

## List of pages in this Trip Kit

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Revision Letter For Cycle 09-2019  
Change Notices  
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## General Information

Location: KALININGRAD RUS  
ICAO/IATA: UMKK / KGD  
Lat/Long: N54° 53.5', E020° 35.9'  
Elevation: 43 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -2:00 = UTC  
Magnetic Variation: 6.0° E

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

Sunrise: 0240 Z  
Sunset: 1828 Z

## Runway Information

Runway: 06  
Length x Width: 10991 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 43 ft  
Lighting: Edge, ALS, Centerline

Runway: 24  
Length x Width: 10991 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 38 ft  
Lighting: Edge, ALS, Centerline, TDZ

## Communication Information

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

Kaliningrad Transit Operations: 131.700 Non-English

UMKK/KGD  
KHRABROVO

JEPPESEN

28 DEC 18

10-1P

Eff 3 Jan

KALININGRAD, RUSSIA

AIRPORT BRIEFING

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## 1. GENERAL

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### 1.1. ATIS

ATIS 122.475  
ATIS 122.055 (Russian)

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. GENERAL

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

#### 1.2.2. ENGINE WARM-UP AND RUN-UP

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

### 1.3. LOW VISIBILITY PROCEDURES

LVP shall be implemented by ATC when meteorological VIS is 1000m or less. The flight crew of arriving ACFT must report execution of landing and RWY vacated.

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

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

### 1.4. TAXI PROCEDURES

Crossing ILS-critical areas shall be carried out by TWR permission only.

Civil ACFT shall use only TWY B, C, D.

Apron 2 is not available for civil ACFT.

All movements of ACFT by TWR permission only.

Taxiing along the apron and TWYs shall be carried out after the Follow-me car if meteorological visibility is less than 400m or by the request of the flight crew.

Taxiing at night and in the daytime, when visibility is 2000m or less, shall be carried out with navigation and landing lights on. Anti-collision lights must be switched on from engines' start-up to shutdown in the daytime and at night.

ACFT taxiing along the apron shall be carried out at increased caution of the flight crew at the minimum acceptable speed.

### 1.5. PARKING INFORMATION

For taxiing in and out of stands marshaller required.

Stands 1 thru 29 available for helicopter.

Stands 2 thru 7 are equipped with aerobridges.

### 1.6. OTHER INFORMATION

Birds.

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28 DEC 18

10-1P1

Eff 3 Jan

KALININGRAD, RUSSIA

AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. GENERAL

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

### 2.2. SPEED RESTRICTIONS

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

### 2.3. NOISE ABATEMENT PROCEDURES

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

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

During instrument or visual APCH it is not allowed to fly below the ILS glide path.

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

Reverse thrust (with exception of reverse idle thrust) shall be used only for safety reasons.

### 2.4. OTHER INFORMATION

#### 2.4.1. IFR APCH

If flight crew intends to execute an approach other than ILS approach, flight crew must report this to APP controller and obtain clearance.

#### 2.4.2. VISUAL APCH

In case visual contact with the RWY is lost, flight crew shall execute missed approach under IFR and immediately inform ATS unit about it.

When executing visual approach to RWY 06 flight crew should pay attention to avoid mistaking RWY of Kaliningrad (Chkalovsk) AD located 10.3 NM/19km South-West of Kaliningrad (Khrabrovo) AD for RWY of Kaliningrad (Khrabrovo) AD.

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10 AUG 18

10-1P2

Eff 16 Aug

KALININGRAD, RUSSIA

AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. START-UP

By clearance of TWR only.

Before ACFT is ready for start-up or towing pilot shall report following information:

- ACFT call sign;
- stand number;
- FL (according to FPL);
- latest ATIS information code letter.

#### 3.2. NOISE ABATEMENT PROCEDURES

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

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

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

The reduction of engine power shall not be applied until

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

#### 3.3. ASSIGNED TAKE-OFF TIME

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

#### 3.4. REPORT TO APCH CONTROL

Report airborne, assigned SID, heading or direction to CRP, designated FL (height).

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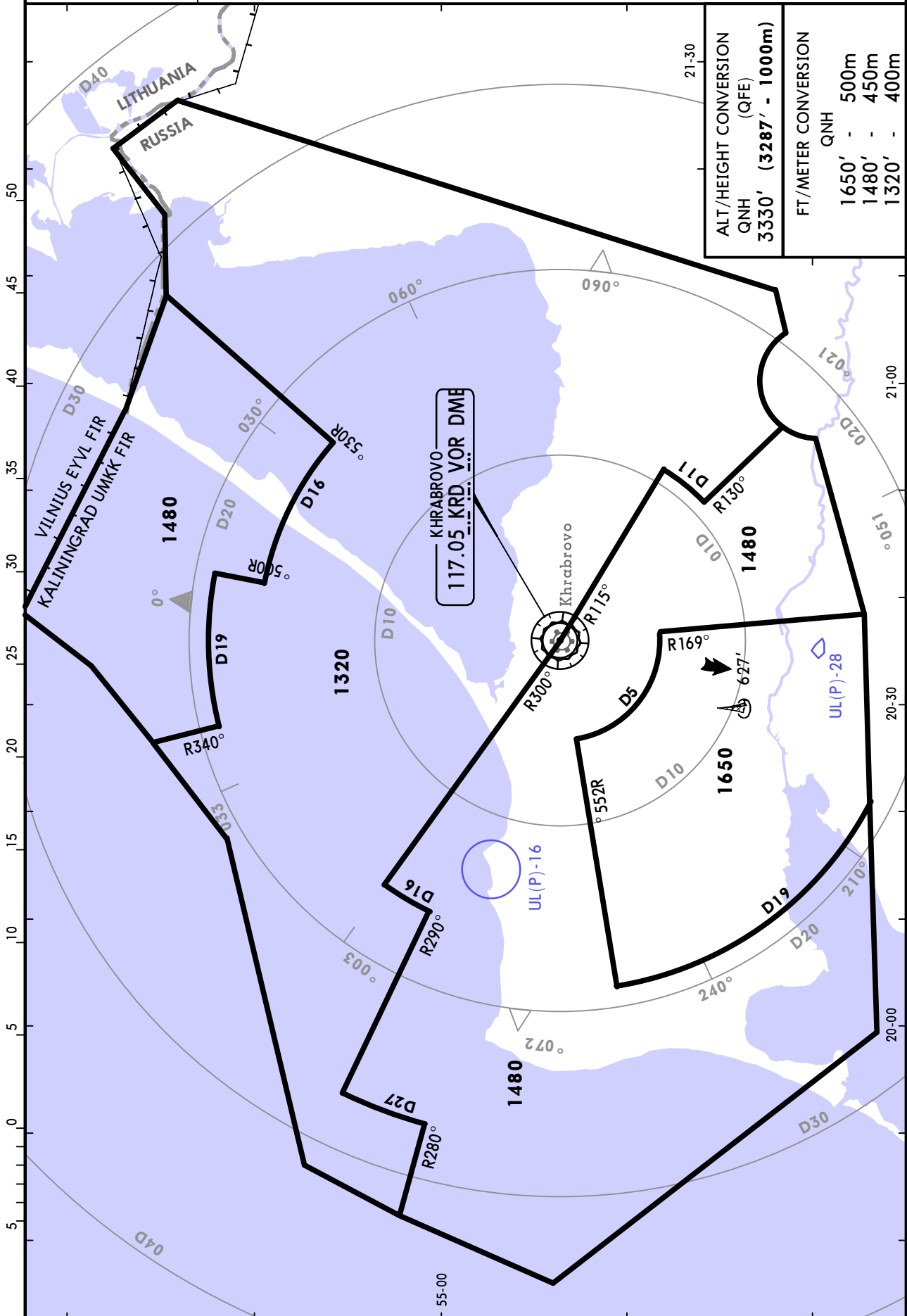
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29 DEC 17  
Eff 4 Jan **10-1R**

**KALININGRAD, RUSSIA  
RADAR MINIMUM ALTITUDES**

Apt Elev  
**43'**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 742 mm (989.3 hPa)  
FL70 if pressure is less than 715 mm (953.3 hPa)  
Trans alt: 3330' (**3287'**)  
Chart only to be used for cross-checking of assigned altitudes while under  
vectoring control.

ALT/HEIGHT CONVERSION	
QNH (QFE)	
3330' (3287' - 1000m)	
FT/METER CONVERSION	
QNH	
1650' - 500m	
1480' - 450m	
1320' - 400m	



CHANGES: New chart.

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9 MAR 18 (10-2)

**KALININGRAD, RUSSIA**

**RNAV STAR**

RNAV STAR DESIGNATION	REFER TO CHART
ITVUL 2F, RILEP 2F, RUSNE 2F	10-2B
ITVUL 2G, NIFAL 2G, RILEP 2G, RUSNE 2G	10-2C
NEDRA 2F, NIFAL 2F, RUTAM 2F	10-2D
NEDRA 2G, 2S, RUTAM 2G, 2S	10-2E
TARUN 2F, URAMA 2F, 2Z	10-2F
TARUN 2G, URAMA 2G, 2S	10-2G
NERIG 2F, PELUG 2F, TURIP 2F	10-2H
NERIG 2G, PELUG 2G, TURIP 2G	10-2J

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9 MAR 18 (10-2A)

KALININGRAD, RUSSIA

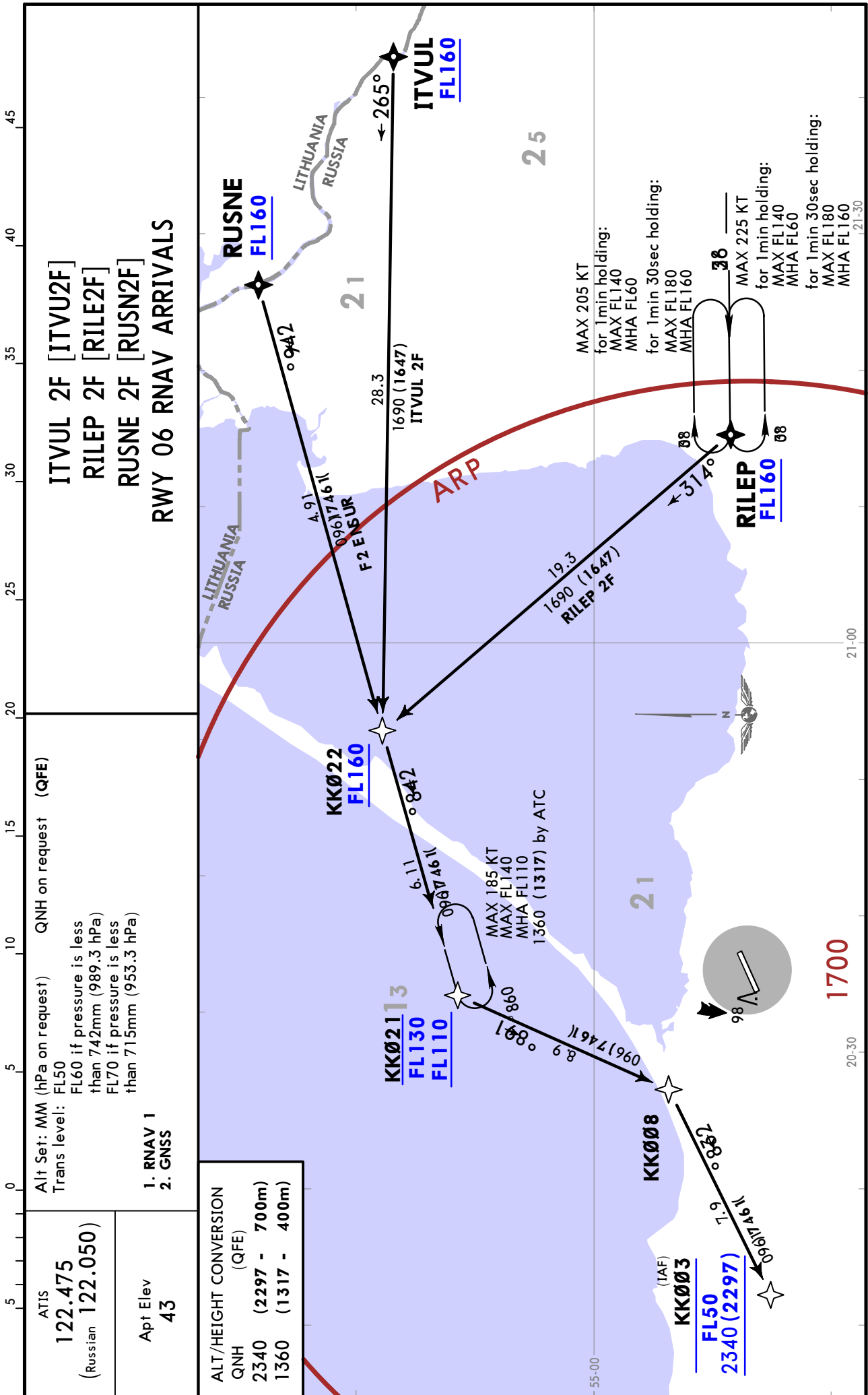
**STAR**

STAR DESIGNATION	REFER TO CHART
ITVUL 2A, 2B, RILEP 2A, 2B RUSNE 2A, 2B	10-2K
NEDRA 2A, 2B, NIFAL 2A, 2B, RUTAM 2A, 2B	10-2L
TARUN 2A, 2B URAMA 2A, 2B	10-2M
NERIG 2A, 2B, PELUG 2A, 2B, TURIP 2A, 2B	10-2N
ITVUL 2C, RILEP 2C, RUSNE 2C	10-2P
NEDRA 2C, NIFAL 2C, RUTAM 2C	10-2Q
TARUN 2C, URAMA 2C	10-2S
NERIG 2C, PELUG 2C, TURIP 2C	10-2T
ITVUL 2D, RUSNE 2D	10-2U
ITVUL 2E, 2X	10-2V
TARUN 2D, URAMA 2D	10-2W
TARUN 2E, URAMA 2E	10-2X
NERIG 2D, PELUG 2D, TURIP 2D	10-2X1
NERIG 2E, TURIP 2E	10-2X2

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29 DEC 17 10-2B Eff 4 Jan

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RNAV STAR

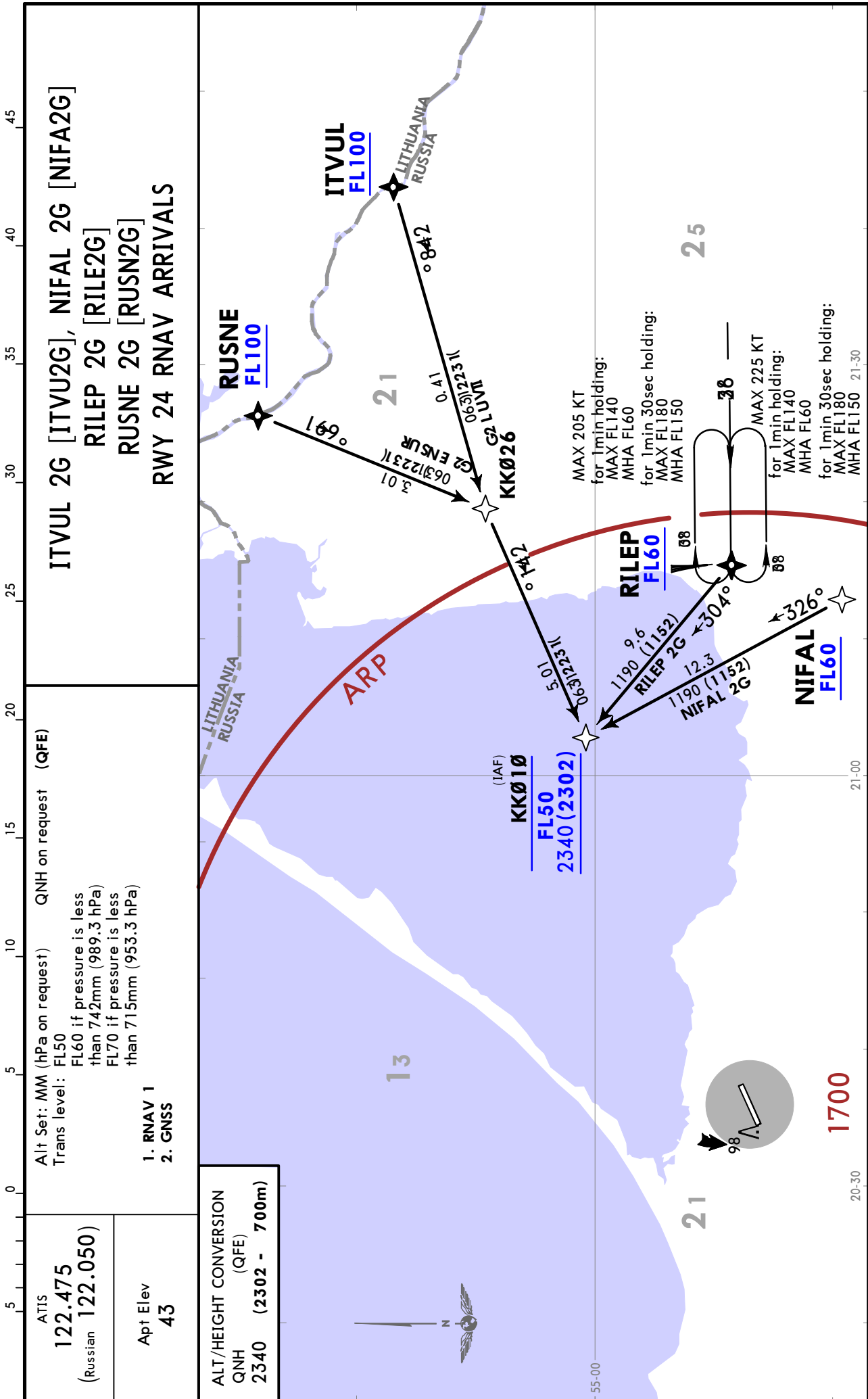


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29 DEC 17 10-2C Eff 4 Jan

KALININGRAD, RUSSIA

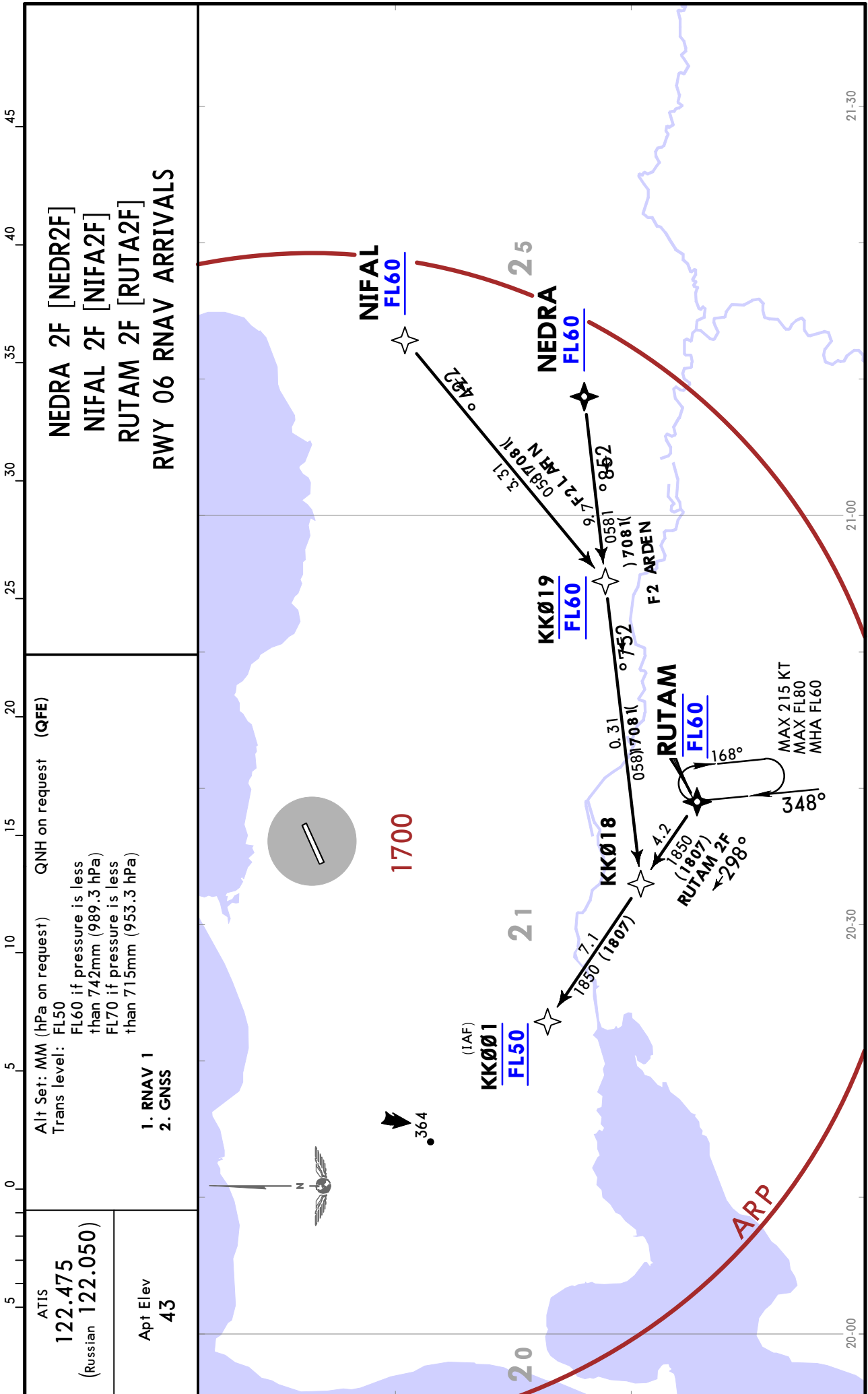
RNAV STAR



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29 DEC 17 10-2D Eff 4 Jan

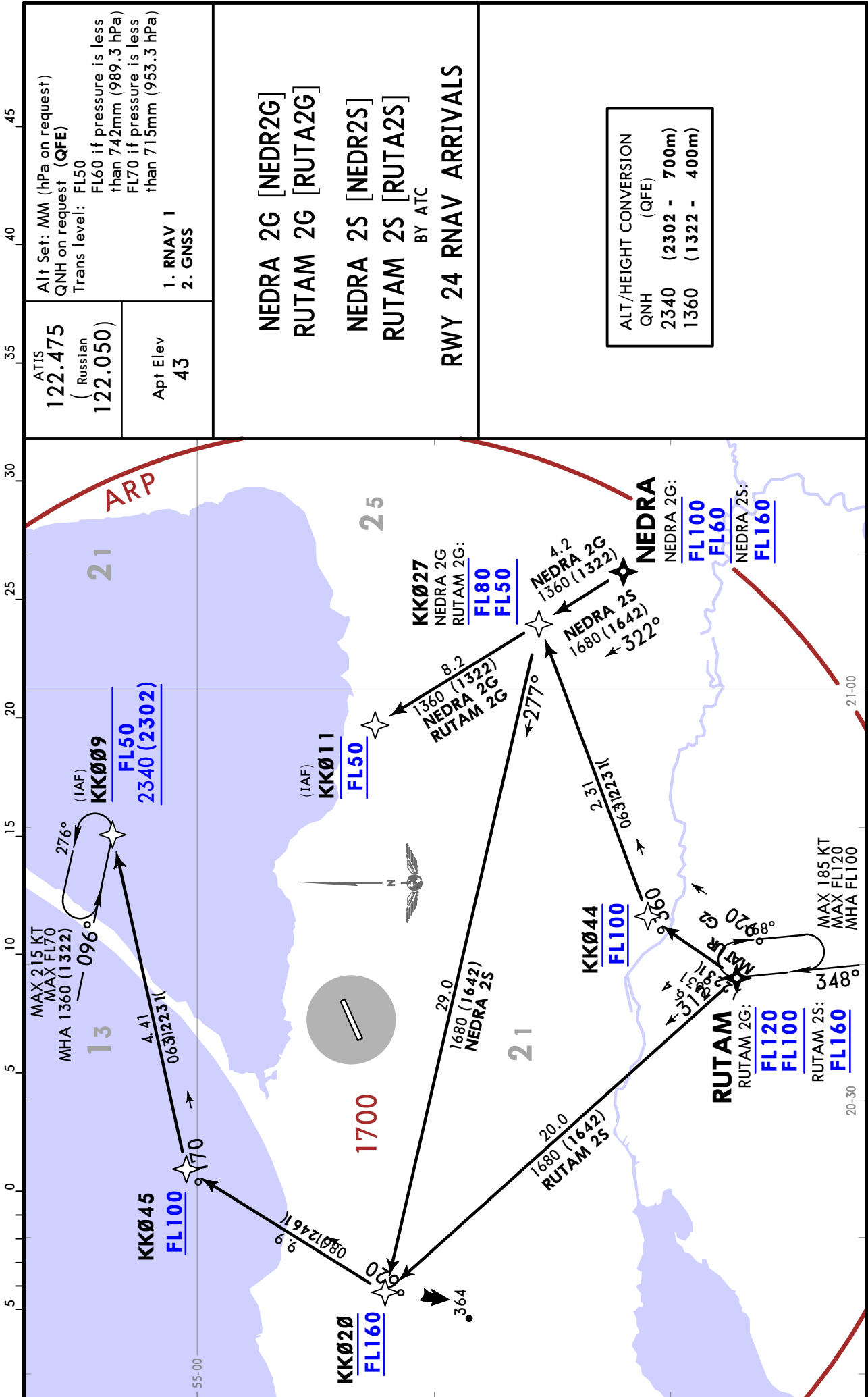
KALININGRAD, RUSSIA  
RNAV STAR



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# KALININGRAD, RUSSIA

RNAV STAR

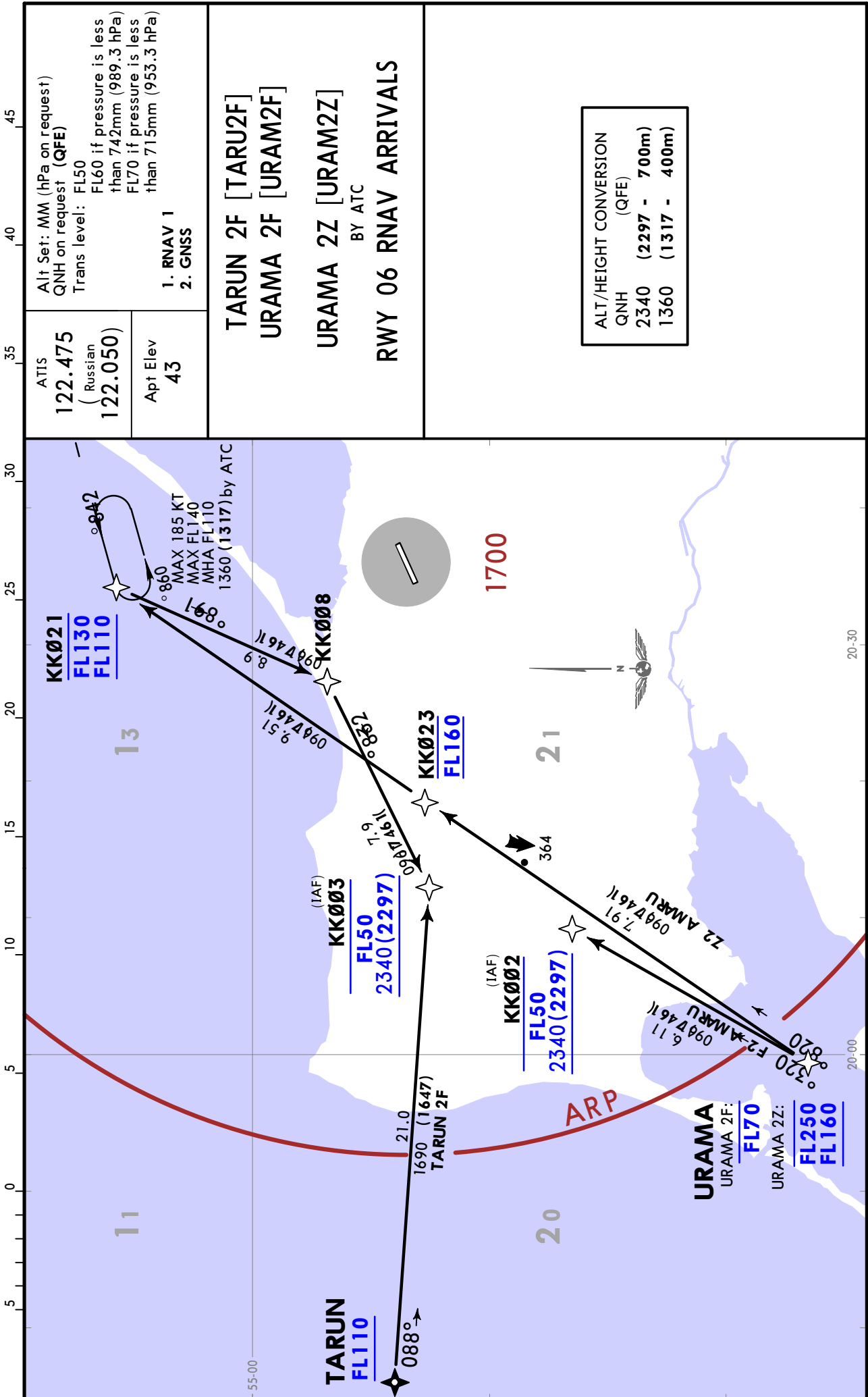


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29 DEC 17 **10-2F** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV STAR**



Alt Set: MM (hPa on request)  
QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 742mm (989.3 hPa)  
FL70 if pressure is less than 715mm (953.3 hPa)

1. RNAV 1  
2. GNSS

ATIS  
**122.475**  
(Russian)  
**122.050**

Apt Elev  
**43**

**TARUN 2F [TARU2F]**  
**URAMA 2F [URAM2F]**  
**URAMA 2Z [URAM2Z]**  
BY ATC  
**RWY 06 RNAV ARRIVALS**

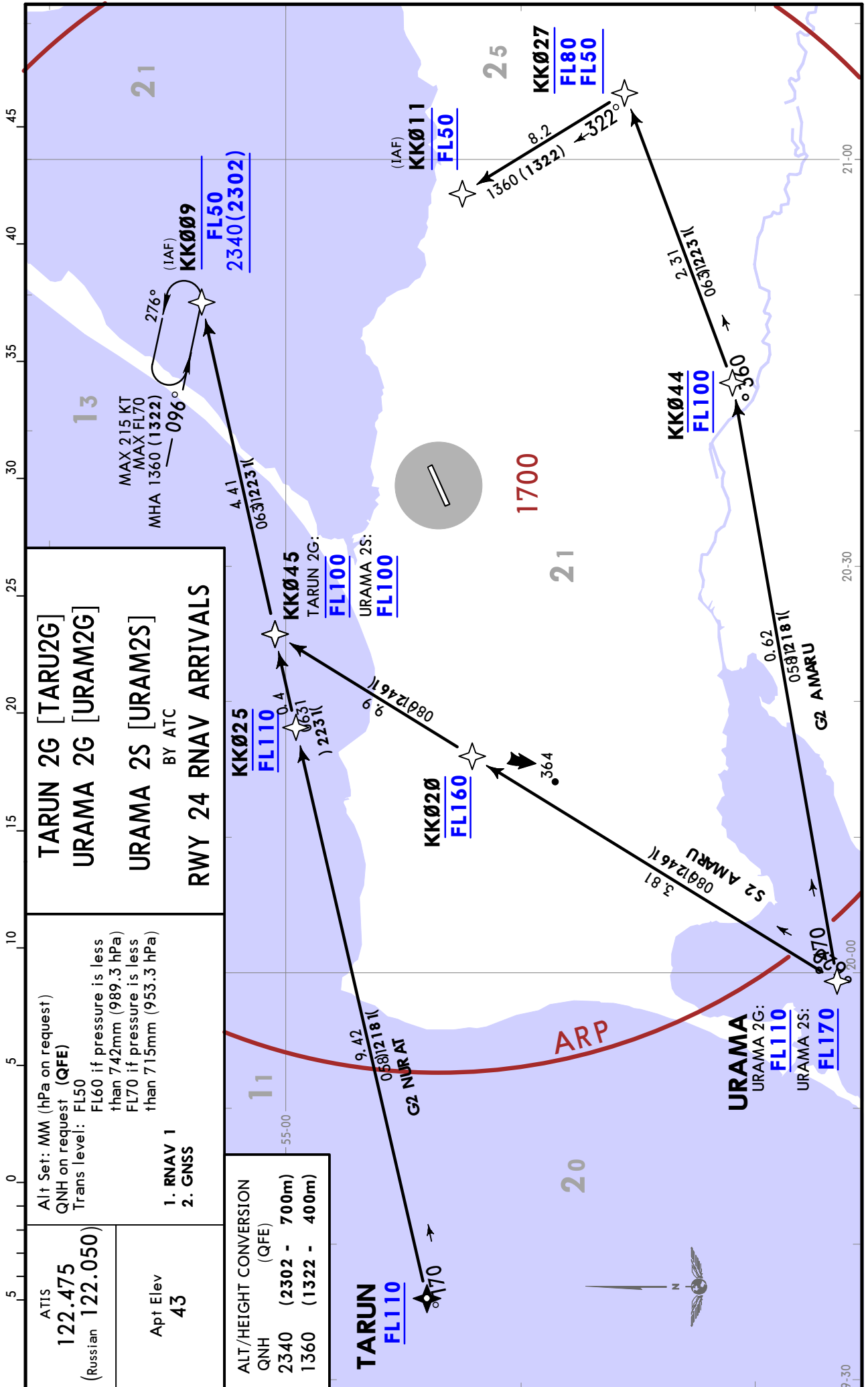
**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
2340 (2297 - 700m)  
1360 (1317 - 400m)

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29 DEC 17 **10-2G** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV STAR**



**TARUN 2G [TARU2G]  
URAMA 2G [URAM2G]  
URAMA 2S [URAM2S]  
BY ATC  
RWY 24 RNAV ARRIVALS**

Alt Set: MM (hPa on request)  
QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 742mm (989.3 hPa)  
FL70 if pressure is less than 715mm (953.3 hPa)

1. RNAV 1  
2. GNSS

ATIS  
**122.475**  
(Russian 122.050)

Apt Elev  
43

**ALT/HEIGHT CONVERSION  
(QFE)**  
QNH (2302 - 700m)  
1360 (1322 - 400m)

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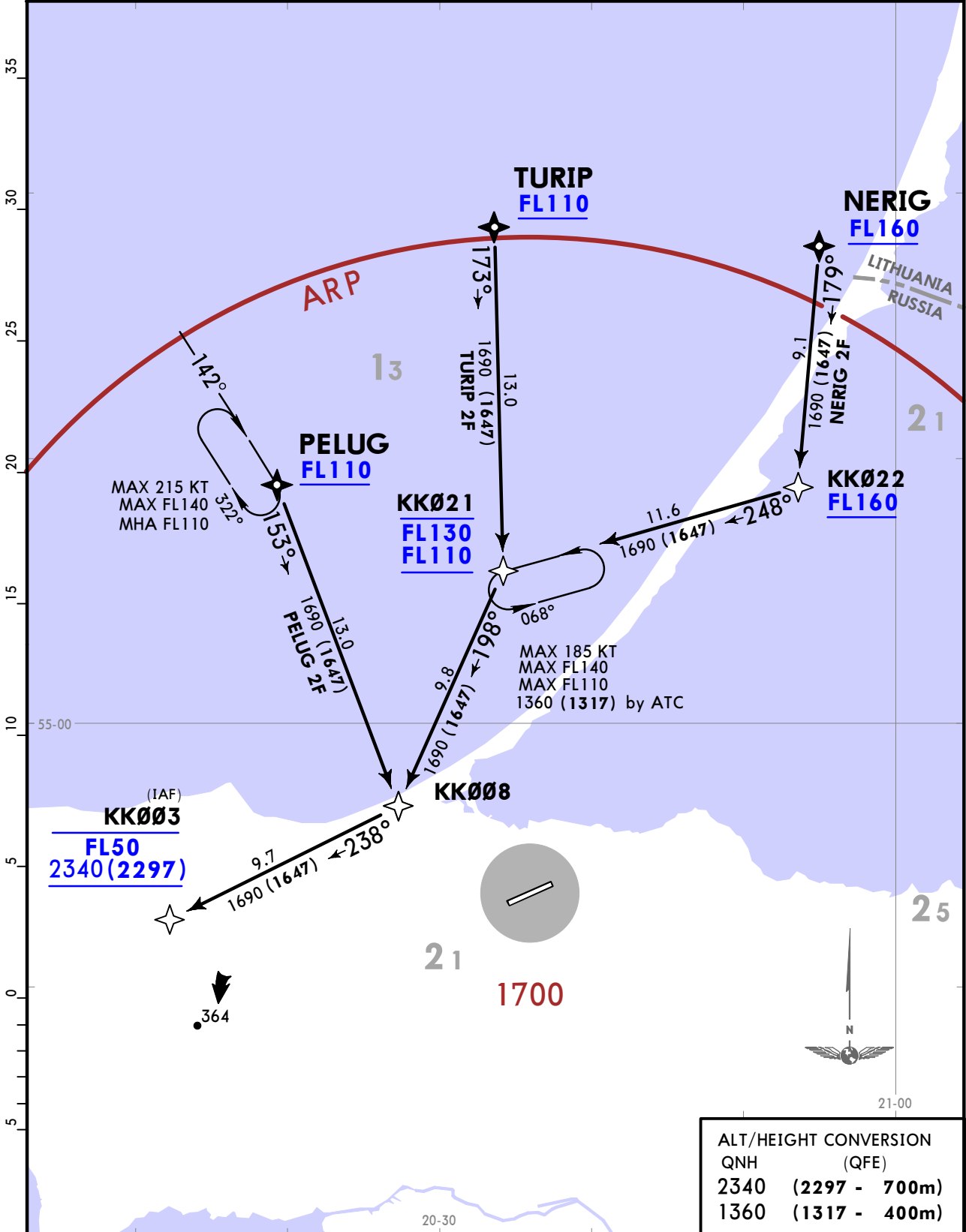
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29 DEC 17 **(10-2H)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV STAR**

ATIS <b>122.475</b> (Russian <b>122.050</b> )	Apt Elev <b>43</b>	Alt Set: MM (hPa on request)    QNH on request    (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) 1. RNAV 1 2. GNSS
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**NERIG 2F [NERI2F]**  
**PELUG 2F [PELU2F]**  
**TURIP 2F [TURI2F]**  
**RWY 06 RNAV ARRIVALS**





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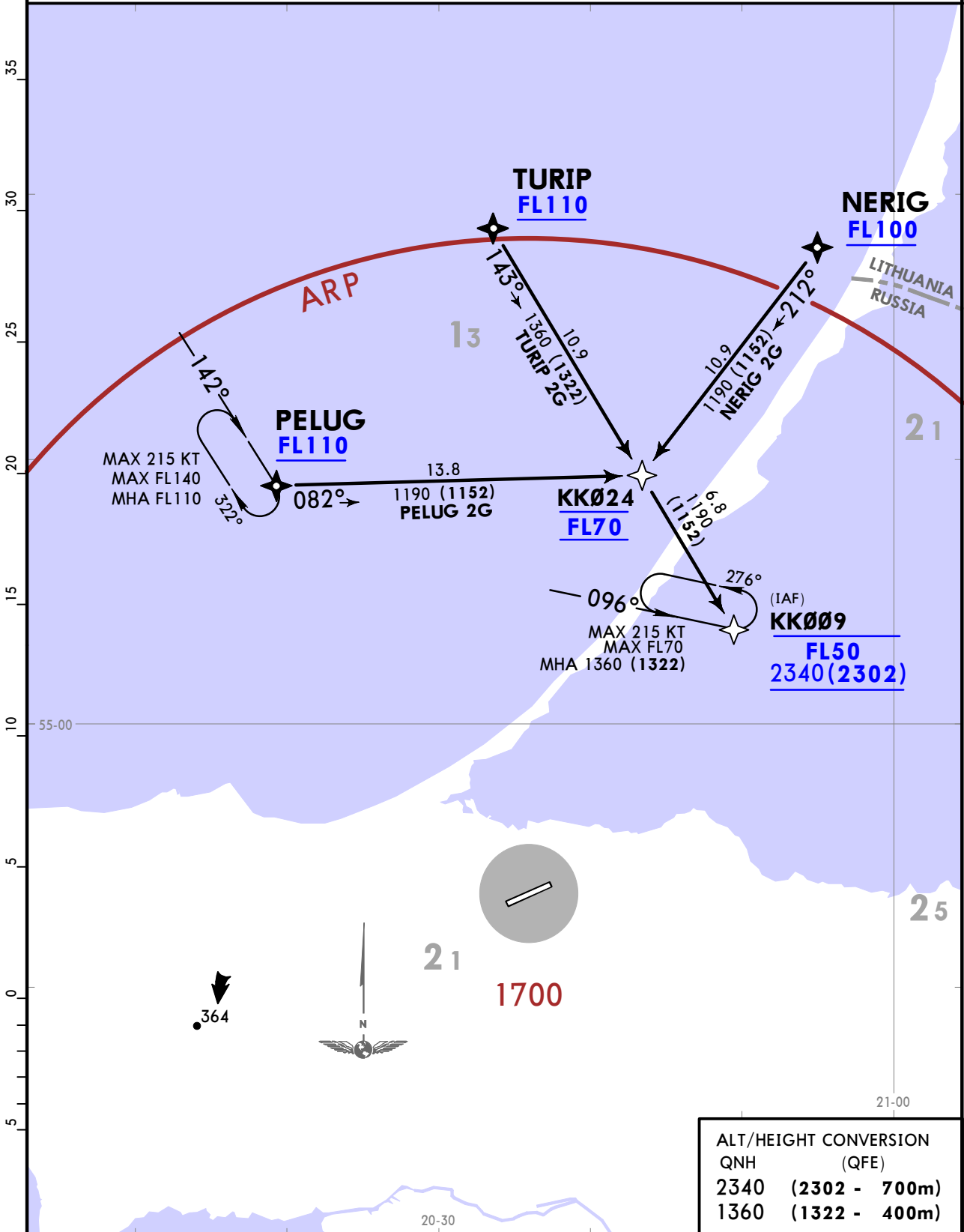
**JEPPESEN**  
29 DEC 17 **(10-2J)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV STAR**

ATIS <b>122.475</b> (Russian 122.050)	Apt Elev <b>43</b>	Alt Set: MM (hPa on request)    QNH on request    (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) 1. RNAV 1 2. GNSS
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**NERIG 2G [NERI2G]**  
**PELUG 2G [PELU2G]**  
**TURIP 2G [TURI2G]**  
**RWY 24 RNAV ARRIVALS**



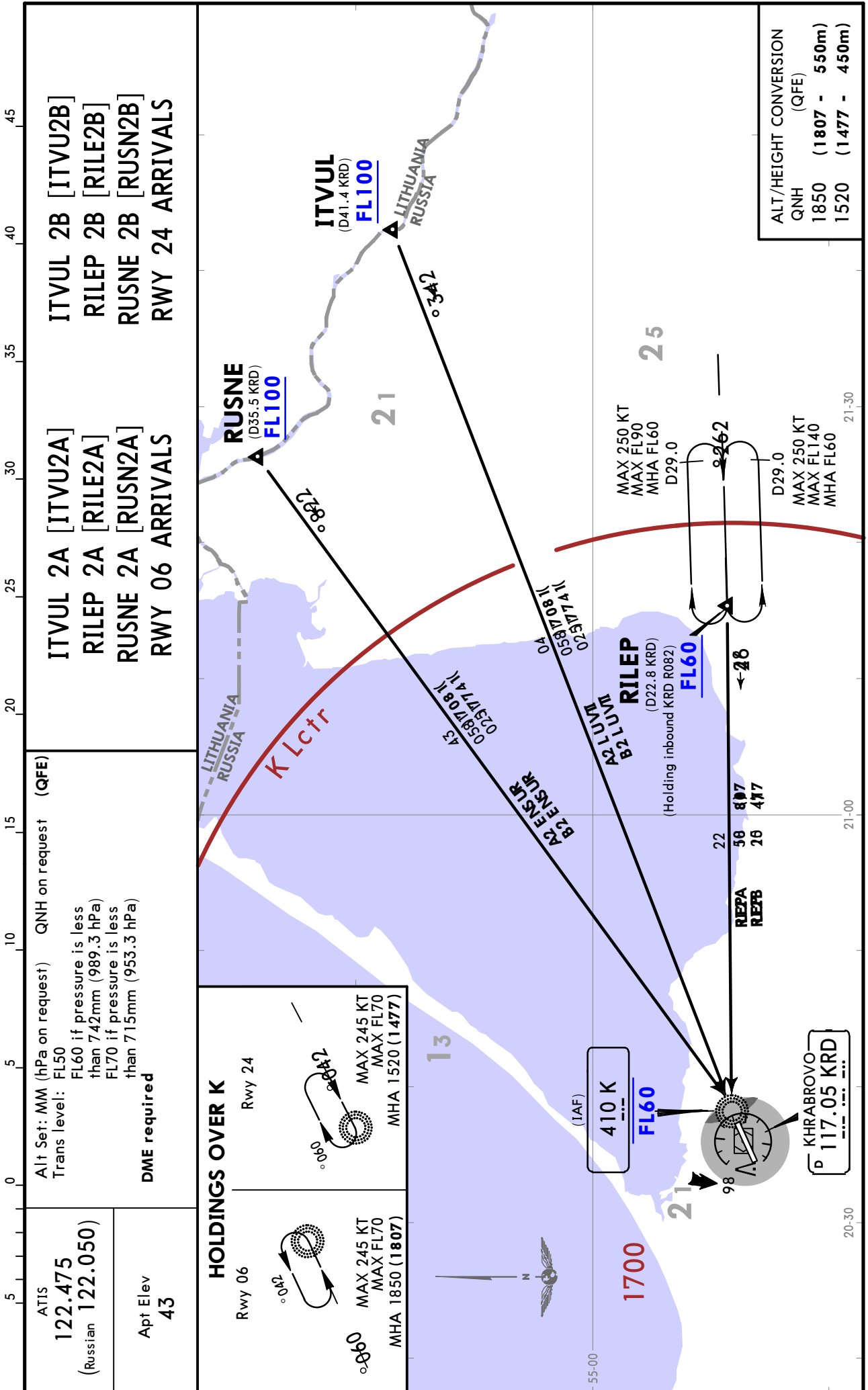
CHANGES: New chart.

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29 DEC 17 10-2K Eff 4 Jan

# KALININGRAD, RUSSIA

STAR



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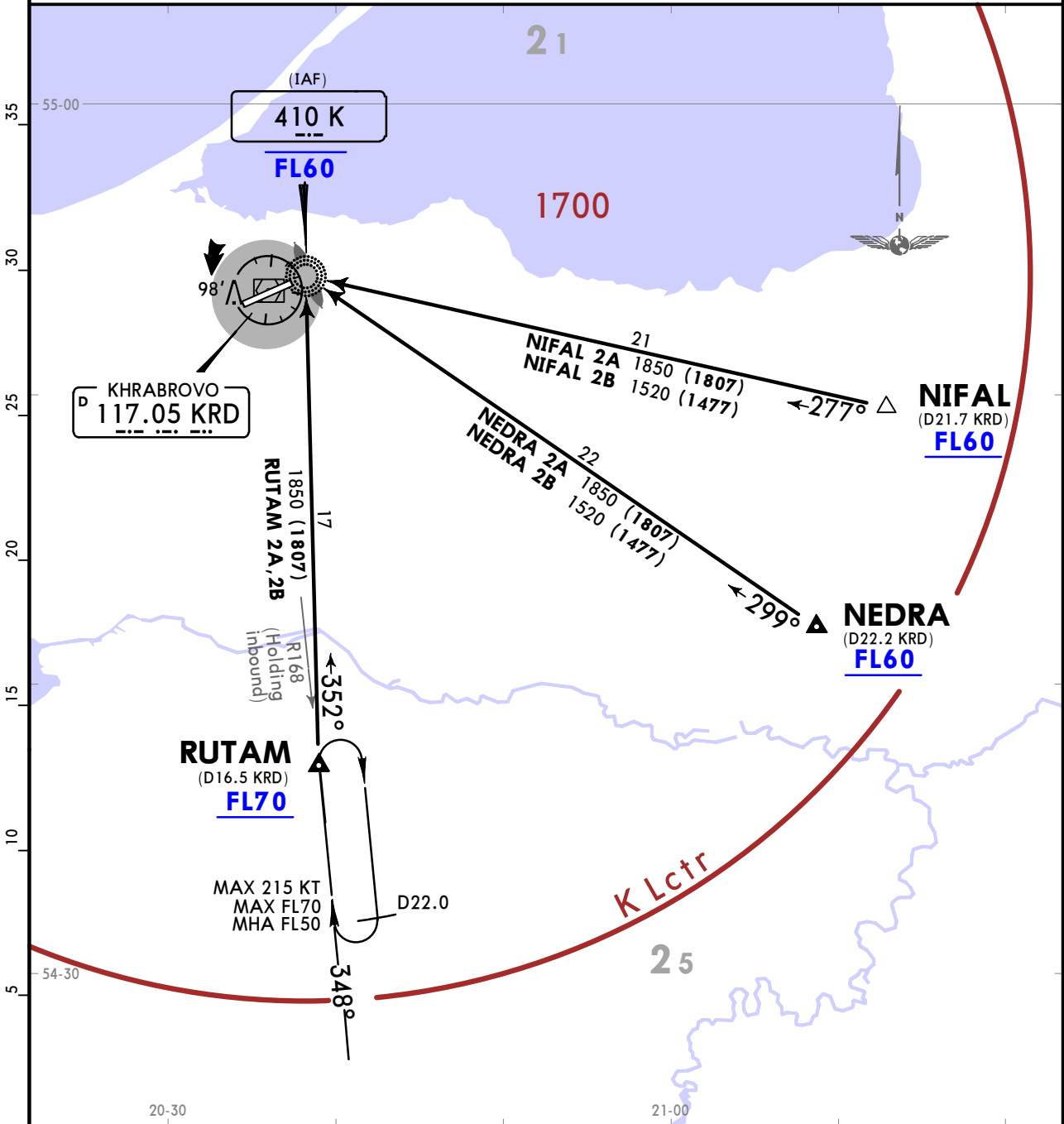
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29 DEC 17 **10-2L** Eff 4 Jan

**KALININGRAD, RUSSIA**

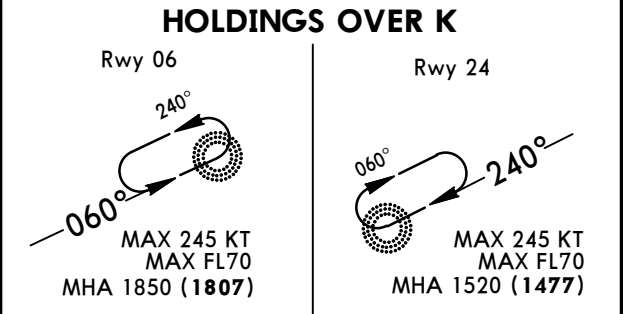
**STAR**

ATIS <b>122.475</b> (Russian 122.050)	Apt Elev <b>43</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) <b>DME required</b>
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<b>NEDRA 2A [NEDR2A]</b> <b>NIFAL 2A [NIFA2A]</b> <b>RUTAM 2A [RUTA2A]</b> <b>RWY 06 ARRIVALS</b>	<b>NEDRA 2B [NEDR2B]</b> <b>NIFAL 2B [NIFA2B]</b> <b>RUTAM 2B [RUTA2B]</b> <b>RWY 24 ARRIVALS</b>
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ALT/HEIGHT CONVERSION	
QNH	(QFE)
1850	(1807 - 550m)
1520	(1477 - 450m)

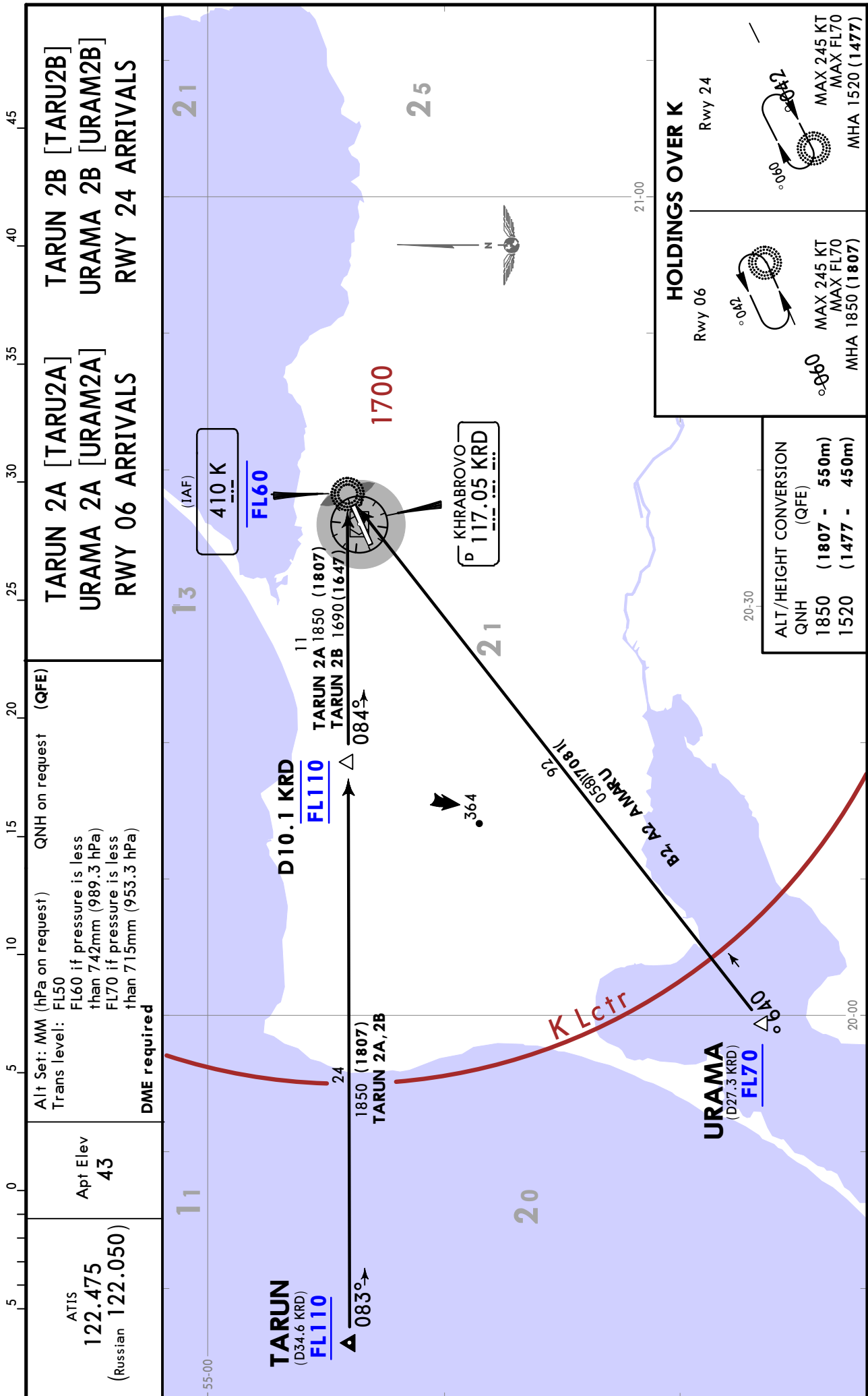


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29 DEC 17 10-2M Eff 4 Jan

KALININGRAD, RUSSIA

STAR



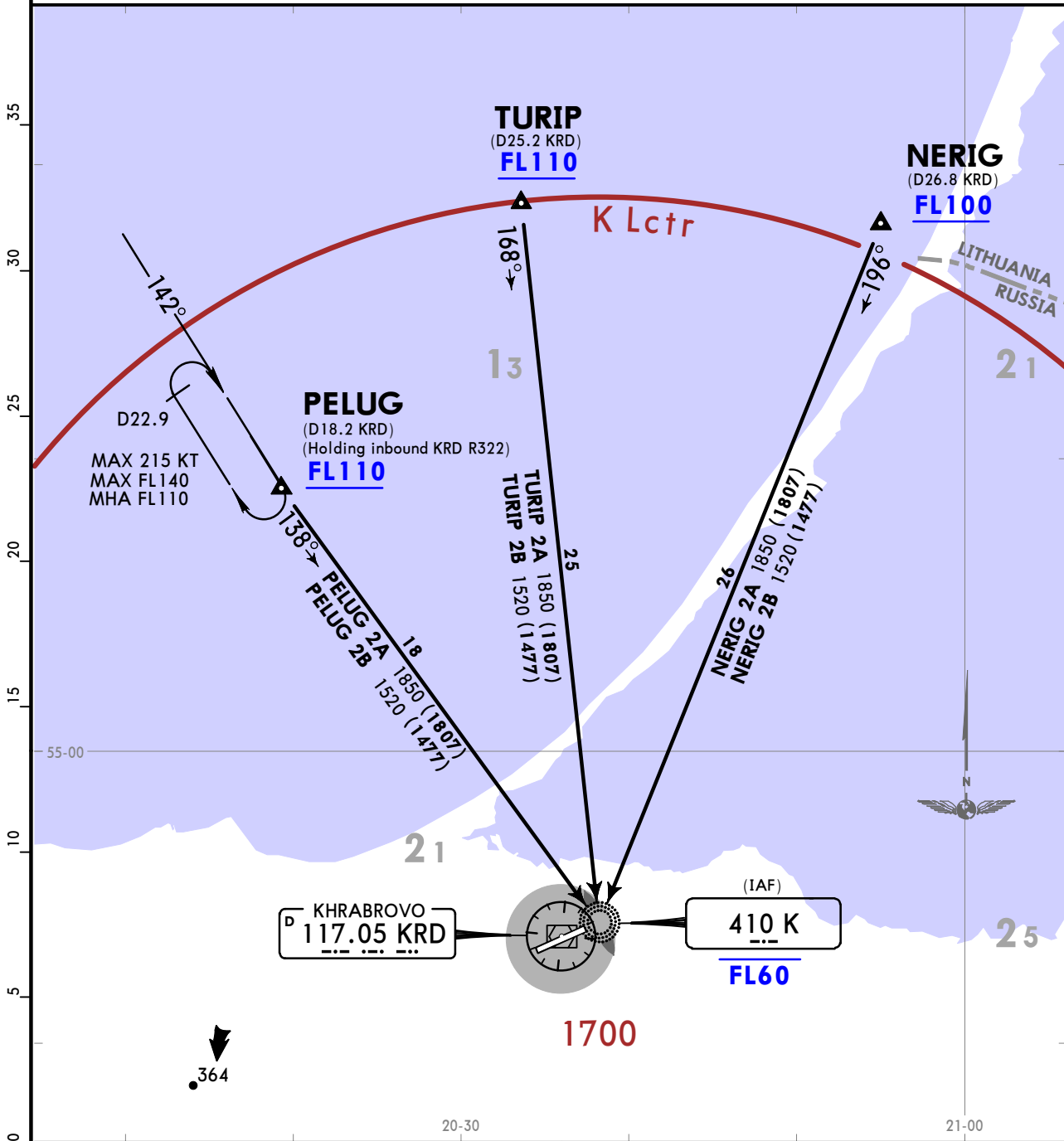
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29 DEC 17 **(10-2N)** Eff 4 Jan

**KALININGRAD, RUSSIA**  
**STAR**

ATIS <b>122.475</b> (Russian 122.050)	Apt Elev <b>43</b>	Alt Set: MM (hPa on request)    QNH on request    (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) <b>DME required</b>
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NERIG 2A [NERI2A] PELUG 2A [PELU2A] TURIP 2A [TURI2A] RWY 06 ARRIVALS	NERIG 2B [NERI2B] PELUG 2B [PELU2B] TURIP 2B [TURI2B] RWY 24 ARRIVALS
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<b>ALT/HEIGHT CONVERSION</b>	
QNH	(QFE)
1850	(1807 - 550m)
1520	(1477 - 450m)

**HOLDINGS OVER K**

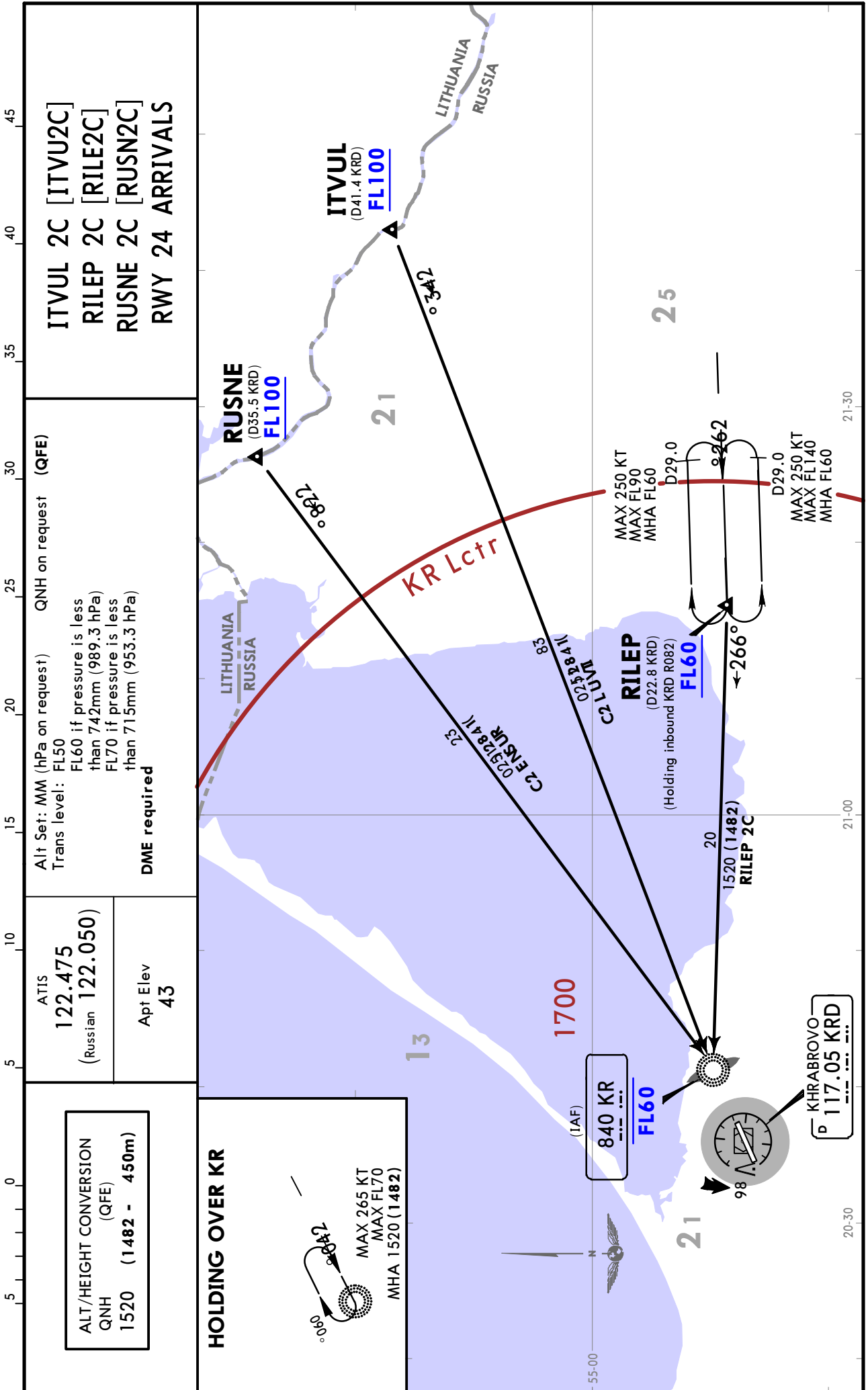
Rwy 06  MAX 245 KT MAX FL70 MHA 1850 (1807)	Rwy 24  MAX 245 KT MAX FL70 MHA 1520 (1477)
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29 DEC 17 10-2P Eff 4 Jan

# KALININGRAD, RUSSIA

**STAR**



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29 DEC 17 **(10-2Q)** Eff 4 Jan

**KALININGRAD, RUSSIA**

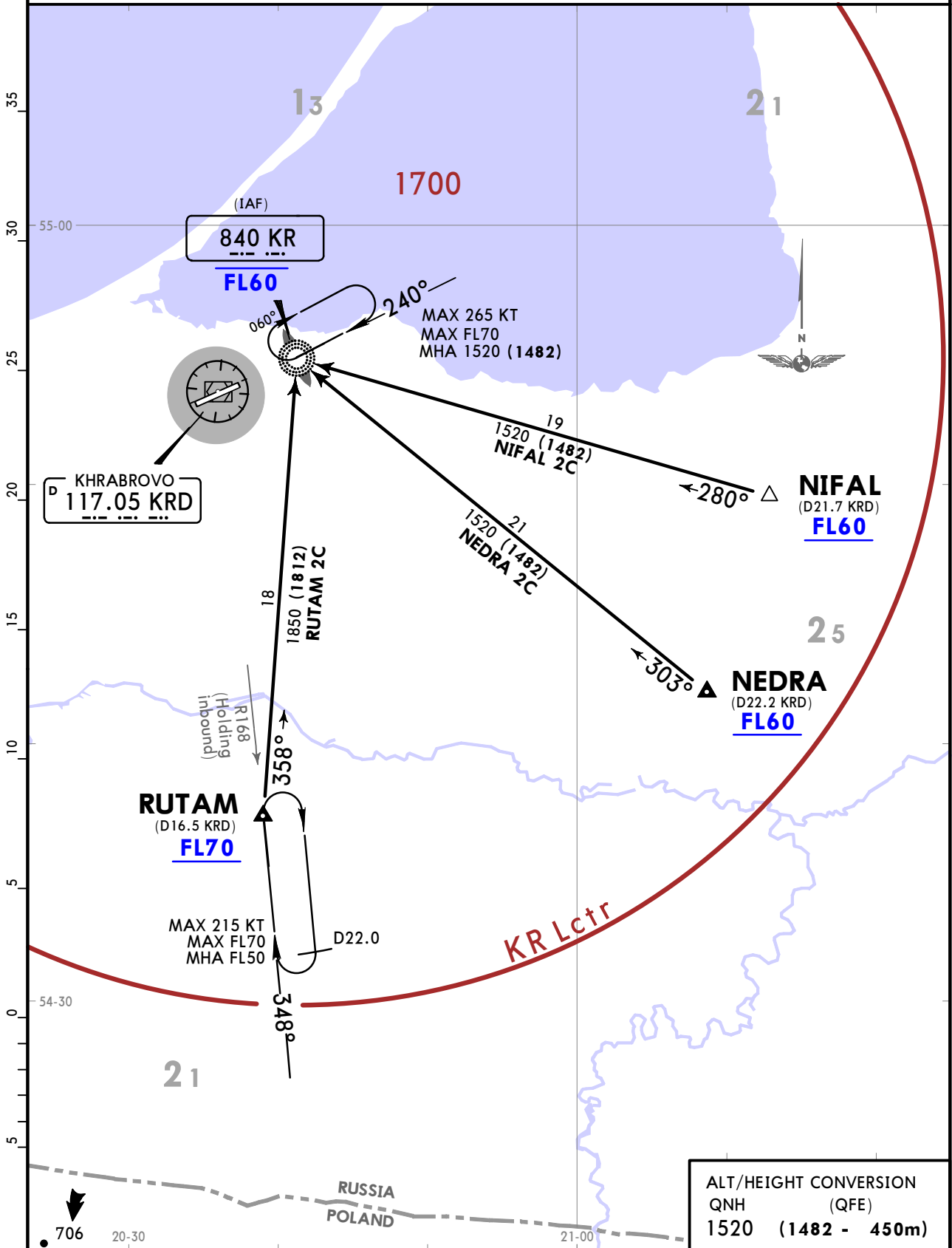
**STAR**

ATIS  
**122.475**  
(Russian 122.050)

Apt Elev  
**43**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 742mm (989.3 hPa)  
FL70 if pressure is less than 715mm (953.3 hPa)  
**DME required**

**NEDRA 2C [NEDR2C]  
NIFAL 2C [NIFA2C]  
RUTAM 2C [RUTA2C]  
RWY 24 ARRIVALS**

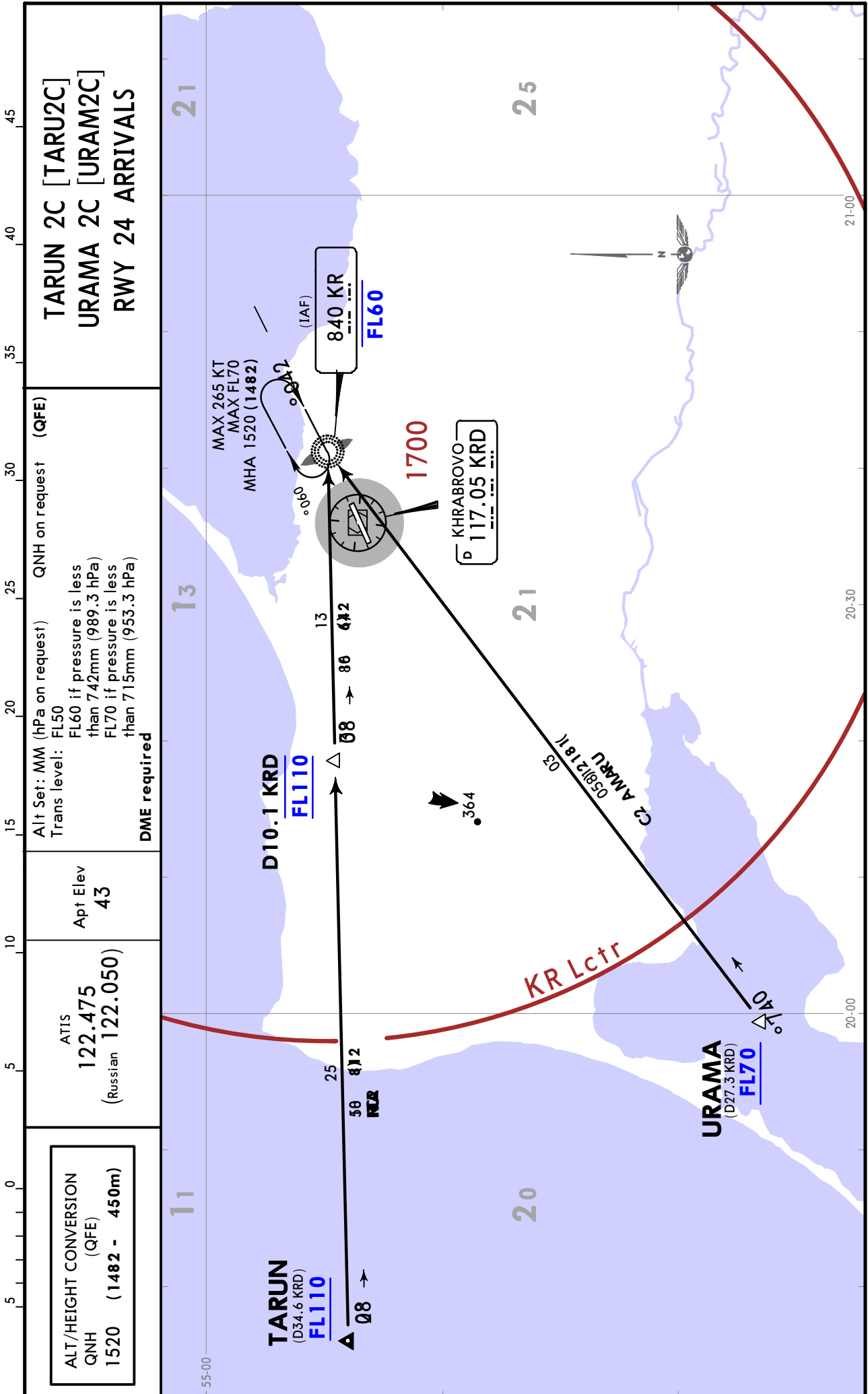


ALT/HEIGHT CONVERSION	
QNH	(QFE)
1520	(1482 - 450m)

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29 DEC 17 **10-25** Eff 4 Jan

**KALININGRAD, RUSSIA**  
**STAR**



CHANGES: New chart.

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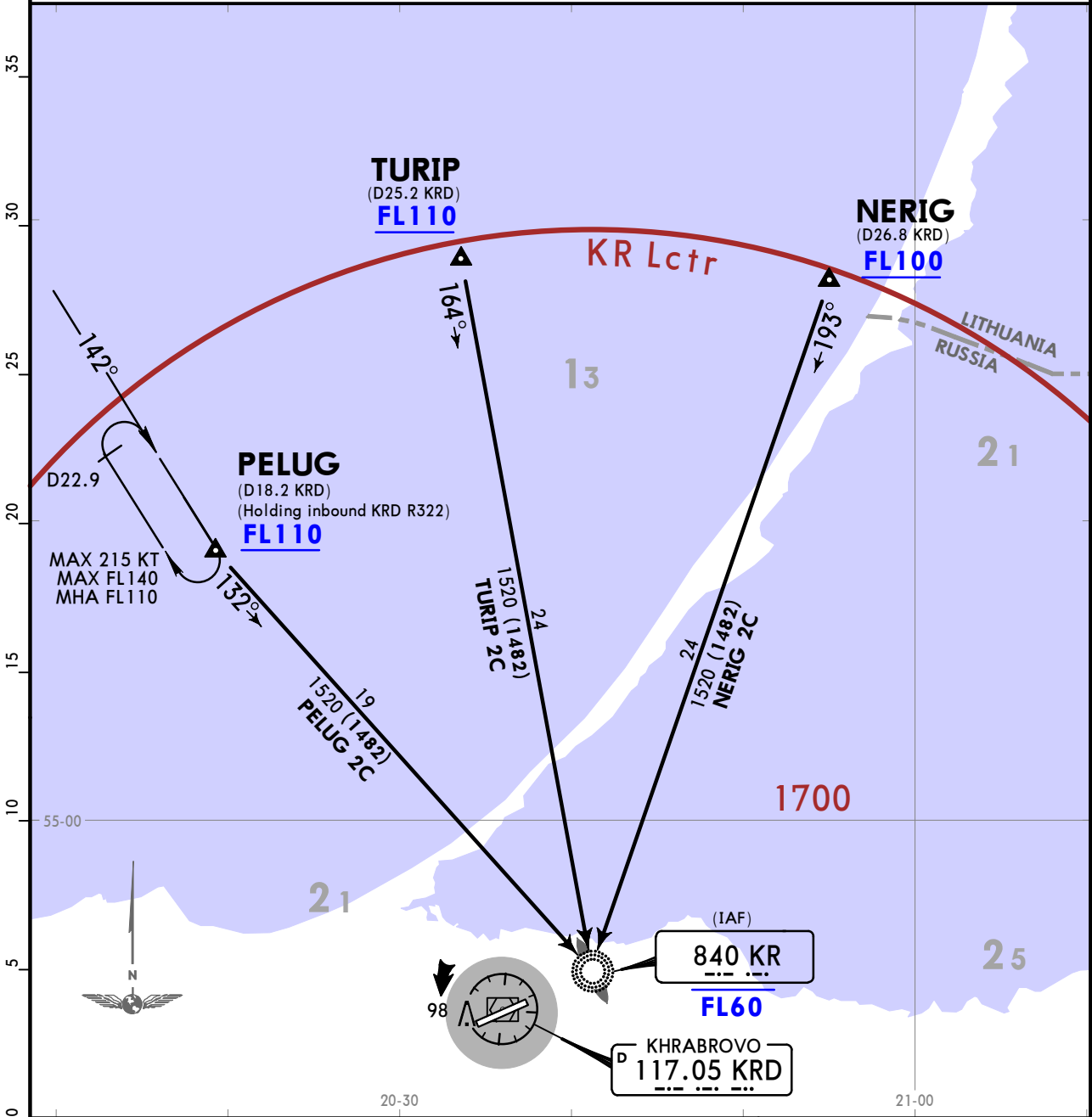
**JEPPESEN**  
29 DEC 17 **(10-2T)** Eff 4 Jan

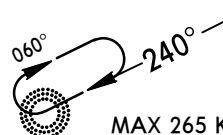
**KALININGRAD, RUSSIA**

**STAR**

ATIS <b>122.475</b> (Russian 122.050)	Apt Elev <b>43</b>	Alt Set: MM (hPa on request)    QNH on request    (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) <b>DME required</b>
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**NERIG 2C [NERI2C]**  
**PELUG 2C [PELU2C]**  
**TURIP 2C [TURI2C]**  
**RWY 24 ARRIVALS**

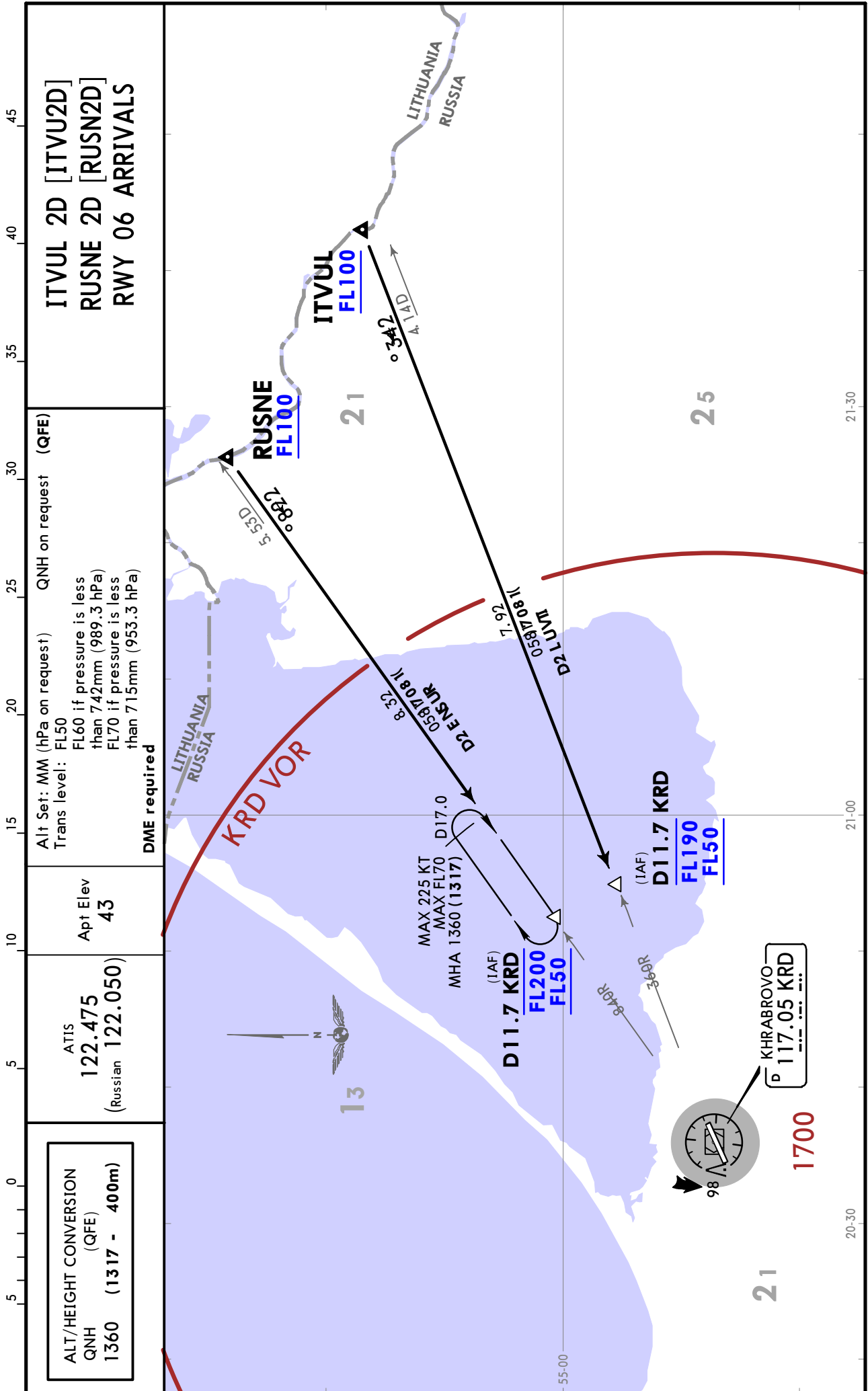


ALT/HEIGHT CONVERSION QNH                      (QFE) 1520    (1482 - 450m)	<b>HOLDING OVER KR</b>   MAX 265 KT MAX FL70 MHA 1520 (1482)
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**KHRABROVO**

**JEPPESSEN**  
29 DEC 17 **10-2U** Eff 4 Jan

**KALININGRAD, RUSSIA**  
**STAR**



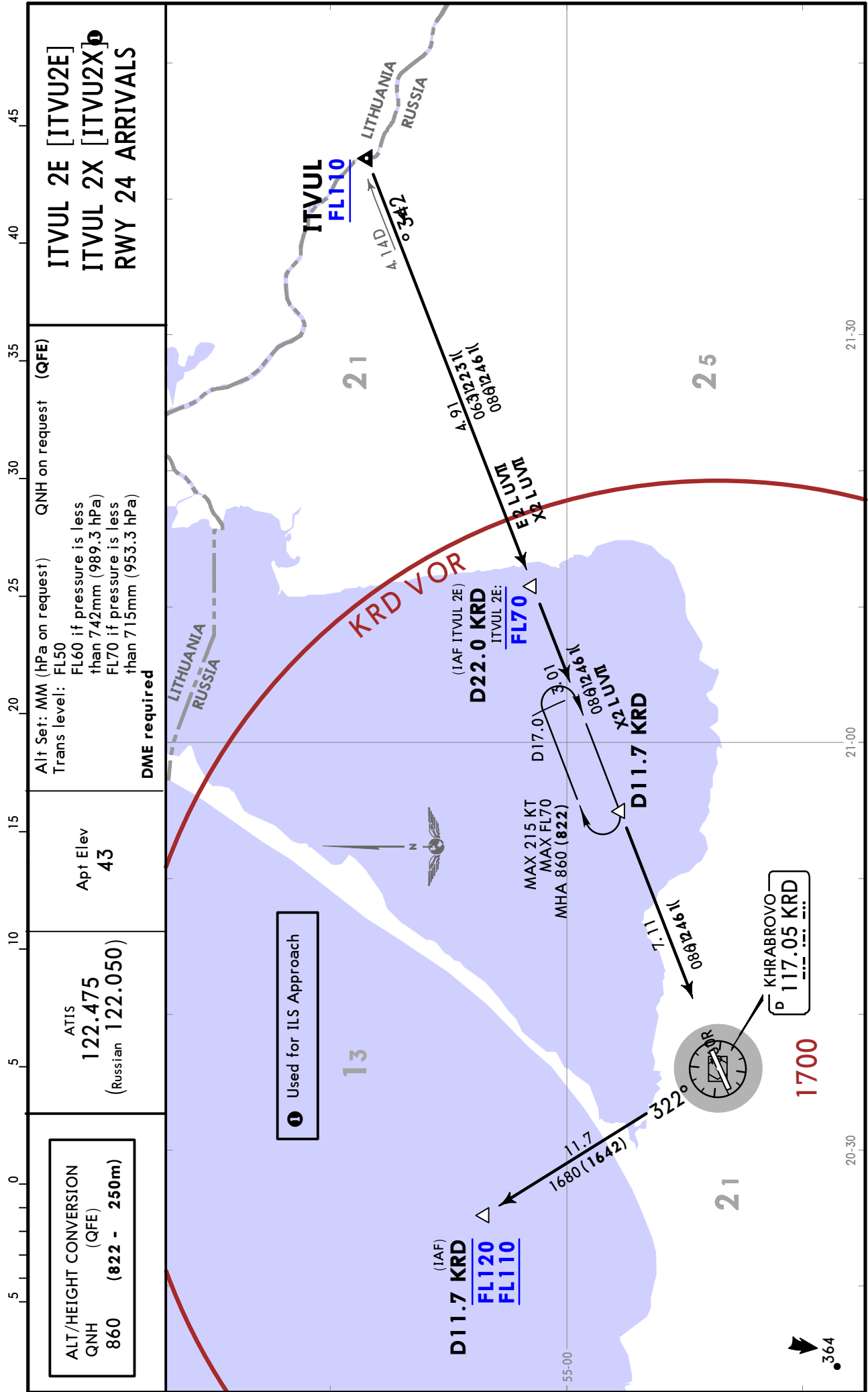
CHANGES: New chart.

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JEPPESEN  
29 DEC 17 10-2V Eff 4 Jan

KALININGRAD, RUSSIA

STAR

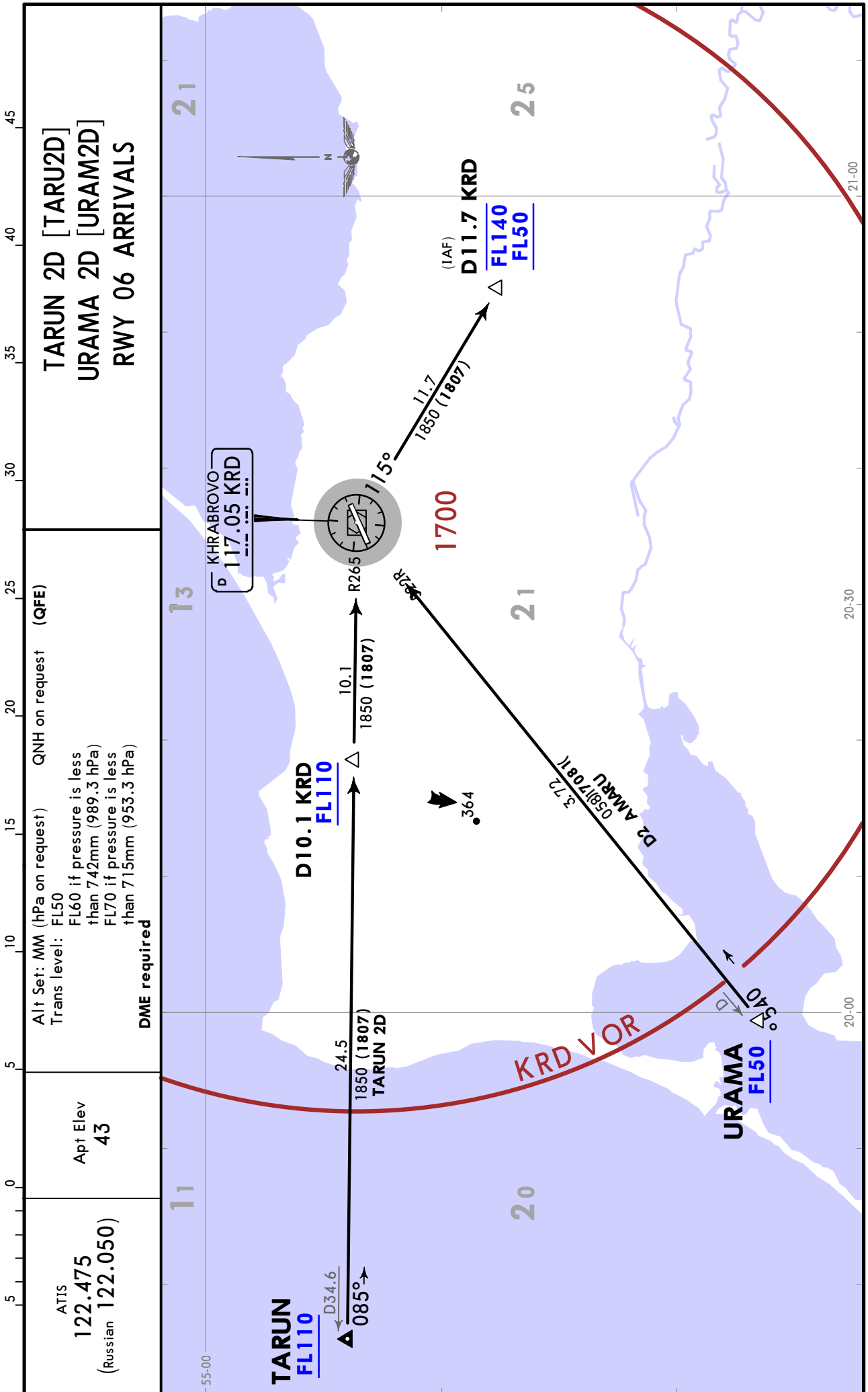


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JEPPESSEN  
29 DEC 17 10-2W Eff 4 Jan

KALININGRAD, RUSSIA

STAR

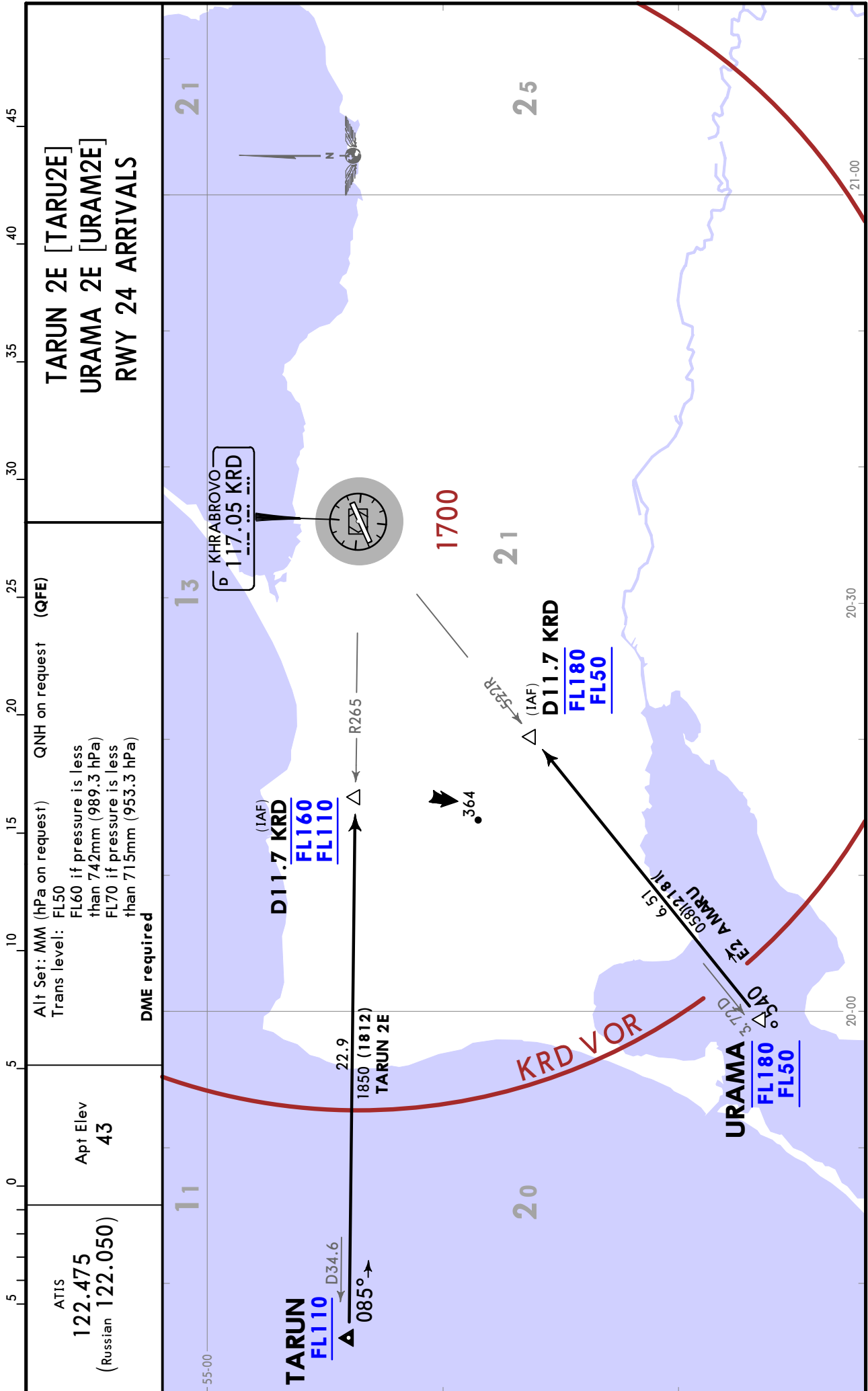


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JEPPESSEN  
29 DEC 17 (10-2X) Eff 4 Jan

KALININGRAD, RUSSIA

STAR



CHANGES: New chart.

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**KHRABROVO**

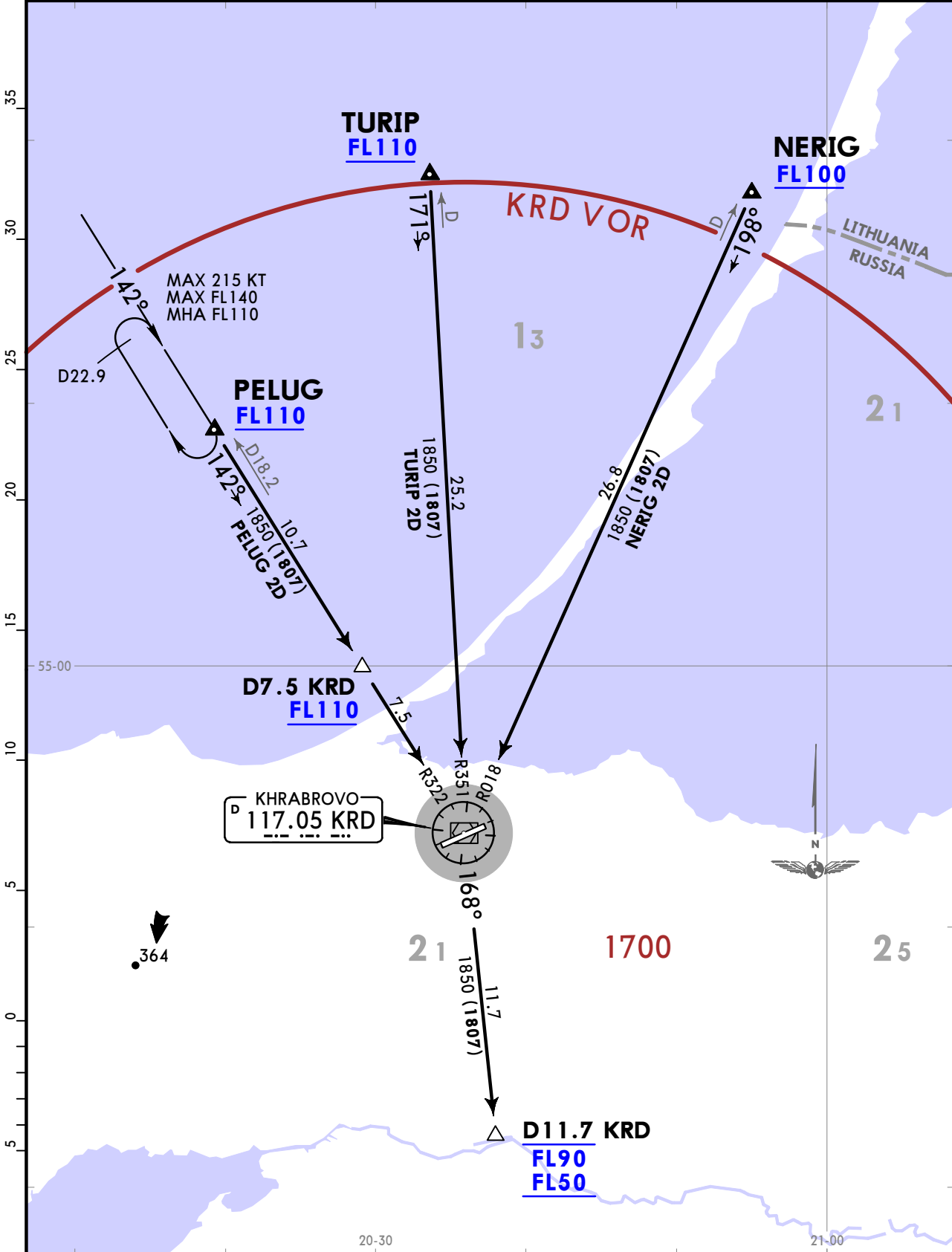
**JEPPESEN**  
29 DEC 17 **(10-2X1)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**STAR**

ATIS <b>122.475</b> (Russian 122.050)	Apt Elev <b>43</b>	Alt Set: MM (hPa on request)    QNH on request    (QFE) Trans level: FL50 FL60 if pressure is less than 742mm (989.3 hPa) FL70 if pressure is less than 715mm (953.3 hPa) <b>DME required</b>
---	-----------------------	---

NERIG 2D [NERI2D]  
 PELUG 2D [PELU2D]  
 TURIP 2D [TURI2D]  
 RWY 06 ARRIVALS



**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 (10-2X2) Eff 4 Jan

**KALININGRAD, RUSSIA**

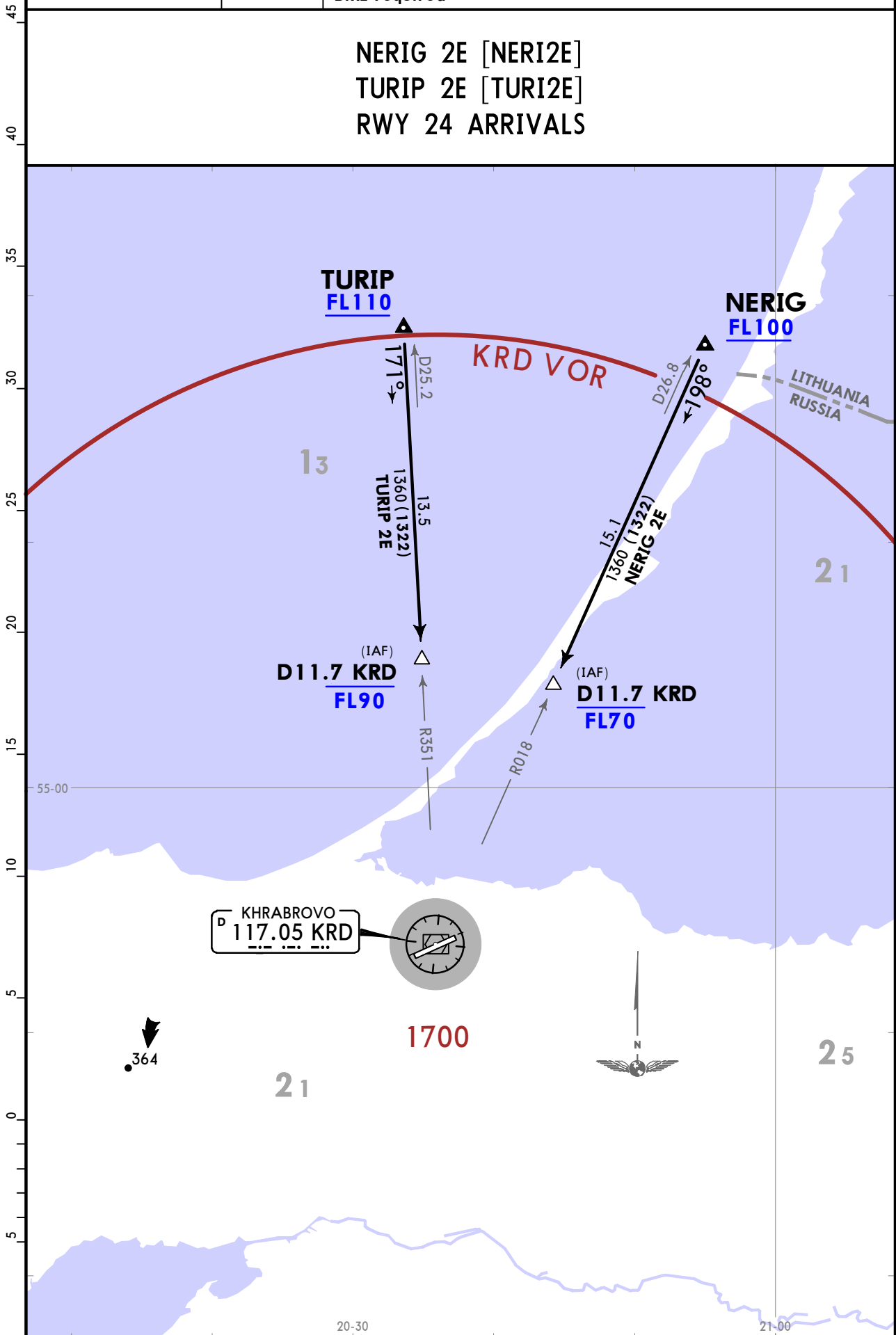
**STAR**

ATIS  
**122.475**  
(Russian **122.050**)

Apt Elev  
**43**

Alt Set: MM (hPa on request) QNH on request (QFE)  
Trans level: FL50  
FL60 if pressure is less than 742mm (989.3 hPa)  
FL70 if pressure is less than 715mm (953.3 hPa)  
**DME required**

**NERIG 2E [NERI2E]**  
**TURIP 2E [TURI2E]**  
**RWY 24 ARRIVALS**



UMKK/KGD  
KHRABROVO

**JEPPESEN**  
9 MAR 18 (10-3)
KALININGRAD, RUSSIA  
**RNAV SID**

RNAV SID DESIGNATION	REFER TO CHART
ITVUL 2M, RILEP 2M, RUSNE 2M	10-3B
ITVUL 2N, RILEP 2N, 2W, RUSNE 2N	10-3C
NEDRA 2M, 2P NIFAL 2M, 2P	10-3D
NEDRA 2N, 2W NIFAL 2N, 2W	10-3E
RUTAM 2M, 2P, URAMA 2M, 2P	10-3F
RUTAM 2N, 2R, URAMA 2N, 2R	10-3G
TARUN 2M, URAMA 2Q	10-3H
TARUN 2N	10-3J
NERIG 2M, PELUG 2M, TURIP 2M	10-3K
NERIG 2N, PELUG 2N, TURIP 2N	10-3L



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KHRABROVO

  
9 MAR 18 (10-3A)

KALININGRAD, RUSSIA

SID

SID DESIGNATION	REFER TO CHART
ITVUL 2H, RILEP 2H, RUSNE 2H	10-3M
ITVUL 2J, RILEP 2J, RUSNE 2J	10-3N
NEDRA 2H, NIFAL 2H, RUTAM 2H	10-3P
NEDRA 2J, NIFAL 2J, RUTAM 2J	10-3Q
TARUN 2H, URAMA 2H	10-3S
RUTAM 2X, TARUN 2J, URAMA 2J	10-3T
NERIG 2H, PELUG 2H, TURIP 2H	10-3T1
NERIG 2J, PELUG 2J, TURIP 2J	10-3T2
ITVUL 2K, RILEP 2K, RUSNE 2K	10-3T3
ITVUL 2L, RILEP 2L, RUSNE 2L	10-3T4
NEDRA 2K, NIFAL 2K, RUTAM 2K	10-3T5
NEDRA 2L, NIFAL 2L, RUTAM 2L	10-3T6
TARUN 2K, URAMA 2K	10-3T7
RUTAM 2Y, TARUN 2L, URAMA 2L	10-3T8
NERIG 2K, PELUG 2K, TURIP 2K	10-3U
NERIG 2L, PELUG 2L, TURIP 2L	10-3V
NEDRA 2T, NIFAL 2T	10-3W
RUTAM 2T, URAMA 2T	10-3X
NEDRA 2U, NIFAL 2U	10-3X1
RUTAM 2U, URAMA 2U	10-3X2

**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **10-3B** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**

Apt Elev <b>43</b>	QNH on request (QFE) Trans alt: 3330 (3287) 1. RNAV 1 2. GNSS
ITVUL 2M [ITVU2M] RILEP 2M [RILE2M] RUSNE 2M [RUSN2M]	
<b>RWY 06 RNAV DEPARTURES</b>	

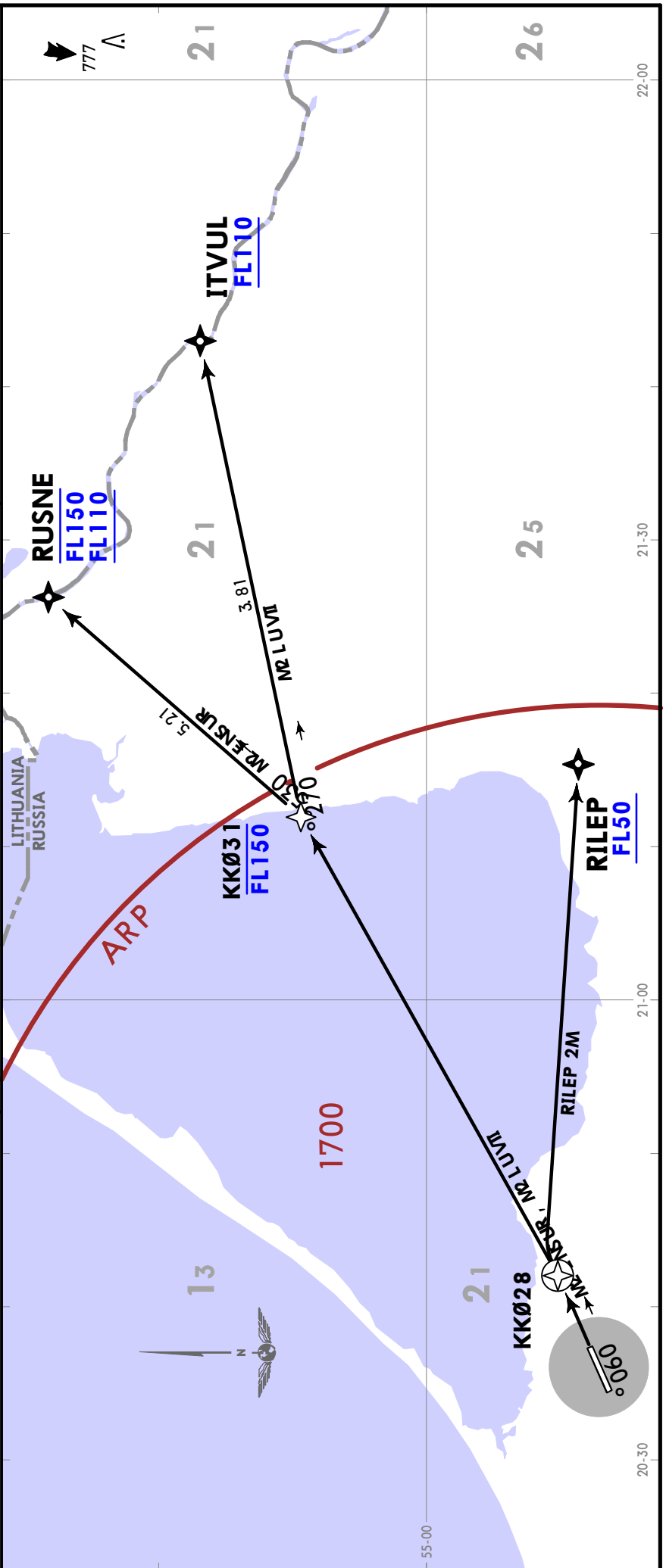
  

These SIDs require minimum climb gradients of

	ITVUL 2M: 4.5% up to FL110 due to airspace limitation.	RILEP 2M: 3.7% up to FL50 due to airspace limitation.	RUSNE 2M: 5.2% up to FL110 due to airspace limitation.
Gnd speed-KT	75	100	150
3.7% V/V (fpm)	281	375	562
4.5% V/V (fpm)	342	456	684
5.2% V/V (fpm)	395	527	790
200	250	300	300
749	937	1124	1124
911	1139	1367	1367
1053	1316	1580	1580

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

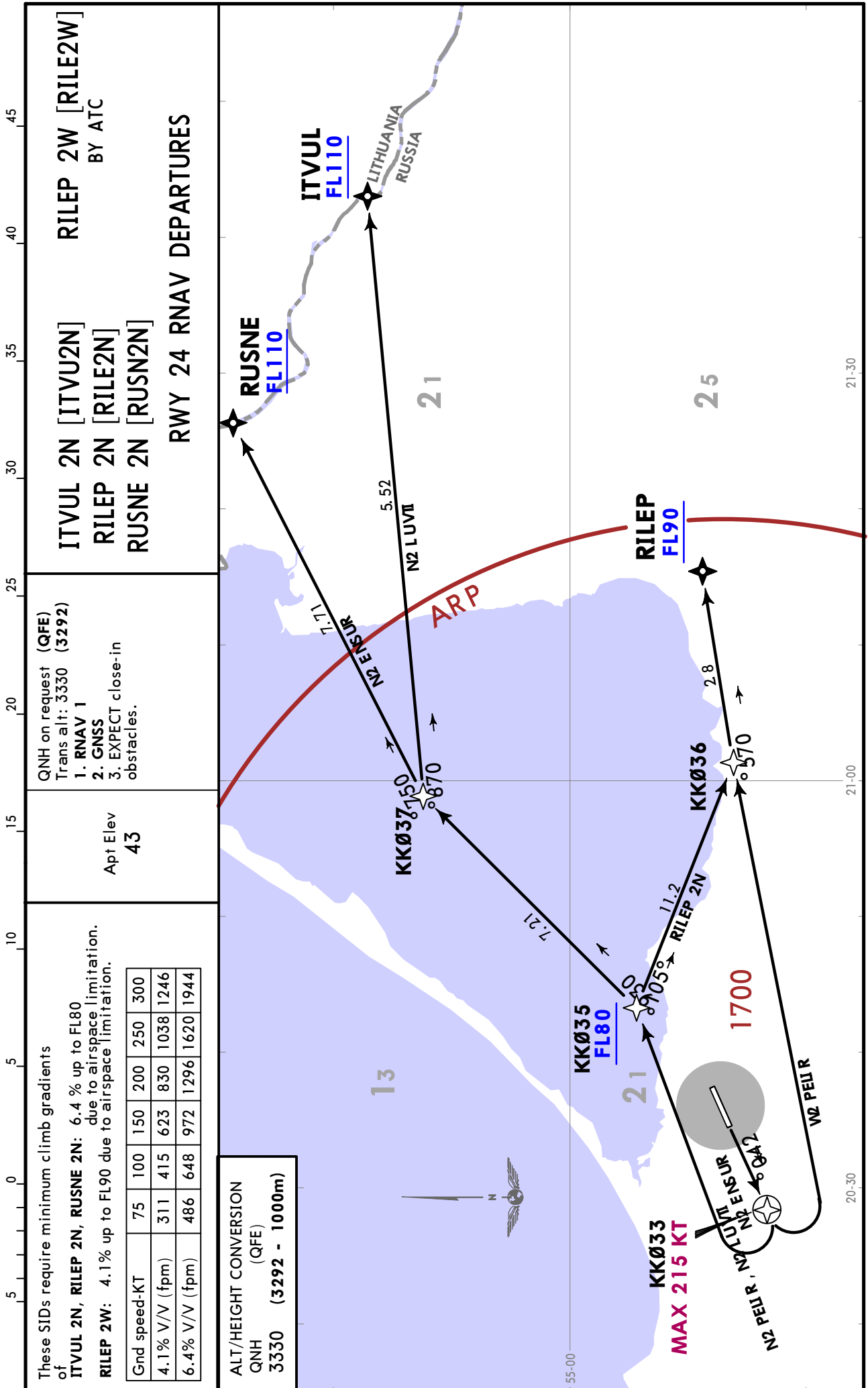


**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
 29 DEC 17 **10-3C** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**



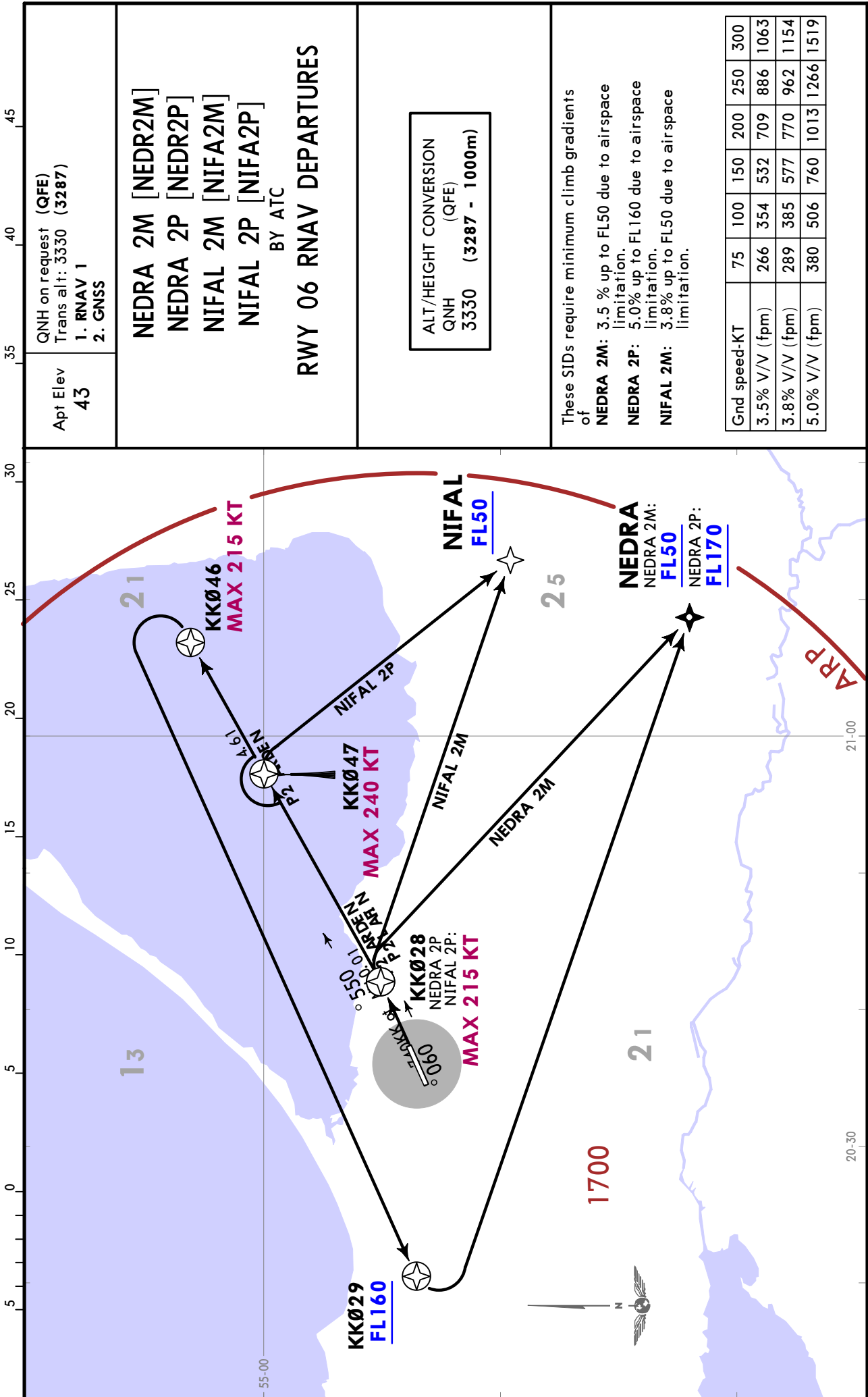
CHANGES: New procedures at this airport.

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
29 DEC 17 **10-3D** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**

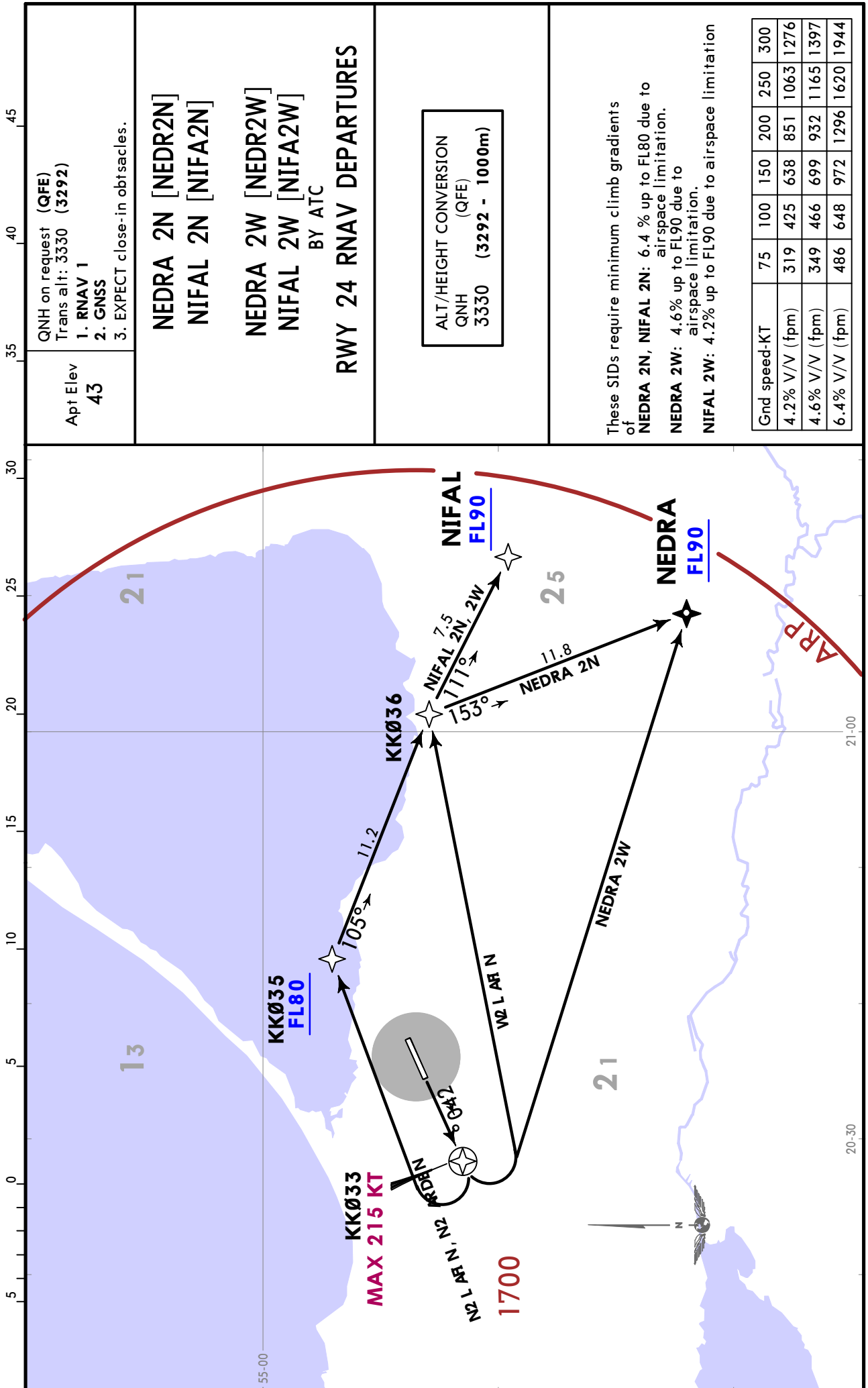


**UMKK/KGD  
KHRABROVO**

**JEPPESSEN**  
29 DEC 17 **10-3E** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**



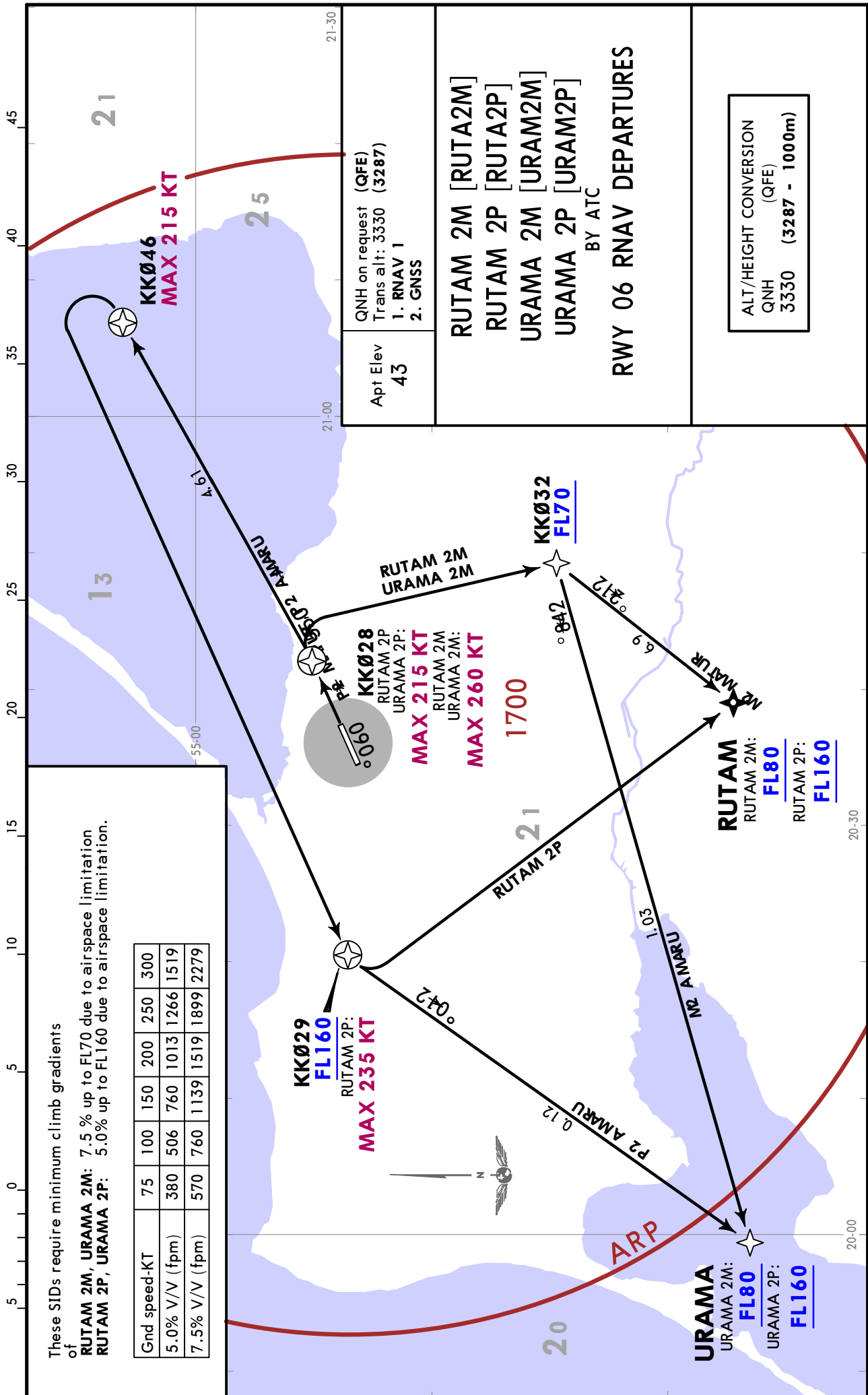
UMKK/KGD  
KHRABROVO

**JEPPesen**

KALININGRAD, RUSSIA

2 FEB 18 (10-3F)

**RNAV SID**

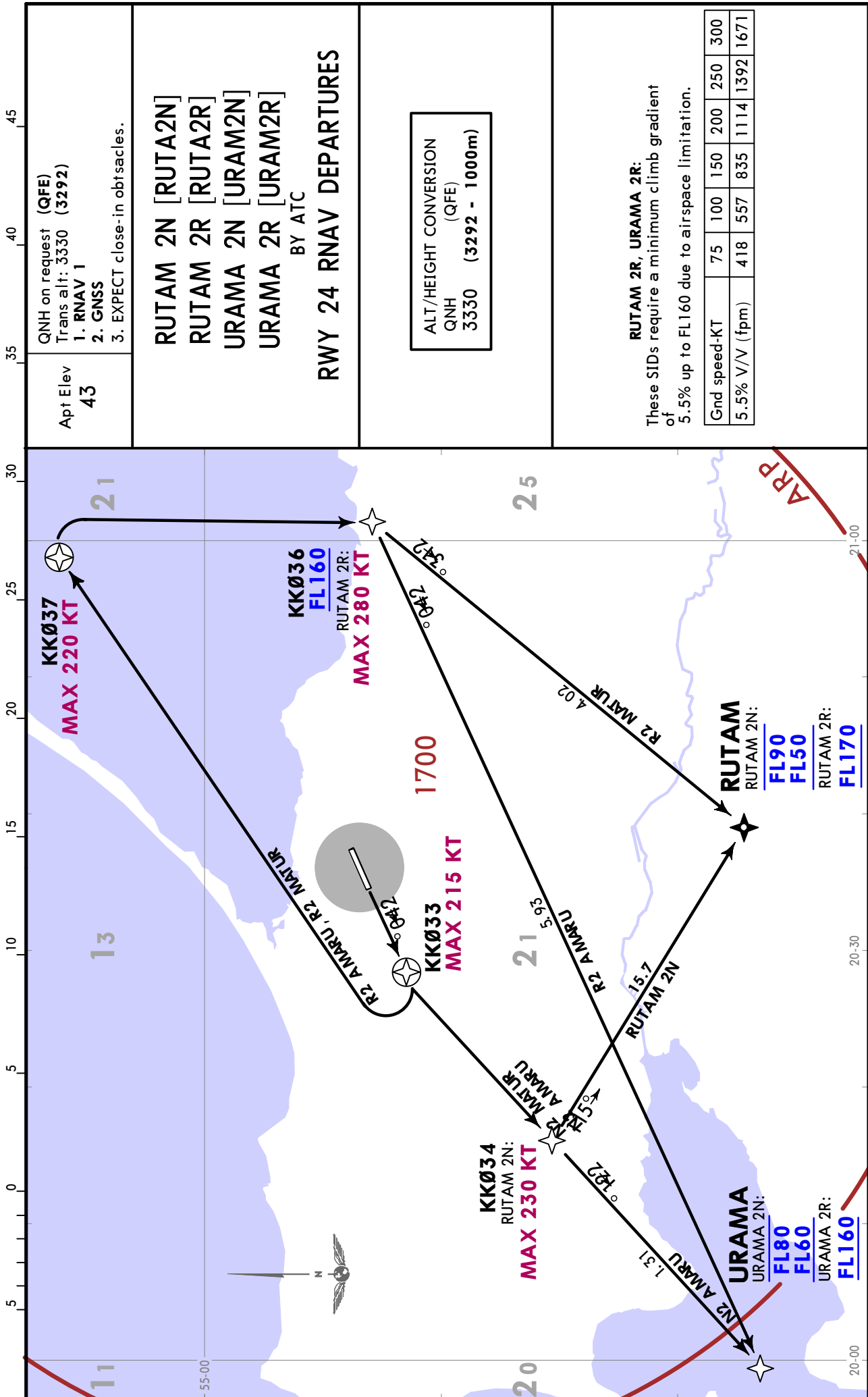


UMKK/KGD  
KHRABROVO

JEPPESEN  
2 FEB 18 10-3G

KALININGRAD, RUSSIA

RNAV SID



CHANGES: Speed at KK034.

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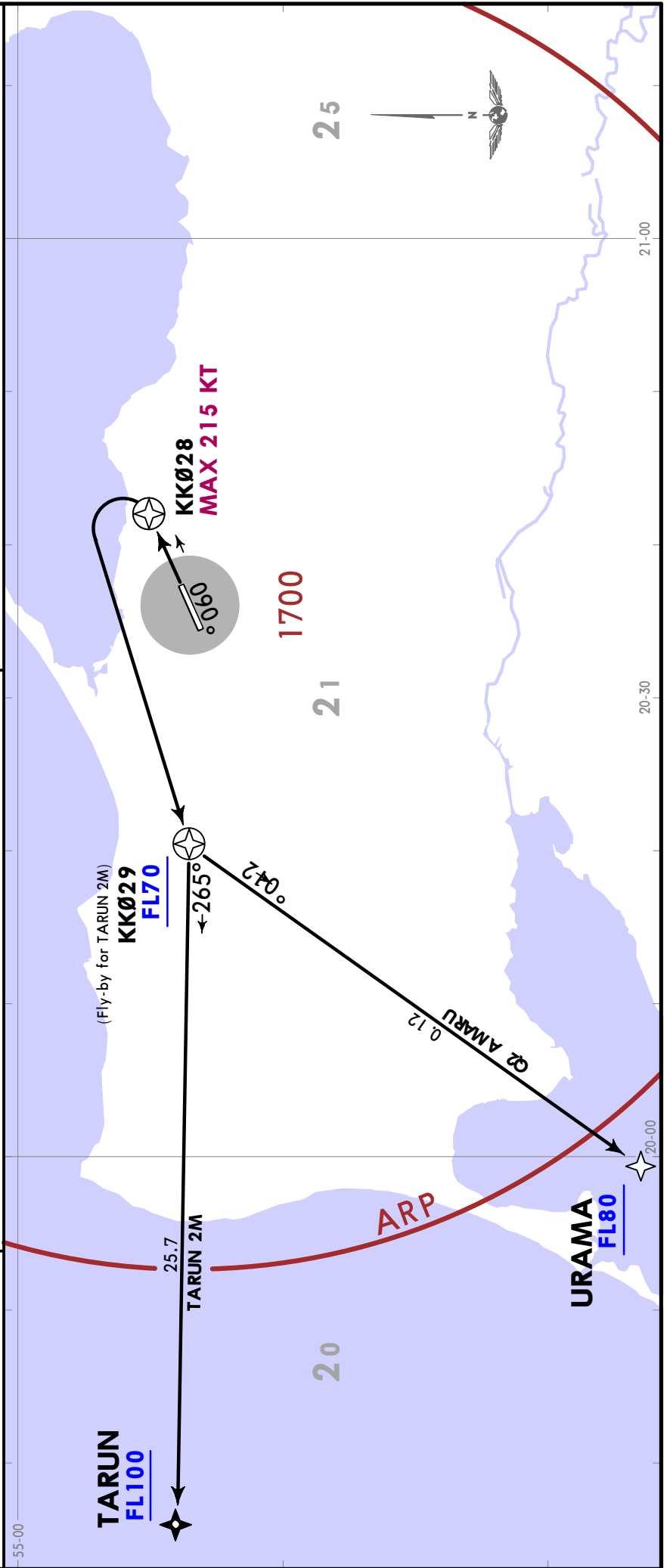
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **10-3H** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**

ALT/HEIGHT CONVERSION QNH (QFE) <b>3330 (3287 - 1000m)</b>	QNH on request (QFE) Trans alt: 3330 (3287) 1. RNAV 1    2. GNSS	<b>TARUN 2M [TARU2M]</b>  <b>URAMA 2Q [URAM2Q]</b>  NOT AVAILABLE DURING FLIGHT OPERATIONS AT CHKALOVSK AD BY ATC	<b>RWY 06 RNAV DEPARTURES</b>			
These SIDs require minimum climb gradients of						
of <b>TARUN 2M</b> : 5.6% up to FL70 due to airspace limitation. <b>URAMA 2Q</b> : 5.0% up to FL70 due to airspace limitation.						
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.6% V/V (fpm)	425	567	851	1134	1418	1701



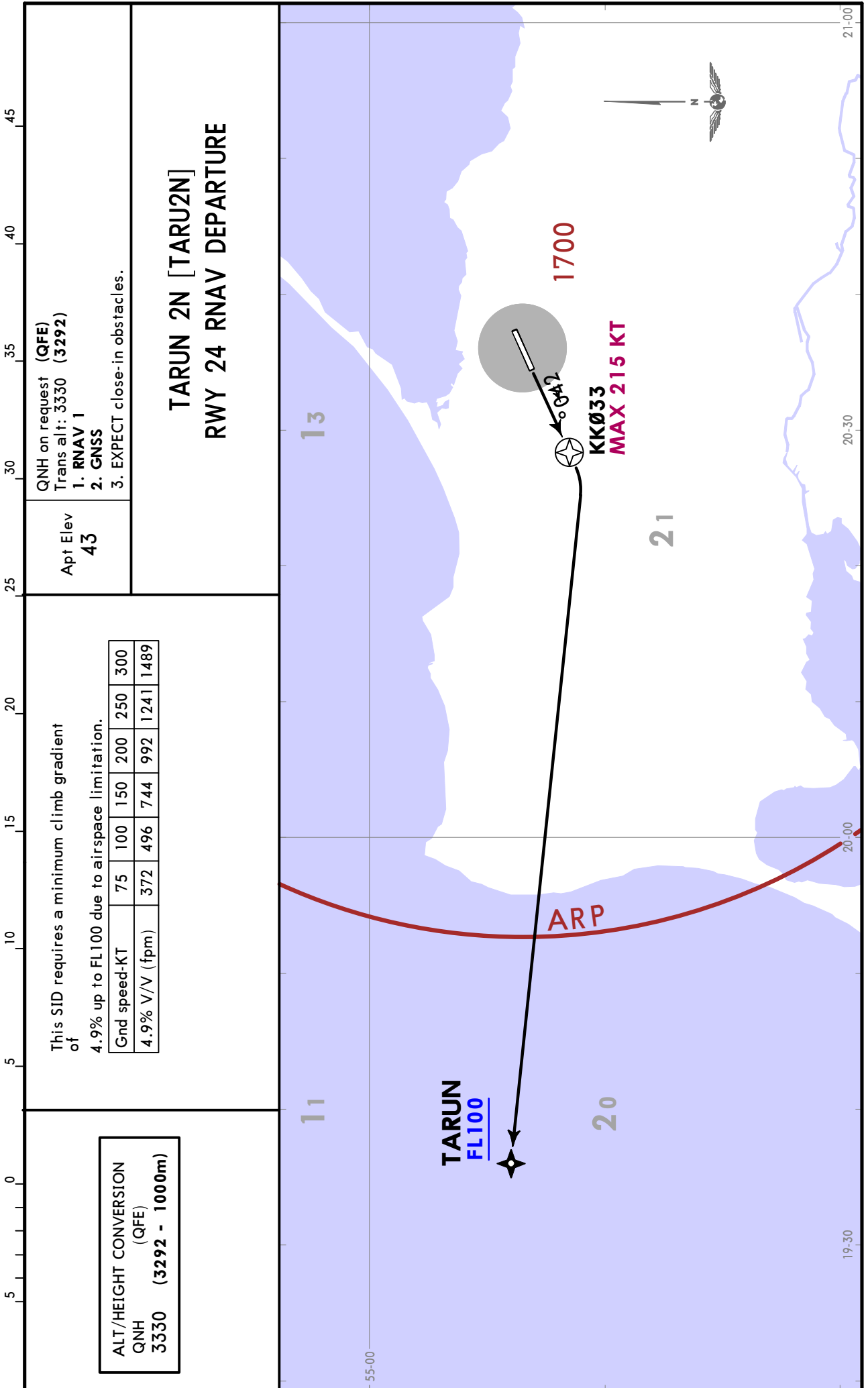


UMKK/KGD  
KHRABROVO

JEPPESSEN  
29 DEC 17 10-3J Eff 4 Jan

KALININGRAD, RUSSIA

RNAV SID



**UMKK/KGD  
KHRABROVO**

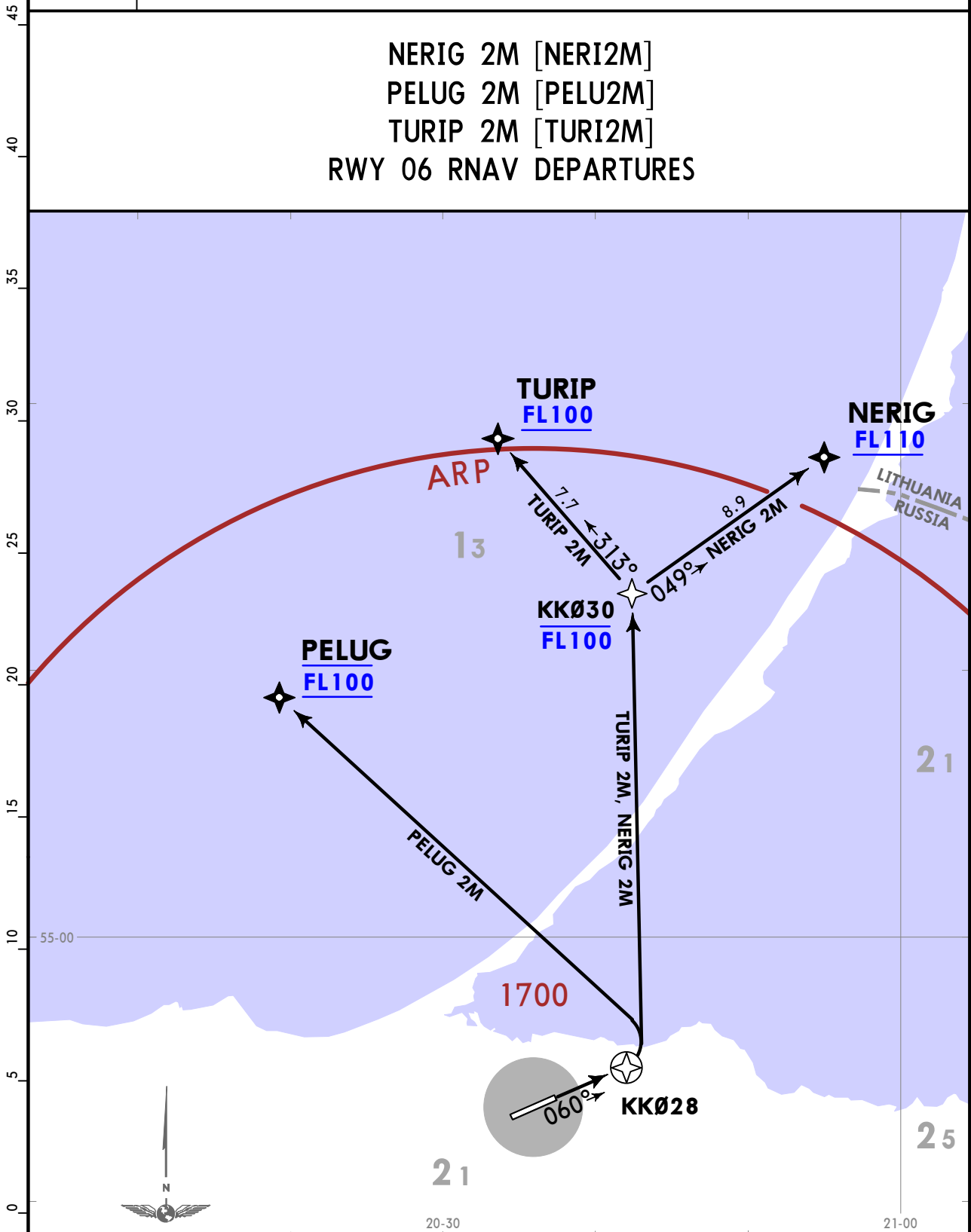
**JEPPESEN**  
29 DEC 17 **(10-3K)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**RNAV SID**

Apt Elev  
**43**  
QNH on request (QFE)  
Trans alt: 3330 (3287)  
1. RNAV 1  
2. GNSS

**NERIG 2M [NERI2M]  
PELUG 2M [PELU2M]  
TURIP 2M [TURI2M]  
RWY 06 RNAV DEPARTURES**



These SIDs require minimum climb gradients of  
**NERIG 2M:** 6.5% up to FL100 due to airspace limitation.  
**PELUG 2M:** 6.9 % up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
6.5% V/V (fpm)	494	658	987	1316	1646	1975
6.9% V/V (fpm)	524	699	1048	1397	1747	2096

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

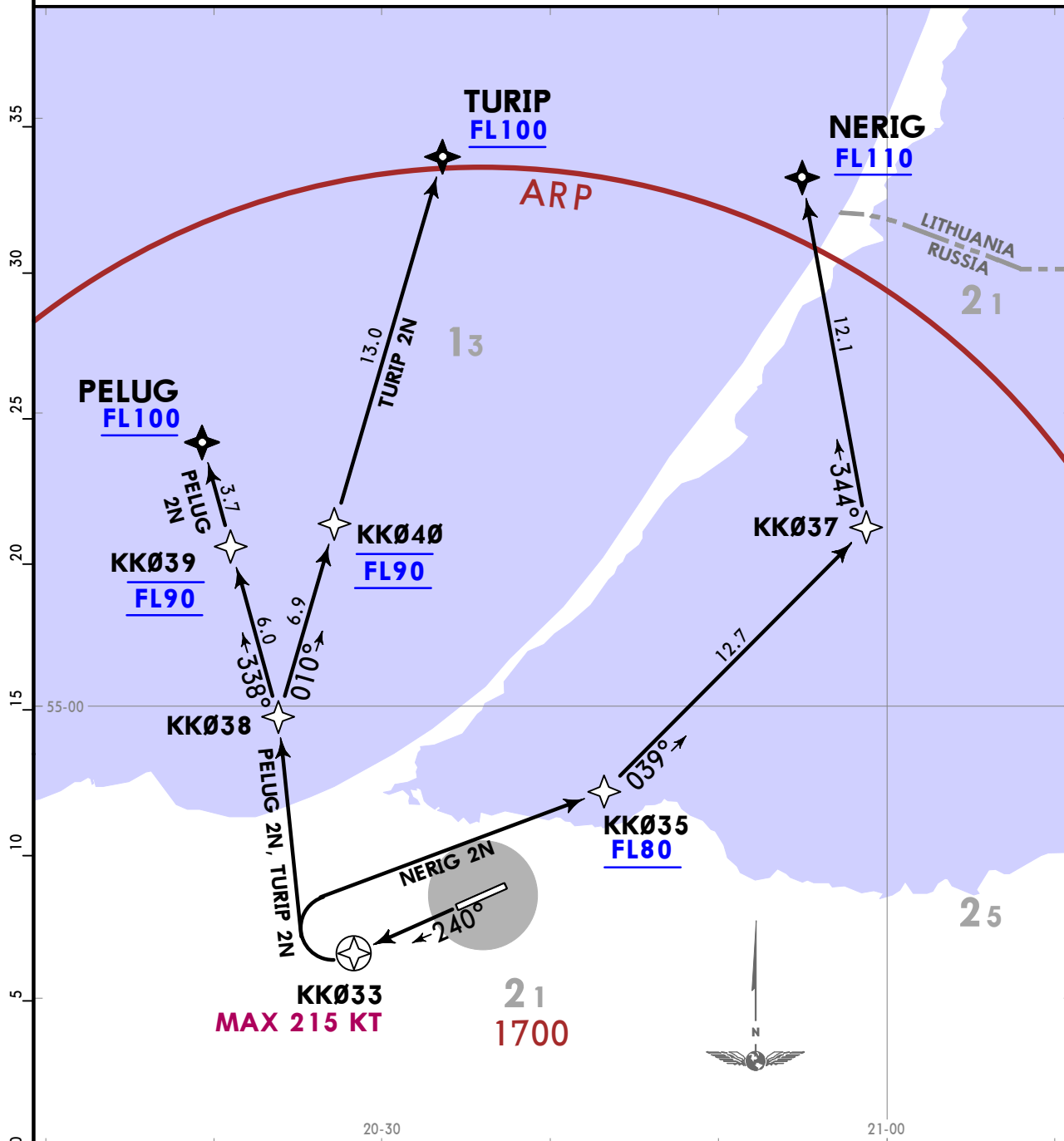
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **10-3L** Eff 4 Jan

**KALININGRAD, RUSSIA**  
**RNAV SID**

Apt Elev **43**  
QNH on request (QFE)  
Trans alt: 3330 (3292)  
1. RNAV 1  
2. GNSS  
3. EXPECT close-in obstacles.

**NERIG 2N [NERI2N]**  
**PELUG 2N [PELU2N]**  
**TURIP 2N [TURI2N]**  
**RWY 24 RNAV DEPARTURES**



These SIDs require minimum climb gradients of  
**NERIG 2N:** 6.4% up to FL80 due to airspace limitation.  
**PELUG 2N:** 7.4 % up to FL90 due to airspace limitation.  
**TURIP 2N:** 7.2% up to FL90 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944
7.2% V/V (fpm)	547	729	1094	1458	1823	2187
7.4% V/V (fpm)	562	749	1124	1499	1873	2248

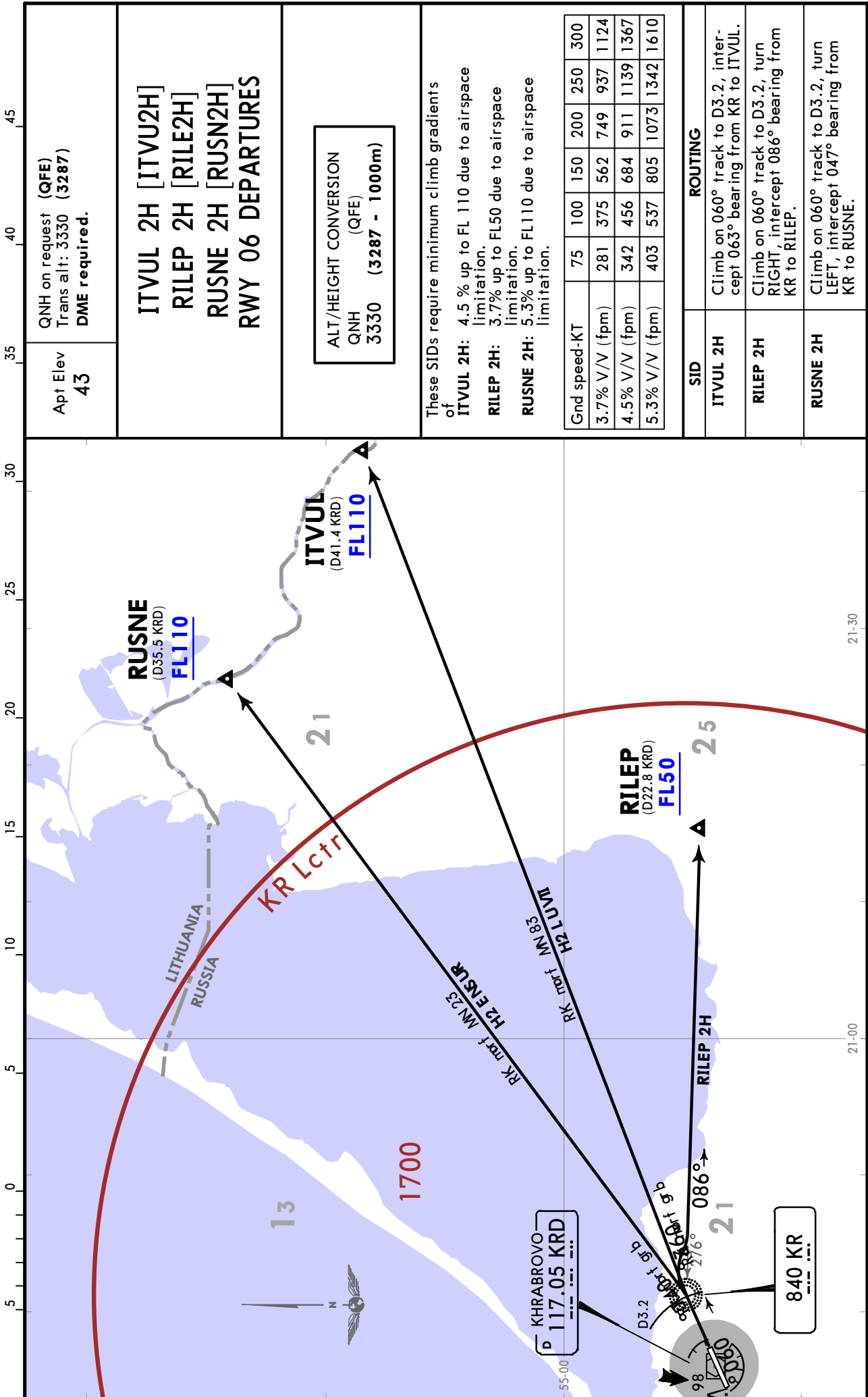
**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
3330 (3292 - 1000m)

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
29 DEC 17 **10-3M** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

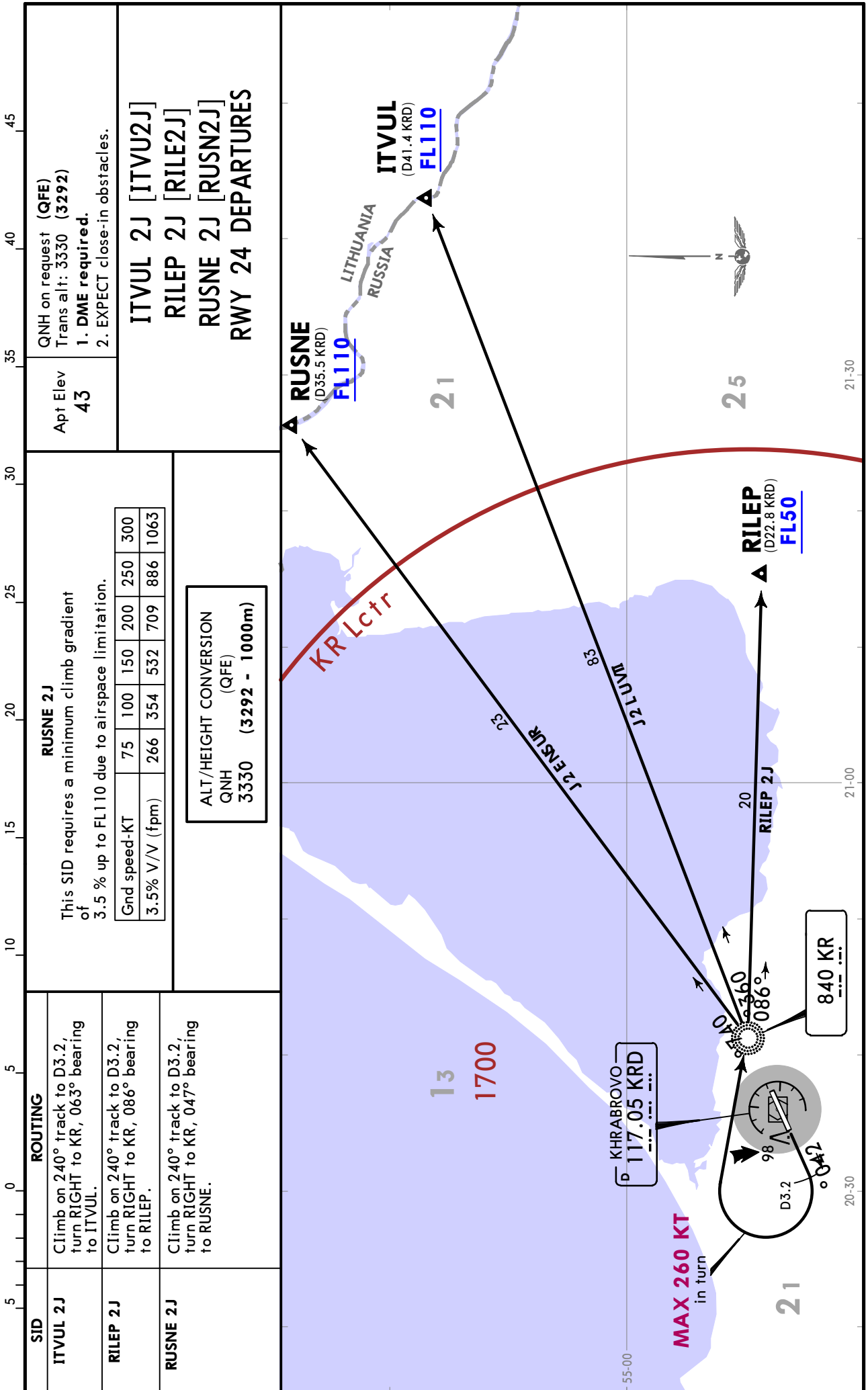


**UMKK/KGD  
KHRABROVO**

**JEPPESSEN**  
29 DEC 17 (10-3N) Eff 4 Jan

**KALININGRAD, RUSSIA**

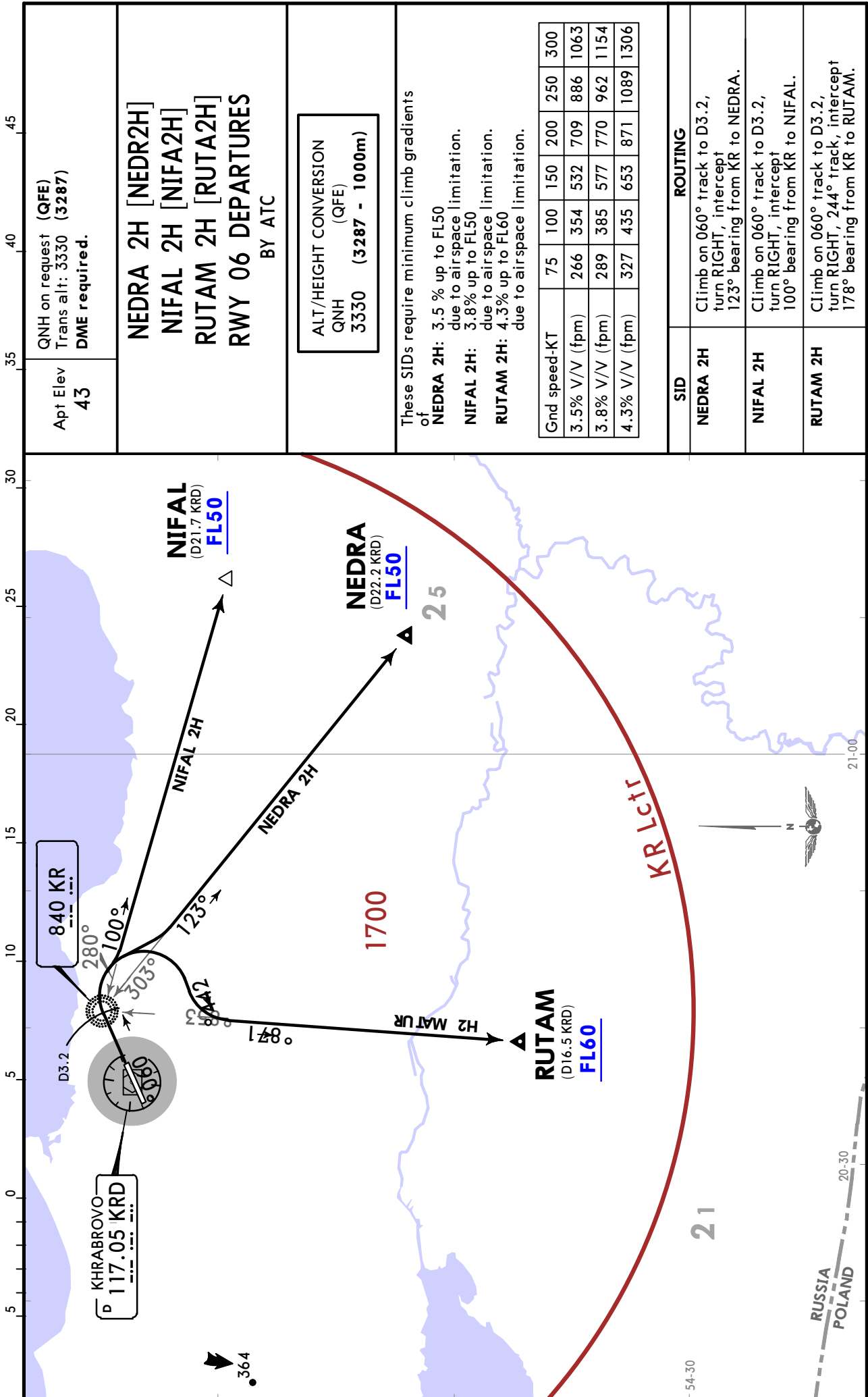
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**UMKK/KGD**  
**KHRABROVO**

**KALININGRAD, RUSSIA**

**SID**

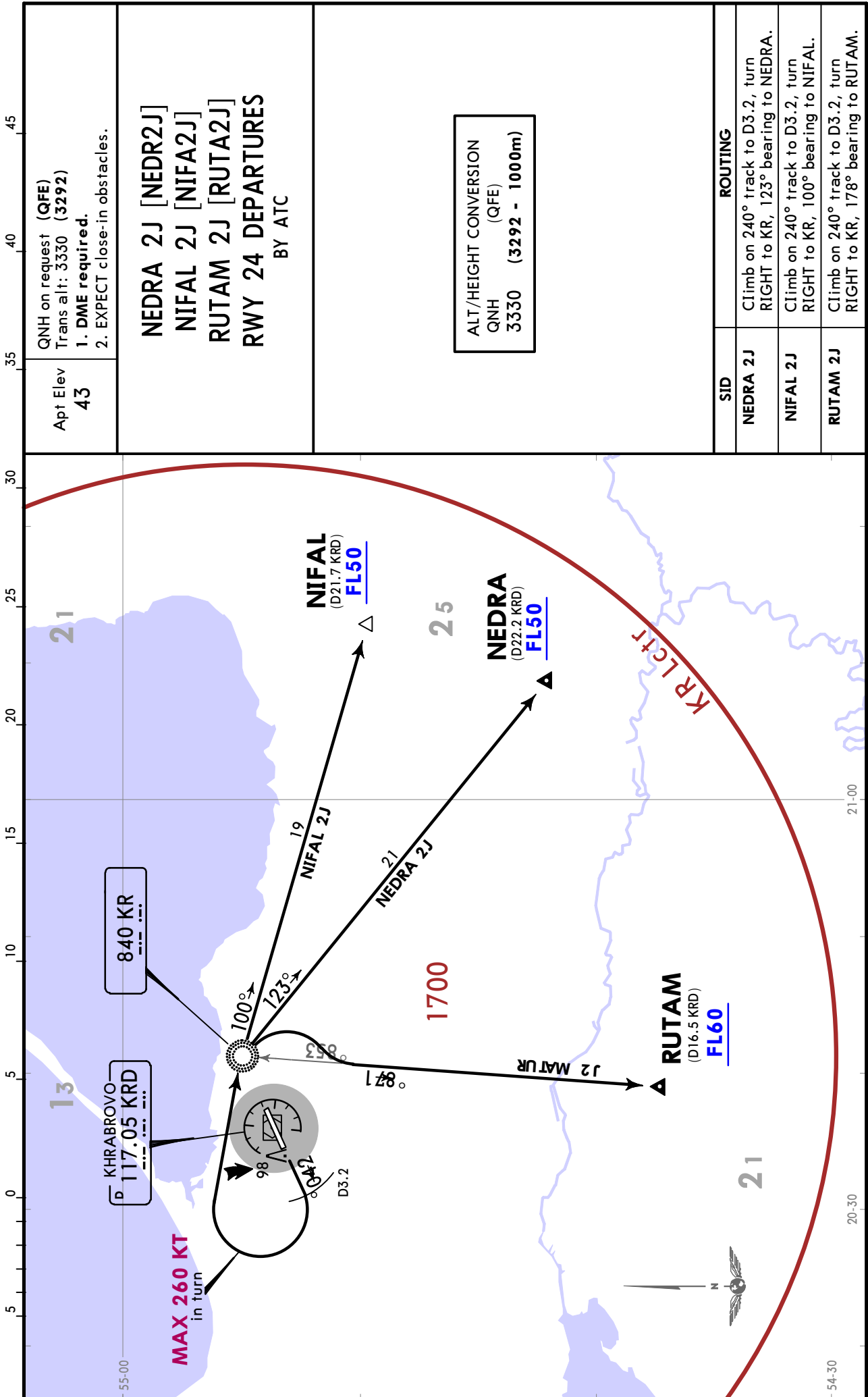


**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **10-3Q** Eff 4 Jan

**KALININGRAD, RUSSIA**

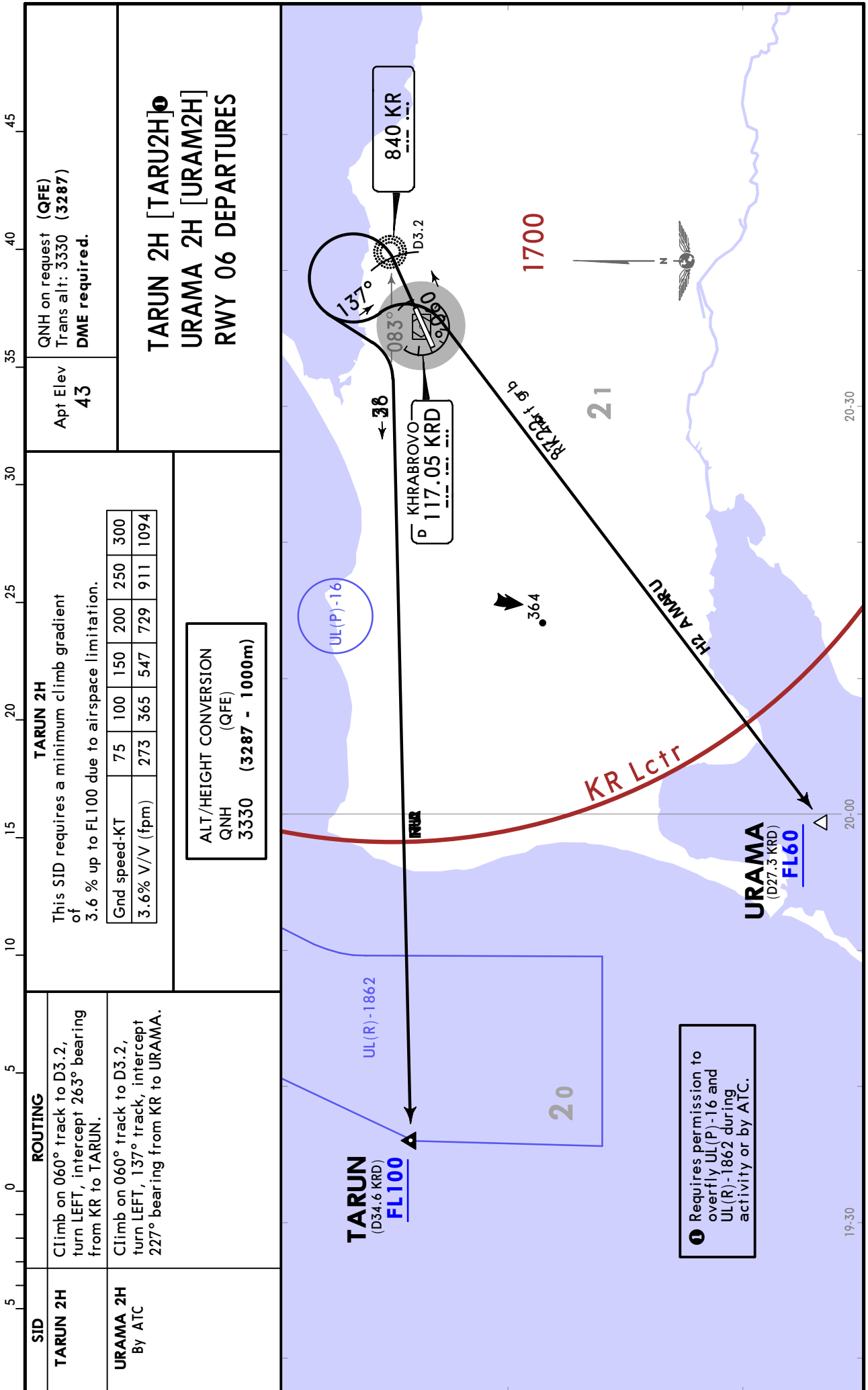
**SID**



**UMKK/KGD**  
**KHRABROVO**

**KALININGRAD, RUSSIA**

**SID**





# UMKK/KGD KHRABROVO

## JEPPesen

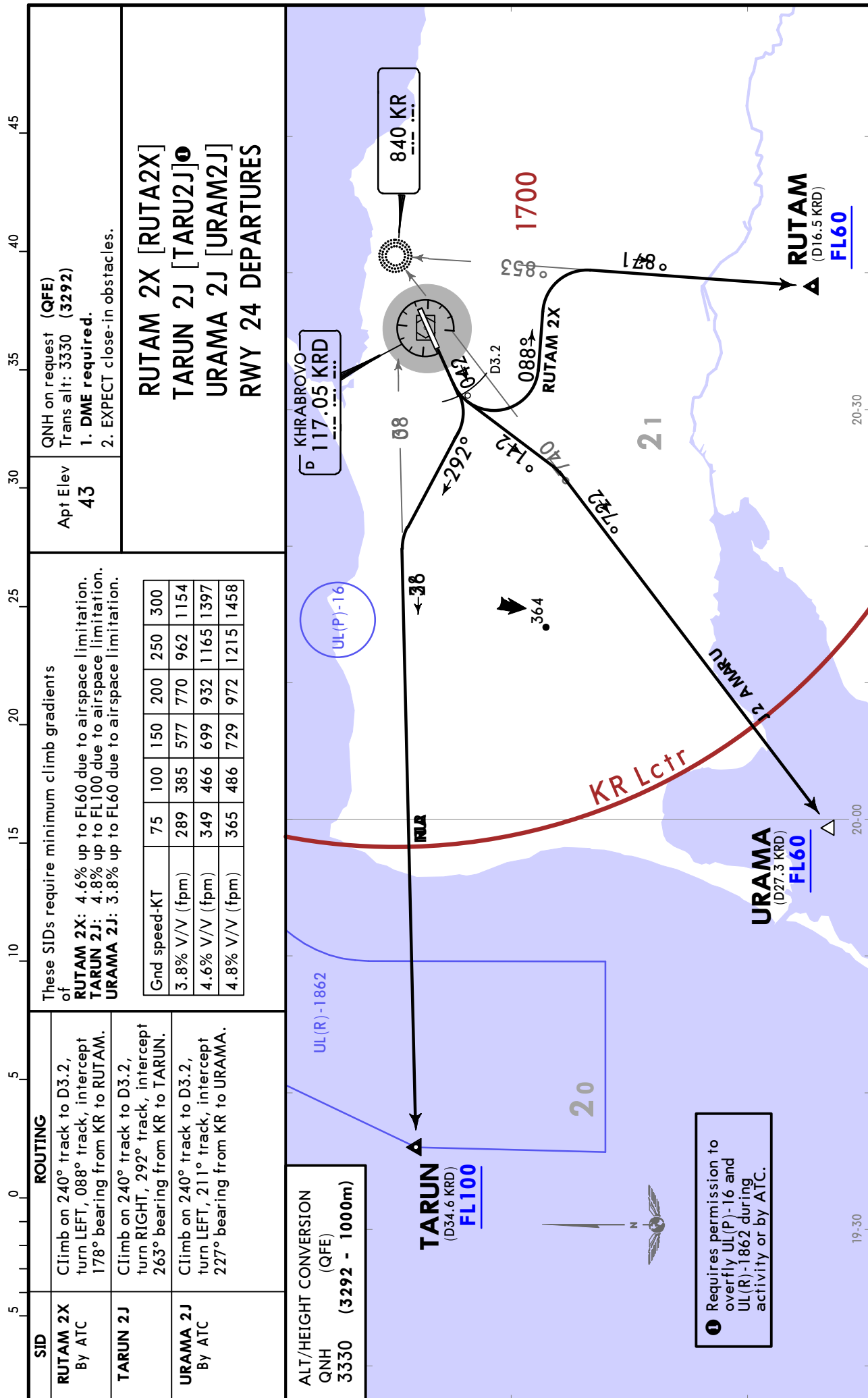
## KALININGRAD, RUSSIA

29 DEC 17

10-3T

Eff 4 Jan

**SID**



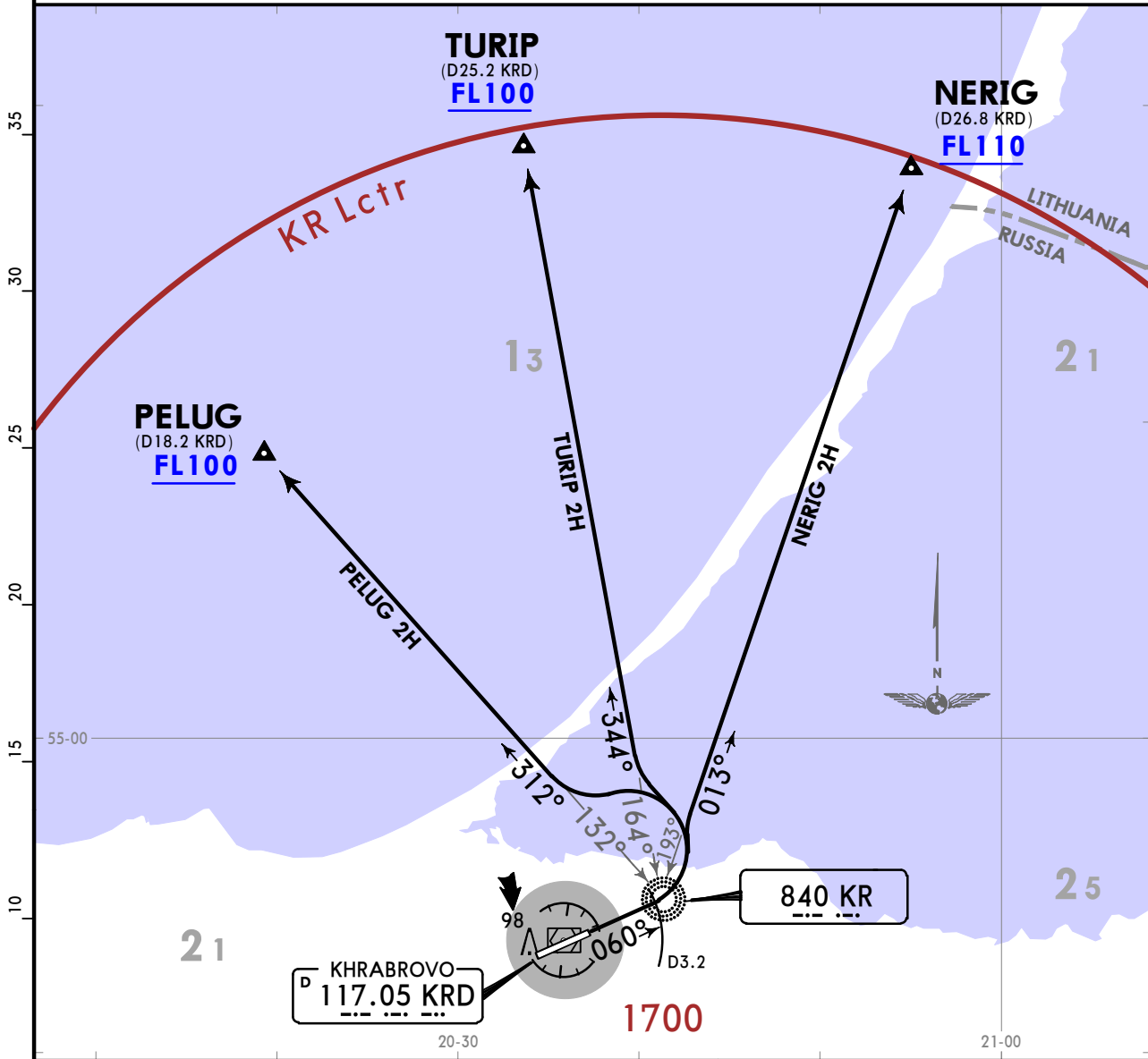
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 (10-3T) Eff 4 Jan

**KALININGRAD, RUSSIA**  
**SID**

Apt Elev 43  
QNH on request (QFE)  
Trans alt: 3330 (3287)  
DME required.

NERIG 2H [NERI2H]  
PELUG 2H [PELU2H]  
TURIP 2H [TURI2H]  
RWY 06 DEPARTURES



These SIDs require minimum climb gradients of  
**NERIG 2H:** 6.7% up to FL110 due to airspace limitation.  
**PELUG 2H:** 6.9% up to FL100 due to airspace limitation.  
**TURIP 2H:** 6.0% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.7% V/V (fpm)	509	678	1018	1357	1696	2035
6.9% V/V (fpm)	524	699	1048	1397	1747	2096

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

SID	ROUTING
<b>NERIG 2H</b>	Climb on 060° track to D3.2, turn LEFT, intercept 013° bearing from KR to NERIG.
<b>PELUG 2H</b>	Climb on 060° track to D3.2, turn LEFT, intercept 312° bearing from KR to PELUG.
<b>TURIP 2H</b>	Climb on 060° track to D3.2, turn LEFT, intercept 344° bearing from KR to TURIP.

**UMKK/KGD  
KHRABROVO**

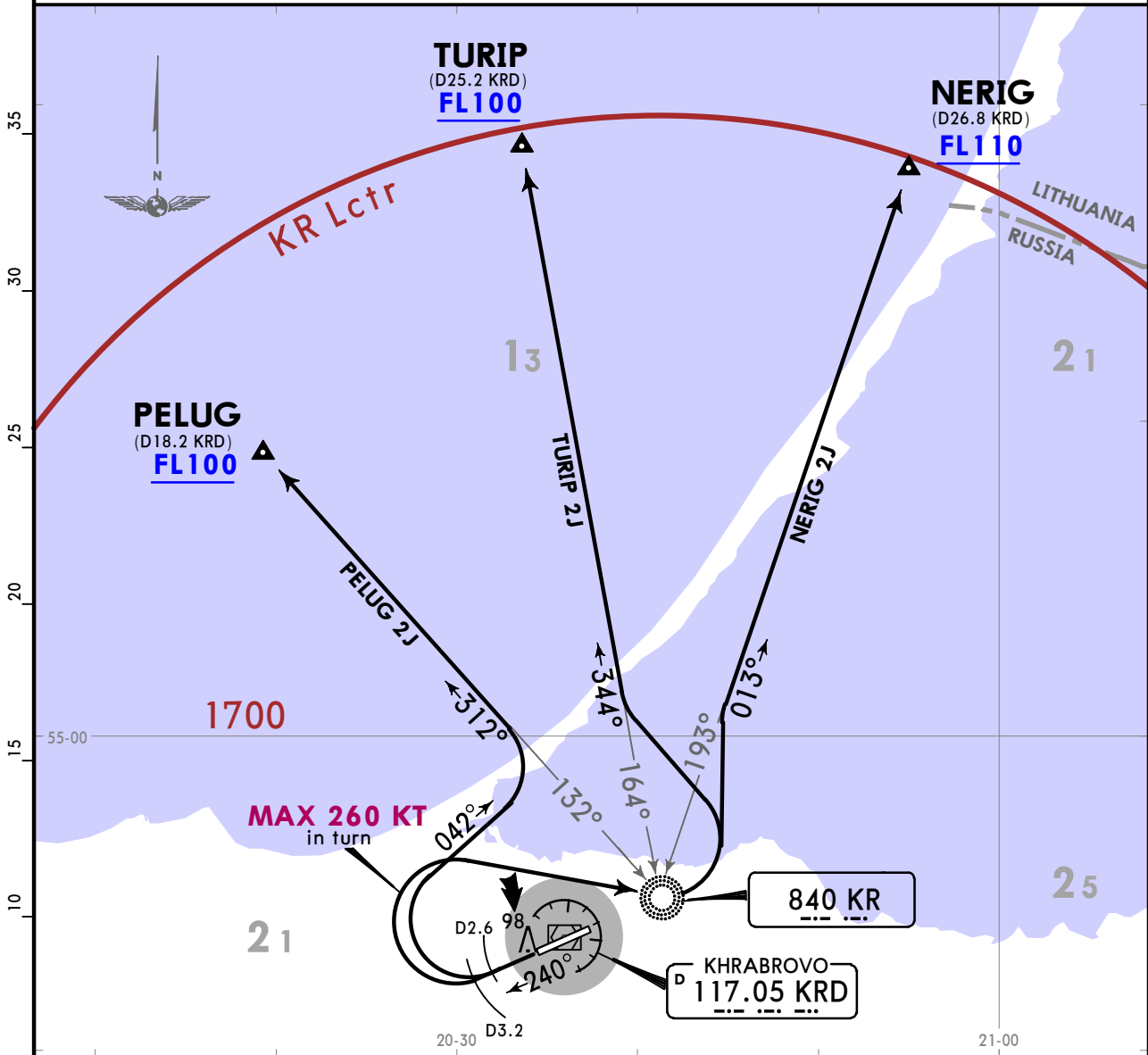
**JEPPESEN**  
29 DEC 17 **(10-3T2)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

Apt Elev **43**  
QNH on request (QFE)  
Trans alt: 3330 (3292)  
**1. DME required.**  
**2. EXPECT close-in obstsacles.**

**NERIG 2J [NERI2J]  
PELUG 2J [PELU2J]  
TURIP 2J [TURI2J]  
RWY 24 DEPARTURES**



These SIDs require minimum climb gradients of  
**NERIG 2J:** 4.0% up to FL110 due to airspace limitation.  
**PELUG 2J:** 6.8% up to FL100 due to airspace limitation.  
**TURIP 2J:** 3.4% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033
4.0% V/V (fpm)	304	405	608	810	1013	1215
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 3330 (3292 - 1000m)

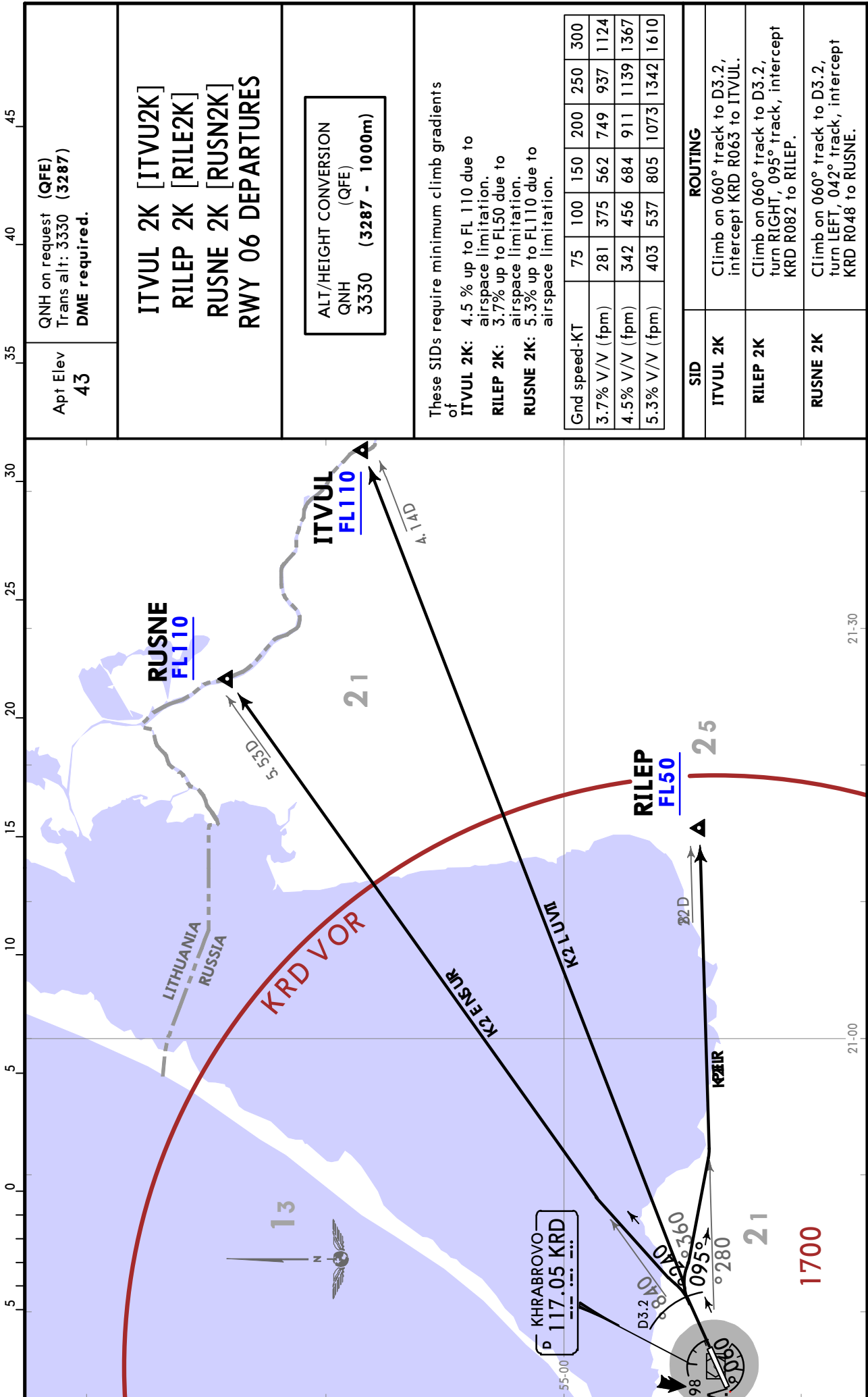
SID	ROUTING
<b>NERIG 2J</b>	Climb on 240° track to D3.2, turn RIGHT to KR, 013° bearing to NERIG.
<b>PELUG 2J</b>	Climb on 240° track to D2.6, turn RIGHT, 042° track, intercept 312° bearing from KR to PELUG.
<b>TURIP 2J</b>	Climb on 240° track to D3.2, turn RIGHT to KR, 344° bearing to TURIP.

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
2 FEB 18 (10-3T3)

**KALININGRAD, RUSSIA**

**SID**



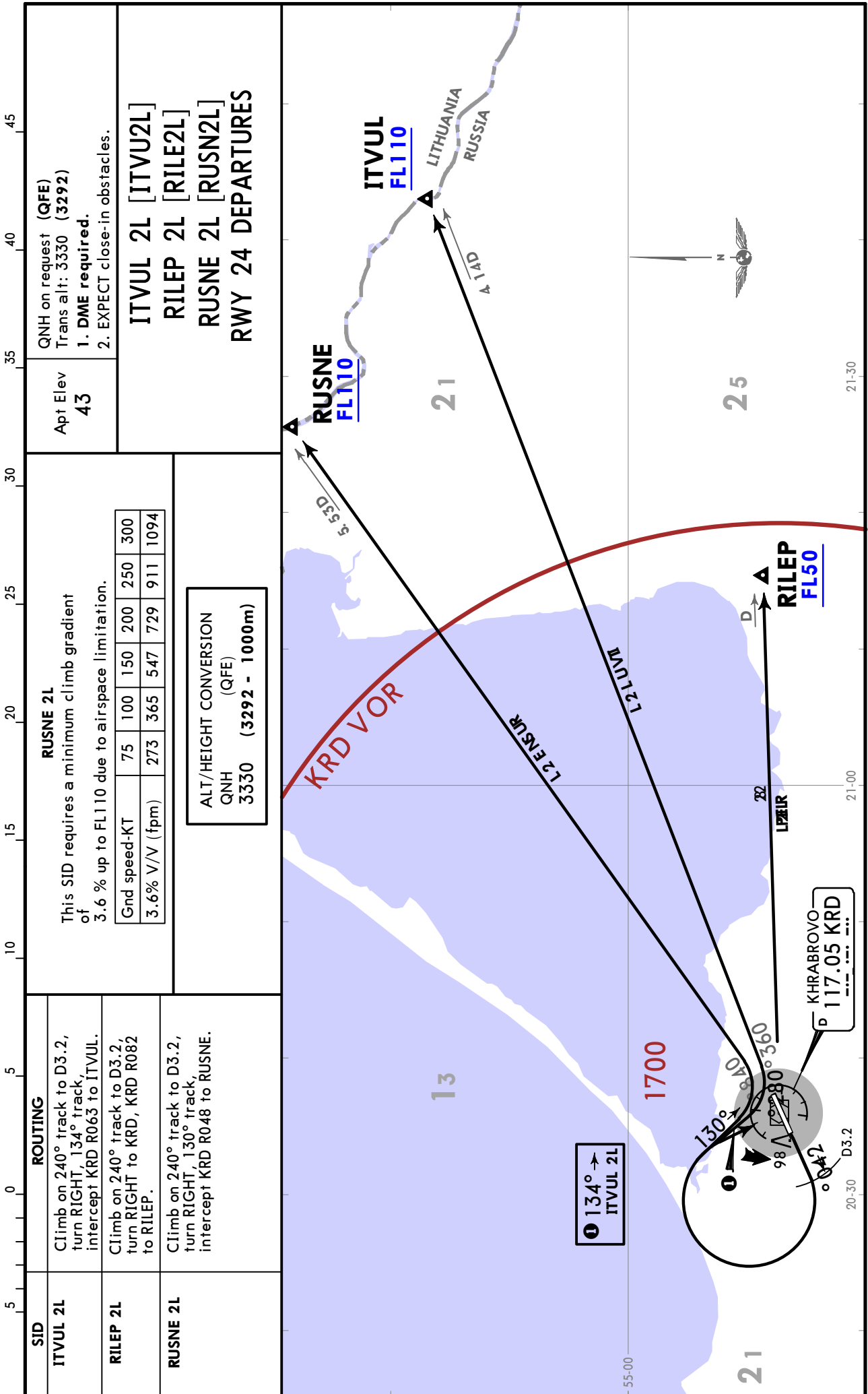
CHANGES: None.

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**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
2 FEB 18 **(10-3T4)**

**KALININGRAD, RUSSIA**  
**SID**

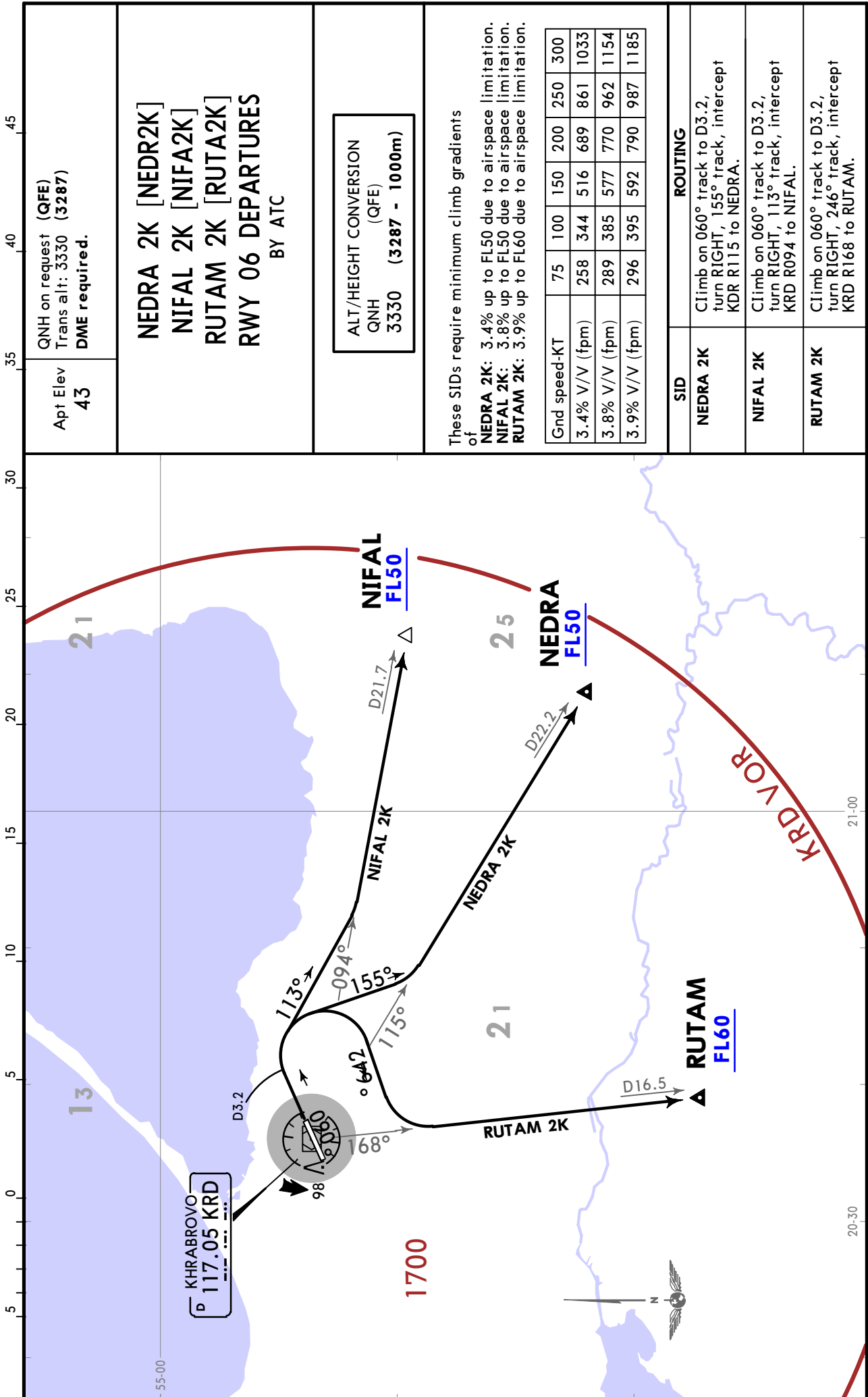


**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
29 DEC 17 **10-3T5** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

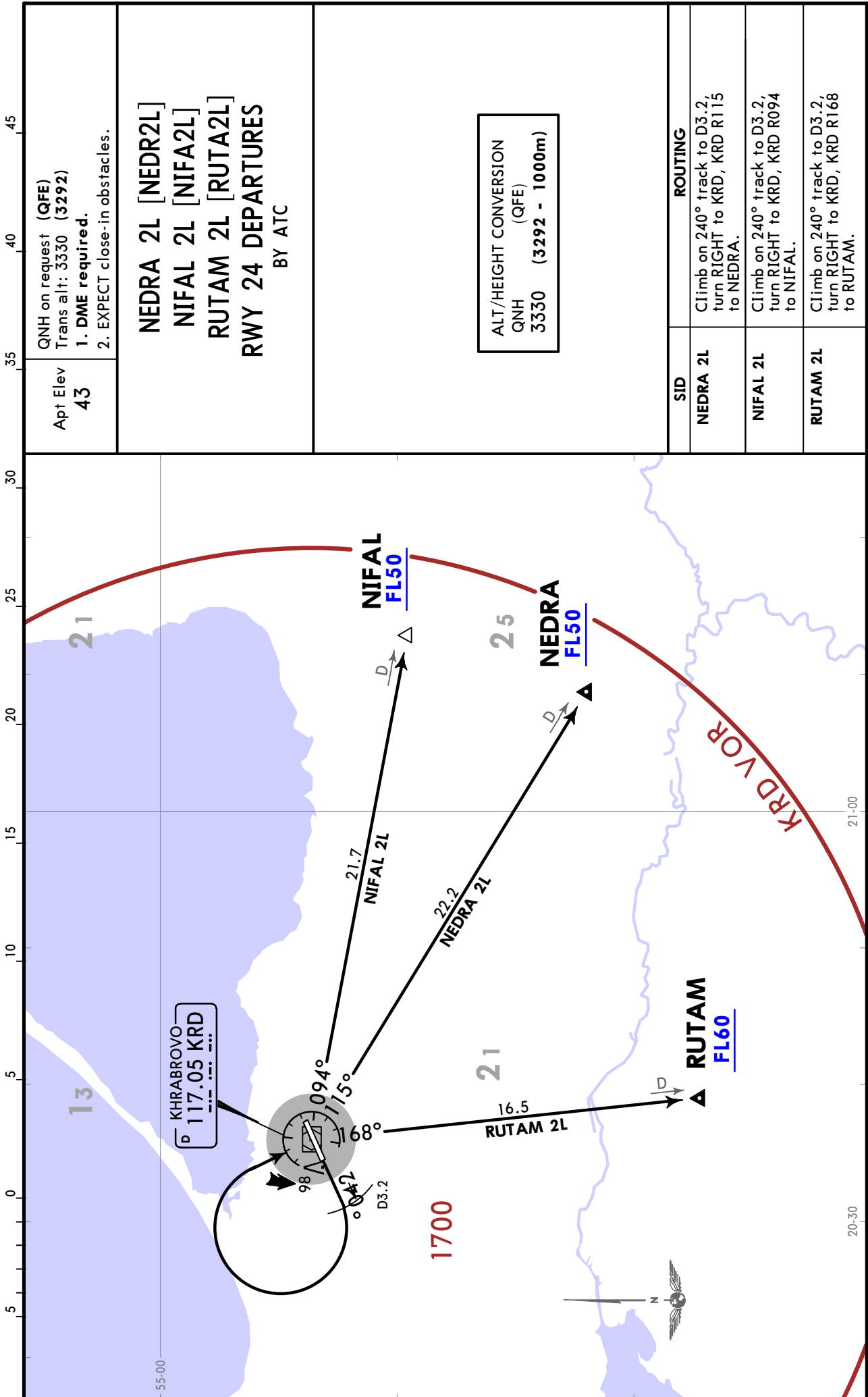


**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
29 DEC 17 (10-3T6) Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

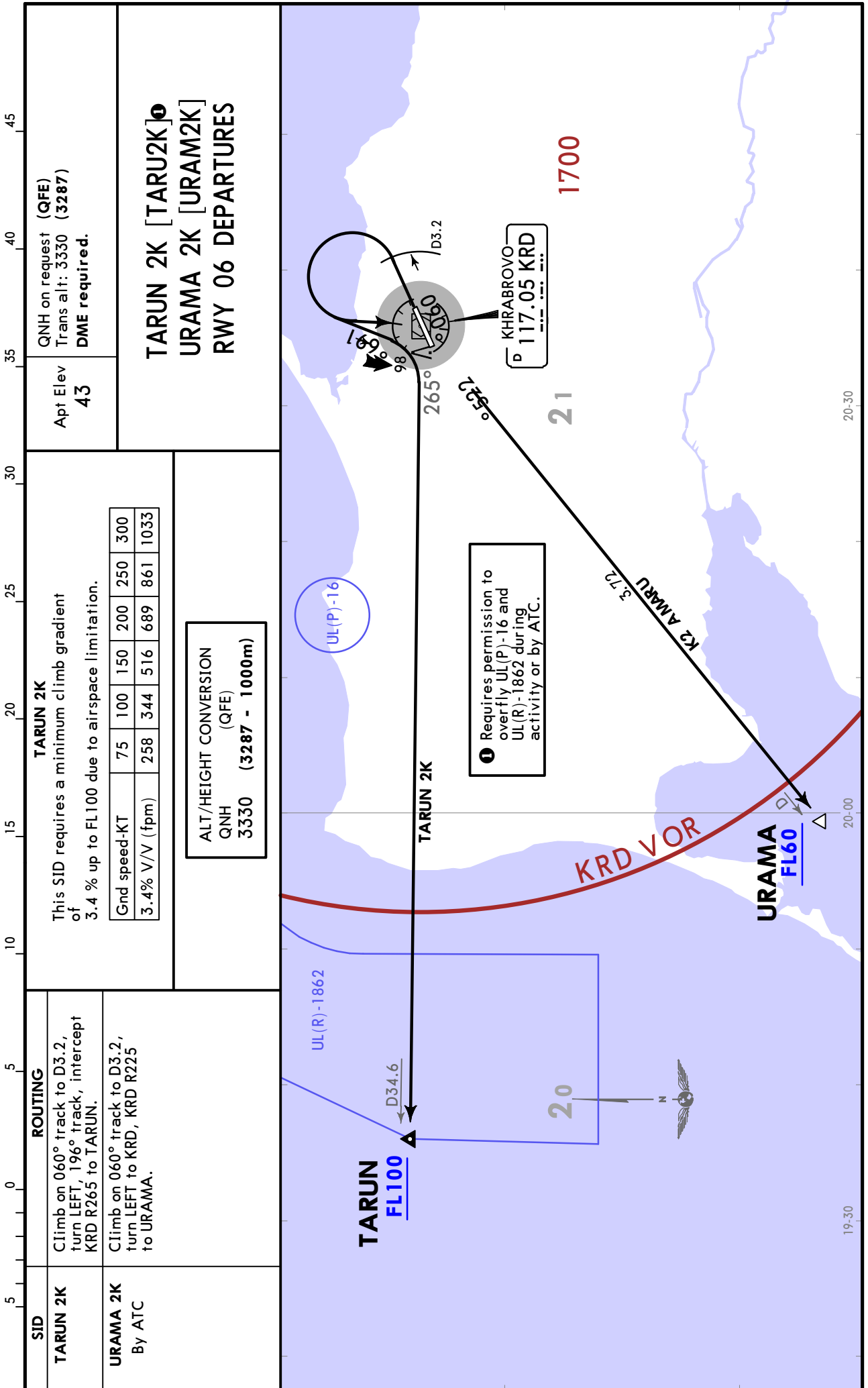


**UMKK/KGD  
KHRABROVO**

**JEPPESSEN**  
29 DEC 17 **(10-3T7)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**



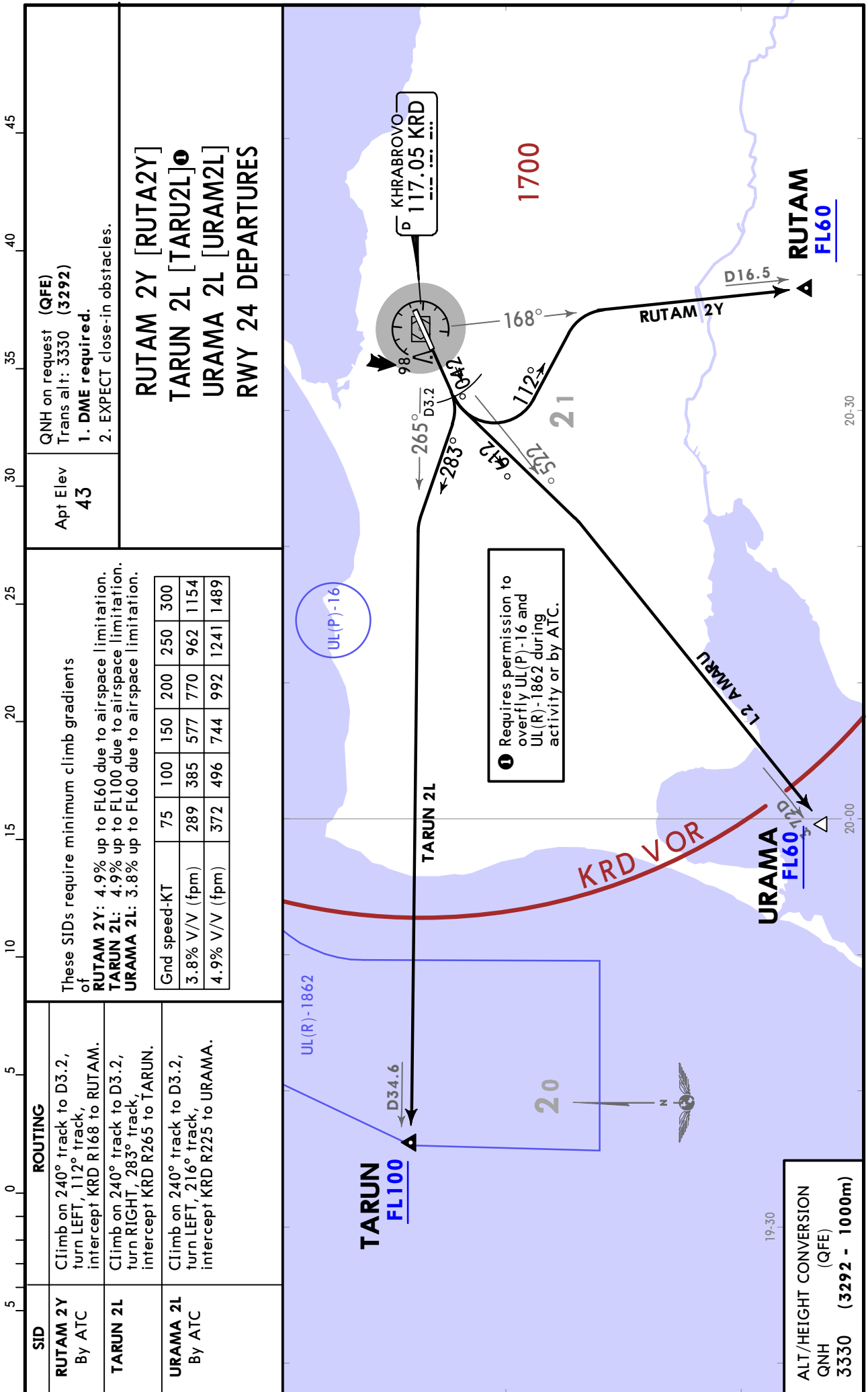


# UMKK/KGD KHRABROVO

**JEPPESSEN**  
29 DEC 17 (10-3T8) Eff 4 Jan

# KALININGRAD, RUSSIA

**SID**



**UMKK/KGD  
KHRABROVO**

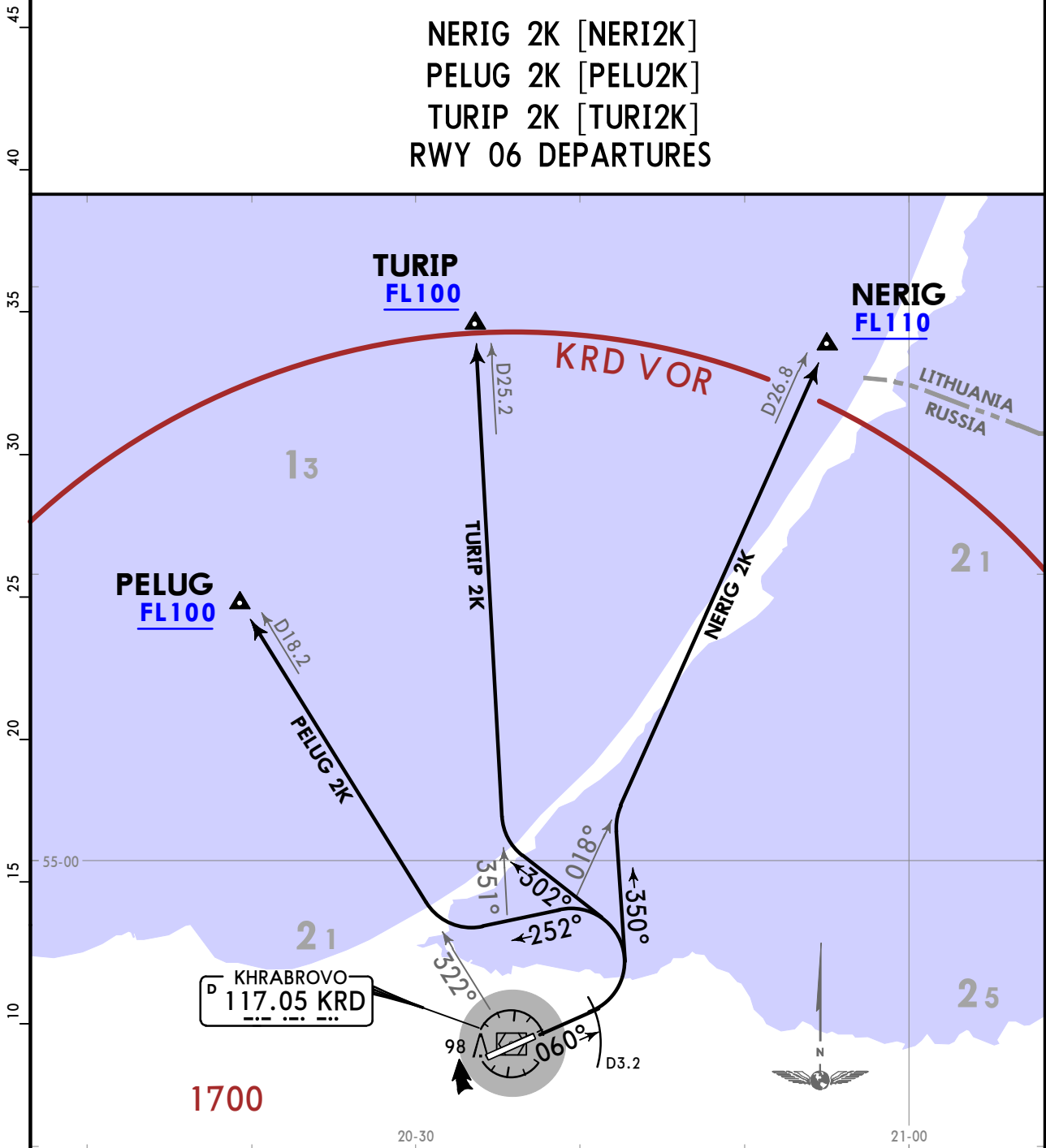
**JEPPESEN**  
29 DEC 17 **(10-3U)** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

Apt Elev **43**  
QNH on request (QFE)  
Trans alt: 3330 (3287)  
DME required.

**NERIG 2K [NERI2K]  
PELUG 2K [PELU2K]  
TURIP 2K [TURI2K]  
RWY 06 DEPARTURES**



These SIDs require minimum climb gradients of

- NERIG 2K:** 6.7% up to FL110 due to airspace limitation.
- PELUG 2K:** 6.3% up to FL100 due to airspace limitation.
- TURIP 2K:** 5.7% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.3% V/V (fpm)	478	638	957	1276	1595	1914
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

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

SID	ROUTING
<b>NERIG 2K</b>	Climb on 060° track to D3.2, turn LEFT, 350° track, intercept KRD R018 to NERIG.
<b>PELUG 2K</b>	Climb on 060° track to D3.2, turn LEFT, 252° track, intercept KRD R322 to PELUG.
<b>TURIP 2K</b>	Climb on 060° track to D3.2, turn LEFT, 302° track, intercept KRD R351 to TURIP.

**UMKK/KGD**  
**KHRABROVO**

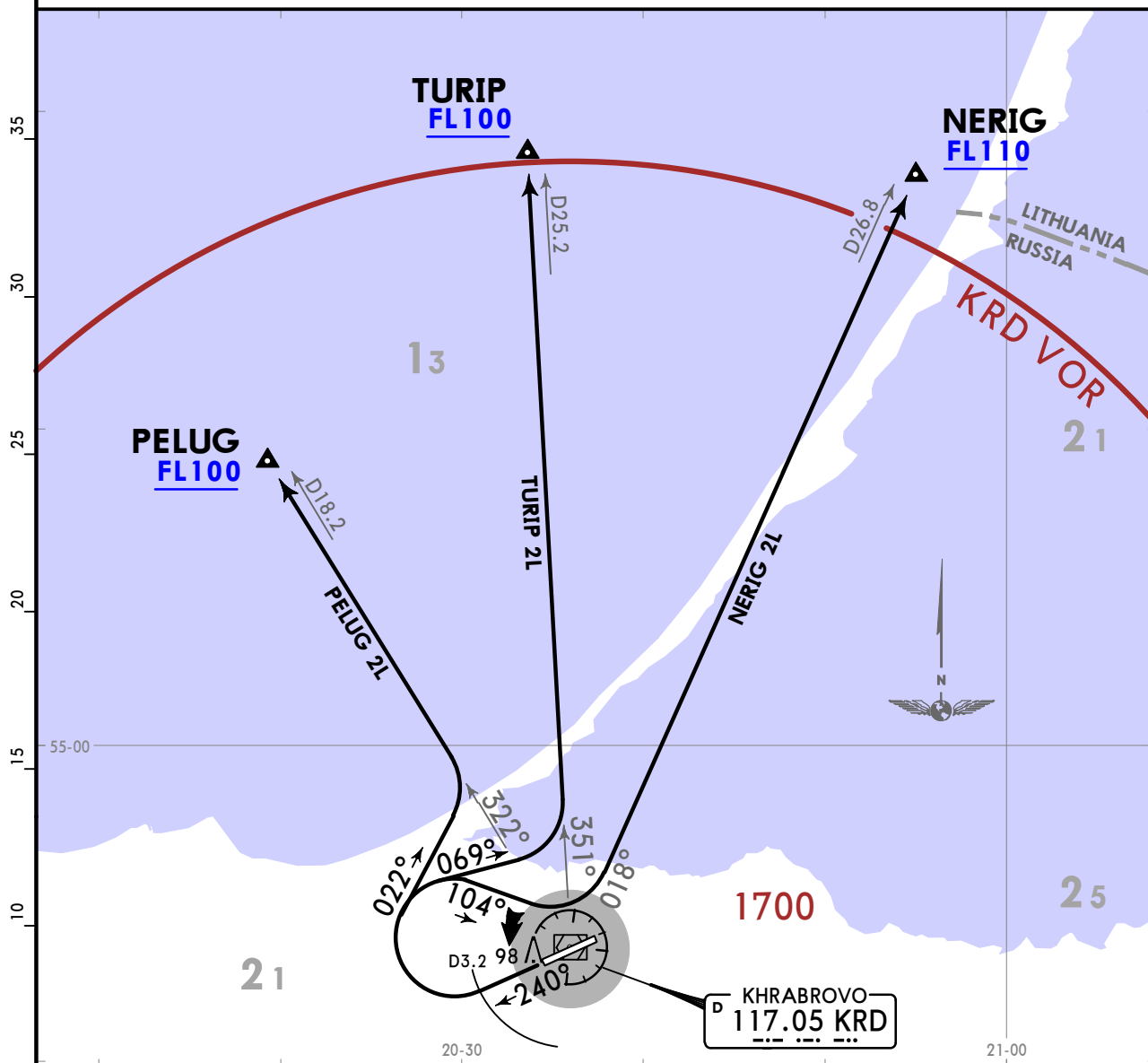
**JEPPESEN**  
29 DEC 17 **10-3V** Eff 4 Jan

**KALININGRAD, RUSSIA**

**SID**

Apt Elev **43**  
QNH on request (QFE)  
Trans alt: 3330 (3292)  
**1. DME required.**  
**2. EXPECT close-in obstacles.**

**NERIG 2L [NERI2L]**  
**PELUG 2L [PELU2L]**  
**TURIP 2L [TURI2L]**  
**RWY 24 DEPARTURES**



These SIDs require minimum climb gradients of  
**NERIG 2L:** 4.6% up to FL110 due to airspace limitation.  
**PELUG 2L:** 7.0% up to FL100 due to airspace limitation.  
**TURIP 2L:** 4.8% up to FL100 due to airspace limitation.

Gnd speed-KT	75	100	150	200	250	300
4.6% V/V (fpm)	349	466	699	932	1165	1397
4.8% V/V (fpm)	365	486	729	972	1215	1458
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

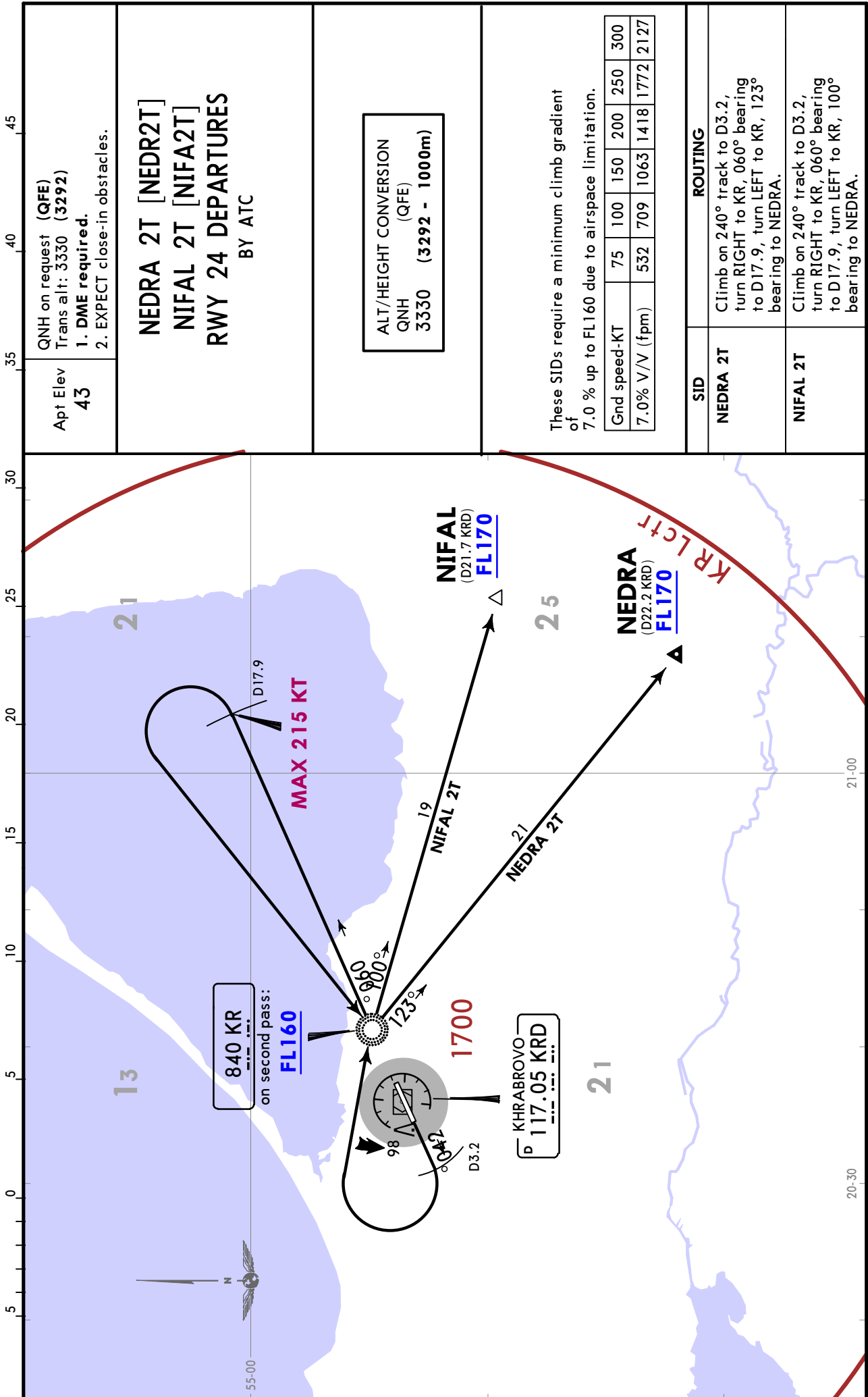
**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
**3330 (3292 - 1000m)**

SID	ROUTING
<b>NERIG 2L</b>	Climb on 240° track to D3.2, turn RIGHT, 104° track, intercept KRD R018 to NERIG.
<b>PELUG 2L</b>	Climb on 240° track to D3.2, turn RIGHT, 022° track, intercept KRD R322 to PELUG.
<b>TURIP 2L</b>	Climb on 240° track to D3.2, turn RIGHT, 069° track, intercept KRD R351 to TURIP.

**UMKK/KGD**  
**KHRABROVO**

**KALININGRAD, RUSSIA**

**SID**



QNH on request (QFE)  
Trans alt: 3330 (3292)  
1. DME required.  
2. EXPECT close-in obstacles.

**NEDRA 2T [NEDR2T]**  
**NIFAL 2T [NIFA2T]**  
**RWY 24 DEPARTURES**  
**BY ATC**

**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
3330 (3292 - 1000m)

These SIDs require a minimum climb gradient of 7.0 % up to FL160 due to airspace limitation.

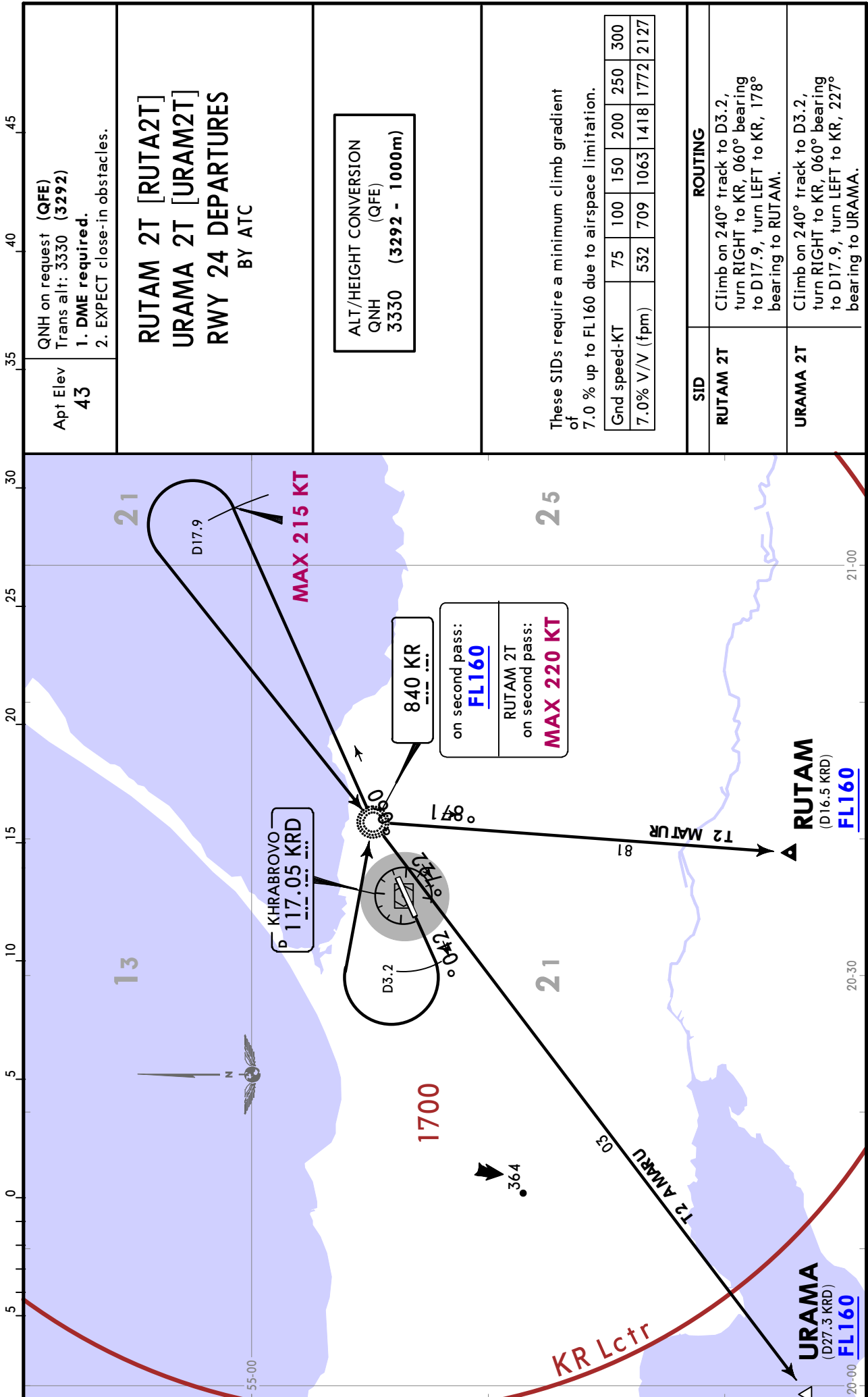
Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

SID	ROUTING
<b>NEDRA 2T</b>	Climb on 240° track to D3.2, turn RIGHT to KR, 060° bearing to D17.9, turn LEFT to KR, 123° bearing to NEDRA.
<b>NIFAL 2T</b>	Climb on 240° track to D3.2, turn RIGHT to KR, 060° bearing to D17.9, turn LEFT to KR, 100° bearing to NEDRA.

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**SID**

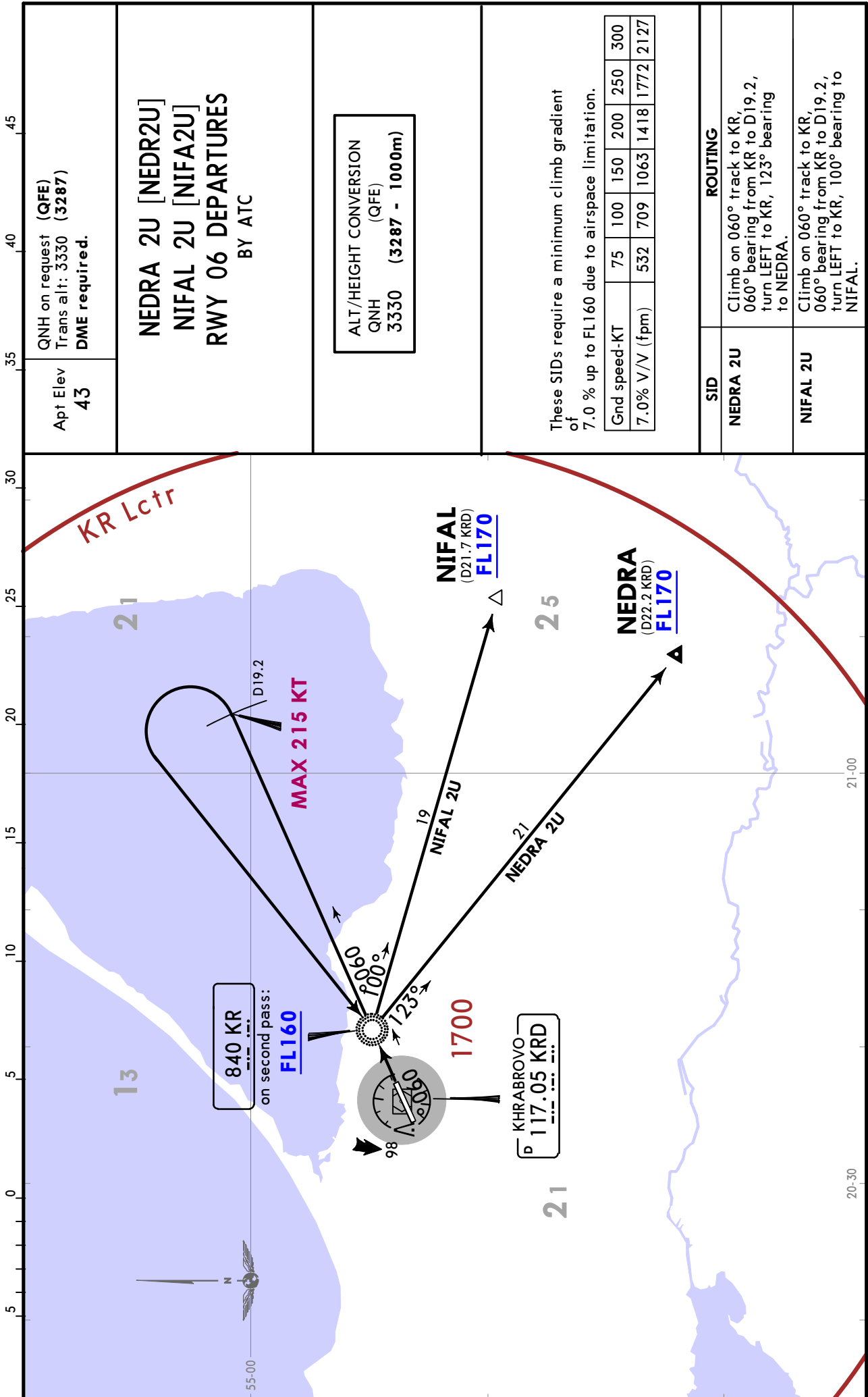


**UMKK/KGD**  
**KHRABROVO**

**JEPESEN**  
29 DEC 17 **10-3X1** Eff 4 Jan

**KALININGRAD, RUSSIA**

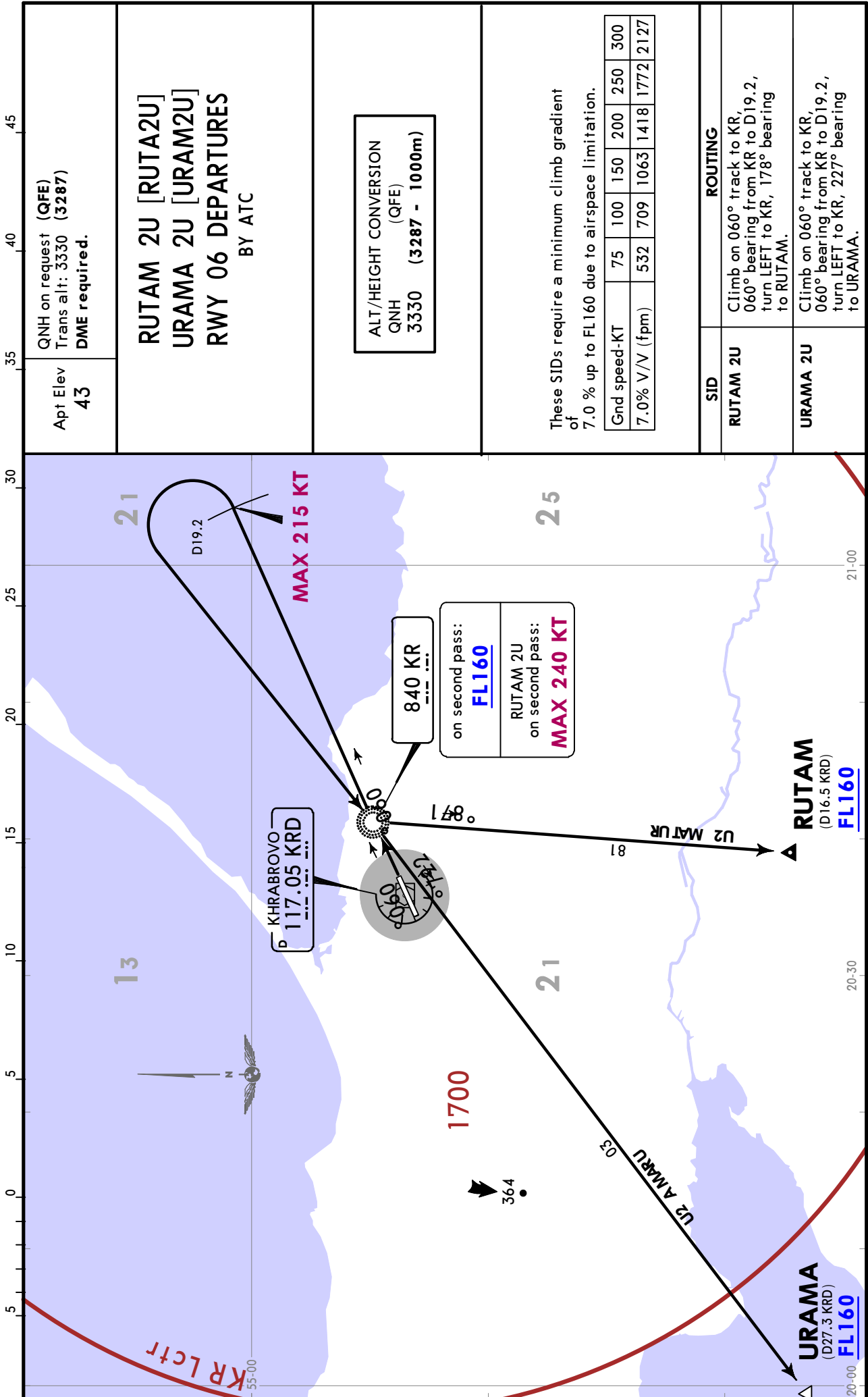
**SID**



**UMKK/KGD  
KHRABROVO**

**KALININGRAD, RUSSIA**

**SID**



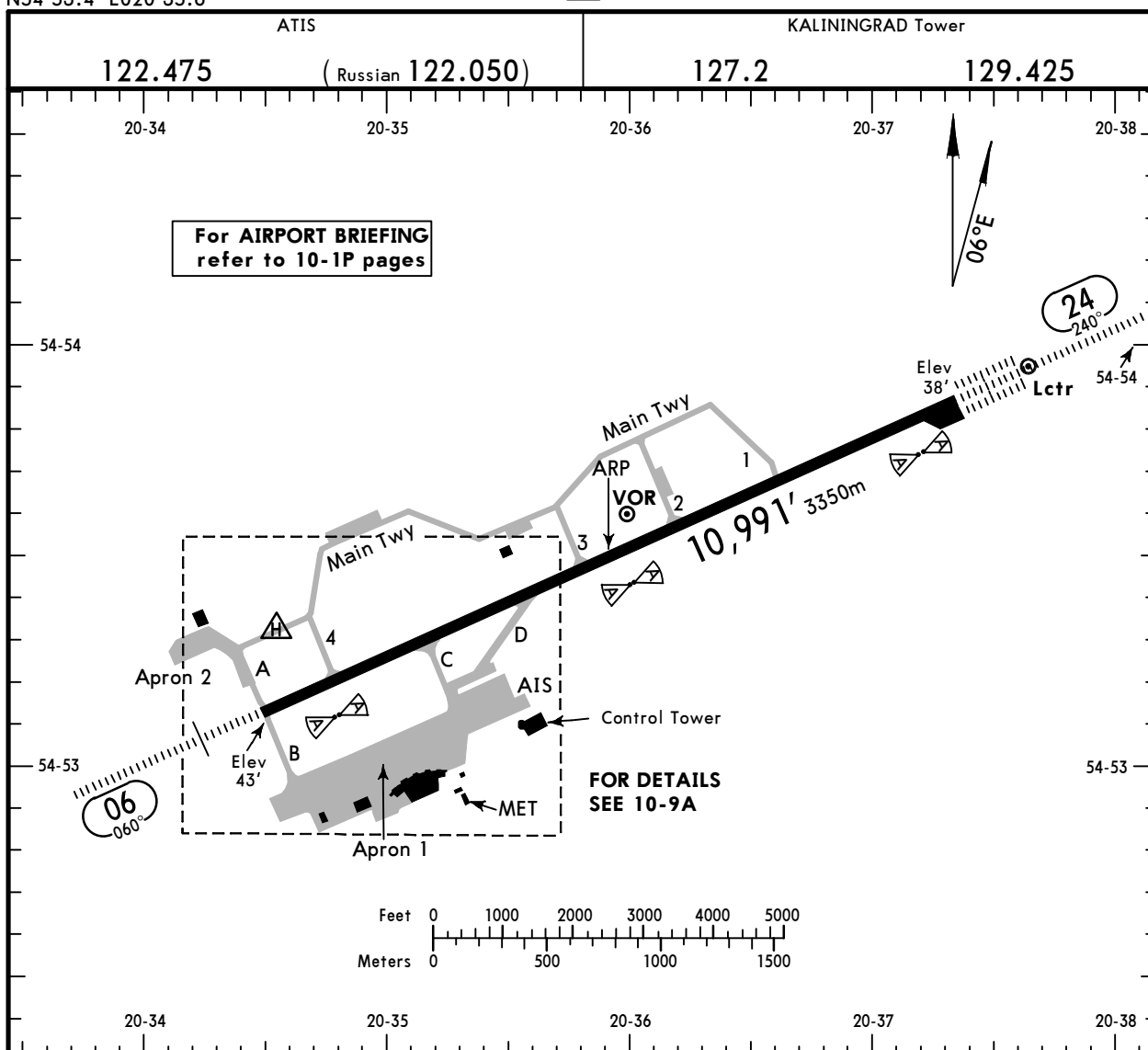
# UMKK/KGD

Apt Elev **43'**  
N54 53.4 E020 35.6

**JEPPesen**  
28 DEC 18 **(10-9)** Eff 3 Jan

# KALININGRAD, RUSSIA

KHRABROVO



### ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
06	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°) RVR		10,020' 3054m	①	148'
24	HIRL (60m) CL (15m) TDZ HIALS-II PAPI-L (3.0°) RVR		9836' 2998m		45m

**① TAKE-OFF RUN AVAILABLE**

**RWY 06:**  
From rwy head 10,991' (3350m)  
twy C int 8438' (2572m)

### TAKE-OFF

**AIR CARRIER (JAA)**  
**All Rwys**

**LVP must be in force**

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

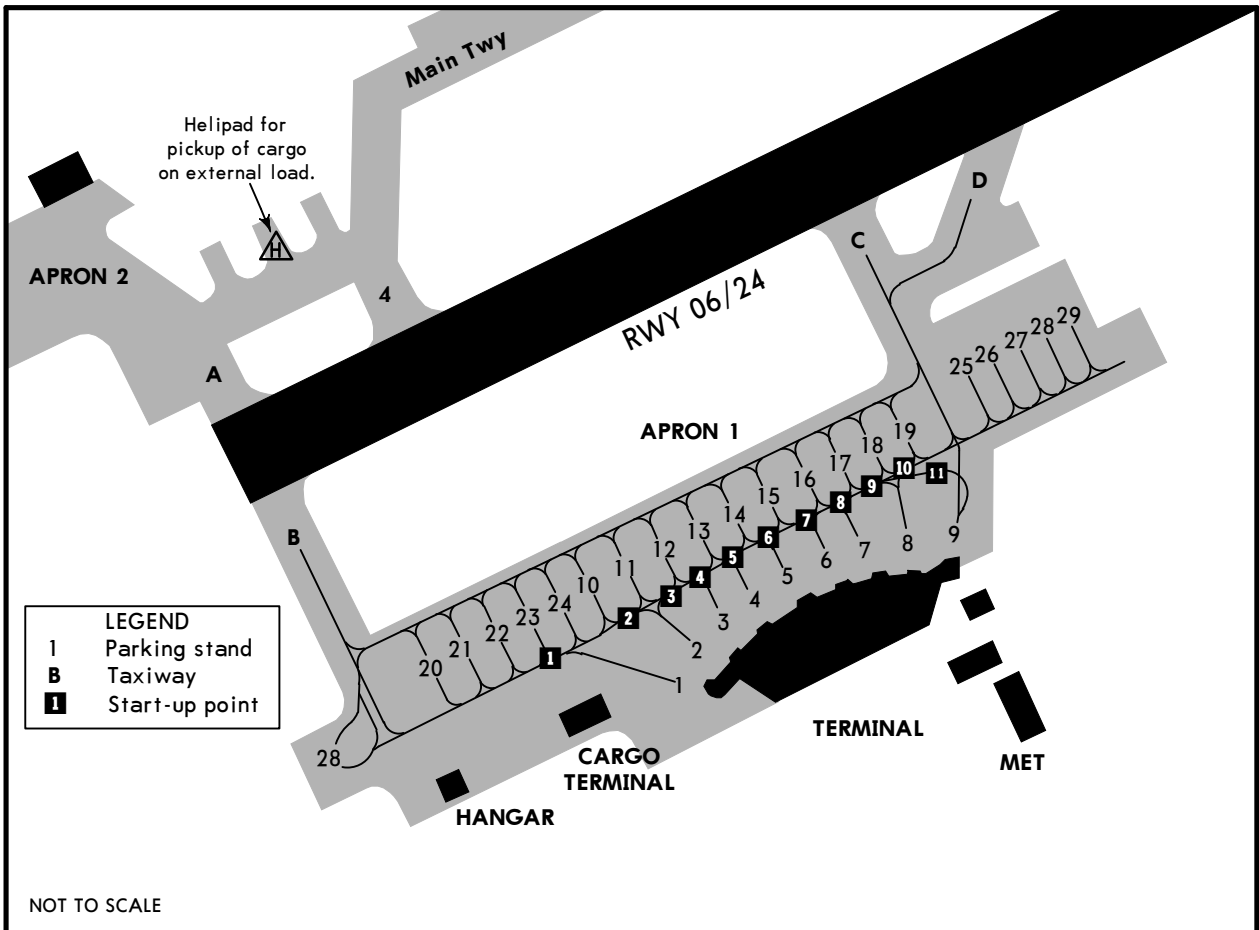
RVR in parentheses if TDZ RVR is supplemented by Mid and/or Rollout RVR.



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**JEPPESEN**  
28 DEC 18 (10-9A) Eff 3 Jan

**KALININGRAD, RUSSIA**  
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INS COORDINATES	
STAND No.	COORDINATES
1 thru 3	N54 53.0 E020 35.0
4, 5	N54 53.0 E020 35.1
6 thru 8	N54 53.0 E020 35.2
9	N54 53.0 E020 35.3
10, 11	N54 53.0 E020 34.9
12, 13	N54 53.1 E020 35.0
14 thru 16	N54 53.1 E020 35.1
17 thru 19	N54 53.1 E020 35.2
20 thru 22	N54 53.0 E020 34.7
23	N54 53.0 E020 34.8
24	N54 53.0 E020 34.9
25	N54 53.2 E020 35.3
26 thru 28	N54 53.2 E020 35.4
29	N54 53.2 E020 35.5

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**Standard**  
**KALININGRAD, RUSSIA**  
 KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
<b>06</b>	ILS Z or Y or X FULL ALS out	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GLS FULL ALS out	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m	<b>243'</b> (200') <b>① R550m</b> R1200m
	<b>②</b> RNAV ALS out	<b>450'</b> (407') <b>R1200m</b> R1500m	<b>450'</b> (407') <b>R1200m</b> R1500m	<b>450'</b> (407') <b>R1200m</b> R1900m	<b>450'</b> (407') <b>R1200m</b> R1900m
	<b>② ③</b> VOR Z or X ALS out	<b>460'</b> (417') <b>R1200m</b> R1500m	<b>460'</b> (417') <b>R1200m</b> R1500m	<b>460'</b> (417') <b>R1200m</b> R1900m	<b>460'</b> (417') <b>R1200m</b> R1900m
	<b>② ④</b> VOR Z or X ALS out	<b>630'</b> (587') <b>R1500m</b> R1500m	<b>630'</b> (587') <b>R1500m</b> R1500m	<b>630'</b> (587') <b>R2000m</b> R2400m	<b>630'</b> (587') <b>R2000m</b> R2400m
	<b>② ⑤</b> NDB ALS out	<b>560'</b> (517') <b>R1500m</b> R1500m	<b>560'</b> (517') <b>R1500m</b> R1500m	<b>560'</b> (517') <b>R1600m</b> R2400m	<b>560'</b> (517') <b>R1600m</b> R2400m
	<b>② ⑥</b> NDB ALS out	<b>710'</b> (667') <b>R1500m</b> R2400m	<b>710'</b> (667') <b>R1500m</b> R2400m	<b>710'</b> (667') <b>R2400m</b> R2400m	<b>710'</b> (667') <b>R2400m</b> R2400m

- ① W/o HUD/AP/FD: R750m.
- ② Continuous Descent Final Approach.
- ③ with D3.9
- ④ w/o D3.9.
- ⑤ with D3.8.
- ⑥ w/o D3.8.

UMKK/KGD



**Standard**  
KALININGRAD, RUSSIA  
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
24	CAT 2 ILS Z or Y or X or W	<b>138'</b> (100') RA 109' R300m	<b>138'</b> (100') RA 109' R300m	<b>138'</b> (100') RA 109' R300m	<b>138'</b> (100') RA 109' R300m
	ILS Z or Y or X or W	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>
	FULL	<b>① R550m</b>	<b>① R550m</b>	<b>① R550m</b>	<b>① R550m</b>
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out				
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	GLS	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>	<b>238'</b> (200') <b>R550m</b>
	FULL	<b>① R550m</b>	<b>① R550m</b>	<b>① R550m</b>	<b>① R550m</b>
	TDZ or CL out	R1200m	R1200m	R1200m	R1200m
	ALS out				
	② RNAV	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>
ALS out	R1500m	R1500m	R1600m	R1600m	
② VOR Z, Y, X	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	
ALS out	R1500m	R1500m	R1600m	R1600m	
② NDB Z	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	<b>380'</b> (342') <b>R900m</b>	
ALS out	R1500m	R1500m	R1600m	R1600m	
② NDB Y	<b>400'</b> (362') <b>R1000m</b>	<b>400'</b> (362') <b>R1000m</b>	<b>400'</b> (362') <b>R1000m</b>	<b>400'</b> (362') <b>R1000m</b>	
ALS out	R1500m	R1500m	R1700m	R1700m	

① W/o HUD/AP/FD: R750m.

② Continuous Descent Final Approach.

CIRCLE-TO-LAND ③	100 KT	135 KT	180 KT	205 KT
	<b>610'</b> (567') ④ 1500m	<b>610'</b> (567') ④ 1600m	<b>860'</b> (817') 2400m	<b>860'</b> (817') 3600m

③ Prohibited South of airport between 068° - 232°.

④ or higher straight-in minimums.

**TAKE-OFF**

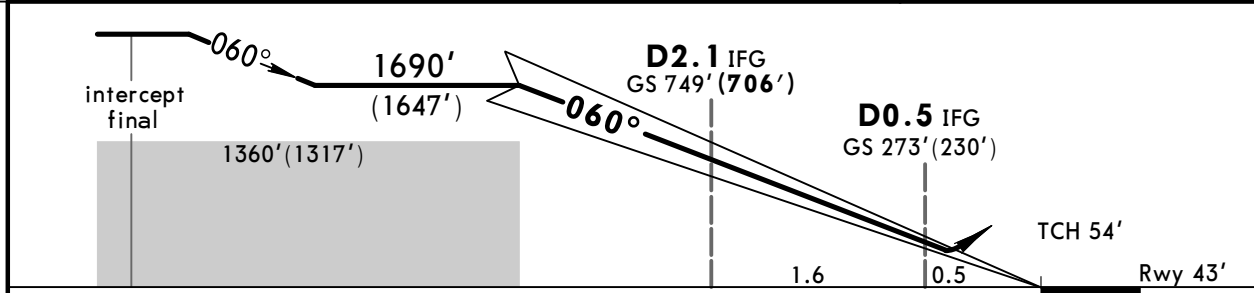
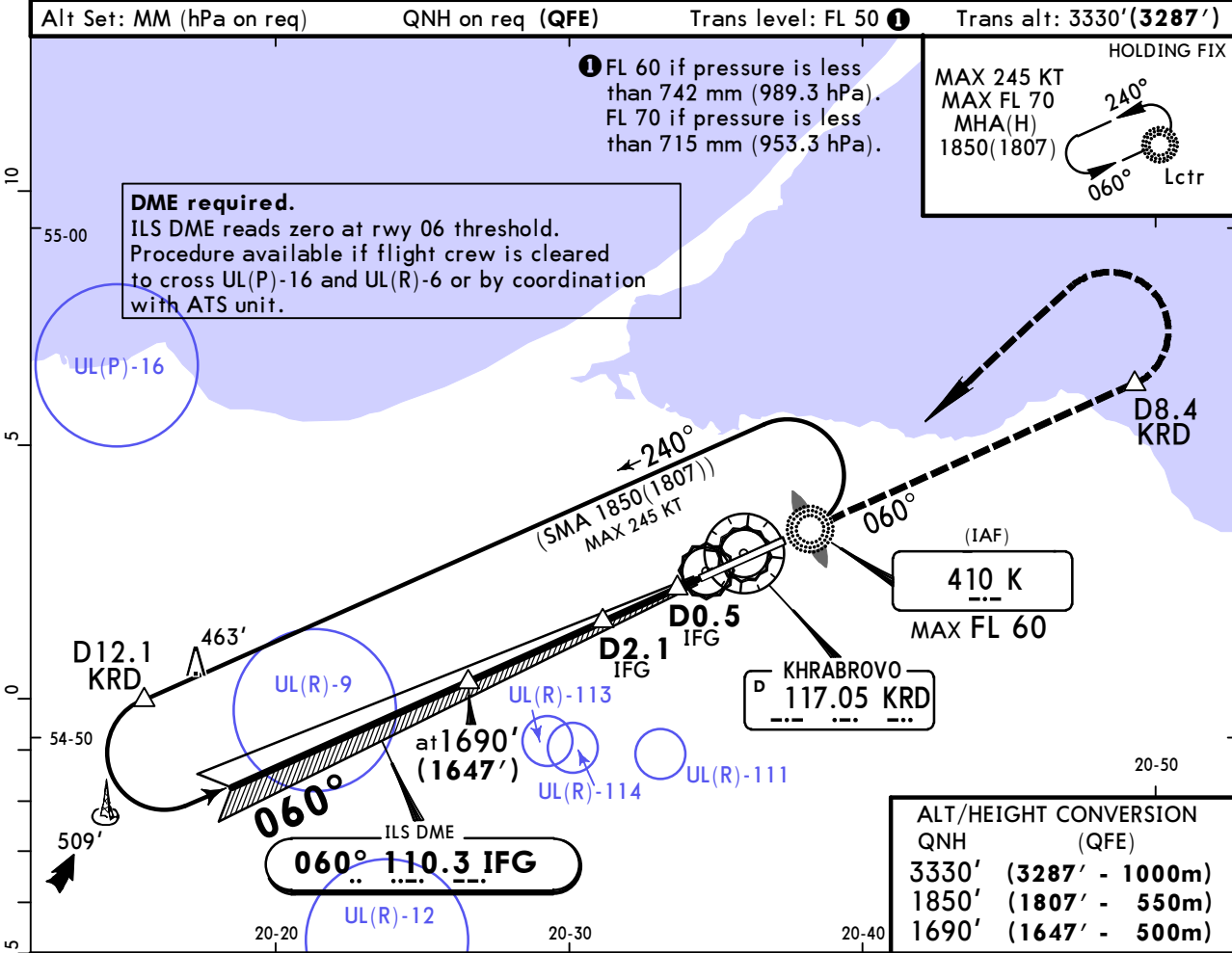
	Low Visibility Take-off				Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL		
A						
B	TDZ, MID, RO	TDZ, MID, RO				
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m	500m
D						

**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
11 JAN 19 **(11-1)**

**KALININGRAD, RUSSIA**  
**ILS Z Rwy 06**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
LOC IFG <b>110.3</b>	Final Apch Crs <b>060°</b>	GS <b>D2.1 IFG</b> <b>749' (706')</b>	ILS DA(H) <b>243' (200')</b>	Apt Elev 43' Rwy 43'	
<b>MISSED APCH: Climb on 060° to D8.4 KRD, turn LEFT to Lctr climbing to 1850' (1807') or above, then proceed according to chart or to holding area.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' ( <b>3287'</b> )	



Gnd speed-Kts	70	90	100	120	140	160		<b>D8.4</b> KRD on <b>060°</b>
GS	3.00°	372	478	531	637	743		

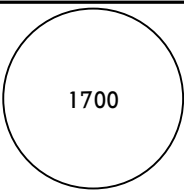
<b>STRAIGHT-IN LANDING RWY 06</b> <b>ILS</b> DA(H) <b>243' (200')</b>		<b>LOC (GS out)</b>	<b>CIRCLE-TO-LAND</b> Prohibited in sector inbound 068° - 232° clockwise MDA(H)
FULL      ALS out		NOT AUTHORIZED	Max Kts: 100 <b>610' (567')</b> 1600m
RVR 720m      VIS 800m			Max Kts: 135 <b>860' (817')</b> 4000m
RVR 720m      VIS 800m			Max Kts: 180 <b>860' (817')</b> 4000m
RVR 720m      VIS 800m			Max Kts: 205 <b>860' (817')</b> 4400m

CHANGES: TCH.

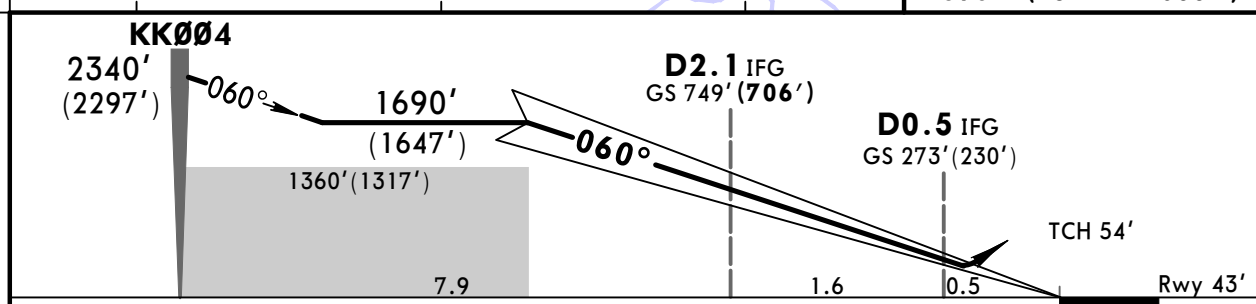
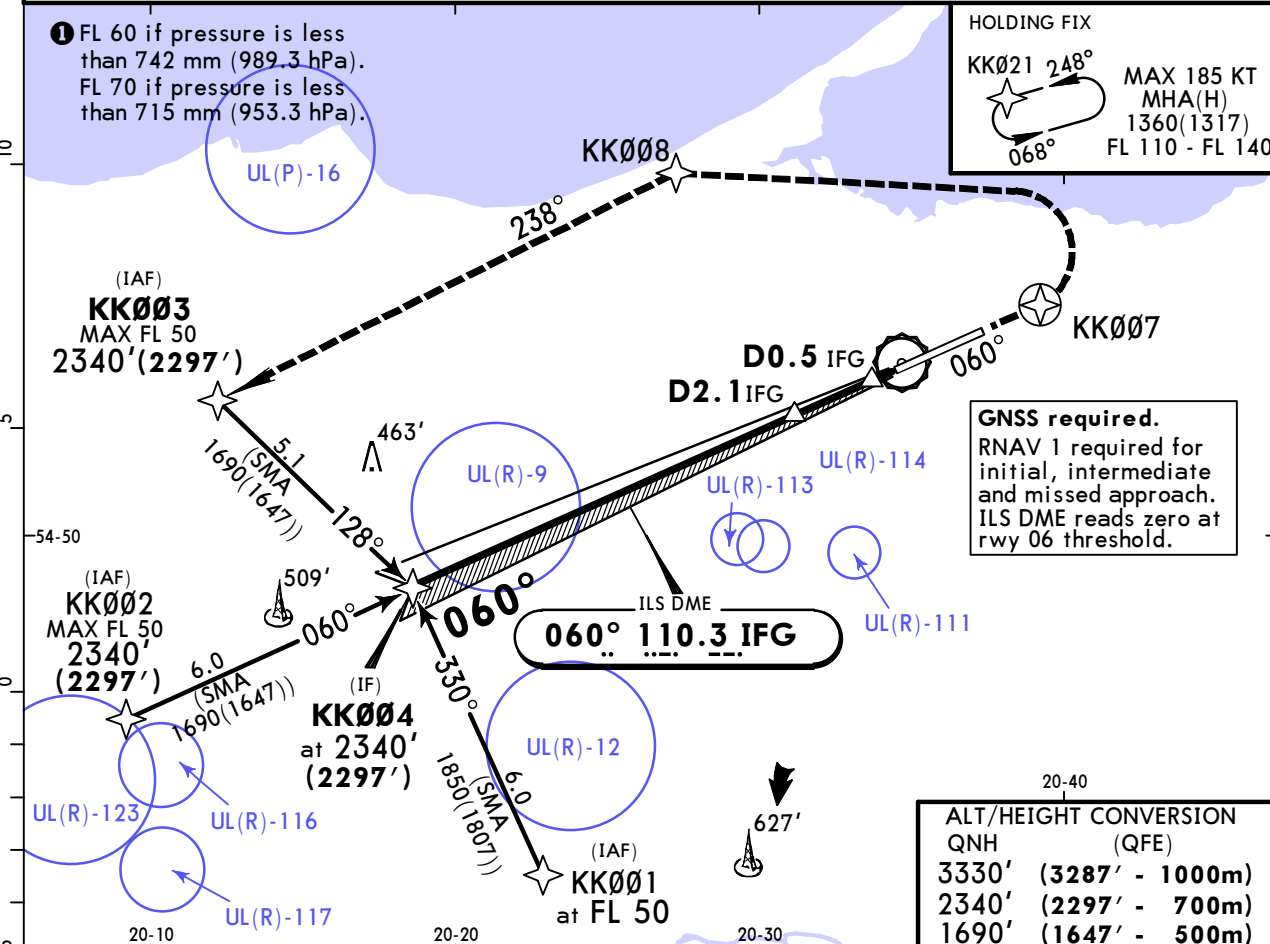
**UMKK/KGD  
KHRABROVO**

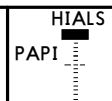
**JEPPESEN**  
11 JAN 19 **(11-2)**

**KALININGRAD, RUSSIA  
ILS Y Rwy 06**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
LOC IFG <b>110.3</b>	Final Apch Crs <b>060°</b>	GS <b>D2.1 IFG</b> <b>749' (706')</b>	ILS DA(H) <b>243' (200')</b>	Apt Elev 43' Rwy 43'	
<b>MISSED APCH: Climb on 060° to KK007 (MAX 185 KT), then turn LEFT to KK008 (MAX 185 KT), then proceed to KK003 climbing to 2340' (2297') or above.</b>					

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



Gnd speed-Kts	70	90	100	120	140	160		<b>KK007</b> on <b>060°</b> <b>185 KT</b> MAX
GS	3.00°	372	478	531	637	743		

<b>STRAIGHT-IN LANDING RWY 06</b>			<b>CIRCLE-TO-LAND</b>			
<b>ILS</b> DA(H) <b>243' (200')</b>		<b>LOC (GS out)</b>		Prohibited in sector inbound 068° - 232° clockwise MDA(H) _____		
FULL	ALS out					
A	RVR 720m VIS 800m	NOT AUTHORIZED		Max Kts		
B				100	610' (567')	1600m
C				135	860' (817')	4000m
D				180	860' (817')	4400m

CHANGES: TCH.

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
11 JAN 19 **(11-3)**

**KALININGRAD, RUSSIA**  
**ILS X Rwy 06**

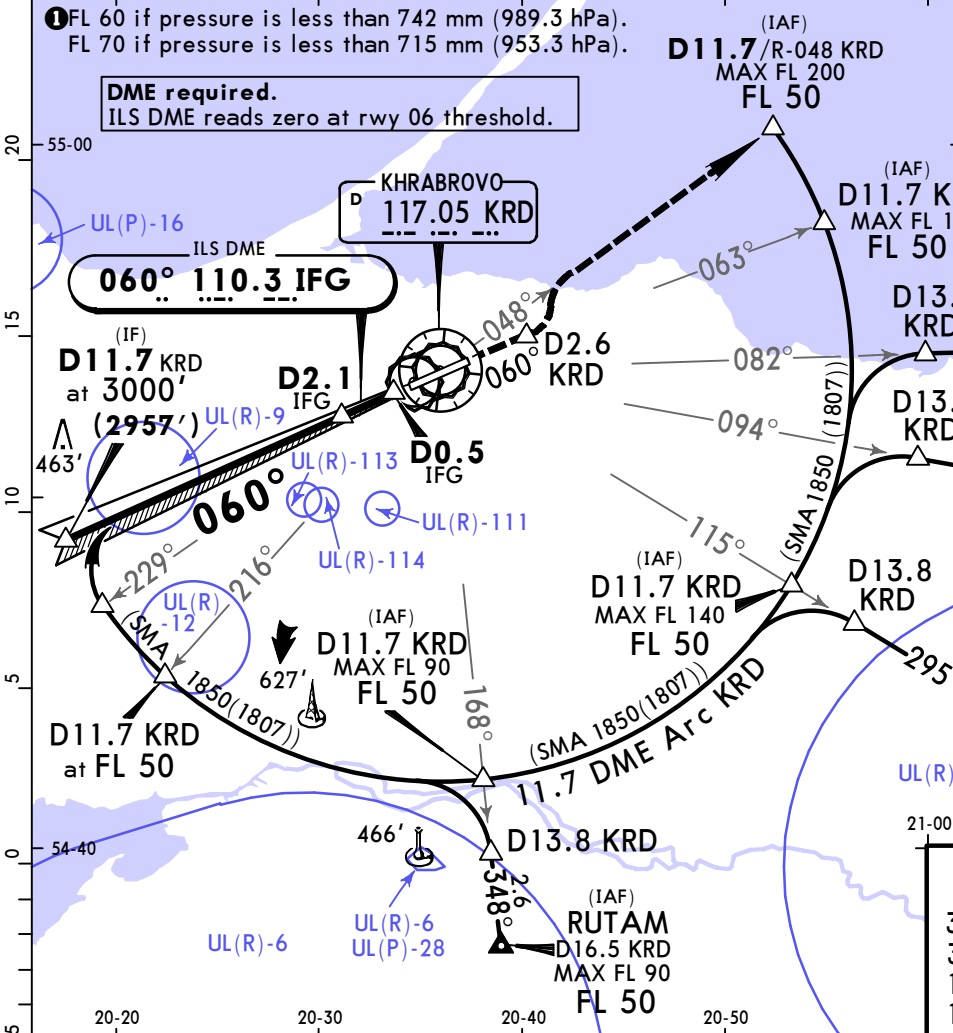
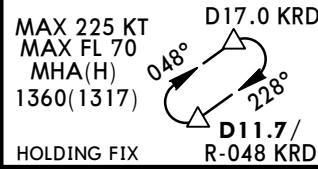
ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	1700 MSA KRD VOR
LOC IFG <b>110.3</b>	Final Apch Crs <b>060°</b>	GS <b>D2.1 IFG</b> <b>749' (706')</b>	ILS DA(H) <b>243' (200')</b>	Apt Elev 43' Rwy 43'	
BRIEFING STRIP™					

**MISSED APCH:** Climb on 060° to D2.6 KRD, turn LEFT to intercept R-048 KRD, then proceed to holding area over D11.7/R-048 KRD climbing to 1360' (1317') or above.

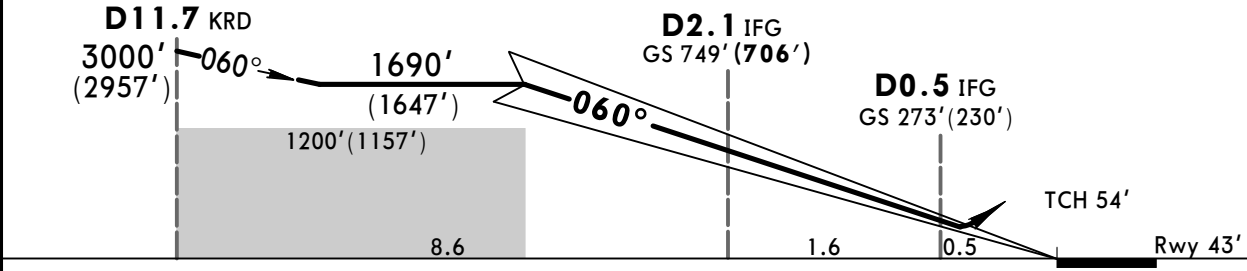
Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 50 **1**      Trans alt: 3330' (**3287'**)

**1** FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).

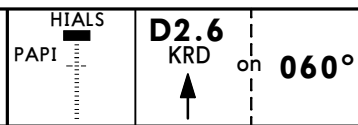
**DME required.**  
ILS DME reads zero at rwy 06 threshold.



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3287' - 1000m)
3000'	(2957' - 900m)
1690'	(1647' - 500m)
1360'	(1317' - 400m)



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



STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND	
ILS			Prohibited in sector inbound	
DA(H) <b>243' (200')</b>			068° - 232° clockwise	
FULL			MDA(H)	
ALS out			Max Kts	
A			100	610' (567') 1600m
B			135	860' (817') 4000m
C	RVR 720m VIS 800m	1200m	180	860' (817') 4400m
D			205	860' (817') 4400m

PANS OPS

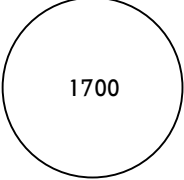
CHANGES: TCH.

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**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
11 JAN 19 **(11-4)**


**KALININGRAD, RUSSIA**  
**ILS Z Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS LOM <b>875'(837')</b>	ILS DA(H) <b>238'(200')</b>	Apt Elev 43' Rwy 38'	
<b>MISSED APCH: Climb on 240° to D3.5 KRD (MAX 250 KT), turn RIGHT to KR NDB climbing to 1520'(1482'), then proceed according to chart or to holding area.</b>					 <b>1700</b> MSA KR NDB
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330'(3292')	

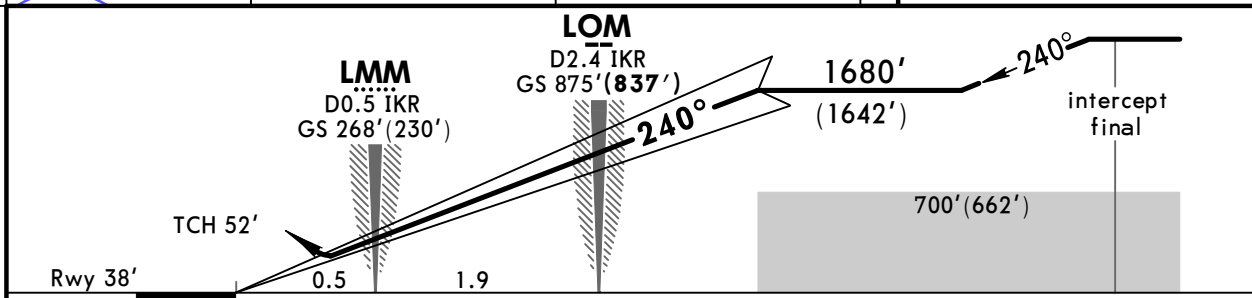
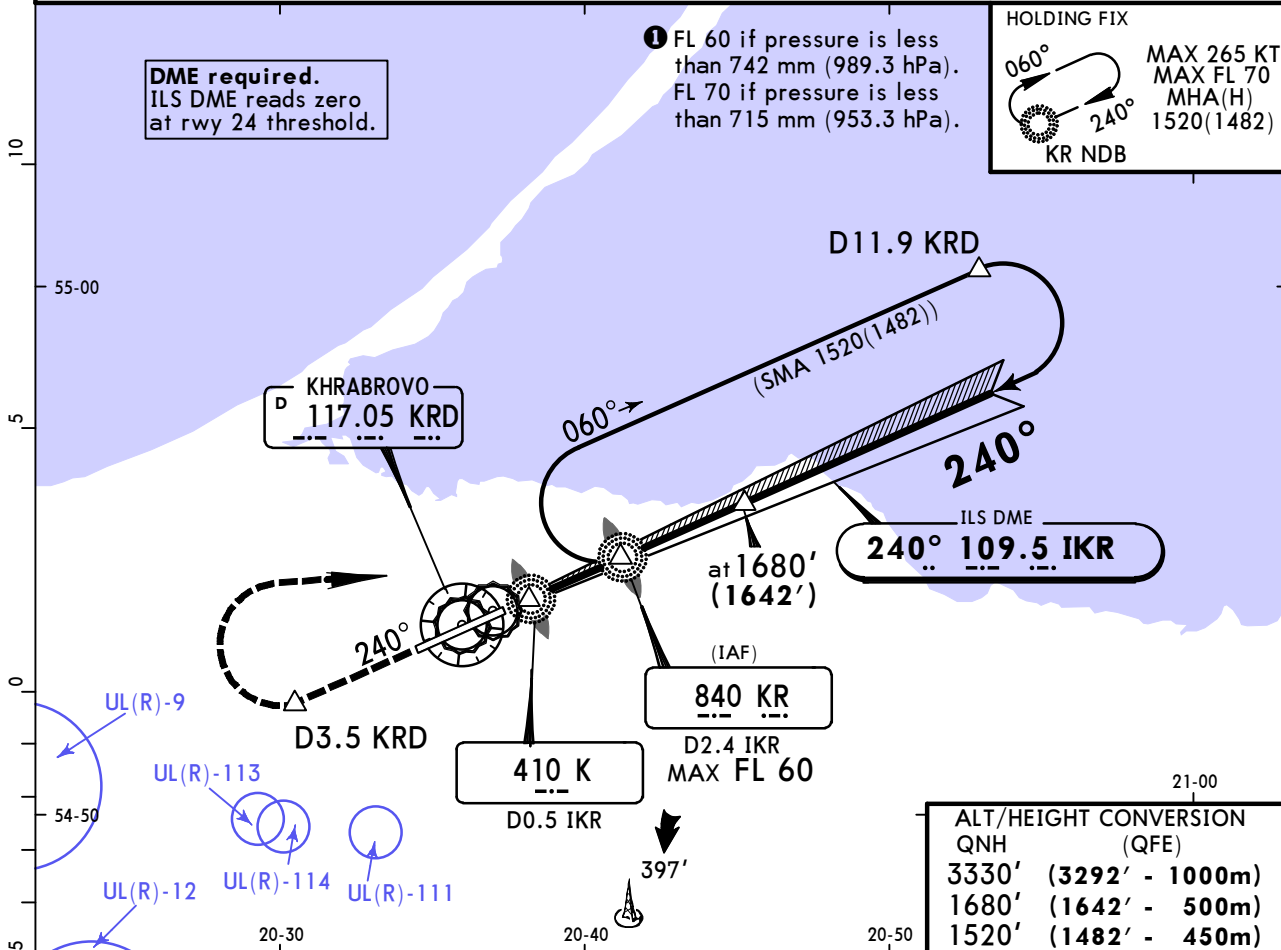
**DME required.**  
ILS DME reads zero at rwy 24 threshold.


**1** FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).

**HOLDING FIX**



MAX 265 KT  
MAX FL 70  
MHA(H)  
1520(1482)  
KR NDB



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	<b>D3.5</b> KRD on <b>240°</b>	<b>250 KT</b> MAX
GS	3.00°	372	478	531	637	743			

<b>STRAIGHT-IN LANDING RWY 24</b>				<b>CIRCLE-TO-LAND</b>	
<b>ILS</b> DA(H) <b>238'(200')</b>			<b>LOC (GS out)</b>		
FULL		TDZ or CL out	ALS out		Prohibited in sector inbound 068° - 232° clockwise MDA(H) _____ Max Kts 100 <b>610'(567')</b> 1600m 135 180 <b>860'(817')</b> 4000m 205 <b>860'(817')</b> 4400m
A					
B	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	
C					
D					

**PANS OPS**

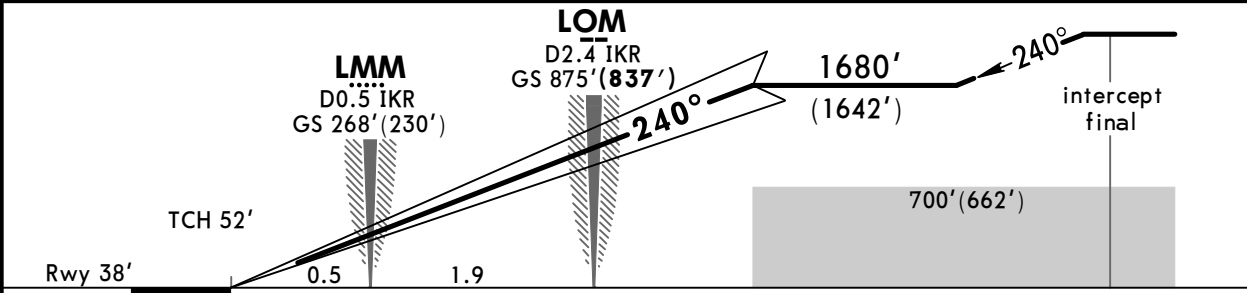
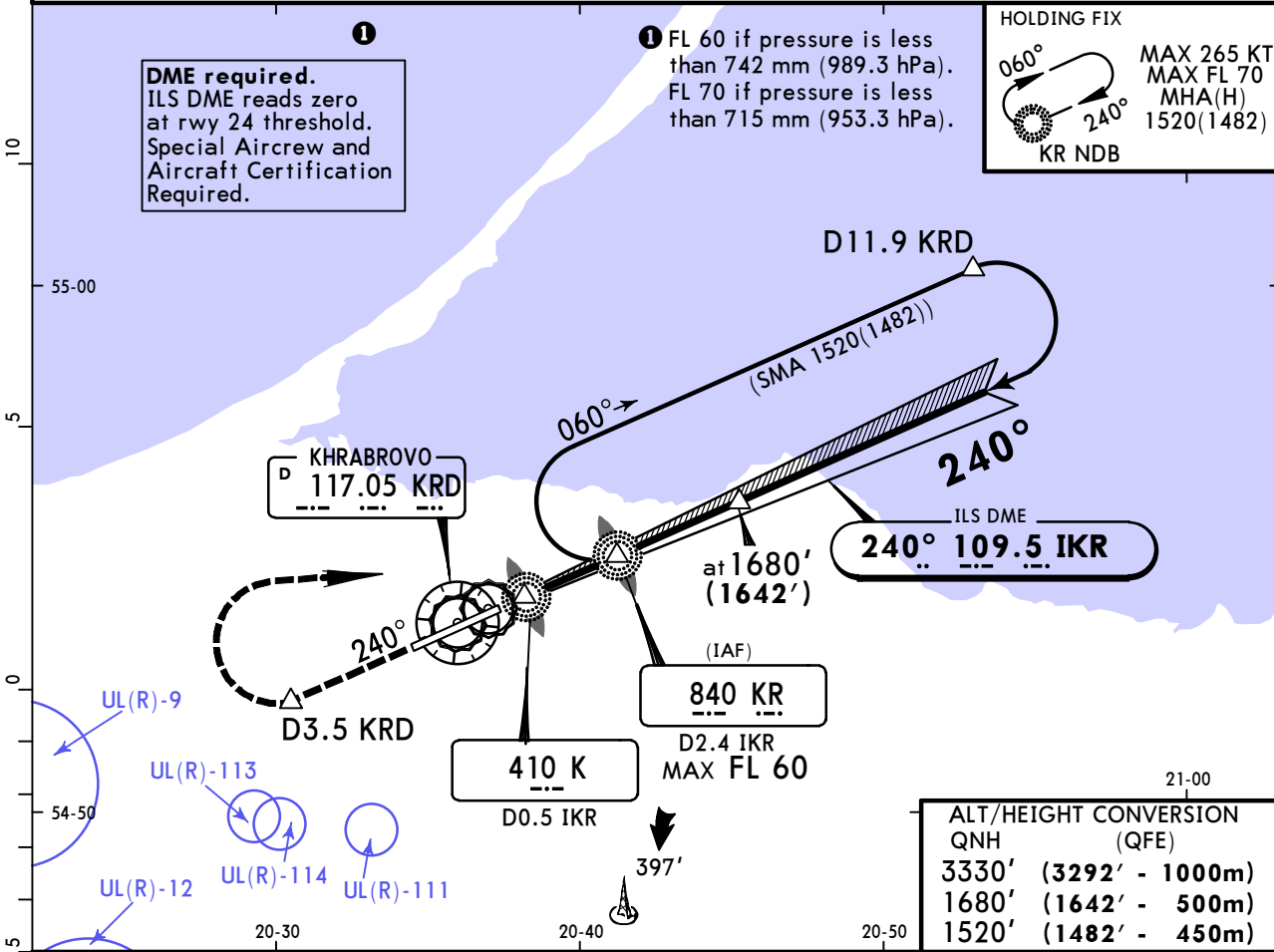
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
11 JAN 19 **11-4A**

**KALININGRAD, RUSSIA**  
**CAT II ILS Z Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS LOM <b>875'(837')</b>	CAT II ILS DA(H) <b>138'(100')</b>	Apt Elev 43'	1700  MSA KR NDB
<b>MISSED APCH: Climb on 240° to D3.5 KRD (MAX 250 KT), turn RIGHT to KR NDB climbing to 1520'(1482'), then proceed according to chart or to holding area.</b>					

Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 50 **1**      Trans alt: 3330'(3292')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>D3.5</b> KRD on <b>240°</b>	<b>250 KT</b> MAX
GS	3.00°	372	478	531	637	743			

**STRAIGHT-IN LANDING RWY 24**  
**CAT II ILS**

**RA 109'**  
DA(H) **138'(100')**

**RVR 300m**

PANS OPS



# UMKK/KGD KHRABROVO

**JEPPESEN**  
11 JAN 19 (11-5)

# KALININGRAD, RUSSIA ILS Y Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS LOM 875' (837')	ILS DA(H) 238' (200')	Apt Elev 43' Rwy 38'	
<b>MISSED APCH:</b> Climb on 240° to KK005, turn RIGHT (MAX 235 KT) to KK015 climbing to 2340' (2302'), then proceed to KK009 climbing to 2340' (2302') or above, then proceed according to chart or to holding area.					1700 MSA ARP

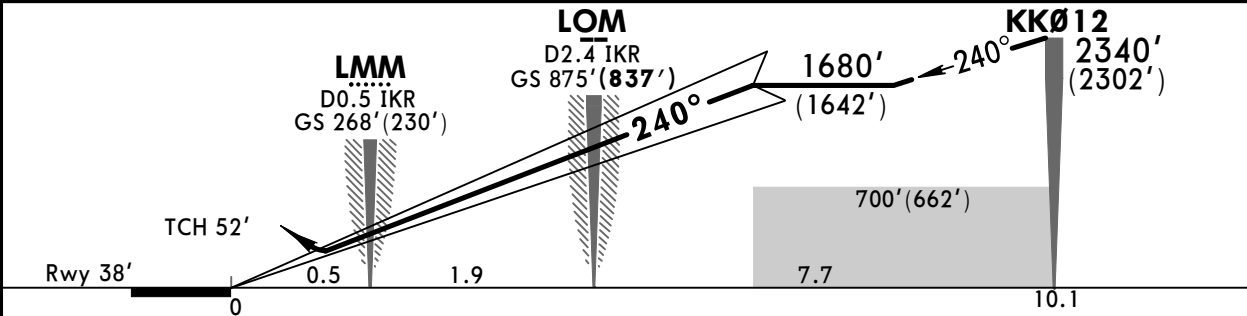
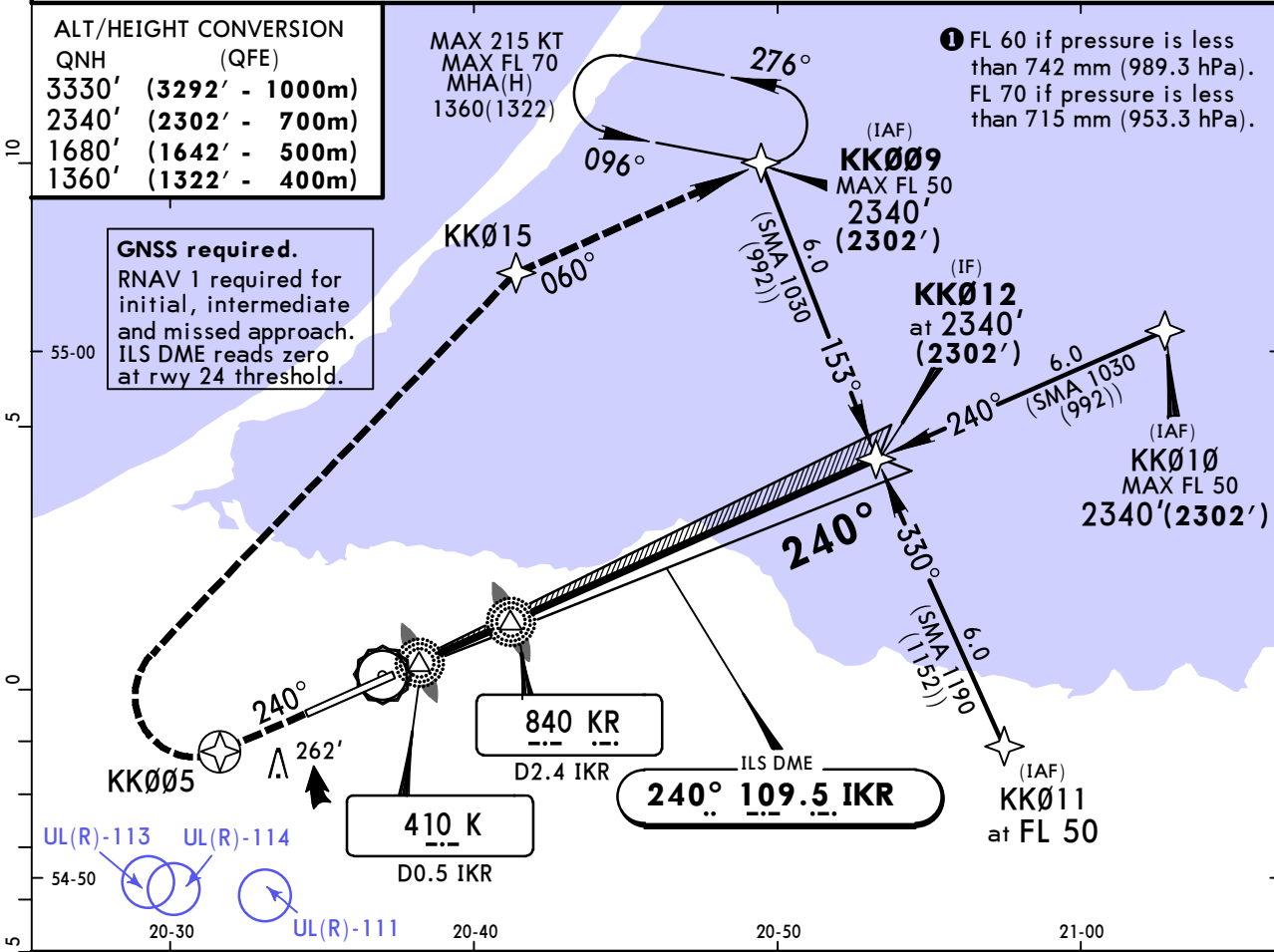
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3330' (3292')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3292' - 1000m)
2340'	(2302' - 700m)
1680'	(1642' - 500m)
1360'	(1322' - 400m)

MAX 215 KT  
MAX FL 70  
MHA(H)  
1360(1322)

FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).

**GNSS required.**  
RNAV 1 required for initial, intermediate and missed approach.  
ILS DME reads zero at rwy 24 threshold.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	KK005 on 240° 235 KT MAX
GS	3.00°	372	478	531	637	743		

STRAIGHT-IN LANDING RWY 24			LOC (GS out)	CIRCLE-TO-LAND Prohibited in sector inbound 068° - 232° clockwise
ILS				
DA(H) 238' (200')			NOT AUTHORIZED	Max Kts. MDA(H)
FULL	TDZ or CL out	ALS out		
A				100
B				135
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180
D				205

PANS OPS

**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
11 JAN 19 **11-5A**

**KALININGRAD, RUSSIA  
CAT II ILS Y Rwy 24**

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS LOM 875'(837')	CAT II ILS DA(H) 138'(100')	Apt Elev 43' Rwy 38'	
<b>MISSED APCH:</b> Climb on 240° to KK005, turn RIGHT (MAX 235 KT) to KK015 climbing to 2340'(2302'), then proceed to KK009 climbing to 2340'(2302') or above, then proceed according to chart or to holding area.					1700 MSA ARP

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 50 Trans alt: 3330'(3292')

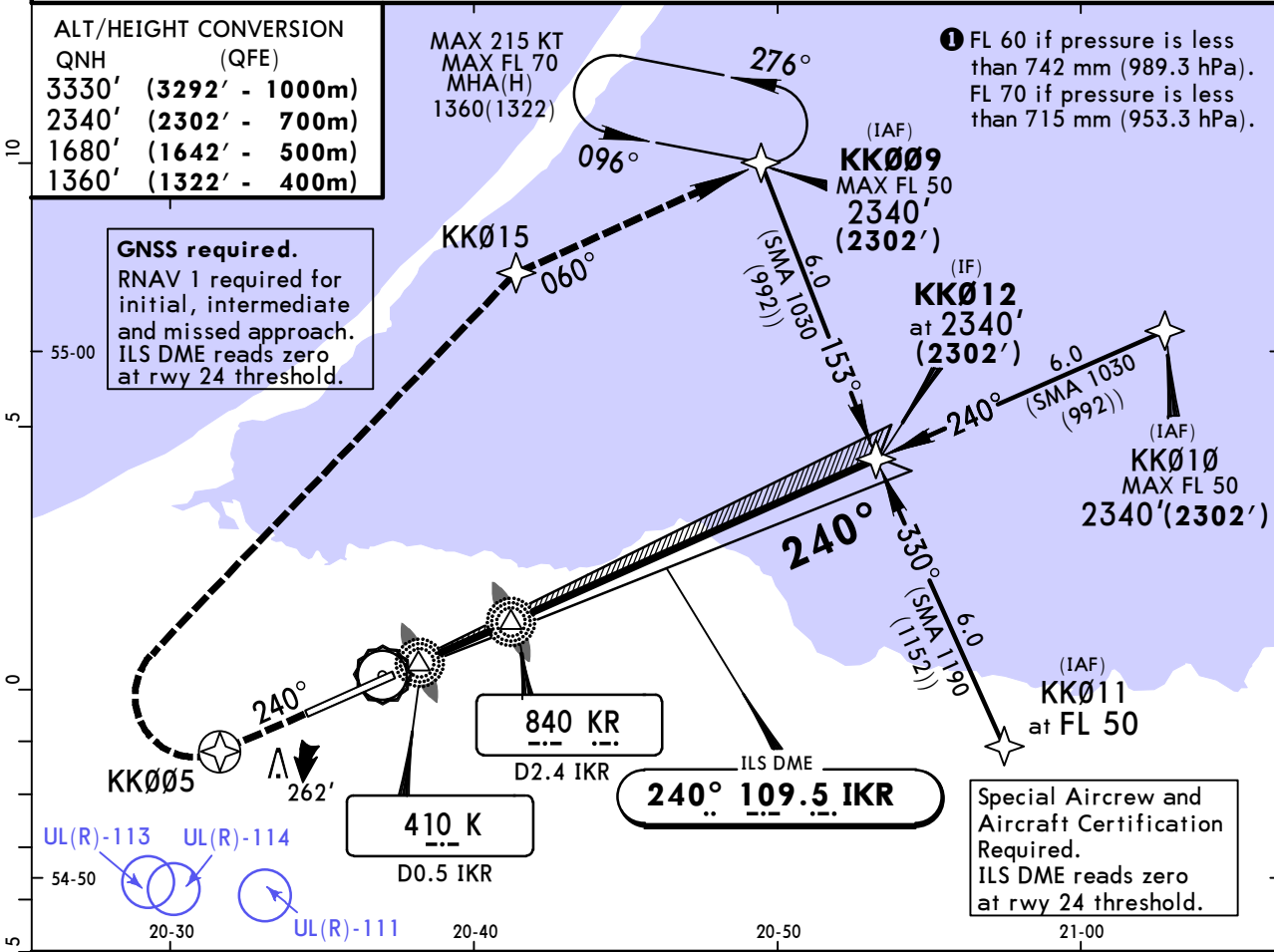
**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3330'	(3292' - 1000m)
2340'	(2302' - 700m)
1680'	(1642' - 500m)
1360'	(1322' - 400m)

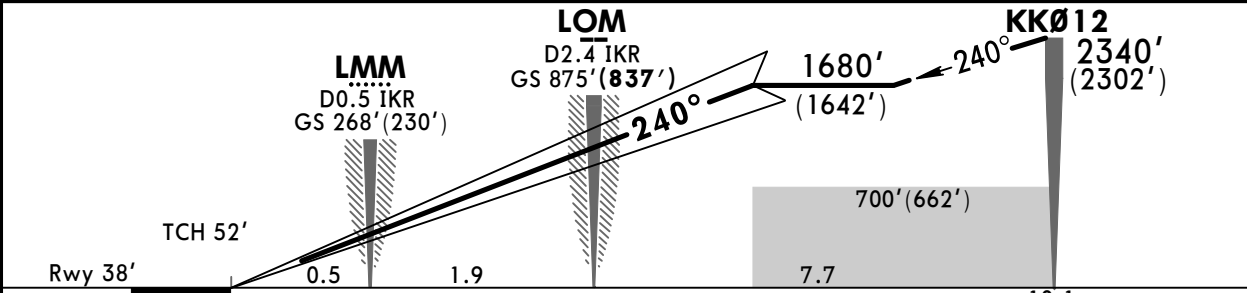
MAX 215 KT  
MAX FL 70  
MHA(H)  
1360(1322)

FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).

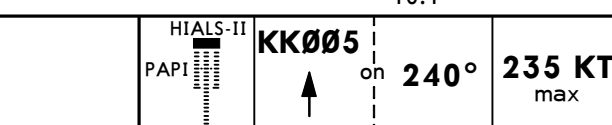
**GNSS required.**  
RNAV 1 required for initial, intermediate and missed approach.  
ILS DME reads zero at rwy 24 threshold.



Special Aircrew and Aircraft Certification Required.  
ILS DME reads zero at rwy 24 threshold.



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



**STRAIGHT-IN LANDING RWY 24**  
CAT II ILS  
**RA 109'**  
DA(H) 138'(100')

RVR 300m

PANS OPS

UMKK/KGD  
KHRABROVO

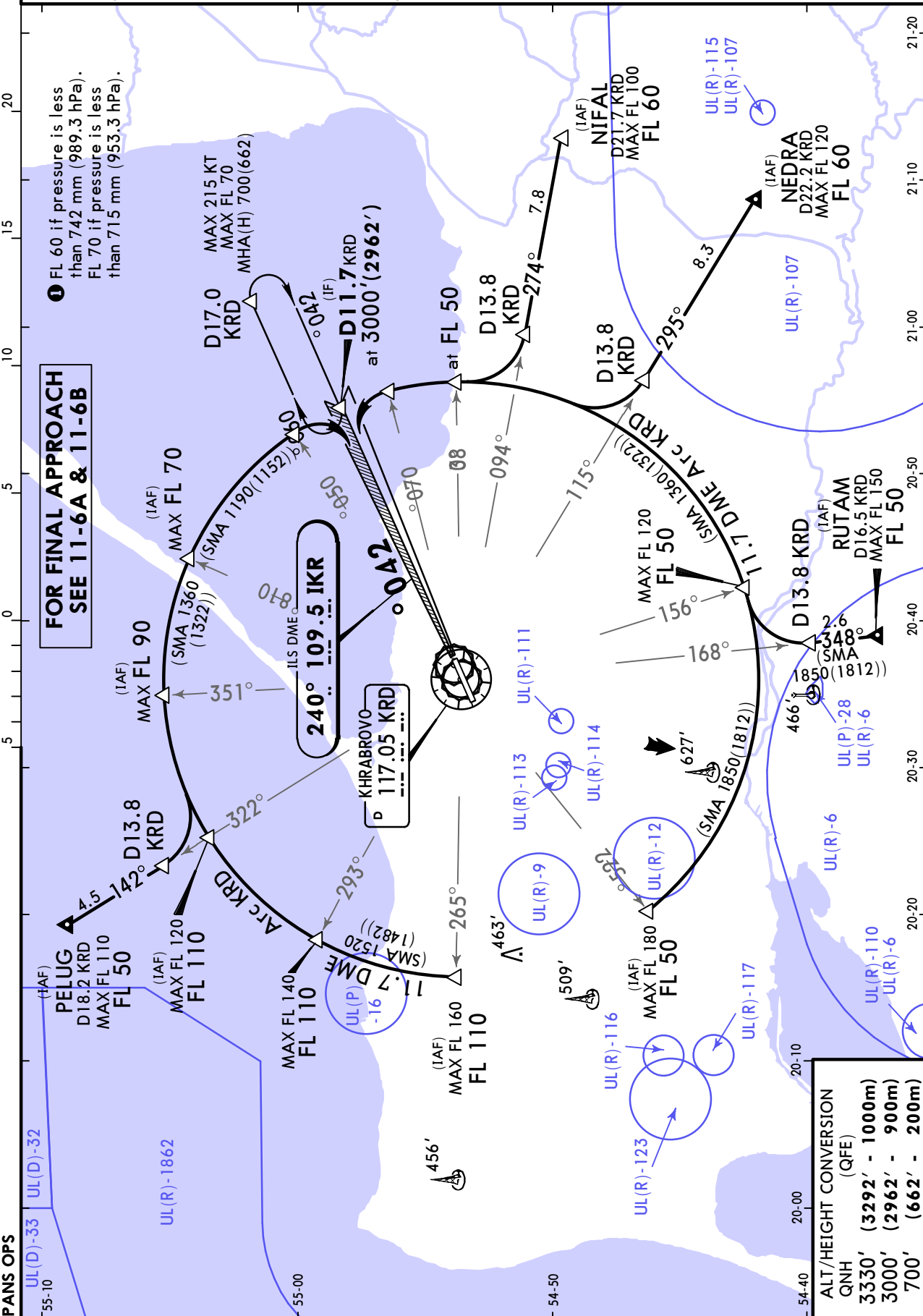
JEPPESEN  
11 JAN 19 11-6

KALININGRAD, RUSSIA  
ILS X Rwy 24

ATIS		KALININGRAD Approach		KALININGRAD Tower		1700 MSA KRD VOR
122.475 (Russian 122.050)		126.0		127.2		
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS Refer to chart 11-6A & 11-6B	DA(H) Refer to chart 11-6A & 11-6B	Apt Elev 43' Rwy 38'		

Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 50      Trans alt: 3330'(3292')

1. DME required. 2. ILS DME reads zero at rwy 24 threshold.



CHANGES: None.

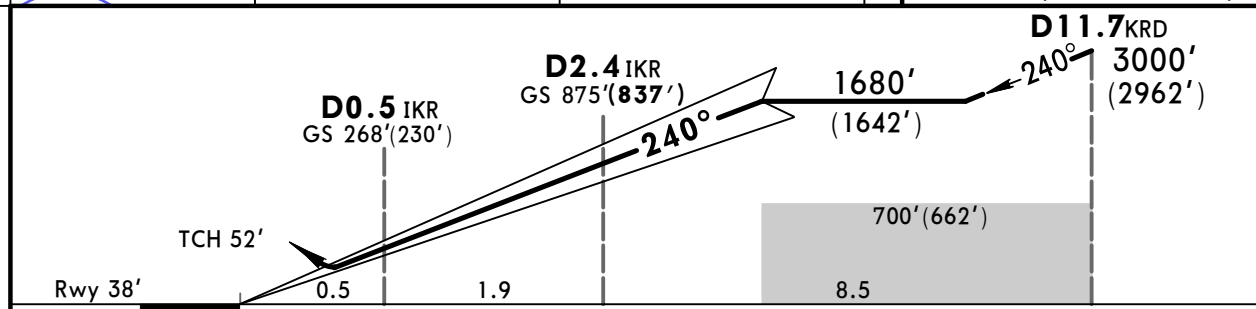
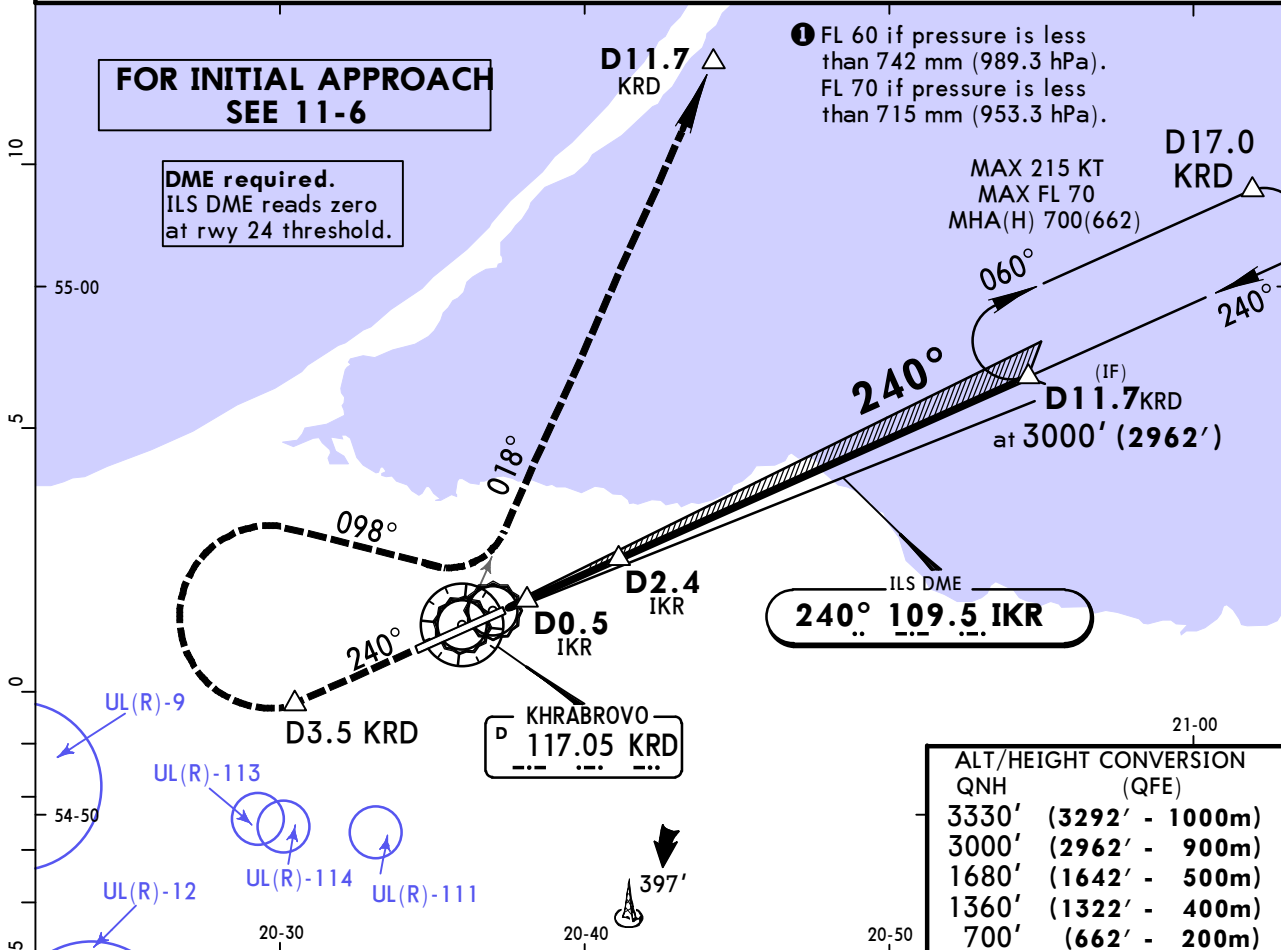
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**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
11 JAN 19 **(11-6A)**

**KALININGRAD, RUSSIA  
ILS X Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS <b>D2.4 IKR</b> <b>875' (837')</b>	ILS DA(H) <b>238' (200')</b>	Apt Elev 43'	1700  MSA KRD VOR
<b>MISSED APCH: Climb on 240° to D3.5 KRD (MAX 245 KT), turn RIGHT onto 098° to intercept R-018 KRD, then proceed to D11.7/R-018 KRD climbing to 1360' (1322') or above.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' ( <b>3292'</b> )	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D3.5 KRD on 240°	245 KT MAX
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS DA(H) <b>238' (200')</b>			LOC (GS out)		PROHIBITED South of airport between 068° and 232° MDA(H) _____
FULL	TDZ or CL out	ALS out	NOT AUTHORIZED		
A			Max Kts		
B			100	610' (567')	1600m
C	RVR 550m VIS 800m	RVR 720m VIS 800m	135	860' (817')	4000m
D		1200m	180	860' (817')	4400m
			205	860' (817')	4400m

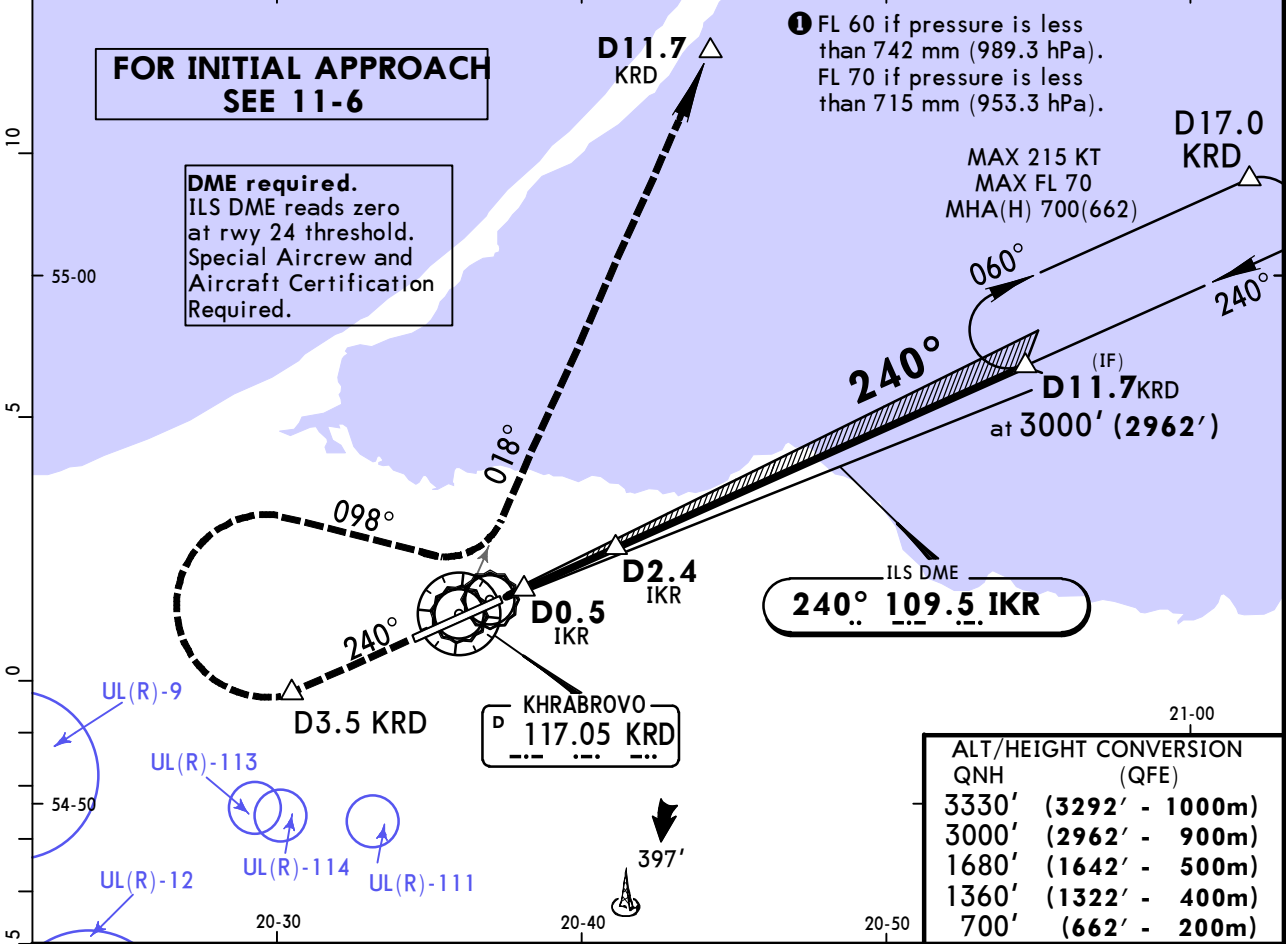
PANS OPS

**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
11 JAN 19 **(11-6B)**

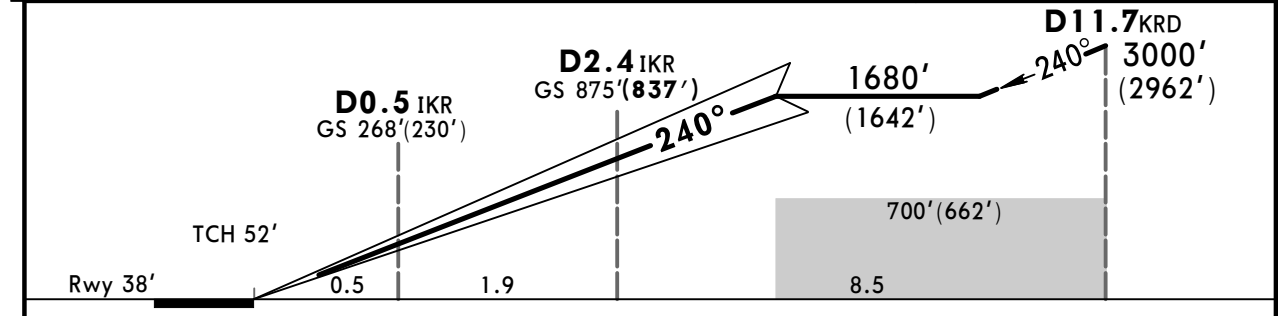
**KALININGRAD, RUSSIA**  
**CAT II ILS X Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS <b>D2.4 IKR</b> <b>875' (837')</b>	CAT II ILS DA(H) <b>138' (100')</b>	Apt Elev 43'	1700  MSA KRD VOR
<b>MISSED APCH: Climb on 240° to D3.5 KRD (MAX 245 KT), turn RIGHT onto 098° to intercept R-018 KRD, then proceed to D11.7/R-018 KRD climbing to 1360' (1322') or above.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' ( <b>3292'</b> )	



21-00

ALT/HEIGHT CONVERSION	QNH	(QFE)
3330'	(3292' - 1000m)	
3000'	(2962' - 900m)	
1680'	(1642' - 500m)	
1360'	(1322' - 400m)	
700'	(662' - 200m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI <b>D3.5</b> KRD on <b>240°</b> <b>245 KT</b> MAX
GS	3.00°	372	478	531	637	743	

STRAIGHT-IN LANDING RWY 24  
CAT II ILS  
**RA 109'**  
DA(H) **138' (100')**

RVR **300m**

PANS OPS

# UMKK/KGD KHRABROVO

**JEPPESSEN**  
11 JAN 19 **(11-7)**

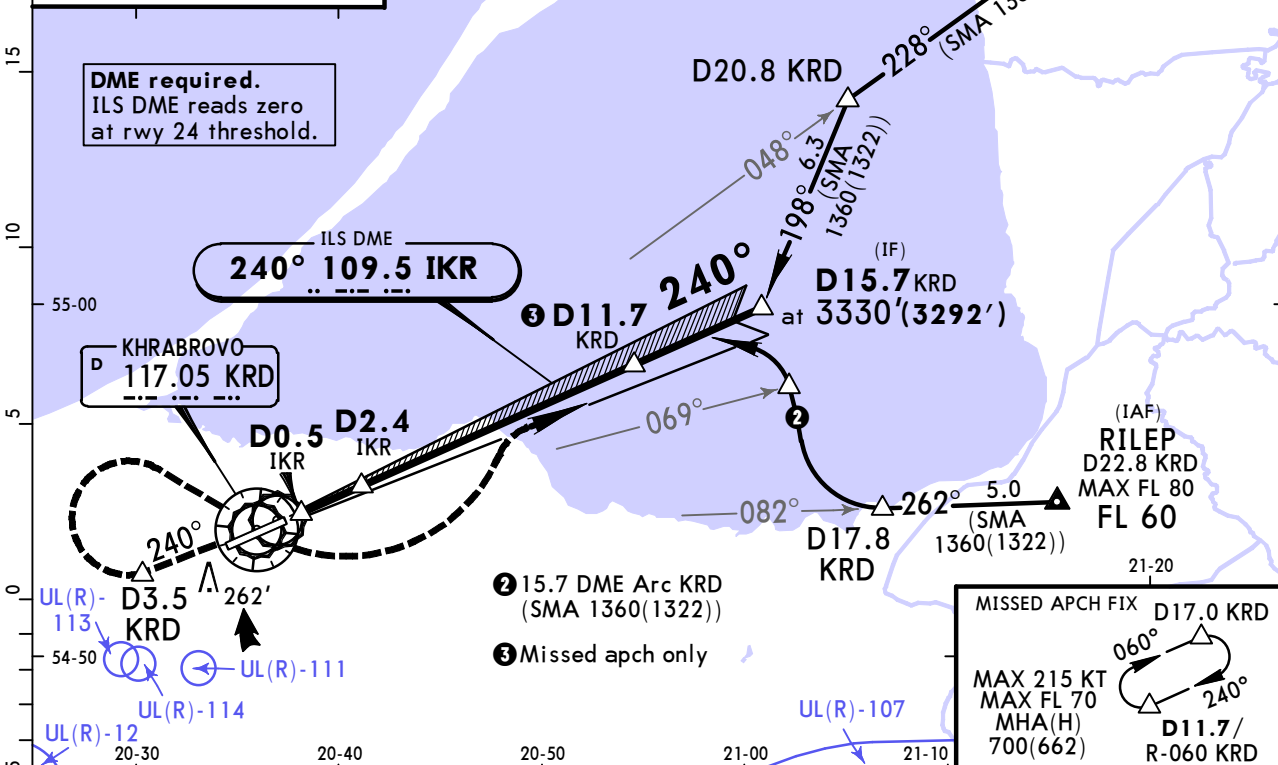
# KALININGRAD, RUSSIA ILS W Rwy 24

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>		 1700 MSA KRD VOR
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS <b>D2.4 IKR</b> 875'(837')	ILS DA(H) 238'(200')	Apt Elev 43' Rwy 38'		
<b>MISSED APCH: Climb on 240° to D3.5 KRD, turn RIGHT (MAX 245 KT) to VOR then intercept R-060 KRD and proceed to holding area climbing to 1680'(1642') or above.</b>						

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 50 ①    Trans alt: 3330'(3292')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330' (3292' - 1000m)	
1680' (1642' - 500m)	
700' (662' - 200m)	

① FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).



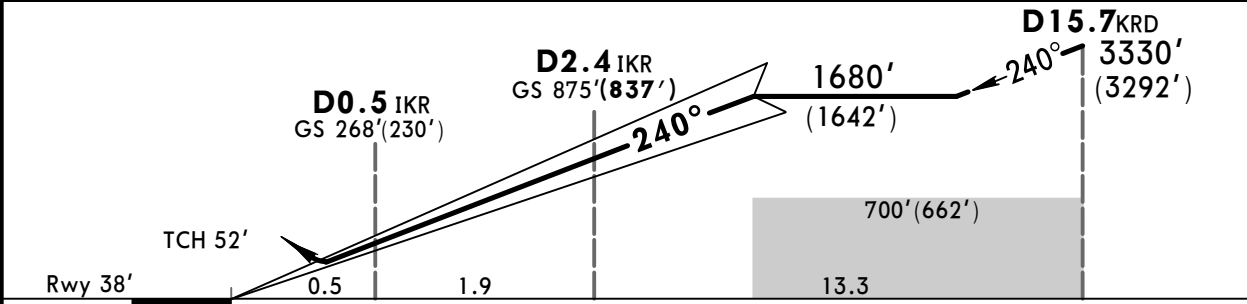
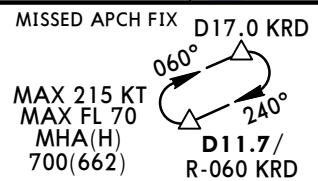
**DME required.**  
ILS DME reads zero at rwy 24 threshold.

ILS DME  
**240° 109.5 IKR**

KHRABROVO  
**117.05 KRD**

UL(R)-113  
UL(R)-114  
UL(R)-111  
UL(R)-12

② 15.7 DME Arc KRD (SMA 1360(1322))  
③ Missed apch only



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

HIALS-II  
PAPI

**D3.5 KRD** on **240°** **245 KT MAX**

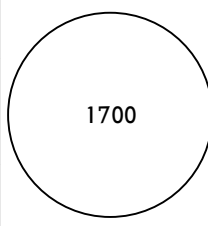
STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND	
ILS DA(H) <b>238'(200')</b>			LOC (GS out)		Prohibited in sector inbound 068° - 232° clockwise
FULL			TDZ or CL out	ALS out	Max Kts
A					100
B					135
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	NOT AUTHORIZED	180
D					205
					MDA(H)
					<b>610'(567')</b> 1600m
					<b>860'(817')</b> 4000m
					<b>860'(817')</b> 4400m

PANS OPS

# UMKK/KGD KHRABROVO

**JEPPESSEN**  
11 JAN 19 **11-7A**

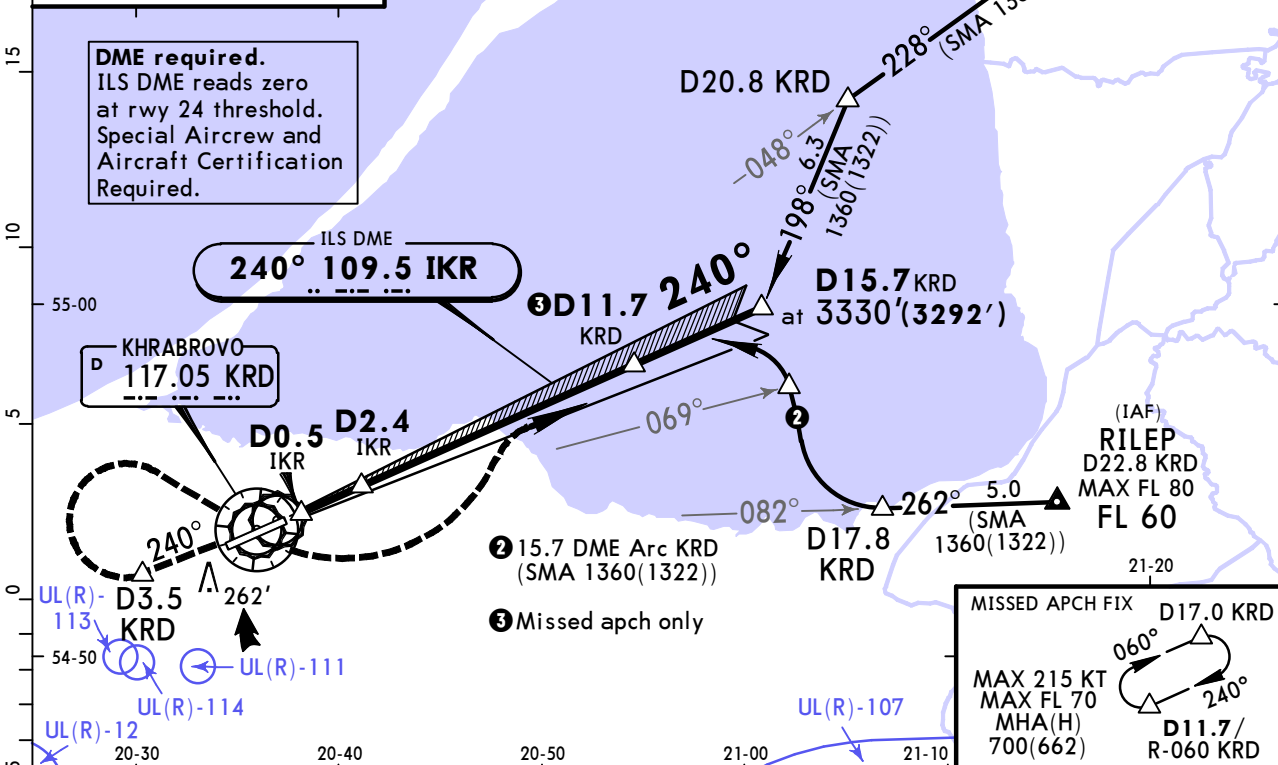
# KALININGRAD, RUSSIA CAT II ILS W Rwy 24

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
LOC IKR <b>109.5</b>	Final Apch Crs <b>240°</b>	GS <b>D2.4 IKR</b> 875'(837')	CAT II ILS DA(H) 138'(100')	Apt Elev 43' Rwy 38'	
<b>MISSED APCH: Climb on 240° to D3.5 KRD, turn RIGHT (MAX 245 KT) to VOR then intercept R-060 KRD and proceed to holding area climbing to 1680'(1642') or above.</b>					

Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 50 **1**    Trans alt: 3330'(3292')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3292' - 1000m)
1680'	(1642' - 500m)
700'	(662' - 200m)

**1** FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).



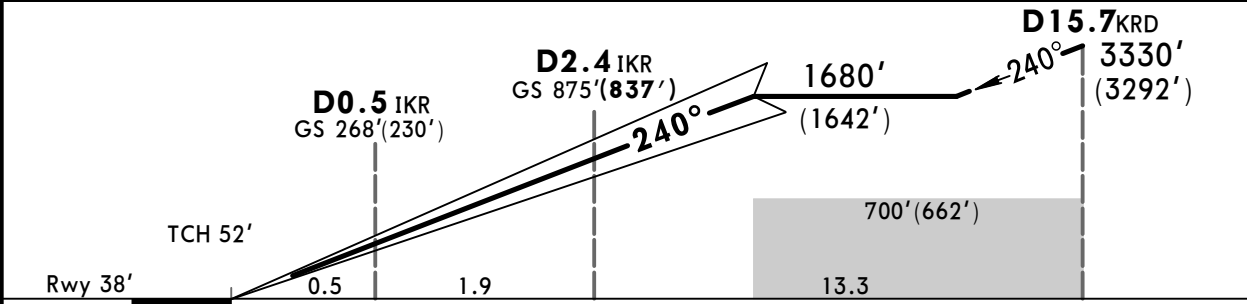
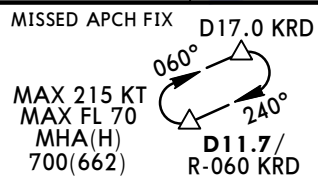
**DME required.**  
ILS DME reads zero at rwy 24 threshold. Special Aircrew and Aircraft Certification Required.

ILS DME  
**240° 109.5 IKR**

KHRABROVO  
**117.05 KRD**

UL(R)-D3.5 KRD  
UL(R)-111  
UL(R)-114  
UL(R)-12

**2** 15.7 DME Arc KRD (SMA 1360(1322))  
**3** Missed apch only



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D3.5 KRD on 240° ↑	245 KT MAX
GS	3.00°	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 24  
CAT II ILS  
**RA 109'**  
DA(H) 138'(100')

RVR 300m

PANS OPS

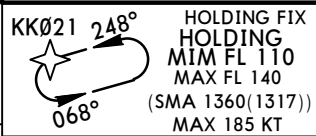
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **(12-1)** **Eff 4 Jan**

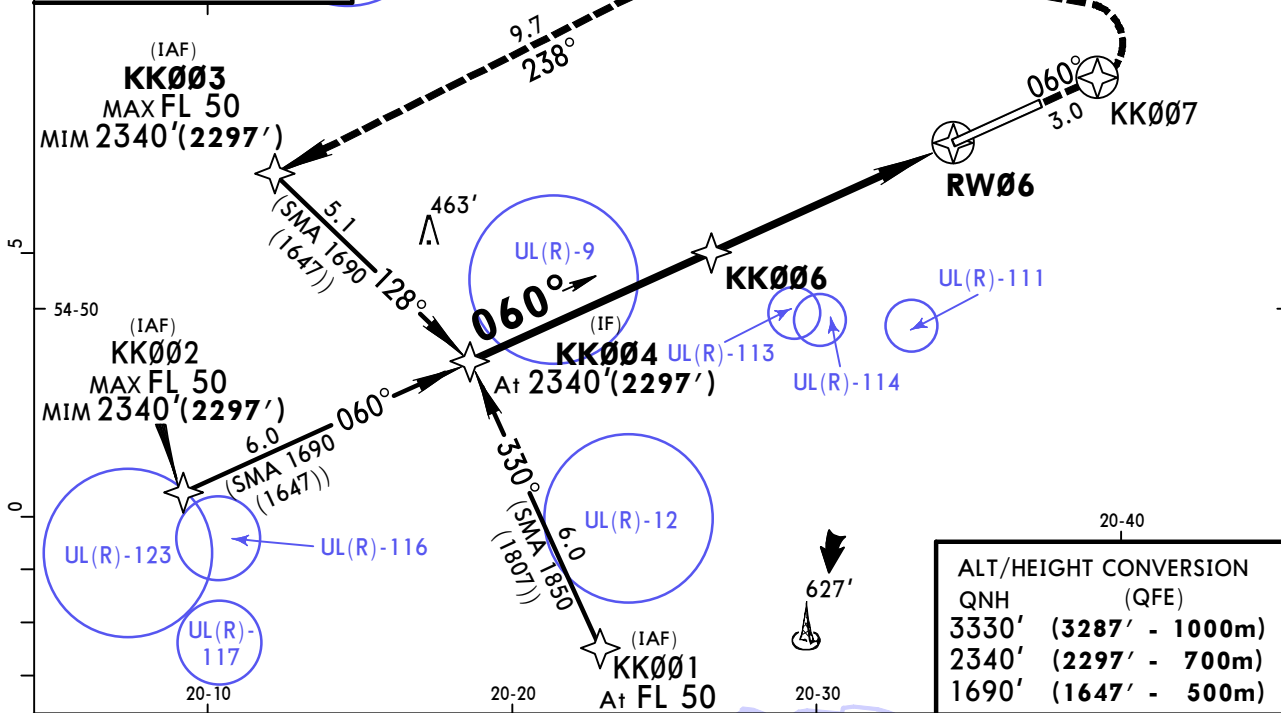
**KALININGRAD, RUSSIA**  
**RNAV (GNSS) Rwy 06**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		*KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
RNAV	Final Apch Crs <b>060°</b>	Procedure Alt <b>KK006</b> 1690'(1647')	LNAV MDA(H) <b>450'(407')</b>	Apt Elev 43' Rwy 43'	1700 MSA ARP
<b>MISSED APCH: Climb on 060° to KK007 (MAX 185 KT), then turn LEFT to KK008 (MAX 185 KT), then proceed to KK003 climbing to 2340'(2297') or above.</b>					

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

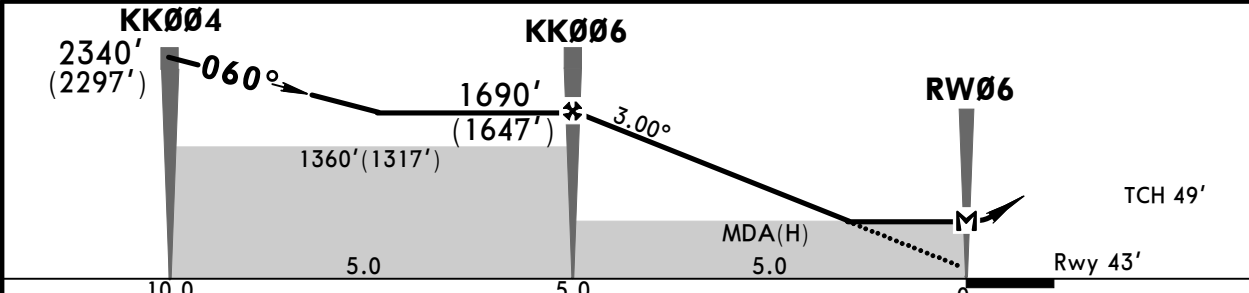


**1** FL 60 if pressure is less than 742 mm (989.3 hPa).  
FL 70 if pressure is less than 715 mm (953.3 hPa).



QNH	(QFE)
3330'	(3287' - 1000m)
2340'	(2297' - 700m)
1690'	(1647' - 500m)

DIST to RW06	5.0	4.3	3.2	2.2	1.1
ALTITUDE (HAT)	1690'(1647')	1480'(1437')	1130'(1087')	790'(747')	440'(397')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI KK007 on 060° 185 KT max KK008 LT
Descent Angle	3.00°	372	478	531	637	849	

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND	
LNAV			Prohibited in sector inbound 068° - 232° clockwise	
MDA(H) 450'(407')			MDA(H)	
A	RVR 720m VIS 800m	ALS out	Max Kts	
B		RVR 1500m VIS 1600m	100	610'(567')
C			135	1600m
D	1200m	RVR 1800m VIS 2000m	180	860'(817')
			205	4400m

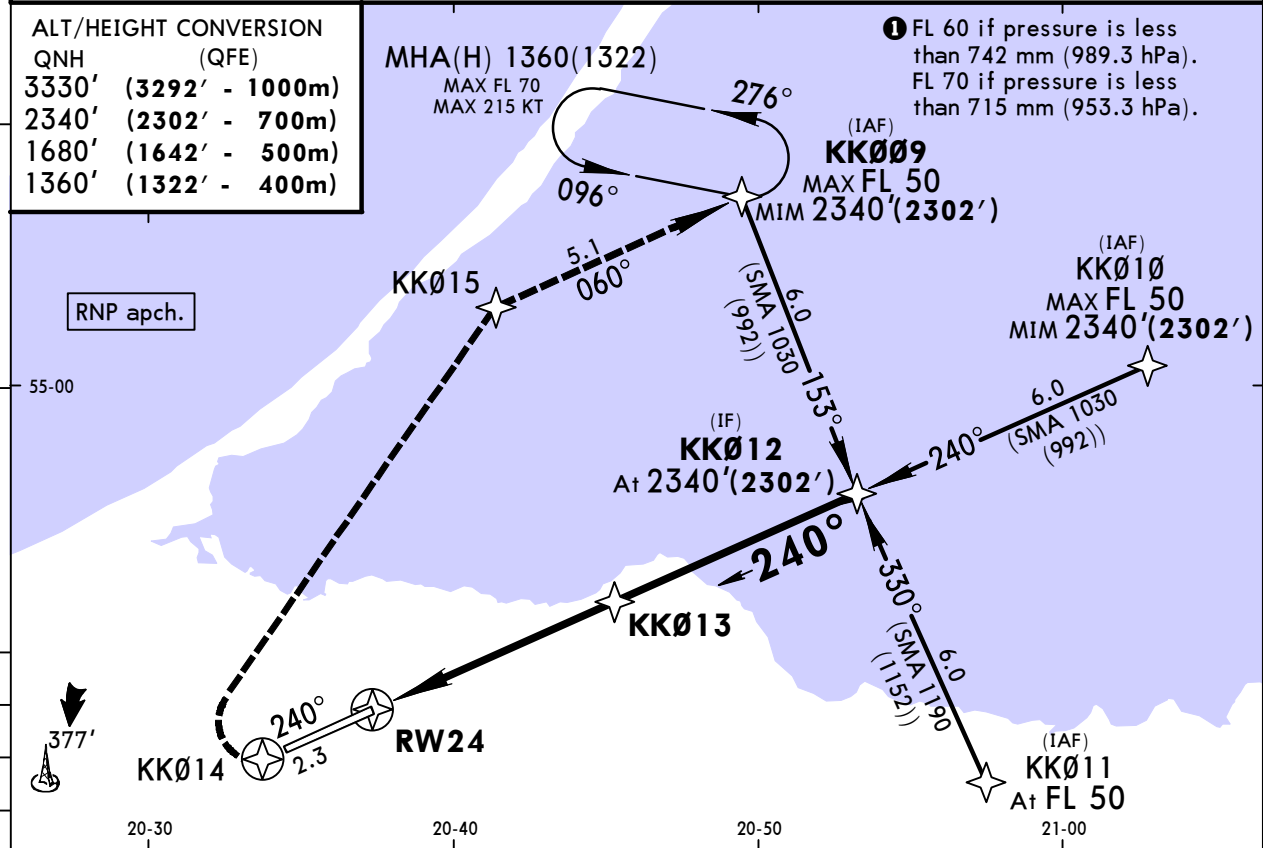


**UMKK/KGD**  
**KHRABROVO**

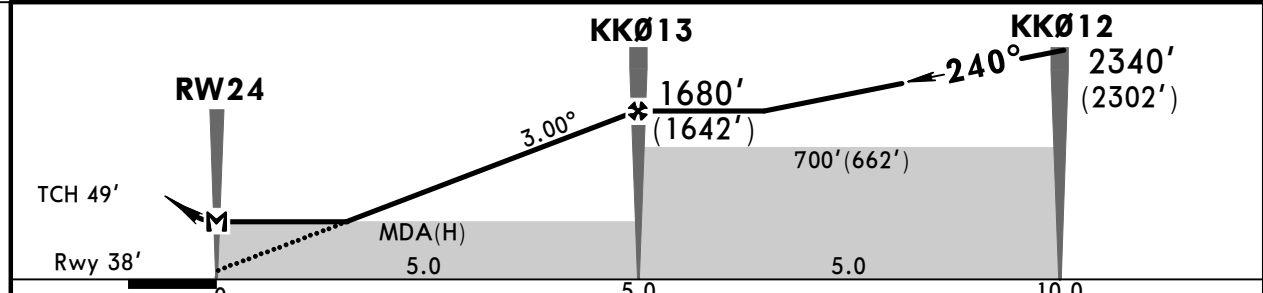
**JEPPESEN**  
29 DEC 17  
Eff 4 Jan **(12-2)**

**KALININGRAD, RUSSIA**  
**RNAV (GNSS) Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		*KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
RNAV	Final Apch Crs <b>240°</b>	Procedure Alt <b>KK013</b> <b>1680' (1642')</b>	RNAV MDA(H) <b>380' (342')</b>	Apt Elev 43' Rwy 38'	1700 MSA ARP
<b>MISSED APCH:</b> Climb on 240° to KK014 (MAX 245 KT), turn RIGHT to KK015 climbing to 2340' (2302'), then proceed to KK009 climbing to 2340' (2302') or above, then proceed according to chart or to holding area.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 ①      Trans alt: 3330' (3292')	



DIST to RW24	1.1	2.2	3.2	4.3	5.0
ALTITUDE (HAT)	440' (402')	780' (742')	1130' (1092')	1470' (1432')	1680' (1642')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI KK014 on 240° KK015 RT
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW24							

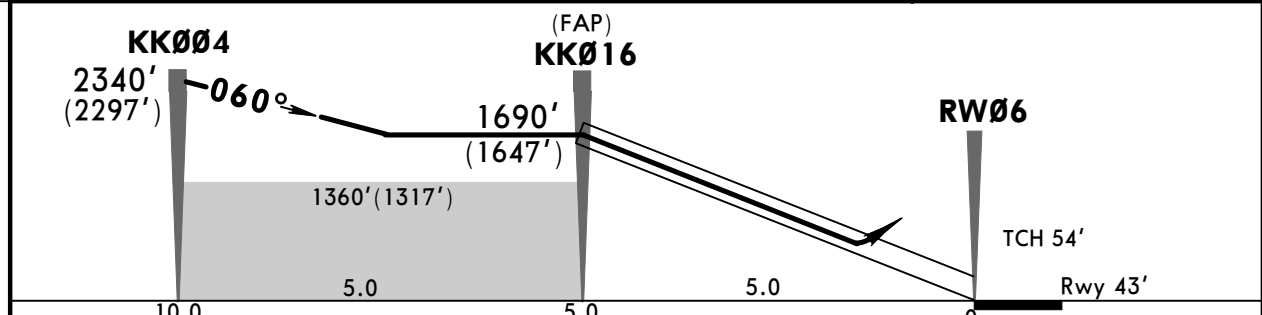
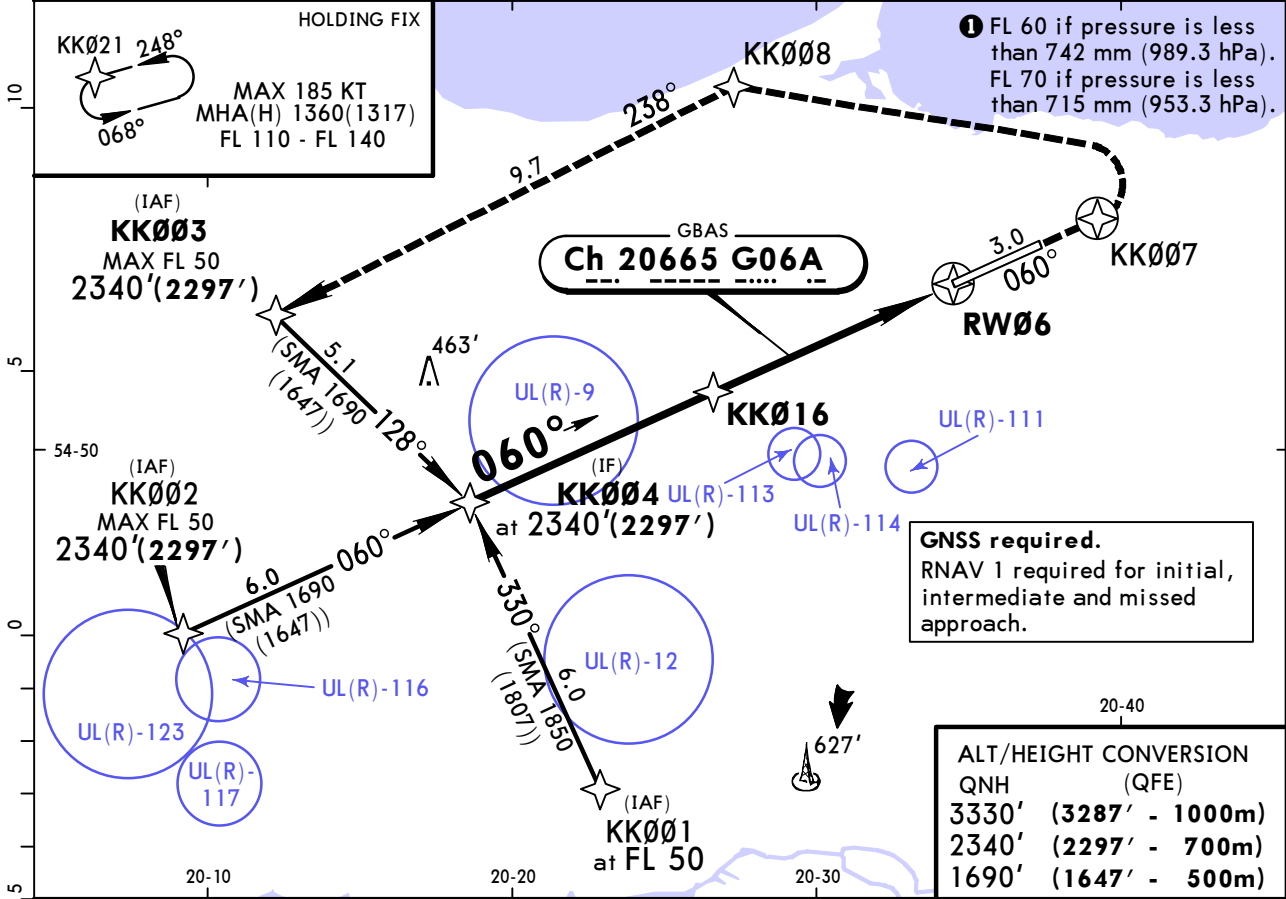
STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
LNAV MDA(H) <b>380' (342')</b>			Prohibited in sector inbound 068° - 232° clockwise	
PANS OPS	ALS out		Max Kts	MDA(H)
	A		100	
	B	RVR 720m VIS 800m	135	610' (567') 1600m
	C		180	860' (817') 4000m
D	1200m	RVR 1800m VIS 2000m	205	860' (817') 4400m

**UMKK/KGD  
KHRABROVO**

**JEPPESEN**  
11 JAN 19 **(12-40)**

**KALININGRAD, RUSSIA  
GLS Rwy 06**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		*KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
GBAS <b>Ch 20665</b> <b>G06A</b>	Final Apch Crs <b>060°</b>	Procedure Alt <b>KK016</b> <b>1690' (1647')</b>	GLS DA(H) <b>243' (200')</b>	Apt Elev 43'	1700  MSA ARP
<b>MISSED APCH: Climb on 060° to KK007 (MAX 185 KT), then turn LEFT to KK008 (MAX 185 KT), then proceed to KK003 climbing to 2340' (2297') or above.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' ( <b>3287'</b> )	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	<b>KK007</b> ↑ on <b>060°</b> <b>185 KT</b> MAX ← <b>KK008</b> LT
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at DA								

<b>STRAIGHT-IN LANDING RWY 06</b>				<b>CIRCLE-TO-LAND</b>			
DA(H) <b>243' (200')</b>				Prohibited in sector inbound 068° - 232° clockwise			
FULL		ALS out		MDA(H)			
A				100	<b>610' (567')</b>	1600m	
B				135	<b>860' (817')</b>	4000m	
C	RVR 720m VIS 800m		1200m	180	<b>860' (817')</b>	4400m	
D				205	<b>860' (817')</b>	4400m	

# UMKK/KGD KHRABROVO

**JEPPESEN**  
11 JAN 19 **(12-41)**

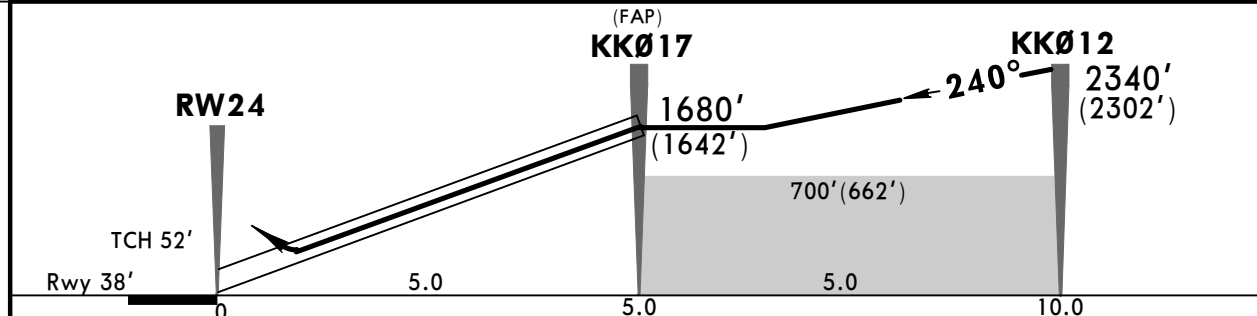
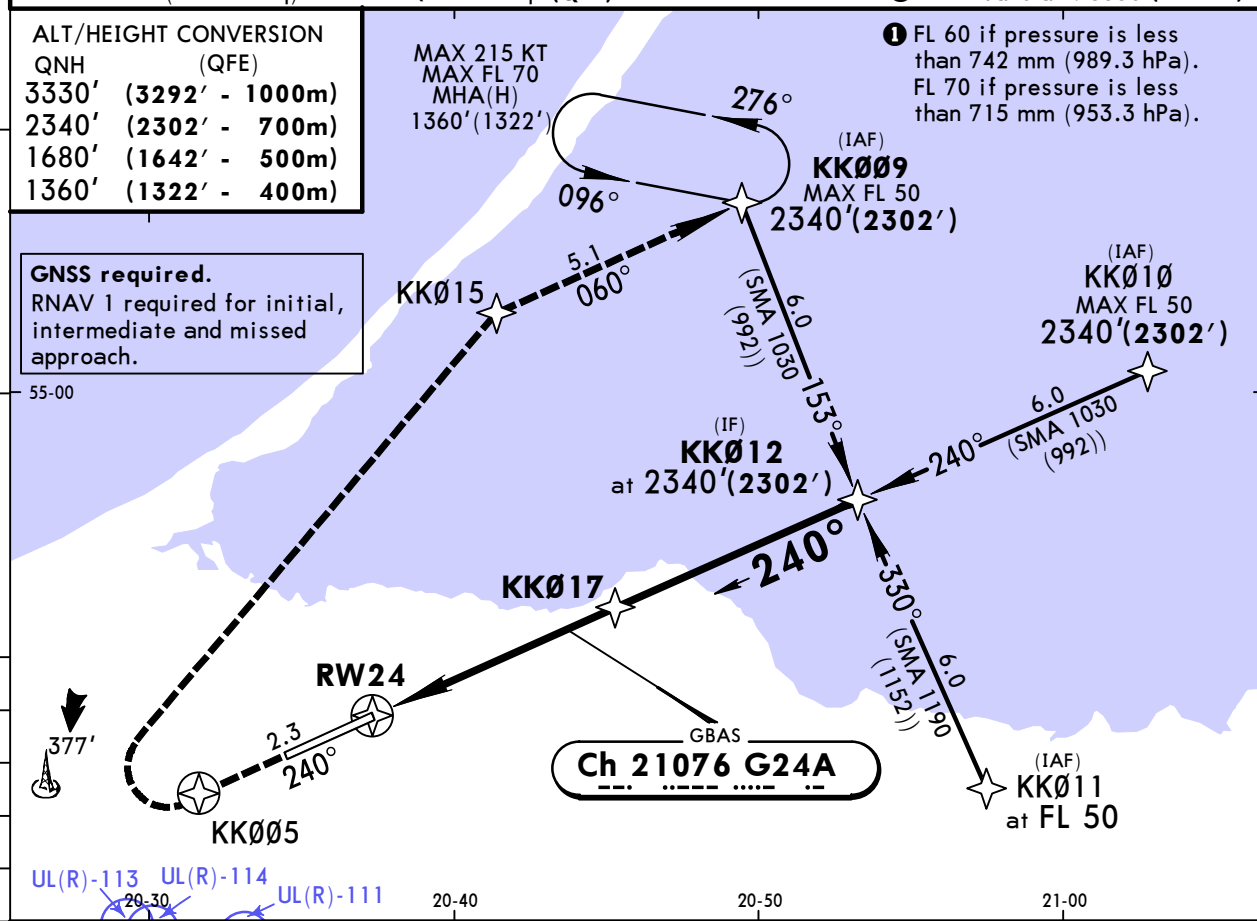
# KALININGRAD, RUSSIA GLS Rwy 24

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		*KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
GBAS <b>Ch 21076</b> <b>G24A</b>	Final Apch Crs <b>240°</b>	Procedure Alt <b>KK017</b> 1680' (1642')	GLS DA(H) <b>238' (200')</b>	Apt Elev 43'	1700  MSA ARP
<b>MISSED APCH:</b> Climb on 240° to KK005 (MAX 235 KT), turn RIGHT to KK015 climbing to 2340' (2302'), then proceed to KK009 to 2340' (2302') or above, then proceed according to the chart or to holding area.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' (3292')	

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3330' (3292' - 1000m)	
2340' (2302' - 700m)	
1680' (1642' - 500m)	
1360' (1322' - 400m)	

**GNSS required.**  
RNAV 1 required for initial, intermediate and missed approach.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAP:	KK005 on 240°	KK015 RT
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at DA									

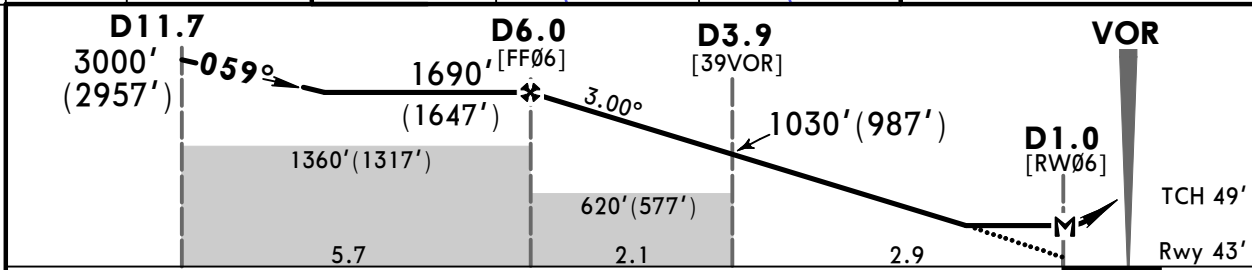
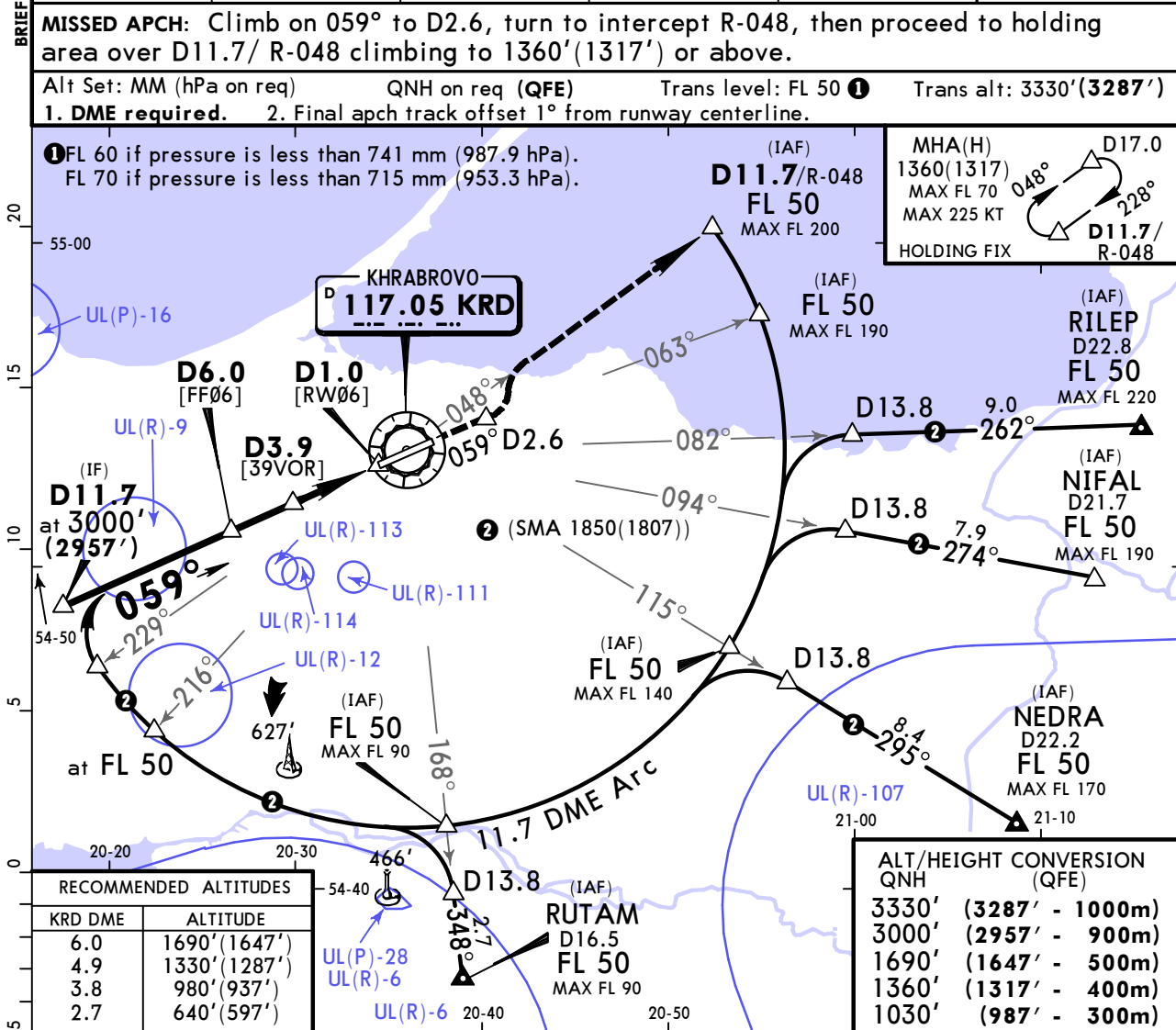
<b>STRAIGHT-IN LANDING RWY 24</b>				<b>CIRCLE-TO-LAND</b>	
DA(H) <b>238' (200')</b>				Prohibited in sector inbound 068° - 232° clockwise	
	FULL	TDZ or CL out	ALS out	Max Kts	MDA(H)
A				100	610' (567') 1600m
B				135	
C	RVR 550m VIS 800m	RVR 720m VIS 800m	1200m	180	860' (817') 4000m
D				205	860' (817') 4400m

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
30 MAR 18 **(13-1)**

**KALININGRAD, RUSSIA**  
**VOR Z Rwy 06**

BRIEFING STRIP™	ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>		1700 MSA KRD VOR
	VOR KRD <b>117.05</b>	Final Apch Crs <b>059°</b>	Procedure Alt <b>D6.0</b> 1690' (1647')	MDA(H) (CONDITIONAL) 460' (417')	Apt Elev 43' Rwy 43'		
	<p><b>MISSED APCH:</b> Climb on 059° to D2.6, turn to intercept R-048, then proceed to holding area over D11.7/ R-048 climbing to 1360' (1317') or above.</p> <p>Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 50 ①      Trans alt: 3330' (3287')</p> <p>1. DME required.      2. Final apch track offset 1° from runway centerline.</p> <p>① FL 60 if pressure is less than 741 mm (987.9 hPa). FL 70 if pressure is less than 715 mm (953.3 hPa).</p>						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI <b>D2.6 on 059°</b>	
Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.0								

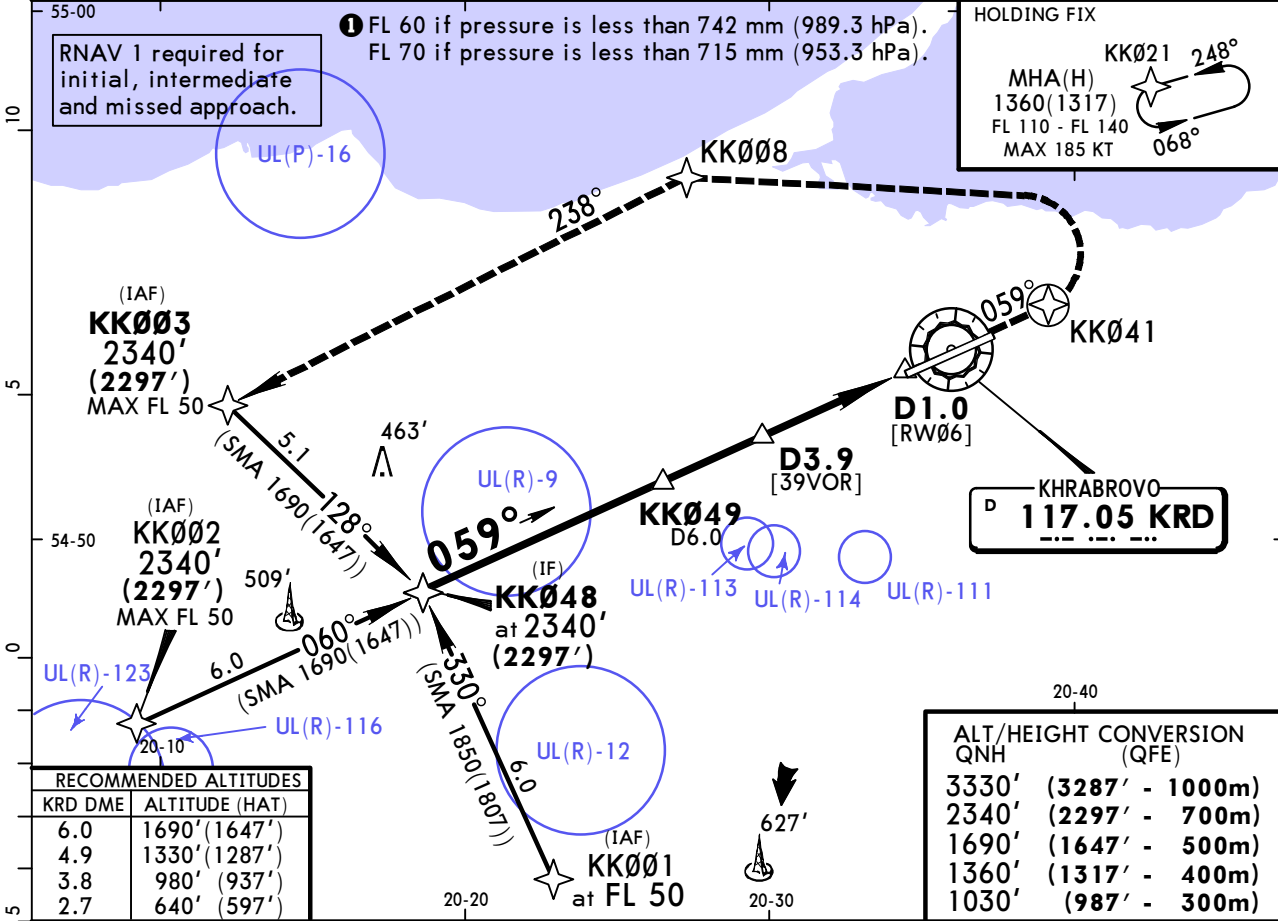
PANS OPS	STRAIGHT-IN LANDING RWY 06				Max Kts	CIRCLE-TO-LAND PROHIBITED South of airport between 068° and 232°	
	with D3.9		w/o D3.9				MDA(H)
	ALS out	ALS out	ALS out	ALS out			
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	RVR 1500m VIS 1600m	100	610' (567') 1600m	
B					135		
C	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	2400m	180	860' (817') 4000m	
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	2800m	205	860' (817') 4400m	

**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
30 MAR 18 **(13-2)**

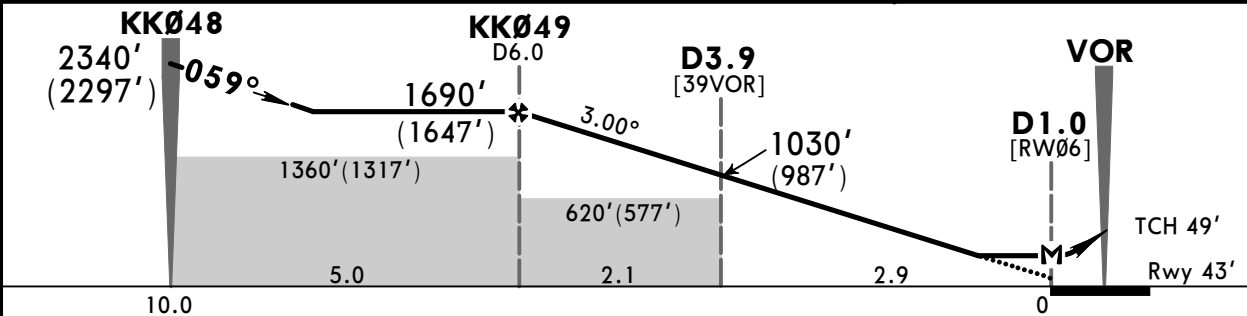
**KALININGRAD, RUSSIA**  
**VOR X Rwy 06**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>	
VOR KRD <b>117.05</b>	Final Apch Crs <b>059°</b>	Procedure Alt <b>KK049</b> 1690' (1647')	MDA(H) (CONDITIONAL) 460' (417')	Apt Elev 43'	1700  MSA ARP
<b>MISSED APCH: Climb on 059° to KK041 (MAX 185 KT), then turn LEFT to KK008 (MAX 185 KT), then proceed to KK003 climbing to 2340' (2297') or above.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' (3287')	
<b>1. GNSS and DME required. 2. Final approach track offset 1° from runway centerline.</b>					



RECOMMENDED ALTITUDES	
KRD DME	ALTITUDE (HAT)
6.0	1690' (1647')
4.9	1330' (1287')
3.8	980' (937')
2.7	640' (597')

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3287' - 1000m)
2340'	(2297' - 700m)
1690'	(1647' - 500m)
1360'	(1317' - 400m)
1030'	(987' - 300m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	<b>KK041</b> ↑ on <b>059°</b> <b>185 KT</b> MAX
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0								

STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND PROHIBITED South of airport between 068° and 232°	
with D3.9		w/o D3.9		MDA(H)	
MDA(H) 460'(417')		MDA(H) 630'(587')			
	ALS out	ALS out	ALS out	Max Kts	
A	RVR 720m VIS 800m	RVR 1500m VIS 1600m	RVR 720m VIS 800m	100	630'(587') 1600m
B	1200m	RVR 1800m VIS 2000m	RVR 1500m VIS 1600m	135	860'(817') 4000m
C	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	180	860'(817') 4400m
D				205	

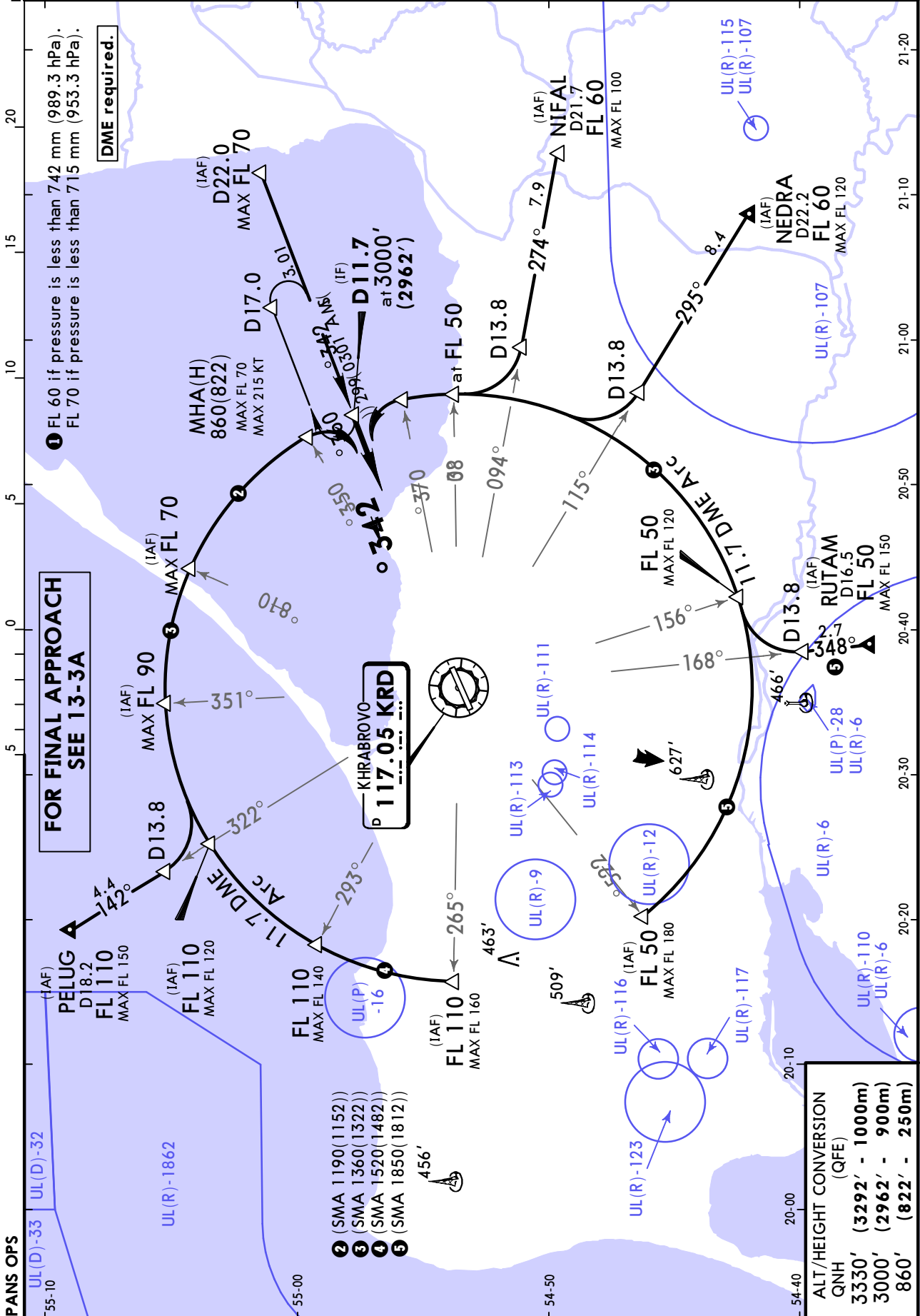
**PANS OPS**

**UMKK/KGD  
KHRABROVO**

**JEPPESSEN**  
30 MAR 18 **(13-3)**

**KALININGRAD, RUSSIA  
VOR Z Rwy 24**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>		1700 MSA KRD VOR
VOR KRD <b>117.05</b>	Final Apch Crs <b>243°</b>	Minimum Alt Refer to chart 13-3A	MDA(H) Refer to chart 13-3A	Apt Elev 43' Rwy 38'		
Alt Set: MM (hPa on req) QNH on req (QFE)			Trans level: FL 50 <b>1</b>		Trans alt: 3330' ( <b>3292'</b> )	

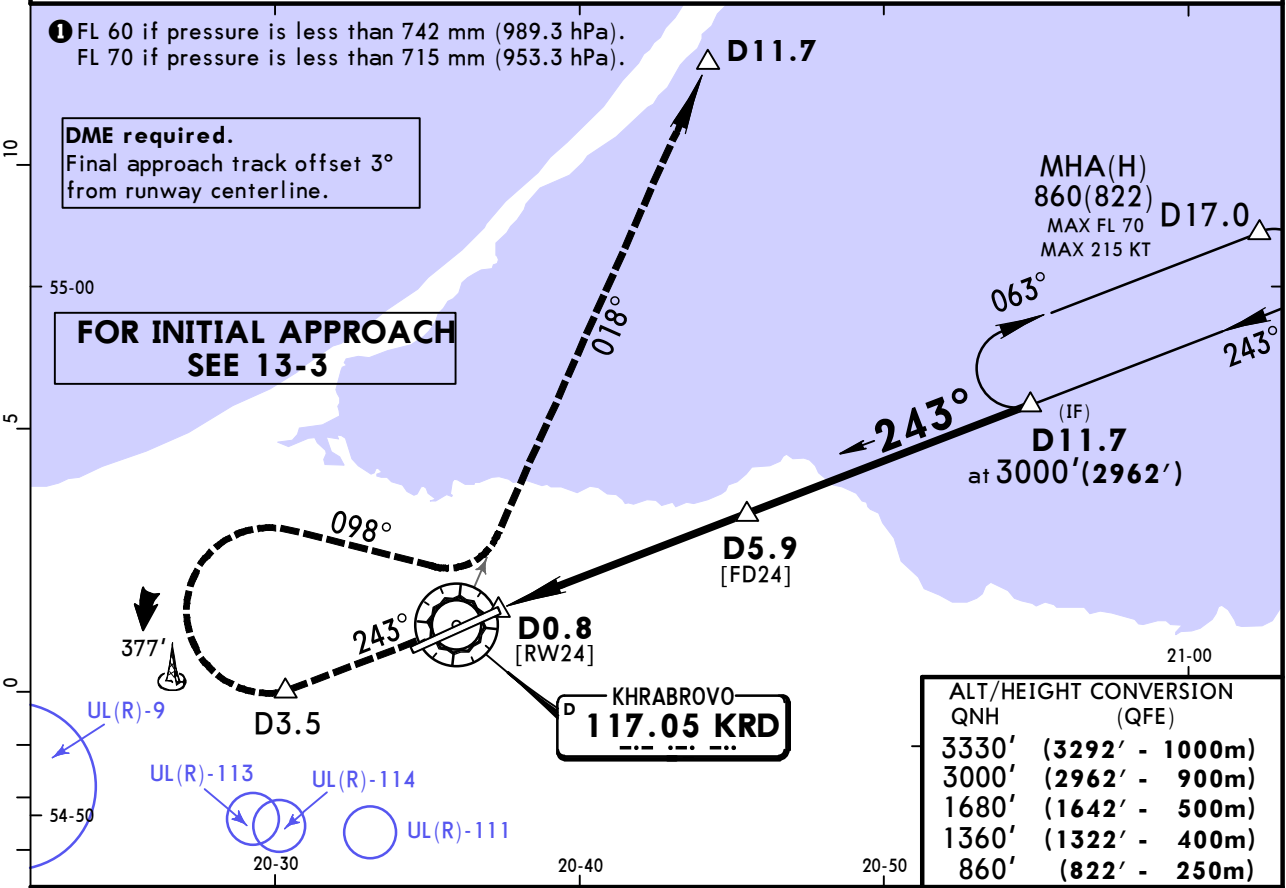


**UMKK/KGD  
KHRABROVO**

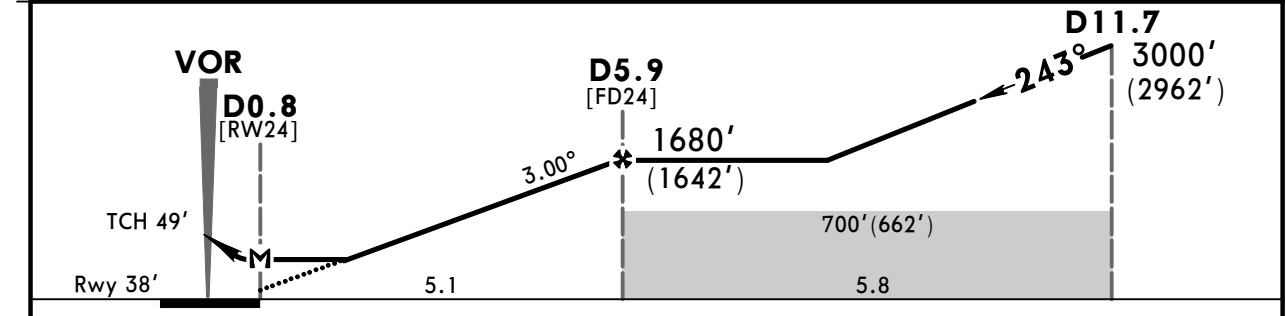
**JEPPESEN**  
30 MAR 18 **13-3A**

**KALININGRAD, RUSSIA  
VOR Z Rwy 24**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>	
VOR KRD <b>117.05</b>	Final Apch Crs <b>243°</b>	Procedure Alt <b>D5.9</b> 1680' (1642')	MDA(H) <b>380' (342')</b>	Apt Elev 43'	1700  MSA KRD VOR
<b>MISSED APCH: Climb on 243° to D3.5 (MAX 245 KT), then turn RIGHT onto 098° to intercept R-018, then proceed to D11.7 climbing to 1360' (1322') or above.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' (3292')	



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	500' (462')	850' (812')	1190' (1152')	1540' (1502')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>D3.5</b> ↑ on <b>243°</b> <b>245 KT</b> MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8								

<b>STRAIGHT-IN LANDING RWY 24</b>				<b>CIRCLE-TO-LAND PROHIBITED</b> South of airport between 068° and 232°	
MDA(H) <b>380' (342')</b>				MDA(H)	
ALS out				Max Kts	
A				100	
B	RVR 720m VIS 800m			135	<b>610' (567')</b> 1600m
C				180	<b>860' (817')</b> 4000m
D	RVR 1500m VIS 1600m			205	<b>860' (817')</b> 4400m

**UMKK/KGD**  
**KHRABROVO**

**JEPPESSEN**  
30 MAR 18 **(13-4)**

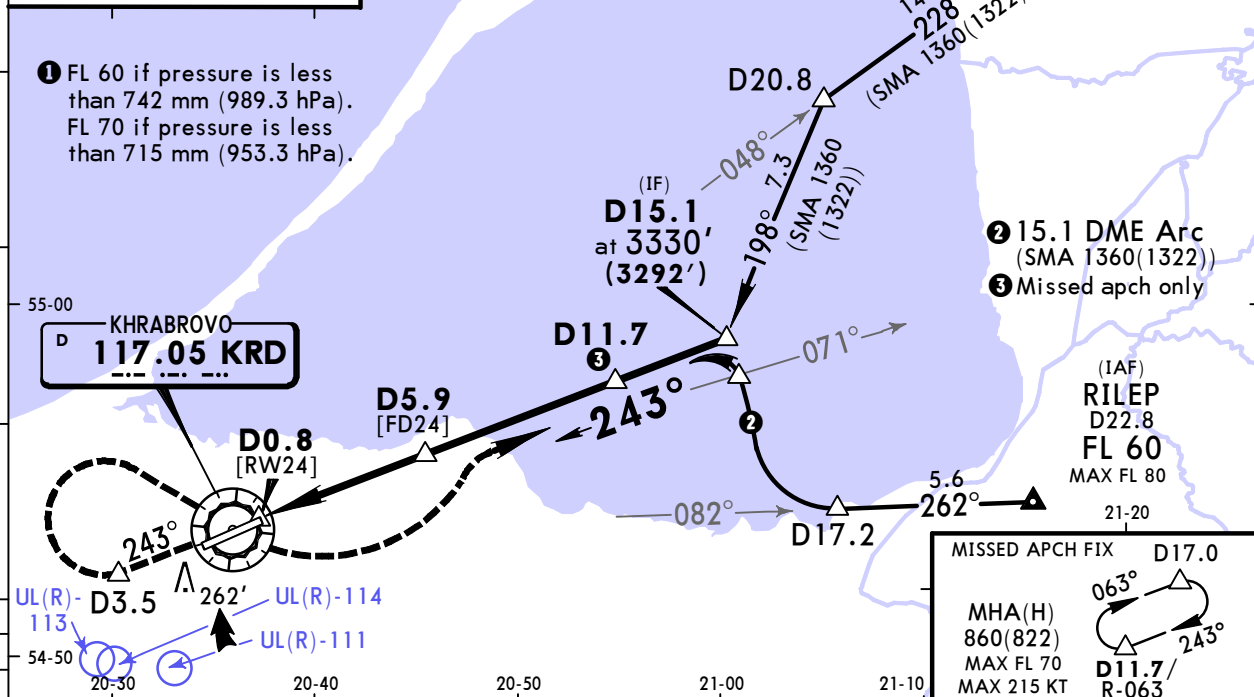
**KALININGRAD, RUSSIA**  
**VOR Y Rwy 24**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b>		KALININGRAD Tower <b>127.2</b>		 MSA KRD VOR
VOR KRD <b>117.05</b>	Final Apch Crs <b>243°</b>	Procedure Alt D5.9 <b>1680'(1642')</b>	MDA(H) <b>380'(342')</b>	Apt Elev 43' Rwy 38'		
<b>MISSED APCH: Climb on 243° to D3.5, then turn RIGHT (MAX 245 KT) to VOR, then intercept R-063 and proceed to holding area climbing to 1680'(1642') or above.</b>						

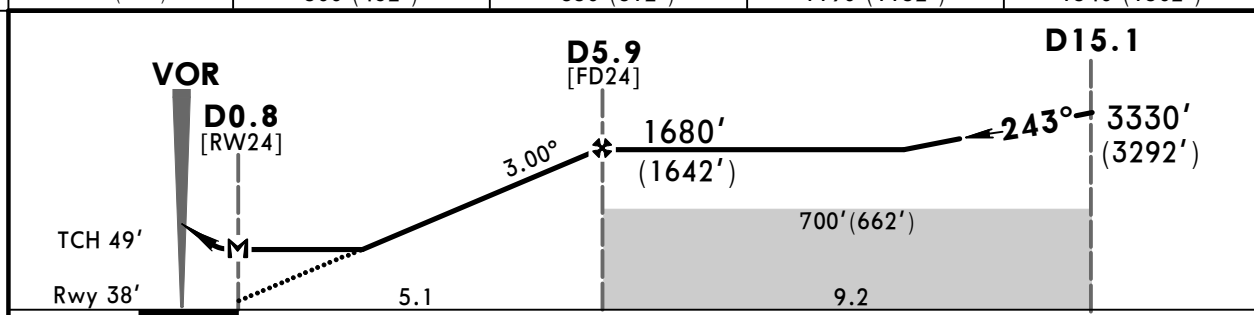
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL 50 **1**    Trans alt: 3330' (**3292'**)

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3330' ( <b>3292'</b> - 1000m)	
1680' ( <b>1642'</b> - 500m)	
860' ( <b>822'</b> - 250m)	



KRD DME	2.2	3.2	4.3	5.4
ALT (HAT)	500'(462')	850'(812')	1190'(1152')	1540'(1502')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D3.5 on 243° 245 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8								

STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND PROHIBITED South of airport between 068° and 232° MDA(H)
MDA(H) 380'(342')		
ALS out		Max Kts
A		100
B	RVR 720m VIS 800m	135
C		180
D	RVR 1500m VIS 1600m	205

**PANS OPS**



**UMKK/KGD  
KHRABROVO**

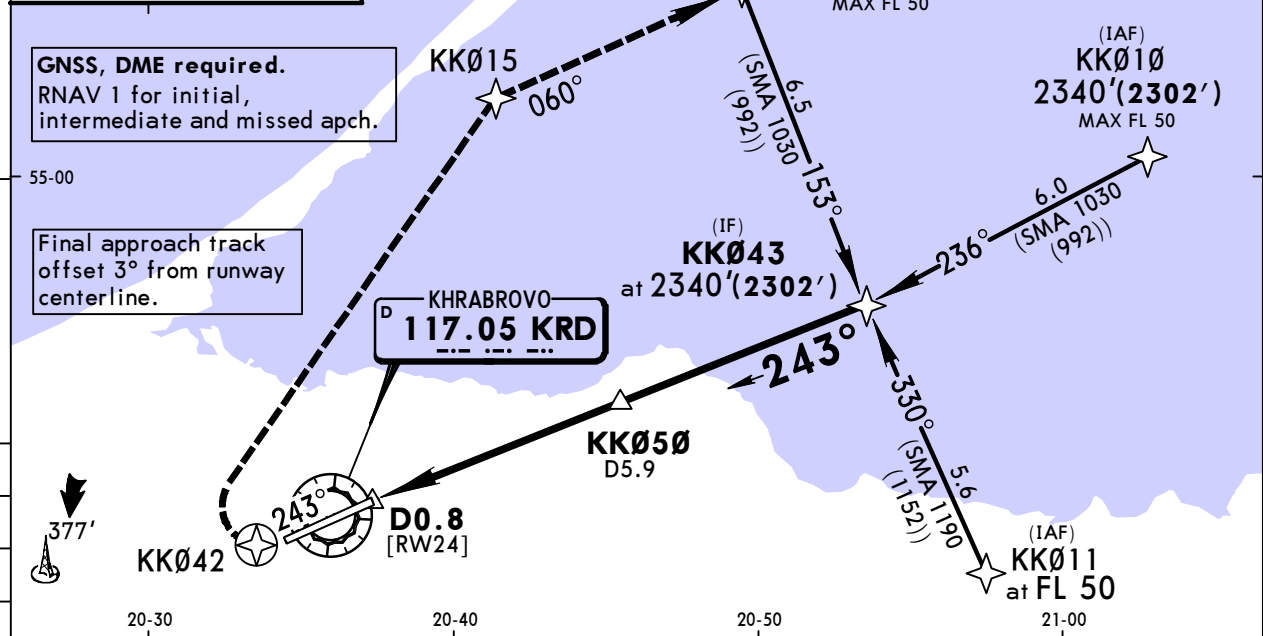
**JEPPESEN**  
30 MAR 18 **(13-5)**

**KALININGRAD, RUSSIA  
VOR X Rwy 24**

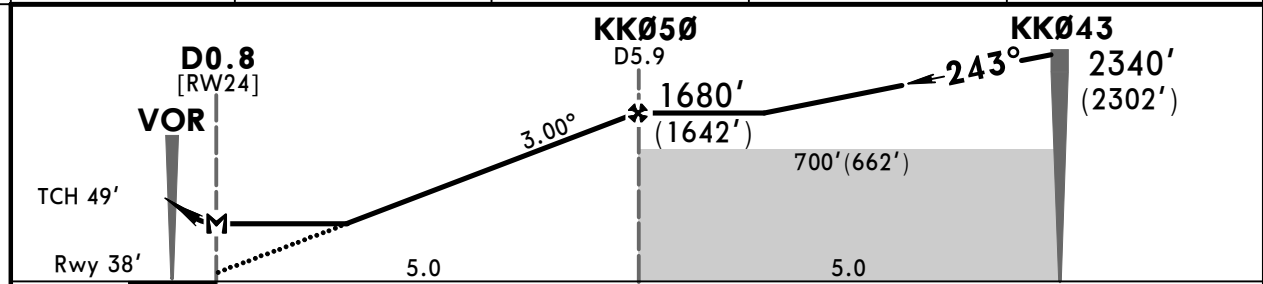
ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b>		*KALININGRAD Tower <b>127.2</b>	
VOR KRD <b>117.05</b>	Final Apch Crs <b>243°</b>	Procedure Alt <b>KK050</b> 1680' (1642')	MDA(H) <b>380' (342')</b>	Apt Elev 43' Rwy 38'	1700 MSA ARP
<b>MISSED APCH:</b> Climb on 243° to KK042 (MAX 245 KT), then turn RIGHT to KK015 climbing to 2340' (2302'), then proceed to KK009 climbing to 2340' (2302') or above, then according to chart or hold.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' (3292')	

**ALT/HEIGHT CONVERSION**

QNH	(QFE)
3330'	(3292' - 1000m)
2340'	(2302' - 700m)
1680'	(1642' - 500m)
1360'	(1322' - 400m)



KRD DME	2.2	3.2	4.3	5.4
ALT (HAT)	500' (462')	850' (812')	1190' (1152')	1540' (1502')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI KK042 on 243° KK015 RT
Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.8							

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND PROHIBITED South of airport between 068° and 232°		
MDA(H) <b>380' (342')</b>			MDA(H) _____		
ALS out			Max Kts		
A			100	610' (567')	1600m
B	RVR 720m VIS 800m	RVR 1500m VIS 1600m	135	860' (817')	4000m
C			180	860' (817')	4400m
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	860' (817')	4400m

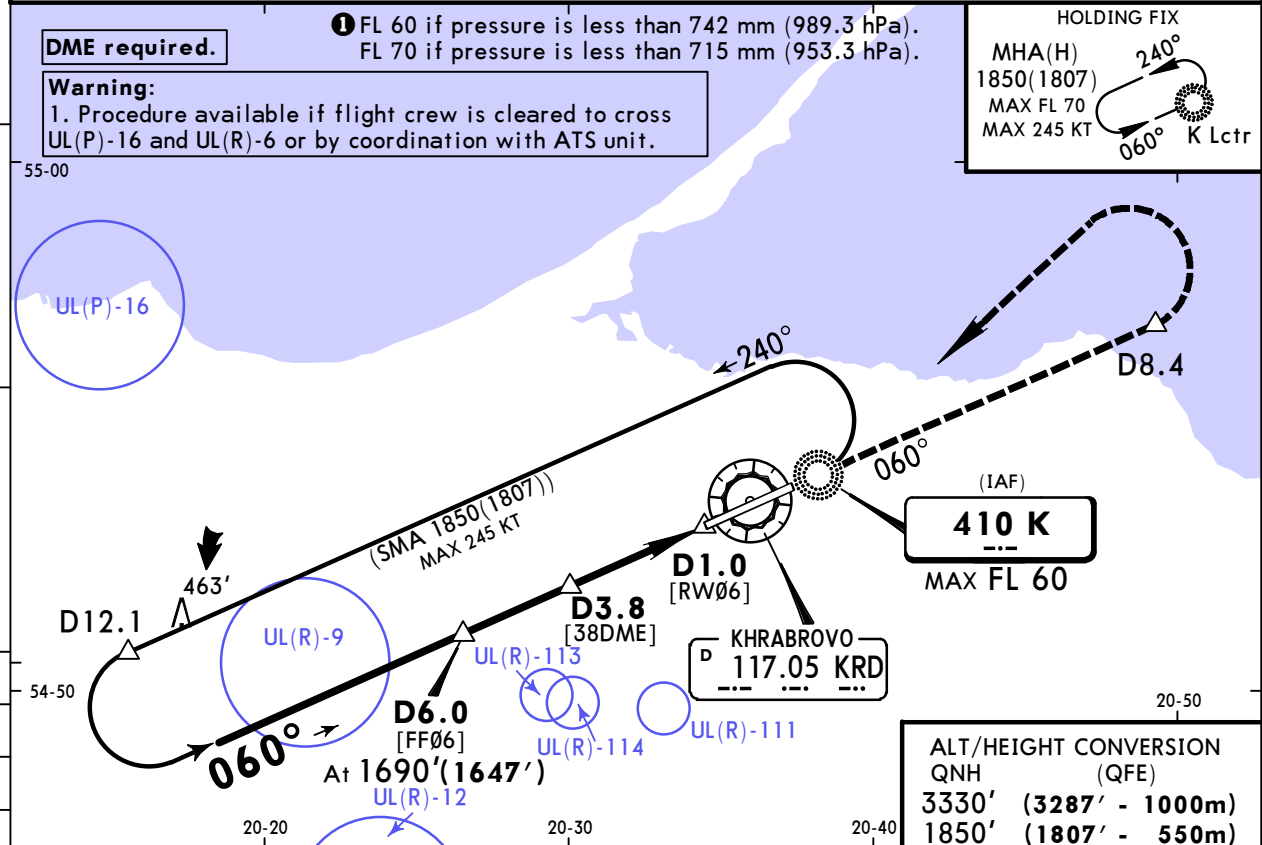
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **(16-1)** **Eff 4 Jan**

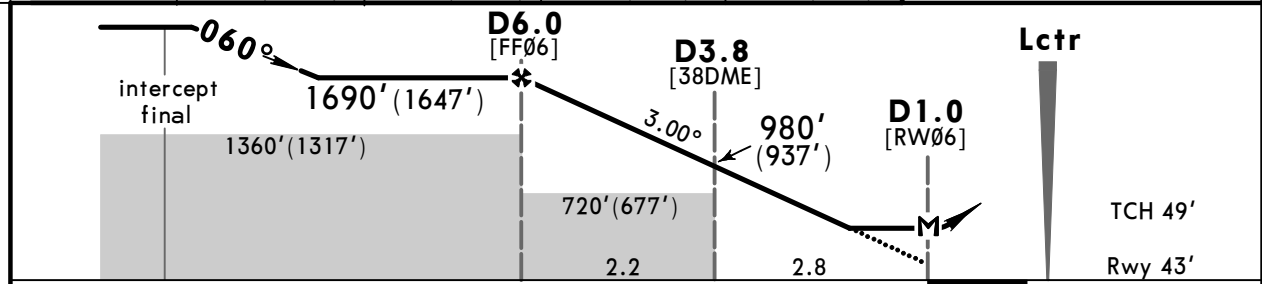
**KALININGRAD, RUSSIA**  
**NDB Rwy 06**

ATIS <b>122.475</b> (Russian 122.050)		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		*KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
Lctr <b>K</b> <b>410</b>	Final Apch Crs <b>060°</b>	Procedure Alt <b>D6.0</b> <b>1690'(1647')</b>	MDA(H) (CONDITIONAL) <b>560'(517')</b>	Apt Elev 43'	1700  MSA K Lctr
<b>MISSED APCH:</b> Climb on 060° to D8.4, turn LEFT to K Lctr climbing to 1850'(1807') or above, then proceed according to the chart, or to holding area.					

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



KRD DME	6.0	4.9	3.8	2.7	
ALTITUDE (HAT)	1690'(1647')	1330'(1287')	980'(937')	640'(597')	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	<b>D8.4</b> on <b>060°</b>
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0								

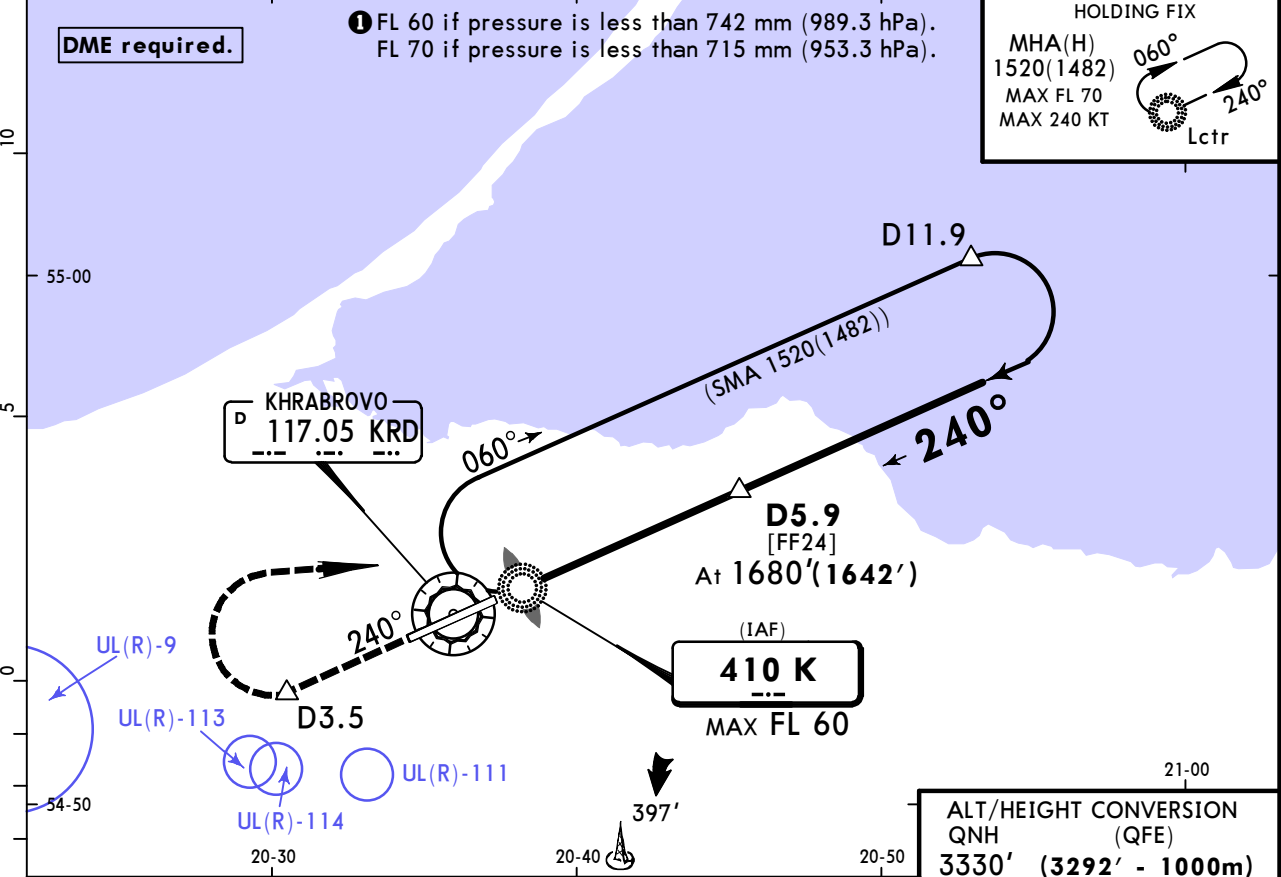
<b>STRAIGHT-IN LANDING RWY 06</b>					<b>CIRCLE-TO-LAND</b>	
with D3.8		w/o D3.8			Prohibited in sector inbound 068° - 232° clockwise	
MDA(H) <b>560'(517')</b>		MDA(H) <b>710'(667')</b>				
	ALS out		ALS out	Max Kts	MDA(H)	
A	1200m	RVR 1500m VIS 1600m	1200m	100	<b>710'(667')</b>	1600m
B	RVR 1500m VIS 1600m	2400m	2000m	135	<b>860'(817')</b>	4000m
C	2400m	2800m	2800m	180	<b>860'(817')</b>	4400m
D	2800m	2800m	3200m	205	<b>860'(817')</b>	

**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **(16-2)** **Eff 4 Jan**

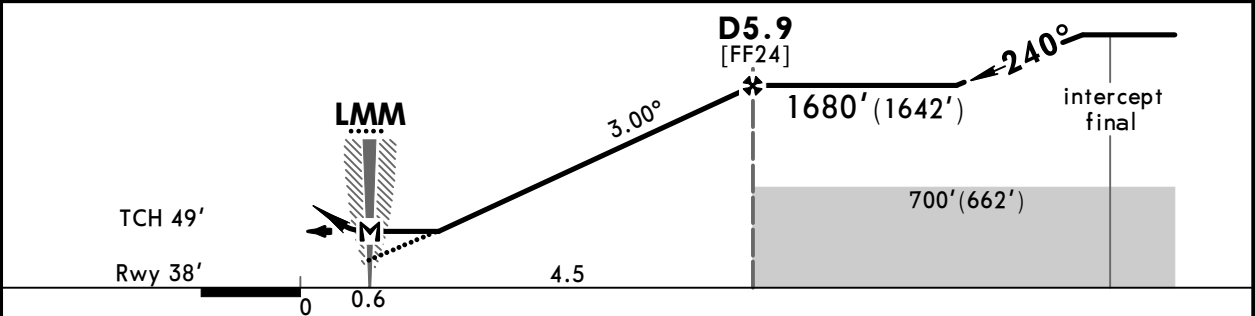
**KALININGRAD, RUSSIA**  
**NDB Z Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
Lctr <b>K</b> <b>410</b>	Final Apch Crs <b>240°</b>	Procedure Alt <b>D5.9</b> <b>1680' (1642')</b>	MDA(H) <b>380' (342')</b>	Appt Elev 43' Rwy 38'	
<b>MISSED APCH: Climb on 240° to D3.5 (MAX 230 KT), turn RIGHT to Lctr climbing to 1520' (1482'), then proceed according to chart or to holding area.</b>					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 50 <b>1</b> Trans alt: 3330' ( <b>3292'</b> )	



ALT/HEIGHT CONVERSION	
QNH (QFE)	
3330' (3292' - 1000m)	
1680' (1642' - 500m)	
1520' (1482' - 450m)	

KRD DME	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	500'(462')	850'(812')	1190'(1152')	1540'(1502')



Gnd speed-Kts	70	90	100	120	140	160	<b>D3.5</b> on <b>240°</b> <b>230 KT</b> MAX 
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at Lctr							

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
MDA(H) <b>380' (342')</b>			Prohibited in sector inbound 068° - 232° clockwise	
ALS out			Max Kts	MDA(H)
A			100	610' (567')
B	1200m	RVR 1500m VIS 1600m	135	1600m
C			180	860' (817')
D	RVR 1500m VIS 1600m	RVR 1800m VIS 2000m	205	4400m

**PANS OPS**

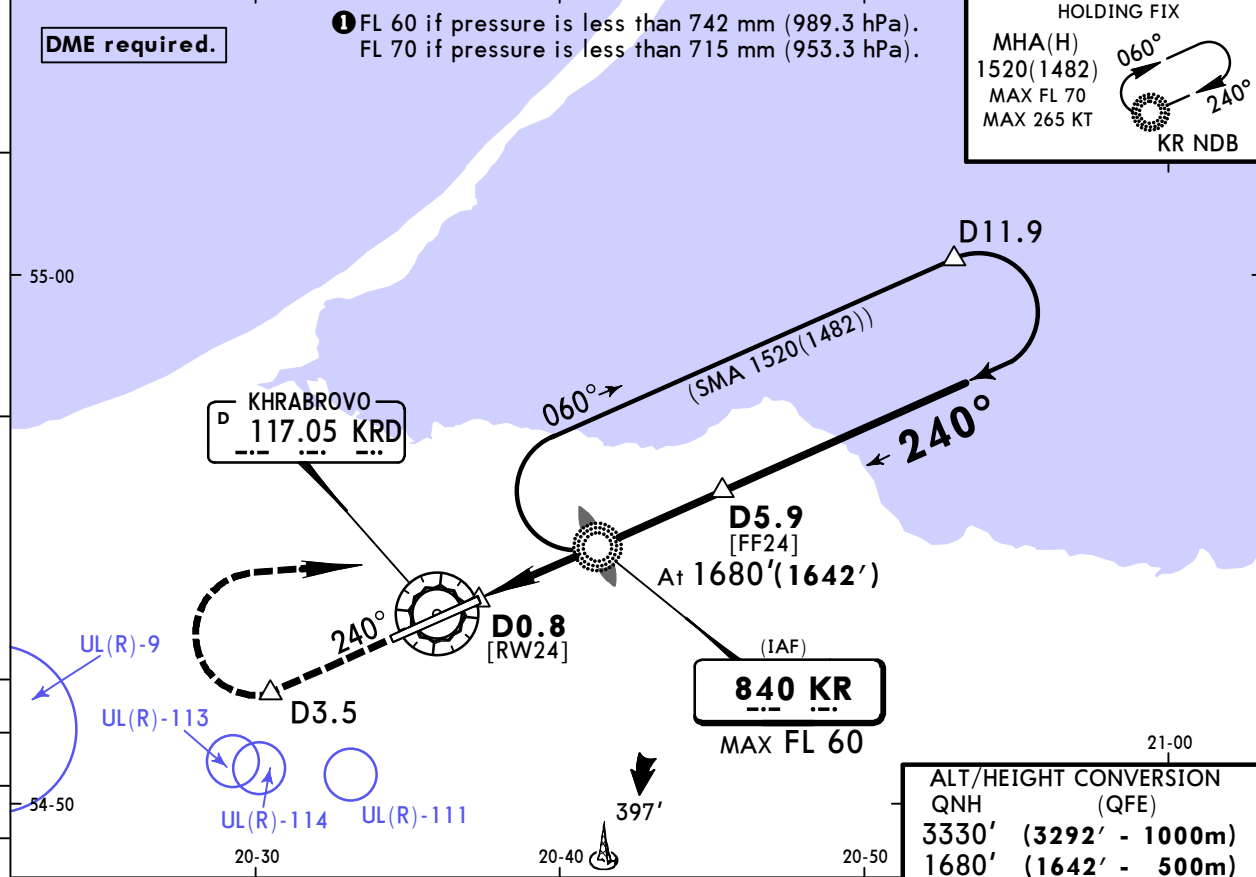
**UMKK/KGD**  
**KHRABROVO**

**JEPPESEN**  
29 DEC 17 **(16-3)** **Eff 4 Jan**

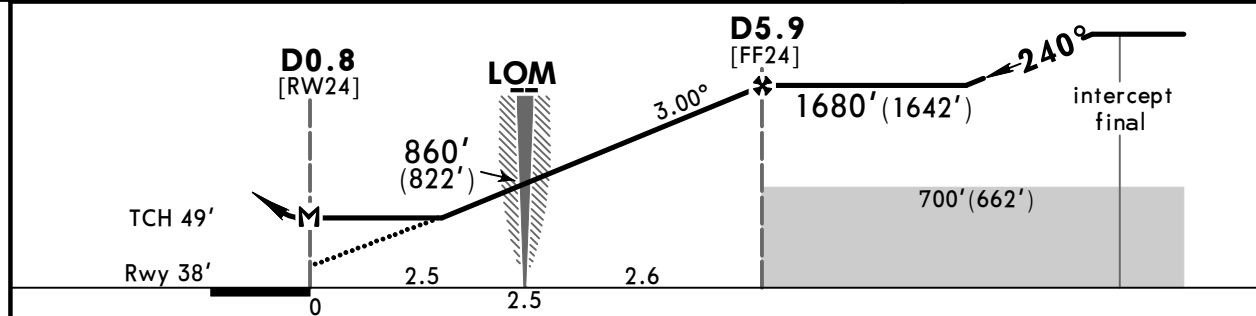
**KALININGRAD, RUSSIA**  
**NDB Y Rwy 24**

ATIS <b>122.475</b> (Russian <b>122.050</b> )		KALININGRAD Approach <b>126.0</b> <b>128.5</b>		KALININGRAD Tower <b>127.2</b> <b>129.425</b>	
NDB KR <b>840</b>	Final Apch Crs <b>240°</b>	Procedure Alt <b>D5.9</b> <b>1680'(1642')</b>	MDA(H) <b>400'(362')</b>	Appt Elev 43' Rwy 38'	1700  MSA KR NDB
<b>MISSED APCH: Climb on 240° to D3.5 (MAX 230 KT), turn RIGHT to KR Lctr climbing to 1520'(1482'), then proceed according to chart or to holding area.</b>					

Alt Set: MM (hPa on req)      QNH on req (QFE)      Trans level: FL 50 **1**      Trans alt: 3330'(3292')



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE (HAT)	500'(462')	850'(812')	1190'(1152')	1540'(1502')



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	<b>D3.5</b> on <b>240°</b> <b>230 KT</b> MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.8								

<b>STRAIGHT-IN LANDING RWY 24</b>				<b>CIRCLE-TO-LAND</b>	
MDA(H) <b>400'(362')</b>				Prohibited in sector inbound 068° - 232° clockwise	
ALS out				Max Kts	MDA(H)
A				100	610'(567')
B	1200m		RVR 1500m VIS 1600m	135	1600m
C				180	860'(817')
D	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m	205	860'(817')

**PANS OPS**

## Chart changes since cycle 08-2019

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

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

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UMKK