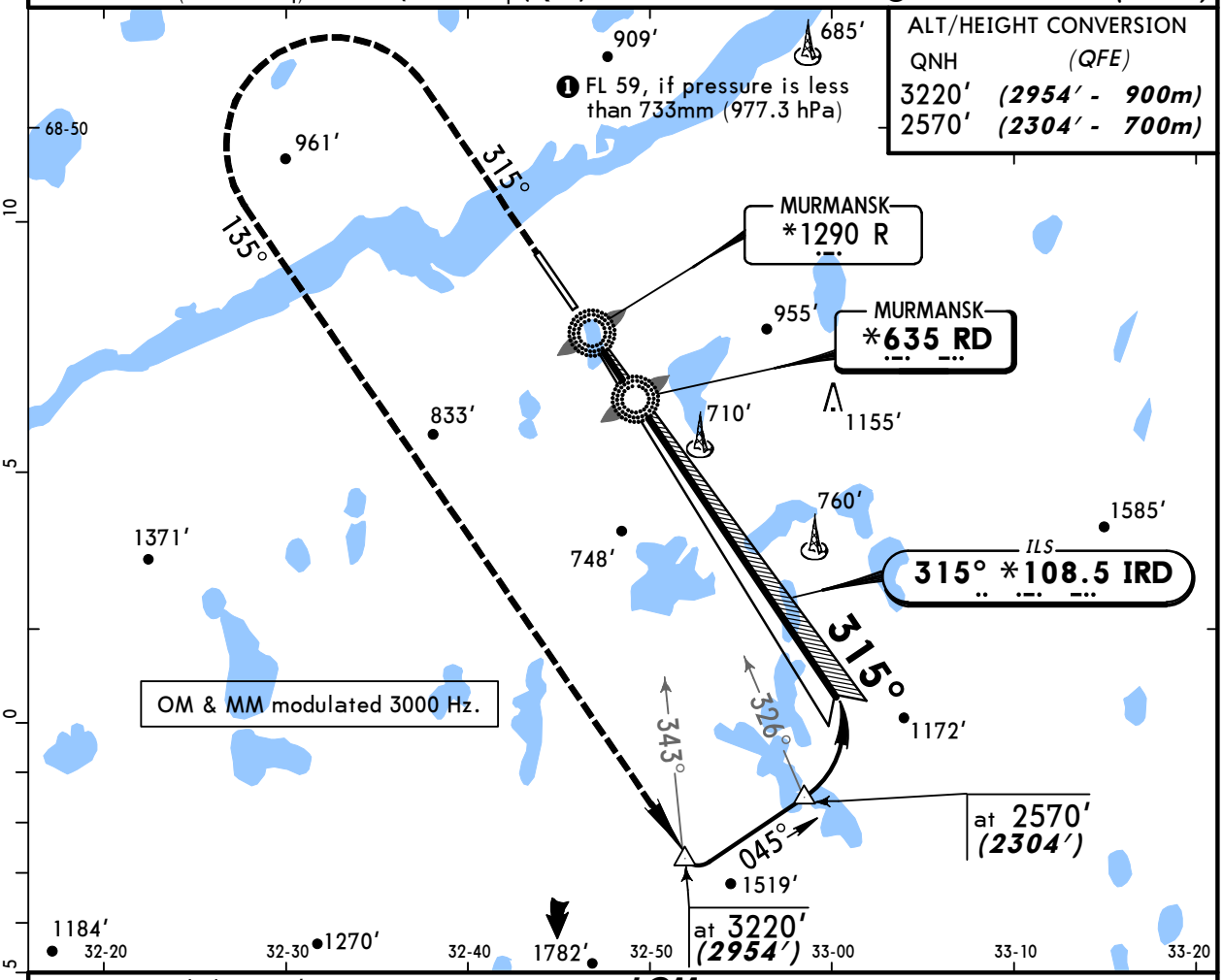
MISSED APCH: Climb on 315° to 2570′ (2304′), then turn LEFT onto 135° climbing to 3220′ (2954′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3220′ (2954′)

ALT/HEIGHT CONVERSION

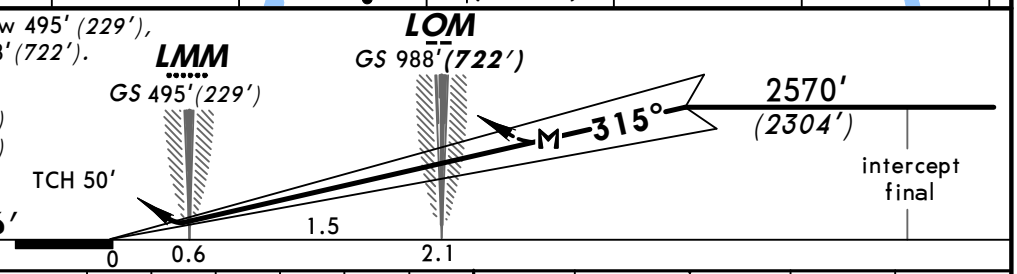
QNH	(QFE)
3220′	(2954′ - 900m)
2570′	(2304′ - 700m)

❶ FL 59, if pressure is less than 733mm (977.3 hPa)



Pass LMM not below 495′ (229′), LOM not below 988′ (722′).

OCA(H) RWY 32
ILS 443′ (177′)
NDB 1007′ (741′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS

2570′ (2304′) on 315° | 135° LT | 3220′ (2954′)

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 466′ (200′)		LOC (GS out)	NDB MDA(H) 1010′ (744′)	
	FULL	ALS out			ALS out
PANS OPS A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	3200m	
PANS OPS B					
PANS OPS C				3200m	3600m
PANS OPS D				3600m	4000m

CHANGES: Comm. Trans level. Procedure. Minimums.

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ULOO/PKV
PSKOV

PSKOV, RUSSIA
STAR

Apt Elev 154′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2961′)***

RWY 01 ARRIVALS

MSA ARP: 180° 2200′ 090° 1900′

ALT/HEIGHT CONVERSION (QFE)

	QNH	
4090′	***(3941′ - 1200m)***	
3110′	***(2961′ - 900m)***	
1790′	***(1641′ - 500m)***	

FL CONVERSION

FL118	***FL3600m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

NOT TO SCALE

PEMAS N57 43.9 E029 23.6 — Between FL118 & FL49

RODUK N58 01.5 E029 09.8 — Between FL118 & FL59

DOMUK N58 24.0 E028 32.5 — Between FL118 & FL59

PSKOV *300 PK N57 44.3 E028 22.2 — From IZBOR at FL69; From PEMAS & RODUK at FL59

IZBOR N57 48.0 E027 58.0 — At or above FL69

N57 38.5 E028 31.8 — At 1790′ ***(1641′)***

N57 38.0 E028 31.0

N57 37.4 E028 29.2

N57 38.4 E028 22.1 — At 1790′ ***(1641′)***

N57 38.0 E028 25.9 — At FL49

Intercept final at 1790′ ***(1641′)*** if above ❶

CORRIDOR 1 — 13

CORRIDOR 2 — 40

CORRIDOR 3 — 31

CORRIDOR 3 By ATC — 31

CORRIDOR 4 — 33

CORRIDOR 4 By ATC — 30

101° 181° 193° 217° 237° 250° 263° 283° 313° 319° 327° 354° 013° 103° 139° 155°

❶ PROCEDURE IF ABOVE 1790′ (1641′) AT FINAL APPROACH POINT

PSKOV *300 PK N57 44.3 E028 22.2

At 4090′ ***(3941′)***

N57 38.5 E028 31.8 — At 1790′ ***(1641′)***

Intercept final at 1790′ ***(1641′)***

N57 38.4 E028 22.1 — At 1790′ ***(1641′)***

193° 313° 283° 013° 354° 6

CHANGES: Waypoints renamed: INS coordinates.

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ULOO/PKV
PSKOV

JEPPESEN
17 FEB 06 (10-2A)

PSKOV, RUSSIA
STAR

Apt Elev 154′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2956′)***

RWY 19 ARRIVALS

MSA ARP: 180° 2200′ 090° 1900′

ALT/HEIGHT CONVERSION (QFE)
QNH 3110′ ***(2956′ - 900m)***
1800′ ***(1646′ - 500m)***

FL CONVERSION
FL118 ***FL3600m***
FL69 ***FL2100m***
FL59 ***FL1800m***
FL49 ***FL1500m***

NOT TO SCALE

RODUK N58 01.5 E029 09.8 — Between FL118 & FL 59

PEMAS N57 43.9 E029 23.6 — Between FL118 & FL49

DOMUK N58 24.0 E028 32.5 — Between FL118 & FL59

CORRIDOR 3 (By ATC) 22 / 27

CORRIDOR 4 (By ATC) 27 / 32

CORRIDOR 2 (By ATC) 31 / 35

CORRIDOR 1 (By ATC) 12 / 15

N57 54.5 E028 31.8 — At 1800′ ***(1646′)***

N57 53.5 E028 37.3

N57 51.3 E028 39.1 — At 1800′ ***(1646′)***

N57 53.9 E028 27.9

N57 54.5 E028 29.9

N57 55.5 E028 25.8

EROVO N57 56.5 E028 13.0 — At or above FL49

IZBOR N57 48.0 E027 58.0 — At or above FL69

PSKOV *300 NP N57 49.6 E028 25.4 — From IZBOR At FL69 / From PEMAS & RODUK At FL59

Intercept final at 1800′ ***(1646′)*** if above ❶

❶ **PROCEDURE IF ABOVE 1800′ (1646′) AT FINAL APPROACH POINT**

N57 54.5 E028 31.8 — At 1800′ ***(1646′)***

N57 51.3 E028 39.1 — At 1800′ ***(1646′)***

At 3110′ ***(2956′)***

Intercept final at 1800′ ***(1646′)***

PSKOV *300 NP N57 49.6 E028 25.4

At FL49

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ULOO/PKV
PSKOV

PSKOV, RUSSIA
SID

Apt Elev 154′

QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2961′)***

RWY 01 DEPARTURES

MSA ARP
180° 1900′
090° 2200′

RODUK
N58 01.5 E029 09.8
Between FL59 & FL118

PEMAS
N57 43.9 E029 23.6
Between FL49 & FL118

29 CORRIDOR 3

34 CORRIDOR 4

DOMUK
N58 24.0 E028 32.5
Between FL59 & FL118

35 CORRIDOR 2

At 3110′***(2961′)***
but not before
7 NM from
THR RWY 19

063°
097°
013°
001°
277°

16

EROVO
N57 56.5 E028 13.0

Turn at
810′***(661′)***
but not before
2.2 NM from
THR RWY 19

213°

12

IZBOR
N57 48.0 E027 58.0
By ATC

275°

12 CORRIDOR 1

PECHORY
906 PE
N57 49.0 E027 36.0
Between FL49 & FL118
or between FL177 & FL299

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
810′	***(661′ - 200m)***
3110′	***(2961′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL118	***FL3600m***
FL177	***FL5400m***
FL299	***FL9100m***

CHANGES: Waypoints renamed; INS coordinates.

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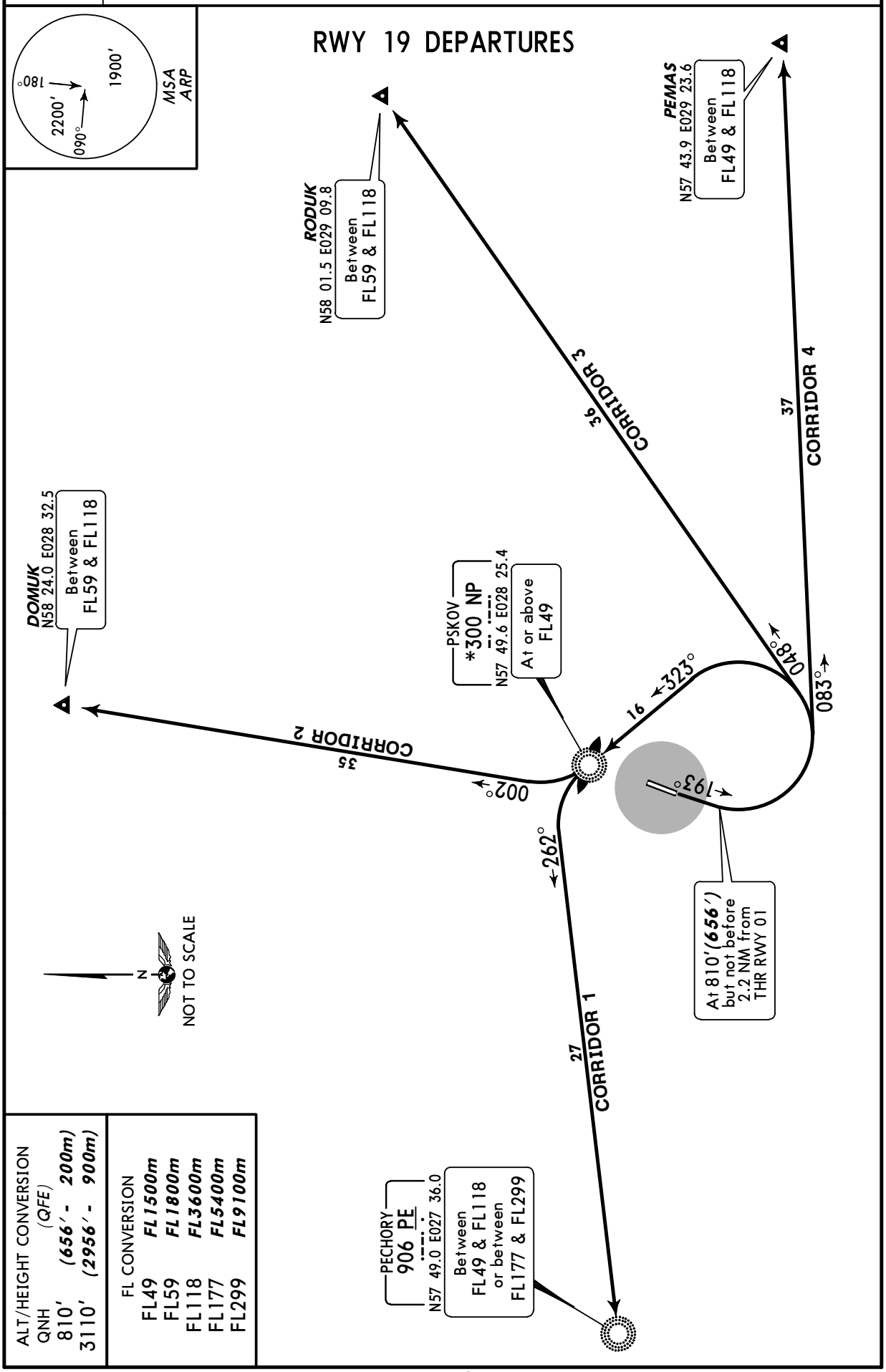
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ULOO/PKV
PSKOV

PSKOV, RUSSIA
SID

Apt Elev 154′

QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2956′)***



ALT/HEIGHT CONVERSION (QFE)

QNH	
810′	***(656′ - 200m)***
3110′	***(2956′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL118	***FL3600m***
FL177	***FL5400m***
FL299	***FL9100m***

CHANGES: Waypoints renamed; INS coordinates.

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ULOO/PKV

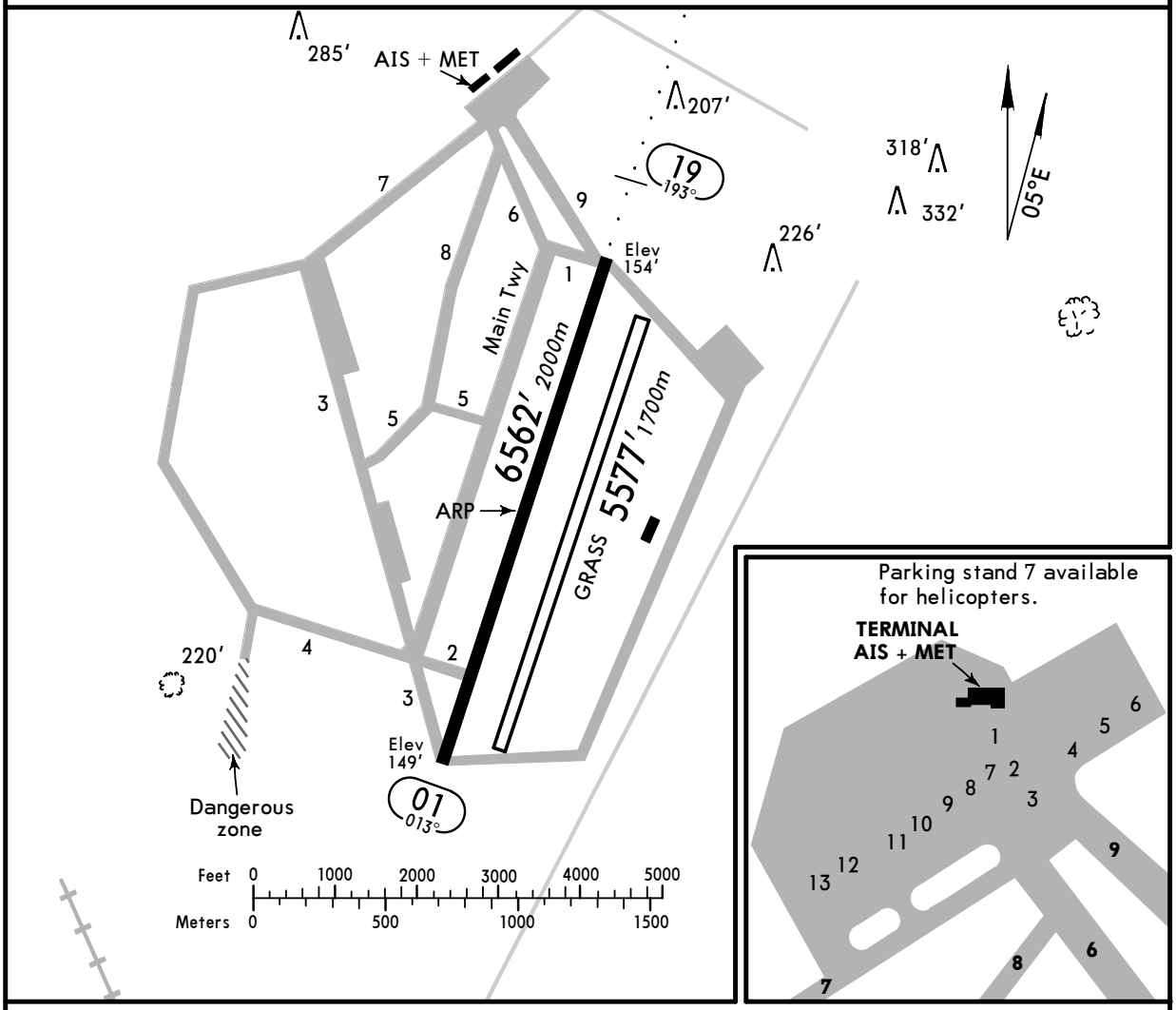
Apt Elev **154'**
N57 47.1 E028 23.9

JEPPESEN
11 NOV 05 (10-9)

PSKOV, RUSSIA

PSKOV

*PSKOV Tower
122.0



GENERAL

Only twys 1, 6 and 9 available for taxiing.
Taxiing shall be carried out at minimum speed, under idle power, strictly along centreline.
When VIS is 2000m or below and during NIGHT, taxiing shall be carried out with follow-me car or by towing tractor.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01	RL *(100m)*				144' *44m*
19	RL *(100m)* ALS SFL				
01	Grass runway				144' *44m*
19					

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Notes. Lights.

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UL00/PKV PSKOV

JEPPESEN 11 NOV 05 (16-1)

PSKOV, RUSSIA 2 NDB Rwy 01

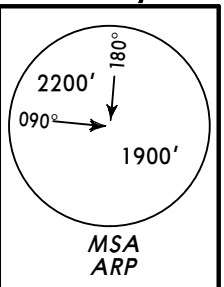
BRIEFING STRIP ™

*PSKOV Tower

122.0

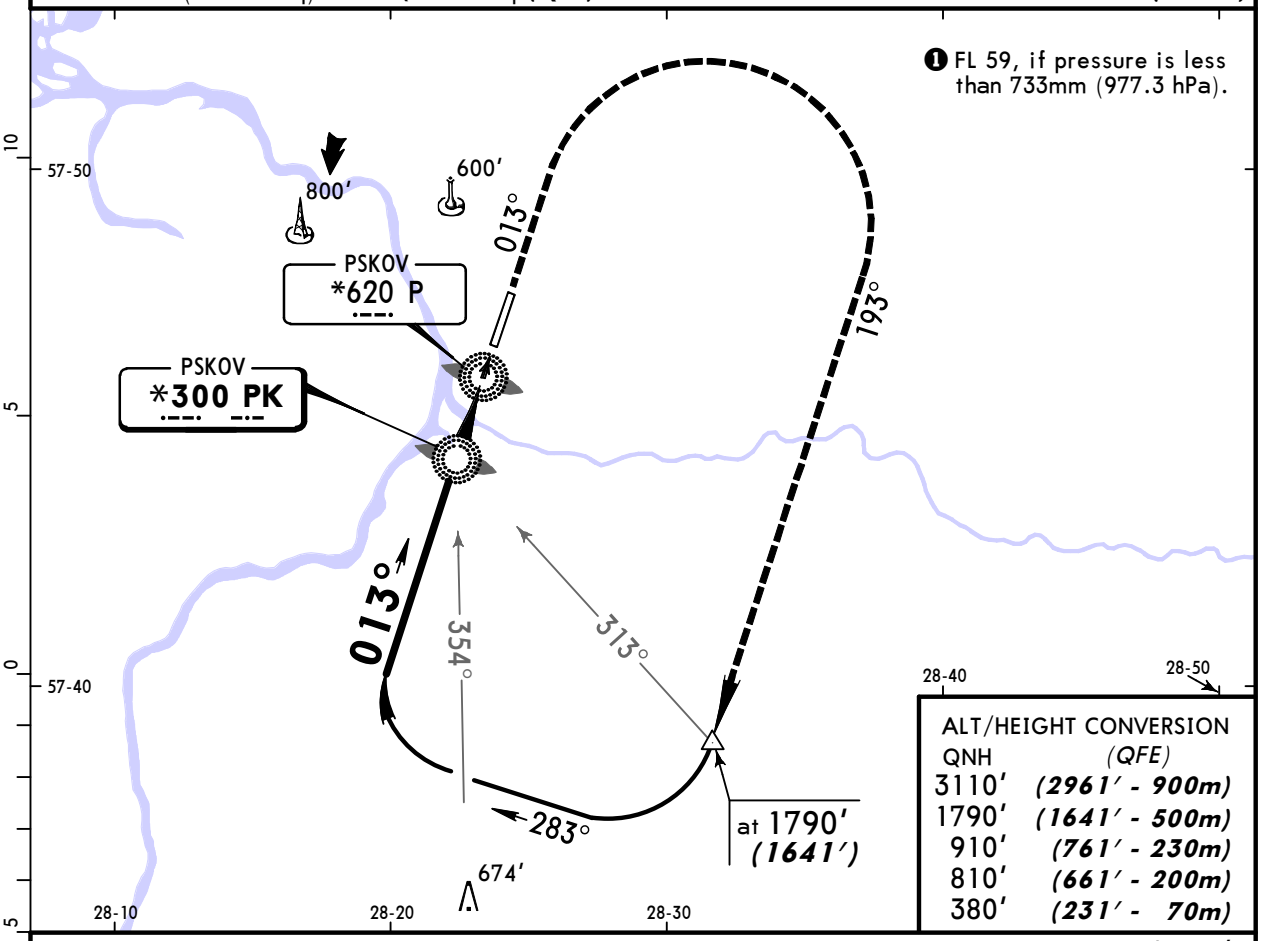
NDB PK *300	Final Apch Crs 013°	Minimum Alt LOM 910′(761′)	MDA(H) 480′(331′)	Apt Elev 154′ RWY 149′

MISSED APCH: Climb on 013° to 810′(661′), then turn RIGHT onto 193° climbing to 1790′(1641′), then according to chart.



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3110′ (2961′)

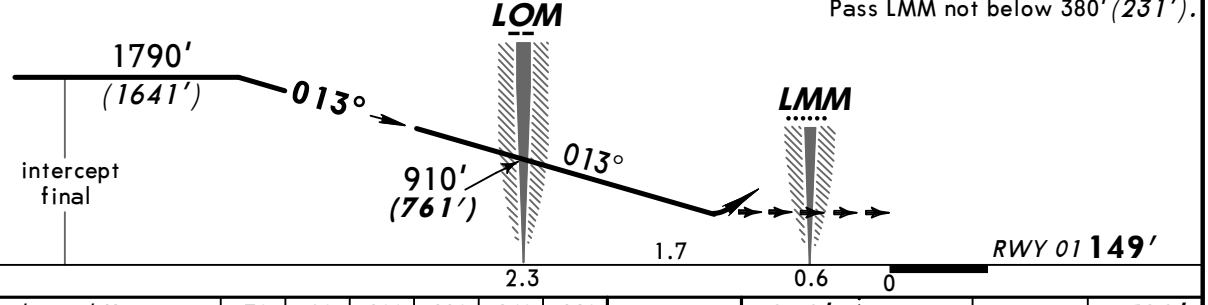
❶ FL 59, if pressure is less than 733mm (977.3 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3110′	(2961′ - 900m)
1790′	(1641′ - 500m)
910′	(761′ - 230m)
810′	(661′ - 200m)
380′	(231′ - 70m)

Pass LMM not below 380′(231′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

810′ (661′) on 013° | 193° RT | 1790′ (1641′)

STRAIGHT-IN LANDING RWY 01

MDA(H) 480′(331′)

PANS OPS

A	1600m
B	
C	
D	

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UL00/PKV PSKOV

JEPPESEN 11 NOV 05 (16-2)

PSKOV, RUSSIA 2 NDB Rwy 19

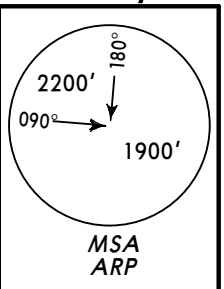
BRIEFING STRIP™

*PSKOV Tower

122.0

NDB NP *300	Final Apch Crs 193°	Minimum Alt LOM 830′(676′)	MDA(H) 490′(336′)	Apt Elev 154′ RWY 154′

MISSED APCH: Climb on 193° to 810′(656′), then turn LEFT onto 013° climbing to 1800′(1646′), then according to chart.

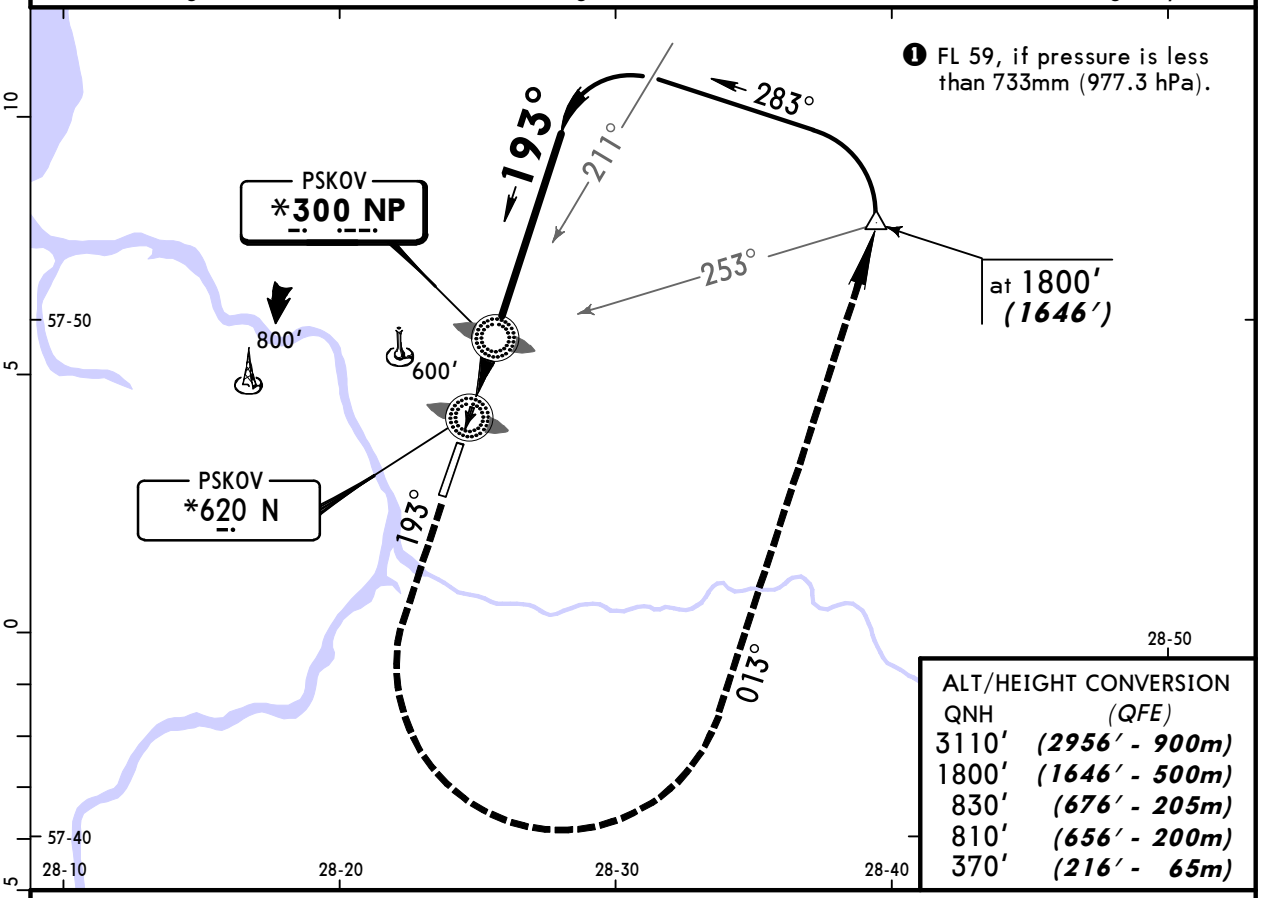


MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3110′ (2956′)

When crossing LMM increase control over the flight alt to avoid collision with vehicles on the highway.

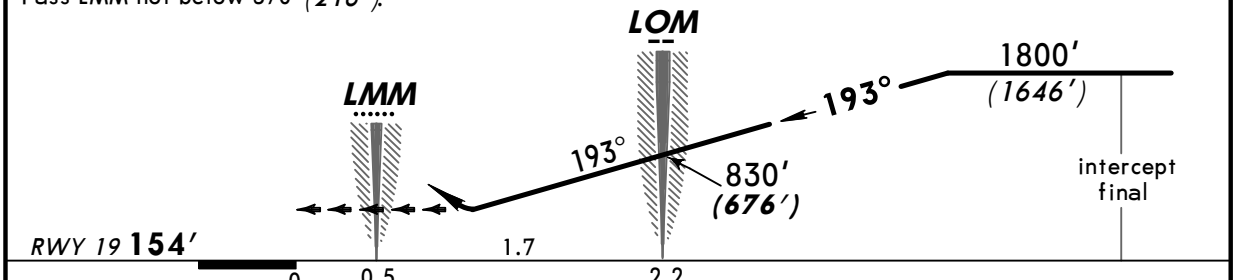
❶ FL 59, if pressure is less than 733mm (977.3 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3110′	(2956′ - 900m)
1800′	(1646′ - 500m)
830′	(676′ - 205m)
810′	(656′ - 200m)
370′	(216′ - 65m)

Pass LMM not below 370′ (216′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS

810′ (656′) on 193° | 013° LT | 1800′ (1646′)

STRAIGHT-IN LANDING RWY 19

MDA(H) 490′(336′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: Procedure. Minimums.

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ULPB/PES
BESOVETS

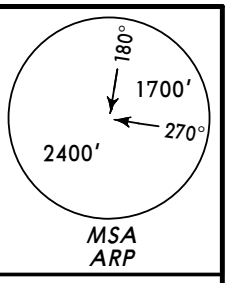
JEPPESEN PETROZAVODSK, RUSSIA

12 MAY 06 (10-2)

STAR

Apt Elev
151′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2959′)***
Descent gradient in approach corridors before X Lctr 4%, after passing X Lctr not less than 6%.



BELOD 2
BUKUS 2A *[BUKU2A]*
BUKUS 2B *[BUKU2B]*
RWY 02 ARRIVALS
FROM NORTH

NEGAM
N63 34.1 E034 18.0

172°
61

BUKUS
N62 33.5 E034 10.1
At FL138

184°
176°

(Descent gradient 4%)
CORRIDOR 1
48
4420 (4269)
BUKUS 2B
By ATC

CORRIDOR 1
42
4420 (4269)
BUKUS 2A

OLATA
N62 58.4 E035 56.4

208°
40

BELOD
N62 26.1 E034 59.6
At FL138

207°
CORRIDOR 2
42
4420 (4269)
BELOD 2

PETROZAVODSK
*700 X
N61 52.0 E034 08.4
At FL59

PETROZAVODSK
*340 XO
N61 49.2 E034 05.9

224°
227°
9
9

Intercept final at
1800′ ***(1649′)***

056°
031°
015°
105°
3

N61 46.3
E033 53.5
At
2120′
(1969′)

At 1800′***(1649′)***

N61 44.4 E033 57.7
At 2120′***(1969′)***

N
NOT TO SCALE

FL CONVERSION	
FL138	***FL4200m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3110′	***(2959′ - 900m)***
2120′	***(1969′ - 600m)***
1800′	***(1649′ - 500m)***

CHANGES: MEAs.

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ULPB/PES BESOVETS

JEPPESEN PETROZAVODSK, RUSSIA

12 MAY 06 (10-2A)

STAR

Apt Elev 151′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2972′)***
Descent gradient in approach corridors before Q Lctr 4%, after passing Q Lctr not less than 6%.

MSA ARP
180° 1700′ 270° 2400′

BELOD 4A *[BELO4A]*
BELOD 4B *[BELO4B]*
BUKUS 4A *[BUKU4A]*
BUKUS 4B *[BUKU4B]*
RWY 20 ARRIVALS
FROM NORTH

NEGAM
N63 34.1 E034 18.0

BUKUS
N62 33.5 E034 10.1
At FL138

OLATA
N62 58.4 E035 56.4

BELOD
N62 26.1 E034 59.6
At FL138

172° 61 169° 156° 208° 40 212° 205°

CORRIDOR 1 (Descent gradient 7.5%)
CORRIDOR 2 (Descent gradient 7.5%)

39 4410 (4272) BUKUS 4A
26 4410 (4272) BUKUS 4B By ATC
24 4310 (4172) BELOD 4B By ATC
39 4410 (4272) BELOD 4A

N62 08.0 E034 23.2
(196° brg to QD)
At 3110′ ***(2972′)***

N62 08.0 E034 22.5
(194° brg to QD)
At 3110′ ***(2972′)***

N62 03.2 E034 08.6
At 2110′ ***(1972′)***

195° 3 105° 157° 180°

N62 03.2 E034 14.4
At 2110′ ***(1972′)***

At 1780′ ***(1642′)***

Intercept final at 1780′ ***(1642′)***

015° 13 285° 15 285°

PETROZAVODSK
*340 QD
N61 56.4 E034 12.4

PETROZAVODSK
*700 Q
N61 54.3 E034 10.5
At FL59

N

NOT TO SCALE

FL CONVERSION

FL138	***FL4200m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3110′	***(2972′ - 900m)***
2110′	***(1972′ - 600m)***
1780′	***(1642′ - 500m)***

CHANGES: MEAs.

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ULPB/PES
BESOVETS

JEPPESEN 12 MAY 06 (10-2B)

PETROZAVODSK, RUSSIA
STAR

Apt Elev
151′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2959′)***
Descent gradient in approach corridors before X Lctr 4%, after passing X Lctr not less than 6%.

MSA ARP
180° 1700′ 270°
2400′

KESKO 2A *[KESK2A]*, KESKO 2B *[KESK2B]*
SELGA 2A *[SELG2A]*, SELGA 2B *[SELG2B]*
RWY 02 ARRIVALS
FROM SOUTH

NOT TO SCALE

SELGA N61 24.5 E035 09.4 — At FL148

KEGUP N61 17.7 E035 20.2

306° 284° 305°

40 4750 *(4599)* SELGA 2A CORRIDOR 3

37 4750 *(4599)* SELGA 2B By ATC CORRIDOR 3 *(Descent gradient 5.5%)*

PETROZAVODSK *700 X N61 52.0 E034 08.4 — At FL59

PETROZAVODSK *340 XO N61 49.2 E034 05.9

Intercept final at 1800′ *(1649′)*

At 1800′ *(1649′)*

N61 38.3 E033 57.9

15 285° 12 285° 195° 031° 600° 056° 3 105° 015° 2

N61 46.3 E033 53.5 — At 2120′ *(1969′)*

N61 44.4 E033 57.7 — At 2120′ *(1969′)*

N61 38.5 E033 55.9 — At 3110′ *(2959′)*

39 4980 *(4829)* KESKO 2A CORRIDOR 4

25 4750 *(4599)* KESKO 2B By ATC CORRIDOR 4

(Descent gradient 7.5%)

031° 025° 020° 24

KESKO N61 19.5 E033 22.6 — At FL148

OLOBA N60 59.0 E032 58.0

ALT/HEIGHT CONVERSION (QFE)

QNH	
3110′	*(2959′ - 900m)*
2120′	*(1969′ - 600m)*
1800′	*(1649′ - 500m)*

FL CONVERSION

FL148	*FL4500m*
FL59	*FL1800m*
FL49	*FL1500m*

CHANGES: STARs revised.

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ULPB/PES BESOVETS

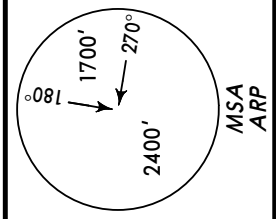
JEPPESEN 12 MAY 06 (10-2C)

PETROZAVODSK, RUSSIA

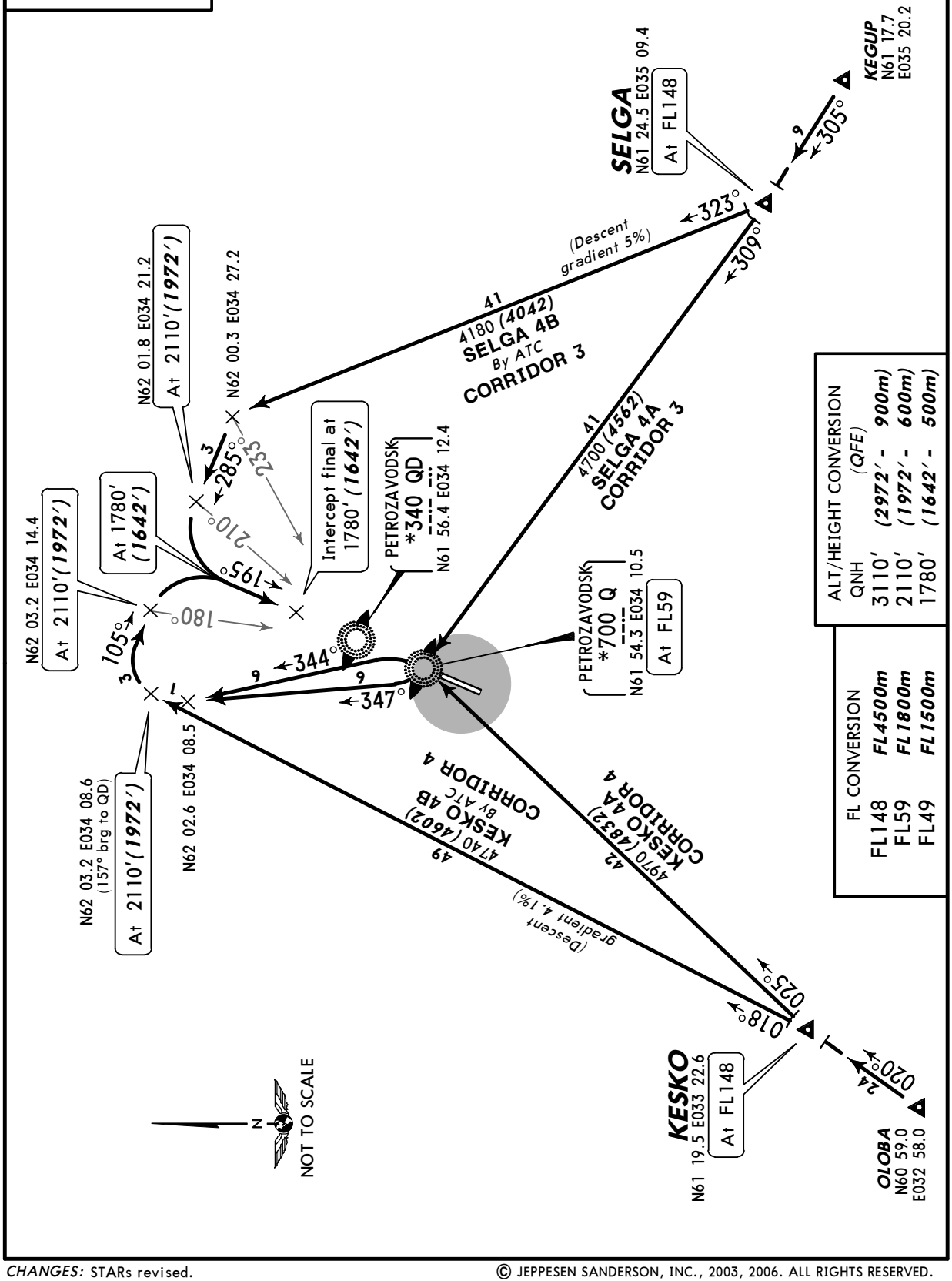
STAR

Apt Elev 151′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2972′)***
Descent gradient in approach corridors before Q Lctr 4%, after passing Q Lctr not less than 6%.



KESKO 4A *[KESK4A]*, KESKO 4B *[KESK4B]*
SELGA 4A *[SELG4A]*, SELGA 4B *[SELG4B]*
RWY 20 ARRIVALS
FROM SOUTH



ALT/HEIGHT CONVERSION (QFE)

QNH	
3110′	(2972′ - 900m)
2110′	(1972′ - 600m)
1780′	(1642′ - 500m)

FL CONVERSION

FL148	FL4500m
FL59	FL1800m
FL49	FL1500m

CHANGES: STARs revised.

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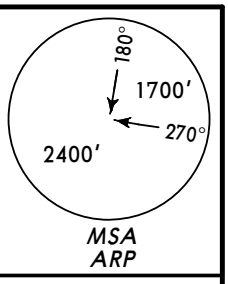
ULPB/PES
BESOVETS

JEPPESEN PETROZAVODSK, RUSSIA

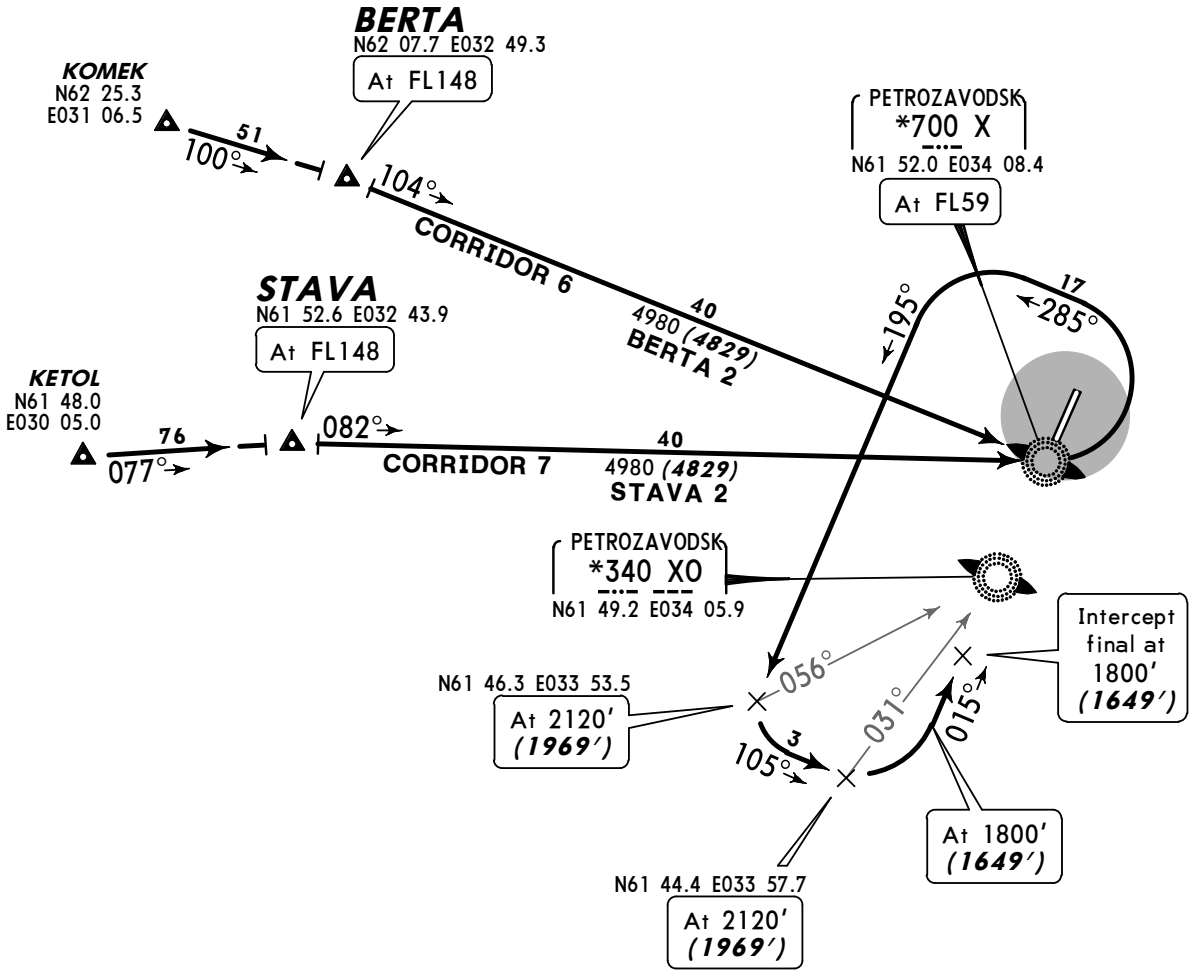
12 MAY 06 (10-2D)

STAR

Apt Elev	
151′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3110′ ***(2959′)*** Descent gradient in approach corridors before X Lctr 4%, after passing X Lctr not less than 6%.



BERTA 2, STAVA 2
RWY 02 ARRIVALS
FROM WEST



FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3110′	***(2959′ - 900m)***
2120′	***(1969′ - 600m)***
1800′	***(1649′ - 500m)***



NOT TO SCALE

CHANGES: MEAs.

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ULPB/PES BESOVETS

JEPPESEN 12 MAY 06 (10-2E)

PETROZAVODSK, RUSSIA

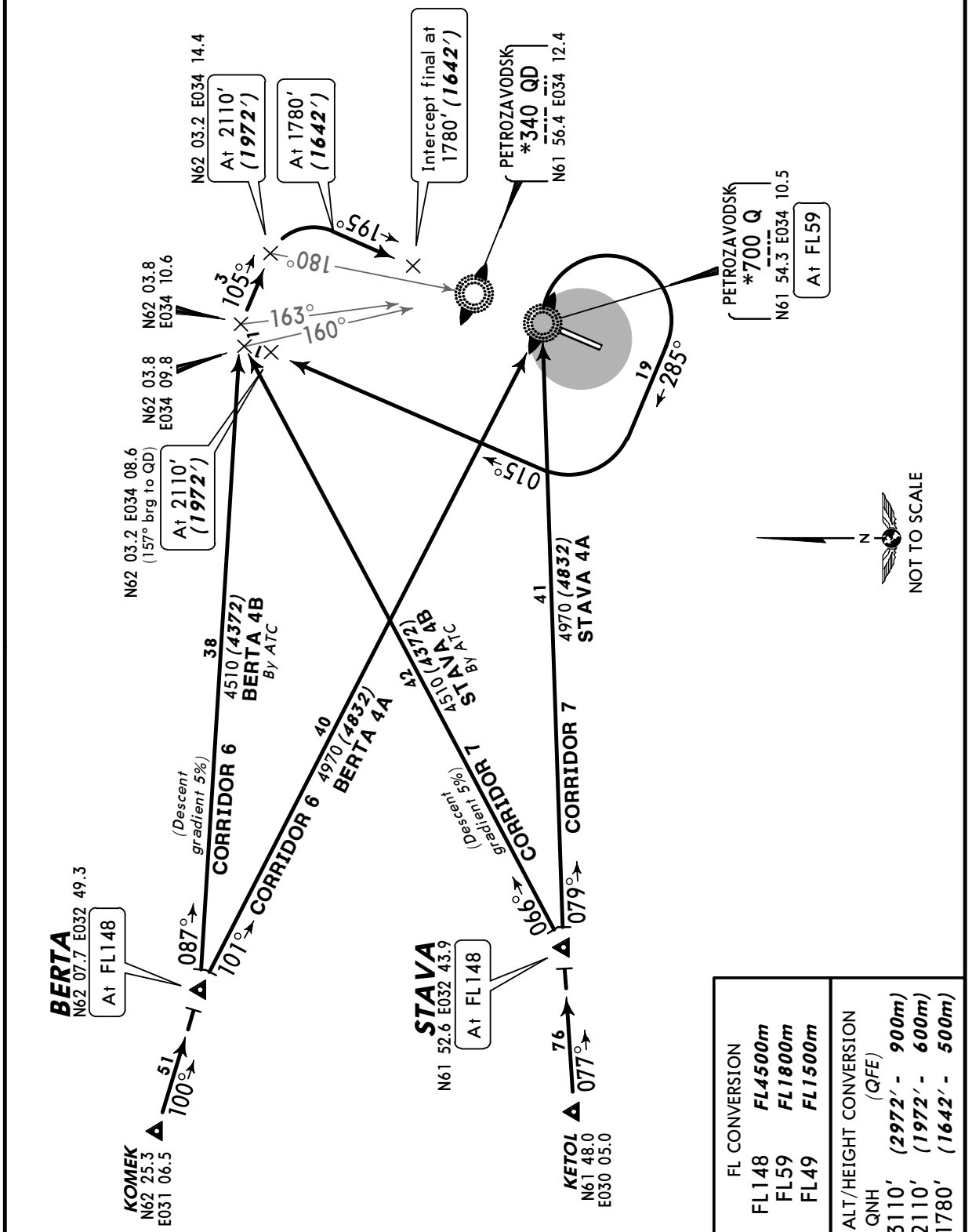
STAR

Apt Elev 151′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733 mm (977.3 hPa)
Trans alt: 3110′ ***(2972′)***
Descent gradient in approach corridors before Q Lctr 4%, after passing Q Lctr not less than 6%.

MSA ARP: 180° 1700′ 270° 2400′

BERTA 4A *[BERT4A]*, BERTA 4B *[BERT4B]*
STAVA 4A *[STAV4A]*, STAVA 4B *[STAV4B]*
RWY 20 ARRIVALS
FROM WEST



FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3110′	***(2972′ - 900m)***
2110′	***(1972′ - 600m)***
1780′	***(1642′ - 500m)***

CHANGES: MEAs.

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ULPB/PES BESOVETS

JEPPESEN 12 MAY 06 (10-3)

PETROZAVODSK, RUSSIA

SID

Apt Elev	
151′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3110′ ***(2959′)***

180° 1700′ 270° 2400′
MSA
ARP

AKANA 1, BELOD 1, BERTA 1
BUKUS 1, SELGA 1, STAVA 1
RWY 02 DEPARTURES

NEGAM
N63 34.1 E034 18.0

61 352°

BUKUS
N62 33.5 E034 10.1
At or below FL148

OLATA
N62 58.4 E035 56.4

BELOD
N62 26.1 E034 59.6
At or below FL148

40 027°

41 BUKUS 1 CORRIDOR 1

40 BELOD 1 CORRIDOR 2

BERTA
N62 07.7 E032 49.3
At or below FL138

KOMEK
N62 25.3
E031 06.5

51 282°

44 BERTA 1 CORRIDOR 6

273°

47 STAVA 1 CORRIDOR 7

251°

214°

76 258°

KETOL
N61 48.0
E030 05.0

STAVA
N61 52.6
E032 43.9
At or below FL138

51 AKANA 1 CORRIDOR 5

351°

026°

133°

015°

At 1470′ ***(1319′)***

46 SELGA 1 CORRIDOR 3

AKANA
N61 28.2 E033 02.5
At or below FL138

25 219°

VIDLA
N61 12.0
E032 24.0

SELGA
N61 24.5 E035 09.4
At or below FL138

9 125°

KEGUP
N61 17.7 E035 20.2

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1470′	***(1319′ - 400m)***
3110′	***(2959′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL138	***FL4200m***
FL148	***FL4500m***

CHANGES: SID SELGA 1 revised; AKANA INS coords.

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ULPB/PES BESOVETS

JEPPESEN PETROZAVODSK, RUSSIA

12 MAY 06 (10-3A)

SID

Apt Elev	
151′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733 mm (977.3 hPa) Trans alt: 3110′ ***(2972′)***

180° 1700′ 270° 2400′
MSA
ARP

AKANA 3, BELOD 3, BERTA 3
BUKUS 3, SELGA 3, STAVA 3
RWY 20 DEPARTURES

NEGAM
N63 34.1 E034 18.0

61 352°

BUKUS
N62 33.5 E034 10.1
At or below FL148

OLATA
N62 58.4 E035 56.4

BELOD
N62 26.1 E034 59.6
At or below FL148

40 027°

CORRIDOR 1

359°

PETROZAVODSK
*340 QD
N61 56.4 E034 12.4

105° 285°

CORRIDOR 2

BERTA
N62 07.7 E032 49.3
At or below FL138

KOMEK
N62 25.3
E031 06.5

51 282°

51 BUKUS 3

015°

021°

44 BERTA 3 CORRIDOR 6 289°

195°

At 1460′
(1322′)

52 BELOD 3

015°

76 258°

43 STAVA 3 CORRIDOR 7 266°

225°

KETOL
N61 48.0
E030 05.0

STAVA
N61 52.6 E032 43.9
At or below FL138

41 AKANA 3 CORRIDOR 5

118°

42 SELGA 3 CORRIDOR 3

SELGA
N61 24.5 E035 09.4
At or below FL138

AKANA
N61 28.2 E033 02.5
At or below FL138

25 219°

VIDLA
N61 12.0
E032 24.0

9 125°

KEGUP
N61 17.7 E035 20.2

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1460′	***(1322′ - 400m)***
3110′	***(2972′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL138	***FL4200m***
FL148	***FL4500m***

N

NOT TO SCALE

CHANGES: SID SELGA 3 revised; AKANA INS coords.

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ULPB PETROZAVODSK, RUSSIA

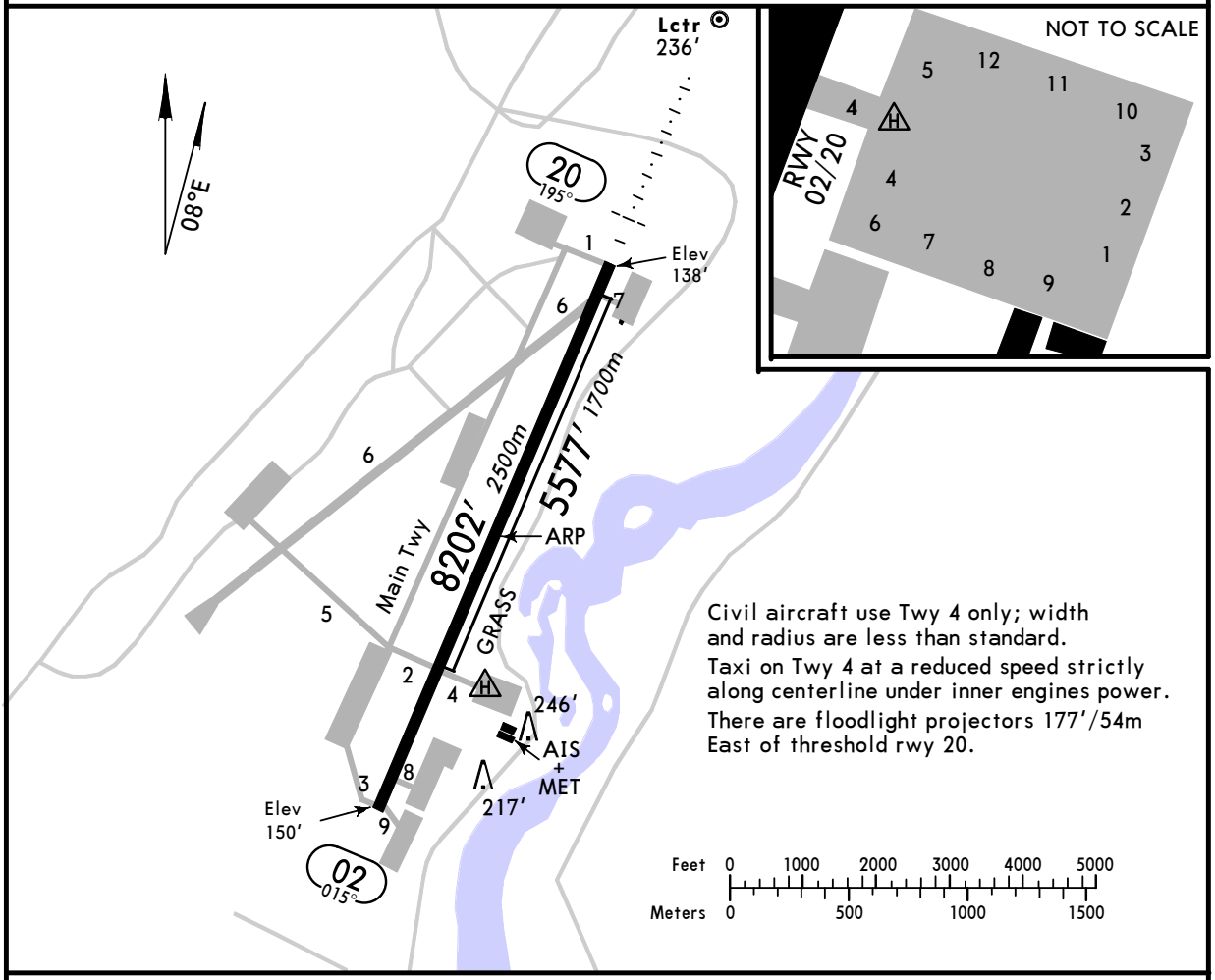
Apt Elev 151′

JEPPESEN 29 SEP 00 (10-9)

BESOVETS
N61 53.1 E034 09.4

*PETROZAVODSK Tower

128.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL *(50m)* RVR			7874′ *2400m* ❶	148′ *48m*
20	RL *(50m)* ALS RVR			❷	
02 20	Grass runway				131′ *40m*

❶ First 328′/100m unusable for take-off.
❷ TAKE-OFF RUN AVAILABLE
RWY 02:
From rwy head 8202′(2500m)
twy int 4 6070′(1850m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 02/20

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

CHANGES: Rwy elev. Comm. Notes. Apron. Lights. Minimums.

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ULPB/PES

JEPPESEN

7 FEB 03
Eff 20 Feb

10-9X

JAA MINIMUMS

PETROZAVODSK, RUSSIA
BESOVETS

STRAIGHT-IN RWY		A	B	C	D
02	NDB	**690**′(540′)	**690**′(540′)	**690**′(540′)	**690**′(540′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
20	NDB	**970**′(832′)	**970**′(832′)	**970**′(832′)	**970**′(832′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 02, 20

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

CHANGES: PAR withdrawn.

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ULPB/PES BESOVETS

JEPPESEN 7 FEB 03 Eff 20 Feb (16-1)

PETROZAVODSK, RUSSIA 2 NDB Rwy 02

*PETROZAVODSK Tower (PAR/TWR)

128.0

BRIEFING STRIP™

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 151′
XO *340	015°	LOM 1240′ (1090′)	690′ (540′)	RWY 150′

MISSED APCH: Climb on 015° to 810′ (660′), then turn LEFT onto 195° climbing to 2120′ (1970′), then according to chart.

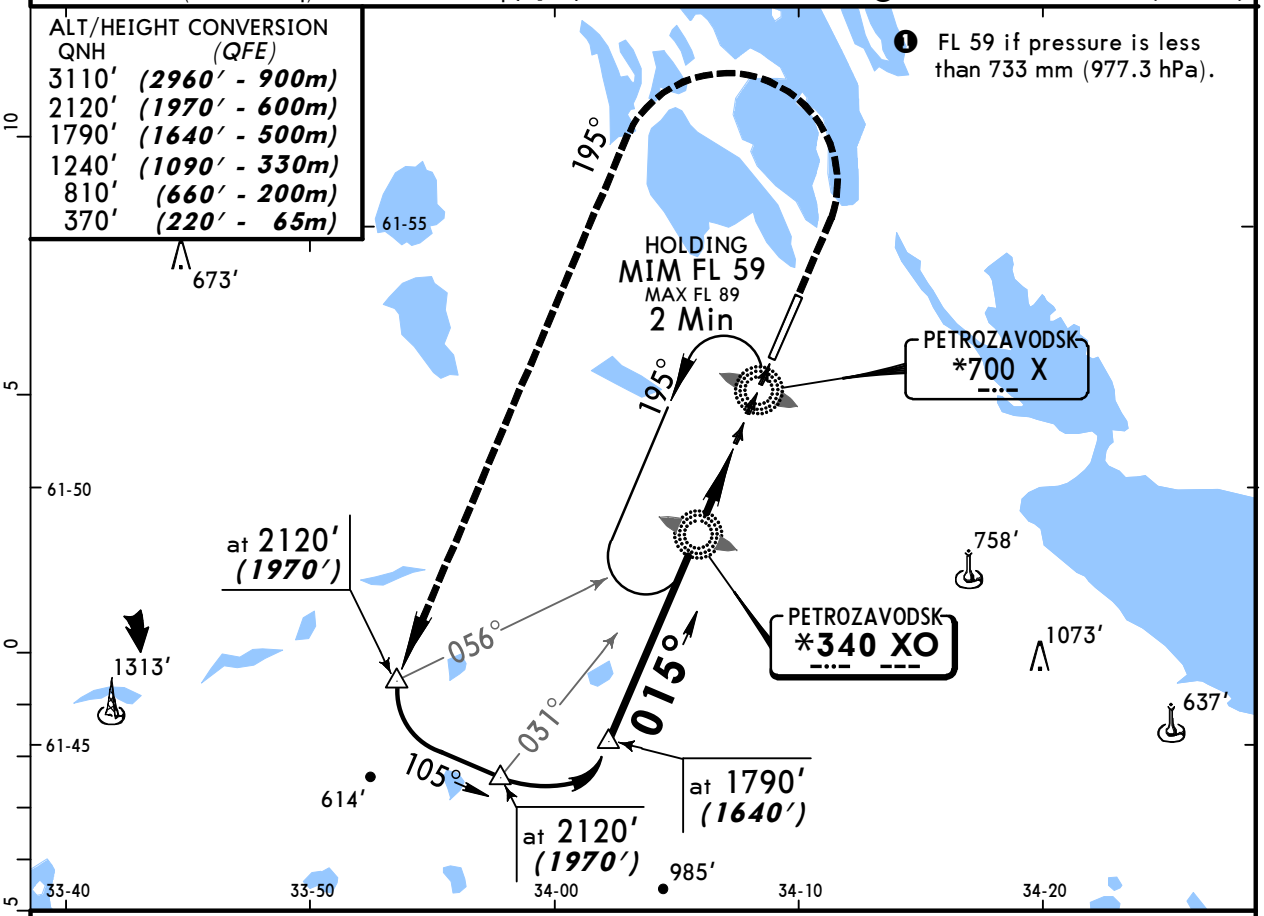
MSA Airport: 180° 1700′ 2400′ 270°

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3110′ (2960′)

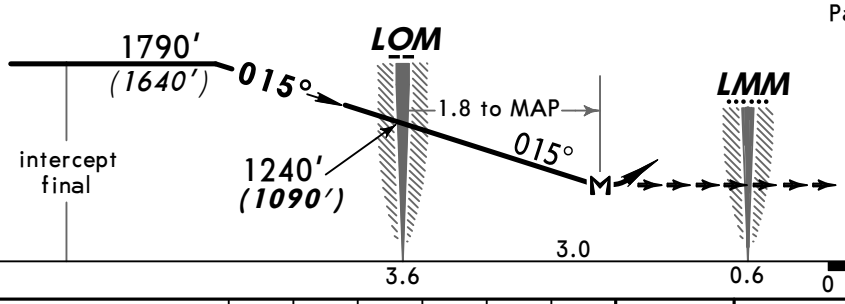
ALT/HEIGHT CONVERSION

QNH	(QFE)
3110′	(2960′ - 900m)
2120′	(1970′ - 600m)
1790′	(1640′ - 500m)
1240′	(1090′ - 330m)
810′	(660′ - 200m)
370′	(220′ - 65m)

❶ FL 59 if pressure is less than 733 mm (977.3 hPa).



Pass LMM not below 370′ (220′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
LOM to MAP 1.8	1:32	1:12	1:05	0:54	0:46	0:41

810′ (660′) on 015° | 195° LT | 2120′ (1970′)

STRAIGHT-IN LANDING RWY 02

MDA(H) 690′ (540′)

PANS OPS

A	3200m
B	
C	
D	

CHANGES: Chart reindexed. PAR apch withdrawn.

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ULPB/PES BESOVETS

JEPPESEN 7 FEB 03 Eff 20 Feb (16-2)

PETROZAVODSK, RUSSIA 2 NDB Rwy 20

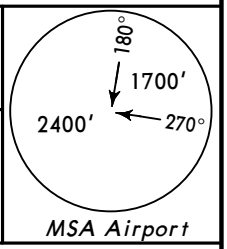
*PETROZAVODSK Tower (PAR/TWR)

128.0

BRIEFING STRIP ™

NDB QD	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 151′ RWY 138′
*340	195°	1030′ (892′)	970′ (832′)	

MISSED APCH: Climb on 195° to 800′ (662′), then turn RIGHT onto 015° climbing to 2110′ (1972′), then according to chart.

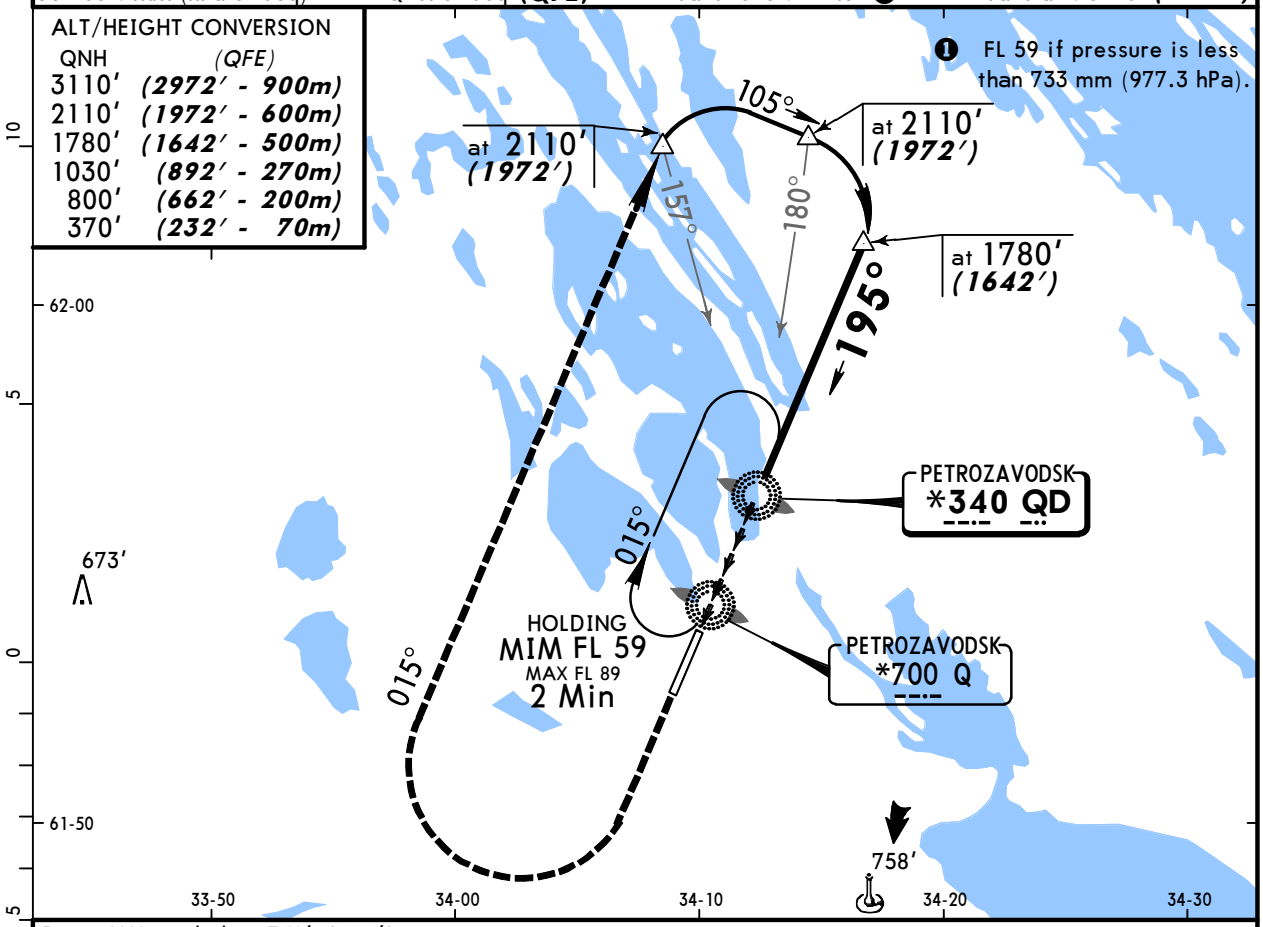


Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3110′ (2972′)

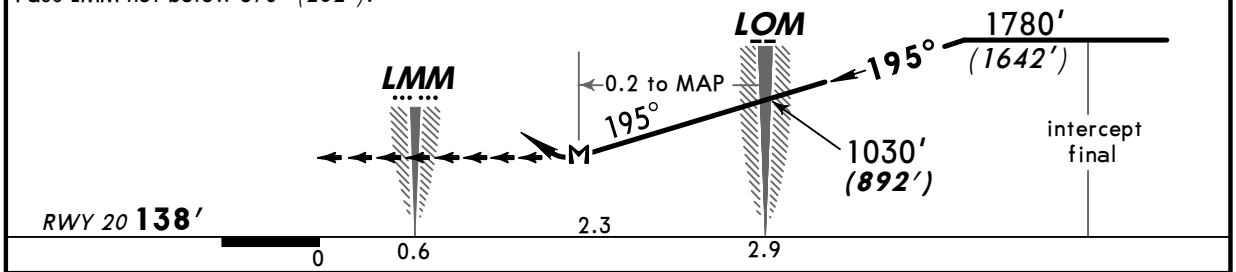
ALT/HEIGHT CONVERSION

QNH	(QFE)
3110′	(2972′ - 900m)
2110′	(1972′ - 600m)
1780′	(1642′ - 500m)
1030′	(892′ - 270m)
800′	(662′ - 200m)
370′	(232′ - 70m)

❶ FL 59 if pressure is less than 733 mm (977.3 hPa).



Pass LMM not below 370′ (232′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
LOM to MAP 0.2	0:10	0:08	0:07	0:06	0:05	0:05

ALS

800′ (662′) on 195° | 015° RT | 2110′ (1972′)

STRAIGHT-IN LANDING RWY 20

MDA(H) 970′ (832′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: Chart reindexed. PAR apch withdrawn.

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UMKK/KGD KHRABROVO

JEPPESEN 7 MAY 04 (10-2) Eff 13 May

KALININGRAD, RUSSIA

STAR

Apt Elev 43′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3330′ *(3287′)*

MSA ARP
1400′
360°
1800′
090°

KRAKI 2
NERIG 2
PRAMA 2A
RUSNE 2

PRAMA 2B
TARUN 2
BY ATC

RWY 06 ARRIVALS

KRAKI N54 56.5 E022 44.1

RUSNE N55 14.1 E021 26.3 Between FL180 & FL60

BOLUK N54 54.0 E021 05.0 Between FL180 & FL60

NERIG N55 18.0 E020 55.0 Between FL180 & FL60

TARUN N54 54.0 E019 36.0 Between FL190 & FL50

PRAMA N54 36.5 E019 59.4 Between FL190 & FL150 or at FL70

KALININGRAD *410 K N54 53.9 E020 37.7

N54 57.7 E020 36.2 At 1360′ *(1317′)*

N54 58.7 E020 35.6 (162° brg to K) At 1360′ *(1317′)*

N54 57.8 E020 34.7 At 1360′ *(1317′)*

N54 53.9 E020 19.8 At 1360′ *(1317′)*

N54 50.9 E020 19.8 At 1360′ *(1317′)*

N54 50.2 E020 23.3 (062° brg to K) At 1360′ *(1317′)*

Intercept final at 1360′ *(1317′)*

264° 57 A370 KRAKI 2

237° 34 4040 RUSNE 2

206° 22 4040 NERIG 2

279° 17

164° 153° 5 1 10 9 243°

087° 071° 090° 3 153° 28 4040 PRAMA 2A

19 4040 048° 041°

28 TARUN 2 By ATC 095°

N NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)
QNH 3330′ *(3287′ - 1000m)*
1360′ *(1317′ - 400m)*

CHANGES: Arrivals replaced by STARs.

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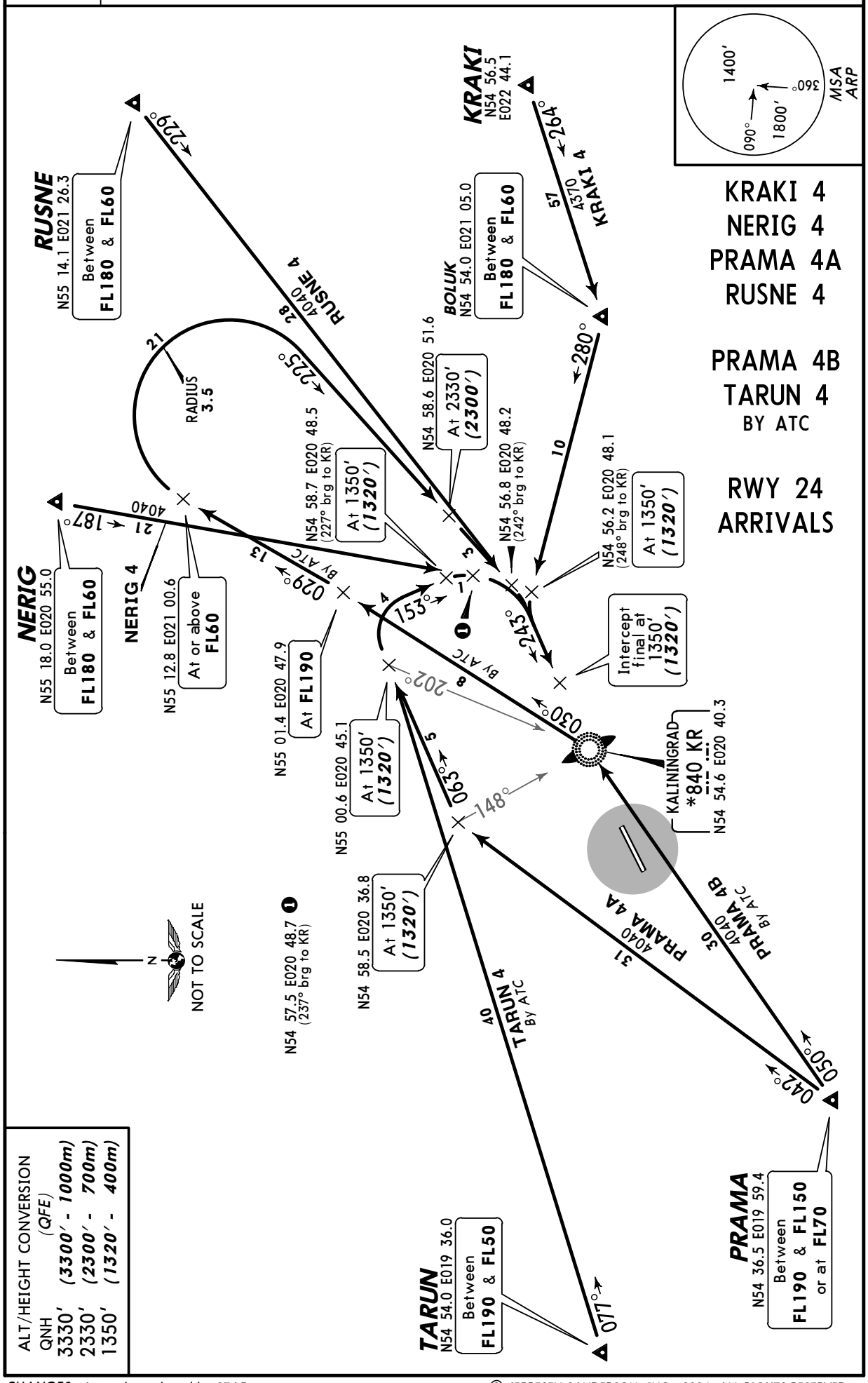
JEPPESEN 7 MAY 04 (10-2A) Eff 13 May

KALININGRAD, RUSSIA

STAR

Apt Elev 43′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL50 Trans alt: 3330′ *(3300′)*



CHANGES: Arrivals replaced by STARs.

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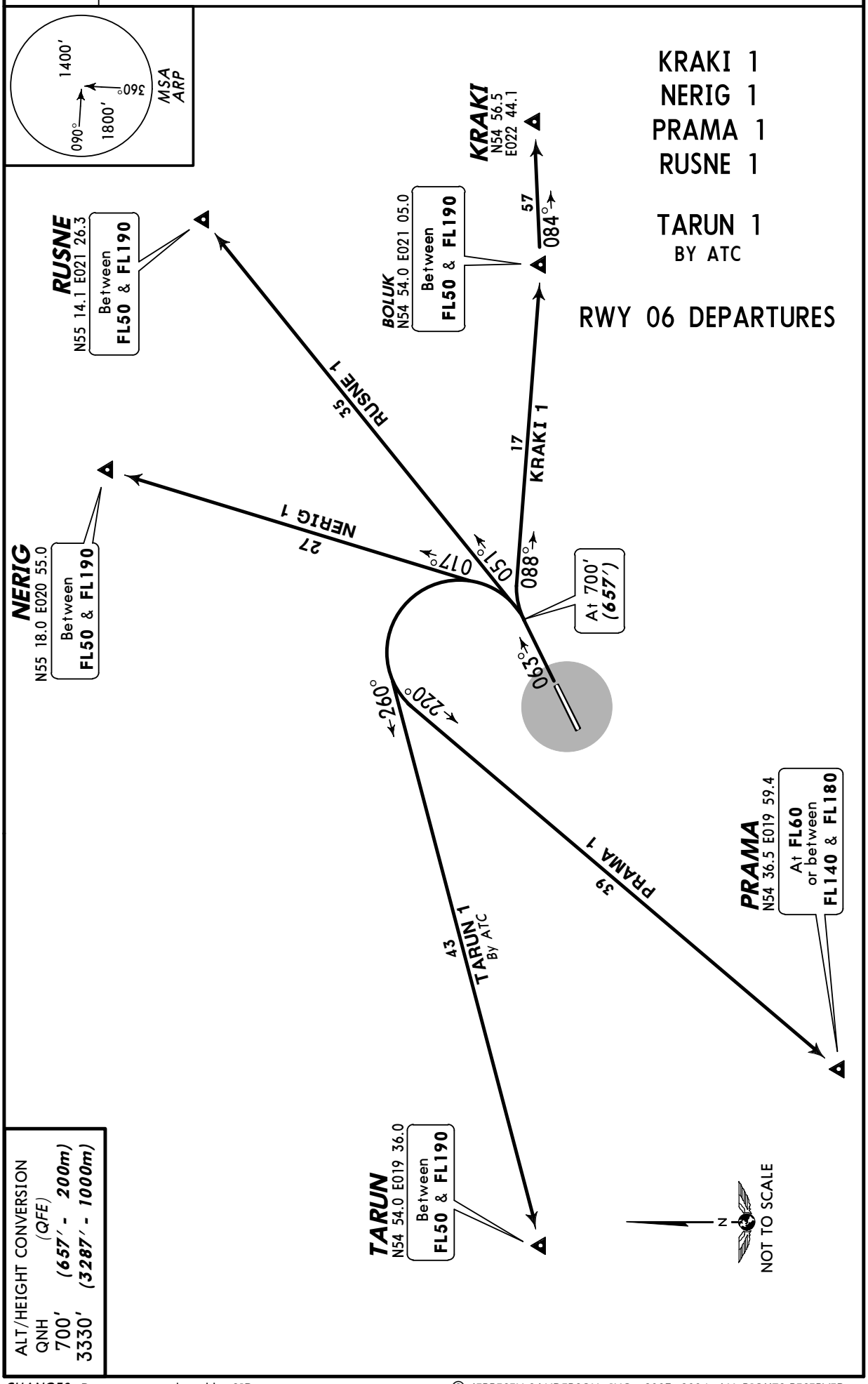
UMKK/KGD KHRABROVO

KALININGRAD, RUSSIA

SID

Apt Elev 43′

QNH on request **(QFE)**
Trans level: FL50 Trans alt: 3330′ ***(3287′)***



ALT/HEIGHT CONVERSION (QFE)

QNH	
700′	***(657′ - 200m)***
3330′	***(3287′ - 1000m)***

CHANGES: Departures replaced by SIDs.

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JEPPESEN 7 MAY 04 (10-3A) Eff 13 May

KALININGRAD, RUSSIA

SID

Apt Elev	
43′	QNH on request **(QFE)** Trans level: FL50 Trans alt: 3330′ ***(3300′)***

MSA ARP
1400′
360°
1800′
090°

KRAKI 3D
NERIG 3
PRAMA 3
RUSNE 3

KRAKI 3B
TARUN 3
BY ATC

RWY 24
DEPARTURES

KRAKI
N54 56.5
E022 44.1

BOLUK
N54 54.0 E021 05.0
Between
FL50 & FL190

57
084°

RUSNE
N55 14.1 E021 26.3
Between
FL50 & FL190

47
RUSNE 3

NERIG
N55 18.0 E020 55.0
Between
FL50 & FL190

35
NERIG 3

31
KRAKI 3D

27
KRAKI 3B
By ATC

070°

095°

059°

032°

243°

At 690′
(660′)

228°

270°

26
PRAMA 3

PRAMA
N54 36.5 E019 59.4
At **FL60**
or between
FL140 & FL180

34
TARUN 3
By ATC

TARUN
N54 54.0 E019 36.0
Between
FL50 & FL190

N

NOT TO SCALE

ALT/HEIGHT CONVERSION
(QFE)

QNH	
690′	***(660′ - 200m)***
3330′	***(3300′ - 1000m)***

CHANGES: Departures replaced by SIDs.

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NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by crews of all aircraft.

ARRIVALS

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

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

The procedures stated above shall not be observed when
- there is ice, slush, water or mud, rubber, oil etc on the runway and the friction coefficient is 0.4 or less;
- when the ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a cross-wind component on runway, including gusts, exceeds 7m/sec;
- when a tail/wind component on the runway exceeds 2.5m/sec;
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions (e.g. thunderstorms) may influence approach and landing.

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

DEPARTURES

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

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

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

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

REVERSE THRUST

Reverse thrust power, with the exception of reverse idle thrust, is used only for safety reasons.

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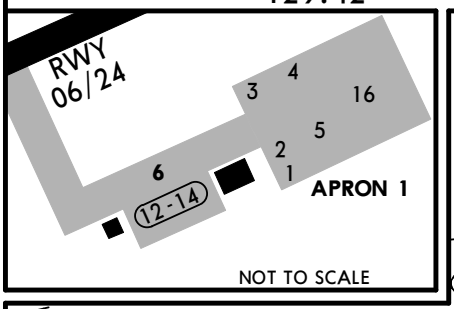
UMKK/KGD

Apt Elev 43′
N54 53.4 E020 35.7

JEPPESEN
28 OCT 05 (10-9)

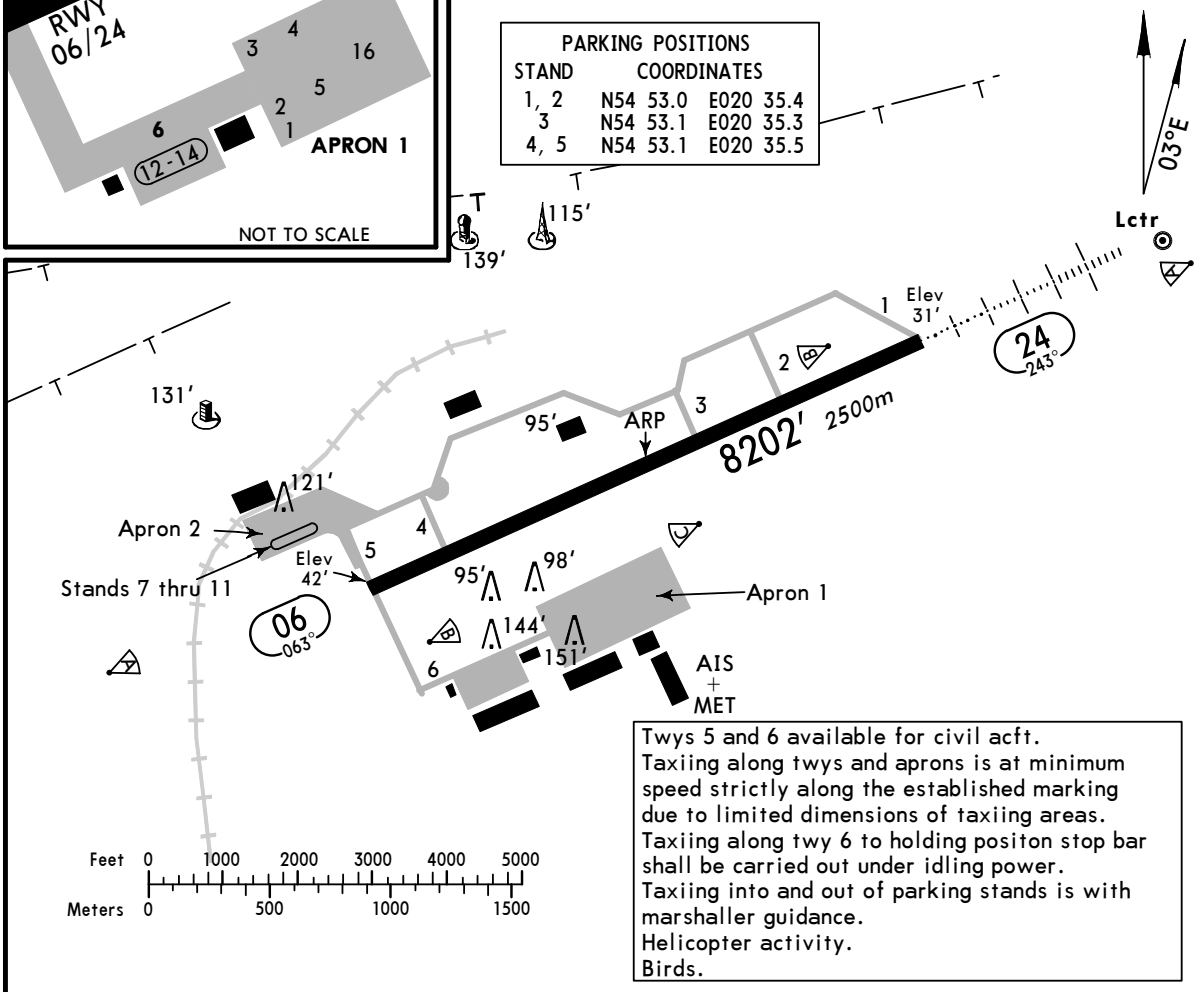
KALININGRAD, RUSSIA
KHRABROVO

*KALININGRAD Ground	*Tower
129.42	126.0



PARKING POSITIONS

STAND	COORDINATES
1, 2	N54 53.0 E020 35.4
3	N54 53.1 E020 35.3
4, 5	N54 53.1 E020 35.5



Twys 5 and 6 available for civil acft.
Taxiing along twys and aprons is at minimum speed strictly along the established marking due to limited dimensions of taxiing areas.
Taxiing along twy 6 to holding positon stop bar shall be carried out under idling power.
Taxiing into and out of parking stands is with marshaller guidance.
Helicopter activity.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL *(60m)* PAPI-L (angle 2.67°) RVR				148′ *45m*
24	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR		7467′ *2276m*		

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Runway elevation & width.

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JEPPESEN
1 APR 05 10-9X

JAA MINIMUMS

KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
06	NDB	**870**′(827′)	**870**′(827′)	**1030**′(987′)	**1030**′(987′)
		R1500m	R1500m	R2000m	R2000m
24	ILS	**230**′(200′)	**230**′(200′)	**230**′(200′)	**230**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**330**′(300′)	**360**′(330′)	**360**′(330′)	**360**′(330′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 06, 24

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

CHANGES: Minimums.

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UMKK/KGD KHRABROVO

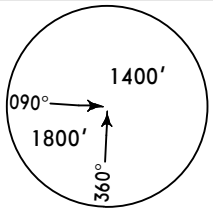
JEPPESEN 1 APR 05 (11-1)

KALININGRAD, RUSSIA ILS or 2 NDB Rwy 24

*KALININGRAD Control (APP/R)	*KALININGRAD Radar	*KALININGRAD Precision (TWR)	*KALININGRAD Tower	*Ground
123.7	126.0	126.0	126.0	129.42

BRIEFING STRIP™

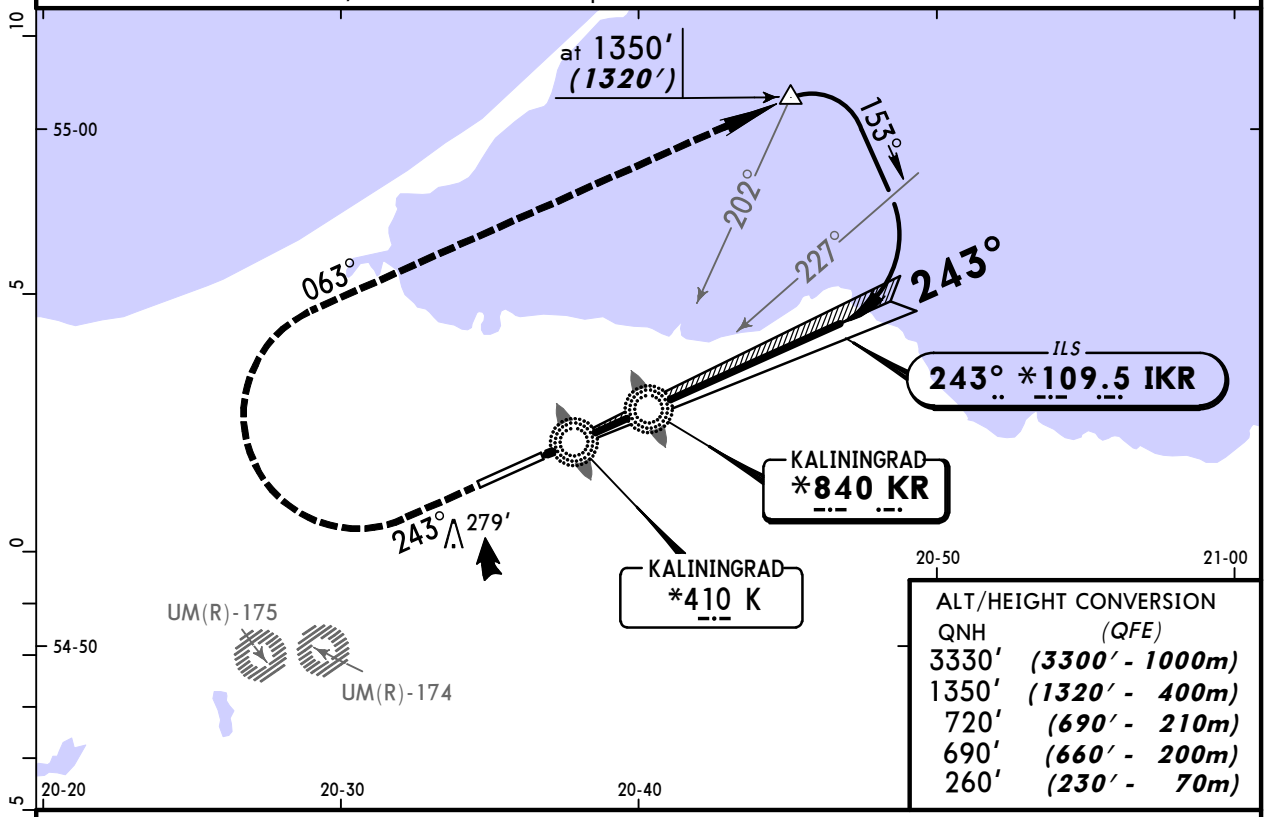
LOC IKR *109.5	Final Apch Crs 243°	GS LOM 719′ (689′)	ILS DA(H) 230′ (200′)	Apt Elev 43′
NDB KR *840		Minimum Alt LOM 720′ (690′)	NDB MDA(H) Refer to Minimums	RWY 30′



MSA
ARP

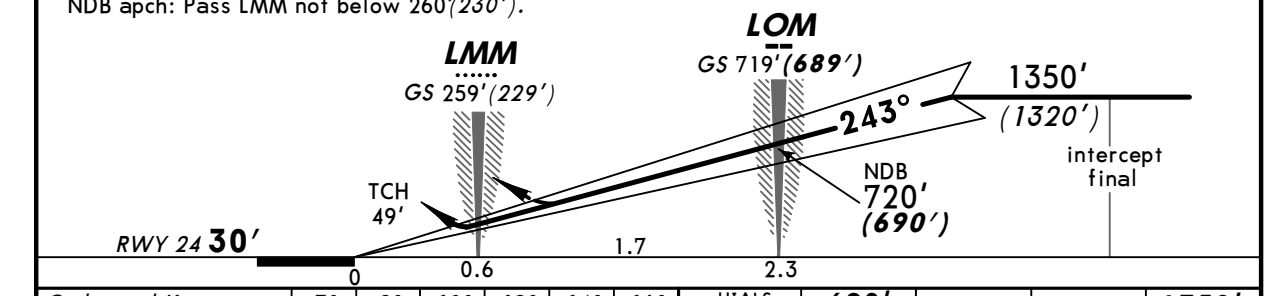
MISSED APCH: Climb on 243° to 690′(660′), then turn RIGHT onto 063° climbing to 1350′ (1320′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 50 Trans alt: 3330′ **(3300′)**
CAT A & B acft arriving from corridor 3 shall land by ATC as follows: Proceed to KR NDB, then turn LEFT onto 045°. After 2 Min, turn RIGHT to intercept final.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330′	(3300′ - 1000m)
1350′	(1320′ - 400m)
720′	(690′ - 210m)
690′	(660′ - 200m)
260′	(230′ - 70m)

NDB apch: Pass LMM not below 260′(230′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS PAPI

690′ (660′) on 243°

063° RT

1350′ (1320′)

PANS OPS

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 230′(200′) FULL	ILS DA(H) 230′(200′) ALS out	LOC (GS out)	NDB MDA(H) A: 330′(300′) BCD: 360′(330′)	NDB ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1500m	2300m
B					
C					
D				1900m	

CHANGES: Communications.

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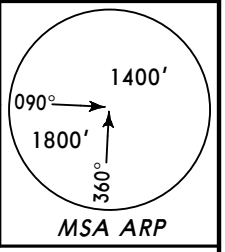
JEPPESEN 1 APR 05 (16-1)

KALININGRAD, RUSSIA NDB Rwy 06

*KALININGRAD Control (APP/R)	*KALININGRAD Radar	*KALININGRAD Precision (TWR)	*KALININGRAD Tower	*Ground
123.7	126.0	126.0	126.0	129.42

BRIEFING STRIP™

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
K *410	063°	No FAC	Refer to Minimums	43′ / 43′

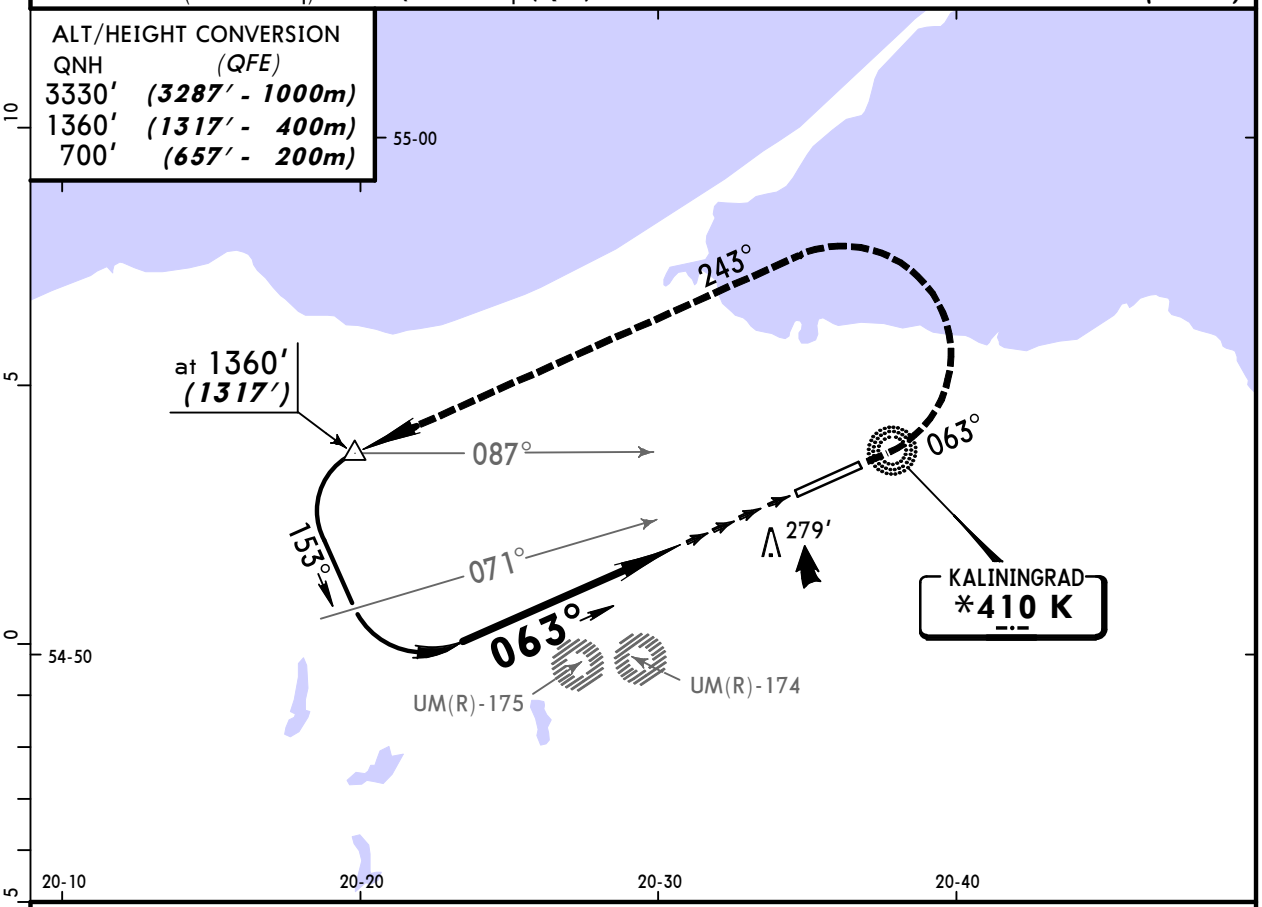


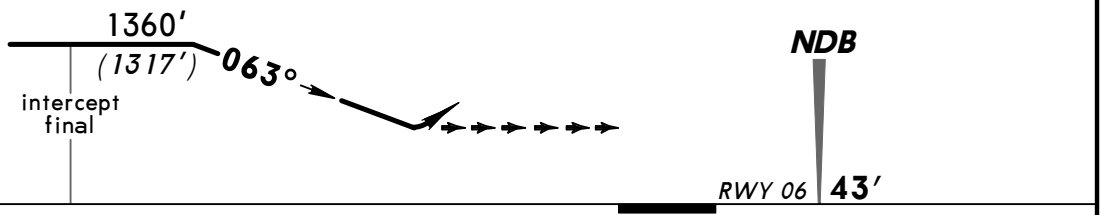
MISSED APCH: Climb on 063° to 700′ *(657′)*, then turn LEFT onto 243° climbing to 1360′ *(1317′)*, then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 50 | Trans alt: 3330′ ***(3287′)***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3330′	***(3287′ - 1000m)***
1360′	***(1317′ - 400m)***
700′	***(657′ - 200m)***





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

PAPI-L | 700′ (657′) on 063° | 243° LT | 1360′ (1317′)

STRAIGHT-IN LANDING RWY **06**

MDA(H) AB: 870′ ***(827′)*** CD: 1030′ ***(987′)***

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: Chart reindexed. PAR withdrawn. Communications.

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UNAA/ABA
ABAKAN

ABAKAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.2	831′	Trans level: FL49 Trans alt: 3460′ *(2629′)*

LOBIR 2, MIKET 2A *[MIKE2A]*
MIKET 2B *[MIKE2B]* ❶
PADKI 2
RWY 02R ARRIVALS

MSA ARP
170° 3700′ 245° 3200′ 040° 5000′ 090° 4100′

❶ By ATC.

MIKET
N54 26.0 E092 04.0
MIKET 2B
Between
FL138 & FL79

KESIS
N54 02.1 E091 40.0
At or above
FL59

D10.3 ABK
(ABK R-045)
At or above
FL59

ABAKAN
*733 A
N53 43.2 E091 22.1

ABAKAN
*360 AB
N53 41.9 E091 21.0

Intercept final at
2480′ *(1649′)*

D9.7 ABK
N53 35.1 E091 23.4
At 2800′ *(1969′)*

INBER
N53 30.9 E091 48.9
At or above
FL59

UNAU
N53 23.1 E092 02.7

PADKI
N53 08.8 E092 26.0

MIKET 2B CORRIDOR 2 ❶
MIKET 2A CORRIDOR 2
22 NM to A
PADKI 2 CORRIDOR 4

ABAKAN
D 113.3 ABK
N53 44.7 E091 23.1
At FL49

D9.2 ABK
N53 38.8 E091 11.1
(ABK R-225)
At 2800′ *(1969′)*

D9.8 ABK
N53 35.3
E091 18.5
(ABK R-191)

D10.3 ABK
N53 34.5
E091 21.4
(ABK R-181)

D9.6 ABK
N53 36.6
E091 14.6
(ABK R-207)
At 2800′ *(1969′)*

D9.8 ABK
N53 36.8
E091 13.4
(ABK R-211)
At 2800′ *(1969′)*

DILRI
N53 37.9 E090 48.5
At or above
FL59

UNABI
N53 32.0
E090 19.3

LOBIR
N53 14.8
E088 57.7

HOLDINGS OVER INBER
308° No 2A 128°

KESIS
206° No 1A 026°

NOT TO SCALE

FL CONVERSION	
FL138	*FL4200m*
FL79	*FL2400m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3460′	*(2629′ - 800m)*
2800′	*(1969′ - 600m)*
2480′	*(1649′ - 500m)*

CHANGES: Waypoint names established.

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UNAA/ABA
ABAKAN

JEPPESEN
17 FEB 06 (10-2A)

ABAKAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.2	831′	Trans level: FL49 Trans alt: 3460′ *(2636′)*

LOBIR 4, MIKET 4
PADKI 4A *[PADK4A]*
PADKI 4B *[PADK4B]* ❶
RWY 20L ARRIVALS

MSA ARP
170° 3700′ 245° 3200′ 040° 4100′ 090° 5000′

MIKET N54 26.0 E092 04.0 (ABK R-025/D47.9)
CORRIDOR 2
206° 28
MIKET 4
208° 11
KESIS N54 02.1 E091 40.0 (ABK R-025/D20.1)
At or above FL59
D10.9 ABK N53 55.0 E091 28.9 (ABK R-013)
194° 201° 210° 217° 291° 3
D10.9 ABK N53 53.6 E091 33.5 (ABK R-030)
D11.1 ABK N53 52.0 E091 37.3 (ABK R-044)
At 3460′ *(2636′)*
❶ By ATC.
D9.4 ABK N53 53.1 E091 30.2 (ABK R-021)
At 3130′ *(2306′)*
4 111°
D10.7 ABK N53 55.4 E091 23.9 (ABK R-358)
(174° brg to AK)
UN(P)-AREA
D10.3 ABK N53 55.0 E091 23.9 (ABK R-358)
10 353°
10 021° 097°
Intercept final at 3130′ *(2306′)*
D4.6 ABK N53 47.0 E091 16.3 (ABK R-295)
At 3460′ *(2636′)*
19 050° R247° D21.6
DILRI N53 37.9 E090 48.5
At or above FL59
066° 18 CORRIDOR 5
UNABI N53 32.0 E090 19.3
064° 52 LOBIR 4
LOBIR N53 14.8 E088 57.7

INBER N53 30.9 E091 48.9
At or above FL59
337° 311°
PADKI 4A CORRIDOR 4
22
PADKI 4B ❶ CORRIDOR 4
21 R128° D20.7
UNAU N53 23.1 E092 02.7
12 308°
19 312°
PADKI N53 08.8 E092 26.0

ABAKAN *360 AK N53 46.0 E091 24.3
At FL49
ABAKAN D 113.3 ABK N53 44.7 E091 23.1

N
NOT TO SCALE

HOLDINGS OVER
KESIS
206° No 1A 026°
INBER
308° No 2A 128°

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3460′	*(2636′ - 800m)*
3130′	*(2306′ - 700m)*

CHANGES: Waypoint names established.

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UNAA/ABA
ABAKAN

ABAKAN, RUSSIA
SID

Apt Elev
831′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3460′ ***(2629′)***
1. Take-off only from beginning of runway.
2. Take-off with tail wind component is prohibited.

MSA ARP
170° 3700′ 245° 3200′ 040° 4100′ 090° 5000′

KEDRA 1, LARNA 1, LOBIR 1, PADKI 1
RWY 02R DEPARTURES

KEDRA N54 23.0 E091 30.0
BALAR N54 06.4 E091 26.9 (ABK R-001/D21.9) At or above FL69
D9.2 ABK At or above 2800′ ***(1969′)***
MINUSINSK [MINSK] N53 46.7 E091 42.6 (ABK R-075/D11.8) At or above FL59
UNAU N53 23.1 E092 02.7
PADKI N53 08.8 E092 26.0
GUMRO N53 53.3 E090 53.3 At or above FL89
UNTOR N54 03.8 E090 19.9
DILRI N53 37.9 E090 48.5 At or above FL89
UNABI N53 32.0 E090 19.3
LOBIR N53 14.8 E088 57.7
LARNA N54 12.0 E089 52.0

CORRIDOR 1 001° 17
13
KEDRA 1 359° 10 004°
PADKI 1 089° 13
147° 27
132° 19
LARNA 1 279° 23
LOBIR 1 254° 29
CORRIDOR 7 292° 22
CORRIDOR 5 246° 18
290° 18
52
021°
291° D19.6
247° D21.6

At 1820′ ***(989′)*** but not before 2.7 NM from THR 20L

ABAKAN D 113.3 ABK
N53 44.7 E091 23.1
ABAKAN *360 AB
N53 41.9 E091 21.0

UN(P)-AREA

KEDRA 1, PADKI 1
These SIDs require a minimum climb gradient of 255′ per NM (4.2%) up to 2800′ ***(1969′)***.

Gnd speed-KT	75	100	150	200	250	300
255′ per NM	319	425	638	851	1063	1276

If unable to comply turn LEFT, climbing in the aerodrome circle via AB, height as directed by ATC.

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1820′	***(989′ - 300m)***
2800′	***(1969′ - 600m)***
3460′	***(2629′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

N
NOT TO SCALE

CHANGES: Waypoint names established.

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UNAA/ABA
ABAKAN

ABAKAN, RUSSIA
SID

Apt Elev
831′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3460′ ***(2636′)***

MSA
ARP
170° 3700′
245°
3200′
040°
090° 4100′
5000′

KEDRA 3, LARNA 3, LOBIR 3, PADKI 3
RWY 20L DEPARTURES

KEDRA
N54 23.0 E091 30.0

BALAR
N54 06.4 E091 26.9
(ABK R-001/D21.9)
At or above FL69

GUMRO
N53 53.3 E090 53.3
At or above FL89

UNTOR
N54 03.8
E090 19.9

LARNA
N54 12.0 E089 52.0

DILRI
N53 37.9 E090 48.5
At or above FL89

UNABI
N53 32.0
E090 19.3

LOBIR
N53 14.8
E088 57.7

PADKI
N53 08.8
E092 26.0

UNAU
N53 23.1
E092 02.7

MINUSINSK
[MINSK]
N53 46.7 E091 42.6
(ABK R-075/D11.8)
At or above FL59

D9.2 ABK
N53 53.8 E091 25.4
(ABK R-004)
At or above 2800′ ***(1976′)***

ABAKAN
*360 AK
N53 46.0 E091 24.3

ABAKAN
D 113.3 ABK
N53 44.7 E091 23.1

At 1490′ ***(666′)***

UN(P)-AREA

CORRIDOR 1
001° 17
359° 13
180°
201°
PADKI 3
19
045°
KEDRA 3
21
028°
147° 27
132° 19
258°
310°
LARNA 3
23
D19.6 291°
292°
CORRIDOR 7
22
290° 18
D21.6 247°
LOBIR 3
21
246°
CORRIDOR 5
18
52

ALT/HEIGHT CONVERSION (QFE)

QNH	
1490′	***(666′ - 200m)***
2800′	***(1976′ - 600m)***
3460′	***(2636′ - 800m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

N
NOT TO SCALE

CHANGES: Waypoint names established.

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UNAA/ABA

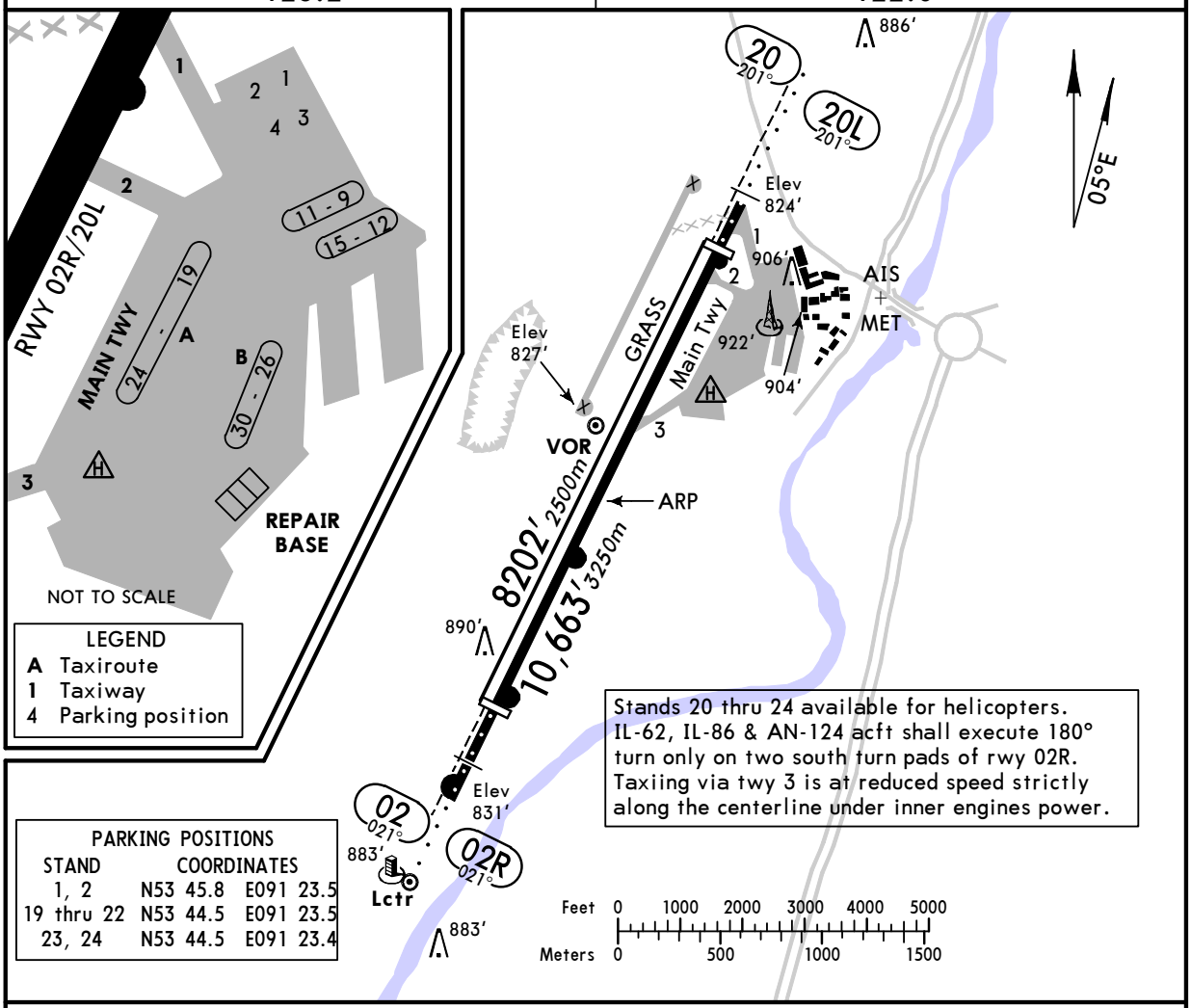
Apt Elev **831′**
N53 44.5 E091 23.1

JEPPESEN
7 JAN 05 (10-9) **Eff 20 Jan**

ABAKAN, RUSSIA
ABAKAN

ATIS
126.2

*ABAKAN Start (GND/TWR)
122.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	Grass runway				262′ *80m*
02R 20L	RL *(60m)* ALS RVR	9022′ *2750m* 9843′ *3000m*	8202′ *2500m* 9022′ *2750m*	 10,335′ *3150m* ❶	148′ *45m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: RWY 02L/20R and twy 4 closed. Usable lengths.

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UNAA/ABA
ABAKAN

JEPPESEN
3 SEP 04 (11-1)

ABAKAN, RUSSIA
ILS or 2 NDB Rwy 02R

ATIS	*ABAKAN Approach	*ABAKAN Krug (R)	*ABAKAN Start (TWR)	Ground
126.2	134.3	120.6	122.0	122.0

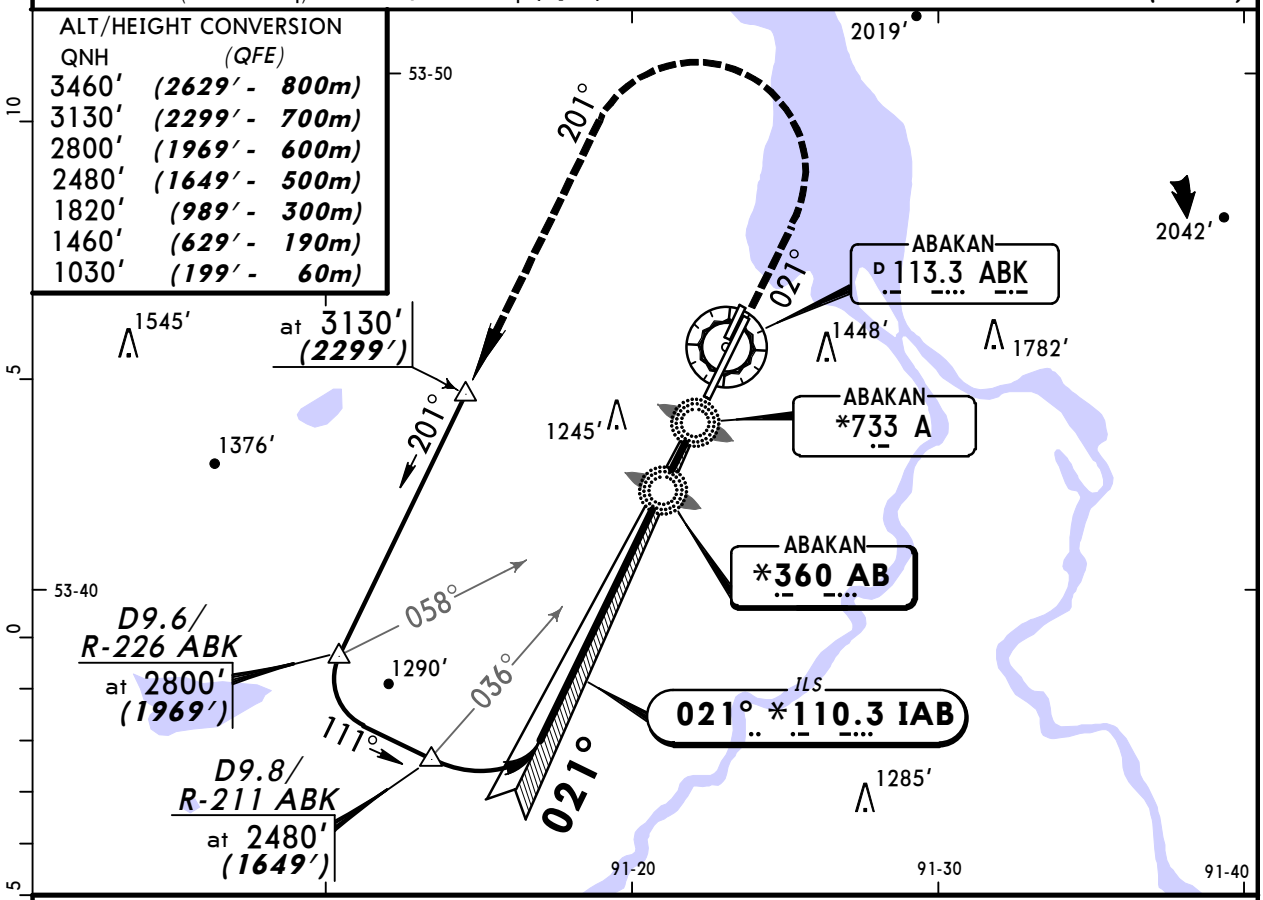
LOC IAB *110.3	Final Apch Crs 021°	GS LOM 1454′ (623′)	ILS DA(H) Refer to Minimums	Apt Elev 831′ RWY 831′	170° 5000′ 3700′ 245° 090° 4100′ 040° 3200′ MSA ARP
NDB AB *360		NDB Minimum Alt LOM 1460′ (629′)	NDB MDA(H) Refer to Minimums		

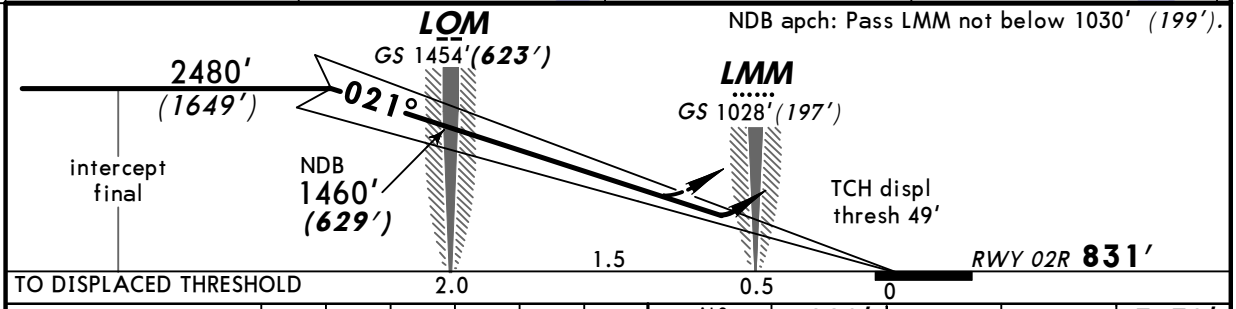
MISSED APCH: Climb on 021° to 1820′(989′), then turn LEFT onto 201° climbing to 3130′(2299′), then according to chart.

Alt Set: MM(hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3460′ (2629′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3460′	(2629′ - 800m)
3130′	(2299′ - 700m)
2800′	(1969′ - 600m)
2480′	(1649′ - 500m)
1820′	(989′ - 300m)
1460′	(629′ - 190m)
1030′	(199′ - 60m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	332	427	474	569	663	758

ALS | 1820′ (989′) on 021° | 201° LT | 3130′ (2299′)

STRAIGHT-IN LANDING RWY 02R

	ILS	LOC (GS out)	NDB
DA(H)	AB: 1031′ (200′) CD: 1061′ (230′)		MDA(H) A: 1140′ (309′) BCD: 1160′ (329′)
	FULL / ALS out		ALS out
A	1200m	NOT AUTH	RVR 1500m VIS 1600m
B			
C			
D			

PANS OPS

CHANGES: Communications. Apt & Rwy elev.

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UNAA/ABA ABAKAN

JEPPESEN 3 SEP 04 (11-2)

ABAKAN, RUSSIA ILS or NDB Rwy 20L

ATIS	*ABAKAN Approach	*ABAKAN Krug (R)	*ABAKAN Start (TWR)	Ground
126.2	134.3	120.6	122.0	122.0

LOC IAK *109.9	Final Apch Crs 201°	GS NDB/MKR 1152′ (328′)	ILS DA(H) Refer to Minimums	Apt Elev 831′ RWY 824′
NDB AK *360		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	

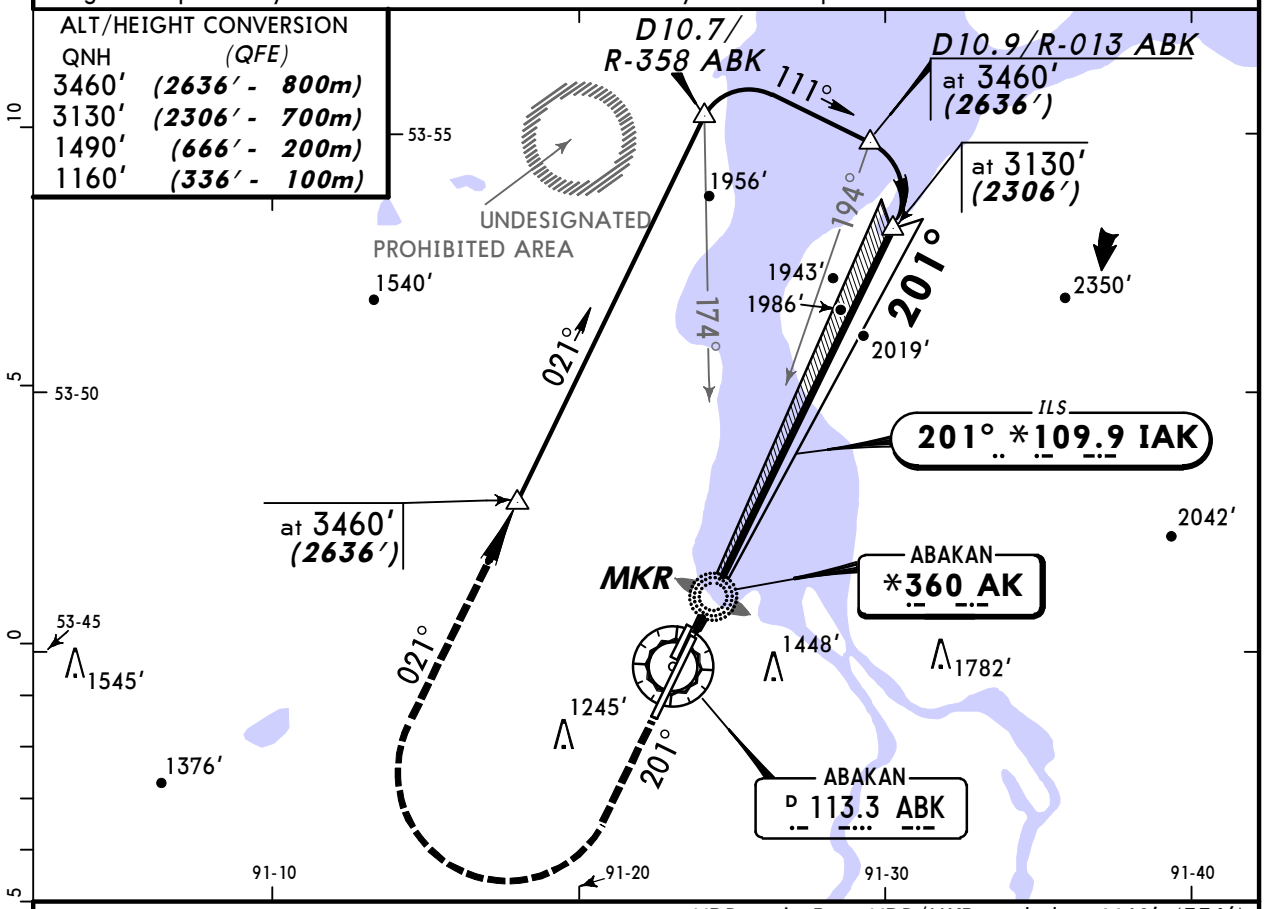
MISSED APCH: Climb on 201° to 1490′(666′), then turn RIGHT onto 021° climbing to 3460′(2636′), then according to chart.

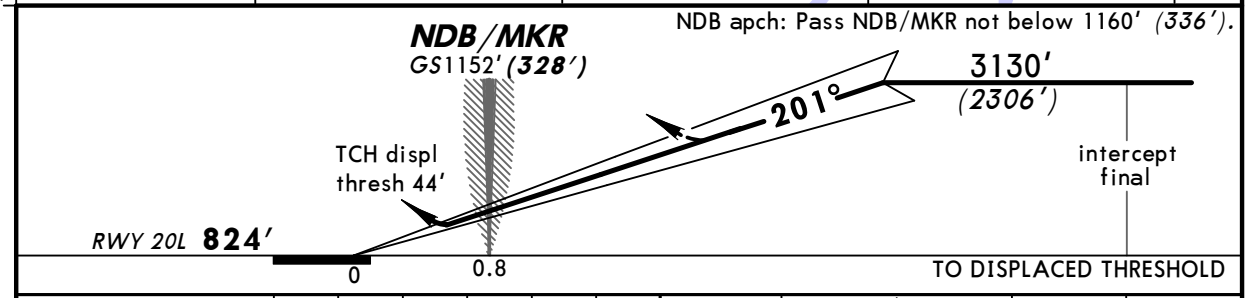
MSA ARP: 170° 3700′ 245° 3200′ 040° 4100′ 090° 5000′

Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3460′ (2636′)
On glide slope to rwy 20L Airborne Collision Avoidance System is subject to brief function.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3460′	(2636′ - 800m)
3130′	(2306′ - 700m)
1490′	(666′ - 200m)
1160′	(336′ - 100m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.17° or NDB Desc Grad 5.5%	398	512	569	683	797	911

ALS: 1490′ (666′) on 201° | 021° RT | 3460′ (2636′)

STRAIGHT-IN LANDING RWY 20L

	ILS	LOC (GS out)	NDB
DA(H)	ABC: 1024′ (200′) D: 1119′ (295′)		MDA(H) ABC: 1480′ (656′) D: 1650′ (826′)
	FULL / ALS out		ALS out

PANS OPS

A	1200m	NOT AUTH	3200m	
B				
C				
D	1400m		4400m	

CHANGES: Communications. Apt & rwy elev.

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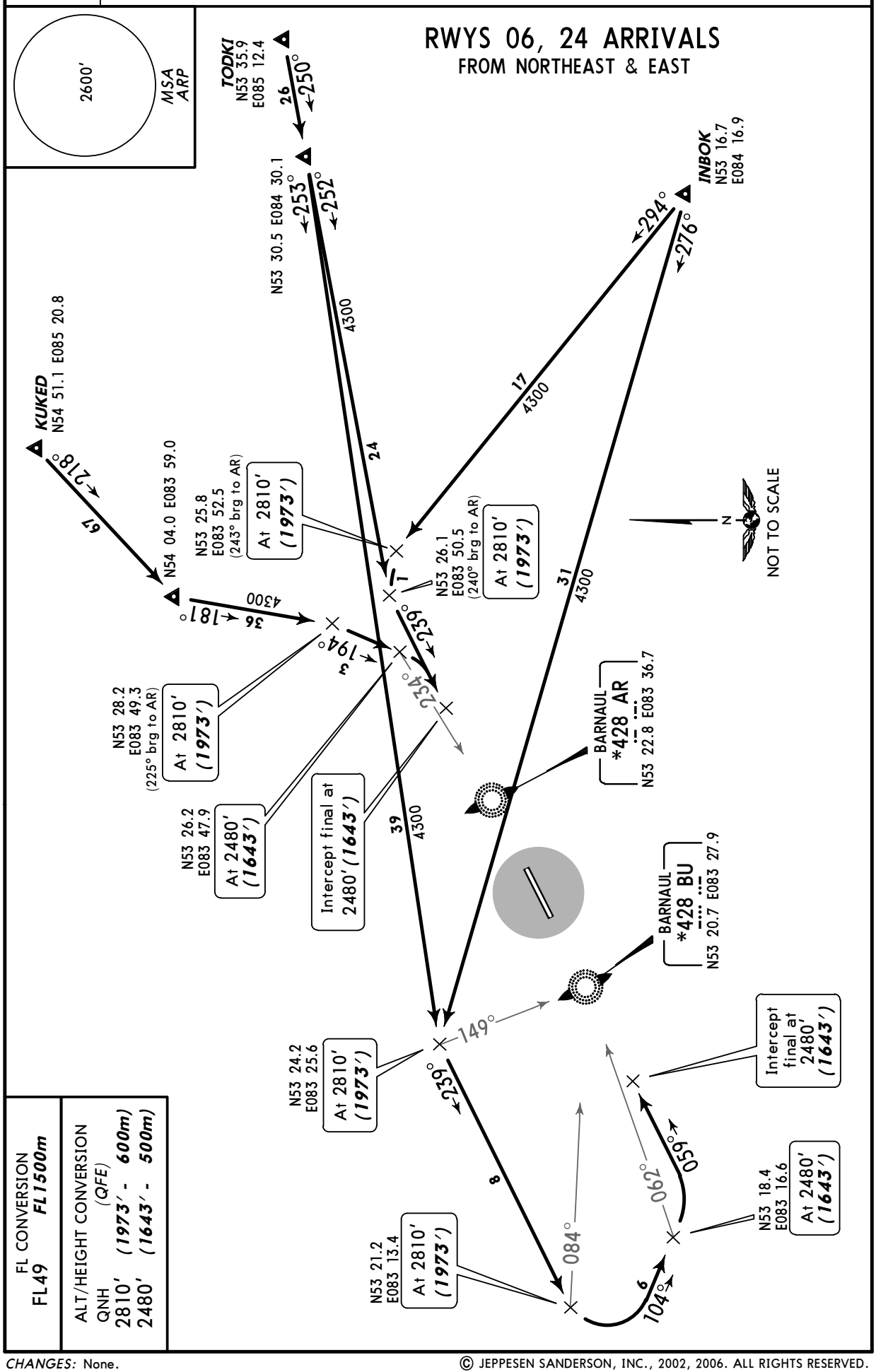
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UNBB/BAX
BARNAUL

BARNAUL, RUSSIA
STAR

Apt Elev
837′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2810′ ***(1973′)*** **1.** FL by ATC.
2. Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.



FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL49 ***FL1500m***	QNH 2810′ ***(1973′ - 600m)*** 2480′ ***(1643′ - 500m)***

CHANGES: None.

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UNBB/BAX
BARNAUL

JEPPESEN
23 JUN 06 (10-2A)

BARNAUL, RUSSIA
STAR

Apt Elev	
837′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 Trans alt: 2810′ ***(1973′)*** **1.** FL by ATC. **2.** Due to no guidance in heading at the initial approach, the procedure parameters are maintained by radar vectoring.

2600′
MSA
ARP

RWYS 06, 24 ARRIVALS
FROM WEST & NORTH

N
NOT TO SCALE

HOLDING OVER SR
240°
060°

TUMKO
N53 48.0 E083 32.0

195°
143°
30
4300
22
4300

N53 28.8
E083 49.1
At 2810′
(1973′)

N53 29.4
E083 46.9
At 2810′
(1973′)

N53 26.3
E083 34.3
At 2810′
(1973′)

N53 20.6
E083 12.3
At 2810′
(1973′)

059° 8
214°
222°
3
194°
1
149°
234°
239°

PAVLOVSK
399 SR
N53 18.0 E083 00.0

22
4300

BARNAUL
*428 AR
N53 22.8 E083 36.7

N53 26.2
E083 47.9
At 2480′
(1643′)

Intercept final at 2480′
(1643′)

060°
080°
104°
5
062°
086°
8
4300
060°
059°

BARNAUL
*428 BU
N53 20.7 E083 27.9

N53 17.4
E083 13.6
At 2810′
(1973′)

N53 18.4
E083 16.6
At 2480′
(1643′)

Intercept final at
At 2480′
(1643′)

FL CONVERSION	
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	***(1973′ - 600m)***
2480′	***(1643′ - 500m)***

CHANGES: TM replaced by TUMKO.

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UNBB/BAX
BARNAUL

BARNAUL, RUSSIA
SID

Apt Elev	
837′	QNH on request (**QFE**) Trans level: FL49 Trans alt: 2810′ ***(1973′)***

RWYS 06, 24 DEPARTURES
TO EAST

2600′ MSA ARP

TODKI
N53 35.9 E085 12.4

26

070°

N53 30.5 E084 30.1
At or above FL69

INBOK
N53 16.7 E084 16.9
At or above FL69

27

21

38

069°

108°

N53 25.1
E083 46.1

8

46

050°

059°

239°

098°

073°

At 1500′
(663′)

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1500′	***(663′ - 200m)***
2810′	***(1973′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL69	***FL2100m***

CHANGES: None.

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UNBB/BAX
BARNAUL

BARNAUL, RUSSIA
SID

Apt Elev	QNH on request (**QFE**)
837′	Trans level: FL49 Trans alt: 2810′ ***(1973′)***

RWYS 06, 24 DEPARTURES
TO WEST & NORTH

2600′
MSA
ARP

TUMKO
N53 48.0 E083 32.0
At or above
FL59

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1500′	***(663′ - 200m)***
2810′	***(1973′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

N
NOT TO SCALE

31
29
238°
344°
At
1500′***(663′)***
002°
059°
239°
252°
At
1500′***(663′)***
30
19

PAVLOVSK
399 SR
N53 18.0 E083 00.0
At or above
FL59

CHANGES: TM replaced by TUMKO.

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UNBB/BAX

Apt Elev **837′**
N53 21.8 E083 32.5

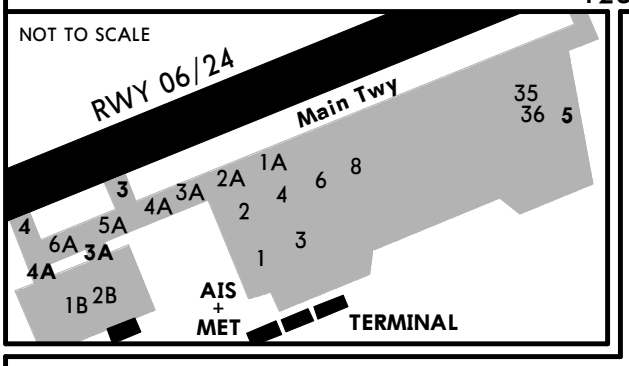
JEPPESEN
6 FEB 04 (10-9) **Eff 19 Feb**

BARNAUL, RUSSIA

BARNAUL

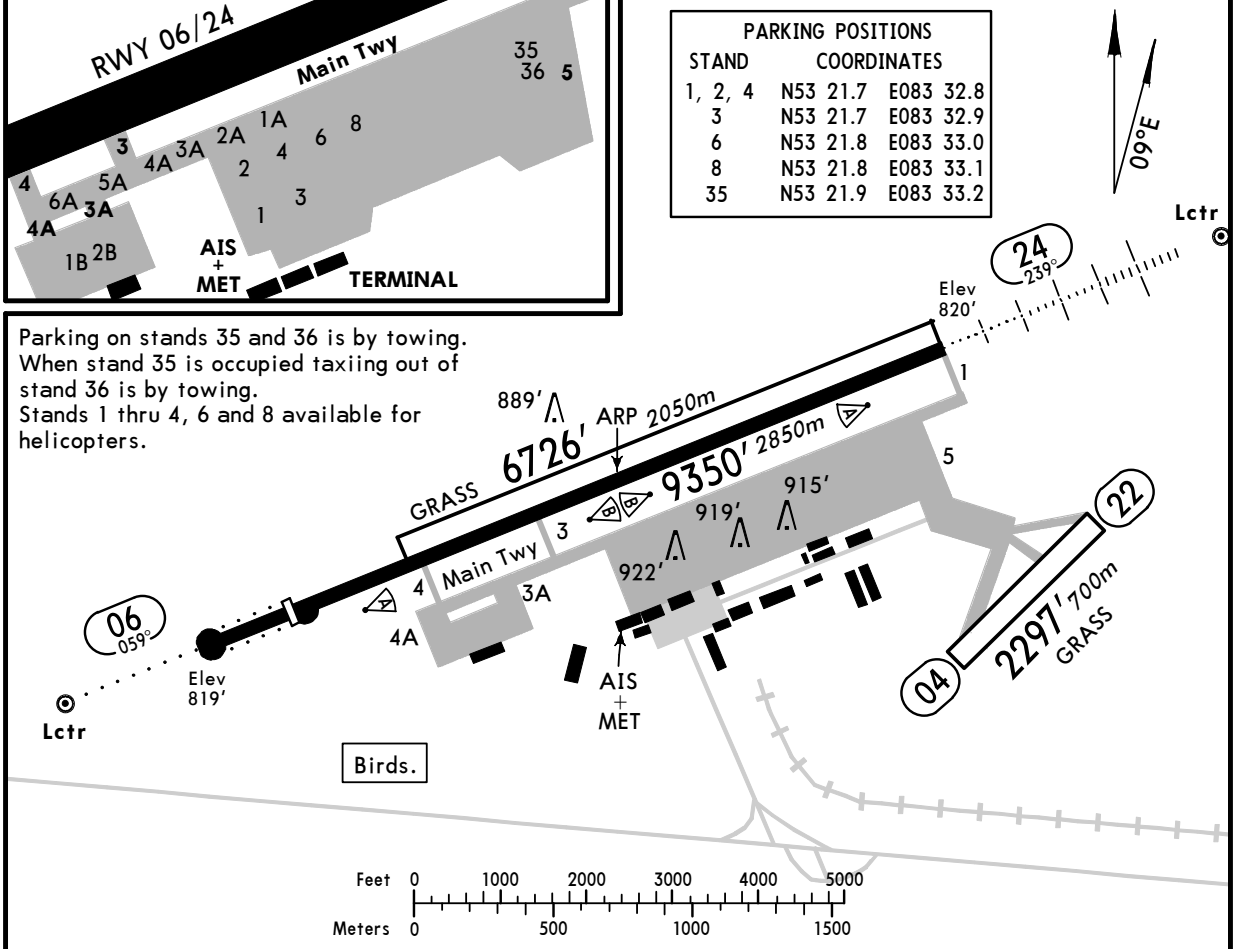
BARNAUL Tower (GND/TWR)

123.5



PARKING POSITIONS	
STAND	COORDINATES
1, 2, 4	N53 21.7 E083 32.8
3	N53 21.7 E083 32.9
6	N53 21.8 E083 33.0
8	N53 21.8 E083 33.1
35	N53 21.9 E083 33.2

Parking on stands 35 and 36 is by towing.
When stand 35 is occupied taxiing out of stand 36 is by towing.
Stands 1 thru 4, 6 and 8 available for helicopters.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04 22						262′ *80m*
06	HIRL *(60m)* ALS(white/red)	RVR	8202′ *2500m*	7013′ *2138m*	9022′ ❶ *2750m*	164′ *50m*
24	HIRL *(60m)* HIALS	RVR		8366′ *2550m*		
06 24	Grass runway					279′ *85m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER
Main rwy 06/24

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

CHANGES: Grass rwy length. Twy designations. Stands. Notes.

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JEPPESEN FliteStar 9.160

UNBB/BAX
BARNAUL

JEPPESEN
14 FEB 03 (11-1)

BARNAUL, RUSSIA
ILS or 2 NDB Rwy 06

BRIEFING STRIP ™

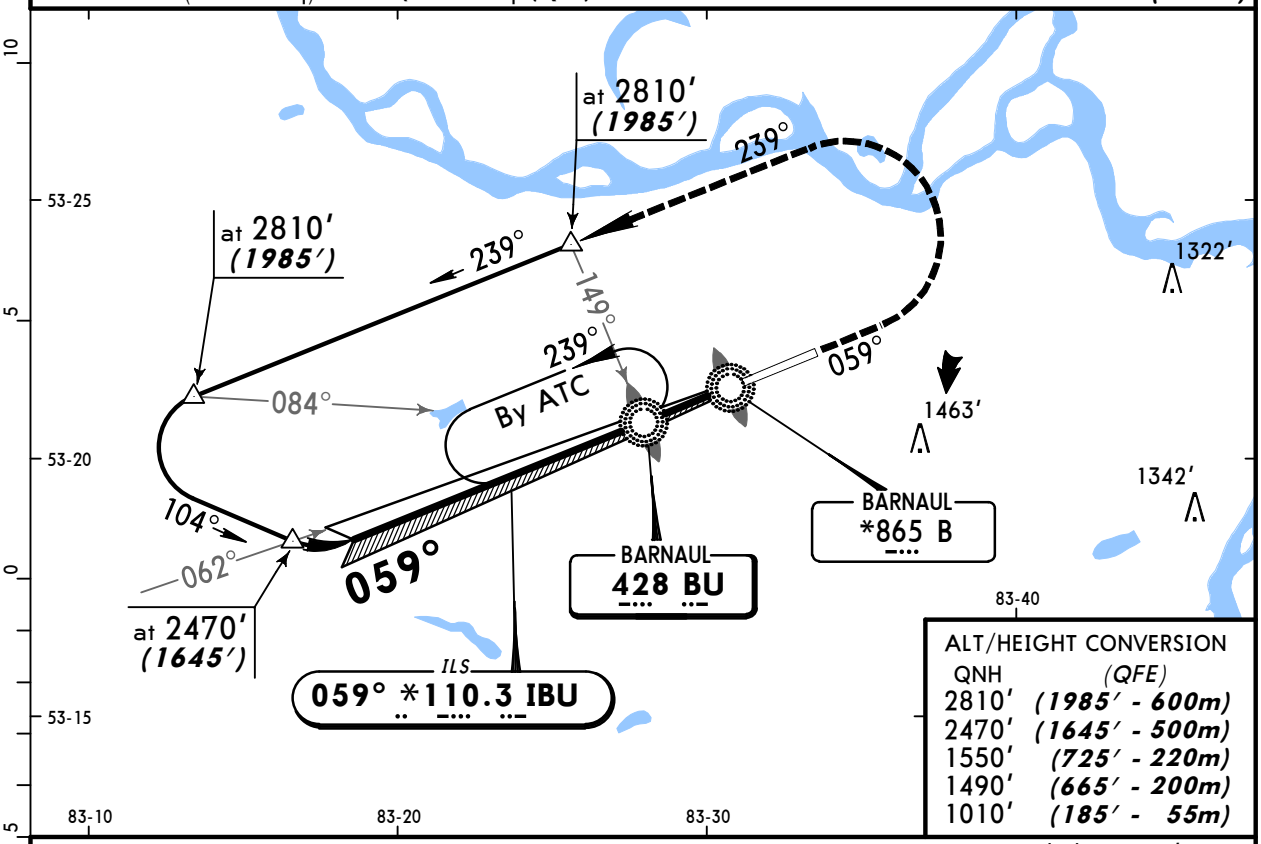
BARNAUL Approach (R)	BARNAUL Tower (SRE/TWR)	Ground
120.3	123.5	120.0

LOC IBU *110.3 / NDB BU 428	Final Apch Crs 059°	Minimum Alt LOM 1550′ (725′)	ILS DA(H) Refer to Minimums / NDB MDA(H) 1180′ (355′)	Apt Elev 837′ / RWY 825′

2600′ MSA
Airport

MISSED APCH: Climb on 059° to 1490′ (665′), then turn LEFT onto 239° climbing to 2810′ (1985′), then according to chart.

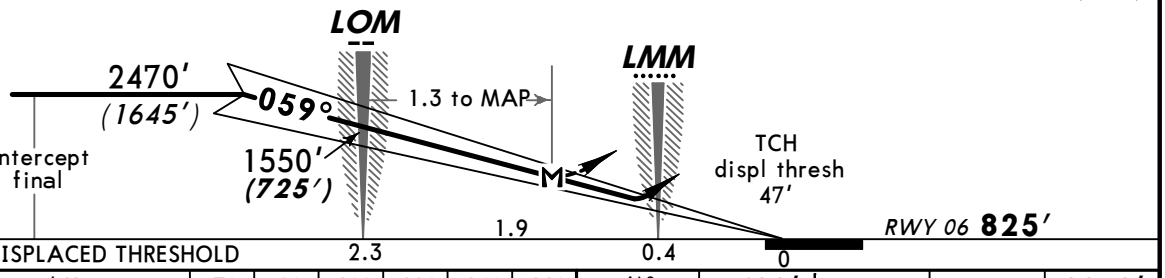
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 2810′ (1985′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(1985′ - 600m)
2470′	(1645′ - 500m)
1550′	(725′ - 220m)
1490′	(665′ - 200m)
1010′	(185′ - 55m)

Pass LMM not below 1010′ (185′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

ALS | 1490′ (665′) on 059° | 239° LT | 2810′ (1985′)

PANS OPS

STRAIGHT-IN LANDING RWY 06

DA(H) ILS	LOC (GS out)	NDB
A: 1025′ (200′) C: 1037′ (212′) B: 1027′ (202′) D: 1047′ (222′)		MDA(H) 1180′ (355′)
FULL / ALS out		ALS out

				Max Kts	MDA(H)	
A	1200m	NOT AUTH	RVR 1500m VIS 1600m	100	1520′ (695′)	1600m
B				135		
C				180	1520′ (695′)	3200m
D			RVR 1800m VIS 2000m	205	1520′ (695′)	3600m

CIRCLE-TO-LAND 1

1 Circling height based on rwy 06 displ thresh elevation of 825′.

CHANGES: Tower frequency.

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JEPPESEN FliteStar 9.160

UNBB/BAX
BARNAUL

JEPPESEN
14 FEB 03 (11-2)

BARNAUL, RUSSIA
ILS or 2 NDB Rwy 24

BRIEFING STRIP ™

BARNAUL Approach (R)	BARNAUL Tower (SRE/TWR)	Ground
120.3	123.5	120.0

LOC IAR	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 837′
*108.7	239°	LOM 1460′ (640′)	1020′ (200′)	RWY 820′
NDB AR 428			NDB MDA(H) 1170′ (350′)	

2600′

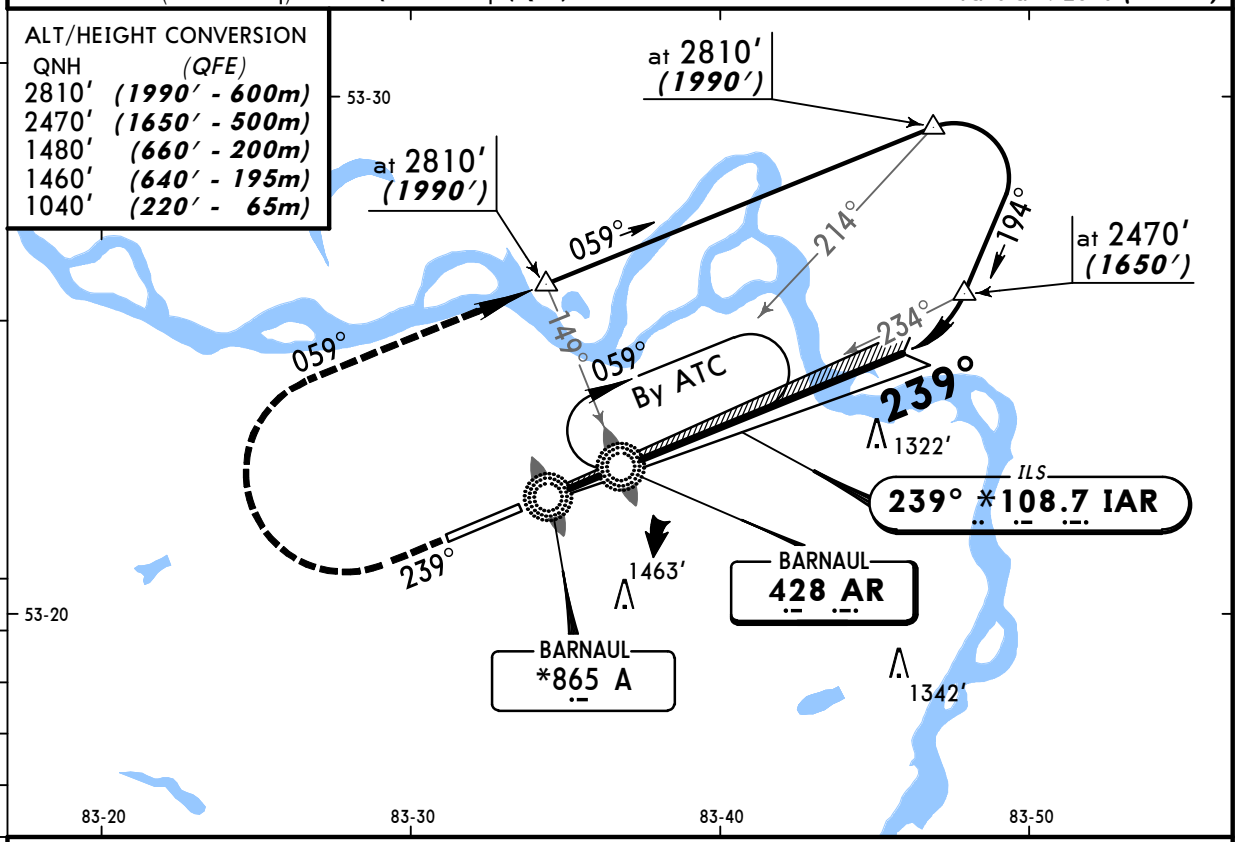
MSA
Airport

MISSED APCH: Climb on 239° to 1480′ (660′), then turn RIGHT onto 059° climbing to 2810′ (1990′), then according to chart.

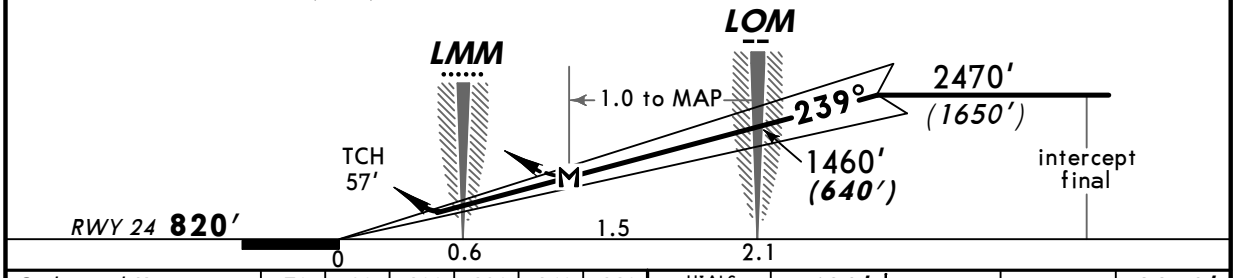
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 2810′ (1990′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(1990′ - 600m)
2470′	(1650′ - 500m)
1480′	(660′ - 200m)
1460′	(640′ - 195m)
1040′	(220′ - 65m)



Pass LMM not below 1040(220′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS

1480′ (660′) on 239°

059° RT

2810′ (1990′)

PANS OPS

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 1020′ (200′) FULL	ILS DA(H) 1020′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1170′ (350′)	NDB MDA(H) 1170′ (350′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CIRCLE-TO-LAND 1

Max Kts	MDA(H)
100	1510′ (690′) 1600m
135	
180	1510′ (690′) 3200m
205	1510′ (690′) 3600m

1 Circling height based on rwy 24 elevation of 820′.

CHANGES: Tower frequency.

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UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2)

KEMEROVO, RUSSIA
STAR

Apt Elev 863′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2510′ (1688′)

MSA ARP
230° 3100′ 280°
2700′

AMOTI 2A [AMOT2A]
LAPAK 2A [LAPA2A]
MOTOK 2A [MOTO2A]
RATKO 2A [RATK2A]
RWY 05 ARRIVALS

FROM EAST & SOUTH
FOR STARS FROM WEST & NORTH
REFER TO CHART 10-2A
FOR STARS CAT A & B REFER TO CHART 10-2D

AMOTI
N55 57.0 E089 03.0
242°
56 AMOTI 2A
N55 36.8 E087 30.5
233°
61
5160
4930

LAPAK
N55 25.9 E088 54.2
258°
45 LAPAK 2A
N55 21.9 E087 34.7
248°
58
8340
7220

RATKO
N54 34.6 E088 40.1
290°
52 RATKO 2A
N54 57.1 E087 19.0
274°
49
10440
9750

MOTOK
N54 29.5 E086 30.9
323°
45
4760
MOTOK 2A

KEMEROVO
995 N
N55 17.0 E086 08.5

N55 06.9 E085 57.3
At 2510′ (1688′)

N55 06.8 E085 56.0
N55 06.8 E085 56.8

316°
024°
038°
046°

Intercept final at 2510′ (1688′)

N55 08.5
E085 53.2
At 2510′ (1688′)

NOT TO SCALE

1 MEA when under radar control.

FL CONVERSION
FL39 FL1200m

ALT/HEIGHT CONVERSION (QFE)
QNH 2510′ (1688′ - 500m)

CHANGES: MSA.

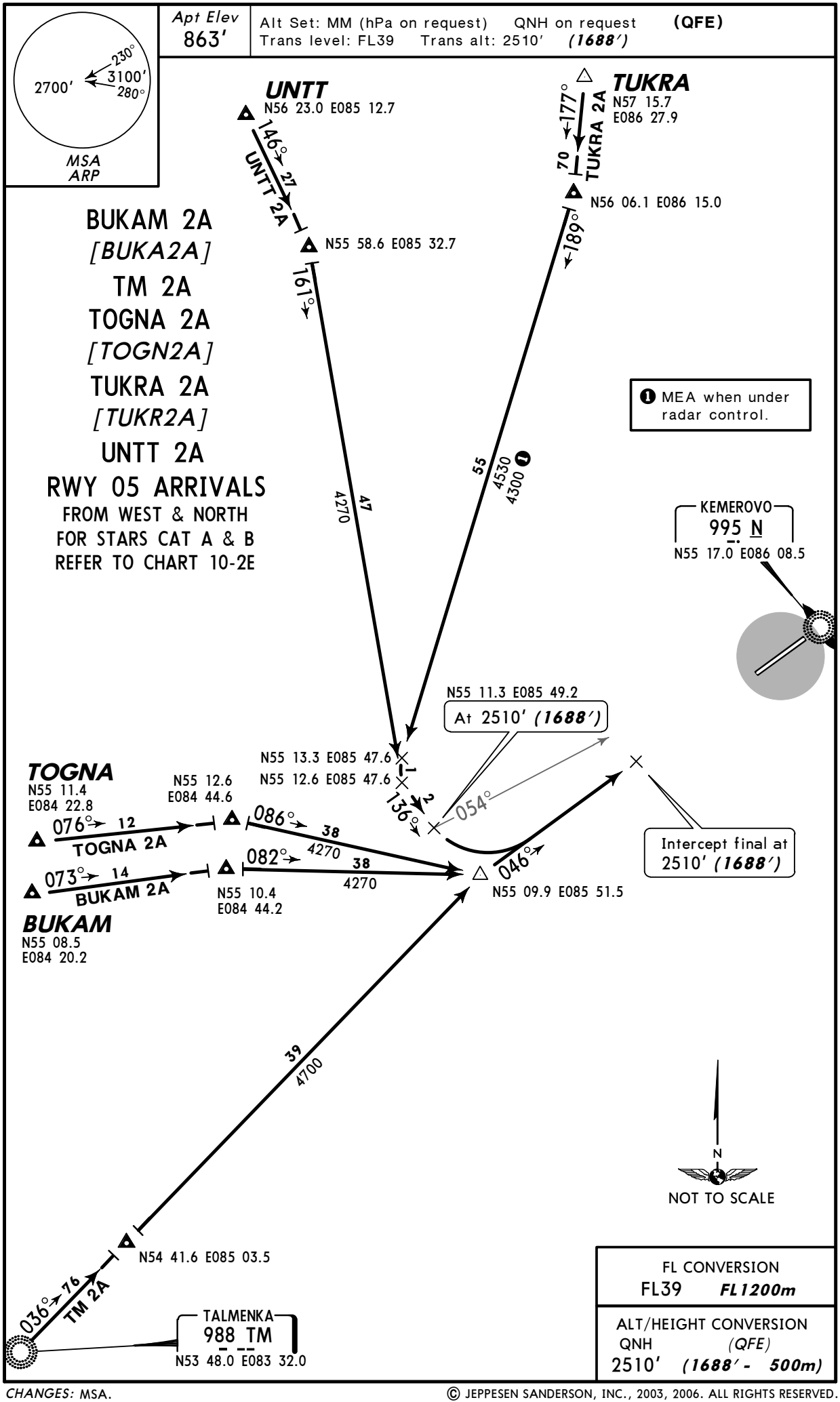
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UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2A)

KEMEROVO, RUSSIA
STAR



CHANGES: MSA.

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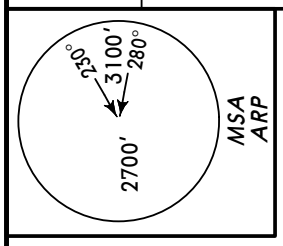
UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2B)

KEMEROVO, RUSSIA
STAR

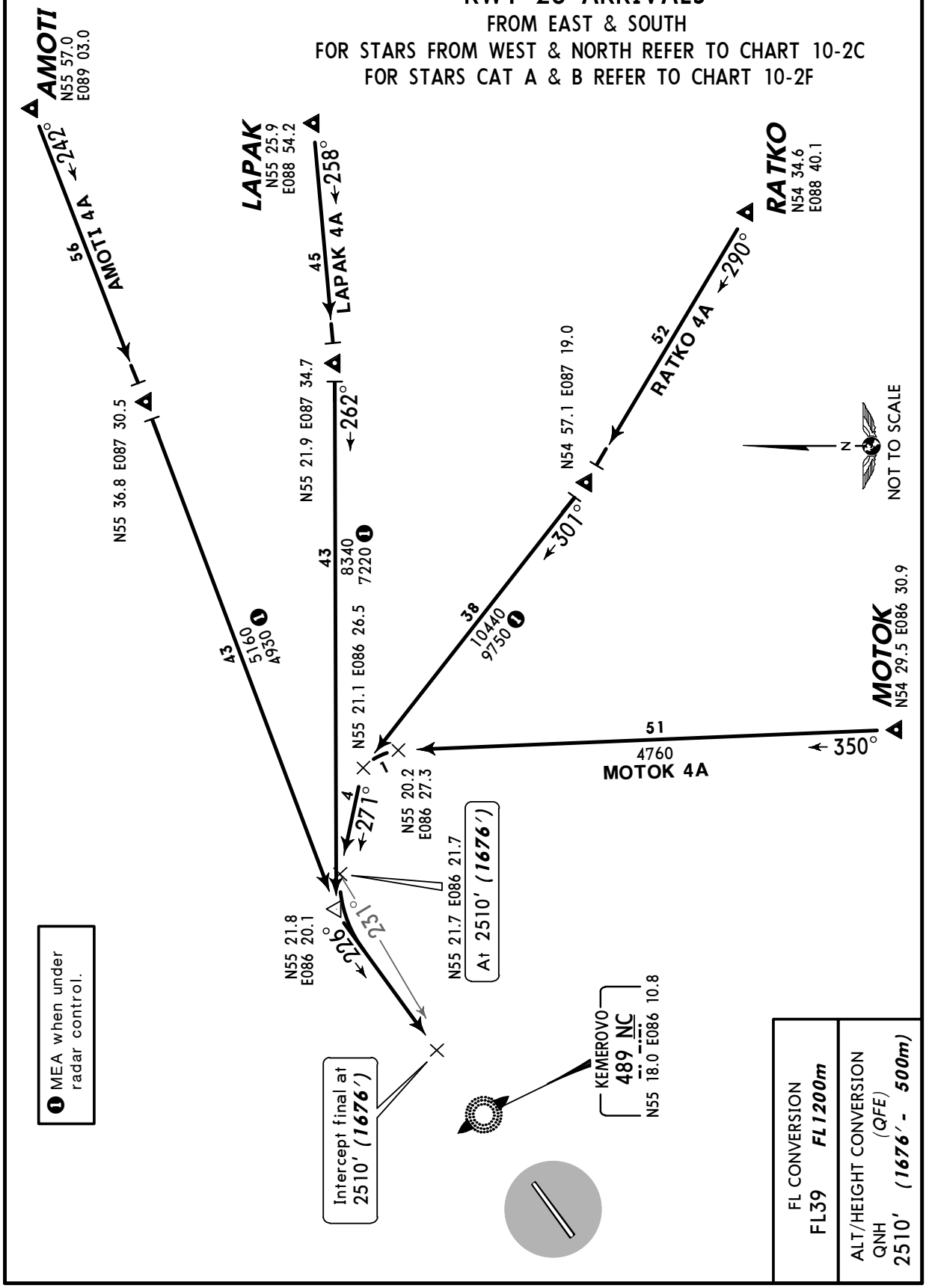
Apt Elev 863′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2510′ *(1676′)*



AMOTI 4A *[AMOT4A]*
LAPAK 4A *[LAPA4A]*
MOTOK 4A *[MOTO4A]*
RATKO 4A *[RATK4A]*
RWY 23 ARRIVALS

FROM EAST & SOUTH
FOR STARS FROM WEST & NORTH REFER TO CHART 10-2C
FOR STARS CAT A & B REFER TO CHART 10-2F



❶ MEA when under radar control.

FL CONVERSION
FL39 *FL1200m*

ALT/HEIGHT CONVERSION (QFE)
QNH
2510′ *(1676′ - 500m)*

CHANGES: MSA.

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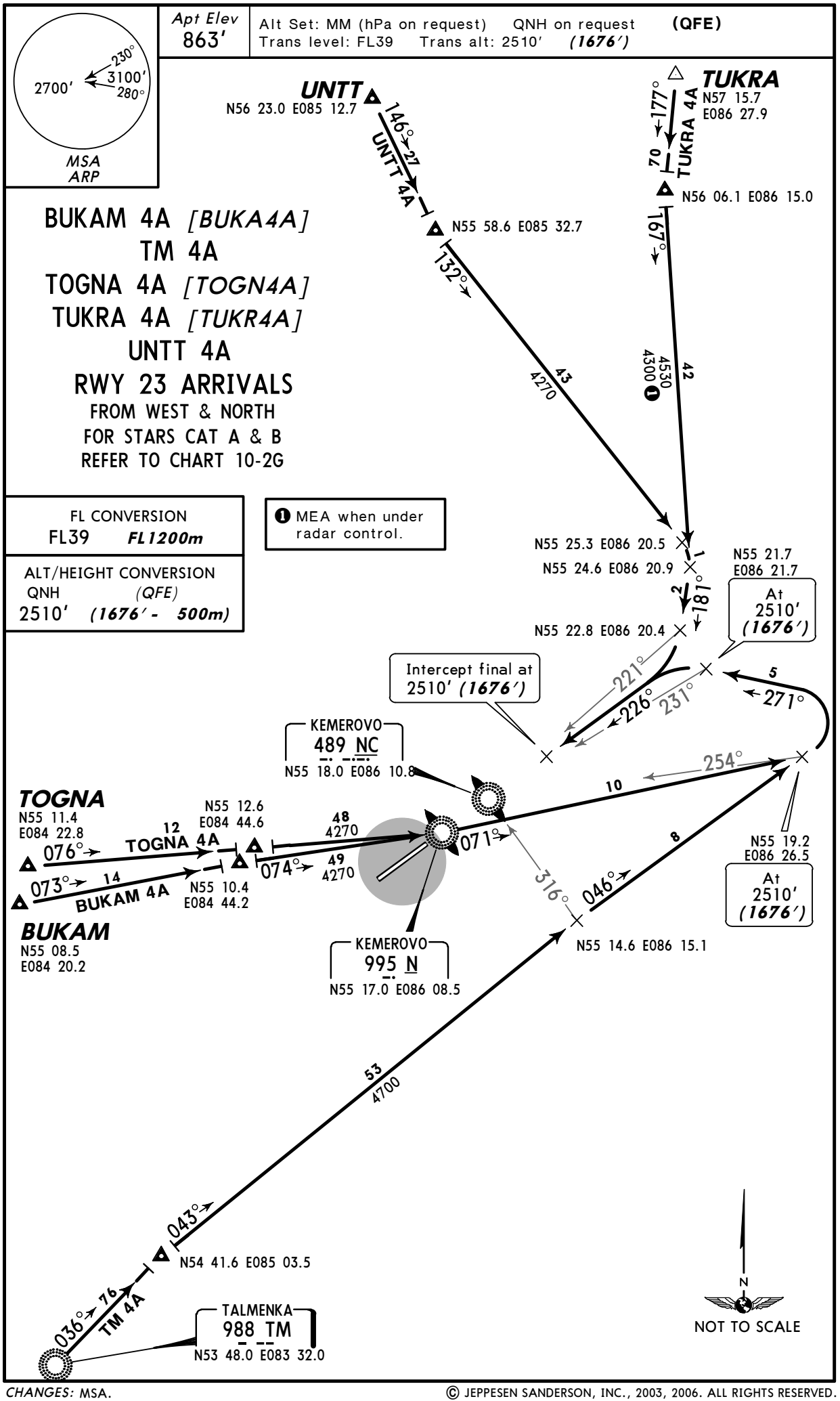
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UNEE/KEJ KEMEROVO

JEPPESEN
12 MAY 06 (10-2C)

KEMEROVO, RUSSIA

STAR



CHANGES: MSA.

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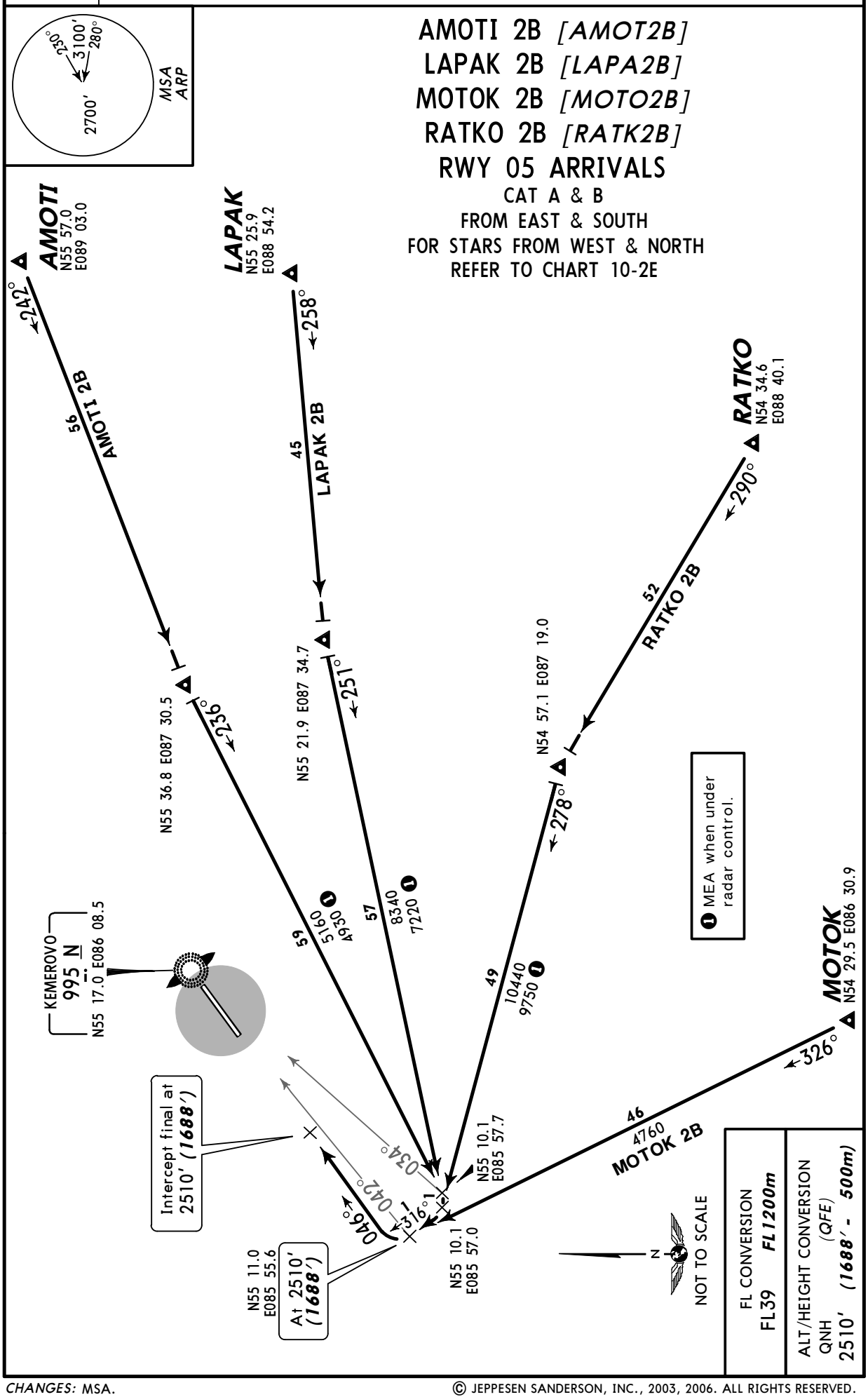
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UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2D)

KEMEROVO, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1688′)*



CHANGES: MSA.

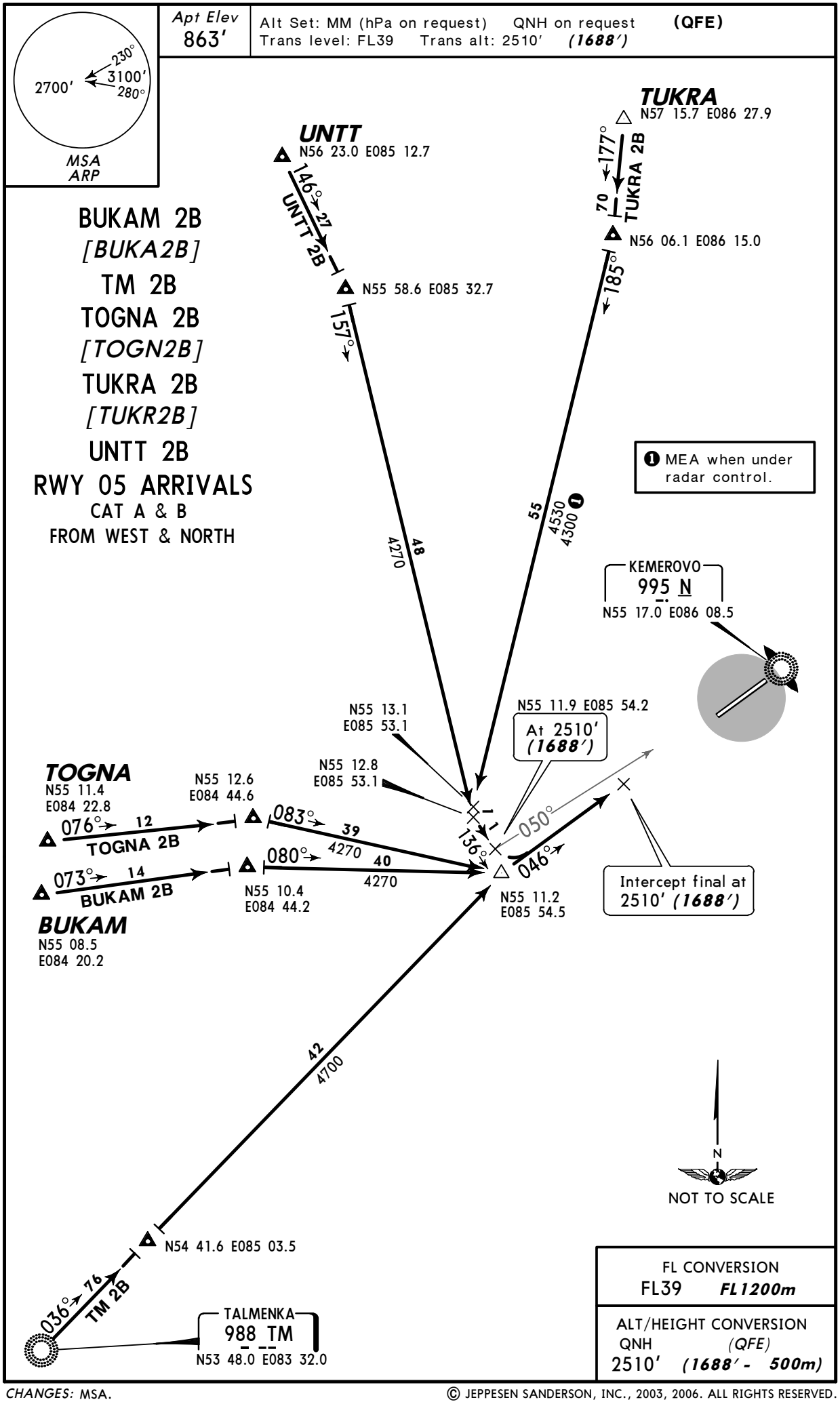
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UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2E)

KEMEROVO, RUSSIA
STAR



CHANGES: MSA.

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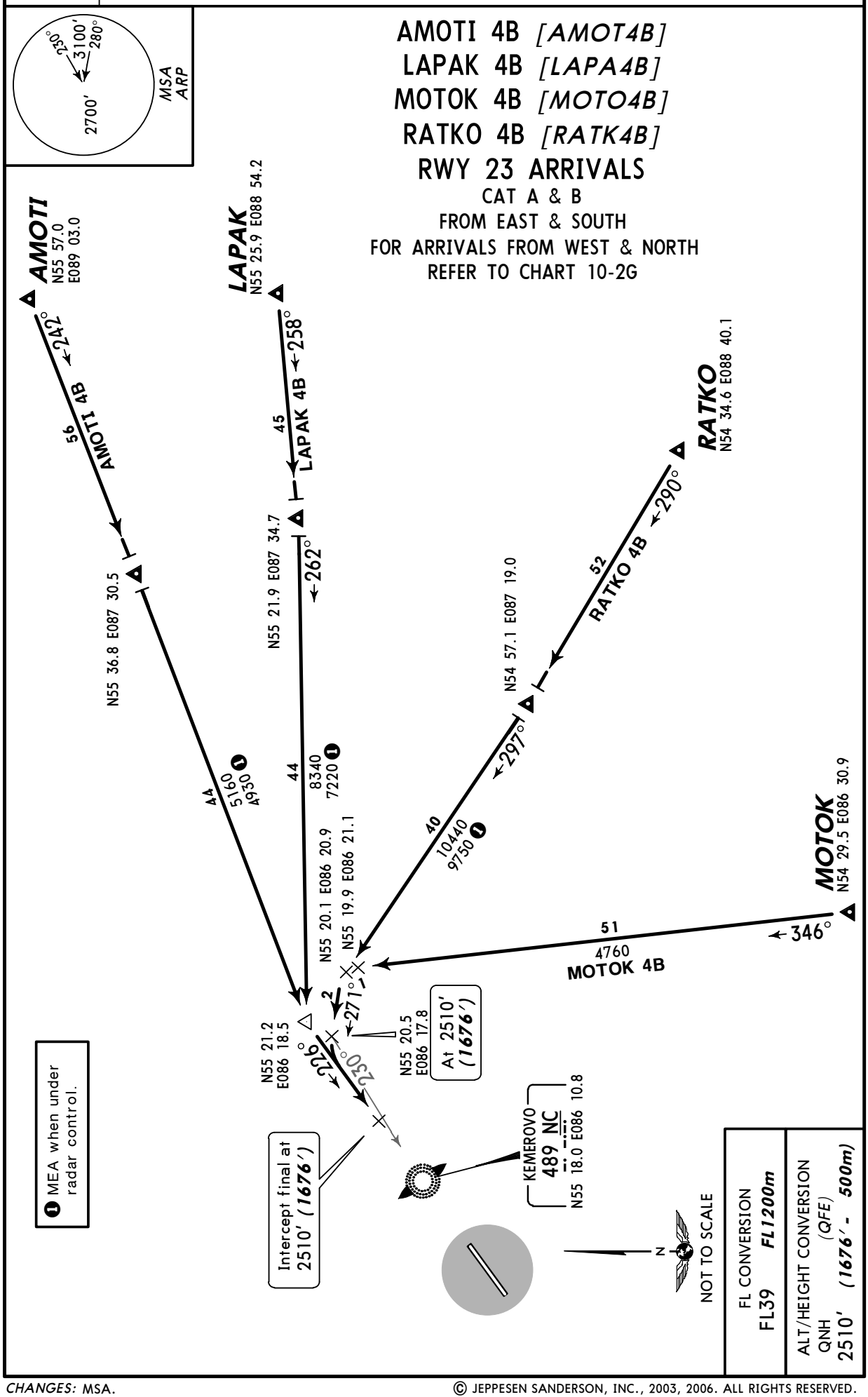
UNEE/KEJ
KEMEROVO

KEMEROVO, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1676′)*

AMOTI 4B *[AMOT4B]*
LAPAK 4B *[LAPA4B]*
MOTOK 4B *[MOTO4B]*
RATKO 4B *[RATK4B]*
RWY 23 ARRIVALS

CAT A & B
FROM EAST & SOUTH
FOR ARRIVALS FROM WEST & NORTH
REFER TO CHART 10-2G



CHANGES: MSA.

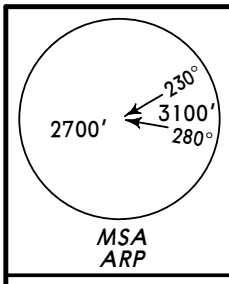
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UNEE/KEJ
KEMEROVO

JEPPESEN
12 MAY 06 (10-2G)

KEMEROVO, RUSSIA
STAR



Apt Elev 863′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2510′ (1676′)

BUKAM 4B [BUKA4B]
TM 4B
TOGNA 4B [TOGN4B]
TUKRA 4B [TUKR4B]
UNTT 4B
RWY 23 ARRIVALS
CAT A & B
FROM WEST & NORTH

❶ MEA when under radar control.

UNTT
N56 23.0 E085 12.7

146° 27 UNTT 4B

N55 58.6 E085 32.7

136° 44 4270

TUKRA
N57 15.7 E086 27.9

177° 70 TUKRA 4B

N56 06.1 E086 15.0

170° 43 4530 4300 ❶

N55 23.1
E086 17.7

N55 21.1 E086 17.2
At 2510′ (1676′)

N55 23.3
E086 17.6

N55 20.5
E086 17.8
(230° brg to NC)

181° 2

At 2510′
(1676′)

KEMEROVO
489 NC
N55 18.0 E086 10.8

Intercept final at
2510′ (1676′)

KEMEROVO
995 N
N55 17.0 E086 08.5

221° 226° 271° 4 247°

TOGNA
N55 11.4
E084 22.8

076° 12 TOGNA 4B

N55 12.6
E084 44.6

48 4270

063° 8

316° 5 046°

074° 49 4270

073° 14 BUKAM 4B

N55 10.4
E084 44.2

BUKAM
N55 08.5
E084 20.2

N55 16.3
E086 13.0

N55 19.5 E086 20.8
At 2510′
(1676′)

53 4700

041°

N54 41.6 E085 03.5

036° 76 TM 4B

TALMENKA
988 TM
N53 48.0 E083 32.0

N

NOT TO SCALE

FL CONVERSION	
FL39	FL1200m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2510′	(1676′ - 500m)

CHANGES: MSA.

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UNEE/KEJ
KEMEROVO

KEMEROVO, RUSSIA
SID

Apt Elev	QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1647′)*

MSA ARP
2700′ 230° 280° 3100′

TUKRA 1 UNTT 1 RWY 05
TUKRA 3 UNTT 3 RWY 23
DEPARTURES
TO NORTH

TUKRA
N57 15.7 E086 27.9

UNTT
N56 23.0 E085 12.7

N56 06.1 E086 15.0

N55 58.6 E085 32.7

70 357°
27 328°
42 4270 UNTT 3
47 4270 UNTT 1
50 4530 4300 TUKRA 3
49 4530 4300 TUKRA 1

1 MEA when under radar control.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2180′	*(1317′ - 400m)*
2510′	*(1647′ - 500m)*

FL CONVERSION	
FL39	*FL1200m*

338° 080° 322° 354°

N55 18.4 E085 52.1
At FL39

10 312° 226° 2 046°

KEMEROVO
489 NC
N55 18.0 E086 10.8
At 2180′ *(1317′)*

At 2180′ *(1317′)*

N
NOT TO SCALE

CHANGES: MSA.

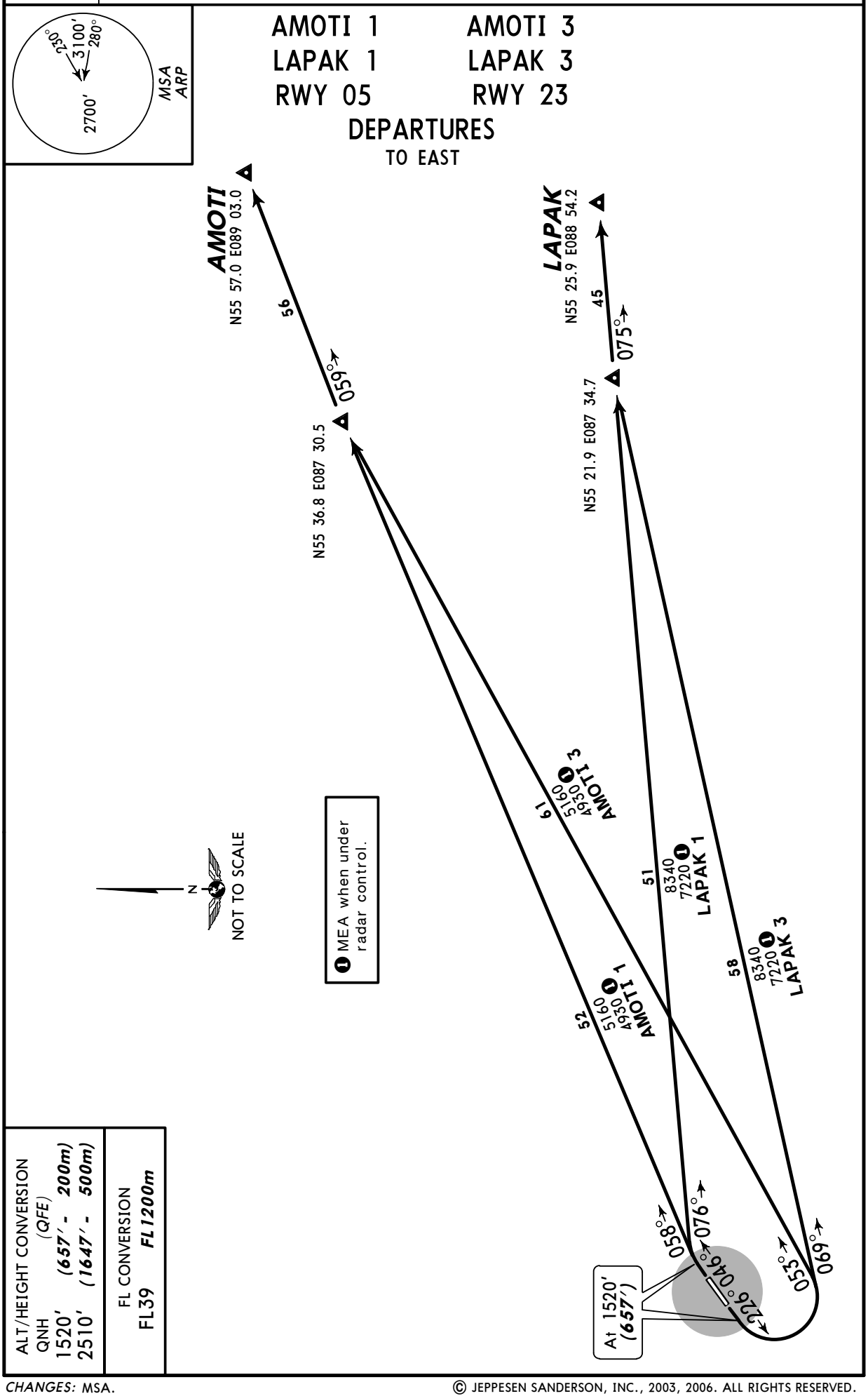
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UNEE/KEJ
KEMEROVO

KEMEROVO, RUSSIA
SID

Apt Elev	QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1647′)*



ALT/HEIGHT CONVERSION (QFE)		FL CONVERSION	
QNH		FL39	***FL1200m***
1520′	***(657′ - 200m)***		
2510′	***(1647′ - 500m)***		

CHANGES: MSA.

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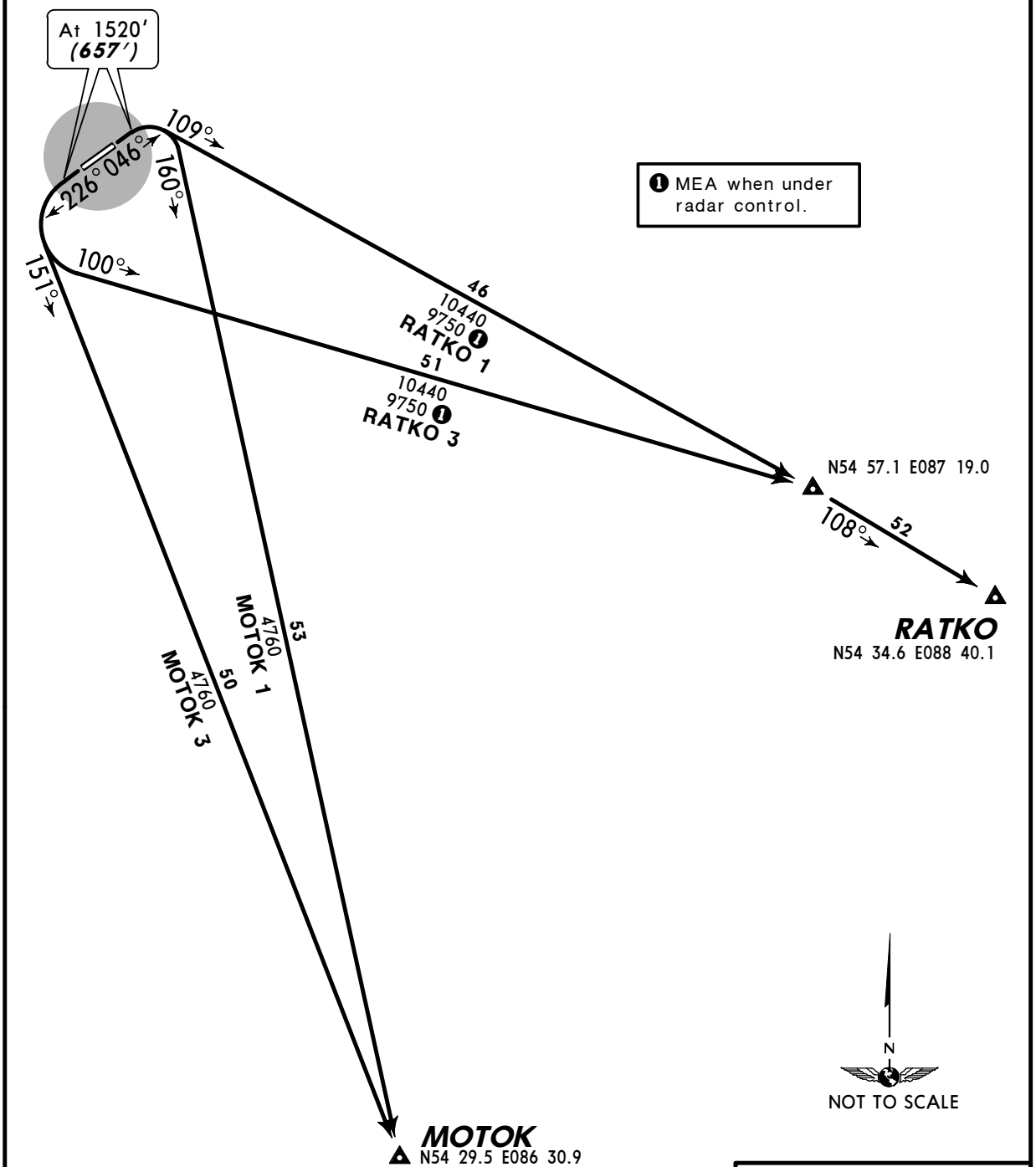
UNEE/KEJ
KEMEROVO

KEMEROVO, RUSSIA
SID

Apt Elev	QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1647′)*

MSA ARP
230° 3100′ 280°
2700′

MOTOK 1 MOTOK 3
RATKO 1 RATKO 3
RWY 05 RWY 23
DEPARTURES
TO SOUTH



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1520′	*(657′ - 200m)*
2510′	*(1647′ - 500m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: MSA.

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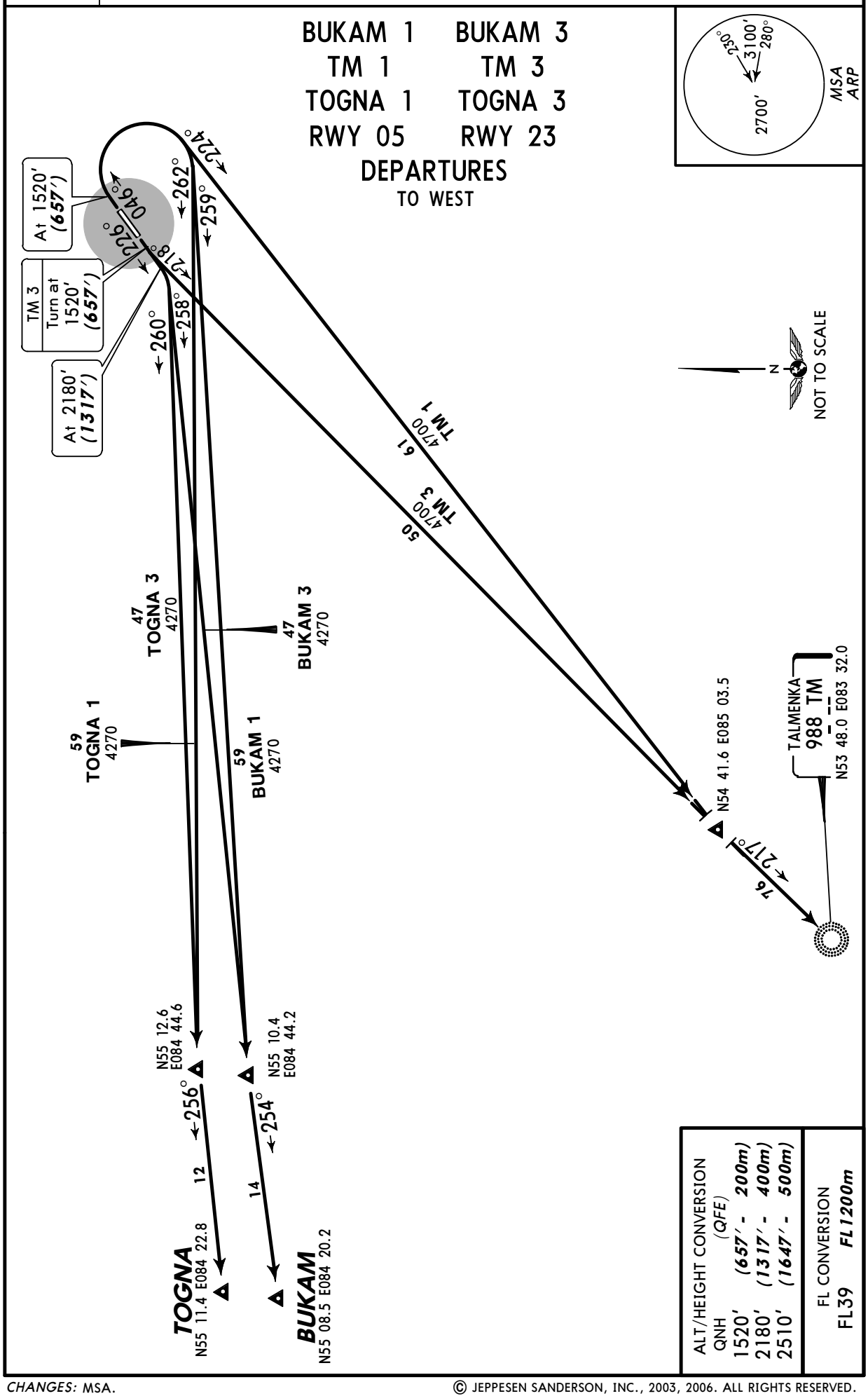
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UNEE/KEJ
KEMEROVO

KEMEROVO, RUSSIA
SID

Apt Elev	QNH on request (QFE)
863′	Trans level: FL39 Trans alt: 2510′ *(1647′)*

BUKAM 1 BUKAM 3
TM 1 TM 3
TOGNA 1 TOGNA 3
RWY 05 RWY 23
DEPARTURES
TO WEST



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1520′	*(657′ - 200m)*
2180′	*(1317′ - 400m)*
2510′	*(1647′ - 500m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: MSA.

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NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be carried out by crews of all aircraft. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.

Preferential runway is runway 05, especially at night.

During approaches to both runways, joining circle maneuvers shall be carried out strictly according to the pattern.

DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.

Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2180' (1317'-400m) for IL-86 and IL-96 aircraft and at 2510' (1647'-500m) for other aircraft.

Initial turn shall be carried out at a height not less than 2180' (1317'-400m) on take-off heading 226° and departing to Matveyevsky, Tolmachevo, Novotyryshkino, Kozhevnikovo, Tomsk and Maksimkin Yar. On take-off heading 046° departing to Kozhevnikovo, Tomsk and Maksimkin Yar.

On take-off heading 046° the maneuver for joint Kozhevnikovo and Tomsk shall be carried out at a distance of not less than 8.6 NM from the take-off roll.

RUN-UP TESTS

Run-ups shall be carried during daylight only.

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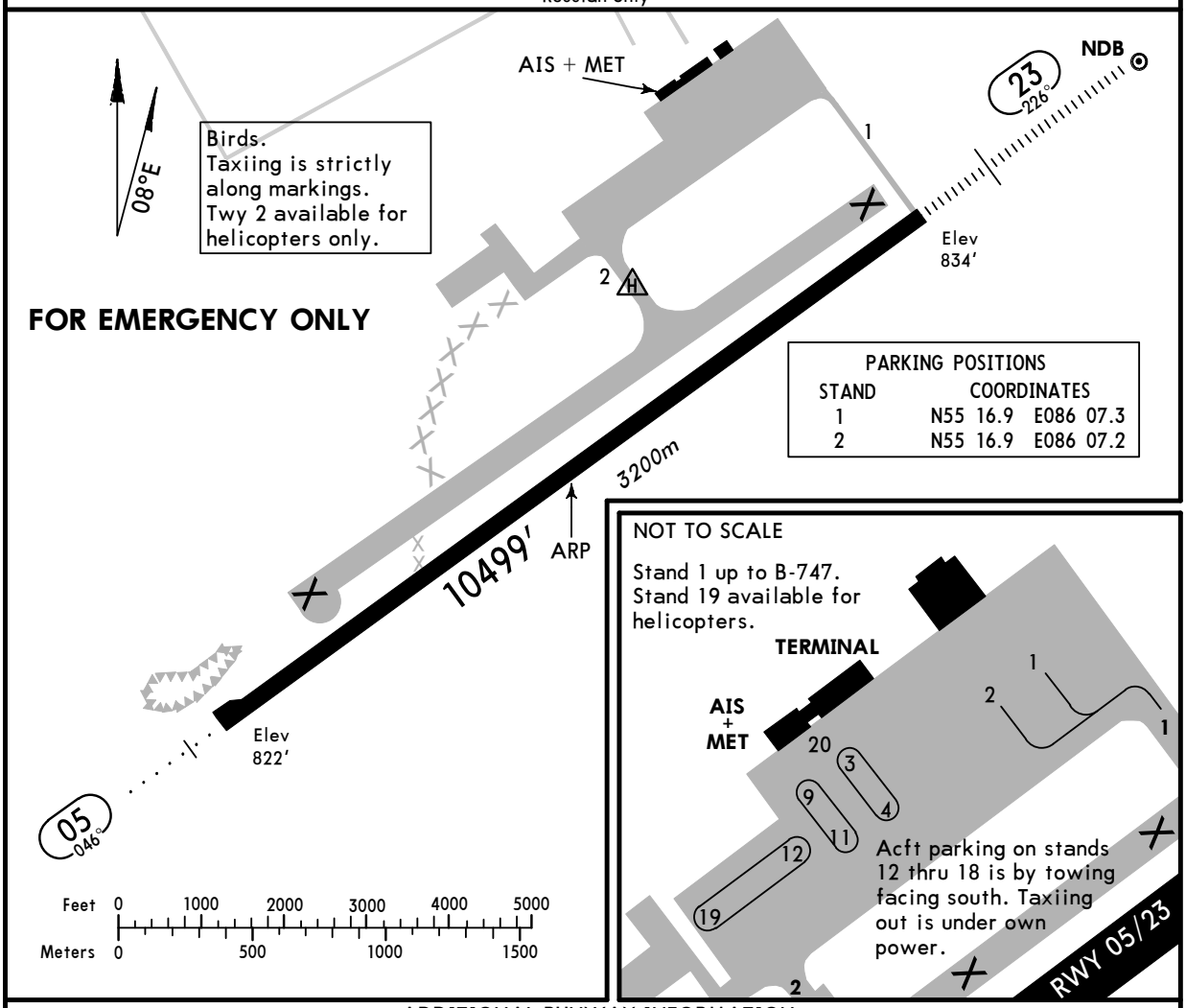
UNEE/KEJ

Apt Elev **863′**
N55 16.2 E086 06.5

JEPPESEN
25 JUN 04 (10-9) **Eff 8 Jul**

KEMEROVO, RUSSIA
KEMEROVO

KEMEROVO Start (GND/TWR)
118.3
Russian only



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05	HIRL *(60m)*	ALS	PAPI-L (angle 2.75°)	RVR			10171′ ❶	197′
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.75°)	RVR		9515′ *2900m*	*3100m* ❶	*60m*

❶ First 328′/100m unusable for take-off.

TAXI PROCEDURE

Arriving aircraft shall taxi into indicated stands or shall be met by FOLLOW-ME vehicle in the following cases:

- on crew request;
- when visibility is less than 400m;
- class 1 and 2 aircraft at night;
- letter A flight acft.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Twys. Parking positions. Notes.

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UNEE/KEJ KEMEROVO

JEPPESEN 12 MAY 06 (11-1)

KEMEROVO, RUSSIA ILS or 2 NDB Rwy 23

KEMEROVO Approach (R)	KEMEROVO Start (TWR/GND)
125.5	118.3

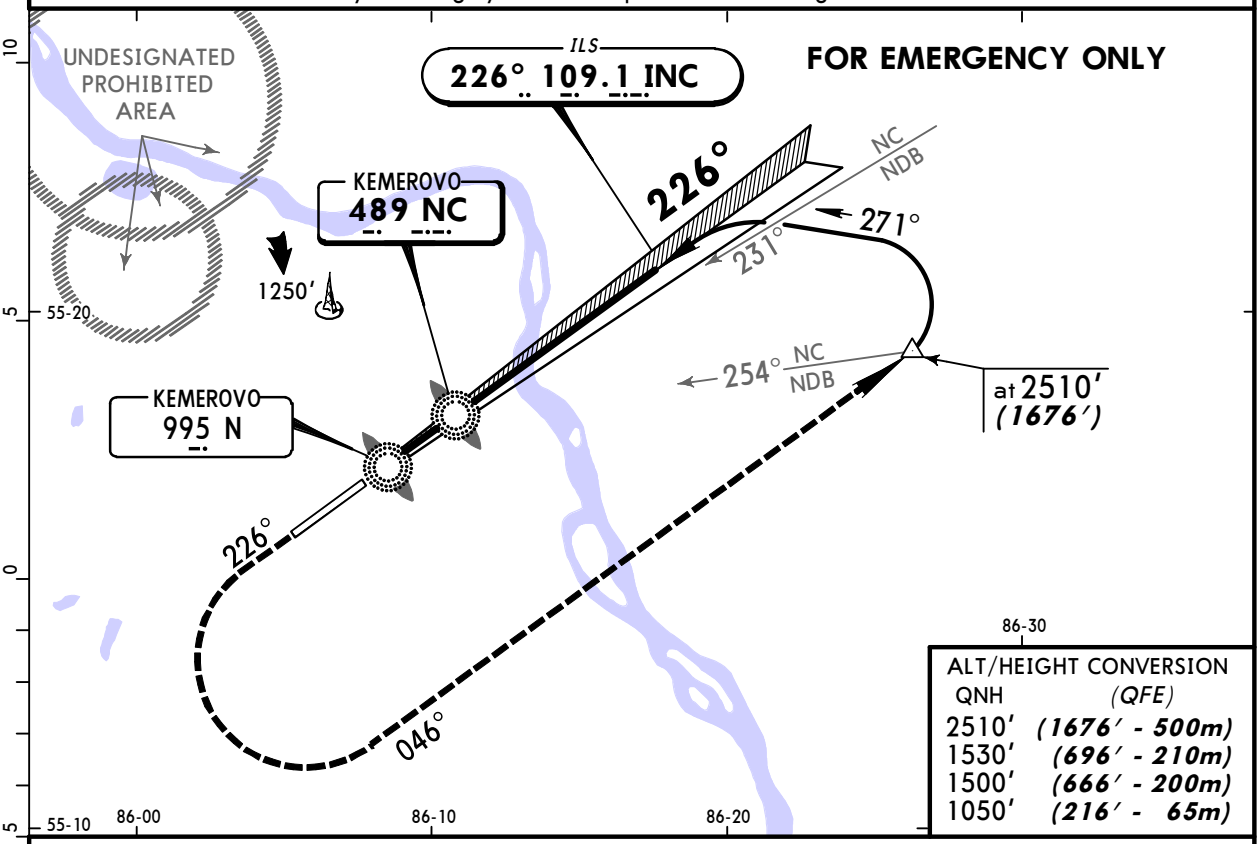
BRIEFING STRIP ™

LOC INC **109.1**	Final Apch Crs **226°**	GS **LOM** 1523′ *(689′)*	ILS DA(H) 1034′ *(200′)*	Apt Elev 863′ RWY **834′**	230° 3100′ 2700′ 280° MSA ARP
NDB NC **489**		Minimum Alt **LOM** 1530′ *(696′)*	NDB MDA(H) 1170′ *(336′)*		

MISSED APCH: Climb on 226° to 1500′ *(666′)*, then turn LEFT onto 046° climbing to 2510′ *(1676′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2510′ ***(1676′)***

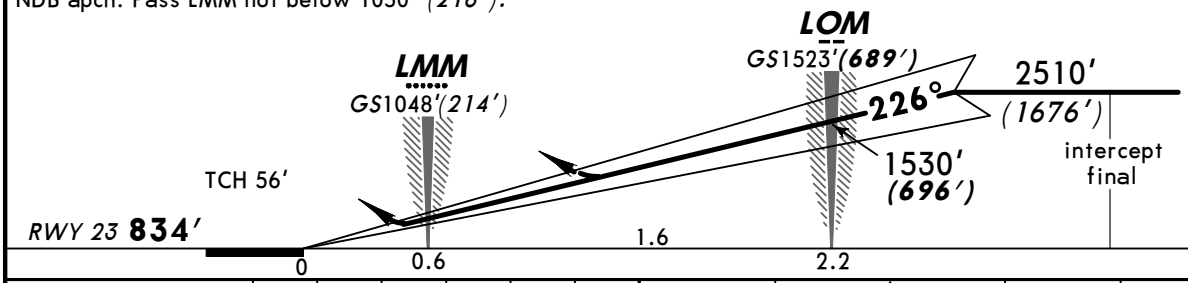
WARNING: Ground Proximity Warning System is subject to functioning.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2510′	***(1676′ - 500m)***
1530′	***(696′ - 210m)***
1500′	***(666′ - 200m)***
1050′	***(216′ - 65m)***

NDB apch: Pass LMM not below 1050′ *(216′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.75° or NDB Desc Grad 4.8%	346	444	494	593	691	790

HIALS PAPI

1500′ *(666′)* on 226°

046° LT

2510′ *(1676′)*

STRAIGHT-IN LANDING RWY **23**

	ILS DA(H) 1034′ *(200′)* FULL	ILS DA(H) 1034′ *(200′)* ALS out	LOC (GS out)	NDB MDA(H) 1170′ *(336′)*	NDB MDA(H) 1170′ *(336′)* ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1500m* VIS *1600m*
B					
C					
D				RVR *1500m* VIS *1600m*	

PANS OPS

CHANGES: Communications. MSA.

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UNEE/KEJ KEMEROVO

JEPPESEN
12 MAY 06 (16-1)

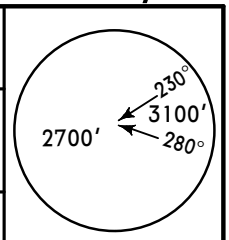
KEMEROVO, RUSSIA NDB Rwy 05

BRIEFING STRIP ™

KEMEROVO Approach (R)	KEMEROVO Start (TWR/GND)
125.5	118.3

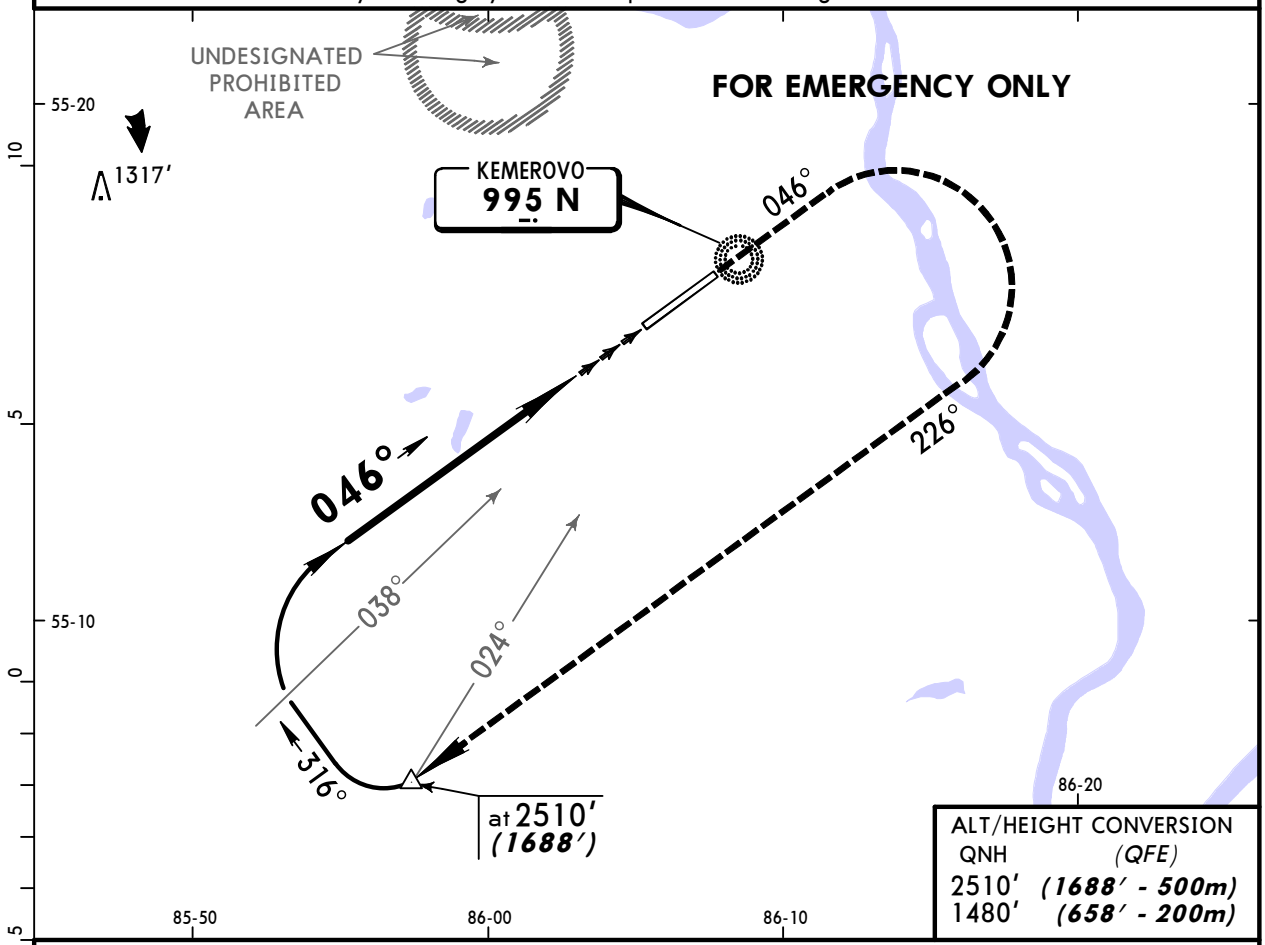
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 863′
N 995	046°	No FAF	1460′ (638′)	RWY 822′

MISSED APCH: Climb on 046° to 1480′(658′), then turn RIGHT onto 226° climbing to 2510′(1688′), then according to chart.



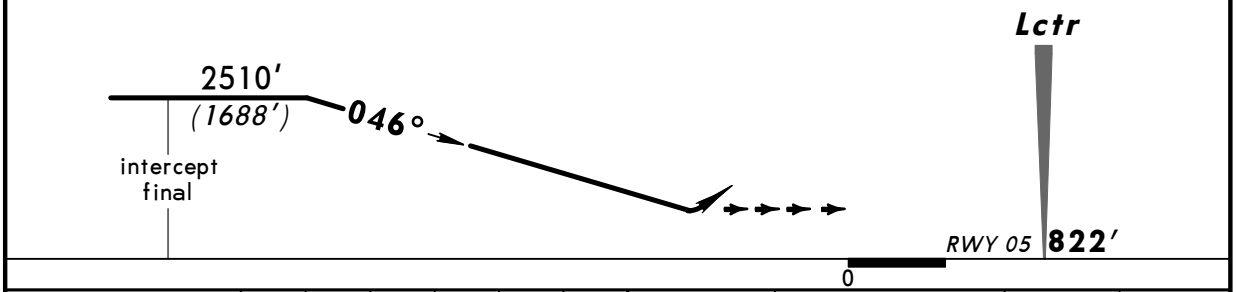
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2510′(1688′)
WARNING: Ground Proximity Warning System is subject to functioning.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2510′	(1688′ - 500m)
1480′	(658′ - 200m)



							ALS PAPI	1480′ (658′) on 046°	226° RT	2510′ (1688′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 1460′(638′)

ALS out

PANS OPS

A	3200m
B	
C	
D	

CHANGES: Communications. MSA.

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UNKL/KJA YEMELYANOVO

KRASNOYARSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*

MSA KRS VOR: 2800′ (100°–280°), 4100′

RWY 11 ARRIVALS
FOR VORDME APPROACH
FROM NORTH & EAST

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3900′	***(2958′ - 900m)***
3240′	***(2298′ - 700m)***

BOLSHAYA MURTA
497 BZ
N56 54.0 E093 10.0

223°
23
CORRIDOR 11
166°
No 1
FL49
346°
213°
26

GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above FL49

N
NOT TO SCALE

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

D14 KRS
N56 18.0
E092 09.7
At 3240′ *(2298′)*

D11.7 KRS
N56 18.3 E092 15.5
At 3240′ *(2298′)*

4
4
299°
11.7
108°

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5
At 3900′ *(2958′)*

D11.7 KRS
N56 14.7
E092 11.3
(KRS R-288)
At 3240′ *(2298′)*

Intercept final at 3240′ *(2298′)*

309°
Krasnoyarsk (Cheremshanka)
R106°

BERUD
N56 02.0 E093 08.0
At or above FL59

22.5
287°
D
No 2
FL59
103°
24

UYAR
300 RR
N55 49.0 E094 18.0

LALOM
N55 54.4
E093 49.5

17
283°
CORRIDOR 2

CHANGES: Holding over BERUD established.

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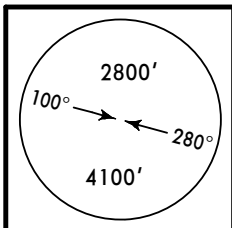
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UNKL/KJA YEMELYANOVO

JEPPESEN 24 JUN 05 (10-2A) Eff 7 Jul

KRASNOYARSK, RUSSIA

STAR



ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*

RWY 29 ARRIVALS
FOR VORDME APPROACH
FROM NORTH & EAST

223°
BOLSHAYA MURTA
497 BZ
N56 54.0 E093 10.0
23
CORRIDOR 11
166°
No 1
FL49
346°
162°
GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above FL49
N
NOT TO SCALE

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

31

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(2298′ - 700m)*
2920′	*(1978′ - 600m)*

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5
Krasnoyarsk (Cheremshanka)

D11.7 KRS
N56 08.7 E092 51.2
At 2920′ *(1978′)*

092°

D13.4 KRS
N56 05.2 E092 52.7
(KRS R-107)
At 3240′ *(2298′)*

BERUD
N56 02.0 E093 08.0
(KRS R-106/D22.5)
At or above FL59

UYAR
300 RR
N55 49.0 E094 18.0

Intercept final at 2920′ *(1978′)*

288°
4
4
284°
9
285°
24
17
283°
CORRIDOR 2

D9.4 KRS
N56 06.5
E092 45.9
(KRS R-109)
At 2920′ *(1978′)*

No 2
FL59
103°

LALOM
N55 54.4
E093 49.5

CHANGES: Holding over BERUD established.

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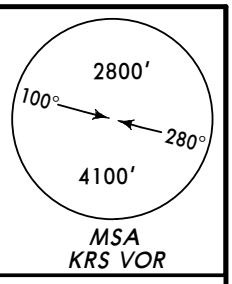
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UNKL/KJA YEMELYANOVO

KRASNOYARSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*



RWY 11 ARRIVALS
FOR VORDME APPROACH
FROM SOUTH & WEST

KEDUR
N56 17.0 E091 33.0
(KRS R-277/D32.8)
At or above FL49

RANET
N56 17.0
E091 08.0
No 4 265°
FL49
14
085°
CORRIDOR 8

13.5
097°

8
081°

108°

D19.3 KRS
N56 14.1 E091 56.7
(KRS R-277)
At 3900′ *(2958′)*

D11.7 KRS
N56 14.7 E092 11.3
(KRS R-288)
At 3240′ *(2298′)*

Intercept final at 3240′ *(2298′)*

8

D11.7 KRS
N56 18.3 E092 15.5
At 3240′ *(2298′)*

11.7
309°

Krasnoyarsk (Cheremshanka)

R178°

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5
At 3900′ *(2958′)*

14
358°

No 3 220°
FL59

UST-MANA
662 UJ
N55 56.0 E092 29.0
At or above FL59

11

LADES
N55 48.1 E092 14.6

33
CORRIDOR 5
040°

ROGMA
N55 25.0 E091 33.0

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

N
NOT TO SCALE

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3900′	*(2958′ - 900m)*
3240′	*(2298′ - 700m)*

CHANGES: NAZIR renamed RANET; ZAGOR renamed ROGMA.

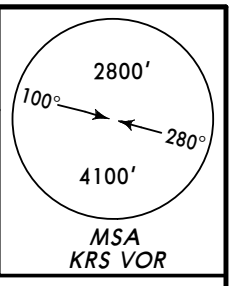
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UNKL/KJA
YEMELYANOVO

KRASNOYARSK, RUSSIA
STAR

ATIS	Apt Elev	
126.8 Russian only	942′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(2298′)*



RWY 29 ARRIVALS
FOR VORDME APPROACH
FROM SOUTH & WEST

KEDUR
N56 17.0 E091 33.0
At or above FL49

RANET
N56 17.0
E091 08.0

No 4 265° FL49 D
14
085°
CORRIDOR 8
097° 32.8

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5
At 3900′ *(2958′)*

Krasnoyarsk (Cheremshanka)
R277° 083° 9.3
108° 12
R178°

D9.3 KRS
N56 10.5
E092 47.2

D10.3 KRS
N56 10.4
E092 48.9
(KRS R-084)
At 2920′ *(1978′)*

Intercept final at 2920′ *(1978′)*
288°
6

D9.4 KRS
N56 06.5
E092 45.9
(KRS R-109)
At 2920′ *(1978′)*

14
358°
No 3 220° FL59
11

LADES
N55 48.1 E092 14.6

UST-MANA
662 UJ
N55 56.0 E092 29.0
At or above FL59

040° 33 CORRIDOR 5

ROGMA
N55 25.0 E091 33.0

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

N
NOT TO SCALE

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3900′	*(2958′ - 900m)*
3240′	*(2298′ - 700m)*
2920′	*(1978′ - 600m)*

CHANGES: NAZIR renamed RANET; ZAGOR renamed ROGMA.

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JEPPESEN FliteStar 9.160

UNKL/KJA YEMELYANOVO

JEPPESEN 24 JUN 05 (10-2D) Eff 7 Jul

KRASNOYARSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*

RWY 11 ARRIVALS
FOR ILS OR 2 NDB APPROACH
FROM NORTH & EAST

MSA
A Lctr
2800′
100°
280°
4100′

FL CONVERSION
FL59 *FL1800m*
FL49 *FL1500m*

ALT/HEIGHT CONVERSION
QNH (QFE)
3900′ *(2958′ - 900m)*
3240′ *(2298′ - 700m)*

BOLSHAYA MURTA
497 BZ
N56 54.0 E093 10.0

GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above FL49

No 1 FL49

CORRIDOR 11

166° 346° 213° 223° 23 26

N
NOT TO SCALE

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

D14 KRS
N56 18.0 E092 09.7
(KRS R-299)
At 3240′ *(2298′)*

D12.4 KRS
N56 18.6 E092 14.2
(136° brg to AJ)
(KRS R-308)
At 3240′ *(2298′)*

D11.3 KRS
N56 18.0 E092 15.8
(KRS R-309)

D6.5 KRS
N56 16.0 E092 25.3
At 3240′ *(2298′)*

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5

D11.7 KRS
N56 14.7
E092 11.3
(KRS R-288)
At 3240′ *(2298′)*

Intercept final at 3240′ *(2298′)*

BERUD
N56 02.0 E093 08.0
(KRS R-106/D22.5)
At or above FL59

UYAR
300 RR
N55 49.0 E094 18.0

LALOM
N55 54.4
E093 49.5

No 2 FL59

KRASNOYARSK
*334 AJ
N56 11.6 E092 24.4
At 3900′ *(2958′)*

KRASNOYARSK
*685 A
N56 11.0 E092 26.9

Krasnoyarsk (Cheremshanka)

CORRIDOR 2

1 3 4 6 8 17 24 26 28 By ATC
123° 108° 182° 287° 288° 296° 318° 328° 283°

CHANGES: Holding over BERUD established.

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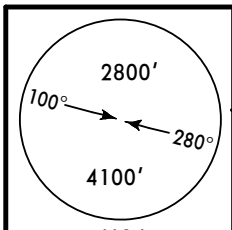
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UNKL/KJA YEMELYANOVO

JEPPESEN 24 JUN 05 (10-2E) Eff 7 Jul

KRASNOYARSK, RUSSIA

STAR



ATIS	Apt Elev	
126.8 Russian only	942′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(2298′)*

RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH
FROM NORTH & EAST

BOLSHAYA MURTA
497 BZ
N56 54.0 E093 10.0

223°
23
CORRIDOR 11

N
NOT TO SCALE

166°
No 1
FL49
346°
162°

GOREVOYE
1061 GO
N56 39.0 E092 39.0
At or above FL49

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3900′	*(2958′ - 900m)*
3240′	*(2298′ - 700m)*
2920′	*(1978′ - 600m)*

31

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5

KRASNOYARSK
*685 B
N56 09.8 E092 32.0

D10.3 KRS
N56 10.4 E092 48.9
(KRS R-084)
At 2920′ *(1978′)*

D11.7 KRS
N56 08.7 E092 51.2
(KRS R-092)
At 2920′ *(1978′)*

108°
13
Krasnoyarsk (Cheremshanka)
255°
2
267°

BERUD
N56 02.0 E093 08.0
(KRS R-106/D22.5)
At or above FL59

UYAR
300 RR
N55 49.0 E094 18.0

4
288°
20
13
By ATC
286°
285°

KRASNOYARSK
*334 BK
N56 09.0 E092 35.1
At 3900′ *(2958′)*

Intercept final at 2920′ *(1978′)*

D9.4 KRS
N56 06.5 E092 45.9
(KRS R-109)
At 2920′ *(1978′)*

No 2
FL59
103°
24

LALOM
N55 54.4
E093 49.5

17
283°
CORRIDOR 2

CHANGES: Holding over BERUD established.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 3 FEB 06 (10-2F) Eff 16 Feb

KRASNOYARSK, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*

MSA
A Lctr
2800′
100°
280°
4100′

RWY 11 ARRIVALS
FOR ILS OR 2 NDB APPROACH
FROM SOUTH & WEST

D12.4 KRS
N56 18.6 E092 14.2
(136° brg to AJ)
(KRS R-308)
At 3240′ *(2298′)*

KEDUR
N56 17.0 E091 33.0
(KRS R-277/D32.8)
At or above FL49

D12.5 KRS
N56 14.9 E092 09.8
(KRS R-287)
At 3240′ *(2298′)*

D11.3 KRS
N56 18.0 E092 15.8
(KRS R-309)

KRASNOYARSK
D 113.2 KRS
N56 10.2 E092 30.5

RANET
N56 17.0
E091 08.0

No 4 265° FL49
14
085°
CORRIDOR 8
091°
095°
21 By ATC
29
5
7
1
14
288°
8
318°
108°
Intercept final at 3240′ *(2298′)*

D13.4 KRS
N56 11.3 E092 06.7
(084° brg to AJ)
(KRS R-270)
At 3240′ *(2298′)*

KRASNOYARSK
*334 AJ
N56 11.6 E092 24.4
❷

Krasnoyarsk (Cheremshanka)

D10.5 KRS
(051° brg to AJ)
(KRS R-249)
At 4230′ *(3288′)*
5

❶ **D11.7 KRS**
N56 14.7 E092 11.3
(KRS R-288)
At 3240′ *(2298′)*

❷ At 3900′ *(2958′)*

KRASNOYARSK
*685 A
N56 11.0 E092 26.9
16

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

15 By ATC
316°
346°
No 3 220° FL59
11

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4230′	*(3288′ - 1000m)*
3900′	*(2958′ - 900m)*
3240′	*(2298′ - 700m)*

LADES
N55 48.1 E092 14.6

UST-MANA
662 UJ
N55 56.0 E092 29.0
At or above FL59

33
CORRIDOR 5
040°

ROGMA
N55 25.0 E091 33.0

N
NOT TO SCALE

CHANGES: NAZIR renamed RANET; ZAGOR renamed ROGMA.

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UNKL/KJA
YEMELYANOVO

JEPPESEN 3 FEB 06 (10-2G) Eff 16 Feb

KRASNOYARSK, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8 Russian only	942′	Trans level: FL49 Trans alt: 3240′ *(2298′)*

MSA B Lctr: 2800′ (100°–280°), 4100′

RWY 29 ARRIVALS
FOR ILS OR 2 NDB APPROACH
FROM SOUTH & WEST

KEDUR
N56 17.0 E091 33.0
(KRS R-277/D32.8)
At or above FL49

RANET
N56 17.0
E091 08.0

No 4 265°
FL49
14
085°
CORRIDOR 8

091°
098°
37 By ATC
36

KRASNOYARSK D 113.2 KRS
N56 10.2 E092 30.5

D5.1 KRS
N56 12.9 E092 38.2
(200° brg to BK)
(KRS R-053)
At 3240′ *(2298′)*

D9 KRS
N56 10.5
E092 46.6
(KRS R-083)
At 2920′ *(1978′)*

D10.3 KRS
N56 10.4
E092 48.9
(255° brg to BK)
(KRS R-084)
At 2920′ *(1978′)*

108°
6

Krasnoyarsk (Cheremshanka)

072°
6
1

KRASNOYARSK *685 B
N56 09.8 E092 32.0

288°

Intercept final at 2920′ *(1978′)*

6
5
3

D9.4 KRS
N56 06.5 E092 45.9
(KRS R-109)
At 2920′ *(1978′)*

KRASNOYARSK *334 BK
N56 09.0 E092 35.1
At 3900′ *(2958′)*

13

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

D11.7 KRS
N56 02.7
E092 46.5
(310° brg to BK)
(KRS R-125)
At 2920′ *(1978′)*

D11.3 KRS
(327° brg to BK)
(KRS R-138)
At 3570′ *(2628′)*

9 By ATC

No 3 220°
FL59
010°
051°

UST-MANA
662 UJ
N55 56.0 E092 29.0
At or above FL59

11

LADES
N55 48.1 E092 14.6

040°
33
CORRIDOR 5

ROGMA
N55 25.0 E091 33.0

N
NOT TO SCALE

FL CONVERSION	
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3900′	*(2958′ - 900m)*
3570′	*(2628′ - 800m)*
3240′	*(2298′ - 700m)*
2920′	*(1978′ - 600m)*

CHANGES: NAZIR renamed RANET; ZAGOR renamed ROGMA.

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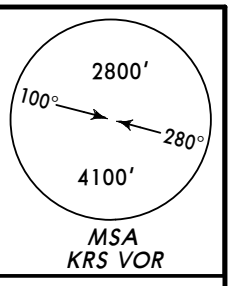
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UNKL/KJA YEMELYANOVO

KRASNOYARSK, RUSSIA

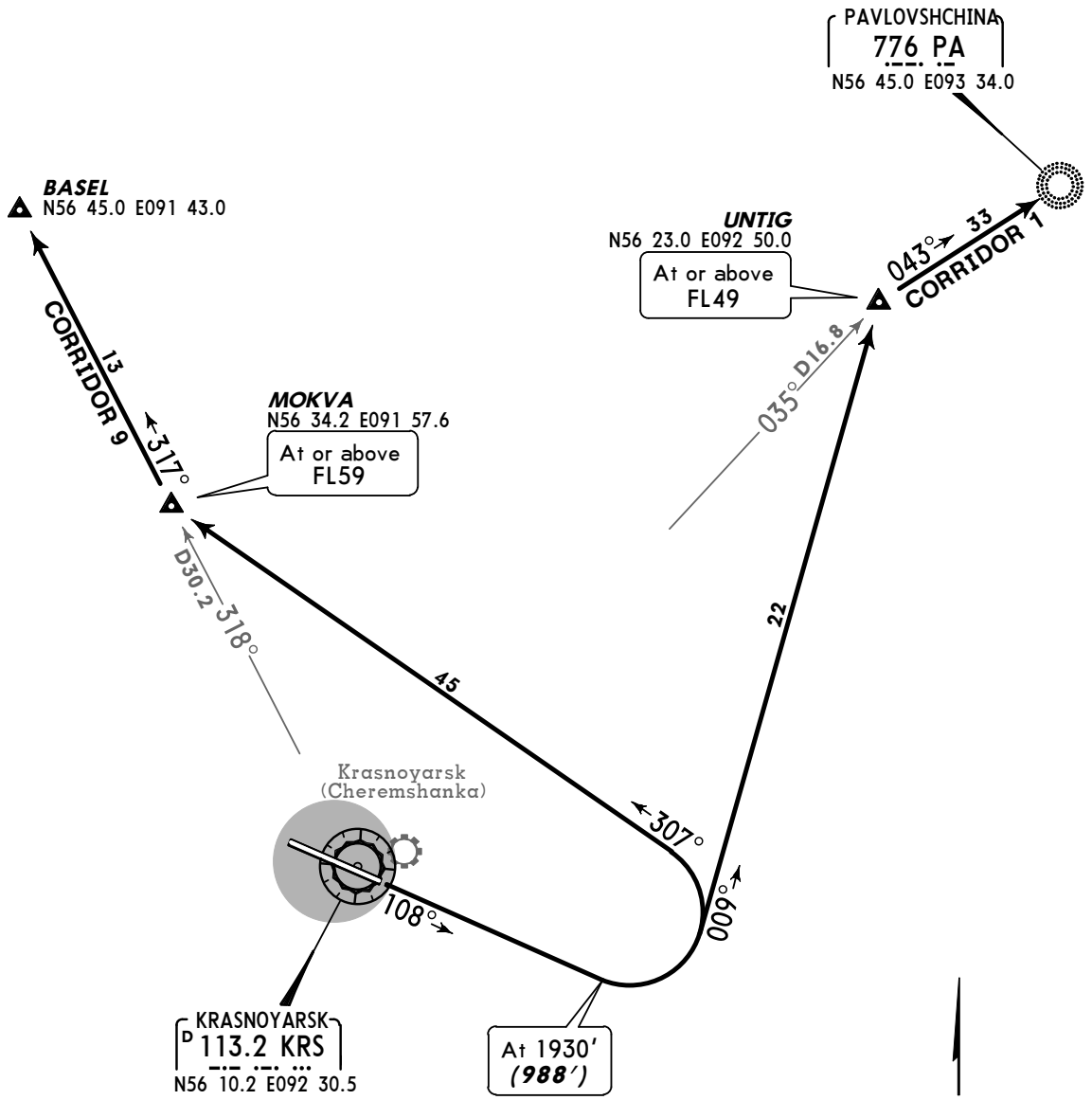
SID

Apt Elev	
942′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2298′)***



RWY 11 DEPARTURES
TO NORTH

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.



These SIDs require a minimum climb gradient of
213′ per NM (3.5%) up to 1930′ ***(988′).***

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1930′	***(988′ - 300m)***
3240′	***(2298′ - 700m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: Initial turn altitude.

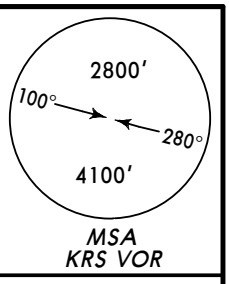
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UNKL/KJA
YEMELYANOVO

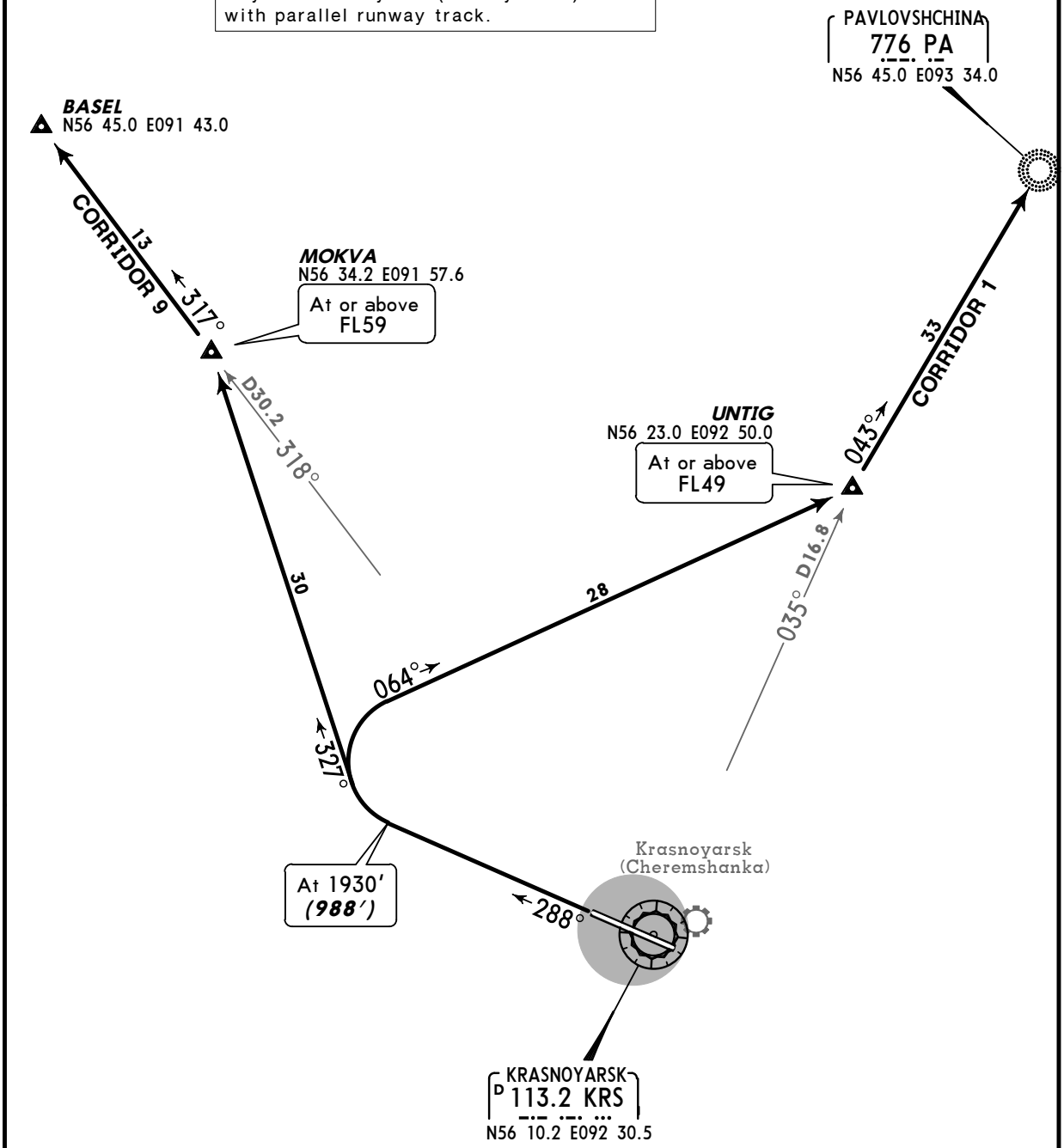
KRASNOYARSK, RUSSIA
SID

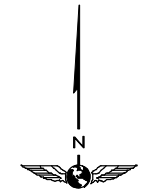
Apt Elev	
942′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2298′)***



RWY 29 DEPARTURES
TO NORTH

WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1930′	***(988′ - 300m)***
3240′	***(2298′ - 700m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: Initial turn altitude.

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UNKL/KJA YEMELYANOVO

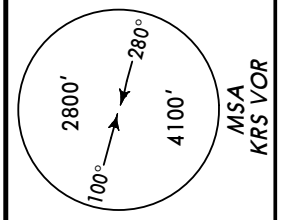
KRASNOYARSK, RUSSIA

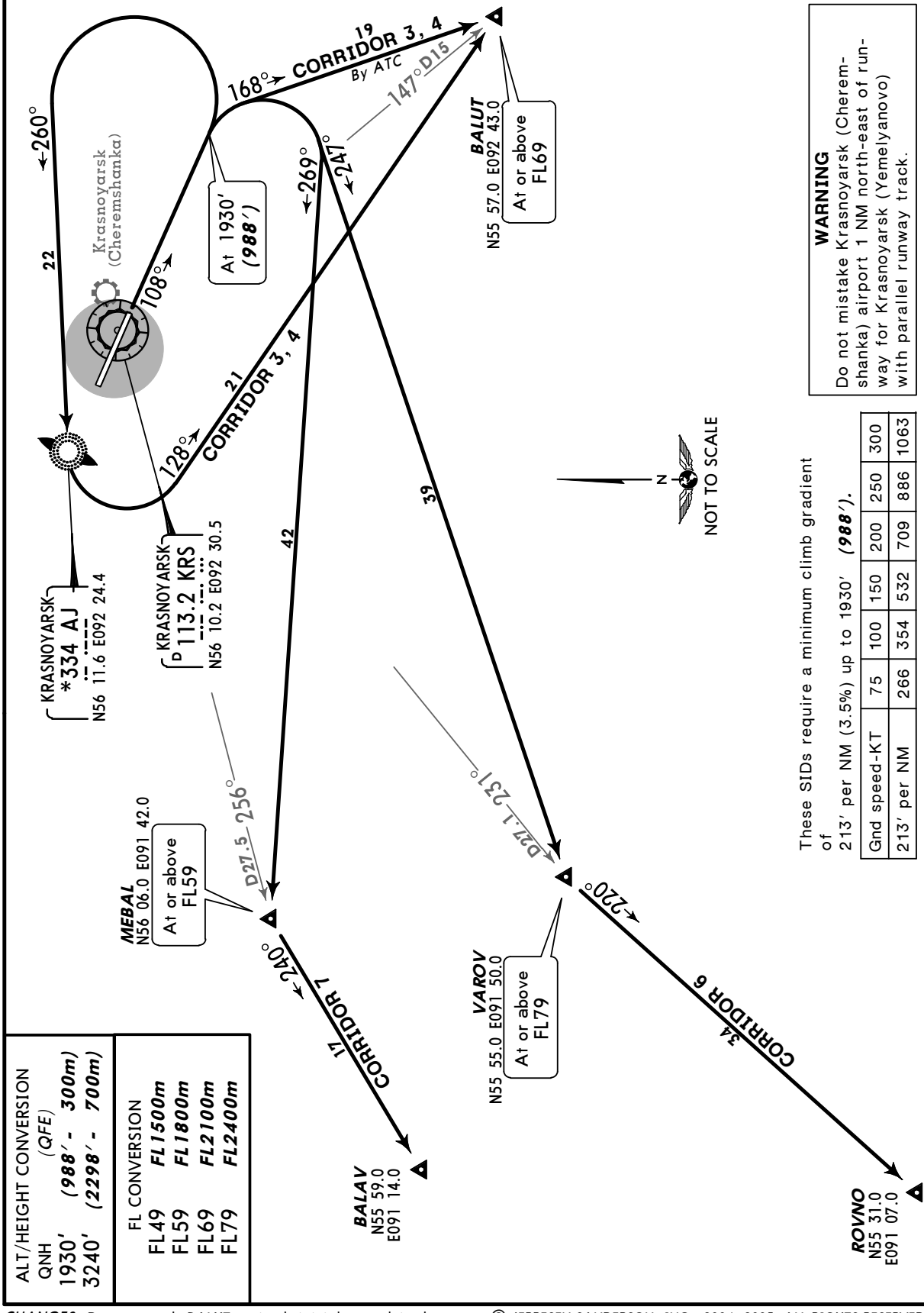
SID

Apt Elev 942′

QNH on request (QFE)
Trans level: FL49 Trans alt: 3240′ (2298′)

RWY 11 DEPARTURES
TO SOUTH & WEST





WARNING
Do not mistake Krasnoyarsk (Cheremshanka) airport 1 NM north-east of runway for Krasnoyarsk (Yemelyanovo) with parallel runway track.

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 1930′ (988′).

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

ALT/HEIGHT CONVERSION (QFE)
QNH
1930′ (988′ - 300m)
3240′ (2298′ - 700m)

FL CONVERSION
FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL79 FL2400m

CHANGES: Deps towards BALUT revised; initial turn altitude.

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UNKL/KJA YEMELYANOVO

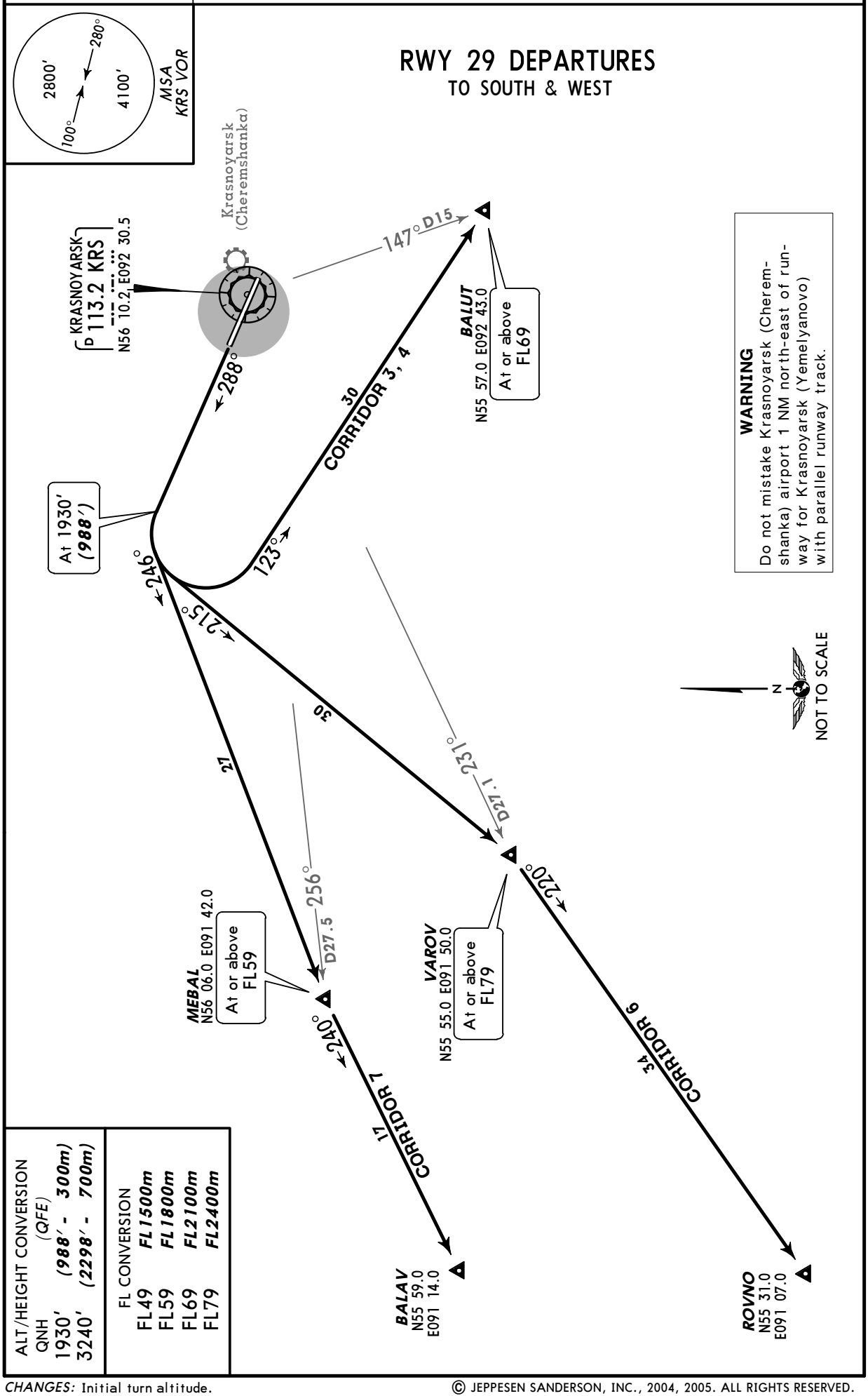
KRASNOYARSK, RUSSIA

SID

Apt Elev 942′

QNH on request (QFE)
Trans level: FL49 Trans alt: 3240′ (2298′)

RWY 29 DEPARTURES
TO SOUTH & WEST



ALT/HEIGHT CONVERSION (QFE)
QNH 1930′ (988′ - 300m)
3240′ (2298′ - 700m)

FL CONVERSION
FL49 FL1500m
FL59 FL1800m
FL69 FL2100m
FL79 FL2400m

CHANGES: Initial turn altitude.

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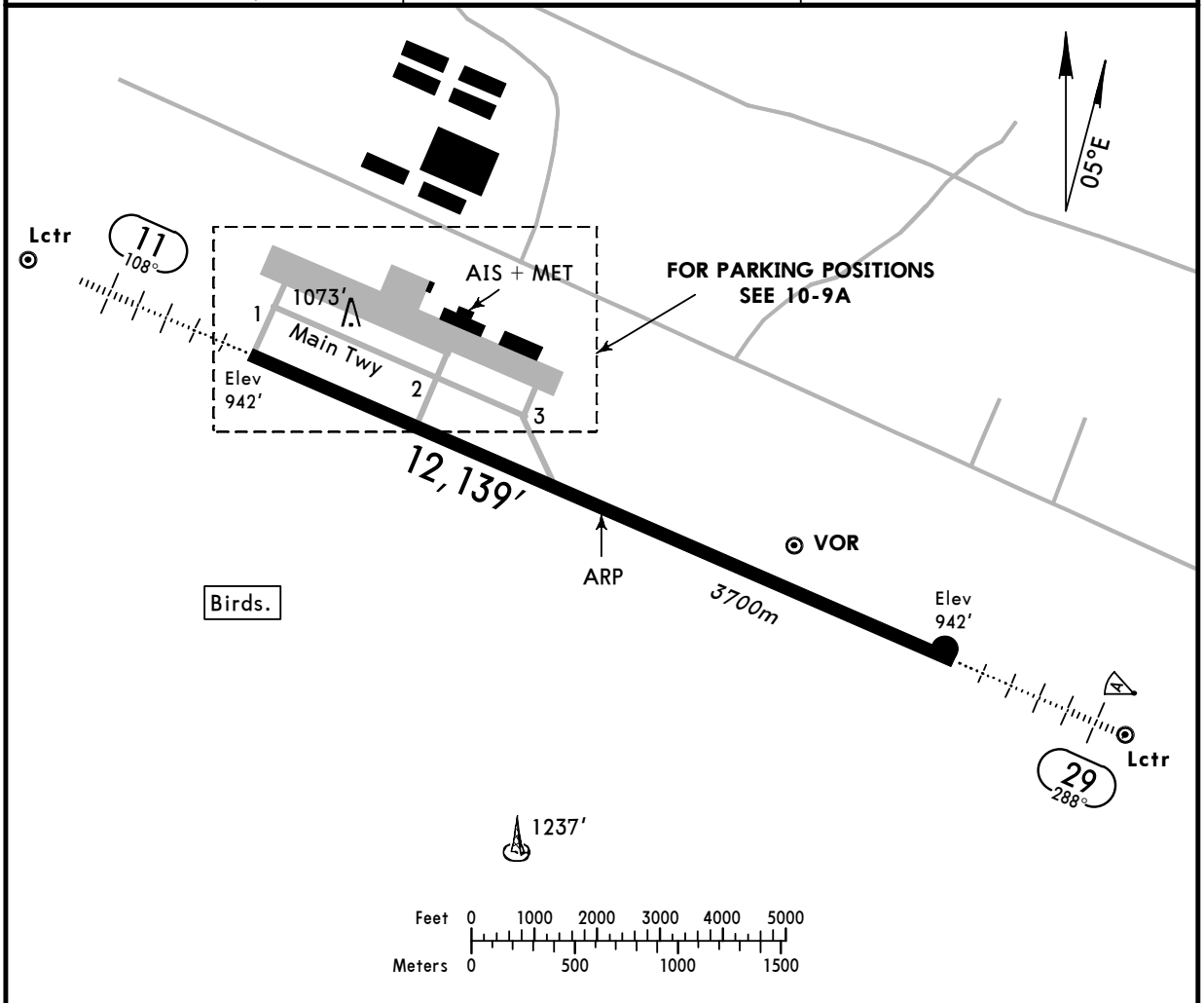
UNKL/KJA

Apt Elev **942′**
N56 10.3 E092 29.6

JEPPESEN 10 DEC 04 (10-9) **Eff 23 Dec**

KRASNOYARSK, RUSSIA
YEMELYANOVO

ATIS	KRASNOYARSK Taxiing (GND)	Start (TWR)
126.8 Russian only	121.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL *(60m)* HIALS		11,106′*3385m*		197′ *60m*
29	HIRL *(60m)* HIALS RVR		10,942′*3335m*		

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: None.

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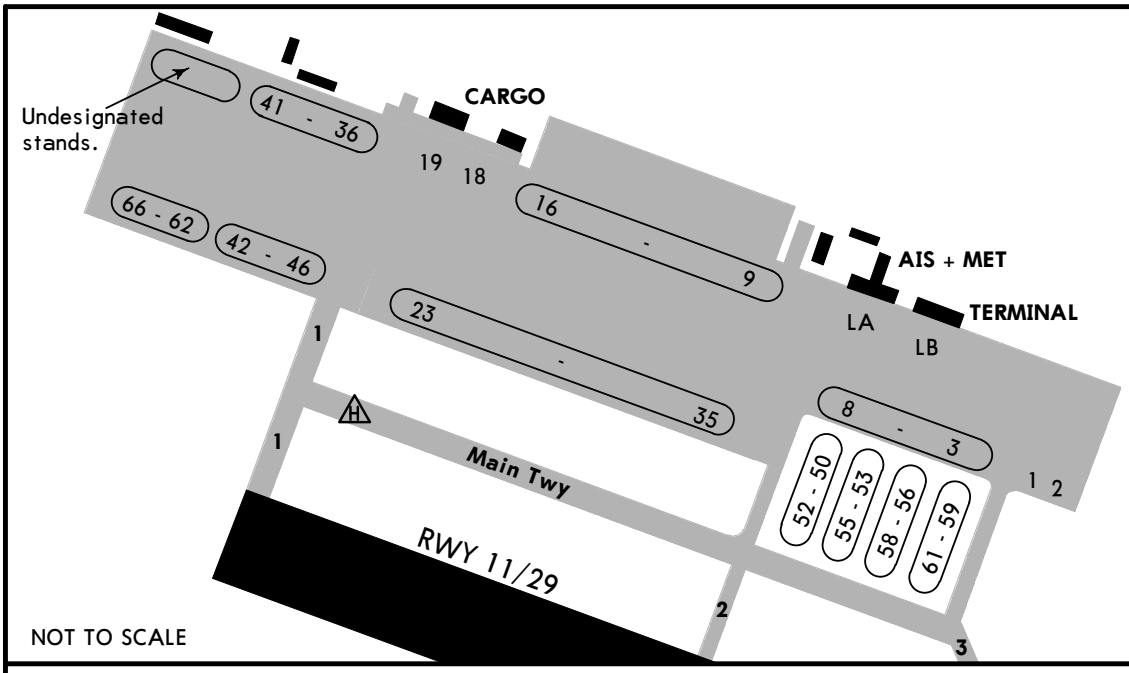
UNKL/KJA

JEPPESEN

KRASNOYARSK, RUSSIA

10 DEC 04 (10-9A) Eff 23 Dec

YEMELYANOVO



Stand 46 avbl for acft up to B-747.
Stands 43 and 44 for run-up.
Engines start-up on stands 9 thru 16, 18, 19 and 36 thru 41 is prohibited.

CHANGES: Parking positions. Notes.

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UNKL/KJA

JEPPESEN
10 DEC 04
Eff 23 Dec
10-9X

JAA MINIMUMS

KRASNOYARSK, RUSSIA
YEMELYANOVO

STRAIGHT-IN RWY		A	B	C	D
11	ILS	**1142**′(200′)	**1142**′(200′)	**1142**′(200′)	**1142**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**1690**′(748′)	**1690**′(748′)	**1690**′(748′)	**1690**′(748′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1410**′(468′)	**1410**′(468′)	**1410**′(468′)	**1410**′(468′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
29	ILS	**1142**′(200′)	**1142**′(200′)	**1142**′(200′)	**1142**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**1760**′(818′)	**1760**′(818′)	**1760**′(818′)	**1760**′(818′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**1780**′(838′)	**1780**′(838′)	**1780**′(838′)	**1780**′(838′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 11, 29

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

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JEPPESEN FliteStar 9.160

UNKL/KJA YEMELYANOVO

JEPPESEN 20 AUG 04 (11-1)

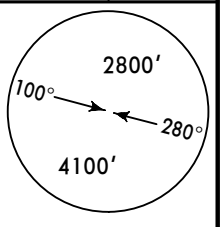
KRASNOYARSK, RUSSIA ILS or 2 NDB Rwy 11

ATIS	KRASNOYARSK Approach	KRASNOYARSK Krug (R)	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8 Russian only	127.7	122.0	118.3	118.3	121.9

BRIEFING STRIP ™

LOC IAJ	Final Apch Crs	GS/ Minimum Alt	ILS DA(H)	Apt Elev 942′
*110.5	108°	LOM 1680′ (738′)	1142′ (200′)	RWY 942′
NDB AJ *334			NDB MDA(H) 1410′ (468′)	

MISSED APCH: Climb on 108° to 1930′ (988′), then turn LEFT onto 288° climbing to 3240′ (2298′) then according to chart.

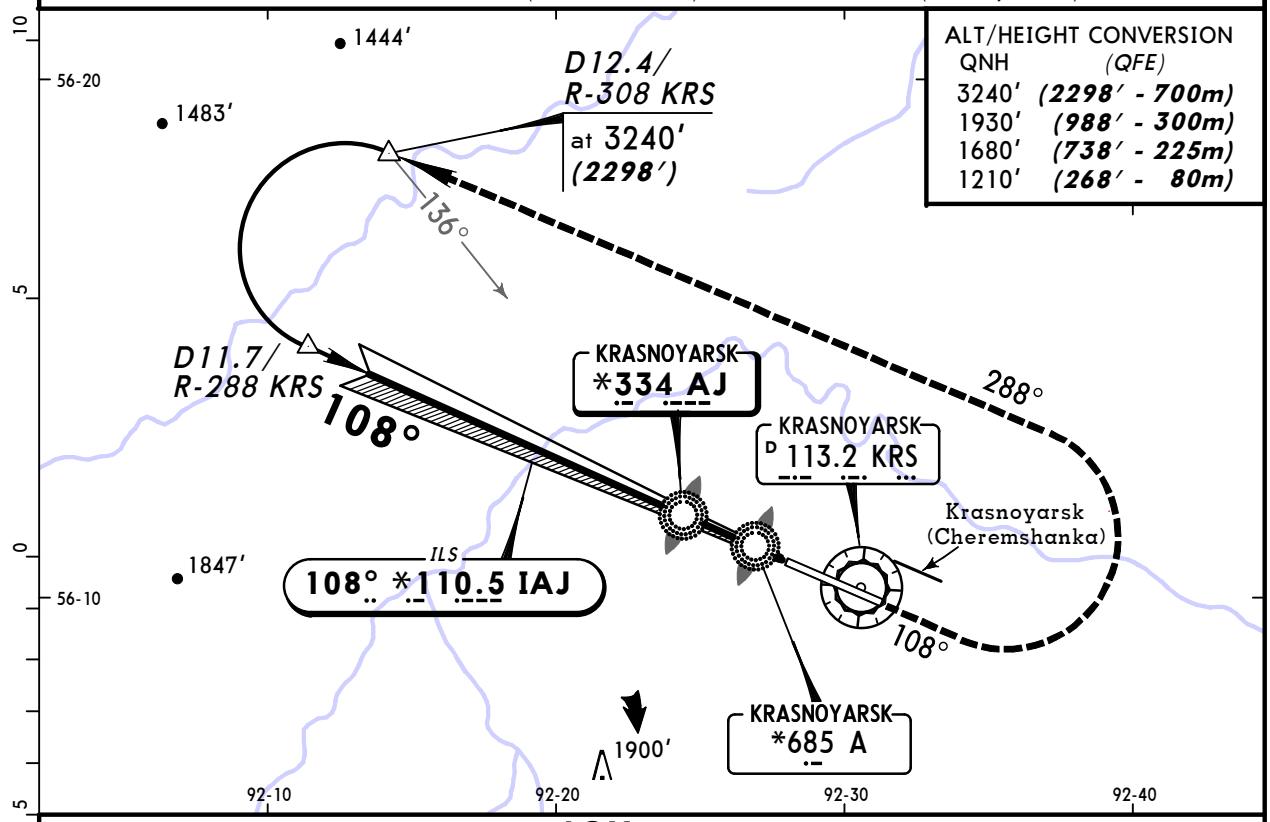


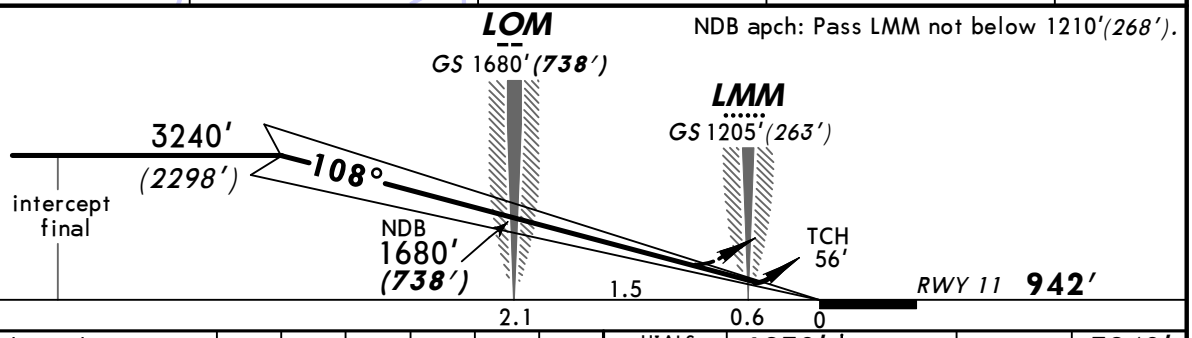
MSA
A Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240′ (2298′)
WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(2298′ - 700m)
1930′	(988′ - 300m)
1680′	(738′ - 225m)
1210′	(268′ - 80m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862

HIALS | 1930′ (988′) on 108° | 288° LT | 3240′ (2298′)

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 1142′ (200′)		LOC (GS out)	NDB MDA(H) 1410′ (468′)	
	FULL	ALS out			ALS out
A	800m	1200m	NOT AUTH	1600m	2400m
B					
C					
D				2000m	

PANS OPS

CHANGES: ATIS established.

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UNKL/KJA YEMELYANOVO

JEPPESEN 20 AUG 04 (11-2)

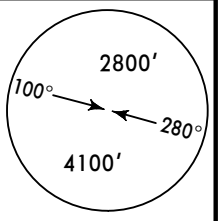
KRASNOYARSK, RUSSIA ILS or 2 NDB Rwy 29

BRIEFING STRIP ™

ATIS	KRASNOYARSK Approach	KRASNOYARSK Krug (R)	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8 Russian only	127.7	122.0	118.3	118.3	121.9

LOC IBK *111.7	Final Apch Crs 288°	GS LOM 1729′ (787′)	ILS DA(H) 1142′ (200′)	Apt Elev 942′	
NDB BK *334		Minimum Alt No FAF	NDB MDA(H) 1780′ (838′)	RWY 942′	

MISSED APCH: Climb on 288° to 1930′ (988′), then turn RIGHT onto 108° climbing to 2920′ (1978′), then according to chart.

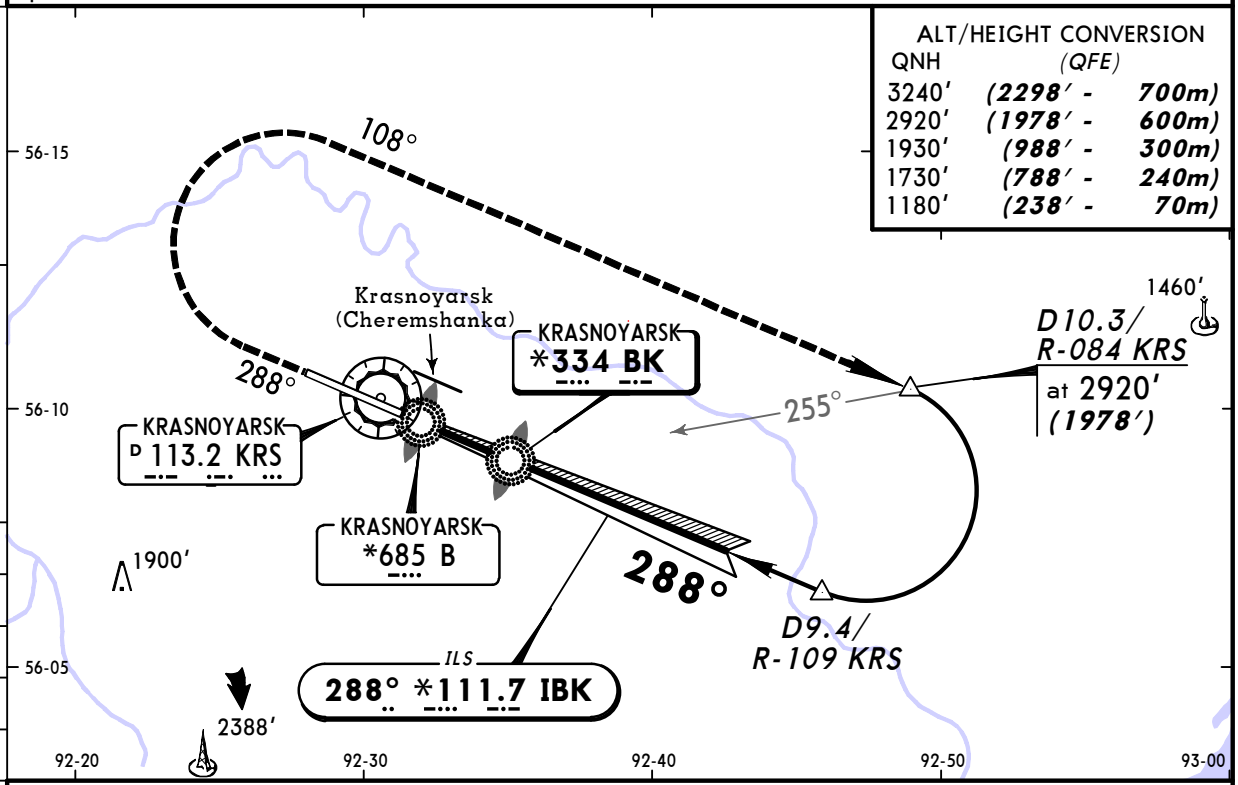


MSA
B Lctr

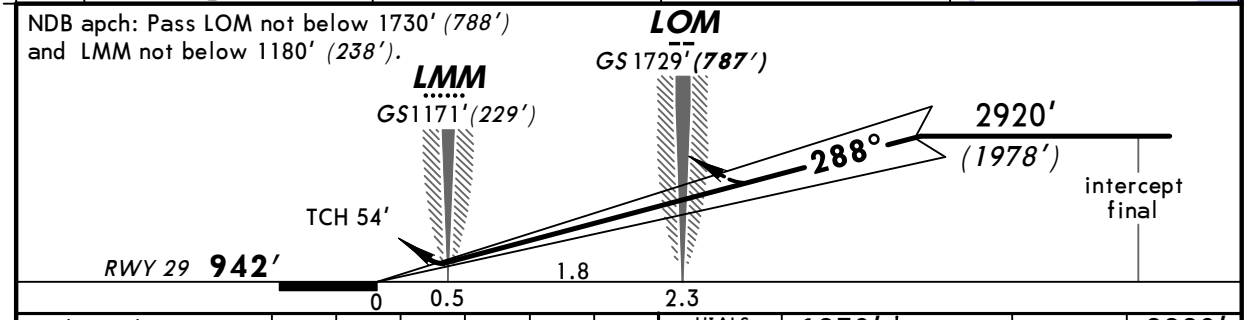
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240′ (2298′)

1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo). 2. LOM is 197′/60m to the RIGHT of rwy centerline. 3. Dangerous collision alert system may be brought into operation for a short duration between LOM and LMM.

ALT/HEIGHT CONVERSION		
QNH	(QFE)	
3240′	(2298′ -	700m)
2920′	(1978′ -	600m)
1930′	(988′ -	300m)
1730′	(788′ -	240m)
1180′	(238′ -	70m)



NDB apch: Pass LOM not below 1730′ (788′) and LMM not below 1180′ (238′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1930′ (988′) on 288°	108° RT	2920′ (1978′)
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862				

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 1142′ (200′) FULL	ILS DA(H) 1142′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1780′ (838′)	NDB MDA(H) 1780′ (838′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	3200m	3200m
B					
C					4000m
D				4000m	4400m

PANS OPS

CHANGES: ATIS established.

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UNKL/KJA YEMELYANOVO

JEPPESEN 4 MAR 05 (13-1) Eff 17 Mar

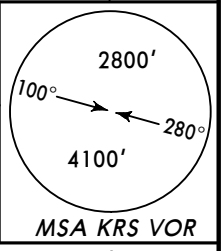
KRASNOYARSK, RUSSIA VOR DME Rwy 11

ATIS	KRASNOYARSK Approach	KRASNOYARSK Krug (Radar)	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8 Russian only	127.7	122.0	118.3	118.3	121.9

BRIEFING STRIP ™

VOR KRS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 942′
113.2	107°	D8.7 3240′(2298′)	1690′(748′)	RWY 942′

MISSED APCH: Climb on 108° to 1930′(988′), then turn LEFT onto 288° climbing to 3240′(2298′), then according to chart.

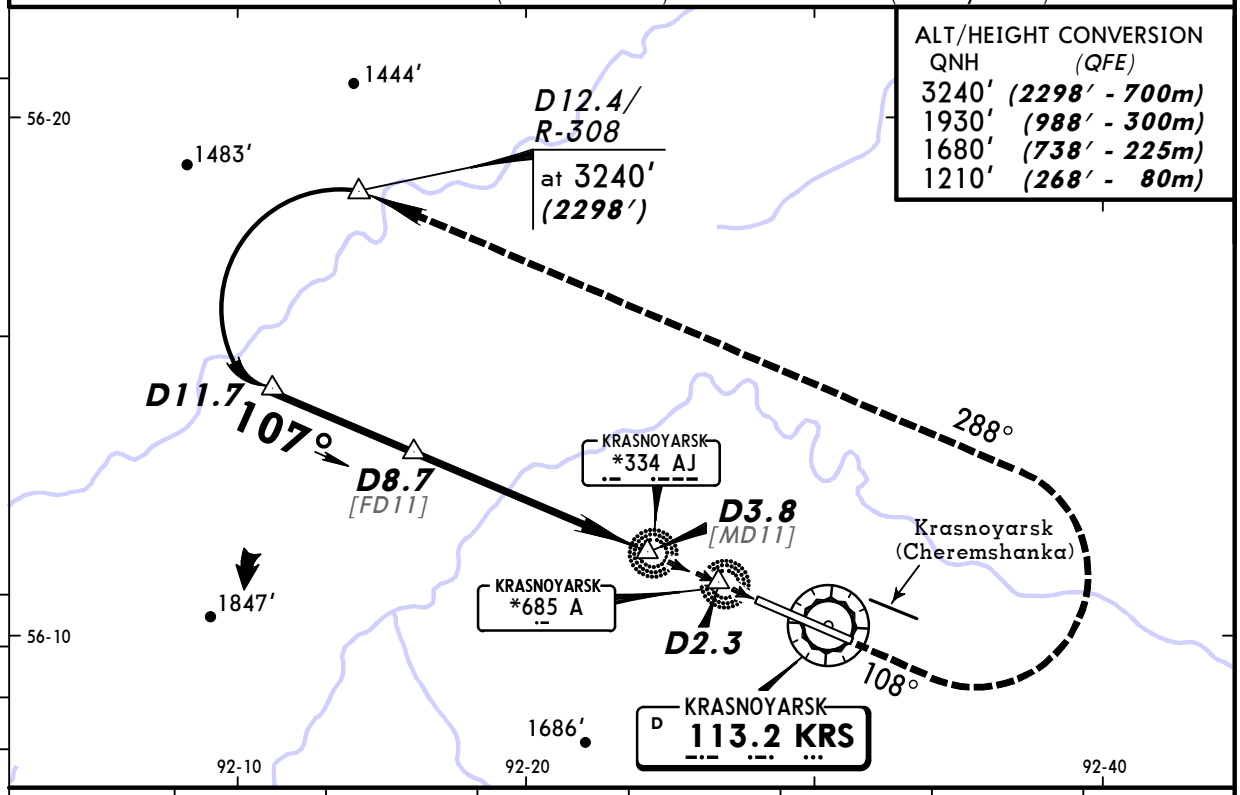


Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′ **(2298′)**

WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).

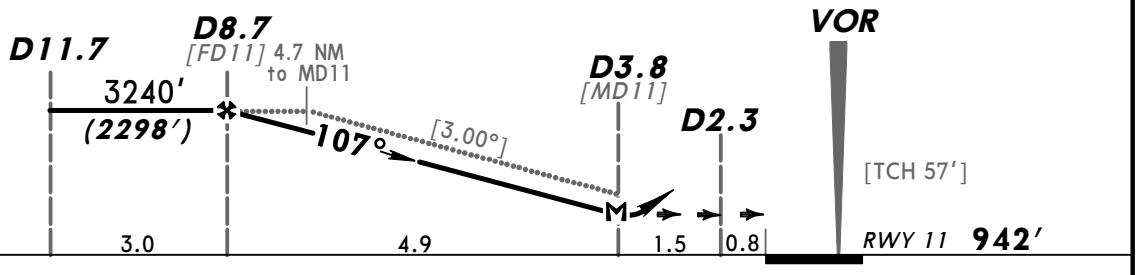
ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(2298′ - 700m)
1930′	(988′ - 300m)
1680′	(738′ - 225m)
1210′	(268′ - 80m)



KRS DME	8.2	7.6	7.1	6.5	6.0	5.5	4.9
ALTITUDE (HAT)	3060′(2118′)	2880′(1938′)	2720′(1778′)	2550′(1608′)	2370′(1428′)	2190′(1248′)	2030′(1088′)

Pass D3.8 not below 1680′ (738′) and D2.3 not below 1210′(268′).



Gnd speed-Kts	70	90	100	120	140	160
Descent grad 5.24% or Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.8						

HIALS

1930′ (988′) on 108°

288° LT

3240′ (2298′)

STRAIGHT-IN LANDING RWY 11

MDA(H) 1690′(748′)

PANS OPS

		ALS out
A	3200m	3200m
B		
C		3600m
D		4000m

CHANGES: Recommended altitudes. Descent angle.

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UNKL/KJA YEMELYANOVO

JEPPESEN 4 MAR 05 (13-2) Eff 17 Mar

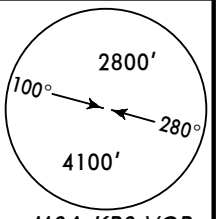
KRASNOYARSK, RUSSIA VOR DME Rwy 29

ATIS	KRASNOYARSK Approach	KRASNOYARSK Krug (Radar)	KRASNOYARSK Tower	KRASNOYARSK Start (TWR)	Ground
126.8 Russian only	127.7	122.0	118.3	118.3	121.9

BRIEFING STRIP ™

VOR KRS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 942′
113.2	289°	D6.4 2910′(1968′)	1760′(818′)	RWY 942′

MISSED APCH: Climb on 288° to 1930′(988′), then turn RIGHT onto 108° climbing to 2910′(1968′), then according to chart.



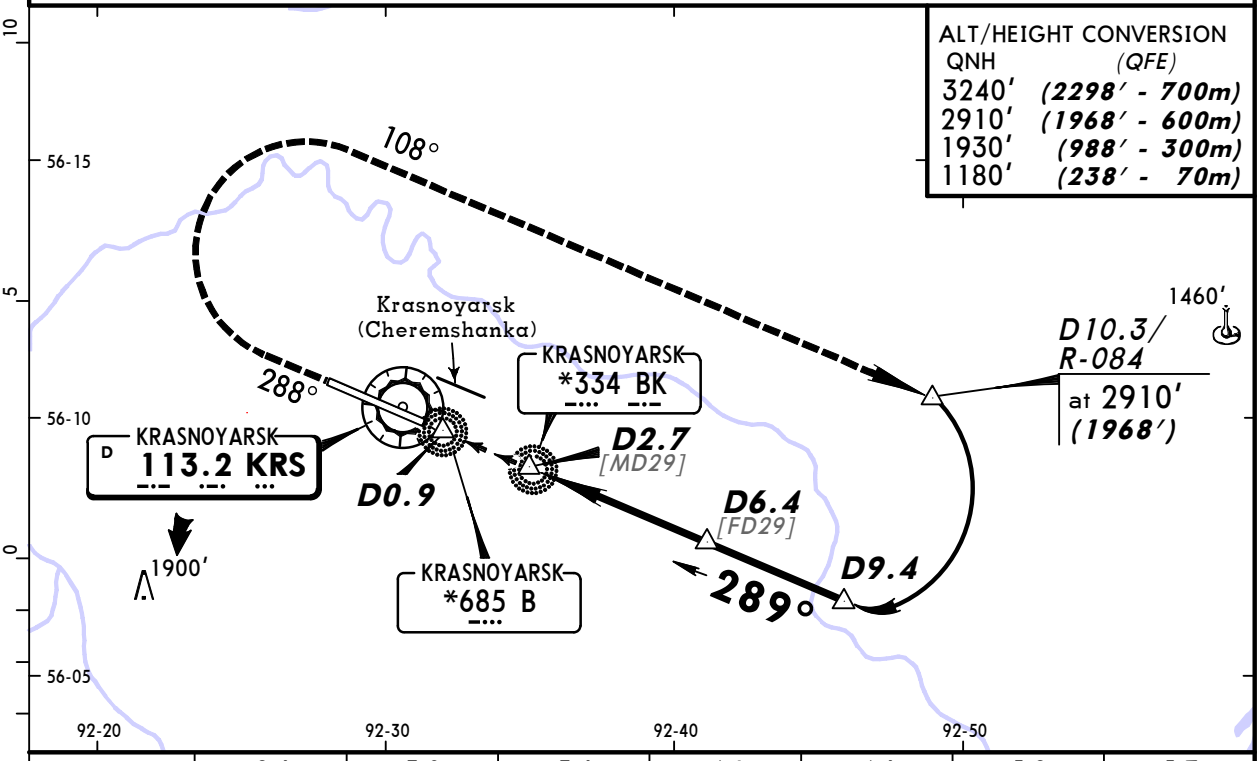
MSA KRS VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′ **(2298′)**

1. WARNING: Do not mistake KRASNOYARSK (Cheremshanka) for KRASNOYARSK (Yemelyanovo).
2. Ground proximity warning system may be brought into operation for a short duration between BK NDB and B Lctr.

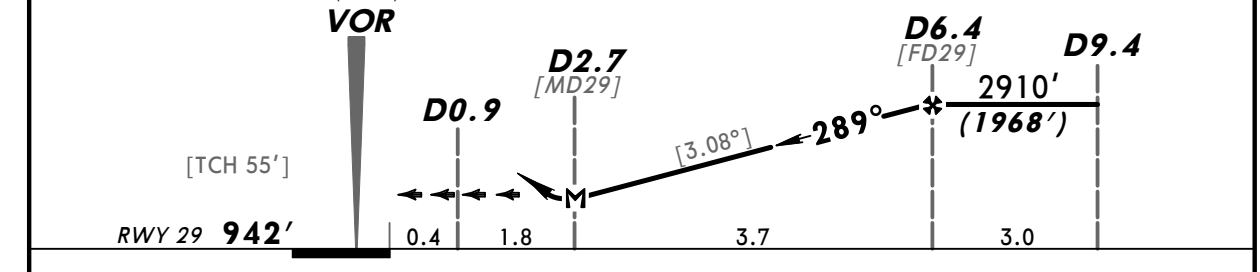
ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(2298′ - 700m)
2910′	(1968′ - 600m)
1930′	(988′ - 300m)
1180′	(238′ - 70m)



KRS DME	2.6	3.0	3.6	4.1	4.6	5.2	5.7
ALTITUDE (HAT)	1730′(788′)	1860′(918′)	2030′(1088′)	2190′(1248′)	2370′(1428′)	2550′(1608′)	2720′(1778′)

Pass D0.9 not below 1180′(238′).



Gnd speed-Kts	70	90	100	120	140	160
Descent grad 5.38% or Descent angle [3.08°]	381	490	545	654	763	872
MAP at D2.7						

HIALS

1930′ (988′) on 288°

108° RT

2910′ (1968′)

STRAIGHT-IN LANDING RWY 29

MDA(H) 1760′(818′)

PANS OPS

		ALS out
A	3200m	3200m
B		
C		4000m
D	3600m	4400m

CHANGES: Recommended altitudes. Descent angle.

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UNNT/OVB TOLMACHEVO

NOVOSIBIRSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	365′	Trans level: FL49 Trans alt: 3650′ *(3285′)*

MSA ARP: 1900′ (130°–200°), 3000′ (200°–280°), 2500′ (280°–130°)

FL CONVERSION
FL49 *FL1500m*

ALT/HEIGHT CONVERSION (QFE)

QNH	
3650′	*(3285′ - 1000m)*
2670′	*(2305′ - 700m)*
2010′	*(1645′ - 500m)*

GV 07D, KD 07D, KG 07D
LK 07D, PG 07D
RWY 07 ARRIVALS

FROM NORTH & EAST
FOR ARRIVALS FROM SOUTH & WEST
REFER TO CHART 10-2A
FOR ARRIVALS CAT B
REFER TO CHART 10-2B

NOT TO SCALE

UNEE N55 16.2 E086 06.5
TOGNA N55 11.4 E084 22.8
LOKPI N55 16.2 E083 11.7
KENGA N56 19.2 E080 42.1
KEGAV N55 47.6 E081 35.1
ZAYELTSOVSKIY 860 PG N55 04.7 E082 53.7
NOVOSIBIRSK 113.3 NSK N55 00.8 E082 38.4
NOVOSIBIRSK *310 RO N55 00.2 E082 33.8
KOLYVAN 660 GV N55 19.0 E082 43.0
NOVOTYRYSHKINO 715 KD N55 17.0 E082 24.0
D4.6 NSK N55 03.9 E082 32.7
D9.9 NSK N55 03.0 E082 21.7 (NSK R-274)
D11.5 NSK N55 03.3 E082 18.9 (NSK R-274)
D12.2 NSK N55 03.3 E082 17.6 (NSK R-273)
D12.3 NSK N55 02.9 E082 17.3 (NSK R-271)
D8.8 NSK N54 59.8 E082 23.2 (NSK R-255)
D10.6 NSK N55 03.3 E082 20.5 (NSK R-275)

41 · 52 · 59 · 43 · 51 · 6 · 5 · 12 · 14 · 21 · 23

268° · 254° · 257° · 126° · 142° · 212° · 238° · 252° · 258° · 305° · 162° · 078° · 072° · 117° · 186° · 287° · 107°

PG 07D · LK 07D · GV 07D · KD 07D · KG 07D

At 3650′ *(3285′)* · At 2670′ *(2305′)* · Intercept final at 2010′ *(1645′)*

❶

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UNNT/OVB
TOLMACHEVO

JEPPESEN 31 MAR 06 (10-2A) Eff 13 Apr

NOVOSIBIRSK, RUSSIA
STAR

ATIS	Apt Elev
127.4	365′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3650′ *(3285′)*

MSA ARP
200° 3000′ 280° 1900′ 130° 2500′

FL CONVERSION
FL49 *FL1500m*

ALT/HEIGHT CONVERSION (QFE)
QNH *(3285′ - 1000m)*
3650′ *(2305′ - 700m)*
2670′ *(1645′ - 500m)*

BO 07D, EB 07D, GL 07D
NB 07D, NR 07D, SO 07D
RWY 07 ARRIVALS
FROM SOUTH & WEST
FOR ARRIVALS CAT B REFER TO CHART 10-2C

MATVEYEVSKY 1170 EB N54 56.0 E083 05.0
LEGOSTAYEVO 320 OC N54 38.0 E083 49.0
BERDSK *465 B N54 43.3 E083 07.1
NOVOLOKTI 750 NR N54 23.0 E082 56.0
NOVOSIBIRSK 113.3 NSK N55 00.8 E082 38.4
NOVOSIBIRSK *310 RO N55 00.2 E082 33.8
BAROV N54 40.0 E082 37.0
SOGLU N54 03.2 E082 19.0
IBOLA N54 42.0 E082 02.0
KONEM D12.6 NSK N54 58.6 E082 16.8 (NSK R-251)
GOLIM N55 07.0 E080 58.0
D4.8 NSK N55 03.6 E082 31.7
D9.9 NSK N55 03.0 E082 21.7 (NSK R-274)
D8.8 NSK N54 59.8 E082 23.2 (NSK R-255)
N54 59.4 E082 24.3

296° 278° 116° 16 EB 07D
274° 25 308° 24 NB 07D
336° 39 NR 07D
R098° R128° R156° R173°
BO 07D 21 353°
297° 4.8
252° 6
078° 117° 5
072° 5
018° 18
089° 50 GL 07D
337° 40 SO 07D

Intercept final at 2010′ *(1645′)*
At 3650′ *(3285′)*
At 2670′ *(2305′)*
At 3650′ *(3285′)*

N
NOT TO SCALE

CHANGES: SULIM redesignated GOLIM; QR redesignated NR.

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UNNT/OVB
TOLMACHEVO

NOVOSIBIRSK, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	365′	Trans level: FL49 Trans alt: 3650′ *(3285′)*

MSA ARP
3000′ 280° 2500′ 130° 1900′ 200°

GV 07B, KD 07B, LK 07B, PG 07B
RWY 07 ARRIVALS
CAT B
FROM NORTH & EAST
FOR ARRIVALS FROM SOUTH & WEST
REFER TO CHART 10-2C

NOT TO SCALE

UNEE
N55 16.2 E086 06.5
257° 59
TOGNA
N55 11.4 E084 22.8
268° 41
254° 52
LOKPI
N55 16.2 E083 11.7
125° 30
LK 07B
ZAYELTSOVSKIY
860 PG
N55 04.7 E082 53.7
247° 12
PG 07B
KOLYVAN
660 GV
N55 19.0 E082 43.0
200° 23
GV 07B
N55 01.8 E082 33.3
162° 4
252°
NOVOSIBIRSK
*310 RO
N55 00.2 E082 33.8
093° 089° 085° 072°
Intercept final at 2010′ *(1645′)*
N54 59.6 E082 27.1
117°
N55 01.1 E082 26.2
287° 168° 107° 18
KD 07B
NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0

FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL49 *FL1500m*	QNH *(3285′ - 1000m)*
	3650′ *(1645′ - 500m)*
	2010′

CHANGES: None.

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UNNT/OVB
TOLMACHEVO

NOVOSIBIRSK, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	365′	Trans level: FL49 Trans alt: 3650′ *(3285′)*

MSA ARP
1900′ 200° 3000′ 280° 130° 2500′

BO 07B, EB 07B, GL 07B, NB 07B, NR 07B
RWY 07 ARRIVALS
CAT B
FROM SOUTH & WEST

MATVEYEVSKY
1170 EB
N54 56.0 E083 05.0

BERDSK
*465 B
N54 43.3 E083 07.1

LEGOSTAYEVO
320 OC
N54 38.0 E083 49.0

NOVOLOKTI
750 NR
N54 23.0 E082 56.0

NOVOSIBIRSK
*597 R
N55 00.5 E082 36.5

NOVOSIBIRSK
*310 RO
N55 00.2 E082 33.8

BAROV
N54 40.0 E082 37.0

GOLIM
N55 07.0 E080 58.0

N55 01.8 E082 33.3

N55 01.1 E082 26.2

N54 59.6 E082 27.1

276° 286° 116° 17 EB 07B
305° 25 NB 07B
274° 25
334° 39 NR 07B
350° 21 BO 07B
297° 2
162° 252° 4
093° 072° 117° 2
088° 52 GL 07B

Intercept final at 2010′ *(1645′)*

NOT TO SCALE

FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL49 *FL1500m*	QNH *(3285′ - 1000m)*
	3650′ *(1645′ - 500m)*
	2010′

CHANGES: SULIM redesignated GOLIM; QR redesignated NR.

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UNNT/OVB TOLMACHEVO

JEPPESEN 31 MAR 06 (10-2D) Eff 13 Apr

NOVOSIBIRSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	365′	Trans level: FL49 Trans alt: 3650′ *(3287′)*

EB 25D, GL 25D, GV 25D
KD 25D, LK 25D
RWY 25 ARRIVALS

FOR ARRIVALS CAT B REFER TO CHART 10-2E

MSA ARP: 3000′ (280°–200°), 1900′ (200°–130°), 2500′ (130°–280°)

NOT TO SCALE

UNEE N55 16.2 E086 06.5
257° 59
TOGNA N55 11.4 E084 22.8
268° 41
LOKPI N55 16.2 E083 11.7
221° 11
LK 25D
N55 09.3 E082 57.6
197° 2
188° 1
D13.9 NSK N55 10.0 E082 56.6 (NSK R-039)
GV 25D 12
130°
KOLYVAN 660 GV N55 19.0 E082 43.0
D12.9 NSK N55 08.2 E082 56.7
At 3650′ *(3287′)*
045° 4
ZAYELTSOVSKIY 860 PG N55 04.7 E082 53.7
197° 3
N55 02.3 E082 51.7 (246° brg to KT)
252°
Intercept final at 1680′ *(1317′)*
D10 NSK At 2660′ *(2297′)*
N55 01.4 E082 52.3 (259° brg to KT)
085° 3
090°
At 1680′ *(1317′)*
D11.6 NSK At 3650′ *(3287′)*
2
MATVEYEVSKIY 1170 EB N54 56.0 E083 05.0
297° 5
286°
EB 25D
116° 9
D12 NSK N54 54.9 E082 56.6
At or above FL49
12
NOVOSIBIRSK *310 KT N55 01.2 E082 44.5
110°
NOVOSIBIRSK 113.3 NSK N55 00.8 E082 38.4
R324°
R268°
18 KD 25D
287°
144°
107°
NOVOTYRYSHKINO 715 KD N55 17.0 E082 24.0
GOLIM N55 07.0 E080 58.0
088° 58 GL 25D

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3650′	*(3287′ - 1000m)*
2660′	*(2297′ - 700m)*
1680′	*(1317′ - 400m)*

CHANGES: SULIM redesignated GOLIM.

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UNNT/OVB
TOLMACHEVO

NOVOSIBIRSK, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.4	365′	Trans level: FL49 Trans alt: 3650′ *(3287′)*

MSA ARP
3000′ 280° 2500′ 130° 1900′ 200°

FL CONVERSION
FL49 *FL1500m*

ALT/HEIGHT CONVERSION (QFE)
QNH *(3287′ - 1000m)*
3650′ *(2297′ - 700m)*
2660′ *(1317′ - 400m)*
1680′ *(1317′ - 400m)*

EB 25B, GL 25B, GV 25B, KD 25B
RWY 25 ARRIVALS
CAT B

MATVEYEVSKY
1170 EB
N54 56.0 E083 05.0

296° 293° 116°
10 EB 25B

N55 01.6
E082 49.3

Intercept final at 1680′ *(1317′)*

297° 252°

N55 00.1
E082 50.2

At 2660′ *(2297′)*

280° 4 072°

KOLYVAN
660 GV
N55 19.0 E082 43.0

NOVOSIBIRSK
*310 KT
N55 01.2 E082 44.5

N54 59.7
E082 44.7

2 117°

173°
18 GV 25B

NOVOSIBIRSK
*597 K
N55 01.0 E082 41.7

19 KD 25B

287° 139° 107°

NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0

60 GL 25B

GOLIM
N55 07.0 E080 58.0

086°

N

NOT TO SCALE

CHANGES: SULIM redesignated GOLIM.

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UNNT/OVB TOLMACHEVO

NOVOSIBIRSK, RUSSIA

SID

Apt Elev
365′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3650′ ***(3285′)***
Noise abatement procedure should be applied according to Flight Manual.

DB 07R ❶, DB 07T, EB 07T GV 07T, KD 07T, LK 07T RWY 07 DEPARTURES

MSA ARP
3000′ 280° 2500′ 130° 1900′ 200°

UNEE
N55 16.2
E086 06.5

TOGNA
N55 11.4
E084 22.8

LOKPI
N55 16.2 E083 11.7

❶ By ATC

MATVEYEVSKY
1170 EB
N54 56.0 E083 05.0

KOLYVAN
660 GV
N55 19.0 E082 43.0

N54 58.0
E082 45.2

NOVOTYRYSHKINO
715 KD
N55 17.0 E082 24.0

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

NOVOSIBIRSK
*310 RO
N55 00.2 E082 33.8

DUBRAVA
[DUBRA]
N55 19.0
E081 03.0

59 076° UNEE
41 087° TOGNA
25 LK 07T
039°
150° 6
090°
13 078° EB 07T
21 GV 07T
351°
314°
23 KD 07T
277°
2.2 DME
072°
13 DB 07R ❶
283°
65 DB 07T
281°
57

NOT TO SCALE

Engine Failure Procedure
Climb on 072° track to 760′ ***(395′)***, turn LEFT, 252° track, then as directed by ATC.

ALT/HEIGHT CONVERSION (QFE)
QNH 760′ ***(395′ - 120m)***
3650′ ***(3285′ - 1000m)***

FL CONVERSION
FL49 ***FL1500m***

CHANGES: SIDs transferred.

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UNNT/OVB TOLMACHEVO

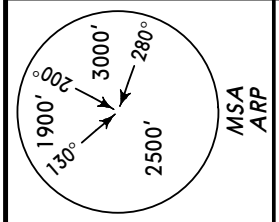
JEPPESEN 16 DEC 05 (10-3A)

NOVOSIBIRSK, RUSSIA

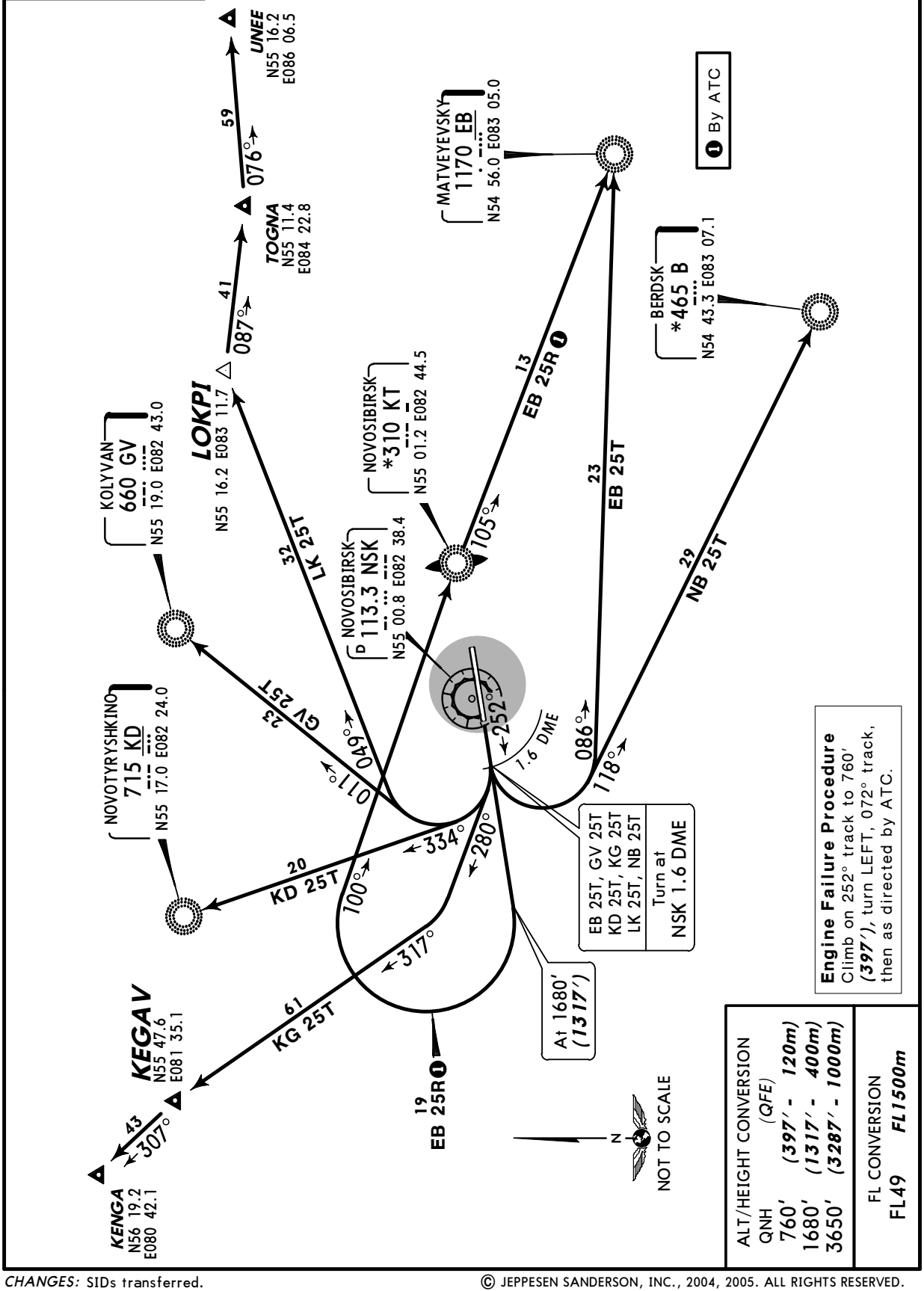
SID

Apt Elev 365′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3650′ ***(3287′)***
Noise abatement procedure should be applied according to Flight Manual.



EB 25R ❶, EB 25T, GV 25T
KD 25T, KG 25T, LK 25T, NB 25T
RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
760′	(397′ - 120m)
1680′	(1317′ - 400m)
3650′	(3287′ - 1000m)

FL CONVERSION	
FL49	FL1500m

CHANGES: SIDs transferred.

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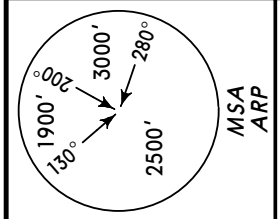
UNNT/OVB TOLMACHEVO

NOVOSIBIRSK, RUSSIA

SID

Apt Elev
365′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3650′ ***(3285′)***
Noise abatement procedure should be applied according to Flight Manual.



GL 07R❶, GL 07T, NR 07T
OC 07T, TM 07T
RWY 07 DEPARTURES

LEGOSTAYEVO
320 OC
N54 38.0 E083 49.0

TALMENKA
988 TM
N53 48.0 E083 32.0

MATVEYEVSKY
1170 EB
N54 56.0 E083 05.0

NOVOLOKTI
750 NR
N54 23.0 E082 56.0

N54 58.0
E082 45.2

090°
108°
42
OC 07T
76
TM 07T
39
NR 07T
150°
6
160°
265°
2.2 DME
072°
13
GL 07R❶
283°
269°
65
GL 07T
56

NOVOSIBIRSK
113.3 NSK
N55 00.8 E082 38.4

NOVOSIBIRSK
*310 RO
N55 00.2 E082 33.8

❶ By ATC

Engine Failure Procedure
Climb on 072° track to 760′ ***(395′)***, turn LEFT, 252° track, then as directed by ATC.

GOLIM
N55 07.0
E080 58.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)
QNH 760′ ***(395′ - 120m)***
3650′ ***(3285′ - 1000m)***

FL CONVERSION
FL49 ***FL1500m***

CHANGES: SULIM redesignated GOLIM; QR redesignated NR.

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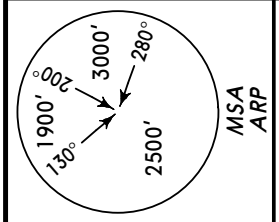
UNNT/OVB TOLMACHEVO

NOVOSIBIRSK, RUSSIA

SID

Apt Elev
365′

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3650′ *(3287′)*
Noise abatement procedure should be applied according to Flight Manual.



GL 25R❶, GL 25T, NR 25T
OC 25T, TM 25T
RWY 25 DEPARTURES

❶ By ATC

LEGOSTAYEVO
320 OC
N54 38.0 E083 49.0

TALMENKA
988 TM
N53 48.0 E083 32.0

NOVOLOKTI
750 NR
N54 23.0 E082 56.0

NOVOSIBIRSK
D 113.3 NSK
N55 00.8 E082 38.4

53 OC 25T
83 TM 25T
42 NR 25T

252°
1.6 DME
105°
145°
151°
280°
268°
270°
57 GL 25R ❶
54 GL 25T

GL 25R, NR 25T
OC 25T, TM 25T
Turn at
NSK 1.6 DME

At 1680′
(1317′)

Engine Failure Procedure
Climb on 252° track to 760′ *(397′)*, turn LEFT, 072° track, then as directed by ATC.

GOLIM
N55 07.0
E080 58.0

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
760′	*(397′ - 120m)*
1680′	*(1317′ - 400m)*
3650′	*(3287′ - 1000m)*

FL CONVERSION
FL49 *FL1500m*

CHANGES: SULIM redesignated GOLIM; QR redesignated NR.

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NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by crews of all aircraft. Overflying the central part of the city at or below 4310′ (3945′ - 1200m) is prohibited.

ARRIVALS

Runway 07 is noise preferential and shall be used for approach to the greatest extend possible.

Restrictions

Restrictions for cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to land on runway when friction coefficient is 0.3 or more.
Straight-in approach is allowed on landing heading 072° when transition level has been reached before a distance of 16.2 NM or more.

DEPARTURES

The noise abatement procedures stated below shall not be executed at the expense of reduction of flight safety or in case of engine failiure during take-off.

Restrictions

Restrictions on maximum cross-wind and tail-wind components are as in accordance with the Airplane Flight Manual for the specified aircraft type. It is allowed to take-off from dry and wet runway when friction coefficient is 0.3 or more.

Runway 07 special take-off procedure

During take-off the initial turn shall be carried out at 1.1 NM from departure threshold.

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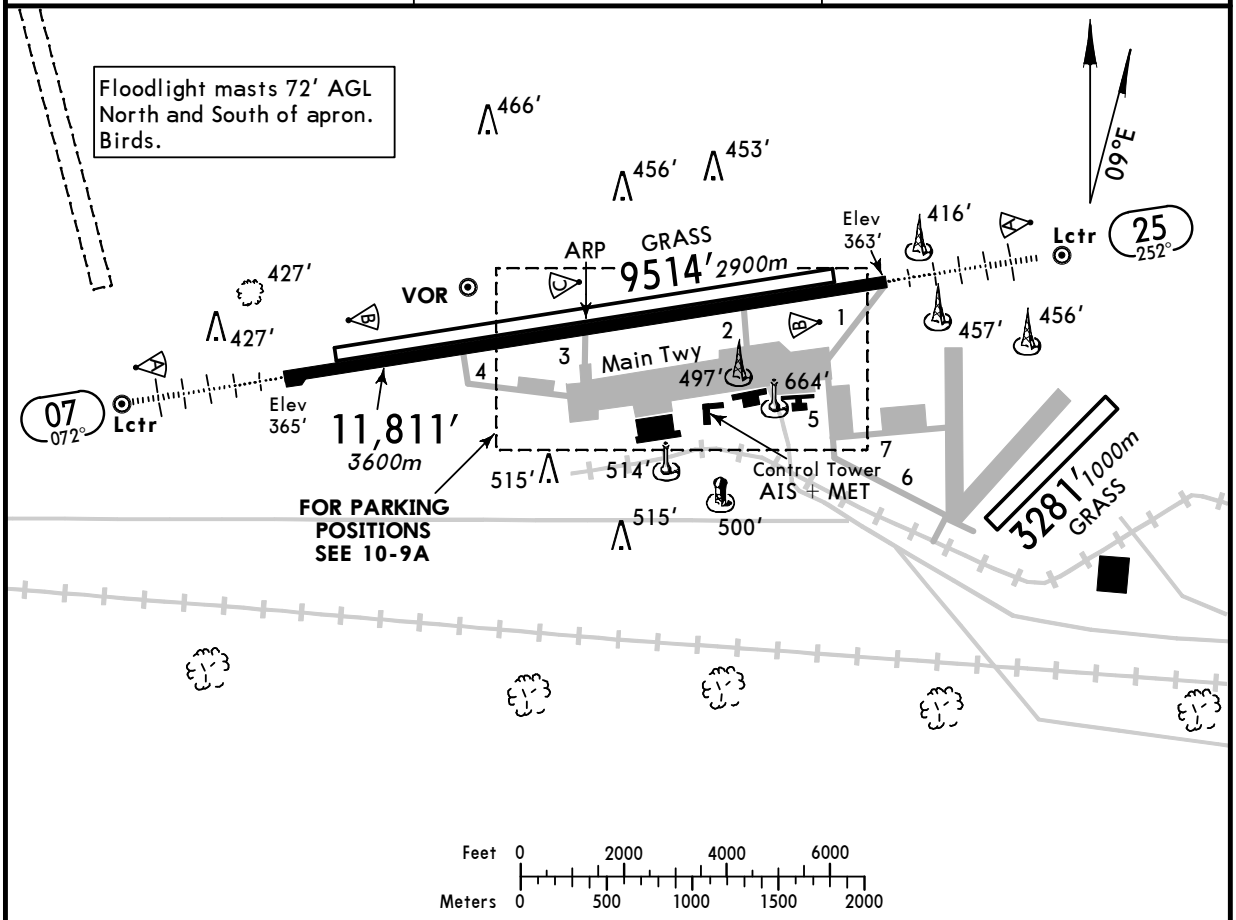
UNNT/OVB

Apt Elev **365′**
N55 00.7 E082 39.1

JEPPESEN
2 DEC 05 (10-9)

NOVOSIBIRSK, RUSSIA
TOLMACHEVO

ATIS	NOVOSIBIRSK Taxiing (GND)	Start (TWR)
127.4	121.7	118.5



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
	Grass runway				328′ *100m*
07 ❶	HIRL *(60m)* HIALS PAPI (angle 2.83°) RVR		10,794′ *3290m*	11,483′ *3500m* ❷	197′ *60m*
25	HIRL *(60m)* HIALS PAPI (angle 2.67°) RVR		10,758′ *3279m*		
07 25	Grass runway				328′ *100m*

❶ Elevated runway edge lights 2′/ 0.5m.
❷ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

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

CHANGES: Airport layout. Usable lengths.

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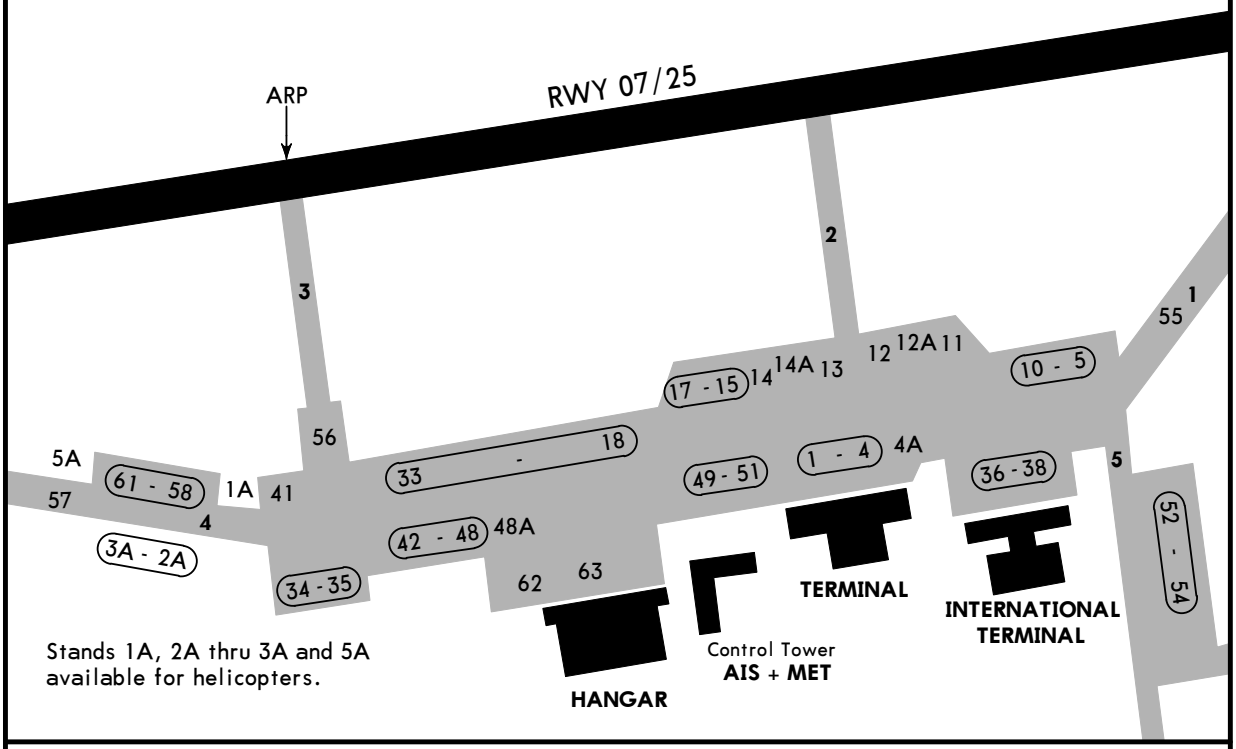
JEPPESEN

2 DEC 05 (10-9A)

NOVOSIBIRSK, RUSSIA

TOLMACHEVO

NOT TO SCALE



CHANGES: Parking positions.

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UNNT/OVB

JEPPESEN
3 APR 98 10-9X

JAA MINIMUMS

NOVOSIBIRSK, RUSSIA
TOLMACHEVO

STRAIGHT-IN RWY		A	B	C	D
07	ILS	**564**′(200′)	**564**′(200′)	**564**′(200′)	**564**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**670**′(306′)	**670**′(306′)	**670**′(306′)	**670**′(306′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	**561**′(200′)	**561**′(200′)	**561**′(200′)	**561**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR DME	**670**′(309′)	**670**′(309′)	**670**′(309′)	**670**′(309′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 07, 25

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

TAKE-OFF RWY 03, 17, 21, 35

	NIL (DAY only)
A, B, C, D	*500m*

CHANGES: New page.

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UNNT/OVB TOLMACHEVO

JEPPESEN 16 SEP 05 (11-1)

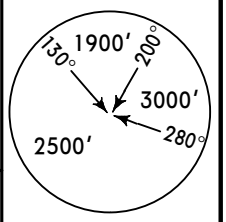
NOVOSIBIRSK, RUSSIA ILS or 2 NDB Rwy 07

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Krug (APP/RDR)	NOVOSIBIRSK Start (TWR)	Ground
127.4	127.5	122.0	118.5	121.7

LOC IRO *110.1	Final Apch Crs 072°	GS LOM 1103′ (738′)	ILS DA(H) 565′ (200′)	Apt Elev 365′
NDB RO 310		Minimum Alt LOM 1110′ (745′)	NDB MDA(H) 700′ (335′)	RWY 365′

MISSED APCH: Climb on 072° to 1030′ (665′), then turn LEFT onto 252° climbing to 2670′ (2305′), then according to chart, or as directed.

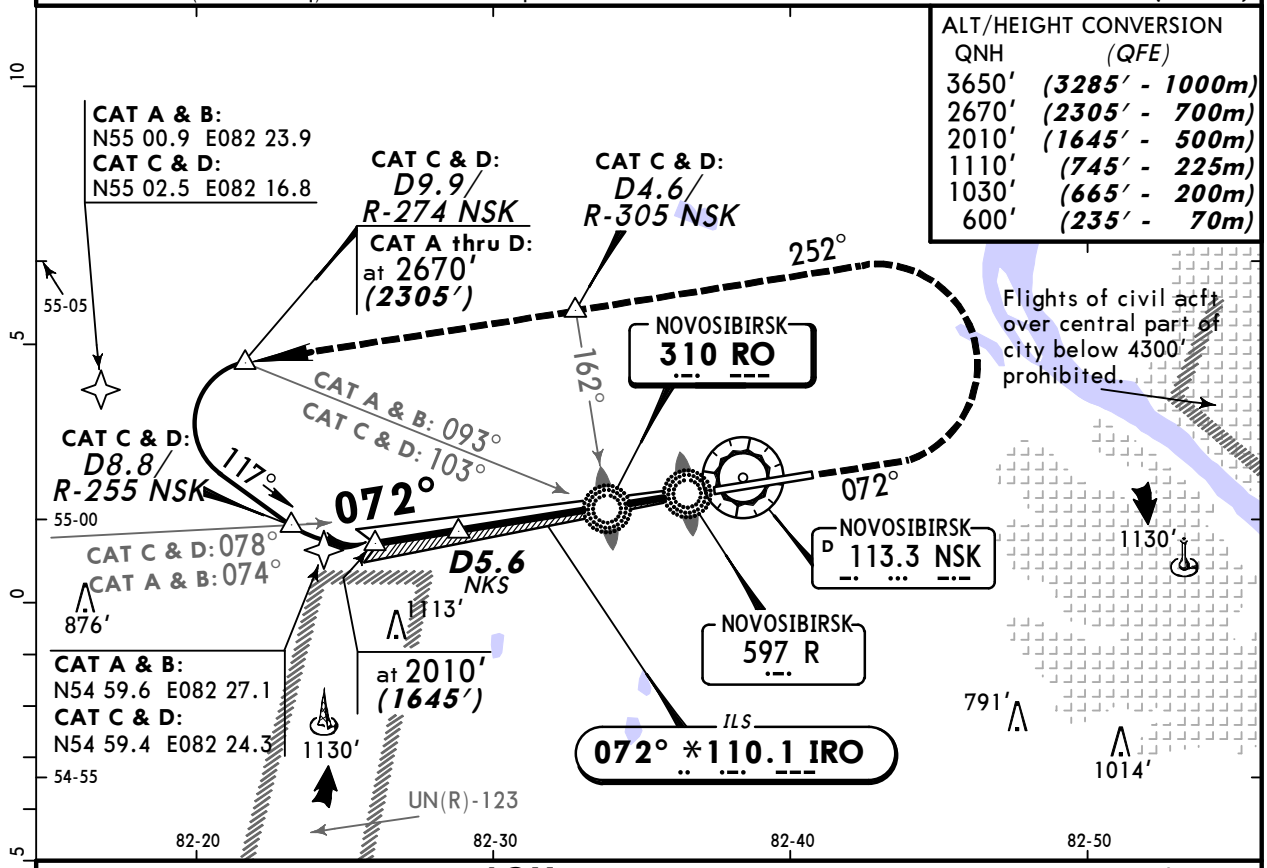


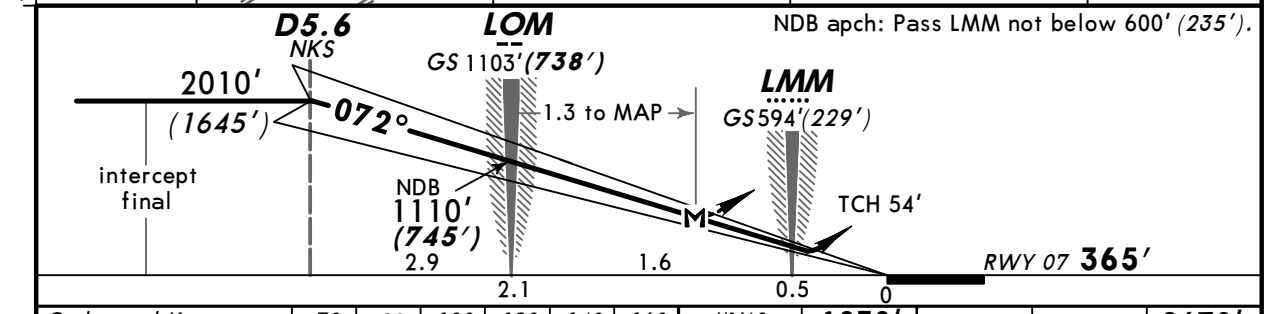
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3650′ (3285′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3650′	(3285′ - 1000m)
2670′	(2305′ - 700m)
2010′	(1645′ - 500m)
1110′	(745′ - 225m)
1030′	(665′ - 200m)
600′	(235′ - 70m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad	5.2%	377	484	538	646	753	861
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI PAPI

1030′ (665′) on 072°

252° LT

2670′ (2305′)

STRAIGHT-IN LANDING RWY 07

	ILS DA(H) 565′ (200′) FULL	ILS DA(H) 565′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 700′ (335′)	NDB MDA(H) 700′ (335′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Procedure.

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UNNT/OVB
TOLMACHEVO

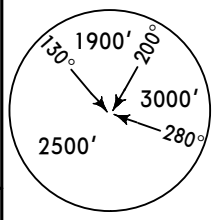
JEPPESEN
16 SEP 05 (11-2)

NOVOSIBIRSK, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP ™

ATIS	NOVOSIBIRSK Approach	NOVOSIBIRSK Krug (APP/RDR)	NOVOSIBIRSK Start (TWR)	Ground
127.4	127.5	122.0	118.5	121.7

LOC IKT *108.5	Final Apch Crs 252°	GS LOM 1052′ (689′)	ILS DA(H) 563′ (200′)	Apt Elev 365′
NDB KT 310		Minimum Alt LOM 1060′ (697′)	NDB MDA(H) 710′ (347′)	RWY 363′



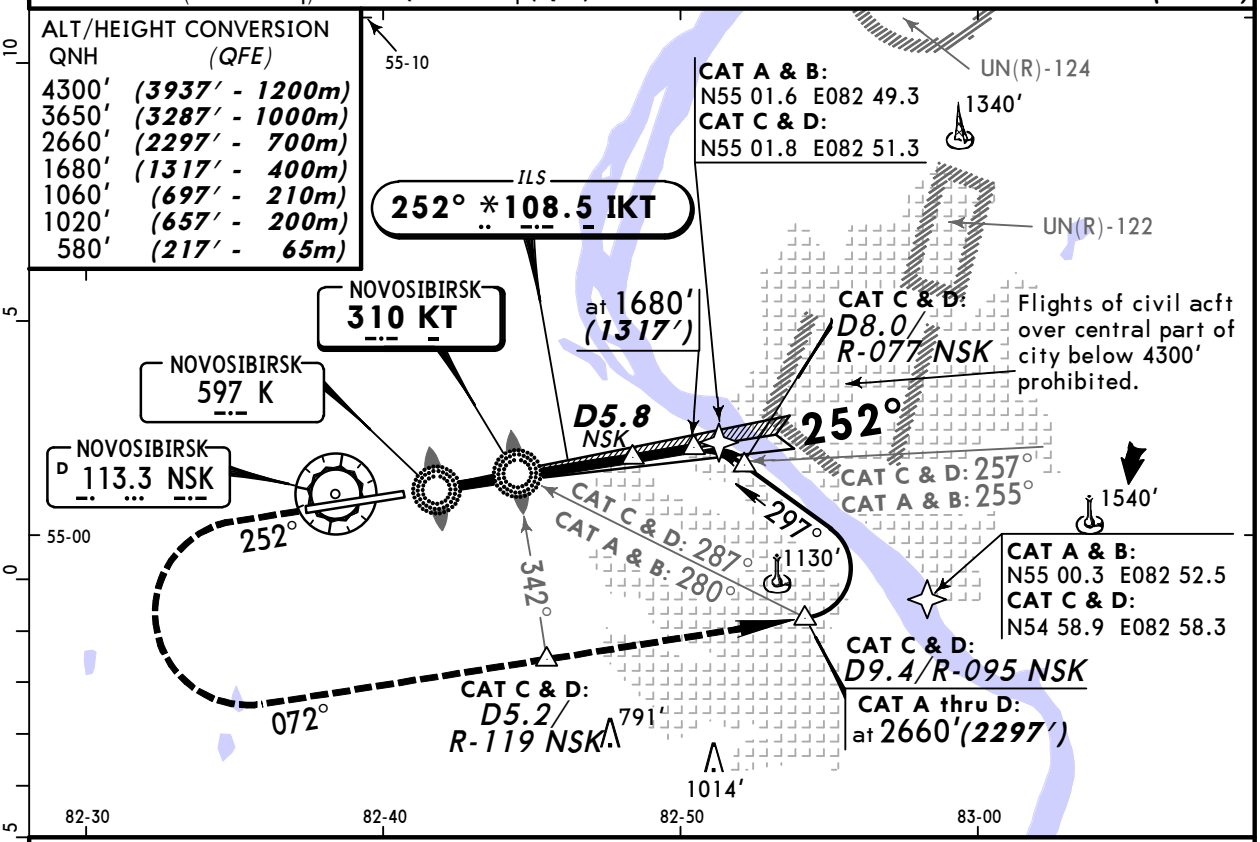
MSA
ARP

MISSED APCH: Climb on 252° to 1020′ (657′), then turn LEFT onto 072° climbing to 2660′ (2297′), then according to chart.

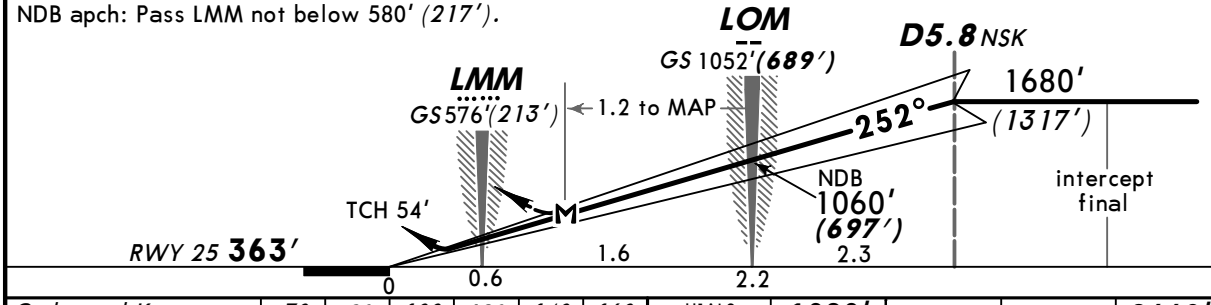
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 3650′ (3287′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4300′	(3937′ - 1200m)
3650′	(3287′ - 1000m)
2660′	(2297′ - 700m)
1680′	(1317′ - 400m)
1060′	(697′ - 210m)
1020′	(657′ - 200m)
580′	(217′ - 65m)



NDB apch: Pass LMM not below 580′ (217′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	332	427	474	569	664	759
LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS

1020′ (657′) on 252°

072° LT

2660′ (2297′)

STRAIGHT-IN LANDING RWY 25

PANS OPS

	ILS DA(H) 563′ (200′) FULL	ILS DA(H) 563′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 710′ (347′)	NDB MDA(H) 710′ (347′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1300m	2100m
B					
C					
D				1700m	

CHANGES: None.

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UNOO/OMS TSENTRALNY

JEPPESEN
17 FEB 06 (10-2)

OMSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	312′	Trans level: FL39 Trans alt: 2290′ *(1979′)*

ALODA 2, BUNET 2, MANUG 2
RWY 07 ARRIVALS

2400′
MSA
ARP

RUBOR
N56 44.0 E070 13.4

121° 123

N
NOT TO SCALE

❶ MEA when under radar assistance.

MANUG
N55 16.5 E072 48.0

152° 19

KEDUL
N55 34.0
E071 21.0

105° 52

BUNET
N55 09.6
E072 41.7

130° 15

MANUG 2 ❶4570 4530
BUNET 2 ❶4570 4530

038° 218°
ALPHA
N55 07.9
E073 15.6
174°

N54 58.1 E072 57.5
At 2290′ *(1979′)*

Intercept final at 1960′ *(1649′)*

N54 57.8 E072 57.8
At 2290′ *(1979′)*

083°
081°
111° 4
070°
066°

N54 56.4 E073 01.3
At 1960′ *(1649′)*

N54 55.0 E073 01.1
(059° brg to RM)
At 1960′ *(1649′)*

OMSK
*332 RM
N54 57.4 E073 13.8

19 ❶4570 4270 ALODA 2
002°

ALODA
N54 36.7 E072 54.4

021° 32

DAKIN
N54 09.5 E072 24.3

FL CONVERSION	
FL39	*FL1200m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
2290′	*(1979′ - 600m)*
1960′	*(1649′ - 500m)*

CHANGES: ALODA STAR revised.

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UNOO/OMS TSENTRALNY

JEPPESEN
17 FEB 06 (10-2A)

OMSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	312′	Trans level: FL39 Trans alt: 2290′ *(1997′)*

ALODA 4A, BUNET 4A, BUNET 4B
MANUG 4A, MANUG 4B
ALODA 4B
BY ATC
RWY 25 ARRIVALS

2400′
MSA
ARP

FL CONVERSION
FL39 *FL1200m*

ALT/HEIGHT CONVERSION
QNH (QFE)
2290′ *(1997′ - 600m)*

HOLDING OVER ALPHA

038° 218°

RUBOR
N56 44.0
E070 13.4

121° 123

MANUG
N55 16.5 E072 48.0

102° 107°

18 MANUG 4B
4570
1 4530

31 MANUG 4A
4570
1 4530

KEDUL
N55 34.0
E071 21.0

52 105°

BUNET 4B
19
4570
1 4530

083° 088°

BUNET
N55 09.6
E072 41.7

ALPHA
N55 07.9
E073 15.6

095°

13
4570
1 4530

32
4570
1 4530
BUNET 4A

140°

N55 04.0 E073 37.2
At 2290′
(1997′)

OMSK
*332 TK
N54 58.7 E073 24.4

N55 00.6
E073 36.3
At 2290′ 2
(1997′)

1 min 9
222°
4
201°
2
242°
246°
021°

3.2
066°
3.2 NM from TK
N54 59.4
E073 29.9

272°

N54 57.0
E073 36.9
At 2290′
(1997′)

Intercept final at 2290′
(1997′)

28
4570
1 4270
ALODA 4A

32
4570
1 4270
ALODA 4B
By ATC

ALODA
N54 36.7 E072 54.4

027° 039°

021° 32

DAKIN
N54 09.5 E072 24.3

N

NOT TO SCALE

1 MEA when under radar assistance.

CHANGES: ALODA STARs revised.

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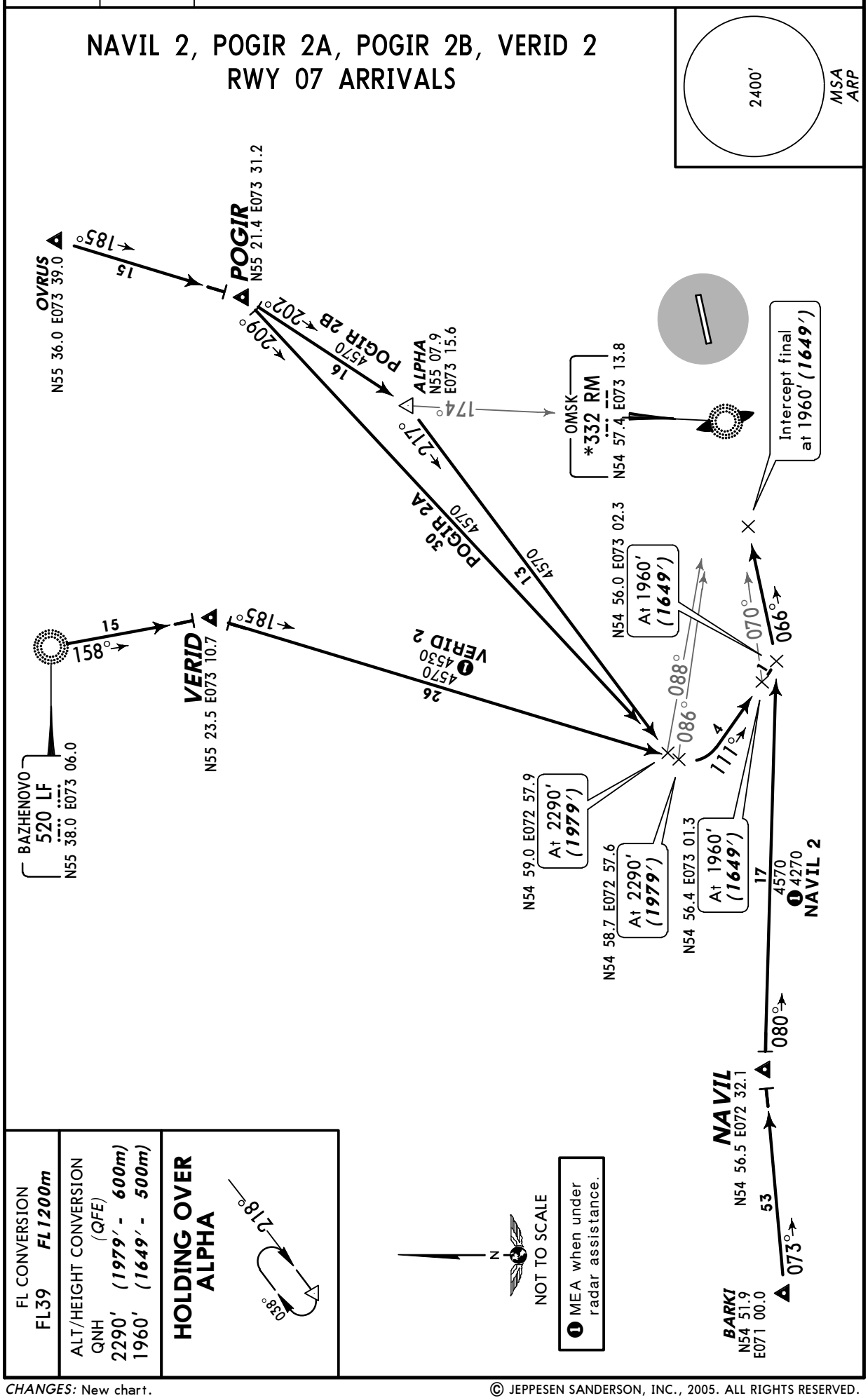
UNOO/OMS TSENTRALNY

OMSK, RUSSIA

STAR

ATIS	Apt Elev	
126.4	312′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2290′ *(1979′)*

NAVIL 2, POGIR 2A, POGIR 2B, VERID 2
RWY 07 ARRIVALS



CHANGES: New chart.

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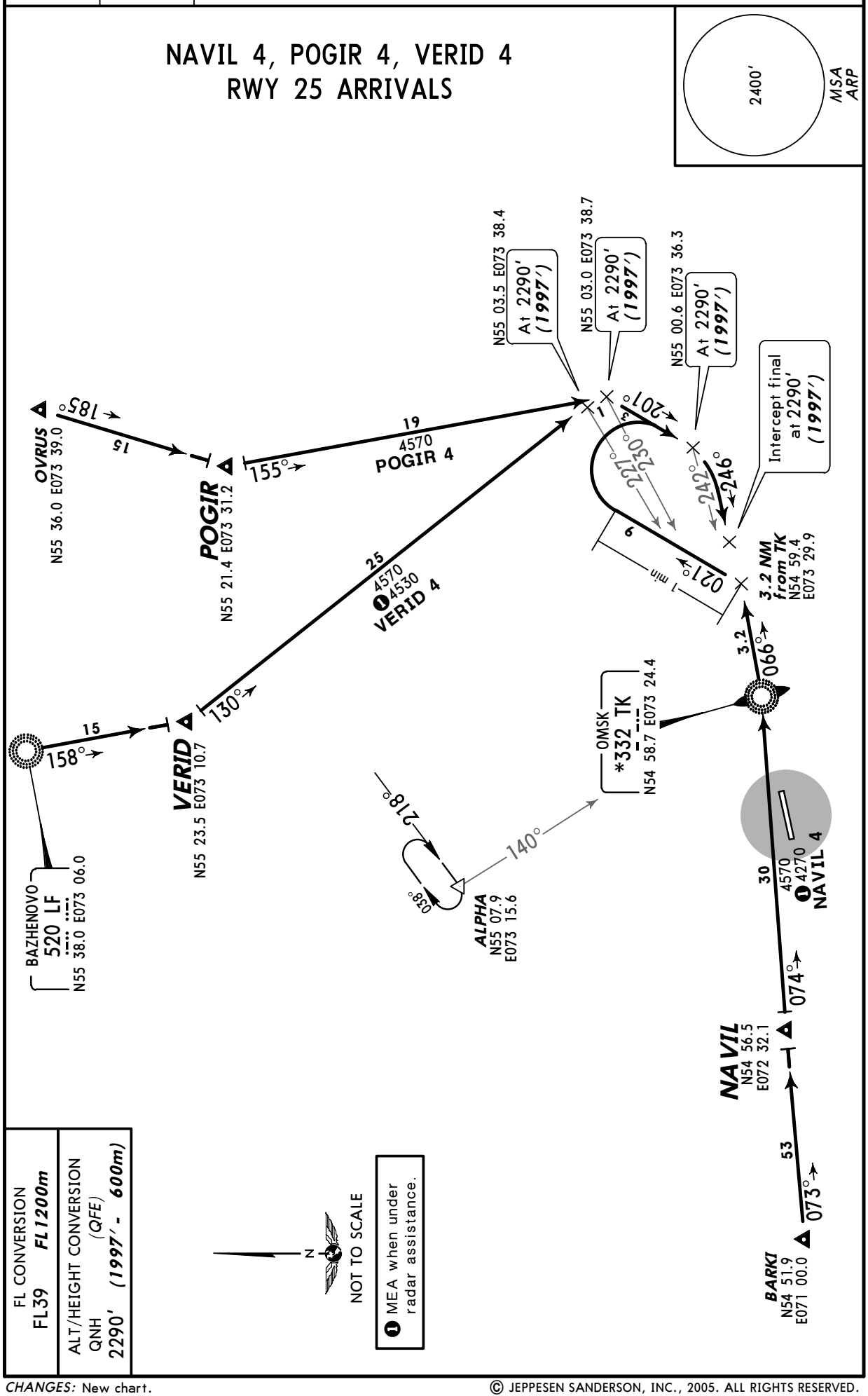
UNOO/OMS TSENTRALNY

OMSK, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.4	312′	Trans level: FL39 Trans alt: 2290′ *(1997′)*

NAVIL 4, POGIR 4, VERID 4
RWY 25 ARRIVALS



CHANGES: New chart.

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UNOO/OMS TSENTRALNY

OMSK, RUSSIA

SID

Apt Elev	QNH on request (QFE)
312′	Trans level: FL39 Trans alt: 2290′ *(1978′)*

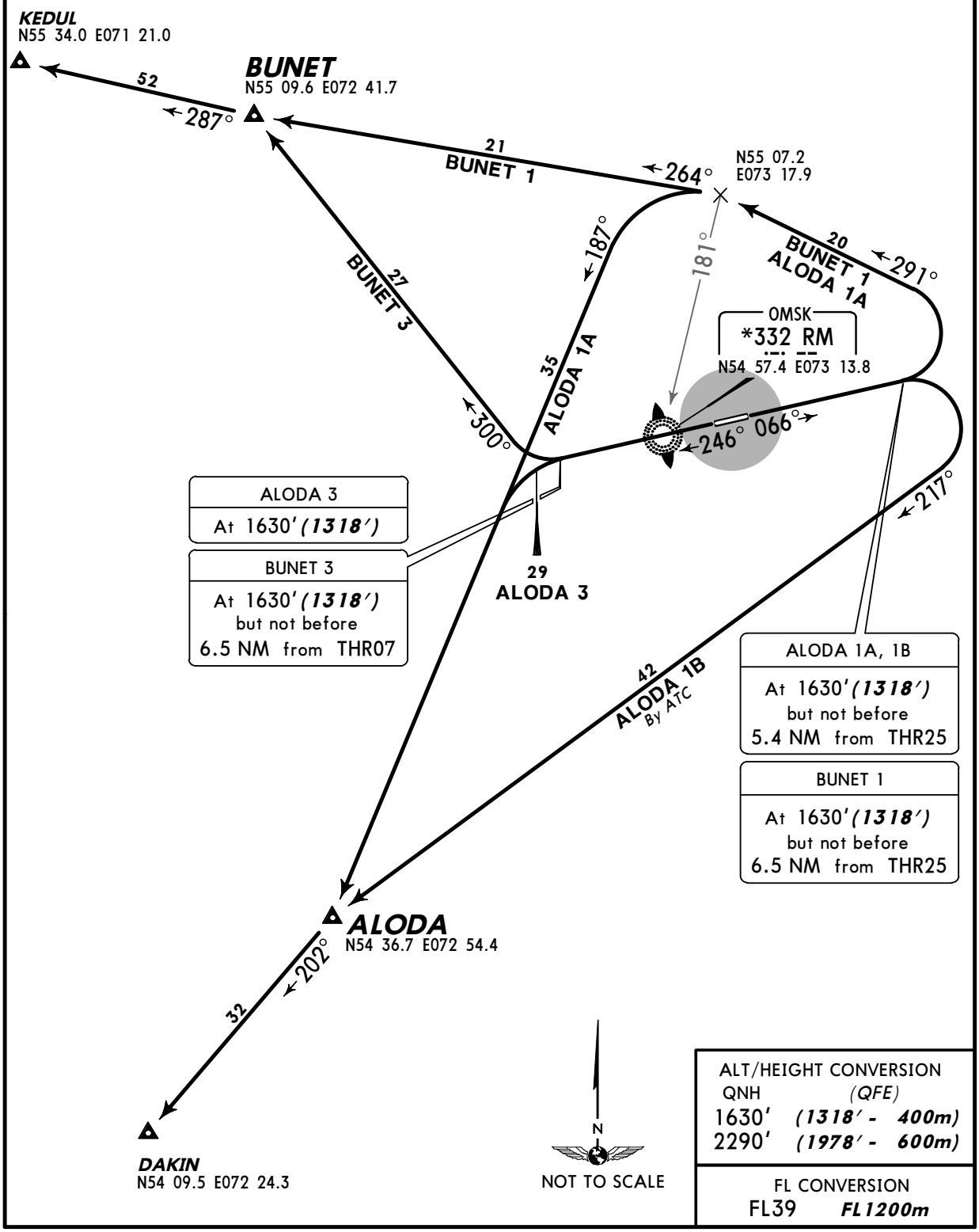
2400′
MSA
ARP

ALODA 1A
BUNET 1
ALODA 1B
By ATC

RWY 07 DEPARTURES

ALODA 3
BUNET 3

RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1630′	*(1318′ - 400m)*
2290′	*(1978′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: ALODA SIDs revised.

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UNOO/OMS TSENTRALNY

OMSK, RUSSIA

SID

Apt Elev
312′

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2290′ ***(1978′)***

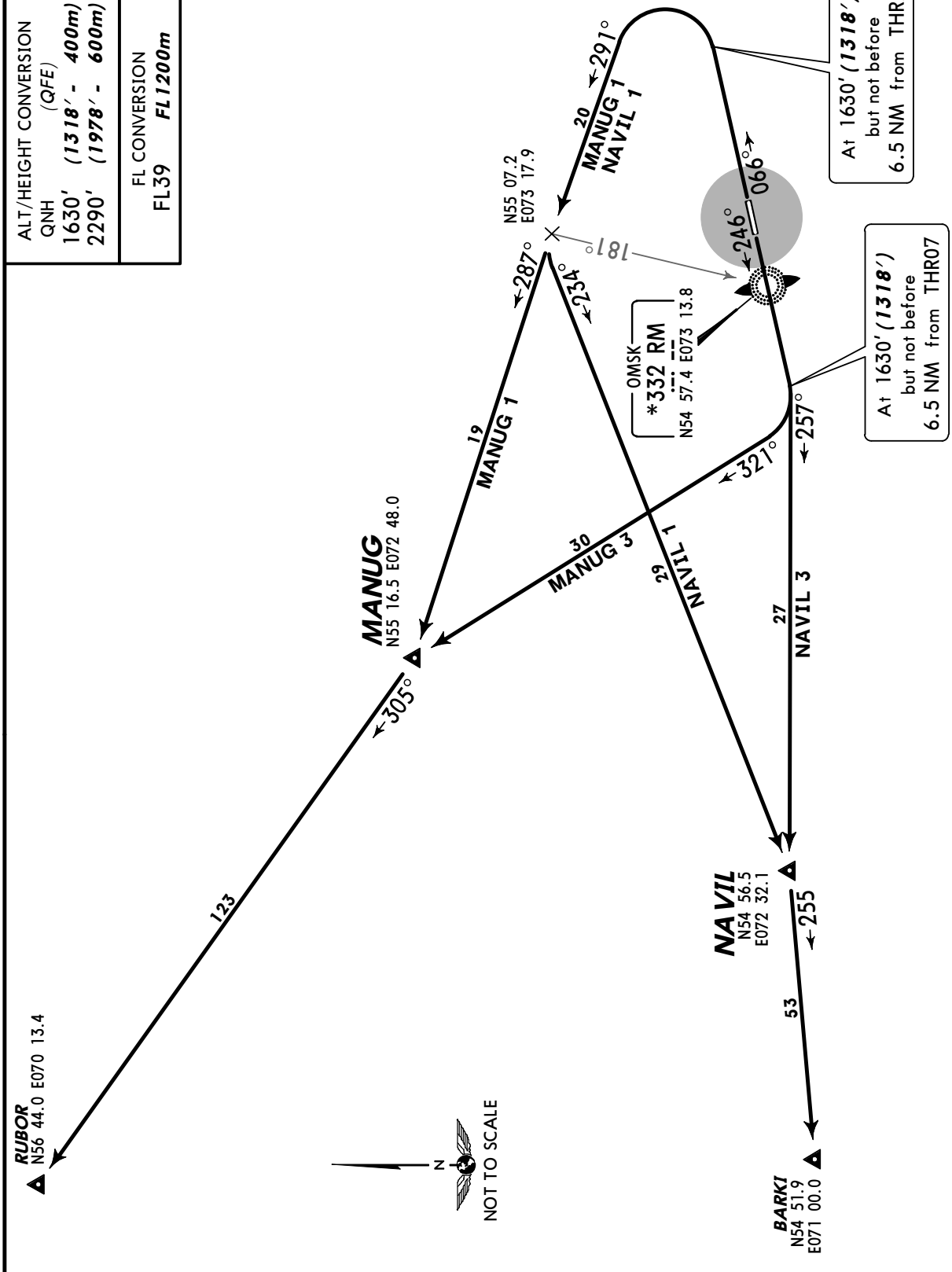
2400′ MSA ARP

ALT/HEIGHT CONVERSION (QFE)
QNH
1630′ ***(1318′ - 400m)***
2290′ ***(1978′ - 600m)***

FL CONVERSION
FL39 ***FL1200m***

MANUG 1
NAVIL 1
RWY 07 DEPARTURES

MANUG 3
NAVIL 3
RWY 25 DEPARTURES



CHANGES: None.

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UNOO/OMS TSENTRALNY

OMSK, RUSSIA

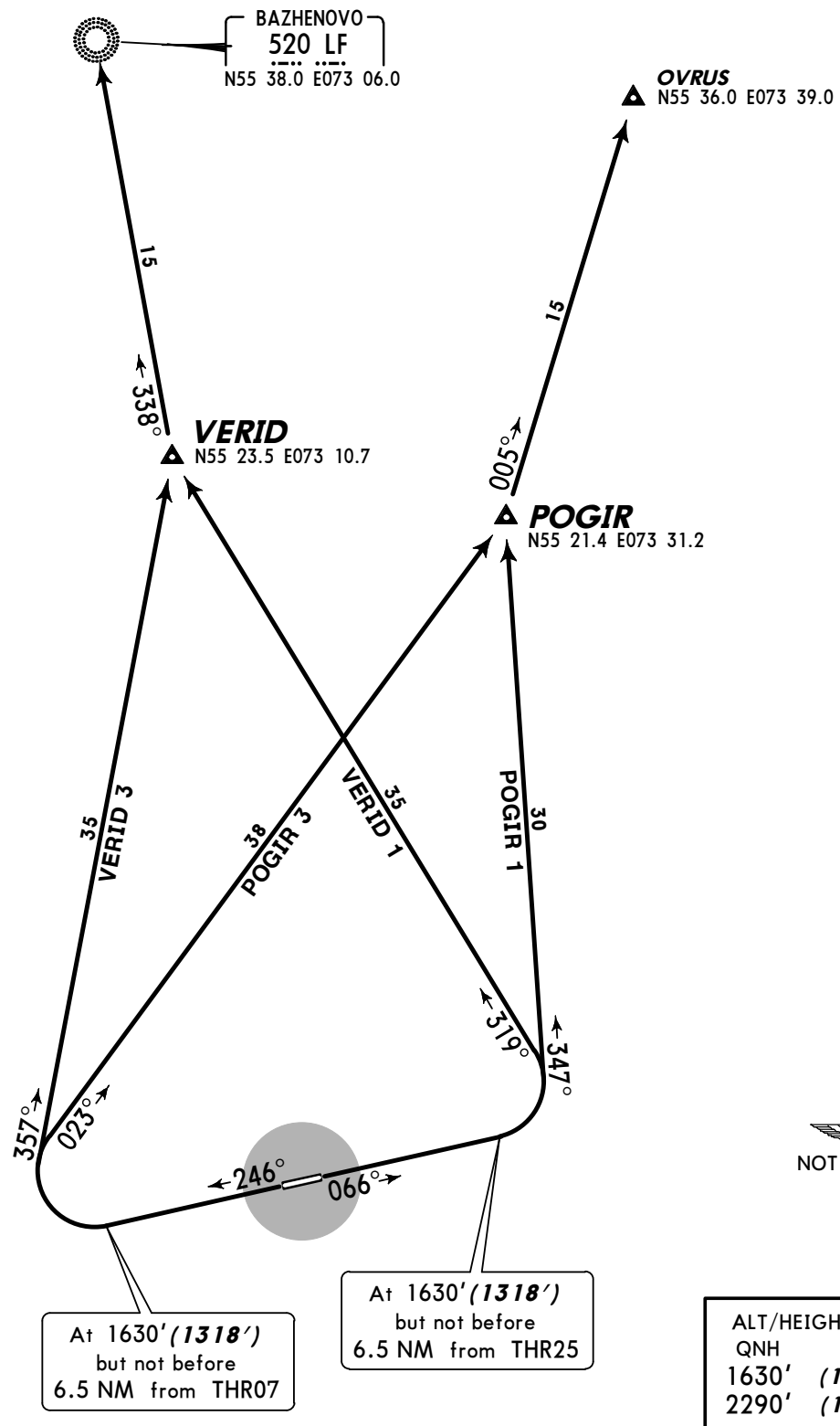
SID

Apt Elev	
312′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2290′ ***(1978′)***

2400′
MSA
ARP

POGIR 1
VERID 1
RWY 07 DEPARTURES

POGIR 3
VERID 3
RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1630′	***(1318′ - 400m)***
2290′	***(1978′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***

CHANGES: New chart.

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UNOO/OMS

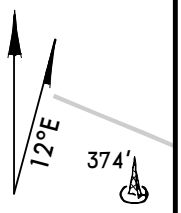
Apt Elev **312′**
N54 58.0 E073 18.6

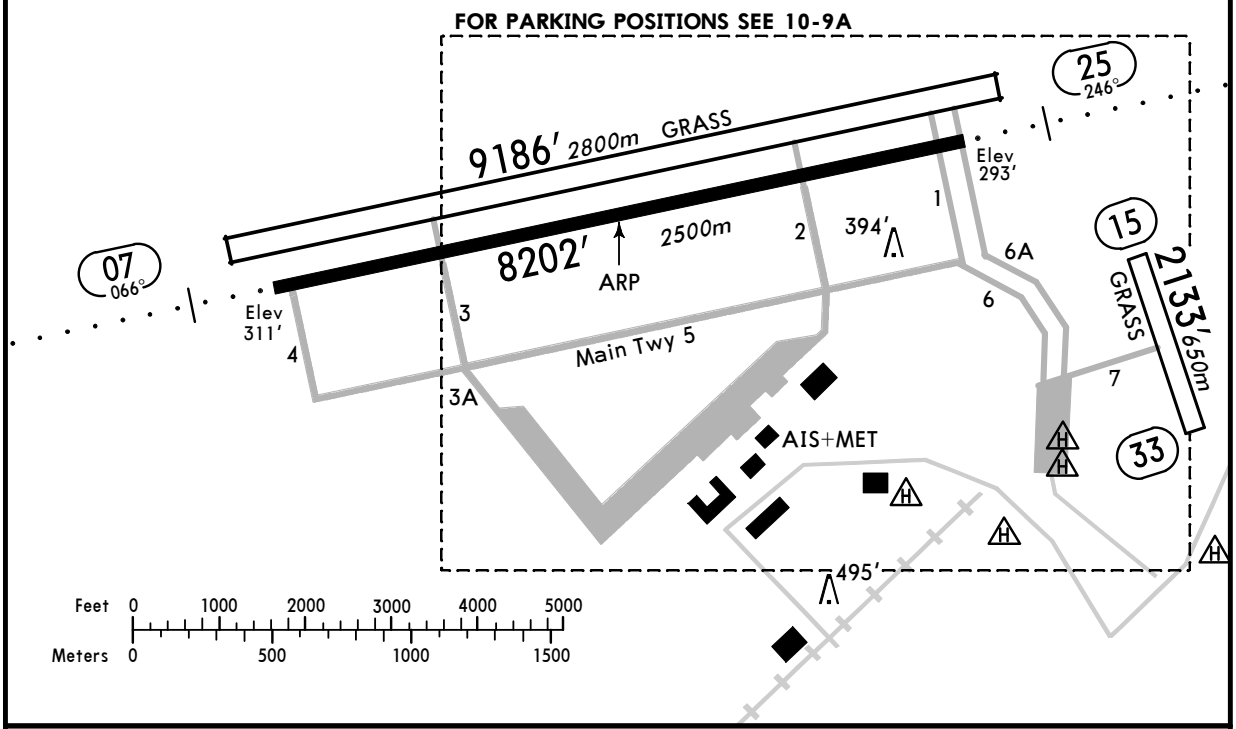
JEPPESEN
23 DEC 05 (10-9)

OMSK, RUSSIA
TSENTRALNY

ATIS	OMSK Taxiing (GND)	Start (TWR)
126.4	121.7	119.0

Taxi routes along Twys 6, 6A and 7 are not fully visible by the taxiing controller.
Taxiing on Twys 1, 2, 3, 3A, 4 and Main Twy 5 along centerline at minimum speed with the crews good look out.
Taxiing is under inner engines power.
Taxiing of TU-204 and IL-76 acft on apron is prohibited.
Birds in vicinity of areodrome.





ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	RL *(100m)* ALS PAPI-L (angle 2.67°) RVR			7119′ *2170m*	7874′ *2400m* ❶	148′ *45m*
25	RL *(100m)* ALS PAPI-L (angle 3.00°) RVR			6890′ *2100m*		
07 ❷ 25	Grass runway					328′ *100m*
15						262′
33						*80m*

❶ First 328′/100m unusable for take-off.
❷ NIGHT: Not available.

TAKE-OFF

AIR CARRIER (JAA)

	Main rwy 07			Main rwy 25	
	With climb gradient 3.7% (225′/NM) up to 1630′.				
	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL		**LVP must be in force** RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*	330m - *2300m*	*250m*	*400m*
B					
C			350m - *2400m*		
D	*300m*			*300m*	

CHANGES: Notes. Rwy 15/33 length.

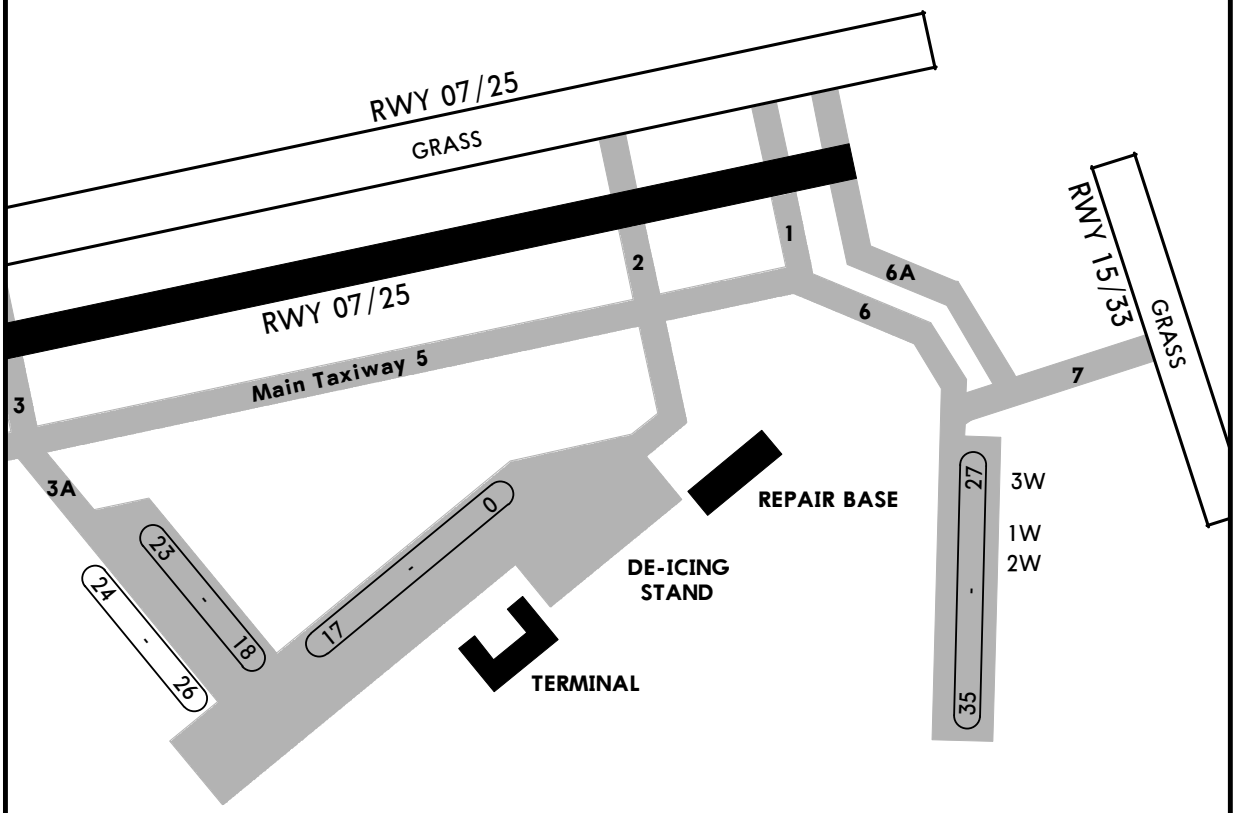
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UNOO/OMS

OMSK, RUSSIA
TSENTRALNY

NOT TO SCALE



INS COORDINATES	
STAND No.	**COORDINATES**
10	N54 57.6 E073 18.9
14	N54 57.5 E073 18.8

Stands 0 thru 6, 24 thru 26 and 1W thru 3W available for helicopters.

CHANGES: Parking stands.

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UNOO/OMS

JEPPESEN

7 MAR 03
Eff 20 Mar

10-9X

JAA MINIMUMS

OMSK, RUSSIA
TSENTRALNY

STRAIGHT-IN RWY		A	B	C	D
07	ILS	**512**′(200′)	**512**′(200′)	**512**′(200′)	**512**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**512**′(200′)	**512**′(200′)	**512**′(200′)	**512**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**620**′(308′)	**620**′(308′)	**620**′(308′)	**620**′(308′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
25	ILS	**495**′(200′)	**495**′(200′)	**495**′(200′)	**495**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**495**′(200′)	**495**′(200′)	**495**′(200′)	**495**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1530**′(1235′)	**1530**′(1235′)	**1530**′(1235′)	**1530**′(1235′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 07

With climb gradient of 3.7% (225′/NM) up to 1630′.

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	NIL (DAY only)
A	*250m*	*400m*	*500m*	330m- *2300m*
B				
C				350m- *2400m*
D	*300m*			

TAKE-OFF RWY 25

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

CHANGES: Minimums.

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UNOO TSENTRALNY

JEPPESEN
9 AUG 02
Eff 19 Aug
(11-1)

MISSED APCH CLIMB GRAD MIM 3.7%

OMSK, RUSSIA
ILS or 2 NDB Rwy 07

ATIS	OMSK Krug (APP/SRE)	OMSK Tower (PAR)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	119.0	121.7

BRIEFING STRIP™

LOC IRM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 312′
*108.3	066°	968′ (657′)	511′ (200′)	RWY 311′
NDB RM		**Minimum Alt LOM**	**NDB MDA(H)**	
332		970′ (659′)	620′ (309′)	

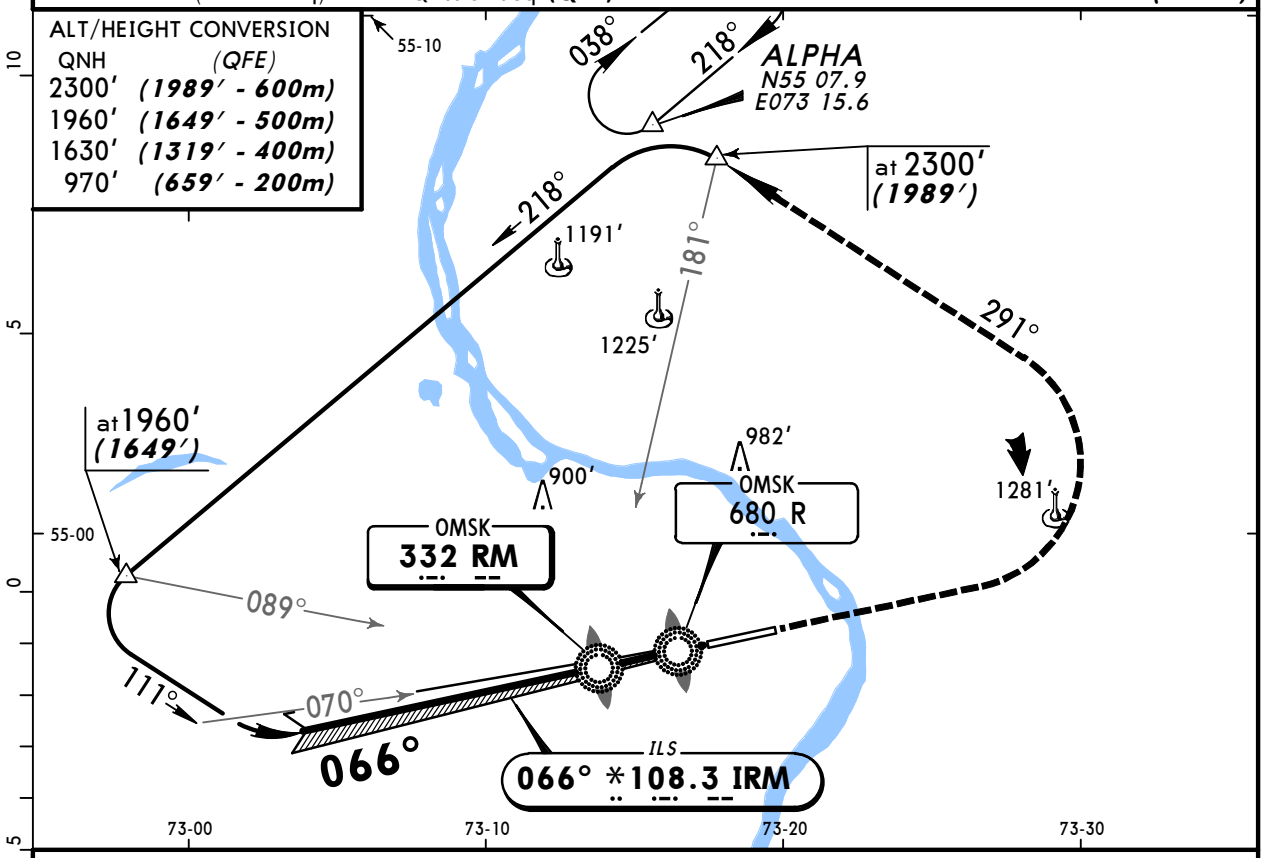
2400′
MSA
Airport

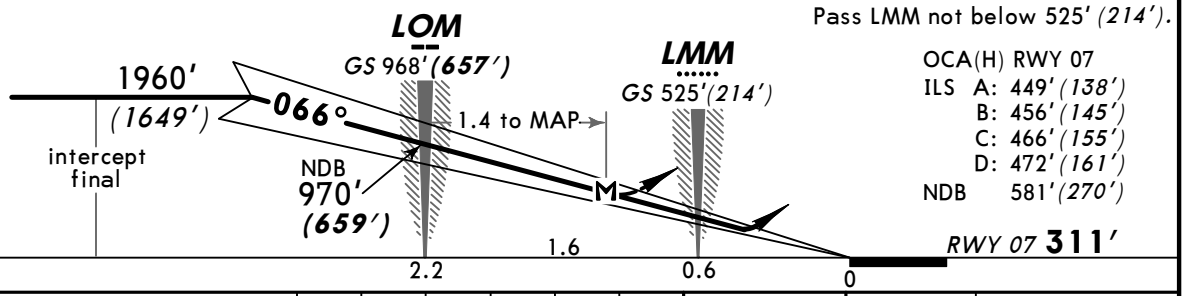
MISSED APCH: Climb STRAIGHT AHEAD to mim 1630′ (1319′) to 5.4 NM from threshold. Turn LEFT onto 291° climbing to 2300′(1989′), then as directed.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2300′ (1989′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2300′	(1989′ - 600m)
1960′	(1649′ - 500m)
1630′	(1319′ - 400m)
970′	(659′ - 200m)





Pass LMM not below 525′ (214′).

OCA(H) RWY 07
ILS A: 449′ (138′)
B: 456′ (145′)
C: 466′ (155′)
D: 472′ (161′)
NDB 581′ (270′)

Gnd speed-Kts		70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient	4.7%	336	433	481	577	673	769
LOM to MAP	1.4	1:12	0:56	0:50	0:42	0:36	0:31

ALS

Refer to Missed apch above

STRAIGHT-IN LANDING RWY 07
Missed apch climb grad mim 3.7%

ILS DA(H) 511′ (200′) FULL	ILS DA(H) 511′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 620′ (309′)	NDB MDA(H) 620′ (309′) ALS out

PANS OPS

A	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	
B				
C				
D				

CHANGES: Communications.

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UNOO TSENTRALNY

JEPPESEN 9 AUG 02 Eff 19 Aug (11-2)

OMSK, RUSSIA ILS or 2 NDB Rwy 25

ATIS	OMSK Krug (APP/SRE)	OMSK Tower (PAR)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	119.0	121.7

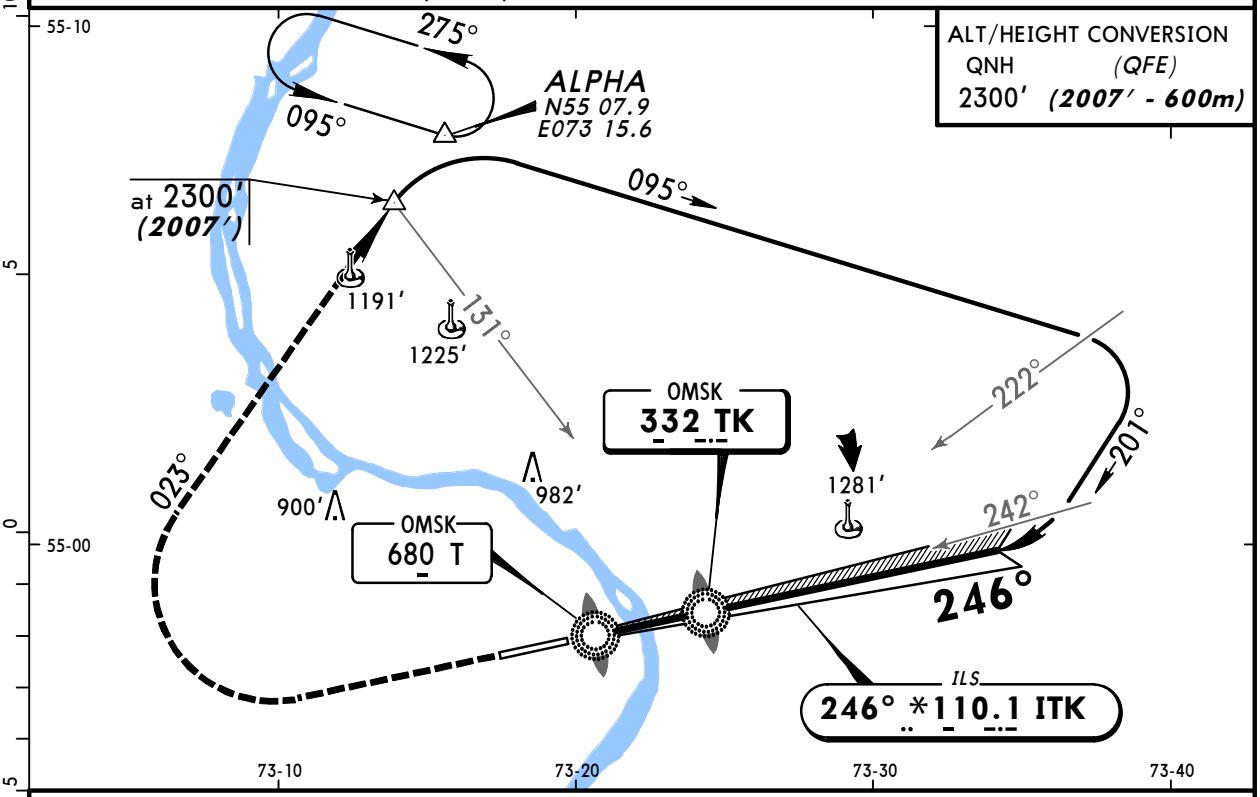
BRIEFING STRIP™

LOC ITK *110.1	Final Apch Crs 246°	GS LOM 1212′ (919′)	ILS DA(H) 493′ (200′)	Apt Elev 312′ RWY 293′	2400′ MSA Airport
NDB TK 332		Minimum Alt No FAF	NDB MDA(H) 1530′ (1237′)		

MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn RIGHT onto 023° climbing to 2300′ (2007′), then as directed.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2300′ (2007′)

1. Between LOM and LMM migration of birds in warm season.
2. Turbulence with downdrafts may be expected on final.

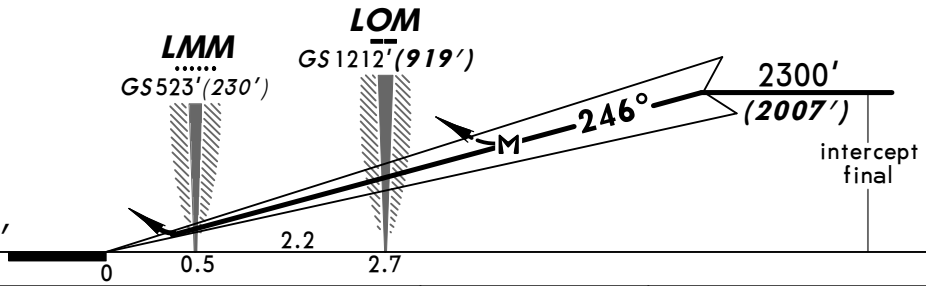


ALT/HEIGHT CONVERSION

QNH	(QFE)
2300′	(2007′ - 600m)

Pass LOM not below 1212′(919′), LMM not below 523′(230′).

OCA(H) RWY 25
ILS A: 433′ (140′)
B: 440′ (147′)
C: 449′ (156′)
D: 456′ (163′)
NDB 1526′ (1233′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	485	539	647	755	862

ALS

5.4 NM from thresh

PANS OPS

STRAIGHT-IN LANDING RWY 25

	ILS		LOC (GS out)		NDB	
	DA(H) 493′ (200′)				MDA(H) 1530′ (1237′)	
	FULL	ALS out				ALS out
A	1200m		NOT AUTHORIZED		3200m	
B						
C					4800m	
D						

CHANGES: Communications. MKR withdrawn.

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UNOO TSENTRALNY

JEPPESEN
9 AUG 02
Eff 19 Aug
18-1

OMSK, RUSSIA PAR Rwy 07

MISSED APCH CLIMB GRAD MIM 3.7%

BRIEFING STRIP ™

ATIS	OMSK Krug (APP/SRE)	OMSK Tower (PAR)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	119.0	121.7

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev 312′ RWY 311′
	066°	968′(657′)	511′(200′)	

MISSED APCH: Climb STRAIGHT AHEAD to mim 1630′ (1319′) to 5.4 NM from threshold. Turn LEFT onto 291° climbing to 2300′(1989′), then as directed.

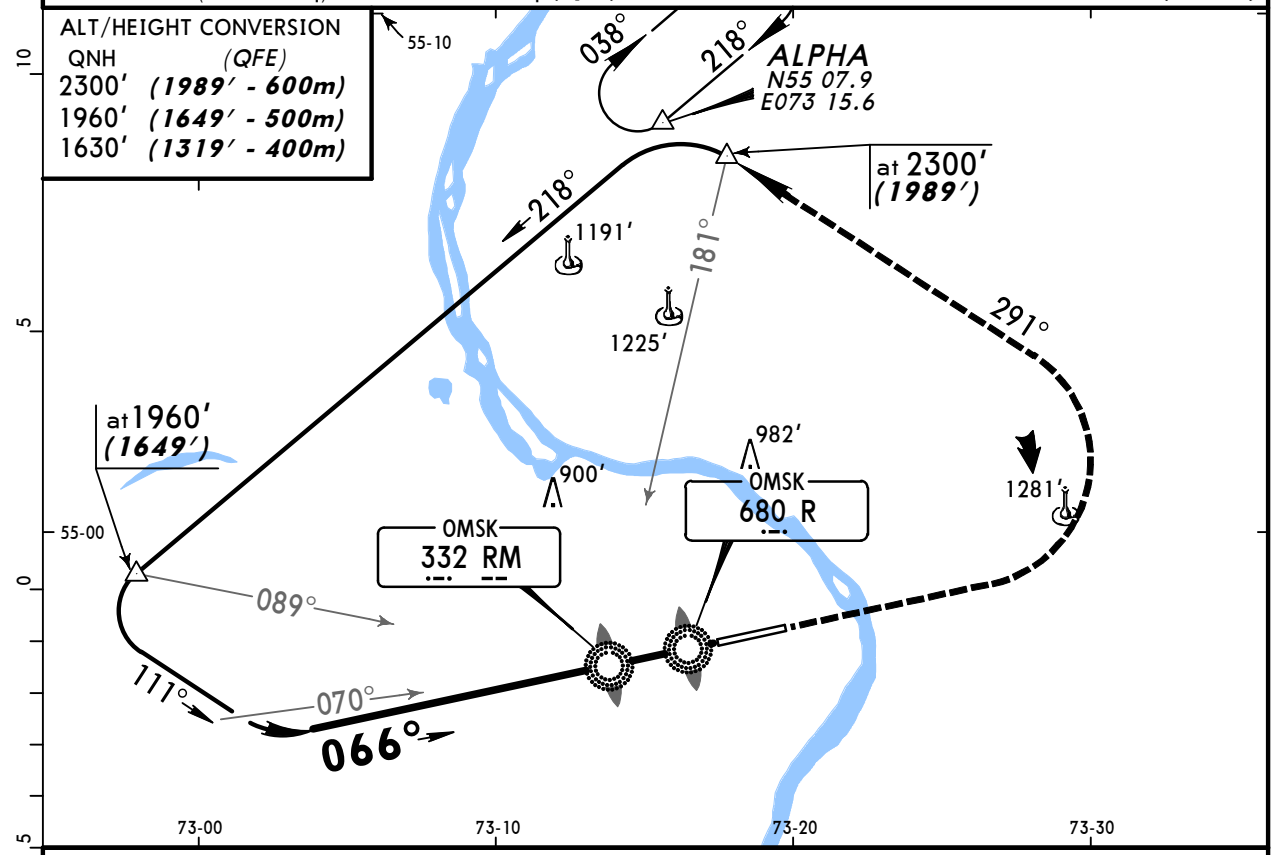
2400′

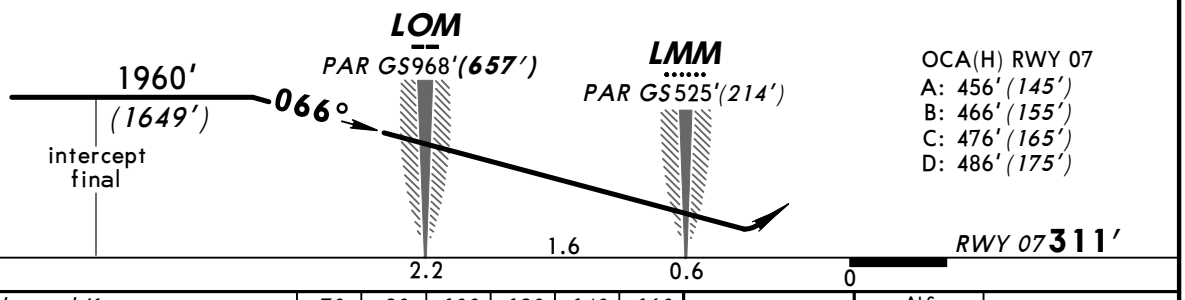
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2300′ (1989′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2300′	(1989′ - 600m)
1960′	(1649′ - 500m)
1630′	(1319′ - 400m)





OCA(H) RWY 07
A: 456′(145′)
B: 466′(155′)
C: 476′(165′)
D: 486′(175′)

Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.67°	336	433	481	577	673	769

ALS

Refer to Missed apch above

STRAIGHT-IN LANDING RWY 07
Missed apch climb grad mim 3.7%
DA(H) 511′(200′)
ALS out

PANS OPS

A	1200m
B	
C	
D	

CHANGES: Communications.

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JEPPESEN
FliteStar 9.160

UNOO TSENTRALNY

JEPPESEN
9 AUG 02 (18-2) Eff 19 Aug

OMSK, RUSSIA PAR Rwy 25

ATIS	OMSK Krug (APP/SRE)	OMSK Tower (PAR)	OMSK Start (TWR)	Ground
126.4	119.0	119.0	119.0	121.7

BRIEFING STRIP™

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev / RWY
	246°	1212′ (919′)	493′ (200′)	Apt Elev 312′ RWY 293′

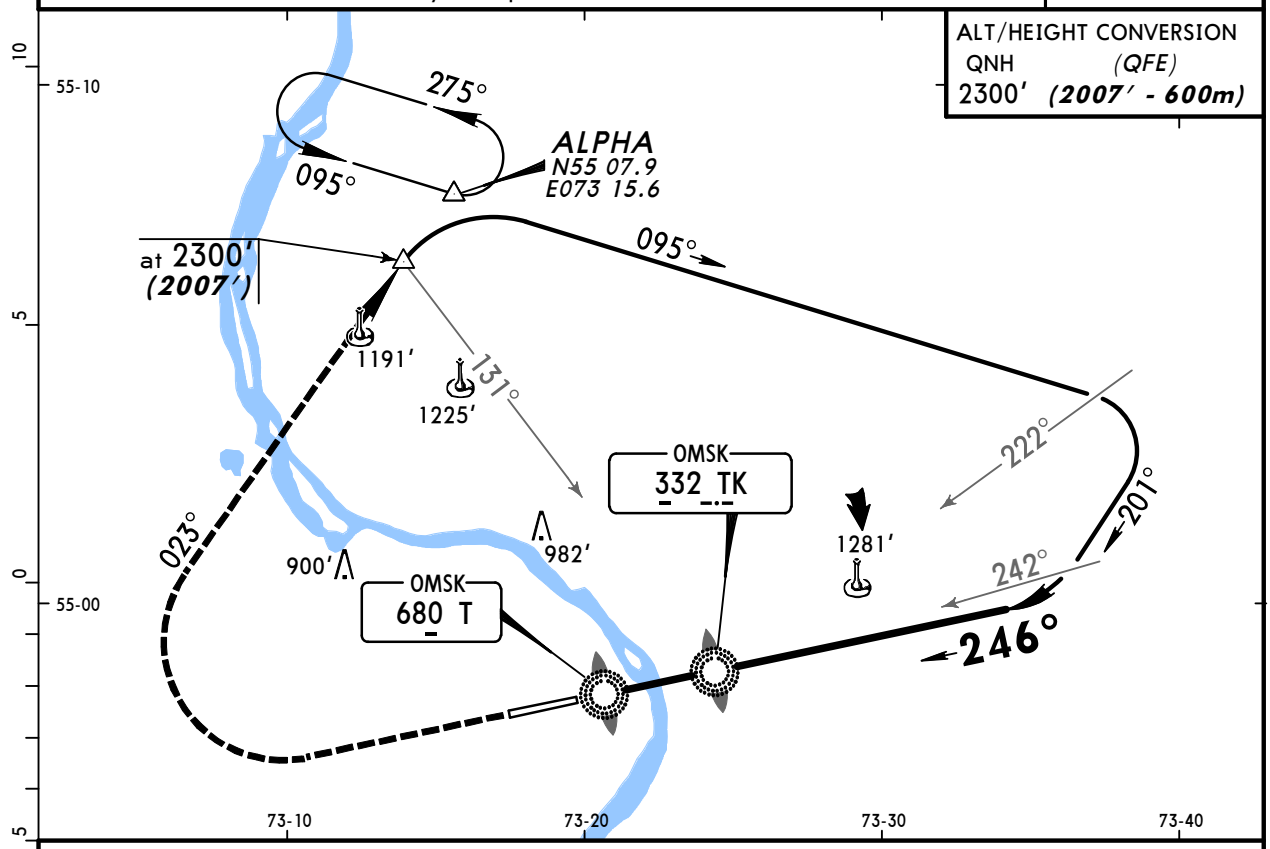
MISSED APCH: Climb STRAIGHT AHEAD to 5.4 NM from thresh. Turn RIGHT onto 023° climbing to 2300′ (2007′), then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2300′ **(2007′)**

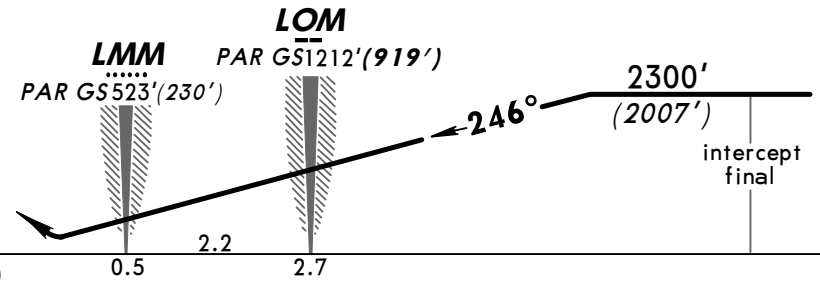
1. Between LOM and LMM migration of birds in warm season.
2. Turbulence with downdrafts may be expected on final.

2400′
MSA
Airport

ALT/HEIGHT CONVERSION
QNH (QFE)
2300′ **(2007′ - 600m)**



OCA(H) RWY 25
A: 453′ (160′)
B: 463′ (170′)
C: 472′ (179′)
D: 482′ (189′)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	3.00°	377	485	539	647	755	862

ALS

5.4 NM from thresh

STRAIGHT-IN LANDING RWY 25

DA(H) 493′ (200′)

ALS out

PANS OPS

A	1200m		
B			
C			
D			

CHANGES: Communications. MKR withdrawn.

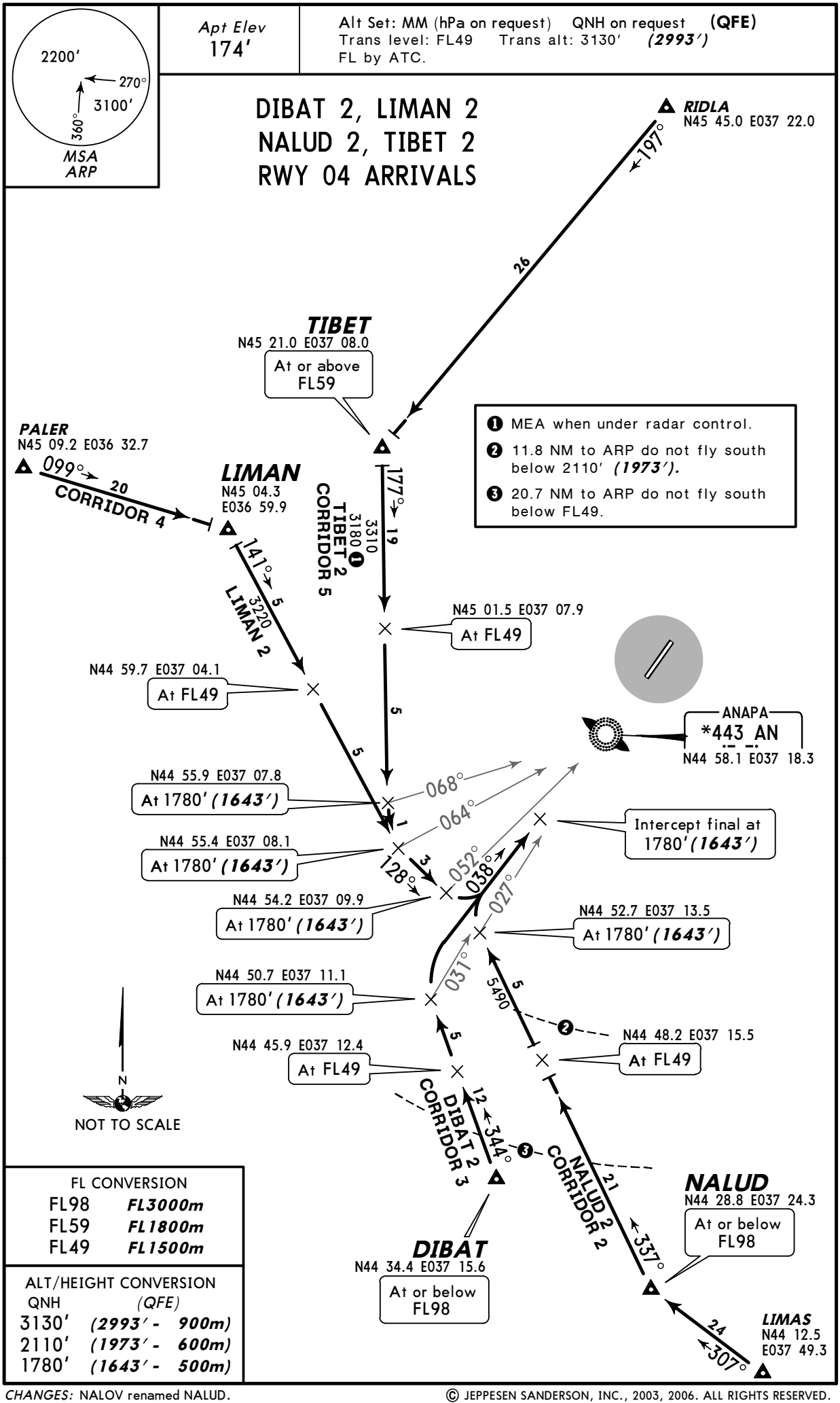
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URKA/AAQ
VITYAZEVO

JEPPESEN
9 JUN 06 (10-2)

ANAPA, RUSSIA
STAR



CHANGES: NALOV renamed NALUD.

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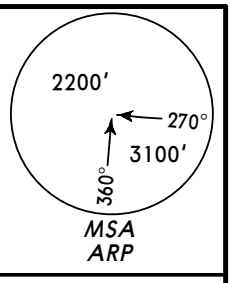
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URKA/AAQ
VITYAZEVO

ANAPA, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3130′ *(2956′)* FL by ATC.
174′	

DIBAT 4, LIMAN 4
NALUD 4, TIBET 4
RWY 22 ARRIVALS



RIDLA
N45 45.0 E037 22.0

197° 26

TIBET
N45 21.0 E037 08.0
At or above FL59

CORRIDOR 5

N45 13.1 E037 20.7
At FL49

126° 12 TIBET 4

N45 09.3 E037 26.8
At 1820′ *(1646′)*

6

3310
3180

N45 09.6 E037 25.4
At 1820′ *(1646′)*

PALER
N45 09.2 E036 32.7

099° 20 CORRIDOR 4

10
3220

N45 08.3 E037 28.3
At 1820′ *(1646′)*

185° 193° 128° 2 204° 218°

068° 9 LIMAN 4

LIMAN
N45 04.3 E036 59.9

N45 06.8
E037 11.6
At FL49

6

Intercept final at 1820′*(1646′)*

360°

N
NOT TO SCALE

ANAPA
*443 AP
N45 02.1 E037 23.5
At FL49

❶ MEA when under radar control.
❷ 303° to ARP between 17.3 NM and 13 NM do not fly south below FL138.
❸ 332° to ARP between 17.3 NM and 13 NM do not fly north below FL138.
❹ 19.1 NM to ARP do not fly south below FL49.

DIBAT 4 28
CORRIDOR 3
CORRIDOR 2 5490
NALUD 4 33

006°

DIBAT
N44 34.4 E037 15.6
At or below FL98

354°

NALUD
N44 28.8 E037 24.3
At or below FL98

24 307°

LIMAS
N44 12.5
E037 49.3

FL CONVERSION	
FL138	*FL4200m*
FL98	*FL3000m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3130′	*(2956′ - 900m)*
1820′	*(1646′ - 500m)*

CHANGES: NALOV renamed NALUD.

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URKA/AAQ VITYAZEVO

JEPPESEN
9 JUN 06 (10-3)

ANAPA, RUSSIA

SID

Apt Elev	QNH on request (QFE)
174′	Trans level: FL49 Trans alt: 3130′ *(2993′)*

DIBAT 1A, LIMAN 1
SORUL 1, TUNOT 1A

DIBAT 1B, TUNOT 1B
BY ATC

RWY 04 DEPARTURES

MSA
ARP
2200′
270°
3100′
360°

SORUL
N45 23.0 E037 21.0
At or above FL59

SORUL 1 CORRIDOR 1
23
260°
348°

LIMAN
N45 04.3 E036 59.9
At or below FL98

PALER
N45 09.2
E036 32.7

20
CORRIDOR 4
280°

23
LIMAN 1
218°
178°

22
TUNOT 1A

At 1130′ *(993′)*
038°
194°
185°

ANAPA
*443 AN
N44 58.1 E037 18.3

N44 55.4 E037 06.4
068°

40
DIBAT 1A CORRIDOR 3

35
DIBAT 1B BY ATC CORRIDOR 3

25
TUNOT 1B By ATC

122°
19

DIBAT
N44 34.4 E037 15.6
At or below FL89

TUNOT
N44 43.0 E037 24.0
Between FL49 & FL79

174°
14
CORRIDOR 2

NALUD
N44 28.8
E037 24.3

127°
24

LIMAS
N44 12.5
E037 49.3

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1130′	*(993′ - 300m)*
3130′	*(2993′ - 900m)*

FL CONVERSION	
FL49	*FL1500m*
FL59	*FL1800m*
FL79	*FL2400m*
FL89	*FL2700m*
FL98	*FL3000m*
FL138	*FL4200m*

❶ 123° from ARP between 13 NM and 17.3 NM do not fly south below FL138.

❷ 152° from ARP between 13 NM and 17.3 NM do not fly north below FL138.

❸ If unable to comply with climb gradient of 225′ per NM (3.7%) up to SORUL start 360° LEFT climbing turn. Complete turn at or above 3130′ *(2993′)* and proceed to SORUL.

Gnd speed-KT	75	100	150	200	250	300
225′ per NM	281	375	562	749	937	1124

N
NOT TO SCALE

CHANGES: NALOV renamed NALUD; VANOT renamed TUNOT.

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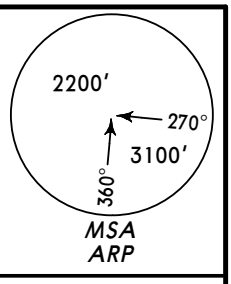
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URKA/AAQ
VITYAZEVO

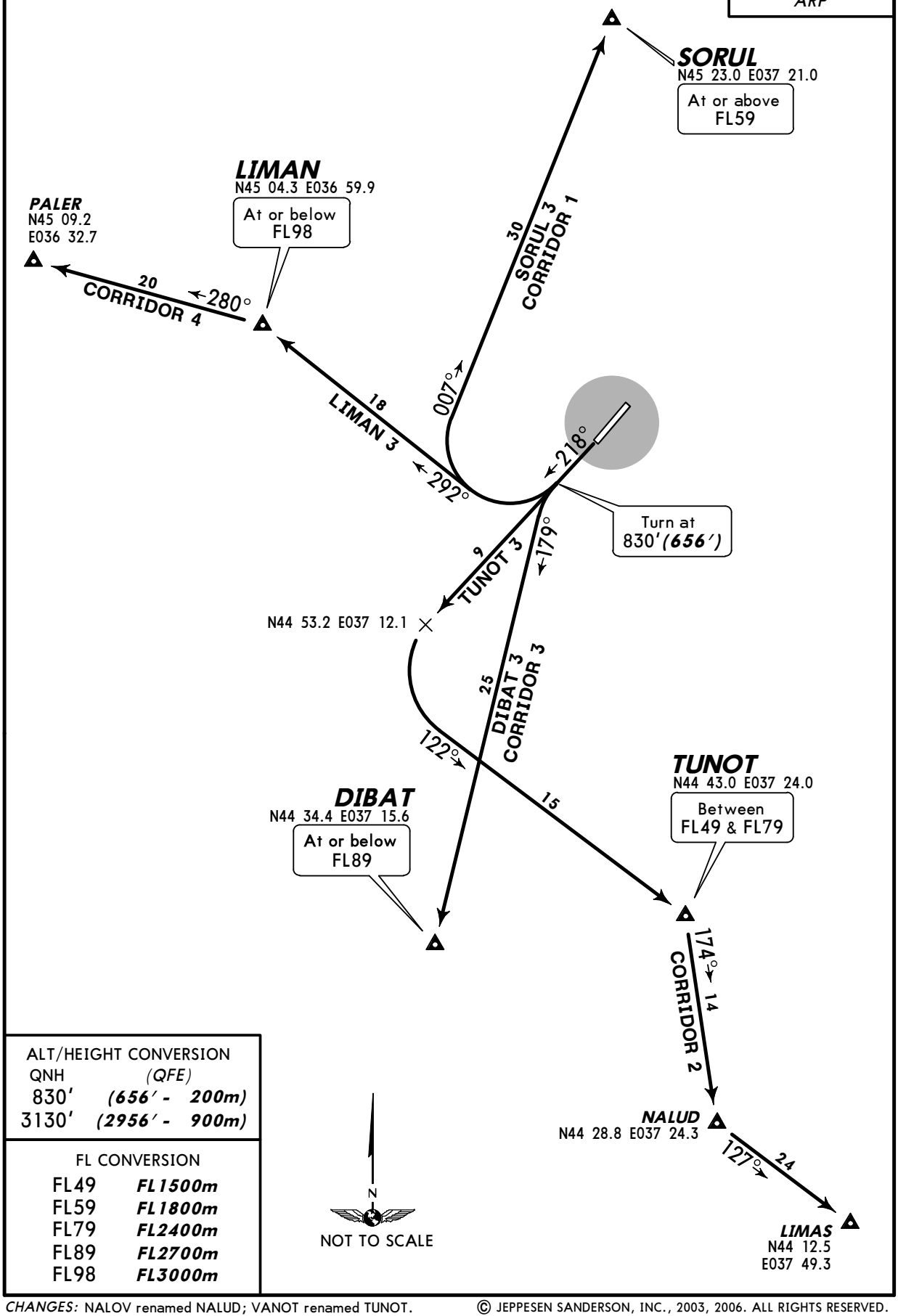
JEPPESEN
9 JUN 06 (10-3A)

ANAPA, RUSSIA
SID

Apt Elev	
174′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3130′ ***(2956′)*** Take-off to be carried out with noise abatement procedures according to Flight Operation Manual.



DIBAT 3, LIMAN 3, SORUL 3, TUNOT 3
RWY 22 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
830′	***(656′ - 200m)***
3130′	***(2956′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***
FL98	***FL3000m***

CHANGES: NALOV renamed NALUD; VANOT renamed TUNOT.

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URKA/AAQ

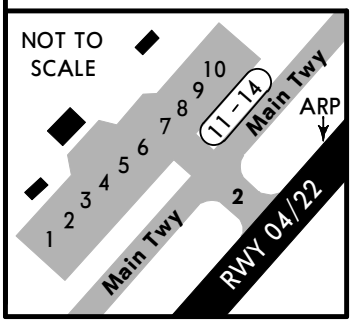
Apt Elev **174′**
N45 00.1 E037 20.9

JEPPESEN
27 MAY 05 (10-9)

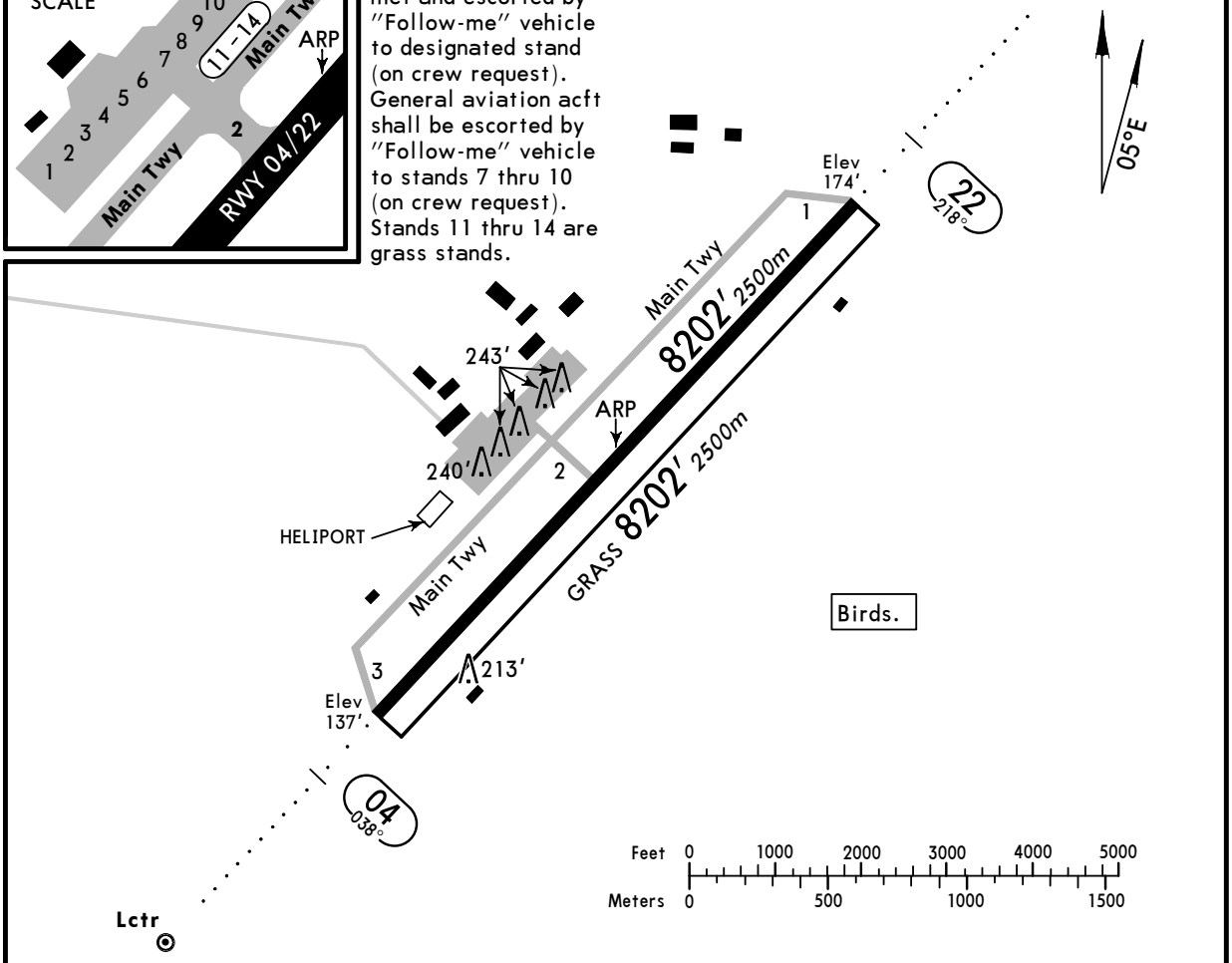
ANAPA, RUSSIA
VITYAZEVO

*ANAPA Start (TWR/GND)

119.8



Arriving acft shall be met and escorted by "Follow-me" vehicle to designated stand (on crew request). General aviation acft shall be escorted by "Follow-me" vehicle to stands 7 thru 10 (on crew request). Stands 11 thru 14 are grass stands.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL *(60m)* HIALS	RVR		7218′ *2200m*	❶	138′ *42m*
22	HIRL *(60m)* ALS	RVR				
04 22	Grass runway					312′ *95m*

❶ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head 8202′ (2500m)
twy 2 int 4265′ (1300m)

RWY 22:
From rwy head 8202′ (2500m)
twy 2 int 3610′ (1100m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 04/22

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

CHANGES: Lights. Usable lenghts.

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URKA/AAQ

ANAPA, RUSSIA
VITYAZEVO

STRAIGHT-IN RWY		A	B	C	D
04	ILS	**337**′(200′)	**337**′(200′)	**337**′(200′)	**337**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**510**′(373′)	**510**′(373′)	**510**′(373′)	**510**′(373′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
22	NDB	**550**′(376′)	**550**′(376′)	**550**′(376′)	**550**′(376′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 04, 22

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

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URKA/AAQ VITYAZEVO

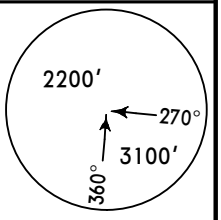
JEPPESEN 31 MAR 06 (11-1)

ANAPA, RUSSIA ILS or 2 NDB Rwy 04

BRIEFING STRIP ™

*ANAPA Approach (APP/R/SRE)	*ANAPA Krug (Radar/SRE)	*ANAPA Start (TWR)	*Ground
118.7	119.8	119.8	119.8

LOC IAN *109.1	Final Apch Crs 038°	GS LOM 843′ (706′)	ILS DA(H) 337′ (200′)	Apt Elev 174′	
NDB AN *443		Minimum Alt LOM 850′ (713′)	NDB MDA(H) 510′ (373′)	RWY 137′	

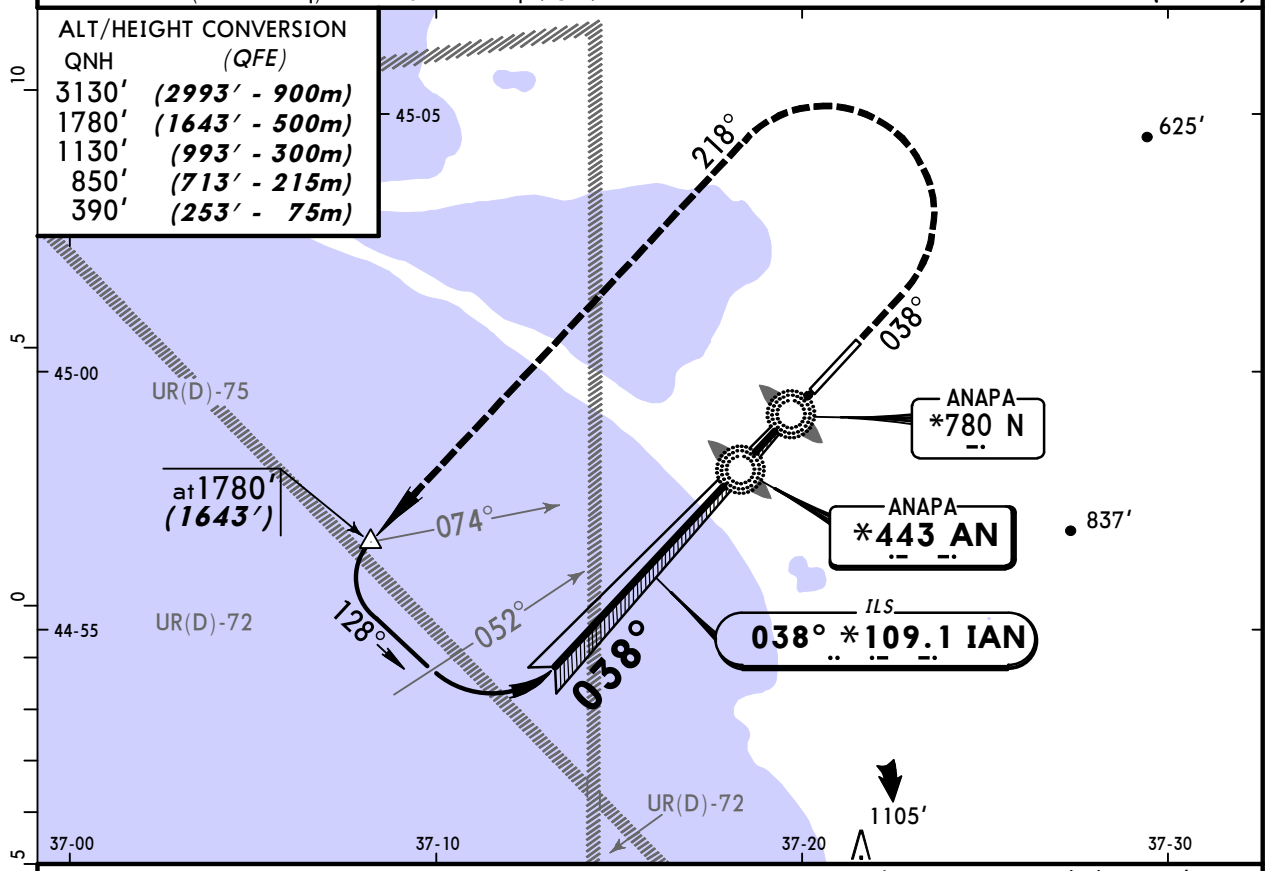


MISSED APCH: Climb on 038° to 1130′ (993′), then turn LEFT onto 218° climbing to 1780′ (1643′), then according to chart.

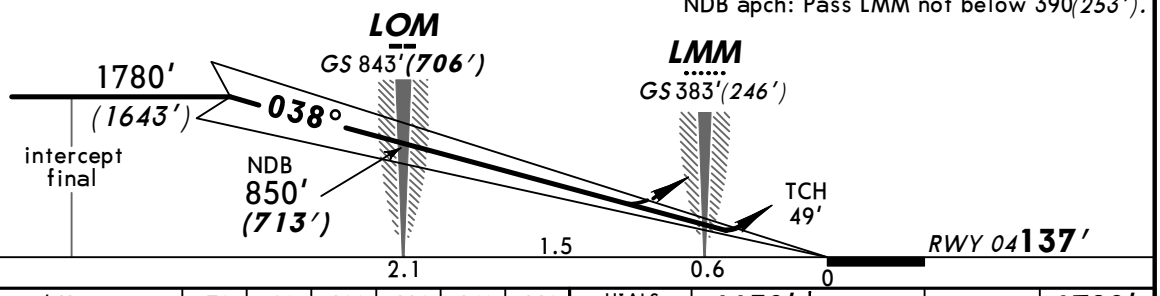
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 | Trans alt: 3130′ (2993′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3130′	(2993′ - 900m)
1780′	(1643′ - 500m)
1130′	(993′ - 300m)
850′	(713′ - 215m)
390′	(253′ - 75m)



NDB apch: Pass LMM not below 390 (253′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	1130′ (993′) on 038°	218° LT	1780′ (1643′)
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861				

PANS OPS

STRAIGHT-IN LANDING RWY 04

	ILS DA(H) 337′ (200′) FULL	ILS DA(H) 337′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 510′ (373′)	NDB MDA(H) 510′ (373′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: N Lctr frequency.

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JEPPESEN
31 MAR 06 (16-1)

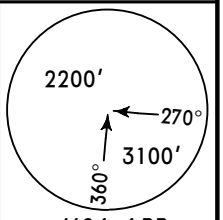
ANAPA, RUSSIA
2 NDB Rwy 22

BRIEFING STRIP ™

*ANAPA Approach (APP/R/SRE)	*ANAPA Krug (Radar/SRE)	*ANAPA Start (TWR)	*Ground
118.7	119.8	119.8	119.8

NDB AP	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / RWY
*443	218°	880′ (706′)	550′ (376′)	174′ / 174′

MISSED APCH: Climb on 218° to 840′ (666′), then turn RIGHT onto 038° climbing to 1820′ (1646′), then according to chart.

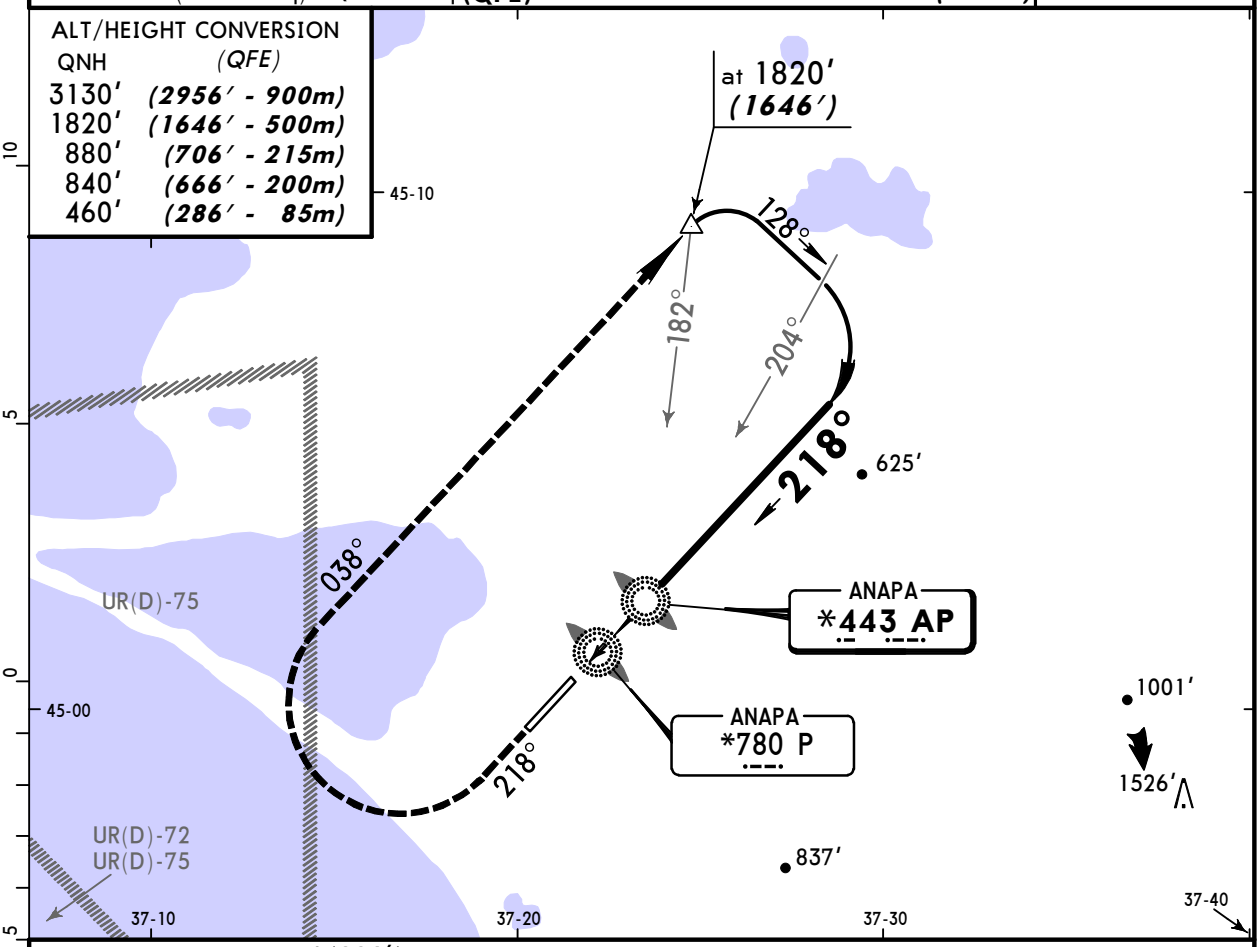


MSA ARP

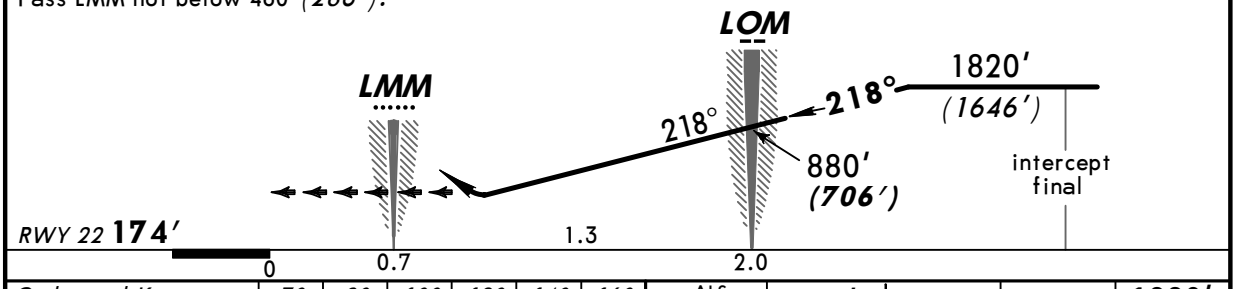
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3130′ (2956′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3130′	(2956′ - 900m)
1820′	(1646′ - 500m)
880′	(706′ - 215m)
840′	(666′ - 200m)
460′	(286′ - 85m)



Pass LMM not below 460′ (286′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS
PAPI

840′ (666′) on 218°

038° RT

1820′ (1646′)

STRAIGHT-IN LANDING RWY 22

MDA(H) 550′ (376′)

ALS out

PANS OPS

A	RVR 1800m VIS 2000m
B	
C	
D	

CHANGES: P Lctr frequency.

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URKK/KRR PASHKOVSKIY

JEPPESEN 17 MAR 06 (10-2)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.8	118′	Trans level: FL49 Trans alt: 3080′ *(2962′)*

1800′
070° 290°
3100′
MSA
K Lctr (Rwy 05L)
L Lctr (Rwy 23R)

XT 1A, XT 1D ❶
RWY 05L ARRIVALS
NZ 2D, RF 4A, UH 4A, XT 2D
RWY 23R ARRIVALS
FROM NORTH & EAST

❶ By ATC

FL CONVERSION	
FL128	*FL3900m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	*(2962′ - 900m)*
1760′	*(1642′ - 500m)*
1440′	*(1322′ - 400m)*

HOLDING OVER XT
213°
033°
2

TIKHORETSK
*528 UH
N45 50.0 E040 05.0
201°
41
UH 4A CORRIDOR 1

(IAF) UST-LABINSK
330 NZ
N45 13.0 E039 40.0
Between FL69 & FL49

(IAF) LADOZHSKAYA
*324 RF
N45 17.0 E039 55.0

11
RF 4A
244°
212°

(IAF) KRASNODAR
*750 BA
N45 03.8 E039 12.1

Intercept final at 1440′ *(1322′)*

N45 07.0 E039 18.4
At 1440′ *(1322′)*

243°
16
NZ 2D

(IAF) KRASNODAR
*750 WP
N45 00.5 E039 06.2
At FL49

N45 06.5 E039 21.6
At 1440′ *(1322′)*
2
227°
242°

Intercept final at 1760′ *(1642′)*

KRASNODAR
*240 L
N45 03.0 E039 13.0

12
XT 2D
309°
24

(IAF) RYAZANSKAYA
*312 XT
N44 58.0 E039 34.0

20
XT 1A
272°

XT 1A, XT 1D
Between FL128 & FL59
XT 2D
At FL49

047°
034°
N44 54.7 E038 59.8
At 1760′ *(1642′)*

KRASNODAR
*240 K
N45 01.2 E039 09.8
248°

001°
5
317°
22
XT 1D ❶

N44 51.9 E039 05.0
At 1760′ *(1642′)*

N
NOT TO SCALE

CHANGES: ATIS availability.

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URKK/KRR PASHKOVSKIY

JEPPESEN
17 MAR 06 (10-2A)

KRASNODAR, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.8	118′	Trans level: FL49 Trans alt: 3080′ *(2962′)*

1800′
070° 290°
3100′
MSA
K Lctr (Rwy 05R)
L Lctr (Rwy 23L)

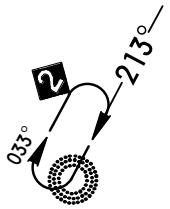
XT 3A, XT 3D ❶
RWY 05R ARRIVALS
NZ 4D, RF 4A, UH 4A, XT 4D
RWY 23L ARRIVALS
FROM NORTH & EAST

❶ By ATC

FL CONVERSION	
FL128	*FL3900m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	*(2962′ - 900m)*
1760′	*(1642′ - 500m)*
1440′	*(1322′ - 400m)*

HOLDING OVER XT



TIKHORETSK
*528 UH
N45 50.0 E040 05.0

207°
41
UH 4A
CORRIDOR 1

(IAF)
UST-LABINSK
330 NZ
N45 13.0 E039 40.0
Between FL69 & FL49

LADOZHSKAYA
*324 RF
N45 17.0 E039 55.0

244°
11
RF 4A

212°

242°
15
NZ 4D

KRASNODAR
*240 L
N45 03.0 E039 13.0

(IAF)
KRASNODAR
*493 LD
N45 03.9 E039 14.8

Intercept final at 1440′ *(1322′)*

N45 07.3 E039 21.2
At 1440′ *(1322′)*

227°

N45 06.7 E039 24.9
At 1440′ *(1322′)*

244°

24

(IAF)
KRASNODAR
*493 KR
N45 00.2 E039 08.0
At FL49

11
XT 4D

318°

KRASNODAR
*240 K
N45 01.2 E039 09.8

(IAF)
RYAZANSKAYA
*312 XT
N44 58.0 E039 34.0

XT 3A, XT 3D
Between FL128 & FL59

XT 4D
At FL49

N44 54.0 E039 00.6
At 1760′ *(1642′)*

18
XT 3A

272°

248°

047°
035°
009°

Intercept final at 1760′ *(1642′)*

22
XT 3D ❶

317°

N44 51.9 E039 05.0
At 1760′ *(1642′)*

N
NOT TO SCALE

CHANGES: ATIS availability.

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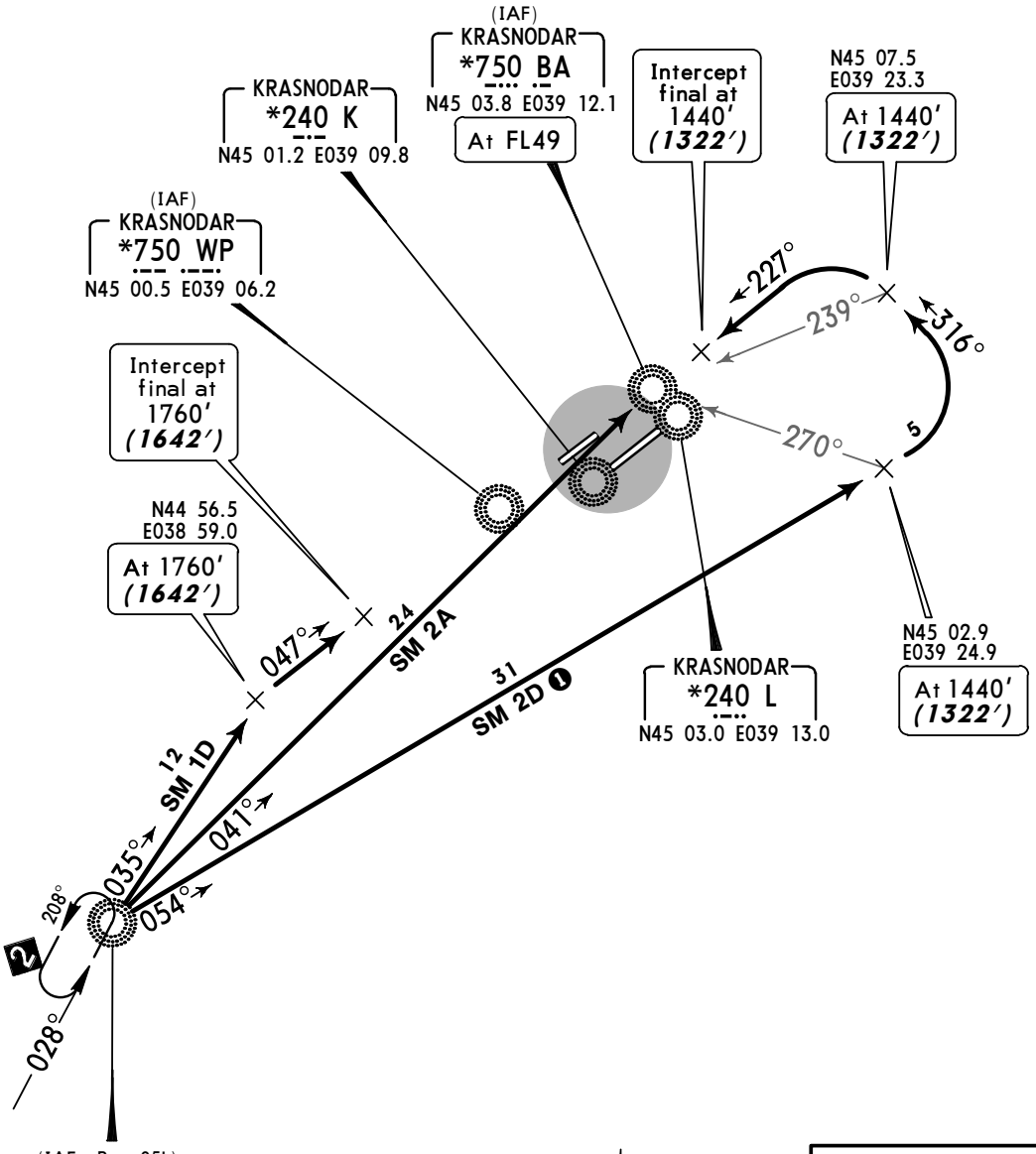
KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.8	118′	Trans level: FL49 Trans alt: 3080′ ***(2962′)***

1800′
070° 290°
3100′
MSA
K Lctr
(Rwy 05L)
L Lctr
(Rwy 23R)

SM 1D
RWY 05L ARRIVAL
SM 2A, SM 2D ❶
RWY 23R ARRIVALS
FROM SOUTH

❶ By ATC



FL CONVERSION	
FL167	***FL5100m***
FL69	***FL2100m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2962′ - 900m)***
1760′	***(1642′ - 500m)***
1440′	***(1322′ - 400m)***

CHANGES: ATIS availability.

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URKK/KRR
PASHKOVSKIY

JEPPESEN
17 MAR 06 (10-2C)

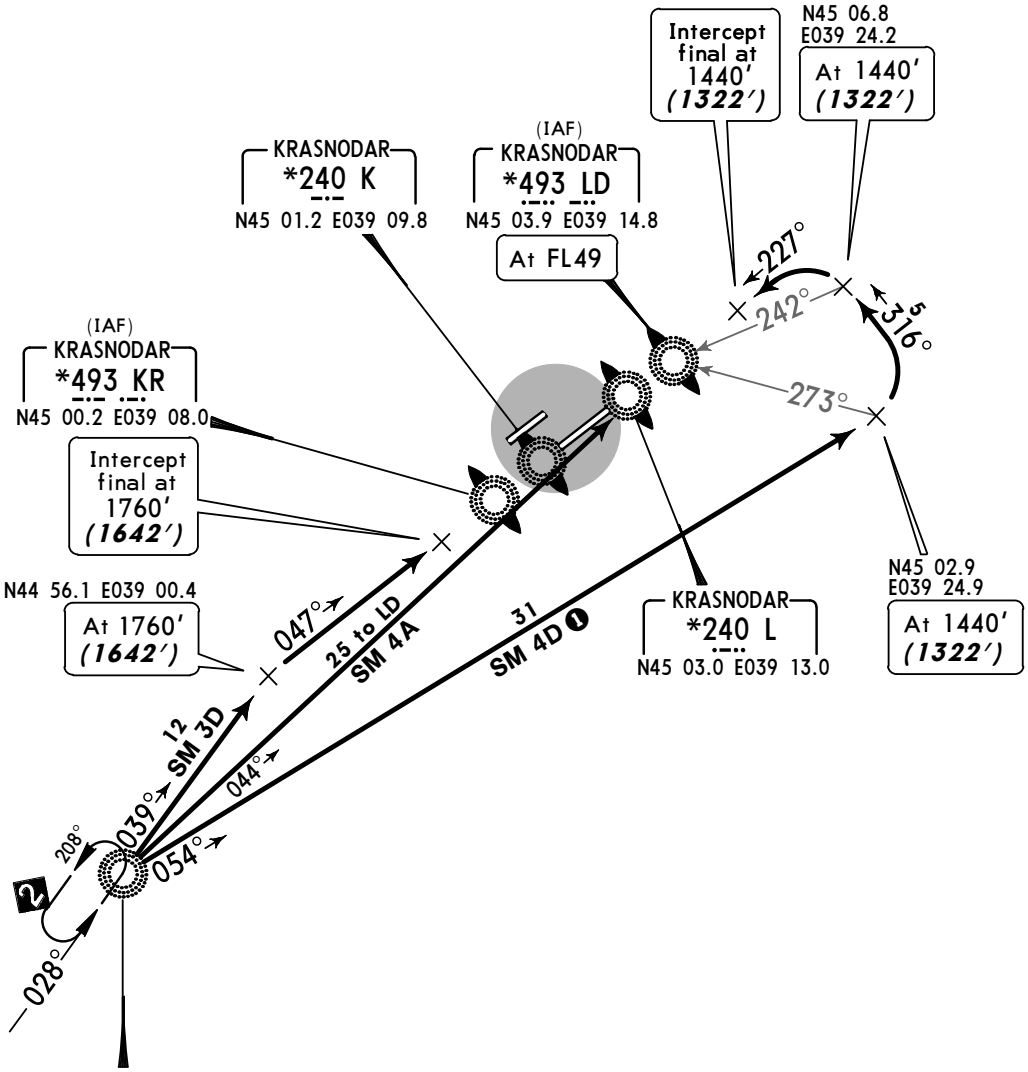
KRASNODAR, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.8	118′	Trans level: FL49 Trans alt: 3080′ *(2962′)*

1800′
070° 290°
3100′
MSA
K Lctr
(Rwy 05R)
L Lctr
(Rwy 23L)

SM 3D
RWY 05R ARRIVAL
SM 4A, SM 4D ❶
RWY 23L ARRIVALS
FROM SOUTH

❶ By ATC



SM 3D
At FL49

SM 4A, 4D
Between FL167 & FL69

N
NOT TO SCALE

FL CONVERSION	
FL167	*FL5100m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	*(2962′ - 900m)*
1760′	*(1642′ - 500m)*
1440′	*(1322′ - 400m)*

CHANGES: ATIS availability.

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URKK/KRR PASHKOVSKIY

JEPPESEN 28 APR 06 (10-3) Eff 11 May

KRASNODAR, RUSSIA

SID

Apt Elev	QNH on request (QFE)
118′	Trans level: FL49 Trans alt: 3080′ *(2962′)*

1800′
070° 290°
3100′
MSA
K Lctr

NZ 1C, SM 1C, UH 1C ❶, XT 1C RWY 05L DEPARTURES

NZ 3C, SM 3C, UH 3C ❶, XT 3C RWY 05R DEPARTURES

❶ By ATC

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
780′	*(662′ - 200m)*
3080′	*(2962′ - 900m)*

FL CONVERSION	
FL49	*FL1500m*
FL69	*FL2100m*
FL79	*FL2400m*
FL148	*FL4500m*

TIKHORETSK
*528 UH
N45 50.0 E040 05.0
At or above FL148

UST-LABINSK
330 NZ
N45 13.0 E039 40.0
At or above FL79

RYAZANSKAYA
*312 XT
N44 58.0 E039 34.0
At or above FL49

KRASNODAR
*240 K
N45 01.2 E039 09.8

SMOLENSKAYA
662 SM
N44 47.0 E038 48.0
At or above FL69

At 780′ *(662′)*
At 780′ *(662′)*

034° 032° 059° 058° 110° 107° 047° 047° 230° 232°

60 UH 1C ❶
59 UH 3C ❶
24 NZ 1C
21 NZ 3C
17 XT 3C
19 XT 1C
32 SM 1C
33 SM 3C

These SIDs require minimum climb gradients of
NZ 1C: 322′ per NM (5.3%) up to FL79.
NZ 3C: 346′ per NM (5.7%) up to FL79.
XT 1C: 243′ per NM (4%) up to FL49.
XT 3C: 267′ per NM (4.4%) up to FL49.

Gnd speed-KT	75	100	150	200	250	300
346′ per NM	433	577	866	1155	1443	1732
322′ per NM	403	537	805	1073	1342	1610
267′ per NM	334	446	668	891	1114	1337
243′ per NM	304	405	608	810	1013	1215

CHANGES: None.

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URKK/KRR PASHKOVSKIY

JEPPESEN 28 APR 06 (10-3A) Eff 11 May

KRASNODAR, RUSSIA

SID

Apt Elev	QNH on request (QFE)
118′	Trans level: FL49 Trans alt: 3080′ *(2962′)*

MSA
L Lctr
1800′
070°
290°
3100′

SM 2C, UH 2C ❶, XT 2C RWY 23R DEPARTURES

SM 4C, UH 4C ❶, XT 4C RWY 23L DEPARTURES

❶ By ATC

TIKHORETSK
*528 UH
N45 50.0 E040 05.0
At or above FL148

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
780′	***(662′ - 200m)***
3080′	***(2962′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL148	***FL4500m***

KRASNODAR
*750 BA
N45 03.8 E039 12.1

KRASNODAR
*493 LD
N45 03.9 E039 14.8

KRASNODAR
*240 L
N45 03.0 E039 13.0

At 780′ *(662′)*

034° 032° 227° 227° 219° 222° 353° 359° 083° 082°

59 UH 2C ❶
58 UH 4C ❶
13
14
20 SM 2C
21 SM 4C
25 XT 2C
24 XT 4C

RYAZANSKAYA
*312 XT
N44 58.0 E039 34.0
At or above FL59

SMOLENSKAYA
662 SM
N44 47.0 E038 48.0
At or above FL59

N
NOT TO SCALE

These SIDs require minimum climb gradients of
SM 2C: 273′ per NM (4.5%) up to FL59.
SM 4C: 255′ per NM (4.2%) up to FL59.
XT 2C: 219′ per NM (3.6%) up to FL59.
XT 4C: 237′ per NM (3.9%) up to FL59.

Gnd speed-KT	75	100	150	200	250	300
273′ per NM	342	456	684	911	1139	1367
255′ per NM	319	425	638	851	1063	1276
237′ per NM	296	395	592	790	987	1185
219′ per NM	273	365	547	729	911	1094

CHANGES: SIDs UH 2C, 4C revised.

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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 runway 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/Pashkovsky 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 runway 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 runway 05R/23L using NADP 1 (ICAO Doc 8168, Vol I, Part V, Chap 3).
After take-off of aircraft from runway 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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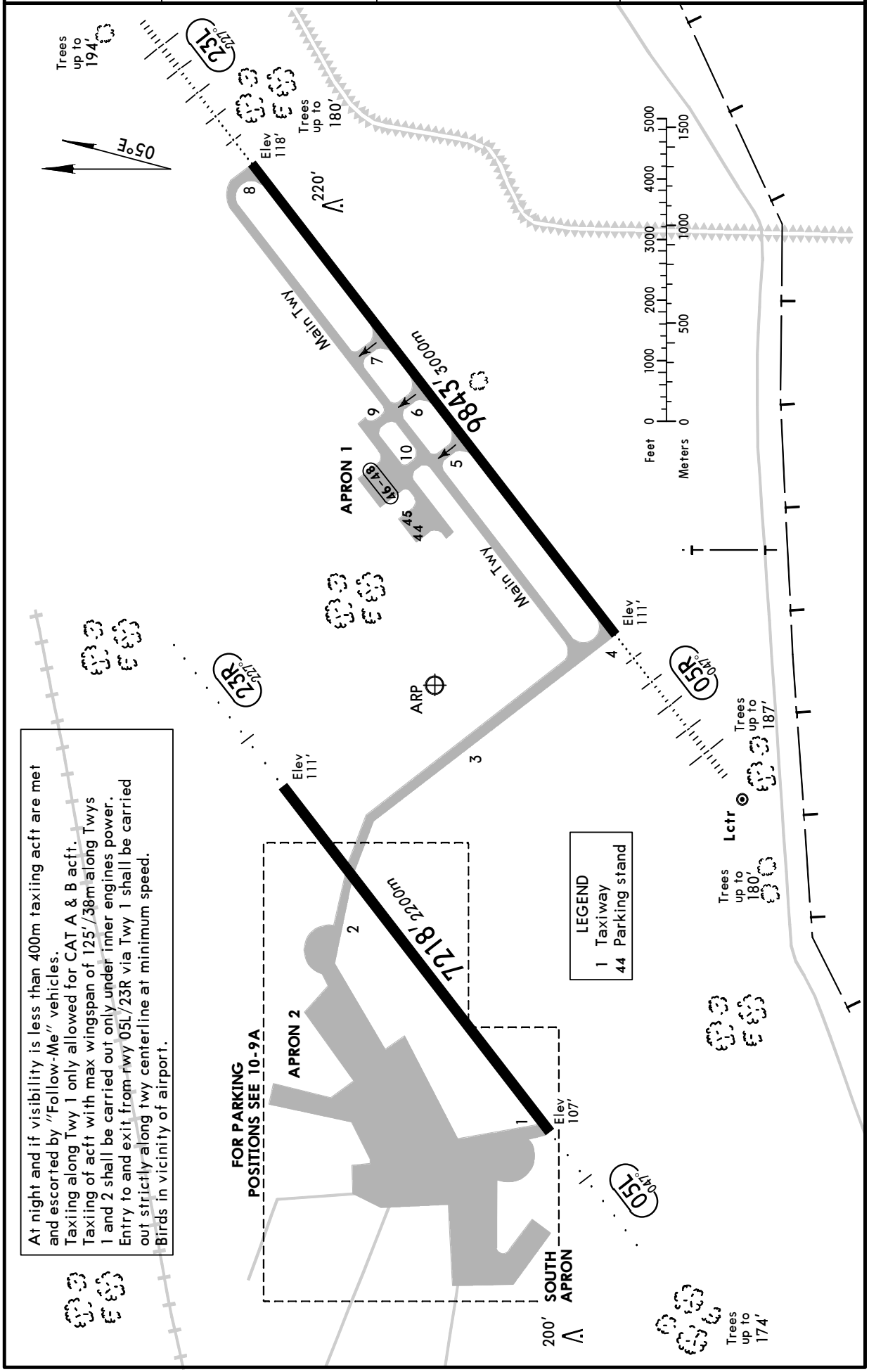
Apt Elev **118′**
N45 02.1 E039 10.2

JEPPESEN
17 MAR 06 (10-9)

KRASNODAR, RUSSIA

PASHKOVSKIY

ATIS	KRASNODAR Taxiing (GND)	KRASNODAR Start (TWR)		Tower	
		Rwy 05L/23R	Rwy 05R/23L	Rwy 05L/23R	Rwy 05R/23L
121.8	119.0	120.6	118.2	120.6	118.2



CHANGES: Communications. Parking stands.

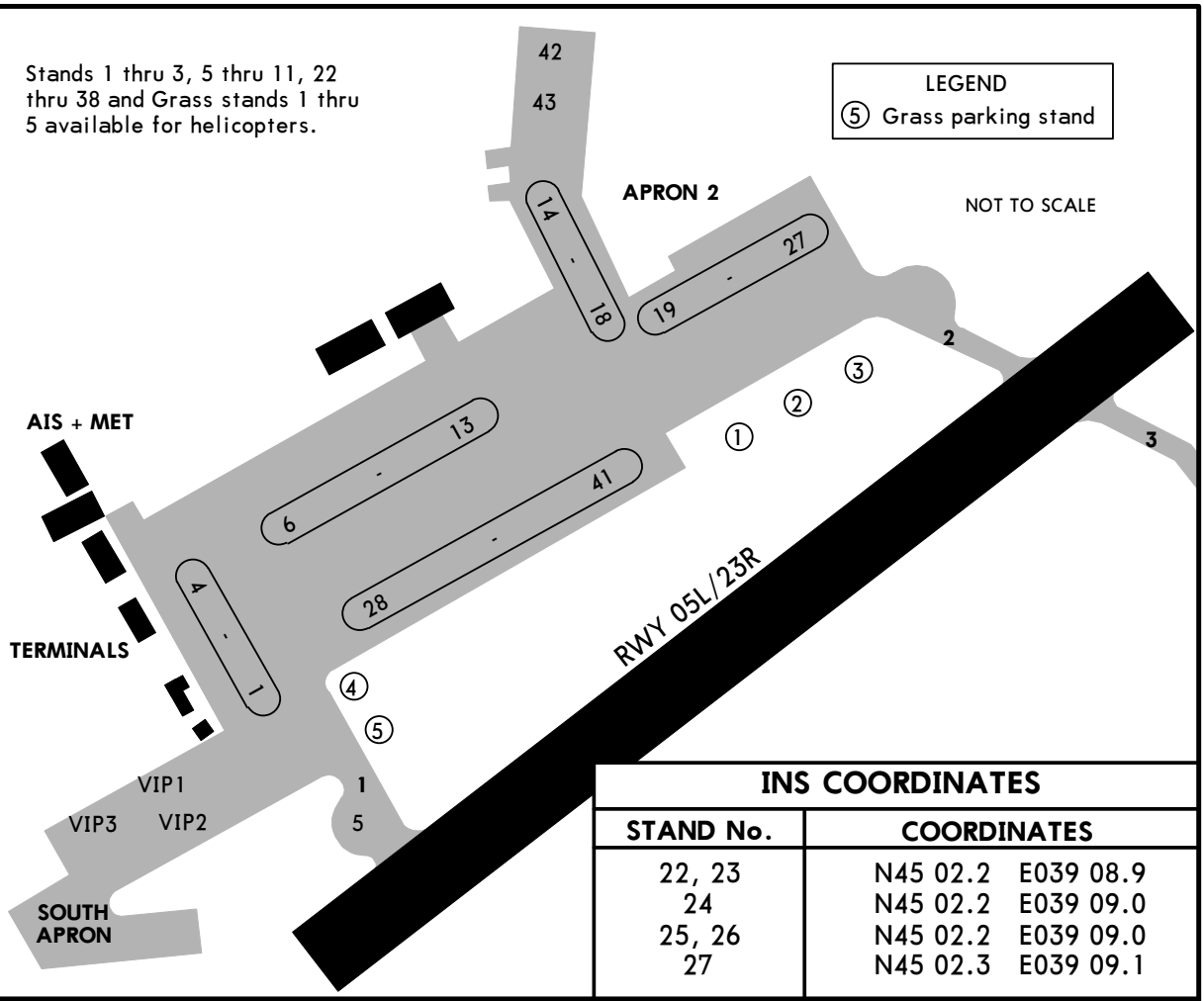
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JEPPESEN
17 MAR 06 (10-9A)

KRASNODAR, RUSSIA
PASHKOVSKIY



INS COORDINATES

STAND No.	COORDINATES
22, 23	N45 02.2 E039 08.9
24	N45 02.2 E039 09.0
25, 26	N45 02.2 E039 09.0
27	N45 02.3 E039 09.1

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L 23R	RL *(60m)* ALS TDZ	RVR	❶		❶	161′ *49m*
05R 23L	HIRL *(60m)* HIALS TDZ	RVR		8824′ *2690m* 8754′ *2668m*		148′ *45m*

❶ Prohibited to all acft between 2200 - 0700.

TAKE-OFF

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

CHANGES: Parking stands. Coordinates. Notes.

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URKK/KRR

JEPPESEN
17 SEP 04
Eff 30 Sep
10-9X

JAA MINIMUMS

KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
05L	NDB	**480**′(373′)	**480**′(373′)	NOT APPLICABLE	NOT APPLICABLE
	(with Radar)	**R1300m**	**R1400m**		
	ALS out	R1500m	R1500m		
	NDB	**880**′(773′)	**880**′(773′)	NOT APPLICABLE	NOT APPLICABLE
	(w/o Radar)	**R1500m**	**R1500m**		
05R	ILS	**311**′(200′)	**311**′(200′)	**311**′(200′)	**311**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**440**′(329′)	**440**′(329′)	**440**′(329′)	**440**′(329′)
	(Radar required)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**440**′(329′)	**440**′(329′)	**440**′(329′)	**440**′(329′)
	(with Radar)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**800**′(689′)	**800**′(689′)	**800**′(689′)	**800**′(689′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	KR LOM	**480**′(369′)	**480**′(369′)	**480**′(369′)	**480**′(369′)
	(with Radar)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	KR LOM	**850**′(739′)	**850**′(739′)	**850**′(739′)	**850**′(739′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	K LMM	**520**′(409′)	**520**′(409′)	**520**′(409′)	**520**′(409′)
	(with Radar)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	K LMM	**850**′(739′)	**850**′(739′)	**850**′(739′)	**850**′(739′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
23L	ILS	**318**′(200′)	**318**′(200′)	**318**′(200′)	**318**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC ❶	**470**′(352′)	**470**′(352′)	**470**′(352′)	**470**′(352′)
	(Radar required)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**470**′(352′)	**470**′(352′)	**470**′(352′)	**470**′(352′)
	(with Radar)	**R900m**	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**870**′(752′)	**870**′(752′)	**870**′(752′)	**870**′(752′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	**630**′(512′)	**630**′(512′)	**630**′(512′)	**630**′(512′)
	(with Radar)	**R1000m**	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	LD LOM	**870**′(752′)	**870**′(752′)	**870**′(752′)	**870**′(752′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ LMM out: NOT AUTHORIZED.

CHANGES: Minimums.

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JEPPESEN
17 SEP 04
Eff 30 Sep
10-9X1

JAA MINIMUMS

KRASNODAR, RUSSIA
PAŠHKOVSKIY

STRAIGHT-IN RWY		A	B	C	D
23L	L LMM	**630**′(512′)	**630**′(512′)	**630**′(512′)	**630**′(512′)
	(with Radar)	**R1000m**	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	L LMM	**950**′(832′)	**950**′(832′)	**950**′(832′)	**950**′(832′)
	(w/o Radar)	**R1200m**	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
23R	NDB	**520**′(409′)	**520**′(409′)	NOT APPLICABLE	NOT APPLICABLE
	(with Radar)	**R1300m**	**R1400m**		
	ALS out	R1500m	R1500m		
	NDB	**880**′(769′)	**880**′(769′)	NOT APPLICABLE	NOT APPLICABLE
	(w/o Radar)	**R1500m**	**R1500m**		

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	710′(592′)	**710**′(592′)	**850**′(732′) ❶	**850**′(732′) ❶❷
	CEIL 300m- V3000m	CEIL 300m- V3000m	CEIL 350m- V3000m	CEIL 350m- V4000m

❶ To rwy 05L/23R: NOT APPLICABLE.
❷ CAT D widebody acft: MDA(H) **1110**′(992′), CEIL-VIS 400m - 5000m.

TAKE-OFF RWY 05L/23R

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A B	*250m*	*400m*	*500m*
C D	NOT APPLICABLE		

TAKE-OFF RWY 05R/23L

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

CHANGES: Minimums.

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JEPPESEN 17 MAR 06 (11-1)

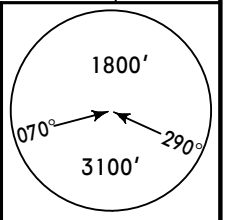
KRASNODAR, RUSSIA
ILS or 2 NDB Rwy 05R

ATIS	KRASNODAR Approach East (0500-1900) 010°-155°❶ / (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010°❶	KRASNODAR Krug (R)	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6 / 129.6	127.7	121.3	118.2	118.2	119.0

BRIEFING STRIP™

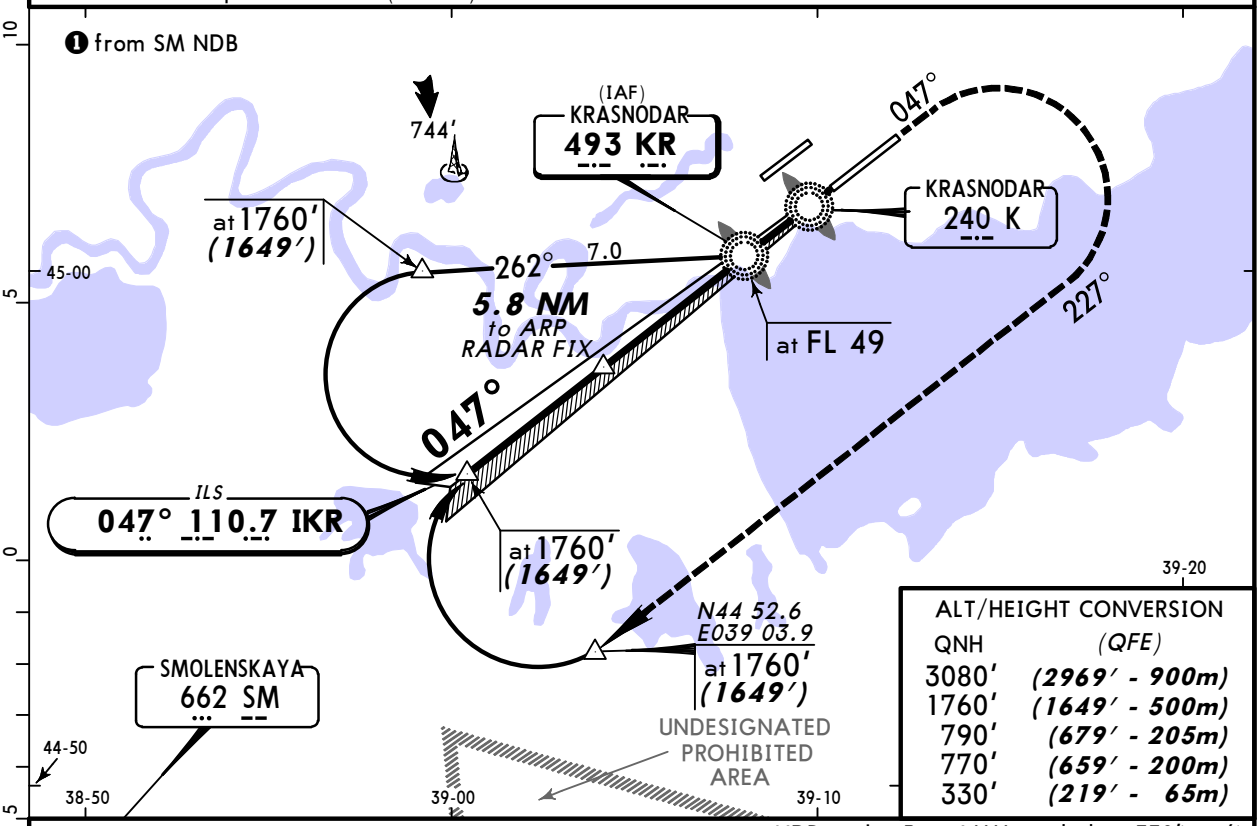
LOC IKR 110.7	Final Apch Crs 047°	GS LOM 784′ (673′)	ILS DA(H) 311′ (200′)	Apt Elev 118′
NDB KR 493		Minimum Alt 5.8 NM to ARP 1760′ (1649′)	NDB MDA(H) Refer to chart 11-1A	RWY 111′

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



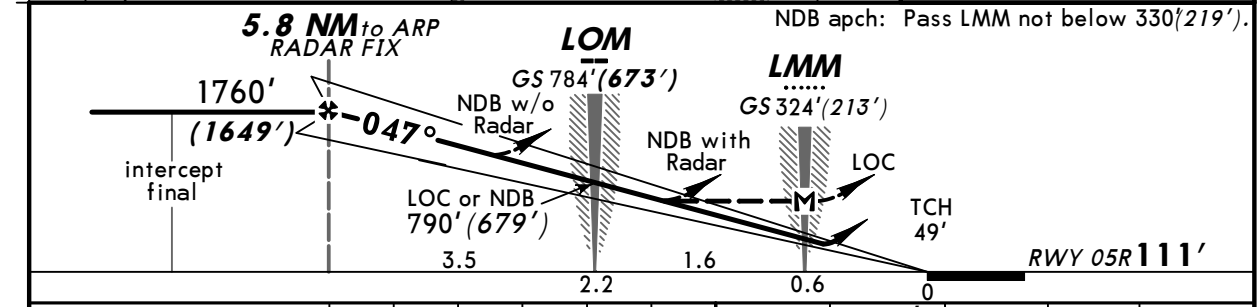
MSA
K Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080′ (2969′)
Radar control required for LOC (GS out).



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

NDB apch: Pass LMM not below 330′(219′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or LOC or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOC: MAP at LMM						

HIALS

770′ (659′) on 047°

227° RT

1760′ (1649′)

STRAIGHT-IN LANDING RWY 05R

	ILS DA(H) 311′ (200′)		LOC (GS out) MDA(H) 440′ (329′)			NDB	
	FULL	ALS out		LMM out	ALS out		ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	FOR MINIMUMS SEE 11-1A	
B							
C							
D			1200m				

PANS OPS

CHANGES: Communications.

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JEPPESEN
17 MAR 06 (11-1A)

KRASNODAR, RUSSIA

NDB Rwy 05R MINIMUMS

2 NDB

STRAIGHT-IN LANDING RWY **05R**

	with Radar MDA(H) 440′(329′)		**w/o Radar** MDA(H) 800′(689′)			
		ALS out		ALS out		
A B C	1200m	RVR 1500m VIS 1600m	2400m	3200m		
D	RVR 1500m VIS 1600m		3200m	3600m		

KR LOM

STRAIGHT-IN LANDING RWY **05R**

	with Radar MDA(H) 480′(369′)		**w/o Radar** MDA(H) 850′(739′)			
		ALS out		ALS out		
A B C	1200m	RVR 1800m VIS 2000m	2400m	3200m		
D	RVR 1500m VIS 1600m		3200m	3600m		

K LMM

STRAIGHT-IN LANDING RWY **05R**

	with Radar MDA(H) 520′(409′)		**w/o Radar** MDA(H) 850′(739′)			
		ALS out		ALS out		
A B C	1500m	2300m	2400m	3200m		
D	1900m		3200m	3600m		

CHANGES: None.

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JEPPESEN 17 MAR 06 (11-2)

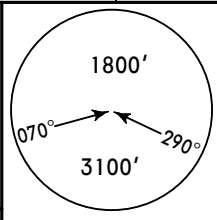
KRASNODAR, RUSSIA
ILS or 2 NDB Rwy 23L

BRIEFING STRIP ™

ATIS	KRASNODAR Approach East (0500-1900) 010°-155° ❶ / (1900-0500) All Sectors	KRASNODAR Approach West (0500-1900) 155°-010° ❶	KRASNODAR Krug (R)	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6 / 129.6	127.7	121.3	118.2	118.2	119.0

LOC ILD 109.5	Final Apch Crs 227°	GS LOM 807′ (689′)	ILS DA(H) 318′ (200′)	Apt Elev 118′
NDB LD 493		Minimum Alt 5.9 NM to ARP 1440′ (1322′)	NDB MDA(H) Refer to chart 11-2A	RWY 118′

MISSED APCH: Climb on 227° to 780′ (662′), then turn LEFT onto 047° climbing to 1440′ (1322′), then according to chart.

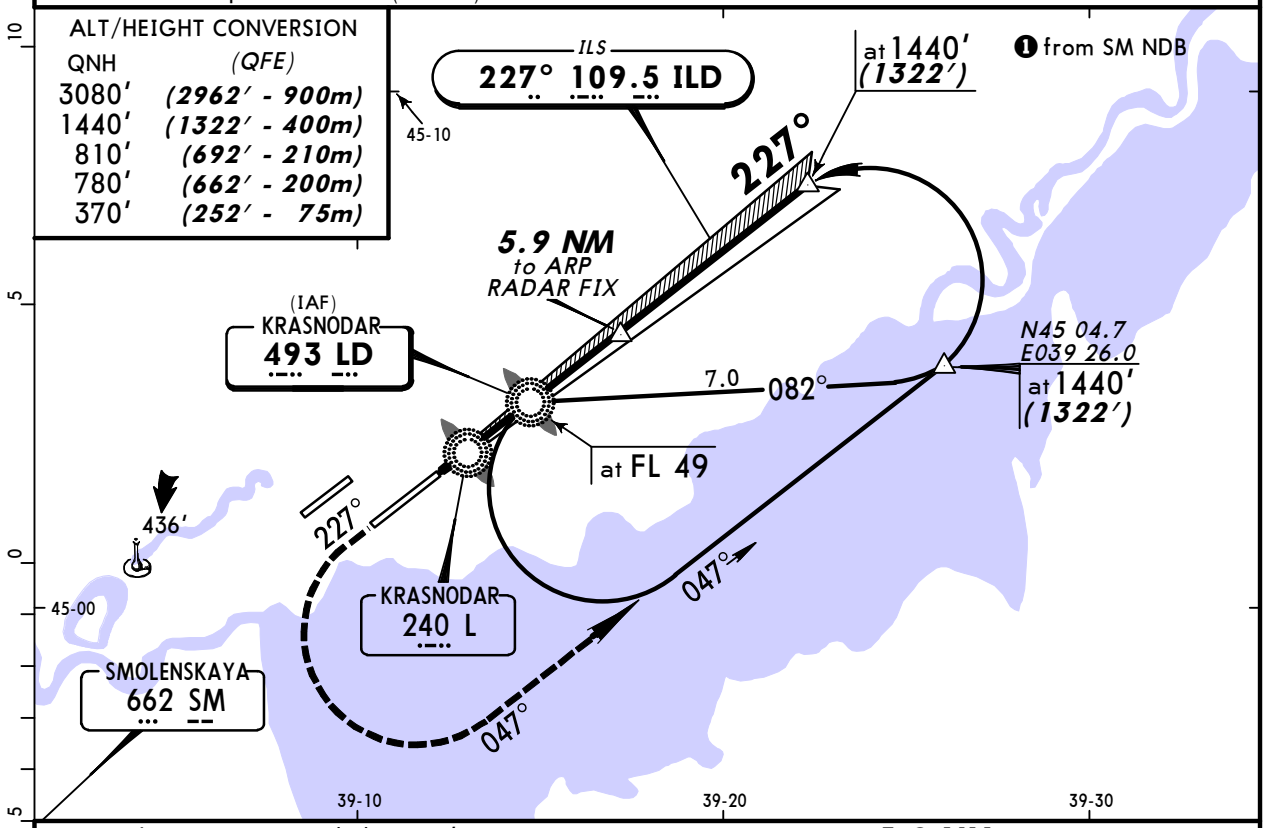


MSA
L Lctr

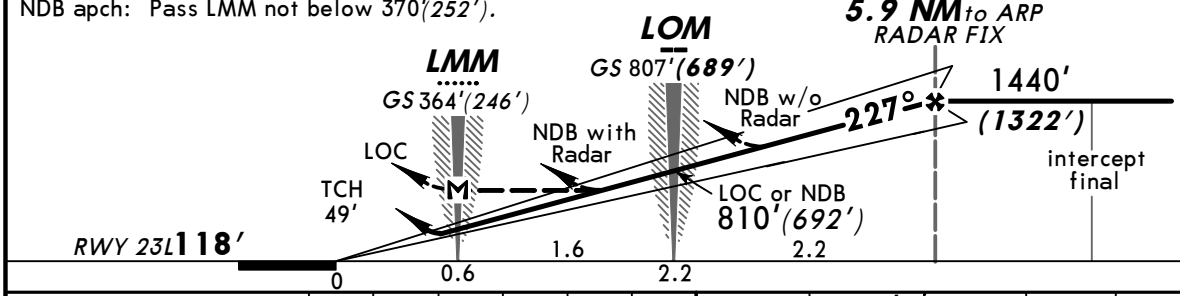
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080′ (2962′)
Radar control required for LOC (GS out).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2962′ - 900m)
1440′	(1322′ - 400m)
810′	(692′ - 210m)
780′	(662′ - 200m)
370′	(252′ - 75m)



NDB apch: Pass LMM not below 370′ (252′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or LOC or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOC: MAP at LMM						

HIALS

780′ (662′) on 227°

047° LT

1440′ (1322′)

STRAIGHT-IN LANDING RWY 23L

	ILS DA(H) 318′ (200′) FULL	ILS DA(H) 318′ (200′) ALS out	LOC (GS out) MDA(H) 470′ (352′)	LOC (GS out) LMM out	LOC (GS out) ALS out	NDB	NDB ALS out
A	RVR 720m VIS 800m	1200m	RVR 720m VIS 800m	NOT AUTH	RVR 1500m VIS 1600m	FOR MINIMUMS SEE 11-2A	
B							
C							
D			1200m		RVR 1800m VIS 2000m		

PANS OPS

CHANGES: Communications.

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JEPPESEN
17 MAR 06 (11-2A)

KRASNODAR, RUSSIA

NDB Rwy 23L MINIMUMS

2 NDB

	STRAIGHT-IN LANDING RWY 23L					
	with Radar		w/o Radar			
	MDA(H) 470'(352')		MDA(H) 870'(752')			
		ALS out		ALS out		
A	1200m	1900m	2400m	3200m		
B						
C			2800m	3600m		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3600m	4000m		

LD LOM

	STRAIGHT-IN LANDING RWY 23L					
	with Radar		w/o Radar			
	MDA(H) 630'(512')		MDA(H) 870'(752')			
		ALS out		ALS out		
A	2100m	2900m	2400m	3200m		
B						
C			2800m	3600m		
D	2500m		3600m	4000m		

L LMM

	STRAIGHT-IN LANDING RWY 23L					
	with Radar		w/o Radar			
	MDA(H) 630'(512')		MDA(H) 950'(832')			
		ALS out		ALS out		
A	2100m	2900m	2400m	3200m		
B						
C			3200m	4000m		
D	2500m		4000m	4400m		

CHANGES: None.

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URKK/KRR PASHKOVSKIY

JEPPESEN 17 MAR 06 (16-1) CAT A & B

KRASNODAR, RUSSIA NDB Rwy 05L

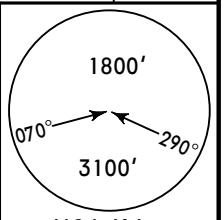
ATIS	KRASNODAR Approach East (0500-1900) 010°-155°❶ (1900-0500) All Sectors		KRASNODAR Approach West (0500-1900) 155°-010°❶	KRASNODAR Krug (R)	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0

BRIEFING STRIP ™

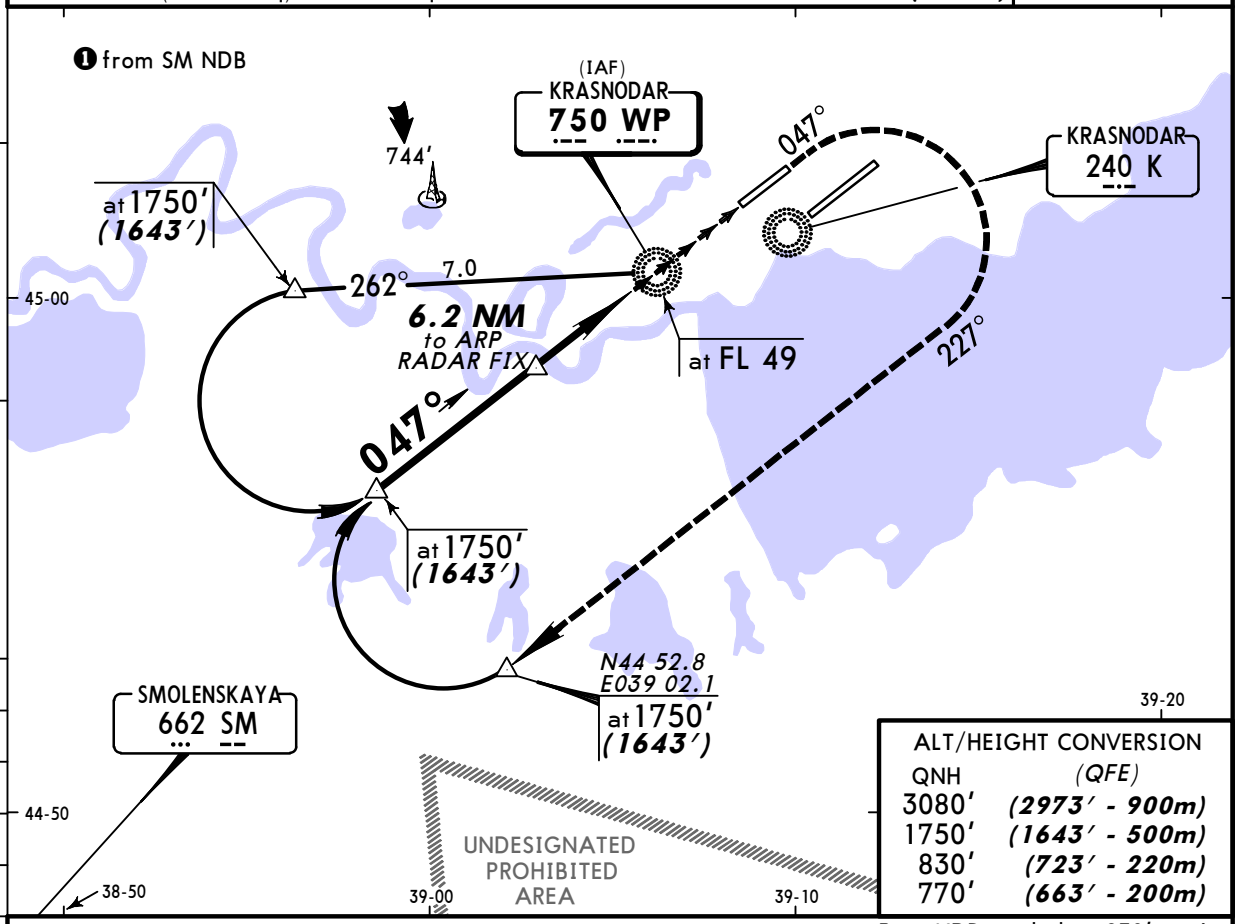
NDB WP	Final Apch Crs	Minimum Alt 6.2 NM to ARP	MDA(H) (CONDITIONAL)	Apt Elev 118′ RWY 107′
750	047°	1750′ (1643′)	480′ (373′)	

MISSED APCH: Climb on 047° to 770′ (663′), then turn RIGHT onto 227° climbing to 1750′ (1643′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3080′ (2973′)

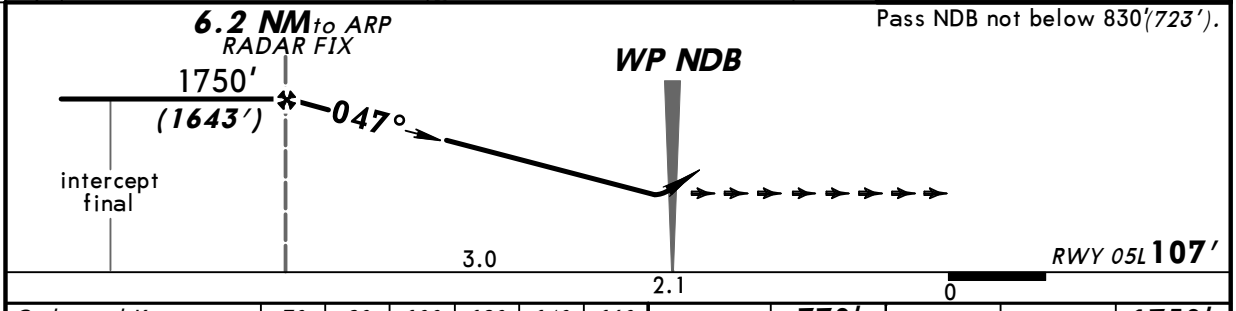


MSA K Lctr



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3080′	(2973′ - 900m)
1750′	(1643′ - 500m)
830′	(723′ - 220m)
770′	(663′ - 200m)

Pass NDB not below 830′ (723′).



Gnd speed-Kts	70	90	100	120	140	160	ALS	770′ (663′) on 047°	227° RT	1750′ (1643′)
Descent Gradient 5.2%	369	474	527	632	737	843				

STRAIGHT-IN LANDING RWY 05L

	with Radar		w/o Radar	
	MDA(H) 480′ (373′)	ALS out	MDA(H) 880′ (773′)	ALS out
A	3200m		3200m	
B				
C	NOT APPLICABLE			
D				

PANS OPS

CHANGES: Communications.

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URKK/KRR PASHKOVSKIY

JEPPESEN 17 MAR 06 (16-2) CAT A & B

KRASNODAR, RUSSIA NDB Rwy 23R

ATIS	KRASNODAR Approach East (0500-1900) 010°-155°❶ (1900-0500) All Sectors		KRASNODAR Approach West (0500-1900) 155°-010°❶	KRASNODAR Krug (R)	KRASNODAR Tower	KRASNODAR Start (TWR)	Ground
121.8	129.6	129.6	127.7	121.3	120.6	120.6	119.0

NDB BA	Final Apch Crs	Minimum Alt 4.0 NM to ARP	MDA(H) (CONDITIONAL)	Apt Elev 118′ RWY 111′
750	227°	1430′ (1319′)	520′ (409′)	

MISSED APCH: Climb on 227° to 770′(659′), then turn LEFT onto 047° climbing to 1430′ (1319′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3080′(2969′)

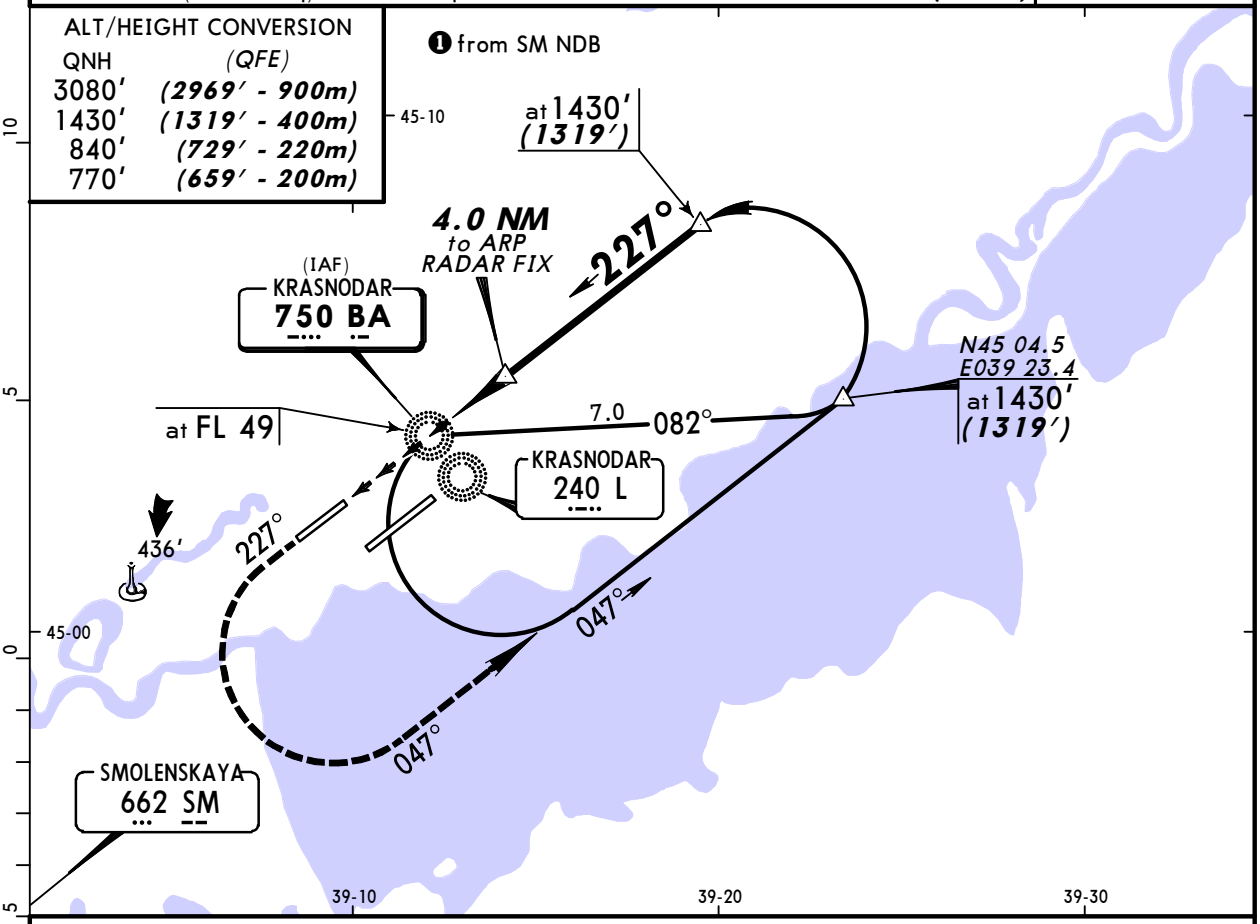
1800′ 070° 290° 3100′
MSA L Lctr

BRIEFING STRIP ™

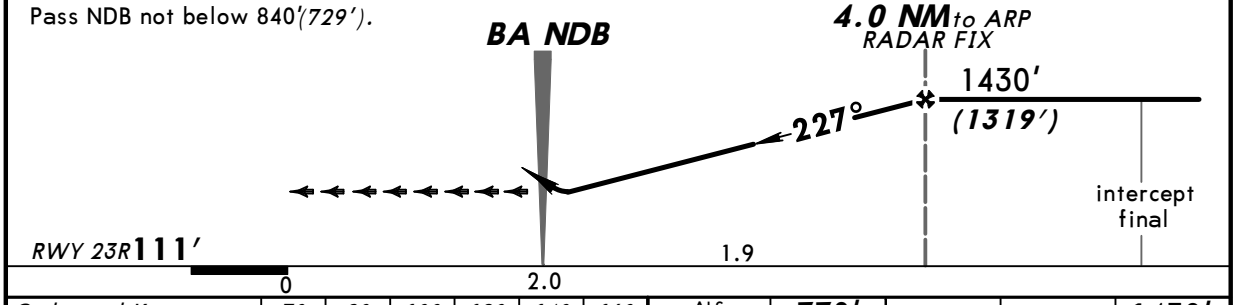
ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2969′ - 900m)
1430′	(1319′ - 400m)
840′	(729′ - 220m)
770′	(659′ - 200m)

❶ from SM NDB



Pass NDB not below 840′(729′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS | 770′ (659′) on 227° | 047° LT | 1430′ (1319′)

STRAIGHT-IN LANDING RWY 23R

with Radar		w/o Radar	
MDA(H) 520′(409′)	ALS out	MDA(H) 880′(769′)	ALS out

PANS OPS

	with Radar	w/o Radar
A	3200m	3200m
B		
C	NOT APPLICABLE	
D		

CHANGES: Communications.

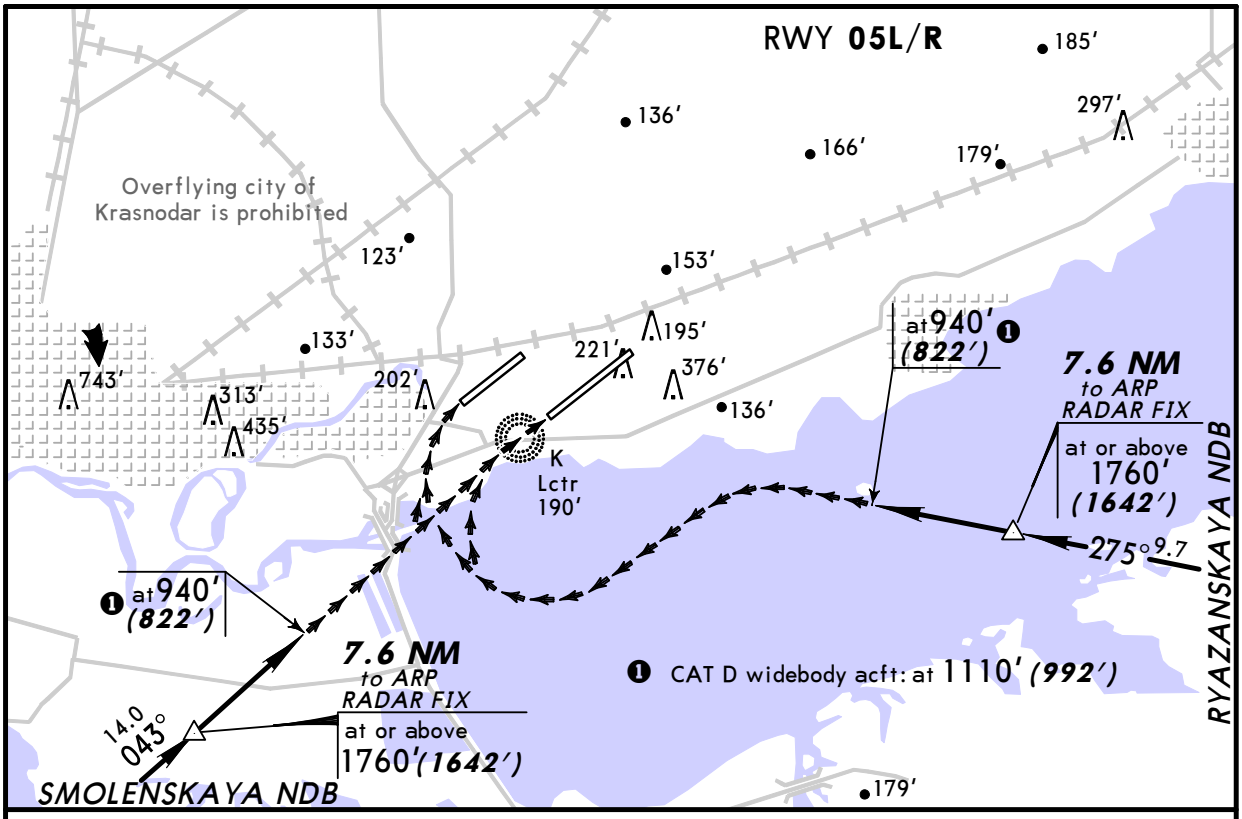
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URKK/KRR — KRASNODAR, RUSSIA

JEPPESEN 25 NOV 05 (19-10)

Apt Elev 118′ — CIRCLE-TO-LAND — PASHKOVSKIY



MISSED APCH: Climb on 047° to 780′(662′), then turn RIGHT onto 227° climbing to CAT A thru D: 940′(822′) CAT D widebody: 1110′(992′) during VFR approach or 1760′(1642′) during IFR approach, then according to approach chart.

CEILING REQUIRED

	Max Kts	Rwy 05L MDA(H)	Rwy 05L CEIL-VIS	Rwy 05R MDA(H)	Rwy 05R CEIL-VIS
A	100	710′(592′)	300m - 3000m	710′(592′)	300m - 3000m
B	135				
C	180	NOT APPLICABLE		850′(732′)	350m - 3000m
D	205			❶ 850′(732′)	350m - 4000m

❶ CAT D widebody acft: MDA(H) 1110′(992′), CEIL-VIS 400m-5000m.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1760′	(1642′ - 500m)
1110′	(992′ - 300m)
940′	(822′ - 250m)
780′	(662′ - 200m)

CHANGES: Chart reindexed. Procedure.

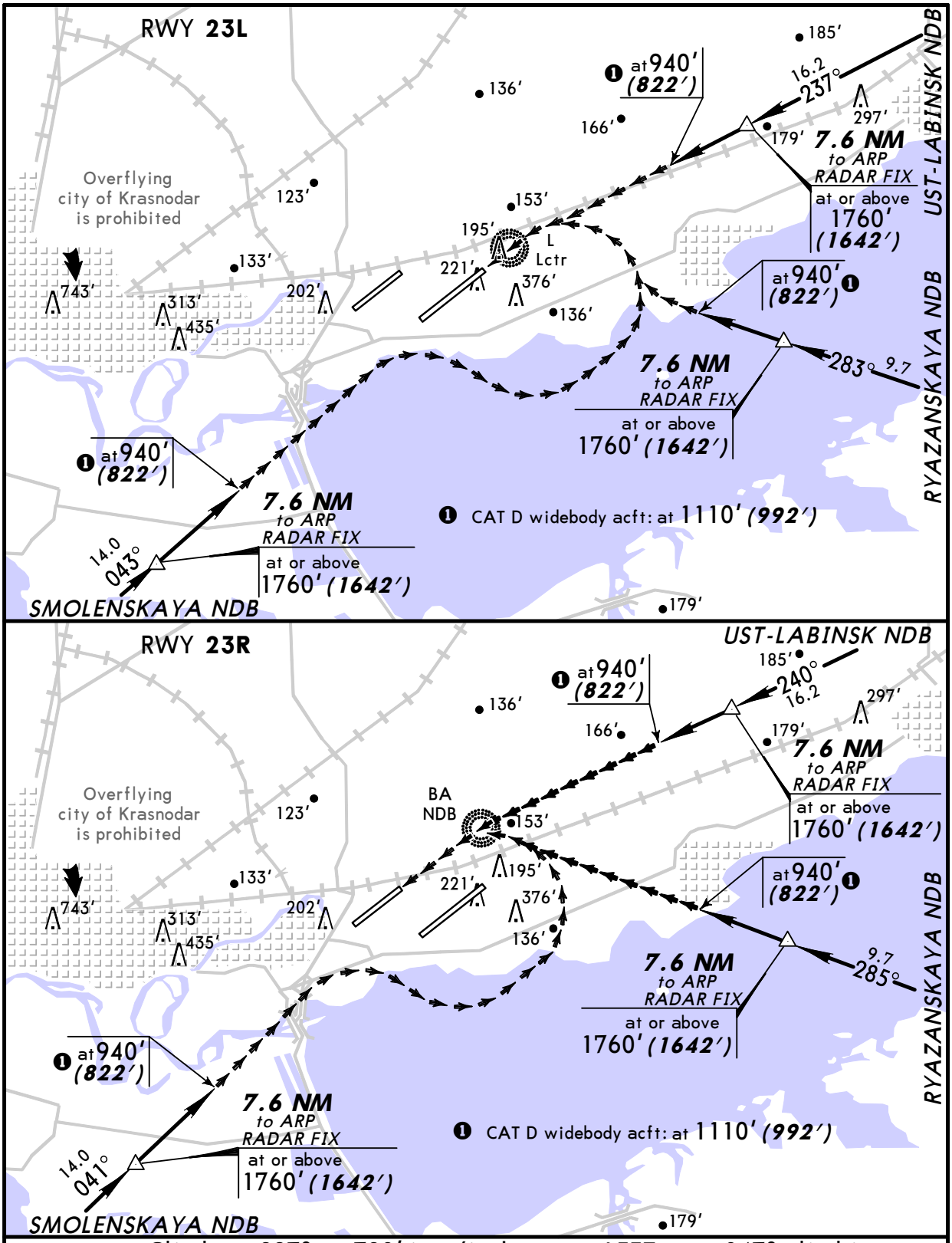
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URKK/KRR — KRASNODAR, RUSSIA

JEPPESEN 25 NOV 05 (19-11)

Apt Elev 118′ — CIRCLE-TO-LAND — PASHKOVSKIY



MISSED APCH: Climb on 227° to 780′(662′), then turn LEFT onto 047° climbing to CAT A thru D: 940′(822′) CAT D widebody: 1110′(992′) during VFR approach or 1760′(1642′) during IFR approach, then according to approach chart.

	Max Kts	Rwy 23L MDA(H)	Rwy 23L CEIL-VIS	Rwy 23R MDA(H)	Rwy 23R CEIL-VIS
		CEILING REQUIRED			
A	100	710′(592′)	300m - 3000m	710′(592′)	300m - 3000m
B	135				
C	180	850′(732′)	350m - 3000m	NOT APPLICABLE	
D	205	1 850′(732′)	350m - 4000m		

ALT/HEIGHT CONVERSION

QNH	(QFE)
1760′	(1642′ - 500m)
1110′	(992′ - 300m)
940′	(822′ - 250m)
780′	(662′ - 200m)

1 CAT D widebody acft: MDA(H) 1110′(992′), CEIL-VIS 400m-5000m.

CHANGES: Chart reindexed. Procedure.

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URKM
MAYKOP

JEPPESEN
13 MAY 05 (10-2)

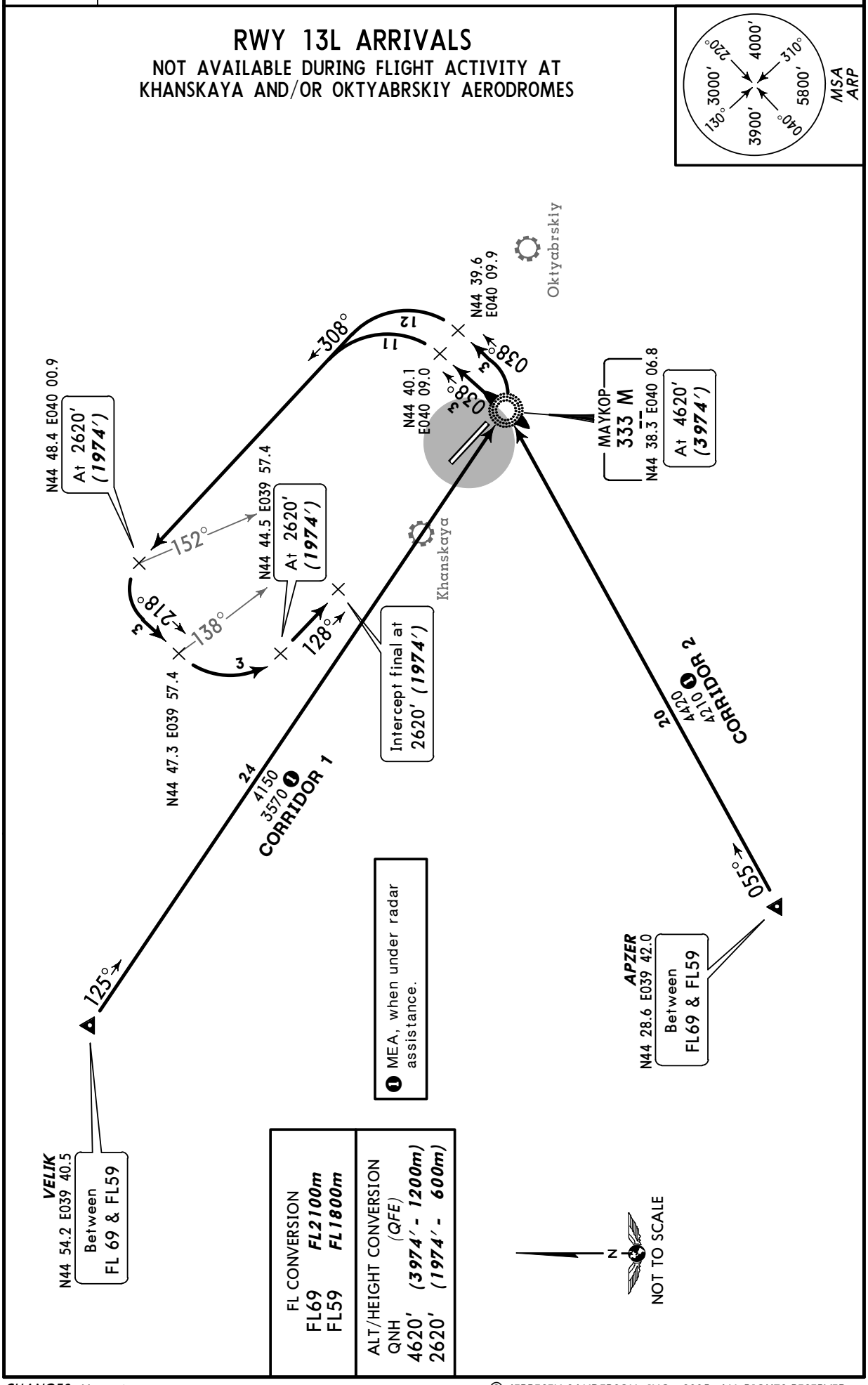
MAYKOP, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on reqest) QNH on request (QFE)
679′	Trans level: FL59 Trans alt: 4620′ *(3974′)*

RWY 13L ARRIVALS

NOT AVAILABLE DURING FLIGHT ACTIVITY AT
KHANSKAYA AND/OR OKTYABRSKIY AERODROMES



CHANGES: New airport.

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URKM
MAYKOP

JEPPESEN
13 MAY 05 (10-2A)

MAYKOP, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on reqest) QNH on request (QFE)
679′	Trans level: FL59 Trans alt: 4620′ *(3974′)*

RWY 13L ARRIVALS
BY ATC

MSA ARP
220° 4000′
310° 5800′
040° 3900′
130° 3000′

NOT TO SCALE

N44 49.6 E040 23.0
N44 27.6 E040 23.6
N44 39.9 E040 08.9
N44 37.3 E040 08.4
N44 35.3 E040 05.7
N44 35.9 E040 04.9
N44 44.5 E039 57.4
N44 44.3 E039 53.5
N44 43.0 E039 51.9
N44 41.8 E039 52.2
N44 38.3 E040 06.8
N44 54.2 E039 40.5
N44 28.6 E039 42.0

❶ Do not fly east below FL69.
❷ MEA, when under radar assistance.

FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4620′	*(3974′ - 1200m)*
2950′	*(2304′ - 700m)*
2620′	*(1974′ - 600m)*

Intercept final at 2620′ *(1974′)*

9 to M

MAYKOP 333 M

At 4620′ *(3974′)*

At 2620′ *(1974′)*

At 2950′ *(2304′)*

Khanskaya

128° 218° 308° 123° 055° 021° 116° 108° 103° 038°

16 4150 3570 ❷ CORRIDOR 1

CORRIDOR 2 AA20 A210 ❷

CORRIDOR 2

VELIK
Between FL69 & FL59

APZER
Between FL69 & FL59

CHANGES: New airport.

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URKM
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JEPPESEN
13 MAY 05 (10-2B)

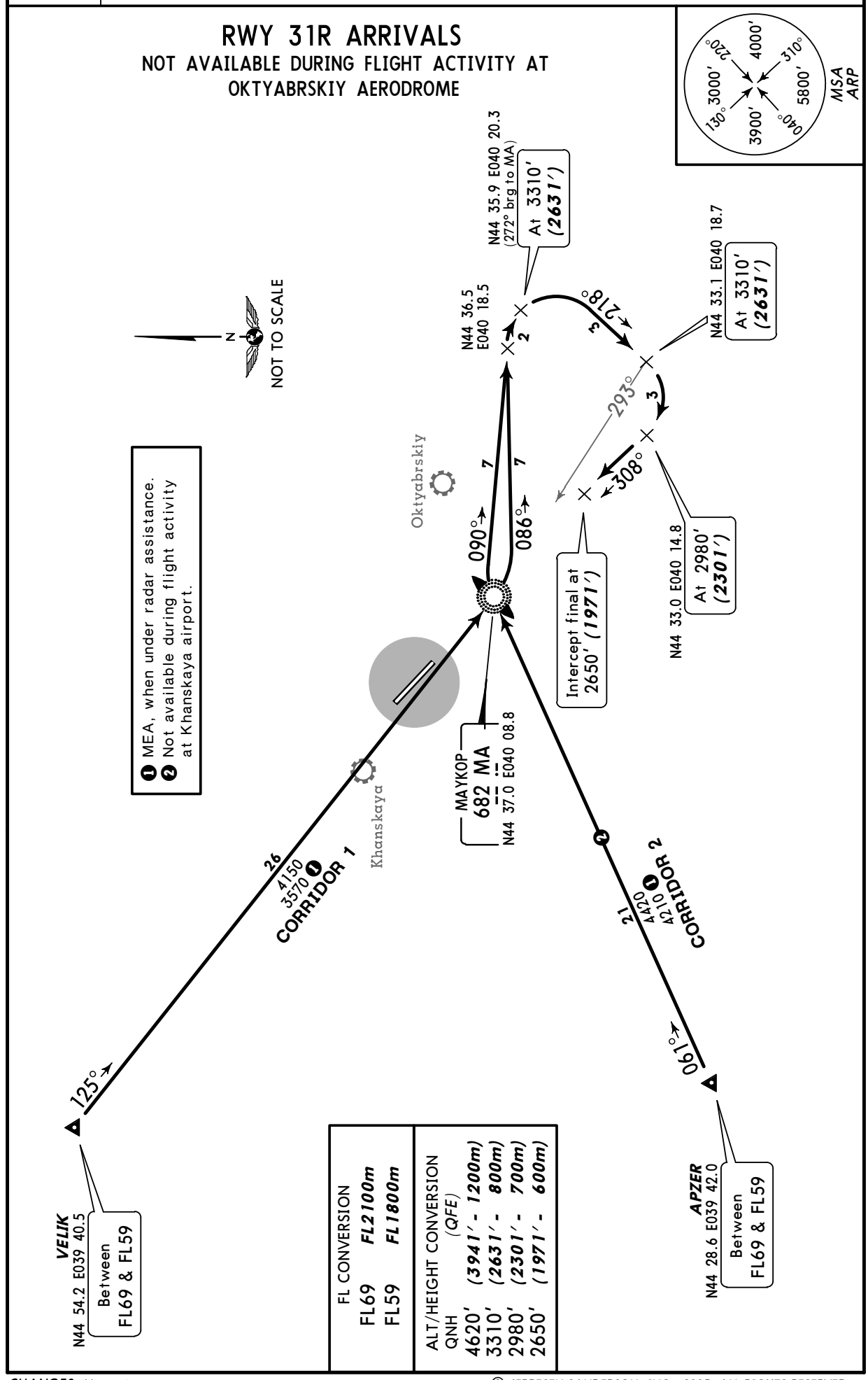
MAYKOP, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on reqest) QNH on request (QFE)
679′	Trans level: FL59 Trans alt: 4620′ *(3941′)*

RWY 31R ARRIVALS

NOT AVAILABLE DURING FLIGHT ACTIVITY AT OKTYABRSKIY AERODROME



CHANGES: New airport.

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URKM
MAYKOP

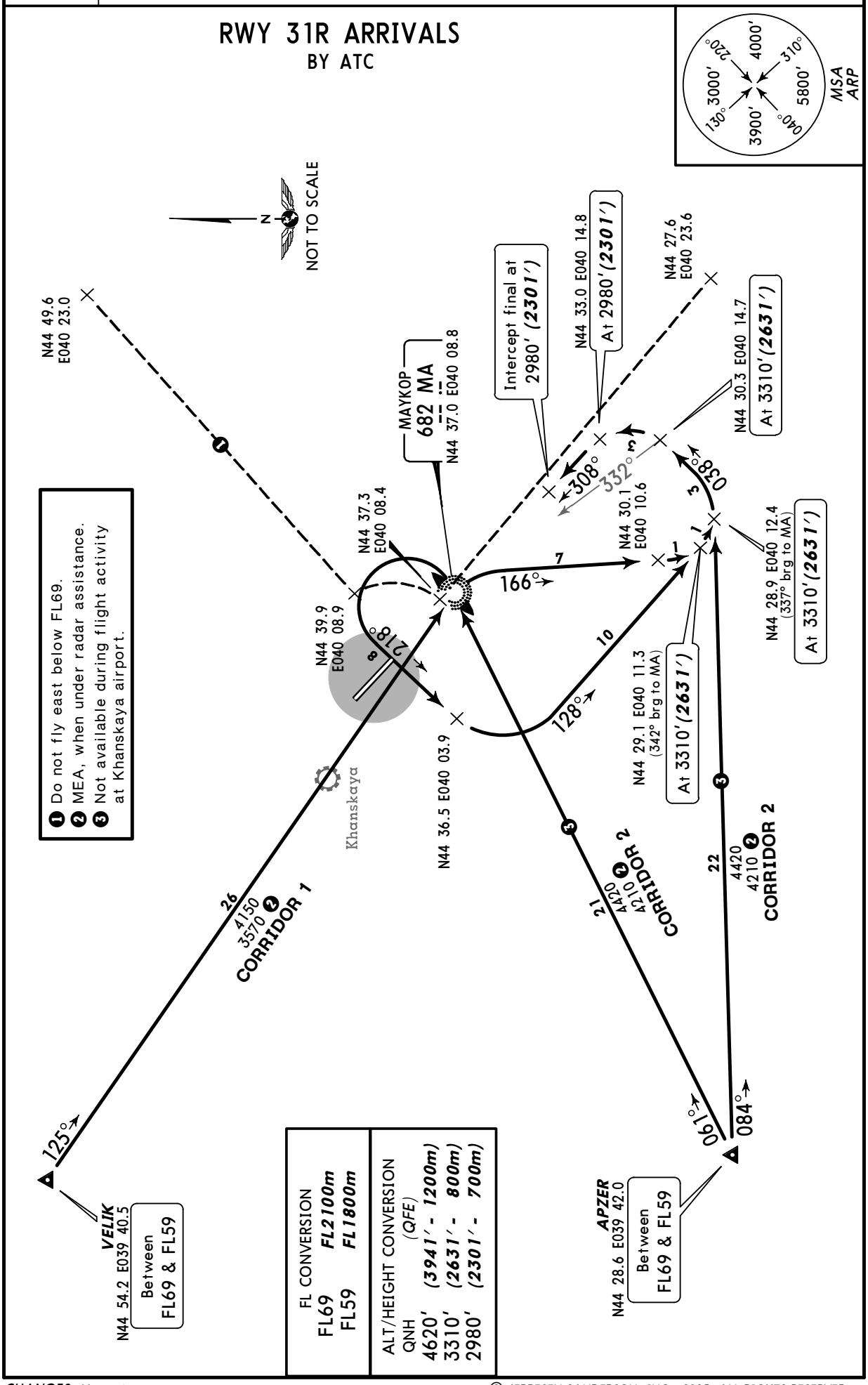
JEPPESEN
13 MAY 05 (10-2C)

MAYKOP, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on reqest) QNH on request (QFE)
679′	Trans level: FL59 Trans alt: 4620′ *(3941′)*

RWY 31R ARRIVALS
BY ATC



CHANGES: New airport.

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URKM
MAYKOP

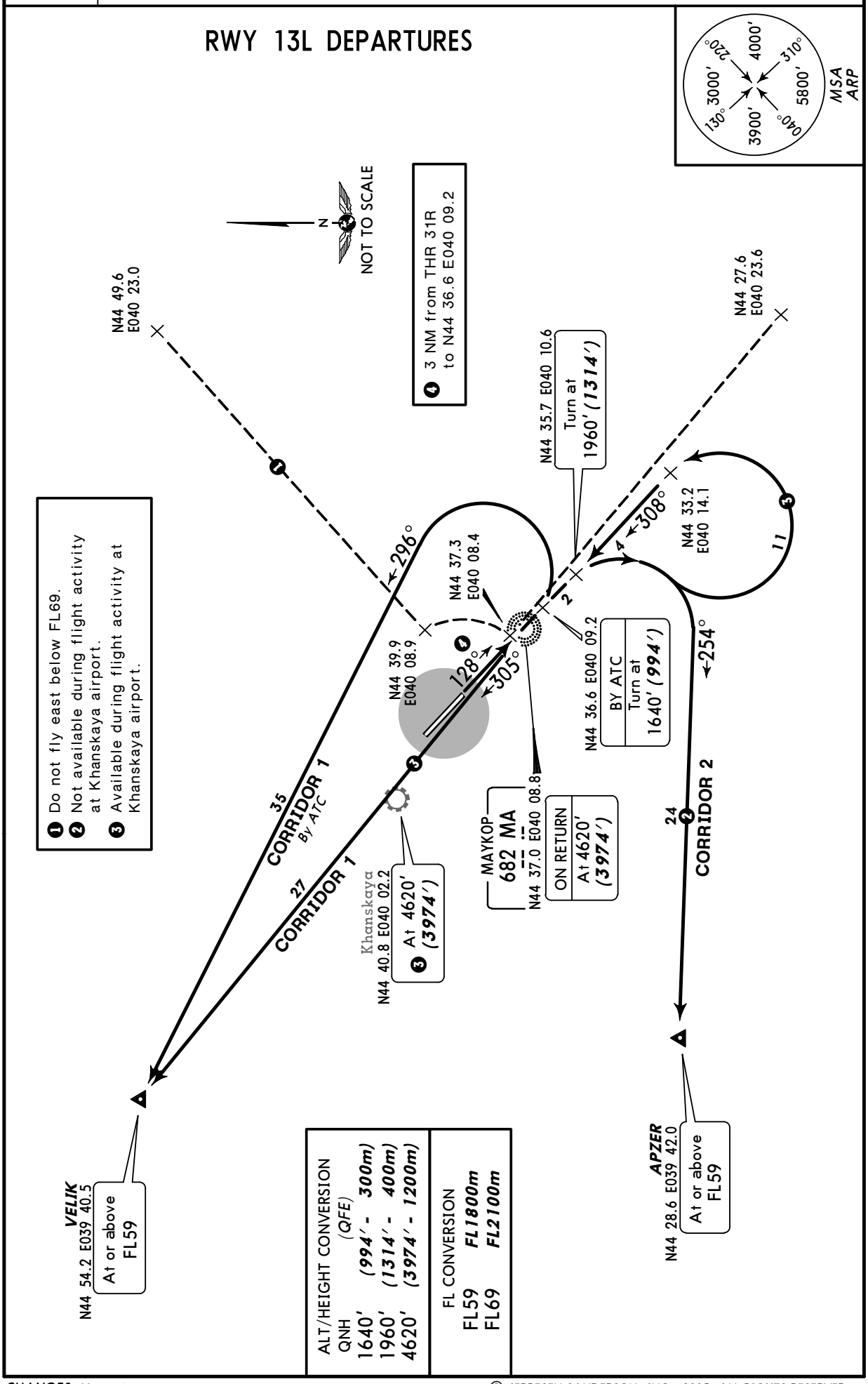
JEPPESEN
13 MAY 05 (10-3)

MAYKOP, RUSSIA

SID

Apt Elev	
679′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4620′ ***(3974′)***

RWY 13L DEPARTURES



CHANGES: New airport.

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URKM
MAYKOP

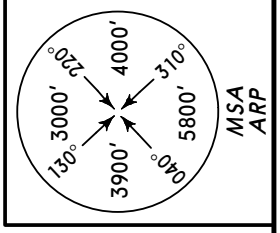
JEPPESEN
13 MAY 05 (10-3A)

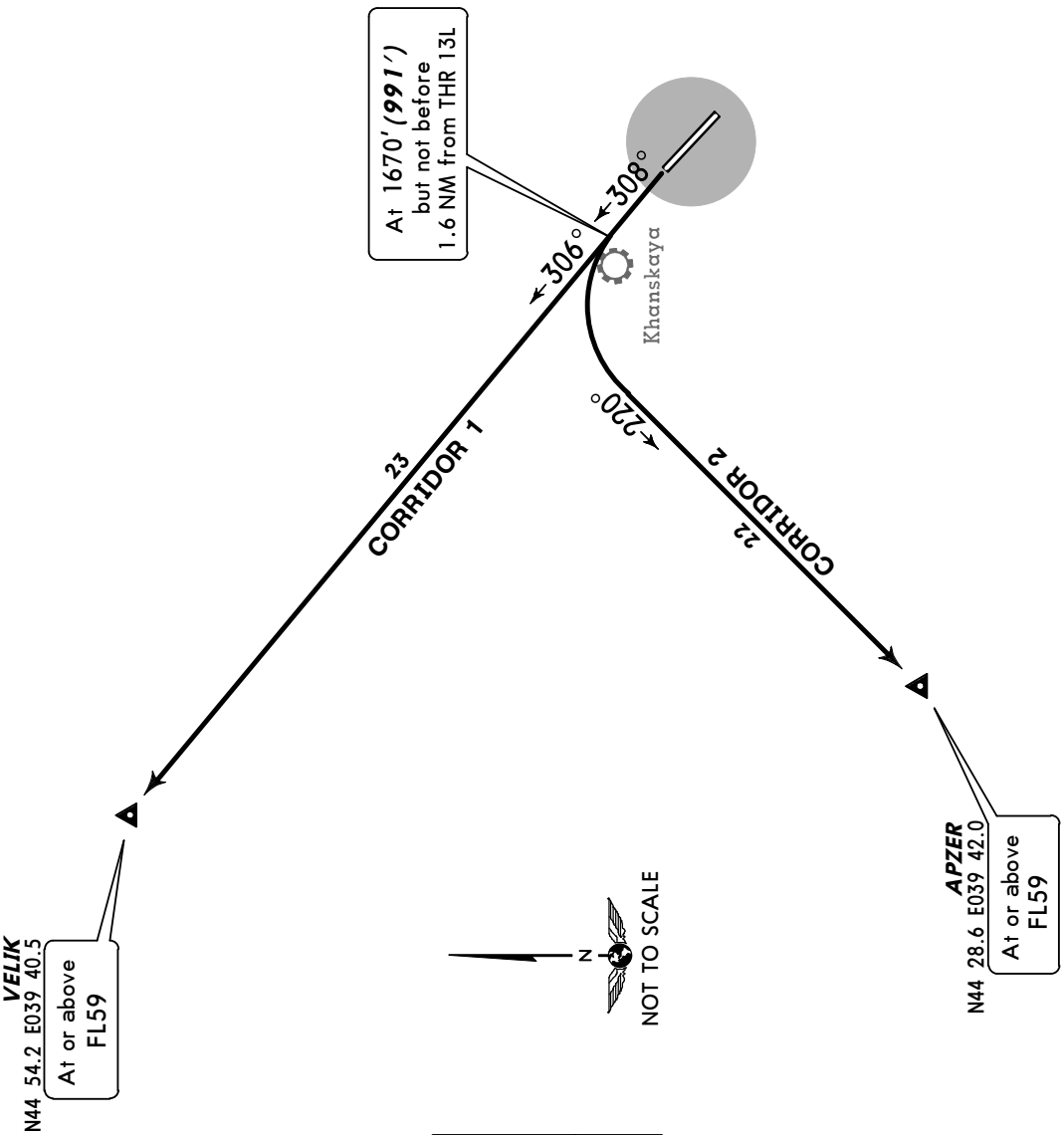
MAYKOP, RUSSIA
SID

Apt Elev	
679′	QNH on request **(QFE)** Trans level: FL59 Trans alt: 4620′ ***(3941′)***

RWY 31R DEPARTURES

NOT AVAILABLE DURING FLIGHT ACTIVITY
AT KHANSKAYA AERODROME





ALT/HEIGHT CONVERSION (QFE)	
QNH	***(3941′ - 1200m)***
4620′	***(991′ - 300m)***
1670′	

FL CONVERSION	
FL59	***FL1800m***

CHANGES: New airport.

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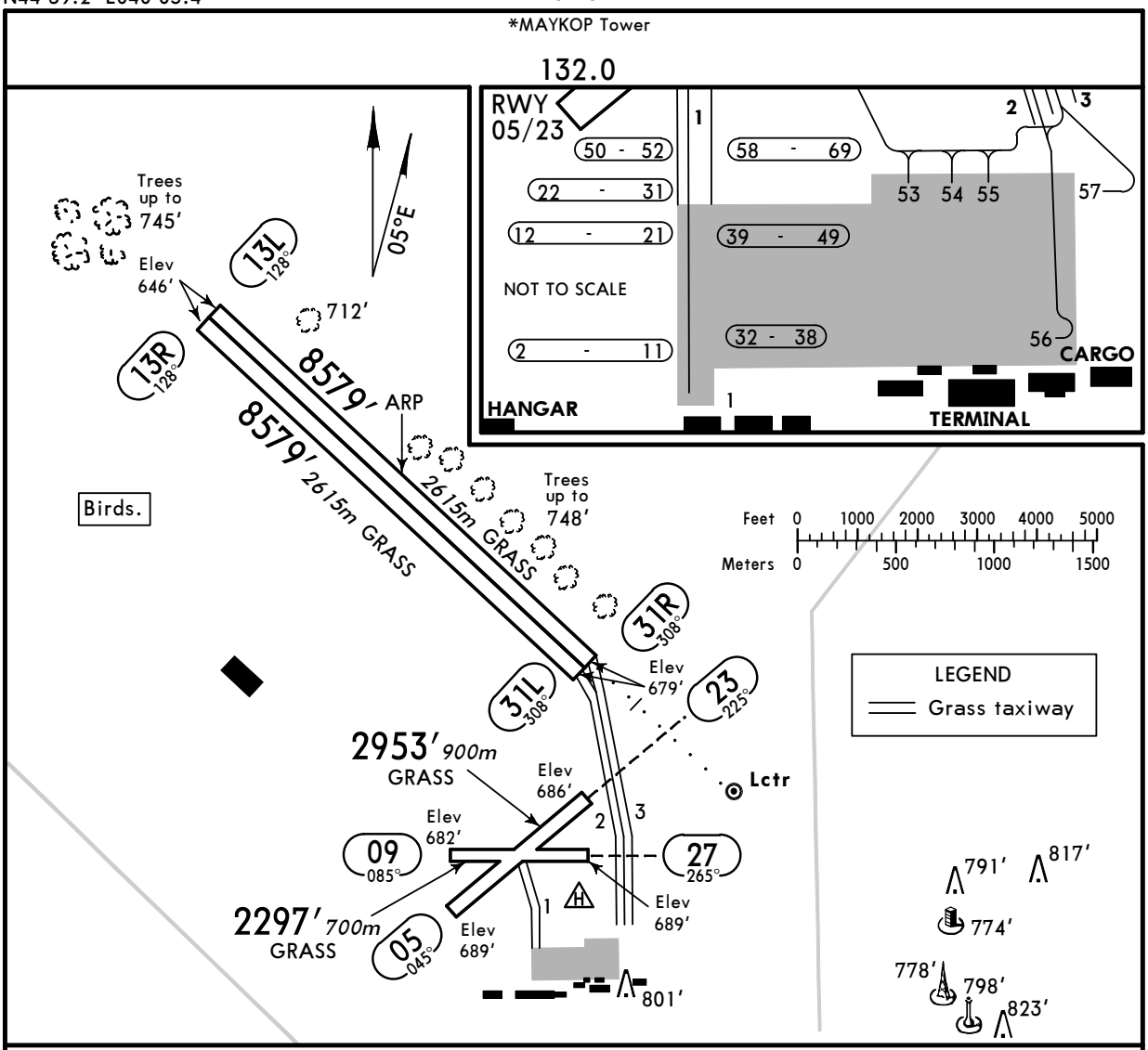
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URKM MAYKOP, RUSSIA

Apt Elev **679′**
N44 39.2 E040 05.4

JEPPESEN
13 MAY 05 (10-9)

MAYKOP



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 23					246′ *75m*
09 27					197′ *60m*
13L ❶ 31R	RVR RL *(100m)* ❷ ALS RVR				279′ *85m*
13R ❸ 31L	RVR				279′ *85m*

❶ Rwy 13L available in emergency at night for CAT A acft only.
❷ RL at a distance of 10′/3m from rwy edges.
❸ Rwy 13R/31L available day-time only.

TAKE-OFF

AIR CARRIER (JAA)
Rwys 13L/R and 31L/R

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

CHANGES: New airport.

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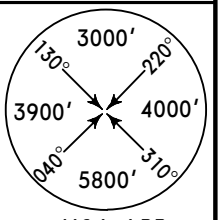
JEPPESEN
13 MAY 05 (16-1)

MAYKOP, RUSSIA
❶ NDB Rwy 13L

BRIEFING STRIP™

*MAYKOP Tower
132.0

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
M 333	128°	No FAF	1330′ (684′)	679′ / RWY 646′



MSA ARP

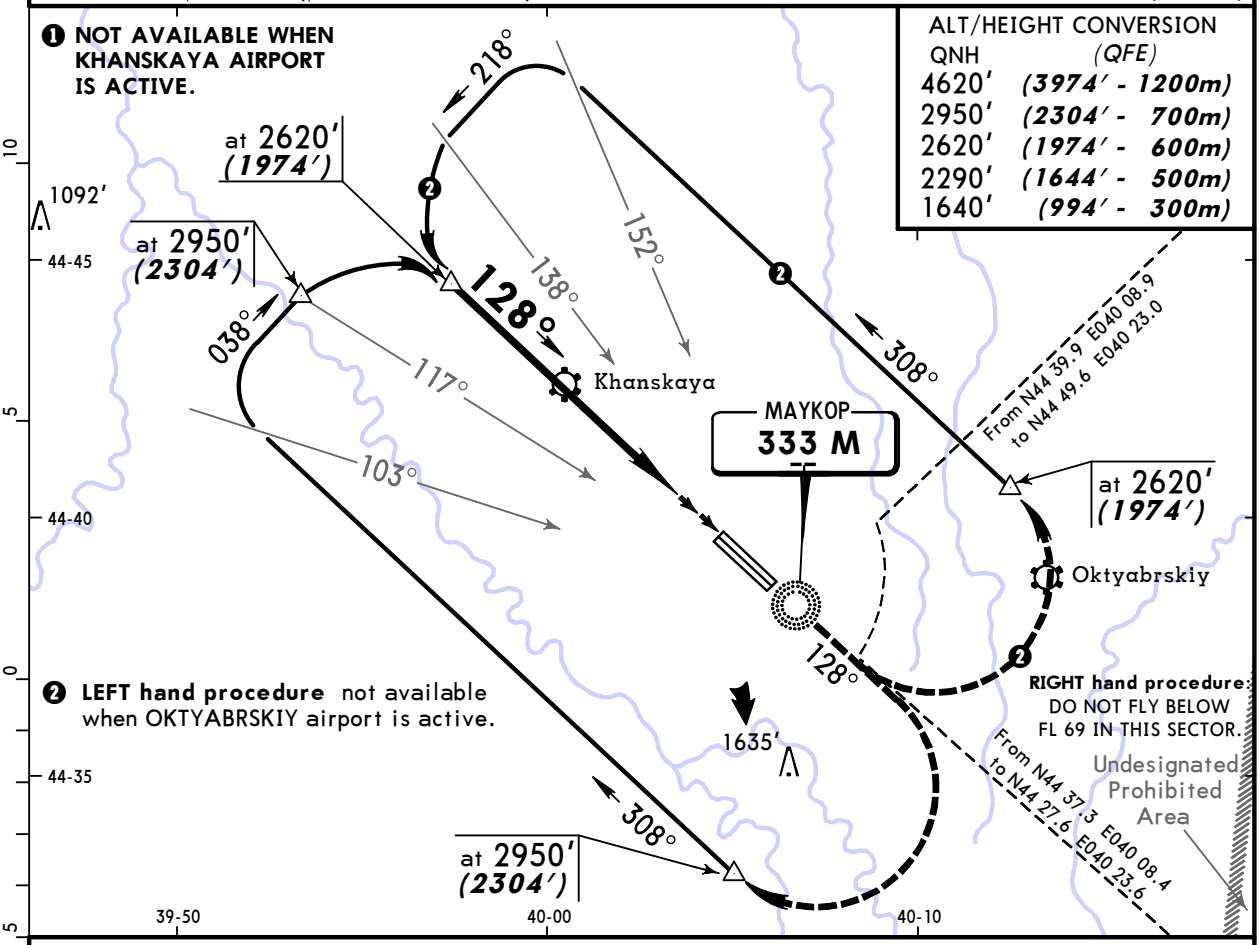
MISSED APCH: RIGHT hand procedure: Climb on 128° to 2290′ (1644′), then turn RIGHT onto 308° climbing to 2950′ (2304′), then according to chart.
LEFT hand procedure: Climb on 128° to 1640′ (994′), then turn LEFT onto 308° climbing to 2620′ (1974′), then according to chart.

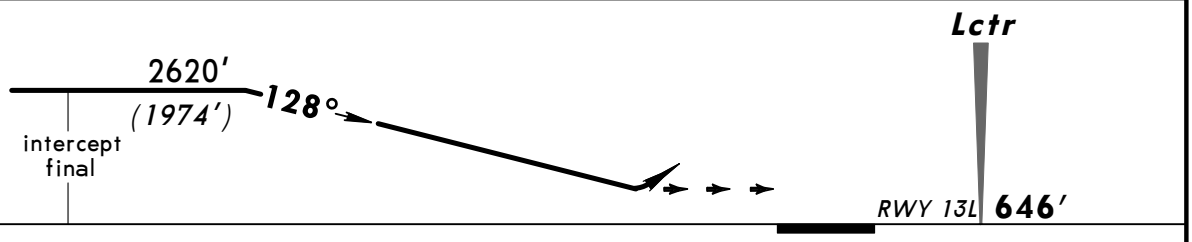
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 59 | Trans alt: 4620′ (3974′)

❶ **NOT AVAILABLE WHEN KHANSKAYA AIRPORT IS ACTIVE.**

ALT/HEIGHT CONVERSION

QNH	(QFE)
4620′	(3974′ - 1200m)
2950′	(2304′ - 700m)
2620′	(1974′ - 600m)
2290′	(1644′ - 500m)
1640′	(994′ - 300m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.4%	454	583	648	778	907	1037

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 13L

MDA(H) 1330′ (684′)

PANS OPS

A	3000m
B	
C	3200m
D	3600m

CHANGES: New procedure.

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URKM
MAYKOP

JEPPESEN
13 MAY 05 (16-2)

MAYKOP, RUSSIA
2 NDB Rwy 31R

*MAYKOP Tower
132.0

BRIEFING STRIP ™

NDB MA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
682	308°	LOM 1670′ (991′)	1110′ (431′)	679′ / RWY 679′

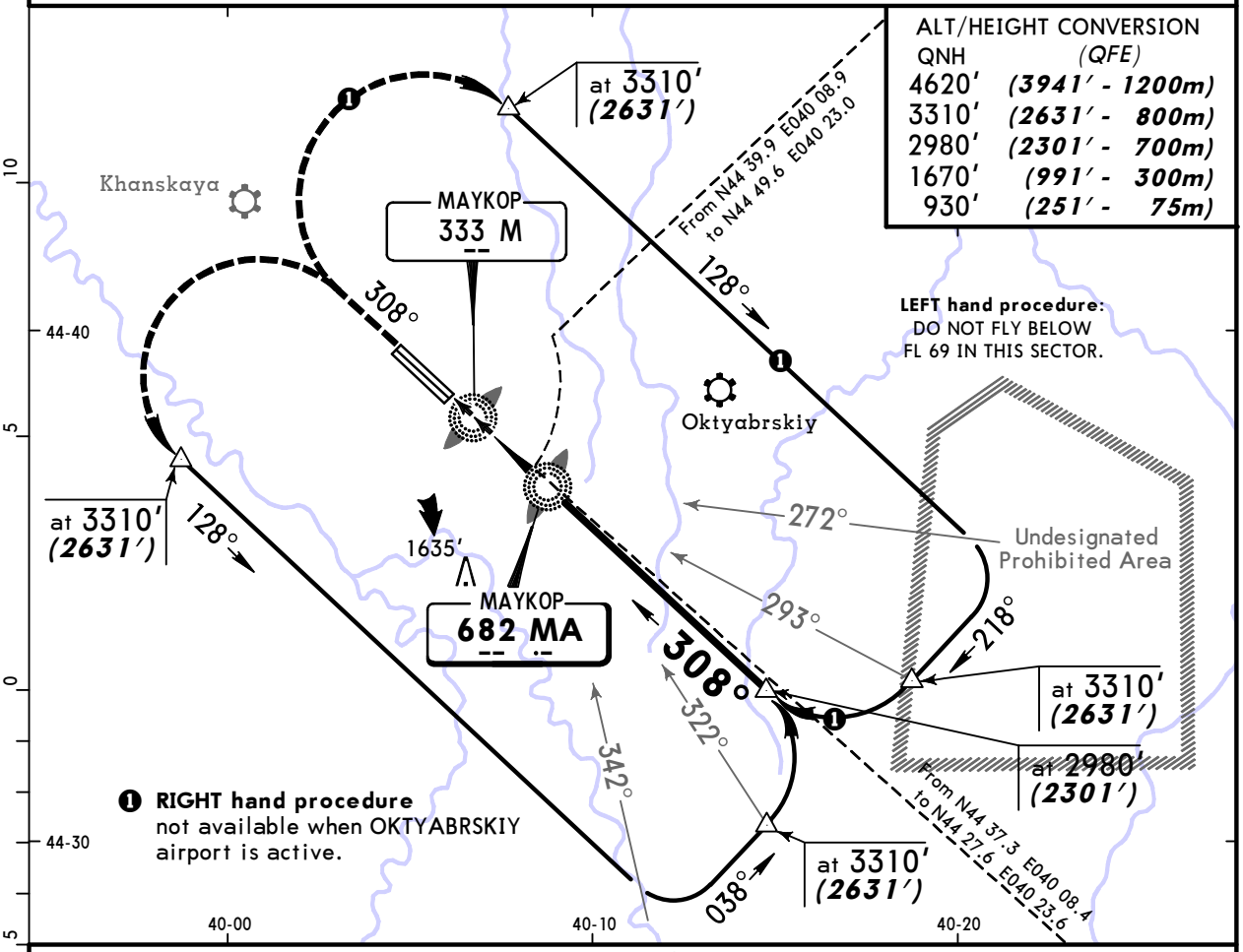
MISSED APCH: LEFT hand procedure: Climb on 308° to 1670′ (991′), then turn LEFT onto 128° climbing to 3310′ (2631′), then according to chart.
RIGHT hand procedure: Climb on 308° to 1670′ (991′), then turn RIGHT onto 128° climbing to 3310′ (2631′), then according to chart.

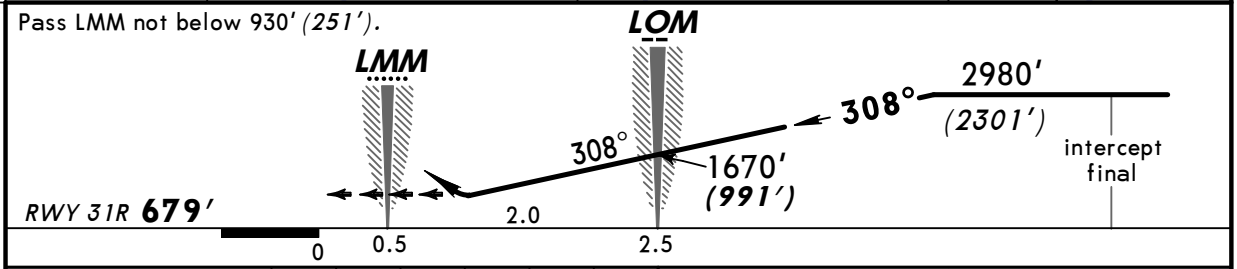
MSA ARP: 130°–220° 3000′; 220°–310° 4000′; 310°–040° 5800′; 040°–130° 3900′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 59 | Trans alt: 4620′ (3941′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4620′	(3941′ - 1200m)
3310′	(2631′ - 800m)
2980′	(2301′ - 700m)
1670′	(991′ - 300m)
930′	(251′ - 75m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 31R

MDA(H) 1110′(431′)

ALS out

PANS OPS

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

CHANGES: New procedure.

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JEPPESEN
9 JUN 06 (10-2)

MAKHACHKALA, RUSSIA
STAR

Apt Elev
15′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2970′ ***(2972′)***

1. FL49 shall be reached by aircraft with more than 165 KT at 10.8 NM before base turn when proceeding on track 265° till N42 57.7 E047 53.4, with 165 KT or less at 10.8 NM before base turn when proceeding on track 263° till 223°, 10.8 NM to ARP.

2. Crossings at airway exit points by ATC.

AGALA 2A, AGALA 2B
LIKSU 2A, LIKSU 2B
RWY 14 ARRIVALS
FROM NORTHEAST & SOUTHEAST

MSA ARP
135° 2200′
330° 7800′
060° 8800′

❶ 135° to ARP within 16.2 NM and 328° to ARP within 16.2 NM do not fly west below FL59.
❷ 11.9 NM arc from ARP do not fly west below FL69.

ALABO N43 12.3 E048 52.0
241° 10
RIRAN N43 08.1 E048 39.4
CORRIDOR 1 27
AGALA N42 57.4 E048 05.5
265° 244°
AGALA 2A 9
AGALA 2B 22
N42 57.7 E047 53.4
At FL49
Intercept final at 1320′ (1322′) ❸
AGATO N42 16.0 E048 32.4
304°
CORRIDOR 2 30
NESAD N42 06.0 E048 17.0
9 332°
CORRIDOR 3 23
AGNET N42 13.8 E048 12.7
LIKSU N42 35.2 E048 01.2
318° 305°
LIKSU 2A 28
LIKSU 2B 23
N42 57.2 E047 39.3
At 1320′ (1322′)
11
N42 57.8 E047 38.1
325°
189° 180° 233° 3 156° 143°
053° 20 053° 23
N42 56.5 E047 34.7
At 1320′ (1322′)
❸
❶ ❷
MAKHACHKALA *365 HC N42 51.3 E047 37.2
MAKHACHKALA *740 H N42 50.0 E047 38.2
At FL59

N
NOT TO SCALE

FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2970′	***(2972′ - 900m)***
1320′	***(1322′ - 400m)***

CHANGES: EKRAN renamed RIRAN; ZAVET renamed AGNET.

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JEPPESEN 9 JUN 06 (10-2A)

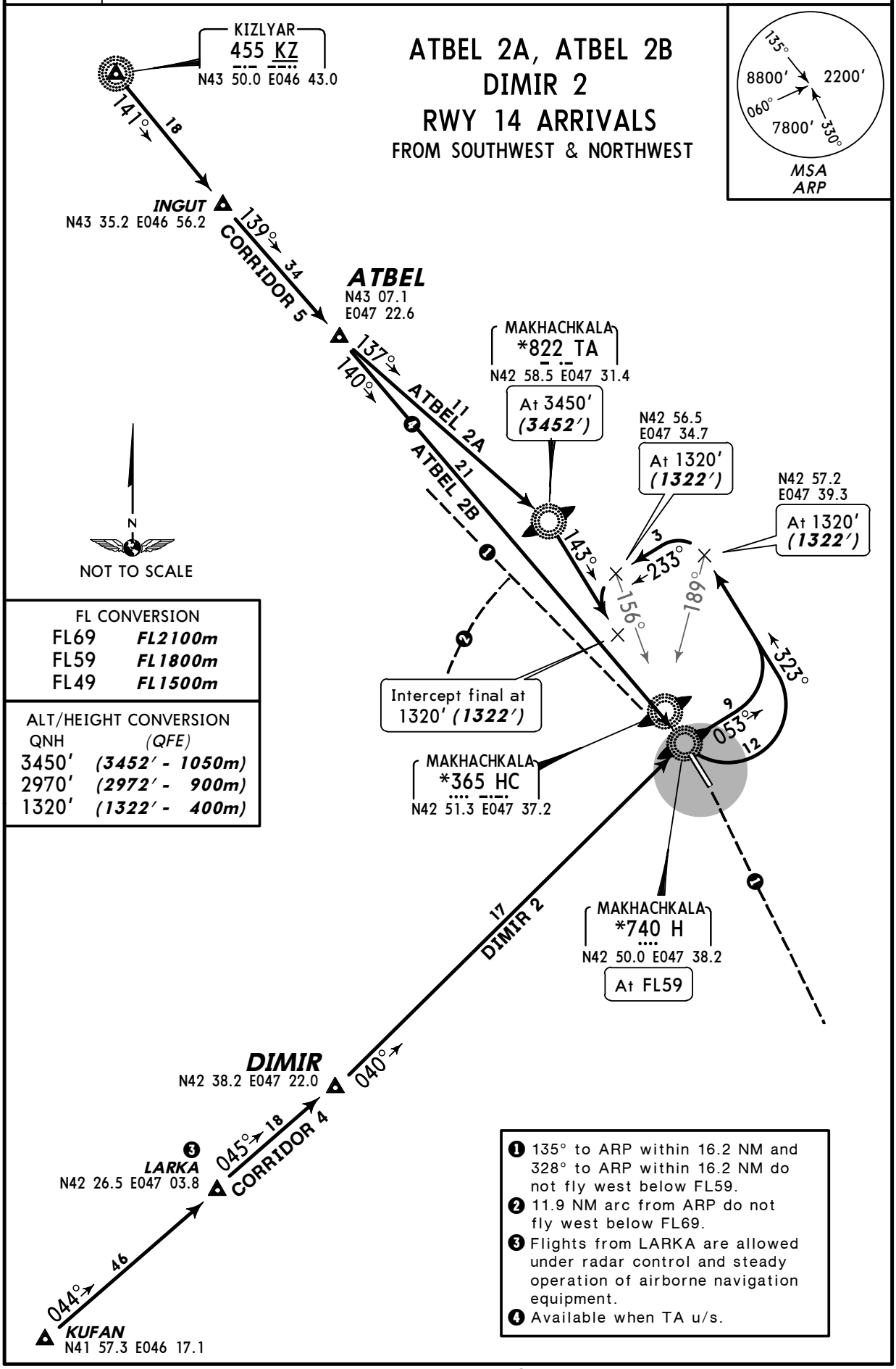
MAKHACHKALA, RUSSIA
STAR

Apt Elev
15′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2970′ ***(2972′)***

1. FL49 shall be reached by aircraft with MAX 165 KT at 12.4 NM before final turn when proceeding on track 176° till 334°, 16.7 NM to ARP.
2. Crossings at airway exit points by ATC.

ATBEL 2A, ATBEL 2B
DIMIR 2
RWY 14 ARRIVALS
FROM SOUTHWEST & NORTHWEST



FL CONVERSION	
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3450′	***(3452′ - 1050m)***
2970′	***(2972′ - 900m)***
1320′	***(1322′ - 400m)***

❶ 135° to ARP within 16.2 NM and 328° to ARP within 16.2 NM do not fly west below FL59.
❷ 11.9 NM arc from ARP do not fly west below FL69.
❸ Flights from LARKA are allowed under radar control and steady operation of airborne navigation equipment.
❹ Available when TA u/s.

CHANGES: None.

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URML/MCX MAKHACHKALA, RUSSIA

UYTASH

JEPPESEN 9 JUN 06 (10-2B)

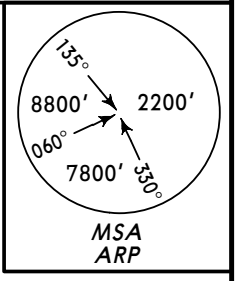
STAR

Apt Elev 15′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2970′ ***(2958′)***

1. FL49 shall be reached by aircraft with more than 165 KT at 10.8 NM before base turn when proceeding on track 215° till N42 52.1 E047 59.3, and at 12.4 NM before glide slope interception when proceeding on track 295° till N42 36.9 E047 57.4, with 165 KT or less at 9.7 NM before base turn when proceeding on track 226° till 260°, 13 NM to ARP, and at 12.4 NM before glide slope interception when proceeding on track 296° till 307°, 16.7 NM to ARP.
2. Crossings at airway exit points by ATC.

AGALA 4A, AGALA 4B
LIKSU 4A, LIKSU 4B
RWY 32 ARRIVALS
FROM NORTHEAST & SOUTHEAST



ALABO N43 12.3 E048 52.0
RIRAN N43 08.1 E048 39.4
10
241°
AGALA N42 57.4 E048 05.5
27
CORRIDOR 1
237°
7
215°
N42 52.1 E047 59.3
At FL49
MAKHACHKALA *740 S N42 47.8 E047 40.1
At FL59
1053°
20
14
143°
21
AGALA 4B
11
AGALA 4A
N42 45.0 E047 49.8
277°
285°
N42 44.1 E047 49.8
MAKHACHKALA *365 SM N42 46.5 E047 41.1
323°
1
3
233°
20
LIKSU 4B
11
Intercept final at 1330′ ***(1318′)***
❸
❷
❶ 135° to ARP within 16.2 NM and 328° to ARP within 16.2 NM do not fly west below FL59.
303°
LIKSU N42 35.2 E048 01.2
3
295°
LIKSU 4A
N42 42.6 E047 44.6 (321° brg to SM)
❸ At 1330′ ***(1318′)***
N42 42.6 E047 46.5 (308° brg to SM)
❷ At 1330′ ***(1318′)***
N42 36.9 E047 57.4
At FL49
CORRIDOR 3
23
CORRIDOR 2
30
304°
AGATO N42 16.0 E048 32.4
AGNET N42 13.8 E048 12.7
9
332°
NESAD N42 06.0 E048 17.0

FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2970′	***(2958′ - 900m)***
1330′	***(1318′ - 400m)***

N
NOT TO SCALE

CHANGES: EKRAN renamed RIRAN; ZAVET renamed AGNET.

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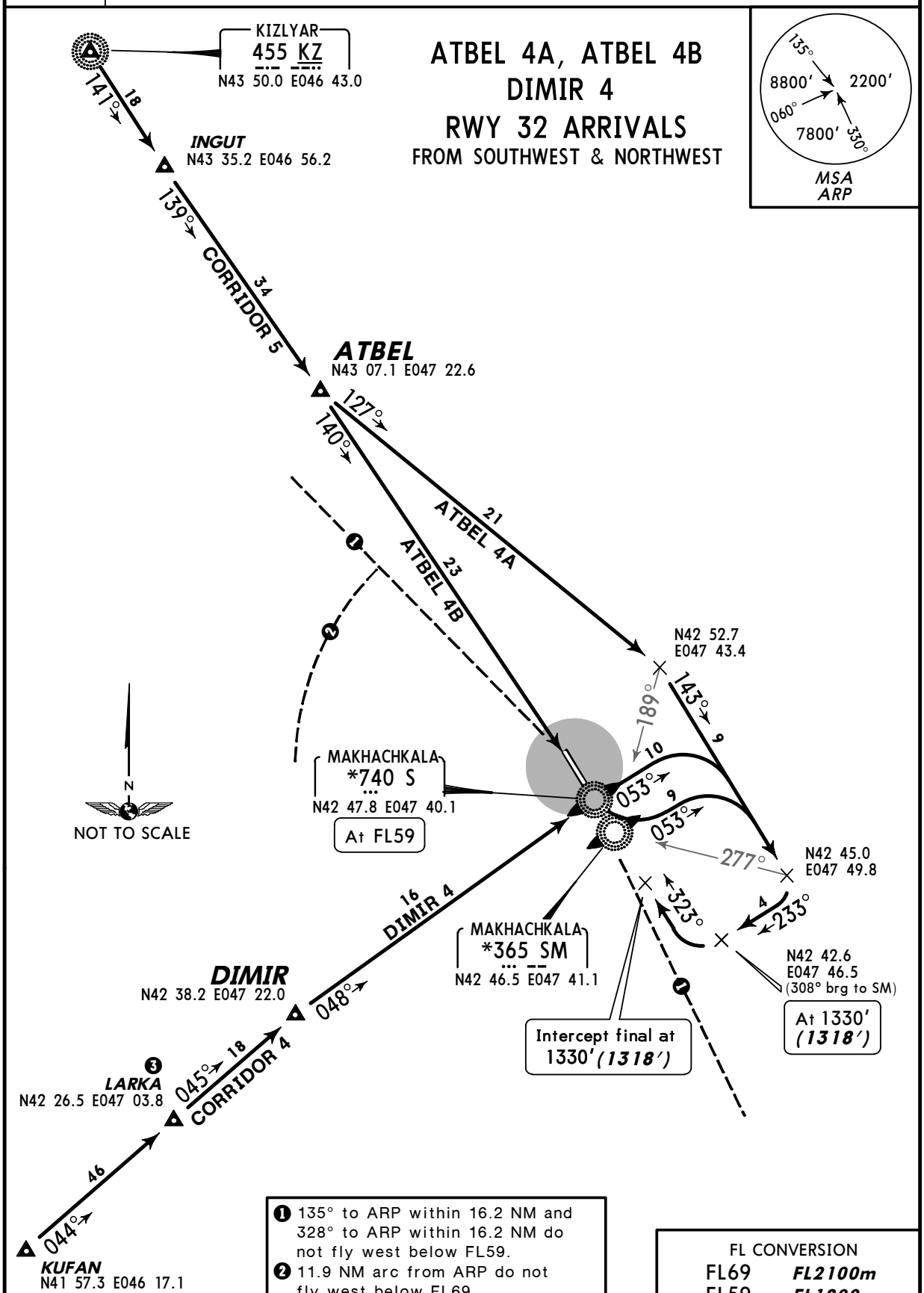
URML/MCX
UYTASH

JEPPESEN 9 JUN 06 (10-2C)

MAKHACHKALA, RUSSIA
STAR

Apt Elev	
15′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 2970′ *(2958′)* Crossings at airway exit points by ATC.

ATBEL 4A, ATBEL 4B
DIMIR 4
RWY 32 ARRIVALS
FROM SOUTHWEST & NORTHWEST



❶ 135° to ARP within 16.2 NM and 328° to ARP within 16.2 NM do not fly west below FL59.
❷ 11.9 NM arc from ARP do not fly west below FL69.
❸ Flights from LARKA are allowed under radar control and steady operation of airborne navigation equipment.

FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2970′	*(2958′ - 900m)*
1330′	*(1318′ - 400m)*

CHANGES: None.

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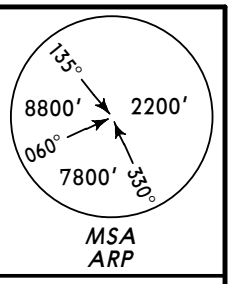
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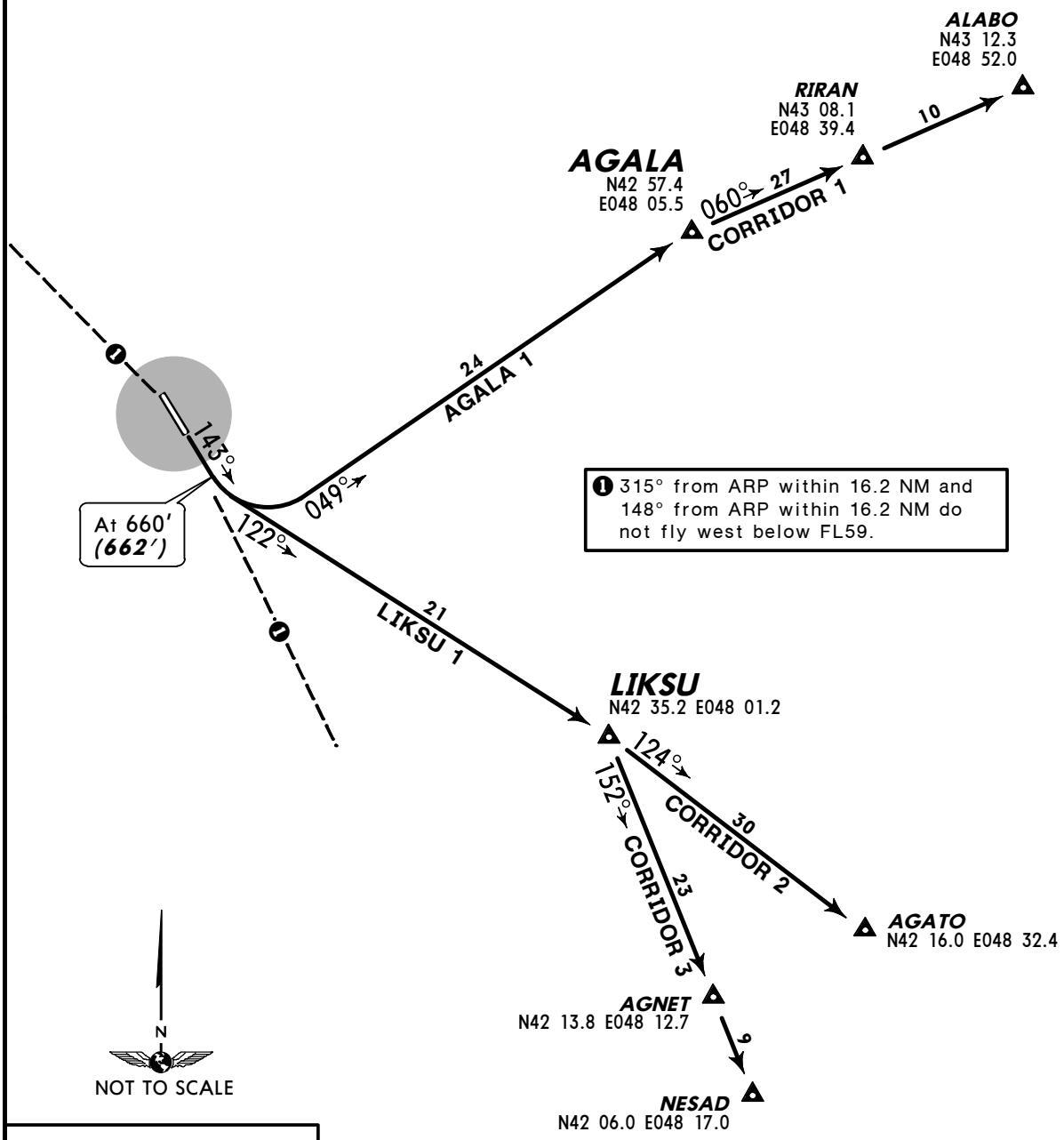
JEPPESEN 9 JUN 06 (10-3)

MAKHACHKALA, RUSSIA
SID

Apt Elev	
15′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 2970′ ***(2972′)*** **1.** Mountains between 1320′ ***(1322′)*** and 1970′ ***(1972′)*** within 200°-300° at 2.2 NM - 2.7 NM from airport. **2.** Crossings at airway entry points by ATC.



AGALA 1
LIKSU 1
RWY 14 DEPARTURES
TO NORTHEAST & SOUTHEAST



❶ 315° from ARP within 16.2 NM and 148° from ARP within 16.2 NM do not fly west below FL59.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
660′	***(662′ - 200m)***
1320′	***(1322′ - 400m)***
1970′	***(1972′ - 600m)***
2970′	***(2972′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: EKRAN renamed RIRAN; ZAVET renamed AGNET.

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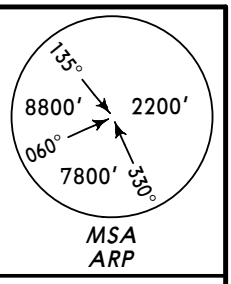
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JEPPESEN 9 JUN 06 (10-3A)

MAKHACHKALA, RUSSIA

SID

Apt Elev	
15′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 2970′ ***(2972′)*** **1.** Mountains between 1320′ ***(1322′)*** and 1970′ ***(1972′)*** within 200°-300° at 2.2 NM - 2.7 NM from airport. **2.** Crossings at airway entry points by ATC.



ATBEL 1
DIMIR 1
RWY 14 DEPARTURES
TO SOUTHWEST & NORTHWEST

KIZLYAR
455 KZ
N43 50.0 E046 43.0

18
321°

INGUT
N43 35.2 E046 56.2

CORRIDOR 5
34
320°

ATBEL
N43 07.1 E047 22.6

ATBEL 1
12
N42 57.2
E047 39.3

143°
189°
308°
251°

MAKHACHKALA
*365 HC
N42 51.3 E047 37.2

MAKHACHKALA
*740 H
N42 50.0 E047 38.2

At or above
FL89

219°
143°
323°

17
DIMIR 1

ATBEL 1
Turn at
660′ ***(662′)***

33 to
ATBEL

23 to
N43 57.2
E047 39.3

DIMIR 1
At
1970′ ***(1972′)***

DIMIR
N42 38.2 E047 22.0

18
225°
CORRIDOR 4

LARKA
N42 26.5 E047 03.8

46
224°

KUFAN
N41 57.3 E046 17.1

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
660′	***(662′ - 200m)***
1320′	***(1322′ - 400m)***
1970′	***(1972′ - 600m)***
2970′	***(2972′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

❶ 315° from ARP within 16.2 NM and 148° from ARP within 16.2 NM do not fly west below FL59.
❷ 11.9 NM arc from ARP do not fly west below FL69.
❸ Flights to DIMIR are allowed under radar control and steady operation of airborne navigation equipment.

CHANGES: None.

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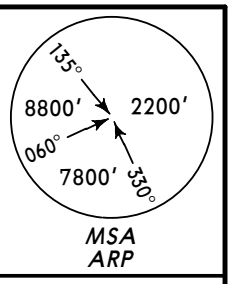
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URML/MCX
UYTASH

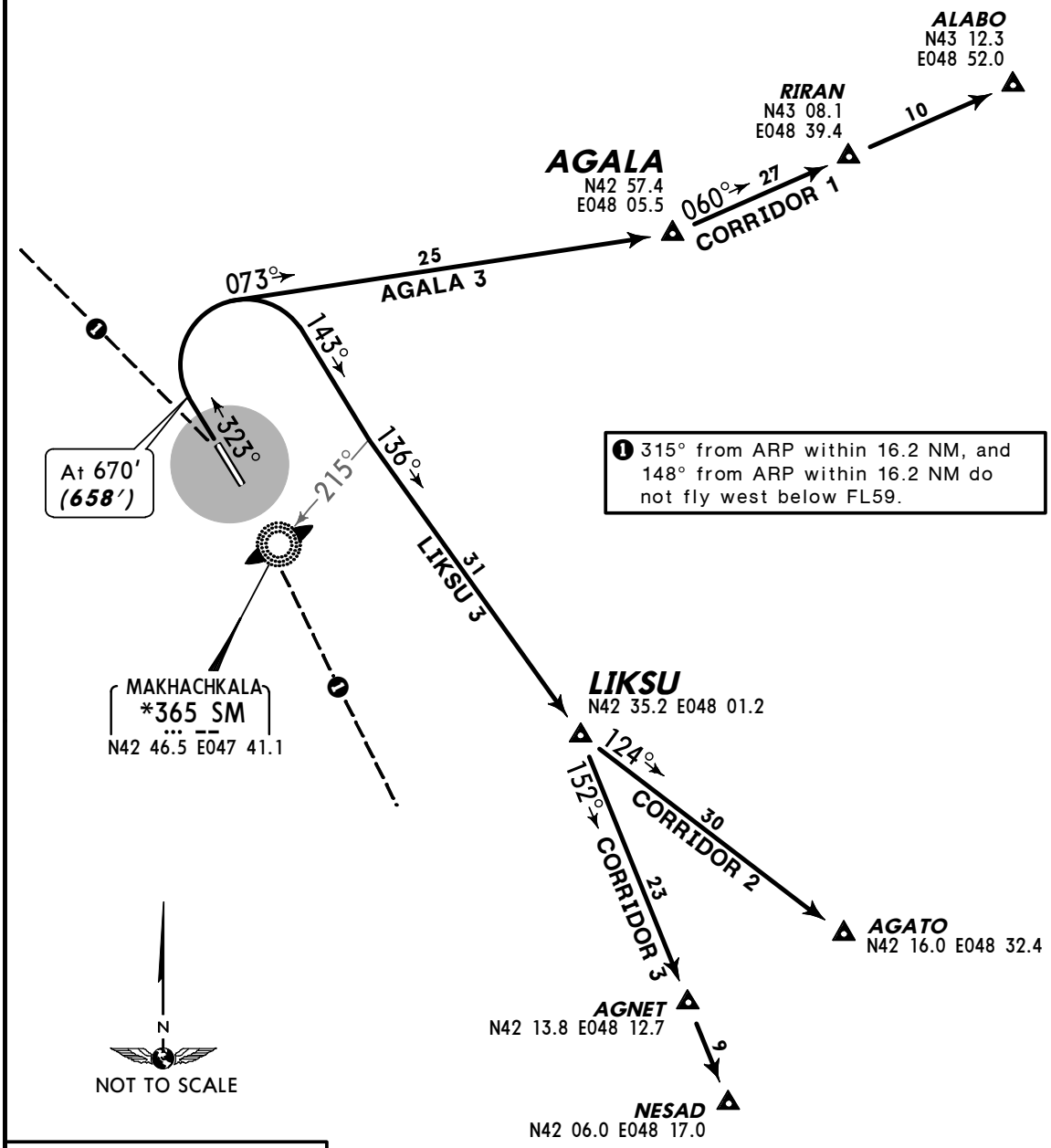
JEPPESEN 9 JUN 06 (10-3B)

MAKHACHKALA, RUSSIA
SID

Apt Elev	
15′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 2970′ ***(2958′)*** **1.** Mountains between 1330′ ***(1318′)*** and 1990′ ***(1978′)*** within 200°-300° at 2.2 NM - 2.7 NM from airport. **2.** Crossings at airway entry points by ATC.



AGALA 3
LIKSU 3
RWY 32 DEPARTURES
TO NORTHEAST & SOUTHEAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
670′	***(658′ - 200m)***
1330′	***(1318′ - 400m)***
1990′	***(1978′ - 600m)***
2970′	***(2958′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: EKRAN renamed RIRAN; ZAVET renamed AGNET.

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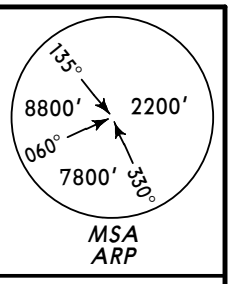
URML/MCX MAKHACHKALA, RUSSIA

UYTASH

JEPPESEN 9 JUN 06 (10-3C)

SID

Apt Elev	
15′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 2970′ ***(2958′)*** **1.** Mountains between 1330′ ***(1318′)*** and 1990′ ***(1978′)*** within 200°-300° at 2.2 NM - 2.7 NM from airport. **2.** Crossings at airway entry points by ATC.



ATBEL 3
DIMIR 3
RWY 32 DEPARTURES
TO SOUTHWEST & NORTHWEST

KIZLYAR
455 KZ
N43 50.0 E046 43.0

18
321°

INGUT
N43 35.2 E046 56.2

34
CORRIDOR 5

ATBEL
N43 07.1 E047 22.6

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
670′	***(658′ - 200m)***
1330′	***(1318′ - 400m)***
1990′	***(1978′ - 600m)***
2970′	***(2958′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

21
ATBEL 3
320°

23
143°

DIMIR 3
At 1990′
(1978′)

ATBEL 3
Turn at
670′ ***(658′)***

323°

MAKHACHKALA
*740 S
N42 47.8 E047 40.1

At or above
FL89

228°

277°

N42 45.0
E047 49.8

323°

12

16
DIMIR 3

❸
DIMIR
N42 38.2 E047 22.0

MAKHACHKALA
*365 SM
N42 46.5 E047 41.1

18
225°
CORRIDOR 4

LARKA
N42 26.5 E047 03.8

46
224°

KUFAN
N41 57.3 E046 17.1

N

NOT TO SCALE

❶ 315° from ARP within 16.2 NM and 148° from ARP within 16.2 NM do not fly west below FL59.
❷ 11.9 NM arc from ARP do not fly west below FL69.
❸ Flights to DIMIR are allowed under radar control and steady operation of airborne navigation equipment.

CHANGES: None.

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URML
Apt Elev 15′

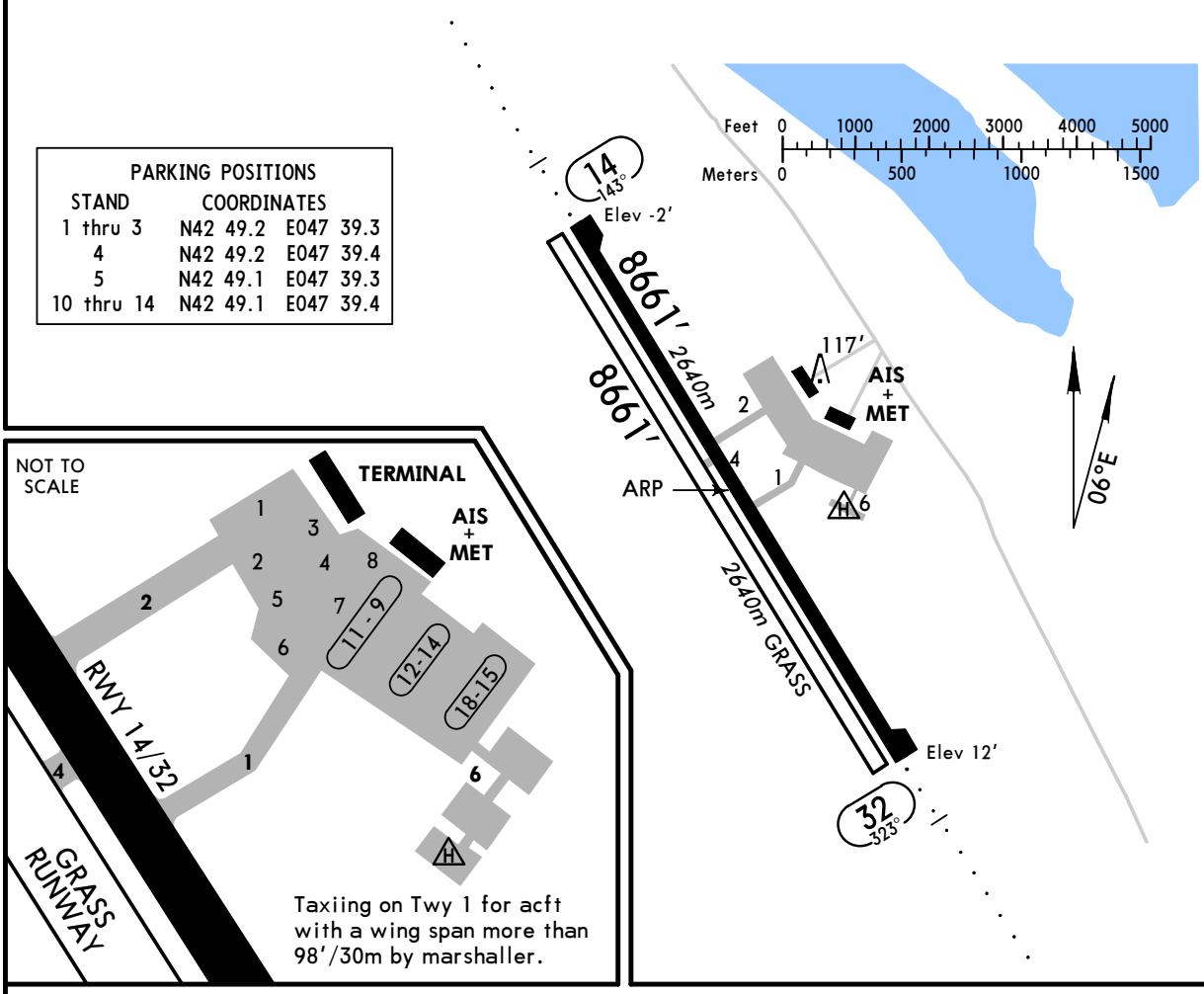
JEPPESEN
21 DEC 01 (10-9)

MAKHACHKALA, RUSSIA
UYTASH
N42 48.9 E047 39.2

MAKHACHKALE Start (TWR)

121.3

PARKING POSITIONS	
STAND	COORDINATES
1 thru 3	N42 49.2 E047 39.3
4	N42 49.2 E047 39.4
5	N42 49.1 E047 39.3
10 thru 14	N42 49.1 E047 39.4



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14 32	RL *(60m)* ALS RVR			❶	138′ *42m*
14 32	Grass runway				230′ *70m*

❶ TAKE-OFF RUN AVAILABLE

RWY 14: From rwy head 8661′ (2640m)
twy 2 int 5249′ (1600m)
twy 1 int 4134′ (1260m)

RWY 32: From rwy head 8661′ (2640m)
twy 1 int 4528′ (1380m)
twy 2 int 3412′ (1040m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 14/32

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

CHANGES: Apt & rwy elev. Apron. Stands. Usable lengths. Minimums.

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JEPPESEN 15 APR 05 (11-1)

MAKHACHKALA, RUSSIA
ILS or 2 NDB RWY 14

MAKHACHKALA Approach (R)	MAKHACHKALA Krug (SRE)	MAKHACHKALA Start (TWR)
119.7	121.3	121.3

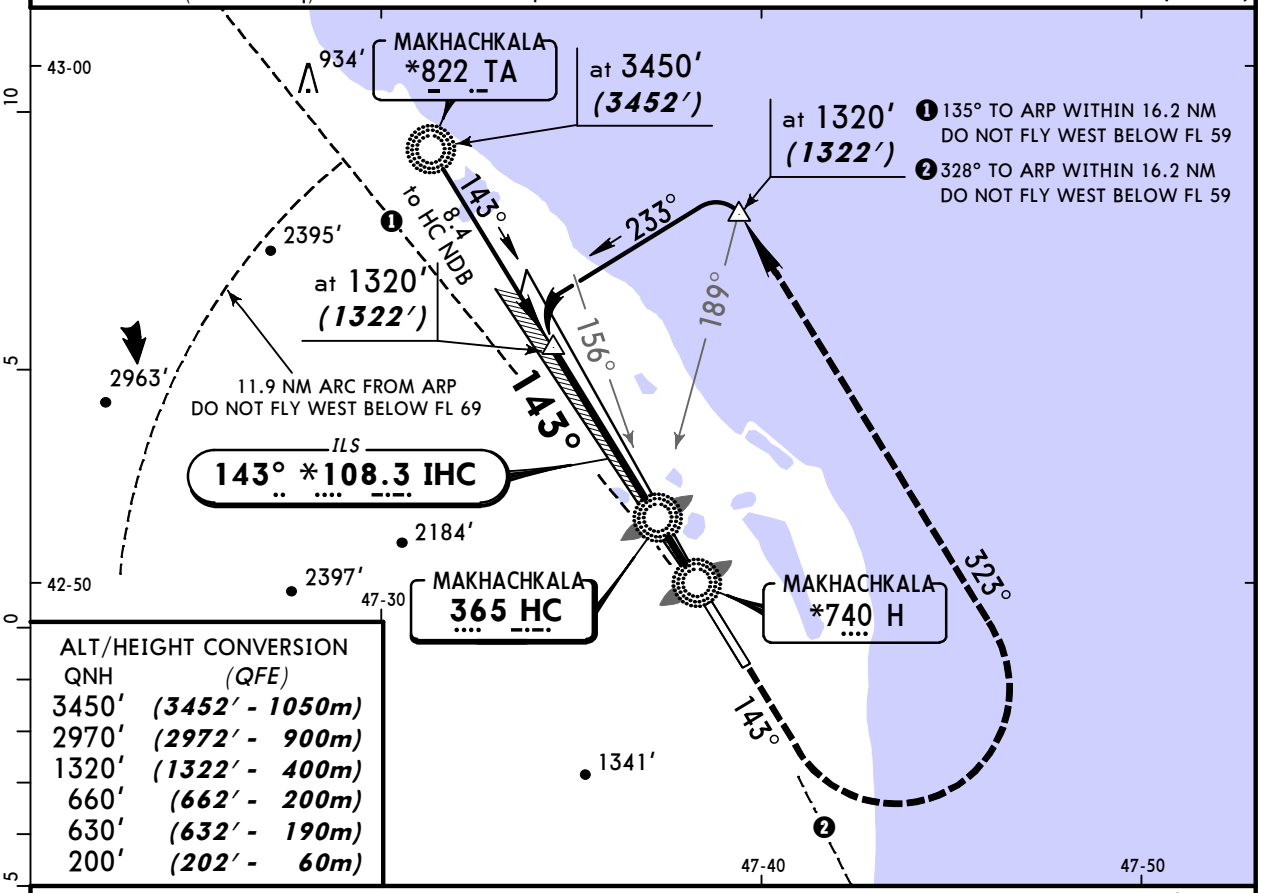
BRIEFING STRIP ™

LOC IHC *108.3	Final Apch Crs 143°	GS LOM 622′ (624′)	ILS DA(H) 233′ (235′)	Apt Elev 15′
NDB HC 365		Minimum Alt LOM 630′ (632′)	NDB MDA(H) Refer to Minimums	RWY -2′ (BELOW SEA LEVEL)

MSA ARP: 135° 2200′ / 8800′ / 060° 330° / 7800′

MISSED APCH: Climb on 143° to 660′ (662′), then turn LEFT onto 323° climbing to 1320′ (1322′), then according to chart.

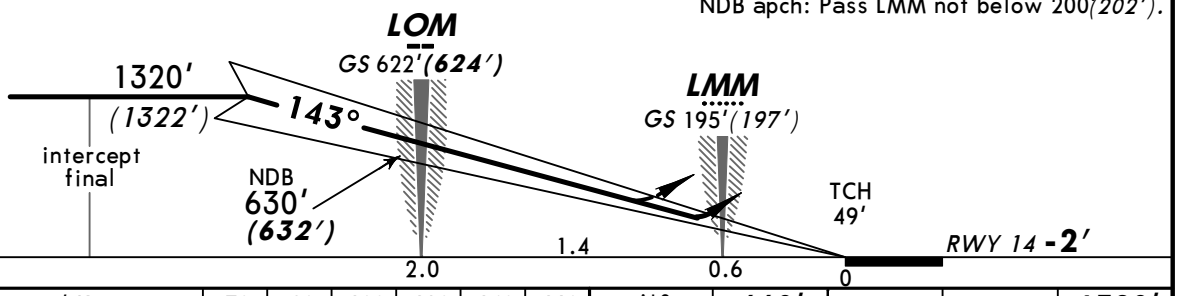
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 | Trans alt: 2970′ (2972′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3450′	(3452′ - 1050m)
2970′	(2972′ - 900m)
1320′	(1322′ - 400m)
660′	(662′ - 200m)
630′	(632′ - 190m)
200′	(202′ - 60m)

NDB apch: Pass LMM not below 200 (202′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

ALS | 660′ (662′) on 143° | 323° LT | 1320′ (1322′)

STRAIGHT-IN LANDING RWY 14

ILS	LOC (GS out)	NDB
DA(H) 233′ (235′)		MDA(H) ABC: 340′ (342′) D: 400′ (402′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB	
A	1200m	NOT AUTHORIZED	2300m	
B				
C				
D				

CHANGES: Trans alt.

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JEPPESEN 15 APR 05 (11-2)

MAKHACHKALA, RUSSIA
ILS or 2 NDB Rwy 32

MAKHACHKALA Approach (R)	MAKHACHKALA Krug (SRE)	MAKHACHKALA Start (TWR)
119.7	121.3	121.3

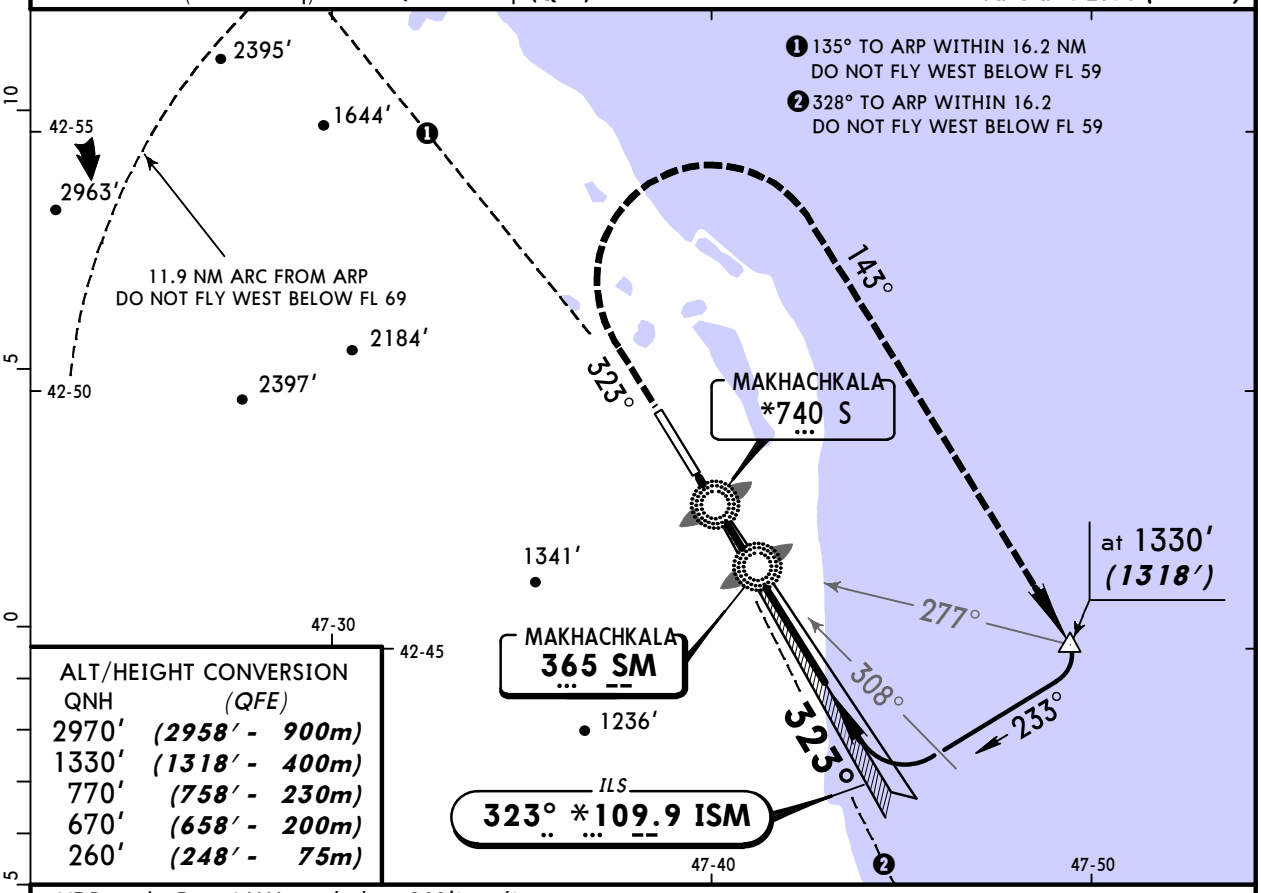
BRIEFING STRIP ™

LOC ISM *109.9	Final Apch Crs 323°	GS LOM 635′ (623′)	ILS DA(H) 243′ (231′)	Apt Elev 15′
NDB SM 365		Minimum Alt LOM 770′ (758′)	NDB MDA(H) Refer to Minimums	RWY 12′

MSA ARP: 135° 8800′ 2200′ 060° 7800′ 330°

MISSED APCH: Climb on 323° to 670′ (658′), then turn RIGHT onto 143° climbing to 1330′ (1318′), then according to chart.

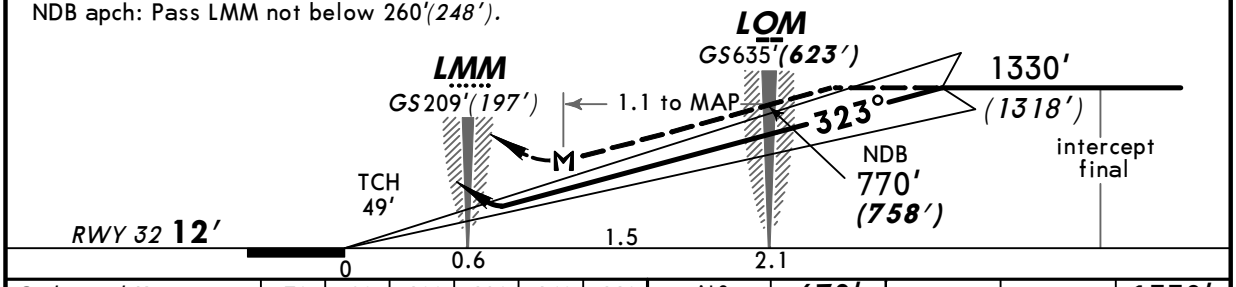
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 2970′ (2958′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2970′	(2958′ - 900m)
1330′	(1318′ - 400m)
770′	(758′ - 230m)
670′	(658′ - 200m)
260′	(248′ - 75m)

NDB apch: Pass LMM not below 260′(248′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	432	480	576	671	767
NDB Desc Grad	5.5%	390	501	557	668	780	891
LOM to MAP	1.1	0:57	0:44	0:40	0:33	0:28	0:25

ALS

670′ (658′) on 323°

143° RT

1330′ (1318′)

STRAIGHT-IN LANDING RWY 32

	ILS		LOC (GS out)		NDB	
	DA(H) 243′ (231′)				MDA(H) ABC: 350′ (338′) D: 410′ (398′)	
	FULL	ALS out				ALS out
A	1200m		NOT AUTHORIZED		1900m	
B						
C						
D					2000m	

PANS OPS

CHANGES: Trans alt. 2 NDB procedure. Minimums.

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URMM/MRV MINERALNYYE VODY

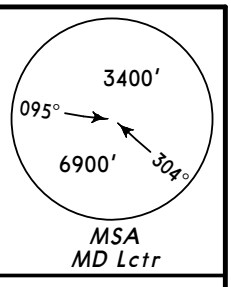
JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-2) Eff 8 Jun

STAR

ATIS	Apt Elev
127.4	1054′

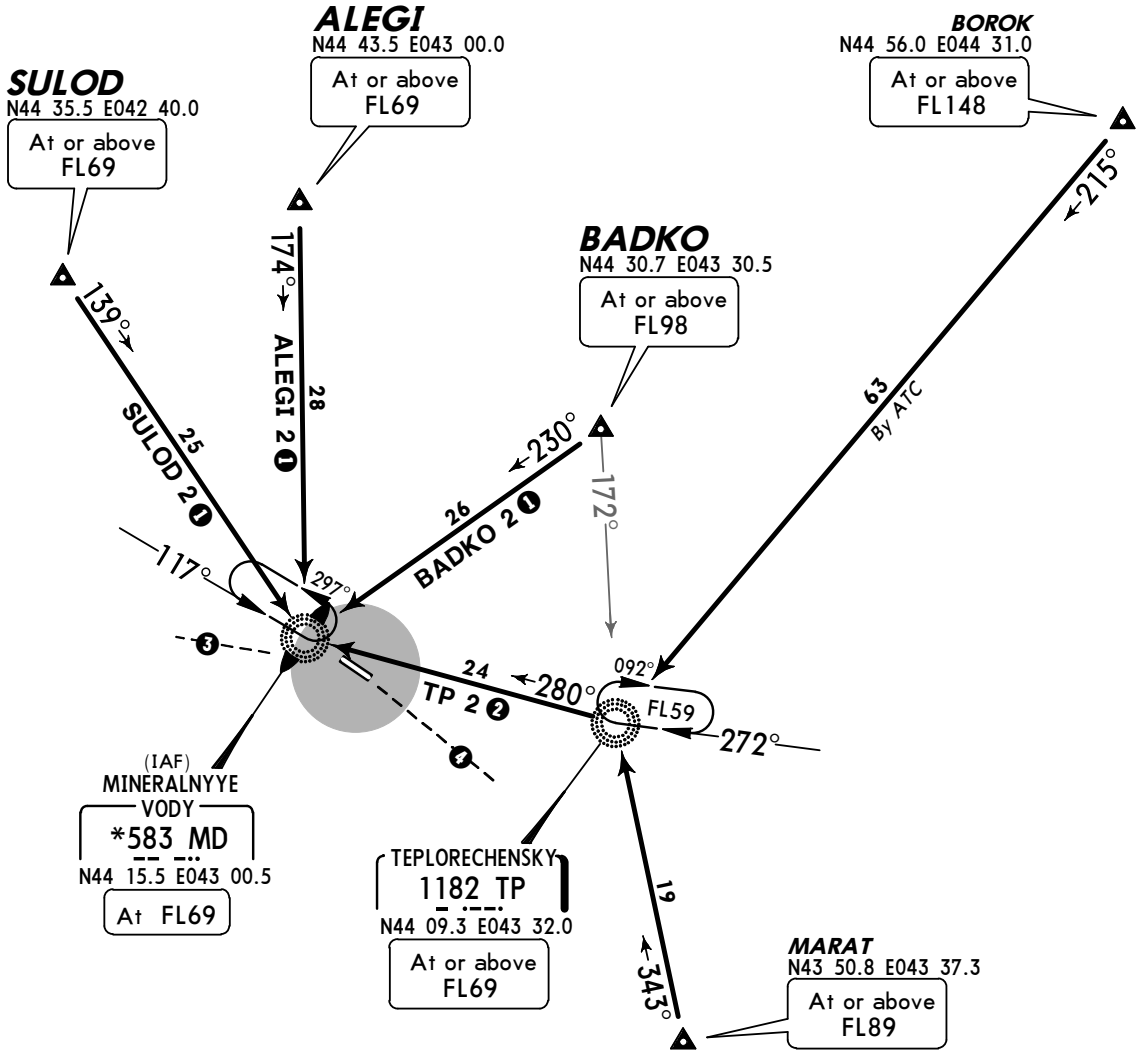
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2967′)***



MSA
MD Lctr

ALEGI 2❶, BADKO 2❶
SULOD 2❶, TP 2❷
RWY 12 ARRIVALS
FROM NORTH

❶ For approach via race-track.
❷ For approach via procedure turn.



❸ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❹ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

FL CONVERSION	
FL148	***FL4500m***
FL98	***FL3000m***
FL89	***FL2700m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4010′	***(2967′ - 900m)***

CHANGES: STARs completely revised.

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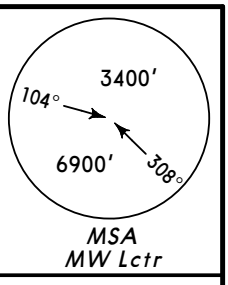
URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-2A) Eff 8 Jun

STAR

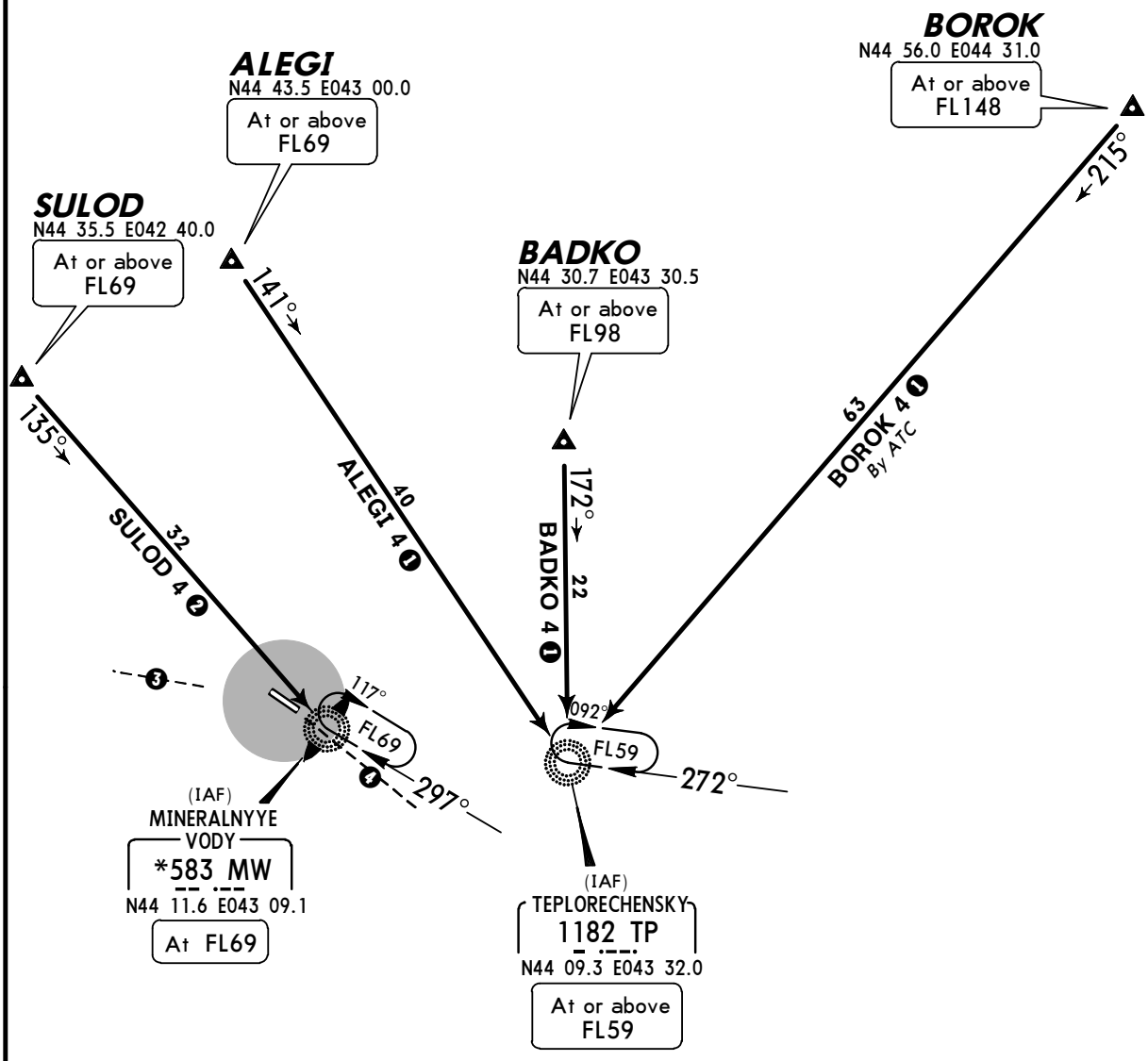
ATIS	Apt Elev	
127.4	1054′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704mm (938.6 hPa) Trans alt: 4010′ ***(2964′)***



MSA
MW Lctr

ALEGI 4❶, BADKO 4❶, BOROK 4❶, SULOD 4❷
RWY 30 ARRIVALS
FROM NORTH

❶ For direct approach.
❷ For approach via procedure turn.



FL CONVERSION	
FL148	***FL4500m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4010′	***(2964′ - 900m)***

❸ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❹ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

N

NOT TO SCALE

CHANGES: STARs completely revised.

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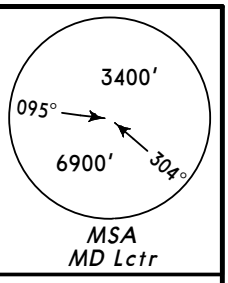
JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-2B) Eff 8 Jun

STAR

ATIS	Apt Elev
127.4	1054′

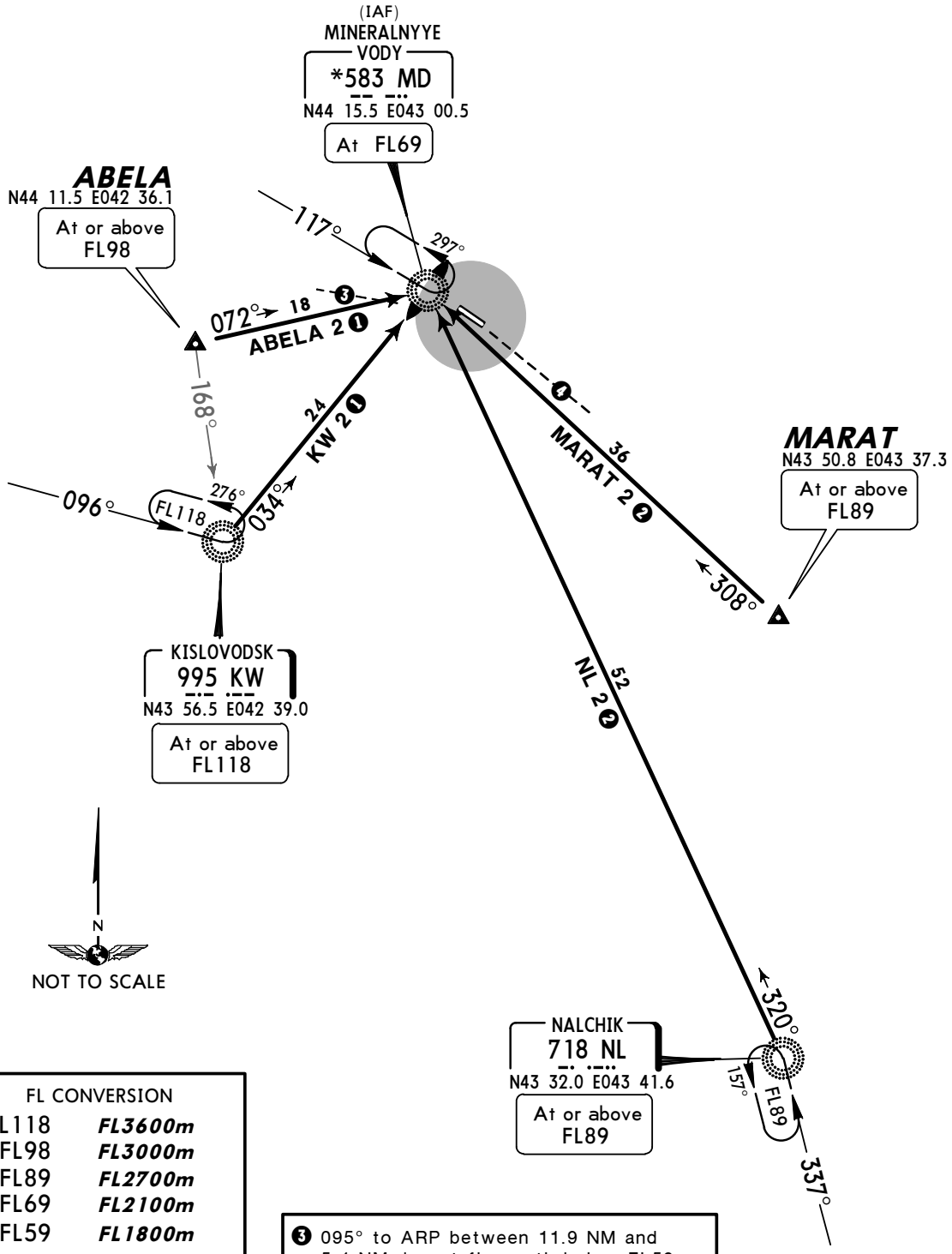
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2967′)***



MSA
MD Lctr

ABELA 2❶, KW 2❶, MARAT 2❷, NL 2❷
RWY 12 ARRIVALS
FROM SOUTH

❶ For approach via race-track.
❷ For approach via procedure turn.



FL CONVERSION	
FL118	***FL3600m***
FL98	***FL3000m***
FL89	***FL2700m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4010′	***(2967′ - 900m)***

❸ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❹ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

CHANGES: STARs revised.

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URMM/MRV
MINERALNYYE VODY

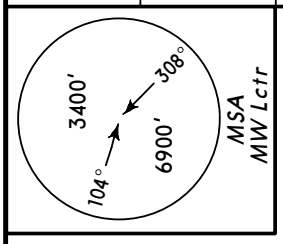
JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-2C) Eff 8 Jun

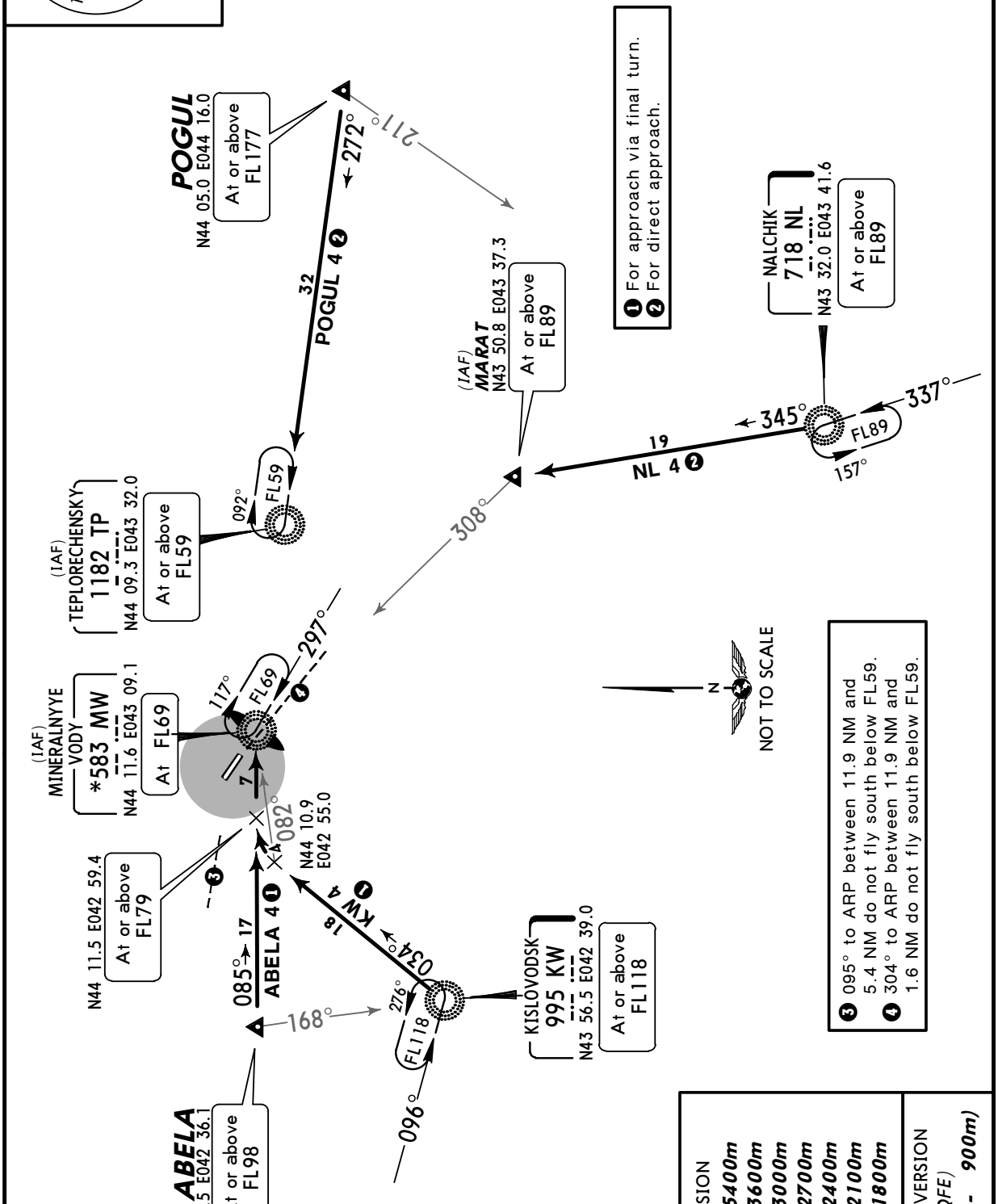
STAR

ATIS	Apt Elev
127.4	1054′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2964′)***



ABELA 4❶, KW 4❶, NL 4❷, POGUL 4❷
RWY 30 ARRIVALS
FROM SOUTH



FL CONVERSION	
FL177	***FL5400m***
FL118	***FL3600m***
FL98	***FL3000m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION (QFE)
QNH 4010′ ***(2964′ - 900m)***

CHANGES: STARs revised.

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MINERALNYYE VODY

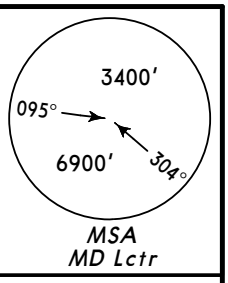
JEPPESEN MINERALNYYE VODY, RUSSIA

2 JUN 06 (10-2D) Eff 8 Jun

RADAR STAR

ATIS	Apt Elev
127.4	1054′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2967′)***



RWY 12 RADAR VECTORING ARRIVALS
FROM NORTH

BERAT
N45 05.1 E043 25.0
At or above FL148

ALEGI
N44 43.5 E043 00.0
At or above FL69

SULOD
N44 35.5 E042 40.0
At or above FL59

BADKO
N44 30.7 E043 30.5
At or above FL69

❶ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❷ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

FL CONVERSION	
FL148	***FL4500m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4010′	***(2967′ - 900m)***
3020′	***(1977′ - 600m)***

N44 21.8 E042 51.3
At or below 4010′ ***(2967′)*** but not less than 3020′ ***(1977′)***

N44 21.4 E042 51.1
At or below 4010′ ***(2967′)*** but not less than 3020′ ***(1977′)***

N44 22.9 E042 54.0
At or below 4010′ ***(2967′)*** but not less than 3020′ ***(1977′)***

N44 20.2 E042 51.2
At or below 4010′ ***(2967′)*** but not less than 3020′ ***(1977′)***

Intercept final at 3020′ ***(1977′)***

N44 18.8 E042 53.2
At or below 4010′ ***(2967′)*** but not less than 3020′ ***(1977′)***

MINERALNYYE VODY
*583 MD
N44 15.5 E043 00.5

TEPLORECHENSKY
1182 TP
N44 09.3 E043 32.0

NOT TO SCALE

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URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

2 JUN 06 (10-2E) Eff 8 Jun

RADAR STAR

ATIS	Apt Elev
127.4	1054′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2964′)***

MSA
MW Lctr
3400′
104°
6900′
308°

RWY 30 RADAR VECTORING ARRIVALS
FROM NORTH

FL CONVERSION

FL148	***FL4500m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4010′	***(2964′ - 900m)***
3020′	***(1974′ - 600m)***

❶ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❷ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

BERAT
N45 05.1 E043 25.0
At or above FL148

ALEGI
N44 43.5 E043 00.0
At or above FL69

SULOD
N44 35.5 E042 40.0
At or above FL59

BADKO
N44 30.7 E043 30.5
At or above FL69

176°
169°
149°
123°
191°
172°
56
36
38
23

N
NOT TO SCALE

N44 11.6 E043 20.4
At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

N44 10.2 E043 21.7
At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

MINERALNYYE VODY
*583 MW
N44 11.6 E043 09.1

265°
275°
279°
283°
3
2
1

Intercept final at 3020′ ***(1974′)***

❷
4
297°

(IF)
N44 08.2 E043 16.7
At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

TEPLORECHENSKY
1182 TP
N44 09.3 E043 32.0

N44 09.0 E043 21.2
At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

N44 09.6 E043 21.4
At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

CHANGES: Crossings.

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MINERALNYYE VODY

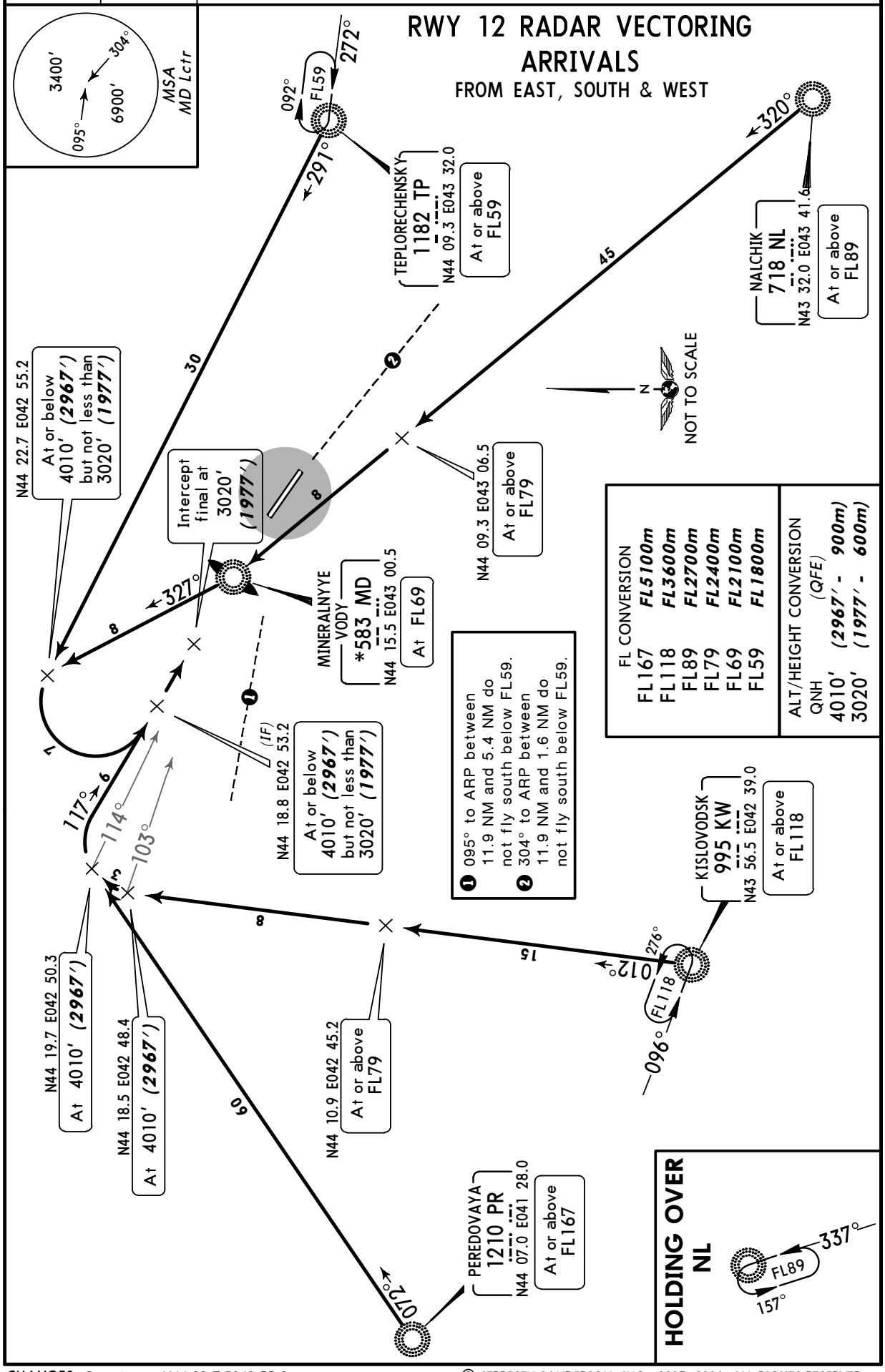
JEPPESEN MINERALNYYE VODY, RUSSIA

2 JUN 06 (10-2F) Eff 8 Jun

RADAR STAR

ATIS	Apt Elev
127.4	1054′

Alt Set: MM (hPa on request) QNHon request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2967′)***



CHANGES: Crossing at N44 22.7 E042 55.2.

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URMM/MRV
MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

2 JUN 06 (10-2G) Eff 8 Jun

RADAR STAR

ATIS	Apt Elev
127.4	1054′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL59
FL69 if pressure is less than 704mm (938.6 hPa)
Trans alt: 4010′ ***(2964′)***

MSA MW Lctr: 3400′ (104°–308°), 6900′

RWY 30 RADAR VECTORING ARRIVALS
FROM EAST, SOUTH & WEST

TEPLORECHENSKY 1182 TP N44 09.3 E043 32.0 — At or above FL59

N44 07.9 E043 19.0 — At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

N44 11.6 E043 20.4 — At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

N44 08.2 E043 16.7 (IF) — At or below 4010′ ***(2964′)*** but not less than 3020′ ***(1974′)***

N43 58.5 E043 35.5 — At or above FL59

MARAT N43 50.8 E043 37.3 — At or above FL89

MINERALNYYE VODY *583 MW N44 11.6 E043 09.1 — At FL69

Intercept final at 3020′ ***(1974′)***

N44 11.5 E042 59.4 — At or above FL79

N44 07.1 E043 00.0 — At or above FL79

ABELA N44 11.5 E042 36.1 — At or above FL98

KISLOVODSK 995 KW N43 56.5 E042 39.0 — At or above FL118

FL CONVERSION	
FL118	***FL3600m***
FL98	***FL3000m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4010′	***(2964′ - 900m)***
3020′	***(1974′ - 600m)***

❶ 095° to ARP between 11.9 NM and 5.4 NM do not fly south below FL59.
❷ 304° to ARP between 11.9 NM and 1.6 NM do not fly south below FL59.

NOT TO SCALE

CHANGES: Crossing at N44 11.6 E042 20.4 & N44 07.9 E043 19.0.

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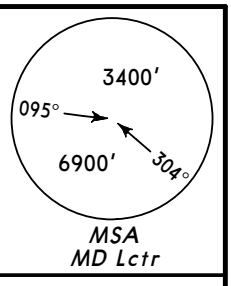
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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 | 10-3 | Eff 8 Jun | SID

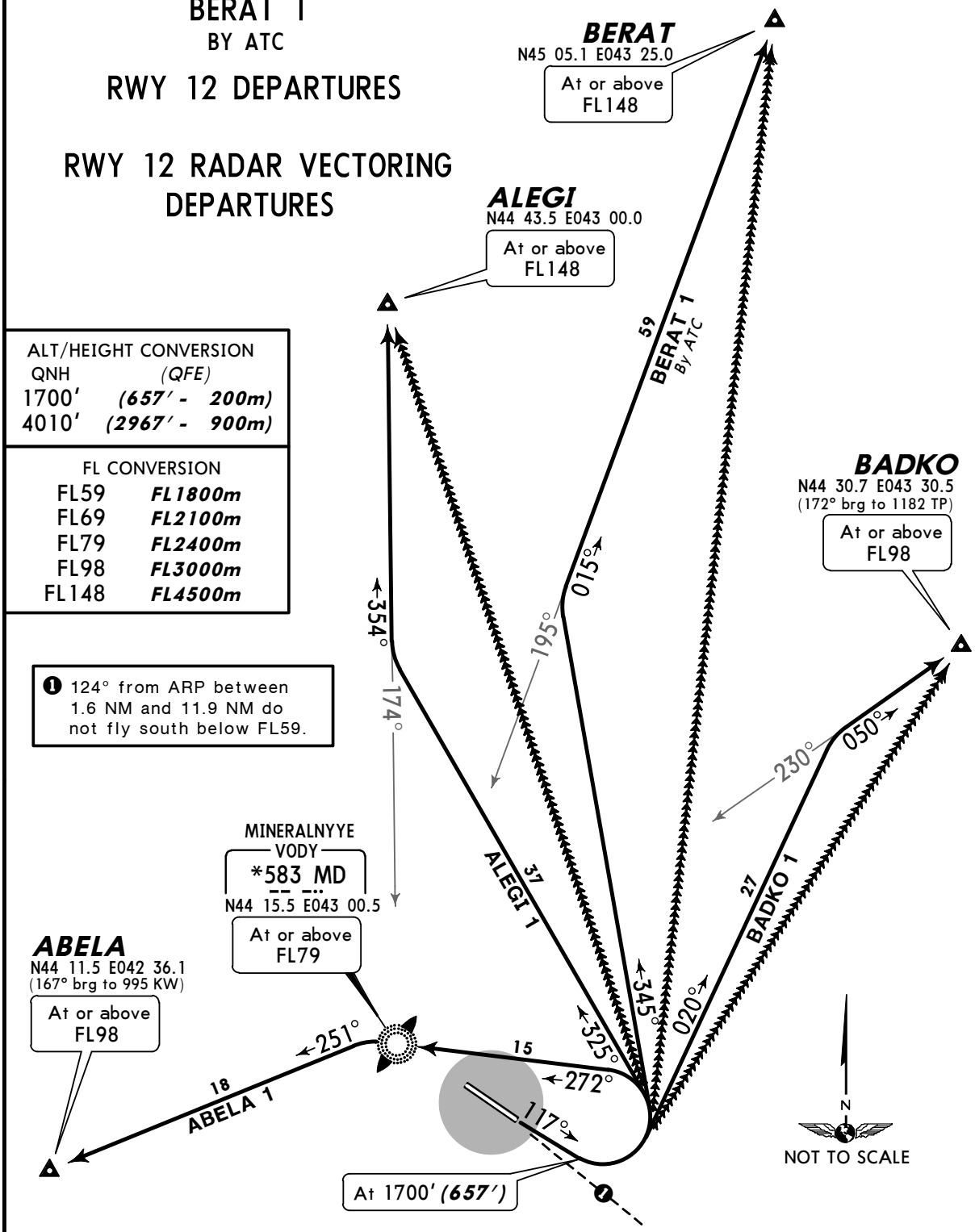
Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2967′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



ABELA 1, ALEGI 1, BADKO 1
BERAT 1
BY ATC

RWY 12 DEPARTURES

RWY 12 RADAR VECTORING DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1700′	***(657′ - 200m)***
4010′	***(2967′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***
FL148	***FL4500m***

❶ 124° from ARP between 1.6 NM and 11.9 NM do not fly south below FL59.

These SIDs require minimum climb gradients of
ABELA 1: 510′ per NM (8.4%) until MD.
ALEGI 1: 377′ per NM (6.2%).
BADKO 1: 334′ per NM (5.5%).
BERAT 1: 237′ per NM (3.9%) .
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552
377′ per NM	471	628	942	1256	1570	1884
334′ per NM	418	557	835	1114	1392	1671
237′ per NM	296	395	592	790	987	1185

CHANGES: SIDs revised.

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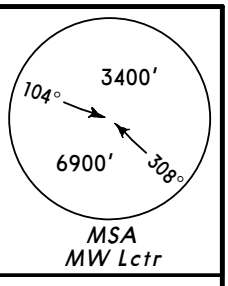
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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY 26 MAY 06 (10-3A) Eff 8 Jun SID

Apt Elev 1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2964′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



ABELA 3, ALEGI 3, BADKO 3
BERAT 3
BY ATC

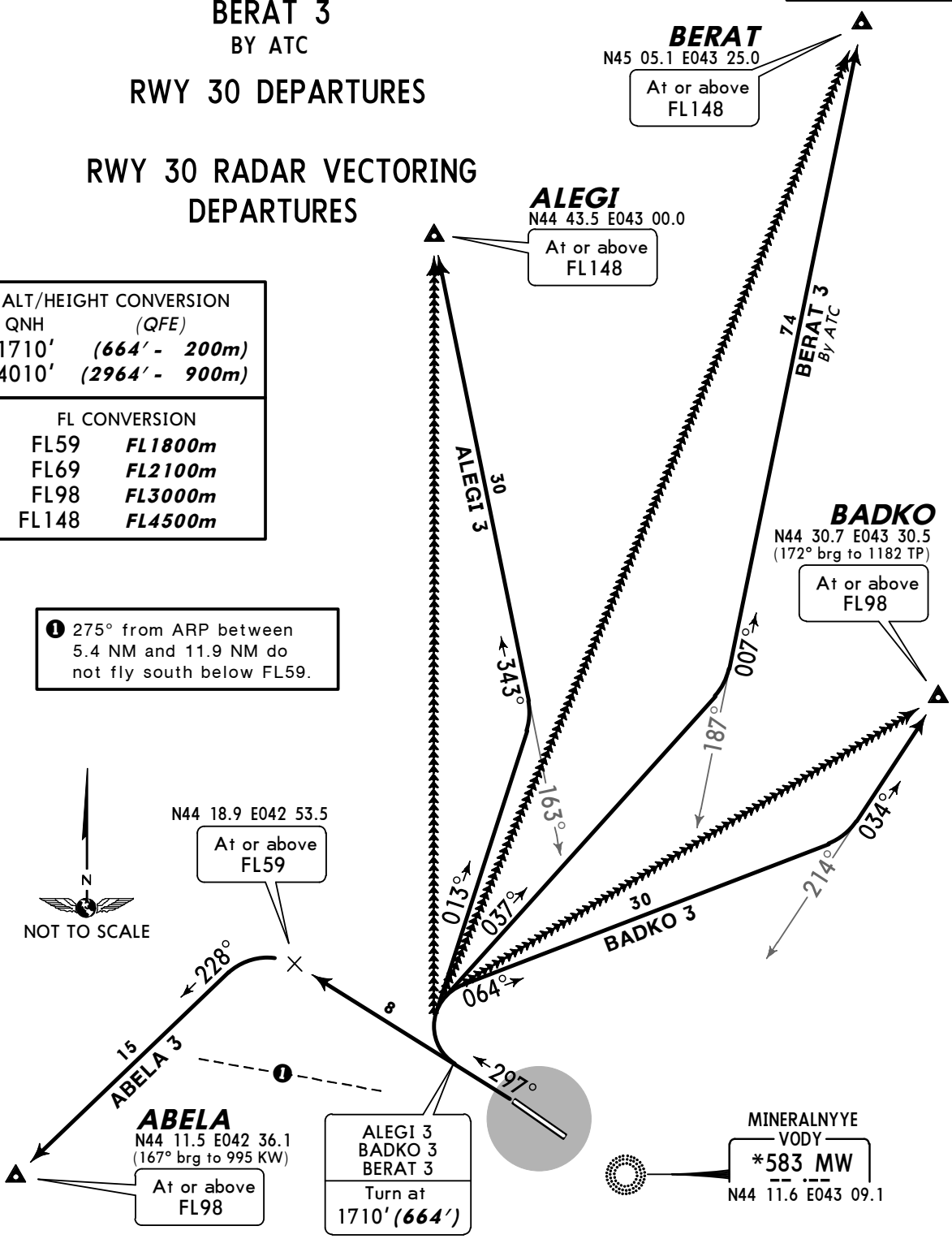
RWY 30 DEPARTURES

RWY 30 RADAR VECTORING DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1710′	***(664′ - 200m)***
4010′	***(2964′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL148	***FL4500m***

ℹ 275° from ARP between 5.4 NM and 11.9 NM do not fly south below FL59.



These SIDs require minimum climb gradients of

ABELA 3: 547′ per NM (9%) until N44 18.9 E042.53.5.
ALEGI 3: 425′ per NM (7%).
BADKO 3: 304′ per NM (5%).
BERAT 3: 249′ per NM (4.1%) .
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
425′ per NM	532	709	1063	1418	1772	2127
304′ per NM	380	506	760	1013	1266	1519
249′ per NM	311	415	623	830	1038	1246

CHANGES: Climb gradients established.

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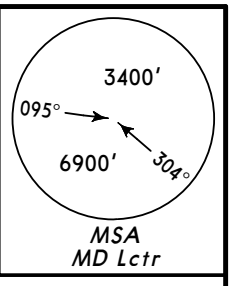
URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

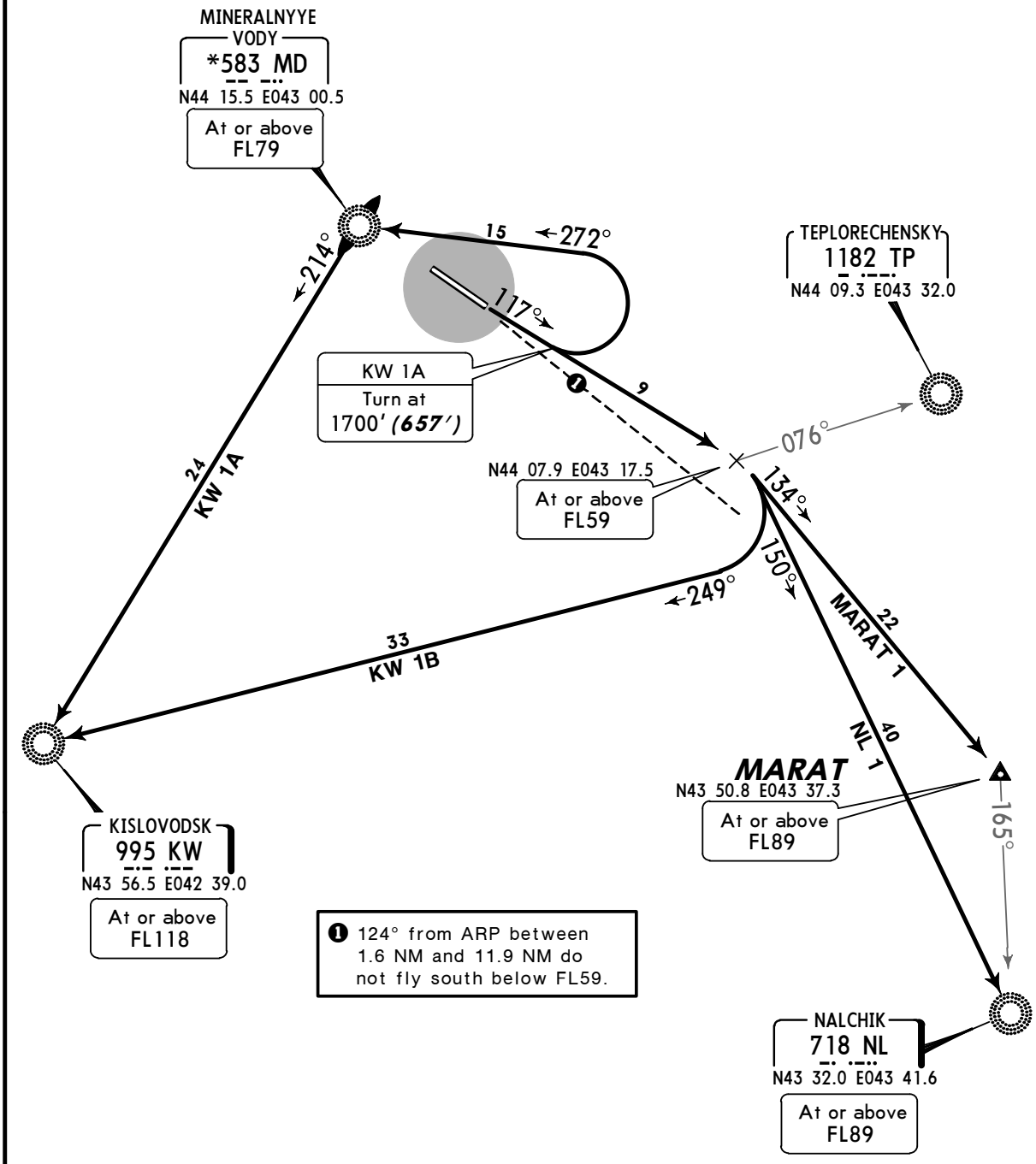
26 MAY 06 (10-3B) Eff 8 Jun

SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2967′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.

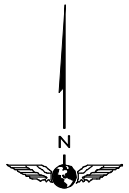


KW 1A, KW 1B, MARAT 1, NL 1
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1700′	***(657′ - 200m)***
4010′	***(2967′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***
FL118	***FL3600m***



These SIDs require a minimum climb gradient of

KW 1A

510′ per NM (8.4%) until MD.

KW 1B, MARAT 1, NL 1

510′ per NM (8.4%) until N44 07.9 E043 17.5.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552

If unable to comply advise ATC.

CHANGES: SIDs revised.

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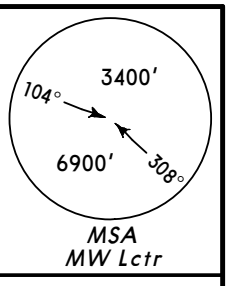
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URMM/MRV MINERALNYYE VODY

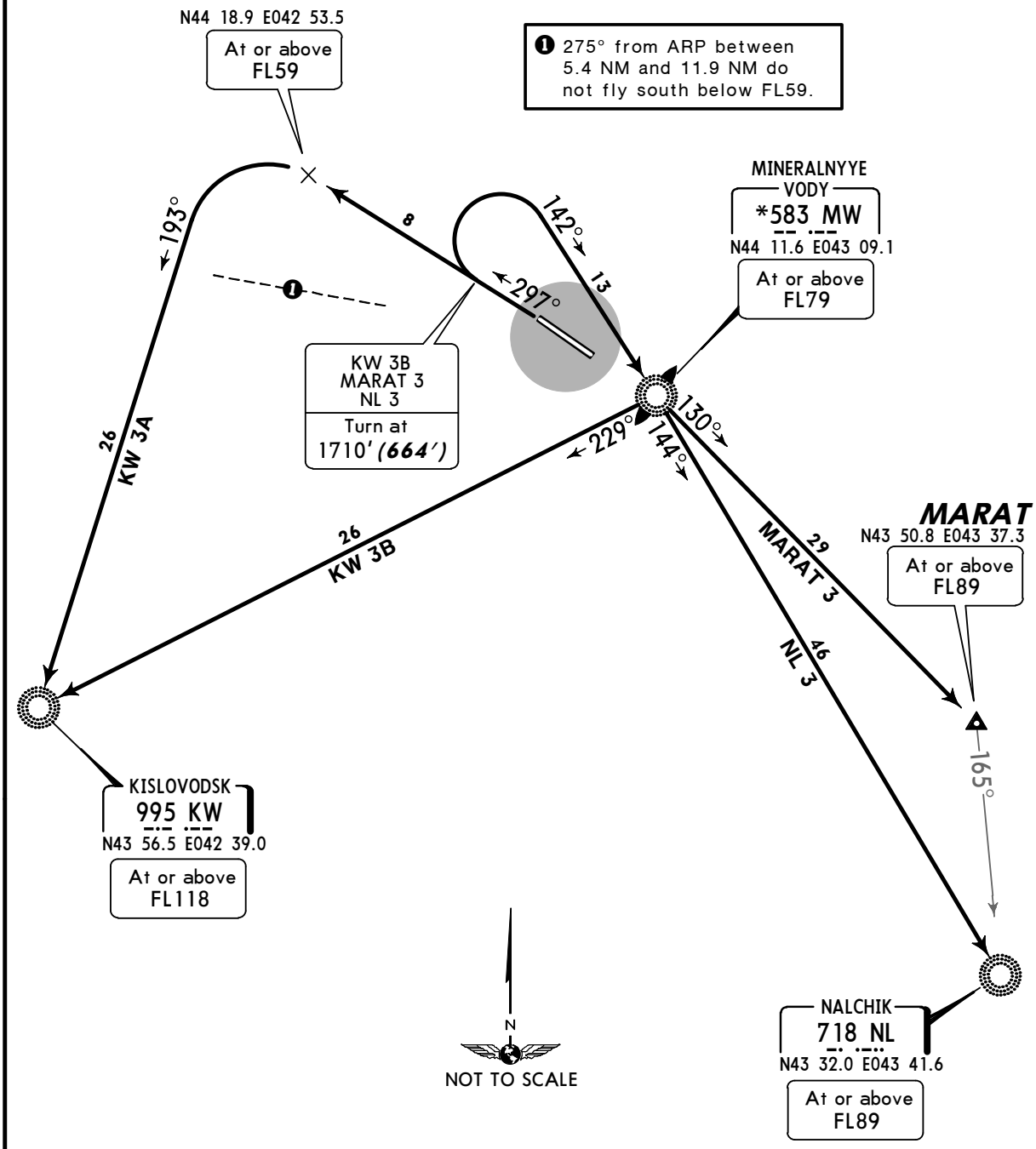
JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-3C) Eff 8 Jun SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2964′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



KW 3A, KW 3B, MARAT 3, NL 3
RWY 30 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1710′	***(664′ - 200m)***
4010′	***(2964′ - 900m)***

FL CONVERSION	
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL89	***FL2700m***
FL118	***FL3600m***

These SIDs require minimum climb gradients of

KW 3A

547′ per NM (9%) until N44 18.9 E042 53.5.

KW 3B, MARAT 3, NL 3

529′ per NM (8.7%) until MW.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
529′ per NM	661	881	1322	1762	2203	2643

If unable to comply advise ATC.

CHANGES: Climb gradients established.

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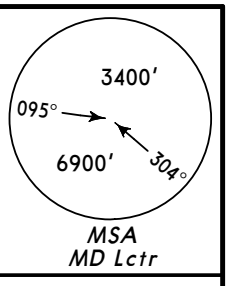
URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-3D) Eff 8 Jun

SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2967′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



SOROL 1, SULOD 1, TP 1 RWY 12 DEPARTURES

RWY 12 RADAR VECTORING DEPARTURE

SULOD
N44 35.5 E042 40.0
At or above FL59

SULOD 1
39
319°
139°

MINERALNYYE VODY
*583 MD
N44 15.5 E043 00.5

297°
117°
093°
19
TP 1
9

SULOD 1, TP1
Turn at 1700′ ***(657′)***

❶ 124° from ARP between 1.6 NM and 11.9 NM do not fly south below FL59.

076°

N44 07.9 E043 17.5
At or above FL59

TEPLORECHENSKY
1182 TP
N44 09.3 E043 32.0
At or above FL59

191°
25
SOROL 1

343°

SOROL
N43 44.0 E043 10.0
(112° brg to 718 NL)
At or above FL108

N
NOT TO SCALE

SOROL 1

This SID requires a minimum climb gradient of
510′ per NM (8.4%) until N44 07.9 E043 17.5.

Gnd speed-KT	75	100	150	200	250	300
510′ per NM	638	851	1276	1701	2127	2552

If unable to comply advise ATC.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1700′	***(657′ - 200m)***
4010′	***(2967′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL108	***FL3300m***

CHANGES: SID SOROL 1 revised.

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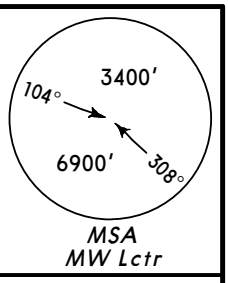
URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (10-3E) Eff 8 Jun

SID

Apt Elev	
1054′	QNH on request **(QFE)** Trans level: FL59 FL69 if pressure is less than 704 mm (938.6 hPa) Trans alt: 4010′ ***(2964′)*** Take-off should be carried out with noise abatement procedures according to Flight Operation Manual.



MSA
MW Lctr

PR 3
BY ATC

SOROL 3, SULOD 3, TP 3
RWY 30 DEPARTURES

RWY 30 RADAR VECTORING DEPARTURE

SULOD
N44 35.5 E042 40.0
At or above FL59

ALT/HEIGHT CONVERSION

QNH	(QFE)
1710′	***(664′ - 200m)***
4010′	***(2964′ - 900m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL108	***FL3300m***
FL177	***FL5400m***

❶ 275° from ARP between 5.4 NM and 11.9 NM do not fly south below FL59.

28 SULOD 3
314°
134°
324°
8
N44 18.9 E042 53.5
At or above FL59
253°
63 PR 3 By ATC
297°
107°
142°
13
30 TP 3
TEPLORECHENSKY
1182 TP
N44 09.3 E043 32.0
At or above FL59
SOROL 3
SULOD 3, TP 3
Turn at 1710′ ***(664′)***
175°
MINERALNYYE VODY
*583 MW
N44 11.6 E043 09.1
At or above FL79
PEREDOVAYA
1210 PR
N44 07.0 E041 28.0
At or above FL177
28 SOROL 3
N
NOT TO SCALE
SOROL
N43 44.0 E043 10.0
(112° brg to 718 NL)
At or above FL108

These SIDs require minimum climb gradients of

PR 3

547′ per NM (9%) until N44 18.9 E042 53.5.

SOROL 3

529′ per NM (8.7%) until MW.

Gnd speed-KT	75	100	150	200	250	300
547′ per NM	684	911	1367	1823	2279	2734
529′ per NM	661	881	1322	1762	2203	2643

If unable to comply advise ATC.

CHANGES: Climb gradients established.

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NOISE ABATEMENT PROCEDURES

ARRIVALS

Runway 30

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

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc on runway and friction coefficient is 0.4 or less
- when ceiling is less than 150m or visibility is less than 1800m
- when crosswind component (including gusts) over runway exceeds 7m/sec
- when tailwind component on runway exceeds 2.5m/sec
- when wind shear is forecasted or reported, or when it is expected that unfavourable weather conditions may influence aircraft approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS glide path.
No noise abatement procedure shall envisage the increasing of indicated air speed during descent.
A displacement of THR shall not be used as a noise abatement measure.
AIR-GROUND communication shall be kept to a minimum.
Downwind landing of aircraft taking into account friction coefficient shall be allowed in cases when this direction is optimal for noise abatement over the city or in cases when upwind landing does not provide safety or is prohibited. A tailwind component shall correspond to the norms established in Airplane Flight Manual.

Runway 30 special approach procedure

When reaching a distance of 13.5 ± 1.6 NM from THR pilots shall conduct the flight at 4010' (2964' - 900m) maintaining MAX 210 KT. At a distance of 11.9 NM from THR speed shall be reduced to 185 KT ± 10 KT. At 10.8 NM from THR pilots shall lower the landing gear and wing devices into intermediate position at 15-30° angle (speed and angle of wing devices' settings depend on type and mass of aircraft).
After glide path interception and commencement of descent along glide path pilots shall continue to reduce speed to 155 - 160 KT ± 15 KT by the moment of reaching 2530' (1484' - 450m) at a distance of about 5.2 NM from THR.
At or above 2530' (1484' - 450m) pilots shall terminate to set wing devices into landing position and before reaching 2200' (1154' - 350m) and a distance of 3.8 NM from THR complete the stabilization of aircraft in the landing configuration at final approach speed.
At or above 2220' (1154' - 350m) and a distance of 4.1 NM the aircraft shall be completely stabilized and the pilot shall maintain fianl approach speed until landing taking into account the aircraft weight.

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NOISE ABATEMENT PROCEDURES

DEPARTURES

Runway 12

Noise abatement procedures during take-off and climbing phase shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

Restrictions

Downwind take-off taking into account friction coefficient shall be allowed in cases when the direction is optimal for noise abatement over the city or in cases when upwind take-off does not provide safety or is prohibited. The tailwind component shall correspond to the norms established in the aircraft Flight Manual.

The minimum indicated air speed during climb shall not be less than V_2 + 10 KT or less than that prescribed in the Aircraft Flight Manual if higher.

Maintaining the minimum indicated air speed of climb is not required if it leads to the exceeding of the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- reaching 2030' (987' - 300m)
- the established standard power mode enables to maintain the established climb gradient of not less than 4% at the above specified speed and with maximum certified take-off mass
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Special take-off procedure

Pilots shall apply two special take-off procedures, NADP 1 and NADP 2. The pilot-in-command may use any of them for reaching necessary effect. (ICAO Doc 8168, Vol 1, Part V, Chapter 3).

REVERSE THRUST

Reverse thrust power with the exception of reverse idle thrust is used for safety reasons only.

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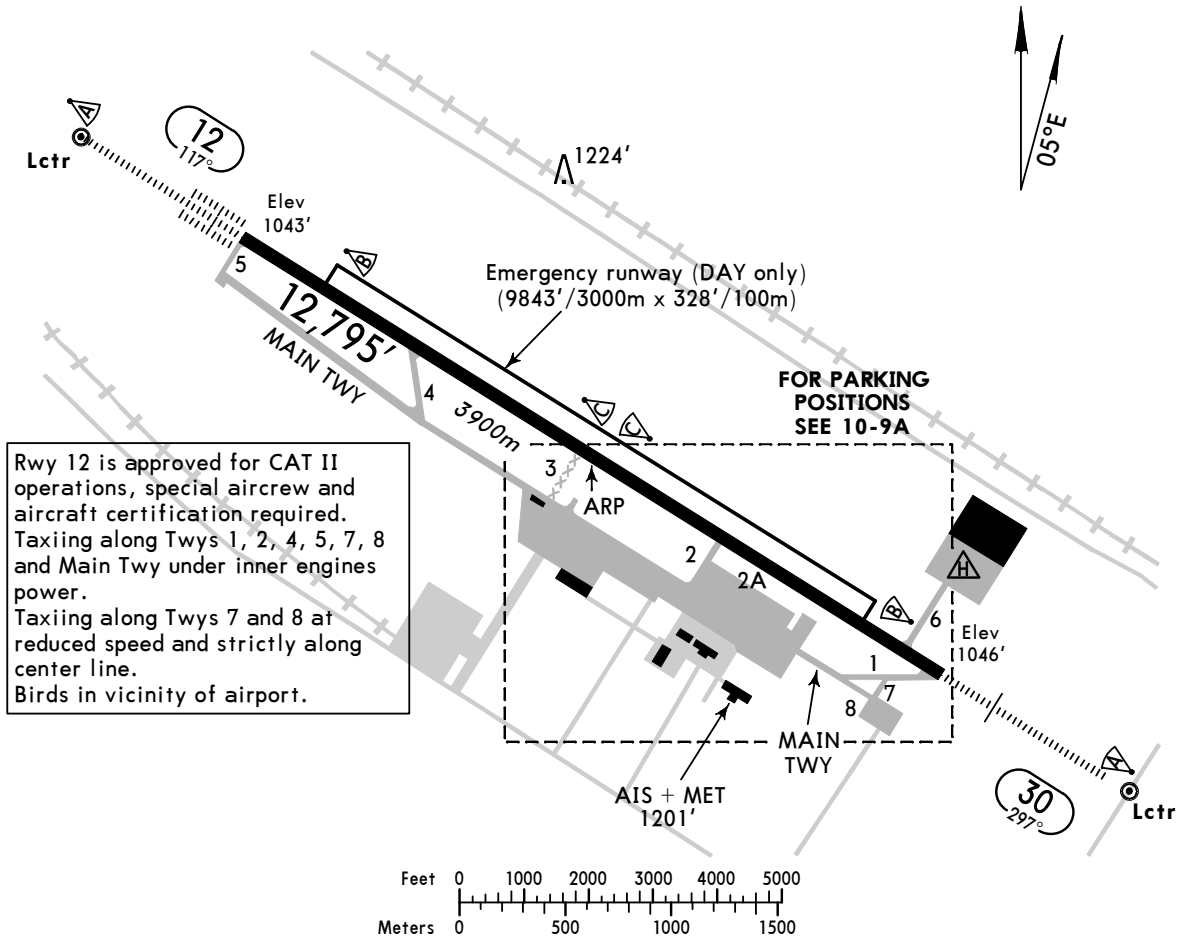
URMM/MRV MINERALNYYE VODY, RUSSIA

Apt Elev **1054′**
N44 13.5 E043 05.0

JEPPESEN 4 FEB 05 (10-9) **Eff 17 Feb**

MINERALNYYE VODY

ATIS	MINERALNYYE VODY Taxiing (GND)	Start (TWR)
127.4	121.9	128.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* CL *(15m)* HIALS-II TDZ RVR		11,614′ *3540m*		197′ *60m*
30	HIRL *(60m)* CL *(15m)* HIALS RVR		11,647′ *3550m*		

TAKE-OFF

AIR CARRIER
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*	

CHANGES: Notes.

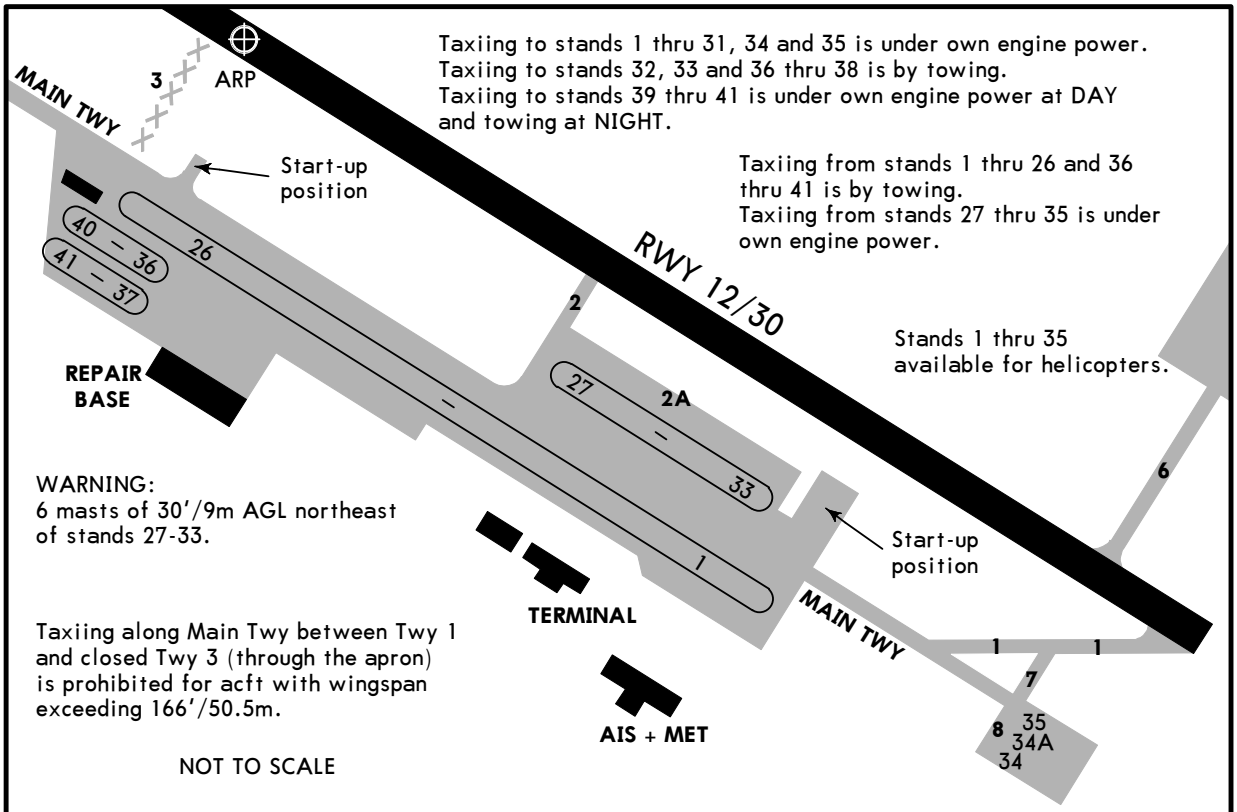
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URMM/MRV JEPPESEN MINERALNYYE VODY, RUSSIA

4 FEB 05 (10-9A) Eff 17 Feb

MINERALNYYE VODY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N44 13.0 E043 05.6	27, 28	N44 13.2 E043 05.4
4, 5	N44 13.1 E043 05.5	29 thru 32	N44 13.1 E043 05.5
6 thru 9	N44 13.1 E043 05.4	33	N44 13.1 E043 05.6
10, 11	N44 13.1 E043 05.3		
12	N44 13.2 E043 05.3		
13 thru 16	N44 13.2 E043 05.2		
17	N44 13.2 E043 05.1		
18, 19	N44 13.3 E043 05.1		
20 thru 23	N44 13.3 E043 05.0		
24 thru 26	N44 13.3 E043 04.9		

LOW VISIBILITY PROCEDURES (LVP)

Low visibility procedures shall be applied when rwy visibility values are less than 1000m and/or cloud ceiling is below 80m.
The availability of LVP will be broadcasted via ATIS: " Category 2 low visibility procedure is in force". " Category 2 flights" means that 10.8 NM interval shall be maintained between the arriving acft so that the critical and sensitive areas of ILS are vacant after each landing. The acft shall be vectored or time intervals shall be established for acft when using standard routes before entry into LLZ operational area at a distance of not less than 8.6 NM from touchdown.

Pilots of landed acft shall report the vacation of runway when the acft have passed ILS critical area. LLZ critical area is a rectangular area limited by parallel lines located at 394'/120m on both sides from the runway centerline between LLZ antenna and the beginning of the runway.

When visibility is 400m or less or when the crew have lost the orientation the pilot shall stop the acft and request "FOLLOW ME" vehicles assistance. The responsibility for maintaining a safe distance between the acft and escort vehicles rests with the pilot.

CHANGES: Parking stands. Notes.

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URMM/MRV

JEPPESEN

JAA MINIMUMS

2 APR 04 (10-9X)

MINERALNYYE VODY, RUSSIA

MINERALNYYE VODY

STRAIGHT-IN RWY		A	B	C	D
12	CAT II ILS	**1143**′(100′)	**1143**′(100′)	**1143**′(100′)	**1143**′(100′)
		RA104′R350m	**RA104′R350m**	**RA104′R350m**	**RA104′R350m**
	ILS	**1243**′(200′)	**1243**′(200′)	**1243**′(200′)	**1243**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1480**′(437′)	**1480**′(437′)	**1480**′(437′)	**1480**′(437′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
30	ILS	**1246**′(200′)	**1246**′(200′)	**1246**′(200′)	**1246**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1460**′(414′)	**1460**′(414′)	**1460**′(414′)	**1460**′(414′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 12, 30

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

CHANGES: New page.

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URMM/MRV MINERALNYYE VODY

JEPPESEN 5 AUG 05 (11-1)

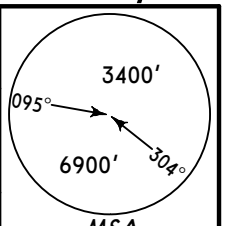
MINERALNYYE VODY, RUSSIA ILS Rwy 12

BRIEFING STRIP ™

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
127.4	119.3	120.7	128.0	121.9

LOC IMD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1054′
*111.7	117°	1863′ (820′)	1243′ (200′)	RWY 1043′

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ (657′), then turn LEFT onto 297° climbing to 3020′ (1977′), then as directed.



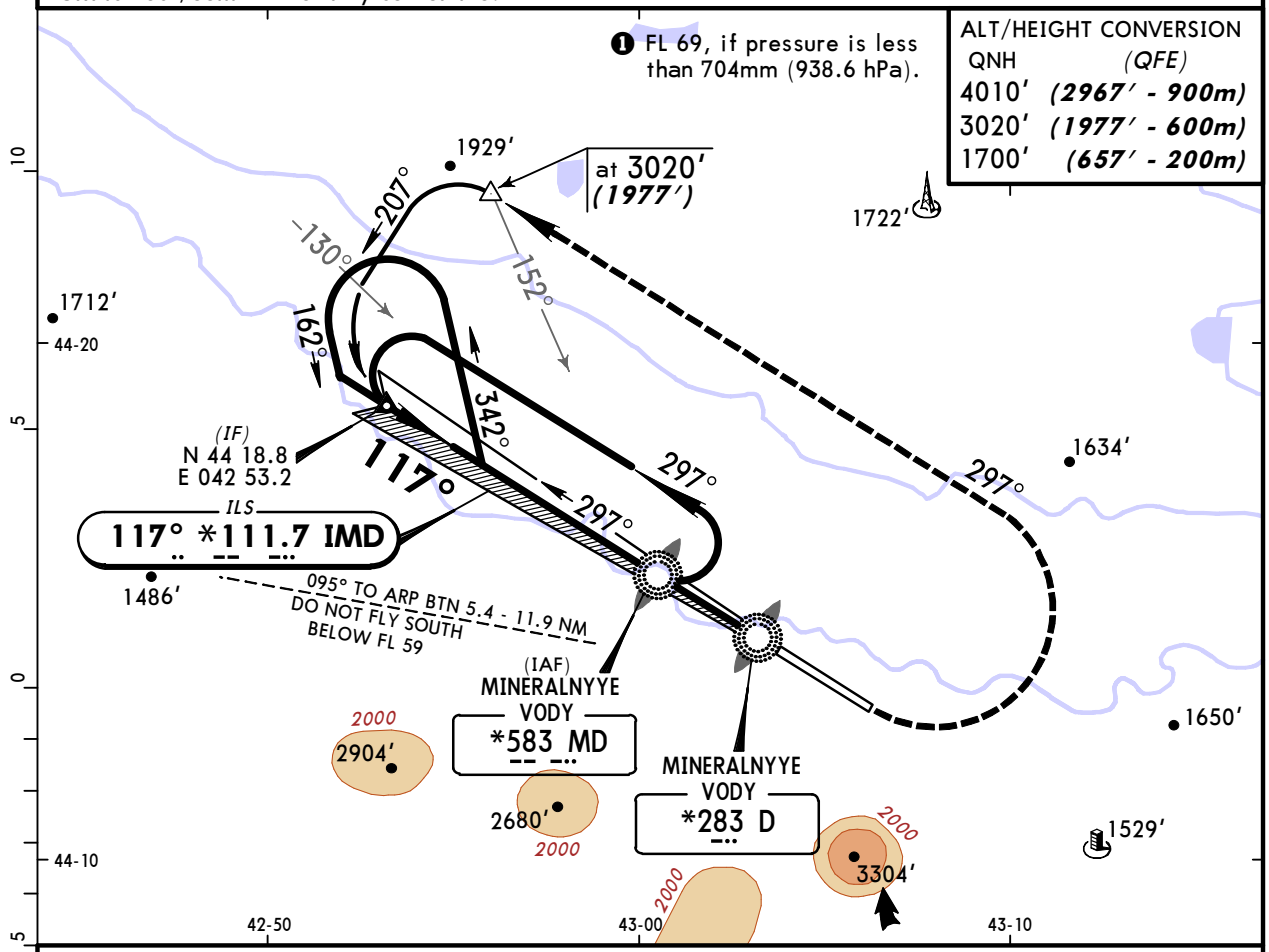
MSA
MD NDB

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4010′ (2967′)
LOM is 180′/55m LEFT of rwy centerline.

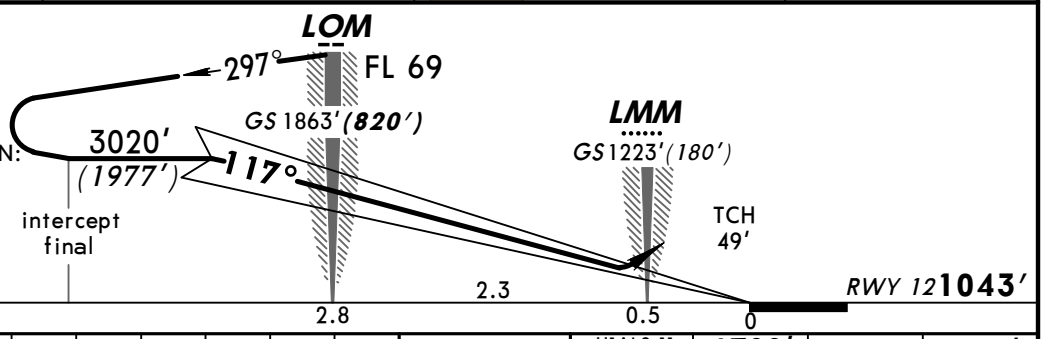
❶ FL 69, if pressure is less than 704mm (938.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4010′	(2967′ - 900m)
3020′	(1977′ - 600m)
1700′	(657′ - 200m)



RACETRACK:
CAT A & B: 3 Min
CAT C & D: 2 Min
PROCEDURE TURN: Start turn at
CAT A & B: 1½ Min
CAT C & D: 1 Min



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

HIALS-II | 1700′ (657′) | 297° LT | 3020′ (1977′)

STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1243′(200′)			LOC (GS out)
	FULL	TDZ or CL out	ALS out	
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: Missed apch.

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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

5 AUG 05 (11-1A)

CAT II ILS Rwy 12

BRIEFING STRIP ™

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
127.4	119.3	120.7	128.0	121.9

LOC IMD	Final Apch Crs	GS LOM	CAT II ILS RA 104′ DA(H)	Apt Elev 1054′ RWY 1043′
*111.7	117°	1863′ (820′)	1143′ (100′)	

MISSED APCH: Climb STRAIGHT AHEAD to 1700′ (657′), then turn LEFT onto 297° climbing to 3020′ (1977′), then as directed.

MSA
MD NDB

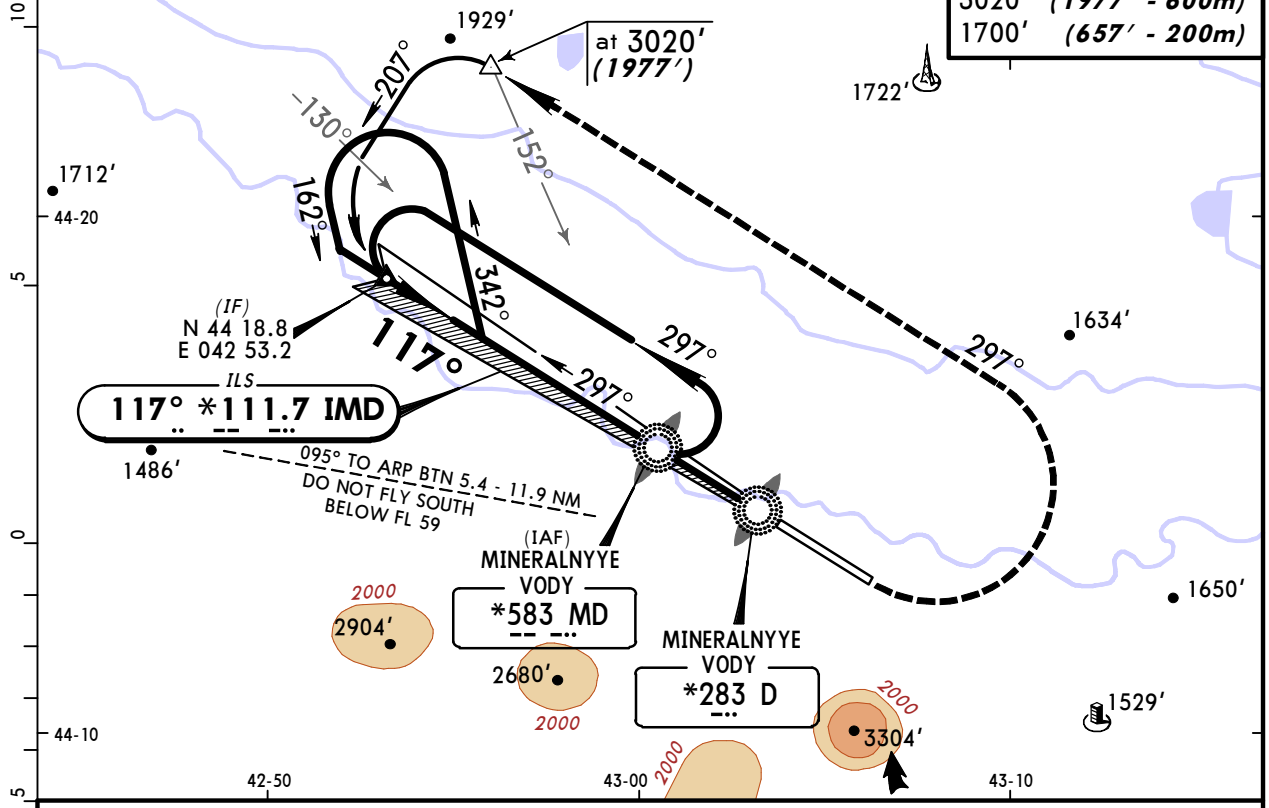
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4010′ (2967′)

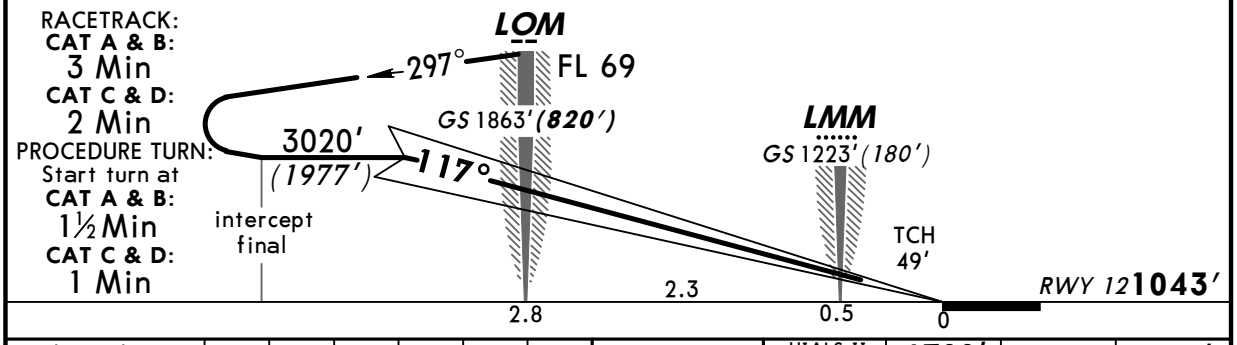
1. Special Aircrew and Acft Certification Required. 2. LOM is 180′/55m LEFT of rwy centerline.

❶ FL 69, if pressure is less than 704mm (938.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4010′	(2967′ - 900m)
3020′	(1977′ - 600m)
1700′	(657′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

HIALS-II | 1700′ (657′) | 297° LT | 3020′ (1977′)

STRAIGHT-IN LANDING RWY 12
CAT II ILS
ABCD
RA 104′
DA(H) 1143′(100′)

PANS OPS

RVR 350m

CHANGES: Missed apch.

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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

26 MAY 06 (11-2) Eff 8 Jun

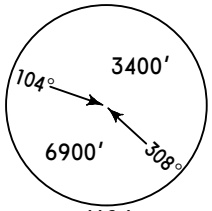
ILS Rwy 30

BRIEFING STRIP ™

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
127.4	119.3	120.7	128.0	121.9

LOC IMW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 1054'
*109.3	297°	1800' (754')	1246' (200')	RWY 1046'

MISSED APCH: Climb on 297° to 1710' (664'), then turn RIGHT onto 117° climbing to 3020' (1974'), then as directed.



MSA
MW NDB

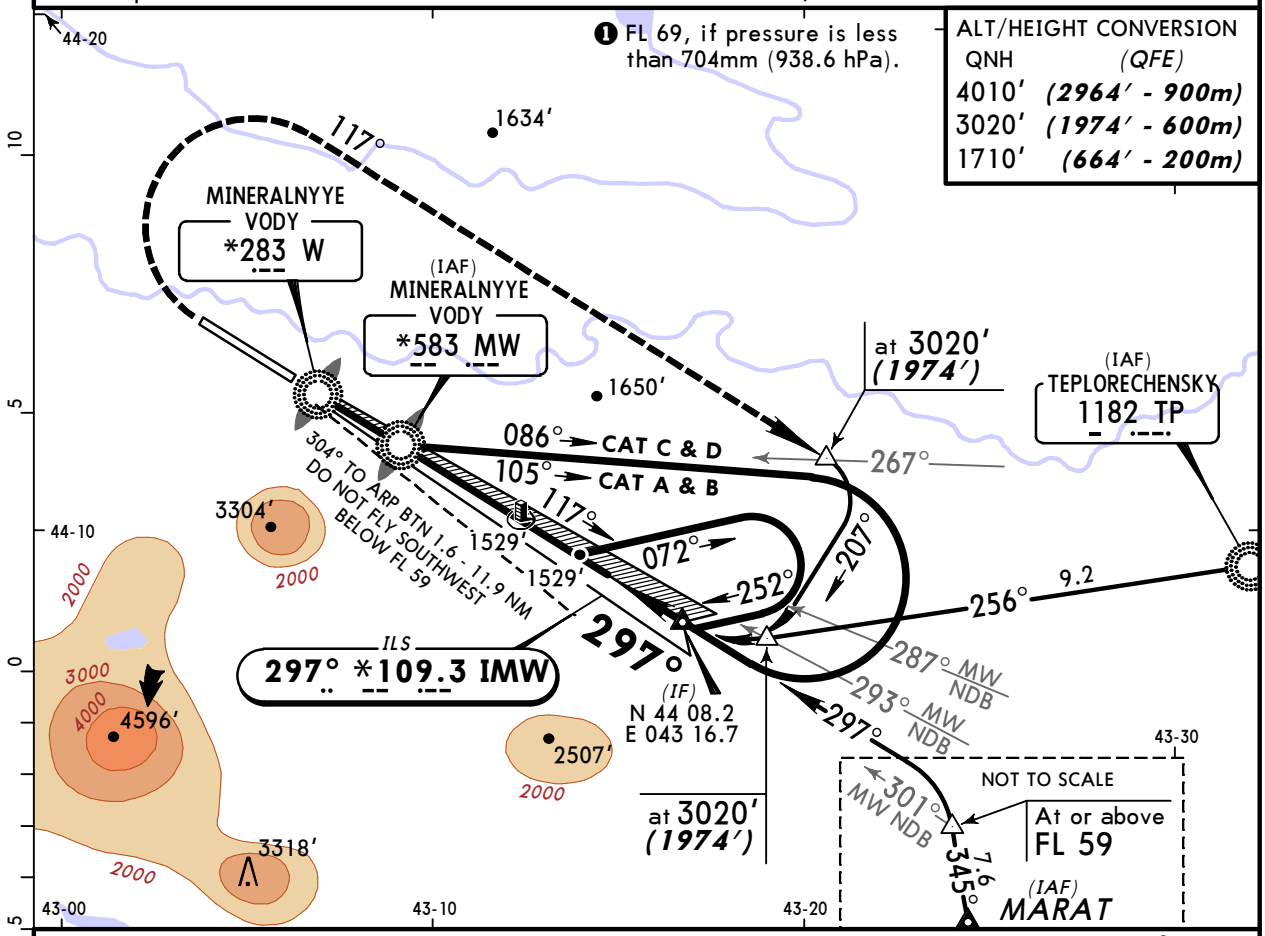
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4010'(2964')

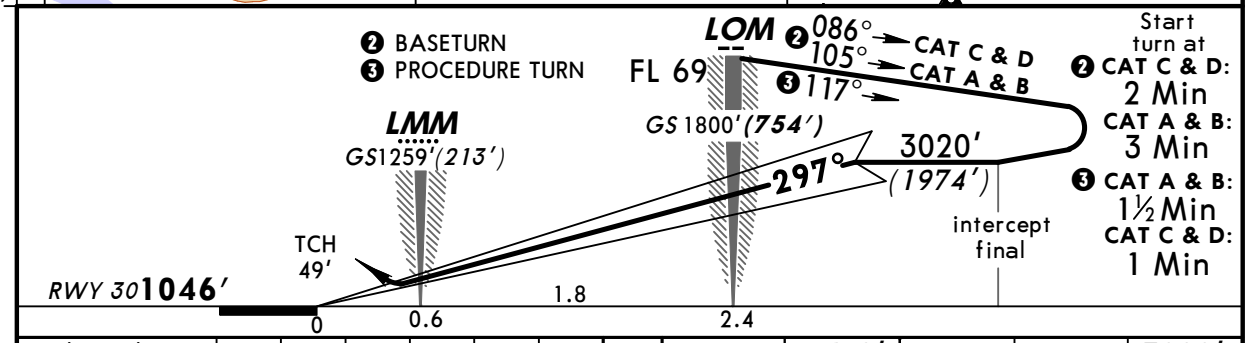
Initial apch via MARAT and TP NDB restricted to CAT A MAX 250 KT, CAT B MAX 260 KT.

❶ FL 69, if pressure is less than 704mm (938.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4010'	(2964' - 900m)
3020'	(1974' - 600m)
1710'	(664' - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

HIALS
PAPI

1710' (664') on 297°

117° RT

3020' (1974')

STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 1246' (200') FULL	ILS DA(H) 1246' (200') ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

PANS OPS

CHANGES: Speed restriction.

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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA

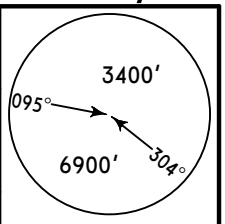
MINERALNYYE VODY 26 MAY 06 (16-1) Eff 8 Jun 2 NDB Rwy 12

BRIEFING STRIP™

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
127.4	119.3	120.7	128.0	121.9

NDB MD	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / RWY
*583	117°	1870′ (827′)	1480′ (437′)	Apt Elev 1054′ / RWY 1043′

MISSED APCH: Climb on 117° to 1700′ (657′), then turn LEFT onto 297° climbing to 3020′ (1977′), then as directed.



MSA MD NDB

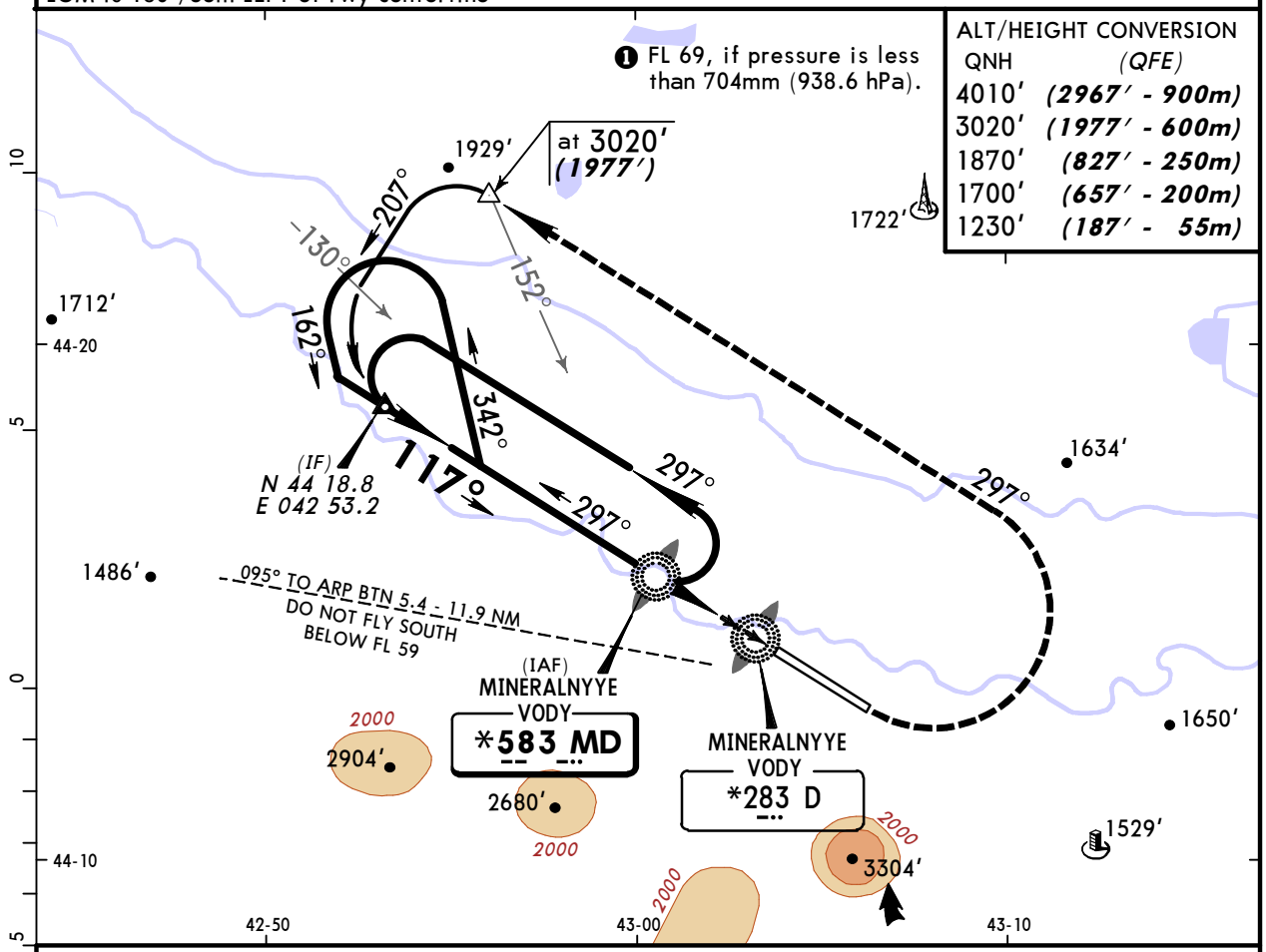
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4010′(2967′)

LOM is 180′/55m LEFT of rwy centerline

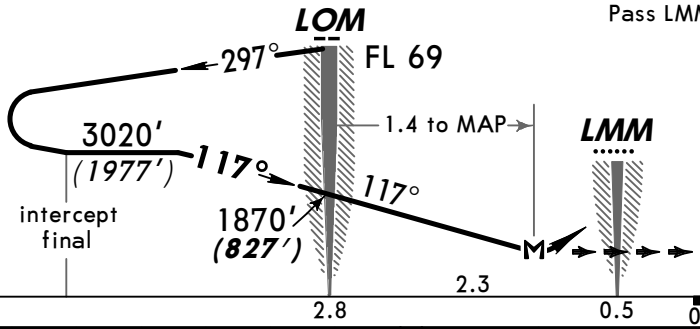
❶ FL 69, if pressure is less than 704mm (938.6 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
4010′	(2967′ - 900m)
3020′	(1977′ - 600m)
1870′	(827′ - 250m)
1700′	(657′ - 200m)
1230′	(187′ - 55m)



RACETRACK:
CAT A & B: 3 Min
CAT C & D: 2 Min
PROCEDURE TURN:
Start turn at
CAT A & B: 1½ Min
CAT C & D: 1 Min



Pass LMM not below 1230′ (187′).

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
LOM to MAP 1.4	1:12	0:56	0:50	0:42	0:36	0:31

HIALS-II
PAPI
1700′ (657′) on 117°
297° LT
3020′ (1977′)

STRAIGHT-IN LANDING RWY 12

MDA(H) 1480′(437′)

PANS OPS

	ALS out	
A	1700m	2500m
B		
C		
D	2100m	

CHANGES: None.

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URMM/MRV MINERALNYYE VODY

JEPPESEN MINERALNYYE VODY, RUSSIA
26 MAY 06 (16-2) Eff 8 Jun
2 NDB Rwy 30

BRIEFING STRIP™

ATIS	MINERALNYYE VODY Approach	MINERALNYYE VODY Krug (R)	MINERALNYYE VODY Start (TWR)	Ground
127.4	119.3	120.7	128.0	121.9

NDB MW	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 1054' RWY 1046'
*583	297°	1870' (824')	1460' (414')	

MISSED APCH: Climb on 297° to 1710' (664'), then turn RIGHT onto 117° climbing to 3020' (1974'), then as directed.

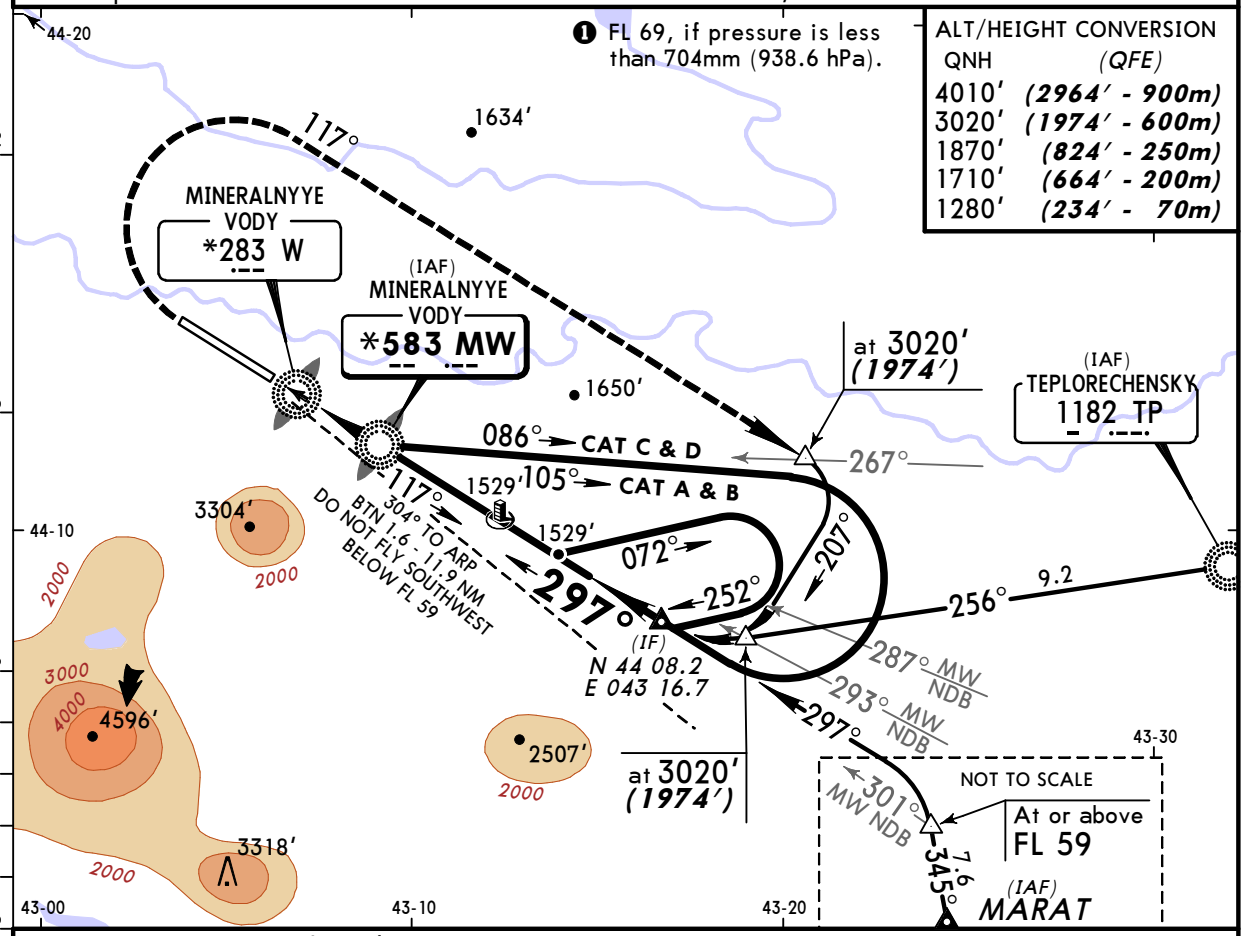
MSA MW NDB: 104° 3400' 308° 6900'

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 59 ❶ Trans alt: 4010'(2964')
Initial apch via MARAT and TP NDB restricted to CAT A MAX 250 KT, CAT B MAX 260 KT.

❶ FL 69, if pressure is less than 704mm (938.6 hPa).

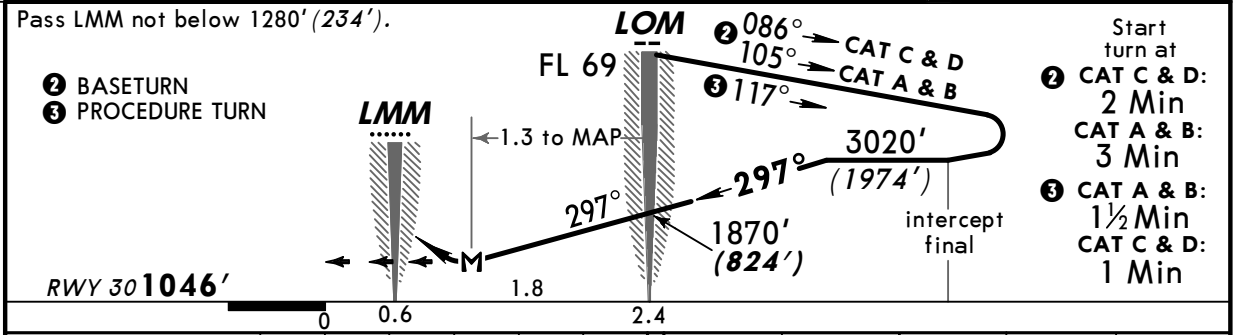
ALT/HEIGHT CONVERSION

QNH	(QFE)
4010'	(2964' - 900m)
3020'	(1974' - 600m)
1870'	(824' - 250m)
1710'	(664' - 200m)
1280'	(234' - 70m)



Pass LMM not below 1280' (234').

❷ BASETURN
❸ PROCEDURE TURN



Start turn at
❷ CAT C & D: 2 Min
CAT A & B: 3 Min
❸ CAT A & B: 1½ Min
CAT C & D: 1 Min

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI

1710' (664') on 297° | 117° RT | 3020' (1974')

STRAIGHT-IN LANDING RWY 30

MDA(H) 1460' (414')

ALS out

PANS OPS

A, B, C	1300m	2100m
D	1700m	

CHANGES: Speed restriction.

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URMN/NAL
NALCHIK

JEPPESEN
2 JUN 06 (10-2) Eff 8 Jun

NALCHIK, RUSSIA
STAR

Apt Elev 1462′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL59 Trans alt: 4750′ *(3372′)*

ARGUT 2A *[ARGU2A]*, ARGUT 2B *[ARGU2B]* ❶
MARAT 2A *[MARA2A]*, MARAT 2B *[MARA2B]* ❶
OSLAM 2A *[OSLA2A]*, OSLAM 2B *[OSLA2B]* ❶
ULANA 2
RWY 24 ARRIVALS

MSA ARP
180° 8700′ 2800′ 090° 270° 15,300′ 13,000′ 360°

FL CONVERSION

FL197	***FL6000m***
FL108	***FL3300m***
FL89	***FL2700m***
FL79	***FL2400m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4750′	***(3372′ - 1000m)***
4340′	***(2962′ - 900m)***
3020′	***(1642′ - 500m)***

❶ By ATC when radar control provided.

❷ MEA when under radar control.

MARAT
N43 50.8 E043 37.3
At FL89

SOROL
N43 44.0 E043 10.0
At FL108

OSLAM
N43 41.4 E043 27.8
At FL89

MARAT 2A CORRIDOR 1 6260 4370 ❷
MARAT 2B CORRIDOR 1 6260 4370 ❷

N43 39.0 E043 47.2 At 3020′ *(1642′)*
N43 39.1 E043 47.9 At 3020′ *(1642′)*
N43 38.4 E043 48.9 At 3020′ *(1642′)*
N43 37.0 E043 50.0 At 3020′ *(1642′)*
N43 34.1 E043 52.0 At 3020′ *(1642′)*
N43 32.6 E043 53.0 At 3020′ *(1642′)*
N43 31.3 E043 52.6 At 4340′ *(2962′)*

OSLAM 2B ❶
OSLAM 2A 8500 6260 ❷
ULANA 2
ARGUT 2B CORRIDOR 2 ❶
ARGUT 2A CORRIDOR 2 6690 5190 ❷

N43 36.5 E043 40.5

Intercept final at 3020′ *(1642′)*

NALCHIK
718 NL
N43 32.0 E043 41.6

ARGUT 2A OSLAM 2A MARAT 2A
Between FL89 & FL59
ULANA 2 ON RETURN
At FL79

ARGUT
N43 26.0 E043 57.0
At FL79

ULANA
N43 19.0 E043 47.0
At FL197

N
NOT TO SCALE

❸ 102° to ARP between 10.8 NM and 3.8 NM do not fly south below FL108.
❹ 3.8 NM between 336° and 102° to ARP do not fly south below FL108.
❺ 336° to ARP between 13.5 NM and 3.8 NM do not fly south below FL108.

CHANGES: None.

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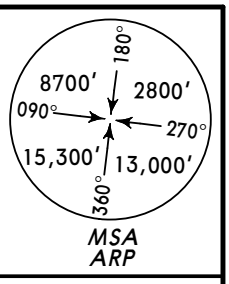
URMN/NAL NALCHIK

JEPPESEN 2 JUN 06 (10-3) Eff 8 Jun

NALCHIK, RUSSIA

SID

Apt Elev	QNH on request **(QFE)**
1462′	Trans level: FL59 Trans alt: 4750′ ***(3288′)***



ARGUT 1A *[ARGU1A]*, ARGUT 1B *[ARGU1B]* ❶
MARAT 1A *[MARA1A]*, MARAT 1B *[MARA1B]* ❶
MARAT 1C *[MARA1C]* ❶
RWY 06 DEPARTURES

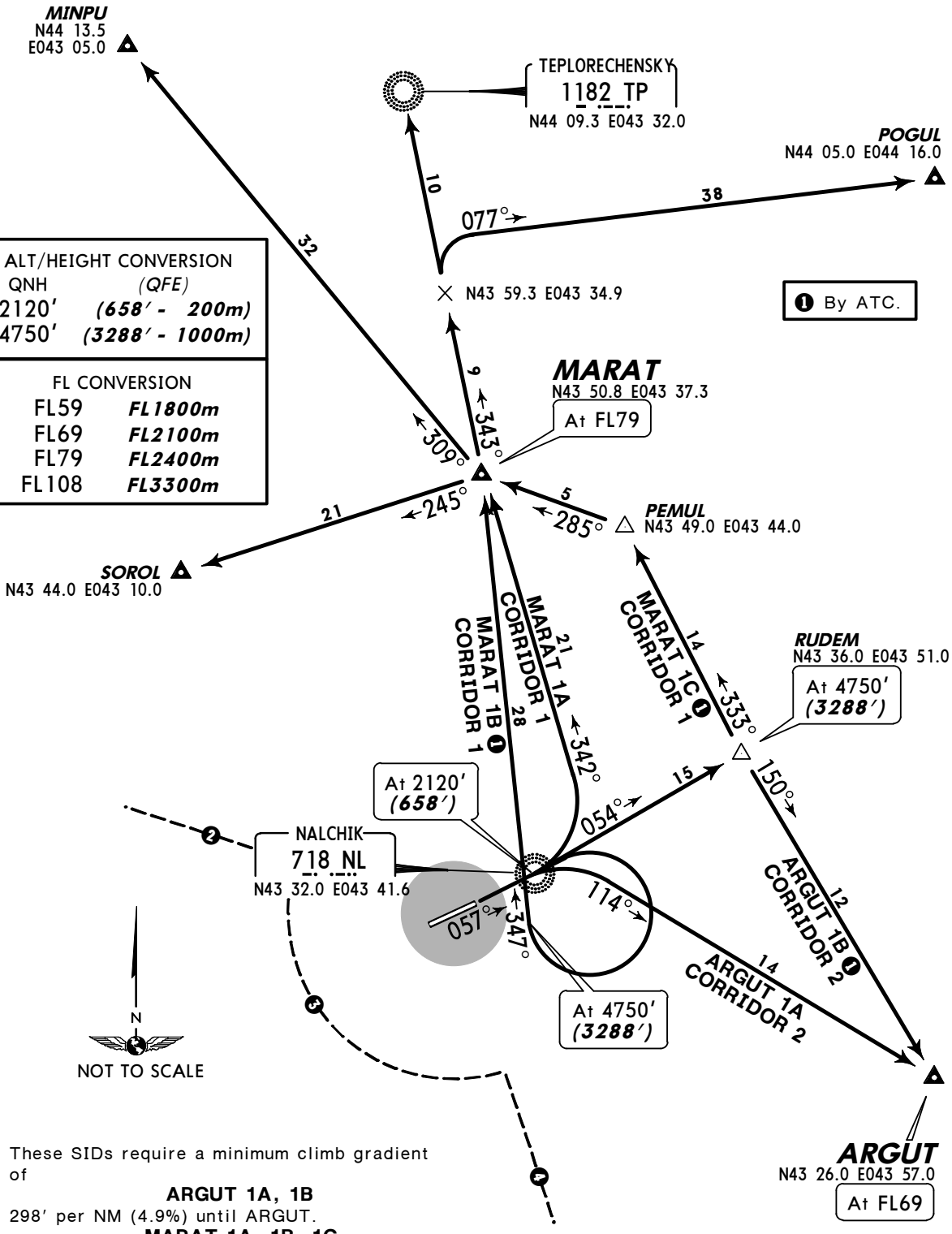
ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2120′	***(658′ - 200m)***
4750′	***(3288′ - 1000m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL108	***FL3300m***

❶ By ATC.



These SIDs require a minimum climb gradient of

ARGUT 1A, 1B

298′ per NM (4.9%) until ARGUT.

MARAT 1A, 1B, 1C

298′ per NM (4.9%) until MARAT.

Gnd speed-KT	75	100	150	200	250	300
298′ per NM	372	496	744	992	1241	1489

If unable to comply turn RIGHT climbing over NL, then according SID.

❷ 282° from ARP between 10.8 NM and 3.8 NM do not fly south below FL108.

❸ 3.8 NM between 156° and 282° from ARP do not fly south below FL108.

❹ 156° from ARP between 13.5 NM and 3.8 NM do not fly south below FL108.

CHANGES: RECHKA renamed RUDEM; PAVUL renamed PEMUL.

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URMN/NAL
NALCHIK

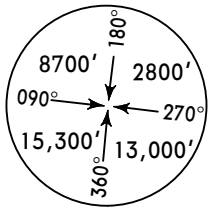
JEPPESEN
7 MAY 04
Eff 13 May
(11-1)

NALCHIK, RUSSIA
ILS or 2 NDB Rwy 24

BRIEFING STRIP ™

NALCHIK Approach	NALCHIK Krug (R)	NALCHIK Tower	NALCHIK Start (TWR)
126.9	126.9	118.3	118.3

LOC INL **110.5**	*Final Apch Crs* **237°**	*GS* ***LOM*** 2017′ ***(639′)***	*ILS DA(H)* 1578′ ***(200′)***	*Apt Elev* 1462′	
NDB NL **718**		*Minimum Alt* ***LOM*** 2020′ ***(642′)***	*NDB MDA(H)* 1790′ ***(412′)***	*RWY* **1378′**	



MSA
ARP

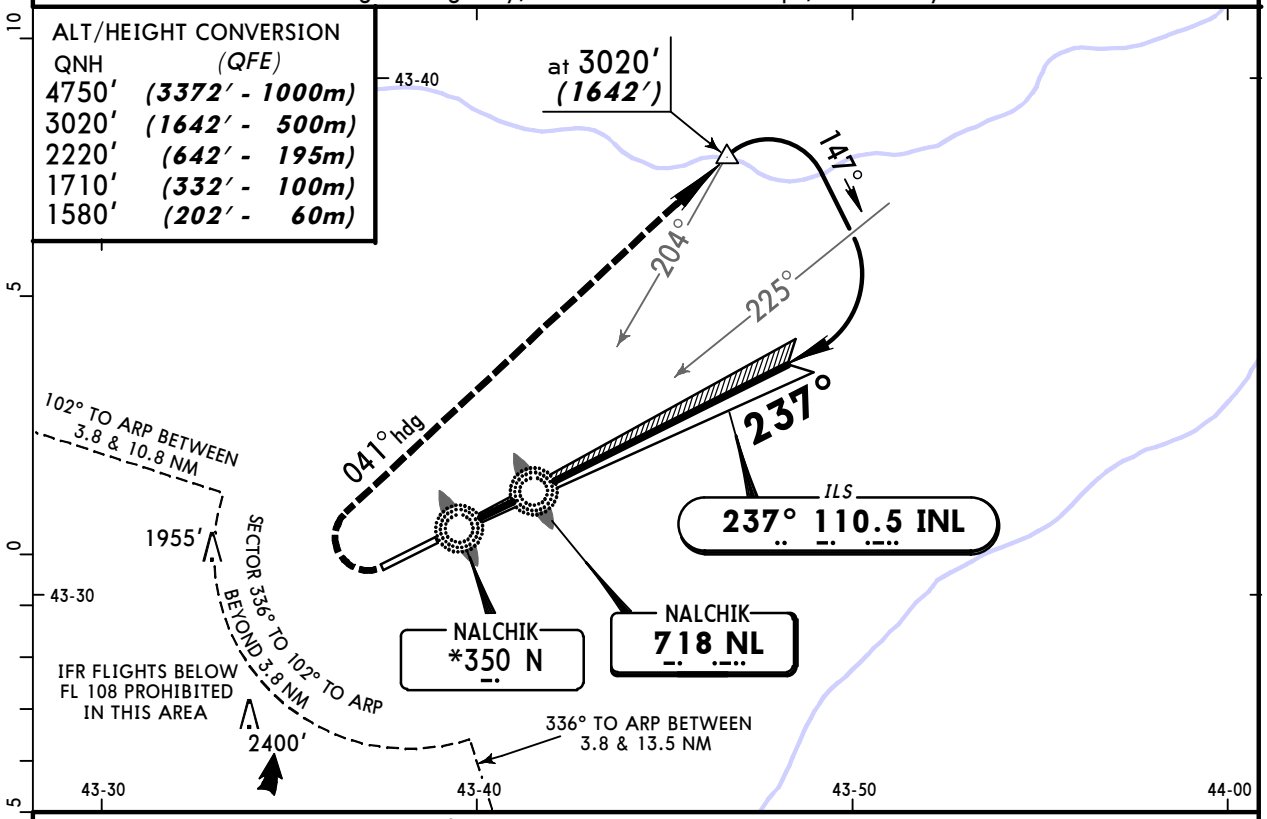
MISSED APCH: Climb STRAIGHT AHEAD to 1710′ *(332′)* for not more than 30 Sec, then turn RIGHT onto heading 041° climbing to 3020′ *(1642′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 59 Trans alt: 4750′ ***(3372′)***

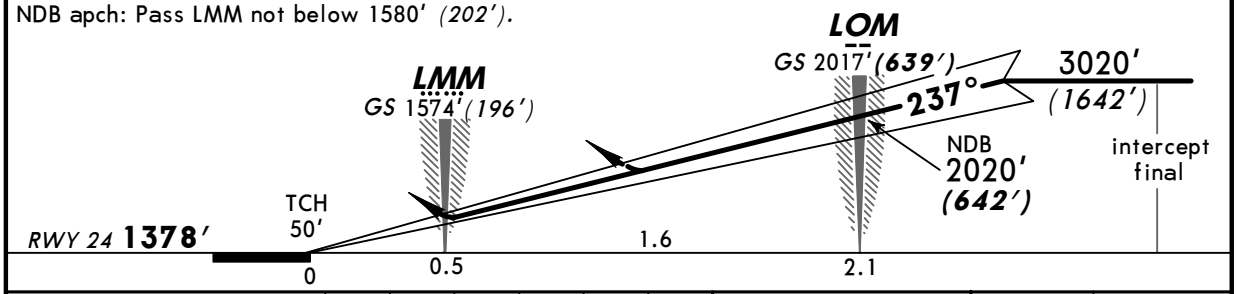
CAUTION: Do not mistake lighted highway, located Southeast of apt, for runway.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4750′	***(3372′ - 1000m)***
3020′	***(1642′ - 500m)***
2220′	***(642′ - 195m)***
1710′	***(332′ - 100m)***
1580′	***(202′ - 60m)***



NDB apch: Pass LMM not below 1580′ *(202′)*.



Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769

ALS

1710′
(332′)

STRAIGHT-IN LANDING RWY **24**

	ILS		LOC (GS out)	NDB	
	DA(H) 1578′ ***(200′)***			*MDA(H)* 1790′ ***(412′)***	
	FULL	ALS out			ALS out
A	*1200m*		NOT AUTH	*2400m*	
B					
C					
D					

PANS OPS

CHANGES: MSA. Apt & rwy elev. Missed apch. Procedure.

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URMN/NAL

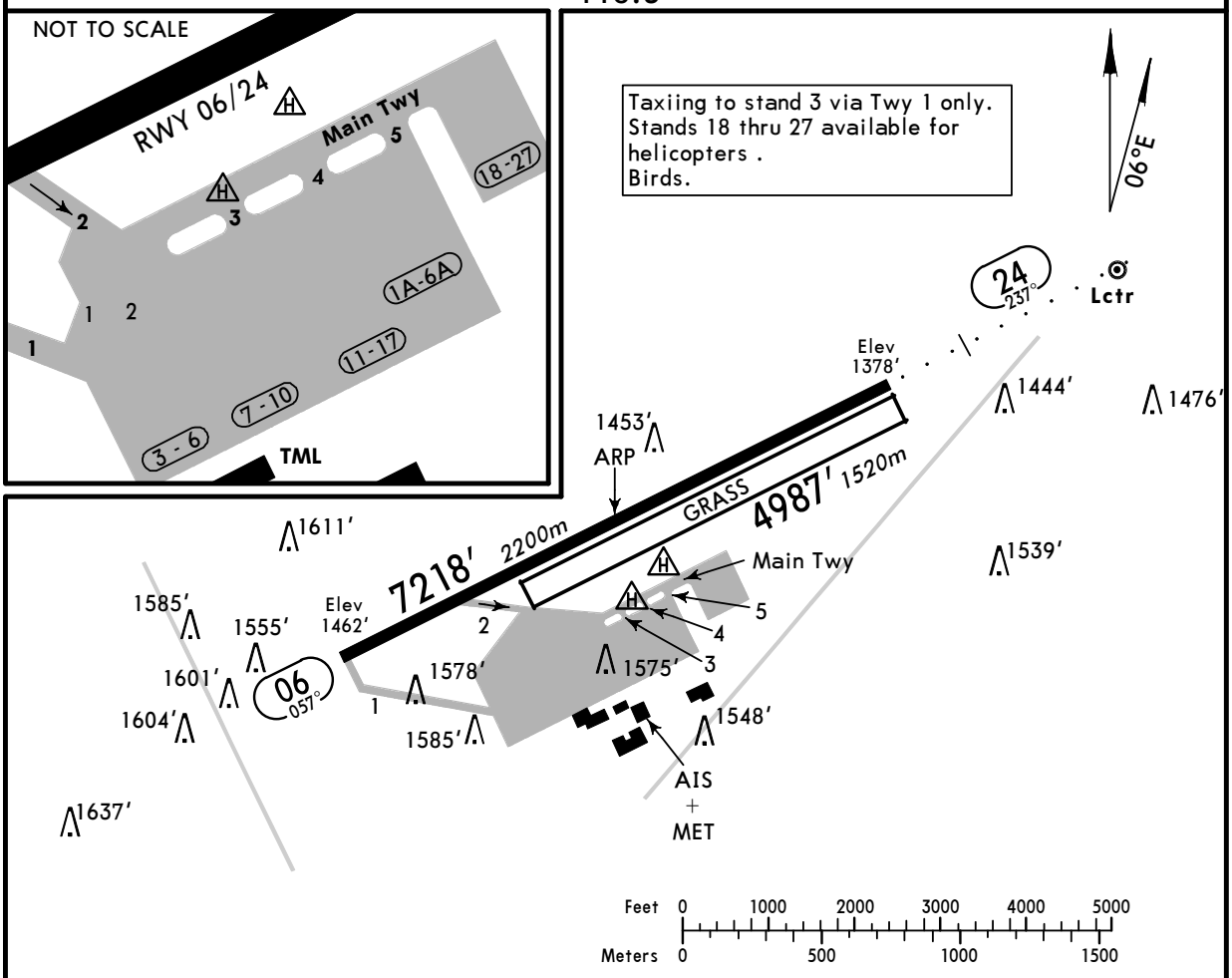
Apt Elev **1462′**
N43 30.8 E043 38.2

JEPPESEN
7 MAY 04 (11-1) **Eff 13 May**

NALCHIK, RUSSIA
NALCHIK

NALCHIK Start (TWR)

118.3



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06	RL *(60m)*	RVR	NA			138′ *42m*
24	RL *(60m)* ALS	RVR		6234′ *1900m*	NA	
06 24	Grass runway					328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 06

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

CHANGES: ARP. Apt & rwy elev. Notes. Parking stands.

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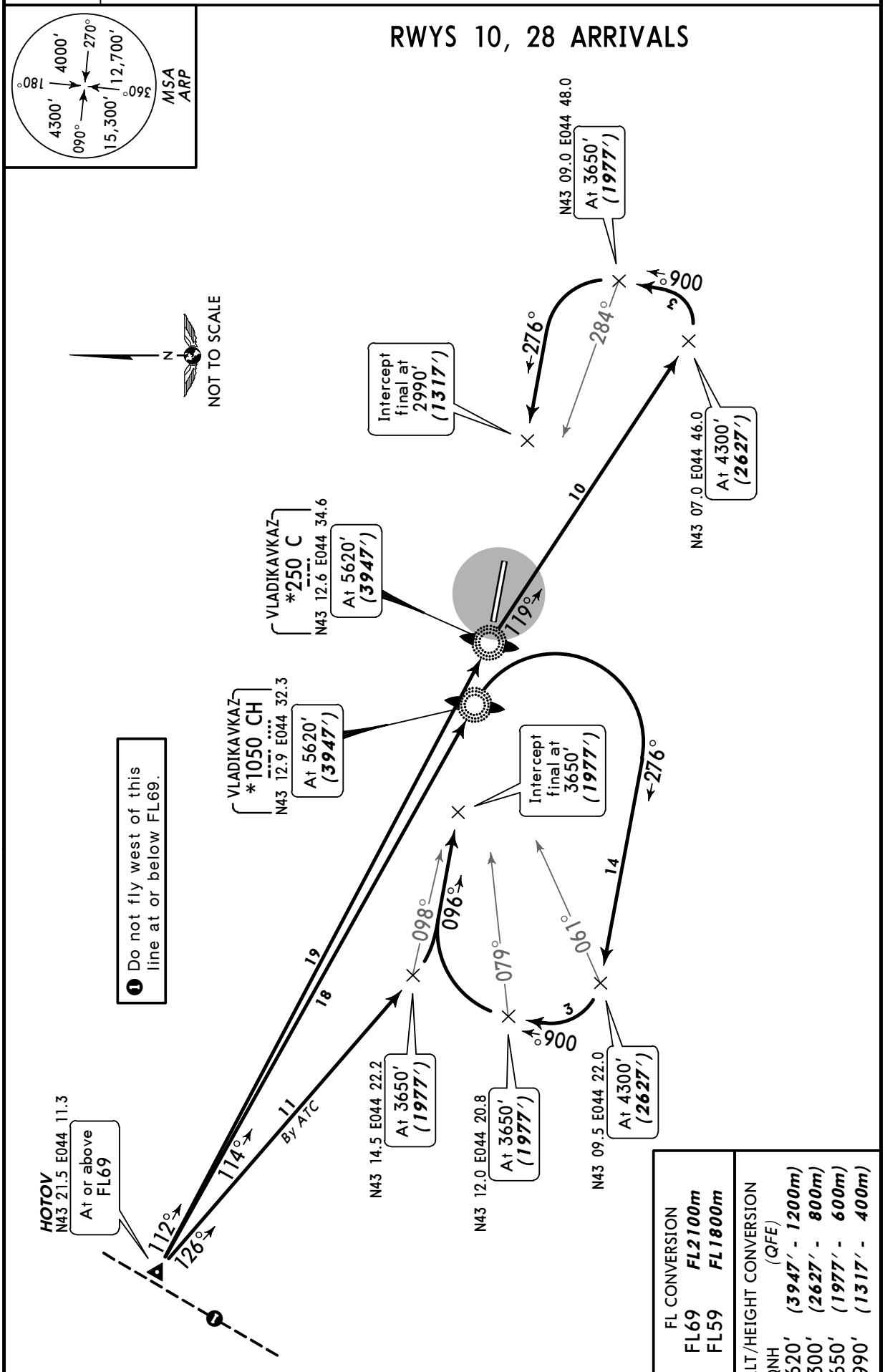
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URMO/OGZ VLADIKAVKAZ, RUSSIA
BESLAN

Apt Elev 1673′

Alt Set: MM (hPa on req) QNH on request **(QFE)**
Trans level: FL59 Trans alt: 4300′ ***(2627′)***

RWYS 10, 28 ARRIVALS



CHANGES: Crossings at C & CH.

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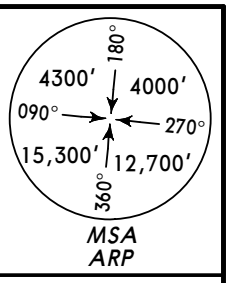
URMO/OGZ BESLAN

JEPPESEN 1 APR 05 (10-3) Eff 14 Apr

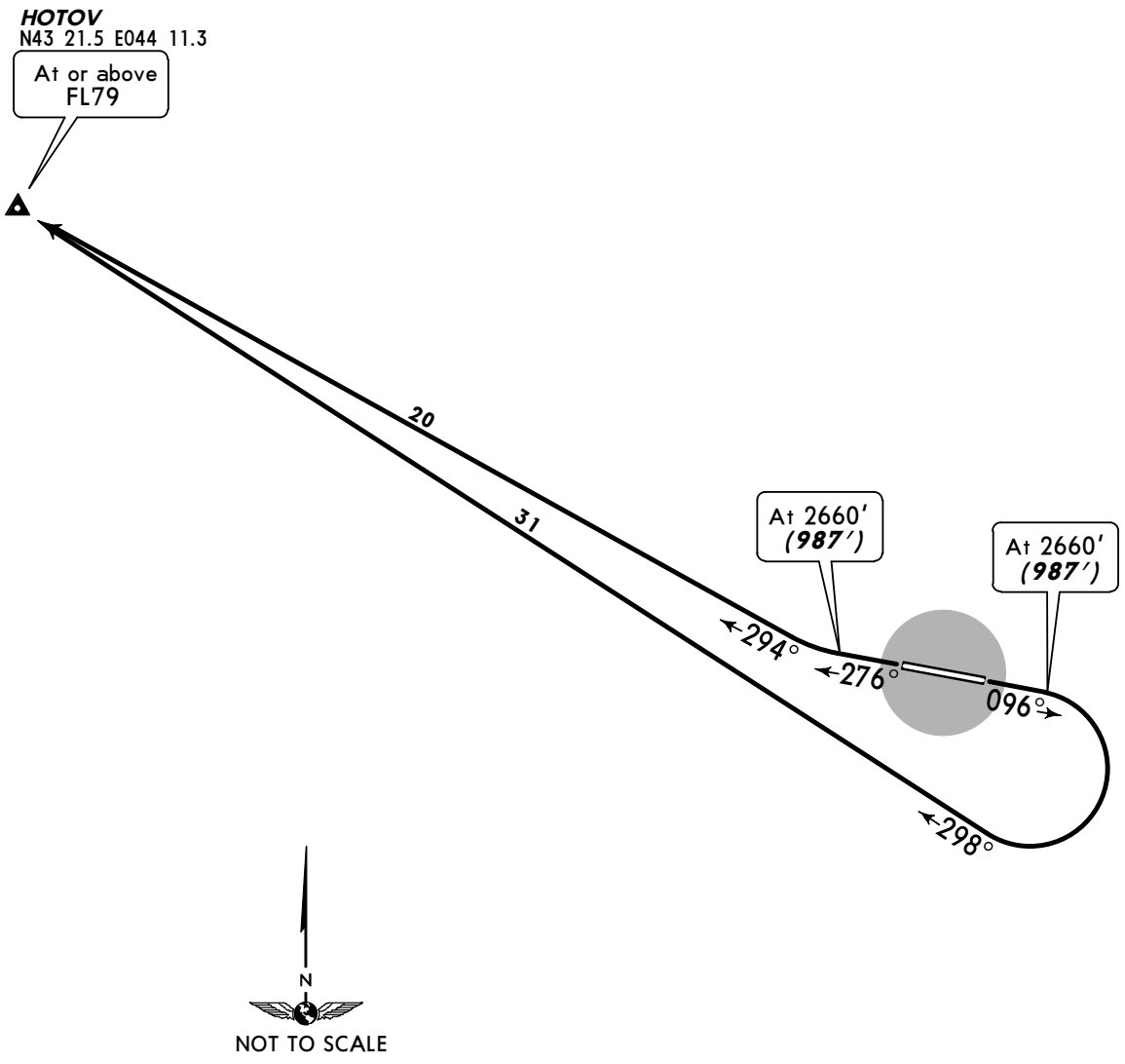
VLADIKAVKAZ, RUSSIA

SID

Apt Elev	QNH on request (QFE)
1673′	Trans level: FL59 Trans alt: 4300′ *(2627′)*



RWYS 10, 28 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2660′	***(987′ - 300m)***
4300′	***(2627′ - 800m)***

FL CONVERSION	
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: None.

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URMO/OGZ

Apt Elev **1673′**

JEPPESEN 8 AUG 03 (10-9)

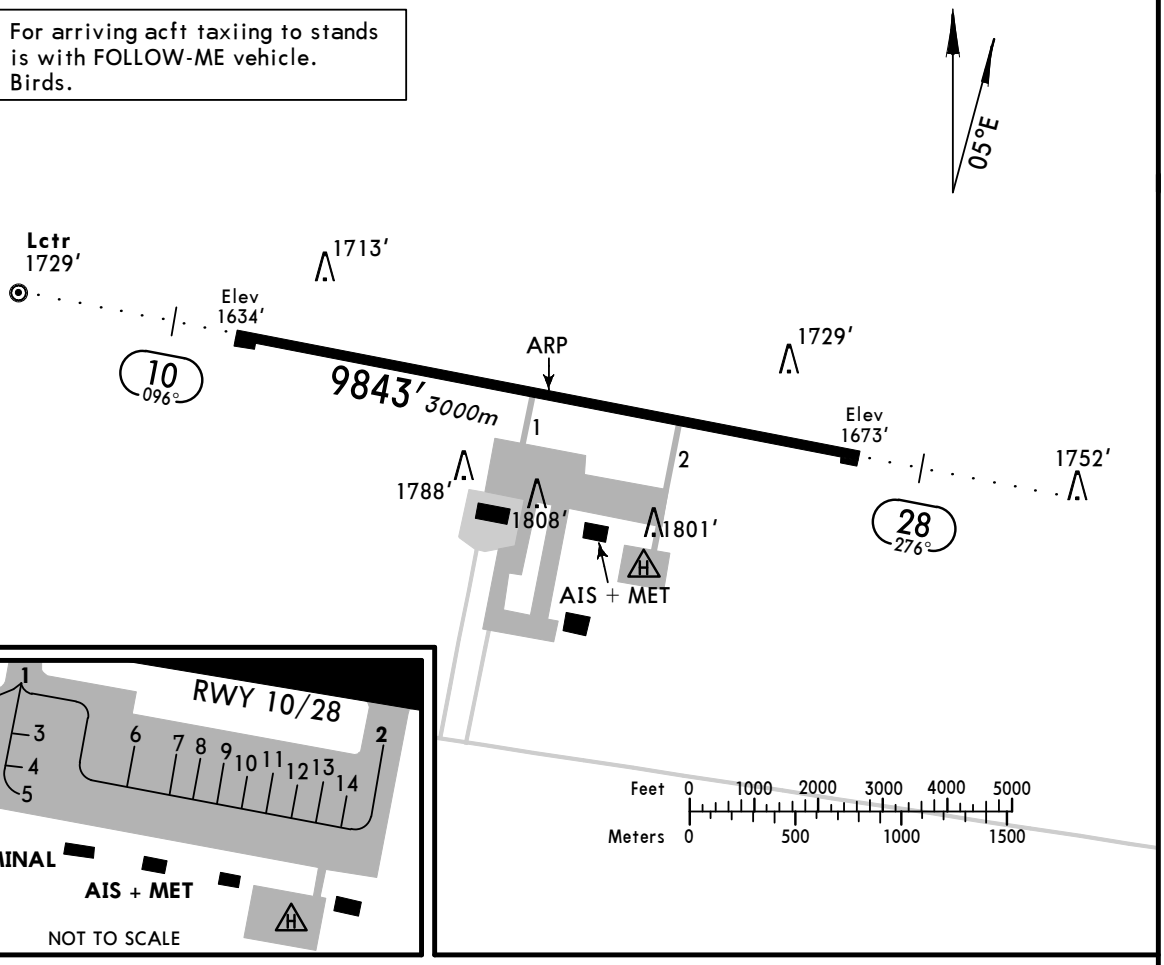
VLADIKAVKAZ, RUSSIA

BESLAN
N43 12.3 E044 36.5

*VLADIKAVKAZ Start (TWR)

118.1

For arriving acft taxiing to stands is with FOLLOW-ME vehicle.
Birds.



ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS LANDING BEYOND			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	RL *(60m)* ALS RVR		8688′ *2648m*		148′ *45m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Notes. RVR.

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URMO/OGZ VLADIKAVKAZ, RUSSIA
BESLAN ILS or 2 NDB Rwy 10

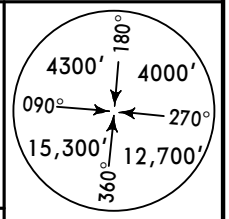
JEPPESEN 1 APR 05 Eff 14 Apr (11-1)

*VLADIKAVKAZ Krug (APP/R) 125.2	*VLADIKAVKAZ Start (TWR) 118.1

BRIEFING STRIP ™

LOC ICH *110.5	Final Apch Crs 096°	GS LOM 2388′ (754′)	ILS DA(H) 1834′ (200′)	Apt Elev 1673′
NDB CH *1050		Minimum Alt LOM 2390′ (756′)	NDB MDA(H) 1990′ (356′)	RWY 1634′

MISSED APCH: Climb on 096° to 2620′ (986′), then turn RIGHT onto 276° climbing to 4300′ (2666′), then according to chart.

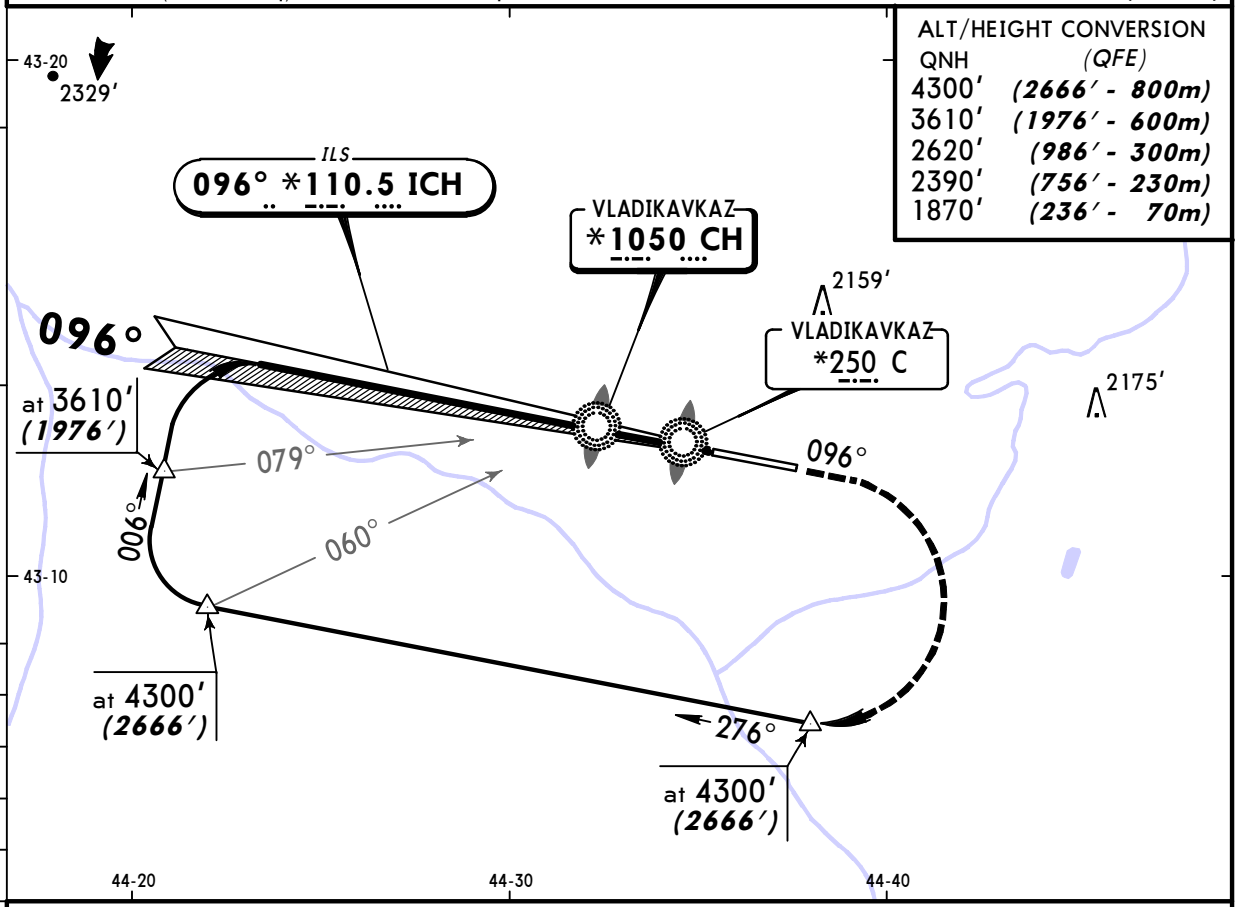


MSA ARP

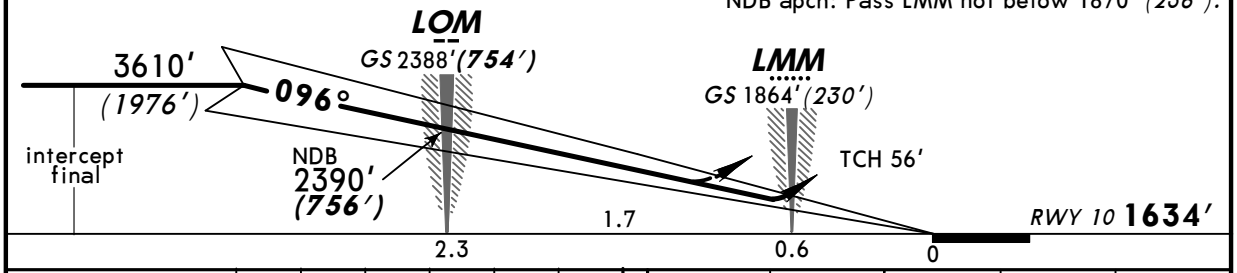
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 59 | Trans alt: 4300′ (2666′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4300′	(2666′ - 800m)
3610′	(1976′ - 600m)
2620′	(986′ - 300m)
2390′	(756′ - 230m)
1870′	(236′ - 70m)



NDB apch: Pass LMM not below 1870′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861

ALS | 2620′ (986′) on 096° | 276° RT | 4300′ (2666′)

STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 1834′ (200′) FULL	ILS DA(H) 1834′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1990′ (356′)	NDB MDA(H) 1990′ (356′) ALS out
A	1200m		NOT AUTH	1600m	
B					
C					
D				2000m	

PANS OPS

CHANGES: Tower service on Krug withdrawn.

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URMO/OGZ BESLAN

JEPPESEN 1 APR 05 (16-1) Eff 14 Apr

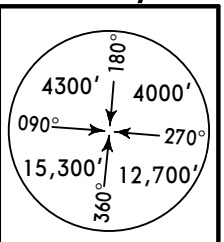
VLADIKAVKAZ, RUSSIA NDB Rwy 28

BRIEFING STRIP ™

*VLADIKAVKAZ Krug (APP/R)	*VLADIKAVKAZ Start (TWR)
125.2	118.1

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 1673′
C *250	276°	No FAF	2190′ (517′)	RWY 1673′

MISSED APCH: Climb on 276° to 2660′ (987′), then turn LEFT onto 096° climbing to 4300′ (2627′), then according to chart.

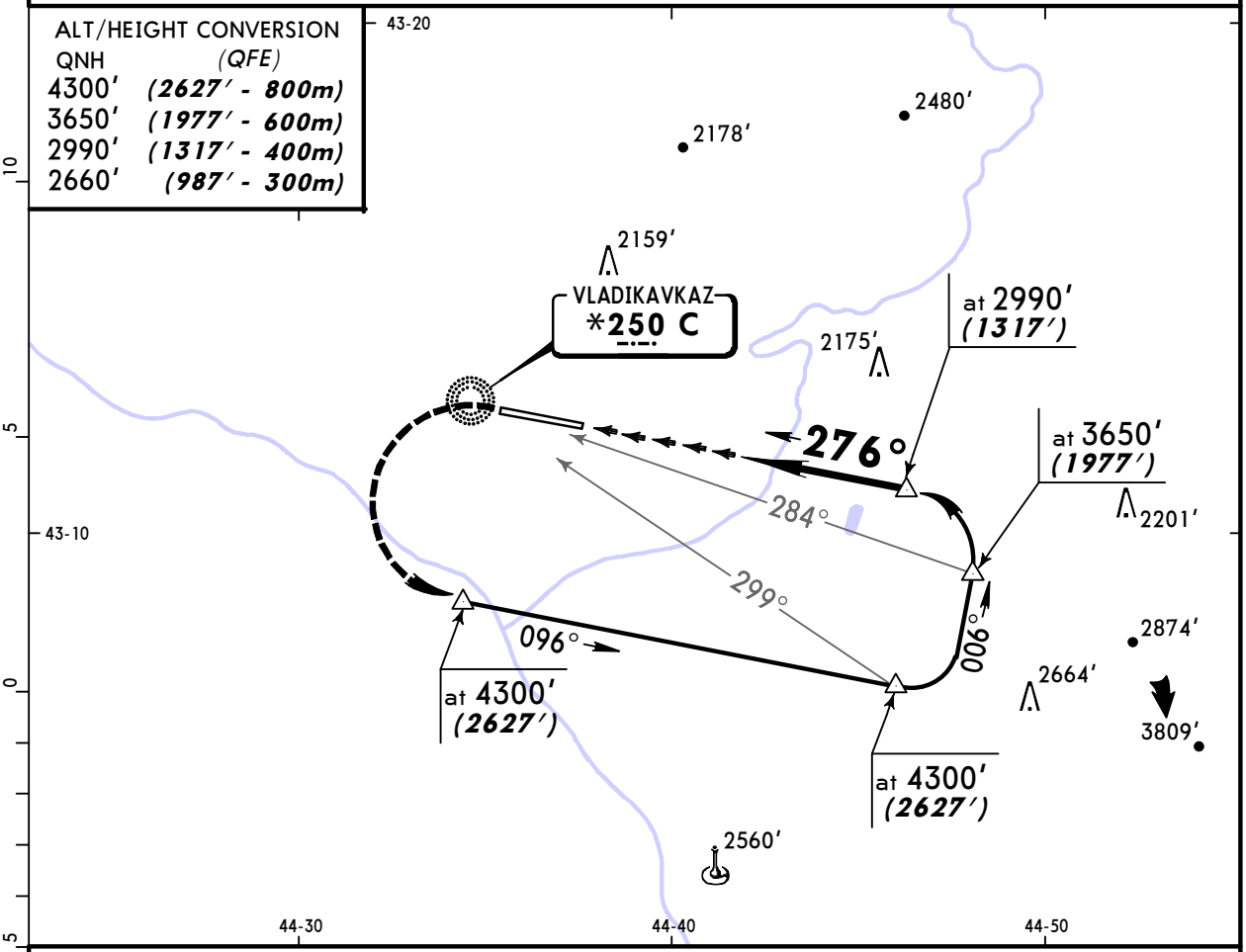


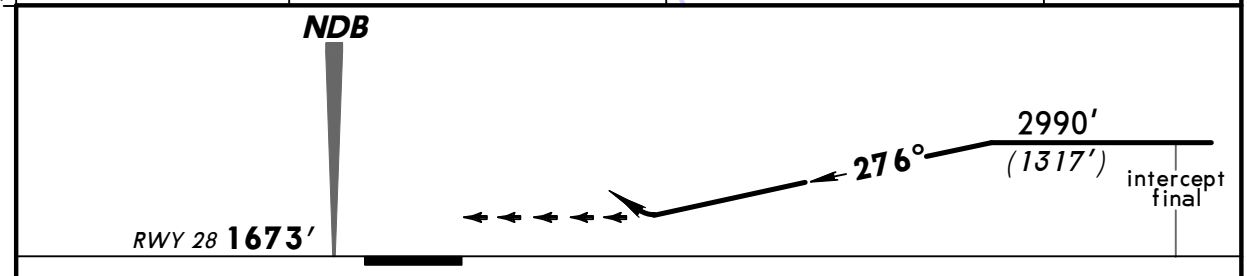
MSA ARP

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 59 | Trans alt: 4300′ (2627′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
4300′	(2627′ - 800m)
3650′	(1977′ - 600m)
2990′	(1317′ - 400m)
2660′	(987′ - 300m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Grad 5.2%	369	474	527	632	737	843

ALS | 2660′ (987′) on 276° | 096° LT | 4300′ (2627′)

STRAIGHT-IN LANDING RWY **28**

MDA(H) 2190′ (517′)

ALS out

PANS OPS

A	2700m
B	
C	
D	2800m

CHANGES: Tower service on Krug withdrawn. Procedure.

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URMT/STW SHPAKOVSKOYE

STAVROPOL, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1486′	Trans level: FL49 Trans alt: 3460′ *(1974′)*

PEVUN 2A *[PEVU2A]* PEVUN 2B *[PEVU2B]*
SIVER 2 BY ATC
RWY 07 ARRIVALS
FROM NORTHEAST & SOUTHEAST

3400′
065°
4700′
343°
MSA
OP Lctr

NOT TO SCALE

PEVUN
N45 24.0 E042 37.0
Between FL157 & FL89

238°
227°

35
4810
PEVUN 2A CORRIDOR 1

30
PEVUN 2B By ATC CORRIDOR 1

N45 08.5 E041 52.6
(103° brg to OP)
At 3460′ *(1974′)*

N45 08.5 E041 53.8
At 3460′ *(1974′)*

7
285°
7
295°
5
115°

STAVROPOL
*730 OP
N45 05.9 E042 03.0

076°
070°
By ATC

1

N45 05.2 E041 56.0
At 3460′ *(1974′)*

Intercept final at 3130′ *(1644′)*

9

N44 59.6 E042 12.2
At FL59

1 065° to ARP between 16.2 NM and 4.3 NM do not fly south below FL89.

9
5250
SIVER 2 CORRIDOR 2
308°

SIVER
N44 53.7 E042 21.0
Between FL157 & FL59

11
317°

PELIR
N44 45.0 E042 30.0

FL CONVERSION	
FL157	*FL4800m*
FL89	*FL2700m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3460′	*(1974′ - 600m)*
3130′	*(1644′ - 500m)*

CHANGES: PUZAR renamed PELIR.

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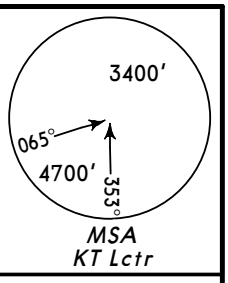
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URMT/STW
SHPAKOVSKOYE

JEPPESEN
3 FEB 06 (10-2A) Eff 16 Feb

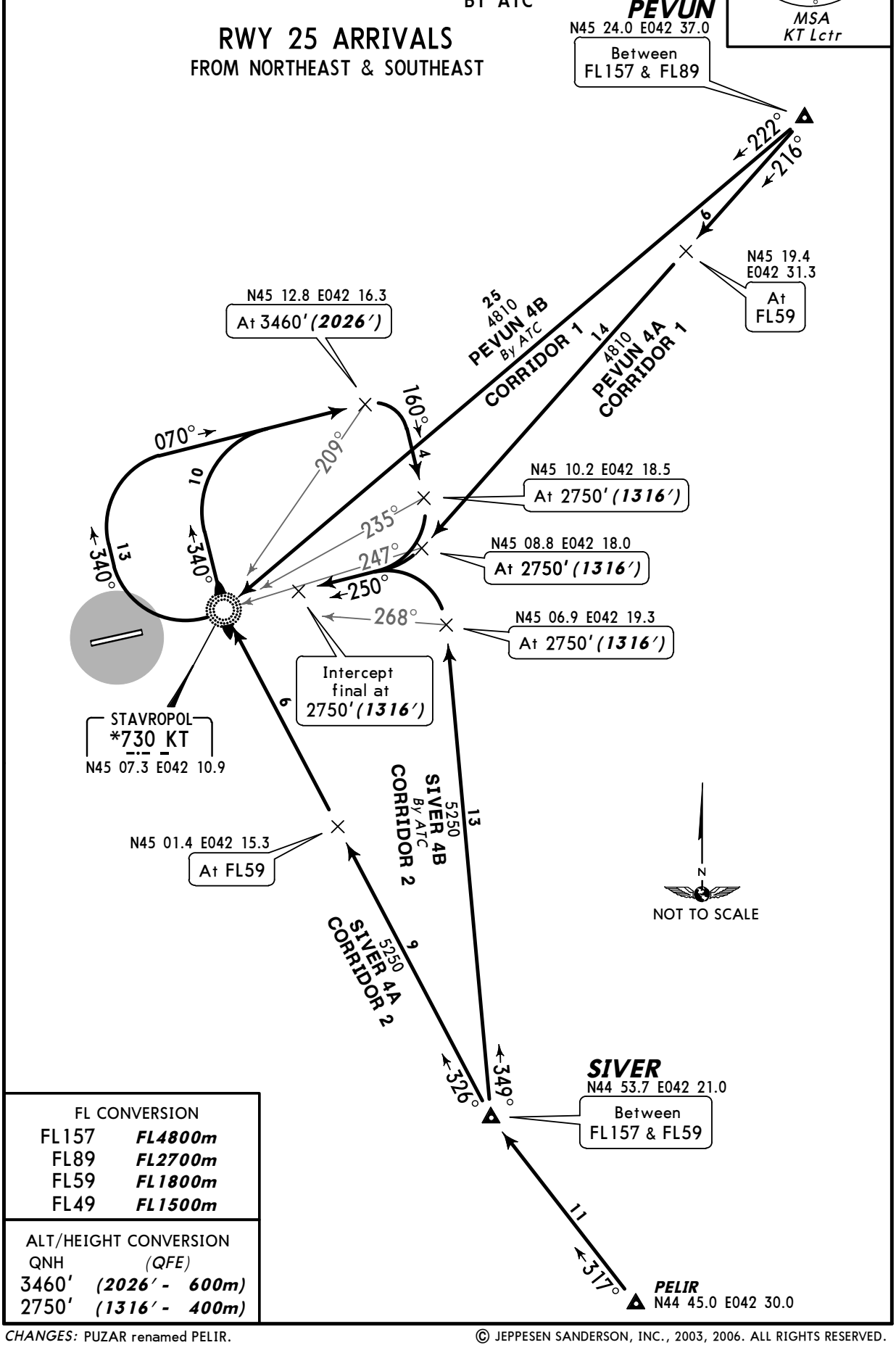
STAVROPOL, RUSSIA
STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1486′	Trans level: FL49 Trans alt: 3460′ *(2026′)*



PEVUN 4A *[PEVU4A]*
SIVER 4A *[SIVE4A]*
PEVUN 4B *[PEVU4B]*
SIVER 4B *[SIVE4B]*
BY ATC

RWY 25 ARRIVALS
FROM NORTHEAST & SOUTHEAST



FL CONVERSION	
FL157	*FL4800m*
FL89	*FL2700m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3460′	*(2026′ - 600m)*
2750′	*(1316′ - 400m)*

CHANGES: PUZAR renamed PELIR.

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URMT/STW SHPAKOVSKOYE

JEPPESEN 15 OCT 04 (10-2B) Eff 28 Oct

STAVROPOL, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
1486′	Trans level: FL49 Trans alt: 3460′ *(1974′)*

3400′
065°
4700′
343°
MSA
OP Lctr

NOVMI 2A *[NOVM2A]* NOVMI 2B *[NOVM2B]*
PARAT 2A *[PARA2A]* PARAT 2B *[PARA2B]*
BY ATC

RWY 07 ARRIVALS
FROM NORTHWEST

PARAT
N45 32.0 E041 43.0
Between FL148 & FL49

146°
160°

PARAT 2A CORRIDOR 3 4930 25
PARAT 2B CORRIDOR 3 By ATC 30

❶ Available if no flight activity at Armavir AD.
❷ 065° to ARP between 16.2 NM and 4.3 NM do not fly south below FL89.

FL CONVERSION	
FL148	*FL4500m*
FL89	*FL2700m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3460′	*(1974′ - 600m)*
3130′	*(1644′ - 500m)*

NOVMI
N45 15.3 E041 28.9
Between FL148 & FL59

105°
112°
7
NOVMI 2B ❶ CORRIDOR 4 By ATC 26
NOVMI 2A ❶ CORRIDOR 4

N45 12.3 E041 37.1
At FL59

15
5210

N45 08.5 E041 52.9
At 3460′ *(1974′)*

250°
104°
095°
115°
340°
14
15
076°
070°

N45 07.4 E041 51.9
At 3460′ *(1974′)*

STAVROPOL
*730 OP
N45 05.9 E042 03.0

❷
N45 05.2 E041 56.0
At 3460′ *(1974′)*

Intercept final at 3130′ *(1644′)*

N
NOT TO SCALE

CHANGES: STARs reindexed & revised.

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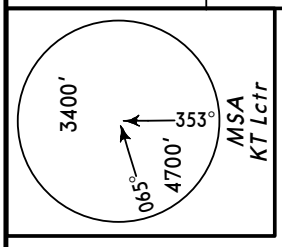
URMT/STW
SHPAKOVSKOYE

JEPPESEN
15 OCT 04 (10-2C) Eff 28 Oct

STAVROPOL, RUSSIA
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL49 Trans alt: 3460' *(2026')*



NOVMI 4A *[NOVM4A]*
PARAT 4A *[PARA4A]*
NOVMI 4B *[NOVM4B]*
PARAT 4B *[PARA4B]*
BY ATC

RWY 25 ARRIVALS
FROM NORTHWEST

NOT TO SCALE

N45 10.2 E042 18.5 At 2750' *(1316')*

N45 12.6 E042 17.3 At 3460' *(2026')*

160°

3

4

214°

211°

255°

250°

Intercept final at 2750' *(1316')*

003°

8

9

N45 12.8 E042 16.8 At 3460' *(2026')*

STAVROPOL
*730 KT
N45 07.3 E042 10.9

31
4930
PARAT 4A
CORRIDOR 3

32
4930
PARAT 4B By ATC
CORRIDOR 3

34
5210
NOVMI 4A ❶
CORRIDOR 4

31
5210
NOVMI 4B ❶ By ATC
CORRIDOR 4

122°

135°

088°

099°

PARAT
N45 32.0 E041 43.0
Between FL148 & FL49

NOVMI
N45 15.3 E041 28.9
Between FL148 & FL69

❶ Available if no flight activity at Armavir AD.

FL CONVERSION	
FL148	*FL4500m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	*(2026' - 600m)*
3460'	*(1316' - 400m)*
2750'	

CHANGES: None.

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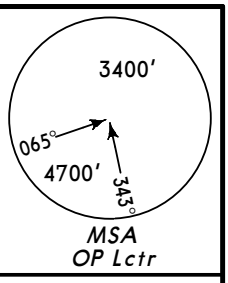
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URMT/STW SHPAKOVSKOYE

STAVROPOL, RUSSIA

SID

Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3460′ *(1974′)* **SIVER 1A:** Take-off to be carried out with noise abatement procedure according to Flight Manual.

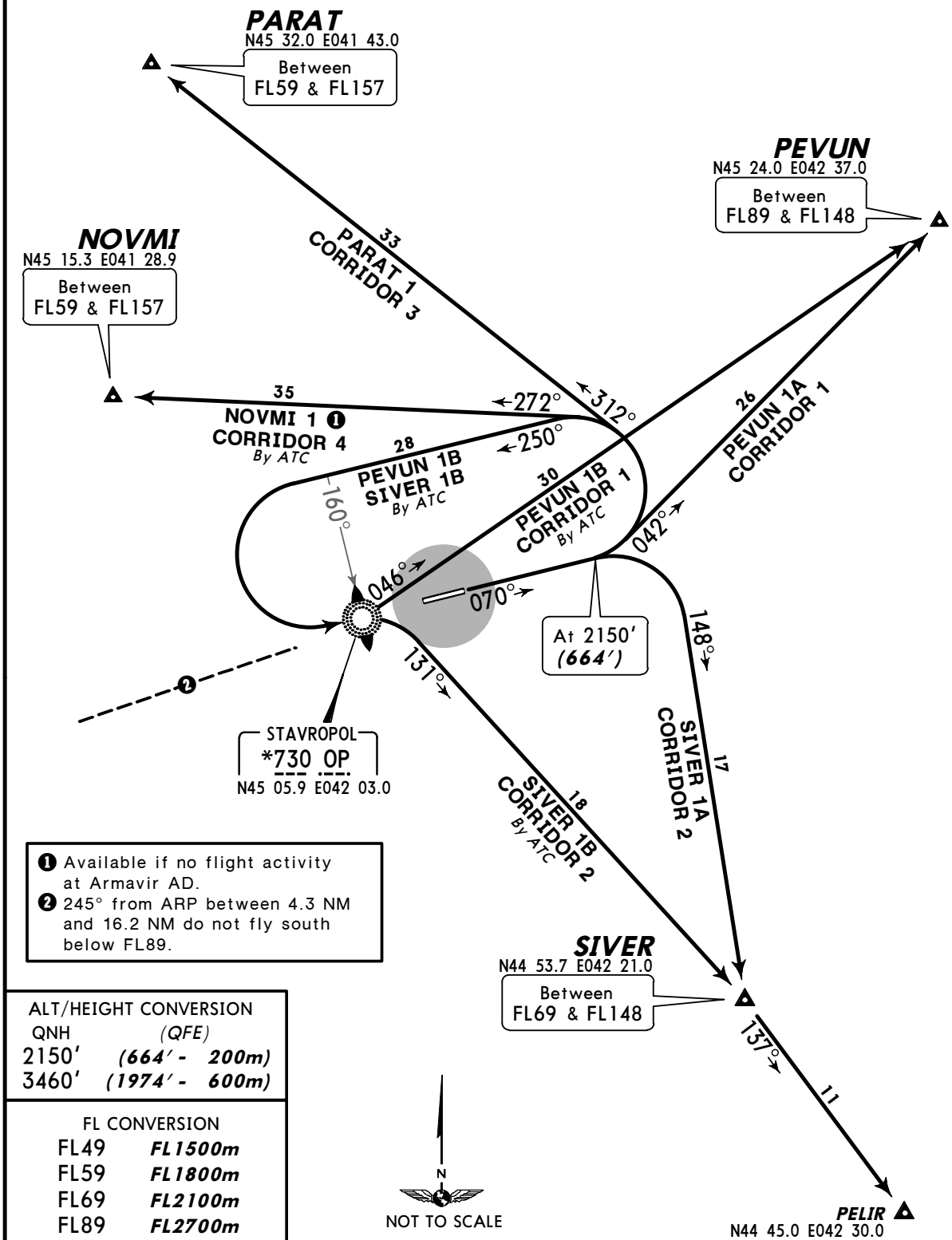


PARAT 1
PEVUN 1A *[PEVU1A]*
SIVER 1A *[SIVE1A]*

NOVMI 1
PEVUN 1B *[PEVU1B]*
SIVER 1B *[SIVE1B]*

BY ATC

RWY 07 DEPARTURES



❶ Available if no flight activity at Armavir AD.
❷ 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2150′	***(664′ - 200m)***
3460′	***(1974′ - 600m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***
FL148	***FL4500m***
FL157	***FL4800m***

CHANGES: PUZAR renamed PELIR.

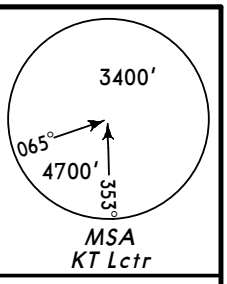
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URMT/STW
SHPAKOVSKOYE

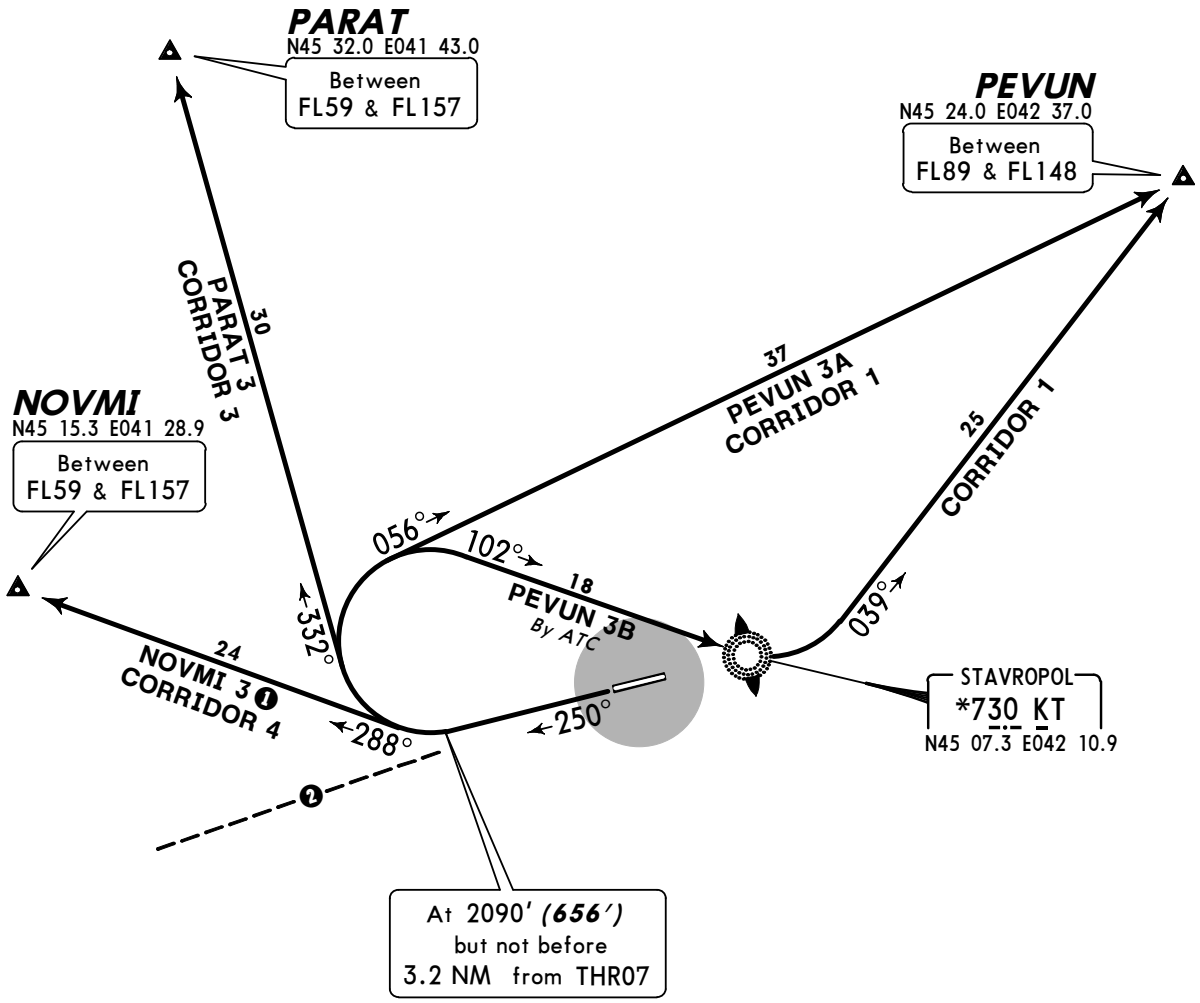
STAVROPOL, RUSSIA
SID

Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3460′ ***(2026′)*** Take-off to be carried out using noise abatement procedures for area according to Flight Manual.



NOVMI 3
PARAT 3
PEVUN 3A *[PEVU3A]*
PEVUN 3B *[PEVU3B]*
BY ATC

RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2090′	***(656′ - 200m)***
3460′	***(2026′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL89	***FL2700m***
FL148	***FL4500m***
FL157	***FL4800m***



NOT TO SCALE

❶ Available if no flight activity at Armavir AD.
❷ 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

CHANGES: None.

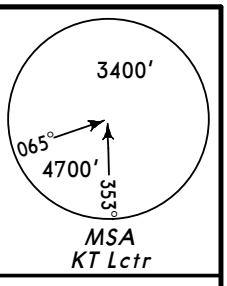
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URMT/STW
SHPAKOVSKOYE

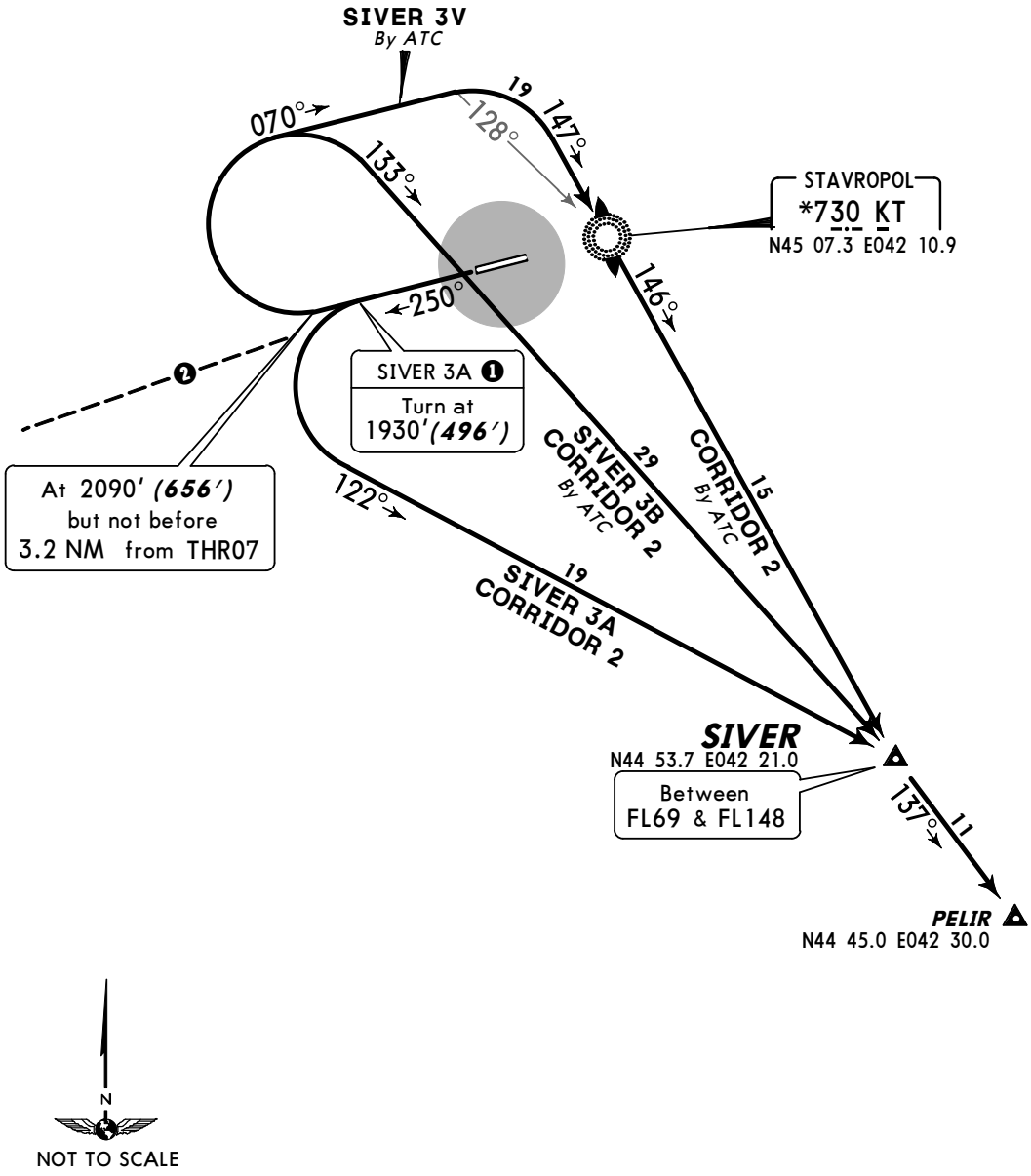
STAVROPOL, RUSSIA
SID

Apt Elev	
1486′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3460′ ***(2026′)*** Take-off to be carried out using noise abatement procedures for area according to Flight Manual.



SIVER 3A *[SIVE3A]*
SIVER 3B *[SIVE3B]*
SIVER 3V *[SIVE3V]*
BY ATC

RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1930′	***(496′ - 150m)***
2090′	***(656′ - 200m)***
3460′	***(2026′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL69	***FL2100m***
FL89	***FL2700m***
FL148	***FL4500m***

❶ LEFT turn to SIVER within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
❷ 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

CHANGES: PUZAR renamed PELIR.

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URMT/STW

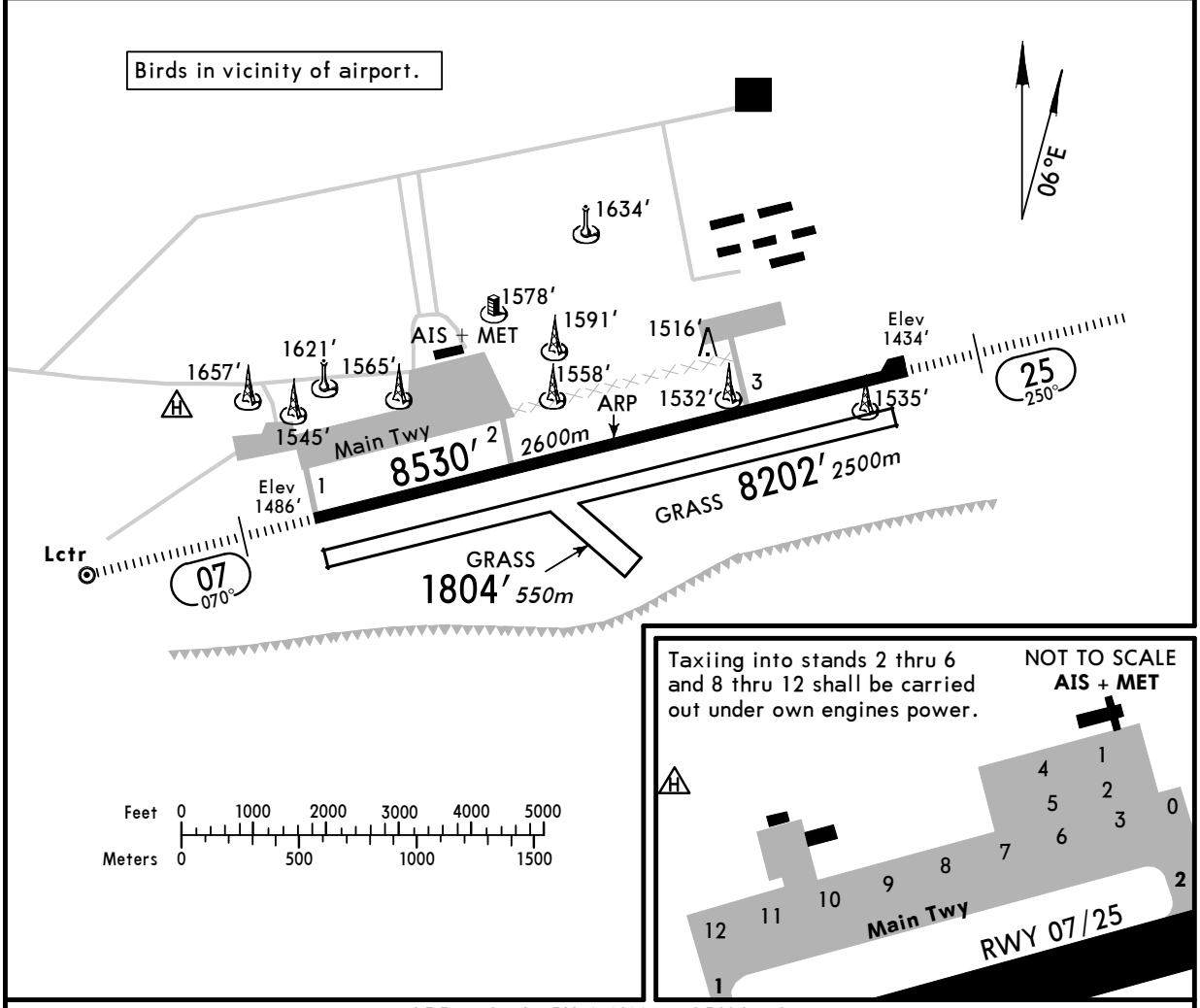
Apt Elev **1486′**
N45 06.5 E042 06.8

JEPPESEN
3 MAR 06 (10-9) **Eff 16 Mar**

STAVROPOL, RUSSIA
SHPAKOVSKOYE

STAVROPOL Tower (GND/TWR)

120.9 124.0



Taxiing into stands 2 thru 6 and 8 thru 12 shall be carried out under own engines power.

NOT TO SCALE

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07	RL *(60m)*	HIALS	PAPI-L (angle 3.17°)	RVR			7546′ *2300m*		157′ *48m*
25	RL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR					
07 25	Grass runway								262′ *80m*
	Grass runway								328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Lights.

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URMT/STW
SHPAKOVSKOYE

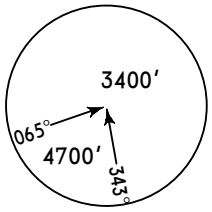
JEPPESEN
3 MAR 06
Eff 16 Mar
(11-1)

STAVROPOL, RUSSIA
ILS or ❶2 NDB Rwy 07

STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
120.3 124.0	120.9 124.0	120.9

BRIEFING STRIP ™

LOC IOP *110.5	Final Apch Crs 070°	GS LOM 2241′ (755′)	ILS DA(H) 1686′ (200′)	Apt Elev 1486′	
NDB OP 730		Minimum Alt 5.2 NM RDP 3130′ (1644′)	NDB MDA(H) 1870′ (384′)	RWY 1486′	



MSA
OP NDB

MISSED APCH: Climb on 070° to 2150′ (664′), then turn LEFT onto 250° climbing to 3460′ (1974′), then according to chart.

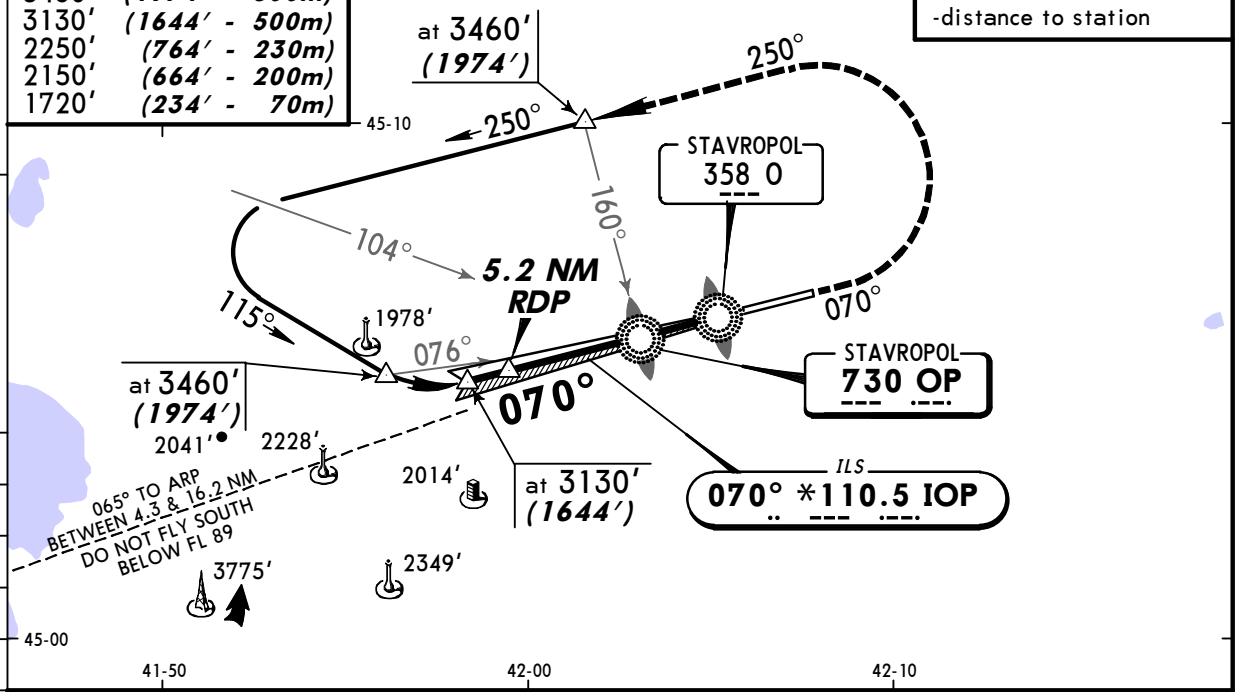
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3460′ (1974′)

1. Turbulence with downdrafts and windshear may be expected on final in the vicinity of base turn.
2. Ground proximity warning system may be brought into operation between LOM and LMM due to abrupt change of relief.

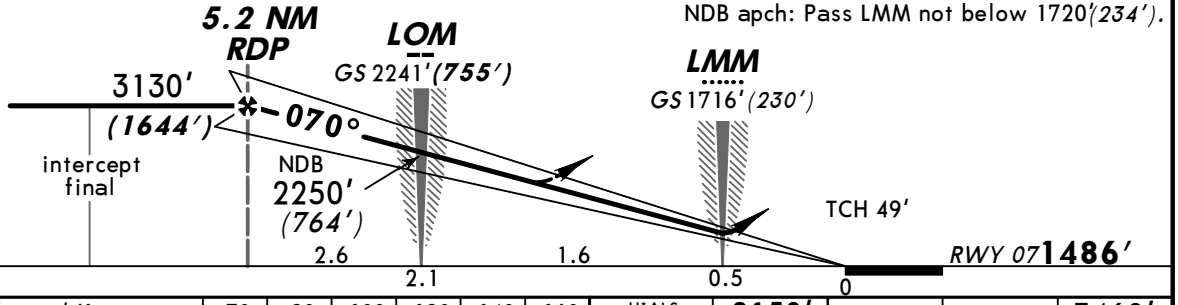
ALT/HEIGHT CONVERSION QNH	(QFE)
3460′	(1974′ - 600m)
3130′	(1644′ - 500m)
2250′	(764′ - 230m)
2150′	(664′ - 200m)
1720′	(234′ - 70m)

❶ 2 NDB apch shall be under radar control.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



NDB apch: Pass LMM not below 1720′(234′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.17° or NDB Desc Grad 5.5%	398	511	568	682	796	909

HIALS
PAPI

2150′ (664′) on 070°

250° LT

3460′ (1974′)

STRAIGHT-IN LANDING RWY **07**

	ILS DA(H) 1686′(200′) FULL	ILS DA(H) 1686′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1870′(384′)	NDB MDA(H) 1870′(384′) ALS out
A	RVR 720m VIS 800m ❶	1200m ❶	NOT AUTH	1200m ❶	RVR 1500m VIS 1600m ❶
B					
C					
D				RVR 1500m VIS 1600m ❶	RVR 1800m VIS 2000m ❶

PANS OPS

❶ W/o Radar control: Ceil-VIS 700m - 5000m.

CHANGES: Minimums.

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URMT/STW
SHPAKOVSKOYE

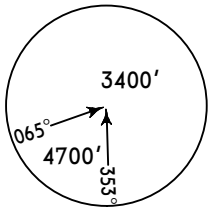
JEPPESEN
3 MAR 06
Eff 16 Mar
(11-2)

STAVROPOL, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP ™

STAVROPOL Approach (APP/SRE)	STAVROPOL Tower	Ground
120.3 124.0	120.9 124.0	120.9

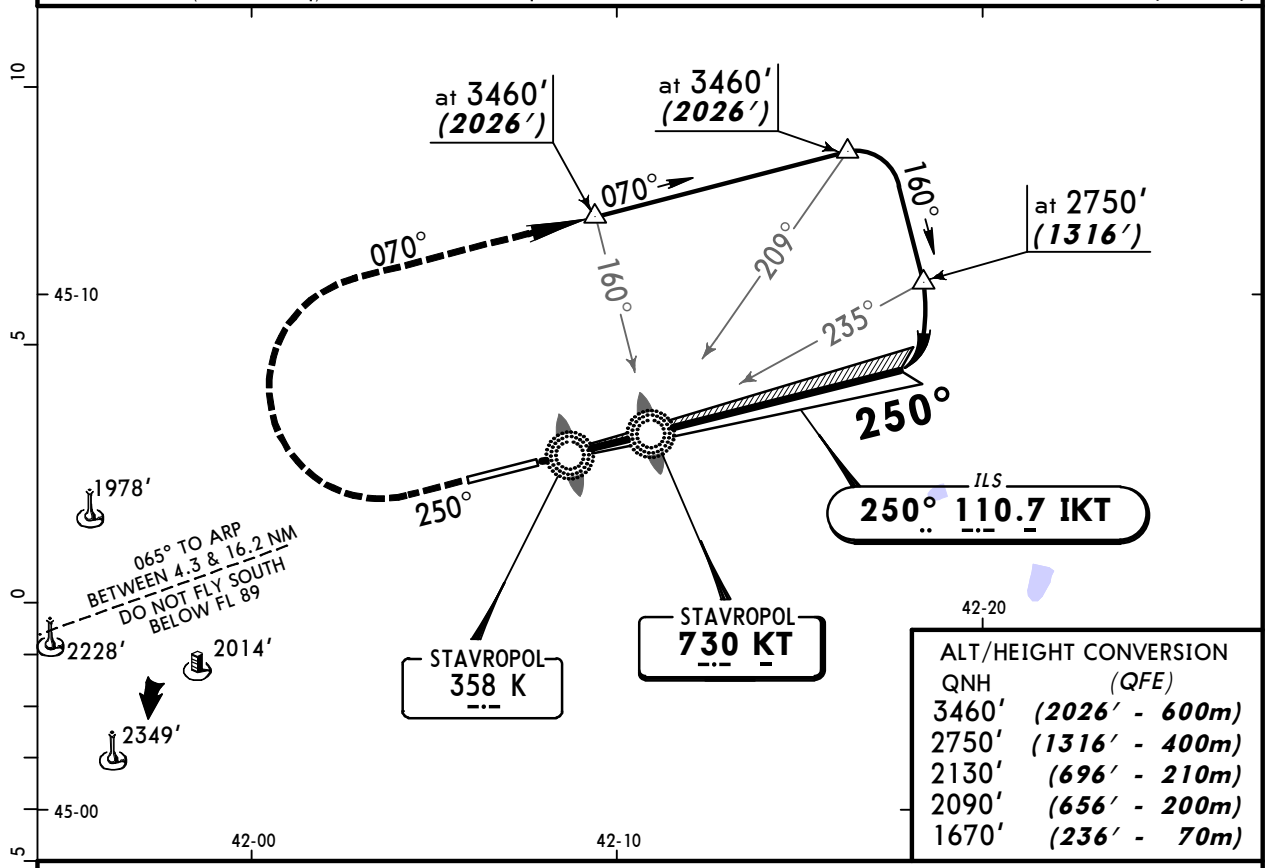
LOC IKT **110.7**	Final Apch Crs **250°**	GS **LOM** 2123′ ***(689′)***	ILS DA(H) 1647′ ***(213′)***	Apt Elev 1486′	
NDB KT **730**		Minimum Alt **LOM** 2130′ ***(696′)***	NDB MDA(H) 1730′ ***(296′)***	RWY **1434′**	



MSA
KT NDB

MISSED APCH: Climb on 250° to 2090′ *(656′)*, then turn RIGHT onto 070° climbing to 3460′ *(2026′)*, then according to chart.

Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 49 | Trans alt: 3460′ ***(2026′)***



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3460′	***(2026′ - 600m)***
2750′	***(1316′ - 400m)***
2130′	***(696′ - 210m)***
2090′	***(656′ - 200m)***
1670′	***(236′ - 70m)***

NDB apch: Pass LMM not below 1670′ *(236′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769

HIALS
PAPI

2090′ ***(656′)*** on **250°**

070° RT

3460′ ***(2026′)***

PANS OPS

STRAIGHT-IN LANDING RWY **25**

	ILS DA(H) 1647′ ***(213′)***		LOC (GS out)	NDB MDA(H) 1730′ ***(296′)***	
	FULL	ALS out			ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTHORIZED	*1200m*	RVR *1500m* VIS *1600m*
B					
C					
D				RVR *1500m* VIS *1600m*	

CHANGES: TCH.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

15 OCT 04 (10-2) Eff 28 Oct

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(3003′)*

2300′

MSA
ARP

FASAD Ø4 BRAVO (FS Ø4B)
RWY 04 ARRIVAL
BY ATC

NOT TO SCALE

FASAD
N47 33.3 E038 18.8
At or above FL187

099° 39

ZATON
N47 22.4 E039 14.8
At or above FL69

130° 18

ROSTOV-NA-DONU
320 RN
N47 13.5 E039 46.2

N47 09.0 E039 33.5
At 2210′ *(1973′)*

056° 3 084°

043° 3 039°

039° No 1

MHA FL49 219°
MAX FL177

N47 08.7 E039 37.8
At 2210′ *(1973′)*

N47 10.3 E039 41.3
Intercept final at 2210′ *(1973′)*

FL CONVERSION	
FL187	*FL5700m*
FL177	*FL5400m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*

ROUTING

On 099° track to ZATON, turn RIGHT, 130° track to N47 09.0 E039 33.5, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track to FAP.

CHANGES: Corridor designation withdrawn.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

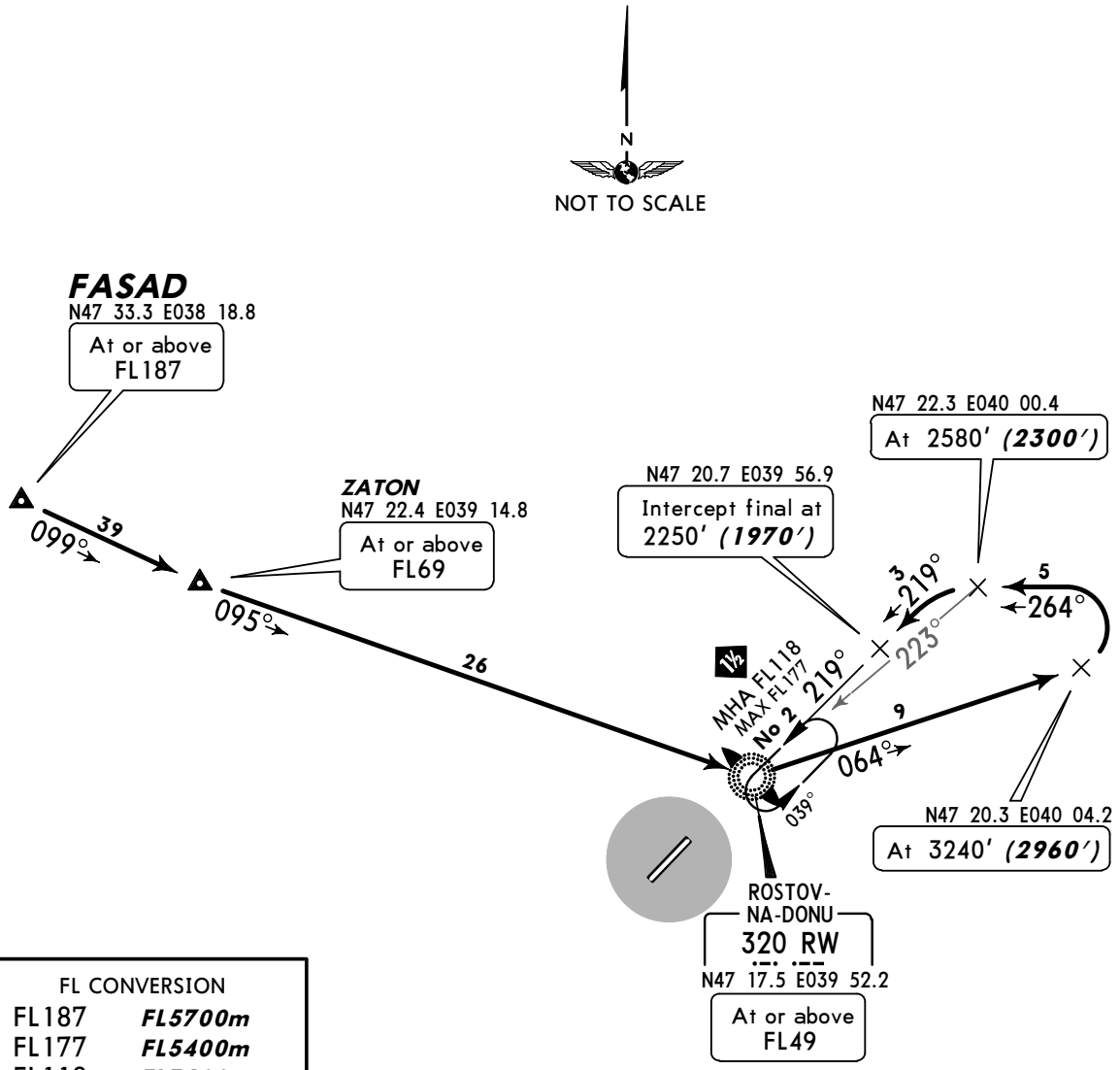
15 OCT 04 (10-2A) Eff 28 Oct

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(2960′)*

2300′
MSA
ARP

FASAD 22 BRAVO (FS 22B)
RWY 22 ARRIVAL
BY ATC



FL CONVERSION	
FL187	*FL5700m*
FL177	*FL5400m*
FL118	*FL3600m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(2960′ - 900m)*
2580′	*(2300′ - 700m)*
2250′	*(1970′ - 600m)*

ROUTING

On 099° track to ZATON, turn LEFT, intercept 095° bearing to RW, turn LEFT, 064° bearing to N47 20.3 E040 04.2, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.

CHANGES: Crossing at N47 22.3 E040 00.4; corridor designation.

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URRR/ROV
ROSTOV-NA-DONU

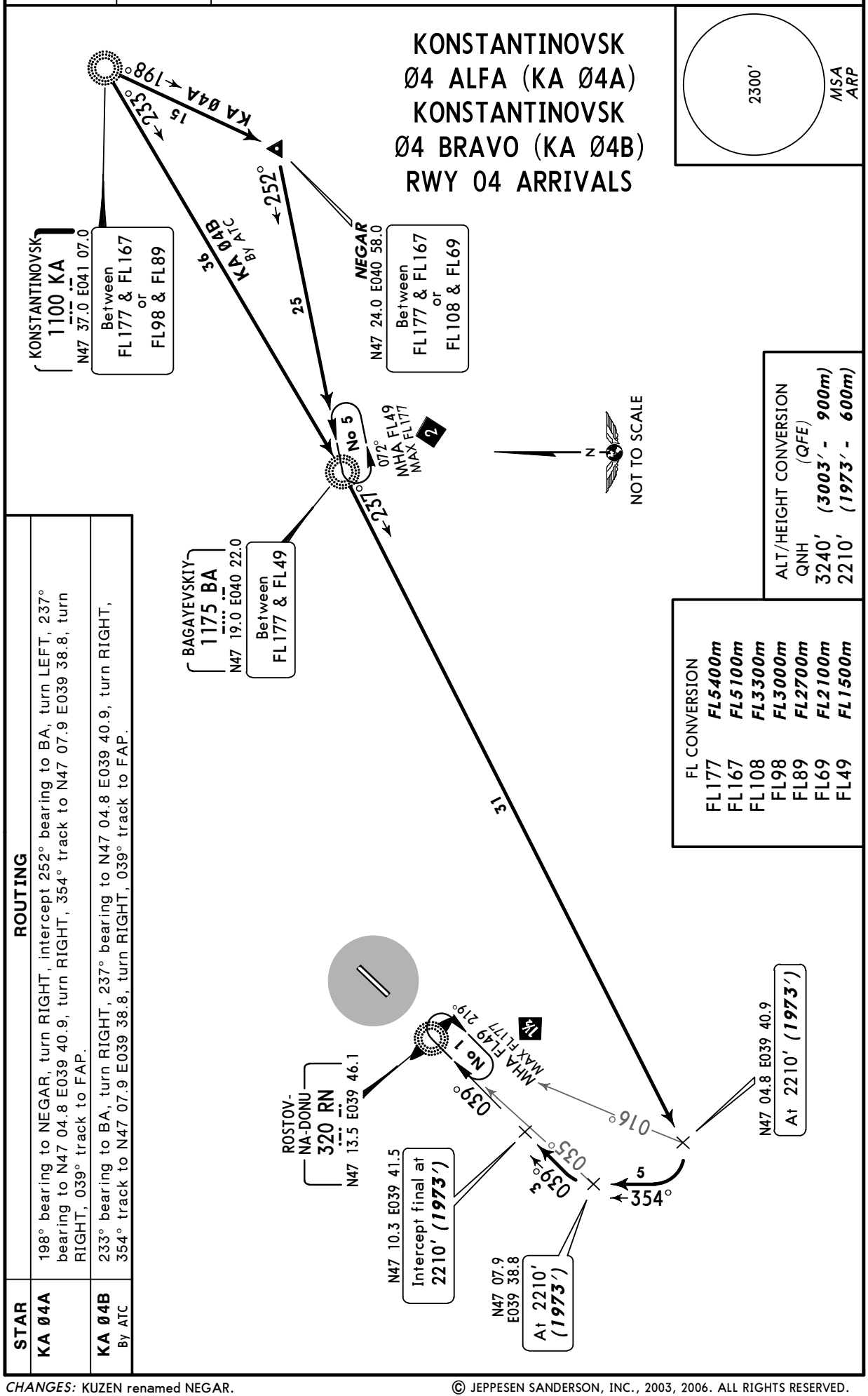
JEPPESEN ROSTOV-NA-DONU, RUSSIA

17 FEB 06 (10-2B)

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(3003′)*

KONSTANTINOVSK Ø4 ALFA (KA Ø4A) KONSTANTINOVSK Ø4 BRAVO (KA Ø4B) RWY 04 ARRIVALS



ROUTING

STAR	
KA Ø4A	198° bearing to NEGAR, turn RIGHT, intercept 252° bearing to BA, turn LEFT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.
KA Ø4B By ATC	233° bearing to BA, turn RIGHT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.

FL CONVERSION

FL177	*FL5400m*
FL167	*FL5100m*
FL108	*FL3300m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*

CHANGES: KUZEN renamed NEGAR.

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URRR/ROV
ROSTOV-NA-DONU

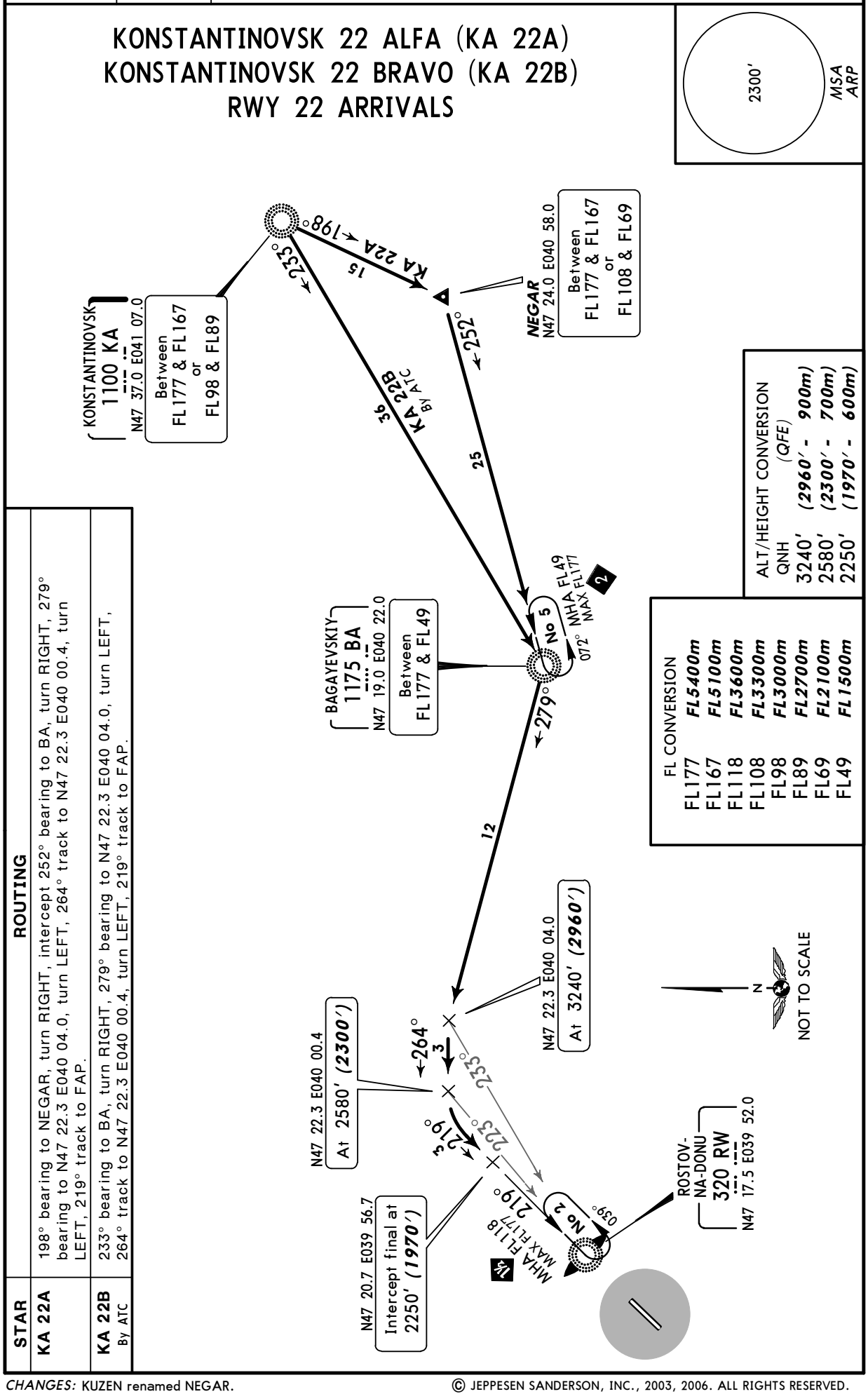
JEPPESEN ROSTOV-NA-DONU, RUSSIA

17 FEB 06 (10-2C)

STAR

ATIS	Apt Elev	
121.7	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(2960′)*

KONSTANTINOVSK 22 ALFA (KA 22A)
KONSTANTINOVSK 22 BRAVO (KA 22B)
RWY 22 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3240′	*(2960′ - 900m)*
2580′	*(2300′ - 700m)*
2250′	*(1970′ - 600m)*

FL CONVERSION	
FL177	*FL5400m*
FL167	*FL5100m*
FL118	*FL3600m*
FL108	*FL3300m*
FL98	*FL3000m*
FL89	*FL2700m*
FL69	*FL2100m*
FL49	*FL1500m*

STAR	ROUTING
KA 22A	198° bearing to NEGAR, turn RIGHT, intercept 252° bearing to BA, turn RIGHT, 279° bearing to N47 22.3 E040 04.0, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.
KA 22B By ATC	233° bearing to BA, turn RIGHT, 279° bearing to N47 22.3 E040 04.0, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.

CHANGES: KUZEN renamed NEGAR.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 (10-2D) Eff 14 Apr

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ (3003′)
121.7	280′	

2300′ MSA ARP

LATRI Ø4 ALFA (LT Ø4A)
LATRI Ø4 BRAVO (LT Ø4B)
RWY 04 ARRIVALS

GUKOL
N48 11.7 E039 56.6
Between FL177 & FL59

LATRI
N48 09.0 E040 03.0
Between FL177 & FL79

SAMBEK
414 SB
N47 45.0 E039 48.0
Between FL177 & FL69

SLAVA
N47 30.5 E039 50.2
Between FL79 & FL59

N47 23.7 E039 49.2
Between FL69 & FL59

ROSTOV-NA-DONU
320 RN
N47 13.5 E039 46.2

ROSTOV-NA-DONU
659 N
N47 14.6 E039 47.9
Between FL69 & FL59

N47 10.3 E039 41.3
Intercept final at 2210′ (1973′)

N47 09.9 E039 33.1
At 3240′ (3003′)

N47 07.9 E039 38.8
(035° brg to RN)
At 2210′ (1973′)

N47 08.7 E039 37.8
At 2210′ (1973′)

N47 05.3 E039 41.6
At 3240′ (3003′)

116° 5 · 196° · 26 · LT Ø4A, Ø4B · 190° · 168° · 15 · LT Ø4A · 37 · LT Ø4B By ATC · 179° · 7 · 9 · 199° · 10 · 062° · 043° · 3 · 084° · 3 · 039° · 015° · 354° · 5

HOLDINGS OVER

SB: 098° No 3 278° — MHA FL69 MAX FL177 — 2

RN: 039° No 1 219° — MHA FL49 MAX FL177 — 1½

FL CONVERSION

FL177	FL5400m
FL79	FL2400m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(3003′ - 900m)
2210′	(1973′ - 600m)

N

NOT TO SCALE

STAR	ROUTING
LT Ø4A	At LATRI intercept 196° bearing to SB, turn LEFT, 168° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 199° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.
LT Ø4B By ATC	At LATRI intercept 196° bearing to SB, turn LEFT, 190° bearing to N47 09.9 E039 33.1, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track to FAP.

CHANGES: Holding over SB.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 (10-2E) Eff 14 Apr

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(2960′)*

2300′
MSA
ARP

LATRI 22 ALFA (LT 22A)
RWY 22 ARRIVAL

GUKOL
N48 11.7 E039 56.6
Between FL177 & FL59

116° 5

LATRI
N48 09.0 E040 03.0
Between FL177 & FL79

166° 16

MHA FL79
MAX FL177
No 4
346° 3

KRASNY SULIN
486 KL
N47 53.0 E040 06.0
At or above FL69

182° 19

BEREG
N47 34.4 E040 02.0
At or above FL59

12

N47 20.7 E039 56.9
Intercept final at 2250′ *(1970′)*

N47 22.8 E039 59.3
At 2250′ *(1970′)*

216° 219° 3

ROSTOV-NA-DONU
320 RW
N47 17.5 E039 52.2

MHA FL118
MAX FL177
No 2
219° 039°

N
NOT TO SCALE

FL CONVERSION

FL177	*FL5400m*
FL118	*FL3600m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	*(2960′ - 900m)*
2250′	*(1970′ - 600m)*

ROUTING

At LATRI intercept 166° bearing to KL, turn RIGHT, 182° bearing via BEREG to N47 22.8 E039 59.3, turn RIGHT, 219° track to FAP.

CHANGES: Holding over KL.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

17 FEB 06 (10-2F)

STAR

ATIS	Apt Elev	
121.7	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(3003′)*

SITKI Ø4 ALFA (ST Ø4A)
SITKI Ø4 BRAVO (ST Ø4B)
RWY 04 ARRIVALS

313°
24
ST Ø4A
282°
252°
25
42
ST Ø4B
By ATC
237°
072°
31
016°
039°
035°
029°
5
354°

NEGAR
N47 24.0 E040 58.0
Between FL177 & FL167 or FL108 & FL69

SITKI
N47 06.0 E041 21.0
Between FL177 & FL167 or FL118 & FL89

2300′
MSA
ARP

No 5
MHA FL49
MAX FL177

BAGAYEVSKIY
1175 BA
N47 19.0 E040 22.0
Between FL177 & FL49

No 1
MHA FL49
MAX FL177

ROSTOV-NA-DONU
320 RN
N47 13.5 E039 46.1

N47 10.3 E039 41.5
Intercept final at 2210′ *(1973′)*

N47 07.9
E039 38.8
At 2210′ *(1973′)*

N47 04.8 E039 40.9
At 2210′ *(1973′)*

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*

FL CONVERSION

FL177	*FL5400m*
FL167	*FL5100m*
FL118	*FL3600m*
FL108	*FL3300m*
FL89	*FL2700m*
FL69	*FL2100m*
FL49	*FL1500m*

STAR	ROUTING
ST Ø4A	313° track to NEGAR, turn LEFT, intercept 252° bearing to BA, turn LEFT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.
ST Ø4B By ATC	Intercept 282° bearing to BA, turn LEFT, 237° bearing to N47 04.8 E039 40.9, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.

CHANGES: KUZEN renamed NEGAR.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

17 FEB 06 (10-2G)

STAR

ATIS	Apt Elev	
121.7	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(2960′)*

SITKI 22 ALFA (ST 22A)
SITKI 22 BRAVO (ST 22B)
RWY 22 ARRIVALS

NOT TO SCALE

2300′ MSA ARP

313° 24 ST 22A 282°

252° 25 ST 22B By ATC 42

NEGAR
N47 24.0 E040 58.0
Between FL177 & FL167 or FL108 & FL69

SITKI
N47 06.0 E041 21.0
Between FL177 & FL167 or FL118 & FL89

BAGAYEVSKIY
1175 BA
N47 19.0 E040 22.0
Between FL177 & FL49

No 5 MHA FL49 MAX FL177

072° 279° 12

N47 22.3 E040 04.0
At 3240′ *(2960′)*

264° 3

N47 22.3 E040 00.4
At 2580′ *(2300′)*

235° 225° 219° 2

N47 20.7 E039 56.7
Intercept final at 2250′ *(1970′)*

MHA FL118 MAX FL177 219° 1/4

No 2 039°

ROSTOV-NA-DONU
320 RW
N47 17.5 E039 52.0

ROUTING

STAR	
ST 22A	313° track to NEGAR, turn LEFT, intercept 252° bearing to BA, turn RIGHT, 279° bearing to N47 22.3 E040 04.0, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.
ST 22B By ATC	Intercept 282° bearing to BA, turn LEFT, 279° bearing to N47 22.3 E040 04.0, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	*(2960′ - 900m)*
2580′	*(2300′ - 700m)*
2250′	*(1970′ - 600m)*

FL CONVERSION

FL177	*FL5400m*
FL167	*FL5100m*
FL118	*FL3600m*
FL108	*FL3300m*
FL89	*FL2700m*
FL69	*FL2100m*
FL49	*FL1500m*

CHANGES: KUZEN renamed NEGAR.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

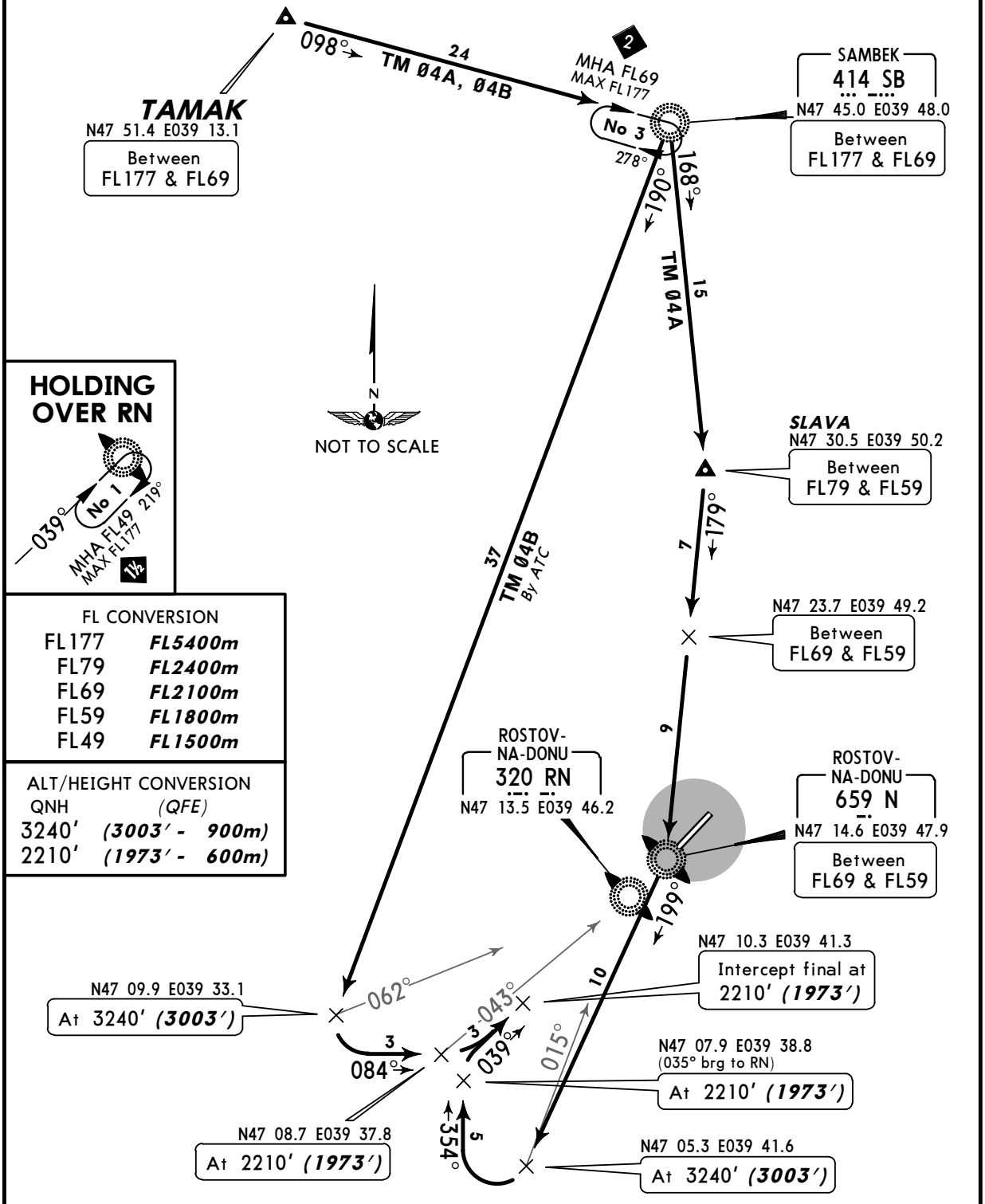
1 APR 05 (10-2H) Eff 14 Apr

STAR

ATIS	Apt Elev	
121.7	280′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL49 Trans alt: 3240′ *(3003′)*

2300′
MSA
ARP

TAMAK Ø4 ALFA (TM Ø4A)
TAMAK Ø4 BRAVO (TM Ø4B)
RWY 04 ARRIVALS



HOLDING OVER RN

FL CONVERSION	
FL177	*FL5400m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*

STAR	ROUTING
TM Ø4A	Intercept 098° bearing to SB, turn RIGHT, 168° bearing to SLAVA, turn RIGHT, intercept 179° bearing via N47 23.7 E039 49.2 to N, turn RIGHT, 199° bearing to N47 05.3 E039 41.6, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.
TM Ø4B By ATC	Intercept 098° bearing to SB, turn RIGHT, 190° bearing to N47 09.9 E039 33.1, turn LEFT, 084° track to N47 08.7 E039 37.8, turn LEFT, 039° track to FAP.

CHANGES: Holding over SB.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 (10-2J) Eff 14 Apr

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(2960′)*

2300′

MSA
ARP

TAMAK 22 ALFA (TM 22A)
RWY 22 ARRIVAL

TAMAK
N47 51.4 E039 13.1
Between FL177 & FL69

098° 24

SAMBEK
414 SB
N47 45.0 E039 48.0
Between FL177 & FL69

No 3
278°
MHA FL69
MAX FL177
2
132°

14

BEREG
N47 34.4 E040 02.0
At or above FL59

182°

12

N47 20.7 E039 56.9
Intercept final at 2250′ *(1970′)*

N47 22.8 E039 59.3
At 2250′ *(1970′)*

216°
219°
3

ROSTOV-
NA-DONU
320 RW
N47 17.5 E039 52.2

MHA FL118
MAX FL177
No 2
219°
039°

N
NOT TO SCALE

FL CONVERSION	
FL177	*FL5400m*
FL118	*FL3600m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(2960′ - 900m)*
2250′	*(1970′ - 600m)*

ROUTING

Intercept 098° bearing to SB, turn RIGHT, 132° bearing to BEREG, turn RIGHT, 182° track to N47 22.8 E039 59.3, turn RIGHT, 219° track to FAP.

CHANGES: Holding over SB.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

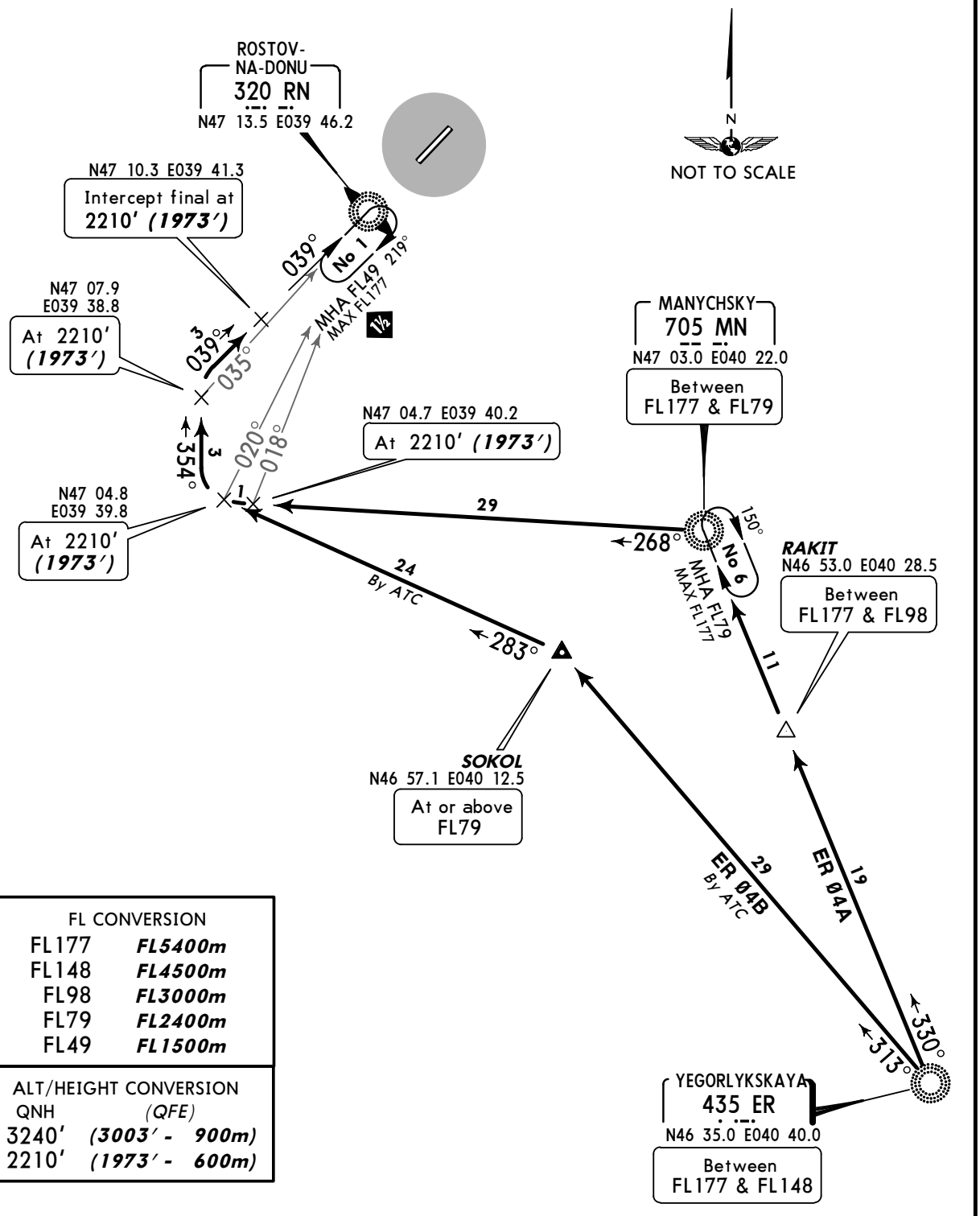
15 OCT 04 (10-2K) Eff 28 Oct

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(3003′)*

2300′
MSA
ARP

YEGORLYK Ø4 ALFA (ER Ø4A)
YEGORLYK Ø4 BRAVO (ER Ø4B)
RWY 04 ARRIVALS



FL CONVERSION	
FL177	*FL5400m*
FL148	*FL4500m*
FL98	*FL3000m*
FL79	*FL2400m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(3003′ - 900m)*
2210′	*(1973′ - 600m)*

STAR	ROUTING
ER Ø4A	330° bearing via RAKIT to MN, turn LEFT, 268° bearing to N47 04.7 E039 40.2, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.
ER Ø4B By ATC	313° bearing to SOKOL, turn LEFT, 283° track to N47 04.8 E039 39.8, turn RIGHT, 354° track to N47 07.9 E039 38.8, turn RIGHT, 039° track to FAP.

CHANGES: Corridor designations withdrawn.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

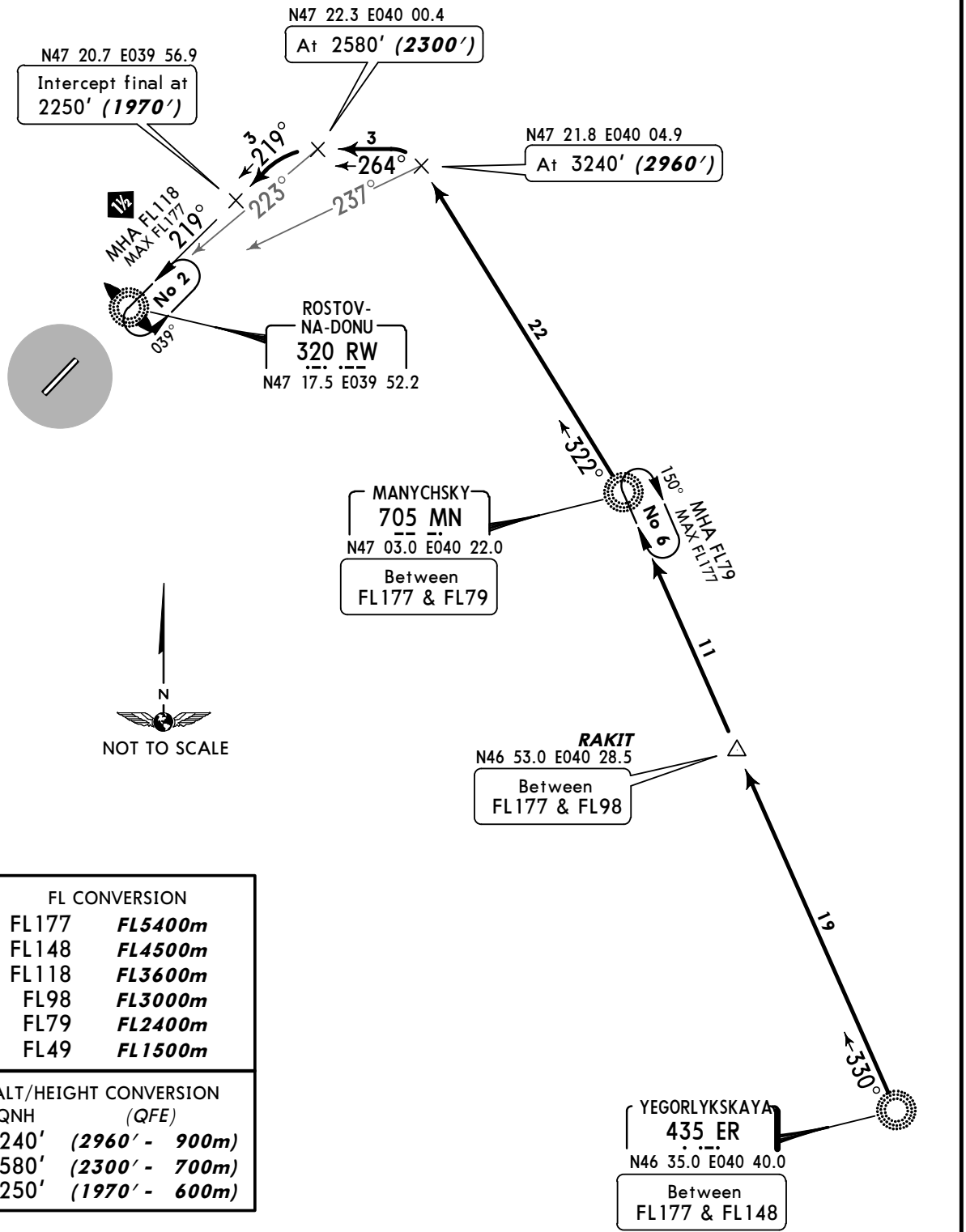
15 OCT 04 (10-2L) Eff 28 Oct

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	280′	Trans level: FL49 Trans alt: 3240′ *(2960′)*

2300′
MSA
ARP

YEGORLYK 22 ALFA (ER 22A)
RWY 22 ARRIVAL



FL CONVERSION	
FL177	*FL5400m*
FL148	*FL4500m*
FL118	*FL3600m*
FL98	*FL3000m*
FL79	*FL2400m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3240′	*(2960′ - 900m)*
2580′	*(2300′ - 700m)*
2250′	*(1970′ - 600m)*

ROUTING

330° bearing via RAKIT to MN, turn LEFT, 322° bearing to N47 21.8 E040 04.9, turn LEFT, 264° track to N47 22.3 E040 00.4, turn LEFT, 219° track to FAP.

CHANGES: Crossing at N47 22.3 E040 00.4; corridor designation.

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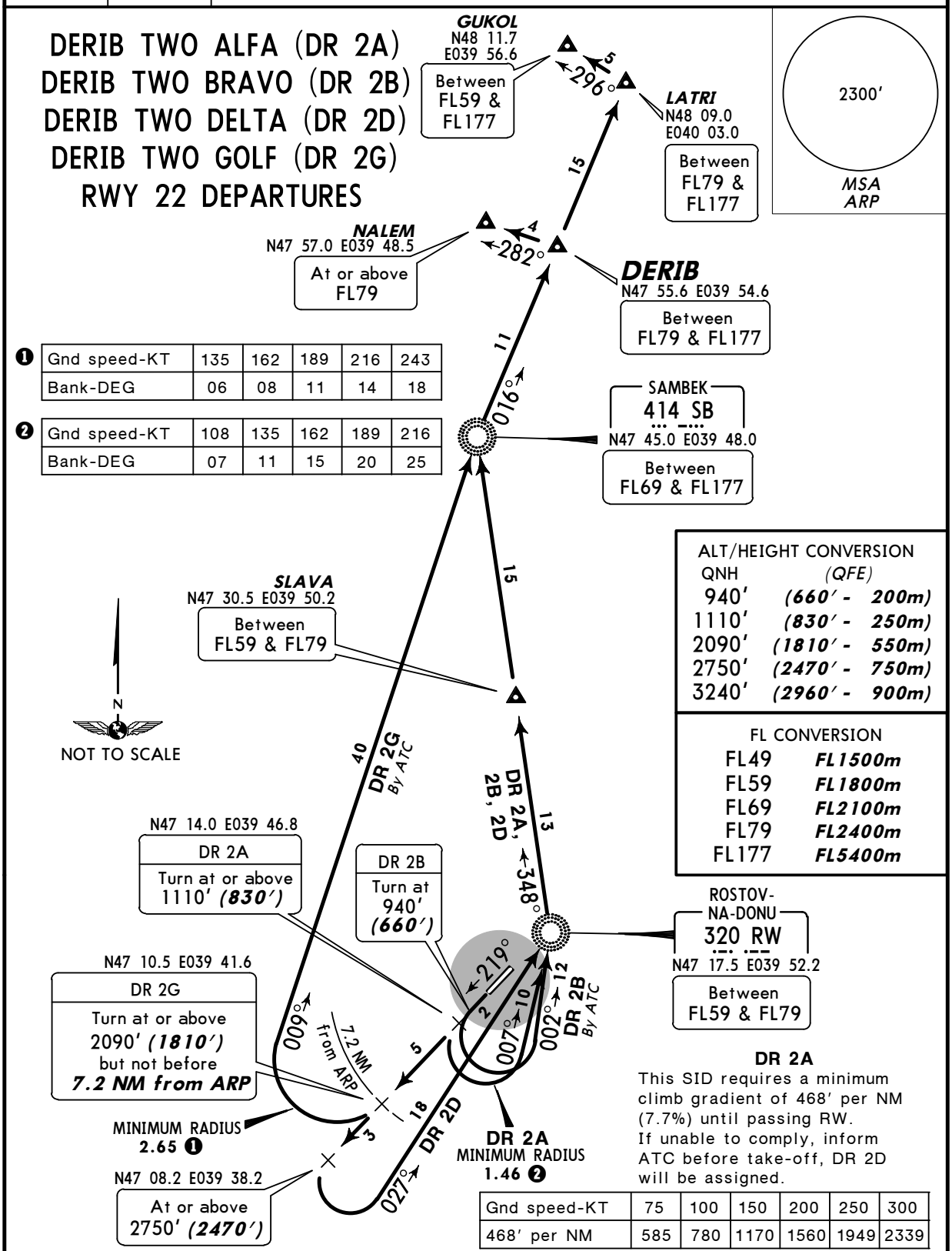
URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 | 10-3 | Eff 14 Apr | SID

ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2960′)*** **1.** Aircraft should take-off with noise abatement procedures according to Flight Manual. **2.** Crossings at AWY entry points by ATC. **3.** Immediately after take-off and climbing to 940′ ***(660′)*** contact ROSTOV Radar.

DERIB TWO ALFA (DR 2A)
DERIB TWO BRAVO (DR 2B)
DERIB TWO DELTA (DR 2D)
DERIB TWO GOLF (DR 2G)
RWY 22 DEPARTURES



❶

Gnd speed-KT	135	162	189	216	243
Bank-DEG	06	08	11	14	18

❷

Gnd speed-KT	108	135	162	189	216
Bank-DEG	07	11	15	20	25

ALT/HEIGHT CONVERSION

QNH	(QFE)
940′	***(660′ - 200m)***
1110′	***(830′ - 250m)***
2090′	***(1810′ - 550m)***
2750′	***(2470′ - 750m)***
3240′	***(2960′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL177	***FL5400m***

DR 2A

This SID requires a minimum climb gradient of 468′ per NM (7.7%) until passing RW. If unable to comply, inform ATC before take-off, DR 2D will be assigned.

Gnd speed-KT	75	100	150	200	250	300
468′ per NM	585	780	1170	1560	1949	2339

SID	ROUTING
DR 2A	Climb straight ahead, at or above 1110′ ***(830′)*** turn LEFT, intercept 007° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2B By ATC	Climb straight ahead to 940′ ***(660′),*** turn LEFT, intercept 002° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2D	Climb straight ahead, at or above 2750′ ***(2470′)*** turn LEFT, intercept 027° bearing to RW, turn LEFT, 348° bearing via SLAVA to SB, turn RIGHT, 016° bearing to DERIB.
DR 2G By ATC	Climb straight ahead, at or above 2090′ ***(1810′),*** but not before 7.2 NM from ARP turn RIGHT, intercept 009° bearing to SB, turn RIGHT, 016° bearing to DERIB.

CHANGES: SIDs DR 2A, 2D, 2G crossing altitudes; initial contact.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

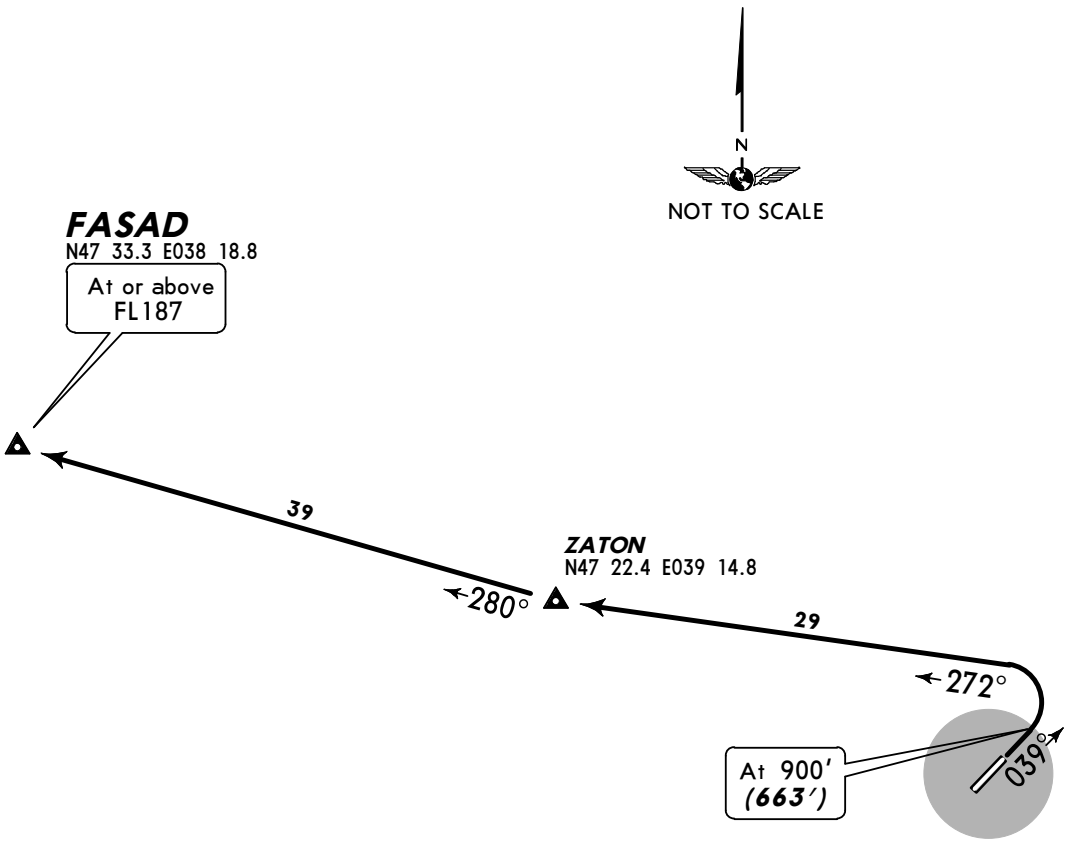
1 APR 05 (10-3A) Eff 14 Apr

SID

ROSTOV Radar	*Apt Elev*	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(3003′)*** **1.** Crossings at AWY entry points by ATC. **2.** Immediately after take-off and climbing to 900′ ***(663′)*** contact ROSTOV Radar.
121.2	280′	

2300′
MSA
ARP

FASAD ONE BRAVO (FS 1B)
RWY 04 DEPARTURE
BY ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL187	***FL5700m***

ROUTING

Climb straight ahead to 900′ ***(663′)***, turn LEFT, 272° track to ZATON, turn RIGHT, 280° track to FASAD.

CHANGES: Initial contact.

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ROSTOV-NA-DONU

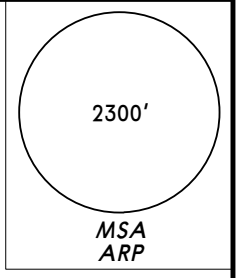
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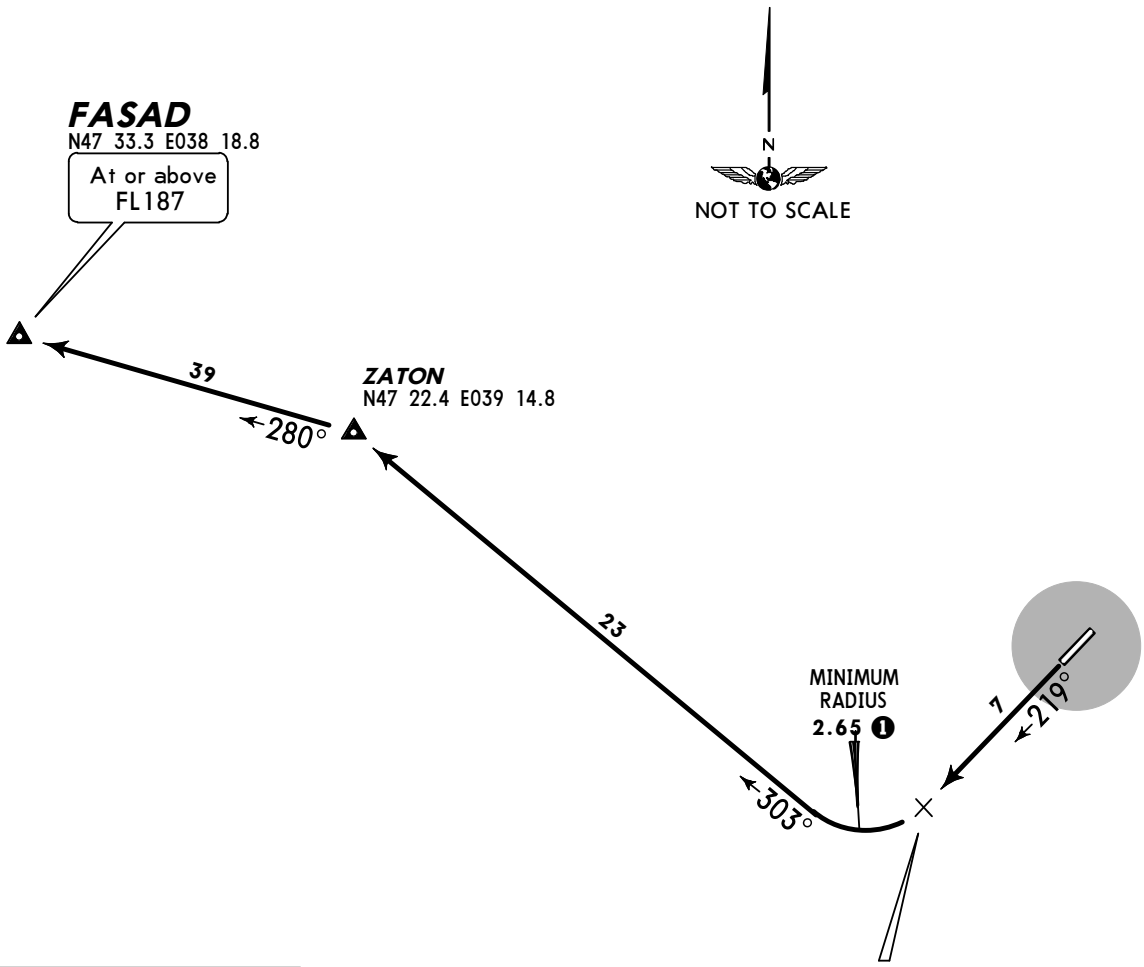
24 MAR 06 (10-3B)

SID

ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2960′)*** **1.** Aircraft should take-off with noise abatement procedures according to Flight Manual. **2.** Crossings at AWY entry points by ATC. **3.** Immediately after take-off and climbing to 940′ ***(660′)*** contact ROSTOV Radar.

FASAD TWO BRAVO (FS 2B)
RWY 22 DEPARTURE
BY ATC





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
940′	***(660′ - 200m)***
2090′	***(1810′ - 550m)***
3240′	***(2960′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL187	***FL5700m***

❶

Gnd speed-KT	135	162	189	216	243
Bank-DEG	06	08	11	14	18

ROUTING

Climb straight ahead, at or above 2090′ ***(1810′)*** turn RIGHT, 303° track to ZATON, turn LEFT, 280° track to FASAD.

CHANGES: Initial climb.

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ROSTOV-NA-DONU

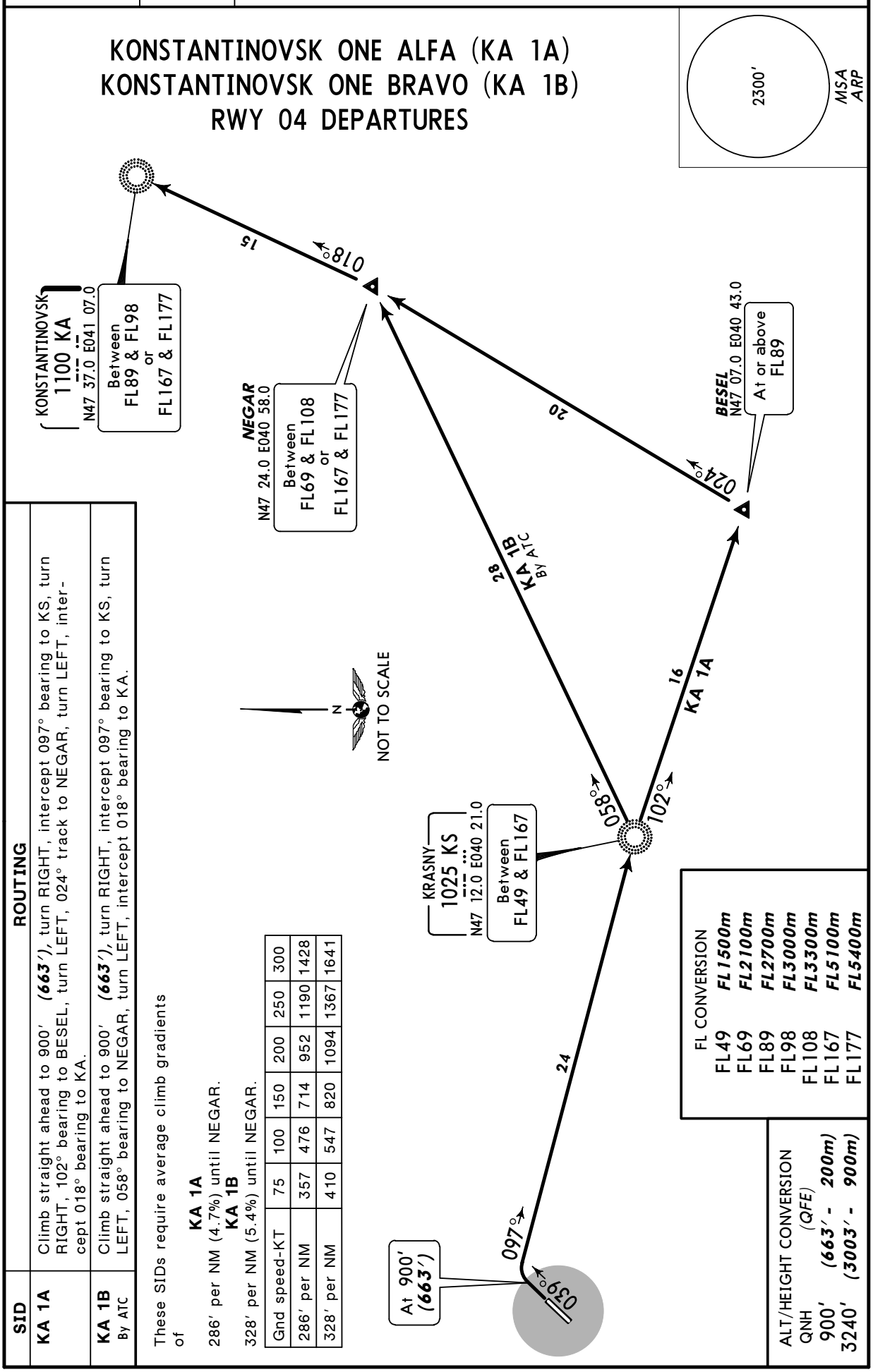
JEPPESEN ROSTOV-NA-DONU, RUSSIA

24 MAR 06 (10-3C)

SID

ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(3003′)*** **1.** Crossings at AWY entry points by ATC. **2.** Immediately after take-off and climbing to 900′ ***(663′)*** contact ROSTOV Radar.

KONSTANTINOVSK ONE ALFA (KA 1A)
KONSTANTINOVSK ONE BRAVO (KA 1B)
RWY 04 DEPARTURES



ROUTING

SID	
KA 1A	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, intercept 097° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn LEFT, 024° track to NEGAR, turn LEFT, intercept 018° bearing to KA.
KA 1B By ATC	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, intercept 097° bearing to KS, turn LEFT, 058° bearing to NEGAR, turn LEFT, intercept 018° bearing to KA.

These SIDs require average climb gradients of

KA 1A
286′ per NM (4.7%) until NEGAR.

KA 1B
328′ per NM (5.4%) until NEGAR.

Gnd speed-KT	75	100	150	200	250	300
286′ per NM	357	476	714	952	1190	1428
328′ per NM	410	547	820	1094	1367	1641

FL CONVERSION

FL49	***FL1500m***
FL69	***FL2100m***
FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***
FL167	***FL5100m***
FL177	***FL5400m***

ALT/HEIGHT CONVERSION (QFE)

QNH	
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

CHANGES: KUZEN renamed NEGAR.

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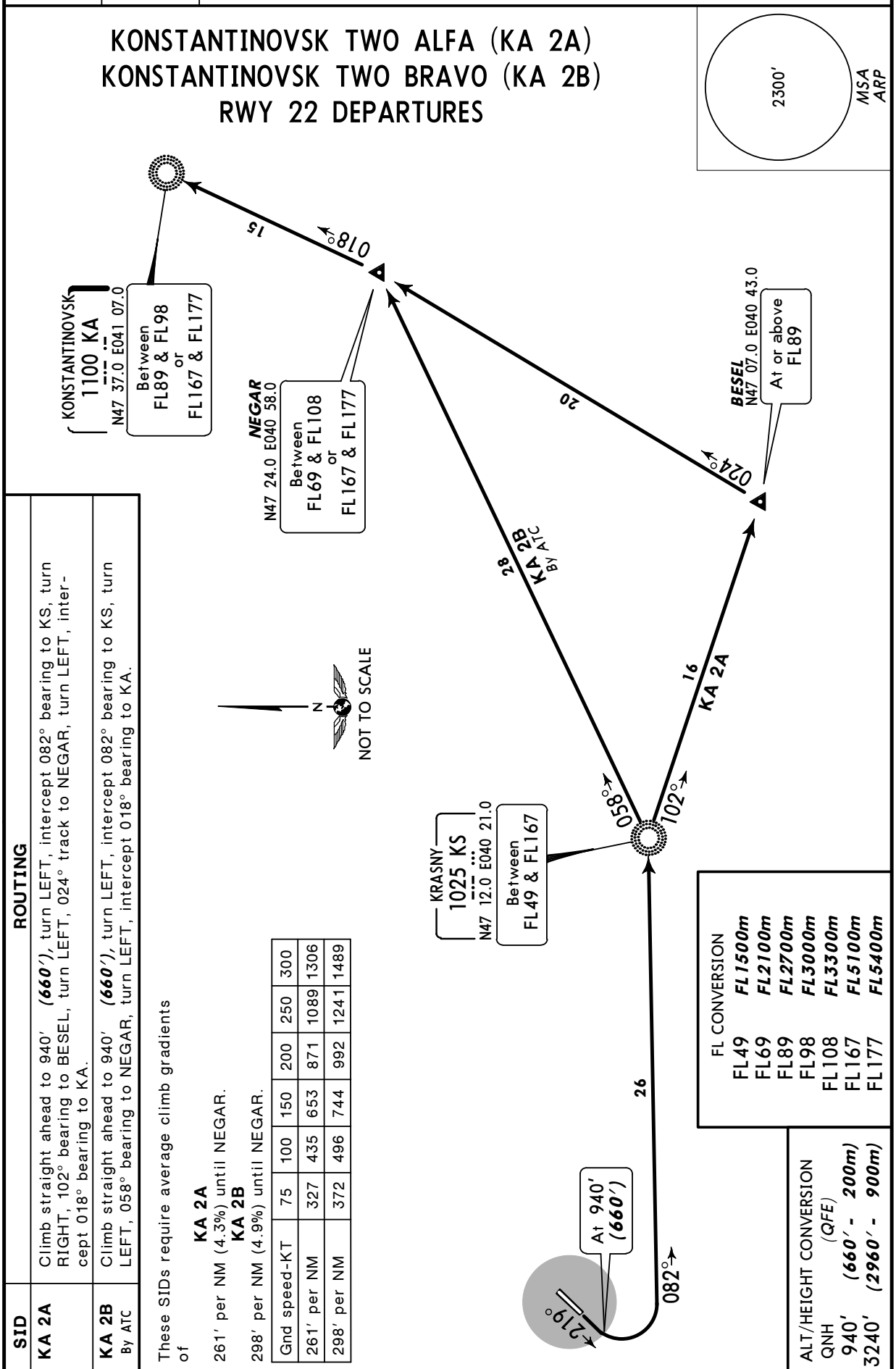
JEPPESEN ROSTOV-NA-DONU, RUSSIA

24 MAR 06 (10-3D)

SID

ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2960′)*** **1.** Aircraft should take-off with noise abatement procedures according to Flight Manual. **2.** Crossings at AWY entry points by ATC. **3.** Immediately after take-off and climbing to 940′ ***(660′)*** contact ROSTOV Radar.

KONSTANTINOVSK TWO ALFA (KA 2A)
KONSTANTINOVSK TWO BRAVO (KA 2B)
RWY 22 DEPARTURES



ROUTING

SID	
KA 2A	Climb straight ahead to 940′ ***(660′)***, turn LEFT, intercept 082° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn LEFT, 024° track to NEGAR, turn LEFT, intercept 018° bearing to KA.
KA 2B By ATC	Climb straight ahead to 940′ ***(660′)***, turn LEFT, intercept 082° bearing to KS, turn LEFT, 058° bearing to NEGAR, turn LEFT, intercept 018° bearing to KA.

These SIDs require average climb gradients of

KA 2A
261′ per NM (4.3%) until NEGAR.

KA 2B
298′ per NM (4.9%) until NEGAR.

Gnd speed-KT	75	100	150	200	250	300
261′ per NM	327	435	653	871	1089	1306
298′ per NM	372	496	744	992	1241	1489

FL CONVERSION

FL49	***FL1500m***
FL69	***FL2100m***
FL89	***FL2700m***
FL98	***FL3000m***
FL108	***FL3300m***
FL167	***FL5100m***
FL177	***FL5400m***

ALT/HEIGHT CONVERSION (QFE)

QNH	
940′	***(660′ - 200m)***
3240′	***(2960′ - 900m)***

CHANGES: KUZEN renamed NEGAR.

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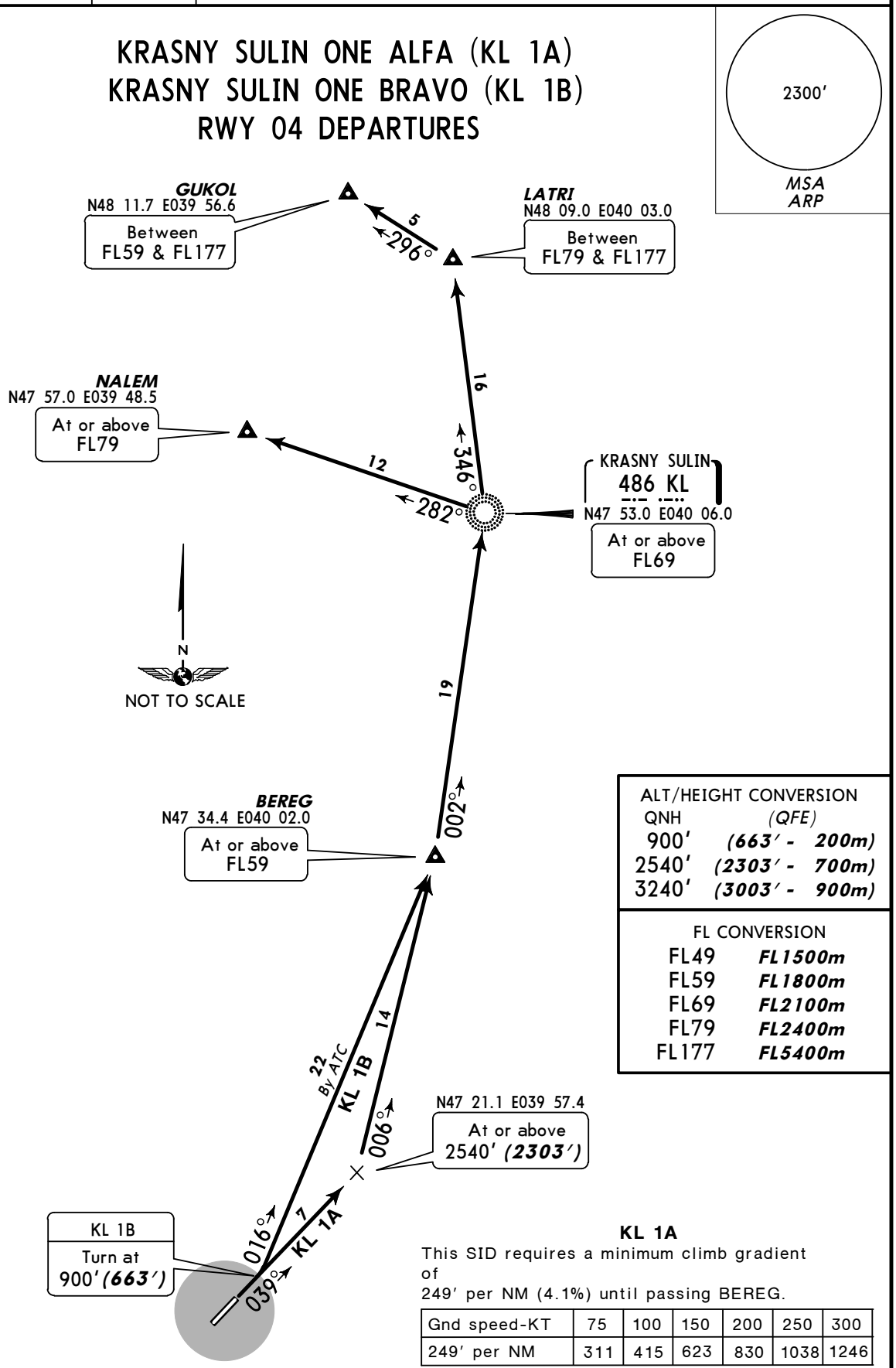
JEPPESEN ROSTOV-NA-DONU, RUSSIA

24 MAR 06 (10-3E)

SID

ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(3003′)*** **1.** Crossings at AWY entry points by ATC. **2.** Immediately after take-off and climbing to 900′ ***(663′)*** contact ROSTOV Radar.

KRASNY SULIN ONE ALFA (KL 1A)
KRASNY SULIN ONE BRAVO (KL 1B)
RWY 04 DEPARTURES



ALT/HEIGHT CONVERSION

QNH	(QFE)
900′	***(663′ - 200m)***
2540′	***(2303′ - 700m)***
3240′	***(3003′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL177	***FL5400m***

KL 1A

This SID requires a minimum climb gradient of 249′ per NM (4.1%) until passing BEREG.

Gnd speed-KT	75	100	150	200	250	300
249′ per NM	311	415	623	830	1038	1246

SID	ROUTING
KL 1A	Climb straight ahead, at or above 2540′ ***(2303′)*** turn LEFT, 006° track to BEREG, turn LEFT, intercept 002° bearing to KL.
KL 1B By ATC	Climb straight ahead to 900′ ***(663′),*** turn LEFT, 016° track to BEREG, turn LEFT, intercept 002° bearing to KL.

CHANGES: None.

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JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 (10-3F) Eff 14 Apr

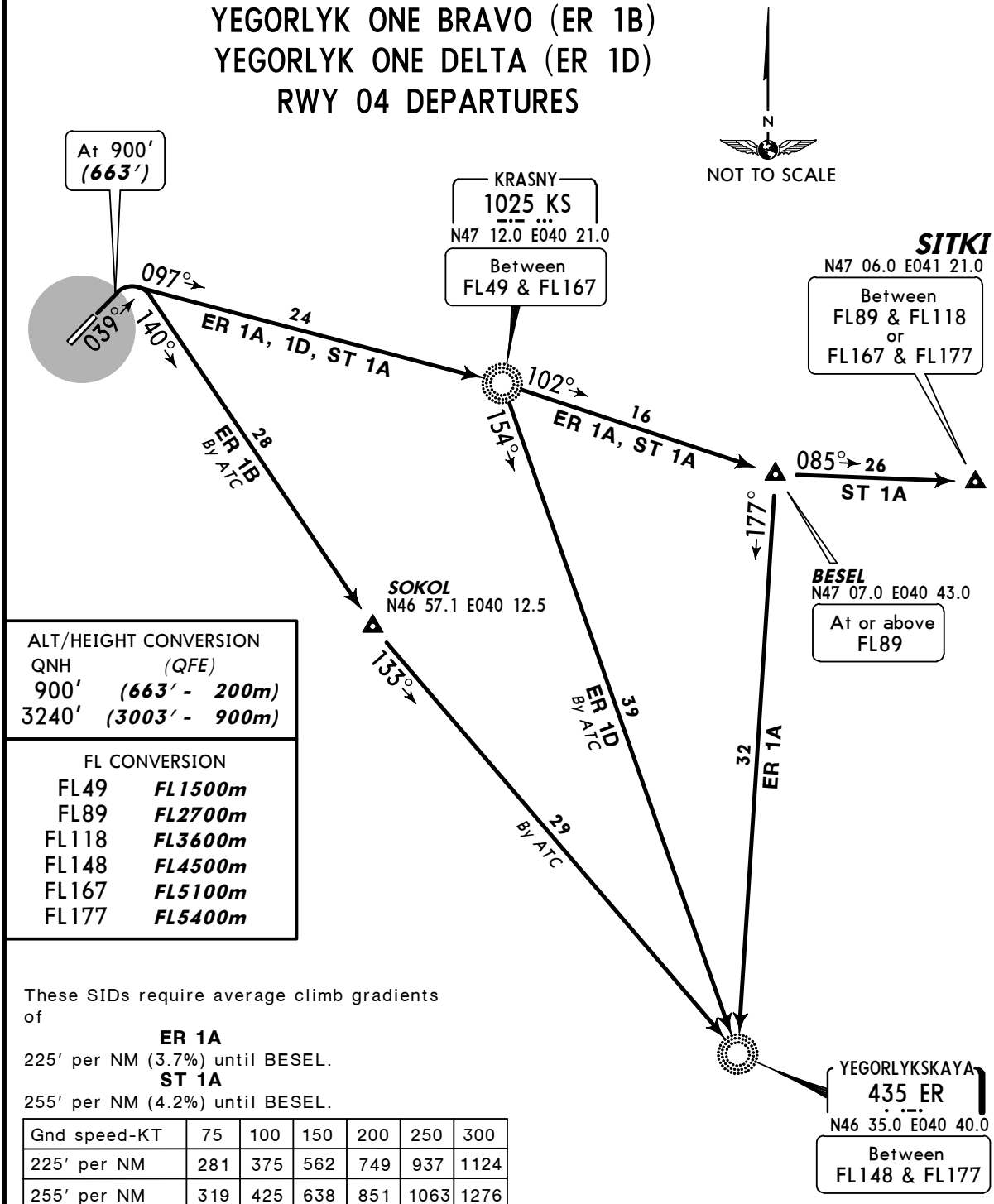
SID

ROSTOV Radar	Apt Elev	
121.2	280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(3003′)*** **1.** Crossings at AWY entry points by ATC. **2.** Immediately after take-off and climbing to 900′ ***(663′)*** contact ROSTOV Radar.

2300′

MSA ARP

SITKI ONE ALFA (ST 1A)
YEGORLYK ONE ALFA (ER 1A)
YEGORLYK ONE BRAVO (ER 1B)
YEGORLYK ONE DELTA (ER 1D)
RWY 04 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
900′	***(663′ - 200m)***
3240′	***(3003′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL89	***FL2700m***
FL118	***FL3600m***
FL148	***FL4500m***
FL167	***FL5100m***
FL177	***FL5400m***

These SIDs require average climb gradients of

ER 1A

225′ per NM (3.7%) until BESEL.

ST 1A

255′ per NM (4.2%) until BESEL.

Gnd speed-KT	75	100	150	200	250	300
225′ per NM	281	375	562	749	937	1124
255′ per NM	319	425	638	851	1063	1276

SID	ROUTING
ER 1A	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, intercept 097° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn RIGHT, intercept 177° bearing to ER.
ER 1B By ATC	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, 140° track to SOKOL, turn LEFT, intercept 133° bearing to ER.
ER 1D By ATC	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, intercept 097° bearing to KS, turn RIGHT, intercept 154° bearing to ER.
ST 1A	Climb straight ahead to 900′ ***(663′)***, turn RIGHT, intercept 097° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn LEFT, 085° track to SITKI.

CHANGES: Initial contact.

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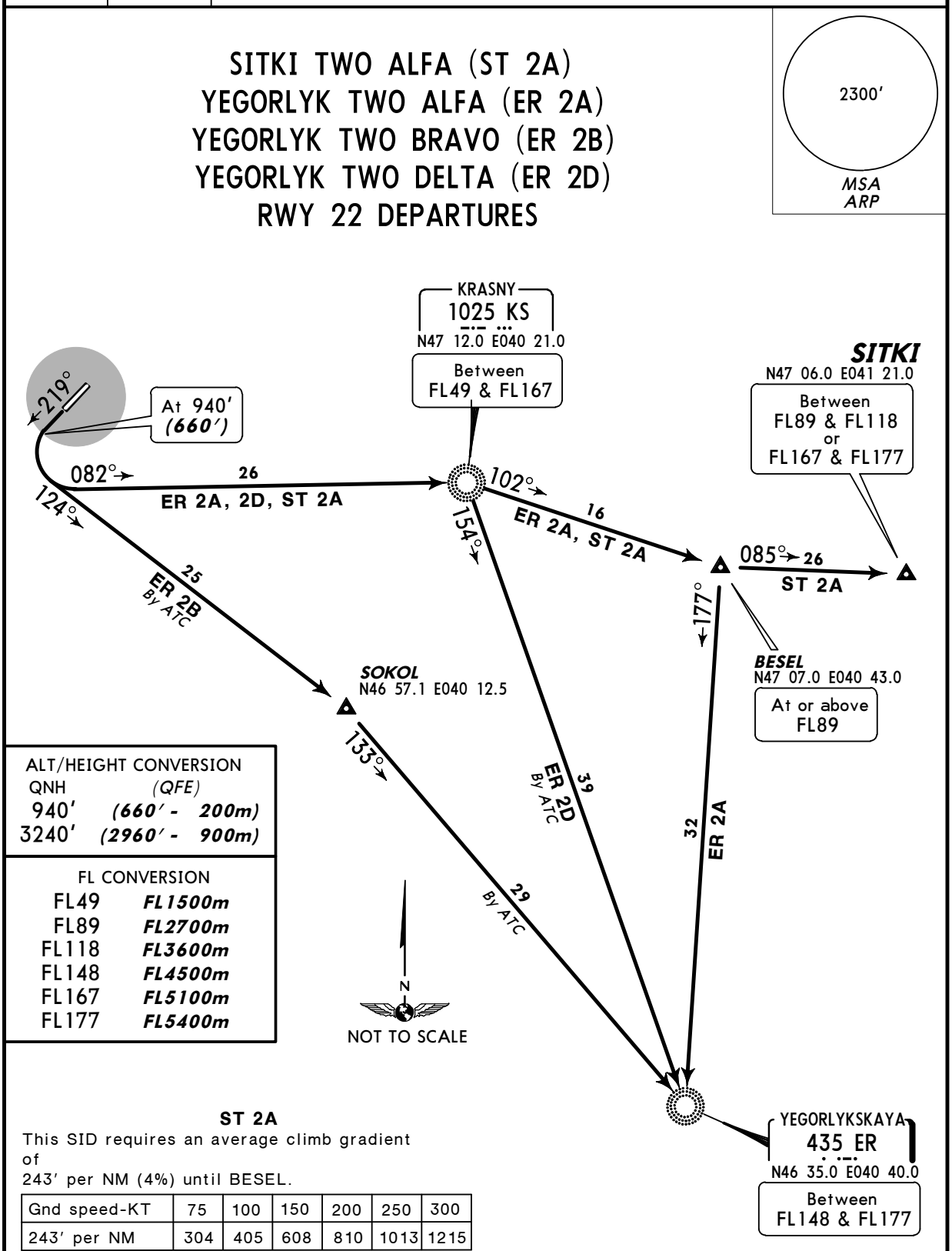
URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

1 APR 05 (10-3G) Eff 14 Apr SID

ROSTOV Radar 121.2	Apt Elev 280′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3240′ ***(2960′)*** **1.** Aircraft should take-off with noise abatement procedures according to Flight Manual. **2.** Crossings at AWY entry points by ATC. **3.** Immediately after take-off and climbing to 940′ ***(660′)*** contact ROSTOV Radar.

SITKI TWO ALFA (ST 2A)
YEGORLYK TWO ALFA (ER 2A)
YEGORLYK TWO BRAVO (ER 2B)
YEGORLYK TWO DELTA (ER 2D)
RWY 22 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
940′	***(660′ - 200m)***
3240′	***(2960′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL89	***FL2700m***
FL118	***FL3600m***
FL148	***FL4500m***
FL167	***FL5100m***
FL177	***FL5400m***

ST 2A

This SID requires an average climb gradient of 243′ per NM (4%) until BESEL.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
ER 2A	Climb straight ahead to 940′ ***(660′),*** turn LEFT, intercept 082° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn RIGHT, intercept 177° bearing to ER.
ER 2B By ATC	Climb straight ahead to 940′ ***(660′),*** turn LEFT, 124° track to SOKOL, turn RIGHT, intercept 133° bearing to ER.
ER 2D By ATC	Climb straight ahead to 940′ ***(660′),*** turn LEFT, intercept 082° bearing to KS, turn RIGHT, 154° bearing to ER.
ST 2A	Climb straight ahead to 940′ ***(660′),*** turn LEFT, intercept 082° bearing to KS, turn RIGHT, 102° bearing to BESEL, turn LEFT, 085° track to SITKI.

CHANGES: Initial contact.

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NOISE ABATEMENT PROCEDURES

ARRIVALS

APPROACH PHASE

Noise abatement procedures shall be executed by all aircraft.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot in command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

During instrument as well as visual approach flying below the ILS glide path angle is not allowed.

Between 2300-0700LT when appropriate meteorological and air conditions are available, landing shall be carried out on runway 22.

Landing with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall be executed by all aircraft during take-off on 219° heading.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off, wind shear, moderate turbulence or icing.

Restrictions

Take-off with a tail wind component is allowed when tail wind component is according to norms established in Flight Manual for specified aircraft type.

During take-off rwy 04 on 039° heading and exit from TMA via BEREG climbing shall be carried out with a minimum climb gradient of 346' per NM (5.7%) to N47 26.6 E040 00.3 (034° 13.6 NM from ARP), further climb to BEREG shall be carried out with a minimum climb gradient of 231' per NM (3.8%). If unable to comply advise ATC. Alternative procedure to BEREG: along right-hand loop with a minimum radius of 2.75 NM. The initial turn shall be executed at 2210' (1973').

During take-off rwy 22 on 219° heading and exit from TMA by executing a LEFT turn, climbing straight ahead to 3240' (2960') shall be carried out with a minimum climb gradient of 310' per NM (5.1%) but not later than 9.5 NM from THR runway 04.

During take-off rwy 22 on 219° heading and proceeding with RIGHT turn to SLAVA the initial turn shall be carried out at or above 2250' (1970') and not later than 6.4 NM from THR runway 04 with a minimum turn radius of 2.65 NM.

Special procedures on take-off rwy 22 heading 219°

Take-off and climbing to 1760' (1480')	Take-off power Take-off flaps V_2 + 11 to 22 KT At or above 940' (660') turn with 25° bank
At 1760' (1480')	Reduce engine power to a minimum while maintaining positive rate of climb
Between 1760' (1480') - 3240' (2960')	V_2 + 11 to 22 KT
At 3240' (2960')	Accelerate to IAS of wing devices retraction Retract wing devices Further climb as per Flight Manual

Between 2300-0700LT when appropriate meteorological and air conditions are available, take-off shall be carried out on runway 04 and landing on runway 22.

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URRR/ROV

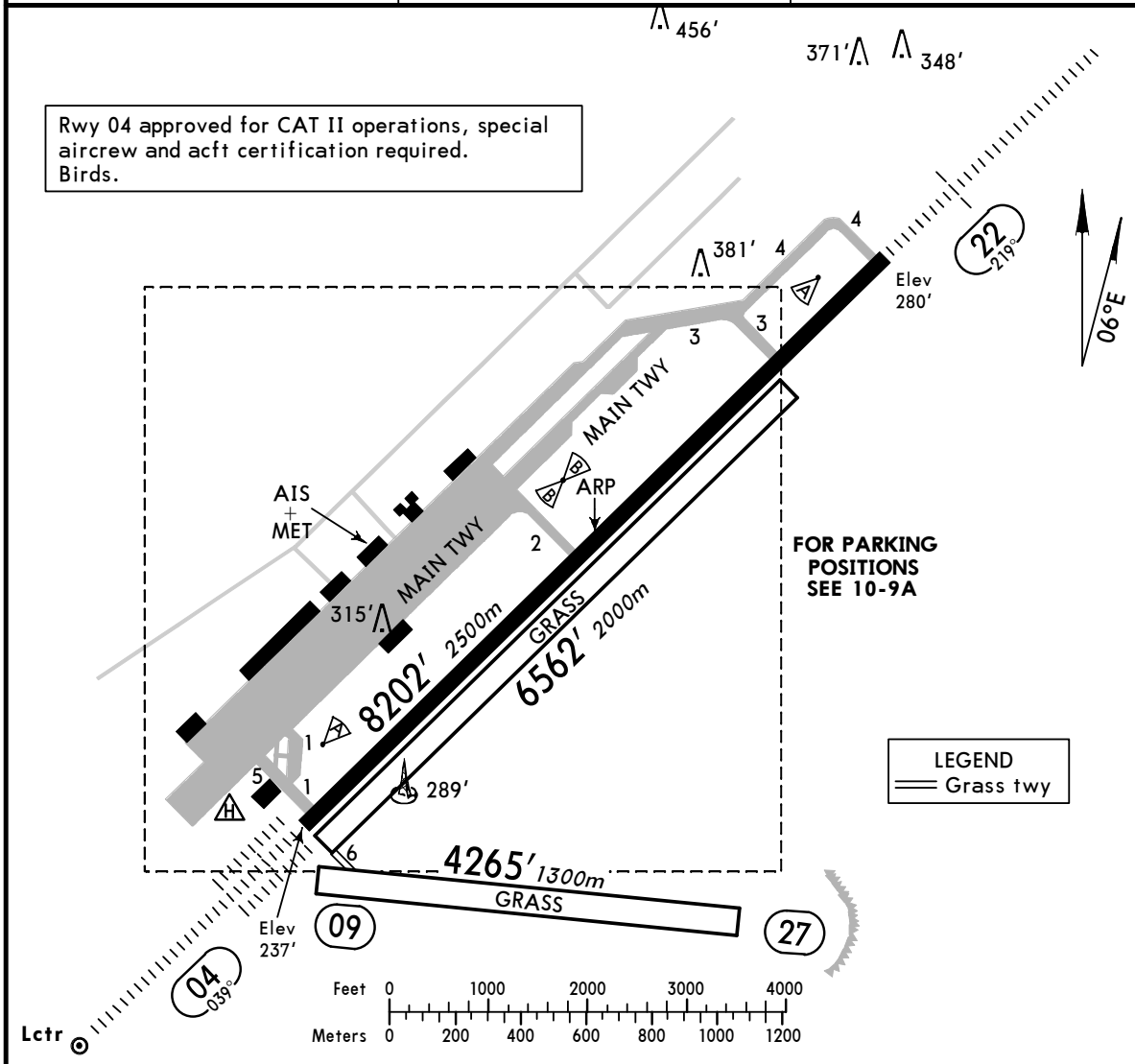
Apt Elev **280′**
N47 15.5 E039 49.1

JEPPESEN
18 JUN 04 (10-9)

ROSTOV-NA-DONU, RUSSIA

ROSTOV-NA-DONU

ATIS	ROSTOV Taxiing (GND)	Start (TWR)
121.7	119.0	119.7



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04		HIRL *(58m)* CL *(15m)* HIALS-II TDZ RVR		6562′ *2000m*		148′ *45m*
	22	HIRL *(58m)* CL *(15m)* HIALS RVR		7333′ *2235m*		
04	22	Grass runway				246′ *75m*
09	27					279′ *85m*

LOW VISIBILITY PROCEDURES

Procedures are applied when RVR is less than 400m.
After landing, pilots must report vacation of the runway and ILS critical area.

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 04/22
LVP must be in force

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

CHANGES: Apt elev. Notes. Rwy bearings. Lights. LVP added.

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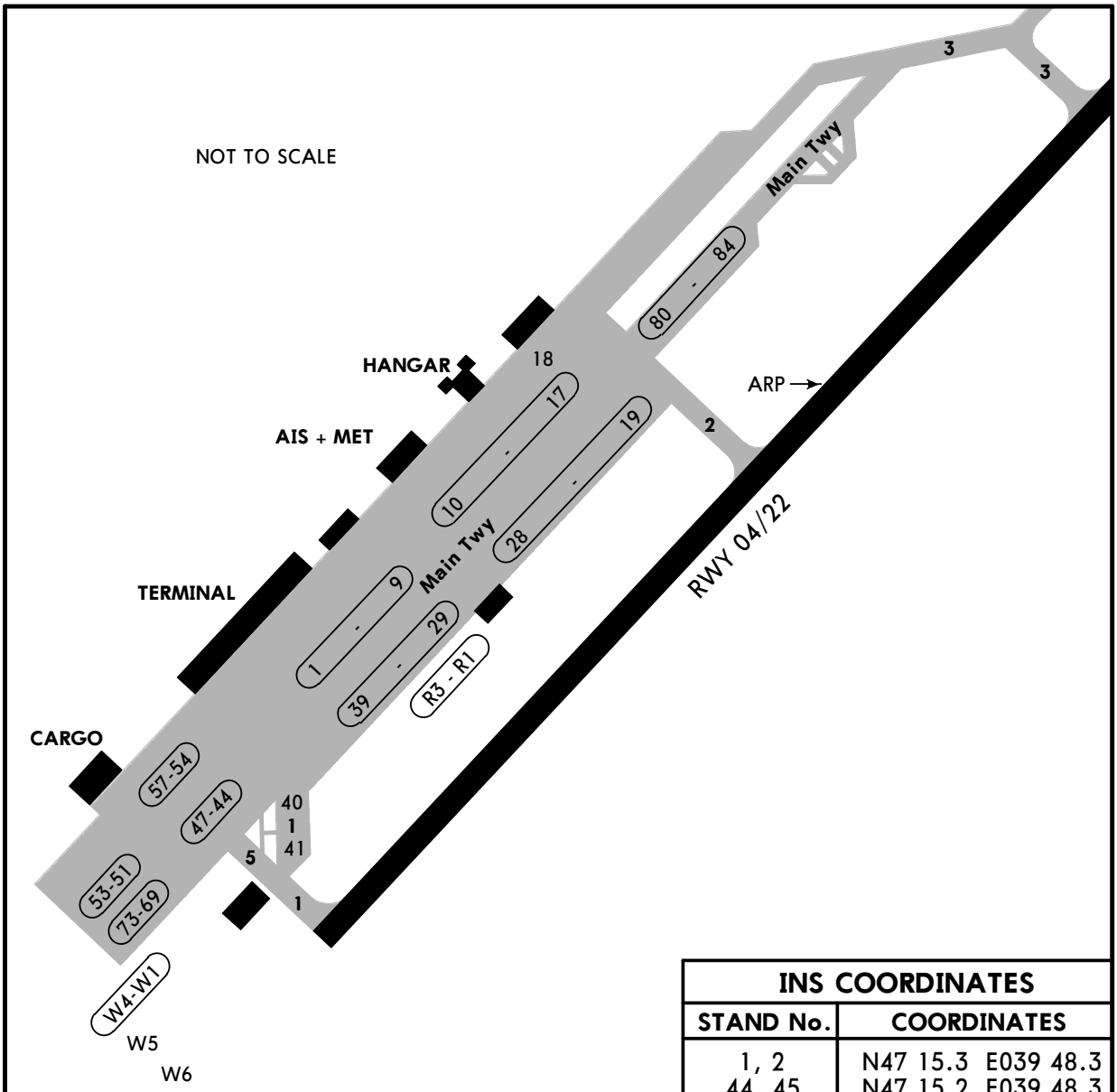
URRR/ROV

JEPPESEN

ROSTOV-NA-DONU, RUSSIA

18 JUN 04 (10-9A)

ROSTOV-NA-DONU



INS COORDINATES	
STAND No.	COORDINATES
1, 2	N47 15.3 E039 48.3
44, 45	N47 15.2 E039 48.3

Stands 1 thru 9, 18 thru 28, 40 thru 47, 51 thru 53 and 69 thru 73 available for helicopters.
When leaving stands 1, 2 and 44 thru 47 by towing start-up to be carried out on Twys 1, 5 or Main Twy.
Stands 16 thru 28 are cul-de-sacs.
Stands 16 thru 18: taxiing in /out by towing.
Stands 19 thru 28 and 80 thru 84: taxiing in by towing.
Stands 54 thru 57: taxiing out by towing.
Taxiing via Twys 2, 3 and Main Twy between Twys 1 and 3 at minimum acceptable speed along centerline.
Taxiing along Twy 2 with inboard engines only.

CHANGES: Parking stands. Notes.

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URRR/ROV

JEPPESEN
18 JUN 04 (10-9X)

JAA MINIMUMS

ROSTOV-NA-DONU, RUSSIA

ROSTOV-NA-DONU

STRAIGHT-IN RWY		A	B	C	D
04	CAT 2 ILS	**337**′(100′)	**337**′(100′)	**337**′(100′)	**337**′(100′)
		RA110′R350m	**RA110′R350m**	**RA110′R350m**	**RA110′R350m**
	ILS	**437**′(200′)	**437**′(200′)	**437**′(200′)	**437**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**443**′(206′)	**453**′(216′)	**463**′(226′)	**472**′(235′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	**600**′(363′)	**600**′(363′)	**600**′(363′)	**600**′(363′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RN NDB	**720**′(483′)	**720**′(483′)	**720**′(483′)	**720**′(483′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
22	ILS	**480**′(200′)	**480**′(200′)	**480**′(200′)	**480**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**480**′(200′)	**480**′(200′)	**480**′(200′)	**486**′(206′)
		R550m	**R550m**	**R550m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	**690**′(410′)	**690**′(410′)	**690**′(410′)	**690**′(410′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	RW NDB	**770**′(490′)	**770**′(490′)	**770**′(490′)	**770**′(490′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 04, 22

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

CHANGES: RA. Straight-in rwy 22.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA
10 DEC 04 (11-1) Eff 23 Dec
ILS or PAR Rwy 04

ATIS	ROSTOV Approach (R) 219°-039°	ROSTOV Approach (R) 039°-219°	ROSTOV Krug (SRE)	ROSTOV Tower (PAR)	ROSTOV Start (TWR)	Ground
121.7	128.2	127.1	121.2	119.7	119.7	119.0

BRIEFING STRIP™

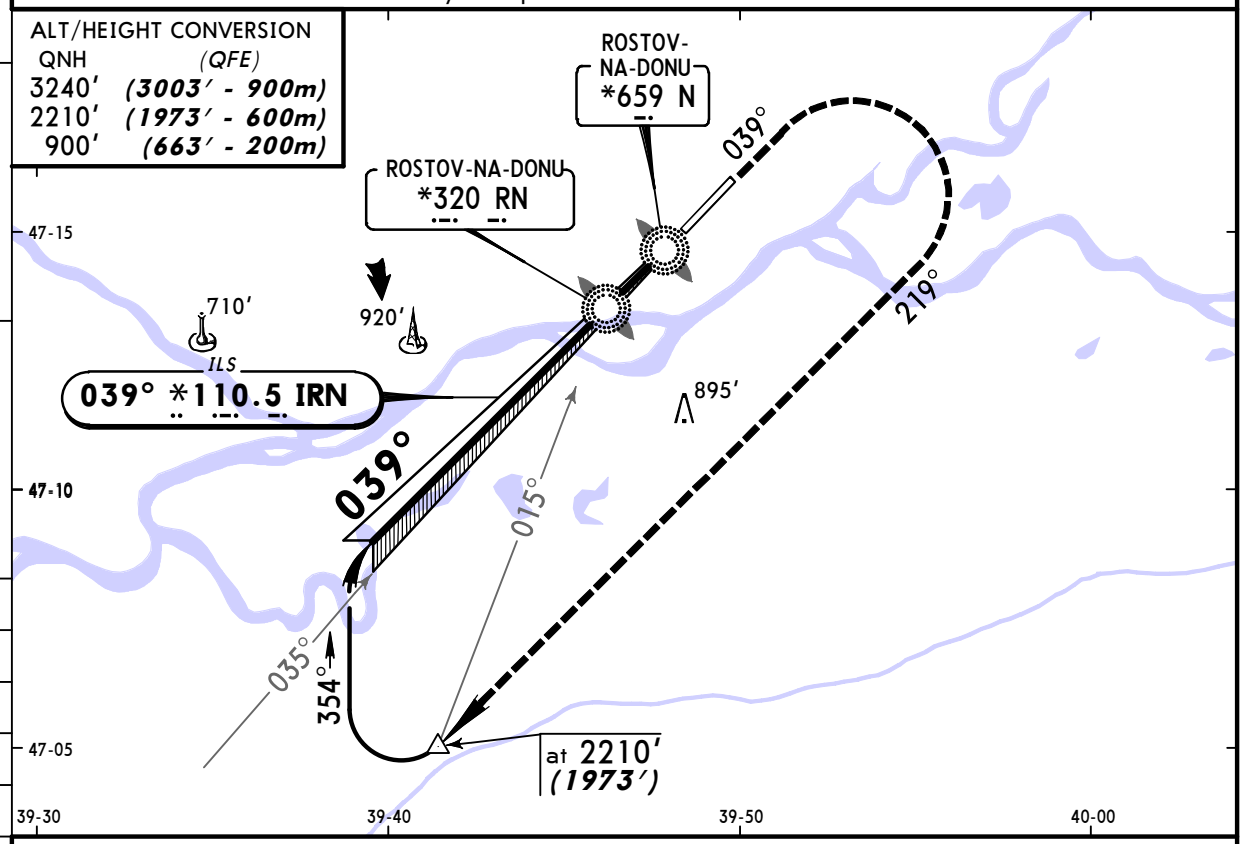
LOC IRN *110.5 / RADAR	Final Apch Crs 039°	GS LOM 926′ (689′)	ILS DA(H) 437′ (200′) / PAR DA(H) Refer to Minimums	Apt Elev 280′ / RWY 237′	2300′ MSA Airport

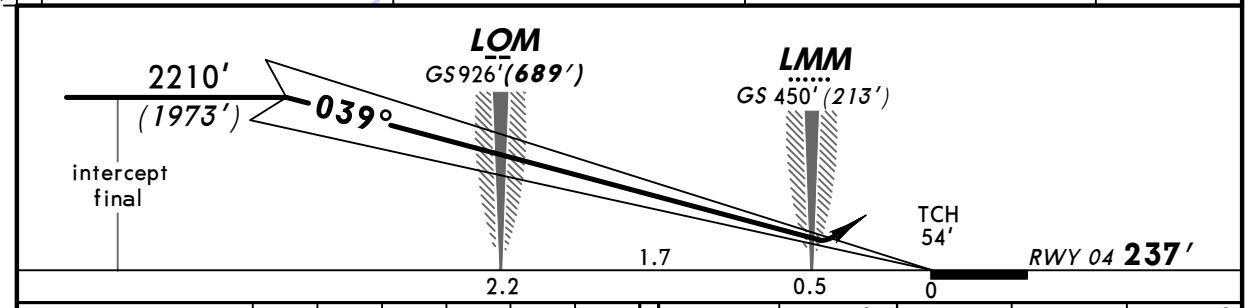
MISSED APCH: Climb on 039° to 900′ (663′), then turn RIGHT onto 219° climbing to 2210′ (1973′), then according to chart.
When reaching 900′ (663′) contact immediately ROSTOV Krug.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′ **(3003′)**
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(3003′ - 900m)
2210′	(1973′ - 600m)
900′	(663′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
ILS or PAR GS 2.67°	336	433	481	577	673	769

HIALS-II

900′ (663′) on 039° | 219° RT | 2210′ (1973′)

STRAIGHT-IN LANDING RWY 04

	ILS DA(H) 437′ (200′) FULL	ILS DA(H) 437′ (200′) TDZ or CL out	ILS DA(H) 437′ (200′) ALS out	LOC (GS out)	PAR DA(H) A: 443′ (206′) C: 463′ (226′) B: 453′ (216′) D: 472′ (235′)	PAR TDZ or CL out	PAR ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m
B							
C							
D							

PANS OPS

CHANGES: Communications. Missed approach.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA CAT II ILS Rwy 04

10 DEC 04 (11-1A) Eff 23 Dec

BRIEFING STRIP™

ATIS	ROSTOV Approach (R) 219°-039°	ROSTOV Approach (R) 039°-219°	ROSTOV Krug (SRE)	ROSTOV Tower (PAR)	ROSTOV Start (TWR)	Ground
121.7	128.2	127.1	121.2	119.7	119.7	119.0

LOC IRN	Final Apch Crs	GS LOM	CAT II ILS RA 110′ DA(H)	Apch Elev 280′ RWY 237′
*110.5	039°	926′ (689′)	337′ (100′)	

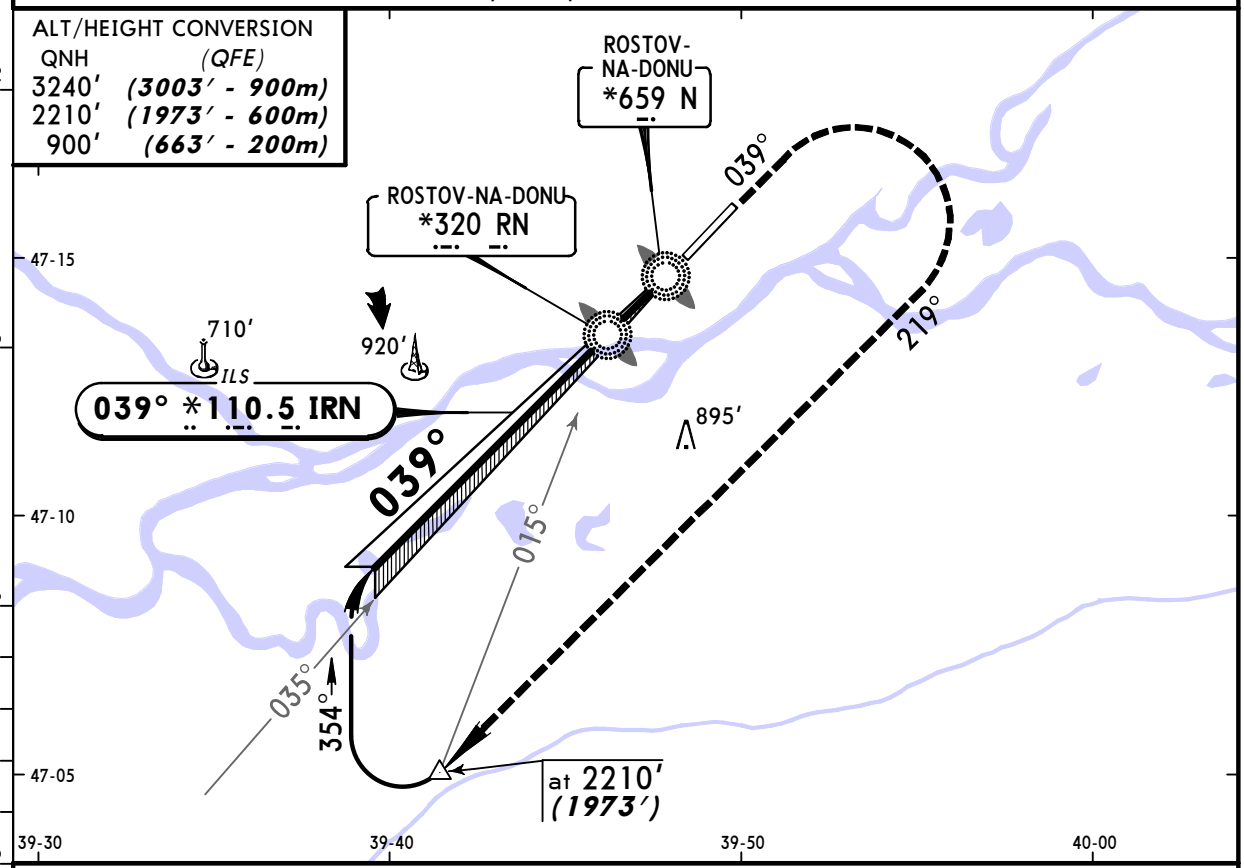
MISSED APCH: Climb on 039° to 900′ (663′), then turn RIGHT onto 219° climbing to 2210′ (1973′), then according to chart.
When reaching 900′ (663′) contact immediately ROSTOV Krug.

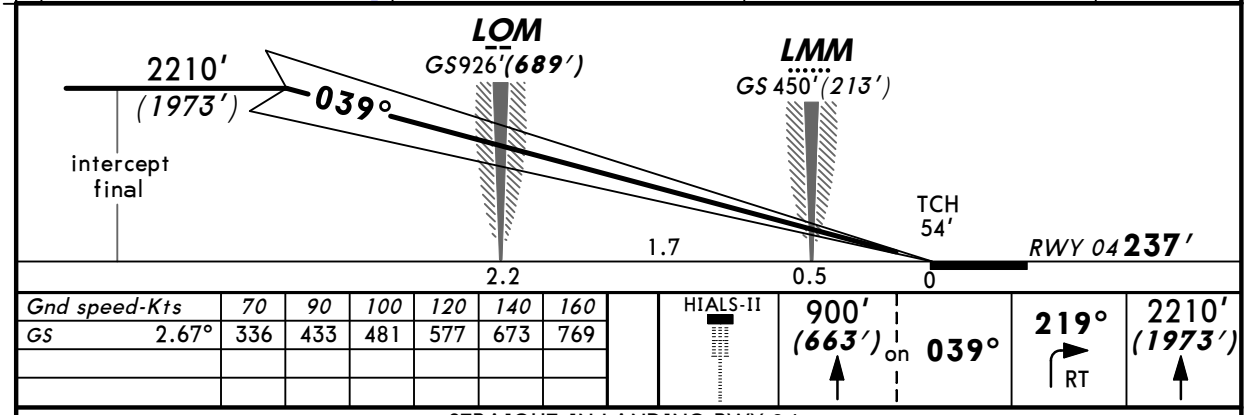
2300′
MSA Airport

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′ **(3003′)**
1. Special Aircrew & Acft Certification Required.
2. Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	**(3003′ - 900m)**
2210′	**(1973′ - 600m)**
900′	**(663′ - 200m)**





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	433	481	577	673	769

HIALS-II

900′ (663′) on 039°

219° RT

2210′ (1973′)

STRAIGHT-IN LANDING RWY **04**
CAT II ILS

ABCD
RA 110′
DA(H) 337′ **(100′)**

RVR 350m

PANS OPS

CHANGES: Communcations. Missed approach. Minimums.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN ROSTOV-NA-DONU, RUSSIA

10 DEC 04 (11-2) Eff 23 Dec

ILS or PAR Rwy 22

BRIEFING STRIP™

ATIS	ROSTOV Approach (R) 219°-039°	ROSTOV Approach (R) 039°-219°	ROSTOV Krug (SRE)	ROSTOV Tower (PAR)	ROSTOV Start (TWR)	Ground
121.7	128.2	127.1	121.2	119.7	119.7	119.0

LOC IRW *110.3 / RADAR	Final Apch Crs 219°	GS LOM 953′ (673′)	ILS DA(H) 480′ (200′) / PAR DA(H) Refer to Minimums	Apt Elev 280′ / RWY 280′

2300′

MSA

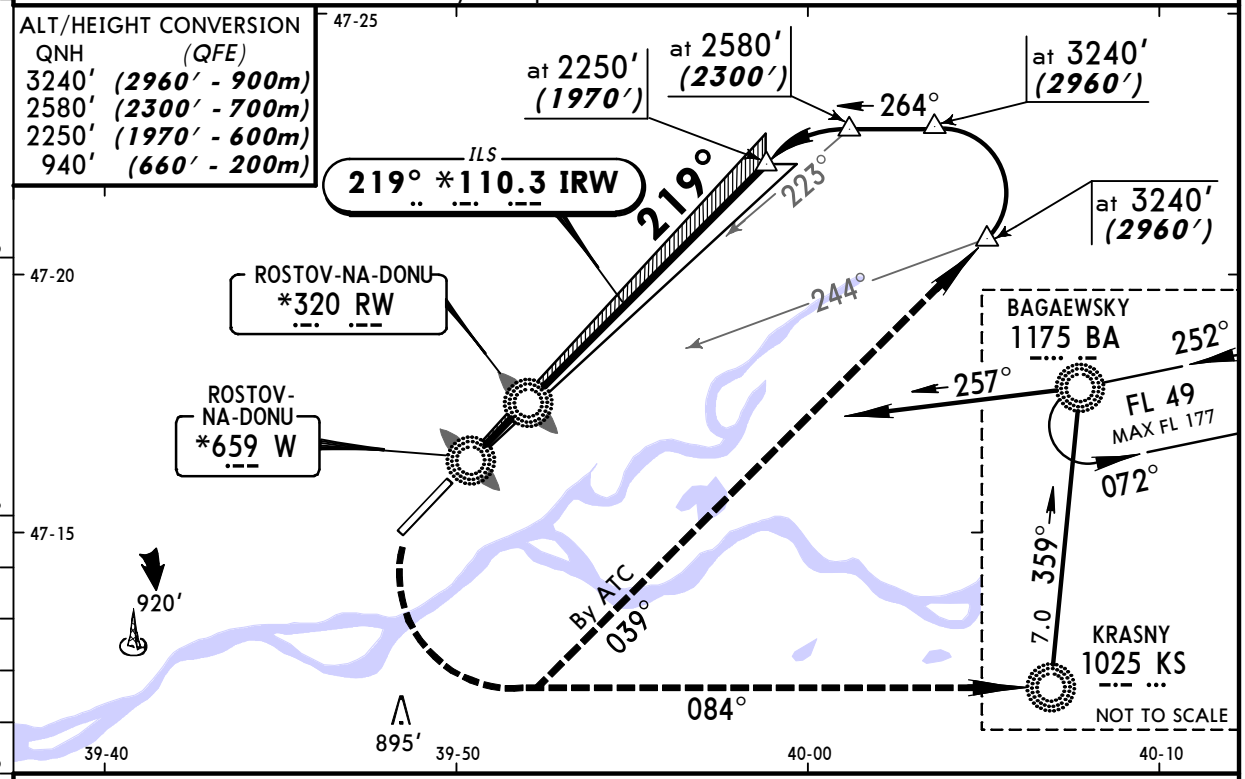
Airport

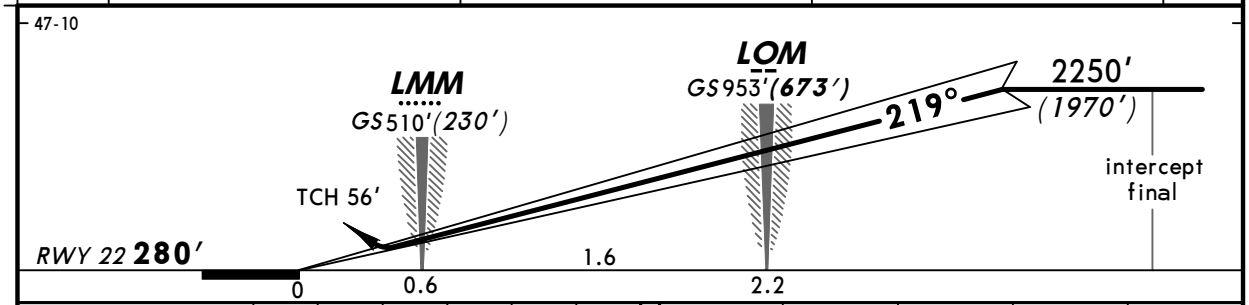
MISSED APCH: Climb to 940′ (660′), then turn LEFT onto 084° to KS NDB climbing to 2250′ (1970′), then as directed.
By ATC: Climb to 940′ (660′), then turn LEFT onto 039° climbing to 3240′ (2960′).
On reaching 940′ (660′) contact immediately ROSTOV Krug.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′ **(2960′)**
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(2960′ - 900m)
2580′	(2300′ - 700m)
2250′	(1970′ - 600m)
940′	(660′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
ILS or PAR GS 2.67°	336	433	481	577	673	769

HIALS | 940′ (660′) | 084° LT | 2250′ (1970′) | KS 1025

STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 480′ (200′) FULL	ILS DA(H) 480′ (200′) ALS out	LOC (GS out)	PAR DA(H) ABC: 480′ (200′) D: 486′ (206′)	PAR DA(H) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	RVR 720m VIS 800m	1200m
B					
C					
D					

PANS OPS

CHANGES: Communications.

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URRR/ROV ROSTOV-NA-DONU

JEPPESEN 10 DEC 04 Eff 23 Dec (16-1)

ROSTOV-NA-DONU, RUSSIA 2 NDB or RN NDB Rwy 04

ATIS	ROSTOV Approach (R) 219°-039°	ROSTOV Approach (R) 039°-219°	ROSTOV Krug (SRE)	ROSTOV Tower (PAR)	ROSTOV Start (TWR)	Ground
121.7	128.2	127.1	121.2	119.7	119.7	119.0

BRIEFING STRIP ™

NDB RN	Final Apch Crs	Minimum Alt LOM	2 NDB MDA(H)	RN NDB MDA(H)	Apt Elev 280′ RWY 237′
*320	039°	1080′(843′)	600′(363′)	720′(483′)	

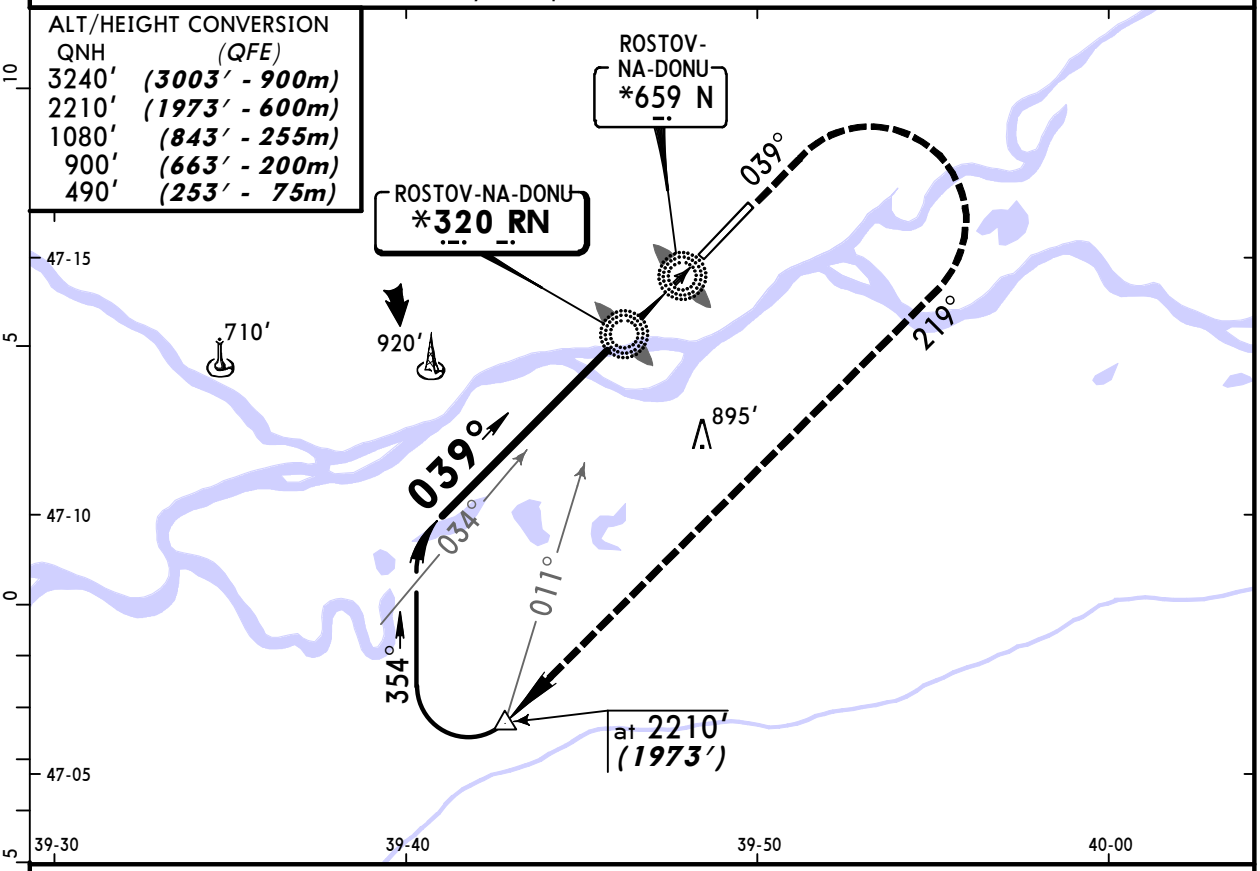
MISSED APCH: Climb on 039° to 900′(663′), then turn RIGHT onto 219° climbing to 2210′(1973′), then according to chart.
When reaching 900′(663′) contact immediately ROSTOV Krug.

2300′ MSA Airport

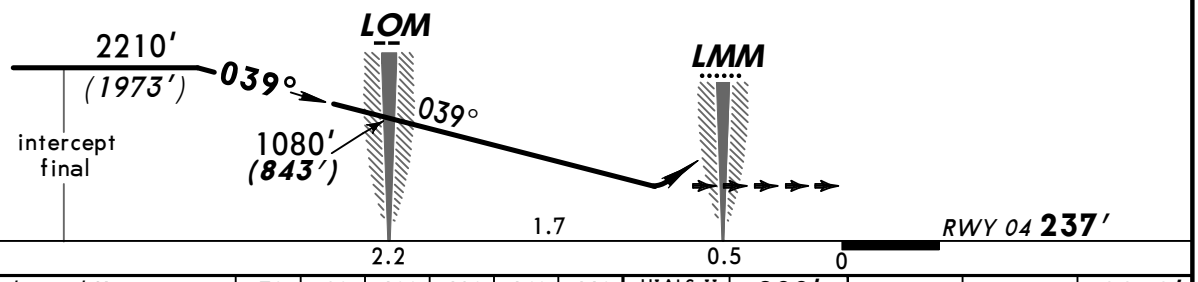
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 3240′**(3003′)**
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	**(3003′ - 900m)**
2210′	**(1973′ - 600m)**
1080′	**(843′ - 255m)**
900′	**(663′ - 200m)**
490′	**(253′ - 75m)**



Pass LMM not below 490′ (253′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940

HIALS-II

900′ (663′) on 039° | 219° RT | 2210′ (1973′)

PANS OPS

STRAIGHT-IN LANDING RWY **04**

	2 NDB MDA(H) 600′(363′)		RN NDB MDA(H) 720′(483′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1400m	2200m
B				
C				
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	RVR 1800m VIS 2000m	2400m

CHANGES: Communications. Missed approach.

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URRR/ROV
ROSTOV-NA-DONU

JEPPESEN 30 JUL 04 Eff 5 Aug (16-2)

ROSTOV-NA-DONU, RUSSIA
2 NDB or RW NDB Rwy 22

ATIS	ROSTOV Approach (R) 220°T-040°T	ROSTOV Approach (R) 040°T-220°T	ROSTOV Krug (SRE)	ROSTOV Tower (PAR)	ROSTOV Start (TWR)	Ground
121.7	128.2	127.1	121.2	119.7	119.7	119.0

BRIEFING STRIP ™

NDB RW	Final Apch Crs	Minimum Alt LOM	2 NDB MDA(H)	RW NDB MDA(H)	Apt Elev 280′ RWY 280′
*320	219°	1100′ (820′)	690′ (410′)	770′ (490′)	

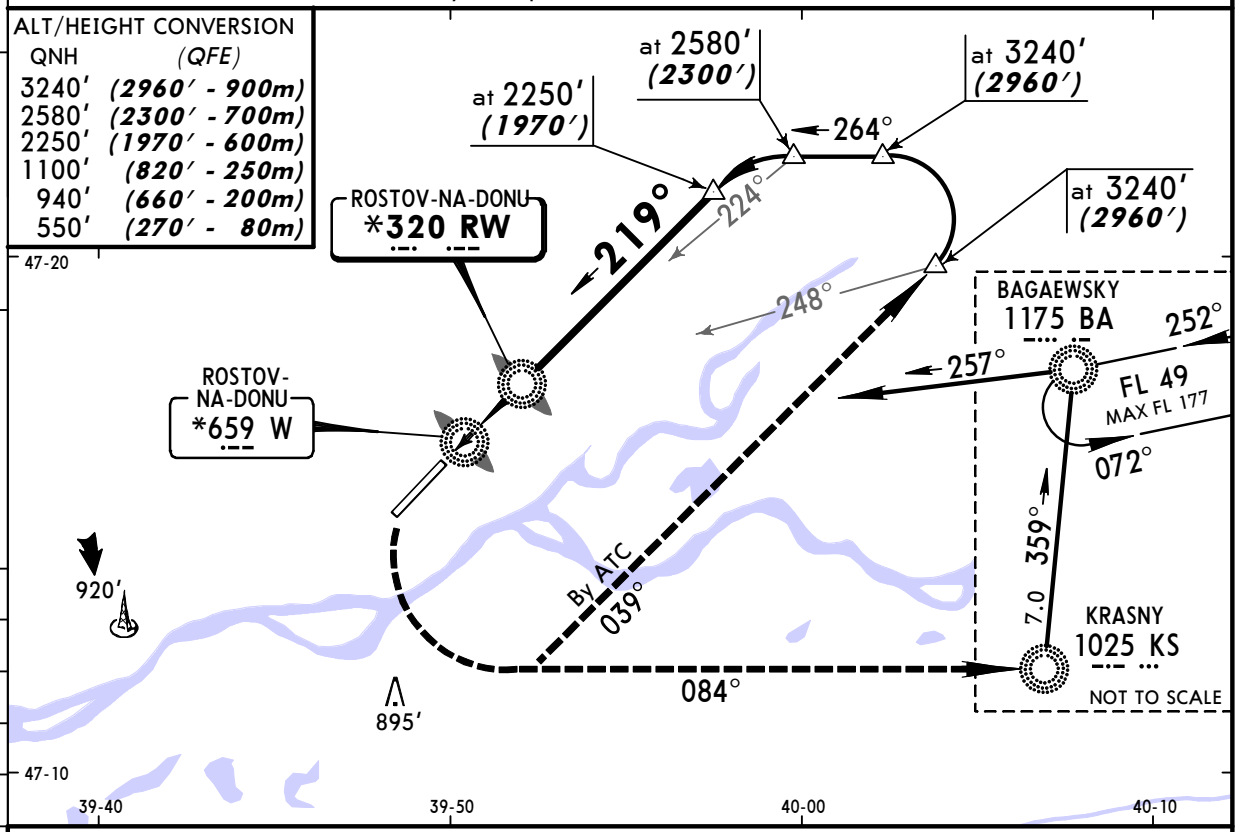
MISSED APCH: Climb to 940′ (660′), then turn LEFT onto 084° to KS NDB climbing to 2250′ (1970′), then as directed.
By ATC: Climb to 940′ (660′), then turn LEFT onto 039° climbing to 3240′ (2960′).
On reaching 940′ (660′) contact immediately ROSTOV Krug.

2300′
MSA Airport

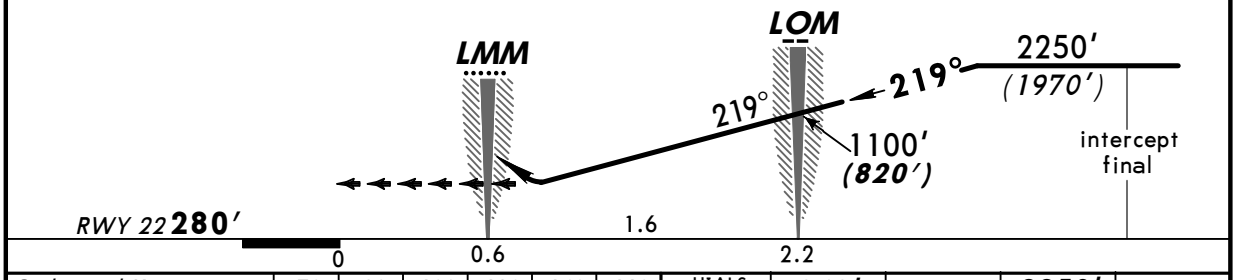
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3240′ (2960′)
Increased turbulence and windshear may be expected on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3240′	(2960′ - 900m)
2580′	(2300′ - 700m)
2250′	(1970′ - 600m)
1100′	(820′ - 250m)
940′	(660′ - 200m)
550′	(270′ - 80m)



Pass LMM not below 550′ (270′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940

HIALS | 940′ (660′) | 084° LT | 2250′ (1970′) | KS 1025

STRAIGHT-IN LANDING RWY 22

	2 NDB MDA(H) 690′ (410′)		RW NDB MDA(H) 770′ (490′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	1400m	2200m
B				
C		RVR 1800m VIS 2000m		
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2400m

PANS OPS

CHANGES: Printing sequence. Missed approach.

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URSS/AER
SOCHI

SOCHI, RUSSIA
STAR

ATIS	Apt Elev
126.2	89′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2060′ ***(2008′)***
During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

RWY 02 ARRIVALS
FROM EAST & SOUTHEAST

GUBOR N43 52.9 E040 42.7 — Between FL197 & FL157
ERMOL N43 32.9 E040 00.1 — Between FL197 & FL128
BINOL N43 40.9 E040 04.4 — Between FL197 & FL148
ABEAM PITSUNDA CAPE [ABPCE] N43 05.9 E040 16.5 — Between FL69 & FL59

❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL98.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL118.

❸ WARNING
Descend to FL157 abeam the mountain CHUGUSH (azimuth 035°, distance 22.1 NM from terminal area surveillance radar N43 26.6 E039 55.2). Further descending as instructed by ATS.

❹ Approach to final turn from ABEAM PITSUNDA CAPE is only possible in VMC when radar control is available.

MSA ARP: 11,900′ (320°–125°), 1600′

241° 30 ❸ — 196° 6 — 316° 13 — 295° 24 6890 By ATC

N43 14.4 E039 56.6 At FL39
N43 12.8 E040 00.3 At FL39
N43 16.4 E039 51.9 At 2060′ (2008′)
N43 13.1 E039 55.6 At FL59
N43 13.2 E039 49.6 At FL39
N43 15.1 E039 45.7 At FL39
N43 18.1 E039 47.6 At 2060′ (2008′)
N43 20.7 E039 45.6 At FL39
N43 19.0 E039 45.5 At 2060′ (2008′)
N43 18.5 E039 41.4 At FL59

N43 26.6 E039 55.2 — 170° 13 By ATC — 294° 4 — 294° 5 — 014° 015° 024° 032° 036° 047° 114° 2 — 114° 5 — 114° 12 — 225° 225°

SOCHI *365 AD N43 24.9 E039 55.9 — FROM GUBOR At or above FL118

Intercept final at 2060′ (2008′) 9 By ATC

NOT TO SCALE

FL CONVERSION	
FL197	***FL6000m***
FL157	***FL4800m***
FL148	***FL4500m***
FL128	***FL3900m***
FL118	***FL3600m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)
QNH 2060′ ***(2008′ - 600m)***

HOLDING OVER AD
Bank 20°
No 3 — FL59 — 204° — 1.3 — 024°

CHANGES: Crossing at AD.

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URSS/AER
SOCHI

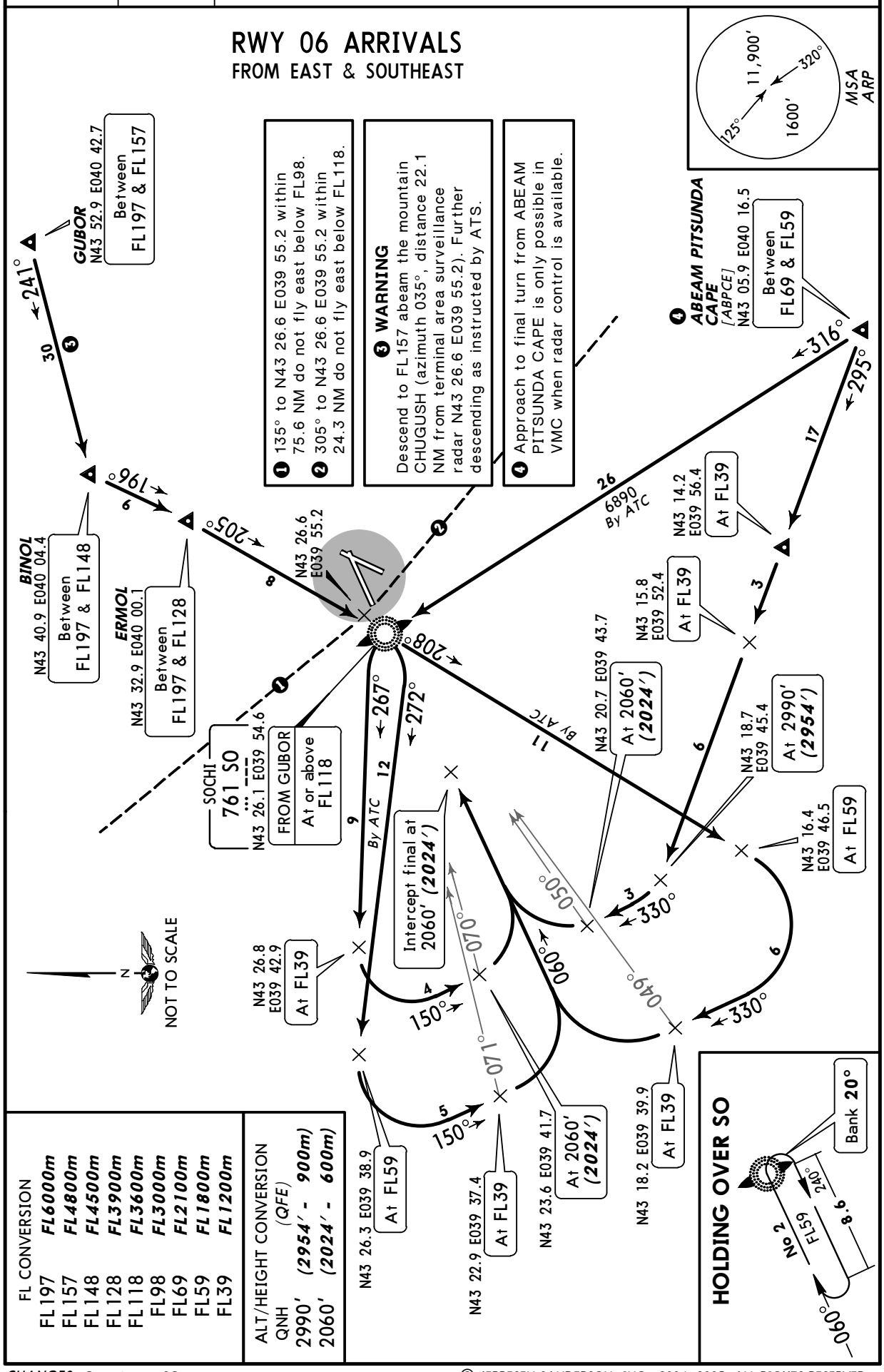
JEPPESEN
16 SEP 05 (10-2A) Eff 29 Sep

SOCHI, RUSSIA
STAR

ATIS	Apt Elev
126.2	89′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2060′ ***(2024′)***
During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

RWY 06 ARRIVALS
FROM EAST & SOUTHEAST



FL CONVERSION	
FL197	***FL6000m***
FL157	***FL4800m***
FL148	***FL4500m***
FL128	***FL3900m***
FL118	***FL3600m***
FL98	***FL3000m***
FL69	***FL2100m***
FL59	***FL1800m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	***(2954′ - 900m)***
2990′	***(2024′ - 600m)***
2060′	

CHANGES: Crossing at SO.

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URSS/AER
SOCHI

JEPPESEN
9 JUN 06 (10-2B)

SOCHI, RUSSIA
STAR

ATIS	Apt Elev
126.2	89′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2060′ ***(2008′)***
During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

MSA ARP: 11,900′ (125°–320°), 1600′

RWY 02 ARRIVALS
FROM SOUTH, WEST & NORTHWEST

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	2060′ (2008′ - 600m)

FL CONVERSION	
FL118	FL3600m
FL108	FL3300m
FL98	FL3000m
FL59	FL1800m
FL39	FL1200m

❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL98.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL118.

SOCHI *365 AD N43 24.9 E039 55.9

N43 26.6 E039 55.2

Bank 20°

Intercept final at 2060′ ***(2008′)***

RUMBA N43 52.0 E039 07.0
NIBUS N43 47.8 E039 16.6
MOBIT N43 56.4 E038 44.2
KOGUL N43 35.9 E039 11.6 — Between FL108 & FL39
LAMET N43 21.0 E039 05.4 — Between FL108 & FL39
GUKIN N43 15.1 E039 20.3 — Between FL108 & FL39
TABAN N43 07.3 E039 39.7
BANUT N42 59.4 E039 59.1
KARAT N42 40.9 E039 16.3

N43 16.5 E039 56.0 At FL39
N43 22.3 E039 39.7 At FL39
N43 18.5 E039 38.7 At FL39

N43 16.4 E039 51.9 At 2060′ ***(2008′)***
N43 17.9 E039 49.6 At 2060′ ***(2008′)***
N43 17.8 E039 49.1 At 2060′ ***(2008′)***
N43 18.1 E039 47.6 At 2060′ ***(2008′)***
N43 19.0 E039 45.5 At 2060′ ***(2008′)***

By ATC

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URSS/AER
SOCHI

JEPPESEN
9 JUN 06 (10-2C)

SOCHI, RUSSIA
STAR

ATIS	Apt Elev
126.2	89′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2060′ ***(2024′)***
During straight-in approach pilots shall reach transition level 5.4 NM before the base turn and 10.8 NM before intercepting the glide path.

MSA ARP: 11,900′ (125°–320°), 1600′

RWY 06 ARRIVALS
FROM SOUTH, WEST & NORTHWEST

ALT/HEIGHT CONVERSION (QFE)	
QNH	***(2954′ - 900m)***
2990′	***(2024′ - 600m)***
2060′	

FL CONVERSION	
FL118	***FL3600m***
FL108	***FL3300m***
FL98	***FL3000m***
FL59	***FL1800m***
FL39	***FL1200m***

❶ 135° to N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL98.
❷ 305° to N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL118.

NOT TO SCALE

Bank 20°

N43 26.6 E039 55.2

SOCHI 761 SO N43 26.1 E039 54.6

240° 8.6 FL59 No 2 060° 12 By ATC 253°

Intercept final at 2060′ ***(2024′)*** 031°

N43 18.7 E039 47.3 At FL39

N43 22.7 E039 44.6 At 2060′ ***(2024′)***

N43 22.6 E039 43.9 At 2060′ ***(2024′)***

33 5910 By ATC 36 090° 050° 330° 3 2 1 2

N43 18.7 E039 45.4 At 2990′ ***(2954′)***

N43 20.7 E039 43.7 At 2060′ ***(2024′)***

BANUT N42 59.4 E039 59.1

294° 16

TABAN N43 07.3 E039 39.7

062° 16

360° 35

KARAT N42 40.9 E039 16.3

NIBUS N43 47.8 E039 16.6

RUMBA N43 52.0 E039 07.0

MOBIT N43 56.4 E038 44.2

191° 12 163° 16 130° 29

102° 114° 19 5910

N43 26.6 E039 34.5 At FL39

KOGUL N43 35.9 E039 11.6 Between FL108 & FL39

N43 22.8 E039 42.8 At 2060′ ***(2024′)***

7 5910 By ATC 8 077° 082° 21

N43 22.1 E039 33.5 At FL39

LAMET N43 21.0 E039 05.4 Between FL108 & FL39

19

GUKIN N43 15.1 E039 20.3 Between FL108 & FL39

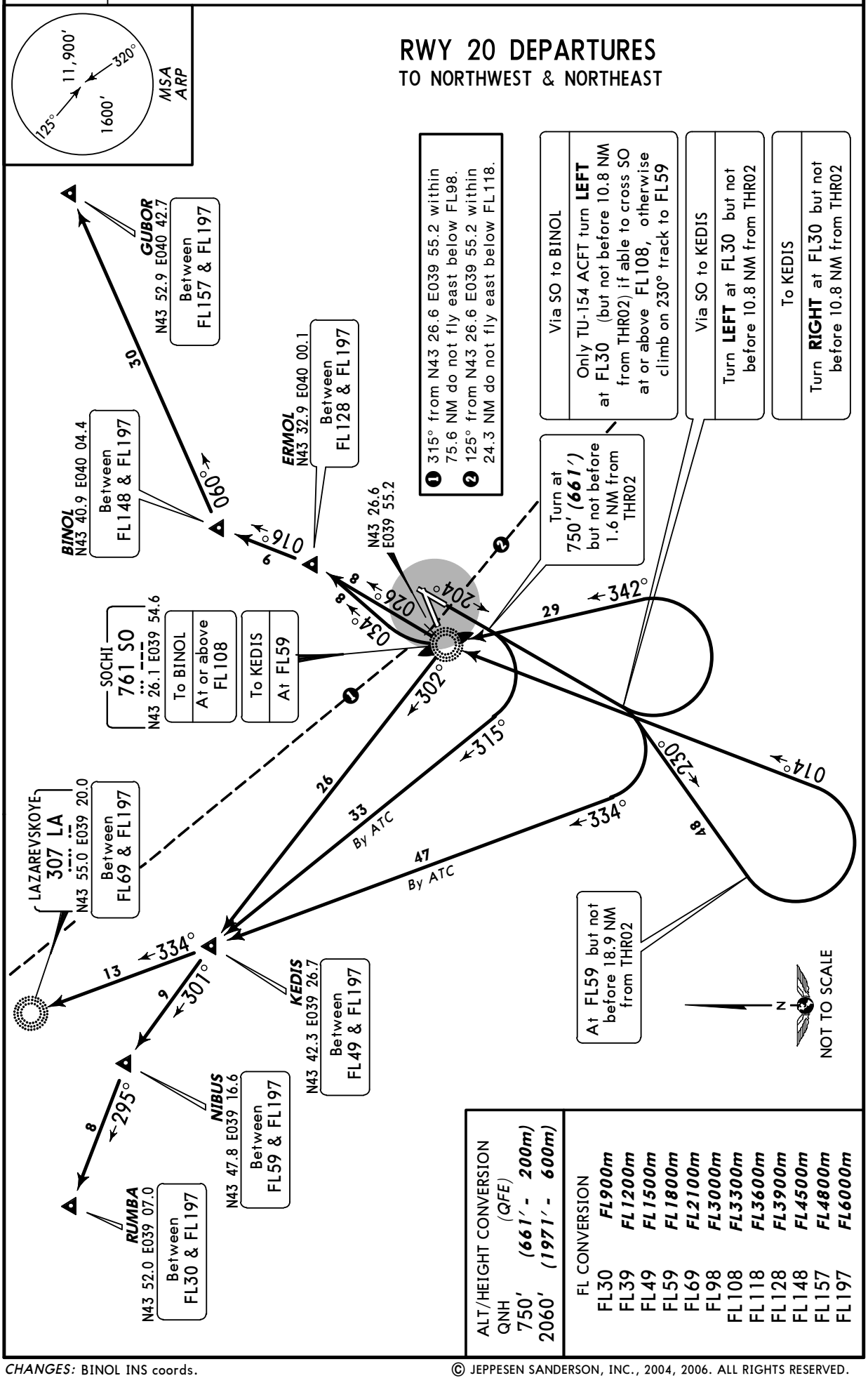
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URSS/AER
SOCHI

SOCHI, RUSSIA
SID

Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2060′ ***(1971′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



CHANGES: BINOL INS coords.

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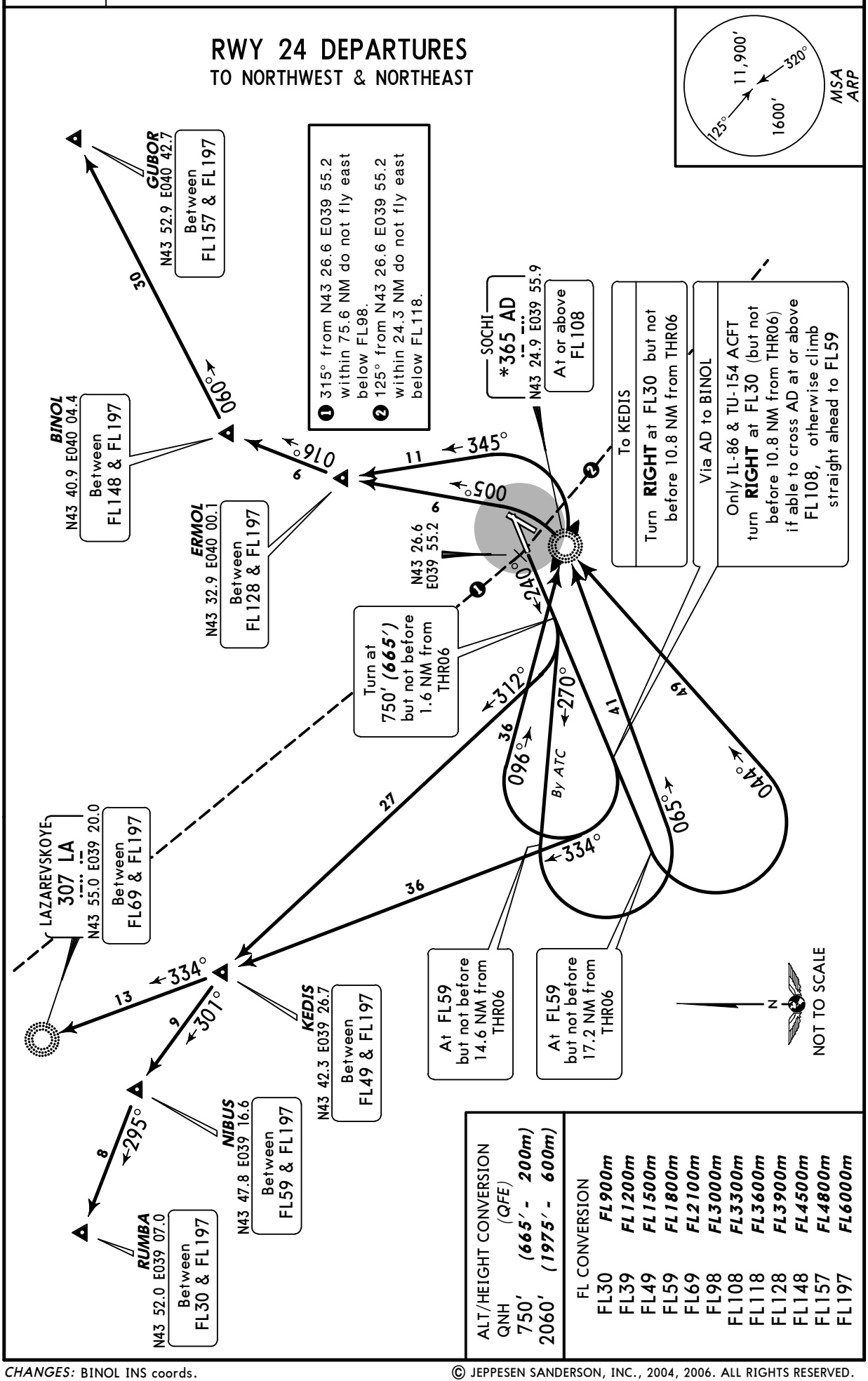
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URSS/AER
SOCHI

SOCHI, RUSSIA
SID

Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2060′ ***(1975′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

RWY 24 DEPARTURES
TO NORTHWEST & NORTHEAST



ALT/HEIGHT CONVERSION (QFE)	
QNH	750′ (665′ - 200m)
	2060′ (1975′ - 600m)

FL CONVERSION	
FL30	FL900m
FL39	FL1200m
FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL98	FL3000m
FL108	FL3300m
FL118	FL3600m
FL128	FL3900m
FL148	FL4500m
FL157	FL4800m
FL197	FL6000m

CHANGES: BINOL INS coords.

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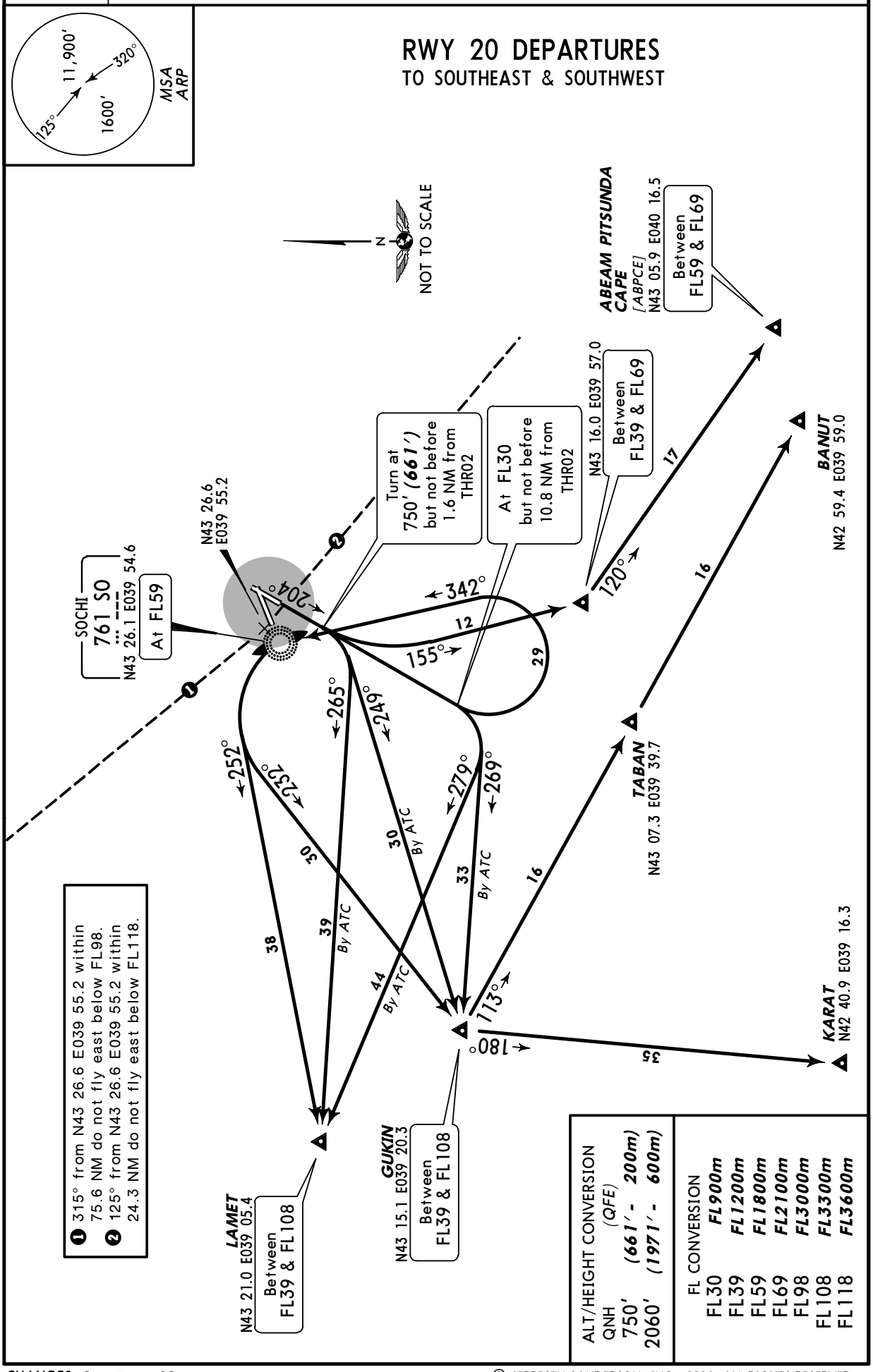
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URSS/AER
SOCHI

JEPPESEN
9 JUN 06 (10-3B)

SOCHI, RUSSIA
SID

Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2060′ ***(1971′)*** Noise abatement procedure should be applied according to Flight Operation Manual.



CHANGES: Crossing at SO.

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URSS/AER
SOCHI

SOCHI, RUSSIA
SID

Apt Elev	
89′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2060′ ***(1975′)*** Noise abatement procedure should be applied according to Flight Operation Manual.

RWY 24 DEPARTURES
TO SOUTHEAST & SOUTHWEST

MSA ARP
11,900′
320°
125°
1600′

NOT TO SCALE

N43 26.6
E039 55.2

Turn at
750′ ***(665′)***
but not before
1.6 NM from
THR06

240°
259°
266°
243°
146°
By ATC
13
36
36
By ATC
26

N43 16.0 E039 57.0
Between
FL39 & FL69

At FL30
but not before
10.8 NM from
THR06

120°
17
16
16
113°
180°
35

ABEAM PITSUNDA CAPE
[ABPCE]
N43 05.9 E040 16.5
Between
FL59 & FL69

BANUT
N42 59.4 E039 59.0

TABAN
N43 07.3 E039 39.7

KARAT
N42 40.9 E039 16.3

LAMET
N43 21.0 E039 05.4
Between
FL39 & FL108

GUKIN
N43 15.1 E039 20.3
Between
FL39 & FL108

❶ 315° from N43 26.6 E039 55.2 within 75.6 NM do not fly east below FL98.
❷ 125° from N43 26.6 E039 55.2 within 24.3 NM do not fly east below FL118.

ALT/HEIGHT CONVERSION (QFE)	
QNH	
750′	***(665′ - 200m)***
2060′	***(1975′ - 600m)***

FL CONVERSION	
FL30	***FL900m***
FL39	***FL1200m***
FL59	***FL1800m***
FL69	***FL2100m***
FL98	***FL3000m***
FL108	***FL3300m***
FL118	***FL3600m***

CHANGES: None.

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JEPPESEN FliteStar 9.160

URSS/AER — SOCHI, RUSSIA

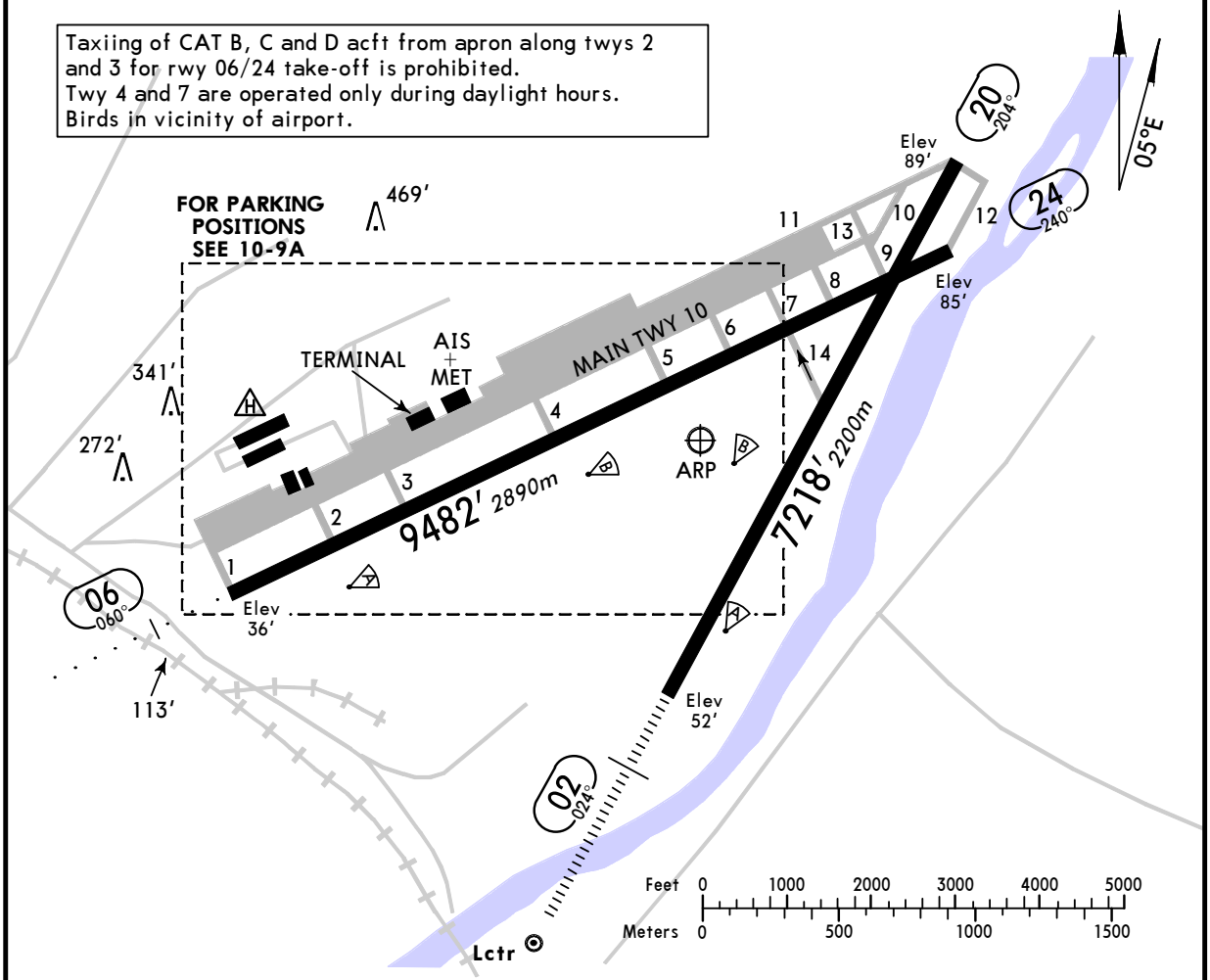
Apt Elev **89′**
N43 26.7 E039 56.9

JEPPESEN 4 JUN 04 (10-9) **Eff 10 Jun**

SOCHI

ATIS	SOCHI Taxiing (GND)	Start (TWR) Rwy 02/20:	Start (TWR) Rwy 06/24:
126.2	119.0	118.3	121.2

Taxiing of CAT B, C and D acft from apron along twys 2 and 3 for rwy 06/24 take-off is prohibited.
Twy 4 and 7 are operated only during daylight hours.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	RL *(60m)* HIALS TDZ PAPI-L	RVR		6437′ *1962m*	NA	161′ *49m*
20	RL *(60m)*	RVR	NA			
06	RL *(60m)* ALS TDZ	RVR	9219′ *2810m*	8504′ *2592m*	NA	164′ *50m*
24	RL *(60m)*	RVR	NA		❶	

❶ TAKE-OFF RUN AVAILABLE
RWY 24:
From rwy head 9482′ (2890m)
twy 8 int 8202′ (2500m)
twy 6 int 7218′ (2200m)

TAKE-OFF

AIR CARRIER (JAA)
Rwys 20, 24

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

CHANGES: Lights. Usable lengths. Notes.

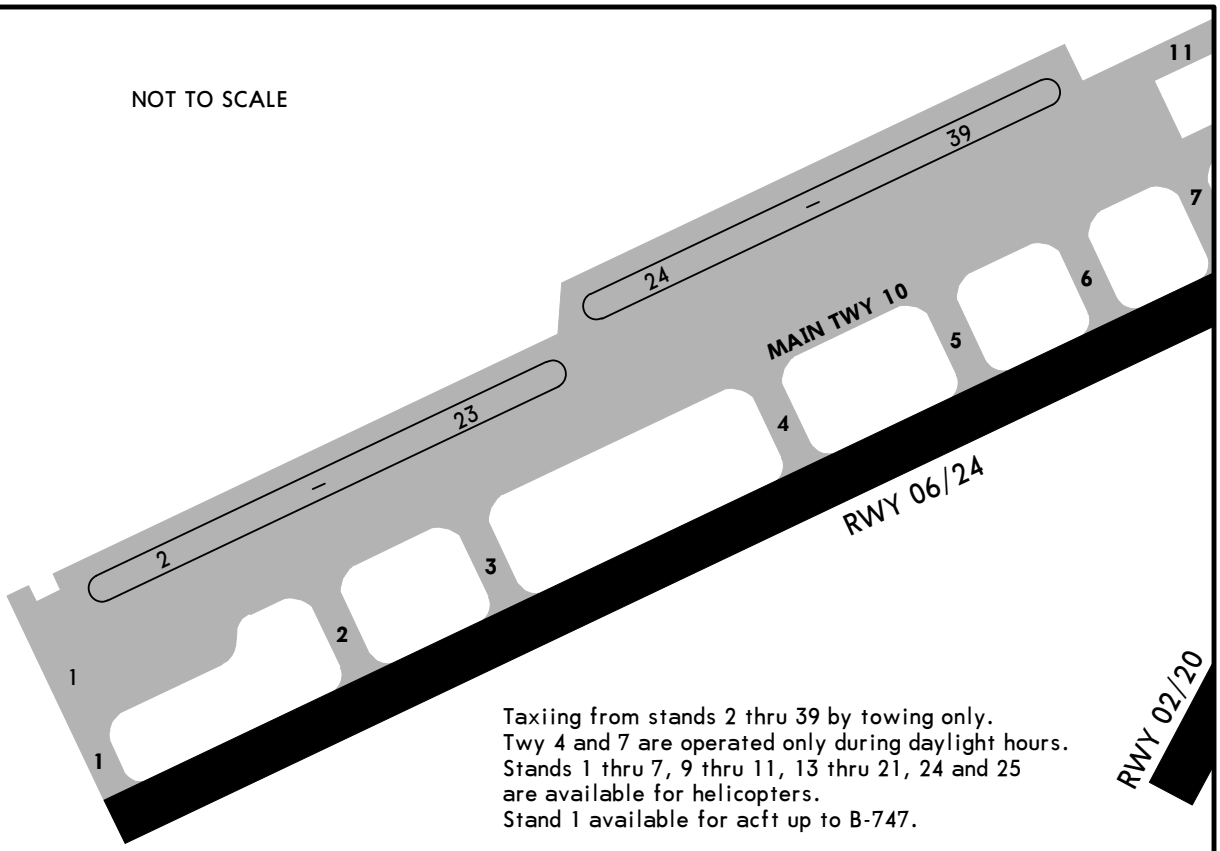
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URSS/AER

SOCHI, RUSSIA

SOCHI



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N43 26.4 E039 55.5	33	N43 26.9 E039 56.8
9 thru 11	N43 26.6 E039 55.9		
12, 13	N43 26.6 E039 56.0		
14, 15	N43 26.7 E039 56.0		
16	N43 26.7 E039 56.1		
17, 18	N43 26.7 E039 56.2		
20A	N43 26.7 E039 56.3		
26	N43 26.8 E039 56.5		
27 thru 30	N43 26.9 E039 56.6		
31, 32	N43 26.9 E039 56.7		

CHANGES: New chart.

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URSS/AER
SOCHI

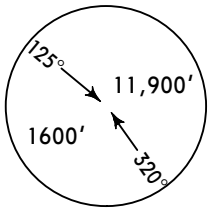
JEPPESEN
4 JUN 04
Eff 10 Jun
(11-1)

SOCHI, RUSSIA
ILS or 2 NDB Rwy 02

ATIS	SOCHI Approach	SOCHI Krug	SOCHI Tower	SOCHI Start (TWR)	Ground
126.2	124.6	119.7	118.3	118.3	119.0

BRIEFING STRIP™

LOC IAD 110.5	Final Apch Crs 024°	GS No Alt published	ILS DA(H) Refer to Minimums	Apt Elev 89′	
NDB AD 365		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY 52′	

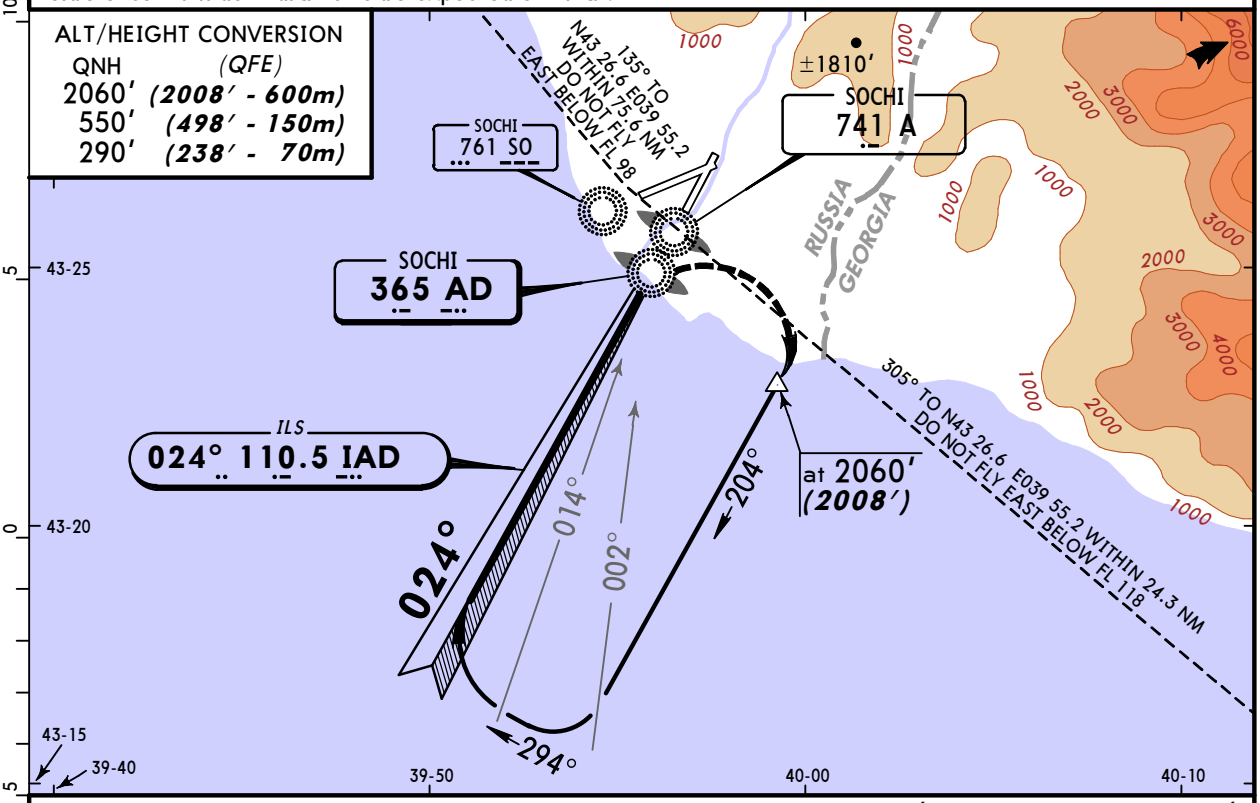


MSA
ARP

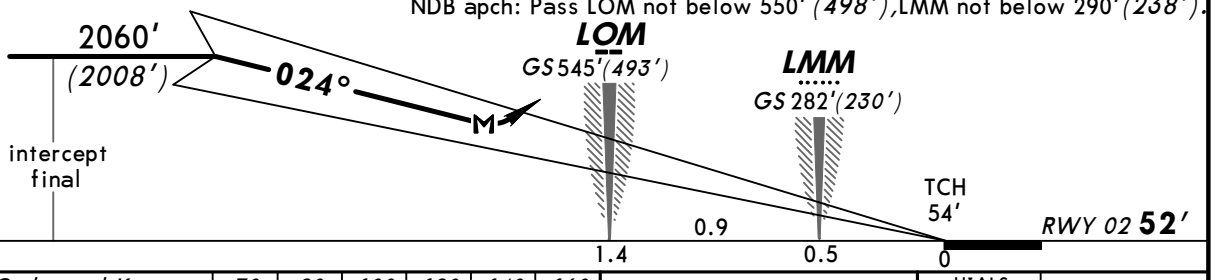
MISSED APCH: Turn RIGHT onto 204° (MAX IAS 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060′ *(2008′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2060′***(2008′)***

1. It is necessary to maintain the assigned glidepath strictly. 2. Deviation to the RIGHT is prohibited due to piers of transmission line up to 195′ at 656′/200m - 1640′/500m from runway centerline. 3. Heavy turbulence with downdrafts to be expected on final.



NDB apch: Pass LOM not below 550′ *(498′)*, LMM not below 290′ *(238′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.83° or NDB Desc Grad 4.9%	356	458	509	611	712	814

HIALS
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY **02**

	ILS	LOC (GS out)	NDB
DA(H) / MDA(H)	AB: 709′(657′) CD: 774′(722′)		AB: 710′(658′) CD: 780′(728′)
	FULL / ALS out		ALS out

PANS OPS

A	3200m		NOT AUTH	3200m	
B					
C	3300m	4100m		3200m	3600m
D					

CHANGES: Communications. Procedure.

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URSS/AER SOCHI

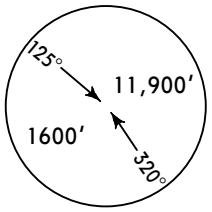
JEPPESEN 4 JUN 04 Eff 10 Jun (11-2)

SOCHI, RUSSIA ILS or NDB + MKR Rwy 06

ATIS	SOCHI Approach	SOCHI Krug	SOCHI Tower	SOCHI Start (TWR)	Ground
126.2	124.6	119.7	121.2	121.2	119.0

BRIEFING STRIP™

LOC ISO 111.1	Final Apch Crs 060°	GS No Alt published	ILS DA(H) 594′ (558′)	Apt Elev 89′	
NDB SO 761		Minimum Alt No FAF	NDB MDA(H) Refer to Minimums	RWY 36′	

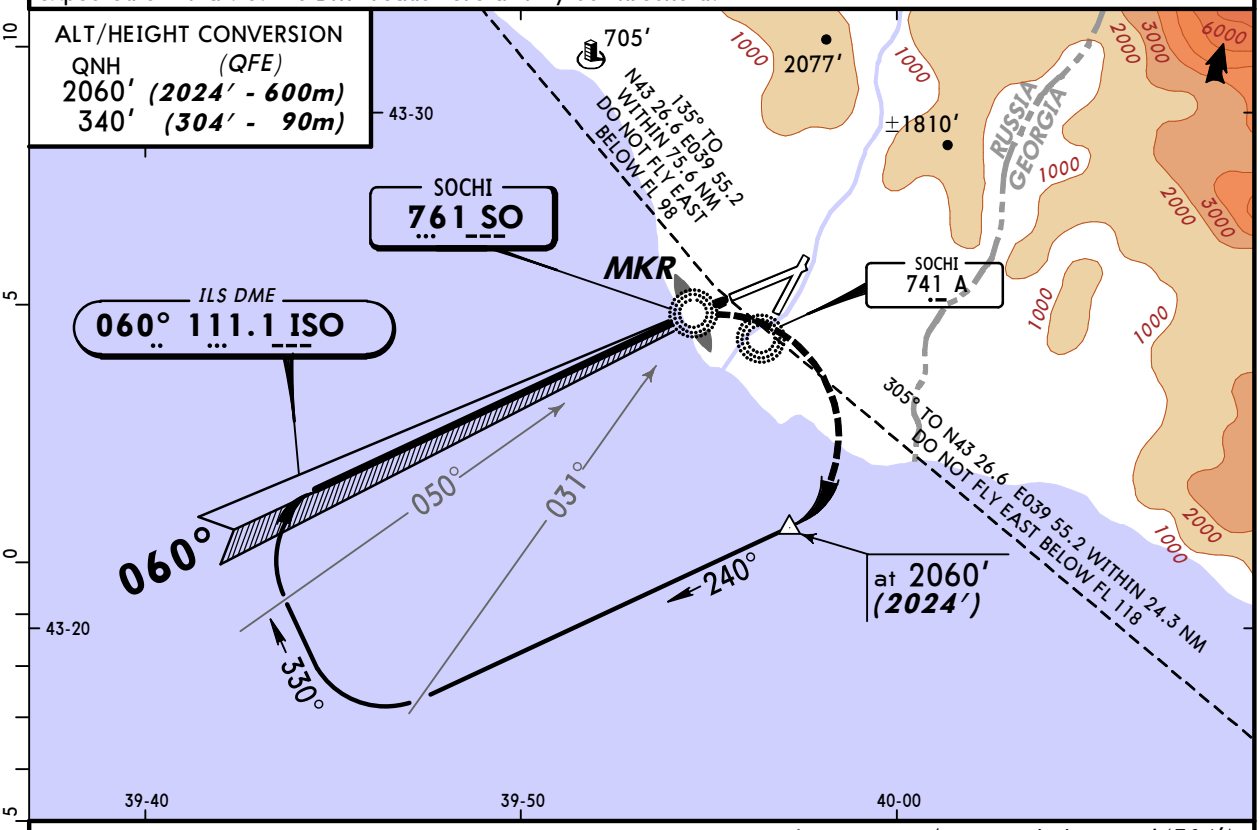


MSA ARP

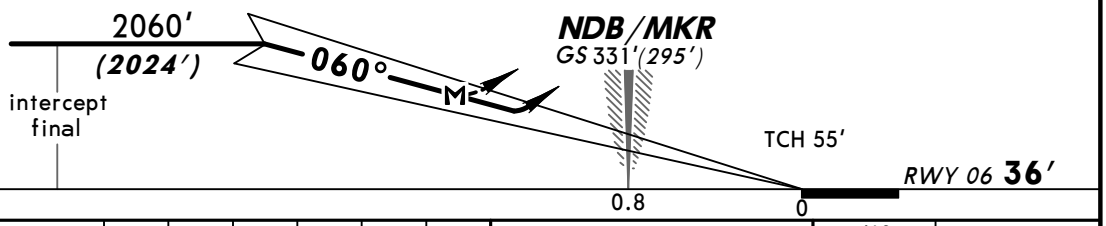
MISSED APCH: Turn RIGHT onto 240° (MAX IAS 200 KT, mim bank 20°, take-off configuration). Climb with max vertical speed to 2060′ *(2024′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2060′ ***(2024′)***

1. It is necessary to maintain the assigned glidepath strictly. 2. Heavy turbulence with downdrafts to be expected on final. 3. ILS DME reads zero at rwy 06 threshold.



NDB apch: Pass NDB/MKR not below 340′ *(304′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.83° or NDB Desc Grad 4.9%	356	458	509	611	712	814

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 06

	ILS		LOC (GS out)	NDB	
	DA(H) 594′(558′)			MDA(H) AB: 930′(894′) CD:1030′(994′)	
	FULL	ALS out			ALS out
A	3100m		NOT AUTH	3200m	
B					
C				4800m	
D					

PANS OPS

CHANGES: Communications. Procedure. Minimums.

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URWA/ASF ASTRAKHAN

ASTRAKHAN, RUSSIA

STAR

ATIS
131.5

Apt Elev
-66′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30 Trans alt: 1910′ ***(1984′)***
Transition level shall be reached at
more than 165 KT: 10.3 NM before final turn and at 13 NM before glide slope interception during straight-in approach.
less than 165 KT: 9.2 NM before final turn and at 11.9 NM before glide slope interception during straight-in approach.

1800′
MSA
ARP

RWY 09 ARRIVAL PROCEDURES

ZELENGA
905 ZG
N46 11.0 E048 37.0
Between FL167 & FL30

ASTRAKHAN
*315 G
N46 17.2 E047 58.7

ASTRAKHAN
*650 GV
N46 17.3 E047 56.4

277°
267°
27 By ATC CORRIDOR 2
29 CORRIDOR 2
By ATC
180°
10
8
6
2
N46 13.1
E047 56.1
At 1910′ ***(1984′)***
359°
270°
226°
5
By ATC
N46 13.8
E047 50.1
N46 13.7
E047 49.0
(048° brg to GV)
At 1910′ ***(1984′)***
Privolzhskiy
Intercept final at 1240′ ***(1314′)***
090°
N46 17.9
E047 49.9
N46 17.5
E047 49.2
360°
1
1
1
3
37 By ATC CORRIDOR 3
35 CORRIDOR 3
016°
007°
N46 16.5 E047 48.1
(075° brg to GV)
At 1570′ ***(1644′)***
40 CORRIDOR 1
46 By ATC CORRIDOR 1
38 CORRIDOR 4
42 By ATC CORRIDOR 4
074°
076°
BASKO
N46 12.0
E046 51.0
048°
052°
ZENZELI
*337 UP
N45 56.0 E047 04.0
Between FL167 & FL30
BIRYUCHA KOSA
*722 YO
N45 43.0 E047 36.0
Between FL167 & FL30

N
NOT TO SCALE

1 100° to ARP between 21.6 NM and 2.7 NM do not fly north below FL167 during operational hours of Privolzhskiy airport.

HOLDINGS OVER

ZG
276°
MHA FL30
MAX FL167
096°

YO
200°
MHA FL30
MAX FL167
020°

UP
234°
MHA FL35
MAX FL167
054°

FL CONVERSION
FL167 ***FL5100m***
FL30 ***FL900m***

ALT/HEIGHT CONVERSION (QFE)
QNH
1910′ ***(1984′ - 600m)***
1570′ ***(1644′ - 500m)***
1240′ ***(1314′ - 400m)***

CHANGES: Procedures revised; new format.

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URWA/ASF ASTRAKHAN

ASTRAKHAN, RUSSIA

STAR

ATIS
131.5

Apt Elev
-66′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30 Trans alt: 1910′ ***(1975′)***
Transition level shall be reached at
more than 165 KT: 10.3 NM before final turn and at 13 NM before glide slope interception during straight-in approach.
less than 165 KT: 9.2 NM before final turn and at 11.9 NM before glide slope interception during straight-in approach.

1800′
MSA
ARP

RWY 27 ARRIVAL PROCEDURES

CORRIDOR 2
279°
278°
ZELENGA
905 ZG
N46 11.0 E048 37.0
Between FL167 & FL30
N46 16.1 E048 11.1
At 1250′ (1315′)
19
12.6
N46 14.5 E048
At 1580′ (1645′)
23
2
By ATC
Intercept final at 1250′ (1315′)
270°
285°
302°
308°
360°
N46 12.3 E048 12.0
At 1910′ (1975′)
N46 12.0 E048 11.0
At 1910′ (1975′)
ASTRAKHAN
*650 BJ
N46 16.6 E048 04.4
7
By ATC
131°
4
090°
N46 12.2 E048 10.3
359°
N46 12.6 E048 03.7
At 1910′ (1975′)
ASTRAKHAN
*315 B
N46 16.8 E048 02.1
7
By ATC
Privolzhskiy
1
CORRIDOR 3
38
By ATC
CORRIDOR 3
38
CORRIDOR 1
50
By ATC
CORRIDOR 1
50
CORRIDOR 4
49
By ATC
CORRIDOR 4
45
033°
021°
ZENZELI
*337 UP
N45 56.0 E047 04.0
Between FL167 & FL30
BIRYUCHA KOSA
*722 YO
N45 43.0 E047 36.0
Between FL167 & FL30
077°
082°
BASKO
N46 12.0
E046 51.0
055°
064°

1 100° to ARP between 21.6 NM and 2.7 NM do not fly north below FL167 during operational hours of Privolzhskiy airport.

HOLDINGS OVER
ZG
276°
MHA FL30
MAX FL167
096°
YO
MHA FL30
MAX FL167
200°
020°
UP
MHA FL30
MAX FL167
054°
234°

N
NOT TO SCALE

FL CONVERSION
FL167 *FL5100m*
FL30 *FL900m*

ALT/HEIGHT CONVERSION (QFE)
QNH
1910′ ***(1975′ - 600m)***
1580′ ***(1645′ - 500m)***
1240′ ***(1315′ - 400m)***

CHANGES: Procedures revised; new format.

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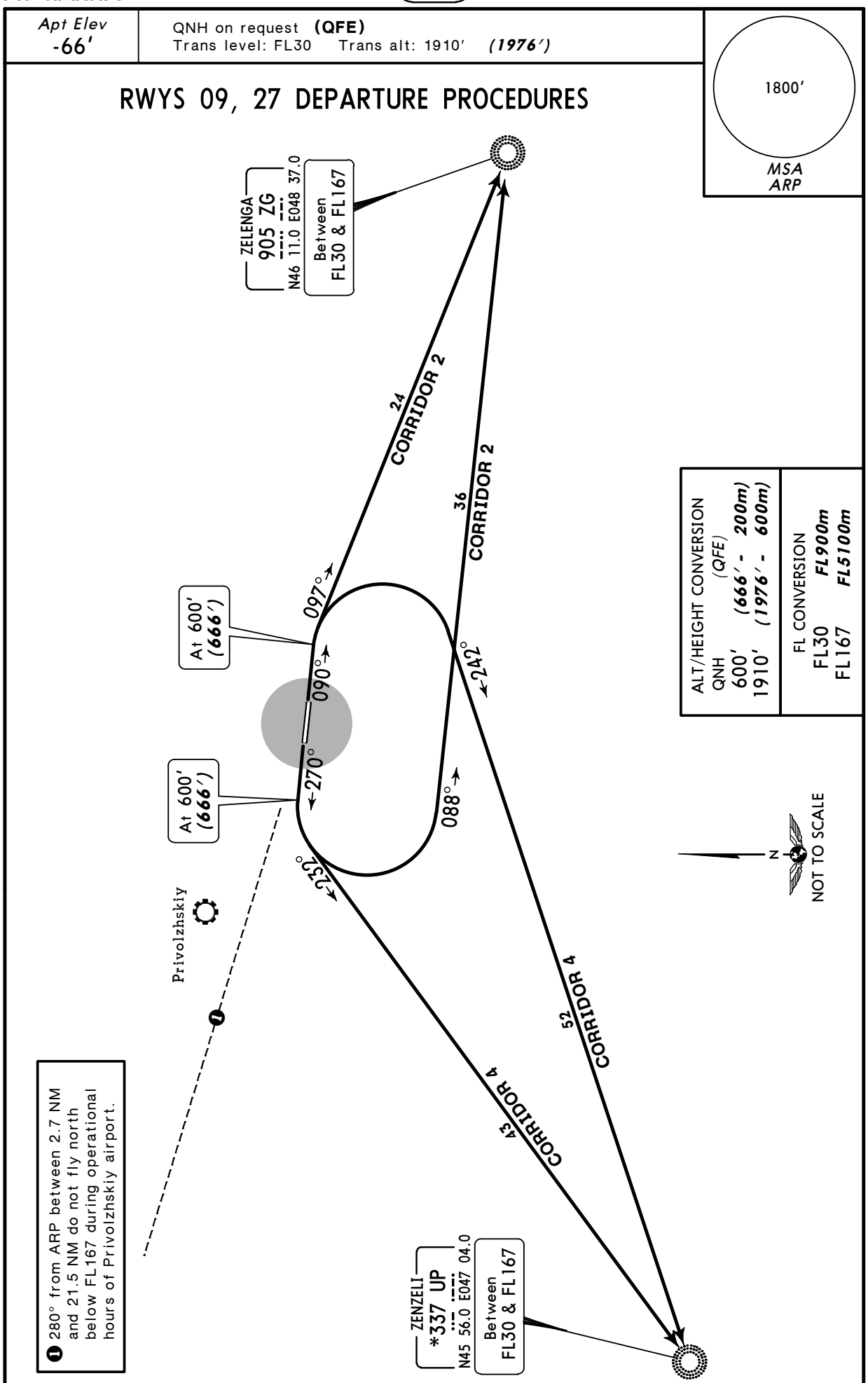
URWA/ASF ASTRAKHAN

ASTRAKHAN, RUSSIA

SID

Apt Elev	
-66′	QNH on request **(QFE)** Trans level: FL30 Trans alt: 1910′ *(1976′)*

RWYS 09, 27 DEPARTURE PROCEDURES



CHANGES: MSA; new format.

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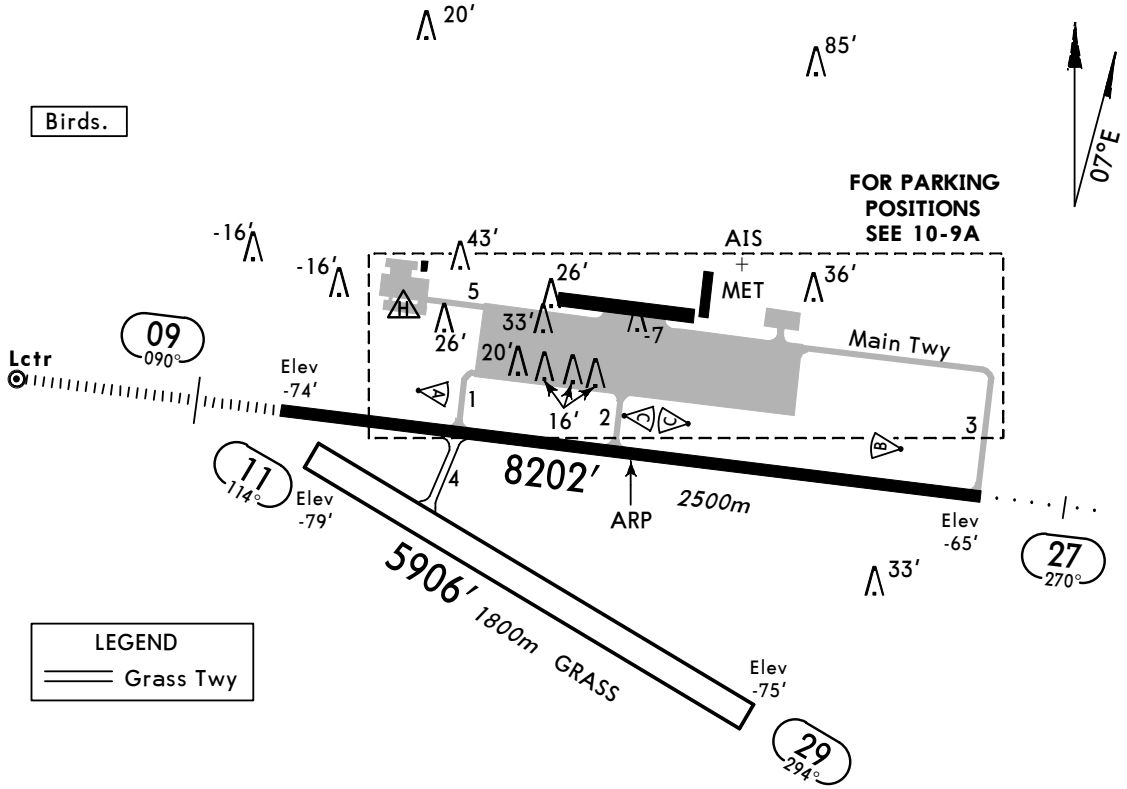
Apt Elev **-66′** (BELOW SEA LEVEL)
N46 17.0 E048 00.3

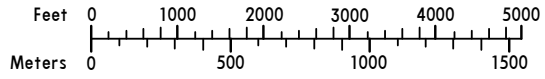
JEPPESEN
19 MAY 06 (10-9)

ASTRAKHAN, RUSSIA

ASTRAKHAN

ATIS	ASTRAKHAN Tower (GND)	Start (TWR)
131.5	123.4	118.6





ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS LANDING BEYOND Threshold	USABLE LENGTHS LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
09	HIRL *(58m)*	HIALS	PAPI-L	(angle 3.0°)	RVR		7342′ *2238m*		138′ *42m*
27	HIRL *(58m)*	ALS	PAPI-L	(angle 2.67°)	RVR		7201′ *2195m*		
11									328′ *100m*
29									

TAKE-OFF

AIR CARRIER (JAA)

Rwy 09/27

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

CHANGES: PAPI established.

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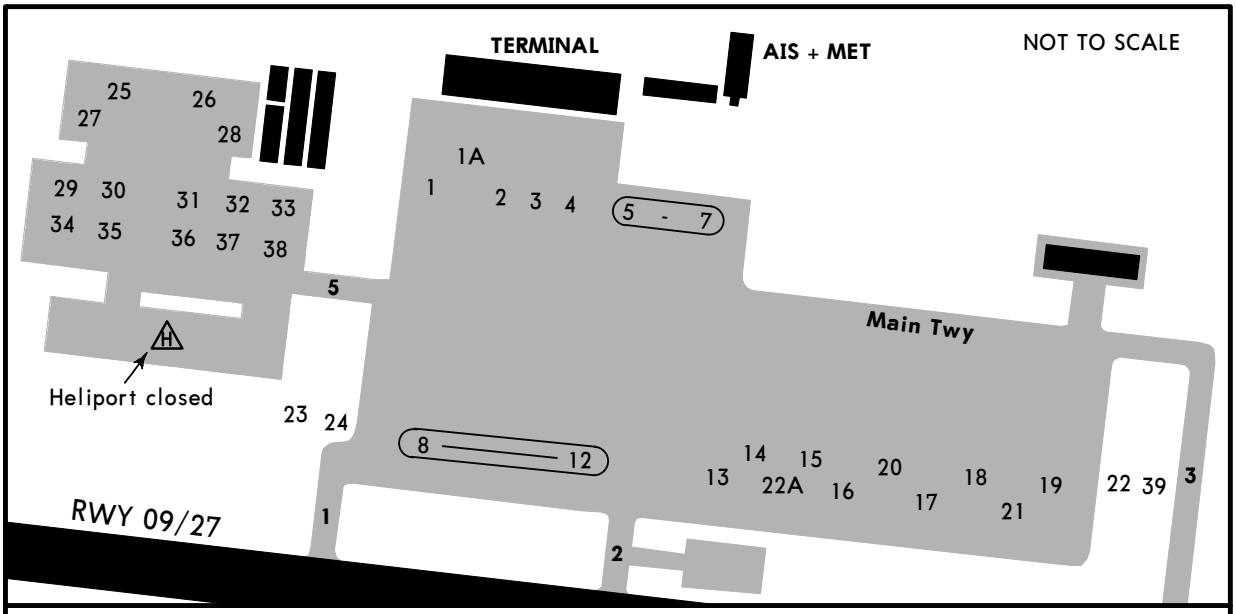
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URWA/ASF

JEPPESEN
19 MAY 06 (10-9A)

ASTRAKHAN, RUSSIA

ASTRAKHAN



Taxiing on Twy 1 and Twy 2 is at reduced speed, strictly along centerline under inner engines power.
Edge lights of Twy 3 and Main Twy are more than 10'/3m from edge of taxiway.
Parking stands 5 thru 8, 13 thru 18, 23 thru 38 available for helicopters.

CHANGES: Notes.

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URWA/ASF ASTRAKHAN

JEPPESEN 5 MAR 04 Eff 18 Mar (11-1)

ASTRAKHAN, RUSSIA ILS or 2 NDB Rwy 09

BRIEFING STRIP ™

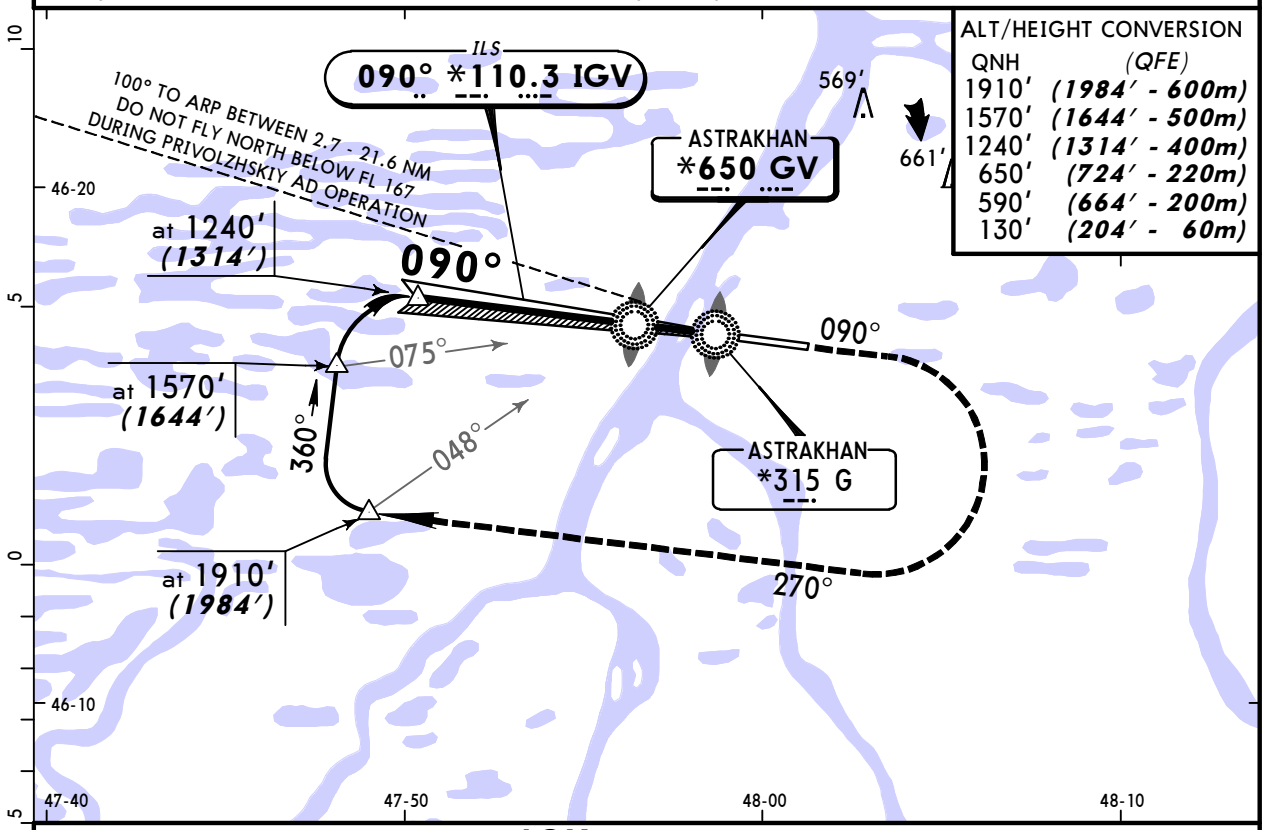
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Start (TWR)	Ground
131.5	126.0	118.6	118.6	123.4

LOC IGV *110.3	Final Apch Crs 090°	GS LOM 648′ (722′)	ILS DA(H) 126′ (200′)	Apt Elev -66′ (BELOW SEA LEVEL)	1800′
NDB GV *650		Minimum Alt LOM 650′ (724′)	NDB MDA(H) 310′ (384′)	RWY -74′	MSA ARP

MISSED APCH: Climb on 090° to 590′ (664′), then turn RIGHT onto 270° climbing to 1910′ (1984′), then according to chart.

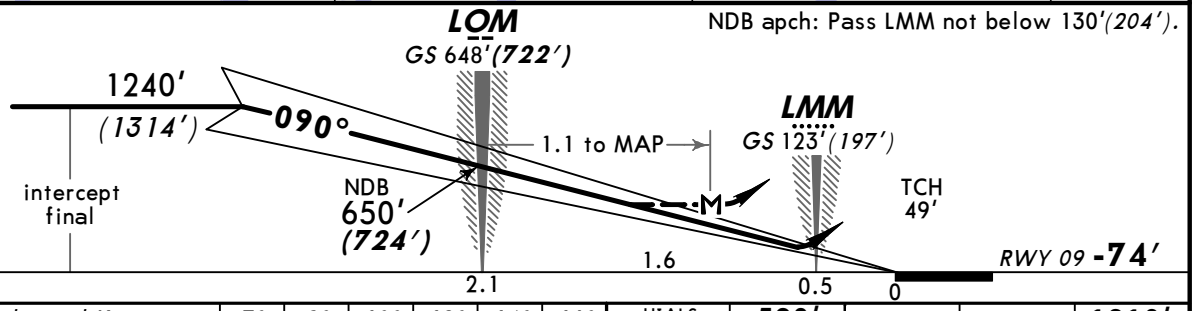
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 Trans alt: 1910′ **(1984′)**

Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
1910′	(1984′ - 600m)
1570′	(1644′ - 500m)
1240′	(1314′ - 400m)
650′	(724′ - 220m)
590′	(664′ - 200m)
130′	(204′ - 60m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS | 590′ (664′) on 090° | 270° RT | 1910′ (1984′)

PANS OPS

STRAIGHT-IN LANDING RWY **09**

	ILS DA(H) 126′ (200′) FULL	ILS DA(H) 126′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 310′ (384′)	NDB MDA(H) 310′ (384′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Rwy elev. MSA. Procedure bearings. Minimums.

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URWA/ASF ASTRAKHAN

JEPPESEN 11-2
5 MAR 04
Eff 18 Mar

ASTRAKHAN, RUSSIA ILS or 2 NDB Rwy 27

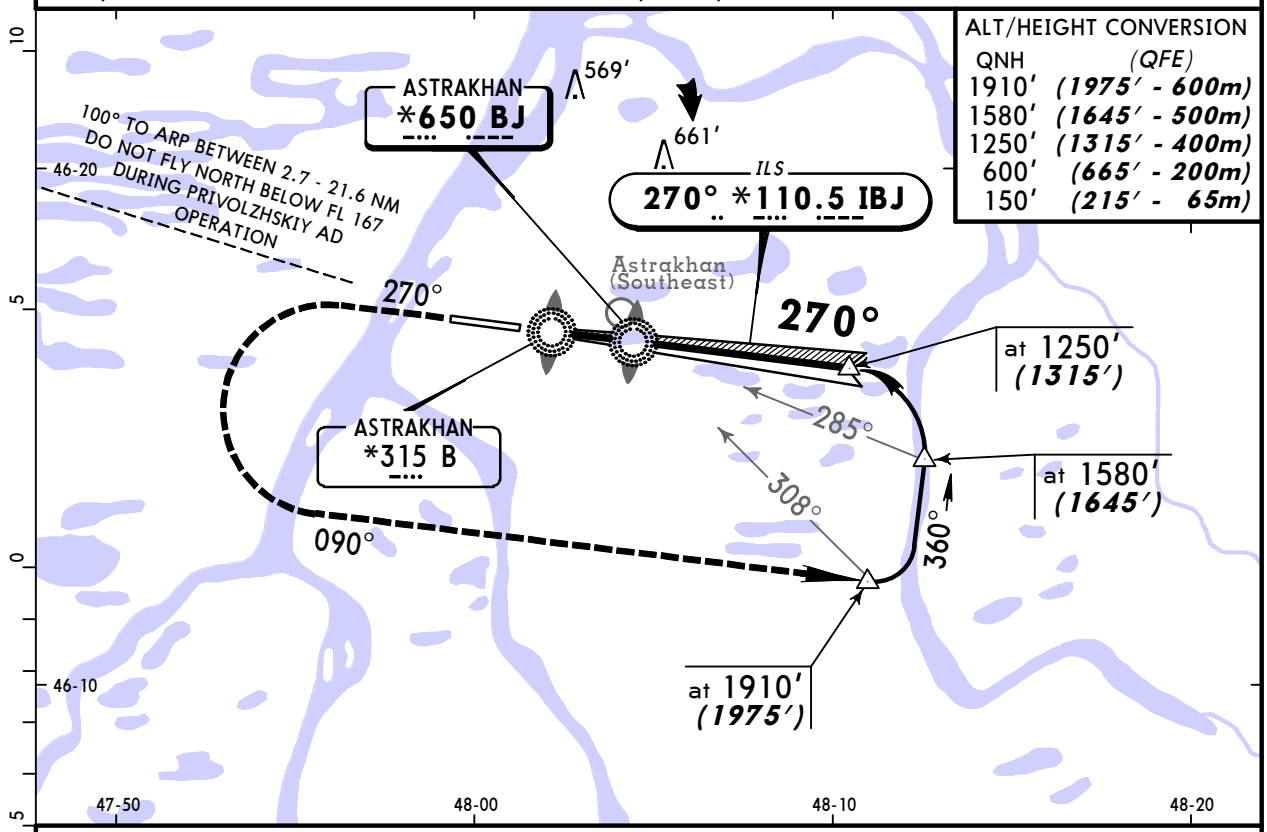
ATIS	ASTRAKHAN Approach (APP/SRE)	ASTRAKHAN Krug (SRE)	ASTRAKHAN Start (TWR)	Ground
131.5	126.0	118.6	118.6	123.4

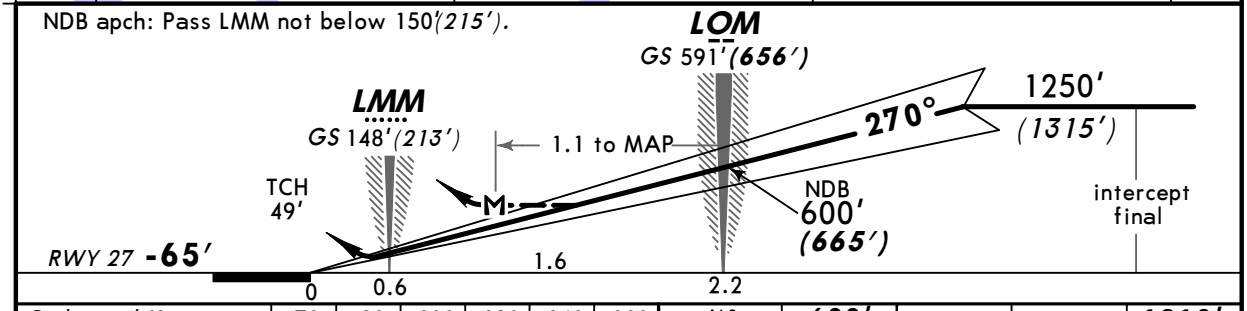
BRIEFING STRIP ™

LOC IBJ *110.5	Final Apch Crs 270°	GS LOM 591′ (656′)	ILS DA(H) 135′ (200′)	Apt Elev -66′ (BELOW SEA LEVEL)	1800′
NDB BJ *650		Minimum Alt LOM 600′ (665′)	NDB MDA(H) 290′ (355′)	RWY -65′	MSA ARP

MISSED APCH: Climb on 270° to 600′ (665′), then turn LEFT onto 090° climbing to 1910′ (1975′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 Trans alt: 1910′ **(1975′)**
Heavy turbulence with downdrafts and wind shear may be expected on final.





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

ALS

600′ (665′) on 270°

090° LT

1910′ (1975′)

STRAIGHT-IN LANDING RWY **27**

PANS OPS

	ILS DA(H) 135′ (200′) FULL	ILS DA(H) 135′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 290′ (355′)	NDB MDA(H) 290′ (355′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D				RVR 1800m VIS 2000m	

CHANGES: Rwy elev. MSA. Procedure bearings. Minimums.

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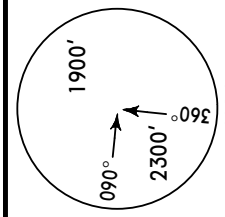
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URWI/ESL
ELISTA

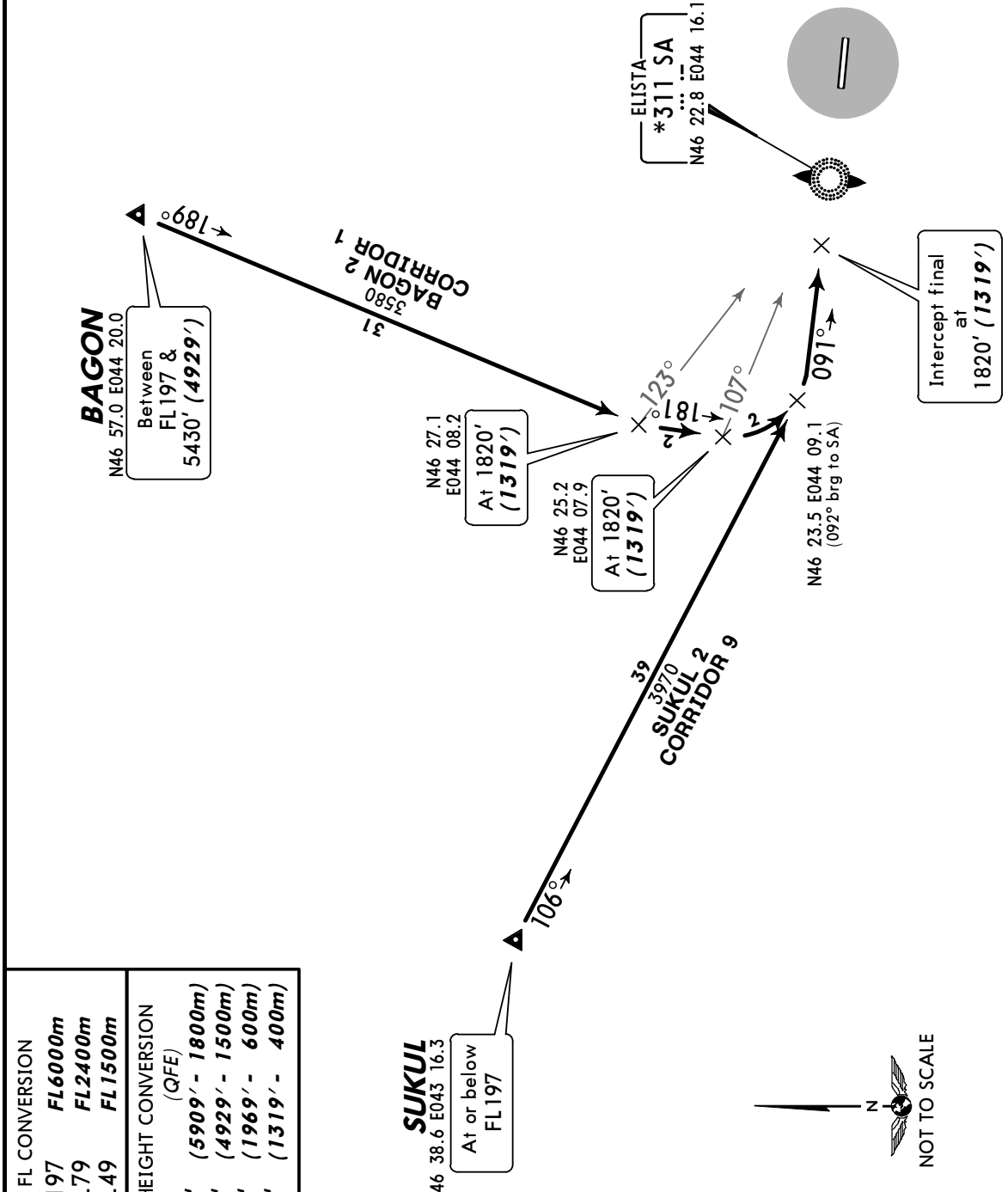
ELISTA, RUSSIA
STAR

*ATIS	Apt Elev
126.4 (RUSSIAN only)	501′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79
FL49 without flight activity at the departmental airport
Trans alt: 6410′ ***(5909′)***
2470′ ***(1969′)*** without flight activity at the departmental airport
When there are flights at the departmental aerodrome, aircraft shall reach trans level at 13.5 NM before base turn and 18.9 NM before intercepting final approach course during straight-in approach; when there are none, aircraft shall reach trans level FL49 at 5.4 NM before base turn and 10.8 NM before intercepting final approach course during straight-in approach.



BAGON 2
SUKUL 2
RWY 09 ARRIVALS
FROM NORTH



FL CONVERSION	
FL197	***FL6000m***
FL79	***FL2400m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
6410′	***(5909′ - 1800m)***
5430′	***(4929′ - 1500m)***
2470′	***(1969′ - 600m)***
1820′	***(1319′ - 400m)***

CHANGES: STARs completely revised.

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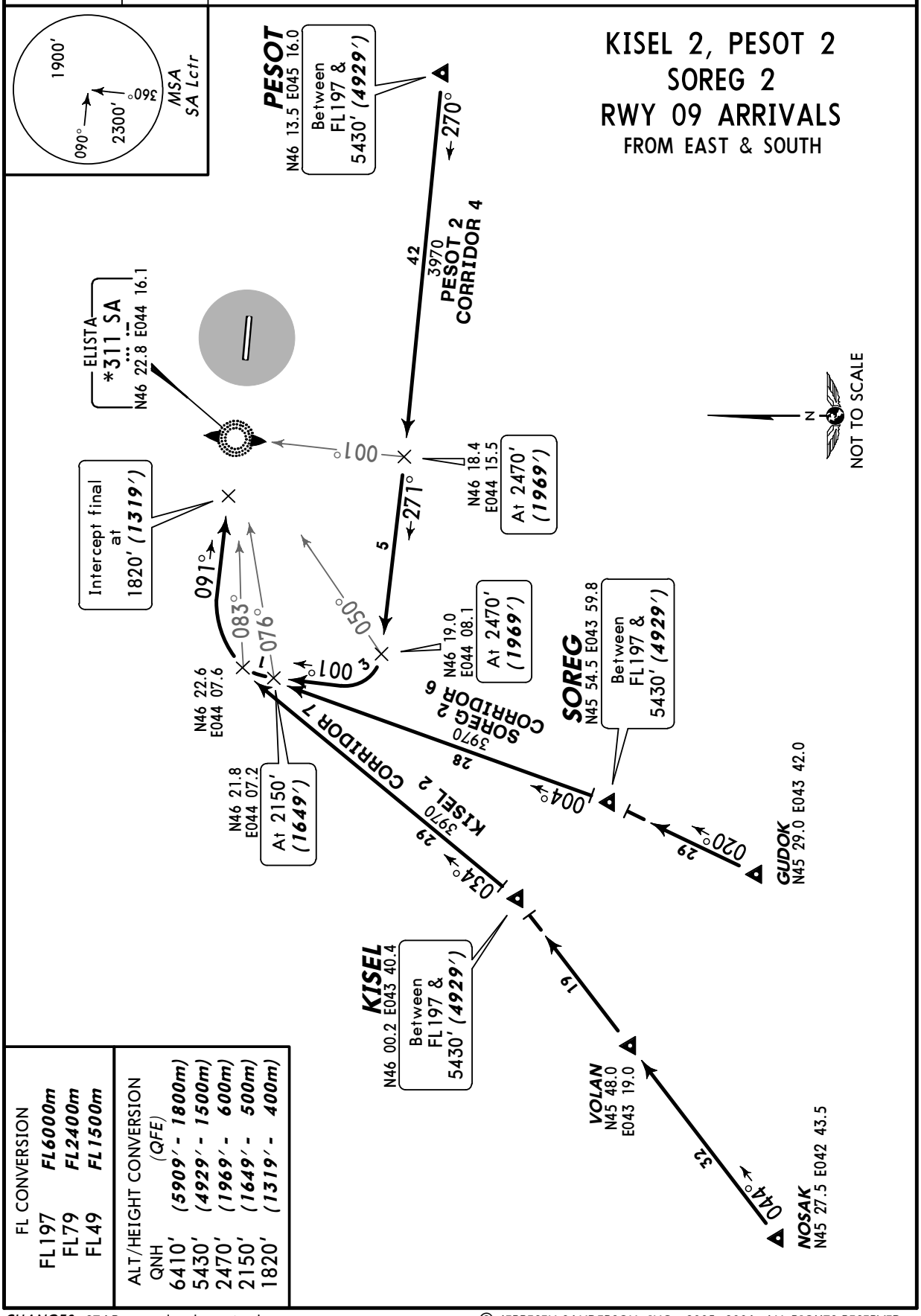
URWI/ESL
ELISTA

JEPPESEN
26 MAY 06 (10-2A)

ELISTA, RUSSIA
STAR

*ATIS	Apt Elev
126.4 (RUSSIAN only)	501′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79
FL49 without flight activity at the departmental airport
Trans alt: 6410′ ***(5909′)***
2470′ ***(1969′)*** without flight activity at the departmental airport
When there are flights at the departmental aerodrome, aircraft shall reach trans level at 13.5 NM before base turn and 18.9 NM before intercepting final approach course during straight-in approach; when there are none, aircraft shall reach trans level FL49 at 5.4 NM before base turn and 10.8 NM before intercepting final approach course during straight-in approach.



FL CONVERSION	
FL197	***FL6000m***
FL79	***FL2400m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE) QNH	
6410′	***(5909′ - 1800m)***
5430′	***(4929′ - 1500m)***
2470′	***(1969′ - 600m)***
2150′	***(1649′ - 500m)***
1820′	***(1319′ - 400m)***

CHANGES: STARs completely revised.

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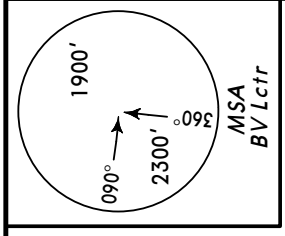
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URWI/ESL
ELISTA

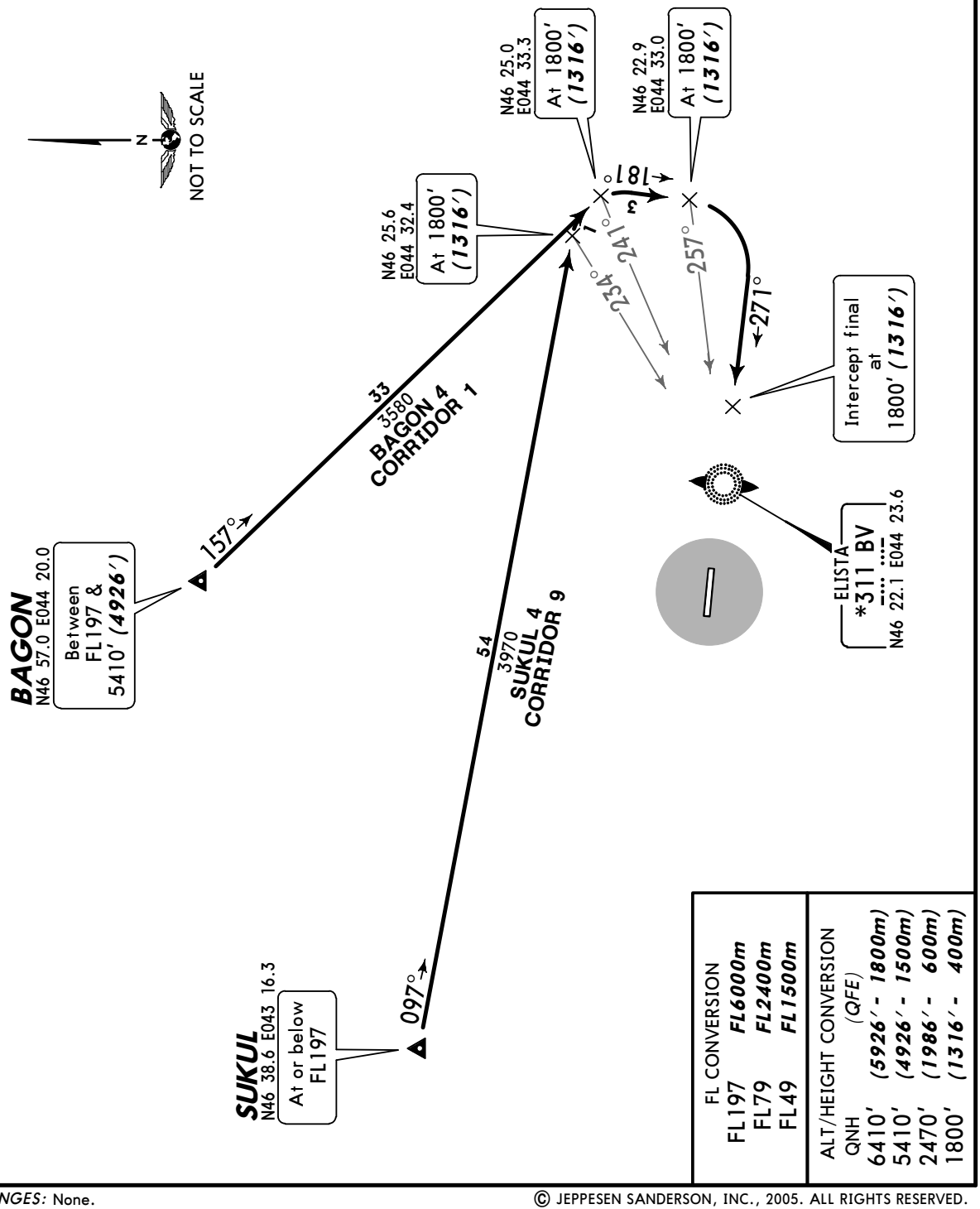
ELISTA, RUSSIA
STAR

*ATIS	Apt Elev
126.4 (RUSSIAN only)	501′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79
FL49 without flight activity at the departmental airport
Trans alt: 6410′ ***(5926′)***
2470′ ***(1986′)*** without flight activity at the departmental airport
When there are flights at the departmental aerodrome, aircraft shall reach trans level at 13.5 NM before base turn and 18.9 NM before intercepting final approach course during straight-in approach; when there are none, aircraft shall reach trans level FL49 at 5.4 NM before base turn and 10.8 NM before intercepting final approach course during straight-in approach.



BAGON 4
SUKUL 4
RWY 27 ARRIVALS
FROM NORTH



FL CONVERSION	
FL197	***FL6000m***
FL79	***FL2400m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
6410′	***(5926′ - 1800m)***
5410′	***(4926′ - 1500m)***
2470′	***(1986′ - 600m)***
1800′	***(1316′ - 400m)***

CHANGES: None.

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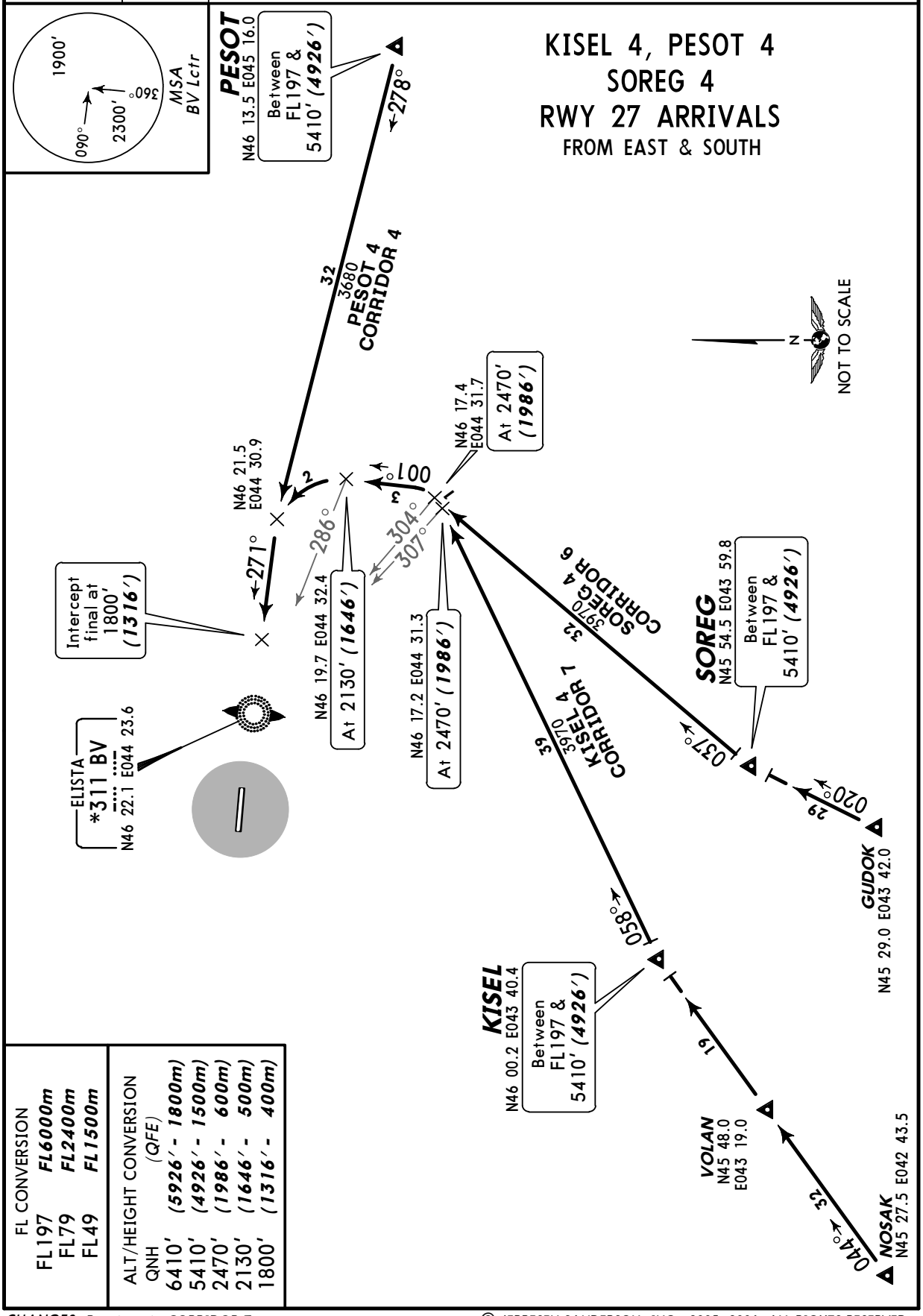
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URWI/ESL
ELISTA

ELISTA, RUSSIA
STAR

*ATIS	Apt Elev
126.4 (RUSSIAN only)	501′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL79
FL49 without flight activity at the departmental airport
Trans alt: 6410′ ***(5926′)***
2470′ ***(1986′)*** without flight activity at the departmental airport
When there are flights at the departmental aerodrome, aircraft shall reach trans level at 13.5 NM before base turn and 18.9 NM before intercepting final approach course during straight-in approach; when there are none, aircraft shall reach trans level FL49 at 5.4 NM before base turn and 10.8 NM before intercepting final approach course during straight-in approach.



FL CONVERSION	
FL197	***FL6000m***
FL79	***FL2400m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
6410′	***(5926′ - 1800m)***
5410′	***(4926′ - 1500m)***
2470′	***(1986′ - 600m)***
2130′	***(1646′ - 500m)***
1800′	***(1316′ - 400m)***

CHANGES: Routing via CORRIDOR 7.

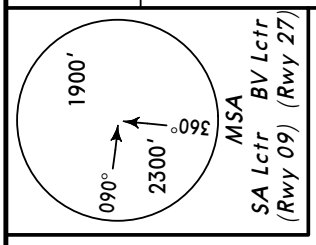
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URWI/ESL
ELISTA

ELISTA, RUSSIA
SID

Apt Elev	
501′	QNH on request **(QFE)** Trans level: FL79 FL49 without flight activity at the departmental aerodrome Trans alt: 6410′ ***(5909′)*** 2470′ ***(1969′)*** without flight activity at the departmental aerodrome



BAGON 1, BAGON 3
SUKUL 1, SUKUL 3
RWYS 09, 27 DEPARTURES
TO NORTH

ELISTA
*311 BV
N46 22.1 E044 23.6

346°
38
BAGON 1
CORRIDOR 1

ELISTA
*311 SA
N46 22.8 E044 16.1

At 1160′
(659′)

091°
271°
288°
284°
360°
37
BAGON 3
CORRIDOR 1

BAGON
N46 57.0 E044 20.0
Between
5430′ ***(4929′)***
& FL197

47
CORRIDOR 9
SUKUL 3

57
CORRIDOR 9
SUKUL 1

SUKUL
N46 38.6 E043 16.3
At or below
FL197

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1160′	***(659′ - 200m)***
2470′	***(1969′ - 600m)***
5430′	***(4929′ - 1500m)***
6410′	***(5909′ - 1800m)***

FL CONVERSION	
FL49	***FL1500m***
FL79	***FL2400m***
FL197	***FL6000m***

CHANGES: MSA.

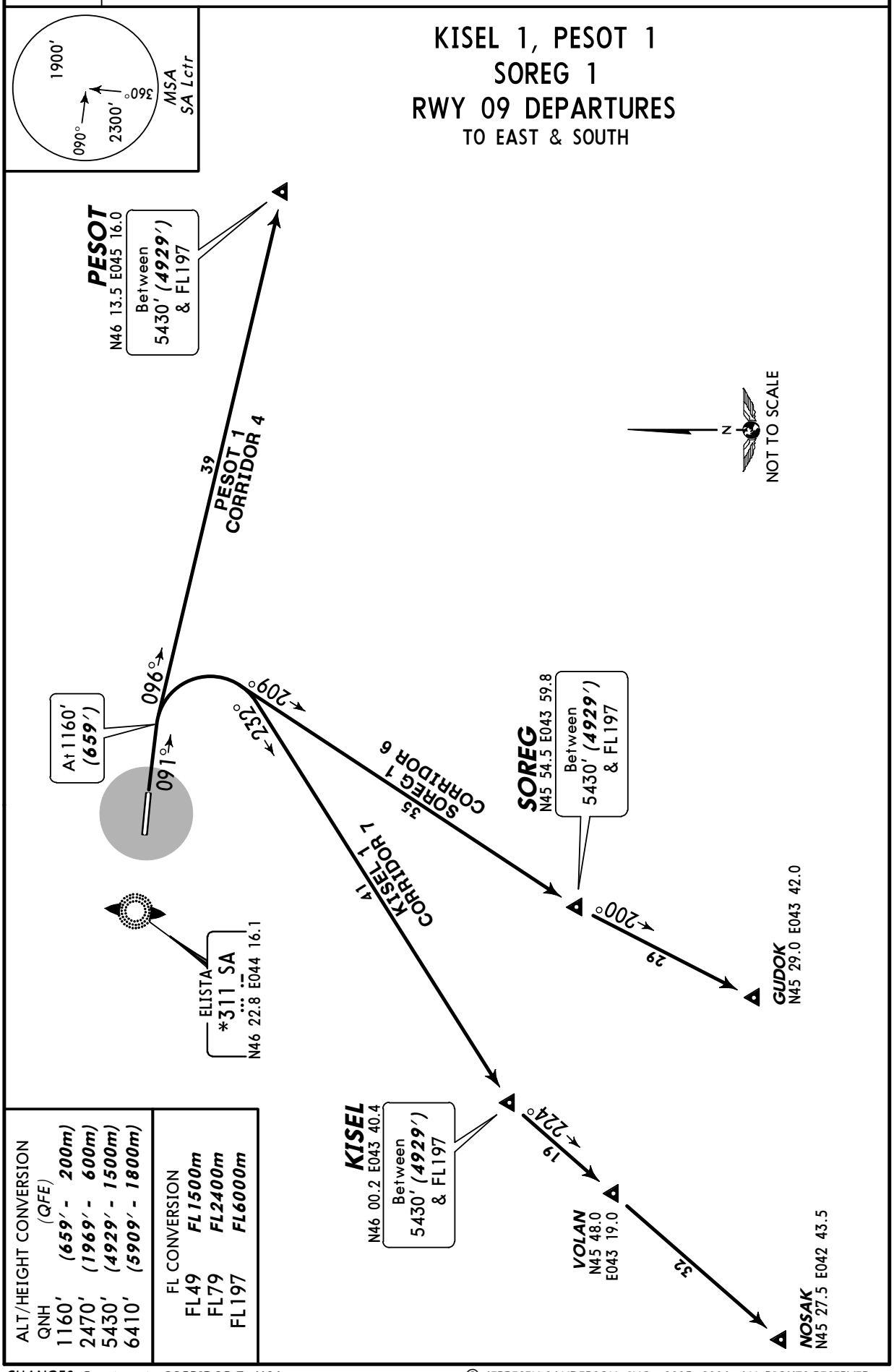
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URWI/ESL
ELISTA

ELISTA, RUSSIA
SID

Apt Elev	
501′	QNH on request **(QFE)** Trans level: FL79 FL49 without flight activity at the departmental aerodrome Trans alt: 6410′ ***(5909′)*** 2470′ ***(1969′)*** without flight activity at the departmental aerodrome



CHANGES: Routing via CORRIDOR 7; MSA.

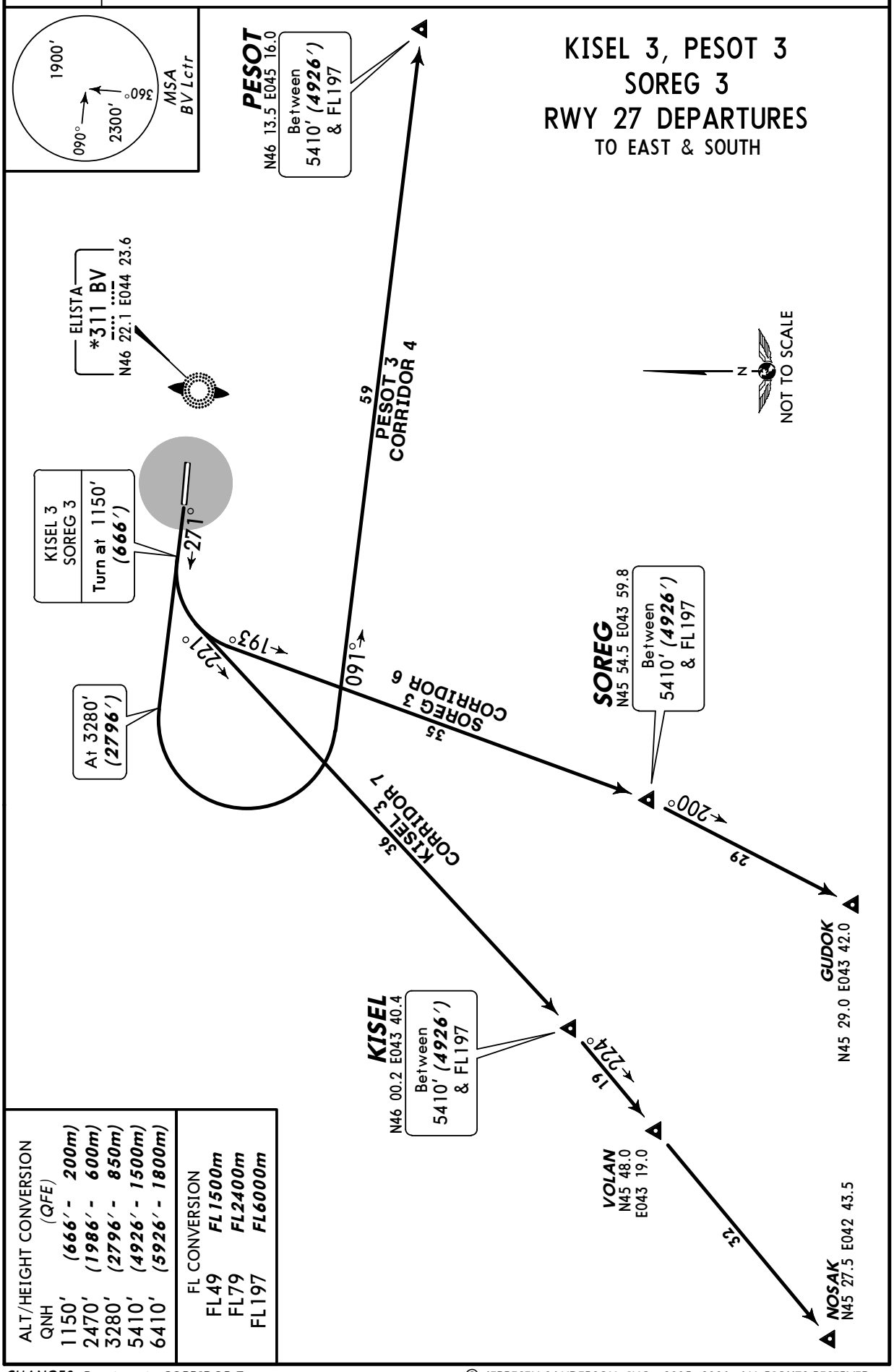
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URWI/ESL
ELISTA

ELISTA, RUSSIA
SID

Apt Elev	
501′	QNH on request **(QFE)** Trans level: FL79 FL49 without flight activity at the departmental aerodrome Trans alt: 6410′ ***(5926′)*** 2470′ ***(1986′)*** without flight activity at the departmental aerodrome



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1150′	***(666′ - 200m)***
2470′	***(1986′ - 600m)***
3280′	***(2796′ - 850m)***
5410′	***(4926′ - 1500m)***
6410′	***(5926′ - 1800m)***

FL CONVERSION	
FL49	***FL1500m***
FL79	***FL2400m***
FL197	***FL6000m***

CHANGES: Routing via CORRIDOR 7.

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URWI/ESL

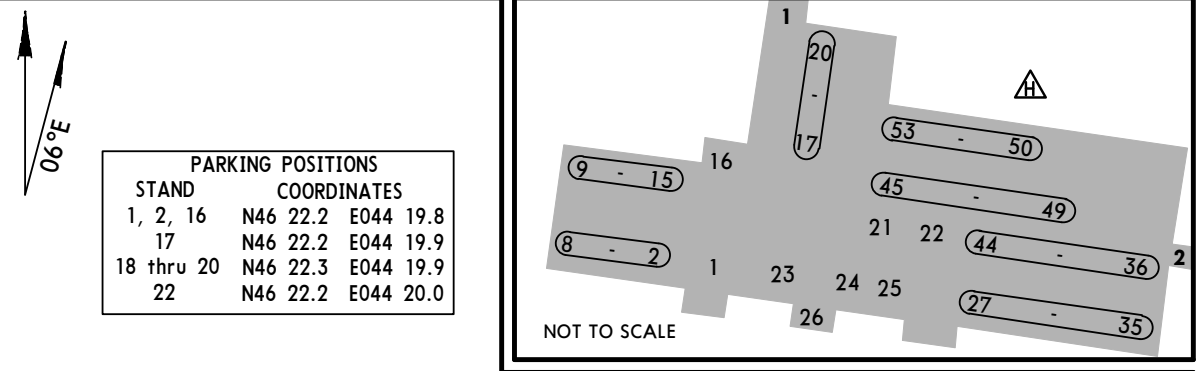
Apt Elev **501′**
N46 22.4 E044 19.9

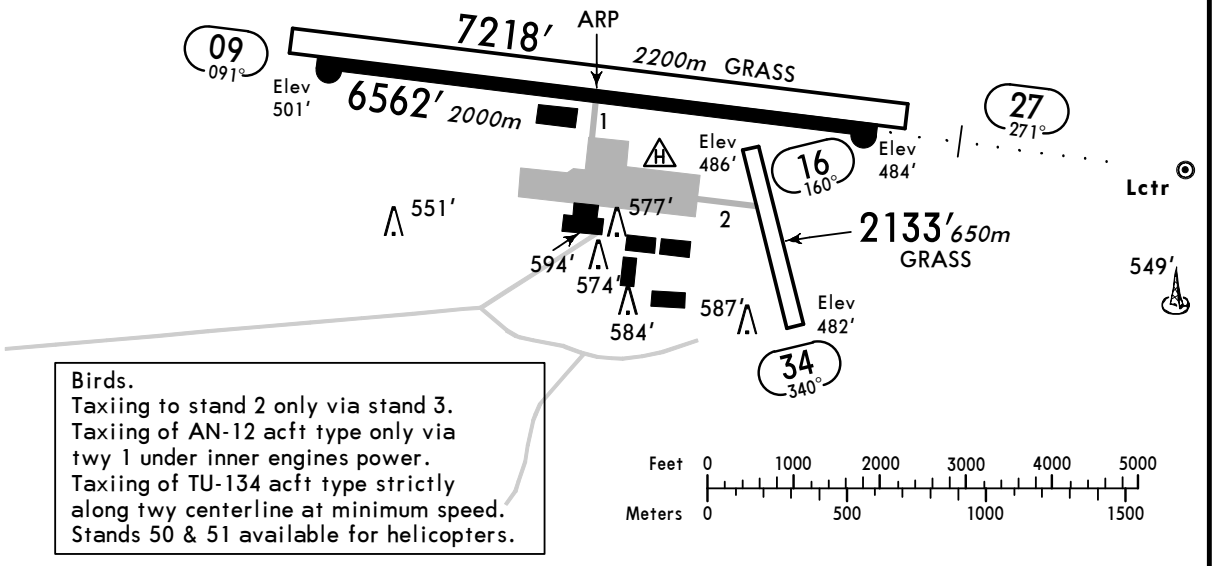
JEPPESEN
13 MAY 05 (10-9)

ELISTA, RUSSIA

ELISTA

*ATIS	*ELISTA Taxiing (GND)	*Tower
126.4 Russian only	118.3	118.3





Birds.
Taxiing to stand 2 only via stand 3.
Taxiing of AN-12 acft type only via twy 1 under inner engines power.
Taxiing of TU-134 acft type strictly along twy centerline at minimum speed.
Stands 50 & 51 available for helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	RL *(60m)* RVR RL *(60m)* ALS RVR				148′ *45m*
09 27	Grass runway				295′ *90m*
16 34					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)

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

CHANGES: New airport.

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URWI/ESL
ELISTA

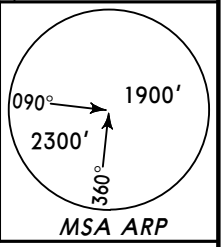
JEPPESEN
13 MAY 05 (16-1)

ELISTA, RUSSIA
NDB Rwy 09

* ATIS	*ELISTA Approach	*ELISTA Radar	*ELISTA Tower	*ELISTA Start (TWR)	*Ground
126.4 Russian only	124.2	118.3	118.3	118.3	118.3

BRIEFING STRIP ™

NDB SA *311	Final Apch Crs 091°	Minimum Alt No FAF	MDA(H) 1320′ (819′)	Apt Elev 501′ RWY 501′



MISSED APCH: Climb on 091° to 1160′ *(659′)*, then turn RIGHT onto 271° climbing to 2470′ *(1969′)*, then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QNE)** | Trans level: FL 79 ❶ | Trans alt: 6410′ ***(5909′)*** ❶

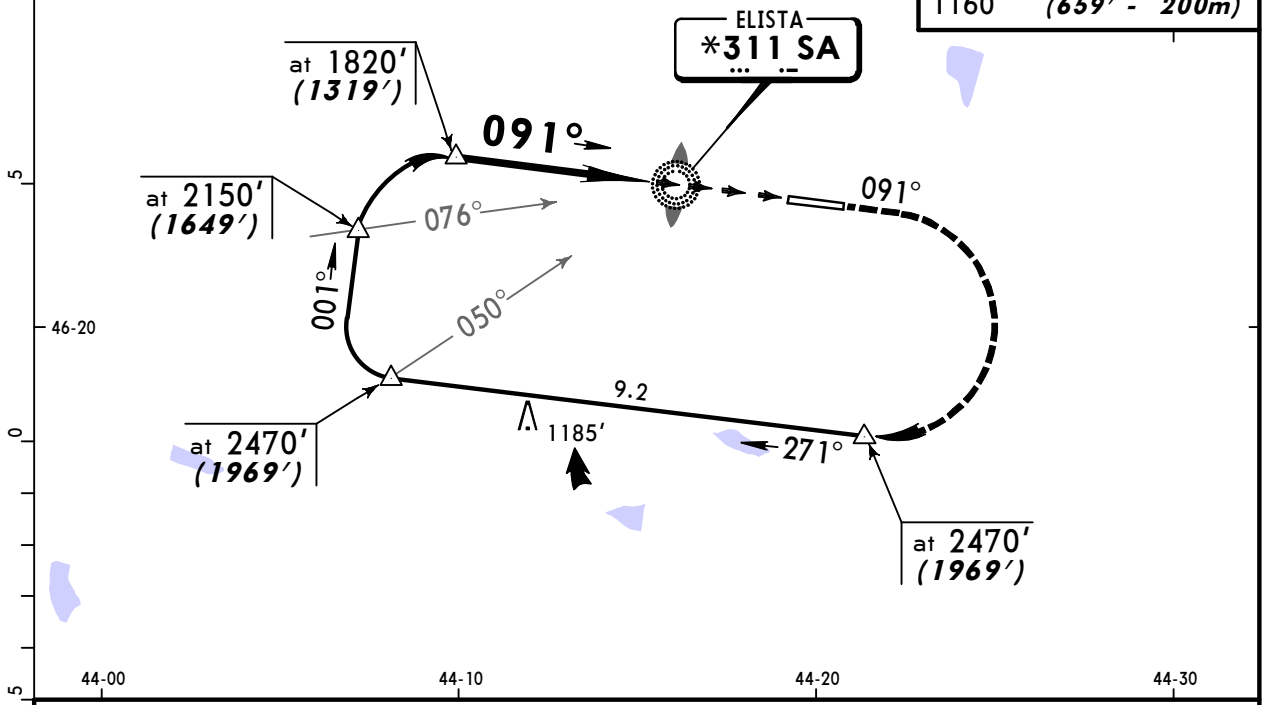
46-30

❶ When there are no flights at the departmental aerodrome
Trans level: FL 49
Trans alt: 2470′ ***(1969′)***

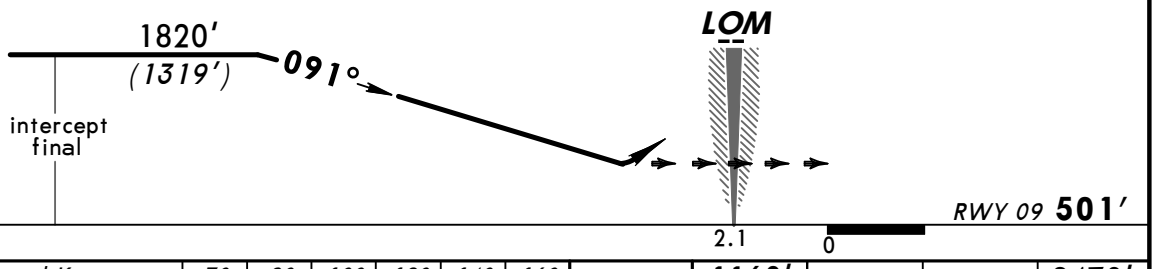
Troitskoye Northwest

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
6410′	***(5909′ - 1800m)***
2470′	***(1969′ - 600m)***
2150′	***(1649′ - 500m)***
1820′	***(1319′ - 400m)***
1160′	***(659′ - 200m)***



Pass LOM not below 1160′ *(659′)*.



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

1160′ (659′)	on 091°	271° RT	2470′ (1969′)

STRAIGHT-IN LANDING RWY **09**

MDA(H) 1320′ ***(819′)***

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: New procedure.

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URWI/ESL
ELISTA

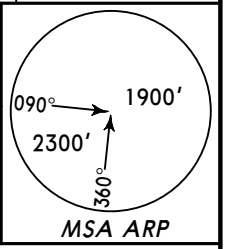
JEPPESEN
13 MAY 05 (16-2)

ELISTA, RUSSIA
2 NDB Rwy 27

BRIEFING STRIP ™

* ATIS	*ELISTA Approach	*ELISTA Radar	*ELISTA Tower	*ELISTA Start (TWR)	*Ground
126.4 Russian only	124.2	118.3	118.3	118.3	118.3

Lctr BV	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / RWY
*311	271°	1110′ (626′)	840′ (356′)	501′ / RWY 484′



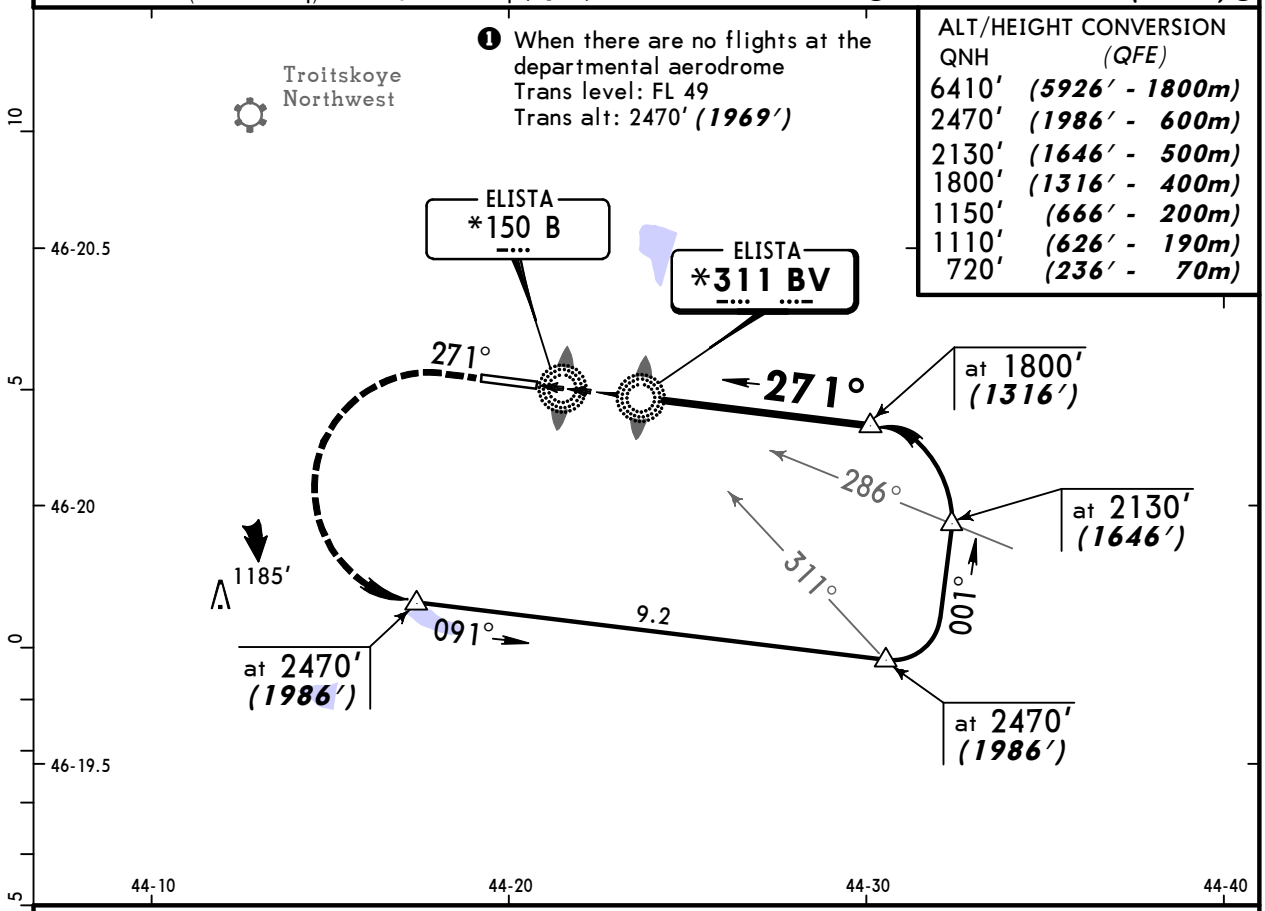
MISSED APCH: Climb on 271° to 1150′ (666′), then turn LEFT onto 091° climbing to 2470′ (1986′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QNE) | Trans level: FL 79 ❶ | Trans alt: 6410′ (5926′) ❶

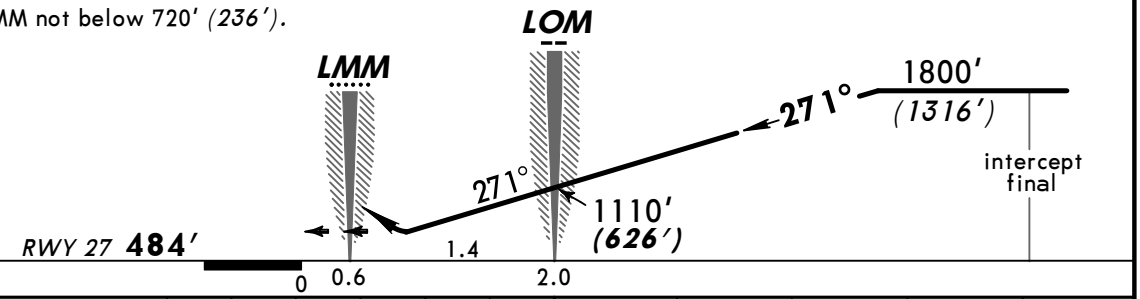
❶ When there are no flights at the departmental aerodrome
Trans level: FL 49
Trans alt: 2470′ (1969′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
6410′	(5926′ - 1800m)
2470′	(1986′ - 600m)
2130′	(1646′ - 500m)
1800′	(1316′ - 400m)
1150′	(666′ - 200m)
1110′	(626′ - 190m)
720′	(236′ - 70m)



Pass LMM not below 720′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS

1150′ (666′) on 271°

091° LT

2470′ (1986′)

STRAIGHT-IN LANDING RWY 27

MDA(H) 840′ (356′)

ALS out

PANS OPS

A	2000m
B	
C	
D	

CHANGES: New procedure.

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URWW/VOG GUMRAK

VOLGOGRAD, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
132.8	482′	Trans level: FL39 Trans alt: 2460′ *(2030′)*

1900′ 250° 045° 2500′
MSA
ARP

KONUS 2, MASUM 2A, MASUM 2B RWY 11 ARRIVALS

During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.

Without continuous radar control aircraft will cross WG by ATC instruction for further descent and approach.

MASUM
N49 10.0 E044 40.0
At or above FL89

226° 207°

24 MASUM 2A CORRIDOR 3

26 MASUM 2B CORRIDOR 3

N48 55.2 E044 10.3
At 2460′ *(2030′)*

N48 53.3 E044 08.4
At 2460′ *(2030′)*

N48 55.2 E044 11.7
At 2460′ *(2030′)*

3 203° 140° 146° 125° 113°

7 293°

N48 51.8 E044 20.8
At 2460′ *(2030′)*

327°

Intercept final at 2080′ *(1650′)*

VOLGOGRAD
*325 WG
N48 48.3 E044 17.2

15

32 KONUS 2 CORRIDOR 5

301°

KONUS
N48 32.0 E045 00.0
At or above FL39

FL CONVERSION	
FL89	*FL2700m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2460′	*(2030′ - 600m)*
2080′	*(1650′ - 500m)*

N
NOT TO SCALE

CHANGES: MIZER renamed MASUM.

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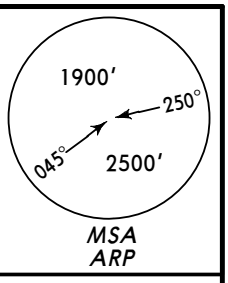
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URWW/VOG
GUMRAK

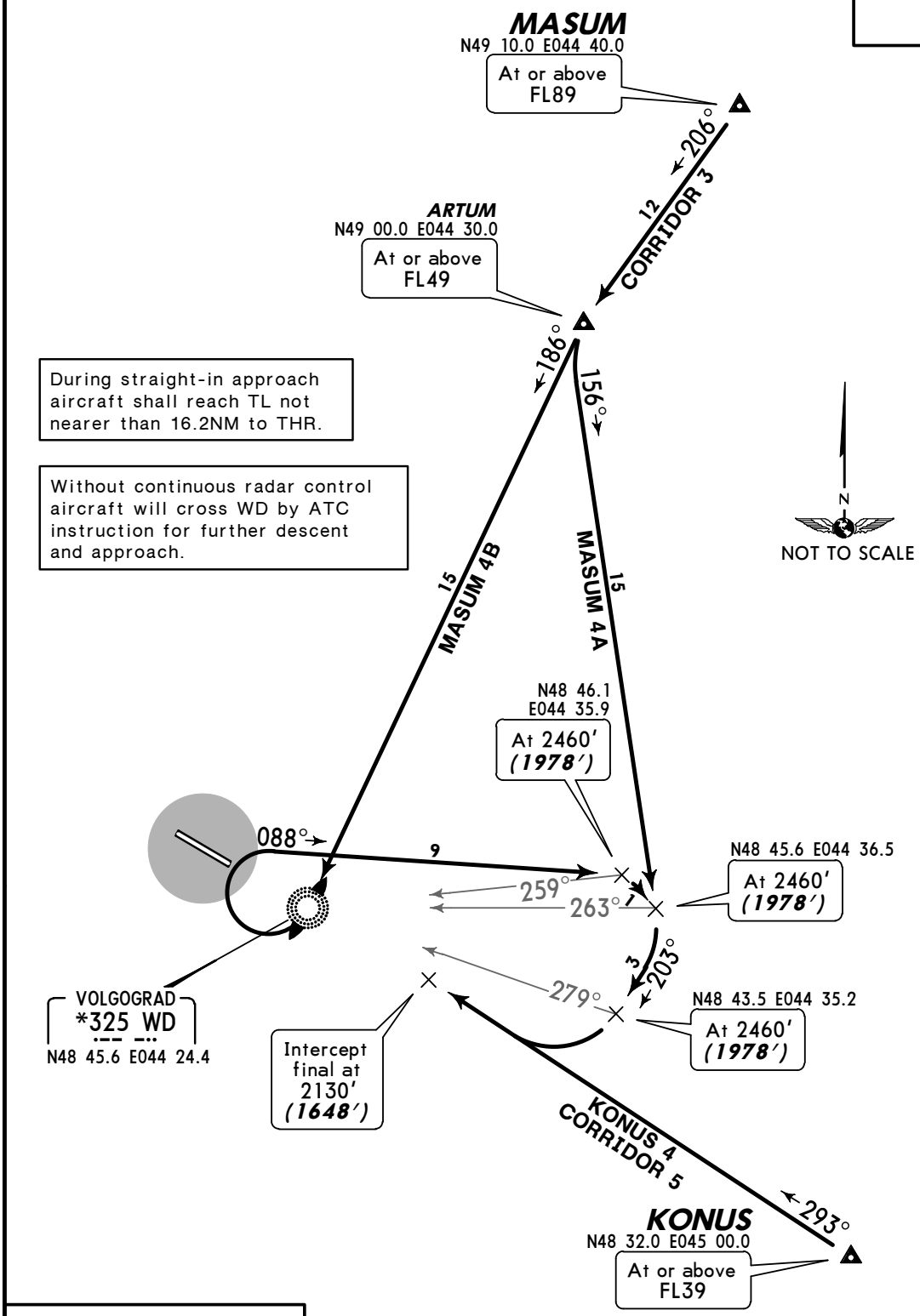
JEPPESEN
17 FEB 06 (10-2A)

VOLGOGRAD, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
132.8	482′	Trans level: FL39 Trans alt: 2460′ *(1978′)*



KONUS 4, MASUM 4A, MASUM 4B
RWY 29 ARRIVALS



FL CONVERSION	
FL89	*FL2700m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2460′	*(1978′ - 600m)*
2130′	*(1648′ - 500m)*

CHANGES: MIZER renamed MASUM; LIMON renamed ARTUM.

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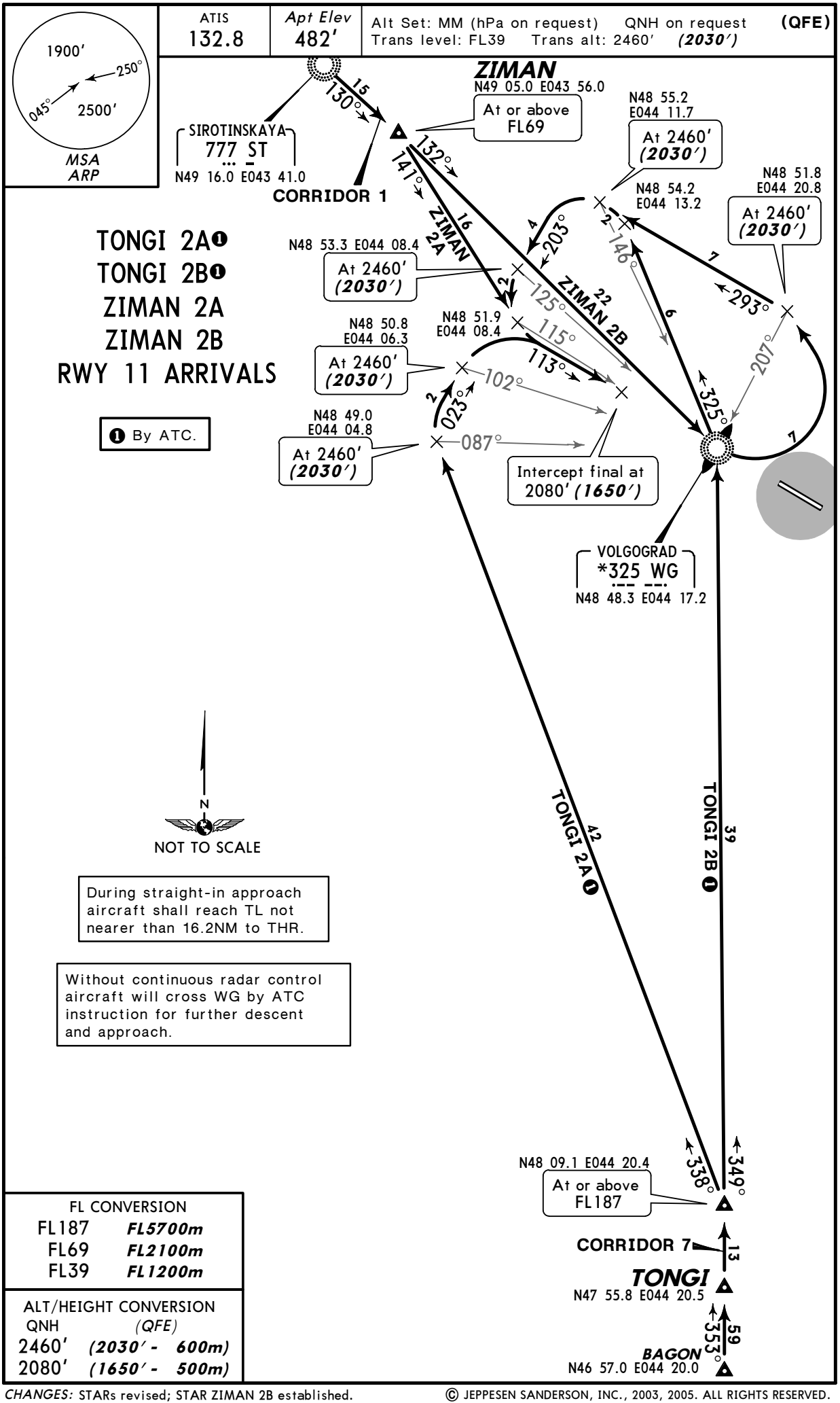
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URWW/VOG GUMRAK

JEPPESEN 16 SEP 05 (10-2B) Eff 29 Sep

VOLGOGRAD, RUSSIA

STAR



CHANGES: STARs revised; STAR ZIMAN 2B established.

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URWW/VOG GUMRAK

JEPPESEN 16 SEP 05 (10-2C) Eff 29 Sep

VOLGOGRAD, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
132.8	482′	Trans level: FL39 Trans alt: 2460′ *(1978′)*

TONGI 4A ❶, TONGI 4B ❶
ZIMAN 4A, ZIMAN 4B
RWY 29 ARRIVALS

1900′ 250° 045° 2500′
MSA
ARP

SIROTINSKAYA
777 ST
N49 16.0 E043 41.0

130° 15 CORRIDOR 1

ZIMAN
N49 05.0 E043 56.0
At or above FL69

118° 128°

❶ By ATC.

32 ZIMAN 4A
27 ZIMAN 4B

N48 46.1
E044 35.9
At 2460′ *(1978′)*

8

079°

VOLGOGRAD
*325 WD
N48 45.6 E044 24.4

4 203°

N48 43.5
E044 35.2
At 2460′ *(1978′)*

279° 293° 303°

Intercept final at 2130′ *(1648′)*

N48 40.9 E044 32.9
At 2460′ *(1978′)*

During straight-in approach aircraft shall reach TL not nearer than 16.2NM to THR.

Without continuous radar control aircraft will cross WD by ATC instruction for further descent and approach.

37 TONGI 4B ❶

33 TONGI 4A ❶

N
NOT TO SCALE

356° 007°

N48 09.1 E044 20.4
At or above FL187

CORRIDOR 7 13

TONGI
N47 55.8 E044 20.5

253° 59

BAGON
N46 57.0 E044 20.0

FL CONVERSION	
FL187	*FL5700m*
FL69	*FL2100m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2460′	*(1978′ - 600m)*
2130′	*(1648′ - 500m)*

CHANGES: STARs revised.

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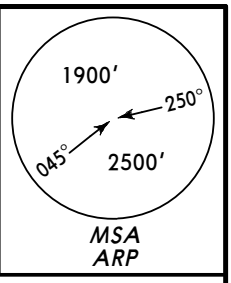
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URWW/VOG GUMRAK

VOLGOGRAD, RUSSIA

SID

Apt Elev	
482′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2460′ ***(2030′)*** Noise abatement procedures should be applied according to Flight Manual.



DIRAT 1, KONUS 1, MASUM 1, TONGI 1❶, ZIMAN 1 RWY 11 DEPARTURES

SIROTINSKAYA
777 ST
N49 16.0 E043 41.0

15 CORRIDOR 1 311°

ZIMAN
N49 05.0 E043 56.0
At or above FL59

33 ZIMAN 1

300°

❶ By ATC.

MASUM
N49 10.0 E044 40.0
At or above FL49

29 MASUM 1 CORRIDOR 3

012°

N
NOT TO SCALE

190°

113°

At 1090′
(660′)

139°

21

149°

177°

❷ 9

KONUS
N48 32.0 E045 00.0
At or above FL49

29 KONUS 1 CORRIDOR 5

N48 39.6 E044 28.0
At or above FL89❷

20 DIRAT 1 CORRIDOR 4

52 TONGI 1❶ CORRIDOR 7

DIRAT
N48 23.3 E044 45.1
At or above FL167

TONGI
N47 55.8 E044 20.5
At or above FL187

59
173°

BAGON
N46 57.0 E044 20.0

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1090′	***(660′ - 200m)***
2460′	***(2030′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL89	***FL2700m***
FL167	***FL5100m***
FL187	***FL5700m***

❷ DIRAT 1

This SID requires a minimum climb gradient of 365′ per NM (6%) up to N48 39.6 E044 28.0 to be crossed at or above FL89.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply use SID KONUS 1 instead.

CHANGES: MIZER renamed MASUM.

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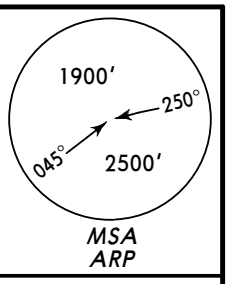
URWW/VOG GUMRAK

JEPPESEN 17 FEB 06 (10-3A)

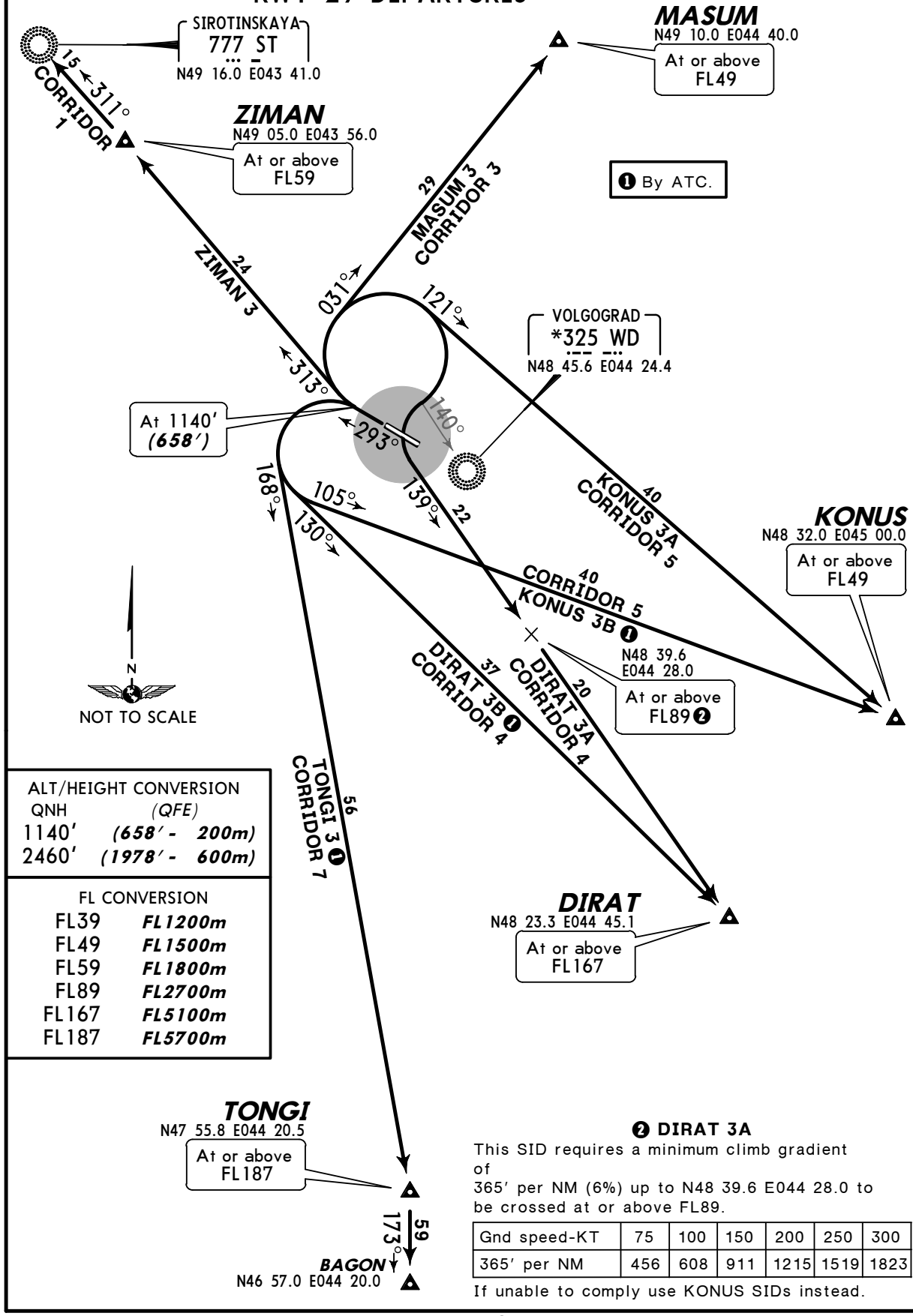
VOLGOGRAD, RUSSIA

SID

Apt Elev	
482′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2460′ ***(1978′)*** Noise abatement procedures should be applied according to Flight Manual.



DIRAT 3A, DIRAT 3B ❶, KONUS 3A, KONUS 3B ❶ MASUM 3, TONGI 3 ❶, ZIMAN 3 RWY 29 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1140′	***(658′ - 200m)***
2460′	***(1978′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL89	***FL2700m***
FL167	***FL5100m***
FL187	***FL5700m***

❷ DIRAT 3A

This SID requires a minimum climb gradient of 365′ per NM (6%) up to N48 39.6 E044 28.0 to be crossed at or above FL89.

Gnd speed-KT	75	100	150	200	250	300
365′ per NM	456	608	911	1215	1519	1823

If unable to comply use KONUS SIDs instead.

CHANGES: MIZER renamed MASUM.

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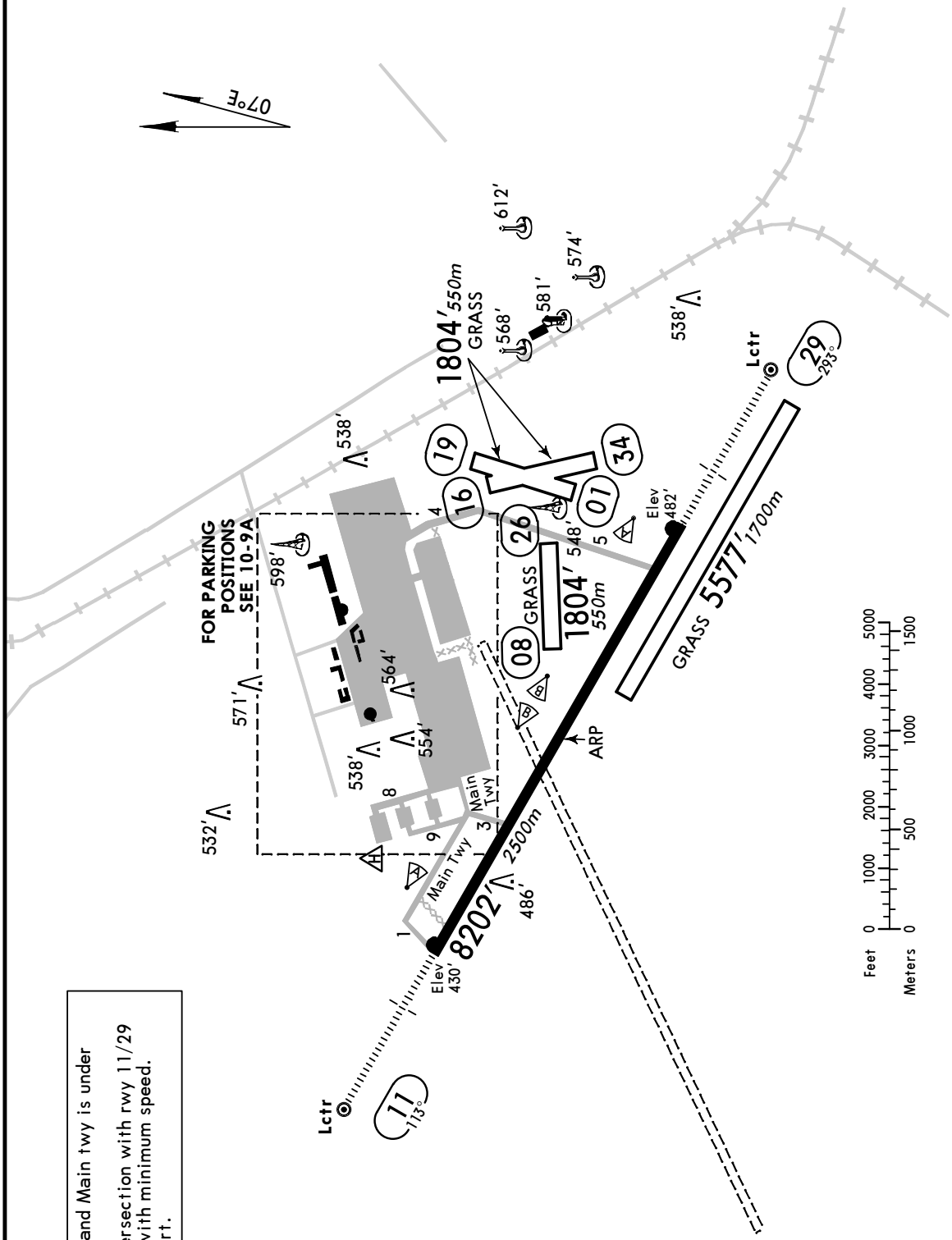
URWW/VOG

Apt Elev **482′**
N48 46.9 E044 20.8

JEPPESEN
12 DEC 03 (10-9) Eff 25 Dec

VOLGOGRAD, RUSSIA
GUMRAK

ATIS	VOLGOGRAD Taxiing (GND)	Start (TWR)
132.8	119.0	128.0



Taxiing via twys 3, 4, 5 and Main twy is under inner engines power.
Taxiing via twy 5 at intersection with rwy 11/29 is along twy centerline with minimum speed.
Birds in vicinity of airport.

CHANGES: Communications. Note.

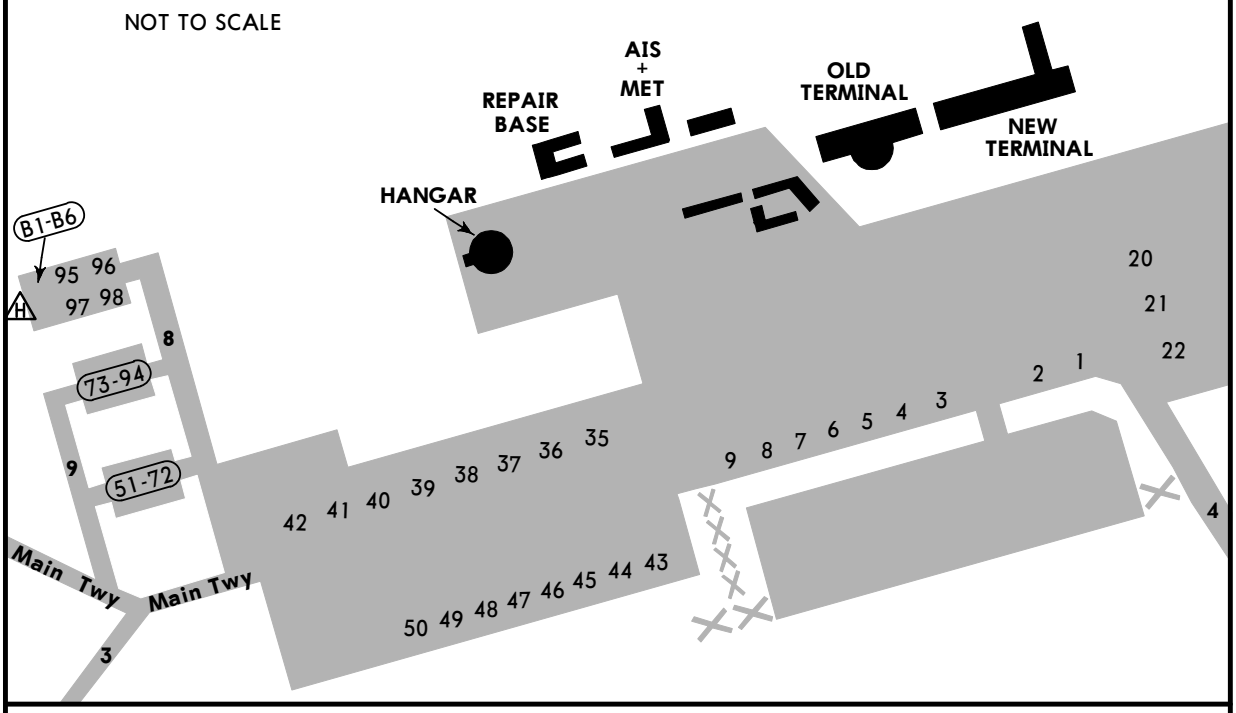
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URWW/VOG

VOLGOGRAD, RUSSIA

GUMRAK



Taxiing for acft with wingspan more than 125'/38m on aprons is prohibited, except acft with wingspan up to 166'/50.5m taxiing into/out of stands 41 and 42. When stand 42 is occupied taxiing into/out of stand 41 is by towing.
Stands 3, 36 thru 49 and B1 thru B6 available for helicopters.
Acft taxiing in/out of stands 36 thru 40 by towing only.
Taxiing into stands 36 thru 40 and 49 for TU-134, YAK-42 and AN-12 acft types shall be carried out by towing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19					328' *100m*
08 26					328' *100m*
11 29	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR				161' *49m*
11 29	Grass runway				279' *85m*
16 34					328' *100m*

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 11/29

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

CHANGES: Notes.

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URWW/VOG
GUMRAK

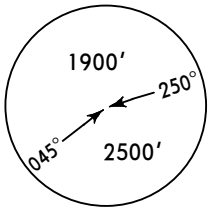
JEPPESEN
12 DEC 03
Eff 25 Dec
(11-1)

VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 11

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (SRE)	VOLGOGRAD Tower (PAR)	VOLGOGRAD Start (TWR)	Ground
132.8	125.3	122.0	128.0	128.0	119.0

BRIEFING STRIP ™

LOC IWG *111.7	Final Apch Crs 113°	GS LOM 1053′ (623′)	ILS DA(H) 630′ (200′)	Apt Elev 482′	
NDB WG *325		Minimum Alt LOM 1060′ (630′)	NDB MDA(H) 800′ (370′)	RWY 430′	



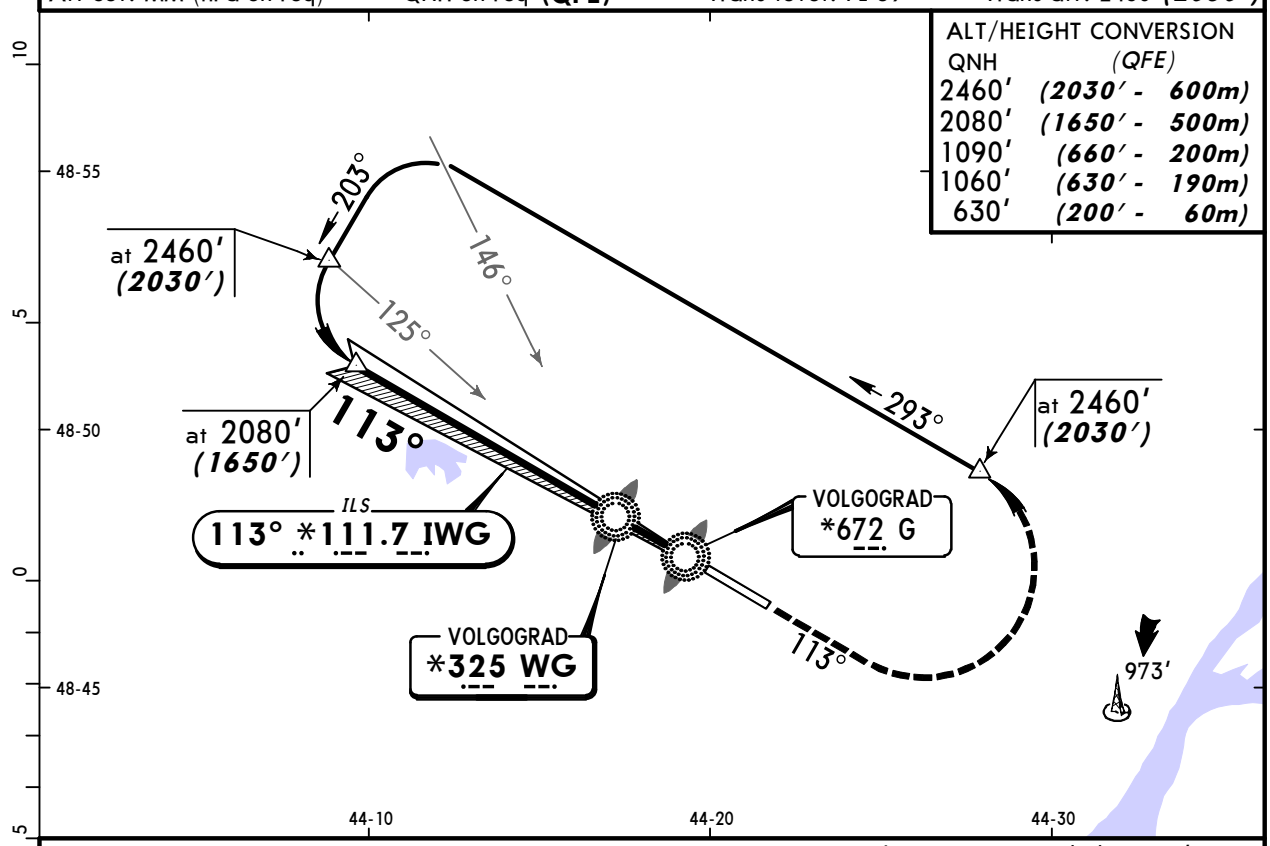
MSA
ARP

MISSED APCH: Climb on 113° to 1090′ (660′), then turn LEFT onto 293° climbing to 2460′ (2030′), then according to chart.

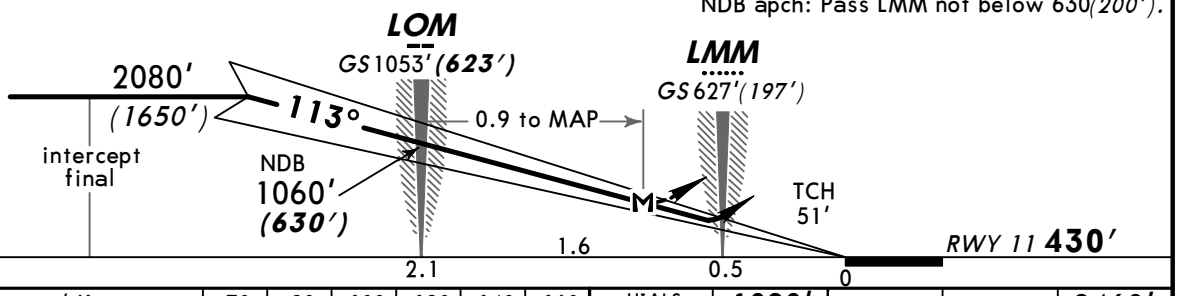
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 39 | Trans alt: 2460′ **(2030′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
2460′	(2030′ - 600m)
2080′	(1650′ - 500m)
1090′	(660′ - 200m)
1060′	(630′ - 190m)
630′	(200′ - 60m)



NDB apch: Pass LMM not below 630(200′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad	4.7%	336	433	481	577	673	769
LOM to MAP	0.9	0:46	0:36	0:32	0:27	0:23	0:20

HIALS
PAPI

1090′ (660′) on 113°

293° LT

2460′ (2030′)

STRAIGHT-IN LANDING RWY 11

	ILS		LOC (GS out)	NDB	
	DA(H) 630′ (200′)			MDA(H) 800′ (370′)	
	FULL	ALS out			ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1300m	2100m
B					
C					
D				1700m	

PANS OPS

CHANGES: ATIS.

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URWW/VOG
GUMRAK

JEPPESEN
12 DEC 03
Eff 25 Dec
(11-2)

VOLGOGRAD, RUSSIA
ILS or 2 NDB Rwy 29

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (SRE)	VOLGOGRAD Tower (PAR)	VOLGOGRAD Start (TWR)	Ground
132.8	125.3	122.0	128.0	128.0	119.0

BRIEFING STRIP™

LOC IWD *110.5	Final Apch Crs 293°	GS LOM 1106′ (624′)	ILS DA(H) 682′ (200′)	Apt Elev 482′	
NDB WD *325		Minimum Alt LOM 1110′ (628′)	NDB MDA(H) 840′ (358′)	RWY 482′	

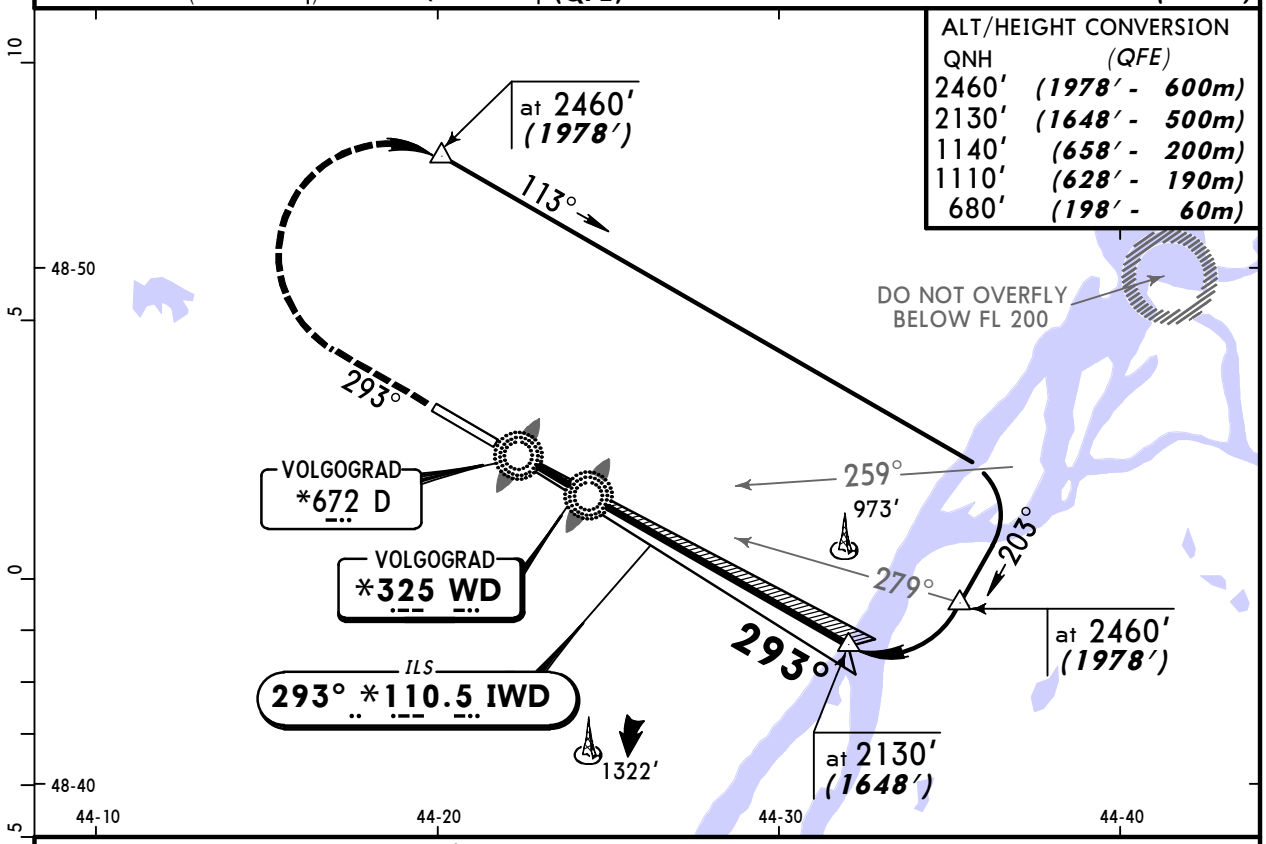
1900′ 250° 045° 2500′
MSA
ARP

MISSED APCH: Climb on 293° to 1140′ (658′), then turn RIGHT onto 113° climbing to 2460′ (1978′), then according to chart.

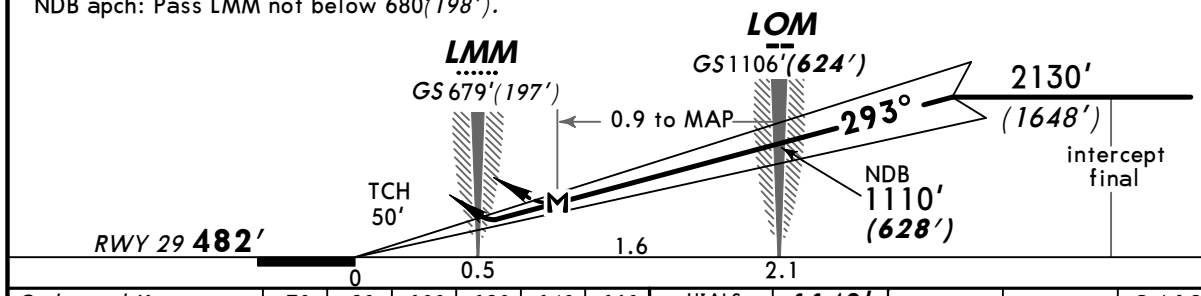
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 39 | Trans alt: 2460′ (1978′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2460′	(1978′ - 600m)
2130′	(1648′ - 500m)
1140′	(658′ - 200m)
1110′	(628′ - 190m)
680′	(198′ - 60m)



NDB apch: Pass LMM not below 680 (198′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad	4.7%	336	433	481	577	673	769
LOM to MAP	0.9	0:46	0:36	0:32	0:27	0:23	0:20

HIALS PAPI

1140′ (658′) on 293°

113° RT

2460′ (1978′)

STRAIGHT-IN LANDING RWY 29

PANS OPS

	ILS DA(H) 682′ (200′) FULL	ILS DA(H) 682′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 840′ (358′)	NDB MDA(H) 840′ (358′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1300m	2100m
B					
C					
D				1700m	

CHANGES: ATIS.

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URWW/VOG GUMRAK

JEPPESEN 12 DEC 03 (18-1) Eff 25 Dec

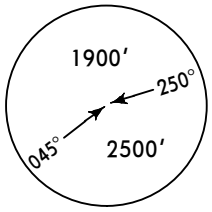
VOLGOGRAD, RUSSIA PAR Rwy 11

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (SRE)	VOLGOGRAD Tower (PAR)	VOLGOGRAD Start (TWR)	Ground
132.8	125.3	122.0	128.0	128.0	119.0

BRIEFING STRIP™

RADAR	Final Apch Crs 113°	PAR GS LOM 1053′ (623′)	PAR DA(H) Refer to Minimums	Apt Elev 482′ RWY 430′

MISSED APCH: Climb on 113° to 1090′ (660′), then turn LEFT onto 293° climbing to 2460′ (2030′), then according to chart.

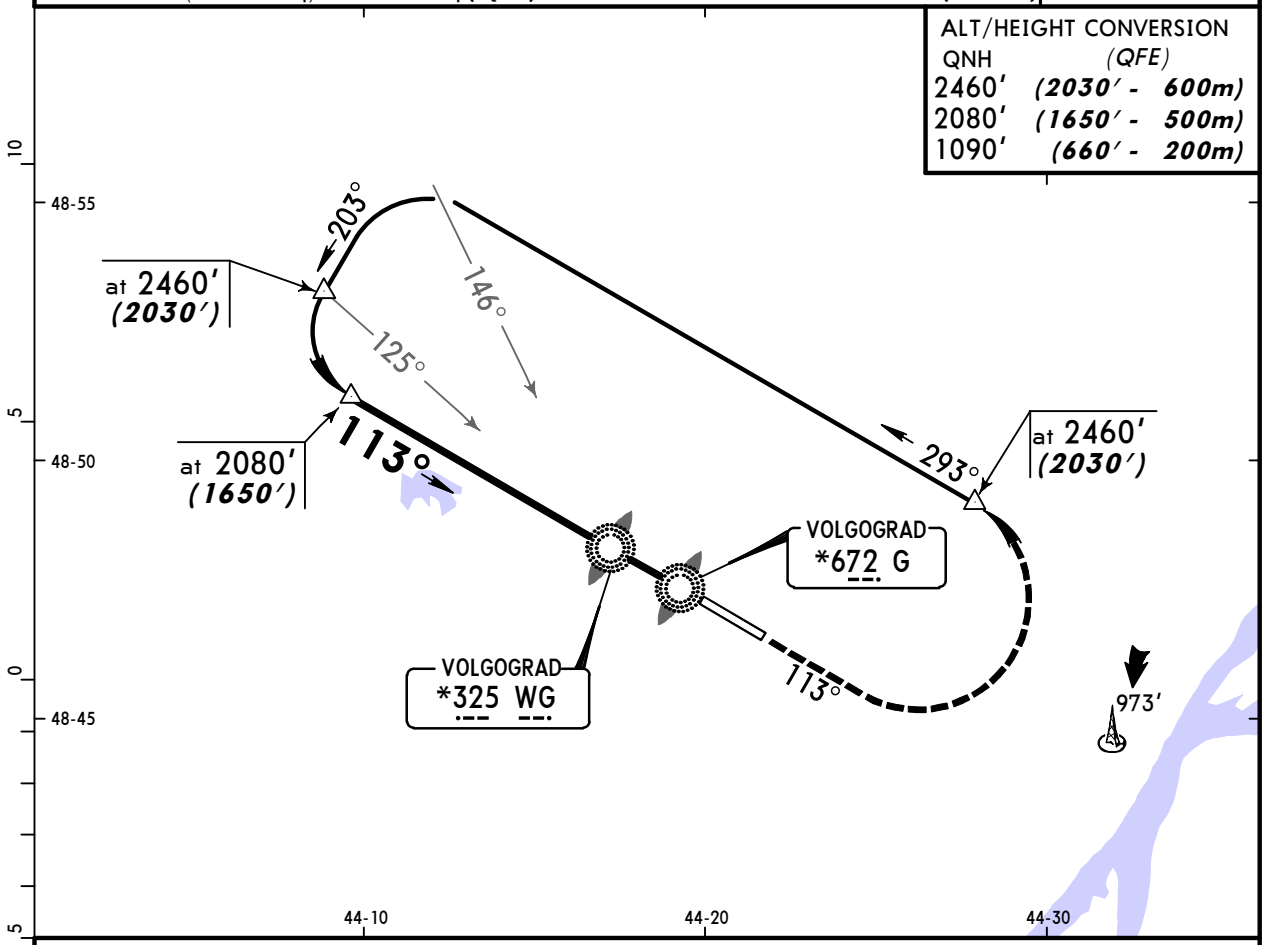


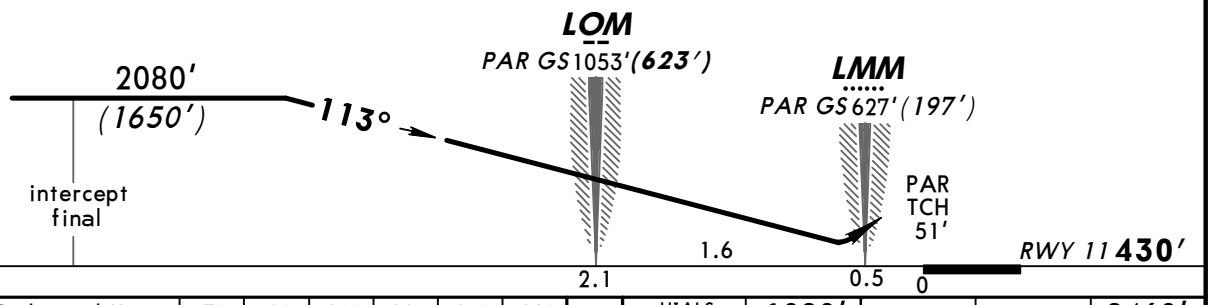
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2460′ (2030′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2460′	(2030′ - 600m)
2080′	(1650′ - 500m)
1090′	(660′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

HIALS PAPI

1090′ (660′) on 113°

293° LT

2460′ (2030′)

STRAIGHT-IN LANDING RWY 11

DA(H) ABC: 630′ (200′)
D: 636′ (206′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	
B			
C			
D			

CHANGES: ATIS.

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URWW/VOG GUMRAK

JEPPESEN 12 DEC 03 (18-2) Eff 25 Dec

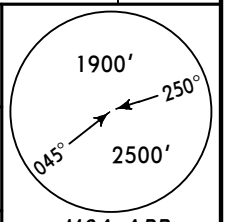
VOLGOGRAD, RUSSIA PAR Rwy 29

ATIS	VOLGOGRAD Approach (R)	VOLGOGRAD Krug (SRE)	VOLGOGRAD Tower (PAR)	VOLGOGRAD Start (TWR)	Ground
132.8	125.3	122.0	128.0	128.0	119.0

BRIEFING STRIP™

RADAR	Final Apch Crs 293°	PAR GS LOM 1106′(624′)	PAR DA(H) 682′(200′)	Apt Elev 482′ RWY 482′

MISSED APCH: Climb on 293° to 1140′(658′), then turn RIGHT onto 113° climbing to 2460′(1978′), then according to chart.

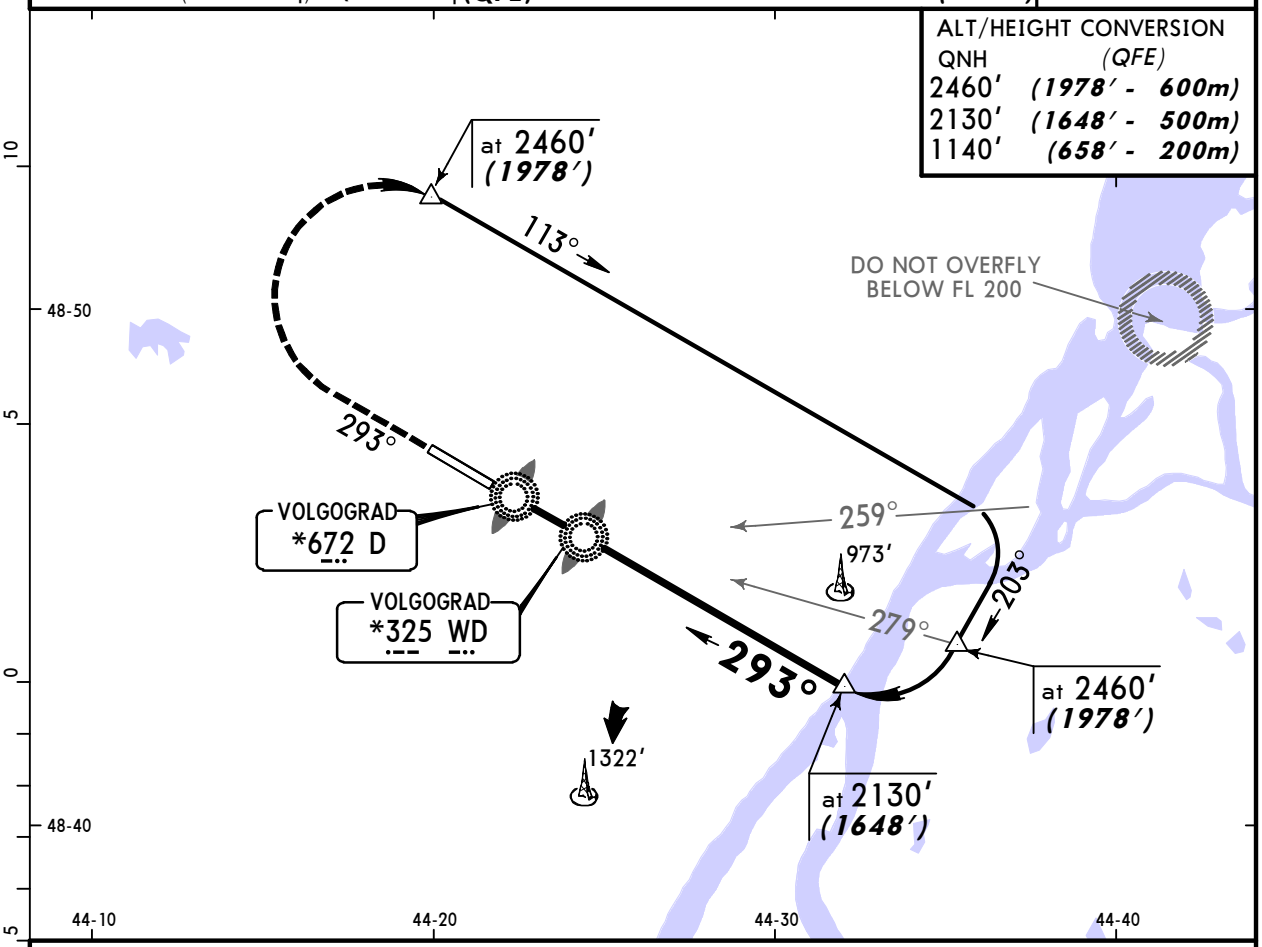


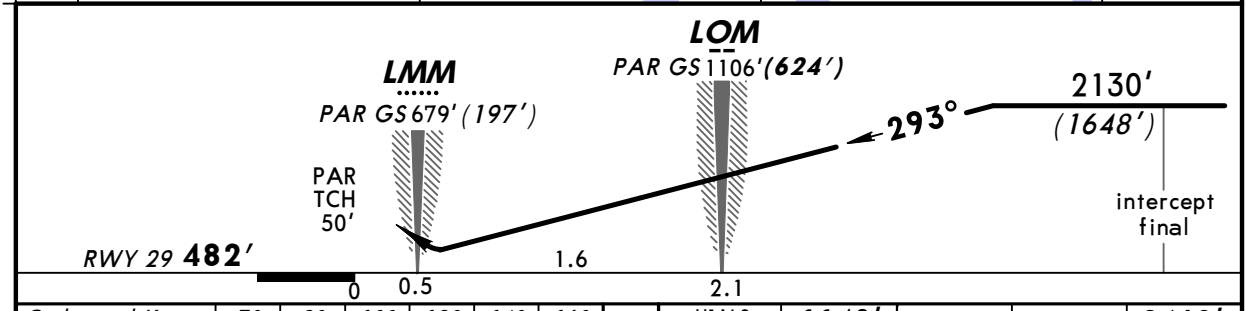
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2460′(1978′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2460′	(1978′ - 600m)
2130′	(1648′ - 500m)
1140′	(658′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

HIALS PAPI

1140′ (658′) on 293°

293° RT

2460′ (1978′)

STRAIGHT-IN LANDING RWY 29

DA(H) 682′(200′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	
B			
C			
D			

CHANGES: ATIS.

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USCC/CEK BALANDINO

CHELYABINSK, RUSSIA

STAR

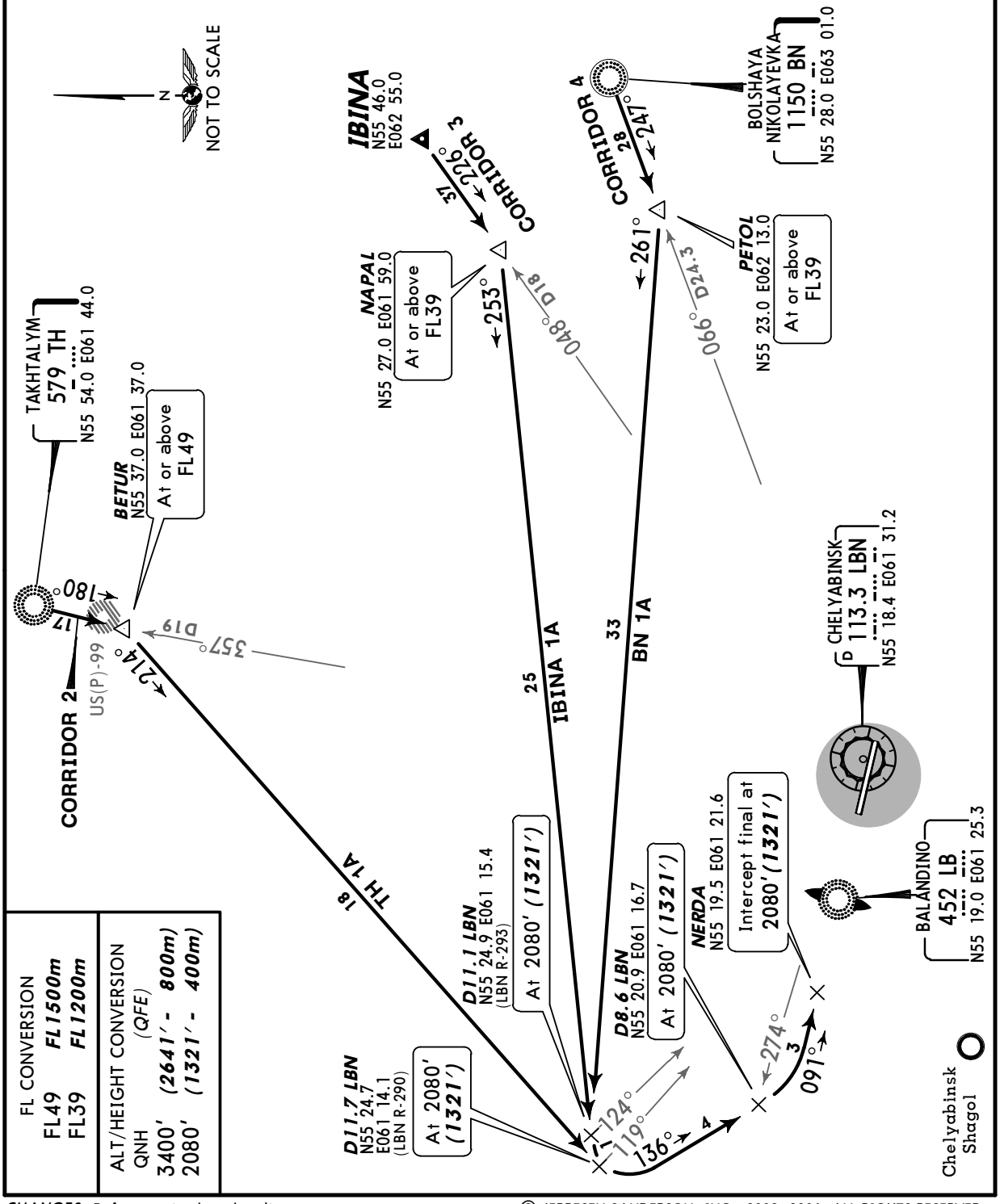
Apt Elev 769′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3400′ *(2641′)*

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-1. Crossing altitudes by ATC.

MSA LBN VOR 2700′

BN 1 ALFA (BN 1A)
IBINA 1 ALFA (IBINA 1A) *[IBIN1A]*
TH 1 ALFA (TH 1A)
RWY 09 ARRIVALS
FROM NORTH & EAST
IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2D



FL CONVERSION	
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3400′	*(2641′ - 800m)*
2080′	*(1321′ - 400m)*

CHANGES: Reference in chart heading.

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USCC/CEK BALANDINO

JEPPESEN 3 FEB 06 (10-2A) Eff 16 Feb

CHELYABINSK, RUSSIA

STAR

Apt Elev 769′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans Alt: 3400′ ***(2663′)***

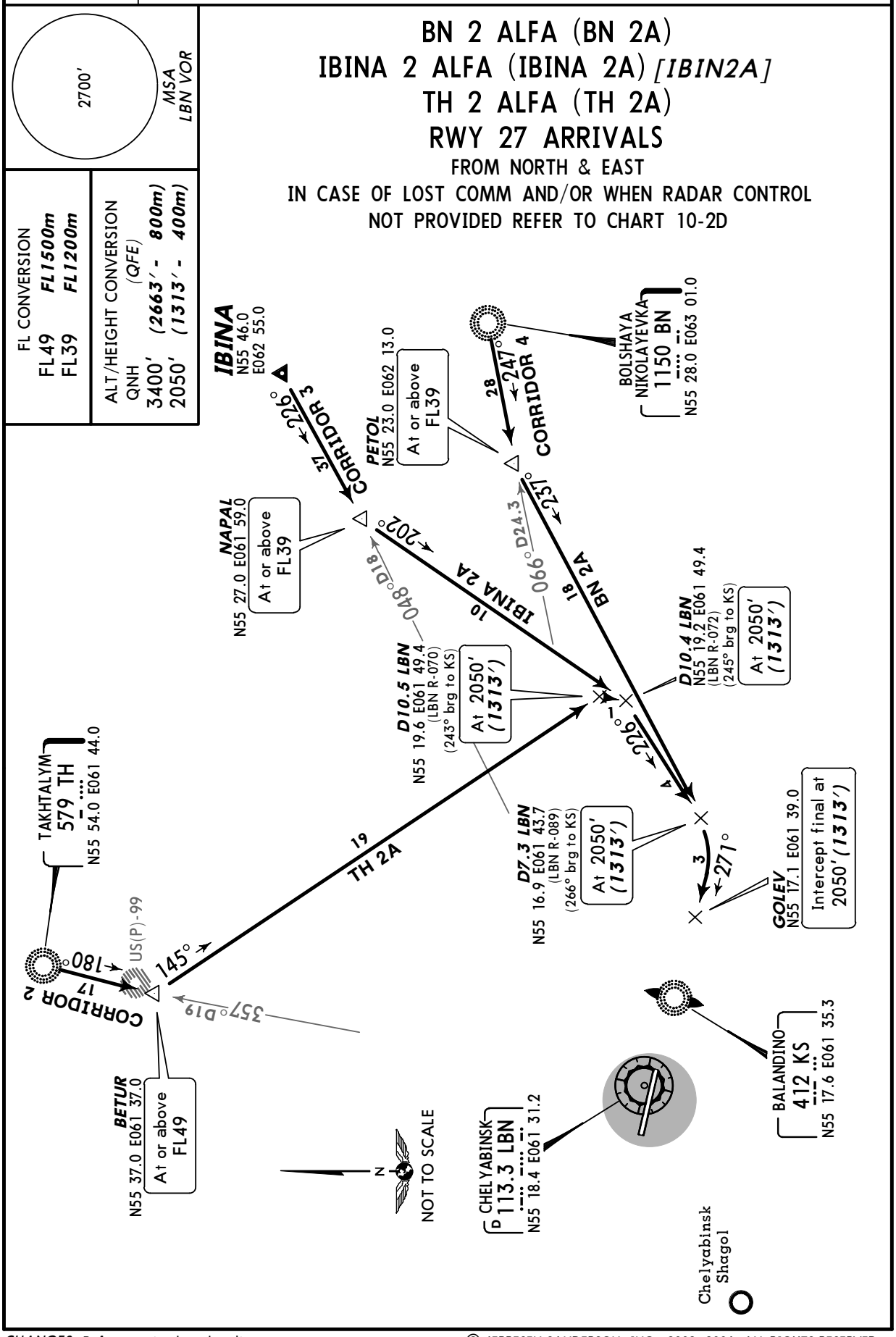
1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-2. Crossing altitudes by ATC.

MSA LBN VOR: 2700′

FL CONVERSION
FL49 ***FL1500m***
FL39 ***FL1200m***

ALT/HEIGHT CONVERSION (QFE)
QNH 3400′ ***(2663′ - 800m)***
2050′ ***(1313′ - 400m)***

BN 2 ALFA (BN 2A)
IBINA 2 ALFA (IBINA 2A) *[IBIN2A]*
TH 2 ALFA (TH 2A)
RWY 27 ARRIVALS
FROM NORTH & EAST
IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2D



CHANGES: Reference in chart heading.

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USCC/CEK BALANDINO

JEPPESEN 3 FEB 06 (10-2B) Eff 16 Feb

CHELYABINSK, RUSSIA

STAR

Apt Elev 769′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans Alt: 3400′ *(2641′)*

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-1. Crossing altitudes by ATC.

MSA LBN VOR 2700′

LANTO 1 ALFA (LANTO 1A) *[LANT1A]*
LANTO 1 BRAVO (LANTO 1B) *[LANT1B]*
WW 1 ALFA (WW 1A), WW 1 BRAVO (WW 1B)
WW 1 CHARLIE (WW 1C)
RWY 09 ARRIVALS

FROM SOUTH & WEST

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2D

❷ Flights allowed between FL381 & FL177 and between FL98 & FL49.

CHELYABINSK D 113.3 LBN N55 18.4 E061 31.2

D4 LBN N55 22.3 E061 29.9

D7.7 LBN N55 23.5 E061 21.1

D7.9 LBN N55 22.7 E061 19.7 (LBN R-290)

D11.1 LBN N55 24.9 E061 15.4 (LBN R-293)

D15.4 LBN

D2.4 LBN N55 17.0 E061 34.6 (LBN R-112) (277° brg to LB)

4 to L

WW 6 1B

WW 1A

WW 24 1A, 1B

WW 20 1C

WW 20 1C

337° 205° 271° 311° 299° (CAT C & D) 311° (CAT A & B) 274° 124° 136° 091° 111° 190° 274° 321° 315° 313° 321°

CORRIDOR 5 32

TEDMA N54 55.9 E061 53.2 (LBN R-138/D25.9) At or above FL59

VAGANOVO 1020 WW N54 27.0 E062 19.0

BALANDINO *392 L N55 18.6 E061 28.0 By ATC

BALANDINO 452 LB N55 19.0 E061 25.3 By ATC

NERDA N55 19.5 E061 21.6 Intercept final at 2080′ *(1321′)*

Chelyabinsk Shagol

D5.7 LBN ❸ At or above 2730′ *(1971′)*

D8.6 LBN N55 20.9 E061 16.7 At 2080′ *(1321′)*

D7.8 LBN N55 20.2 E061 17.9 (LBN R-270) At 2080′ *(1321′)*

Descent gradient 7%

ANAMU N55 26.8 E061 00.8 (LBN R-283/D19.3) At or above FL59

ARGIT N55 25.2 E060 51.4 At or above FL69

D13.9 LBN N55 21.0 E061 07.3 (LBN R-268) (088° brg to LB) At 3400′ *(2641′)*

GISAK N55 18.2 E060 49.8 At or above FL69

LANTO N55 13.0 E059 42.0

LANTO 1A 062° 257° D23.7

LANTO 1B 6A ❶ 060°

CORRIDOR 6 069°

D23.7 274° 190° 111°

US(P)-90

NOT TO SCALE

❶ Used for simultaneous flights to USCC and Chelyabinsk Shagol. Strict adherence of descent gradient is mandatory between ANAMU and 1.6 NM before NERDA. If unable to comply contact ATC.

FL CONVERSION

FL381	*FL11600m*
FL177	*FL5400m*
FL98	*FL3000m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)

QNH	
3400′	*(2641′ - 800m)*
2730′	*(1971′ - 600m)*
2080′	*(1321′ - 400m)*

CHANGES: BETOV renamed TEDMA.

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USCC/CEK BALANDINO

JEPPESEN 3 FEB 06 (10-2C) Eff 16 Feb

CHELYABINSK, RUSSIA

STAR

Apt Elev 769′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans Alt: 3400′ ***(2663′)***

1. Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.
2. In case of VORDME approach proceed on STAR route to LBN or request radar vectoring and carry out VORDME approach according chart 13-2. Crossing altitudes by ATC.

LANTO 2 ALFA (LANTO 2A) *[LANT2A]*
LANTO 2 BRAVO (LANTO 2B) *[LANT2B]*
LANTO 2 CHARLIE (LANTO 2C) *[LANT2C]*
WW 2 ALFA (WW 2A)
RWY 27 ARRIVALS
FROM SOUTH & WEST

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2D

MSA LBN VOR 2700′

VAGANOVO 1020 WW N54 27.0 E062 19.0

D9.8 LBN N55 20.2 E061 48.0 (LBN R-066) (237° brg to KS) At 2050′ *(1313′)*

D7.3 LBN N55 16.9 E061 43.7 (LBN R-089) (266° brg to KS) At 2050′ *(1313′)*

D6.3 LBN N55 19.4 E061 42.0 (LBN R-068)

D6.2 LBN N55 20.4 E061 41.4

BALANDINO 412 KS N55 17.6 E061 35.3 By ATC

D7.8 LBN N55 15.4 E061 43.8 (LBN R-099) At 2050′ *(1313′)*

TEDMA N54 55.9 E061 53.2 (LBN R-138/D25.9) At or above FL59

GOLEV N55 17.1 E061 39.0 Intercept final at 2050′ *(1313′)*

BALANDINO *367 K N55 18.0 E061 32.8 By ATC

CHELYABINSK 113.3 LBN N55 18.4 E061 31.2 By ATC

SEE INSET

VABAN N55 18.3 E061 21.2 At or above 2710′ *(1973′)*

KUDIR N55 21.9 E061 10.8 At or above FL49

D13.9 LBN N55 21.3 E061 07.4

Chelyabinsk Shagol

GISAK N55 18.2 E060 49.8 At or above FL69

LANTO N55 13.0 E059 42.0

CORRIDOR 6

CORRIDOR 5

WW 2A

LANTO 2B

LANTO 2A

LANTO 2C

15 to K

D12.1

D23.7

NOT TO SCALE

FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3400′	*(2663′ - 800m)*
2710′	*(1973′ - 600m)*
2050′	*(1313′ - 400m)*

CHANGES: BETOV renamed TEDMA.

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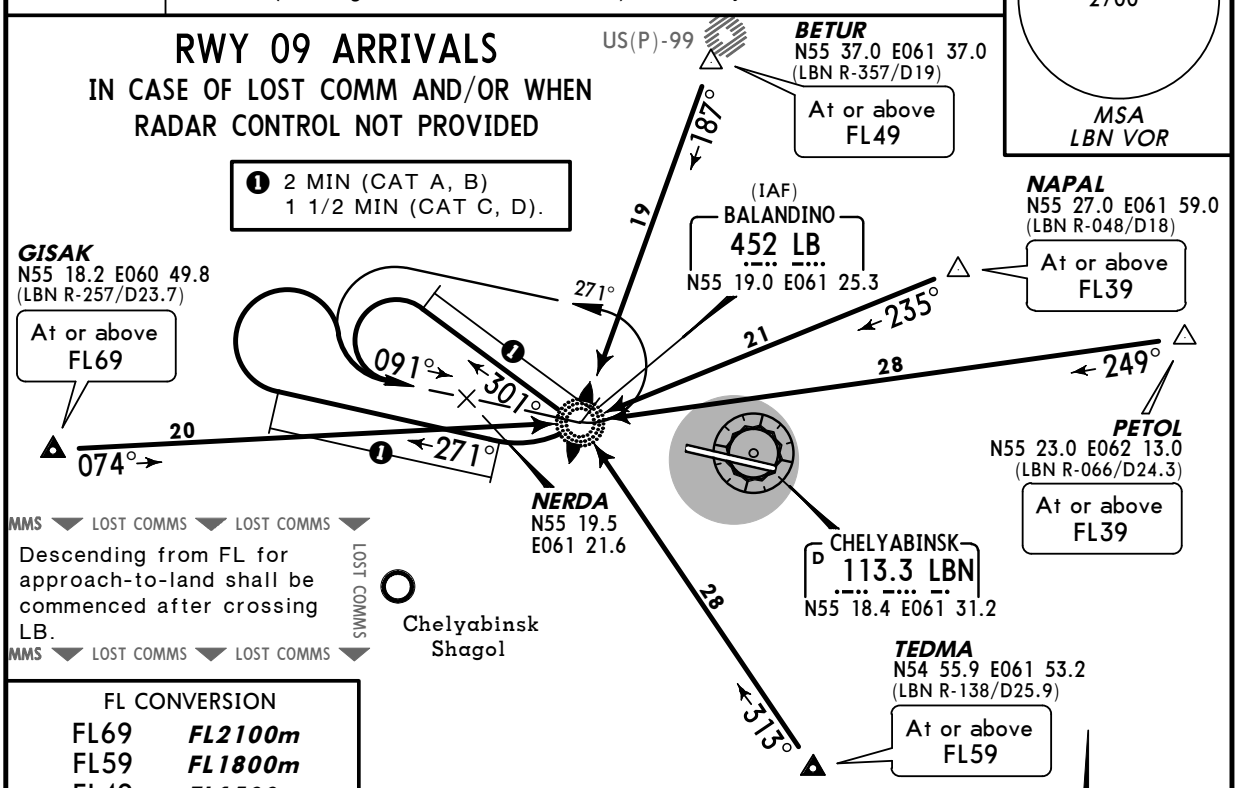
CHELYABINSK, RUSSIA

STAR

Apt Elev 769′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans Alt: 3400′ *(2631′)* Do not mistake airport of Chelyabinsk Shagol 7.6 NM southwest of ARP (landing track 120°/300° MAG) for Chelyabinsk Balandino.

RWY 09 ARRIVALS

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED



❶ 2 MIN (CAT A, B)
1 1/2 MIN (CAT C, D).

MMS ▼ LOST COMMS ▼ LOST COMMS

Descending from FL for approach-to-land shall be commenced after crossing LB.

LOST COMMS

MMS ▼ LOST COMMS ▼ LOST COMMS

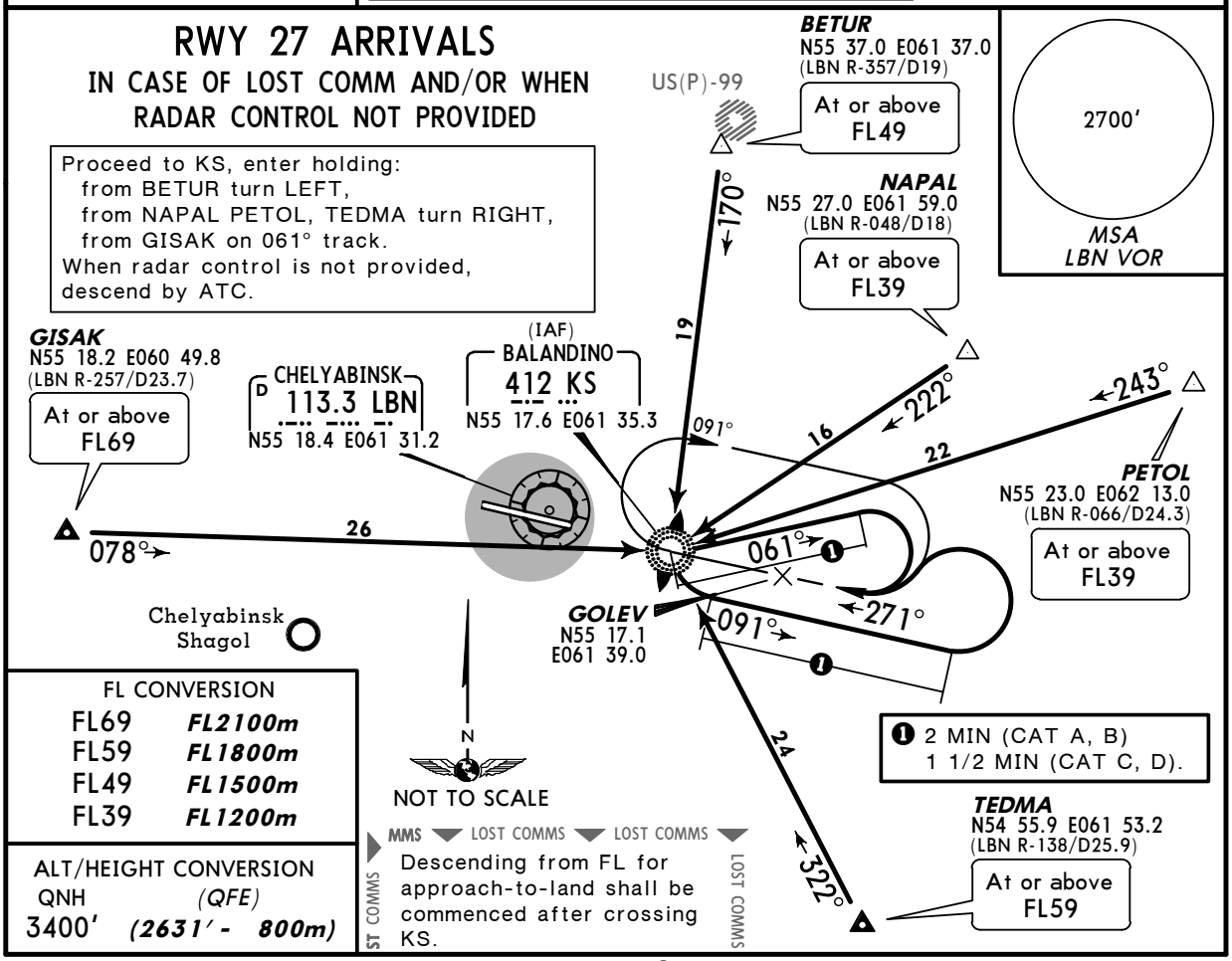
FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	*(2631′ - 800m)*

Proceed to LB, enter holding:
from GISAK turn LEFT,
from BETUR, NAPAL PETOL turn RIGHT,
from TEDMA on 301° track.
When radar control is not provided, descend by ATC.

RWY 27 ARRIVALS

IN CASE OF LOST COMM AND/OR WHEN RADAR CONTROL NOT PROVIDED



Proceed to KS, enter holding:
from BETUR turn LEFT,
from NAPAL PETOL, TEDMA turn RIGHT,
from GISAK on 061° track.
When radar control is not provided, descend by ATC.

❶ 2 MIN (CAT A, B)
1 1/2 MIN (CAT C, D).

MMS ▼ LOST COMMS ▼ LOST COMMS

Descending from FL for approach-to-land shall be commenced after crossing KS.

LOST COMMS

FL CONVERSION	
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3400′	*(2631′ - 800m)*

CHANGES: BETOV renamed TEDMA; chart reindexed.

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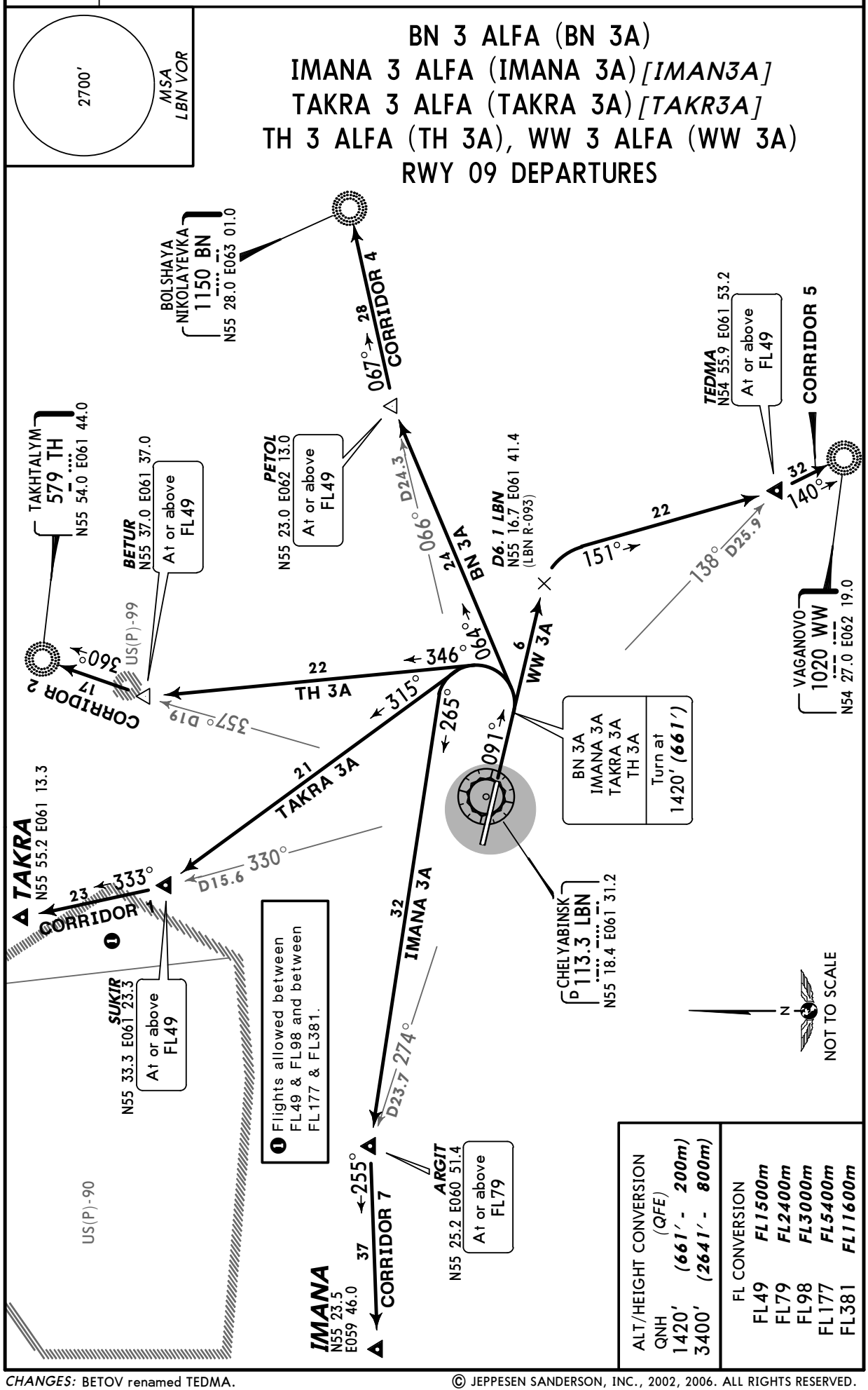
USCC/CEK BALANDINO

CHELYABINSK, RUSSIA

SID

Apt Elev	QNH on request (QFE)
769′	Trans level: By ATC Trans alt: 3400′ *(2641′)*

BN 3 ALFA (BN 3A)
IMANA 3 ALFA (IMANA 3A) *[IMAN3A]*
TAKRA 3 ALFA (TAKRA 3A) *[TAKR3A]*
TH 3 ALFA (TH 3A), WW 3 ALFA (WW 3A)
RWY 09 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1420′	(661′ - 200m)
3400′	(2641′ - 800m)

FL CONVERSION	
FL49	FL1500m
FL79	FL2400m
FL98	FL3000m
FL177	FL5400m
FL381	FL11600m

CHANGES: BETOV renamed TEDMA.

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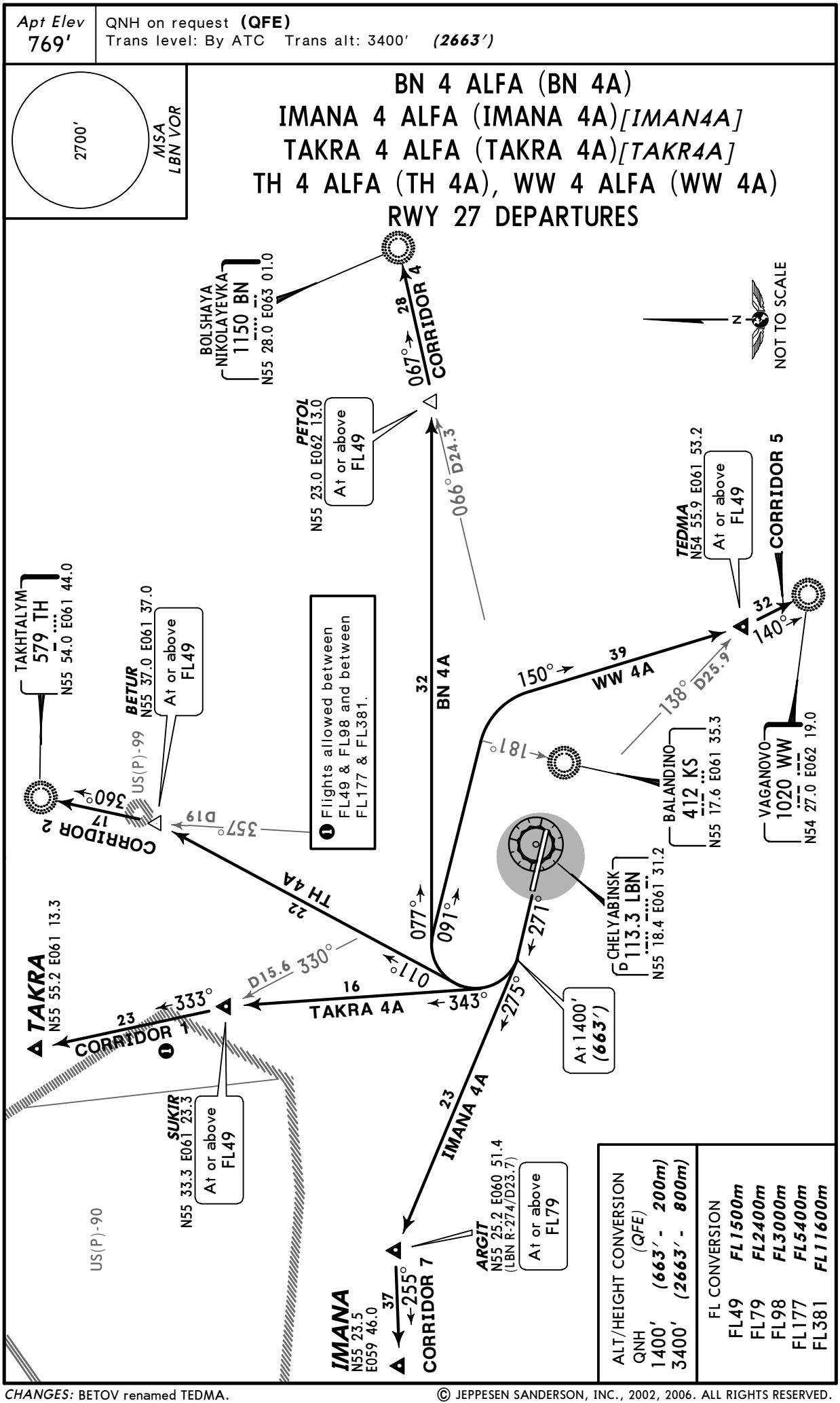
USCC/CEK BALANDINO

CHELYABINSK, RUSSIA

SID

Apt Elev	QNH on request **(QFE)**
769′	Trans level: By ATC Trans alt: 3400′ *(2663′)*

BN 4 ALFA (BN 4A)
IMANA 4 ALFA (IMANA 4A)*[IMAN4A]*
TAKRA 4 ALFA (TAKRA 4A)*[TAKR4A]*
TH 4 ALFA (TH 4A), WW 4 ALFA (WW 4A)
RWY 27 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1400′	(663′ - 200m)
3400′	(2663′ - 800m)

FL CONVERSION	
FL49	FL1500m
FL79	FL2400m
FL98	FL3000m
FL177	FL5400m
FL381	FL11600m

CHANGES: BETOV renamed TEDMA.

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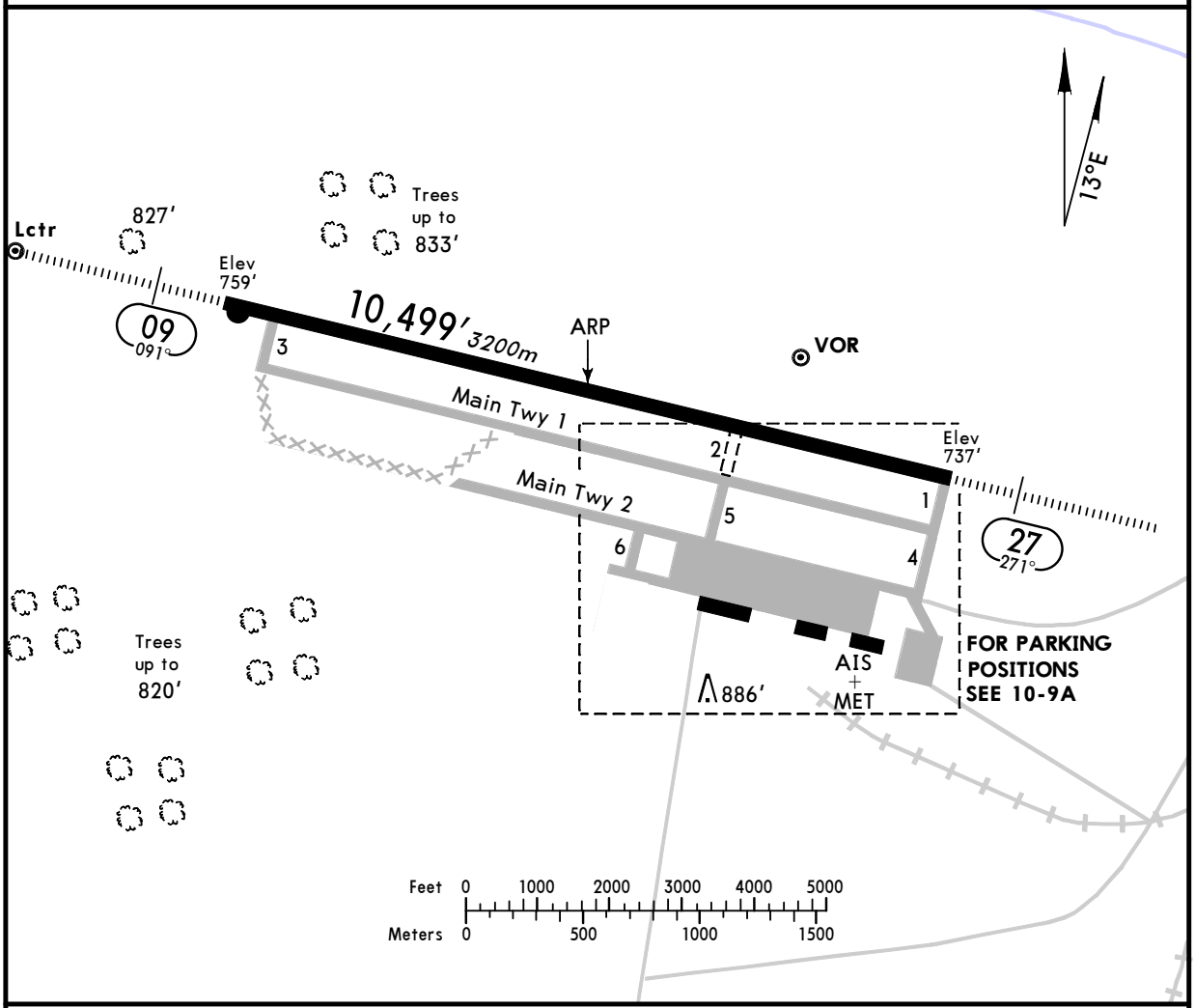
USCC/CEK
Apt Elev 769′
LBN 113.3 - On Airport

JEPPESEN
27 JUN 03 (10-9) Eff 10 Jul

CHELYABINSK, RUSSIA
BALANDINO
N55 18.3 E061 30.3

CHELYABINSK Start (GND/TWR)

125.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 27	HIRL *(60m)* CL HIALS PAPI-L		9596′ *2925m*	❶	197′ *60m*

❶ TAKE-OFF RUN AVAILABLE
RWY 09:
From rwy head 10,499′(3200m)
twy 3 int 9803′(2988m)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force		
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m*	*250m*	*400m*
B			
C			
D	*250m*	*300m*	

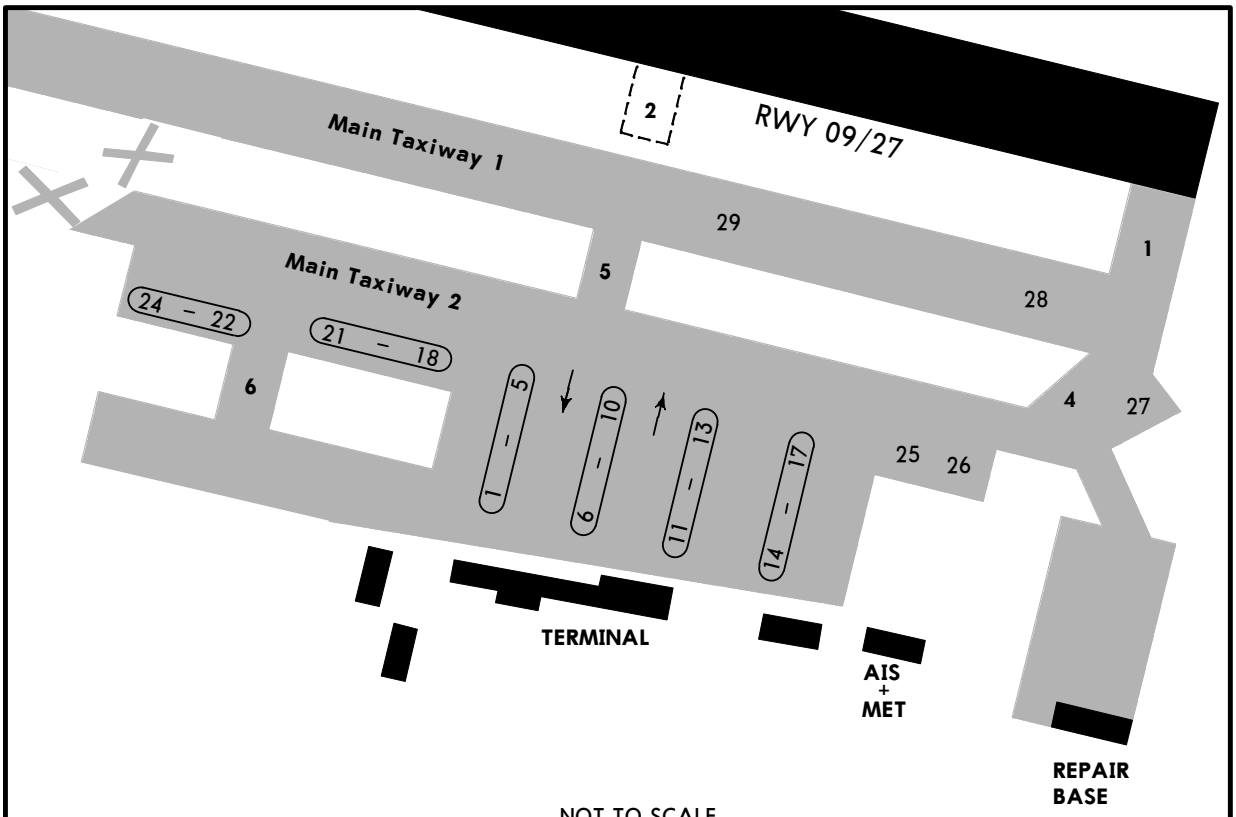
CHANGES: Apron layout. Twys.

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CHELYABINSK, RUSSIA
BALANDINO



NOT TO SCALE

Parking stands 18, 27 and Main Twy 2 between Twy 4 and Twy 5 available for helicopters.
Taxiing on Main Twy 1 is strictly along the centerline.
At NIGHT and during DAY (when VIS is less than 400m), Main Twy 1 is to be used with ''Follow-me'' car.
Taxi on Main Twy 2, Twy 4 and Twy 5 with caution at minimum speed, strictly along centerline.

CHANGES: Apron layout. Stands.

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USCC/CEK

JEPPESEN

JAA MINIMUMS

26 MAY 06 (10-9X) Eff 8 Jun

CHELYABINSK, RUSSIA
BALANDINO

STRAIGHT-IN RWY		A	B	C	D
09	ILS	**959**′(200′)	**959**′(200′)	**959**′(200′)	**959**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**1150**′(391′)	**1150**′(391′)	**1150**′(391′)	**1150**′(391′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	2 NDB	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)	**1110**′(351′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)	**1210**′(451′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
27	ILS	**937**′(200′)	**937**′(200′)	**937**′(200′)	**937**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	VOR	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)	**1140**′(403′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 09, 27

	LVP must be in Force			
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	*200m*	*250m*	*400m*	*500m*
D	*250m*	*300m*		

CHANGES: Minimums.

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USCC/CEK BALANDINO

JEPPESEN 26 MAY 06 Eff 8 Jun (11-1)

CHELYABINSK, RUSSIA ILS or 2 NDB Rwy 09

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

BRIEFING STRIP™

LOC ILB 109.9	Final Apch Crs 091°	GS LOM 1415′ (656′)	ILS DA(H) 959′ (200′)	Apt Elev 769′ RWY 759′
NDB LB 452		Minimum Alt NERDA 2080′ (1321′)	NDB MDA(H) Refer to Minimums	

2700′

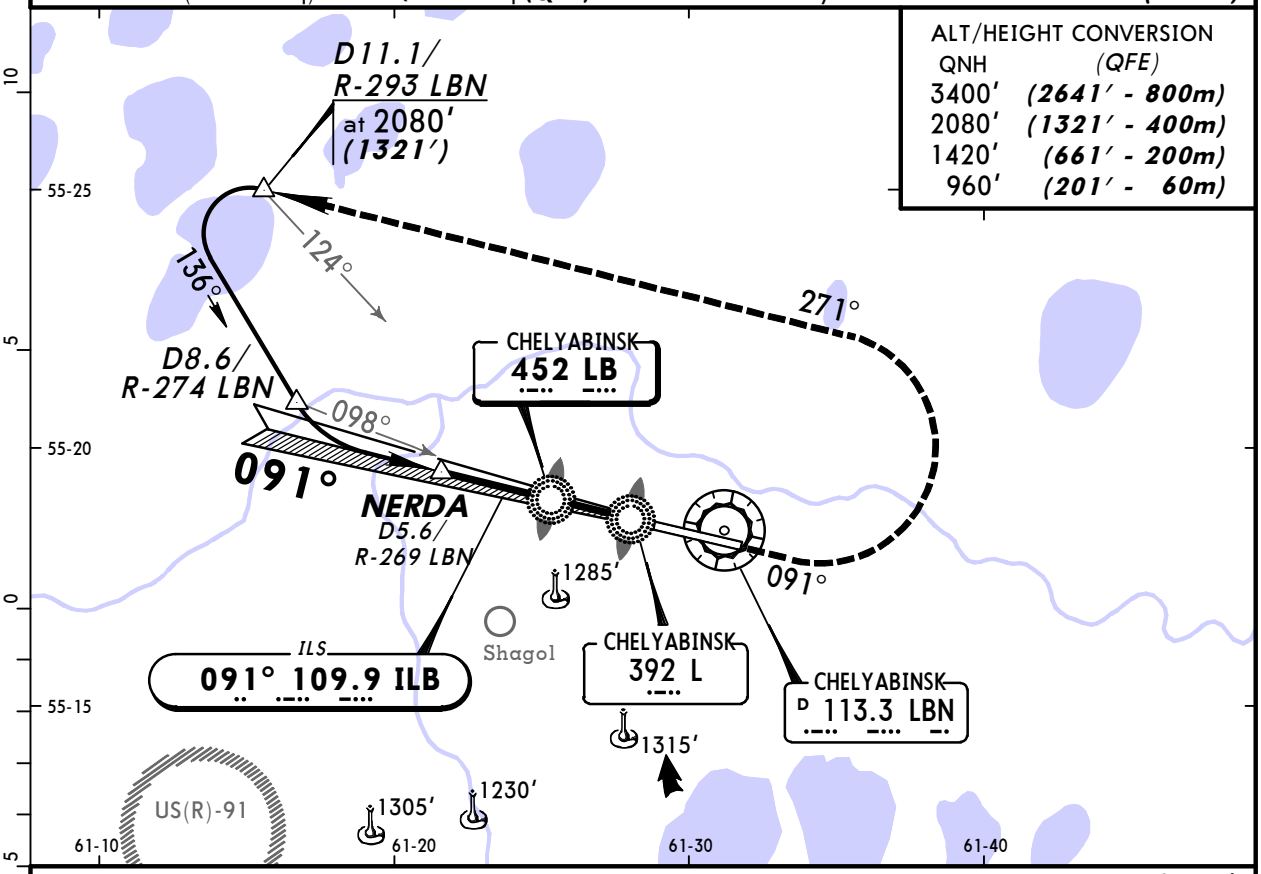
MSA
LBN VOR

MISSED APCH: Climb on 091° to 1420′ (661′), then turn LEFT onto 271° climbing to 2080′ (1321′), then according to chart.

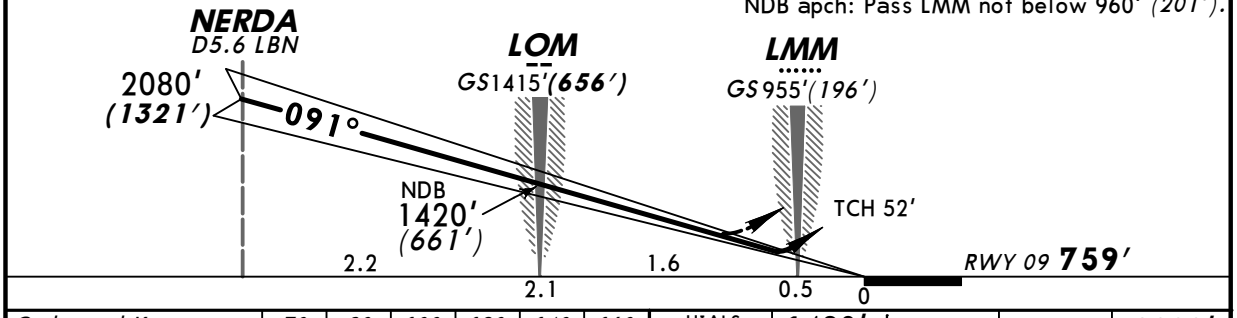
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3400′ (2641′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2641′ - 800m)
2080′	(1321′ - 400m)
1420′	(661′ - 200m)
960′	(201′ - 60m)



NDB apch: Pass LMM not below 960′ (201′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.83° or NDB Desc Grad 4.9%	356	457	508	610	711	813

HIALS
PAPI

1420′ (661′) on 091°

271° LT

2080′ (1321′)

STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 959′ (200′)		LOC (GS out)	2 NDB MDA(H) 1110′ (351′)		LB NDB or L NDB MDA(H) 1210′ (451′)	
	FULL	ALS out			ALS out		ALS out
A	800m	1200m	NOT AUTH	1200m	1900m	1700m	2500m
B							
C							
D				1600m	2000m	2100m	

PANS OPS

CHANGES: Minimums.

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USCC/CEK
BALANDINO

JEPPESEN
26 MAY 06
Eff 8 Jun
11-2

CHELYABINSK, RUSSIA
ILS or 2 NDB Rwy 27

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

BRIEFING STRIP ™

LOC IKS 108.7	Final Apch Crs 271°	GS LOM 1393′ (656′)	ILS DA(H) 937′ (200′)	Apt Elev 769′ RWY 737′
NDB KS 412		Minimum Alt GOLEV 2050′ (1313′)	NDB MDA(H) 1140′ (403′)	

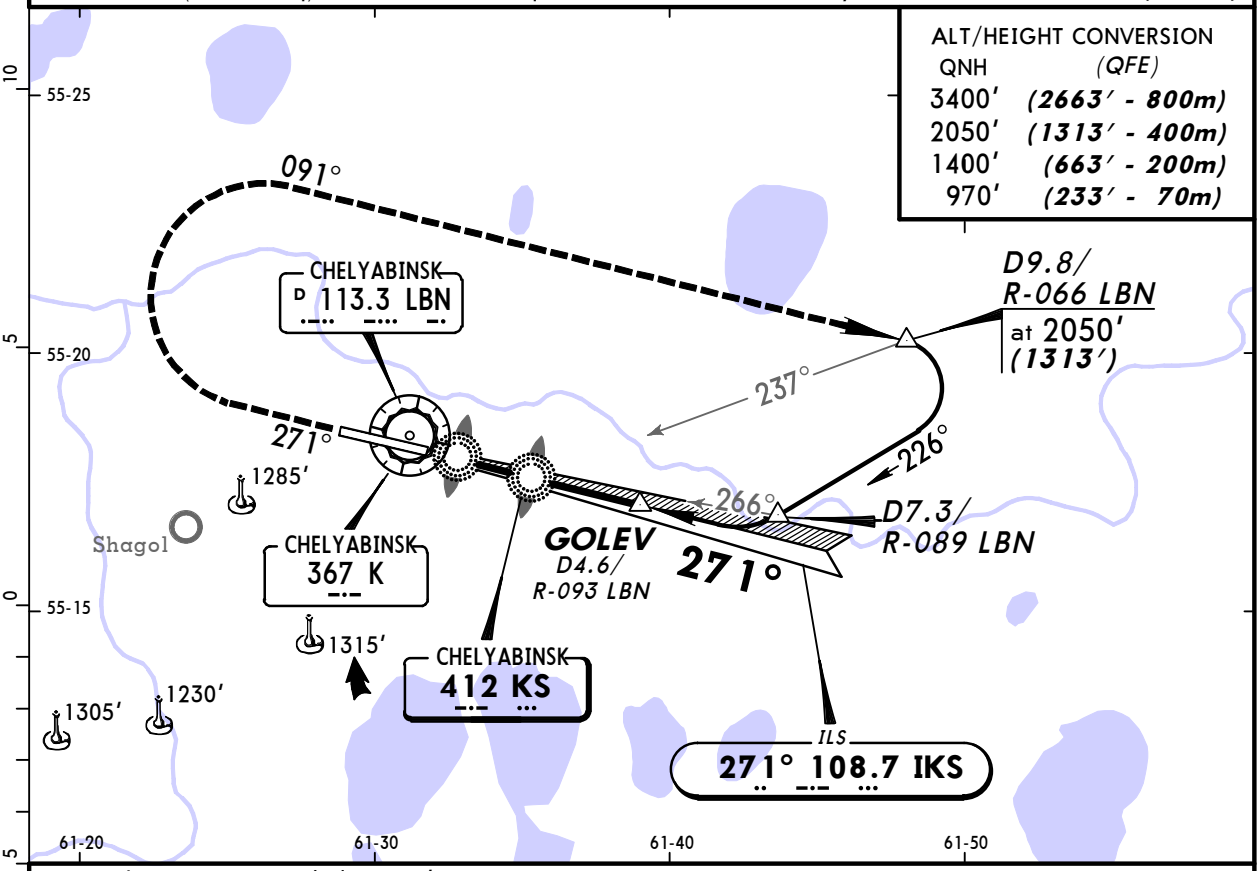
MISSED APCH: Climb on 271° to 1400′ (663′), then turn RIGHT onto 091° climbing to 2050′ (1313′), then according to chart.

2700′
MSA
LBN VOR

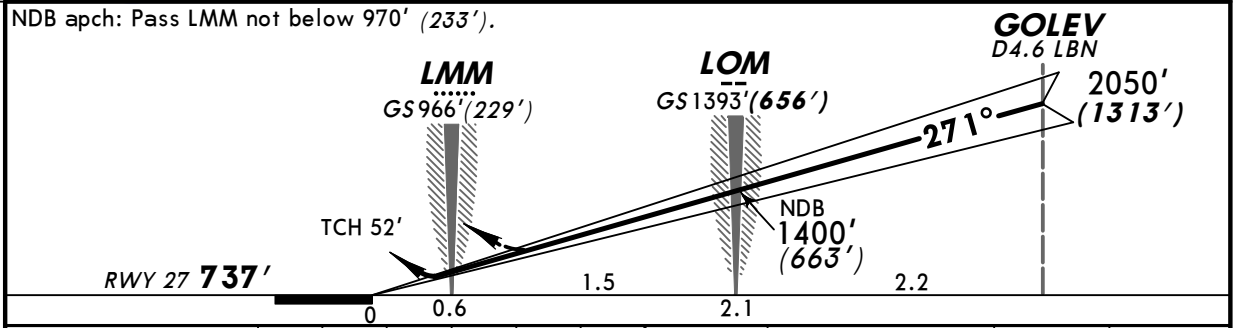
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3400′ (2663′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2663′ - 800m)
2050′	(1313′ - 400m)
1400′	(663′ - 200m)
970′	(233′ - 70m)



NDB apch: Pass LMM not below 970′ (233′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS / PAPI	1400′ (663′) on 271°	091° RT	2050′ (1313′)
ILS GS 2.83° or NDB Desc Grad 4.9%	356	457	508	610	711	813				

STRAIGHT-IN LANDING RWY 27

PANS OPS

	ILS DA(H) 937′ (200′) FULL	ILS DA(H) 937′ (200′) ALS out	LOC (GS out)	2 NDB MDA(H) 1140′ (403′)	2 NDB MDA(H) 1140′ (403′) ALS out	KS NDB or K NDB MDA(H) 1140′ (403′)	KS NDB or K NDB MDA(H) 1140′ (403′) ALS out
A	800m	1200m	NOT AUTH	1500m	2300m	1500m	2300m
B							
C							
D				1900m		1900m	

CHANGES: None.

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USCC/CEK BALANDINO

JEPPESEN 26 MAY 06 (13-1) Eff 8 Jun

CHELYABINSK, RUSSIA VOR DME Rwy 09

BRIEFING STRIP ™

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

VOR LBN 113.3	Final Apch Crs 088°	Minimum Alt D5.6 2080′(1321′)	MDA(H) 1150′(391′)	Apt Elev 769′ RWY 759′

MISSED APCH: Climb on track 091° to 1420′ (661′) or above at D3.9, then turn LEFT climbing to 2080′ (1321′) to VOR.

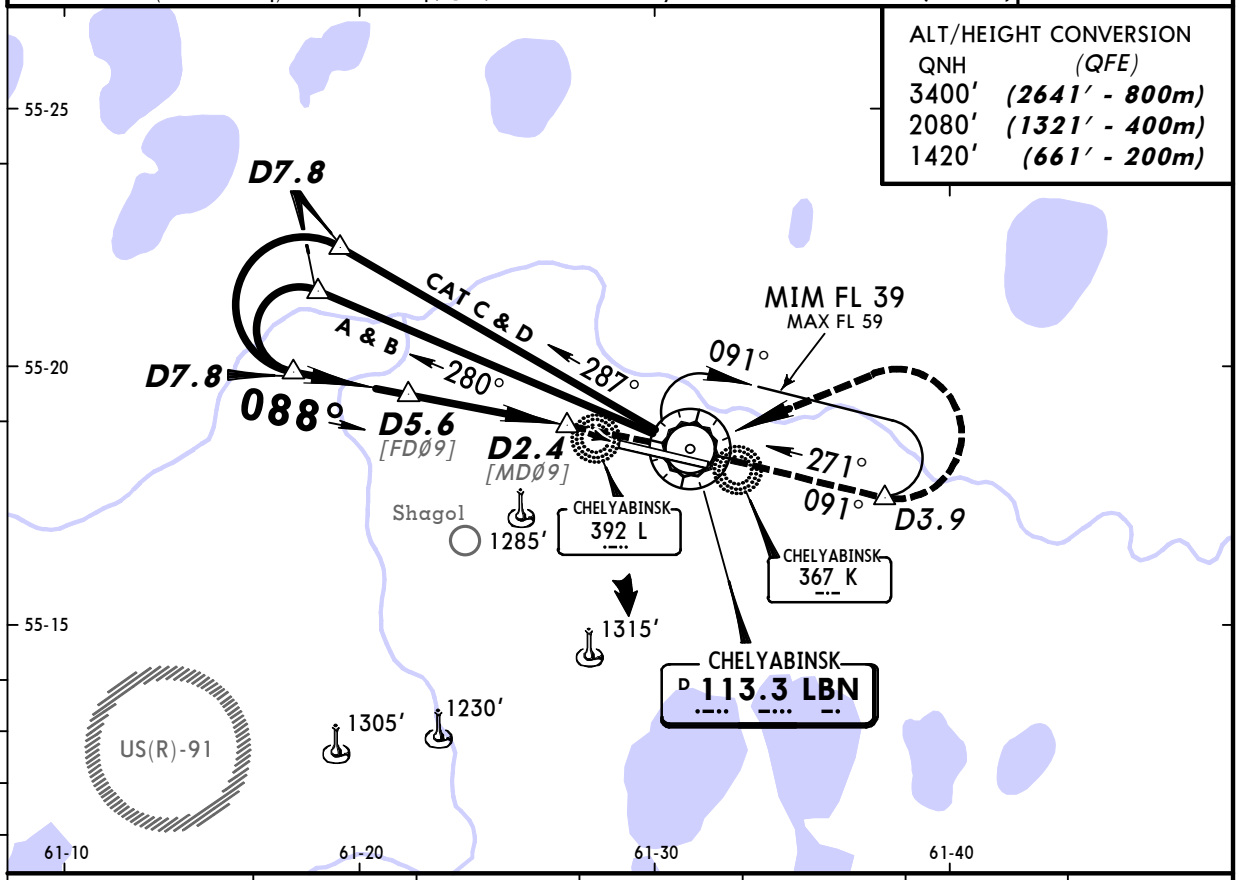
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3400′(2641′)

2700′

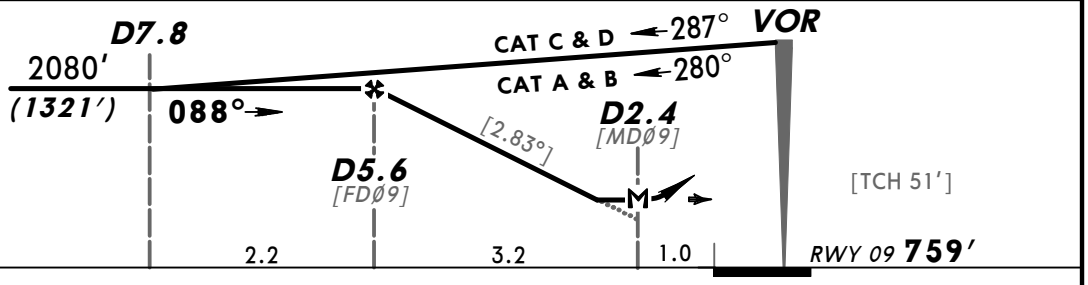
MSA LBN VOR

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2641′ - 800m)
2080′	(1321′ - 400m)
1420′	(661′ - 200m)



LBN DME	5.1	4.6	4.0	3.5	2.9	2.4
ALTITUDE (HAT)	1910′(1151′)	1760′(1001′)	1600′(841′)	1440′(681′)	1290′(531′)	1120′(361′)



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.94% or Descent angle [2.83°]	350	451	501	601	701	801
MAP at D2.4						

HIALS PAPI

1420′ (661′) or above on 091° D3.9

STRAIGHT-IN LANDING RWY 09

MDA(H) 1150′(391′)

PANS OPS

	ALS out
A	1200m
B	
C	
D	1600m

	ALS out
	1900m
	2000m

CHANGES: Minimums.

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USCC/CEK BALANDINO

JEPPESEN 26 MAY 06 (13-2) Eff 8 Jun

CHELYABINSK, RUSSIA VOR DME Rwy 27

CHELYABINSK Approach (APP/SRE)	CHELYABINSK Start (TWR)	Ground
124.7	125.2	125.2

BRIEFING STRIP ™

VOR LBN 113.3	Final Apch Crs 275°	Minimum Alt D4.6 2050′(1313′)	MDA(H) 1140′(403′)	Apt Elev 769′ RWY 737′

MISSED APCH: Climb on track 271° to 1400′ (663′) or above at D4.8, then turn RIGHT climbing to 2050′ (1313′) to VOR.

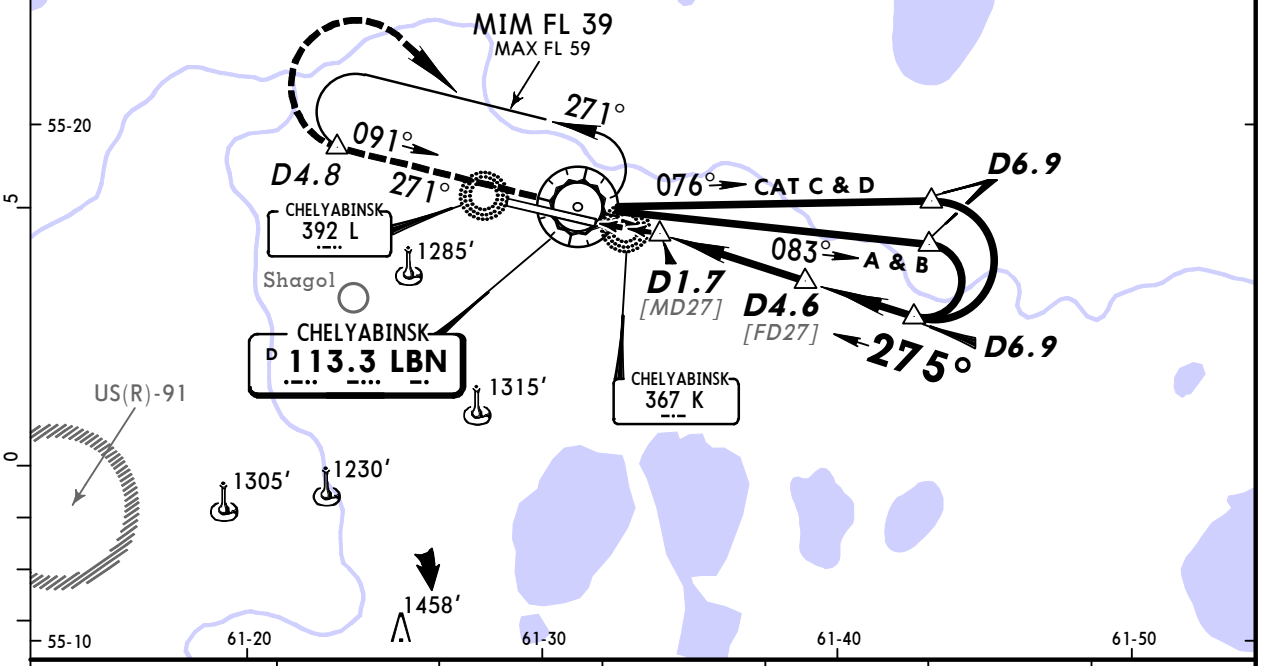
2700′

MSA LBN VOR

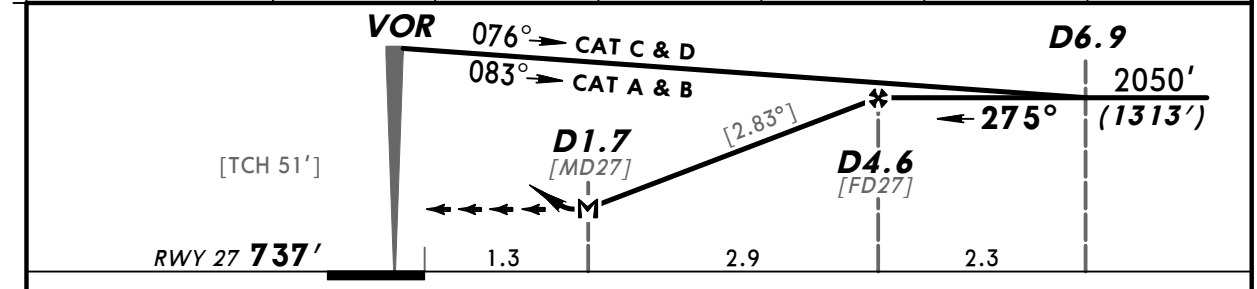
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3400′(2663′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3400′	(2663′ - 800m)
2050′	(1313′ - 400m)
1400′	(663′ - 200m)



LBN DME	1.7	2.0	2.6	3.1	3.6	4.2
ALTITUDE (HAT)	1150′(413′)	1270′(533′)	1410′(673′)	1580′(843′)	1740′(1003′)	1890′(1153′)



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.94% or Descent angle [2.83°]	350	451	501	601	701	801
MAP at D1.7						

HIALS PAPI

1400′ (663′) or above on 271° D4.8

STRAIGHT-IN LANDING RWY 27

MDA(H) 1140′(403′)

	ALS out
A	1600m
B	
C	
D	

PANS OPS

CHANGES: Minimums.

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USCM/MQF MAGNITOGORSK

JEPPESEN MAGNITOGORSK, RUSSIA

28 APR 06 (10-2) Eff 11 May

STAR

Apt Elev 1431′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 5370′ *(3939′)*

BMT 1A, BRG 1A, GLK 1A
KGT 1A, KLL 1A, RTK 1A
RWY 01 ARRIVALS

MSA ARP
175° 4100′
010° 5400′

❶ MEA, when under radar assistance.

FL CONVERSION	
FL118	*FL3600m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
5370′	*(3939′ - 1200m)*
3400′	*(1969′ - 600m)*
2750′	*(1319′ - 400m)*

NOT TO SCALE

TITUR N53 24.1 E061 09.4
BURIG N53 24.5 E059 26.0 — At or above FL118
GALKO N53 47.4 E058 57.0 (MGR R-005/D24.2) — At or above FL79
TINLI N53 33.2 E059 14.4 (MGR R-051/D19.5)
METOL N54 10.2 E059 08.6
D5.7 MGR N53 19.7 E058 51.1 (MGR R-132) — At 3400′ *(1969′)*
D10 MGR N53 14.3 E058 48.3 (MGR R-160) — At 3400′ *(1969′)*
D10.3 MGR N53 14.0 E058 43.9 (MGR R-174) — At 2750′ *(1319′)*
MAGNITOGORSK P 114.1 MGR N53 24.2 E058 45.4
KEGAT N53 39.2 E058 13.4 — At or above FL89
BATAL N53 43.1 E058 05.0
RITKA N53 30.4 E058 06.1 (MGR R-274/D24.3) — At or above FL89
Intercept final at 2750′*(1319′)*
D8.2 MGR N53 16.3 E058 41.9 (MGR R-184) — At 2750′*(1319′)*
KELIL N53 01.1 E058 33.2 (MGR R-186/D24.3) — At or above FL89
BANAK N52 34.8 E058 19.5
DAGOT N52 50.4 E058 02.7
BAMIT N53 34.7 E058 08.7 (MGR R-284/D24.3) — At or above FL89
AGERO N53 39.8 E057 50.5
SINAD N53 33.5 E057 45.4
❹ MAGNITOGORSK *975 R N53 22.3 E058 44.9 — At FL69
❺ MAGNITOGORSK *480 RF N53 20.7 E058 44.2

❷ 175° to ARP within 9.2 NM and 54 NM do not fly below FL69.
❸ 010° to ARP within 9.2 NM and 54 NM do not fly below FL69.

CHANGES: DAGOT INS coordinates.

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USCM/MQF MAGNITOGORSK

JEPPESEN MAGNITOGORSK, RUSSIA

28 APR 06 (10-2A) Eff 11 May

STAR

Apt Elev 1431′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 5370′ (3975′)

BMT 2A, BRG 2A, GLK 2A
KGT 2A, KLL 2A, KMS 2A, RTK 2A
RWY 19 ARRIVALS

MSA ARP
175° 4100′
010° 5400′

❶ MEA, when under radar assistance.

FL CONVERSION
FL118 FL3600m
FL89 FL2700m
FL79 FL2400m
FL69 FL2100m

ALT/HEIGHT CONVERSION (QFE)
QNH (3975′ - 1200m)
5370′ (1975′ - 600m)
3370′ (1315′ - 400m)
2710′

NOT TO SCALE

TITUR N53 24.1 E061 09.4
BURIG N53 24.5 E059 26.0 — At or above FL118
TINLI N53 33.2 E059 14.4 (MGR R-051/D19.5)
METOL N54 10.2 E059 08.6
D9 MGR N53 31.9 E058 52.6 (MGR R-018)
D8.9 MGR N53 30.3 E058 56.0 (MGR R-035)
D4.6 MGR N53 24.6 E058 53.1 (MGR R-074) (284° brg to CP)
D4.2 MGR N53 24.2 E058 52.4 (MGR R-078) (292° brg to CP)
KELIL N53 01.1 E058 33.2 — At or above FL89
BANAK N52 34.8 E058 19.5
GALKO N53 47.4 E058 57.0 (MGR R-005/D24.2) — At or above FL79
MAGNITOGORSK *480 CP N53 26.4 E058 46.8
KEGAT N53 39.2 E058 13.4 (MGR R-297/D24.3) — At or above FL89
BATAL N53 43.1 E058 05.0
RITKA N53 30.4 E058 06.1 (MGR R-274/D24.3) — At or above FL89
KOMUS N53 04.9 E058 20.9 — At or above FL89
DAGOT N52 50.4 E058 02.7
AGERO N53 39.8 E057 50.5
SINAD N53 33.5 E057 45.4
BAMIT N53 34.7 E058 08.7 (MGR R-284/D24.3) — At or above FL89
MAGNITOGORSK *975 C N53 24.9 E058 46.1 — At FL69
MAGNITOGORSK 114.1 MGR N53 24.2 E058 45.4

At 2710′ (1315′)
At 3370′ (1975′)
At 3370′ (1975′)
At 3370′ (1975′)
Intercept final at 2710′ (1315′)

GLK 2A 7620 5780
KGT 2A
BMT 2A
RTK 2A
KMS 2A 7150
KLL 2A 7550
BRG 2A

❷ 175° to ARP within 9.2 NM and 54 NM do not fly below FL69.
❸ 010° to ARP within 9.2 NM and 54 NM do not fly below FL69.

CHANGES: DAGOT INS coordinates.

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USCM/MQF MAGNITOGORSK

JEPPESEN MAGNITOGORSK, RUSSIA

28 APR 06 (10-3) Eff 11 May

SID

Apt Elev	QNH on request **(QFE)**
1431′	Trans level: By ATC Trans alt: 5370′ ***(3939′)***

BMT 3, BRG 3, GLK 3, KGT 3
KLL 3, KMS 3, RTK 3
RWY 01 DEPARTURES

MSA ARP: 4100′ (175°–010°) 5400′

ALT/HEIGHT CONVERSION (QFE)

QNH	
2090′	***(659′ - 200m)***
5370′	***(3939′ - 1200m)***

FL CONVERSION

FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL108	***FL3300m***

NOT TO SCALE

TITUR N53 24.1 E061 09.4

BURIG N53 24.5 E059 26.0 — At or above FL108

TINLI N53 33.2 E059 14.4

GALKO N53 47.4 E058 57.0 (MGR R-005/D24.2) — At or above FL69

METOL N54 10.2 E059 08.6

KELIL N53 01.1 E058 33.2 — At or above FL79

BANAK N52 34.8 E058 19.5

MAGNITOGORSK D 114.1 MGR N53 24.2 E058 45.4

At 2090′ ***(659′)***

KEGAT N53 39.2 E058 13.4 — At or above FL79

BATAL N53 43.1 E058 05.0

MAGNITOGORSK *480 RF N53 20.7 E058 44.2 — At FL59

KOMUS N53 04.9 E058 20.9 — At or above FL79

DAGOT N52 50.4 E058 02.7

BAMIT N53 34.7 E058 08.7 (MGR R-284/D24.3) — At or above FL79

AGERO N53 39.8 E057 50.5

RITKA N53 30.4 E058 06.1 (MGR R-274/D24.3) — At or above FL79

SINAD N53 33.5 E057 45.4

130° 11 — 078° D24.3 — 051° D19.5 — 19 BRG 3 — 057° — 150° — 196° — 227° — 13 KLL 3 — 36 — 005° — 23 GLK 3 — 24 — 307° — 295° — 284° — 210° — D24.3 186° — 21 KMS 3 — 28 — D24.3 206° — 18 — 26 KGT 3 — 25 RTK 3 — 26 BMT 3 — D24.3 297° — 6 296° — 12 284° — 13 273°

❶ 355° from ARP within 9.2 NM and 54 NM do not fly below FL69.

❷ 190° from ARP within 9.2 NM and 54 NM do not fly below FL69.

CHANGES: DAGOT INS coordinates.

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USCM/MQF MAGNITOGORSK

JEPPESEN MAGNITOGORSK, RUSSIA

28 APR 06 (10-3A) Eff 11 May

SID

Apt Elev 1431′

QNH on request (QFE)
Trans level: By ATC Trans alt: 5370′ *(3975′)*

BMT 4, BRG 4, GLK 4, KGT 4
KLL 4, KMS 4, RTK 4
RWY 19 DEPARTURES

MSA ARP
175° 4100′
010° 5400′

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
2060′	*(665′ - 200m)*
5370′	*(3975′ - 1200m)*

FL CONVERSION

FL59	*FL1800m*
FL69	*FL2100m*
FL79	*FL2400m*
FL108	*FL3300m*

TITUR N53 24.1 E061 09.4
62

BURIG N53 24.5 E059 26.0
At or above FL108
078° D24.3

TINLI N53 33.2 E059 14.4
130° 11
D19.5

GALKO N53 47.4 E058 57.0
At or above FL69
28

METOL N54 10.2 E059 08.6
24
GLK 4 32
005° D24.2

BRG 4
050°
005°
356°
319°
258°
13

MAGNITOGORSK *480 CP N53 26.4 E058 46.8
At FL59
292°

KELIL N53 01.1 E058 33.2 (MGR R-186/D24.3)
At or above FL79
185°
187°
KLL 4 23
186°
28

At 2060′ *(665′)*

BANAK N52 34.8 E058 19.5

KEGAT N53 39.2 E058 13.4
At or above FL79
KGT 4 23
279°
267°
201°
KMS 4 30
206°
D24.3

BMT 4 25
RTK 4 25

MAGNITOGORSK D 114.1 MGR N53 24.2 E058 45.4

KOMUS N53 04.9 E058 20.9
At or above FL79
18

DAGOT N52 50.4 E058 02.7

BATAL N53 43.1 E058 05.0
6
296°

284°
273°

RITKA N53 30.4 E058 06.1 (MGR R-274/D24.3)
At or above FL79

BAMIT N53 34.7 E058 08.7 (MGR R-284/D24.3)
At or above FL79
12

AGERO N53 39.8 E057 50.5

13

SINAD N53 33.5 E057 45.4

❶ **WARNING:** Aircraft are allowed to proceed to KOMUS along the shortest route after climbing to FL69 on take-off heading.

❷ 355° from ARP within 9.2 NM and 54 NM do not fly below FL69.

❸ 190° from ARP within 9.2 NM and 54 NM do not fly below FL69.

CHANGES: DAGOT INS coordinates.

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USCM/MQF

Apt Elev **1431′**
N53 23.6 E058 45.4

JEPPESEN 6 JAN 06 (10-9) **Eff 19 Jan**

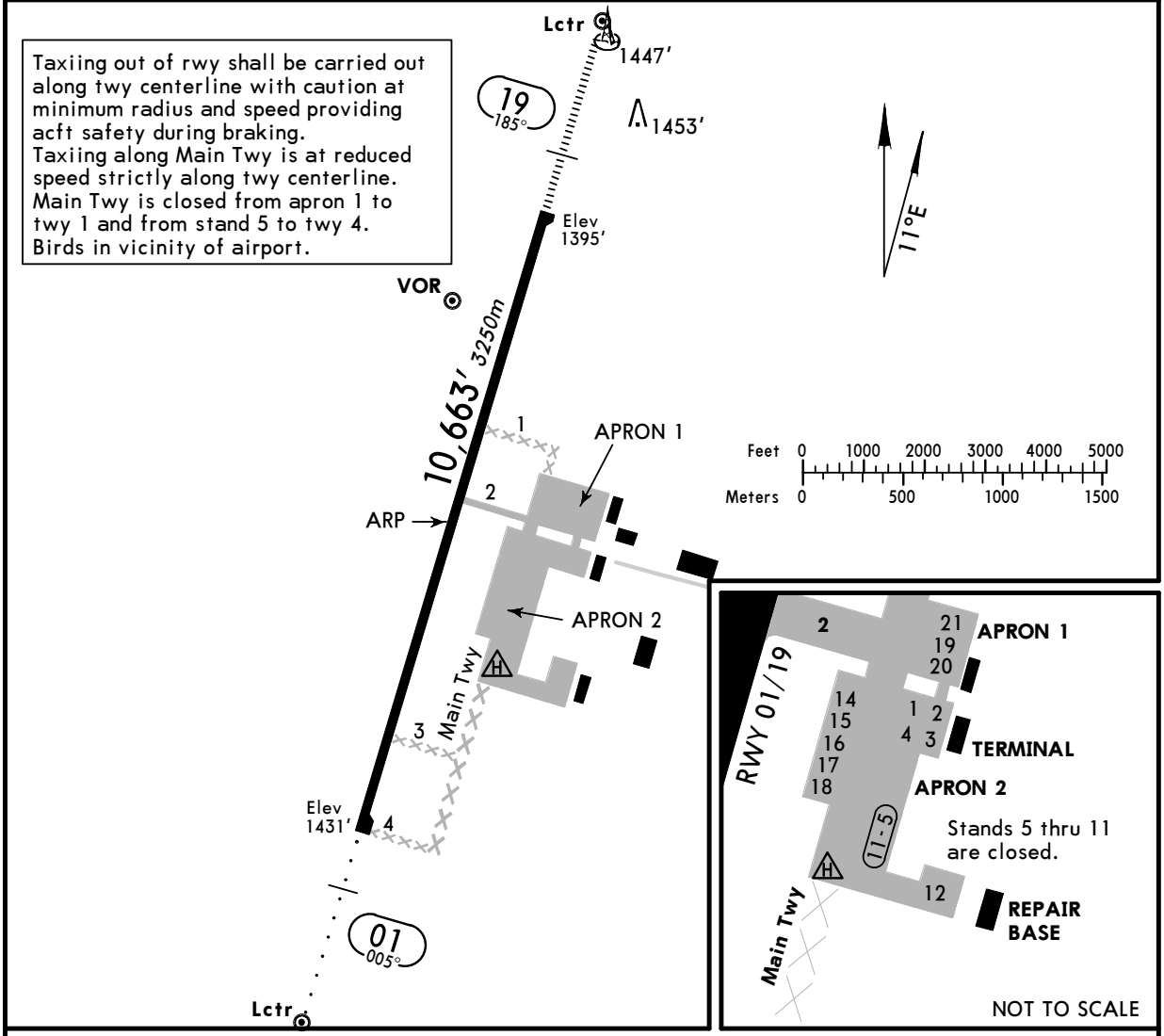
MAGNITOGORSK, RUSSIA

MAGNITOGORSK

MAGNITOGORSK Tower

120.8

Taxiing out of rwy shall be carried out along twy centerline with caution at minimum radius and speed providing acft safety during braking.
Taxiing along Main Twy is at reduced speed strictly along twy centerline.
Main Twy is closed from apron 1 to twy 1 and from stand 5 to twy 4.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01	HIRL *(60m)*	ALS	RVR		9777′ *2980m*	10,335′ ❶ *3150m*	148′ *45m*
19	HIRL *(60m)*	HIALS	RVR				

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Parking stands. Notes.

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USCM/MQF
MAGNITOGORSK

JEPPESEN 12 NOV 04 Eff 25 Nov (11-1)

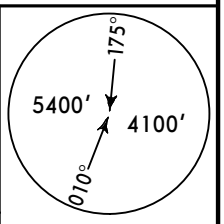
MAGNITOGORSK, RUSSIA
ILS or 2 NDB Rwy 01

MAGNITOGORSK Tower
120.8

BRIEFING STRIP ™

LOC IRF *108.7	Final Apch Crs 005°	GS LOM 2104′(673′)	ILS DA(H) 1631′(200′)	Apt Elev 1431′
NDB RF 480		Minimum Alt D6.0 MGR 2750′(1319′)	NDB MDA(H) 1740′(309′)	RWY 1431′

MISSED APCH: Climb on 005° to 2090′ (659′), then turn RIGHT onto 185° climbing to 3400′(1969′), then according to chart.

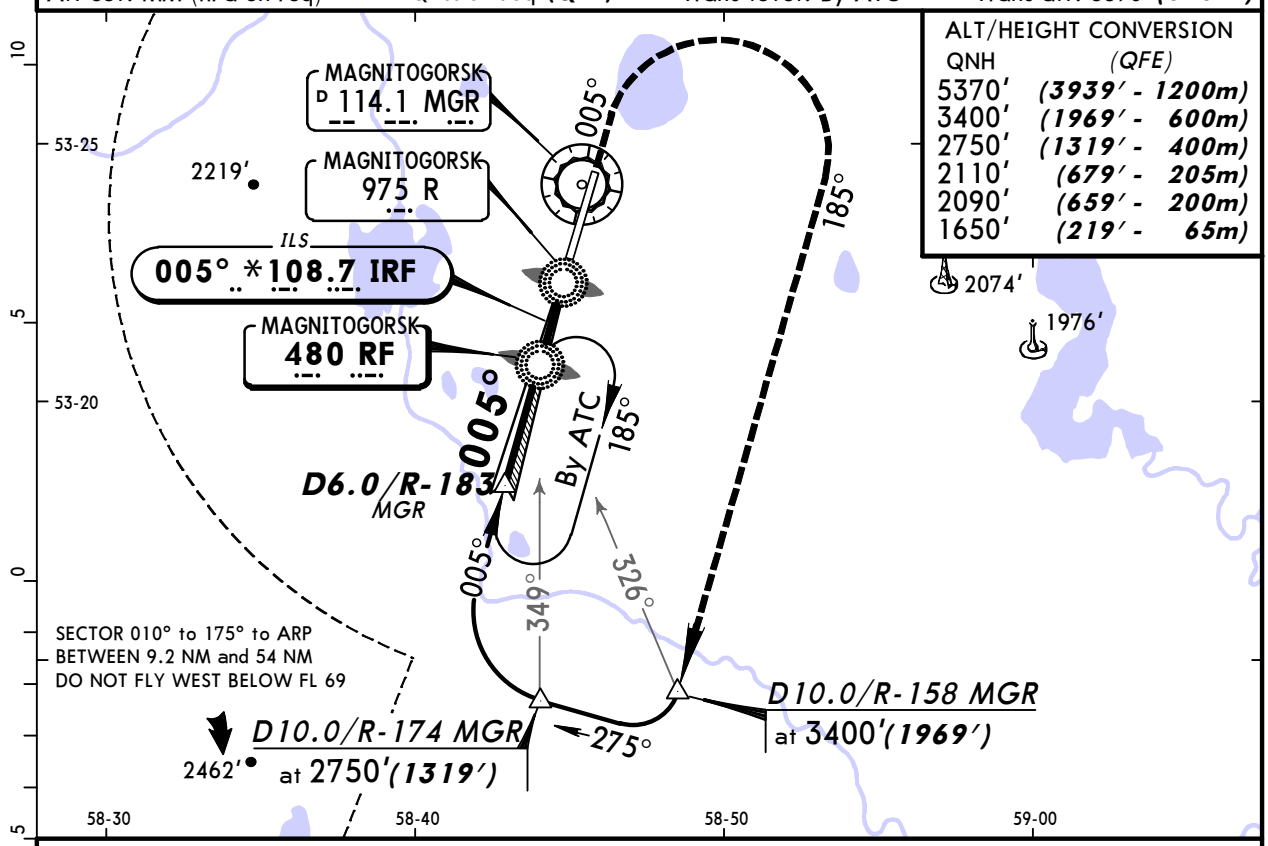


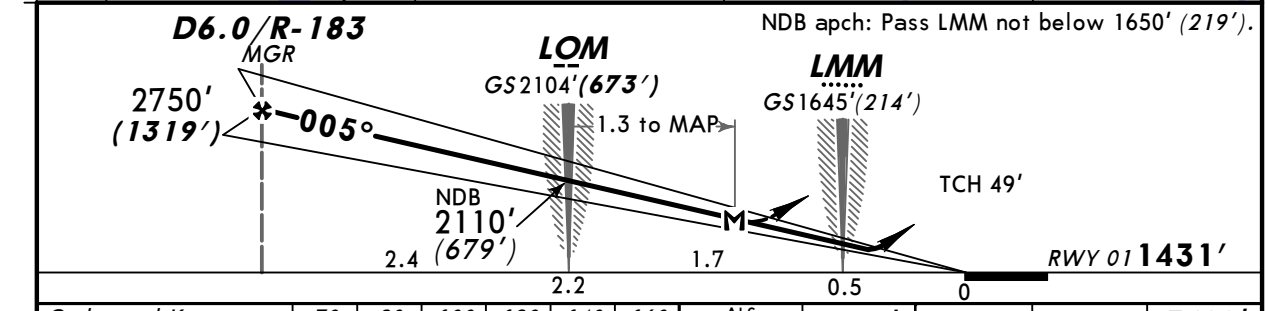
MSA
ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 5370′ (3939′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
5370′	(3939′ - 1200m)
3400′	(1969′ - 600m)
2750′	(1319′ - 400m)
2110′	(679′ - 205m)
2090′	(659′ - 200m)
1650′	(219′ - 65m)





NDB apch: Pass LMM not below 1650′ (219′).

Gnd speed-Kts		70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad	4.7%	336	432	480	576	671	767
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

ALS | 2090′ (659′) on 005° | 185° RT | 3400′ (1969′)

STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 1631′(200′) FULL	ILS DA(H) 1631′(200′) ALS out	LOC (GS out)	NDB MDA(H) 1740′(309′)	NDB MDA(H) 1740′(309′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: Trans level. Procedure.

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USCM/MQF MAGNITOGORSK

JEPPESEN 12 NOV 04 Eff 25 Nov (11-2)

MAGNITOGORSK, RUSSIA ILS or 2 NDB Rwy 19

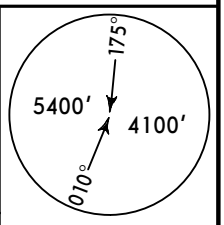
MAGNITOGORSK Tower

120.8

BRIEFING STRIP

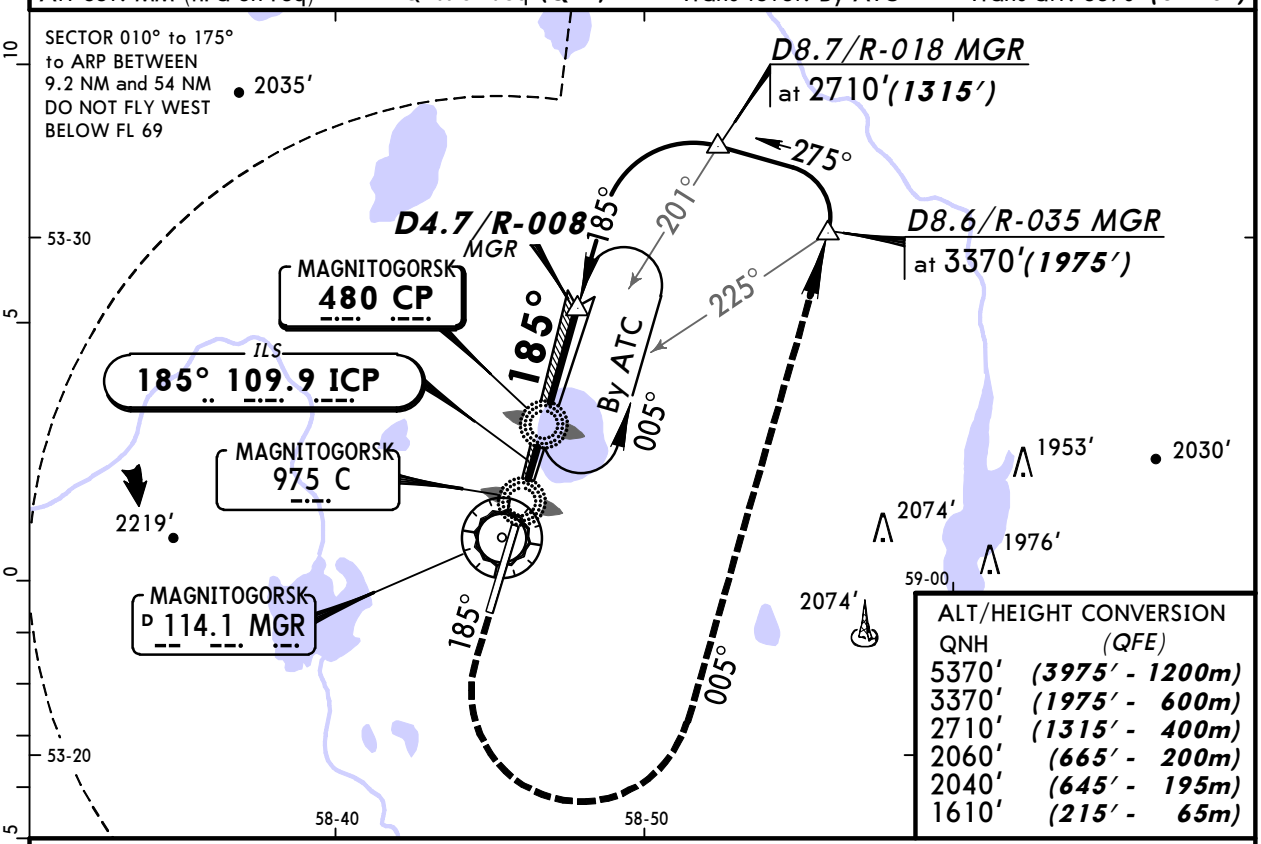
LOC ICP 109.9	Final Apch Crs 185°	GS LOM 2035′(640′)	ILS DA(H) 1595′(200′)	Apt Elev 1431′
NDB CP 480		Minimum Alt D4.7 MGR 2710′(1315′)	NDB MDA(H) (CONDITIONAL) 1980′(585′)	RWY 1395′

MISSED APCH: Climb on 185° to 2060′ (665′), then turn LEFT onto 005° climbing to 3370′ (1975′), then according to chart.



MSA
ARP

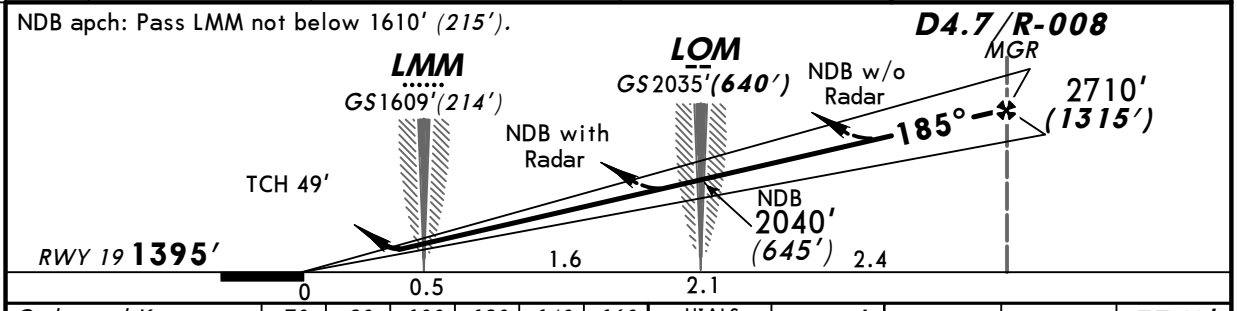
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 5370′ (3975′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
5370′	(3975′ - 1200m)
3370′	(1975′ - 600m)
2710′	(1315′ - 400m)
2060′	(665′ - 200m)
2040′	(645′ - 195m)
1610′	(215′ - 65m)

NDB apch: Pass LMM not below 1610′ (215′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS

2060′ (665′) on 185°

005° LT

3370′ (1975′)

PANS OPS

STRAIGHT-IN LANDING RWY 19

	ILS DA(H) 1595′(200′) FULL	ILS DA(H) 1595′(200′) ALS out	LOC (GS out)	NDB with Radar MDA(H) 1980′(585′)	NDB with Radar MDA(H) 1980′(585′) ALS out	NDB w/o Radar MDA(H) 2220′(825′)	NDB w/o Radar MDA(H) 2220′(825′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	3200m		3200m	3200m
B							
C							4000m
D						4000m	4400m

CHANGES: Trans level. Procedure. Minimums.

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USCM/MQF MAGNITOGORSK

JEPPESEN 12 NOV 04 (13-1) Eff 25 Nov

MAGNITOGORSK, RUSSIA VOR DME Rwy 01

MAGNITOGORSK Tower

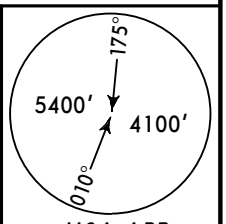
120.8

BRIEFING STRIP ™

VOR MGR	Final Apch Crs	Minimum Alt D6.0	MDA(H) Refer to Minimums	Apt Elev 1431′ RWY 1431′
114.1	003°	2750′ (1319′)		

MISSED APCH: Climb on 005° to 2090′ (659′) or above. At D3.6 turn RIGHT to VOR climbing to 3400′ (1969′), then according to chart.

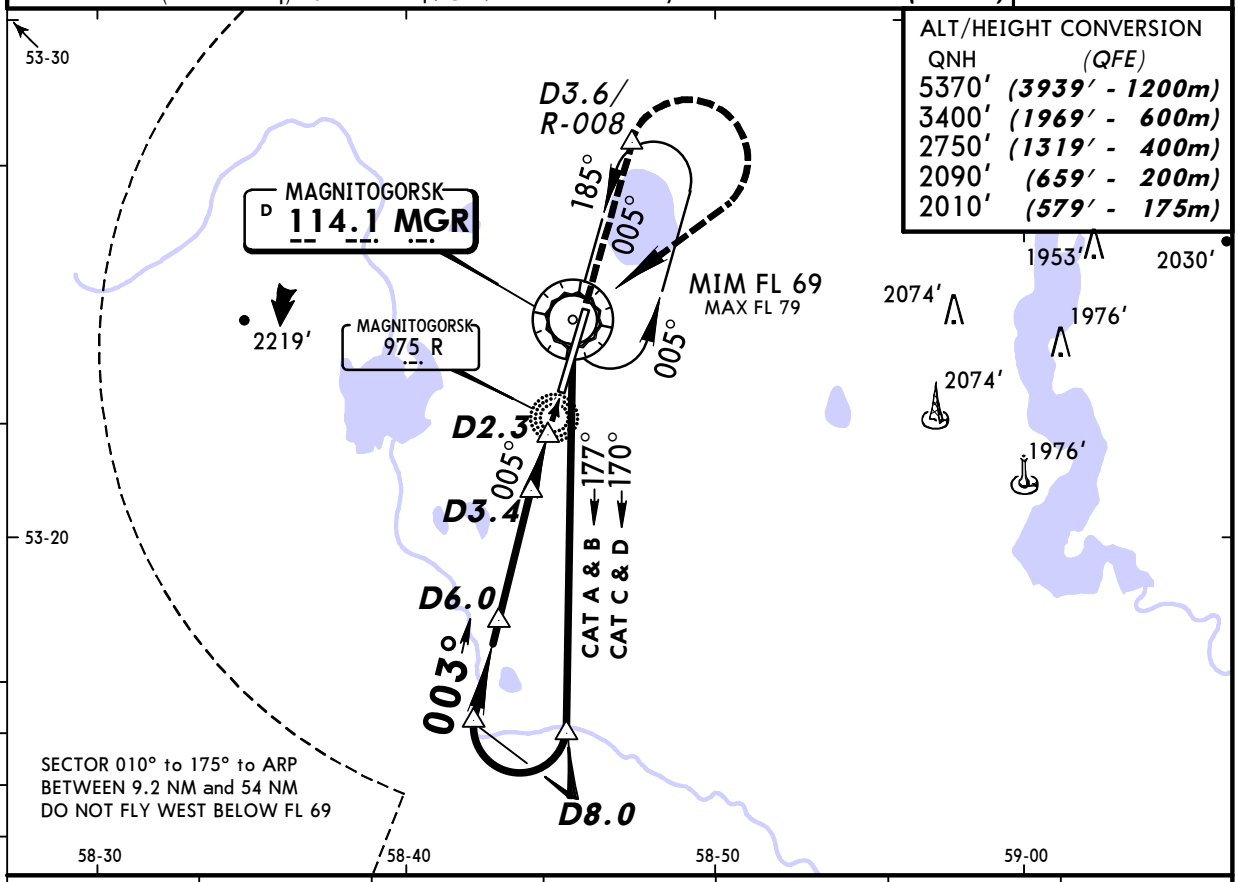
Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 5370 (**3939′**)



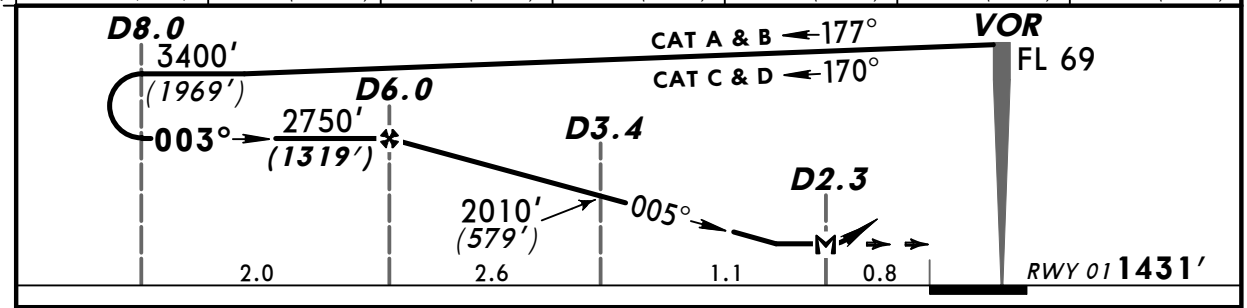
MSA ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
5370′	(3939′ - 1200m)
3400′	(1969′ - 600m)
2750′	(1319′ - 400m)
2090′	(659′ - 200m)
2010′	(579′ - 175m)



MGR DME	5.3	4.8	4.2	3.7	3.2	2.6
ALTITUDE (HAT)	2570′ (1139′)	2400′ (969′)	2260′ (829′)	2090′ (659′)	1940′ (509′)	1800′ (369′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D2.3						

ALS

MIM 2090′ (659′) on 005°

STRAIGHT-IN LANDING RWY 01

MDA(H) ABC: 1690′ (259′) D: 1740′ (309′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	
D	

CHANGES: Trans level. Minimums.

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USCM/MQF MAGNITOGORSK

JEPPESEN 12 NOV 04 (13-2) Eff 25 Nov

MAGNITOGORSK, RUSSIA VOR DME Rwy 19

MAGNITOGORSK Tower
120.8

VOR MGR 114.1	Final Apch Crs 188°	Minimum Alt D4.7 2710′(1315′)	MDA(H) 1710′(315′)	Apt Elev 1431′ RWY 1395′

MISSED APCH: Climb on 185° to 2060′ (665′) or above. At D5.0 turn LEFT to VOR climbing to 3370′ (1975′), then according to chart.

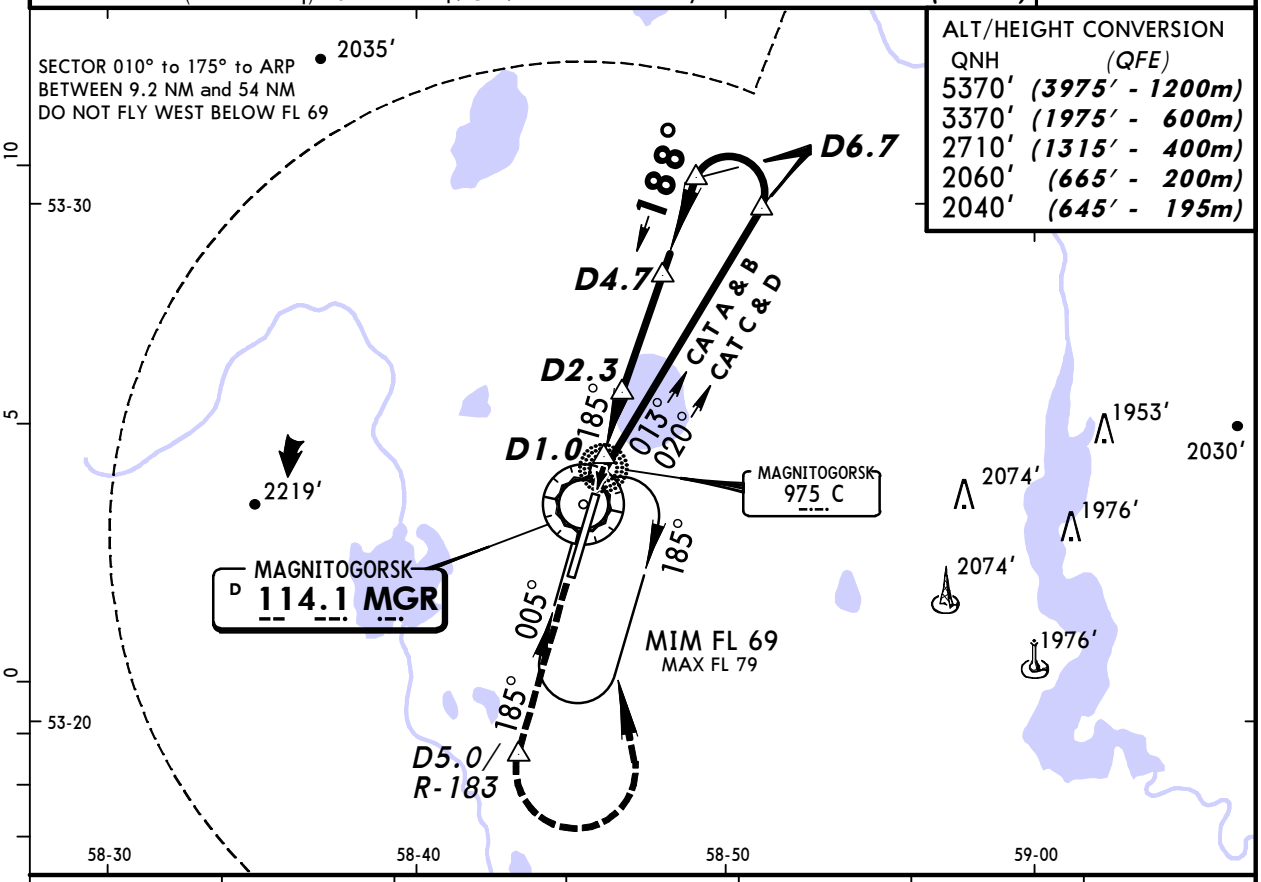
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: By ATC Trans alt: 5370(3975′)

MSA ARP: 175°, 5400′, 4100′, 010°

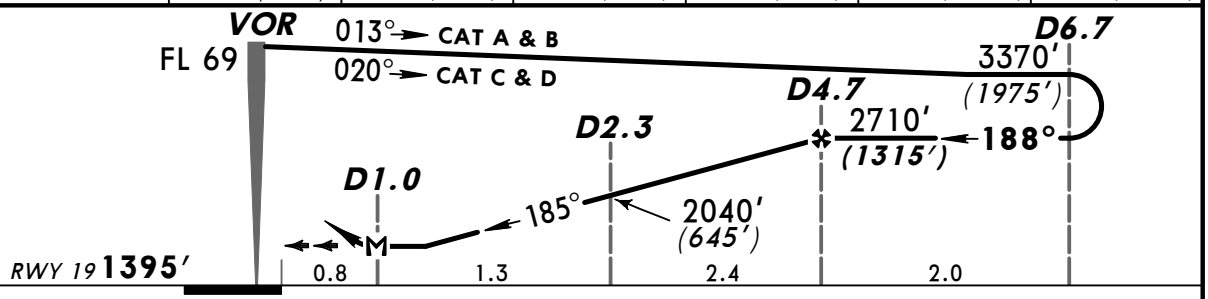
ALT/HEIGHT CONVERSION

QNH	(QFE)
5370′	(3975′ - 1200m)
3370′	(1975′ - 600m)
2710′	(1315′ - 400m)
2060′	(665′ - 200m)
2040′	(645′ - 195m)

SECTOR 010° to 175° to ARP
BETWEEN 9.2 NM and 54 NM
DO NOT FLY WEST BELOW FL 69



MGR DME	1.3	1.8	2.9	3.5	4.0	4.5
ALTITUDE (HAT)	1760′(365′)	1910′(515′)	2220′(825′)	2370′(975′)	2530′(1135′)	2680′(1285′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762
MAP at D1.0						

HIALS

MIM 2060′ (665′) on 185°

STRAIGHT-IN LANDING RWY 19

MDA(H) 1710′(315′)

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

PANS OPS

CHANGES: Trans level.

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USHH/HMA KHANTY-MANSIYSK

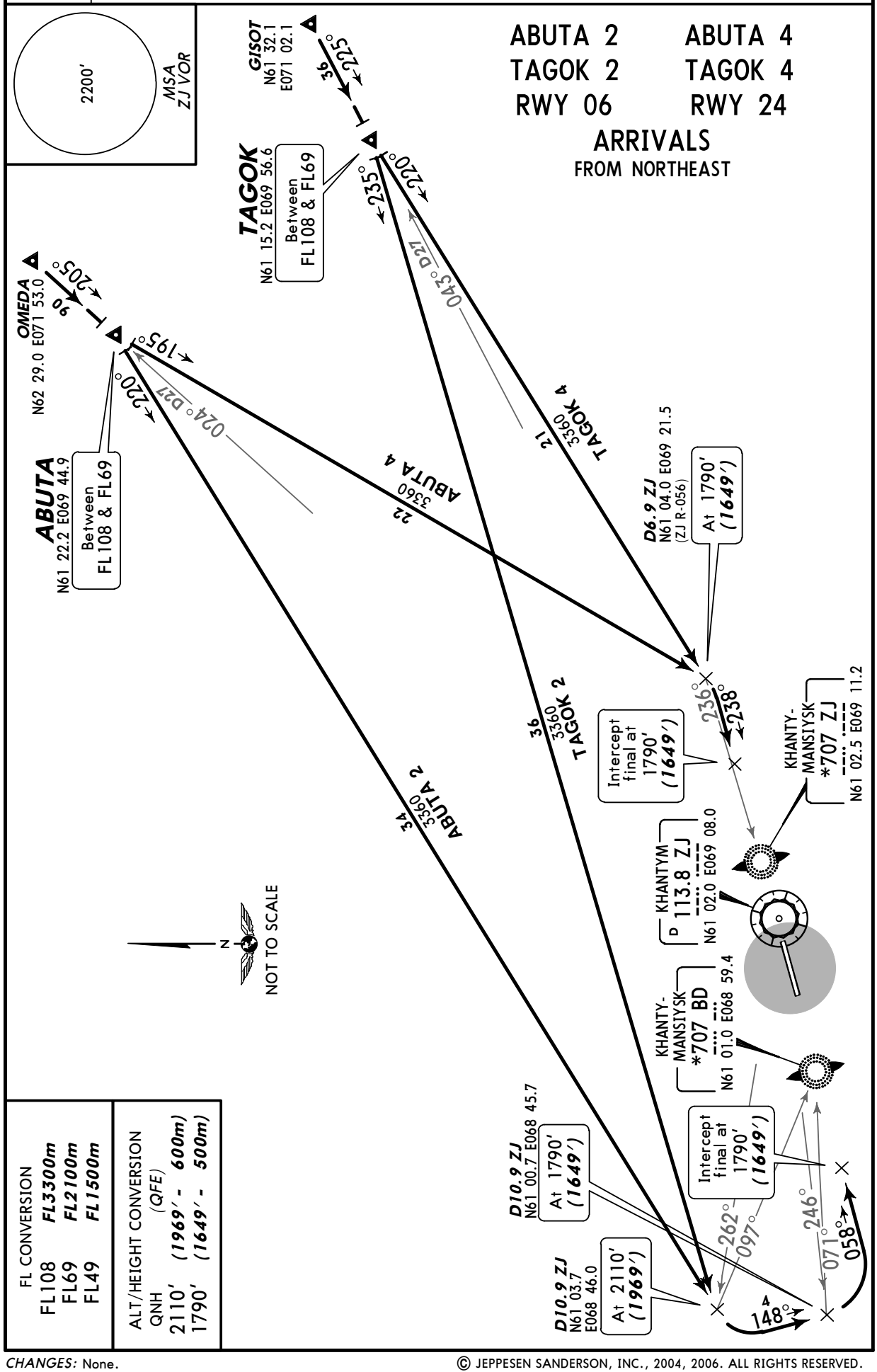
JEPPESEN KHANTY-MANSIYSK, RUSSIA

9 JUN 06 (10-2)

STAR

Apt Elev 141′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2110′ ***(1969′)***
If unable to reach traffic circuit height before final turning point, carry out the approach procedure of the established pattern via the respective LOM.



CHANGES: None.

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USHH/HMA
KHANTY-MANSIYSK

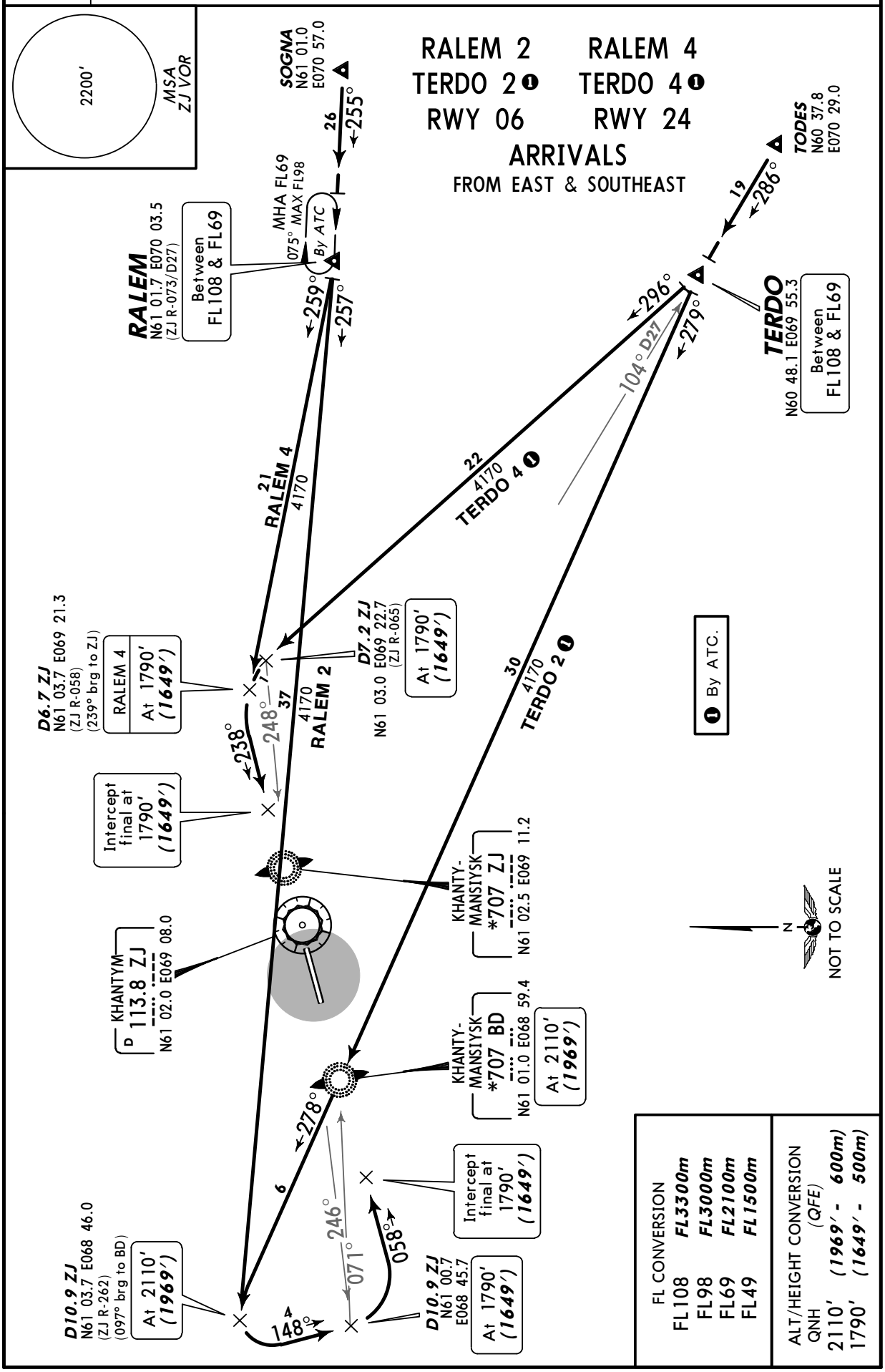
JEPPESEN **KHANTY-MANSIYSK, RUSSIA**

9 JUN 06 (10-2A)

STAR

Apt Elev 141′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2110′ ***(1969′)***
If unable to reach traffic circuit height before final turning point, carry out the approach procedure of the established pattern via the respective LOM.



CHANGES: Holding over RALEM established.

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USHH/HMA
KHANTY-MANSIYSK

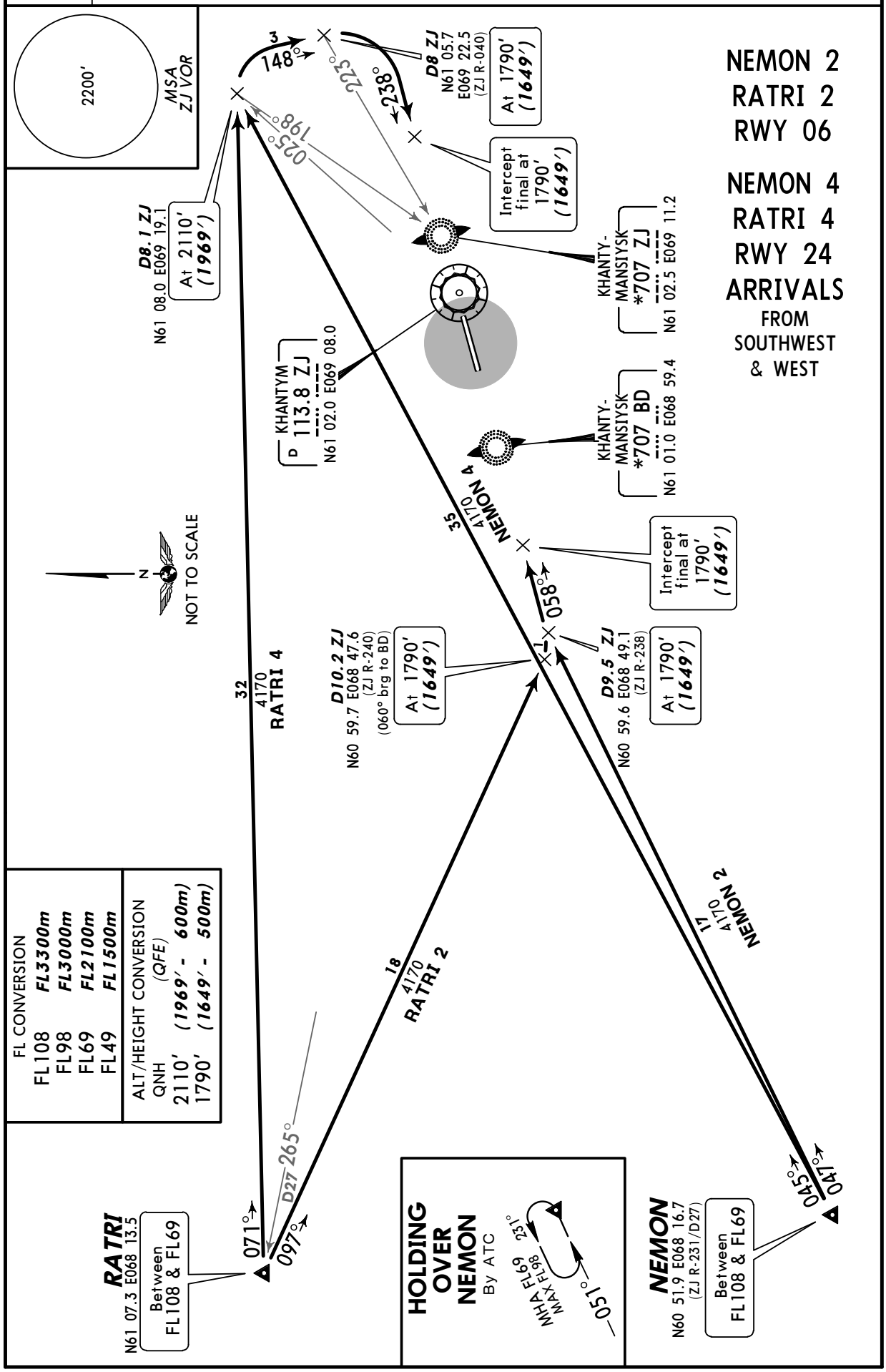
JEPPESEN **KHANTY-MANSIYSK, RUSSIA**

9 JUN 06 (10-2B)

STAR

Apt Elev 141′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2110′ ***(1969′)***
If unable to reach traffic circuit height before final turning point, carry out the approach procedure of the established pattern via the respective LOM.



CHANGES: Holding over NEMON established.

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USHH/HMA KHANTY-MANSIYSK

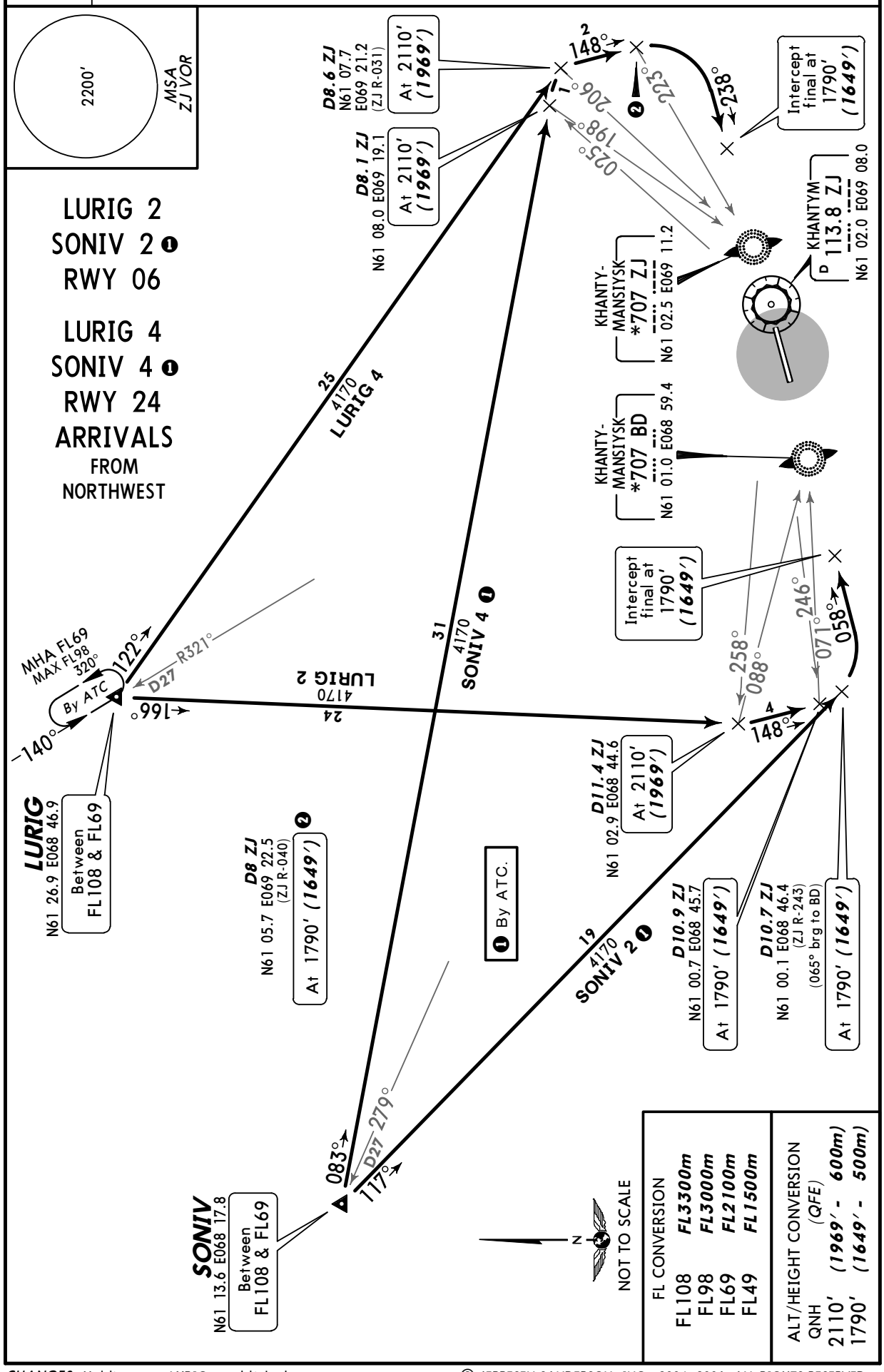
JEPPESEN **KHANTY-MANSIYSK, RUSSIA**

9 JUN 06 (10-2C)

STAR

Apt Elev 141′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 2110′ ***(1969′)***
If unable to reach traffic circuit height before final turning point, carry out the approach procedure of the established pattern via the respective LOM.



CHANGES: Holding over LURIG established.

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USHH/HMA KHANTY-MANSIYSK

JEPPESEN KHANTY-MANSIYSK, RUSSIA

12 NOV 04 | 10-3 | Eff 25 Nov | SID

Apt Elev	
141′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 2110′ ***(1969′)***

2200′

MSA
ZJ VOR

ABUTA 1, ABUTA 3
KUPEN 1, KUPEN 3
TERDO 1❶, TERDO 3❶
RWYS 06, 24 DEPARTURES
TO EAST

❶ By ATC.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
800′	***(659′ - 200m)***
1130′	***(989′ - 300m)***
2110′	***(1969′ - 600m)***

FL CONVERSION	
FL49	***FL1500m***
FL98	***FL3000m***

OMEDA
N62 29.0 E071 53.0

ABUTA
N61 22.2 E069 44.9
(ZJ R-024/D27)
Between FL49 & FL98

KUPEN
N61 07.9 E070 02.2
(ZJ R-060/D27)
Between FL49 & FL98

STELA
N61 13.0
E070 56.0

TERDO
N60 48.1 E069 55.3
(ZJ R-104/D27)
Between FL49 & FL98

TODES
N60 37.8
E070 29.0

024° 90
ABUTA 1 28
ABUTA 3 37
036° 058° 070° 114° 148° 023° 060° 107° 238°
KUPEN 3 40
KUPEN 1 28
061° 26
TERDO 3❶ 43
TERDO 1❶ 28
105° 19

ABUTA 1
KUPEN 1
Turn at 800′
(659′)

At 1130′
(989′)

TERDO 1
Turn at 1130′
(989′)

KHANTYM
*707 ZJ
N61 02.5 E069 11.2

KHANTYM
D 113.8 ZJ
N61 02.0 E069 08.0

N
NOT TO SCALE

CHANGES: SIDs revised.

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USHH/HMA KHANTY-MANSIYSK

JEPPESEN KHANTY-MANSIYSK, RUSSIA

12 NOV 04 (10-3A) Eff 25 Nov SID

Apt Elev	QNH on request (QFE)
141′	Trans level: FL49 Trans alt: 2110′ *(1969′)*

ALT/HEIGHT CONVERSION

QNH	(QFE)
800′	*(659′ - 200m)*
1130′	*(989′ - 300m)*
1460′	*(1319′ - 400m)*
2110′	*(1969′ - 600m)*

FL CONVERSION

FL49	*FL1500m*
FL98	*FL3000m*

2200′

MSA
ZJ VOR

LURIG 1, LURIG 3
NEMON 1, NEMON 3
RATRI 1, RATRI 3
SONIV 1 ❶, SONIV 3 ❶
RWYS 06, 24 DEPARTURES
TO WEST

❶ By ATC.

URMAN
N62 00.4
E068 16.6

37
320°

LURIG
N61 26.9 E068 46.9
Between FL49 & FL98

N
NOT TO SCALE

SONIV
N61 13.6 E068 17.8
Between FL49 & FL98

ABELO
N61 56.6
E064 53.6

107
278°

D27 321°
LURIG 3 30
LURIG 1 30

AGATA
N61 29.0
E063 26.0

140

33 SONIV 1 ❶
D27 279°
❶ SONIV 3 26

255°
270°
315°
33 RATRI 1
D27 265°

RATRI
N61 07.3 E068 13.5
Between FL49 & FL98

25 RATRI 3
286°
219°
36 NEMON 1
238°
148°
334°
At 800′ *(659′)*
269°
238°
058°
230°

NEMON
N60 51.9 E068 16.7
(ZJ R-231/D27)
Between FL49 & FL98

25 NEMON 3

At 1460′ *(1319′)*

LURIG 3
RATRI 3
SONIV 3
Turn at 1130′ *(989′)*

KHANTYM
D 113.8 ZJ
N61 02.0 E069 08.0

112
231°

USHU
N60 07.0
E064 50.0

KHANTYM
*707 BD
N61 01.0 E068 59.4

CHANGES: SIDs revised & established.

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USHH/HMA

Apt Elev **141′**
N61 01.7 E069 05.2

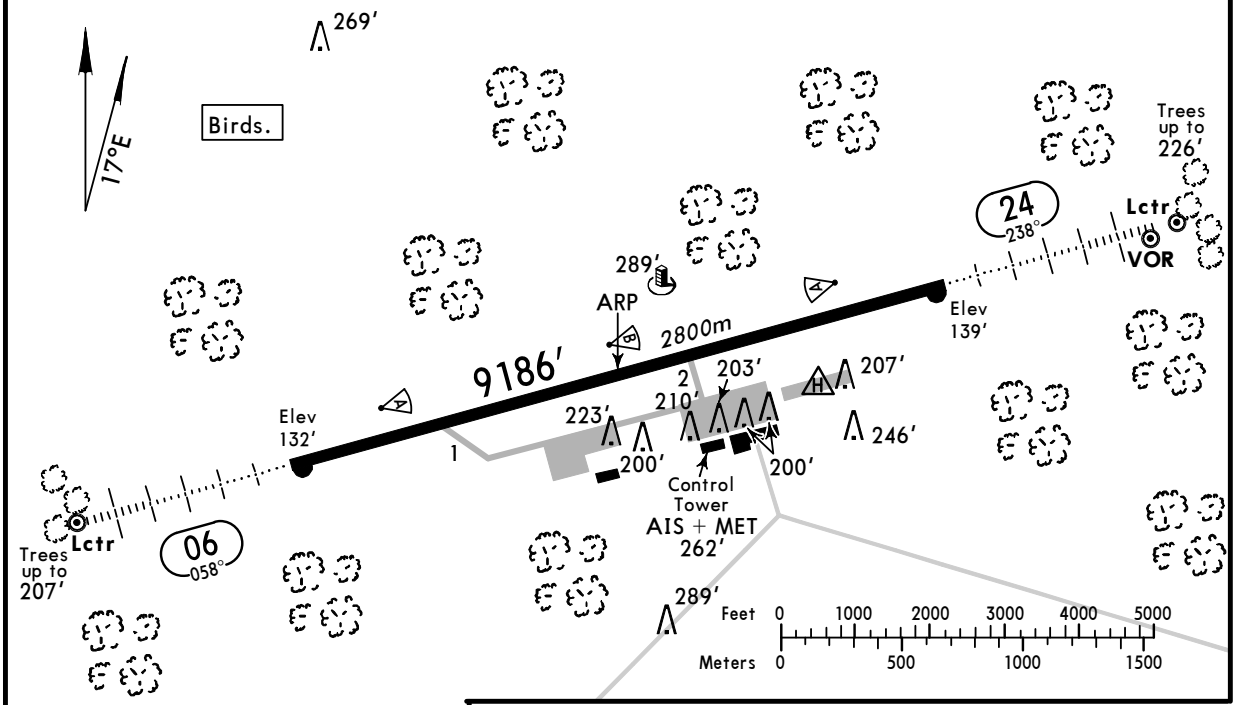
6 AUG 04 (10-9)

JEPPESEN KHANTY-MANSIYSK, RUSSIA

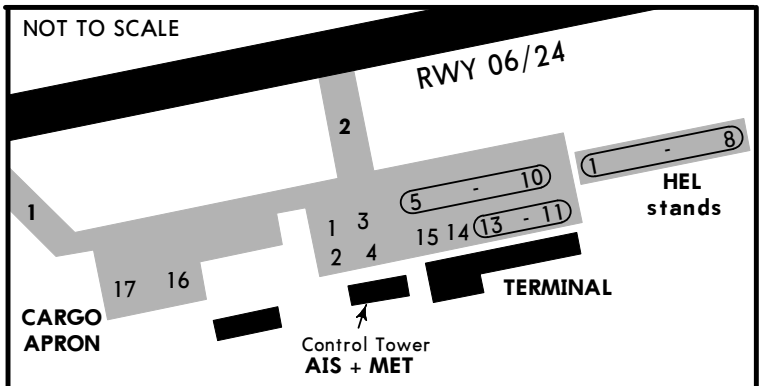
KHANTY-MANSIYSK

KHANTYM Tower

118.1



Taxiing out of the stands 11 thru 13 is by towing only.
Taxiing into stands 14 and 15 is under own engines power using a "Follow-me" vehicle.
Taxiing out of stand 15 for start-up is by towing onto stand 3 or 4.
Taxiing out of stand 14 for start-up is by towing till "End of Tow" marking.
Taxiing into stands 16 and 17 is by towing.
Stands 1 thru 4 in front of tower and stands 16 and 17 also avbl for helicopters.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL *(60m)* HIALS PAPI-L (angle 3.0°) RVR		8176′ *2492m* 8128′ *2477m*		148′ *45m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: New airport.

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USHH/HMA KHANTY-MANSIYSK

JEPPESEN 11 FEB 05 (11-1)

KHANTY-MANSIYSK, RUSSIA ILS or 2 NDB Rwy 06

BRIEFING STRIP ™

KHANTYM Krug (R)	KHANTYM Tower
120.4	118.1

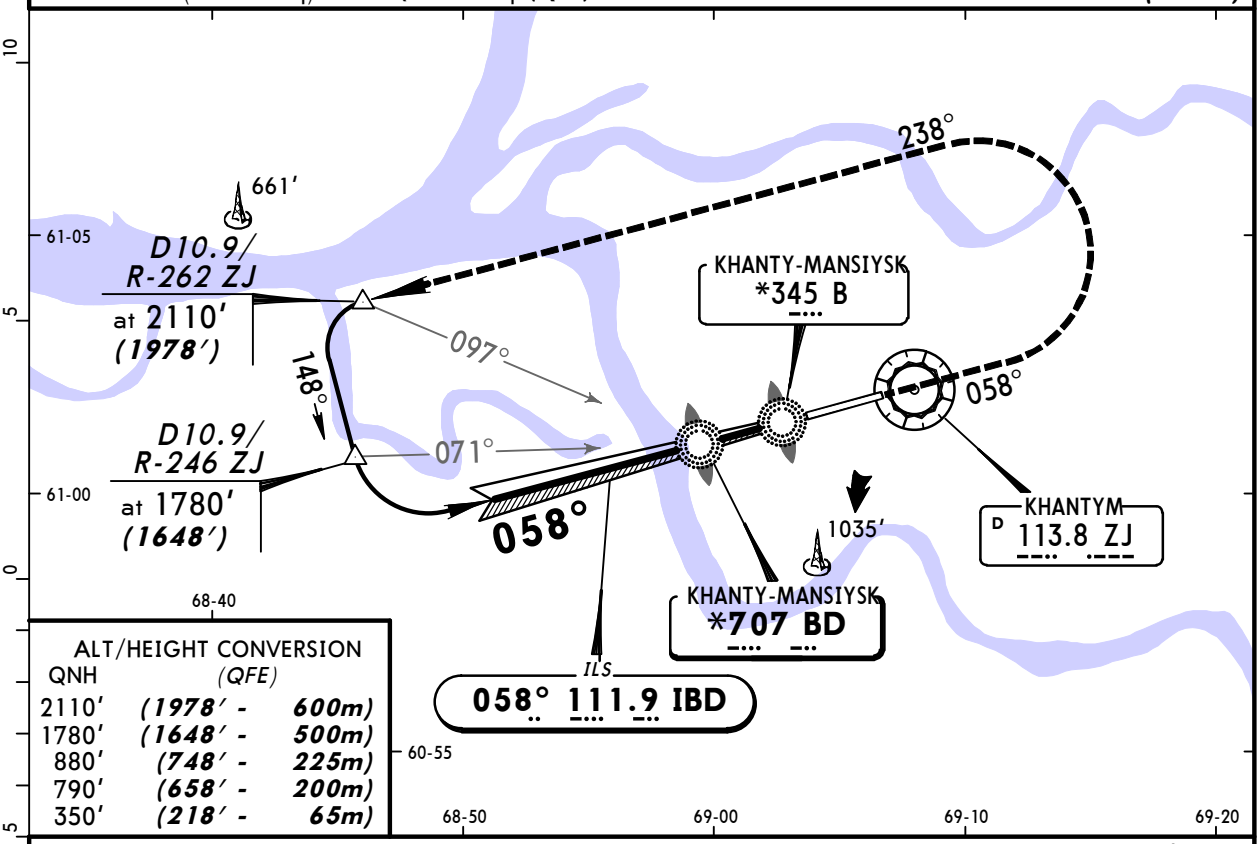
LOC IBD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 141′
111.9	058°	871′ (739′)	332′ (200′)	RWY 132′
NDB BD		Minimum Alt LOM	NDB MDA(H) Refer to chart 11-1A	
*707		880′ (748′)		

2200′

MSA ZJ VOR

MISSED APCH: Climb on 058° to 790′ (658′), then turn LEFT onto 238° climbing to 2110′ (1978′), then according to chart.

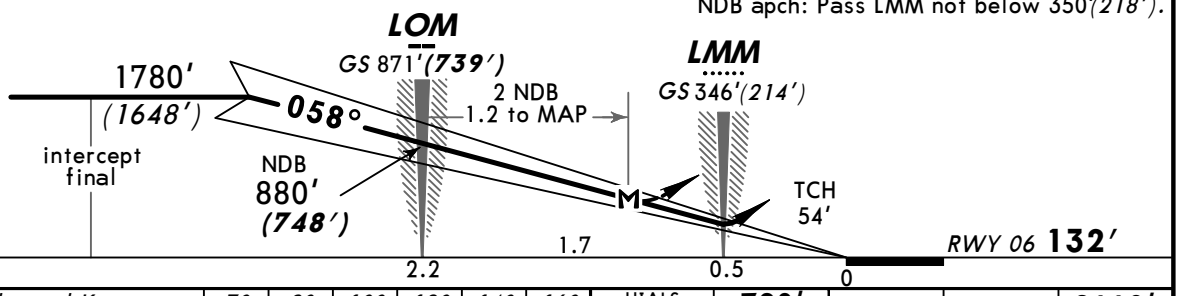
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49 Trans alt: 2110′ **(1978′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)	
2110′	(1978′ -	600m)
1780′	(1648′ -	500m)
880′	(748′ -	225m)
790′	(658′ -	200m)
350′	(218′ -	65m)

NDB apch: Pass LMM not below 350(218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
2 NDB: LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS PAPI

790′ (658′) on 058°

238° LT

2110′ (1978′)

STRAIGHT-IN LANDING RWY **06**

	ILS DA(H) 332′(200′) FULL	ILS DA(H) 332′(200′) ALS out	LOC (GS out)	NDB	NDB ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	FOR MINIMUMS SEE 11-1A	
B					
C					
D					

PANS OPS

CHANGES: MSA.

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USHH/HMA
KHANTY-MANSIYSK

JEPPESEN KHANTY-MANSIYSK, RUSSIA

11 FEB 05 (11-1A)

NDB Rwy 06 MINIMUMS

2 NDB

	STRAIGHT-IN LANDING RWY 06 MDA(H) 500'(368')			
		ALS out		
A B C	1200m	1900m		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

BD LOM

	STRAIGHT-IN LANDING RWY 06 MDA(H) 770'(638')			
		ALS out		
A B C D	3200m			

B LMM

	STRAIGHT-IN LANDING RWY 06 MDA(H) 1010'(878')			
		ALS out		
A B	3200m	3200m		
C		4000m		
D	4000m	4400m		

CHANGES: None.

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USHH/HMA KHANTY-MANSIYSK

JEPPESEN 11 FEB 05 (11-2)

KHANTY-MANSIYSK, RUSSIA ILS or 2 NDB Rwy 24

BRIEFING STRIP ™

KHANTYM Krug (R)	KHANTYM Tower
120.4	118.1

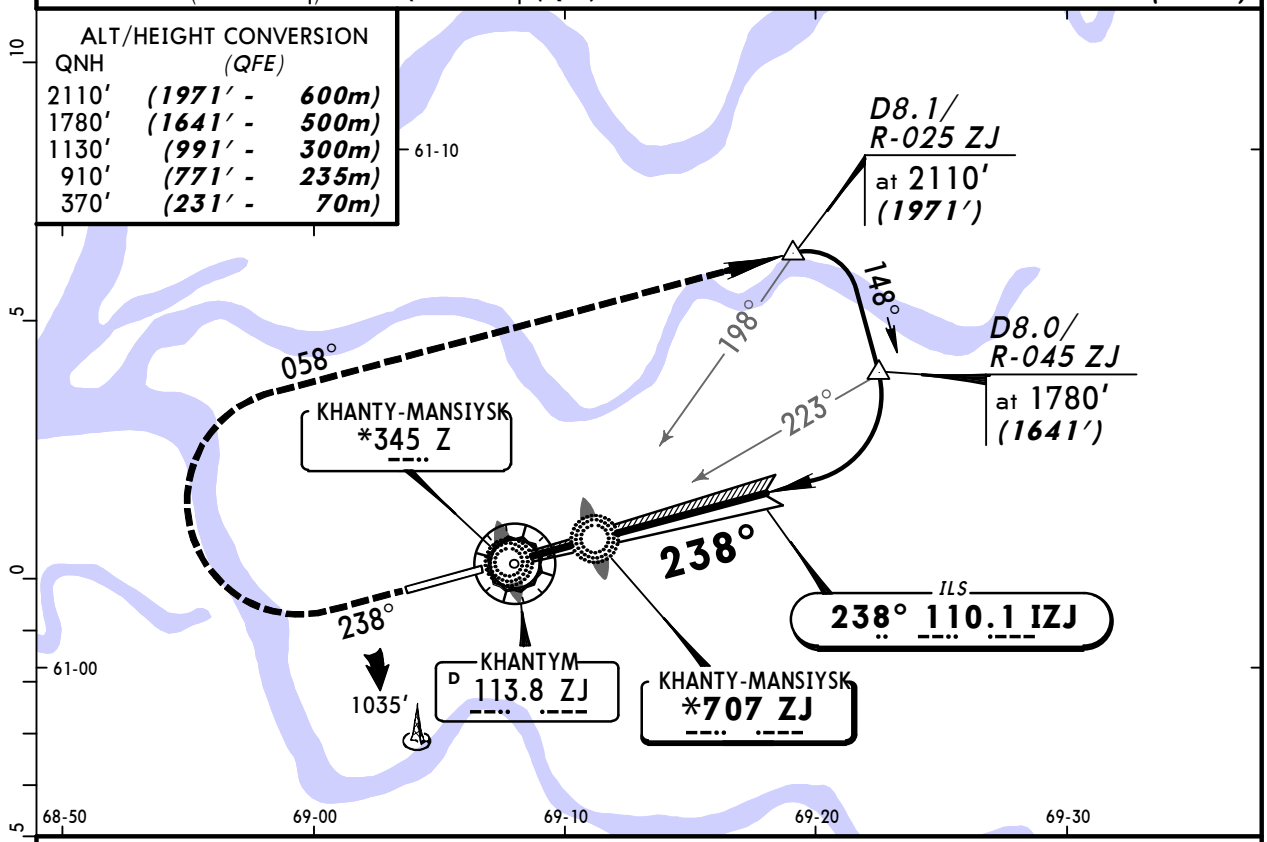
LOC IZJ 110.1	Final Apch Crs 238°	GS/ Minimum Alt LOM 910′ (771′)	ILS DA(H) 339′ (200′)	Apt Elev 141′	2200′
NDB ZJ *707			NDB MDA(H) Refer to chart 11-2A	RWY 139′	MSA ZJ VOR

MISSED APCH: Climb on 238° to 1130′ (991′), then turn RIGHT onto 058° climbing to 2110′ (1971′), then according to chart.

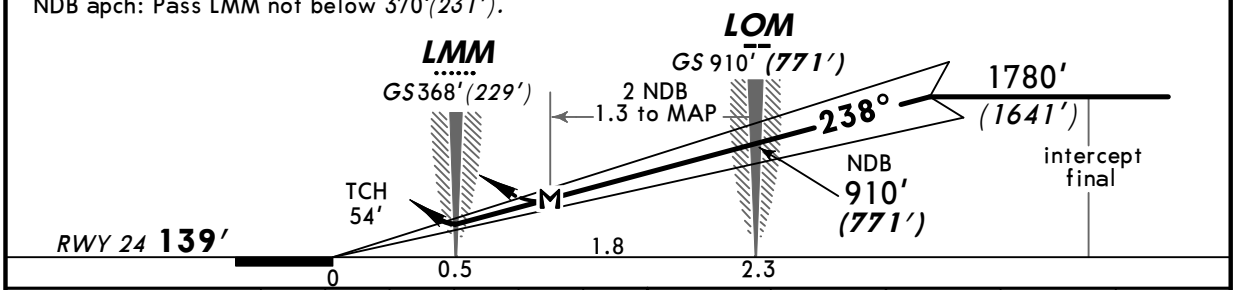
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 | Trans alt: 2110′ (1971′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2110′	(1971′ - 600m)
1780′	(1641′ - 500m)
1130′	(991′ - 300m)
910′	(771′ - 235m)
370′	(231′ - 70m)



NDB apch: Pass LMM not below 370′(231′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
2 NDB: LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI

1130′ (991′) on 238° | 058° RT | 2110′ (1971′)

PANS OPS

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 339′ (200′) FULL	ILS DA(H) 339′ (200′) ALS out	LOC (GS out)	NDB	NDB ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	FOR MINIMUMS SEE 11-2A	
B					
C					
D					

CHANGES: MSA.

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USHH/HMA KHANTY-MANSIYSK

NDB Rwy 24 MINIMUMS

2 NDB

	STRAIGHT-IN LANDING RWY 24 MDA(H) 500'(361')			
		ALS out		
A B C	1200m	RVR 1500m VIS 1600m		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

ZJ LOM

	STRAIGHT-IN LANDING RWY 24 MDA(H) 490'(351')			
		ALS out		
A B C	1200m	RVR 1500m VIS 1600m		
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m		

Z LMM

	STRAIGHT-IN LANDING RWY 24 MDA(H) 1010'(871')			
		ALS out		
A B	3200m	3200m		
C		4000m		
D	4000m	4400m		

CHANGES: None.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2)

STAR

Apt Elev 177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA J Lctr
020° 2600′ 310° 2000′

ALT/HEIGHT CONVERSION (QFE)
QNH 2810′ ***(2666′ - 800m)***
1790′ ***(1646′ - 500m)***

FL CONVERSION
FL59 ***FL1800m***
FL49 ***FL1500m***
FL39 ***FL1200m***

AGEMI 2A, APRAN 2A
GEDLA 2A
RWY 03 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2F

NOT TO SCALE

GEDLA N61 04.3 E079 00.0
60 250°
D14.4 NJC N60 58.5 E076 57.3 — At or above FL39
241° R066°
16 3550 GEDLA 2A
NIZHNEVARTOVSK D 112.3 NJC N60 56.6 E076 28.1
NIZHNEVARTOVSK *915 J N60 55.9 E076 27.0
NIZHNEVARTOVSK *450 JH N60 54.7 E076 24.9
242° 7 232°
Intercept final at 1790′ ***(1646′)***
D8.9 NJC N60 50.0 E076 15.7 (NJC R-207) — At 1790′ ***(1646′)***
028° 026° 039° 050°
D9.2 NJC N60 53.2 E076 10.5 — At 1790′ ***(1646′)***
2 3 116°
D10.4 NJC N60 51.8 E076 09.2 (NJC R-227) — At 1790′ ***(1646′)***
D9.9 NJC N60 50.4 E076 12.2 (NJC R-215) — At 1790′ ***(1646′)***
12 3480 AGEMI 2A
R202° 057°
D19.9 NJC N60 46.6 E075 53.0 — At or above FL39
AGEMI N60 30.0 E075 00.0
31 042°
D21.3 NJC N61 06.9 E075 49.9 — At or above FL39
18 3780 APRAN 2A
R283° 132°
APRAN N61 17.2 E075 08.2
23 101°

CHANGES: STAR GAMLI 2 renamed GEDLA 2A.

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USNN/NJC NIZHNEVARTOVSK

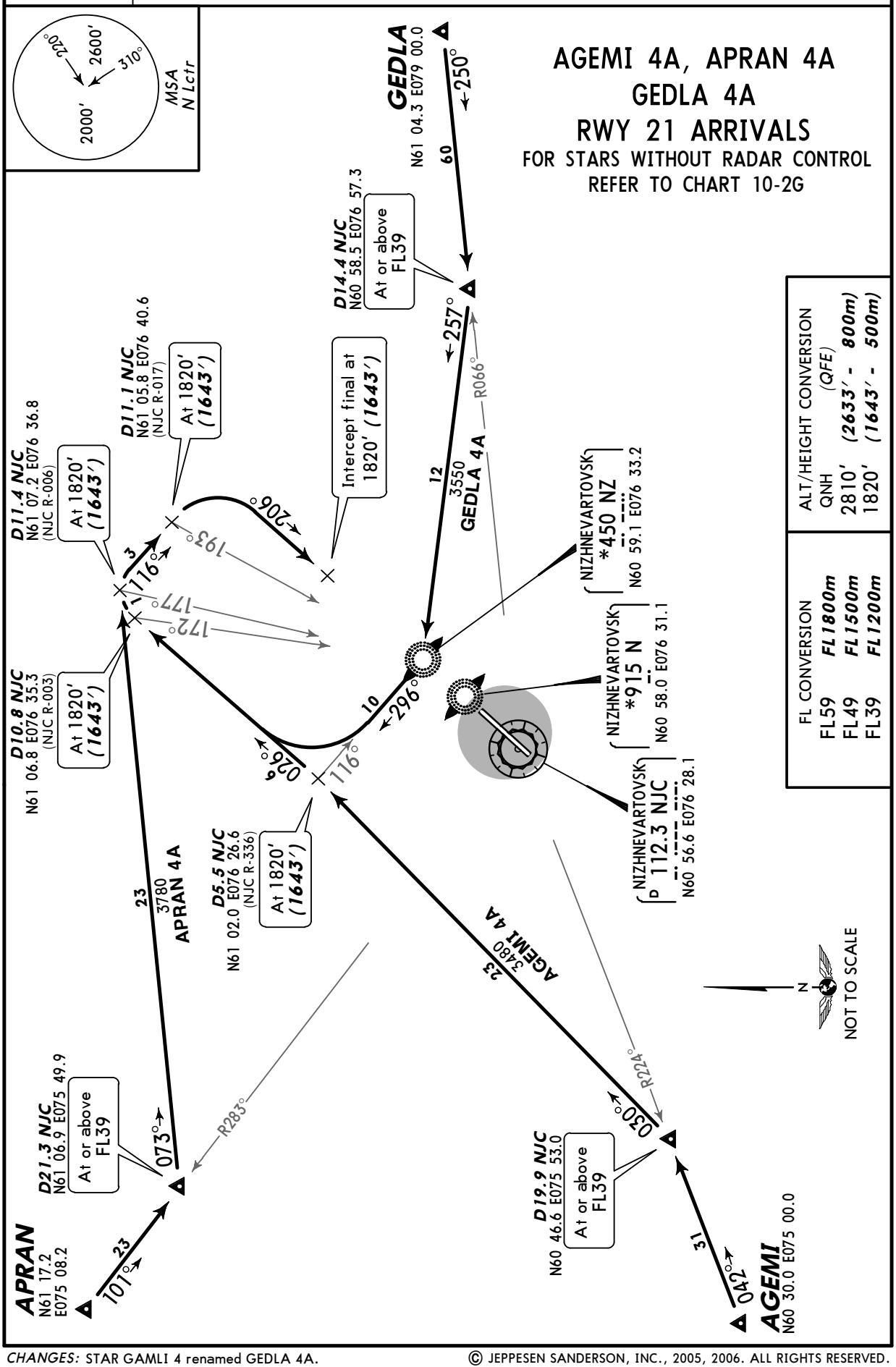
JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2A)

STAR

Apt Elev 177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***



CHANGES: STAR GAMLI 4 renamed GEDLA 4A.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2B)

STAR

Apt Elev
177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA
J Lctr
220° 2000′ 2600′ 310°

LOKON 2A, NAVTA 2A, UNSS 2A
RWY 03 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2H

N
NOT TO SCALE

NAVTA
N62 50.0 E077 03.0

ABDAR
N62 22.7 E076 54.5

LOKON
N61 33.9 E075 20.6

D19.8 NJC
N61 12.6 E076 00.6
At or above FL39

D20.7 NJC
N61 17.0 E076 34.7
At or above FL39

D9.2 NJC
N60 53.2
E076 10.5
(NJC R-232)
At 1790′ ***(1646′)***

D9.8 NJC
N60 52.9 E076 09.5
(NJC R-232)
(060° brg to JH)
At 1790′ ***(1646′)***

D10.4 NJC
N60 51.8 E076 09.2
(NJC R-227)
At 1790′ ***(1646′)***

D9.9 NJC
N60 50.4 E076 12.2
(NJC R-215)
At 1790′ ***(1646′)***

NIZHNEVARTOVSK
*915 J
N60 55.9 E076 27.0

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

D17.8 NJC
N60 50.4 E077 02.1
At or above FL39

NIZHNEVARTOVSK
*450 JH
N60 54.7 E076 24.9

UNSS
N60 42.6 E077 39.6

Intercept final at 1790′ ***(1646′)***

MEA under radar control.

FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2666′ - 800m)***
1790′	***(1646′ - 500m)***

CHANGES: UNSS 2 redesignated UNSS 2A.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2C)

STAR

Apt Elev
177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***

MSA
N Lctr
2000′
220°
2600′
310°

LOKON 4A, NAVTA 4A, UNSS 4A
RWY 21 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2J

N
NOT TO SCALE

NAVTA
N62 50.0 E077 03.0

28
171°

ABDAR
N62 22.7 E076 54.5

66

D20.7 NJC
N61 17.0 E076 34.7
At or above FL39

148°
R353°

LOKON
N61 33.9 E075 20.6

121°
29

D19.8 NJC
N61 12.6 E076 00.6
At or above FL39

091°
18
3650
LOKON 4A

R304°

MEA under radar control.

NAVTA 4A
3840
3610
12

D11.4 NJC
N61 07.2 E076 36.8
(NJC R-006)
At 1820′ ***(1643′)***

D11.1 NJC
N61 05.8 E076 40.6
(NJC R-017)
At 1820′ ***(1643′)***

D10.8 NJC
N61 06.8 E076 35.3
(NJC R-003)
At 1820′ ***(1643′)***

3
116°
172°
177°
193°
199°
206°

D10.7 NJC
N61 05.0 E076 41.7
(NJC R-022)
At 1820′ ***(1643′)***

026°
10

Intercept final at 1820′ ***(1643′)***

296°

NIZHNEVARTOVSK
*450 NZ
N60 59.1 E076 33.2

NIZHNEVARTOVSK
*915 N
N60 58.0 E076 31.1

D17.8 NJC
N60 50.4 E077 02.1
At or above FL39

17
3910
UNSS 4A
R094°
286°

20
278°

UNSS
N60 42.6 E077 39.6

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2810′	***(2633′ - 800m)***
1820′	***(1643′ - 500m)***

CHANGES: STAR UNSS 4 redesignated UNSS 4A.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2D)

STAR

Apt Elev 177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA
J Lctr
2000′
2600′
220°
310°

USNR 2A
VAMIN 2A, VARTA 2A
RWY 03 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2K

❶ MEA under radar control.

USNR N62 09.5 E077 19.8

56 182°

D21.7 NJC N61 17.0 E076 42.7
At or above FL39

198°

R003°

29 3840 3610 ❶ USNR 2A

D22.5 NJC N61 07.0 E077 09.1
At or above FL39

NIZHNEVARTOVSK D 112.3 NJC N60 56.6 E076 28.1

VAMIN N61 33.2 E079 00.0

59 230°

R046° 224°

25 3840 3550 ❶ VAMIN 2A

D9.2 NJC N60 53.2 E076 10.5 (NJC R-232)
At 1790′ ***(1646′)***

D9.8 NJC N60 52.9 E076 09.5 (NJC R-232) (060° brg to JH)
At 1790′ ***(1646′)***

7 242°

NIZHNEVARTOVSK *915 J N60 55.9 E076 27.0

NIZHNEVARTOVSK *450 JH N60 54.7 E076 24.9

1 3 116° 039° 026° 017°

D9.9 NJC N60 50.4 E076 12.2 (NJC R-215)
At 1790′ ***(1646′)***

Intercept final at 1790′ ***(1646′)***

D9.9 NJC N60 48.5 E076 16.7 (NJC R-199)
At 1790′ ***(1646′)***

12 3550 VARTA 2A

R162°

D18.7 NJC N60 38.0 E076 29.1
At or above FL39

314°

48 345°

VARTA N59 50.2 E076 29.4

44 346°

MEKSI N59 06.6 E076 29.7

N

NOT TO SCALE

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2810′	***(2666′ - 800m)***
1790′	***(1646′ - 500m)***

CHANGES: STAR VAMIN 2 redesignated VAMIN 2A.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2E)

STAR

Apt Elev
177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***

MSA
N Lctr
2000′ 220° 2600′ 310°

USNR 4A
VAMIN 4A, VARTA 4A
RWY 21 ARRIVALS
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2L

USNR
N62 09.5 E077 19.8

56 182°

D21.7 NJC
N61 17.0 E076 42.7
At or above FL39

166° R003°

12 3840 3610 ❶ USNR 4A

D11.1 NJC
N61 05.8 E076 40.6
(NJC R-017)
At 1820′ ***(1643′)***

D10.2 NJC
N61 06.2 E076 34.8
(NJC R-003)
At 1820′ ***(1643′)***

3 116°

D10.4 NJC
N61 04.5 E076 41.9
(NJC R-024)
(202° brg to NZ)
At 1820′ ***(1643′)***

VAMIN
N61 33.2
E079 00.0

59 230°

193° 240°

13 VAMIN 4A 3840 3550 ❶

206° 208° R046°

D22.5 NJC
N61 07.0 E077 09.1
At or above FL39

D10.2 NJC
N61 03.8 E076 42.9
(NJC R-029)
At 1820′ ***(1643′)***

NIZHNEVARTOVSK
*450 NZ
N60 59.1 E076 33.2

NIZHNEVARTOVSK
*915 N
N60 58.0 E076 31.1

7 350°

Intercept final at 1820′ ***(1643′)***

❶ MEA under radar control.

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

R162°

21 3550 VARTA 4A

349°

D18.7 NJC
N60 38.0 E076 29.1
At or above FL39

345° 48

VARTA
N59 50.2 E076 29.4

346° 44

MEKSI
N59 06.6 E076 29.7

N
NOT TO SCALE

FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***
1820′	***(1643′ - 500m)***

CHANGES: STAR VARTA 4 redesignated VARTA 4A.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2F)

STAR

Apt Elev 177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA J Lctr
220° 2600′ 310° 2000′

ALT/HEIGHT CONVERSION (QFE)
QNH 2810′ ***(2666′ - 800m)***
1790′ ***(1646′ - 500m)***

FL CONVERSION
FL59 ***FL1800m***
FL49 ***FL1500m***
FL39 ***FL1200m***

AGEMI 2B, APRAN 2B
GEDLA 2B
RWY 03 ARRIVALS
STARS WITHOUT RADAR CONTROL

NOT TO SCALE

GEDLA N61 04.3 E079 00.0

D14.4 NJC N60 58.5 E076 57.3 — At or above FL39

APRAN N61 17.2 E075 08.2

D21.3 NJC N61 06.9 E075 49.9 — At or above FL39

D19.9 NJC N60 46.6 E075 53.0 — At or above FL39

AGEMI N60 30.0 E075 00.0

D9.2 NJC N60 53.2 E076 10.5 (NJC R-232) — At 1790′ ***(1646′)***

D9.8 NJC N60 52.9 E076 09.5 (NJC R-232) (060° brg to JH) — At 1790′ ***(1646′)***

D9.9 NJC N60 50.4 E076 12.2 (NJC R-215) — At 1790′ ***(1646′)***

Intercept final at 1790′ ***(1646′)***

NIZHNEVARTOVSK D 112.3 NJC N60 56.6 E076 28.1

NIZHNEVARTOVSK *915 J N60 55.9 E076 27.0

NIZHNEVARTOVSK *450 JH N60 54.7 E076 24.9

GEDLA 2B 3550

APRAN 2B 3780

AGEMI 2B 3480

CHANGES: STAR GAMLI 2 renamed GEDLA 2B.

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USNN/NJC NIZHNEVARTOVSK

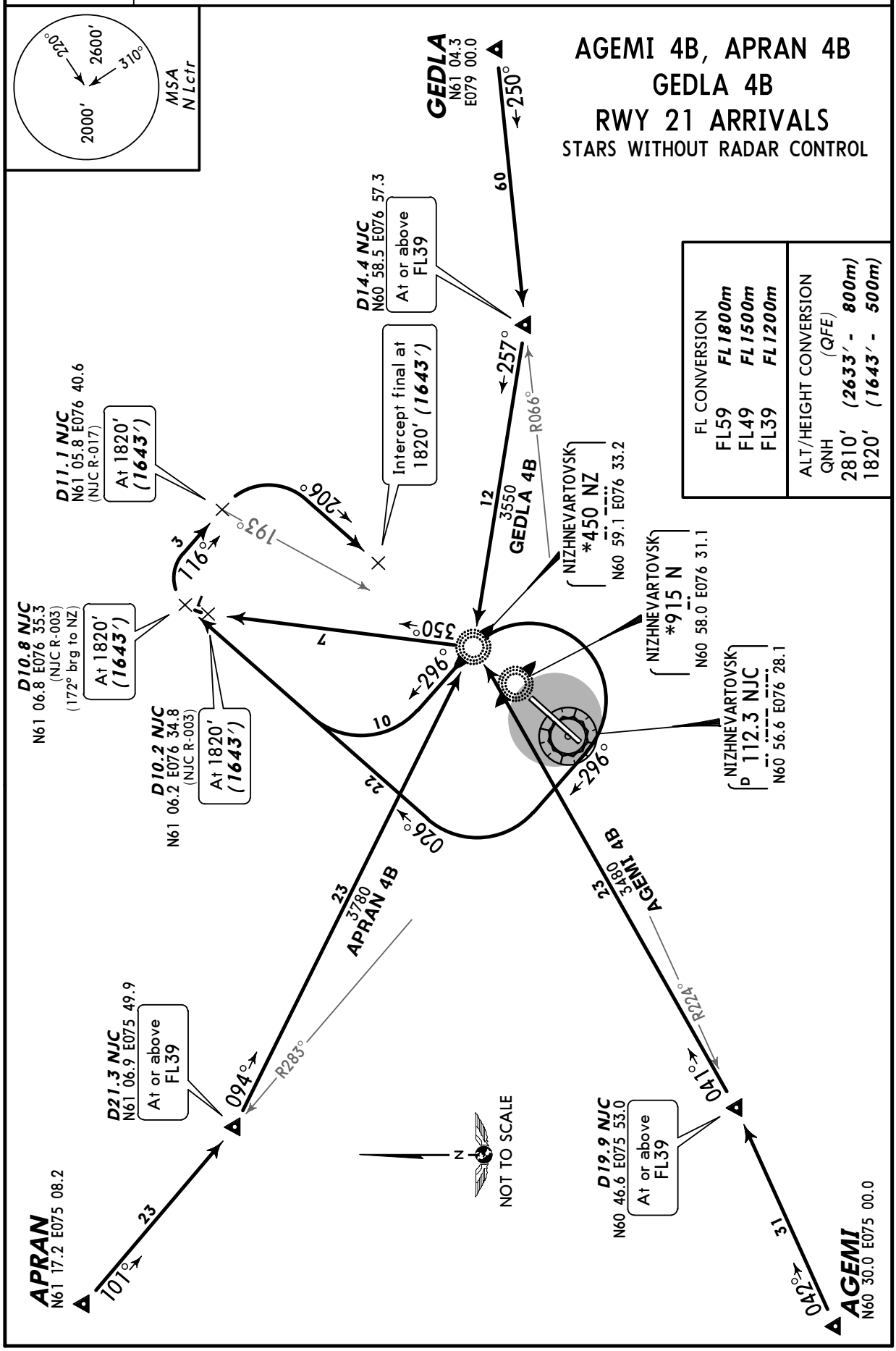
JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2G)

STAR

Apt Elev
177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***



CHANGES: STAR GAMLI 4 renamed GEDLA 4B.

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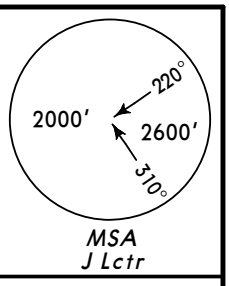
USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

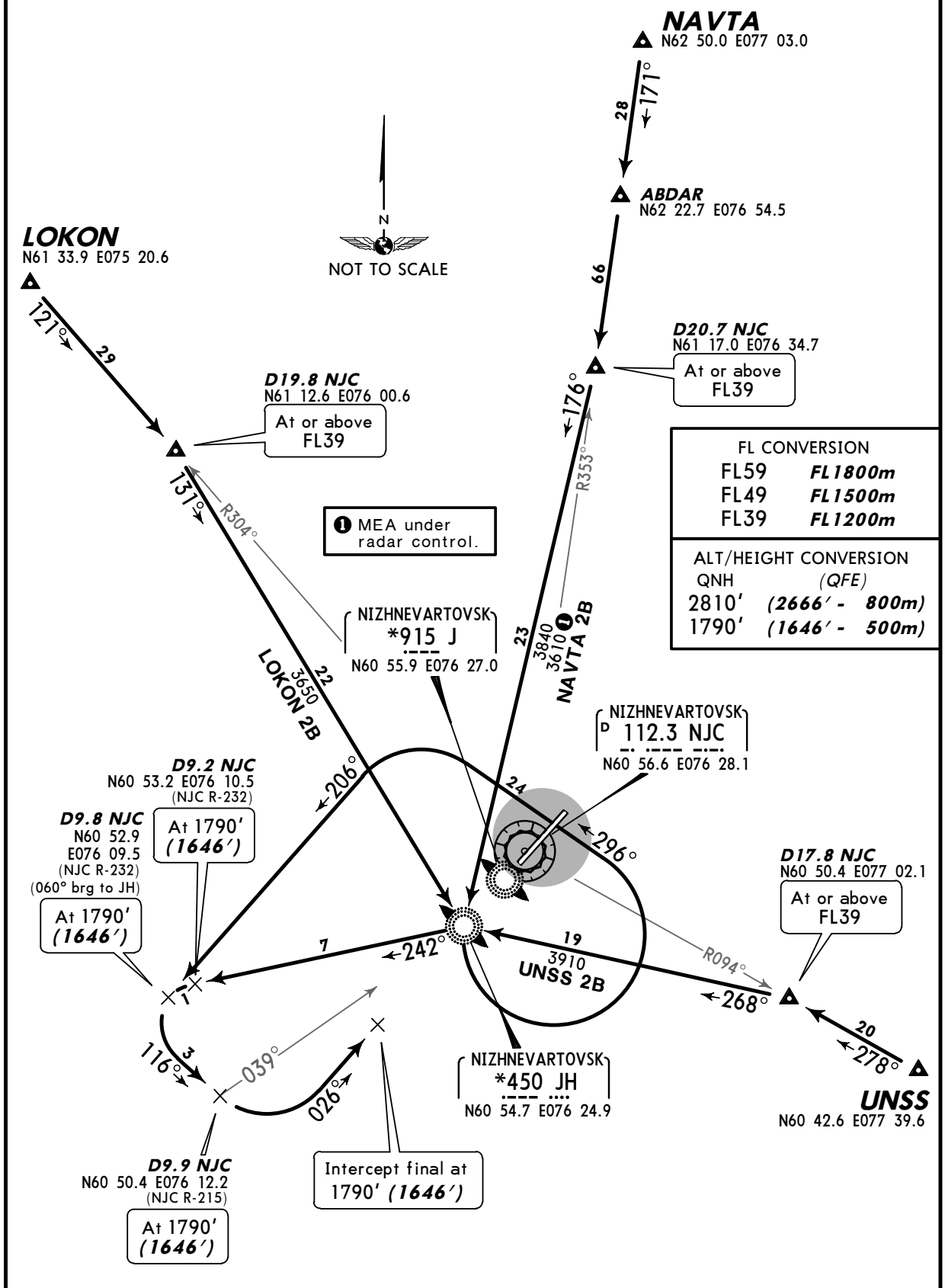
17 MAR 06 (10-2H)

STAR

Apt Elev	
177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above FL59 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2666′)***



LOKON 2B, NAVTA 2B, UNSS 2B
RWY 03 ARRIVALS
STARS WITHOUT RADAR CONTROL



CHANGES: STAR UNSS 2 redesignated UNSS 2B.

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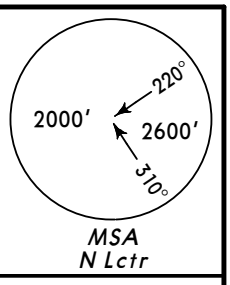
USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

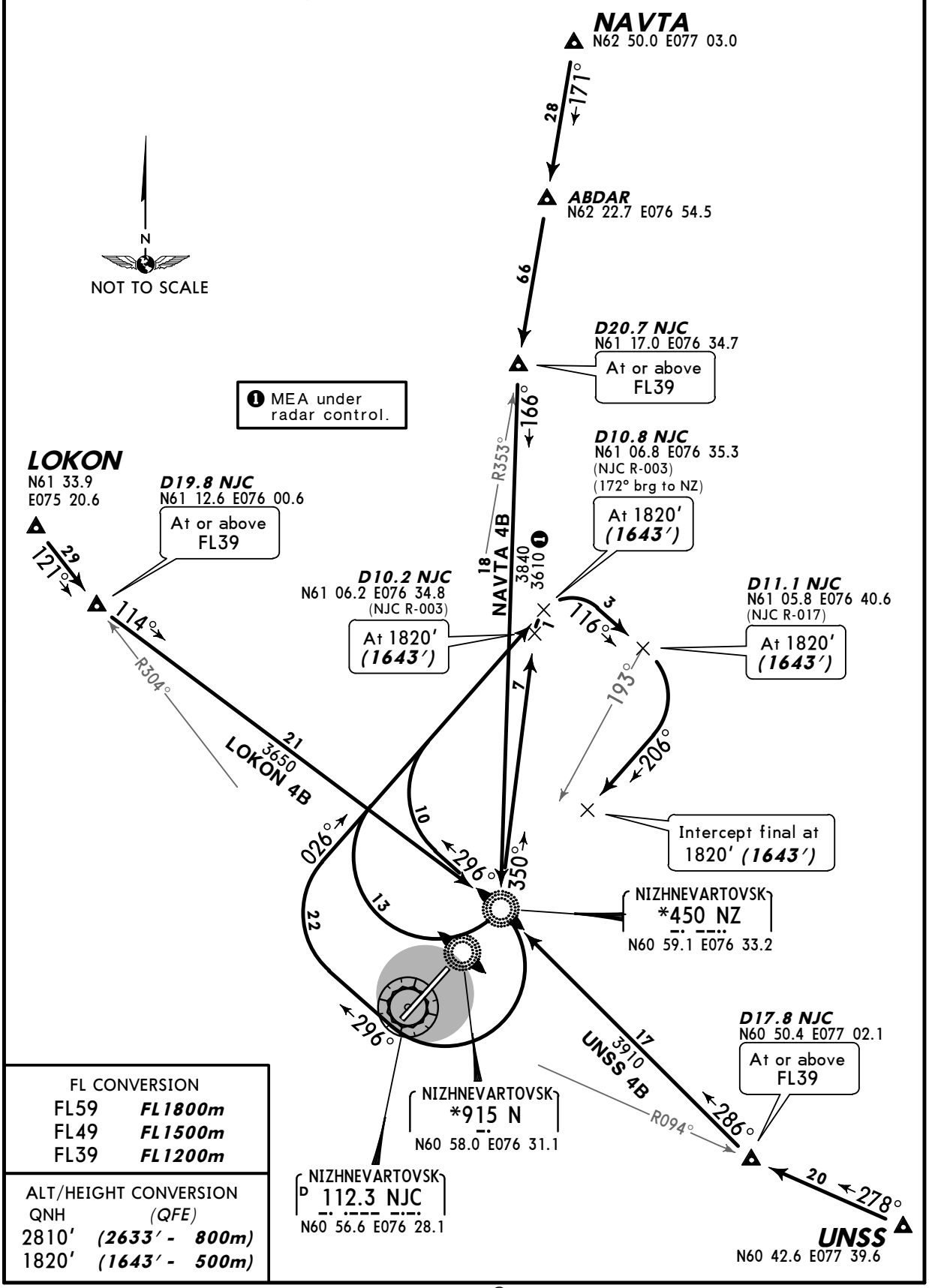
17 MAR 06 (10-2J)

STAR

Apt Elev	
177′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above FL59 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2633′)***



LOKON 4B, NAVTA 4B, UNSS 4B
RWY 21 ARRIVALS
STARS WITHOUT RADAR CONTROL



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2810′	***(2633′ - 800m)***
1820′	***(1643′ - 500m)***

CHANGES: STAR UNSS 4 redesignated UNSS 4B.

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USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2K)

STAR

Apt Elev
177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA
J Lctr
2000′
2600′
220°
310°

USNR 2B
VAMIN 2B, VARTA 2B
RWY 03 ARRIVALS
STARS WITHOUT RADAR CONTROL

USNR
N62 09.5 E077 19.8

56 182°

D21.7 NJC
N61 17.0 E076 42.7
(NJC R-003)
At or above FL39

185°

❶ MEA under radar control.

D22.5 NJC
N61 07.0 E077 09.1
At or above FL39

VAMIN
N61 33.2
E079 00.0

59 230°

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

24 3840 3610 ❶ USNR 2B

R046°

224°

25 VAMIN 2B 3840 3550 ❶

296°

24

D9.2 NJC
N60 53.2
E076 10.5
(NJC R-232)
At 1790′ ***(1646′)***

206°

10

D9.8 NJC
N60 52.9
E076 09.5
(NJC R-232)
(060° brg to JH)
At 1790′ ***(1646′)***

296°

7 242°

NIZHNEVARTOVSK
*915 J
N60 55.9 E076 27.0

NIZHNEVARTOVSK
*450 JH
N60 54.7 E076 24.9

116° 3

039°

026°

D9.9 NJC
N60 50.4 E076 12.2
(NJC R-215)
At 1790′ ***(1646′)***

Intercept final at 1790′ ***(1646′)***

17 3550 VARTA 2B

R162°

337°

D18.7 NJC
N60 38.0 E076 29.1
At or above FL39

48 345°

VARTA
N59 50.2 E076 29.4

44 346°

MEKSI
N59 06.6 E076 29.7

N
NOT TO SCALE

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2810′	***(2666′ - 800m)***
1790′	***(1646′ - 500m)***

CHANGES: STAR VAMIN 2 redesignated VAMIN 2B.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

17 MAR 06 (10-2L)

STAR

Apt Elev 177′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***

MSA N Lctr
220° 2000′ 2600′ 310°

USNR 4B
VAMIN 4B, VARTA 4B
RWY 21 ARRIVALS
STARS WITHOUT RADAR CONTROL

USNR N62 09.5 E077 19.8

D21.7 NJC N61 17.0 E076 42.7 (NJC R-003) — At or above FL39

D10.8 NJC N61 06.8 E076 35.3 (NJC R-003) (172° brg to NZ) — At 1820′ ***(1643′)***

D11.1 NJC N61 05.8 E076 40.6 (NJC R-017) — At 1820′ ***(1643′)***

D10.2 NJC N61 06.2 E076 34.8 (NJC R-003) — At 1820′ ***(1643′)***

D22.5 NJC N61 07.0 E077 09.1 (NJC R-046) — At or above FL39

VAMIN N61 33.2 E079 00.0

USNR 4B: 3840 / 3610 ❶

VAMIN 4B: 3840 / 3550 ❶

VARTA 4B: 3550

Intercept final at 1820′ ***(1643′)***

NIZHNEVARTOVSK *450 NZ N60 59.1 E076 33.2

NIZHNEVARTOVSK *915 N N60 58.0 E076 31.1

NIZHNEVARTOVSK D 112.3 NJC N60 56.6 E076 28.1

D18.7 NJC N60 38.0 E076 29.1 — At or above FL39

VARTA N59 50.2 E076 29.4

MEKSI N59 06.6 E076 29.7

❶ MEA under radar control.

NOT TO SCALE

FL CONVERSION

FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2810′	***(2633′ - 800m)***
1820′	***(1643′ - 500m)***

CHANGES: STAR VARTA 4 redesignated VARTA 4B.

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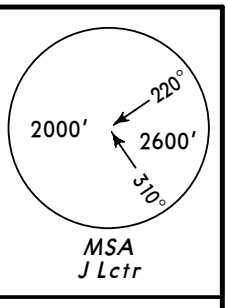
USNN/NJC
NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

2 SEP 05 (10-3)

SID

Apt Elev	
177′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above FL59 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2666′)***



DIKAR 1, LOKON 1, NAVTA 1
RWY 03 DEPARTURES

NOT TO SCALE

NAVTA
N62 50.0 E077 03.0

28
351°

ABDAR
N62 22.7 E076 54.5

66
352°

LOKON
N61 33.9 E075 20.6

29
302°

D19.8 NJC
N61 12.6 E076 00.6
At or above FL39

D20.7 NJC
N61 17.0 E076 34.7
At or above FL39

353°

304°

25
LOKON 1

NAVTA 1
21

241°

285°

342°

D21.4 NJC
N60 58.4 E075 44.4
At or above FL39

31
DIKAR 1

At 810′
(666′)

KANER
N61 00.0
E071 52.0

89

DIKAR
N60 59.0
E074 55.0

24
256°

259°

026°

NIZHNEVARTOVSK
*915 J
N60 55.9 E076 27.0

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
810′	***(666′ - 200m)***
2810′	***(2666′ - 800m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SID GAMLI 1 withdrawn; chart redrawn.

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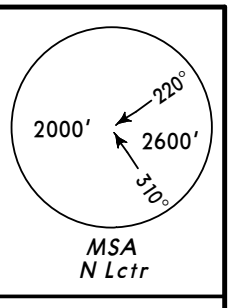
USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

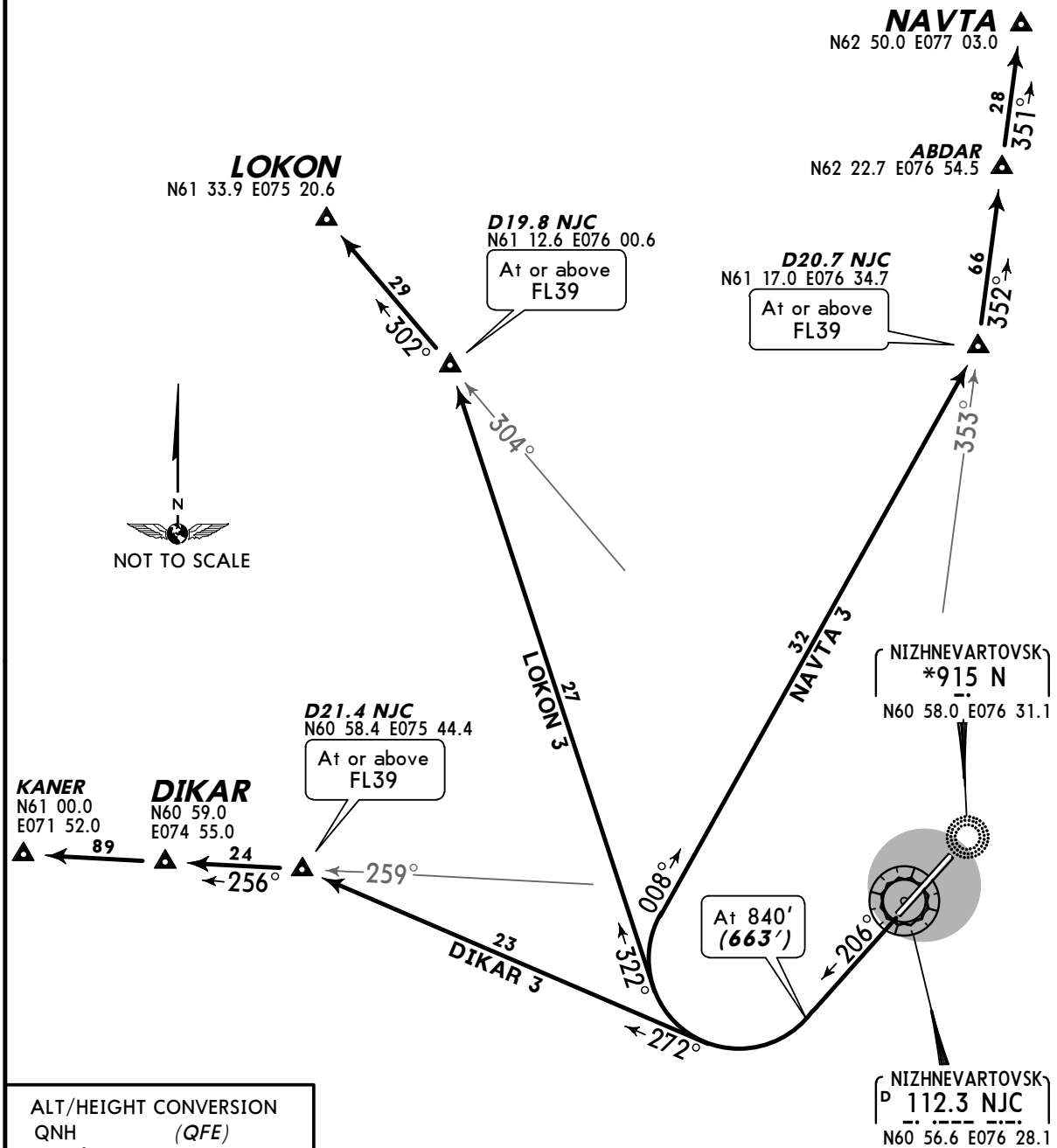
2 SEP 05 (10-3A)

SID

Apt Elev	
177′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 756 mm (1007.9 hPa) and is 729 mm (971.9 hPa) or above FL59 if pressure is less than 729 mm (971.9 hPa) Trans alt: 2810′ ***(2633′)***



DIKAR 3
LOKON 3, NAVTA 3
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
840′	***(663′ - 200m)***
2810′	***(2633′ - 800m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SID GARMLI 3 withdrawn; chart redrawn.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

5 AUG 05 (10-3B)

SID

Apt Elev 177′

QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2666′)***

MSA
J Lctr
2000′ 2600′
220° 310°

UNSS 1, USNR 1, VAMIN 1, VARTA 1
RWY 03 DEPARTURES

USNR
N62 09.5 E077 19.8

56 002°

D21.7 NJC
N61 17.0 E076 42.7
At or above FL39

D22.5 NJC
N61 07.0 E077 09.1
At or above FL39

VAMIN
N61 33.2
E079 00.0

59 047°

003° 21 USNR 1 356°

21 VAMIN 1 052°

046°

At 810′ ***(666′)***

8 116°

D8 NJC
N60 58.6 E076 44.0
(NJC R-059)

026° 231° 117°

187°

12 UNSS 1

D17.8 NJC
N60 50.4 E077 02.1
At or above FL39

094°

20 097°

UNSS
N60 42.6 E077 39.6

NIZHNEVARTOVSK
P 112.3 NJC
N60 56.6 E076 28.1

NIZHNEVARTOVSK
*915 J
N60 55.9 E076 27.0

23 VARTA 1

162°

D18.7 NJC
N60 38.0 E076 29.1
At or above FL39

48 164°

VARTA
N59 50.2 E076 29.4

44 165°

MEKSI
N59 06.6 E076 29.7

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
810′	***(666′ - 200m)***
2810′	***(2666′ - 800m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: New procedures at this airport.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN NIZHNEVARTOVSK, RUSSIA

5 AUG 05 (10-3C)

SID

Apt Elev 177′

QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 756 mm (1007.9 hPa)
and is 729 mm (971.9 hPa) or above
FL59 if pressure is less than 729 mm (971.9 hPa)
Trans alt: 2810′ ***(2633′)***

MSA
N Lctr
220° 2000′ 2600′ 310°

UNSS 3, USNR 3, VAMIN 3, VARTA 3
RWY 21 DEPARTURES

USNR
N62 09.5 E077 19.8

002° 56

D21.7 NJC
N61 17.0 E076 42.7
At or above FL39

003°

D22.5 NJC
N61 07.0 E077 09.1
At or above FL39

VAMIN
N61 33.2
E079 00.0

047° 59

046°

050° 19

NIZHNEVARTOVSK
*450 NZ
N60 59.1 E076 33.2

016° 34 USNR 3

059° 18 VAMIN 3

NIZHNEVARTOVSK
*915 N
N60 58.0 E076 31.1

206°

NIZHNEVARTOVSK
D 112.3 NJC
N60 56.6 E076 28.1

At 840′ ***(663′)***

D17.8 NJC
N60 50.4 E077 02.1
At or above FL39

094°

150° 075° 26 UNSS 3

097° 20

UNSS
N60 42.6 E077 39.6

VARTA 3 19

162°

D18.7 NJC
N60 38.0 E076 29.1
At or above FL39

164° 48

VARTA
N59 50.2 E076 29.4

165° 44

MEKSI
N59 06.6 E076 29.7

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
840′	***(663′ - 200m)***
2810′	***(2633′ - 800m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: New procedures at this airport.

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USNN/NJC

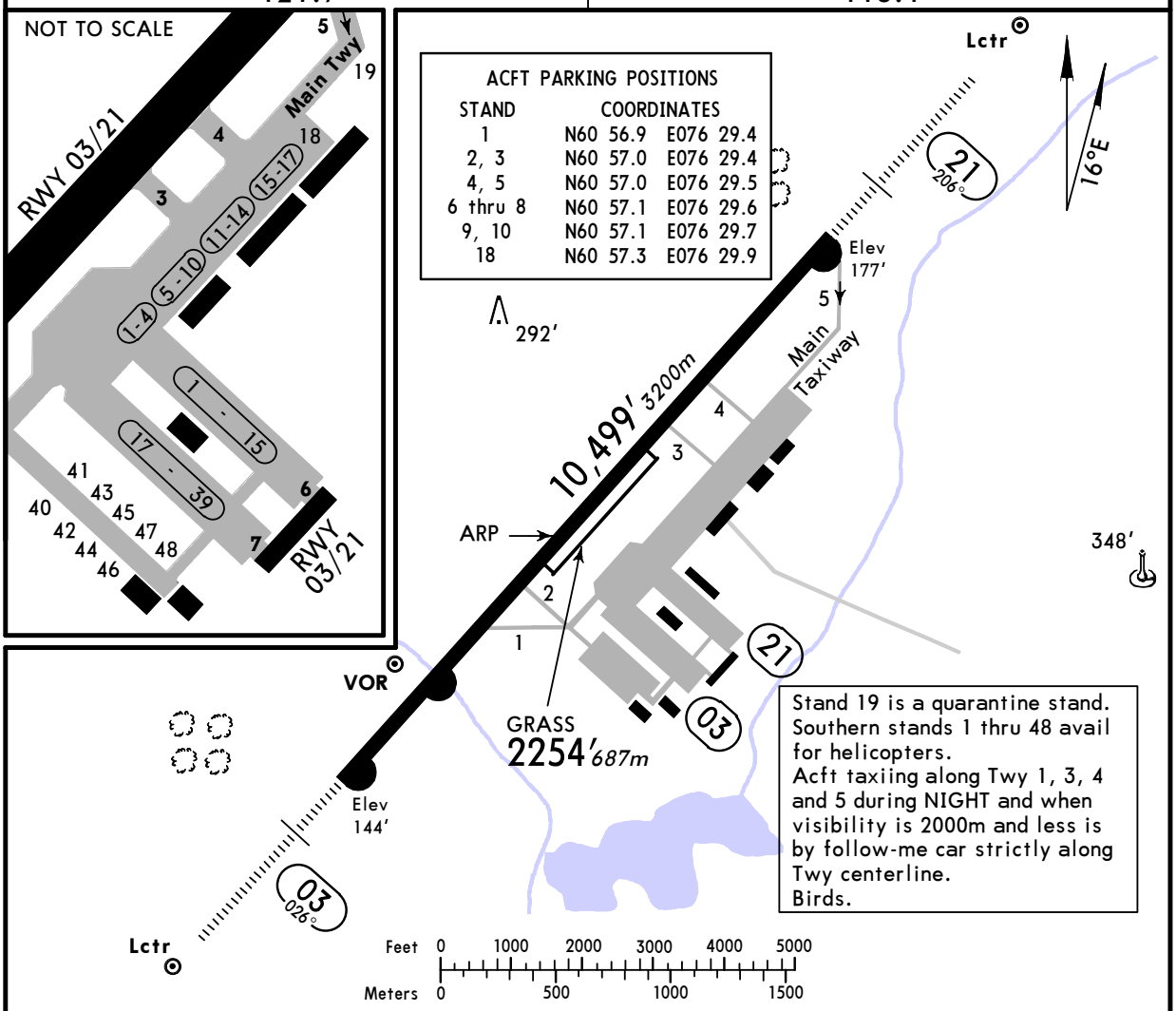
Apt Elev **177′**
N60 56.9 E076 28.9

JEPPESEN **NIZHNEVARTOVSK, RUSSIA**

5 AUG 05 (10-9)

NIZHNEVARTOVSK

*NIZHNEVARTOVSK Taxiing (GND)	Tower (GND)
121.7	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL *(60m)* HIALS PAPI-L (angle 2.67°)				197′ *60m*
03 21	Grass runway				197′ *60m*
03 ❶ 21	Additional runway				

❶ Dimensions unknown.

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 03/21

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

CHANGES: Lights.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN 5 AUG 05 (11-1)

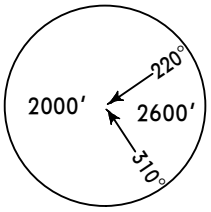
NIZHNEVARTOVSK, RUSSIA ILS or 2 NDB Rwy 03

BRIEFING STRIP ™

NIZHNEVARTOVSK Approach		NIZHNEVARTOVSK Krug (R)	NIZHNEVARTOVSK Tower (TWR/R/GND)	*Ground
134.3	124.7	120.4	118.1	121.7

LOC IJH 110.5	Final Apch Crs 026°	GS LOM 817′(673′)	ILS DA(H) 344′(200′)	Apt Elev 177′ RWY 144′
NDB JH *450		Minimum Alt D6.0 NJC 1790′(1646′)	NDB MDA(H) 490′(346′)	

MISSED APCH: Climb on 026° to 810′(666′), then turn LEFT onto 206° climbing to 1790′(1646′), then according to chart.



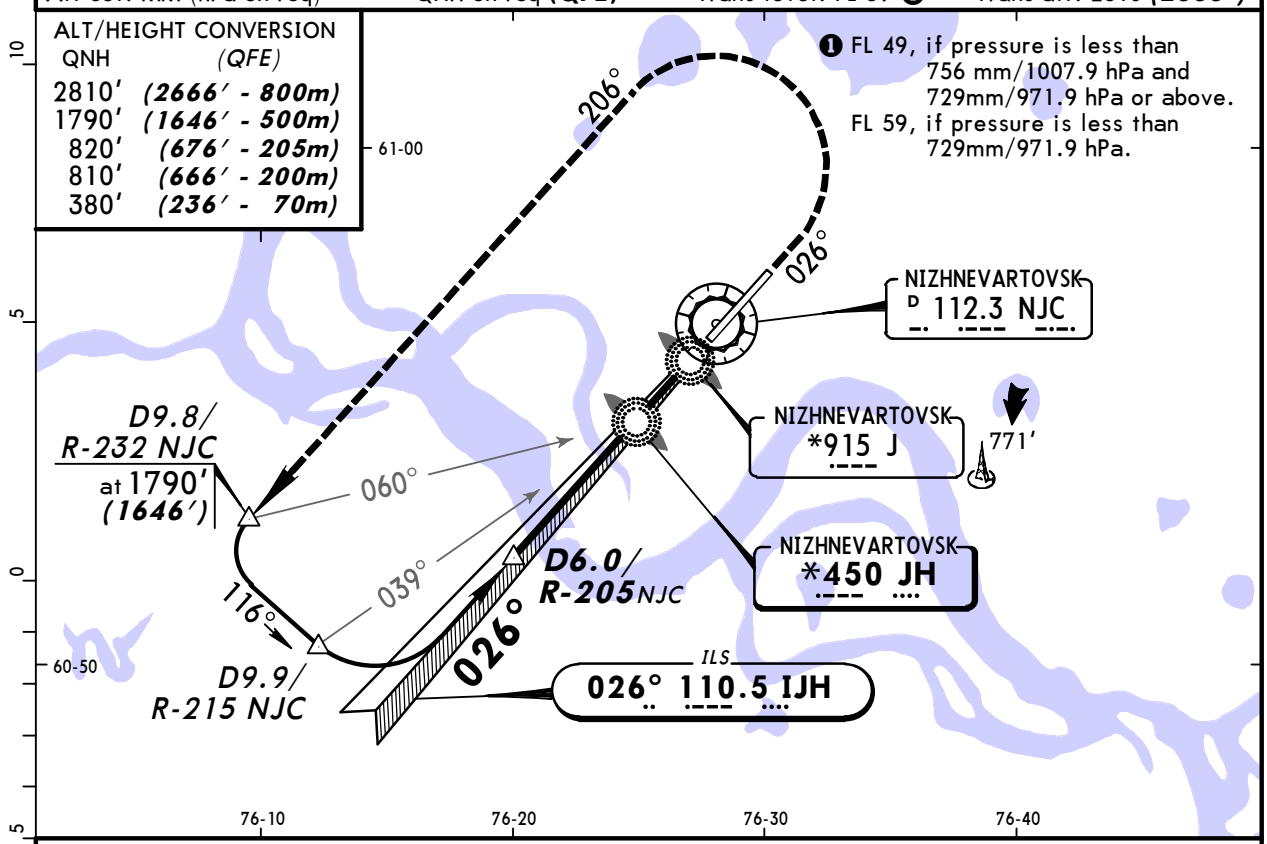
MSA
J Lctr

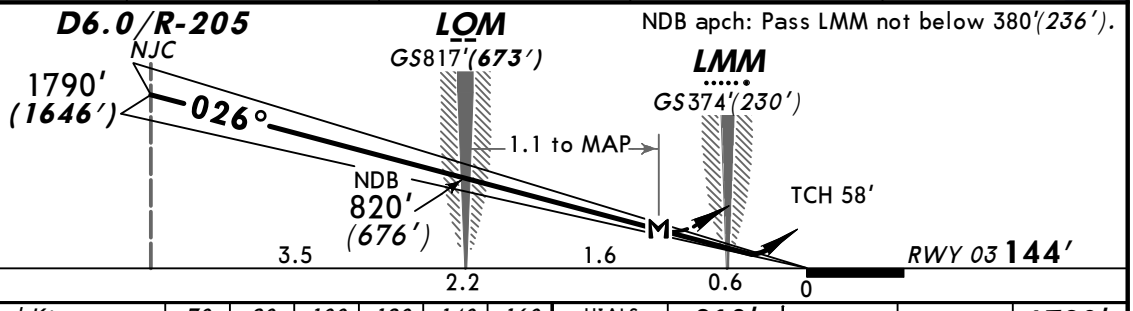
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2810′(2666′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2666′ - 800m)
1790′	(1646′ - 500m)
820′	(676′ - 205m)
810′	(666′ - 200m)
380′	(236′ - 70m)

❶ FL 49, if pressure is less than 756 mm/1007.9 hPa and 729mm/971.9 hPa or above.
FL 59, if pressure is less than 729mm/971.9 hPa.





NDB apch: Pass LMM not below 380′(236′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS PAPI

810′ (666′) on 026°

206° LT

1790′ (1646′)

STRAIGHT-IN LANDING RWY 03

	ILS DA(H) 344′(200′) FULL	ILS DA(H) 344′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(346′)	NDB MDA(H) 490′(346′) ALS out
A	800m	1200m	NOT AUTH	1200m	1600m
B					
C					
D				1600m	2000m

PANS OPS

CHANGES: Communications.

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USNN/NJC NIZHNEVARTOVSK

JEPPESEN 5 AUG 05 (11-2)

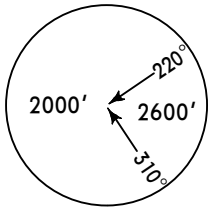
NIZHNEVARTOVSK, RUSSIA ILS or 2 NDB Rwy 21

BRIEFING STRIP™

NIZHNEVARTOVSK Approach		NIZHNEVARTOVSK Krug (R)	NIZHNEVARTOVSK Tower (TWR/R/GND)	*Ground
134.3	124.7	120.4	118.1	121.7

LOC INZ 111.9	Final Apch Crs 206°	GS LOM 833′(656′)	ILS DA(H) 377′(200′)	Apt Elev 177′ RWY 177′
NDB NZ *450		Minimum Alt D7.0 NJC 1820′(1643′)	NDB MDA(H) 560′(383′)	

MISSED APCH: Climb on 206° to 840′(663′), then turn RIGHT onto 026° climbing to 1820′(1643′), then according to chart.



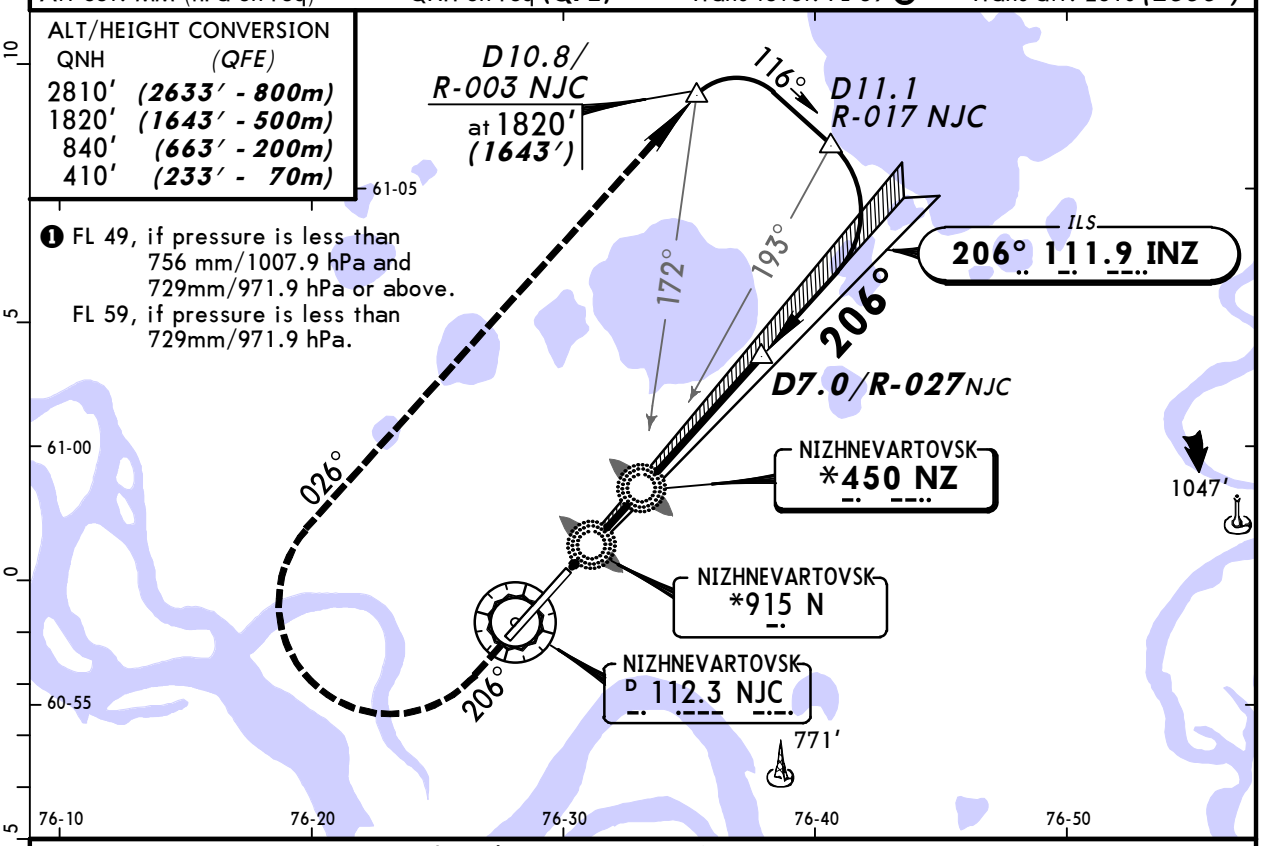
MSA
N Lctr

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2810′(2633′)

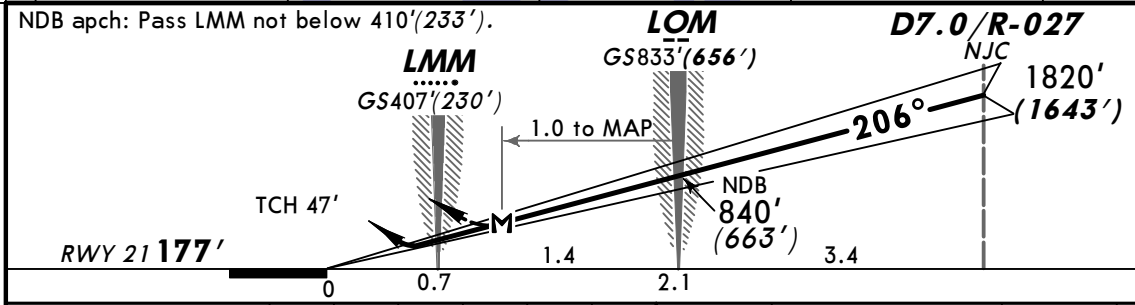
ALT/HEIGHT CONVERSION

QNH	(QFE)
2810′	(2633′ - 800m)
1820′	(1643′ - 500m)
840′	(663′ - 200m)
410′	(233′ - 70m)

❶ FL 49, if pressure is less than 756 mm/1007.9 hPa and 729mm/971.9 hPa or above.
FL 59, if pressure is less than 729mm/971.9 hPa.



NDB apch: Pass LMM not below 410′(233′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Gradient 4.7%	336	432	480	576	671	767
LOM to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS PAPI

840′ (663′) on 206°

026° RT

1820′ (1643′)

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 377′(200′)		LOC (GS out)	NDB MDA(H) 560′(383′)	
	FULL	ALS out			ALS out
A	800m	1200m	NOT AUTH	1400m	2200m
B					
C					
D				1800m	

PANS OPS

CHANGES: Communications.

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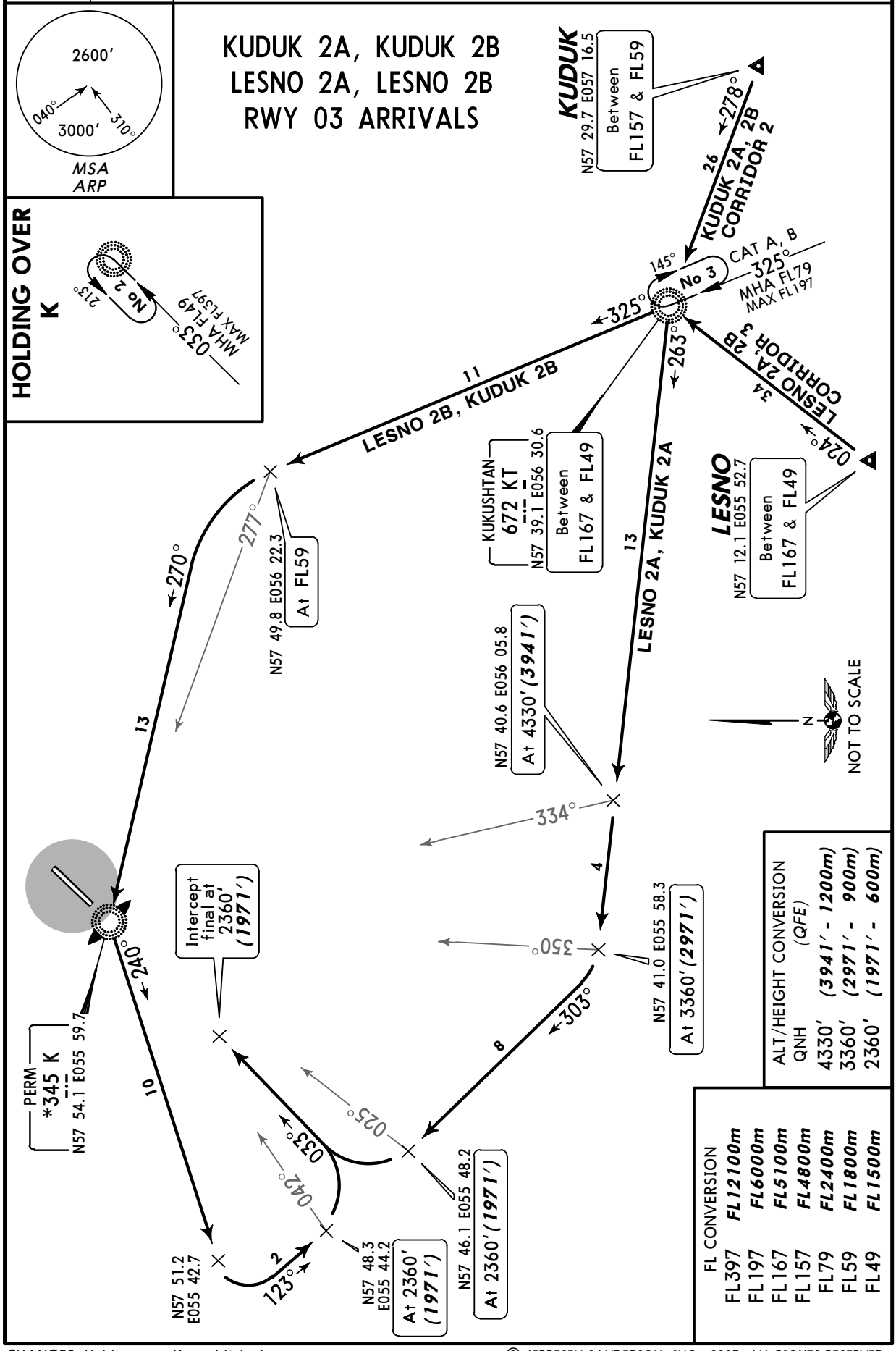
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USPP/PEE
BOLSHOYE SAVINO

PERM, RUSSIA
STAR

ATIS	Apt Elev
126.4	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3360′ ***(2971′)***
1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. **2.** Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.



CHANGES: Holding over K established.

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USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
21 NOV 03 (10-2A) Eff 27 Nov

PERM, RUSSIA
STAR

ATIS	Apt Elev
126.4	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3360′ ***(2967′)***
1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. **2.** Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

KUDUK 4A, KUDUK 4B
LESNO 4A, LESNO 4B
RWY 21 ARRIVALS

N58 05.4 E056 09.9
At 2370′ ***(1977′)***

N58 04.0 E056 14.8
At 2370′ ***(1977′)***

N58 01.9 E056 18.8

N58 00.1 E055 59.8

N57 59.9 E056 21.1

Intercept final at 2370′ ***(1977′)***

N57 53.1 E056 19.8

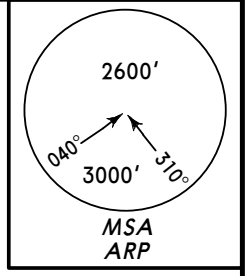
PERM
*705 PX
N57 57.0 E056 05.4
At FL49

KUKUSHTAN
672 KT
N57 39.1 E056 30.6
Between FL167 & FL49

KUDUK
N57 29.7 E057 16.5
Between FL157 & FL59

LESNO
N57 12.1 E055 52.7
Between FL167 & FL49

KUDUK 4B, LESNO 4B 21
KUDUK 4A, LESNO 4A 15
KUDUK 4A, 4B CORRIDOR 2 26
LESNO 4A, 4B CORRIDOR 3 34



HOLDINGS OVER PX



KT
CAT A & B



NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3360′	***(2967′ - 900m)***
2370′	***(1977′ - 600m)***

FL CONVERSION	
FL397	***FL12100m***
FL197	***FL6000m***
FL167	***FL5100m***
FL157	***FL4800m***
FL79	***FL2400m***
FL59	***FL1800m***
FL49	***FL1500m***

CHANGES: See other side.

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USPP/PEE BOLSHOYE SAVINO

PERM, RUSSIA

STAR

ATIS	Apt Elev
126.4	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3360′ ***(2971′)***
1. For simultaneous flights in area No 2 (over K) traffic circuit width (TCW) is 8.1 NM. **2.** Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.

MN 2A
MN 2B
ORTEG 2
BY ATC
RWY 03 ARRIVALS

2600′
040° 310°
3000′
MSA
ARP

MENDELEYEVO
940 MN
N58 10.0 E054 58.7
Between FL167 & FL49

112° 23 MN 2A, 2B CORRIDOR 6A

ZURAL
N57 57.0 E055 33.4
At FL49

089° 15 MN 2B

136° 8 MN 2A

N57 55.9 E055 51.7
At 2360′ ***(1971′)***

213° 13 303°

100°

213°

MHA FL49
MAX FL397
No 2
033°

N57 51.0 E055 41.9
At 2360′ ***(1971′)***

059° 052°

N57 49.9 E055 41.6
At 2360′ ***(1971′)***

2 123° 042°

N57 48.3 E055 44.2
At 2360′ ***(1971′)***

033°

N57 47.8
E055 47.5

Intercept final at 2360′ ***(1971′)***

PERM
*345 K
N57 54.1 E055 59.7

17 ORTEG 2 BY ATC

041°

GIGAS
N57 38.3 E055 22.0
At FL49

24 CORRIDOR 5

55 038°

ORTEG
N57 23.1 E054 46.4

USII
N56 50.0 E053 27.4

N
NOT TO SCALE

FL CONVERSION	
FL397	***FL12100m***
FL167	***FL5100m***
FL138	***FL4200m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3360′	***(2971′ - 900m)***
2360′	***(1971′ - 600m)***

HOLDING OVER MN

MHA FL138
MAX FL397
265°
085°
No 4

CHANGES: Holding over K established.

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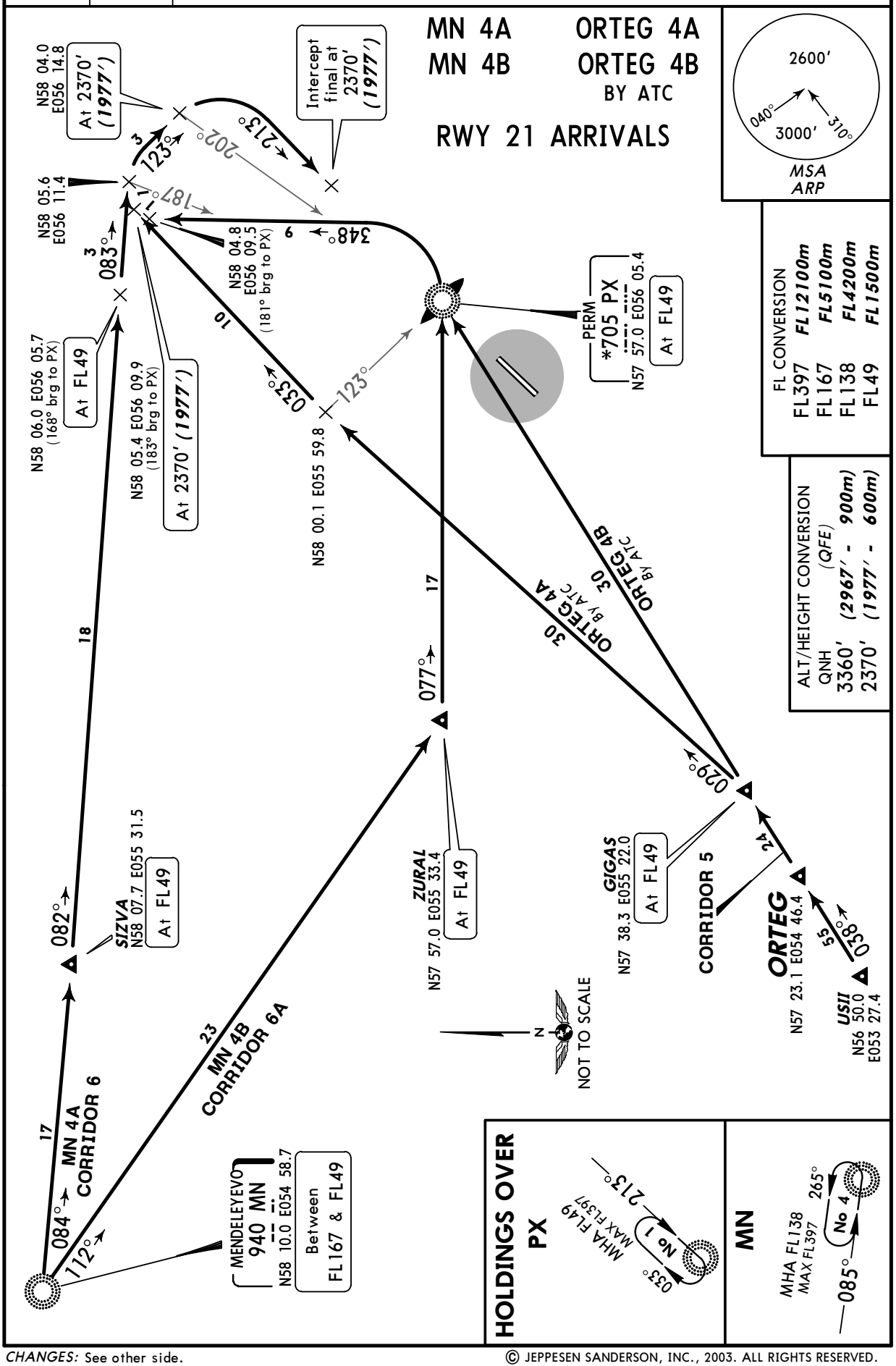
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USPP/PEE
BOLSHOYE SAVINO

PERM, RUSSIA
STAR

ATIS	Apt Elev
126.4	404′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3360′ ***(2967′)***
1. For simultaneous flights in area No 1 (over PX) traffic circuit width (TCW) is 8.1 NM. **2.** Out-of-sequence approach shall be carried out according to the rectangular approach pattern 4.3 NM wide or from base turn on outbound track descending and establishing on landing track.



CHANGES: See other side.

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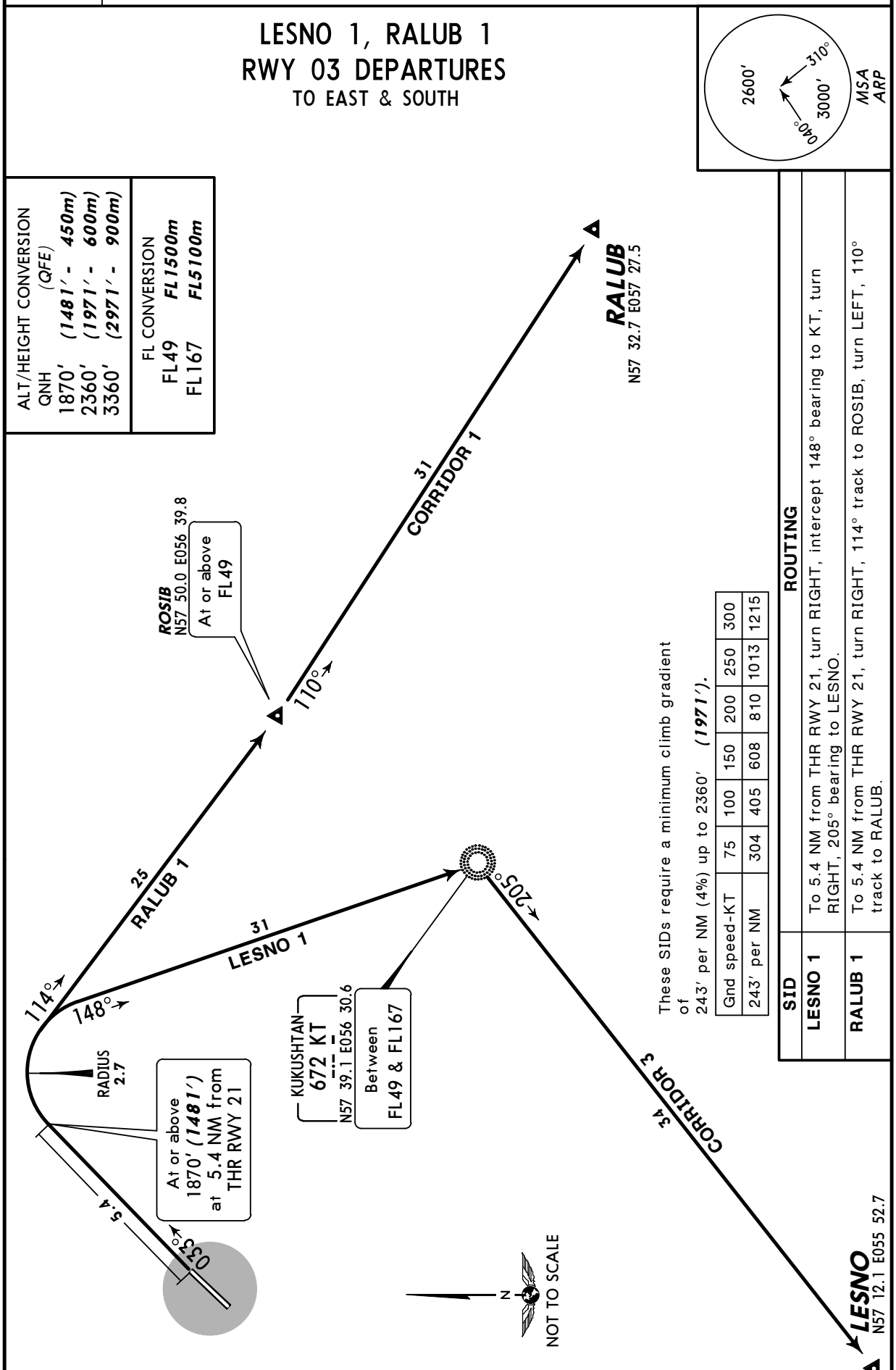
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USPP/PEE
BOLSHOYE SAVINO

PERM, RUSSIA
SID

Apt Elev	
404′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3360′ ***(2971′)***

LESNO 1, RALUB 1
RWY 03 DEPARTURES
TO EAST & SOUTH



SID	ROUTING
LESNO 1	To 5.4 NM from THR RWY 21, turn RIGHT, intercept 148° bearing to KT, turn RIGHT, 205° bearing to LESNO.
RALUB 1	To 5.4 NM from THR RWY 21, turn RIGHT, 114° track to ROSIB, turn LEFT, 110° track to RALUB.

CHANGES: SID MAROK 1 revised & renamed RALUB 1.

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USPP/PEE
BOLSHOYE SAVINO

PERM, RUSSIA
SID

Apt Elev	
404′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3360′ ***(2967′)***

LESNO 3A, LESNO 3B, RALUB 3
RWY 21 DEPARTURES
TO EAST & SOUTH

ALT/HEIGHT CONVERSION (QFE)

QNH	
1050′	***(657′ - 200m)***
1710′	***(1317′ - 400m)***
2370′	***(1977′ - 600m)***
3360′	***(2967′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL167	***FL5100m***

MSA ARP: 2600′ 310°–040° 3000′

RALUB N57 32.7 E057 27.5
ROSIB N57 50.0 E056 39.8 — At or above FL49
BADIS N57 57.1 E056 16.8 — At or above FL49
KUKUSHTAN 672 KT N57 39.1 E056 30.6 — Between FL49 & FL167
LESNO N57 12.1 E055 52.7
PERM *705 PX N57 57.0 E056 05.4

31 CORRIDOR 1 — 110°
14 RALUB 3 — 107°
20 LESNO 3B — 149°
34 — 205°
CORRIDOR 3
28 LESNO 3A — 101°
6 — 076°
16 — 067°
213°
2.7
5.4
At or above 1710′ ***(1317′)*** at 5.4 NM from THR RWY 03

LESNO 3B
RALUB 3
Turn at or above 1050′ ***(657′)*** at 2.7 NM from THR RWY 03

NOT TO SCALE

These SIDs require a minimum climb gradient of 243′ per NM (4%) up to 2370′ ***(1977′)***.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
LESNO 3A	To 5.4 NM from THR RWY 03, turn LEFT, intercept 101° bearing to KT, turn RIGHT, 205° bearing to LESNO.
LESNO 3B	To 2.7 NM from THR RWY 03, turn RIGHT, intercept 067° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, intercept 149° bearing to KT, turn RIGHT, 205° bearing to LESNO.
RALUB 3	To 2.7 NM from THR RWY 03, turn RIGHT, intercept 067° bearing to PX, turn RIGHT, 076° bearing to BADIS, turn RIGHT, 107° track to ROSIB, turn RIGHT, 110° track to RALUB.

CHANGES: SID MAROK 3 revised & renamed RALUB 3.

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USPP/PEE
BOLSHOYE SAVINO

PERM, RUSSIA
SID

Apt Elev	
404′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3360′ ***(2971′)***

MN 1, ORTEG 1
RWY 03 DEPARTURES
TO WEST

NOT TO SCALE

RADIUS 2.5

RADIUS 2.2

At or above 1050′ ***(661′)*** at 2.7 NM from THR RWY 21

PERM *345 K
N57 54.1 E055 59.7

2600′ 310° 040° 3000′ MSA ARP

276°
26
MN 1

213°
14
ORTEG 1 BY ATC

033°
2.7

123°

209°
25

ABEAM K
N57 56.9 E055 54.7

265°
17
CORRIDOR 6

SINRA
N58 07.7 E055 31.5
At or above FL59

GIGAS
N57 38.3 E055 22.0
At or above FL59

218°
24
CORRIDOR 5 BY ATC

219°
55

ORTEG
N57 23.1 E054 46.4

USII
N56 50.0 E053 27.4

MENDELEYEVO
940 MN
N58 10.0 E054 58.7
Between FL59 & FL157

These SIDs require a minimum climb gradient of 243′ per NM (4%) up to 2360′ ***(1971′)***.

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

SID	ROUTING
MN 1	To 2.7 NM from THR RWY 21, turn LEFT, 276° track to SINRA, turn LEFT, 265° bearing to MN.
ORTEG 1 BY ATC	To 2.7 NM from THR RWY 21, turn LEFT, 213° track, at ABEAM K turn LEFT, 209° track to GIGAS, turn RIGHT, 218° track to ORTEG.

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1050′	***(661′ - 200m)***
2360′	***(1971′ - 600m)***
3360′	***(2971′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL157	***FL4800m***

CHANGES: SIZVA renamed SINRA.

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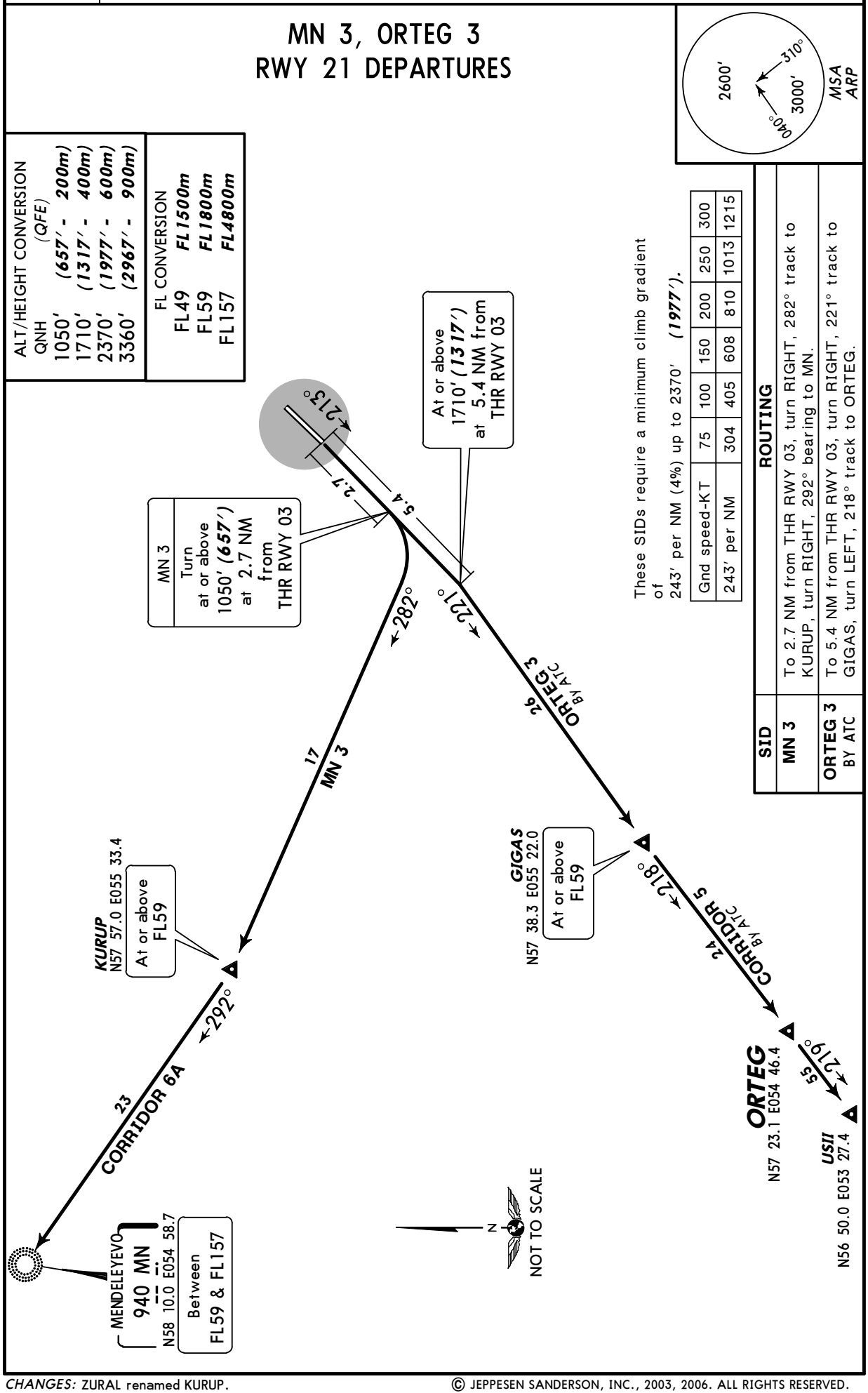
USPP/PEE
BOLSHOYE SAVINO

JEPPESEN
28 APR 06 (10-3C) Eff 11 May

PERM, RUSSIA
SID

Apt Elev	
404′	QNH on request **(QFE)** Trans level: FL49 Trans alt: 3360′ ***(2967′)***

MN 3, ORTEG 3
RWY 21 DEPARTURES



CHANGES: ZURAL renamed KURUP.

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USPP/PEE

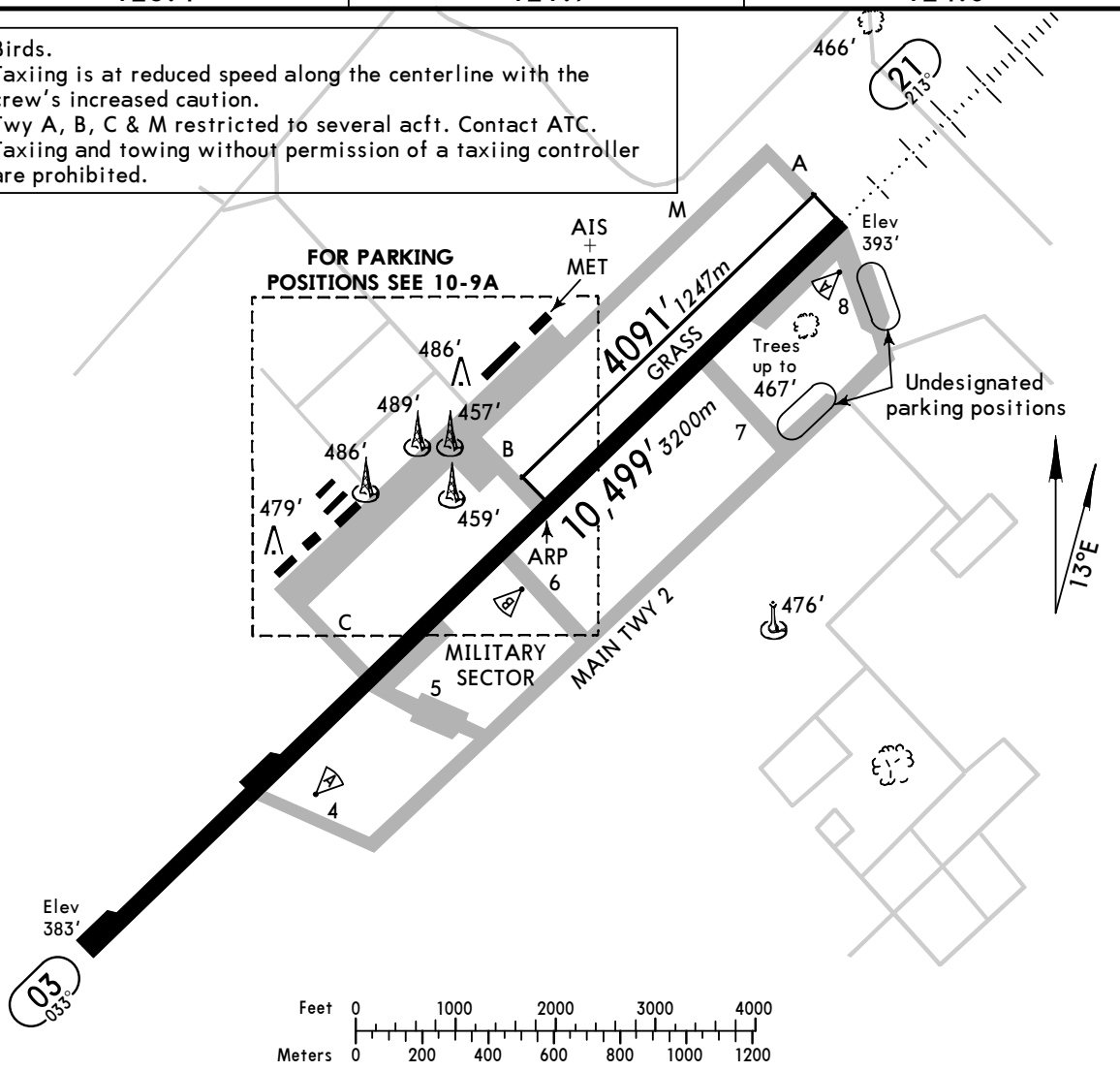
Apt Elev **404′**
N57 55.0 E056 01.6

JEPPESEN
3 FEB 06 (10-9)

PERM, RUSSIA
BOLSHOYE SAVINO

ATIS	PERM Taxiing (GND)	Start
126.4	121.7	124.0

Birds.
Taxiing is at reduced speed along the centerline with the crew's increased caution.
Twy A, B, C & M restricted to several acft. Contact ATC.
Taxiing and towing without permission of a taxiing controller are prohibited.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
03	HIRL *(60m)* RVR			❶	161′
21	HIRL *(60m)* HIALS RVR		7300′ *2225m*		*49m*
03 21	Grass runway				328′ *100m*

❶ TAKE-OFF RUN AVAILABLE
RWY 03:

From rwy head	10,499′ (3200m)
twy 4 int	8202′ (2500m)
twy 5/C int (CAT A, B acft)	6562′ (2000m)

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 03/21

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

CHANGES: Usable lengths. Notes.

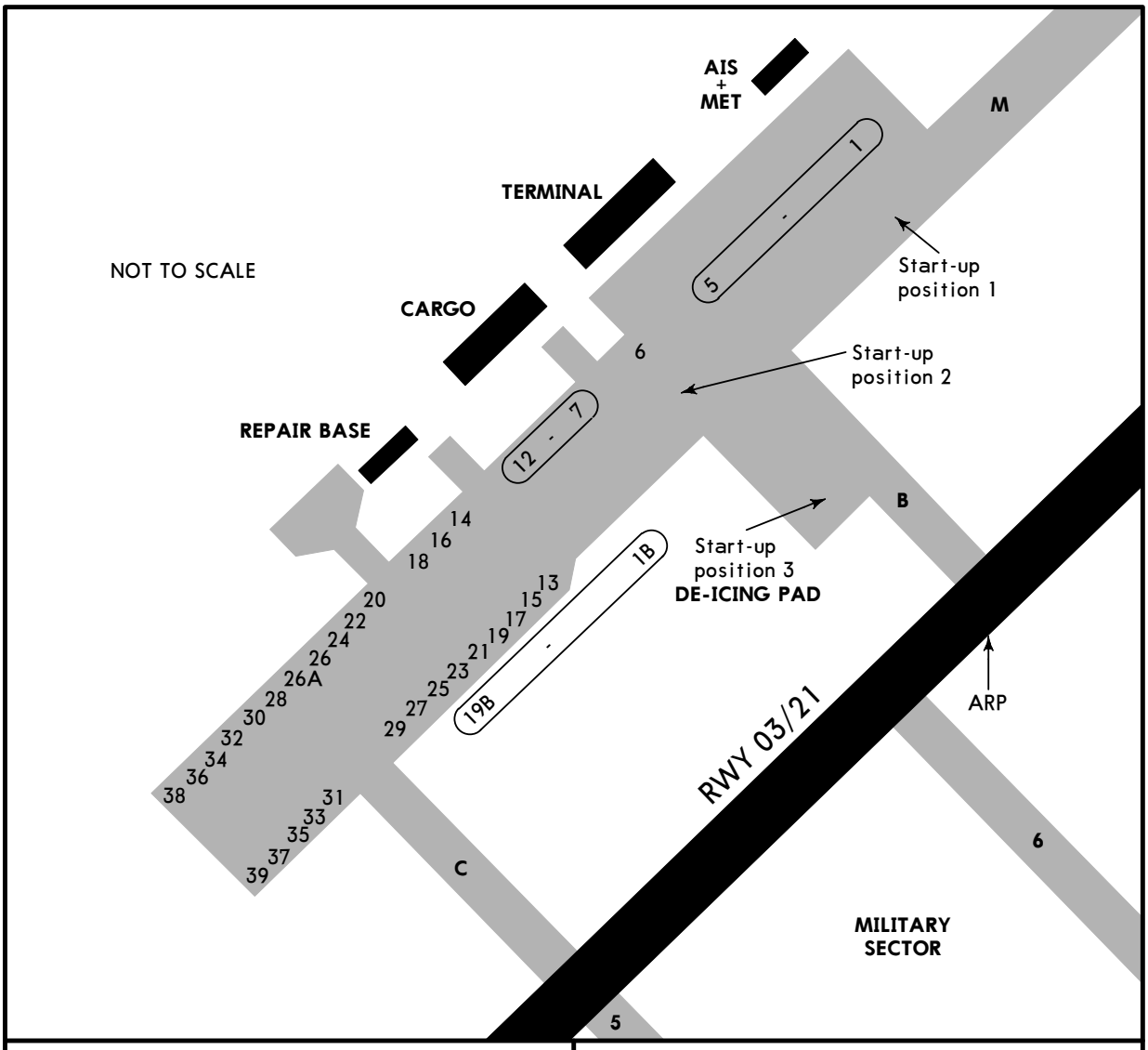
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USPP/PEE

JEPPESEN
3 FEB 06 (10-9A)

PERM, RUSSIA
BOLSHOYE SAVINO



INS COORDINATES	
STAND No.	**COORDINATES**
1, 2	N57 55.2 E056 01.4
3	N57 55.1 E056 01.4
4, 5	N57 55.1 E056 01.3

Stands 19, 26A and 32 available for engines run-up.
Stands 13 thru 30 and grass stands 1B thru 19B available for helicopters.

CHANGES: Notes.

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USPP/PEE

JEPPESEN

19 SEP 03
Eff 2 Oct

10-9X

JAA MINIMUMS

PERM, RUSSIA

BOLSHOYE SAVINO

STRAIGHT-IN RWY		A	B	C	D
03	NDB	**1280**′(891′)	**1280**′(891′)	**1280**′(891′)	**1280**′(891′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
21	ILS	**593**′(200′)	**593**′(200′)	**593**′(200′)	**593**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**730**′(337′)	**730**′(337′)	**730**′(337′)	**730**′(337′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 03, 21

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

CHANGES: Minimums.

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USPP/PEE
BOLSHOYE SAVINO

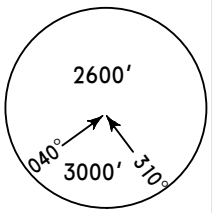
JEPPESEN
19 SEP 03
Eff 2 Oct
(11-1)

PERM, RUSSIA
ILS or 2 NDB Rwy 21

ATIS	PERM Approach (R)	PERM Start (TWR)	Ground
126.4	127.1	124.0	121.7

BRIEFING STRIP ™

LOC IPX *109.9	Final Apch Crs 213°	GS LOM 1049′(656′)	ILS DA(H) 593′(200′)	Apt Elev 404′	
NDB PX *705		Minimum Alt LOM 1100′(707′)	NDB MDA(H) 730′(337′)	RWY 393′	



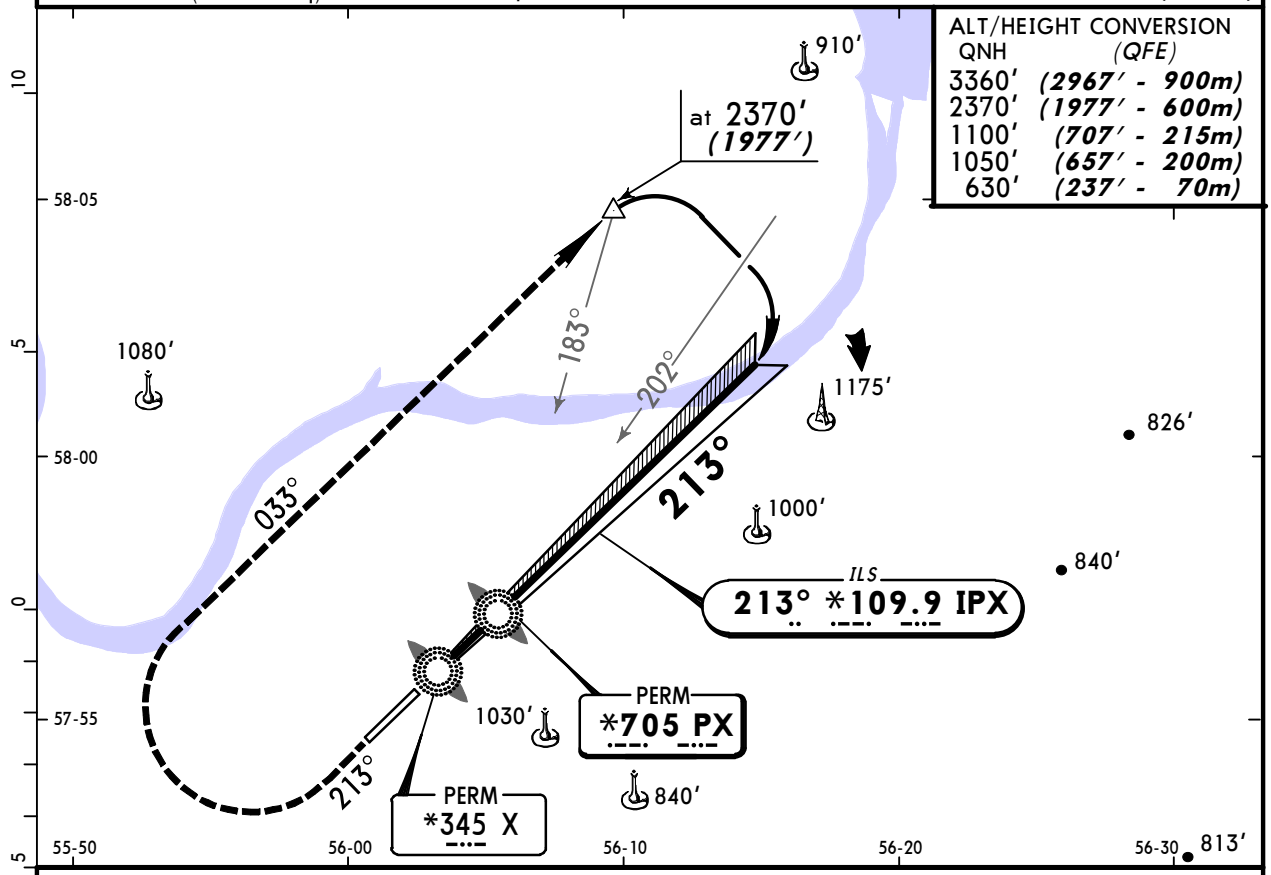
MSA ARP

MISSED APCH: Climb on 213° to 1050′(657′), then turn RIGHT onto 033° climbing to 2370′(1977′), then according to chart.

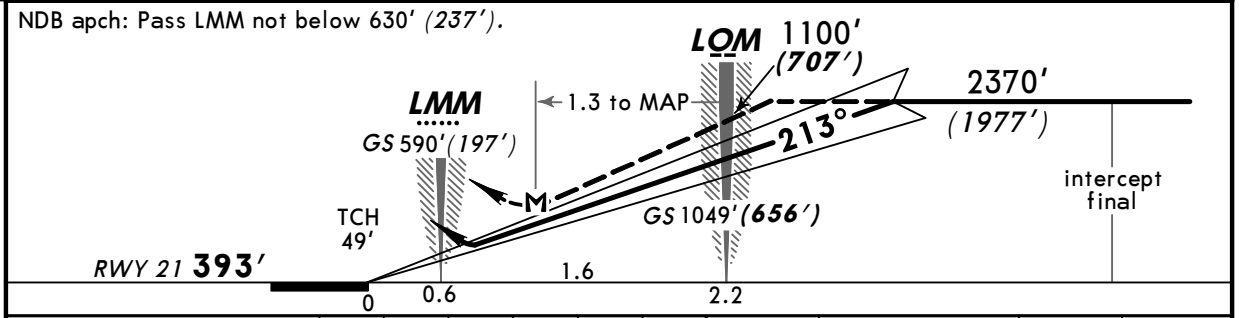
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 | Trans alt: 3360′ **(2967′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3360′	(2967′ - 900m)
2370′	(1977′ - 600m)
1100′	(707′ - 215m)
1050′	(657′ - 200m)
630′	(237′ - 70m)



NDB apch: Pass LMM not below 630′ (237′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	433	481	577	673	769
NDB Descent Gradient	4.9%	347	447	496	595	695	794
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS

1050′ (657′) on 213°

033° RT

2370′ (1977′)

STRAIGHT-IN LANDING RWY 21

PANS OPS

	ILS DA(H) 593′(200′) FULL	ILS DA(H) 593′(200′) ALS out	LOC (GS out)	NDB MDA(H) 730′(337′)	NDB MDA(H) 730′(337′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: MSA. Trans level & alt. Procedure. TCH.

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USPP/PEE
BOLSHOYE SAVINO

JEPPESEN 19 SEP 03 (16-1) Eff 2 Oct

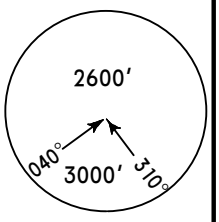
PERM, RUSSIA
NDB Rwy 03

BRIEFING STRIP ™

ATIS	PERM Approach (R)	PERM Start (TWR)	Ground
126.4	127.1	124.0	121.7

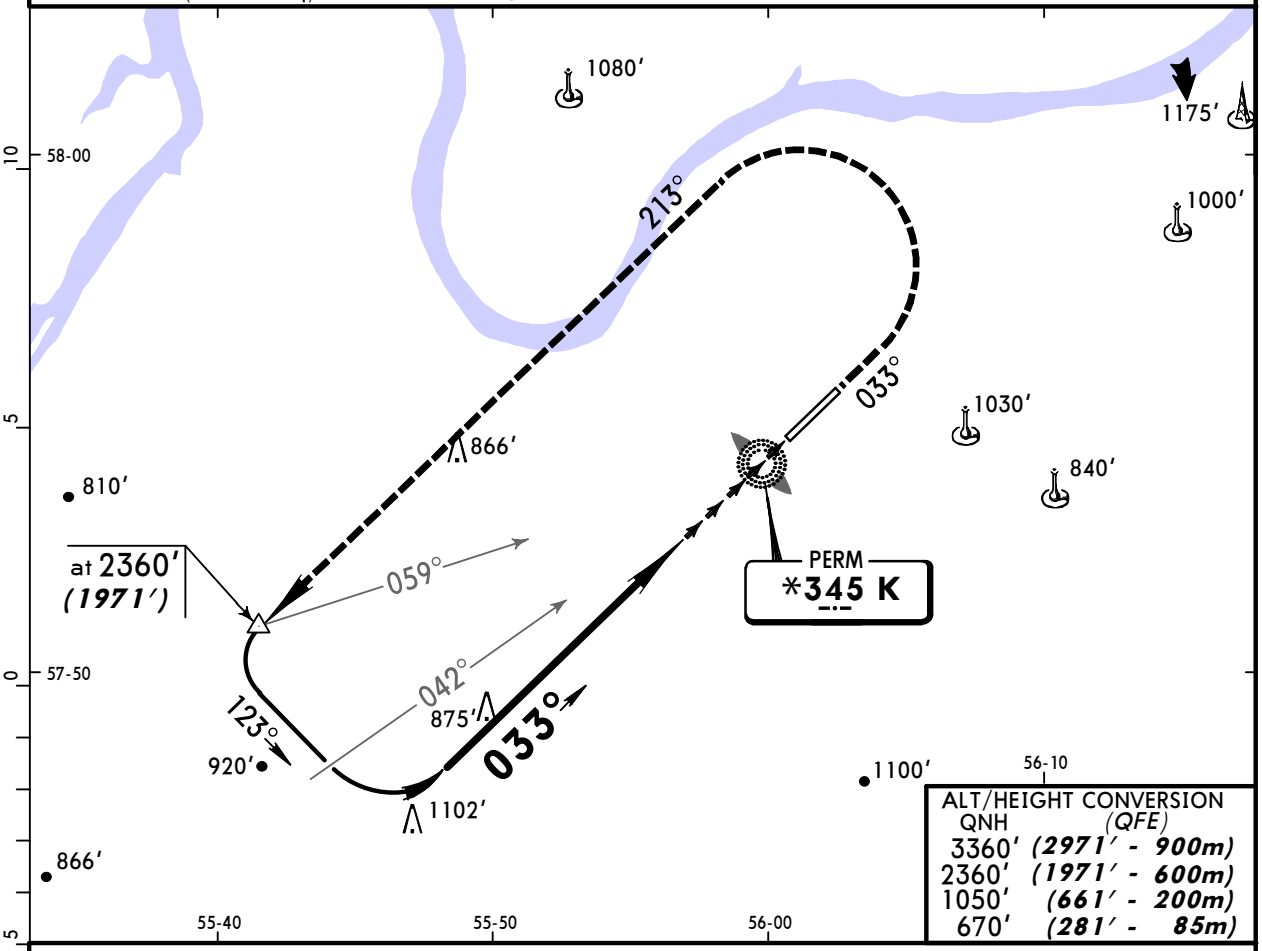
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 404′
K *345	033°	No FAF	1280′(891′)	RWY 389′

MISSED APCH: Climb on 033° to 1050′(661′), then turn LEFT onto 213° climbing to 2360′(1971′), then according to chart.



MSA ARP

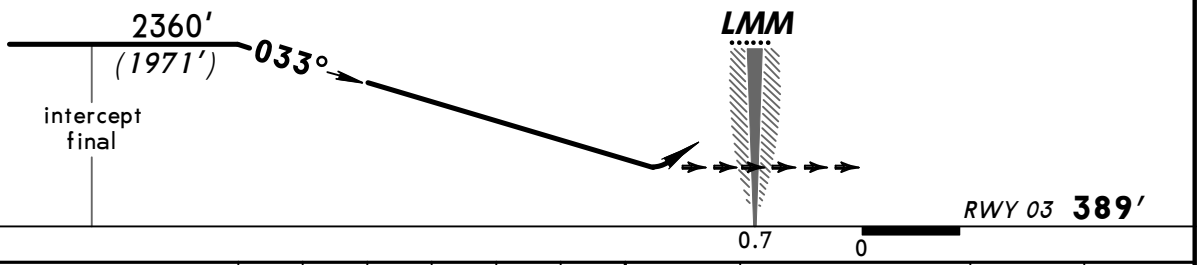
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 Trans alt: 3360′ (2971′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3360′	(2971′ - 900m)
2360′	(1971′ - 600m)
1050′	(661′ - 200m)
670′	(281′ - 85m)

Pass LMM not below 670′ (281′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	738	843

Lighting - Refer to Airport chart	1050′ (661′)	on 033°	213° LT	2360′ (1971′)

STRAIGHT-IN LANDING RWY 03

MDA(H) 1280′(891′)

PANS OPS

A	3200m
B	
C	4400m
D	4800m

CHANGES: MSA. Trans level & alt. Procedure. Minimums.

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USRK/KGP
KOGALYM

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

KARAL 17B *[KAR17B]*
PAMIR 17B *[PAM17B]*
PARUS 17B *[PAR17B]*
RWY 17 ARRIVALS

1900′
MSA
KG NDB

USRO
N63 11.0 E075 16.2

199°
49

PAMIR
N62 32.1 E074 13.0
Between FL89 & FL49

134°
20
4140
4070
PAMIR 17B

Intercept final at 1870′ *(1650′)*

KOGALYM
*490 KG
N62 14.8 E074 33.3

173°
N62 18.3
E074 42.3
N62 19.1 E074 44.2
(212° brg to KG)

5
033°
11
353°
18
083°

KARAL
N62 10.9 E075 48.8
Between FL79 & FL39

36
4140
3970
KARAL 17B
260°

29
4040
PARUS 17B
351°

PARUS
N61 46.6 E074 24.6
Between FL89 & FL49

HOLDING OVER KG

173°
FL39
353°
CAT A, B
CAT C, D

❶ MEA under radar control.

N
NOT TO SCALE

FL CONVERSION	
FL89	*FL2700m*
FL79	*FL2400m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2190′	*(1970′ - 600m)*
1870′	*(1650′ - 500m)*

CHANGES: STARs revised; chart reindexed.

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USRK/KGP KOGALYM

JEPPESEN 1 APR 05 (10-2A) Eff 14 Apr

KOGALYM, RUSSIA

STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

KARAL 17A, PAMIR 17A
PARUS 17A
RWY 17 ARRIVALS
BY ATC

1900′
MSA
KG NDB

USRO
N63 11.0
E075 16.2

199°

49

PAMIR
N62 32.1 E074 13.0
Between
FL89 & FL49

❶ MEA under radar control.

123°

15

PAMIR 17A
❶ 4140
4070

N62 20.4
E074 39.5
At 1870′
(1650′)

N62 20.1
E074 43.0
At 1870′
(1650′)

N62 20.6
E074 33.4
At 1870′
(1650′)

N62 19.1
E074 44.2
At 1870′
(1650′)

163°
173°
190°
203°
212°
263°
2
2

Intercept
final at
1870′
(1650′)

32

KARAL 17A
❶ 4140
3970

270°

KOGALYM
*490 KG
N62 14.8 E074 33.3

KARAL
N62 10.9 E075 48.8
Between
FL79 & FL39

34

PARUS 17A
4040

N
NOT TO SCALE

PARUS
N61 46.6 E074 24.6
Between
FL89 & FL49

359°

FL CONVERSION	
FL89	*FL2700m*
FL79	*FL2400m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2190′	*(1970′ - 600m)*
1870′	*(1650′ - 500m)*

CHANGES: Chart reindexed.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05 (10-2B) Eff 14 Apr

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1973′)*

1900′
MSA
OL NDB

KARAL 35B *[KAR35B]*
PAMIR 35B *[PAM35B]*
PARUS 35B *[PAR35B]*
RWY 35 ARRIVALS

USRO
N63 11.0 E075 16.2

199°
49

PAMIR
N62 32.1 E074 13.0
Between FL89 & FL49

143°
25
4140
4070 ❶
PAMIR 35B

❶ MEA under radar control.

N
NOT TO SCALE

KARAL
N62 10.9 E075 48.8
Between FL79 & FL39

083°
19
13
173°
251°
37
4140
3970 ❶
KARAL 35B

KOGALYM
*490 OL
N62 08.7 E074 31.1

135°
6

Intercept final at 1860′ *(1643′)*

353°

N62 03.5
E074 37.0

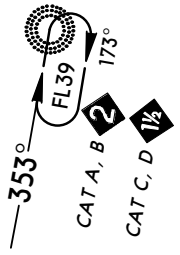
N62 02.3 E074 38.4
(315° brg to OL)

22
4040
PARUS 35B

351°

PARUS
N61 46.6 E074 24.6
Between FL89 & FL49

HOLDING OVER OL



FL CONVERSION	
FL89	***FL2700m***
FL79	***FL2400m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2190′	***(1973′ - 600m)***
1860′	***(1643′ - 500m)***

CHANGES: STARs revised; chart reindexed.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05 (10-2C) Eff 14 Apr

KOGALYM, RUSSIA
STAR

*ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
123.4	220′	Trans level: FL39 Trans alt: 2190′ *(1973′)*

1900′
MSA
OL NDB

KARAL 35A
PAMIR 35A, PARUS 35A
RWY 35 ARRIVALS
BY ATC

199°
USRO
N63 11.0
E075 16.2
49

PAMIR
N62 32.1 E074 13.0
Between
FL89 & FL49

155°
29
4140
4070
PAMIR 35A

❶ MEA under radar control.

KARAL
N62 10.9 E075 48.8
Between
FL79 & FL39

238°
35
4140
3970
KARAL 35A

KOGALYM
*490 OL
N62 08.7 E074 31.1

Intercept final at 1860′ *(1643′)*

N62 03.6
E074 29.1
At 1860′ *(1643′)*

023°
353°
338°
323°

5
3
2
263°

N62 03.6
E074 21.4
At 1860′ *(1643′)*

N62 01.4 E074 37.1
At 1860′ *(1643′)*

N62 01.6
E074 32.3
At 1860′ *(1643′)*

17
4040
PARUS 35A

350°

PARUS
N61 46.6 E074 24.6
Between
FL89 & FL49

N
NOT TO SCALE

FL CONVERSION	
FL89	*FL2700m*
FL79	*FL2400m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2190′	*(1973′ - 600m)*
1860′	*(1643′ - 500m)*

CHANGES: Chart reindexed.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05 (10-3) Eff 14 Apr

KOGALYM, RUSSIA
SID

Apt Elev	QNH on request (QFE)
220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

KARAL 17A *[KAR17A]*, KARAL 35A *[KAR35A]*
LITMA 17A *[LIT17A]*, LITMA 17B *[LIT17B]*❶
LITMA 35A *[LIT35A]*
MORIS 17A *[MOR17A]*, MORIS 35A *[MOR35A]*
RWYS 17, 35 DEPARTURES
TO NORTH, EAST & SOUTH

1900′

MSA
(Rwy 17)
KG NDB
(Rwy 35)
OL NDB

LITMA
N62 33.3 E074 52.5
At or above FL49

❶ By ATC.

37 LITMA 17B ❶
23 LITMA 35A
35 LITMA 17A

At 880′ *(660′)*

KOGALYM
*490 KG
N62 14.8 E074 33.3

008°
081°
140°
353°
173°
013°

KARAL
N62 10.9 E075 48.8
At or above FL49

40 KARAL 35A

At 880′ *(660′)*

356°
40 KARAL 17A

127°
064°
43 MORIS 35A
36 MORIS 17A

KOGALYM
*490 OL
N62 08.7 E074 31.1

N
NOT TO SCALE

MORIS
N61 40.4 E075 12.4
At or above FL49

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
880′	*(660′ - 200m)*
2190′	*(1970′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*
FL49	*FL1500m*

CHANGES: SIDs completely revised.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05 (10-3A) Eff 14 Apr

KOGALYM, RUSSIA
SID

Apt Elev	QNH on request (QFE)
220′	Trans level: FL39 Trans alt: 2190′ *(1970′)*

1900′

MSA
(Rwy 17)
KG NDB
(Rwy 35)
OL NDB

DAKAR 17A *[DAK17A]*, DAKAR 35A *[DAK35A]*
KOLTI 17A *[KOL17A]*❶, KOLTI 35A *[KOL35A]*❶
KOLTI 35B *[KOL35B]*❶
RWYS 17, 35 DEPARTURES
TO WEST

❶ By ATC.

DAKAR 35A
At or above
1540′ *(1320′)*
or at 6.5 NM
from THR RWY 35
whichever is earlier

KOLTI 35A
At 1540′ *(1320′)*

KOGALYM
*490 KG
N62 14.8 E074 33.3

218°
188°
30
DAKAR 35A

DAKAR
N62 10.0 E073 56.0
At or above
FL39

KOLTI 35B
Turn RIGHT
at 880′
(660′)

353°
217°
15
KOLTI 35B ❶

KANAL
N62 09.0
E073 37.0
9
248°

28
KOLTI 35A ❶

173°
218°
At 880′
(660′)

20
DAKAR 17A

267°
223°
13
15
KOLTI 17A ❶

KOGALYM
*490 OL
N62 08.7 E074 31.1

KOLTI
N62 00.9 E074 07.2
At or above
FL39

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
880′	*(660′ - 200m)*
1540′	*(1320′ - 400m)*
2190′	*(1970′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: SIDs completely revised.

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NOISE ABATEMENT

GENERAL

Special take-off and approach noise abatement are conditioned by environment protection from harmful effect and shall be carried out by all aircraft types. For noise abatement purposes it is necessary to comply with the aircraft Flight Manual. The following procedures stated below are mandatory at Kogalym airport.

LOCAL FLYING RESTRICTIONS

Take-off and landing of turbine engined aircraft from/to runway with friction coefficient 0.3 or more are allowed to be conducted at the airport in accordance with the aircraft Flight Manual.

The folowing flight are operating from Kogalym airport:
- scheduled flights
- check and test flights
- SAR flights
- emergency flights
- urgent flight servicing organizations of public health
- areal work flights

DEPARTURES

Take-off is permitted if the actual MTOW does not exceed the maximum admissible aircraft weight for specified runway length in specific meteorological conditions.
Departures via TMA exit point KOLTI shall be carried out by tower controller coordination during making a decision for departure.

Runway 17

Take-off from TWY 1, 2 and 3 is permitted to 3-4 class aircraft (AN-2, AN-24, AN-26, AN-28, AN-30, AN-32, L-410, YAK-40).

Runway 35

Take-off from TWY 3 is permitted to 4 class aircraft (AN-2, AN-28, L-410). When departing towards exit points DAKAR or KOLTI the initial turn shall be carried out with noise abatement according to Aircraft Flight Manual at or above 1540′ (1320′ - 400m) or at a distance of 6.5 NM, whichever is earlier. By coordination with the tower controller departures of CAT A aircraft with a LEFT turn towards KOLTI or DAKAR initial turn is to be carried out at 880′ (660′ - 200m).

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USRK/KGP

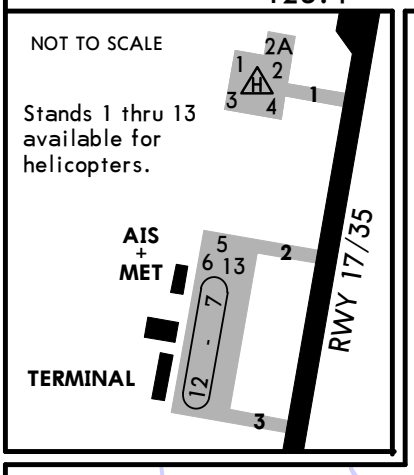
Apt Elev **220′**
N62 11.4 E074 32.1

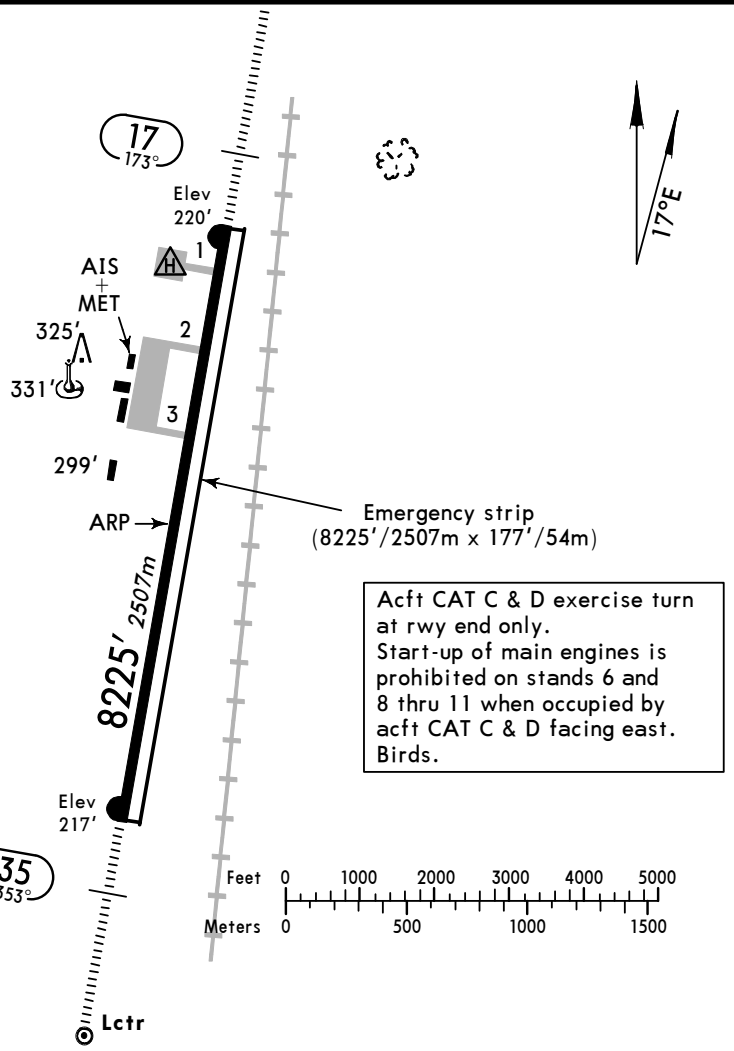
KOGALYM, RUSSIA

KOGALYM

*ATIS
123.4

*KOGALYM Tower (TWR/GND)
119.4





PARKING POSITIONS

STAND	COORDINATES
5 thru 8	N62 11.8 E074 31.9
9 thru 12	N62 11.7 E074 31.9
13	N62 11.8 E074 32.0

Acft CAT C & D exercise turn at rwy end only.
Start-up of main engines is prohibited on stands 6 and 8 thru 11 when occupied by acft CAT C & D facing east.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	HIRL *(60m)* HIALS *(30m)* PAPI-L (3.0°) RVR		7815′ *2382m* 6585′ *2007m*	❶	138′ *42m*

❶ TAKE-OFF RUN AVAILABLE

RWY 17:
From rwy head 7897′ (2407m) ❷
twy 1 int 7569′ (2307m)
twy 2 int 6693′ (2040m)
twy 3 int 5577′ (1700m)

RWY 35:
From rwy head 7897′ (2407m) ❷
twy 3 int 2648′ (807m)
twy 2 int 1532′ (467m)

❷ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: Usable lengths.

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USRK/KGP

JEPPESEN

1 APR 05
Eff 14 Apr

10-9X

JAA MINIMUMS

KOGALYM, RUSSIA

KOGALYM

STRAIGHT-IN RWY		A	B	C	D
17	ILS	**420**′(200′)	**420**′(200′)	**420**′(200′)	**420**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**580**′(360′)	**580**′(360′)	**580**′(360′)	**580**′(360′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**940**′(720′)	**940**′(720′)	**940**′(720′)	**940**′(720′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
35	ILS	**417**′(200′)	**417**′(200′)	**417**′(200′)	**417**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**560**′(343′)	**560**′(343′)	**560**′(343′)	**560**′(343′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	**840**′(623′)	**840**′(623′)	**840**′(623	**840**′(623′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 17, 35

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

CHANGES: Minimums.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05
Eff 14 Apr
(11-1)

KOGALYM, RUSSIA
ILS or 2 NDB Rwy 17

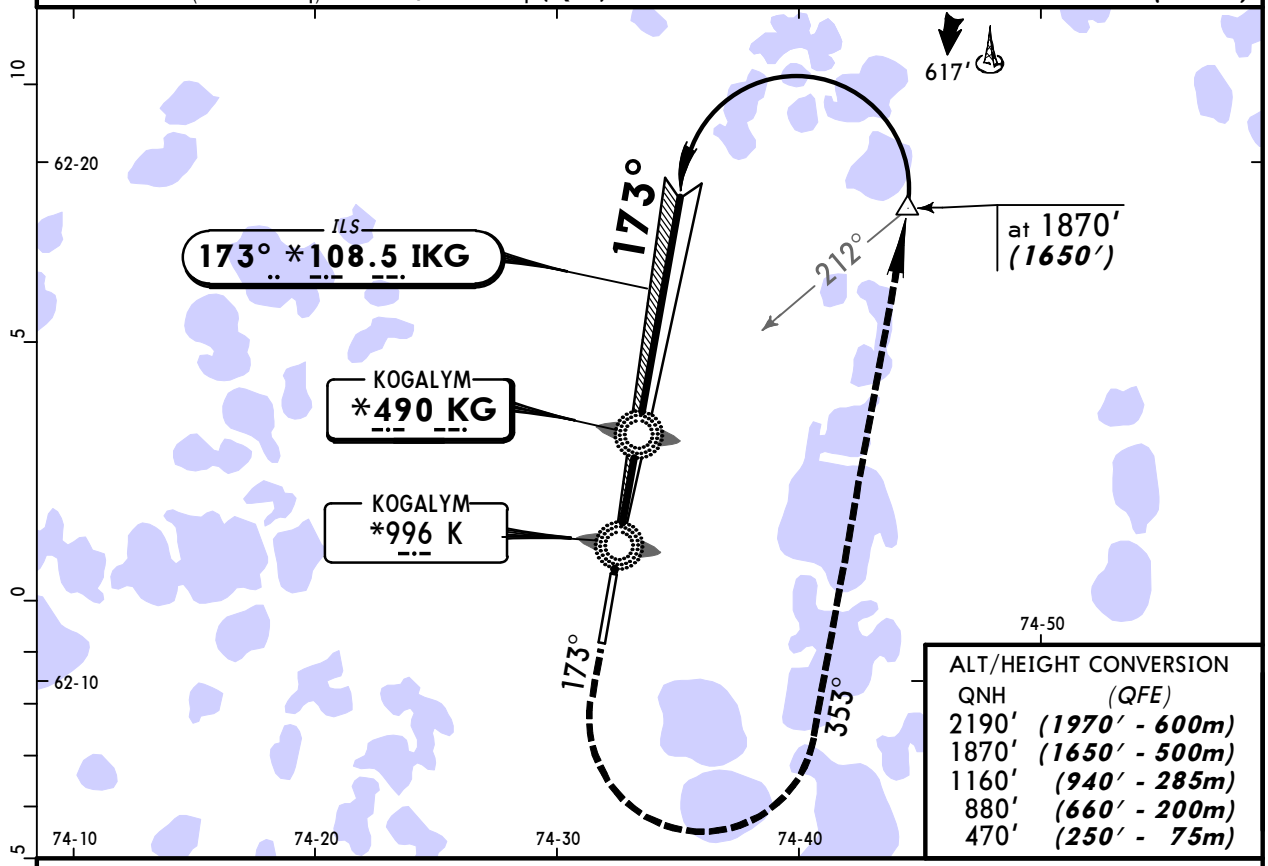
BRIEFING STRIP™

*ATIS	*KOGALYM Tower (SRE/TWR)	*Ground
123.4	119.4	119.4

LOC IKG *108.5	Final Apch Crs 173°	GS LOM 1155′ (935′)	ILS DA(H) 420′ (200′)	Apt Elev 220′	1900′
NDB KG *490		Minimum Alt LOM 1160′ (940′)	NDB MDA(H) (CONDITIONAL) 580′ (360′)	RWY 220′	MSA KG NDB

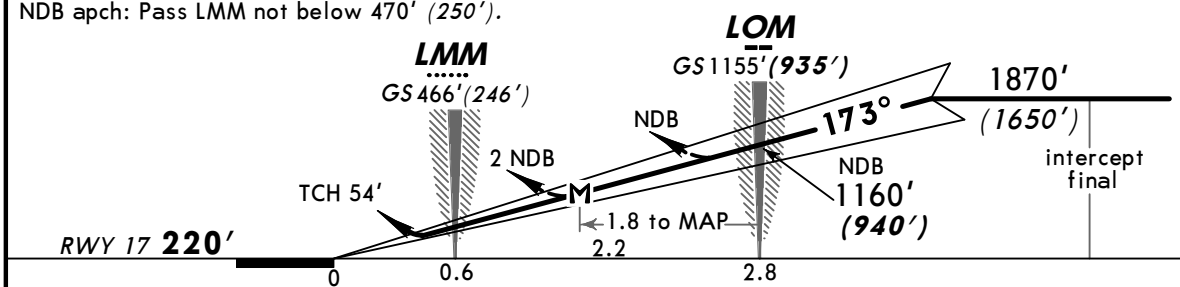
MISSED APCH: Climb on 173° to 880′ (660′), then turn LEFT onto 353° climbing to 1870′ (1650′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2190′ (1970′)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
2190′	(1970′ - 600m)
1870′	(1650′ - 500m)
1160′	(940′ - 285m)
880′	(660′ - 200m)
470′	(250′ - 75m)

NDB apch: Pass LMM not below 470′ (250′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
2 NDB: LOM to MAP 1.8	1:33	1:12	1:05	0:54	0:46	0:40

HIALS
PAPI

880′ (660′) on 173°

353° LT

1870′ (1650′)

STRAIGHT-IN LANDING RWY 17

PANS OPS

	ILS DA(H) 420′ (200′) FULL	ILS DA(H) 420′ (200′) ALS out	LOC (GS out)	2 NDB MDA(H) 580′ (360′)	2 NDB MDA(H) 580′ (360′) ALS out	NDB MDA(H) 940′ (720′)	NDB MDA(H) 940′ (720′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	3200m	
B							
C							
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	3200m	3600m

CHANGES: Procedure.

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USRK/KGP
KOGALYM

JEPPESEN
1 APR 05
Eff 14 Apr
(11-2)

KOGALYM, RUSSIA
ILS or 2 NDB Rwy 35

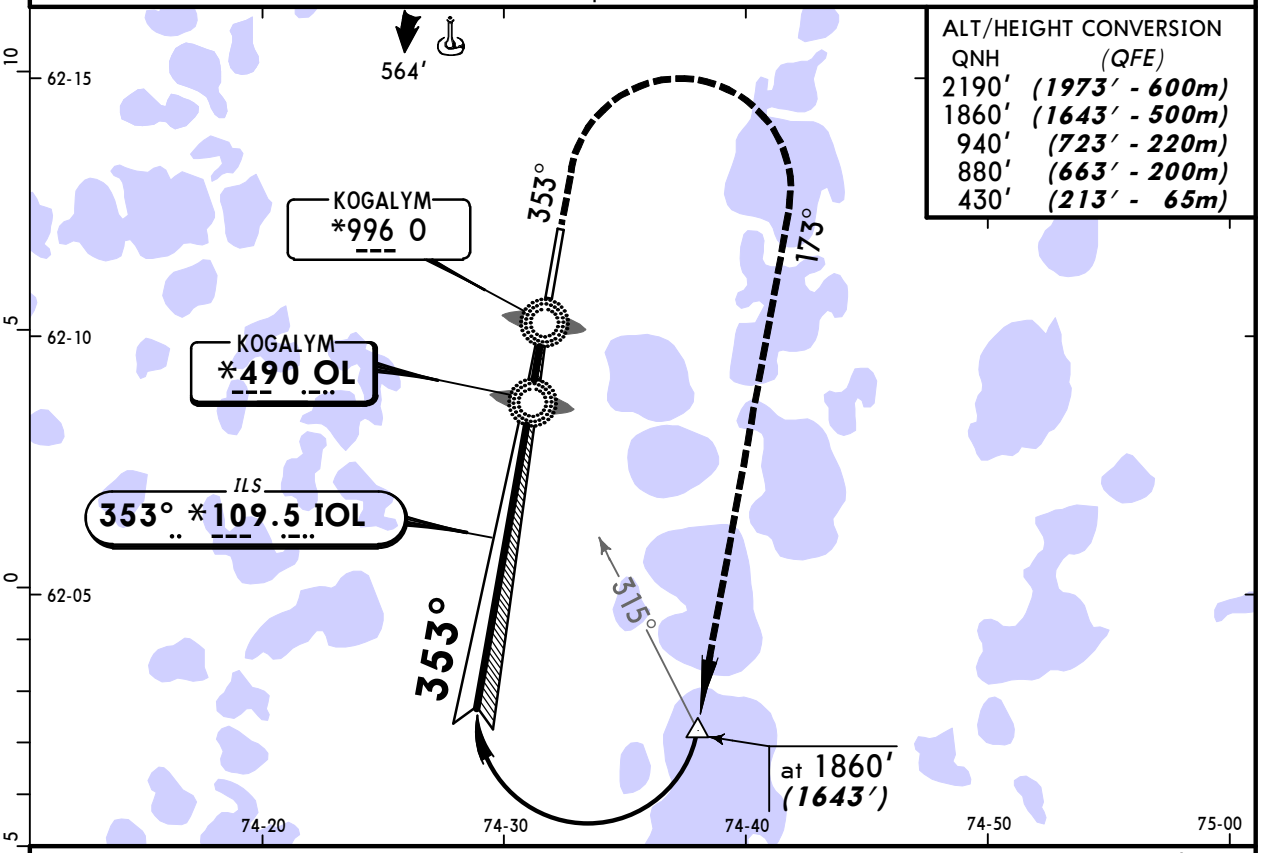
*ATIS	*KOGALYM Tower (SRE/TWR)	*Ground
123.4	119.4	119.4

BRIEFING STRIP™

LOC IOL *109.5	Final Apch Crs 353°	GS LOM 938′(721′)	ILS DA(H) 417′(200′)	Apt Elev 220′ RWY 217′	1900′ MSA OL NDB
NDB OL *490		Minimum Alt LOM 940′(723′)	NDB MDA(H) (CONDITIONAL) 560′(343′)		

MISSED APCH: Climb on 353° to 880′ (663′), then turn RIGHT onto 173° climbing to 1860′ (1643′), then according to chart.

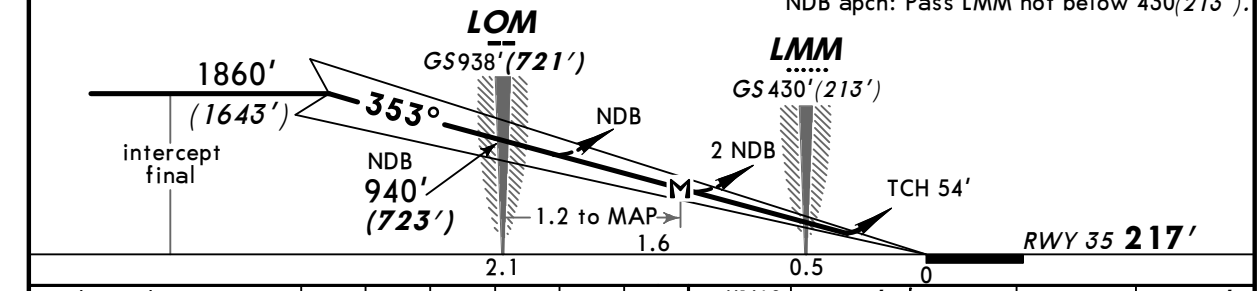
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2190′(1973′)
1. LOM is 177′/54m East of rwy centerline. 2. Heavy turbulence and windshear may be expected on final when wind direction is 290°-330° and wind speed is more than 10m/s.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2190′	(1973′ - 600m)
1860′	(1643′ - 500m)
940′	(723′ - 220m)
880′	(663′ - 200m)
430′	(213′ - 65m)

NDB apch: Pass LMM not below 430(213′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862
2 NDB: LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS
PAPI

880′ (663′) on 353°

173° RT

1860′ (1643′)

STRAIGHT-IN LANDING RWY 35

PANS OPS

	ILS DA(H) 417′(200′) FULL	ILS DA(H) 417′(200′) ALS out	LOC (GS out)	2 NDB MDA(H) 560′(343′)	2 NDB MDA(H) 560′(343′) ALS out	NDB MDA(H) 840′(623′)	NDB MDA(H) 840′(623′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	2400m	3200m
B							
C							
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	2800m	

CHANGES: Chart reindexed. Procedure.

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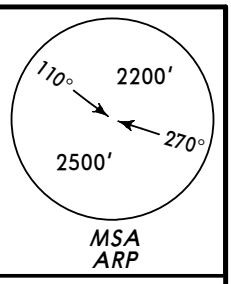
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USRR
SURGUT

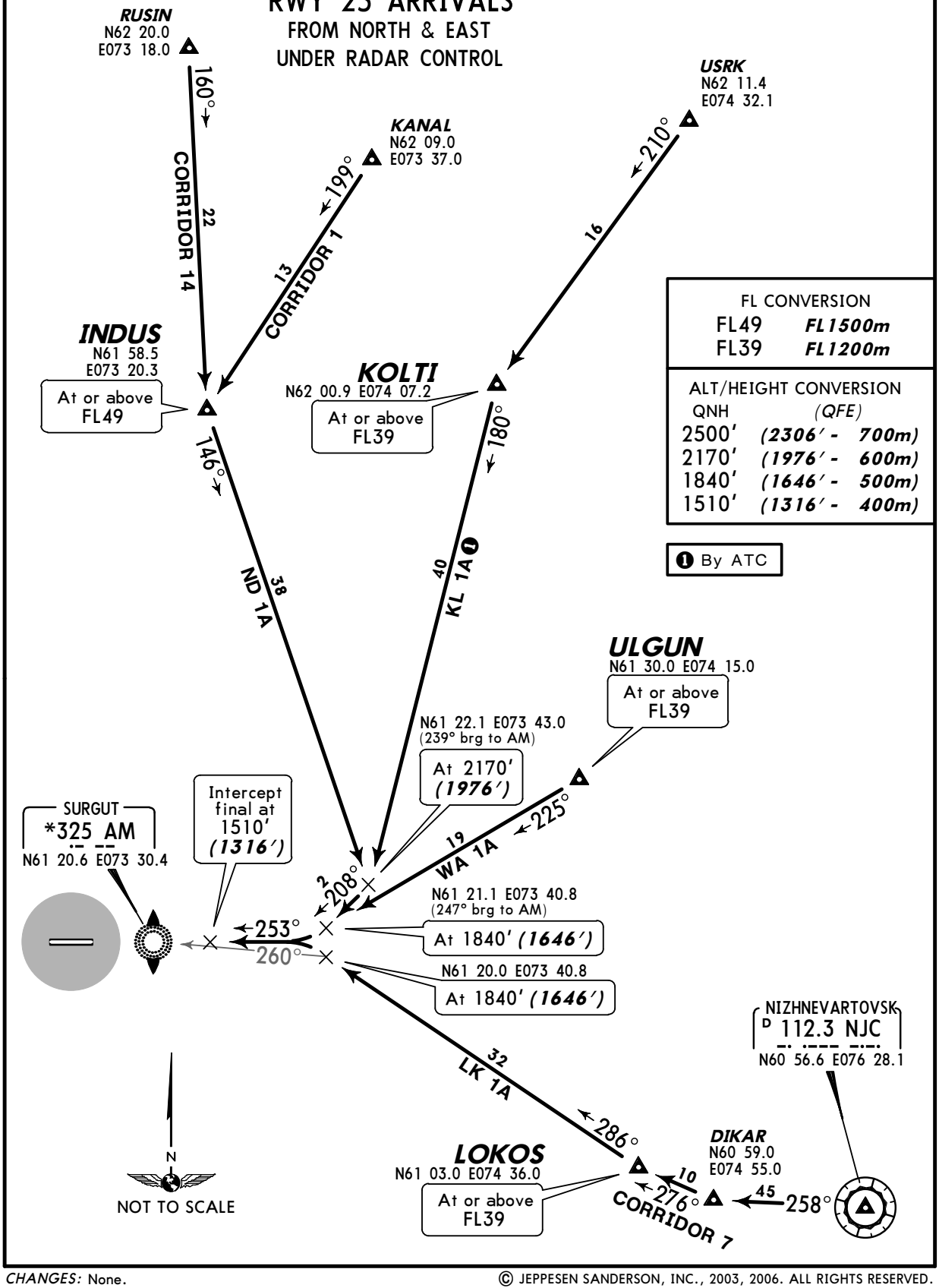
JEPPESEN
23 JUN 06 (10-2) Eff 6 Jul

SURGUT, RUSSIA
STAR

ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2500′ *(2306′)* Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



INDUS ONE ALFA (ND 1A)
KOLTI ONE ALFA (KL 1A) ❶
LOKOS ONE ALFA (LK 1A)
ULGUN ONE ALFA (WA 1A)
RWY 25 ARRIVALS
FROM NORTH & EAST
UNDER RADAR CONTROL



FL CONVERSION	
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2500′	*(2306′ - 700m)*
2170′	*(1976′ - 600m)*
1840′	*(1646′ - 500m)*
1510′	*(1316′ - 400m)*

❶ By ATC

CHANGES: None.

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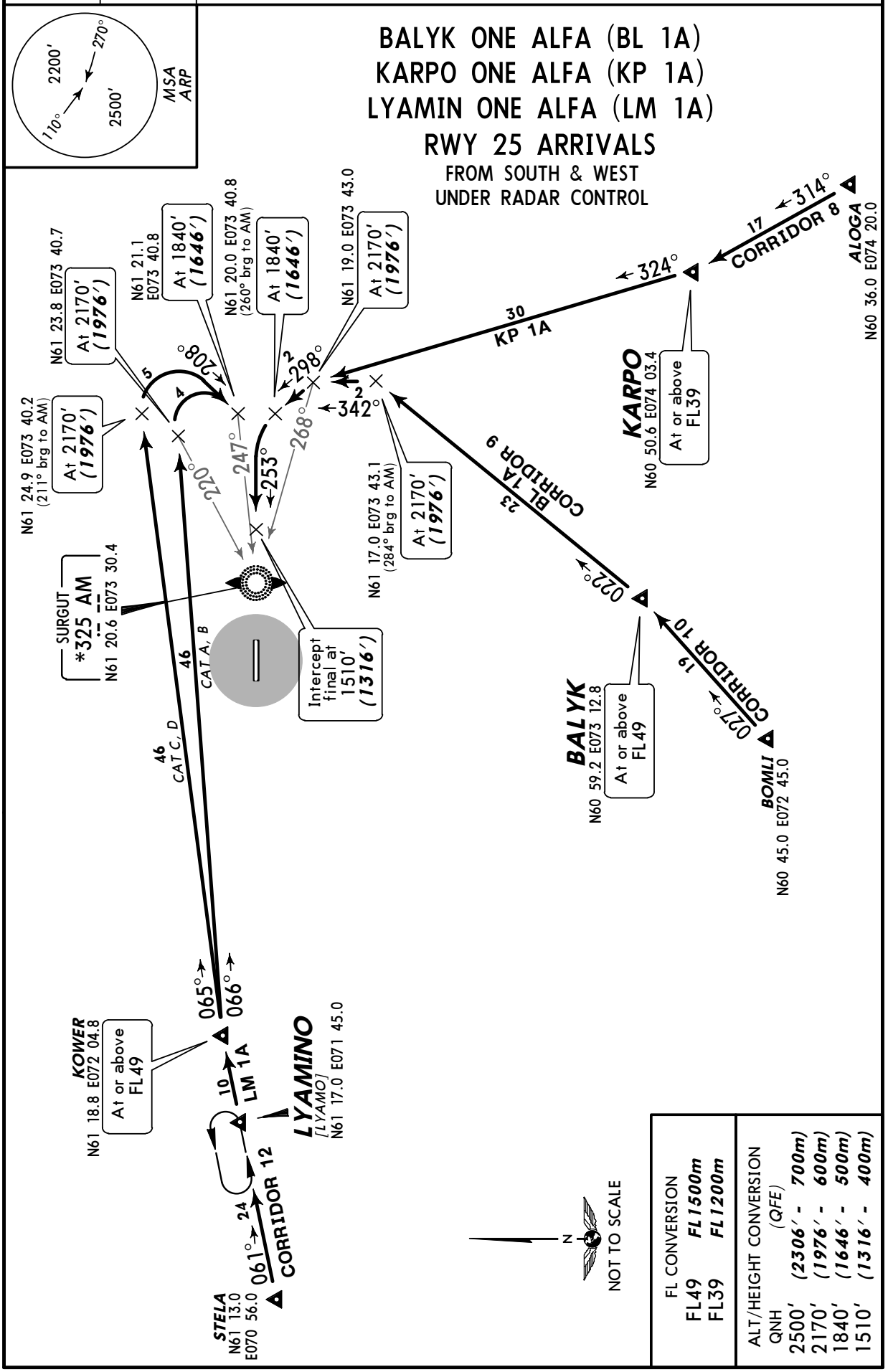
USRR
SURGUT

JEPPESEN
23 JUN 06 (10-2A) Eff 6 Jul

SURGUT, RUSSIA
STAR

ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2500′ ***(2306′)***
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



FL CONVERSION	
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2500′	*(2306′ - 700m)*
2170′	*(1976′ - 600m)*
1840′	*(1646′ - 500m)*
1510′	*(1316′ - 400m)*

CHANGES: STARs BL 1A & KP 1A revised.

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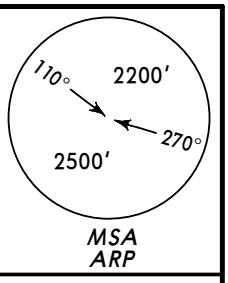
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USRR
SURGUT

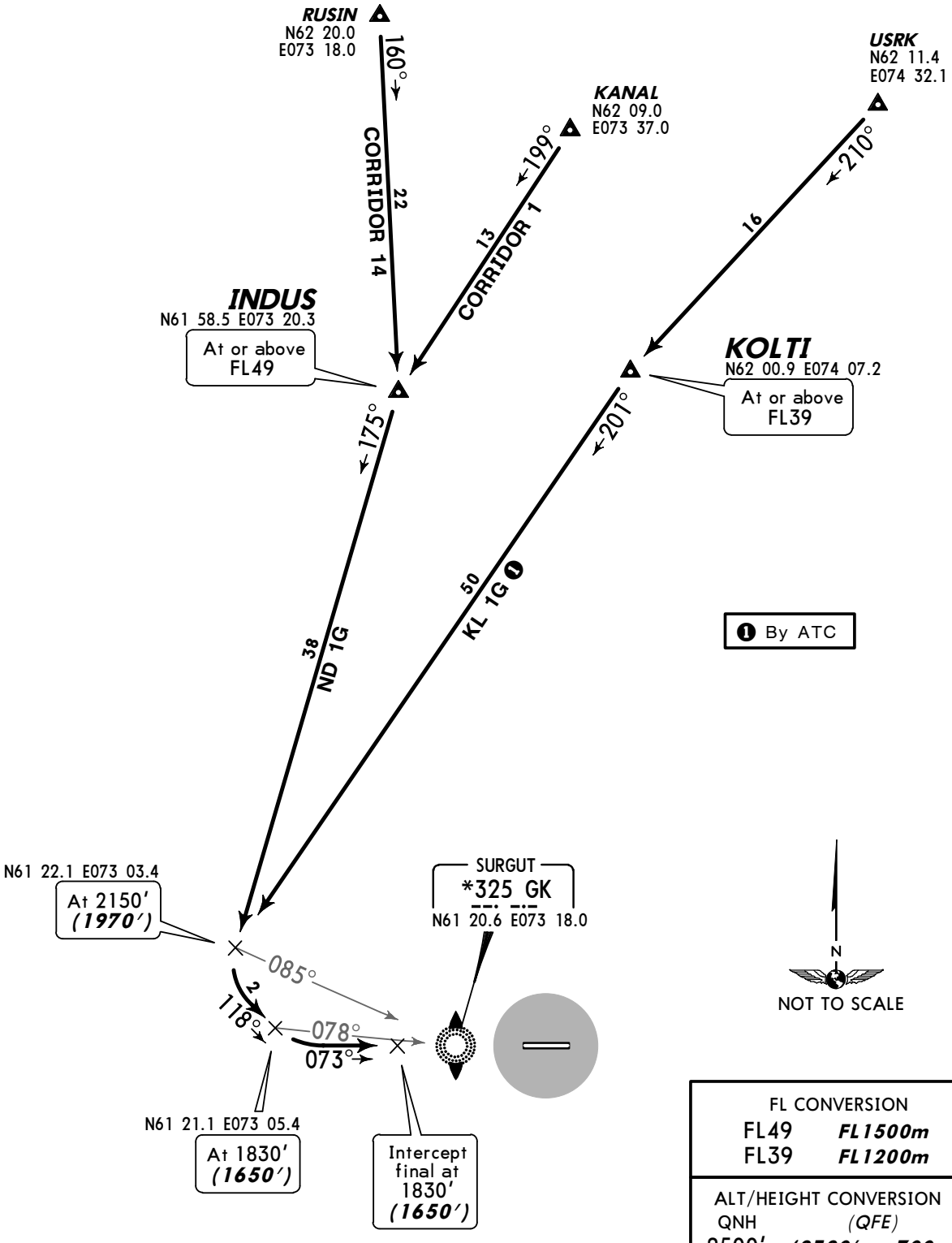
JEPPESEN
23 JUN 06 (10-2B) Eff 6 Jul

SURGUT, RUSSIA
STAR

ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2500′ *(2320′)* Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



INDUS ONE GOLF (ND 1G)
KOLTI ONE GOLF (KL 1G) ❶
RWY 07 ARRIVALS
FROM NORTH & EAST
UNDER RADAR CONTROL



FL CONVERSION	
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***
1830′	***(1650′ - 500m)***

CHANGES: None.

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SURGUT

JEPPESEN
23 JUN 06 (10-2C) Eff 6 Jul

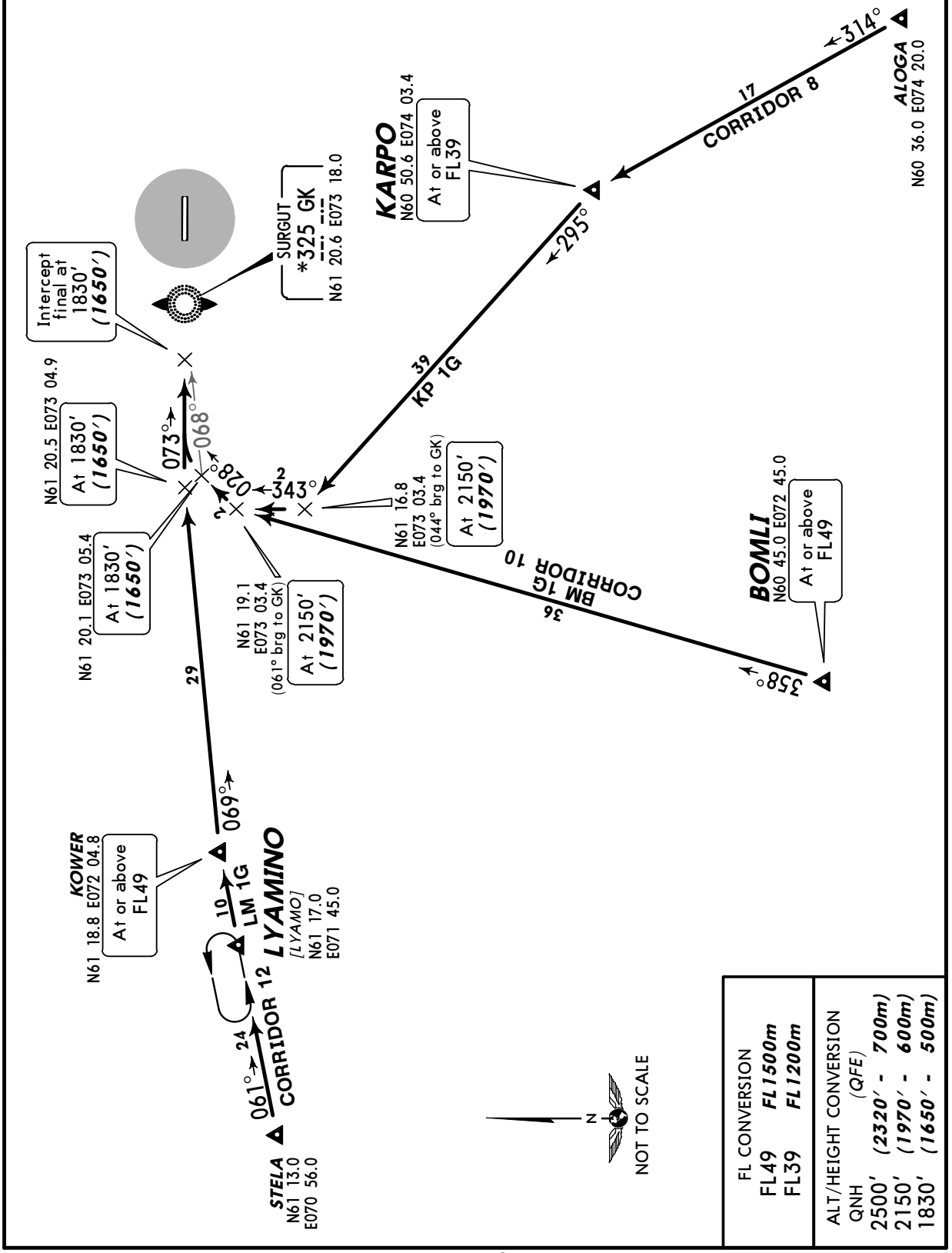
SURGUT, RUSSIA
STAR

ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2500′ ***(2320′)***
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.

MSA ARP
110° 2200′
270°
2500′

BOMLI ONE GOLF (BM 1G)
KARPO ONE GOLF (KP 1G)
LYAMIN ONE GOLF (LM 1G)
RWY 07 ARRIVALS
FROM SOUTH & WEST
UNDER RADAR CONTROL



FL CONVERSION	
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***
1830′	***(1650′ - 500m)***

CHANGES: STAR KP 1G revised.

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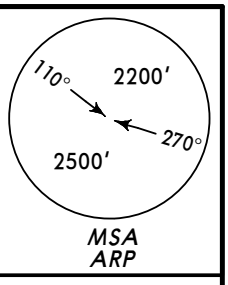
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USRR
SURGUT

JEPPESEN
6 JAN 06 (10-2D) Eff 19 Jan

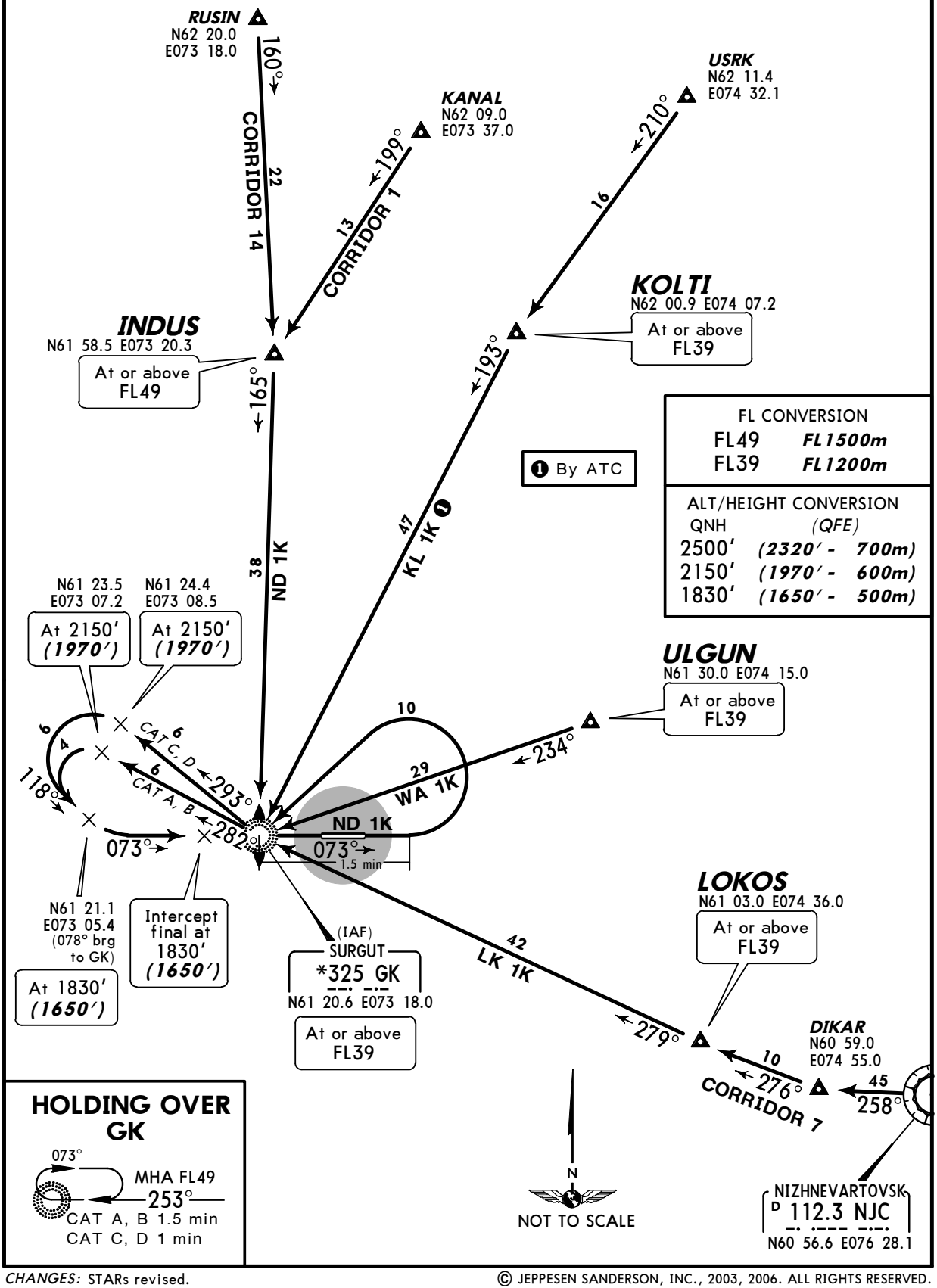
SURGUT, RUSSIA
STAR

ATIS	Apt Elev	
124.8	200′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2500′ *(2320′)* Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



INDUS ONE KILO (ND 1K), KOLTI ONE KILO (KL 1K) ❶ LOKOS ONE KILO (LK 1K), ULGUN ONE KILO (WA 1K) RWY 07 ARRIVALS

TO IAF GK
FROM NORTH & EAST



CHANGES: STARs revised.

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SURGUT

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6 JAN 06 (10-2E) Eff 19 Jan

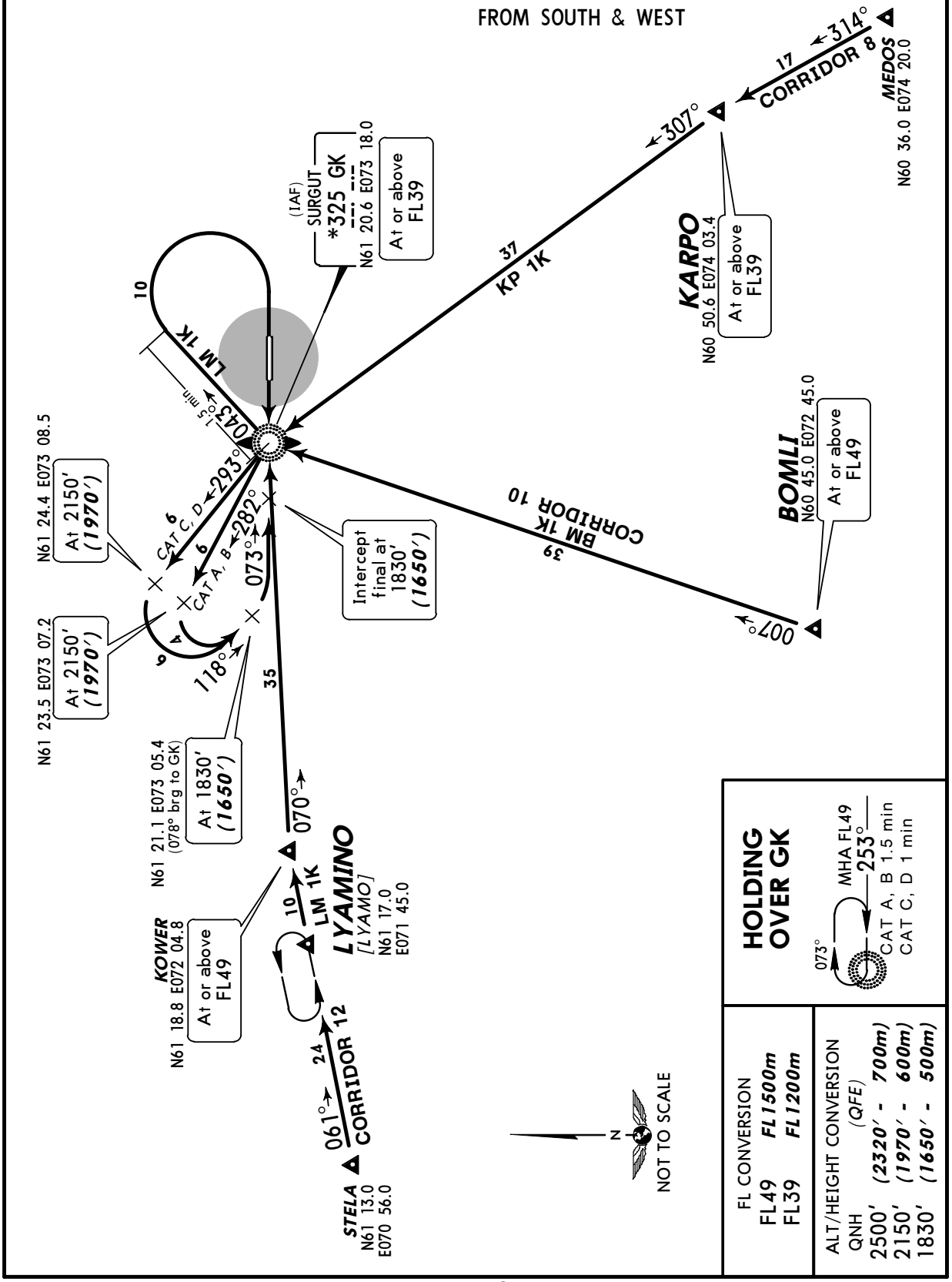
SURGUT, RUSSIA
STAR

ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2500′ ***(2320′)***
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.

MSA ARP
2200′ 270° 110° 2500′

BOMLI ONE KILO (BM 1K)
KARPO ONE KILO (KP 1K)
LYAMIN ONE KILO (LM 1K)
RWY 07 ARRIVALS
TO IAF GK
FROM SOUTH & WEST



HOLDING OVER GK

073° MHA FL49 253°
CAT A, B 1.5 min
CAT C, D 1 min

FL CONVERSION
FL49 ***FL1500m***
FL39 ***FL1200m***

ALT/HEIGHT CONVERSION (*QFE*)

QNH	
2500′	***(2320′ - 700m)***
2150′	***(1970′ - 600m)***
1830′	***(1650′ - 500m)***

CHANGES: STARs completely revised.

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USRR
SURGUT

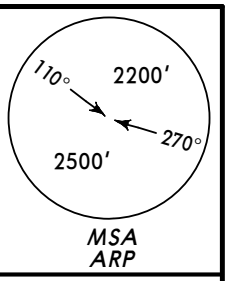
JEPPESEN
6 JAN 06 (10-2F) Eff 19 Jan

SURGUT, RUSSIA

STAR

ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2500′ *(2306′)*
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



INDUS ONE MIKE (ND 1M)
KOLTI ONE MIKE (KL 1M) ❶
LOKOS ONE MIKE (LK 1M)
ULGUN ONE MIKE (WA 1M)
RWY 25 ARRIVALS
TO IAF AM
FROM NORTH & EAST

FL CONVERSION

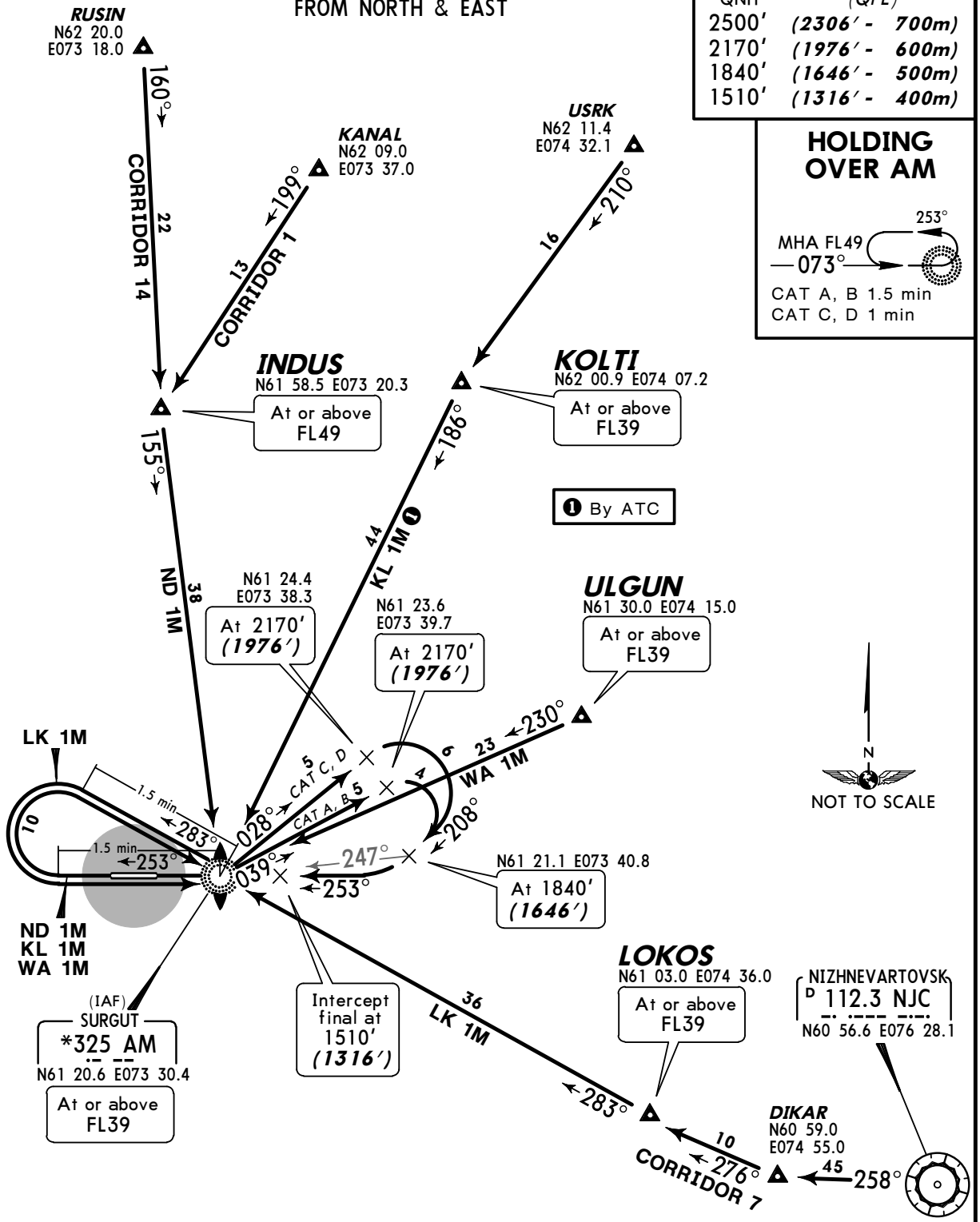
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2500′	*(2306′ - 700m)*
2170′	*(1976′ - 600m)*
1840′	*(1646′ - 500m)*
1510′	*(1316′ - 400m)*

HOLDING OVER AM

MHA FL49
253°
073°
CAT A, B 1.5 min
CAT C, D 1 min



CHANGES: STARs revised.

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USRR
SURGUT

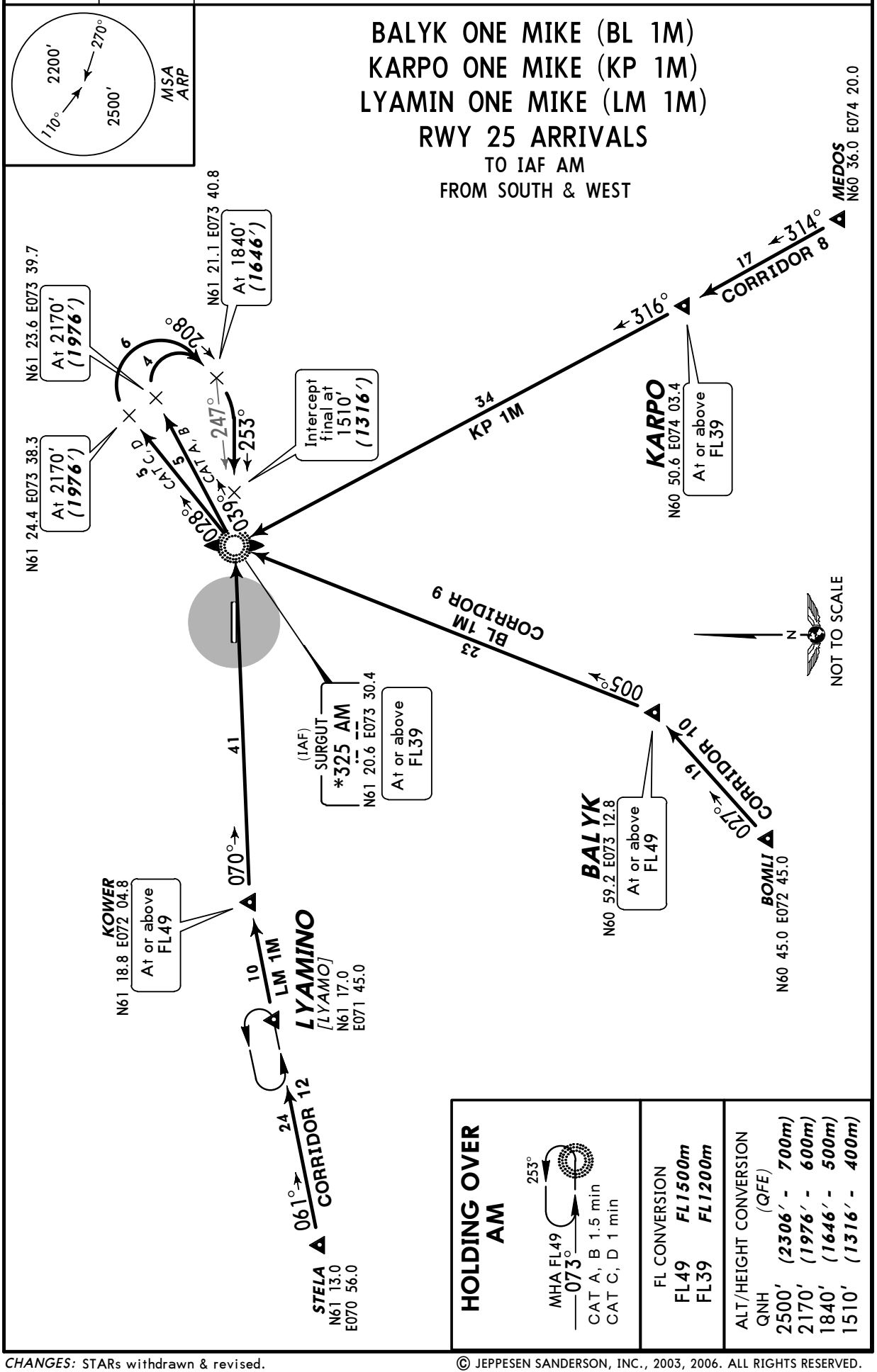
JEPPESEN
6 JAN 06 (10-2G) Eff 19 Jan

SURGUT, RUSSIA
STAR

ATIS	Apt Elev
124.8	200′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2500′ ***(2306′)***
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.

BALYK ONE MIKE (BL 1M)
KARPO ONE MIKE (KP 1M)
LYAMIN ONE MIKE (LM 1M)
RWY 25 ARRIVALS
TO IAF AM
FROM SOUTH & WEST



HOLDING OVER AM

253°
MHA FL49
073°
CAT A, B 1.5 min
CAT C, D 1 min

FL CONVERSION
FL49 *FL1500m*
FL39 *FL1200m*

ALT/HEIGHT CONVERSION (QFE)

QNH	
2500′	*(2306′ - 700m)*
2170′	*(1976′ - 600m)*
1840′	*(1646′ - 500m)*
1510′	*(1316′ - 400m)*

CHANGES: STARs withdrawn & revised.

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USRR
SURGUT

SURGUT, RUSSIA
SID

Apt Elev 200′

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2500′ ***(2320′)***
Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.

MSA ARP
2200′ 270°
110° 2500′

KANER ONE CHARLIE (MU 1C)
KANER ONE ECHO (MU 1E)
MEDOS ONE ECHO (MS 1E)
NADYM ONE ECHO (DM 1E)
TEGUN ONE ECHO (TG 1E)
RWY 07 DEPARTURES

ULGUN N61 30.0 E074 15.0 — At or above FL49
INDUS N61 58.5 E073 20.3 — At or above FL39
RUSIN N62 20.0 E073 18.0
KARPO N60 50.6 E074 03.4 — At or above FL49
MEDOS N60 36.0 E074 20.0
KANER N61 00.0 E071 52.0 — At or above FL39
SURGUT *325 GK N61 20.6 E073 18.0

26 TG 1E 040°
37 MS 1E 139°
CORRIDOR 8 17 134°
41 334° DM 1E
22 340° CORRIDOR 14
At 2150′ ***(1970′)***
073°
235°
DM 1E, MU 1E TG 1E — Turn at 840′ ***(660′)***
19 214°
227°
46 MU 1E CORRIDOR 1-1
60 MU 1C CORRIDOR 1-1

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)
QNH 840′ ***(660′ - 200m)***
2150′ ***(1970′ - 600m)***
2500′ ***(2320′ - 700m)***

FL CONVERSION
FL39 ***FL1200m***
FL49 ***FL1500m***

CHANGES: NEFTI SIDs withdrawn; SID KANER 1E established.

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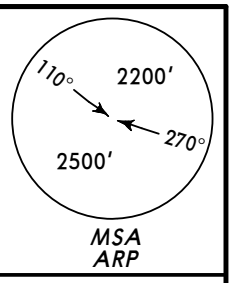
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USRR
SURGUT

JEPPESEN
6 JAN 06 (10-3A) Eff 19 Jan

SURGUT, RUSSIA
SID

Apt Elev	
200′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2500′ ***(2306′)*** Noise abatement procedures shall be carried out in accordance with the Flight Operation Manual.



KANER ONE WHISKEY (MU 1W)
MEDOS ONE WHISKEY (MS 1W)
NADYM ONE WHISKEY (DM 1W)
TEGUN ONE WHISKEY (TG 1W)
RWY 25 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
850′	***(656′ - 200m)***
1180′	***(986′ - 300m)***
2500′	***(2306′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***

RUSIN
N62 20.0 E073 18.0

CORRIDOR 14
22
340°

INDUS
N61 58.5 E073 20.3
At or above FL39

ULGUN
N61 30.0 E074 15.0
At or above FL49

40
DM 1W

33
TG 1W
058°
345°

DM 1W, TG 1W
Turn at 850′ ***(656′)***

253°
228°

KANER
N61 00.0 E071 52.0
At or above FL39

50
MU 1W
CORRIDOR 11

At 1180′ ***(986′)***

124°
41
MS 1W

KARPO
N60 50.6 E074 03.4
At or above FL49

134°
17
CORRIDOR 8

MEDOS
N60 36.0 E074 20.0

N
NOT TO SCALE

CHANGES: SID NEFTI 1W withdrawn.

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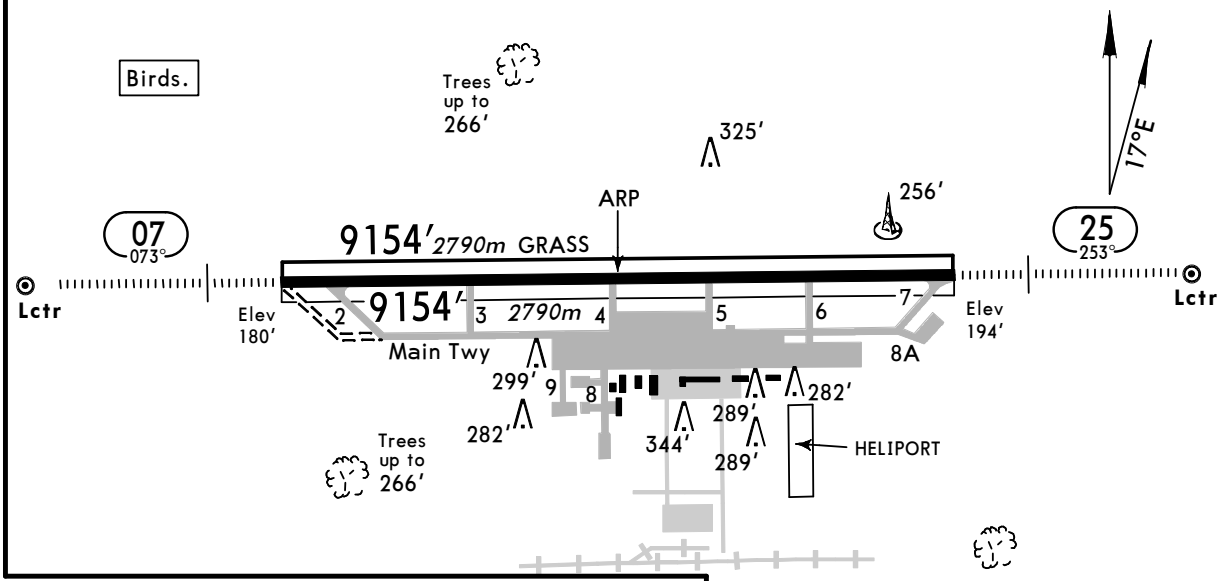
USRR — SURGUT, RUSSIA

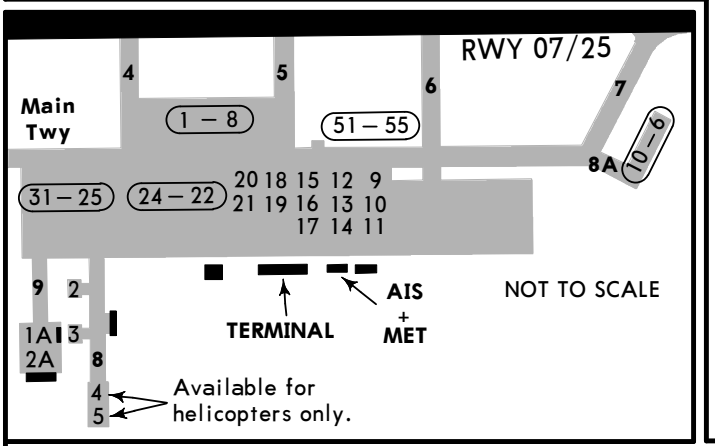
Apt Elev **200′**
N61 20.6 E073 24.2

JEPPESEN
23 DEC 05 (10-9)

SURGUT

ATIS	*SURGUT Start (TWR/GND)	*SURGUT Taxiing (GND)
124.8	120.8	121.8







Acft engines run-up and taxiing out of stands 1 & 8 by self-maneuvering prohibited.
Parking stands 1, 2 & 3 thru 31 available for helicopters.
Stands 1 thru 8 are push-back.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	HIRL *(58m)* HIALS PAPI-L (angle 3.0°)		8005′ *2440m* 8219′ *2505m*		148′ *45m*
07 ❶ 25	Grass runway				197′ *60m*

❶ Available for emergency landing.

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 07/25

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

CHANGES: Communications. Notes. Stands. Usable lengths.

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USRR
SURGUT

JEPPESEN
6 JAN 06
Eff 19 Jan
(11-1)

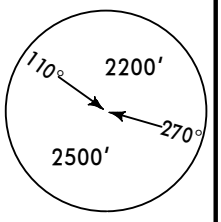
SURGUT, RUSSIA
ILS or 2 NDB Rwy 07

ATIS	*SURGUT Krug (SRE)	*SURGUT Start (TWR)	*Ground
124.8	120.3	120.8	120.8 121.8

BRIEFING STRIP ™

LOC IGK *110.5	Final Apch Crs 073°	GS LOM 951′ (771′)	ILS DA(H) 380′ (200′)	Apt Elev 200′	
NDB GK *325		Minimum Alt LOM 960′ (780′)	NDB MDA(H) 490′ (310′)	RWY 180′	

MISSED APCH: Climb on 073° to 2150′ (1970′), then turn RIGHT to GK NDB climbing to FL 39, then according to chart, or as directed.

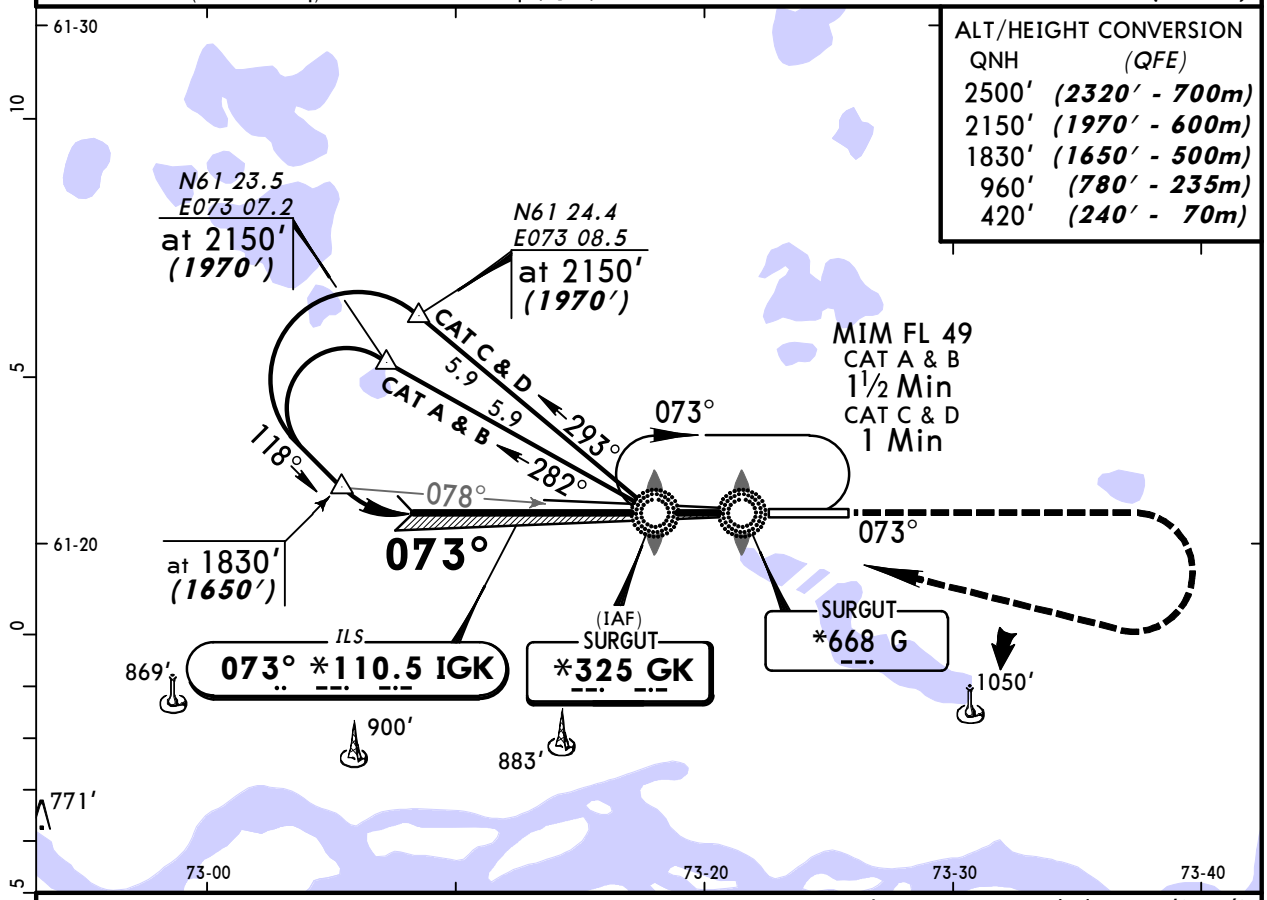


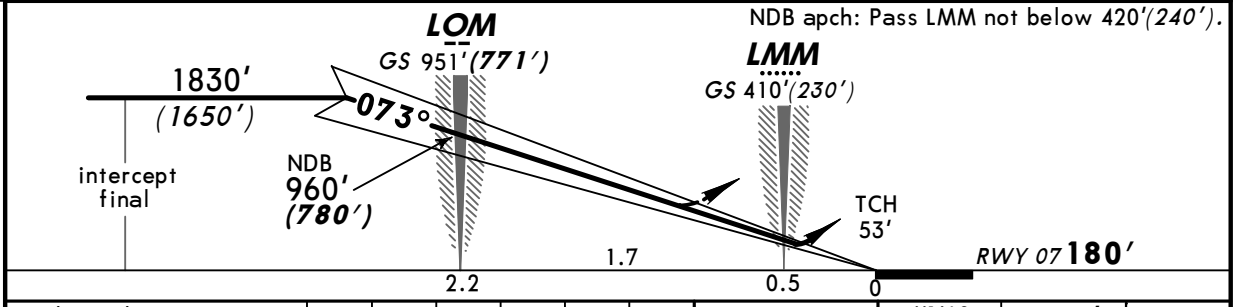
MSA
ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2500′(2320′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2320′ - 700m)
2150′	(1970′ - 600m)
1830′	(1650′ - 500m)
960′	(780′ - 235m)
420′	(240′ - 70m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS
PAPI

2150′ (1970′) on 073°

STRAIGHT-IN LANDING RWY 07

PANS OPS

	ILS DA(H) 380′(200′) FULL	ILS DA(H) 380′(200′) ALS out	LOC (GS out)	NDB MDA(H) 490′(310′)	NDB MDA(H) 490′(310′) ALS out
A	800m	1200m	NOT AUTHORIZED	1200m	1600m
B					
C					
D				1600m	

CHANGES: Procedure.

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USRR
SURGUT

JEPPESEN
6 JAN 06
Eff 19 Jan
(11-2)

SURGUT, RUSSIA
ILS or 2 NDB Rwy 25

ATIS	*SURGUT Krug (SRE)	*SURGUT Start (TWR)	*Ground
124.8	120.3	120.8	120.8 121.8

BRIEFING STRIP ™

LOC IAM *109.1	Final Apch Crs 253°	GS LOM 965′ (771′)	ILS DA(H) 394′ (200′)	Apt Elev 200′	
NDB AM *325		Minimum Alt LOM 970′ (776′)	NDB MDA(H) 540′ (346′)	RWY 194′	

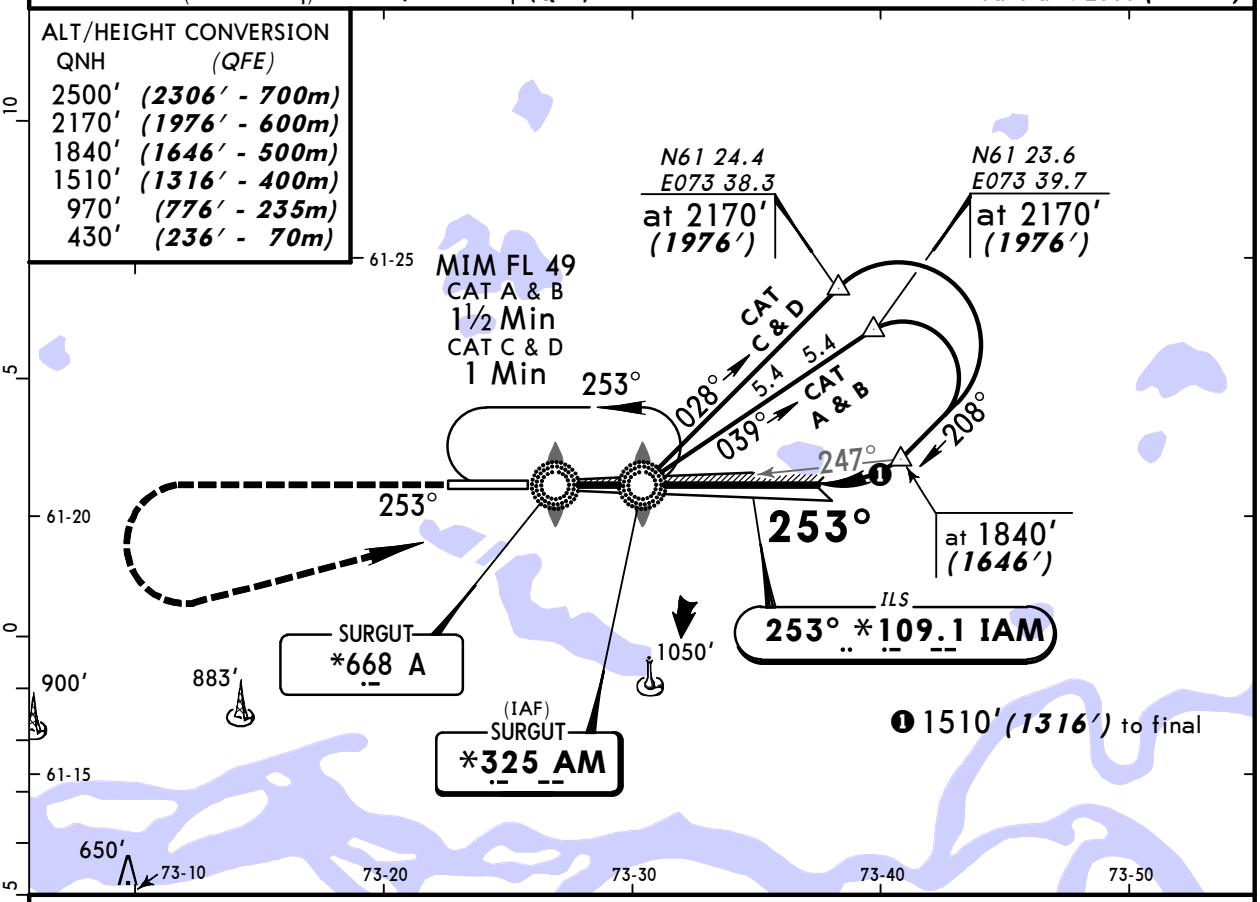
MISSED APCH: Climb on 253° to 2170′ (1976′), then turn LEFT to AM NDB climbing to FL 39, then according to chart, or as directed.

110° 2200′ 270° 2500′
MSA
ARP

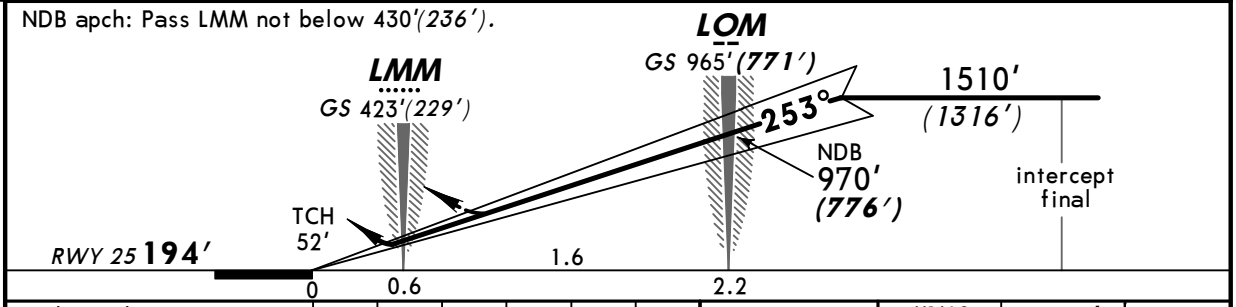
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2500′(2306′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2500′	(2306′ - 700m)
2170′	(1976′ - 600m)
1840′	(1646′ - 500m)
1510′	(1316′ - 400m)
970′	(776′ - 235m)
430′	(236′ - 70m)



NDB apch: Pass LMM not below 430′(236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS
PAPI

2170′ (1976′) on 253°

STRAIGHT-IN LANDING RWY 25

PANS OPS

	ILS DA(H) 394′(200′) FULL	ILS DA(H) 394′(200′) ALS out	LOC (GS out)	NDB MDA(H) 540′(346′)	NDB MDA(H) 540′(346′) ALS out
A	800m	1200m	NOT AUTHORIZED	1200m	1600m
B					
C					
D				1600m	2000m

CHANGES: Chart reindexed. Procedure.

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USSS/SVX KOLTSOVO

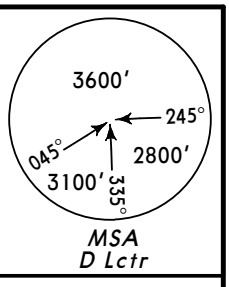
JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-2)

STAR

ATIS	Apt Elev
127.8	764′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720′ ***(2983′)***



AR 1K, TAKRA 1K *[TAKR1K]*, TH 1K
RWY 08L ARRIVALS
FROM NORTHEAST & SOUTH
IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2H

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

No 3
219°
MHA FL59
MAX FL148

219°
30
AR 1K CORRIDOR 1

LIPOK
N57 01.1 E061 13.0
At or above FL59

210°
22

YEKATERINBURG
*370 KQ
N56 44.7 E060 43.1

Intercept final at 2380′ ***(1643′)***

N56 44.4
E060 31.3
At 2380′ ***(1643′)***

078°
076°
065°
049°
048°
042°
227°
8
2
3
348°
1

N56 42.9
E060 29.8
At 2710′ ***(1973′)***

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

YEKATERINBURG
*749 Q
N56 44.7 E060 45.8
At TL

N56 40.5
E060 33.1
At 2710′ ***(1973′)***

N56 40.6
E060 30.5
At 2710′ ***(1973′)***

N56 40.6
E060 30.7
At 2710′ ***(1973′)***

N
NOT TO SCALE

23
28

305°
295°

AGDAN
N56 24.1 E060 58.2
At or above FL49

LARIK
N56 24.1 E061 10.9
At or above FL49

30
TAKRA 1K CORRIDOR 5
333°

36
TH 1K CORRIDOR 4
316°

TAKRA
N55 55.2
E061 13.3

TAKHTALYM
579 TH
N55 54.0 E061 44.0

FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2983′ - 900m)***
2710′	***(1973′ - 600m)***
2380′	***(1643′ - 500m)***

CHANGES: None.

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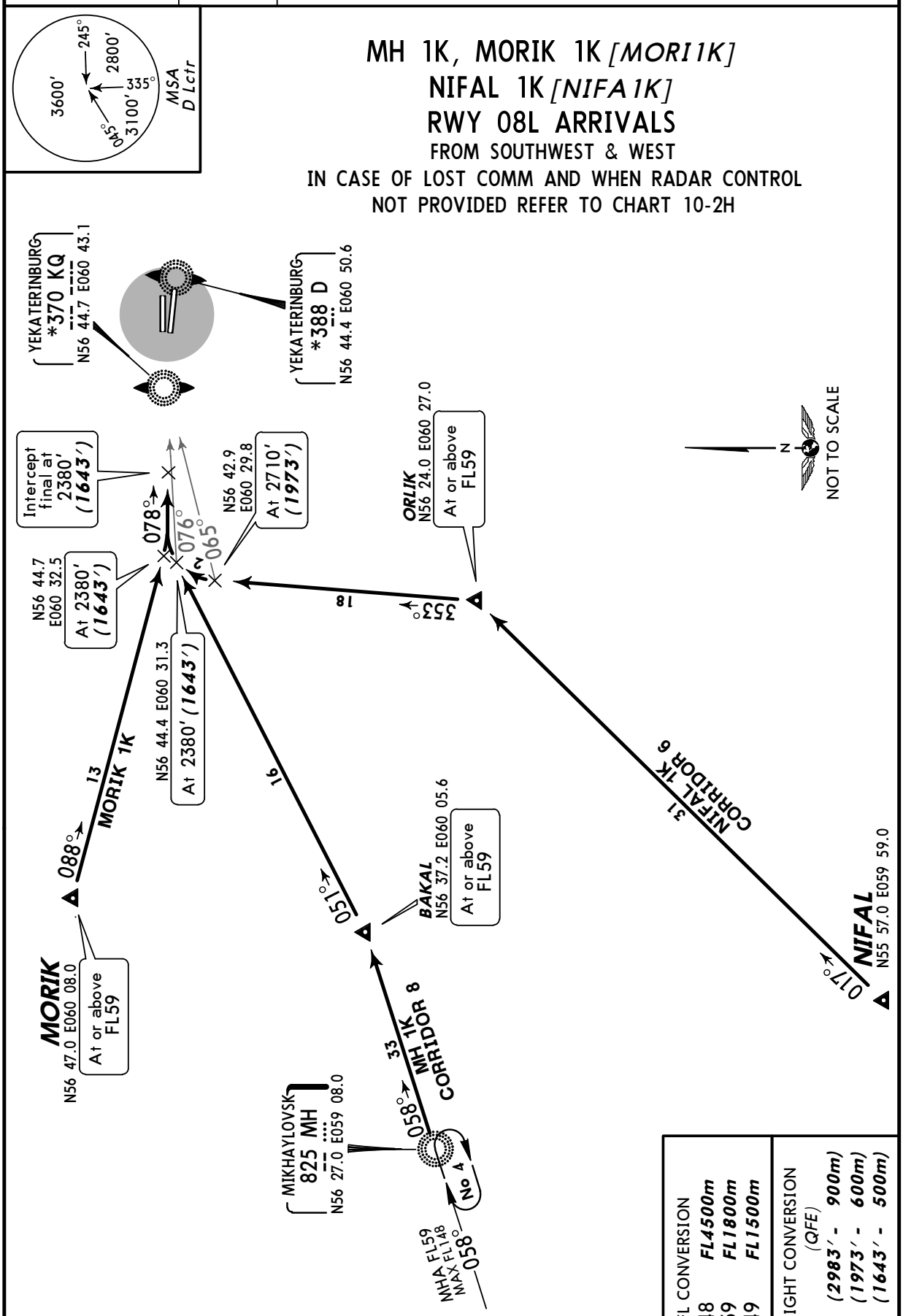
USSS/SVX KOLTSOVO

JEPPESEN 17 MAR 06 (10-2A)

YEKATERINBURG, RUSSIA

STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2983′)***



CHANGES: STAR SMORE 1K renamed MORIK 1K.

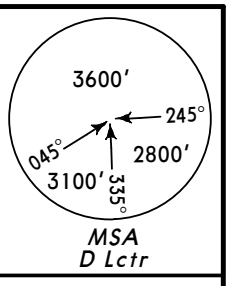
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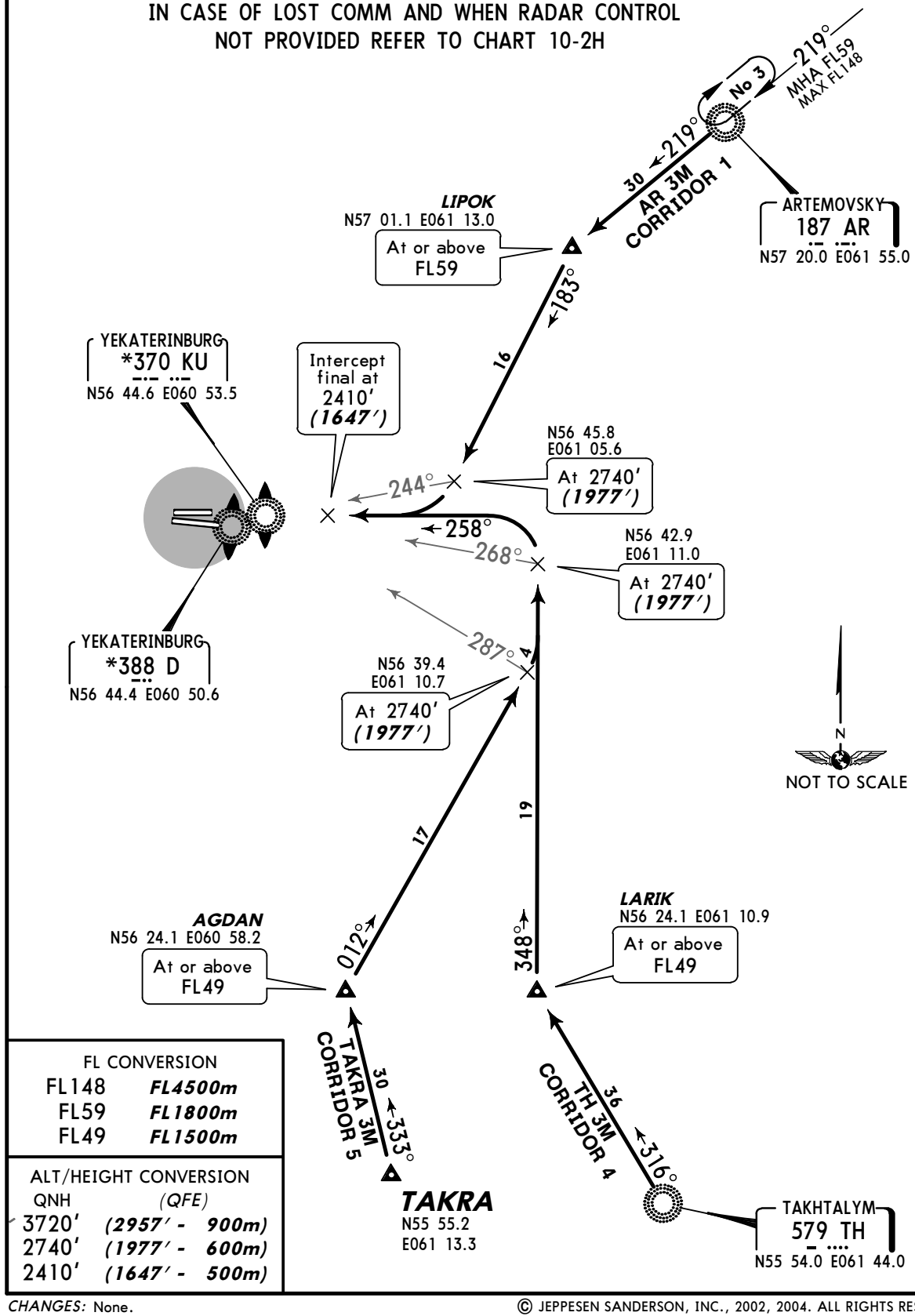
USSS/SVX
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA
17 MAR 06 (10-2B)
STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2957′)***



AR 3M
TAKRA 3M *[TAKR3M]*
TH 3M
RWY 26R ARRIVALS
FROM NORTHEAST & SOUTH
IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2H



FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2957′ - 900m)***
2740′	***(1977′ - 600m)***
2410′	***(1647′ - 500m)***

CHANGES: None.

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USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-2C)

STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2957′)***

MH 3M, MH 3P
MORIK 3P *[MORI3P]*
MORIK 3T *[MORI3T]*
NIFAL 3M *[NIFA3M]*
NIFAL 3P *[NIFA3P]*
RWY 26R ARRIVALS

FROM SOUTHWEST AND WEST
IN CASE OF LOST COMM AND
WHEN RADAR CONTROL NOT PROVIDED
REFER TO CHART 10-2H

N56 42.9 E061 11.0 — At 2740′ *(1977′)*
N56 38.4 E061 09.0 — At 2740′ *(1977′)*
N56 45.7 E061 04.9 — At 2740′ *(1977′)*
N56 38.1 E061 07.1 — At 2740′ *(1977′)*
N56 48.9 E061 01.8 — At 2740′ *(1977′)*
N56 38.4 E060 51.3 — At 2740′ *(1977′)*

Intercept final at 2410′ *(1647′)*

348° 5 268° 293° 300° 258° 168° 243° 215° 7 6 9 078° 359° 044°

❶ YEKATERINBURG *370 KU N56 44.6 E060 53.5
❷ YEKATERINBURG *388 D N56 44.4 E060 50.6

YEKATERINBURG *749 U N56 44.7 E060 50.4 — At TL

ALT/HEIGHT CONVERSION (QFE)

QNH		
3720′	*(2957′ - 900m)*	
2740′	*(1977′ - 600m)*	
2410′	*(1647′ - 500m)*	

FL CONVERSION

FL148	*FL4500m*
FL59	*FL1800m*
FL49	*FL1500m*

23 MORIK 3P
25 MORIK 3T
26 MH 3P
34 MH 3M
24 NIFAL 3P
28 NIFAL 3M

MORIK N56 47.0 E060 08.0 — At or above FL59
BAKAL N56 37.2 E060 05.6 — At or above FL59
ORLIK N56 24.0 E060 27.0 — At or above FL59

083° 098° 061° 076° 020° 046° 017°

CORRIDOR 8 33 058° MH 3M, 3P
CORRIDOR 6
NIFAL N55 57.0 E059 59.0

MIKHAYLOVSK 825 MH N56 27.0 E059 08.0

No 4 MHA FL59 MAX FL148 058°

NOT TO SCALE

MSA D Lctr: 3600′ 3100′ 2800′ 045° 135° 245°

CHANGES: STARs SMORE 3P & 3T renamed MORIK 3P & 3T.

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USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-2D)

STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2985′)***

3600′
245°
045°
2800′
3100′
335°
MSA
D Lctr

AR 2L, TAKRA 2L *[TAKR2L]*, TH 2L
RWY 08R ARRIVALS
FROM NORTHEAST & SOUTH

IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2J

N
NOT TO SCALE

LIPOK
N57 01.1 E061 13.0
At or above FL59

No 3
219°
MHA FL59
MAX FL148
30
219°
AR 2L CORRIDOR 1
210°
22

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

YEKATERINBURG
*786 EL
N56 44.7 E060 43.1

Intercept final at 2380′ ***(1645′)***

N56 44.8
E060 31.1
At 2380′ ***(1645′)***

N56 43.5
E060 29.6
At 2710′ ***(1975′)***

082°
080°
069°
2
231°
8
043°
052°
051°
3
352°
1

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

YEKATERINBURG
*388 L
N56 44.6 E060 46.0
At TL

N56 40.9
E060 33.0
At 2710′ ***(1975′)***

N56 41.2
E060 30.1
At 2710′ ***(1975′)***

N56 41.2
E060 30.3
At 2710′ ***(1975′)***

23
28

LARIK
N56 24.1 E061 10.9
At or above FL49

AGDAN
N56 24.1 E060 58.2
At or above FL49

306°
296°

TAKRA 2L CORRIDOR 5
30
333°

TH 2L CORRIDOR 4
36
316°

TAKRA
N55 55.2
E061 13.3

TAKHTALYM
579 TH
N55 54.0 E061 44.0

FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2985′ - 900m)***
2710′	***(1975′ - 600m)***
2380′	***(1645′ - 500m)***

CHANGES: None.

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USSS/SVX KOLTSOVO

JEPPESEN 17 MAR 06 (10-2E)

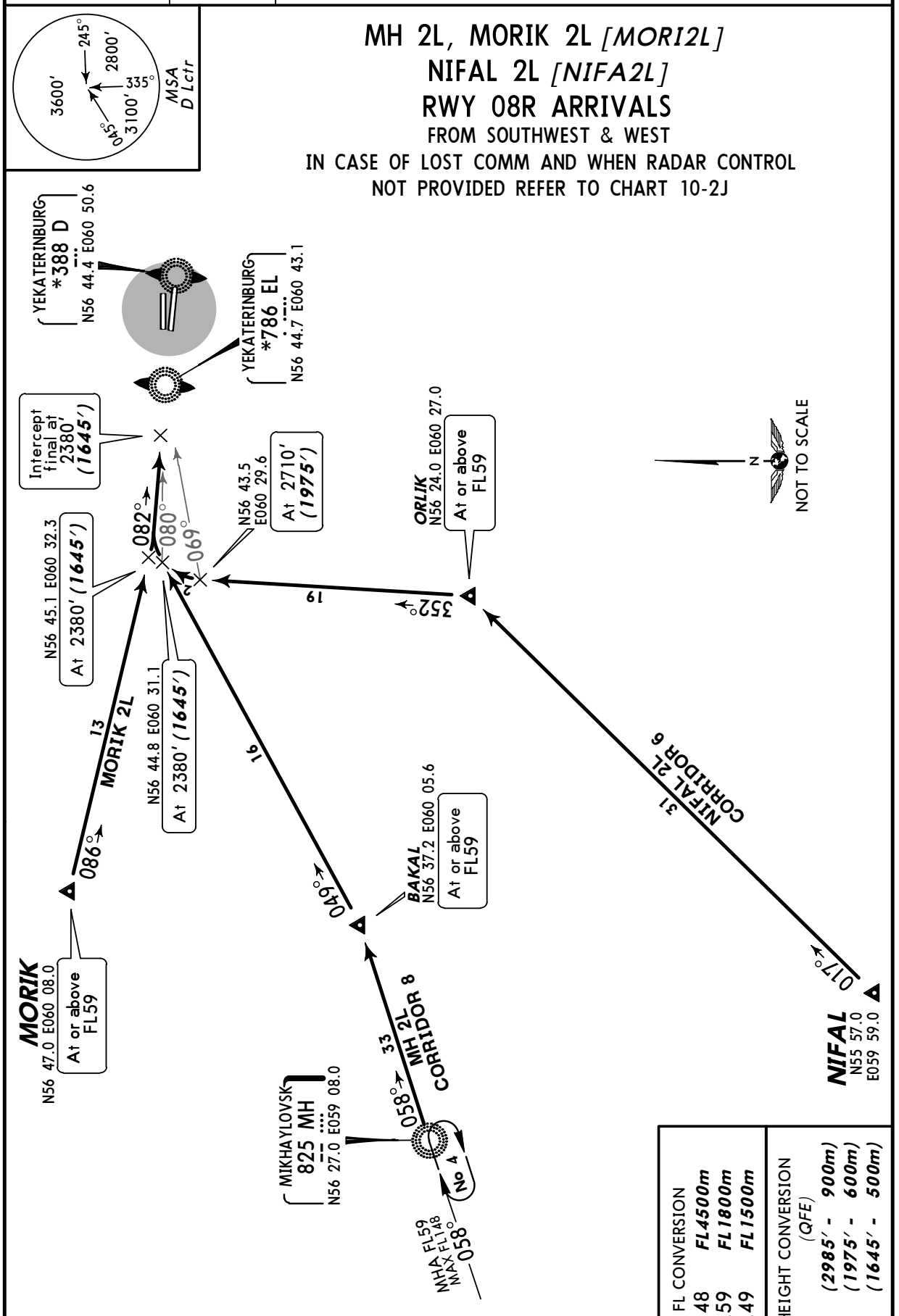
YEKATERINBURG, RUSSIA

STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2985′)***

MSA D Lctr: 3600′ (245°–335°), 2800′ (335°–045°), 3100′ (045°–245°)

MH 2L, MORIK 2L *[MORI2L]*
NIFAL 2L *[NIFA2L]*
RWY 08R ARRIVALS
FROM SOUTHWEST & WEST
IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2J



FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3720′	***(2985′ - 900m)***
2710′	***(1975′ - 600m)***
2380′	***(1645′ - 500m)***

CHANGES: STAR SMORE 2L renamed MORIK 2L.

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USSS/SVX KOLTSOVO

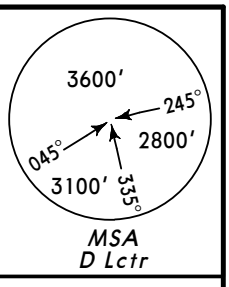
JEPPESEN YEKATERINBURG, RUSSIA

31 MAR 06 (10-2F) Eff 13 Apr

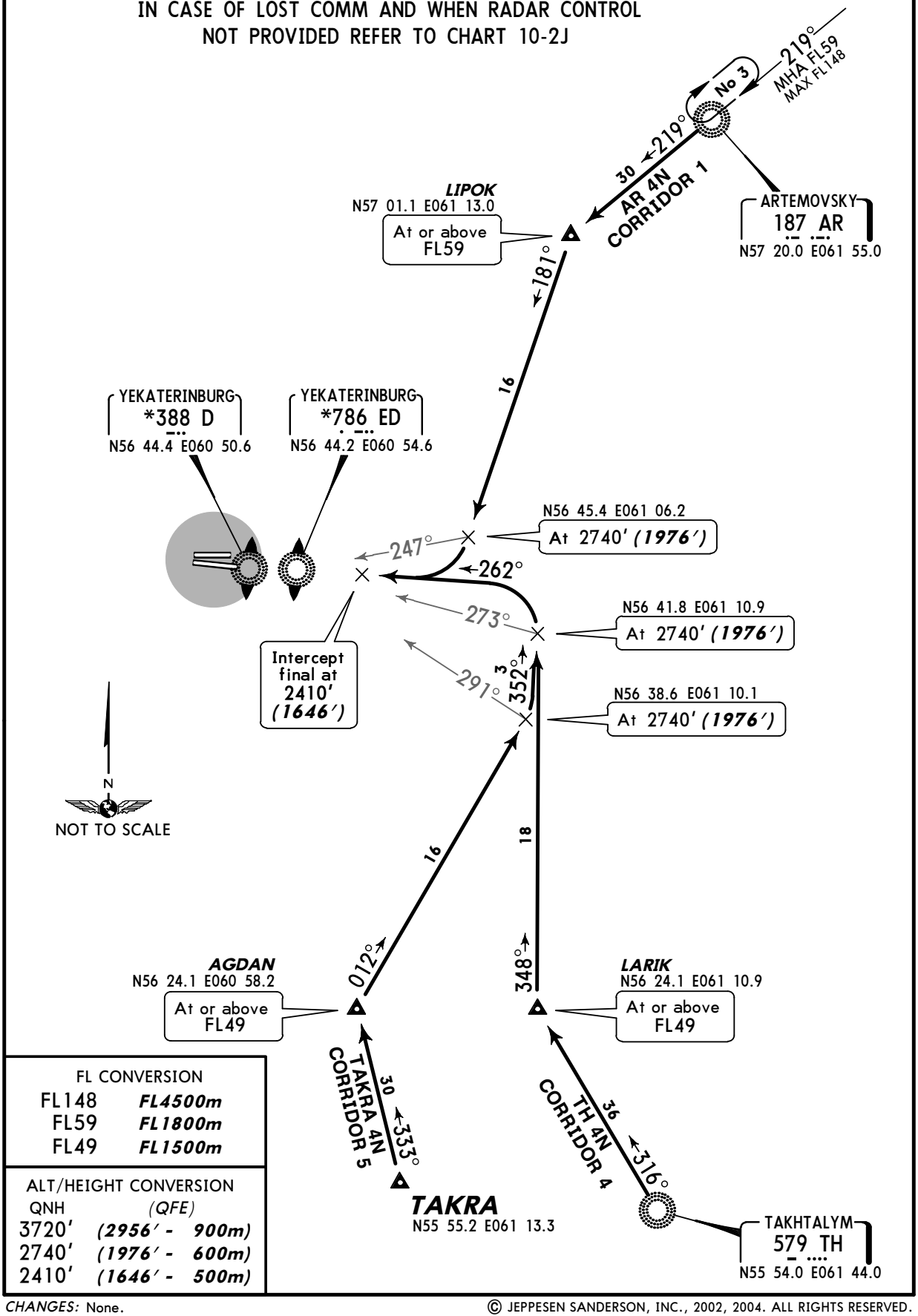
STAR

ATIS	Apt Elev
127.8	764′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720′ ***(2956′)***



AR 4N, TAKRA 4N *[TAKR4N]*, TH 4N
RWY 26L ARRIVALS
FROM NORTHEAST & SOUTH
IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED REFER TO CHART 10-2J



FL CONVERSION	
FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2956′ - 900m)***
2740′	***(1976′ - 600m)***
2410′	***(1646′ - 500m)***

CHANGES: None.

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USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

31 MAR 06 (10-2G) Eff 13 Apr

STAR

ATIS	Apt Elev	
127.8	764′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2956′)***

MH 4N, MH 4R
MORIK 4R *[MORI4R]*
MORIK 4U *[MORI4U]*
NIFAL 4N *[NIFA4N]*
NIFAL 4R *[NIFA4R]*
RWY 26L ARRIVALS

FROM SOUTHWEST & WEST
IN CASE OF LOST COMM AND
WHEN RADAR CONTROL NOT PROVIDED
REFER TO CHART 10-2J

N56 48.1 E061 02.5 At 2740′ ***(1976′)***
N56 44.9 E061 05.1 At 2740′ ***(1976′)***
N56 41.8 E061 10.9 At 2740′ ***(1976′)***
N56 37.8 E061 08.8 At 2740′ ***(1976′)***
N56 37.4 E061 06.5 At 2740′ ***(1976′)***
N56 38.0 E060 52.1 At 2740′ ***(1976′)***

Intercept final at 2410′ ***(1646′)***

YEKATERINBURG *786 ED N56 44.2 E060 54.6
YEKATERINBURG *388 D N56 44.4 E060 50.6 At TL

352° 4 · 262° · 273° · 172° 5 · 251° · 298° · 305° 1 · 216° · 082° 8 · 352° · 040° 8

24 MORIK 4R
26 MORIK 4U
26 MH 4R
33 MH 4N
24 NIFAL 4R
27 NIFAL 4N

MORIK N56 47.0 E060 08.0 At or above FL59
BAKAL N56 37.2 E060 05.6 At or above FL59
ORLIK N56 24.0 E060 27.0 At or above FL59

084° · 098° · 061° · 077° · 020° · 040° · 017° 5

MH 4N, 4R CORRIDOR 8 · 058° 33 · 058°
No 4 MHA FL59 MAX FL148

MIKHAYLOVSK 825 MH N56 27.0 E059 08.0

CORRIDOR 6
NIFAL N55 57.0 E059 59.0

MSA D Lctr: 3600′ · 245° · 2800′ · 335° · 3100′ · 045°

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
3720′	***(2956′ - 900m)***
2740′	***(1976′ - 600m)***
2410′	***(1646′ - 500m)***

FL CONVERSION

FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***

CHANGES: STARs MH 4Q & NIFAL 4Q reindexed 4R.

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USSS/SVX KOLTSOVO

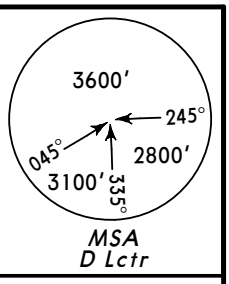
JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-2H)

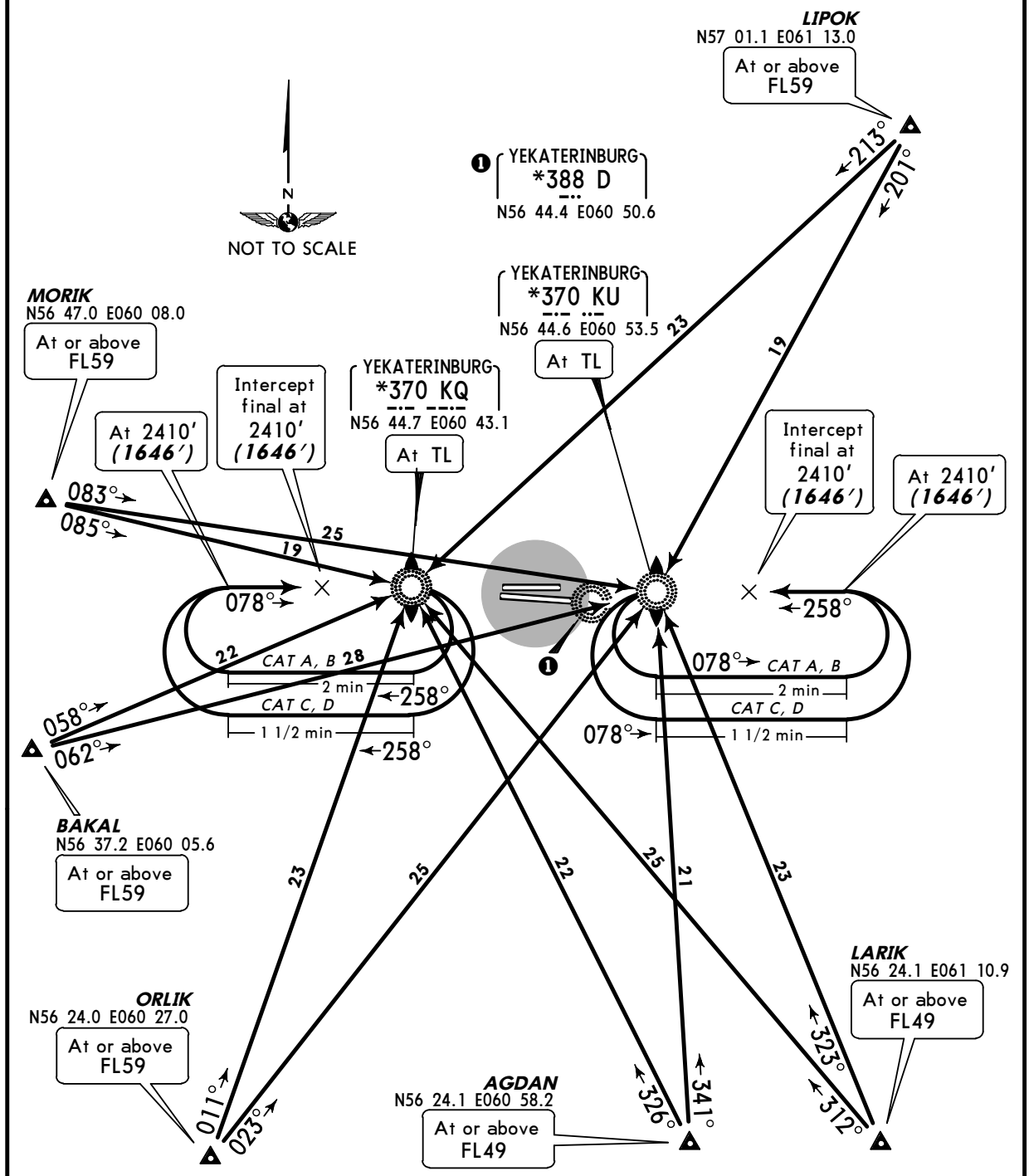
STAR

ATIS	Apt Elev
127.8	764′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720′ ***(2956′)***



RWYS 08L, 26R ARRIVALS
IN CASE OF LOST COMM AND WHEN RADAR CONTROL NOT PROVIDED



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2956′ - 900m)***
2410′	***(1646′ - 500m)***

RWY 08L: Proceed to KQ, enter racetrack:
from AGDAN, LARIK: turn LEFT, 258° track/1 1/2 min, turn LEFT to KQ,
from BAKAL, MORIK, ORLIK: turn RIGHT,
from LIPOK: 228° track/1 1/2 min, turn RIGHT to KQ.

RWY 26R: Proceed to KU, enter racetrack:
from AGDAN, BAKAL, ORLIK: 078° track/1 1/2 min, turn RIGHT to KU,
from LARIK, LIPOK: turn LEFT,
from MORIK: 108° track/1 1/2 min, turn LEFT to KU.

CHANGES: SMORE renamed MORIK.

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USSS/SVX
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-2J)

STAR

ATIS	Apt Elev
127.8	764′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3720′ ***(2956′)***

MSA
D Lctr
3600′
245°
2800′
045°
3100′
335°

RWYS 08R, 26L ARRIVALS
IN CASE OF LOST COMM AND WHEN
RADAR CONTROL NOT PROVIDED

NOT TO SCALE

LIPOK
N57 01.1 E061 13.0
At or above FL59

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

YEKATERINBURG
*786 ED
N56 44.2 E060 54.6
At TL

YEKATERINBURG
*786 EL
N56 44.7 E060 43.1
At TL

MORIK
N56 47.0 E060 08.0
At or above FL59

At 2410′ ***(1646′)***

Intercept final at 2410′ ***(1646′)***

Intercept final at 2410′ ***(1646′)***

At 2410′ ***(1646′)***

213° 199° 23 19 084° 085° 26 19 082° 22 CAT A, B 2 min 28 262° 1 1/2 min CAT C, D 262° 058° 063° 262° 082° CAT A, B 2 min CAT C, D 1 1/2 min 082°

BAKAL
N56 37.2 E060 05.6
At or above FL59

ORLIK
N56 24.0 E060 27.0
At or above FL59

AGDAN
N56 24.1 E060 58.2
At or above FL49

LARIK
N56 24.1 E061 10.9
At or above FL49

23 25 22 26 20 22 011° 025° 326° 342° 324° 312°

FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3720′	***(2956′ - 900m)***
2410′	***(1646′ - 500m)***

RWY 08R: Proceed to EL, enter racetrack:
from AGDAN, LARIK: turn LEFT, 262° track/1 1/2 min, turn LEFT to EL,
from BAKAL, MORIK, ORLIK: turn RIGHT,
from LIPOK: 232° track/1 1/2 min, turn RIGHT to EL.

RWY 26L: Proceed to ED, enter racetrack:
from AGDAN, BAKAL, ORLIK: 082° track/1 1/2 min, turn RIGHT to ED,
from LARIK, LIPOK: turn LEFT,
from MORIK: 112° track/1 1/2 min, turn LEFT to ED.

CHANGES: SMORE renamed MORIK.

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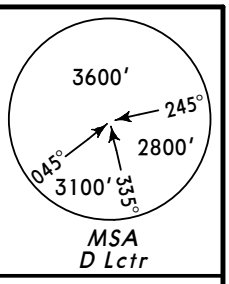
USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-3)

SID

Apt Elev	
764′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2983′)***



AR 1A, MORIK 1A *[MORI1A]*
NZ 1A, TH 1A
RWY 08L DEPARTURES

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

039° 30 CORRIDOR 1

LIPOK
N57 01.1 E061 13.0
At or above FL59

22 AR 1A

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

At 1730′ ***(993′)*** but not later than 5.4 NM from THR26R

MORIK
N56 47.0 E060 08.0
At or above FL59

013°

078°

36 MORIK 1A

150°

271°

227°

KOSAR
N56 28.9 E060 21.1
At or above FL59

32 NZ 1A

26 TH 1A

212°

37 CORRIDOR 7

LARIK
N56 24.1 E061 10.9
At or above FL49

135° 36 CORRIDOR 4

NYAZEPETROVSK
350 NZ
N56 03.0 E059 35.0

TAKHTALYM
579 TH
N55 54.0 E061 44.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1730′	***(993′ - 300m)***
3720′	***(2983′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SID SMORE 1A renamed MORIK 1A.

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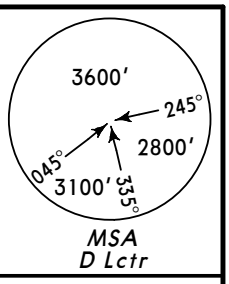
USSS/SVX
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

17 MAR 06 (10-3A)

SID

Apt Elev	
764′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720′ ***(2985′)***



AR 2B, MORIK 2B *[MORI2B]*
NZ 2B, TH 2B
RWY 08R DEPARTURES

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

039° 30 CORRIDOR 1

LIPOK
N57 01.1 E061 13.0
At or above FL59

MORIK
N56 47.0 E060 08.0
At or above FL59

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

At 1720′ ***(985′)*** but not later than 5.4 NM from THR26L

23 AR 2B

011°

082°

36 MORIK 2B

150°

272°

228°

KOSAR
N56 28.9 E060 21.1
At or above FL59

32 NZ 2B

25 TH 2B

212°

37 CORRIDOR 7

NYAZEPETROVSK
350 NZ
N56 03.0 E059 35.0

LARIK
N56 24.1 E061 10.9
At or above FL49

135° 36 CORRIDOR 4

TAKHTALYM
579 TH
N55 54.0 E061 44.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1720′	***(985′ - 300m)***
3720′	***(2985′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SID SMORE 2B renamed MORIK 2B.

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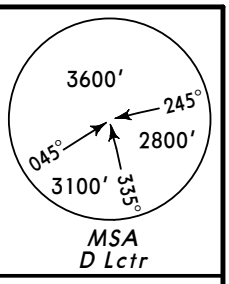
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USSS/SVX KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

31 MAR 06 (10-3B) Eff 13 Apr SID

Apt Elev	
764′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733MM (977.3 hPa) Trans alt: 3720′ ***(2957′)*** Noise abatement procedures should be applied according to Flight Manual.



AR 3E ❶, AR 3D, MORIK 3D *[MORI3D]*
NZ 3D, TH 3D
RWY 26R DEPARTURES

❶ Permitted to CAT A & B aircraft exclusively and between 0800-2300LT only.

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

039° 30 CORRIDOR 1

LIPOK
N57 01.1 E061 13.0
At or above FL59

27 AR 3E ❶

19 AR 3D

MORIK
N56 47.0 E060 08.0
At or above FL59

At 1750′ ***(987′)***

034°

AR 3E
Turn at 1420′ ***(657′)***

022° 265° 22 MORIK 3D

258°

021°

YEKATERINBURG
*370 KU
N56 44.6 E060 53.5

202°

16 038°

123°

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

23 NZ 3D

KOSAR
N56 28.9 E060 21.1
At or above FL59

31 TH 3D

212° 37 CORRIDOR 7

NYAZEPETROVSK
350 NZ
N56 03.0 E059 35.0

LARIK
N56 24.1 E061 10.9
At or above FL49

135° 36 CORRIDOR 4

TAKHTALYM
579 TH
N55 54.0 E061 44.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1420′	***(657′ - 200m)***
1750′	***(987′ - 300m)***
3720′	***(2957′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SIDs AR 3S, NZ 3S & TH 3S reindexed 3D.

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USSS/SVX KOLTSOVO

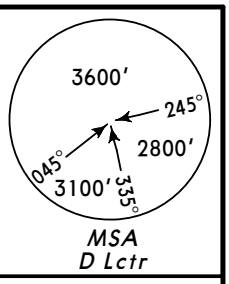
JEPPESEN YEKATERINBURG, RUSSIA

31 MAR 06 (10-3C) Eff 13 Apr

SID

Apt Elev 764'

QNH on request (QFE)
Trans level: FL49
FL59 if pressure is less than 733MM (977.3 hPa)
Trans alt: 3720' *(2956')*
Noise abatement procedures should be applied according to Flight Manual.



AR 4E ❶, AR 4D, MORIK 4D *[MORI4D]*
NZ 4D, TH 4D
RWY 26L DEPARTURES

❶ Permitted to CAT A & B aircraft exclusively and between 0800-2300LT only.

ARTEMOVSKY
187 AR
N57 20.0 E061 55.0

LIPOK
N57 01.1 E061 13.0
At or above FL59

039° 30 CORRIDOR 1

AR 4E
Turn at 1430'*(666')*

27 AR 4E ❶

At 1750' *(986')*

033°

MORIK
N56 47.0 E060 08.0
At or above FL59

22 MORIK 4D

265°

262°

19 AR 4D

019°

YEKATERINBURG
*786 ED
N56 44.2 E060 54.6

202°

17

046°

123°

YEKATERINBURG
*388 D
N56 44.4 E060 50.6

23 NZ 4D

KOSAR
N56 28.9 E060 21.1
At or above FL59

30 TH 4D

212°

37 CORRIDOR 7

NYAZEPETROVSK
350 NZ
N56 03.0 E059 35.0

LARIK
N56 24.1 E061 10.9
At or above FL49

135° 36 CORRIDOR 4

TAKHTALYM
579 TH
N55 54.0 E061 44.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1430'	*(666' - 200m)*
1750'	*(986' - 300m)*
3720'	*(2956' - 900m)*

FL CONVERSION

FL49	*FL1500m*
FL59	*FL1800m*

CHANGES: SIDs AR 4S, NZ 4S & TH 4S reindexed 4D.

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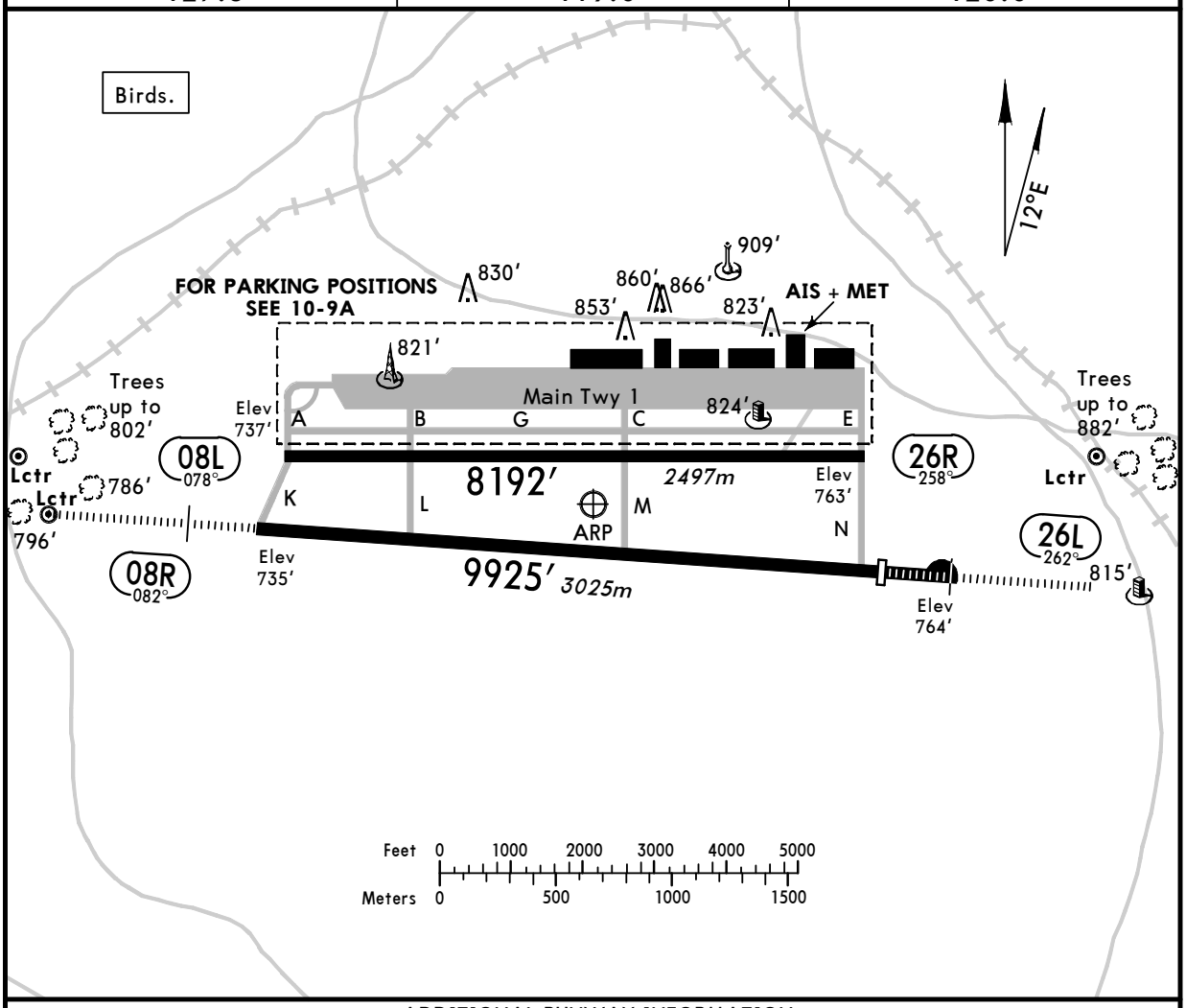
USSS/SVX YEKATERINBURG, RUSSIA

Apt Elev 764′
N56 44.6 E060 48.3

JEPPESEN 31 MAR 06 (10-9) Eff 13 Apr

KOLTSOVO

ATIS	KOLTSOVO Ground	Precision (TWR)
127.8	119.0	120.0



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
08L 26R	HIRL *(60m)*			RVR	NIGHT NA	7546′ *2300m* 7188′ *2191m*	NIGHT NA	148′ *45m*
08R	HIRL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR	9678′ *2950m*	8949′ *2728m*	9678′ *2950m*	174′ *53m*
26L	HIRL *(60m)*	HIALS	PAPI-L (angle 2.83°)	RVR	8858′ *2700m*	6731′ *2052m*		

TAKE-OFF

AIR CARRIER (JAA)

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

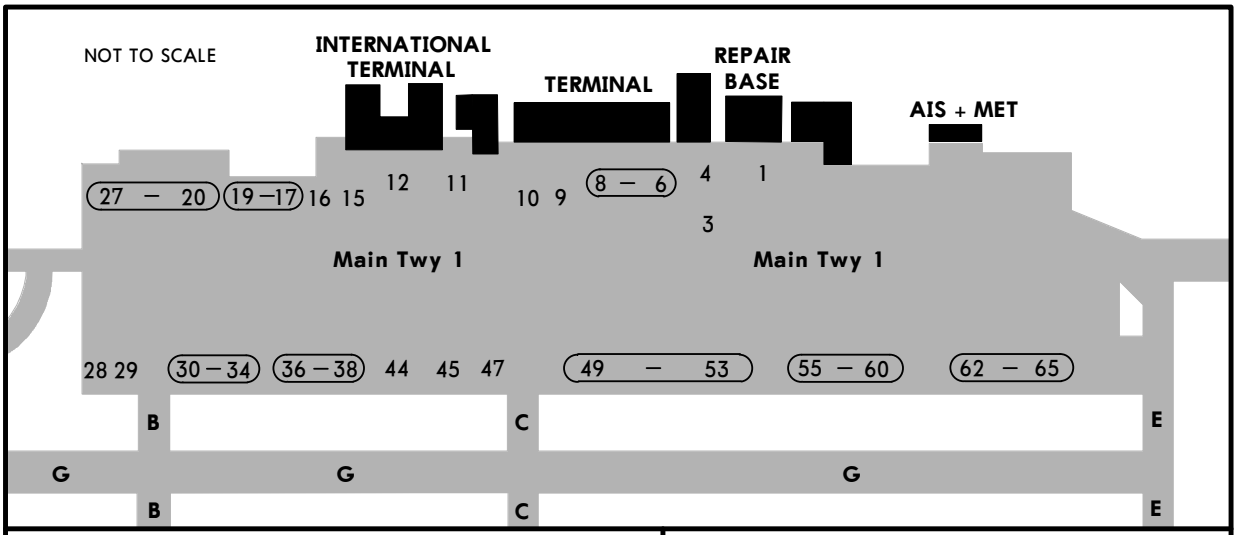
CHANGES: Usable lengths.

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USSS/SVX JEPPESEN YEKATERINBURG, RUSSIA

KOLTSOVO



Stand 52 available for engines run-up.
Stands 22 thru 29, 44, 45, 47 and 62 thru 65 available for helicopters.

INS COORDINATES

STAND No.	COORDINATES
6	N56 44.9 E060 48.5
7	N56 44.9 E060 48.4
8	N56 44.9 E060 48.3
15, 16	N56 44.9 E060 48.0
17	N56 44.9 E060 47.9
18, 19	N56 44.9 E060 47.8
52	N56 44.8 E060 48.6

CHANGES: Parking stands.

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USSS/SVX

JEPPESEN
10 JAN 03
Eff 23 Jan
10-9X

JAA MINIMUMS

YEKATERINBURG, RUSSIA
KOLTSOVO

STRAIGHT-IN RWY		A	B	C	D
08L	NDB	**1080**′(343′)	**1080**′(343′)	**1080**′(343′)	**1080**′(343′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
08R	ILS	**935**′(200′)	**935**′(200′)	**935**′(200′)	**935**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1070**′(335′)	**1070**′(335′)	**1070**′(335′)	**1070**′(335′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
26L	ILS	**961**′(200′)	**961**′(200′)	**961**′(200′)	**961**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**1240**′(479′)	**1240**′(479′)	**1240**′(479′)	**1240**′(479′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
26R	ILS	**968**′(205′)	**974**′(211′)	**981**′(218′)	**991**′(228′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	LOC	NOT AUTHORIZED			
	NDB	**1220**′(457′)	**1220**′(457′)	**1220**′(457′)	**1220**′(457′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 08L/R, 26L/R

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

CHANGES: Minimums.

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USSS/SVX KOLTSOVO

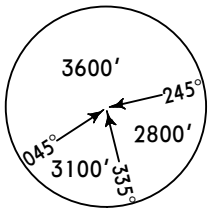
JEPPESEN 5 MAR 04 Eff 18 Mar (11-1)

YEKATERINBURG, RUSSIA ILS or 2 NDB Rwy 08R

BRIEFING STRIP™

ATIS	KOLTSOVO Approach (R)	KOLTSOVO Radar	KOLTSOVO Precision (TWR)	Ground
127.8	125.9	118.7	120.0	119.0

LOC IEL *109.9	Final Apch Crs 082°	GS LOM 1374′ (639′)	ILS DA(H) 935′ (200′)	Apt Elev 764′	
NDB EL *786		Minimum Alt LOM 1530′ (795′)	NDB MDA(H) 1070′ (335′)	RWY 735′	



MSA ARP

MISSED APCH: Climb on 082° to 1720′ (985′), then turn RIGHT onto 262° climbing to 2710′ (1975′), then according to chart.

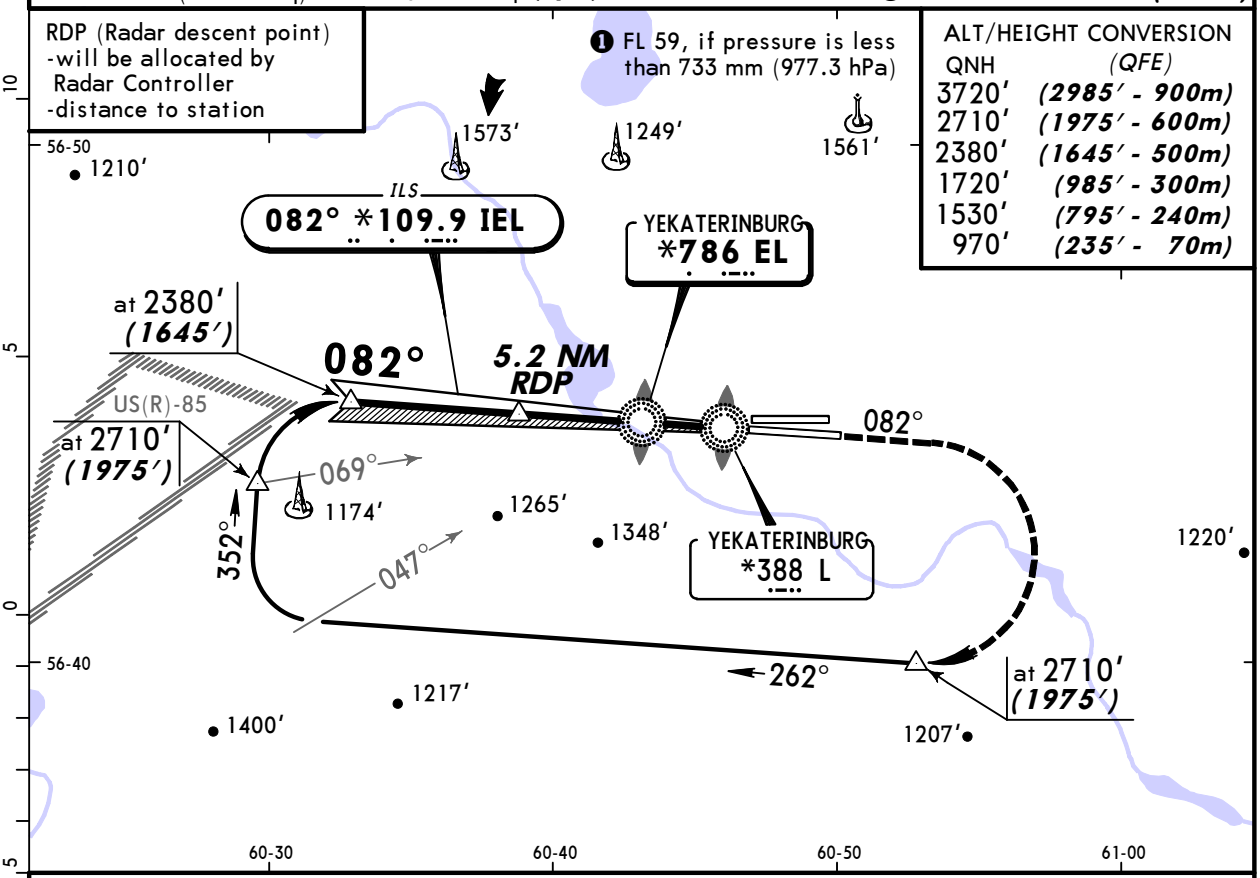
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3720′ (2985′)

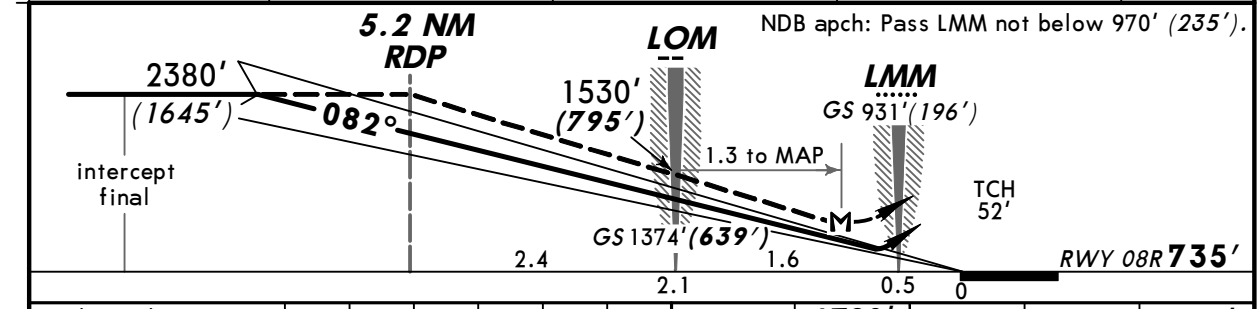
RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

❶ FL 59, if pressure is less than 733 mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3720′	(2985′ - 900m)
2710′	(1975′ - 600m)
2380′	(1645′ - 500m)
1720′	(985′ - 300m)
1530′	(795′ - 240m)
970′	(235′ - 70m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	432	480	576	671	767
NDB Desc Grad	5.8%	411	529	587	705	822	940
LOM to MAP	1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI

1720′ (985′) on 082° | 262° RT | 2710′ (1975′)

STRAIGHT-IN LANDING RWY 08R

PANS OPS

	ILS DA(H) 935′ (200′) FULL	ILS DA(H) 935′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1070′ (335′)	NDB MDA(H) 1070′ (335′) ALS out
A B C	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
D				RVR 1500m VIS 1600m	

CHANGES: Trans level.

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USSS/SVX KOLTSOVO

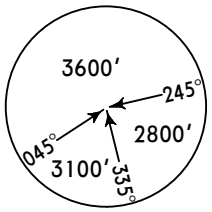
JEPPESEN 5 MAR 04 Eff 18 Mar (11-2)

YEKATERINBURG, RUSSIA ILS or 2 NDB Rwy 26L

BRIEFING STRIP ™

ATIS	KOLTSOVO Approach (R)	KOLTSOVO Radar	KOLTSOVO Precision (TWR)	Ground
127.8	125.9	118.7	120.0	119.0

LOC IED *109.5	Final Apch Crs 262°	GS LOM 1663′ (902′)	ILS DA(H) 961′ (200′)	Apt Elev 764′	
NDB ED *786		Minimum Alt LOM 1720′ (959′)	NDB MDA(H) 1240′ (479′)	RWY 761′	



MSA ARP

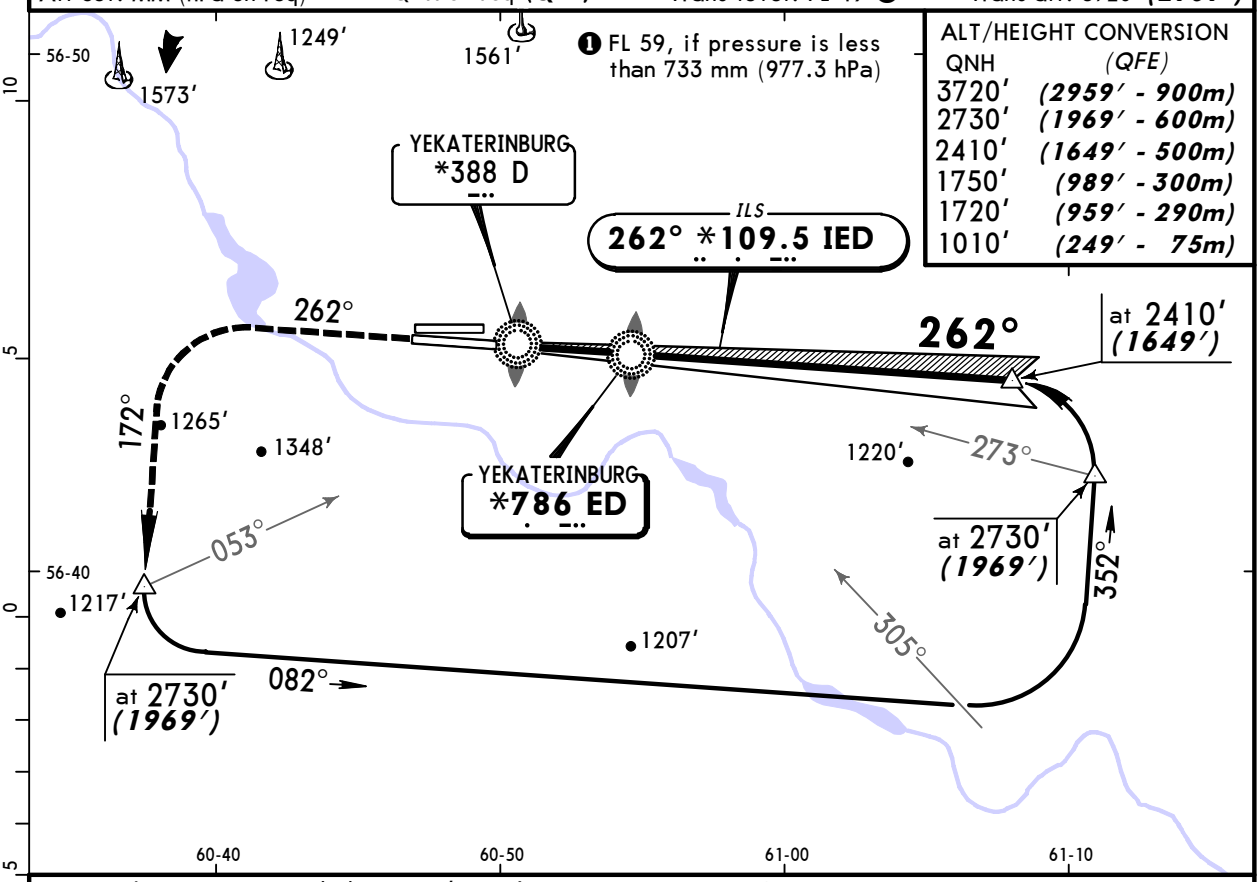
MISSED APCH: Climb on 262° to 1750′ (989′), then turn LEFT onto 172° climbing to 2730′ (1969′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3720′ (2959′)

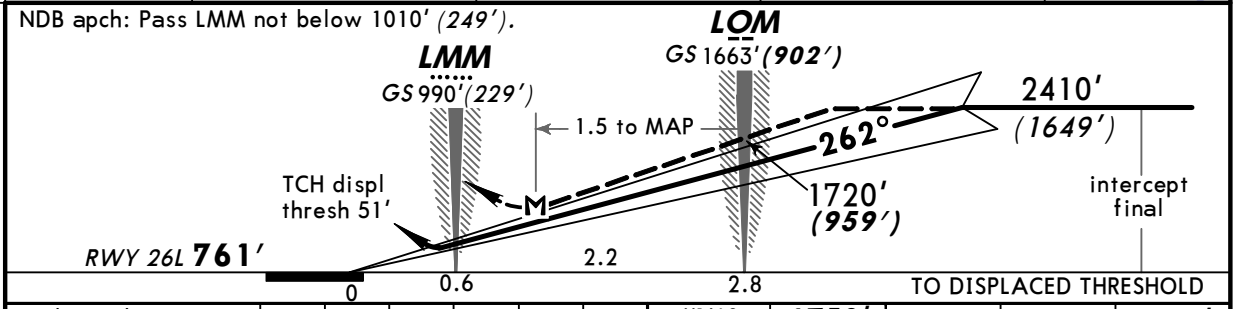
❶ FL 59, if pressure is less than 733 mm (977.3 hPa)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3720′	(2959′ - 900m)
2730′	(1969′ - 600m)
2410′	(1649′ - 500m)
1750′	(989′ - 300m)
1720′	(959′ - 290m)
1010′	(249′ - 75m)



NDB apch: Pass LMM not below 1010′ (249′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.83°	356	457	508	610	711	813
NDB Desc Grad	5.2%	369	474	527	632	737	843
LOM to MAP	1.5	1:17	1:00	0:54	0:45	0:39	0:34

HIALS PAPI | 1750′ (989′) on 262° | 172° LT | 2730′ (1969′)

STRAIGHT-IN LANDING RWY 26L

	ILS DA(H) 961′ (200′) FULL	ILS DA(H) 961′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1240′ (479′)	NDB MDA(H) 1240′ (479′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m	2400m
B					
C					
D				RVR 1800m VIS 2000m	

PANS OPS

CHANGES: Trans level.

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USSS/SVX KOLTSOVO

JEPPESEN 5 MAR 04 Eff 18 Mar (11-3)

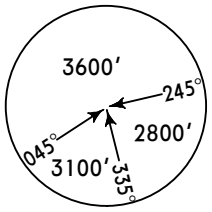
YEKATERINBURG, RUSSIA ILS or 2 NDB Rwy 26R

ATIS	KOLTSOVO Approach (R)	KOLTSOVO Radar	KOLTSOVO Precision (TWR)	Ground
127.8	125.9	118.7	120.0	119.0

BRIEFING STRIP™

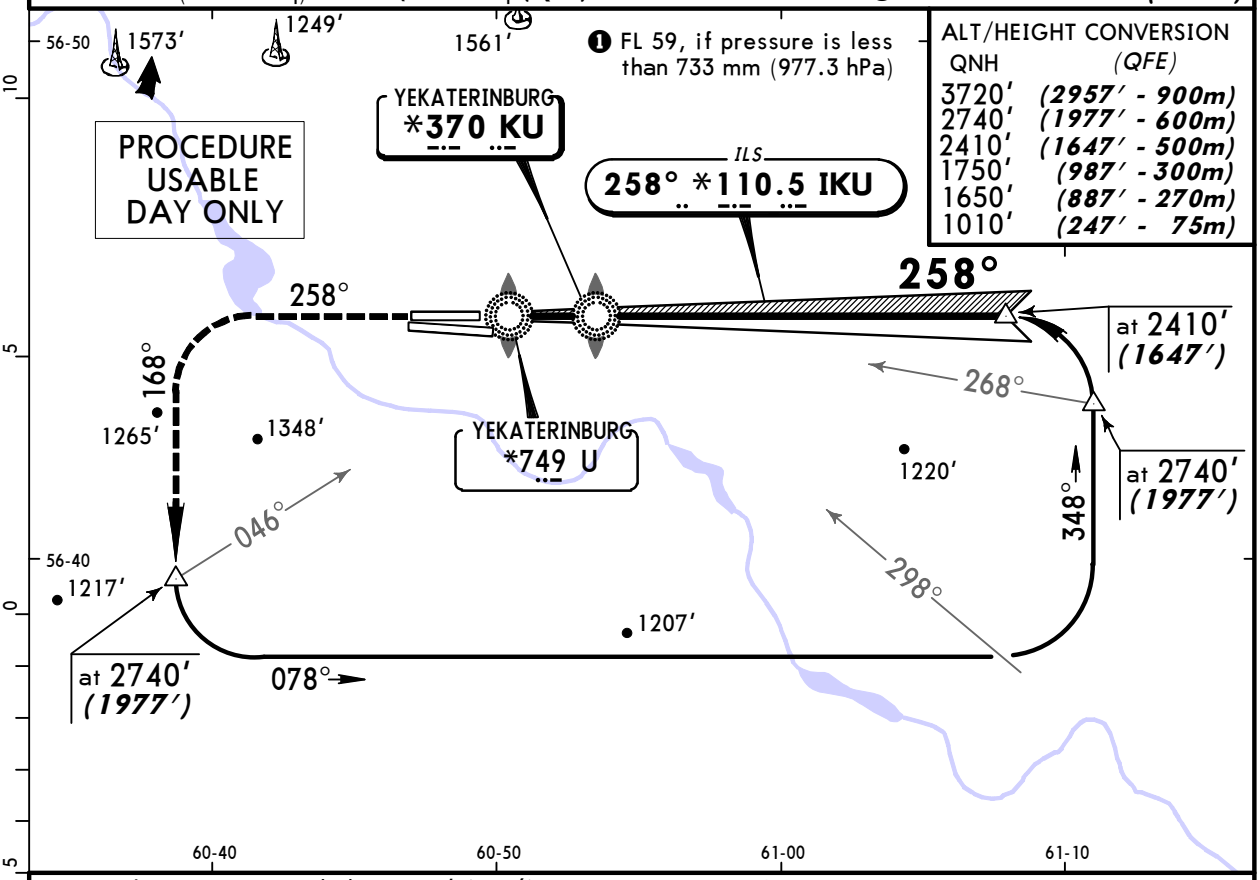
LOC IKU *110.5	Final Apch Crs 258°	GS LOM 1517′ (754′)	ILS DA(H) Refer to Minimums	Apt Elev 764′
NDB KU *370		Minimum Alt LOM 1650′ (887′)	NDB MDA(H) 1220′ (457′)	RWY 763′

MISSED APCH: Climb on 258° to 1750′ (987′), then turn LEFT onto 168° climbing to 2740′ (1977′), then according to chart.



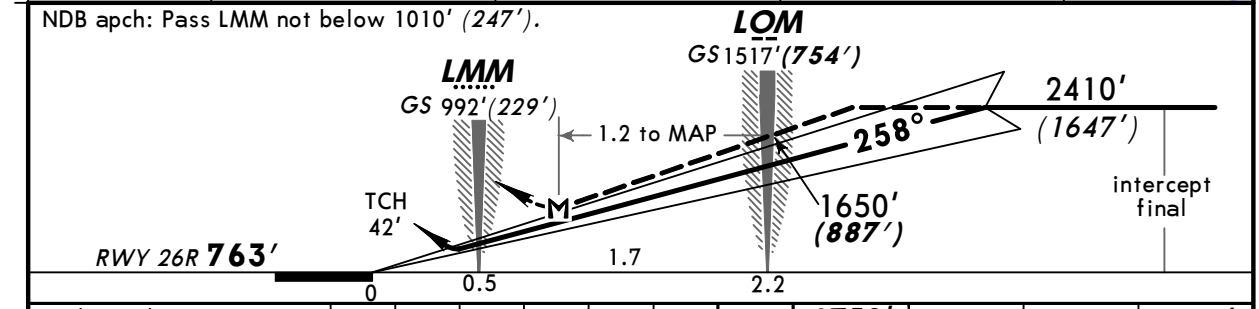
MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3720′ (2957′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3720′	(2957′ - 900m)
2740′	(1977′ - 600m)
2410′	(1647′ - 500m)
1750′	(987′ - 300m)
1650′	(887′ - 270m)
1010′	(247′ - 75m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
NDB Descent Gradient	6.1%	432	556	618	741	865	988
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

1750′ (987′) on 258° | 168° LT | 2740′ (1977′)

STRAIGHT-IN LANDING RWY 26R

ILS	LOC (GS out)	NDB
DA(H) A: 968′ (205′) C: 981′ (218′) B: 974′ (211′) D: 991′ (228′)		MDA(H) 1220′ (457′)

PANS OPS

A	1200m	NOT AUTHORIZED	RVR 1800m VIS 2000m
B			
C			
D			2400m

CHANGES: Trans level.

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USSS/SVX KOLTSOVO

JEPPESEN 5 MAR 04 Eff 18 Mar (16-1)

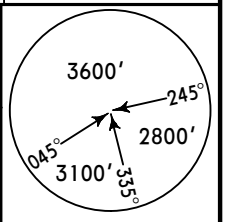
YEKATERINBURG, RUSSIA 2 NDB Rwy 08L

BRIEFING STRIP ™

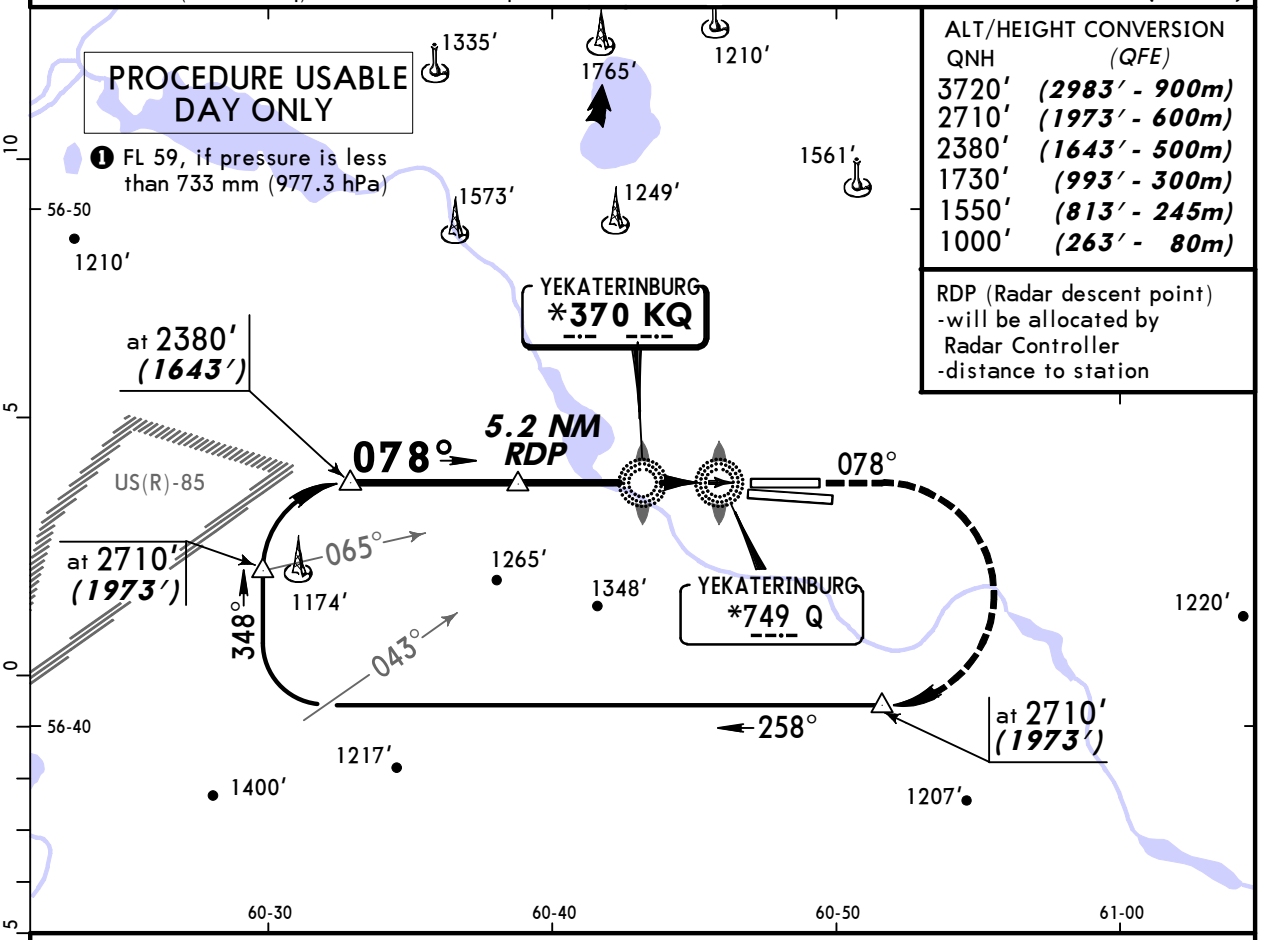
ATIS	KOLTSOVO Approach (R)	KOLTSOVO Radar	KOLTSOVO Precision (TWR)	Ground
127.8	125.9	118.7	120.0	119.0

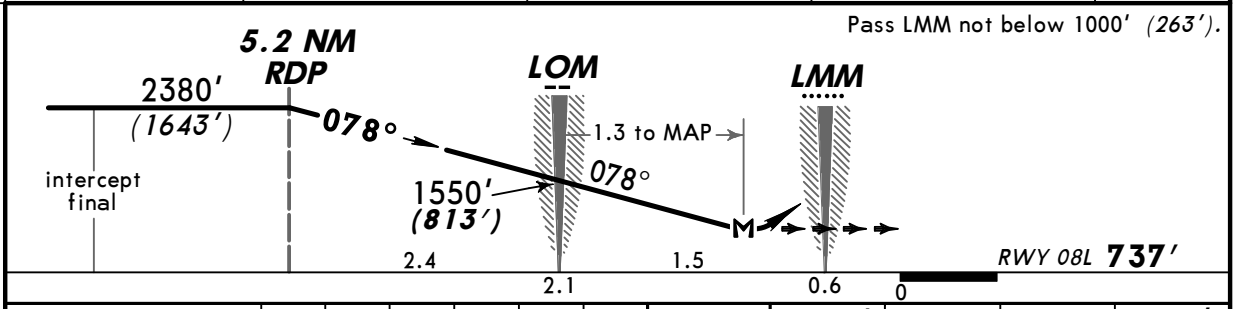
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KQ *370	078°	LOM 1550′ (813′)	1080′ (343′)	Apt Elev 764′ / RWY 737′

MISSED APCH: Climb on 078° to 1730′ (993′), then turn RIGHT onto 258° climbing to 2710′ (1973′), then according to chart.



Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3720′ (2983′)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

1730′ (993′) on 078° | 258° RT | 2710′ (1973′)

STRAIGHT-IN LANDING RWY 08L

MDA(H) 1080′ (343′)

PANS OPS

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

CHANGES: Trans level.

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USTR/TJM
ROSHCHINO

TYUMEN, RUSSIA
STAR

ATIS	Apt Elev	
121.7	378′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2680′ *(2309′)*

IS 03A, IS 03B, NT 03A, NT 03B, NT 03C
RWY 03 ARRIVALS
FROM NORTH & EAST

2600′
MSA
ARP

FL CONVERSION	
FL157	*FL4800m*
FL69	*FL2100m*
FL59	*FL1800m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	*(2309′ - 700m)*
2340′	*(1969′ - 600m)*
1690′	*(1319′ - 400m)*

NOT TO SCALE

NIZHNYAYA TAVDA
305 SD
N57 40.0 E066 12.0
Between FL157 & FL59

211° 207° 193°

24 NT 03C CORRIDOR 2

N57 04.9
E065 07.9
At 1690′
(1319′)

44 NT 03A CORRIDOR 2

51 NT 03B CORRIDOR 2

YANTYK
[YANTK]
N57 19.0 E065 52.0
At or above FL69

219°

ROSHCHINO
*315 RN
N57 08.8 E065 14.1

28

Intercept final at 1690′
(1319′)

178°

034° 028° 349° 010°

276°

N57 06.6 E065 24.6
At FL39

9 6 6 1 1

N57 02.3 E065 10.9
At 2340′
(1969′)

20 IS 03A

N57 00.3 E065 59.8
Between FL157 & FL39

N57 01.9 E065 10.6
(002° brg to RN)
At 2340′
(1969′)

275° 250°

N57 01.7
E065 08.6
At 2340′
(1969′)

7 287°

22 IS 03B

27 280° CORRIDOR 4

DRUGANOVO
[DRUGO]
N56 58.0 E065 20.0
At or below FL39

ISKET
N56 50.3 E066 45.7

CHANGES: None.

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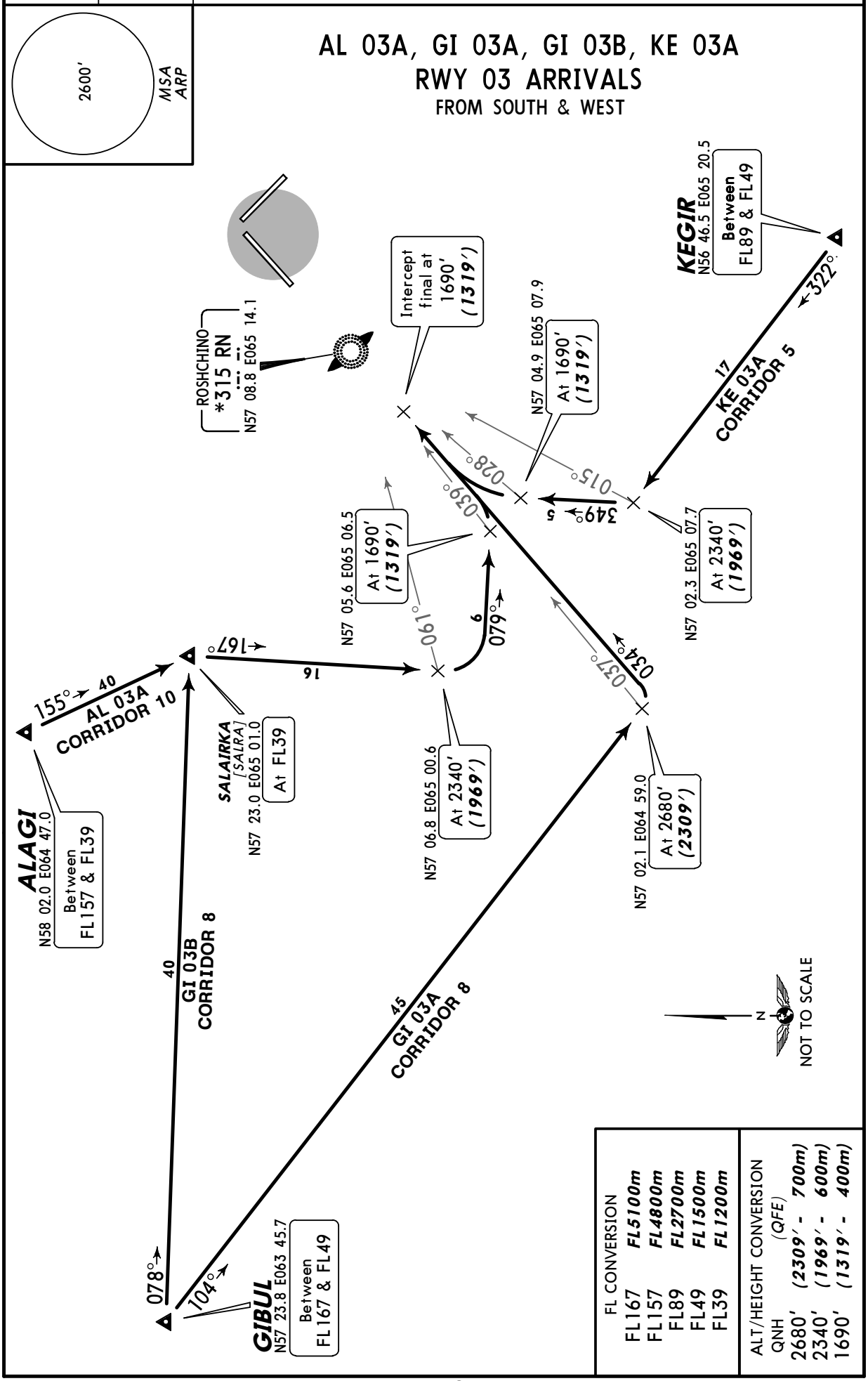
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USTR/TJM
ROSHCHINO

TYUMEN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	378′	Trans level: FL39 Trans alt: 2680′ *(2309′)*

AL 03A, GI 03A, GI 03B, KE 03A
RWY 03 ARRIVALS
FROM SOUTH & WEST



FL CONVERSION	
FL167	*FL5100m*
FL157	*FL4800m*
FL89	*FL2700m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2680′	*(2309′ - 700m)*
2340′	*(1969′ - 600m)*
1690′	*(1319′ - 400m)*

CHANGES: AZANA renamed ALAGI.

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USTR/TJM
ROSHCHINO

TYUMEN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	378′	Trans level: FL39 Trans alt: 2680′ *(2339′)*

AL 21A, AL 21B, CORR 4
GI 21A, GI 21B ❶, KE 21A
NT 21A, NT 21B
RWY 21 ARRIVALS

2600′ MSA ARP

NOT TO SCALE

NIZHNYAYA TAVDA 305 SD N57 40.0 E066 12.0 — Between FL138 & FL59

ISKET N56 50.3 E066 45.7

YANTYK [YANTK] N57 19.0 E065 52.0 — At FL39

300° 41 CORR 4 CORRIDOR 4

193° CORRIDOR 2 NT 21B 24

211° CORRIDOR 2 NT 21A 22

N57 24.0 E065 43.0 — At or below FL39

246° 9 CORR 4 9 260°

N57 18.6 E065 36.4 (218° brg to QF) — At 2310′ *(1969′)*

N57 18.6 E065 35.7 (216° brg to QF) — At 2310′ *(1969′)*

214° 12 7

N57 16.5 E065 28.6 — At 1660′ *(1319′)*

N57 19.1 E065 28.7 — At 2310′ *(1969′)*

169° 5

188° 194°

208° 214°

N57 15.5 E065 27.7 — At 1660′ *(1319′)*

DRUGANOVO [DRUGO] N56 58.0 E065 20.0 — At or below FL69

N57 19.7 E065 27.5 — At 2310′ *(1969′)*

2

6

360° 351° 15

11 343°

KEGIR N56 46.5 E065 20.5

KE 21A CORRIDOR 5

N57 19.0 E065 25.2 — At 2310′ *(1969′)*

Intercept final at 1660′ *(1319′)*

ROSHCHINO *315 QF N57 12.8 E065 22.1

49 AL 21A CORRIDOR 10

15

089°

SALAIRKA [SALRA] N57 23.0 E065 01.0 — At FL39

138° 155° 40 AL 21B CORRIDOR 10

40 GI 21A CORRIDOR 8

55 GI 21B ❶ CORRIDOR 8

078° 079°

ALAGI N58 02.0 E064 47.0 — Between FL157 & FL39

GIBUL N57 23.8 E063 45.7 — GI 21B: Between FL167 & FL49

❶ By ATC.

FL CONVERSION	
FL167	*FL5100m*
FL157	*FL4800m*
FL138	*FL4200m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2680′	*(2339′ - 700m)*
2310′	*(1969′ - 600m)*
1660′	*(1319′ - 400m)*

CHANGES: STAR GI 21B established.

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USTR/TJM ROSHCHINO

JEPPESEN
2 JUN 06 (10-2C) Eff 8 Jun

TYUMEN, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
121.7	378′	Trans level: FL39 Trans alt: 2680′ *(2370′)*

RWY 12 ARRIVALS

2600′
MSA
ARP

ALAGI
N58 02.0 E064 47.0
Between FL157 & FL39

150° CORRIDOR 10 46

GIBUL
N57 23.8 E063 45.7
Between FL167 & FL49

084° CORRIDOR 8 46

N57 19.2 E065 11.4
(136° brg to X)
At 1630′ *(1320′)*

224° CORRIDOR 2 39

NIZHNYAYA TAVDA
305 SD
N57 40.0 E066 12.0
Between FL157 & FL59

N57 16.8 E065 08.9
At 1630′ *(1320′)*

N57 17.1 E065 10.0
At 1630′ *(1320′)*

N57 15.6 E065 01.4
At 2280′ *(1970′)*

076° 121° 117°

Intercept final at 1630′ *(1320′)*

097° 095°

N57 15.1 E065 01.9
At 2280′ *(1970′)*

ROSHCHINO
*599 X
N57 12.0 E065 19.0

301° 024°

N57 00.3 E065 59.8
At or above FL39

N57 08.6
E065 14.0
At 2280′ *(1970′)*

275° 26 27 280° CORRIDOR 4

ISKET
N56 50.3 E066 45.7

CORRIDOR 5 31

KEGIR
N56 46.5 E065 20.5
Between FL167 & FL49

326°

FL CONVERSION	
FL167	*FL5100m*
FL157	*FL4800m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2680′	*(2370′ - 700m)*
2280′	*(1970′ - 600m)*
1630′	*(1320′ - 400m)*

N
NOT TO SCALE

CHANGES: None.

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USTR/TJM
ROSHCHINO

JEPPESEN
10 FEB 06 (10-2D) Eff 16 Feb

TYUMEN, RUSSIA
STAR

ATIS	Apt Elev
121.7	378′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2680′ *(2336′)*

RWY 30 ARRIVALS

2600′ MSA ARP

NIZHNYAYA TAVDA 305 SD N57 40.0 E066 12.0 — Between FL157 & FL59

ISKET N56 50.3 E066 45.7

27 280° CORRIDOR 4

N57 00.3 E065 59.8 — At or above FL39

195° 39 CORRIDOR 2

276° 17

N57 06.3 E065 37.2 — At 2680′ *(2336′)*

NOT TO SCALE

N57 06.0 E065 30.6 (299° brg to X) — At 1660′ *(1316′)*

286° 6 256°

N57 05.0 E065 30.7 — At 1660′ *(1316′)*

N57 01.1 E065 30.6 — At 2320′ *(1976′)*

346° 5

Intercept final at 1660′ *(1316′)*

301° 304° 316°

11 16 CORRIDOR 5 007°

12

ALAGI N58 02.0 E064 47.0 — Between FL157 & FL39

146° 53 CORRIDOR 10

142°

N57 00.8 E065 28.2 — At 2320′ *(1976′)*

N57 00.5 E065 28.9 (321° brg to X) — At 2320′ *(1976′)*

KEGIR N56 46.5 E065 20.5 — Between FL69 & FL49

ROSHCHINO *599 X N57 12.0 E065 19.0

61 CORRIDOR 8

GIBUL N57 23.8 E063 45.7 — Between FL167 & FL49

098°

FL CONVERSION	
FL167	*FL5100m*
FL157	*FL4800m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2680′	*(2336′ - 700m)*
2320′	*(1976′ - 600m)*
1660′	*(1316′ - 400m)*

CHANGES: Crossing at KEGIR; AZANA renamed ALAGI.

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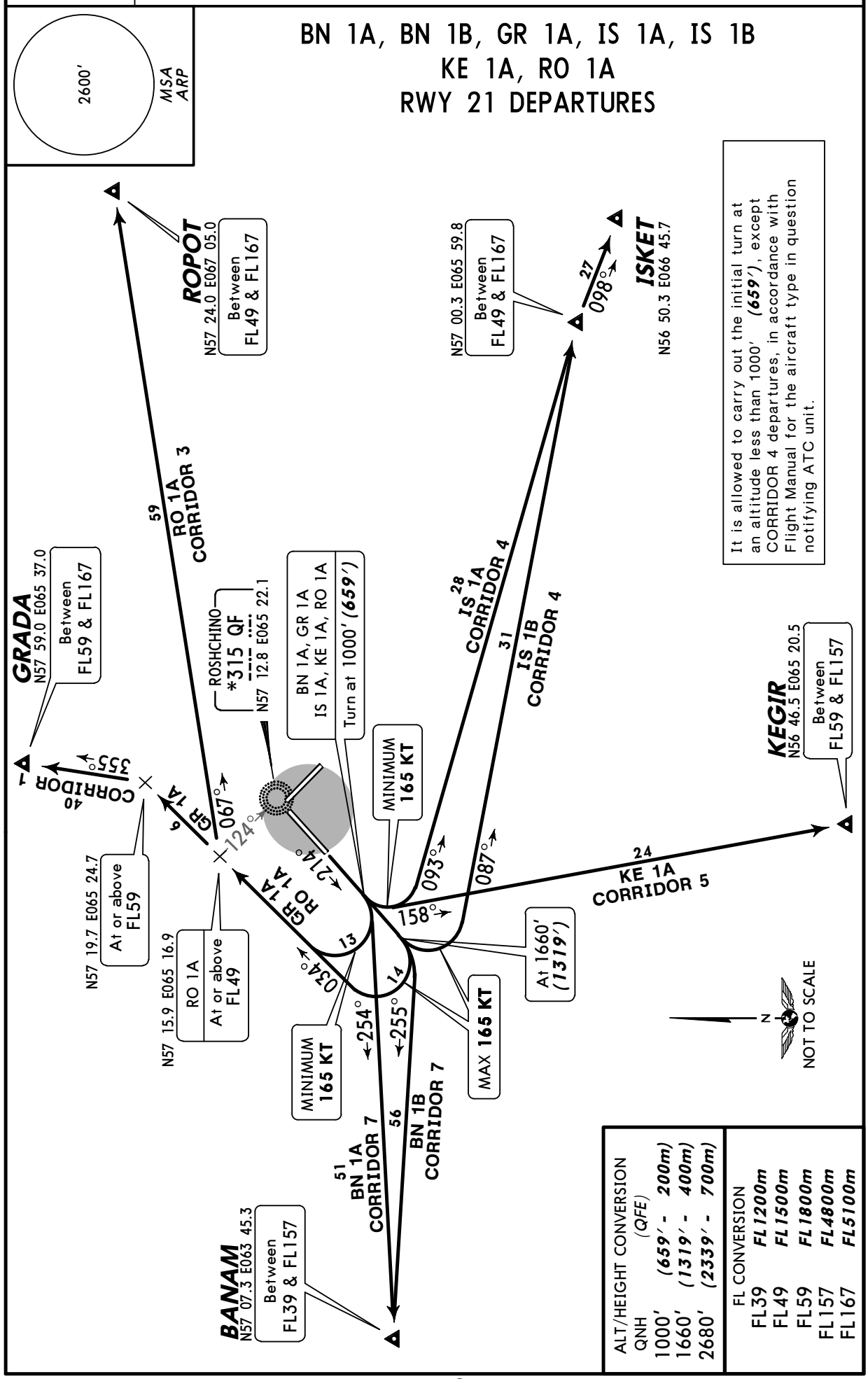
USTR/TJM
ROSHCHINO

TYUMEN, RUSSIA
SID

Apt Elev 378′

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2680′ ***(2339′)***

BN 1A, BN 1B, GR 1A, IS 1A, IS 1B
KE 1A, RO 1A
RWY 21 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1000′	(659′ - 200m)
1660′	(1319′ - 400m)
2680′	(2339′ - 700m)

FL CONVERSION	
FL39	FL1200m
FL49	FL1500m
FL59	FL1800m
FL157	FL4800m
FL167	FL5100m

CHANGES: SID GR 1A & RO 1A crossings; MSA.

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USTR/TJM ROSHCHINO

JEPPESEN
25 NOV 05 (10-3A)

TYUMEN, RUSSIA

SID

Apt Elev 378′

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2680′ ***(2309′)***

BN 2A, GR 2A, IS 2A, KE 2A, KE 2B, RO 2A
RWY 03 DEPARTURES

2600′ MSA ARP

ROPOT
N57 24.0 E067 05.0
Between FL49 & FL167

48 CORRIDOR 3

N57 14.8 E065 38.6
(232° brg to RN)
At or below FL39

N57 00.3 E065 59.8
Between FL49 & FL167

098° 27 CORRIDOR 4

ISKET
N56 50.3 E066 45.7

GRADA
N57 59.0 E065 37.0
Between FL49 & FL167

At 1030′ ***(659′)***

11 RO 2A

064°

110°

26 IS 2A

355° 49 GR 2A CORRIDOR 1

180°

20 KE 2B

DRUGANOVO
[DRUGO]
N56 58.0 E065 20.0

163° 11 CORRIDOR 5

MAX 165 KT

MINIMUM 165 KT

034°

224°

213°

22

19

ROSHCHINO
*315 RN
N57 08.8 E065 14.1

25 KE 2A CORRIDOR 5

KEGIR
N56 46.5 E065 20.5
Between FL59 & FL157

072°

141°

256°

N57 08.3 E065 01.7
At or above FL59

42 BN 2A CORRIDOR 7

BANAM
N57 07.3 E063 45.3
Between FL59 & FL157

N NOT TO SCALE

1 Warning: Aircraft with more than 165 KT should execute the initial turn with a radius not more than 1.9 NM.

It is allowed to carry out the initial turn at an altitude less than 1030′ ***(659′)***, except CORRIDORS 3 & 4 departures, in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1030′	***(659′ - 200m)***
2680′	***(2309′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL157	***FL4800m***
FL167	***FL5100m***

CHANGES: MSA.

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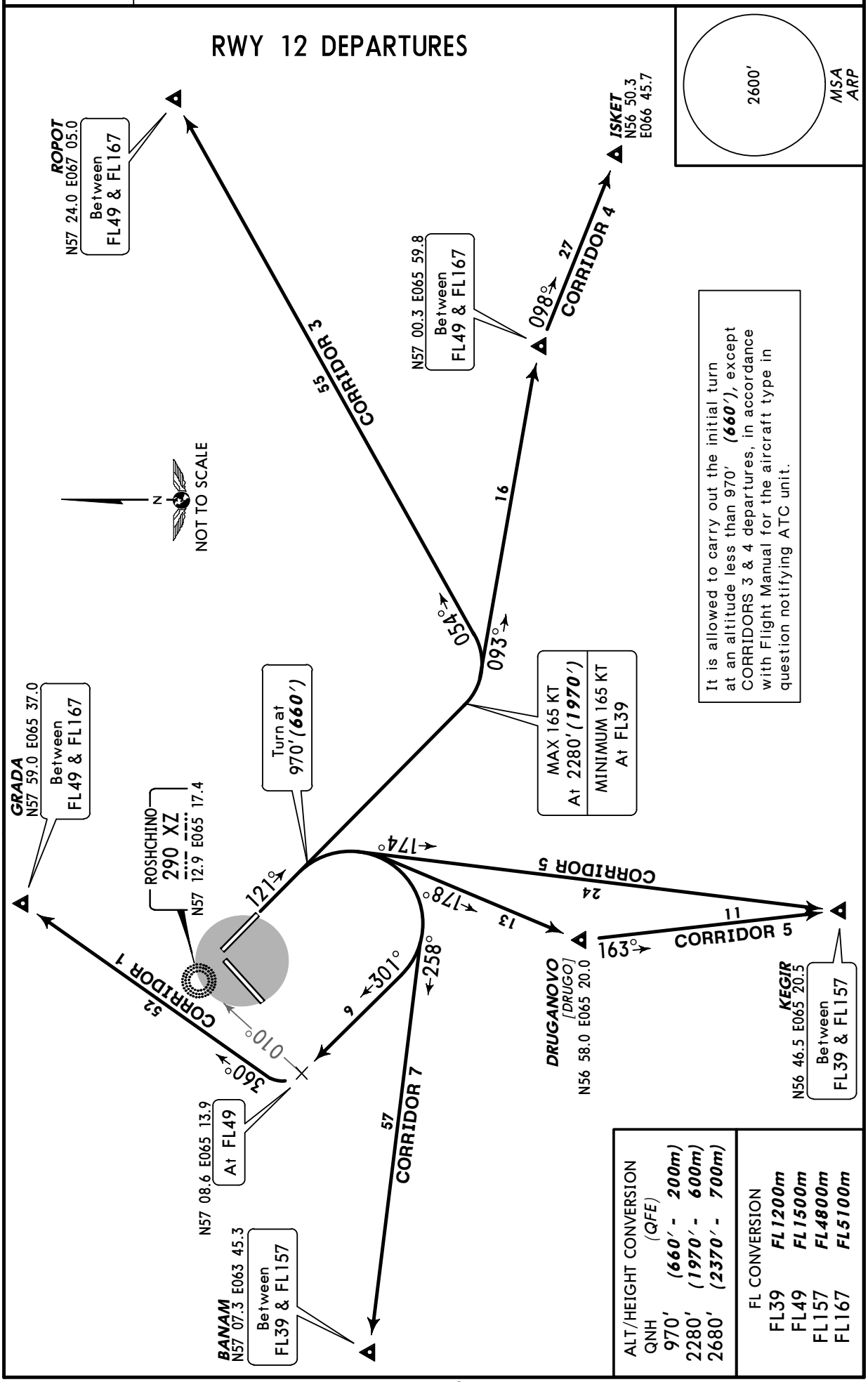
USTR/TJM ROSHCHINO

TYUMEN, RUSSIA

SID

Apt Elev	
378′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2680′ ***(2370′)***

RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH 970′	***(660′ - 200m)***
2280′	***(1970′ - 600m)***
2680′	***(2370′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL157	***FL4800m***
FL167	***FL5100m***

CHANGES: MSA.

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USTR/TJM
ROSCHINO

TYUMEN, RUSSIA
SID

Apt Elev	
378′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2680′ ***(2336′)***

RWY 30 DEPARTURES

2600′ MSA ARP

It is allowed to carry out the initial turn at an altitude less than 1010′ ***(666′)*** in accordance with Flight Manual for the aircraft type in question notifying ATC unit.

ROPOT
N57 24.0 E067 05.0
Between FL49 & FL167

ISKET
N56 50.3 E066 45.7

N57 00.3 E065 59.8
Between FL49 & FL167

GRADA
N57 59.0 E065 37.0
Between FL49 & FL167

N57 18.4 E065 52.2
At or above FL69

N57 05.9 E065 19.1
At or above FL49

KEGIR
N56 46.5 E065 20.5
Between FL49 & FL69

N57 11.0 E064 43.6
At or above FL69

BANAM
N57 07.3 E063 45.3
At FL157

40 CORRIDOR 3

61 CORRIDOR 3 BY ATC

27 CORRIDOR 4

23

098°

050°

089°

22

067°

At 1010′ ***(666′)***

CORRIDOR 1 48

359°

301°

250°

19

121°

12

155°

30 CORRIDOR 5

32 CORRIDOR 7

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1010′	***(666′ - 200m)***
2680′	***(2336′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL69	***FL2100m***
FL157	***FL4800m***
FL167	***FL5100m***

CHANGES: Crossing at KEGIR; MSA.

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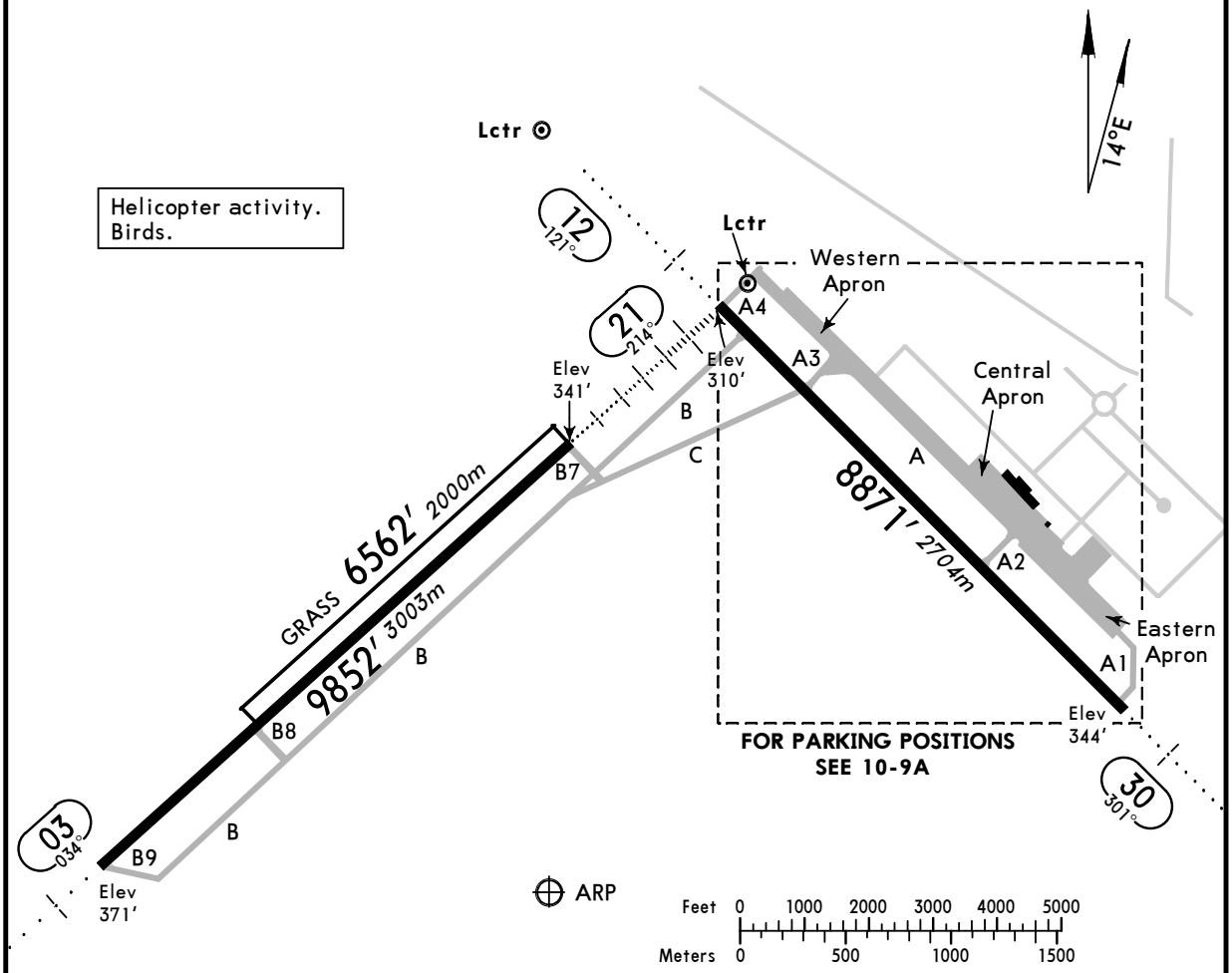
USTR/TJM

Apt Elev **378′**
N57 10.1 E065 19.0

JEPPESEN
10 FEB 06 (10-9) **Eff 16 Feb**

TYUMEN, RUSSIA
ROSHCHINO

ATIS	TYUMEN Taxiing (GND)	Start (TWR)
121.7	119.0	118.2



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
03 21	HIRL *(60m)* ALS PAPI-L(angle 2.67°) HIRL *(60m)* HIALS PAPI-L(angle 2.67°)	RVR RVR		8572′ *2613m* 8769′ *2673m*	9524′ *2903m* ❶	148′ *45m*
03 ❷ 21	Grass runway					328′ *100m*
12 ❸ 30	RL *(50m)* ALS	RVR			8543′ *2604m* ❶	164′ *50m*

❶ First 328′/100m unusable for take-off.
❷ For emergency landing only.
❸ Available for taxiing and for emergency landing.

TAKE-OFF

AIR CARRIER (JAA)
Rwys 03/21

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

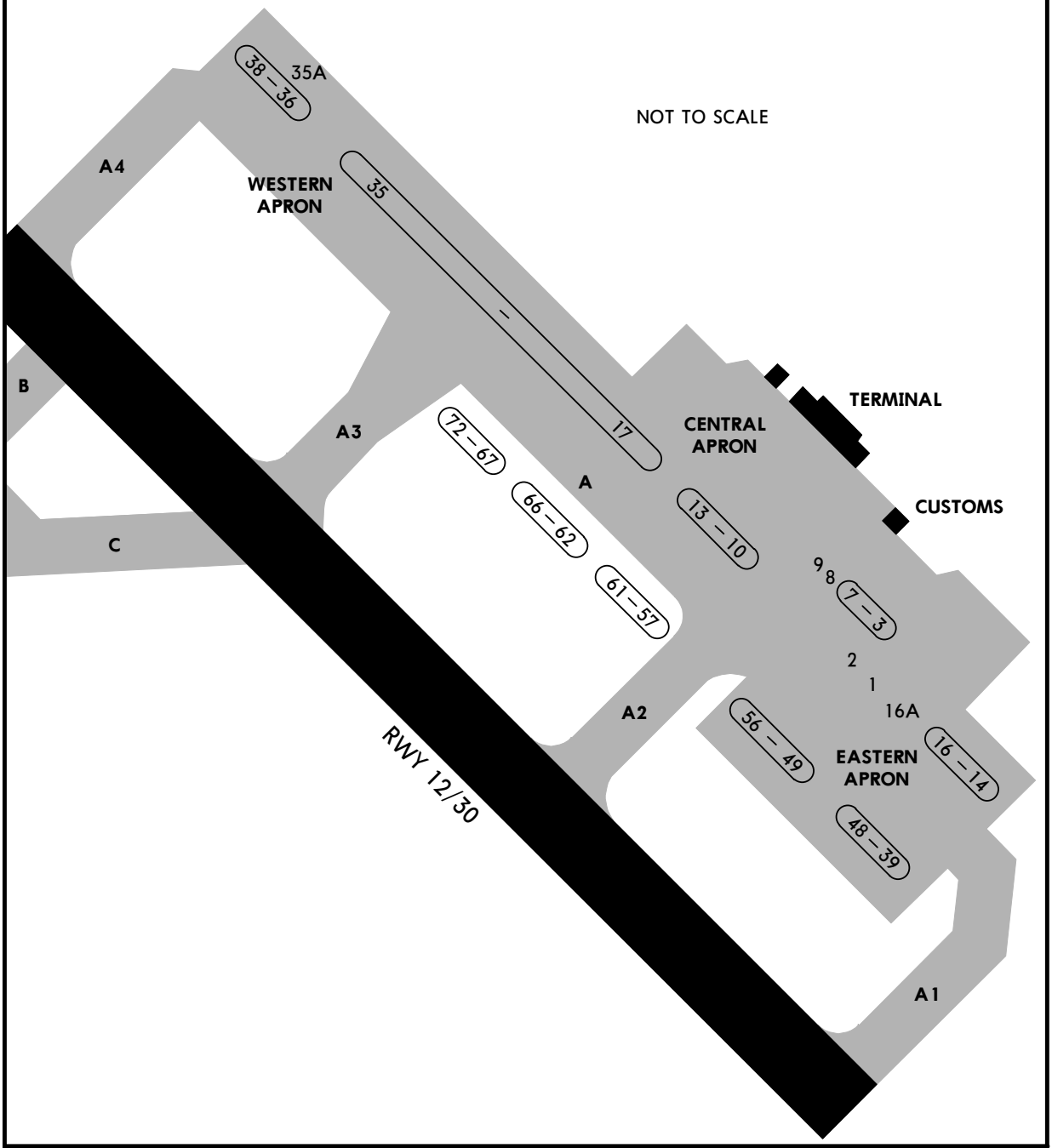
CHANGES: Taxiway 3A withdrawn.

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USTR/TJM

TYUMEN, RUSSIA
ROSHCHINO



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
3, 4	N57 11.1 E065 21.4	39	N57 10.8 E065 21.8
5 thru 8	N57 11.1 E065 21.3	40	N57 10.7 E065 21.6
9 thru 13	N57 11.1 E065 21.2	41 thru 45	N57 10.8 E065 21.6
17	N57 11.2 E065 21.1	46 thru 50	N57 10.9 E065 21.5
18 thru 21	N57 11.2 E065 21.0	51	N57 10.9 E065 21.4
22, 23	N57 11.2 E065 20.9	52	N57 10.9 E065 21.5
24 thru 29	N57 11.3 E065 20.8	53	N57 10.9 E065 21.4
30 thru 33	N57 11.3 E065 20.7	54	N57 11.0 E065 21.4
34 thru 36	N57 11.5 E065 20.6	55, 56	N57 11.0 E065 21.3
37, 38	N57 11.6 E065 20.6		

Use of stands 15 thru 56 is by towing only.
Taxiing on Twys A1, A2, A4 and A is strictly along centerline under inner engines power with the crew's good look-out.
Taxiing into stands 1 thru 13 shall be carried out under own engines power.
Taxiing out of stands 15, 16 & 16A shall be carried out under own engines power.

CHANGES: Taxiway 3A withdrawn. Stands. Notes.

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USTR/TJM ROSHCHINO

JEPPESEN 17 MAR 06 (11-1)

TYUMEN, RUSSIA ILS or 2 NDB Rwy 03

BRIEFING STRIP™

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

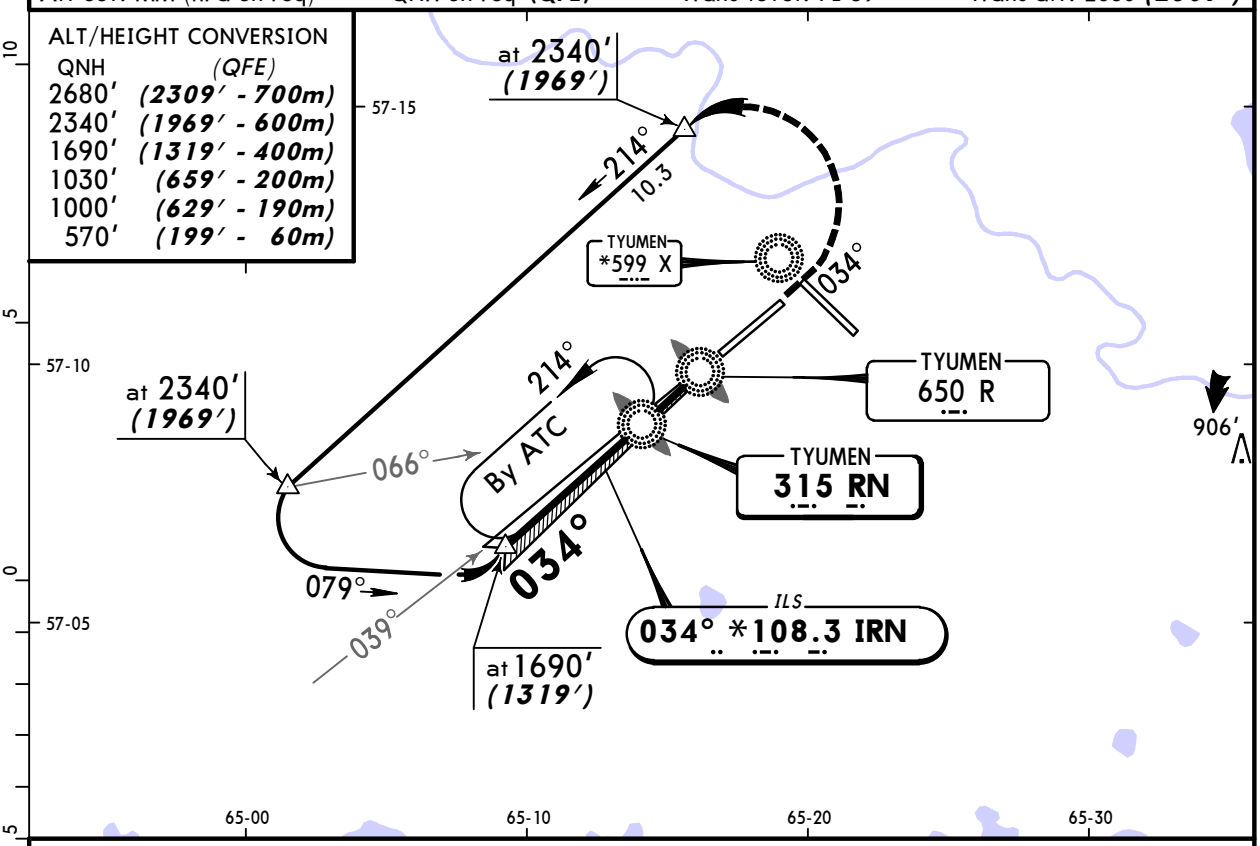
LOC IRN *108.3	Final Apch Crs 034°	GS LOM 994′ (623′)	ILS DA(H) 571′ (200′)	Apt Elev 378′ RWY 371′	2600′ MSA ARP
NDB RN 315		Minimum Alt LOM 1000′ (629′)	NDB MDA(H) 680′ (309′)		

MISSED APCH: Climb on 034° to 1030′ (659′), then turn LEFT onto 214° climbing to 2340′ (1969′), then according to chart.

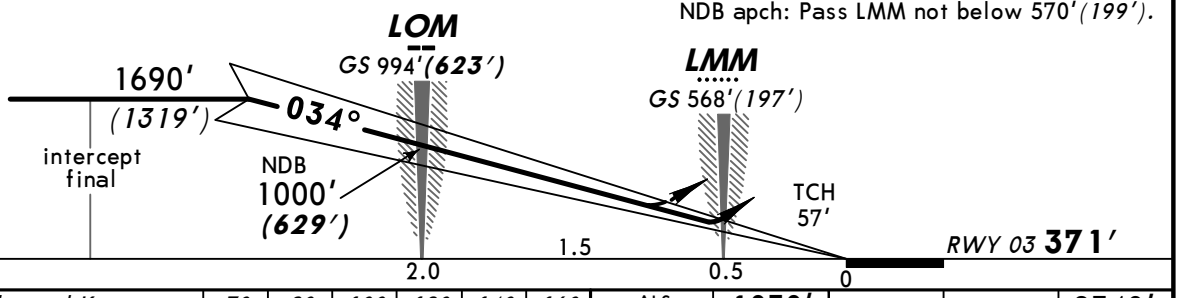
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2680′ (2309′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2309′ - 700m)
2340′	(1969′ - 600m)
1690′	(1319′ - 400m)
1030′	(659′ - 200m)
1000′	(629′ - 190m)
570′	(199′ - 60m)



NDB apch: Pass LMM not below 570′ (199′).



Gnd speed-Kts	70	90	100	120	140	160	ALS / PAPI	1030′ (659′) on 034°	214° LT	2340′ (1969′)
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769				

STRAIGHT-IN LANDING RWY 03

	ILS		LOC (GS out)	NDB	
	DA(H) 571′ (200′)			MDA(H) 680′ (309′)	
	FULL	ALS out			ALS out
A	1200m		NOT AUTHORIZED	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: Apt & Rwy elev. MSA. TCH.

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USTR/TJM ROSHCHINO

JEPPESEN 17 MAR 06 (11-2)

TYUMEN, RUSSIA ILS or 2 NDB Rwy 21

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

BRIEFING STRIP™

LOC IQF *110.7 / NDB QF 315	Final Apch Crs 214°	GS/ Minimum Alt LOM 1030′ (689′)	ILS DA(H) 541′ (200′) / NDB MDA(H) 650′ (309′)	Apt Elev 378′ / RWY 341′

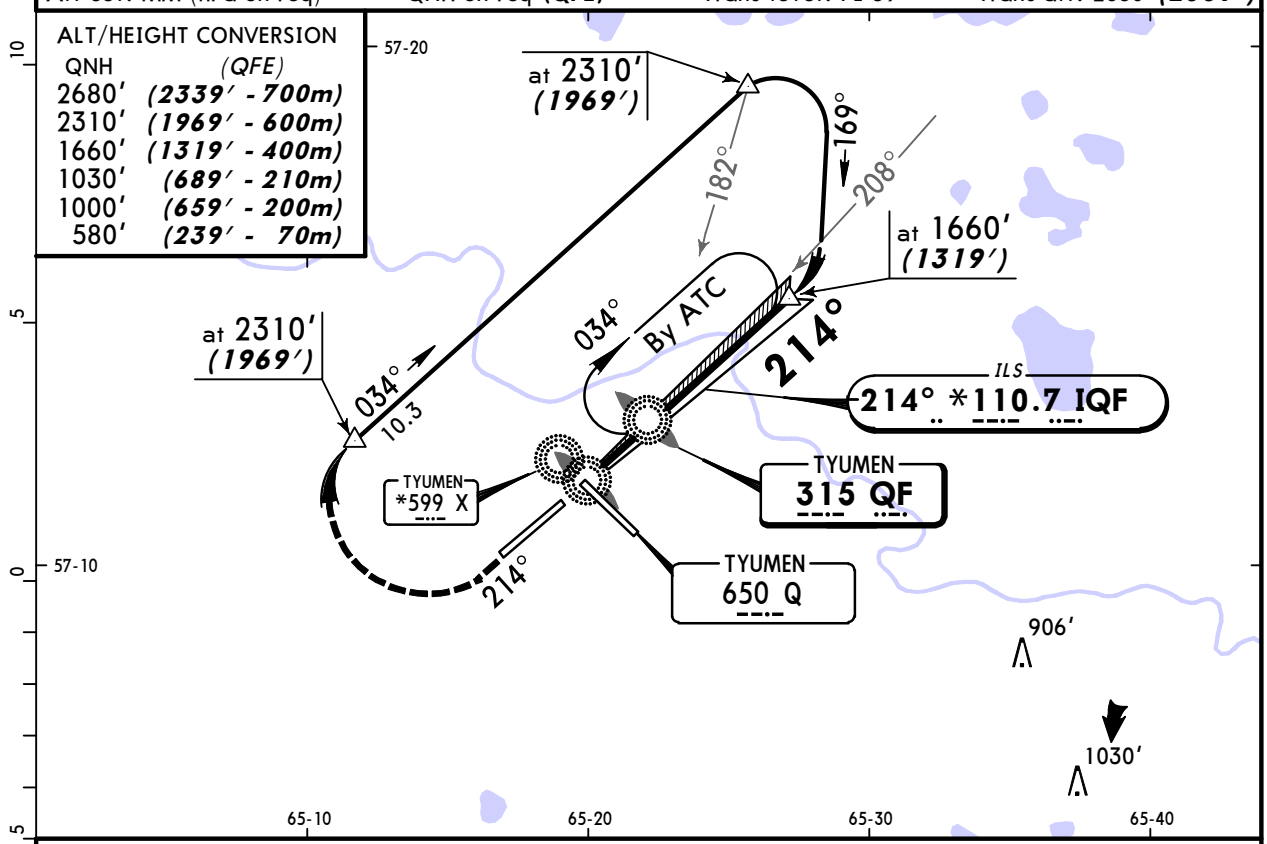
2600′ MSA ARP

MISSED APCH: Climb on 214° to 1000′ (659′), then turn RIGHT onto 034° climbing to 2310′ (1969′), then according to chart.

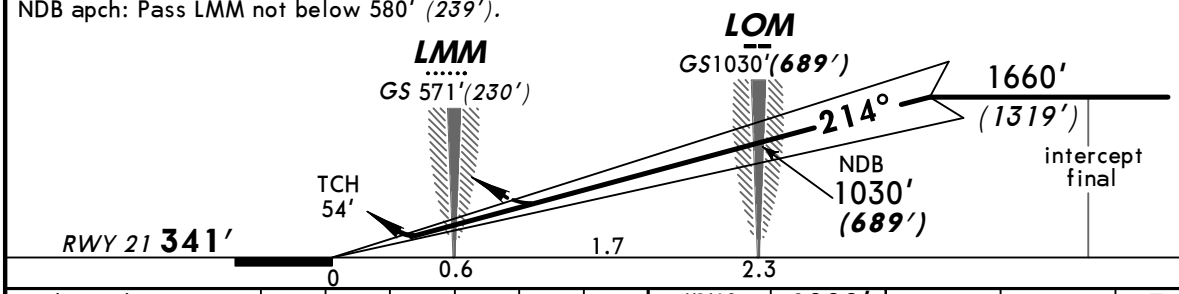
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 39 | Trans alt: 2680′ (2339′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2339′ - 700m)
2310′	(1969′ - 600m)
1660′	(1319′ - 400m)
1030′	(689′ - 210m)
1000′	(659′ - 200m)
580′	(239′ - 70m)



NDB apch: Pass LMM not below 580′ (239′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769

HIALS PAPI | 1000′ (659′) on 214° | 034° RT | 2310′ (1969′)

STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 541′(200′) FULL	ILS DA(H) 541′(200′) ALS out	LOC (GS out)	NDB MDA(H) 650′(309′)	NDB MDA(H) 650′(309′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Apt elev. MSA.

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USTR/TJM ROSHCHINO

JEPPESEN 17 MAR 06 (16-1)

TYUMEN, RUSSIA 2 NDB Rwy 12

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

BRIEFING STRIP™

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
XZ *290	121°	LOM 870′ (560′)	640′ (330′)	Apt Elev 378′ RWY 310′

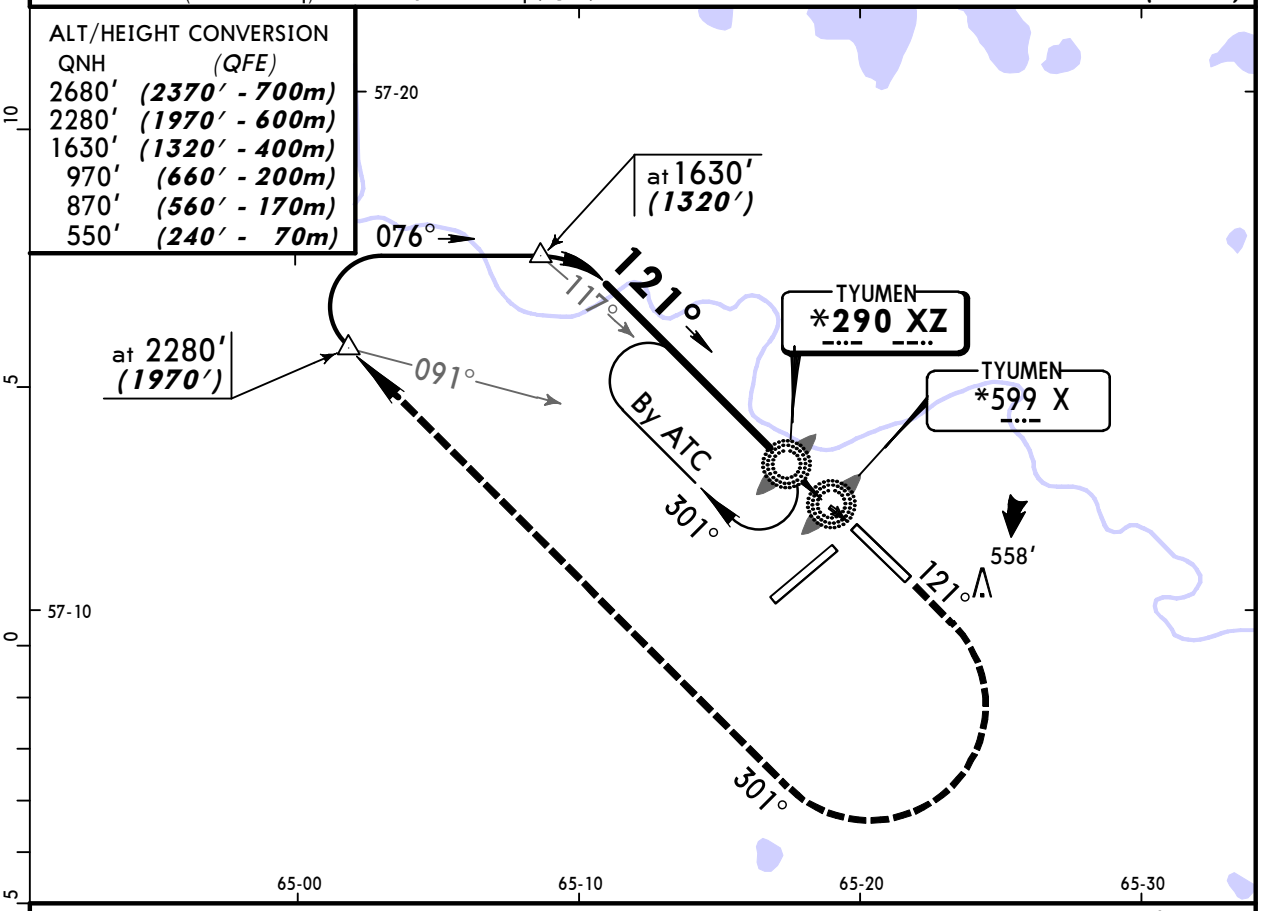
2600′
MSA ARP

MISSED APCH: Climb on 121° to 970′ (660′), then turn RIGHT onto 301° climbing to 2280′ (1970′), then according to chart.

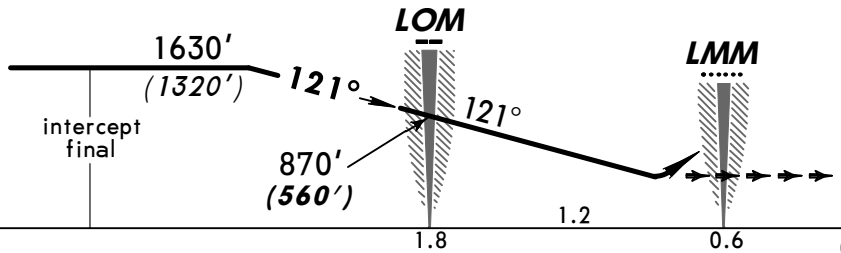
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: FL 39 | Trans alt: 2680′ (2370′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2370′ - 700m)
2280′	(1970′ - 600m)
1630′	(1320′ - 400m)
970′	(660′ - 200m)
870′	(560′ - 170m)
550′	(240′ - 70m)



Pass LMM not below 550′ (240′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS | 970′ (660′) on 121° | 301° RT | 2280′ (1970′)

STRAIGHT-IN LANDING RWY 12

MDA(H) 640′ (330′)

ALS out

PANS OPS

A	RVR 1500m VIS 1600m	
B		
C		
D		

CHANGES: Apt elev. MSA.

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USTR/TJM ROSHCHINO

JEPPESEN
17 MAR 06 (16-2)

TYUMEN, RUSSIA NDB Rwy 30

ATIS	TYUMEN Approach	TYUMEN Krug (SRE)	TYUMEN Start (PAR/TWR)	Ground
121.7	126.1	120.4	118.2	119.0

BRIEFING STRIP™

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
X *599	301°	No FAF	950′ (606′)	Apt Elev 378′ RWY 344′

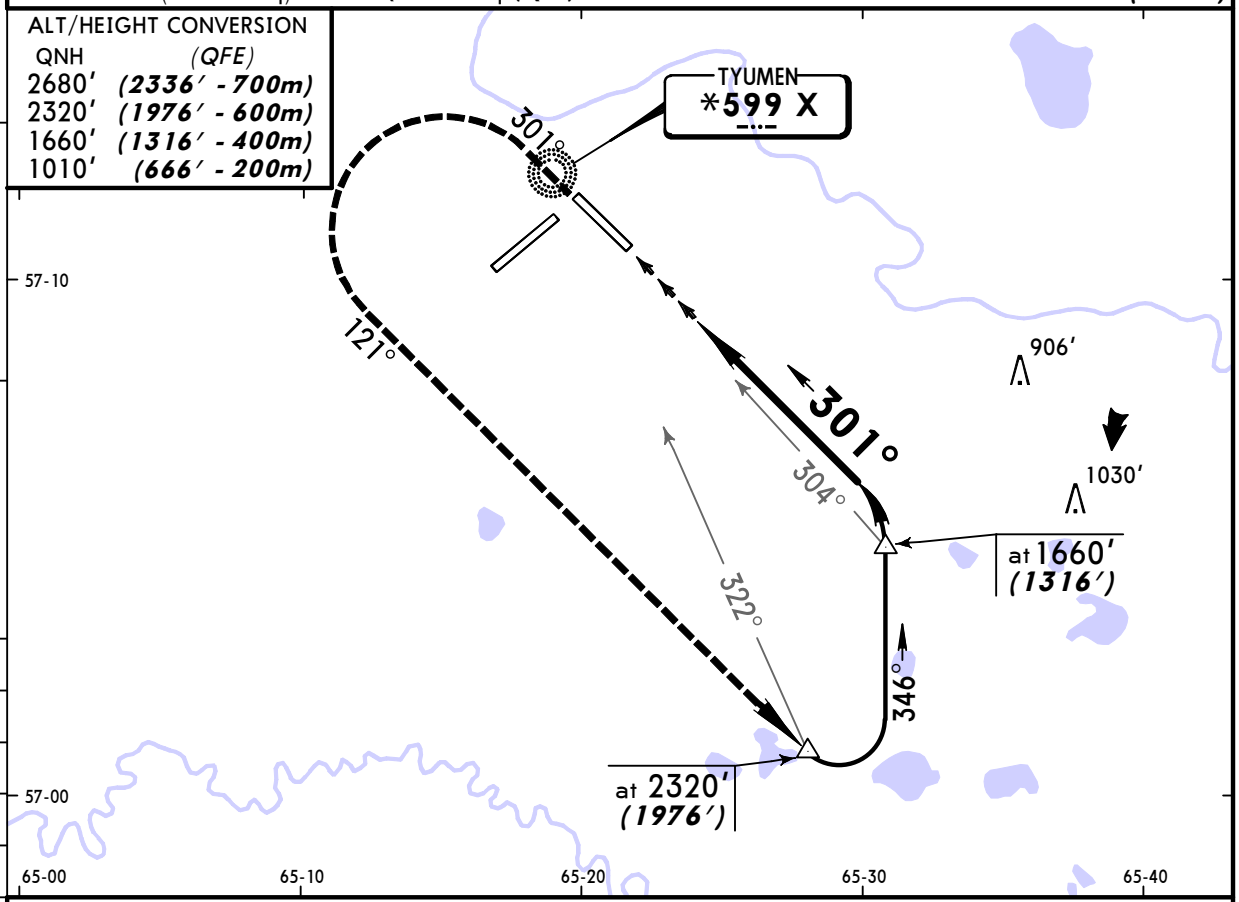
MISSED APCH: Climb on 301° to 1010′ (666′), then turn LEFT onto 121° climbing to 2320′ (1976′), then according to chart.

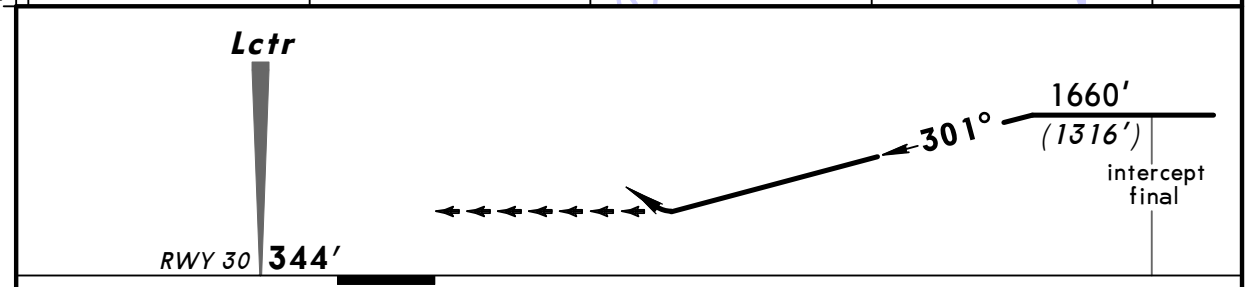
2600′
MSA ARP

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2680′ (2336′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2680′	(2336′ - 700m)
2320′	(1976′ - 600m)
1660′	(1316′ - 400m)
1010′	(666′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS | 1010′ (666′) on 301° | 121° LT | 2320′ (1976′)

STRAIGHT-IN LANDING RWY 30

MDA(H) 950′ (606′)

ALS out

PANS OPS

A	3200m
B	
C	
D	

CHANGES: MSA.

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UUBP/BZK
BRYANSK

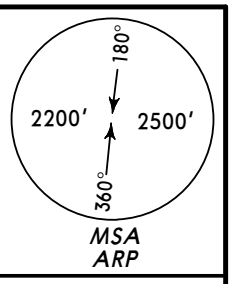
JEPPESEN
28 MAY 04 (10-2) Eff 10 Jun

BRYANSK, RUSSIA
STAR

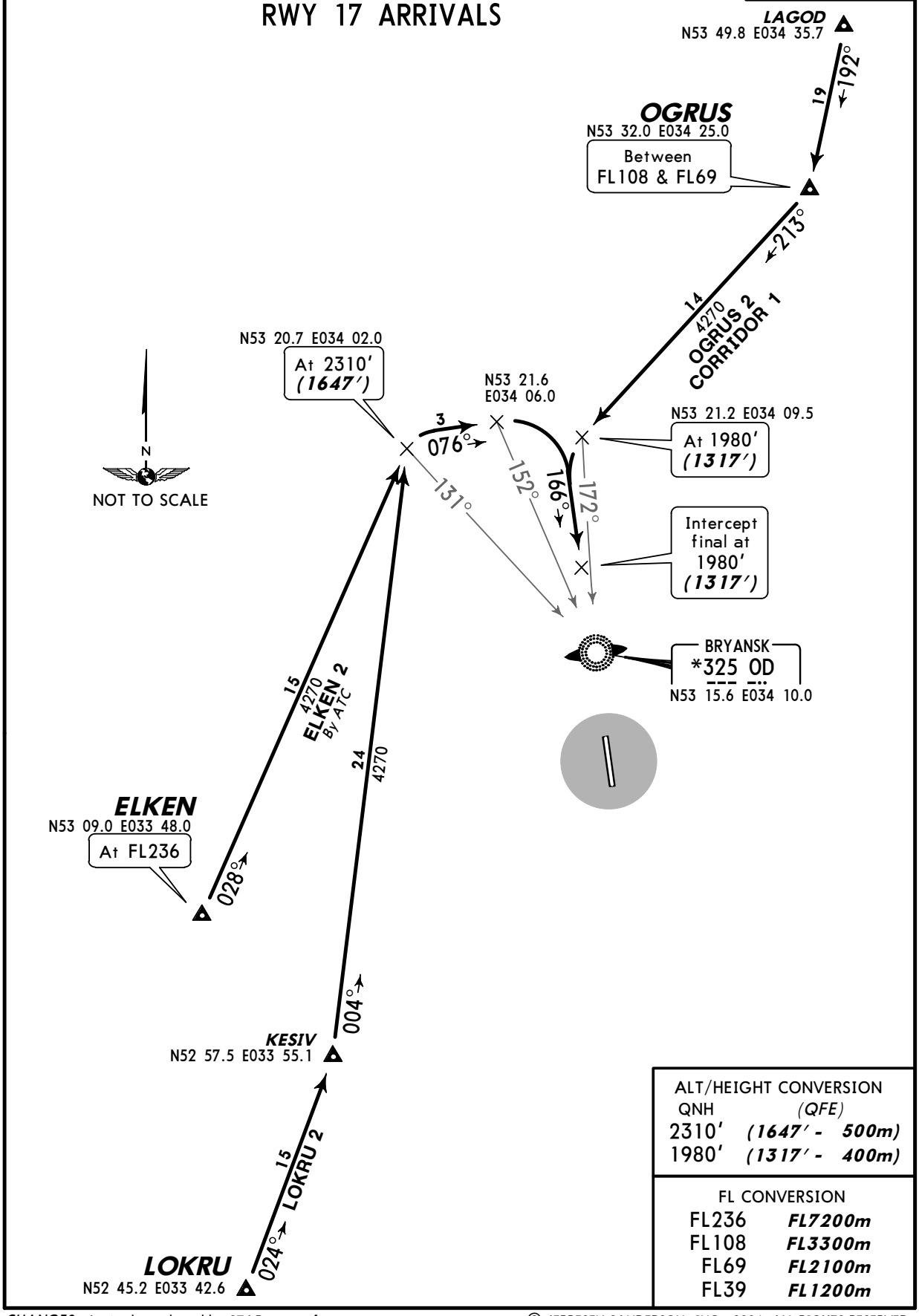
Apt Elev
663′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2310′ ***(1647′)***

1. FL by ATC.
2. Aircraft shall reach FL39 at 5.4 NM before base turn and at 10.8 NM before FAP during straight-in approach.
3. Proceed to LOM as directed by ATC, turn on track 346°, then according to the rectangular approach pattern.



ELKEN 2, LOKRU 2, OGRUS 2
RWY 17 ARRIVALS



ALT/HEIGHT CONVERSION

QNH	(QFE)
2310′	***(1647′ - 500m)***
1980′	***(1317′ - 400m)***

FL CONVERSION

FL236	***FL7200m***
FL108	***FL3300m***
FL69	***FL2100m***
FL39	***FL1200m***

CHANGES: Arrivals replaced by STARs; new format.

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UUBP/BZK BRYANSK

JEPPESEN
28 MAY 04 (10-2A) Eff 10 Jun

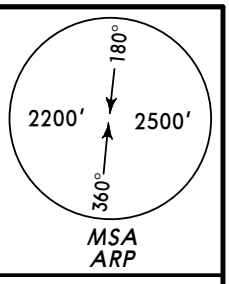
BRYANSK, RUSSIA

STAR

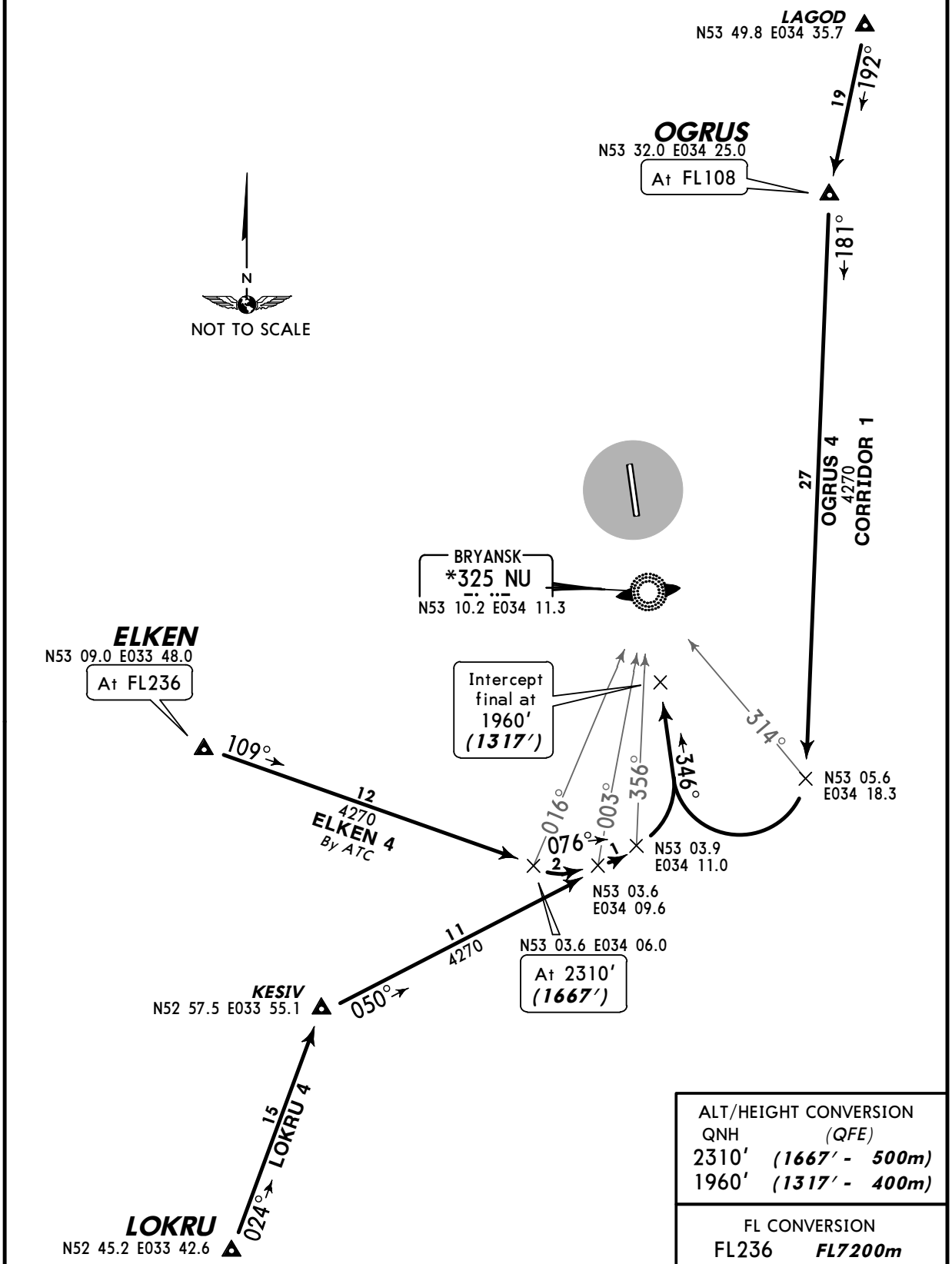
Apt Elev
663′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2310′ ***(1667′)***

1. FL by ATC.
2. Aircraft shall reach FL39 at 5.4 NM before base turn and at 10.8 NM before FAP during straight-in approach.
3. Proceed to LOM as directed by ATC, turn on track 166°, then according to the rectangular approach pattern.



ELKEN 4, LOKRU 4, OGRUS 4
RWY 35 ARRIVALS



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2310′	***(1667′ - 500m)***
1960′	***(1317′ - 400m)***

FL CONVERSION	
FL236	***FL7200m***
FL108	***FL3300m***
FL39	***FL1200m***

CHANGES: New chart.

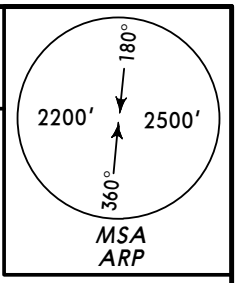
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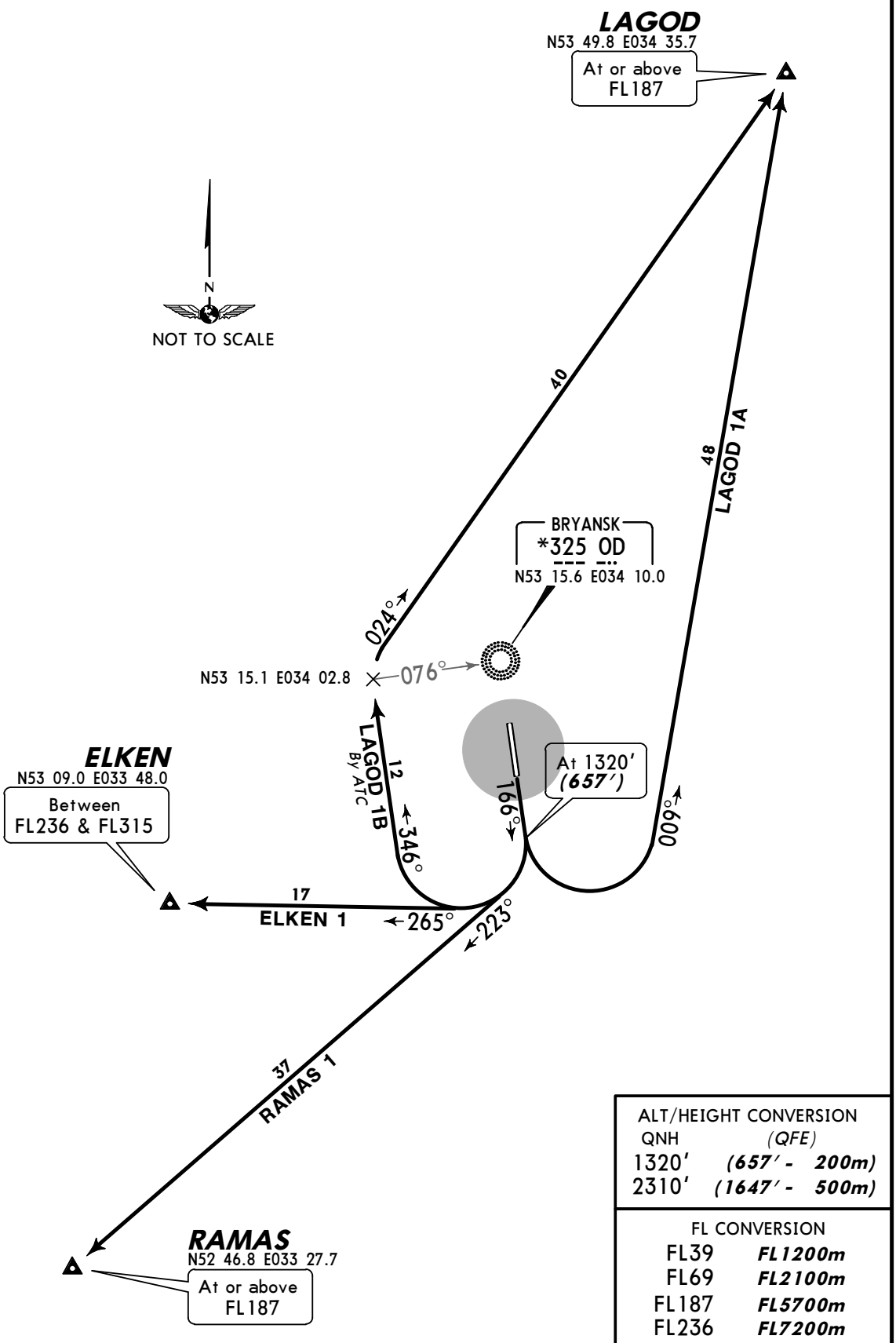
UUBP/BZK
BRYANSK

BRYANSK, RUSSIA
SID

Apt Elev	
663′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2310′ ***(1647′)*** Climb to FL69 according to the pattern as directed by ATC.



ELKEN 1, LAGOD 1A, LAGOD 1B, RAMAS 1
RWY 17 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1320′	***(657′ - 200m)***
2310′	***(1647′ - 500m)***

FL CONVERSION	
FL39	***FL1200m***
FL69	***FL2100m***
FL187	***FL5700m***
FL236	***FL7200m***
FL315	***FL9600m***

CHANGES: Departures replaced by SIDs; new format.

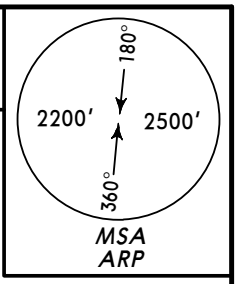
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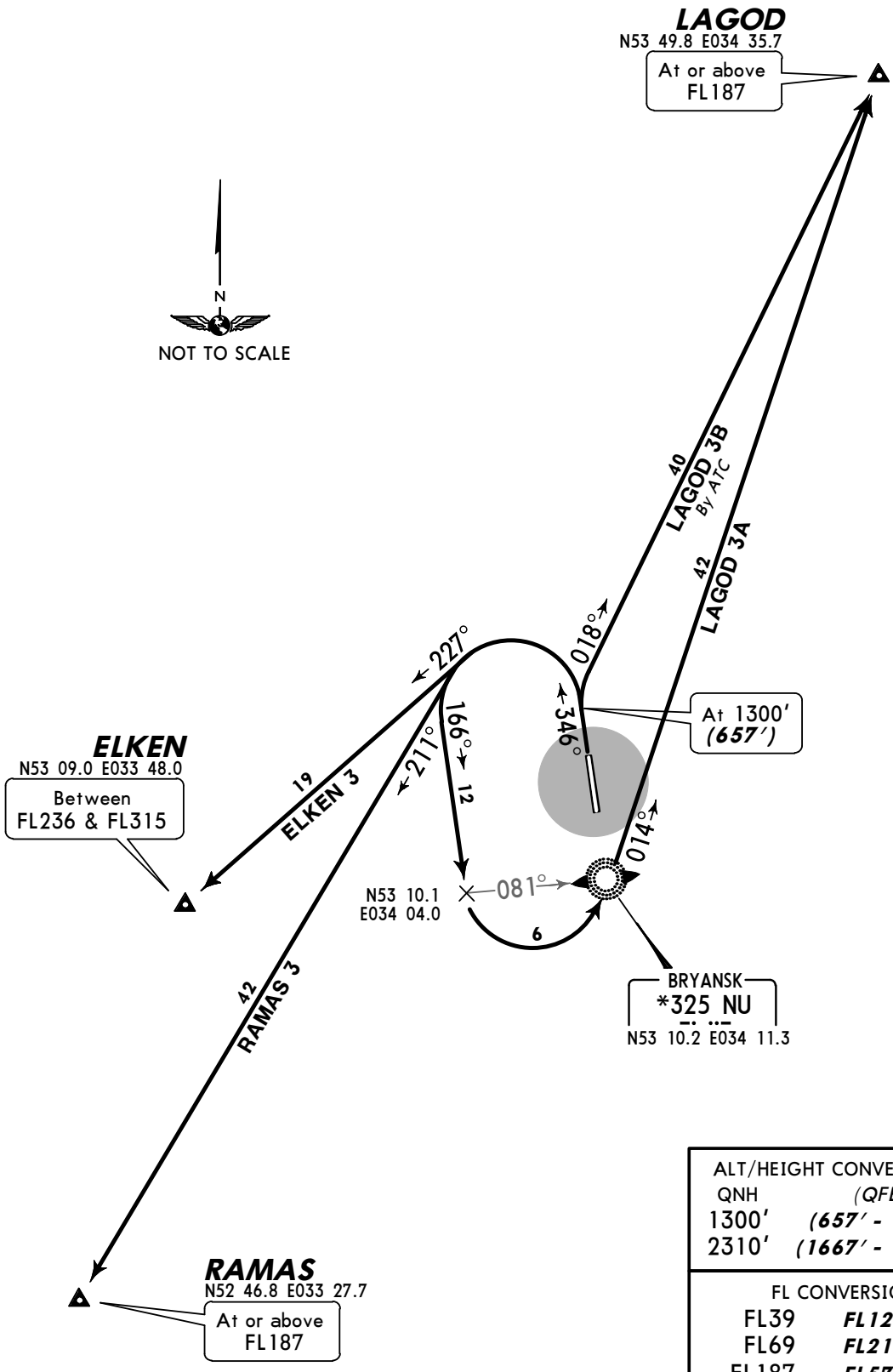
UUBP/BZK
BRYANSK

BRYANSK, RUSSIA
SID

Apt Elev	
663′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2310′ ***(1667′)*** Climb to FL69 according to the pattern as directed by ATC.



ELKEN 3, LAGOD 3A, LAGOD 3B, RAMAS 3
RWY 35 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1300′	***(657′ - 200m)***
2310′	***(1667′ - 500m)***

FL CONVERSION	
FL39	***FL1200m***
FL69	***FL2100m***
FL187	***FL5700m***
FL236	***FL7200m***
FL315	***FL9600m***

CHANGES: Departures replaced by SIDs; new format.

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UUBP/BZK

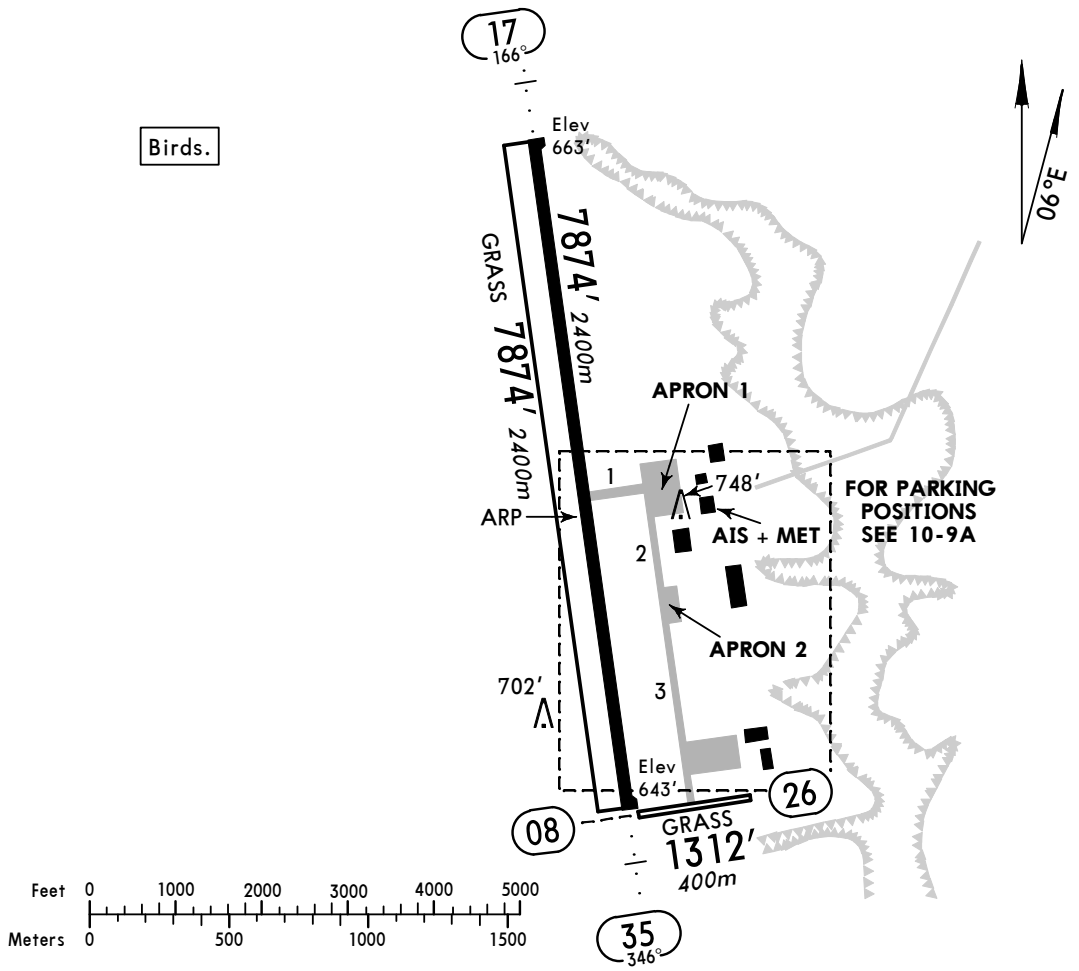
Apt Elev **663′**
N53 12.8 E034 10.7

BRYANSK, RUSSIA

BRYANSK

*BRYANSK Tower

129.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
08 26					69′ *21m*
17 35	RL *(60m)* ALS		7054′ *2150m*		138′ *42m*
17 35	Grass runway				279′ *85m*

TAKE-OFF

AIR CARRIER (JAA)

Main Rwy

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

CHANGES: Note added.

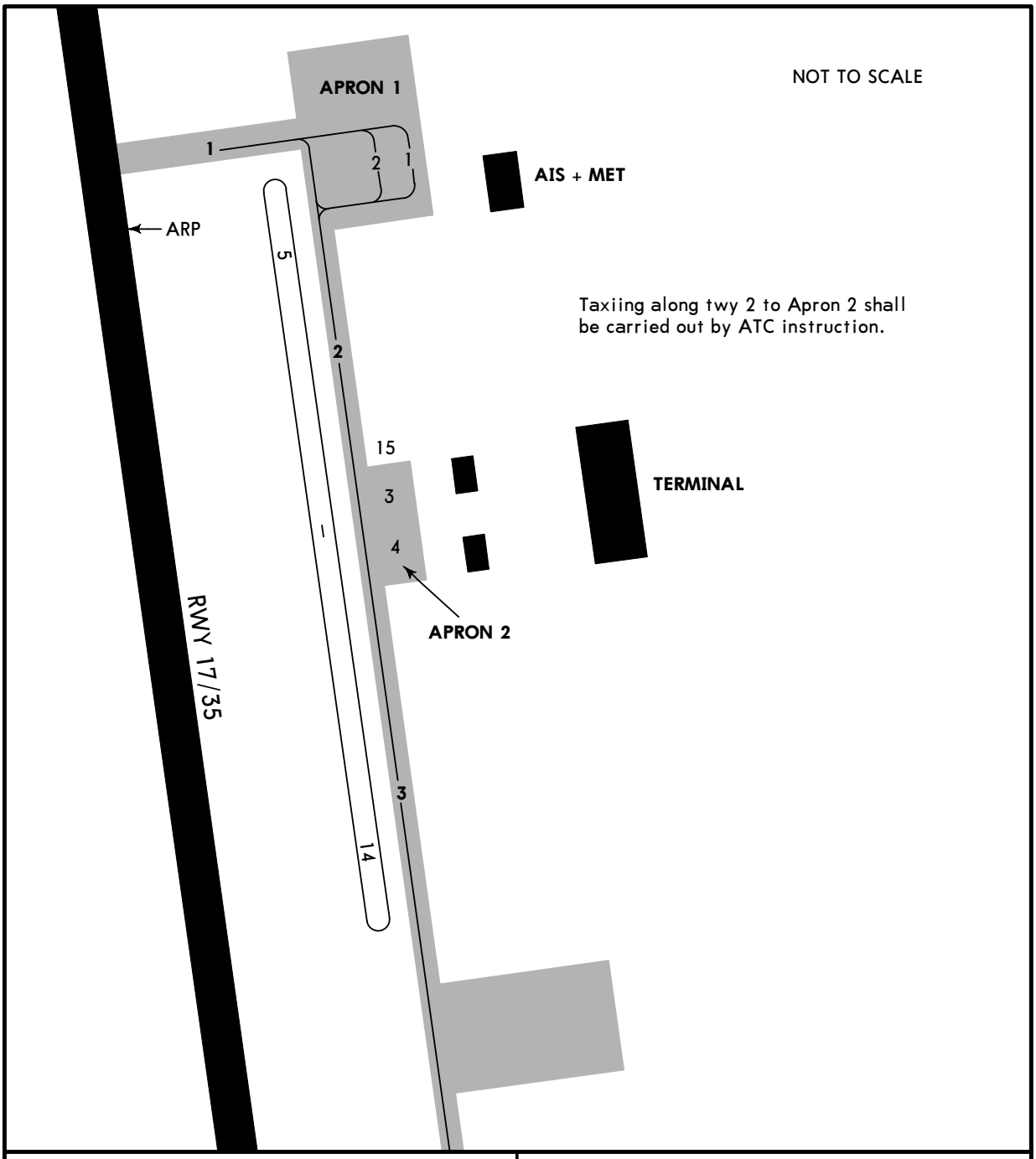
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UUBP/BZK

BRYANSK, RUSSIA

BRYANSK



INS COORDINATES	
STAND No.	**COORDINATES**
6	N53 12.8 E034 10.8

CHANGES: Stands. Note added.

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JEPPESEN FliteStar 9.160

UUBP BRYANSK

JEPPESEN 13 APR 01 (11-1)

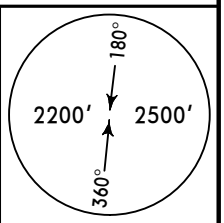
BRYANSK, RUSSIA ILS or 2 NDB Rwy 35

BRIEFING STRIP ™

*BRYANSK Krug (R)	*BRYANSK Tower
119.2	129.8

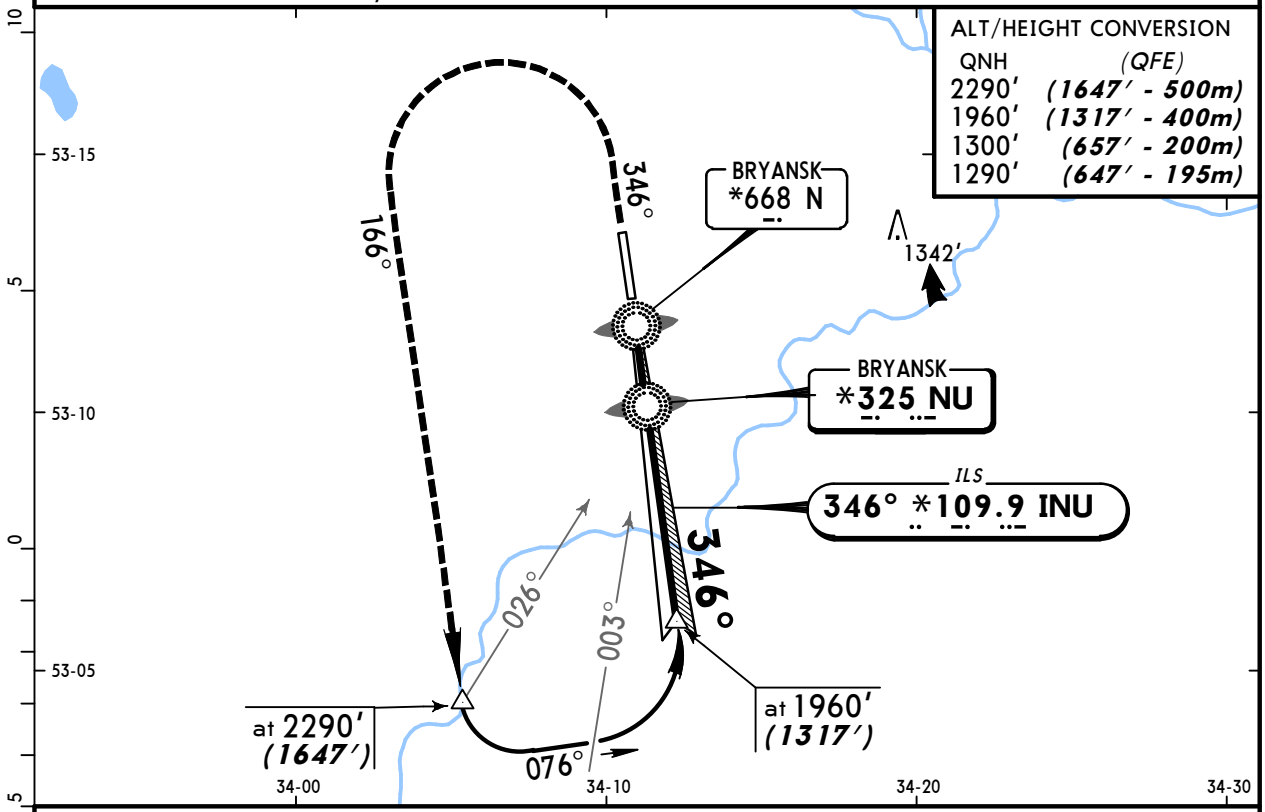
LOC INU *109.9	Final Apch Crs 346°	GS LOM 1283′ (640′)	ILS DA(H) 843′ (200′)	Apt Elev 663′	
NDB NU *325		Minimum Alt LOM 1290′ (647′)	NDB MDA(H) 1000′ (357′)	RWY 643′	

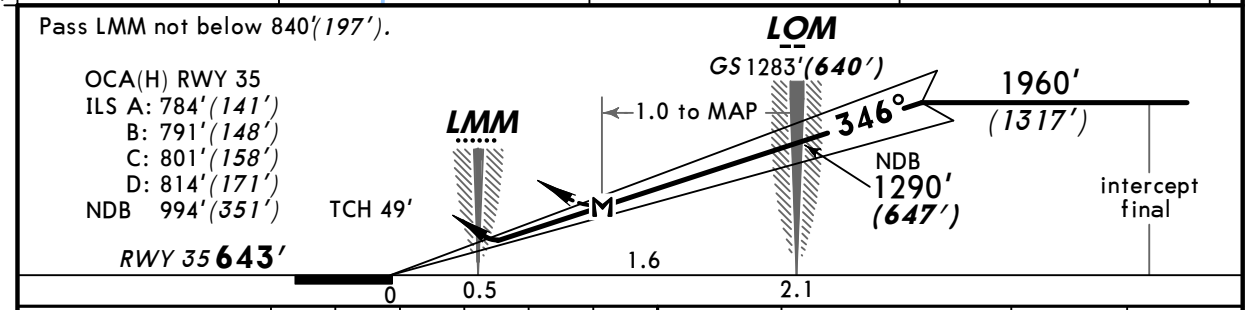
MISSED APCH: Climb on 346° to 1300′ (657′), then turn LEFT onto 166° climbing to 2290′ (1647′), then according to chart.



MSA
Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2290′ (1647′)
1. LOM is 79′/24m LEFT of rwy centerline. 2. OM & MM modulated 3000 Hz.





Gnd speed-Kts		70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad	4.7 %	336	432	480	576	671	767
LOM to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

ALS

1300′ (657′) on 346°

166° LT

2290′ (1647′)

STRAIGHT-IN LANDING RWY 35

ILS	LOC (GS out)	NDB
DA(H) 843′ (200′)		MDA(H) 1000′ (357′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB	
A	1200m	NOT AUTH	2000m	
B				
C				
D				

CHANGES: Communications.

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UUBP BRYANSK

JEPPESEN 13 APR 01 (16-1)

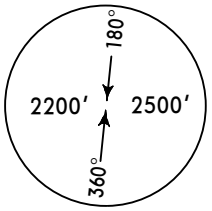
BRYANSK, RUSSIA 2 NDB Rwy 17

BRIEFING STRIP ™

*BRYANSK Krug (R)	*BRYANSK Tower
119.2	129.8

NDB OD	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 663′
*325	166°	1320′(657′)	970′(307′)	RWY 663′

MISSED APCH: Climb on 166° to 1320′(657′), then turn RIGHT onto 346° climbing to 2310′(1647′), then according to chart.



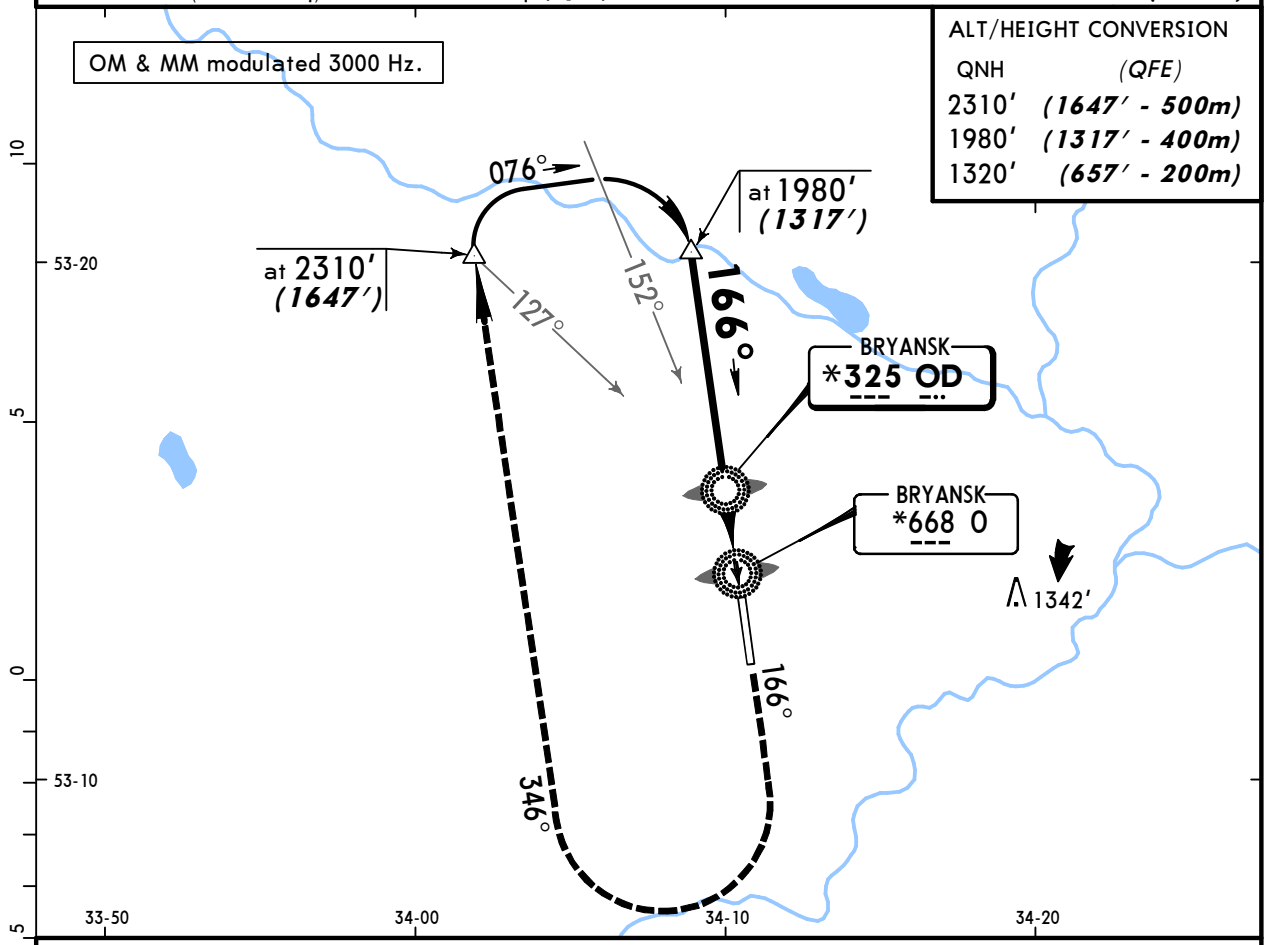
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 | Trans alt: 2310′ (1647′)

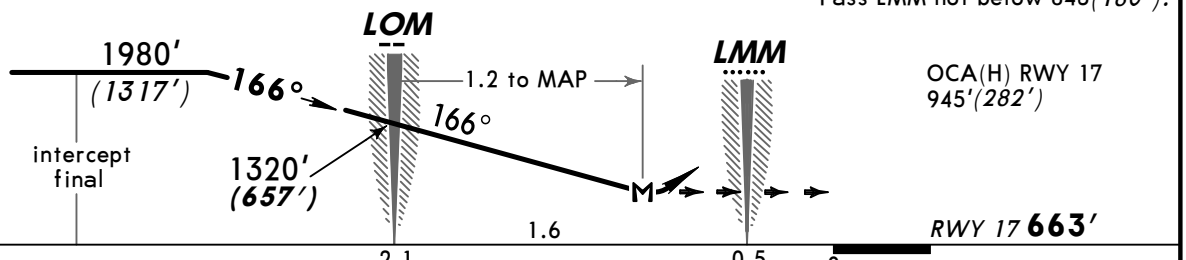
OM & MM modulated 3000 Hz.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2310′	(1647′ - 500m)
1980′	(1317′ - 400m)
1320′	(657′ - 200m)



Pass LMM not below 843′(180′).



OCA(H) RWY 17
945′(282′)

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794
LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

ALS

1320′ (657′) on 166°

346° RT

2310′ (1647′)

STRAIGHT-IN LANDING RWY 17

MDA(H) 970′(307′)

ALS out

PANS OPS

A	1600m
B	
C	
D	

CHANGES: Communications.

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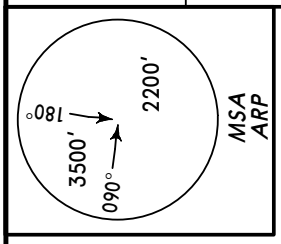
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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

TRANSITION

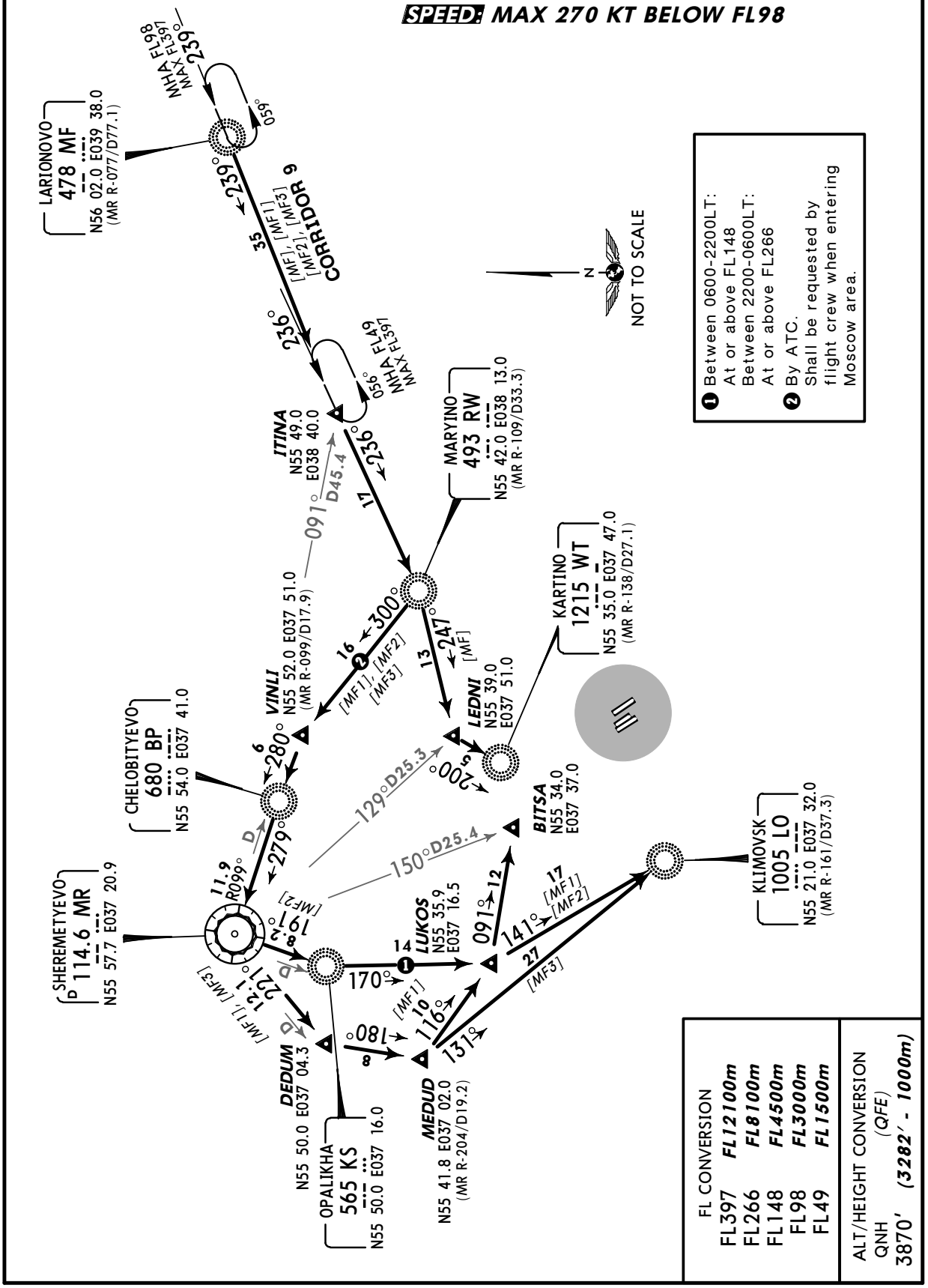
ATIS	Apt Elev	
128.3	588′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)***



TRANSITIONS

TO BITSA, LO & WT
FROM EAST
FOR BITSA & WT STARS REFER TO
CHARTS 30-2E TO 30-2H, 30-2L & 30-2M
FOR LO STARS REFER TO CHARTS 30-2J, 30-2K, 30-2N & 30-2P

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	***FL12100m***
FL266	***FL8100m***
FL148	***FL4500m***
FL98	***FL3000m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)
QNH 3870′ ***(3282′ - 1000m)***

CHANGES: Transitions established; STARs transf; chart redrawn.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2A)

MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
128.3	588′	Trans level: By ATC Trans alt: 3870′ (3282′)

3500′ 180° 090° 2200′
MSA
ARP

TRANSITIONS
TO BITSA, DR, LO, QO & WT
FROM SOUTH & WEST
FOR BITSA & WT STARS REFER TO CHARTS 30-2E TO 30-2H, 30-2L & 30-2M
FOR DR & LO STARS REFER TO CHARTS 30-2J, 30-2K, 30-2N & 30-2P
FOR QO STARS REFER TO CHARTS 30-2C, 30-2D & 30-2L

SPEED: MAX 270 KT BELOW FL98

N
NOT TO SCALE

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

MHA FL49 MAX FL397 245°
15.7 240°
26 [FK]
11.9 099°
6
VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)
100°
171°
13
065° 67 [FK], [FK1], [FK2], [FK3]
CORRIDOR 3
076°
134°
150° [FK1] [FK3]
12
20 [FK2]
10 [FK1]
MEDUD
N55 41.8 E037 02.0
(MR R-204/D19.2)
116°
131°
LUKOS
N55 35.9
E037 16.5
091° 12
129° D25.3
150° D25.4
200° 5
LEDNI
N55 39.0 E037 51.0
GAGARIN
985 FK
N55 33.0 E035 02.0
(MR R-244/D82.3)
KARTINO
1215 WT
N55 35.0 E037 47.0
(MR R-138/D27.1)
27 [FK3]
141° 17 [FK1] [FK2]
BITSA
N55 34.0
E037 37.0

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
(MR R-161/D37.3)

AKSINYINO
732 QO
N55 09.0 E038 17.0
(MR R-137/D58.3)

10 027°
SKURYGINO
415 DR
N55 13.0 E037 22.0
(MR R-170/D44.8)
MHA FL49 MAX FL397 174°
151° MHA FL49 MAX FL397
151° MHA FL49 MAX FL397

37 [IN] CORRIDOR 5
59 CORRIDOR 7
331°

HOLDINGS OVER FE
151° MHA FL49 MAX FL397
331°

FK
MHA FL49 MAX FL397 245°
065°

1 Between 0600-2200LT:
At or above FL148
Between 2200-0600LT:
At or above FL266
2 By ATC.
Shall be requested by flight crew when entering Moscow area.

354°
SUKHOTINO
1055 IN
N54 36.0 E037 20.0
(MR R-171/D81.9)
MHA FL49 MAX FL397 174°
354°

OKTYABRSKY
570 FE
N54 14.0 E038 54.0
(MR R-143/D116.8)

FL CONVERSION	
FL397	FL12100m
FL266	FL8100m
FL148	FL4500m
FL98	FL3000m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3870′	(3282′ - 1000m)

CHANGES: Transitions established; STARs transferred.

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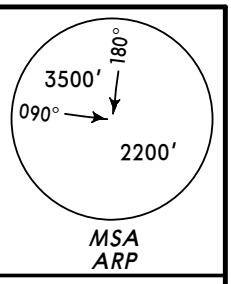
UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2B)

MOSCOW, RUSSIA

TRANSITION

ATIS	Apt Elev	
128.3	588′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)***



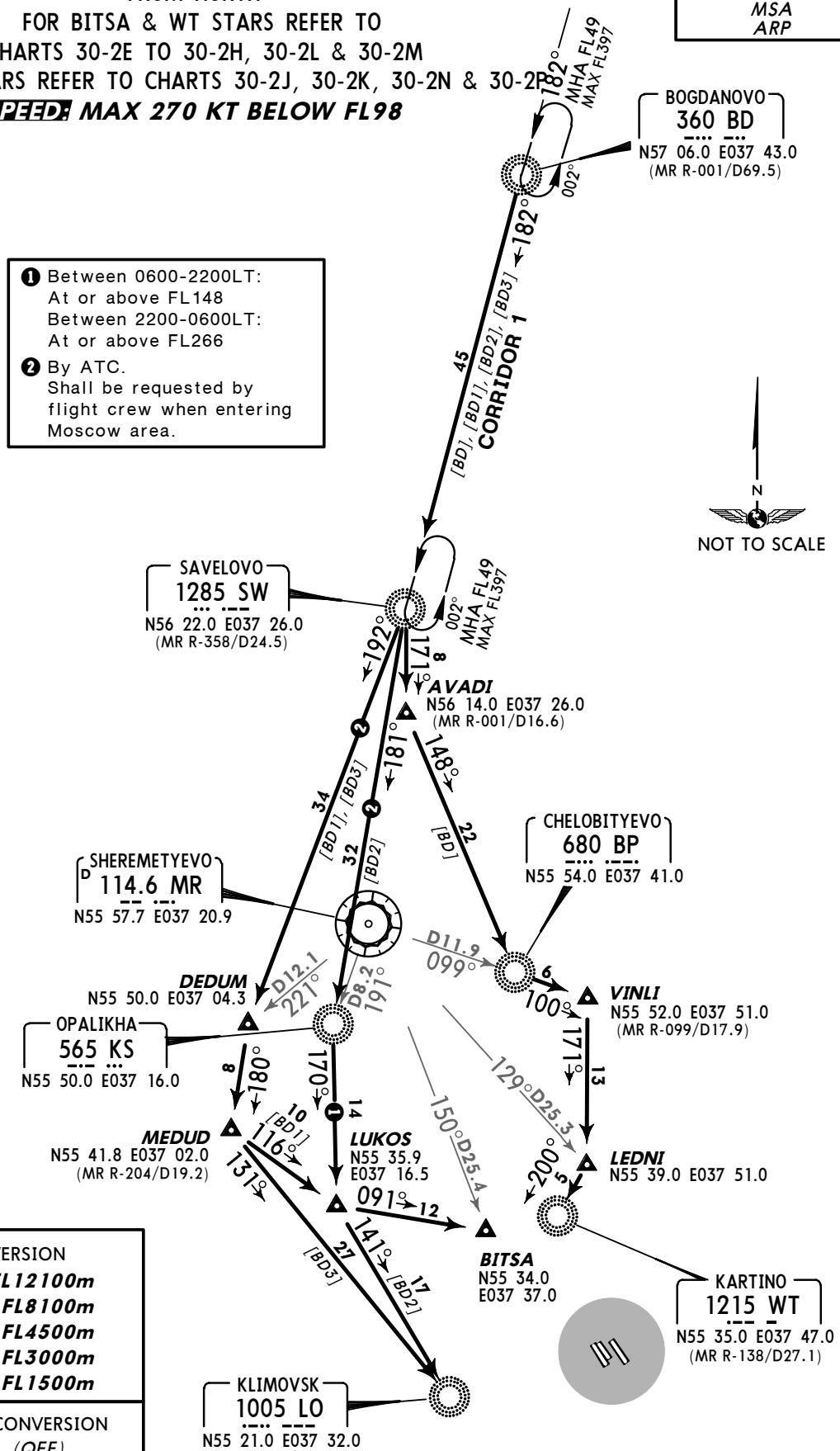
TRANSITIONS

TO BITSA, LO & WT
FROM NORTH
FOR BITSA & WT STARS REFER TO
CHARTS 30-2E TO 30-2H, 30-2L & 30-2M
FOR LO STARS REFER TO CHARTS 30-2J, 30-2K, 30-2N & 30-2P

SPEED: MAX 270 KT BELOW FL98

❶ Between 0600-2200LT:
At or above FL148
Between 2200-0600LT:
At or above FL266

❷ By ATC.
Shall be requested by flight crew when entering Moscow area.



FL CONVERSION	
FL397	***FL12100m***
FL266	***FL8100m***
FL148	***FL4500m***
FL98	***FL3000m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***

CHANGES: Transitions established; STARs transferred.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2C)

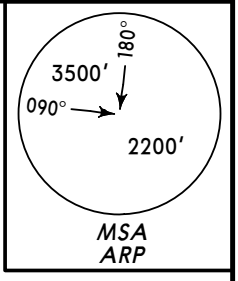
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
128.3	588′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)*** **1.** Execute noise abatement procedures according to ICAO DOC 8168. **2.** Crossings at airway exit points by ATC.

AKSINYINO 14A (QO 14A)
AKSINYINO 14B (QO 14B)
RWYS 14L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



RAMENSKOYE
117.9 RT
N55 33.7 E038 08.5

D12.5 RT
N55 32.0 E037 46.7
(RT R-254)
At 2230′ ***(1642′)***

D18.3 RT
N55 30.6
E037 36.9
(RT R-252)
(111° brg to M)
(107° brg to W)
At 3220′
(2632′)

D14.7 RT
N55 32.8 E037 42.6
(RT R-258)
(134° brg to M)

D13.3 RT
N55 32.5
E037 45.2
(RT R-256)
(134° brg to W)

D11.5 RT
(RT R-240)
Intercept final at
2230′ ***(1642′)***

D12.7 RT
(RT R-242)
Intercept final at
2230′ ***(1642′)***

D17.7 RT
N55 30.0 E037 38.1
(RT R-250)
(110° brg to M)
At 3220′
(2632′)

DOMODEDOVO
437 DW
N55 27.2 E037 52.5

DOMODEDOVO
887 W
N55 25.9 E037 54.0
At FL49

DOMODEDOVO
659 DM
N55 27.1 E037 50.3

DOMODEDOVO
320 M
N55 25.8 E037 51.9

D16.7 RT
N55 22.3 E037 47.0
(RT R-219)
(040° brg to W)

❶ ***D14 RT***
N55 32.3 E037 44.0
(RT R-256)
At 2230′ ***(1642′)***

092° 137° 285° 317° 030° 313° 299°

QO 14B
QO 14A

AKSINYINO
732 QO
N55 09.0 E038 17.0

N
NOT TO SCALE

FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER

QO

151° MHA FL49 MAX FL397
151° MHA FL49 MAX FL397
331°

W

137°
FL59
317°

CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2D)

MOSCOW, RUSSIA

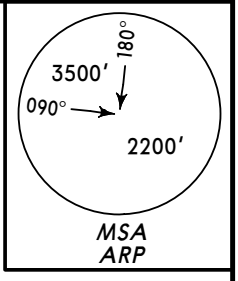
STAR

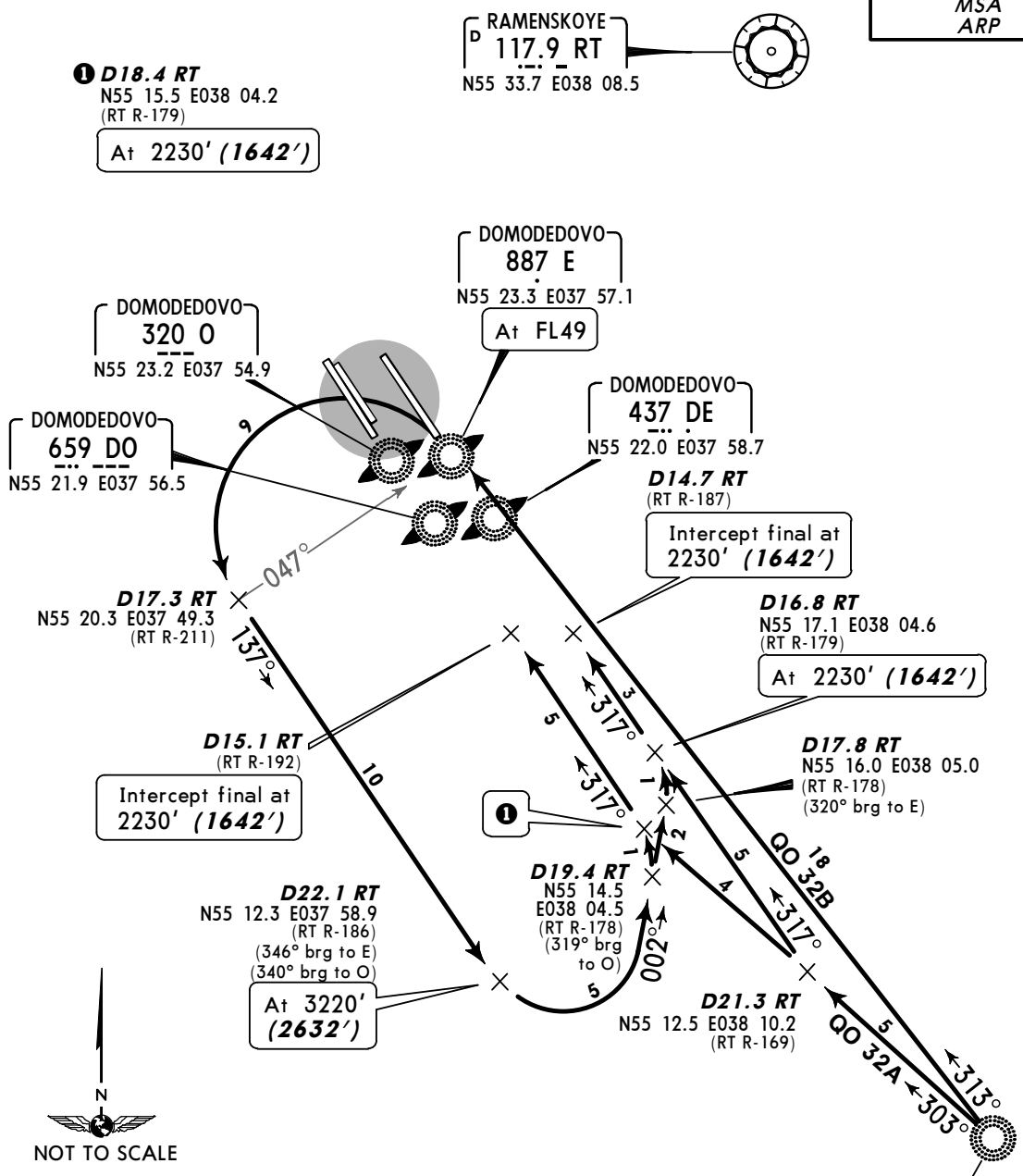
ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

AKSINYINO 32A (QO 32A)
AKSINYINO 32B (QO 32B)
RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

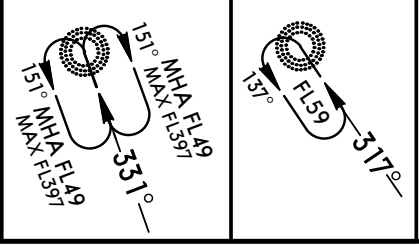




FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER



CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2E)

MOSCOW, RUSSIA

STAR

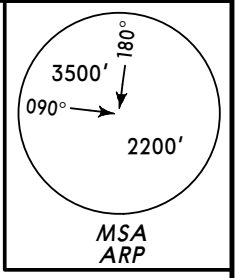
ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

BITSA 14A *[BIT14A]*❶, KARTINO 14A (WT 14A) RWYS 14L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

❶ By ATC



KARTINO
1215 WT
N55 35.0 E037 47.0
At or below FL49

BITSA
N55 34.0 E037 37.0
(RT R-262/D17.9)
At or below FL49

❷ ***D13.1 RT***
N55 32.5 E037 45.5
(RT R-256)
(135° brg to W)

RAMENSKOYE
D 117.9 RT
N55 33.7 E038 08.5

D14.8 RT
N55 33.0
E037 42.5
(RT R-259)
(135° brg to M)

D12.6 RT
N55 33.0 E037 46.3
(RT R-258)
(140° brg to W)

D14.1 RT
N55 32.5 E037 43.7
(RT R-257)
At 2230′ ***(1642′)***

D12.5 RT
N55 32.0 E037 46.7
(RT R-254)
At 2230′ ***(1642′)***

D13.1 RT
N55 31.4 E037 45.8
(RT R-252)
(140° brg to M)

D11.5 RT
(RT R-240)
Intercept final at 2230′ ***(1642′)***

D13.1 RT
N55 30.6 E037 46.1
(RT R-248)
At 2230′ ***(1642′)***

D12.7 RT
(RT R-242)
Intercept final at 2230′ ***(1642′)***

DOMODEDOVO
437 DW
N55 27.2 E037 52.5

DOMODEDOVO
887 W
N55 25.9 E037 54.0

DOMODEDOVO
659 DM
N55 27.1 E037 50.3

DOMODEDOVO
320 M
N55 25.8 E037 51.9

HOLDING OVER W



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
2230′	***(1642′ - 500m)***

N
NOT TO SCALE

CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2F)

MOSCOW, RUSSIA

STAR

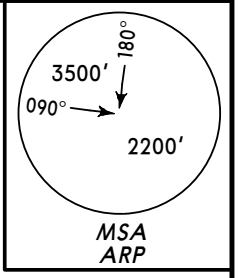
ATIS	Apt Elev
128.3	588′

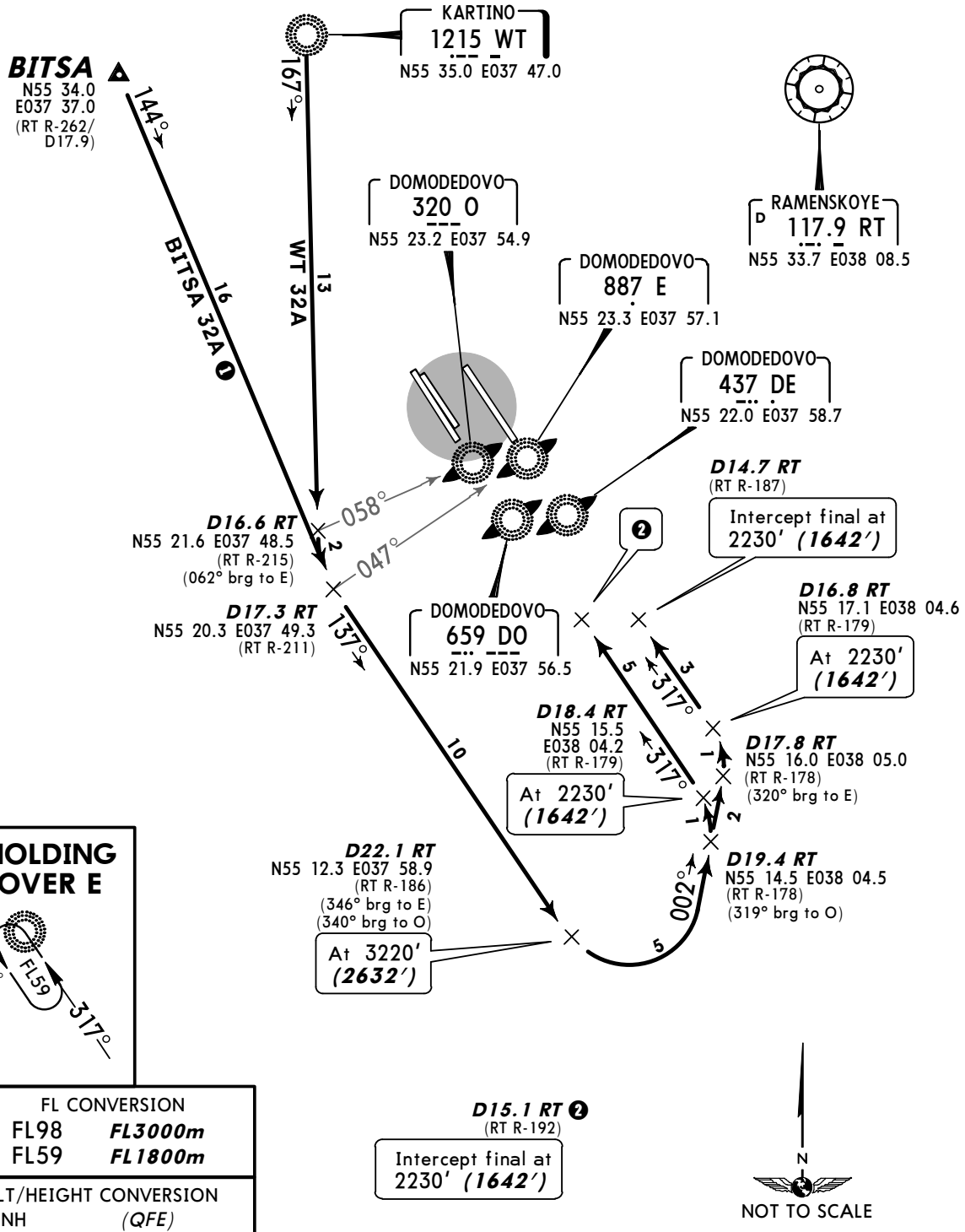
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

BITSA 32A *[BIT32A]*❶, KARTINO 32A (WT 32A)
RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

❶ By ATC





HOLDING OVER E



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

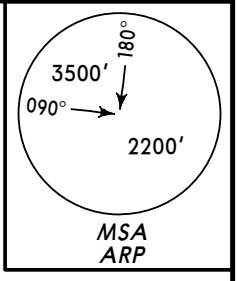
STAR

ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

BITSA 14B *[BIT14B]*❶
KARTINO 14B (WT 14B)
RWYS 14L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



❶ By ATC

KARTINO
1215 WT
N55 35.0 E037 47.0

RAMENSKOYE
D 117.9 RT
N55 33.7 E038 08.5

D14.7 RT
N55 32.8 E037 42.6
(RT R-258)
(134° brg to M)

D13.3 RT
N55 32.5
E037 45.2
(RT R-256)
(134° brg to W)

D12.5 RT
N55 32.0 E037 46.7
(RT R-254)
At 2230′ ***(1642′)***

BITSA
N55 34.0 E037 37.0
(RT R-262/D17.9)

D11.5 RT
(RT R-240)
Intercept final at
2230′ ***(1642′)***

D18.3 RT
N55 30.6
E037 36.9
(RT R-252)
(111° brg to M)
(107° brg to W)
At 3220′
(2632′)

D12.7 RT
(RT R-242)
Intercept final at
2230′ ***(1642′)***

DOMODEDOVO
659 DM
N55 27.1 E037 50.3

DOMODEDOVO
437 DW
N55 27.2 E037 52.5

DOMODEDOVO
887 W
N55 25.9 E037 54.0
At FL49

D16.7 RT
N55 22.8 E037 46.2
(RT R-221)
(047° brg to W)

DOMODEDOVO
320 M
N55 25.8 E037 51.9

NOT TO SCALE

❷ ***D14 RT***
N55 32.3 E037 44.0
(RT R-256)
At 2230′ ***(1642′)***

FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDING OVER W



CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2H)

MOSCOW, RUSSIA

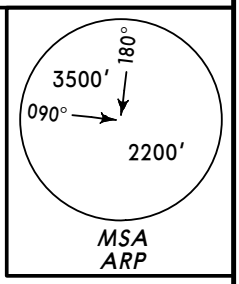
STAR

ATIS	Apt Elev
128.3	588′

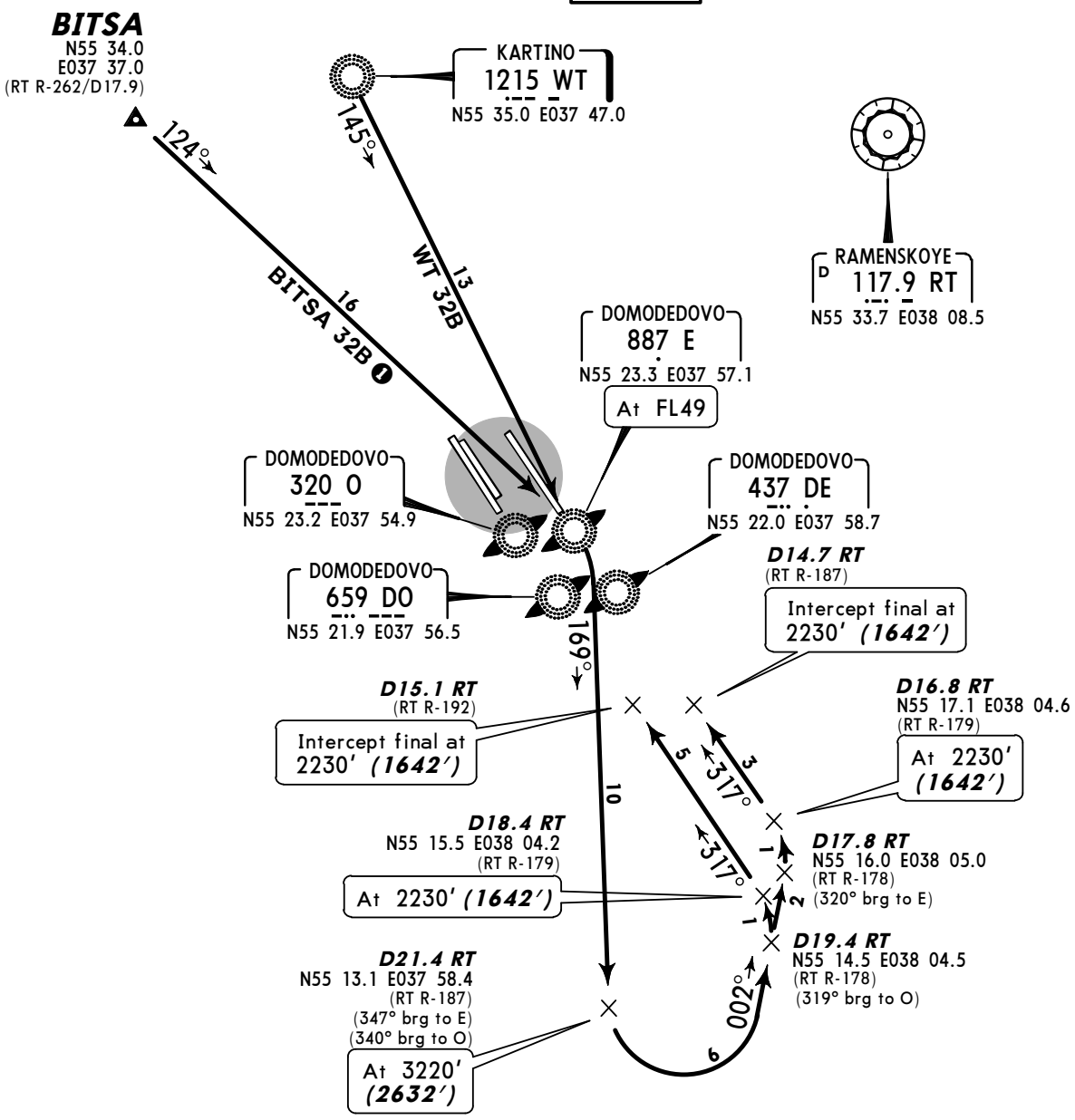
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

BITSA 32B *[BIT32B]* ❶
KARTINO 32B (WT 32B)
RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



❶ By ATC



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDING OVER E





NOT TO SCALE

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2J)

MOSCOW, RUSSIA

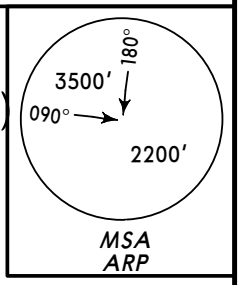
STAR

ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

KLIMOVSK 14A (LO 14A), KLIMOVSK 14B (LO 14B)
SKURYGINO 14A (DR 14A), SKURYGINO 14B (DR 14B)
BY ATC

RWYS 14L/R ARRIVALS
SPEED: MAX 270 KT BELOW FL98



DOMODEDOVO 659 DM
N55 27.1 E037 50.3

RAMENSKOYE D 117.9 RT
N55 33.7 E038 08.5

D18.3 RT
N55 31.9 E037 36.4
(RT R-256)
(116° brg to M)
(112° brg to W)
At 3220′ ***(2632′)***

D14.7 RT
N55 32.8 E037 42.6
(RT R-258)
(134° brg to M)

D13.3 RT
N55 32.5
E037 45.2
(RT R-256)
(134° brg to W)

D12.5 RT
N55 32.0 E037 46.7
(RT R-254)
At 2230′ ***(1642′)***

092°

D11.5 RT
(RT R-240)
Intercept final at 2230′ ***(1642′)***

137°

D18.3 RT
N55 30.6 E037 36.9
(RT R-252)
(111° brg to M)
(107° brg to W)
At 3220′ ***(2632′)***

D14 RT
N55 32.3 E037 44.0
(RT R-256)
At 2230′ ***(1642′)***

DR 14A 14B By ATC
LO 14B

D12.7 RT
(RT R-242)
Intercept final at 2230′ ***(1642′)***

DOMODEDOVO 437 DW
N55 27.2 E037 52.5

DOMODEDOVO 887 W
N55 25.9 E037 54.0

LO 14A

D16.7 RT
N55 22.8 E037 46.2
(RT R-221)
(039° brg to M)

317°

KLIMOVSK 1005 LO
N55 21.0 E037 32.0

004°

060°

LO 14B

DOMODEDOVO 320 M
N55 25.8 E037 51.9

D14 RT
N55 24.8 E037 49.4
(RT R-222)
At FL49

RADIUS 2.2

D19.5 RT
N55 19.7
E037 44.8
(RT R-215)
(032° brg to W)

D14.6 RT
N55 24.0 E037 49.4
(RT R-220)
At FL49

027°
047°
055°

DR 14B By ATC
DR 14A By ATC

SKURYGINO 415 DR
N55 13.0 E037 22.0

N
NOT TO SCALE

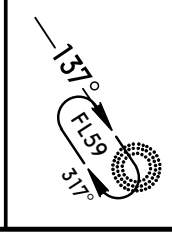
FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER DR



HOLDINGS OVER W



CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2K)

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

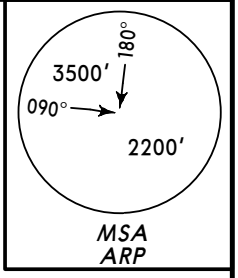
KLIMOVSK 32A (LO 32A)

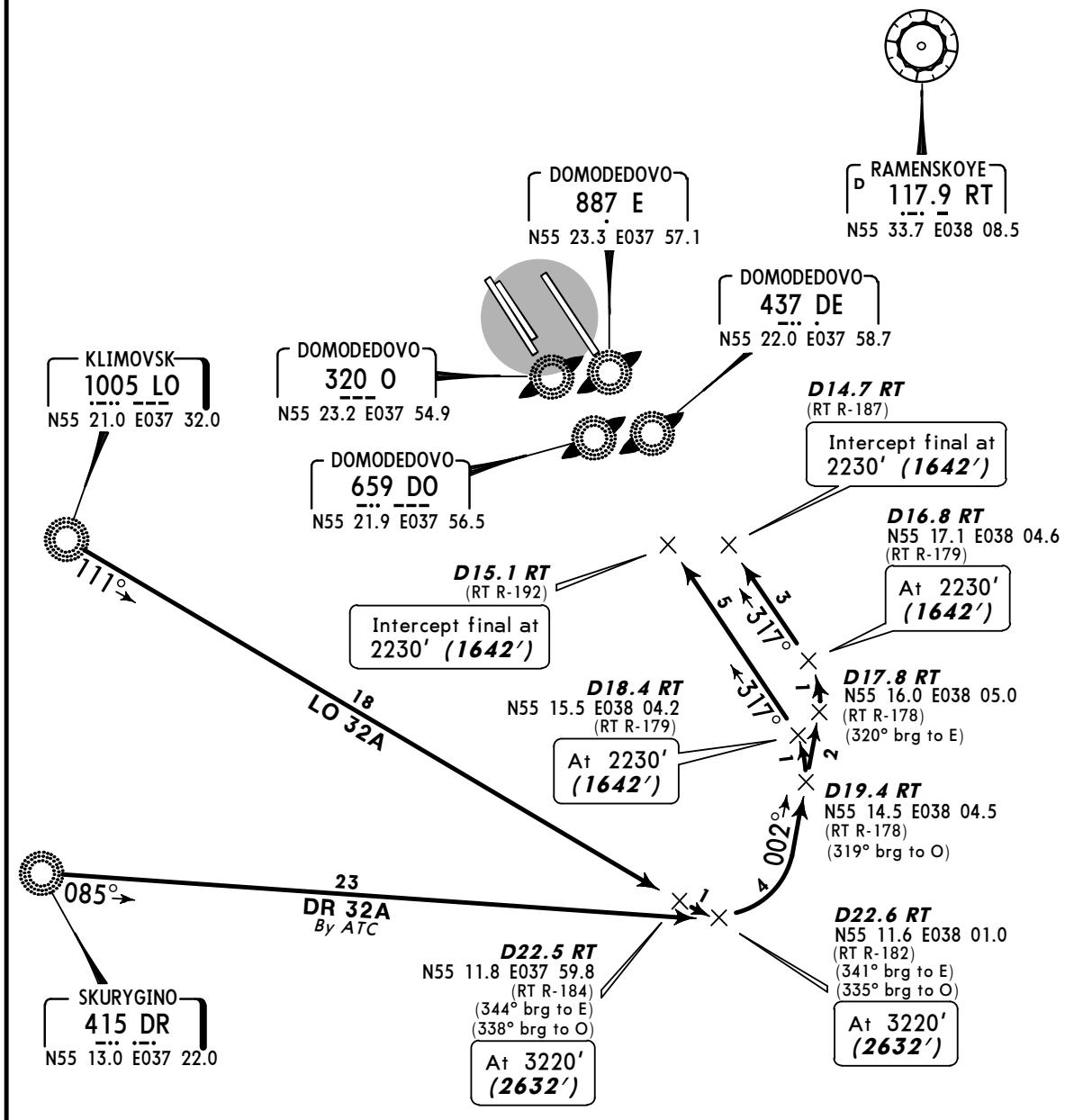
SKURYGINO 32A (DR 32A)

BY ATC

RWYS 32L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98





FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

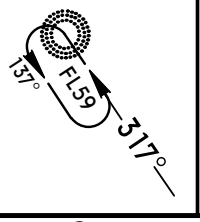
ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER

DR



E





NOT TO SCALE

CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2L)

MOSCOW, RUSSIA

STAR

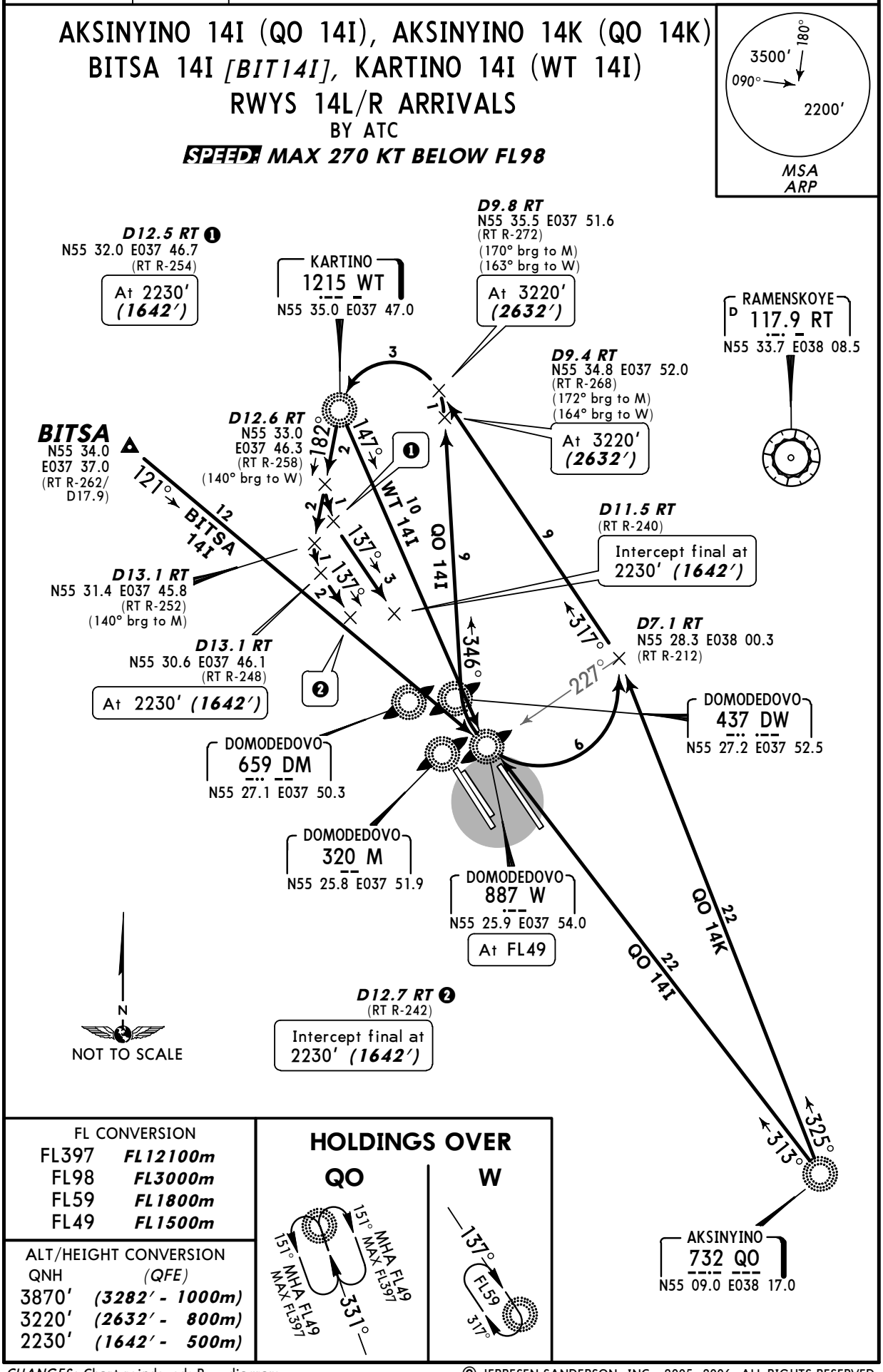
ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

AKSINYINO 14I (QO 14I), AKSINYINO 14K (QO 14K)
BITSA 14I *[BIT14I]*, KARTINO 14I (WT 14I)
RWYS 14L/R ARRIVALS

BY ATC

SPEED: MAX 270 KT BELOW FL98



FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER

QO

W

CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2M)

MOSCOW, RUSSIA

STAR

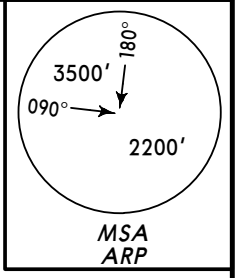
ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

BITSA 32I *[BIT32I]*, BITSA 32K *[BIT32K]*
KARTINO 32I (WT 32I), KARTINO 32K (WT 32K)
RWYS 32L/R ARRIVALS

BY ATC

SPEED: MAX 270 KT BELOW FL98



KARTINO
1215 WT
N55 35.0 E037 47.0

RAMENSKOYE
D 117.9 RT
N55 33.7 E038 08.5

BITSA
N55 34.0 E037 37.0
(RT R-262/D17.9)

DOMODEDOVO
887 E
N55 23.3 E037 57.1
At FL49

DOMODEDOVO
320 O
N55 23.2 E037 54.9

DOMODEDOVO
659 DO
N55 21.9 E037 56.5

DOMODEDOVO
437 DE
N55 22.0 E037 58.7

NOT TO SCALE

D8.1 RT
N55 26.5 E038 02.2
(RT R-198)
(223° brg to O)

D8.4 RT
N55 25.8 E038 03.5
(RT R-191)

D14.6 RT
N55 19.2 E038 11.0
(RT R-166)
(289° brg to E)
(285° brg to O)
At 3220′ ***(2632′)***

D15.2 RT
N55 18.7
E038 12.1
(RT R-164)
(290° brg to E)
(286° brg to O)
At 3220′ ***(2632′)***

D15.1 RT
(RT R-192)
Intercept final at
2230′ ***(1642′)***

D16.8 RT
N55 17.3 E038 02.0
(RT R-184)
At 2230′ ***(1642′)***

D17.2 RT
N55 16.8
E038 03.5
(RT R-181)
(314° brg to O)

D17.3 RT
N55 16.5
E038 06.2
(RT R-176)
(314° brg to E)

D16.8 RT
N55 17.1 E038 04.6
(RT R-179)
At 2230′ ***(1642′)***

❶ ***D14.7 RT***
(RT R-187)
Intercept final at
2230′ ***(1642′)***

FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDING OVER E



CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2N)

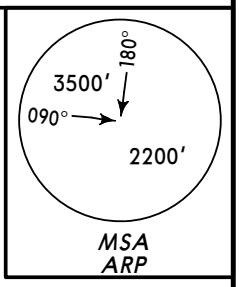
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

KLIMOVSK 14I (LO 14I)
SKURYGINO 14I (DR 14I)
RWYS 14L/R ARRIVALS
BY ATC
SPEED: MAX 270 KT BELOW FL98



KARTINO
1215 WT
N55 35.0 E037 47.0

D9.6 RT
N55 35.2 E037 51.9
(RT R-271)
(171° brg to M)
(168° brg to W)
At 3220′ ***(2632′)***

D12.5 RT
N55 32.0 E037 46.7
(RT R-254)
At 2230′ ***(1642′)***

D12.6 RT
N55 33.0
E037 46.3
(RT R-258)
(140° brg to W)

RAMENSKOYE
D 117.9 RT
N55 33.7 E038 08.5

D13.1 RT
N55 31.4 E037 45.8
(RT R-252)
(140° brg to M)

D13.1 RT
N55 30.6 E037 46.1
(RT R-248)
At 2230′ ***(1642′)***

D11.5 RT
(RT R-240)
Intercept final at
2230′ ***(1642′)***

D12.7 RT
(RT R-242)
Intercept final at
2230′ ***(1642′)***

DOMODEDOVO
437 DW
N55 27.2 E037 52.5

DOMODEDOVO
659 DM
N55 27.1 E037 50.3

DOMODEDOVO
887 W
N55 25.9 E037 54.0
At FL49

DOMODEDOVO
320 M
N55 25.8 E037 51.9

KLIMOVSK
1005 LO
N55 21.0 E037 32.0

SKURYGINO
415 DR
N55 13.0 E037 22.0

182° 137° 331° 060° 027° 047° 354° 174° 137° 317°
4 2 1 2 1 3 2 10 13 LO 14I 10 22 DR 14I

N
NOT TO SCALE

FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER

DR

174° 354°
MHA FL49
MAX FL397

W

137° FL59 317°

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-2P)

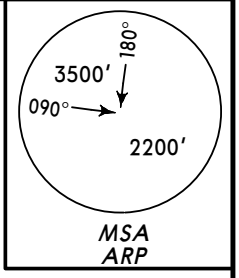
MOSCOW, RUSSIA

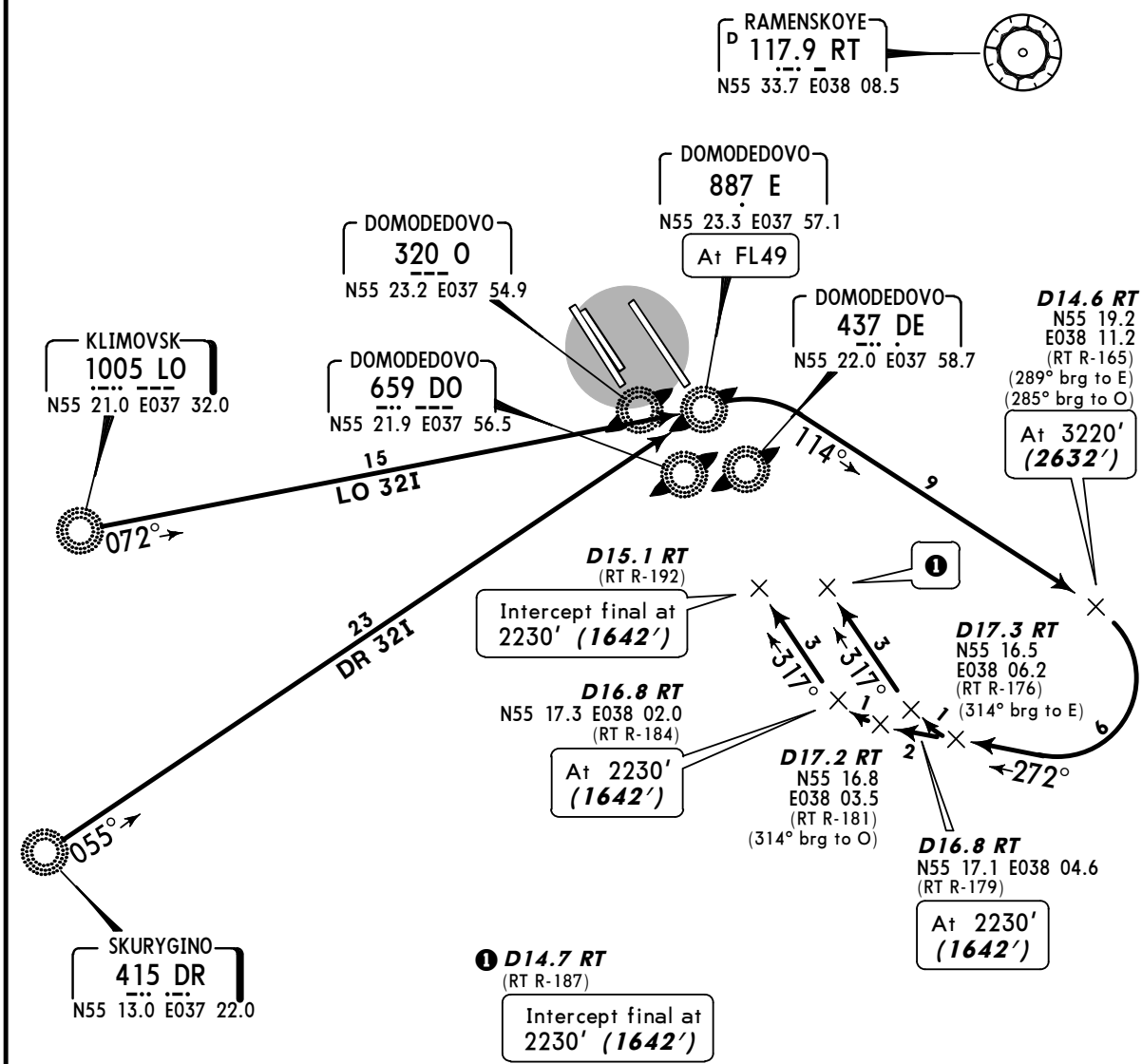
STAR

ATIS	Apt Elev
128.3	588′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 3870′ ***(3282′)***
1. Execute noise abatement procedures according to ICAO DOC 8168.
2. Crossings at airway exit points by ATC.

KLIMOVSK 32I (LO 32I)
SKURYGINO 32I (DR 32I)
RWYS 32L/R ARRIVALS
BY ATC
SPEED: MAX 270 KT BELOW FL98

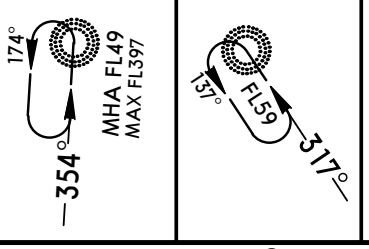




FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***
3220′	***(2632′ - 800m)***
2230′	***(1642′ - 500m)***

HOLDINGS OVER





CHANGES: Chart reindexed; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

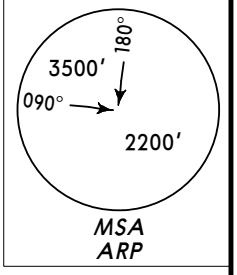
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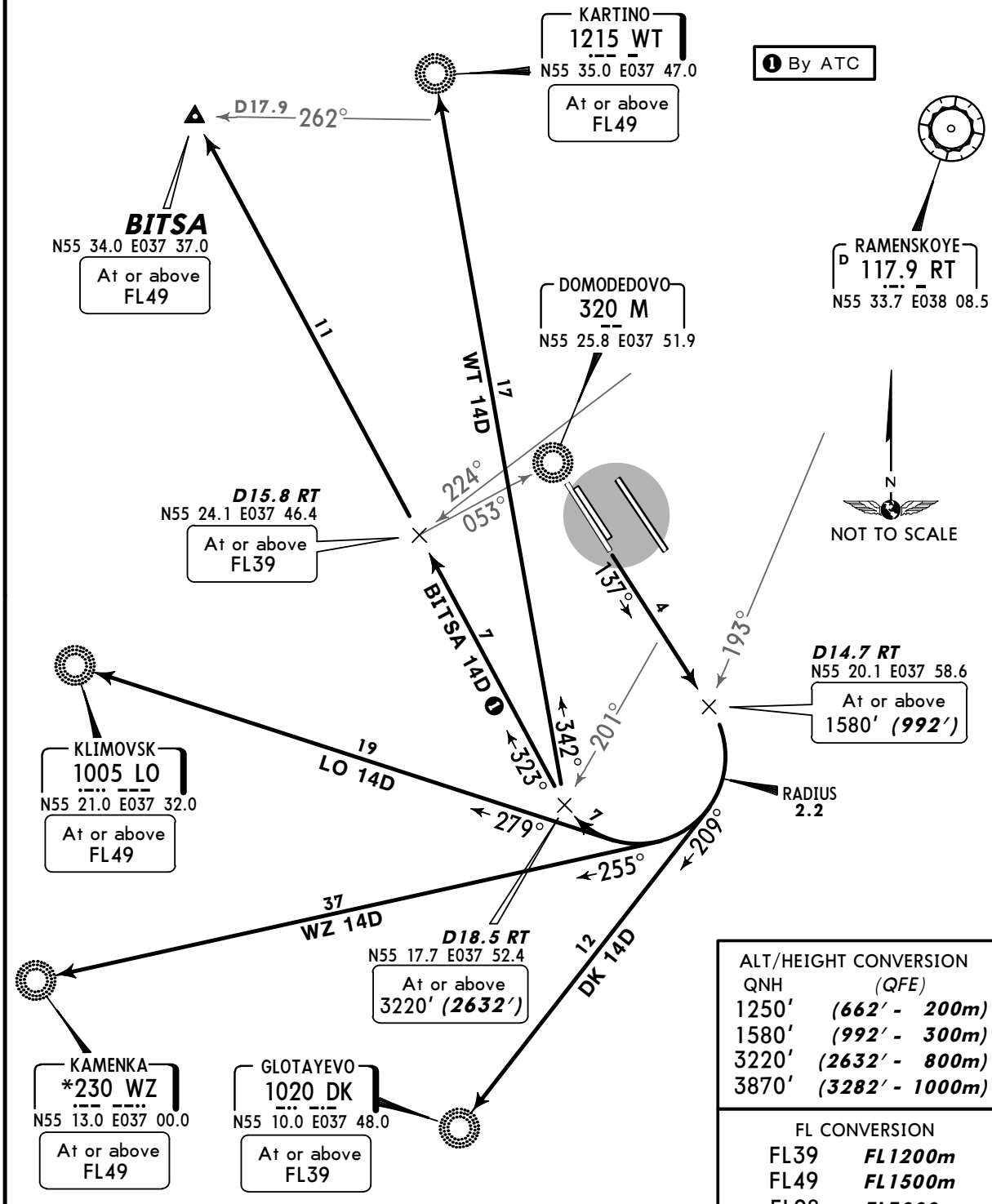
DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)*** **1.** After climbing to 1250′ (662′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3220′ (2632′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

BITSA 14D *[BIT14D]*ⓘ, GLOTAYEVO 14D (DK 14D) KAMENKA 14D (WZ 14D), KARTINO 14D (WT 14D) KLIMOVSK 14D (LO 14D) RWY 14R DEPARTURES

FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITIONS FROM DK & WZ REFER TO 10-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(662′ - 200m)***
1580′	***(992′ - 300m)***
3220′	***(2632′ - 800m)***
3870′	***(3282′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

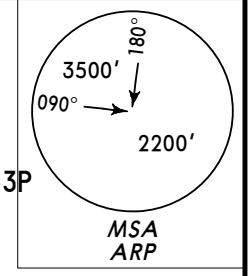
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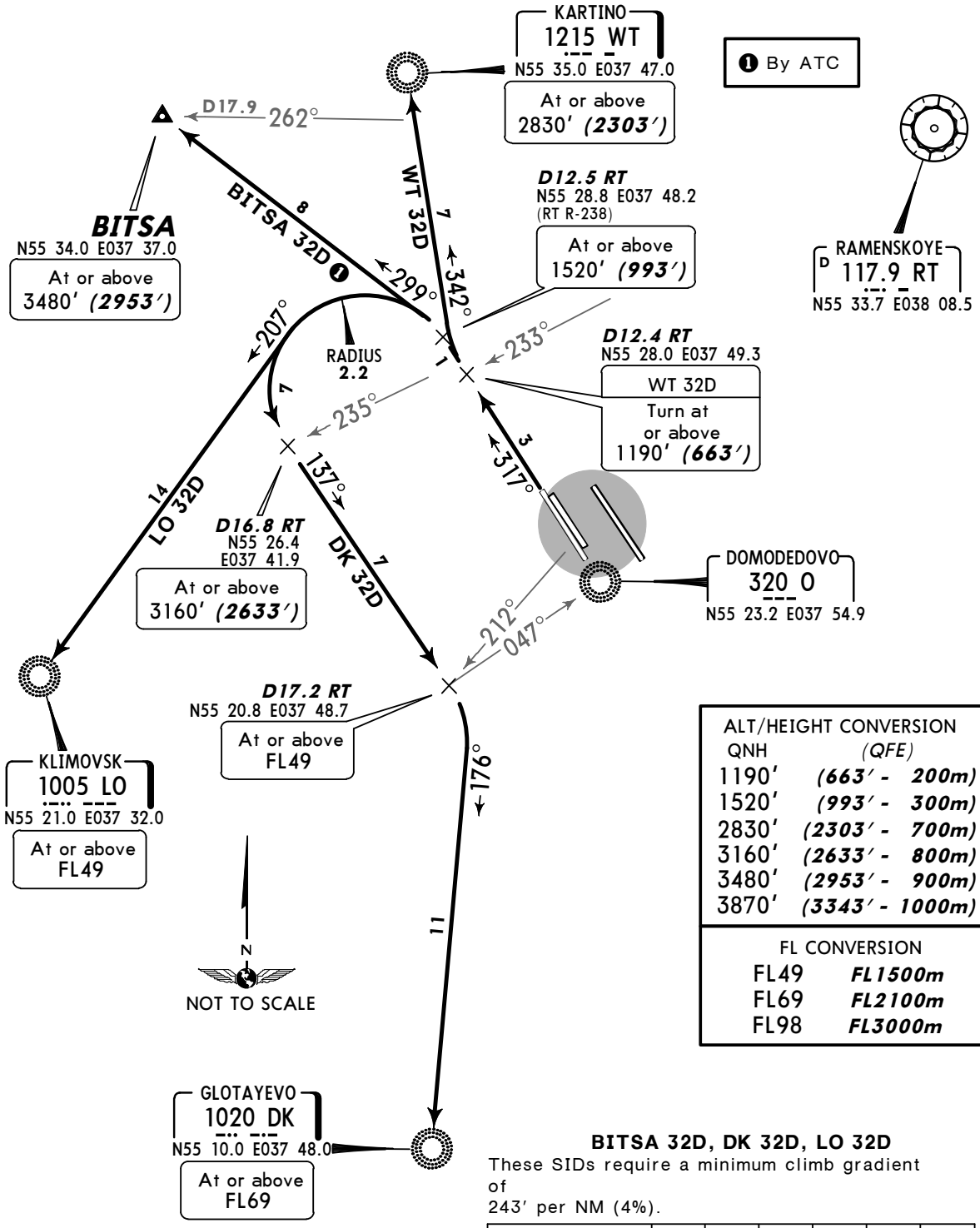
DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3343′)*** **1.** After climbing to 1190′ (663′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3160′ (2633′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

BITSA 32D *[BIT32D]*❶, GLOTAYEVO 32D (DK 32D) KARTINO 32D (WT 32D), KLIMOVSK 32D (LO 32D) RWY 32L DEPARTURES

FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITION FROM DK REFER TO 30-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION QNH	*(QFE)*
1190′	***(663′ - 200m)***
1520′	***(993′ - 300m)***
2830′	***(2303′ - 700m)***
3160′	***(2633′ - 800m)***
3480′	***(2953′ - 900m)***
3870′	***(3343′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***
FL69	***FL2100m***
FL98	***FL3000m***

BITSA 32D, DK 32D, LO 32D

These SIDs require a minimum climb gradient of
243′ per NM (4%).

Gnd speed-KT	75	100	150	200	250	300
243′ per NM	304	405	608	810	1013	1215

CHANGES: Reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

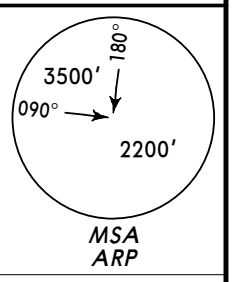
MOSCOW, RUSSIA

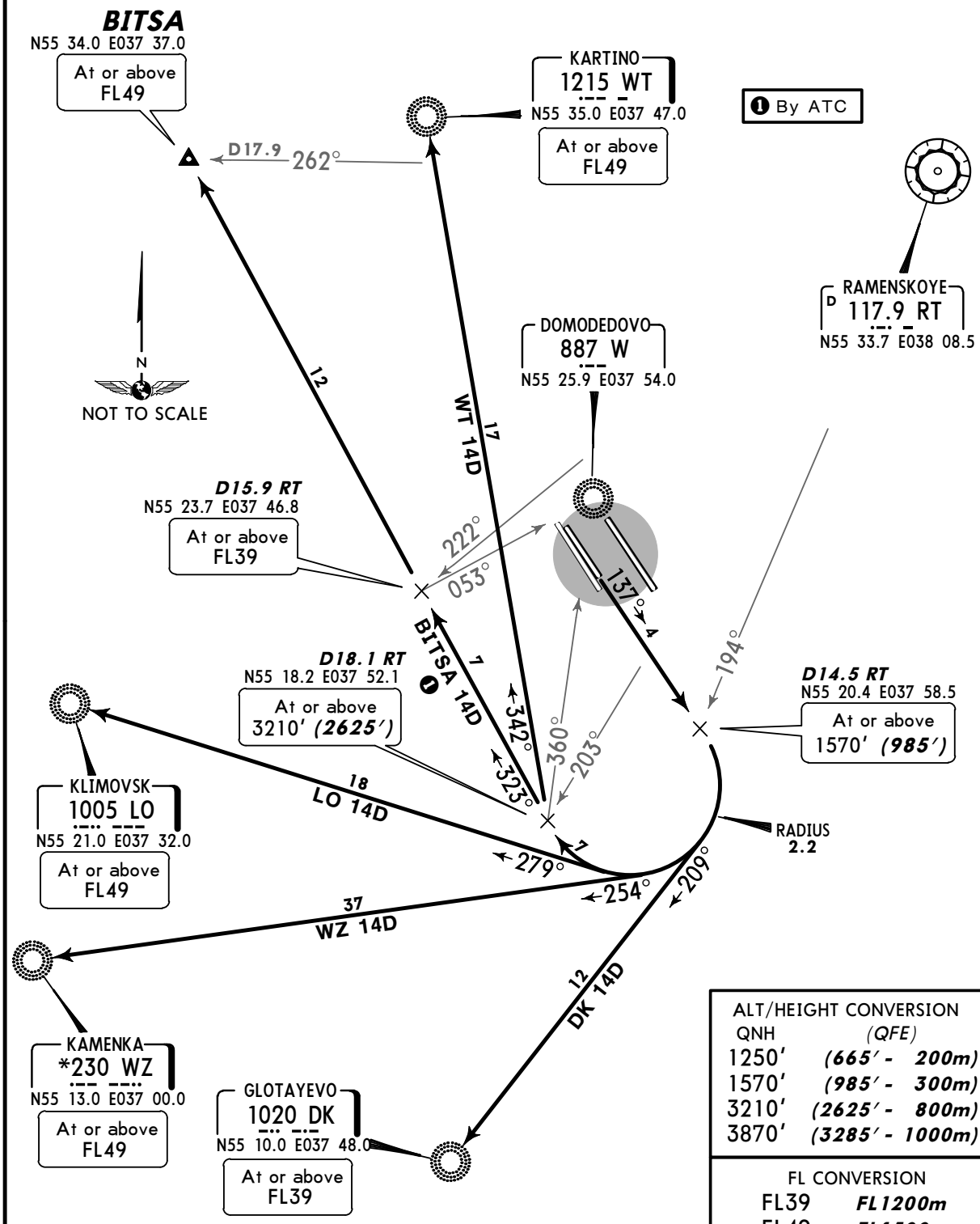
SID

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3285′)*** **1.** After climbing to 1250′ (665′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3210′ (2625′). **3.** Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 14D *[BIT14D]* ❶ , GLOTAYEVO 14D (DK 14D) KAMENKA 14D (WZ 14D), KARTINO 14D (WT 14D) KLIMOVSK 14D (LO 14D)
RWY 14C DEPARTURES

THESE SIDS SHALL BE USED WHEN RWY 14R NOT OPERATIVE
FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITIONS FROM DK & WZ REFER TO 10-3P





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(665′ - 200m)***
1570′	***(985′ - 300m)***
3210′	***(2625′ - 800m)***
3870′	***(3285′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***

CHANGES: Chart reindexed; reference note.

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UUDD/DME DOMODEDOVO

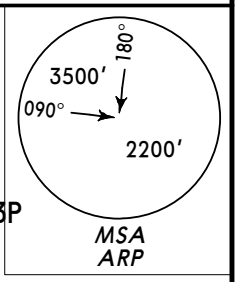
MOSCOW, RUSSIA

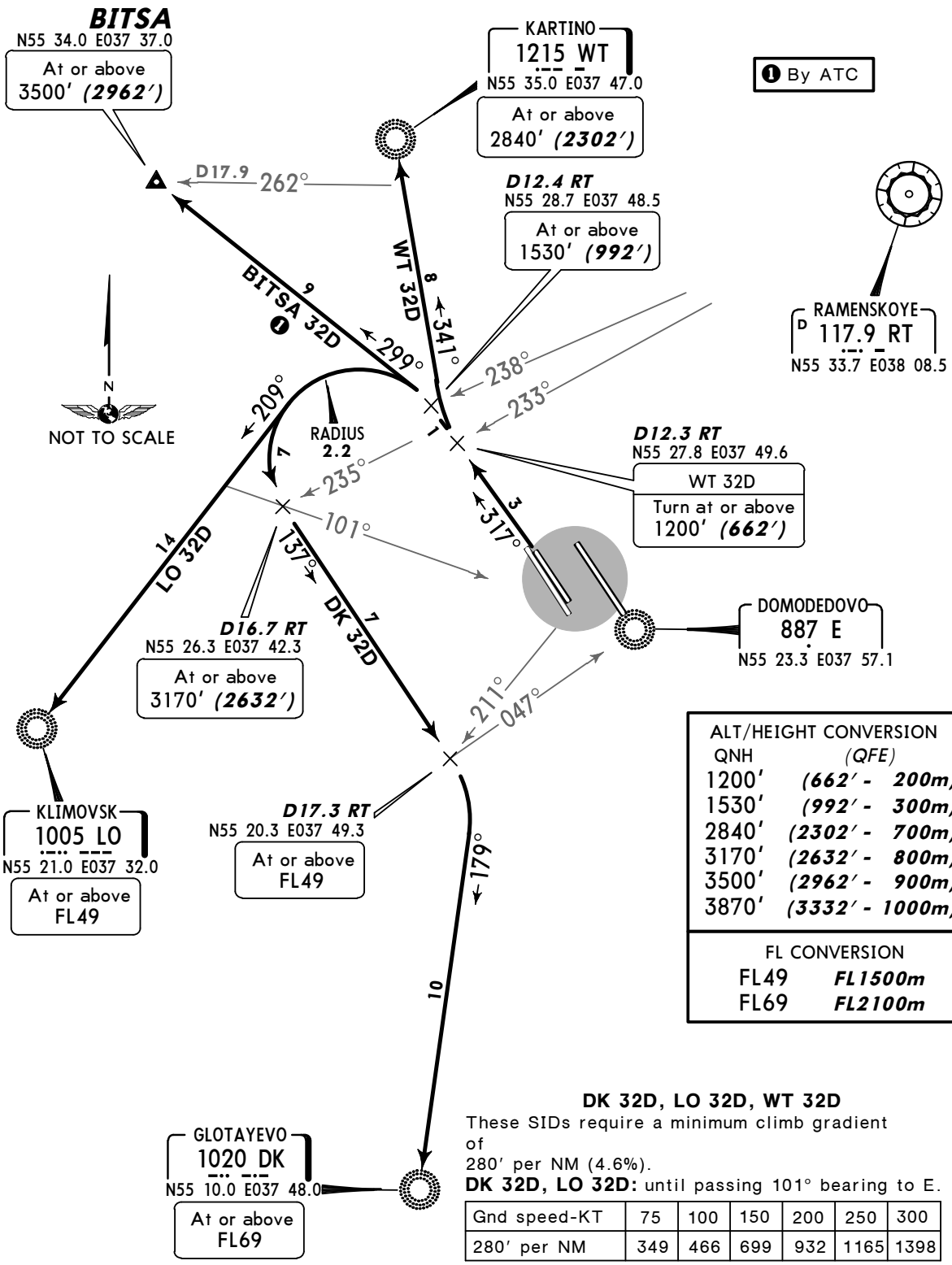
SID

DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3332′)*** **1.** After climbing to 1200′ (662′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3170′ (2632′). **3.** Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 32D *[BIT32D]* ❶ , GLOTAYEVO 32D (DK 32D) KARTINO 32D (WT 32D), KLIMOVSK 32D (LO 32D) RWY 32C DEPARTURES

THESE SIDS SHALL BE USED WHEN RWY 32L NOT OPERATIVE
FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITION FROM DK REFER TO 30-3P





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1200′	***(662′ - 200m)***
1530′	***(992′ - 300m)***
2840′	***(2302′ - 700m)***
3170′	***(2632′ - 800m)***
3500′	***(2962′ - 900m)***
3870′	***(3332′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***
FL69	***FL2100m***

DK 32D, LO 32D, WT 32D

These SIDs require a minimum climb gradient of
280′ per NM (4.6%).
DK 32D, LO 32D: until passing 101° bearing to E.

Gnd speed-KT	75	100	150	200	250	300
280′ per NM	349	466	699	932	1165	1398

CHANGES: Chart reindexed; reference note.

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UUDD/DME DOMODEDOVO

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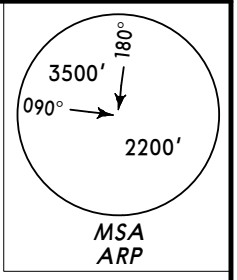
SID

DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3319′)*** **1.** After climbing to 1210′ (659′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3180′ (2629′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

BITSA 14E *[BIT14E]*❶, GLOTAYEVO 14E (DK 14E) KAMENKA 14E (WZ 14E), KARTINO 14E (WT 14E) KLIMOVSK 14E (LO 14E) RWY 14L DEPARTURES

FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITIONS FROM DK & WZ REFER TO 10-3P

SPEED: MAX 270 KT BELOW FL98



❶ By ATC

KARTINO
1215 WT
N55 35.0 E037 47.0
At or above FL49

D17.9 262°

BITSA
N55 34.0 E037 37.0
At or above FL49

RAMENSKOYE
D 117.9 RT
N55 33.7 E038 08.5

DOMODEDOVO
887 W
N55 25.9 E037 54.0

12

17

WT 14E

222°

053°

D15.9 RT
N55 23.7 E037 46.9
At or above FL39

137°

4

189°

D14.3 RT
N55 20.2 E038 00.9
At or above 1540′ ***(989′)***

BITSA 14E ❶

8

341°

199°

323°

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above FL49

21

LO 14E

RADIUS 2.7

9

282°

218°

257°

39

WZ 14E

D18.8 RT
N55 17.1 E037 53.2
At or above 3180′ ***(2629′)***

13

DK 14E

KAMENKA
*230 WZ
N55 13.0 E037 00.0
At or above FL49

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
At or above FL39

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
1210′	***(659′ - 200m)***
1540′	***(989′ - 300m)***
3180′	***(2629′ - 800m)***
3870′	***(3319′ - 1000m)***

FL CONVERSION

FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

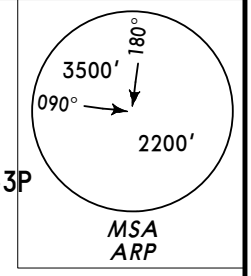
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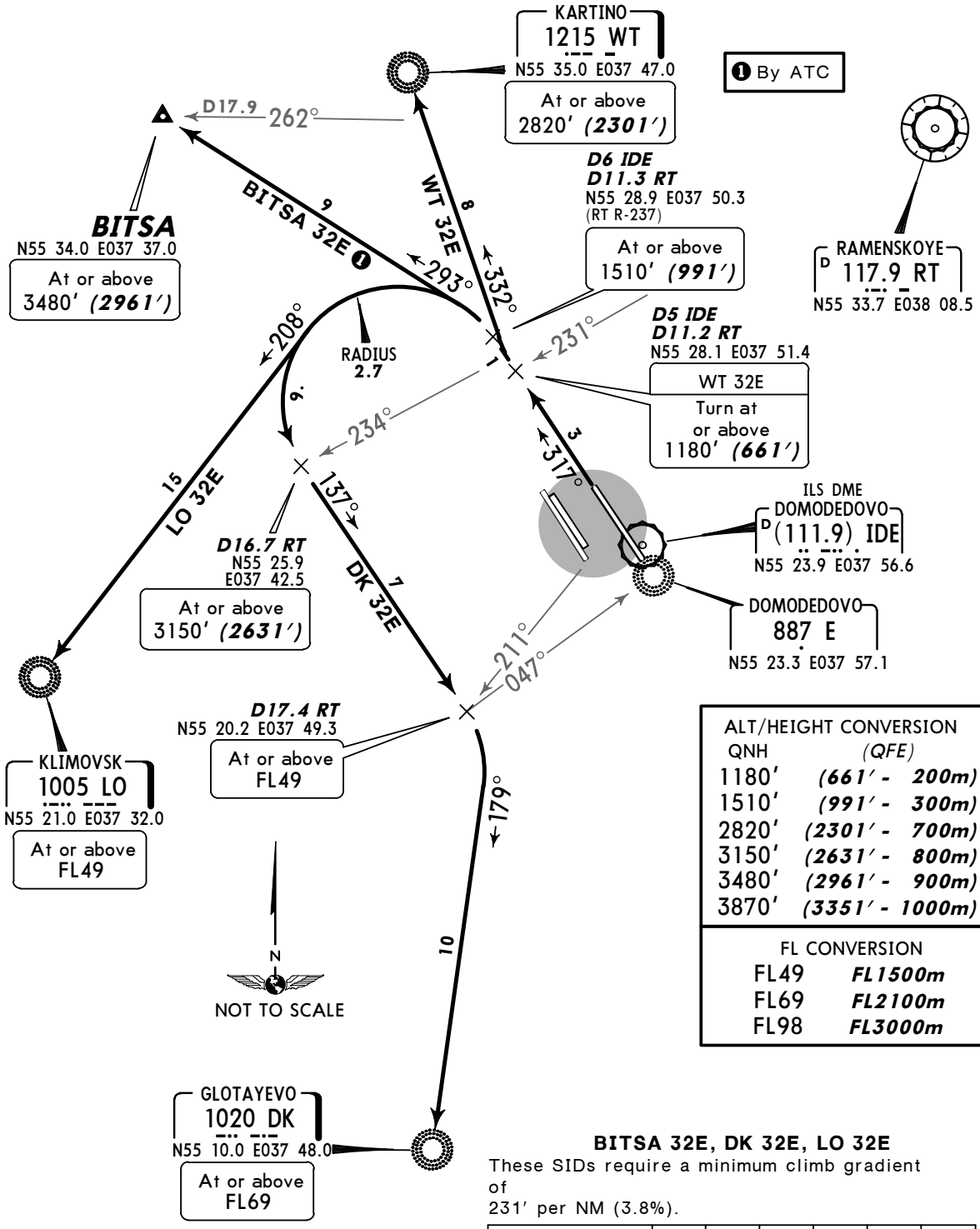
DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3351′)*** **1.** After climbing to 1180′ (661′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3150′ (2631′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

BITSA 32E *[BIT32E]*❶, GLOTAYEVO 32E (DK 32E) KARTINO 32E (WT 32E), KLIMOVSK 32E (LO 32E) RWY 32R DEPARTURES

FOR TRANSITIONS FROM BITSA, LO & WT REFER TO 30-3M, 30-3N & 30-3P
FOR TRANSITION FROM DK REFER TO 30-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION QNH	*(QFE)*
1180′	***(661′ - 200m)***
1510′	***(991′ - 300m)***
2820′	***(2301′ - 700m)***
3150′	***(2631′ - 800m)***
3480′	***(2961′ - 900m)***
3870′	***(3351′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***
FL69	***FL2100m***
FL98	***FL3000m***

BITSA 32E, DK 32E, LO 32E

These SIDs require a minimum climb gradient of
231′ per NM (3.8%).

Gnd speed-KT	75	100	150	200	250	300
231′ per NM	289	385	577	770	962	1155

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-3F)

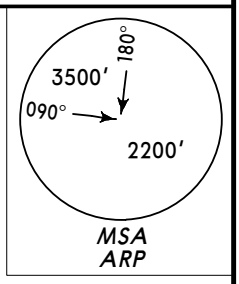
MOSCOW, RUSSIA

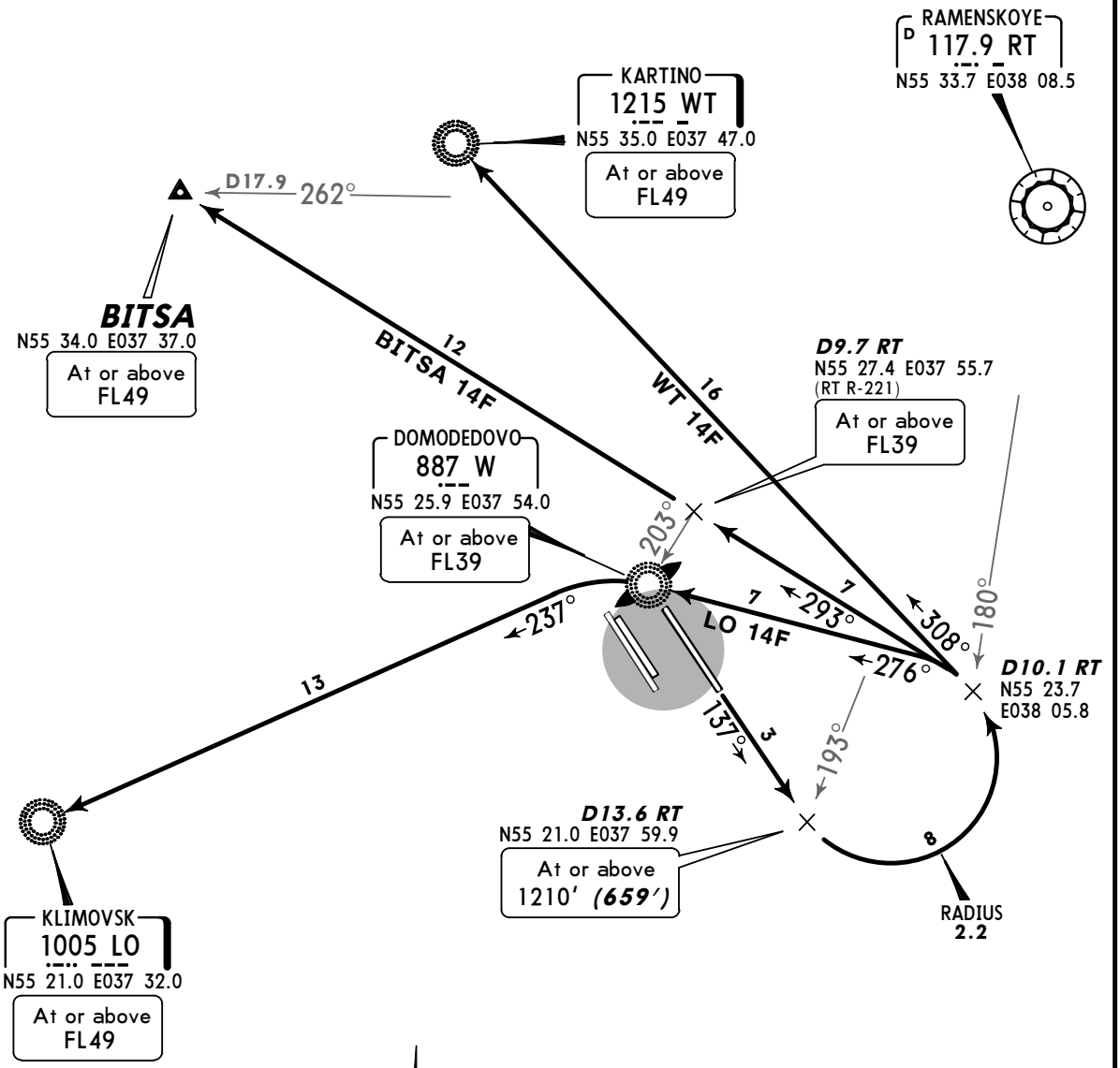
SID

DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3319′)*** **1.** After climbing to 1210′ (659′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3180′ (2629′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

BITSA 14F *[BIT14F]*
KARTINO 14F (WT 14F), KLIMOVSK 14F (LO 14F)
RWY 14L DEPARTURES

BY ATC
FOR TRANSITIONS FROM BITSA, LO & WT
REFER TO CHARTS 30-3M, 30-3N & 30-3P
SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1210′	***(659′ - 200m)***
3180′	***(2629′ - 800m)***
3870′	***(3319′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

SID

DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3351′)*** **1.** After climbing to 1180′ (661′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3150′ (2631′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

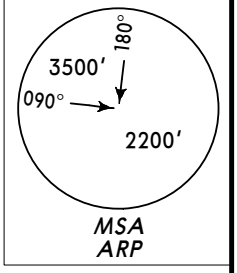
BITSA 32F *[BIT32F]*, GLOTAYEVO 32F (DK 32F) KLIMOVSK 32F (LO 32F) RWY 32R DEPARTURES

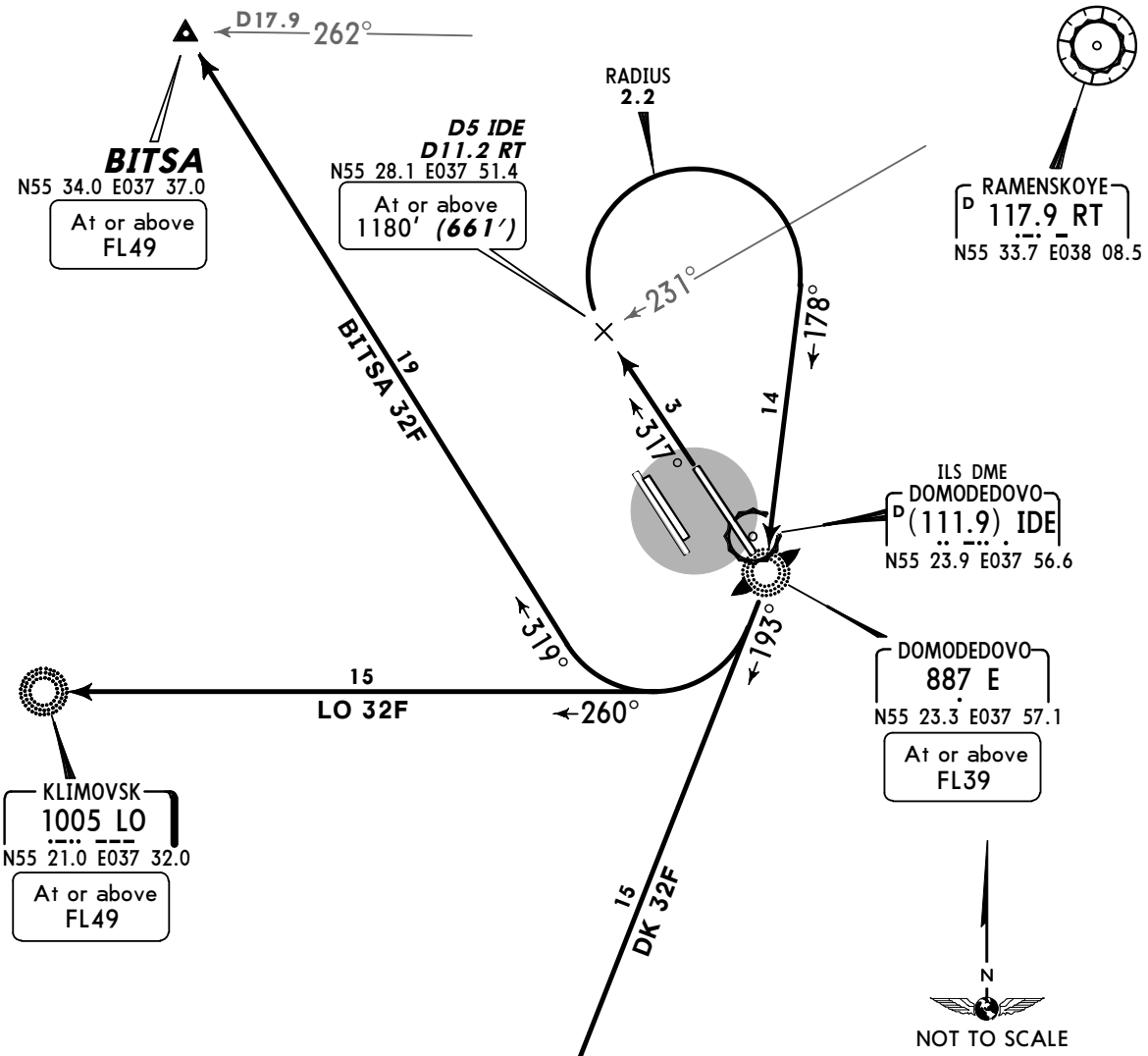
BY ATC

FOR TRANSITIONS FROM BITSA & LO REFER TO 30-3M, 30-3N & 30-3P

FOR TRANSITION FROM DK REFER TO 30-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1180′	***(661′ - 200m)***
3150′	***(2631′ - 800m)***
3870′	***(3351′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

SID

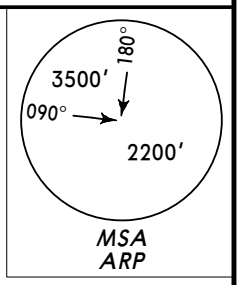
DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)*** **1.** After climbing to 1250′ (662′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3220′ (2632′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

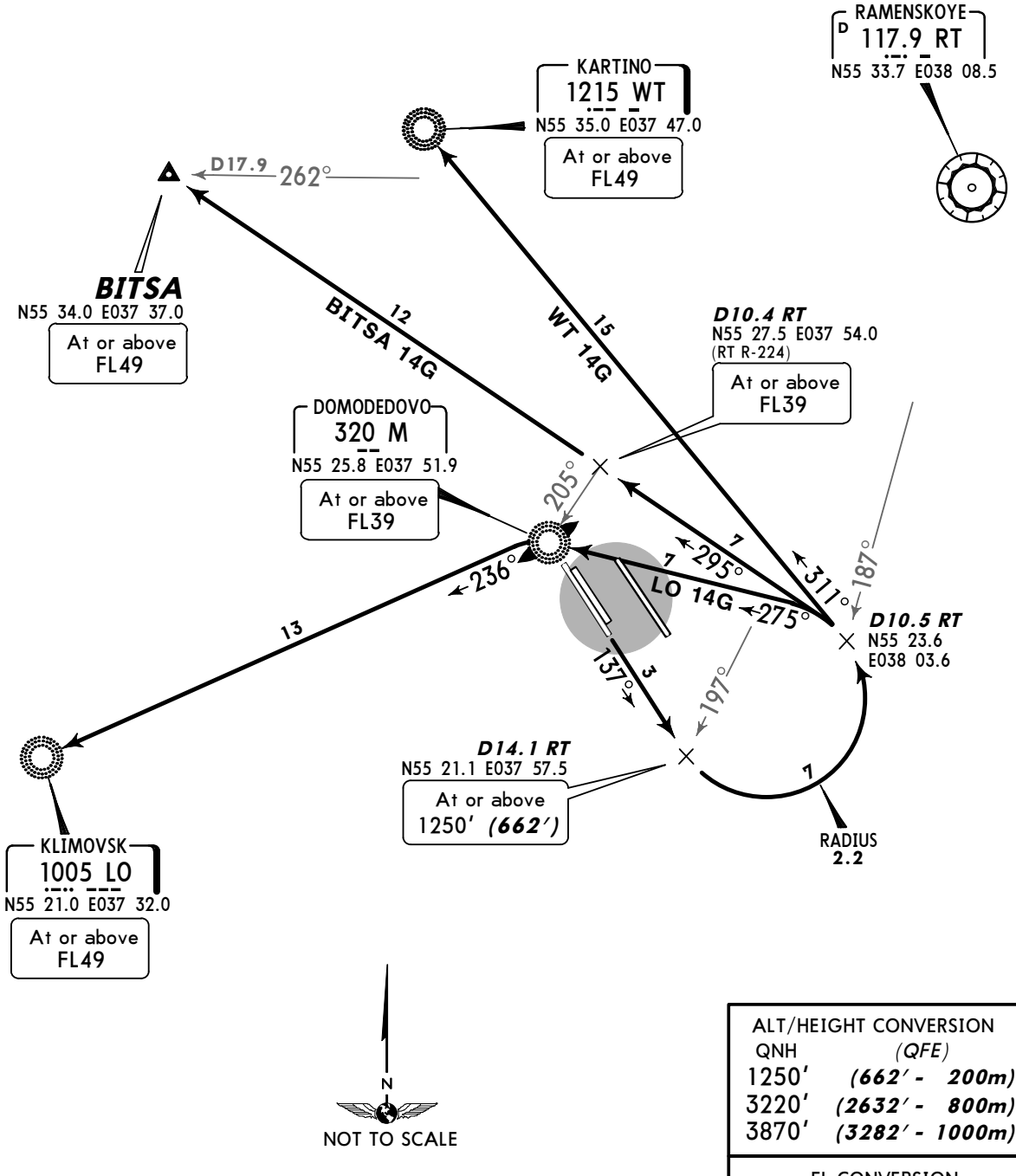
BITSA 14G *[BIT14G]*
KARTINO 14G (WT 14G), KLIMOVSK 14G (LO 14G)
RWY 14R DEPARTURES

BY ATC

FOR TRANSITIONS FROM BITSA, LO & WT
REFER TO CHARTS 30-3M, 30-3N & 30-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(662′ - 200m)***
3220′	***(2632′ - 800m)***
3870′	***(3282′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

SID

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3343′)*** **1.** After climbing to 1190′ (663′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3160′ (2633′). **3.** Execute noise abatement procedures according to ICAO DOC 8168. **4.** Crossings at airway entry points are by ATC.

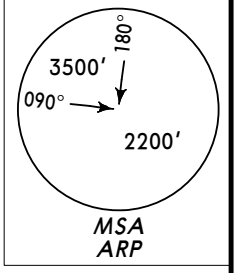
BITSA 32G *[BIT32G]*, GLOTAYEVO 32G (DK 32G)
KLIMOVSK 32G (LO 32G)
RWY 32L DEPARTURES

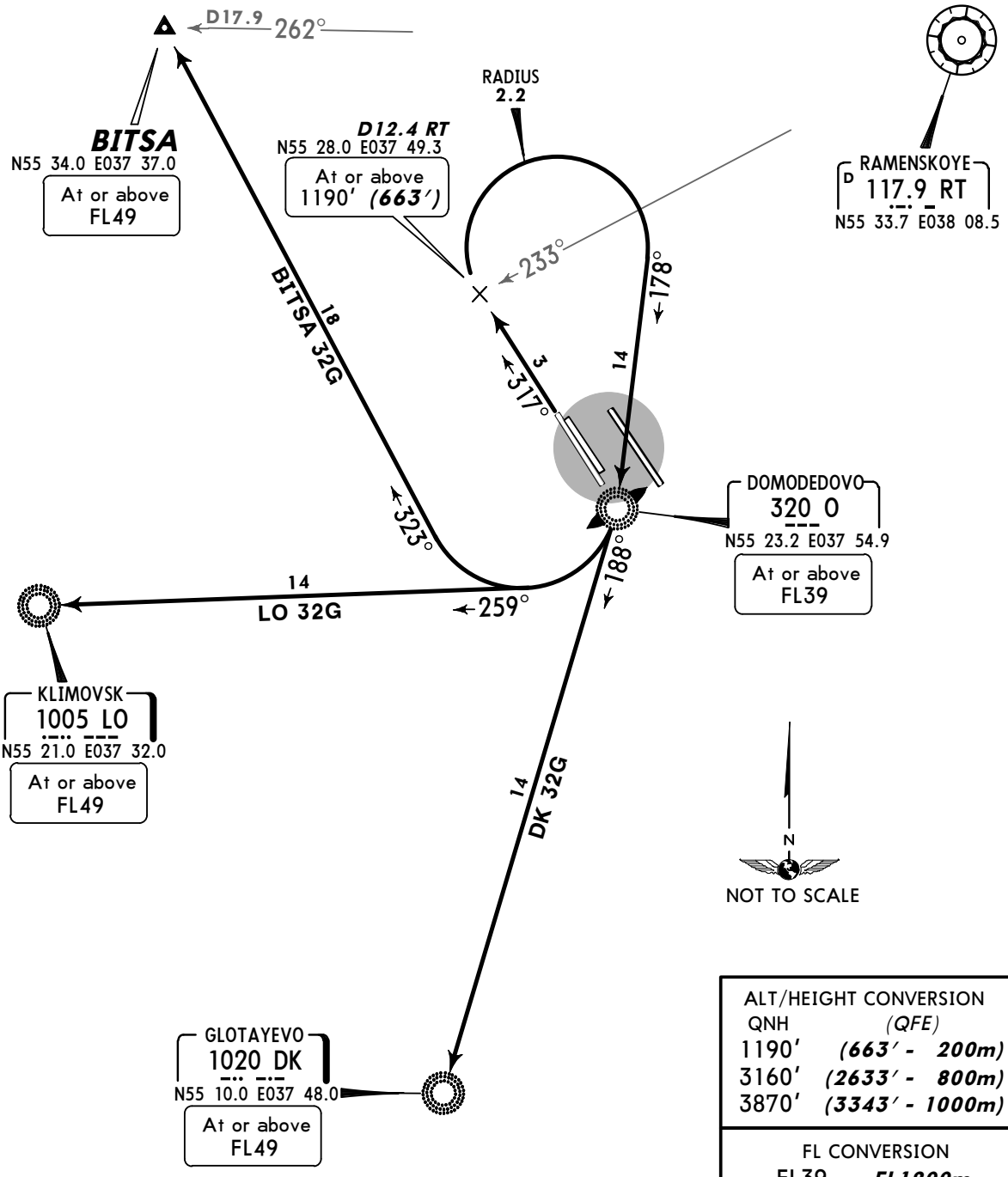
BY ATC

FOR TRANSITIONS FROM BITSA & LO REFER TO 30-3M, 30-3N & 30-3P

FOR TRANSITION FROM DK REFER TO 30-3P

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1190′	***(663′ - 200m)***
3160′	***(2633′ - 800m)***
3870′	***(3343′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

CHANGES: Chart reindexed; reference note; Rwy diagram.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

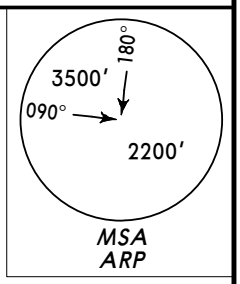
SID

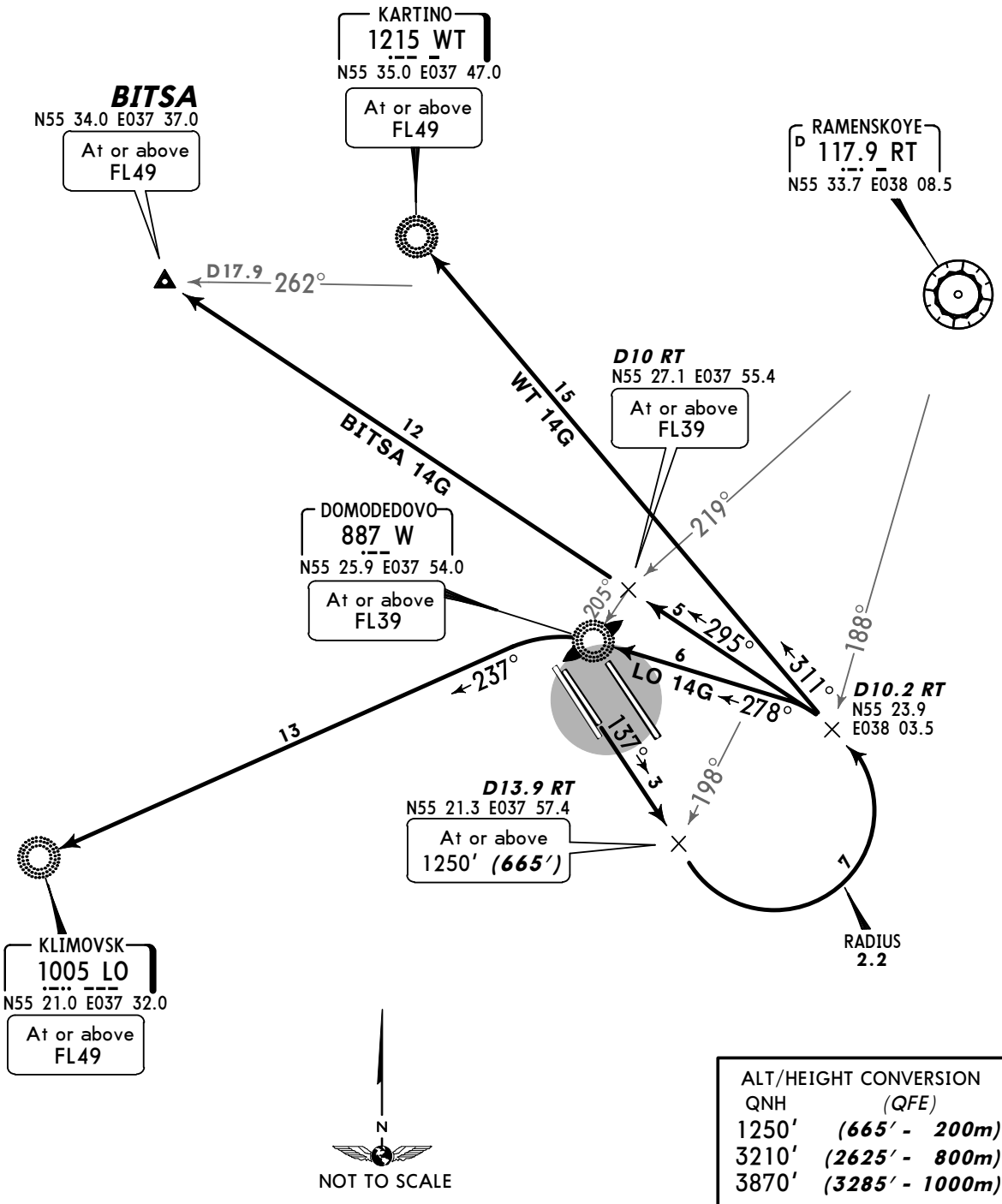
DOMODEDOVO Krug (RDR) 127.7	Apt Elev 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3285′)*** **1.** After climbing to 1250′ (665′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3210′ (2625′). **3.** Execute noise abatement procedures according to ICAO DOC 8168.

BITSA 14G *[BIT14G]*
KARTINO 14G (WT 14G), KLIMOVSK 14G (LO 14G)
RWY 14C DEPARTURES

BY ATC

THESE SIDS SHALL BE USED WHEN RWY 14R NOT OPERATIVE
FOR TRANSITIONS FROM BITSA, LO & WT
REFER TO CHARTS 30-3M, 30-3N & 30-3P





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1250′	***(665′ - 200m)***
3210′	***(2625′ - 800m)***
3870′	***(3285′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***

CHANGES: Reference note.

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UUDD/DME DOMODEDOVO

MOSCOW, RUSSIA

SID

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3332′)*** **1.** After climbing to 1200′ (662′) contact DOMODEDOVO Krug immediately. **2.** Initial climb clearance 3170′ (2632′). **3.** Execute noise abatement procedures according to ICAO DOC 8168.

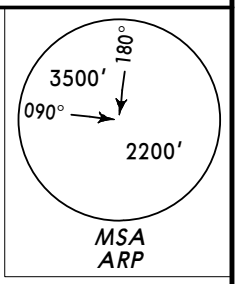
BITSA 32G *[BIT32G]* , GLOTAYEVO 32G (DK 32G) KLIMOVSK 32G (LO 32G) RWY 32C DEPARTURES

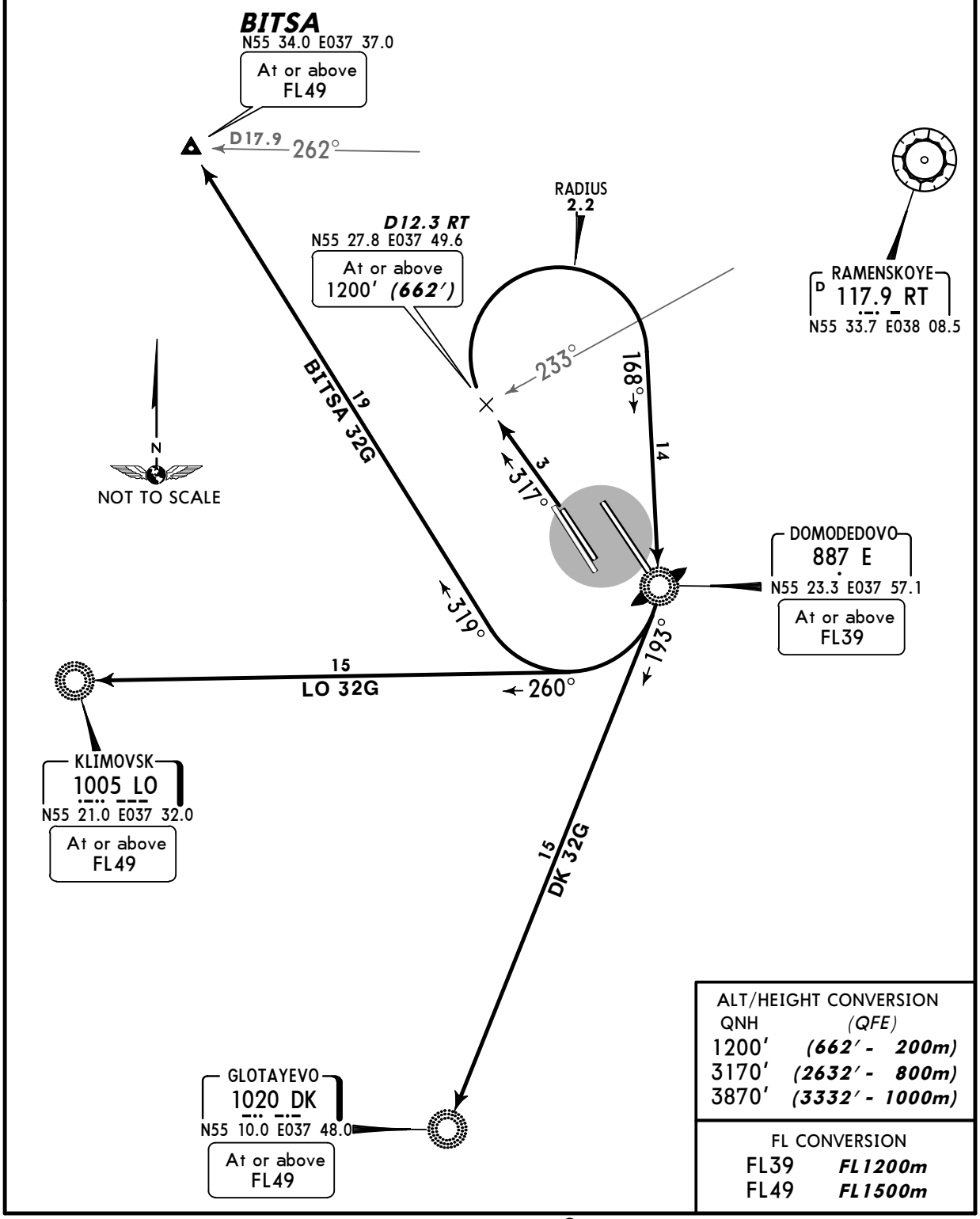
BY ATC

THESE SIDS SHALL BE USED WHEN RWY 32L NOT OPERATIVE

FOR TRANSITIONS FROM BITSA & LO REFER TO 30-3M, 30-3N & 30-3P

FOR TRANSITION FROM DK REFER TO 30-3P





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1200′	***(662′ - 200m)***
3170′	***(2632′ - 800m)***
3870′	***(3332′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***

CHANGES: Reference note.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-3M)

MOSCOW, RUSSIA

TRANSITION

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)***

MSA ARP
3500′ 180° 090° 2200′

TRANSITIONS
FROM BITSA, LO & WT
TO NORTH
SPEED: MAX 270 KT BELOW FL98

NOT TO SCALE

❶ Between 0600-2200LT: At or above FL148
Between 2200-0600LT: At or above FL266
❷ By ATC. Shall be requested before departure.

NERL
900 NE
N57 02.0 E038 00.0

009° D68
45
CORRIDOR 10
002°

KOSTINO
642 KN
N56 18.0 E037 43.0
(MR R-022/D23.8)

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

OPALIKHA
565 KS
N55 50.0 E037 16.0
(MR R-191/D8.2)

36
32
24
028°
019°
353°

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

D11.9
099°

DEDUM
N55 50.0 E037 04.3
(MR R-221/D12.1)

6
280°
VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

8
360°
[NE]
[NE1]
14
[NE2]
13
[NE]
129°
D25.3

MEDUD
N55 41.8 E037 02.0
(MR R-204/D19.2)

10
[NE1]
296°
350°
LUKOS
N55 35.9
E037 16.5

351°
LEDNI
N55 39.0 E037 51.0

12
270°
5
020°

KARTINO
1215 WT
N55 35.0 E037 47.0
(MR R-138/D27.1)

BITSA
N55 34.0 E037 37.0
(MR R-150/D25.4)

27
[NE]
311°

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
(MR R-161/D37.3)

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3870′	***(3282′ - 1000m)***

FL CONVERSION

FL98	***FL3000m***
FL148	***FL4500m***
FL266	***FL8100m***

CHANGES: New chart.

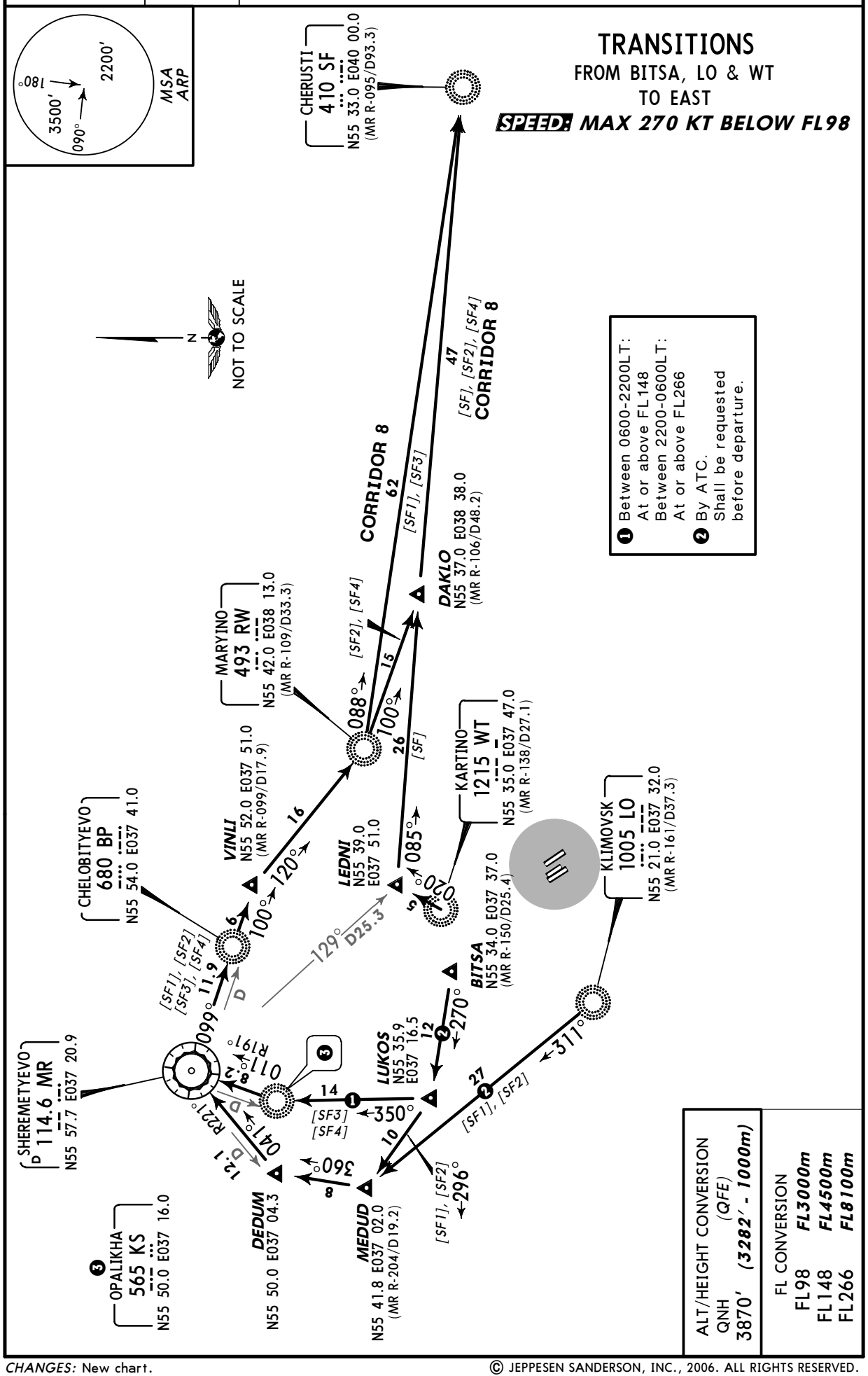
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UUDD/DME
DOMODEDOVO

MOSCOW, RUSSIA
TRANSITION

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)***



ALT/HEIGHT CONVERSION (QFE)	
QNH	
3870′	***(3282′ - 1000m)***

FL CONVERSION	
FL98	***FL3000m***
FL148	***FL4500m***
FL266	***FL8100m***

CHANGES: New chart.

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UUDD/DME DOMODEDOVO

JEPPESEN
9 JUN 06 (30-3P)

MOSCOW, RUSSIA

TRANSITION

DOMODEDOVO Krug (RDR) 127.7	*Apt Elev* 588′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3870′ ***(3282′)***

3500′ 180° 090° 2200′
MSA ARP

TRANSITIONS

FROM BITSA, DK, LO, WT & WZ
TO SOUTH & WEST

SPEED: MAX 270 KT BELOW FL98

BUZHAROVO
1080 AR
N55 59.0 E036 48.0
(MR R-265/D18.5)

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

KARMANOVO
745 BG
N55 50.0 E034 52.0
(MR R-257/D84.2)

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

CORRIDOR 2

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0

VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

MEDUD
N55 41.8 E037 02.0
(MR R-204/D19.2)

LUKOS
N55 35.9
E037 16.5

LEDNI
N55 39.0 E037 51.0

KARTINO
1215 WT
N55 35.0 E037 47.0
(MR R-138/D27.1)

BITSA
N55 34.0 E037 37.0

KLIMOVSK
1005 LO
N55 21.0 E037 32.0

KAMENKA
*230 WZ
N55 13.0 E037 00.0

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
(MR R-153/D50.2)

CORRIDOR 4

ZAKHAROVKA
688 IP
N54 44.0 E036 39.0
(MR R-189/D77.6)

CORRIDOR 6

VENEV
335 FV
N54 21.0 E038 14.0
(MR R-153/D101.6)

❶ Between 0600-2200LT:
At or above FL148
Between 2200-0600LT:
At or above FL266

❷ By ATC.
Shall be requested
before departure.

NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3870′	***(3282′ - 1000m)***

FL CONVERSION	
FL98	***FL3000m***
FL148	***FL4500m***
FL266	***FL8100m***

CHANGES: New chart.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be executed by all aircraft.

ARRIVALS

APPROACH PROCEDURE

Runways 32R/L are noise preferential and shall be used to the greatest extent possible. If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a PICs request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

Immediately prior to the final approach pilots should avoid excessive rates of descent when leaving holding areas or the occupied height.
Change of flight configuration and speed shall be carried out according to the requirements of the Airplane Flight Manual.
During instrument as well as visual approach it is not allowed to fly below ILS glide path angle.
Noise abatement procedures shall not envisage the increasing of indicated rate of descent.
A displacement of THR shall not be used as a noise abatement measure.
'AIR GROUND' communication shall be reduced to absolute minimum.
Landing of aircraft shall be carried out with a tailwind component not more than 5 m/sec, if no other limitations are established in Airplane Flight Manual.

Runways 32L/R approach

When reaching the distance of 13.5 NM ± 1.6 NM to touchdown pilots shall conduct the flight at 3550' (2962') maintaining 210 KT and flight direction enabling to intercept ILS LLZ operational area providing runways 32L/R approach procedures. At a distance of 11.9 NM pilots shall reduce speed from 210 KT in order to intercept ILS LLZ at a distance of 10.8 NM to touchdown maintaining 3550' (2962'). At 10.8 NM aircraft shall lower landing gear and wing devices into intermediate position at 15-30° angle. After glide path interception and start of descent pilots shall continue to reduce speed to 155 KT - 160 KT ± 15 KT until reaching 2070' (1482') at a distance of 4.9 NM to touchdown. At or above 2070' (1482') pilots shall complete setting of wing devices into landing position, when reaching 1740' (1152') at a distance of 3.8 NM to touchdown the aircraft shall be completely stabilized and pilots shall maintain final approach speed.

DEPARTURES

TAKE-OFF AND CLIMBING PROCEDURE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.
Runways 14L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

During take-off from runways 32L/R pilots shall strictly comply with the established departure procedures to avoid overflying the residential areas of the airport and Domodedovo town.
Change of flight course after take-off is permitted only after reaching 990' (402').

Noise Abatement Procedures NADP1 and NADP2

Two variants of take-off and climb procedures are applied: NADP1 and NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

REVERSE THRUST

Reverse thrust power with the exception reverse thrust idle is used for safety reasons.

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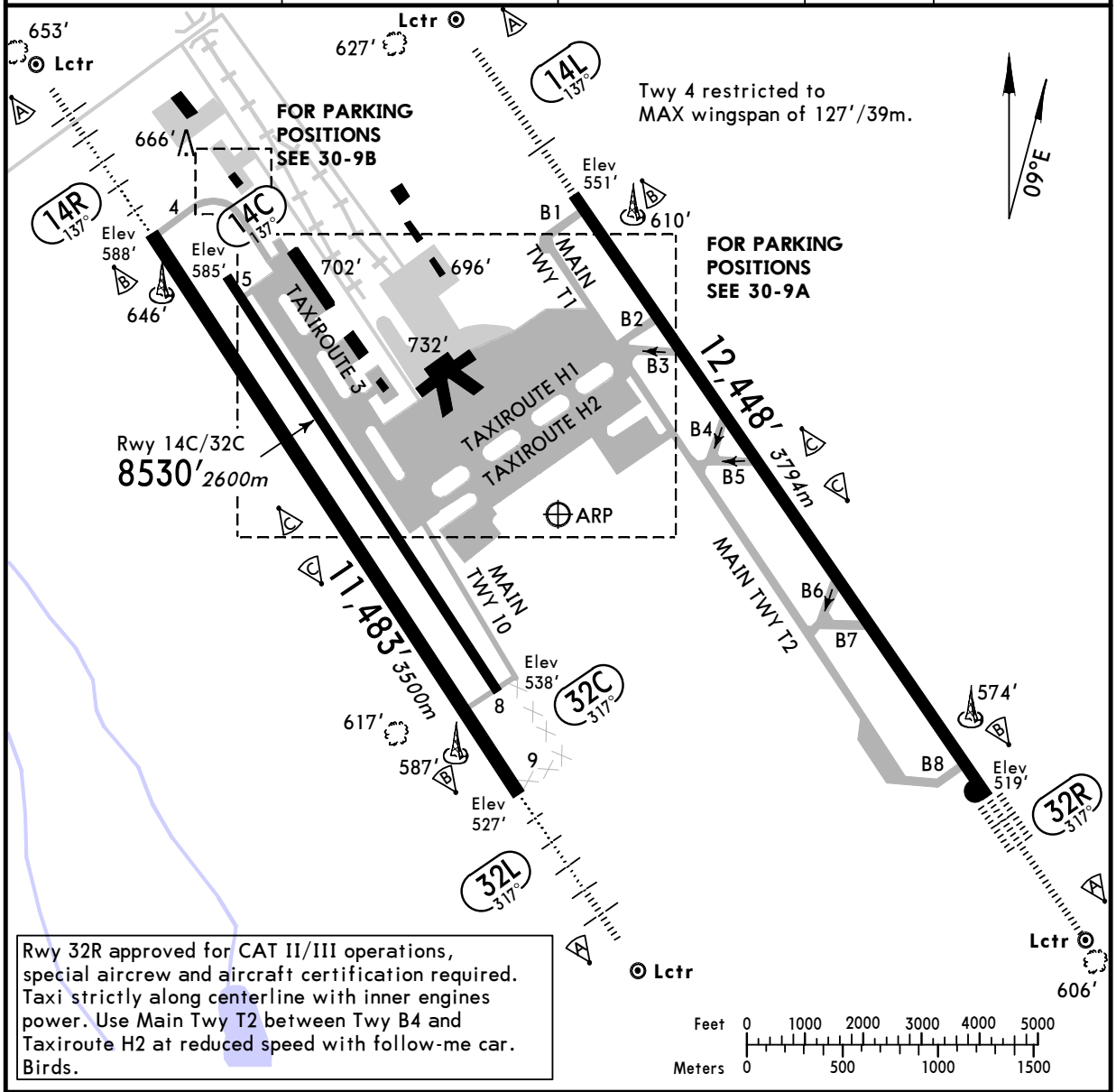
UUDD/DME

Apt Elev **588′**
N55 24.5 E037 54.5

JEPPESEN
31 MAR 06 (30-9) **Eff 13 Apr**

MOSCOW, RUSSIA
DOMODEDOVO

ATIS	DOMODEDOVO Taxiing (GND)	*Apron	Tower	
			Rwy 14L/32R	Rwy 14C, R/32L, C
128.3	119.0	130.6	119.7	118.6



Rwy 32R approved for CAT II/III operations, special aircrew and aircraft certification required. Taxi strictly along centerline with inner engines power. Use Main Twy T2 between Twy B4 and Taxiroute H2 at reduced speed with follow-me car. Birds.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
14L	HIRL *(60m)* CL *(15m)* HIALS PAPI- L ❶ RVR		11,364′ *3464m*	12,119′ ❷ *3694m*	174′ *53m*
32R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI- R ❶ RVR		11,436′ *3486m*		
14C ❸ 32C	RL *(60m)*			8136′ *2480m*	148′ *45m*
14R	HIRL *(60m)* HIALS PAPI- L ❶ RVR		10,407′ *3172m*	11,155′ ❷ *3400m*	230′ *70m*
32L			10,400′ *3170m*		

❶ Angle 3.0°.
❷ First 328′/100m unusable for take-off.
❸ Rwy 14C/32C shall be used for take-off only.

TAKE-OFF

AIR CARRIER (JAA)

	Rwy 14L/32R **LVP must be in force** RL & CL	**All Rwys** **LVP must be in force** RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*200m (150m)*	*250m*	*400m*
B			
C			
D	*250m (200m)*	*300m*	

CHANGES: Communications. Rwy 14C/32C added.

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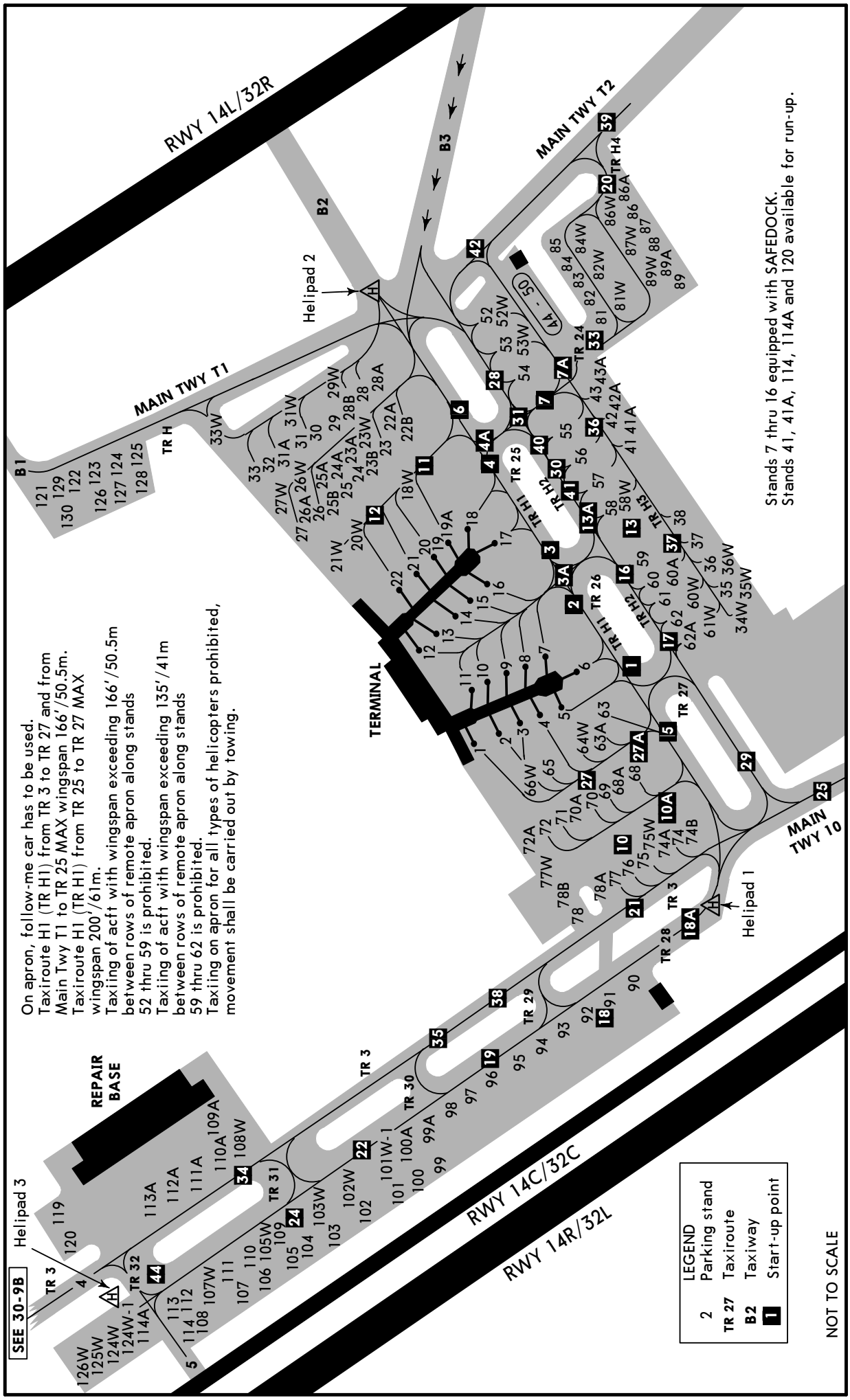
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UUDD/DME

JEPPESEN

31 MAR 06 (30-9A) Eff 13 Apr

MOSCOW, RUSSIA
DOMODEDOVO



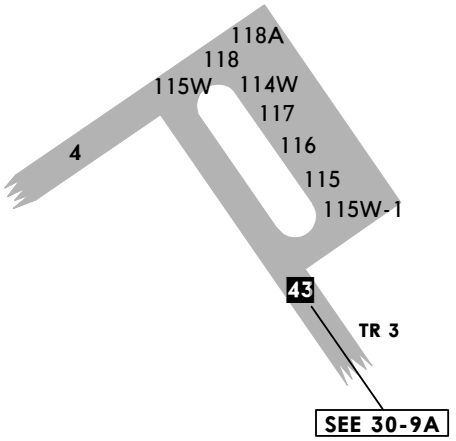
CHANGES: Rwy 14C/32C. Stands withdrawn. Note.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO



NOT TO SCALE

LEGEND

115	Parking stand
TR 3	Taxiroute
4	Taxiway
43	Start-up point

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N55 24.8 E037 53.9	94	N55 24.8 E037 53.5
3	N55 24.7 E037 53.9	95, 96	N55 24.8 E037 53.4
4, 5	N55 24.7 E037 54.0	97	N55 24.8 E037 53.3
6 thru 9	N55 24.7 E037 54.1	98,99	N55 24.9 E037 53.3
10	N55 24.8 E037 54.0	100, 101	N55 24.9 E037 53.2
11	N55 24.8 E037 54.0	102 thru 103	N55 24.9 E037 53.1
12, 13	N55 24.8 E037 54.1	103W, 104	N55 25.0 E037 53.1
14 thru 16	N55 24.8 E037 54.2	105 thru 106	N55 25.0 E037 53.0
17 thru 19A	N55 24.8 E037 54.3	107	N55 25.0 E037 52.9
20, 21	N55 24.8 E037 54.2	107W	N55 25.0 E037 53.0
22	N55 24.9 E037 54.2	108	N55 25.1 E037 52.9
28	N55 24.9 E037 54.8	108W	N55 25.0 E037 53.2
30, 31	N55 25.0 E037 54.6	109	N55 25.0 E037 53.0
35, 36	N55 24.5 E037 54.3	109A	N55 25.0 E037 53.2
38	N55 24.6 E037 54.4	110	N55 25.0 E037 53.0
41	N55 24.6 E037 54.6	110A	N55 25.1 E037 53.1
42	N55 24.7 E037 54.6	111	N55 25.0 E037 53.0
43	N55 24.7 E037 54.7	111A	N55 25.1 E037 53.1
45, 46	N55 24.7 E037 54.8	112	N55 25.1 E037 53.0
47	N55 24.8 E037 54.9	112A	N55 25.1 E037 53.1
52	N55 24.8 E037 54.8	113	N55 25.1 E037 52.9
53	N55 24.7 E037 54.7	113A	N55 25.1 E037 53.1
54 thru 56	N55 24.7 E037 54.6	114	N55 25.1 E037 52.8
57	N55 24.7 E037 54.5	114A	N55 25.1 E037 52.9
58	N55 24.6 E037 54.5	114W	N55 25.4 E037 52.7
59	N55 24.6 E037 54.4	115	N55 25.4 E037 52.8
60, 61	N55 24.6 E037 54.3	115W	N55 25.4 E037 52.7
63	N55 24.7 E037 54.1	115W-1, 116	N55 24.4 E037 52.8
74	N55 24.6 E037 53.9	117	N55 25.4 E037 52.7
81	N55 24.7 E037 55.0	117W	N55 25.3 E037 52.7
82	N55 24.7 E037 55.1	118, 118A	N55 25.4 E037 52.7
91	N55 24.6 E037 53.6	119, 120	N55 25.2 E037 53.0
92	N55 24.7 E037 53.6	124W	N55 25.2 E037 52.8
93	N55 24.7 E037 53.5	124W-1	N55 25.1 E037 52.9
		125W, 126W	N55 25.2 E037 52.8

CHANGES: Stand 39, 40 and helipad withdrawn. Twy 4.

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LOW VISIBILITY PROCEDURES

The procedures shall be applied when RVR is less than 400m.
Pilots will be informed by ATIS or by ATC controller.

After CAT II or IIIA landing on RWY 32R the crew must report the vacation of RWY and ILS critical area to TWR controller after passing the last yellow light of TWY centerline with alternating green-yellow lights.

The crew shall vacate RWY 32R along TWY B3 or TWY B1, then along MAIN TWY T1. After passing the last green light of TWY centerline further taxiing shall be carried out only after FOLLOW ME vehicle under the control of the taxiing controller.

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DOCKING GUIDANCE SYSTEM (SAFEDOCK)

GENERAL

The system is formed by centerline indicators (Azimuth Guidance Unit), approach index and stop position indicator, so as alphanumeric indication, composed of a display unit, control and laser scanner at the top of a pole located at the parking axis extension in the surface of the apron, in front of the cockpit.

The display unit shows the following information types:

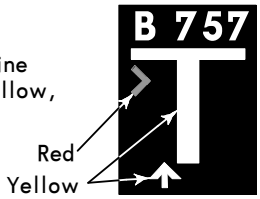
a) Alphanumeric information: aircraft type, "OK", "STOP", "TOO FAR", "ID FAIL" and "DOWN GRAD".
b) Indication of activated system: It is shown by mobile yellow arrows.
c) Indication of aircraft capture: It is shown by a yellow "T", which vertical arm is the docking direction and the horizontal arm is the stop position.
d) Indication of azimuth: The off-center respect to the docking direction is shown by a yellow arrow. A flashing red arrow shows the direction to correct.
e) Indication of distance: The "T" vertical arm is going to be reduced from 39'/12m before the stop position. Each line of LEDs (light-emitting diode) represents 2'/0.5m approximately.
f) Indication of stop: The "T" horizontal arm remains at 2'/0.5m to the stop position. When it is just reached, the display unit shows "STOP" and two rectangular groups of red LEDs will be on.

PILOT INSTRUCTIONS

1. Check that the correct acft type is displayed. The mobile arrows indicate that the system is activated.

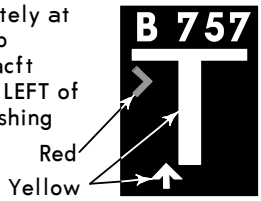


2. DOCKING
Follow the LEDs line. When the "T" centerline indication becomes yellow, the acft is caught by the laser and being identified.

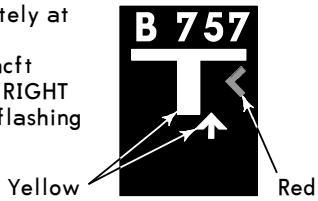


3. IDENTIFICATION
When the acft is at less than 39'/12m from the stop position, the display will show closing rate indicated by turning off one row of centerline indicator LEDs in front of the arrow for each 2'/0.5m advances into the gate.

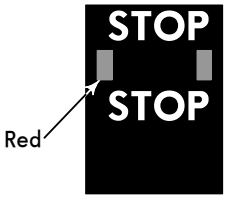
The acft is approximately at 33'/10m from the stop position. The yellow acft symbol indicates acft LEFT of centerline and the flashing red arrow shows the turning direction.



The acft is approximately at 16'/5m from the stop position. The yellow acft symbol indicates acft RIGHT of centerline and the flashing red arrow shows the turning direction.



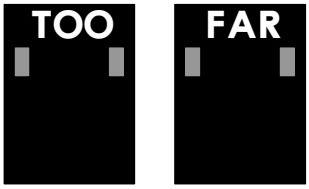
4. STOP
When the correct stop position is reached, the display shows "STOP" and the red LEDs will be on.



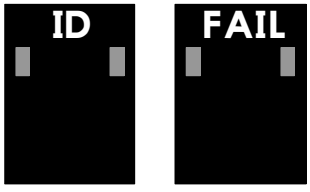
5. DOCKING ON
When the acft is correctly parked, the display unit will show "OK" some seconds later.



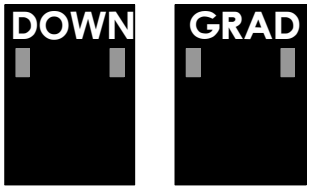
6. If the acft has overshot the stop position, "TOO FAR" will be displayed.



7. IDENTIFICATION FAILURE
The acft is identified during the entrance into the parking position. If for any reason the identification is not achieved "ID FAIL", the display will show "STOP" and "WAIT". If the acft is identified, docking can proceed. If not, the display will show "STOP".



8. SLOW DOWN
When the acft exceed the pre-programmed approach speed, the display unit will show "DOWN GRAD".



CHANGES: New chart.

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UUDD/DME

MOSCOW, RUSSIA
DOMODEDOVO

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**751**′(200′)	**751**′(200′)	**751**′(200′)	**751**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**980**′(429′)	**980**′(429′)	**980**′(429′)	**980**′(429′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
14R	ILS	**788**′(200′)	**788**′(200′)	**788**′(200′)	**788**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**990**′(402′)	**990**′(402′)	**990**′(402′)	**990**′(402′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
32L	ILS	**727**′(200′)	**727**′(200′)	**727**′(200′)	**727**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**880**′(353′)	**880**′(353′)	**880**′(353′)	**880**′(353′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
32R	CAT 2 ILS	**619**′(100′)	**619**′(100′)	**619**′(100′)	**619**′(100′)
		RA109′ R350m	**RA109′ R350m**	**RA109′ R350m**	**RA109′R350m**
	ILS	**719**′(200′)	**719**′(200′)	**719**′(200′)	**719**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**870**′(351′)	**870**′(351′)	**870**′(351′)	**870**′(351′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 14L, 32R

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

CHANGES: None.

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UUDD/DME

TAKE-OFF RWY 14C, 14R, 32L, 32C

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

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UUDD/DME DOMODEDOVO

JEPPESEN
6 JAN 06
Eff 19 Jan
31-1

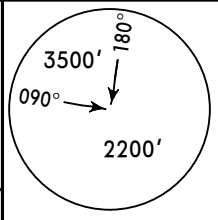
MOSCOW, RUSSIA ILS or 2 NDB Rwy 14L

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

BRIEFING STRIP ™

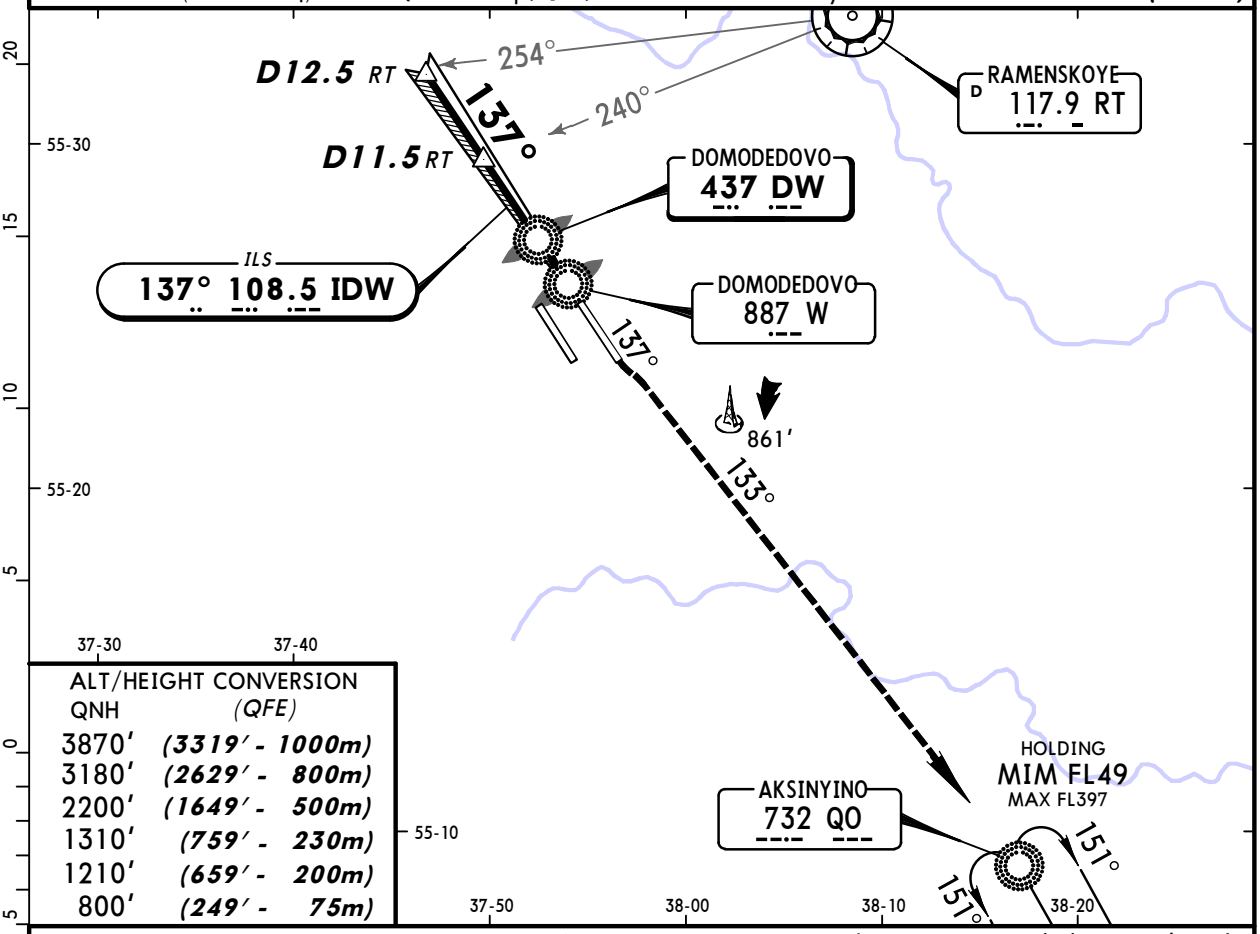
LOC IDW **108.5**	*Final Apch Crs* **137°**	*GS* **LOM** 1305′*(754′)*	*ILS DA(H)* 751′ ***(200′)***	*Apt Elev* 588′	
NDB DW **437**		*Minimum Alt* ***D11.5 RT*** 2200′*(1649′)*	*NDB MDA(H)* 980′ ***(429′)***	*RWY* **551′**	

MISSED APCH: Climb on 137° to 1210′*(659′)*, then turn LEFT onto 133° to QO NDB climbing to 3180′*(2629′)*, or as directed.
At 1210′*(659′)*, immediately contact KRUG.



MSA
Airport

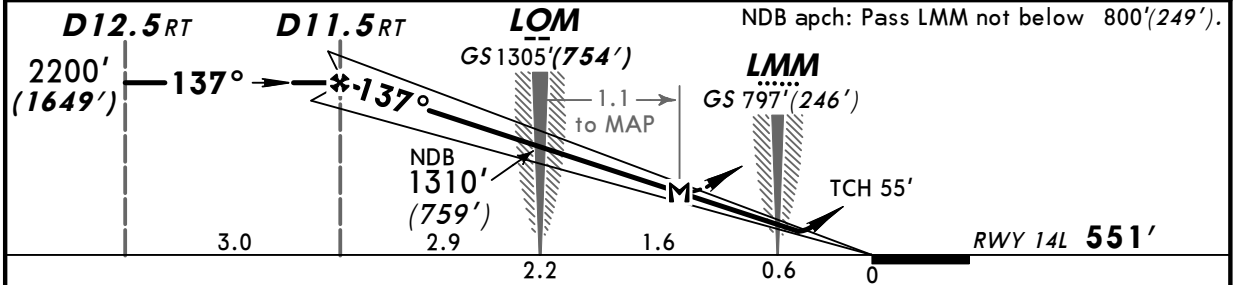
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3870′***(3319′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	***(3319′ - 1000m)***
3180′	***(2629′ - 800m)***
2200′	***(1649′ - 500m)***
1310′	***(759′ - 230m)***
1210′	***(659′ - 200m)***
800′	***(249′ - 75m)***

NDB apch: Pass LMM not below 800′*(249′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° *or NDB Desc Grad* 5.2%	377	484	538	646	753	861
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS
PAPI

1210′ *(659′)* on 137°

133° LT

3180′ *(2629′)*

STRAIGHT-IN LANDING RWY **14L**

	ILS DA(H) 751′***(200′)***		LOC (GS out)	NDB MDA(H) 980′***(429′)***	
	FULL	ALS out			ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTHORIZED	*1200m*	RVR *1800m* VIS *2000m*
B					
C					
D				RVR *1800m* VIS *2000m*	*2400m*

PANS OPS

CHANGES: Missed apch. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-2)

MOSCOW, RUSSIA

LOST COMM ❶ ILS or 2 NDB Rwy 14L

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

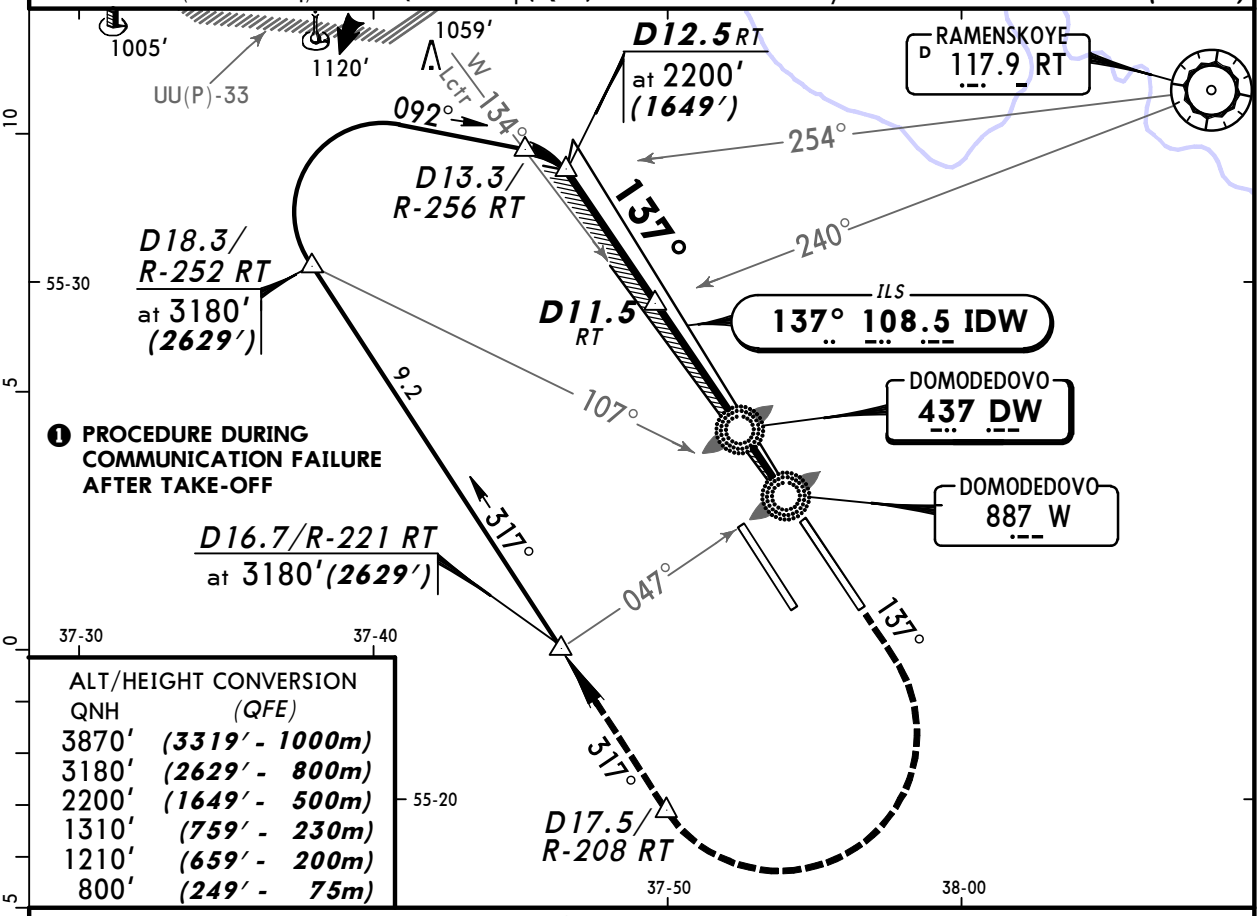
BRIEFING STRIP™

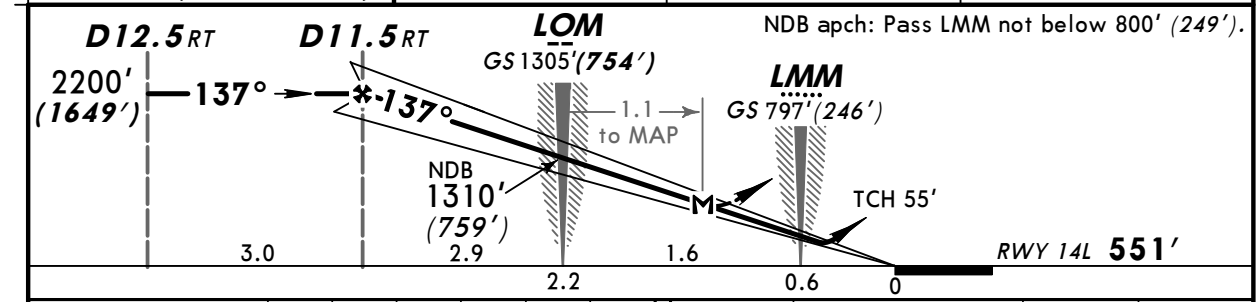
LOC IDW 108.5	Final Apch Crs 137°	GS LOM 1305′(754′)	ILS DA(H) 751′ (200′)	Apt Elev 588′
NDB DW 437		Minimum Alt D11.5 RT 2200′(1649′)	NDB MDA(H) 980′ (429′)	RWY 551′

MISSED APCH: Climb on 137° to 1210′ *(659′)*, then turn RIGHT onto 317° climbing to 3180′ *(2629′)*, then according to chart or carry out one of SID procedures in case of radio communication failure after take-off.

3500′ 180° 090° 2200′
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3870′*(3319′)*





NDB apch: Pass LMM not below 800′ *(249′)*.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS
PAPI

1210′ (659′) on 137° | 317° RT | 3180′ (2629′)

STRAIGHT-IN LANDING RWY **14L**

PANS OPS

	ILS DA(H) 751′(200′) FULL	ILS DA(H) 751′(200′) ALS out	LOC (GS out)	NDB MDA(H) 980′(429′)	NDB MDA(H) 980′(429′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1800m VIS 2000m	2400m

CHANGES: Missed apch. Minimums.

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UUDD/DME DOMODEDOVO

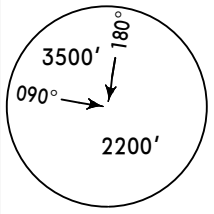
JEPPESEN
6 JAN 06
Eff 19 Jan
31-3

MOSCOW, RUSSIA ILS or 2 NDB Rwy 14R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	118.6	119.0

BRIEFING STRIP ™

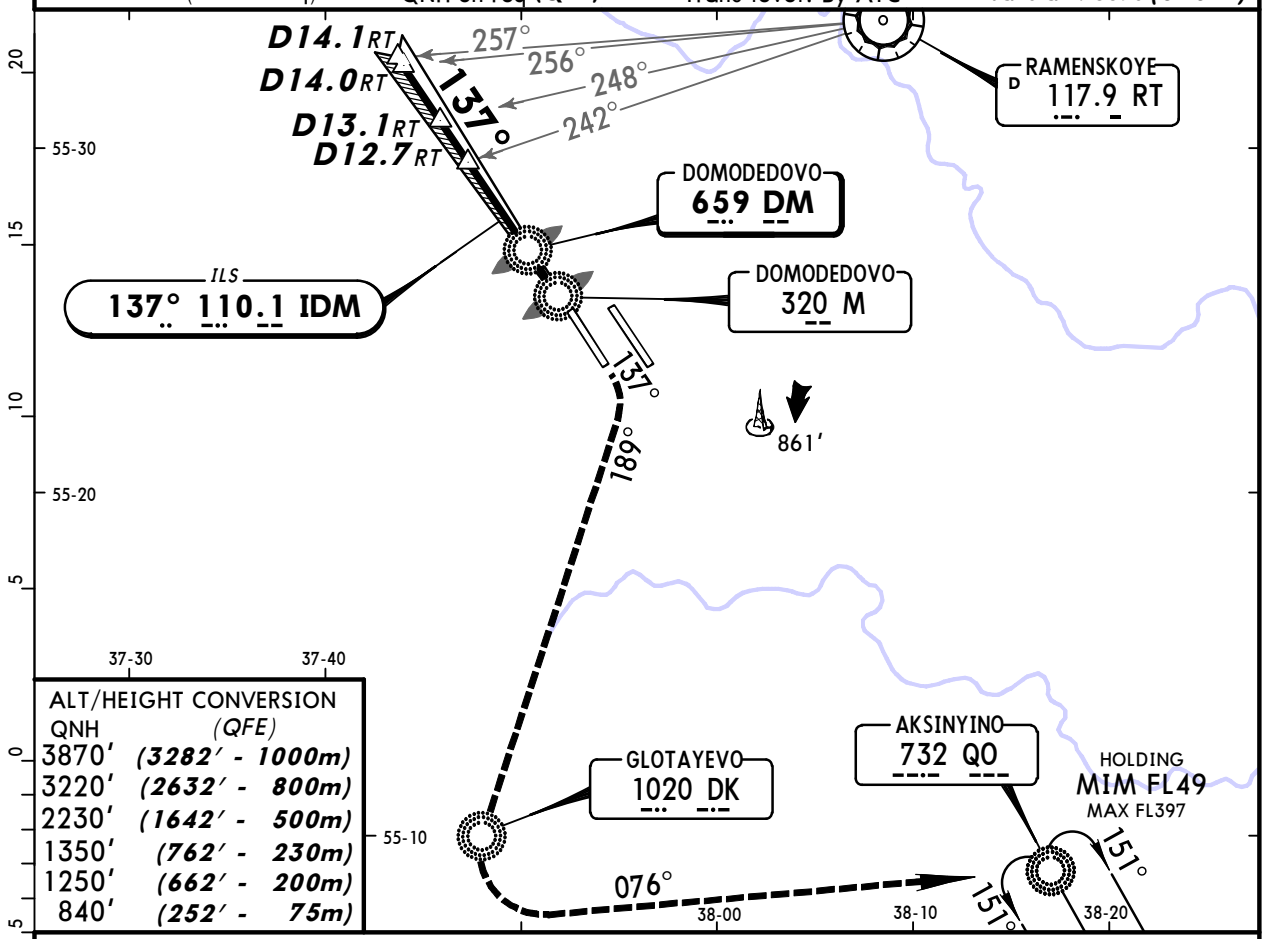
LOC IDM 110.1	Final Apch Crs 137°	GS LOM 1343′(755′)	ILS DA(H) 788′ (200′)	Apt Elev 588′	
NDB DM 659		Minimum Alt D12.7 RT 2230′(1642′)	NDB MDA(H) 990′ (402′)	RWY 588′	



MSA
Airport

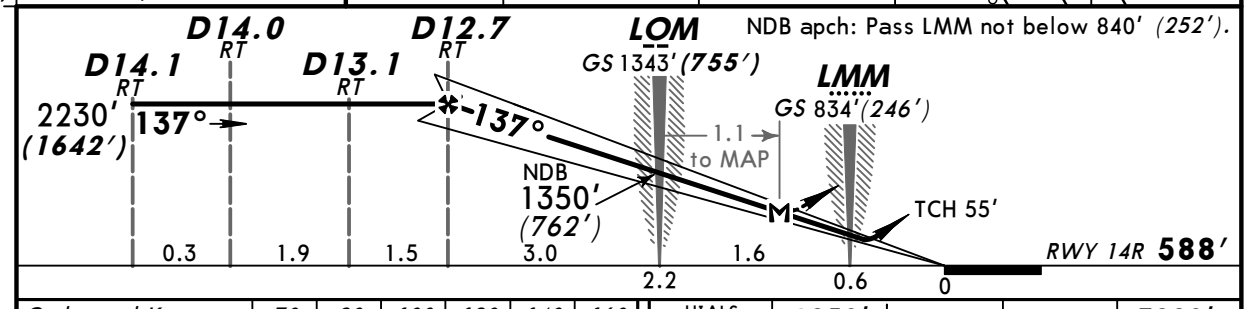
MISSED APCH: Climb on 137° to 1250′ *(662′)*, then turn RIGHT onto 189° onto DK NDB climbing to 3220′ *(2632′)*, or as directed.
At 1250′*(662′)*, immediately contact KRUG.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3870′*(3282′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3282′ - 1000m)
3220′	(2632′ - 800m)
2230′	(1642′ - 500m)
1350′	(762′ - 230m)
1250′	(662′ - 200m)
840′	(252′ - 75m)



NDB apch: Pass LMM not below 840′ *(252′)*.

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS
PAPI

1250′ *(662′)* on 137° | 189° RT | 3220′ *(2632′)*

STRAIGHT-IN LANDING RWY 14R

PANS OPS

	ILS DA(H) 788′(200′) FULL	ILS DA(H) 788′(200′) ALS out	LOC (GS out)	NDB MDA(H) 990′(402′)	NDB MDA(H) 990′(402′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Crossing alt. MAP. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-4)

MOSCOW, RUSSIA

LOST COMM ❶ ILS or 2 NDB Rwy 14R

BRIEFING STRIP ™

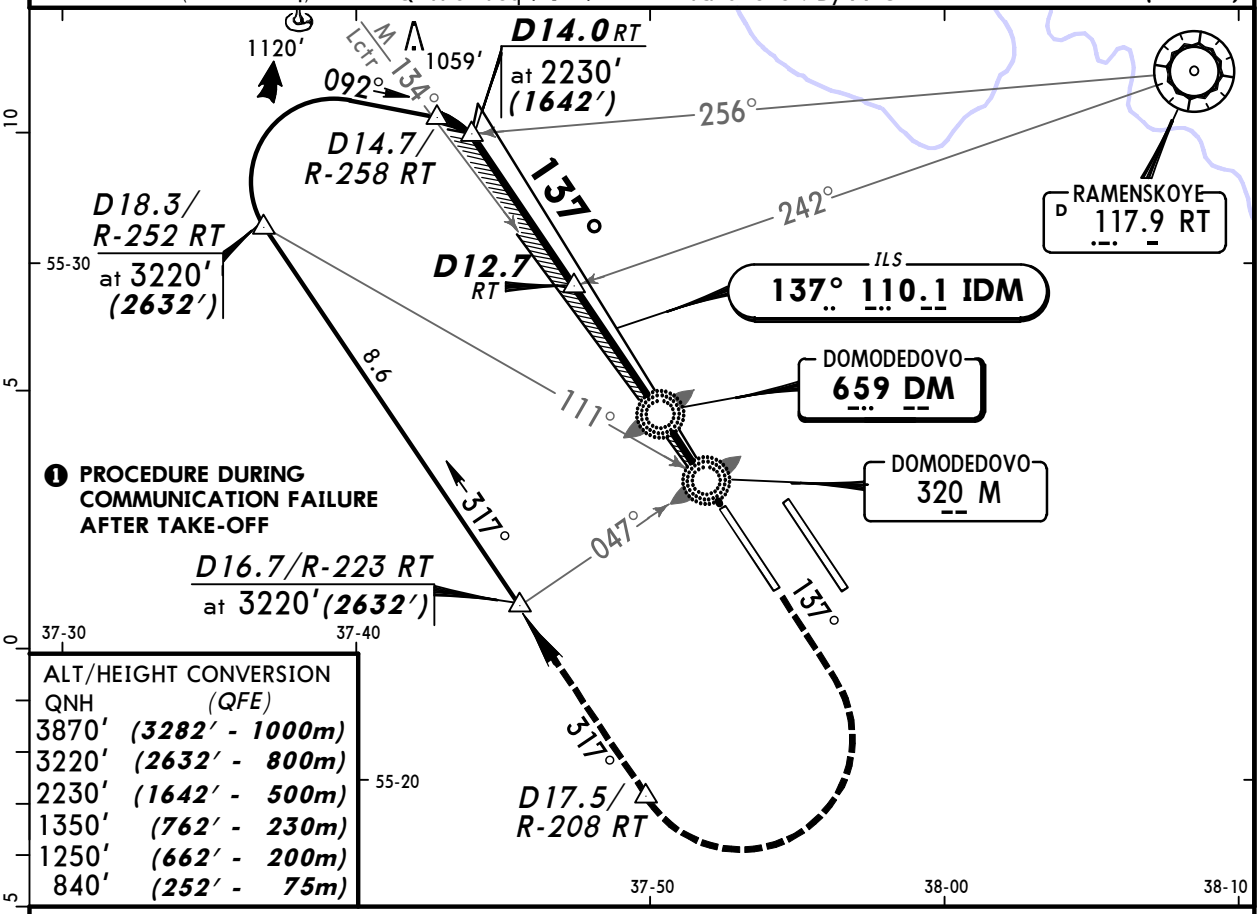
ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	118.6	119.0

LOC IDM **110.1**	Final Apch Crs **137°**	GS **LOM** 1343′(**755′**)	ILS DA(H) 788′ (**200′**)	Apt Elev 588′
NDB DM **659**		Minimum Alt **D12.7 RT** 2230′(**1642′**)	NDB MDA(H) 990′ (**402′**)	RWY **588′**

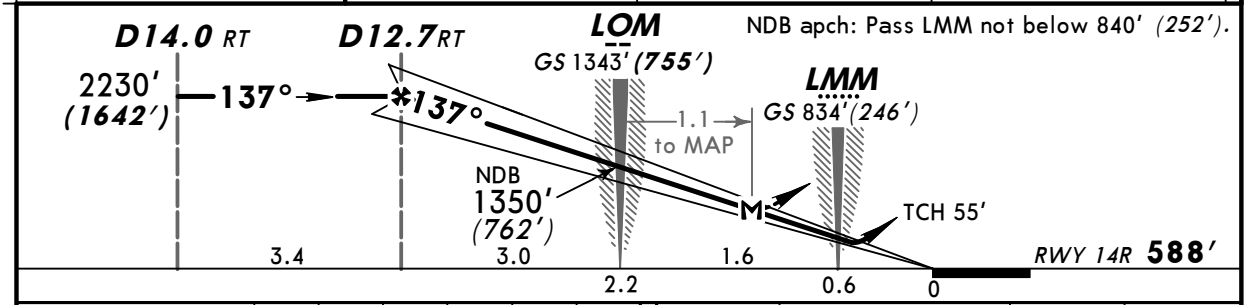
3500′ 180° 090° 2200′
MSA
Airport

MISSED APCH: Climb on 137° to 1250′ *(662′)*, then turn RIGHT onto 317° climbing to 3220′*(2632′)*, then according to chart or carry out one of SID procedures in case of radio communication failure afer take-off.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3870′**(3282′)**



ALT/HEIGHT CONVERSION QNH	(QFE)
3870′	(3282′ - 1000m)
3220′	(2632′ - 800m)
2230′	(1642′ - 500m)
1350′	(762′ - 230m)
1250′	(662′ - 200m)
840′	(252′ - 75m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS PAPI | 1250′ (662′) on 137° | 317° RT | 3220′ (2632′)

PANS OPS

STRAIGHT-IN LANDING RWY **14R**

	ILS DA(H) 788′(200′) FULL	ILS DA(H) 788′(200′) ALS out	LOC (GS out)	NDB MDA(H) 990′(402′)	NDB MDA(H) 990′(402′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Crossing alt. MAP. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN
6 JAN 06
Eff 19 Jan
31-5

MOSCOW, RUSSIA ILS or 2 NDB Rwy 32L

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	118.6	119.0

BRIEFING STRIP™

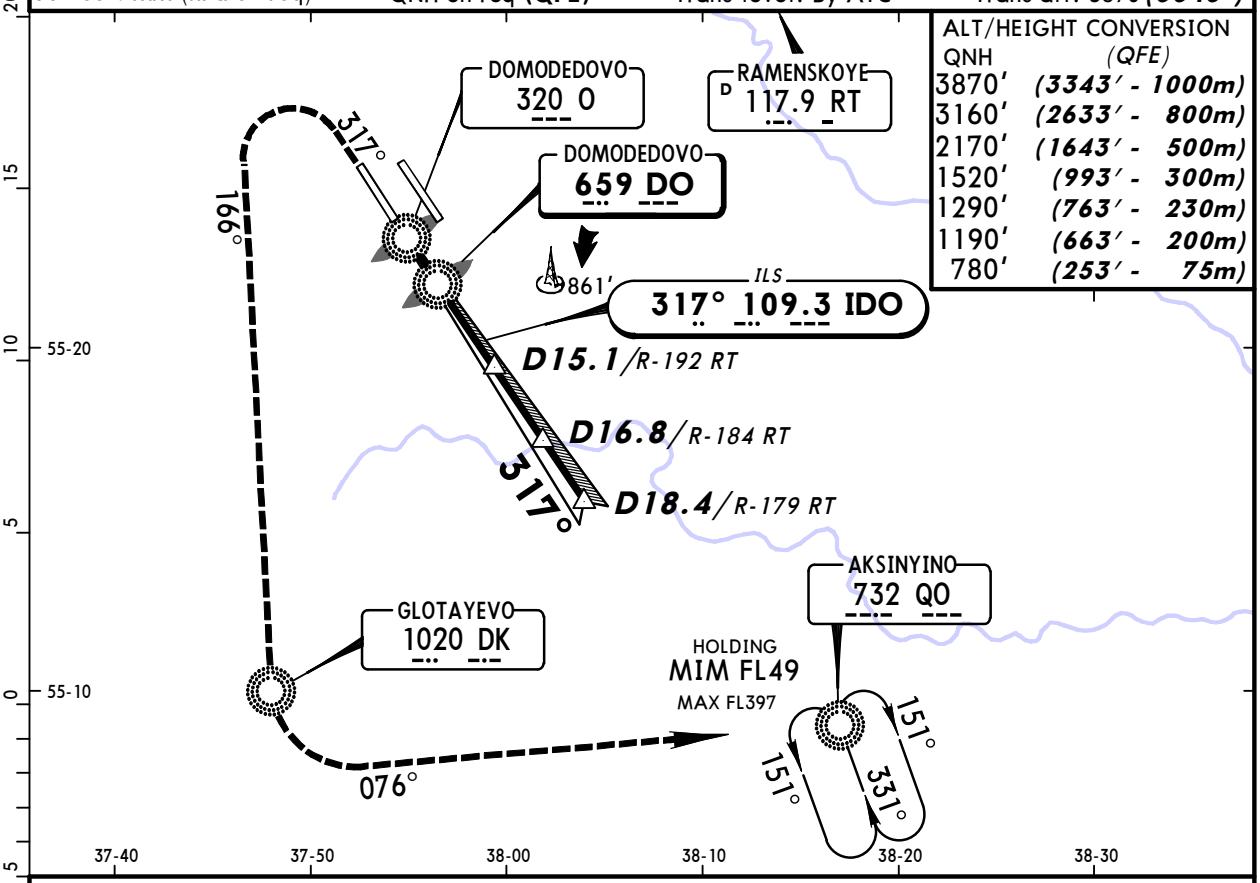
LOC IDO 109.3	Final Apch Crs 317°	GS LOM 1282′(755′)	ILS DA(H) 727′ (200′)	Apt Elev 588′	180° 3500′ 090° 2200′ MSA Airport
NDB DO 659		Minimum Alt D15.1 RT 2170′(1643′)	NDB MDA(H) 880′ (353′)	RWY 527′	

MISSED APCH: Climb on 317° to 1520′ (993′), then turn LEFT onto 166° to DK NDB climbing to 3160′ (2633′), or as directed.
At 1190′ (663′), immediately contact KRUG.

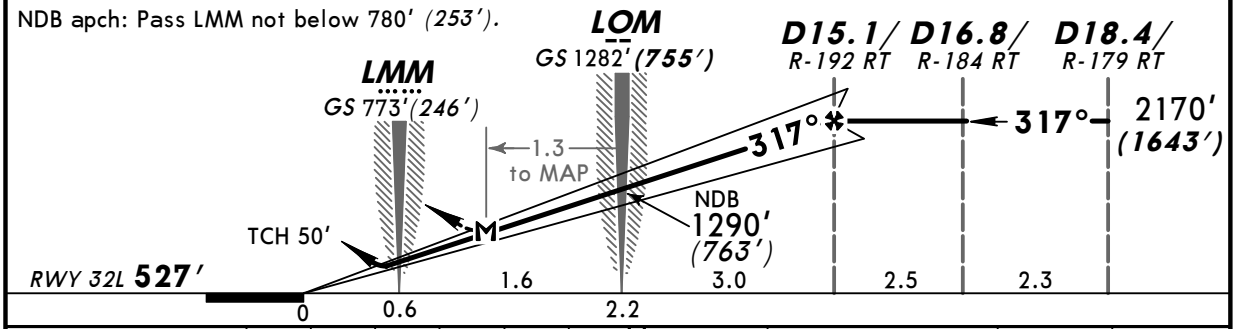
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3870′(3343′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3343′ - 1000m)
3160′	(2633′ - 800m)
2170′	(1643′ - 500m)
1520′	(993′ - 300m)
1290′	(763′ - 230m)
1190′	(663′ - 200m)
780′	(253′ - 75m)



NDB apch: Pass LMM not below 780′ (253′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS | PAPI

1520′ (993′) on 317° | 166° LT | 3160′ (2633′)

STRAIGHT-IN LANDING RWY 32L

PANS OPS

	ILS DA(H) 727′(200′) FULL	ILS DA(H) 727′(200′) ALS out	LOC (GS out)	NDB MDA(H) 880′(353′)	NDB MDA(H) 880′(353′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: MAP. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-6)

MOSCOW, RUSSIA

LOST COMM ❶ ILS or 2 NDB Rwy 32L

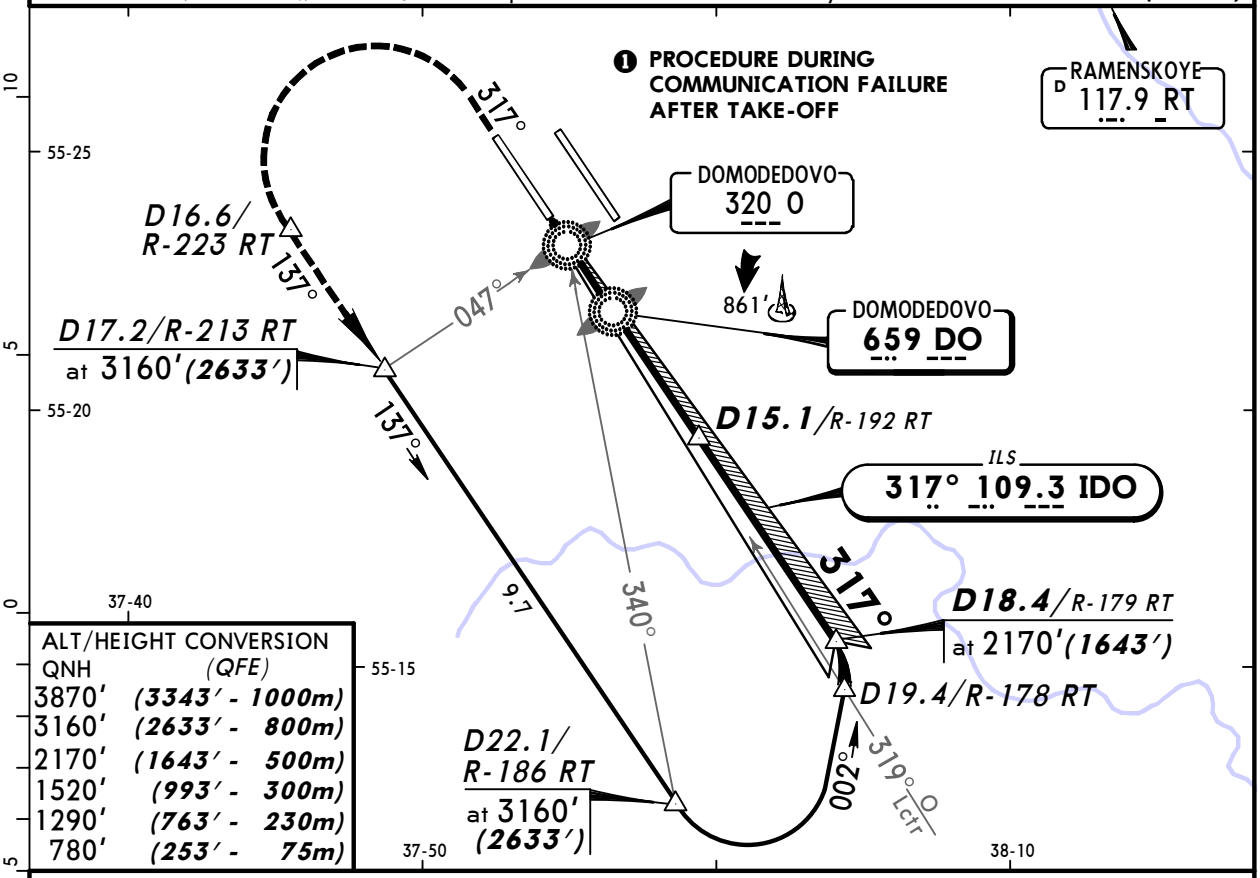
ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	118.6	119.0

BRIEFING STRIP ™

LOC IDO **109.3**	Final Apch Crs **317°**	GS **LOM** 1282′ **(755′)**	ILS DA(H) 727′ **(200′)**	Apt Elev 588′	3500′ 180° 090° 2200′ MSA Airport
NDB DO **659**		Minimum Alt **D15.1 RT** 2170′ **(1643′)**	NDB MDA(H) 880′ **(353′)**	RWY **527′**	

MISSED APCH: Climb on 317° to 1520′ *(993′)*, then turn LEFT onto 137° climbing to 3160′ *(2633′)*, then according to chart or carry out one of SID procedures in case of radio communication failure after take-off.

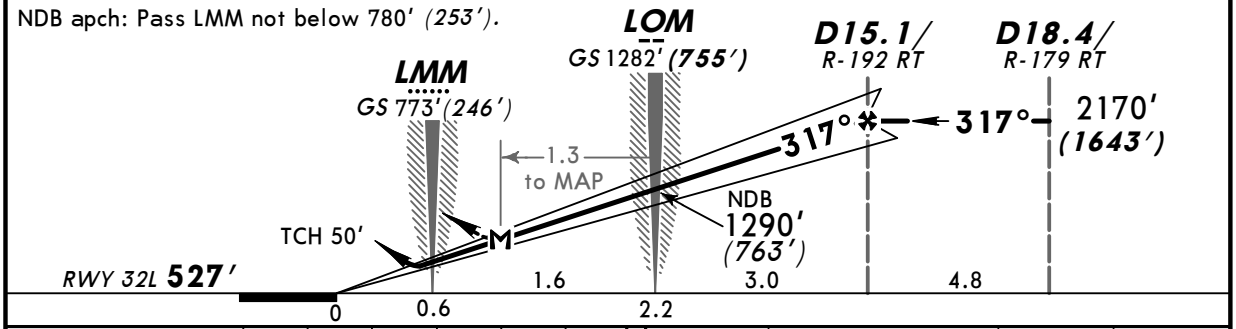
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3870′ **(3343′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3343′ - 1000m)
3160′	(2633′ - 800m)
2170′	(1643′ - 500m)
1520′	(993′ - 300m)
1290′	(763′ - 230m)
780′	(253′ - 75m)

NDB apch: Pass LMM not below 780′ *(253′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.3	1:07	0:52	0:47	0:39	0:33	0:29

HIALS PAPI

1520′ (993′) on 317° | 137° LT | 3160′ (2633′)

STRAIGHT-IN LANDING RWY **32L**

PANS OPS

	ILS DA(H) 727′ (200′) FULL	ILS DA(H) 727′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 880′ (353′)	NDB MDA(H) 880′ (353′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: MAP. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-7)

MOSCOW, RUSSIA ILS DME or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

BRIEFING STRIP™

LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241′(722′)	ILS DA(H) 719′ (200′)	Apt Elev 588′
NDB DE 437		Minimum Alt D14.4 RT 2160′(1641′)	NDB MDA(H) 870′ (351′)	RWY 519′

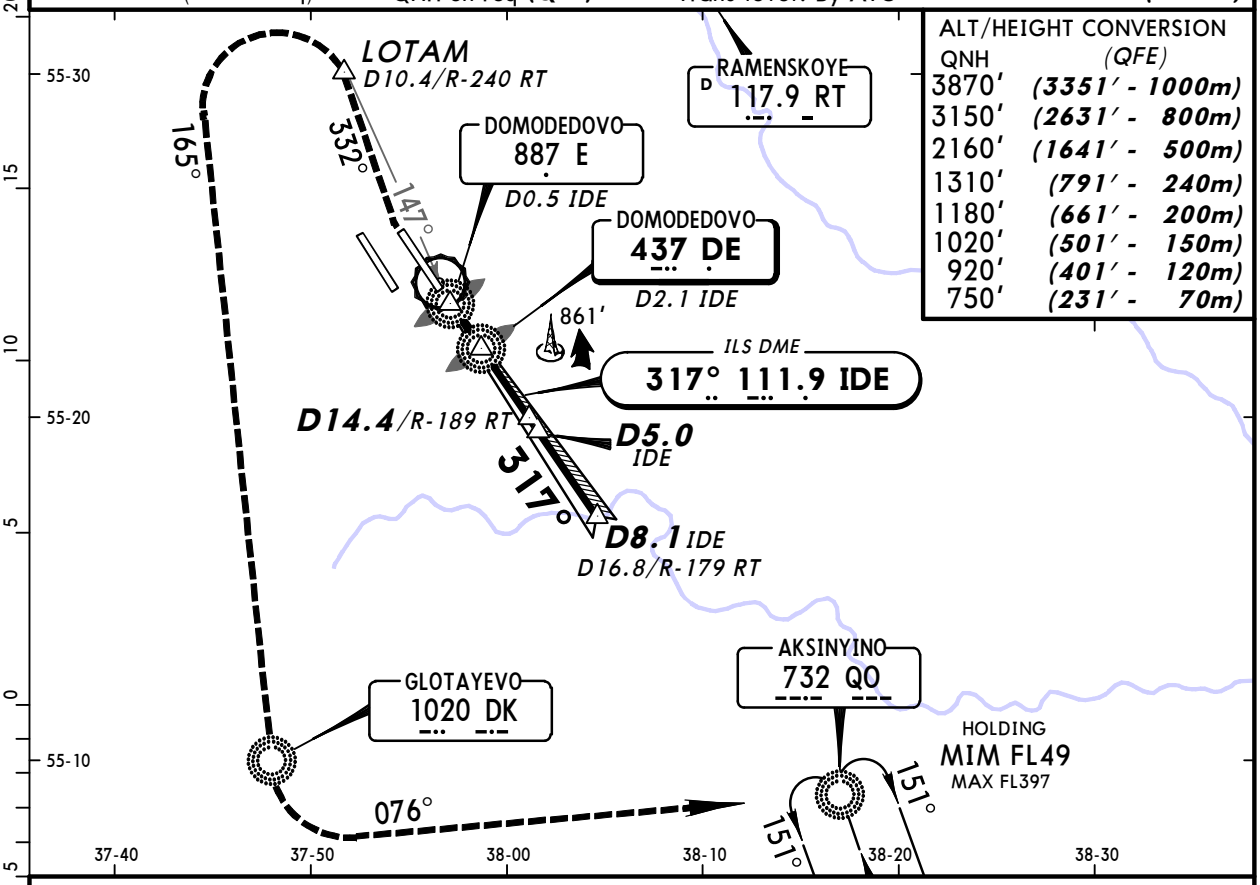
MISSED APCH: Climb on 317° to 920′ (401′) (NDB:1020′(501′)), then turn RIGHT onto 332° to LOTAM climbing to 3150′ (2631′). After passing LOTAM turn LEFT onto 165° to DK NDB, or as directed. At 1180′(661′) immediately contact KRUG.

3500′ 180° 090° 2200′
MSA
Airport

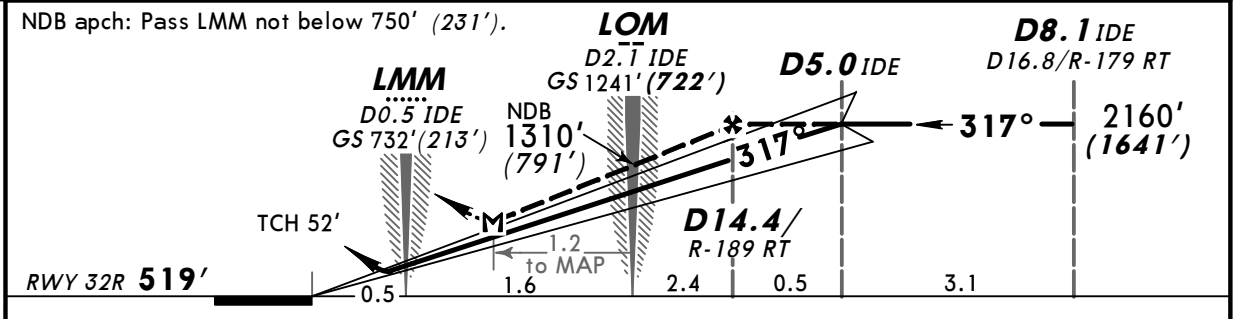
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3870′(3351′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3351′ - 1000m)
3150′	(2631′ - 800m)
2160′	(1641′ - 500m)
1310′	(791′ - 240m)
1180′	(661′ - 200m)
1020′	(501′ - 150m)
920′	(401′ - 120m)
750′	(231′ - 70m)



NDB apch: Pass LMM not below 750′ (231′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
NDB Desc Grad	5.8%	411	529	587	705	822	940
LOM to MAP	1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II
PAPI

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 32R

PANS OPS

	ILS DA(H) 719′(200′) FULL	ILS DA(H) 719′(200′) TDZ or CL out	ILS DA(H) 719′(200′) ALS out	LOC (GS out)	NDB MDA(H) 870′(351′)	NDB MDA(H) 870′(351′) ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Missed apch. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-7A)

MOSCOW, RUSSIA CAT II ILS DME Rwy 32R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

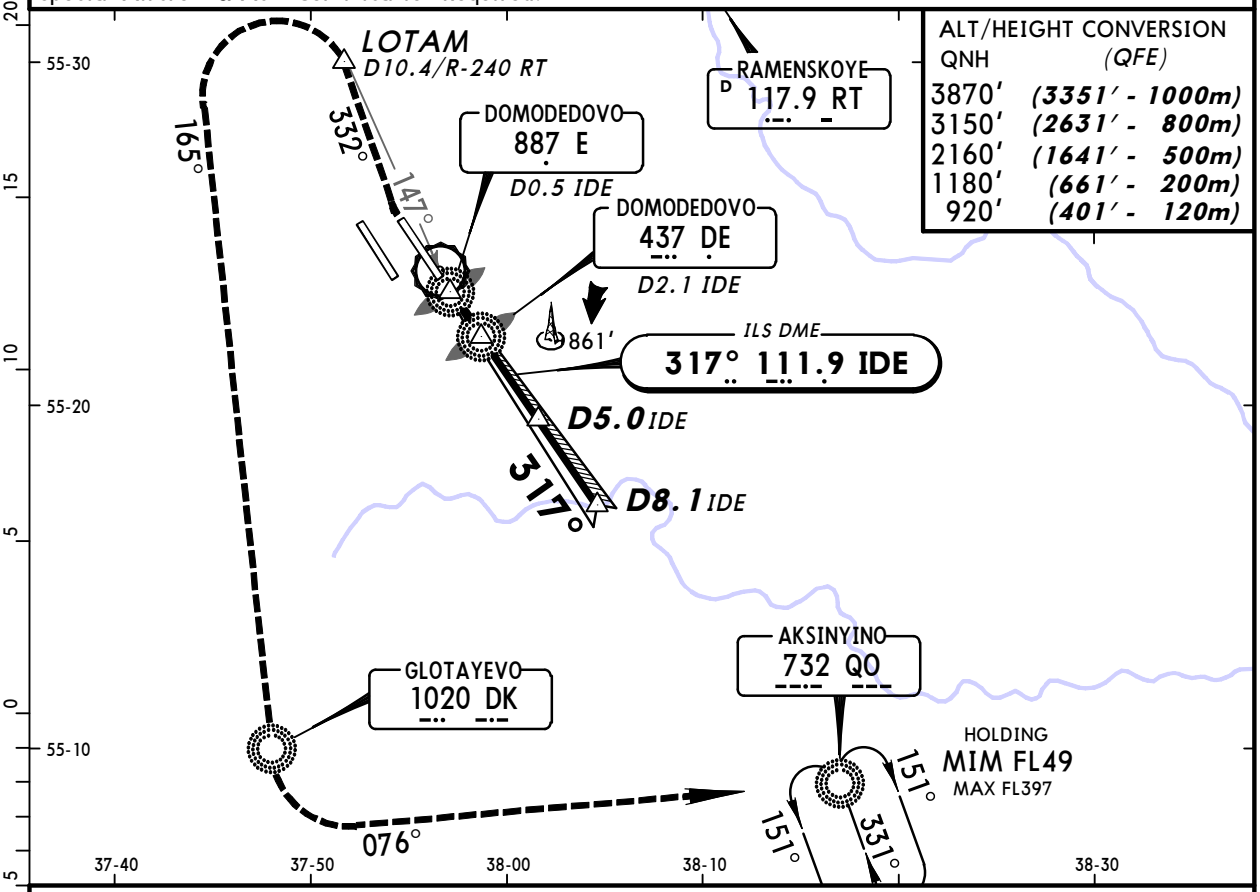
BRIEFING STRIP ™

LOC IDE	Final Apch Crs	GS LOM	CAT II ILS	Apt Elev
111.9	317°	1241′(722′)	RA 108′ DA(H) 619′(100′)	588′ RWY 519′

3500′ 180° 090° 2200′ MSA Airport

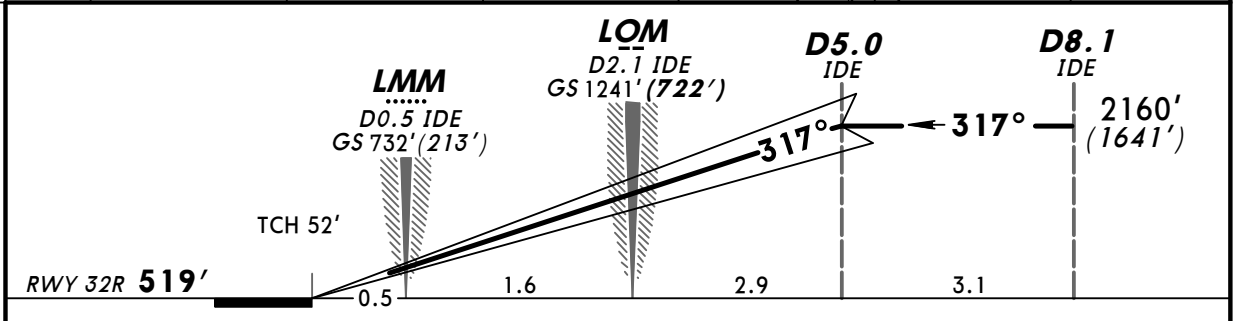
MISSED APCH: Climb on 317° to 920′(401′), then turn RIGHT onto 332° to LOTAM climbing to 3150′(2631′). After passing LOTAM turn LEFT onto 165° to DK NDB, or as directed.
At 1180′(661′) immediately contact KRUG.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3870′**(3351′)**
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3351′ - 1000m)
3150′	(2631′ - 800m)
2160′	(1641′ - 500m)
1180′	(661′ - 200m)
920′	(401′ - 120m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI 920′ (401′) 332° RT

STRAIGHT-IN LANDING RWY **32R**
CAT II ILS

RA 108′
DA(H) 619′**(100′)**

RVR 350m

PANS OPS

CHANGES: Missed apch.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-8)

MOSCOW, RUSSIA

LOST COMM ❶ ILS or 2 NDB Rwy 32R

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

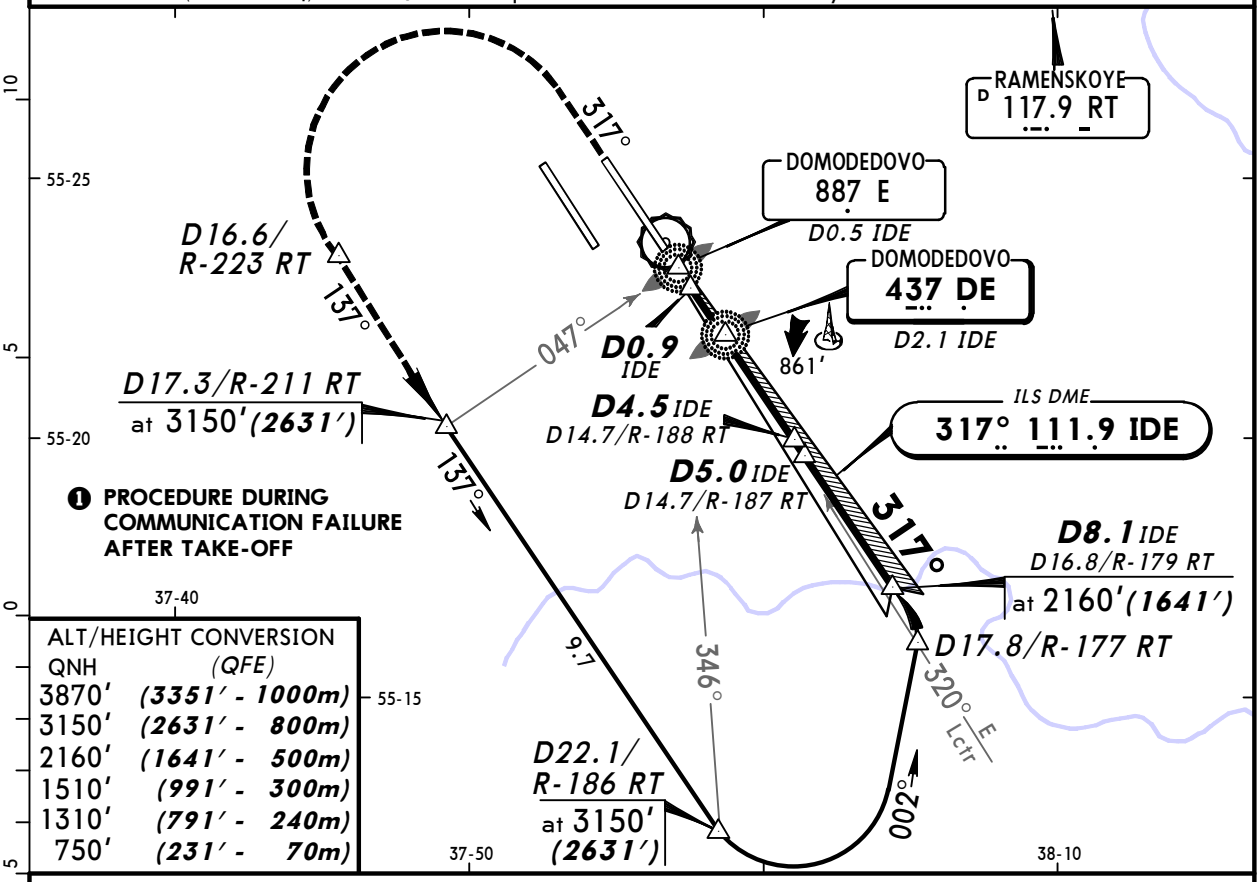
BRIEFING STRIP™

LOC IDE 111.9	Final Apch Crs 317°	GS LOM 1241′(722′)	ILS DA(H) 719′ (200′)	Apt Elev 588′
NDB DE 437		Minimum Alt D4.5 IDE 2160′(1641′)	NDB MDA(H) 870′ (351′)	RWY 519′

MISSED APCH: Climb on 317° to 1510′(991′), then turn LEFT onto 137° climbing to 3150′(2631′), then according to chart or carry out one of SID procedures in case of radio communication failure after take-off.

3500′ 180° 090° 2200′
MSA
Airport

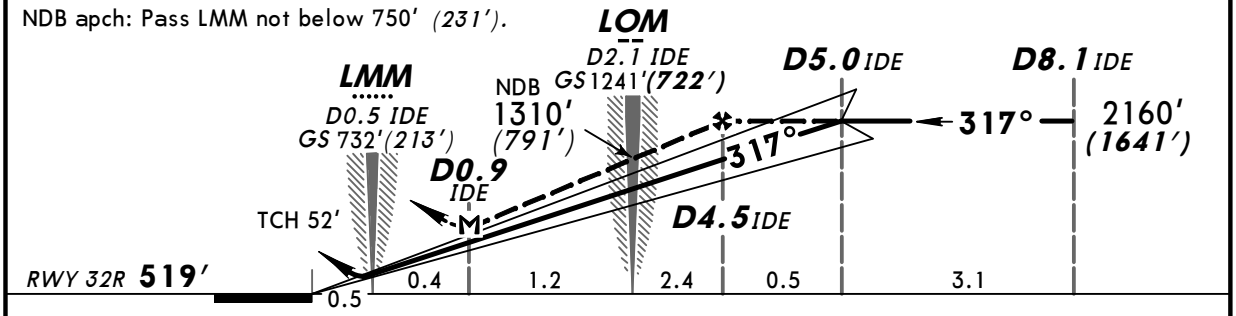
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3870′(3351′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3870′	(3351′ - 1000m)
3150′	(2631′ - 800m)
2160′	(1641′ - 500m)
1510′	(991′ - 300m)
1310′	(791′ - 240m)
750′	(231′ - 70m)

NDB apch: Pass LMM not below 750′ (231′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861
NDB Desc Grad	5.8%	411	529	587	705	822	940
MAP at D0.9 IDE							

HIALS-II PAPI

1510′ (991′) on 317°

137° LT

3150′ (2631′)

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 719′(200′)			LOC (GS out)	NDB MDA(H) 870′(351′)	
	FULL	TDZ or CL out	ALS out			ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: MAP. Minimums.

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UUDD/DME DOMODEDOVO

JEPPESEN 6 JAN 06 Eff 19 Jan (31-8A)

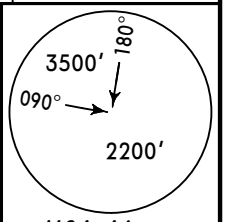
MOSCOW, RUSSIA

LOST COMM ❶ CAT II ILS Rwy 32R

BRIEFING STRIP™

ATIS	DOMODEDOVO Approach	DOMODEDOVO Krug (RDR)	DOMODEDOVO Tower	Ground
128.3	120.6	127.7	119.7	119.0

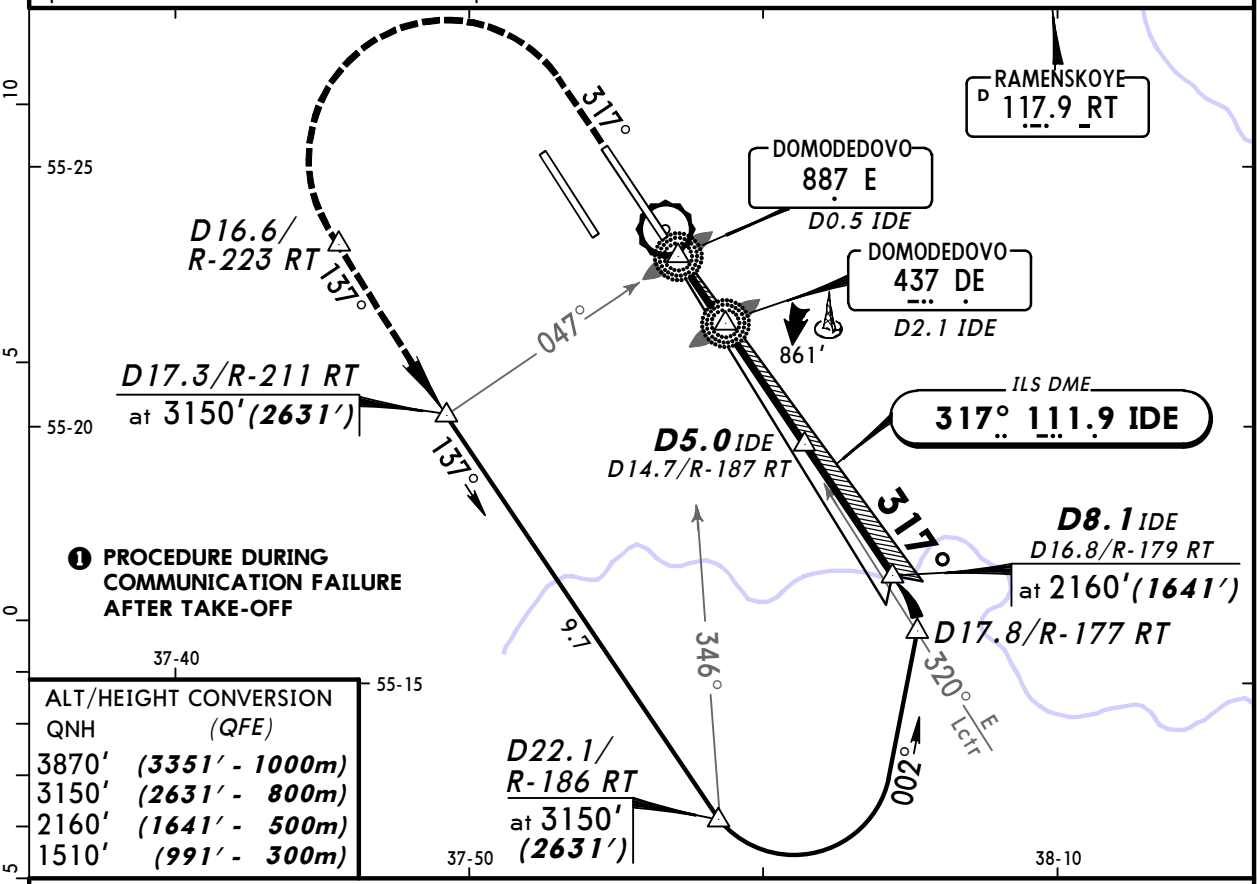
LOC IDE	Final Apch Crs	GS LOM	CAT II ILS RA	Apt Elev / RWY
111.9	317°	1241′(722′)	108′ DA(H) 619′(100′)	588′ / 519′



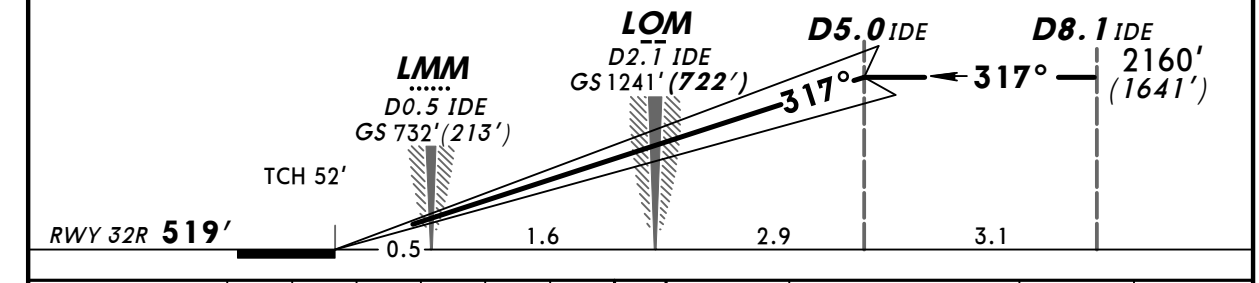
MSA Airport

MISSED APCH: Climb on 317° to 1510′ *(991′)*, then turn LEFT onto 137° climbing to 3150′ *(2631′)*, then according to chart or carry out one of SID procedures in case of radio communication failure after take-off.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3870′***(3351′)***
Special Aircrew & Acft Certification Required.



ALT/HEIGHT CONVERSION QNH	(QFE)
3870′	***(3351′ - 1000m)***
3150′	***(2631′ - 800m)***
2160′	***(1641′ - 500m)***
1510′	***(991′ - 300m)***



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI

1510′ (991′) on 317°

137° LT

3150′ (2631′)

STRAIGHT-IN LANDING RWY **32R**
CAT II ILS

RA 108′
DA(H) 619′***(100′)***

PANS OPS

RVR *350m*

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UUDL/IAR TUNOSHNA

JEPPESEN 9 DEC 05 (10-2) Eff 22 Dec

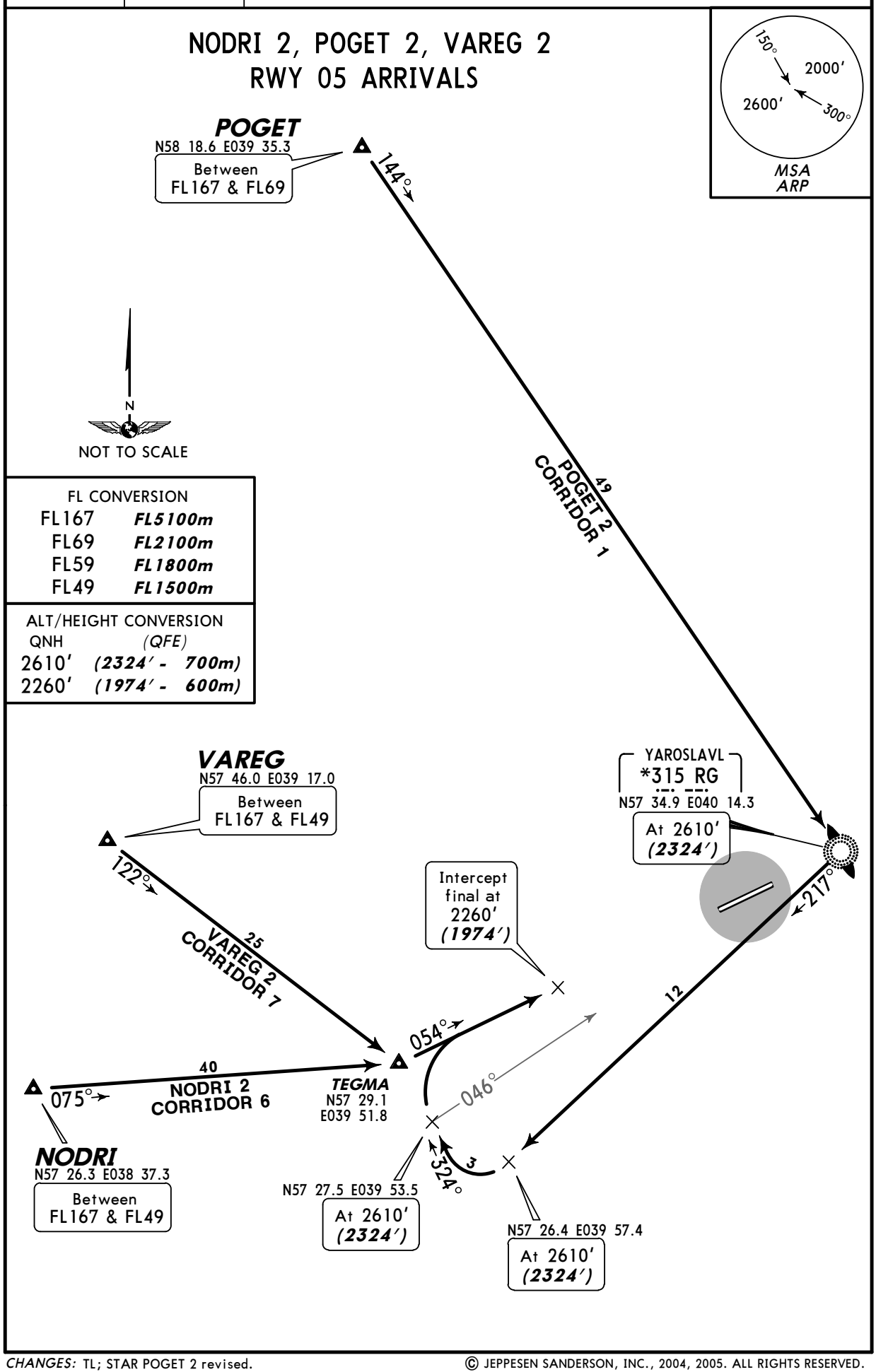
YAROSLAVL, RUSSIA

STAR

*ATIS	Apt Elev
127.35	305′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2610′ ***(2324′)***

NODRI 2, POGET 2, VAREG 2
RWY 05 ARRIVALS



CHANGES: TL; STAR POGET 2 revised.

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UUDL/IAR TUNOSHNA

JEPPESEN 9 DEC 05 (10-2A) Eff 22 Dec

YAROSLAVL, RUSSIA

STAR

*ATIS	Apt Elev
127.35	305′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2610′ ***(2309′)***

NODRI 4A *[NODR4A]*, POGET 4A *[POGE4A]* VAREG 4A *[VARE4A]*

NODRI 4B *[NODR4B]*, POGET 4B *[POGE4B]* VAREG 4B *[VARE4B]*

BY ATC

RWY 23 ARRIVALS

MSA ARP
2000′ 300° 150° 2600′

N57 37.3 E040 25.5 At 2270′ ***(1969′)***
N57 34.5 E040 31.1 At 2610′ ***(2309′)***
N57 42.3 E040 25.9
N57 38.2 E040 24.7 (229° brg to RG)
N57 29.5 E040 12.1
YAROSLAVL *315 RG N57 34.9 E040 14.3
TEGMA N57 29.1 E039 51.8 At 2610′ ***(2309′)***

Intercept final at 2270′ ***(1969′)***

45 POGET 4A CORRIDOR 1
49 POGET 4B By ATC CORRIDOR 1
NODRI 4B, By ATC
13 VAREG 4B
11 NODRI 4A VAREG 4A
25 CORRIDOR 7 VAREG 4A VAREG 4B By ATC
40 NODRI 4A NODRI 4B By ATC CORRIDOR 6

133° 144° 189° 209° 279° 262° 234° 239° 144° 144° 054° 003° 054° 076° 122° 075°

POGET N58 18.6 E039 35.3 Between FL167 & FL69

VAREG N57 46.0 E039 17.0 Between FL167 & FL49

NODRI N57 26.3 E038 37.3 Between FL167 & FL49

NOT TO SCALE

FL CONVERSION	
FL167	***FL5100m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	***(2309′ - 700m)***
2610′	***(1969′ - 600m)***
2270′	

CHANGES: TL; crossing at POGET.

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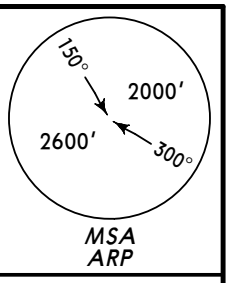
UUDL/IAR TUNOSHNA

YAROSLAVL, RUSSIA

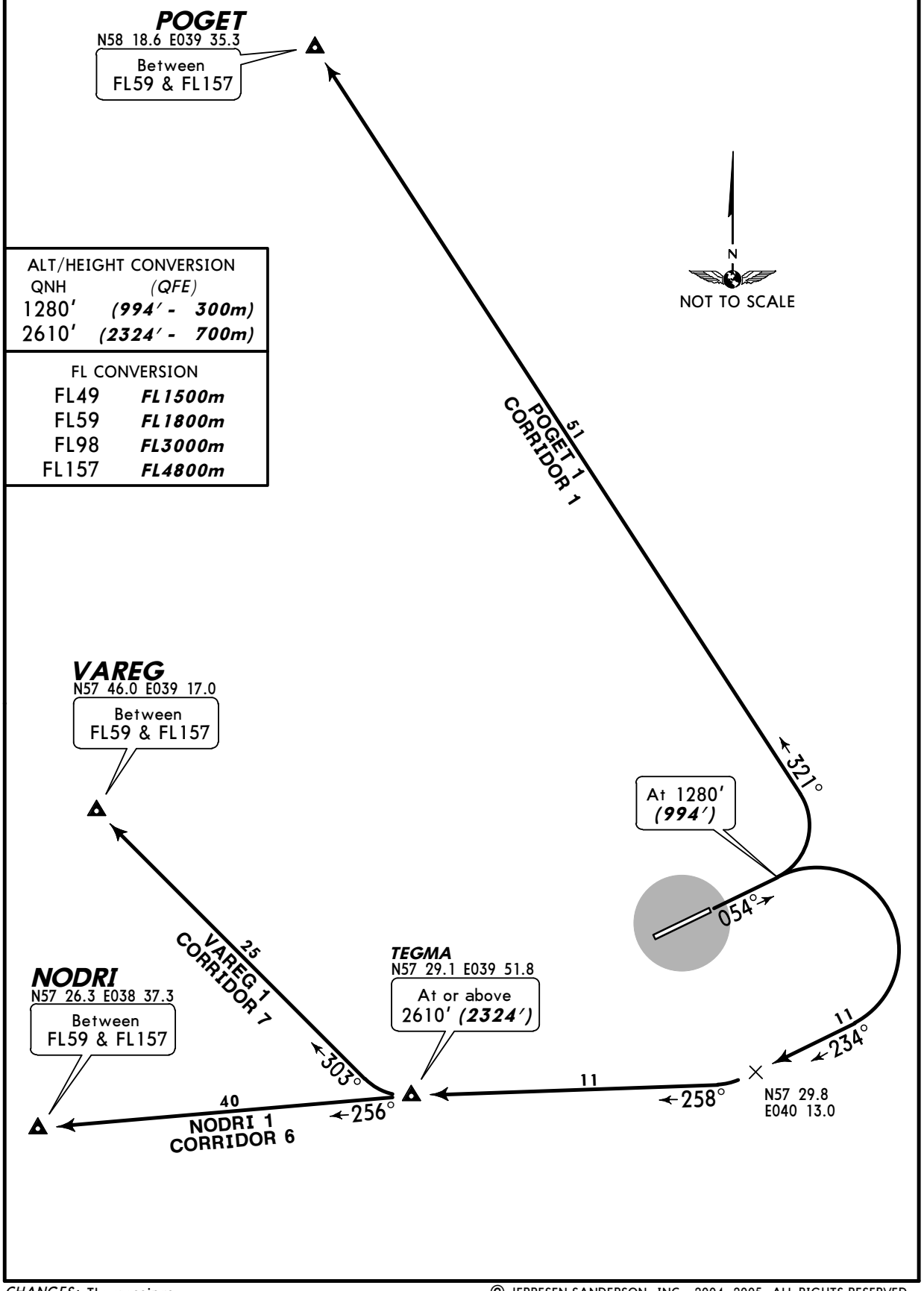
SID

Apt Elev 305′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2610′ ***(2324′)***
Flights over the city of Yaroslavl below FL98 are prohibited.



NODRI 1, POGET 1, VAREG 1
RWY 05 DEPARTURES



CHANGES: TL; crossings.

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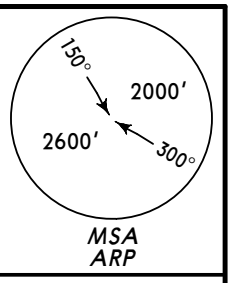
UUDL/IAR TUNOSHNA

YAROSLAVL, RUSSIA

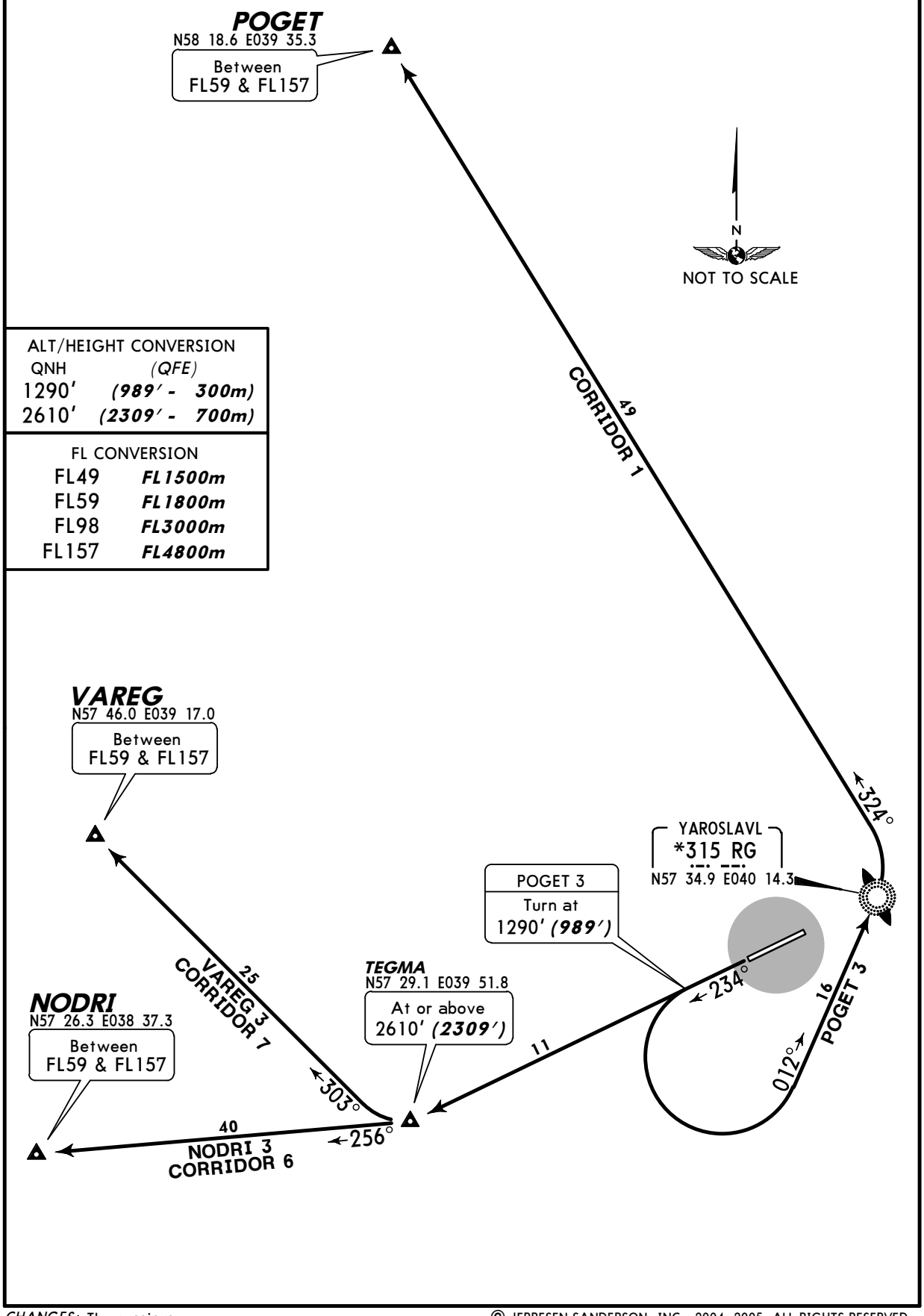
SID

Apt Elev
305′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is 714 mm (951.9 hPa) or less.
Trans alt: 2610′ ***(2309′)***
Flights over the city of Yaroslavl below FL98 are prohibited.



NODRI 3, POGET 3, VAREG 3
RWY 23 DEPARTURES



CHANGES: TL; crossings.

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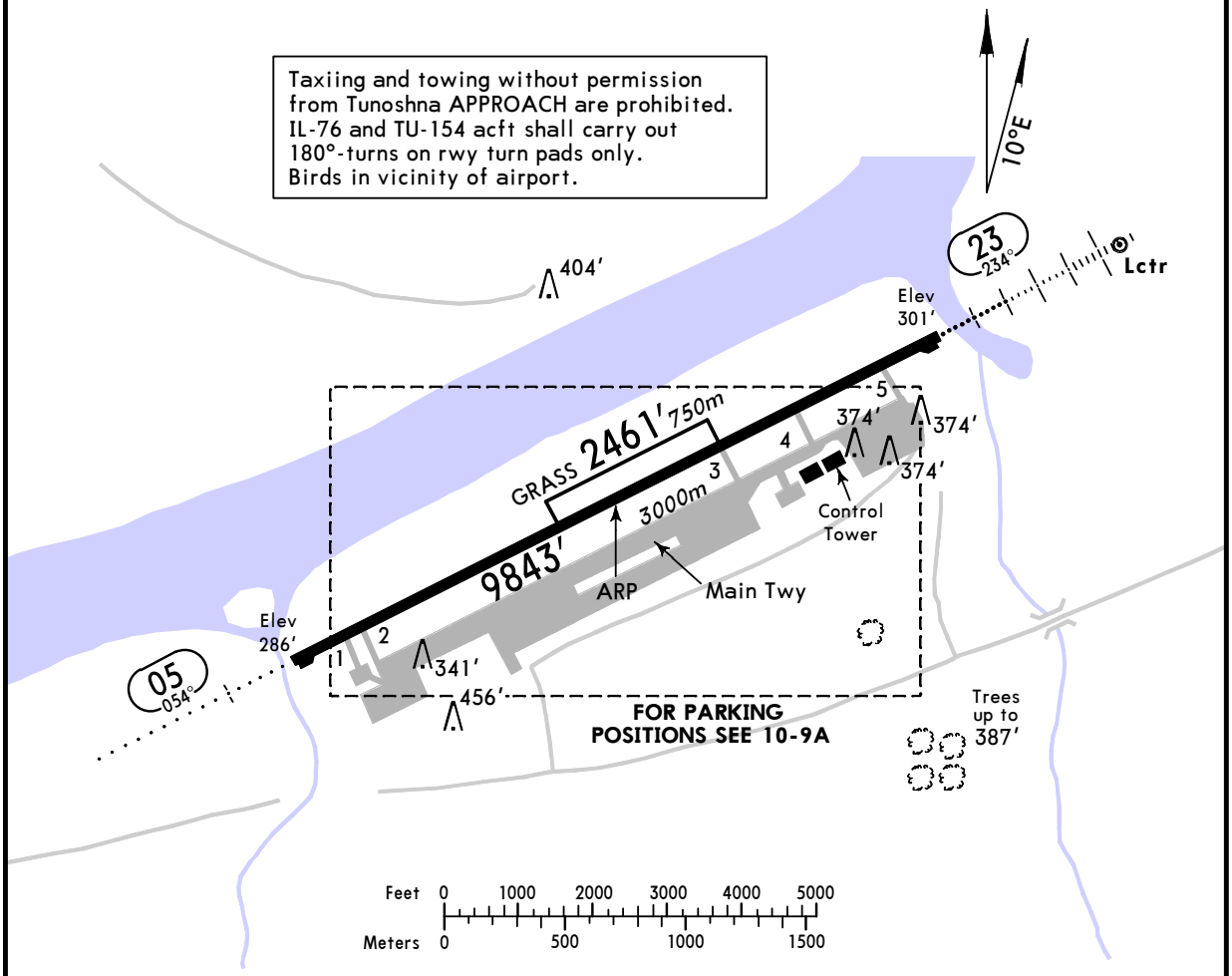
UUDL/IAR YAROSLAVL, RUSSIA

Apt Elev **305′**
N57 33.6 E040 09.4

JEPPESEN 9 DEC 05 (10-9) **Eff 22 Dec**

TUNOSHNA

*ATIS	*TUNOSHNA Approach (GND/TWR)
127.35	120.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05	RL *(60m)* ALS PAPI-L (angle 3.0°) RVR				144′ *44m*
23	RL *(60m)* HIALS PAPI-L (angle 3.0°) RVR		8859′ *2700m*		
05 ❶ 23	Grass runway				328′ *100m*

❶ Available in winter only.

TAKE-OFF

AIR CARRIER (JAA)

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

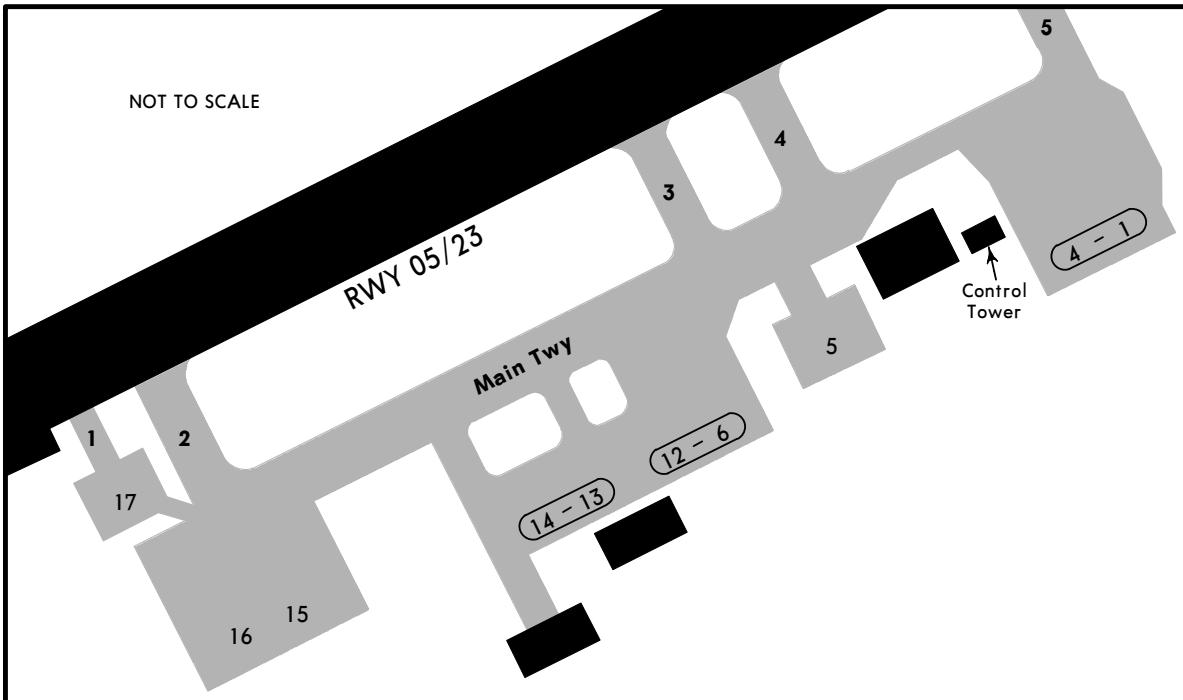
CHANGES: Grass runway. Notes.

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UUDL/IAR YAROSLAVL, RUSSIA

TUNOSHNA



Main Twy from Twy 4 to stands 1 thru 4 is not available.
Stands 6 thru 12 available for helicopters.

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UUDL/IAR TUNOSHNA

JEPPESEN 9 DEC 05 (11-1) Eff 22 Dec

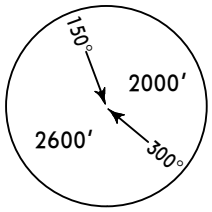
YAROSLAVL, RUSSIA ILS or 2 NDB Rwy 23

BRIEFING STRIP ™

*ATIS	*TUNOSHNA Approach (APP/SRE/TWR)	*Ground
127.35	120.3	120.3

LOC IRG *110.5	Final Apch Crs 234°	GS LOM 1039′ (738′)	ILS DA(H) Refer to Minimums	Apt Elev 305′	
NDB RG *315		Minimum Alt LOM 1040′ (739′)	2 NDB MDA(H) 620′ (319′)	RWY 301′	

MISSED APCH: Climb on 234° to 1290′ (989′), then turn LEFT onto 054°, then according to chart.
Start turn at least 5.4 NM from threshold rwy 23.



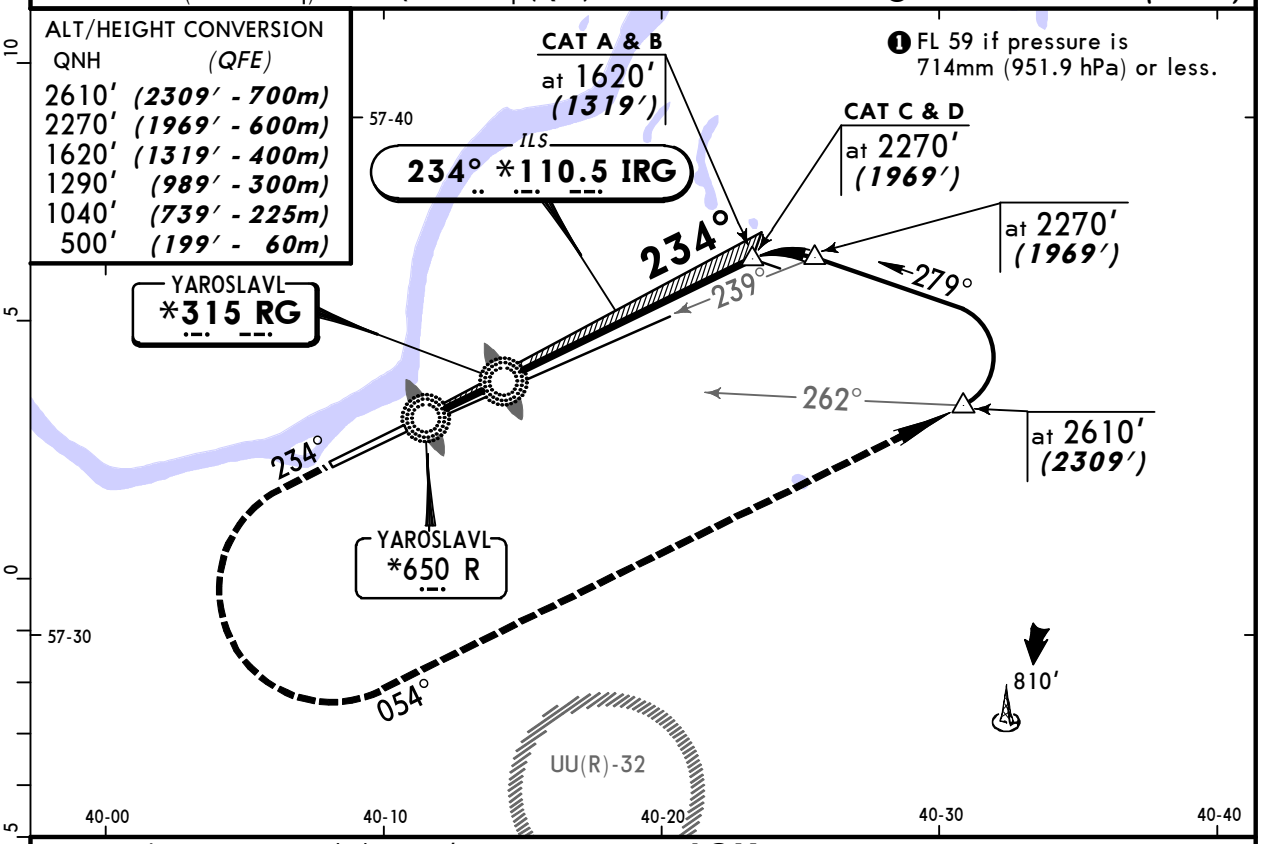
MSA
ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 2610′ (2309′)

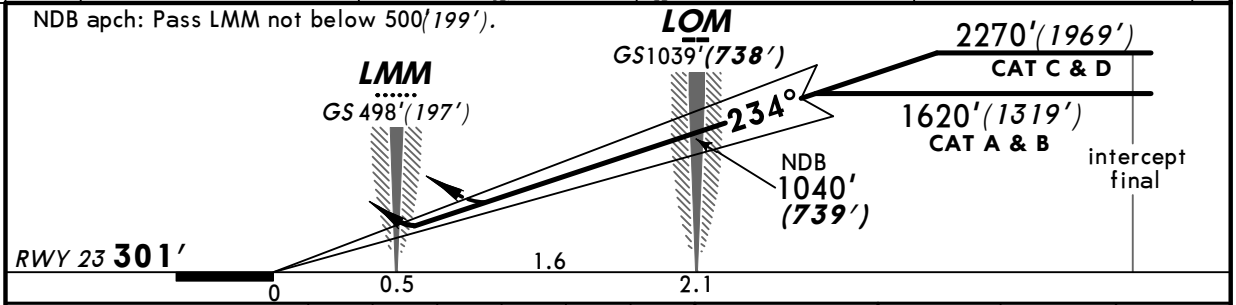
ALT/HEIGHT CONVERSION

QNH	(QFE)
2610′	(2309′ - 700m)
2270′	(1969′ - 600m)
1620′	(1319′ - 400m)
1290′	(989′ - 300m)
1040′	(739′ - 225m)
500′	(199′ - 60m)

❶ FL 59 if pressure is 714mm (951.9 hPa) or less.



NDB apch: Pass LMM not below 500(199′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Descent Gradient 5.2%	377	484	538	646	753	861

HIALS PAPI 1290′ (989′) on 234°

PANS OPS

STRAIGHT-IN LANDING RWY 23

	ILS		LOC (GS out)	2 NDB		R Lctr	
	DA(H) AB: 501′ (200′) CD: 564′ (263′)			MDA(H) 620′ (319′)		MDA(H) 1060′ (759′)	
	FULL	ALS out			ALS out		ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	2400m	3200m
B							
C	900m					2800m	3600m
D				RVR 1500m VIS 1600m		3600m	4000m

CHANGES: Trans alt.

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UUDL/IAR TUNOSHNA

JEPPESEN 9 DEC 05 (16-1) Eff 22 Dec

YAROSLAVL, RUSSIA NDB Rwy 05

BRIEFING STRIP ™

*ATIS	*TUNOSHNA Approach (APP/SRE/TWR)	*Ground
127.35	120.3	120.3

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
R *650	054°	No FAC	1120′ (834′)	305′ / RWY 286′

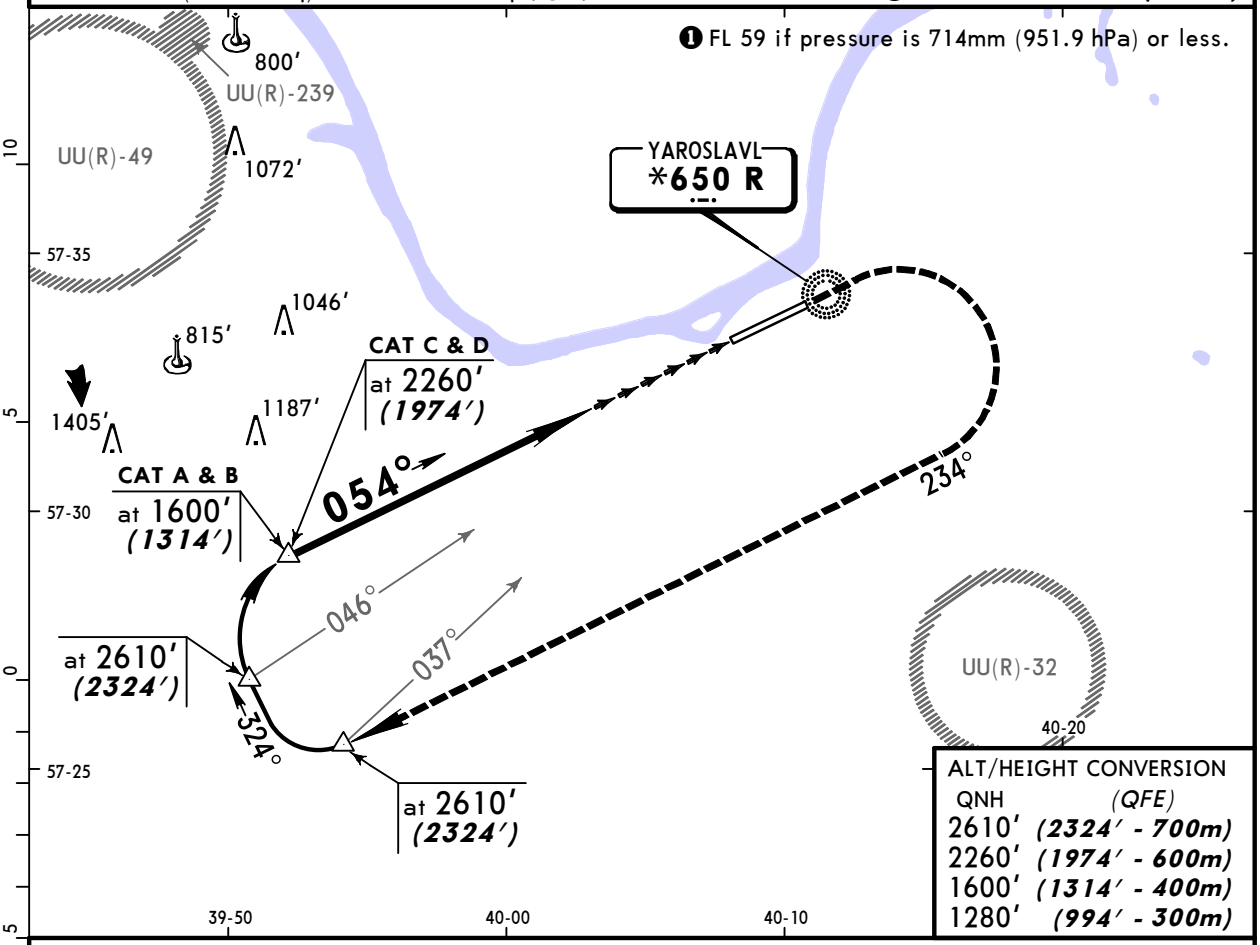
MISSED APCH: Climb on 054° to 1280′ (994′), then turn RIGHT onto 234°, then according to chart.

MSA ARP

150° 2000′ 2600′ 300°

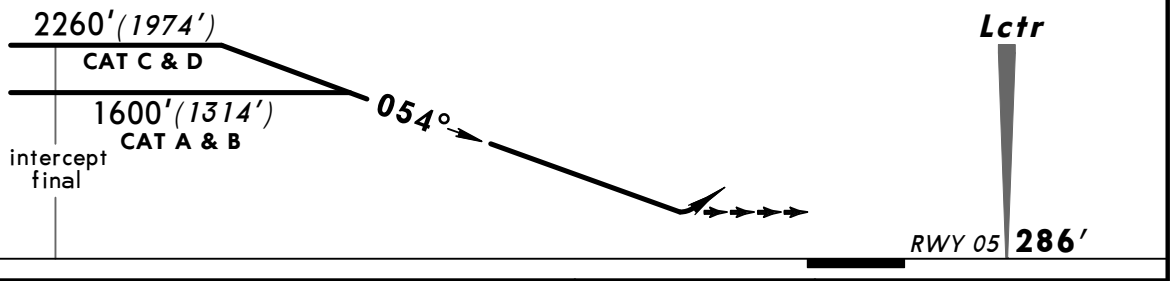
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 2610′(2324′)

❶ FL 59 if pressure is 714mm (951.9 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2610′	(2324′ - 700m)
2260′	(1974′ - 600m)
1600′	(1314′ - 400m)
1280′	(994′ - 300m)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

ALS PAPI

1280′ (994′) on 054°

STRAIGHT-IN LANDING RWY 05

MDA(H) 1120′(834′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: Trans level.

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UUEE/SVO SHEREMETYEVO

MOSCOW, RUSSIA

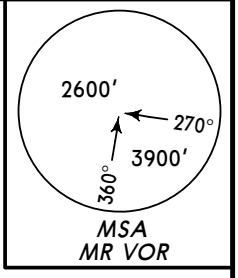
TRANSITION

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)***

TRANSITIONS

TO BP, KS, MEDUD, SW & VINLI
FROM NORTH & EAST
FOR BP STARS REFER TO CHARTS 20-2C & 20-2D
FOR KS STARS REFER TO CHARTS 20-2J & 20-2K
FOR MEDUD STARS REFER TO CHARTS 20-2G & 20-2H
FOR SW STARS REFER TO CHARTS 20-2L & 20-2M
FOR VINLI STAR REFER TO CHART 20-2N

SPEED: MAX 270 KT BELOW FL98



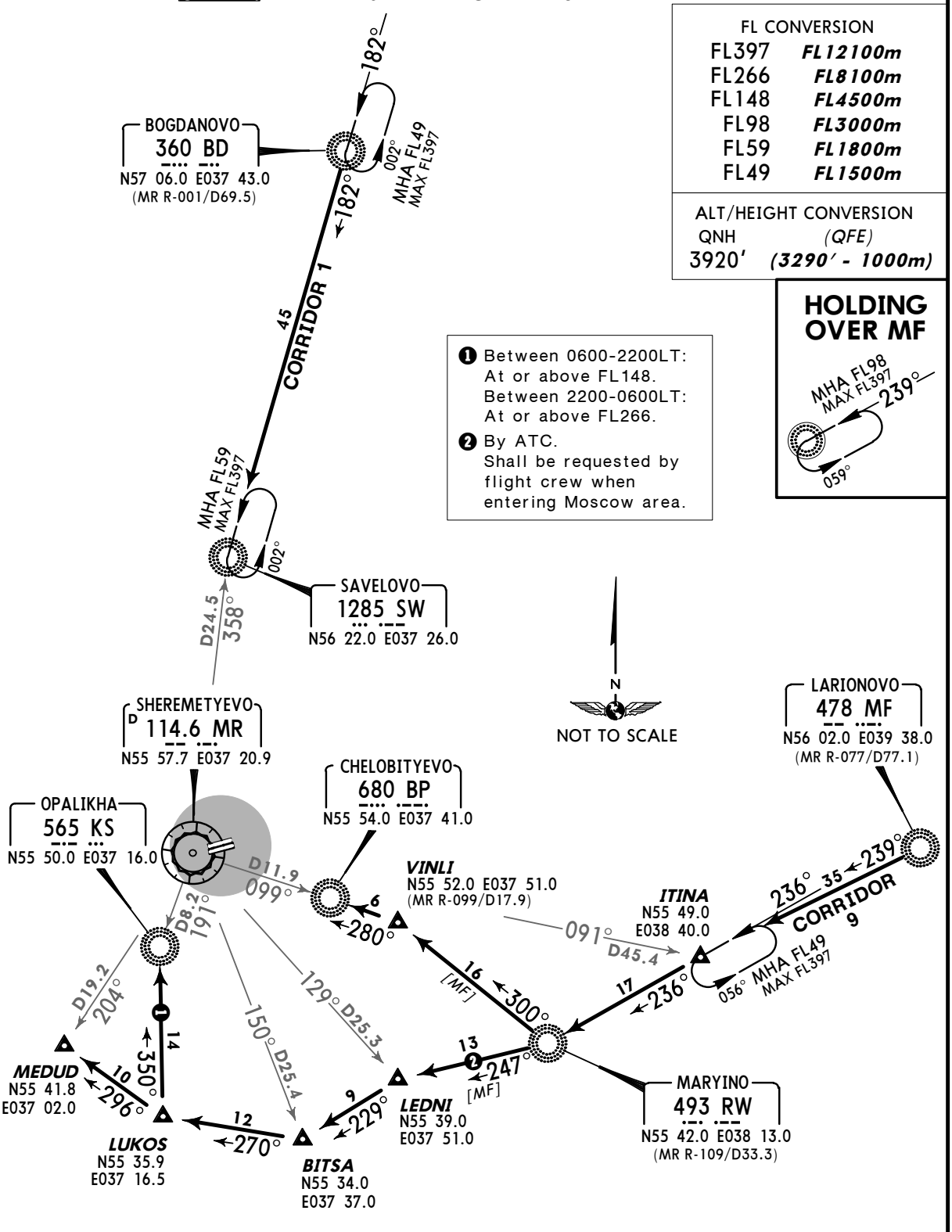
FL CONVERSION	
FL397	***FL12100m***
FL266	***FL8100m***
FL148	***FL4500m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***

HOLDING OVER MF

❶ Between 0600-2200LT:
At or above FL148.
Between 2200-0600LT:
At or above FL266.

❷ By ATC.
Shall be requested by flight crew when entering Moscow area.



CHANGES: STARs transferred; transitions established.

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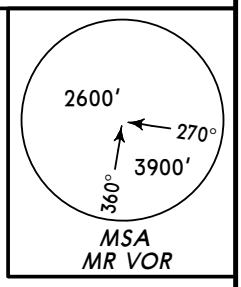
UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2A)

MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)***

TRANSITIONS
TO BP, KS & MEDUD
FROM SOUTHEAST
FOR BP STARS REFER TO CHARTS 20-2C & 20-2D
FOR KS STARS REFER TO CHARTS 20-2J & 20-2K
FOR MEDUD STARS REFER TO CHARTS 20-2G & 20-2H
SPEED: MAX 270 KT BELOW FL98



SHEREMETYEVO D 114.6 MR
N55 57.7 E037 20.9

CHELOBITYEVO 680 BP
N55 54.0 E037 41.0

OPALIKHA 565 KS
N55 50.0 E037 16.0

VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

MEDUD
N55 41.8
E037 02.0

LEDNI
N55 39.0 E037 51.0

LUKOS
N55 35.9
E037 16.5

BITSA
N55 34.0
E037 37.0

KARTINO 1215 WT
N55 35.0 E037 47.0
(MR R-138/D27.1)

AKSINYINO 732 QO
N55 09.0 E038 17.0
(MR R-137/D58.3)

KLIMOVSK 1005 LO
N55 21.0 E037 32.0
(MR R-161/D37.3)

OKTYABRSKY 570 FE
N54 14.0 E038 54.0

D11.9 099° 6 280°
D8.2 191°
D19.2 204°
14 350° [FE1], [FE2]
[FE2] [FE3] 296° 10
12 270° [FE2]
150° D25.4
129° D25.3
13 351°
020° 5
27 17 311° 321° [FE1] [FE3]
34 [FE2]
31 [FE]
29 [FE1], [FE3] 286° 309° 318°
151° MHA FL49 MAX FL397
59 CORRIDOR 7 143° D116.8 331°

❶ Between 0600-2200LT:
At or above FL148.
Between 2200-0600LT:
At or above FL266.

❷ By ATC.
Shall be requested by flight crew when entering Moscow area.

NOT TO SCALE

FL CONVERSION	
FL397	***FL12100m***
FL266	***FL8100m***
FL148	***FL4500m***
FL98	***FL3000m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***

CHANGES: STARs transferred; transitions established.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2B)

MOSCOW, RUSSIA

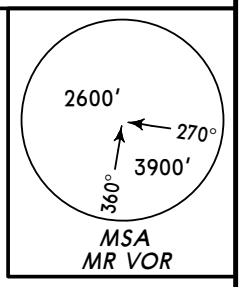
TRANSITION

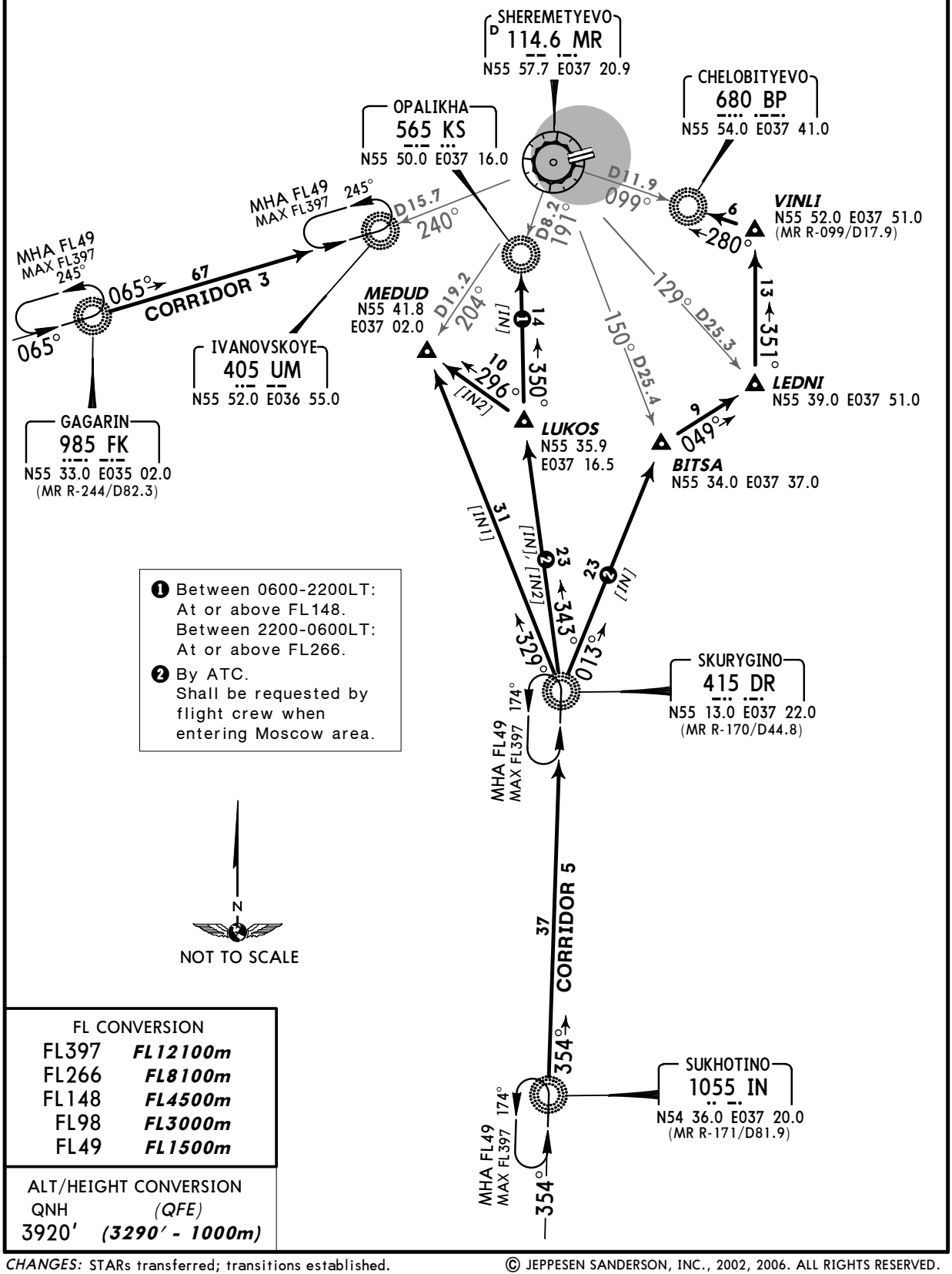
ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)***

TRANSITIONS

TO BP, KS, MEDUD & UM
FROM SOUTH & WEST
FOR BP STARS REFER TO CHARTS 20-2C & 20-2D
FOR KS STARS REFER TO CHARTS 20-2J & 20-2K
FOR MEDUD STARS REFER TO CHARTS 20-2G & 20-2H
FOR UM STARS REFER TO CHARTS 20-2E & 20-2F

SPEED: MAX 270 KT BELOW FL98





FL CONVERSION	
FL397	***FL12100m***
FL266	***FL8100m***
FL148	***FL4500m***
FL98	***FL3000m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***

CHANGES: STARs transferred; transitions established.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2C)

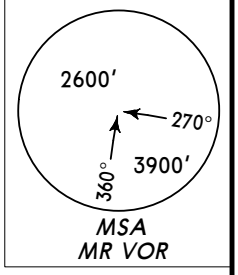
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

CHELOBITYEVO 07 BRAVO (BP 07B)
CHELOBITYEVO 07 CHARLIE (BP 07C)
RWYS 07L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



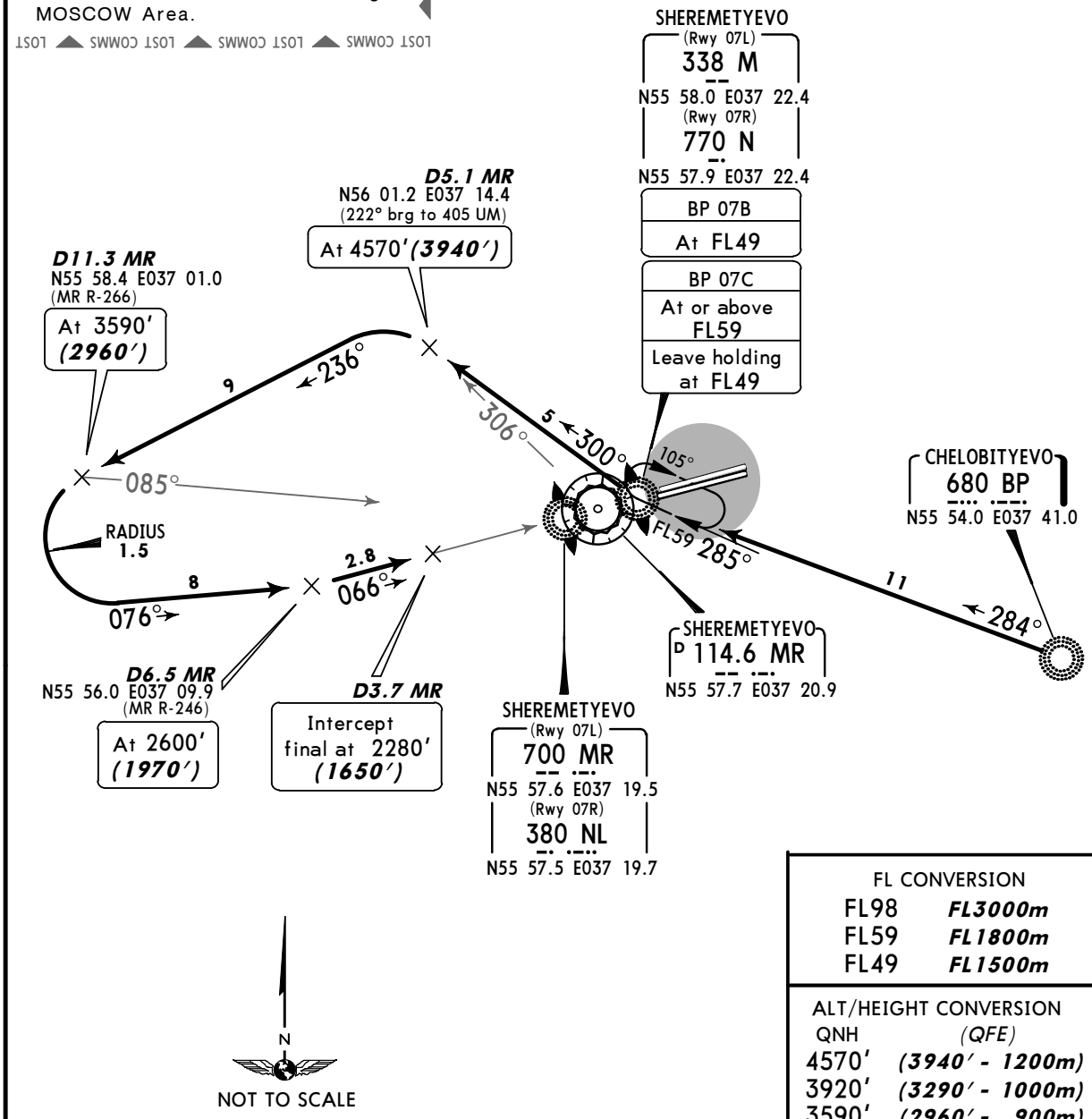
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

BP 07C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

COMMS ◀

LOST ▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***
2280′	***(1650′ - 500m)***

STAR	ROUTING
BP 07B	On 284° bearing to M/N, turn RIGHT, 300° bearing to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.
BP 07C	On 284° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

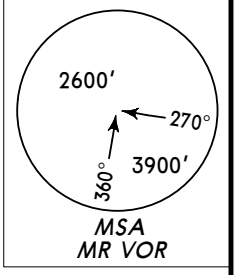
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

CHELOBITYEVO 25 BRAVO (BP 25B)
CHELOBITYEVO 25 CHARLIE (BP 25C)
RWYS 25L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



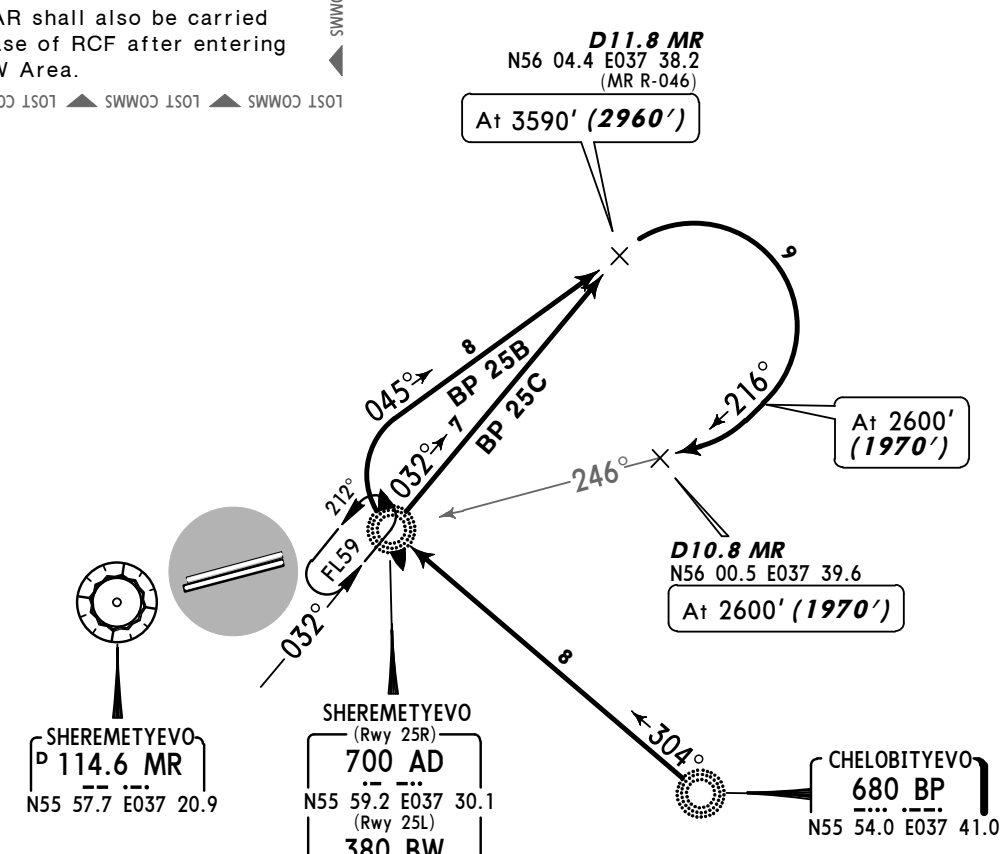
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

BP 25C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

LOST ▲ COMMS LOST ▲ COMMS LOST ▲ COMMS LOST

COMMS ◀



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***

STAR	ROUTING
BP 25B	On 304° bearing to AD/BW, turn RIGHT, 045° track to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
BP 25C	On 304° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2E)

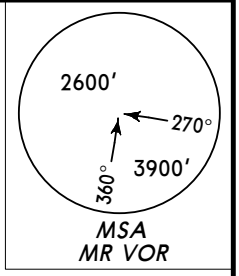
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 07 ALFA (UM 07A)
IVANOVSKOYE 07 BRAVO (UM 07B)
IVANOVSKOYE 07 CHARLIE (UM 07C)
RWYS 07L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

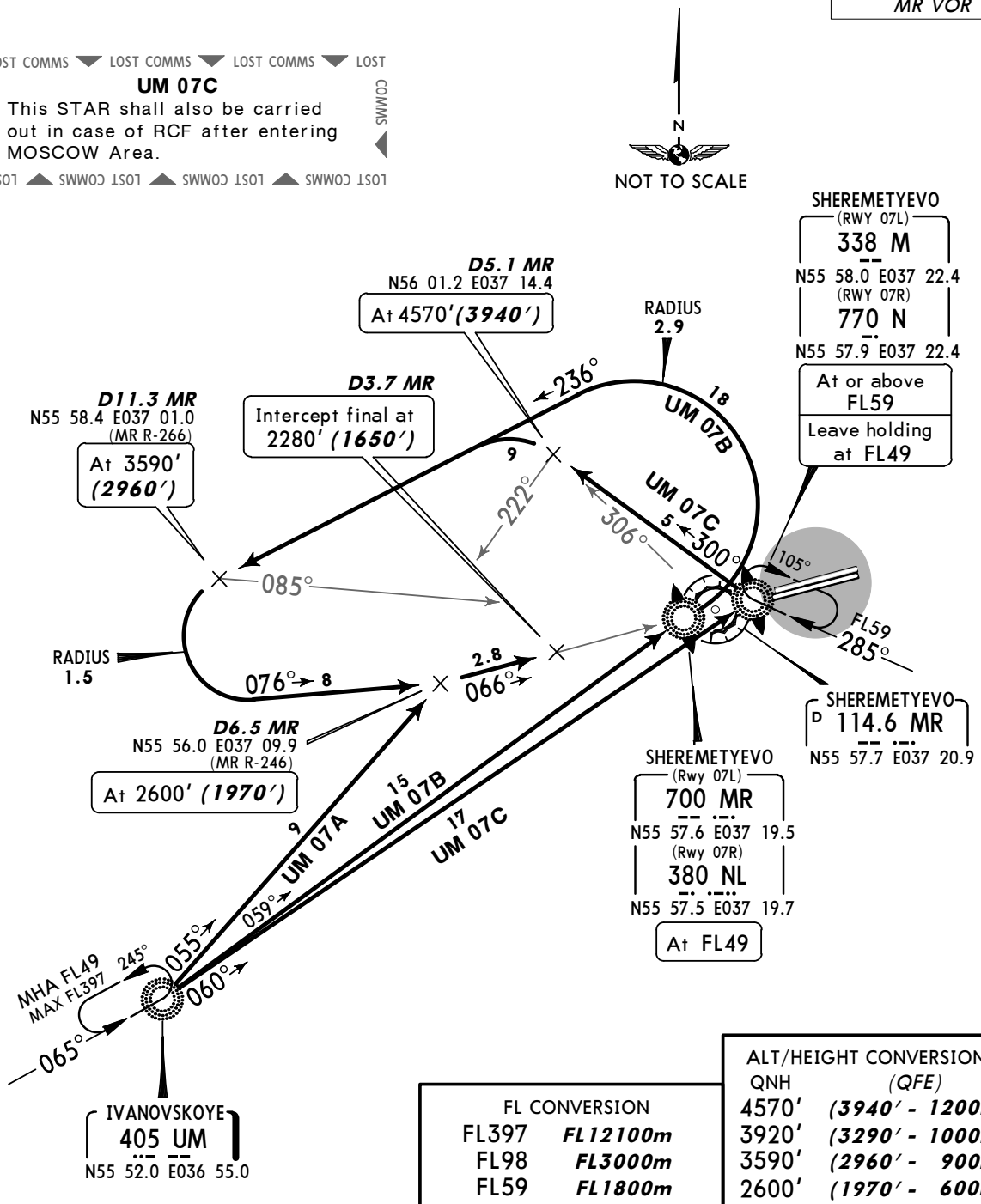


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

UM 07C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***
2280′	***(1650′ - 500m)***

STAR	ROUTING
UM 07A	On 055° bearing to D6.5 MR, turn RIGHT, 066° track.
UM 07B	On 059° bearing to MR/NL Lctr, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.
UM 07C	On 060° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

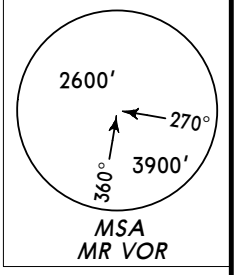
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

IVANOVSKOYE 25 BRAVO (UM 25B)
IVANOVSKOYE 25 CHARLIE (UM 25C)
RWYS 25L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

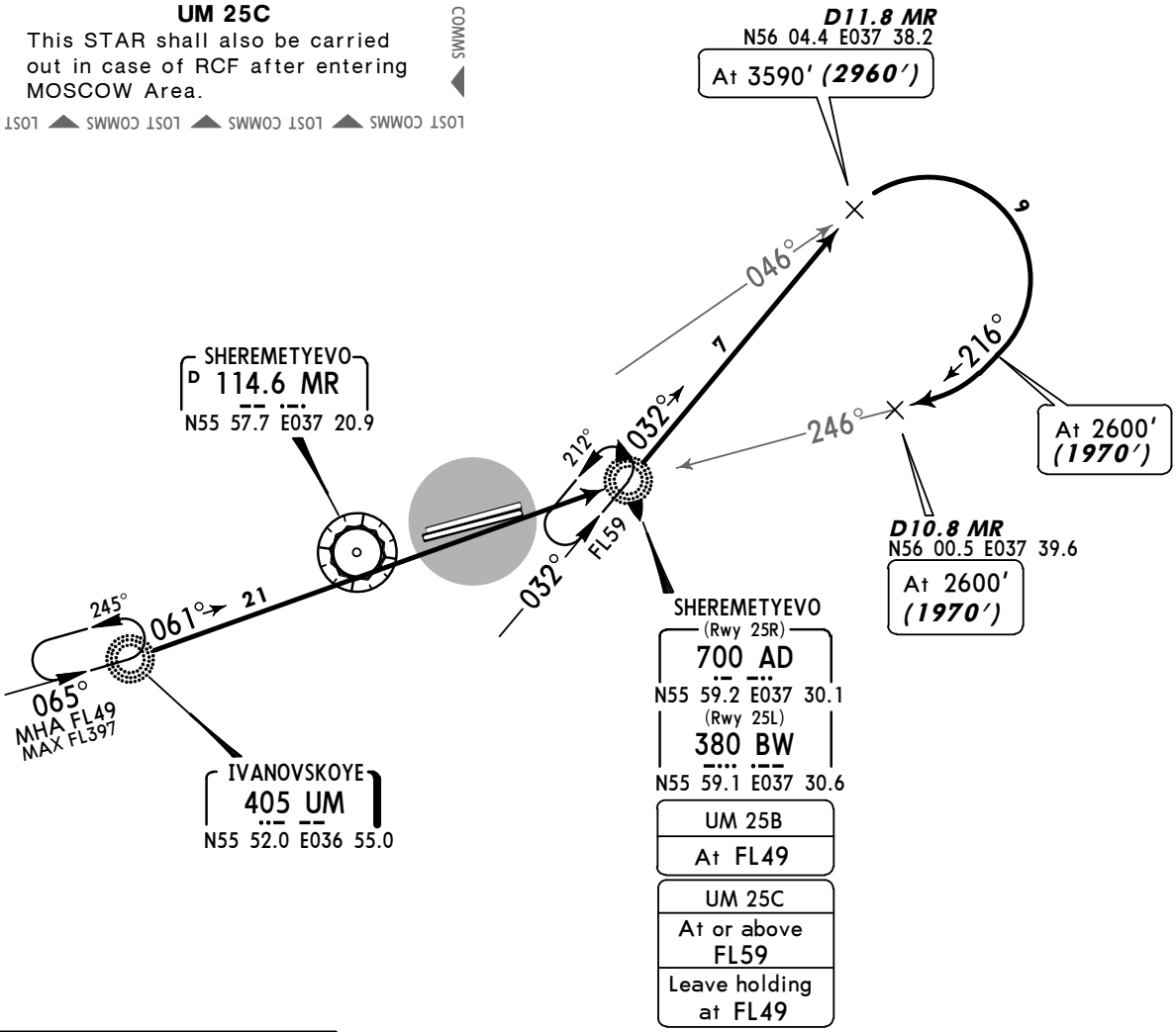


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

UM 25C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



FL CONVERSION	
FL397	***FL12100m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***

N

NOT TO SCALE

STAR	ROUTING
UM 25B	On 061° bearing to AD/BW, turn LEFT, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
UM 25C	On 061° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2G)

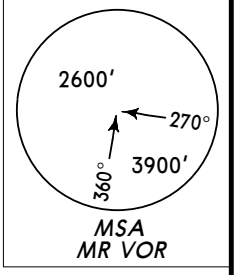
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

MEDUD 07 ALFA (MEDUD 07A) *[MEDØ7A]*
MEDUD 07 BRAVO (MEDUD 07B) *[MEDØ7B]*
MEDUD 07 CHARLIE (MEDUD 07C) *[MEDØ7C]*
RWYS 07L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MEDUD 07C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

D6.2 MR
N56 01.7 E037 12.5
(MR R-302)
At 4570′ ***(3940′)***

D5.1 MR
N56 01.2 E037 14.4
(222° brg to 405 UM)
At 4570′ ***(3940′)***

D11.3 MR
N55 58.4 E037 01.0
(MR R-266)
At 3590′ ***(2960′)***

D6.5 MR
N56 01.4 E037 11.4
(MR R-297)

D3.7 MR
Intercept final at 2280′ ***(1650′)***

D6.5 MR
N55 56.0 E037 09.9
(MR R-246)
At 2600′ ***(1970′)***

DEDUM
N55 50.0 E037 04.3
(MR R-221/D12.1)
MEDUD 07A
At 3590′ ***(2960′)***

MEDUD
N55 41.8 E037 02.0

255° 1 2 9 MEDUD 07B
236° 6
306° 5 300° MEDUD 07C
RADIUS 2.9
105°
085°
RADIUS 1.5
076° 8
2.8
066°
13 MEDUD 07B, 07C
050°
6 MEDUD 07A
016°
8
360°
204°
D19.2
FL59
285°

SHEREMETYEVO
(Rwy 07L)
338 M
N55 58.0 E037 22.4
(Rwy 07R)
770 N
N55 57.9 E037 22.4

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

SHEREMETYEVO
(Rwy 07L)
700 MR
N55 57.6 E037 19.5
(Rwy 07R)
380 NL
N55 57.5 E037 19.7

MEDUD 07B
Descend not below TL

MEDUD 07C
By ATC Maintain assigned FL

N
NOT TO SCALE

FL CONVERSION

FL98	***FL3000m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***
2280′	***(1650′ - 500m)***

STAR	ROUTING
MEDUD 07A	On 360° track to DEDUM, turn RIGHT, 016° track, intercept ILS.
MEDUD 07B	On 360° track to DEDUM, turn RIGHT, 050° track to M/N, turn LEFT, 255° track to D6.2 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.
MEDUD 07C	On 360° track to DEDUM, turn RIGHT, 050° track to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

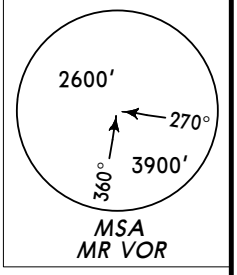
JEPPESEN
9 JUN 06 (20-2H)

MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

MEDUD 25 BRAVO (MEDUD 25B) *[MED25B]*
MEDUD 25 CHARLIE (MEDUD 25C) *[MED25C]*
RWYS 25L/R ARRIVALS
SPEED MAX 270 KT BELOW FL98



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

MEDUD 25C
This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

D11.8 MR
N56 04.4 E037 38.2
At 3590′ ***(2960′)***

046°
9
216°
246°
7
032°
FL59 212°
032°
17
052°
221°
D12.1
8
360°

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

D10.8 MR
N56 00.5 E037 39.6
(MR R-066)
At 2600′
(1970′)

At 2600′
(1970′)

SHEREMETYEVO
(Rwy 25R)
700 AD
N55 59.2 E037 30.1
(Rwy 25L)
380 BW
N55 59.1 E037 30.6

MEDUD 25B
Descend not below TL

MEDUD 25C
By ATC Maintain assigned FL

DEDUM
N55 50.0 E037 04.3

MEDUD
N55 41.8 E037 02.0
(MR R-204/D19.2)

N
NOT TO SCALE

FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***

STAR	ROUTING
MEDUD 25B	On 360° track to DEDUM, turn RIGHT, 052° track to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
MEDUD 25C	On 360° track to DEDUM, turn RIGHT, 052° track to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: Chart reindexed.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 JUN 06 (20-2J)

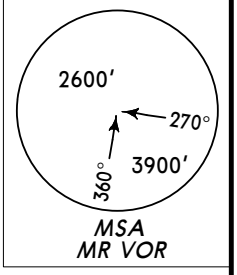
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

OPALIKHA 07 BRAVO (KS 07B)
OPALIKHA 07 CHARLIE (KS 07C)
RWYS 07L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



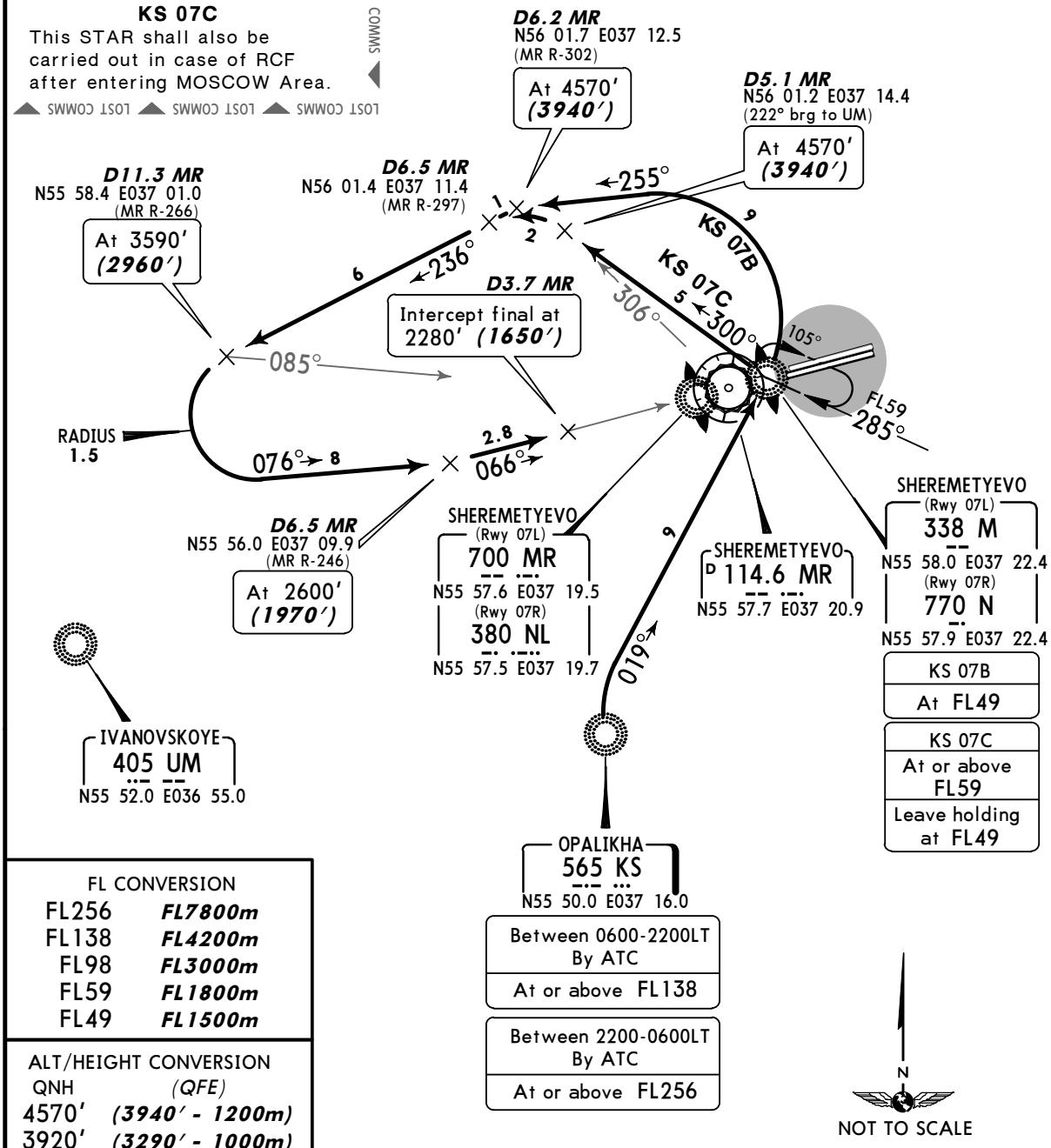
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

KS 07C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

COMMS

▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



FL CONVERSION	
FL256	***FL7800m***
FL138	***FL4200m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***
2280′	***(1650′ - 500m)***

STAR	ROUTING
KS 07B	On 019° bearing to M/N, turn LEFT, 255° track to D6.2 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.
KS 07C	On 019° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.

CHANGES: Crossings at KS; chart reindexed.

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UUEE/SVO SHEREMETYEVO

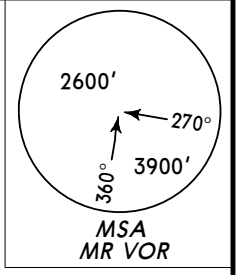
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

OPALIKHA 25 BRAVO (KS 25B)
OPALIKHA 25 CHARLIE (KS 25C)
RWYS 25L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98

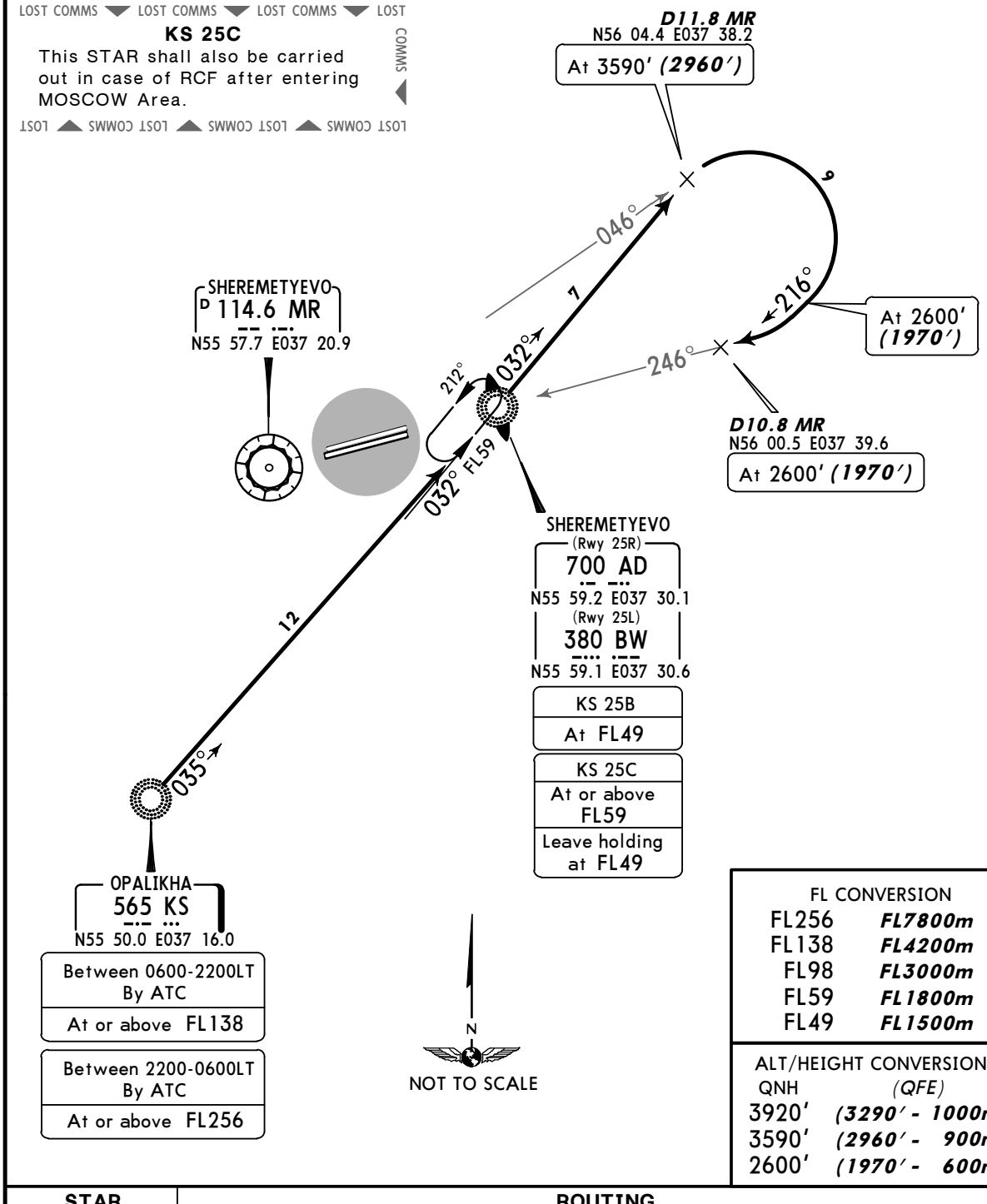


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

KS 25C

This STAR shall also be carried out in case of RCF after entering MOSCOW Area.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS



FL CONVERSION	
FL256	***FL7800m***
FL138	***FL4200m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***

STAR	ROUTING
KS 25B	On 035° bearing to AD/BW, 032° bearing to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
KS 25C	On 035° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to D11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: Crossings at KS; chart reindexed.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2L)

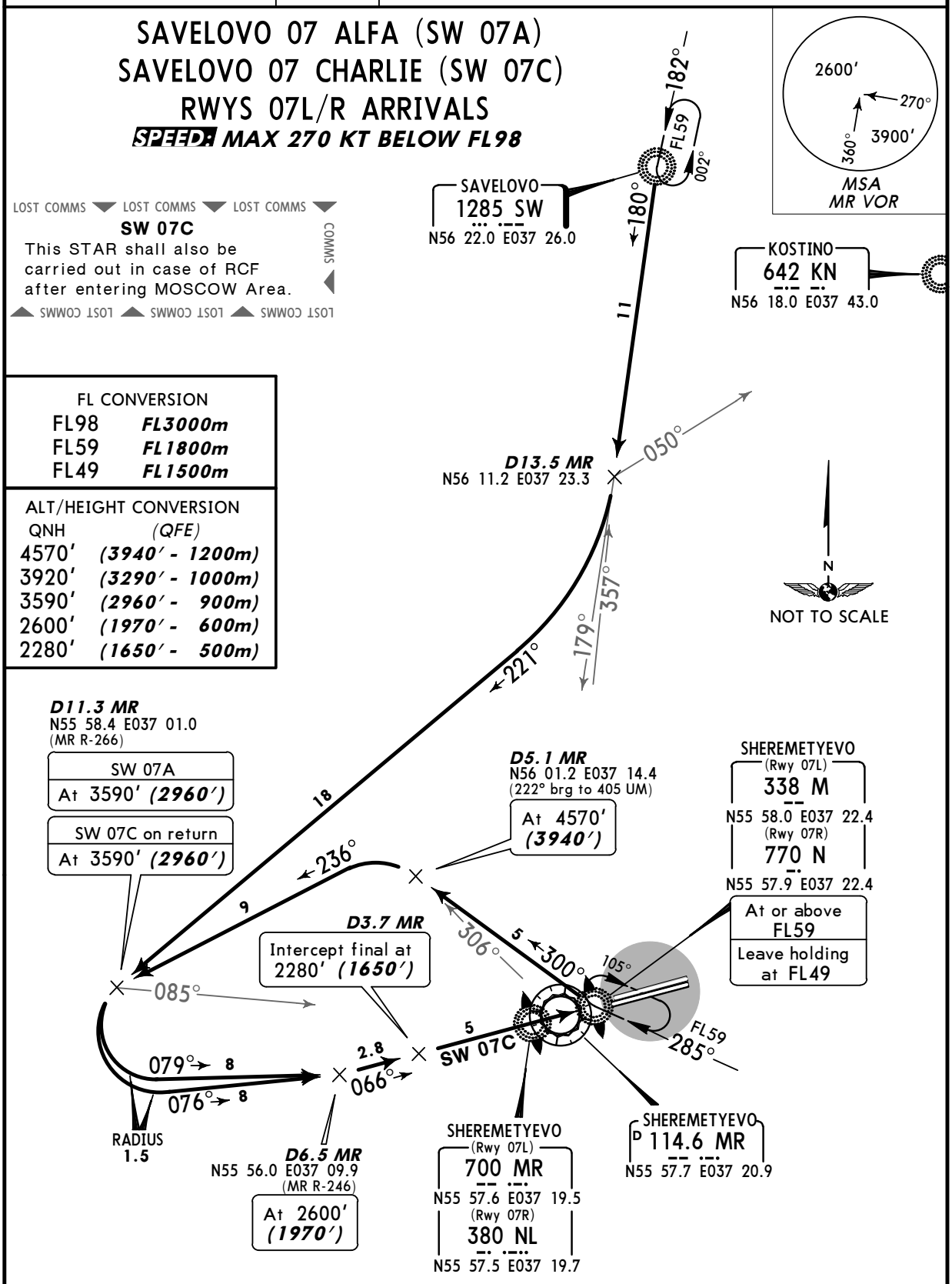
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

SAVELOVO 07 ALFA (SW 07A)
SAVELOVO 07 CHARLIE (SW 07C)
RWYS 07L/R ARRIVALS

SPEED MAX 270 KT BELOW FL98



FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***
2280′	***(1650′ - 500m)***

STAR	ROUTING
SW 07A	On 180° bearing to D13.5 MR, turn RIGHT, 221° track to D11.3 MR, turn LEFT, 079° track to D6.5 MR, turn LEFT, 066° track.
SW 07C	On 180° bearing to D13.5 MR, turn RIGHT, 221° track to D11.3 MR, turn LEFT, 079° track to D6.5 MR, turn LEFT, intercept 066° bearing to M/N, enter holding pattern. Leave holding pattern on 300° bearing from M/N to D5.1 MR, turn LEFT, 236° track to D11.3 MR, turn LEFT, 076° track to D6.5 MR, turn LEFT, 066° track.

CHANGES: New chart.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-2M)

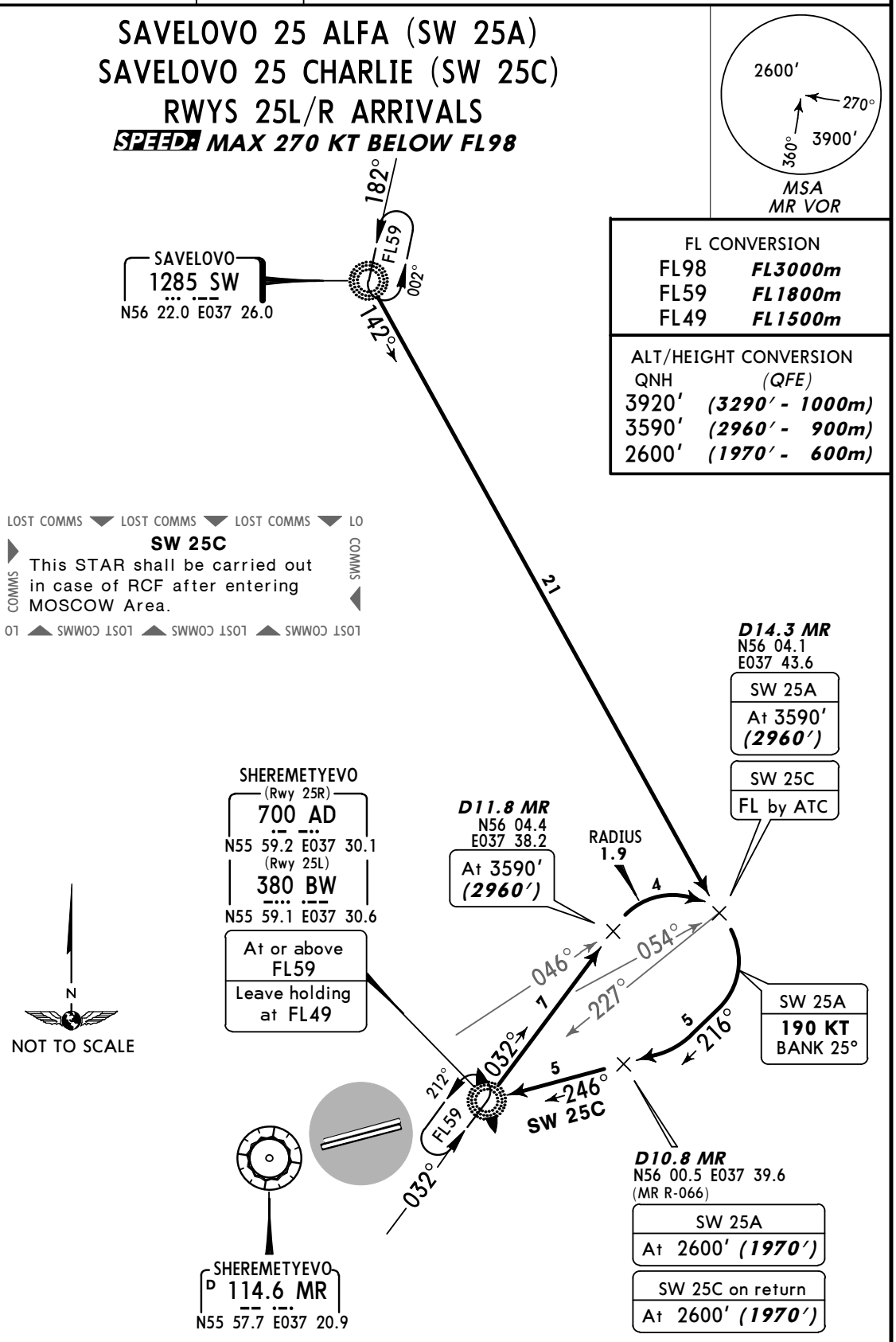
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

SAVELOVO 25 ALFA (SW 25A)
SAVELOVO 25 CHARLIE (SW 25C)
RWYS 25L/R ARRIVALS

SPEED: MAX 270 KT BELOW FL98



STAR	ROUTING
SW 25A	On 142° bearing to D14.3 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.
SW 25C	On 142° bearing to D14.3 MR, turn RIGHT, 216° track, intercept 246° bearing to AD/BW, enter holding pattern. Leave holding pattern on 032° bearing from AD/BW to 11.8 MR, turn RIGHT, 216° track, intercept final within MR 10.8 DME.

CHANGES: New chart.

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UUEE/SVO SHEREMETYEVO

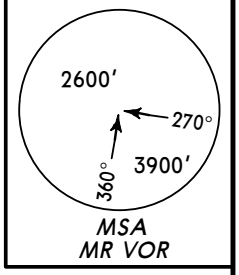
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9 JUN 06 (20-2N)

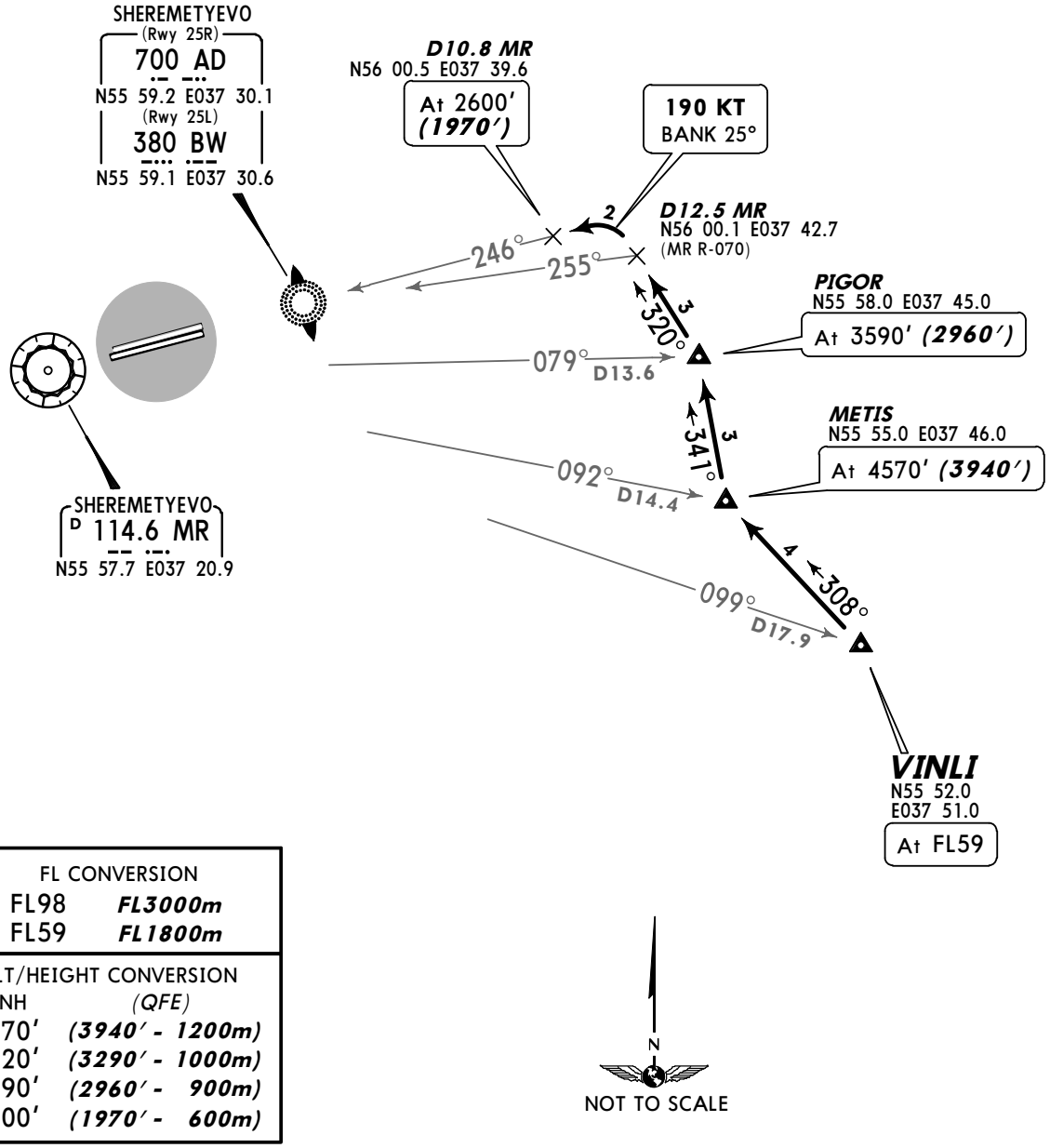
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	
125.12 (Russian 126.37)	630′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.

VINLI 25 ALFA (VINLI 25A) *[VIN25A]*
RWYS 25L/R ARRIVAL
SPEED MAX 270 KT BELOW FL98





FL CONVERSION	
FL98	***FL3000m***
FL59	***FL1800m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4570′	***(3940′ - 1200m)***
3920′	***(3290′ - 1000m)***
3590′	***(2960′ - 900m)***
2600′	***(1970′ - 600m)***

N

NOT TO SCALE

ROUTING

On 308° track to METIS, turn RIGHT, 341° track to PIGOR, turn LEFT, 320° track, intercept final within MR 10.8 DME.

CHANGES: New chart.

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UUEE/SVO SHEREMETYEVO

MOSCOW, RUSSIA

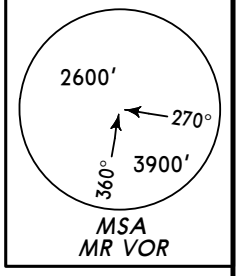
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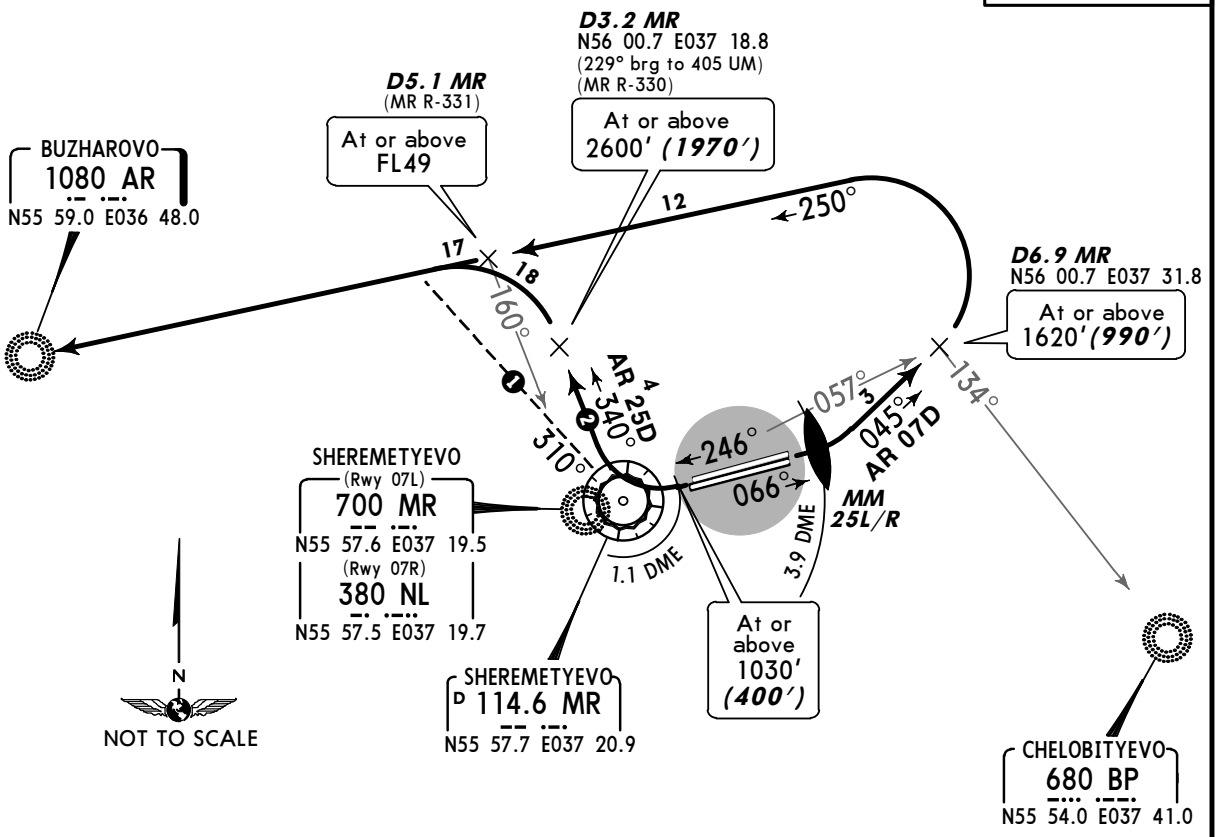
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** **1.** Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). **2.** Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle of 20° and from 3590′ (2960′) with a bank angle of 25°. **3.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

BUZHAROVO 07 DELTA (AR 07D)
BUZHAROVO 25 DELTA (AR 25D)
RWYS 07L/R, 25L/R DEPARTURES

FOR TRANSITION FROM AR REFER TO CHART 20-3G

SPEED: MAX 270 KT BELOW FL98





❶ Do not overfly MR R-310.
❷ It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1030′	***(400′ - 120m)***
1290′	***(660′ - 200m)***
1620′	***(990′ - 300m)***
2600′	***(1970′ - 600m)***
3590′	***(2960′ - 900m)***
3920′	***(3290′ - 1000m)***

FL CONVERSION

FL49	***FL1500m***
FL98	***FL3000m***

These SIDs require minimum climb gradients of
AR 07D: 334′ per NM (5.5%).
AR 25D: 365′ per NM (6%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671
365′ per NM	456	608	911	1215	1519	1823

Initial climb clearance 3590′ ***(2960′)***

SID	RWY	ROUTING
AR 07D	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.
AR 25D	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, intercept 250° bearing to AR climbing to assigned FL.

CHANGES: Reference in chart heading established.

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UUEE/SVO SHEREMETYEVO

MOSCOW, RUSSIA

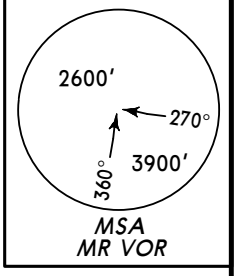
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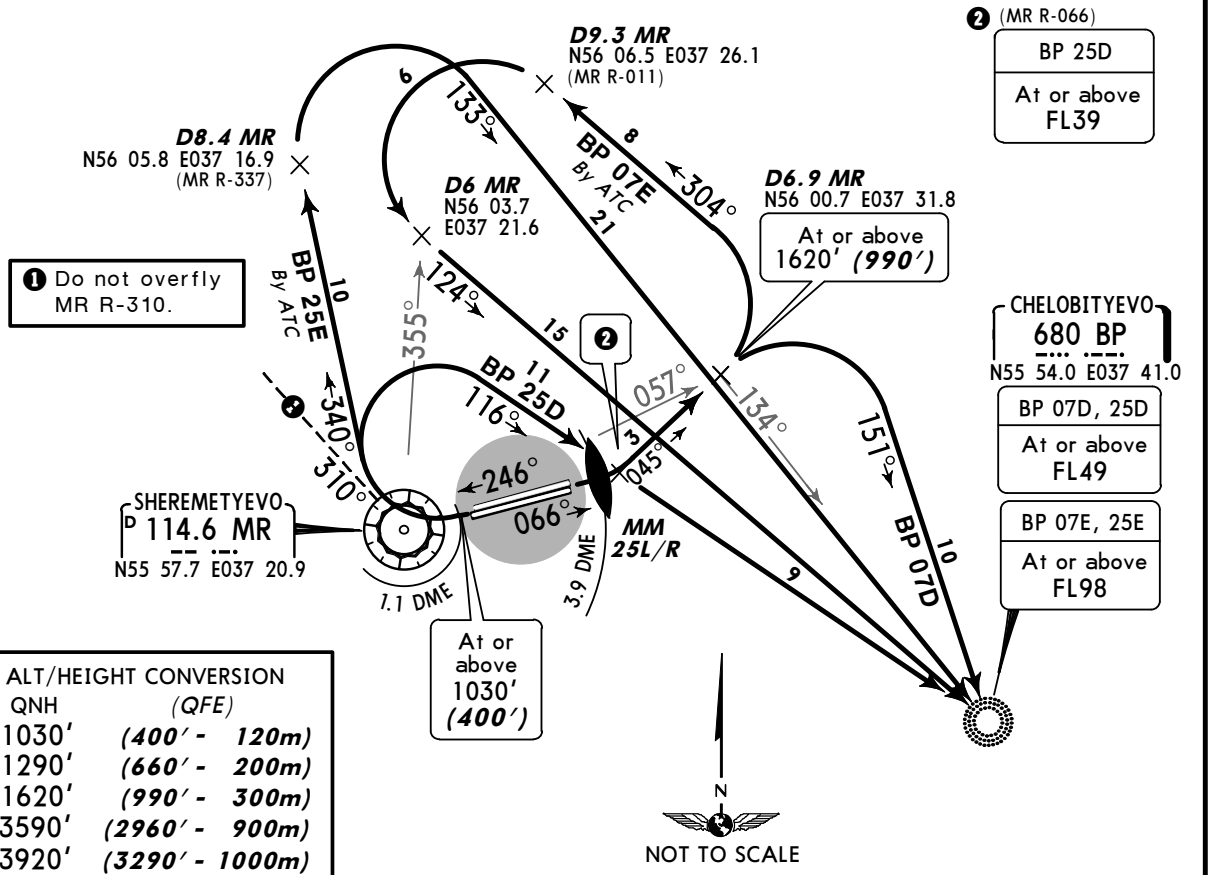
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** **1.** Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). **2.** Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle of 20° and from 3590′ (2960′) with a bank angle of 25°. **3.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

CHELOBITYEVO 07 DELTA (BP 07D)
CHELOBITYEVO 25 DELTA (BP 25D)
CHELOBITYEVO 07 ECHO (BP 07E)
CHELOBITYEVO 25 ECHO (BP 25E)
RWYS 07L/R, 25L/R DEPARTURES

FOR TRANSITIONS FROM BP REFER TO CHARTS 20-3F & 20-3G

SPEED: MAX 270 KT BELOW FL98





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(400′ - 120m)***
1290′	***(660′ - 200m)***
1620′	***(990′ - 300m)***
3590′	***(2960′ - 900m)***
3920′	***(3290′ - 1000m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL98	***FL3000m***

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590′ ***(2960′)***

SID	RWY	ROUTING
BP 07D	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn RIGHT, intercept 151° bearing to BP.
BP 25D	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 116° bearing to BP.
BP 07E By ATC	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, 304° track to D9.3 MR, turn LEFT, intercept 124° bearing to BP.
BP 25E By ATC	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D8.4 MR, turn RIGHT, intercept 133° bearing to BP climbing to assigned FL.

CHANGES: Reference in chart heading established.

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UUEE/SVO SHEREMETYEVO

MOSCOW, RUSSIA

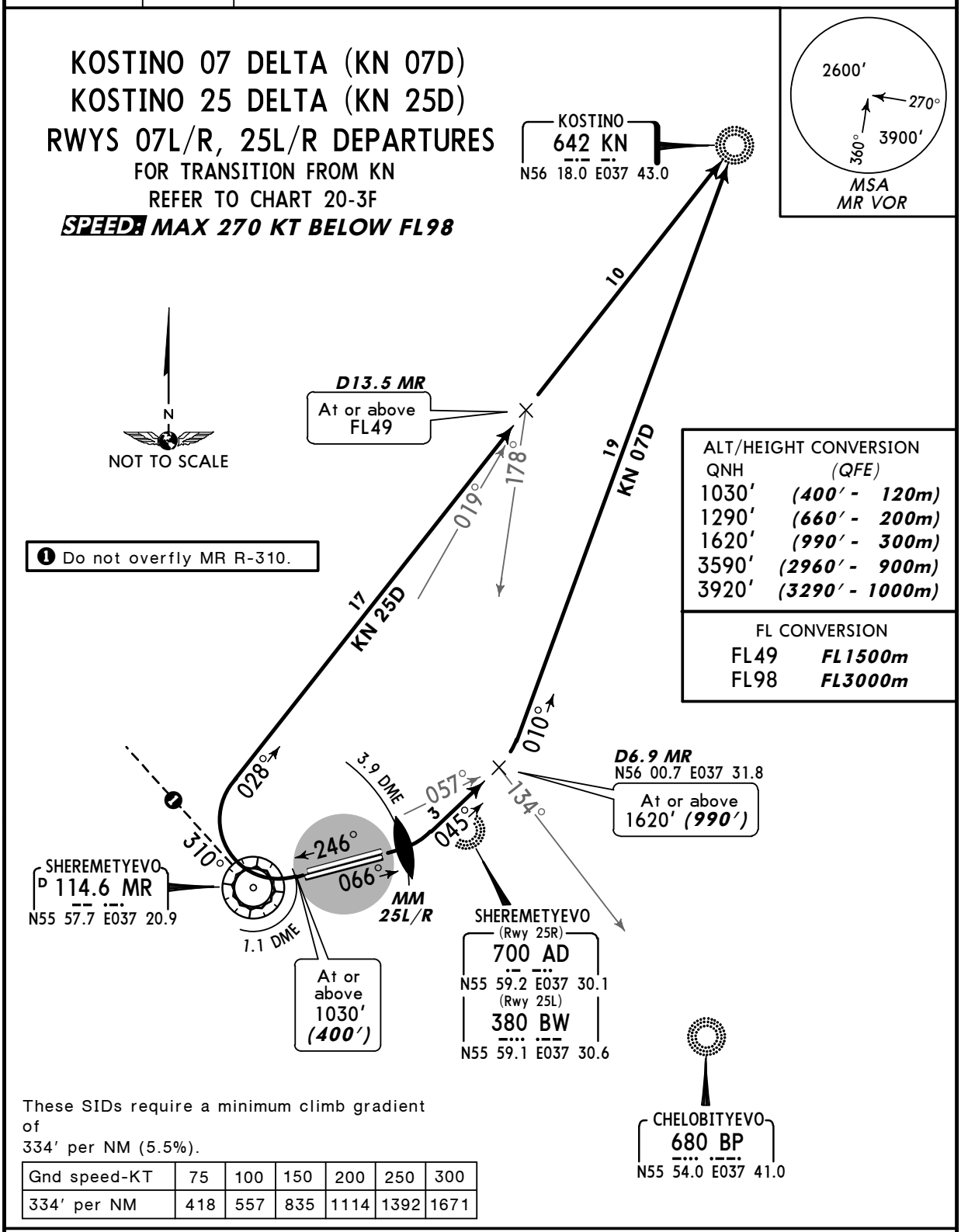
SID

SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** **1.** Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). **2.** Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle of 20° and from 3590′ (2960′) with a bank angle of 25°. **3.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

KOSTINO 07 DELTA (KN 07D)
KOSTINO 25 DELTA (KN 25D)
RWYS 07L/R, 25L/R DEPARTURES

FOR TRANSITION FROM KN
REFER TO CHART 20-3F

SPEED: MAX 270 KT BELOW FL98



These SIDs require a minimum climb gradient of
334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590′ ***(2960′)***

SID	RWY	ROUTING
KN 07D	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 010° bearing to KN climbing to assigned FL.
KN 25D	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 028° bearing to KN climbing to assigned FL.

CHANGES: Reference in chart heading established.

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UUEE/SVO SHEREMETYEVO

MOSCOW, RUSSIA

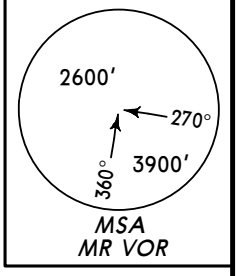
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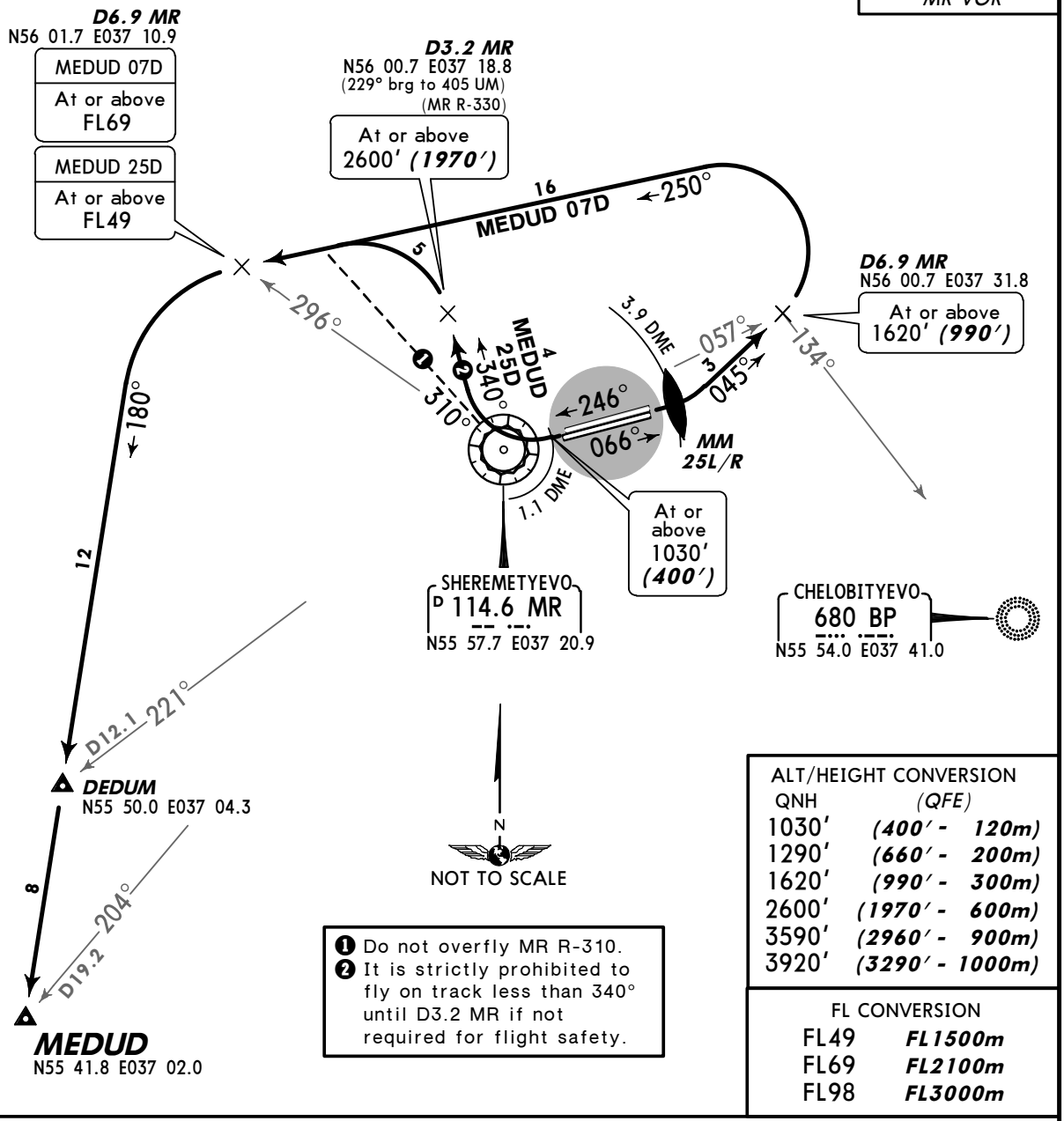
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** **1.** Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). **2.** Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle of 20° and from 3590′ (2960′) with a bank angle of 25°. **3.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

MEDUD 07 DELTA (MEDUD 07D) *[MEDØ7D]*
MEDUD 25 DELTA (MEDUD 25D) *[MED25D]*
RWYS 07L/R, 25L/R DEPARTURES

FOR TRANSITIONS FROM MEDUD REFER TO CHART 20-3G

SPEED: MAX 270 KT BELOW FL98





❶ Do not overfly MR R-310.
❷ It is strictly prohibited to fly on track less than 340° until D3.2 MR if not required for flight safety.

ALT/HEIGHT CONVERSION

QNH	(QFE)
1030′	***(400′ - 120m)***
1290′	***(660′ - 200m)***
1620′	***(990′ - 300m)***
2600′	***(1970′ - 600m)***
3590′	***(2960′ - 900m)***
3920′	***(3290′ - 1000m)***

FL CONVERSION

FL49	***FL1500m***
FL69	***FL2100m***
FL98	***FL3000m***

Initial climb clearance 3590′ ***(2960′)***

SID	RWY	ROUTING
MEDUD 07D	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to R-057/D6.9 MR, turn LEFT, 250° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, then to MEDUD, climbing to assigned FL.
MEDUD 25D	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, 340° track to D3.2 MR, turn LEFT, 250° track to R-296/D6.9 MR, turn LEFT, 180° track to DEDUM, then to MEDUD climbing to assigned FL.

CHANGES: Reference in chart heading established.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-3D)

MOSCOW, RUSSIA

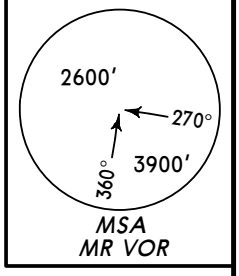
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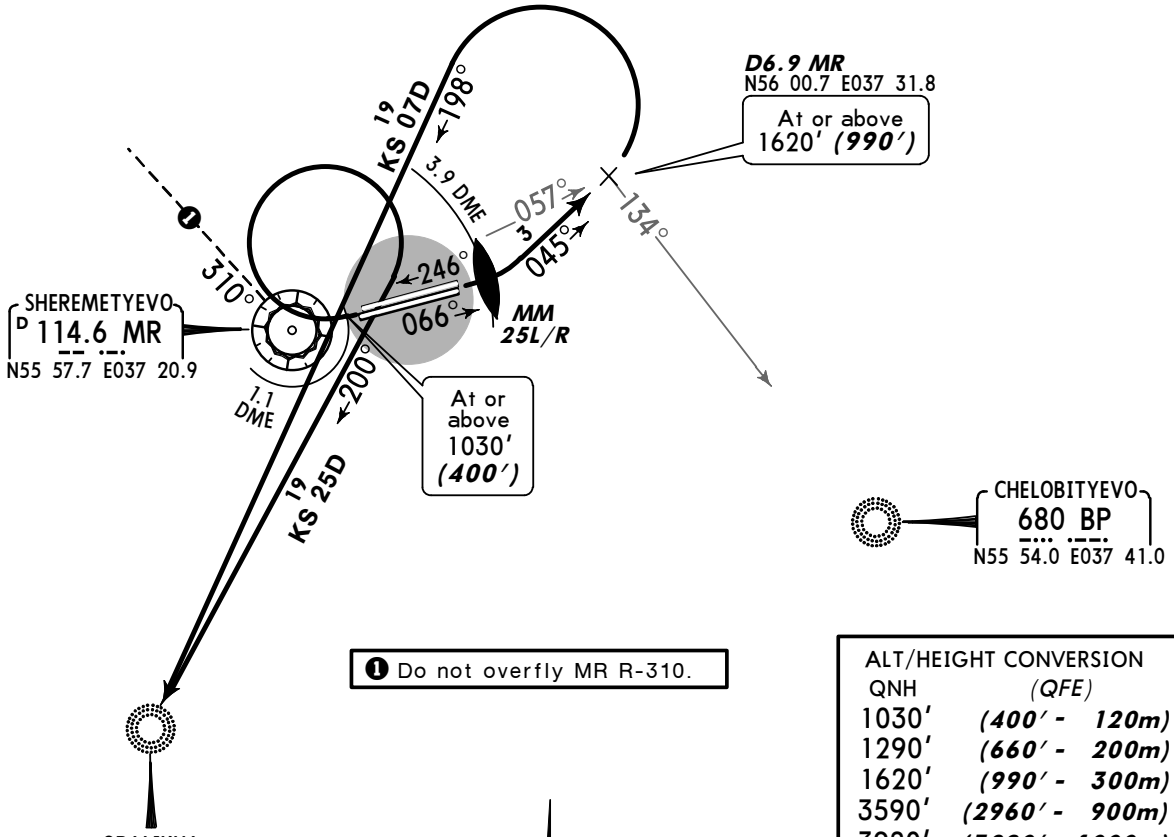
SHEREMETYEVO Radar 118.1	Apt Elev 630′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3920′ ***(3290′)*** **1.** Contact SHEREMETYEVO Radar immediately after passing 1290′ (660′). **2.** Execute turns up to 1620′ (990′) with a bank angle of 15°, from 1620′ (990′) up to 3590′ (2960′) with a bank angle of 20° and from 3590′ (2960′) with a bank angle of 25°. **3.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. Refer to charts 20-4 & 20-4A.

OPALIKHA 07 DELTA (KS 07D)
OPALIKHA 25 DELTA (KS 25D)
RWYS 07L/R, 25L/R DEPARTURES

FOR TRANSITION FROM KS REFER TO CHART 20-3G

SPEED: MAX 270 KT BELOW FL98





❶ Do not overfly MR R-310.

OPALIKHA
565 KS
N55 50.0 E037 16.0

Between 0600-2200LT By ATC
At or above FL138

Between 2200-0600LT By ATC
At or above FL256

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(400′ - 120m)***
1290′	***(660′ - 200m)***
1620′	***(990′ - 300m)***
3590′	***(2960′ - 900m)***
3920′	***(3290′ - 1000m)***

FL CONVERSION	
FL98	***FL3000m***
FL138	***FL4200m***
FL256	***FL7800m***

These SIDs require a minimum climb gradient of 334′ per NM (5.5%).

Gnd speed-KT	75	100	150	200	250	300
334′ per NM	418	557	835	1114	1392	1671

Initial climb clearance 3590′ ***(2960′)***

SID	RWY	ROUTING
KS 07D	**07L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 3.9 DME, turn LEFT, 045° track to D6.9 MR, turn LEFT, intercept 198° bearing to KS climbing to assigned FL.
KS 25D	**25L/R**	Climb straight ahead with maximum climb gradient according to Flight Manual to MR 1.1 DME inbound, turn RIGHT, intercept 200° bearing to KS climbing to assigned FL.

CHANGES: Crossings at KS; reference in chart heading estbld.

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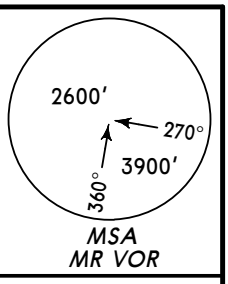
UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-3F)

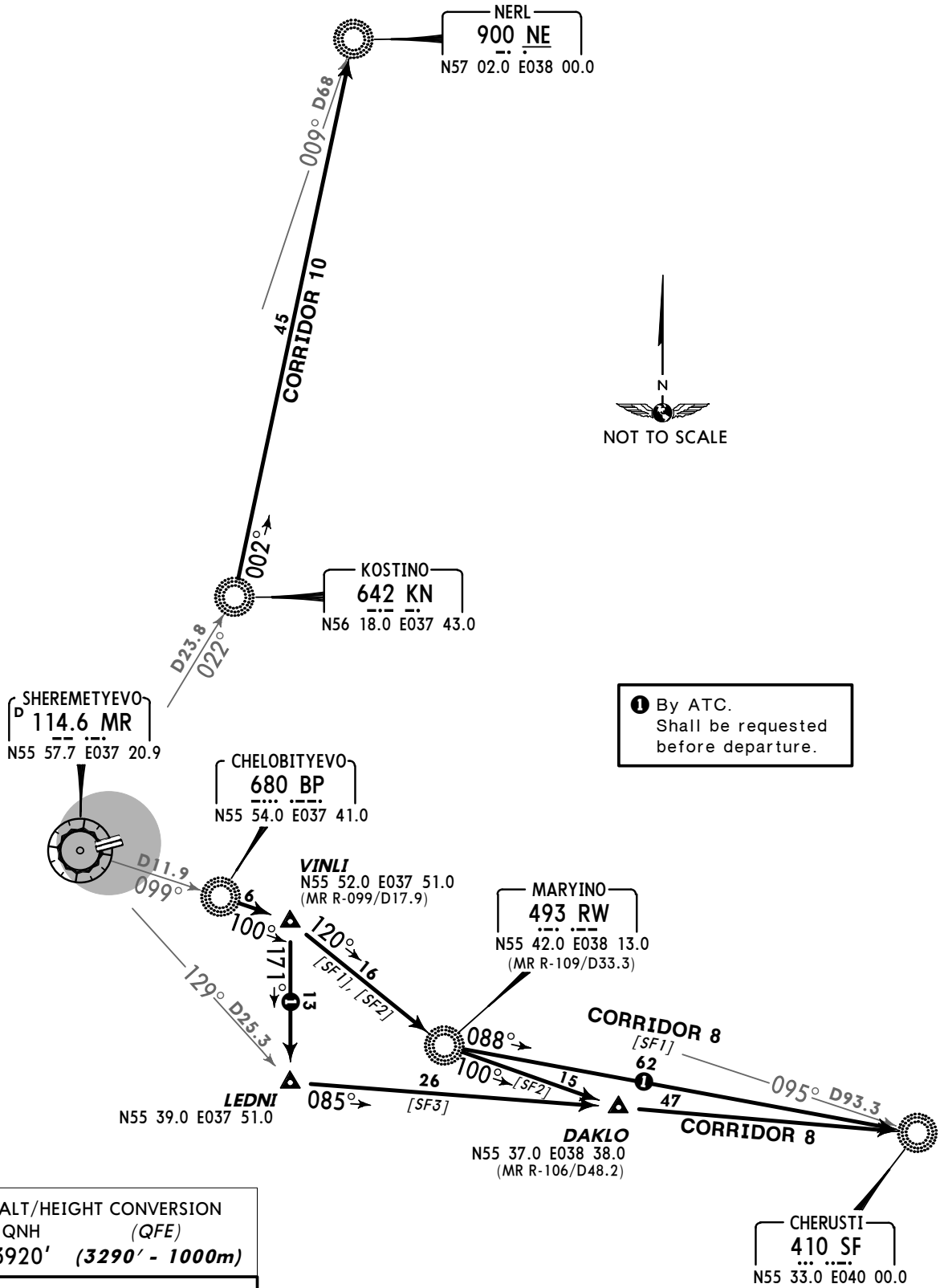
MOSCOW, RUSSIA

TRANSITION

SHEREMETYEVO Radar	Apt Elev	QNH on request (QFE)
118.1	630′	Trans level: By ATC Trans alt: 3920′ *(3290′)*



TRANSITIONS
FROM BP & KN
TO NORTH & EAST
SPEED: MAX 270 KT BELOW FL98



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3920′	***(3290′ - 1000m)***

FL CONVERSION	
FL98	***FL3000m***

CHANGES: New chart.

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UUEE/SVO SHEREMETYEVO

JEPPESEN
9 JUN 06 (20-3G)

MOSCOW, RUSSIA

TRANSITION

SHEREMETYEVO Radar	Apt Elev	QNH on request (QFE)
118.1	630′	Trans level: By ATC Trans alt: 3920′ (3290′)

2600′ 270° 3900′ 360°
MSA
MR VOR

TRANSITIONS
FROM AR, BP, KS & MEDUD
TO SOUTH & WEST
SPEED: MAX 270 KT BELOW FL98

BUZHAROVO
1080 AR
N55 59.0 E036 48.0

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

OPALIKHA
565 KS
N55 50.0 E037 16.0

KARMANOVO
745 BG
N55 50.0 E034 52.0

MEDUD
N55 41.8 E037 02.0

LEDNI
N55 39.0 E037 51.0

BITSA
N55 34.0
E037 37.0

KARTINO
1215 WT
N55 35.0 E037 47.0
(MR R-138/D27.1)

KAMENKA
*230 WZ
N55 13.0 E037 00.0
(MR R-186/D46.3)

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
(MR R-161/D37.3)

BITUL
N55 15.0 E037 46.0

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
(MR R-153/D50.2)

ZAKHAROVKA
688 IP
N54 44.0 E036 39.0
(MR R-189/D77.6)

VENEV
335 FV
N54 21.0 E038 14.0
(MR R-153/D101.6)

66 CORRIDOR 2
31 CORRIDOR 4
51 CORRIDOR 6

D18.5 265° 254° 257° D84.2 D11.9 099° 100° 171° 13 [FV], [IP] D8.2 191° 185° D19.2 204° 129° D25.3 150° D25.4 173° 131° 38 27 [FV] 29 [IP] 30 [IP] 216° 152° D45.1 10 118° 25 170° 229° 200° [FV] 5 158° 154° 194°

❶ Between 0600-2200LT:
At or above FL148.
Between 2200-0600LT:
At or above FL266.

❷ By ATC.
Shall be requested
before departure.

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3290′ - 1000m)

FL CONVERSION

FL98	FL3000m
FL148	FL4500m
FL266	FL8100m

CHANGES: New chart.

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NOISE ABATEMENT PROCEDURES

GENERAL

Noise abatement procedures shall be executed by all ACFT.

'AIR GROUND' communication shall be reduced to absolute minimum during approach phase and initial departure phase.

ARRIVALS

APPROACH PHASE

RWYS 25L/R are noise preferential and shall be used to the greatest extent possible.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc. on RWY and friction coefficient is 0.4 or less;
- when cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 15 KT;
- when a tailwind component on RWY exceeds 5 KT;
- when wind shear is forecasted or reported or it is expected that unfavorable weather conditions may influence ACFT approach and landing.

During instrument as well as visual approach it is not allowed to fly below ILS GS angle.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

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

Landing of ACFT with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

RWYS 07L/R approach

When reaching 13.5NM from THR, pilots shall conduct the flight at 3590' (2960') maintaining 210 KT and flight direction enabling to intercept ILS LOC operational area providing RWYS 07L/R approach-to-land.

At a distance of 11.9NM the ACFT shall reach a rate of 180 KT +/-10 KT to intercept ILS LOC at 7.6NM from THR descending to 2600' (1970').

Intercept GS at 2280' (1650'). Pilots shall continue to reduce speed in order to reach 4.3NM from THR at 2110' (1480') and at a rate of 155 KT.

Thereafter speed shall be maintained as per Airplane Flight Manual.

cont'd

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NOISE ABATEMENT PROCEDURES

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

RWYS 07L/R are noise preferential and shall be used to the greatest extent possible.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed under following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

During take-off from RWY 25L/R on take-off heading and maximum possible climb gradient ACFT shall proceed to a distance of MR 1.1 DME, then turn right immediately on 340° track for SIDs AR 25D, BP 25E (it is strictly prohibited to reduce 340° track until intersecting 229° bearing from UM or reaching a distance of MR 3.2 DME unless it is required for further flight safety) / intercept 200° bearing to KS for SID KS 25D / intercept 116° bearing to BP for SID BP 25D / intercept 028° bearing to KN for SID KN 25D.

During take-off from RWY 07L/R on take-off heading and maximum possible climb gradient ACFT shall proceed not further than MM (distance of MR 3.9 DME) then turn left immediately on 045° track.

Changing of flight course after take-off is permitted only after reaching 1030' (400').

During take-off from RWY 25L/R it is prohibited to make a LEFT turn to proceed to KS.

The minimum indicated air speed during steady climb shall not be less than V_2+10 KT or less than prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum indicated air speed of climb is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of power shall not be applied until:

- reaching 1420' (790');
- the established standard power mode enables with maximum certified take-off mass to maintain the established climb gradient of not less than 4% at the above specified speed;
- take-off flight path provides overflying of all obstacles located under flight path with sufficient clearance when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Climbing phase

Pilots shall apply two noise abatement procedures during climbing phase:

- noise abatement departure procedure near aerodrome (NADP1);
- noise abatement departure procedure far from aerodrome (NADP2).

The pilot-in-command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

REVERSE THRUST

Reverse thrust power with the exception reverse idle thrust is used only for safety reasons.

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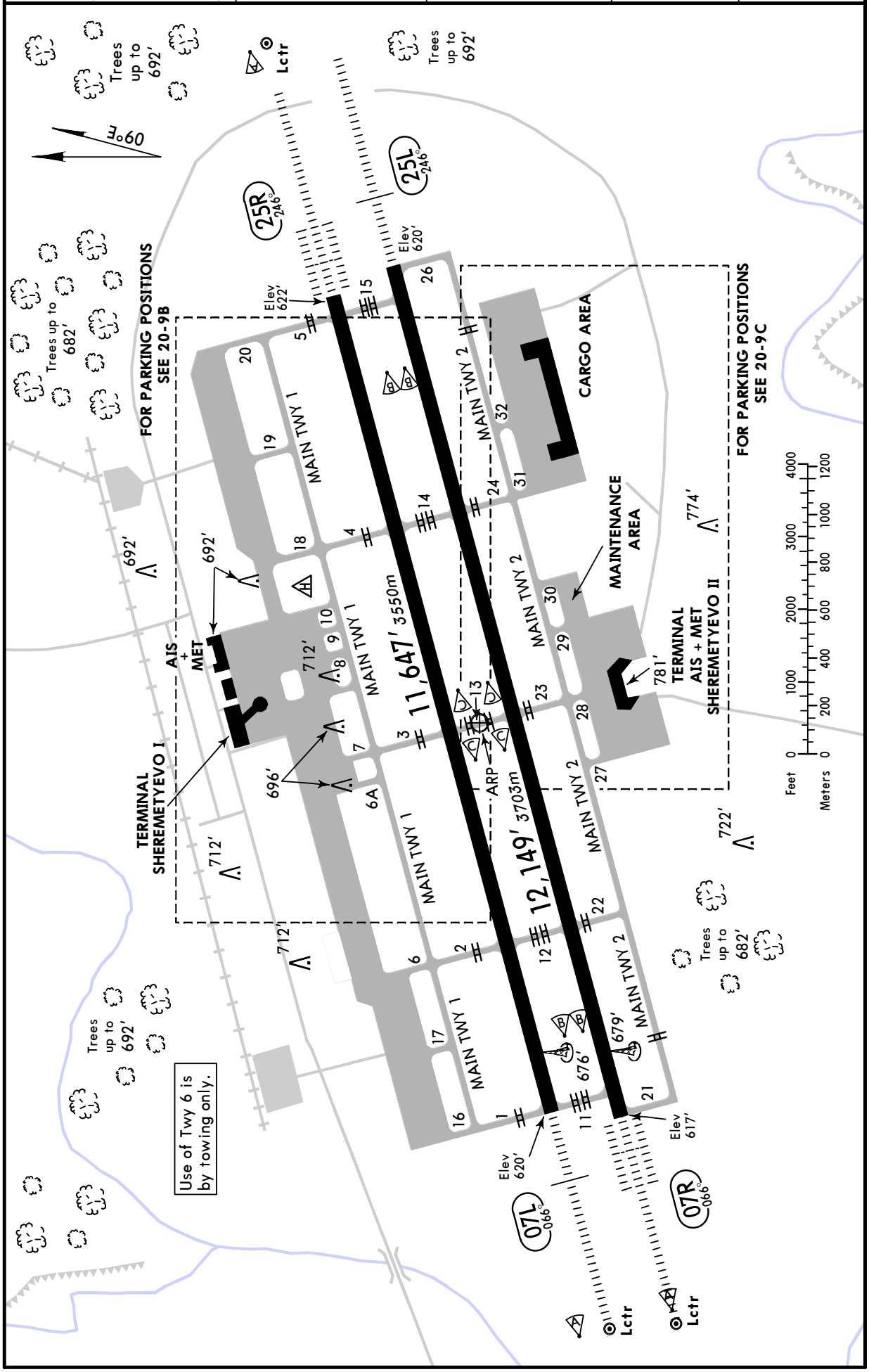
UUEE/SVO

Apt Elev **630′**
N55 58.3 E037 24.9

JEPPESEN
9 DEC 05 (20-9)

MOSCOW, RUSSIA
SHEREMETYEVO

ATIS	SHEREMETYEVO-1 Ground	SHEREMETYEVO-2 Ground	Tower	
	RWY 07L/25R	RWY 07R/25L	RWY 07L/25R	RWY 07R/25L
125.12 (Russian 126.37)	119.0	121.8	131.5	120.7



CHANGES: Communications.

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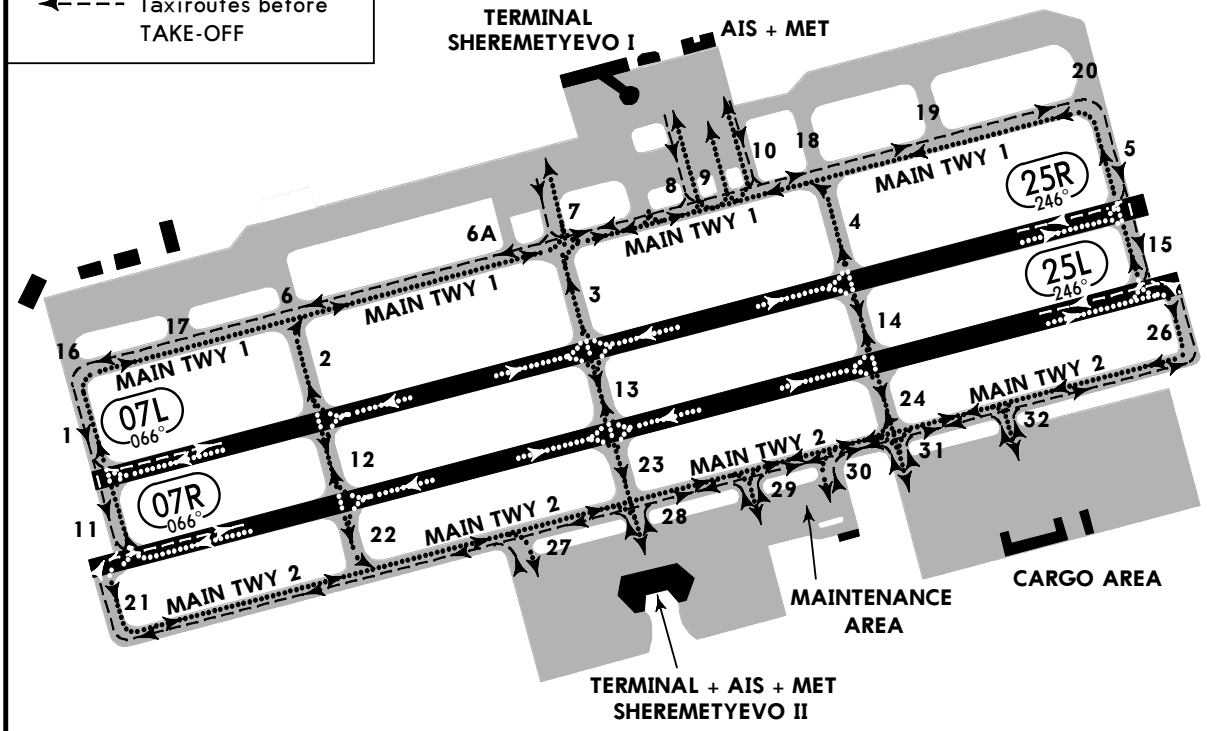
UUEE/SVO

JEPPESEN
9 DEC 05 (20-9A)

MOSCOW, RUSSIA
SHEREMETYEVO

TAXI ROUTINGS
AFTER LANDING & BEFORE TAKE-OFF

LEGEND
- Taxiroutes after LANDING
- Taxiroutes before TAKE-OFF



GENERAL
Rwys 07R &25R approved for CAT II/III operations, special aircrew and acft certification required.
Hazard to acft exists especially in spring and autumn due to nearby bird migration routes.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07L	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(2.98°) RVR		10,689′ *3258m*	❶	197′ *60m*
25R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(2.98°) RVR		10,499′ *3200m*		

❶ TAKE-OFF RUN AVAILABLE

RWY 07L:

From rwy head	11,647′ (3550m)	twy 1/11 int	11,611′ (3539m)
twy 2/12 int	8612′ (2625m)		

RWY 25R:

From rwy head	11,647′ (3550m)	twy 5/15 int	11,444′ (3488m)
twy 4/14 int	9183′ (2799m)		

07R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(2.98°) RVR		11,086′ *3379m*	❷	197′ *60m*
25L	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(2.98°) RVR		10,912′ *3326m*		

❷ TAKE-OFF RUN AVAILABLE

RWY 07R:

From rwy head	12,149′ (3703m)	twy 11 int	11,785′ (3592m)
twy 12/22 int	8776′ (2675m)		

RWY 25L:

From rwy head	12,149′ (3703m)	twy 15 int	11,795′ (3595m)
twy 14/24 int	9518′ (2901m)		

TAKE-OFF

	AIR CARRIER (JAA) All Rwys — LVP must be in force: RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	AIR CARRIER (FAR 121) All Rwys: CL & RCLM any RVR out, other two req.		Adequate Vis Ref
A	*200m (150m)*	*250m*	*400m*	2 Eng	TDZ RVR *200m* Mid RVR *200m* Roll out RVR *150m*	RVR *500m* VIS *400m*
B						
C				3 & 4 Eng		
D	*250m (200m)*	*300m*				

CHANGES: None.

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LOW VISIBILITY PROCEDURES DURING CAT II/IIIA OPERATIONS

LVP are applied when ceiling value is 60m and RVR value less than 400m. Pilots will be informed about the beginning of application of the procedures by ATIS or by ATC controller.
Rwy 07R and Rwy 25R are used for CAT II operations (DH is less than 60m but not less than 30m, RVR is not less than 350m). Rwy 07R and 25R are used for CAT IIIA operations (DH is less than 30m but not less than 15m, RVR is not less than 200m).

Arrival

After CAT II/IIIA landing, pilots are requested to inform about the vacation of Rwy and ILS critical area after crossing the line of doubled omnidirectional lights with yellow light filters. Arriving aircraft are met by "Follow-me" vehicle on Rwy 07R, Twy 15 or Twy 26 and on Rwy 25R, Twy 1 or Twy 11.

The following standard taxiing routes are established for aircraft after landing:
- for apron of Sheremetyevo-1 Terminal:
  Rwy 07R, Twy 15, Twy 5, Main Twy 1, (Twy 18, 10, 8, 7, 17, 16), aircraft stand;
  Rwy 25R, Twy 1, Main Twy 1, (Twy 16, 17, 7, 8, 10, 18), aircraft stand.
- for apron of Sheremetyevo-2 Terminal:
  Rwy 07R, Twy 26, Main Twy 2, (Twy 32, 31, 29, 28, 27), aircraft stand;
  Rwy 25R, Twy 11, Twy 21, Main Twy 2, (Twy 27, 28, 29, 31, 32), aircraft stand.

Start-up and taxiing

Pilots shall request for clearance to start-up engines when ready for start-up indicating the number of aircraft stand.
Clearance for towing and taxiing out of aircraft stand shall be requested when aircraft is ready to carry out it immediately.
When towing and engines start-up are completed, pilots shall request taxiing controller: "Request taxi".
Taxiing of aircraft shall be carried out after "Follow-me" vehicle to line-up take-off position.

The following standard taxiing routes are established for departure of aircraft:
- for apron of Sheremetyevo-1 Terminal:
  Aircraft stand, (Twy 18, 10, 8, 7, 17, 16), Main Twy 1, Twy 1, Twy 11, Rwy 07R;
  Aircraft stand, (Twy 16, 17, 7, 8, 10, 18), Main Twy 1 , Twy 5, Rwy 25R.
- for apron of Sheremetyevo-2 Terminal:
  Aircraft stand, (Twy 32, 31, 29, 28, 27), Main Twy 2, Twy 21, Rwy 07R;
  Aircraft stand, (Twy 27, 28, 29, 31, 32), Main Twy 2, Twy 26, Twy 15, Rwy 25R.

Departure

Pilots shall report their position at CAT II/IIIA holding positions or at other reporting points, prescribed by ATC. It is prohibited to cross holding position line (ILS critical area) marked by doubled red omnidirectional lights and day markings on Twys 1 thru 5 and the holding position line marked by magnetic course signs and day markings on Twys 11 thru 15, 21 thru 24 and 26 without Tower clearance.

CHANGES: LVP.

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SHEREMETYEVO I

NOT TO SCALE

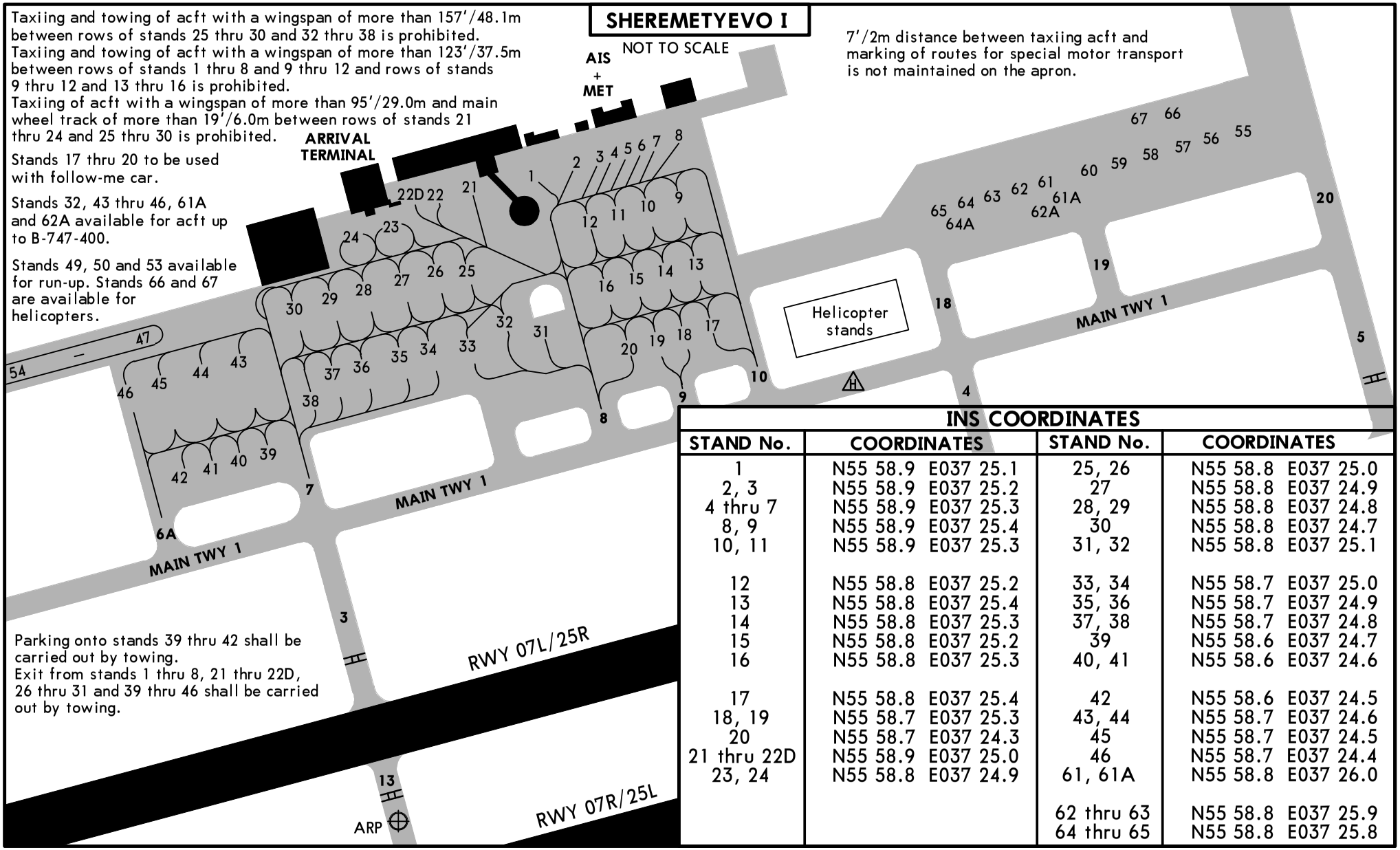
Taxiing and towing of acft with a wingspan of more than 157'/48.1m between rows of stands 25 thru 30 and 32 thru 38 is prohibited.
Taxiing and towing of acft with a wingspan of more than 123'/37.5m between rows of stands 1 thru 8 and 9 thru 12 and rows of stands 9 thru 12 and 13 thru 16 is prohibited.
Taxiing of acft with a wingspan of more than 95'/29.0m and main wheel track of more than 19'/6.0m between rows of stands 21 thru 24 and 25 thru 30 is prohibited.

Stands 17 thru 20 to be used with follow-me car.

Stands 32, 43 thru 46, 61A and 62A available for acft up to B-747-400.

Stands 49, 50 and 53 available for run-up. Stands 66 and 67 are available for helicopters.

7'/2m distance between taxiing acft and marking of routes for special motor transport is not maintained on the apron.



Parking onto stands 39 thru 42 shall be carried out by towing.
Exit from stands 1 thru 8, 21 thru 22D, 26 thru 31 and 39 thru 46 shall be carried out by towing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N55 58.9 E037 25.1	25, 26	N55 58.8 E037 25.0
2, 3	N55 58.9 E037 25.2	27	N55 58.8 E037 24.9
4 thru 7	N55 58.9 E037 25.3	28, 29	N55 58.8 E037 24.8
8, 9	N55 58.9 E037 25.4	30	N55 58.8 E037 24.7
10, 11	N55 58.9 E037 25.3	31, 32	N55 58.8 E037 25.1
12	N55 58.8 E037 25.2	33, 34	N55 58.7 E037 25.0
13	N55 58.8 E037 25.4	35, 36	N55 58.7 E037 24.9
14	N55 58.8 E037 25.3	37, 38	N55 58.7 E037 24.8
15	N55 58.8 E037 25.2	39	N55 58.6 E037 24.7
16	N55 58.8 E037 25.3	40, 41	N55 58.6 E037 24.6
17	N55 58.8 E037 25.4	42	N55 58.6 E037 24.5
18, 19	N55 58.7 E037 25.3	43, 44	N55 58.7 E037 24.6
20	N55 58.7 E037 24.3	45	N55 58.7 E037 24.5
21 thru 22D	N55 58.9 E037 25.0	46	N55 58.7 E037 24.4
23, 24	N55 58.8 E037 24.9	61, 61A	N55 58.8 E037 26.0
		62 thru 63	N55 58.8 E037 25.9
		64 thru 65	N55 58.8 E037 25.8

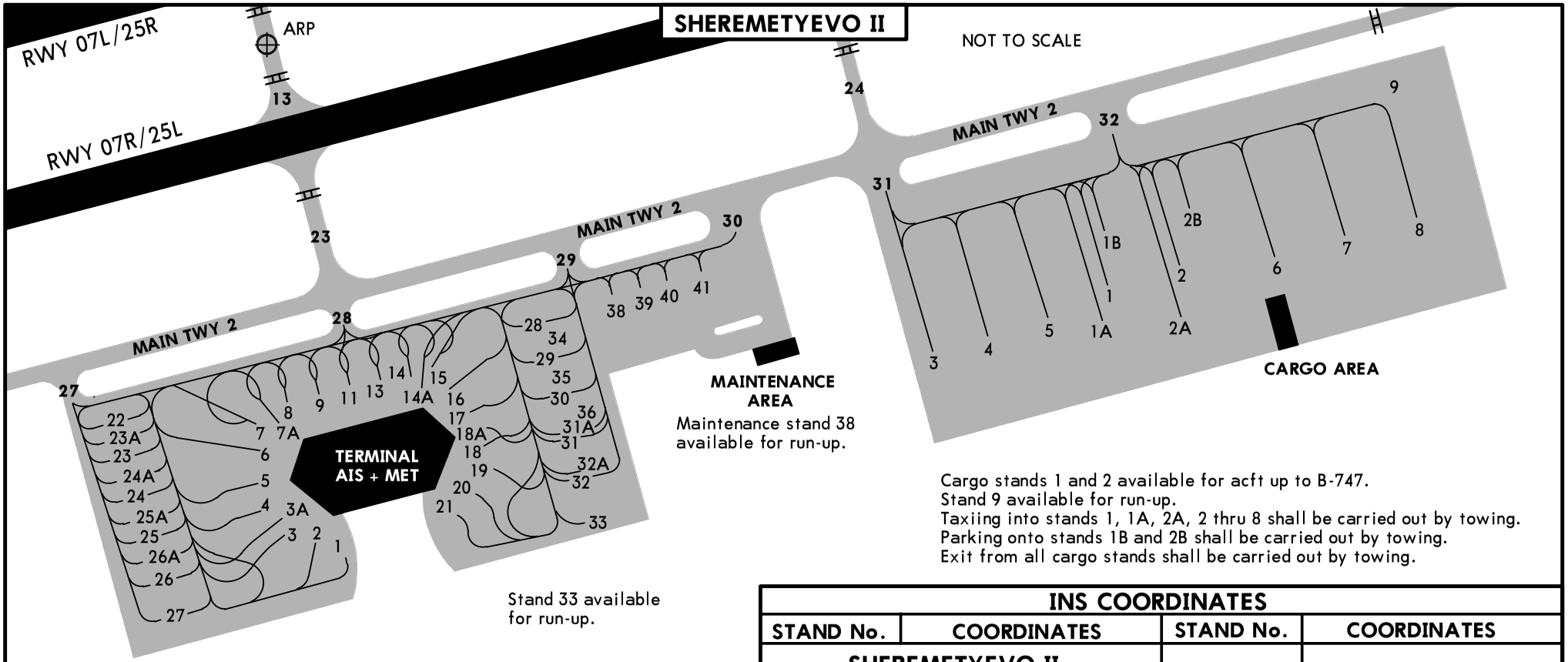
CHANGES: Stand 22D added. Coordinates. Notes.
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CHANGES: Coordinates. Note.

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SHEREMETYEVO II



Maintenance stand 38 available for run-up.

Cargo stands 1 and 2 available for acft up to B-747.
Stand 9 available for run-up.
Taxiing into stands 1, 1A, 2A, 2 thru 8 shall be carried out by towing.
Parking onto stands 1B and 2B shall be carried out by towing.
Exit from all cargo stands shall be carried out by towing.

Stand 33 available for run-up.

SHEREMETYEVO II stands 1 thru 21 provided with AGNIS.
Stands 2, 5, 9, 11, 13, 17, 20 and 3A, 7A, 14A, 18A available for acft up to B-747-400, stands 24A, 26A and 32A up to B-747.

7'/2m distance between taxiing acft and marking of routes for special motor transport is not maintained on the apron.

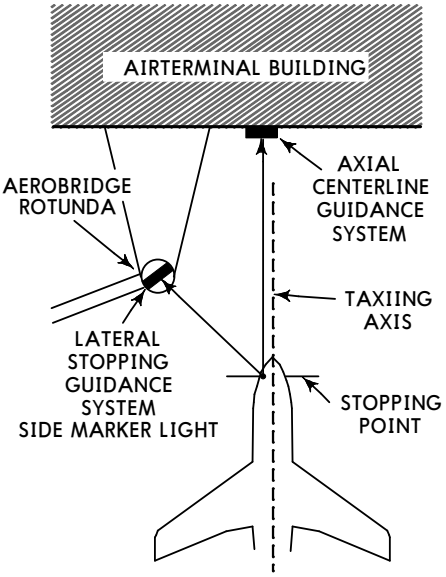
Parking onto stands 30 thru 32A shall be carried out by towing.
Exit from stands 1 thru 21 shall be carried out by towing.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
SHEREMETYEVO II			
1, 2	N55 57.9 E037 25.0	30	N55 58.0 E037 24.9
3 thru 8	N55 58.0 E037 24.9	31 thru 32A	N55 58.0 E037 25.4
9, 11	N55 58.0 E037 25.0	33	N55 57.9 E037 25.4
13	N55 58.0 E037 25.1	34	N55 58.1 E037 25.4
14 thru 15	N55 58.1 E037 25.1	35, 36	N55 58.0 E037 25.4
16	N55 58.1 E037 25.2	**CARGO AREA**	
17 thru 21	N55 58.0 E037 25.2	1 thru 1B	N55 58.2 E037 26.0
22 thru 24A	N55 58.0 E037 24.7	2 thru 2B	N55 58.2 E037 26.1
25 thru 27	N55 57.9 E037 24.8	3, 4	N55 58.1 E037 25.9
28, 29	N55 58.1 E037 25.3	5	N55 58.1 E037 26.0
		6 thru 8	N55 58.2 E037 26.2

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STAND ENTRY GUIDANCE SYSTEM



GENERAL

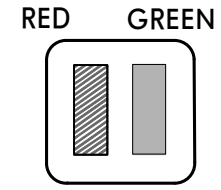
Pilot interpreted guidance systems for aircraft parking consists of two separate elements:
a) the axial centerline guidance system,
b) the lateral stopping guidance system.

CAUTION
The system is aligned with the LEFT hand pilot's seat only.

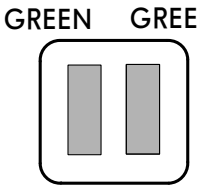
A. AXIAL CENTERLINE GUIDANCE SYSTEM

AGNIS-AZIMUTH GUIDANCE FOR NOSE-IN STANDS

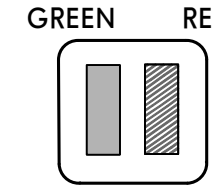
A red/green light system to guide along the stand centerline. It does not provide a stopping signal. It consists of the stand number board, a flashing light beacon and a two-splits light unit emitting red and/or green light signals - mounted on the front of an airterminal building. Adjustments to the LEFT or RIGHT are always to be made towards the GREEN light. The signals are to be interpreted as follows:



LEFT of centerline
Turn towards GREEN
(RIGHT)



Aircraft on centerline



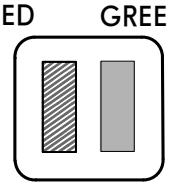
RIGHT of centerline
Turn towards GREEN
(LEFT)

Acft type B-747 should use the axial light unit marked "747".

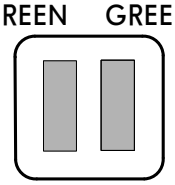
B. LATERAL STOPPING GUIDANCE SYSTEM

SIDE MARKER LIGHT

The aircraft is stopped at the correct position by means of the lateral side marker light. It consists of a two-splits light unit installed on an aerobridge rotunda. At 65'/20m in front of the aerobridge the pilot should pay attention to the lateral light unit which will be seen to the LEFT from the pilot's seat. The lateral light unit shows a RED light in the LEFT split and a GREEN light in the RIGHT split. Immediately when the RED light turns GREEN the pilot should stop the aircraft. The correct stopping position is reached when both the axial and lateral light units show GREEN lights in the two splits, respectively.



LATERAL SIDE MARKER LIGHT
Prior to reaching stopping position



AXIAL & LATERAL LIGHT UNIT
Correct stopping position is reached

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UUEE/SVO

JAA MINIMUMS

MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
07L	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**820**′(200′)	**820**′(200′)	**827**′(207′)	**837**′(217′)
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**970**′(350′)	**970**′(350′)	**970**′(350′)	**970**′(350′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1510**′(890′)	**1510**′(890′)	**1510**′(890′)	**1510**′(890′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**970**′(350′)	**970**′(350′)	**970**′(350′)	**970**′(350′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
07R	CAT 2 ILS	**717**′(100′)	**717**′(100′)	**717**′(100′)	**717**′(100′)
		RA107′R350m	**RA107′R350m**	**RA107′R350m**	**RA107′R350m**
	ILS	**817**′(200′)	**817**′(200′)	**817**′(200′)	**817**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**820**′(203′)	**830**′(213′)	**840**′(223′)	**850**′(233′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	VOR DME	**1010**′(393′)	**1010**′(393′)	**1010**′(393′)	**1010**′(393′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1510**′(893′)	**1510**′(893′)	**1510**′(893′)	**1510**′(893′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	**960**′(343′)	**960**′(343′)	**960**′(343′)	**960**′(343′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
25L	ILS	**820**′(200′)	**820**′(200′)	**820**′(200′)	**820**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**820**′(200′)	**820**′(200′)	**827**′(207′)	**837**′(217′)
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	2 NDB	**980**′(360′)	**980**′(360′)	**980**′(360′)	**980**′(360′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**990**′(370′)	**990**′(370′)	**990**′(370′)	**990**′(370′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: Minimums.

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UUEE/SVO

JAA MINIMUMS

MOSCOW, RUSSIA
SHEREMETYEVO

STRAIGHT-IN RWY		A	B	C	D
25R	CAT 2 ILS	**722**′(100′)	**722**′(100′)	**722**′(100′)	**722**′(100′)
		RA103′ R350m	**RA103′ R350m**	**RA103′ R350m**	**RA103′ R350m**
	ILS	**822**′(200′)	**822**′(200′)	**822**′(200′)	**822**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**822**′(200′)	**830**′(208′)	**840**′(218′)	**850**′(228′)
		R550m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**990**′(368′)	**990**′(368′)	**990**′(368′)	**990**′(368′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 07L/R, 25L/R

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

CHANGES: Minimums.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (21-1)

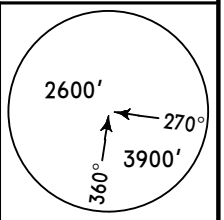
MOSCOW, RUSSIA ILS Rwy 07L

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

LOC IMR	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 630′
108.1	066°	1391′ (771′)	820′ (200′)	RWY 620′

MISSED APCH: Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610′ (990′) or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3580′ (2960′) and as directed.
When reaching 1280′ (660′) contact SHEREMETYEVO Radar.

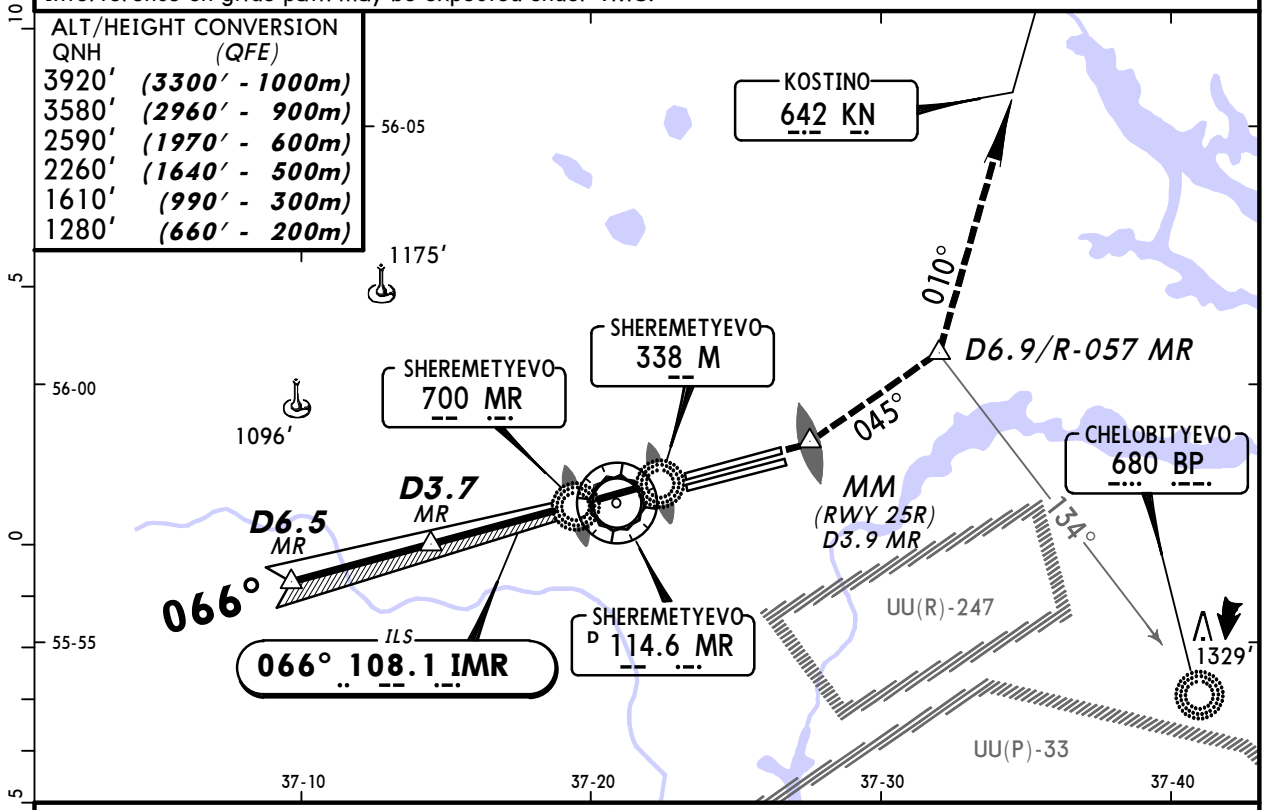


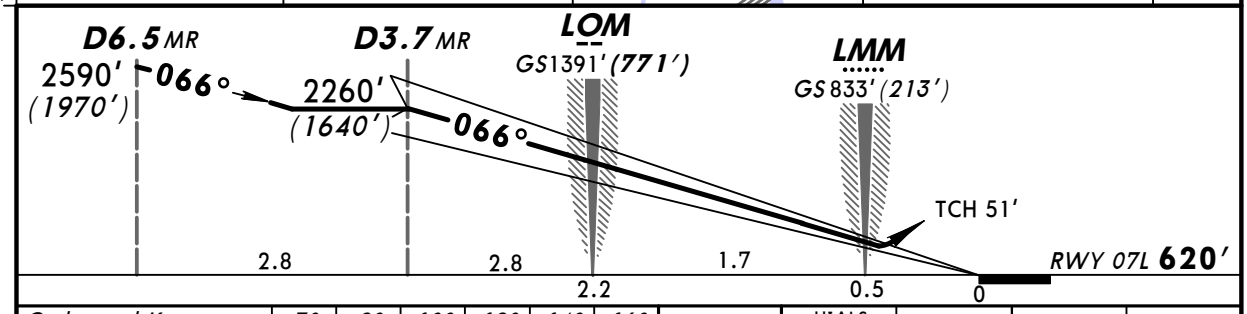
MSA
MR VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)**
Interference on glide path may be expected under VMC.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2260′	(1640′ - 500m)
1610′	(990′ - 300m)
1280′	(660′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	374	481	535	641	748	855

HIALS
PAPI
MM
RWY 25R
on 066°
045°
LT

STRAIGHT-IN LANDING RWY **07L**

	ILS DA(H) 820′ (200′) FULL	ILS DA(H) 820′ (200′) ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

PANS OPS

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (21-2)

MOSCOW, RUSSIA ILS Rwy 07R

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC INL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.1	066°	1322′ (705′)	817′ (200′)	Apt Elev 630′ / RWY 617′

MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610′ (993′) or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3570′ (2953′) and as directed. When reaching 1280′ (663′) contact SHEREMETYEVO Radar.

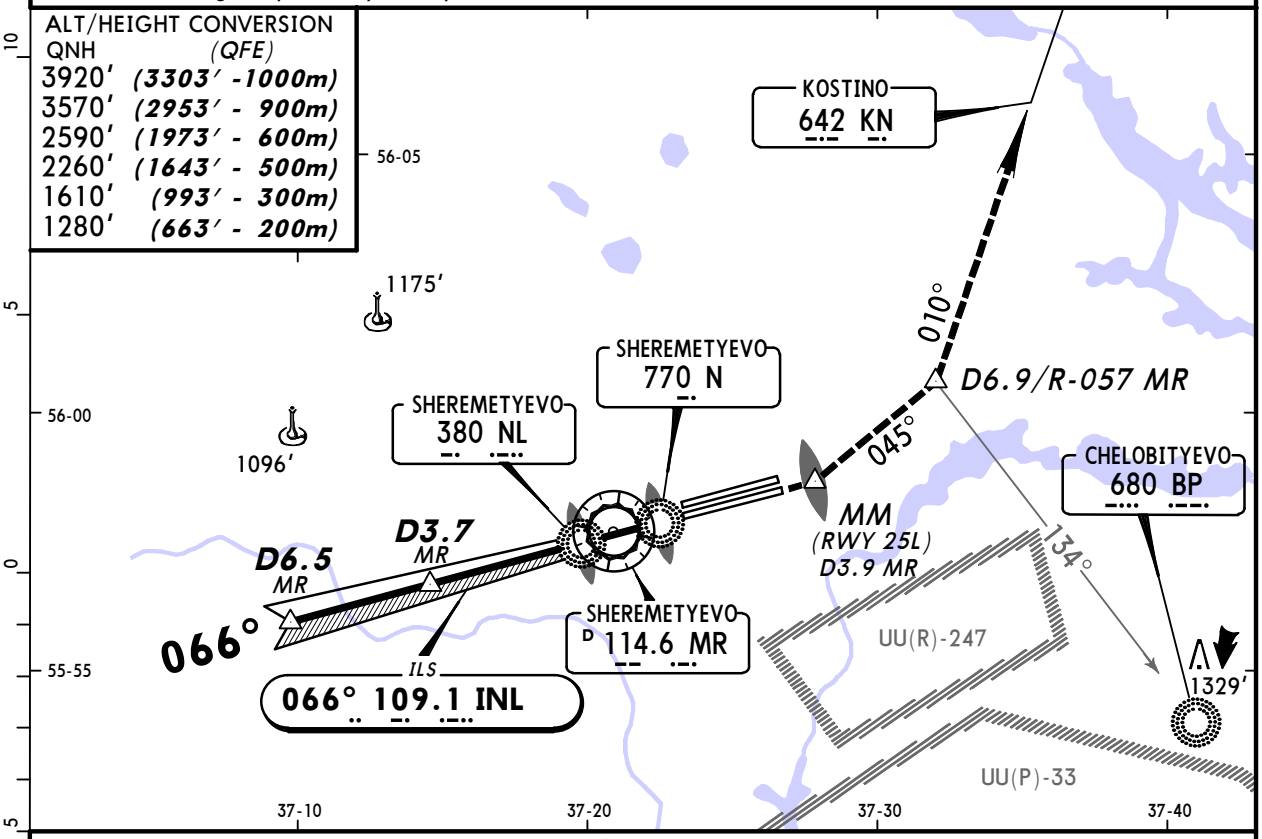
2600′ 270° 3900′ 360°
MSA MR VOR

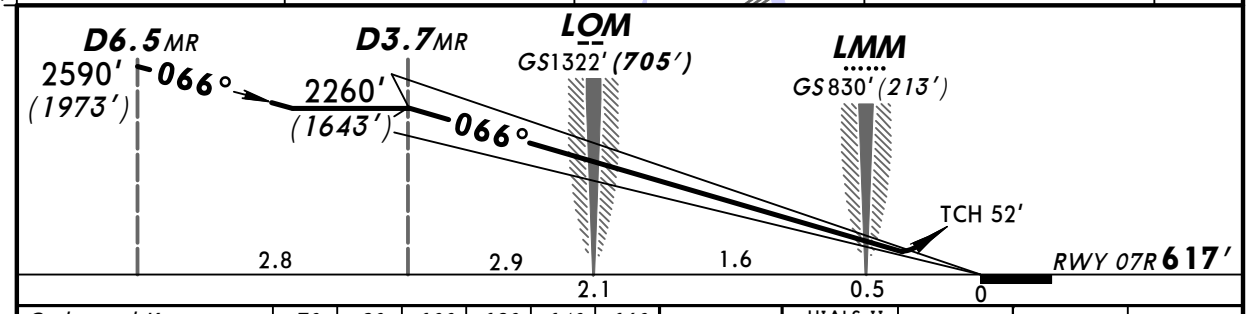
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′**(3303′)**
Interference on glide path may be expected under VMC.

BRIEFING STRIP ™

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3303′ -1000m)
3570′	(2953′ - 900m)
2590′	(1973′ - 600m)
2260′	(1643′ - 500m)
1610′	(993′ - 300m)
1280′	(663′ - 200m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	374	481	535	641	748	855

HIALS-II PAPI
MM RWY 25L on 066°
045° LT

STRAIGHT-IN LANDING RWY **07R**

ILS DA(H) 817′ (200′)

LOC (GS out)

PANS OPS

	FULL	TDZ or CL out	ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 21-2A

MOSCOW, RUSSIA CAT II ILS Rwy 07R

BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 630′
INL 109.1	066°	LOM 1322′(705′)	RA 107′ DA(H) 717′(100′)	RWY 617′

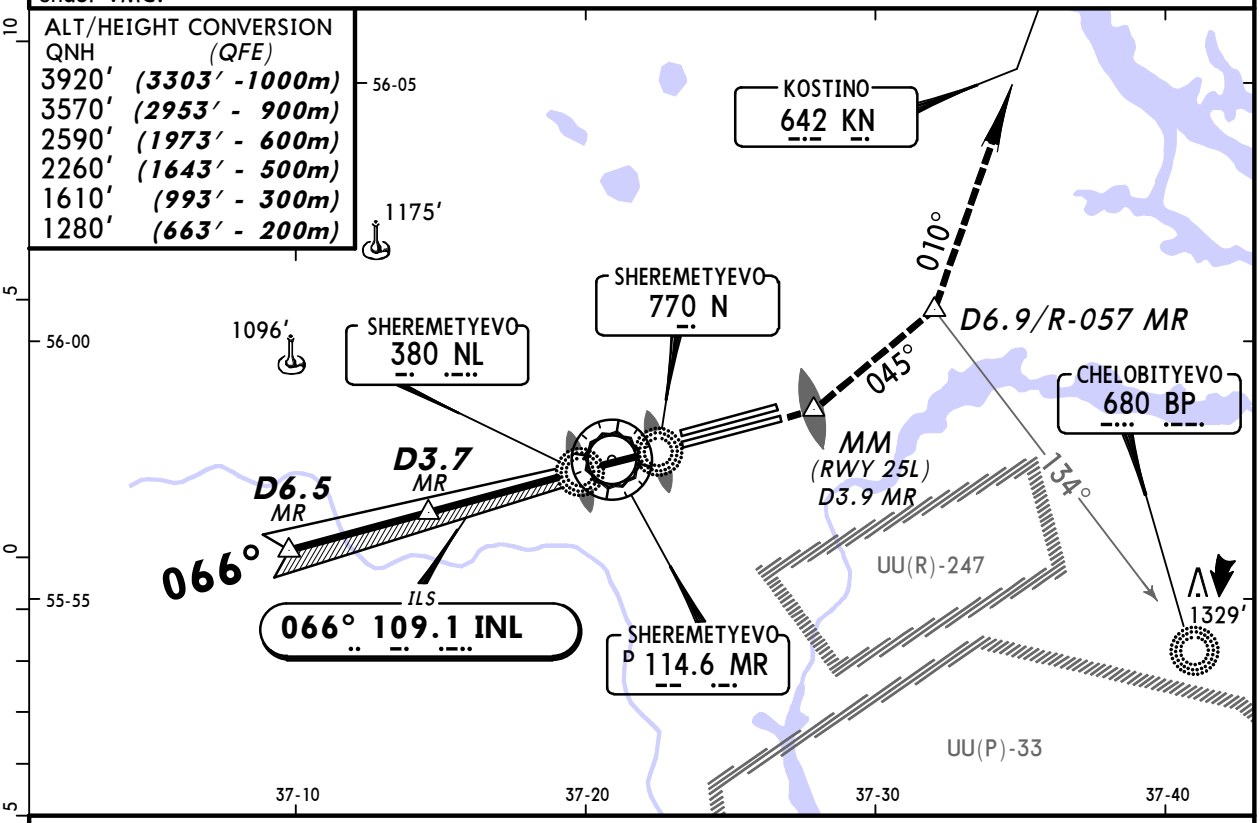
MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610′ *(993′)* or above. At D6.9 MR turn LEFT onto 010° to KN NDB climbing to 3570′ *(2953′)* and as directed.
When reaching 1280′ *(663′)* contact SHEREMETYEVO Radar.

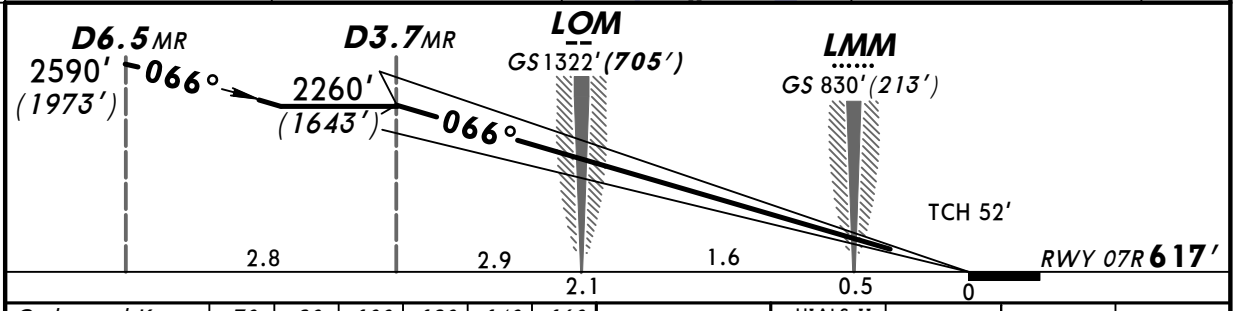
2600′ 270° 3900′ 360° MSA MR VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′**(3303′)**
1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3303′ -1000m)
3570′	(2953′ - 900m)
2590′	(1973′ - 600m)
2260′	(1643′ - 500m)
1610′	(993′ - 300m)
1280′	(663′ - 200m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.98°	374	481	535	641	748	855

HIALS-II PAPI MM RWY 25L on 066° 045° LT

STRAIGHT-IN LANDING RWY **07R**
CAT II ILS
ABCD
RA 107′
DA(H) 717′**(100′)**

RVR 350m

PANS OPS

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (21-3)

MOSCOW, RUSSIA ILS Rwy 25L

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

LOC IBW	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
110.5	246°	1375′ (755′)	820′ (200′)	Apt Elev 630′ / RWY 620′

MISSED APCH: Climb on 246° to 1020′ (400′) or above to D1.1 MR, then immediately turn RIGHT onto 028° climbing to 3580′ (2960′) to KN NDB and as directed.
When reaching 1280′ (660′) contact SHEREMETYEVO Radar.

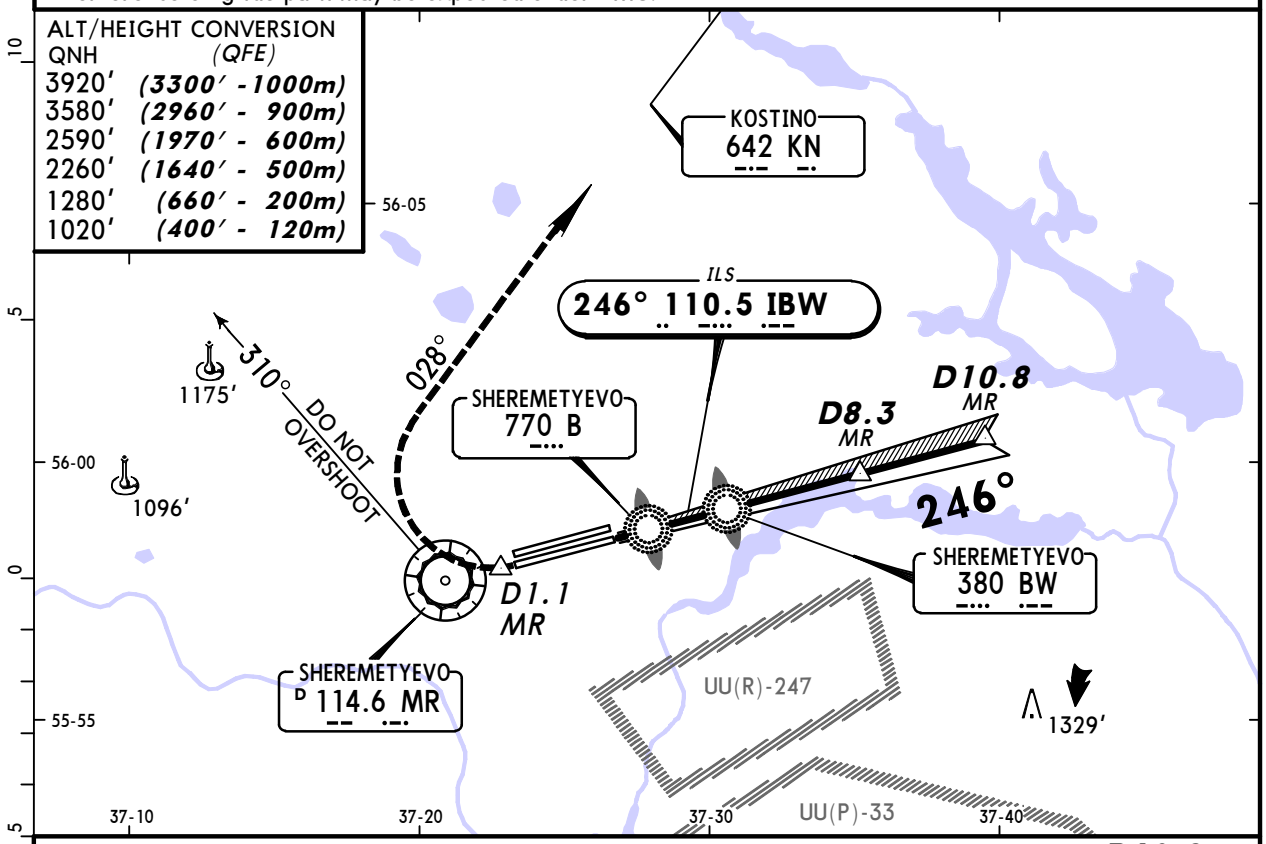
2600′ 270° 3900′ 360°
MSA MR VOR

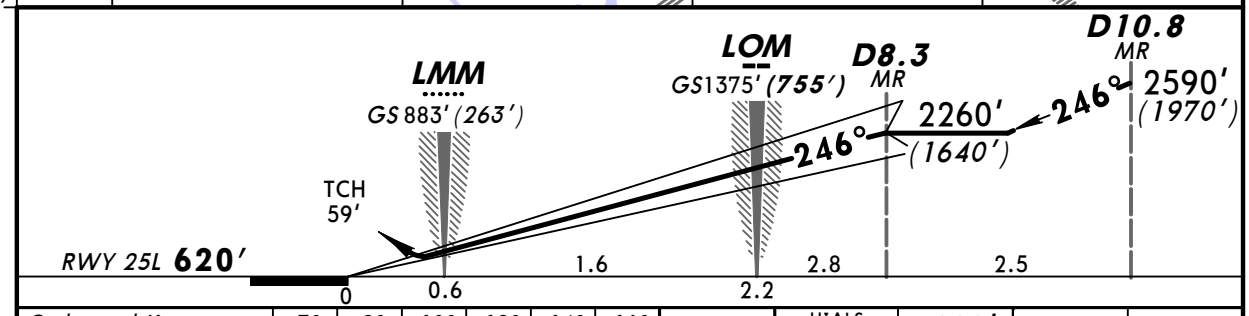
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′ **(3300′)**
Interference on glide path may be expected under VMC.

BRIEFING STRIP™

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2260′	(1640′ - 500m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	374	481	535	641	748	855

HIALS
PAPI

1020′ (400′) or above on 246°

D1.1 MR

STRAIGHT-IN LANDING RWY 25L

ILS	LOC (GS out)
DA(H) 820′ (200′)	
FULL / ALS out	

PANS OPS

	ILS FULL	ILS ALS out	LOC (GS out)
A	RVR 720m VIS 800m	1200m	NOT AUTH
B			
C			
D			

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (21-4)

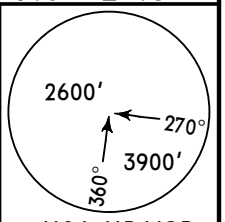
MOSCOW, RUSSIA ILS Rwy 25R

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

LOC IAD	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
111.3	246°	1327′ (705′)	822′ (200′)	Apt Elev 630′ / RWY 622′

MISSED APCH: Climb on 246° to 1020′ (398′) or above to D1.1 MR, then immediately turn RIGHT onto 028° climbing to 3580′ (2958′) to KN NDB and as directed. When reaching 1280′ (658′) contact SHEREMETYEVO Radar.



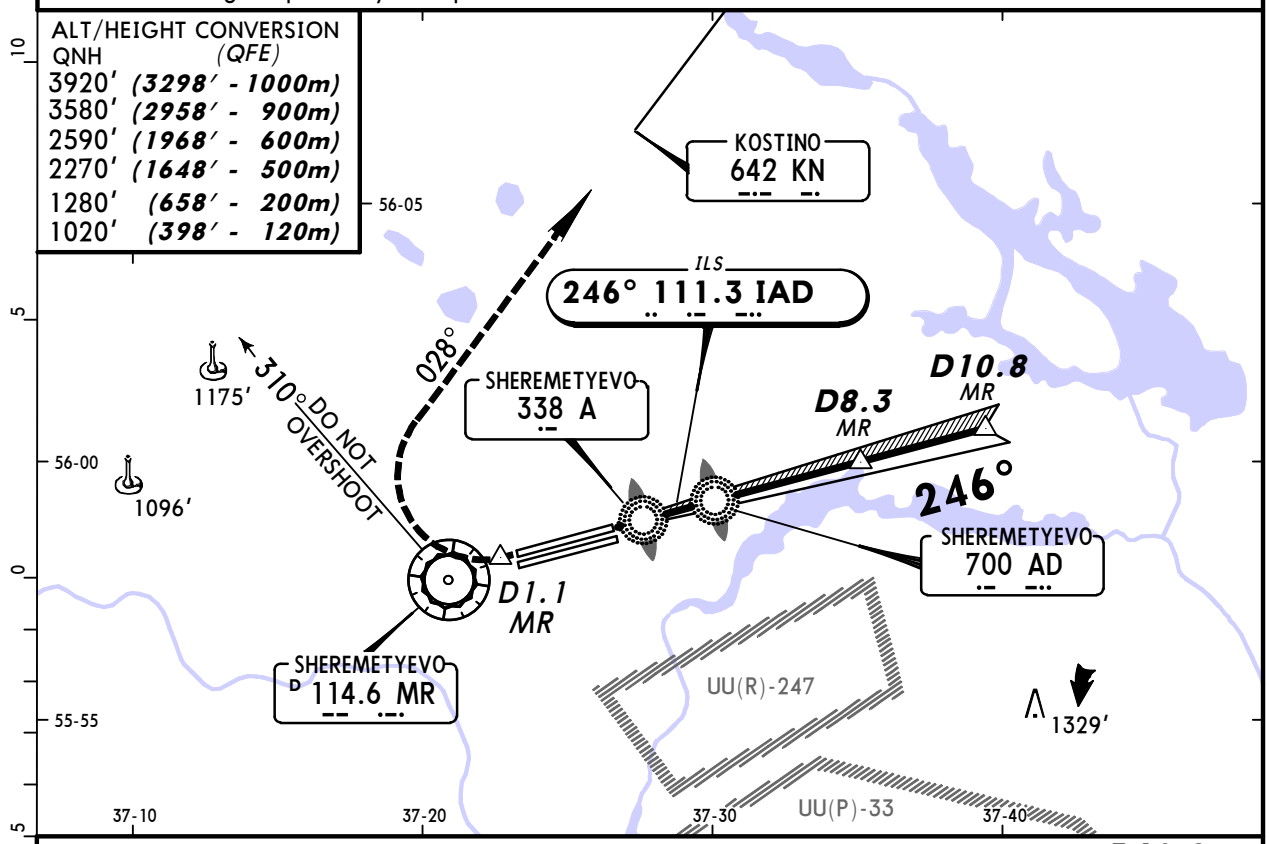
MSA MR VOR

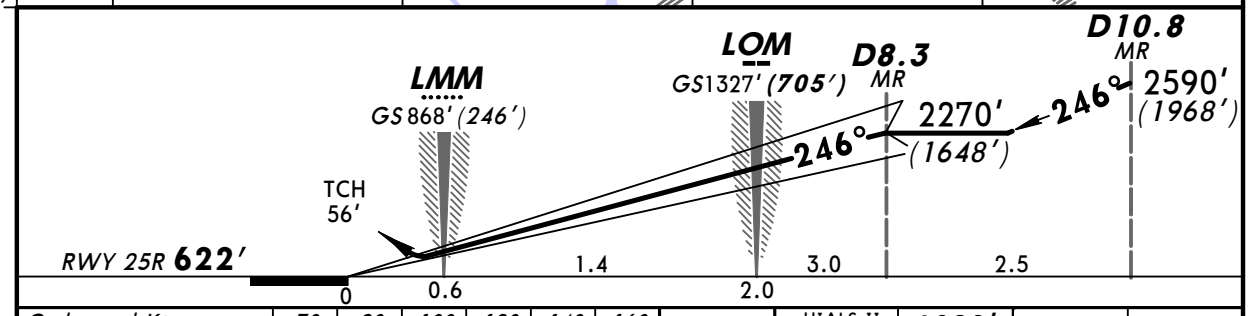
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′ (3298′)
Interference on glide path may be expected under VMC.

BRIEFING STRIP ™

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3298′ - 1000m)
3580′	(2958′ - 900m)
2590′	(1968′ - 600m)
2270′	(1648′ - 500m)
1280′	(658′ - 200m)
1020′	(398′ - 120m)





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.98°	374	481	535	641	748	855

HIALS-II
PAPI

1020′ (398′) or above on 246°

D1.1 MR

STRAIGHT-IN LANDING RWY 25R

	ILS DA(H) 822′ (200′) FULL	ILS DA(H) 822′ (200′) TDZ or CL out	ILS DA(H) 822′ (200′) ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

PANS OPS

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (21-4A)

MOSCOW, RUSSIA CAT II ILS Rwy 25R

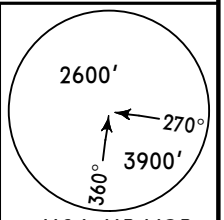
BRIEFING STRIP ™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

LOC IAD	Final Apch Crs	GS LOM	CAT II ILS RA 103′ DA(H)	Apt Elev 630′ RWY 622′
111.3	246°	1327′ (705′)	722′ (100′)	

MISSED APCH: Climb on 246° to 1020′ (398′) or above to D1.1 MR, then immediately turn RIGHT onto 028° climbing to 3580′ (2958′) to KN NDB and as directed. When reaching 1280′ (658′) contact SHEREMETYEVO Radar.

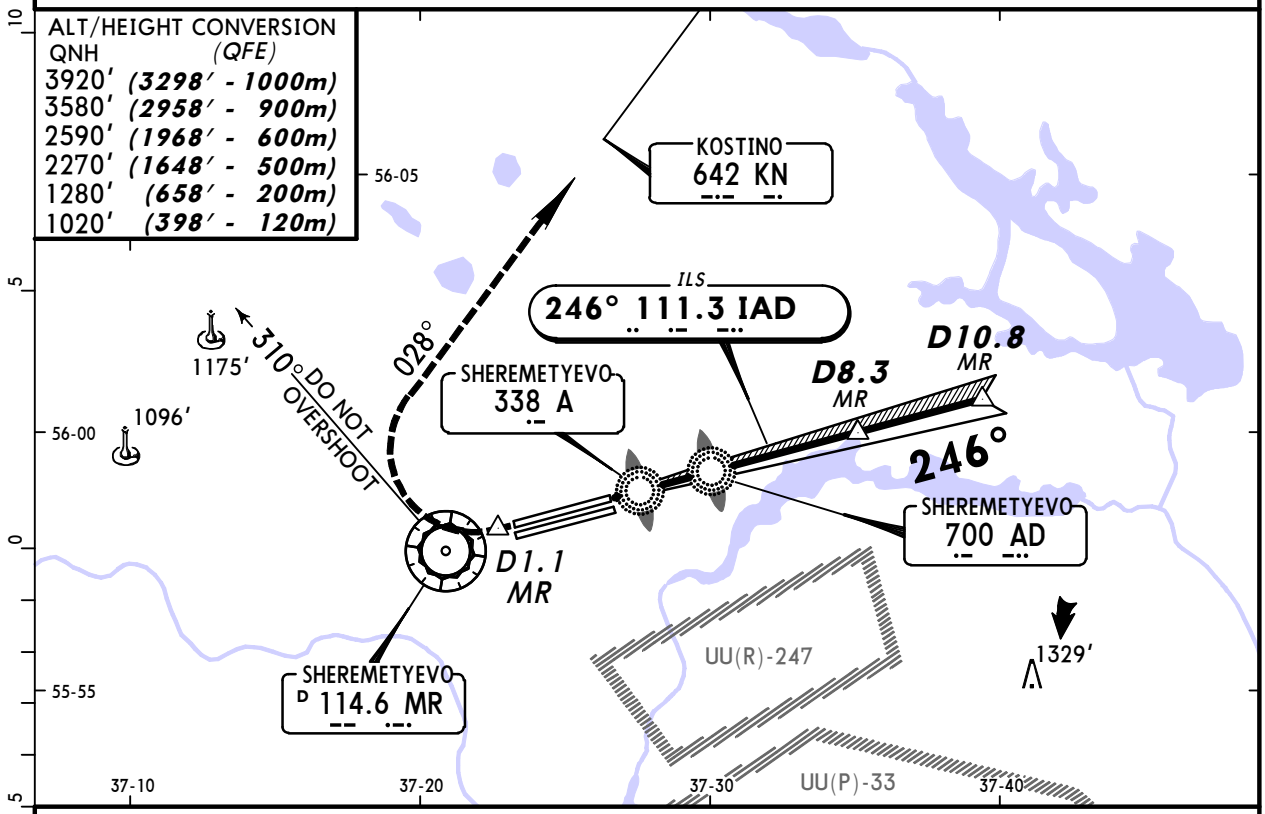


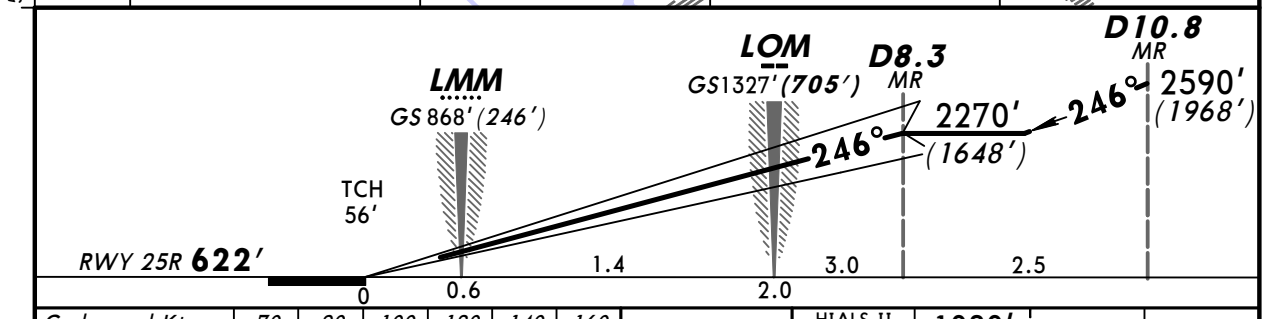
MSA MR VOR

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3920′ (3298′)

1. Special Aircrew and Aircraft Certification Required. 2. Interference on glide path may be expected under VMC.

ALT/HEIGHT CONVERSION QNH	(QFE)
3920′	(3298′ - 1000m)
3580′	(2958′ - 900m)
2590′	(1968′ - 600m)
2270′	(1648′ - 500m)
1280′	(658′ - 200m)
1020′	(398′ - 120m)





Gnd speed-Kts	70	90	100	120	140	160
GS 2.98°	374	481	535	641	748	855

HIALS-II
PAPI

1020′ (398′) on or above 246°

D1.1 MR

STRAIGHT-IN LANDING RWY **25R**
CAT II ILS
ABCD
RA 103′
DA(H) 722′ (100′)

PANS OPS

RVR 350m

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (23-1)

MOSCOW, RUSSIA VOR DME Rwy 07L

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

VOR MR	Final Apch Crs	Minimum Alt D3.7	VOR DME MDA(H)	Apt Elev / RWY
114.6	066°	2260′(1640′)	970′(350′)	630′ / RWY 620′

MISSED APCH: Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610′ (990′) or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3580′ (2960′) and as directed. When reaching 1280′ (660′) contact SHEREMETYEVO Radar.

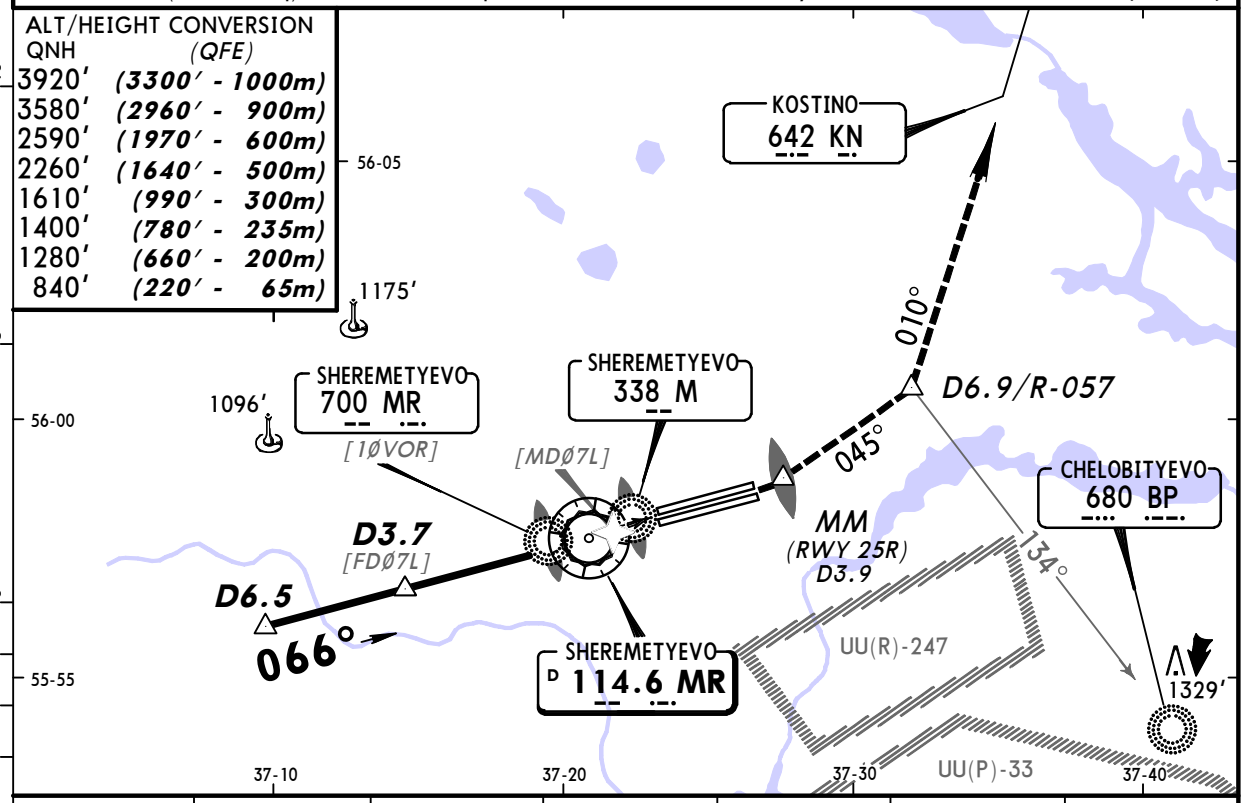
2600′ 270° 3900′ 360°
MSA MR VOR

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3920′(3300′)

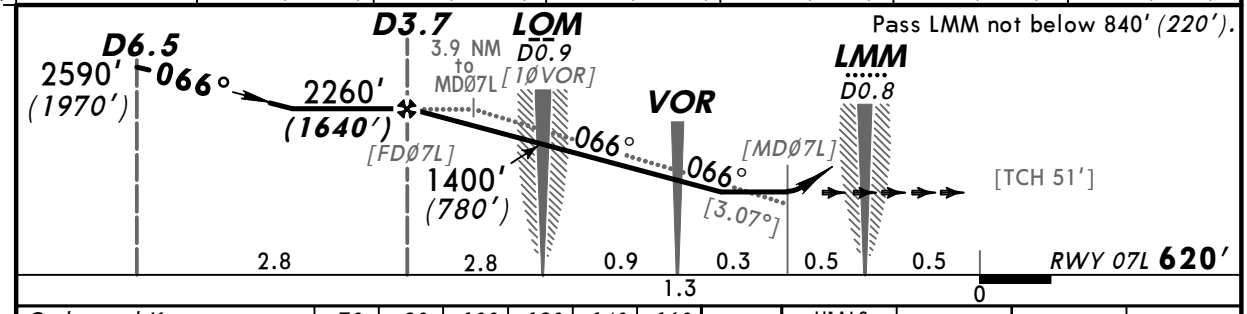
BRIEFING STRIP ™

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2260′	(1640′ - 500m)
1610′	(990′ - 300m)
1400′	(780′ - 235m)
1280′	(660′ - 200m)
840′	(220′ - 65m)



MR DME	3.5	3.0	2.4	1.3	0.8	0.3
ALTITUDE	2220′(1600′)	2050′(1430′)	1870′(1250′)	1530′(910′)	1360′(740′)	1180′(560′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.35% or Descent angle [3.07°]	380	489	543	652	760	869

HIALS PAPI MM RWY 25R on 066° 045° LT

PANS OPS

STRAIGHT-IN LANDING RWY 07L

	VOR DME MDA(H) 970′(350′)		VOR MDA(H) 1510′(890′)	
		ALS out		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	3200m	
B				
C			3600m	4400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	4000m	4800m

CHANGES: Communications. Descent angle.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (23-2)

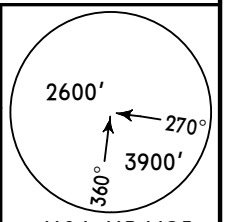
MOSCOW, RUSSIA VOR DME Rwy 07R

BRIEFING STRIP™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

VOR MR	Final Apch Crs	Minimum Alt D3.7	VOR DME MDA(H)	Apt Elev / RWY
114.6	066°	2260′ (1643′)	1010′ (393′)	Apt Elev 630′ / RWY 617′

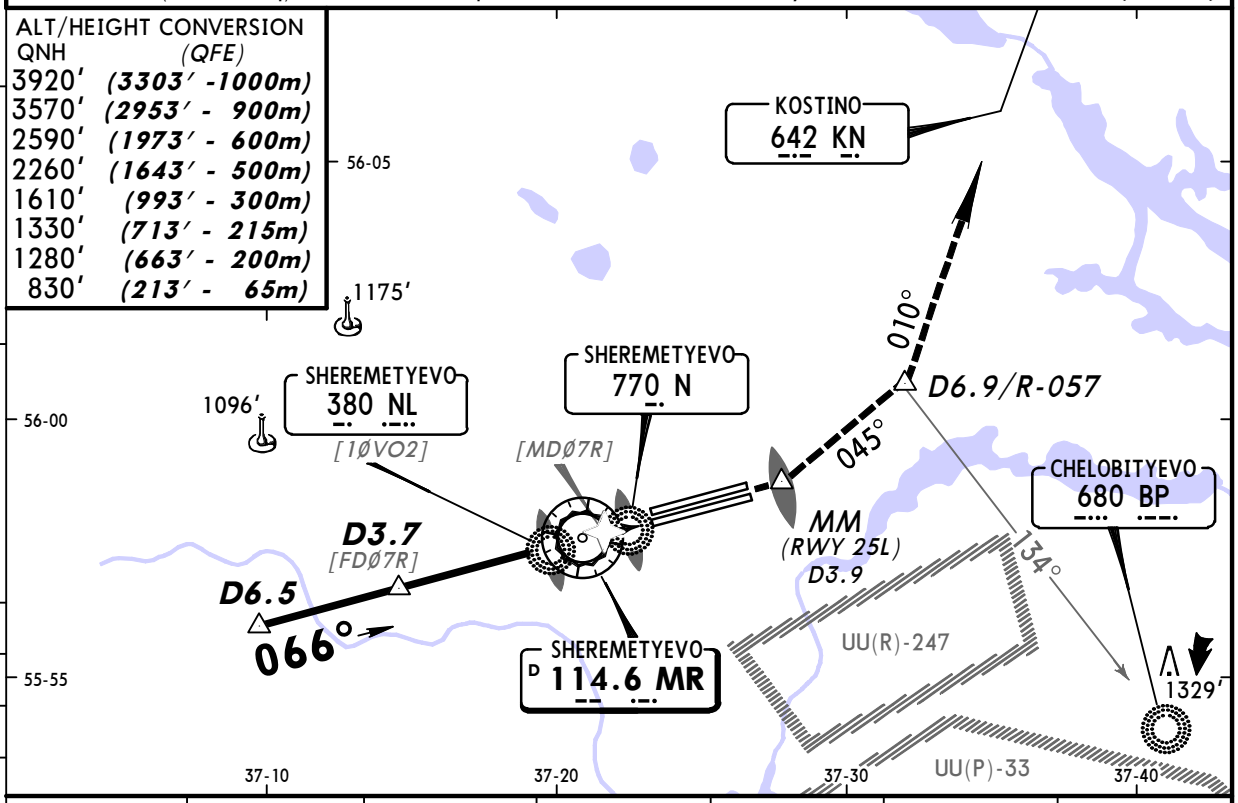


MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610′ (993′) or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3570′ (2953′) and as directed. When reaching 1280′ (663′) contact SHEREMETYEVO Radar.

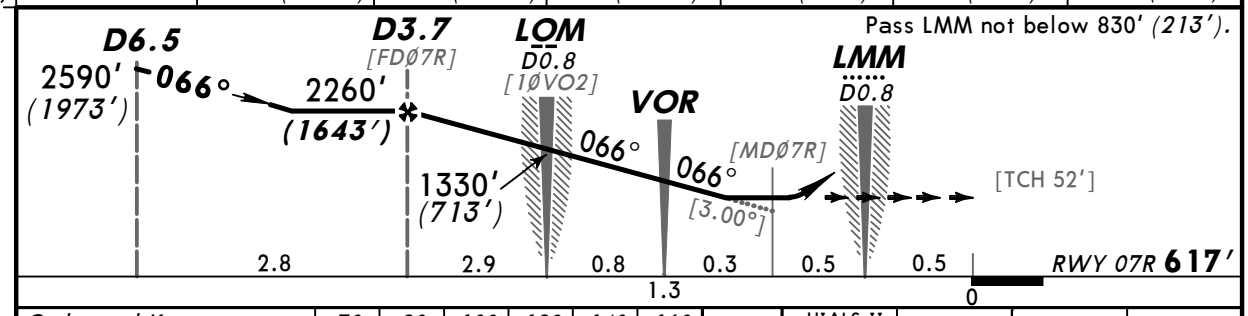
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′ (3303′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3303′ -1000m)
3570′	(2953′ - 900m)
2590′	(1973′ - 600m)
2260′	(1643′ - 500m)
1610′	(993′ - 300m)
1330′	(713′ - 215m)
1280′	(663′ - 200m)
830′	(213′ - 65m)



MR DME	3.6	3.0	2.5	1.4	0.9	0.3
ALTITUDE	2210′(1593′)	2050′(1433′)	1870′(1253′)	1520′(903′)	1360′(743′)	1180′(563′)



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849

HIALS-II PAPI | MM RWY 25L on 066° | 045° LT

STRAIGHT-IN LANDING RWY 07R

	VOR DME MDA(H) 1010′ (393′)		VOR MDA(H) 1510′ (893′)	
		ALS out		ALS out
A	1200m	RVR 1800m VIS 2000m	3200m	
B				
C			3600m	4400m
D	RVR 1500m VIS 1600m		4000m	4800m

PANS OPS

CHANGES: Communications. Descent angle.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (28-1)

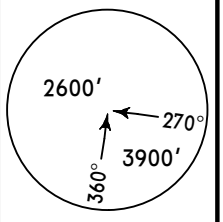
MOSCOW, RUSSIA
PAR or 2 NDB Rwy 07L

BRIEFING STRIP™

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

RADAR	Final Apch Crs 066°	PAR GS LOM 1391′ (771′)	PAR DA(H) Refer to Minimums	Apt Elev 630′	
NDB MR 700		Minimum Alt D3.7 2260′ (1640′)	NDB MDA(H) 970′ (350′)	RWY 620′	



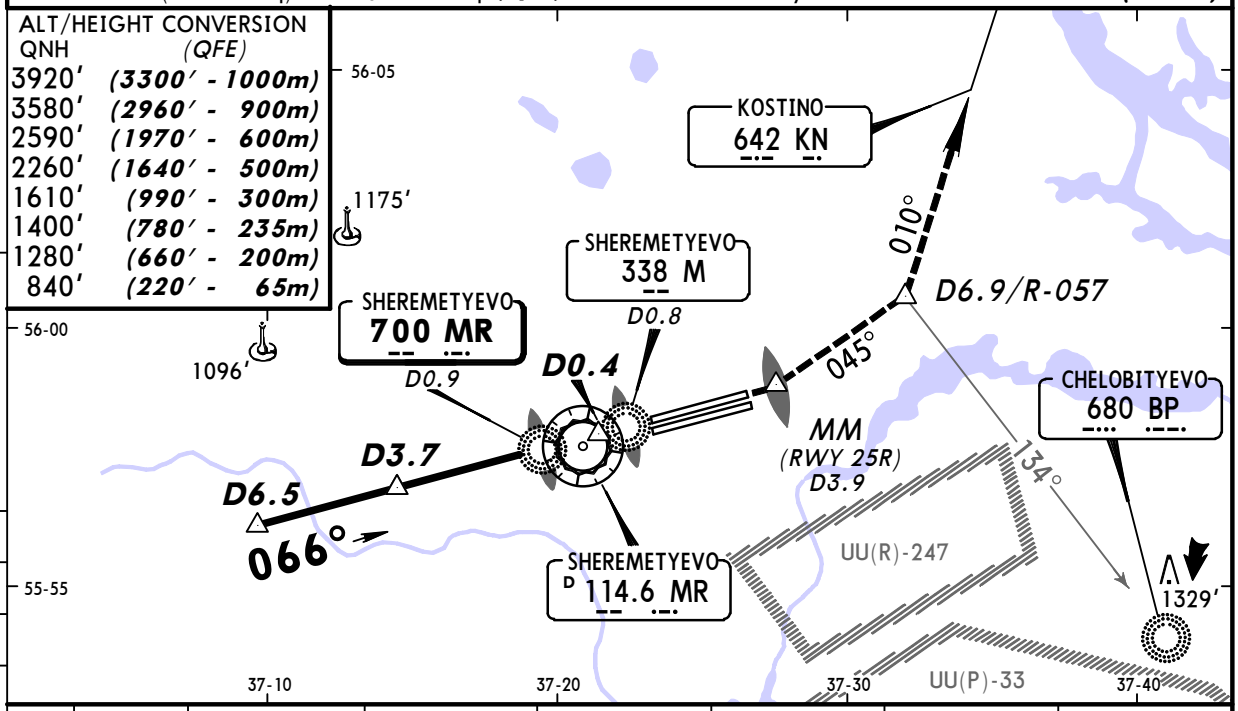
MSA
MR VOR

MISSED APCH: Climb on 066° to MM of RWY 25R, then immediately turn LEFT onto 045° climbing to 1610′ (990′) or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3580′ (2960′) and as directed. When reaching 1280′ (660′) contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′(3300′)

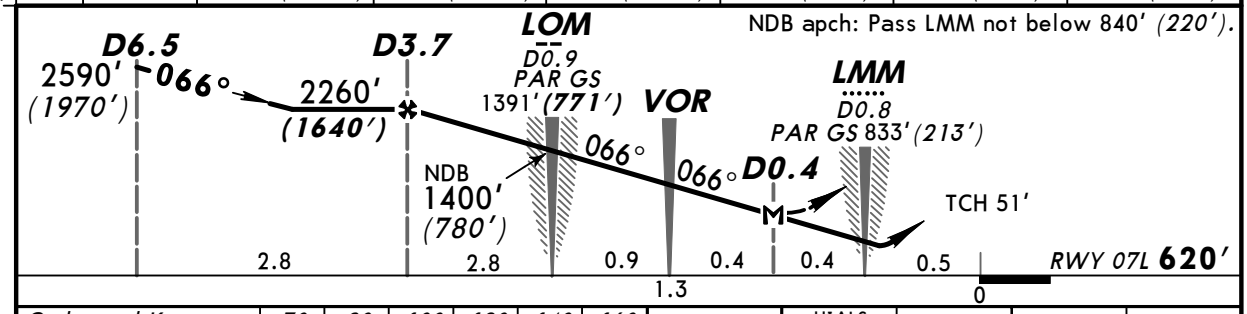
ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2260′	(1640′ - 500m)
1610′	(990′ - 300m)
1400′	(780′ - 235m)
1280′	(660′ - 200m)
840′	(220′ - 65m)



NDB	MR DME	3.5	3.0	2.4	1.3	0.8	0.3
	ALTITUDE	2220′(1600′)	2050′(1430′)	1870′(1250′)	1530′(910′)	1360′(740′)	1180′(560′)

NDB apch: Pass LMM not below 840′ (220′).



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or NDB Desc Grad 5.2%	374	481	535	641	748	855
MAP at D0.4 after VOR						

HIALS
PAPI
MM RWY 25R on 066°
045° LT

STRAIGHT-IN LANDING RWY 07L

	PAR		NDB	
	DA(H)	ALS out	MDA(H)	ALS out
A	AB: 820′ (200′)		970′ (350′)	
B				
C	C: 827′ (207′)	1200m	1200m	RVR 1500m VIS 1600m
D	D: 837′ (217′)		RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

RVR 720m VIS 800m

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (28-2)

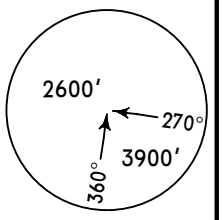
MOSCOW, RUSSIA
PAR or 2 NDB Rwy 07R

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

BRIEFING STRIP™

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H) Refer to Minimums	Apt Elev 630′
NDB NL 380	066°	1322′ (705′) Minimum Alt D3.7 2260′ (1643′)	NDB MDA(H) 960′ (343′)	RWY 617′



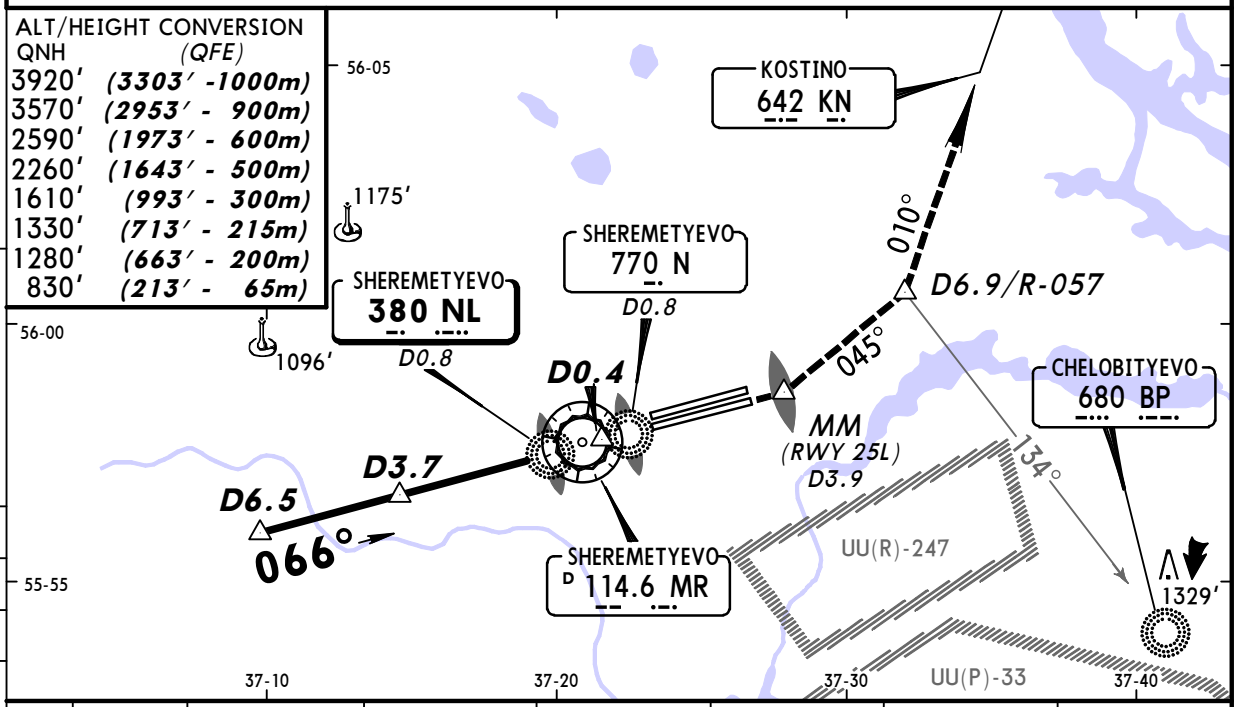
MSA
MR VOR

MISSED APCH: Climb on 066° to MM of RWY 25L, then immediately turn LEFT onto 045° climbing to 1610′ (993′) or above. At D6.9 turn LEFT onto 010° to KN NDB climbing to 3570′ (2953′) and as directed.
When reaching 1280′ (663′) contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′ (3303′)

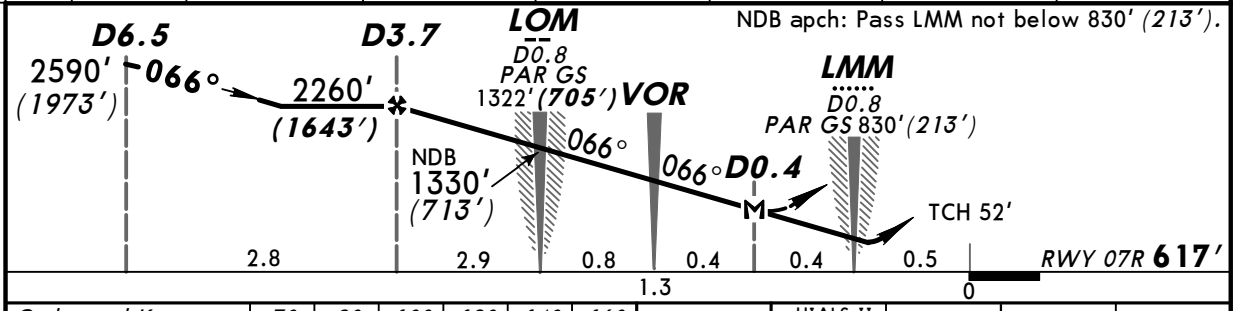
ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3303′ -1000m)
3570′	(2953′ - 900m)
2590′	(1973′ - 600m)
2260′	(1643′ - 500m)
1610′	(993′ - 300m)
1330′	(713′ - 215m)
1280′	(663′ - 200m)
830′	(213′ - 65m)



NDB	MR DME	3.6	3.0	2.5	1.4	0.9	0.3
	ALTITUDE	2210′ (1593′)	2050′ (1433′)	1870′ (1253′)	1520′ (903′)	1360′ (743′)	1180′ (563′)

NDB apch: Pass LMM not below 830′ (213′).



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or NDB Desc Grad 5.2%	374	481	535	641	748	855
MAP at D0.4 after VOR						

HIALS-II
PAPI
MM RWY 25L on 066°
045° LT

PANS OPS

STRAIGHT-IN LANDING RWY 07R

	PAR		NDB	
DA(H)	A: 820′ (203′)	C: 840′ (223′)	MDA(H) 960′ (343′)	
	B: 830′ (213′)	D: 850′ (233′)		

	TDZ or CL out	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
B				
C				
D			RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

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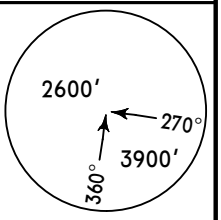
MOSCOW, RUSSIA PAR or 2 NDB Rwy 25L

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	120.7	120.7	119.0 121.8

BRIEFING STRIP ™

RADAR	Final Apch Crs 246°	PAR GS LOM 1375′ (755′)	PAR DA(H) Refer to Minimums	Apt Elev 630′
NDB BW 380		Minimum Alt D8.3 2260′ (1640′)	2 NDB MDA(H) 980′ (360′)	RWY 620′



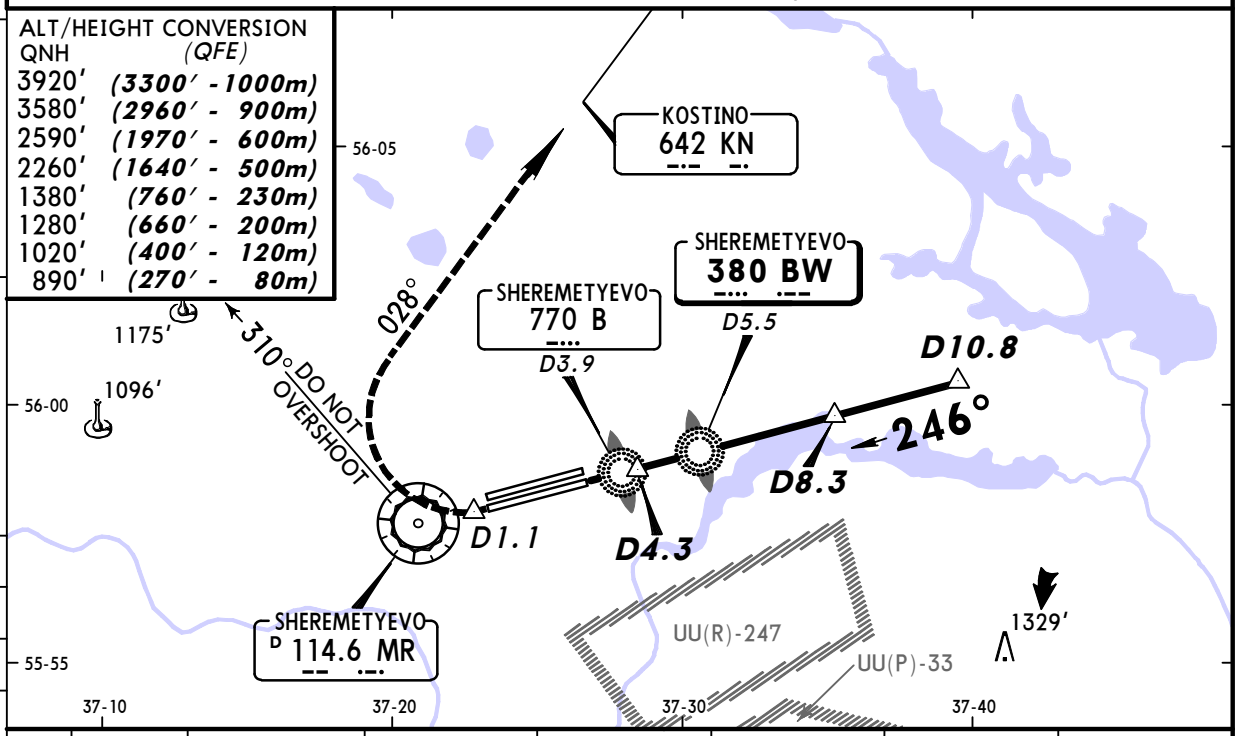
MSA
MR VOR

MISSED APCH: Climb on 246° to 1020′ (400′) or above to D1.1, then immediately turn RIGHT onto 028° climbing to 3580′ (2960′) to KN NDB and as directed. When reaching 1280′ (660′) contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′ (3300′)

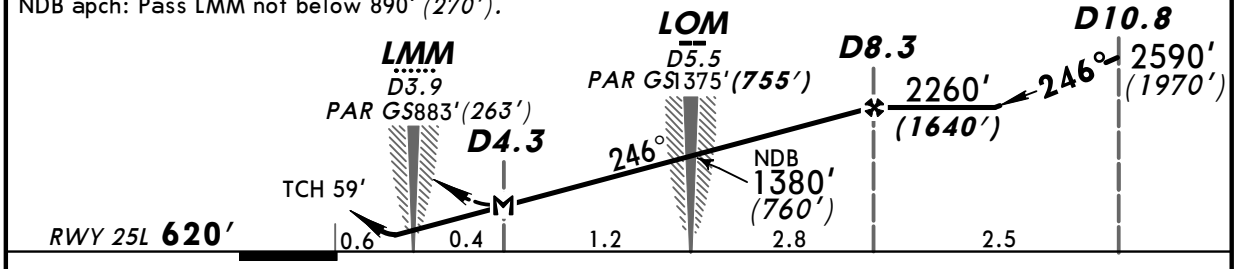
ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3300′ - 1000m)
3580′	(2960′ - 900m)
2590′	(1970′ - 600m)
2260′	(1640′ - 500m)
1380′	(760′ - 230m)
1280′	(660′ - 200m)
1020′	(400′ - 120m)
890′	(270′ - 80m)



NDB	MR DME	4.4	5.0	6.0	7.1	7.7	8.2
	ALTITUDE	1020′ (400′)	1180′ (560′)	1530′ (910′)	1870′ (1250′)	2050′ (1430′)	2220′ (1600′)

NDB apch: Pass LMM not below 890′ (270′).



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or NDB Desc Grad 5.2%	374	481	535	641	748	855
2 NDB: MAP at D4.3						

HIALS
PAPI

1020′ (400′) on or above | 246° | D1.1

STRAIGHT-IN LANDING RWY 25L

	PAR	2 NDB	1 NDB
DA(H)	C: 827′ (207′) D: 837′ (217′)	MDA(H) 980′ (360′)	MDA(H) 990′ (370′)
AB:	820′ (200′)		

PANS OPS

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

CHANGES: Communications.

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UUEE/SVO SHEREMETYEVO

JEPPESEN 9 DEC 05 (28-4)

MOSCOW, RUSSIA PAR or 2 NDB Rwy 25R

ATIS	SHEREMETYEVO Apch1	SHEREMETYEVO Apch2
125.12 (Russian 126.37)	119.3	123.7

SHEREMETYEVO Radar	SHEREMETYEVO Tower (PAR)	SHEREMETYEVO Start (TWR)	Ground
118.1	131.5	131.5	119.0 121.8

BRIEFING STRIP ™

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev 630′
	246°	1327′ (705′)	Refer to Minimums	RWY 622′
NDB AD 700		Minimum Alt D8.3 2270′ (1648′)	NDB MDA(H) 990′ (368′)	

2600′ 270° 3900′ 360°

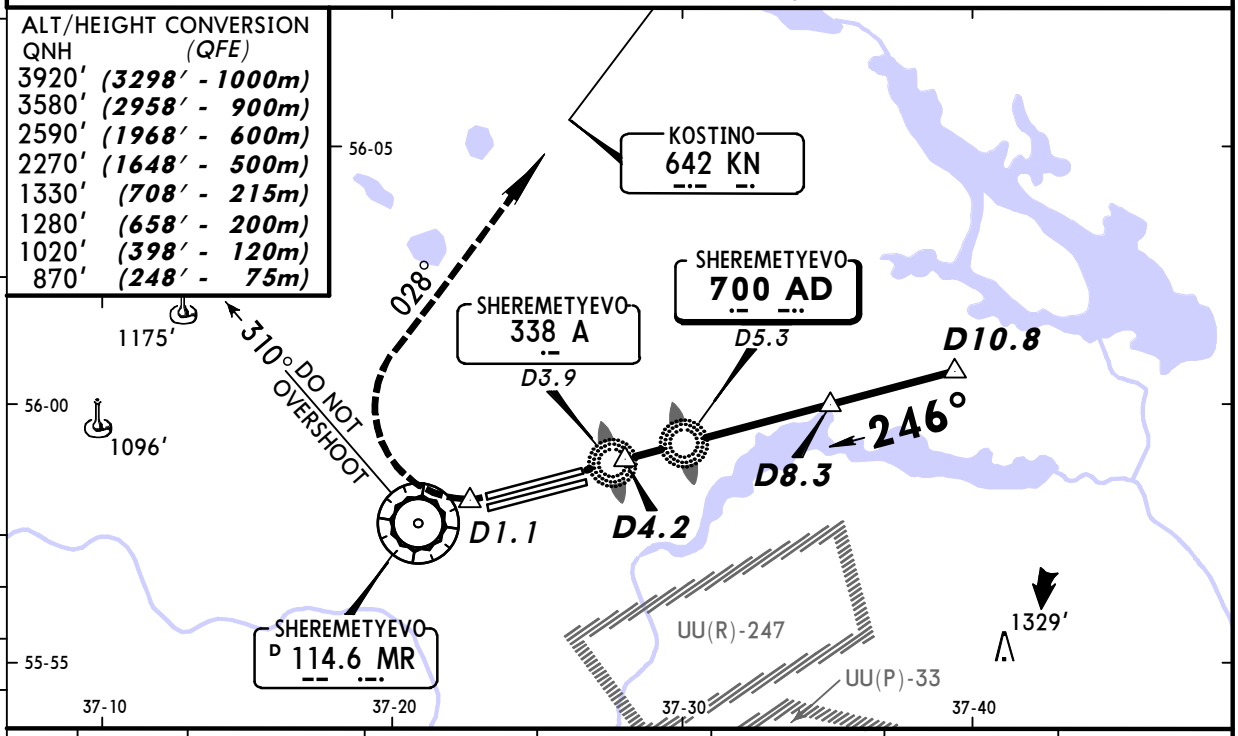
MSA
MR VOR

MISSED APCH: Climb on 246° to 1020′ (398′) or above to D1.1, then immediately turn RIGHT onto 028° climbing to 3580′ (2958′) to KN NDB and as directed. When reaching 1280′ (658′) contact SHEREMETYEVO Radar.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3920′ (3298′)

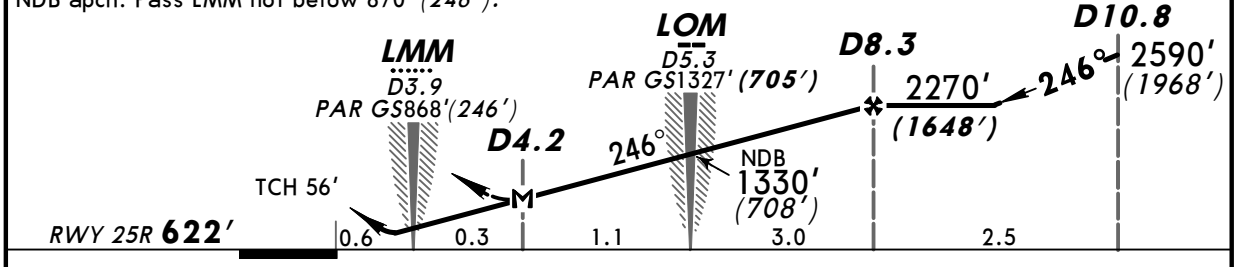
ALT/HEIGHT CONVERSION

QNH	(QFE)
3920′	(3298′ - 1000m)
3580′	(2958′ - 900m)
2590′	(1968′ - 600m)
2270′	(1648′ - 500m)
1330′	(708′ - 215m)
1280′	(658′ - 200m)
1020′	(398′ - 120m)
870′	(248′ - 75m)



NDB	MR DME	4.3	4.9	5.9	6.5	7.6	8.1
	ALTITUDE	1020′ (398′)	1180′ (558′)	1530′ (908′)	1710′ (1088′)	2050′ (1428′)	2220′ (1598′)

NDB apch: Pass LMM not below 870′ (248′).



Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.98° or NDB Desc Grad 5.2%	374	481	535	641	748	855
2 NDB: MAP at D4.2						

HIALS-II
PAPI

1020′ (398′) on or above | 246° | D1.1

STRAIGHT-IN LANDING RWY 25R

PAR

DA(H) A: 822′ (200′) C: 840′ (218′)
B: 830′ (208′) D: 850′ (228′)

2 NDB or 1 NDB

MDA(H) 990′ (368′)

PANS OPS

	RVR / VIS	TDZ or CL out	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Communications.

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UUEM MIGALOVO

TVER, RUSSIA

STAR

Apt Elev	
469′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3430′ ***(2961′)***

BANAL 2A *[BANA2A]*
PENUR 2A *[PENU2A]*
RWY 07 ARRIVALS

2300′ MSA ARP

NOT TO SCALE

BANAL
N56 59.9 E036 57.9
At FL98

246°

44 to MW
BANAL 2A

N56 45.8
E035 54.9

N56 44.2
E035 53.8

11
157°
283°
294°
247°

TVER
*449 MW
N56 48.8 E035 40.7
At TL

13

220°

N56 43.4
E035 29.8
At 3430′
(2961′)

N56 40.7
E035 32.0
At 2440′
(1971′)

023°

Intercept final at
2440′ ***(1971′)***

8

050°
090°

7
337°

PENUR 2A

19

N56 44.6
E035 26.5
At 2440′
(1971′)

044°

PENUR
N56 37.6 E035 13.6
At FL108

FL CONVERSION	
FL108	***FL3300m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3430′	***(2961′ - 900m)***
2440′	***(1971′ - 600m)***

CHANGES: STARs completely revised.

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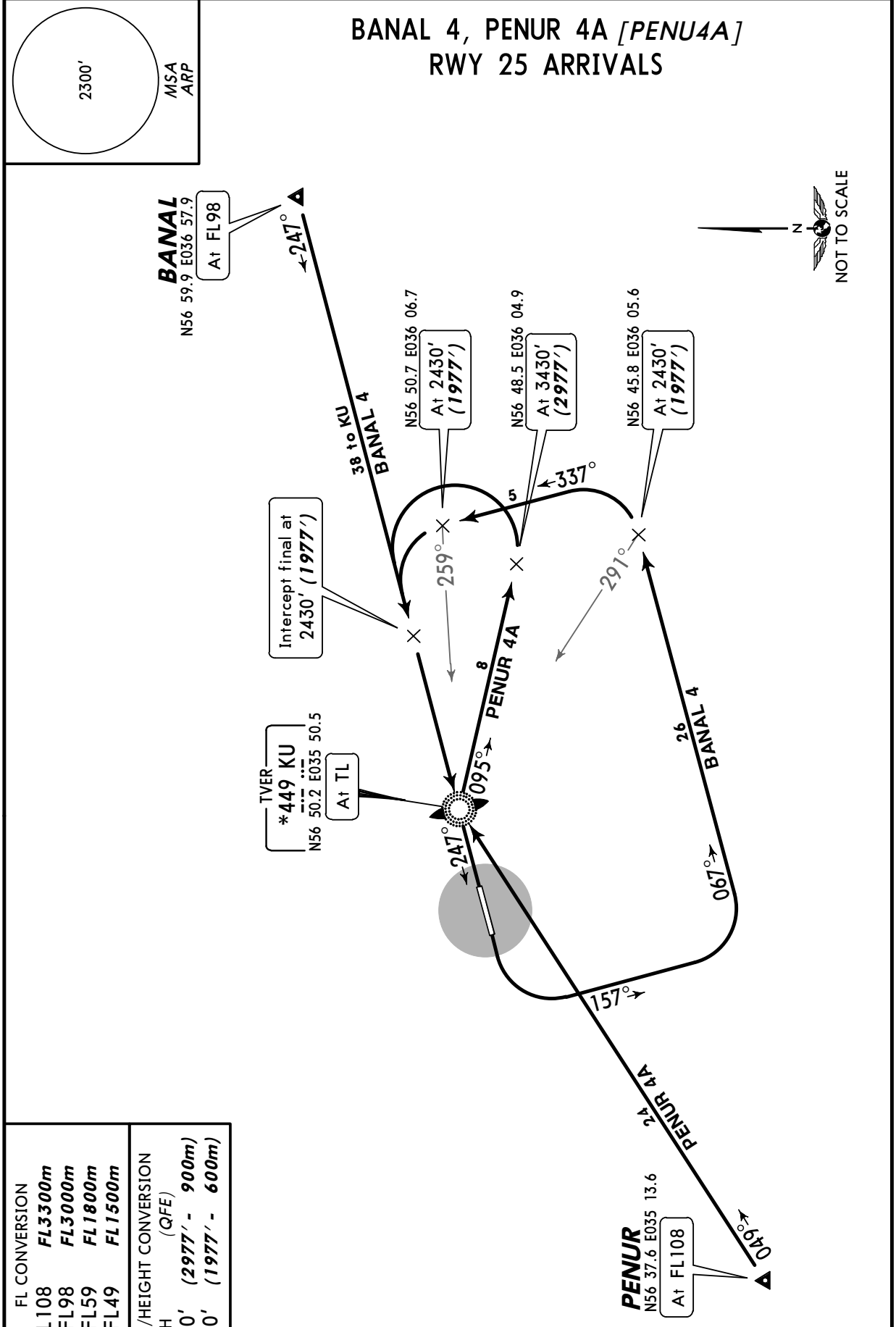
UUEM MIGALOVO

TVER, RUSSIA

STAR

Apt Elev	
469′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3430′ ***(2977′)***

BANAL 4, PENUR 4A *[PENU4A]*
RWY 25 ARRIVALS



FL CONVERSION	
FL108	***FL3300m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3430′	***(2977′ - 900m)***
2430′	***(1977′ - 600m)***

CHANGES: Crossings; STAR PENUR 4B withdrawn.

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UUEM MIGALOVO

TVER, RUSSIA

SID

Apt Elev
469'

QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 733mm (977.3 hPa)
Trans alt: 3430' ***(2961')***
Crossing altitudes for AWY entry points by ATC.

BANAL 1, PENUR 1
RWY 07 DEPARTURES

2300'
MSA
ARP

BANAL
N56 59.9
E036 57.9

34

050°

N56 45.3
E036 01.5

9
BANAL 1

279°

N56 45.5
E035 54.9

At 2440'
(1971')

123°

158°

6

285°

247°

6
PENUR 1

N56 42.5
E035 43.8

At 800' ***(331')***
but not later than
2.7 NM from
THR RWY 25

067°

337°

245°

17

TVER
*449 MW
-- .---
N56 48.8 E035 40.7

PENUR
N56 37.6
E035 13.6

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
800'	***(331' - 100m)***
2440'	***(1971' - 600m)***
3430'	***(2961' - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: Departures replaced by SIDs.

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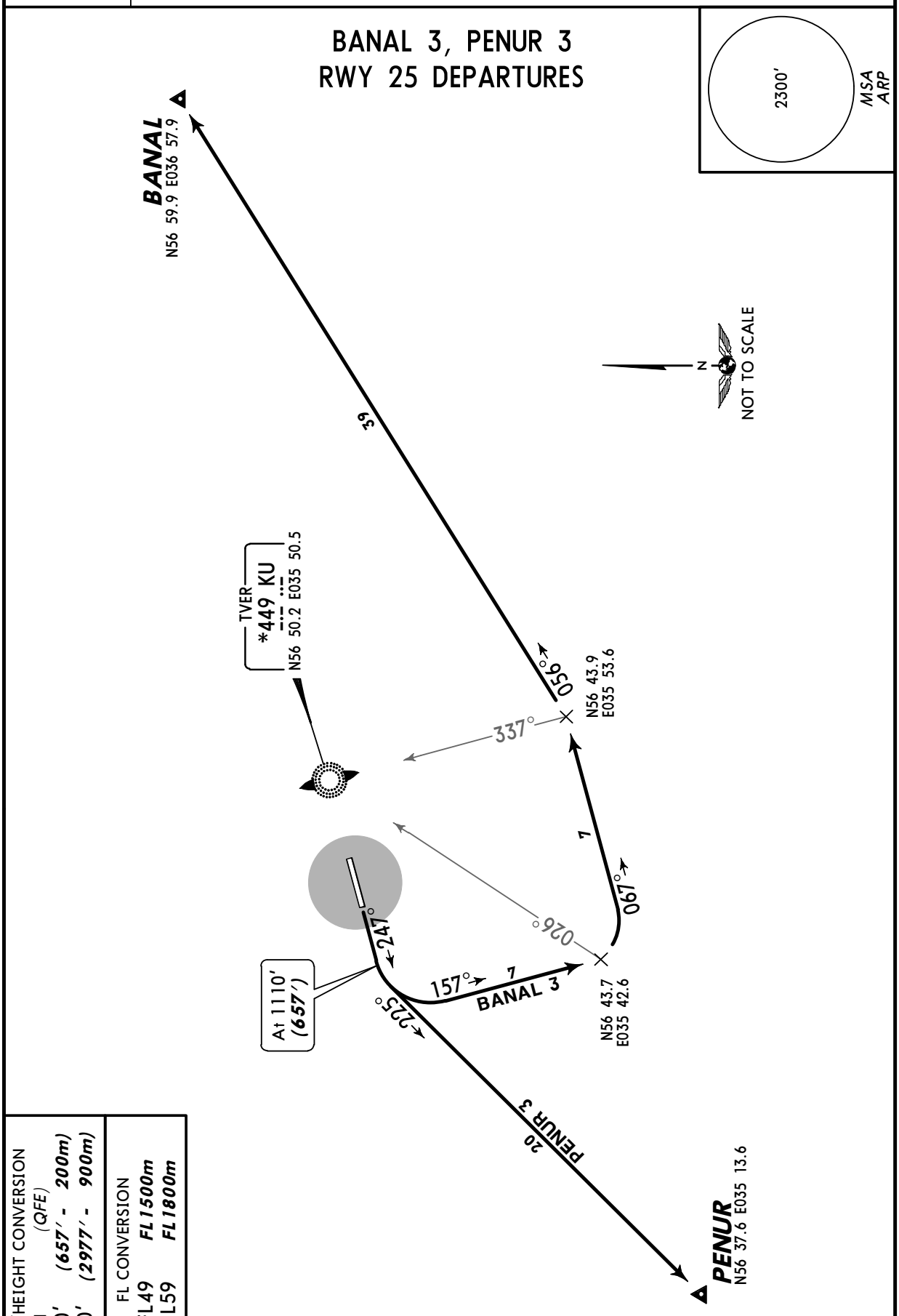
UUEM MIGALOVO

TVER, RUSSIA

SID

Apt Elev	
469′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3430′ ***(2977′)*** Crossing altitudes for AWY entry points by ATC.

BANAL 3, PENUR 3
RWY 25 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1110′	***(657′ - 200m)***
3430′	***(2977′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: Departures replaced by SIDs.

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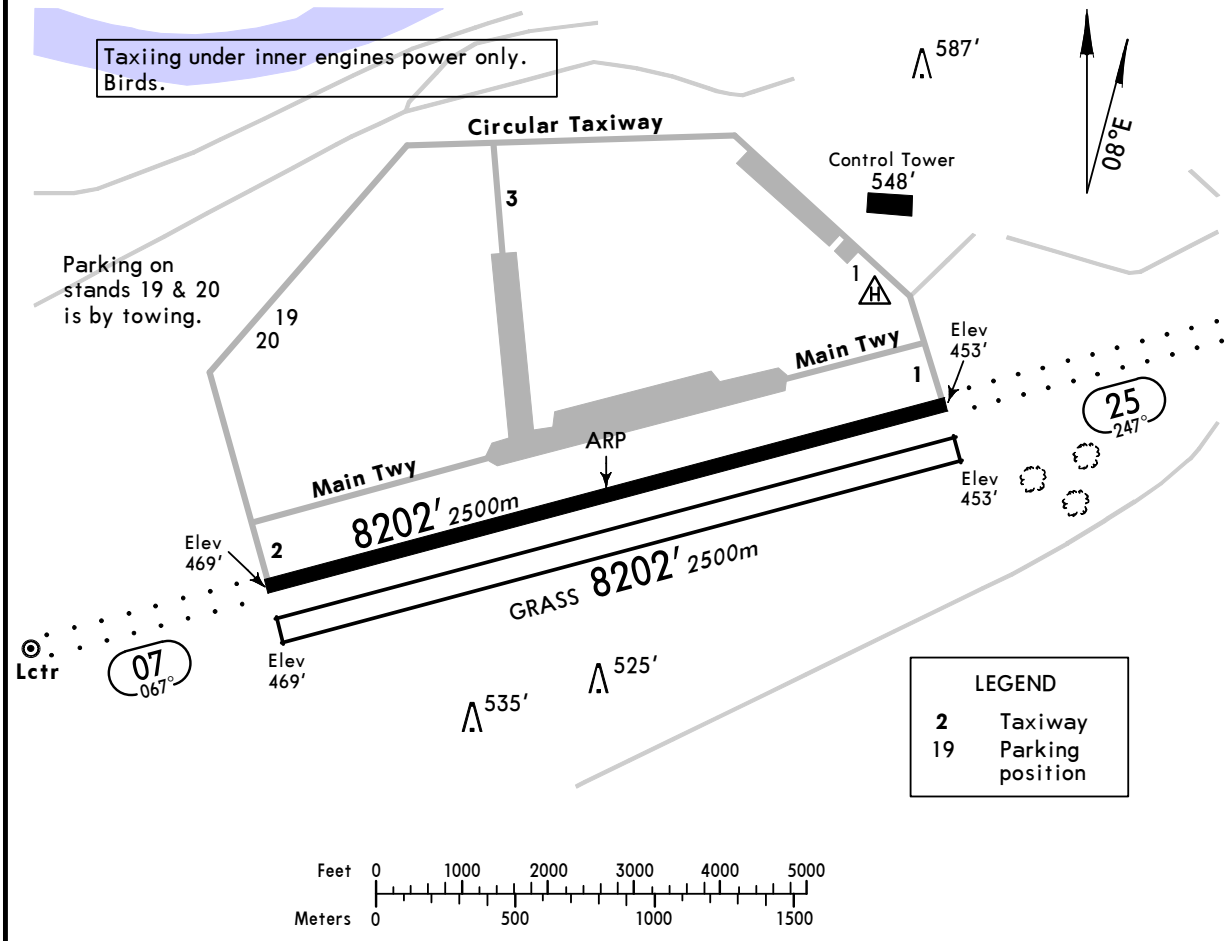
UUEM

Apt Elev **469′**
N56 49.5 E035 45.6

JEPPESEN
19 AUG 05 (10-9) **Eff 1 Sep**

TVER, RUSSIA
MIGALOVO

*TVER Taxiing (GND)	*Start (TWR)
124.0	120.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
07 25	RL *(60m)* ALS RVR				161′ *49m*
07 25	Grass runway				328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)

Main Rwy

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

CHANGES: Start freq. Lights. Grass rwy. Notes. Minimums.

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UUEM

JEPPESEN
19 AUG 05 (10-9X) Eff 1 Sep

JAA MINIMUMS

TVER, RUSSIA
MIGALOVO

STRAIGHT-IN RWY		A	B	C	D
07	NDB	**800**′(331′)	**800**′(331′)	**800**′(331′)	**800**′(331′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
25	NDB	**1340**′(887′)	**1340**′(887′)	**1340**′(887′)	**1340**′(887′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 07, 25

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

CHANGES: Minimums.

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UUEM MIGALOVO

JEPPESEN 19 AUG 05 (16-1) Eff 1 Sep

TVER, RUSSIA 2 NDB Rwy 07

BRIEFING STRIP ™

*TVER Krug (APP/R)	*TVER Start (TWR)	*Ground
120.2	120.2	124.0

NDB MW	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / RWY
*449	067°	1110′ (641′)	800′ (331′)	Apt Elev 469′ / RWY 469′

2300′ MSA ARP

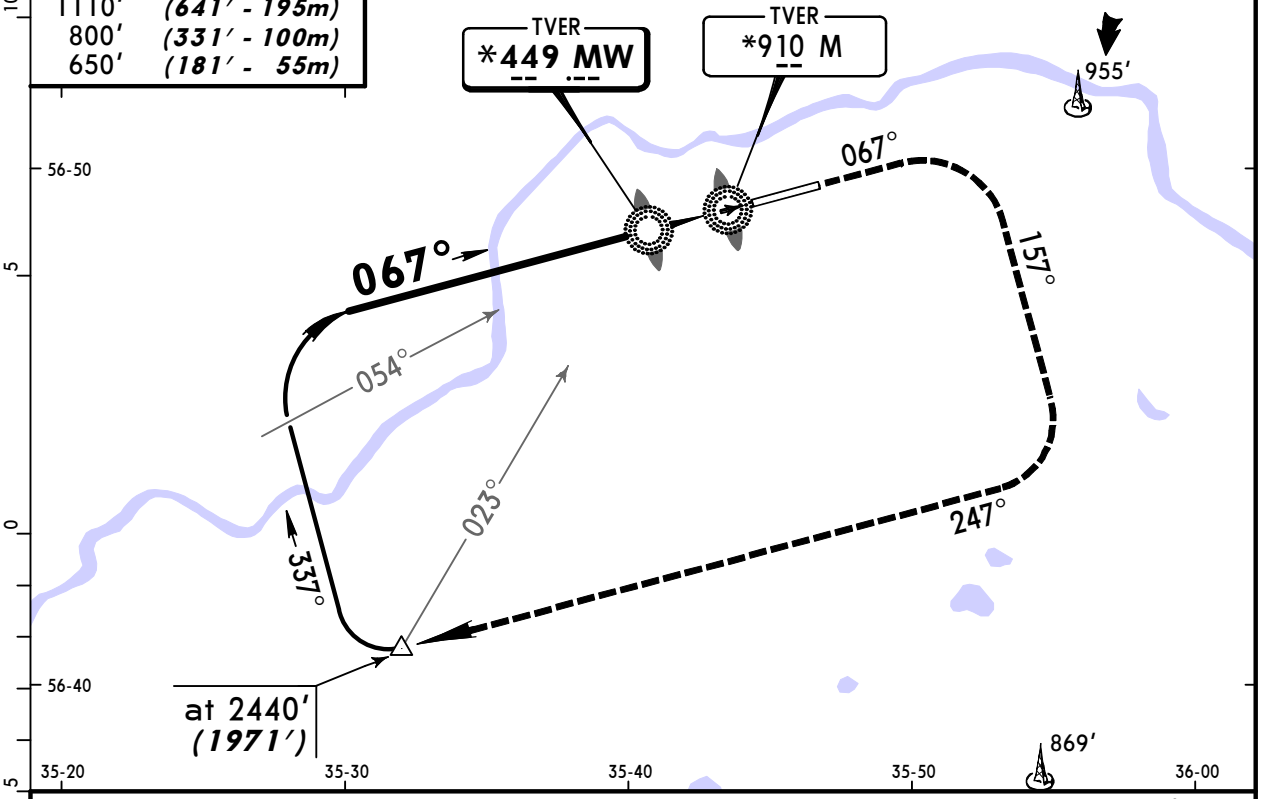
MISSED APCH: Climb on 067° to 800′ (331′) or above. Not later than 1.6 NM from thresh rwy 25 turn RIGHT onto 157° climbing to 2440′ (1971′) according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3430′ (2961′)

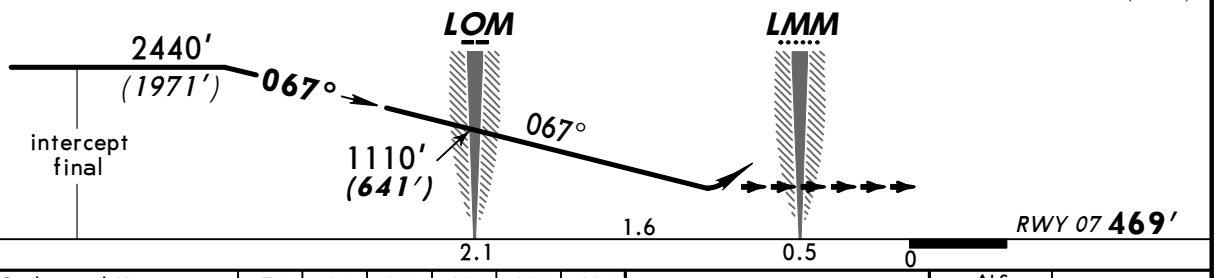
ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2961′ - 900m)
2440′	(1971′ - 600m)
1110′	(641′ - 195m)
800′	(331′ - 100m)
650′	(181′ - 55m)

❶ FL 59, if pressure is less than 733mm (977.3 hPa).



Pass LMM not below 650′(181′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 07

MDA(H) 800′ (331′)

ALS out

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	
D	

CHANGES: Communications. MSA.

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UUEM MIGALOVO

JEPPESEN 19 AUG 05 (16-2) Eff 1 Sep

TVER, RUSSIA 2 NDB Rwy 25

BRIEFING STRIP ™

*TVER Krug (APP/R)	*TVER Start (TWR)	*Ground
120.2	120.2	124.0

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
KU *449	247°	No FAF	1340′ (887′)	Apt Elev 469′ RWY 453′

MISSED APCH: Climb on 247° to 1110′ (657′), then turn LEFT onto 157° climbing to 2430′ (1977′) according to chart.

2300′
MSA
ARP

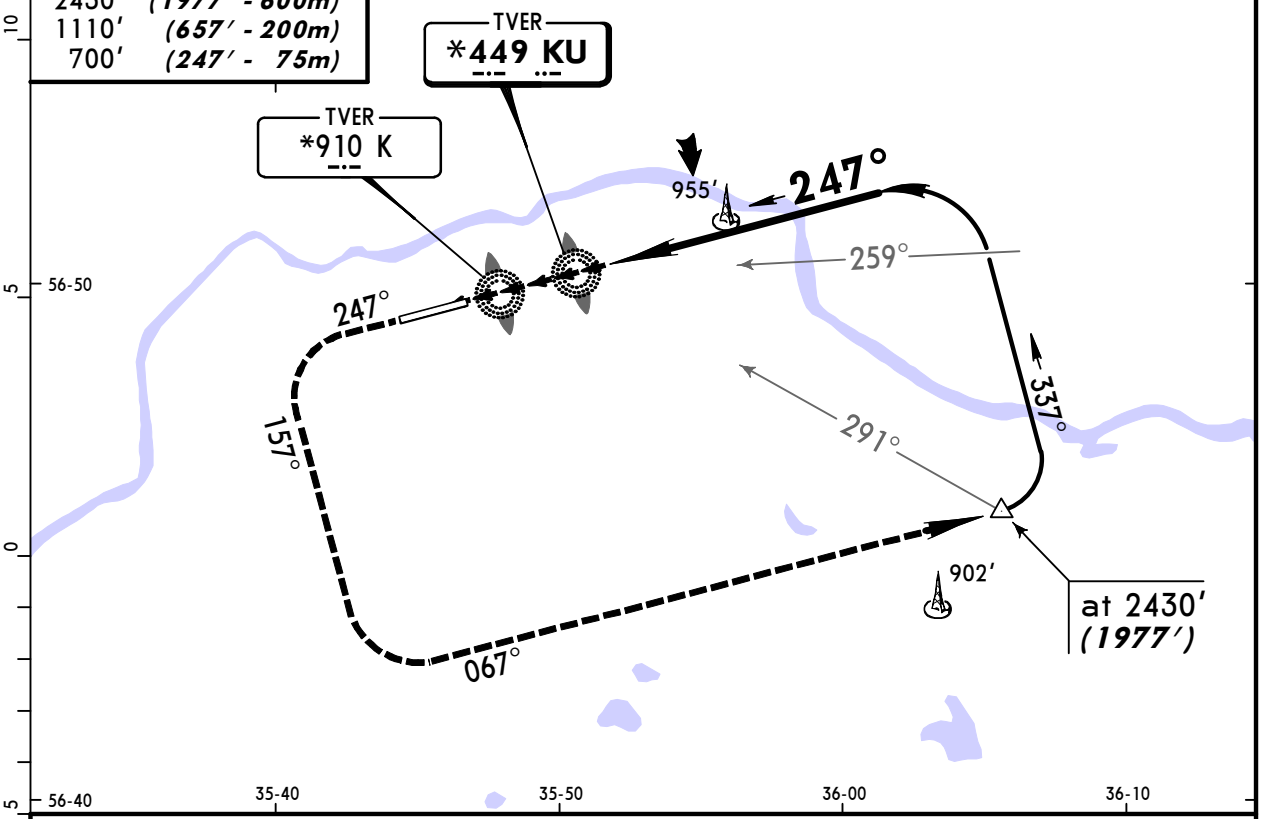
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3430′ (2977′)

ALT/HEIGHT CONVERSION

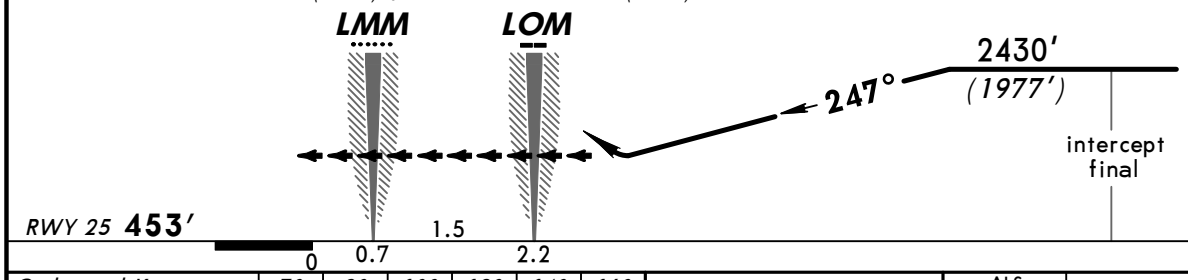
QNH	(QFE)
3430′	(2977′ - 900m)
2430′	(1977′ - 600m)
1110′	(657′ - 200m)
700′	(247′ - 75m)

925′

❶ FL 59, if pressure is less than 733mm (977.3 hPa).



Pass LOM not below 1110′(657′) , LMM not below 700′(247′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS

Refer to Missed Apch above

STRAIGHT-IN LANDING RWY 25

MDA(H) 1340′(887′)

ALS out

PANS OPS

A	3200m
B	
C	4400m
D	4800m

CHANGES: Communications. MSA.

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UUOB/EGO BELGOROD

BELGOROD, RUSSIA

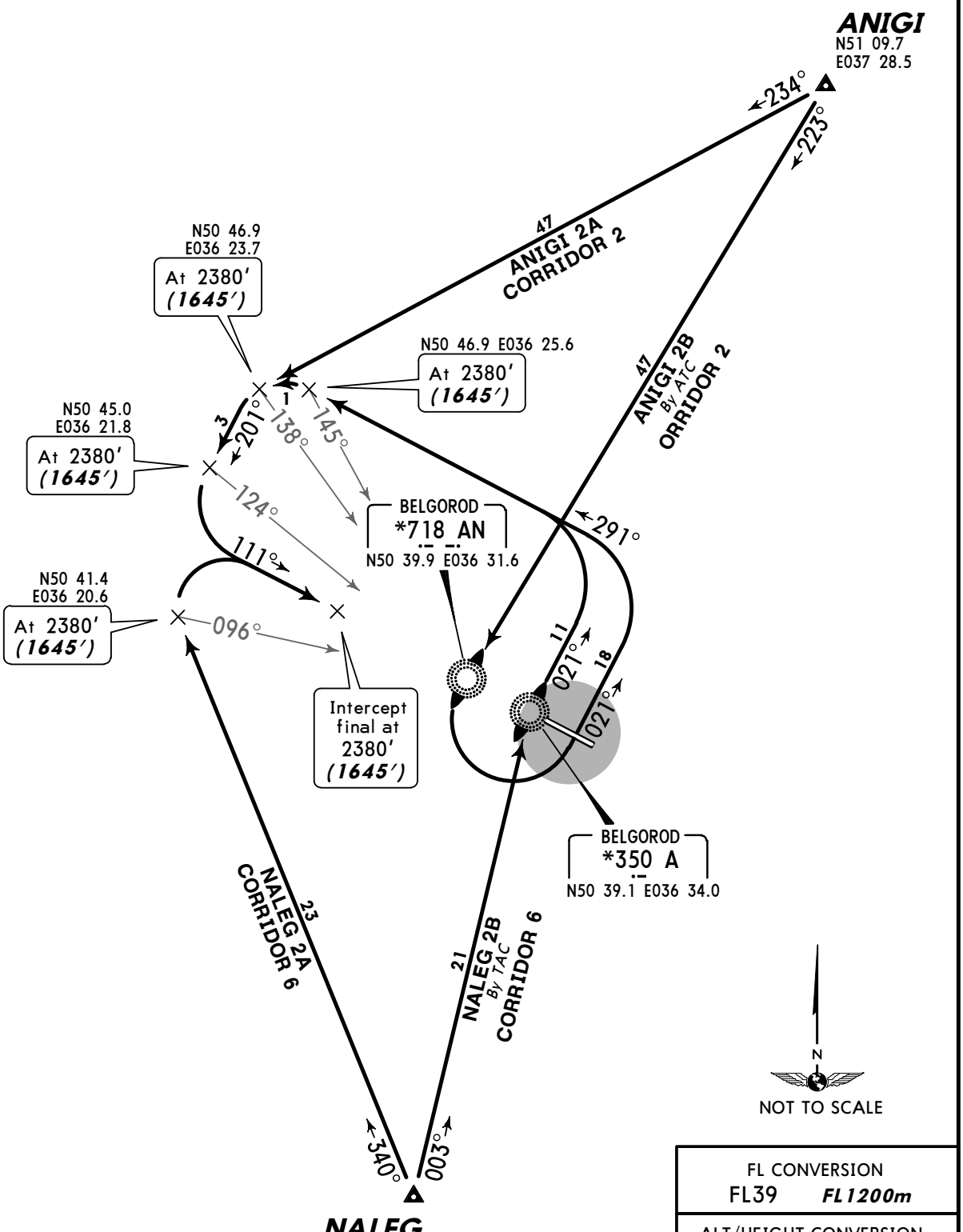
STAR

Apt Elev	
735′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1645′)* Crossings at airway exit points by ATC.

2400′
MSA
ARP

ANIGI 2A *[ANIG2A]*, NALEG 2A *[NALE2A]*
ANIGI 2B *[ANIG2B]*, NALEG 2B *[NALE2B]*
BY ATC

RWY 11 ARRIVALS



FL CONVERSION	
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2380′	*(1645′ - 500m)*

CHANGES: None.

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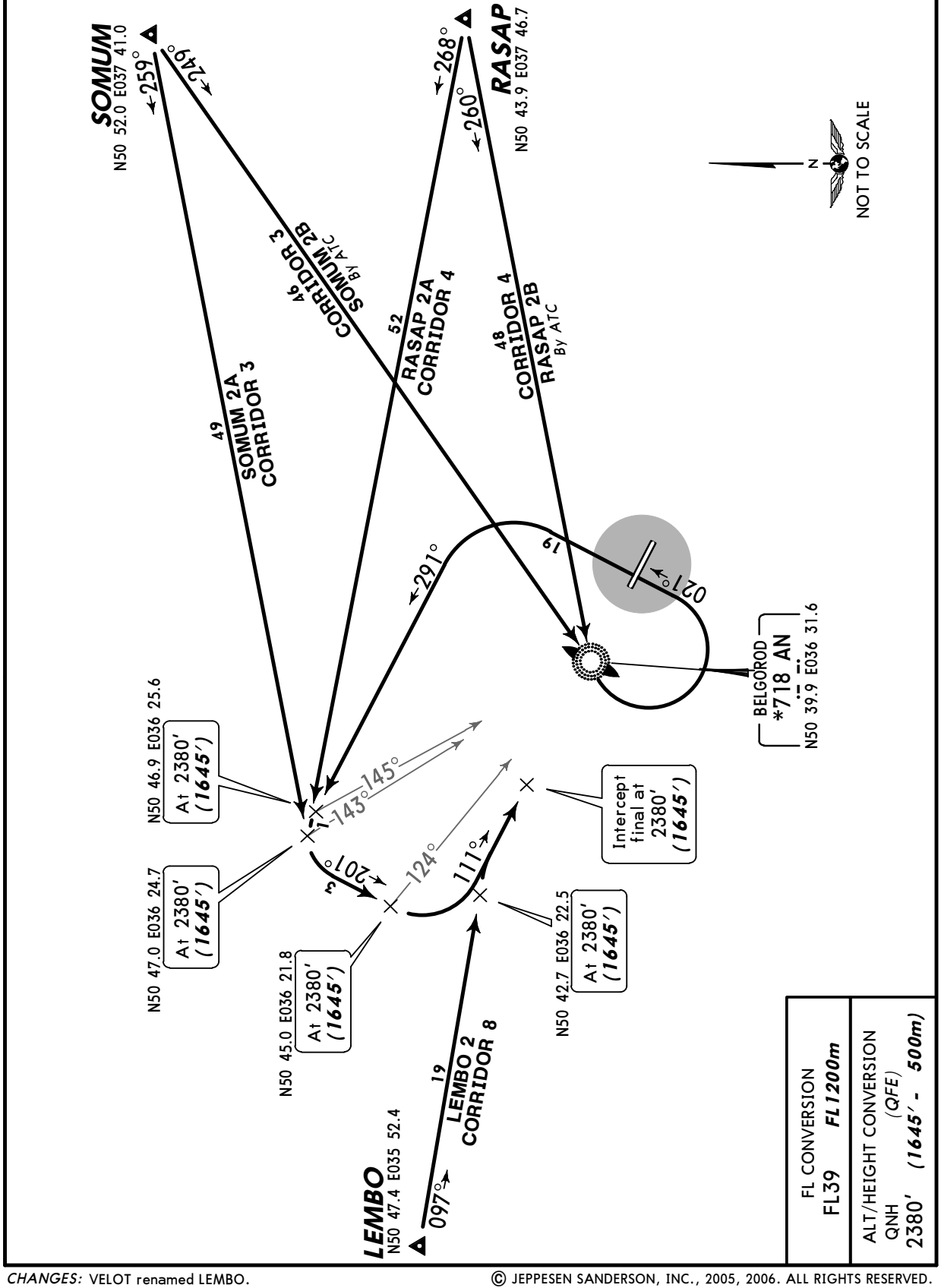
BELGOROD, RUSSIA

STAR

Apt Elev	
735′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1645′)* Crossings at airway exit points by ATC.

LEMBO 2, RASAP 2A *[RASA2A]*
SOMUM 2A *[SOMU2A]*
RASAP 2B *[RASA2B]*, SOMUM 2B *[SOMU2B]*
BY ATC

RWY 11 ARRIVALS



CHANGES: VELOT renamed LEMBO.

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UUOB/EGO BELGOROD

BELGOROD, RUSSIA

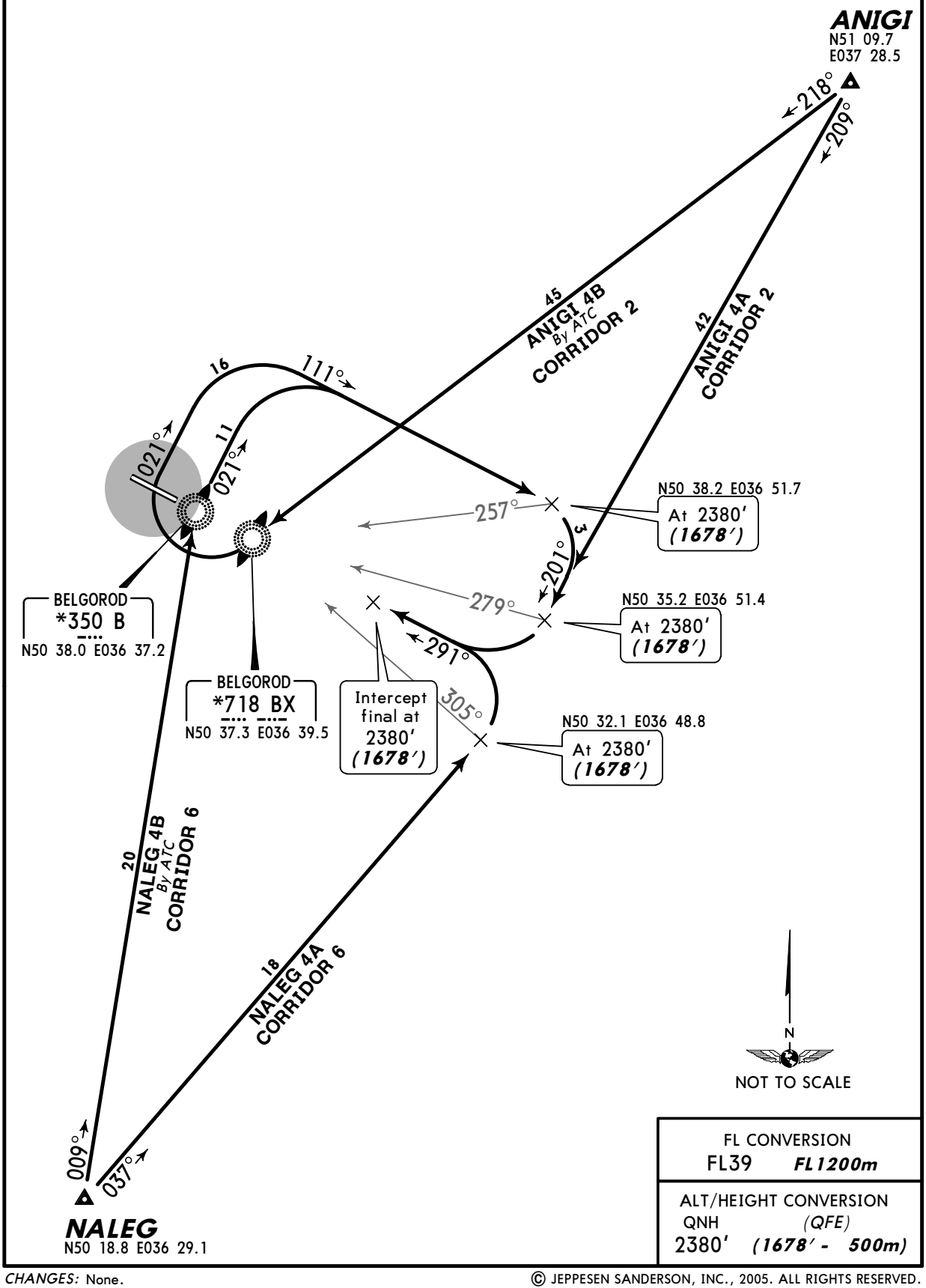
STAR

Apt Elev	
735′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1678′)* Crossings at airway exit points by ATC.

2400′
MSA
ARP

ANIGI 4A *[ANIG4A]*, NALEG 4A *[NALE4A]*
ANIGI 4B *[ANIG4B]*, NALEG 4B *[NALE4B]*
BY ATC

RWY 29 ARRIVALS



FL CONVERSION	
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2380′	*(1678′ - 500m)*

CHANGES: None.

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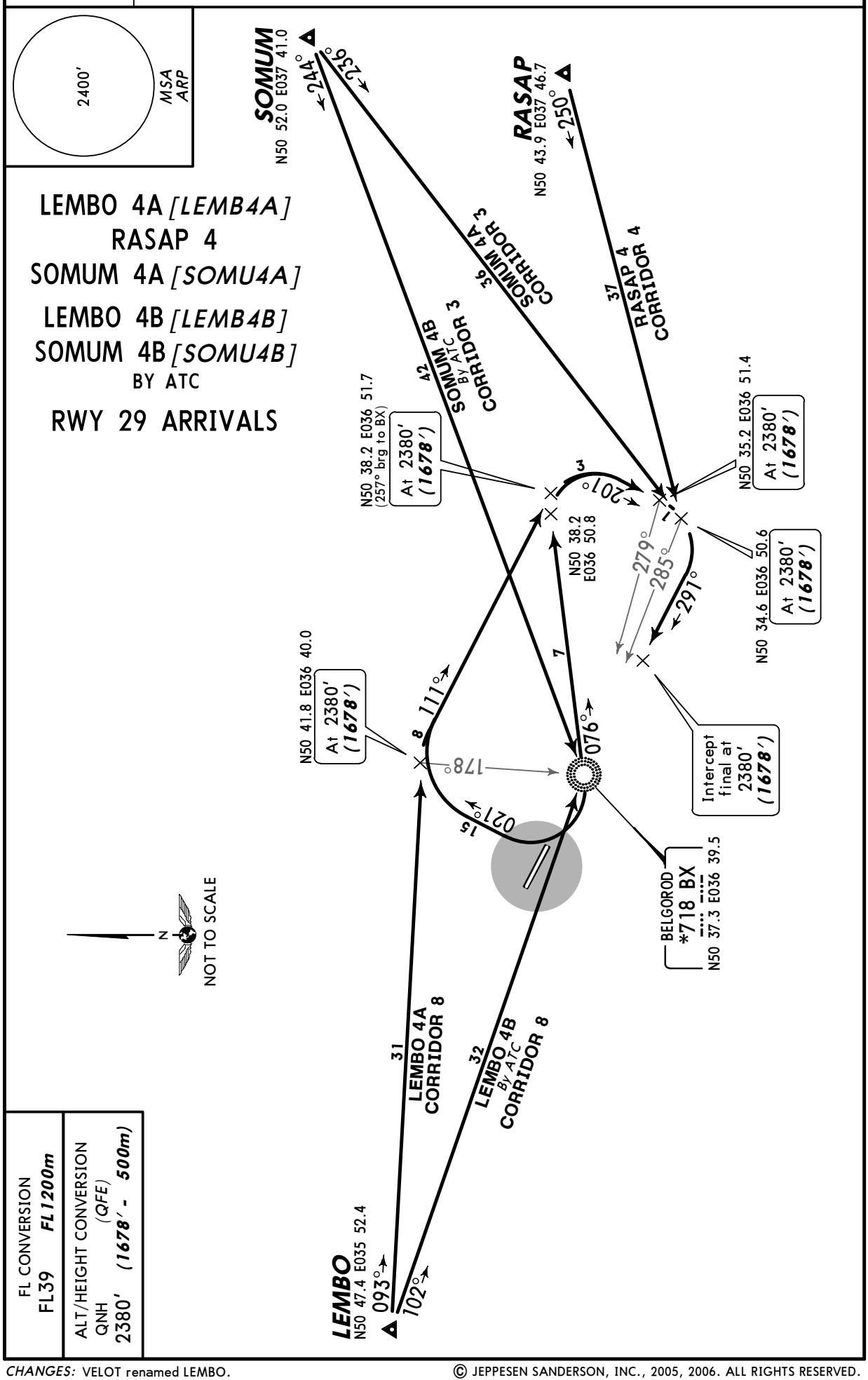
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UUOB/EGO BELGOROD

BELGOROD, RUSSIA

STAR

Apt Elev	
735′	Alt Set: MM (hPa on request) QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1678′)* Crossings at airway exit points by ATC.



FL CONVERSION	ALT/HEIGHT CONVERSION (QFE)
FL39 *FL1200m*	QNH 2380′ *(1678′ - 500m)*

CHANGES: VELOT renamed LEMBO.

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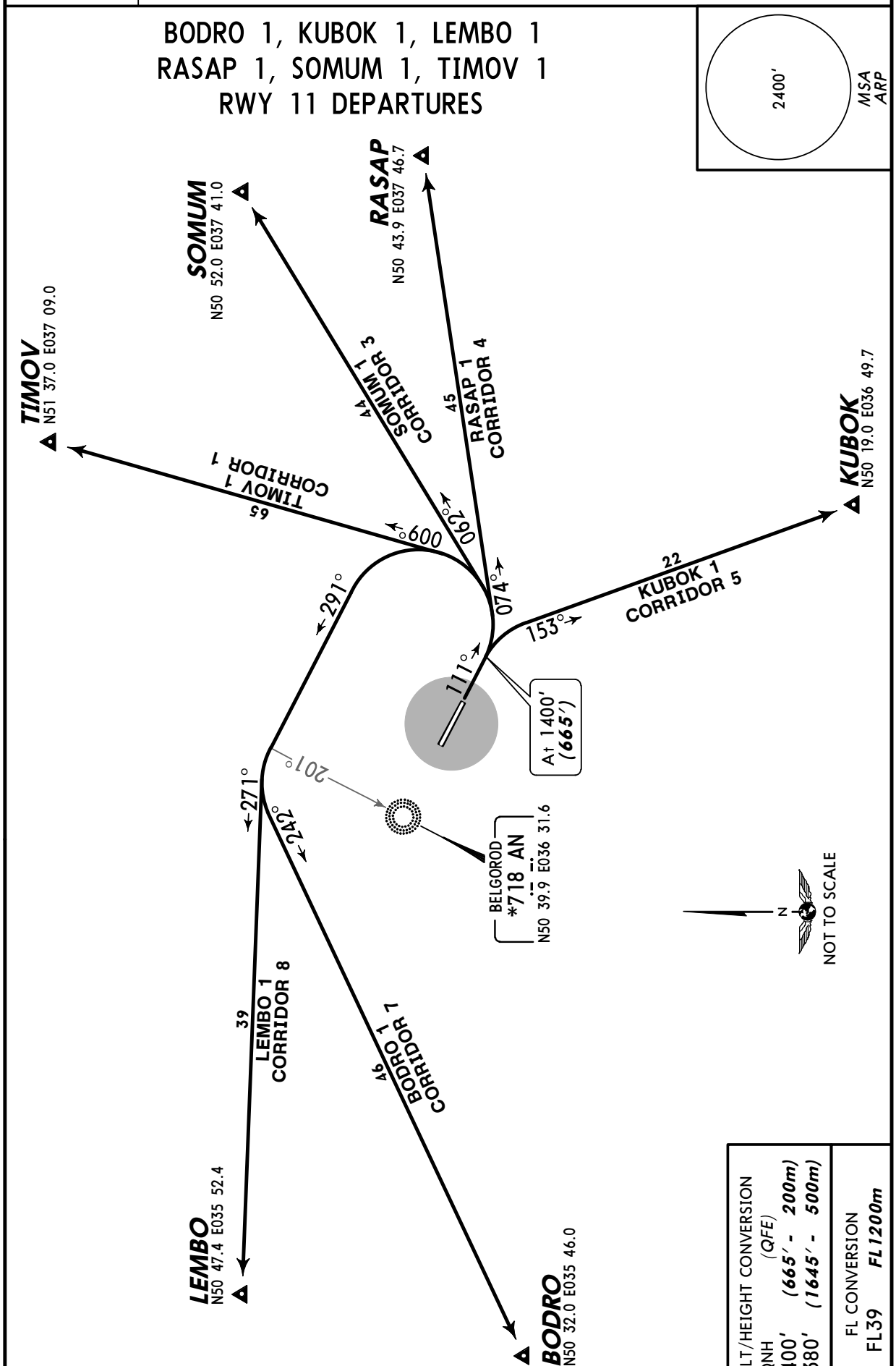
UUOB/EGO BELGOROD

BELGOROD, RUSSIA

SID

Apt Elev	
735′	QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1645′)* Crossings at airway entry points by ATC.

BODRO 1, KUBOK 1, LEMBO 1
RASAP 1, SOMUM 1, TIMOV 1
RWY 11 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	*(665′ - 200m)*
1400′	*(1645′ - 500m)*
2380′	

FL CONVERSION	
FL39	*FL1200m*

CHANGES: VELOT renamed LEMBO.

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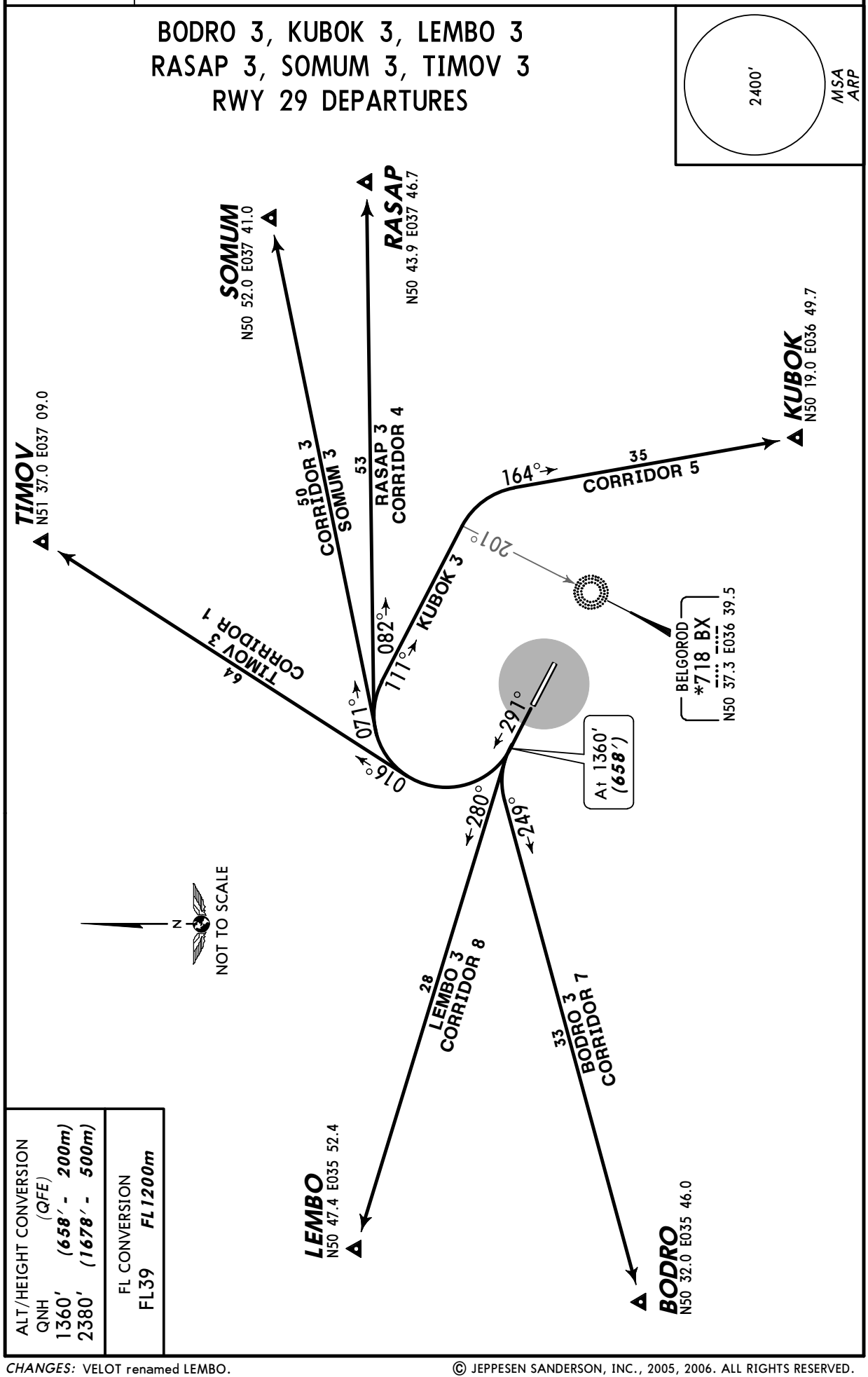
UUOB/EGO BELGOROD

BELGOROD, RUSSIA

SID

Apt Elev	
735′	QNH on request *(QFE)* Trans level: FL39 Trans alt: 2380′ *(1678′)* Crossings at airway entry points by ATC.

BODRO 3, KUBOK 3, LEMBO 3
RASAP 3, SOMUM 3, TIMOV 3
RWY 29 DEPARTURES



ALT/HEIGHT CONVERSION (QFE)	
QNH	
1360′	*(658′ - 200m)*
2380′	*(1678′ - 500m)*

FL CONVERSION	
FL39	*FL1200m*

CHANGES: VELOT renamed LEMBO.

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UUOB/EGO

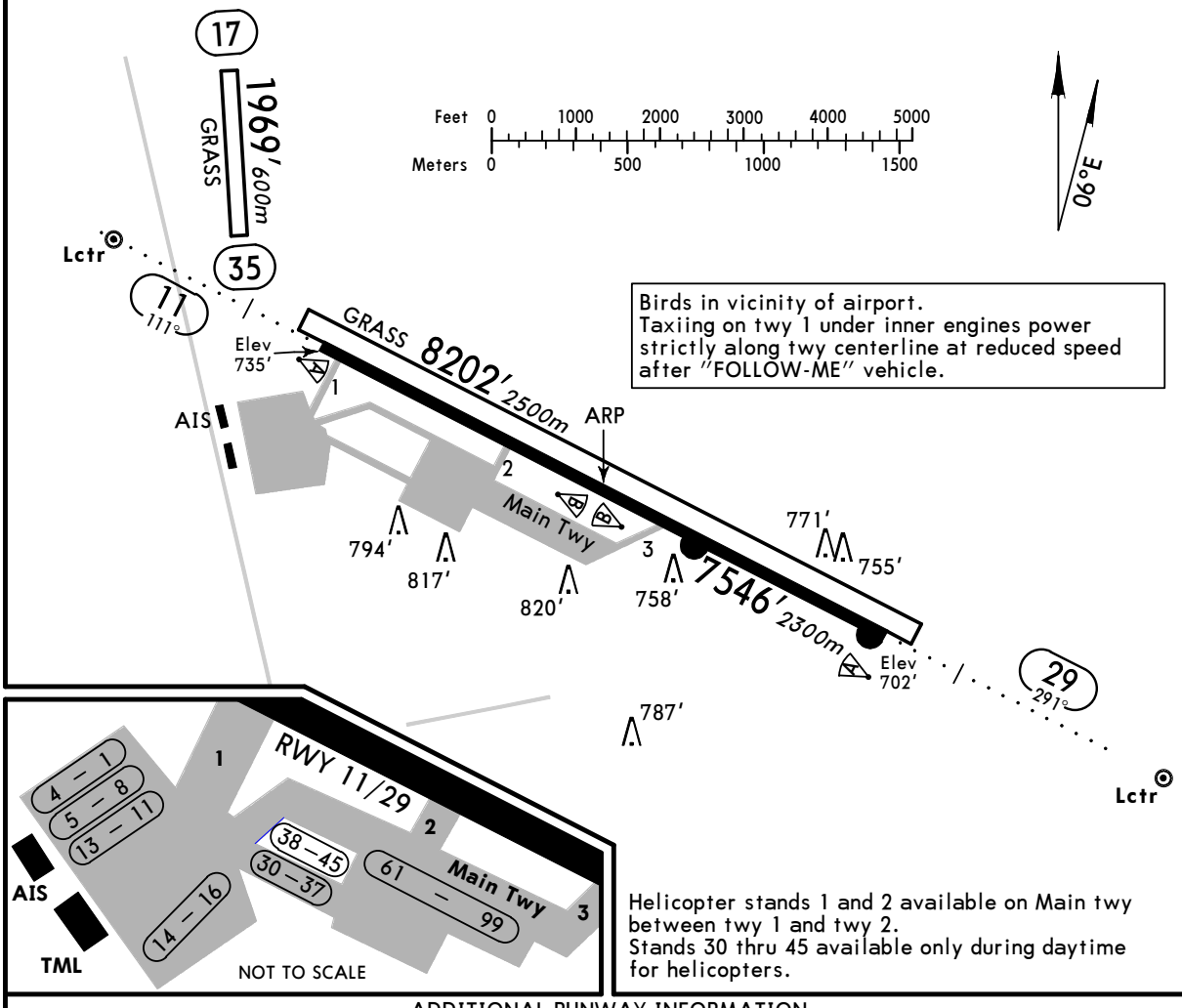
Apt Elev **735′**
N50 38.6 E036 35.5

JEPPESEN
3 SEP 04 (10-9)

BELGOROD, RUSSIA

BELGOROD

*BELGOROD Taxiing (GND)	*Start (TWR)
121.7	118.2



Helicopter stands 1 and 2 available on Main twy between twy 1 and twy 2.
Stands 30 thru 45 available only during daytime for helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
11 29	RL *(60m)* ALS RVR				138′ *42m*
11 29	Grass runway				246′ *75m*
17 35					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)

Main rwy 11/29

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

CHANGES: Stand 11 added. TORA.

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UUOB/EGO BELGOROD

JEPPESEN 26 NOV 04 (16-1)

BELGOROD, RUSSIA 2 NDB Rwy 11

*BELGOROD Approach 1 FL 207 to FL 108	*BELGOROD Approach 2 below FL 108	*BELGOROD Tower	*BELGOROD Start (TWR)	*Ground
133.0	133.0	118.2	118.2	121.7

BRIEFING STRIP ™

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 735′
AN *718	111°	LOM 1410′ (675′)	1070′ (335′)	RWY 735′

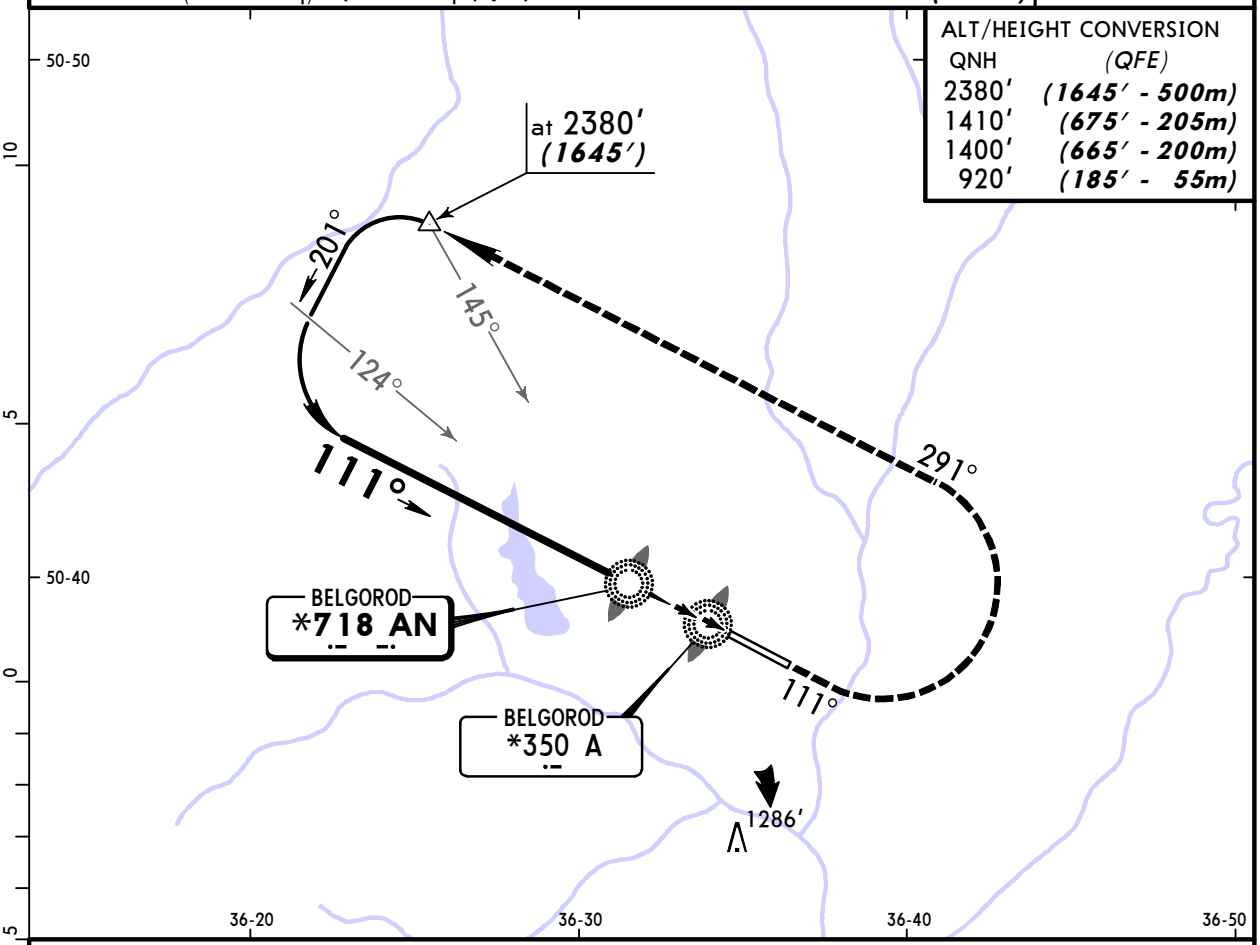
2400′ MSA ARP

MISSED APCH: Climb on 111° to 1400′ (665′), then turn LEFT onto 291° climbing to 2380′ (1645′), then according to chart.

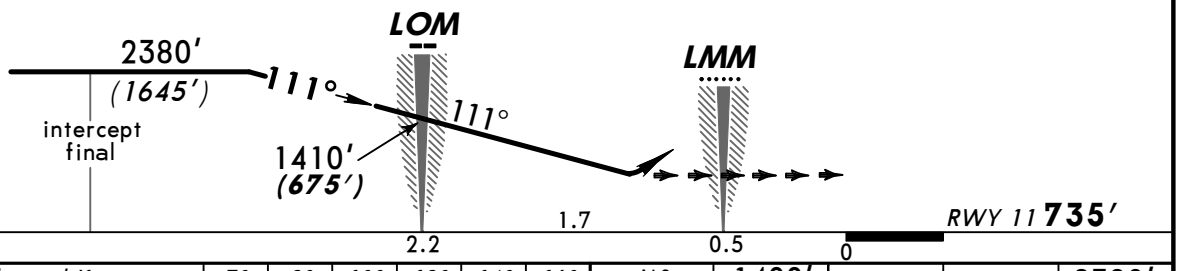
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2380′ **(1645′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
2380′	**(1645′ - 500m)**
1410′	**(675′ - 205m)**
1400′	**(665′ - 200m)**
920′	**(185′ - 55m)**



Pass LMM not below 920′(185′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS | 1400′ (665′) on 111° | 291° LT | 2380′ (1645′)

STRAIGHT-IN LANDING RWY 11

MDA(H) 1070′ (335′)

ALS out

PANS OPS

A	1900m
B	
C	
D	

CHANGES: Minimums.

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UUOB/EGO BELGOROD

JEPPESEN 26 NOV 04 (16-2)

BELGOROD, RUSSIA 2 NDB Rwy 29

*BELGOROD Approach 1 FL 207 to FL 108	*BELGOROD Approach 2 below FL 108	*BELGOROD Tower	*BELGOROD Start (TWR)	*Ground
133.0	133.0	118.2	118.2	121.7

BRIEFING STRIP ™

Lctr	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 735′
BX *718	291°	1380′ (678′)	1030′ (328′)	RWY 702′

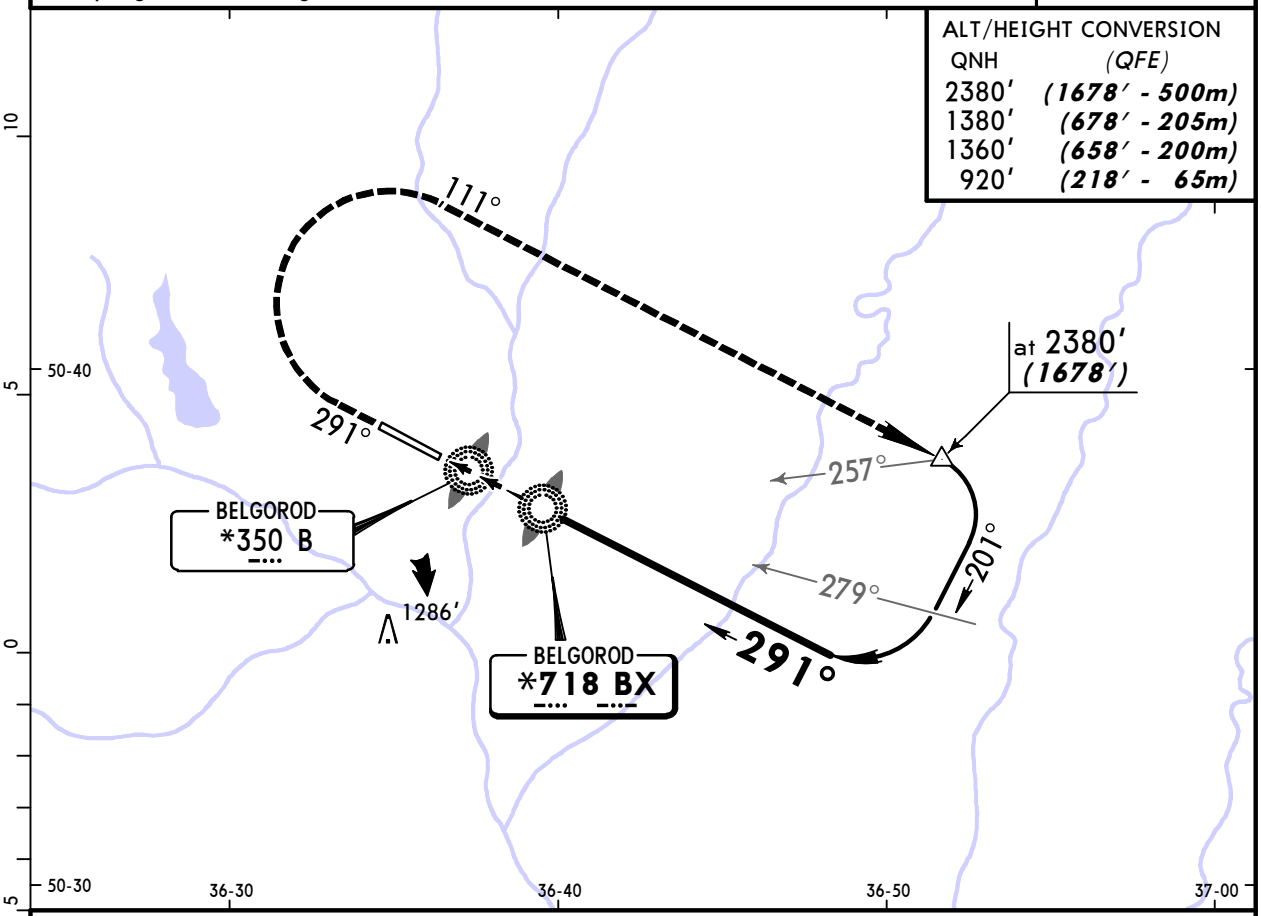
MISSED APCH: Climb on 291° to 1360′ (658′), then turn RIGHT onto 111° climbing to 2380′ (1678′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 39 Trans alt: 2380′ (1678′)
WARNING: Ground proximity warning system (GPWS) installed on acft may give faulty signal due to rough relief between LOM and LMM.

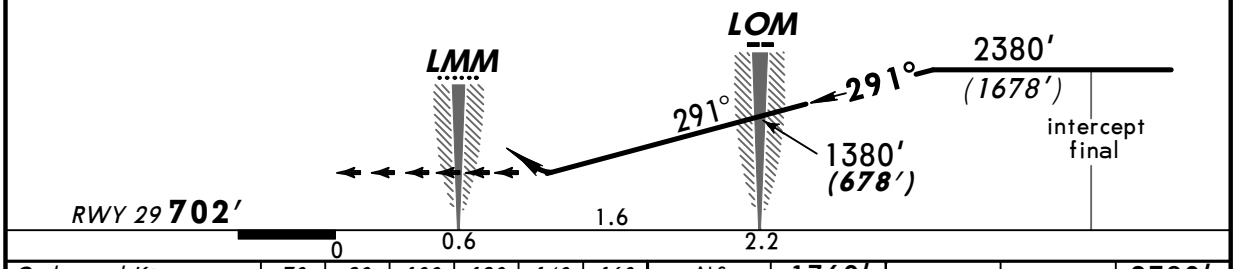
2400′
MSA
ARP

ALT/HEIGHT CONVERSION

QNH	(QFE)
2380′	(1678′ - 500m)
1380′	(678′ - 205m)
1360′	(658′ - 200m)
920′	(218′ - 65m)



Pass LMM not below 920′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

ALS

1360′ (658′) on 291°

111° RT

2380′ (1678′)

STRAIGHT-IN LANDING RWY **29**

MDA(H) 1030′ (328′)

ALS out

PANS OPS

A	1900m
B	
C	
D	

CHANGES: Minimums.

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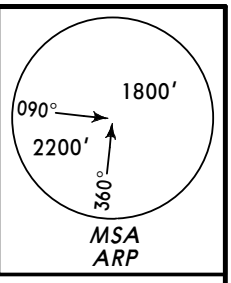
UUOO/VOZ CHERTOVITSKOYE

JEPPESEN 7 JAN 05 (10-2) Eff 20 Jan

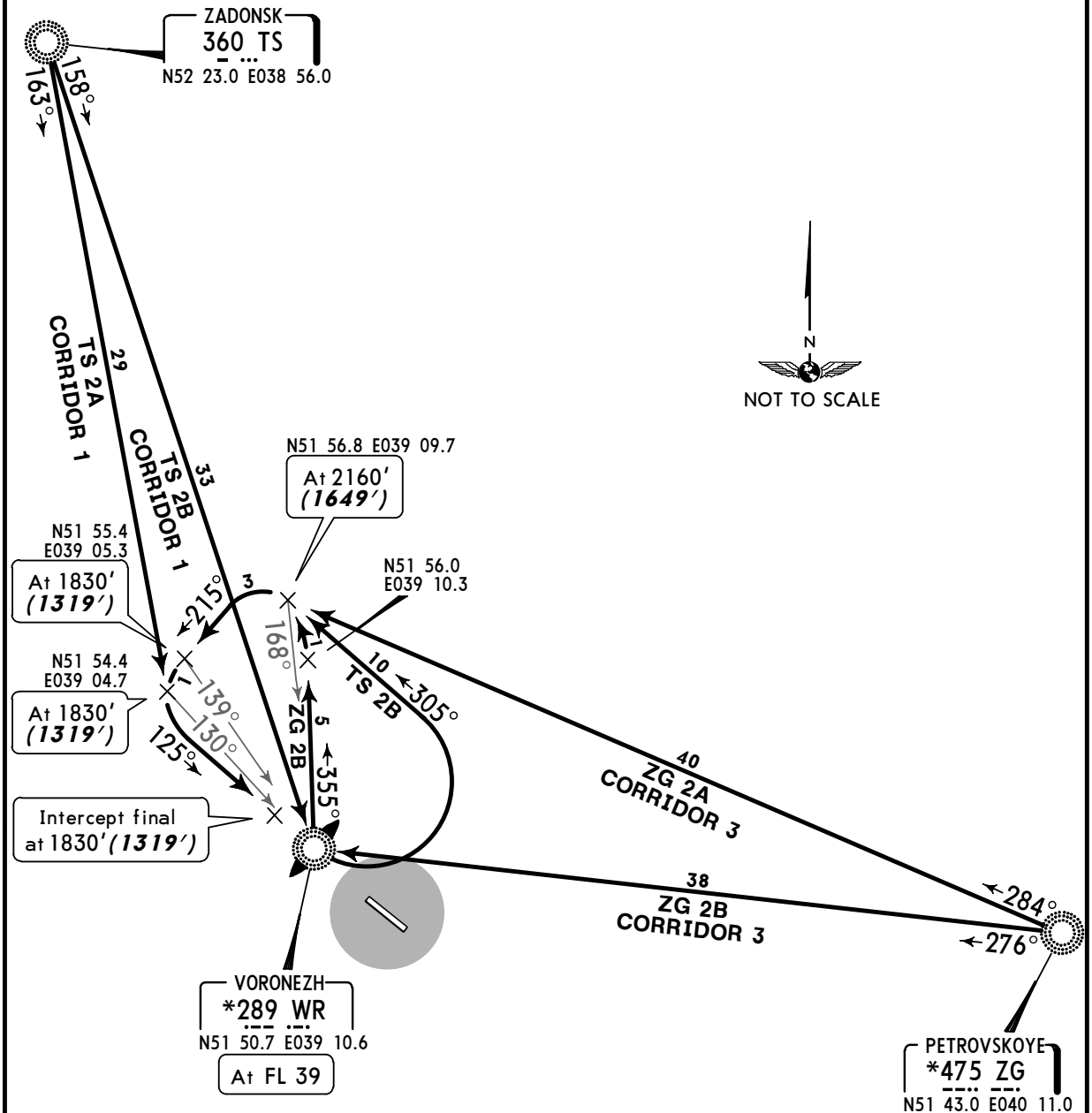
VORONEZH, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2490′ *(1979′)* Crossings at airway exit points by ATC.
514′	



TS 2A, TS 2B
ZG 2A, ZG 2B
RWY 13 ARRIVALS
FROM NORTH & EAST

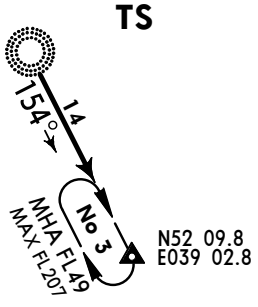


FL CONVERSION	
FL207	*FL6300m*
FL49	*FL1500m*
FL39	*FL1200m*

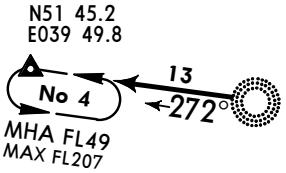
ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2490′	*(1979′ - 600m)*
2160′	*(1649′ - 500m)*
1830′	*(1319′ - 400m)*

HOLDINGS AFTER

TS



ZG



CHANGES: None.

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UUOO/VOZ CHERTOVITSKOYE

JEPPESEN 7 JAN 05 10-2A Eff 20 Jan

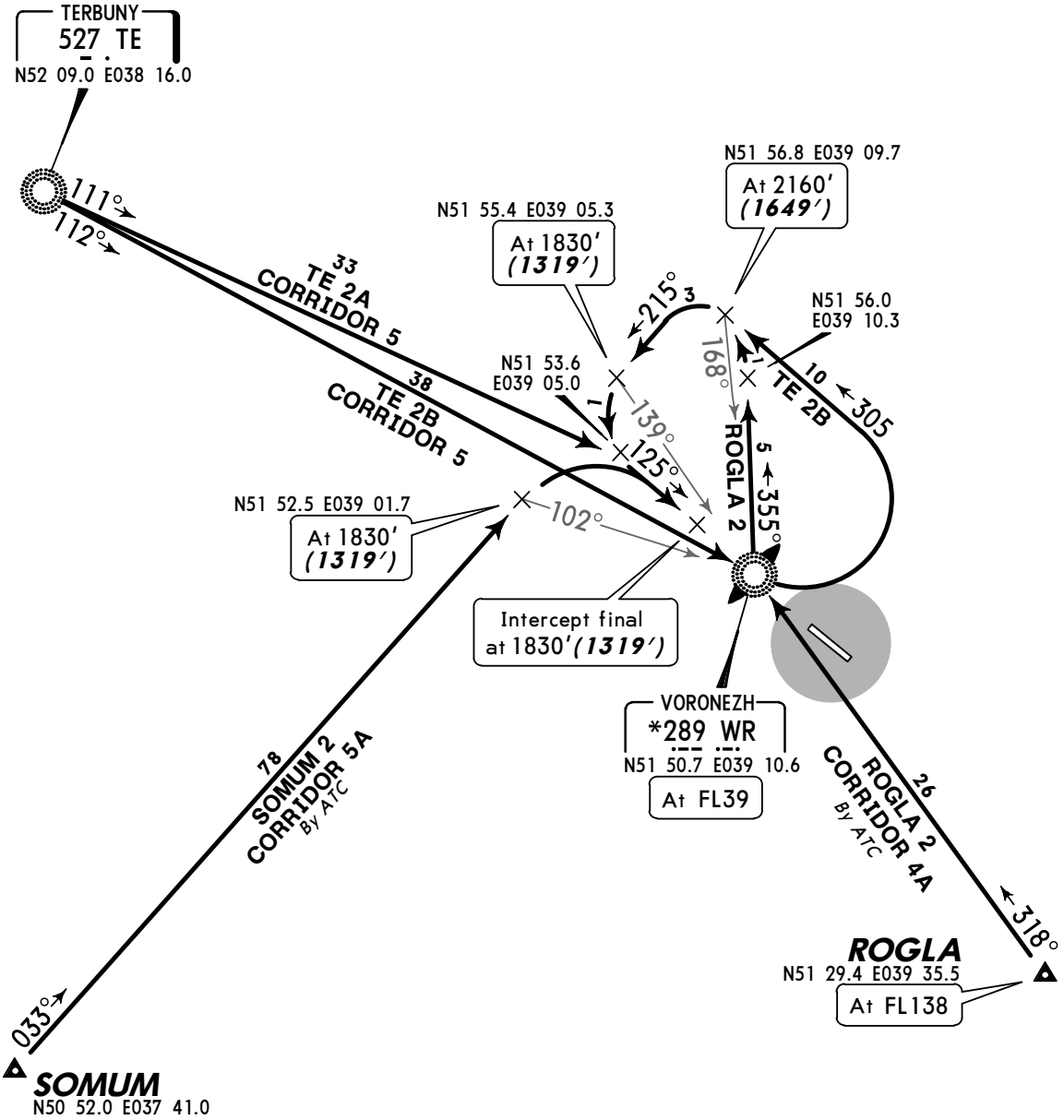
VORONEZH, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
514′	Trans level: FL39 Trans alt: 2490′ *(1979′)*
	Crossings at airway exit points by ATC.

MSA ARP: 090° 1800′ / 2200′ / 360°

ROGLA 2, SOMUM 2
TE 2A, TE 2B
RWY 13 ARRIVALS
FROM SOUTH & NORTHWEST



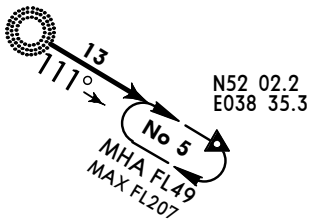
FL CONVERSION	
FL207	*FL6300m*
FL138	*FL4200m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2490′	*(1979′ - 600m)*
2160′	*(1649′ - 500m)*
1830′	*(1319′ - 400m)*

N

NOT TO SCALE

HOLDING AFTER TE



CHANGES: STAR KUBOK 2 replaced by SOMUM 2.

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UUOO/VOZ CHERTOVITSKOYE

VORONEZH, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
514′	Trans level: FL39 Trans alt: 2490′ *(2003′)*
	Crossings at airway exit points by ATC.

MSA ARP: 090° 1800′, 2200′, 360°

TS 4A, TS 4B, ZG 4
RWY 31 ARRIVALS
FROM NORTH & EAST

ZADONSK
360 TS
N52 23.0 E038 56.0

145°
154°

TS 4B CORRIDOR 1
36

TS 4A CORRIDOR 1
41

N
NOT TO SCALE

VORONEZH
*595 A
N51 48.2 E039 15.2
At FL39

N51 47.6 E039 27.4
At 2130′
(1643′)

N51 47.2 E039 27.7
At 2130′
(1643′)

N51 47.8
E039 26.5

7
1
088°
254°
258°

VORONEZH
*289 AP
N51 46.6 E039 18.2

PETROVSKOYE
*475 ZG
N51 43.0 E040 11.0

4
215°
N51 44.7 E039 25.3
At 1800′
(1313′)

287°
4
305°

30
ZG 4
CORRIDOR 3
267°

Intercept final
at 1800′*(1313′)*

N51 44.2 E039 23.2
At 1800′
(1313′)

HOLDINGS AFTER

TS

154°
14
No 3
MHA FL49
MAX FL207
N52 09.8
E039 02.8

ZG

N51 45.2
E039 49.8
No 4
13
272°
MHA FL49
MAX FL207

FL CONVERSION	
FL207	*FL6300m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2490′	*(2003′ - 600m)*
2130′	*(1643′ - 500m)*
1800′	*(1313′ - 400m)*

CHANGES: None.

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UUOO/VOZ CHERTOVITSKOYE

JEPPESEN 7 JAN 05 (10-2C) Eff 20 Jan

VORONEZH, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
514′	Trans level: FL39 Trans alt: 2490′ *(2003′)*
	Crossings at airway exit points by ATC.

MSA ARP: 1800′ 090° 2200′ 360°

ROGLA 4, SOMUM 4
TE 4A, TE 4B
RWY 31 ARRIVALS
FROM SOUTH & NORTHWEST

TERBUNY
527 TE
N52 09.0 E038 16.0

108°
113°
44 TE 4A CORRIDOR 5
42 TE 4B CORRIDOR 5

VORONEZH
*595 A
N51 48.2 E039 15.2
At FL39

VORONEZH
*289 AP
N51 46.6 E039 18.2

088°
7
200°
125°
5
254°
215°
4
287°
305°
325°

N51 50.7
E039 21.4
At 2130′ *(1643′)*

N51 47.8
E039 26.5

N51 47.6
E039 27.4
At 2130′ *(1643′)*

N51 44.7
E039 25.3
At 1800′ *(1313′)*

N51 43.8
E039 23.0
At 1800′ *(1313′)*

Intercept final at 1800′*(1313′)*

N51 42.3
E039 21.8
At 1800′ *(1313′)*

N
NOT TO SCALE

UU(P)-40

80 SOMUM 4 CORRIDOR 5A By ATC

15 ROGLA 4 CORRIDOR 4A By ATC

ROGLA
N51 29.4 E039 35.5
At or below FL138
328°

045°

SOMUM
N50 52.0 E037 41.0

FL CONVERSION	
FL207	*FL6300m*
FL138	*FL4200m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2490′	*(2003′ - 600m)*
2130′	*(1643′ - 500m)*
1800′	*(1313′ - 400m)*

HOLDING AFTER TE

111° 13
N52 02.2
E038 35.3
No 5
MHA FL49
MAX FL207

CHANGES: STAR KUBOK 4 replaced by SOMUM 4.

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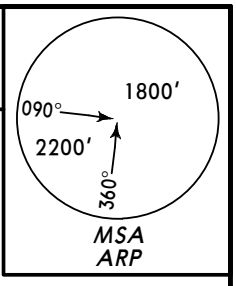
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UUOO/VOZ CHERTOVITSKOYE

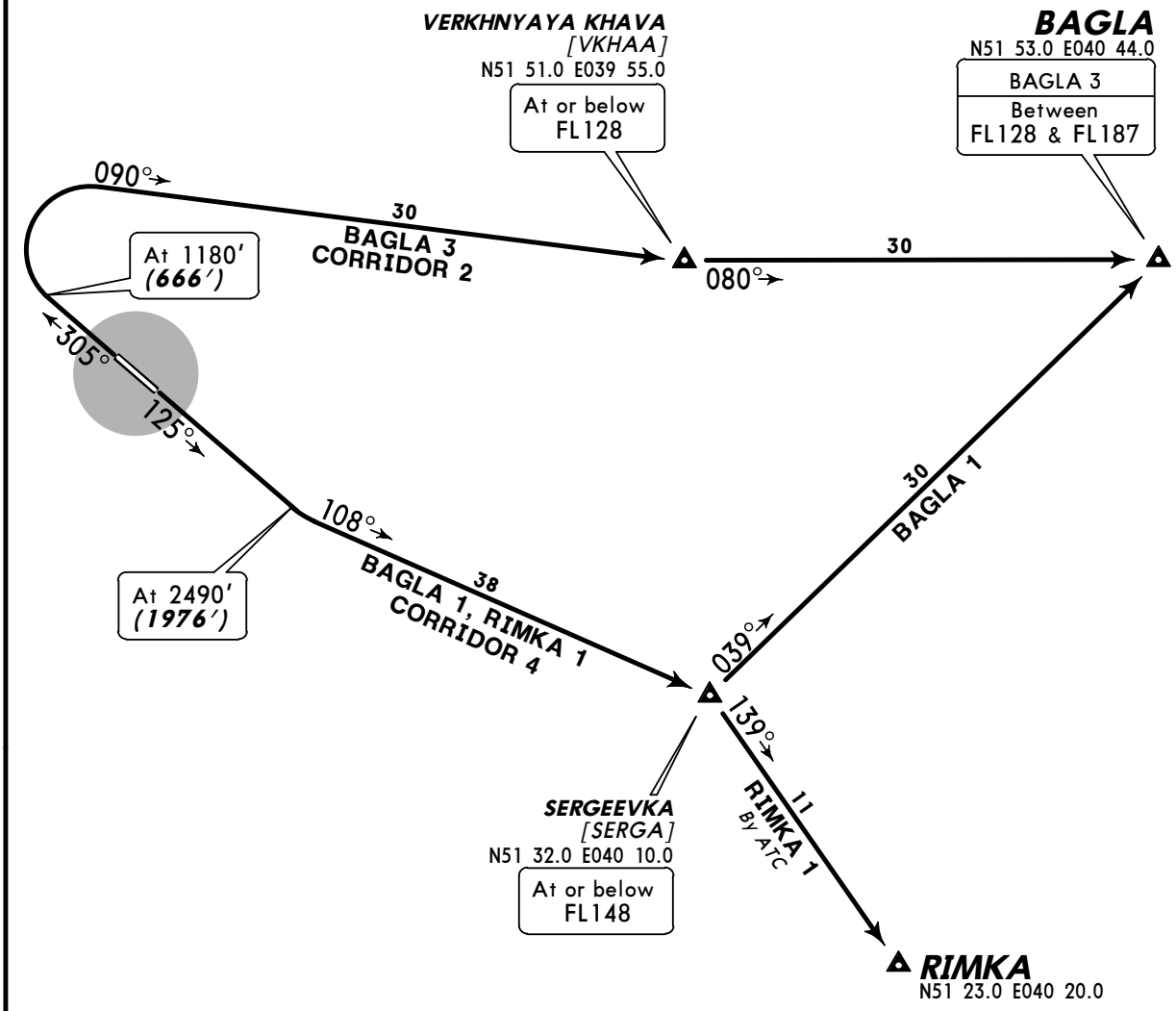
VORONEZH, RUSSIA

SID

Apt Elev	
514′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2490′ ***(1976′)*** Crossings at airway entry points by ATC.



BAGLA 1, BAGLA 3
RIMKA 1
RWYS 13, 31 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1180′	***(666′ - 200m)***
2490′	***(1976′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL128	***FL3900m***
FL148	***FL4500m***
FL187	***FL5700m***



CHANGES: KUBOK SIDs withdrawn; RIMKA SID transferred.

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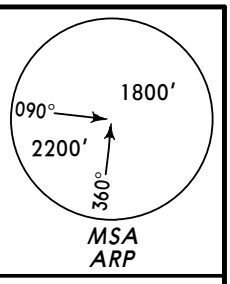
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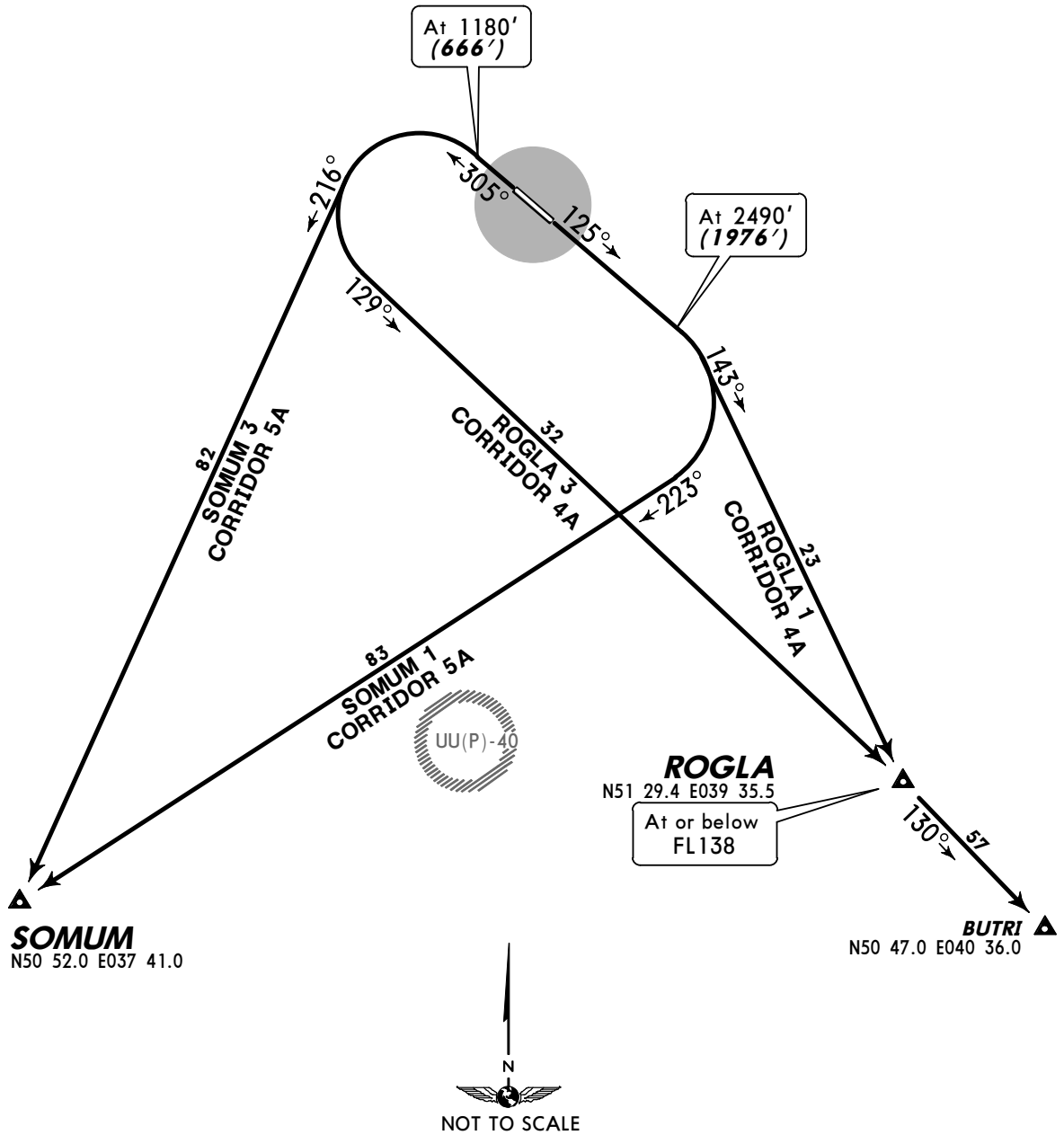
VORONEZH, RUSSIA

SID

Apt Elev	
514′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2490′ ***(1976′)*** Crossings at airway entry points by ATC.



ROGLA 1, ROGLA 3
SOMUM 1, SOMUM 3
RWYS 13, 31 DEPARTURES
BY ATC



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1180′	***(666′ - 200m)***
2490′	***(1976′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL138	***FL4200m***

CHANGES: SOMUM SIDs established; RIMKA 1 transferred.

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UUOO/VOZ
CHERTOVITSKOYE

VORONEZH, RUSSIA
SID

Apt Elev	
514′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2490′ *(1976′)* Crossings at airway entry points by ATC.

MSA ARP
090° 1800′
360° 2200′

TE 1A, TE 3A, TE 1B, TE 3B
TS 1A, TS 3A, TS 1B, TS 3B
RWYS 13, 31 DEPARTURES

ZADONSK
360 TS
N52 23.0 E038 56.0
Between FL69 & FL79 or FL108 & FL157 or FL167 & FL197

TERBUNY
527 TE
N52 09.0 E038 16.0
Between FL69 & FL98 or FL157 & FL197

18 TS 1A, 3A CORRIDOR 1
TS 3B By ATC CORRIDOR 1
31
42 TS 1B By ATC CORRIDOR 1
016°
KAMENKA [KAMNA]
N52 06.5 E038 45.0
At or below FL98
18 TE 1A, 3A CORRIDOR 5
270°
22 TE 1A, TS 1A CORRIDOR 6
21 301° TE 3A, TS 3A CORRIDOR 6
38 285° TE 3B By ATC CORRIDOR 5
38 TE 1B By ATC CORRIDOR 5
299°
287°
N51 54.1 E039 13.7
138°
200°
N51 53.0 E039 10.3
At 1830′ *(1316′)*
7 338°
At 1180′ *(666′)*
12 TE 1A, TE 1B TS 1A
328°
305°
125°
VORONEZH
*289 WR
N51 50.7 E039 10.6
At 1180′ *(666′)*
VORONEZH
*289 AP
N51 46.6 E039 18.2

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1180′	*(666′ - 200m)*
1830′	*(1316′ - 400m)*
2490′	*(1976′ - 600m)*

FL CONVERSION	
FL39	*FL1200m*
FL69	*FL2100m*
FL79	*FL2400m*
FL98	*FL3000m*
FL108	*FL3300m*
FL157	*FL4800m*
FL167	*FL5100m*
FL197	*FL6000m*

N
NOT TO SCALE

CHANGES: SIDs revised.

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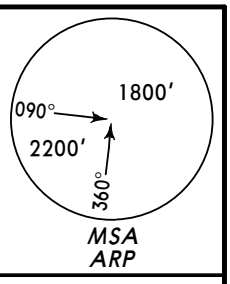
UUOO/VOZ CHERTOVITSKOYE

VORONEZH, RUSSIA

SID

Apt Elev
514′

QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2490′ ***(1976′)***
Crossings at airway entry points by ATC.



ZG 3A, ZG 1B, ZG 3B
RWYS 13, 31 DEPARTURES

BAGLA
N51 53.0 E040 44.0
ZG 3B
Between
FL128 & FL187

ZG 1B, 3B
23
By ATC

PETROVSKOYE
*475 ZG
N51 43.0 E040 11.0
ZG 3A, 3B
Between
FL89 & FL108
or
FL128 & FL157

056°

21
156°
ZG 3A

RIMKA
N51 23.0 E040 20.0

VERKHNYAYA KHAVA
[VKHAA]
N51 51.0 E039 55.0
At or below
FL128

123°
13
CORRIDOR 3

35
ZG 1B
By ATC
CORRIDOR 3

42
ZG 3B
By ATC
CORRIDOR 3

30
ZG 3A
CORRIDOR 2

090°
101°
At 1180′
(666′)

125°
305°

160°
At 1180′
(666′)

N
NOT TO SCALE

ALT/HEIGHT CONVERSION
(QFE)

QNH	
1180′	***(666′ - 200m)***
2490′	***(1976′ - 600m)***

FL CONVERSION

FL39	***FL1200m***
FL89	***FL2700m***
FL108	***FL3300m***
FL128	***FL3900m***
FL157	***FL4800m***
FL187	***FL5700m***

CHANGES: SIDs revised.

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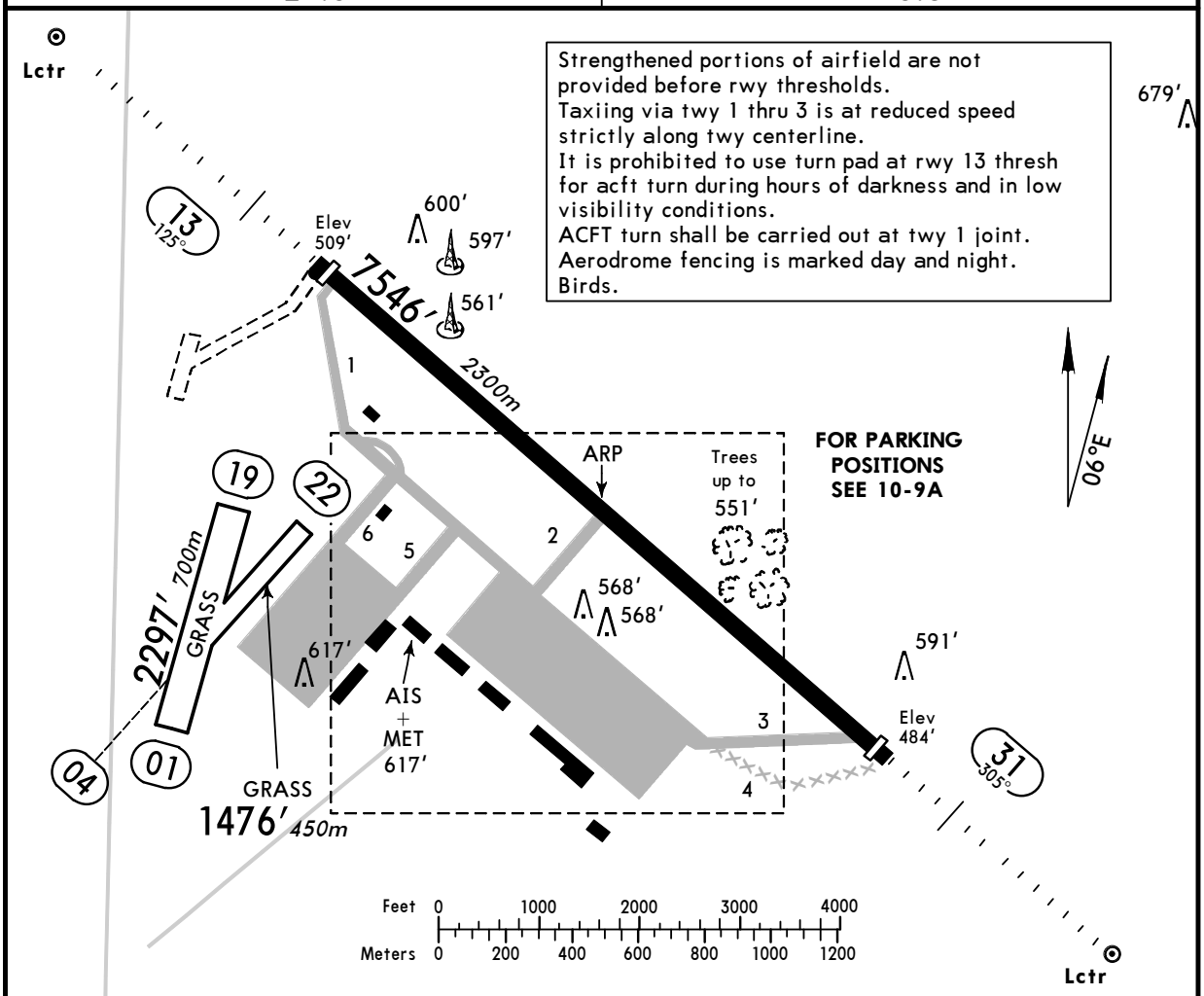
UUOO/VOZ

Apt Elev **514′**
N51 48.9 E039 13.8

JEPPESEN
17 FEB 06 (10-9)

VORONEZH, RUSSIA
CHERTOVITSKOYE

VORONEZH Taxiing (GND)	Start (TWR)
121.8	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19					328′ *100m*
04 22					197′ *60m*
13 31	RL *(60m)* ALS RVR	7316′ *2230m* 7343′ *2238m*	6798′ *2072m* 7261′ *2213m*	7382′ *2250m* ❶	161′ *49m*

❶ First 164′/50m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

Rwy 13/31

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

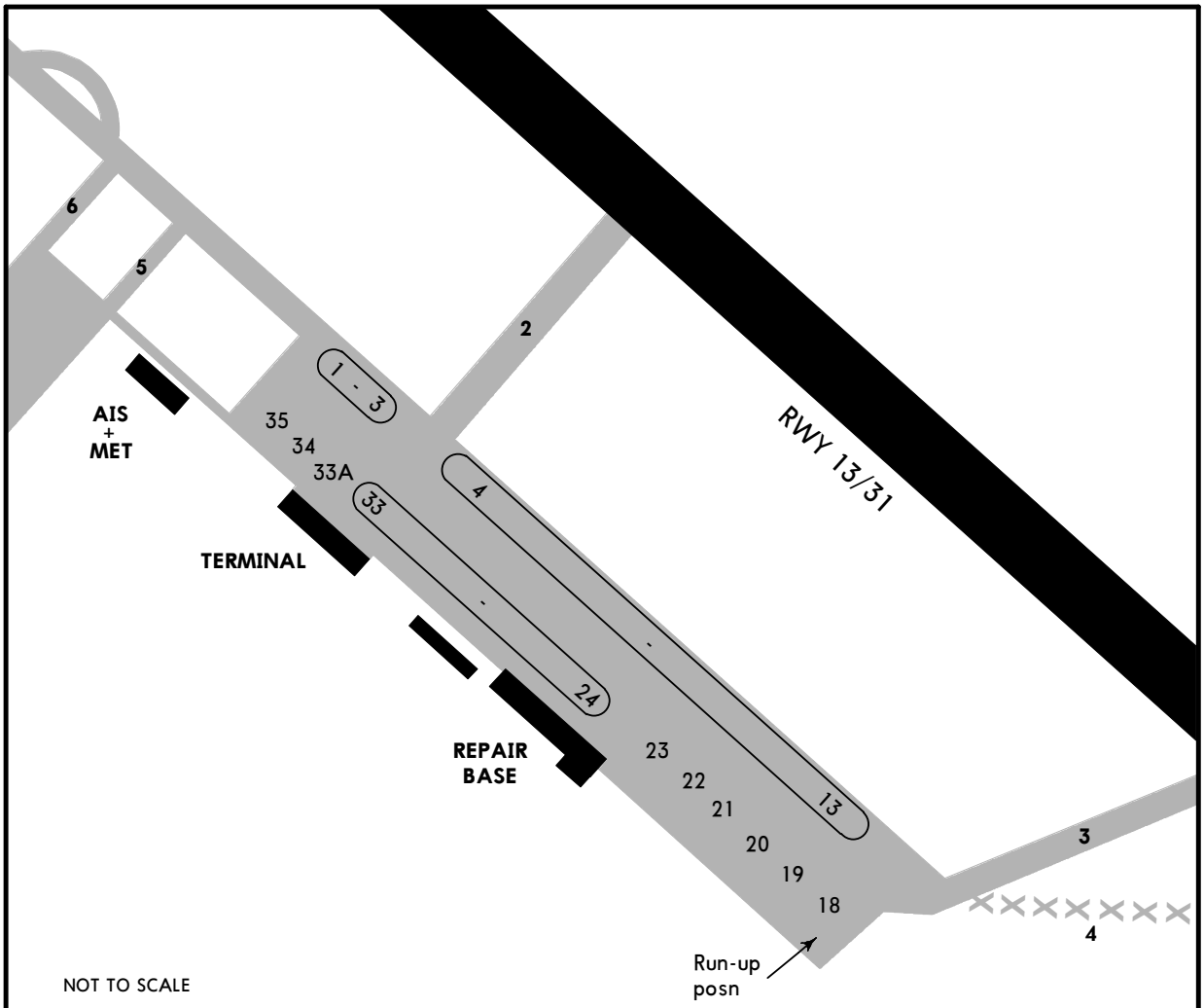
CHANGES: None.

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UUOO/VOZ

VORONEZH, RUSSIA
CHERTOVITSKOYE



INS COORDINATES	
STAND No.	**COORDINATES**
4	N51 48.8 E039 14.0
5	N51 48.8 E039 14.1
26, 27	N51 48.7 E039 14.1
34, 35	N51 48.8 E039 13.6

Parking on stands 1 thru 13 shall be carried out by towing.
Exit from stands 28 thru 35 shall be carried out by towing.
Stands 1 thru 13 and 18, 19 available for helicopters.

CHANGES: Stands. Notes.

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UUOO/VOZ

JEPPESEN
23 JUN 06 10-9X

JAA MINIMUMS

VORONEZH, RUSSIA
CHERTOVITSKOYE

STRAIGHT-IN RWY		A	B	C	D
13	ILS	**712**′(200′)	**712**′(200′)	**712**′(200′)	**712**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**860**′(348′)	**860**′(348′)	**860**′(348′)	**860**′(348′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
31	ILS	**686**′(200′)	**686**′(200′)	**686**′(200′)	**692**′(206′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**860**′(374′)	**860**′(374′)	**860**′(374′)	**860**′(374′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 13, 31

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

CHANGES: PAR procedures withdrawn.

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UUOO/VOZ CHERTOVITSKOYE

JEPPESEN 6 FEB 04 Eff 19 Feb (11-1)

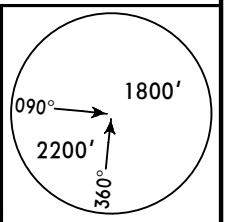
VORONEZH, RUSSIA ILS or 2 NDB Rwy 13

VORONEZH Approach	VORONEZH Krug (RDR)	VORONEZH Tower	VORONEZH Start (TWR)	Ground
125.9	119.2	118.3	118.3	121.8

BRIEFING STRIP ™

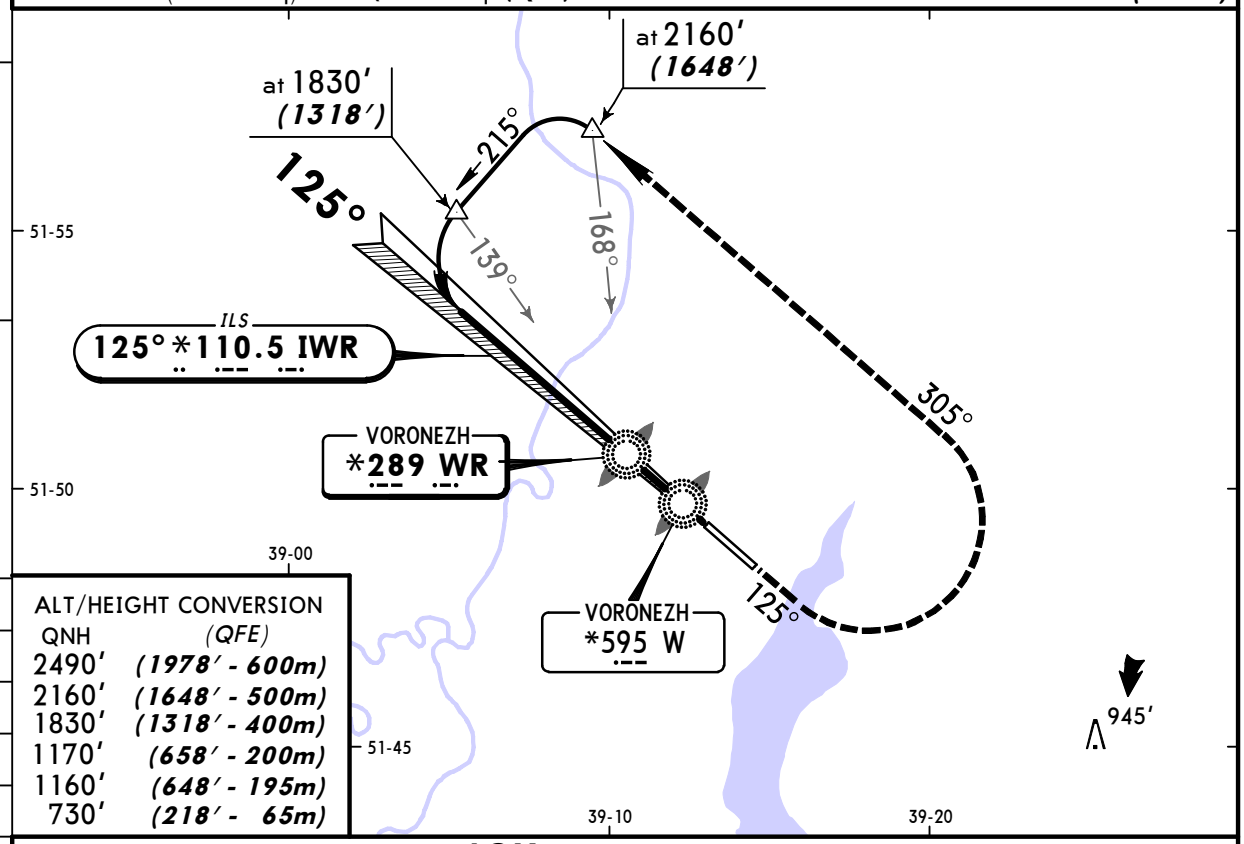
LOC IWR *110.5	Final Apch Crs 125°	GS LOM 1152′ (640′)	ILS DA(H) 712′ (200′)	Apt Elev 514′	
NDB WR *289		Minimum Alt LOM 1160′ (648′)	NDB MDA(H) 860′ (348′)	RWY 512′	

MISSED APCH: Climb on 125° to 1170′ (658′), then turn LEFT onto 305° climbing to 2160′ (1648′), then according to chart.



MSA
ARP

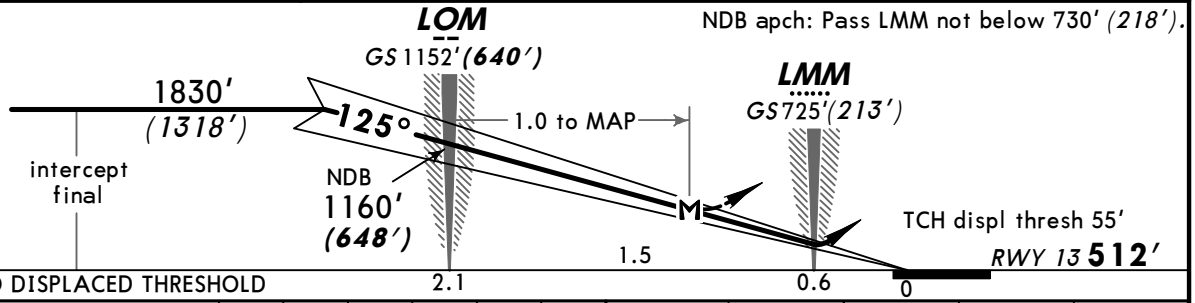
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2490′ (1978′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2490′	(1978′ - 600m)
2160′	(1648′ - 500m)
1830′	(1318′ - 400m)
1170′	(658′ - 200m)
1160′	(648′ - 195m)
730′	(218′ - 65m)

NDB apch: Pass LMM not below 730′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7 %	336	432	480	576	671	767
LOM to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

ALS

1170′ (658′) on 125°

305° LT

2160′ (1648′)

STRAIGHT-IN LANDING RWY 13

ILS	LOC (GS out)	NDB
DA(H) 712′ (200′)		MDA(H) 860′ (348′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB	
A	1200m	NOT AUTH	1900m	
B				
C				
D				

CHANGES: Trans level/alt. Procedure.

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UUOO/VOZ CHERTOVITSKOYE

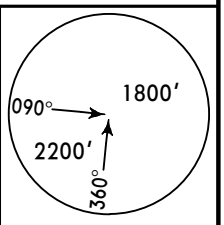
JEPPESEN 6 FEB 04 Eff 19 Feb (11-2)

VORONEZH, RUSSIA ILS or 2 NDB Rwy 31

VORONEZH Approach	VORONEZH Krug (RDR)	VORONEZH Tower	VORONEZH Start (TWR)	Ground
125.9	119.2	118.3	118.3	121.8

BRIEFING STRIP™

LOC IAP *111.9	Final Apch Crs 305°	GS LOM 1371′ (885′)	ILS DA(H) Refer to Minimums	Apt Elev 514′
NDB AP *289		Minimum Alt LOM 1380′ (894′)	NDB MDA(H) 860′ (374′)	RWY 486′

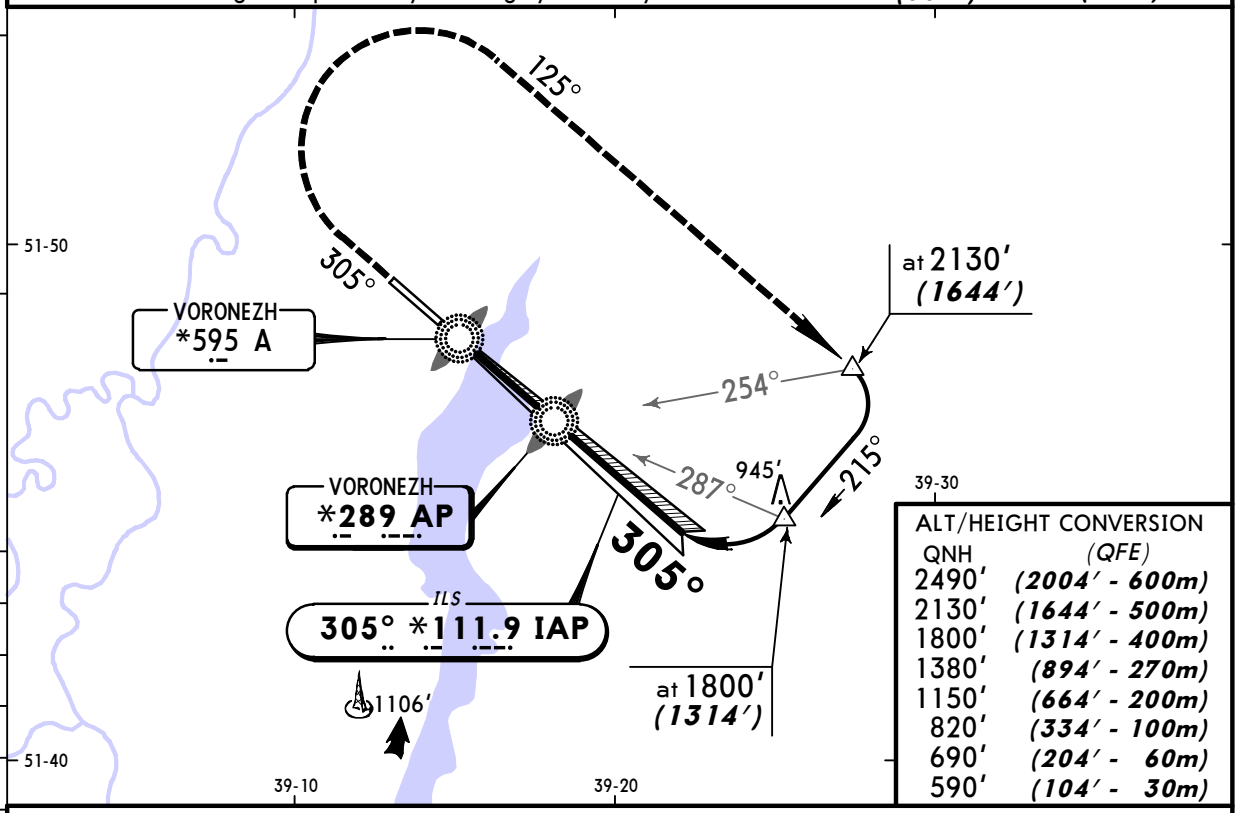


MSA
ARP

MISSED APCH: Climb on 305° to 1150′ (664′), then turn RIGHT onto 125° climbing to 2130′ (1644′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2490′ **(2004′)**

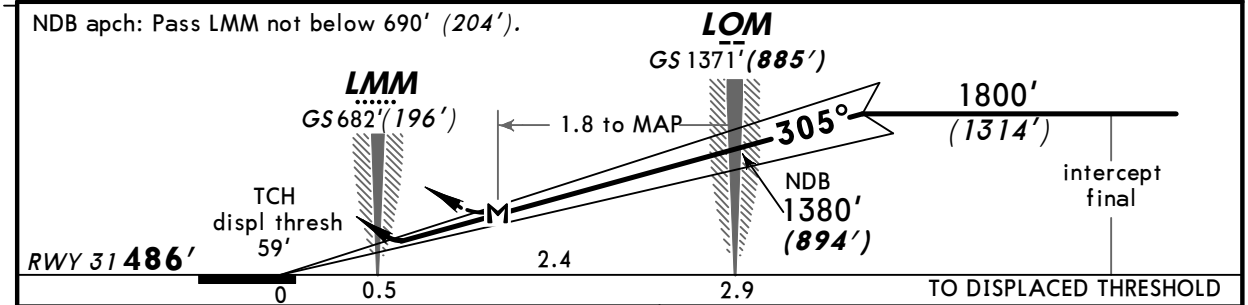
1. Wind shear with descending flows may be encountered on final. 2. Under conditions of air turbulence short activation of ground proximity warning system may arise between 820′ **(334′)** and 590′ **(104′)**.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2490′	**(2004′ - 600m)**
2130′	**(1644′ - 500m)**
1800′	**(1314′ - 400m)**
1380′	**(894′ - 270m)**
1150′	**(664′ - 200m)**
820′	**(334′ - 100m)**
690′	**(204′ - 60m)**
590′	**(104′ - 30m)**

NDB apch: Pass LMM not below 690′ (204′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.8	1:33	1:12	1:05	0:54	0:46	0:41

ALS

1150′ (664′) on 305°

125° RT

2130′ (1644′)

STRAIGHT-IN LANDING RWY 31

ILS	LOC (GS out)	NDB
DA(H) ABC: 686′ (200′) D: 692′ (206′)		MDA(H) 860′ (374′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB
A	1200m	NOT AUTH	2100m
B			
C			
D			

CHANGES: Trans alt/level. Notes. Procedure.

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UUWW/VKO
VNUKOVO

JEPPESEN
9 JUN 06 (10-2)

MOSCOW, RUSSIA
TRANSITION

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3284′)*

MSA
ARP
180°
4000′
270°
2400′

TRANSITIONS
TO BITSA, DR & LO
FROM EAST & SOUTH
FOR BITSA, DR & LO STARS REFER
TO CHARTS 10-2B TO 10-2F

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

VINLI
N55 52.0 E037 51.0
(MR R-099/D17.9)

ITINA
N55 49.0
E038 40.0

DEDUM
N55 50.0
E037 04.3

MEDUD
N55 41.8 E037 02.0
(MR R-204/D19.2)

BITSA
N55 34.0
E037 37.0

LEDNI
N55 39.0
E037 51.0

LARIONOVO
478 MF
N56 02.0 E039 38.0
(MR R-077/D77.1)

MARYINO
493 RW
N55 42.0 E038 13.0

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
(MR R-161/D37.3)

AKSINYINO
732 QO
N55 09.0 E038 17.0

SKURYGINO
415 DR
N55 13.0 E037 22.0

KAMENKA
*230 WZ
N55 13.0 E037 00.0

SUKHOTINO
1055 IN
N54 36.0 E037 20.0
(MR R-171/D81.9)

OKTYABRSKY
570 FE
N54 14.0 E038 54.0

R099° 11.9 D
279° 280° 6
12.1 D 221°
180° 8
173° 29
186° D46.3
150° D25.4
129° D25.3
109° D33.3
091° D45.4
16 [MF] 300°
17 236°
13 [MF] 247°
9 229°
34 [FE] 137° D58.3
29 309° 286°
12 081°
174° 170° D44.8
MHA FL49 MAX FL397
37 [IN] CORRIDOR 5
354° 354°
59 [FE] CORRIDOR 7
143° D116.8
331° 331°
CORRIDOR 9
35 239° 236°
056° MHA FL49 MAX FL397
151° MHA FL49 MAX FL397

HOLDING OVER MF
MHA FL98
MAX FL397
239°
059°

❶ By ATC. Shall be requested by flight crew when entering Moscow area.

N
NOT TO SCALE

FL CONVERSION		ALT/HEIGHT CONVERSION	
FL397	*FL12100m*	QNH	*(QFE)*
FL98	*FL3000m*	3970′	*(3284′ - 1000m)*
FL49	*FL1500m*		

CHANGES: Transitions established; STARs transferred.

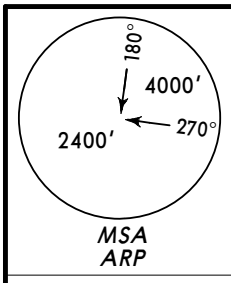
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UUWW/VKO
VNUKOVO

JEPPESEN
9 JUN 06 (10-2A)

MOSCOW, RUSSIA
TRANSITION



ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3284′)*

TRANSITIONS
TO BITSA, DR, MEDUD, SW & UM
FROM WEST & NORTH
FOR BITSA, DR & MEDUD STARS REFER TO
CHARTS 10-2B TO 10-2F
FOR SW STAR REFER TO CHART 10-2D
FOR UM STARS REFER TO CHARTS 10-2B & 10-2D

❶ Between 0600-2200LT: At or above FL148. Between 2200-0600LT: At or above FL266.
❷ By ATC. Shall be requested by flight crew when entering Moscow area.

N
NOT TO SCALE

FL CONVERSION	
FL397	*FL12100m*
FL266	*FL8100m*
FL148	*FL4500m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	*(3284′ - 1000m)*

BOGDANOVO
360 BD
N57 06.0 E037 43.0
(MR R-001/D69.5)

SAVELOVO
1285 SW
N56 22.0 E037 26.0
(MR R-358/D24.5)

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

CHELOBITYEVO
680 BP
N55 54.0 E037 41.0

GAGARIN
985 FK
N55 33.0 E035 02.0
(MR R-244/D82.3)

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0

OPALIKHA
565 KS
N55 50.0 E037 16.0
(MR R-191/D8.2)

KAMENKA
*230 WZ
N55 13.0 E037 00.0
(MR R-186/D46.3)

SKURYGINO
415 DR
N55 13.0 E037 22.0

AVADI
N56 14.0 E037 26.0
(MR R-001/D16.6)

DEDUM
N55 50.0 E037 04.3
(MR R-221/D12.1)

VINLI
N55 52.0
E037 51.0
(MR R-099/
D17.9)

MEDUD
N55 41.8
E037 02.0
(MR R-204/
D19.2)

LUKOS
N55 35.9
E037 16.5

LEDNI
N55 39.0
E037 51.0

BITSA
N55 34.0 E037 37.0

CORRIDOR 1
CORRIDOR 3

Transition to MEDUD
At or above FL49

Transition to MEDUD
At or above FL49

MHA FL49
MAX FL397

HOLDING OVER FK

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UUWW/VKO
VNUKOVO

JEPPESEN
9 JUN 06 (10-2B)

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3337′)*

BITSA 02A *[BITØ2A]*
BITSA 02B *[BITØ2B]*
IVANOVSKOYE 02A (UM 02A)
KLIMOVSK 02A (LO 02A)
KLIMOVSK 02B (LO 02B)
MEDUD 02A *[MEDØ2A]*
MEDUD 02B *[MEDØ2B]*
SKURYGINO 02A (DR 02A)
SKURYGINO 02B (DR 02B)
RWY 02 ARRIVALS

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0
At or above FL49

245°
065°
MHA FL49
MAX FL397
158°

MEDUD
N55 41.8 E037 02.0
UM 02A 22
166°
MEDUD 02A 11
134°
MEDUD 02B 11

VNUKOVO
468 WM
N55 33.3 E037 14.0

BITSA
N55 34.0 E037 37.0
At or above FL49
258°
BITSA 02B 13
228°
BITSA 02A 14

N55 30.5 E037 03.6
(056° brg to WM)
At 2610′ *(1977′)*

N55 31.8
E037 05.4
220°
6
5
244°

Intercept final at
1950′ *(1317′)*

N55 30.2 E037 03.6
(054° brg to WM)
At 2610′ *(1977′)*

N55 31.4
E037 04.4
1
1
1

N55 28.1
E037 17.0
154°
5

106°
2
016°

N55 28.6 E037 06.6
(031° brg to WM)
At 2610′ *(1977′)*

N55 27.8 E037 10.4
(012° brg to WM)
001°
1
286°
4
3

N55 26.5
E037 16.4
(340° brg to WM)
LO 02B 16 By ATC

KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above FL49

N55 26.9 E037 11.8
At 2610′ *(1977′)*

LO 02A 13 By ATC
DR 02B 21
DR 02A 16
311°
288°

N
NOT TO SCALE

SKURYGINO
415 DR
N55 13.0 E037 22.0
At or above FL49

327°
338°
174°
354°
MHA FL49
MAX FL397

180°
4000′
270°
2400′
MSA
ARP

FL CONVERSION	
FL397	*FL12100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	*(3337′ - 1000m)*
2610′	*(1977′ - 600m)*
1950′	*(1317′ - 400m)*

CHANGES: STARs RWY 24 transferred; STARs RWY 02 established.

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UUWW/VKO VNUKOVO

JEPPESEN
9 JUN 06 (10-2C)

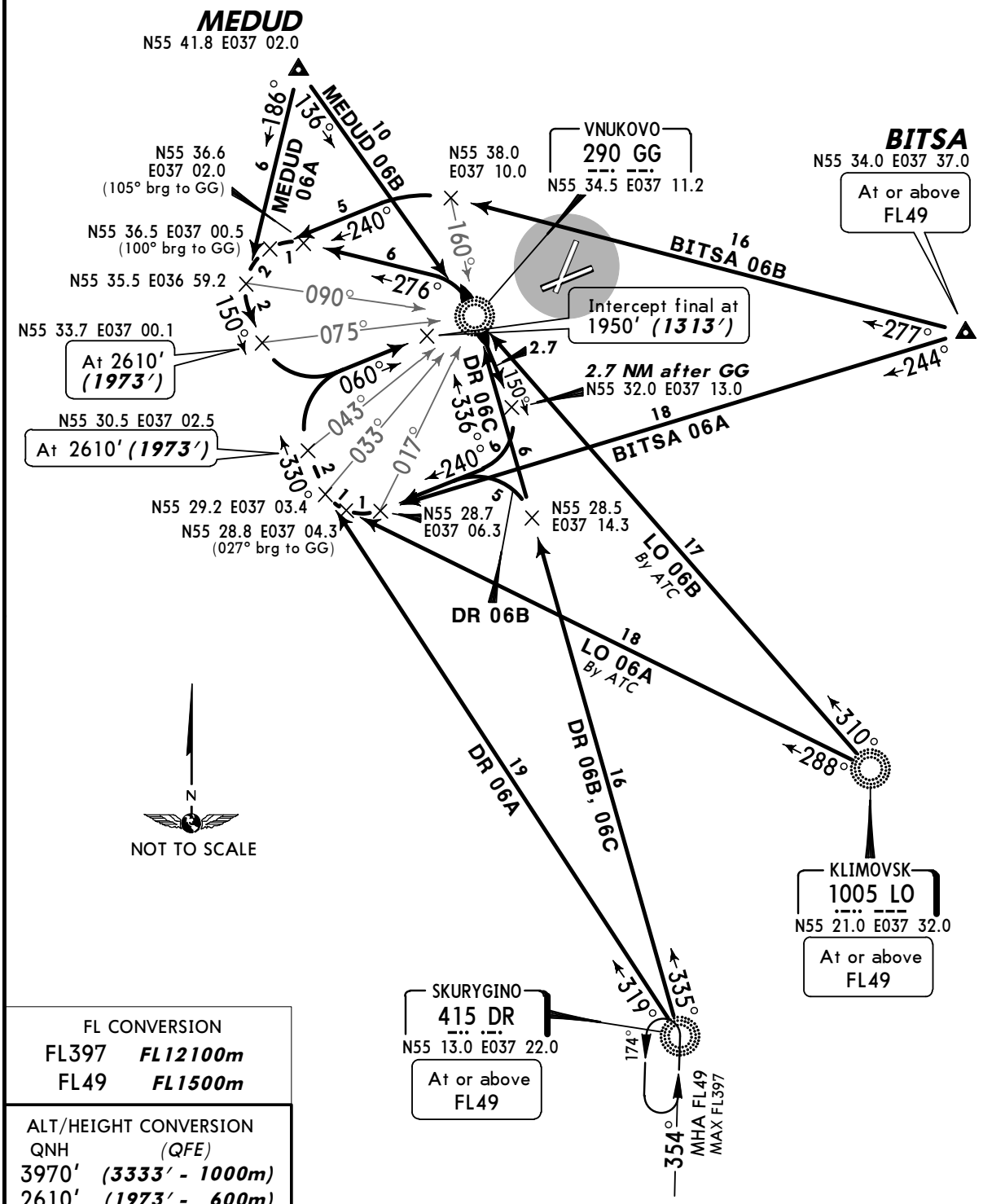
MOSCOW, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3333′)*

MSA ARP
180°
4000′
270°
2400′

BITSA 06A *[BITØ6A]*, BITSA 06B *[BITØ6B]*
KLIMOVSK 06A (LO 06A), KLIMOVSK 06B (LO 06B)
MEDUD 06A *[MEDØ6A]*, MEDUD 06B *[MEDØ6B]*
SKURYGINO 06A (DR 06A), SKURYGINO 06B (DR 06B)
SKURYGINO 06C (DR 06C)
RWY 06 ARRIVALS



FL CONVERSION	
FL397	*FL12100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	*(3333′ - 1000m)*
2610′	*(1973′ - 600m)*
1950′	*(1313′ - 400m)*

CHANGES: New chart.

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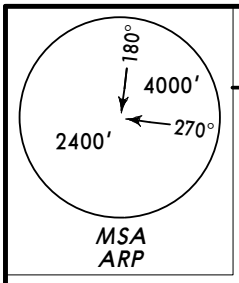
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UUWW/VKO VNUKOVO

JEPPESEN
9 JUN 06 (10-2D)

MOSCOW, RUSSIA

STAR



ATIS	Apt Elev
125.87	686′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 4630′ ***(3997′)***

BITSA 20A *[BIT2ØA]*
BITSA 20B *[BIT2ØB]*
IVANOVSKOYE 20A (UM 20A)
KLIMOVSK 20A (LO 20A)
KLIMOVSK 20B (LO 20B)
MEDUD 20B *[MED2ØB]*
SAVELOVO 20A (SW 20A)
SKURYGINO 20A (DR 20A)
SKURYGINO 20B (DR 20B)
RWY 20 ARRIVALS

SAVELOVO
1285 SW
N56 22.0 E037 26.0
At or above FL49

181° — 29 — SW 20A

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0
At or above FL49

N55 53.1
E037 17.0

103° — 12 — UM 20A

N55 47.6
E037 15.6
(164° brg to TQ)

151° — 10

N55 46.0 E037 08.3
At 4630′ ***(3997′)***

RADIUS 3.2 — 5

2 — 106° — 3

N55 46.9 E037 18.4
(173° brg to TQ)

N55 44.3 E037 21.2
(189° brg to TQ)
At 2610′ ***(1977′)***

Intercept final at 1950′ ***(1317′)***

137°

6.6 NM from THR RWY 20
N55 42.7 E037 21.2
At 1950′ ***(1317′)***

2 — 196°

MEDUD
N55 41.8
E037 02.0

6 — MEDUD 20B — 111°

N55 40.7
E037 05.8
(101° brg to TQ)

5

N55 39.3
E037 08.5

N55 40.0
E037 06.6

1

N55 38.9 E037 11.3

090° — 286° — 016°

VNUKOVO
468 TQ
N55 38.3 E037 17.8

BITSA
N55 34.0 E037 37.0
At or above FL49

5 — 17 — BITSA 20A

N55 39.3
E037 08.4
(092° brg to TQ)

12 — BITSA 20B — 279° — 278°

RADIUS 4

29 — MEDUD 20B

VNUKOVO
949 T
N55 37.2 E037 17.0

FL CONVERSION	
FL397	***FL12100m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
4630′	***(3997′ - 1200m)***
2610′	***(1977′ - 600m)***
1950′	***(1317′ - 400m)***

29 — DR 20A
24 — DR 20B
24 — LO 20A By ATC
18 — LO 20B By ATC

N
NOT TO SCALE

HOLDINGS OVER

DR

174° — 354° — MHA FL49 MAX FL397

SW

MHA FL49 MAX FL397 — 182° — 002°

UM

245° — 065° — MHA FL49 MAX FL397

323° — 314° — KLIMOVSK
1005 LO
N55 21.0 E037 32.0
At or above FL49

333° — 344° — SKURYGINO
415 DR
N55 13.0 E037 22.0
At or above FL49

CHANGES: New chart.

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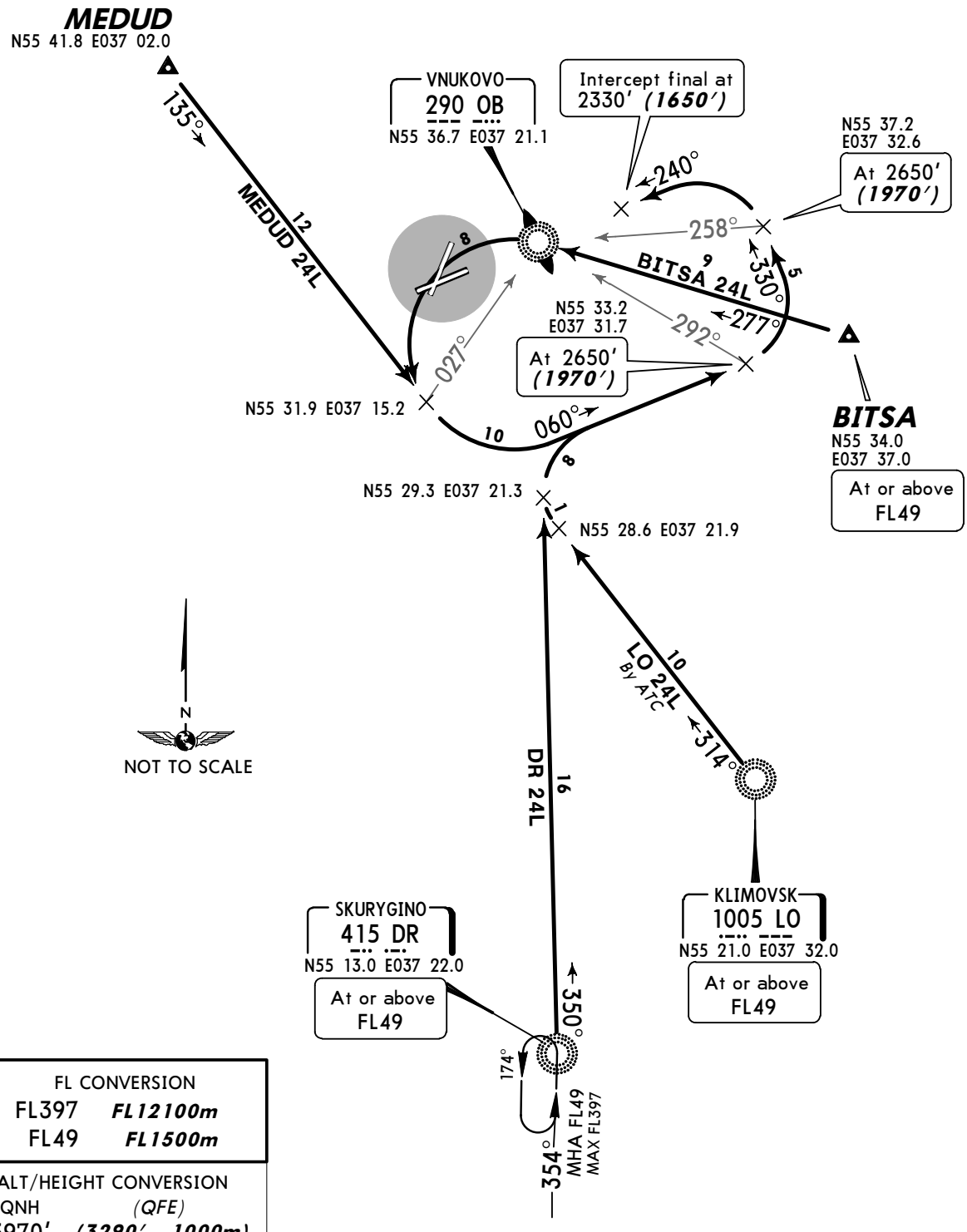
UUWW/VKO
VNUKOVO

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3290′)*

MSA
ARP
180°
4000′
270°
2400′

BITSA 24L *[BIT24L]*
KLIMOVSK 24L (LO 24L)
MEDUD 24L *[MED24L]*
SKURYGINO 24L (DR 24L)
RWY 24 ARRIVALS



FL CONVERSION	
FL397	*FL12100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	*(3290′ - 1000m)*
2650′	*(1970′ - 600m)*
2330′	*(1650′ - 500m)*

CHANGES: New chart.

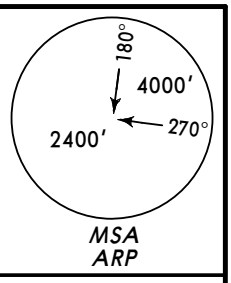
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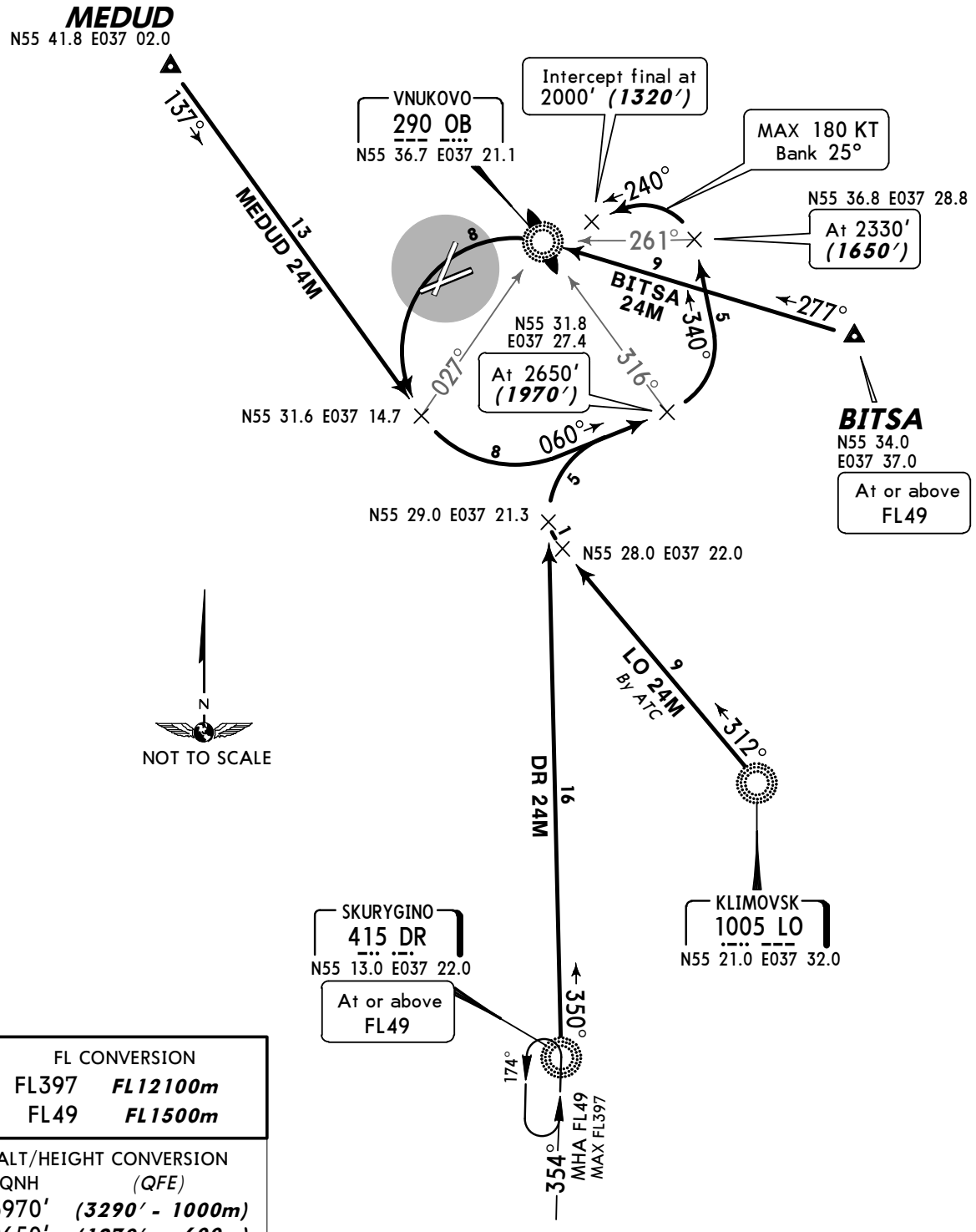
UUWW/VKO
VNUKOVO

MOSCOW, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
125.87	686′	Trans level: By ATC Trans alt: 3970′ *(3290′)*



BITSA 24M *[BIT24M]*
KLIMOVSK 24M (LO 24M)
MEDUD 24M *[MED24M]*
SKURYGINO 24M (DR 24M)
RWY 24 ARRIVALS



FL CONVERSION	
FL397	*FL12100m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	*(3290′ - 1000m)*
2650′	*(1970′ - 600m)*
2330′	*(1650′ - 500m)*
2000′	*(1320′ - 400m)*

CHANGES: New chart.

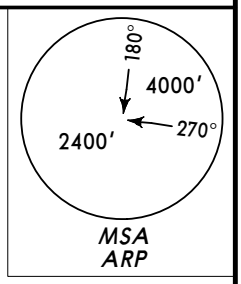
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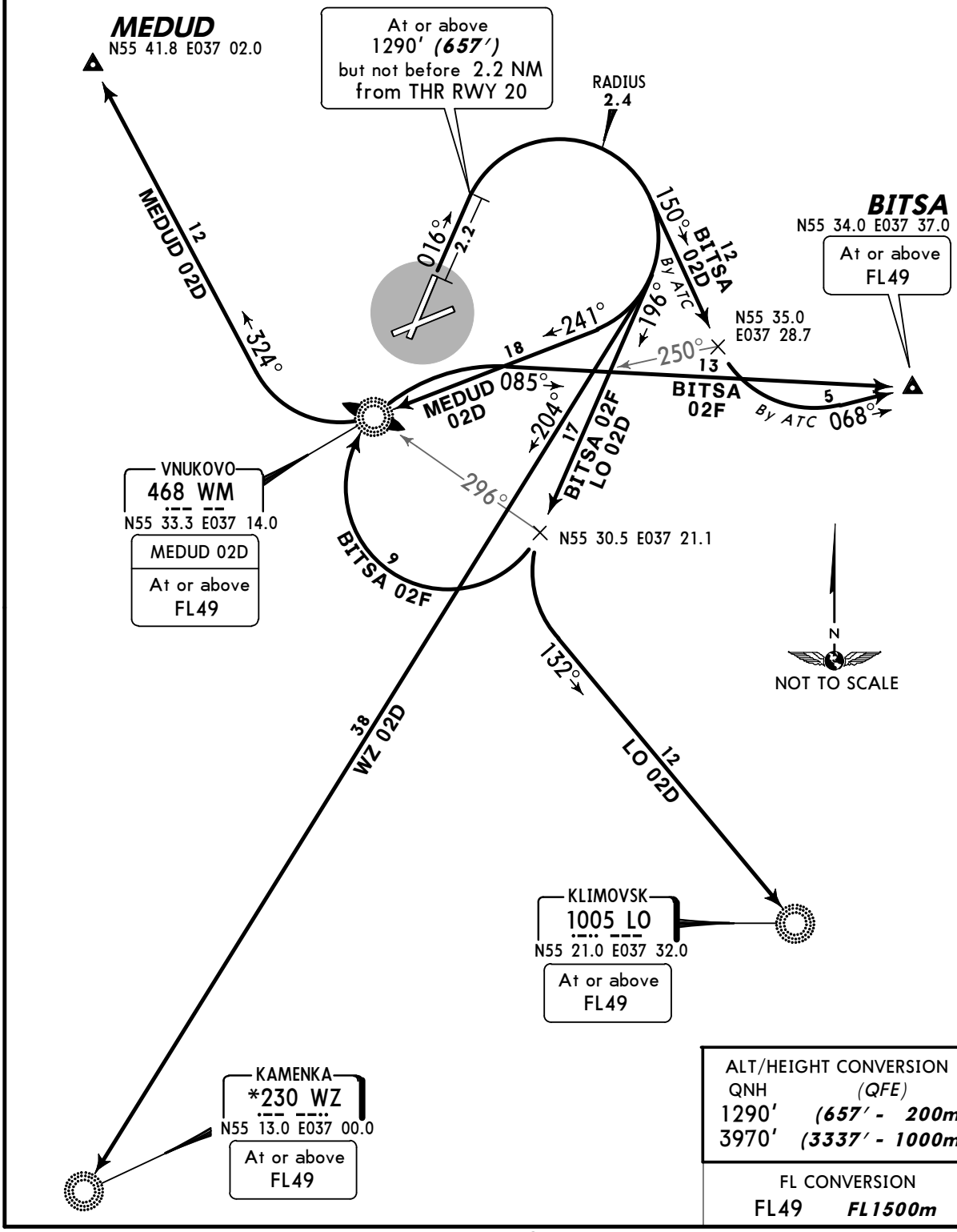
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VNUKOVO Radar 126.0	*Apt Elev* 686′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3970′ ***(3337′)*** **1.** Contact VNUKOVO Radar immediately after crossing 1290′ ***(657′).*** **2.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. **3.** Aircraft with MAX 160 KT as directed by ATC.

BITSA 02D *[BITØ2D]*, BITSA 02F *[BITØ2F]*
KAMENKA 02D (WZ 02D), KLIMOVSK 02D (LO 02D)
MEDUD 02D *[MEDØ2D]*
RWY 02 DEPARTURES

FOR TRANSITIONS FROM BITSA REFER TO CHART 10-3D
FOR TRANSITIONS FROM LO & WZ REFER TO CHART 10-3E
FOR TRANSITIONS FROM MEDUD REFER TO CHARTS 10-3D & 10-3E





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1290′	***(657′ - 200m)***
3970′	***(3337′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***

CHANGES: SIDs RWY 06 transferred; SIDs RWY 02 established.

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UUWW/VKO VNUKOVO

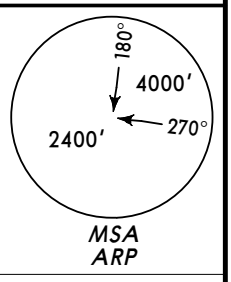
MOSCOW, RUSSIA

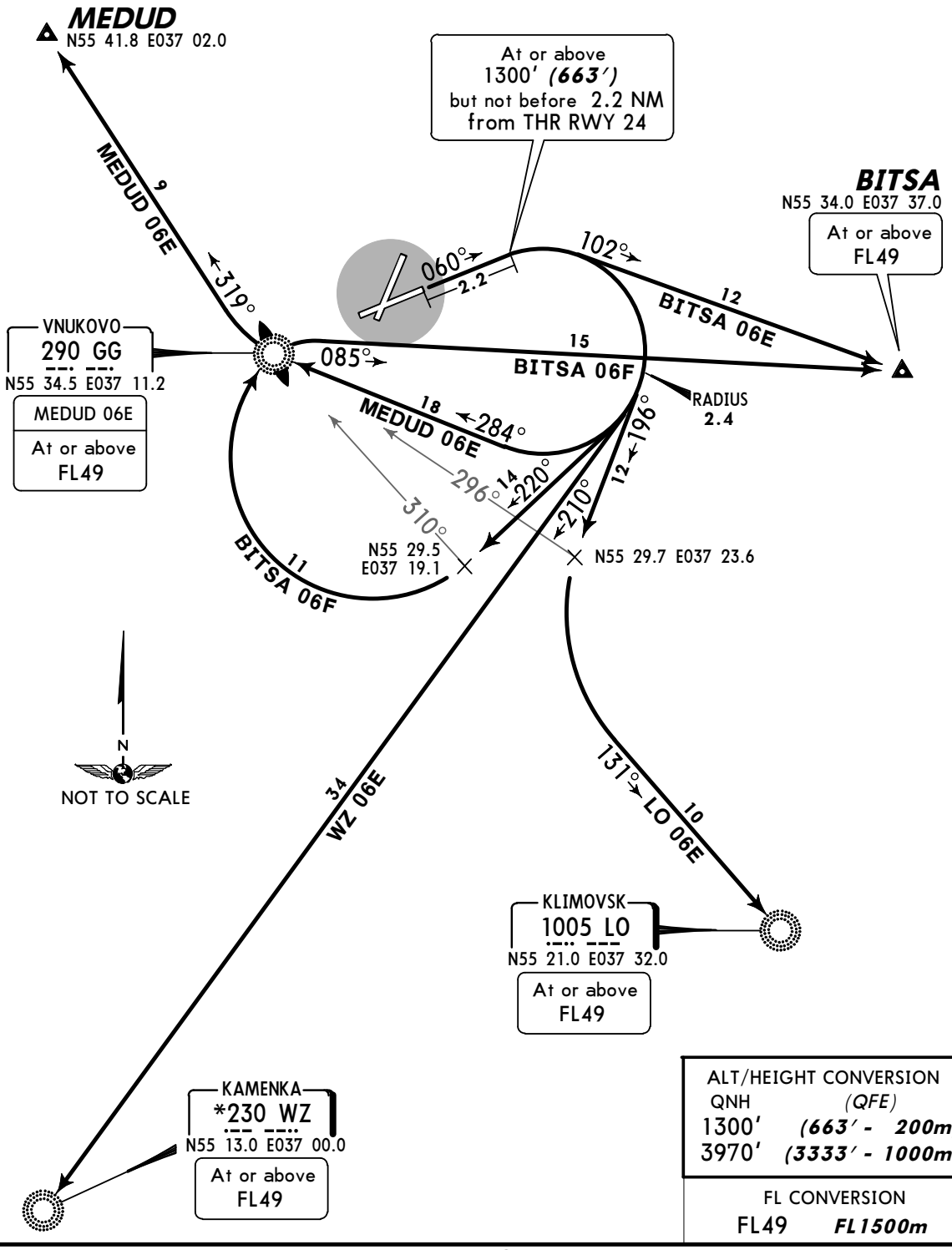
SID

VNUKOVO Radar 126.0	Apt Elev 686′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3970′ ***(3333′)*** **1.** Contact VNUKOVO Radar immediately after crossing 1300′ ***(663′).*** **2.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. **3.** Aircraft with MAX 160 KT as directed by ATC.

BITSA 06E *[BITØ6E]*, BITSA 06F *[BITØ6F]*
KAMENKA 06E (WZ 06E), KLIMOVSK 06E (LO 06E)
MEDUD 06E *[MEDØ6E]*
RWY 06 DEPARTURES

FOR TRANSITIONS FROM BITSA REFER TO CHART 10-3D
FOR TRANSITIONS FROM LO & WZ REFER TO CHART 10-3E
FOR TRANSITIONS FROM MEDUD REFER TO CHARTS 10-3D & 10-3E





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1300′	***(663′ - 200m)***
3970′	***(3333′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***

CHANGES: Chart reindexed; SID MEDUD 06E revised.

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UUWW/VKO VNUKOVO

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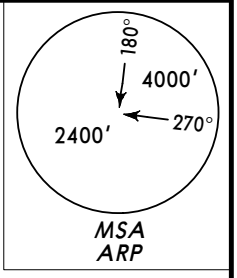
MOSCOW, RUSSIA

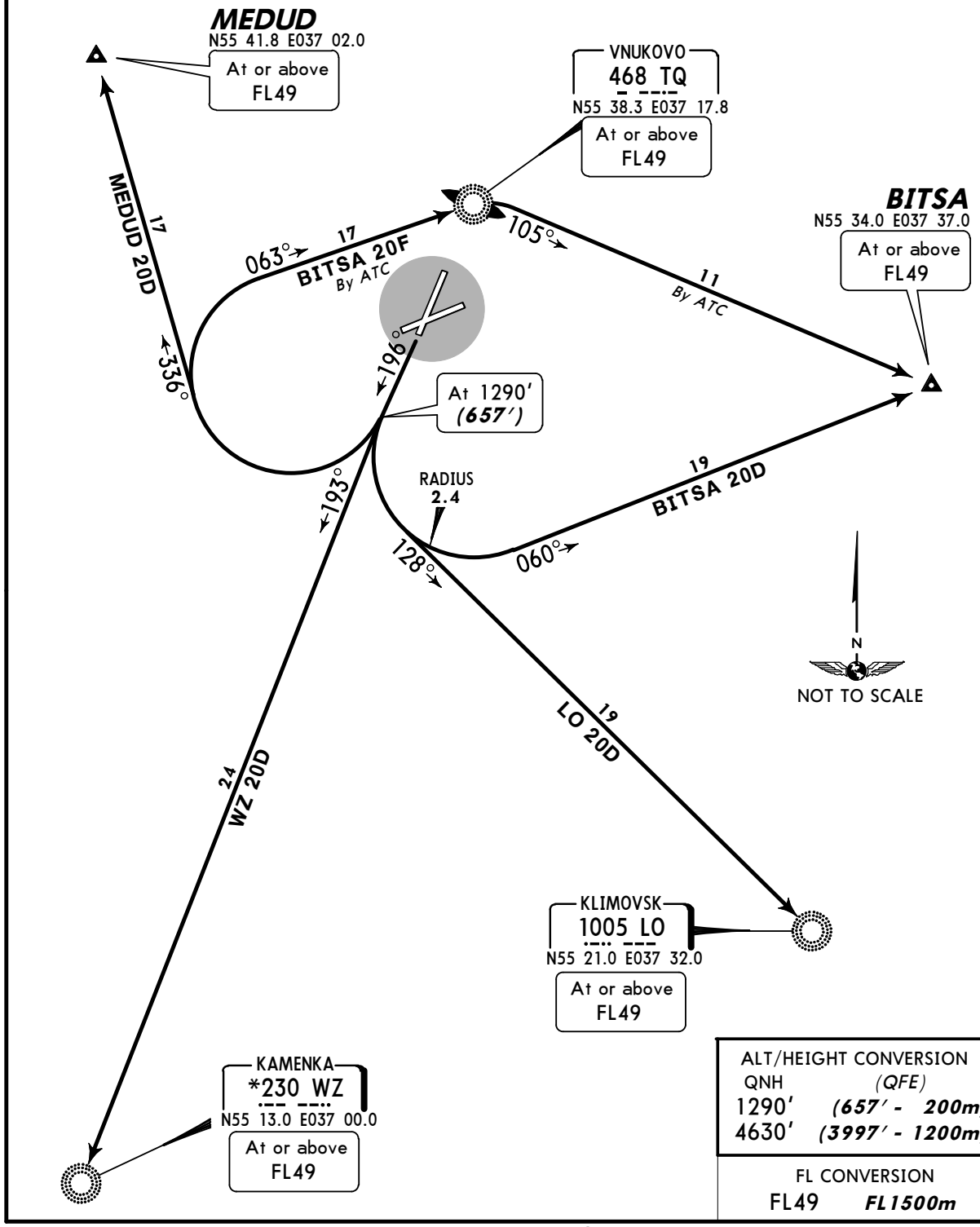
SID

VNUKOVO Radar 126.0	Apt Elev 686′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 4630′ ***(3997′)*** **1.** Contact VNUKOVO Radar immediately after crossing 1290′ ***(657′).*** **2.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. **3.** Aircraft with MAX 160 KT as directed by ATC.

BITSA 20D *[BIT2ØD]*, BITSA 20F *[BIT2ØF]*
KAMENKA 20D (WZ 20D), KLIMOVSK 20D (LO 20D)
MEDUD 20D *[MED2ØD]*
RWY 20 DEPARTURES

FOR TRANSITIONS FROM BITSA REFER TO CHART 10-3D
FOR TRANSITIONS FROM LO & WZ REFER TO CHART 10-3E
FOR TRANSITIONS FROM MEDUD REFER TO CHARTS 10-3D & 10-3E





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1290′	***(657′ - 200m)***
4630′	***(3997′ - 1200m)***

FL CONVERSION	
FL49	***FL1500m***

CHANGES: New chart.

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UUWW/VKO VNUKOVO

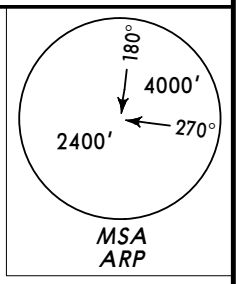
MOSCOW, RUSSIA

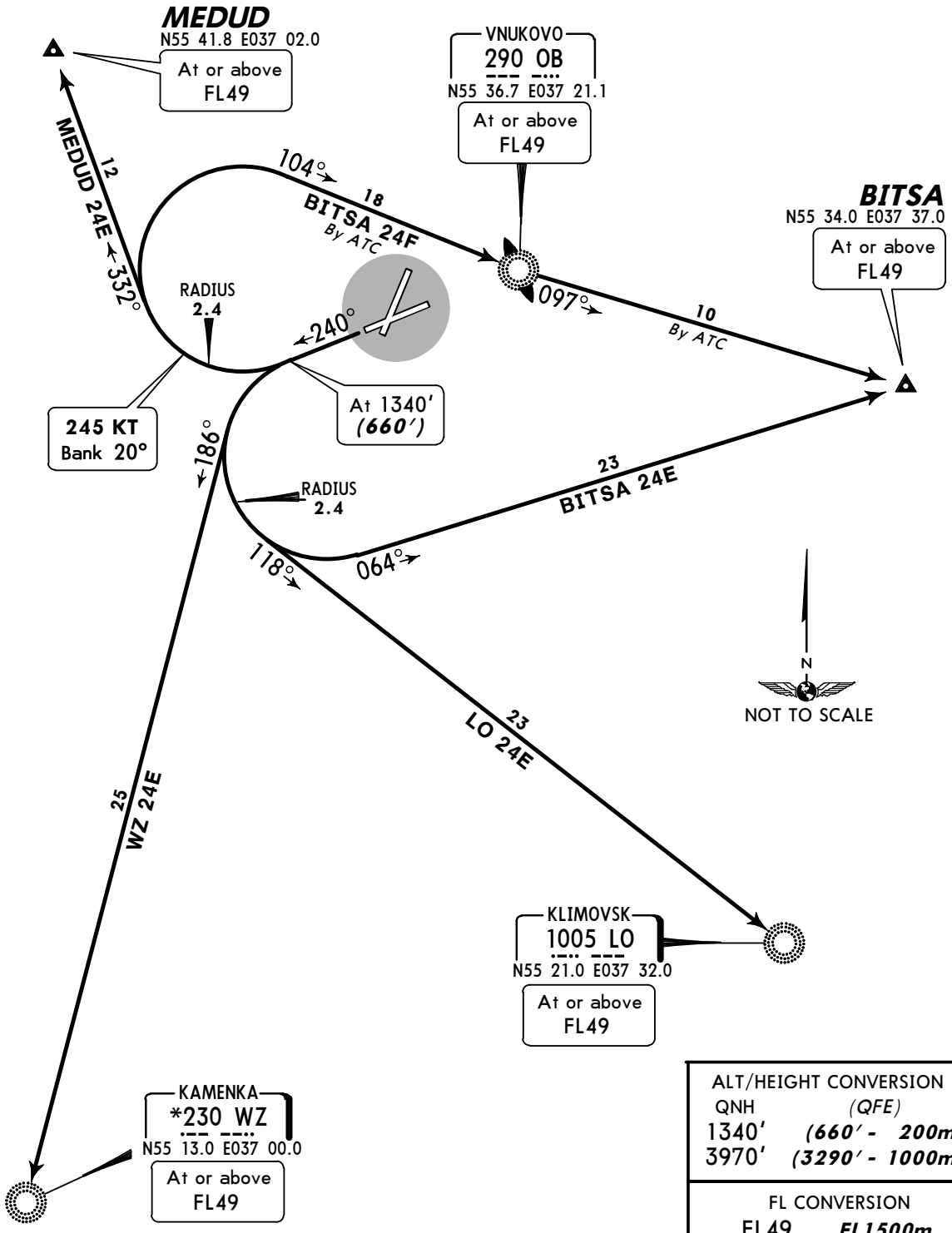
SID

VNUKOVO Radar 126.0	*Apt Elev* 686′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3970′ ***(3290′)*** **1.** Contact VNUKOVO Radar immediately after crossing 1340′ ***(660′).*** **2.** Execute noise abatement procedures according to ICAO Annex 16, DOC 8168. **3.** Aircraft with MAX 160 KT as directed by ATC.

BITSA 24E *[BIT24E]*, BITSA 24F *[BIT24F]*
KAMENKA 24E (WZ 24E), KLIMOVSK 24E (LO 24E)
MEDUD 24E *[MED24E]*
RWY 24 DEPARTURES

FOR TRANSITIONS FROM BITSA REFER TO CHART 10-3D
FOR TRANSITIONS FROM LO & WZ REFER TO CHART 10-3E
FOR TRANSITIONS FROM MEDUD REFER TO CHARTS 10-3D & 10-3E





ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1340′	***(660′ - 200m)***
3970′	***(3290′ - 1000m)***

FL CONVERSION	
FL49	***FL1500m***

CHANGES: New chart.

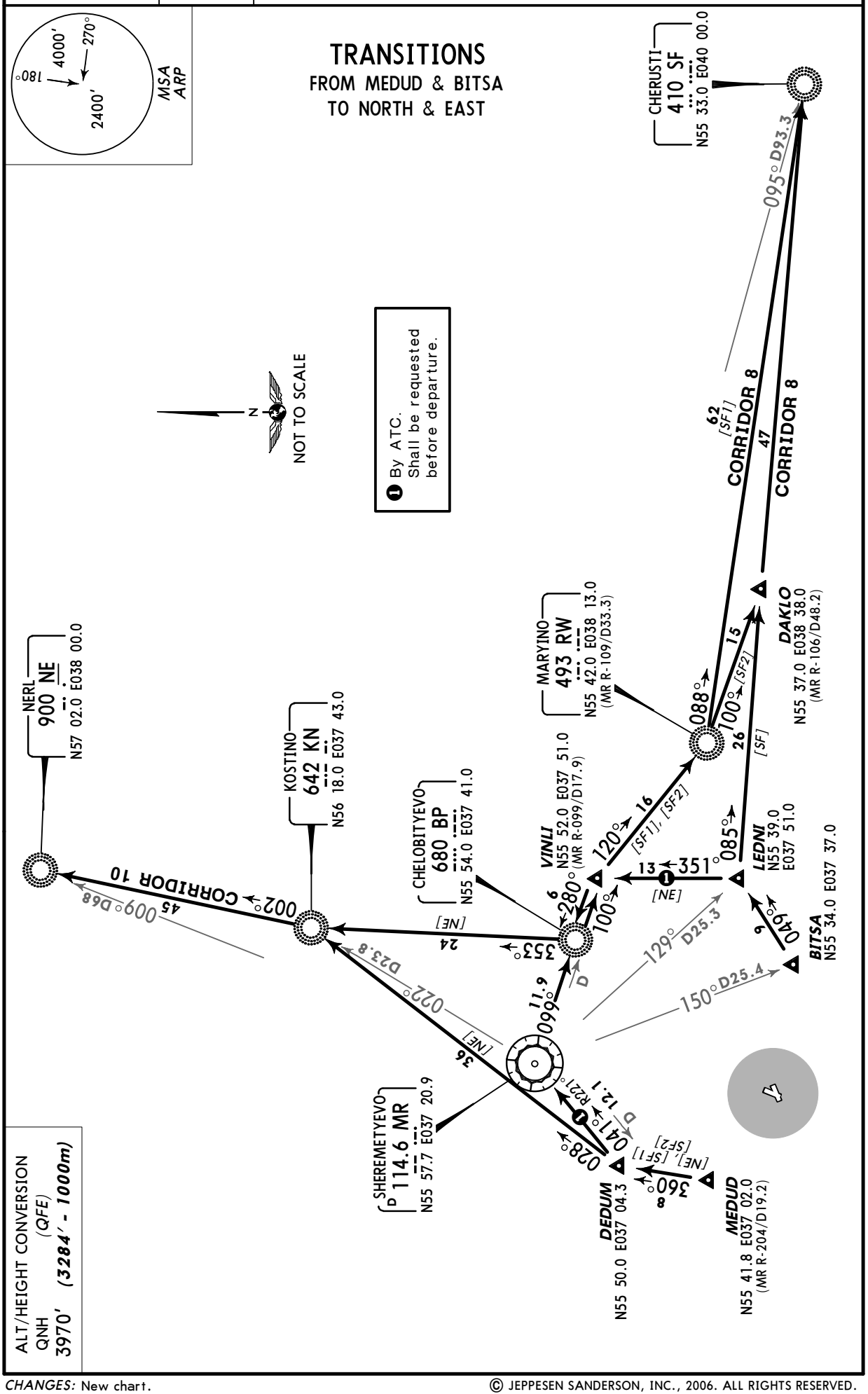
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UUWW/VKO
VNUKOVO

MOSCOW, RUSSIA
TRANSITION

VNUKOVO Radar	Apt Elev	QNH on request (QFE)
126.0	686′	Trans level: By ATC Trans alt: 3970′ (3284′)



ALT/HEIGHT CONVERSION (QFE)
QNH 3970′ (3284′ - 1000m)

CHANGES: New chart.

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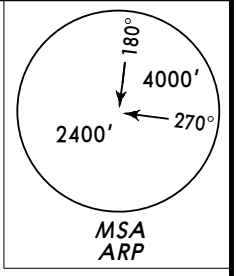
UUWW/VKO
VNUKOVO

JEPPESEN
9 JUN 06 (10-3E)

MOSCOW, RUSSIA
TRANSITION

VNUKOVO Radar	Apt Elev	
126.0	686′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3970′ ***(3284′)***

TRANSITIONS
FROM LO, MEDUD & WZ
TO SOUTH & WEST



BUZHAROVO
1080 AR
N55 59.0 E036 48.0

KARMANOVO
745 BG
N55 50.0 E034 52.0

SHEREMETYEVO
D 114.6 MR
N55 57.7 E037 20.9

IVANOVSKOYE
405 UM
N55 52.0 E036 55.0

MEDUD
N55 41.8 E037 02.0

KAMENKA
*230 WZ
N55 13.0 E037 00.0

KLIMOVSK
1005 LO
N55 21.0 E037 32.0

BITUL
N55 15.0
E037 46.0

GLOTAYEVO
1020 DK
N55 10.0 E037 48.0
(MR R-153/D50.2)

ZAKHAROVKA
688 IP
N54 44.0 E036 39.0
(MR R-189/D77.6)

VENEV
335 FV
N54 21.0 E038 14.0
(MR R-153/D101.6)

66 CORRIDOR 2
254° D18.5 265°
257° D84.2
322° 8
240° D15.7
330° 11 [BG]
204° D19.2
161° D37.3
152° D45.1
186° D46.3
118° 10
158° 5
154°
194°
31 CORRIDOR 4
51 CORRIDOR 6

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3970′	***(3284′ - 1000m)***

CHANGES: New chart.

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NOISE ABATEMENT

ARRIVALS

APPROACH PHASE

Noise abatement procedures shall be executed by all aircraft.

RWY 24 is noise preferential RWY and shall be used to the maximum degree as far as possible.

If special meteorological conditions are present in arrival and approach sectors, ATS unit may at its own discretion or by a pilot-in-command's request deviate from the provisions given below, if it is necessary for safety reasons.

Restrictions

The required noise abatement procedures shall not be observed over the overflown areas in the following cases:

- if there is ice, slush, water, mud, rubber, oil etc. on runway and friction coefficient is 0.4 or less;
- when cloud ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on runway (including gusts) exceeds 7 m/sec;
- when a tailwind component on runway exceeds 2.5 m/sec;
- when wind shear is forecasted or reported or it is expected that unfavorable weather conditions may influence aircraft approach and landing.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

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

Landing of aircraft with tailwind component up to 5 m/sec is allowed.

RWY 20 approach

An aircraft shall decrease the altitude without permitting untimely descending on the segment of rectangular approach pattern from the start of base turn 4630' (3997') to the start of final turn 2610' (1977').

Aircraft deviation to the right from the centerline of rectangular route on the segment from the start of base turn until intercepting landing heading is prohibited.

RWY 24 approach

ILS approach shall be carried out in automatic mode approach when meteorological conditions at the aerodrome are close to CAT I landing minima.

The length of intermediate approach is less than standard and is 1.6 NM.

ILS approach shall be carried out in director or manual modes.

It is not permitted to initiate the final turn for intercepting landing heading at height less than 2330' (1650').

The length of intermediate approach is less than standard and is 1.1 NM.

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NOISE ABATEMENT

DEPARTURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall be executed by all aircraft during take-off from RWYs 02 and 06.

Noise abatement procedures shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed.

During take-off from RWY 02 on take-off heading and climbing to not below 1290' (657') proceed to 2.2 NM from RWY extremity with further right turn at a speed not more than 245 KT and with a bank angle of 20°. Passing WM shall be carried out at or above FL49 during departure to MEDUD and BITSA.

During take-off from RWY 06 on take-off heading and climbing to not below 1300' (663') proceed to 2.2 NM from RWY extremity with further right turn and maintaining speed and banking providing a flight with radius 2.4 NM.

During take-off from RWYs 20 and 24 on take-off heading and climbing to 1350' (664') execute a left turn (to MEDUD execute right turn) maintaining speed and banking which provide a flight with radius 2.4 NM. Passing MEDUD and BITSA shall be carried out at or above FL49.

The minimum indicated air speed during established climb shall not be less than V_2+10 KT or less than prescribed in the Airplane Flight Manual.

Maintaining the minimum indicated air speed of climb is not required if it brings to exceeding the minimum permissible angle of attack.

Special take-off procedures

Pilots shall apply two noise abatement procedures during climbing phase:

- noise abatement departure procedure near aerodrome (NADP1);
- noise abatement departure procedure far from aerodrome (NADP2).

The pilot in command may use any of them for reaching necessary effect (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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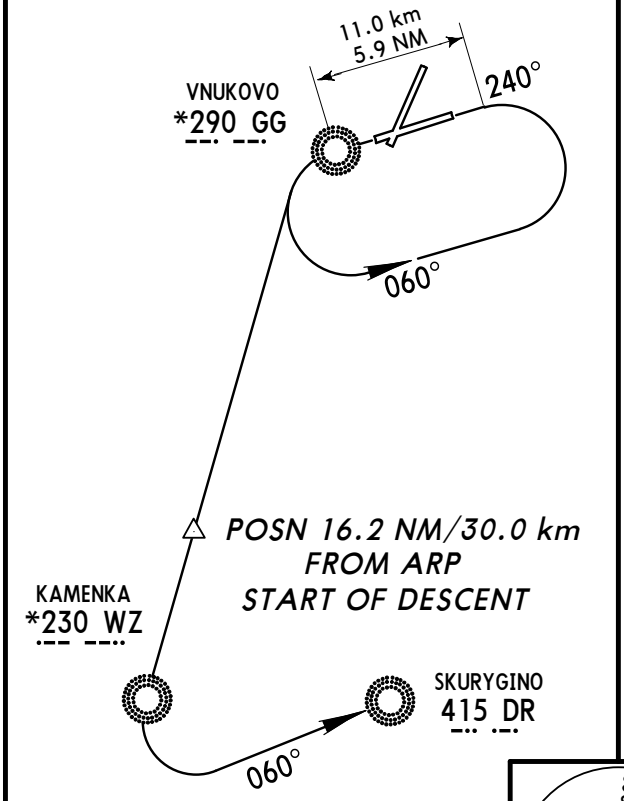
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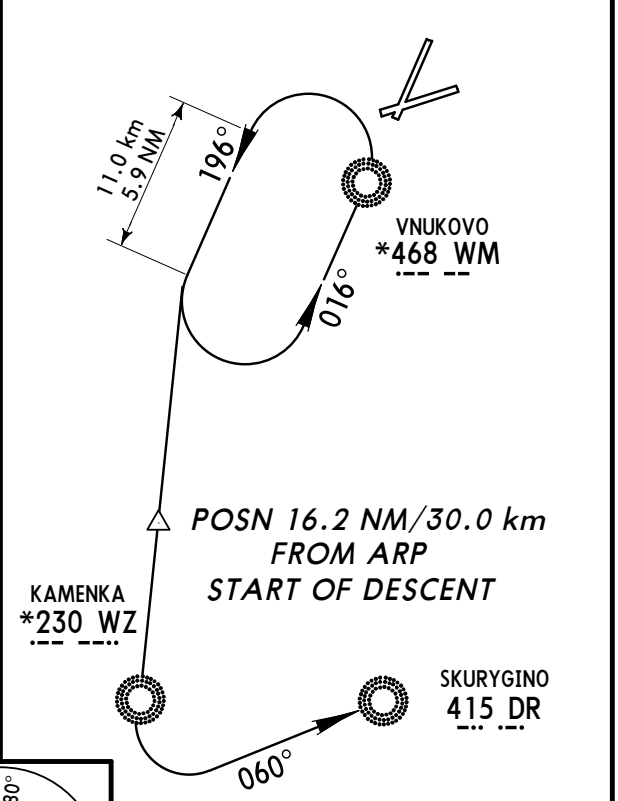
MOSCOW, RUSSIA
VNUKOVO

PROCEDURES FOR OUT-OF-TURN EXIT FROM HOLDING PATTERN TO APPROACH

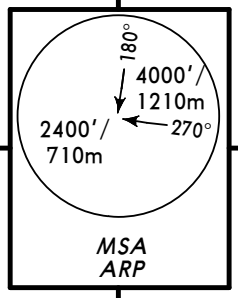
HOLDING AT TL OR ABOVE ALL TURNS BANK ANGLE 20°,
250 KT/450 km/h EXEPT LANDING 196° MIM FL ON LANDING 196° ARE:
4500m 0300-1900 LT, 8100m 1900-0300 LT

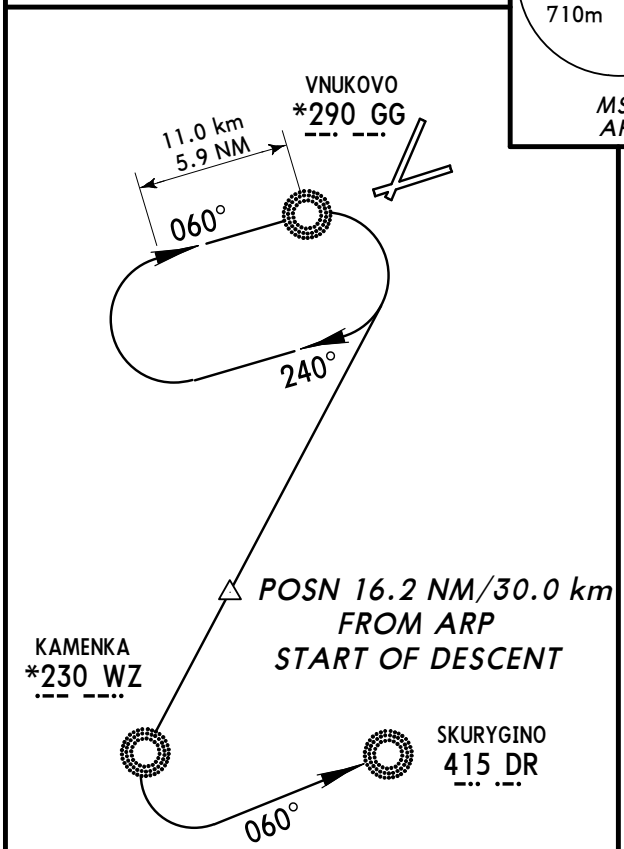


Approach from SKURYGINO NDB is carried out in accordance with the established pattern.

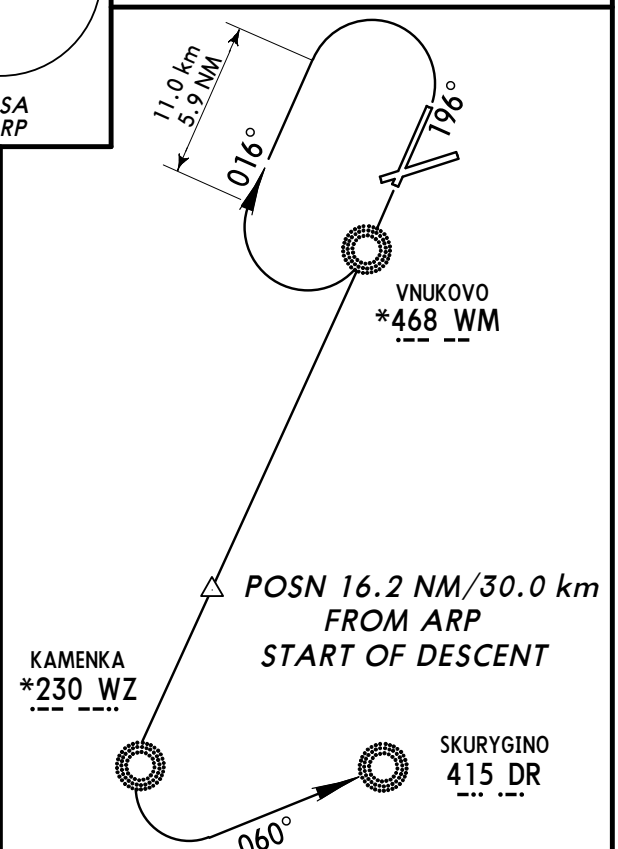


Approach from SKURYGINO NDB is carried out in accordance with the established pattern.





Approach from SKURYGINO NDB is carried out in accordance with the established pattern.



Approach from SKURYGINO NDB is carried out in accordance with the established pattern.

CHANGES: New holding. TL & FL.

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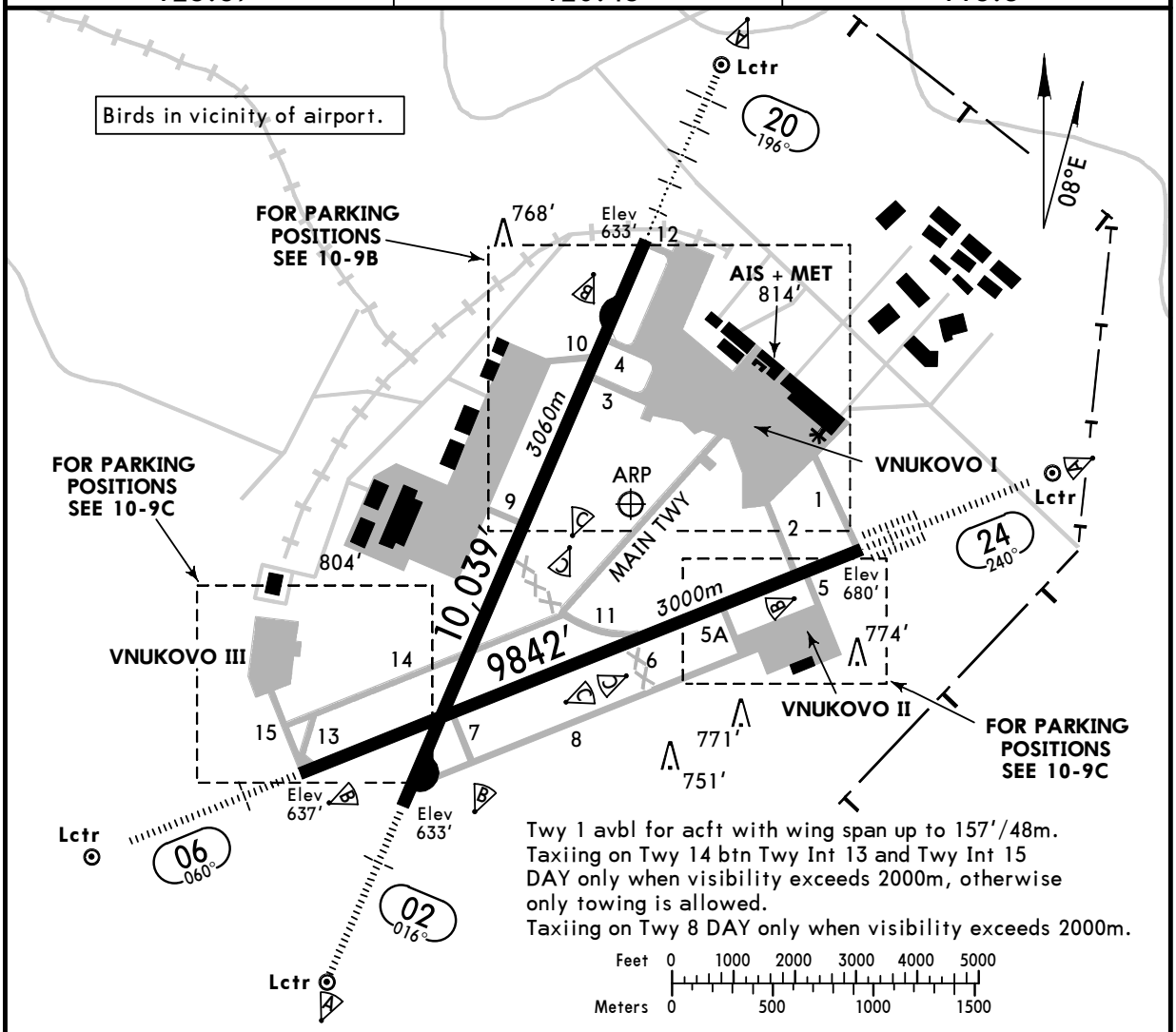
UUWW/VKO

Apt Elev **686′**
N55 36.0 E037 16.4

JEPPESEN
10 FEB 06 (10-9) **Eff 16 Feb**

MOSCOW, RUSSIA
VNUKOVO

ATIS	VNUKOVO Taxiing (GND)	Start (TWR)
125.87	120.45	118.3



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	HIRL *(60m)* HIALS	RVR		9547′*2910m* 8825′*2690m*	9711′*2960m* ❶	197′ *60m*
06 24	HIRL *(60m)* CL *(15m)* HIALS PAPI-L(2.67°) HIRL *(60m)* CL *(15m)* HIALS-II TDZ PAPI-L(2.67°)	RVR RVR		9186′*2800m*	9514′*2900m* ❶	197′ *60m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

	AIR CARRIER Rwy 06/24 LVP must be in force RL & CL	AIR CARRIER All Rwys LVP must be in force RCLM (DAY only) or RL	AIR CARRIER All Rwys RCLM (DAY only) or RL	AIR CARRIER (FAR 121) Rwy 06/24	CL & RCLM any RVR out, other two req.	Rwy 06/24 Adequate Vis Ref	Rwy 02/20 Adequate Vis Ref
A B C	*200m (150m)*	*250m*	*400m*	2 Eng	TDZ RVR *200m* Mid RVR *200m* Roll out RVR *150m*	RVR *500m* VIS *400m*	RVR *500m* VIS *400m*
D	*250m (200m)*	*300m*		3 & 4 Eng			

CHANGES: ARP. Comm. TWYs. Notes.

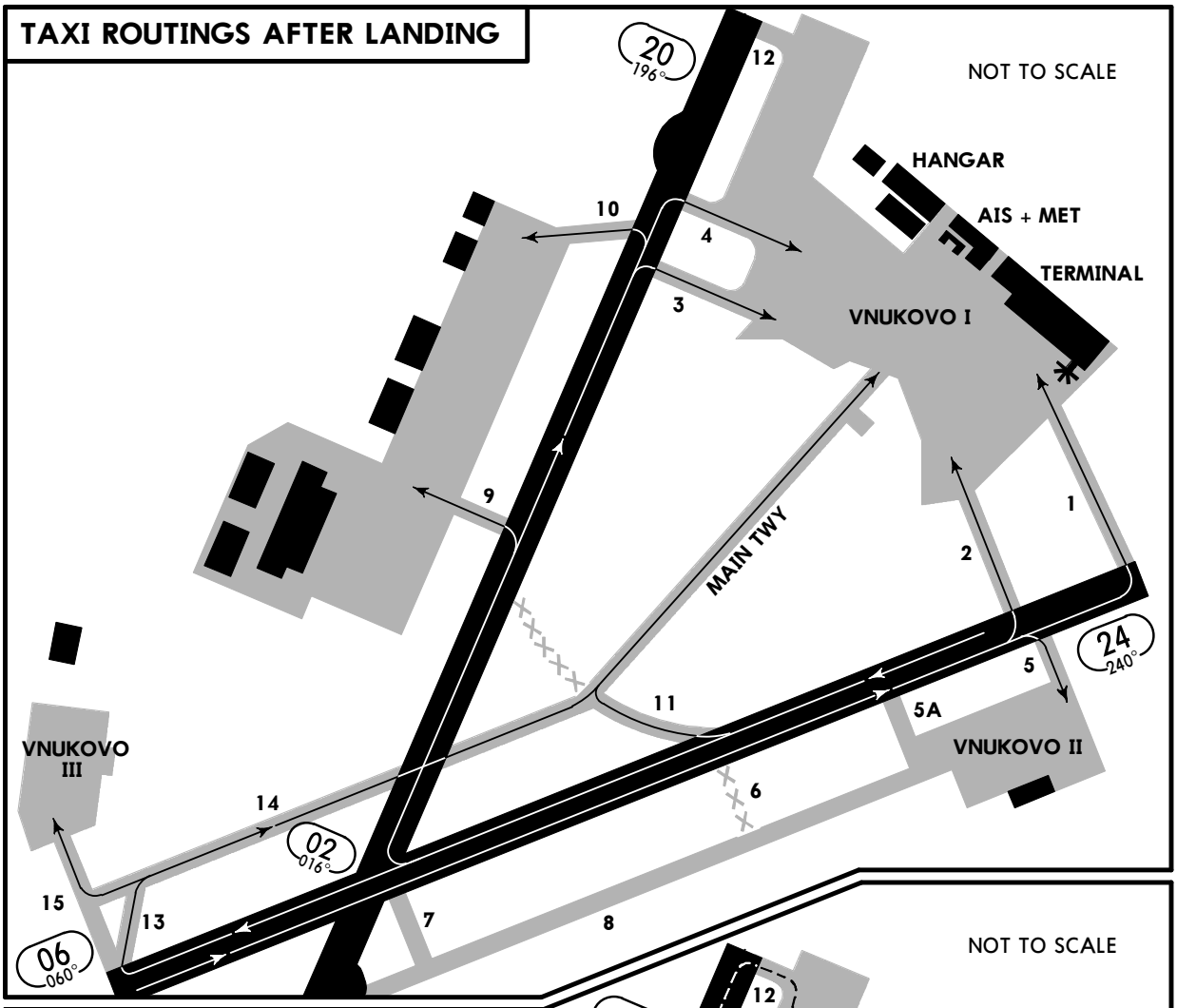
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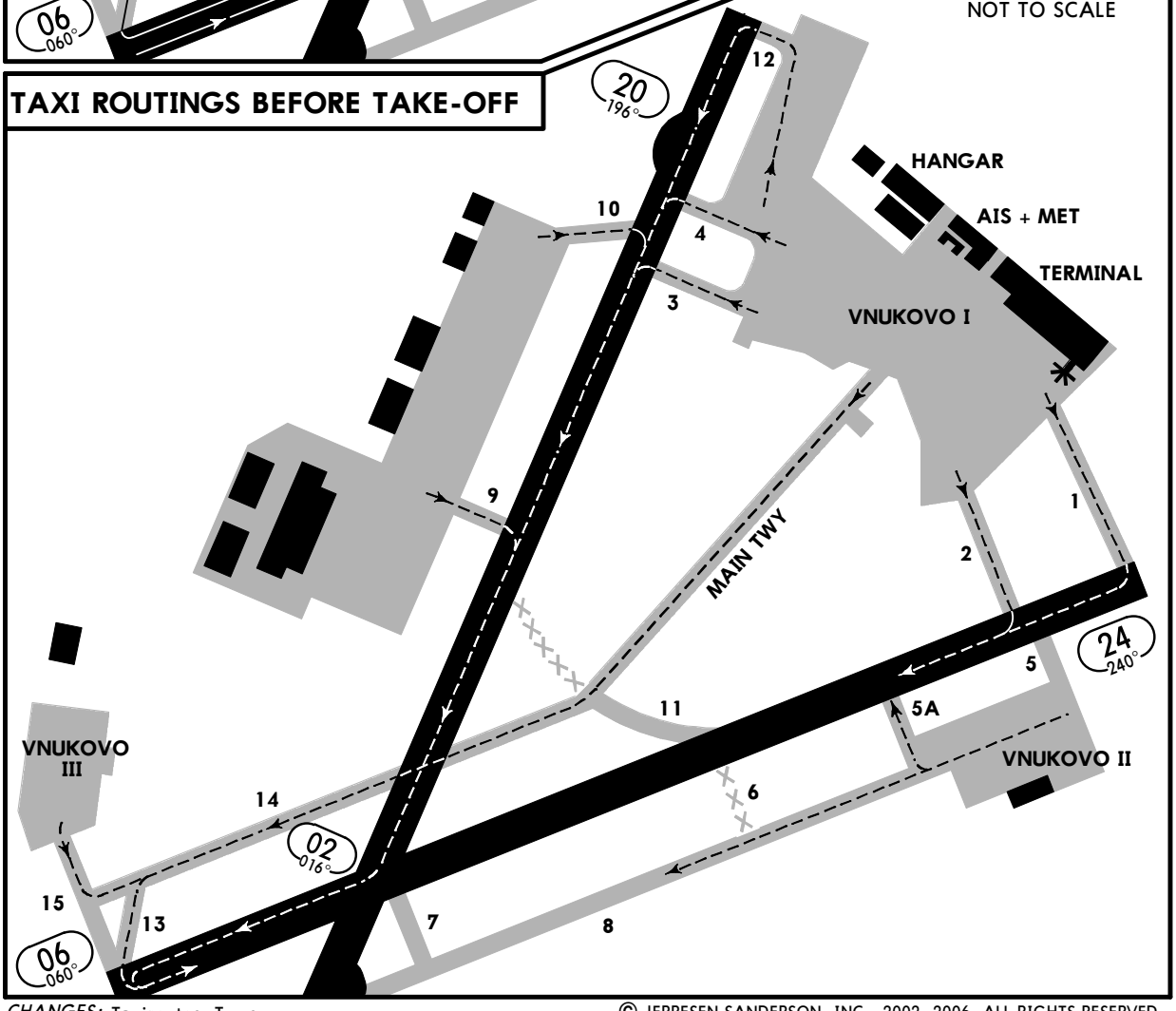
UUWW/VKO

MOSCOW, RUSSIA
VNUKOVO

TAXI ROUTINGS AFTER LANDING



TAXI ROUTINGS BEFORE TAKE-OFF



CHANGES: Taxiroutes. Twys.

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MOSCOW, RUSSIA

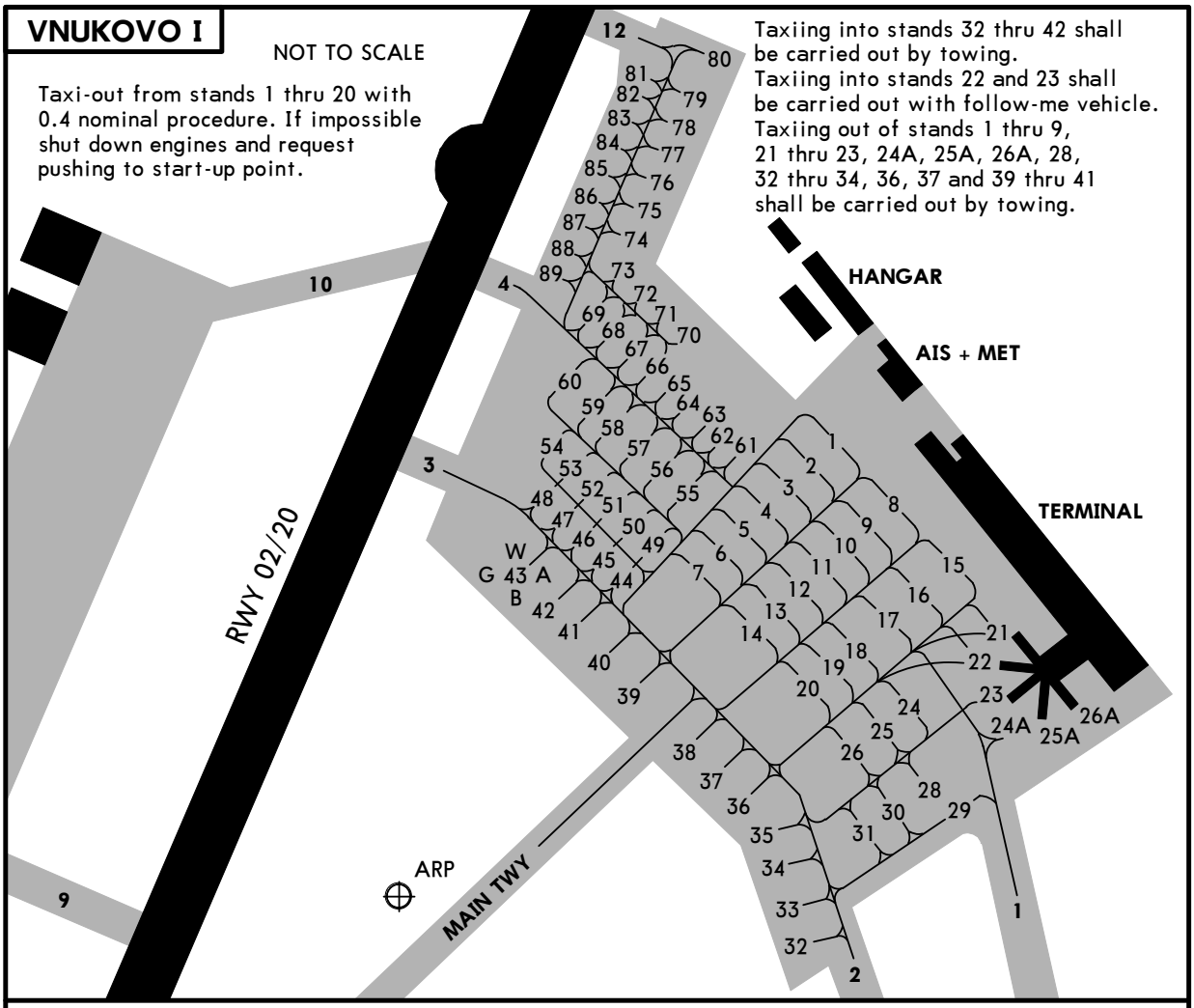
VNUKOVO

VNUKOVO I

NOT TO SCALE

Taxi-out from stands 1 thru 20 with 0.4 nominal procedure. If impossible shut down engines and request pushing to start-up point.

Taxiing into stands 32 thru 42 shall be carried out by towing.
Taxiing into stands 22 and 23 shall be carried out with follow-me vehicle.
Taxiing out of stands 1 thru 9, 21 thru 23, 24A, 25A, 26A, 28, 32 thru 34, 36, 37 and 39 thru 41 shall be carried out by towing.



INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N55 36.3 E037 17.2	670	36	N55 36.0 E037 17.1	680
2	N55 36.3 E037 17.1	668	37	N55 36.0 E037 17.1	-
3	N55 36.3 E037 17.1	669	38	N55 36.1 E037 17.0	677
4	N55 36.3 E037 17.0	668	39	N55 36.1 E037 17.0	673
5	N55 36.3 E037 17.0	669	40	N55 36.1 E037 16.9	671
6	N55 36.2 E037 17.0	669	41	N55 36.2 E037 16.8	669
7	N55 36.2 E037 17.0	668	42	N55 36.2 E037 16.8	666
8	N55 36.2 E037 17.2	672	43	N55 36.2 E037 16.7	662
9	N55 36.2 E037 17.2	673	44	N55 36.2 E037 16.9	664
10	N55 36.2 E037 17.2	674	45	N55 36.2 E037 16.8	663
11	N55 36.2 E037 17.1	674	46	N55 36.2 E037 16.8	662
12 thru 14	N55 36.2 E037 17.1	673	47	N55 36.3 E037 16.8	660
15	N55 36.2 E037 17.3	671	48	N55 36.3 E037 16.7	664
16	N55 36.2 E037 17.3	673	49	N55 36.2 E037 16.9	660
17	N55 36.2 E037 17.2	674	50	N55 36.3 E037 16.9	659
18	N55 36.2 E037 17.2	675	51	N55 36.3 E037 16.8	657
19	N55 36.2 E037 17.1	675	52	N55 36.3 E037 16.8	656
20	N55 36.1 E037 17.1	675	53	N55 36.3 E037 16.8	655
24	N55 36.1 E037 17.3	677	54	N55 36.3 E037 16.7	-
25	N55 36.1 E037 17.2	678	55, 56	N55 36.3 E037 17.0	-
29	N55 36.0 E037 17.4	678	57	N55 36.3 E037 16.9	-
30	N55 36.0 E037 17.3	679	58, 59	N55 36.3 E037 16.8	-
31	N55 35.6 E037 17.2	681	60	N55 36.4 E037 16.8	-
32 thru 34	N55 36.0 E037 17.2	682			
35	N55 36.0 E037 17.1	682			

CHANGES: Notes. Stands. Coordinates.

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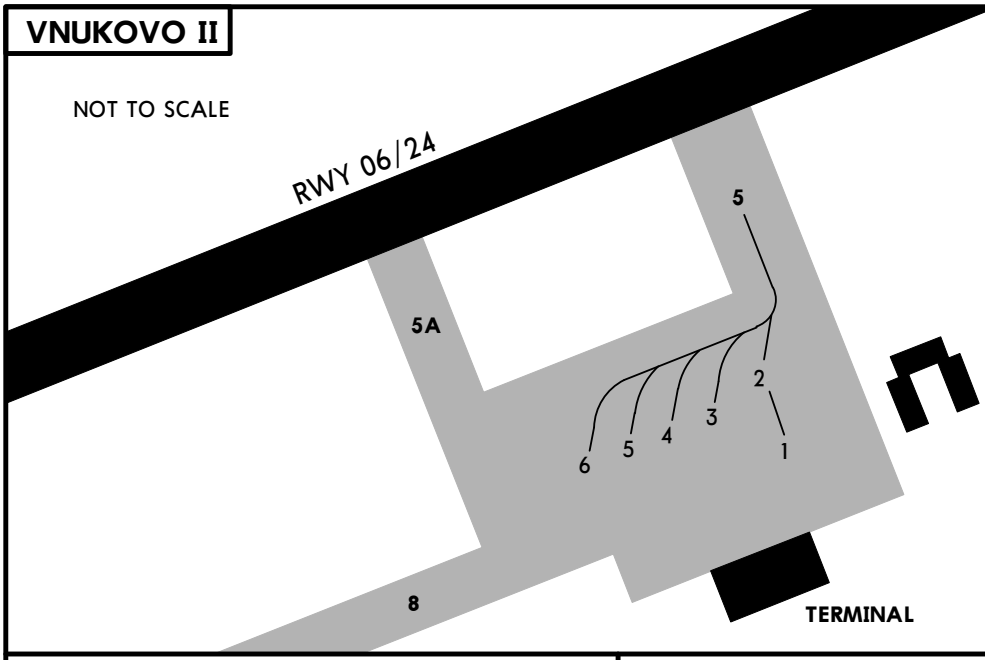
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UUWW/VKO

MOSCOW, RUSSIA
VNUKOVO

VNUKOVO II

NOT TO SCALE

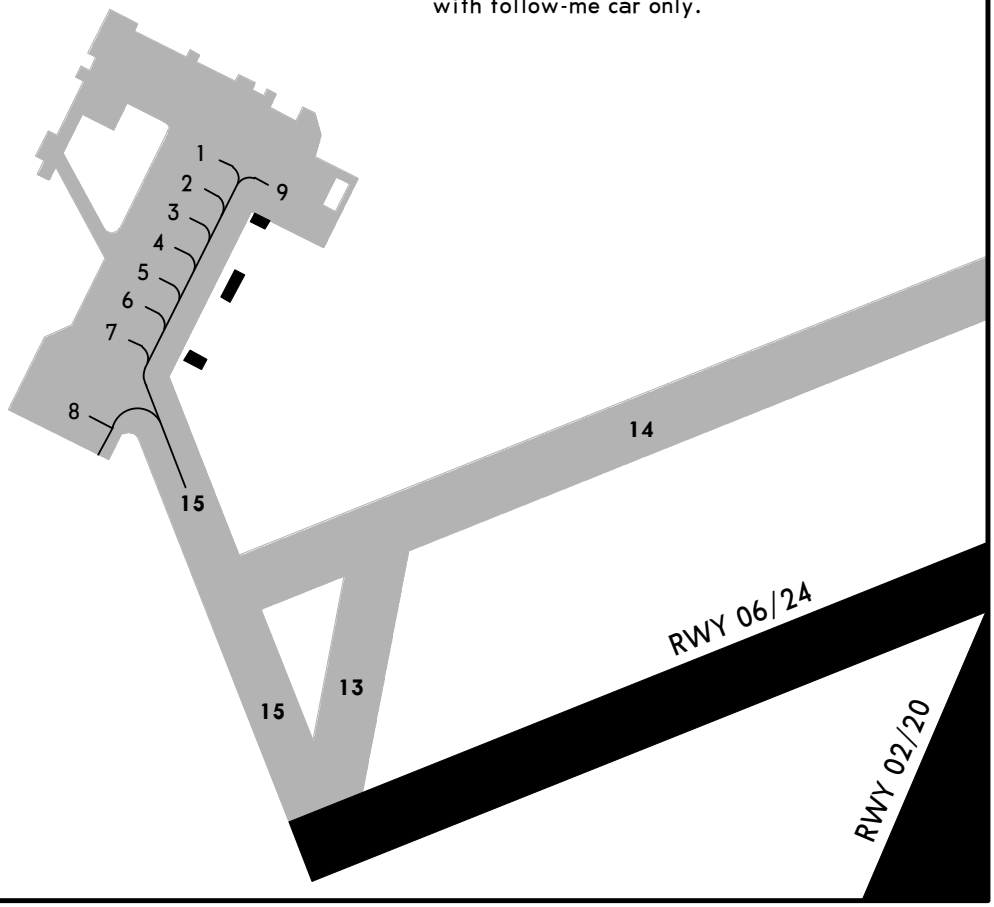


INS COORDINATES		
STAND No.	COORDINATES	ELEV
1, 2	N55 35.6 E037 17.3	677

VNUKOVO III

NOT TO SCALE

Taxxiing to/from apron available with follow-me car only.



CHANGES: Note. Twy.

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UUWW/VKO

MOSCOW, RUSSIA
VNUKOVO

STRAIGHT-IN RWY		A	B	C	D
02	ILS	**833**′(200′)	**833**′(200′)	**833**′(200′)	**833**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	PAR	**840**′(207′)	**850**′(217′)	**860**′(227′)	**869**′(236′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1000**′(367′)	**1000**′(367′)	**1000**′(367′)	**1000**′(367′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
06	ILS	**836**′(200′)	**836**′(200′)	**836**′(200′)	**836**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	PAR	**837**′(200′)	**844**′(207′)	**854**′(217′)	**863**′(226′)
		R550m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1000**′(363′)	**1000**′(363′)	**1000**′(363′)	**1000**′(363′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
20	ILS	**833**′(200′)	**833**′(200′)	**833**′(200′)	**833**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	PAR	**850**′(217′)	**860**′(227′)	**869**′(236′)	**879**′(246′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1280**′(647′)	**1280**′(647′)	**1280**′(647′)	**1280**′(647′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
24	CAT II ILS	**779**′(100′)	**779**′(100′)	**779**′(100′)	**779**′(100′)
		RA111′R350m	**RA111′R350m**	**RA111′R350m**	**RA111′R350m**
	ILS	**879**′(200′)	**879**′(200′)	**879**′(200′)	**879**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT APPLICABLE			
	PAR	**883**′(203′)	**893**′(213′)	**903**′(223′)	**913**′(233′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**1050**′(370′)	**1050**′(370′)	**1050**′(370′)	**1050**′(370′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

CHANGES: Minimums.

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TAKE-OFF RWY 06, 24

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

TAKE-OFF RWY 02, 20

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

CHANGES: None.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (11-1) Eff 16 Feb

MOSCOW, RUSSIA ILS or 2 NDB Rwy 02

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	**VNUKOVO Tower (PAR)**	**VNUKOVO Start(TWR)**	**Ground**
126.0	118.3	118.3	120.45

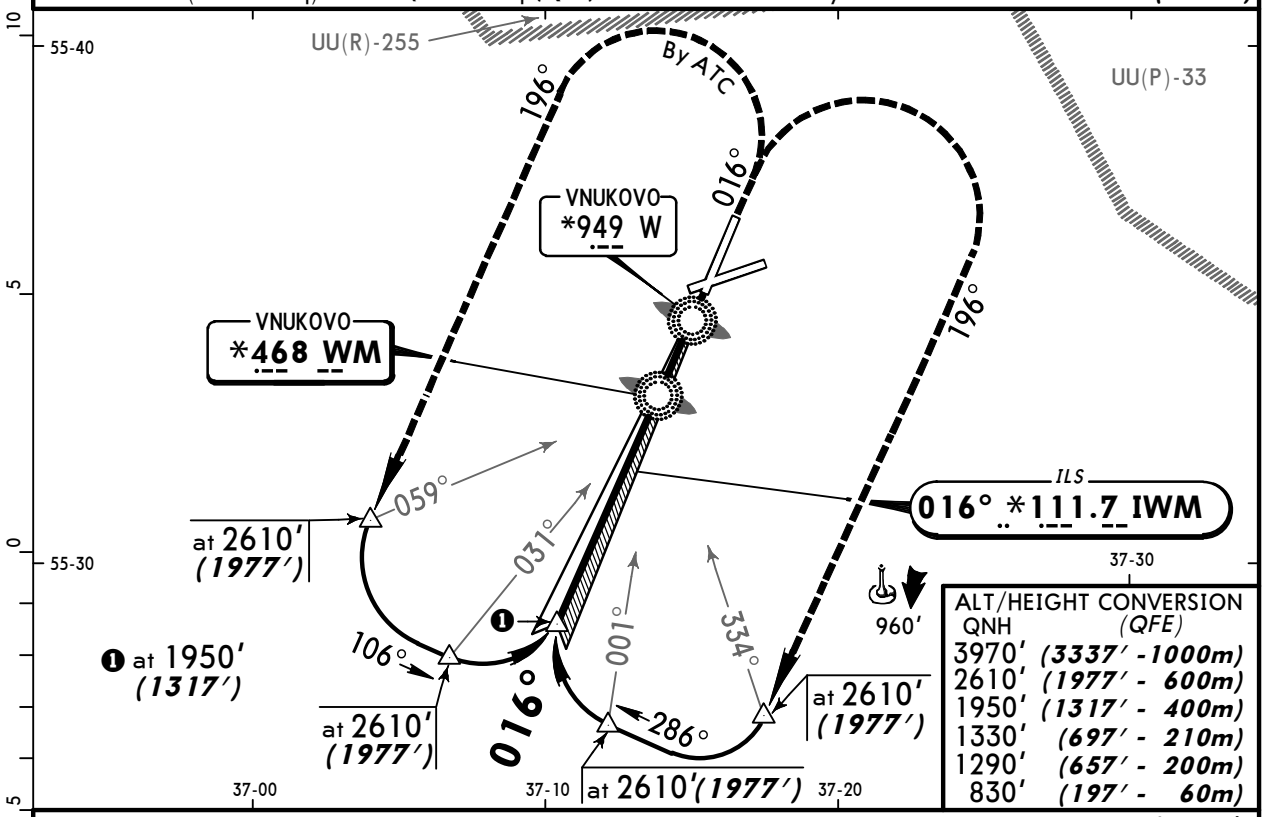
BRIEFING STRIP ™

LOC IWM *111.7	Final Apch Crs 016°	GS LOM 1322′ (689′)	ILS DA(H) 833′ (200′)	Apt Elev 686′
NDB WM *468		Minimum Alt LOM 1330′ (697′)	NDB MDA(H) 1000′ (367′)	RWY 633′

MISSED APCH: Climb on 016° to 1290′ (657′), then turn RIGHT onto 196° climbing to 2610′ (1977′), then as directed.
At 1290′ (657′), immediately contact Krug.

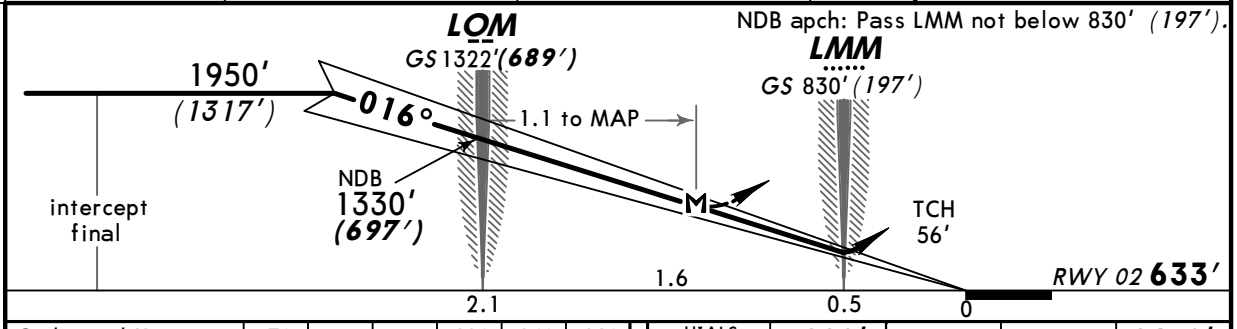
MSA
Airport

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3970′ **(3337′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3337′ - 1000m)
2610′	(1977′ - 600m)
1950′	(1317′ - 400m)
1330′	(697′ - 210m)
1290′	(657′ - 200m)
830′	(197′ - 60m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.83° or NDB Desc Grad 4.9%	356	458	509	611	712	814
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS

1290′ (657′) on 016°

196° RT

2610′ (1977′)

STRAIGHT-IN LANDING RWY **02**

PANS OPS

	ILS DA(H) 833′ (200′) FULL	ILS DA(H) 833′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1000′ (367′)	NDB MDA(H) 1000′ (367′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

CHANGES: Comm. Missed apch. Altitudes. Note.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (11-2) Eff 16 Feb

MOSCOW, RUSSIA ILS or 2 NDB Rwy 06

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start(TWR)	Ground
126.0	118.3	118.3	120.45

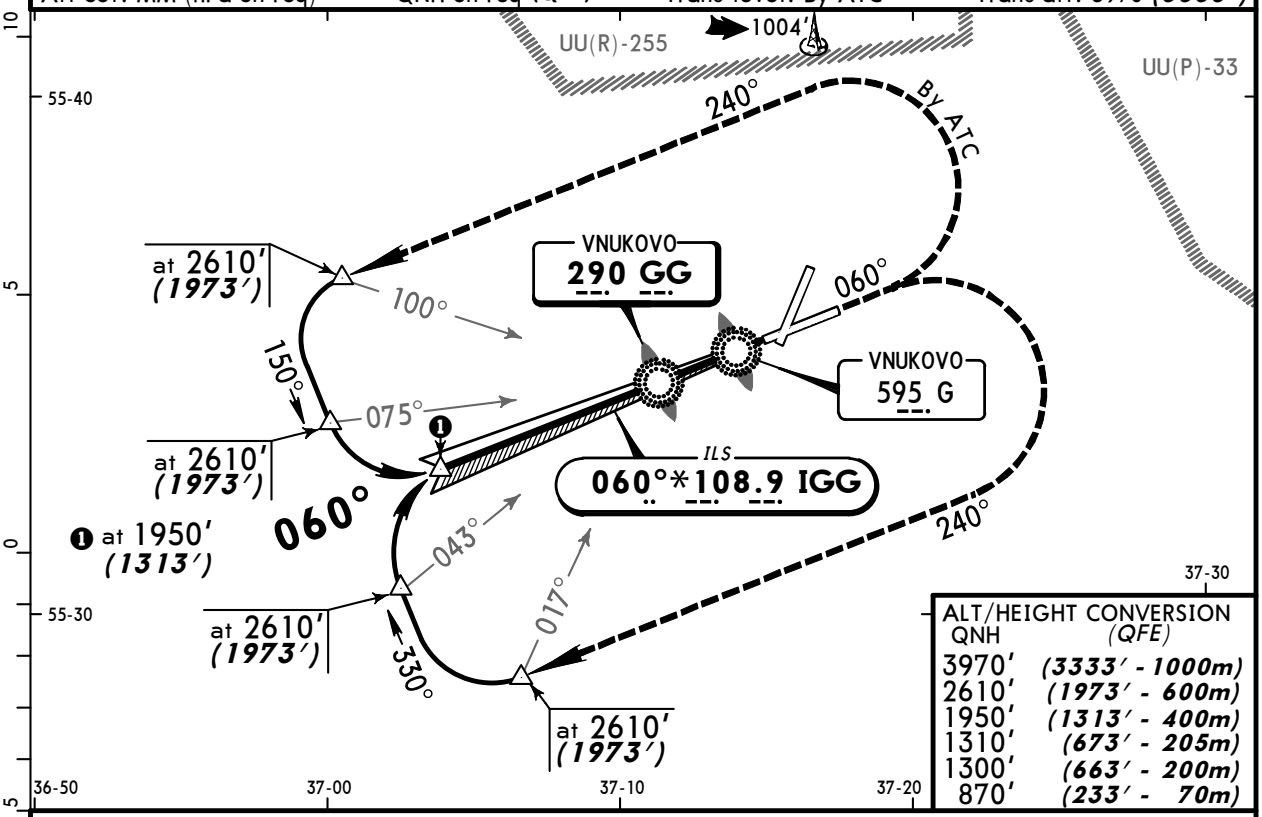
BRIEFING STRIP™

LOC IGG *108.9	Final Apch Crs 060°	GS LOM 1309′ (672′)	ILS DA(H) 837′ (200′)	Apt Elev 686′
NDB GG 290		Minimum Alt LOM 1310′ (673′)	NDB MDA(H) 1000′ (363′)	RWY 637′

MISSED APCH: Climb on 060° to 1300′ (663′), then turn RIGHT onto 240° climbing to 2610′ (1973′), then as directed.
At 1300′ (663′), immediately contact Krug.

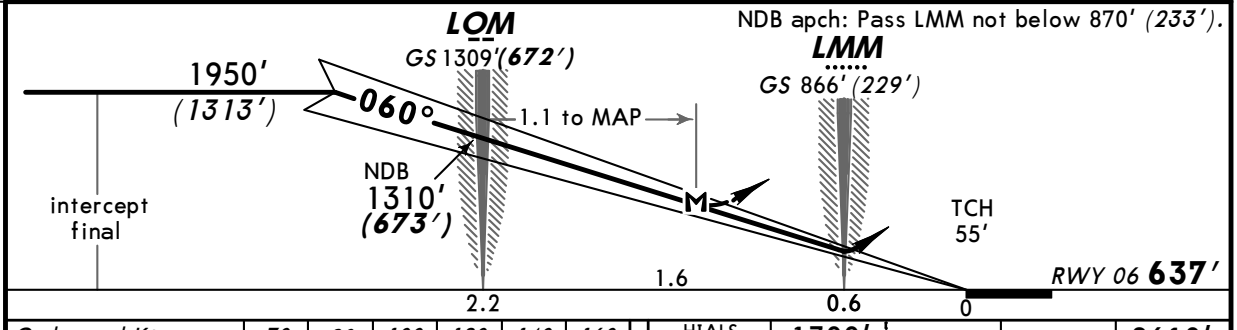
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3970′ (3333′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3333′ - 1000m)
2610′	(1973′ - 600m)
1950′	(1313′ - 400m)
1310′	(673′ - 205m)
1300′	(663′ - 200m)
870′	(233′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

HIALS PAPI

1300′ (663′) on 060° | 240° RT | 2610′ (1973′)

STRAIGHT-IN LANDING RWY 06

	ILS DA(H) 837′ (200′) FULL	ILS DA(H) 837′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1000′ (363′)	NDB MDA(H) 1000′ (363′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Comm. Missed apch. Altitudes. Note.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (11-3) Eff 16 Feb

MOSCOW, RUSSIA ILS or 2 NDB Rwy 20

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	**VNUKOVO Tower (PAR)**	**VNUKOVO Start(TWR)**	**Ground**
126.0	118.3	118.3	120.45

BRIEFING STRIP™

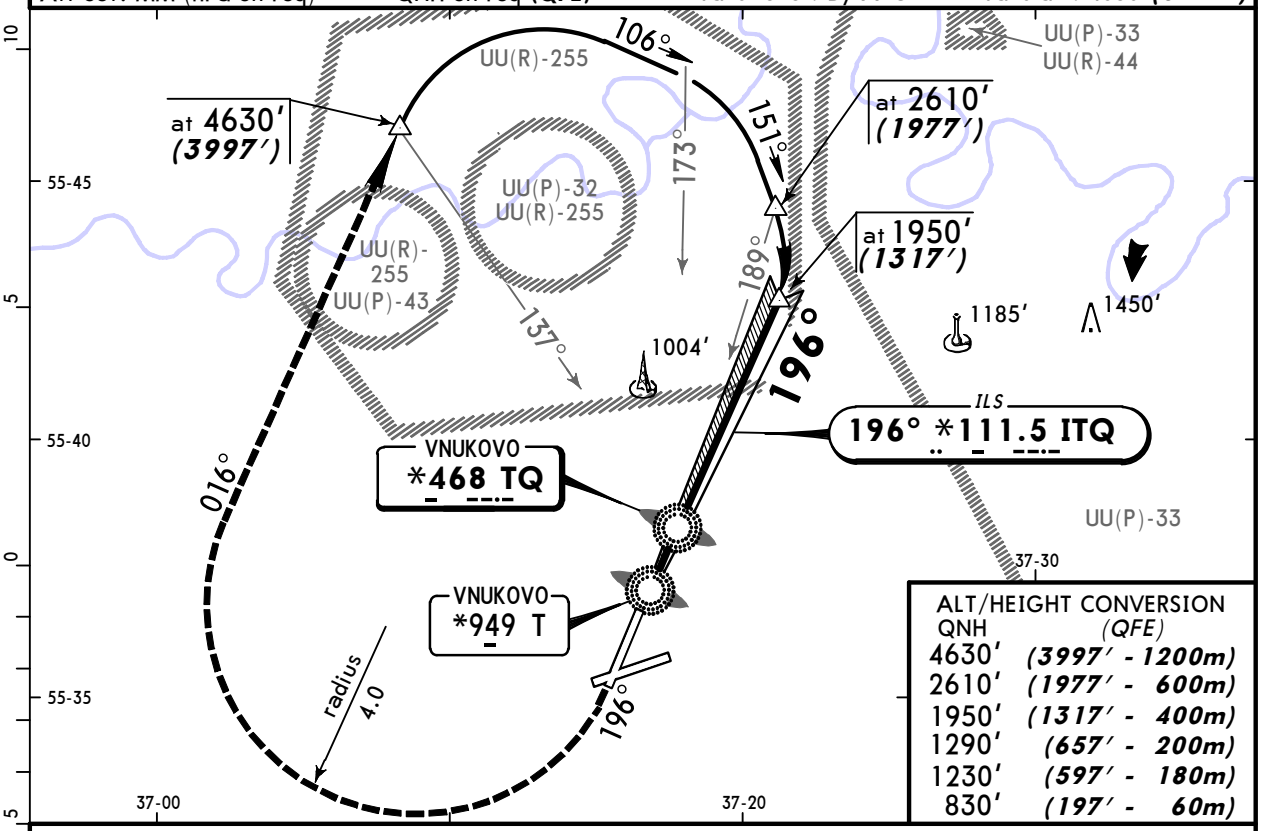
LOC ITQ *111.5	Final Apch Crs 196°	GS LOM 1224′ (591′)	ILS DA(H) 833′ (200′)	Apt Elev 686′
NDB TQ *468		Minimum Alt No FAF	NDB MDA(H) 1280′ (647′)	RWY 633′

180° 4000′ 270° 2400′

MSA
Airport

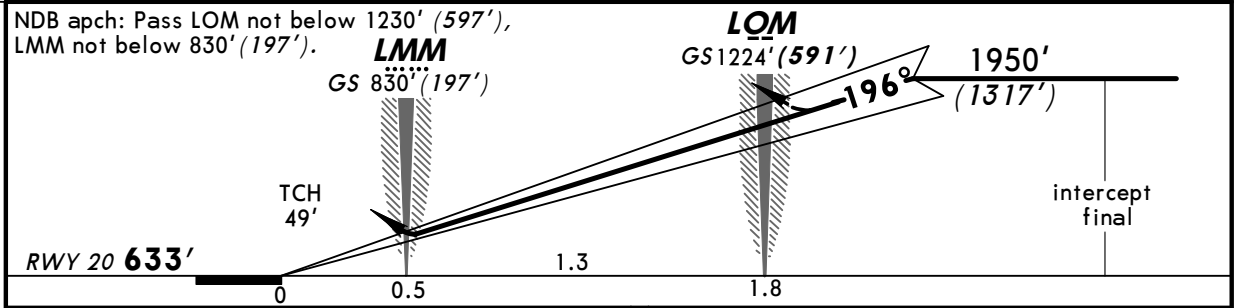
MISSED APCH: Climb on 196° to 1290′ (657′), then turn RIGHT onto 016° climbing to 4630′ (3997′), then as directed.
At 1290′ (657′), immediately contact Krug.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 4630′ (3997′)



ALT/HEIGHT CONVERSION QNH	(QFE)
4630′	(3997′ - 1200m)
2610′	(1977′ - 600m)
1950′	(1317′ - 400m)
1290′	(657′ - 200m)
1230′	(597′ - 180m)
830′	(197′ - 60m)

NDB apch: Pass LOM not below 1230′ (597′), LMM not below 830′ (197′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.83°	356	458	509	611	712	814

HIALS | 1290′ (657′) on 196° | 016° RT | 4630′ (3997′)

STRAIGHT-IN LANDING RWY **20**

	ILS DA(H) 833′ (200′)		LOC (GS out)	NDB MDA(H) 1280′ (647′)	
	FULL	ALS out			ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	3200m	
B					
C					
D					

PANS OPS

CHANGES: Comm. Procedure.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 Eff 16 Feb (11-4)

MOSCOW, RUSSIA
ILS-Lima or 2 NDB Rwy 24

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	**VNUKOVO Tower (PAR)**	**VNUKOVO Start(TWR)**	**Ground**
126.0	118.3	118.3	120.45

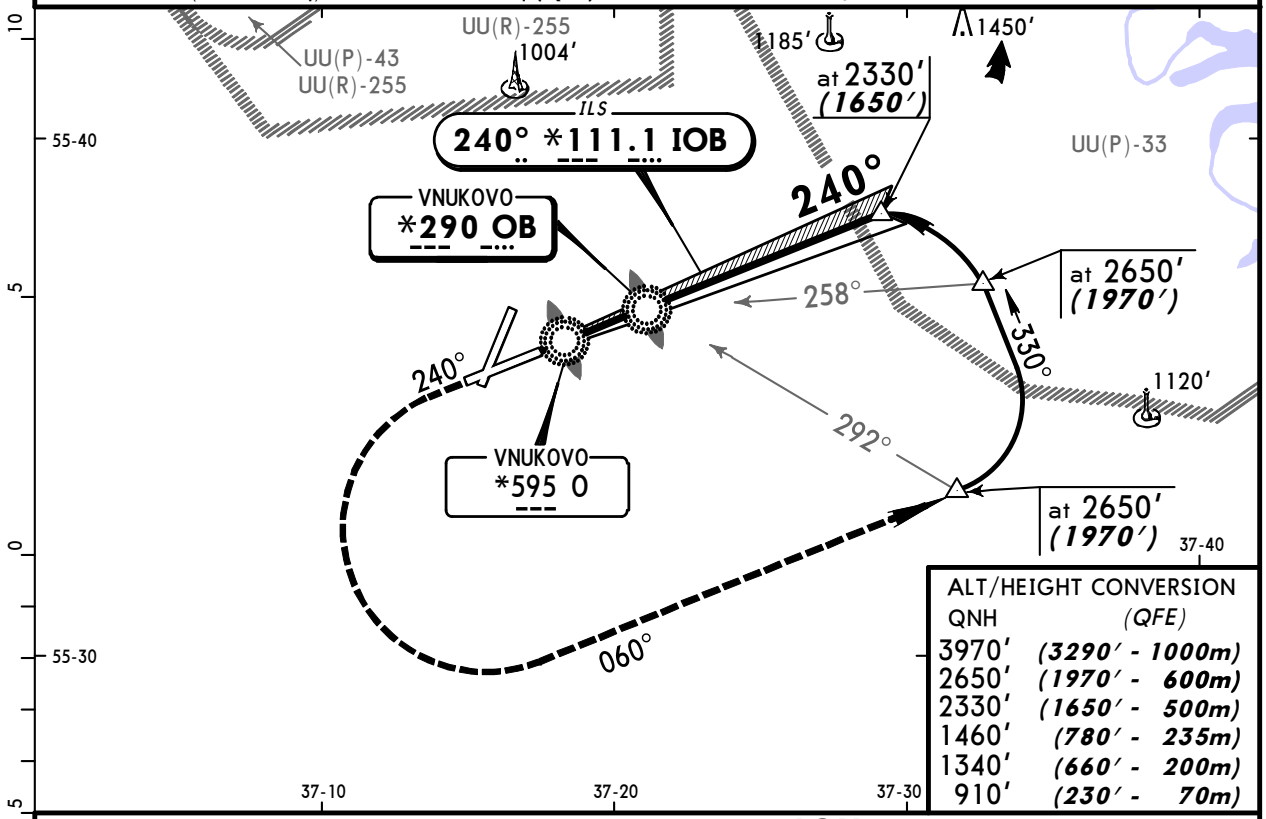
BRIEFING STRIP ™

LOC IOB *111.1	Final Apch Crs 240°	GS LOM 1451′ (771′)	ILS DA(H) 880′ (200′)	Apt Elev 686′
NDB OB *290		Minimum Alt LOM 1460′ (780′)	NDB MDA(H) 1050′ (370′)	RWY 680′

MISSED APCH: Climb on 240° to 1340′ (660′), then turn LEFT onto 060° climbing to 2650′ (1970′), then as directed.
At 1340′ (660′), immediately contact Krug.

MSA
Airport

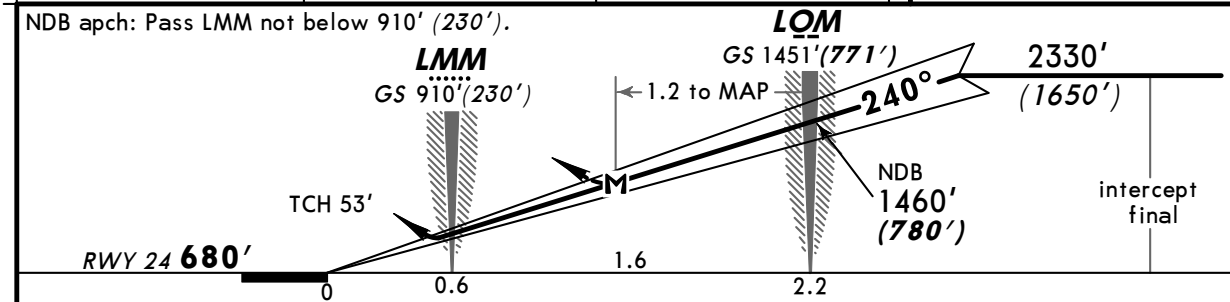
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3970′ (3290′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3290′ - 1000m)
2650′	(1970′ - 600m)
2330′	(1650′ - 500m)
1460′	(780′ - 235m)
1340′	(660′ - 200m)
910′	(230′ - 70m)

NDB apch: Pass LMM not below 910′ (230′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861
LOM to MAP 1.2	1:02	0:48	0:43	0:36	0:31	0:27

HIALS-II | PAPI

1340′ (660′) on 240° | 060° LT | 2650′ (1970′)

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 880′ (200′) FULL	ILS DA(H) 880′ (200′) TDZ or CL out	ILS DA(H) 880′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1050′ (370′)	NDB MDA(H) 1050′ (370′) ALS out
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m
B						
C						
D					RVR 1500m VIS 1600m	RVR 1800m VIS 2000m

PANS OPS

CHANGES: Procedure. Comm. Trans alt. Minimums.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 Eff 16 Feb (11-4A)

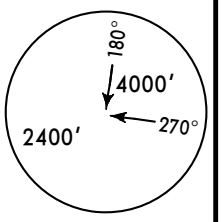
MOSCOW, RUSSIA
CAT II ILS-Lima Rwy 24

BRIEFING STRIP ™

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3

VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start (TWR)	Ground
126.0	118.3	118.3	120.45

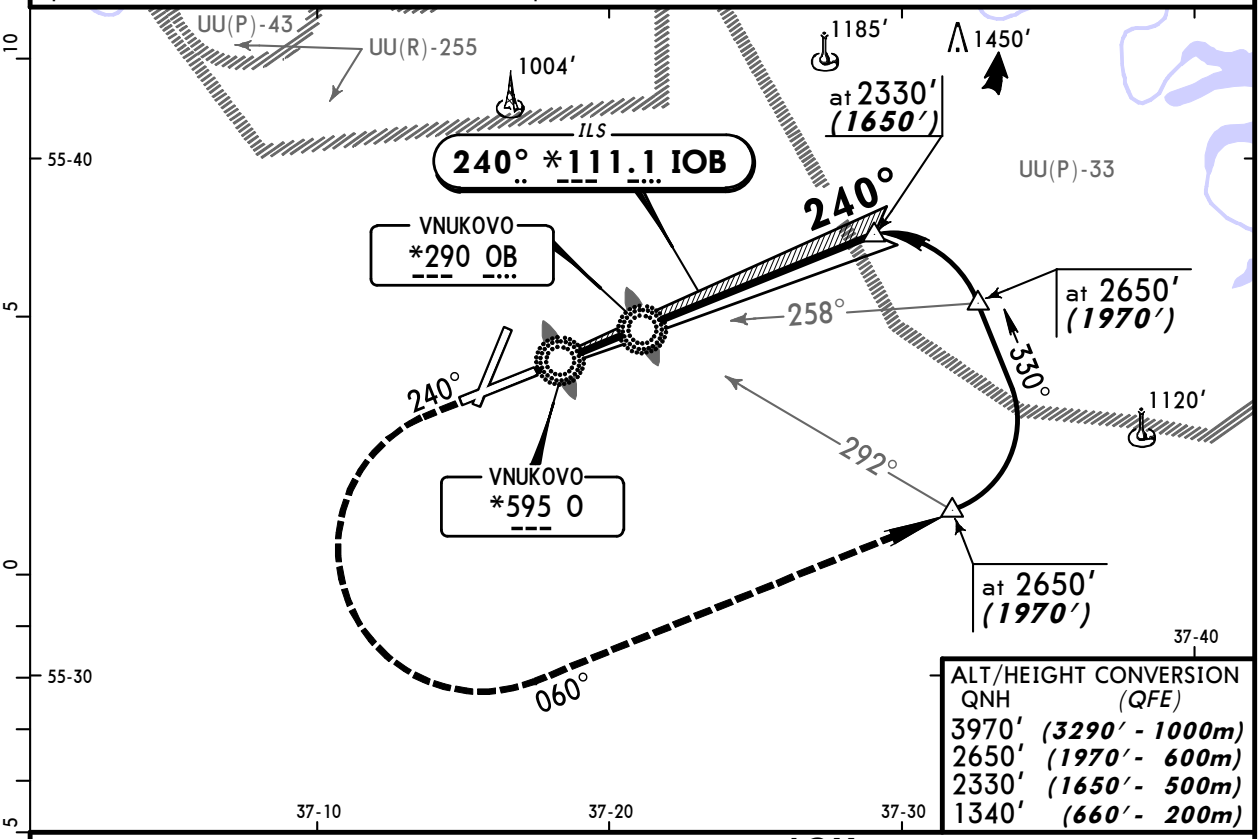
LOC IOB	Final Apch Crs	GS LOM	CAT II ILS RA 111′ DA(H)	Apt Elev 686′ RWY 680′
*111.1	240°	1451′ (771′)	780′ (100′)	



MSA Airport

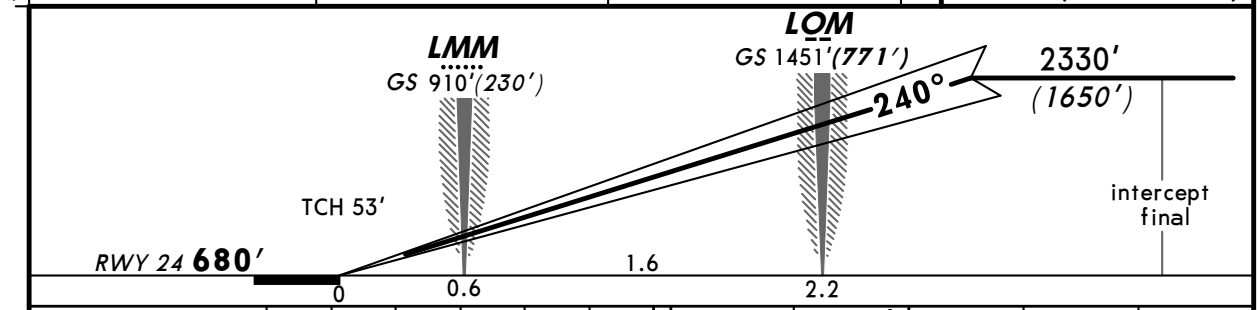
MISSED APCH: Climb on 240° to 1340′ (660′), then turn LEFT onto 060° climbing to 2650′ (1970′), then as directed.
At 1340′ (660′), immediately contact Krug.

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: By ATC Trans alt: 3970′ (**3290′**)
Special Aircrew & Aircraft Certification Required.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3290′ - 1000m)
2650′	(1970′ - 600m)
2330′	(1650′ - 500m)
1340′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI | 1340′ (660′) on 240° | 060° LT | 2650′ (1970′)

STRAIGHT-IN LANDING RWY 24
CAT II ILS
ABCD
RA 111′
DA(H) **780′** (100′)

RVR 350m

PANS OPS

CHANGES: Procedure. Comm. Trans alt. Minimums.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (11-5) Eff 16 Feb

MOSCOW, RUSSIA ILS-Mike Rwy 24

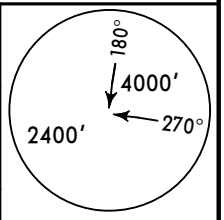
ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3

VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start (TWR)	Ground
126.0	118.3	118.3	120.45

BRIEFING STRIP

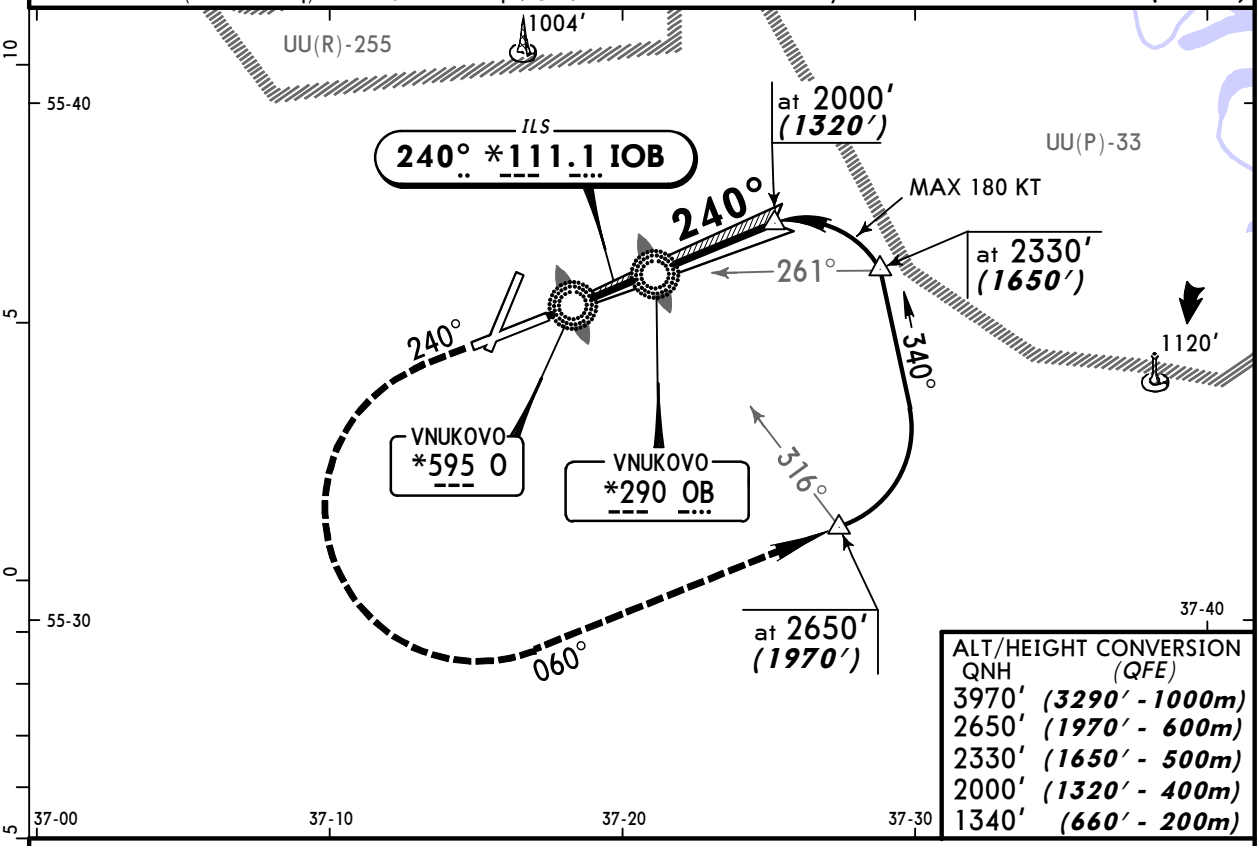
LOC IOB	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
*111.1	240°	1451′ (771′)	880′ (200′)	Apt Elev 686′ / RWY 680′

MISSED APCH: Climb on 240° to 1340′ (660′), then turn LEFT onto 060° climbing to 2650′ (1970′), then as directed.
At 1340′ (660′), immediately contact Krug.



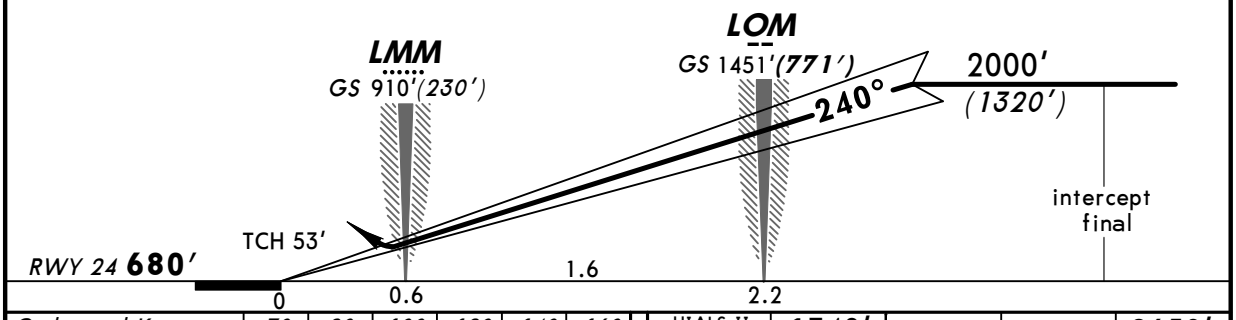
MSA
Airport

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3970′ (3290′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3290′ - 1000m)
2650′	(1970′ - 600m)
2330′	(1650′ - 500m)
2000′	(1320′ - 400m)
1340′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	377	484	538	646	753	861

HIALS-II
PAPI

1340′ (660′) on 240°

060° LT

2650′ (1970′)

PANS OPS

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 880′(200′) FULL	ILS DA(H) 880′(200′) TDZ or CL out	ILS DA(H) 880′(200′) ALS out	LOC (GS out)
A	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTH
B				
C				
D				

CHANGES: Procedure. Comm. Trans alt.

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UUWW/VKO VNUKOVO

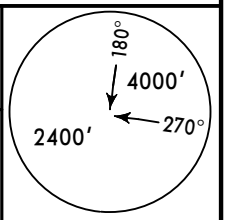
JEPPESEN 10 FEB 06 (18-1) Eff 16 Feb

MOSCOW, RUSSIA PAR Rwy 02

BRIEFING STRIP ™

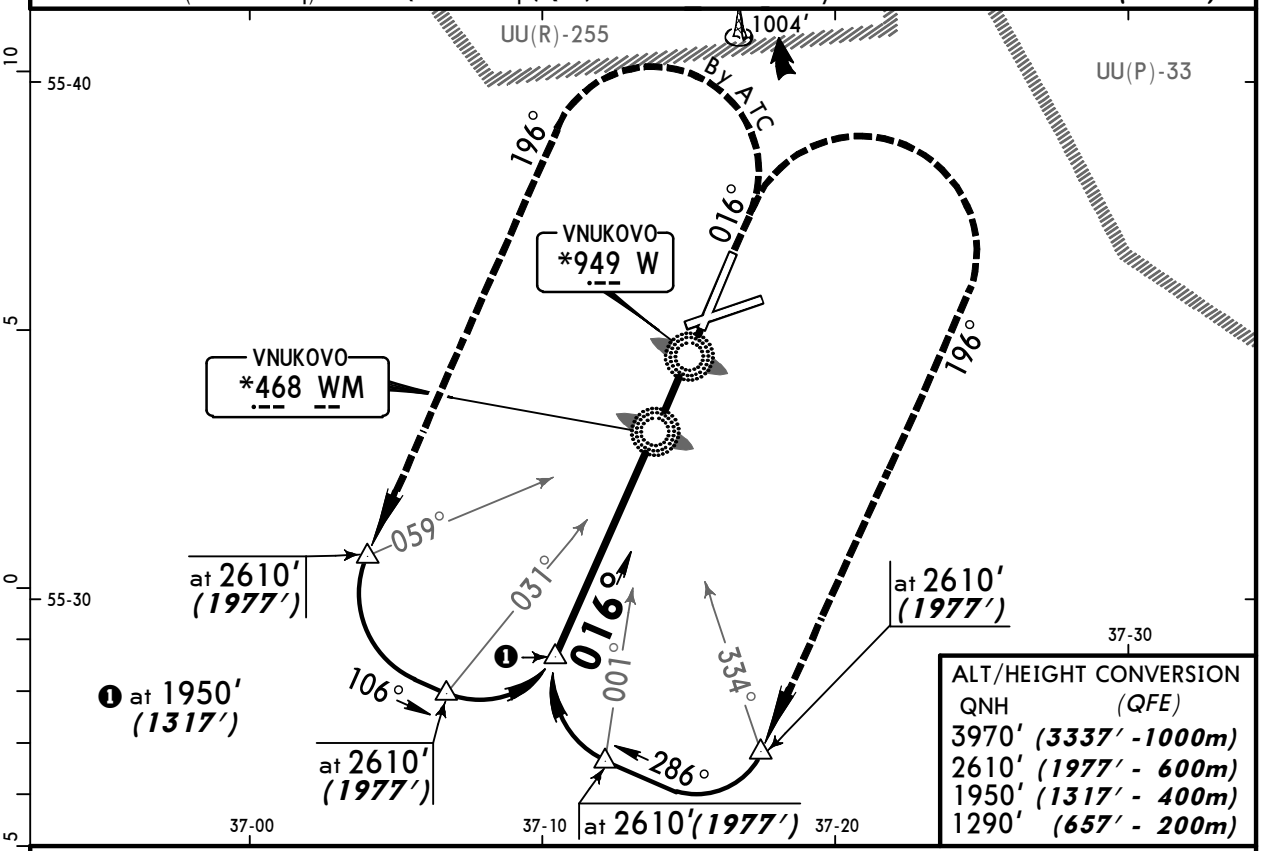
ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start(TWR)	Ground
126.0	118.3	118.3	120.45

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev 686′
	016°	1322′ (689′)	Refer to Minimums	RWY 633′



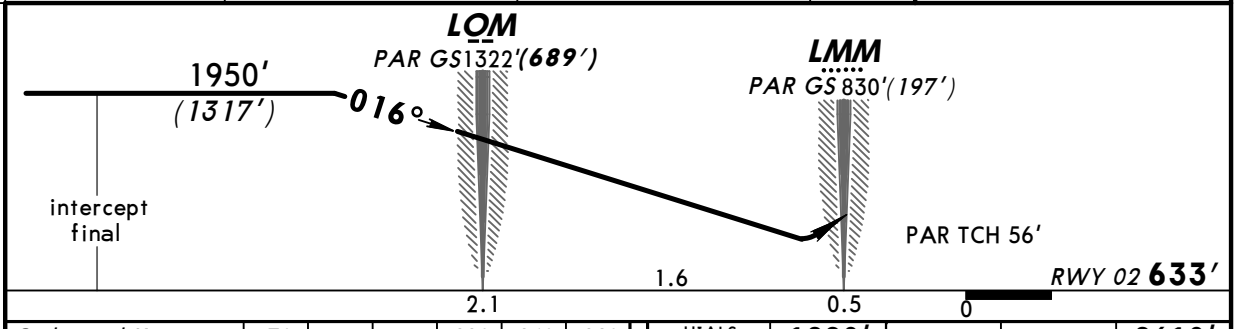
MISSED APCH: Climb on 016° to 1290′ (657′), then turn RIGHT onto 196° climbing to 2610′ (1977′), then as directed.
At 1290′ (657′), immediatly contact Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3970′ (3337′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3337′ -1000m)
2610′	(1977′ - 600m)
1950′	(1317′ - 400m)
1290′	(657′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.83°	356	458	509	611	712	814

HIALS

1290′ (657′) on 016° | 196° RT | 2610′ (1977′)

STRAIGHT-IN LANDING RWY 02

DA(H) A: 840′ (207′) C: 860′ (227′)
B: 850′ (217′) D: 869′ (236′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	
B			
C			
D			

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UUWW/VKO VNUKOVO

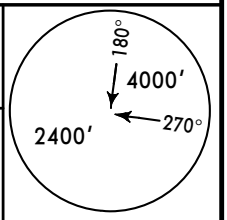
JEPPESEN 10 FEB 06 (18-2) Eff 16 Feb

MOSCOW, RUSSIA PAR Rwy 06

BRIEFING STRIP ™

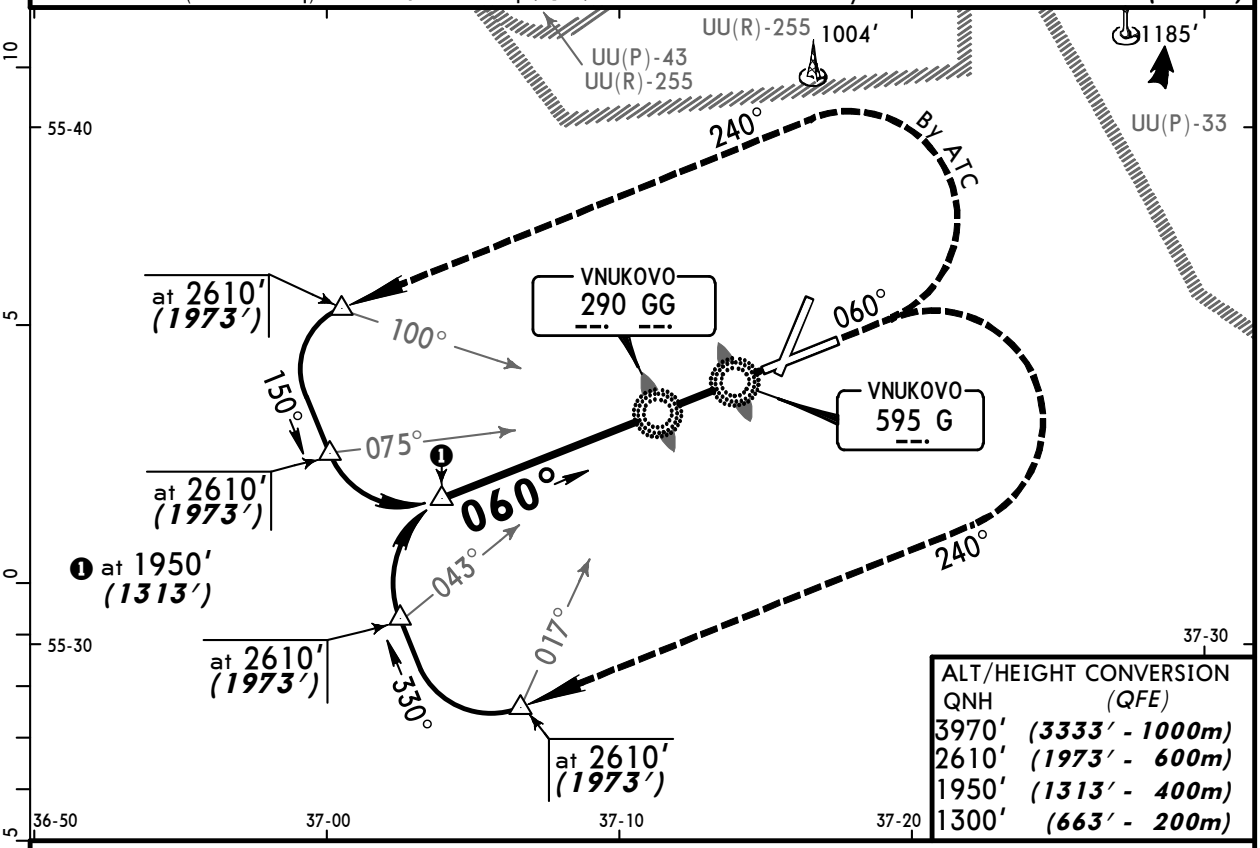
ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start(TWR)	Ground
126.0	118.3	118.3	120.45

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H) Refer to Minimums	Apt Elev / RWY
	060°	1309′ (672′)		Apt Elev 686′ RWY 637′

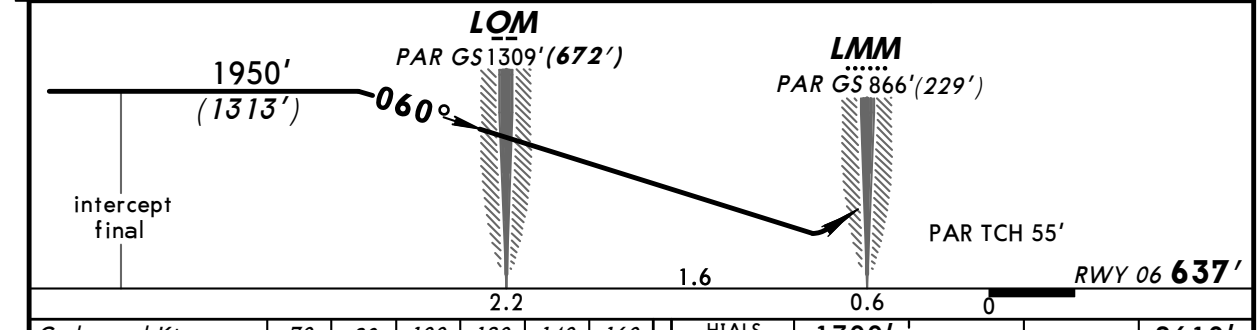


MISSED APCH: Climb on 060° to 1300′ (663′), then turn RIGHT onto 240° climbing to 2610′ (1973′), then as directed.
At 1300′ (663′), immediately contact Krug.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3970′ (3333′)



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3970′	(3333′ - 1000m)
2610′	(1973′ - 600m)
1950′	(1313′ - 400m)
1300′	(663′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.67°	336	433	481	577	673	769

HIALS PAPI

1300′ (663′) on 060° | 240° RT | 2610′ (1973′)

STRAIGHT-IN LANDING RWY 06

DA(H) A: 837′ (200′) C: 853′ (216′)
B: 843′ (206′) D: 863′ (226′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m
B		
C		
D		

CHANGES: Comm. Missed apch. Altitudes. Note. Minimums.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (18-3) Eff 16 Feb

MOSCOW, RUSSIA PAR Rwy 20

BRIEFING STRIP ™

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3

VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start (TWR)	Ground
126.0	118.3	118.3	120.45

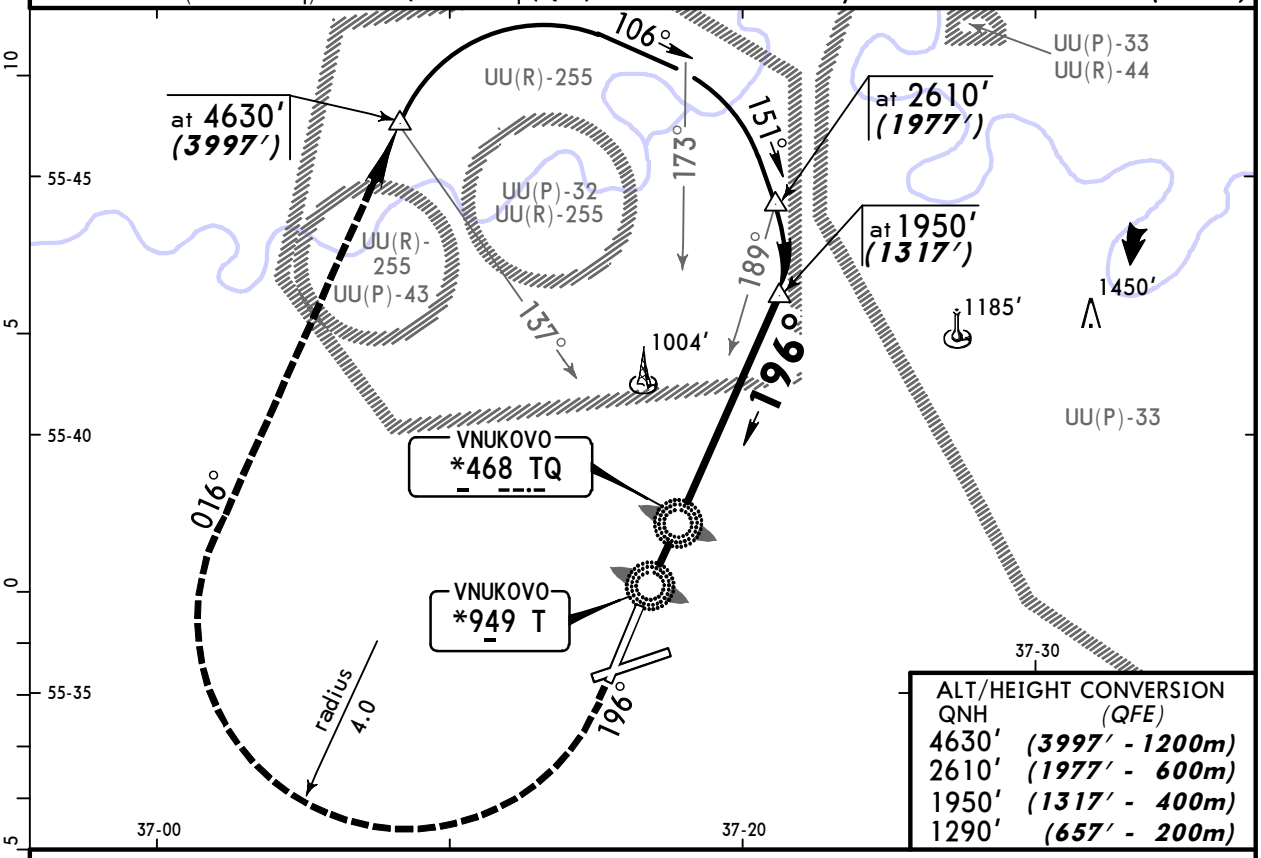
RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev / RWY
	196°	1224′ (591′)	Refer to Minimums	Apt Elev 686′ RWY 633′

MSA: 180° 4000′ 270° 2400′

MISSED APCH: Climb on 196° to 1290′ (657′), then turn RIGHT onto 016° climbing to 4630′ (3997′), then as directed.
At 1290′ (657′), immediately contact Krug.

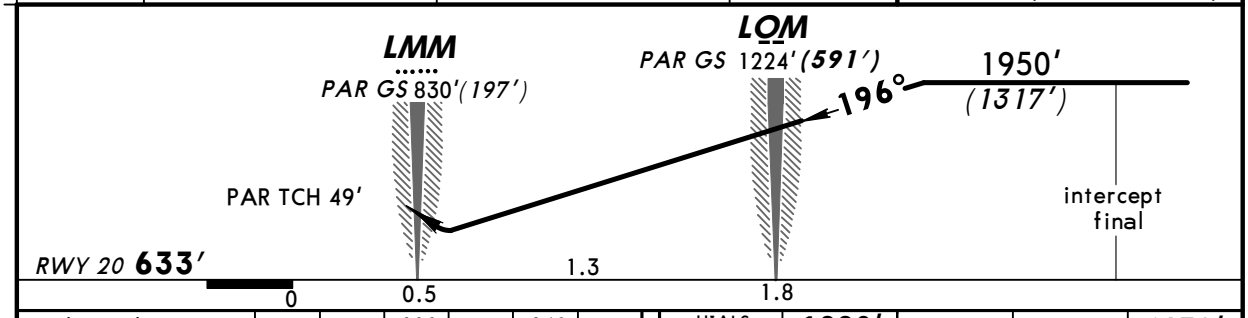
MSA Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 4630′ (3997′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
4630′	(3997′ - 1200m)
2610′	(1977′ - 600m)
1950′	(1317′ - 400m)
1290′	(657′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.83°	356	458	509	611	712	814

HIALS | 1290′ (657′) on 196° | 016° RT | 4630′ (3997′)

STRAIGHT-IN LANDING RWY 20

DA(H)
A: 850′ (217′) C: 869′ (236′)
B: 860′ (227′) D: 879′ (246′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	
B			
C			
D			

CHANGES: Comm. Procedure.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (18-4) Eff 16 Feb

MOSCOW, RUSSIA PAR-Lima Rwy 24

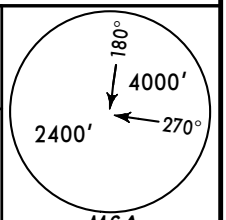
ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3
VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start(TWR)	Ground
126.0	118.3	118.3	120.45

BRIEFING STRIP ™

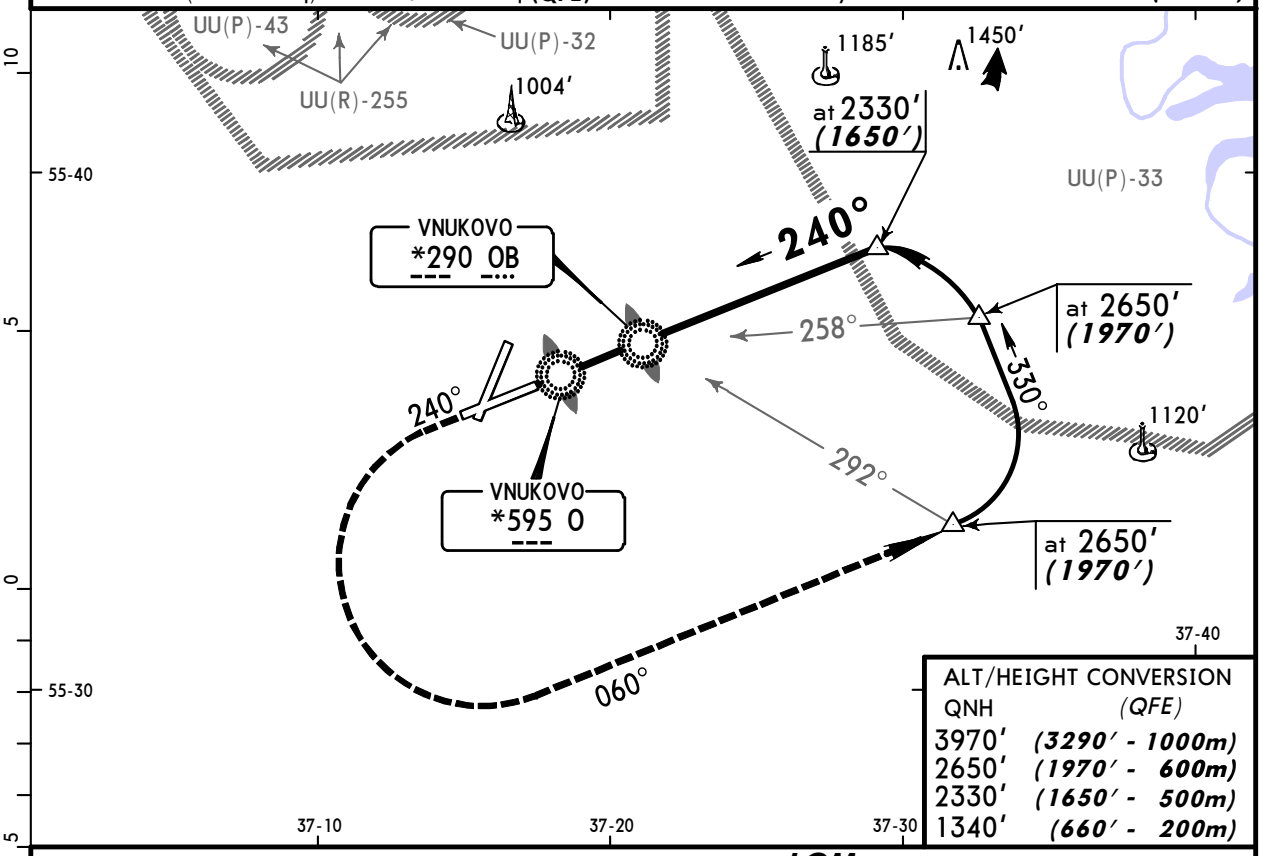
RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H)	Apt Elev / RWY
	240°	1451′ (771′)	Refer to Minimums	Apt Elev 686′ / RWY 680′

MISSED APCH: Climb on 240° to 1340′ *(660′)*, then turn LEFT onto 060° climbing to 2650′ *(1970′)*, then as directed.

At 1340′*(660′)*, immediately contact Krug.

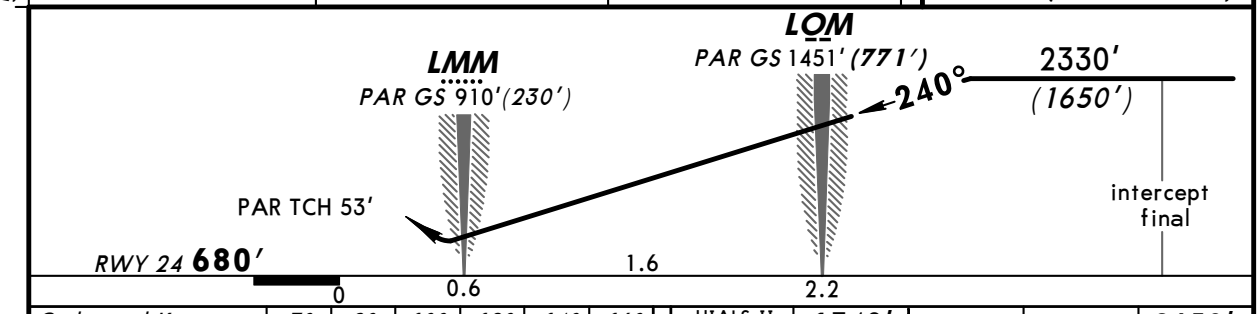


Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3970′ ***(3290′)***



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3290′ - 1000m)
2650′	(1970′ - 600m)
2330′	(1650′ - 500m)
1340′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	3.00°	377	484	538	646	753	861

HIALS-II PAPI | 1340′ (660′) on 240° | 060° LT | 2650′ (1970′)

STRAIGHT-IN LANDING RWY 24

DA(H) A: 883′(203′) C: 902′(222′)
B: 892′(212′) D: 912′(232′)

PANS OPS

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

CHANGES: New procedure.

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UUWW/VKO VNUKOVO

JEPPESEN 10 FEB 06 (18-5) Eff 16 Feb

MOSCOW, RUSSIA PAR-Mike Rwy 24

ATIS	MOSCOW Approach 3	MOSCOW Approach 4	VNUKOVO Approach
125.87	128.0	123.4	122.3

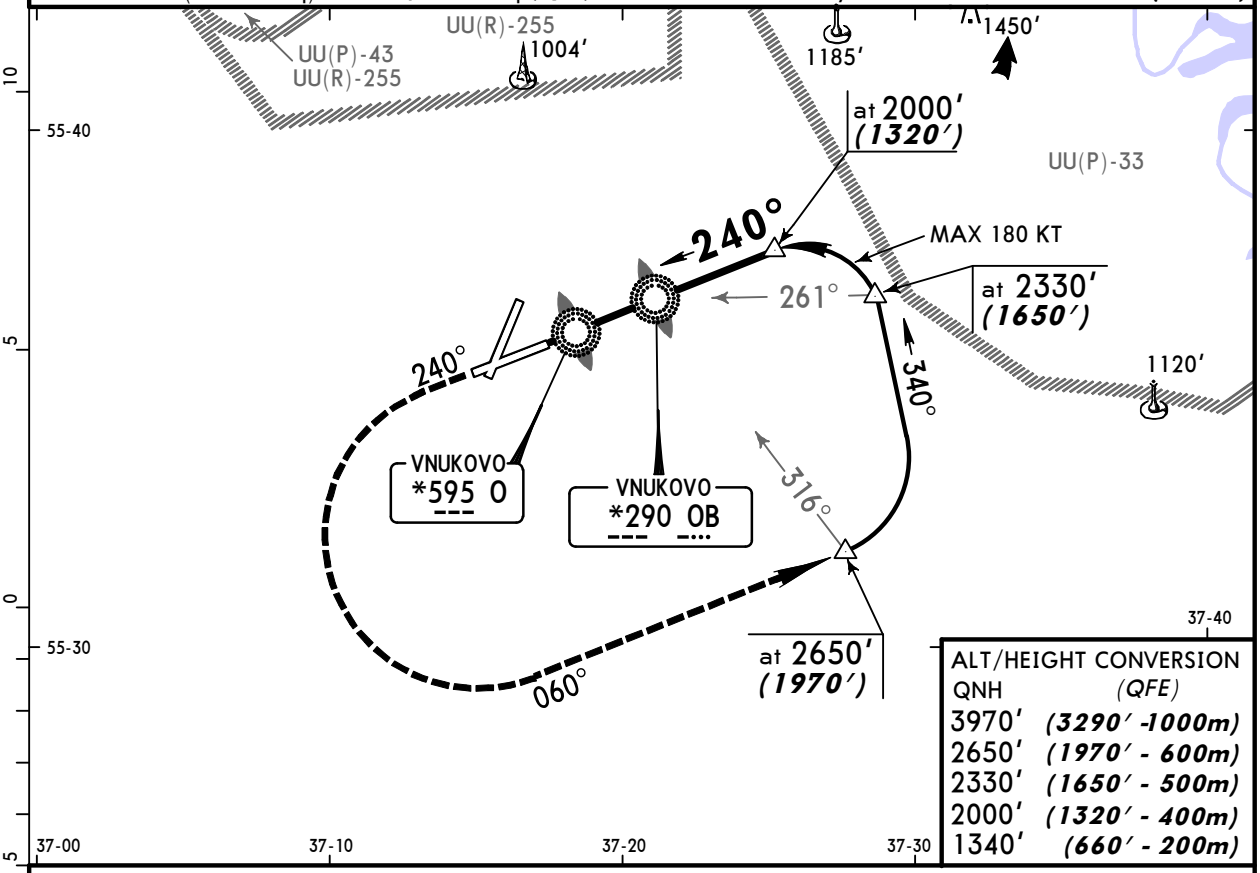
VNUKOVO Krug (SRE)	VNUKOVO Tower (PAR)	VNUKOVO Start (TWR)	Ground
126.0	118.3	118.3	120.45

RADAR	Final Apch Crs	PAR GS LOM	PAR DA(H) Refer to Minimums	Apt Elev 686′ RWY 680′
	240°	1451′ (771′)		

MISSED APCH: Climb on 240° to 1340′ (660′), then turn LEFT onto 060° climbing to 2650′ (1970′), then as directed.
At 1340′ (660′), immediately contact Krug.

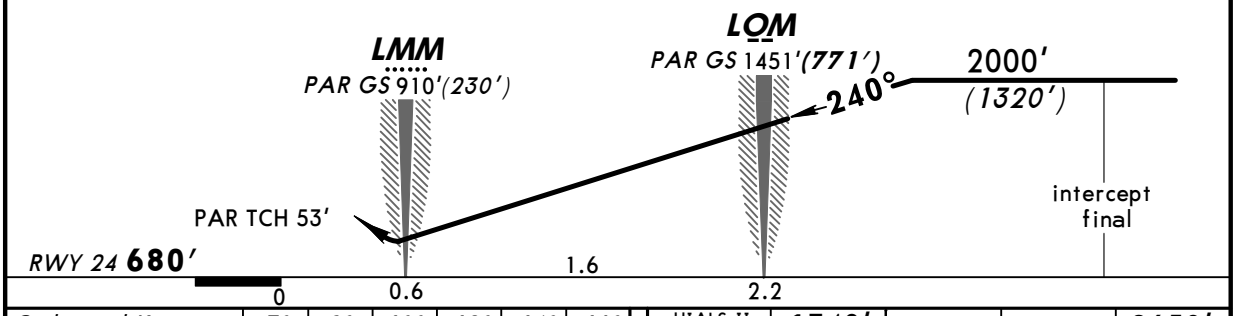
180° 4000′ 270° 2400′
MSA
Airport

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3970′ (3290′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3970′	(3290′ -1000m)
2650′	(1970′ - 600m)
2330′	(1650′ - 500m)
2000′	(1320′ - 400m)
1340′	(660′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
PAR GS	2.67°	336	433	481	577	673	769

HIALS-II PAPI | 1340′ (660′) on 240° | 060° LT | 2650′ (1970′)

STRAIGHT-IN LANDING RWY 24

DA(H)
A: 883′(203′) C: 902′(222′)
B: 892′(212′) D: 912′(232′)

PANS OPS

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

CHANGES: Procedure. Comm. Trans alt. Minimums.

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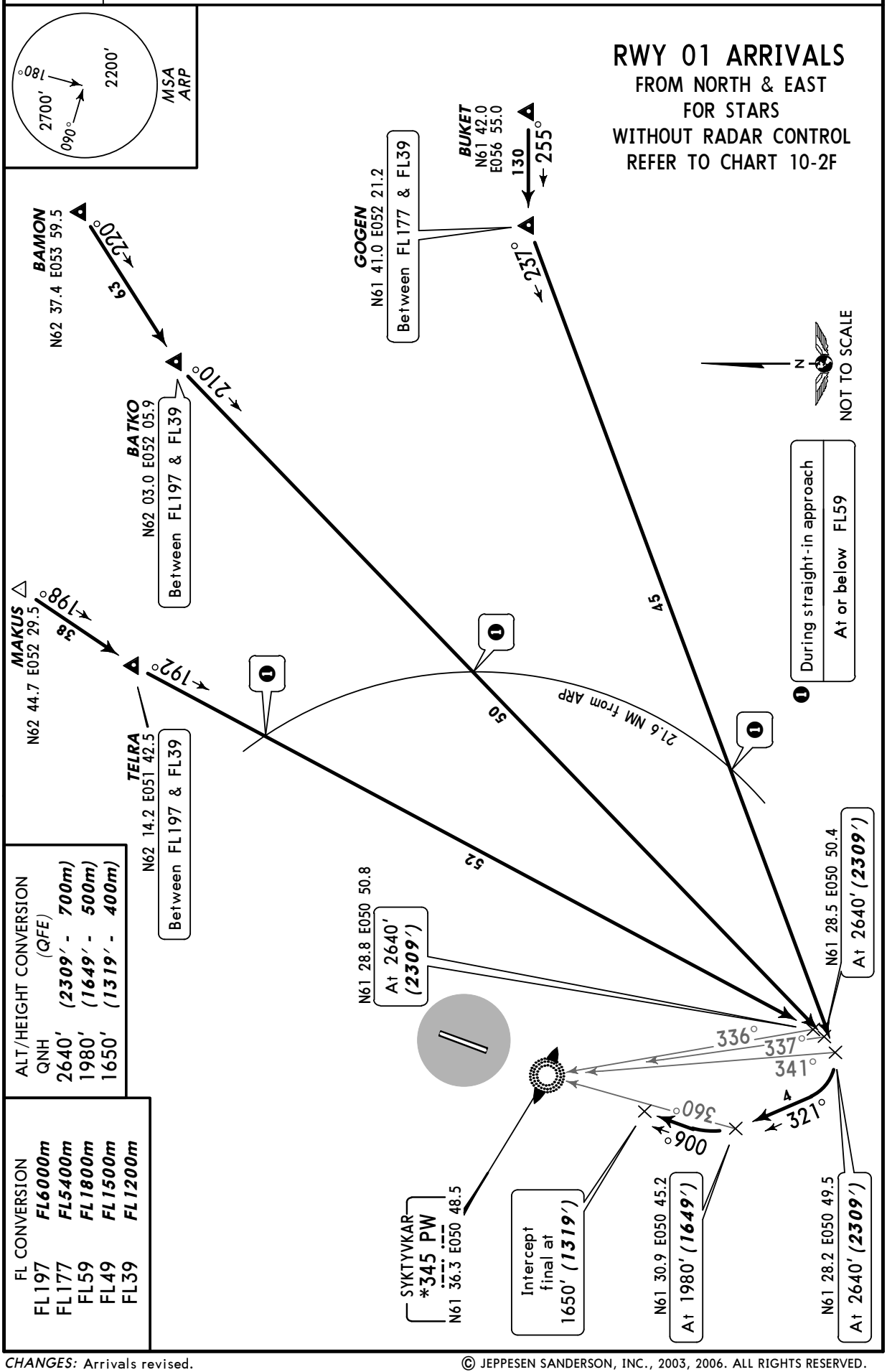
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UUYY/SCW
SYKTYVKAR

SYKTYVKAR, RUSSIA
STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2309′)***



CHANGES: Arrivals revised.

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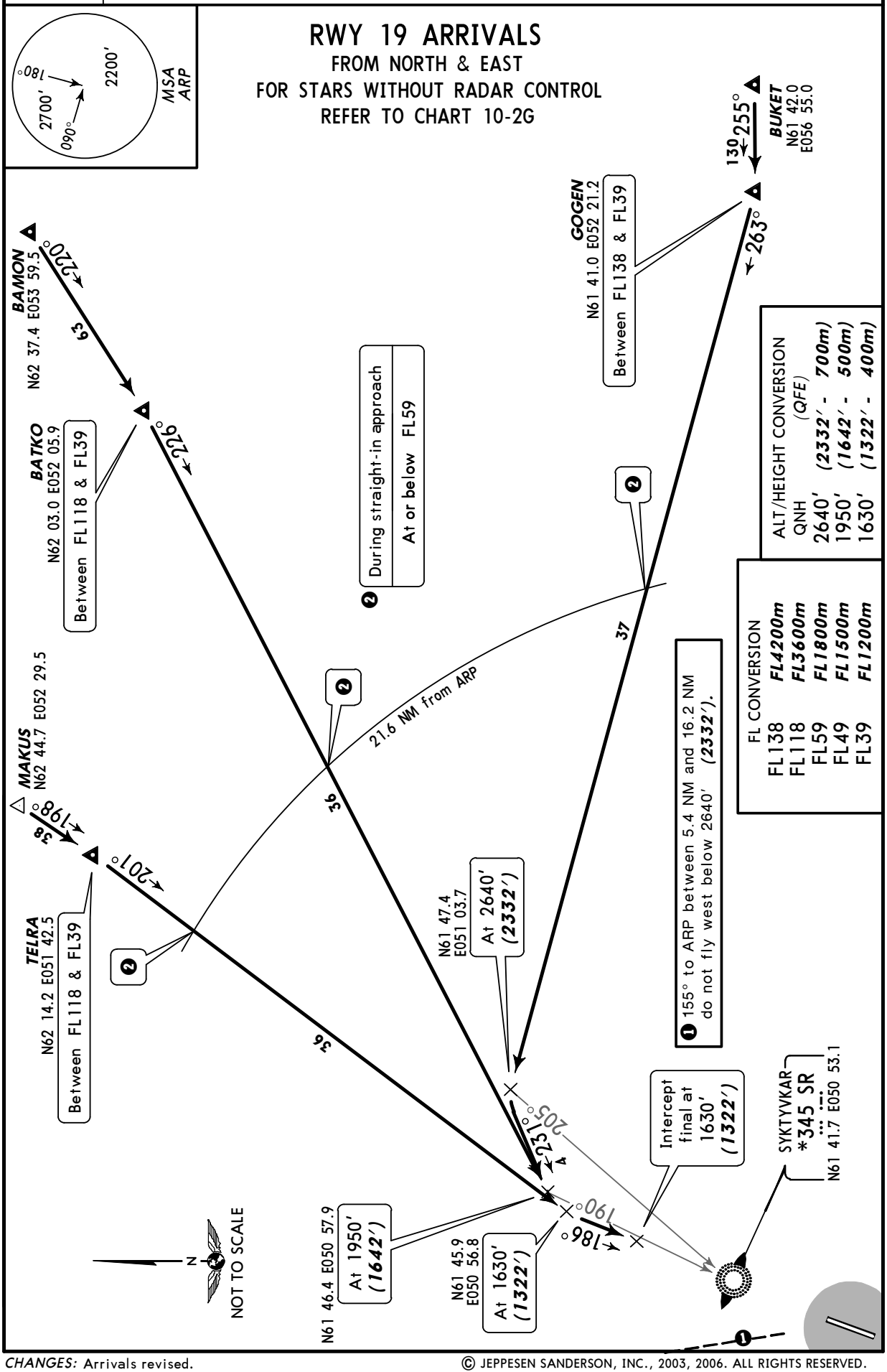
UUYY/SCW
SYKTYVKAR

SYKTYVKAR, RUSSIA
STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2332′)***

RWY 19 ARRIVALS
FROM NORTH & EAST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2G



CHANGES: Arrivals revised.

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UUYY/SCW SYKTYVKAR

SYKTYVKAR, RUSSIA

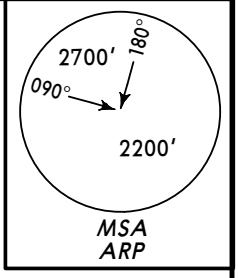
STAR

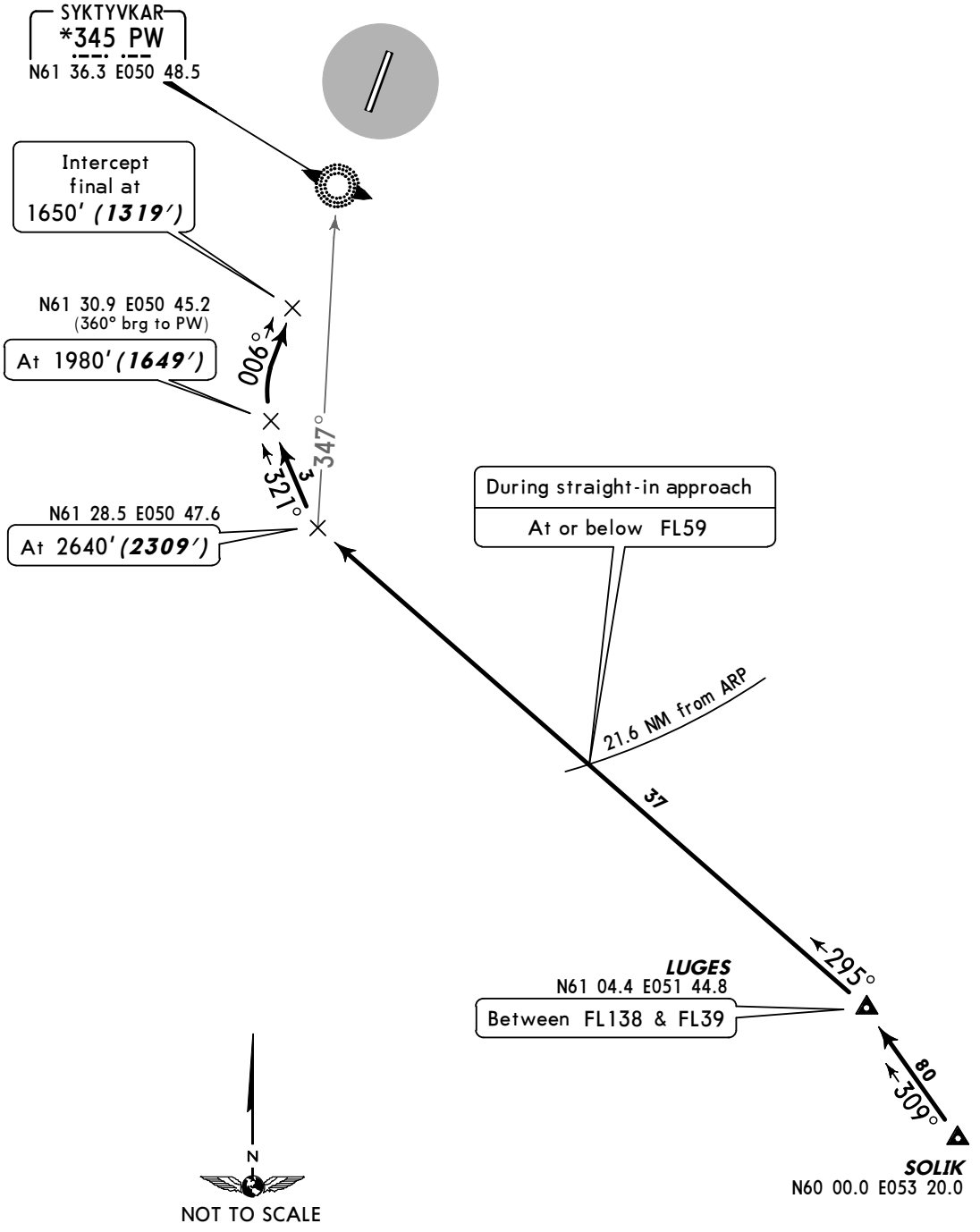
Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2309′)***

RWY 01 ARRIVAL

FROM SOUTH
FOR STARS
WITHOUT RADAR CONTROL
REFER TO CHART 10-2H





FL CONVERSION	
FL138	***FL4200m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2640′	***(2309′ - 700m)***
1980′	***(1649′ - 500m)***
1650′	***(1319′ - 400m)***

CHANGES: New chart (arrival transferred & revised).

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UUYY/SCW SYKTYVKAR

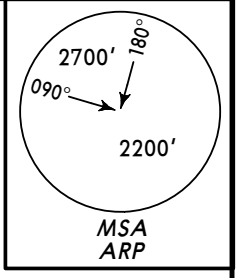
SYKTYVKAR, RUSSIA

STAR

Apt Elev	
338′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa) FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa) Trans alt: 2640′ ***(2332′)***

RWY 19 ARRIVAL

FROM SOUTH
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2G



Intercept final at 1630′ ***(1322′)***

N61 46.4 E050 57.9
At 1950′ ***(1642′)***

N61 46.8 E051 05.3
At 2640′ ***(2332′)***

231°
186°
190°
212°

SYKTYVKAR
*345 SR
N61 41.7 E050 53.1

N
NOT TO SCALE

❶ 155° to ARP between 5.4 NM and 16.2 NM do not fly west below 2640′ ***(2332′).***

46

During straight-in approach
At or below FL59

21.6 NM from ARP

LUGES
N61 04.4 E051 44.8
Between FL197 & FL39

320°

80
309°

SOLIK
N60 00.0 E053 20.0

FL CONVERSION	
FL197	***FL6000m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2640′	***(2332′ - 700m)***
1950′	***(1642′ - 500m)***
1630′	***(1322′ - 400m)***

CHANGES: New chart (arrival transferred & revised).

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UUYY/SCW SYKTYVKAR

JEPPESEN 3 MAR 06 (10-2D) Eff 16 Mar

SYKTYVKAR, RUSSIA

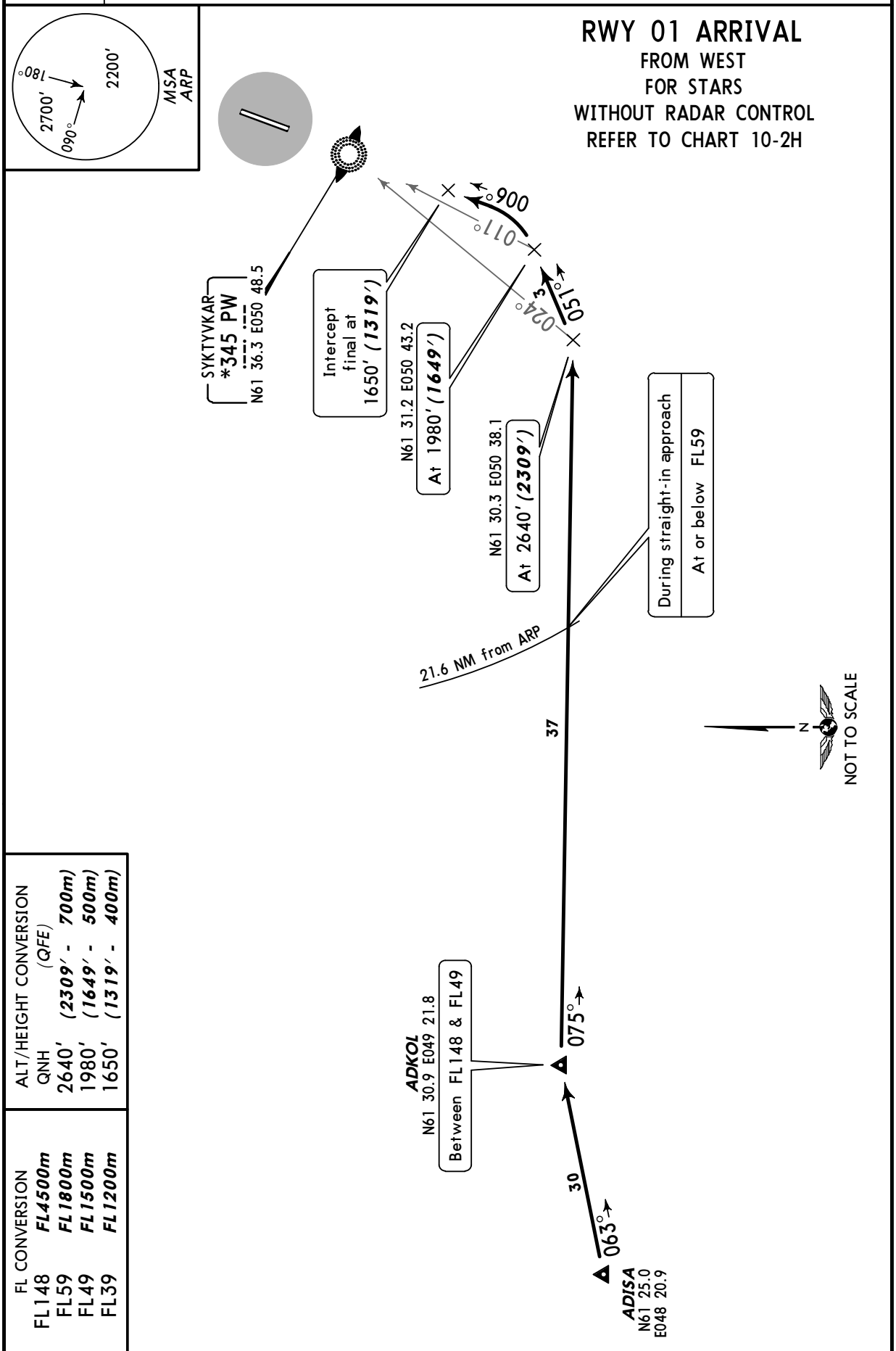
STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2309′)***

RWY 01 ARRIVAL

FROM WEST
FOR STARS
WITHOUT RADAR CONTROL
REFER TO CHART 10-2H



ALT/HEIGHT CONVERSION (QFE)

QNH	
2640′	***(2309′ - 700m)***
1980′	***(1649′ - 500m)***
1650′	***(1319′ - 400m)***

FL CONVERSION

FL148	***FL4500m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

CHANGES: New chart (arrival transferred & revised).

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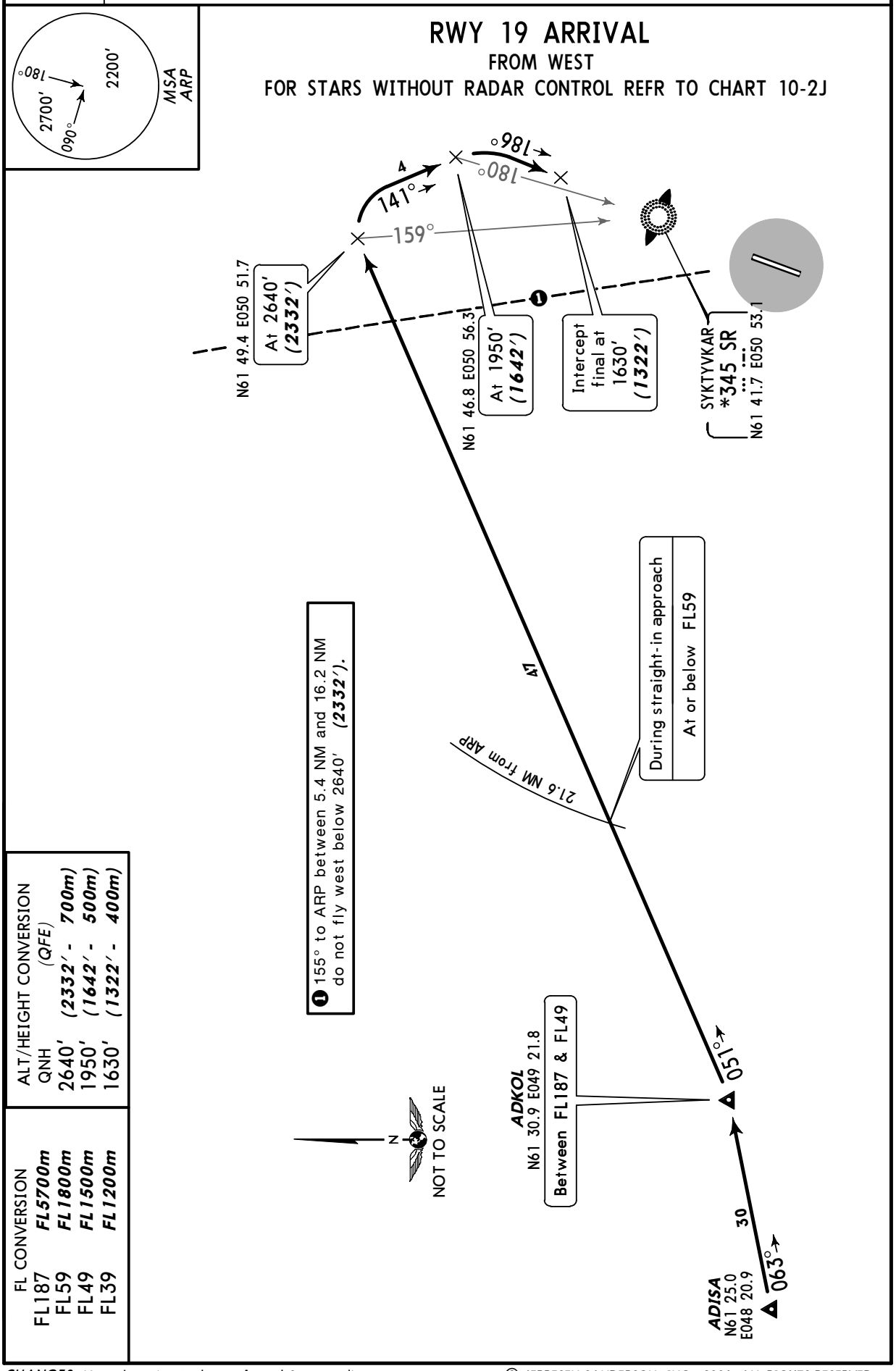
UUYY/SCW
SYKTYVKAR

SYKTYVKAR, RUSSIA
STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2332′)***

RWY 19 ARRIVAL
FROM WEST
FOR STARS WITHOUT RADAR CONTROL REFR TO CHART 10-2J



ALT/HEIGHT CONVERSION (QFE)	
QNH	
2640′	***(2332′ - 700m)***
1950′	***(1642′ - 500m)***
1630′	***(1322′ - 400m)***

FL CONVERSION	
FL187	***FL5700m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

CHANGES: New chart (arrival transferred & revised).

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UUYY/SCW SYKTYVKAR

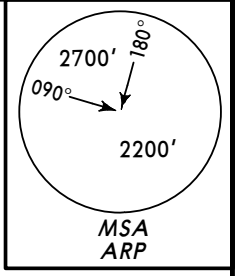
SYKTYVKAR, RUSSIA

STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2309′)***
All turns shall be carried out with 25° bank.

RWY 01 ARRIVALS
FROM NORTH & EAST
WITHOUT RADAR CONTROL



MAKUS
N62 44.7 E052 29.5

198° 38

BAMON
N62 37.4 E053 59.5

220° 63

TELRA
N62 14.2 E051 42.5
Between FL197 & FL39

BATKO
N62 03.0 E052 05.9
Between FL197 & FL39

219°

46

45

SYKTYVKAR
*345 PW
N61 36.3 E050 48.5
At or above
LOWER SAFE FL

GOGEN
N61 41.0 E052 21.2
Between FL177 & FL39

248° 130 255°

BUKET
N61 42.0
E056 55.0

7

44

186°

CAT A, B 1 min

CAT C, D 1 min 30 seconds

276°

N61 34.9 E050 55.9
At 1980′ ***(1649′)***

186°

10

7

006°

001°

337°

5

321°

19 NM from PW

N61 28.4 E050 50.5
At 1980′ ***(1649′)***

N61 30.4 E050 44.8
At 1980′ ***(1649′)***

❷ Intercept final at 1650′ ***(1319′)***

N

NOT TO SCALE

After passing PW, aircraft CAT A & B proceed on 186° track for 1 minute, aircraft CAT C & D proceed on 186° track for 1 minute 30 seconds, turn LEFT to PW, turn RIGHT, carry out instrument approach procedure.

FL CONVERSION	
FL197	***FL6000m***
FL177	***FL5400m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2640′	***(2309′ - 700m)***
1980′	***(1649′ - 500m)***
1650′	***(1319′ - 400m)***

CHANGES: New procedures at this airport.

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UUYY/SCW SYKTYVKAR

JEPPESEN 3 MAR 06 (10-2G) Eff 16 Mar

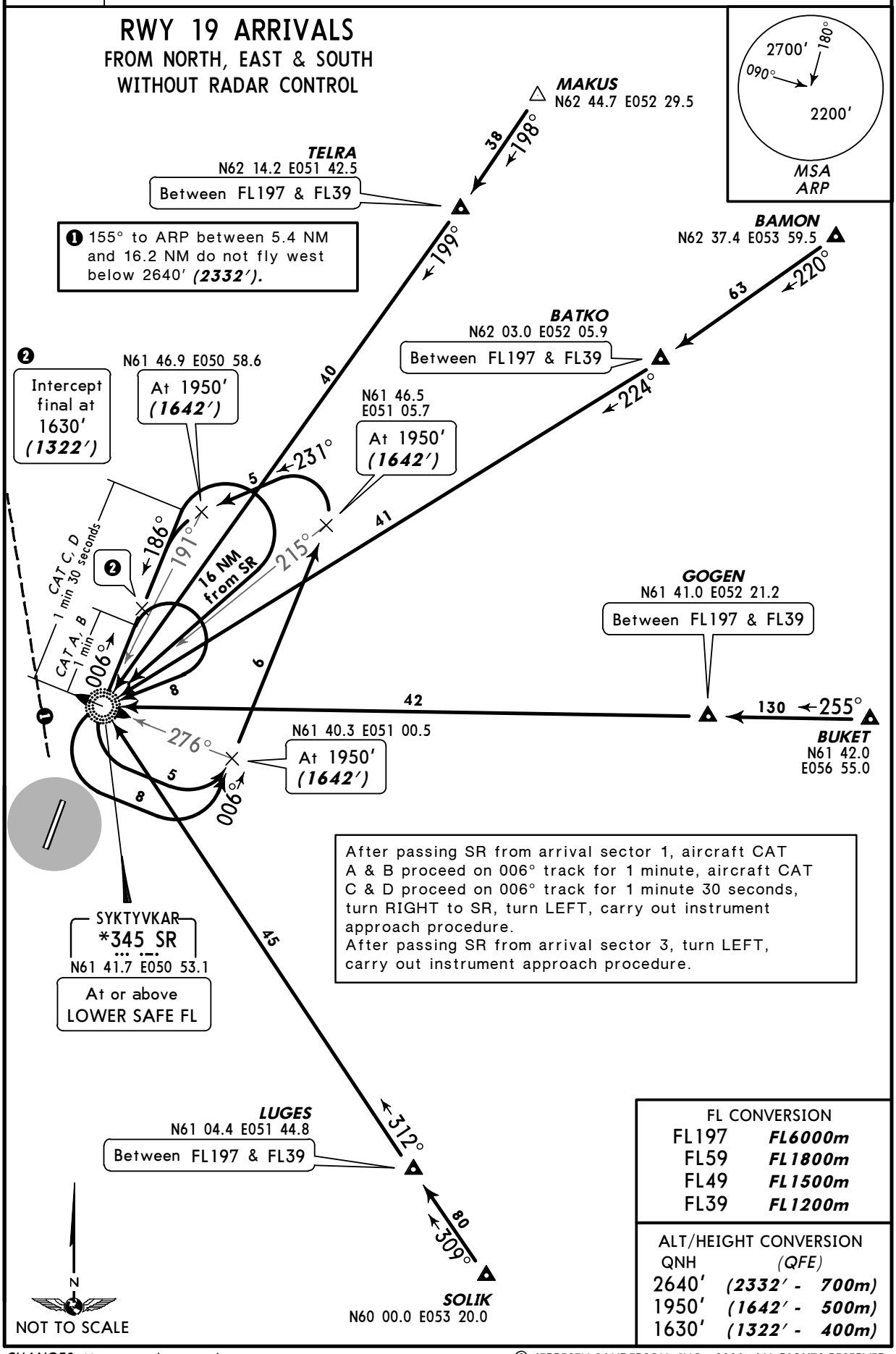
SYKTYVKAR, RUSSIA

STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2332′)***
All turns shall be carried out with 25° bank.

RWY 19 ARRIVALS
FROM NORTH, EAST & SOUTH
WITHOUT RADAR CONTROL



FL CONVERSION	
FL197	***FL6000m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2640′	***(2332′ - 700m)***
1950′	***(1642′ - 500m)***
1630′	***(1322′ - 400m)***

CHANGES: New procedures at this airport.

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UUYY/SCW SYKTYVKAR

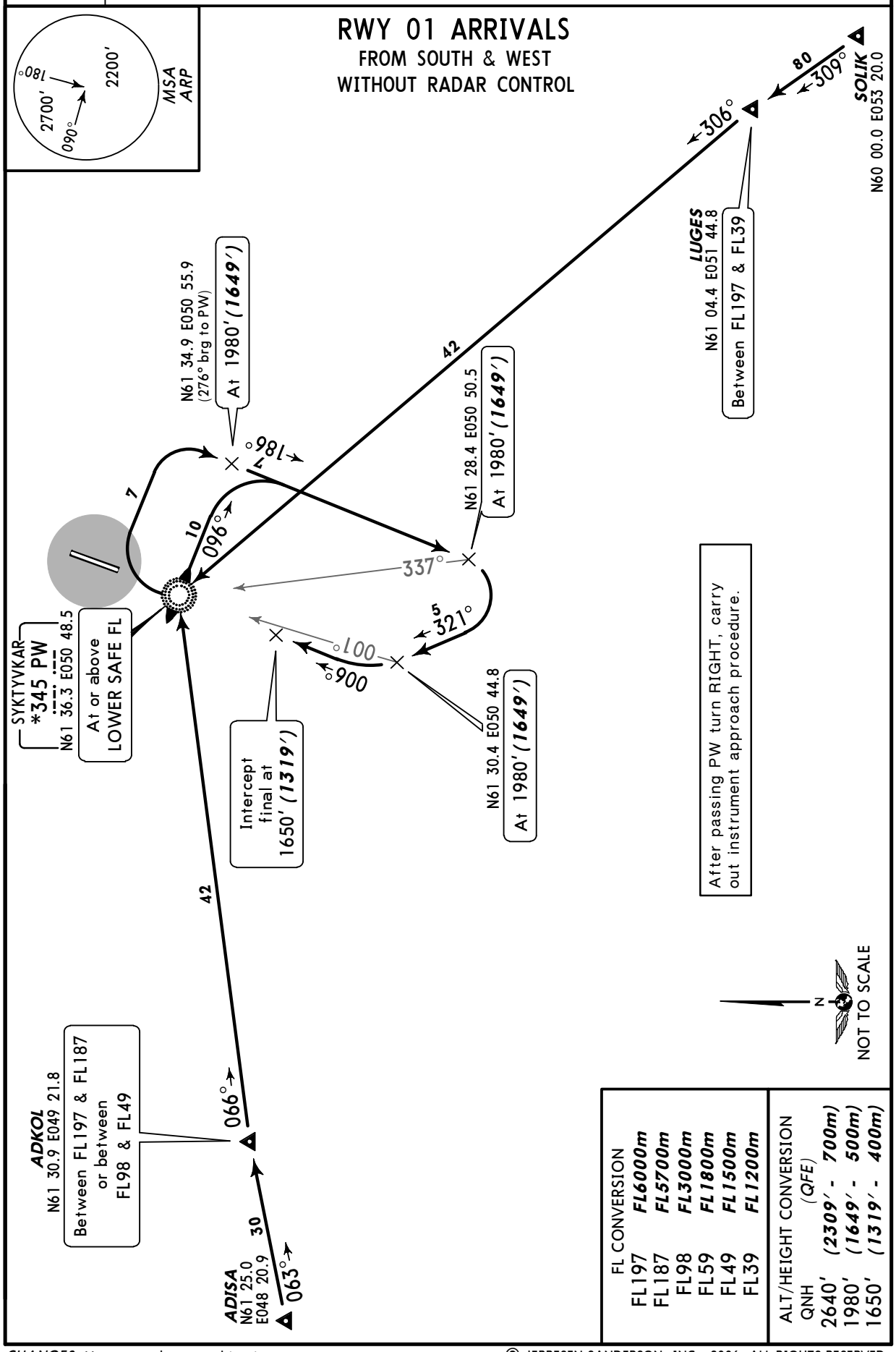
SYKTYVKAR, RUSSIA

STAR

Apt Elev 338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2309′)***
All turns shall be carried out with 25° bank.

RWY 01 ARRIVALS
FROM SOUTH & WEST
WITHOUT RADAR CONTROL



FL CONVERSION	
FL197	***FL6000m***
FL187	***FL5700m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2640′	***(2309′ - 700m)***
1980′	***(1649′ - 500m)***
1650′	***(1319′ - 400m)***

CHANGES: New procedures at this airport.

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UUYY/SCW
SYKTYVKAR

SYKTYVKAR, RUSSIA
STAR

Apt Elev
338′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa)
FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa)
Trans alt: 2640′ ***(2332′)***
All turns shall be carried out with 25° bank.

RWY 19 ARRIVAL
FROM WEST
WITHOUT RADAR CONTROL

MSA ARP
180° 2200′
090° 2700′

N61 46.5 E051 05.7
At 1950′ ***(1642′)***

N61 40.3 E051 00.5
At 1950′ ***(1642′)***

N61 46.9 E050 58.6 (191° brg to SR)
At 1950′ ***(1642′)***

Intercept final at 1630′ ***(1322′)***

215°
231°
186°
900
276°
026°
CAT C, D 1 min 30 seconds
CAT A, B 1 min
9
15
6
5

SYKTYVKAR
*345 SR
N61 41.7 E050 53.1

At or above LOWER SAFE FL

45

060°

ADKOL
N61 30.9 E049 21.8
Between FL197 & FL187
or between
FL98 & FL49

ADISA
N61 25.0
E048 20.9
30
063°

❶ 155° to ARP between 5.4 NM and 16.2 NM do not fly west below 2640′ ***(2332′)***.

After passing SR, aircraft CAT A & B proceed on 036° track for 1 minute, aircraft CAT C & D proceed on 036° track for 1 minute 30 seconds, turn LEFT to SR, turn LEFT, carry out instrument approach procedure.

N
NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	
2640′	***(2332′ - 700m)***
1950′	***(1642′ - 500m)***
1630′	***(1322′ - 400m)***

FL CONVERSION

FL197	***FL6000m***
FL187	***FL5700m***
FL98	***FL3000m***
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

CHANGES: New procedure at this airport.

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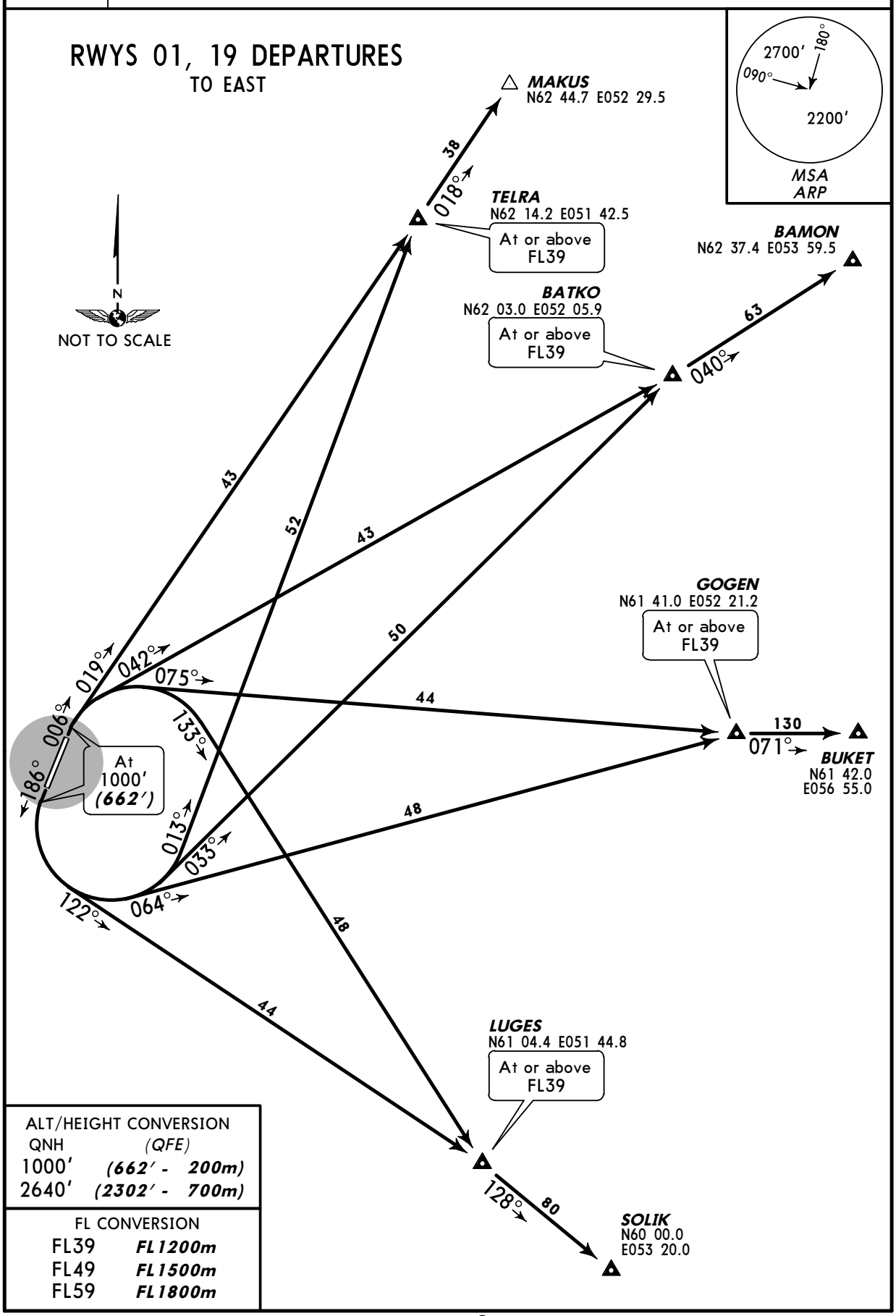
UUYY/SCW
SYKTYVKAR

JEPPESEN
3 MAR 06 (10-3) Eff 16 Mar

SYKTYVKAR, RUSSIA
SID

SIVKAR Control 124.6	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa) FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa) Trans alt: 2640′ ***(2302′)***
Apt Elev 338′	**1.** Control of SIDs maintained by SIVKAR Control. **2.** Take-off of CAT B, C, D aircraft should be carried out with noise abatement procedure according to Flight Manual.

RWYS 01, 19 DEPARTURES
TO EAST



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1000′	***(662′ - 200m)***
2640′	***(2302′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: SIDs revised.

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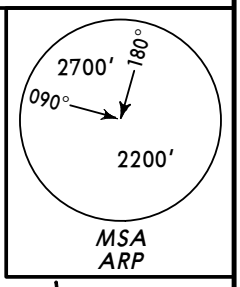
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UUYY/SCW
SYKTYVKAR

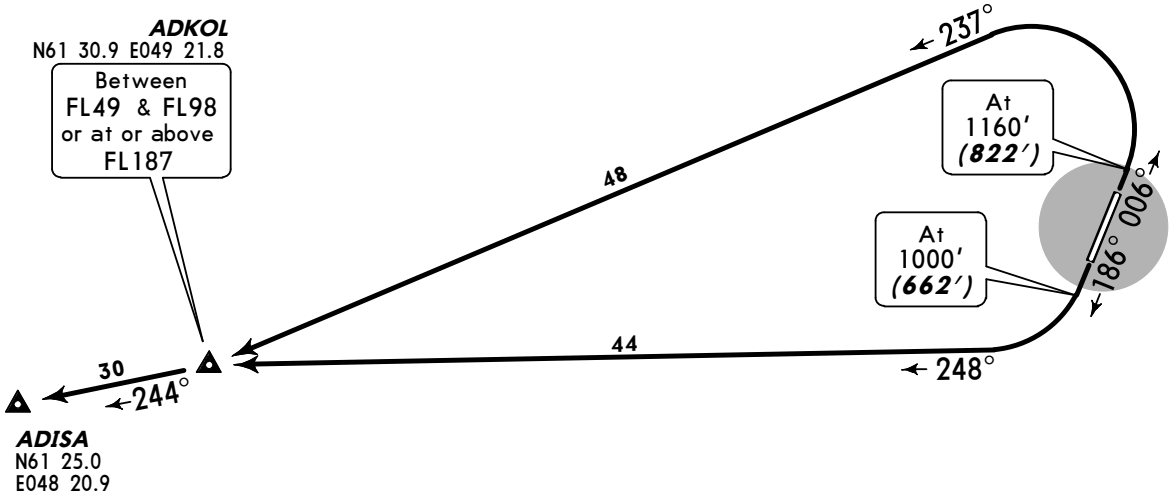
SYKTYVKAR, RUSSIA
SID

SIVKAR Control 124.6	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is between 751mm (1001.3 hPa) and 724mm (965.3 hPa) FL59 if pressure is between 724mm (965.3 hPa) and 697mm (929.3 hPa) Trans alt: 2640′ ***(2302′)***
Apt Elev 338′	**1.** Control of SIDs maintained by SIVKAR Control. **2.** Take-off of CAT B, C, D aircraft should be carried out with noise abatement procedure according to Flight Manual.

RWYS 01, 19 DEPARTURES
TO WEST



❶ 335° from ARP between 5.4 NM and 16.2 NM do not fly west below 2640′ ***(2302′).***



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1000′	***(662′ - 200m)***
1160′	***(822′ - 250m)***
2640′	***(2302′ - 700m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***
FL98	***FL3000m***
FL187	***FL5700m***



NOT TO SCALE

CHANGES: SIDs revised.

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UUYY/SCW

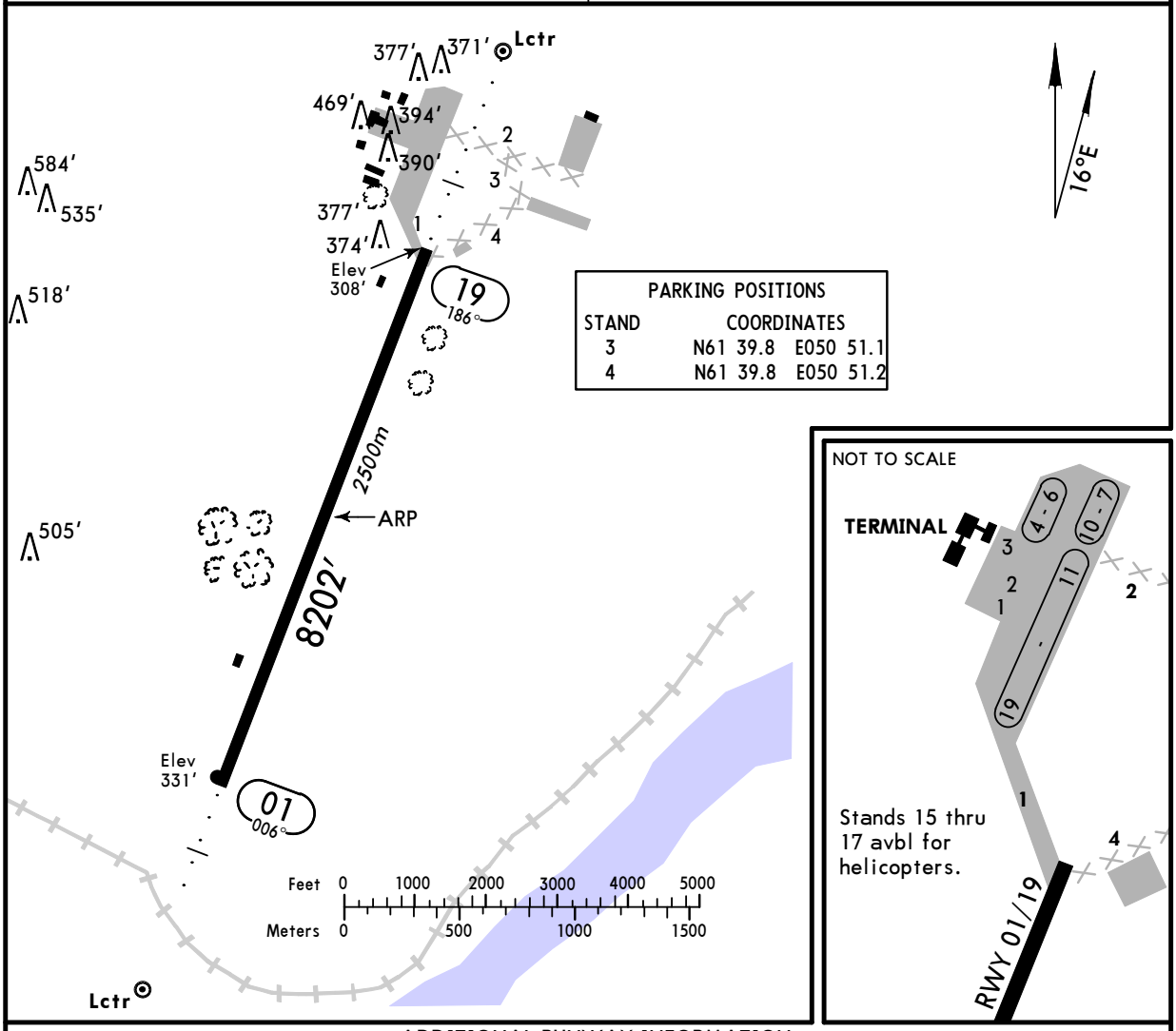
Apt Elev **338′**
N61 38.8 E050 50.7

JEPPESEN
10 MAR 06 (10-9) **Eff 16 Mar**

SYKTYVKAR, RUSSIA

SYKTYVKAR

*SIVKAR Taxiing (TWR)	*SIVKAR Krug (TWR)
121.7	118.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19	HIRL *(60m)* ALS RVR		7119′ *2170m*		164′ *50m*

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Communications. Apron. Lights.

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UUYY/SCW

JEPPESEN
10 MAR 06 (10-9X) Eff 16 Mar

JAA MINIMUMS

SYKTYVKAR, RUSSIA

SYKTYVKAR

STRAIGHT-IN RWY		A	B	C	D
01	ILS	**531**′(200′)	**531**′(200′)	**531**′(200′)	**531**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**710**′(379′)	**710**′(379′)	**710**′(379′)	**710**′(379′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	PW LOM	**880**′(549′)	**880**′(549′)	**880**′(549′)	**880**′(549′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	P LMM	**1030**′(699′)	**1030**′(699′)	**1030**′(699′)	**1030**′(699′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
19	ILS	**508**′(200′)	**508**′(200′)	**508**′(200′)	**508**′(200′)
		R800m	**R800m**	**R800m**	**R800m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**720**′(412′)	**720**′(412′)	**720**′(412′)	**720**′(412′)
		R1300m	**R1400m**	**R1600m**	**R1800m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	SR LOM	**1070**′(762′)	**1070**′(762′)	**1070**′(762′)	**1070**′(762′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	S LMM	**1090**′(782′)	**1090**′(782′)	**1090**′(782′)	**1090**′(782′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 01, 19

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

CHANGES: Minimums.

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UUYY/SCW
SYKTYVKAR

JEPPESEN
10 MAR 06 (11-1) Eff 16 Mar

SYKTYVKAR, RUSSIA
ILS or 2 NDB Rwy 01

*SIVKAR Krug (TWR) 118.1		*SIVKAR Taxiing (TWR) 121.7			
LOC IPW *108.3	Final Apch Crs 006°	GS LOM 1053′ (722′)	ILS DA(H) 531′ (200′)	Apt Elev 338′	
NDB PW *345		Minimum Alt LOM 1060′ (729′)	NDB MDA(H) Refer to Minimums	RWY 331′	

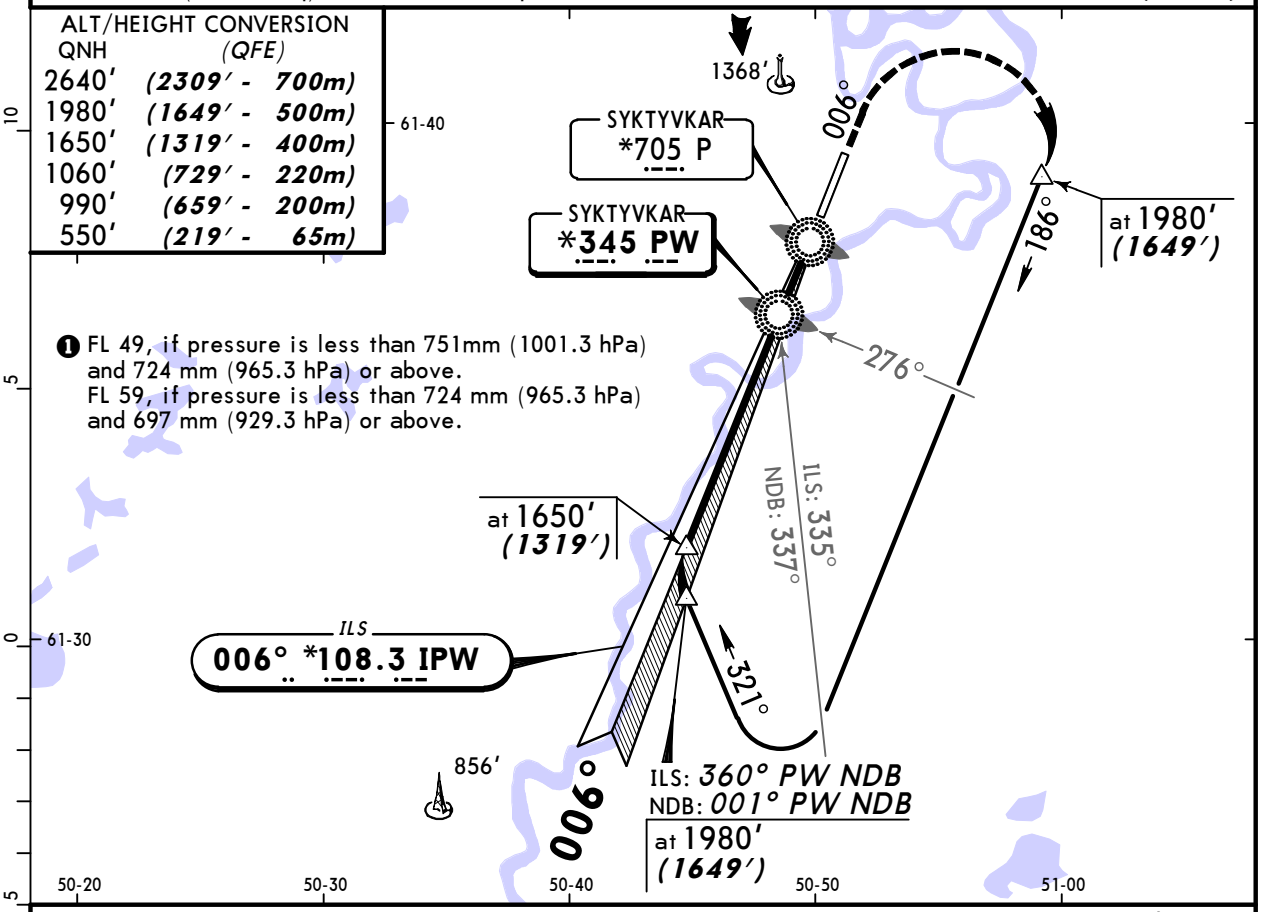
MISSED APCH: Climb on 006° to 990′ (659′), then turn RIGHT onto 186° climbing to 1980′ (1649′), then according to chart, or as directed.

MSA ARP: 2700′ (180°–090°), 2200′

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2640′ (2309′)

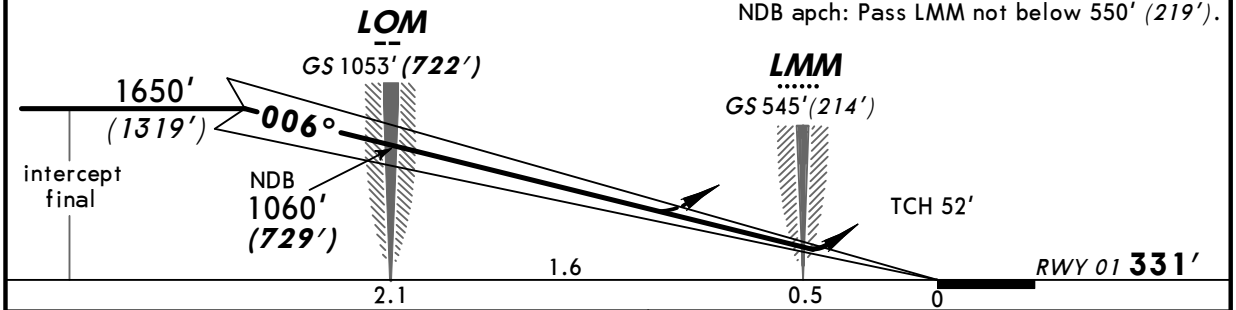
ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	(2309′ - 700m)
1980′	(1649′ - 500m)
1650′	(1319′ - 400m)
1060′	(729′ - 220m)
990′	(659′ - 200m)
550′	(219′ - 65m)



❶ FL 49, if pressure is less than 751mm (1001.3 hPa) and 724 mm (965.3 hPa) or above.
FL 59, if pressure is less than 724 mm (965.3 hPa) and 697 mm (929.3 hPa) or above.

NDB apch: Pass LMM not below 550′ (219′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862

ALS | 990′ (659′) on 006° | 186° RT | 1980′ (1649′)

STRAIGHT-IN LANDING RWY 01

	ILS	LOC (GS out)	2 NDB	PW LOM	P LMM
	DA(H) 531′ (200′)		MDA(H) 710′ (379′)	MDA(H) 880′ (549′)	MDA(H) 1030′ (699′)
	FULL / ALS out		ALS out	ALS out	ALS out
PANS OPS A	1200m	NOT AUTHORIZED	1900m	2900m	3200m
PANS OPS B					
PANS OPS C					
PANS OPS D			2000m		3600m

CHANGES: Communications. Procedure. Minimums.

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UUYY/SCW SYKTYVKAR

JEPPESEN 10 MAR 06 (11-2) Eff 16 Mar

SYKTYVKAR, RUSSIA ILS or 2 NDB Rwy 19

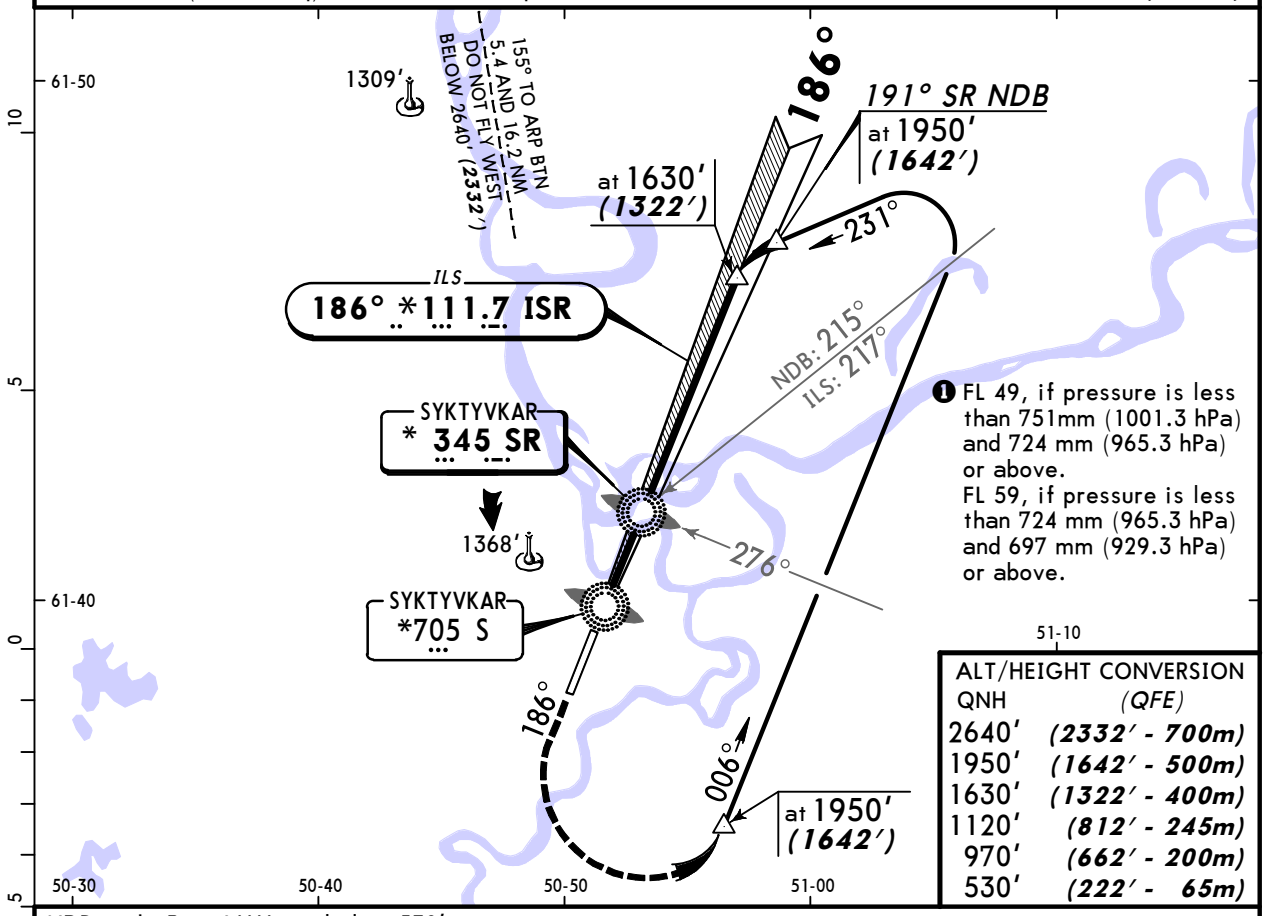
*SIVKAR Krug (TWR) 118.1	*SIVKAR Taxiing (TWR) 121.7

BRIEFING STRIP ™

LOC ISR *111.7	Final Apch Crs 186°	GS LOM 1112′ (804′)	ILS DA(H) 508′ (200′)	Apt Elev 338′	2700′ 180° 090° 2200′ MSA ARP
NDB SR *345		Minimum Alt LOM 1120′ (812′)	NDB MDA(H) Refer to Minimums	RWY 308′	

MISSED APCH: Climb on 186° to 970′ (662′), then turn LEFT onto 006° climbing to 1950′ (1642′), then according to chart, or as directed.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2640′ (2332′)

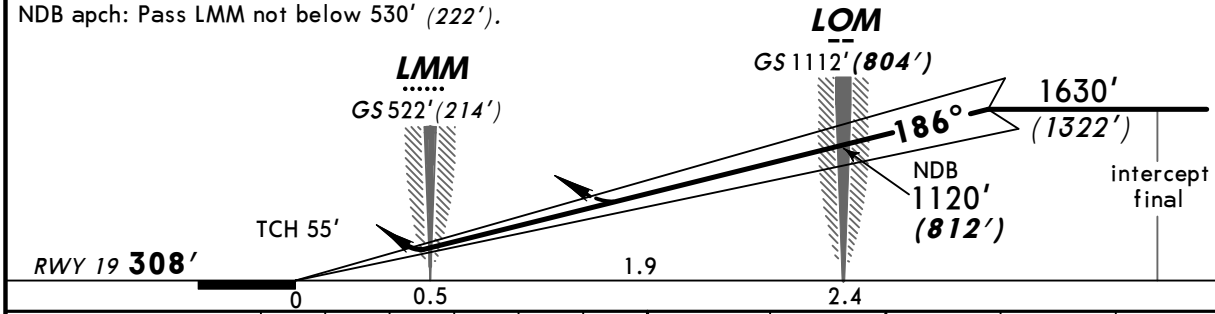


51-10

ALT/HEIGHT CONVERSION

QNH	(QFE)
2640′	(2332′ - 700m)
1950′	(1642′ - 500m)
1630′	(1322′ - 400m)
1120′	(812′ - 245m)
970′	(662′ - 200m)
530′	(222′ - 65m)

NDB apch: Pass LMM not below 530′ (222′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862

ALS | 970′ (662′) on 186° | 006° LT | 1950′ (1642′)

STRAIGHT-IN LANDING RWY 19

PANS OPS

	ILS DA(H) 508′ (200′) FULL	ILS DA(H) 508′ (200′) ALS out	LOC (GS out)	2 NDB MDA(H) 720′ (412′)	2 NDB MDA(H) 720′ (412′) ALS out	SR LOM MDA(H) 1070′ (762′)	SR LOM MDA(H) 1070′ (762′) ALS out	S LMM MDA(H) 1090′ (782′)	S LMM MDA(H) 1090′ (782′) ALS out
A	1200m		NOT AUTHORIZED	2100m		3200m		3200m	
B									
C						3600m		3600m	
D						4000m		4000m	

CHANGES: Communications. Procedure. Minimums.

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UWGG/GOJ
STRIGINO

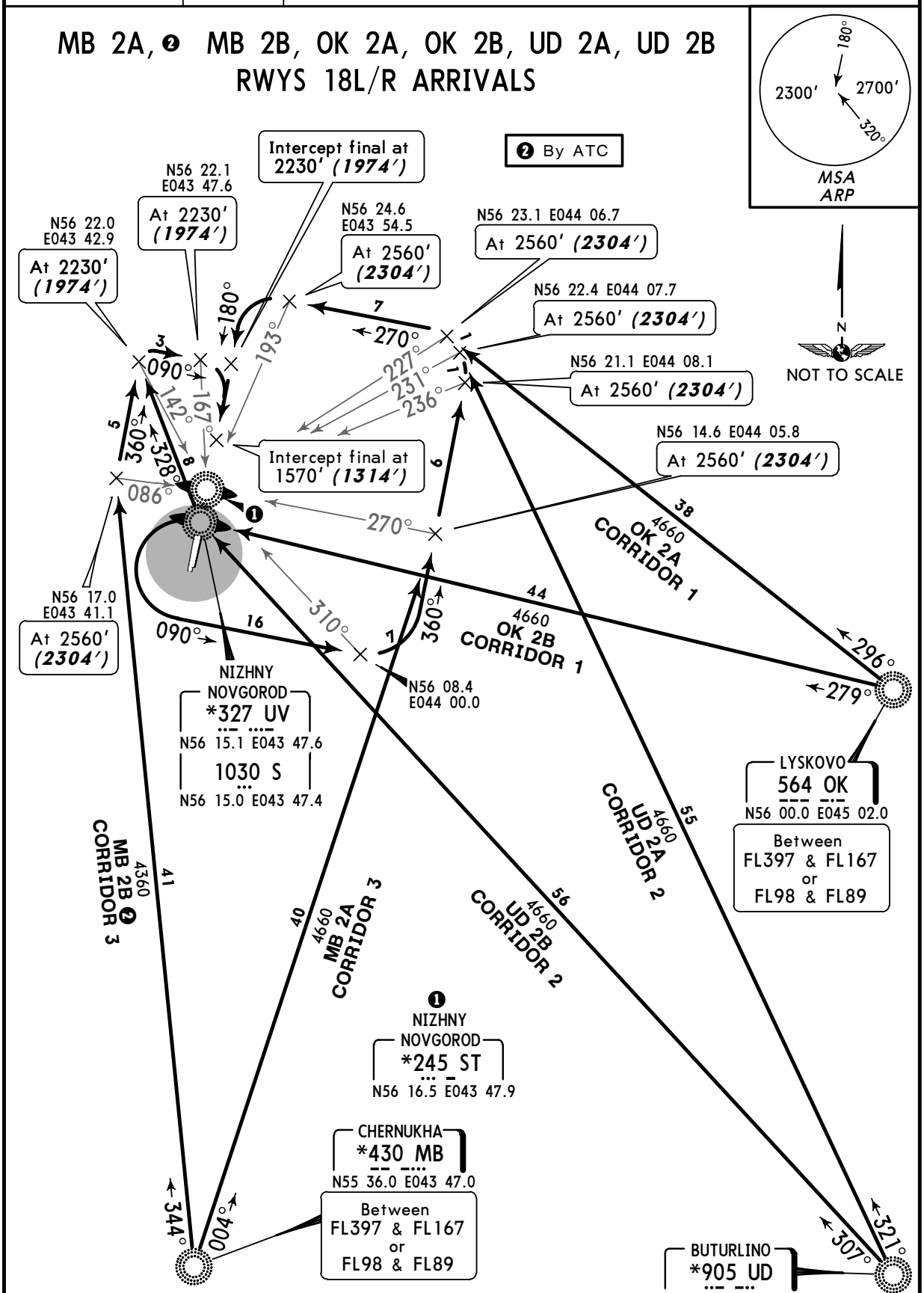
JEPPESEN NIZHNY NOVGOROD, RUSSIA

7 MAY 04 (10-2) Eff 13 May

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.8	256′	Trans level: FL39 Trans alt: 2890′ *(2634′)*

MB 2A, ❷ MB 2B, OK 2A, OK 2B, UD 2A, UD 2B
RWYS 18L/R ARRIVALS



FL CONVERSION	
FL397	*FL12100m*
FL167	*FL5100m*
FL98	*FL3000m*
FL89	*FL2700m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2890′	*(2634′ - 800m)*
2560′	*(2304′ - 700m)*
2230′	*(1974′ - 600m)*
1570′	*(1314′ - 400m)*

CHANGES: Transition altitude; MSA.

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UWGG/GOJ
STRIGINO

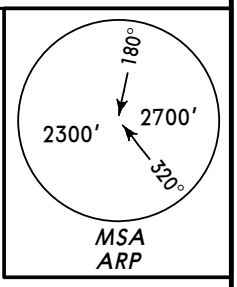
JEPPESEN NIZHNY NOVGOROD, RUSSIA

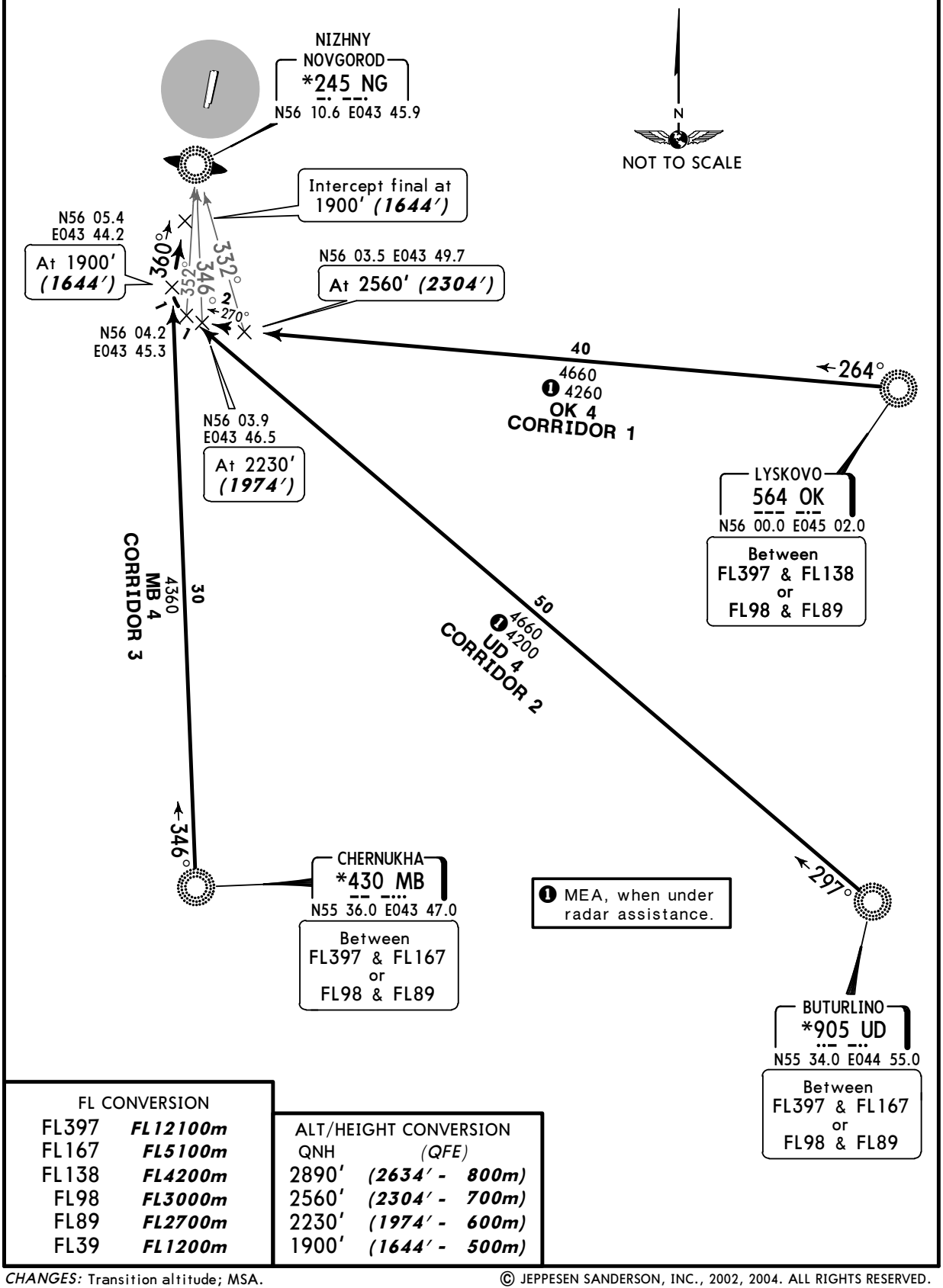
7 MAY 04 (10-2A) Eff 13 May

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
127.8	256′	Trans level: FL39 Trans alt: 2890′ *(2634′)*

MB 4, OK 4, UD 4
RWYS 36L/R ARRIVALS





FL CONVERSION	
FL397	*FL12100m*
FL167	*FL5100m*
FL138	*FL4200m*
FL98	*FL3000m*
FL89	*FL2700m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2890′	*(2634′ - 800m)*
2560′	*(2304′ - 700m)*
2230′	*(1974′ - 600m)*
1900′	*(1644′ - 500m)*

CHANGES: Transition altitude; MSA.

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UWGG/GOJ
STRIGINO

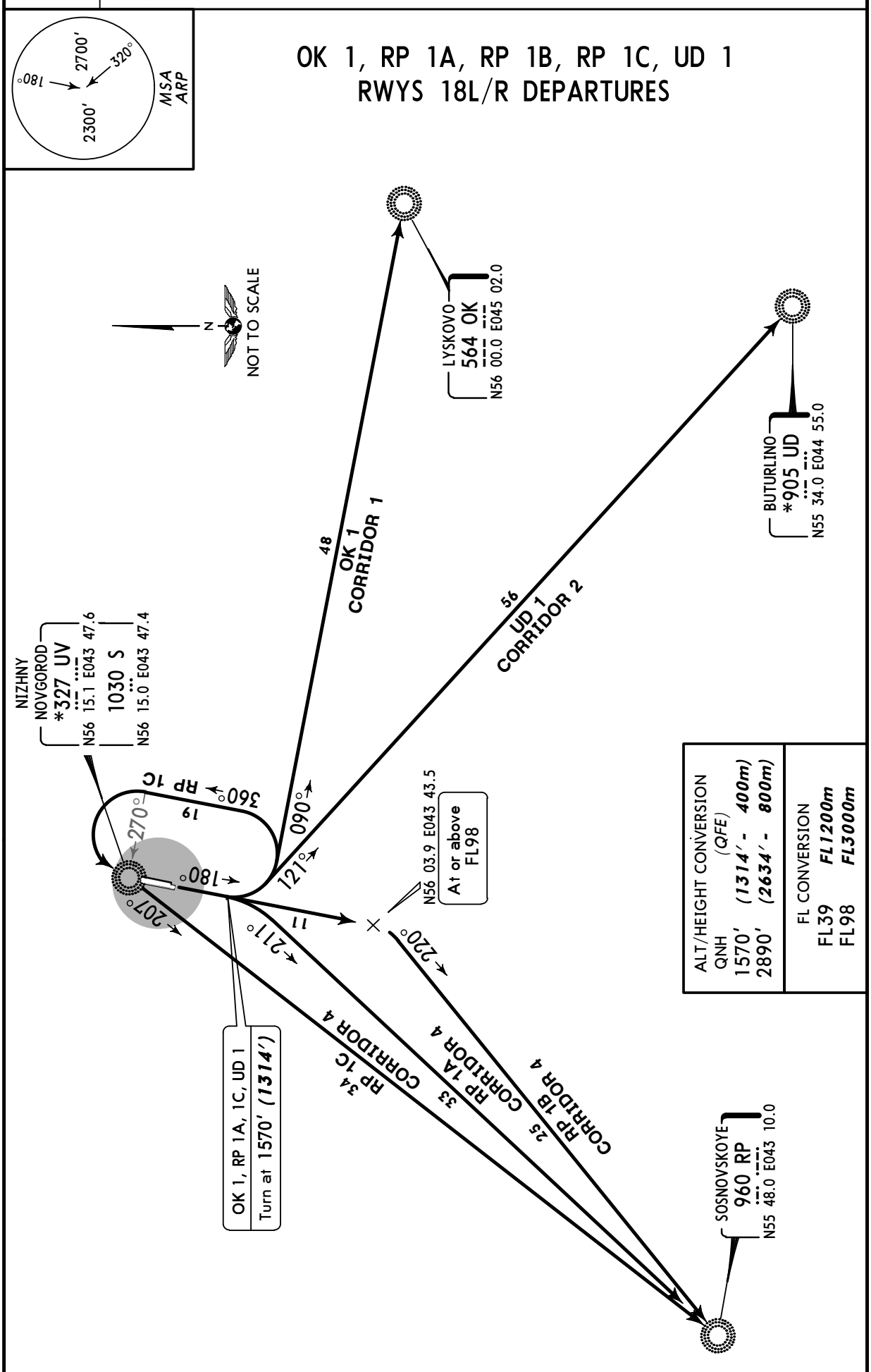
JEPPESEN NIZHNY NOVGOROD, RUSSIA

7 MAY 04 (10-3) Eff 13 May

SID

Apt Elev	QNH on request (QFE) Trans level: FL39 Trans alt: 2890′ (2634′)
256′	FL by ATC.

OK 1, RP 1A, RP 1B, RP 1C, UD 1
RWYS 18L/R DEPARTURES



CHANGES: Transition altitude; MSA.

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UWGG/GOJ NIZHNY NOVGOROD, RUSSIA
STRIGINO

JEPPESEN 7 MAY 04 (10-3A) Eff 13 May **SID**

Apt Elev	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2890′ ***(2634′)***
256′	FL by ATC.

OK 3A, OK 3B, OK 3C
RP 3A, RP 3B, RP 3C, RP 3D, RP 3E
UD 3A, UD 3B, UD 3C
RWYS 36L/R DEPARTURES

NOT TO SCALE

FL by ATC

LYSKOVO 564 OK N56 00.0 E045 02.0

BUTURLINO *905 UD N55 34.0 E044 55.0

SOSNOVSKOYE 960 RP N55 48.0 E043 10.0

NIZHNY NOVGOROD *245 NG N56 10.6 E043 45.9

N56 01.3 E043 42.8

MSA ARP: 180° 2700′ 320° 2300′

OK 3B CORRIDOR 1 — 56
OK 3C CORRIDOR 1 — 48
OK 3A CORRIDOR 1 — 44
UD 3B CORRIDOR 2 — 73
UD 3C CORRIDOR 2 — 61
UD 3A CORRIDOR 2 — 53
CORRIDOR 4 — 42
CORRIDOR 4 — 23
CORRIDOR 4 — 31
RP 3E — 67
RP 3D — 23
RP 3B — 10
RP 3A — 16
RP 3C

114° 139° 180° 102° 130° 270° 225° 205° 122° 260° 360° 180° 213° 224° 202° 129° 060° 180°

At 2890′ ***(2634′)***

At or above FL98

FL CONVERSION	
FL39	***FL1200m***
FL98	***FL3000m***

ALT/HEIGHT CONVERSION (QFE)	
QNH 920′	***(664′ - 200m)***
2890′	***(2634′ - 800m)***

OK 3A RP 3A, 3B, 3C UD 3A	Turn LEFT at 920′ ***(664′)***
OK 3C, RP 3D, UD 3C	Turn RIGHT at 920′ ***(664′)***

CHANGES: Transition altitude; MSA.

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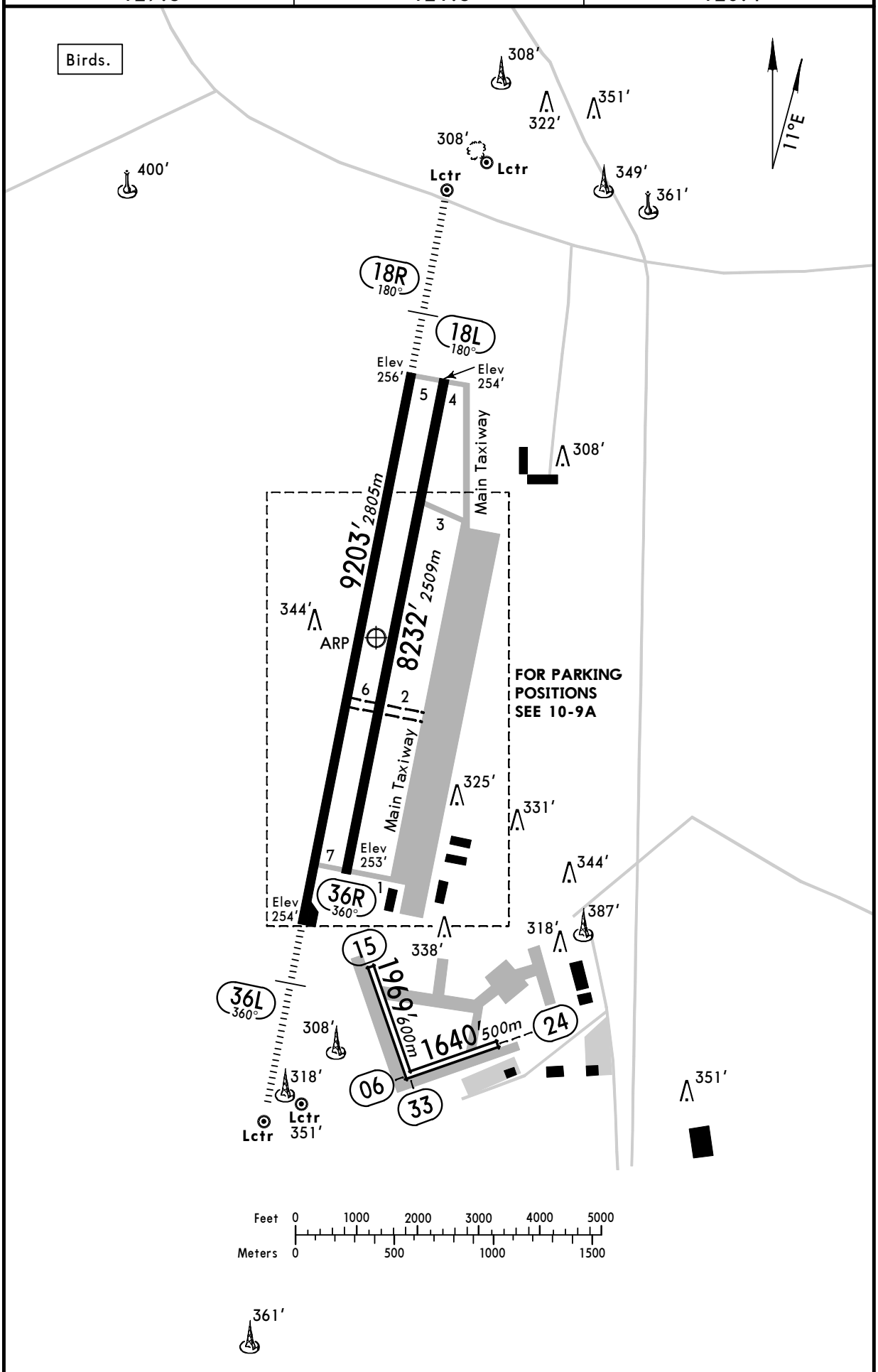
Apt Elev **256′**
N56 13.8 E043 47.0

JEPPESEN 7 JAN 05 (10-9)

NIZHNY NOVGOROD, RUSSIA

STRIGINO

ATIS	NIZHNY Taxiing (GND)	Start (TWR)
127.8	121.8	120.4



CHANGES: Note.

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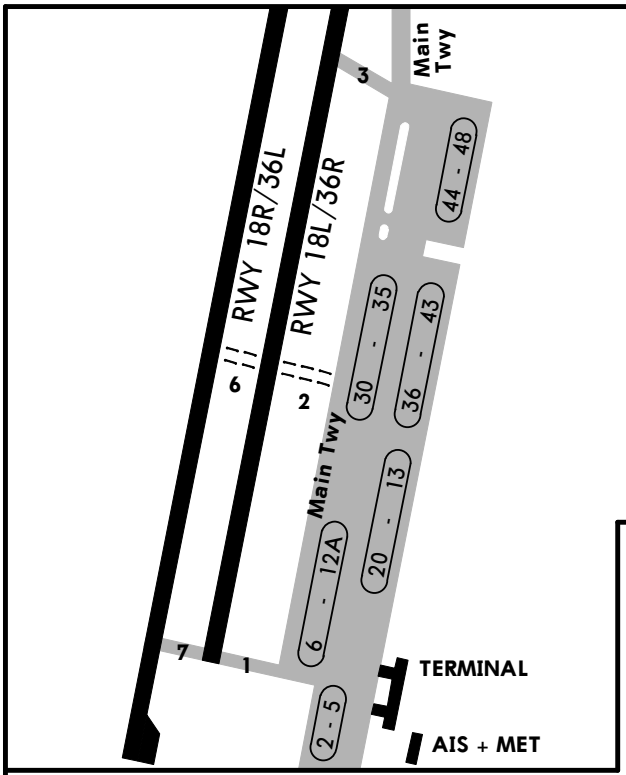
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JEPPESEN 7 JAN 05 (10-9A)

NIZHNY NOVGOROD, RUSSIA

STRIGINO



NOT TO SCALE

INS COORDINATES	
STAND No.	**COORDINATES**
3	N56 13.0 E043 47.4
4,5	N56 13.1 E043 47.4
6, 8	N56 13.2 E043 47.3
30, 31	N56 13.4 E043 47.3

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24					72′ *22m*
15 33					72′ *22m*
18L 36R	HIRL				148′ *45m*
18R 36L	HIRL *(60m)* HIALS		8136′ *2480m* 8317′ *2535m*		148′ *45m*

TAKE-OFF

AIR CARRIER (JAA)

Rwys 18 L/R, 36 L/R

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

CHANGES: Lights. Minimums.

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JEPPESEN

JAA MINIMUMS

7 JAN 05 (10-9X)

NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB	**1250**′(996′)	**1250**′(996′)	**1250**′(996′)	**1250**′(996′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
18R	ILS	**456**′(200′)	**456**′(200′)	**456**′(200′)	**456**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**580**′(324′)	**580**′(324′)	**580**′(324′)	**580**′(324′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
36L	ILS	**454**′(200′)	**454**′(200′)	**454**′(200′)	**454**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**830**′(576′)	**830**′(576′)	**830**′(576′)	**830**′(576′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	NDB	**1180**′(927′)	**1180**′(927′)	**1240**′(987′)	**1240**′(987′)
		R1500m	**R1500m**	**R2000m**	**R2000m**

TAKE-OFF RWY 18L, 18R, 36L, 36R

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

CHANGES: Take-off minimums.

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UWGG/GOJ NIZHNY NOVGOROD, RUSSIA
STRIGINO ILS or 2 NDB Rwy 18R

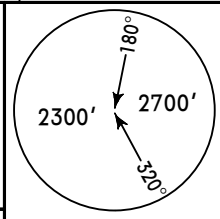
JEPPESEN 7 MAY 04 Eff 13 May (11-1)

BRIEFING STRIP ™

ATIS	NIZHNY Approach	NIZHNY Krug (Radar)	NIZHNY Tower	NIZHNY Start (TWR)	Ground
127.8	124.7	120.8	120.4	120.4	121.8

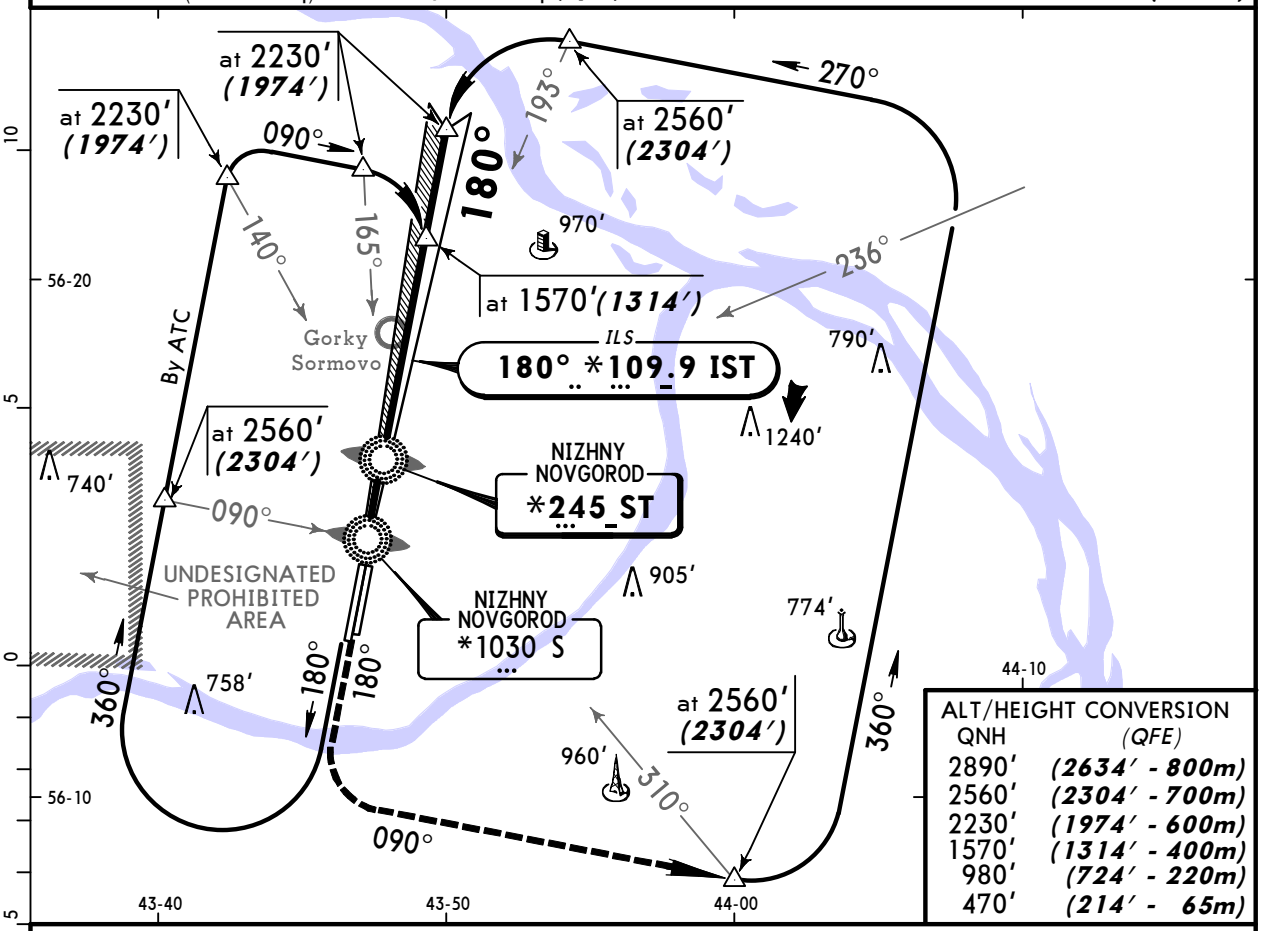
LOC IST *109.9	Final Apch Crs 180°	GS LOM 978′ (722′)	ILS DA(H) 456′ (200′)	Apt Elev 256′	
NDB ST *245		Minimum Alt LOM 980′ (724′)	NDB MDA(H) 580′ (324′)	RWY 256′	

MISSED APCH: Climb on 180° to 1570′ (1314′), then turn LEFT onto 090° climbing to 2560′ (2304′), then according to chart.



MSA
ARP

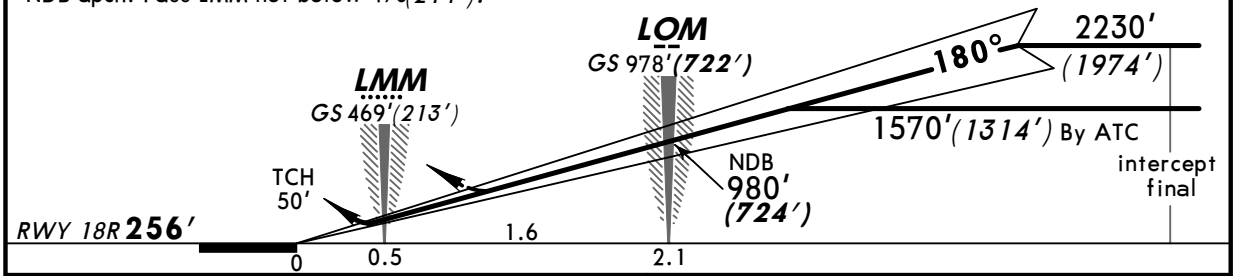
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2890′ (2634′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2634′ - 800m)
2560′	(2304′ - 700m)
2230′	(1974′ - 600m)
1570′	(1314′ - 400m)
980′	(724′ - 220m)
470′	(214′ - 65m)

NDB apch: Pass LMM not below 470(214′).



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1570′ (1314′) on 180°	090° LT	2560′ (2304′)
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862				

STRAIGHT-IN LANDING RWY 18R

	ILS DA(H) 456′ (200′) FULL	ILS DA(H) 456′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 580′ (324′)	NDB MDA(H) 580′ (324′) ALS out
A	800m	1200m	NOT AUTH	1200m	1600m
B					
C					
D				1600m	

PANS OPS

CHANGES: MSA. Trans alt.

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UWGG/GOJ NIZHNY NOVGOROD, RUSSIA
STRIGINO ILS or 2 NDB Rwy 36L

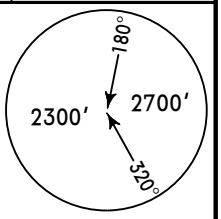
JEPPESEN 7 MAY 04 Eff 13 May (11-2)

BRIEFING STRIP™

ATIS	NIZHNY Approach	NIZHNY Krug (Radar)	NIZHNY Tower	NIZHNY Start (TWR)	Ground
127.8	124.7	120.8	120.4	120.4	121.8

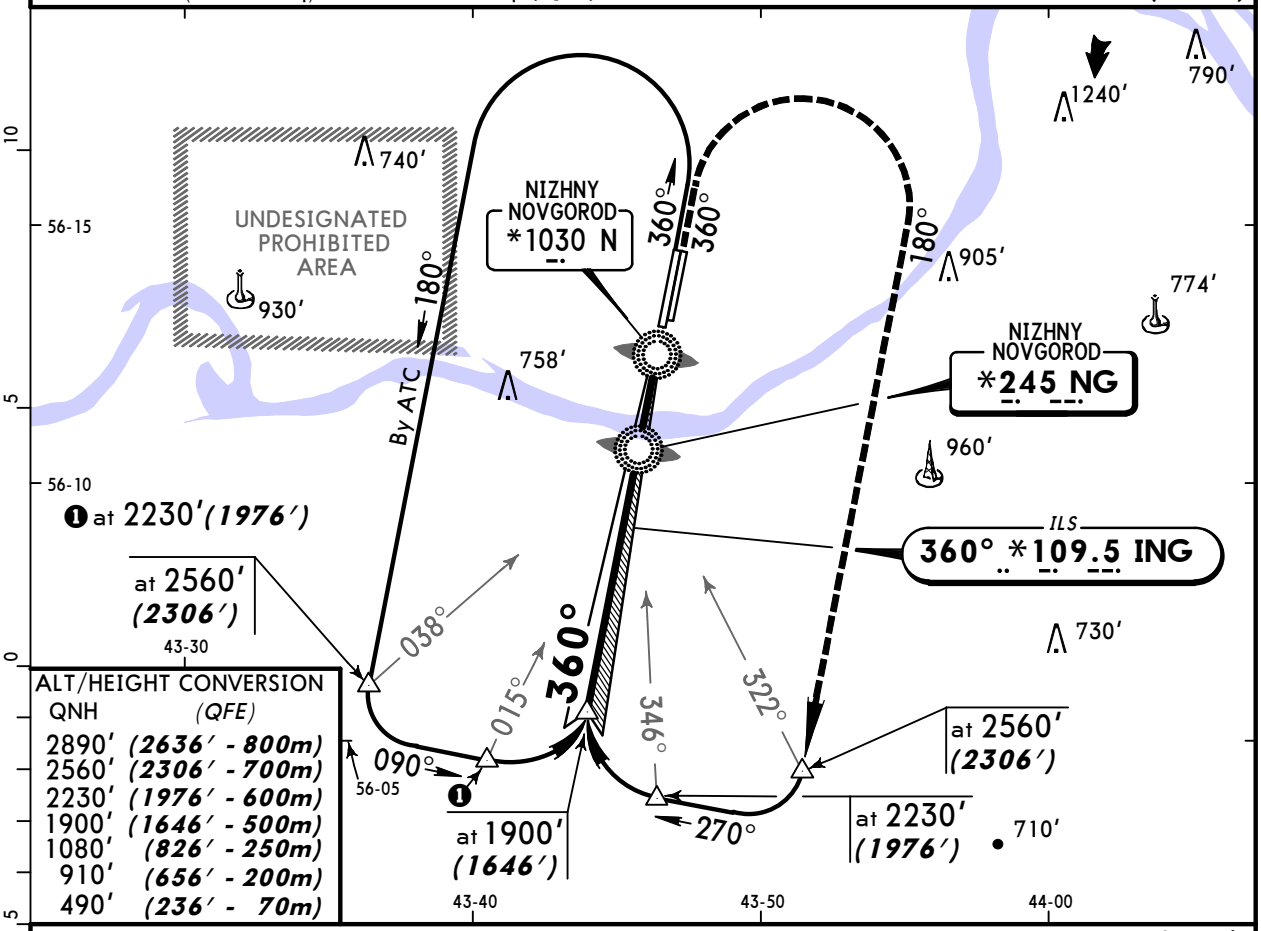
LOC ING *109.5	Final Apch Crs 360°	GS LOM 1074′ (820′)	ILS DA(H) 454′ (200′)	Apt Elev 256′	
NDB NG *245		Minimum Alt LOM 1080′ (826′)	NDB MDA(H) 830′ (576′)	RWY 254′	

MISSED APCH: Climb on 360° to 910′ (656′), then turn RIGHT onto 180° climbing to 2560′ (2306′), then according to chart.



MSA
ARP

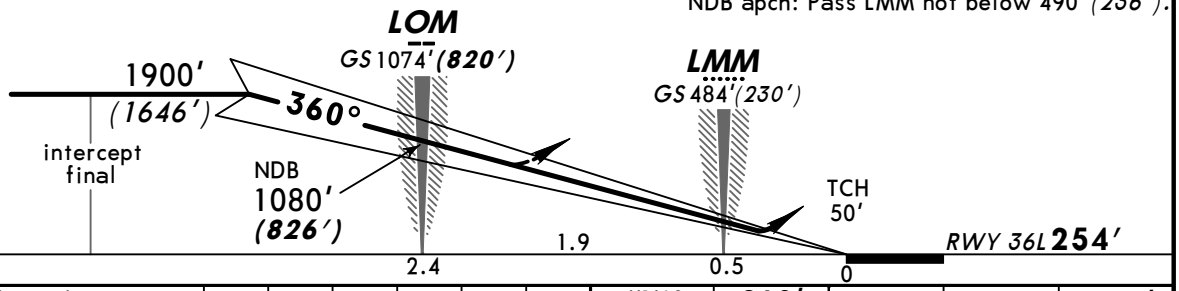
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2890′ (2636′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2636′ - 800m)
2560′	(2306′ - 700m)
2230′	(1976′ - 600m)
1900′	(1646′ - 500m)
1080′	(826′ - 250m)
910′	(656′ - 200m)
490′	(236′ - 70m)

NDB apch: Pass LMM not below 490′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	485	539	647	755	862

HIALS | 910′ (656′) on 360° | 180° RT | 2560′ (2306′)

STRAIGHT-IN LANDING RWY 36L

	ILS DA(H) 454′ (200′) FULL	ILS DA(H) 454′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 830′ (576′)	NDB MDA(H) 830′ (576′) ALS out
A	800m	1200m	NOT AUTHORIZED	2300m	3100m
B					
C					
D				2700m	

PANS OPS

CHANGES: MSA. Trans alt.

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UWGG/GOJ NIZHNY NOVGOROD, RUSSIA
STRIGINO NDB Rwy 18L

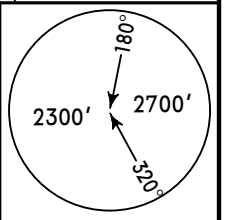
JEPPESEN 7 MAY 04 Eff 13 May (16-1)

BRIEFING STRIP ™

ATIS	NIZHNY Approach	NIZHNY Krug (Radar)	NIZHNY Tower	NIZHNY Start (TWR)	Ground
127.8	124.7	120.8	120.4	120.4	121.8

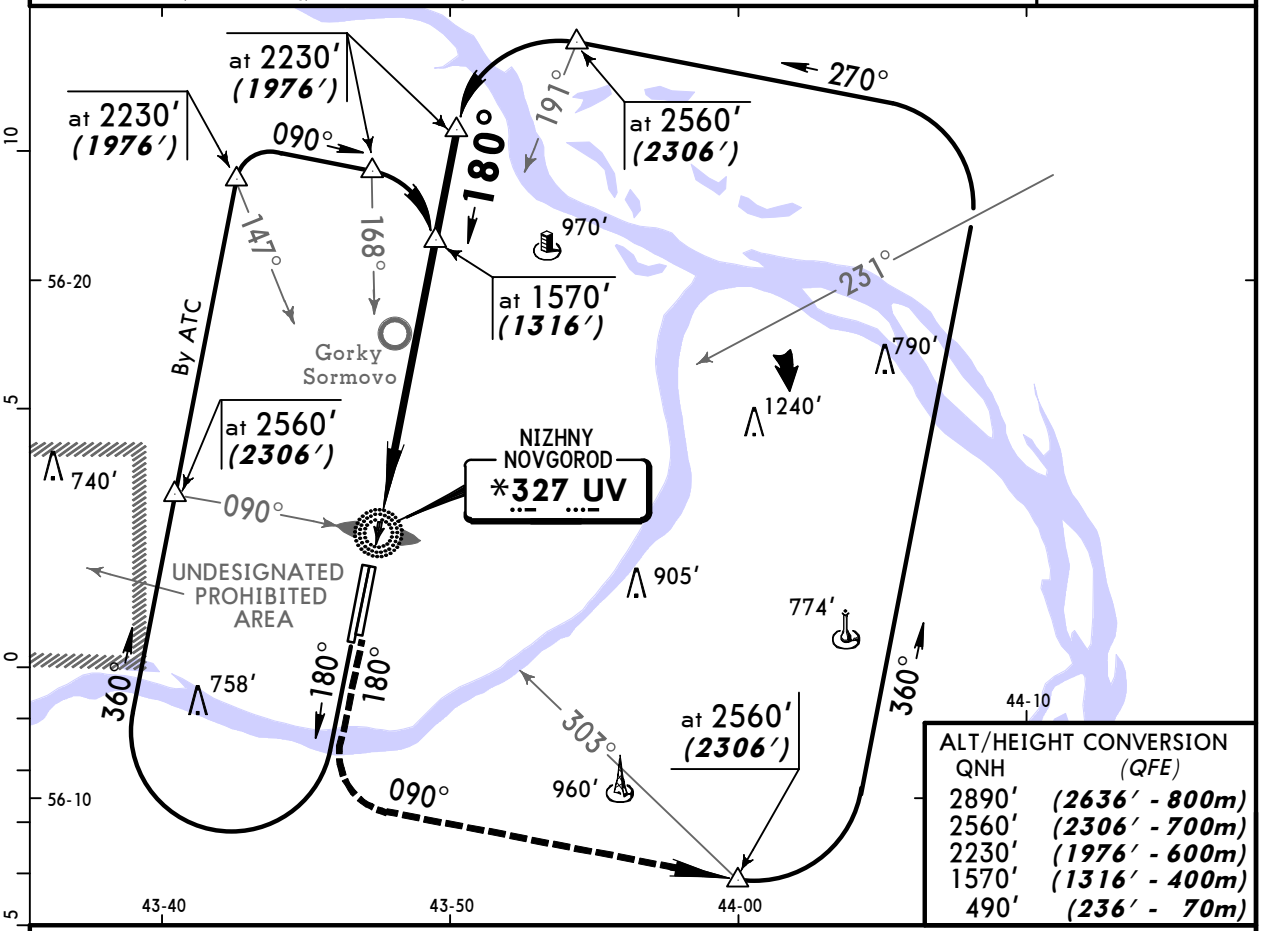
NDB UV *327	Final Apch Crs 180°	Minimum Alt No FAC	MDA(H) 1250′ (996′)	Apt Elev 256′ RWY 254′

MISSED APCH: Climb on 180° to 1570′ (1316′), then turn LEFT onto 090° climbing to 2560′ (2306′), then according to chart.



MSA ARP

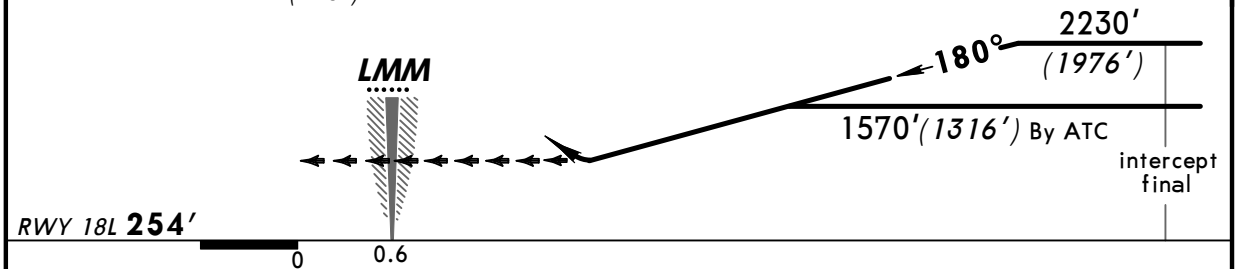
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2890′ (2636′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	(2636′ - 800m)
2560′	(2306′ - 700m)
2230′	(1976′ - 600m)
1570′	(1316′ - 400m)
490′	(236′ - 70m)

Pass LMM not below 490′ (236′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

1570′ (1316′) on 180° | 090° LT | 2560′ (2306′)

STRAIGHT-IN LANDING RWY 18L

MDA(H) 1250′ (996′)

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: MSA. Trans alt.

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UWGG/GOJ NIZHNY NOVGOROD, RUSSIA
STRIGINO NDB Rwy 36R

7 MAY 04
Eff 13 May
JEPPESEN (16-2)

BRIEFING STRIP ™

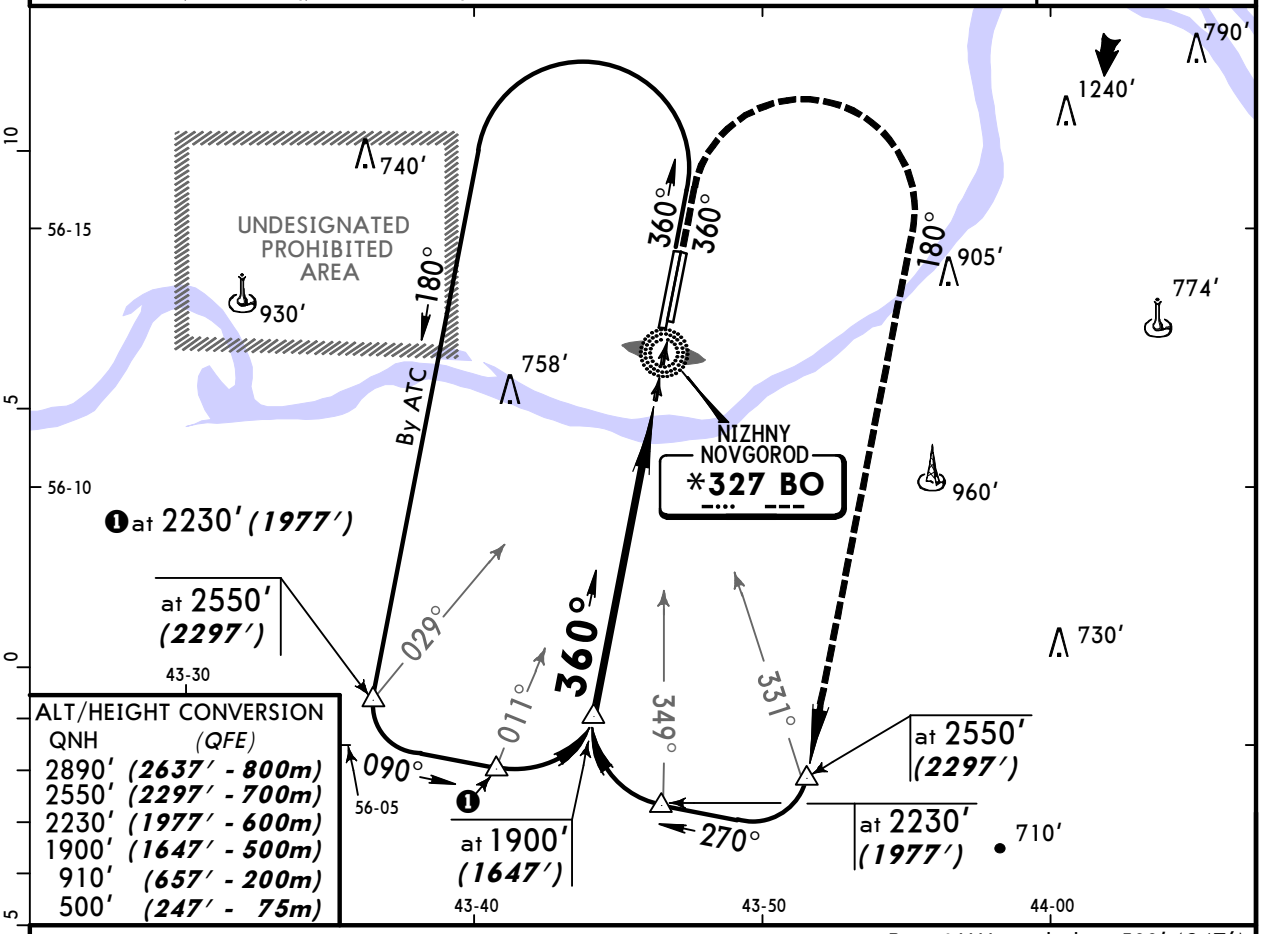
ATIS	NIZHNY Approach	NIZHNY Krug (Radar)	NIZHNY Tower	NIZHNY Start (TWR)	Ground
127.8	124.7	120.8	120.4	120.4	121.8

NDB	Final	Minimum Alt	MDA(H)	Apt Elev 256′
BO	Apch Crs	No FAF	Refer to Minimums	RWY 253′
*327	360°			

MISSED APCH: Climb on 360° to 910′ *(657′)*, then turn RIGHT onto 180° climbing to 2550′ *(2297′)*, then according to chart.

MSA ARP: 180° 2700′ 2300′ 320°

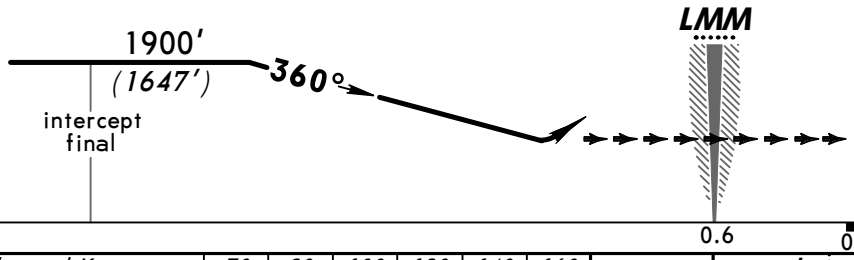
Alt Set: MM (hPa on req) QNH on req(QFE) Trans level: FL 39 Trans alt: 2890′*(2637′)*



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890′	*(2637′ - 800m)*
2550′	*(2297′ - 700m)*
2230′	*(1977′ - 600m)*
1900′	*(1647′ - 500m)*
910′	*(657′ - 200m)*
500′	*(247′ - 75m)*

Pass LMM not below 500′ *(247′)*.



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.9%	347	447	496	595	695	794

910′ *(657′)* on 360° | 180° RT | 2550′ *(2297′)*

STRAIGHT-IN LANDING RWY **36R**

MDA(H) AB: 1180′ *(927′)*
CD: 1240′ *(987′)*

PANS OPS

A	3200m
B	
C	4800m
D	

CHANGES: MSA. Trans alt.

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UWKD/KZN
KAZAN

JEPPESEN
28 APR 06 (10-2) Eff 11 May

KAZAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	414′	Trans level: By ATC Trans alt: 3370′ *(3021′)*

RWY 11L ARRIVALS

2800′ MSA ARP

GENDA N55 40.0 E050 13.1 (KZN R-072/ D32.4)
MAMADYSH 425 HJ N55 44.0 E051 24.0
D21.6 KZN N55 38.8 E049 54.2 (KZN R-072) At or above FL49
KAZAN 602 P N55 37.3 E049 14.7
KAZAN 112.7 KZN N55 36.3 E049 16.3
KAZAN 292 PS N55 38.1 E049 12.4
D21.6 KZN N55 17.1 E049 33.7 At or above FL49
LENRU N55 07.5 E049 42.2
BAZARNYE-MATAKI *445 RD N54 53.0 E049 55.0
Intercept final at 1670′ *(1321′)*
D8.7 KZN N55 41.2 E049 03.6 (KZN R-293) (109° brg to PS) At 1670′ *(1321′)*
D8 KZN N55 37.1 E049 02.2 (KZN R-264)
D9 KZN N55 41.1 E049 02.8 (KZN R-290) At 1990′ *(1641′)*
D9.1 KZN N55 37.5 E049 00.4 (KZN R-266) At 1990′ *(1641′)*
D9.3 KZN N55 40.5 E049 01.6 (KZN R-285) At 1990′ *(1641′)*
D9.7 KZN N55 38.8 E048 59.8 (KZN R-274) At 1990′ *(1641′)*
D21.6 KZN N55 40.4 E048 39.0 At or above FL49
D21.6 KZN N55 35.5 E048 38.3 At or above FL49
D21.6 KZN N55 20.5 E048 50.5 At or above FL49
OSBIN N55 12.6 E048 37.7
BUINSK *825 YK N54 59.0 E048 16.0
DIBIS N55 42.4 E048 19.2
MISMI N55 35.0 E048 19.2
GOLIR N55 53.0 E046 29.0
SHUMERLYA *215 QM N55 31.0 E046 27.0

CORRIDOR 1 · CORRIDOR 3 · CORRIDOR 5 · CORRIDOR 6 · CORRIDOR 7

NOT TO SCALE

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3370′	*(3021′ - 900m)*
1990′	*(1641′ - 500m)*
1670′	*(1321′ - 400m)*

CHANGES: KUZIR renamed GOLIR; MAMIV renamed OSBIN.

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UWKD/KZN
KAZAN

JEPPESEN
28 APR 06 (10-2A) Eff 11 May

KAZAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	414′	Trans level: By ATC Trans alt: 3370′ *(2999′)*

RWY 11R ARRIVALS

MSA
ARP
2800′

GENDA
N55 40.0
E050 13.1
(KZN R-072/
D32.4)

MAMADYSH
425 HJ
N55 44.0 E051 24.0

CORRIDOR 1

D21.6 KZN
N55 38.8 E049 54.2
(KZN R-072)
At or above FL49

KAZAN
475 AM
N55 37.9 E049 12.5

KAZAN
965 A
N55 36.9 E049 15.2

KAZAN
112.7 KZN
N55 36.3 E049 16.3

D21.6 KZN
N55 17.1 E049 33.7
At or above FL49

LENRU
N55 07.5 E049 42.2

CORRIDOR 3

BAZARNYE-MATAKI
*445 RD
N54 53.0 E049 55.0

Intercept final at 1690′ *(1319′)*

D8.1 KZN
N55 37.1
E049 02.1
(KZN R-264)

D8.7 KZN
N55 41.0
E049 03.4
(KZN R-292)
(109° brg to AM)
At 2020′ *(1649′)*

D9 KZN
N55 40.9
E049 02.7
(KZN R-290)
At 2020′ *(1649′)*

D9.3 KZN
N55 40.4
E049 01.5
(KZN R-284)
At 2020′ *(1649′)*

D9.1 KZN
N55 37.5
E049 00.4
(KZN R-266)
At 2020′ *(1649′)*

D9.7 KZN
N55 38.8
E048 59.8
(KZN R-274)
At 2020′ *(1649′)*

NOT TO SCALE

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3370′	*(2999′ - 900m)*
2020′	*(1649′ - 500m)*
1690′	*(1319′ - 400m)*

D21.6 KZN
N55 20.5 E048 50.5
At or above FL49

OSBIN
N55 12.6 E048 37.7

CORRIDOR 5

BUINSK
*825 YK
N54 59.0 E048 16.0

D21.6 KZN
N55 35.5 E048 38.3
At or above FL49

MISMI
N55 35.0
E048 19.2

CORRIDOR 6

SHUMERLYA
*215 QM
N55 31.0 E046 27.0

D21.6 KZN
N55 40.4 E048 39.0
At or above FL49

DIBIS
N55 42.4
E048 19.2

CORRIDOR 7

GOLIR
N55 53.0
E046 29.0

CHANGES: KUZIR renamed GOLIR; MAMIV renamed OSBIN.

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UWKD/KZN
KAZAN

JEPPESEN
28 APR 06 (10-2B) Eff 11 May

KAZAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	414′	Trans level: By ATC Trans alt: 3370′ *(2962′)*

RWY 29L ARRIVALS

2800′ MSA ARP

GENDA N55 40.0 E050 13.1 (KZN R-072/ D32.4)
MAMADYSH 425 HJ N55 44.0 E051 24.0
CORRIDOR 1
D21.6 KZN N55 38.8 E049 54.2 — At or above FL49
D9.3 KZN N55 30.8 E049 29.5 (KZN R-115) — At 2050′ *(1642′)*
D9.9 KZN N55 29.6 E049 29.0 (KZN R-121) — At 2050′ *(1642′)*
D9.8 KZN N55 31.7 E049 31.5 (285° brg to BL) (KZN R-106) — At 2050′ *(1642′)*
D21.6 KZN N55 17.1 E049 33.7 — At or above FL49
LENRU N55 07.5 E049 42.2
CORRIDOR 3
BAZARNYE-MATAKI *445 RD N54 53.0 E049 55.0
D10.2 KZN N55 28.1 E049 26.7 (KZN R-133) — At 2050′ *(1642′)*
Intercept final at 1730′ *(1322′)*
KAZAN 475 BL N55 34.6 E049 21.4
D9.7 KZN N55 28.0 E049 25.3 (KZN R-137) — At 2050′ *(1642′)*
D9.4 KZN N55 28.2 E049 24.7 (KZN R-138) — At 2050′ *(1642′)*
KAZAN D 112.7 KZN N55 36.3 E049 16.3
D21.6 KZN N55 40.4 E048 39.0 — At or above FL49
D21.6 KZN N55 35.5 E048 38.3 — At or above FL49
D21.6 KZN N55 20.5 E048 50.5 — At or above FL49
CORRIDOR 5
OSBIN N55 12.6 E048 37.7
DIBIS N55 42.4 E048 19.2
MISMI N55 35.0 E048 19.2
CORRIDOR 6
CORRIDOR 7
GOLIR N55 53.0 E046 29.0
SHUMERLYA *215 QM N55 31.0 E046 27.0
BUINSK *825 YK N54 59.0 E048 16.0

FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3370′	*(2962′ - 900m)*
2050′	*(1642′ - 500m)*
1730′	*(1322′ - 400m)*

NOT TO SCALE

CHANGES: KUZIR renamed GOLIR; MAMIV renamed OSBIN.

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UWKD/KZN
KAZAN

JEPPESEN
28 APR 06 (10-2C) Eff 11 May

KAZAN, RUSSIA
STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
126.8	414′	Trans level: By ATC Trans alt: 3370′ *(2960′)*

RWY 29R ARRIVALS

MSA ARP 2800′

GENDA N55 40.0 E050 13.1 (KZN R-072/ D32.4)
MAMADYSH 425 HJ N55 44.0 E051 24.0
CORRIDOR 1
D21.6 KZN N55 38.8 E049 54.2 (KZN R-072) At or above FL49
D9.2 KZN N55 31.0 E049 29.6 (KZN R-114) At 2060′ *(1650′)*
D9.8 KZN N55 29.7 E049 29.1 (KZN R-120) At 2060′ *(1650′)*
D9.8 KZN N55 31.7 E049 31.5 (287° brg to DJ) (KZN R-106) At 2060′ *(1650′)*
D21.6 KZN N55 17.1 E049 33.7 At or above FL49
LENRU N55 07.5 E049 42.2
CORRIDOR 3
BAZARNYE-MATAKI *445 RD N54 53.0 E049 55.0
D10.2 KZN N55 28.1 E049 26.7 (KZN R-133) At 2060′ *(1650′)*
D9.7 KZN N55 28.0 E049 25.3 (KZN R-137) At 2060′ *(1650′)*
D9.4 KZN N55 28.2 E049 24.7 (KZN R-138) At 2060′ *(1650′)*
Intercept final at 1730′ *(1320′)*
KAZAN 292 DJ N55 34.7 E049 21.5
KAZAN 112.7 KZN N55 36.3 E049 16.3

FL CONVERSION
FL49 *FL1500m*

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

D21.6 KZN N55 40.4 E048 39.0 At or above FL49
D21.6 KZN N55 35.5 E048 38.3 At or above FL49
D21.6 KZN N55 20.5 E048 50.5 At or above FL49
CORRIDOR 5
OSBIN N55 12.6 E048 37.7
BUINSK *825 YK N54 59.0 E048 16.0
DIBIS N55 42.4 E048 19.2
MISMI N55 35.0 E048 19.2
CORRIDOR 6
CORRIDOR 7
GOLIR N55 53.0 E046 29.0
SHUMERLYA *215 QM N55 31.0 E046 27.0

NOT TO SCALE

CHANGES: KUZIR renamed GOLIR; MAMIV renamed OSBIN.

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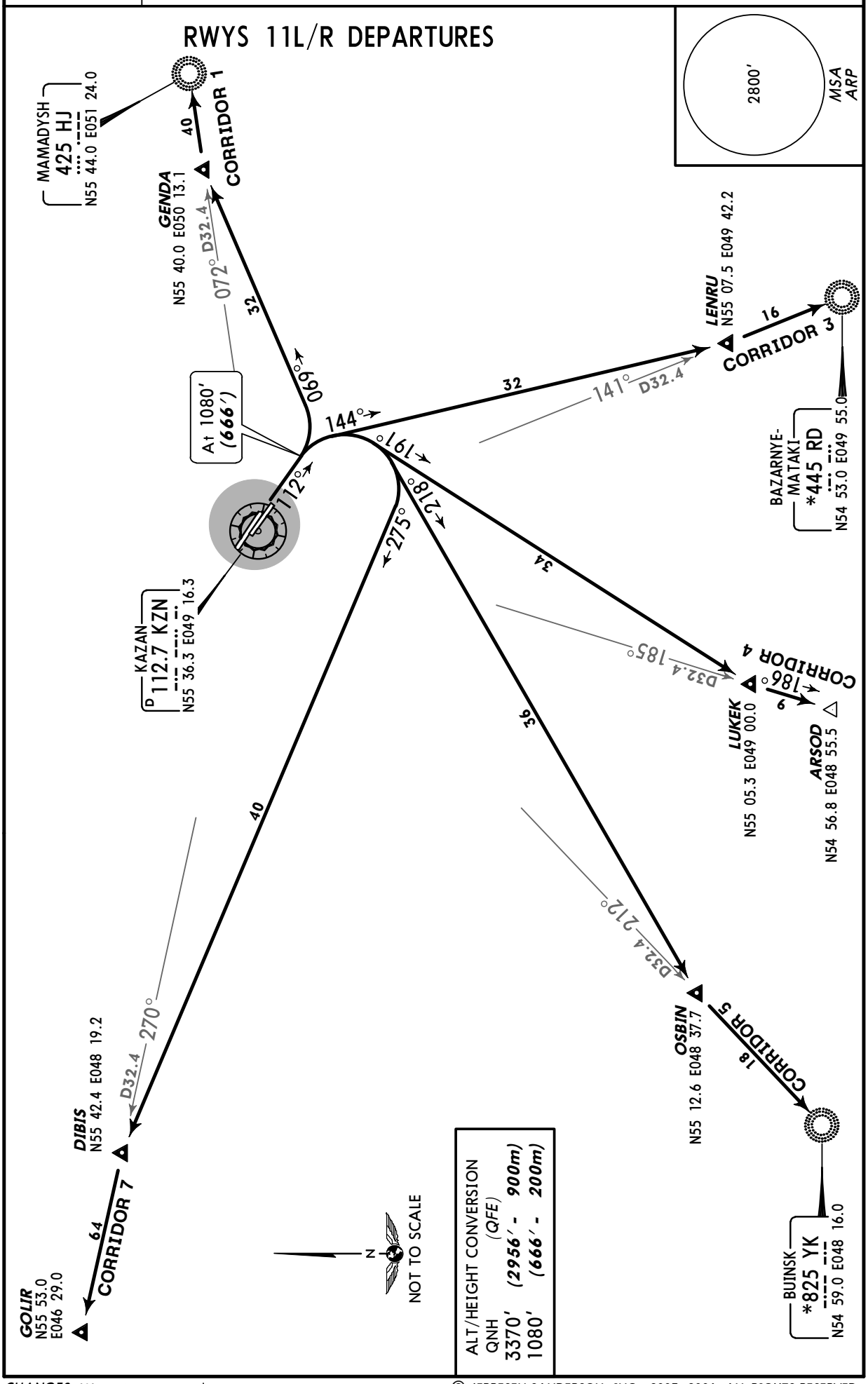
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UWKD/KZN
KAZAN

KAZAN, RUSSIA
SID

Apt Elev	
414′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3370′ ***(2956′)*** FL by ATC

RWYS 11L/R DEPARTURES



CHANGES: Waypoints renamed.

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UWKD/KZN
KAZAN

KAZAN, RUSSIA
SID

Apt Elev	
414′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3370′ ***(2956′)*** FL by ATC

RWYS 29L/R DEPARTURES

2800′ MSA ARP

MAMADYSH 425 HJ N55 44.0 E051 24.0

CORRIDOR 1 40

GENDA N55 40.0 E050 13.1

072° D32.4

44

KAZAN 112.7 KZN N55 36.3 E049 16.3

At 1080′ ***(666′)***

292°

268°

205°

178°

133°

067°

40

LENRU N55 07.5 E049 42.2

141° D32.4

16 CORRIDOR 3

BAZARNYE-MATAKI *445 RD N54 53.0 E049 55.0

36

D32.4 185°

CORRIDOR 4 186° 9

LUKEK N55 05.3 E049 00.0

ARSOD N54 56.8 E048 55.5

34

D32.4 212°

OSBIN N55 12.6 E048 37.7

18 CORRIDOR 5

BUINSK *825 YK N54 59.0 E048 16.0

33

D32.4 270°

DIBIS N55 42.4 E048 19.2

64 CORRIDOR 7

GOLIR N55 53.0 E046 29.0

N

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)

QNH	(2956′ - 900m)
3370′	(666′ - 200m)
1080′	

CHANGES: Waypoints renamed.

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GENERAL

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

DEPARTURES

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

TAKE-OFF AND CLIMBING PHASE RUNWAYS 29L/R

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

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

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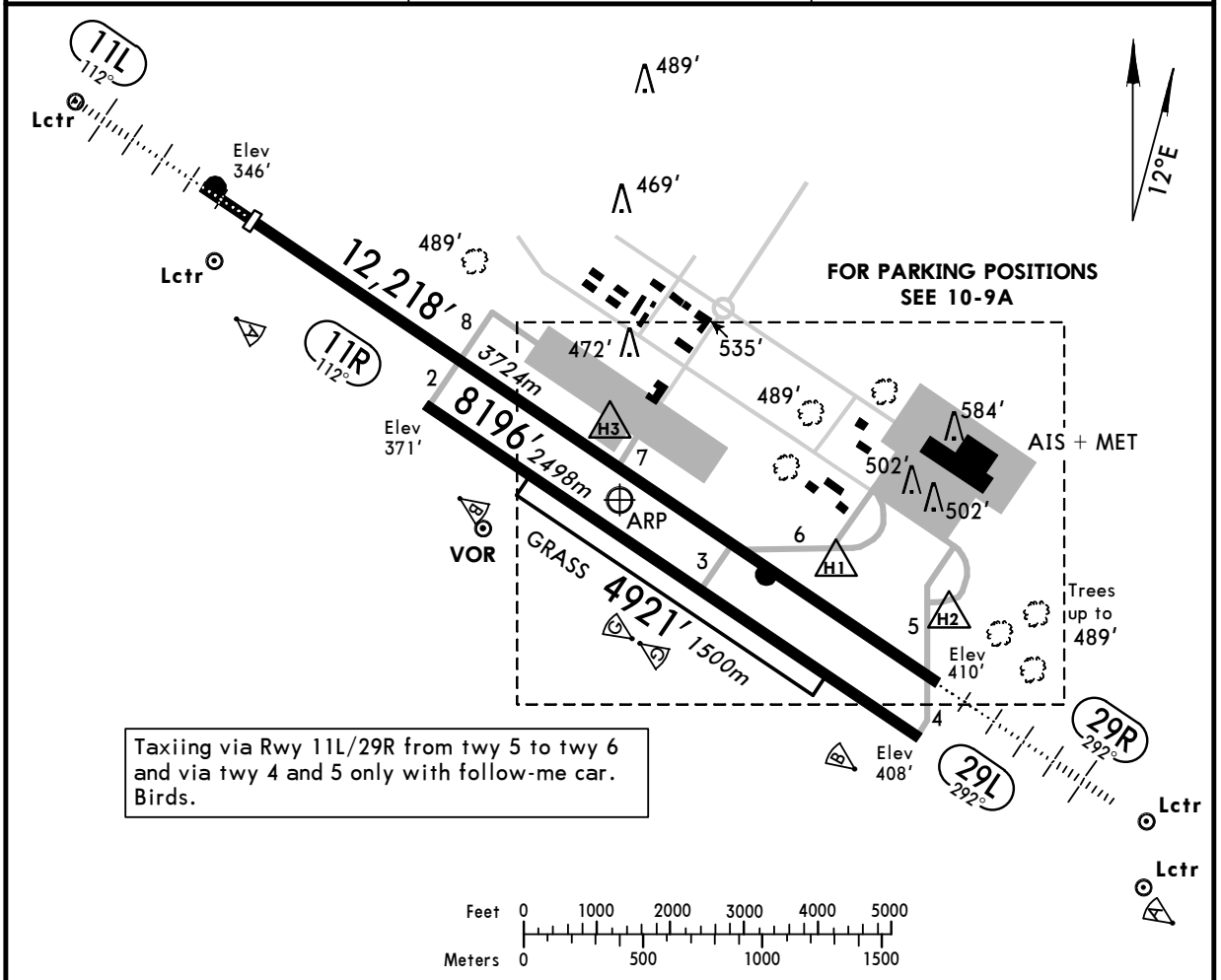
Apt Elev **414′**
N55 36.4 E049 16.9

JEPPESEN
27 MAY 05 (10-9) **Eff 9 Jun**

KAZAN, RUSSIA

KAZAN

ATIS	KAZAN Taxiing (GND)	Start (TWR)
126.8	121.7	120.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11L 29R	HIRL *(60m)* HIALS PAPI-L (angle 3.0°)	11,381′*3469m*	10,599′*3231m* 11,201′*3414m*	❷	144′ *44m*
11R ❶ 29L	RVR		7212′ *2198m*	❸	148′ *45m*
11 29	Grass runway				262′ *80m*

❶ Available during daylight hours.

❷ TAKE-OFF RUN AVAILABLE

RWY 11L:
First 837′/255m unusable for take-off.
From displ thresh 11,381′(3469m)
twy 8 int 8091′(2466m)
twy 7 int 5427′(1654m)
twy 6 int 3596′(1096m)

RWY 29R:
From rwy head 12,218′(3724m)
turning pad 9564′(2915m)
twy 6 int 8655′(2638m)
twy 7 int 6791′(2070m)
twy 8 int 4127′(1258m)

❸ TAKE-OFF RUN AVAILABLE

RWY 11R:
From rwy head 8196′(2498m)
twy 3 int 3668′(1118m)

RWY 29L:
From rwy head 8196′(2498m)
twy 3 int 4528′(1380m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Usable lengths.

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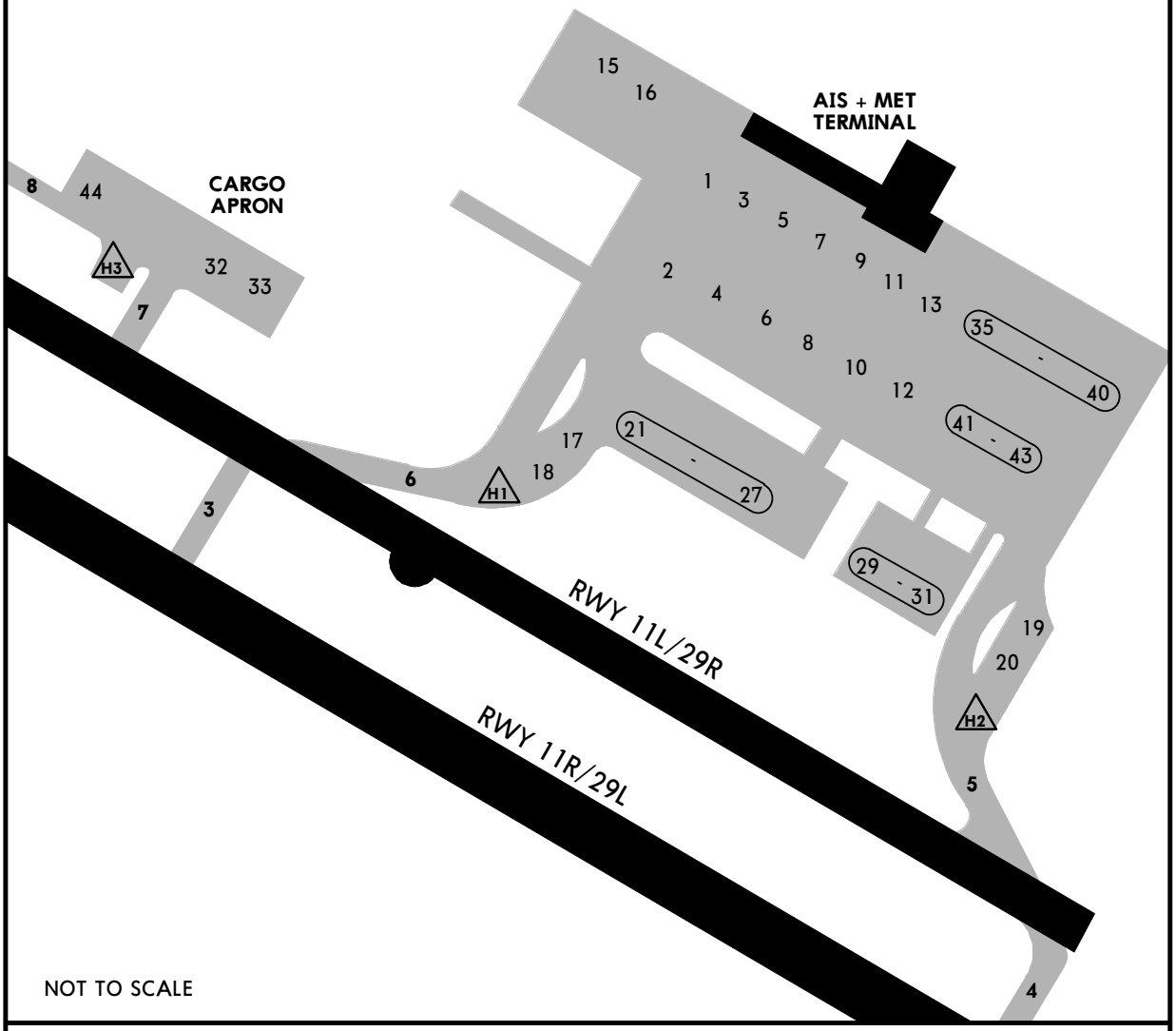
UWKD/KZN

JEPPESEN

27 MAY 05 (10-9A) Eff 9 Jun

KAZAN, RUSSIA

KAZAN



Arriving acft are met and escorted by follow-me to the designated stand.
Taxiing of acft with a wingspan more than 142'/43.3m and wheel track exceeding 26'/8.0m between rows of stands 1, 3, 5, 7, 9, 11, 13, 35 thru 40 and 2, 4, 6, 8, 10, 12, 41 thru 43 is prohibited.
Twy 3 is available for CAT A and B acft during daylight hours in dry weather.
Taxiing along twys 4 and 5 shall be carried out after "FOLLOW-ME" vehicle.
Taxiing and towing behind stands 2, 4, 6, 8, 10, 12 and 41 thru 43 when they are occupied allowed for acft with a wingspan up to 144'/44m.
Taxiing into stands 1 thru 20, 32, 33 and 35 thru 43 shall be carried out under own engines power.
Taxiing out of stands 1, 3, 5, 7, 9, 11, 13, 15 and 16 shall be carried out by towing.
Taxiing out of stands 35 and 36 only by towing under marshaller guidance.
Taxiing out of stands 2, 4, 6, 8, 10, 12, 32, 33, 37 thru 40 and 41 thru 43 shall be carried out under own engines power.
Taxiing out of stands 17, 18, 19 and 20 shall be carried out under own engines power if one stand is occupied and by towing if both stands are occupied.
Parking onto stands 32 and 33 shall be carried out by marshaller instructions.
Engines start-up taken in turn and running on idle trust are permitted on stands 2, 4, 6, 8, 10, 12, 17 thru 20 and 41 thru 43 on request to taxiing control unit taking into account extra safety measures.
Stands 29 thru 31 and 37 thru 40 available for helicopters.

CHANGES: Stand 44 and helipad 3 established.

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UWKD/KZN

JEPPESEN

27 MAY 05
Eff 9 Jun

10-9X

JAA MINIMUMS

KAZAN, RUSSIA

KAZAN

STRAIGHT-IN RWY		A	B	C	D
11L	ILS	**549**′(200′)	**549**′(200′)	**549**′(200′)	**551**′(202′)
		R550m	**R550m**	**R550m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**700**′(351′)	**700**′(351′)	**700**′(351′)	**700**′(351′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	1 NDB	**1010**′(661′)	**1010**′(661′)	**1170**′(821′)	**1170**′(821′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m
11R	ILS	**571**′(200′)	**571**′(200′)	**571**′(200′)	**571**′(200′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	LOC	NOT AUTHORIZED			
	2 NDB	**740**′(369′)	**740**′(369′)	**740**′(369′)	**740**′(369′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	1 NDB	**1030**′(659′)	**1030**′(659′)	**1200**′(829′)	**1200**′(829′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
29L	ILS	**608**′(200′)	**608**′(200′)	**608**′(200′)	**608**′(200′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	LOC	NOT AUTHORIZED			
	2 NDB	**860**′(452′)	**860**′(452′)	**860**′(452′)	**860**′(452′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
	1 NDB	**1110**′(702′)	**1110**′(702′)	**1270**′(862′)	**1270**′(862′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
29R	ILS	**610**′(200′)	**610**′(200′)	**610**′(200′)	**610**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**910**′(500′)	**910**′(500′)	**910**′(500′)	**910**′(500′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	1 NDB	**1070**′(660′)	**1070**′(660′)	**1240**′(830′)	**1240**′(830′)
		R1200m	**R1400m**	**R1400m**	**R1800m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 11L/R, 29L/R

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

CHANGES: ILS Rwy 29R established.

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UWKD/KZN KAZAN

JEPPESEN 27 MAY 05 (11-1) Eff 9 Jun

KAZAN, RUSSIA ILS Rwy 11L

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

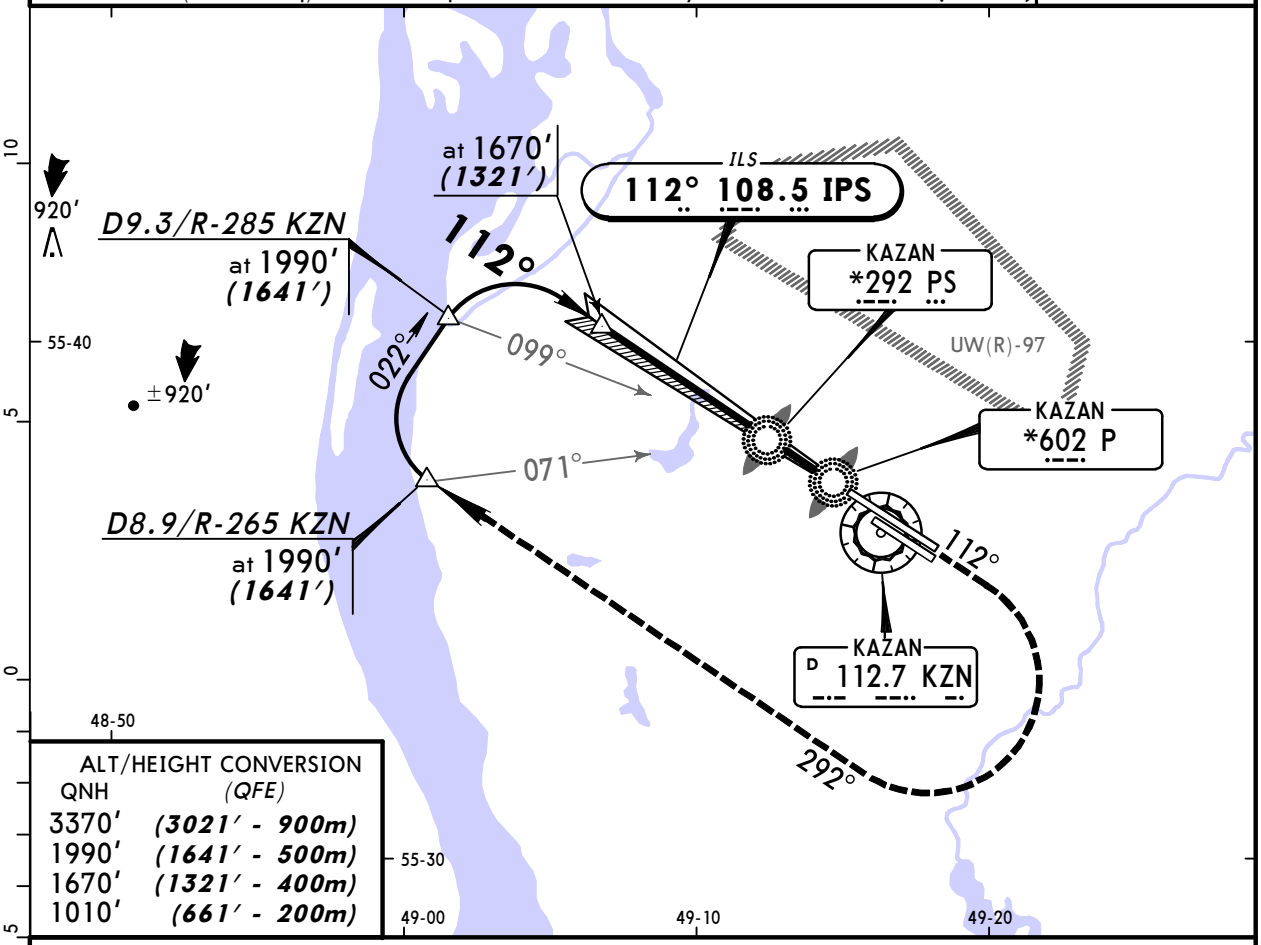
BRIEFING STRIP ™

LOC IPS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
108.5	112°	1054′ (705′)	Refer to Minimums	414′ / RWY 349′

MISSED APCH: Climb on 112° to 1010′ (661′), then turn RIGHT onto 292° climbing to 1990′ (1641′), then according to chart.

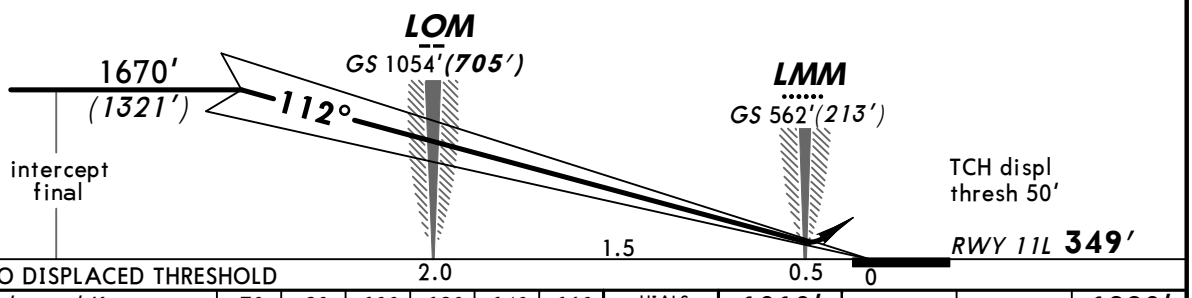
2800′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3370′ (3021′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)
1010′	(661′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS PAPI

1010′ (661′) on 112° | 292° RT | 1990′ (1641′)

STRAIGHT-IN LANDING RWY 11L

ILS	LOC (GS out)
DA(H) ABC: 549′ (200′) D: 551′ (202′)	
FULL	ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: None.

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UWKD/KZN KAZAN

JEPPESEN 27 MAY 05 (11-2) Eff 9 Jun

KAZAN, RUSSIA ILS Rwy 11R

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

BRIEFING STRIP™

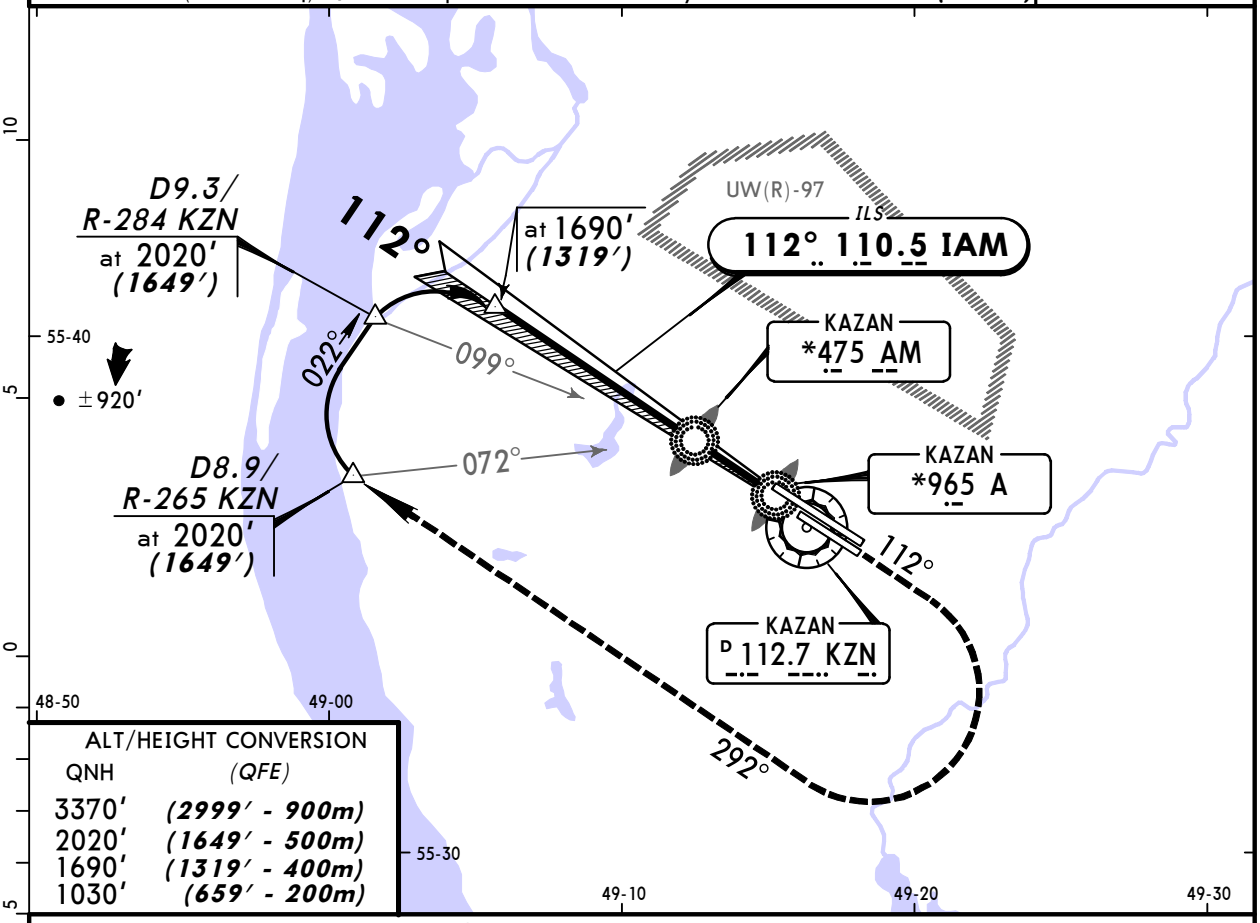
LOC IAM	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 414' RWY 371'
110.5	112°	1109' (738')	571' (200')	

MISSED APCH: Climb on 112° to 1030' (659'), then turn RIGHT onto 292° climbing to 2020' (1649'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3370' (2999')

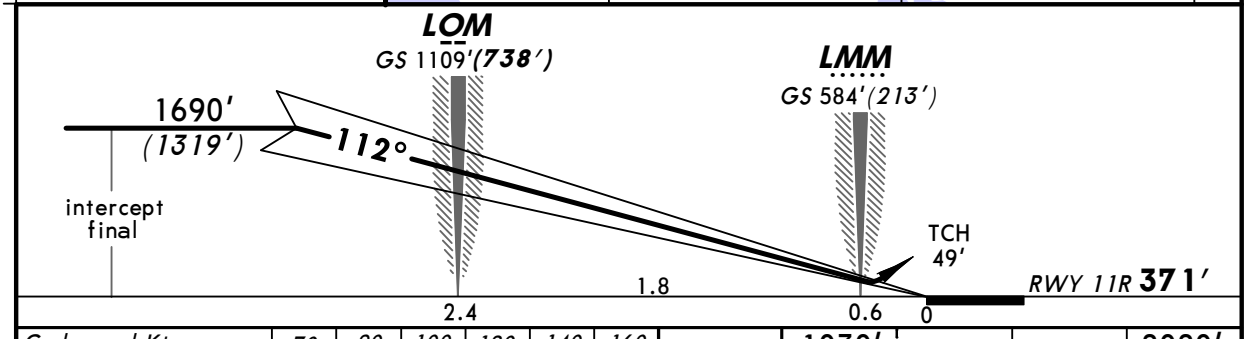
2800'

MSA ARP



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370'	(2999' - 900m)
2020'	(1649' - 500m)
1690'	(1319' - 400m)
1030'	(659' - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

1030' (659') on 112° | 292° RT | 2020' (1649')

STRAIGHT-IN LANDING RWY 11R

ILS	LOC (GS out)
DA(H) 571' (200')	

PANS OPS

A	1200m	NOT AUTHORIZED
B		
C		
D		

CHANGES: Lights.

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UWKD/KZN KAZAN

JEPPESEN 10 JUN 05 (11-3)

KAZAN, RUSSIA ILS Rwy 29L

BRIEFING STRIP ™

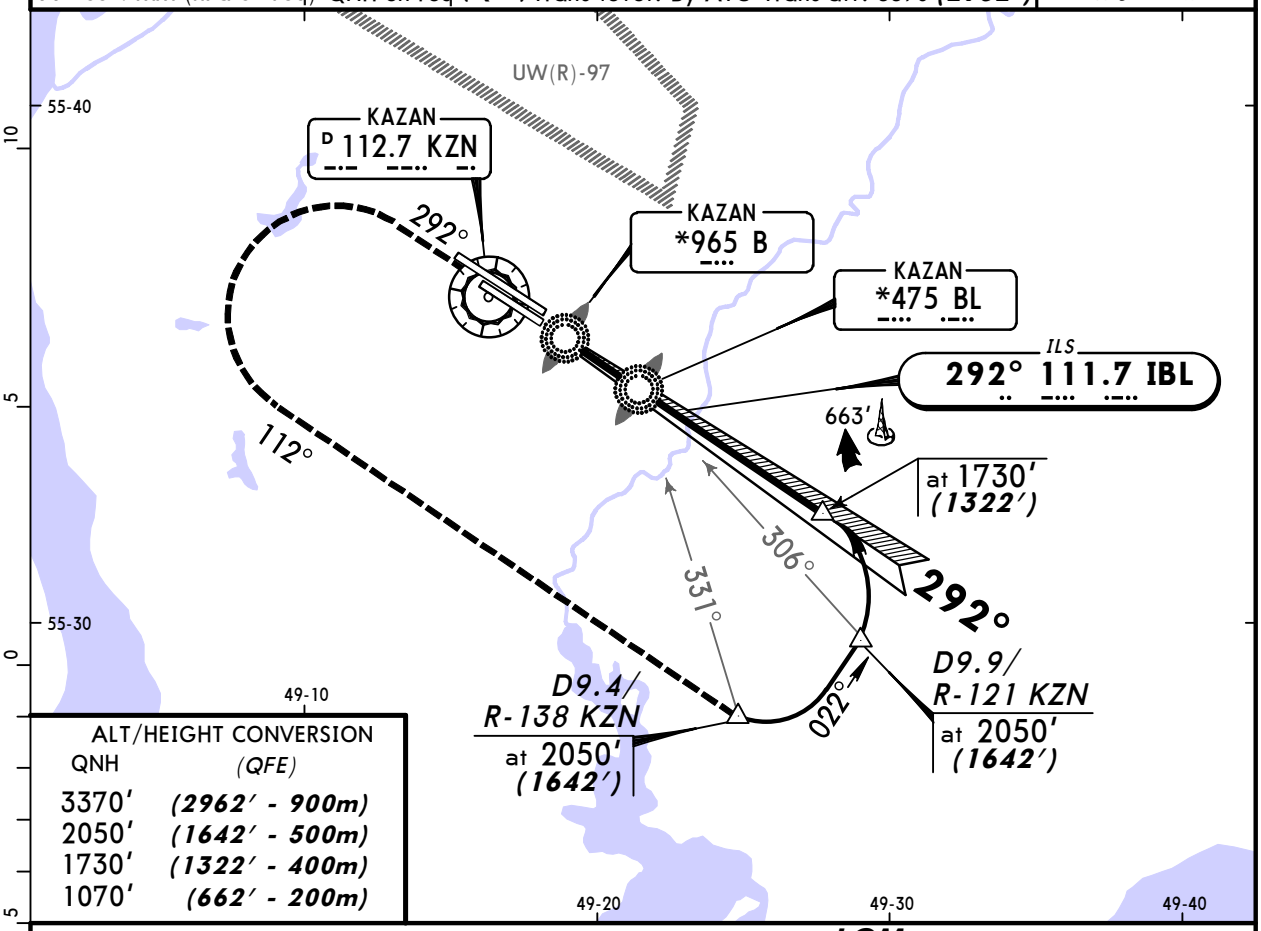
ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

LOC IBL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
111.7	292°	1064′ (656′)	608′ (200′)	Apt Elev 414′ RWY 408′

2800′ MSA ARP

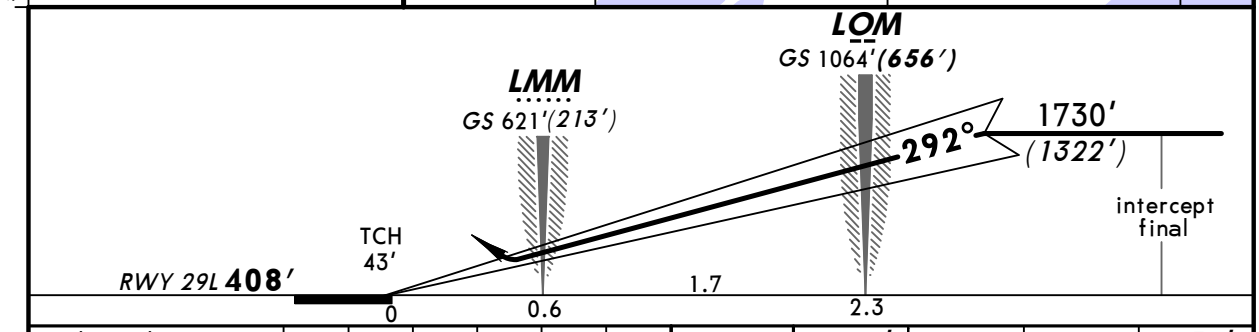
MISSED APCH: Climb on 292° to 1070′ (662′), then turn LEFT onto 112° climbing to 2050′ (1642′), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3370′ (2962′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2962′ - 900m)
2050′	(1642′ - 500m)
1730′	(1322′ - 400m)
1070′	(662′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	432	480	576	671	767

1070′ (662′) on 292° | 112° LT | 2050′ (1642′)

STRAIGHT-IN LANDING RWY 29L

ILS	LOC (GS out)
DA(H) 608′ (200′)	

PANS OPS

A	1200m	NOT AUTHORIZED
B		
C		
D		

CHANGES: None.

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UWKD/KZN KAZAN

JEPPESEN 10 JUN 05 (11-4)

KAZAN, RUSSIA ILS Rwy 29R

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

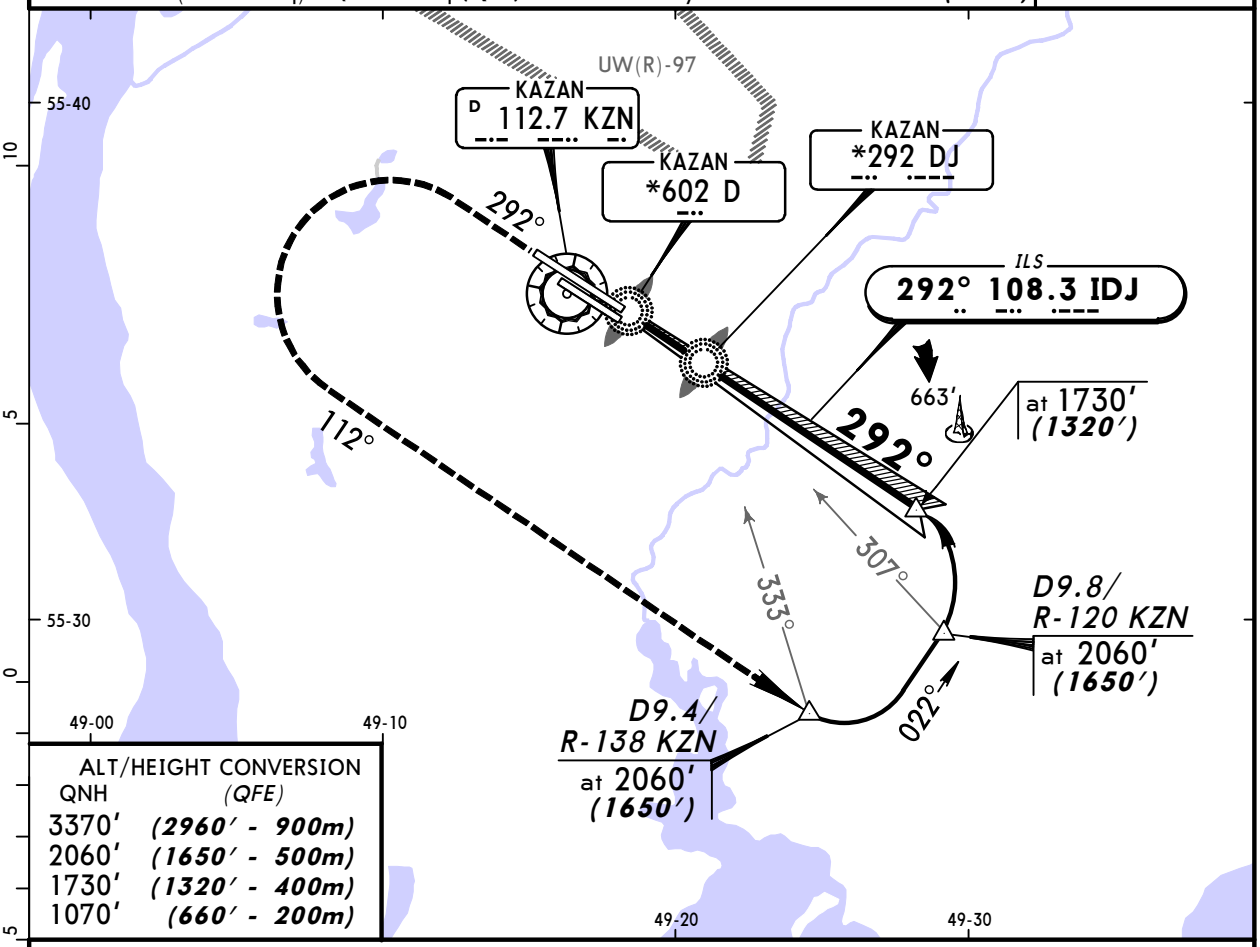
BRIEFING STRIP™

LOC IDJ	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
108.3	292°	1198′ (788′)	610′ (200′)	Apt Elev 414′ / RWY 410′

MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

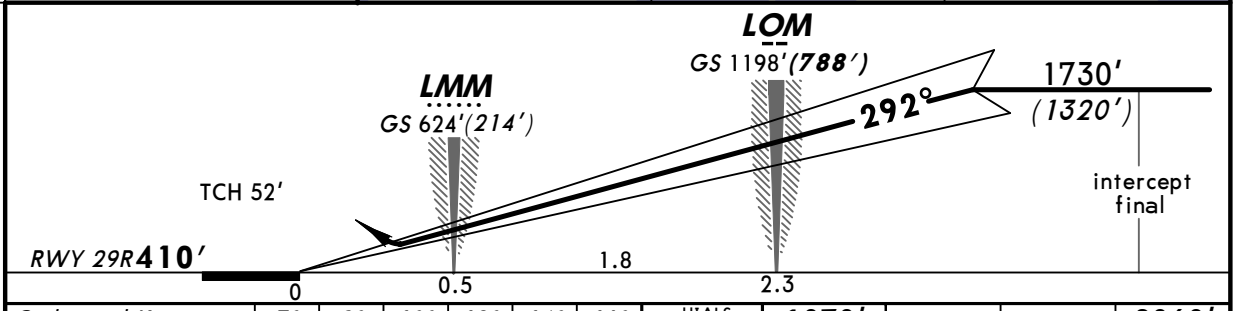
2800′ MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 3370′ (2960′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS PAPI

1070′ (660′) on 292° | 112° LT | 2060′ (1650′)

STRAIGHT-IN LANDING RWY 29R

	ILS	LOC (GS out)
DA(H)	610′ (200′)	
	FULL / ALS out	

PANS OPS

A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED
B			
C			
D			

CHANGES: Crossing alt.

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UWKD/KZN
KAZAN

JEPPESEN
27 MAY 05
Eff 9 Jun
16-1

KAZAN, RUSSIA
2 NDB or 1 NDB Rwy 11L

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

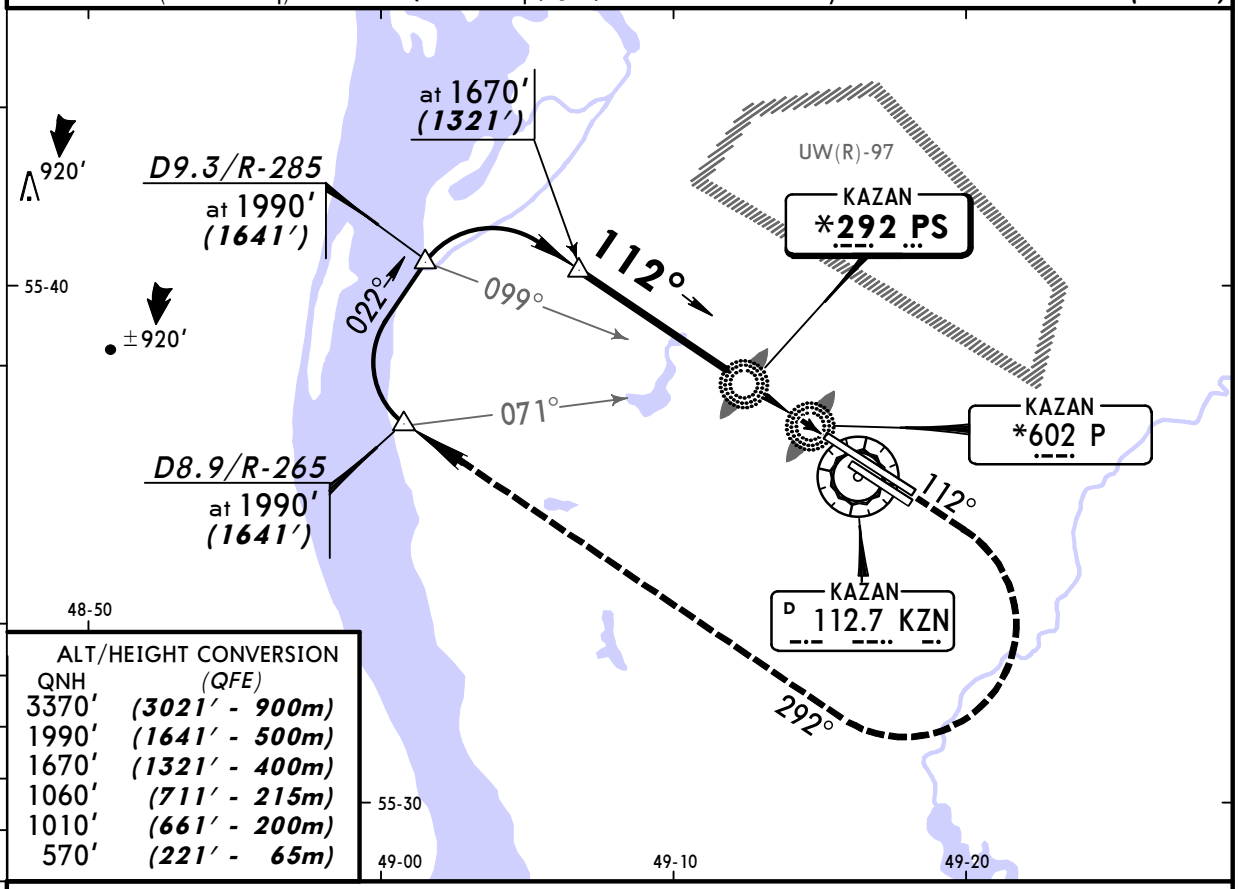
BRIEFING STRIP ™

NDB	Final	2 NDB Minimum Alt	2 NDB MDA(H)		
PS	Apch Crs	LOM		Apt Elev	414′
*292	112°	1060′ (711′)	700′ (351′)	RWY	349′
		1 NDB Minimum Alt	1 NDB MDA(H)		
		No FAF	Refer to Minimums		

2800′
MSA ARP

MISSED APCH: Climb on 112° to 1010′ (661′), then turn RIGHT onto 292° climbing to 1990′ (1641′), then according to chart.

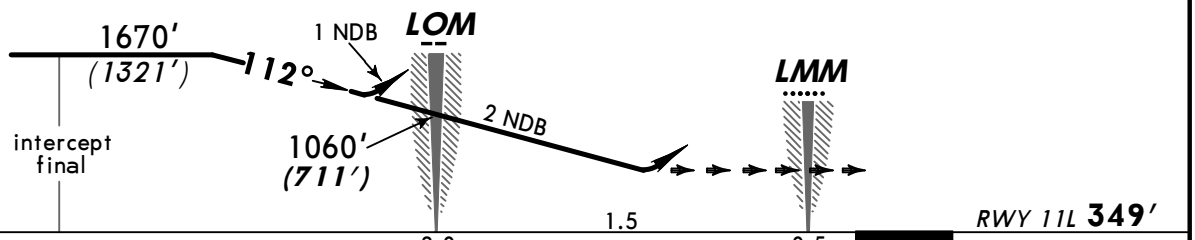
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3370′ **(3021′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(3021′ - 900m)
1990′	(1641′ - 500m)
1670′	(1321′ - 400m)
1060′	(711′ - 215m)
1010′	(661′ - 200m)
570′	(221′ - 65m)

Pass LMM not below 570′(221′).



TO DISPLACED THRESHOLD

Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

HIALS
PAPI

1010′ (661′) on 112°

292° RT

1990′ (1641′)

STRAIGHT-IN LANDING RWY 11L

	2 NDB MDA(H) 700′(351′)		1 NDB MDA(H) AB:1010′(661′) CD:1170′(821′)	
		ALS out		ALS out
A	1200m	RVR 1500m VIS 1600m	3200m	3200m
B				
C				4000m
D	RVR 1500m VIS 1600m	2000m	4000m	4400m

PANS OPS

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JEPPESEN FliteStar 9.160

UWKD/KZN KAZAN

JEPPESEN 27 MAY 05 Eff 9 Jun (16-2)

KAZAN, RUSSIA 2 NDB or 1 NDB Rwy 11R

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

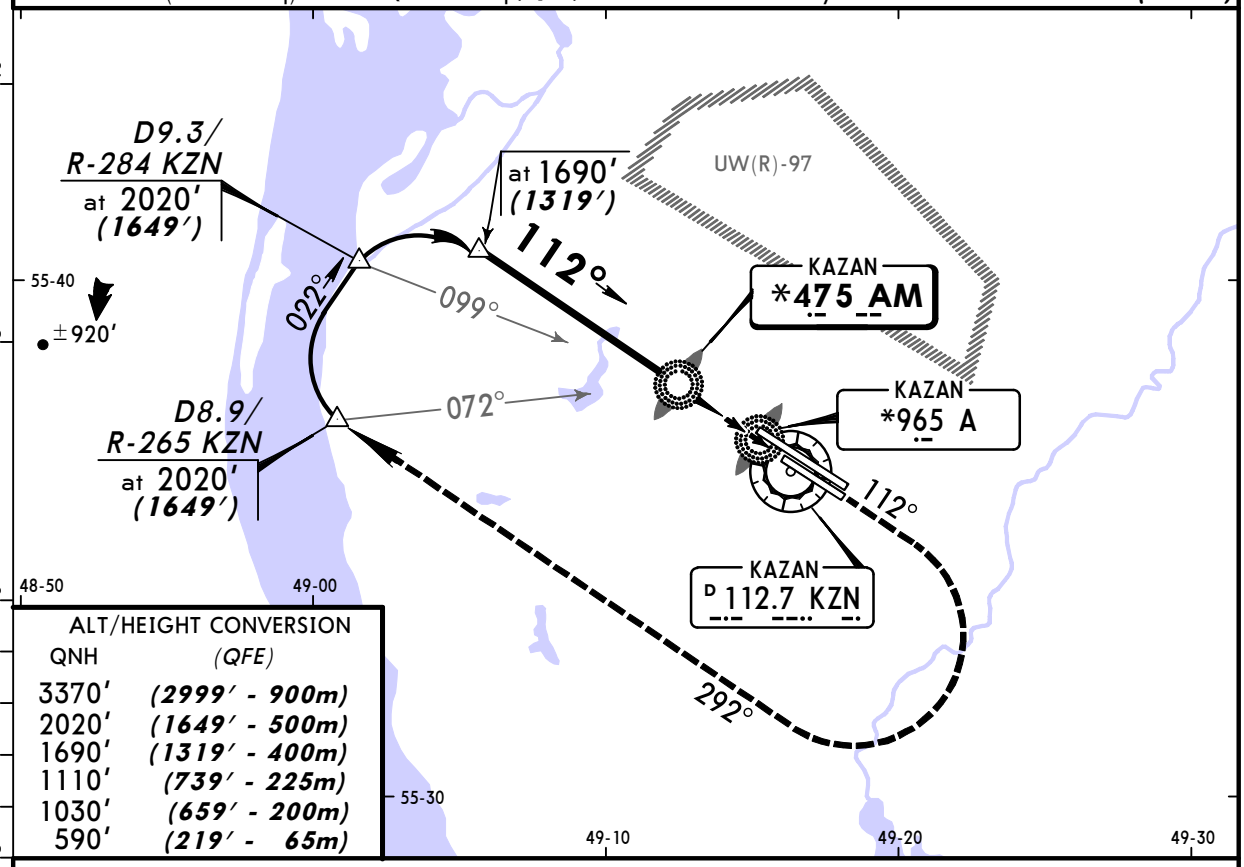
BRIEFING STRIP™

NDB AM	Final Apch Crs	2 NDB Minimum Alt	2 NDB MDA(H)	Apt Elev / RWY
*475	112°	LOM 1110′ (739′)	740′ (369′)	Apt Elev 414′
		1 NDB Minimum Alt No FAF	1 NDB MDA(H) Refer to Minimums	RWY 371′

2800′ MSA ARP

MISSED APCH: Climb on 112° to 1030′ (659′), then turn RIGHT onto 292° climbing to 2020′ (1649′), then according to chart.

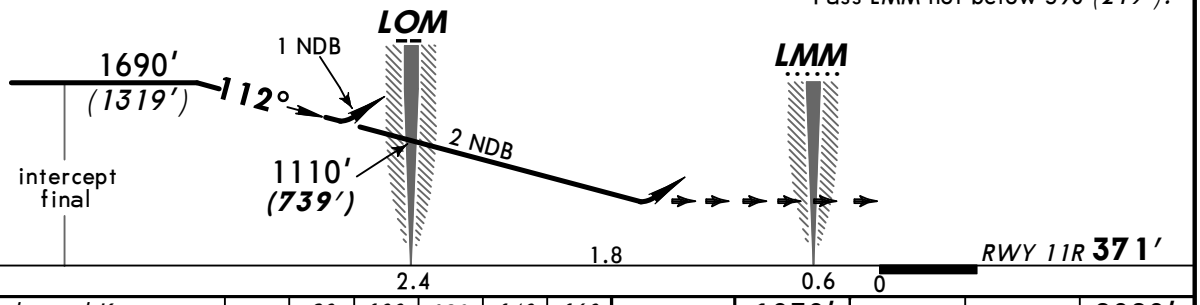
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3370′ **(2999′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
3370′	(2999′ - 900m)
2020′	(1649′ - 500m)
1690′	(1319′ - 400m)
1110′	(739′ - 225m)
1030′	(659′ - 200m)
590′	(219′ - 65m)

Pass LMM not below 590′(219′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

1030′ (659′) on 112° | 292° RT | 2020′ (1649′)

STRAIGHT-IN LANDING RWY **11R**

2 NDB	1 NDB
MDA(H) 740′ (369′)	MDA(H) AB:1030′ (659′) CD:1200′ (829′)

PANS OPS

A	2100m	3200m	
B			
C		4000m	
D		4400m	

CHANGES: Lights.

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UWKD/KZN
KAZAN

JEPPESEN
10 JUN 05 (16-3)

KAZAN, RUSSIA
2 NDB or 1 NDB Rwy 29L

ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

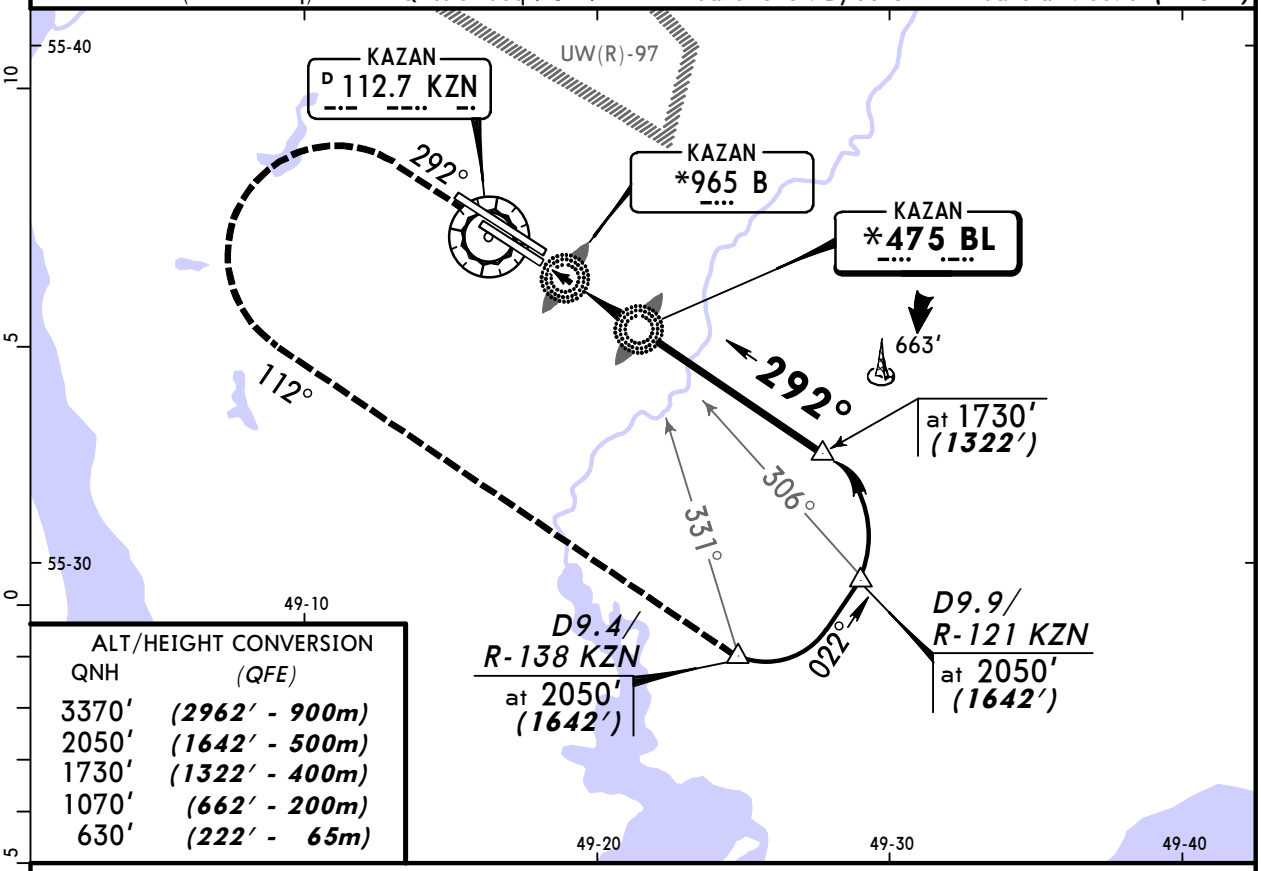
BRIEFING STRIP ™

NDB BL	Final Apch Crs	2 NDB Minimum Alt LOM	2 NDB MDA(H)	Apt Elev 414′
*475	292°	1070′ (662′)	860′ (452′)	RWY 408′
		1 NDB Minimum Alt No FAF	1 NDB MDA(H) Refer to Minimums	

2800′
MSA ARP

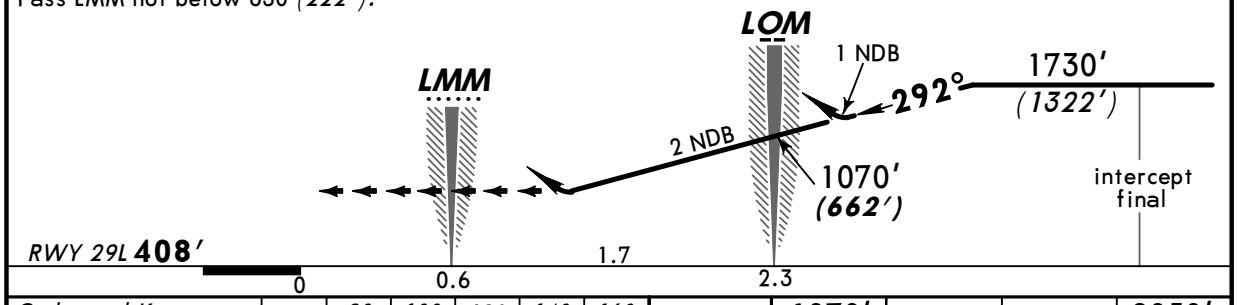
MISSED APCH: Climb on 292° to 1070′ (662′), then turn LEFT onto 112° climbing to 2050′ (1642′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3370′ **(2962′)**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370′	(2962′ - 900m)
2050′	(1642′ - 500m)
1730′	(1322′ - 400m)
1070′	(662′ - 200m)
630′	(222′ - 65m)

Pass LMM not below 630′(222′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 4.7%	333	428	476	571	666	762

1070′ (662′) on 292° | 112° LT | 2050′ (1642′)

STRAIGHT-IN LANDING RWY **29L**

2 NDB	1 NDB
MDA(H) 860′ (452′)	MDA(H) AB:1110′ (702′) CD:1270′ (862′)

PANS OPS

A	2800m	3200m
B		
C		4000m
D		4400m

CHANGES: None.

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UWKD/KZN KAZAN

JEPPESEN 10 JUN 05 (16-4)

KAZAN, RUSSIA 2 NDB or 1 NDB Rwy 29R

BRIEFING STRIP ™

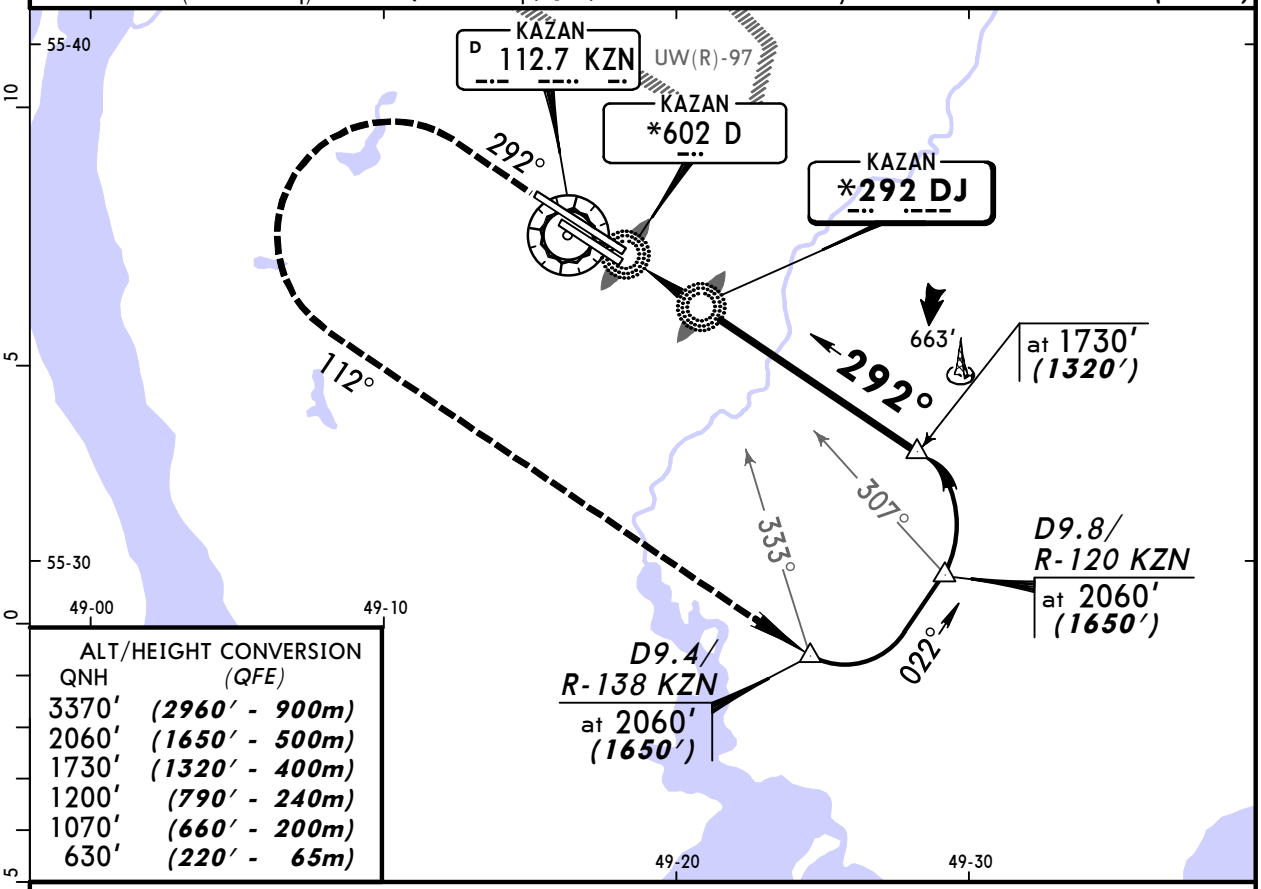
ATIS	KAZAN Radar (APP/R)	KAZAN Tower (PAR)	KAZAN Start (TWR)	Taxiing (GND)
126.8	119.4	120.3	120.3	121.7

NDB	Final Apch Crs	2 NDB Minimum Alt	2 NDB MDA(H)	Apt Elev 414′
DJ *292	292°	LOM 1200′ (790′)	910′ (500′)	RWY 410′
		1 NDB Minimum Alt No FAF	1 NDB MDA(H) Refer to Minimums	

2800′ MSA ARP

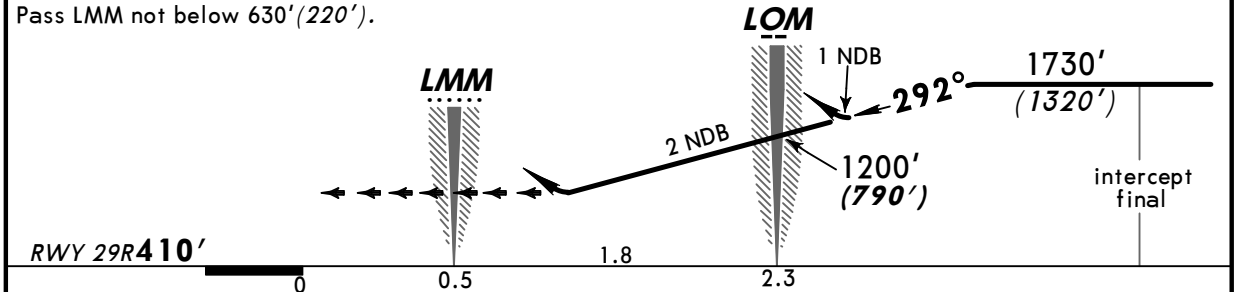
MISSED APCH: Climb on 292° to 1070′ (660′), then turn LEFT onto 112° climbing to 2060′ (1650′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3370′ **(2960′)**



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3370′	(2960′ - 900m)
2060′	(1650′ - 500m)
1730′	(1320′ - 400m)
1200′	(790′ - 240m)
1070′	(660′ - 200m)
630′	(220′ - 65m)

Pass LMM not below 630′(220′).



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2%	369	474	527	632	737	843

HIALS PAPI

1070′ (660′) on 292° | 112° LT | 2060′ (1650′)

STRAIGHT-IN LANDING RWY **29R**

2 NDB MDA(H) 910′ (500′)		1 NDB MDA(H) AB:1070′ (660′) CD:1240′ (830′)	
	ALS out		ALS out
A	1800m	3200m	3200m
B			
C	2600m	4000m	4000m
D	2200m	4000m	4400m

PANS OPS

CHANGES: Crossing alt.

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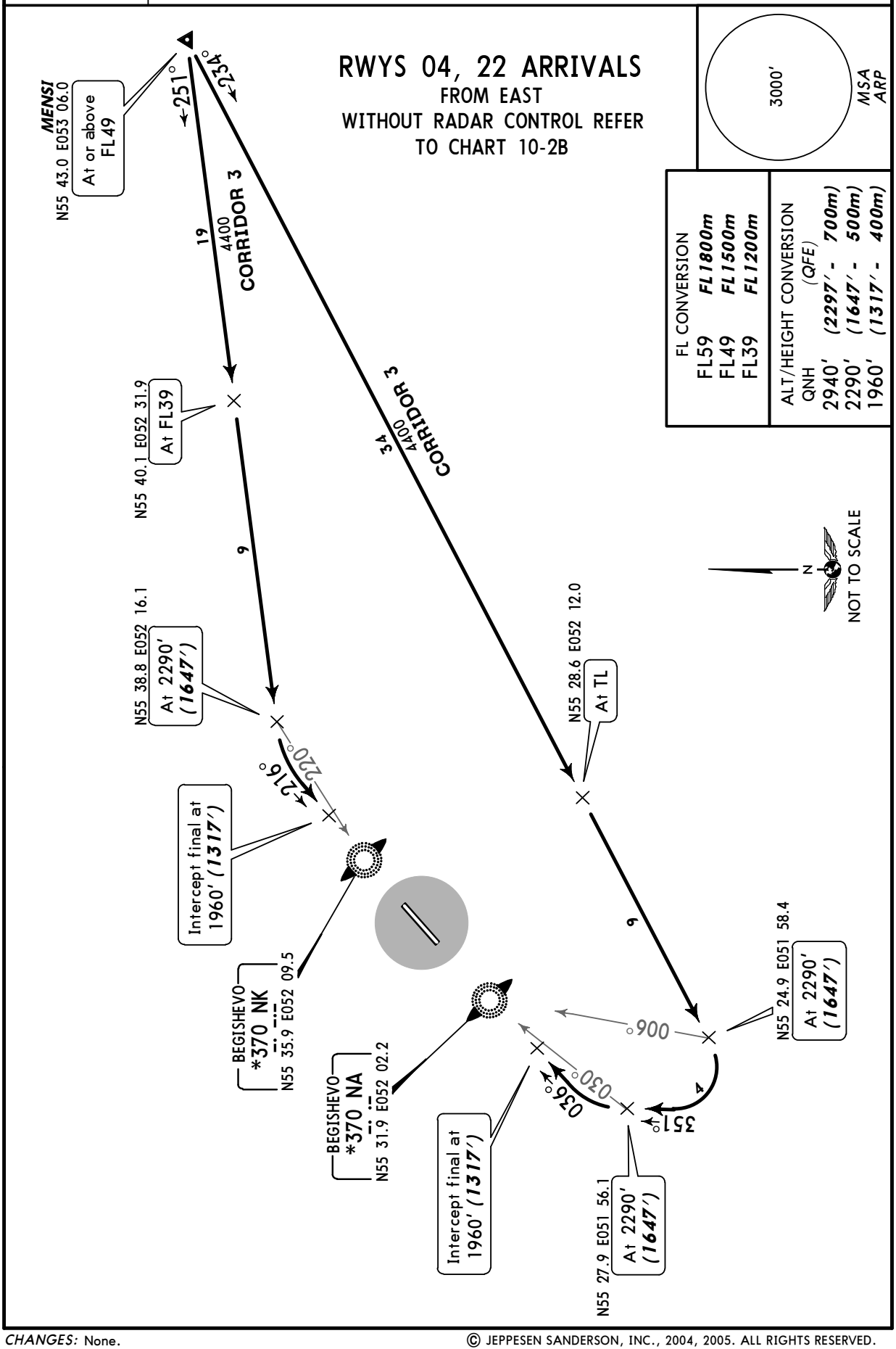
UWKE
BEGISHEVO

BEGISHEVO, RUSSIA
STAR

Apt Elev
643′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940′ ***(2297′)***
When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectengular approach via LMM.

RWYS 04, 22 ARRIVALS
FROM EAST
WITHOUT RADAR CONTROL REFER
TO CHART 10-2B



CHANGES: None.

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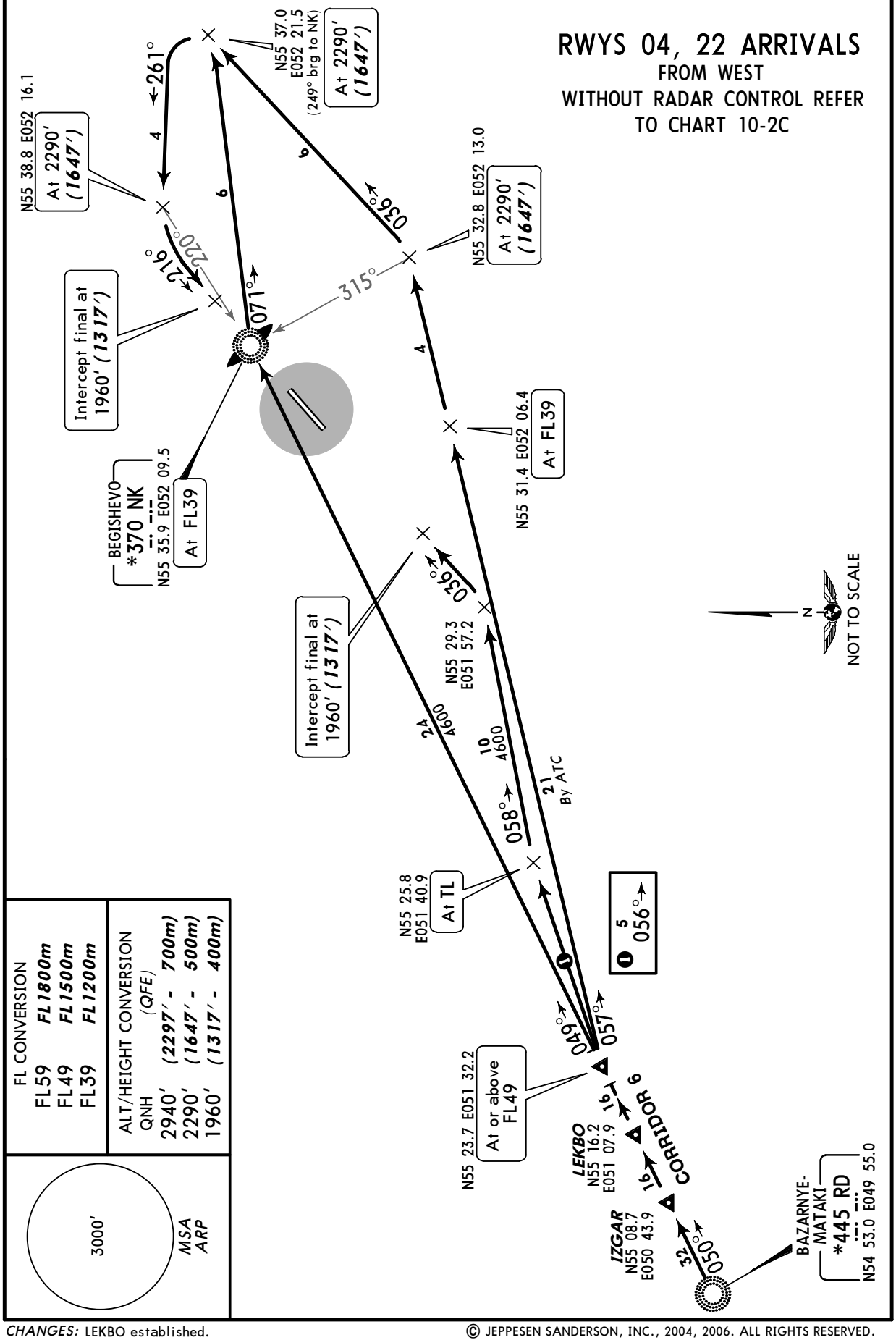
UWKE
BEGISHEVO

BEGISHEVO, RUSSIA
STAR

Apt Elev
643′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940′ ***(2297′)***
When executing short approach and if unable to reach TL at fixed distances, pilots shall execute rectangular approach via LMM.

RWYS 04, 22 ARRIVALS
FROM WEST
WITHOUT RADAR CONTROL REFER TO CHART 10-2C



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2940′	***(2297′ - 700m)***
2290′	***(1647′ - 500m)***
1960′	***(1317′ - 400m)***

3000′
MSA
ARP

CHANGES: LEKBO established.

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UWKE
BEGISHEVO

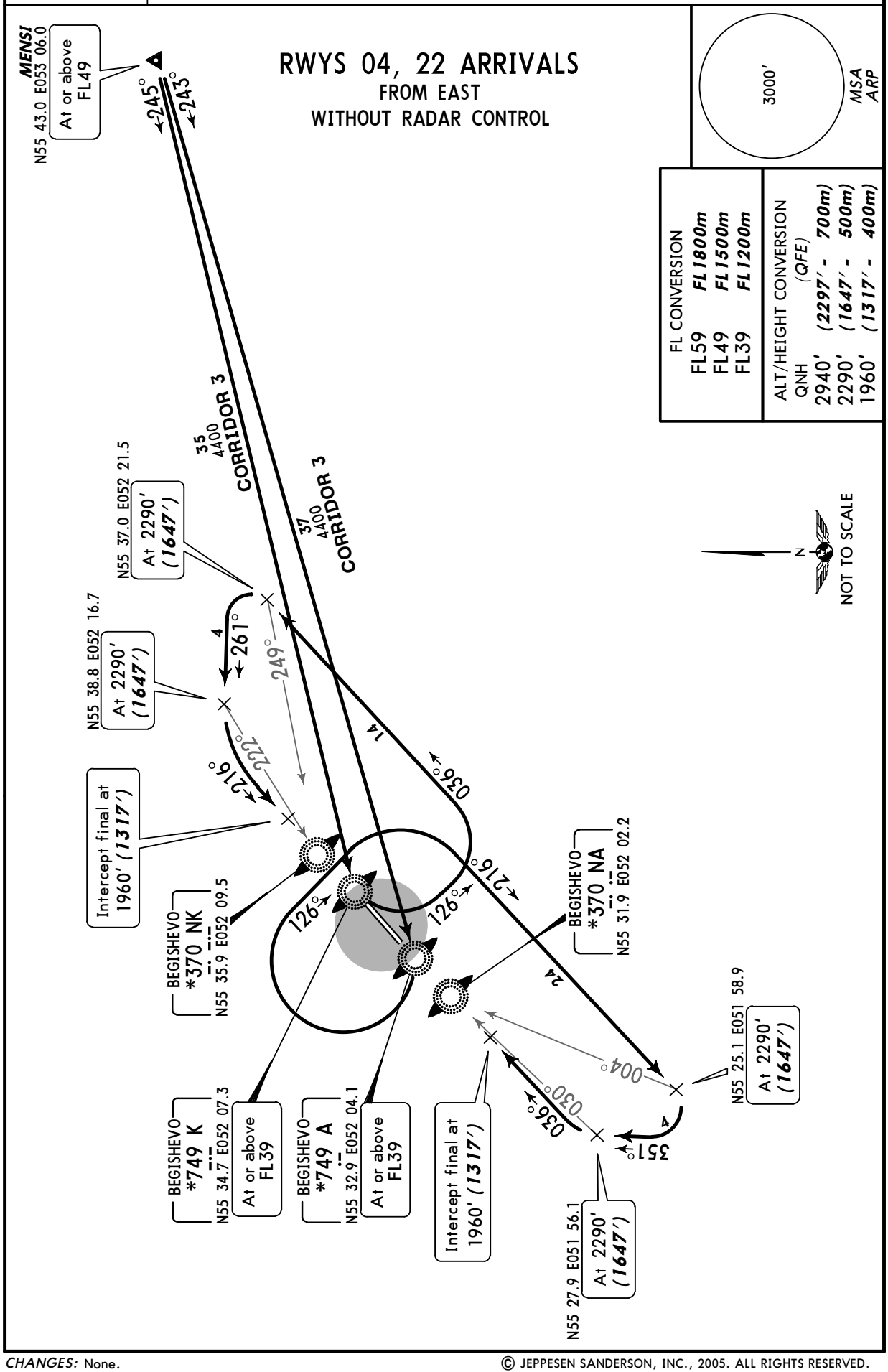
JEPPESEN
28 APR 06 (10-2B) Eff 11 May

BEGISHEVO, RUSSIA
STAR

Apt Elev
643′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940′ ***(2297′)***

RWYS 04, 22 ARRIVALS
FROM EAST
WITHOUT RADAR CONTROL



CHANGES: None.

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UWKE
BEGISHEVO

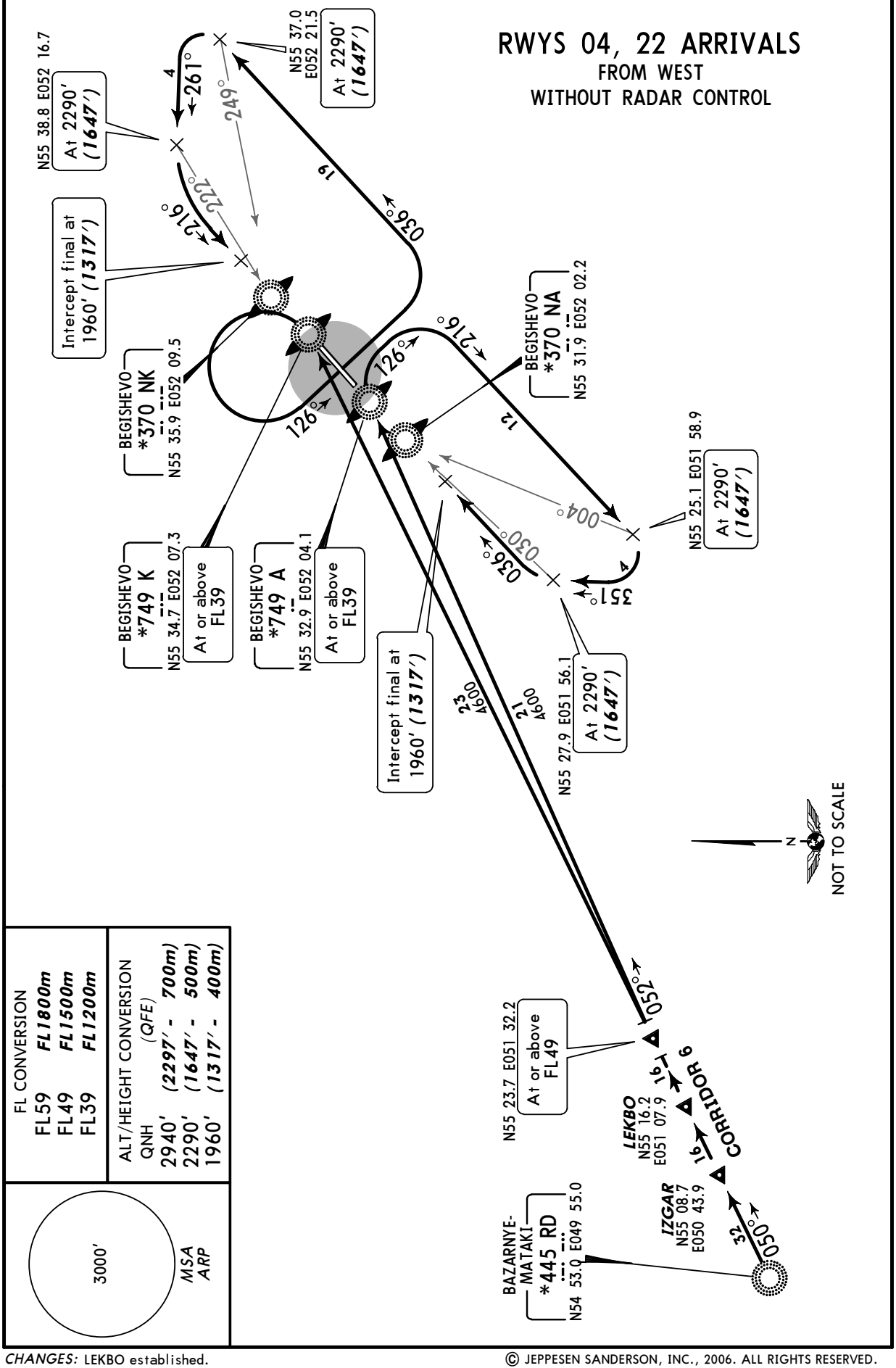
JEPPESEN
28 APR 06 (10-2C) Eff 11 May

BEGISHEVO, RUSSIA
STAR

Apt Elev
643′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL39
FL49 if pressure is less than 742 mm (989.3 hPa)
FL59 if pressure is 714 mm (951.9 hPa) or less
Trans alt: 2940′ ***(2297′)***

RWYS 04, 22 ARRIVALS
FROM WEST
WITHOUT RADAR CONTROL



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***
FL39	***FL1200m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2940′	***(2297′ - 700m)***
2290′	***(1647′ - 500m)***
1960′	***(1317′ - 400m)***

3000′ *MSA*
ARP

CHANGES: LEKBO established.

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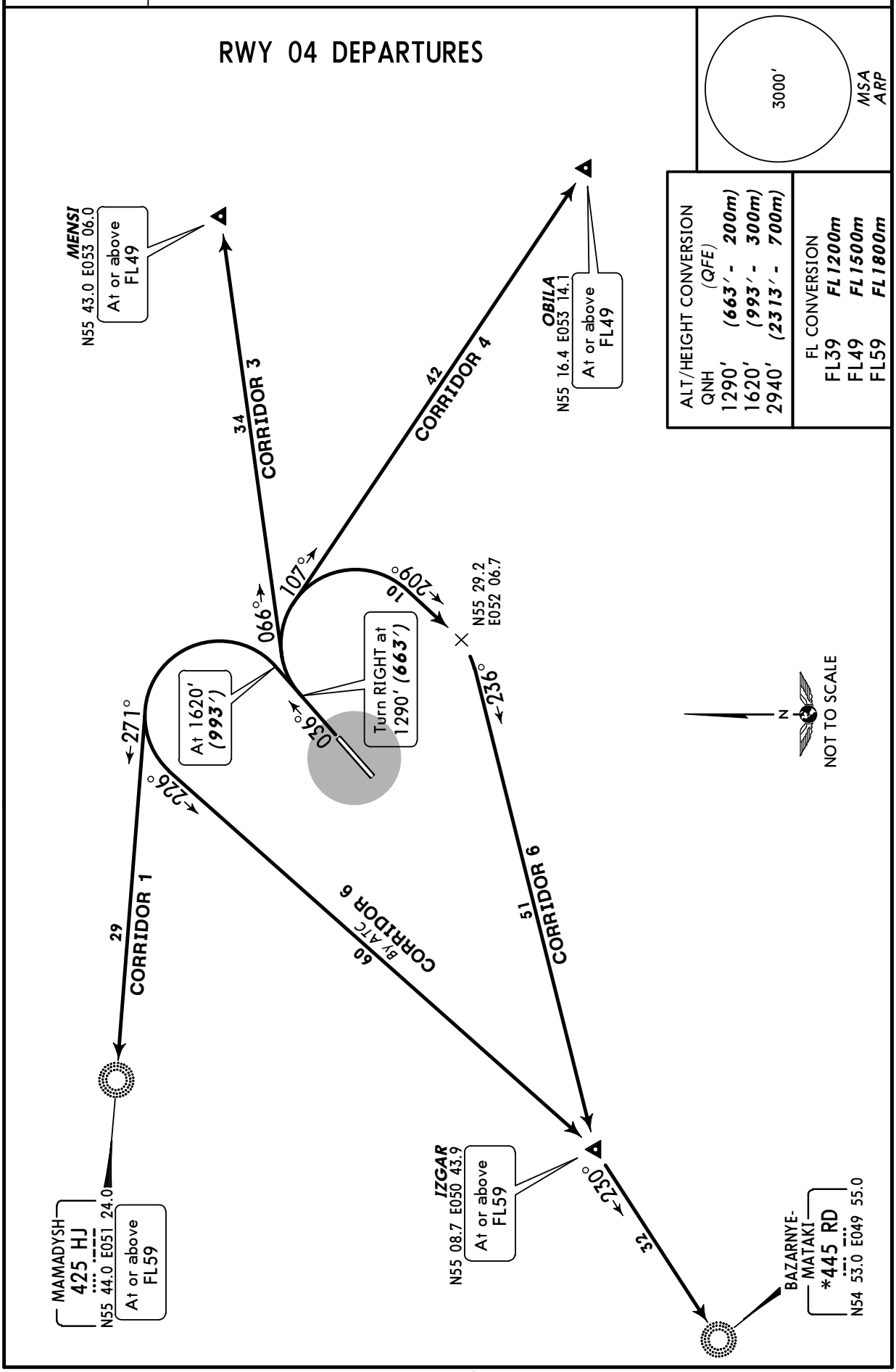
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UWKE
BEGISHEVO

BEGISHEVO, RUSSIA
SID

Apt Elev	
643′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 742 mm (989.3 hPa) FL59 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2940′ ***(2313′)***

RWY 04 DEPARTURES



CHANGES: MIKUS renamed OBILA.

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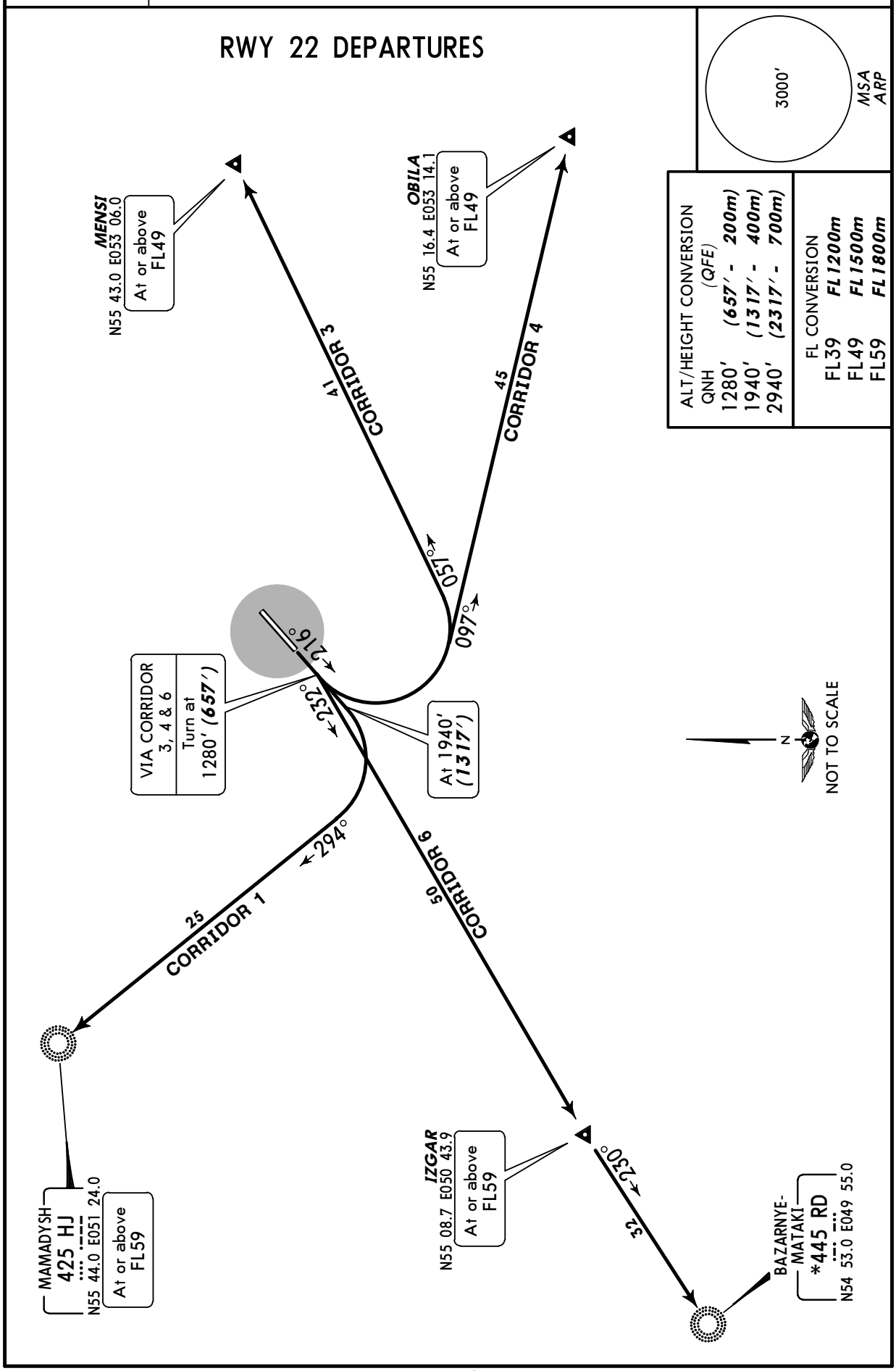
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UWKE
BEGISHEVO

BEGISHEVO, RUSSIA
SID

Apt Elev	
643′	QNH on request **(QFE)** Trans level: FL39 FL49 if pressure is less than 742 mm (989.3 hPa) FL59 if pressure is 714 mm (951.9 hPa) or less Trans alt: 2940′ ***(2317′)***

RWY 22 DEPARTURES



CHANGES: MIKUS renamed OBILA.

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UWKE

Apt Elev **643′**
N55 33.8 E052 05.7

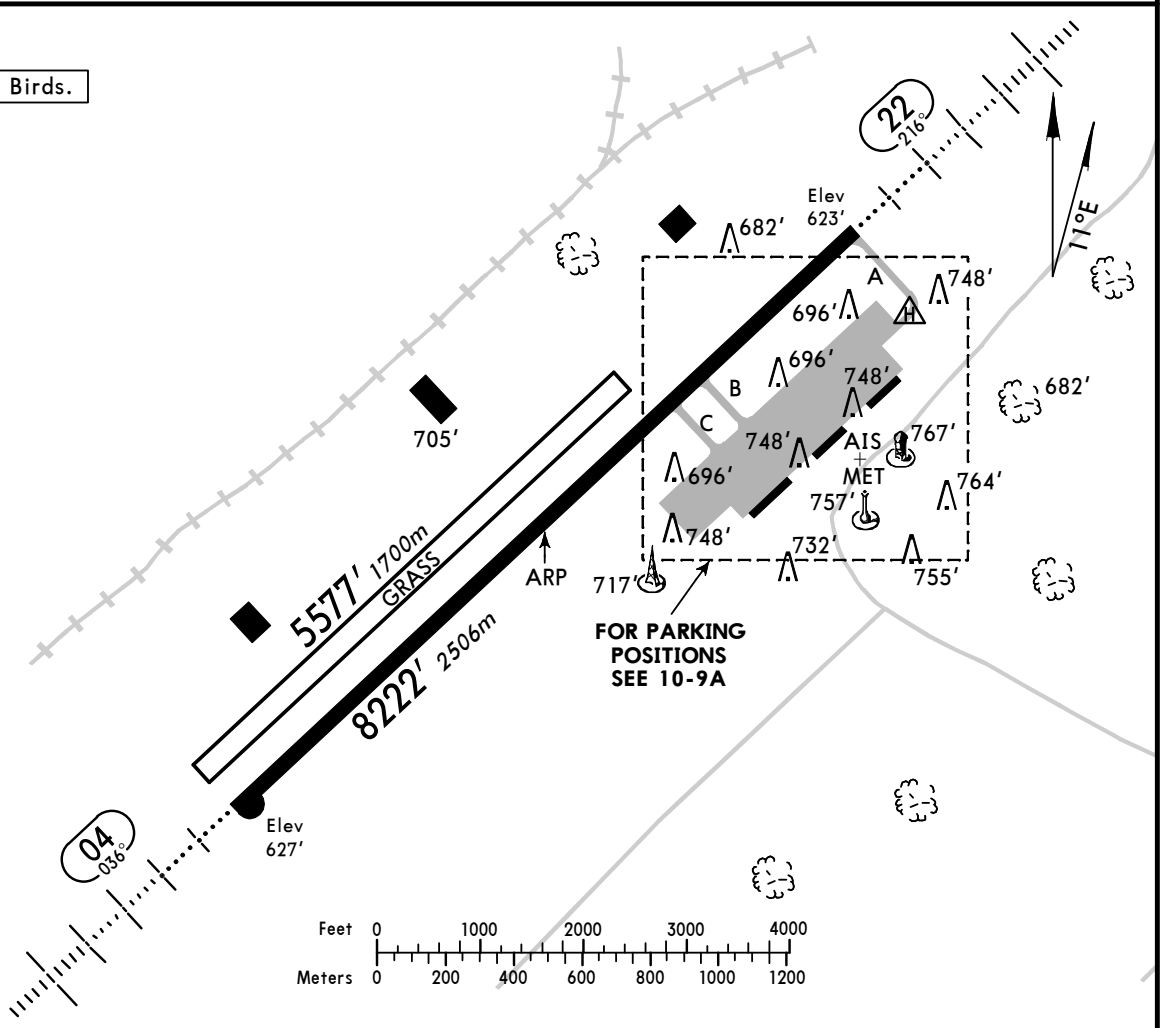
JEPPESEN
6 FEB 04 (10-9) **Eff 19 Feb**

BEGISHEVO, RUSSIA

BEGISHEVO

BEGISHEVO Tower (TWR/GND)

121.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04 22	HIRL *(60m)* HIALS PAPI-L (angle 2.67°) RVR		7162′ *2183m*	7894′ *2406m* ❶	138′ *42m*
04 22	Grass runway				230′ *70m*

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

CHANGES: Communications. Lights. Usable lengths.

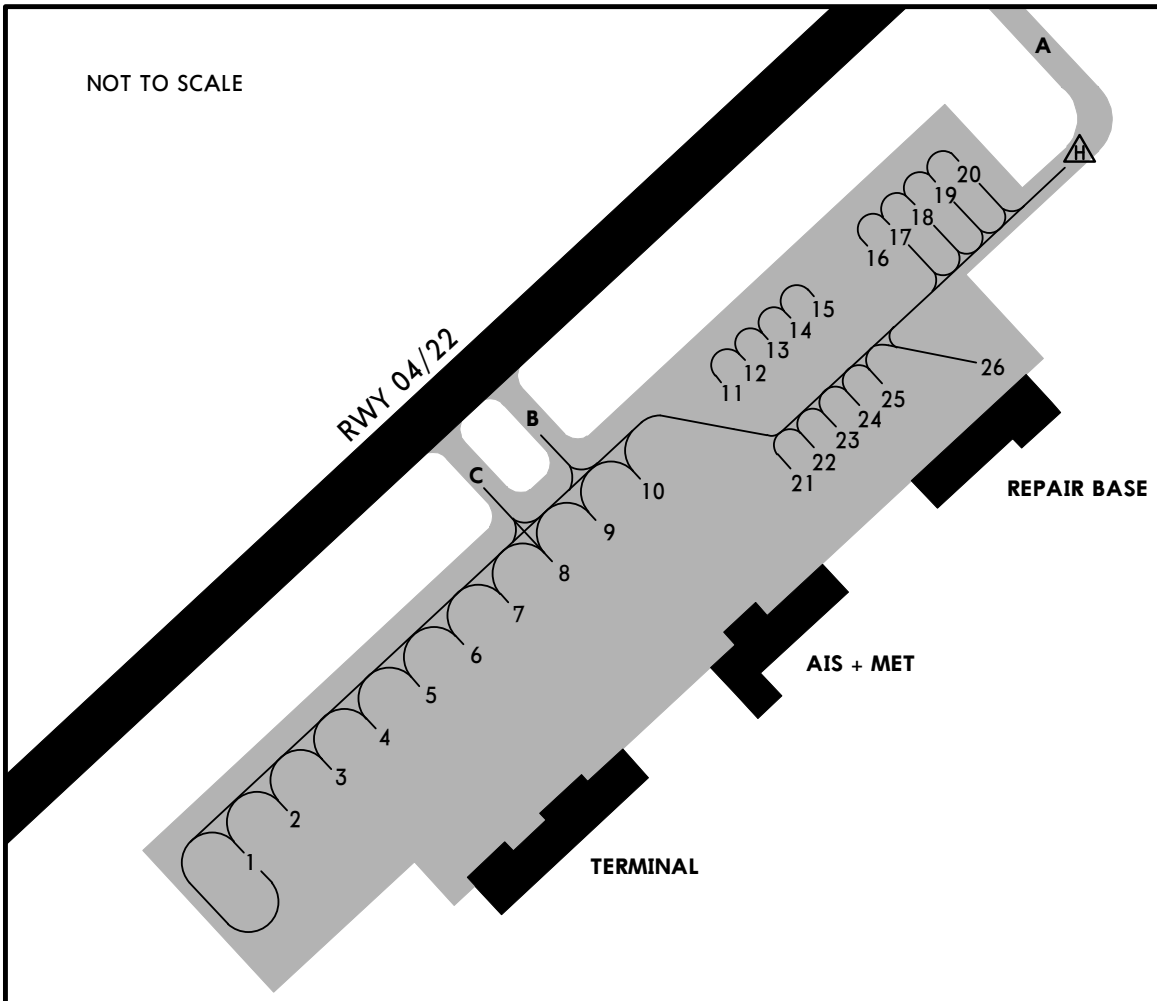
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UWKE

BEGISHEVO, RUSSIA

BEGISHEVO



INS COORDINATES

STAND No.	COORDINATES
1, 2	N55 33.8 E052 05.8
3, 4	N55 33.8 E052 05.9
5	N55 33.9 E052 05.9
6, 7	N55 33.9 E052 06.0
8, 9	N55 33.9 E052 06.1
10	N55 34.0 E052 06.1

Stands 17 thru 20 available for helicopters.
Exit from stands 21 thru 25 by towing only.
Stand 26 available for run-up.
Taxiing is under inner engines power only.
Taxiing along twy A prohibited during night and for acft IL-76.
Taxiing along twy B and C with the crews good look-out strictly along markings.

CHANGES: Note.

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UWKE
BEGISHEVO

JEPPESEN
4 FEB 05 (11-1)

BEGISHEVO, RUSSIA
ILS or 2 NDB Rwy 22

BRIEFING STRIP™

BEGISHEVO Approach (APP/R)	BEGISHEVO Tower (SRE, Krug, Start, Landing)	BEGISHEVO Tower (TWR/GND)
127.9 Russian only	121.2	121.2

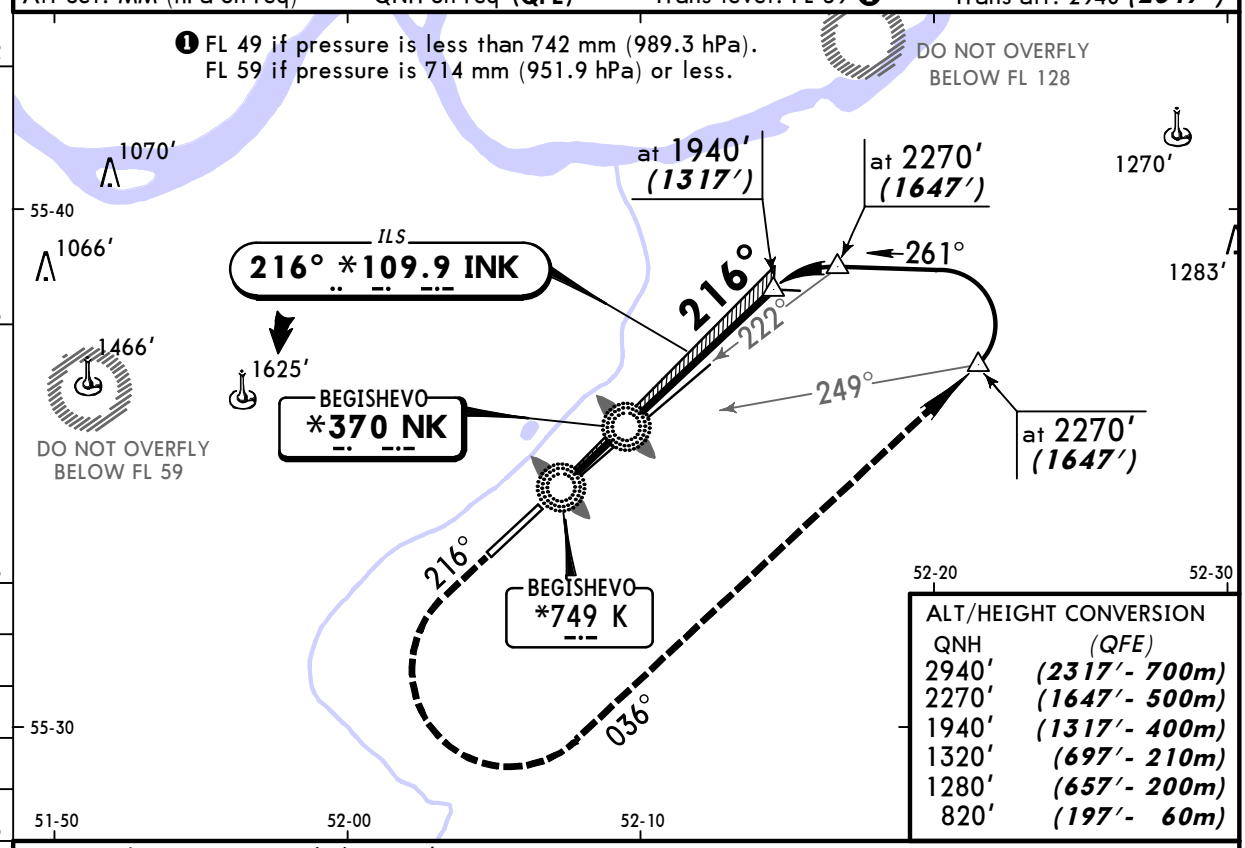
LOC INK *109.9	Final Apch Crs 216°	GS LOM 1312′ (689′)	ILS DA(H) 823′ (200′)	Apt Elev 643′
NDB NK *370		Minimum Alt LOM 1320′ (697′)	NDB MDA(H) 1020′ (397′)	RWY 623′

3000′
MSA
ARP

MISSED APCH: Climb on 216° to 1280′ (657′), then turn LEFT onto 036° climbing to 2270′ (1647′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2940′ (2317′)

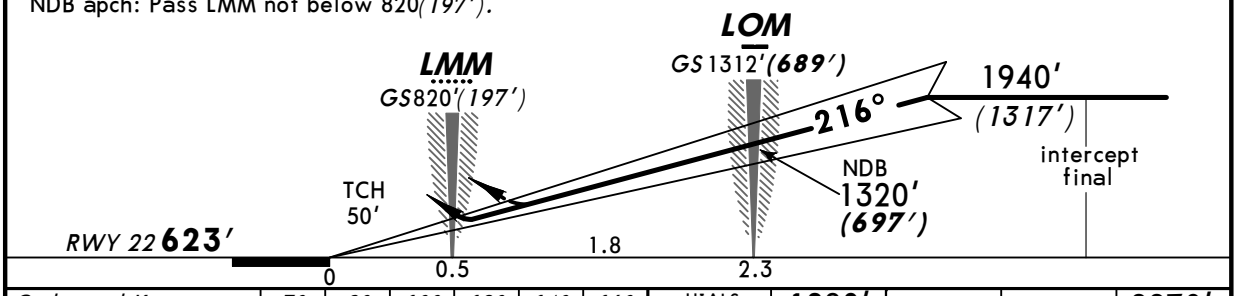
❶ FL 49 if pressure is less than 742 mm (989.3 hPa).
FL 59 if pressure is 714 mm (951.9 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2317′ - 700m)
2270′	(1647′ - 500m)
1940′	(1317′ - 400m)
1320′	(697′ - 210m)
1280′	(657′ - 200m)
820′	(197′ - 60m)

NDB apch: Pass LMM not below 820′(197′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS
PAPI

1280′ (657′) on 216°

036° LT

2270′ (1647′)

STRAIGHT-IN LANDING RWY 22

	ILS DA(H) 823′ (200′) FULL	ILS DA(H) 823′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 1020′ (397′)	NDB MDA(H) 1020′ (397′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1400m	2200m
B					
C					
D				1800m	

PANS OPS

CHANGES: MSA. Trans level. Trans alt.

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UWKE
BEGISHEVO

JEPPESEN
4 FEB 05 (16-1)

BEGISHEVO, RUSSIA
2 NDB Rwy 04

BEGISHEVO Approach (APP/R)	BEGISHEVO Tower (SRE, Krug, Start, Landing)	BEGISHEVO Tower (TWR/GND)
127.9 Russian only	121.2	121.2

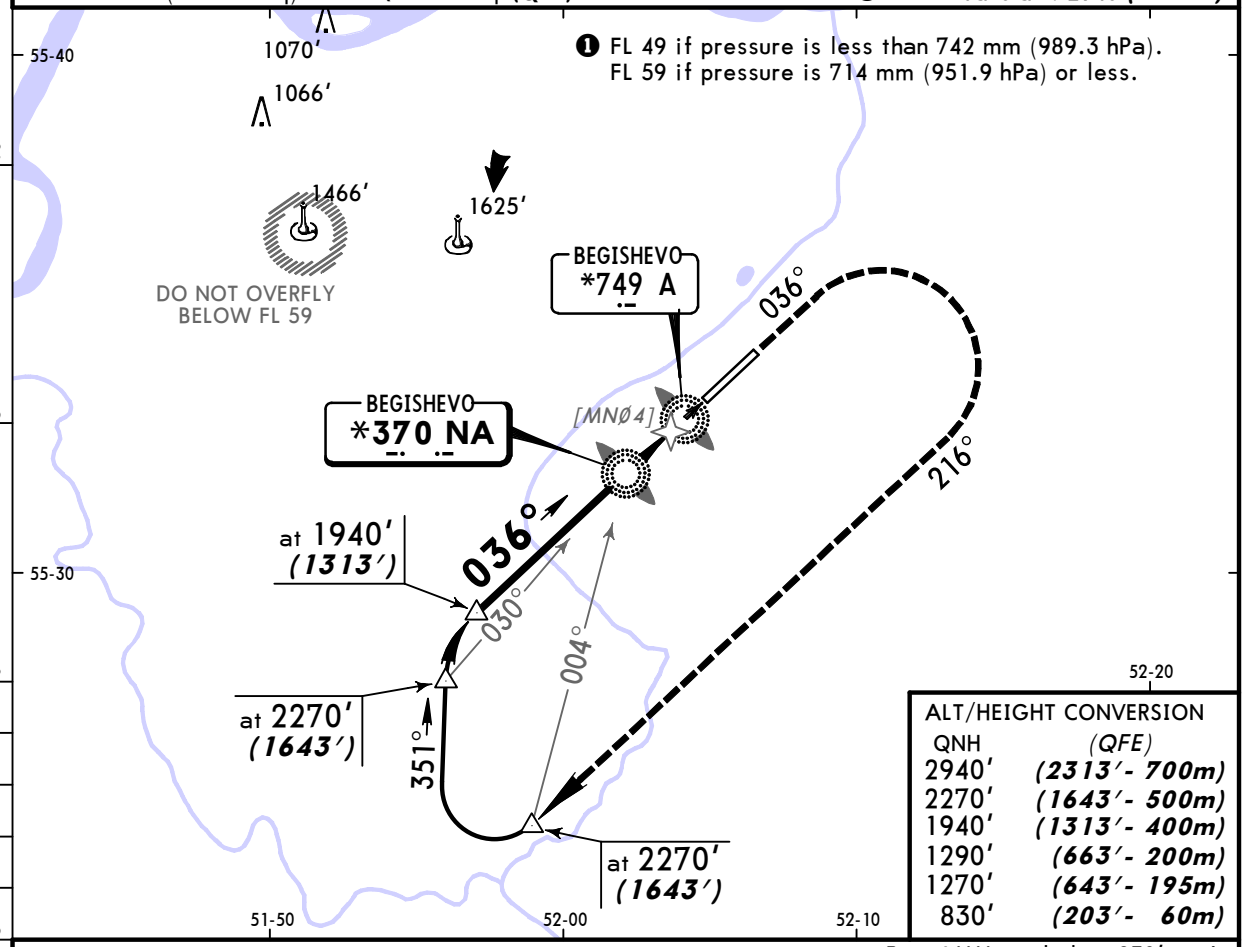
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
NA *370	036°	LOM 1270′ (643′)	930′ (303′)	Apt Elev 643′ RWY 627′

3000′
MSA
ARP

MISSED APCH: Climb on 036° to 1290′ (663′), then turn RIGHT onto 216° climbing to 2270′ (1643′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 39 ❶ | Trans alt: 2940′ (2313′)

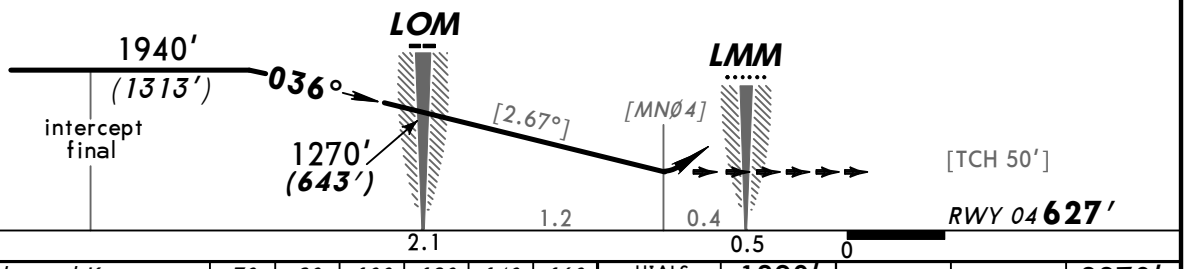
❶ FL 49 if pressure is less than 742 mm (989.3 hPa).
FL 59 if pressure is 714 mm (951.9 hPa) or less.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2940′	(2313′ - 700m)
2270′	(1643′ - 500m)
1940′	(1313′ - 400m)
1290′	(663′ - 200m)
1270′	(643′ - 195m)
830′	(203′ - 60m)

Pass LMM not below 830′ (203′).



Gnd speed-Kts	70	90	100	120	140	160
Descent grad 4.66% or Descent angle [2.67°]	331	425	472	567	661	756

HIALS
PAPI

1290′ (663′) on 036°

216° RT

2270′ (1643′)

STRAIGHT-IN LANDING RWY 04

MDA(H) 930′ (303′)

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

PANS OPS

CHANGES: MSA. Trans level. Trans alt. Descent angle.

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UWKS/CSY CHEBOKSARY

CHEBOKSARY, RUSSIA

STAR

Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL39 Trans alt: 2860′ *(2300′)* Crossings at airway exit points by ATC.
560′	

2800′ MSA ARP

FL CONVERSION
FL39 *FL1200m*

ALT/HEIGHT CONVERSION (QFE)
QNH
2860′ *(2300′ - 700m)*
2210′ *(1650′ - 500m)*

BT 2, KZN 2, YK 2
RWY 06 ARRIVALS
FROM EAST & SOUTH

NOT TO SCALE

KAZAN
D 112.7 KZN
N55 36.3 E049 16.3

283°
50
KZN 2

NIGAS
N55 56.9 E047 54.8

261°
25
CORRIDOR 1

BUINSK
*825 YK
N54 59.0 E048 16.0

324°
53
YK 2

INRUS
N55 46.8 E047 36.4

294°
19
CORRIDOR 2

ALATYR
696 BT
N54 49.0 E046 35.0

340°
15
CORRIDOR 3

BT 2
61
800°

BALEB
N55 46.7 E047 09.6

CHEBOKSARY
*510 LA
N56 04.4 E047 15.7

N55 57.8 E047 09.5
At 2860′ *(2300′)*

N55 58.0 E047 08.2
At 2860′ *(2300′)*

017°
023°
049°
051°
290°
332°
4

Intercept final at 2210′ *(1650′)*

N56 01.5 E047 05.7
At 2210′ *(1650′)*

N56 01.2 E047 05.8
At 2210′ *(1650′)*

CHANGES: New chart.

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UWKS/CSY CHEBOKSARY

JEPPESEN 28 APR 06 (10-2A) Eff 11 May

CHEBOKSARY, RUSSIA

STAR

Apt Elev 560'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2860' *(2338')*
Crossings at airway exit points by ATC.

BT 4, KZN 4, YK 4
RWY 24 ARRIVALS
FROM EAST & SOUTH

2800' MSA ARP

FL CONVERSION
FL39 *FL1200m*

ALT/HEIGHT CONVERSION (QFE)
QNH *(2338' - 700m)*
2860' *(1648' - 500m)*
2170'

NOT TO SCALE

KAZAN
D 112.7 KZN
N55 36.3 E049 16.3

283°
50
KZN 4

NIGAS
N55 56.9 E047 54.8

308°
14
CORRIDOR 1

BUINSK
*825 YK
N54 59.0 E048 16.0

324°
53
YK 4

INRUS
N55 46.8 E047 36.4

356°
17
CORRIDOR 2

332°
4

N56 07.7 E047 38.5
At 2170' *(1648')*

N56 07.2 E047 39.1
At 2170' *(1648')*

N56 04.0 E047 40.7
At 2860' *(2338')*

242°
248°
253°
275°
280°

Intercept final at 2170' *(1648')*

N56 03.3 E047 40.0
At 2860' *(2338')*

024°
24
CORRIDOR 3

BALEB
N55 46.7 E047 09.6

008°
61
BT 4

ALATYR
696 BT
N54 49.0 E046 35.0

CHEBOKSARY
*510 CR
N56 06.3 E047 25.7

CHANGES: New chart.

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UWKS/CSY CHEBOKSARY

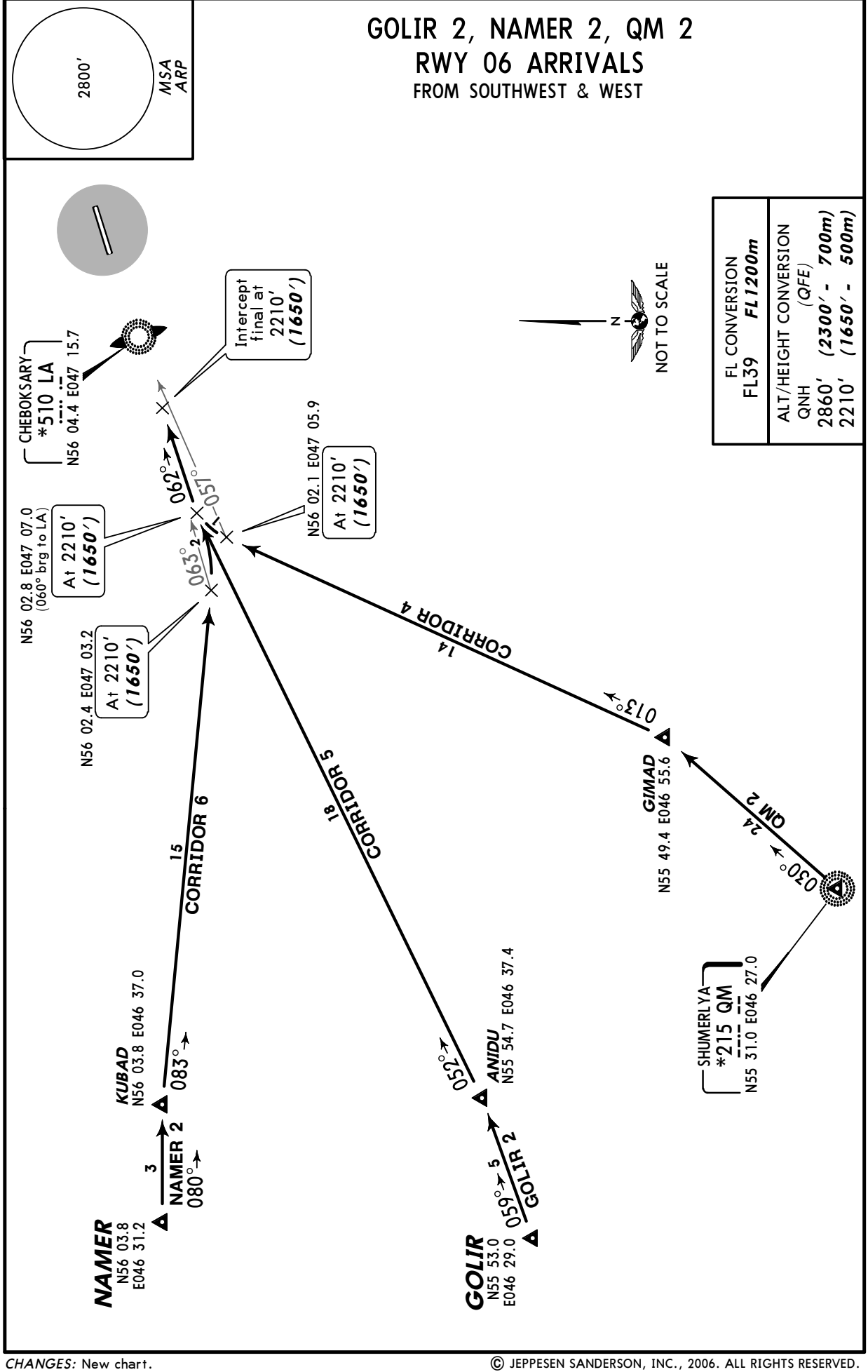
CHEBOKSARY, RUSSIA

STAR

Apt Elev 560′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2860′ *(2300′)*
Crossings at airway exit points by ATC.

GOLIR 2, NAMER 2, QM 2
RWY 06 ARRIVALS
FROM SOUTHWEST & WEST



CHANGES: New chart.

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UWKS/CSY CHEBOKSARY

JEPPESEN 28 APR 06 (10-2C) Eff 11 May

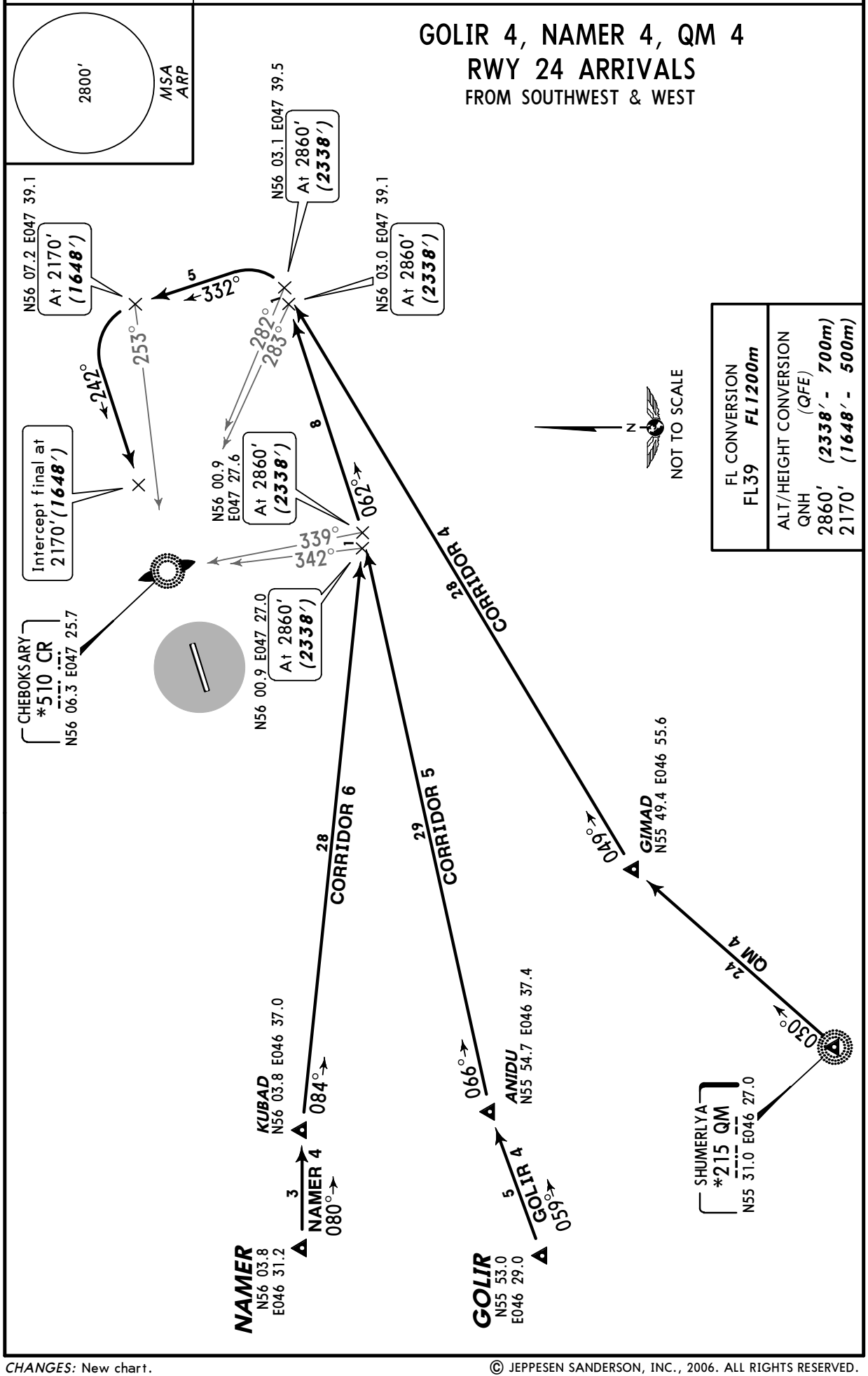
CHEBOKSARY, RUSSIA

STAR

Apt Elev 560′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: FL39 Trans alt: 2860′ *(2338′)*
Crossings at airway exit points by ATC.

GOLIR 4, NAMER 4, QM 4
RWY 24 ARRIVALS
FROM SOUTHWEST & WEST



CHANGES: New chart.

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UWKS/CSY
CHEBOKSARY

CHEBOKSARY, RUSSIA
SID

Apt Elev
560′

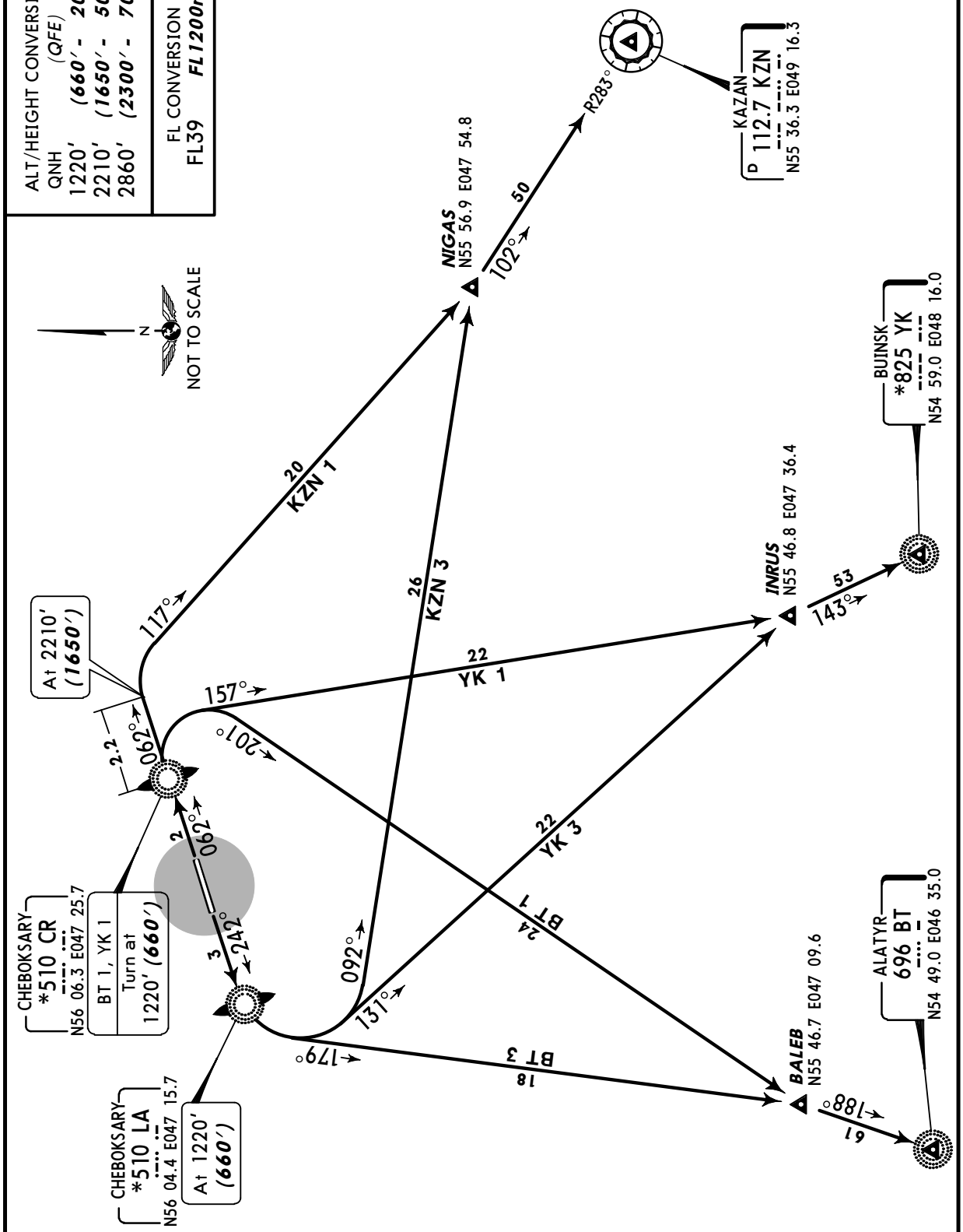
QNH on request **(QFE)**
Trans level: FL39 Trans alt: 2860′ ***(2300′)***
Crossings at airway entry points by ATC.

2800′ MSA ARP

ALT/HEIGHT CONVERSION (QFE)
QNH (660′ - 200m)
1220′ (1650′ - 500m)
2860′ (2300′ - 700m)

FL CONVERSION
FL39 FL1200m

BT 1, BT 3
KZN 1, KZN 3
YK 1, YK 3
RWYS 06, 24 DEPARTURES
TO EAST & SOUTH



CHANGES: New chart.

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UWKS/CSY
CHEBOKSARY

JEPPESEN
28 APR 06 (10-3A) Eff 11 May

CHEBOKSARY, RUSSIA
SID

Apt Elev	
560′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2860′ ***(2300′)*** Crossings at airway entry points by ATC.

GOLIR 1, GOLIR 3
NAMER 1, NAMER 3
QM 1, QM 3
RWYS 06, 24 DEPARTURES
TO SOUTHWEST & WEST

2800′ MSA ARP

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1220′	***(660′ - 200m)***
2210′	***(1650′ - 500m)***
2860′	***(2300′ - 700m)***

FL CONVERSION
FL39 ***FL1200m***

NOT TO SCALE

CHEBOKSARY
*510 CR
N56 06.3 E047 25.7
At 1220′ ***(660′)***

CHEBOKSARY
*510 LA
N56 04.4 E047 15.7
GOLIR 3, QM 3
Turn at 1220′ ***(660′)***

At 2210′ ***(1650′)***

261° 221° 242° 062° 2 242° 3 242° 2.2 206° 236° 261°

32 NAMER 1
21 NAMER 3
24 GOLIR 3
33 GOLIR 1
19 QM 3
28 QM 1

GIMAD
N55 49.4 E046 55.6
210° 24

SHUMERLYA
*215 QM
N55 31.0 E046 27.0

KUBAD
N56 03.8 E046 37.0
3 260°

ANIDU
N55 54.7 E046 37.4
5 239°

NAMER
N56 03.8
E046 31.2

GOLIR
N55 53.0
E046 29.0

CHANGES: New chart.

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UWKS/CSY

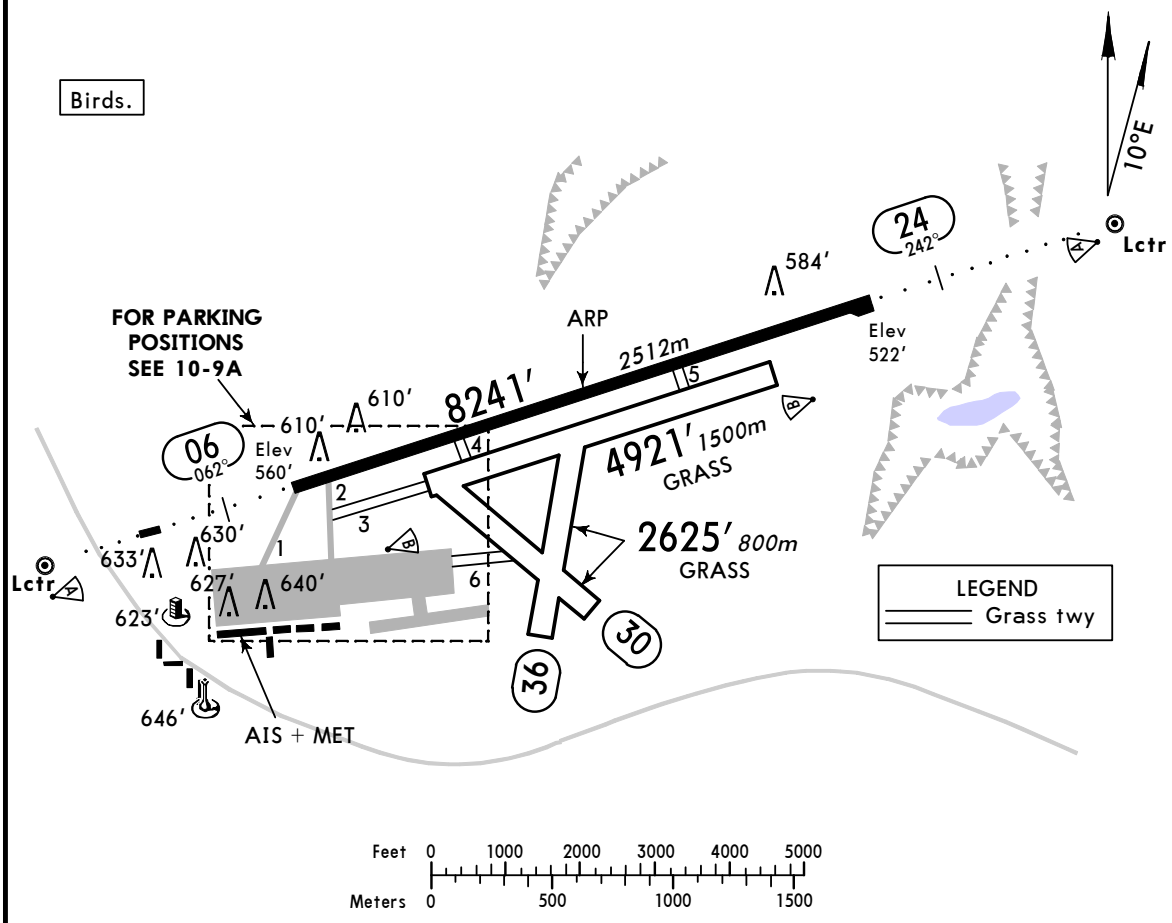
Apt Elev **560′**
N56 05.4 E047 20.9

CHEBOKSARY, RUSSIA

CHEBOKSARY

*CHEBOKSARY Tower

119.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
06 24	HIRL *(60m)* ALS RVR		7224′ *2202m* 7165′ *2184m*	8077′ ❶ *2462m*	161′ *49m*
06 24	Grass runway				328′ *100m*
30					328′ *100m*
36					328′ *100m*

❶ The first 164′/50m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
Main Rwy 06/24

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

CHANGES: Apt & rwy 06 elev. Usable lengths.

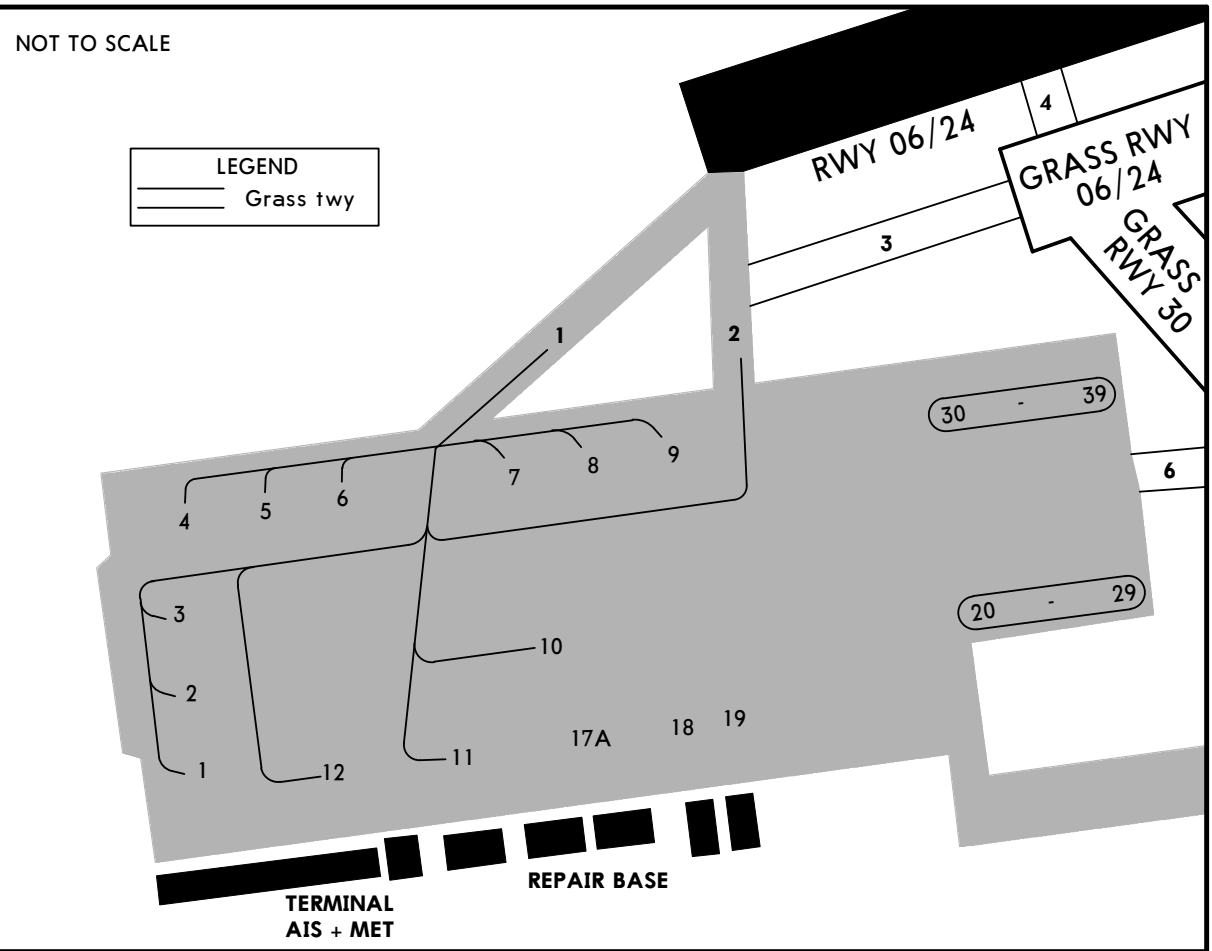
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UWKS/CSY

CHEBOKSARY, RUSSIA

CHEBOKSARY



Taxiing is under inner engines power.
Taxiing of IL-76, TU-154, AN-12, IL-18 acft types is only via twy 1 strictly along twy centerline at minimum speed.
Stands 7 thru 9, 18 and 19 are available for helicopters.

CHANGES: Parking positions.

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UWKS/CSY CHEBOKSARY

JEPPESEN 7 MAY 04 (11-1)

CHEBOKSARY, RUSSIA ILS or 2 NDB Rwy 06

*CHEBOKSARY Tower

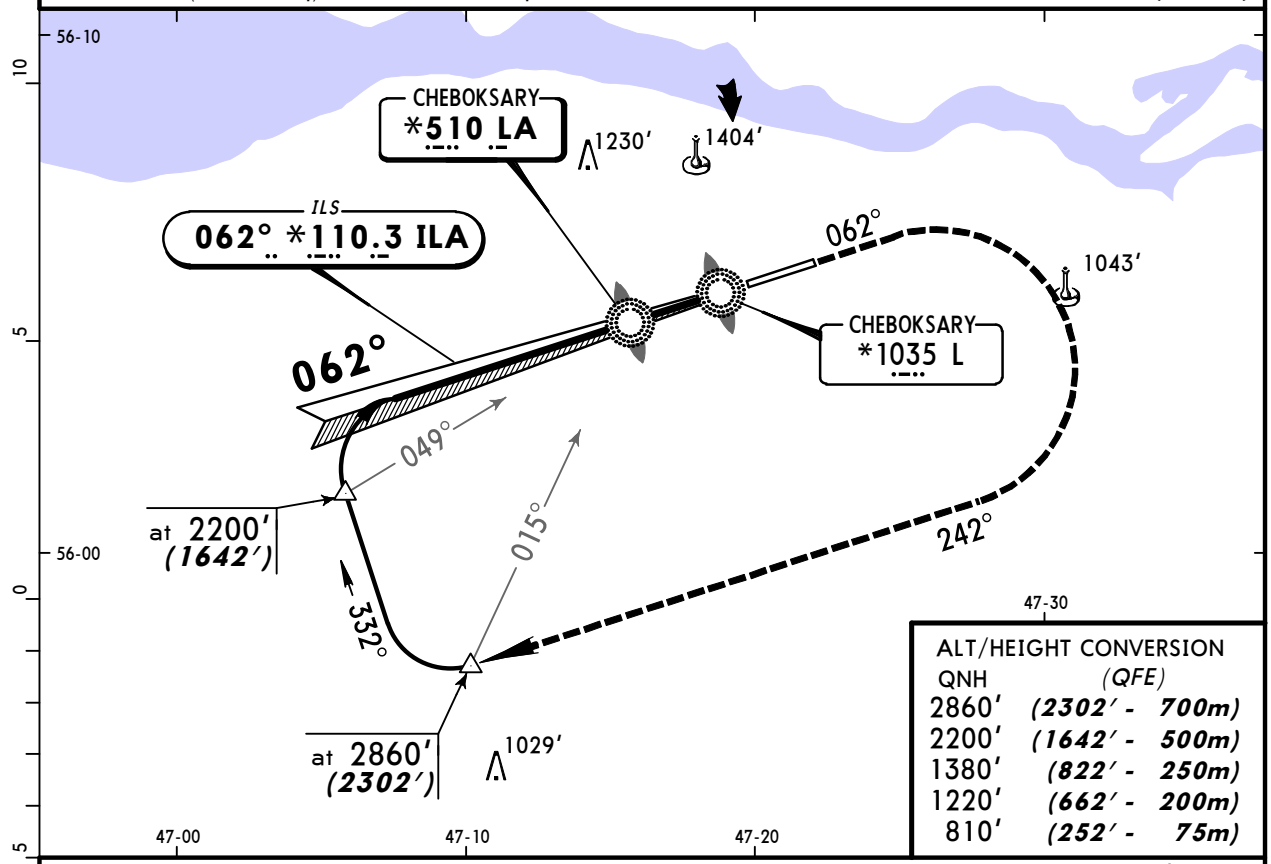
119.3

BRIEFING STRIP™

LOC ILA *110.3	Final Apch Crs 062°	GS LOM 1378′ (820′)	ILS DA(H) 758′ (200′)	Apt Elev 558′ RWY 558′	2800′ MSA ARP
NDB LA *510		Minimum Alt LOM 1380′ (822′)	NDB MDA(H) 890′ (332′)		

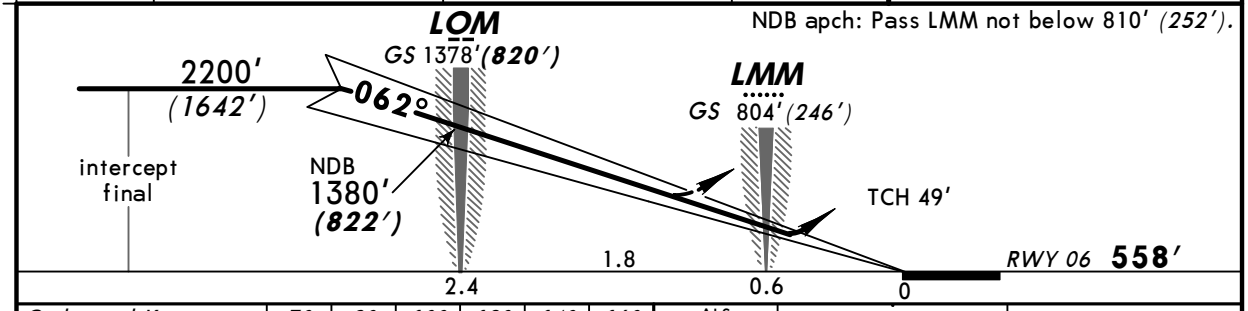
MISSED APCH: Climb on 062° to 1220′ (662′), then turn RIGHT onto 242° climbing to 2860′ (2302′), then according to chart.

Alt Set: MM(hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2860′ **(2302′)**



ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(2302′ - 700m)
2200′	(1642′ - 500m)
1380′	(822′ - 250m)
1220′	(662′ - 200m)
810′	(252′ - 75m)



NDB apch: Pass LMM not below 810′ (252′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or NDB Desc Grad 5.2%	377	484	538	646	753	861

ALS

1220′ (662′) on 062°

242° RT 2860′ (2302′)

STRAIGHT-IN LANDING RWY **06**

	ILS		LOC (GS out)	NDB	
	DA(H) 758′ (200′)			MDA(H) 890′ (332′)	
	FULL	ALS out			ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: New procedure.

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UWKS/CSY CHEBOKSARY

JEPPESEN 7 MAY 04 (11-2)

CHEBOKSARY, RUSSIA ILS or 2 NDB Rwy 24

BRIEFING STRIP ™

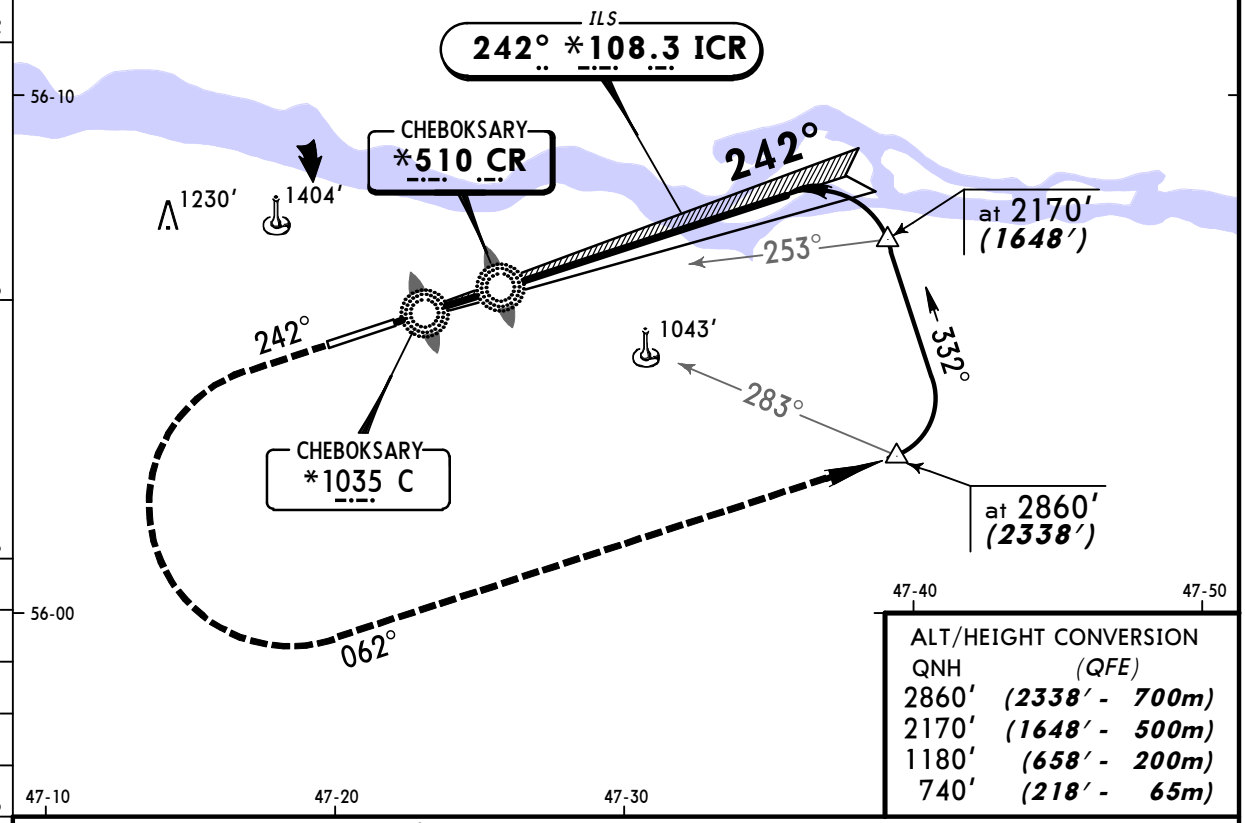
*CHEBOKSARY Tower
119.3

LOC ICR *108.3	Final Apch Crs 242°	GS LOM 1178′ (656′)	ILS DA(H) 722′ (200′)	Apt Elev 558′ RWY 522′
NDB CR *510		Minimum Alt LOM 1180′ (658′)	NDB MDA(H) 840′ (318′)	

MISSED APCH: Climb on 242° to 1180′ (658′), then turn LEFT onto 062° climbing to 2860′ (2338′), then according to chart.

2800′ MSA ARP

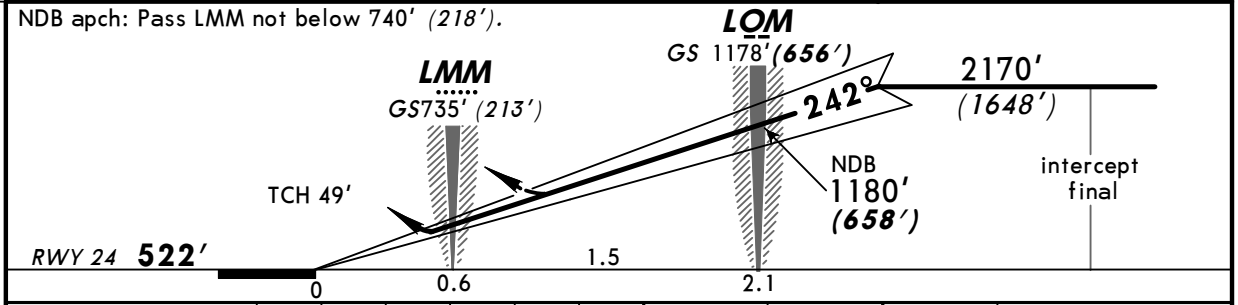
Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 39 Trans alt: 2860′ (2338′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
2860′	(2338′ - 700m)
2170′	(1648′ - 500m)
1180′	(658′ - 200m)
740′	(218′ - 65m)

NDB apch: Pass LMM not below 740′ (218′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	302	389	432	518	605	691

ALS

1180′ (658′) on 242°

062° LT 2860′ (2338′)

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 722′ (200′) FULL	ILS DA(H) 722′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 840′ (318′)	NDB MDA(H) 840′ (318′) ALS out
A	1200m		NOT AUTH	RVR 1500m VIS 1600m	
B					
C					
D					

PANS OPS

CHANGES: New procedure.

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UWLW/ULY VOSTOCHNY

JEPPESEN 28 APR 06 (10-2) Eff 11 May

ULYANOVSK, RUSSIA

STAR

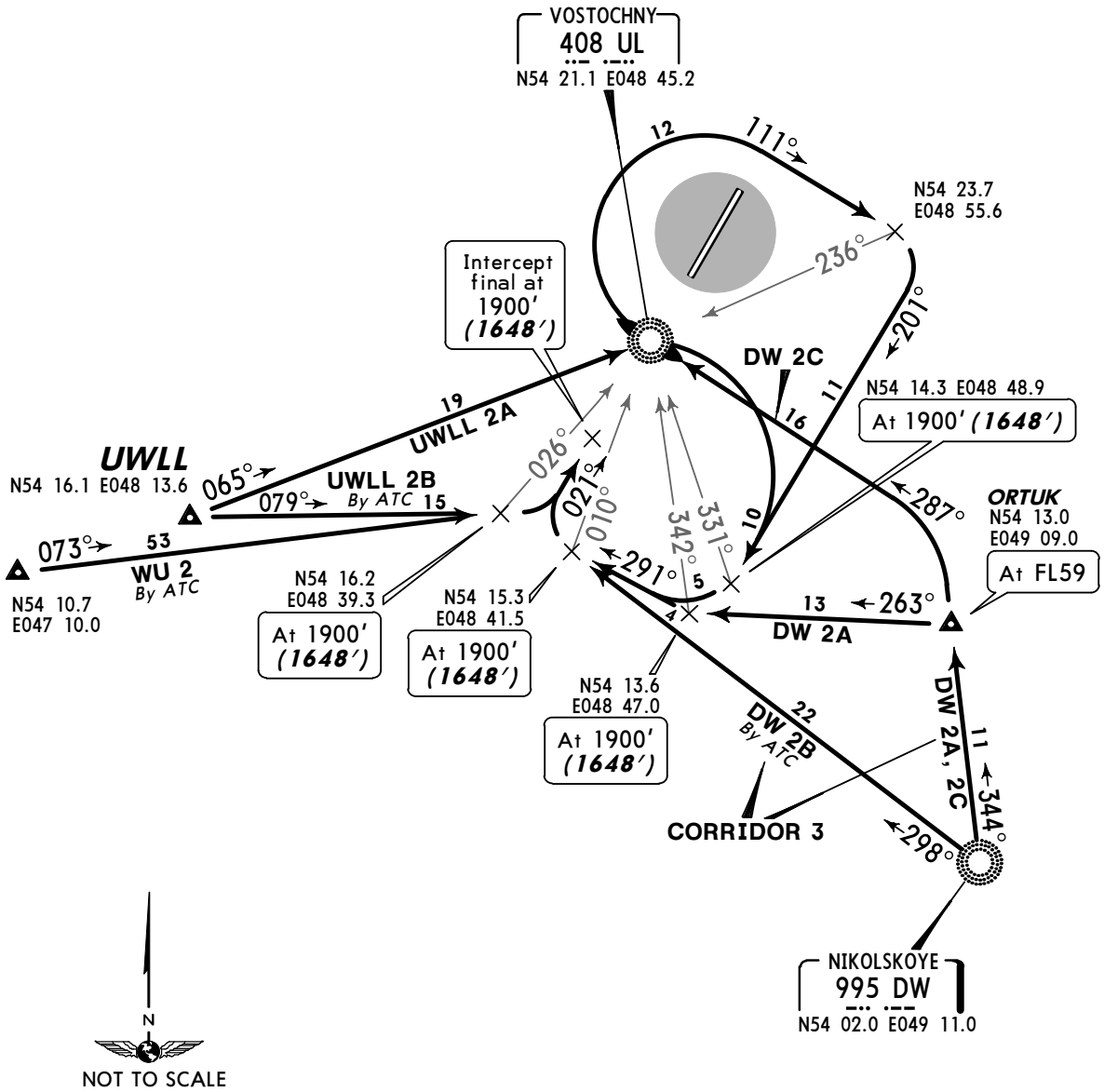
Apt Elev 253′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 726 mm (967.9 hPa)
Trans alt: 3210′ ***(2958′)***
Crossing altitudes at airway exit points by ATC.

MSA ARP
170° 2500′ 1900′ 350°

DW 2A DW 2B
DW 2C UWLL 2B
UWLL 2A WU 2
BY ATC

RWY 02 ARRIVALS



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3210′	***(2958′ - 900m)***
1900′	***(1648′ - 500m)***

CHANGES: BORKOVKA renamed ORTUK.

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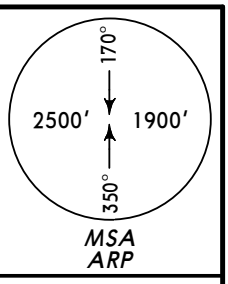
UWLW/ULY VOSTOCHNY

JEPPESEN 28 APR 06 (10-2A) Eff 11 May

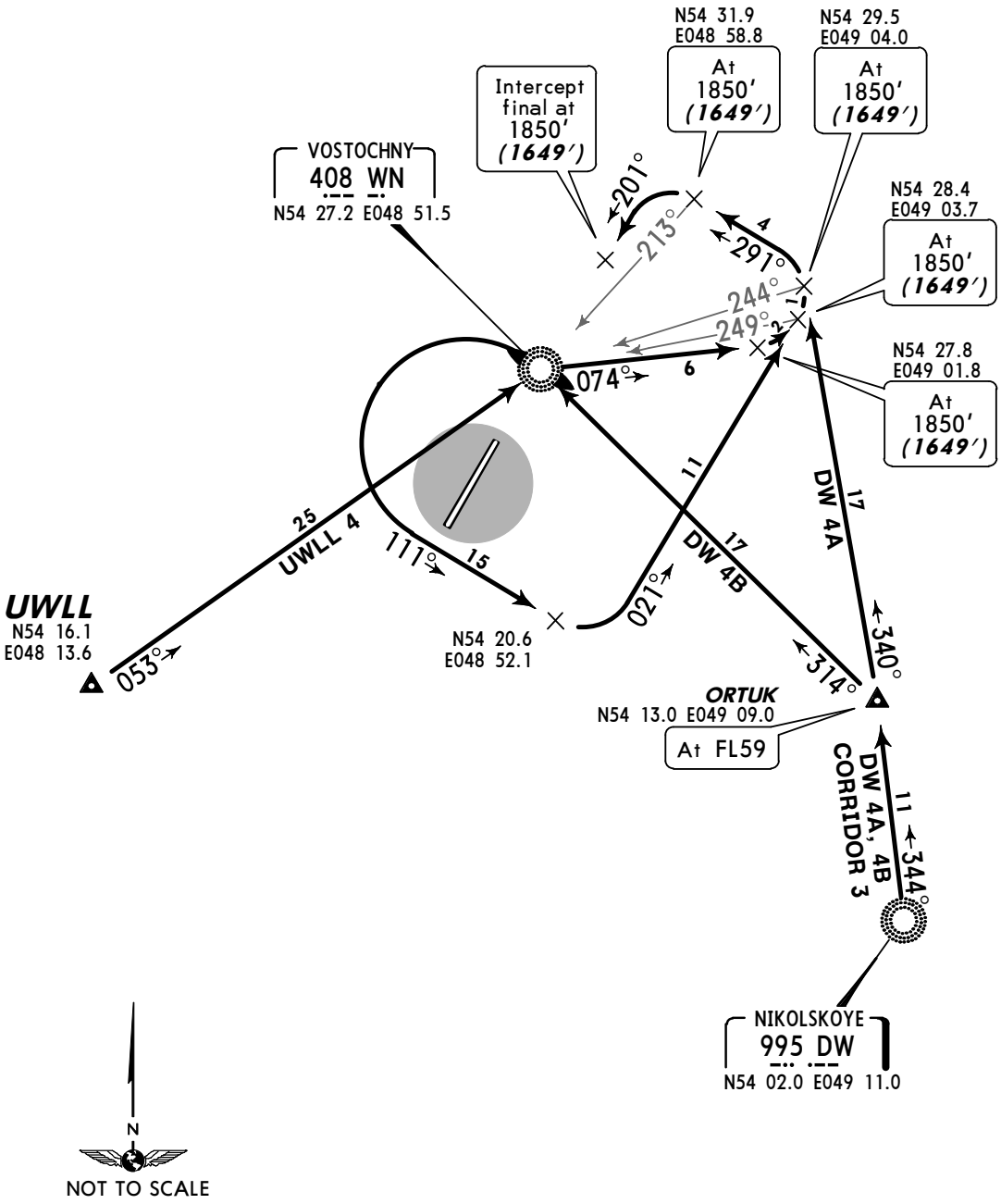
ULYANOVSK, RUSSIA

STAR

Apt Elev	
253′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 726 mm (967.9 hPa) Trans alt: 3210′ ***(3009′)*** Crossing altitudes at airway exit points by ATC.



DW 4A, DW 4B
UWLL 4
RWY 20 ARRIVALS



FL CONVERSION	
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3210′	***(3009′ - 900m)***
1850′	***(1649′ - 500m)***

CHANGES: BORKOVKA renamed ORTUK.

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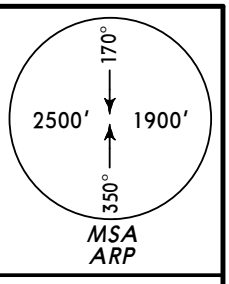
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UWLW/ULY VOSTOCHNY

ULYANOVSK, RUSSIA

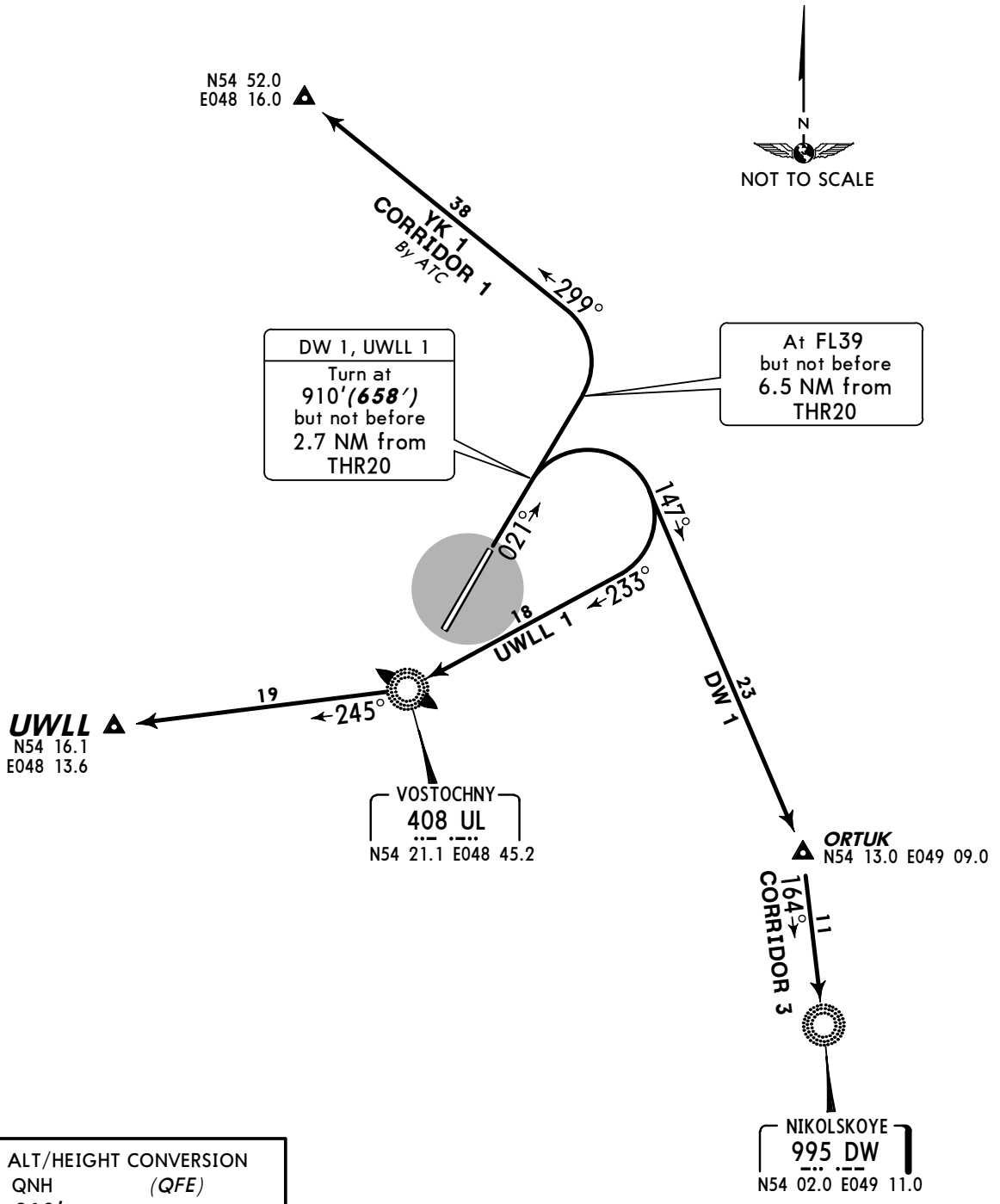
SID

Apt Elev	
253′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 726 mm (967.9 hPa) Trans alt: 3210′ ***(2958′)*** Crossing altitudes at airway entry points by ATC.



DW 1, UWLL 1 YK 1
BY ATC

RWY 02 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
910′	***(658′ - 200m)***
3210′	***(2958′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

CHANGES: BORKOVKA renamed ORTUK.

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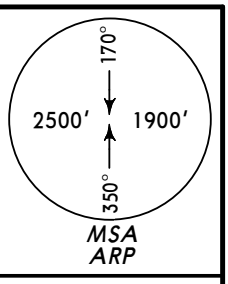
UWLW/ULY VOSTOCHNY

JEPPESEN 28 APR 06 (10-3A) Eff 11 May

ULYANOVSK, RUSSIA

SID

Apt Elev	
253′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 726 mm (967.9 hPa) Trans alt: 3210′ ***(3009′)*** Crossing altitudes at airway entry points by ATC.



DW 3A AKODA 3, BASAD 3
UWLL 3 DW 3B, RUBEK 3, YK 3
BY ATC

RWY 20 DEPARTURES

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
860′	***(659′ - 200m)***
3210′	***(3009′ - 900m)***

FL CONVERSION	
FL39	***FL1200m***
FL49	***FL1500m***
FL59	***FL1800m***

N NOT TO SCALE

N54 52.0
E048 16.0

32 YK 3 CORRIDOR 1 By ATC

VOSTOCHNY
408 WN
N54 27.2 E048 51.5

309°

225°

DW 3A, DW 3B, RUBEK 3, UWLL 3, YK 3
Turn at 860′***(659′)*** but not before 4.3 NM from THR02

28 UWLL 3

201°

22

355°

AKODA
N54 22.0
E047 05.1

UWLL
N54 16.1
E048 13.6

At FL39 but not before 13.5 NM from THR02

160°

122°

092°

23 DW 3A

ORTUK
N54 13.0
E049 09.0

68 AKODA 3 By ATC

274°

238°

38 RUBEK 3 CORRIDOR 4 By ATC

29 DW 3B By ATC

164°

11

CORRIDOR 3

84 BASAD 3 CORRIDOR 5 By ATC

BASAD
N53 44.0 E046 46.0

RUBEK
N53 46.0 E048 52.0

NIKOLSKOYE
995 DW
N54 02.0 E049 11.0

CHANGES: BORKOVKA renamed ORTUK.

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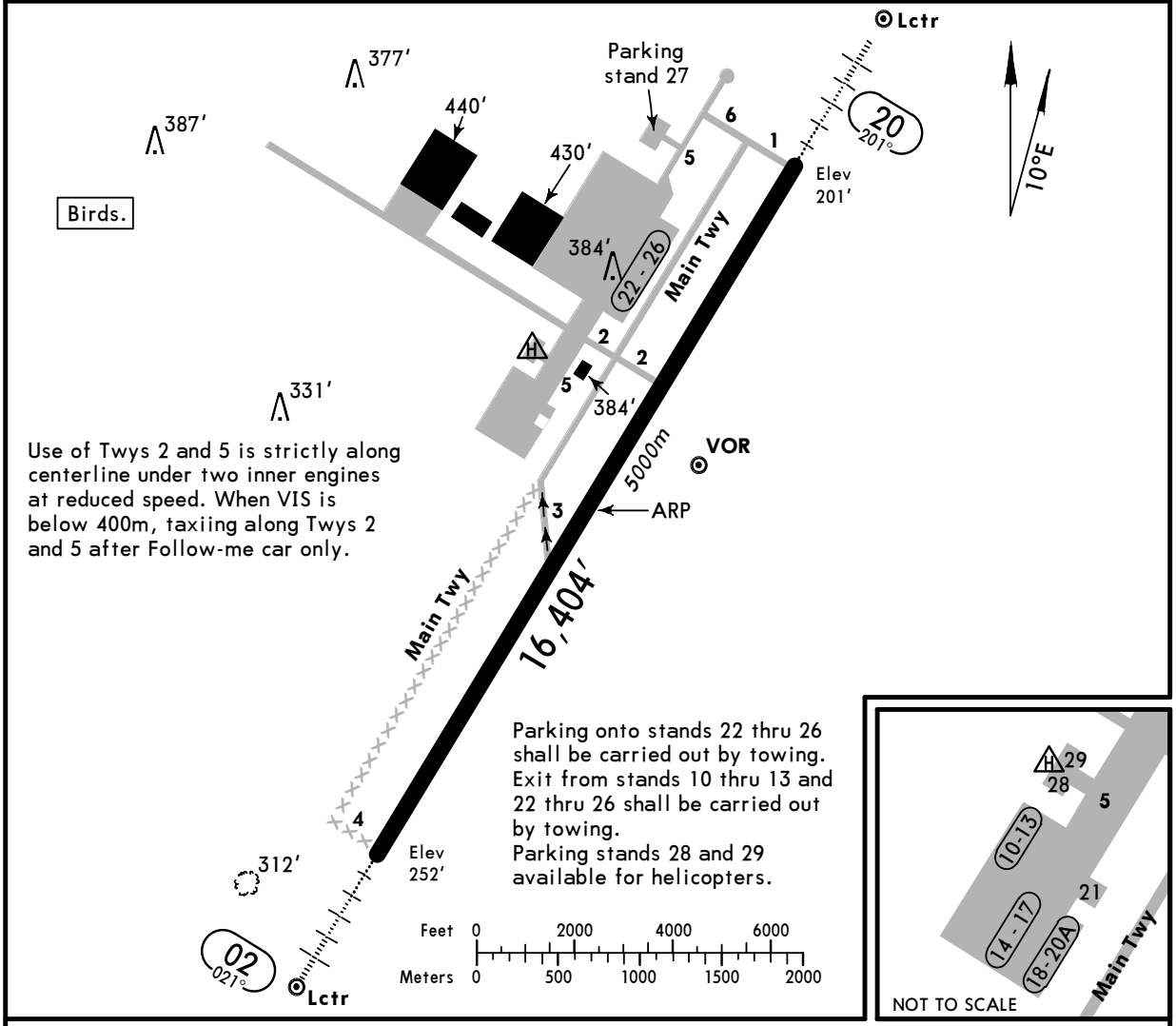
UWLW/ULY

Apt Elev **253′**
N54 24.1 E048 48.3

JEPPESEN
10 FEB 06 (10-9)

ULYANOVSK, RUSSIA
VOSTOCHNY

VOSTOCHNY Taxiing (GND)	Tower	Start (TWR)
124.2	124.2	124.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02 20	HIRL *(60m)* HIALS ❶ CL *(30m)*		15,066′ *4592m* 15,400′ *4694m*		344′ *105m*

❶ (134 W, 30 R & W)

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

LVP must be in force

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

CHANGES: Parking stands. Lights. Usable lengths.

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UWLW/ULY VOSTOCHNY

JEPPESEN 10 FEB 06 (11-1)

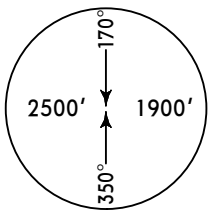
ULYANOVSK, RUSSIA ILS or 2 NDB Rwy 02

ULYANOVSK Approach	VOSTOCHNY Krug (Radar)	VOSTOCHNY Start (TWR)	VOSTOCHNY Tower	Ground
127.3	126.1	124.2	124.2	124.2

BRIEFING STRIP ™

LOC IUL 110.1	Final Apch Crs 021°	GS LOM 908′ (656′)	ILS DA(H) 452′ (200′)	Apt Elev 253′ RWY 252′
NDB UL *408		Minimum Alt LOM 910′ (658′)	NDB MDA(H) 630′ (378′)	

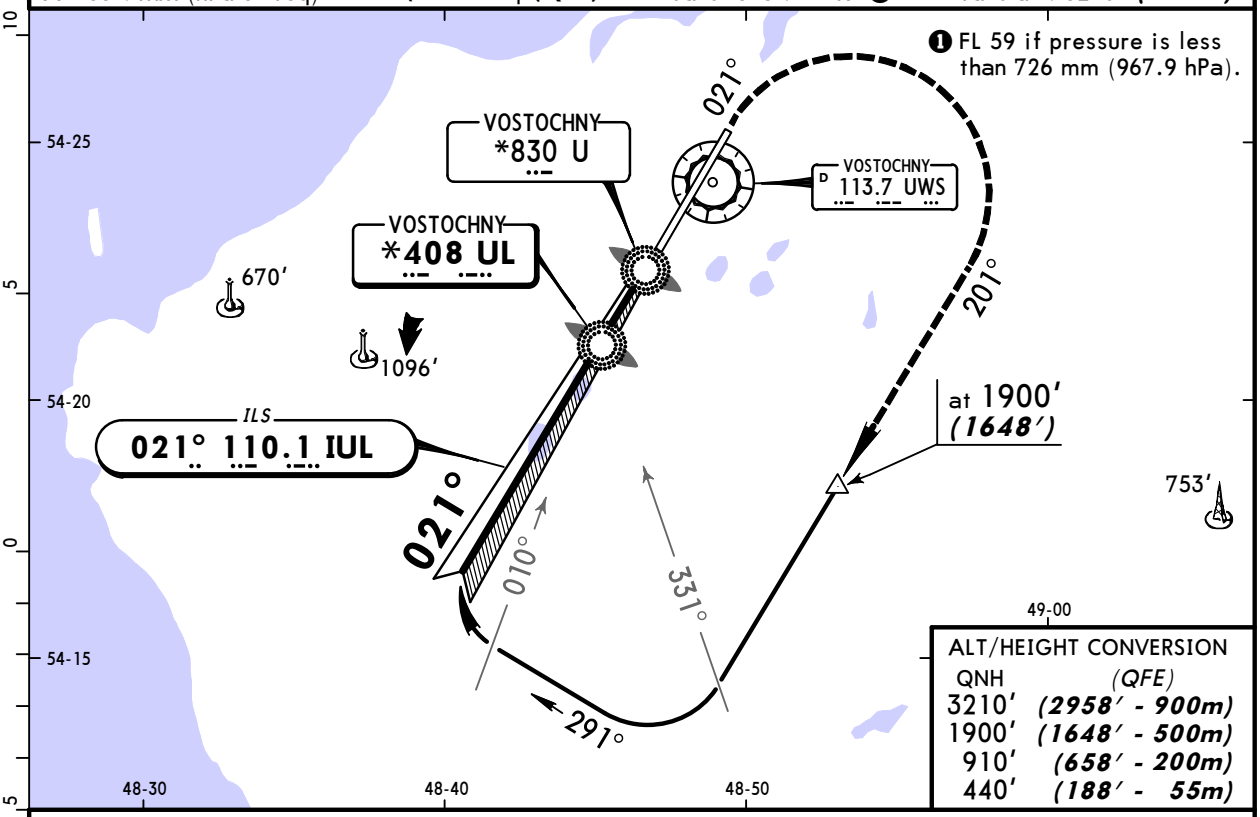
MISSED APCH: Climb on 021° to 910′ (658′), then turn RIGHT onto 201° climbing to 1900′ (1648′), then according to chart.



MSA
ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3210′ (2958′)

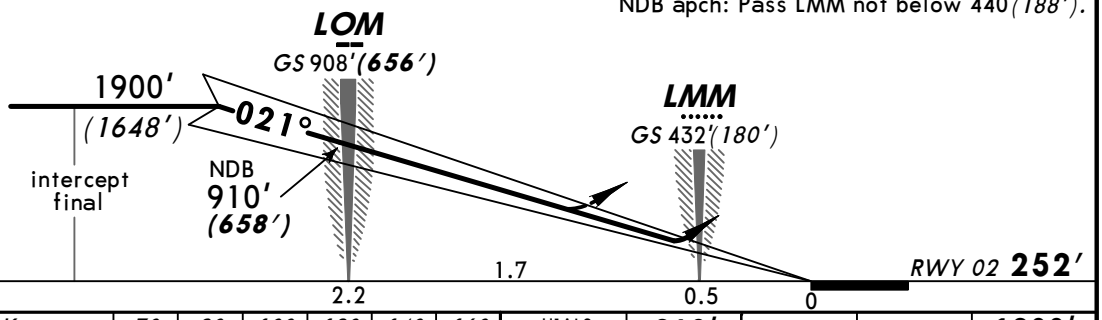
❶ FL 59 if pressure is less than 726 mm (967.9 hPa).



ALT/HEIGHT CONVERSION

QNH	(QFE)
3210′	(2958′ - 900m)
1900′	(1648′ - 500m)
910′	(658′ - 200m)
440′	(188′ - 55m)

NDB apch: Pass LMM not below 440′ (188′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769

HIALS

910′ (658′) on 021°

201° RT

1900′ (1648′)

STRAIGHT-IN LANDING RWY 02

PANS OPS

	ILS DA(H) 452′ (200′) FULL	ILS DA(H) 452′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 630′ (378′)	NDB MDA(H) 630′ (378′) ALS out
A	800m	1200m	NOT AUTHORIZED	1400m	2200m
B					
C					
D				1800m	

CHANGES: NDB minimums.

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UWLW/ULY VOSTOCHNY

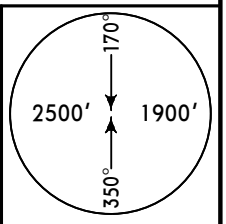
JEPPESEN 10 FEB 06 (11-2)

ULYANOVSK, RUSSIA ILS or 2 NDB Rwy 20

ULYANOVSK Approach	VOSTOCHNY Krug (Radar)	VOSTOCHNY Start (TWR)	VOSTOCHNY Tower	Ground
127.3	126.1	124.2	124.2	124.2

BRIEFING STRIP TM

LOC IWN 110.1 / NDB WN *408	Final Apch Crs 201°	GS/ Minimum Alt LOM 890′(689′)	ILS DA(H) 401′(200′) / NDB MDA(H) 550′(349′)	Apt Elev 253′ RWY 201′



MSA
ARP

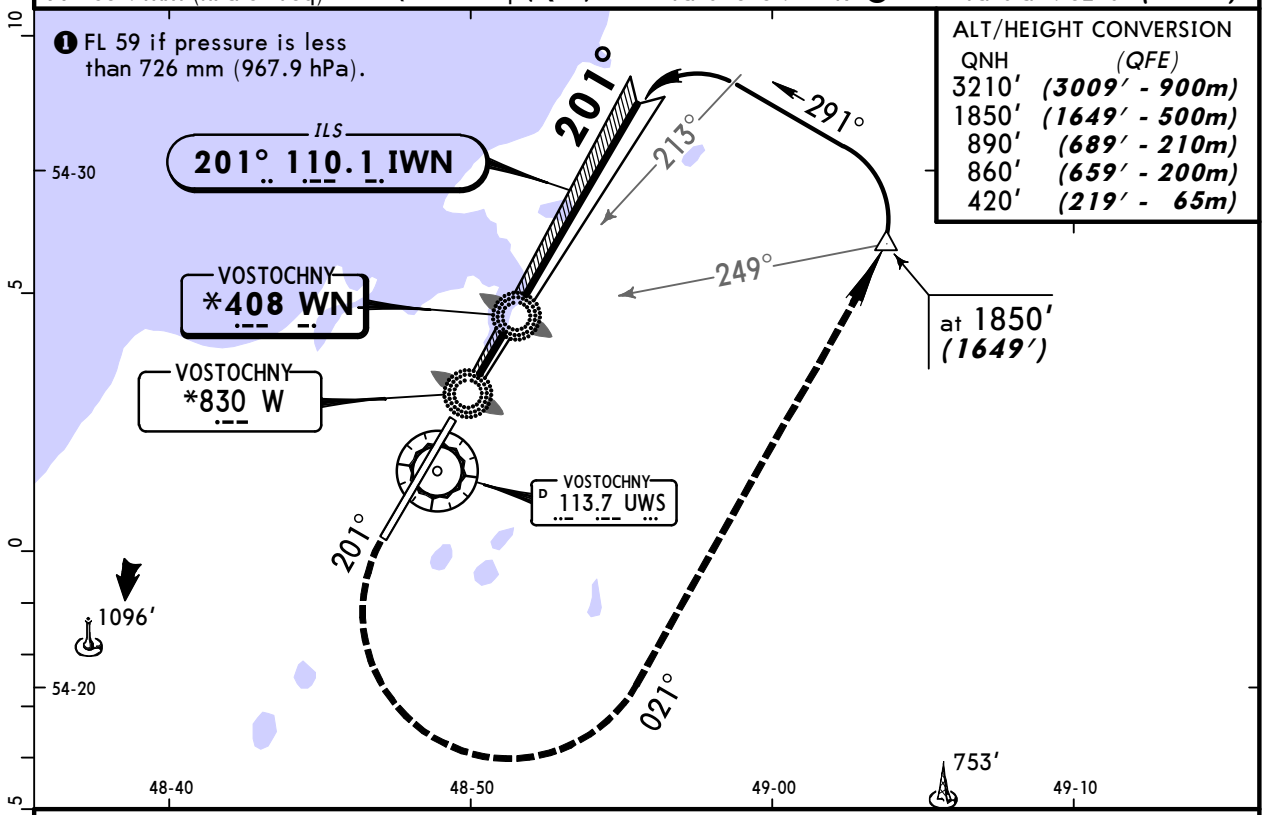
MISSED APCH: Climb on 201° to 860′(659′), then turn LEFT onto 021° climbing to 1850′(1649′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3210′ (3009′)

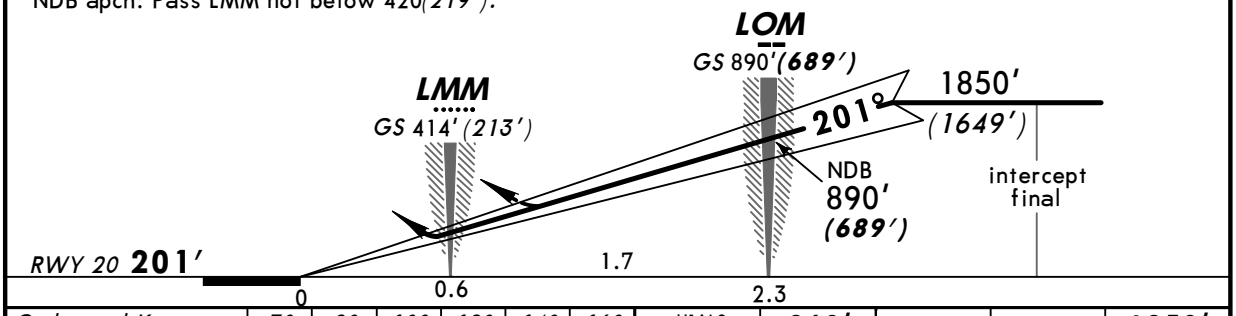
❶ FL 59 if pressure is less than 726 mm (967.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3210′	(3009′ - 900m)
1850′	(1649′ - 500m)
890′	(689′ - 210m)
860′	(659′ - 200m)
420′	(219′ - 65m)



NDB apch: Pass LMM not below 420(219′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769

HIALS

860′ (659′) on 201° | 021° LT | 1850′ (1649′)

STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 401′(200′) FULL	ILS DA(H) 401′(200′) ALS out	LOC (GS out)	NDB MDA(H) 550′(349′)	NDB MDA(H) 550′(349′) ALS out
A	800m	1200m	NOT AUTHORIZED	1200m	2000m
B					
C					
D				1600m	

PANS OPS

CHANGES: None.

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UWLW/ULY
VOSTOCHNY

JEPPESEN
4 FEB 05 (13-1)

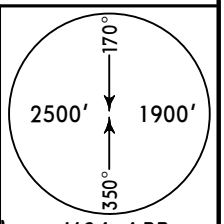
ULYANOVSK, RUSSIA
VOR DME Rwy 02

ULYANOVSK Approach	VOSTOCHNY Krug (Radar)	VOSTOCHNY Start (TWR)	VOSTOCHNY Tower	Ground
127.3	126.1	124.2	124.2	124.2

BRIEFING STRIP ™

VOR	Final	Minimum Alt	MDA(H)	Apt Elev 253′
UWS	Apch Crs	D7.2 UWS	Refer to	RWY 252′
113.7	025°	1900′(1648′)	Minimums	

MISSED APCH: Climb on 021° to 910′(658′) or above. At D3.9 UWS turn RIGHT climbing to 1900′ (1648′) to UWS VOR, then as directed.

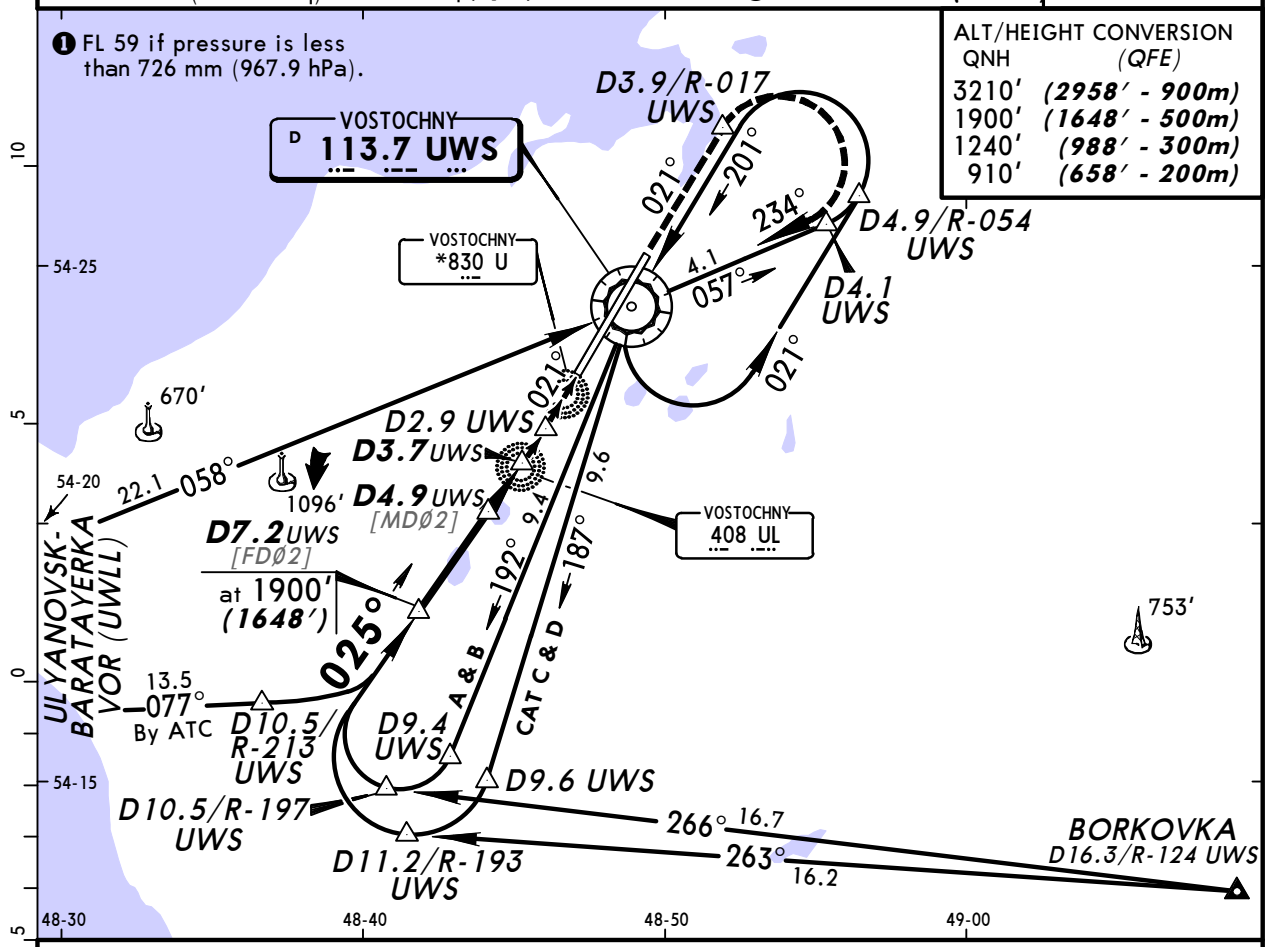


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49❶ Trans alt: 3210(2958′)

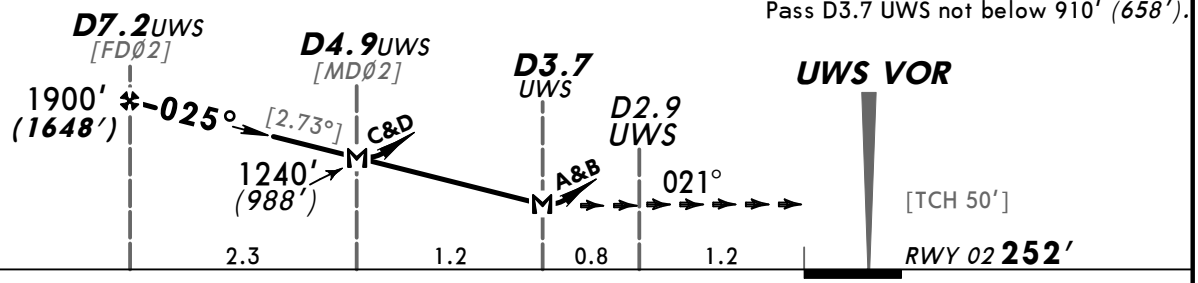
❶ FL 59 if pressure is less than 726 mm (967.9 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3210′	(2958′ - 900m)
1900′	(1648′ - 500m)
1240′	(988′ - 300m)
910′	(658′ - 200m)



Pass D3.7 UWS not below 910′ (658′).



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.76% or Descent angle [2.73°]	338	435	483	579	676	773

CAT A & B: MAP at D3.7 UWS CAT C & D: MAP at D4.9 UWS

HIALS

910′ (658′) or above on 021°

D3.9 UWS

STRAIGHT-IN LANDING RWY 02

MDA(H) AB: 910′(658′)
CD: 1240′(988′)

ALS out

PANS OPS

A	3200m	
B		
C	4000m	4800m
D		

CHANGES: Trans level. Arrivals. Descent angle.

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UWLW/ULY
VOSTOCHNY

JEPPESEN
4 FEB 05 (13-2)

ULYANOVSK, RUSSIA
VOR DME Rwy 20

ULYANOVSK Approach	VOSTOCHNY Krug (Radar)	VOSTOCHNY Start (TWR)	VOSTOCHNY Tower	Ground
127.3	126.1	124.2	124.2	124.2

BRIEFING STRIP ™

VOR UWS 113.7	Final Apch Crs 196°	Minimum Alt D6.8 UWS 1850′ (1649′)	MDA(H) Refer to Minimums	Apt Elev 253′ RWY 201′

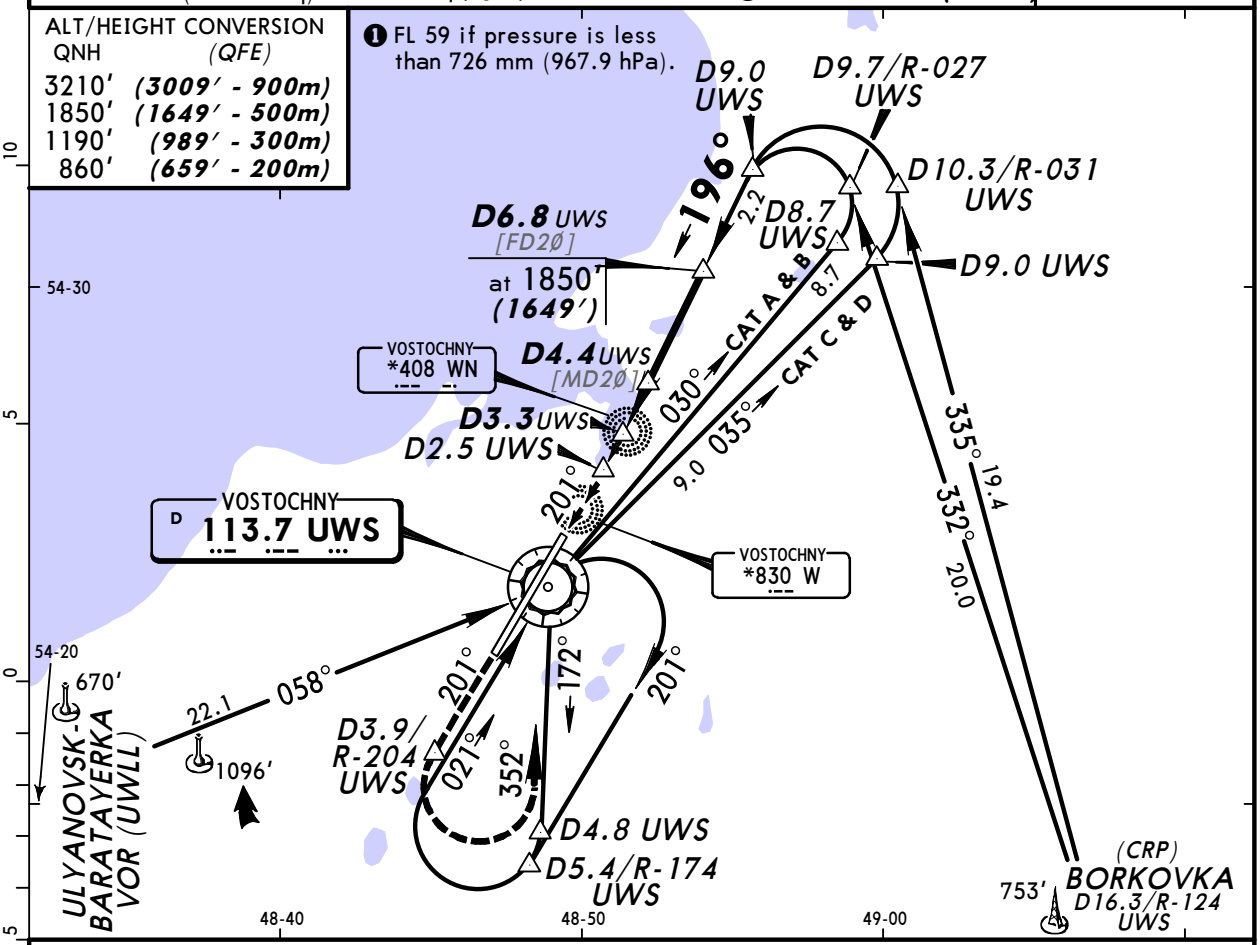
MISSED APCH: Climb on 201° to 860′(659′) or above. At D3.9 UWS turn LEFT climbing to 1850′(1649′) to UWS VOR, then as directed.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 49❶ Trans alt: 3210′(3009′)

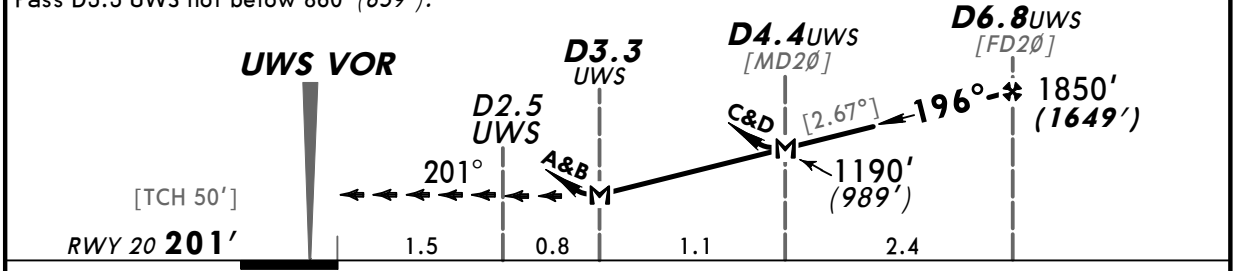
MSA ARP: 2500′ (170°–350°) 1900′

ALT/HEIGHT CONVERSION QNH	(QFE)
3210′	(3009′ - 900m)
1850′	(1649′ - 500m)
1190′	(989′ - 300m)
860′	(659′ - 200m)

❶ FL 59 if pressure is less than 726 mm (967.9 hPa).



Pass D3.3 UWS not below 860′ (659′).



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.66% or Descent angle [2.67°]	331	425	472	567	661	756

CAT A & B: MAP at D3.3 UWS CAT C & D: MAP at D4.4 UWS

HIALS

860′ (659′) or above on 201°

D3.9 UWS

STRAIGHT-IN LANDING RWY 20

MDA(H) AB: 860′(659′)
CD: 1190′(989′)

ALS out

PANS OPS

A	3200m	
B		
C	4000m	4800m
D		

CHANGES: Trans level. Arrival. Descent angle.

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UWOO/REN
ORENBURG

JEPPESEN
18 FEB 05 (10-2)

ORENBURG, RUSSIA
STAR

ATIS	Apt Elev
126.4	387′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2690′ ***(2305′)***
Crossings at airway exit points by ATC.

PO 2, VL 2
RWY 08 ARRIVALS

2600′ MSA ARP

NOT TO SCALE

FL CONVERSION	
FL197	***FL6000m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE) QNH	
2690′	***(2305′ - 700m)***
2360′	***(1975′ - 600m)***
2030′	***(1645′ - 500m)***

❶ MEA, when under radar assistance.

MHA FL59
MAX FL197
274°
094°
278°
ZHELTOYE
*1005 VL
N51 38.0 E056 36.0
Between FL197 & FL59

47
4500
VL 2

N51 52.1 E055 23.9
At 2360′ ***(1975′)***
178°
260°
ORENBURG
*415 WP
N51 47.7 E055 23.0

7
N51 52.2 E055 12.6
At 2360′ ***(1975′)***
115°
170°
3
093°
1
083°
080°
Intercept final at 2030′ ***(1645′)***

PRETORIYA
*730 PO
N52 15.0 E054 19.0
Between FL197 & FL49

43
PO 2
4660
4570 ❶
N51 49.4 E055 11.1
At 2030′ ***(1645′)***
N51 48.1 E055 12.2
At 2030′ ***(1645′)***
292°
119°
MHA FL49
MAX FL197
112°

CHANGES: Transition level.

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UWOO/REN
ORENBURG

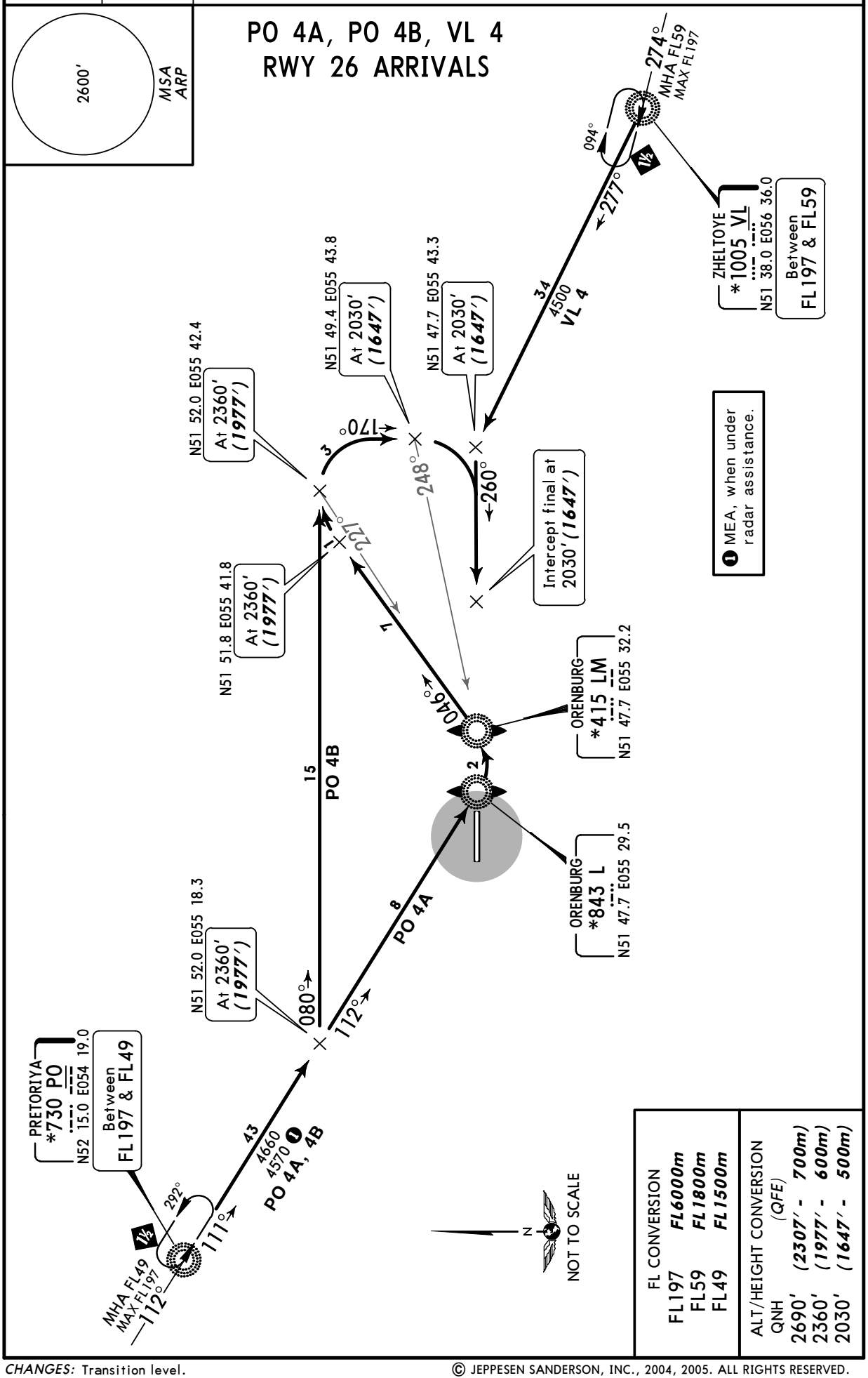
JEPPESEN
18 FEB 05 (10-2A)

ORENBURG, RUSSIA
STAR

ATIS	Apt Elev
126.4	387′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 2690′ *(2307′)*
Crossings at airway exit points by ATC.

PO 4A, PO 4B, VL 4
RWY 26 ARRIVALS



FL CONVERSION	
FL197	*FL6000m*
FL59	*FL1800m*
FL49	*FL1500m*

ALT/HEIGHT CONVERSION (QFE)	
QNH	
2690′	*(2307′ - 700m)*
2360′	*(1977′ - 600m)*
2030′	*(1647′ - 500m)*

CHANGES: Transition level.

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UWOO/REN
ORENBURG

JEPPESEN
18 FEB 05 (10-3)

ORENBURG, RUSSIA
SID

Apt Elev
387′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2690′ ***(2303′)***
Crossings at airway entry points by ATC.

PO 1, PO 3, VL 1, VL 3
RWYS 08, 26 DEPARTURES

2600′ MSA ARP

N

NOT TO SCALE

ZHELTOYE
*1005 VL
N51 38.0 E056 36.0
Between FL59 & FL197

PRETORIYA
*730 PO
N52 15.0 E054 19.0
Between FL49 & FL197

VL 3 55
VL 1 44
PO 1 58
PO 3 51

288°
093°
080°
097°
260°
295°

At 1050′ ***(663′)***
At 1050′ ***(663′)***

FL CONVERSION
FL49 ***FL1500m***
FL59 ***FL1800m***
FL197 ***FL6000m***

ALT/HEIGHT CONVERSION (QFE)
QNH ***(663′ - 200m)***
1050′ ***(2303′ - 700m)***
2690′

These SIDs require a minimum climb gradient of 213′ per NM (3.5%) up to 1050′ ***(663′)***.

Gnd speed-KT	75	100	150	200	250	300
213′ per NM	266	354	532	709	886	1063

CHANGES: Transition level.

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UWOO/REN

Apt Elev **387′**
N51 47.7 E055 27.5

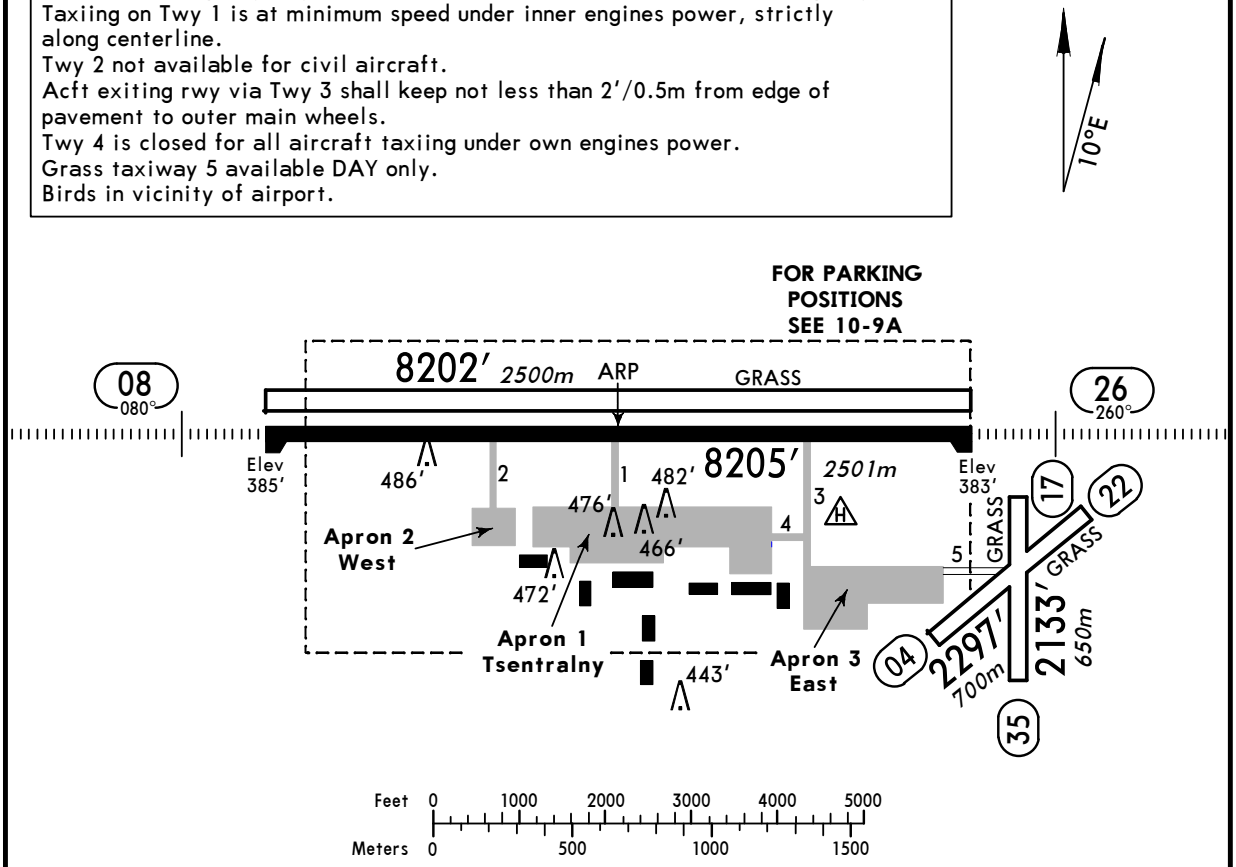
JEPPESEN
20 AUG 04 (10-9) **Eff 2 Sep**

ORENBURG, RUSSIA

ORENBURG

ATIS	ORENBURG Taxiing (GND)	Start (TWR)
126.4	128.0	128.0

Elevated runway edge lights 1′/0.45m, at a distance of 10′/3m from rwy edge.
Taxiing on Twy 1 is at minimum speed under inner engines power, strictly along centerline.
Twy 2 not available for civil aircraft.
Acft exiting rwy via Twy 3 shall keep not less than 2′/0.5m from edge of pavement to outer main wheels.
Twy 4 is closed for all aircraft taxiing under own engines power.
Grass taxiway 5 available DAY only.
Birds in vicinity of airport.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04 22					197′ *60m*
08	HIRL *(60m)* HIALS PAPI-R (angle 2.67°) RVR		7451′*2271m*		138′ *42m*
26	HIRL *(60m)* HIALS PAPI (angle 2.67°) RVR		6686′*2038m*		
08 26	Grass runway				246′ *75m*
17 35					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 08/26

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

CHANGES: Taxiing frequency. Rwy length. Thr elev rwy 26.

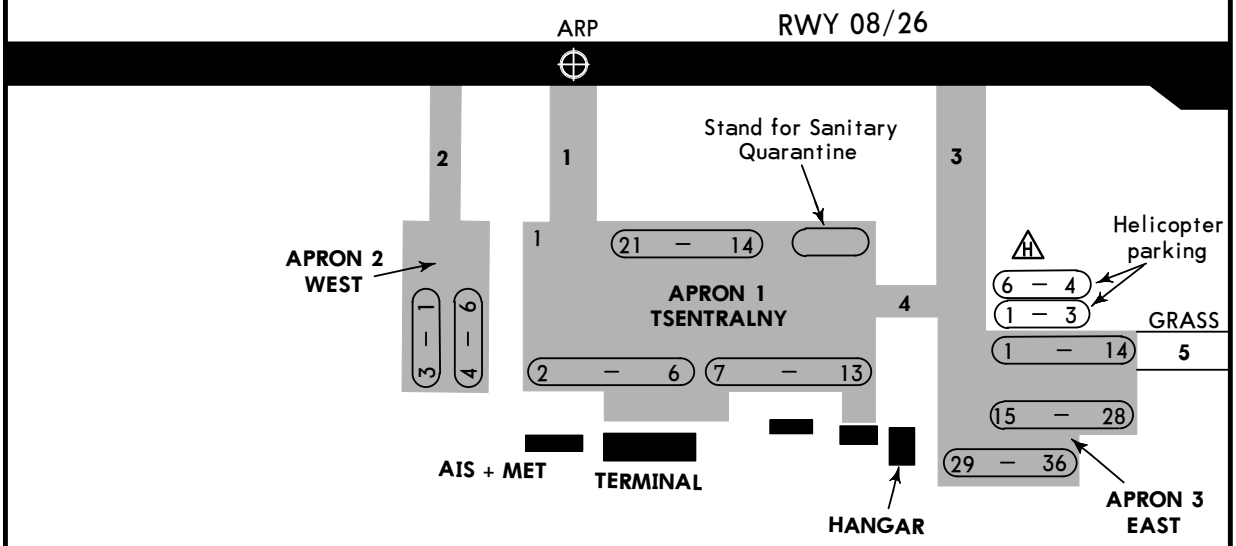
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UWOO/REN

ORENBURG, RUSSIA
ORENBURG

NOT TO SCALE



APRON 1:
Exit from stands 2 thru 13 by towing
Exit from stands 14 thru 21 under own engines power and by towing.

APRON 3:
Stands 1 thru 36 are available for helicopters.

CHANGES: None.

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UWOO/REN
ORENBURG

JEPPESEN
18 FEB 05 (11-1)

ORENBURG, RUSSIA
ILS or 2 NDB Rwy 08

ATIS	ORENBURG Krug (Radar)	ORENBURG Tower	ORENBURG Start (TWR)	Ground
126.4	120.4	128.0	128.0	128.0

BRIEFING STRIP™

LOC IWP *109.9	Final Apch Crs 080°	GS LOM 1041′ (656′)	ILS DA(H) 585′ (200′)	Apt Elev 387′	2600′
NDB WP *415		Minimum Alt LOM 1190′ (805′)	NDB MDA(H) (CONDITIONAL) 720′ (335′)	RWY 385′	MSA ARP

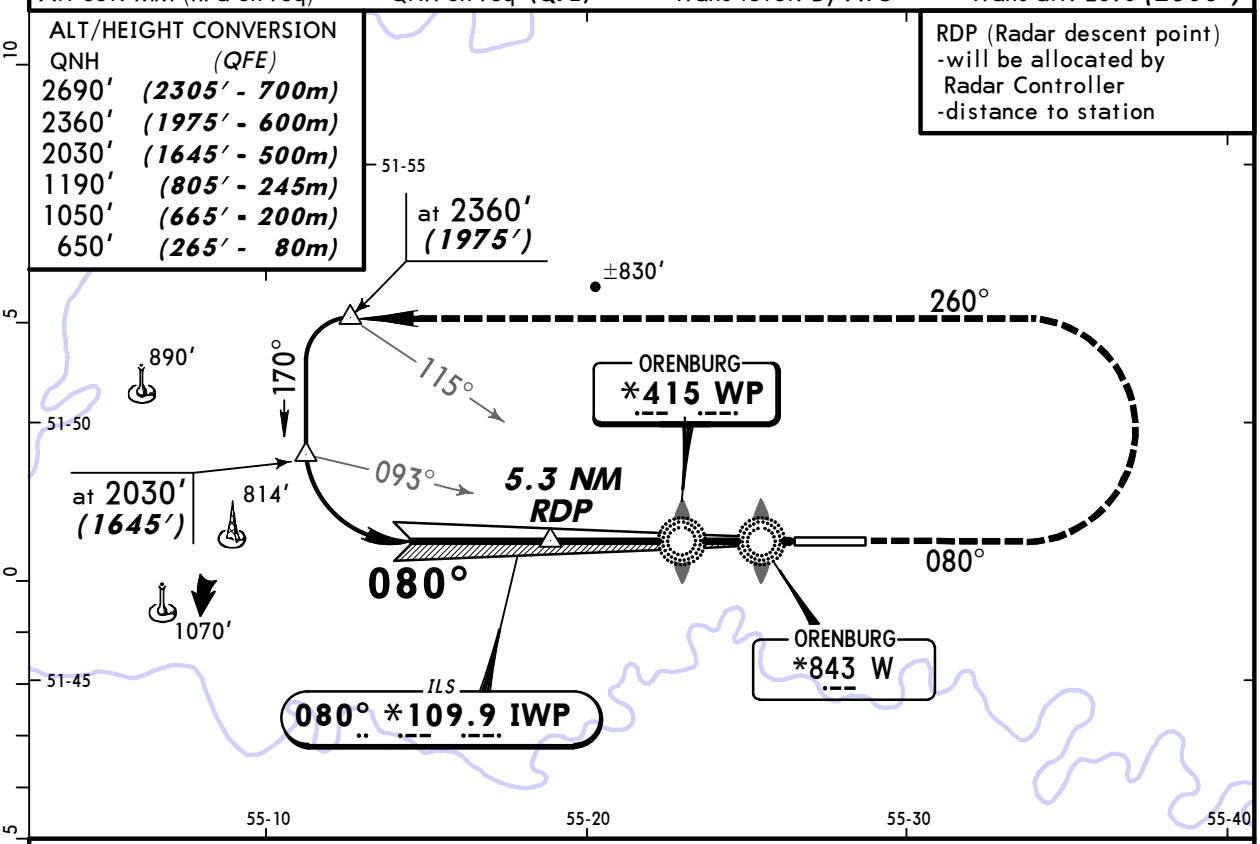
MISSED APCH: Climb on 080° to 1050′ (665′), then turn LEFT onto 260° climbing to 2360′ (1975′), then according to chart.

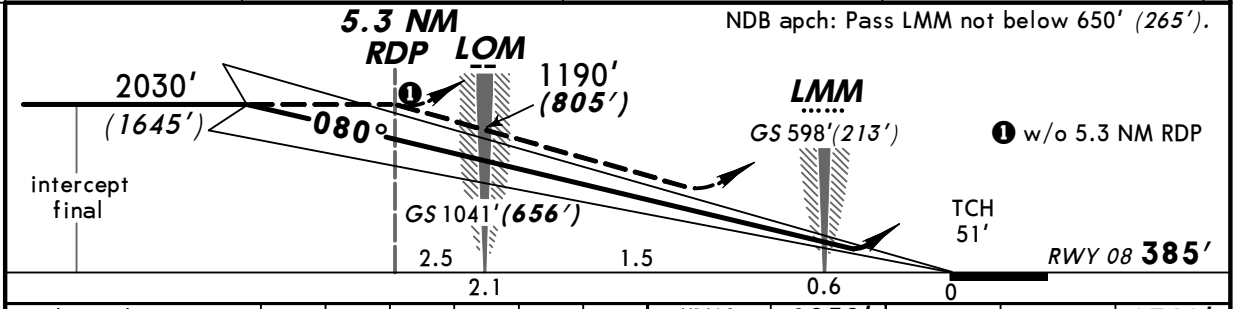
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 2690′ (2305′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
2690′	(2305′ - 700m)
2360′	(1975′ - 600m)
2030′	(1645′ - 500m)
1190′	(805′ - 245m)
1050′	(665′ - 200m)
650′	(265′ - 80m)

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	433	481	577	673	769
NDB Desc Grad	5.8%	411	529	587	705	822	940

HIALS PAPI | 1050′ (665′) on 080° | 260° LT | 2360′ (1975′)

STRAIGHT-IN LANDING RWY 08

	ILS DA(H) 585′ (200′) FULL	ILS DA(H) 585′ (200′) ALS out	LOC (GS out)	NDB with 5.3 NM RDP MDA(H) 720′ (335′)	NDB with 5.3 NM RDP MDA(H) 720′ (335′) ALS out	NDB w/o 5.3 NM RDP MDA(H) 1640′ (1255′)	NDB w/o 5.3 NM RDP MDA(H) 1640′ (1255′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	2400m	3200m
B							
C						4000m	4800m
D				RVR 1500m VIS 1600m		4400m	

PANS OPS

CHANGES: Trans level.

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UWOO/REN
ORENBURG

JEPPESEN
18 FEB 05 (11-2)

ORENBURG, RUSSIA
ILS or 2 NDB Rwy 26

ATIS	ORENBURG Krug (Radar)	ORENBURG Tower	ORENBURG Start (TWR)	Ground
126.4	120.4	128.0	128.0	128.0

BRIEFING STRIP™

LOC ILM *109.3	Final Apch Crs 260°	GS LOM 1072′ (689′)	ILS DA(H) 583′ (200′)	Apt Elev 387′	2600′
NDB LM *415		Minimum Alt LOM 1160′ (777′)	NDB MDA(H) (CONDITIONAL) 720′ (337′)	RWY 383′	MSA ARP

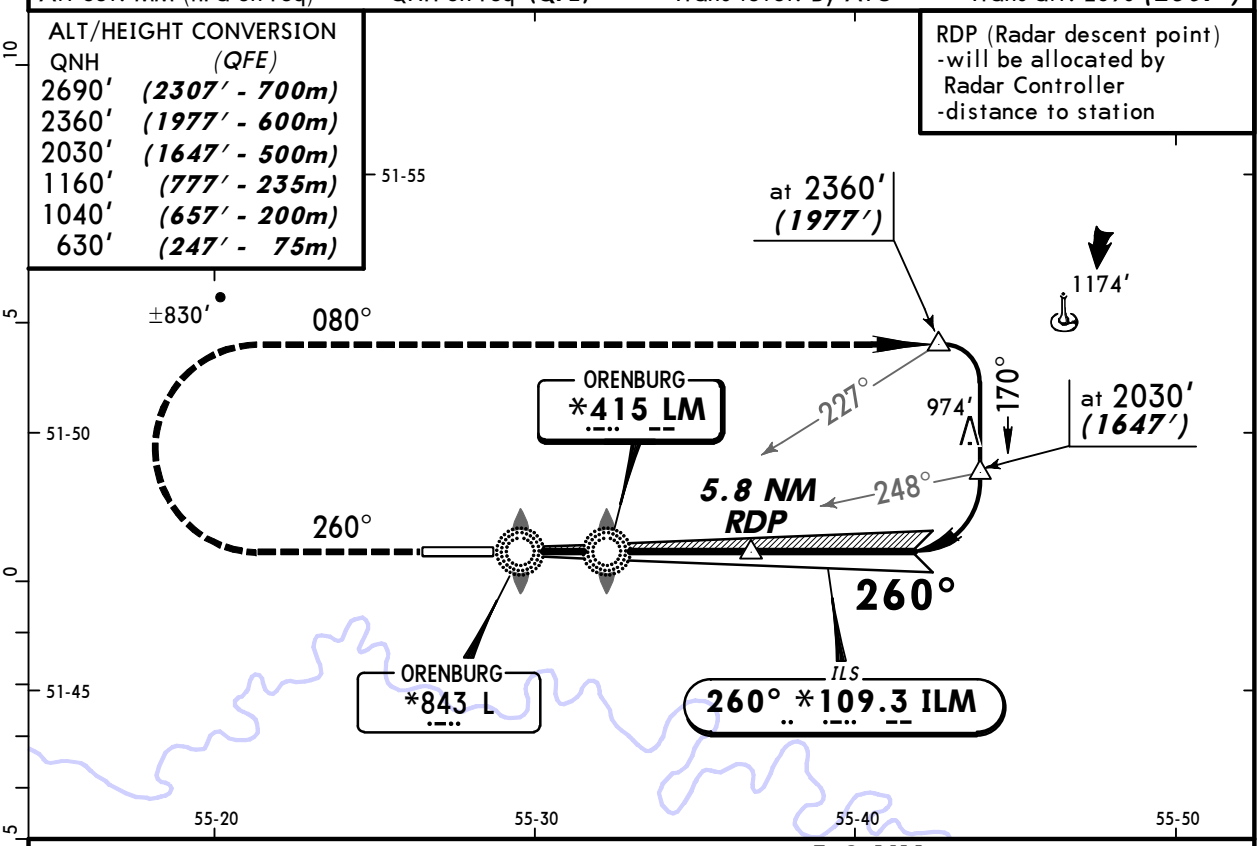
MISSED APCH: Climb on 260° to 1040′ (657′), then turn RIGHT onto 080° climbing to 2360′ (1977′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 2690′ **(2307′)**

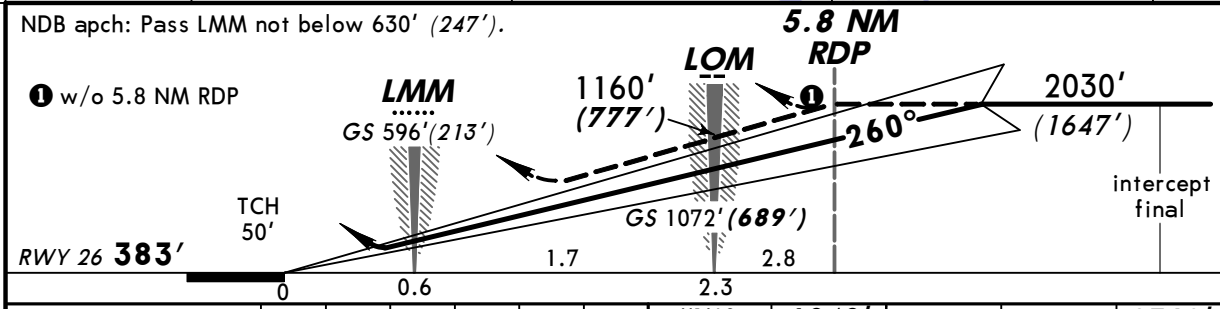
ALT/HEIGHT CONVERSION

QNH	(QFE)
2690′	(2307′ - 700m)
2360′	(1977′ - 600m)
2030′	(1647′ - 500m)
1160′	(777′ - 235m)
1040′	(657′ - 200m)
630′	(247′ - 75m)

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station



NDB apch: Pass LMM not below 630′ (247′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.67°	336	433	481	577	673	769
NDB Desc Grad	5.2%	369	474	527	632	737	843

HIALS
PAPI PAPI

1040′ (657′) on 260°

080° RT

2360′ (1977′)

STRAIGHT-IN LANDING RWY **26**

	ILS DA(H) 583′(200′) FULL	ILS DA(H) 583′(200′) ALS out	LOC (GS out)	with 5.8 NM RDP MDA(H) 720′(337′)	with 5.8 NM RDP MDA(H) 720′(337′) ALS out	w/o 5.8 NM RDP MDA(H) 1540′(1157′)	w/o 5.8 NM RDP MDA(H) 1540′(1157′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1500m VIS 1600m	2400m	3200m
B							
C						4000m	4800m
D				RVR 1500m VIS 1600m		4400m	

PANS OPS

CHANGES: Trans level.

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UWOR/OSW ORSK

ORSK, RUSSIA

STAR

Apt Elev
909′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880′ ***(1971′)***

2800′ MSA ARP

ALGAS 2, LALEP 2, NINBU 2, TONAR 2
RWY 07 ARRIVALS

ALT/HEIGHT CONVERSION

QNH	(QFE)
2880′	***(1971′ - 600m)***
2550′	***(1641′ - 500m)***

FL CONVERSION

FL177	***FL5400m***
FL167	***FL5100m***
FL128	***FL3900m***
FL108	***FL3300m***
FL49	***FL1500m***
FL39	***FL1200m***

TONAR
N51 07.8 E058 56.2
Between FL177 & FL39

NINBU
N50 57.8 E058 35.9
Between FL128 & FL49

LALEP
N51 16.3 E057 54.4
Between FL167 & FL108

ALGAS
N50 46.1 E058 11.4
Between FL128 & FL49

ORSK
*385 SF
N51 03.6 E058 31.1

Intercept final at 2550′ ***(1641′)***

N51 02.3 E058 19.0 At 2550′ ***(1641′)***

N51 01.0 E058 19.3 At 2550′ ***(1641′)***

N51 00.0 E058 19.2 At 2550′ ***(1641′)***

N50 57.8 E058 21.6 At 2550′ ***(1641′)***

TONAR 2 CORRIDOR 3 — 25 — 231°

NINBU 2 CORRIDOR 4 — 6 — 156° — 18 — 322° — 246° — 336°

LALEP 2 CORRIDOR 1 — 21 — 123°

ALGAS 2 CORRIDOR 5 — 15 — 011° — 336° — 3

071° 090° 091° 055° 036°

N NOT TO SCALE

CHANGES: AVLOK renamed NINBU.

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UWOR/OSW ORSK

ORSK, RUSSIA

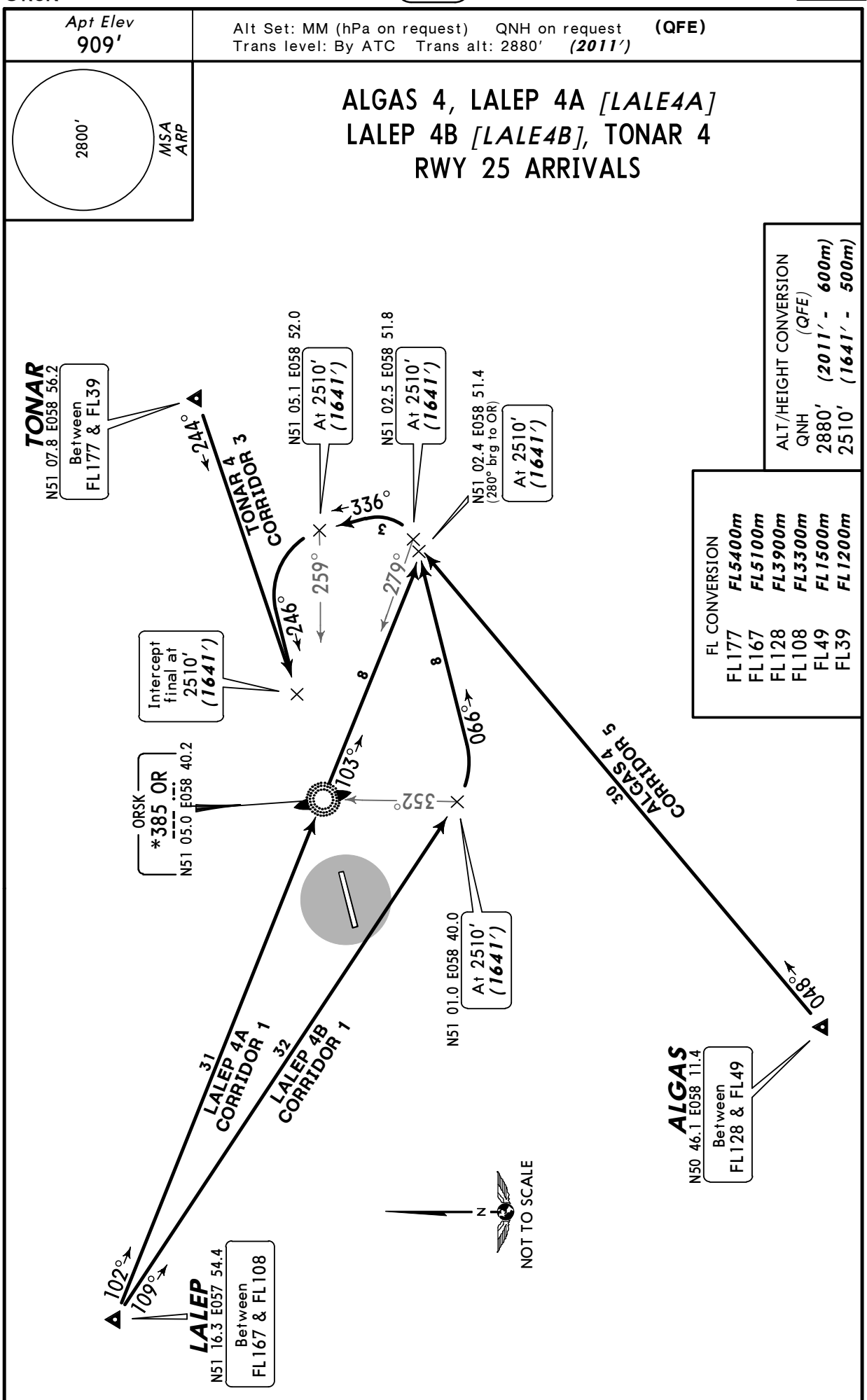
STAR

Apt Elev
909′

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 2880′ *(2011′)*

2800′ MSA ARP

ALGAS 4, LALEP 4A *[LALE4A]*
LALEP 4B *[LALE4B]*, TONAR 4
RWY 25 ARRIVALS



ALT/HEIGHT CONVERSION (QFE)

QNH	
2880′	*(2011′ - 600m)*
2510′	*(1641′ - 500m)*

FL CONVERSION

FL177	*FL5400m*
FL167	*FL5100m*
FL128	*FL3900m*
FL108	*FL3300m*
FL49	*FL1500m*
FL39	*FL1200m*

CHANGES: None.

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UWOR/OSW
ORSK

ORSK, RUSSIA
SID

Apt Elev
909′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880′ ***(1971′)***

2800′ MSA ARP

ALGAS 1, LALEP 1, NINBU 1, TONAR 1
RWY 07 DEPARTURES

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1570′	***(661′ - 200m)***
2880′	***(1971′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL108	***FL3300m***
FL128	***FL3900m***
FL167	***FL5100m***
FL177	***FL5400m***

TONAR
N51 07.8 E058 56.2
Between FL39 & FL177

13 TONAR 1 CORRIDOR 3

065°

At 1570′ ***(661′)***

099°

218°

12 ALGAS 1 CORRIDOR 5 NINBU 1 CORRIDOR 4

290°

14 LALEP 1

ORSK
*385 SF
N51 03.6 E058 31.1

224°

NINBU
N50 57.8 E058 35.9
Between FL39 & FL128

19 ALGAS 1 CORRIDOR 5

290°

26 CORRIDOR 1

LALEP
N51 16.3 E057 54.4
Between FL108 & FL167

N

NOT TO SCALE

ALGAS
N50 46.1 E058 11.4
Between FL39 & FL128

CHANGES: AVLOK renamed NINBU.

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UWOR/OSW
ORSK

ORSK, RUSSIA
SID

Apt Elev
909′

QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2880′ ***(2011′)***

2800′ MSA ARP

ALGAS 3, LALEP 3, NINBU 3, TONAR 3
RWY 25 DEPARTURES

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1530′	***(661′ - 200m)***
2880′	***(2011′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL108	***FL3300m***
FL128	***FL3900m***
FL167	***FL5100m***
FL177	***FL5400m***

TONAR
N51 07.8 E058 56.2
Between FL39 & FL177

NINBU
N50 57.8 E058 35.9
Between FL39 & FL128

LALEP
N51 16.3 E057 54.4
Between FL108 & FL167

ALGAS
N50 46.1 E058 11.4
Between FL39 & FL128

TONAR 3 CORRIDOR 2
24
049°
NINBU 3 CORRIDOR 4
10
123°
ALGAS 3 CORRIDOR 5
24
207°
LALEP 3 CORRIDOR 1
29
290°
246°
At 1530′ (661′)

N
NOT TO SCALE

CHANGES: AVLOK renamed NINBU.

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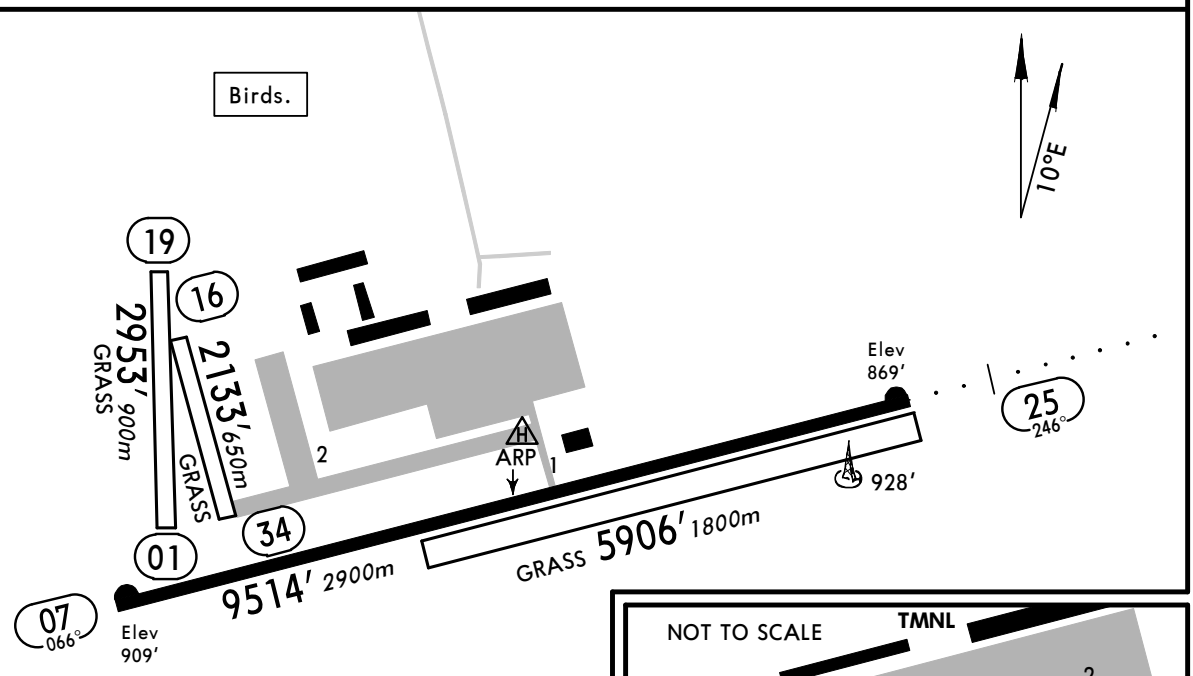
UWOR/OSW

Apt Elev **909′**
N51 04.3 E058 35.8

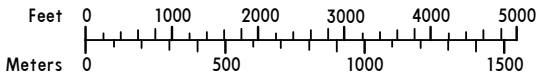
ORSK, RUSSIA

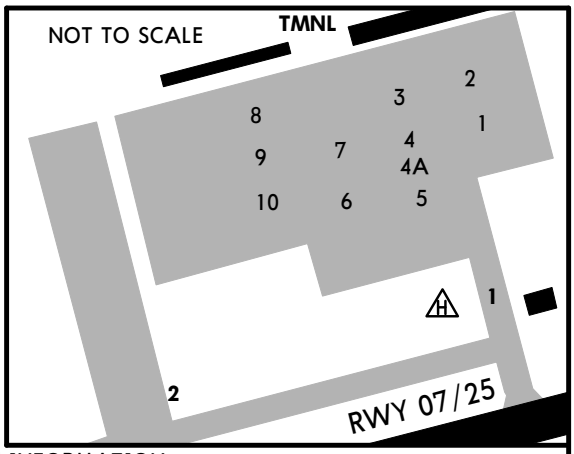
ORSK

ORSK Tower
122.7



PARKING POSITION	
STAND	COORDINATES
5	N51 04.8 E058 36.1





ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
01 19					197′ *60m*
07	RL *(60m)* RVR				138′ *42m*
25	RL *(60m)* ALS RVR		8661′ *2640m*		
07 25	Grass runway				328′ *100m*
16 34					197′ *60m*

TAKE-OFF

AIR CARRIER (JAA)
Main rwy 07/25

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

CHANGES: Rwy 25 elev. Landing beyond GS. Parking stands.

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UWOR/OSW ORSK

JEPPESEN 27 MAY 05 Eff 9 May (11-1)

ORSK, RUSSIA ILS or 2 NDB Rwy 25

BRIEFING STRIP ™

ORSK Control (APP)	ORSK Tower
129.4	122.7

LOC IOR *108.1	Final Apch Crs 246°	GS LOM 1493′ (624′)	ILS DA(H) Refer to Minimums	Apt Elev 909′	2800′
Lctr OR *385		Minimum Alt LOM 1500′ (631′)	NDB MDA(H) 1200′ (331′)	RWY 869′	MSA ARP

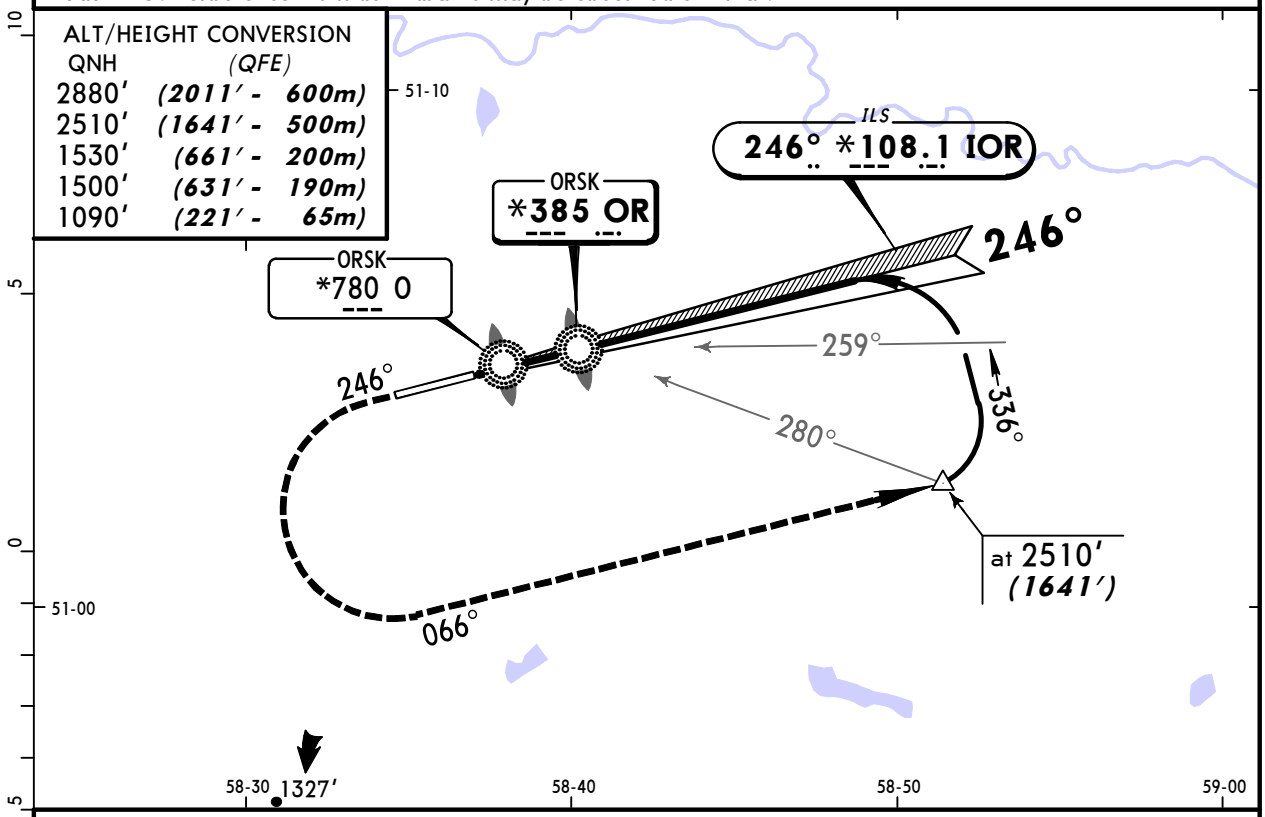
MISSED APCH: Climb on 246° to 1530′ (661′), then turn LEFT onto 066° climbing to 2510′ (1641′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 2880′ **(2011′)**

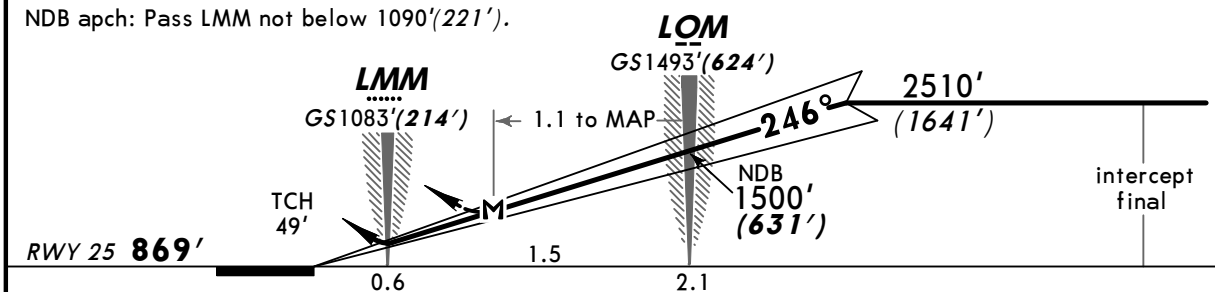
WARNING: Turbulence with downdrafts may be observed on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2880′	(2011′ - 600m)
2510′	(1641′ - 500m)
1530′	(661′ - 200m)
1500′	(631′ - 190m)
1090′	(221′ - 65m)



NDB apch: Pass LMM not below 1090′(221′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767
LOM to MAP 1.1	0:57	0:44	0:40	0:33	0:28	0:25

ALS

1530′ (661′) on 246°

066° LT

2510′ (1641′)

STRAIGHT-IN LANDING RWY 25

ILS	LOC (GS out)	NDB
DA(H) AB: 1069′ (200′) CD: 1099′ (230′)		MDA(H) 1200′ (331′)
FULL / ALS out		ALS out

PANS OPS

	ILS	LOC (GS out)	NDB
A	1200m	NOT AUTHORIZED	RVR 1500m VIS 1600m
B			
C			
D			

CHANGES: Trans alt.

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UWOR/OSW
ORSK

JEPPESEN
27 MAY 05 (16-1) Eff 9 Jun

ORSK, RUSSIA
2 NDB RWY 07

BRIEFING STRIP ™

ORSK Control (APP)	ORSK Tower
129.4	122.7

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
SF *385	066°	LOM 1640′ (731′)	1240′ (331′)	Apt Elev 909′ RWY 909′

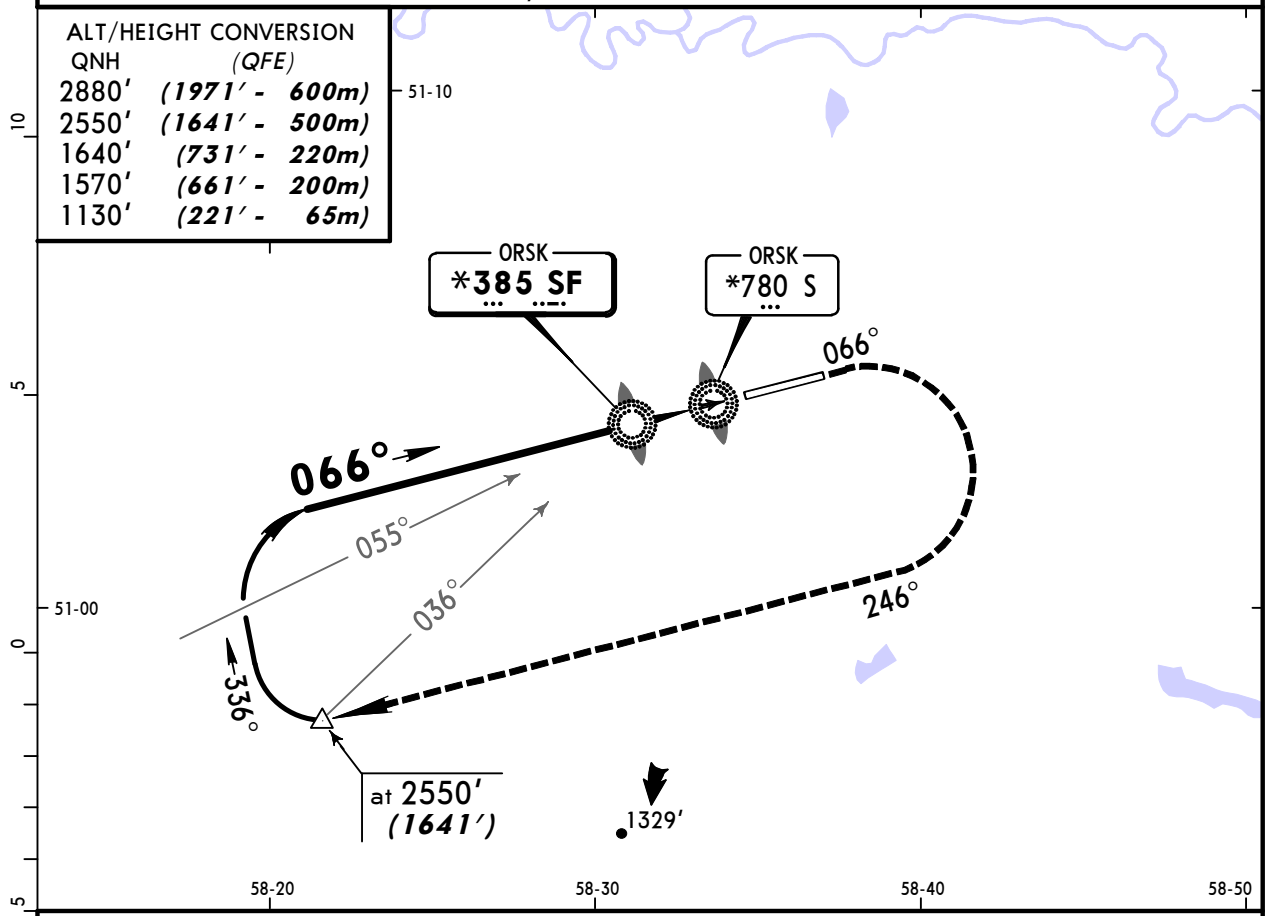
2800′
MSA
ARP

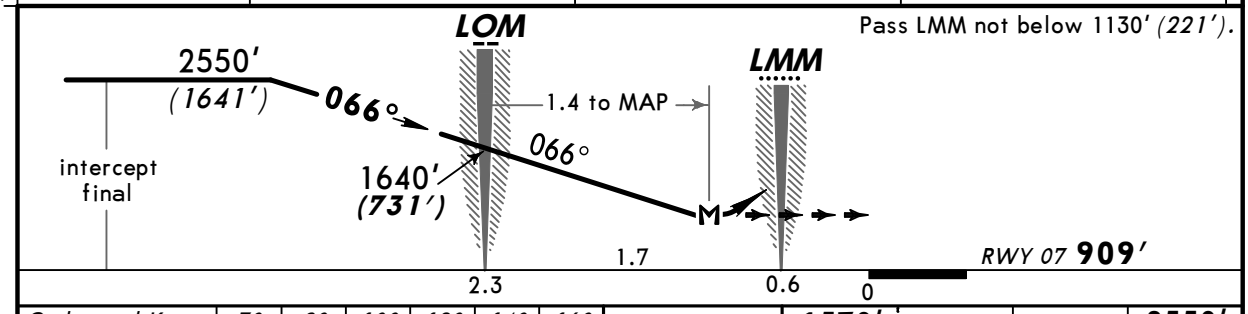
MISSED APCH: Climb on 066° to 1570′ (661′), then turn RIGHT onto 246° climbing to 2550′ (1641′), then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 2880′ **(1971′)**
WARNING: Turbulence with downdrafts may be observed on final.

ALT/HEIGHT CONVERSION

QNH	(QFE)
2880′	(1971′ - 600m)
2550′	(1641′ - 500m)
1640′	(731′ - 220m)
1570′	(661′ - 200m)
1130′	(221′ - 65m)





Gnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.2%	369	474	527	632	737	843
LOM to MAP 1.4	1:12	0:56	0:50	0:42	0:36	0:31

1570′ (661′) on 066° | 246° RT | 2550′ (1641′)

STRAIGHT-IN LANDING RWY **07**

MDA(H) 1240′ (331′)

PANS OPS

A	RVR 1500m
B	VIS 1600m
C	
D	

CHANGES: Trans alt. Minimums.

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UWSS/RTW TSENTRALNY

JEPPESEN
6 AUG 04 (10-2)

SARATOV, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
135.1	499′	Trans level: FL39 Trans alt: 2470′ *(2030′)*

2500′
MSA
O Lctr

KR 2A, PETUR 2A *[PETU2A]*, US 2A
RWY 12 ARRIVALS

PETUR
N52 09.0
E045 40.0

149° 11

SOKUR
N51 58.9 E045 46.6
Between FL157 & FL79

154° 14
PETUR 2A CORRIDOR 3

N51 45.6 E045 53.7
At or above FL49

YELSHANKA
*970 US
N51 48.8 E046 23.6
Between FL138 & FL49

221°
11
FL89 ❶
US 2A CORRIDOR 1

N51 41.4 E046 09.9
At or above FL49

N51 41.7 E045 54.6
At 2090′ *(1650′)*

5
148°
11
5.9
At or above 2470′ *(2030′)*
297°
9

N51 38.9
E045 51.5
At 2090′ *(1650′)*

117°
7
207°
15
10
7
297°
1 min

Intercept final at 2090′ *(1650′)*

Sokol

SARATOV
*427 OH
N51 35.6 E045 59.1
At FL39

SARATOV
*722 O
N51 34.6 E046 01.5
At FL39

35
FL89 ❶
KR 2A CORRIDOR 2
❷

KRASNOARMEYSK
*932 KR
N51 02.6 E045 38.9
Between FL187 & FL69

016°

N
NOT TO SCALE

❶ MEA during flight activity at Sokol airport.
❷ Between 7NM/188° and 7NM/207° to ARP do not fly south below FL59.

FL CONVERSION

FL397	*FL12100m*
FL187	*FL5700m*
FL157	*FL4800m*
FL138	*FL4200m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2470′	*(2030′ - 600m)*
2090′	*(1650′ - 500m)*

HOLDINGS OVER

OH

117° ❷ 297°

US

MHA FL49
MAX FL397
257°
077°

STAR	ROUTING
KR 2A	016° bearing to O, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intercept 117° bearing towards OH to intercept final.
PETUR 2A	154° bearing to OH, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intecept 117° bearing towards OH to intercept final.
US 2A	221° bearing to OH, turn RIGHT, 297° track for 1 min, turn RIGHT to OH, turn LEFT, 297° track, at N51 41.7 E045 54.6 (148° bearing to OH) turn LEFT, intercept 117° bearing towards OH to intercept final.

CHANGES: ATIS commissioned.

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JEPPESEN
6 AUG 04 (10-2A)

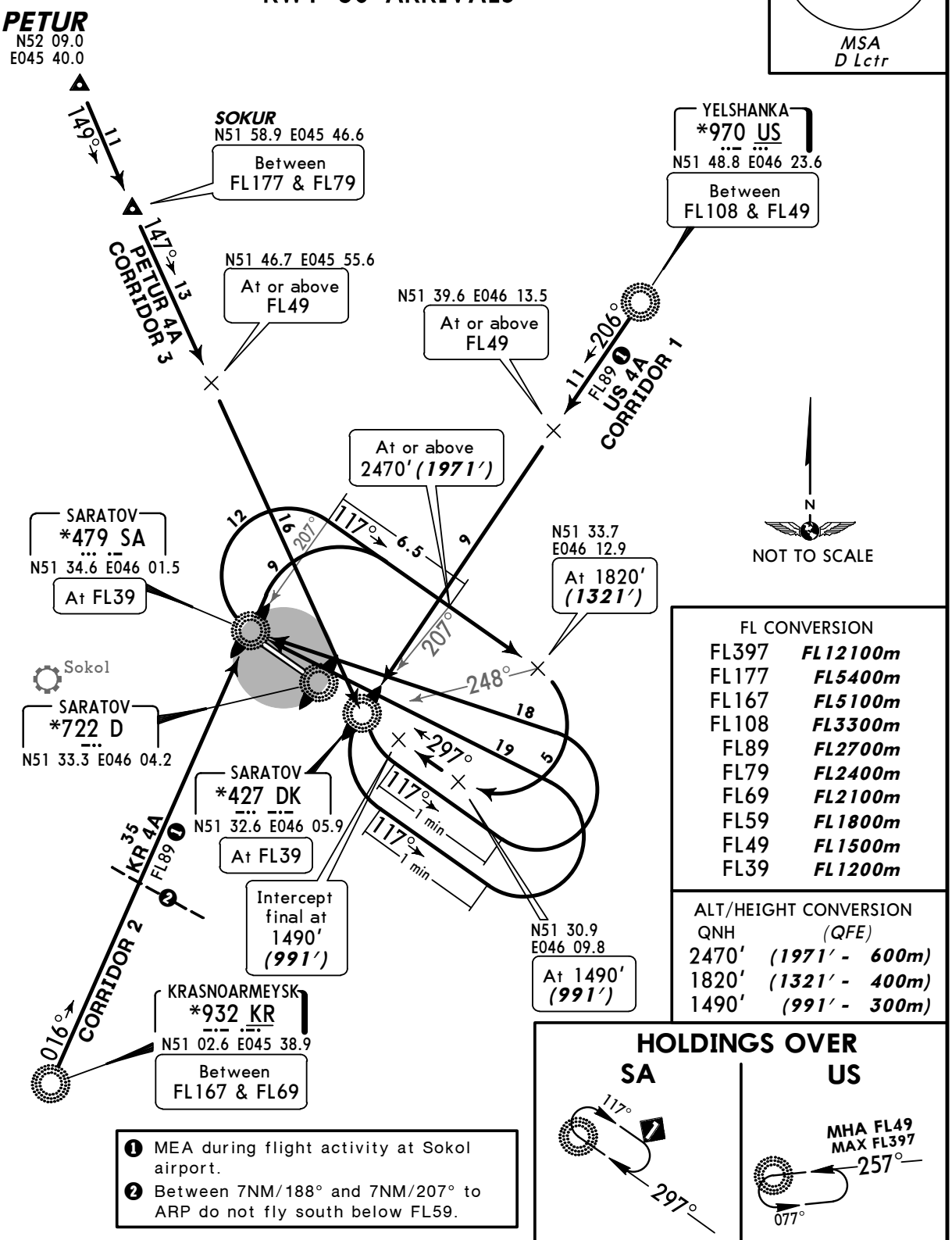
SARATOV, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
135.1	499′	Trans level: FL39 Trans alt: 2470′ *(1971′)*

2500′
MSA
D Lctr

KR 4A, PETUR 4A *[PETU4A]*, US 4A
RWY 30 ARRIVALS



FL CONVERSION	
FL397	*FL12100m*
FL177	*FL5400m*
FL167	*FL5100m*
FL108	*FL3300m*
FL89	*FL2700m*
FL79	*FL2400m*
FL69	*FL2100m*
FL59	*FL1800m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2470′	*(1971′ - 600m)*
1820′	*(1321′ - 400m)*
1490′	*(991′ - 300m)*

❶ MEA during flight activity at Sokol airport.
❷ Between 7NM/188° and 7NM/207° to ARP do not fly south below FL59.

HOLDINGS OVER

SA

US

STAR	ROUTING
KR 4A	016° bearing to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.
PETUR 4A	147° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.
US 4A	206° bearing to DK, turn LEFT, 117° track for 1 min, turn LEFT to SA, turn RIGHT, 117° track, at N51 33.7 E046 12.9 (248° bearing to DK) turn RIGHT, intercept 297° bearing towards DK to intercept final.

CHANGES: ATIS commissioned.

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UWSS/RTW TSENTRALNY

JEPPESEN
6 AUG 04 (10-2B)

SARATOV, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
135.1	499′	Trans level: FL39 Trans alt: 2470′ *(2030′)*

2500′
MSA
O Lctr

KR 2B, PETUR 2B *[PETU2B]*, US 2B
RWY 12 ARRIVALS
BY ATC

PETUR
N52 09.0
E045 40.0

149° 11

SOKUR
N51 58.9 E045 46.6
Between
FL108 & FL79

165°

PETUR 2B CORRIDOR 3 19

YELSHANKA
*970 US
N51 48.8 E046 23.6
At or below
FL118

245°

20 US 2B CORRIDOR 1

N51 43.0 E045 53.1
At 2470′
(2030′)

N51 42.5
E045 52.2

N51 41.2 E045 50.7
At 2090′
(1650′)

N51 39.9 E045 50.3
At 2090′
(1650′)

N51 37.8
E045 47.1
At 2090′
(1650′)

N51 38.9
E045 51.5
At 2090′
(1650′)

145° 141° 130° 121° 117° 098°

Intercept final at 2090′ *(1650′)*

N

NOT TO SCALE

SARATOV
*427 OH
N51 35.6 E045 59.1

SARATOV
*722 O
N51 34.6 E046 01.5

36 KR 2B CORRIDOR 2

KRASNOARMEYSK
*932 KR
N51 02.6 E045 38.9
Between
FL187 & FL69

360°

FL CONVERSION	
FL397	*FL12100m*
FL187	*FL5700m*
FL118	*FL3600m*
FL108	*FL3300m*
FL79	*FL2400m*
FL69	*FL2100m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2470′	*(2030′ - 600m)*
2090′	*(1650′ - 500m)*

HOLDINGS OVER

OH

117° 297°

US

MHA FL49
MAX FL397
257°
077°

CHANGES: ATIS commissioned.

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UWSS/RTW TSENTRALNY

JEPPESEN
6 AUG 04 (10-2C)

SARATOV, RUSSIA

STAR

ATIS	Apt Elev	Alt Set: MM (hPa on request) QNH on request (QFE)
135.1	499′	Trans level: FL39 Trans alt: 2470′ *(1971′)*

2500′
MSA
D Lctr

KR 4B, PETUR 4B *[PETU4B]*, US 4B
RWY 30 ARRIVALS
BY ATC

PETUR
N52 09.0
E045 40.0

149° 11

SOKUR
N51 58.9 E045 46.6
Between
FL167 & FL79

134°

30 PETUR 4B CORRIDOR 3

YELSHANKA
*970 US
N51 48.8 E046 23.6
Between
FL108 & FL49

191°

18 US 4B CORRIDOR 1

N
NOT TO SCALE

SARATOV
*479 SA
N51 34.6 E046 01.5

SARATOV
*427 DK
N51 32.6 E046 05.9

SARATOV
*722 D
N51 33.3 E046 04.2

N51 34.7 E046 16.4
At 2140′
(1641′)

244°
1
253°
3
207°

N51 33.6 E046 12.2

N51 31.6 E046 13.9
At 1820′
(1321′)

271°
277°
297°
4

N51 31.3 E046 13.6
At 1490′
(991′)

Intercept final at 1490′ *(991′)*

318°
5

N51 30.9 E046 09.8
At 1490′
(991′)

N51 28.4 E046 10.4
At 1820′
(1321′)

32 KR 4B CORRIDOR 2

029°

KRASNOARMEYSK
*932 KR
N51 02.6 E045 38.9
Between
FL167 & FL69

FL CONVERSION	
FL397	*FL12100m*
FL167	*FL5100m*
FL108	*FL3300m*
FL79	*FL2400m*
FL69	*FL2100m*
FL49	*FL1500m*
FL39	*FL1200m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
2470′	*(1971′ - 600m)*
2140′	*(1641′ - 500m)*
1820′	*(1321′ - 400m)*
1490′	*(991′ - 300m)*

HOLDINGS OVER

SA

117°
297°

US

MHA FL49
MAX FL397
257°
077°

CHANGES: ATIS commissioned.

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6 JAN 06 (10-3)

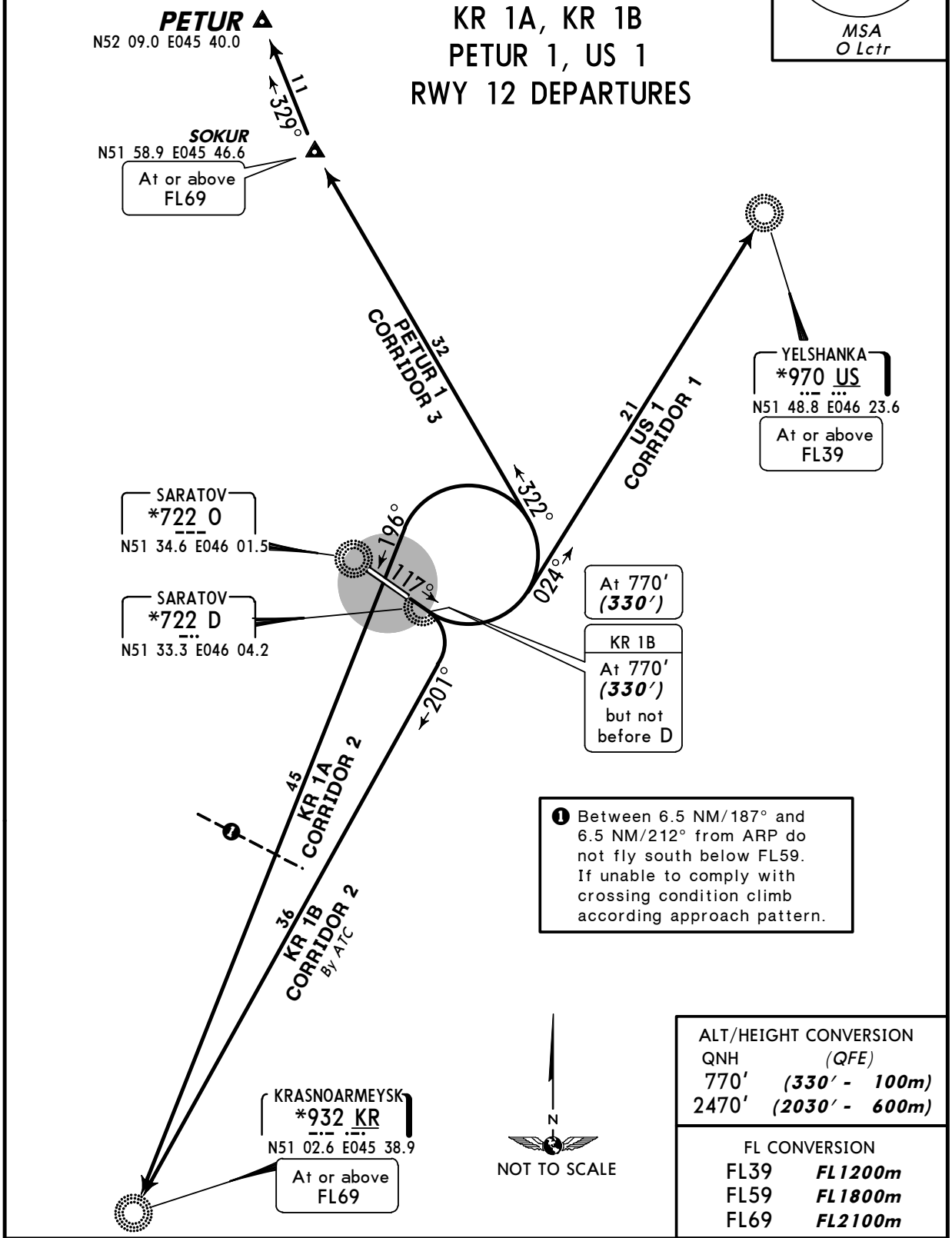
SARATOV, RUSSIA

SID

Apt Elev	
499′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2470′ ***(2030′)*** **1.** Noise abatement procedures shall be executed according to Flight Manual. **2.** During take-off climbing shall be carried out with maximum possible climb gradient. **3.** Initial turn shall be executed with bank angle 20°.

2500′
MSA
O Lctr

KR 1A, KR 1B
PETUR 1, US 1
RWY 12 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
770′	***(330′ - 100m)***
2470′	***(2030′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL59	***FL1800m***
FL69	***FL2100m***

SID	ROUTING
KR 1A	Climb straight ahead to 770′ ***(330′)***, turn LEFT, intercept 196° bearing to KR.
KR 1B By ATC	Climb straight ahead to 770′ ***(330′)***, turn RIGHT, intercept 201° bearing to KR.
PETUR 1	Climb straight ahead to 770′ ***(330′)***, turn LEFT, 322° track to SOKUR, then to PETUR.
US 1	Climb straight ahead to 770′ ***(330′)***, turn LEFT, intercept 024° bearing to US.

CHANGES: None.

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UWSS/RTW TSENTRALNY

JEPPESEN
6 JAN 06 (10-3A)

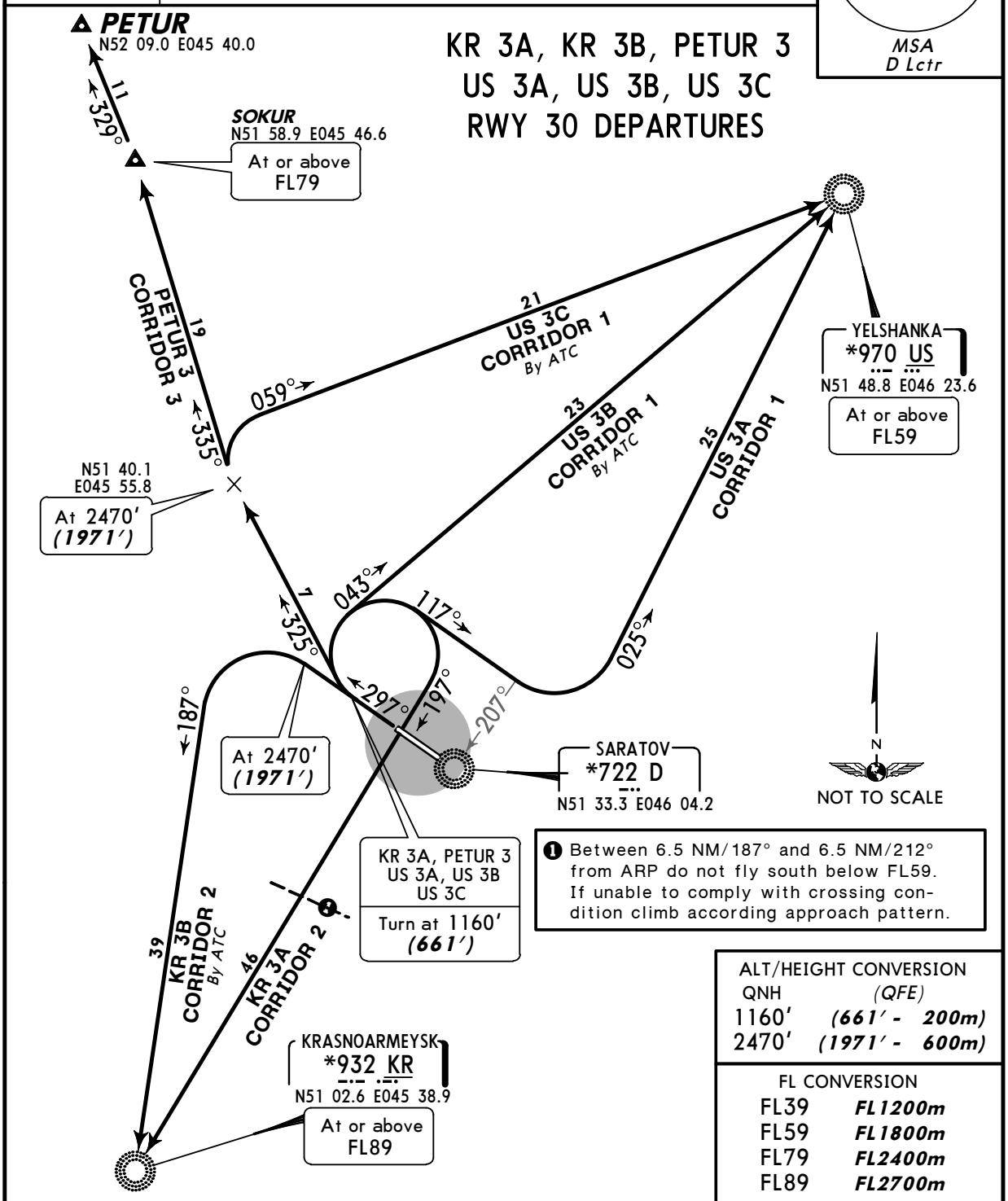
SARATOV, RUSSIA

SID

Apt Elev	
499′	QNH on request **(QFE)** Trans level: FL39 Trans alt: 2470′ ***(1971′)*** **1.** Noise abatement procedures shall be executed according to Flight Manual. **2.** During take-off climbing shall be carried out with maximum possible climb gradient. **3.** Initial turn shall be executed with bank angle 20°.

2500′
MSA
D Lctr

KR 3A, KR 3B, PETUR 3
US 3A, US 3B, US 3C
RWY 30 DEPARTURES



❶ Between 6.5 NM/187° and 6.5 NM/212° from ARP do not fly south below FL59. If unable to comply with crossing condition climb according approach pattern.

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1160′	***(661′ - 200m)***
2470′	***(1971′ - 600m)***

FL CONVERSION	
FL39	***FL1200m***
FL59	***FL1800m***
FL79	***FL2400m***
FL89	***FL2700m***

SID	ROUTING
KR 3A	Climb straight ahead to 1160′ ***(661′)***, turn RIGHT, intercept 197° bearing to KR.
KR 3B By ATC	Climb straight ahead to 2470′ ***(1971′)***, turn LEFT, intercept 187° bearing to KR.
PETUR 3	Climb straight ahead to 1160′ ***(661′)***, turn RIGHT, 325° track to N51 40.1 E045 55.8, 335° track to SOKUR, then to PETUR.
US 3A	Climb straight ahead to 1160′ ***(661′)***, turn RIGHT, 117° track to abeam D, intercept 025° bearing to US.
US 3B By ATC	Climb straight ahead to 1160′ ***(661′)***, turn RIGHT, intercept 043° bearing to US.
US 3C By ATC	Climb straight ahead to 1160′ ***(661′)***, turn RIGHT, 325° track to N51 40.1 E045 55.8, intercept 059° bearing to US.

CHANGES: SID KR 3B initial turn altitude.

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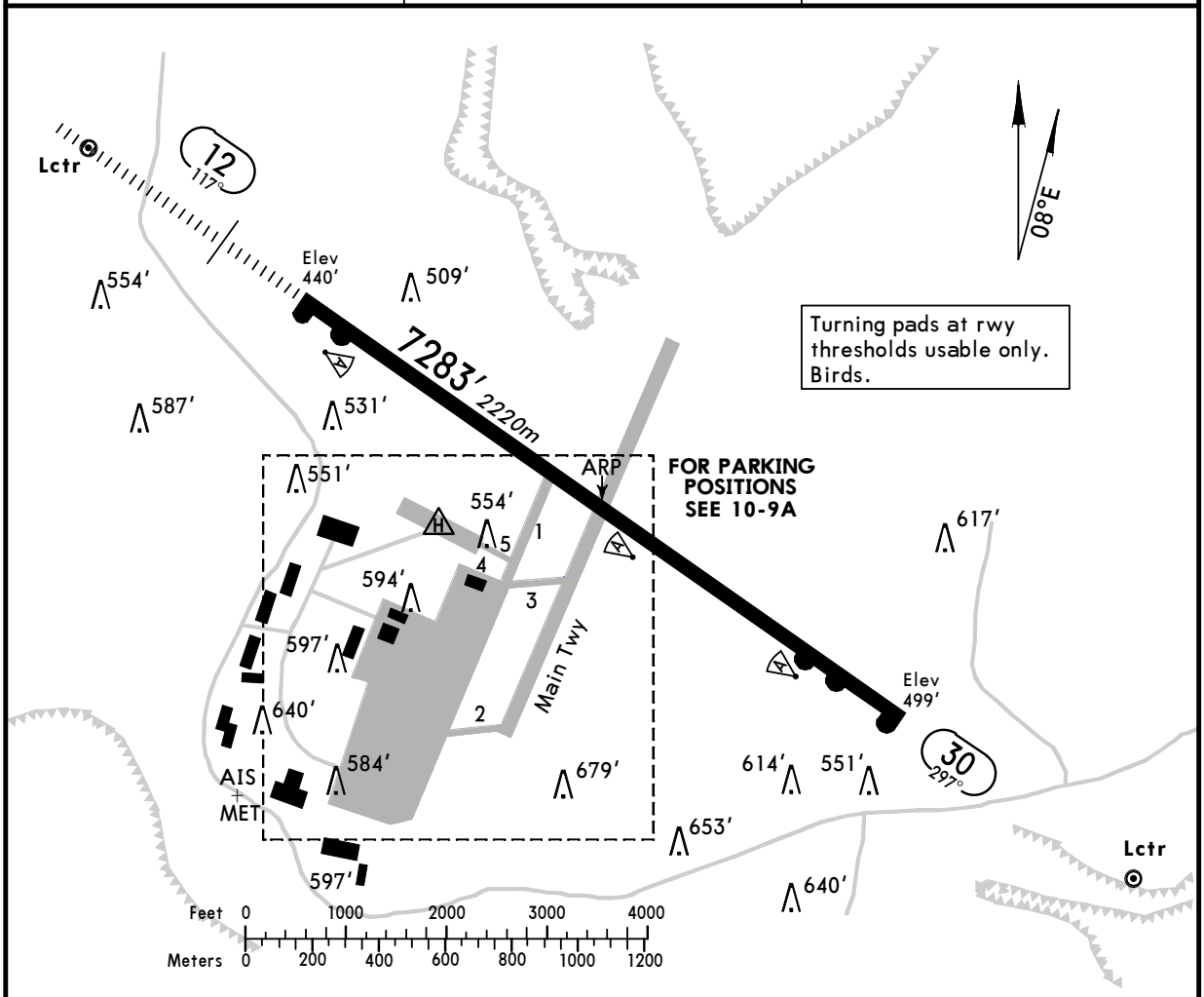
UWSS/RTW

Apt Elev **499′**
N51 33.9 E046 02.8

JEPPESEN
6 AUG 04 (10-9)

SARATOV, RUSSIA
TSENTRALNY

ATIS	SARATOV Taxiing (GND)	Start (TWR)
135.1	119.0	128.0



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
12	HIRL *(60m)* HIALS PAPI (angle 3.00°) RVR			6955′ *2120m* ❶	138′ *42m*
30	HIRL *(60m)* PAPI (angle 2.83°) RVR				

❶ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

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

CHANGES: ATIS frequency established.

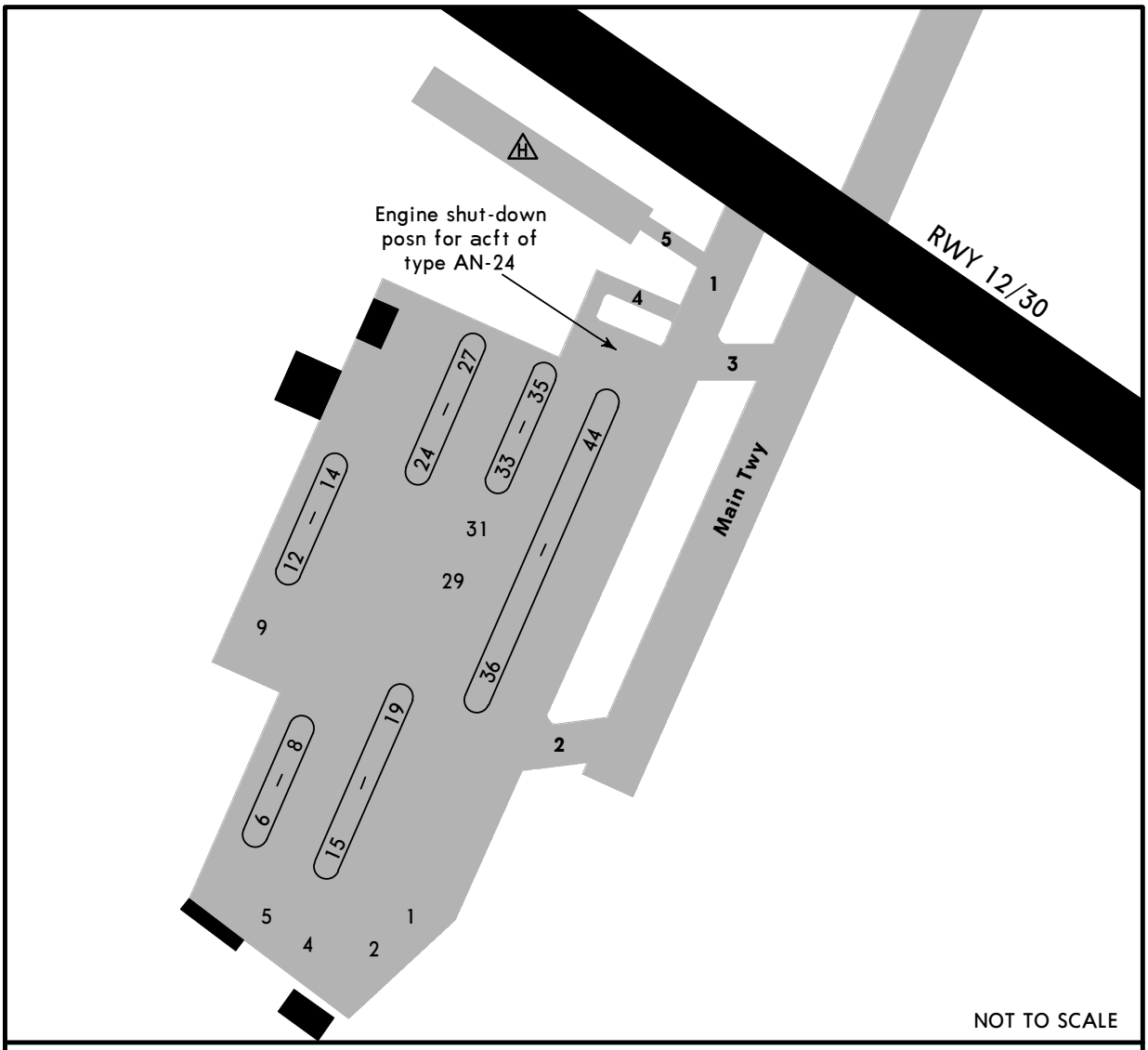
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UWSS/RTW

SARATOV, RUSSIA

TSENTRALNY



NOT TO SCALE

Taxiing via twys 1, 2 and 3 strictly along the centerline at reduced power.
Stands 1, 2, 8 and 41 thru 43 available for helicopters.
Stands 4 thru 9, 12 and 13 available only by towing.

CHANGES: See other side.

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UWSS/RTW TSENTRALNY

JEPPESEN 6 AUG 04 (11-1)

SARATOV, RUSSIA ILS or 2 NDB Rwy 12

ATIS	SARATOV Radar	SARATOV Start (TWR)	Ground
135.1	120.4	128.0	119.0

BRIEFING STRIP ™

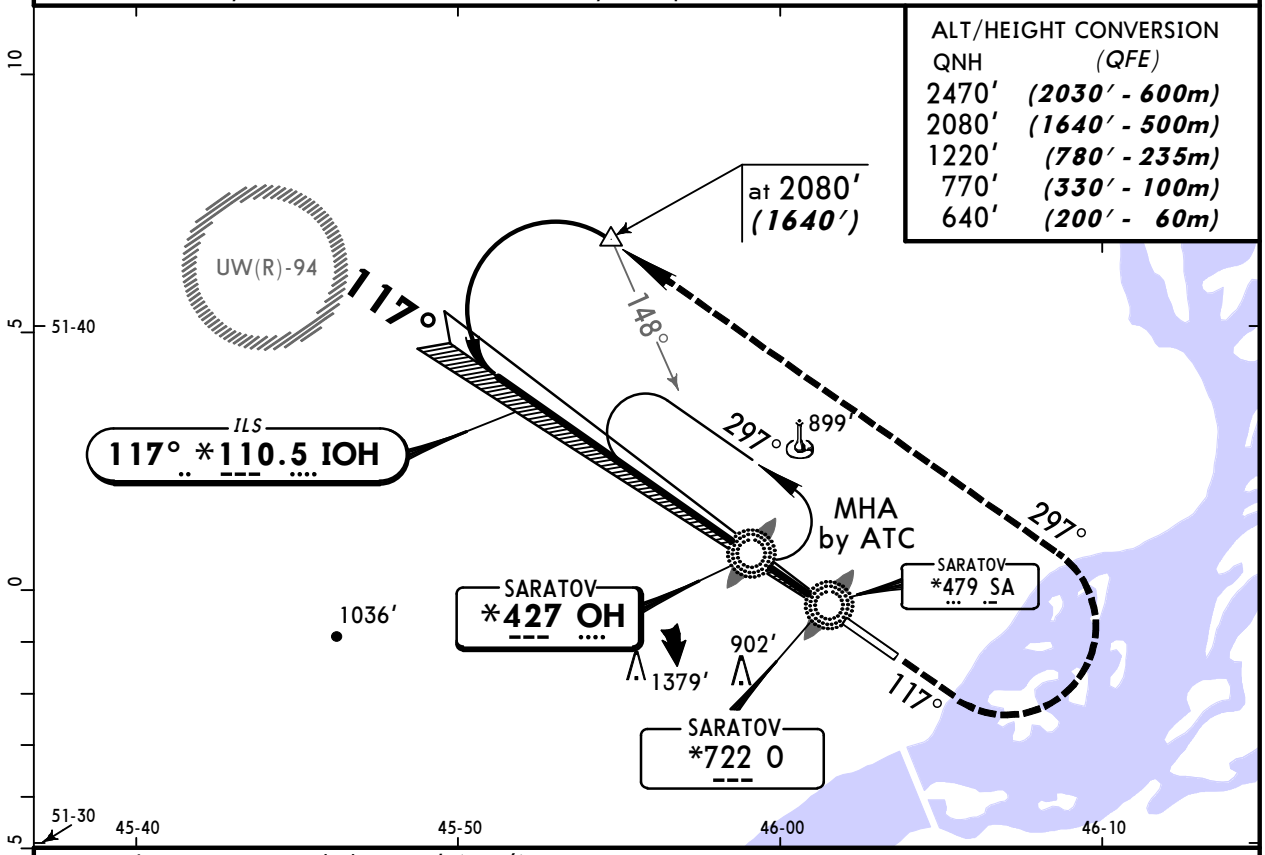
LOC IOH *110.5	*Final Apch Crs* 117°	*GS* **LOM** 1211′ *(771′)*	*ILS DA(H)* Refer to Minimums	*Apt Elev* 499′ *RWY* 440′	2500′ MSA ARP
NDB OH *427		*Minimum Alt* **LOM** 1220′ *(780′)*	*NDB MDA(H)* 850′ *(410′)*		

MISSED APCH: Climb on 117° to 770′ *(330′)*, then turn LEFT onto 297° climbing to 2080′ *(1640′)*, then according to chart.

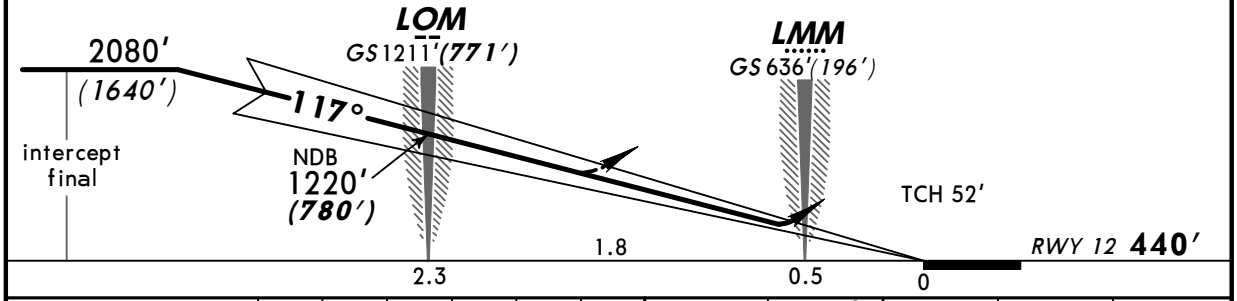
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2470′ ***(2030′)***
WARNING: Heavy turbulence with downdrafts may be expected on final.

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
2470′	***(2030′ - 600m)***
2080′	***(1640′ - 500m)***
1220′	***(780′ - 235m)***
770′	***(330′ - 100m)***
640′	***(200′ - 60m)***



NDB apch: Pass LMM not below 640′ *(200′)*.



Gnd speed-Kts	*70*	*90*	*100*	*120*	*140*	*160*	HIALS PAPI PAPI	770′ *(330′)* on 117°	297° LT	2080′ *(1640′)*
ILS GS 3.00° *or NDB Desc Grad* 5.2%	377	484	538	646	753	861				

PANS OPS

STRAIGHT-IN LANDING RWY 12

	ILS		LOC (GS out)	NDB	
	DA(H) ABC: 640′ *(200′)* D: 643′ *(203′)*			*MDA(H)* 850′ *(410′)*	
	FULL	ALS out			ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTHORIZED	*1300m*	*2100m*
B					
C					
D				*1700m*	

CHANGES: ATIS frequency established.

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UWSS/RTW TSENTRALNY

JEPPESEN 6 AUG 04 (11-2)

SARATOV, RUSSIA ILS or 2 NDB Rwy 30

ATIS	SARATOV Radar	SARATOV Start (TWR)	Ground
135.1	120.4	128.0	119.0

BRIEFING STRIP ™

LOC IDK *109.1	Final Apch Crs 297°	GS LOM 1073′ (574′)	ILS DA(H) 699′ (200′)	Apt Elev 499′
NDB DK *427		Minimum Alt LOM 1180′ (681′)	NDB MDA(H) 930′ (431′)	RWY 499′

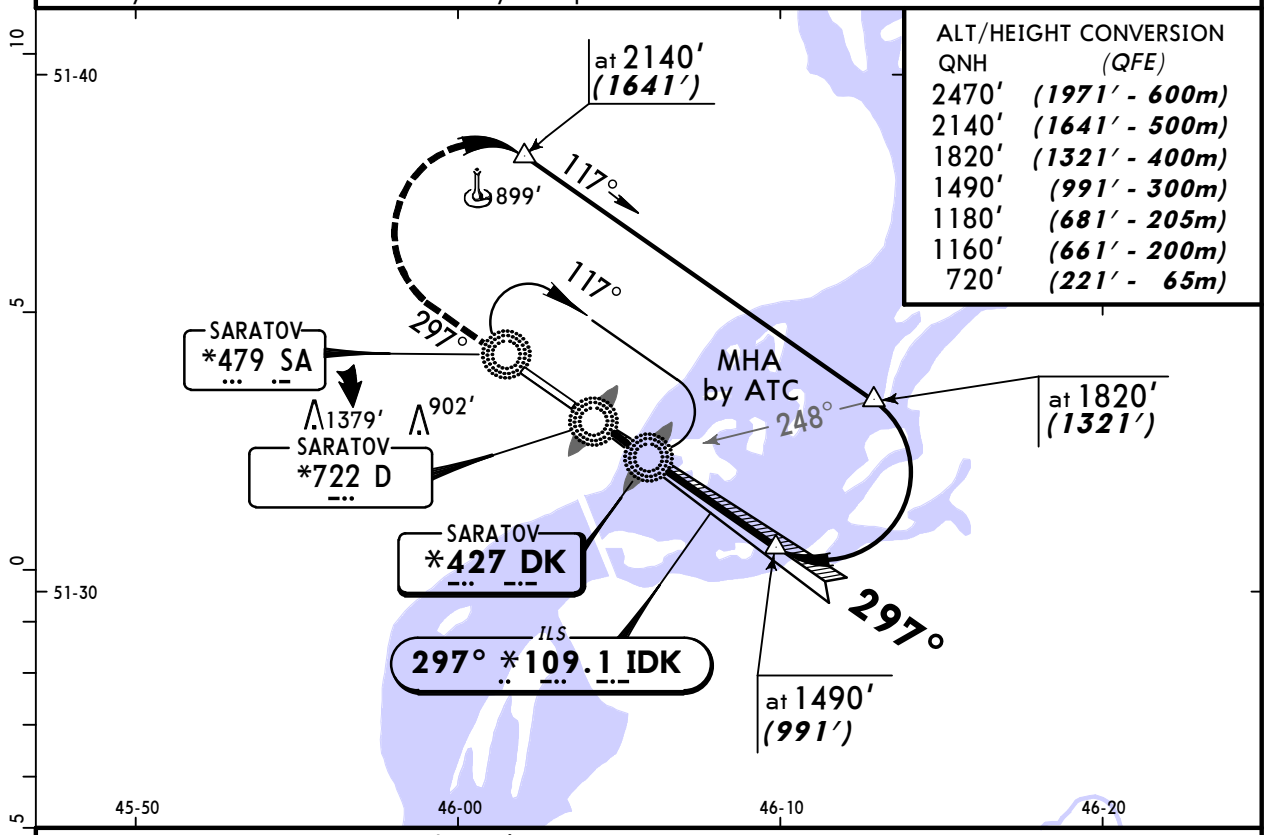
MISSED APCH: Climb on 297° to 1160′ (661′), then turn RIGHT onto 117° climbing to 2140′ (1641′), then according to chart.

2500′

MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 39 Trans alt: 2470′ (1971′)

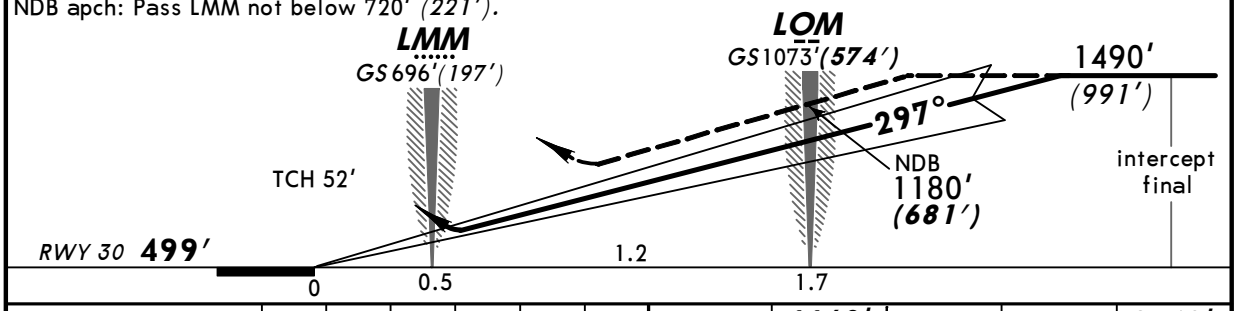
WARNING: 1. Ground Proximity Warning System is subject to brief functioning in the vicinity of LMM.
ACFT crews should strictly maintain glide path and vertical speed.
2. Heavy turbulence with downdrafts may be expected on final.



ALT/HEIGHT CONVERSION

QNH	(QFE)
2470′	(1971′ - 600m)
2140′	(1641′ - 500m)
1820′	(1321′ - 400m)
1490′	(991′ - 300m)
1180′	(681′ - 205m)
1160′	(661′ - 200m)
720′	(221′ - 65m)

NDB apch: Pass LMM not below 720′ (221′).



Gnd speed-Kts		70	90	100	120	140	160
ILS GS	2.83°	356	457	508	610	711	813
NDB Desc Grad	5.8%	411	529	587	705	822	940

PAPI

1160′ (661′) on 297°

117° RT

2140′ (1641′)

STRAIGHT-IN LANDING RWY **30**

PANS OPS

	ILS DA(H) 699′ (200′)	LOC (GS out)	NDB MDA(H) 930′ (431′)
A	1200m	NOT AUTHORIZED	2300m
B			
C			
D			2400m

CHANGES: ATIS frequency established.

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UWUU/UFA
UFA

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2710′)***

2900′ MSA ARP

GR 2, MK 2
RWY 14R ARRIVALS
FROM EAST

MIKHAYLOVKA
*770 MI
N55 04.0 E057 04.0

MAKSIM GORKY
*1255 DX
N54 18.0 E056 47.0

MHA FL89
MAX FL236
285°
No 2
105°
283°
13
CORRIDOR 5
289°
NIGIR
N54 23.5
E056 26.6

221°
29
CORRIDOR 3
320°
R042° D22.4
MITKO
N54 46.1 E056 23.6
At or above FL59
MK 2
22
R104° D21.4
18
GR 2

D3.3 RG
At FL59

UFA
*527 PT
N54 36.0 E055 49.4

UFA
D 112.3 RG
N54 32.4 E055 53.2

081°
5

Intercept final at 2020′ ***(1650′)***

D10.5 RG
N54 41.3 E055 43.6
(RG R-318)
At 2020′ ***(1650′)***

141°
137°
113°
9
296°
12
321°
096°
4

UFA
1215 P
N54 34.9 E055 50.5
At FL49 ❶

127°

❶ FL59 if pressure is less than 724 mm (965.2 hPa).

D12 RG
N54 40.4 E055 37.8
(RG R-302)
At 2340′ ***(1970′)***

N
NOT TO SCALE

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
3080′	***(2710′ - 800m)***
2340′	***(1970′ - 600m)***
2020′	***(1650′ - 500m)***

CHANGES: MIKHAYLOVKA NDB ident; MITKO & NIGIR establishd.

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UWUU/UFA
UFA

JEPPESEN
28 APR 06 (10-2A) Eff 11 May

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2710′)***

FR 2, IT 2, TN 2
RWY 14R ARRIVALS
FROM SOUTH & NORTHWEST

2900′
MSA
ARP

DYURTYULI
380 DT
N55 28.6 E054 53.6

162°
CORRIDOR 13
41

GOTEN
N54 47.6 E055 00.4
(RG R-287/D34.2)
At or above FL79

No 1
341°
4
094°
10
TN 2
12

❶ FL59 if pressure is less than 724 mm (965.2 hPa).

D20.7 RG
(RG R-295)
(109° brg to PT)
At FL49 ❶

D30.8 RG
(RG R-288)
(103° brg to PT)
At FL79

D12.3 RG
N54 40.7
E055 37.7
(RG R-303)
At 2340′ ***(1970′)***

D10.5 RG
N54 41.3 E055 43.6
(RG R-318)
At 2020′ ***(1650′)***

13
096°
141°
137°
117°
113°

Intercept final at 2020′ ***(1650′)***

D12 RG
N54 40.4 E055 37.8
(RG R-302)
At 2340′ ***(1970′)***

11

D12.3 RG
At FL49 ❶

052°
252°

UFA
*527 PT
N54 36.0 E055 49.4

30
IT 2

5
038°
235°

UFA
D 112.3 RG
N54 32.4 E055 53.2

D15 RG
At FL69

8
006°
FR 2
D20.8 R219°

176°
D20.5

DIRIS
N54 18.7 E055 26.4
At or above FL69

ITUNA
N54 12.0 E055 50.0
At or above FL89
336°

31
CORRIDOR 9
037°

036°
No 3
216°
MHA FL69
MAX FL236

SHAFRANOVO
*1049 LP
N53 58.0 E054 47.0

N
NOT TO SCALE

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2710′ - 800m)***
2340′	***(1970′ - 600m)***
2020′	***(1650′ - 500m)***

CHANGES: TAN renamed GOTEN; DIRIS established.

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UWUU/UFA
UFA

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2686′)***

GR 2, MK 2
RWY 14L ARRIVALS
FROM EAST

2900′ MSA ARP

NOT TO SCALE

❶ FL59 if pressure is less than 724 mm (965.2 hPa).

MIKHAYLOVKA *770 MI N55 04.0 E057 04.0

MAKSIM GORKY *1255 DX N54 18.0 E056 47.0

MHA FL89 MAX FL236

CORRIDOR 5 — 283° — 13 — 285° — No 2 — 105°

CORRIDOR 3 — 221° — 29

MITKO N54 46.1 E056 23.6 — At or above FL59

NIGIR N54 23.5 E056 26.6

228° — R042° — D22.4 — MK 2 — 22

289° — R104° — D21.4 — GR 2 — 18

UFA *435 R N54 34.5 E055 52.1 — At FL49 ❶

UFA *212 RG N54 36.0 E055 50.7

Intercept final at 2040′ ***(1646′)***

D3.3 RG — At FL59

080°

UFA 112.3 RG N54 32.4 E055 53.2

D9.8 RG N54 41.0 E055 46.0 (RG R-321) — At 2040′ ***(1646′)***

141° — 137° — 111° — 295° — 019° — 313° — 321° — 096°

10 — 9 — 4

D3.1 RG N54 33.2 E055 48.0 (RG R-275) — At 4340′ ***(3946′)***

D12 RG N54 40.4 E055 37.8 (RG R-302) — At 2370′ ***(1976′)***

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION (QFE)	
QNH	
4340′	***(3946′ - 1200m)***
3080′	***(2686′ - 800m)***
2370′	***(1976′ - 600m)***
2040′	***(1646′ - 500m)***

CHANGES: MIKHAYLOVKA NDB ident; MITKO & NIGIR establishd.

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UWUU/UFA
UFA

JEPPESEN
28 APR 06 (10-2C) Eff 11 May

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2686′)***

FR 2, IT 2, TN 2
RWY 14L ARRIVALS
FROM SOUTH & NORTHWEST

2900′
MSA
ARP

DYURTYULI
380 DT
N55 28.6 E054 53.6

162°
CORRIDOR 13
41
GOTEN
N54 47.6 E055 00.4
(RG R-287/D34.2)
At or above FL79

No 1
341°
4
094°
10
TN 2
13

❶ FL59 if pressure is less than 724 mm (965.2 hPa).

D20.7 RG
(RG R-295)
(107° brg to RG)
At FL49 ❶

D30.8 RG
(RG R-288)
(102° brg to RG)
At FL79

D12.6 RG
N54 41.2
E055 37.7
(RG R-304)
At 2370′ ***(1976′)***

D9.8 RG
N54 41.0 E055 46.0
(RG R-321)
At 2040′ ***(1646′)***

Intercept final at 2040′ ***(1646′)***

D12 RG
N54 40.4 E055 37.8
(RG R-302)
At 2370′ ***(1976′)***

3
096°
1
116°
111°
137°
141°

11

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL79	***FL2400m***
FL69	***FL2100m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2686′ - 800m)***
2370′	***(1976′ - 600m)***
2040′	***(1646′ - 500m)***

UFA
*212 RG
N54 36.0 E055 50.7

D12.3 RG
At FL49 ❶

053°
252°
5
040°
235°
30
IT 2

UFA
D 112.3 RG
N54 32.4 E055 53.2

D15 RG
At FL69

006°
8
FR 2
D20.8 R219°

DIRIS
N54 18.7 E055 26.4
At or above FL69

N
NOT TO SCALE

336°
D20.5 176°

ITUNA
N54 12.0 E055 50.0
At or above FL89

31
CORRIDOR 9
037°

SHAFRANOVO
*1049 LP
N53 58.0 E054 47.0

036°
No 3
216°
MHA FL69
MAX FL236

CHANGES: TAN renamed GOTEN; DIRIS established.

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UWUU/UFA
UFA

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2675′)***

GR 4, MK 4
RWY 32R ARRIVALS
FROM EAST

2900′
MSA
ARP

N
NOT TO SCALE

MIKHAYLOVKA
*770 MI
N55 04.0 E057 04.0

207°
32
CORRIDOR 3

AGLOT
N54 39.5 E056 29.3
At FL59

UFA
D 112.3 RG
N54 32.4 E055 53.2

UFA
*212 LZ
N54 31.1 E055 55.3

061° D22.1
210°
19
MK 4

Intercept final at 2050′ ***(1645′)***

316°
321°
301°

D11.5 RG
N54 24.9 E056 08.0
(RG R-121)
At 2380′ ***(1975′)***

D8.9 RG
N54 25.2 E056 02.1
(RG R-134)
At 2050′ ***(1645′)***

4
28
GR 4

MAKSIM GORKY
*1255 DX
N54 18.0 E056 47.0

276°
No 2
105°
MHA FL89
MAX FL236
285°

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2675′ - 800m)***
2380′	***(1975′ - 600m)***
2050′	***(1645′ - 500m)***

❶ Trans level shall be reached at 13.5 NM before intercepting final.

CHANGES: MIKHAYLOVKA NDB ident; AGLOT established.

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UFA

JEPPESEN
28 APR 06 (10-2E) Eff 11 May

UFA, RUSSIA
STAR

ATIS	Apt Elev	
124.8	448′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2675′)***

IT 4, TN 4
RWY 32R ARRIVALS
FROM SOUTH & NORTHWEST

2900′
MSA
ARP

DYURTYULI
380 DT
N55 28.6 E054 53.6

162°
CORRIDOR 13
41
GOTEN
N54 47.6 E055 00.4
(RG R-287/D34.2)
At or above FL79

No 1
341°
118°
18
D17.1 RG
At FL79

274°
096°
5
TN 4
D12.4 RG
At FL59

UFA
D 112.3 RG
N54 32.4 E055 53.2

UFA
*212 LZ
N54 31.1 E055 55.3

263°
088°

D8.2 RG
N54 25.2
E055 59.8
(RG R-142)
At 2050′ ***(1645′)***

Intercept final at 2050′ ***(1645′)***

18
321°
326°
339°
162°
349°
3
900
2

D10.6 RG
N54 21.9 E055 55.6
At 2380′ ***(1975′)***

D10.6 RG
N54 22.3
E055 58.3
(RG R-154)
At 2380′ ***(1975′)***

1
2
IT 4
D20.5
176°
015°

ITUNA
N54 12.0 E055 50.0
At or above FL49 ❶

❶ FL59 if pressure is less than 724 mm (965.2 hPa).
❷ Trans level shall be reached at 13.5 NM before intercepting final.

N
NOT TO SCALE

FL CONVERSION

FL79	***FL2400m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3080′	***(2675′ - 800m)***
2380′	***(1975′ - 600m)***
2050′	***(1645′ - 500m)***

CHANGES: TAN renamed GOTEN.

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UWUU/UFA
UFA

UFA, RUSSIA
STAR

ATIS	Apt Elev
124.8	448′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2632′)***

GR 4, MK 4
RWY 32L ARRIVALS
FROM EAST

2900′
MSA
ARP

N
NOT TO SCALE

MIKHAYLOVKA
*770 MI
N55 04.0 E057 04.0

207°
32
CORRIDOR 3

AGLOT
N54 39.5 E056 29.3
At FL59

UFA
D 112.3 RG
N54 32.4 E055 53.2

061°
D22.1

210°
19
MK 4

UFA
*527 NM
N54 30.8 E055 54.5

Intercept final at 2090′ ***(1642′)***

317°
321°

296°

D11.5 RG
N54 24.9 E056 08.0
(RG R-121)
At 2420′ ***(1972′)***

MAKSIM GORKY
*1255 DX
N54 18.0 E056 47.0

28
GR 4
1

D8.7 RG
N54 25.3 E056 01.9
(RG R-135)
At 2090′ ***(1642′)***

276°
105°
No 2
MHA FL89
MAX FL236
285°

FL CONVERSION	
FL236	***FL7200m***
FL89	***FL2700m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2632′ - 800m)***
2420′	***(1972′ - 600m)***
2090′	***(1642′ - 500m)***

1 Trans level shall be reached at 13.5 NM before intercepting final.

CHANGES: MIKHAYLOVKA NDB ident; AGLOT established.

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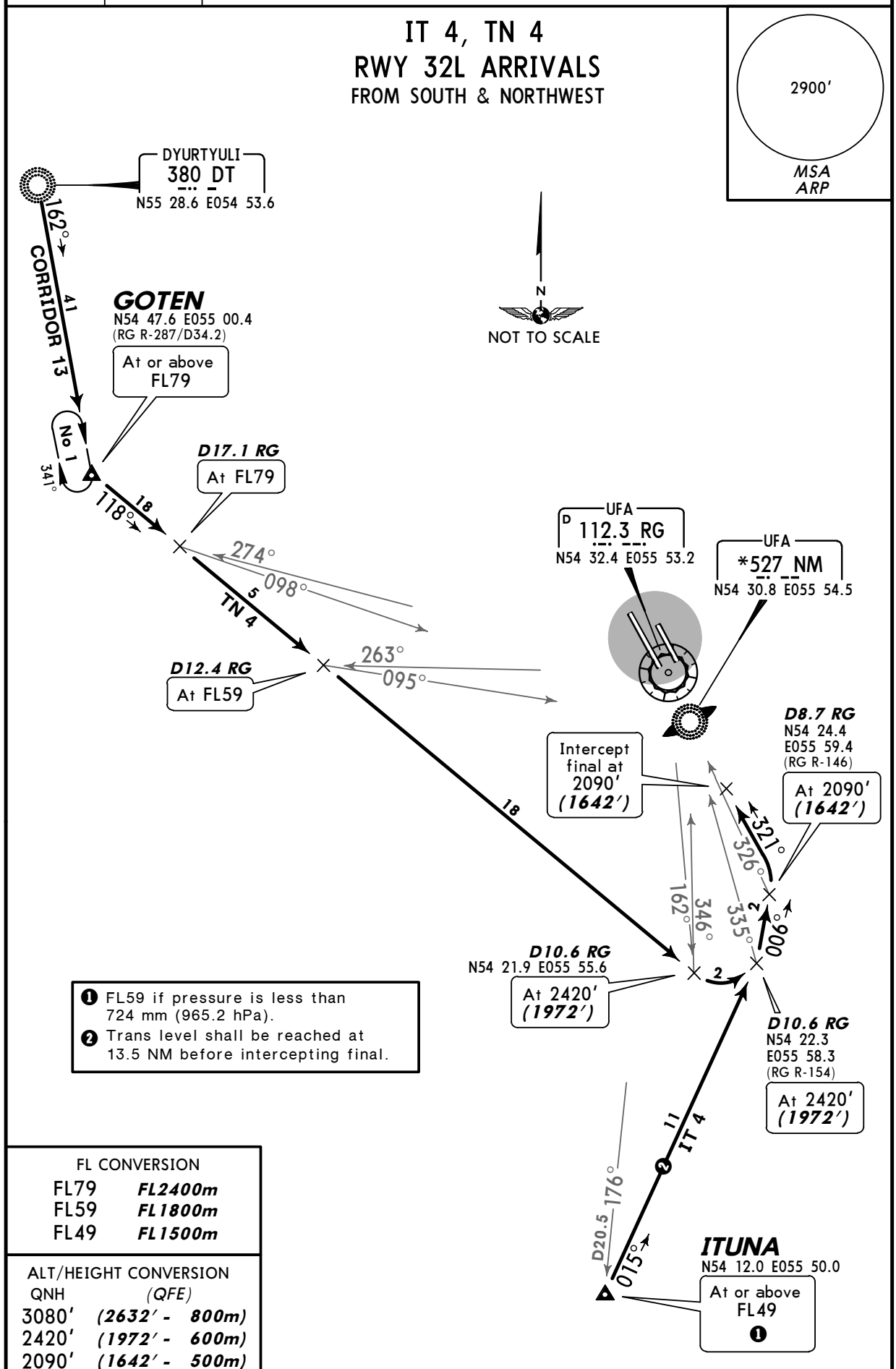
UWUU/UFA
UFA

JEPPESEN
28 APR 06 (10-2G) Eff 11 May

UFA, RUSSIA
STAR

ATIS	Apt Elev	
124.8	448′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2632′)***

IT 4, TN 4
RWY 32L ARRIVALS
FROM SOUTH & NORTHWEST



1. FL59 if pressure is less than 724 mm (965.2 hPa).
2. Trans level shall be reached at 13.5 NM before intercepting final.

FL CONVERSION	
FL79	***FL2400m***
FL59	***FL1800m***
FL49	***FL1500m***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3080′	***(2632′ - 800m)***
2420′	***(1972′ - 600m)***
2090′	***(1642′ - 500m)***

CHANGES: TAN renamed GOTEN.

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UWUU/UFA
UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2710′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

DR 1A, DR 1B, IT 1, KT 1
RWY 14R DEPARTURES

DYURTYULI
380 DT
N55 28.6 E054 53.6
(RG R-319/D66)

CORRIDOR 1
42

N
NOT TO SCALE

SULEK
N54 51.2 E055 27.4

❶ Crossings depend on aircraft type.

D24
312°

DR 1A, 1B
24

UFA
D 112.3 RG
N54 32.4 E055 53.2

UFA
*527 NM
N54 30.8 E055 54.5
At or above
1030′ ***(660′)***

D16.3 RG
(RG R-249)
❶
At or below
FL59
or
At or above
FL89

NEKAR
N54 30.4 E054 58.2
At or above
FL69

D3.9 RG
(RG R-227)
At or above
FL59

141°
2

DR 1A
DR 1B

D59.2 RG
N54 28.4
E054 11.9

27.1
33
D32.1
257°
16
6
13
KT 1
265°
8
10
321°
2
179°

CORRIDOR 10

TIVOR
N54 25.6 E053 15.1

D10.7 RG
(RG R-240)
❶
At or below
FL59
or
At or above
FL89

RADIUS
1.9

N54 28.6
E055 56.6
At or above
2020′
(1650′)

D20.5
176°
19
IT 1

ITUNA
N54 12.0 E055 50.0
At or above
FL69

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(660′ - 200m)***
2020′	***(1650′ - 500m)***
3080′	***(2710′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

CHANGES: SIDs revised.

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UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2710′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

LU 1, PK 1
RWY 14R DEPARTURES

PIKOR
N55 12.0 E056 15.0

007° D41.6

CORRIDOR 2B
26

337°

N
NOT TO SCALE

MITKO
N54 46.1 E056 23.6
At or above FL59

042° D22.4

AGLOT
N54 39.5 E056 29.3
At or above FL79

URANA
N54 59.3
E058 16.8

44

21.6
059° CORRIDOR 4

D43.7 RG
N54 46.2
E057 04.7

UFA
D 112.3 RG
N54 32.4 E055 53.2

24
PK 1

061° D22.1

14
LU 1

078°

141°

031°

9

052°

D8.4 RG
At or below FL59

UFA
*527 NM
N54 30.8 E055 54.5
❶ At or above 1030′ ***(660′)***

❶ **WARNING**
During daytime start turn at or above 1360′ ***(990′).***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1030′	***(660′ - 200m)***
1360′	***(990′ - 300m)***
3080′	***(2710′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

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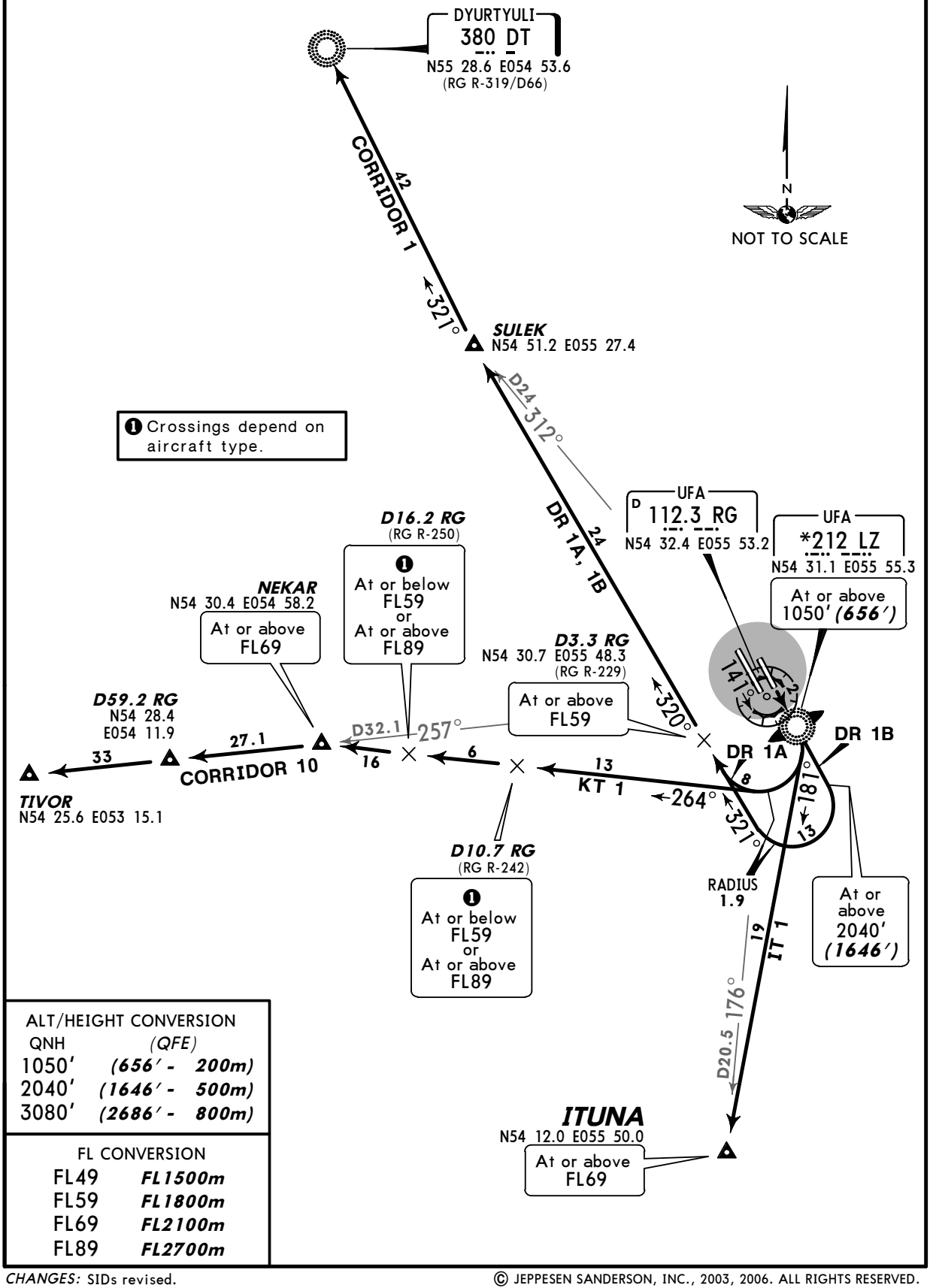
UWUU/UFA
UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2686′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

DR 1A, DR 1B, IT 1, KT 1
RWY 14L DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(656′ - 200m)***
2040′	***(1646′ - 500m)***
3080′	***(2686′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL89	***FL2700m***

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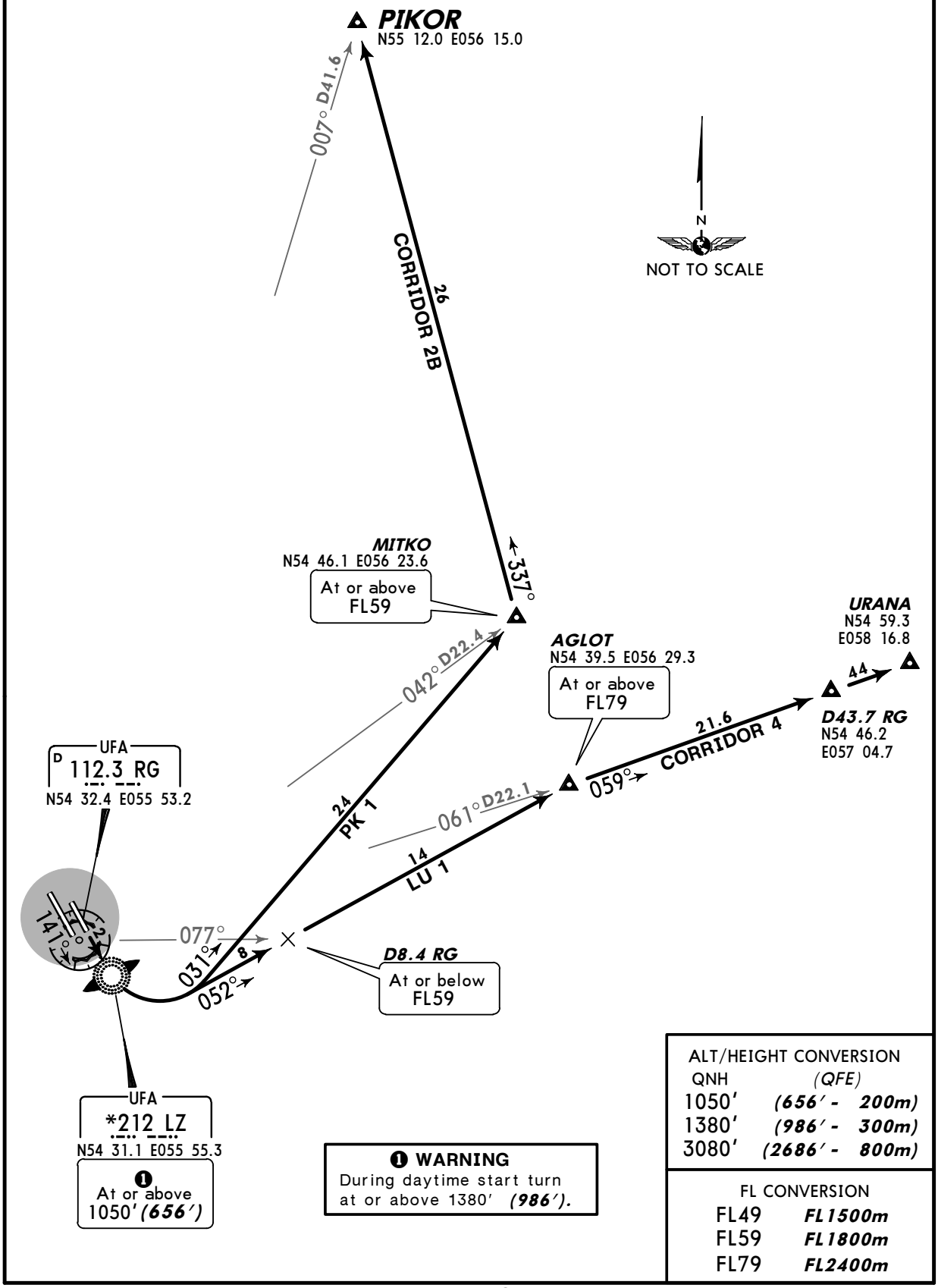
UWUU/UFA
UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2686′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

LU 1, PK 1
RWY 14L DEPARTURES



1 WARNING
During daytime start turn at or above 1380′ ***(986′).***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(656′ - 200m)***
1380′	***(986′ - 300m)***
3080′	***(2686′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

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SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2) Trans alt: 3080′ ***(2675′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

DR 3, FR 3, IT 3A, IT 3B
RWY 32R DEPARTURES

DYURTYULI
380 DT
N55 28.6 E054 53.6
(RG R-319/D66)

CORRIDOR 1 42
321°

SULEK
N54 51.2 E055 27.4

D24 312°
DR 3 20
308°

UFA
*212 RG
N54 36.0 E055 50.7
At or above
1070′ ***(665′)***

WARNING - SID IT 3B
During daytime start turn at or above 1390′ ***(985′).***

ALT/HEIGHT CONVERSION

QNH	(QFE)
1070′	***(665′ - 200m)***
1390′	***(985′ - 300m)***
3080′	***(2675′ - 800m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***

D4.9 RG
At or above
FL59

202°
7
RADIUS 1.9
RADIUS 1.9
2
321°
13
179°
271°

UFA
P 112.3 RG
N54 32.4 E055 53.2

163°
179°

UFA
*212 LZ
N54 31.1 E055 55.3
At or above
FL59

25 FR 3
22 IT 3A
19 IT 3B

DIRIS
N54 18.7 E055 26.4
At or above
FL69

D20.8 219°
D20.5 176°
217°
31 CORRIDOR 9

ITUNA
N54 12.0 E055 50.0
At or above
FL69

SHAFRANOVO
*1049 LP
N53 58.0 E054 47.0

N
NOT TO SCALE

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UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2675′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

KT 3, LU 3, PK 3
RWY 32R DEPARTURES

PIKOR N55 12.0 E056 15.0

URANA N54 59.3 E058 16.8

D43.7 RG N54 46.2 E057 04.7

AGLOT N54 39.5 E056 29.3

D13.5 RG (RG R-059)

D5.8 RG N54 35.5 E056 01.6 (RG R-047)

D21.2 RG N54 49.1 E055 30.6

D11.3 RG

D16.6 RG

NEKAR N54 30.4 E054 58.2

D59.2 RG N54 28.4 E054 11.9

TIVOR N54 25.6 E053 15.1

CORRIDOR 2

CORRIDOR 4

CORRIDOR 10

LU 3

PK 3

KT 3

UFA *212 RG N54 36.0 E055 50.7

UFA *212 LZ N54 31.1 E055 55.3

UFA D 112.3 RG N54 32.4 E055 53.2

❶ **WARNING - SID LU 3**
During daytime start turn at or above 1390′ ***(985′)***.

❶ At or above 1070′ ***(665′)***

At or above FL79

At or above FL59

❷ At or below FL59 or At or above FL98

❷ At or below FL59 or At or above FL98

At or above FL69

❷ Crossings depend on aircraft type.

2900′ MSA ARP

NOT TO SCALE

ALT/HEIGHT CONVERSION (QFE)	
QNH	
1070′	***(665′ - 200m)***
1390′	***(985′ - 300m)***
3080′	***(2675′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***
FL79	***FL2400m***
FL98	***FL3000m***

CHANGES: SIDs revised.

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UFA

UFA, RUSSIA
SID

Apt Elev	
448′	QNH on request **(QFE)** Trans level: FL49 FL59 if pressure is less than 724 mm (965.2 hPa) Trans alt: 3080′ ***(2632′)*** Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

2900′
MSA
ARP

DR 3, FR 3, IT 3A, IT 3B
RWY 32L DEPARTURES

DYURTYULI
380 DT
N55 28.6 E054 53.6
(RG R-319/D66)

CORRIDOR 1 42 ←321°

SULEK
N54 51.2 E055 27.4
(RG R-312/D24)

DR 3 19 ←309°

RADIUS 1.9

UFA
*527 PT
N54 36.0 E055 49.4
❶ At or above 1110′ ***(662′)***

❶ **WARNING - SID IT 3B**
During daytime start turn at or above 1440′ ***(992′).***

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1110′	***(662′ - 200m)***
1440′	***(992′ - 300m)***
3080′	***(2632′ - 800m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL69	***FL2100m***

D5.6 RG
At or above FL59

←200° 7
←270°
160°
176° 13
178°
←321° 2

UFA
D 112.3 RG
N54 32.4 E055 53.2

UFA
*527 NM
N54 30.8 E055 54.5
At or above FL59

FR 3 24 ←219°

IT 3A 22

IT 3B 19

DIRIS
N54 18.7 E055 26.4
At or above FL69

D20.8 ←217°

CORRIDOR 9 31

SHAFRANOVO
*1049 LP
N53 58.0 E054 47.0

N
NOT TO SCALE

ITUNA
N54 12.0 E055 50.0
(RG R-176/D20.5)
At or above FL69

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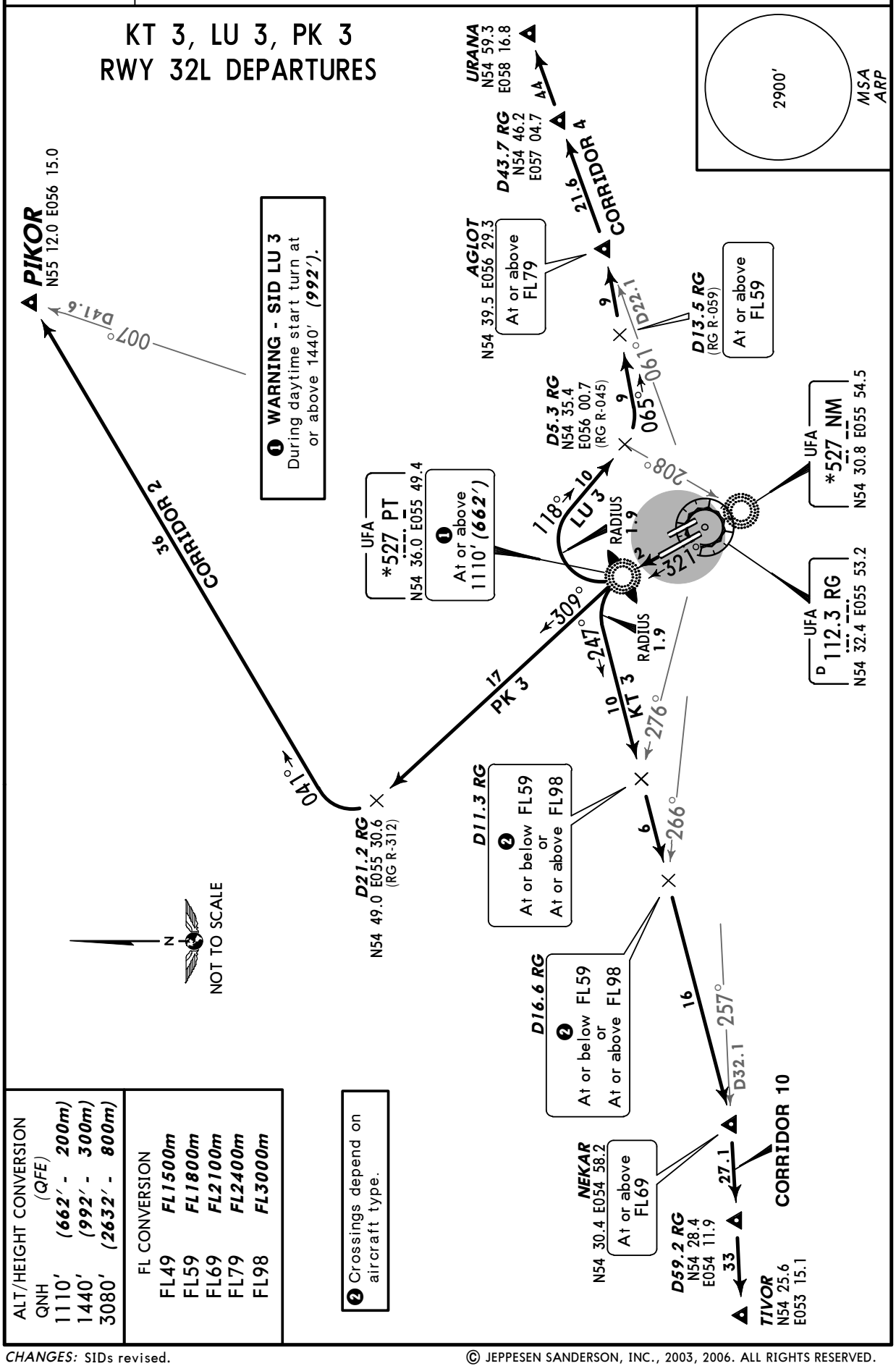
UWUU/UFA
UFA

UFA, RUSSIA
SID

Apt Elev
448′

QNH on request **(QFE)**
Trans level: FL49
FL59 if pressure is less than 724 mm (965.2 hPa)
Trans alt: 3080′ ***(2632′)***
Take-off should be carried out according to noise abatement procedures and flight to be conducted in accordance with aircraft performance requirements.

KT 3, LU 3, PK 3
RWY 32L DEPARTURES



ALT/HEIGHT CONVERSION	(QFE)
QNH	
1110′	(662′ - 200m)
1440′	(992′ - 300m)
3080′	(2632′ - 800m)

FL CONVERSION	
FL49	FL1500m
FL59	FL1800m
FL69	FL2100m
FL79	FL2400m
FL98	FL3000m

❷ Crossings depend on aircraft type.

CHANGES: SIDs revised.

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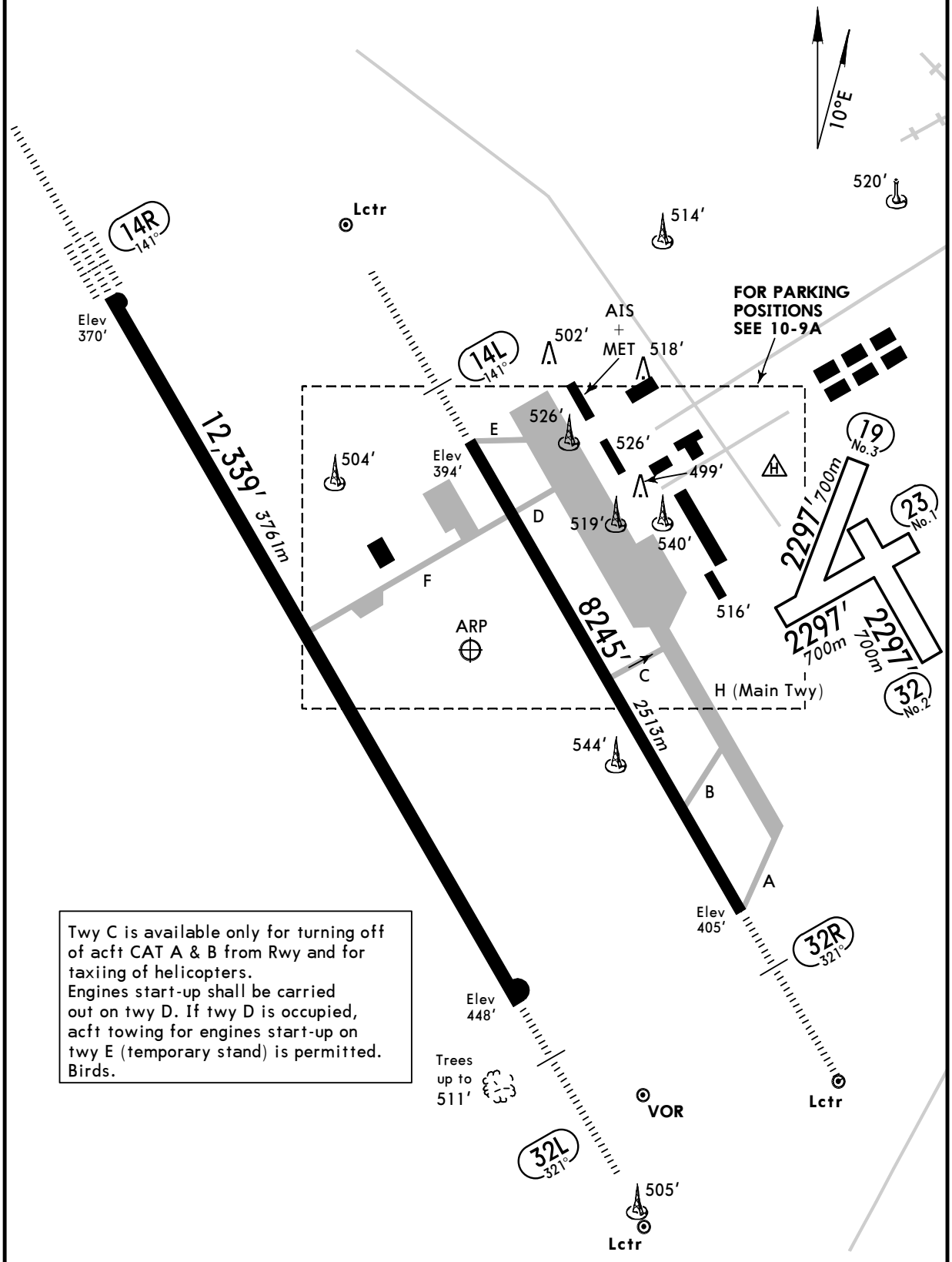
Apt Elev **448′**
N54 33.4 E055 52.5

JEPPESEN
6 JAN 06 (10-9) **Eff 19 Jan**

UFA, RUSSIA

UFA

ATIS	UFA Taxiing (GND)	Start (TWR)
124.8	119.0	120.9



CHANGES: Communications. Twy 6 renamed F.

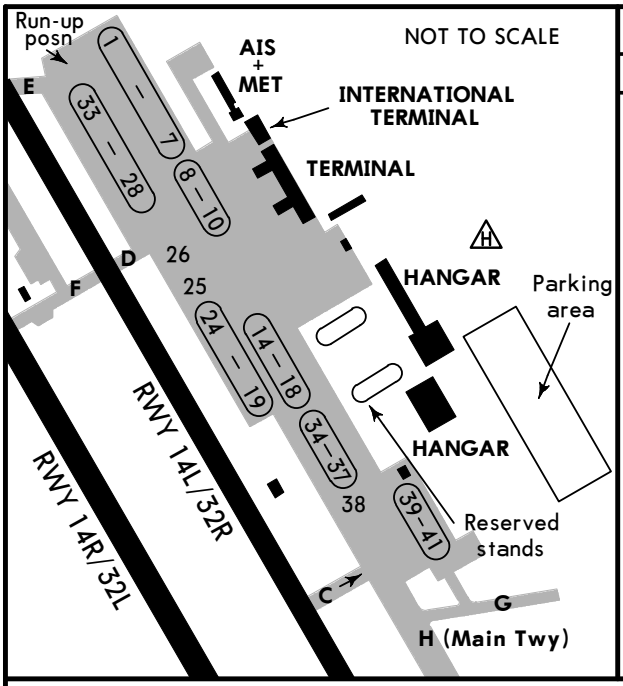
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UFA, RUSSIA

UFA



INS COORDINATES

STAND No.	COORDINATES
1	N54 34.1 E055 52.9
2 thru 5	N54 34.0 E055 52.9
6, 7	N54 34.0 E055 53.0
8 thru 10	N54 33.9 E055 53.0
14, 15	N54 33.8 E055 53.1
16 thru 18	N54 33.7 E055 53.2
19 thru 22	N54 33.7 E055 53.1
23	N54 33.8 E055 53.1
24 thru 26	N54 33.8 E055 53.0
28 thru 30	N54 33.9 E055 52.9
31, 32	N54 33.9 E055 52.8
33	N54 34.0 E055 52.8

GENERAL

Rwy 14R is approved for CAT II operations, special aircrew and acft certification required.
Acft stands are used for parking of helicopters.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14L 32R	HIRL *(57m)* HIALS PAPI-L (angle 2.66°) RVR		7179′ *2188m* 7097′ *2163m*		164′ *50m*
14R	HIRL *(60m)* CL *(15m)* HIALS-II TDZ RVR		11,348′ *3459m*		197′ *60m*
32L	HIRL *(60m)* CL *(15m)* HIALS RVR				
19					328′ *100m*
23					328′ *100m*
32					328′ *100m*

TAKE-OFF

AIR CARRIER (JAA)

	Rwy 14R/32L LVP must be in force RL & CL	All Rwys LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A B C	*200m (150m)*	*250m*	*400m*
D	*250m (200m)*	*300m*	

CHANGES: Twy 6 renamed F. Stands added.

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UFA

STRAIGHT-IN RWY		A	B	C	D
14L	ILS	**594′**(200′)	**594′**(200′)	**594′**(200′)	**594′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**750′**(356′)	**750′**(356′)	**750′**(356′)	**750′**(356′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
14R	CAT II ILS	**470′**(100′)	**470′**(100′)	**470′**(100′)	**470′**(100′)
		RA113′ R350m	**RA113′ R350m**	**RA113′ R350m**	**RA113′ R350m**
	ILS	**570′**(200′)	**570′**(200′)	**570′**(200′)	**570′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**680′**(310′)	**680′**(310′)	**680′**(310′)	**680′**(310′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
32L	2 NDB	**760′**(312′)	**760′**(312′)	**760′**(312′)	**760′**(312′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
32R	ILS	**605′**(200′)	**605′**(200′)	**605′**(200′)	**605′**(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB	**760′**(355′)	**760′**(355′)	**760′**(355′)	**760′**(355′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 14R, 32L

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

TAKE-OFF RWY 14L, 32R

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

CHANGES: Minimums.

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JEPPESEN 5 AUG 05 (11-1)

UFA, RUSSIA
ILS or 2 NDB Rwy 14L

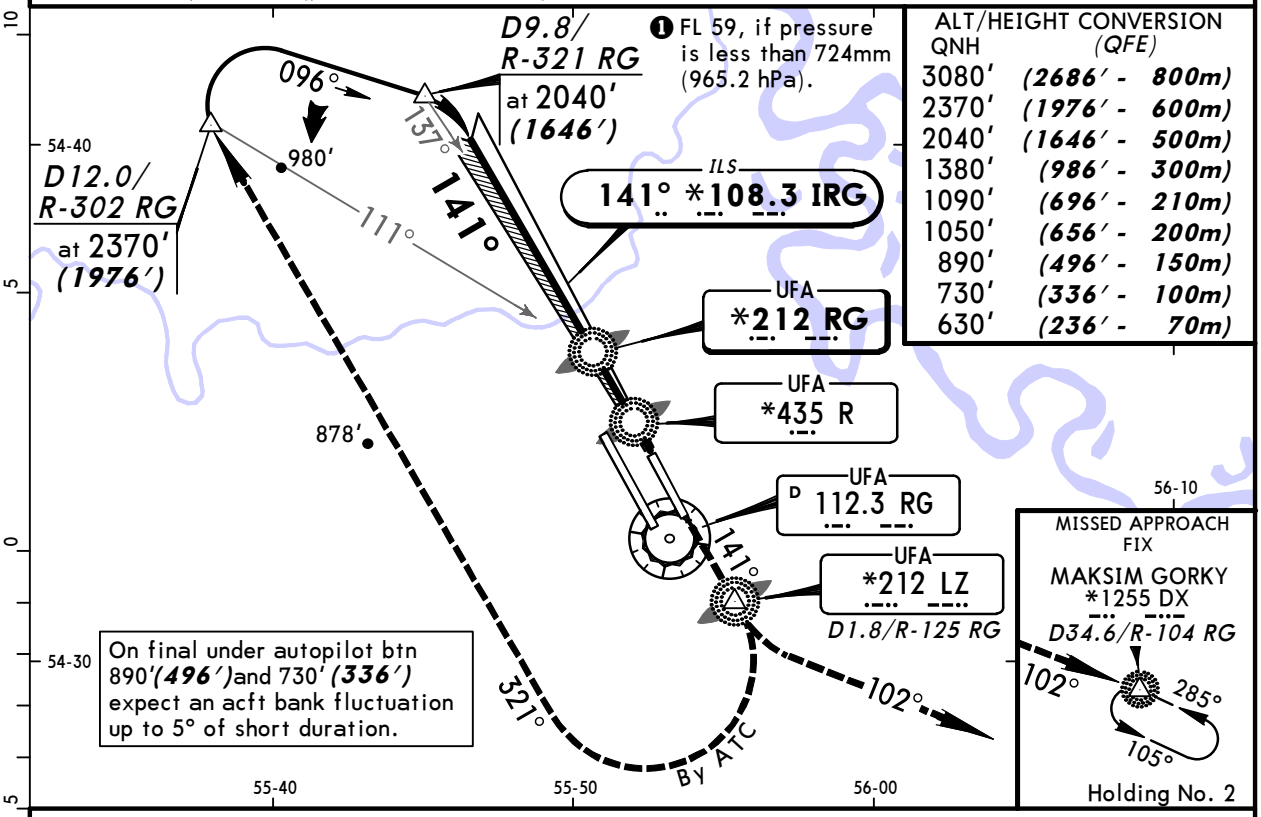
ATIS	UFA Control (APP) 290°T - 082°T	UFA Control (APP) 082°T - 290°T	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
124.8	126.0	125.3	120.9	120.9	119.0

BRIEFING STRIP™

LOC IRG *108.3	Final Apch Crs 141°	GS RG LOM 1083′(689′)	ILS DA(H) 594′(200′)	Apt Elev 448′ RWY 394′	2900′ MSA ARP
NDB RG *212		Minimum Alt RG LOM 1090′(696′)	NDB MDA(H) 750′(356′)		

MISSED APCH: Climb on 141° to 1050′(656′) or above to LZ LOM (D1.8/R-125 RG), then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing LZ LOM (D1.8/R-125 RG) at 1050′ (656′) or above turn RIGHT onto 321° climbing to 2370′(1976′), then according to chart.
During daytime initiate turn towards holding No. 2 at 1380′ (986′) or above.

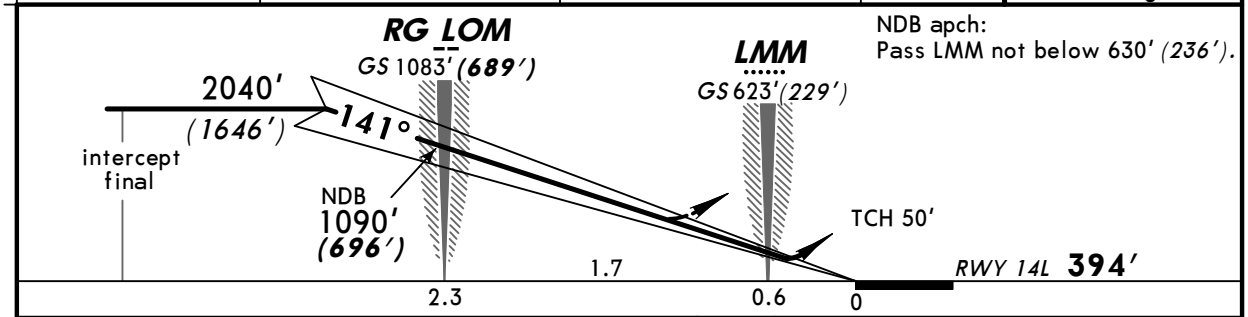
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3080′(2686′)



❶ FL 59, if pressure is less than 724mm (965.2 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2686′ - 800m)
2370′	(1976′ - 600m)
2040′	(1646′ - 500m)
1380′	(986′ - 300m)
1090′	(696′ - 210m)
1050′	(656′ - 200m)
890′	(496′ - 150m)
730′	(336′ - 100m)
630′	(236′ - 70m)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769

HIALS PAPI

1050′ (656′) or above on 141°

LZ LOM 212

STRAIGHT-IN LANDING RWY 14L

PANS OPS

	ILS DA(H) 594′(200′) FULL	ILS DA(H) 594′(200′) ALS out	LOC (GS out)	NDB MDA(H) 750′(356′)	NDB MDA(H) 750′(356′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Communications.

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UWUU/UFA
UFA

JEPPESEN 5 AUG 05 (11-2)

UFA, RUSSIA
ILS or 2 NDB Rwy 14R

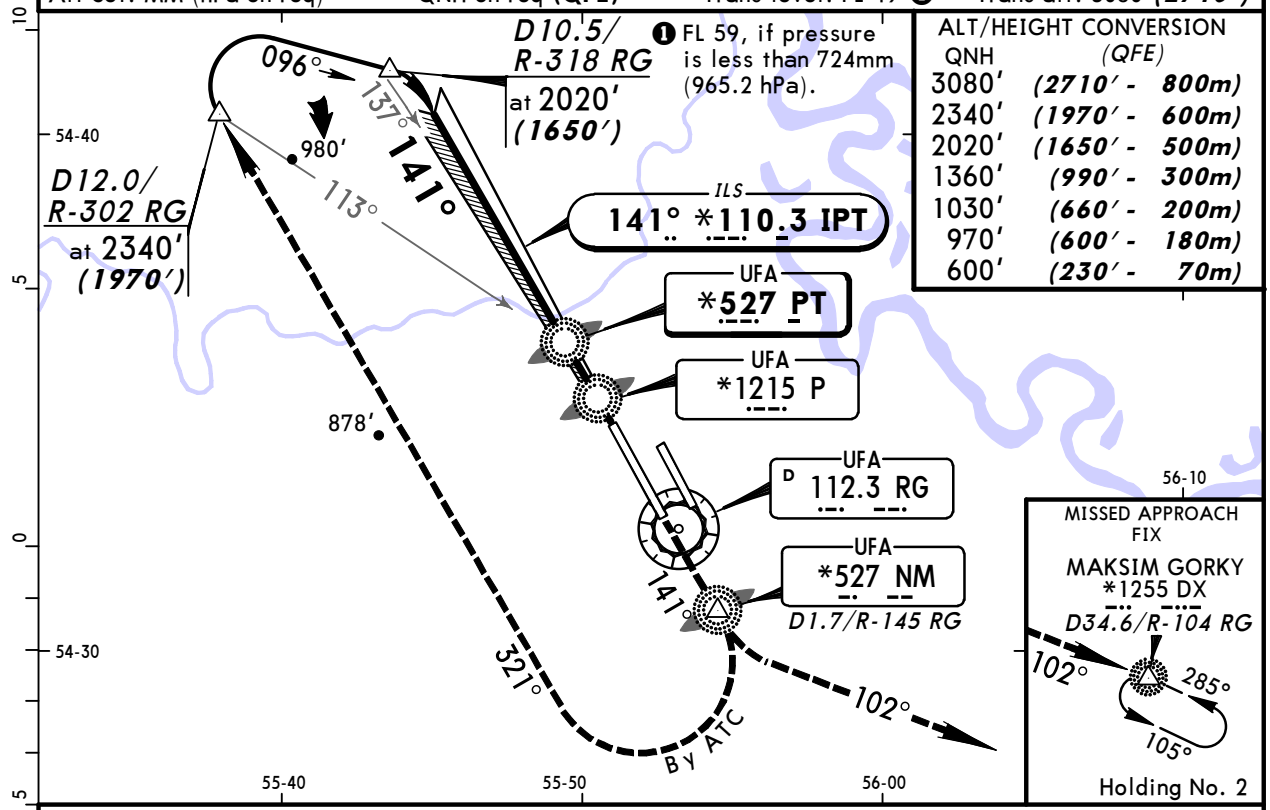
ATIS	UFA Control (APP) 290°T - 082°T	UFA Control (APP) 082°T - 290°T	UFA Krug (Radar)	UFA Tower	UFA Start (TWR)	Ground
124.8	126.0	125.3	120.9	119.4	119.4	119.0

BRIEFING STRIP™

LOC IPT *110.3	Final Apch Crs 141°	GS PT LOM 961′(591′)	ILS DA(H) 570′(200′)	Apt Elev 448′ RWY 370′	2900′ MSA ARP
NDB PT *527		Minimum Alt PT LOM 970′(600′)	NDB MDA(H) 680′(310′)		

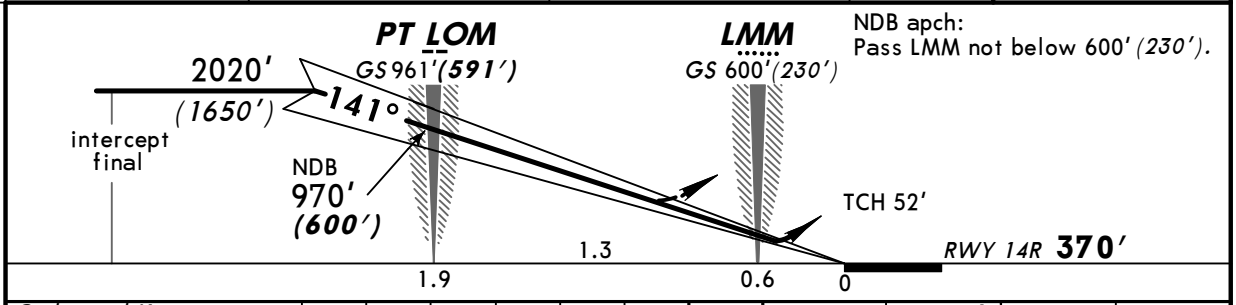
MISSED APCH: Climb on 141° to 1030′ (660′) or above to NM LOM (D1.7/R-145 RG), then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing NM LOM (D1.7/R-145 RG) at 1030′ (660′) or above, turn RIGHT onto 321° climbing to 2340′ (1970′), then according to chart.
During daytime initiate turn towards holding No. 2 at 1360′ (990′) or above.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3080′(2710′)



ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2710′ - 800m)
2340′	(1970′ - 600m)
2020′	(1650′ - 500m)
1360′	(990′ - 300m)
1030′	(660′ - 200m)
970′	(600′ - 180m)
600′	(230′ - 70m)



NDB apch:
Pass LMM not below 600′ (230′).

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769

HIALS-II

1030′ (660′) or above on 141°

NM LOM 527

STRAIGHT-IN LANDING RWY 14R

	ILS DA(H) 570′(200′)			LOC (GS out)	NDB MDA(H) 680′(310′)		
	FULL	TDZ or CL out	ALS out			ALS out	
A	1200m			NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m	
B							
C							
D					RVR 1500m VIS 1600m		

PANS OPS

CHANGES: Communications.

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UWUU/UFA
UFA

JEPPESEN 5 AUG 05 (11-2A)

UFA, RUSSIA
CAT II ILS Rwy 14R

BRIEFING STRIP™

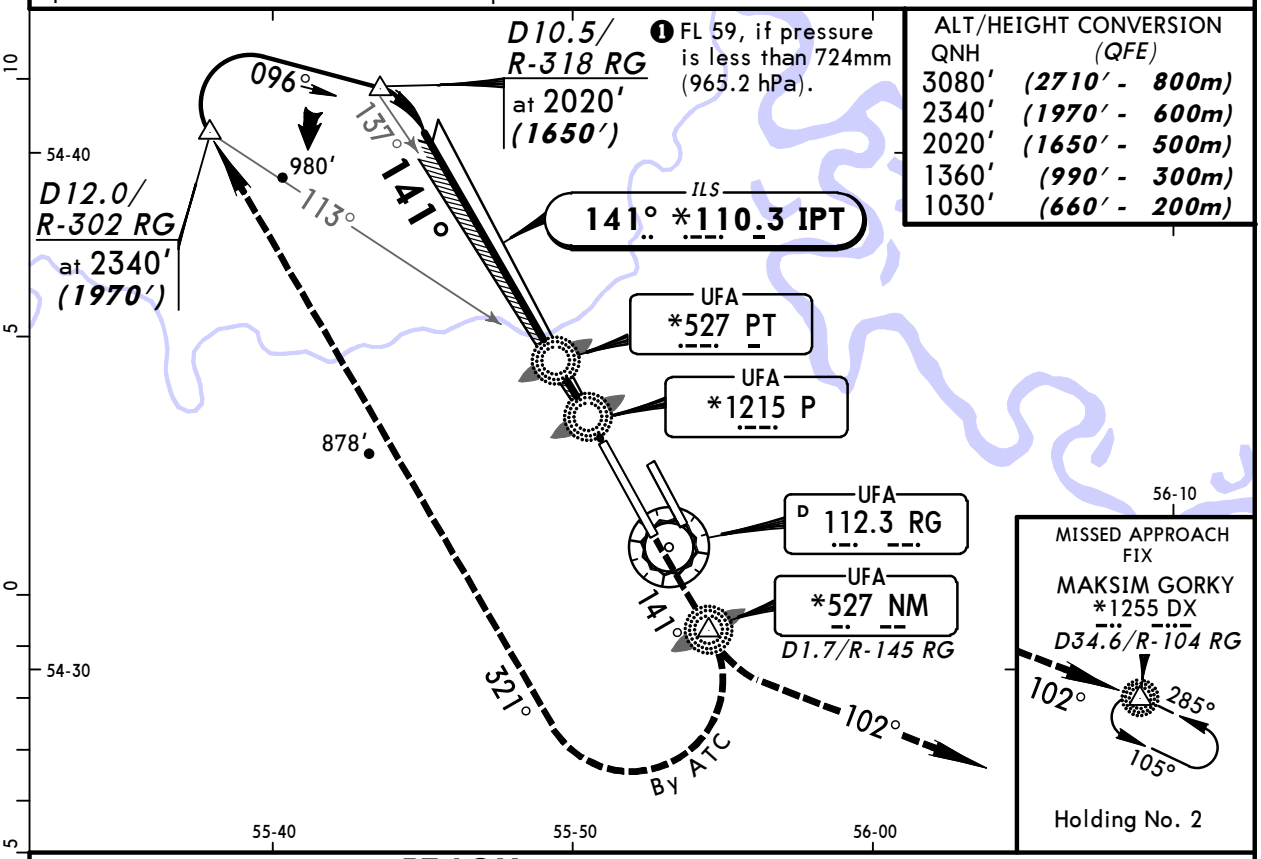
ATIS	UFA Control (APP) 290°T - 082°T	UFA Control (APP) 082°T - 290°T	UFA Krug (Radar)	UFA Tower	UFA Start (TWR)	Ground
124.8	126.0	125.3	120.9	119.4	119.4	119.0

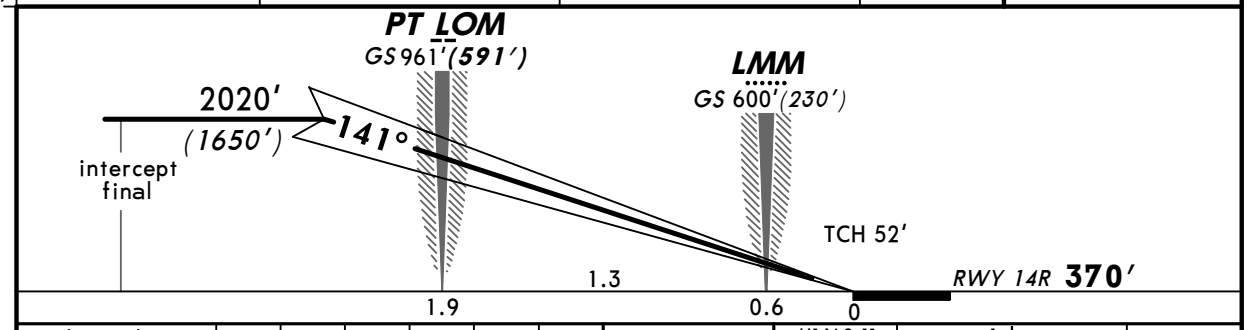
LOC IPT	Final Apch Crs	GS PT LOM	CAT II ILS RA 113′ DA(H) 470′ (100′)	Apt Elev 448′ RWY 370′
*110.3	141°	961′ (591′)		

2900′
MSA ARP

MISSED APCH: Climb on 141° to 1030′ (660′) or above to NM LOM (D1.7/R-145 RG), then turn LEFT onto 102° climbing to FL 69 to join holding No. 2 over DX NDB, or by ATC: After crossing NM LOM (D1.7/R-145 RG) at 1030′ (660′) or above, turn RIGHT onto 321° climbing to 2340′ (1970′), then according to chart.
During daytime initiate turn towards holding No. 2 at 1360′ (990′) or above.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 49 ❶ Trans alt: 3080′ (2710′)
Special Aircrew & Acft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 2.67°	336	433	481	577	673	769

HIALS-II

1030′ (660′) or above on 141°

NM LOM 527

STRAIGHT-IN LANDING RWY 14R
CAT II ILS
ABCD
RA 113′
DA(H) 470′ (100′)

PANS OPS

RVR 350m

CHANGES: Communications.

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UWUU/UFA
UFA

JEPPESEN
28 APR 06
Eff 11 May
11-3

UFA, RUSSIA
ILS or 2 NDB Rwy 32R

ATIS	UFA Control (APP) 290°T - 082°T	UFA Control (APP) 082°T - 290°T	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
124.8	126.0	125.3	120.9	120.9	119.0

BRIEFING STRIP™

LOC ILZ *109.1	Final Apch Crs 321°	GS LZ LOM 995′(590′)	ILS DA(H) 605′(200′)	Apt Elev 448′ RWY 405′	2900′ MSA ARP
NDB LZ *212		Minimum Alt LZ LOM 1000′(595′)	NDB MDA(H) 760′(355′)		

MISSED APCH: Climb on 321° to 1070′ *(665′)* or above to RG LOM (D3.9/R-328 RG), then turn LEFT onto 282° climbing to FL 79 to join holding No. 1, or by ATC: After crossing RG LOM (D3.9/R-328 RG) at 1070′ *(665′)* or above turn LEFT onto 141° climbing to 2380′ *(1975′)*, then according to chart.

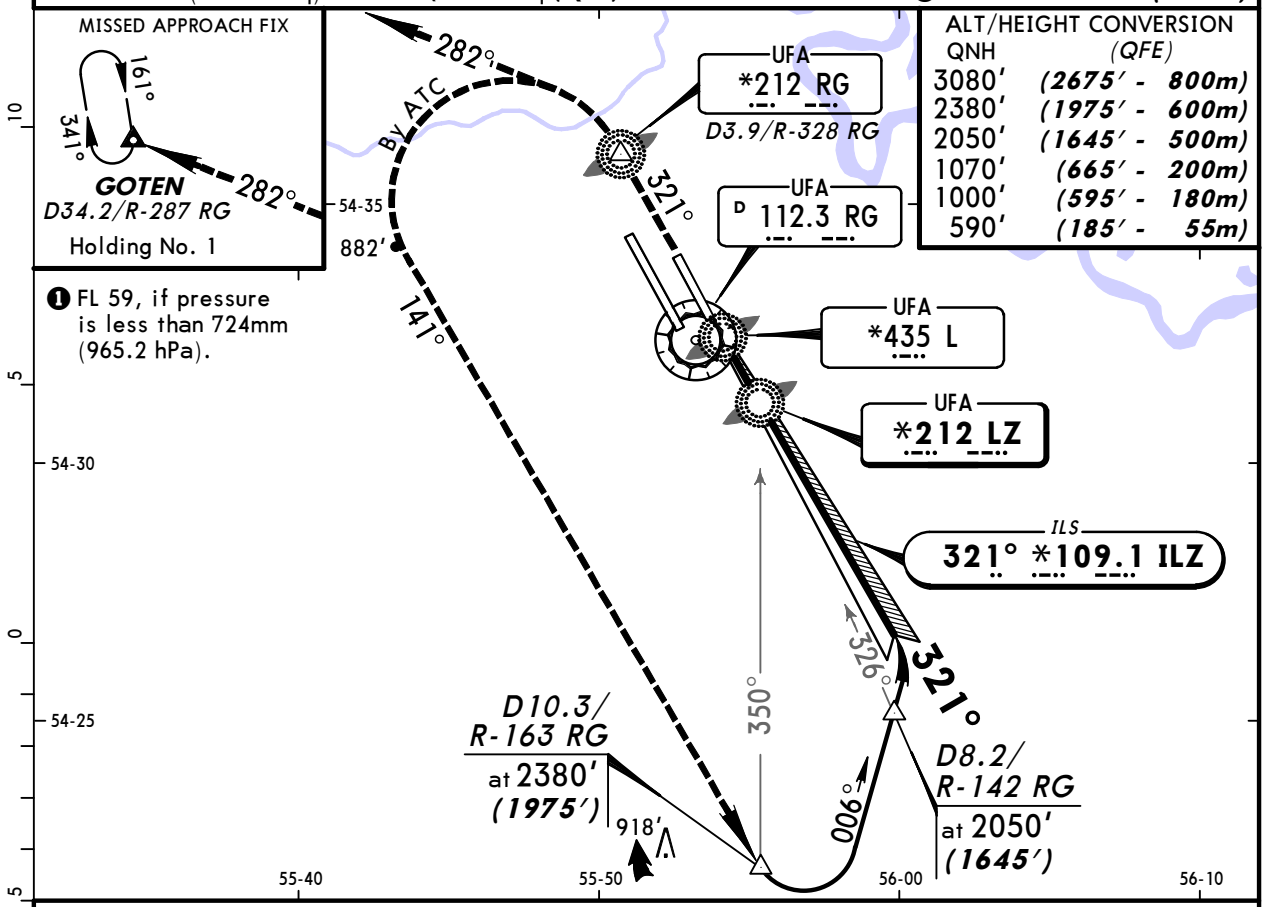
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: FL 49 ❶ | Trans alt: 3080′*(2675′)*

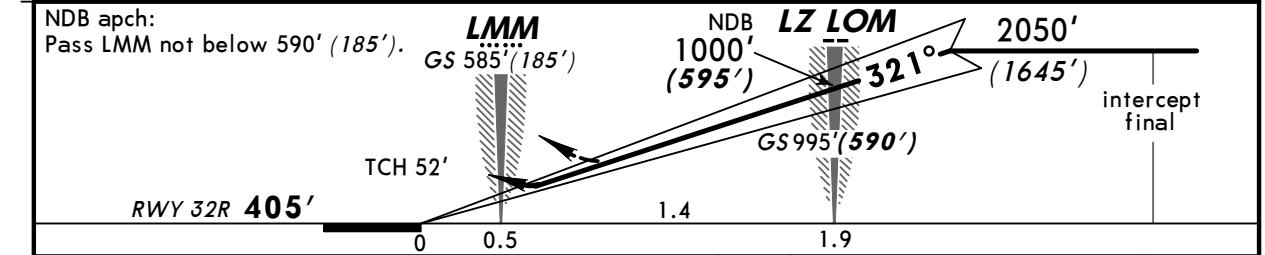
MISSED APPROACH FIX
GOTEN
D34.2/R-287 RG
Holding No. 1

❶ FL 59, if pressure is less than 724mm (965.2 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2675′ - 800m)
2380′	(1975′ - 600m)
2050′	(1645′ - 500m)
1070′	(665′ - 200m)
1000′	(595′ - 180m)
590′	(185′ - 55m)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Descent Gradient 4.7%	336	433	481	577	673	769

HIALS
PAPI

1070′ (665′) or above on 321°

RG LOM 212

PANS OPS

STRAIGHT-IN LANDING RWY 32R

	ILS DA(H) 605′(200′) FULL	ILS DA(H) 605′(200′) ALS out	LOC (GS out)	NDB MDA(H) 760′(355′)	NDB MDA(H) 760′(355′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTH	1200m	RVR 1800m VIS 2000m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Holding fix.

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UWUU/UFA
UFA

JEPPESEN
28 APR 06
Eff 11 May
16-1

UFA, RUSSIA
2 NDB Rwy 32L

ATIS	UFA Control (APP) 290°T - 082°T	UFA Control (APP) 082°T - 290°T	UFA Krug (Radar/TWR)	UFA Start (TWR)	Ground
124.8	126.0	125.3	120.9	119.4	119.0

NDB NM	Final Apch Crs	Minimum Alt NM LOM	MDA(H)	Apt Elev / RWY
*527	321°	1110′ (662′)	760′ (312′)	Apt Elev 448′ / RWY 448′

BRIEFING STRIP

MISSED APCH: Climb on 321° to 1110′ (662′) or above to PT LOM (D4.3/R-319 RG), then turn LEFT onto 283° climbing to FL 79 to join holding No.1, or by ATC: After crossing PT LOM (D4.3/R-319 RG) at 1110′ (662′) or above, turn LEFT onto 141° climbing to 2420′ (1972′), then according to chart.

2900′
MSA ARP

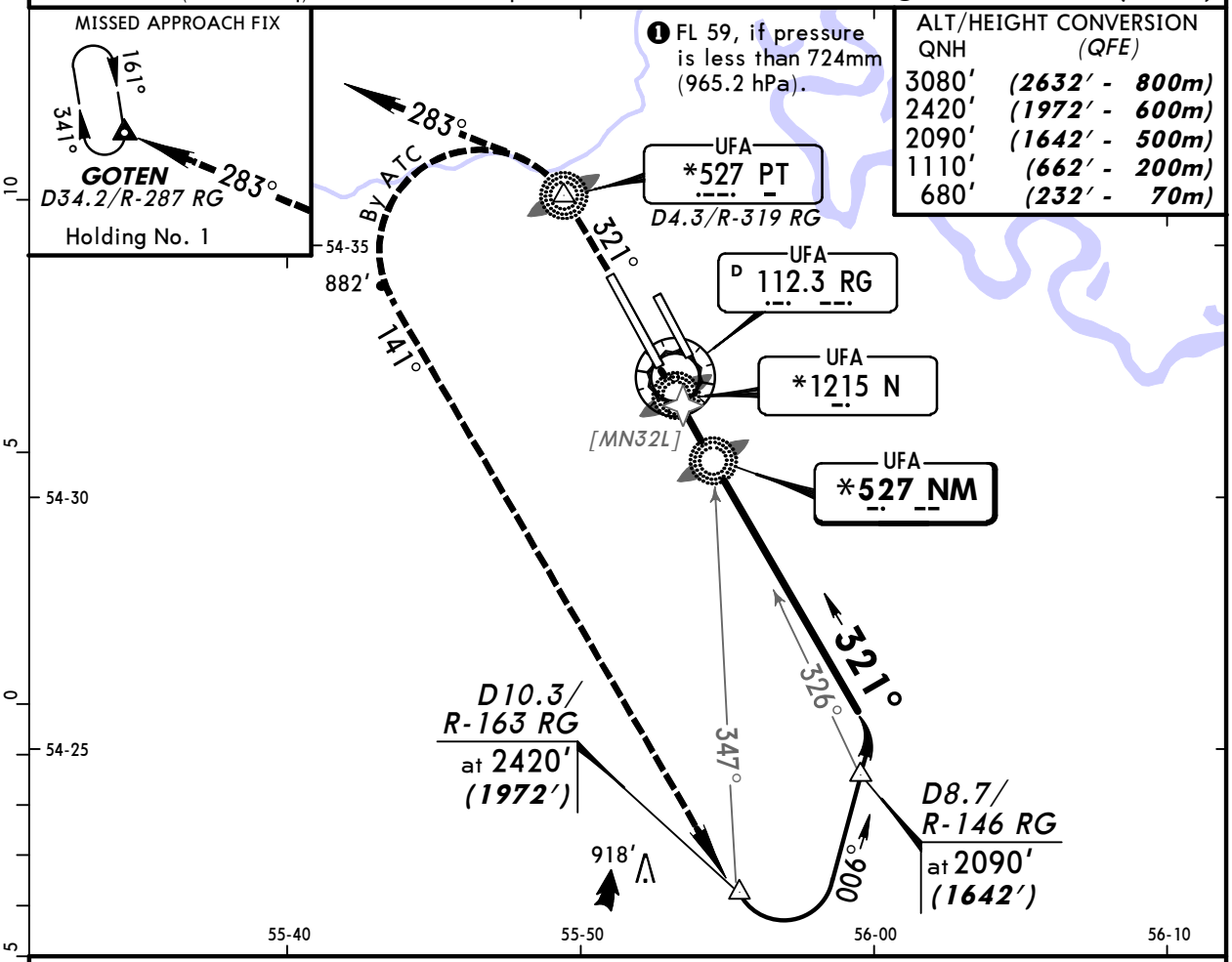
Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: FL 49 ❶ | Trans alt: 3080′(2632′)

MISSED APPROACH FIX
161°
341°
283°
GOTEN
D34.2/R-287 RG
Holding No. 1

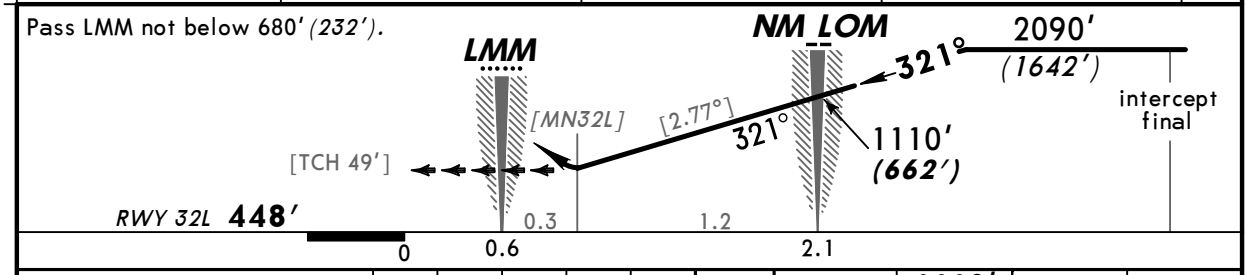
❶ FL 59, if pressure is less than 724mm (965.2 hPa).

ALT/HEIGHT CONVERSION

QNH	(QFE)
3080′	(2632′ - 800m)
2420′	(1972′ - 600m)
2090′	(1642′ - 500m)
1110′	(662′ - 200m)
680′	(232′ - 70m)



Pass LMM not below 680′ (232′).



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 4.83% or Descent angle [2.77°]	343	441	490	588	686	784

HIALS

1110′ (662′) or above on 321°

PT LOM 527

STRAIGHT-IN LANDING RWY 32L

MDA(H) 760′(312′)

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

PANS OPS

CHANGES: Holding fix. Descent angle.

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UWWW/KUF
KURUMOCH

JEPPESEN
15 OCT 04 (10-2) Eff 28 Oct

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.9	477′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(2953′)*** FL by ATC.

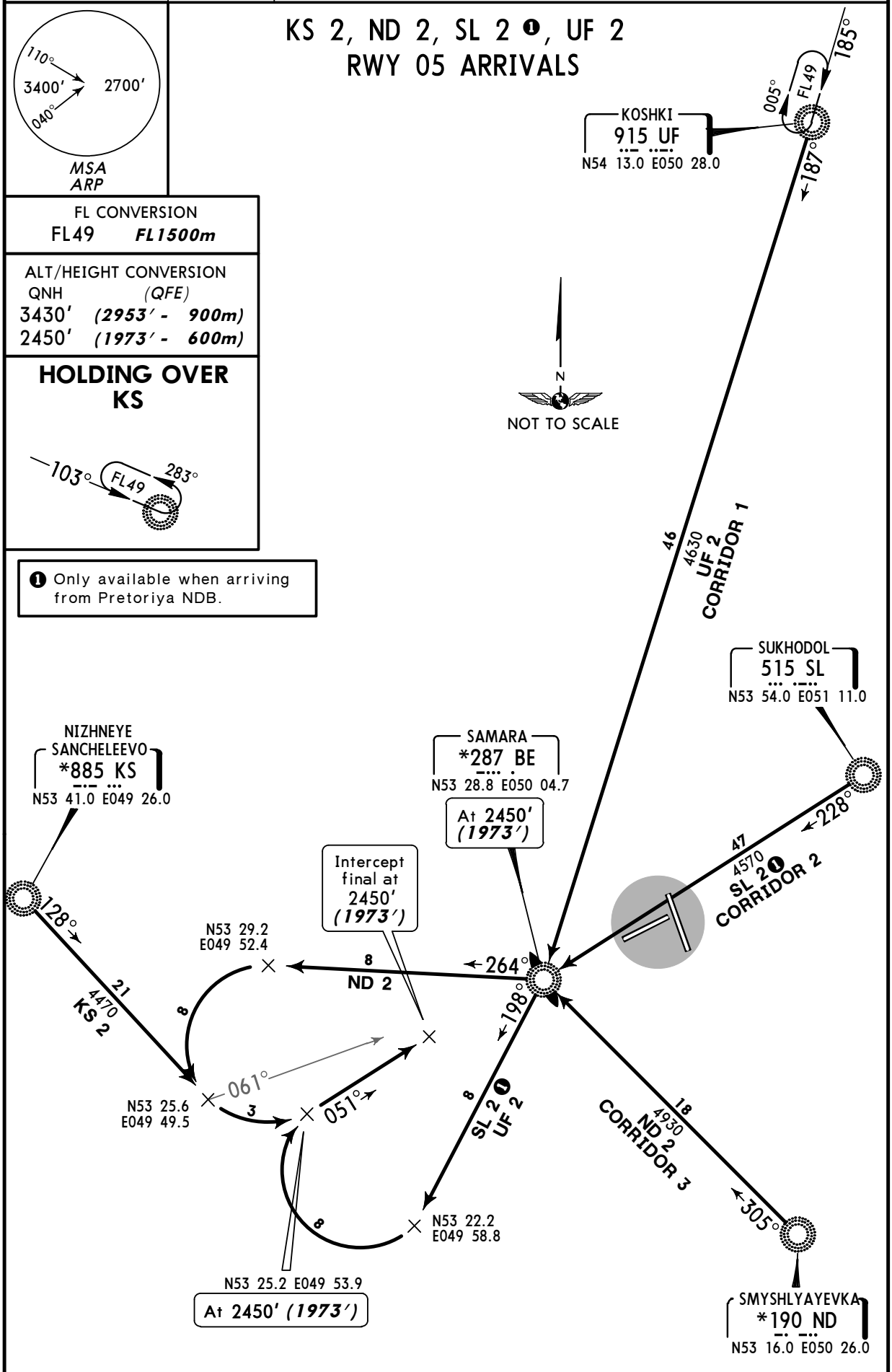
MSA
ARP

FL CONVERSION
FL49 ***FL1500m***

ALT/HEIGHT CONVERSION
QNH *(QFE)*
3430′ ***(2953′ - 900m)***
2450′ ***(1973′ - 600m)***

HOLDING OVER KS

KS 2, ND 2, SL 2 ❶, UF 2
RWY 05 ARRIVALS



❶ Only available when arriving from Pretoriya NDB.

CHANGES: TL.

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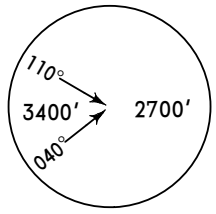
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UWWW/KUF
KURUMOCH

JEPPESEN
15 OCT 04 (10-2A) Eff 28 Oct

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.9	477′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3020′)*** FL by ATC.



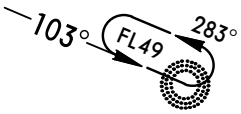
MSA
ARP

FL CONVERSION
FL49 ***FL1500m***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3430′	***(3020′ - 900m)***
2380′	***(1970′ - 600m)***
1730′	***(1320′ - 400m)***

HOLDING OVER KS



KS 4, ND 4, SL 4 ❶, UF 4
RWY 23 ARRIVALS

❶ Only available when arriving from Pretoriya NDB.

KOSHKI
915 UF
N54 13.0 E050 28.0

185°
005°
FL49
175°
37
4630
UF 4
CORRIDOR 1

SUKHODOL
515 SL
N53 54.0 E051 11.0

226°
36
4570
SL 4 ❶
CORRIDOR 2

NIZHNEYE SANCHELEEVO
*885 KS
N53 41.0 E049 26.0

098°
30
4470
KS 4

N53 34.1 E050 20.9
At 1730′ ***(1320′)***

Intercept final at 1730′ ***(1320′)***

N53 35.7
E050 23.1

224°
2
4
231°

N53 32.1
E050 26.5
At 1730′
(1320′)

256°

095°
5
268°
5

At 2380′
(1970′)

N53 30.2
E050 21.9

16
3430 ***(3020)***
ND 4
CORRIDOR 3

351°

SAMARA
*287 FK
N53 31.6 E050 13.3
At 2380′
(1970′)

SMYSHLYAYEVKA
*190 ND
N53 16.0 E050 26.0

N
NOT TO SCALE

CHANGES: TL; STAR ND 4 MEA.

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UWWW/KUF KURUMOCH

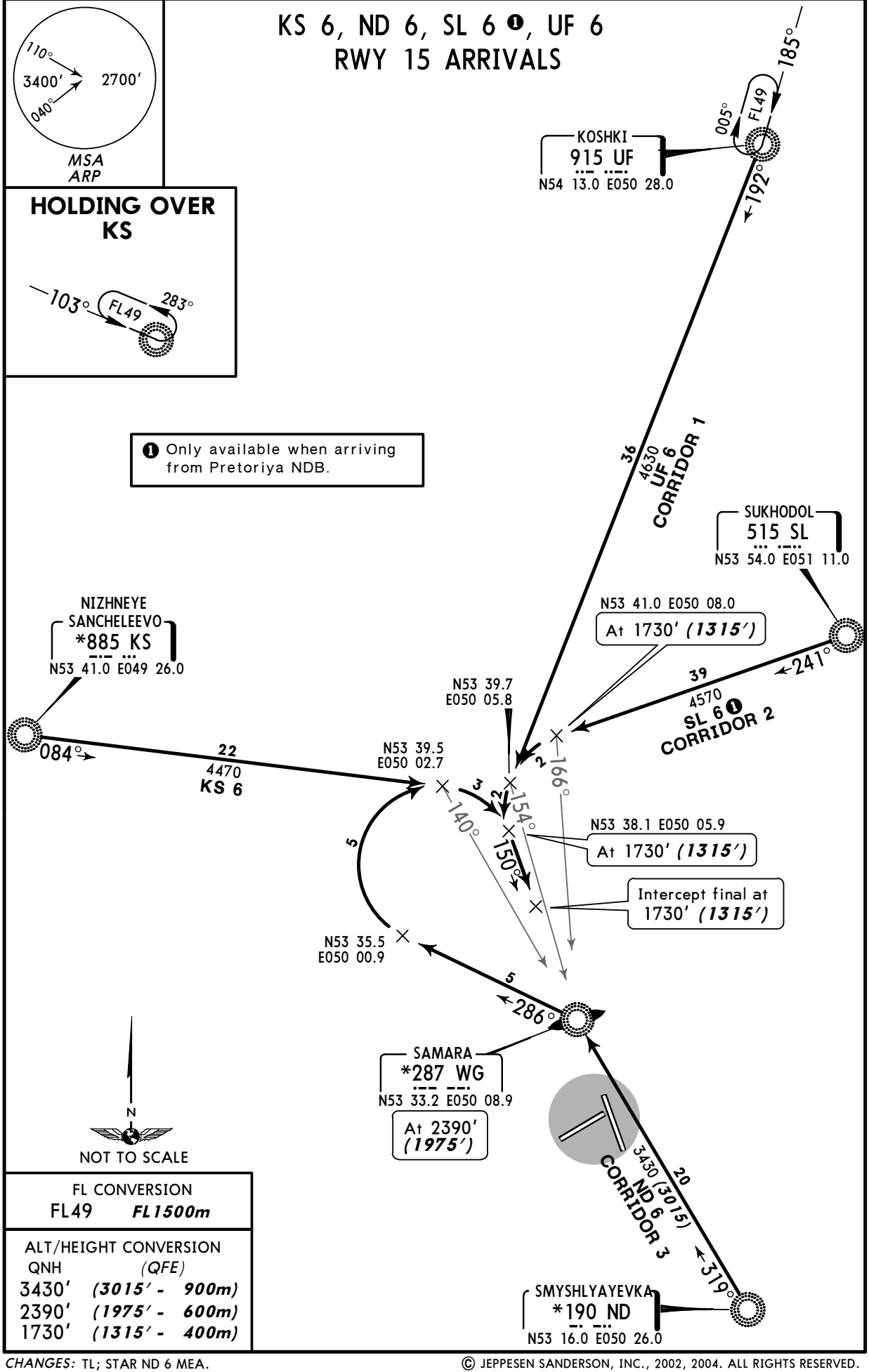
SAMARA, RUSSIA

STAR

ATIS	Apt Elev	
134.9	477′	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: By ATC Trans alt: 3430′ *(3015)* FL by ATC.

KS 6, ND 6, SL 6 ❶, UF 6 RWY 15 ARRIVALS

❶ Only available when arriving from Pretoriya NDB.



FL CONVERSION	
FL49	*FL1500m*

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
3430′	*(3015′ - 900m)*
2390′	*(1975′ - 600m)*
1730′	*(1315′ - 400m)*

CHANGES: TL; STAR ND 6 MEA.

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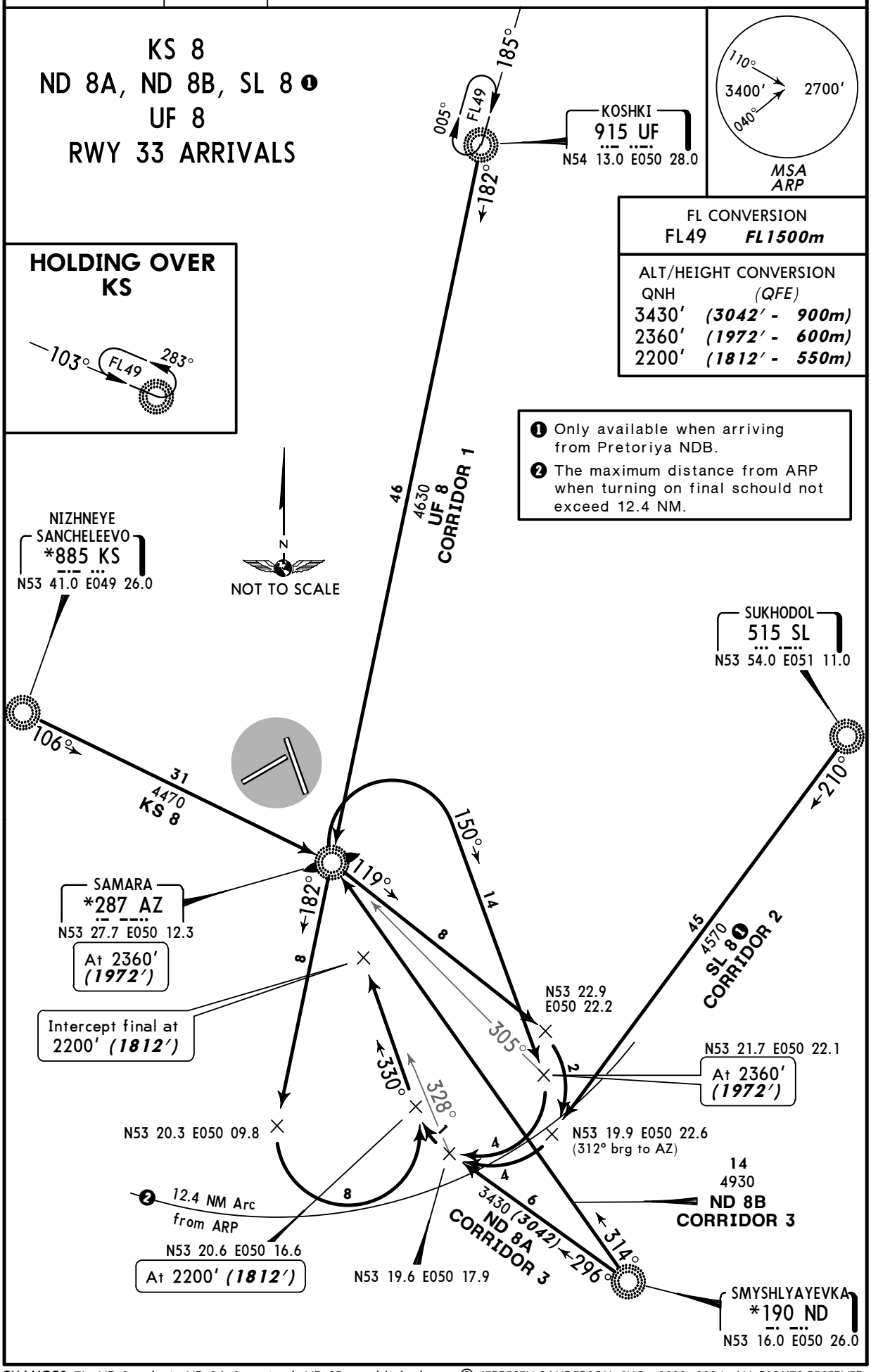
UWWW/KUF
KURUMOCH

JEPPESEN
15 OCT 04 (10-2C) Eff 28 Oct

SAMARA, RUSSIA
STAR

ATIS	Apt Elev	
134.9	477′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3042′)*** FL by ATC.

KS 8
ND 8A, ND 8B, SL 8 ❶
UF 8
RWY 33 ARRIVALS



CHANGES: TL; ND 8 redesig ND 8A & revised; ND 8B established.

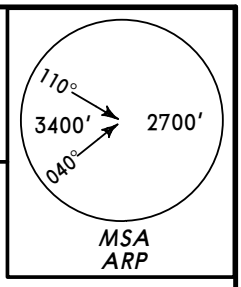
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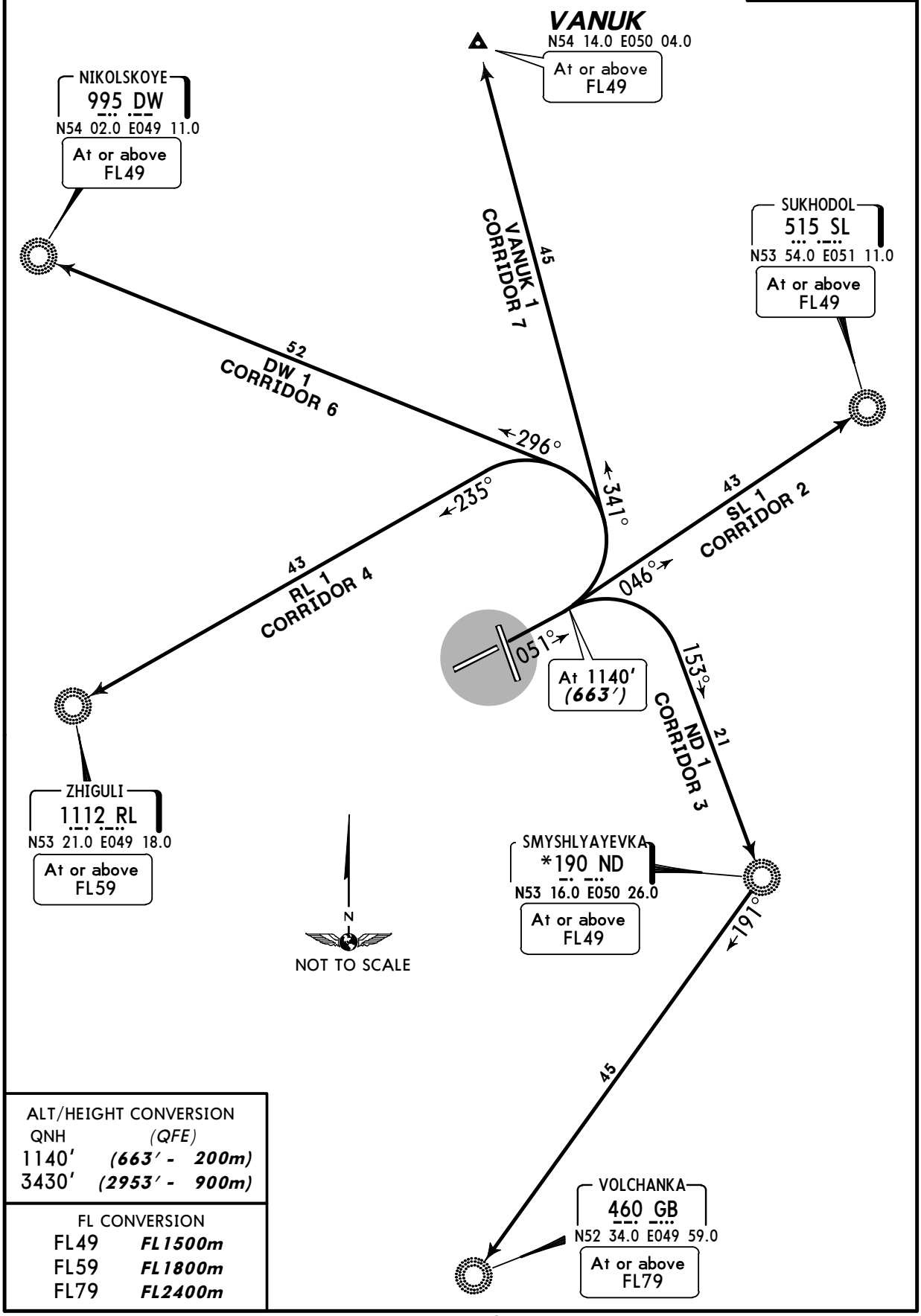
UWWW/KUF
KURUMOCH

SAMARA, RUSSIA
SID

Apt Elev	
477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(2953′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 1, ND 1, RL 1, SL 1, VANUK 1
RWY 05 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1140′	***(663′ - 200m)***
3430′	***(2953′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: TL.

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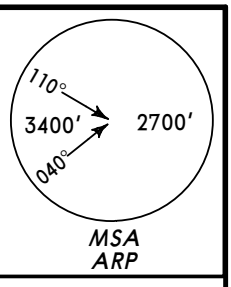
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UWWW/KUF
KURUMOCH

JEPPESEN
15 OCT 04 (10-3A) Eff 28 Oct

SAMARA, RUSSIA
SID

Apt Elev	
477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3020′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 3, ND 3A, ND 3B❶
RL 3, SL 3, VANUK 3
RWY 23 DEPARTURES

VANUK
N54 14.0 E050 04.0
At or above FL49

NIKOLSKOYE
995 DW
N54 02.0 E049 11.0
At or above FL49

SUKHODOL
515 SL
N53 54.0 E051 11.0
At or above FL49

ZHIGULI
1112 RL
N53 21.0 E049 18.0
At or above FL59

SMYSHLYAYEVKA
*190 ND
N53 16.0 E050 26.0
At or above FL49

VOLCHANKA
460 GB
N52 34.0 E049 59.0
At or above FL79

50 VANUK 3 CORRIDOR 7
49 DW 3 CORRIDOR 6
55 SL 3 CORRIDOR 2
31 RL 3 CORRIDOR 4
32 ND 3A CORRIDOR 3
22 ND 3B❶ CORRIDOR 3
45

052° 354° 133° 309° 231° 245° 115° 191°

At 1070′ *(660′)*

❶ By ATC.

N
NOT TO SCALE

ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1070′	***(660′ - 200m)***
3430′	***(3020′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: TL.

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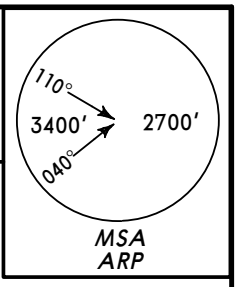
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UWWW/KUF
KURUMOCH

JEPPESEN
15 OCT 04 (10-3B) Eff 28 Oct

SAMARA, RUSSIA
SID

Apt Elev	
477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3015′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 5A, DW 5B❶
ND 5
RL 5A, RL 5B❶
SL 5
VANUK 5A, VANUK 5B❶
RWY 15 DEPARTURES

VANUK
N54 14.0 E050 04.0
At or above FL49

NIKOLSKOYE
995 DW
N54 02.0 E049 11.0
At or above FL49

SUKHODOL
515 SL
N53 54.0 E051 11.0
At or above FL49

ZHIGULI
1112 RL
N53 21.0 E049 18.0
At or above FL59

SMYSHLYAYEVKA
*190 ND
N53 16.0 E050 26.0
At or above FL49

VOLCHANKA
460 GB
N52 34.0 E049 59.0
At or above FL79

❶ By ATC.

61 DW 5A CORRIDOR 6
54 VANUK 5A CORRIDOR 7
59 DW 5B❶ CORRIDOR 6
58 VANUK 5B❶ CORRIDOR 7
45 RL 5B❶ CORRIDOR 4
37 RL 5A CORRIDOR 4
48 SL 5 CORRIDOR 2
ND 5 CORRIDOR 3

299° 339° 150° 245° 039° 348° 309° 255° 130° 17 191° 45

DW 5A
RL 5B, SL 5
VANUK 5A
Turn at 1080′ ***(665′)***

DW 5B
RL 5A
VANUK 5B
Turn at 2390′ ***(1975′)***

At 3040′ ***(2625′)***

N
NOT TO SCALE

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1080′	***(665′ - 200m)***
2390′	***(1975′ - 600m)***
3040′	***(2625′ - 800m)***
3430′	***(3015′ - 900m)***

FL CONVERSION

FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: TL; SID RL 5 redesignated RL 5A; RL 5B established.

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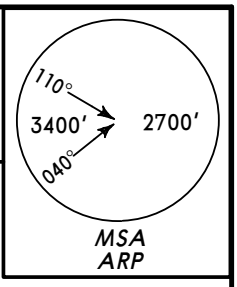
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UWWW/KUF
KURUMOCH

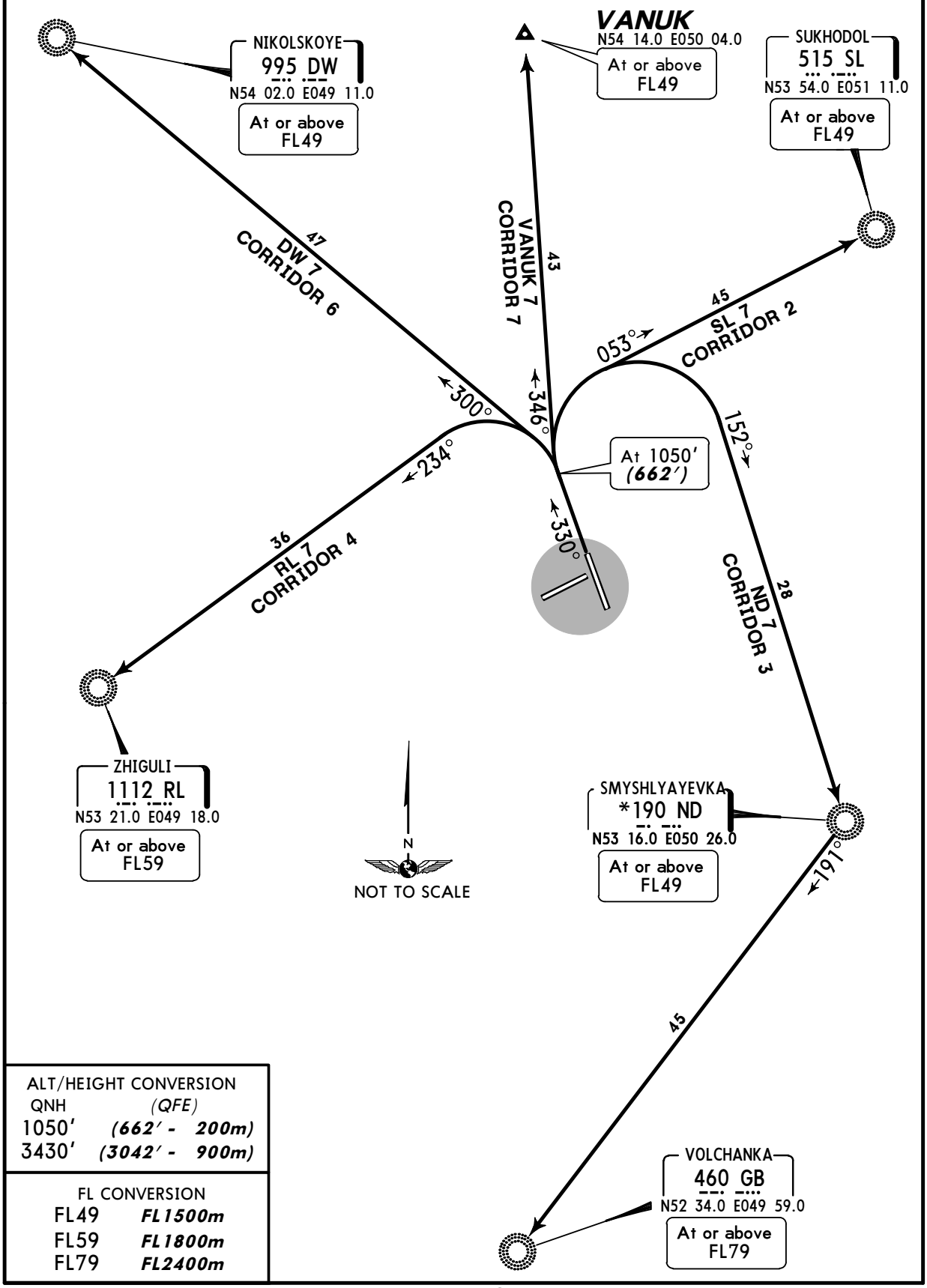
JEPPESEN
15 OCT 04 (10-3C) Eff 28 Oct

SAMARA, RUSSIA
SID

Apt Elev	
477′	QNH on request **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3042′)*** Take-off should be carried out according to noise abatement procedures and flights should be conducted in accordance with ACFT performance requirements.



DW 7, ND 7, RL 7, SL 7, VANUK 7
RWY 33 DEPARTURES



ALT/HEIGHT CONVERSION	
QNH	*(QFE)*
1050′	***(662′ - 200m)***
3430′	***(3042′ - 900m)***

FL CONVERSION	
FL49	***FL1500m***
FL59	***FL1800m***
FL79	***FL2400m***

CHANGES: TL.

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NOISE ABATEMENT PROCEDURES

LOCAL TIME - 4 = UTC (Z)

GENERAL

Noise abatement procedures shall be executed by all aircraft, except in case of reduction of flight safety and in case of engine failure.

Overflying of Samara City and Beryeza during approach phase is prohibited.

DEPARTURES

Restrictions

Take-off with tailwind component up to 5m/sec is allowed under following conditions:

- runway is dry or damp
- friction coefficient is 0.5 or more
- crosswind component is not more than 5m/sec.

During take-off from both runways it is necessary to follow strictly the departure procedure to avoid overflying the residential areas.

Between 2300-0700LT take-off shall usually be carried out on runways 05 and 15.

Special take-off procedures shall be carried out on runways 23 and 33.

Runway 15

Take-off/departure along corridor 3 based on a straight ahead climb up to 3040' (2625' - 800m) before turning towards the corridor.

Take-off/departure along corridor 4 based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridor.

Take-off/departure along corridor 7 is by ATC permission only and based on a straight ahead climb up to 2390' (1975' - 600m) before turning towards the corridors.

RUN-UP TESTS

Between 2300-0700LT engine run-up tests are prohibited on the bay near the hangar and on stands 15 and 16.

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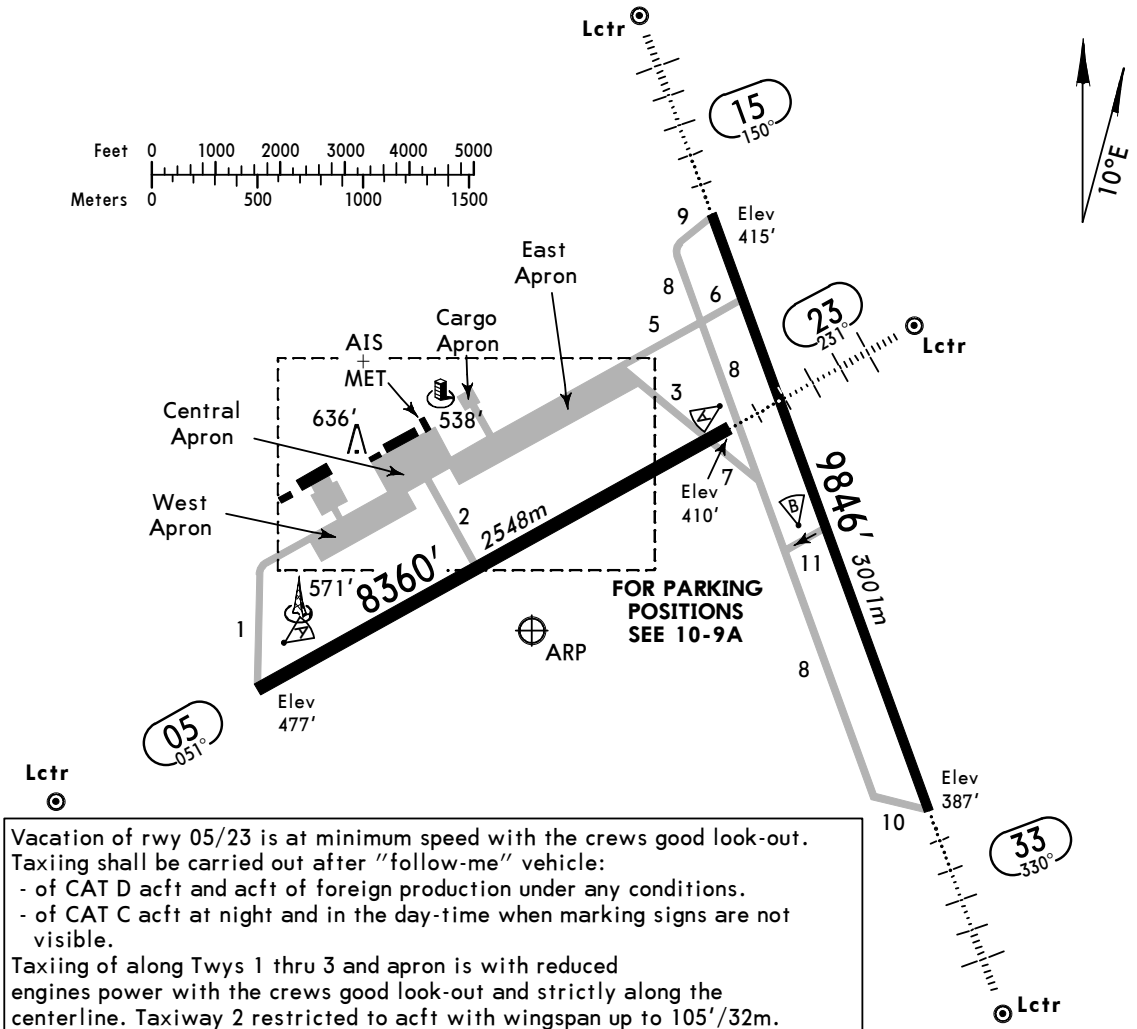
UWWW/KUF

Apt Elev **477′**
N53 30.1 E050 09.3

JEPPESEN
25 NOV 05 (10-9)

SAMARA, RUSSIA
KURUMOCH

ATIS	SAMARA Taxiing (GND)	Start (TWR)
134.9	119.0	118.2



Vacation of rwy 05/23 is at minimum speed with the crews good look-out.
Taxiing shall be carried out after "follow-me" vehicle:
- of CAT D acft and acft of foreign production under any conditions.
- of CAT C acft at night and in the day-time when marking signs are not visible.

Taxiing of along Twys 1 thru 3 and apron is with reduced engines power with the crews good look-out and strictly along the centerline. Taxiway 2 restricted to acft with wingspan up to 105′/32m.
Taxiing of acft with four or more on-wing mounted engines is under reduced power of inner engines and under idle power of outer engines.
Taxiing of IL-76 and IL-86 acft is carried out strictly along centerline under inner engines power.
Birds.

ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(60m)*			RVR				197′ *60m*
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR		7802′ *2378m*		
15	HIRL *(60m)*	HIALS	PAPI-L (angle 2.67°)	RVR		9390′ *2862m*		148′ *45m*
33	HIRL *(60m)*	HIALS		RVR		9190′ *2801m*		

❶ IL-86 acft with AUW exceeding 190 tons may not use rwy 05/23.

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

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

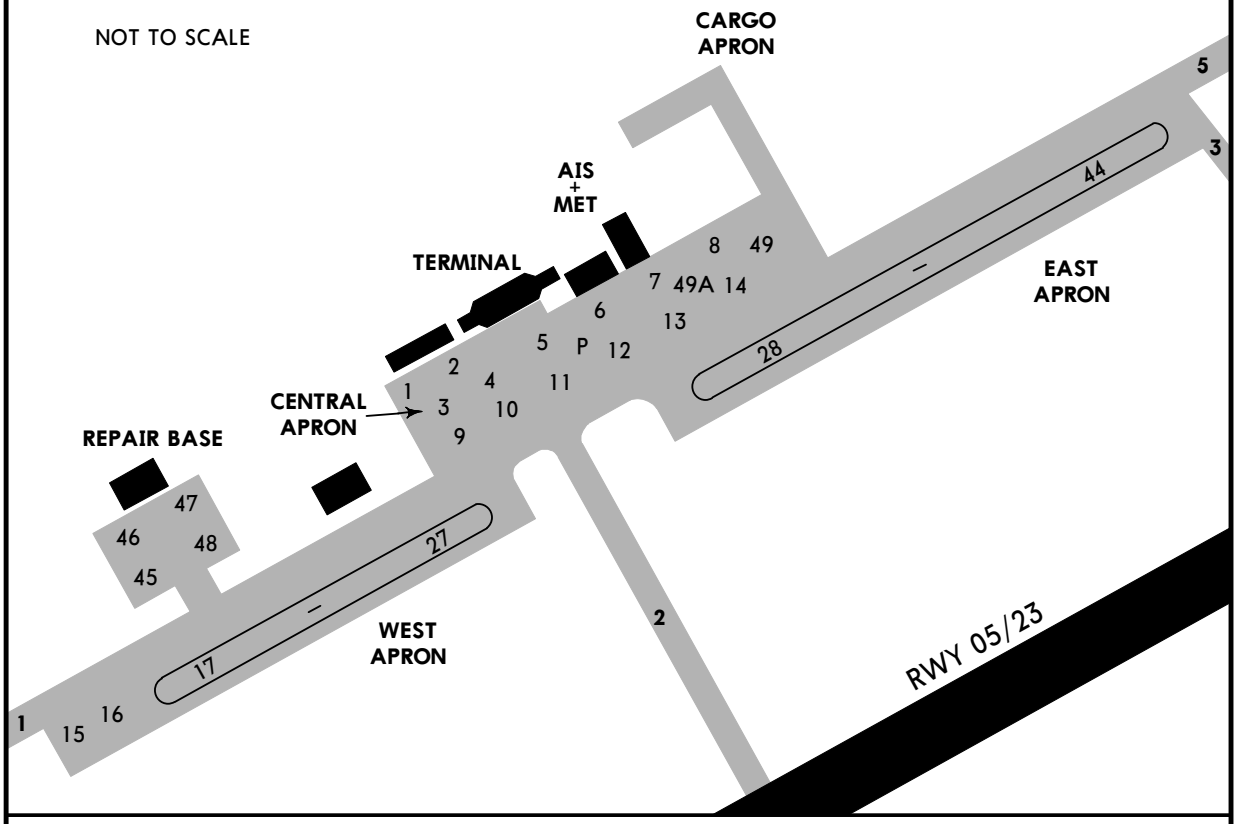
CHANGES: Notes.

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UWWW/KUF

SAMARA, RUSSIA
KURUMOCH



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
22, 23	N53 30.3 E050 08.7	29	N53 30.4 E050 09.2
24, 25	N53 30.3 E050 08.8	30, 31	N53 30.5 E050 09.2
26	N53 30.3 E050 08.9	32, 33	N53 30.5 E050 09.3
27	N53 30.4 E050 08.9		
28	N53 30.4 E050 09.1		

Stand 49 available for helicopters.
Stands 15 and 16 available for run-up.

CHANGES: Parking positions.

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UWWW/KUF

SAMARA, RUSSIA
KURUMOCH

STRAIGHT-IN RWY		A	B	C	D
05	PAR	**677**′(200′)	**677**′(200′)	**677**′(200′)	**682**′(205′)
		R1000m	**R1000m**	**R1000m**	**R1000m**
	NDB	**890**′(413′)	**890**′(413′)	**890**′(413′)	**890**′(413′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
	GNSS	**890**′(413′)	**890**′(413′)	**890**′(413′)	**890**′(413′)
		R1500m	**R1500m**	**R1800m**	**R2000m**
15	ILS	**615**′(200′)	**615**′(200′)	**615**′(200′)	**615**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**750**′(335′)	**750**′(335′)	**750**′(335′)	**750**′(335′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	GNSS	**930**′(515′)	**930**′(515′)	**930**′(515′)	**930**′(515′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
23	ILS	**610**′(200′)	**610**′(200′)	**610**′(200′)	**610**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	PAR	**623**′(213′)	**633**′(223′)	**643**′(233′)	**653**′(243′)
		R600m	**R600m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	NDB	**750**′(340′)	**750**′(340′)	**750**′(340′)	**750**′(340′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	GNSS	**890**′(480′)	**890**′(480′)	**890**′(480′)	**890**′(480′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
33	ILS	**587**′(200′)	**587**′(200′)	**587**′(200′)	**587**′(200′)
		R550m	**R550m**	**R550m**	**R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	**720**′(333′)	**720**′(333′)	**720**′(333′)	**720**′(333′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	GNSS	**770**′(383′)	**770**′(383′)	**770**′(383′)	**930**′(513′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m

TAKE-OFF RWY 05, 15, 23, 33

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

CHANGES: Minimums.

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UWWW/KUF KURUMOCH

JEPPESEN
15 OCT 04
Eff 28 Oct
(11-1)

SAMARA, RUSSIA ILS or 2 NDB Rwy 15

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

LOC IWG *111.9	Final Apch Crs 150°	GS LOM 1071′ (656′)	ILS DA(H) 615′ (200′)	Apt Elev 477′	
NDB WG *287		Minimum Alt LOM 1080′ (665′)	NDB MDA(H) 750′ (335′)	RWY 415′	

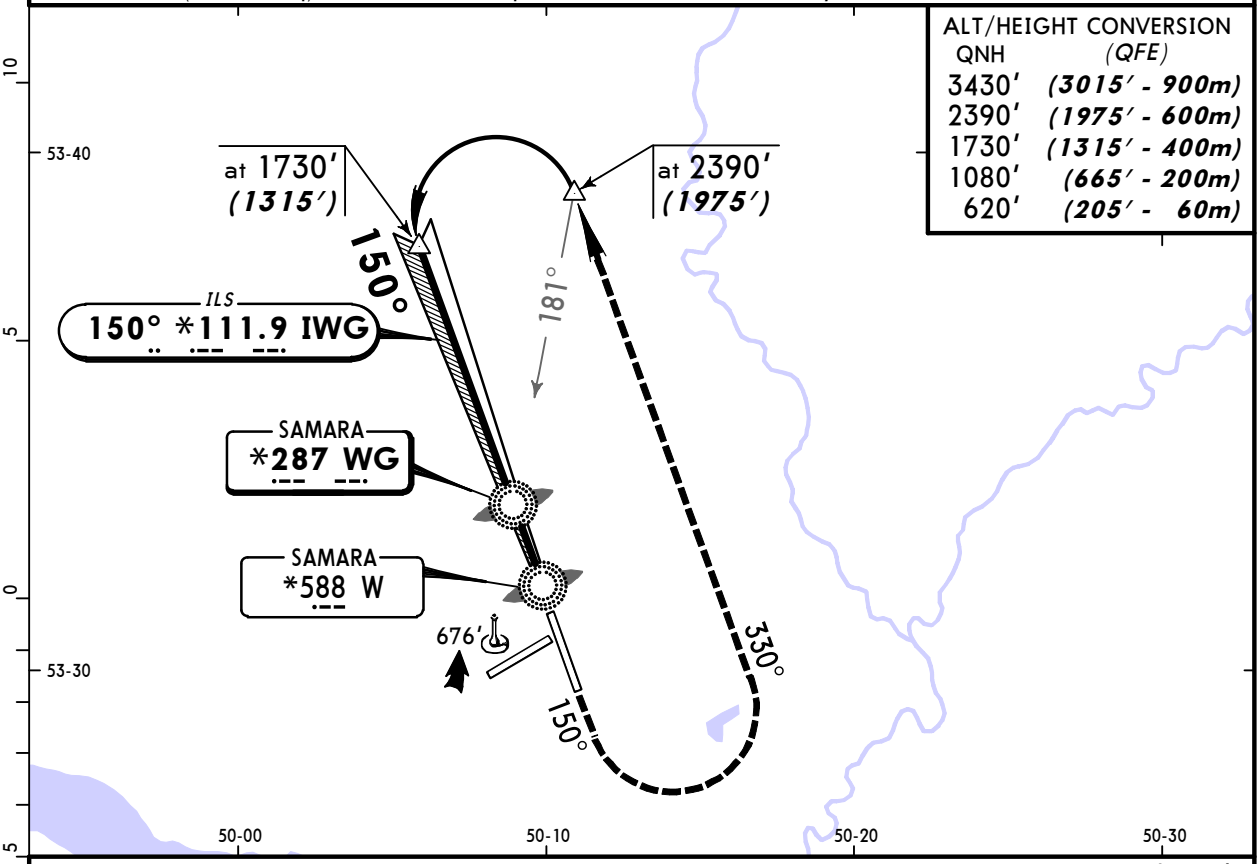
MSA
110° 3400′ 2700′ 040°
ARP

MISSED APCH: Climb on 150° to 1080′ (665′), then turn LEFT onto 330° climbing to 2390′ (1975′), then according to chart.

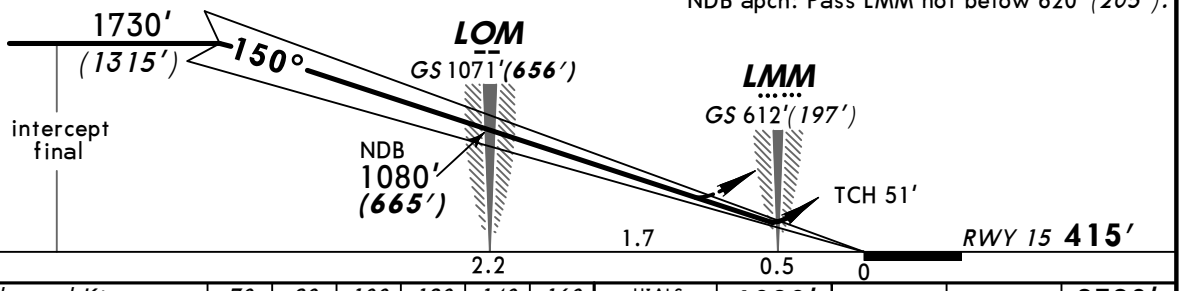
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3430′ **(3015′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1080′	(665′ - 200m)
620′	(205′ - 60m)



NDB apch: Pass LMM not below 620′ (205′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS PAPI | 1080′ (665′) on 150° | 330° LT | 2390′ (1975′)

STRAIGHT-IN LANDING RWY 15

PANS OPS

	ILS DA(H) 615′ (200′) FULL	ILS DA(H) 615′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 750′ (335′)	NDB MDA(H) 750′ (335′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	1900m
B					
C					
D				RVR 1500m VIS 1600m	

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 Eff 28 Oct (11-2)

SAMARA, RUSSIA ILS or 2 NDB Rwy 23

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

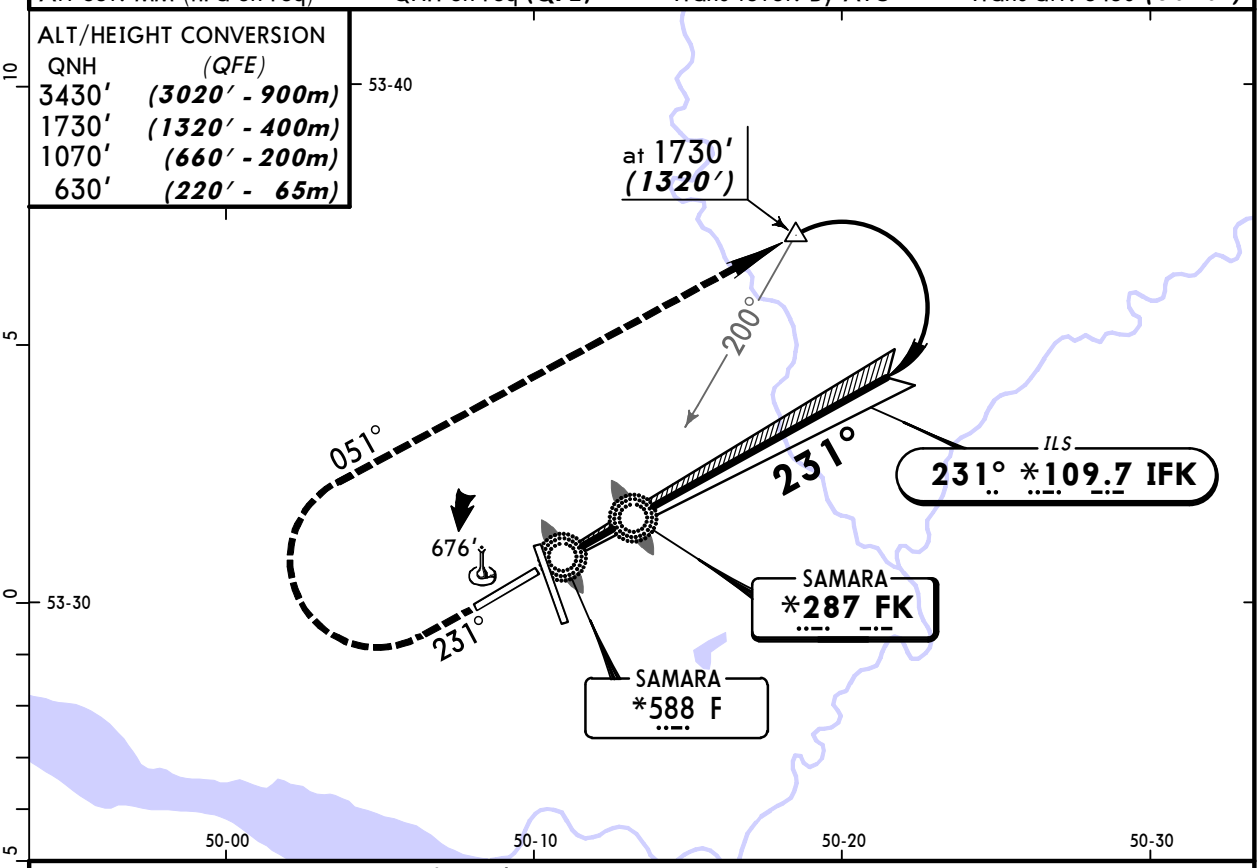
LOC IFK *109.7	Final Apch Crs 231°	GS LOM 1066′ (656′)	ILS DA(H) 610′ (200′)	Apt Elev 477′	110° 3400′ 2700′ 040°
NDB FK *287		Minimum Alt LOM 1070′ (660′)	NDB MDA(H) 750′ (340′)	RWY 410′	MSA ARP

MISSED APCH: Climb on 231° to 1070′ (660′), then turn RIGHT onto 051° climbing to 1730′ (1320′), then according to chart.

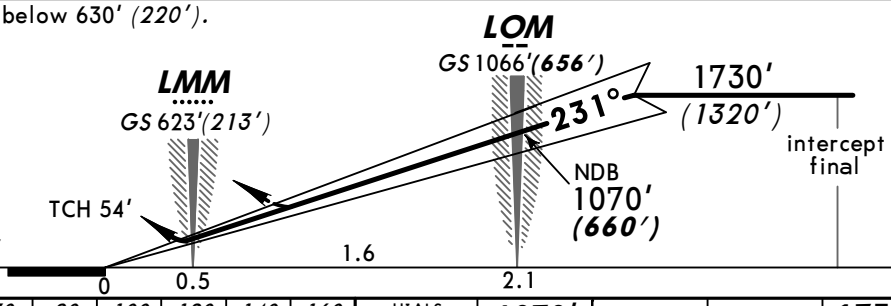
Alt Set: MM (hPa on req) | QNH on req **(QFE)** | Trans level: By ATC | Trans alt: 3430′ **(3020′)**

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3020′ - 900m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)
630′	(220′ - 65m)



NDB apch: Pass LMM not below 630′ (220′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS PAPI

1070′ (660′) on 231° | 051° RT | 1730′ (1320′)

STRAIGHT-IN LANDING RWY 23

	ILS DA(H) 610′ (200′) FULL	ILS DA(H) 610′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 750′ (340′)	NDB MDA(H) 750′ (340′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

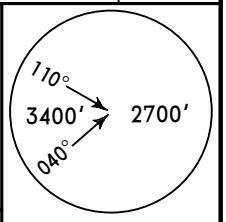
JEPPESEN 15 OCT 04 Eff 28 Oct (11-3)

SAMARA, RUSSIA ILS or 2 NDB Rwy 33

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

LOC IAZ *111.1	Final Apch Crs 330°	GS LOM 1027′ (639′)	ILS DA(H) 588′ (200′)	Apt Elev 477′	
NDB AZ *287		Minimum Alt LOM 1030′ (642′)	NDB MDA(H) 720′ (332′)	RWY 388′	



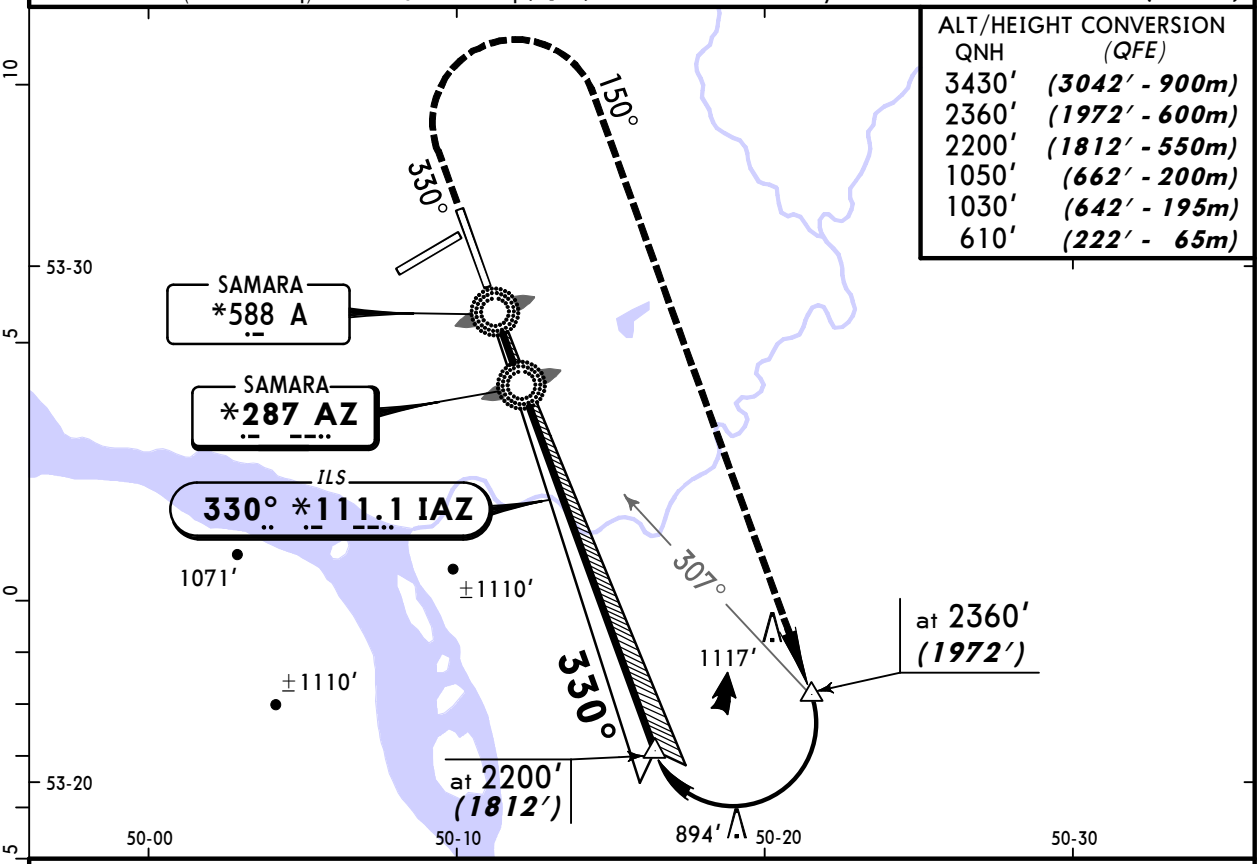
MSA ARP

MISSED APCH: Climb on 330° to 1050′ (662′), then turn RIGHT onto 150° climbing to 2360′ (1972′), then according to chart.

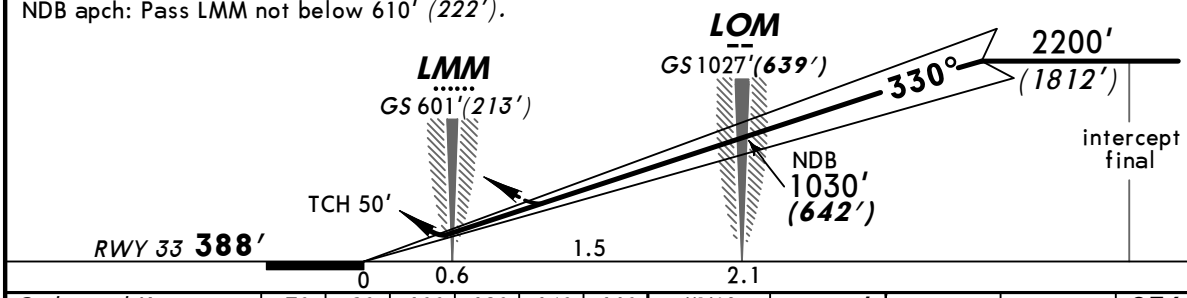
Alt Set: MM (hPa on req) | QNH on req (**QFE**) | Trans level: By ATC | Trans alt: 3430′ (3042′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3042′ - 900m)
2360′	(1972′ - 600m)
2200′	(1812′ - 550m)
1050′	(662′ - 200m)
1030′	(642′ - 195m)
610′	(222′ - 65m)



NDB apch: Pass LMM not below 610′ (222′).



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

HIALS | 1050′ (662′) on 330° | 150° RT | 2360′ (1972′)

STRAIGHT-IN LANDING RWY 33

	ILS DA(H) 588′ (200′) FULL	ILS DA(H) 588′ (200′) ALS out	LOC (GS out)	NDB MDA(H) 720′ (332′)	NDB MDA(H) 720′ (332′) ALS out
A	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	1200m	RVR 1500m VIS 1600m
B					
C					
D				RVR 1500m VIS 1600m	

PANS OPS

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 (12-1) Eff 28 Oct

SAMARA, RUSSIA GNSS Rwy 05

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

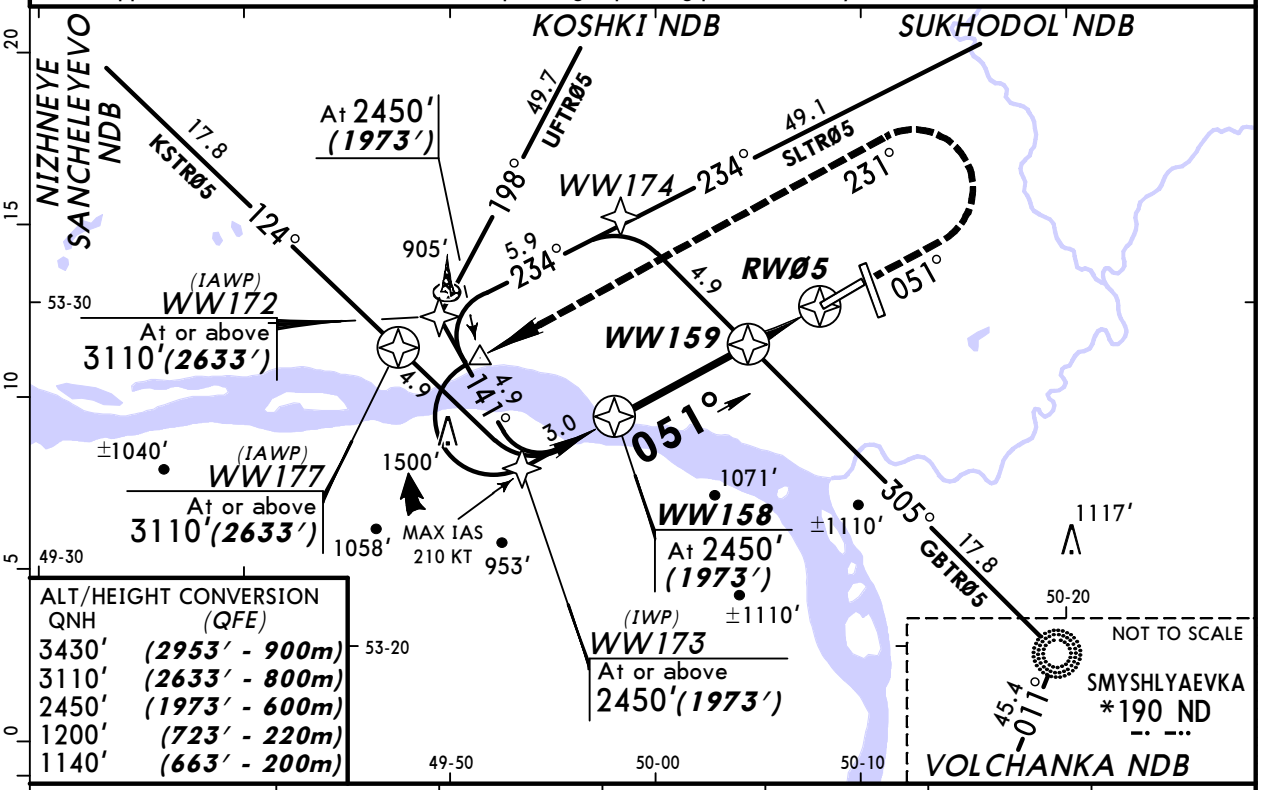
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	051°	WW158 2450′(1973′)	890′(413′)	Apt Elev 477′ RWY 477′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 051° to 1140′(663′), then turn LEFT onto 231° climbing to 2450′(1973′), then according to Instrument Approach route.

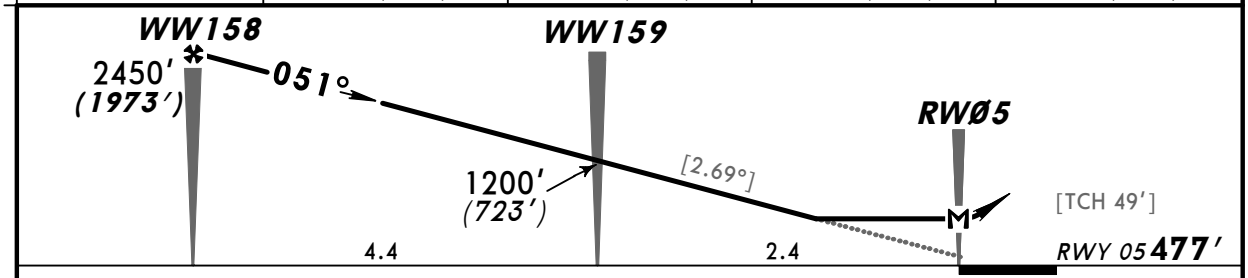
Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′(2953′)

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



DIST to WW159	3.2	2.7	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	2120′(1643′)	1970′(1493′)	1810′(1333′)	1660′(1183′)	1510′(1033′)	1370′(893′)

DIST to RW05	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1140′(663′)	990′(513′)	840′(363′)	680′(203′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.69°]	333	428	476	571	666	761
MAP at RW05						

1140′ (663′) on 051° | 231° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY **05**

MDA(H) 890′(413′)

PANS OPS

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

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 (12-2) Eff 28 Oct

SAMARA, RUSSIA GNSS Rwy 15

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP ™

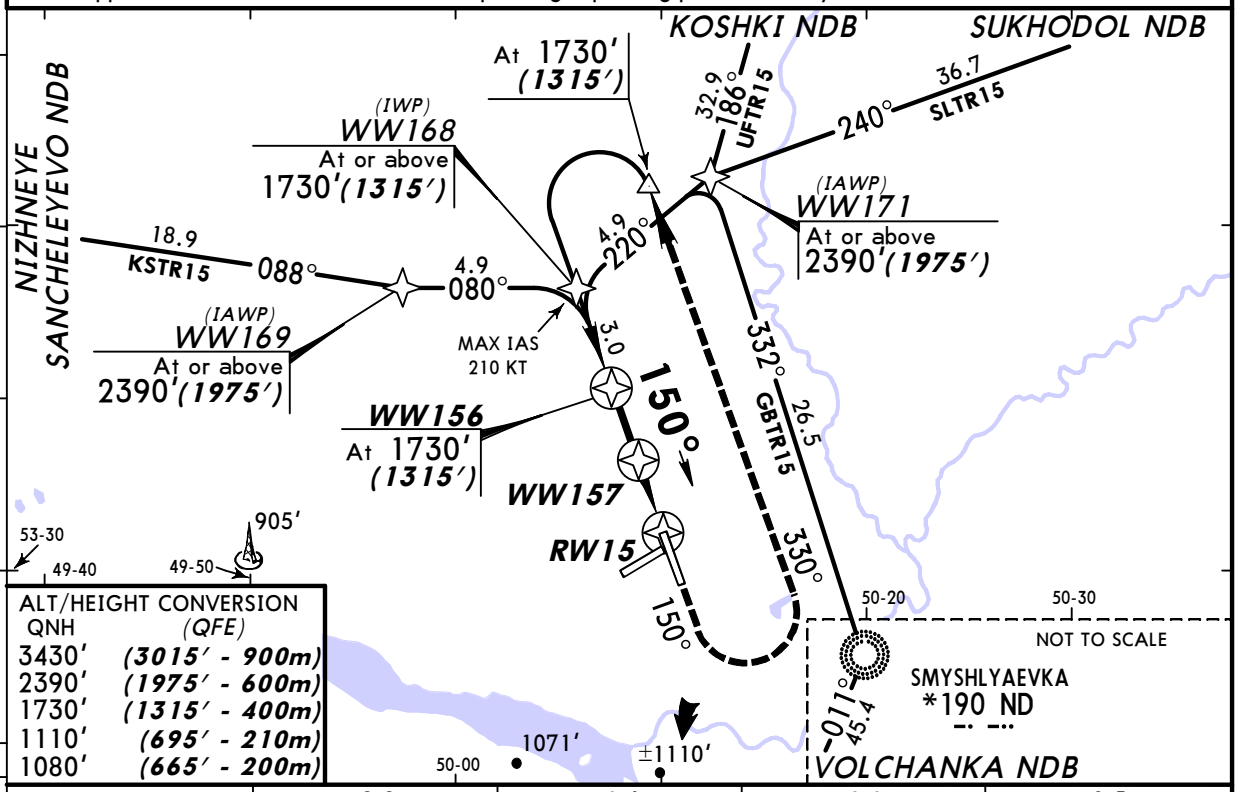
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	150°	WW156 1730′ (1315′)	930′ (515′)	Apt Elev 477′ RWY 415′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 150° to 1080′ (665′), then turn LEFT onto 330° climbing to 1730′ (1315′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′ **(3015′)**

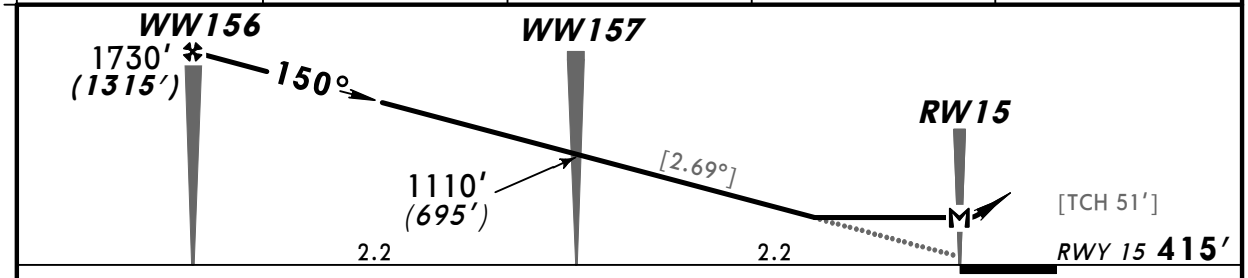
1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.



ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3015′ - 900m)
2390′	(1975′ - 600m)
1730′	(1315′ - 400m)
1110′	(695′ - 210m)
1080′	(665′ - 200m)

DIST to WW157	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1720′ (1305′)	1550′ (1135′)	1400′ (985′)	1260′ (845′)
DIST to RW15	2.2	1.6	1.1	0.5
ALTITUDE (HAT)	1080′ (665′)	930′ (515′)	780′ (365′)	620′ (205′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.69°]	333	428	476	571	666	761
MAP at RW15						

HIALS PAPI 1080′ (665′) on 150° 330° LT 1730′ (1315′)

STRAIGHT-IN LANDING RWY 15

MDA(H) 930′ (515′)

		ALS out
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m
B		
C	RVR 1500m VIS 1600m	2400m
D	RVR 1800m VIS 2000m	2800m

PANS OPS

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 (12-3) Eff 28 Oct

SAMARA, RUSSIA GNSS Rwy 23

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

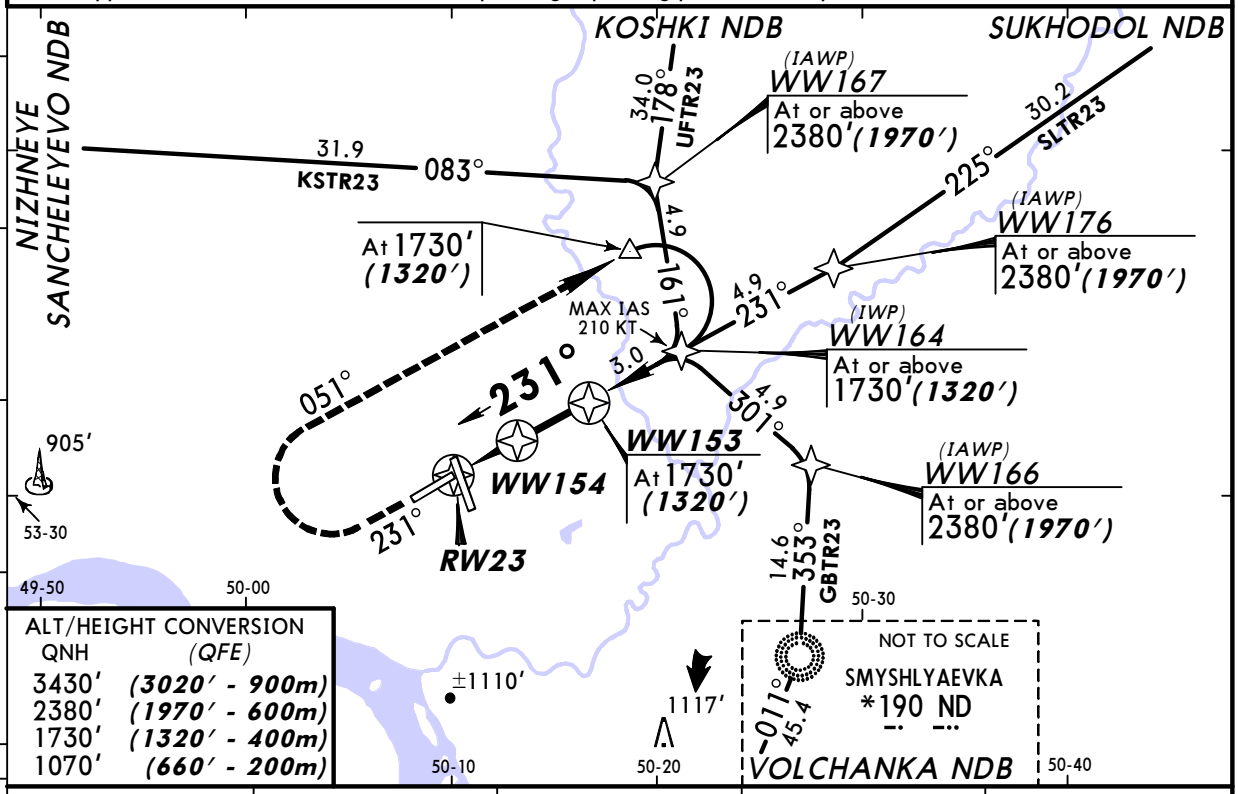
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	231°	WW153 1730′ (1320′)	890′ (480′)	477′ / RWY 410′

MSA: 110° 3400′ ARP 2700′ 040°

MISSED APCH: Climb on 231° to 1070′ (660′), then turn RIGHT onto 051° climbing to 1730′ (1320′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′ **(3020′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

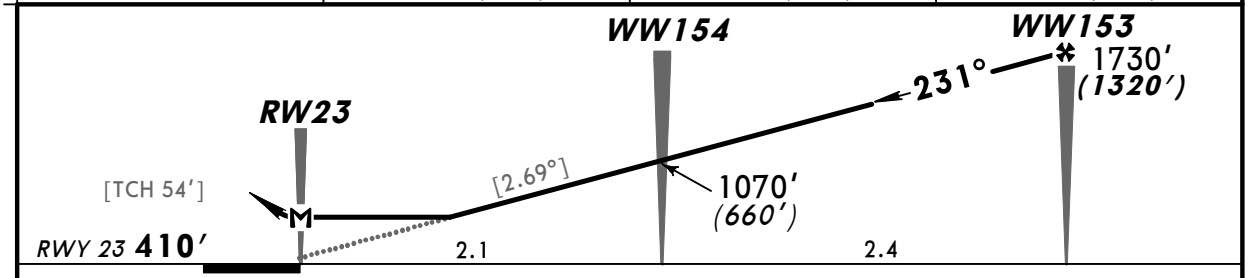


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3020′ - 900m)
2380′	(1970′ - 600m)
1730′	(1320′ - 400m)
1070′	(660′ - 200m)

DIST to WW154	0.5	1.1	1.6	2.2
ALTITUDE (HAT)	1220′ (810′)	1370′ (960′)	1530′ (1120′)	1680′ (1270′)

DIST to RW23	0.5	1.1	1.6
ALTITUDE (HAT)	610′ (200′)	780′ (370′)	920′ (510′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.69°]	333	428	476	571	666	761
MAP at RW23						

HIALS PAPI

1070′ (660′) on 231° | 051° RT | 1730′ (1320′)

STRAIGHT-IN LANDING RWY **23**

MDA(H) 890′ (480′)

PANS OPS

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

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 (12-4) Eff 28 Oct

SAMARA, RUSSIA GNSS Rwy 33

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

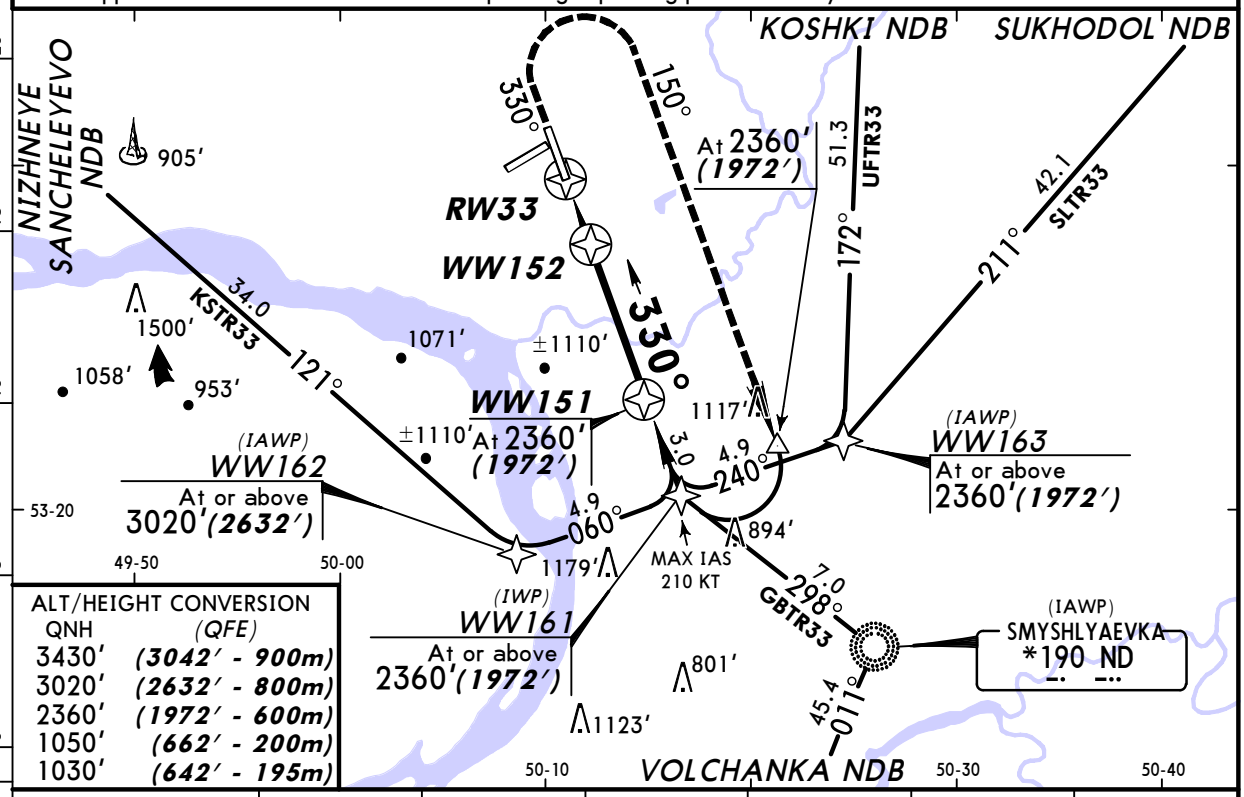
GNSS	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev / RWY
	330°	WW151 2360′(1972′)	770′(382′)	Apt Elev 477′ RWY 388′

MSA: 110°–040° 3400′ ARP 2700′

MISSED APCH: Climb on 330° to 1050′(662′), then turn RIGHT onto 150° climbing to 2360′(1972′), then according to Instrument Approach route.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′**(3042′)**

1. The arrival and approach by using the RNAV procedure based on navigation satellite system GLONASS-GPS are available under approval (permit) of Russian FAA. 2. Aircrews shall request the permission for GNSS approach from APP controller when passing reporting point of entry corridor.

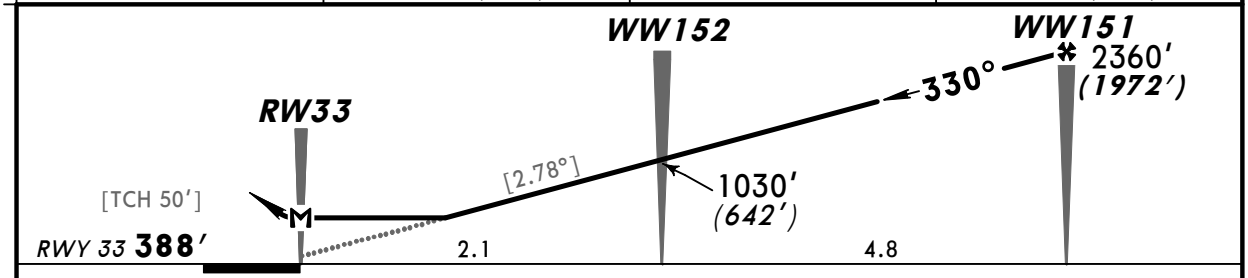


ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(3042′ - 900m)
3020′	(2632′ - 800m)
2360′	(1972′ - 600m)
1050′	(662′ - 200m)
1030′	(642′ - 195m)

DIST to WW152	0.5	1.1	1.6	2.2	2.7	3.2
ALTITUDE (HAT)	1180′(792′)	1330′(942′)	1490′(1102′)	1640′(1252′)	1790′(1402′)	1950′(1562′)

DIST to RW33	0.5	1.1	1.6
ALTITUDE (HAT)	590′(202′)	750′(362′)	900′(512′)



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.78°]	344	443	492	590	688	787
MAP at RW33						

HIALS

1050′ (662′) on 330° | 150° RT | 2360′ (1972′)

STRAIGHT-IN LANDING RWY 33

MDA(H) 770′(382′)

PANS OPS

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

CHANGES: Trans level. Descent angle.

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UWWW/KUF KURUMOCH

JEPPESEN 15 OCT 04 Eff 28 Oct (18-1)

SAMARA, RUSSIA PAR or 2 NDB Rwy 05

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

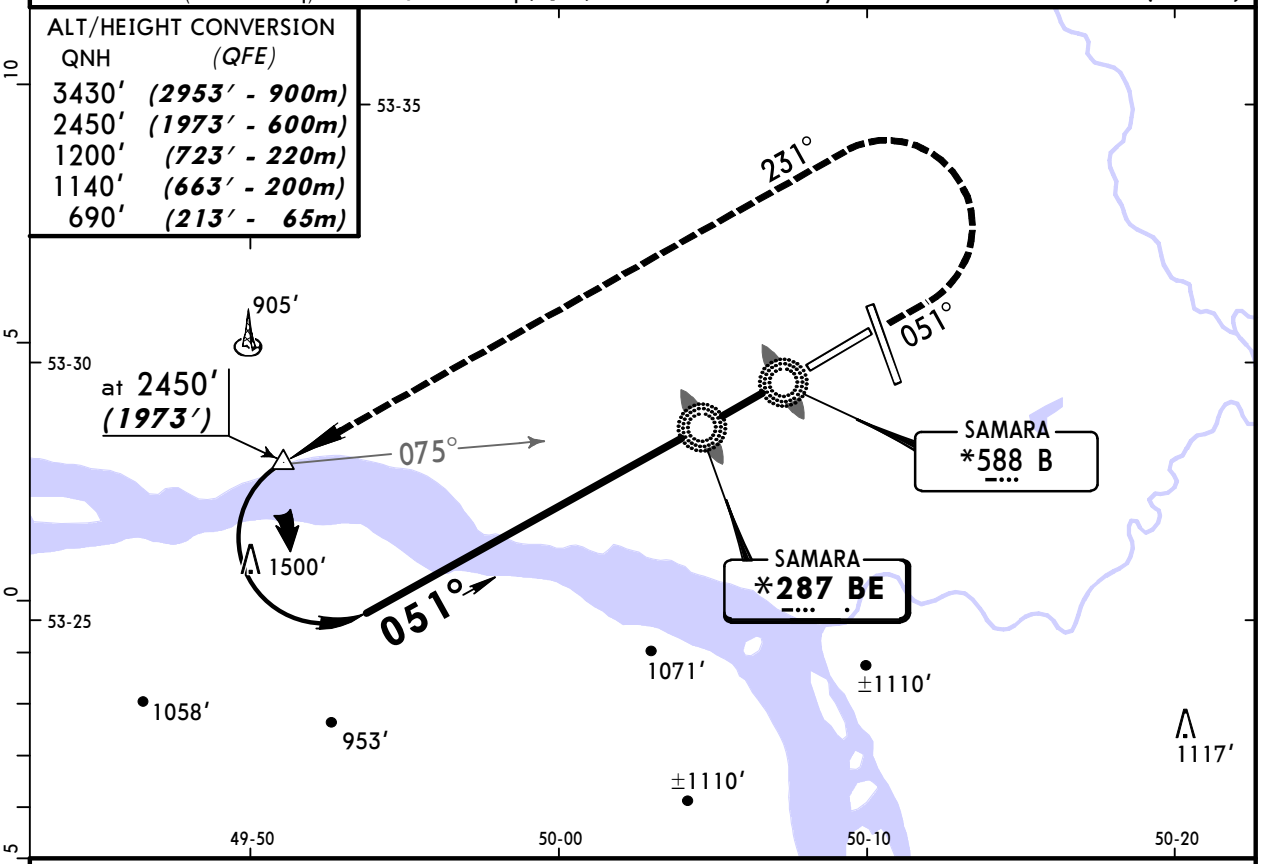
RADAR	Final Apch Crs 051°	PAR GS LOM 1199′ (722′)	PAR DA(H) Refer to Minimums	Apt Elev 477′	110° 3400′ 2700′ 040°
NDB BE *287		Minimum Alt LOM 1200′ (723′)	NDB MDA(H) 890′ (413′)	RWY 477′	MSA ARP

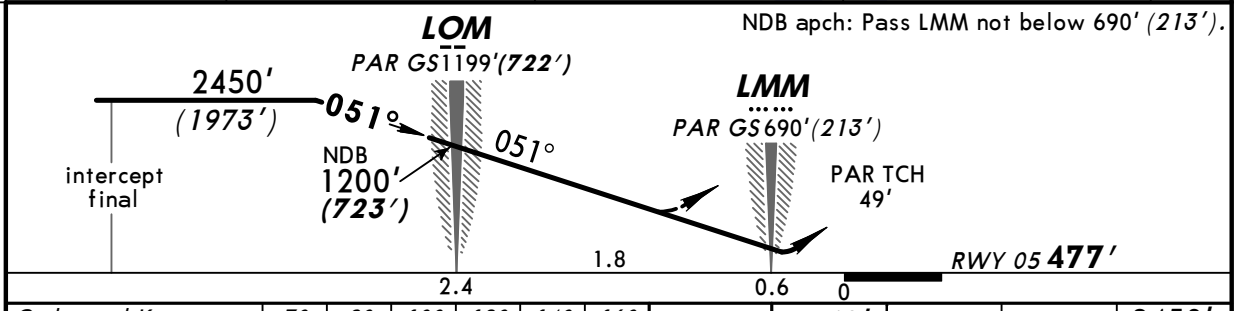
MISSED APCH: Climb on 051° to 1140′ (663′), then turn LEFT onto 231° climbing to 2450′ (1973′), then according to chart.

Alt Set: MM (hPa on req) | QNH on req (QFE) | Trans level: By ATC | Trans alt: 3430′ (2953′)

ALT/HEIGHT CONVERSION

QNH	(QFE)
3430′	(2953′ - 900m)
2450′	(1973′ - 600m)
1200′	(723′ - 220m)
1140′	(663′ - 200m)
690′	(213′ - 65m)





Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767

1140′ (663′) on 051° | 231° LT | 2450′ (1973′)

STRAIGHT-IN LANDING RWY 05

	PAR	NDB
DA(H)	ABC: 677′ (200′) D: 682′ (205′)	MDA(H) 890′ (413′)

PANS OPS

A	1200m	2300m
B		
C		
D		

CHANGES: Trans level.

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UWWW/KUF KURUMOCH

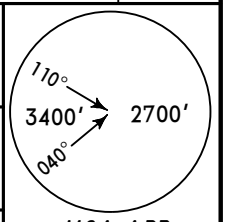
JEPPESEN 15 OCT 04 (18-2) Eff 28 Oct

SAMARA, RUSSIA PAR Rwy 23

ATIS	SAMARA Apch 1 (R)	*SAMARA Apch 2 (R)	SAMARA Krug (SRE)	SAMARA Tower (TWR/PAR)	SAMARA Start (TWR)	Ground
134.9	124.6	118.7	128.0	118.2	118.2	119.0

BRIEFING STRIP™

RADAR	Final Apch Crs 231°	PAR GS LOM 1066′ (656′)	PAR DA(H) Refer to Minimums	Apt Elev 477′ RWY 410′



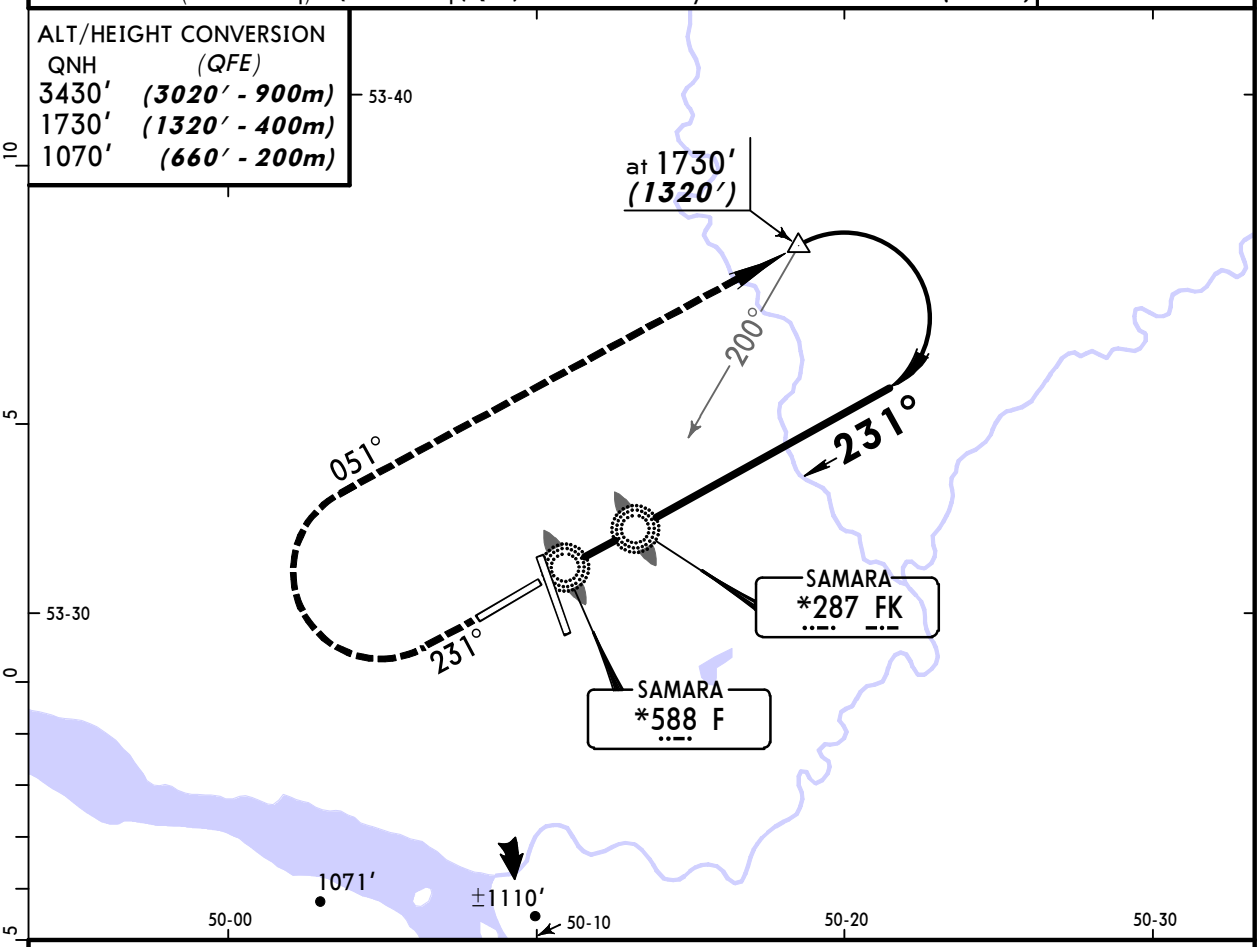
MSA ARP

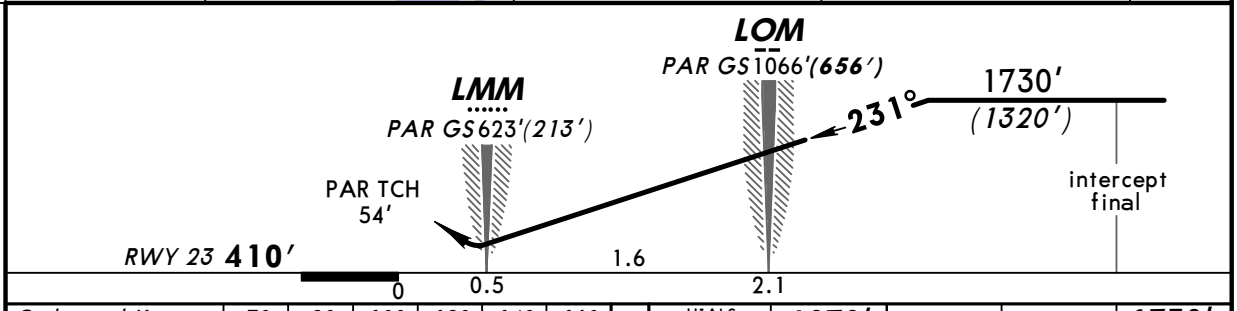
MISSED APCH: Climb on 231° to 1070′ *(660′)*, then turn RIGHT onto 051° climbing to 1730′ *(1320′)*, then according to chart.

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: By ATC Trans alt: 3430′ ***(3020′)***

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
3430′	***(3020′ - 900m)***
1730′	***(1320′ - 400m)***
1070′	***(660′ - 200m)***





Gnd speed-Kts	70	90	100	120	140	160
PAR GS 2.67°	336	432	480	576	671	767

HIALS PAPI

1070′ (660′) on 231°

051° RT

1730′ (1320′)

STRAIGHT-IN LANDING RWY 23

DA(H) A: 623′ (213′) C: 643′ (233′)
B: 633′ (223′) D: 653′ (243′)

ALS out

PANS OPS

A	RVR 720m VIS 800m	1200m	
B			
C			
D			

CHANGES: Trans level.

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