

Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport UMKK

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

Until 31 DEC 09 NDB rwy 06 suspended. Taxi along twy B with follow-me only.

Airport Information

UMKK (Khrabrovo)

JEPPESEN

JeppView 3.6.3.1

General Info

Kaliningrad, RUS

N 54° 53.4' E 20° 35.7' Mag Var: 3.7°E

Elevation: 43'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

Runway Info

Runway 06-24 8202' x 148' asphalt

Runway 06 (63.0°M) TDZE 43'

Lights: Edge, ALS

Runway 24 (243.0°M) TDZE 31'

Lights: Edge, ALS

Communications Info

Kaliningrad Tower **128.5**

Kaliningrad Tower **126.0**

Kaliningrad Ground Control **129.425**

Kaliningrad Ground Control **128.5**

Kaliningrad Ground Control **126.0**

Kaliningrad Radar **128.5**

Kaliningrad Radar **126.0**

Kaliningrad Transit Operations **131.7**

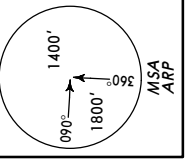
Kaliningrad Control **123.7**

Notebook Info

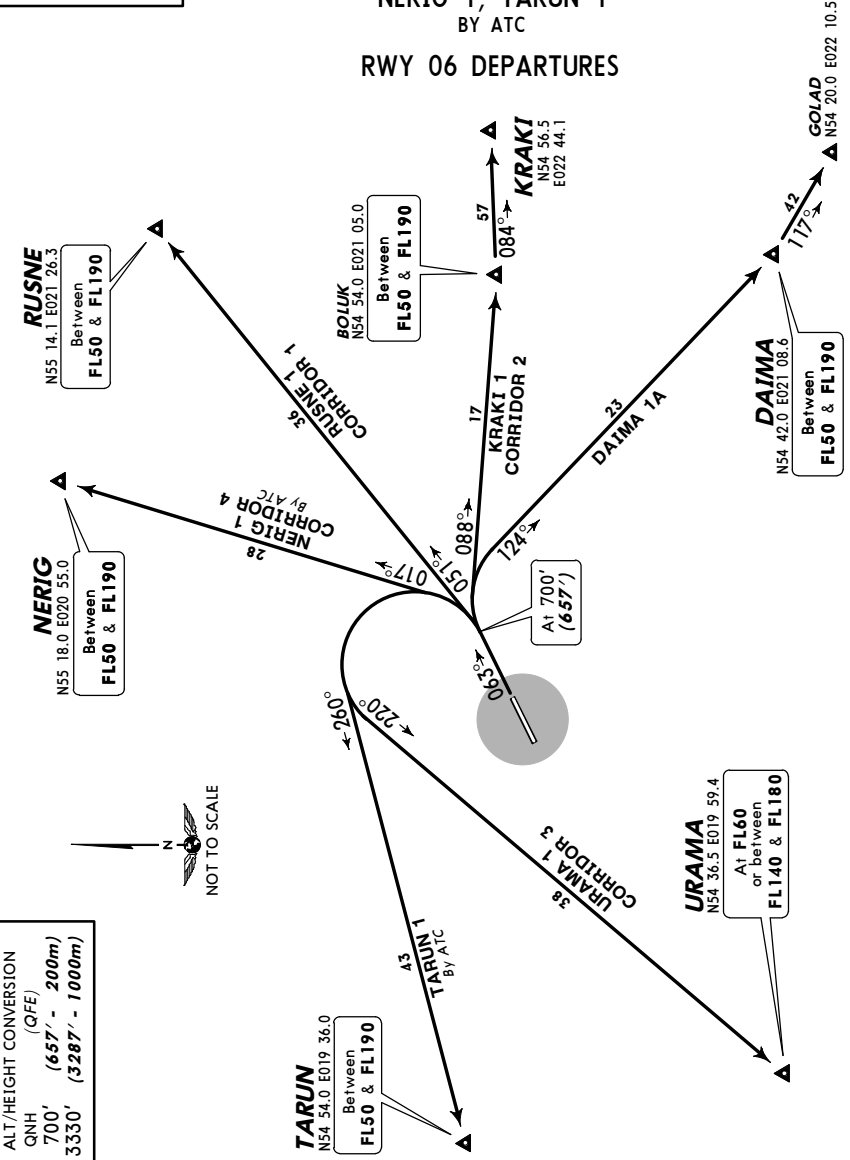
UMKK/KGD
 KHRABROVO

JEPESEN **KALININGRAD, RUSSIA**
 23 MAY 08 (10-3) Eff 5 Jun SID

Apt Elev 43'
 QNH on request (QFE)
 Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
 FL60 if pressure is less than 742mm (989.3 hPa) and
 715mm (953.3 hPa) or above
 Trans alt: 3330' (3287')



DAIMA 1A [DAIM1A]
KRAKI 1, RUSNE 1
URAMA 1
NERIG 1, TARUN 1
 BY ATC
RWY 06 DEPARTURES

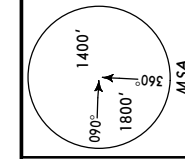


CHANGES: SID DAIMA 1A established; Trans level; NERIG & TARUN 1 availability. © JEPESEN, 2003, 2008. ALL RIGHTS RESERVED.

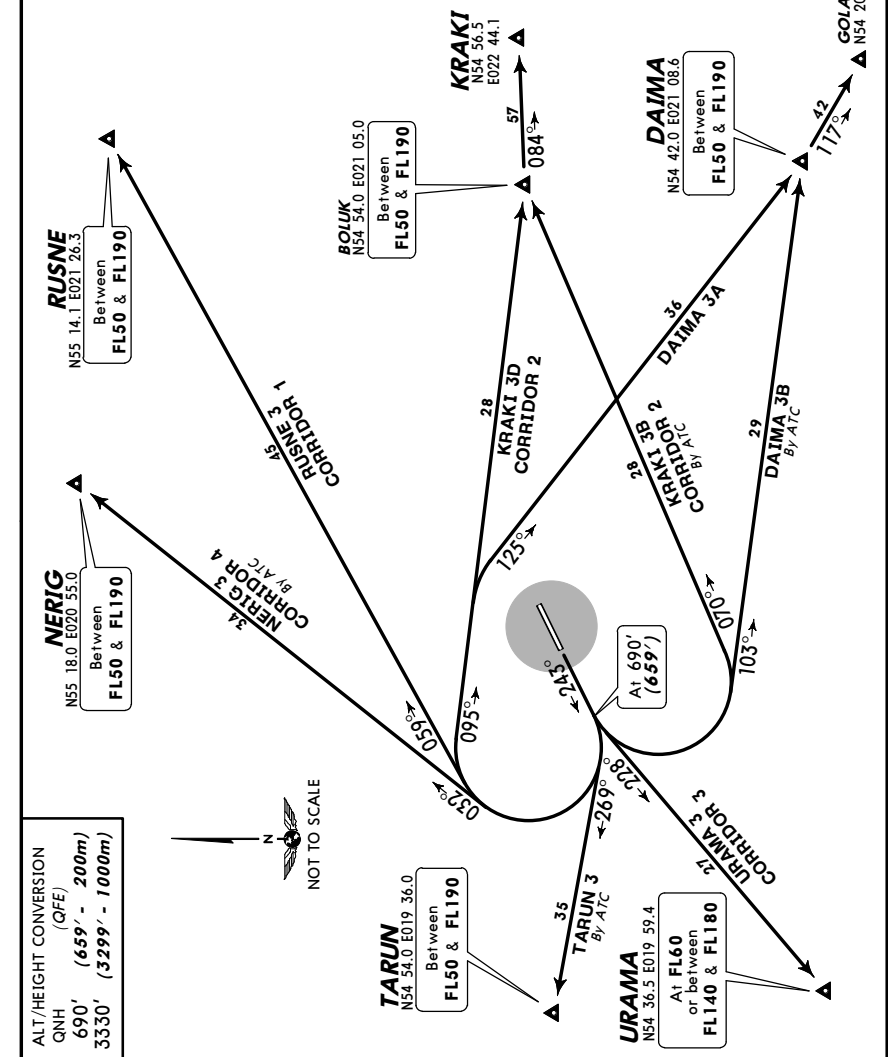
UMKK/KGD
 KHRABROVO

JEPESEN **KALININGRAD, RUSSIA**
 23 MAY 08 (10-3A) Eff 5 Jun SID

Apt Elev 43'
 QNH on request (QFE)
 Trans level: FL50 if pressure is 742mm (989.3 hPa) or above
 FL60 if pressure is less than 742mm (989.3 hPa) and
 715mm (953.3 hPa) or above
 Trans alt: 3330' (3299')



DAIMA 3A [DAIM3A]
KRAKI 3D [KRAK3D], RUSNE 3
URAMA 3
DAIMA 3B [DAIM3B]
KRAKI 3B [KRAK3B], NERIG 3, TARUN 3
 BY ATC
RWY 24 DEPARTURES



CHANGES: DAIMA SIDs estbld; Trans level; NERIG & TARUN 3 availability. © JEPESEN, 2003, 2008. ALL RIGHTS RESERVED.

UMKK/KGD
KHRABROVO

JEPPesen
 17 OCT 03 **10-4**

KALININGRAD, RUSSIA
NOISE

NOISE ABATEMENT

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 $V_2 + 20$ 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 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.

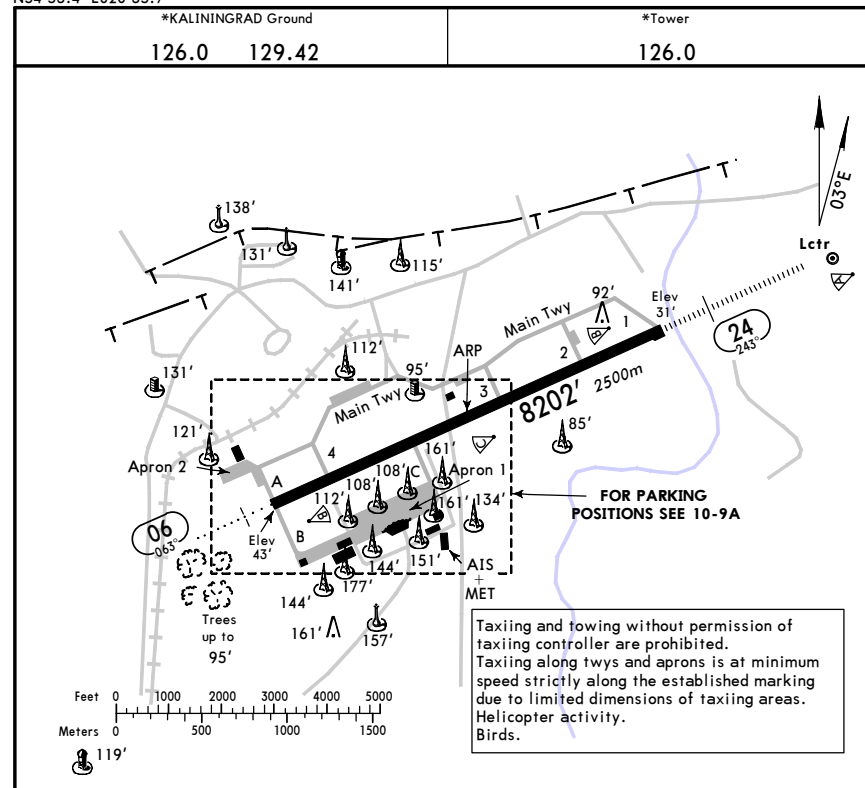
REVERSE THRUST

Reverse thrust power, with the exception of reverse idle thrust, is used only for safety reasons

UMKK/KGD
 Apt Elev 43'
 N54 53.4 E020 35.7

JEPPesen
 6 NOV 09 **10-9** Eff 19 Nov

KALININGRAD, RUSSIA
KHRABROVO



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS			
	HIRL (60m)	ALS	PAPI-L (angle 2.67°)	RVR	LANDING BEYOND		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
06 24	HIRL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR	7230'	2204m		148' 45m

① Not available for landing.

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

UMKK/KGD
 KHRABROVO

JEPPESEN
 13 FEB 09 (11-1)

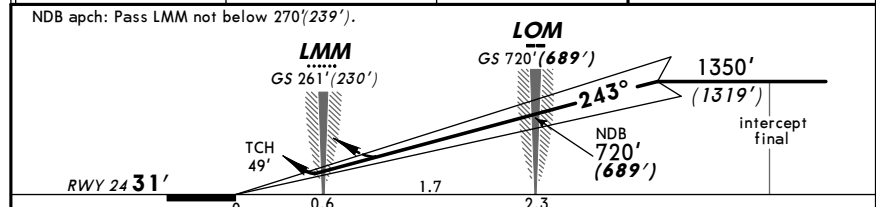
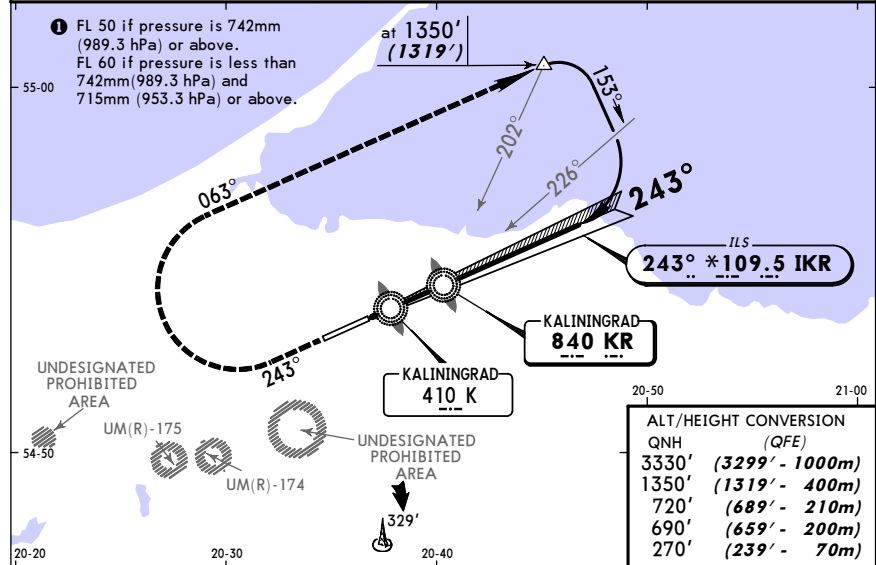
KALININGRAD, RUSSIA
 ILS or 2 NDB Rwy 24

*KALININGRAD Control (APP) 123.7		*KALININGRAD Tower 126.0		*Ground 126.0 129.42	
LOC IKR *109.5	Final Apch Crs 243°	GS LOM 720' (689')	ILS DA(H) 231' (200')	Apt Elev 43'	
NDB KR 840		Minimum Alt LOM 720' (689')	NDB MDA(H) 350' (319')	RWY 31'	

MISSED APCH: Climb on 243° to 690' (659'), then turn RIGHT onto 063° climbing to 1350' (1319'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3299')

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.



Gnd speed-Kts	70	90	100	120	140	160	HIALS	690' (659')	243°	063°	1350' (1319')
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	672	768	PAPI				

ILS		NDB	
DA(H) 231' (200')	LOC (GS out)	MDA(H) 350' (319')	ALS out
FULL	ALS out	ALS out	
A			
B	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
C	1200m	NOT AUTH	
D		RVR 1500m VIS 1600m	

UMKK/KGD
 KHRABROVO

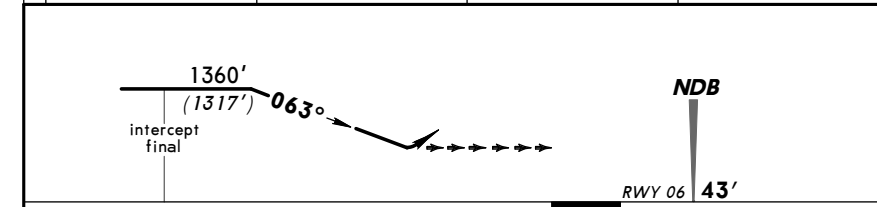
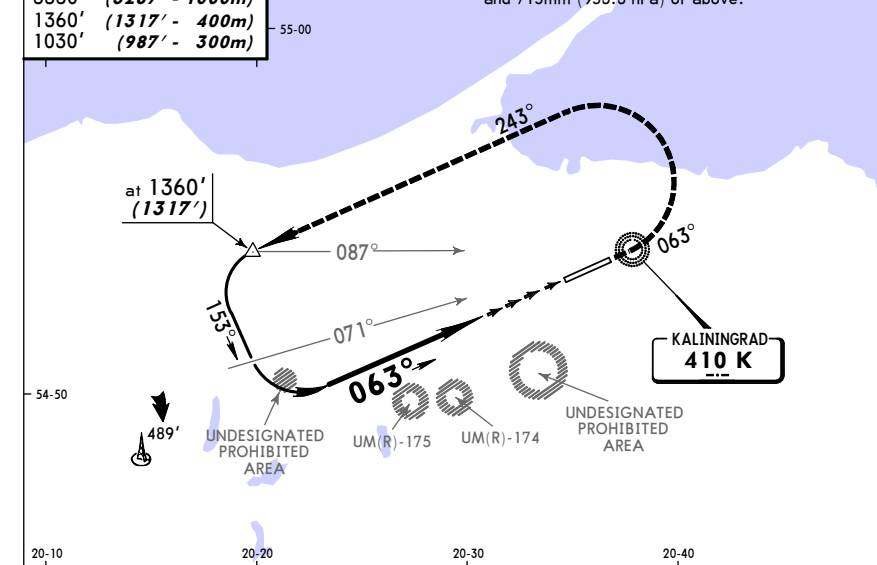
JEPPESEN
 13 FEB 09 (16-1)

KALININGRAD, RUSSIA
 NDB Rwy 06

*KALININGRAD Control (APP) 123.7		*KALININGRAD Tower 126.0		*Ground 126.0 129.42	
Lctr K 410	Final Apch Crs 063°	Minimum Alt No FAF	MDA(H) 910' (867')	Apt Elev 43'	
			RWY 43'		

MISSED APCH: Climb on 063° to 1030' (987'), 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: 1 Trans alt: 3330' (3287')



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1030' (987')	063°	243°	1360' (1317')
Descent Gradient 4.7%	333	428	476	571	666	762					

STRAIGHT-IN LANDING RWY 06	
MDA(H) 910' (867')	ALS out
A	
B	3200m
C	4000m
D	4400m