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Terminal Charts For UMKK
Revision Letter For Cycle 05-2025
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General Information

Location: KALININGRAD RUS
ICAO/IATA: UMKK / KGD
Lat/Long: N54° 53.50', E020° 35.92'
Elevation: 43 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -2:00 = UTC
Magnetic Variation: 7.0° E

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

Sunrise: 0218 Z
Sunset: 1850 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: 129.425 Secondary
Kaliningrad Tower: 124.000
Kaliningrad Tower: 127.200
Kaliningrad Tower: 129.000 Secondary
Kaliningrad Approach: 126.000
Kaliningrad Approach: 128.500 Secondary
Kaliningrad Emergency: 123.100

Kaliningrad De-Icing Operations: 119.000

Kaliningrad Transit Operations: 131.900 Non-English

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KHRABROVO

JEPPesen

20 DEC 24

10-1P

Eff 26 Dec

KALININGRAD, RUSSIA

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 122.475
 ATIS 122.055 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented for ACFT executing CAT II precision approach and for departing ACFT, when RVR is less than 550m at least at one of the three observation points. ATS informs the flight crew about LVP implementation.

When meteorological visibility is 350m or less, taxiing using the phrase "LVP in progress" shall be executed on apron and TWYs after Follow-me car on request.

Flight crew of arriving ACFT shall report TWR controller about following:

- ACFT landing;
- RWY vacating the ILS critical area only after crossing RWY holding position or the last yellow light of TWY D completely;
- ACFT parking on stand.

Flight crew of departing ACFT shall report the TWR controller following:

- reaching the RWY holding position;
- readiness for take-off.

It is prohibited to cross the RWY holding position (critical area) without TWR controller's clearance.

Take-off is cleared only from RWY 06/24 beginning.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (SMGCS)

1.3.1 OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

In order to improve ground movement control, the flight crew of ACFT equipped with Mode S must provide its serviceability during ACFT ground movement.

Before departure the flight crew shall:

- Set transponder to code (squawk) assigned by ATS unit and activate Mode S when making a request for towing or taxiing whichever is earlier.
- ACFT taxiing out of stands 1 thru 9 shall be carried out by towing to engines start-up position.

After landing the flight crew shall:

- Keep Mode S activated until ACFT is parked on the stand.
- Set Mode A code 2000 immediately after parking on the stand and before selecting OFF or STAND-BY mode.

ACFT taxiing into stands 25 thru 29 shall be carried out under own engines power to stop position. Stop of ACFT shall be executed by marshaller's instruction. Then taxiing into stand shall be carried out by towing.

Mode S transponder is activated when AUTO, ON, XPNDR mode or the equivalent mode of transponder installed on this ACFT is selected. Selection of STAND-BY mode does not activate the transponder.

The flight crew of Mode S equipped ACFT having an ACFT identification feature must set the ACFT identification, specified in item 7 of the ICAO flight plan, in the transponder.

The ACFT identification shall be set through FMS or on the transponder control panel before a request for towing or taxiing whichever is earlier.

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KALININGRAD, RUSSIA
AIRPORT BRIEFING

1. GENERAL

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.

TWYs B, C and D are available for taxiing to/from stands. Taxiing shall be carried out under own engines power strictly along yellow centerlines.

Apron 2 is not available for civil ACFT.

All movements of ACFT by TWR permission only.

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.

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. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure, the pilot can use mobile communication:

TWR controller: Tel: +7 4012 579936

APP controller: Tel: +7 4012 579931

Flight Control Officer: Tel: +7 921 850 0968

+7 4012 579930

and monitor information and instructions on LOM KR frequency.

1.7. OTHER INFORMATION

Birds in vicinity of APT.

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14 FEB 25

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10-1P2

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KALININGRAD, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

2.2. COMMUNICATION FAILURE PROCEDURES

RNAV 1-approved ACFT

- a. If STAR was assigned and acknowledged by flight crew, set SSR transponder to code 7600 and continue the flight in accordance with flight plan following the assigned STAR, then execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.
- b. If STAR was assigned and acknowledged by flight crew and vectoring was initiated, 2 minutes after setting SSR transponder to code 7600, continue the flight on the last assigned heading at the last assigned and acknowledged FL (altitude). Then proceed directly to IF and execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.
- c. If STAR was not assigned, set SSR transponder to code 7600 and continue the flight in accordance with flight plan, then execute (ILS or VOR) approach and landing. Descent shall be executed in accordance with vertical restrictions specified on the chart.

Non-RNAV 1-approved ACFT

Set SSR transponder to code 7600.

Maintain last assigned and acknowledged FL (altitude).

- a. Proceed to K, enter holding and descend in accordance with the published procedure, then execute ILS approach and land on RWY 06.
- b. Proceed to KR, enter holding and descend in accordance with the published procedure, then execute ILS approach and land on RWY 24.

If unable to land, pilot has the right to make the decision to proceed to the alternate aerodrome at FL specially established for flights without radio communication - FL 140, FL 150 or FL 240, FL 250 depending on flight direction.

2.2.1 COMMUNICATION FAILURE AFTER MISSED APPROACH

RNAV 1-approved ACFT

Set SSR transponder to code 7600.

Execute repeated approach in accordance with published RNAV procedures.

Non-RNAV 1-approved ACFT

Set SSR transponder to code 7600.

Execute repeated approach in accordance with published procedures:

- RWY 06: proceed via K;
- RWY 24: proceed via KR.

If unable to land, pilot has the right to make the decision to proceed to the alternate aerodrome at FL specially established for flights without radio communication - FL 140, FL 150 or FL 240, FL 250 depending on flight direction.

2.3. DOWNWIND LANDING

Downwind landing shall be carried out for the purpose of expedition of ACFT flow upon flight crew's request or at the initiative of the appropriate ATS unit. The responsibility for taking the decision to carry out such landing shall be rested on the pilot-in-command.

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14 FEB 25

10-1P3

Eff 20 Feb

KALININGRAD, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

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.

During GLS, RNAV (GNSS) approach the flight crew shall inform TWR controller about alternate approach system.

If unable to execute landing using satellite navigation system, the flight crew shall inform TWR controller about the decision to continue approach using alternate approach system or to execute missed approach.

ATS unit provides control of GNSS serviceability when executing approach, with the help of GBAS equipment.

If execution of the operation is not provided, the ATS unit informs the flight crew about it and recommends approach using alternate system.

3. DEPARTURE

3.1. DE-ICING

De-icing is available on stands and on start-up positions subject to clearance of TWR controller and on de-icing area B.

De-icing shall be requested on initial radio contact before departure by notifying TWR controller.

De-icing area B in the vicinity of TWY B is available for de-icing of ACFT with MAX wingspan of 118'/36m with running engines.

During de-icing of ACFT with running engines, the flight crews shall use frequency 119.000 for communication with the operator of a special vehicle.

During de-icing treatment of ACFT with running engines, taxiing on de-icing area B shall be executed only after the Follow-me car.

3.2. 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;
- destination APT;
- FL (according to flight plan);
- latest ATIS information code letter.

Towing is permitted for ACFT with running engines at idle power as provided for by the Aeroplane Flight Manual. Engines start-up can be performed before towing or in the process of towing. The pilot-in-command shall coordinate the possibility of engines start-up in the process of towing with the person in charge of towing. The person in charge of towing and the pilot-in-command are responsible for safety of towing of ACFT with running engines.

Towing of ACFT with running engines on the slippery apron is prohibited.

Towing of ACFT with turboprop running engines is prohibited.

In order to expedite traffic, on request of the flight crew (or if initiated by TWR controller), clearance for take-off without stop at line-up position can be issued. If not ready to execute immediate take-off, the flight crew shall advise this to TWR controller before reaching the line-up position.

Depending on air or ground situation, it is permitted to execute take-off from intersection of TWY C and the RWY on flight crew's or TWR controller's request.

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AIRPORT BRIEFING

3. DEPARTURE

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 (altitude).

3.5. DOWNWIND TAKE-OFF

Downwind take-off shall be carried out for the purpose of expediting air traffic flow upon flight crew's request or at the initiative of the appropriate ATS unit. The responsibility for taking the decision to carry out such take-off is placed on the pilot-in-command.

3.6. COMMUNICATION FAILURE PROCEDURES

Set SSR transponder to code 7600.

- a. Continue to fly along the assigned and acknowledged SID. 2 minutes after setting SSR transponder to code 7600 climb to FL indicated in FPL. After terminating SID, proceed according to FPL.
- b. If radar vectoring was applied, for the next 2 minutes after setting SSR transponder to code 7600 continue flight on assigned heading, then proceed to TMA exit point climbing to FL indicated in flight plan. After leaving TMA proceed according to flight plan.

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20 DEC 24
Eff 26 Dec

10-1R

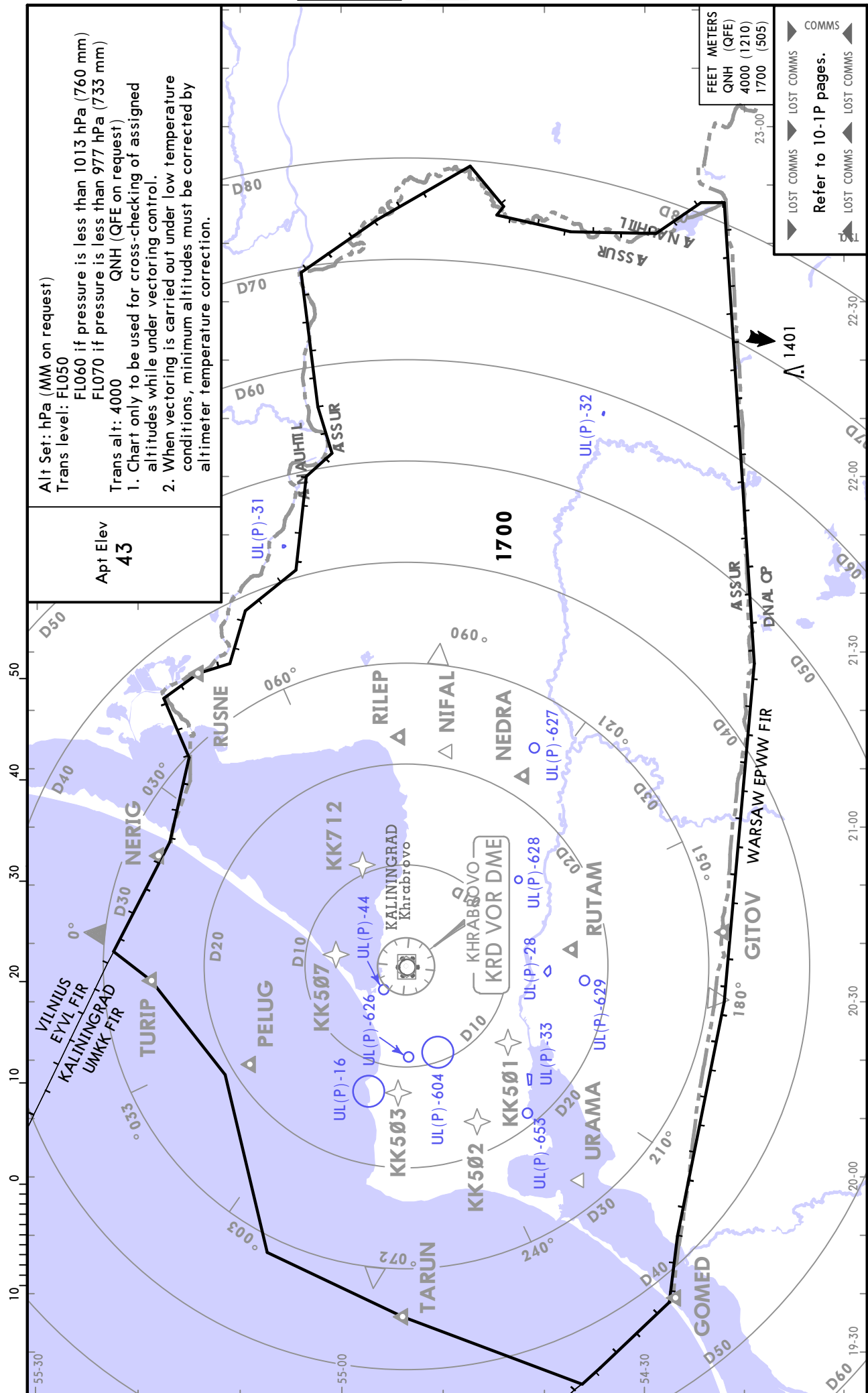
KALININGRAD, RUSSIA RADAR MINIMUM ALTITUDES

Alt Set: hPa (MM on request)
 Trans level: FL050
 FL060 if pressure is less than 1013 hPa (760 mm)
 FL070 if pressure is less than 977 hPa (733 mm)
 Trans alt: 4000 QNH (QFE on request)
 1. Chart only to be used for cross-checking of assigned altitudes while under vectoring control.
 2. When vectoring is carried out under low temperature conditions, minimum altitudes must be corrected by altimeter temperature correction.

Apt Elev
43

FEET METERS
 QNH (QFE)
 4000 (1210)
 1700 (505)

COMMS
 ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS
 ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
Refer to 10-1P pages.

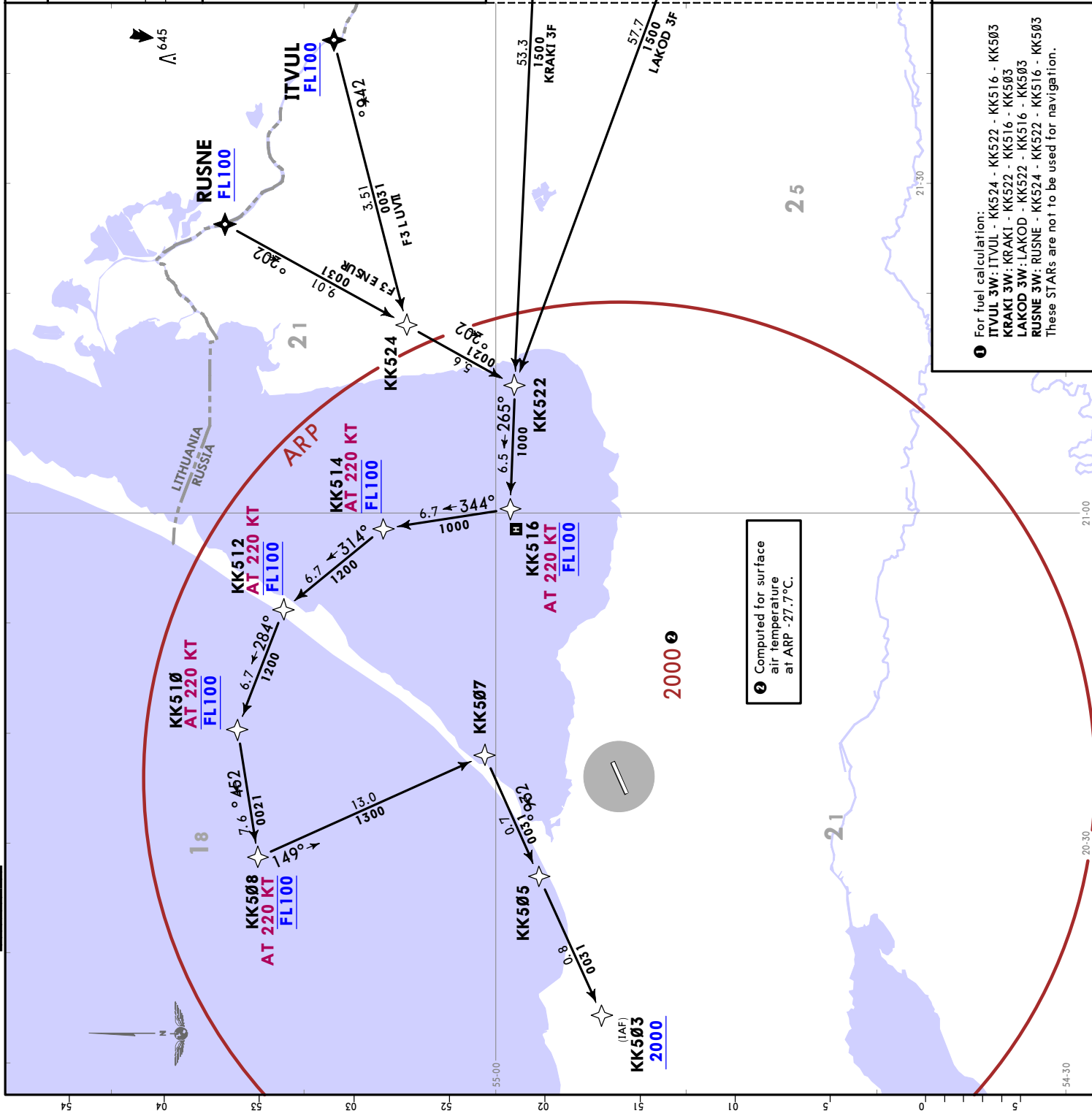


KALININGRAD, RUSSIA

RNAV STAR

ATIS (Russian) 122.050
 Apt Elev 43
 Alt Set: hPa (MM on request)
 Trans level: FL050
 FL060 if pressure is less than 1013 hPa (760 mm)
 FL070 if pressure is less than 977 hPa (733 mm)
 RNAV 1 GNS required
 If unable to maintain RNAV STAR report to ATS unit on initial contact. Vectoring will be provided.

ITVUL 3F [ITVU3F]
 ITVUL 3W
 KRAKI 3F [KRAK3F]
 KRAKI 3W
 LAKOD 3F [LAKO3F]
 LAKOD 3W
 RUSNE 3F [RUSN3F]
 RUSNE 3W
 RNAV ARRIVALS (RWY 06)



ITVUL 3F [ITVU3F]
 ITVUL 3W
 KRAKI 3F [KRAK3F]
 KRAKI 3W
 LAKOD 3F [LAKO3F]
 LAKOD 3W
 RUSNE 3F [RUSN3F]
 RUSNE 3W
 RNAV ARRIVALS (RWY 06)

NOT TO SCALE

KK516
 MAX 220 KT
 MAX FL100
 1300T
 085°

FEET METERS
 QNH (QFE)
 2000 (600)

For fuel calculation:
 ITVUL 3W: ITVUL - KK524 - KK516 - KK503
 KRAKI 3W: KRAKI - KK522 - KK516 - KK503
 LAKOD 3W: LAKOD - KK522 - KK516 - KK503
 RUSNE 3W: RUSNE - KK524 - KK516 - KK503
 These STARs are not to be used for navigation.

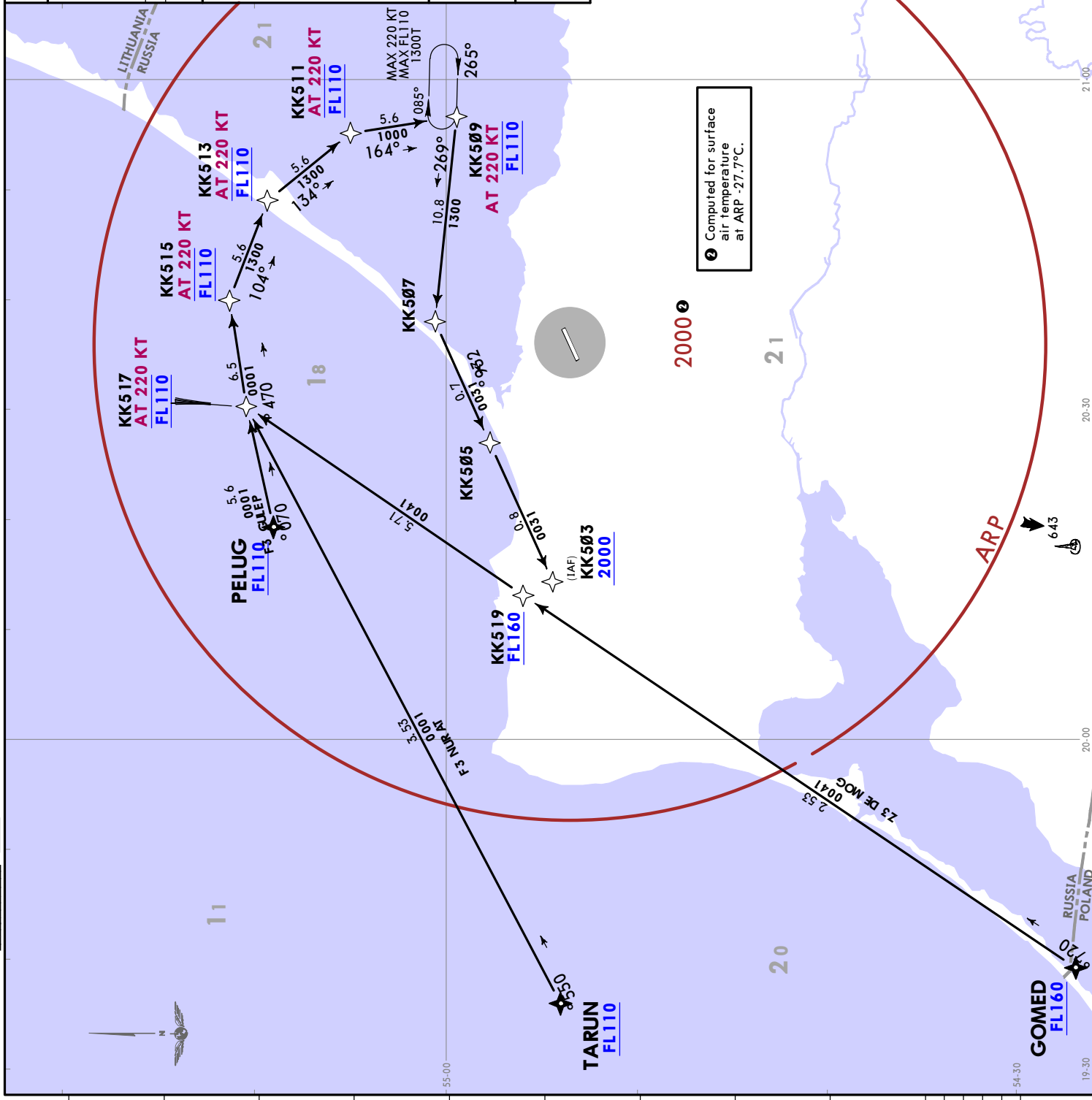
KALININGRAD, RUSSIA
RNAV STAR

ATIS (Russian 122.050)
 Alt Elev 43
 Alt Set: hPa (MM on request)
 Trans level: FL050
 FL060 if pressure is less than 1013 hPa (760 mm)
 FL070 if pressure is less than 977 hPa (733 mm)
 RNAV 1 GNS required
 If unable to maintain RNAV STAR report to ATS unit on initial contact. Vectoring will be provided.

GOMED 3Z [GOME3Z]
 BY ATC
PELUG 3F [PELU3F]
TARUN 3F [TARU3F]
TARUN 3W
RNAV ARRIVALS (RWY 06)

For fuel calculation:
PELUG 3W: PELUG - KK517 - KK503
TARUN 3W: TARUN - KK517 - KK503
 These STARs are not to be used for navigation.

FEET METERS
 QNH (QFE)
 2000 (600)



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KALININGRAD, RUSSIA
RNAV STAR

FEET METERS
 QNH (QFE)
 2000 (600)

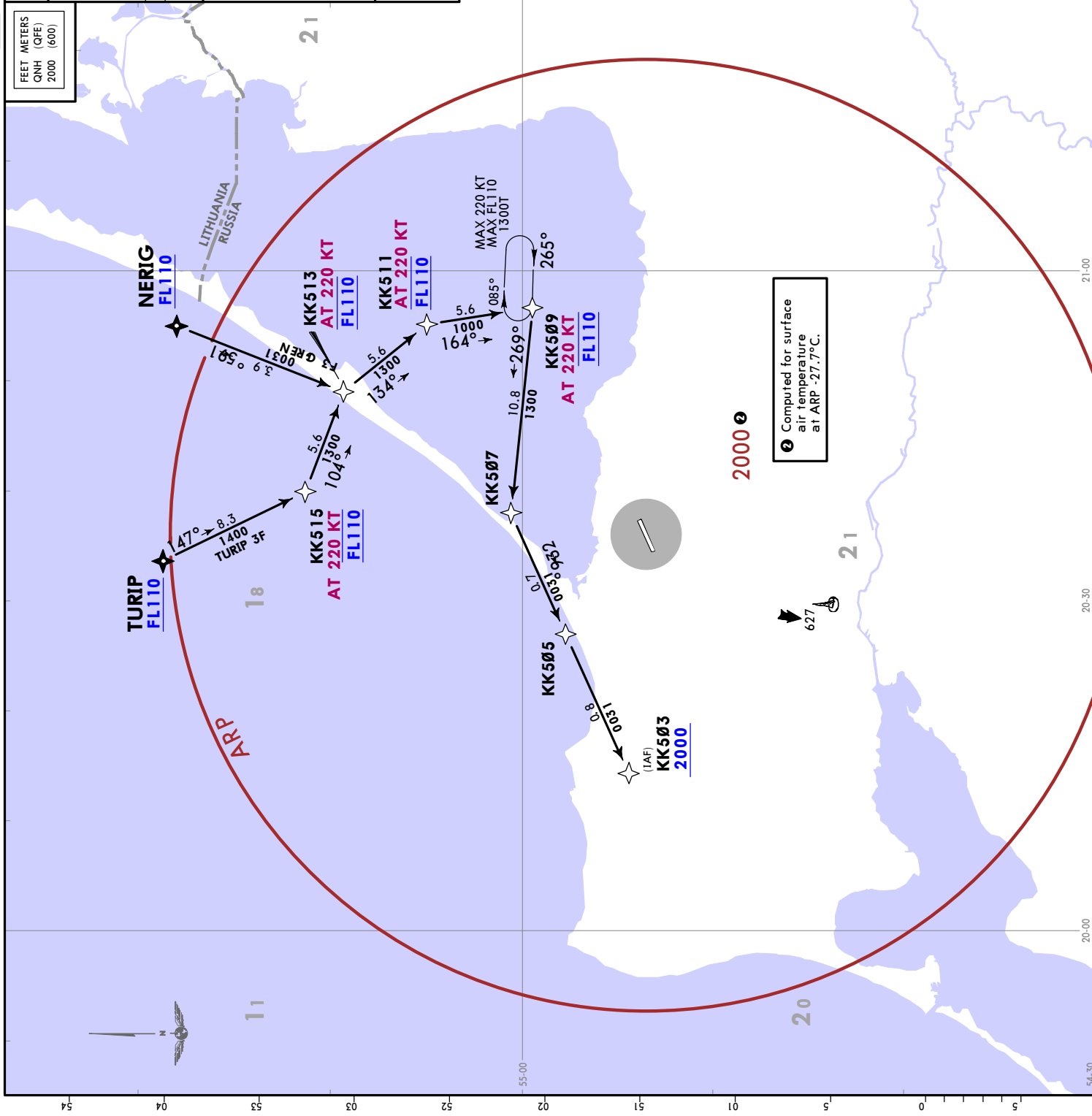
ATIS
 122.475 (Russian) 122.050
 Apt Elev
 43

Alt Set: hPa (MM on request)
 Trans level: FLO50
 FLO60 if pressure is less than 1013 hPa (760 mm)
 FLO70 if pressure is less than 977 hPa (733 mm)

RNAV 1 GNSS required
 If unable to maintain RNAV STAR report to ATIS unit on initial contact. Vectoring will be provided.

NERIG 3F [NERI3F]
NERIG 3W
TURIP 3F [TURI3F]
TURIP 3W
RNAV ARRIVALS
(RWY 06)

For fuel calculation:
NERIG 3W: NERIG - KK513 - KK503
TURIP 3W: TURIP - KK515 - KK503
 These STARs are not to be used for navigation.

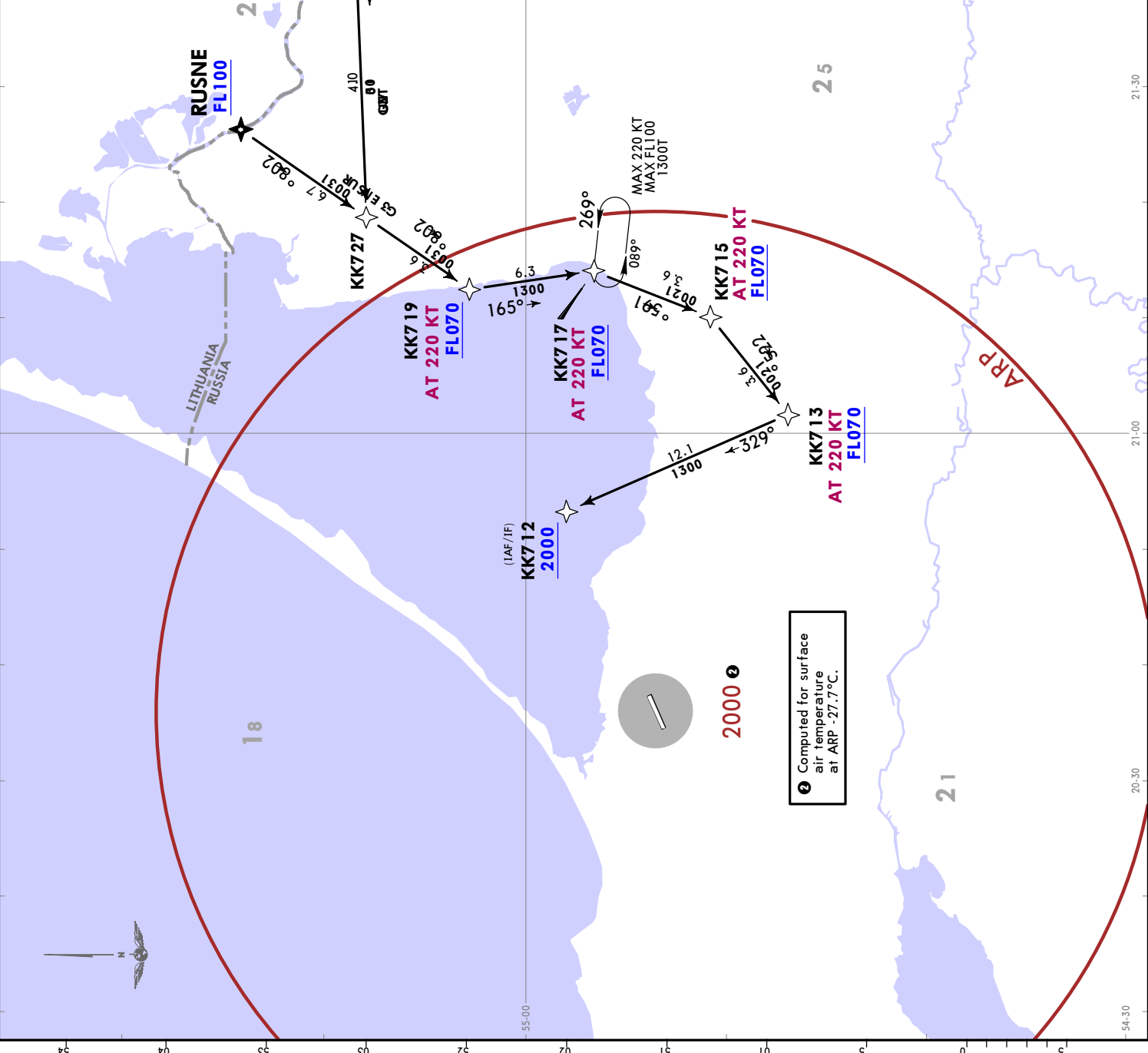


KALININGRAD, RUSSIA

RNAV STAR

ATIS	122.475 (Russian 122.050)	Apt Elev	43
Alt Set: hPa (MM on request)	Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)		
RNAV 1	GNS required		
If unable to maintain RNAV STAR report to ATS unit on initial contact. Vectoring will be provided.			
ITVUL 3G [ITVU3G] ITVUL 3V ① RUSNE 3G [RUSN3G] RUSNE 3V ① RNAV ARRIVALS (RWY 24)			
① For fuel calculation: ITVUL 3V: ITVUL - KK727 - KK719 - KK712 RUSNE 3V: RUSNE - KK727 - KK719 - KK712 These STARs are not to be used for navigation.			

FEET METERS
QNH (QFE)
2000 (600)



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20 DEC 24
Eff 26 Dec 10-2D

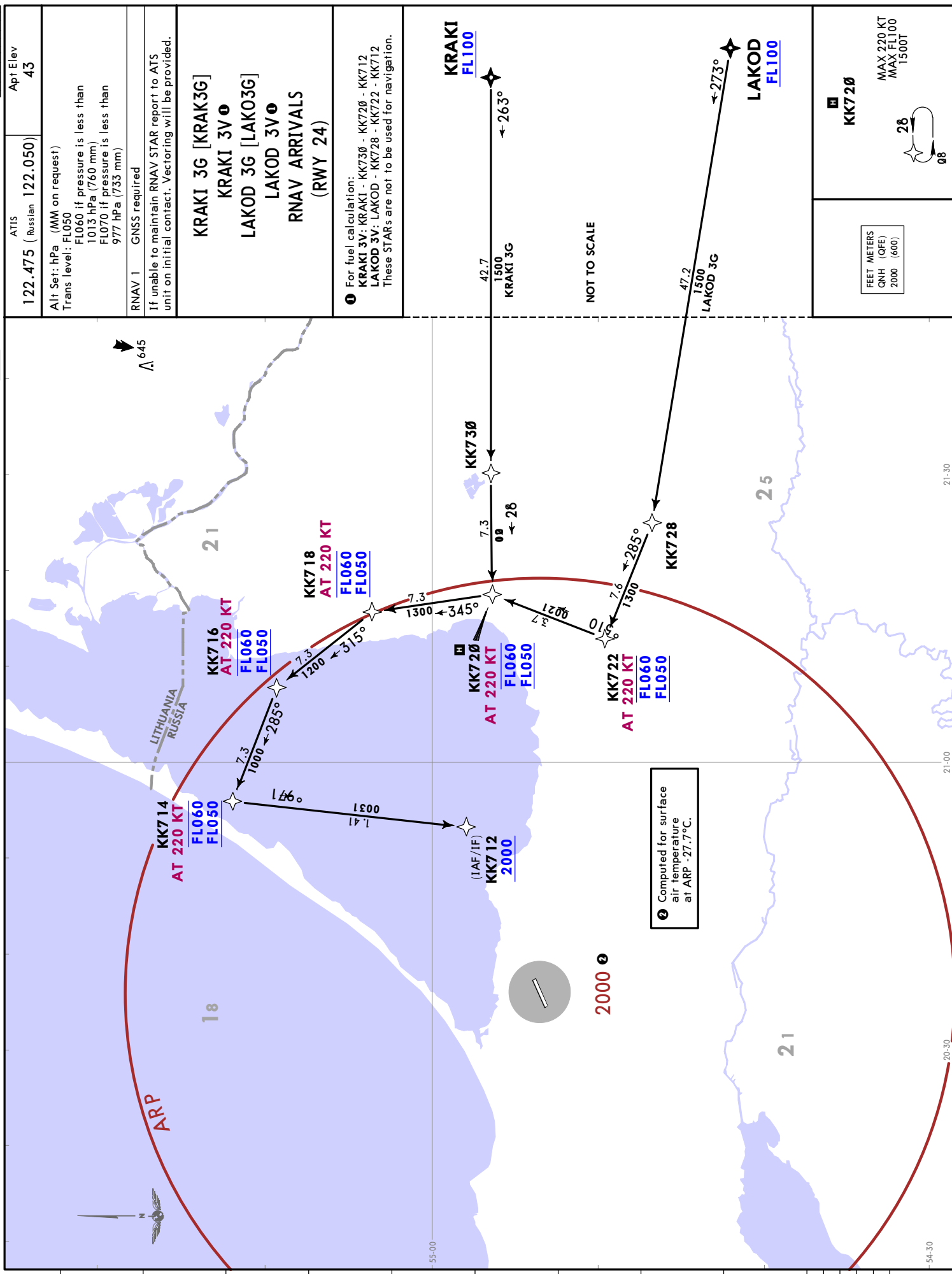
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② Computed for surface air temperature at ARP -27.7°C.

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20 DEC 24 (10-2E) Eff 26 Dec

KALININGRAD, RUSSIA
RNAV STAR



KALININGRAD, RUSSIA

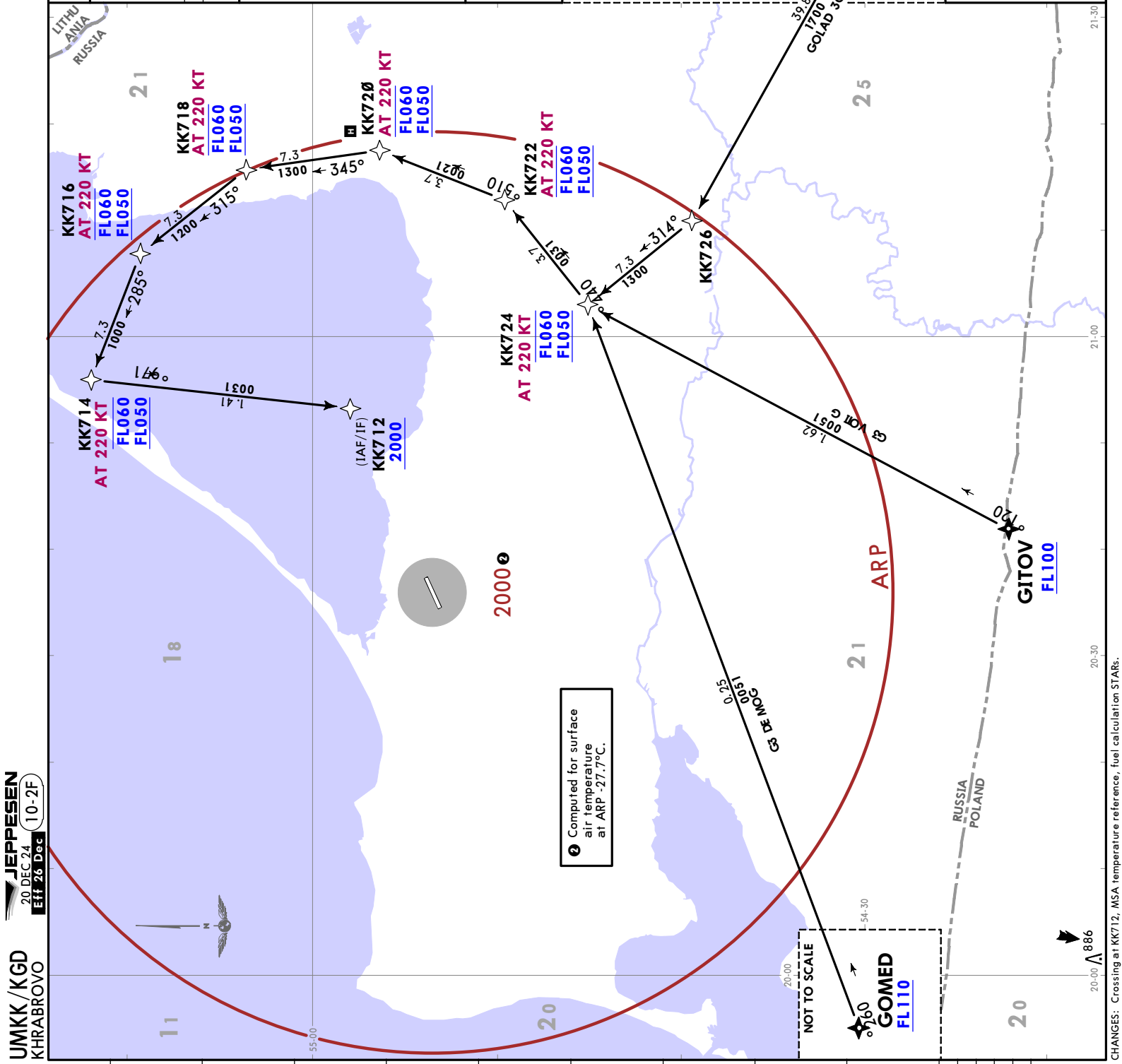
RNAV STAR

ATIS (Russian 122.050)
 Apt Elev 43
 Alt Set: hPa (MM on request)
 Trans level: FL050
 FL060 if pressure is less than 1013 hPa (760 mm)
 FL070 if pressure is less than 977 hPa (733 mm)
 RNAV 1 GNS required
 If unable to maintain RNAV STAR report to ATIS unit on initial contact. Vectoring will be provided.

GITOV 3G [GIT03G]
GITOV 3V
GOLAD 3G [GOLA3G]
GOLAD 3V
GOMED 3G [GOME3G]
GOMED 3V
RNAV ARRIVALS (RWY 24)

1 For fuel calculation:
GITOV 3V: GITOV - KK724 - KK712
GOLAD 3V: GOLAD - KK726 - KK724 - KK712
GOMED 3V: GOMED - KK724 - KK712
 These STARs are not to be used for navigation.

KK720
 MAX 220 KT
 MAX FL100
 1500T
 28
 08
 FEET METERS
 QNH (QFE)
 2000 (600)



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 20 DEC 24
 Eff 26 Dec
 10-2F

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KHRABROVO

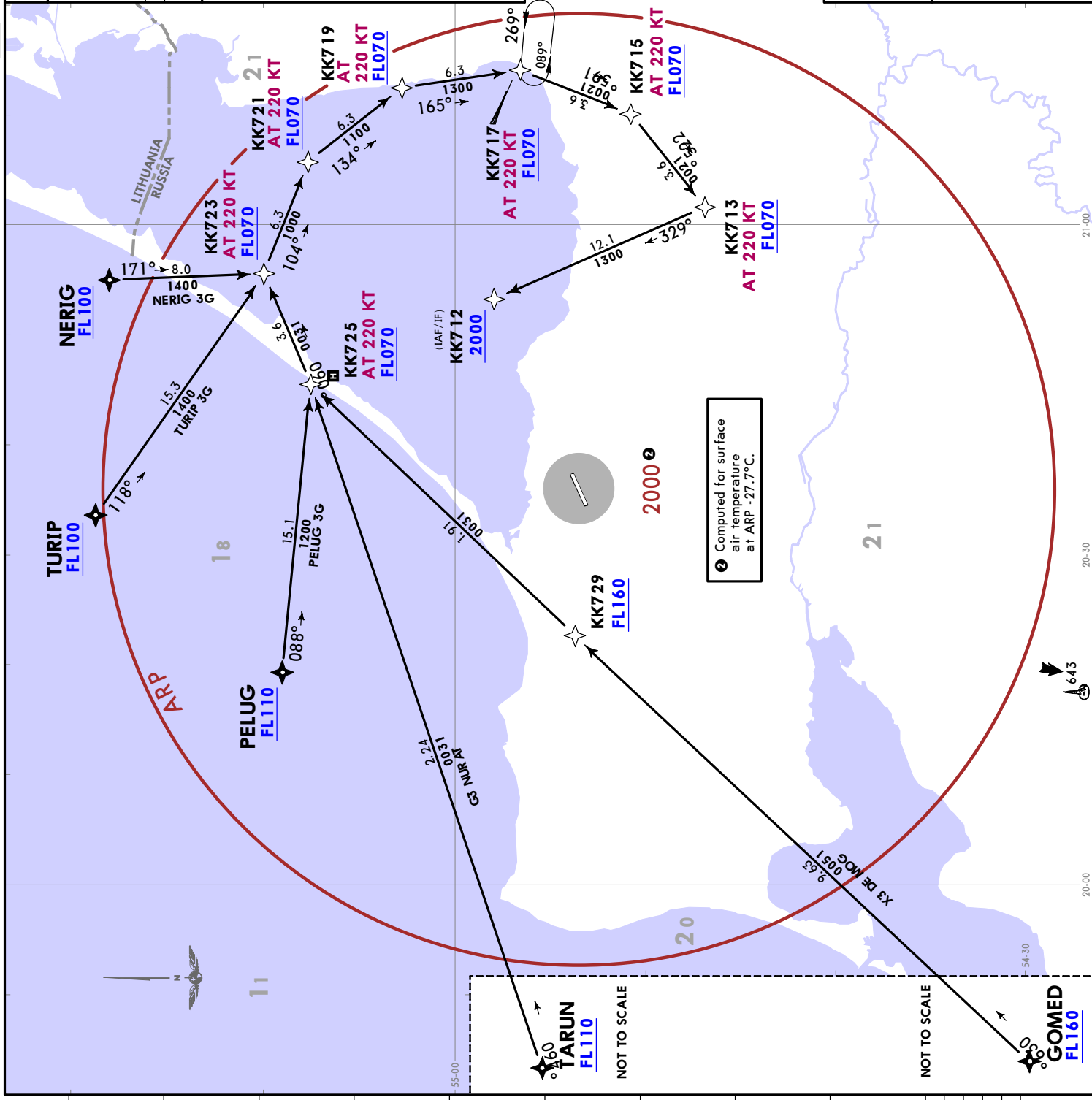
JEPPESEN
20 DEC 24 (10-2G) Eff: 26 Dec

KALININGRAD, RUSSIA
RNAV STAR

ATIS (Russian) 122.050)
122.475
Apt Elev 43
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)
RNAV 1 GNSS required
If unable to maintain RNAV STAR report to ATIS unit on initial contact. Vectoring will be provided.

GOMED 3X [GOME3X]
BY ATC
NERIG 3G [NERI3G]
NERIG 3V
PELUG 3G [PELU3G]
PELUG 3V
TARUN 3G [TARU3G]
TARUN 3V
TURIP 3G [TURI3G]
TURIP 3V
RNAV ARRIVALS (RWY 24)

MAX 220 KT
MAX FL100
1300T
25
21-30
For fuel calculation:
NERIG 3V: NERIG - KK723 - KK712
PELUG 3V: PELUG - KK725 - KK723 - KK712
TARUN 3V: TARUN - KK725 - KK723 - KK712
TURIP 3V: TURIP - KK723 - KK712
These STARs are not to be used for navigation.
FEET METERS
QNH (QFE)
2000 (600)
MAX 220 KT
MAX FL070
1300T
060
00KT



11
18
20
21
54
04
03
02
01
00
59
58
57
56
55
NOT TO SCALE
NOT TO SCALE
TARUN FL110
GOMED FL160
CHANGES: Crossing at KK712, MSA temperature reference, fuel calculation STARs.

KALININGRAD, RUSSIA

RNAV STAR

ATIS
122.475 (Russian **122.050**)
Apt Elev
43

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760 mm)
FL070 if pressure is less than 977 hPa (733 mm)

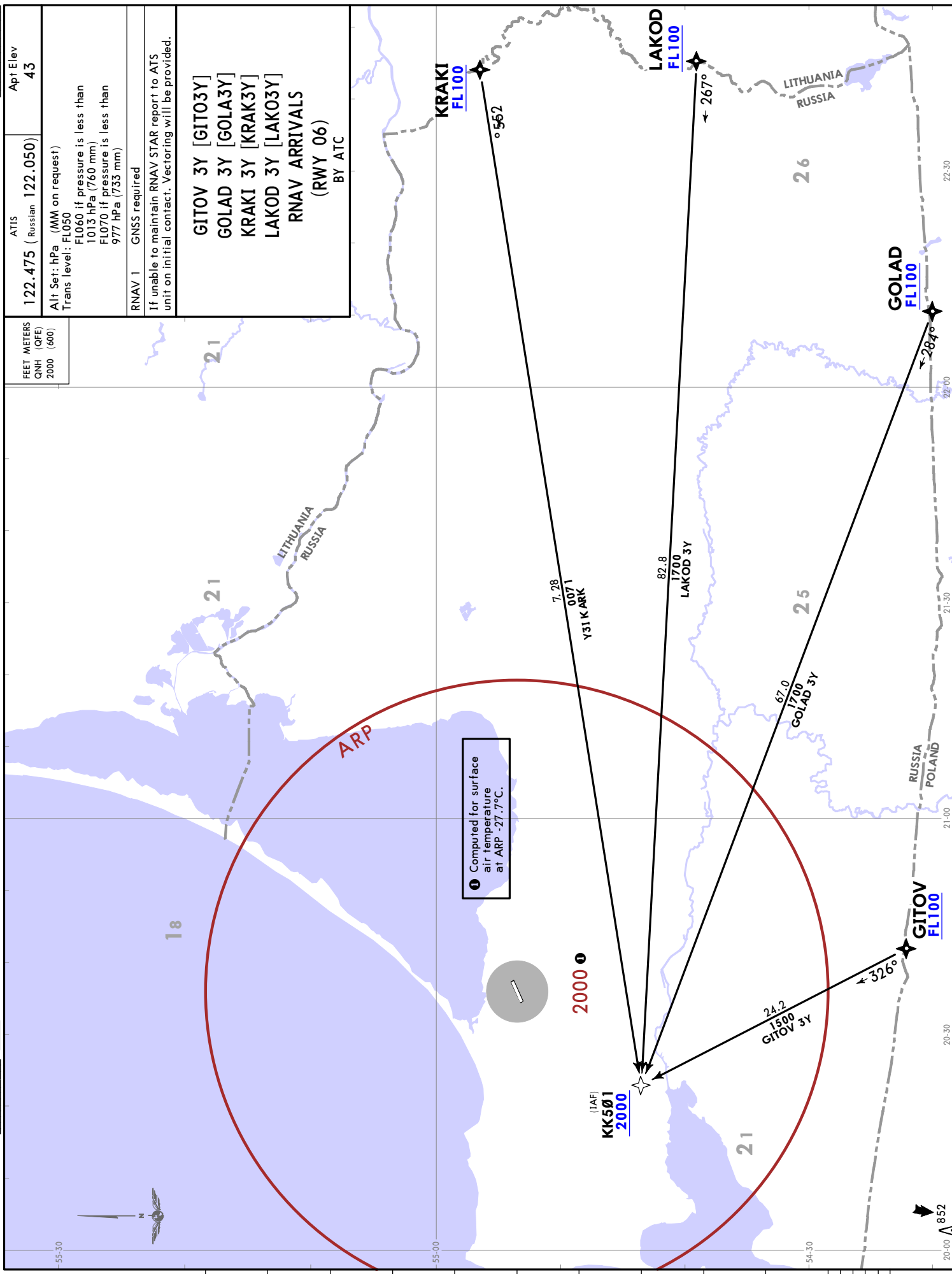
RNAV 1 GNS required
If unable to maintain RNAV STAR report to ATIS unit on initial contact. Vectoring will be provided.

GITOV 3Y [GITO3Y]
GOLAD 3Y [GOLA3Y]
KRAKI 3Y [KRAK3Y]
LAKOD 3Y [LAKO3Y]
RNAV ARRIVALS (RWY 06) BY ATC

FEET METERS
QNH (QFE)
2000 (600)

UMKK/KGD
KHRABROVO

JEPPesen
20 DEC 24
Efr 26 Dec 10-2H

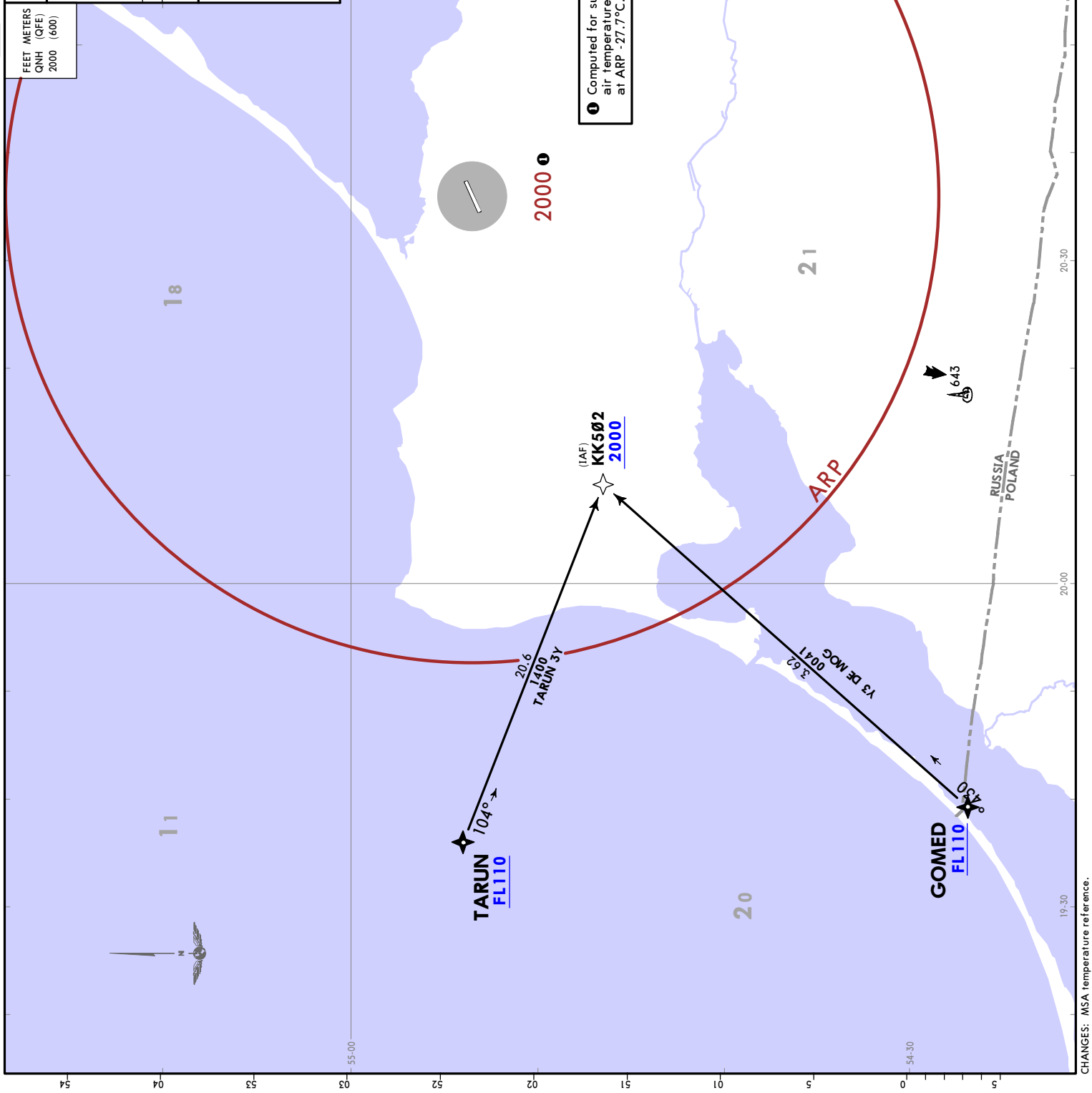


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20 DEC 24 (10-2J) Eff: 26 Dec

KALININGRAD, RUSSIA
RNAV STAR

FEET METERS QNH (QFE) 2000 (600)	ATIS 122.475 (Russian 122.050)	Apt Elev 43
Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760 mm) FL070 if pressure is less than 977 hPa (733 mm)		
RNAV 1 GNS required		
If unable to maintain RNAV STAR report to ATIS unit on initial contact. Vectoring will be provided.		
GOMED 3Y [GOME3Y] TARUN 3Y [TARU3Y] RNAV ARRIVALS (RWY 06) BY ATC		



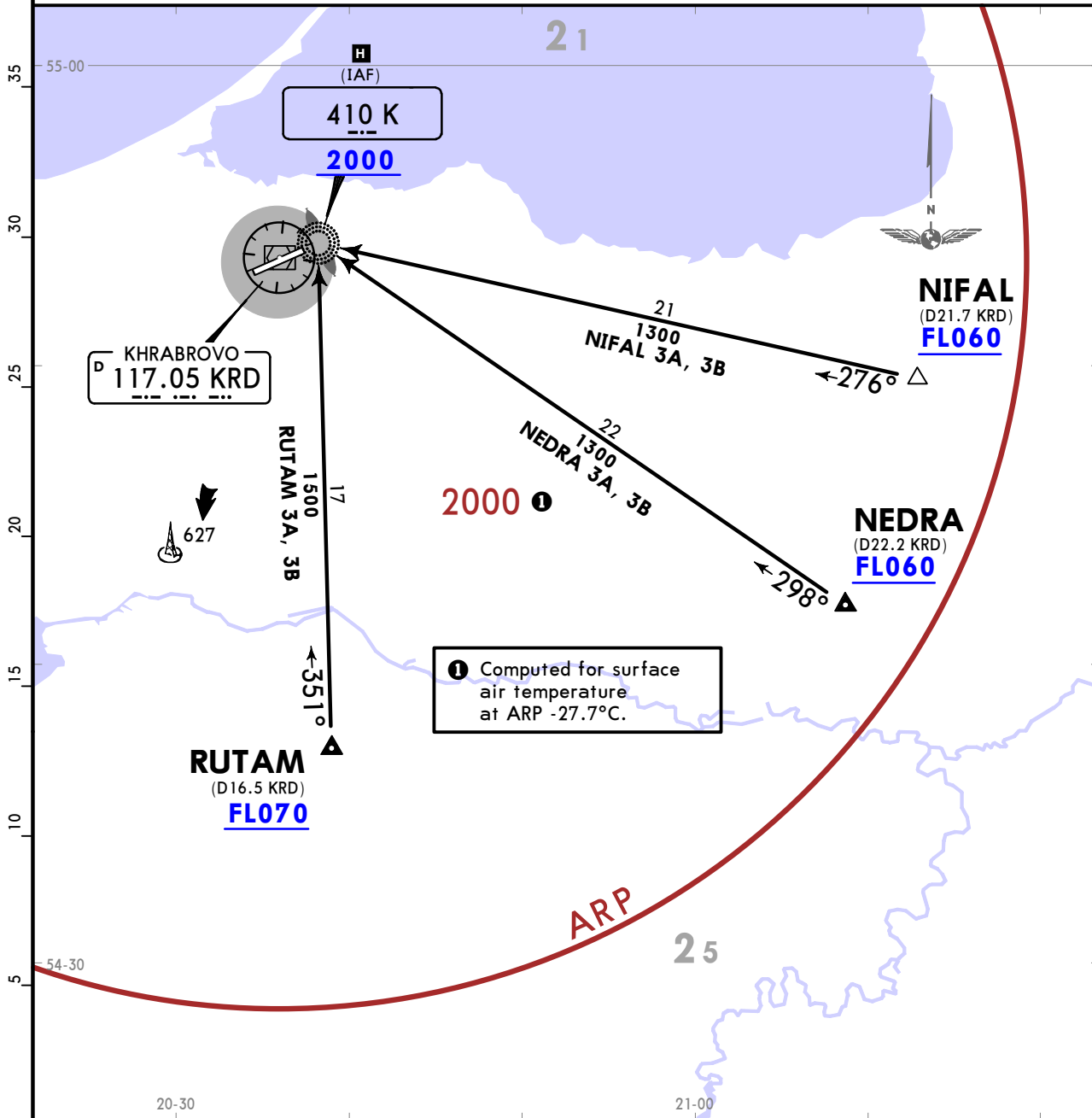
UMKK/KGD KHRABROVO

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20 DEC 24 **10-2L** Eff 26 Dec

KALININGRAD, RUSSIA
STAR

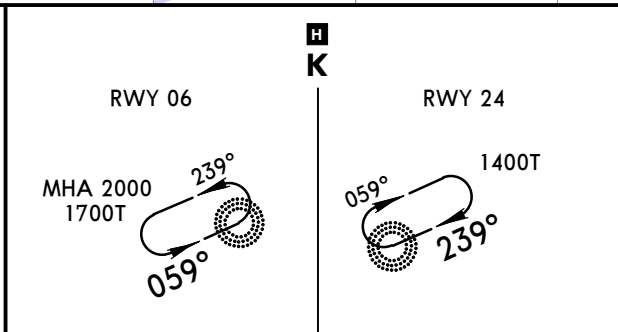
ATIS 122.475 (Russian 122.050)	Apt Elev 43	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) DME required
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NEDRA 3A [NEDR3A] NIFAL 3A [NIFA3A] RUTAM 3A [RUTA3A] ARRIVALS (RWY 06)	NEDRA 3B [NEDR3B] NIFAL 3B [NIFA3B] RUTAM 3B [RUTA3B] ARRIVALS (RWY 24)
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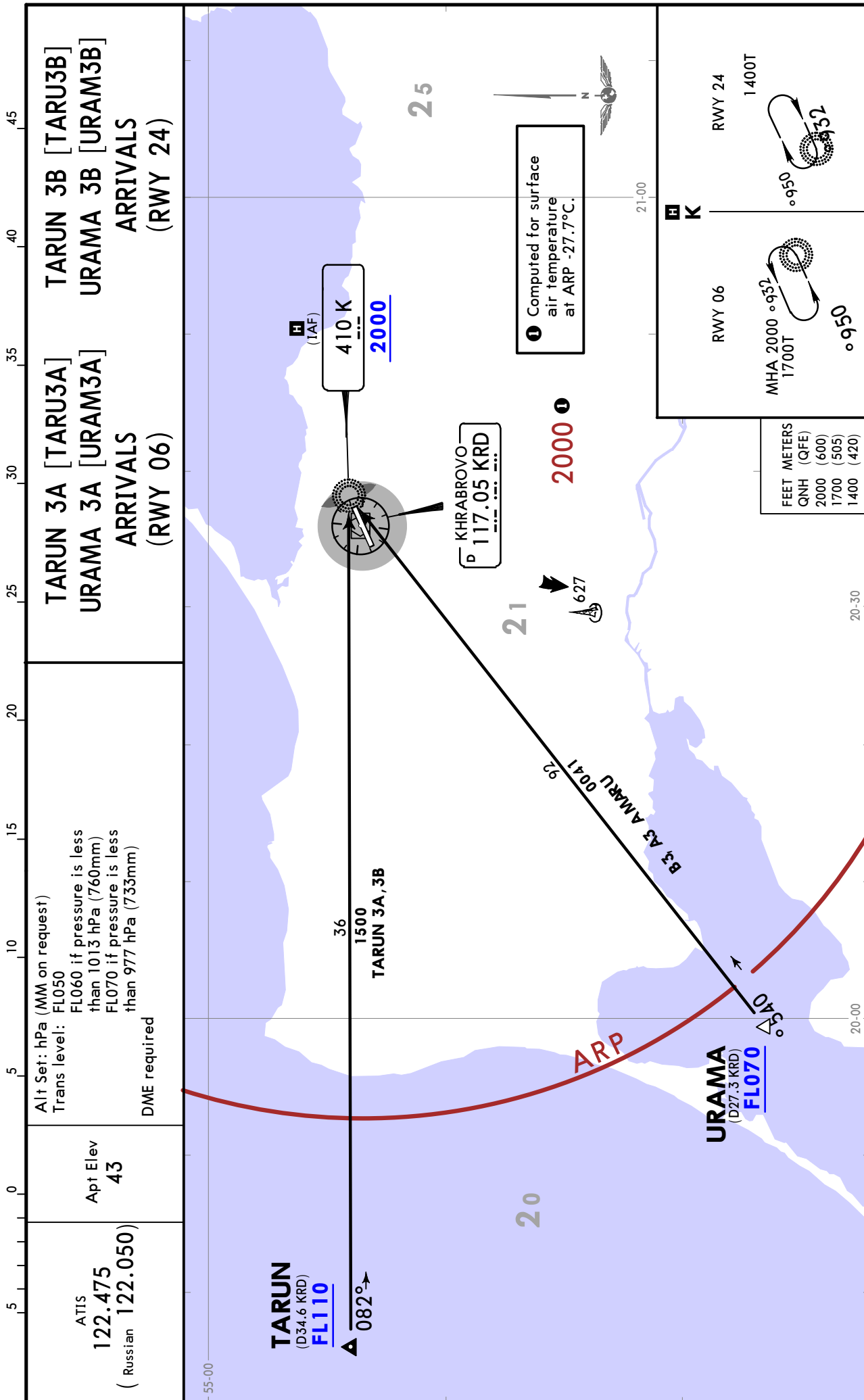


① Computed for surface air temperature at ARP -27.7°C.

FEET	METERS
QNH (QFE)	
2000	(600)
1700	(505)
1400	(420)



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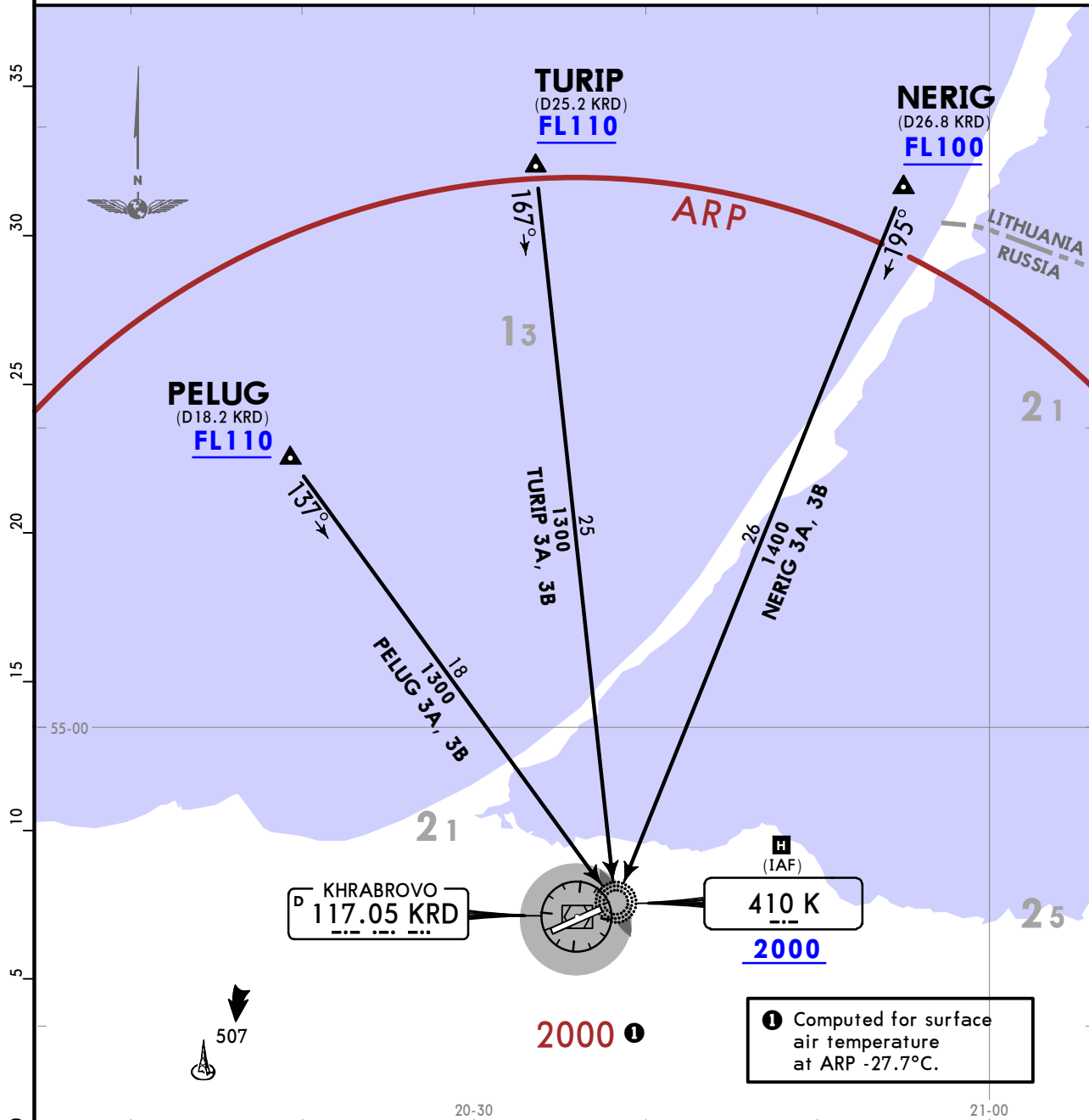
JEPPESEN
20 DEC 24 **10-2N** Eff 26 Dec

KALININGRAD, RUSSIA

STAR

ATIS 122.475 (Russian 122.050)	Apt Elev 43	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) DME required
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NERIG 3A [NERI3A] PELUG 3A [PELU3A] TURIP 3A [TURI3A] ARRIVALS (RWY 06)	NERIG 3B [NERI3B] PELUG 3B [PELU3B] TURIP 3B [TURI3B] ARRIVALS (RWY 24)
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FEET METERS QNH (QFE) 2000 (600) 1700 (505) 1400 (420)	RWY 06 MHA 2000 1700T 059° / 239°	RWY 24 1400T 059° / 239°
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20 DEC 24 (10-2Q) Eff 26 Dec

KALININGRAD, RUSSIA

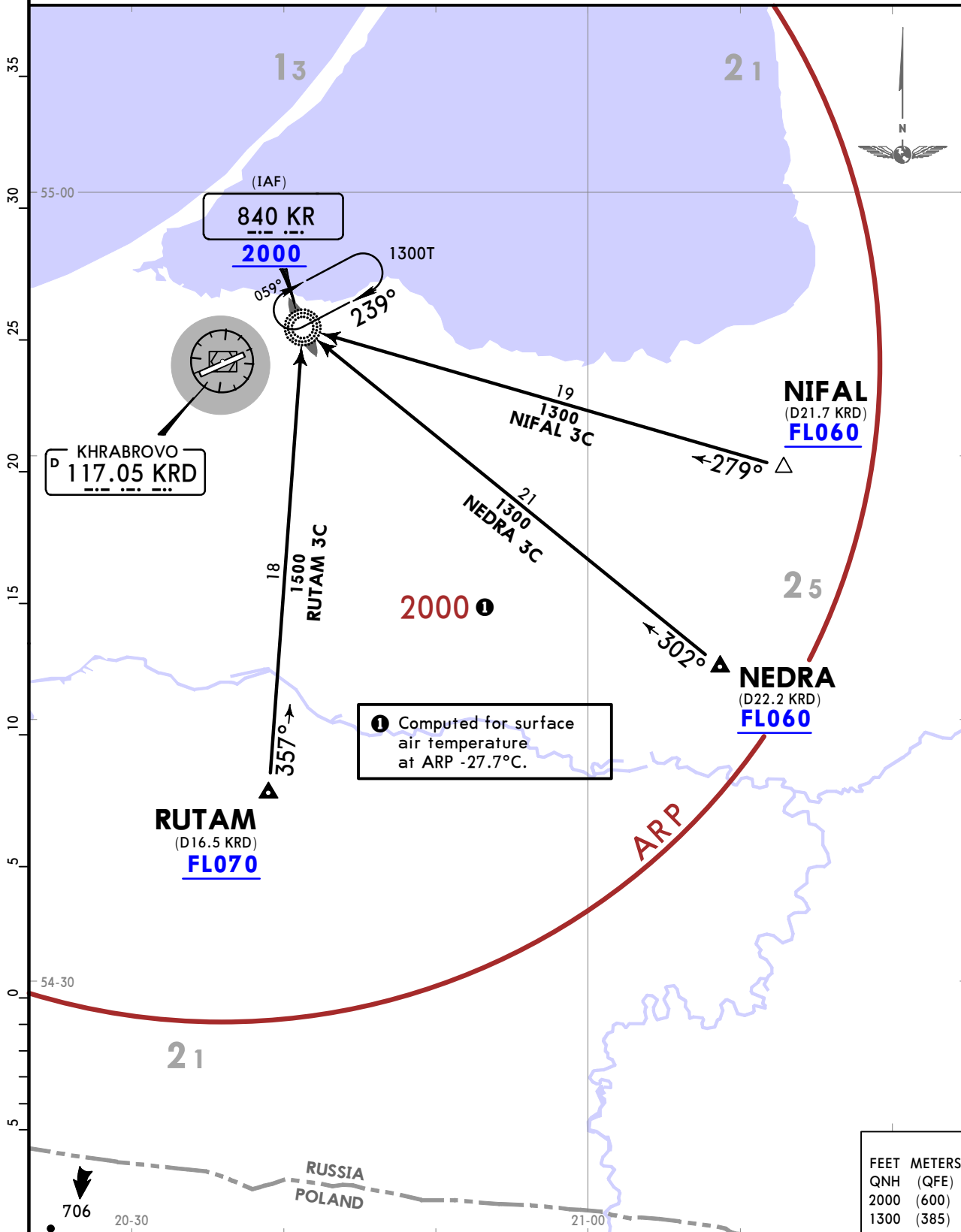
STAR

ATIS
122.475
(Russian 122.050)

Apt Elev
43

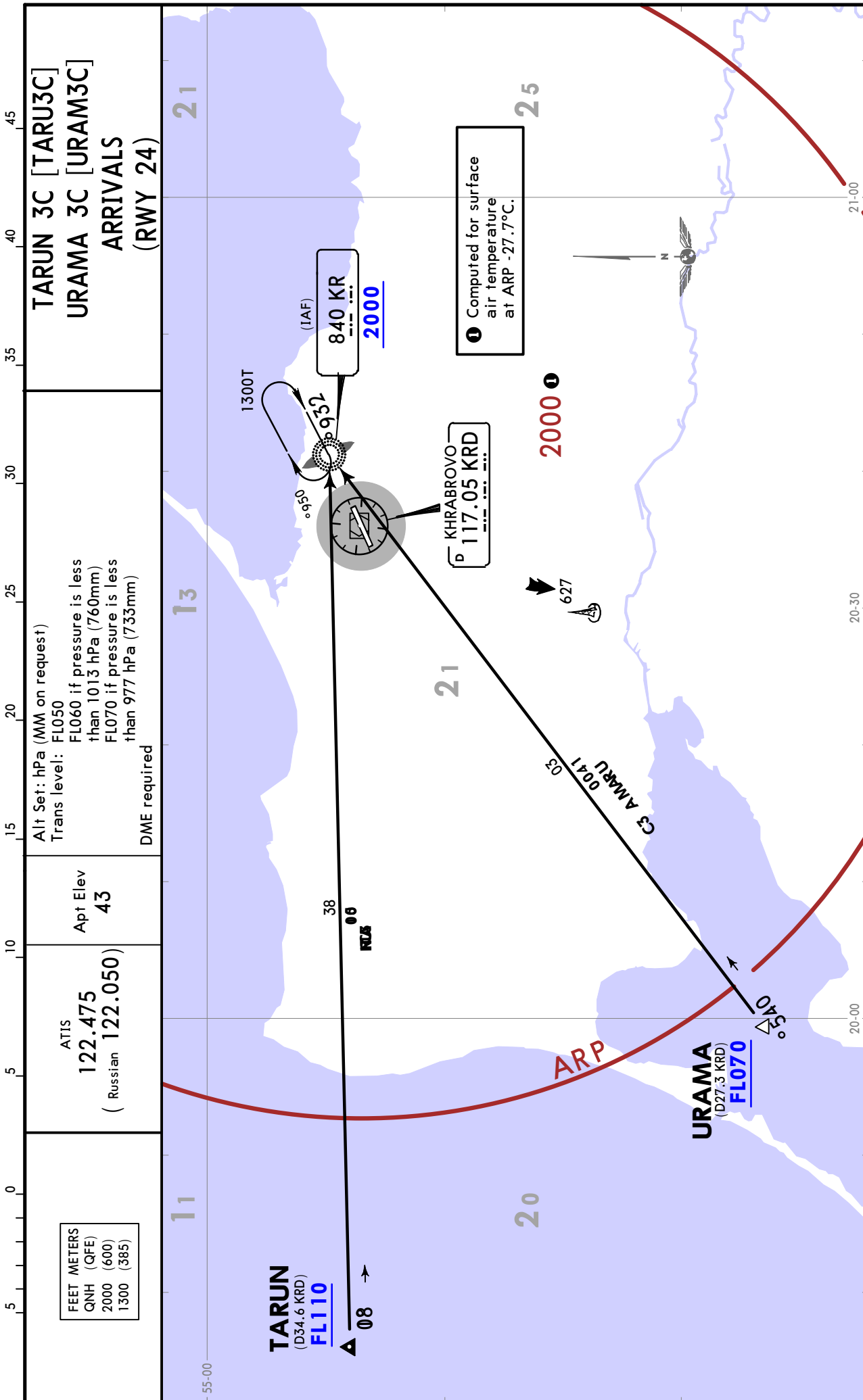
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
DME required

NEDRA 3C [NEDR3C]
NIFAL 3C [NIFA3C]
RUTAM 3C [RUTA3C]
ARRIVALS
(RWY 24)



① Computed for surface air temperature at ARP -27.7°C.

UMKK/KGD
KHRABROVO



UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 10-2T Eff 26 Dec

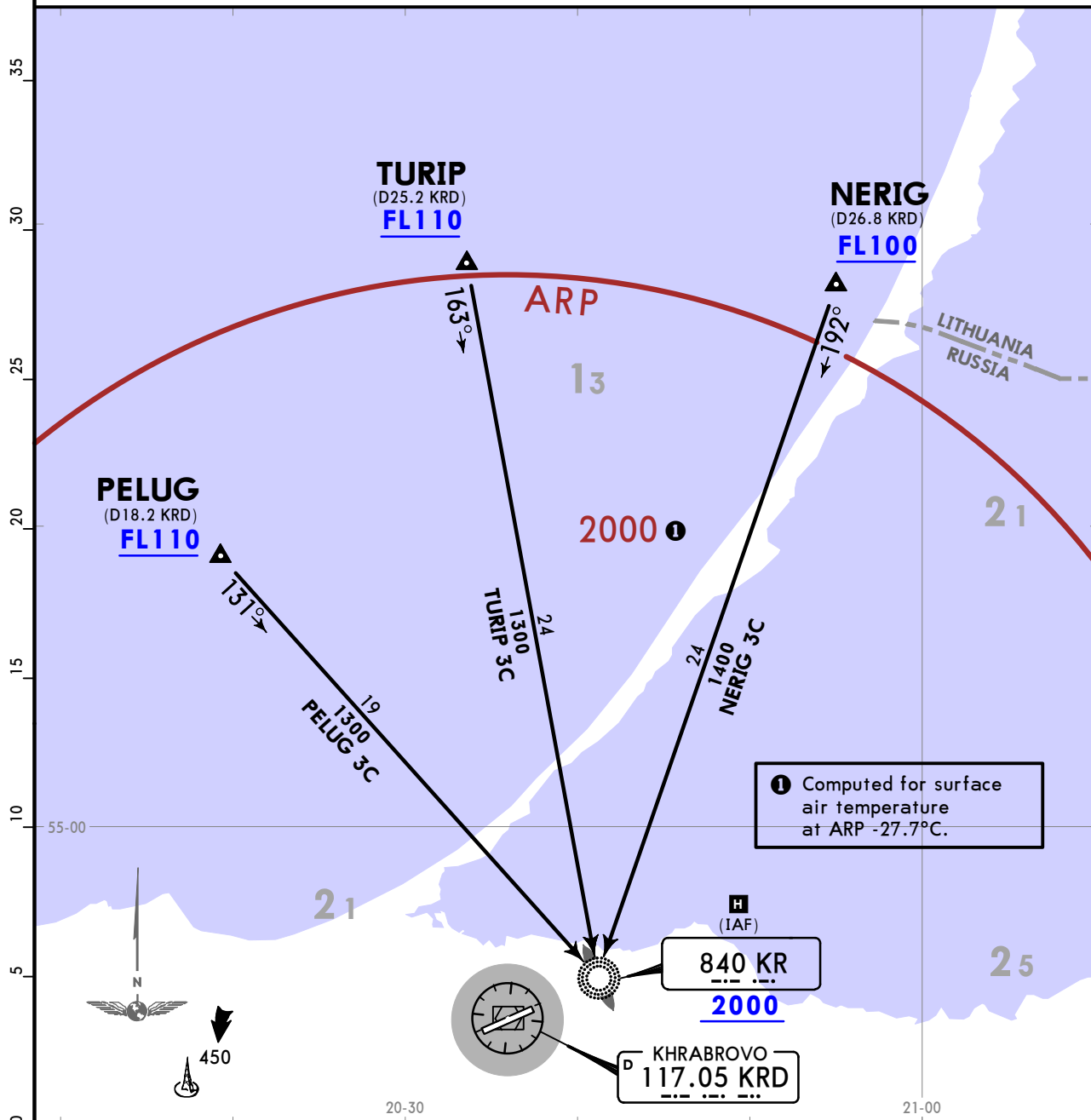
KALININGRAD, RUSSIA
STAR

ATIS
122.475
(Russian 122.050)

Apt Elev
43

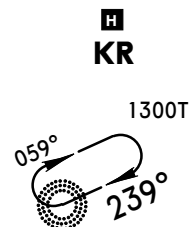
Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
DME required

NERIG 3C [NERI3C]
PELUG 3C [PELU3C]
TURIP 3C [TURI3C]
ARRIVALS
(RWY 24)



① Computed for surface air temperature at ARP -27.7°C.

FEET	METERS
QNH (QFE)	
2000	(600)
1300	(385)

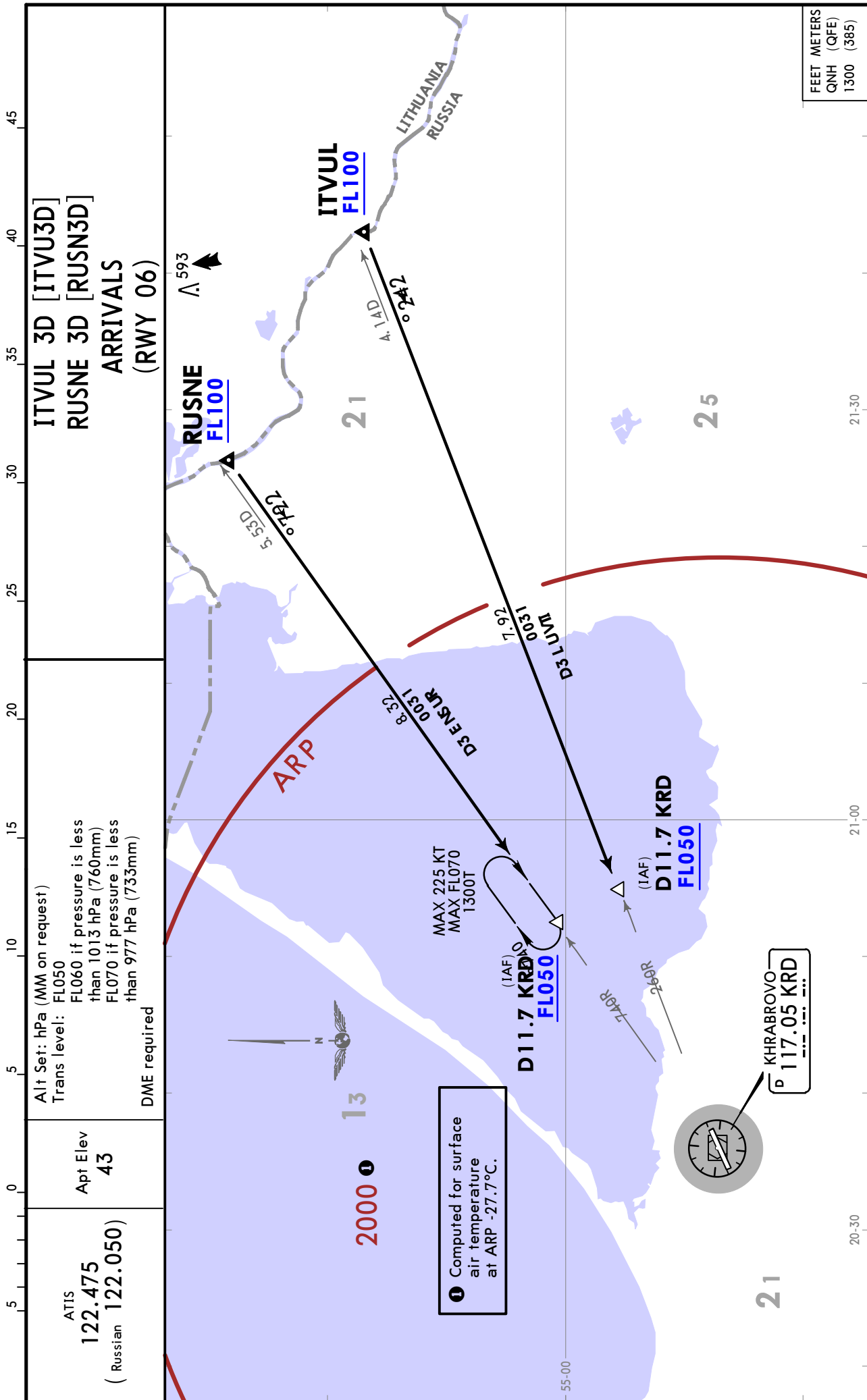


UMKK/KGD KHRABROVO

JEPESEN 20 DEC 24 10-2U Eff 26 Dec

KALININGRAD, RUSSIA

STAR

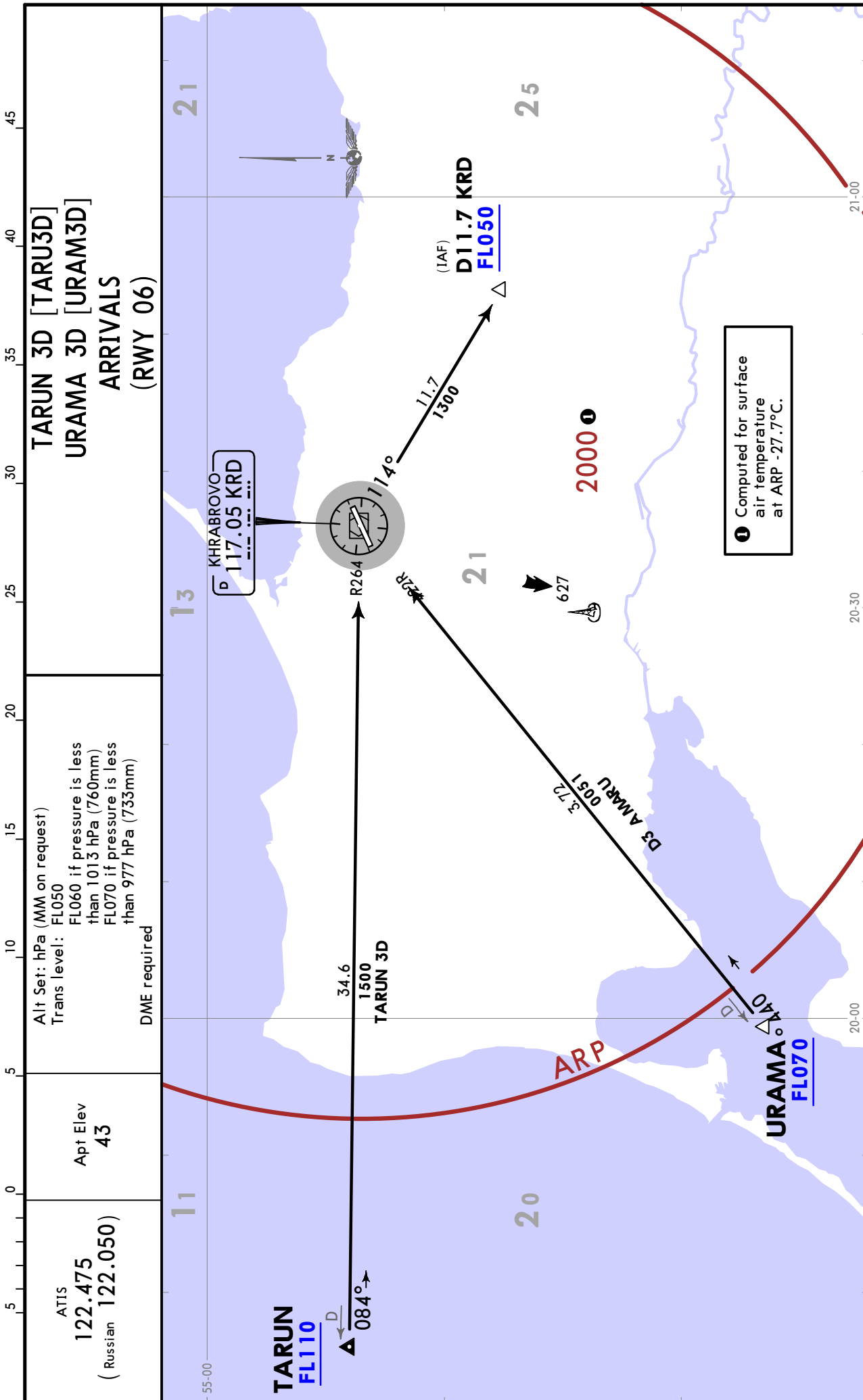


UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 (10-2W) Eff 26 Dec

KALININGRAD, RUSSIA

STAR



UMKK/KGD KHRABROVO

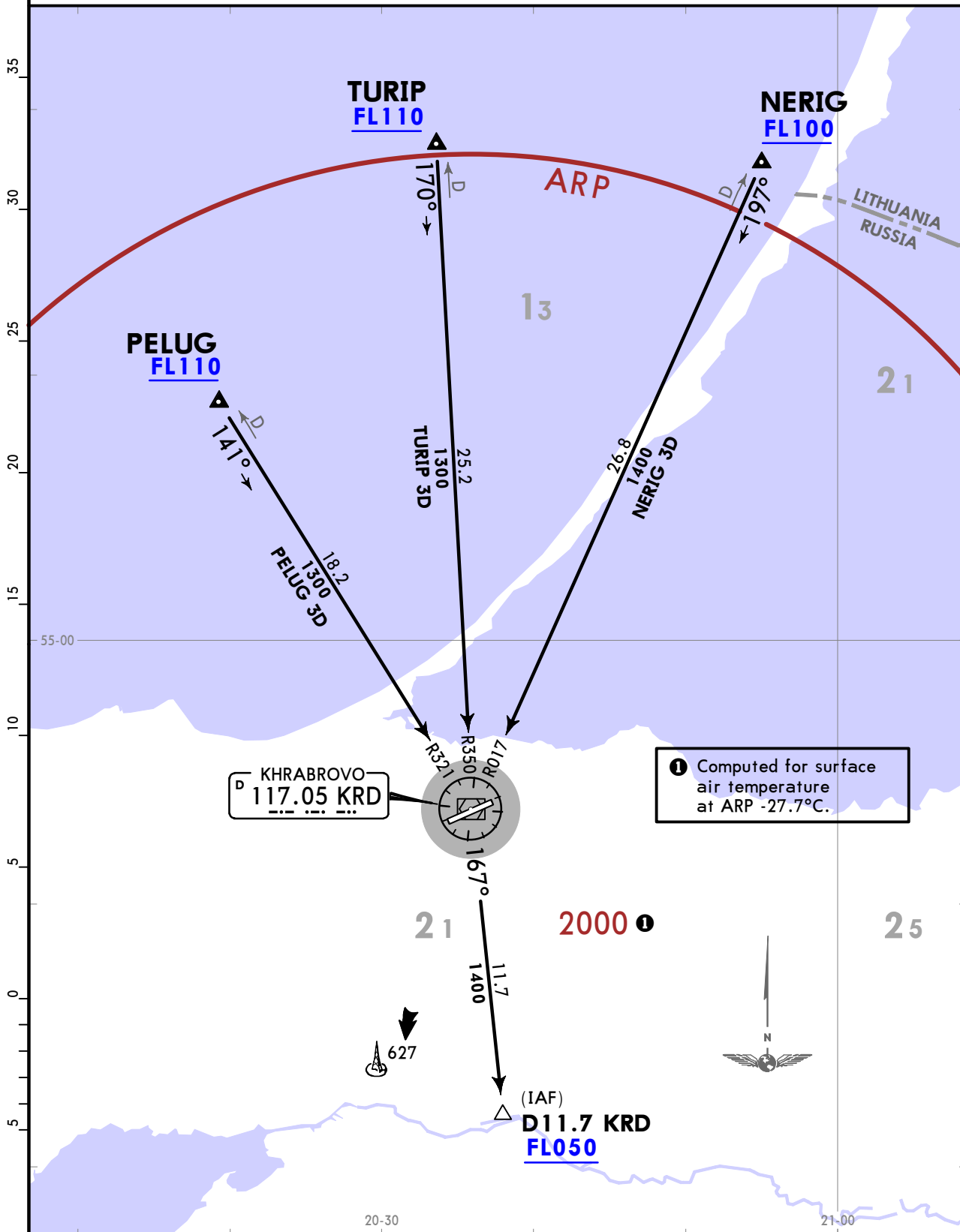
JEPPESEN
20 DEC 24 **(10-2X1)** **Eff 26 Dec**

KALININGRAD, RUSSIA

STAR

ATIS 122.475 (Russian 122.050)	Apt Elev 43	Alt Set: hPa (MM on request) Trans level: FL050 FL060 if pressure is less than 1013 hPa (760mm) FL070 if pressure is less than 977 hPa (733mm) DME required
---	-----------------------	---

NERIG 3D [NERI3D]
PELUG 3D [PELU3D]
TURIP 3D [TURI3D]
ARRIVALS
(RWY 06)



UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 (10-2X2) Eff 26 Dec

KALININGRAD, RUSSIA

STAR

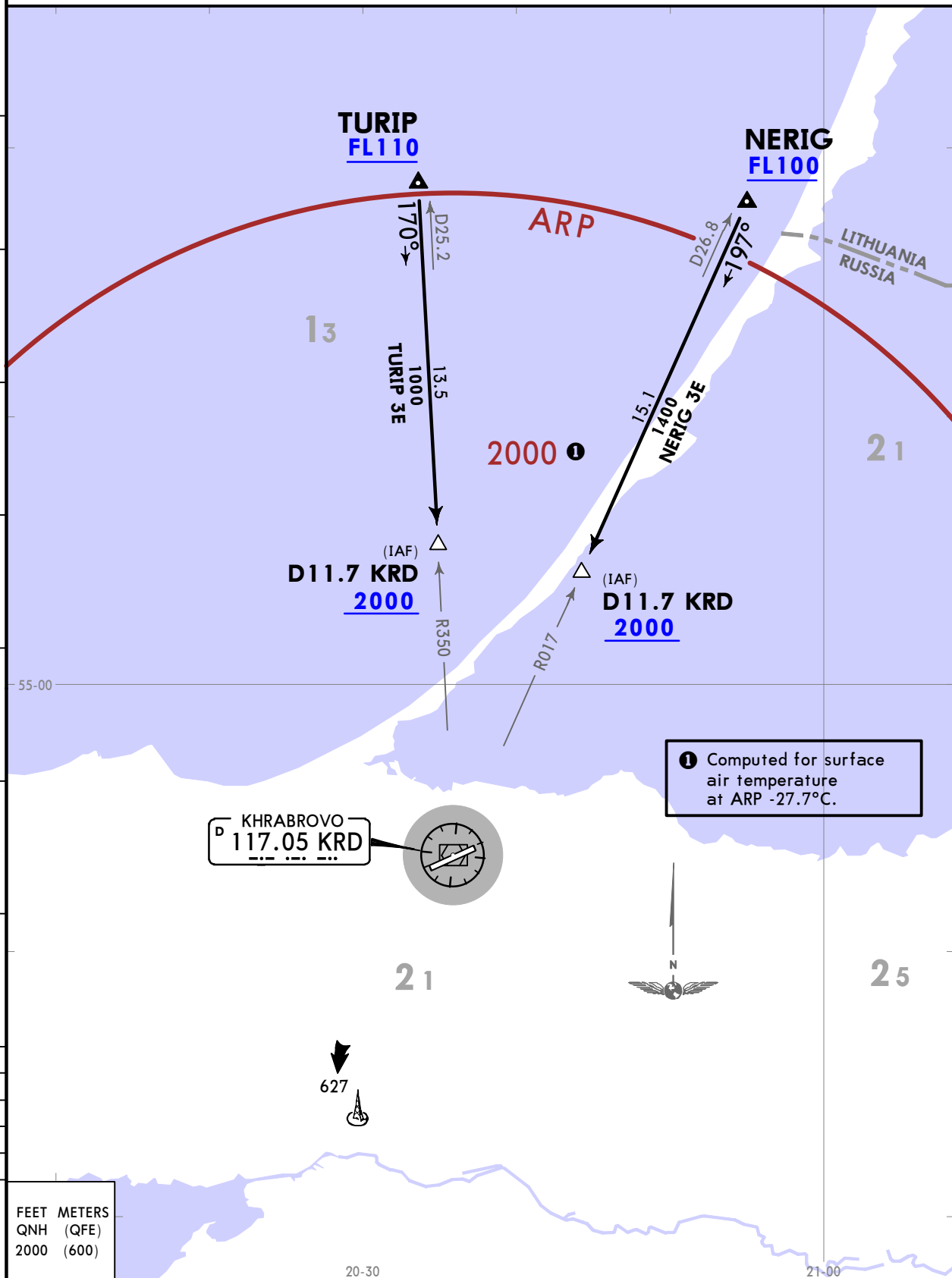
ATIS
122.475
(Russian 122.050)

Apt Elev
43

Alt Set: hPa (MM on request)
Trans level: FL050
FL060 if pressure is less than 1013 hPa (760mm)
FL070 if pressure is less than 977 hPa (733mm)
DME required

NERIG 3E [NERI3E]
TURIP 3E [TURI3E]
ARRIVALS
(RWY 24)

45
40
35
30
25
20
15
10
5
0
5



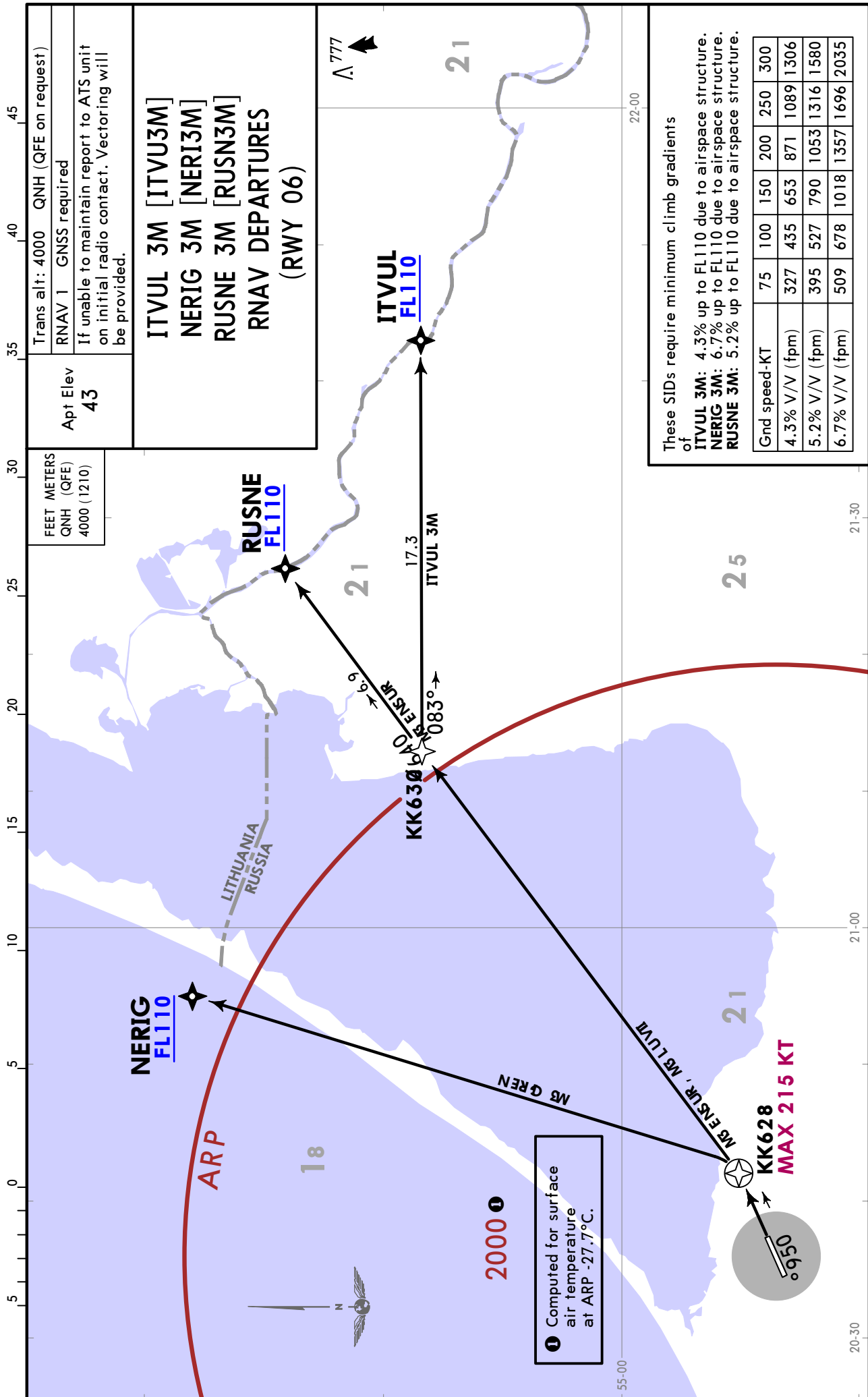
FEET METERS
QNH (QFE)
2000 (600)

UMKK/KGD KHRABROVO

JEPPESSEN
20 DEC 24 10-3 Eff 26 Dec

KALININGRAD, RUSSIA

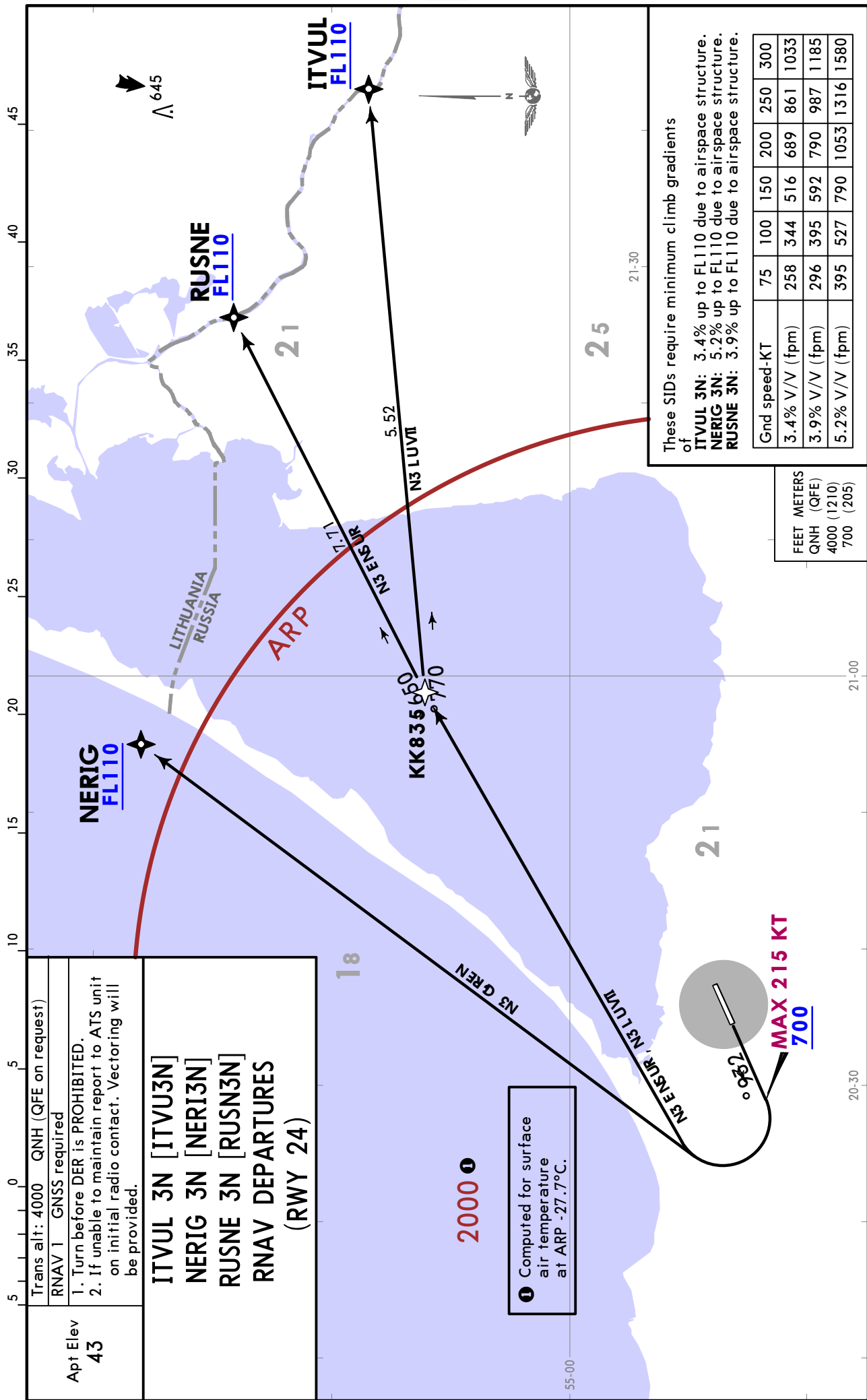
RNAV SID



UMKK/KGD KHRABROVO

JEPPESSEN
20 DEC 24 10-3A Eff 26 Dec

KALININGRAD, RUSSIA
RNAV SID

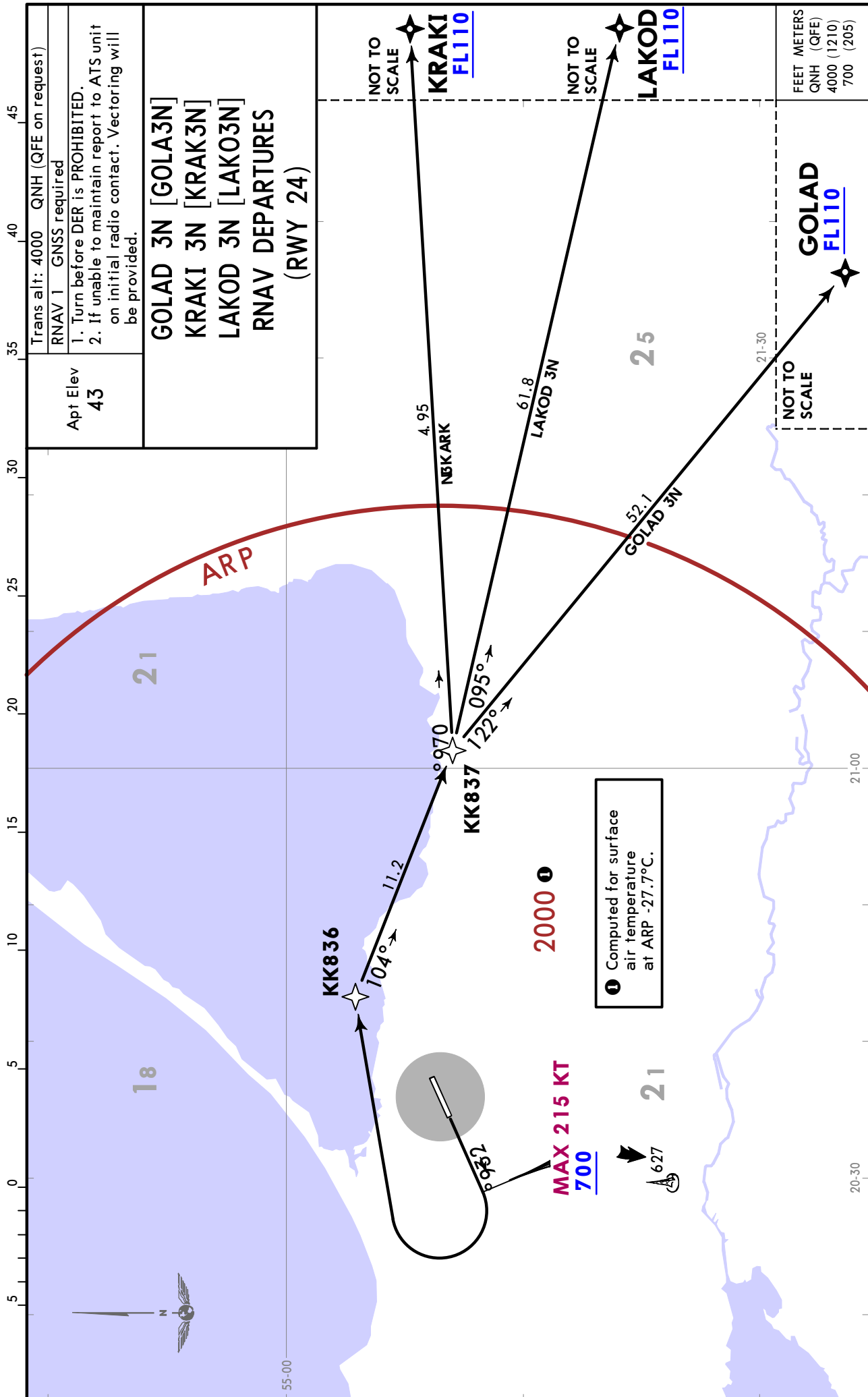


UMKK/KGD KHRAGROVO

JEPPESSEN
20 DEC 24 10-3C Eff 26 Dec

KALININGRAD, RUSSIA

RNAV SID



UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 **(10-3D)** **Eff 26 Dec**

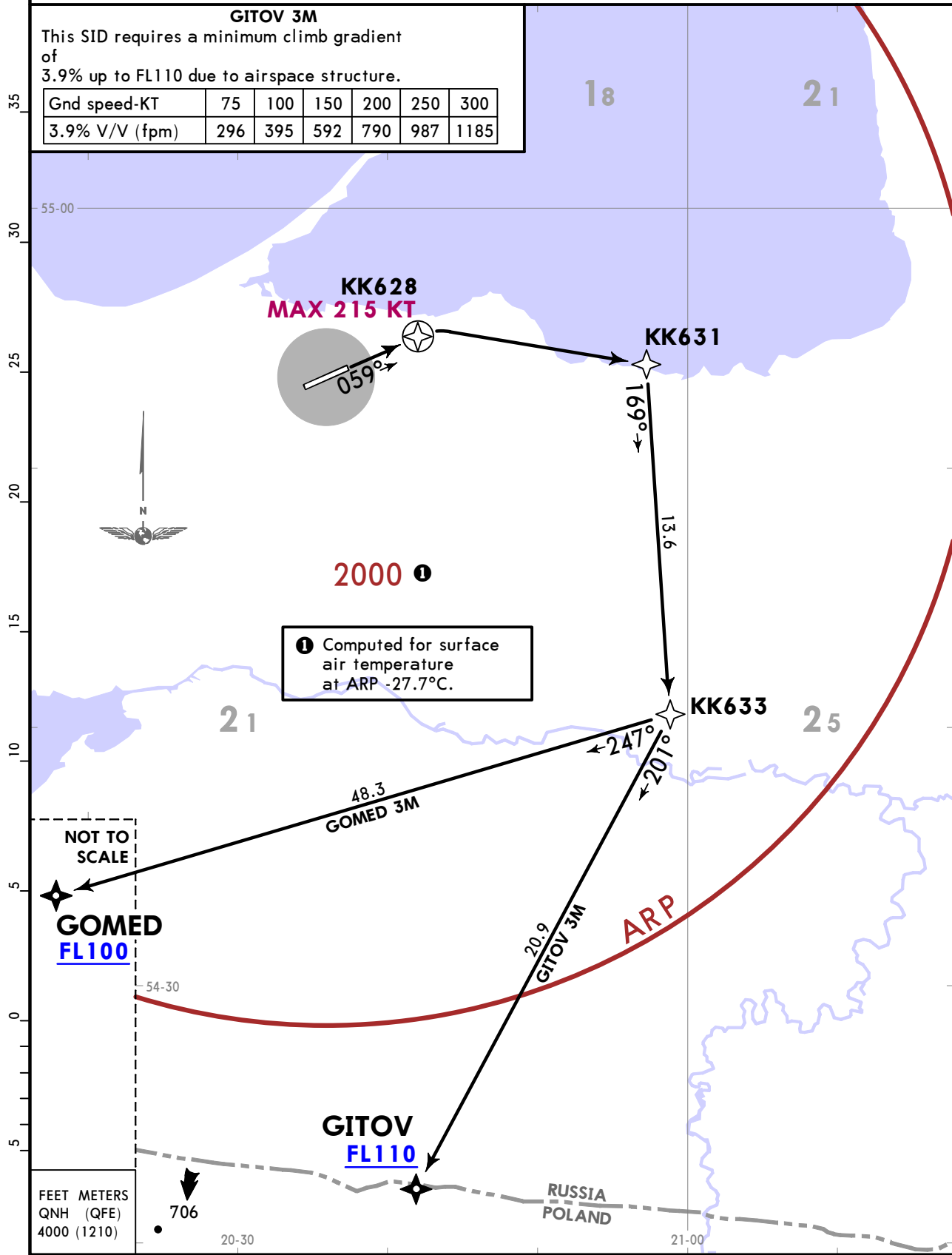
KALININGRAD, RUSSIA
RNAV SID

Apt Elev 43	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required
	If unable to maintain report to ATS unit on initial radio contact. Vectoring will be provided.

GITOV 3M [GITO3M]
GOMED 3M [GOME3M]
RNAV DEPARTURES
(RWY 06)

GITOV 3M
This SID requires a minimum climb gradient of 3.9% up to FL110 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185



① Computed for surface air temperature at ARP -27.7°C.

FEET METERS
QNH (QFE)
4000 (1210)

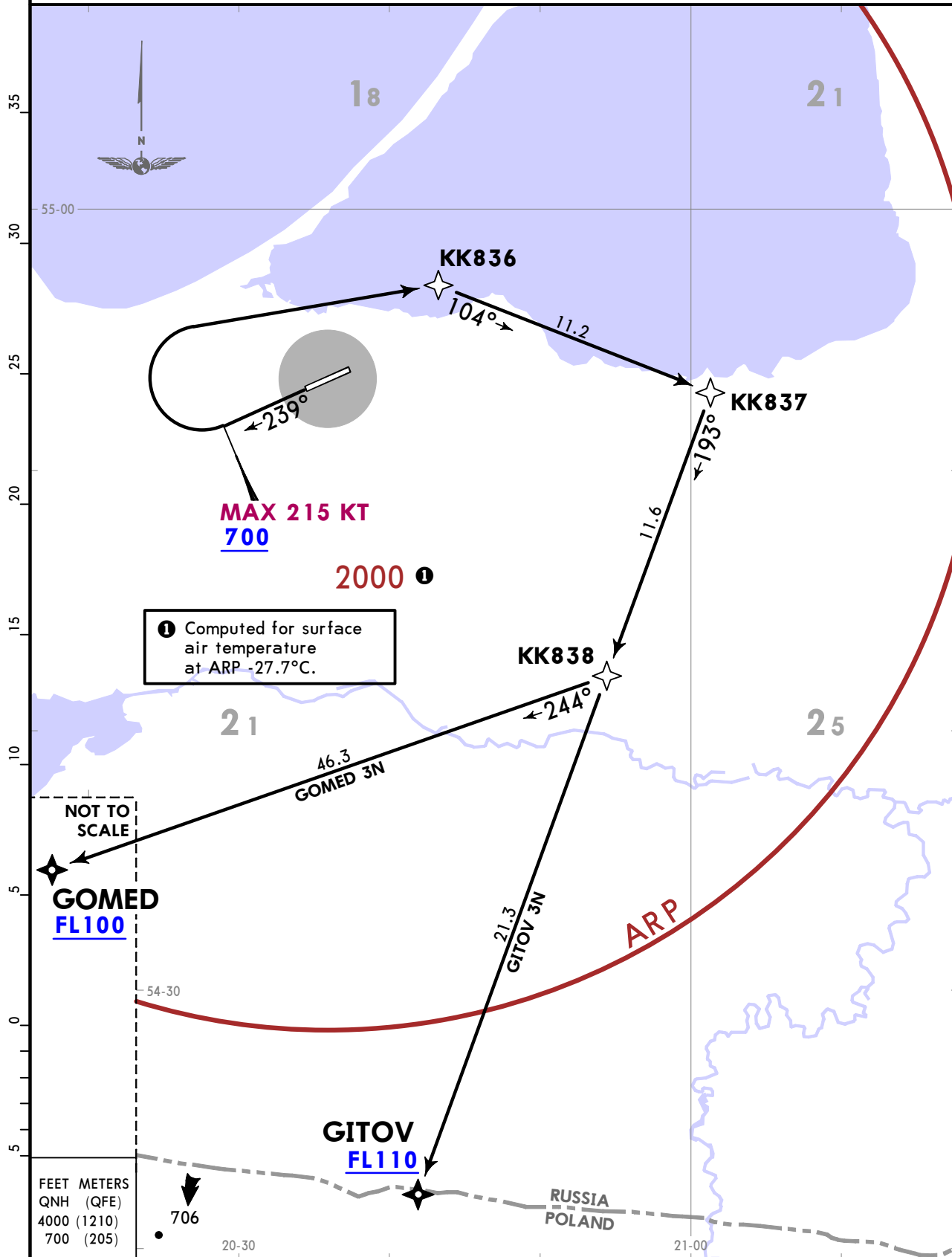
UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 (10-3E) Eff 26 Dec

KALININGRAD, RUSSIA
RNAV SID

Apt Elev 43	Trans alt: 4000 QNH (QFE on request)
	RNAV 1 GNSS required
	1. Turn before DER is PROHIBITED. 2. If unable to maintain report to ATS unit on initial radio contact. Vectoring will be provided.

GITOV 3N [GITO3N]
GOMED 3N [GOME3N]
RNAV DEPARTURES
(RWY 24)

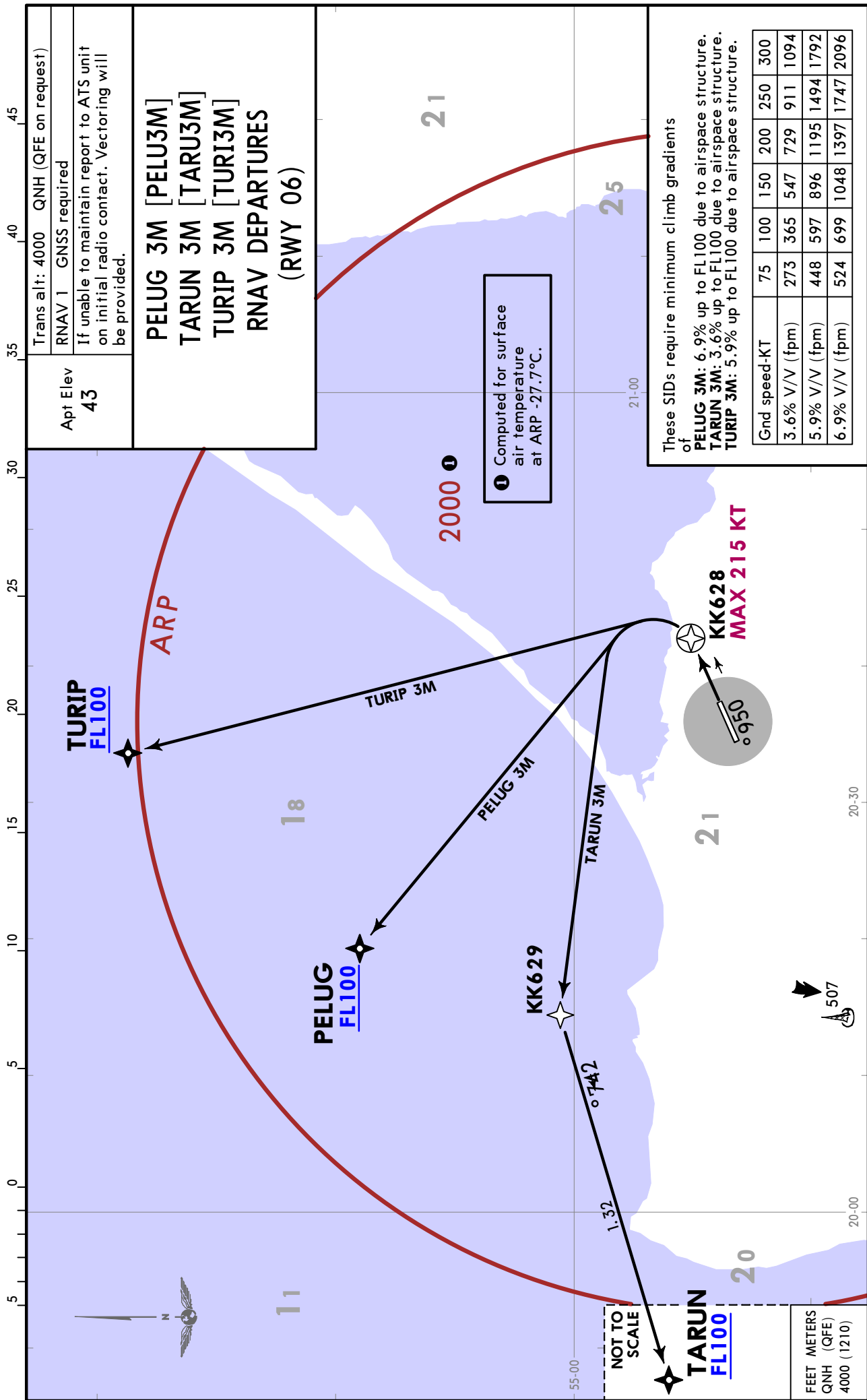


CHANGES: MSA temperature reference.

UMKK/KGD KHRABROVO

JEPPESSEN
20 DEC 24 **10-3F** **Eff 26 Dec**

KALININGRAD, RUSSIA
RNAV SID



Trans alt: 4000 QNH (QFE on request)
RNAV 1 GNSS required
If unable to maintain report to ATS unit on initial radio contact. Vectoring will be provided.

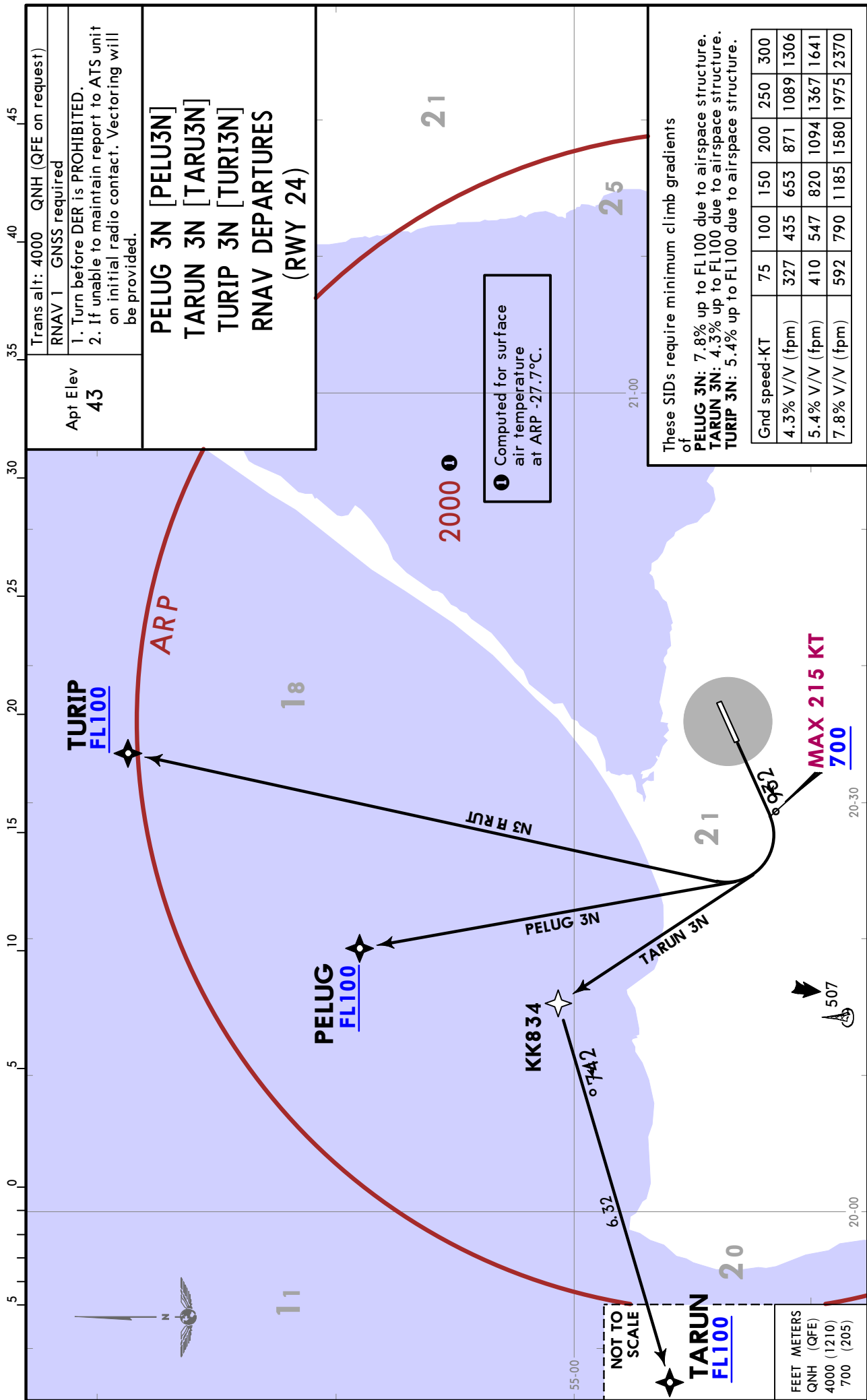
PELUG 3M [PELU3M]
TARUN 3M [TARU3M]
TURIP 3M [TURI3M]
RNAV DEPARTURES (RWY 06)

① Computed for surface air temperature at ARP -27.7°C.

These SIDs require minimum climb gradients of
PELUG 3M: 6.9% up to FL100 due to airspace structure.
TARUN 3M: 3.6% up to FL100 due to airspace structure.
TURIP 3M: 5.9% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.6% V/V (fpm)	273	365	547	729	911	1094
5.9% V/V (fpm)	448	597	896	1195	1494	1792
6.9% V/V (fpm)	524	699	1048	1397	1747	2096

**UMKK/KGD
KHRABROVO**



CHANGES: MSA temperature reference.

UMKK/KGD KHRAGROVO



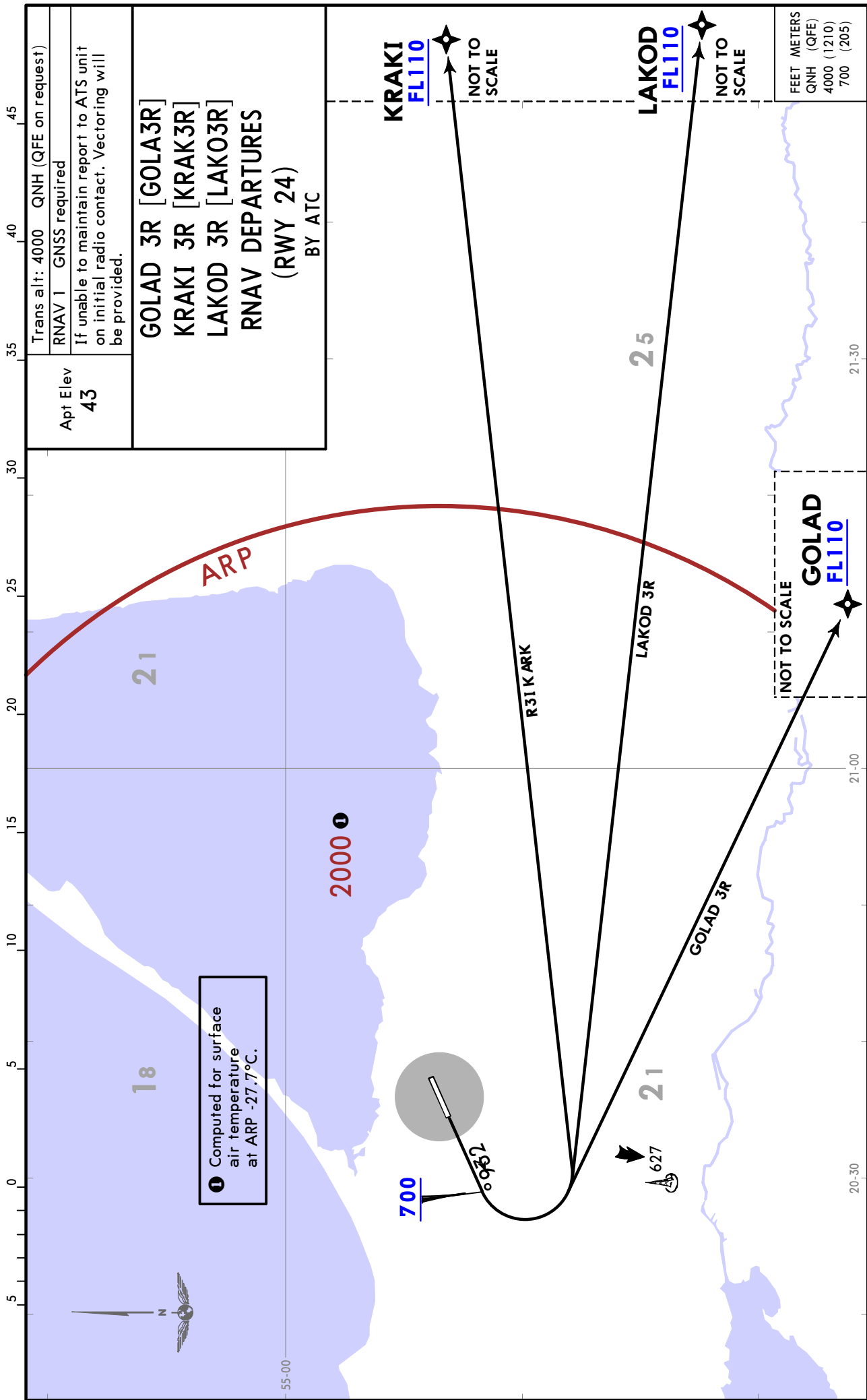
KALININGRAD, RUSSIA

20 DEC 24

10-3H

Eff 26 Dec

RNAV SID



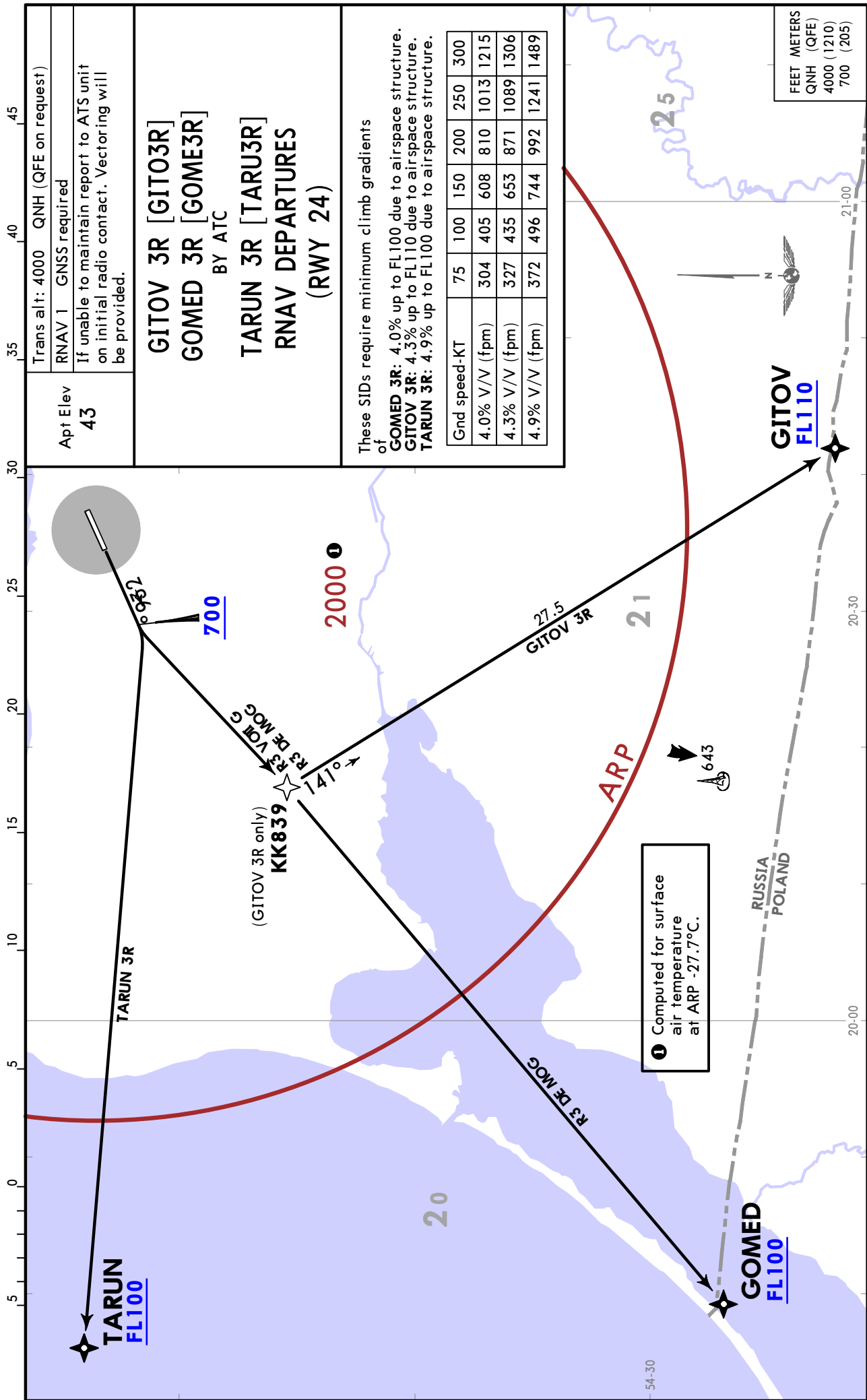
CHANGES: MSA temperature reference.

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UMKK/KGD KHRABROVO

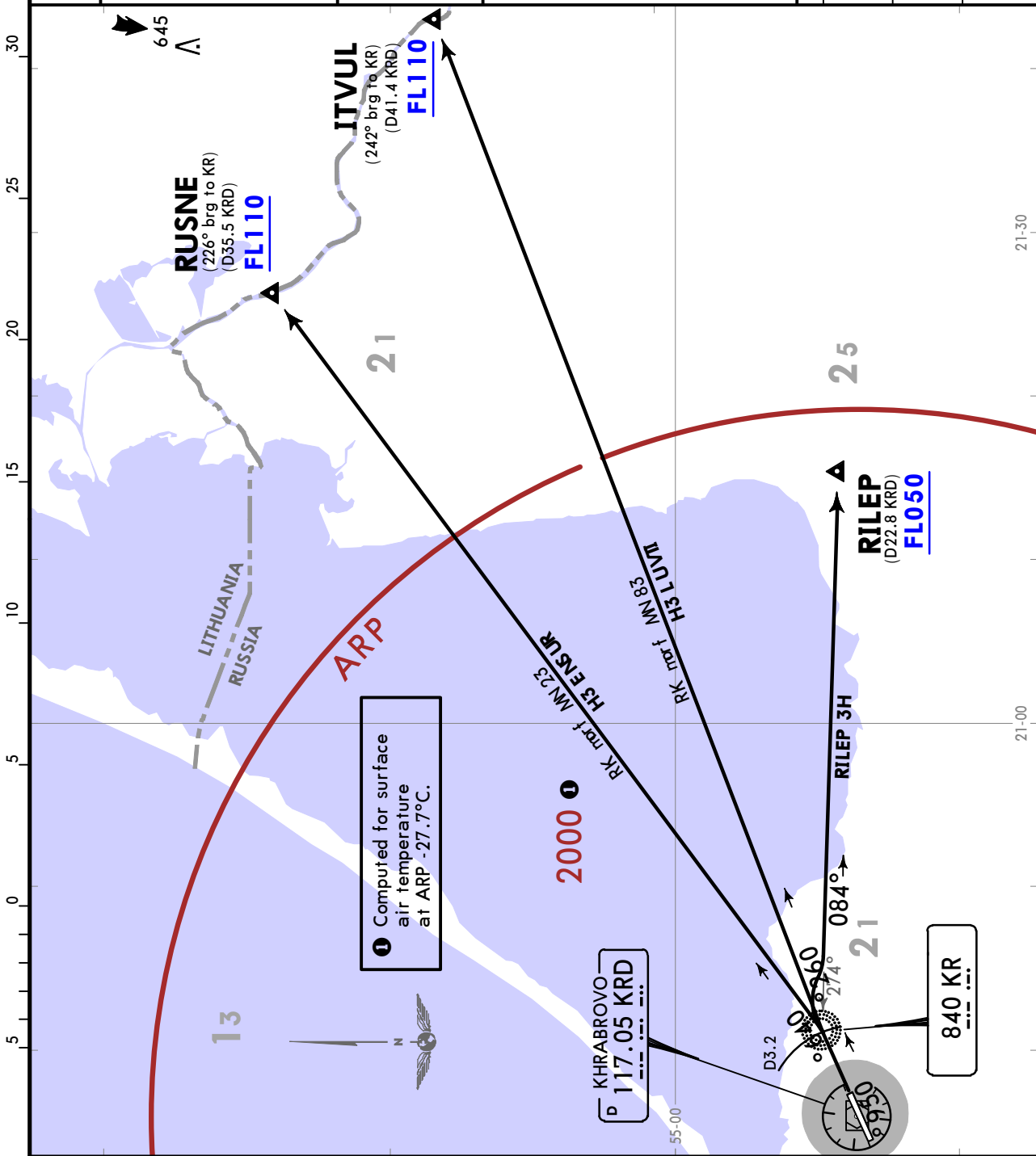
JEPPESSEN
20 DEC 24 **(10-3J)** Eff 26 Dec

KALININGRAD, RUSSIA
RNAV SID

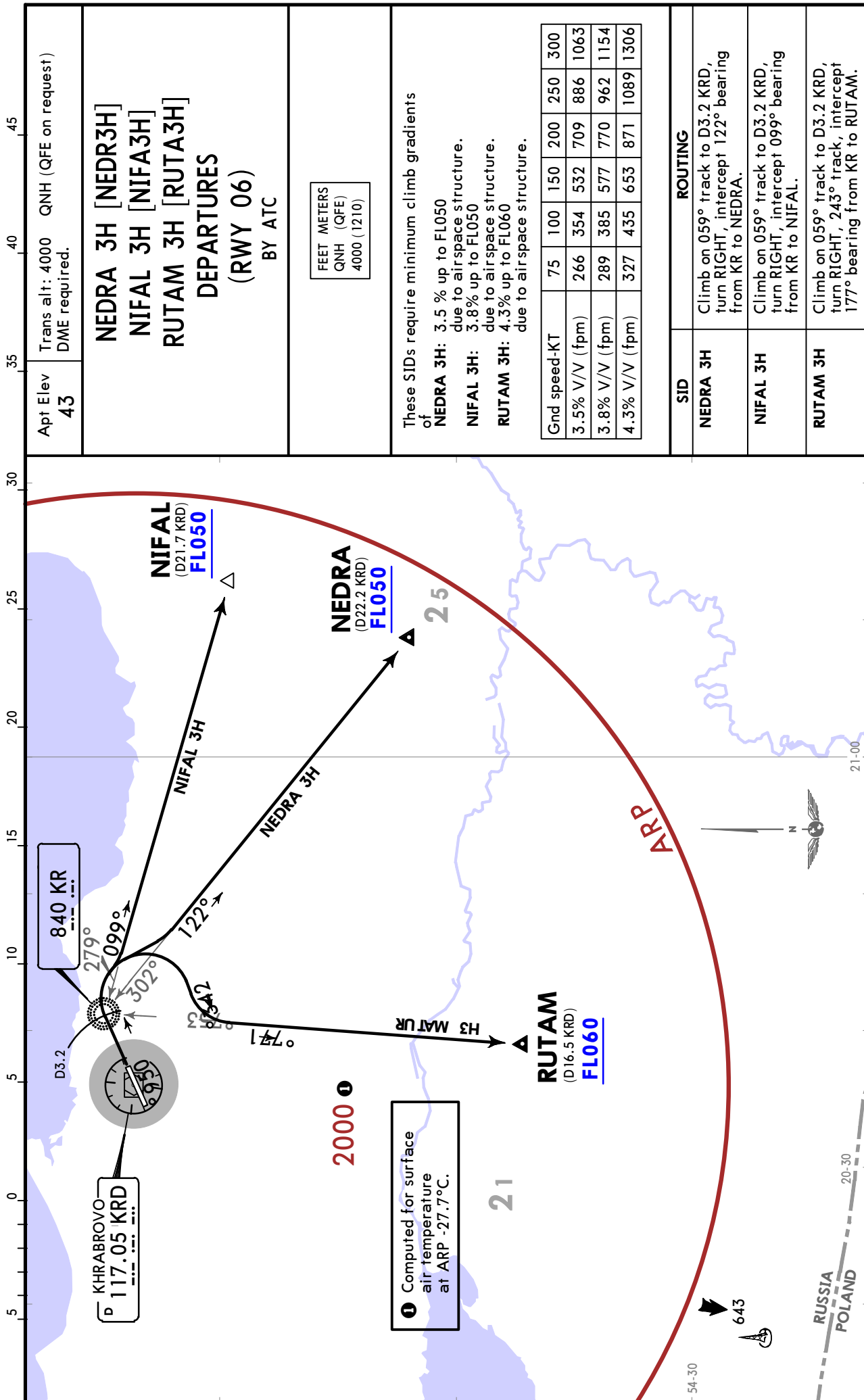


**UMKK/KGD
KHRABROVO**

Apt Elev 43	Trans alt: 4000 QNH (QFE on request) DME required.	ITVUL 3H [ITVU3H] RILEP 3H [RILE3H] RUSNE 3H [RUSN3H] DEPARTURES (RWY 06)	<div style="border: 1px solid black; padding: 2px;"> FEET METERS QNH (QFE) 4000 (1210) </div>	These SIDs require minimum climb gradients of ITVUL 3H: 4.5% up to FL 110 due to airspace structure. RILEP 3H: 3.7% up to FL050 due to airspace structure. RUSNE 3H: 5.3% up to FL110 due to airspace structure.	<table border="1"> <tr><td>Gnd speed-KT</td><td>75</td><td>100</td><td>150</td><td>200</td><td>250</td><td>300</td></tr> <tr><td>3.7% V/V (fpm)</td><td>281</td><td>375</td><td>562</td><td>749</td><td>937</td><td>1124</td></tr> <tr><td>4.5% V/V (fpm)</td><td>342</td><td>456</td><td>684</td><td>911</td><td>1139</td><td>1367</td></tr> <tr><td>5.3% V/V (fpm)</td><td>403</td><td>537</td><td>805</td><td>1073</td><td>1342</td><td>1610</td></tr> </table>	Gnd speed-KT	75	100	150	200	250	300	3.7% V/V (fpm)	281	375	562	749	937	1124	4.5% V/V (fpm)	342	456	684	911	1139	1367	5.3% V/V (fpm)	403	537	805	1073	1342	1610
Gnd speed-KT	75	100	150	200	250	300																											
3.7% V/V (fpm)	281	375	562	749	937	1124																											
4.5% V/V (fpm)	342	456	684	911	1139	1367																											
5.3% V/V (fpm)	403	537	805	1073	1342	1610																											
SID	ROUTING																																
ITVUL 3H	Climb on 059° track to D3.2 KR D, turn RIGHT, intercept 062° bearing from KR to ITVUL.																																
RILEP 3H	Climb on 059° track to D3.2 KR D, turn RIGHT, intercept 084° bearing from KR to RILEP.																																
RUSNE 3H	Climb on 059° track to D3.2 KR D, turn LEFT, intercept 046° bearing from KR to RUSNE.																																



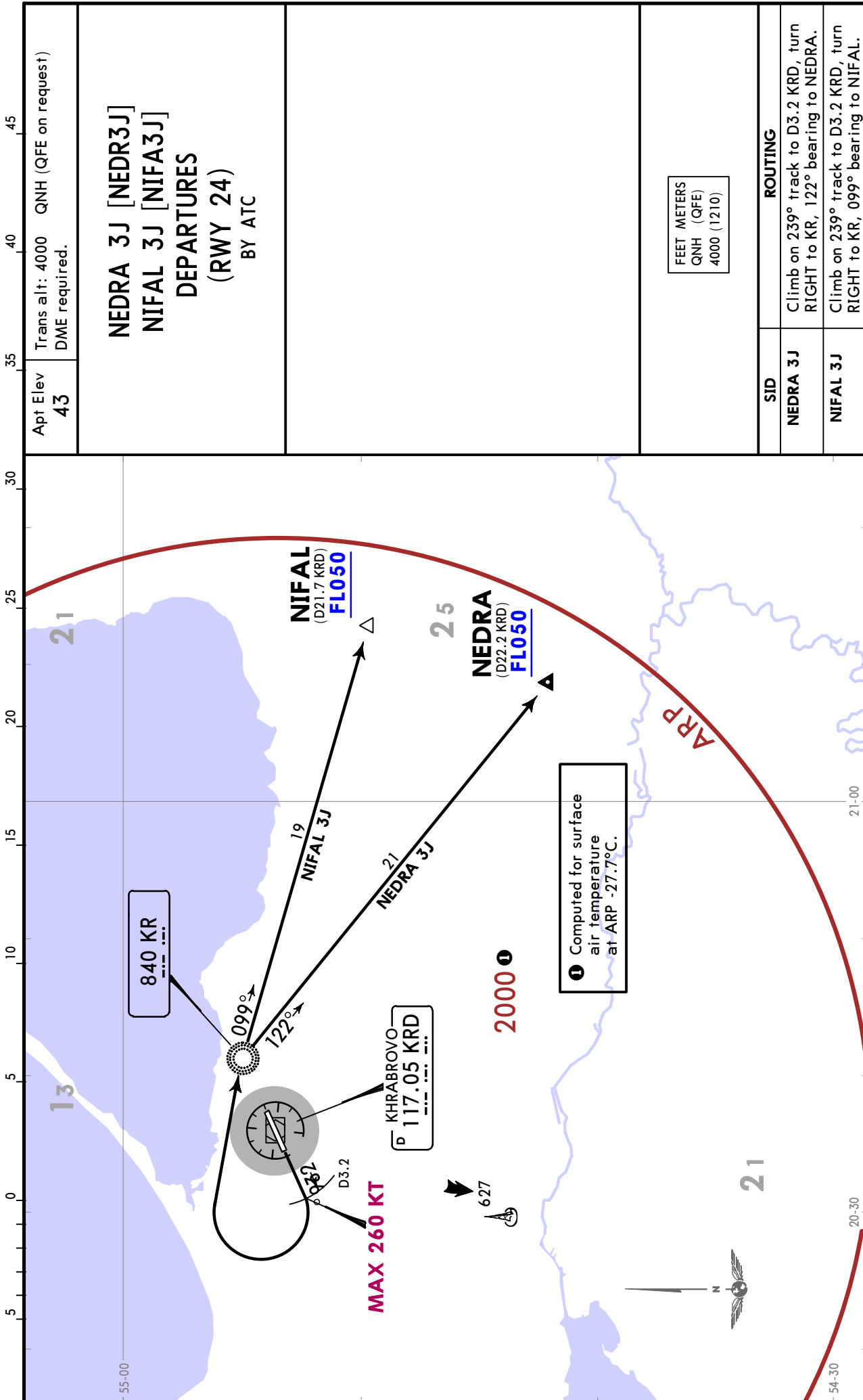
**UMKK/KGD
KHRABROVO**



**UMKK/KGD
KHRABROVO**

KALININGRAD, RUSSIA

SID



UMKK/KGD
KHRABROVO

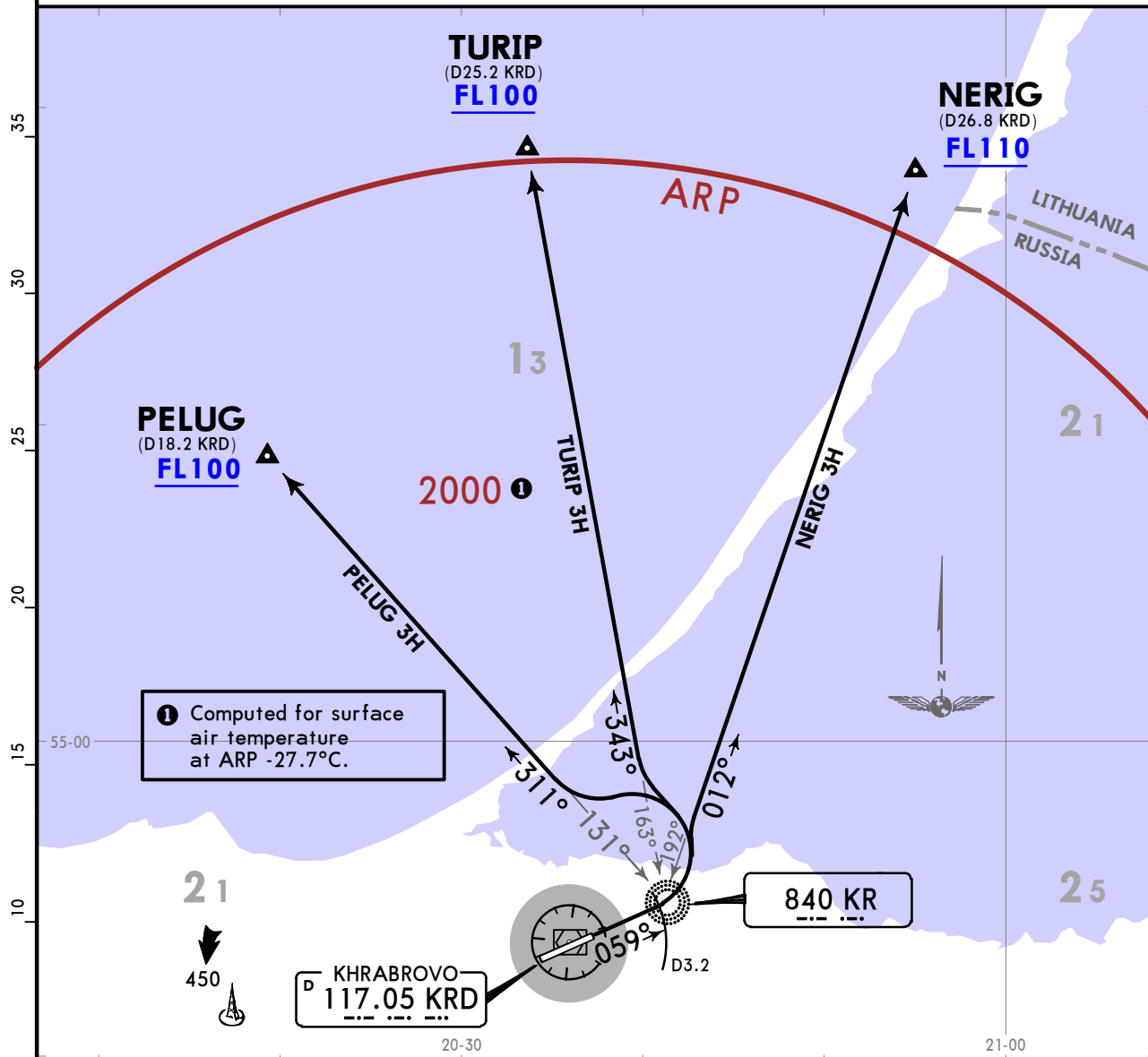
JEPPESEN
20 DEC 24 10-35 Eff 26 Dec

KALININGRAD, RUSSIA

SID

Apt Elev 43 Trans alt: 4000 QNH (QFE on request)
DME required.

NERIG 3H [NERI3H]
PELUG 3H [PELU3H]
TURIP 3H [TURI3H]
DEPARTURES
(RWY 06)



These SIDs require minimum climb gradients of

- NERIG 3H:** 6.7% up to FL110 due to airspace structure.
- PELUG 3H:** 6.9% up to FL100 due to airspace structure.
- TURIP 3H:** 6.0% up to FL100 due to airspace structure.

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

FEET METERS
QNH (QFE)
4000 (1210)

SID	ROUTING
NERIG 3H	Climb on 059° track to D3.2 KRD, turn LEFT, intercept 012° bearing from KR to NERIG.
PELUG 3H	Climb on 059° track to D3.2 KRD, turn LEFT, intercept 311° bearing from KR to PELUG.
TURIP 3H	Climb on 059° track to D3.2 KRD, turn LEFT, intercept 343° bearing from KR to TURIP.

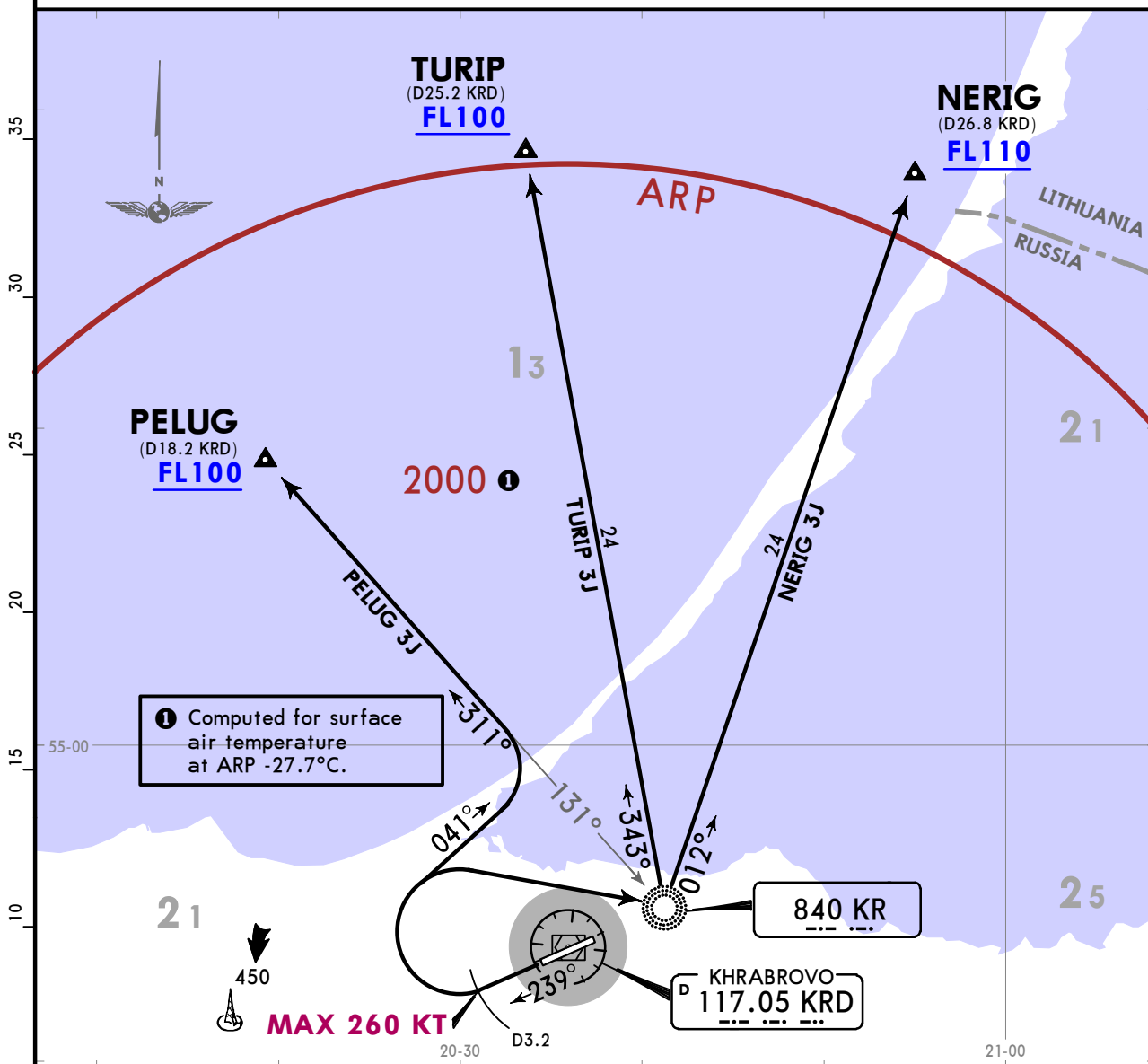
UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 **10-3T** **Eff 26 Dec**

KALININGRAD, RUSSIA
SID

Apt Elev **43** Trans alt: 4000 QNH (QFE on request)
DME required.

NERIG 3J [NERI3J]
PELUG 3J [PELU3J]
TURIP 3J [TURI3J]
DEPARTURES
(RWY 24)



These SIDs require minimum climb gradients of

- NERIG 3J:** 4.2% up to FL110 due to airspace structure.
- PELUG 3J:** 6.8% up to FL100 due to airspace structure.
- TURIP 3J:** 3.9% up to FL100 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185
4.2% V/V (fpm)	319	425	638	851	1063	1276
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

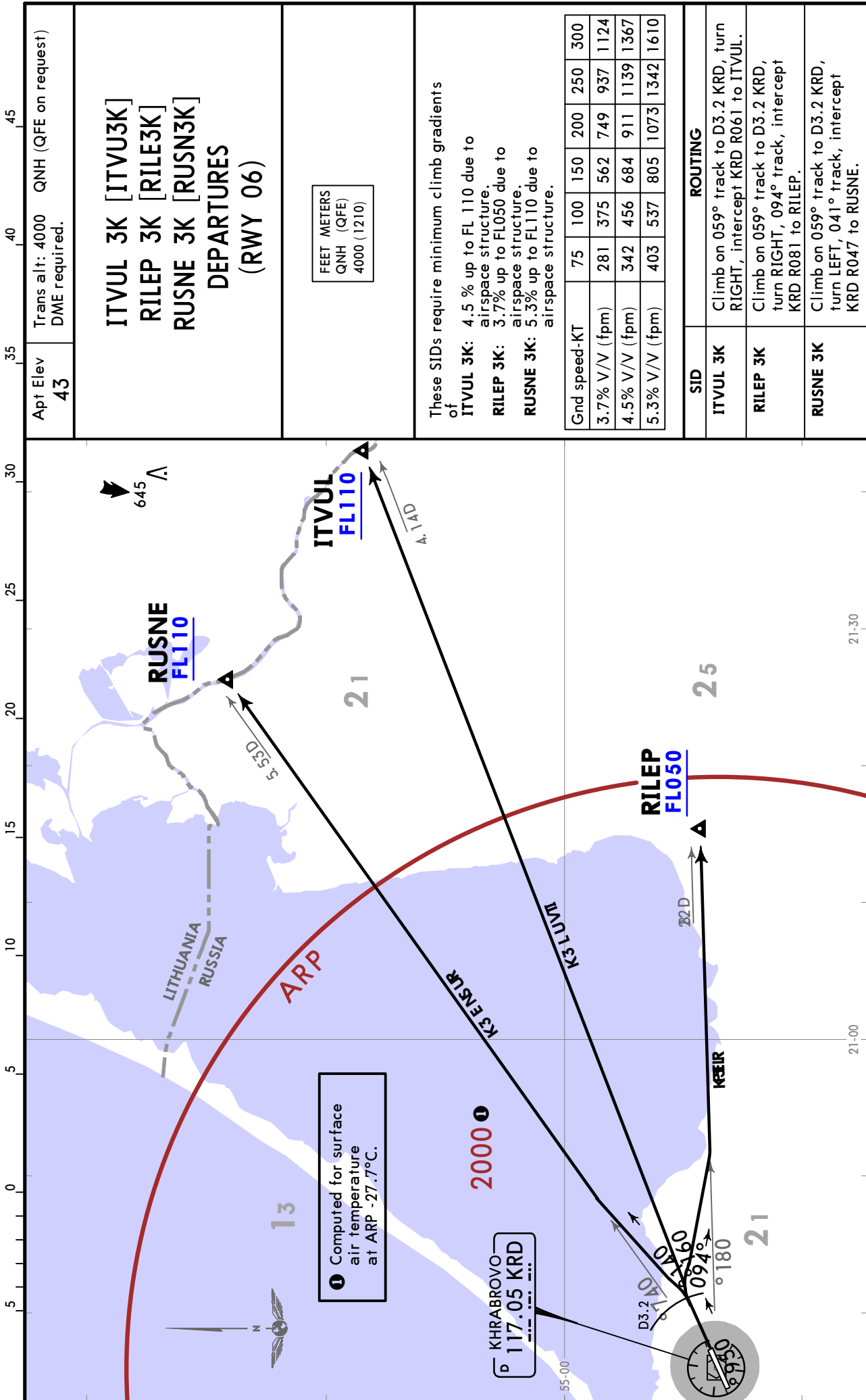
FEET METERS
QNH (QFE)
4000 (1210)

SID	ROUTING
NERIG 3J	Climb on 239° track to D3.2 KR D, turn RIGHT to KR, 012° bearing to NERIG.
PELUG 3J	Climb on 239° track to D3.2 KR D, turn RIGHT, 041° track, intercept 311° bearing from KR to PELUG.
TURIP 3J	Climb on 239° track to D3.2 KR D, turn RIGHT to KR, 343° bearing to TURIP.

**UMKK/KGD
KHRABROVO**

KALININGRAD, RUSSIA

SID

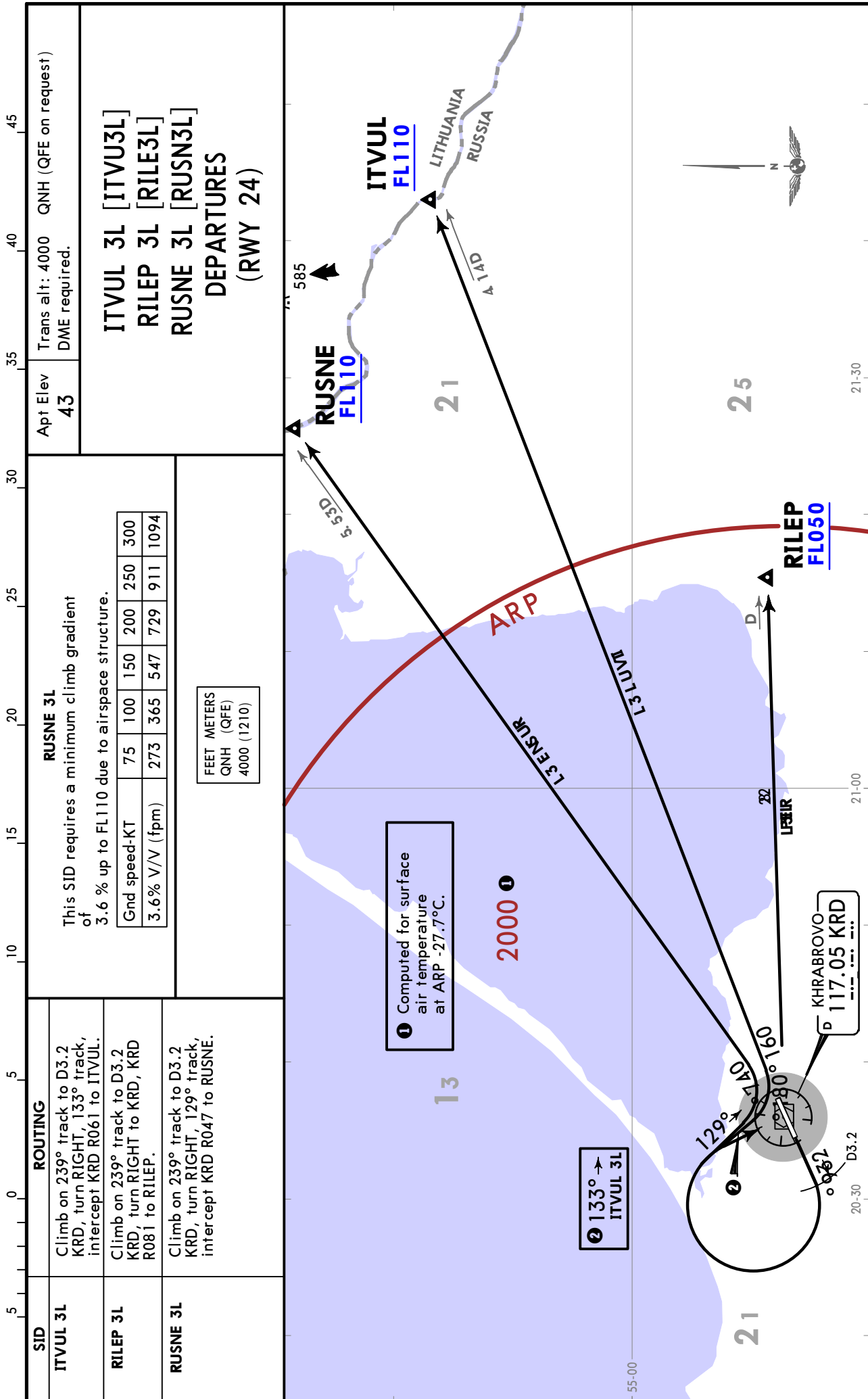


UMKK/KGD KHRABROVO

JEPPESEN
20 DEC 24 **10-3T2** Eff 26 Dec

KALININGRAD, RUSSIA

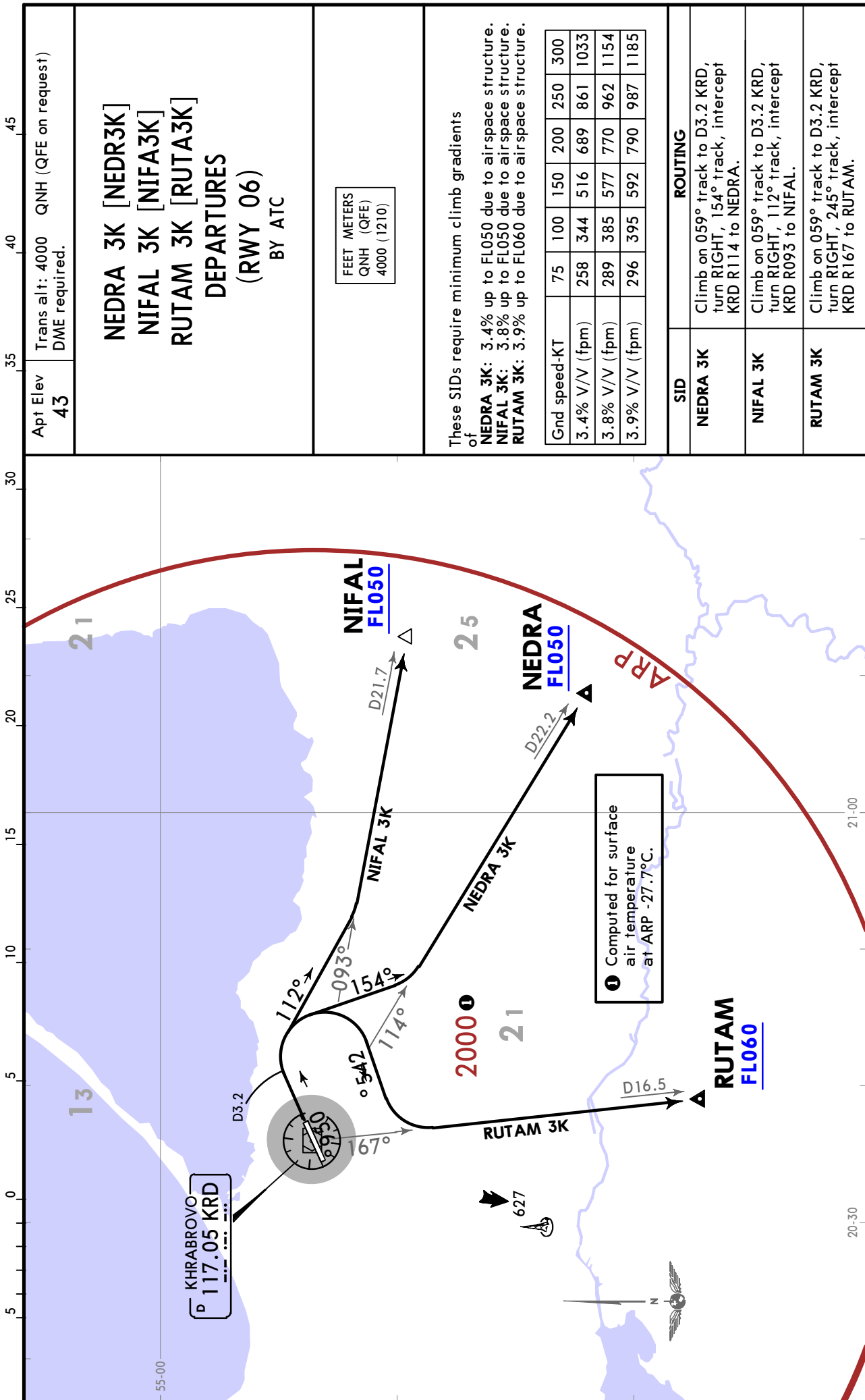
SID



**UMKK/KGD
KHRABROVO**

KALININGRAD, RUSSIA

SID

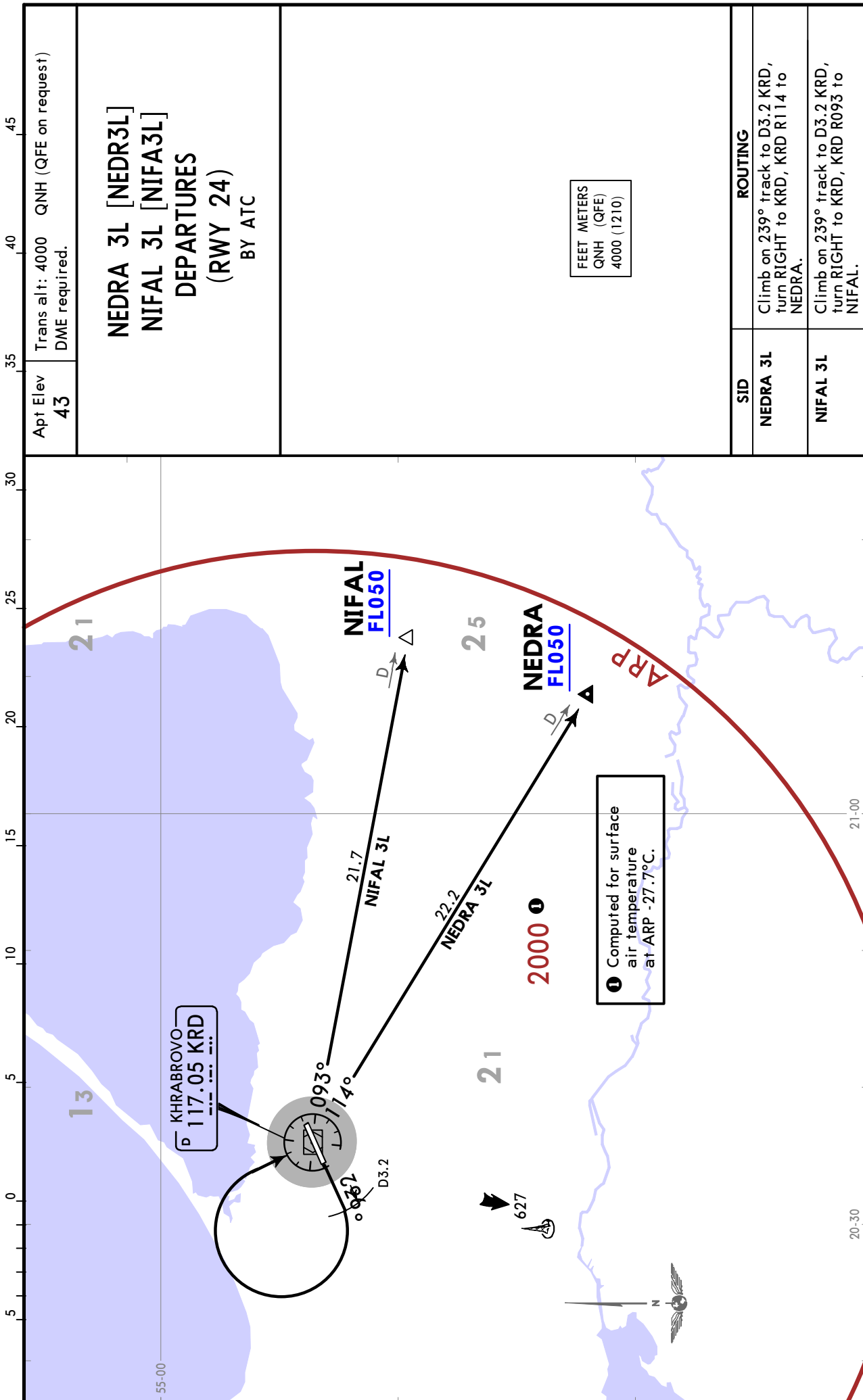


**UMKK/KGD
KHRABROVO**

JEPPESEN
20 DEC 24 **(10-3T4)** **Eff 26 Dec**

KALININGRAD, RUSSIA

SID



UMKK/KGD KHRABROVO

Trans alt: 4000 QNH (QFE on request)
DME required.

**RUTAM 3L [RUTA3L]
TARUN 3L [TARU3L]
URAMA 3L [URAM3L]
DEPARTURES
(RWY 24)**

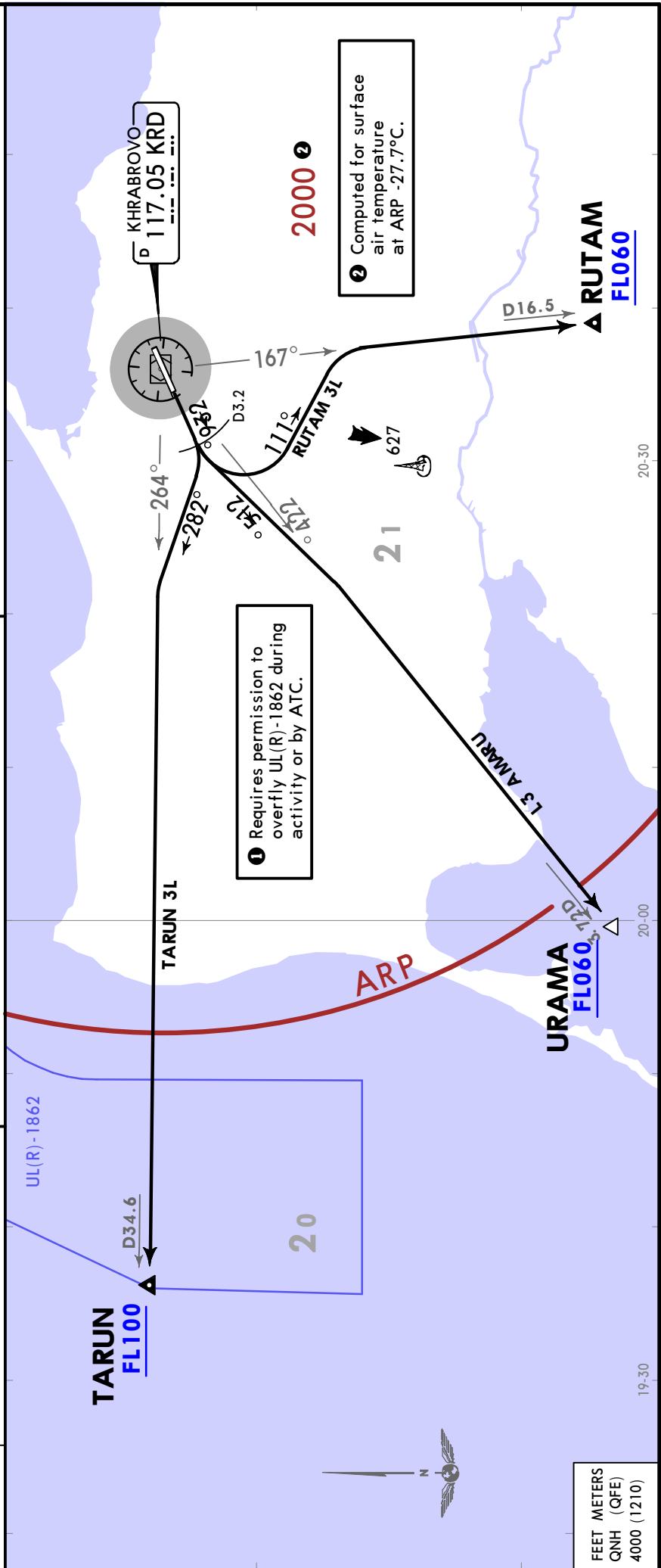
Apt Elev **43**

These SIDs require minimum climb gradients of

RUTAM 3L: 4.9% up to FL060 due to airspace structure.
TARUN 3L: 4.9% up to FL100 due to airspace structure.
URAMA 3L: 3.8% up to FL060 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.8% V/V (fpm)	289	385	577	770	962	1154
4.9% V/V (fpm)	372	496	744	992	1241	1489

SID	ROUTING
RUTAM 3L By ATC	Climb on 239° track to D3.2 KRD, turn LEFT, 111° track, intercept KRD R167 to RUTAM.
TARUN 3L ①	Climb on 239° track to D3.2 KRD, turn RIGHT, 282° track, intercept KRD R264 to TARUN.
URAMA 3L By ATC	Climb on 239° track to D3.2 KRD, turn LEFT, 215° track, intercept KRD R224 to URAMA.



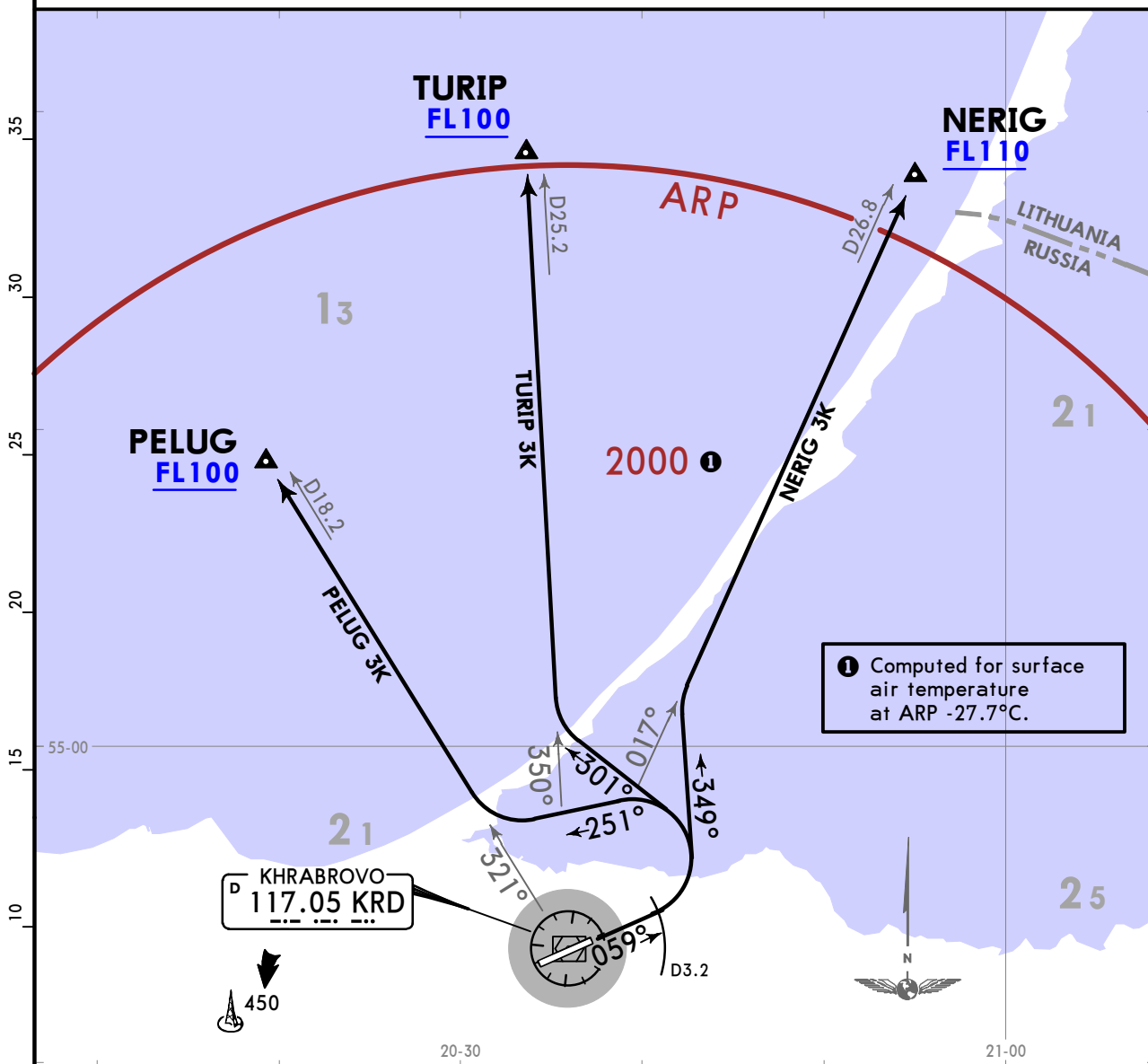
UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24 **10-3T7** **Eff 26 Dec**

KALININGRAD, RUSSIA
SID

Apt Elev **43** Trans alt: 4000 QNH (QFE on request)
DME required.

NERIG 3K [NERI3K]
PELUG 3K [PELU3K]
TURIP 3K [TURI3K]
DEPARTURES
(RWY 06)



These SIDs require minimum climb gradients of

- NERIG 3K:** 6.7% up to FL110 due to airspace structure.
- PELUG 3K:** 6.3% up to FL100 due to airspace structure.
- TURIP 3K:** 5.7% up to FL100 due to airspace structure.

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

FEET METERS
QNH (QFE)
4000 (1210)

SID	ROUTING
NERIG 3K	Climb on 059° track to D3.2 KRD, turn LEFT, 349° track, intercept KRD R017 to NERIG.
PELUG 3K	Climb on 059° track to D3.2 KRD, turn LEFT, 251° track, intercept KRD R321 to PELUG.
TURIP 3K	Climb on 059° track to D3.2 KRD, turn LEFT, 301° track, intercept KRD R350 to TURIP.

UMKK/KGD
KHRABROVO

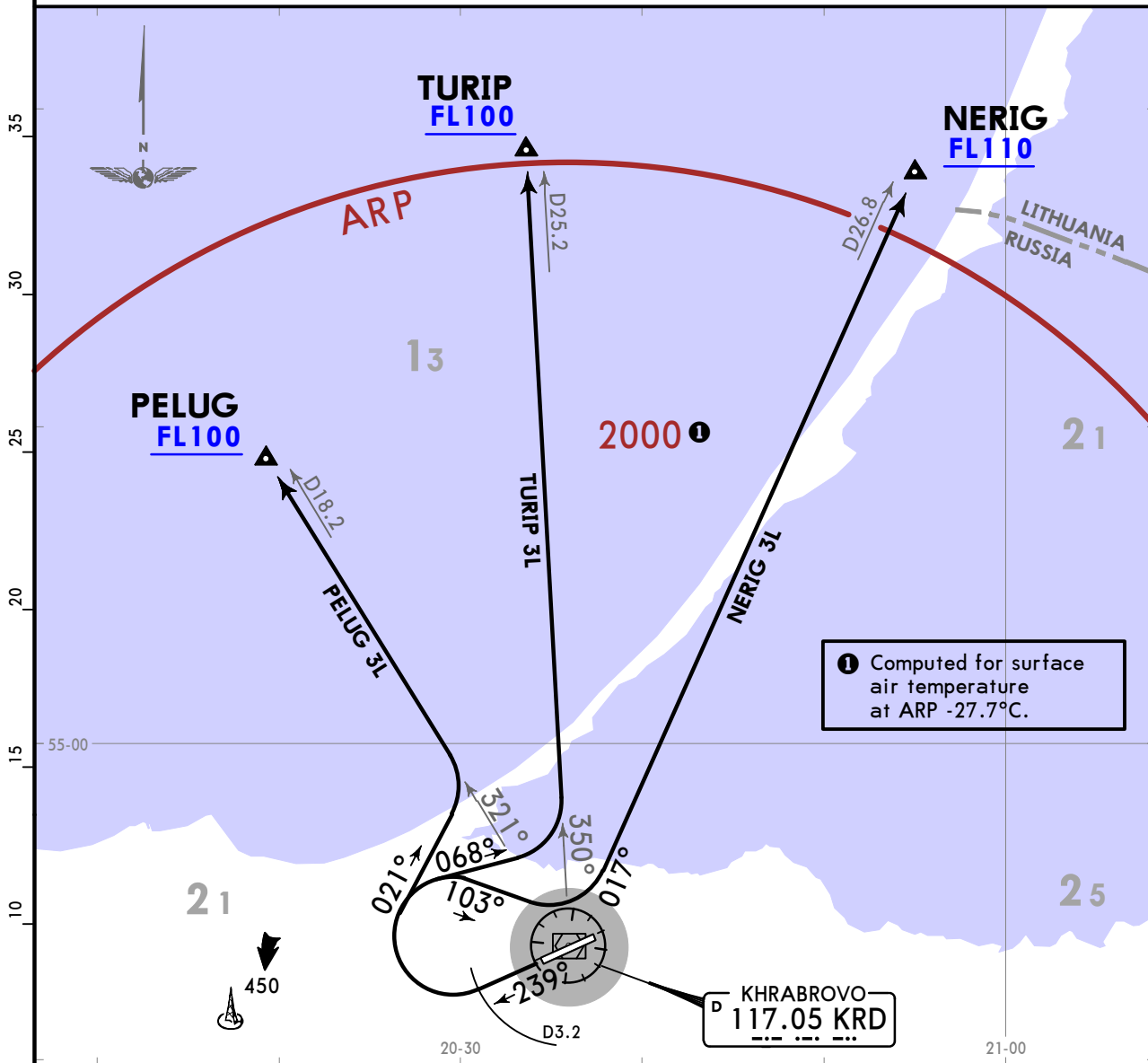
JEPPESEN
20 DEC 24 (10-3T8) Eff 26 Dec

KALININGRAD, RUSSIA

SID

Apt Elev 43
Trans alt: 4000 QNH (QFE on request)
DME required.

NERIG 3L [NERI3L]
PELUG 3L [PELU3L]
TURIP 3L [TURI3L]
DEPARTURES
(RWY 24)



① Computed for surface air temperature at ARP -27.7°C.

KHRABROVO
D 117.05 KRD

These SIDs require minimum climb gradients of
NERIG 3L: 4.6% up to FL110 due to airspace structure.
PELUG 3L: 7.0% up to FL100 due to airspace structure.
TURIP 3L: 4.8% up to FL100 due to airspace structure.

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

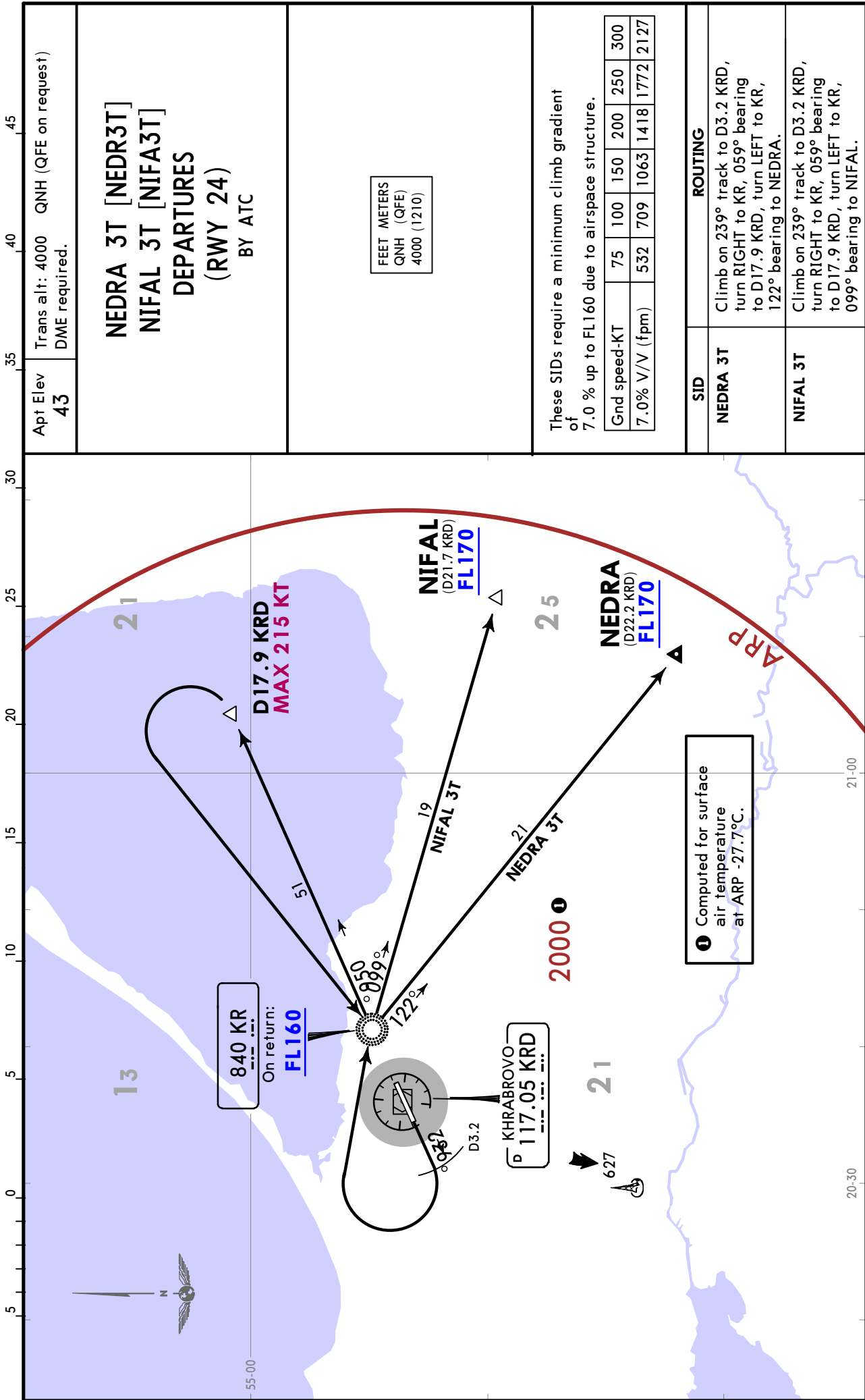
FEET METERS
QNH (QFE)
4000 (1210)

SID	ROUTING
NERIG 3L	Climb on 239° track to D3.2 KRD, turn RIGHT, 103° track, intercept KRD R017 to NERIG.
PELUG 3L	Climb on 239° track to D3.2 KRD, turn RIGHT, 021° track, intercept KRD R321 to PELUG.
TURIP 3L	Climb on 239° track to D3.2 KRD, turn RIGHT, 068° track, intercept KRD R350 to TURIP.

**UMKK/KGD
KHRABROVO**

KALININGRAD, RUSSIA

SID



**NEDRA 3T [NEDR3T]
NIFAL 3T [NIFA3T]
DEPARTURES
(RWY 24)
BY ATC**

FEET METERS
QNH (QFE)
4000 (1210)

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

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

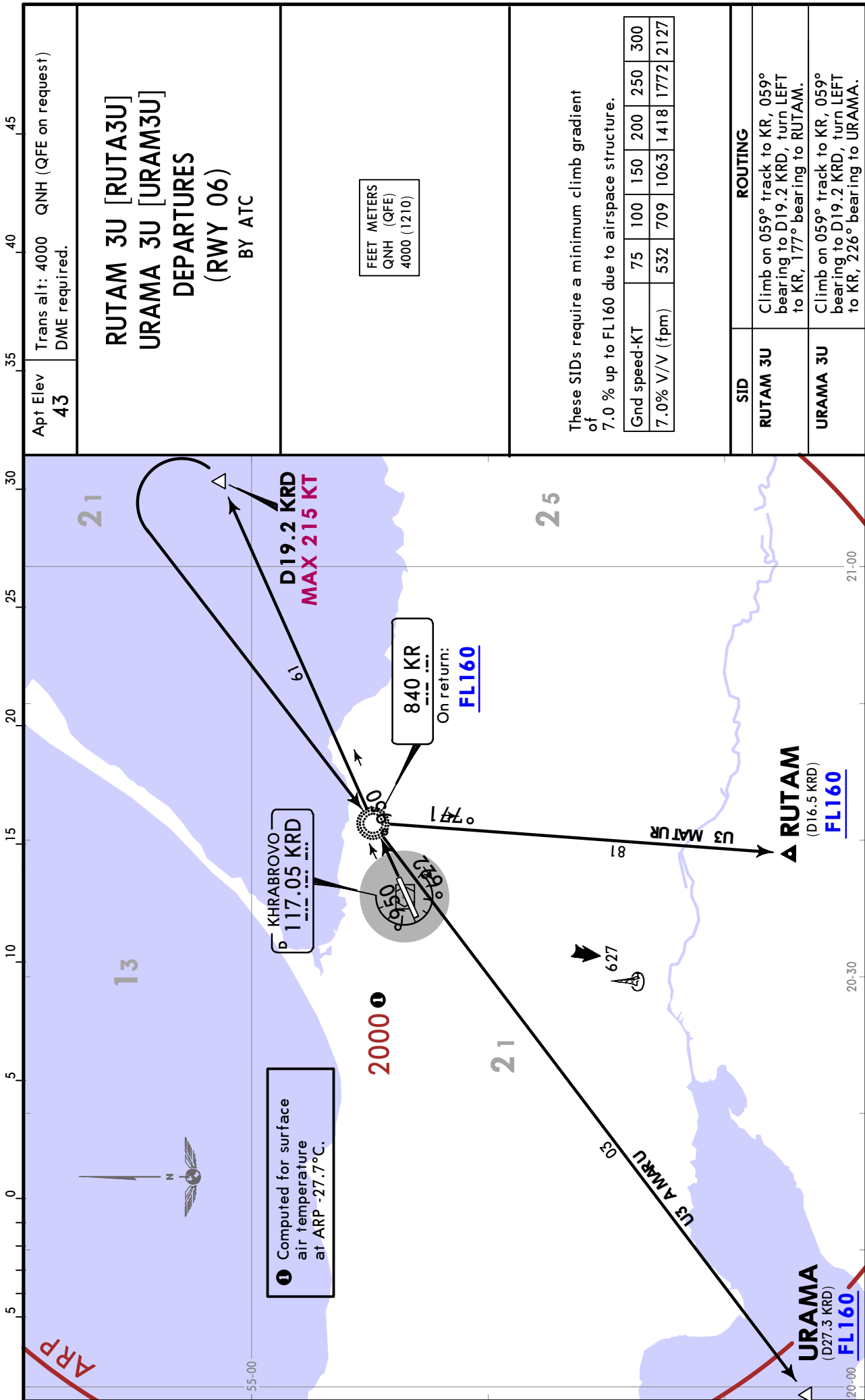
ROUTING

SID	ROUTING
NEDRA 3T	Climb on 239° track to D3.2 KR D, turn RIGHT to KR, 059° bearing to D17.9 KR D, turn LEFT to KR, 122° bearing to NEDRA.
NIFAL 3T	Climb on 239° track to D3.2 KR D, turn RIGHT to KR, 059° bearing to D17.9 KR D, turn LEFT to KR, 099° bearing to NIFAL.

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KALININGRAD, RUSSIA

SID



NOISE ABATEMENT**GENERAL**

Noise abatement procedures during take-off, climb and approach shall be executed by all ACFT. Noise abatement procedures shall not be executed at the expense of flight safety or in case of failure of one engine during take-off. Under special weather conditions in approach sector, ATS unit at its own discretion or on request of the pilot-in-command can deviate from the mentioned procedures if it is necessary for safety reasons.

ARRIVALS

The required noise abatement procedures shall not be observed over the overflow areas in the following cases:

- if there are ice, slush, water, mud, rubber, oil and etc. on RWY and friction coefficient is 0.4 or less;
- under meteorological conditions when ceiling is below 150 m or horizontal visibility is less than 1800 m;
- when crosswind component on RWY (including gusts) exceeds 13.6 KT (7 m/s);
- when tailwind component on RWY exceeds 4.9 KT (2.5 m/s);
- when wind shear is forecasted or reported, or it is expected that unfavourable weather conditions (for example thunderstorms) may affect the aircraft approach and landing.

Flying below ILS glide path is PROHIBITED.

DEPARTURES

Take-off with a tailwind component up to 9.7 KT (5 m/s) is allowed under the following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 9.7 KT (5 m/s).

Change of flight course after take-off is permitted only after reaching 350' (100 m) AAL.

Turn of ACFT at flight height from 350' (100 m) to 700' (200 m) AAL shall be executed with a bank not exceeding 15°.

Turn of ACFT at flight height of 700' (200 m) shall be executed with a 25° bank or with angular speed of turn 3 °/sec.

The minimum indicated airspeed of established climb must not be less than $V_2 + 11$ KT (20 km/h) or that prescribed in the AFM if it has greater value.

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

The reduction of engines power shall not be applied until:

- the established power mode enables to maintain the established climb gradient of not less than 4% at a speed specified above with maximum certified take-off mass;
- take-off flight path provides overflying of all obstacles located below the flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time necessary for other engines to develop full power.

Special Procedures

Apply any of NADP 1 and NADP 2 special take-off procedures.

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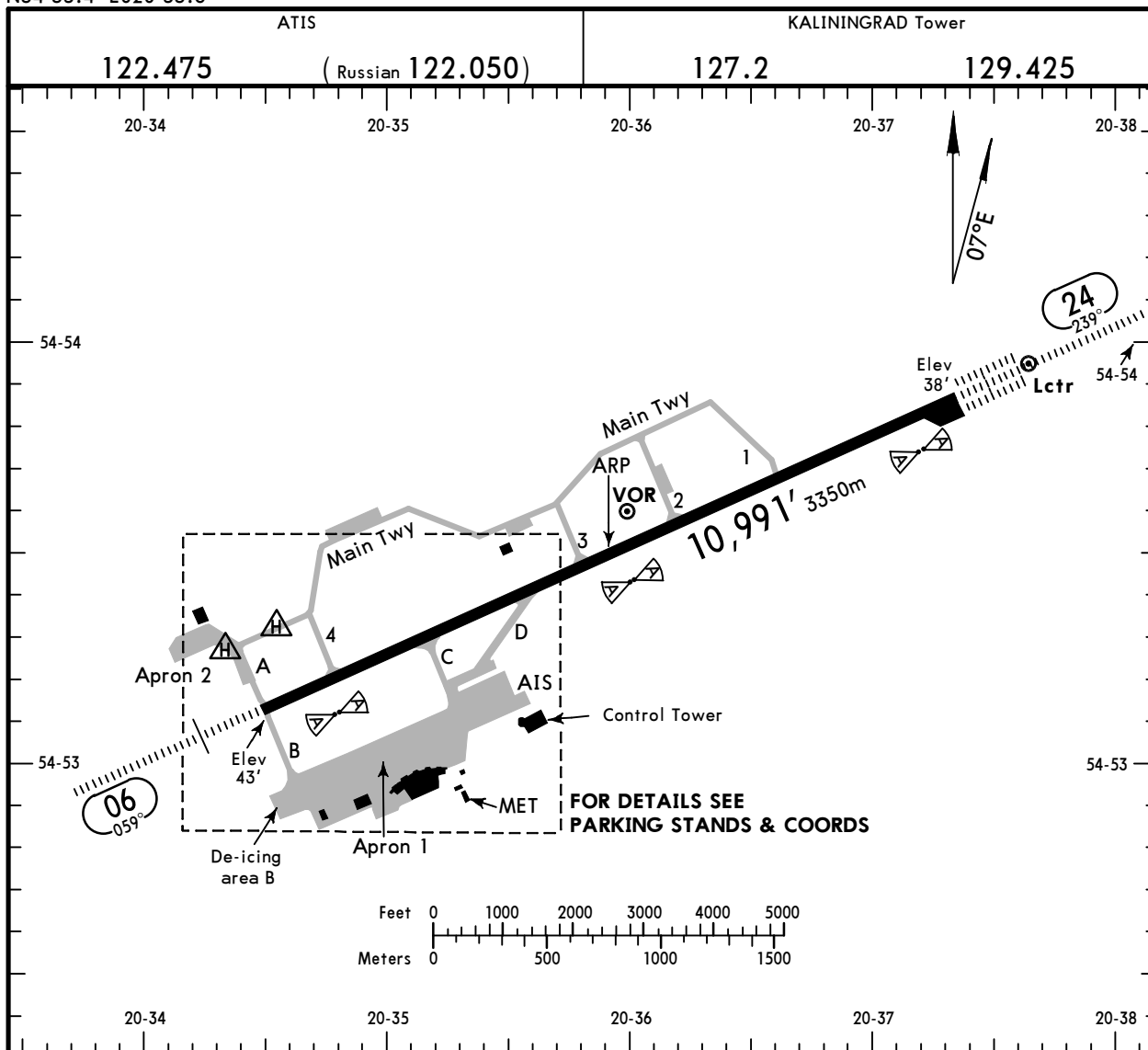
Apt Elev **43'**
N54 53.4 E020 35.6



14 FEB 25 **(10-9)** Eff 20 Feb

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		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)

Std

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	1 RL & RCLM	1 RL or RCLM	Adequate Vis Ref	
					DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA

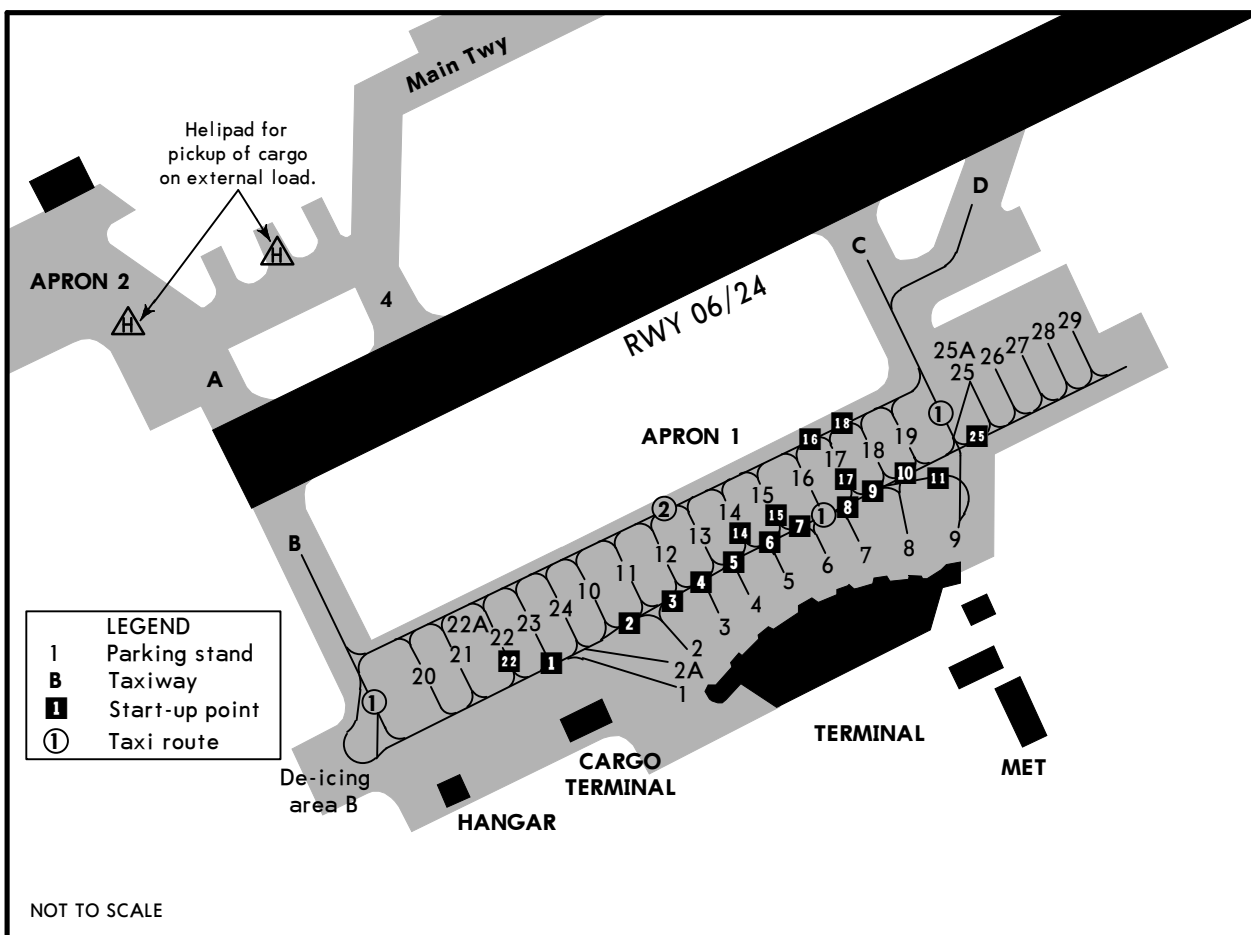
1 For NIGHT operations, at least RL or CL and RENL are required.

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14 FEB 25 (10-9A) Eff 20 Feb

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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, 21	N54 53.0 E020 34.7
22, 22A, 23	N54 53.0 E020 34.8
24	N54 53.0 E020 34.9
25, 25A	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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EASA AIR OPS

7 MAY 21

10-9S

Eff 20 May

KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY	A	B	C	D
06 ILS Z or Y or X FULL ALS out	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m
GLS ALS out	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m	243' (200') ① R550m R1200m
② LOC Z or Y or X with D2.8 KR D ALS out	360' (317') R750m R1400m	360' (317') R750m R1400m	360' (317') R750m R1400m	360' (317') R750m R1400m
② LOC Z or Y or X w/o D2.8 KR D ALS out	490' (447') R1400m R1500m	490' (447') R1400m R1500m	490' (447') R1400m R2100m	490' (447') R1400m R2100m
RNP LNAV/VNAV ALS out	383' (340') R800m R1500m	393' (350') R900m R1500m	413' (370') R1000m R1700m	433' (390') R1100m R1800m
② RNP LNAV ALS out	420' (377') R1000m R1500m	420' (377') R1000m R1500m	420' (377') R1000m R1700m	420' (377') R1000m R1700m
② VOR Z or X with D3.9 ALS out	450' (407') R1200m R1500m	450' (407') R1200m R1500m	450' (407') R1200m R1900m	450' (407') R1200m R1900m
② VOR Z or X w/o D3.9 ALS out	530' (487') R1500m R1500m	530' (487') R1500m R1500m	530' (487') R1500m R2300m	530' (487') R1500m R2300m
② NDB with D3.8 ALS out	550' (507') R1500m R1500m	550' (507') R1500m R1500m	550' (507') R1600m R2400m	550' (507') R1600m R2400m
② NDB w/o D3.8 ALS out	620' (577') R1500m R1500m	620' (577') R1500m R1500m	620' (577') R1900m R2400m	620' (577') R1900m R2400m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

② Continuous Descent Final Approach.

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EASA AIR OPS

7 MAY 21

(10-9S)

Eff 20 May

KALININGRAD, RUSSIA
KHRABROVO

STRAIGHT-IN RWY		A	B	C	D
24	CAT 2 ILS Z or Y or X or W	138' (100') RA 109' R300m	138' (100') RA 109' R300m	138' (100') RA 109' R300m	138' (100') RA 109' R300m
	ILS Z or Y or X or W FULL TDZ or CL out ALS out	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m
	GLS	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m	238' (200') R550m ① R550m R1200m
②	LOC Z or Y or X or W	380' (342') R900m R1500m	380' (342') R900m R1500m	380' (342') R900m R1600m	380' (342') R900m R1600m
	ALS out	R1500m	R1500m	R1600m	R1600m
	RNP	338' (300')	348' (310')	368' (330')	378' (340')
	LNAV/VNAV	③ R750m	④ R750m	R800m	R900m
	ALS out	R1400m	R1400m	R1500m	R1500m
	② RNP	390' (352')	390' (352')	390' (352')	390' (352')
	LNAV	R900m	R900m	R900m	R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
②	VOR Z, Y, X with D4.9	380' (342') R900m R1500m	380' (342') R900m R1500m	380' (342') R900m R1600m	380' (342') R900m R1600m
	ALS out	R1500m	R1500m	R1600m	R1600m
②	VOR Z, Y, X w/o D4.9	400' (362') R1000m R1500m	400' (362') R1000m R1500m	400' (362') R1000m R1700m	400' (362') R1000m R1700m
	ALS out	R1500m	R1500m	R1700m	R1700m
②	NDB Z with D4.9	370' (332') R800m R1500m	370' (332') R800m R1500m	370' (332') R800m R1500m	370' (332') R800m R1500m
	ALS out	R1500m	R1500m	R1500m	R1500m
②	NDB Z w/o D4.9	390' (352') R900m R1500m	390' (352') R900m R1500m	390' (352') R900m R1600m	390' (352') R900m R1600m
	ALS out	R1500m	R1500m	R1600m	R1600m
②	NDB Y	390' (352') R900m R1500m	390' (352') R900m R1500m	390' (352') R900m R1600m	390' (352') R900m R1600m
	ALS out	R1500m	R1500m	R1600m	R1600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

② Continuous Descent Final Approach.

③ With TDZ & CL & HUD: RVR 650m.

④ With TDZ & CL & HUD: RVR 700m.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
	600' (557')	600' (557')	700' (657')	780' (737')
	1500m⑤	1600m⑤	2400m	3600m

⑤ or higher straight-in minimums.

TAKE-OFF

HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	RL or CL	RL or RCLM	Adequate Vis Ref	
			DAY	NIGHT	DAY	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R400m	R/V500m	NA

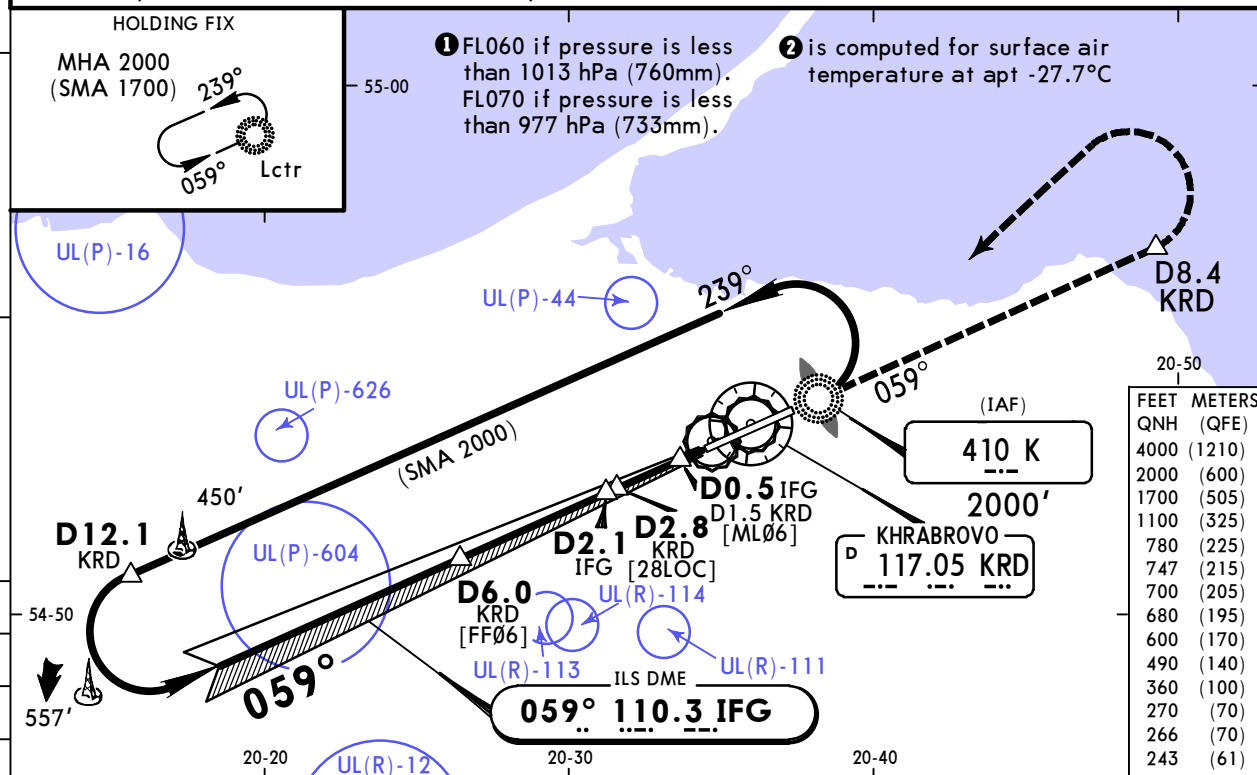
UMKK/KGD KHRABROVO

JEPPESEN
20 DEC 24
Eff 26 Dec 11-1

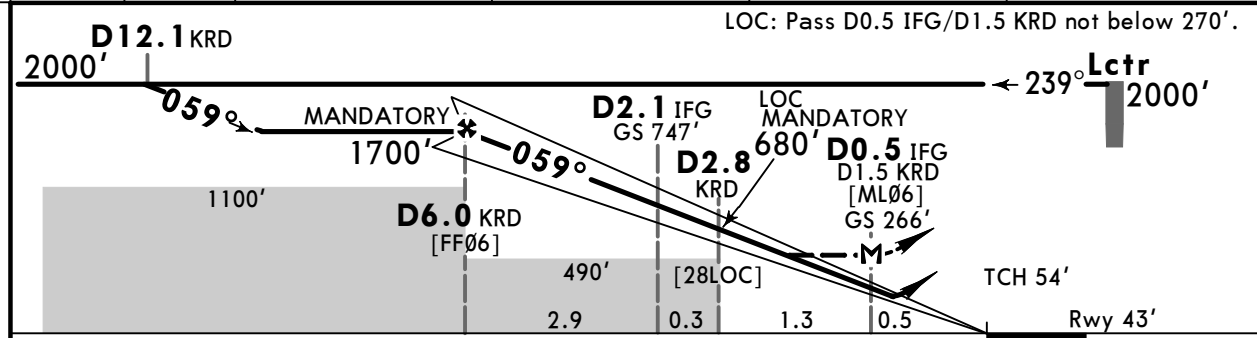
KALININGRAD, RUSSIA ILS Z or LOC Z Rwy 06

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IFG 110.3	Final Apch Crs 059°	D6.0 KRD MANDATORY 1700' (1657')	ILS DA(H) 243' (200')	Apt Elev 43' Rwy 43'	2000 MSA ARP ②
MISSED APCH: Climb straight ahead to D8.4 KRD, then turn LEFT to Lctr climbing to 2000'.					

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 ① Trans alt: 4000'
 1. DME required. 2. ILS DME reads zero at rwy 06 thresh. 3. Procedure restricted to MAX 245 KT.



LOC (GS out)	KRD DME	5.4	4.3	3.2	2.2
	ALTITUDE	1502'	1158'	814'	470'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	D8.4 KRD ↑	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.5 IFG/D1.5 KRD									

std	ILS		STRAIGHT-IN LANDING LOC (GS out)			CIRCLE-TO-LAND	
	DA(H) 243' (200')	ALS out	with D2.8 KRD CDFA DA/MDA(H) 360' (317')	ALS out	w/o D2.8 KRD CDFA DA/MDA(H) 490' (447')	ALS out	Max KT MDA(H)
A						R1500m	100 600'(557') V1500m
B						R1500m	135 600'(557') V1600m
C	1 R550m	R1200m	R750m	R1400m	R1400m	R2100m	180 700'(657') V2400m
D							205 780'(737') V3600m

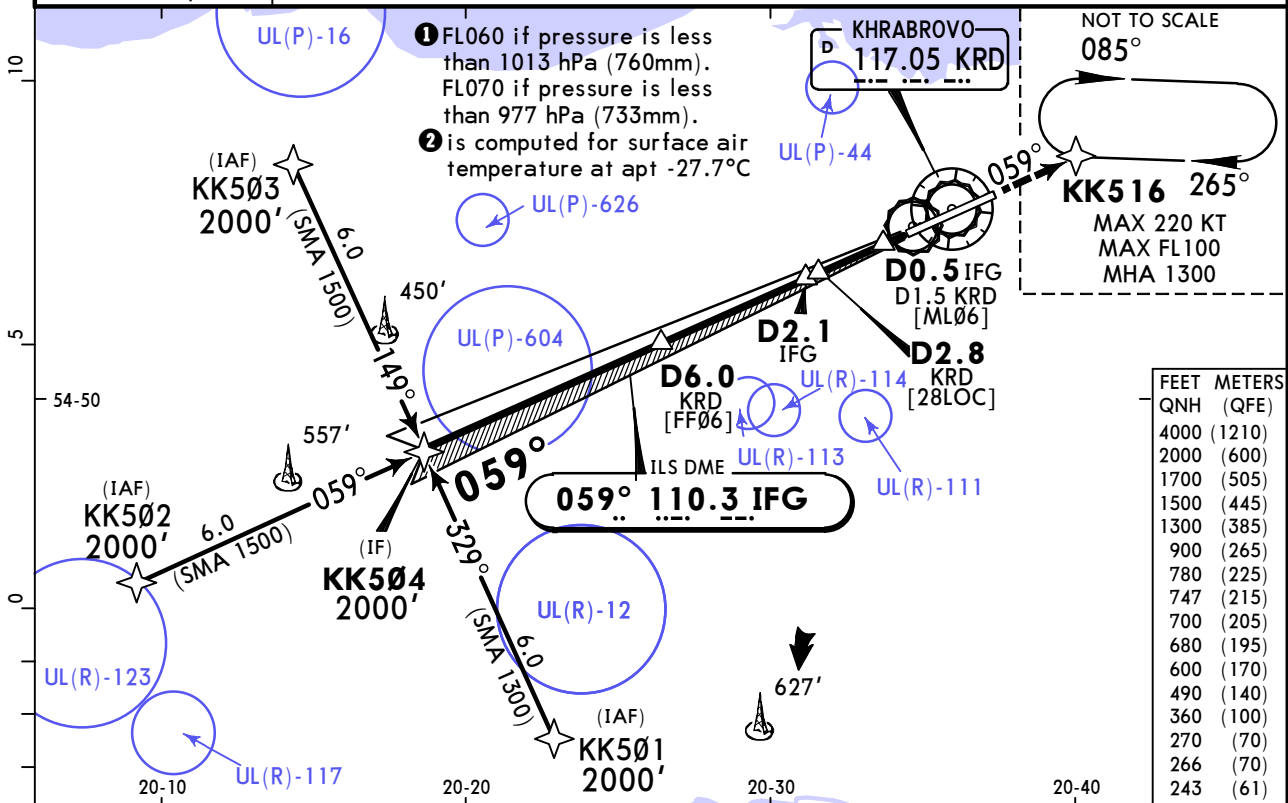
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 ② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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KHRABROVO**

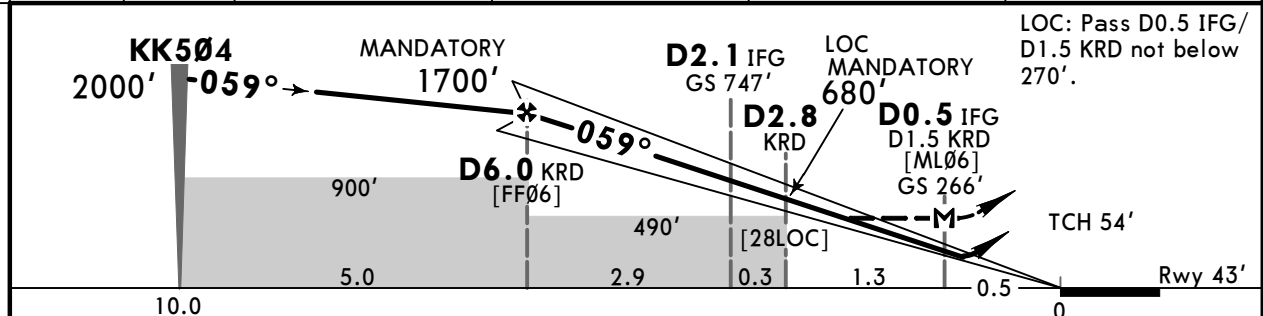
JEPPESEN
20 DEC 24
Eff 26 Dec **(11-2)**

**KALININGRAD, RUSSIA
ILS Y or LOC Y Rwy 06**

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IFG 110.3	Final Apch Crs 059°	D6.0 KRD MANDATORY 1700' (1657')	ILS DA(H) 243' (200')	Apt Elev 43' Rwy 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then to KK516 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNAV 1 for initial and missed apch. 1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 06 thresh.					



LOC (GS out)	KRD DME	5.4	4.3	3.2	2.2
	ALTITUDE	1502'	1158'	814'	470'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	MIN	2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849	PAPI	700'	KK516
MAP at D0.5 IFG/D1.5 KRD										

PANS OPS	Std ILS				STRAIGHT-IN LANDING LOC (GS out)			CIRCLE-TO-LAND		
	ILS DA(H) 243' (200')		with D2.8 KRD CDFA ② DA/MDA(H) 360' (317')		w/o D2.8 KRD CDFA ② DA/MDA(H) 490' (447')			Max KT MDA(H)		
	ALS out		ALS out		ALS out					
	A							100	600' (557')	V1500m
B	① R550m	R1200m	R750m	R1400m	R1400m		135	600' (557')	V1600m	
C							180	700' (657')	V2400m	
D							205	780' (737')	V3600m	

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESEN
20 DEC 24
Eff 26 Dec **(11-3)**

KALININGRAD, RUSSIA
ILS X or LOC X Rwy 06

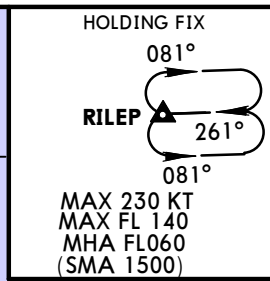
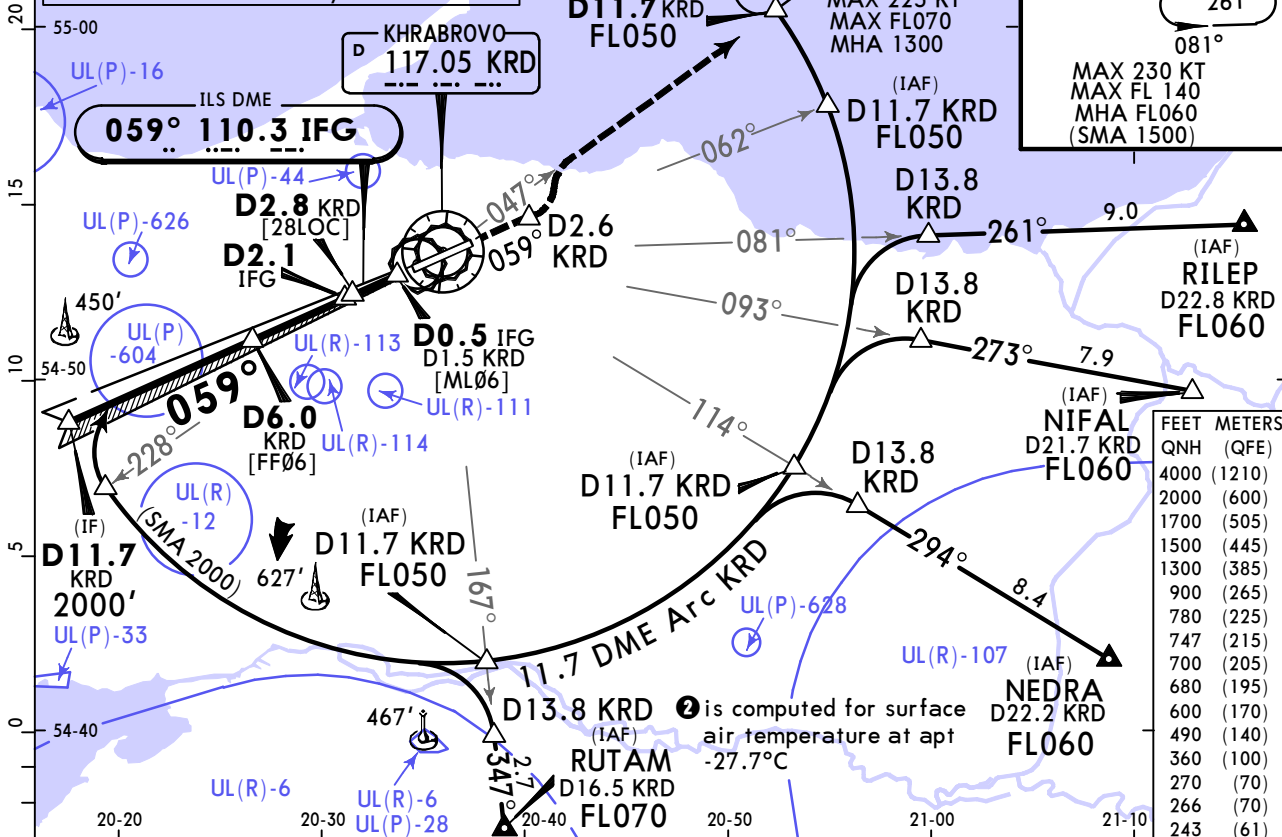
ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IFG 110.3	Final Apch Crs 059°	D6.0 KR D MANDATORY 1700' (1657')	ILS DA(H) 243' (200')	Apt Elev 43' Rwy 43'	
BRIEFING STRIP					

MISSED APCH: Climb STRAIGHT AHEAD to D2.6 KR D, turn LEFT to intercept R-047 KR D, then proceed to D11.7/R-047 KR D climbing to 2000'.

Alt Set: hPa (MM on req) Rwy Elev: 2 hPa Trans level: FL050 **1** Trans alt: 4000'

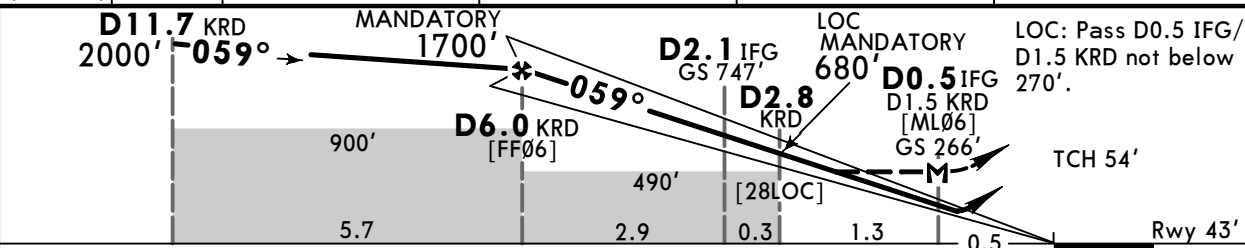
1 FL060 if pressure is less than 1013 hPa (760mm).
FL070 if pressure is less than 977 hPa (733mm).

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



FEET	METERS
4000	(1210)
2000	(600)
1700	(505)
1500	(445)
1300	(385)
900	(265)
780	(225)
747	(215)
700	(205)
680	(195)
600	(170)
490	(140)
360	(100)
270	(70)
266	(70)
243	(61)

LOC (GS out)	KRD DME	5.4	4.3	3.2	2.2
	ALTITUDE	1502'	1158'	814'	470'



Gnd speed-Kts	70	90	100	120	140	160		D2.6 KR D 117.05 R-047 LT	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.5 IFG/D1.5 KR D									

PANS OPS	STRAIGHT-IN LANDING					CIRCLE-TO-LAND			
	ILS		with D2.8 KR D CDFA		w/o D2.8 KR D CDFA		Max KT	MDA(H)	
	DA(H)	ALS out	DA/MDA(H)	ALS out	DA/MDA(H)	ALS out			
A	243' (200')		360' (317')		490' (447')		100	600' (557')	V1500m
B		R550m		R750m		R1400m	135	600' (557')	V1600m
C		R1200m		R1400m		R1400m	180	700' (657')	V2400m
D							205	780' (737')	V3600m

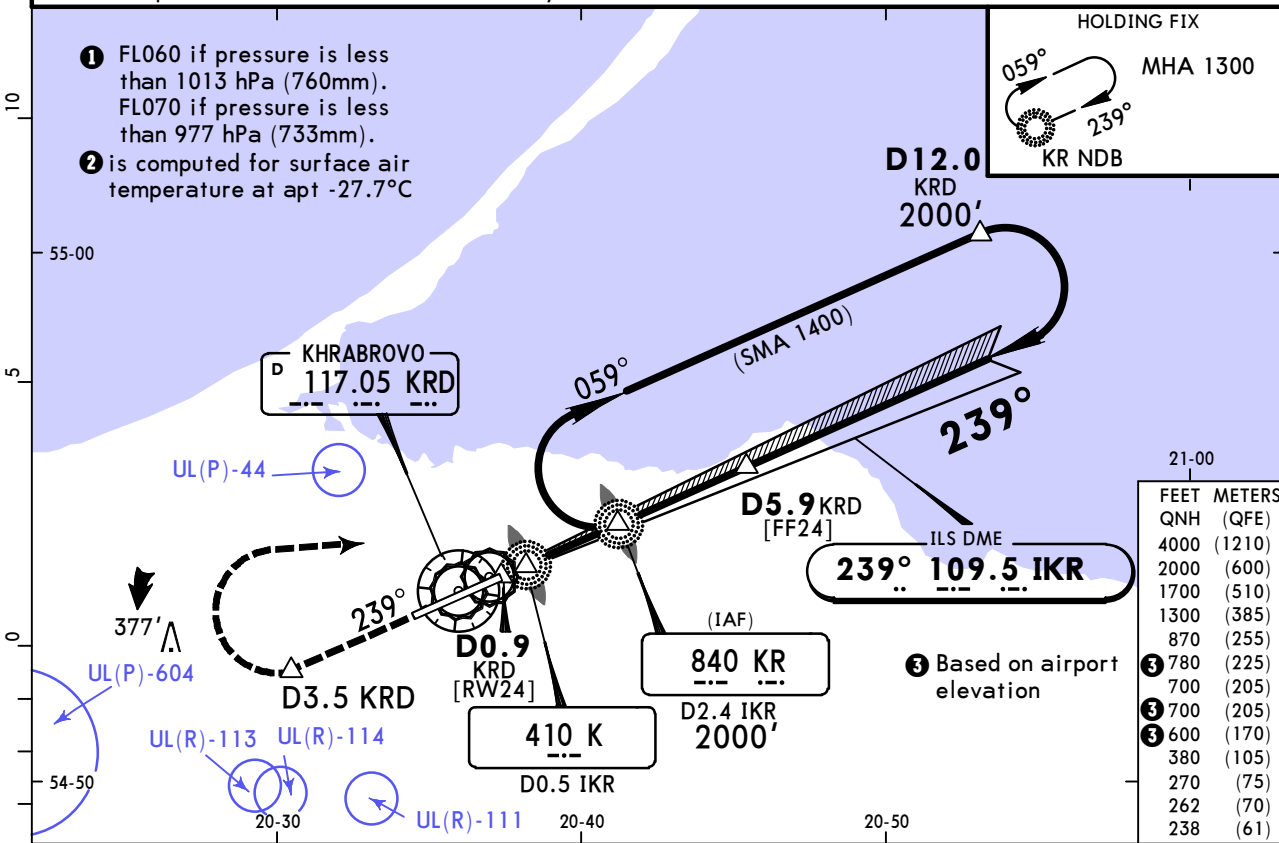
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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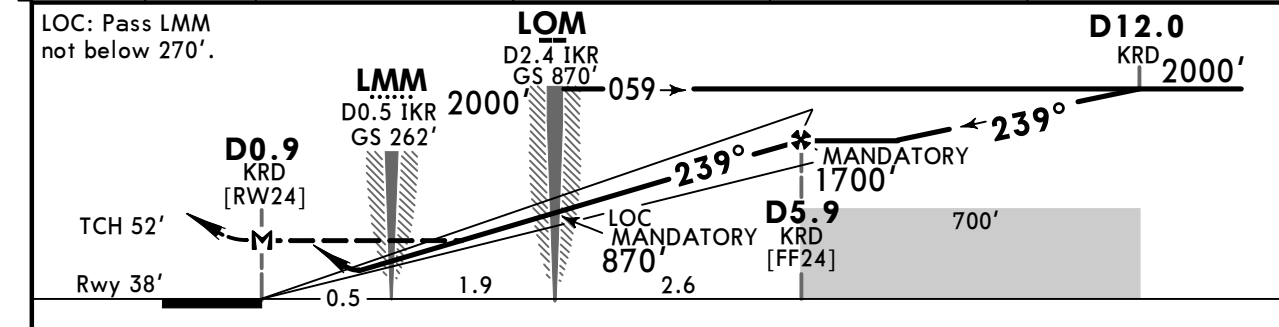
JEPPESEN
20 DEC 24
Eff 26 Dec 11-4

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

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	ILS DA(H) 238' (200')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 250 KT), then turn RIGHT to KR NDB climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa	Trans level: FL050 ①	Trans alt: 4000'	
1. DME required. 2. ILS DME reads zero at rwy 24 thresh.					



LOC (GS out)	KRD DME	2.2	3.2	4.3	5.4
	ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D3.5 KRD 250 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.9 KRD								

PANS OPS	Std ILS STRAIGHT-IN LANDING			LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) 238' (200')			② DA/MDA(H) 380' (342')		Max KT	
	TDZ or CL out		ALS out	ALS out		MDA(H)	
	A	R550m	① R550m	R1200m	R900m	100	600' (557') V1500m
B					135	600' (557') V1600m	
C					180	700' (657') V2400m	
D					205	780' (737') V3600m	

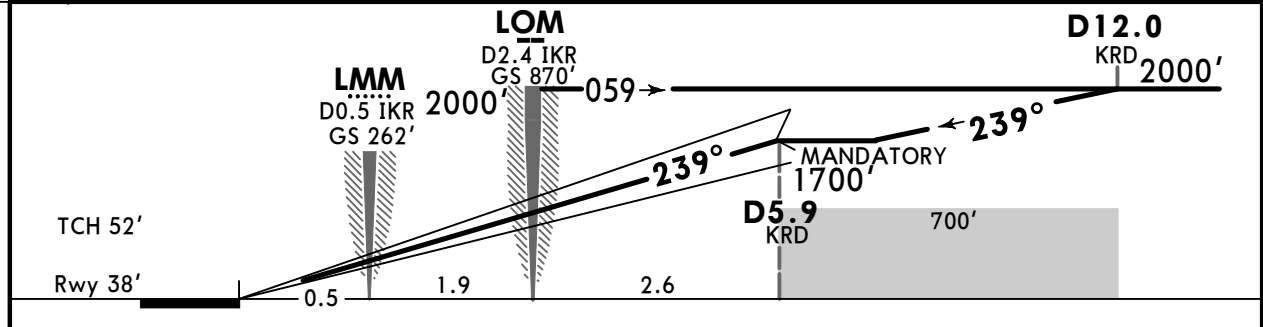
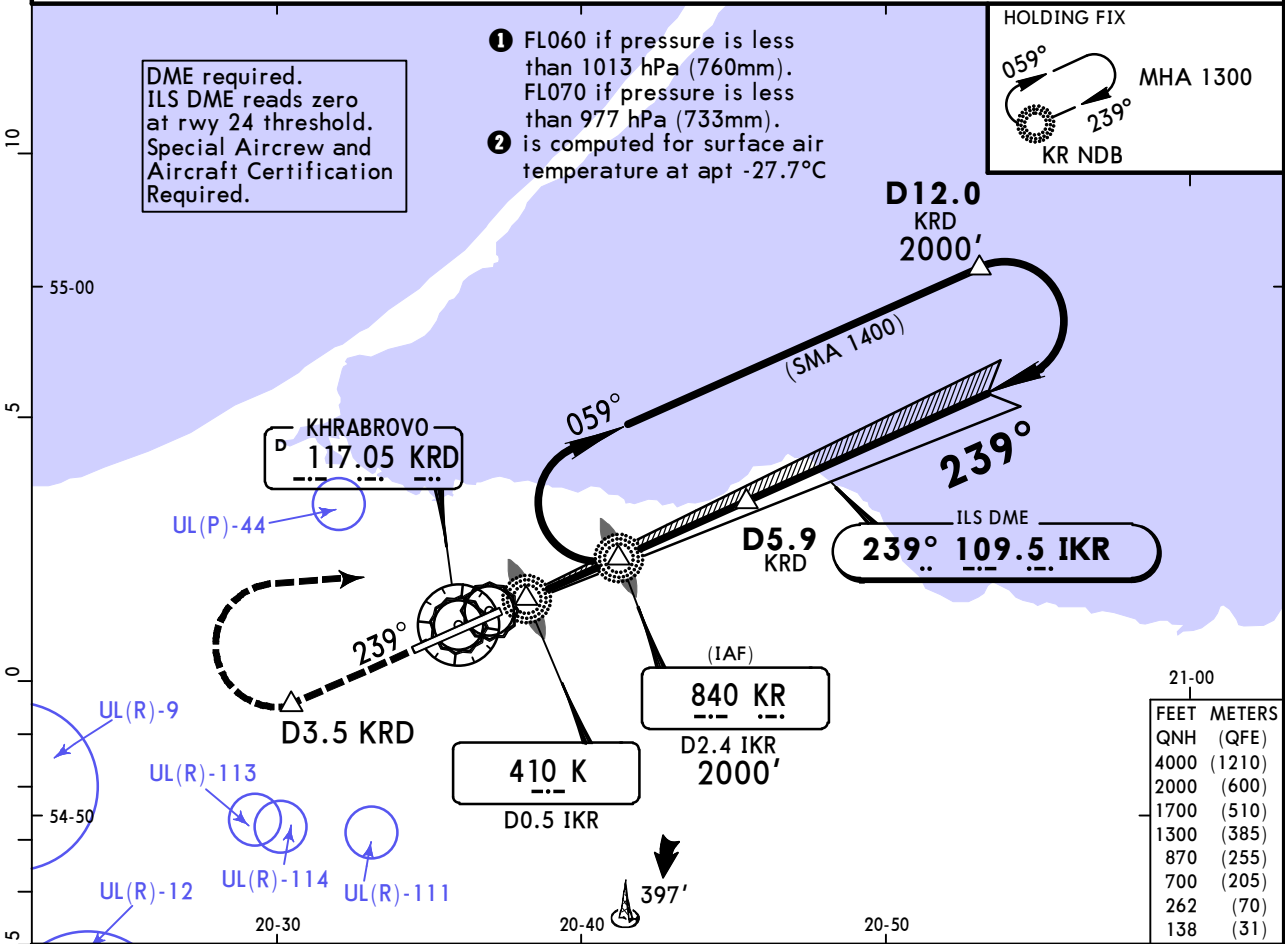
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Alt at D12.0 KRD, MSA note. © JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

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JEPPESEN KALININGRAD, RUSSIA
20 DEC 24 **11-4A** Eff 26 Dec **CAT II ILS Z Rwy 24**

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	CAT II ILS RA 109' DA(H) 138'(100')	Apt Elev 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 250 KT), then turn RIGHT to KR NDB climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



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

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

① R300m

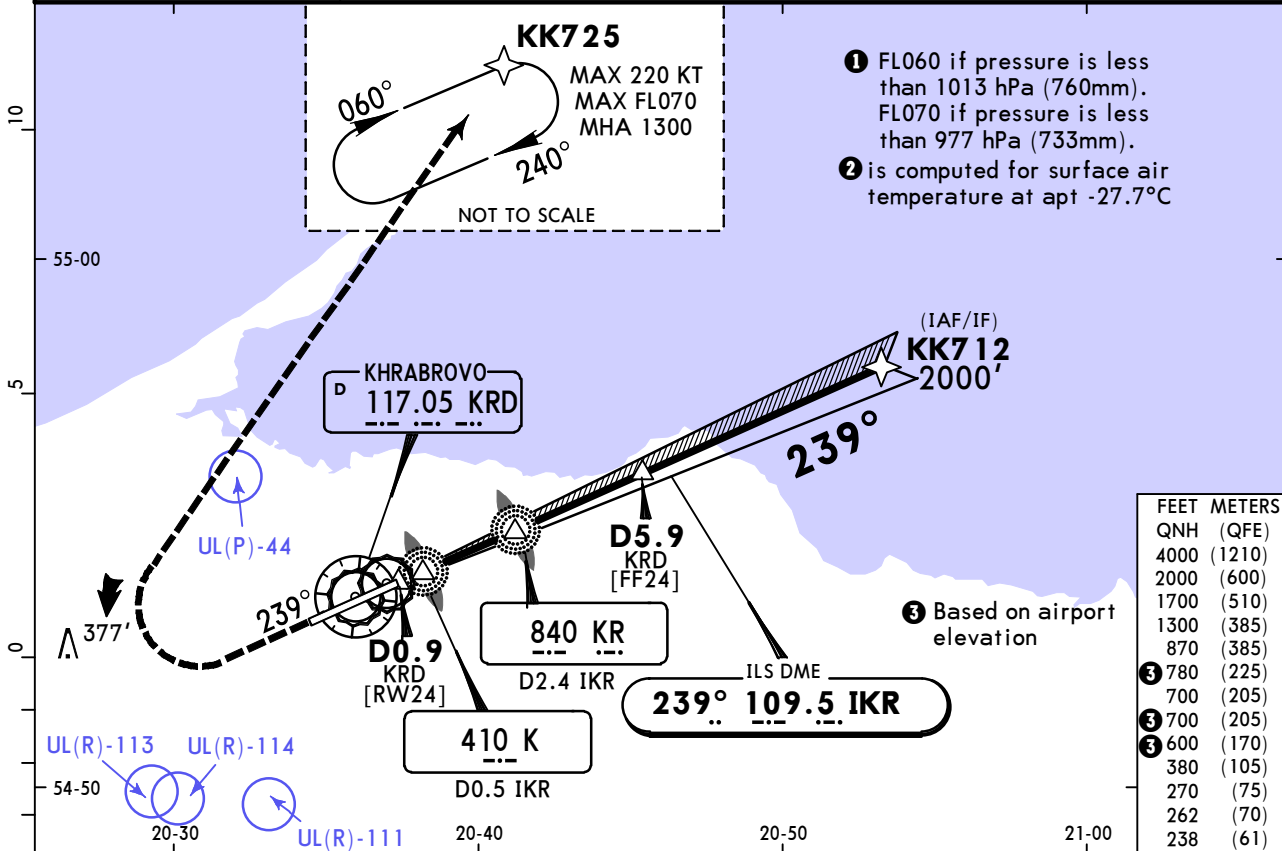
① CAT D without autoland: R350m.

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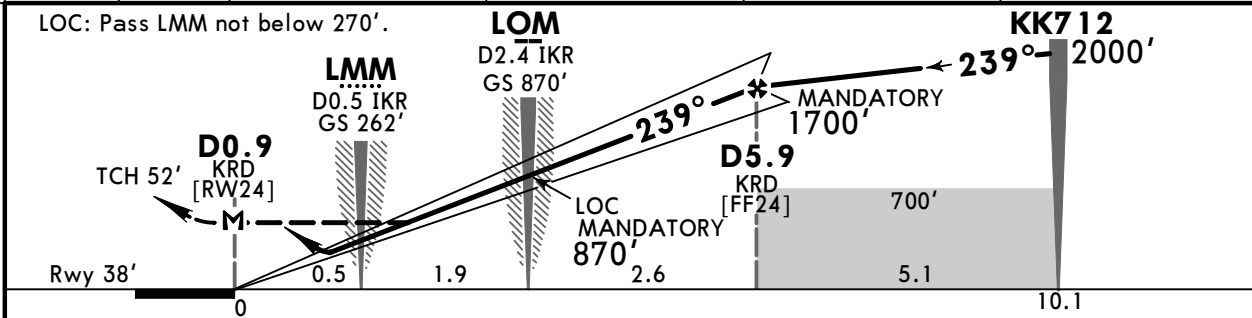
JEPPESEN
20 DEC 24
Eff 26 Dec **(11-5)**

KALININGRAD, RUSSIA
ILS Y or LOC Y Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	ILS DA(H) 238' (200')	Apt Elev 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then turn RIGHT to KK725 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNAV 1 for missed apch.		1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 24 thresh.			



LOC (GS out)	KRD DME	2.2	3.2	4.3	5.4
	ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIN	KK725	2000'
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	PAPI	700'	RT	
MAP at D0.9 KRD										

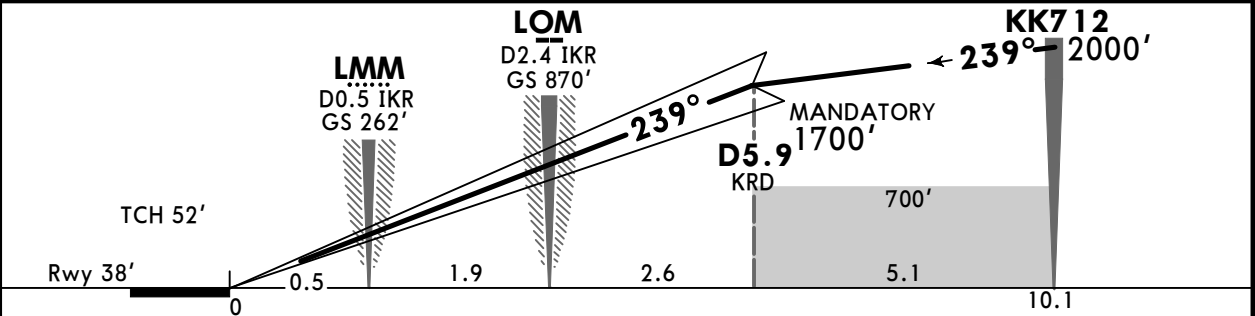
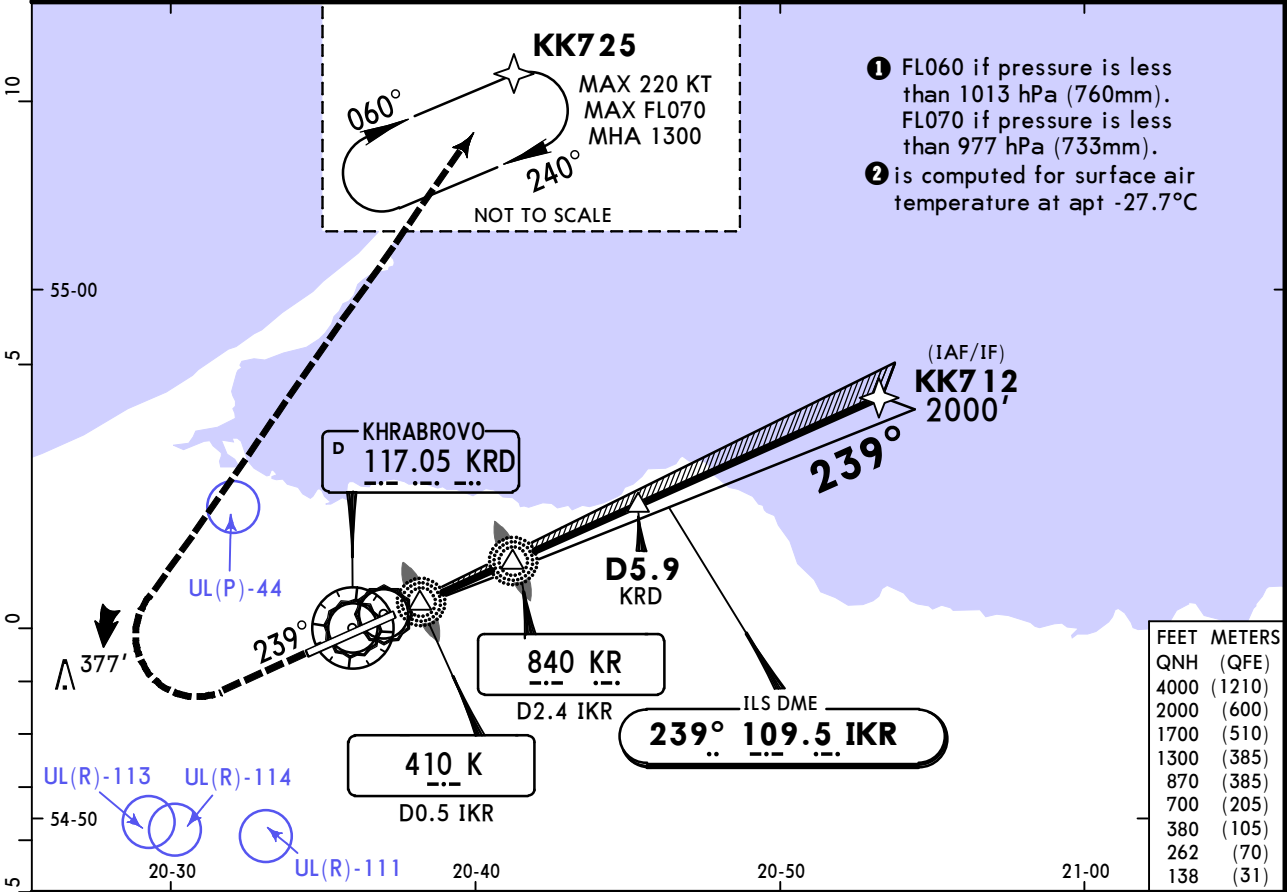
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out) CDFA					
	DA(H) 238' (200')		② DA/MDA(H) 380' (342')		Max KT		MDA(H)	
	TDZ or CL out	ALS out		ALS out	100	600' (557')	V1500m	
A	R550m	① R550m	R1200m	900m		135	600' (557')	V1600m
B						180	700' (657')	V2400m
C						205	780' (737')	V3600m
D								

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UMKK/KGD
KHRABROVO**

JEPPESEN KALININGRAD, RUSSIA
20 DEC 24 **11-5A** Eff 26 Dec **CAT II ILS Y Rwy 24**

BRIEFING STRIP™	ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
	LOC IKR 109.5	Final Apch Crs 239°	D5.9 KR D MANDATORY 1700' (1662')	CAT II ILS RA 109' DA(H) 138' (100')	Apt Elev 43' Rwy 38'	
	MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then turn RIGHT to KK725 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①		Trans alt: 4000'
RNAV 1 for missed apch.	1. GNSS required. 2. DME required. 3. ILS DME reads zero at rwy 24 thresh. 4. Special Aircrew and Aircraft Certification required.					



Gnd speed-Kts	70	90	100	120	140	160	HI ALS-II PAPI	MIN 700'	KK725 RT	2000' ↑
GS	3.00°	372	478	531	637	743				

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

① R300m
① CAT D without autoland: R350m.

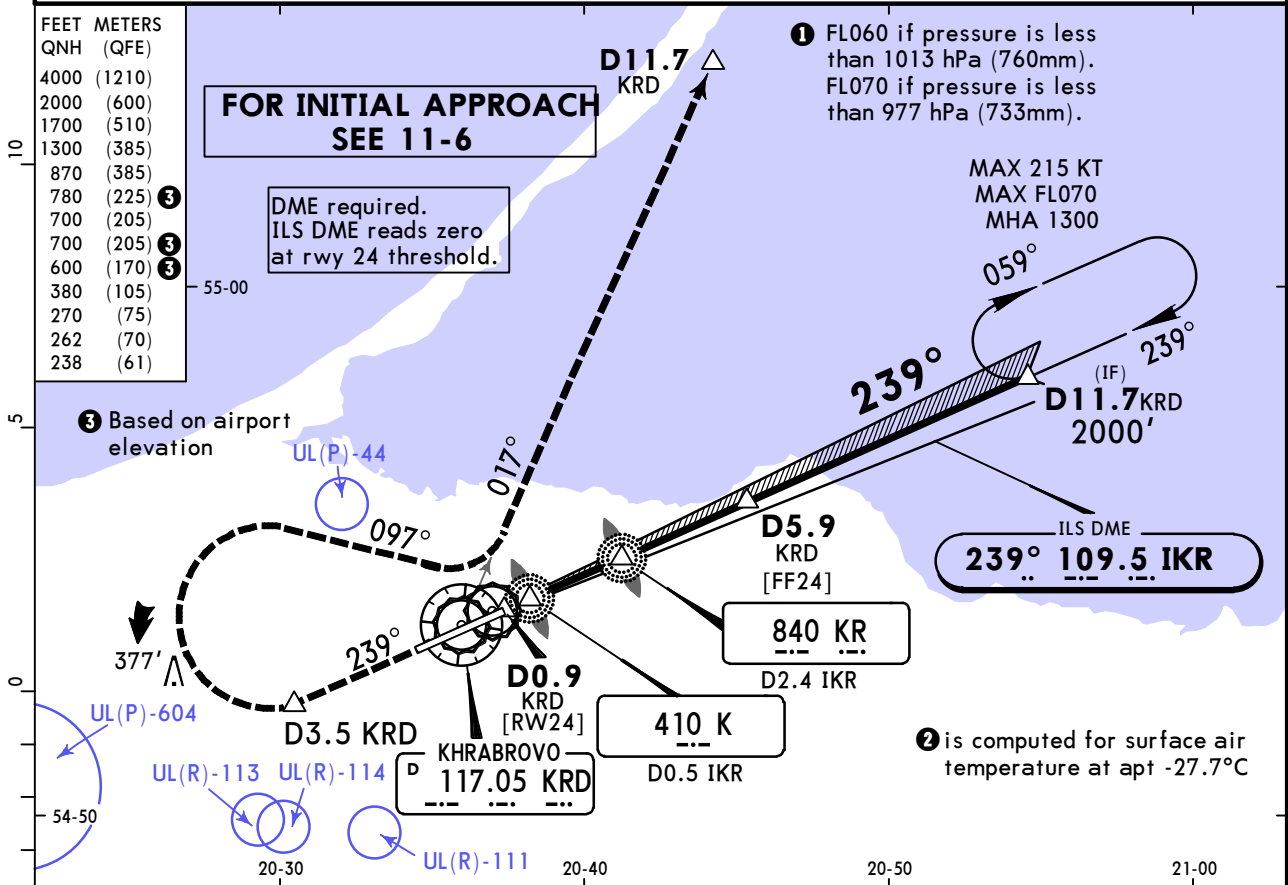
PANS OPS

**UMKK/KGD
KHRABROVO**

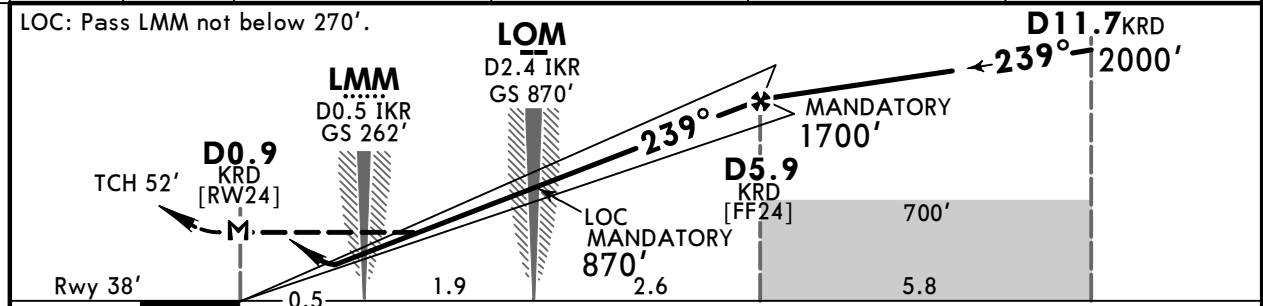
JEPPESEN
20 DEC 24
Eff 26 Dec **11-6A**

KALININGRAD, RUSSIA
ILS X or LOC X Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2	
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	ILS DA(H) 238' (200')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 245 KT), then turn RIGHT onto 097° to intercept R-017 KRD, then proceed to D11.7/R-017 KRD climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	



LOC (GS out)	KRD DME	2.2	3.2	4.3	5.4
	ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D3.5 KRD	245 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			
MAP at D0.9 KRD									

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS		LOC (GS out) CDFA					
	DA(H) 238' (200')		② DA/MDA(H) 380' (342')					
	TDZ or CL out		ALS out		ALS out		Max KT	
A							100	600' (557') V1500m
B	R550m	① R550m	R1200m	R900m			135	600' (557') V1600m
C							180	700' (657') V2400m
D							205	780' (737') V3600m

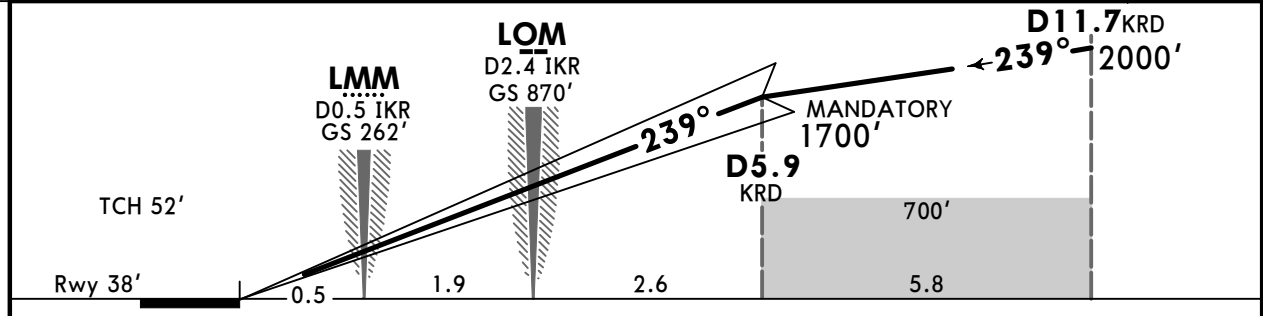
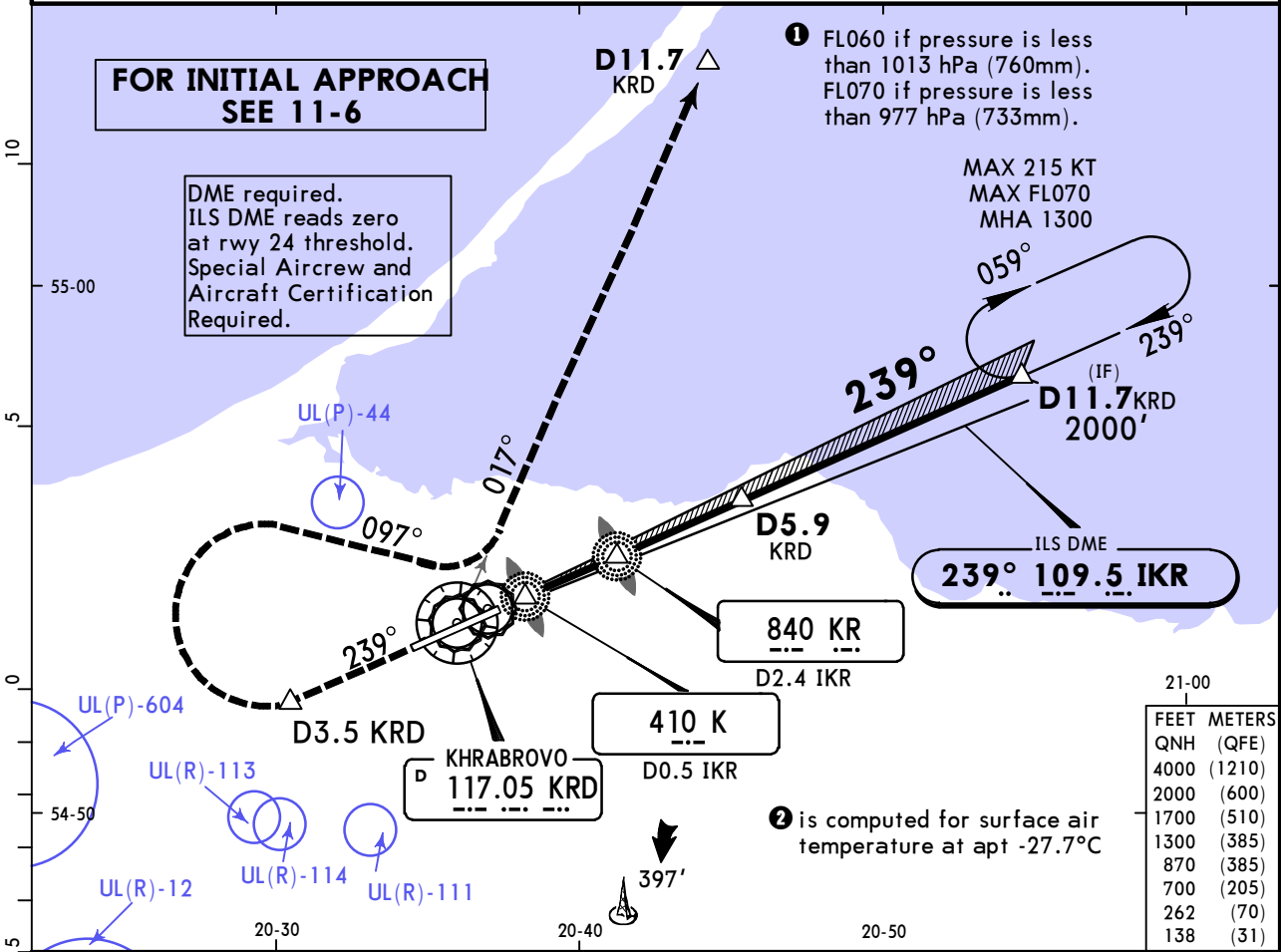
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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KHRABROVO

JEPPESEN
20 DEC 24
Eff 26 Dec **11-6B**

KALININGRAD, RUSSIA
CAT II ILS X Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2	
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	CAT II ILS RA 109' DA(H) 138' (100')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 245 KT), then turn RIGHT onto 097° to intercept R-017 KRD, then proceed to D11.7/R-017 KRD climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	



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

Std STRAIGHT-IN LANDING CAT II ILS

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

① R300m

① CAT D without autoland: R350m.

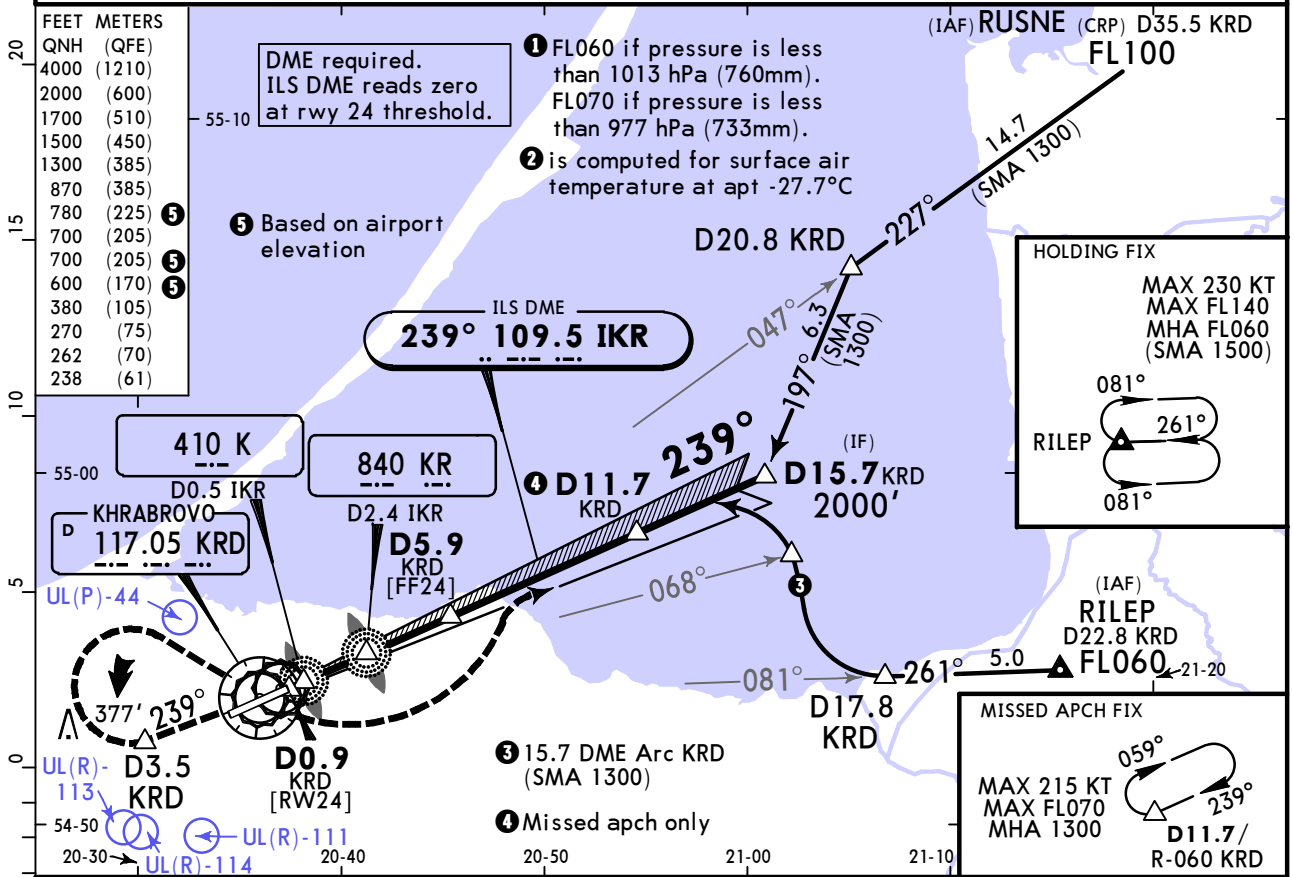
UMKK/KGD
KHRABROVO

JEPPESEN
20 DEC 24
Eff 26 Dec (11-7)

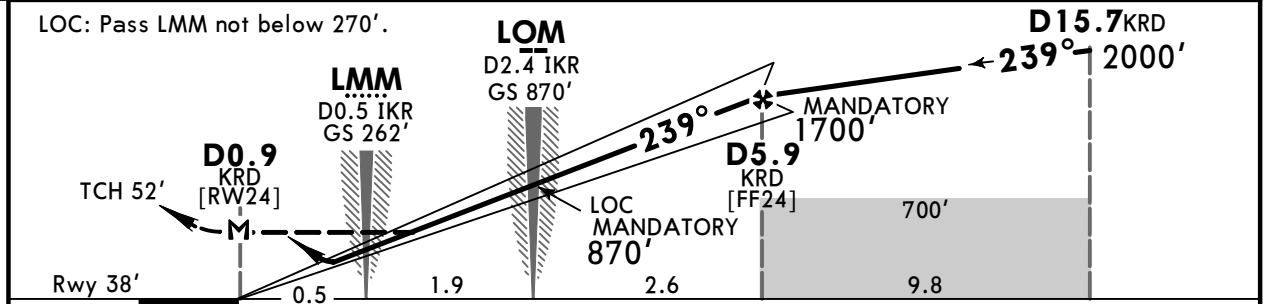
KALININGRAD, RUSSIA
ILS W or LOC W Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425		2000 MSA ARP ②
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	ILS DA(H) 238' (200')	Apt Elev 43' Rwy 38'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 245 KT), turn RIGHT to VOR, turn LEFT onto R-059 KRD, then proceed to D11.7/R-059 KRD climbing to 2000'.						

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL050 ① Trans alt: 4000'



LOC (GS out)	KRD DME	2.2	3.2	4.3	5.4
	ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI D3.5 KRD 245 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.9 KRD								

PANS OPS	Std ILS		STRAIGHT-IN LANDING		LOC (GS out) CDFA		CIRCLE-TO-LAND	
	DA(H) 238' (200')				② DA/MDA(H) 380' (342')			
	TDZ or CL out		ALS out		ALS out		Max KT MDA(H)	
	A	R550m	① R550m	R1200m	R900m	R1500m	100	600'(557') V1500m
B						135	600'(557') V1600m	
C						180	700'(657') V2400m	
D						205	780'(737') V3600m	

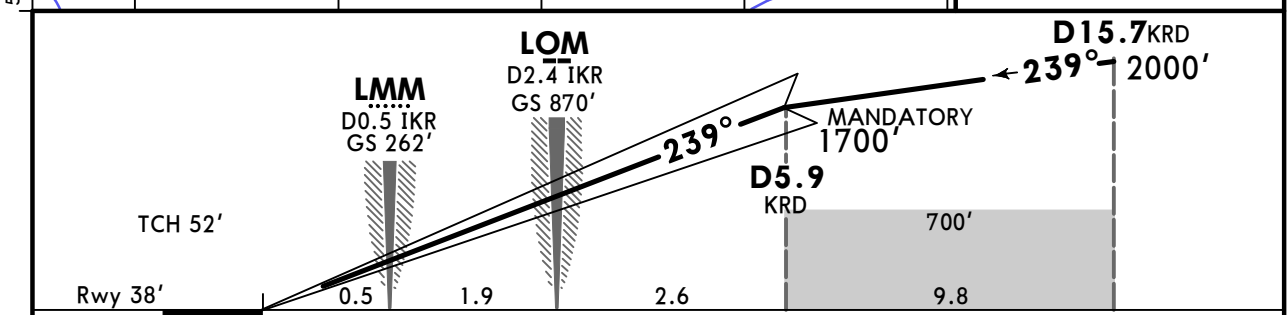
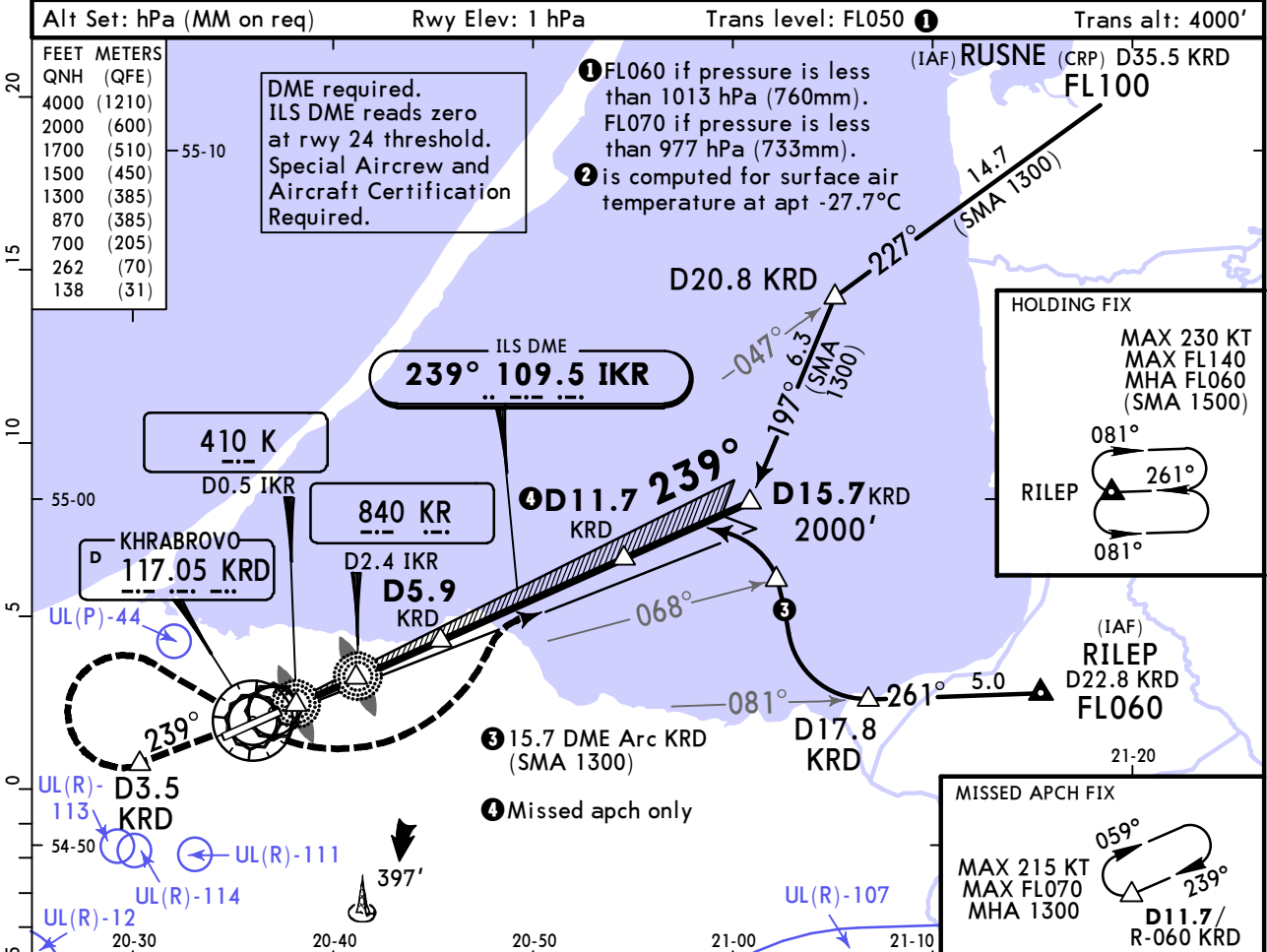
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESEN
20 DEC 24
Eff 26 Dec 11-7A

KALININGRAD, RUSSIA
CAT II ILS W Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	2000 MSA ARP ②
LOC IKR 109.5	Final Apch Crs 239°	D5.9 KRD MANDATORY 1700' (1662')	CAT II ILS RA 109' DA(H) 138' (100')	Apt Elev 43' Rwy 38'	
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 KRD (MAX 245 KT), turn RIGHT to VOR, turn LEFT onto R-059 KRD, then proceed to D11.7/R-059 KRD climbing to 2000'.					



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

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

① R300m

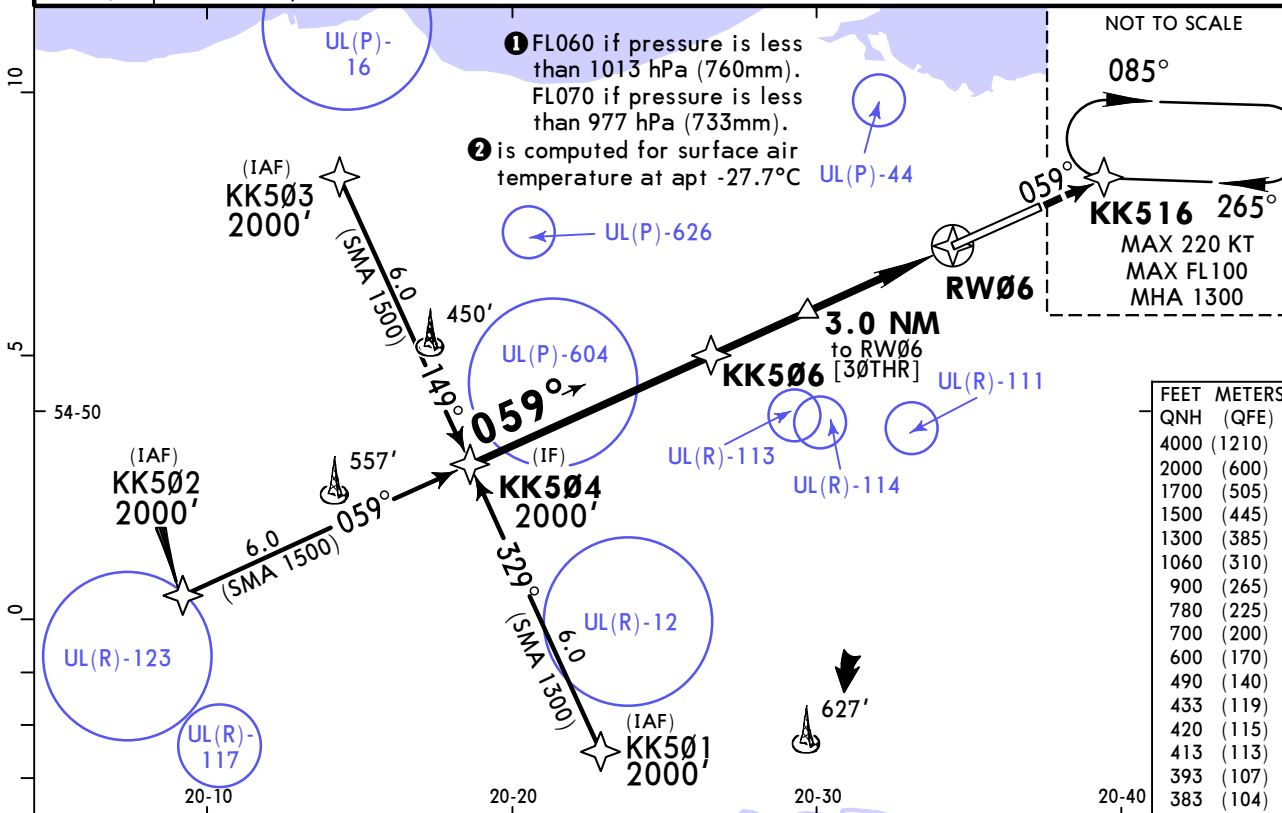
① CAT D without autoland: R350m.

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KHRABROVO**

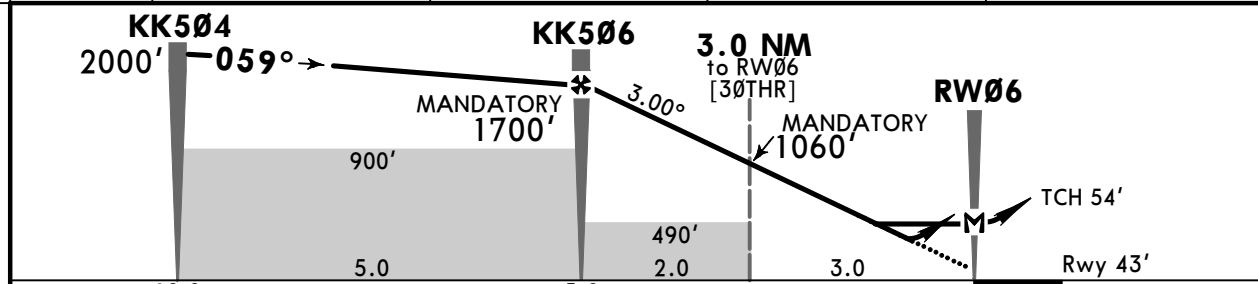
JEPPESEN
20 DEC 24 **(12-1)** Eff 26 Dec

KALININGRAD, RUSSIA
RNP Rwy 06

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		*KALININGRAD Tower 127.2 129.425	
RNAV	Final Apch Crs 059°	KK506 MANDATORY 1700' (1657')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 43' Rwy 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then to KK516 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 2 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNP apch 1. GNSS required. 2. Baro-VNAV not authorized below -29°C. VPA exceeds 3.5° above +50°C.					



DIST to RW06	4.3	3.2	2.2	1.1
ALTITUDE	1469'	1125'	781'	438'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN	2000'
Glide Path Angle	3.00°	372	478	531	637	849		700'	KK516
MAP at RW06								↑	↑

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	LNAV/VNAV		LNAV		LNAV		CIRCL	
	DA(H) A: 383' (340') C: 413' (370') B: 393' (350') D: 433' (390')		CDFA ① DA/MDA(H) 420' (377')		Max		MDA(H)	
	ALS out		ALS out		100	600' (557') V1500m		
	A	R800m	R1500m		135	600' (557') V1600m		
B	R900m		R1000m		180	700' (657') V2400m		
C	R1000m	R1700m			205	780' (737') V3600m		
D	R1100m	R1800m						

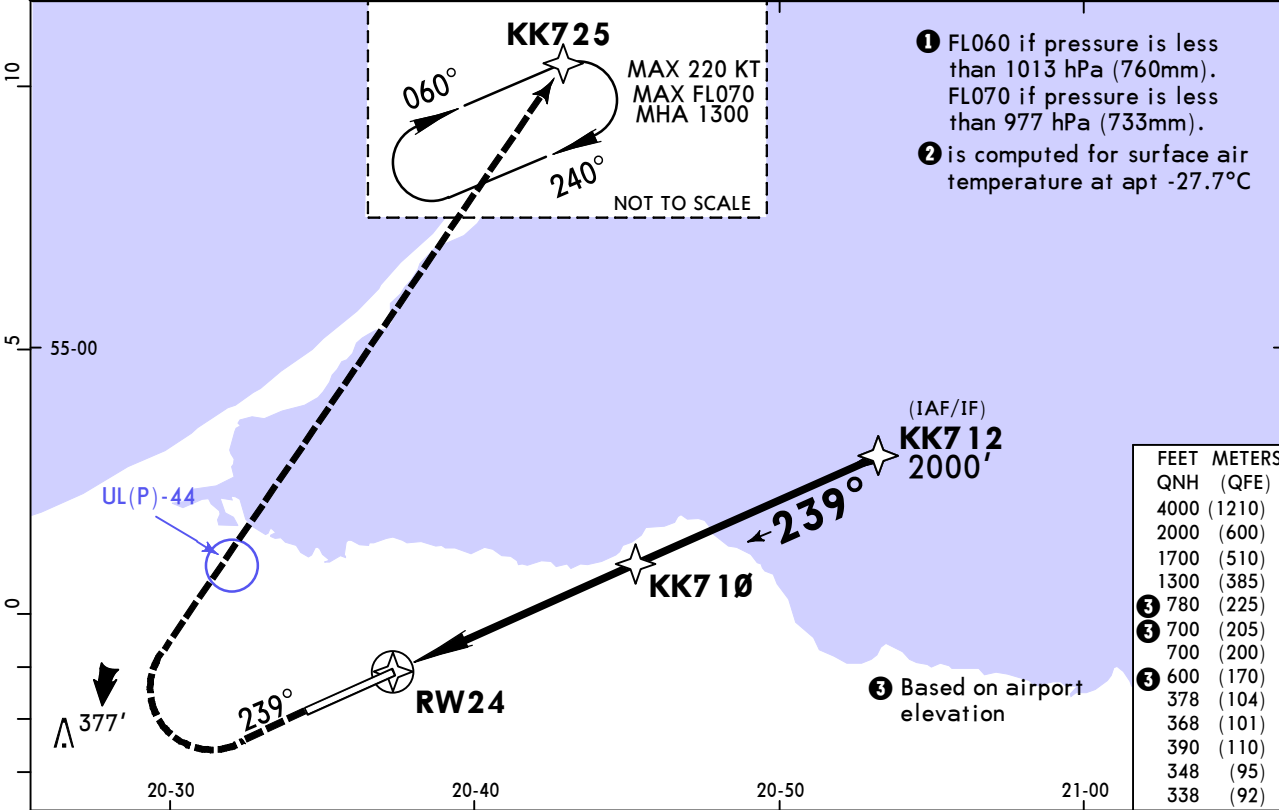
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UMKK/KGD
KHRABROVO

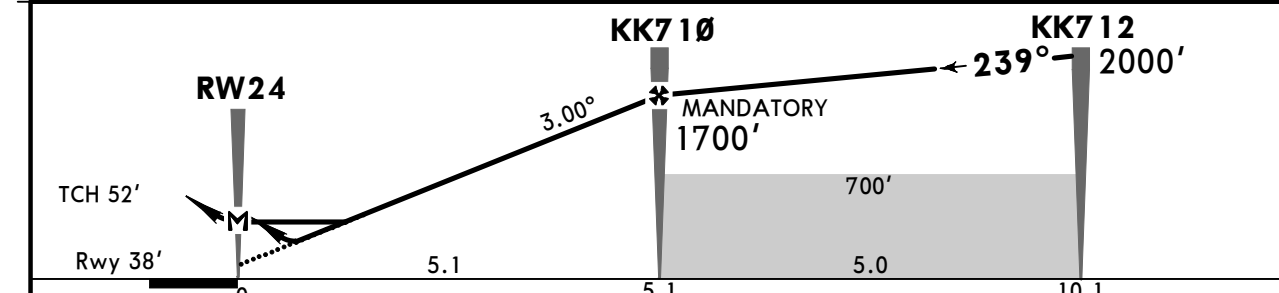
JEPPESEN
20 DEC 24 **(12-2)** Eff 26 Dec

KALININGRAD, RUSSIA
RNP Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		*KALININGRAD Tower 127.2 129.425	
RNAV	Final Apch Crs 239°	KK710 MANDATORY 1700' (1662')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 43'	
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above (MAX 260 KT), then turn RIGHT to KK725 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNP apch 1. GNSS required. 2. Baro-VNAV not authorized below -29°C. VPA exceeds 3.5° above +50°C.					



DIST to RW24	1.1	2.2	3.2	4.3
ALTITUDE	432'	776'	1120'	1464'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	MIN 700'	260 KT	KK725
Glide Path Angle	3.00°	372	478	531	637	849		↑	MAX	RT
MAP at RW24										

Std	LNAV/VNAV		LNAV		CIRCLE-TO-LAND	
	DA(H)	ALS out	CDFA	ALS out	Max KT	MDA(H)
A	338' (300')	R1400m	① DA/MDA(H) 390' (352')	R1500m	100	600' (557') V1500m
B	348' (310')	R1400m		R1500m	135	600' (557') V1600m
C	378' (340')	R1500m		R1600m	180	700' (657') V2400m
D	378' (340')	R1600m		R1600m	205	780' (737') V3600m

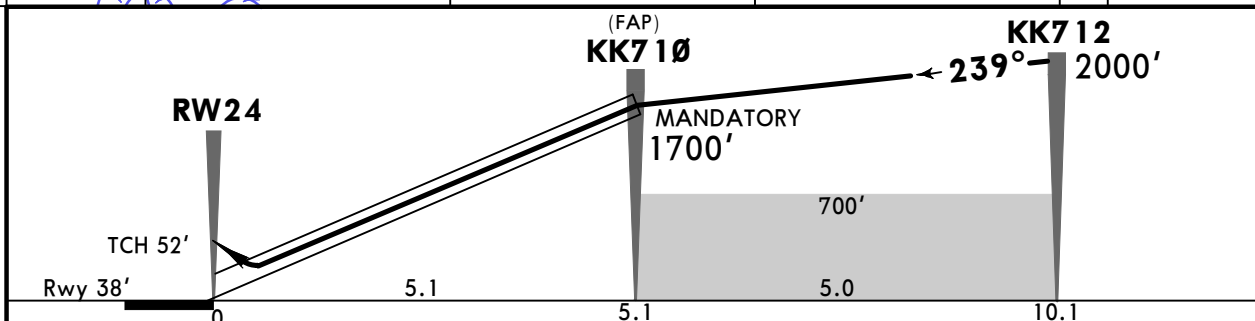
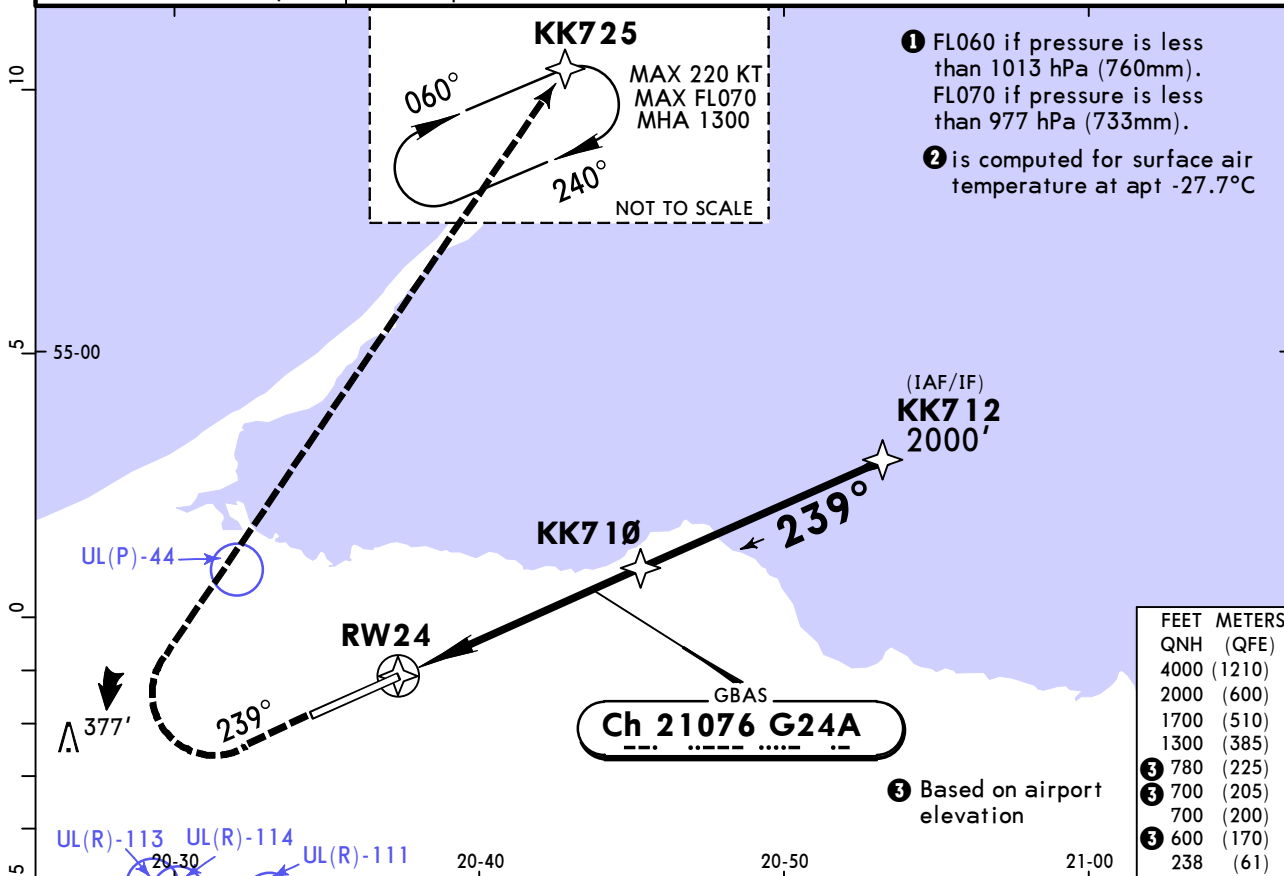
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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KHRABROVO

JEPPESEN
20 DEC 24 **(12-41)** Eff 26 Dec

KALININGRAD, RUSSIA
GLS Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		*KALININGRAD Tower 127.2 129.425	
GBAS Ch 21076 G24A	Final Apch Crs 239°	KK710 MANDATORY 1700' (1662')	GLS DA(H) 238' (200')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then turn RIGHT to KK725 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	
RNAV 1 for missed apch.		GNSS required.			
				Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIN	KK725	2000'
Glide Path Angle	3.00°	372	478	531	637	849		700'		

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND		
	GLS DA(H) 238' (200')			Max		
A	R550m	R550m	TDZ or CL out	ALS out	MDA(H)	
B			100	600' (557')	V1500m	
C			135	600' (557')	V1600m	
D			180	700' (657')	V2400m	
			205	780' (737')	V3600m	

① R750m when a Flight Director or Autopilot or HUD to DA is not used.

UMKK/KGD KHRABROVO

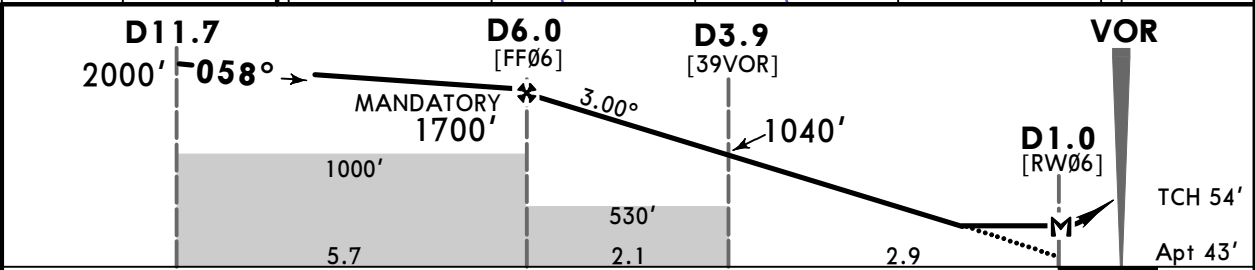
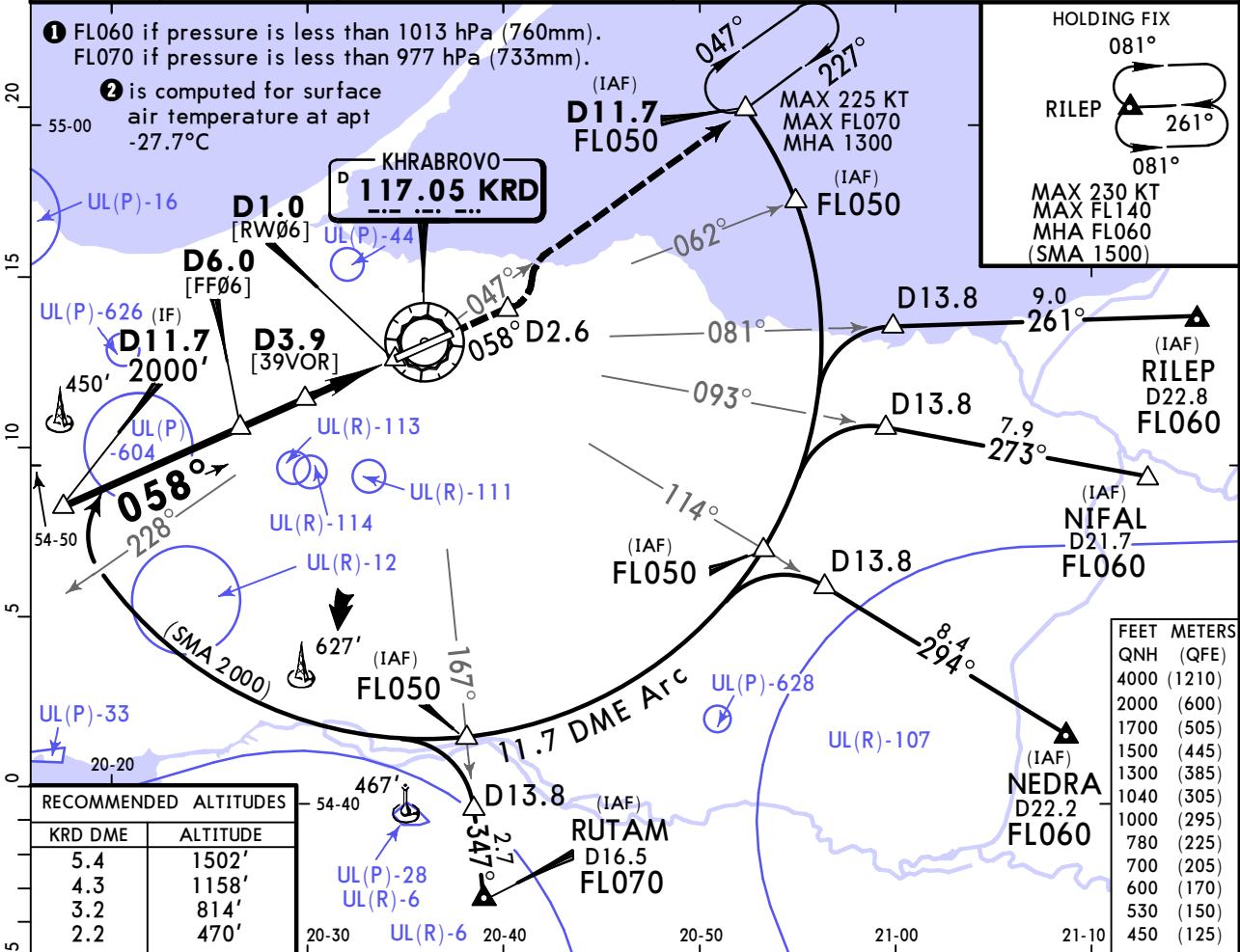
JEPPESEN
20 DEC 24 **(13-1)** Eff 26 Dec

KALININGRAD, RUSSIA
VOR Z Rwy 06

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2		2000 MSA ARP
VOR KRD 117.05	Final Apch Crs 058°	D6.0 MANDATORY 1700' (1657')	DA/MDA(H) (CONDITIONAL) 450' (407')	Apt Elev 43'		

MISSED APCH: Climb STRAIGHT AHEAD to D2.6, turn LEFT to intercept R-047, then proceed to D11.7/R-047 climbing to 2000'.

Alt Set: hPa (MM on req) Apt Elev: 2 hPa Trans level: FL050 Trans alt: 4000'
1. DME required. 2. Final apch track offset 1° from runway centerline.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	D2.6 ↑ KRD 117.05 R-047 LT
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0								

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		Max KT	MDA(H)	
	with D3.9 CDFA DA/MDA(H) 450' (407')	w/o D3.9 CDFA DA/MDA(H) 530' (487')	ALS out	ALS out			
A			R1500m	R1500m	100	600' (557')	V1500m
B	R1200m		R1500m	R1500m	135	600' (557')	V1600m
C			R1900m	R1500m	180	700' (657')	V2400m
D			R1900m	R2300m	205	780' (737')	V3600m

■ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Alt at IF, SMA, MSA note, UL(P)-626 & UL(P)-628 added.

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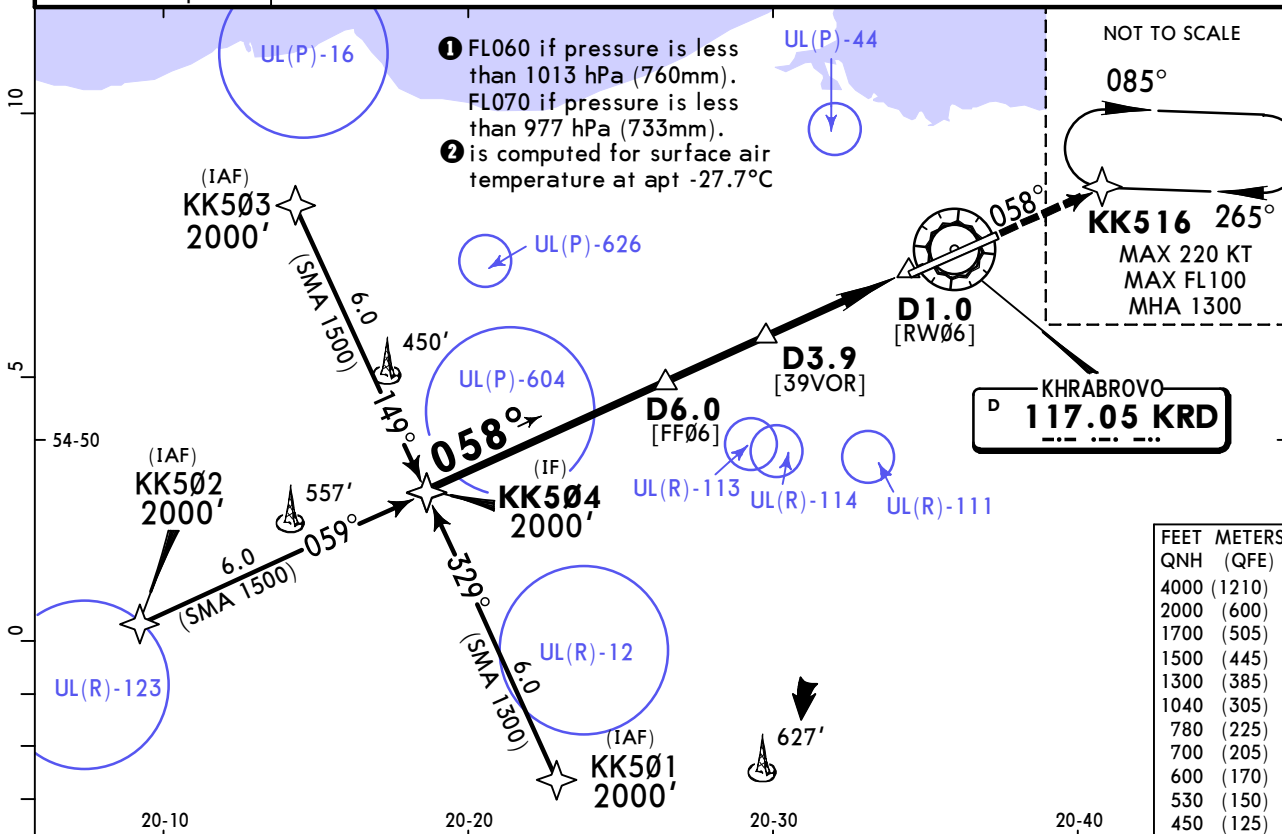
UMKK/KGD KHRABROVO

JEPPESEN
20 DEC 24 (13-2) Eff 26 Dec

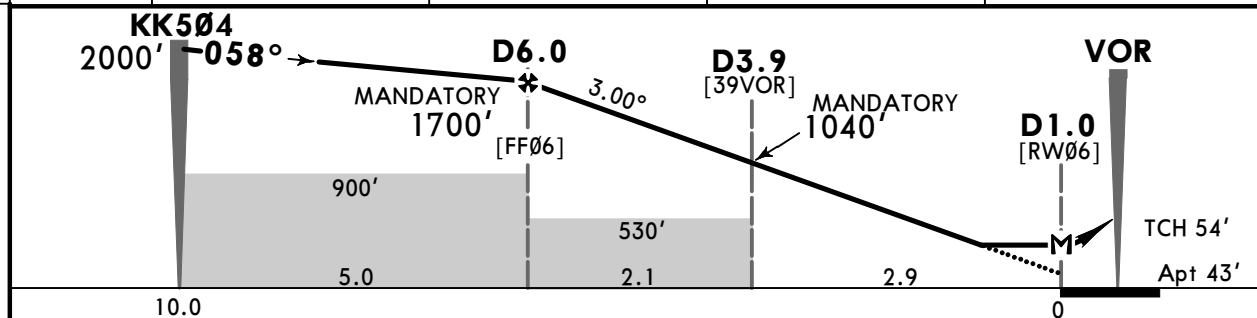
KALININGRAD, RUSSIA

VOR X Rwy 06

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2	
VOR KRD 117.05	Final Apch Crs 058°	D6.0 MANDATORY 1700' (1657')	DA/MDA(H) (CONDITIONAL) 450' (407')	Apt Elev 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then to KK516 climbing to 2000'.					
Alt Set: hPa (MM on req)		Apt Elev: 2 hPa		Trans level: FL050 ①	
RNAV 1 for initial and missed apch.		1. GNSS required. 2. DME required. 3. Final approach track offset 1° from runway centerline.			



KRD DME	5.4	4.3	3.2	2.2
ALTITUDE	1502'	1158'	814'	470'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	MIN 700'	KK516	2000'
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	↑	↑	↑
MAP at D1.0										

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D3.9 CDFA	w/o D3.9 CDFA	Max KT	MDA(H)
A	① DA/MDA(H) 450' (407')	① DA/MDA(H) 530' (487')	100	600' (557') V1500m
B	ALS out R1500m	ALS out R1500m	135	600' (557') V1600m
C	R1200m	R1500m	180	700' (657') V2400m
D	R1900m	R1500m R2300m	205	780' (737') V3600m

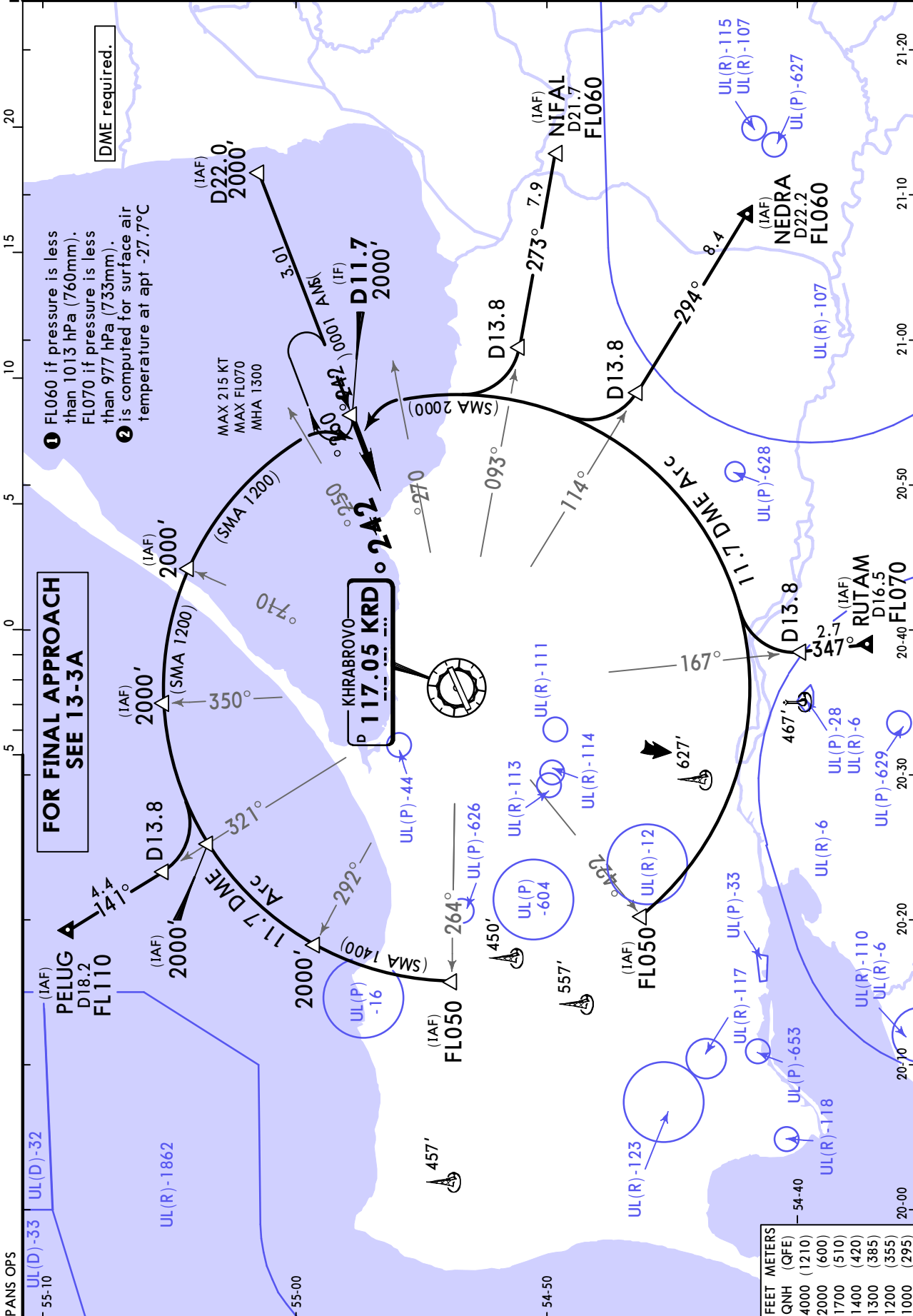
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UMKK/KGD
KHRABROVO**

JEPPESEN
20 DEC 24 **(13-3)** Eff 26 Dec

KALININGRAD, RUSSIA
VOR Z Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2		2000 MSA ARP ②
VOR KRD 117.05	Final Apch Crs 242°	Refer to chart 13-3A	DA/MDA(H) Refer to chart 13-3A	Apt Elev 43' Rwy 38'		
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa	Trans level: FL050 ①	Trans alt: 4000'		

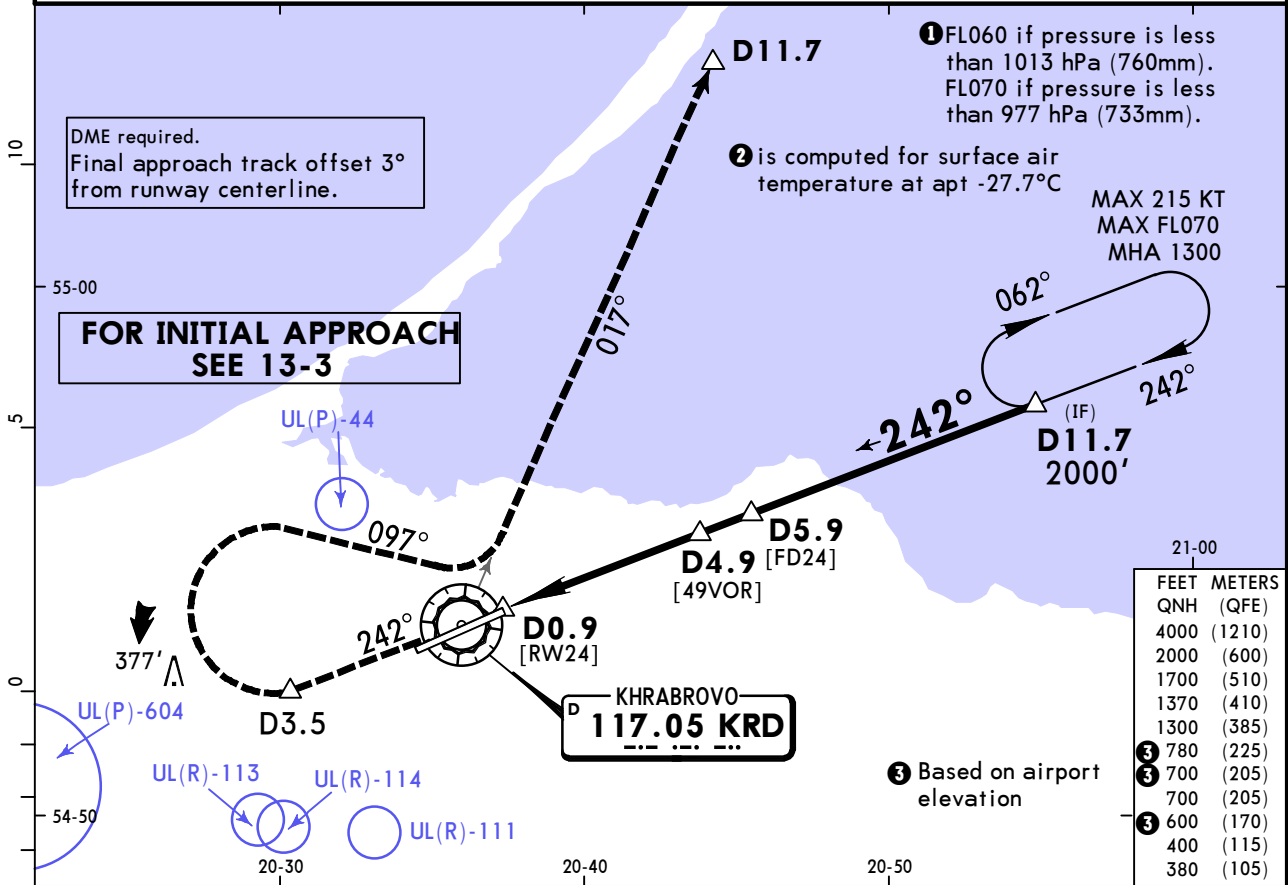


**UMKK/KGD
KHRABROVO**

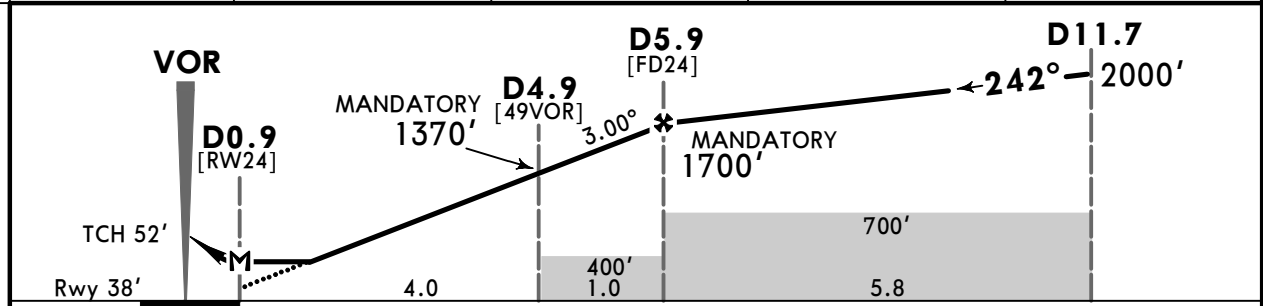
JEPPESEN
20 DEC 24 **13-3A** Eff 26 Dec

**KALININGRAD, RUSSIA
VOR Z Rwy 24**

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2	
VOR KRD 117.05	Final Apch Crs 242°	D5.9 MANDATORY 1700' (1662')	DA/MDA(H) (CONDITIONAL) 380' (342')	Apt Elev 43'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 (MAX 245 KT), turn RIGHT onto 097° to intercept R-017, then proceed to D11.7/R-017 climbing to 2000'.				Rwy 38'	
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE	511'	855'	1199'	1543'



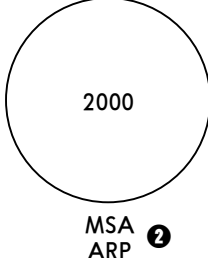
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	D3.5	245 KT
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	KRD	MAX
MAP at D0.9									

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D4.9 CDFA	w/o D4.9 CDFA	Max KT	MDA(H)
A	① DA/MDA(H) 380' (342')	① DA/MDA(H) 400' (362')	100	600' (557') V1500m
B	ALS out	ALS out	135	600' (557') V1600m
C	R900m	R1000m	180	700' (657') V2400m
D	R1600m	R1700m	205	780' (737') V3600m

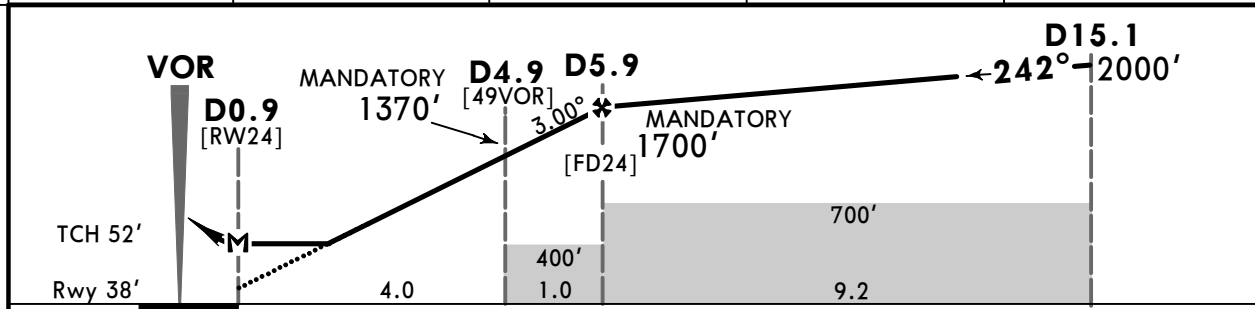
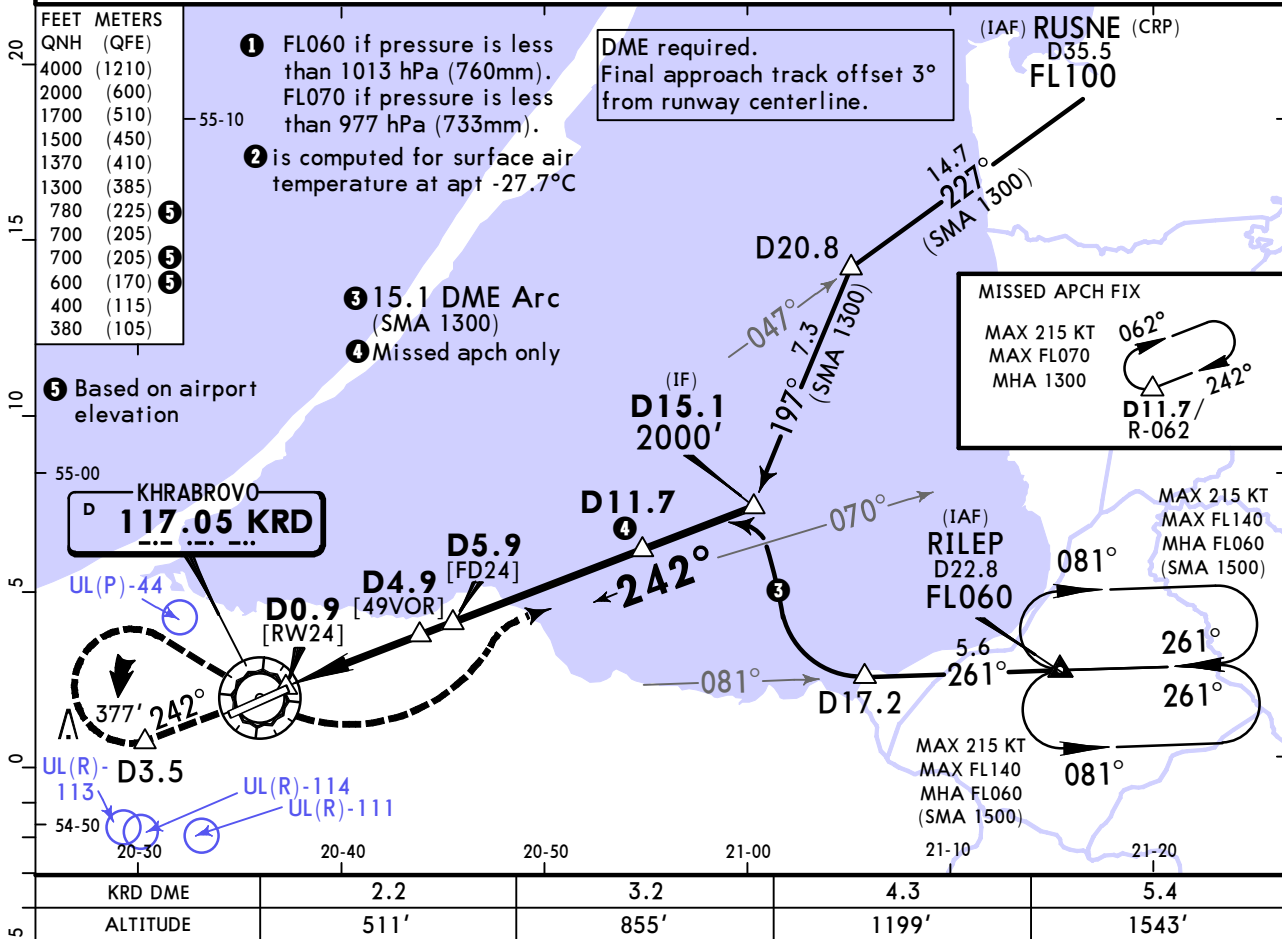
UMKK/KGD KHRABROVO


JEPPESEN
24 JAN 25 (13-4)

KALININGRAD, RUSSIA VOR Y Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		KALININGRAD Tower 127.2		
VOR KRD 117.05	Final Apch Crs 242°	D5.9 MANDATORY 1700' (1662')	DA/MDA(H) (CONDITIONAL) 380' (342')	Apt Elev 43' Rwy 38'		
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 (MAX 245 KT), turn RIGHT to VOR, turn LEFT onto R-062, then proceed to D11.7/R-062 climbing to 2000'.						

Alt Set: hPa (MM on req) Rwy Elev: 1 hPa Trans level: FL050 ① Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 	D3.5 ↑ 245 KT MAX	
Descent Angle	3.00°	372	478	531	637	743			849
MAP at D0.9									

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND						
	with D4.9 CDFA		w/o D4.9 CDFA				Max KT				
	① DA/MDA(H) 380' (342')		① DA/MDA(H) 400' (362')								
	ALS out		ALS out				MDA(H)				
	A	R900m		R1500m					100	600' (557') V1500m	
B	R1500m		R1000m						135	600' (557') V1600m	
C	R1600m		R1700m						180	700' (657') V2400m	
D	R1600m		R1700m		205	780' (737') V3600m					

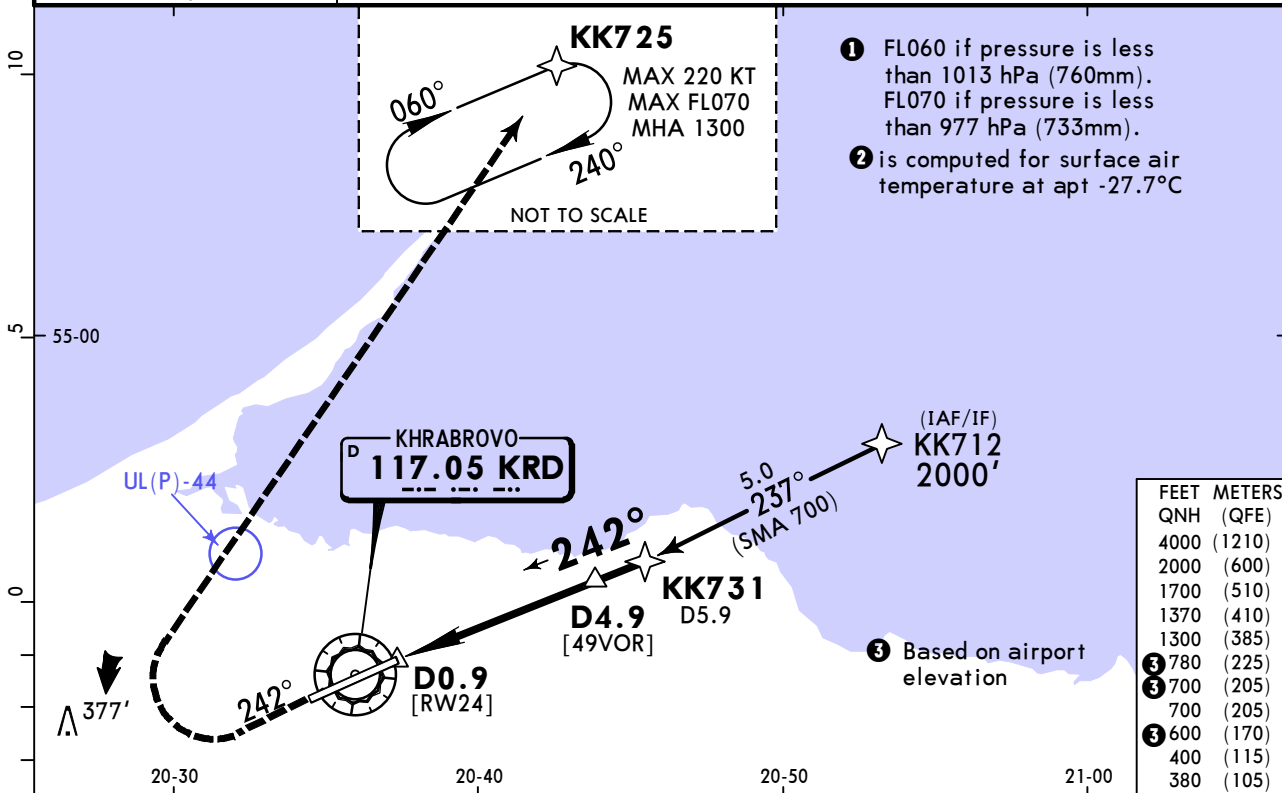
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UMKK/KGD
KHRABROVO

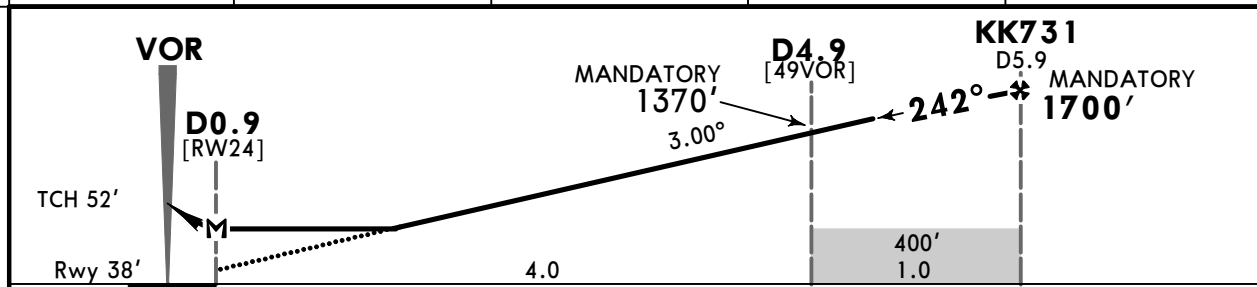
JEPPESEN
24 JAN 25 (13-5)

KALININGRAD, RUSSIA
VOR X Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0		*KALININGRAD Tower 127.2	
VOR KRD 117.05	Final Apch Crs 242°	KK731 MANDATORY 1700' (1662')	DA/MDA(H) (CONDITIONAL) 380' (342')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to 700' or above, then turn RIGHT to KK725 climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa	Trans level: FL050 ①	Trans alt: 4000'	
RNAV 1 for intermediate and missed apch.		1. GNSS required. 2. DME required. 3. Final approach track offset 3° from rwy centerline.			



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	MIN	KK725	2000'
Descent Angle	3.00°	372	478	531	637	743	PAPI	700'	RT	↑
MAP at D0.9										

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND		Max KT	MDA(H)	
	with D4.9 CDFA ① DA/MDA(H) 380' (342')	w/o D4.9 CDFA ① DA/MDA(H) 400' (362')	ALS out	ALS out			
A	R900m	R1500m	R1000m	R1500m	100	600' (557')	V1500m
B					135	600' (557')	V1600m
C	R900m	R1600m	R1000m	R1700m	180	700' (657')	V2400m
D					205	780' (737')	V3600m

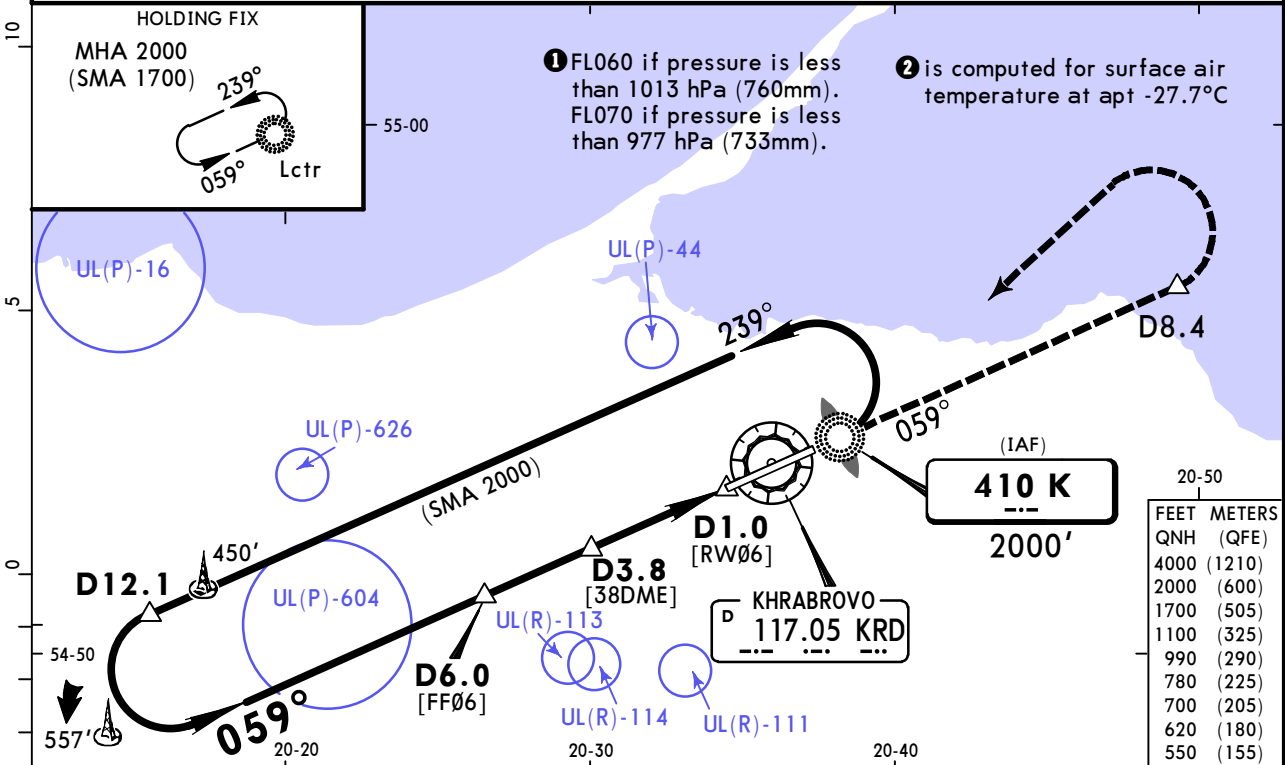
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UMKK/KGD
KHRABROVO

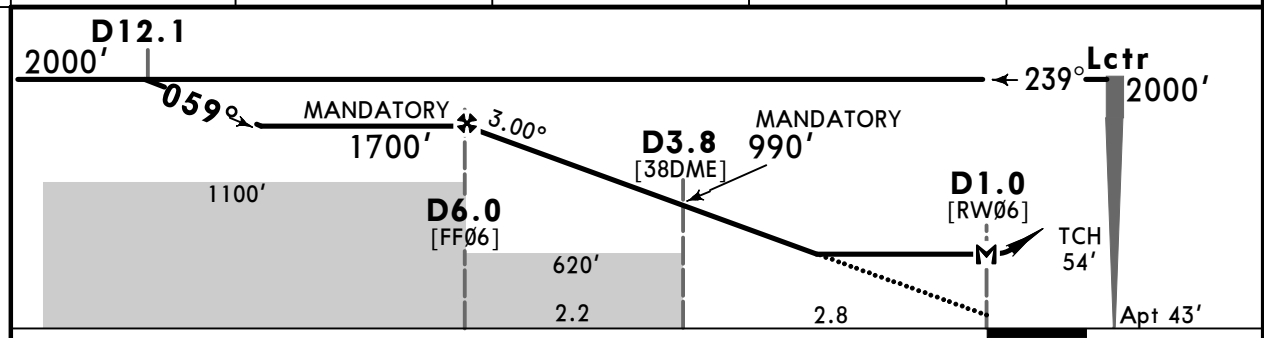
JEPPESEN
24 JAN 25 **(16-1)**

KALININGRAD, RUSSIA
NDB Rwy 06

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		*KALININGRAD Tower 127.2 129.425	
Lctr K 410	Final Apch Crs 059°	D6.0 MANDATORY 1700' (1657')	DA/MDA(H) (CONDITIONAL) 550' (507')	Apt Elev 43'	
MISSED APCH: Climb STRAIGHT AHEAD to D8.4, then turn LEFT to Lctr climbing to 2000'.					
Alt Set: hPa (MM on req) Apt Elev: 2 hPa Trans level: FL050 ① Trans alt: 4000'					
1. DME required. 2. Procedure restricted to MAX 245 KT.					



KRD DME	5.4	4.3	3.2	2.2
ALTITUDE	1502'	1158'	814'	470'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D8.4
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0							

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	with D3.8 CDFA		w/o D3.8 CDFA		with D3.8 CDFA		w/o D3.8 CDFA	
	① DA/MDA(H) 550' (507')		① DA/MDA(H) 620' (577')		① DA/MDA(H) 620' (577')		① DA/MDA(H) 620' (577')	
	ALS out		ALS out		ALS out		ALS out	
	A	R1500m		R1500m		Max KT 100	MDA(H) 620' (577') V1500m	
B	R1500m		R1500m		135	MDA(H) 620' (577') V1600m		
C	R1600m	R2400m	R1900m	R2400m	180	MDA(H) 700' (657') V2400m		
D	R1600m	R2400m	R1900m	R2400m	205	MDA(H) 780' (737') V3600m		

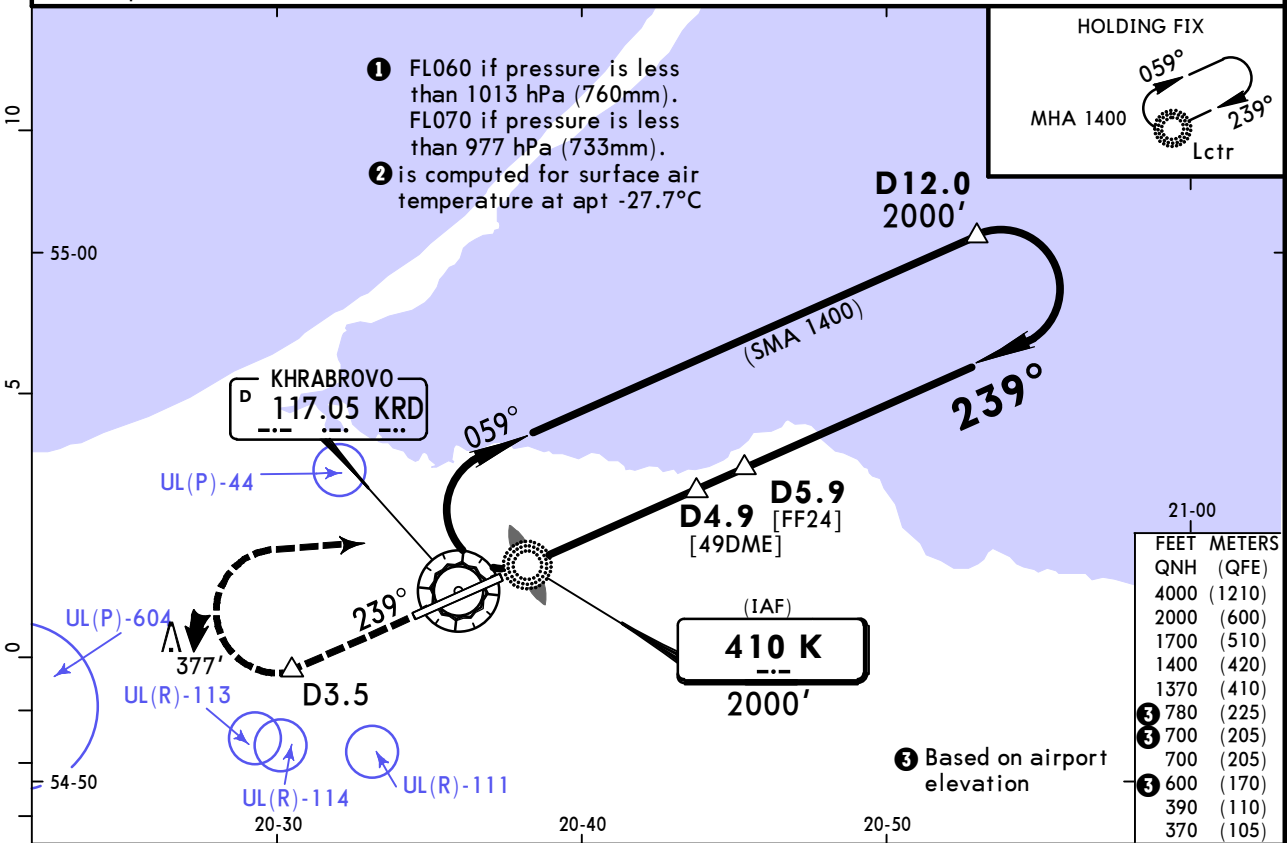
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

**UMKK/KGD
KHRABROVO**

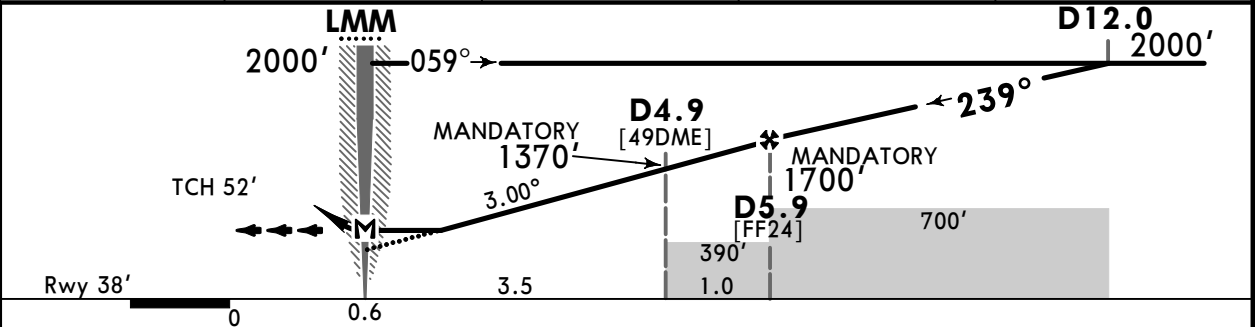
JEPPESEN
24 JAN 25 **(16-2)**

**KALININGRAD, RUSSIA
NDB Z Rwy 24**

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
Lctr K 410	Final Apch Crs 239°	D5.9 MANDATORY 1700' (1662')	DA/MDA(H) (CONDITIONAL) 370' (332')	Apt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 (MAX 230 KT), then turn RIGHT to Lctr climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	
DME required.					



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAP:	D3.5 ↑ 230 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at LMM								

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	with D4.9 CDFA		w/o D4.9 CDFA		Max KT	MDA(H)
	① DA/MDA(H)	370' (332')	① DA/MDA(H)	390' (352')		
A		ALS out		ALS out	100	600' (557') V1500m
B	R800m	R1500m	R900m	R1500m	135	600' (557') V1600m
C				R1600m	180	700' (657') V2400m
D					205	780' (737') V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

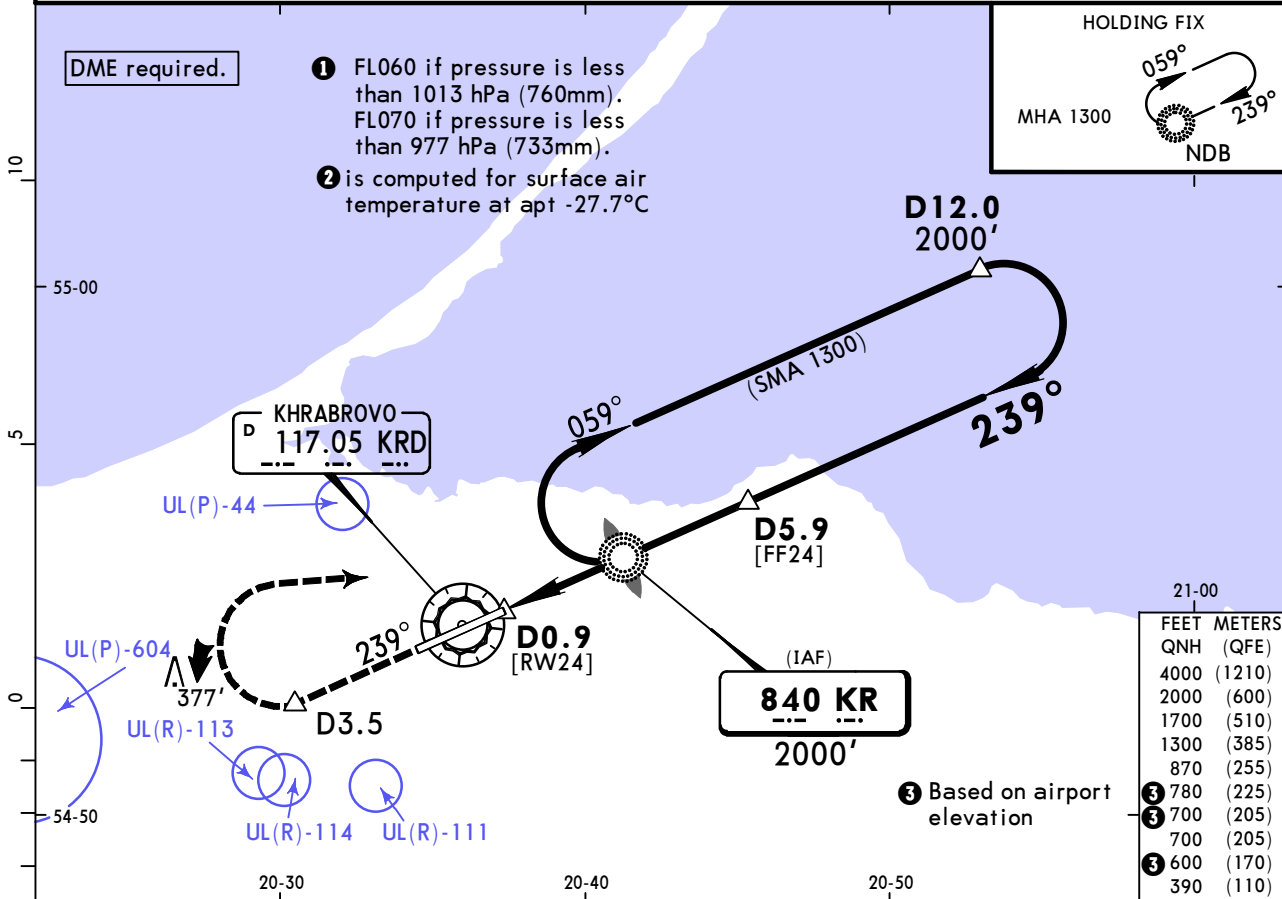
CHANGES: None.

UMKK/KGD KHRABROVO

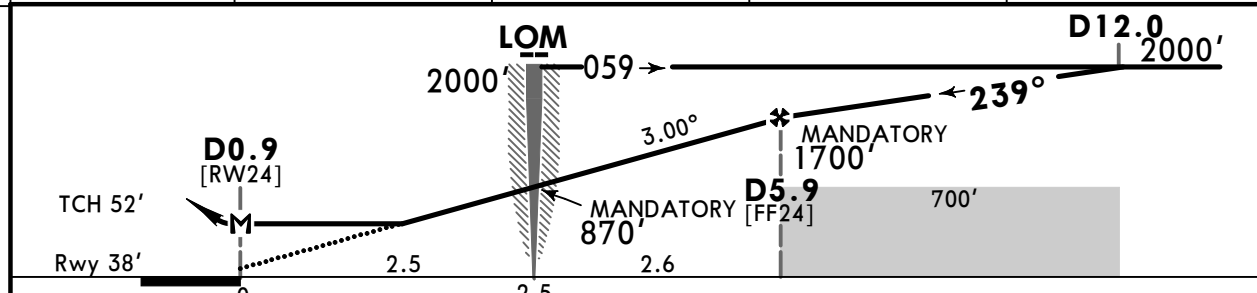
JEPPESEN
20 DEC 24 **16-3** Eff 26 Dec

KALININGRAD, RUSSIA
NDB Y Rwy 24

ATIS 122.475 (Russian 122.050)		KALININGRAD Approach 126.0 128.5		KALININGRAD Tower 127.2 129.425	
NDB KR 840	Final Apch Crs 239°	D5.9 MANDATORY 1700' (1662')	DA/MDA(H) 390' (352')	Appt Elev 43' Rwy 38'	2000 MSA ARP ②
MISSED APCH: Climb STRAIGHT AHEAD to D3.5 (MAX 230 KT), then turn RIGHT to NDB climbing to 2000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 1 hPa		Trans level: FL050 ①	
				Trans alt: 4000'	



KRD DME	2.2	3.2	4.3	5.4
ALTITUDE	511'	855'	1199'	1543'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	D3.5 ↑ 230 KT MAX
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.9								

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 390' (352')		ALS out	
	A	R900m	R1500m	Max KT 100
B	135			600' (557') V1600m
C	R1600m		180	700' (657') V2400m
D			205	780' (737') V3600m
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.				

Chart changes since cycle 04-2025

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