

List of pages in this Trip Kit

Trip Kit Index

Airport Information For UWKD

Terminal Charts For UWKD

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: KAZAN RUS
ICAO/IATA: UWKD / KZN
Lat/Long: N55° 36.42', E049° 16.82'
Elevation: 410 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 14.0° 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: 0053 Z
Sunset: 1626 Z

Runway Information

Runway: 11
Length x Width: 12303 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 365 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 29
Length x Width: 12303 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 410 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 126.800
Kazan Tower: 134.875 At or below 1400 ft Non-English
Kazan Start Tower: 129.000 Secondary
Kazan Start Tower: 124.000 Secondary
Kazan Start Tower: 120.300
Kazan Ground: 129.000 Secondary
Kazan Ground: 124.000 Secondary
Kazan Ground: 121.700
Kazan Apron Ramp/Taxi: 118.900

Kazan Apron Ramp/Taxi: 118.800
Kazan Approach: 135.225
Kazan Approach: 129.000 Secondary
Kazan Approach: 128.625
Kazan Approach: 124.000 Secondary
Kazan Radar: 129.000 Secondary
Kazan Radar: 124.000 Secondary
Kazan Radar: 119.400
Kazan Transit Operations: 131.800

UWKD/KZN
KAZAN

JEPPESEN

6 JUN 25

10-1P

Eff 12 Jun

KAZAN, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 136.825
126.8 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are implemented when RVR is below 550m and/or ceiling is 60m or below. Pilot will be informed by ATIS and/or by ATS unit using phrase: "LVP in progress, check your minimum".

When taxiing on the apron and maneuvering area flight crew must constantly check ACFT position. In case of difficulty or doubt in determining ACFT position, it is necessary to stop taxiing and report to GND or TWR controller.

After obtaining controller's clearance to hold and/or occupy RWY/TWY, flight crew must read back active RWY/TWY designator.

RWY shall be occupied by TWR clearance.

ACFT shall take off only from the RWY beginning, line-up is mandatory.

Flight crews of departing ACFT must report to the controller, if ACFT requires to occupy the RWY (line-up position) for more than 1 minute.

Arriving ACFT shall be escorted by the Follow-me car from TWY to stand upon request of the flight crew.

1.3. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (A-SMGCS)

Multilateral system (MLAT) using Mode S is installed at Kazan APT.

1.3.1. OPERATIONS OF MODE S TRANSPONDER WHEN ACFT IS ON GROUND

Flight crew of ACFT equipped with Mode S transponder must ensure that Mode S transponder is capable of operating during movement of ACFT on the ground to support ground traffic control system efficiency.

Prior to departure the flight crew shall:

- select the assigned code (squawk) and activate Mode S transponder, when requesting clearance for towing or taxiing, whichever is earlier.

After landing the flight crew shall:

- keep Mode S transponder activated until ACFT is parked on stand;
- set Mode A code 2000 immediately after parking the ACFT on stand, before selecting OFF or STAND-BY.

Activation of Mode S transponder means selecting AUTO, ON, XPNDR or equivalent mode, depending on the transponder installed. Selection of STAND-BY mode DOES NOT activate Mode S transponder.

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

ACFT identification must be entered before requesting clearance for towing or taxiing, whichever is earlier.

1.4. TAXI PROCEDURES

Taxiing and towing shall be carried out by GND controller's instructions.

Taxiing and towing shall be carried out along centerlines and TWY guidance lines on apron.

Taxiing from TWY M to TWY F and from TWY F to TWY M towards RWY 29 THR strictly along TWY guidance line at minimum speed with extreme CAUTION.

Taxiing between stands 13 thru 18, located on the passengers apron, and stands 23 thru 27 is permitted for ACFT with MAX wingspan of 88.6'/27m.

Taxiing (when VIS is less than 2000m) with navigation and taxi lights switched on.

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6 JUN 25

10-1P1

Eff 12 Jun

KAZAN, RUSSIA
AIRPORT BRIEFING

1. GENERAL

1.5. PARKING INFORMATION

Taxiing into stands 9 thru 12A shall be executed by means of Visual Docking Guidance System (VDGS) or by instructions of the marshaller.

Taxiing into stands 1 thru 8 and 13 thru 51 shall be executed by marshaller's signals or by towing.

Stand 27 available for helicopters. Any vacant stand may be used if necessary.

Stands 1 thru 12A available for engines start-up.

Stand 22 available for de-icing.

1.6. COMMUNICATION FAILURE PROCEDURES

In all cases flight crew can use telephone communication:

Flight Control Officer of Kazan AD

+7(843) 221-15-12, +7(987) 298-79-43;

APP controller

+7(843) 221-15-34, +7(987) 180-07-23.

1.7. OTHER INFORMATION

1.7.1. QNH SETTING

ATS unit assigns and flight crew shall maintain altitudes below the transition level in feet based upon QNH pressure.

The value of QNH pressure in hPa is transmitted in ATIS broadcast.

QFE pressure is issued by the ATS unit upon request of the flight crew only.

TWR controller assigns altitudes below the transition level in compliance with the published instrument approach charts. If necessary, any altitude divisible by 100' within the range of 2000'-4000' can be assigned.

1.7.2. OTHER

Birds in vicinity of APT.

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KAZAN

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20 FEB 26

10-1P2

KAZAN, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. TAXI PROCEDURES

After landing, flight crew shall plan vacating of the RWY along the nearest TWY (or along the TWY assigned by the controller). If, for some reason, flight crew is unable to vacate the RWY along the nearest TWY, flight crew must report to TWR controller.

RWY is considered vacant, after ACFT turns off the RWY onto an adjoining TWYA, B, C, or D and crosses the RWY holding position marking line which is the ILS critical area limit.

After vacating the RWY flight crew shall change over to communication with GND controller by the instruction of TWR controller, reporting call sign and ACFT position (TWY A, TWY B, TWY C, TWY D).

2.2. OTHER INFORMATION

Flight crews executing flights intended to land at Kazan APT must send a message to the ATS units to obtain a new slot for arrival in case of a flight delay of 30 minutes from the estimated time of departure.

3. DEPARTURE

3.1. START-UP PROCEDURES

Before taxiing out of stand, on initial radio contact with GND controller flight crew shall report the latest ATIS broadcast code letter, stand number and obtain flight clearance, departure instructions and SSR transponder code.

Engines start-up during towing is PROHIBITED.

Start of one engine prior to towing the ACFT to engines start-up position is permitted on stands 1 thru 12A by GND controller's clearance. Flight crew and duty technician are responsible for observing safety procedures.

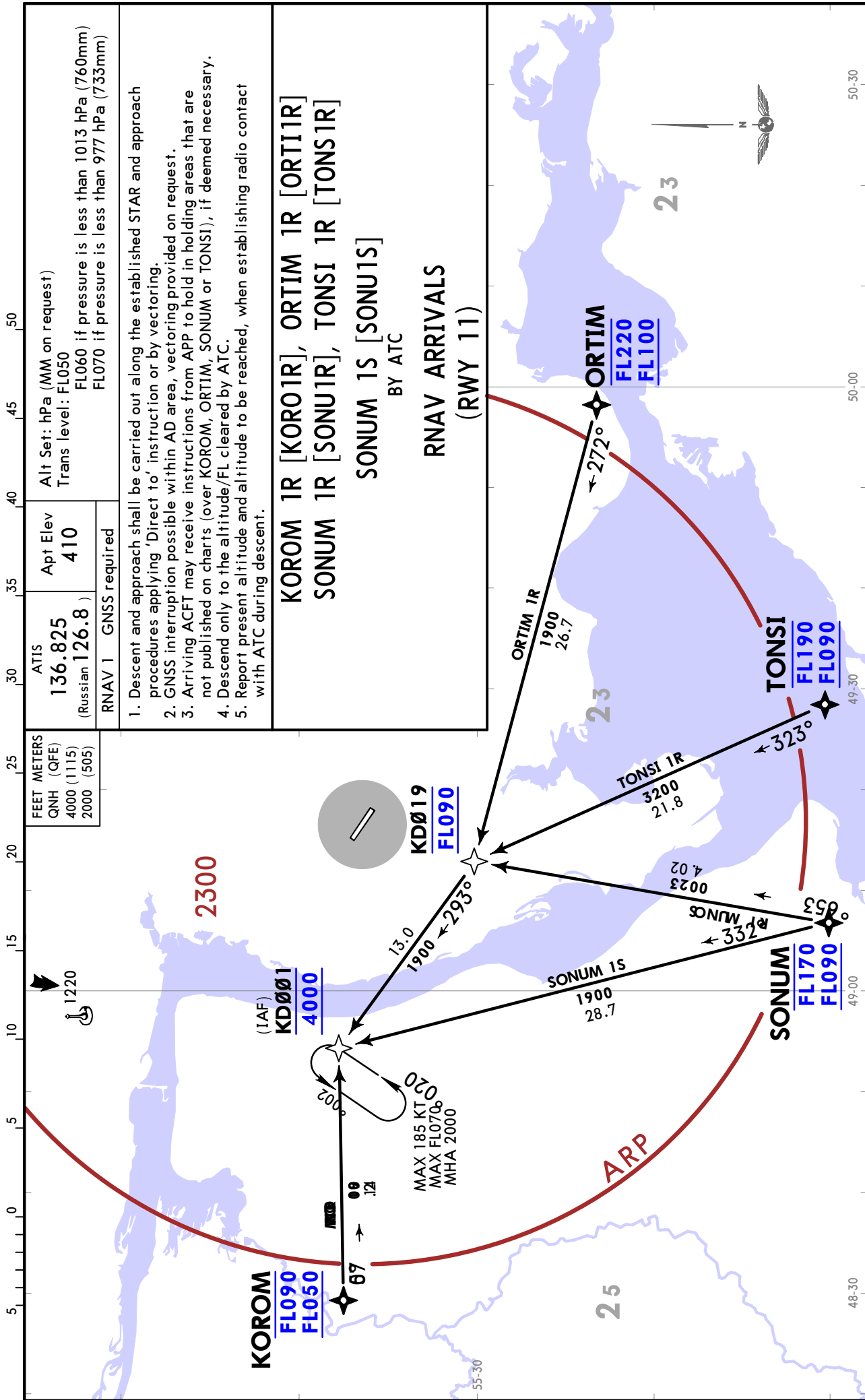
3.2. TAXI PROCEDURES

Taxiing of ACFT out of stands 49 thru 51 onto TWY G shall be carried out at minimum power setting, required for taxiing, observing safety measures.

UWKD/KZN KAZAN

30 JAN 26 **10-2**

KAZAN, RUSSIA
RNAV STAR

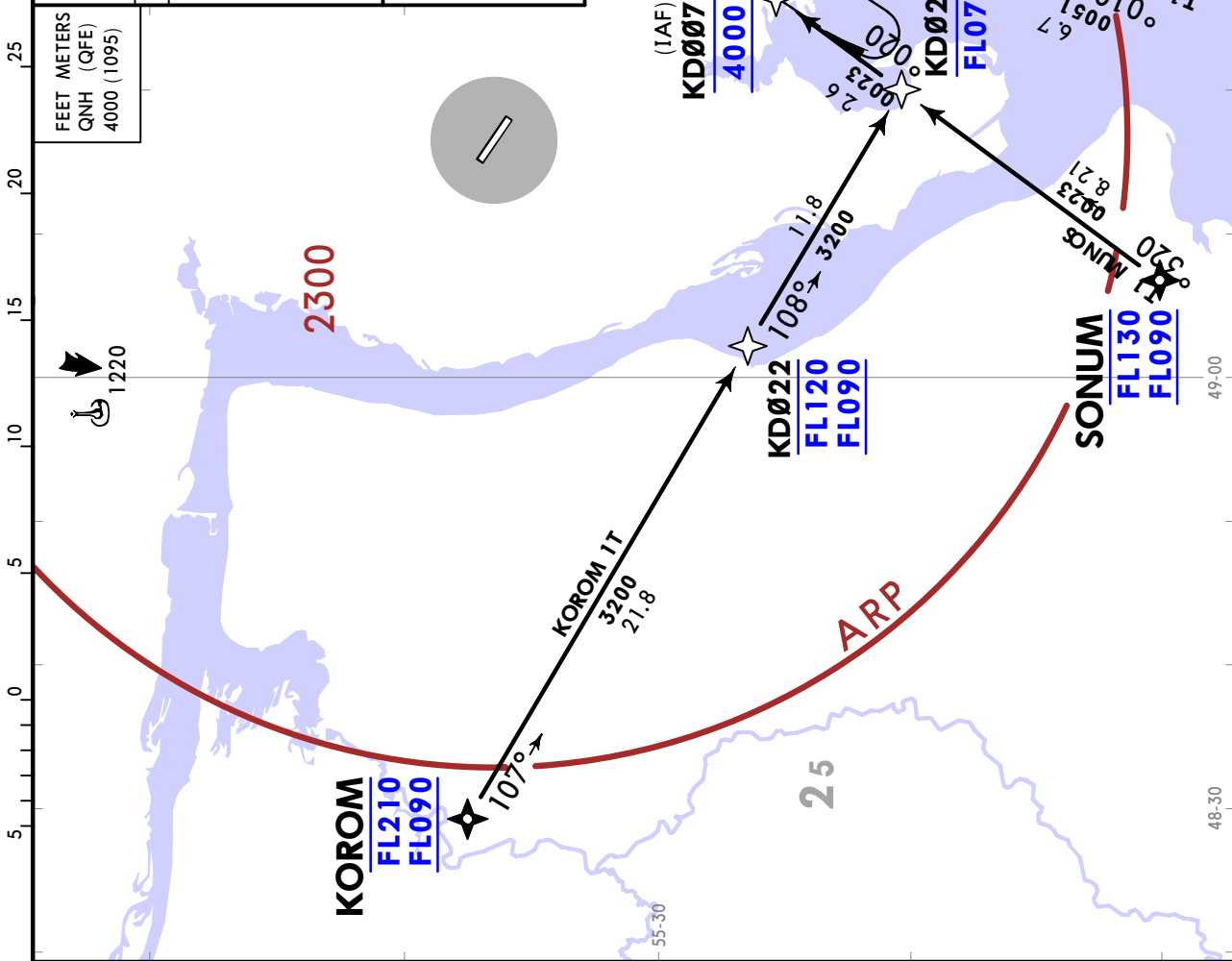


UWKD/KZN KAZAN

FEET METERS QNH (QFE) 4000 (1095)	ATIS 136.825 (Russian 126.8)	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)
	RNAV 1 GNSSE required	Apt Elev 410

1. Descent and approach shall be carried out along the established STAR and approach procedures applying 'Direct to' instruction or by vectoring.
 2. GNSSE interruption possible within AD area, vectoring provided on request.
 3. Arriving ACFT may receive instructions from APP to hold in holding areas that are not published on charts (over KOROM, ORTIM, SONUM or TONSI), if deemed necessary.
 4. Descent only to the altitude/FL cleared by ATC.
 5. Report present altitude and altitude to be reached, when establishing radio contact with ATC during descent.

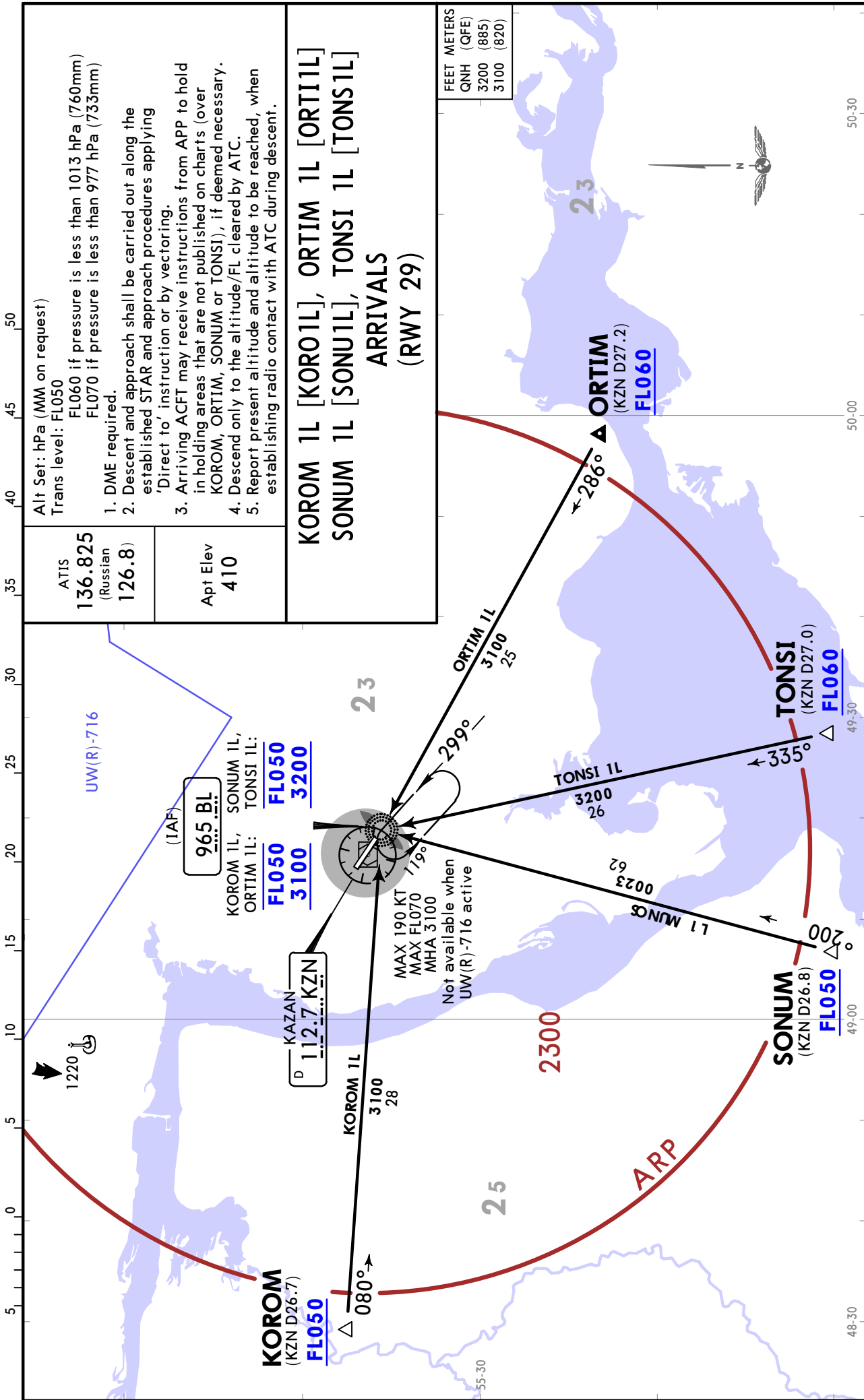
**KOROM 1T [KORO1T], ORTIM 1T [ORTI1T]
 SONUM 1T [SONU1T], TONSI 1T [TONS1T]
 RNAV ARRIVALS
 (RWY 29)**



UWKD/KZN KAZAN

JEPPesen
2 FEB 24 **10-2C**

KAZAN, RUSSIA
STAR



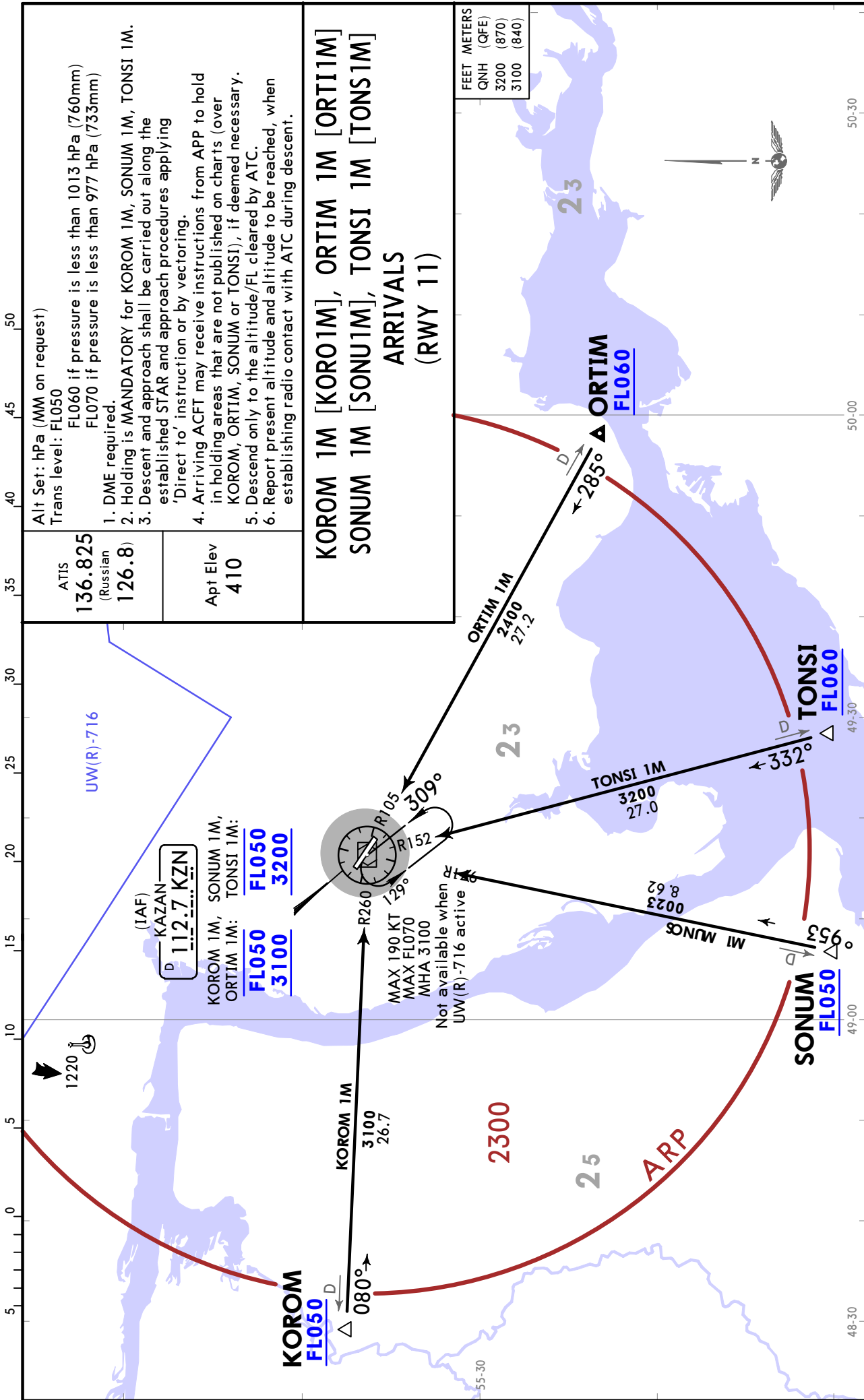
CHANGES: ATIS revised.

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UWKD/KZN KAZAN

2 FEB 24 **10-2D**

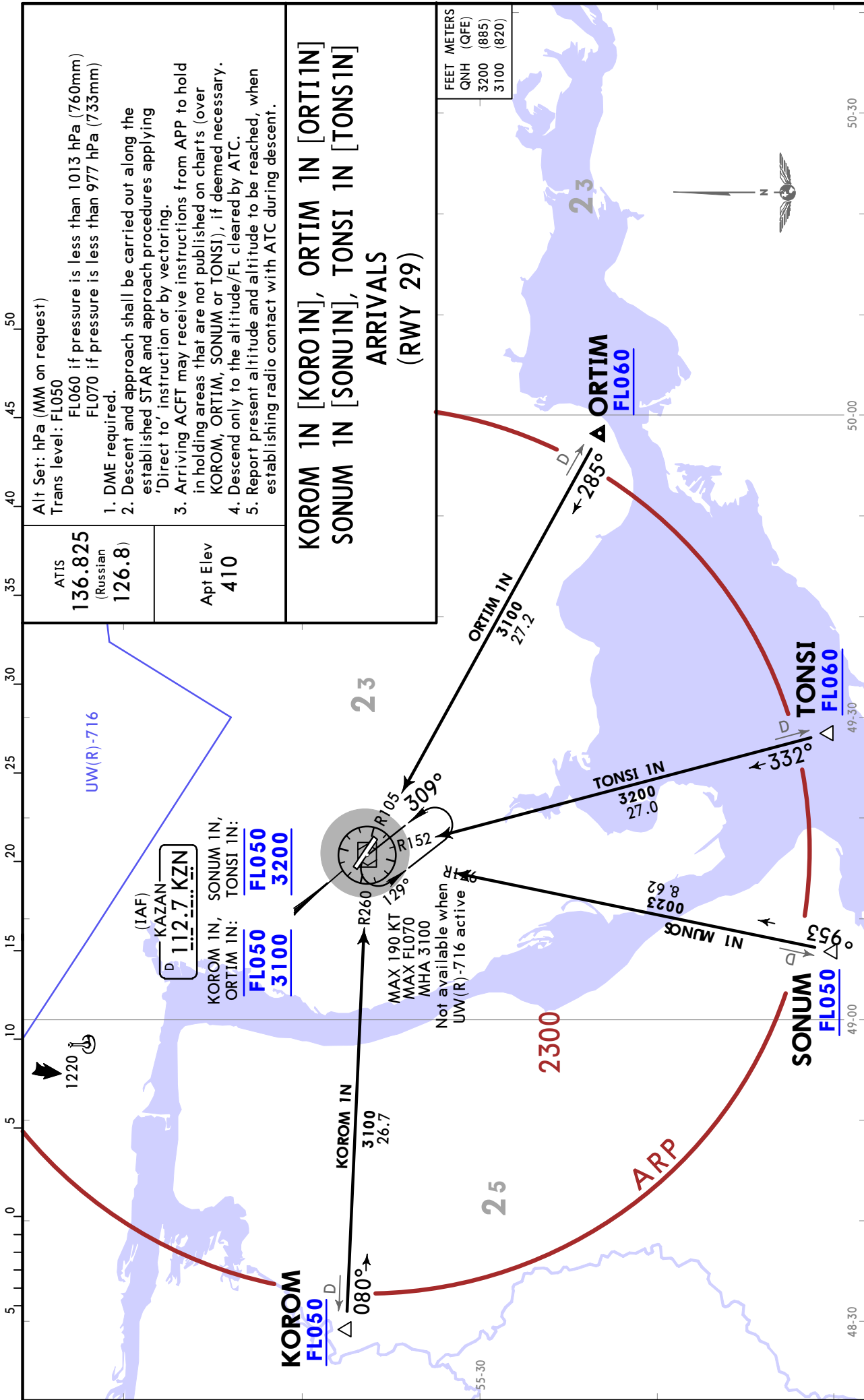
KAZAN, RUSSIA
STAR



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KAZAN

JEPPESSEN
2 FEB 24 **10-2E**

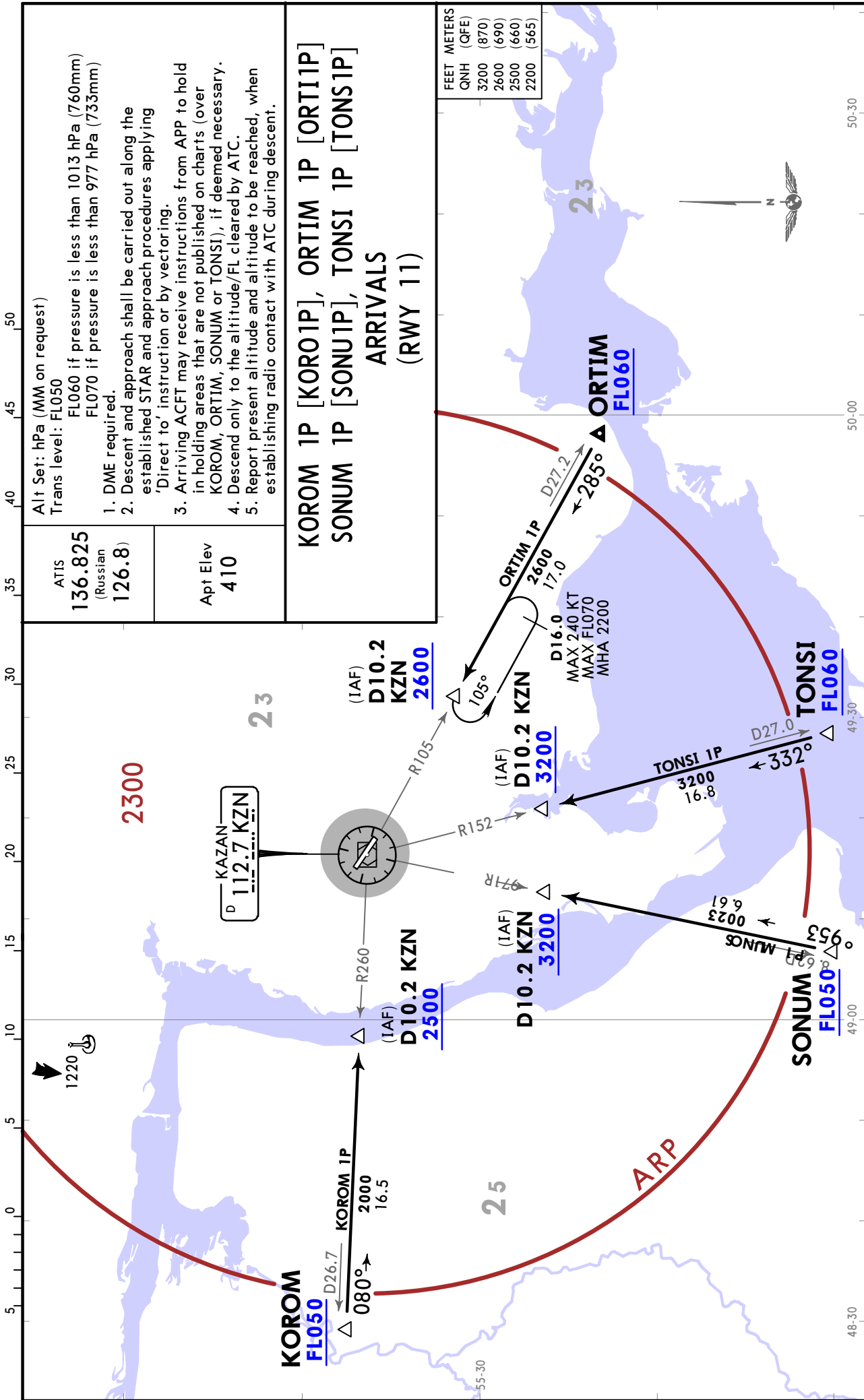
KAZAN, RUSSIA
STAR



UWKD/KZN KAZAN

2 FEB 24 **10-2F**

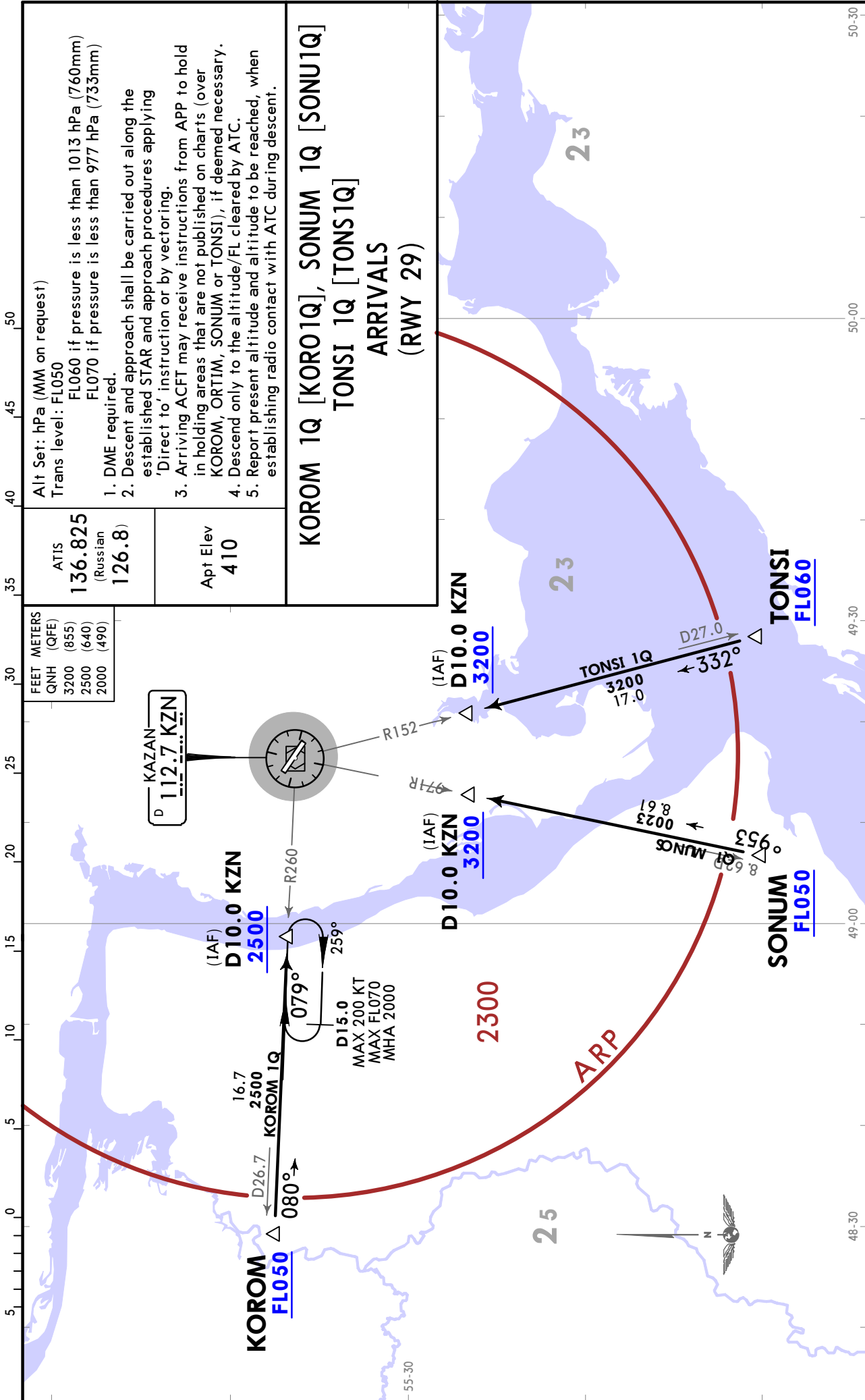
KAZAN, RUSSIA
STAR



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JEPPESSEN
2 FEB 24 **10-2G**

KAZAN, RUSSIA
STAR

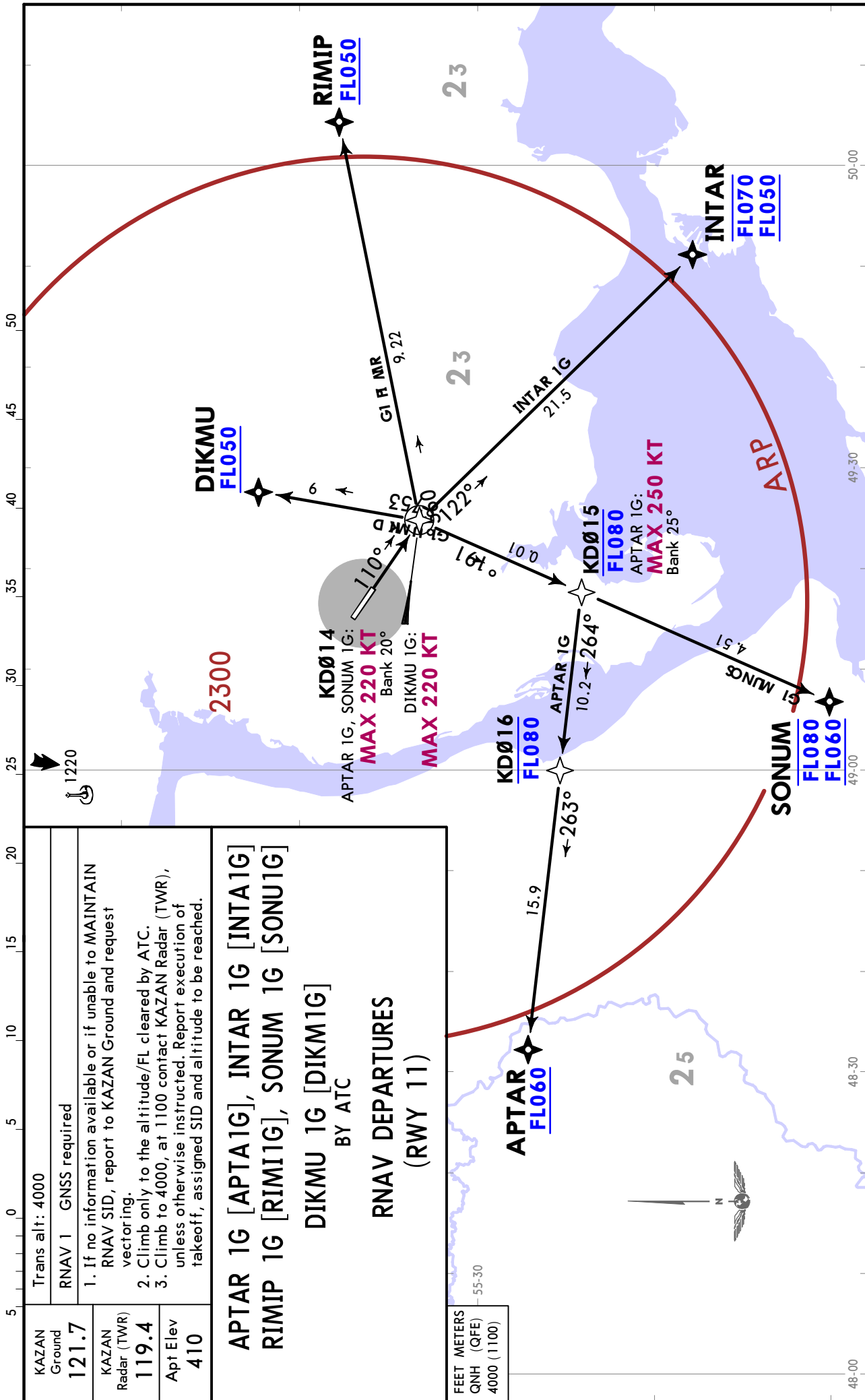


CHANGES: ATIS revised.

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KAZAN

JEPPESSEN
30 JUN 23 **10-3** **Eff 13 Jul**

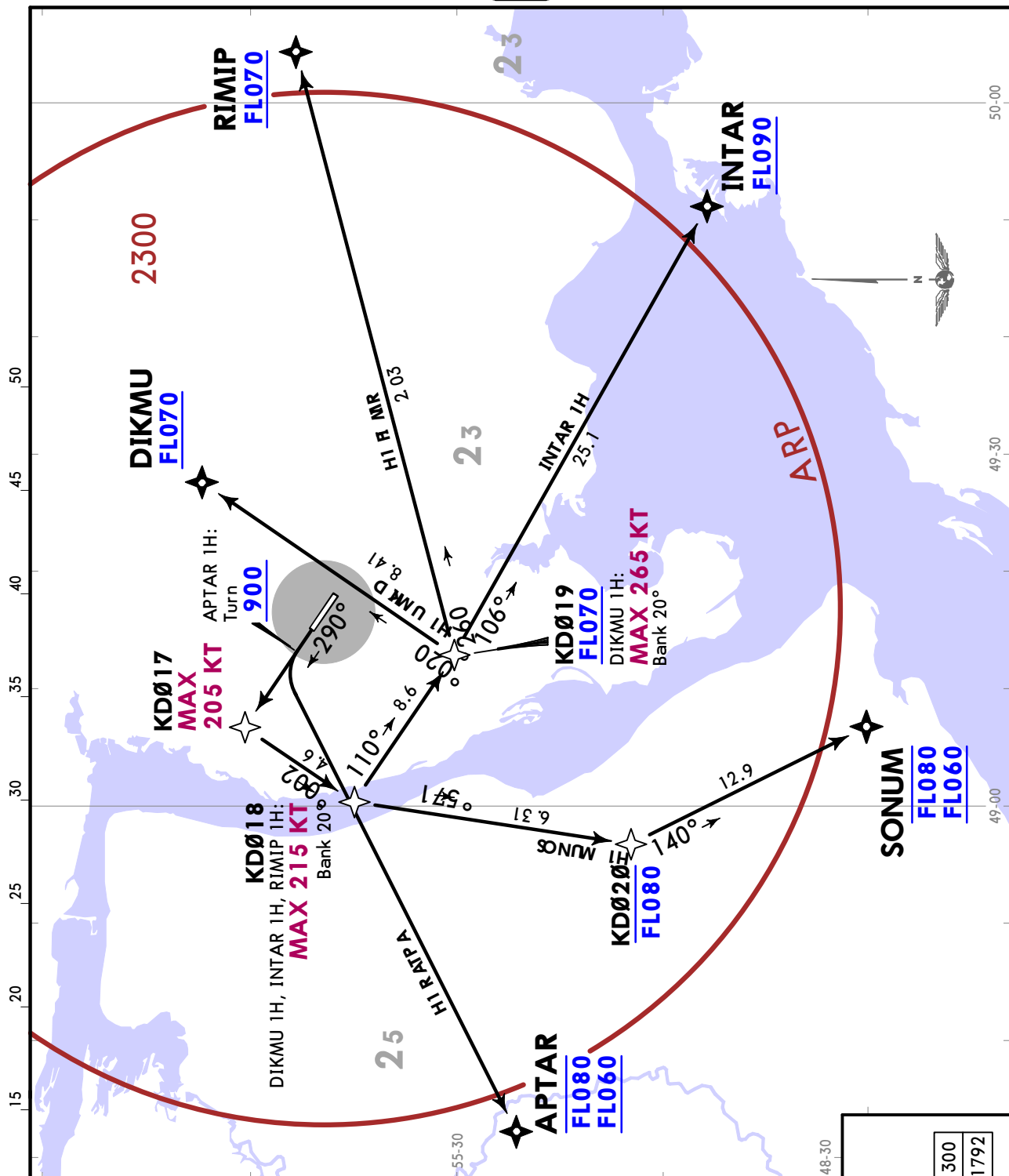
KAZAN, RUSSIA
RNAV SID



UWKD/KZN
KAZAN

JEPPESEN
30 JUN 23 10-3A Eff 13 Jul

KAZAN, RUSSIA
RNAV SID



Trans alt: 4000
RNAV 1 GNSS required

1. If no information available or if unable to MAINTAIN RNAV SID, report to KAZAN Ground and request vectoring.
2. Climb only to the altitude/FL cleared by ATC.
3. Climb to 4000, at 1100 contact KAZAN Radar (TWR), unless otherwise instructed. Report execution of takeoff, assigned SID and altitude to be reached.

KAZAN Ground 121.7
KAZAN Radar (TWR) 119.4
Apt Elev 410

APTAR 1H [APTA1H]
INTAR 1H [INTA1H]
RIMIP 1H [RIMI1H]
SONUM 1H [SONU1H]
DIKMU 1H [DIKM1H]
BY ATC
RNAV DEPARTURES
(RWY 29)

FEET METERS
QNH (QFE)
900 (150)
4000 (1100)

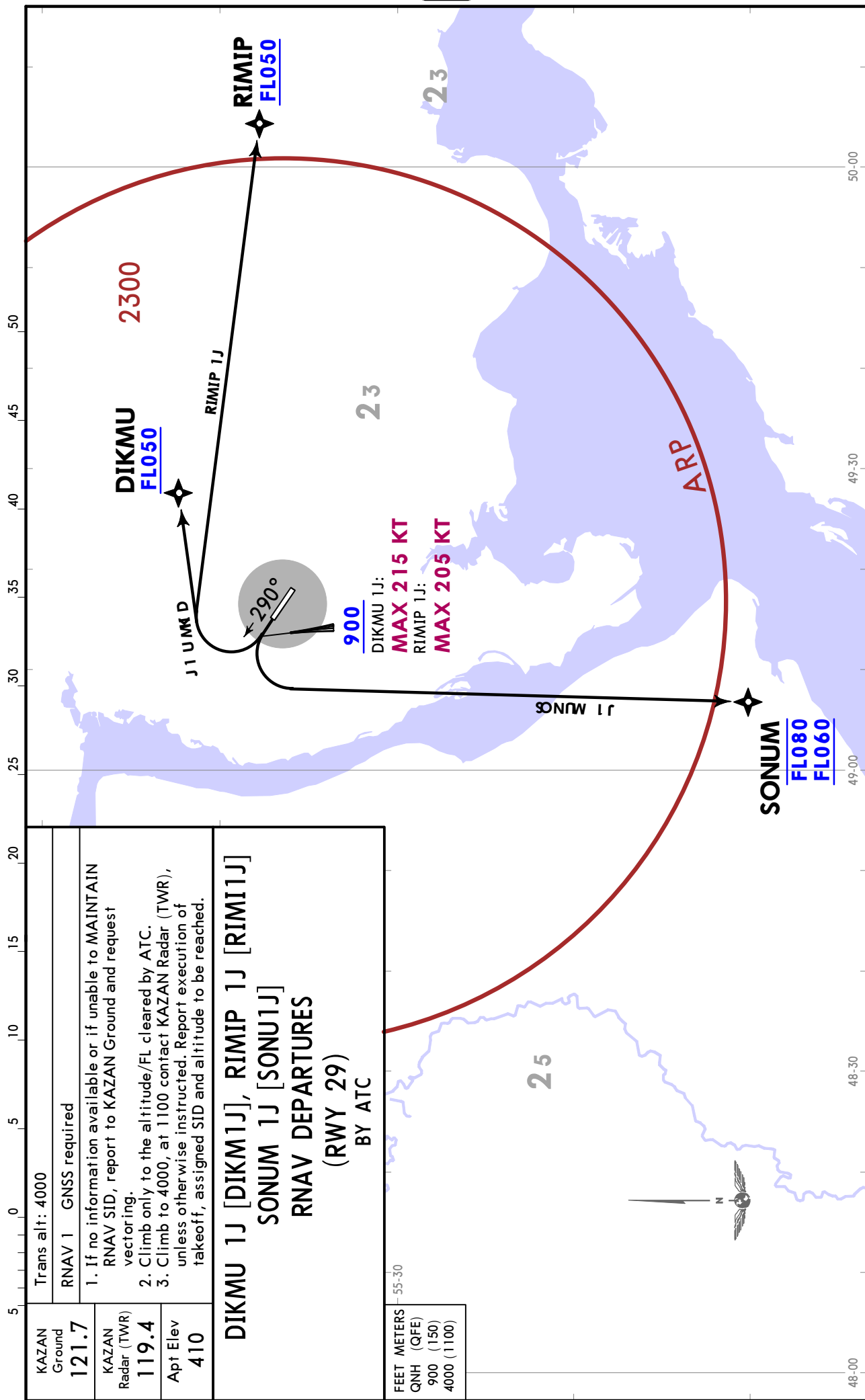
DIKMU 1H, INTAR 1H, RIMIP 1H:
These SIDs require a minimum climb gradient of 5.9% up to FLO70.

Gnd speed-KT	75	100	150	200	250	300
5.9% V/V (fpm)	448	597	896	1195	1494	1792

UWKD/KZN
KAZAN

JEPPESEN
30 JUN 23 **10-3B** Eff 13 Jul

KAZAN, RUSSIA
RNAV SID



30 JUN 23 (10-3D) Eff 13 Jul

FEET METERS
QNH (QFE)
900 (170)
4000 (1100)

KAZAN
Radar (TWR)
119.4

Apt Elev
410

Trans alt: 4000
1. DME required.
2. Climb only to the altitude/FL cleared by ATC.
3. Climb to 4000, at 1100 contact KAZAN Radar (TWR), unless otherwise instructed. Report execution of takeoff, assigned SID and altitude to be reached.

APTAR 1A [APTA1A]
INTAR 1A [INTA1A]
RIMIP 1A [RIMI1A]
SONUM 1A [SONU1A]
DIKMU 1A [DIKM1A]
BY ATC

DEPARTURES
(RWY 11)

APTA1A

INTA1A

RIMI1A

SONU1A

DIKM1A

BY ATC

DEPARTURES

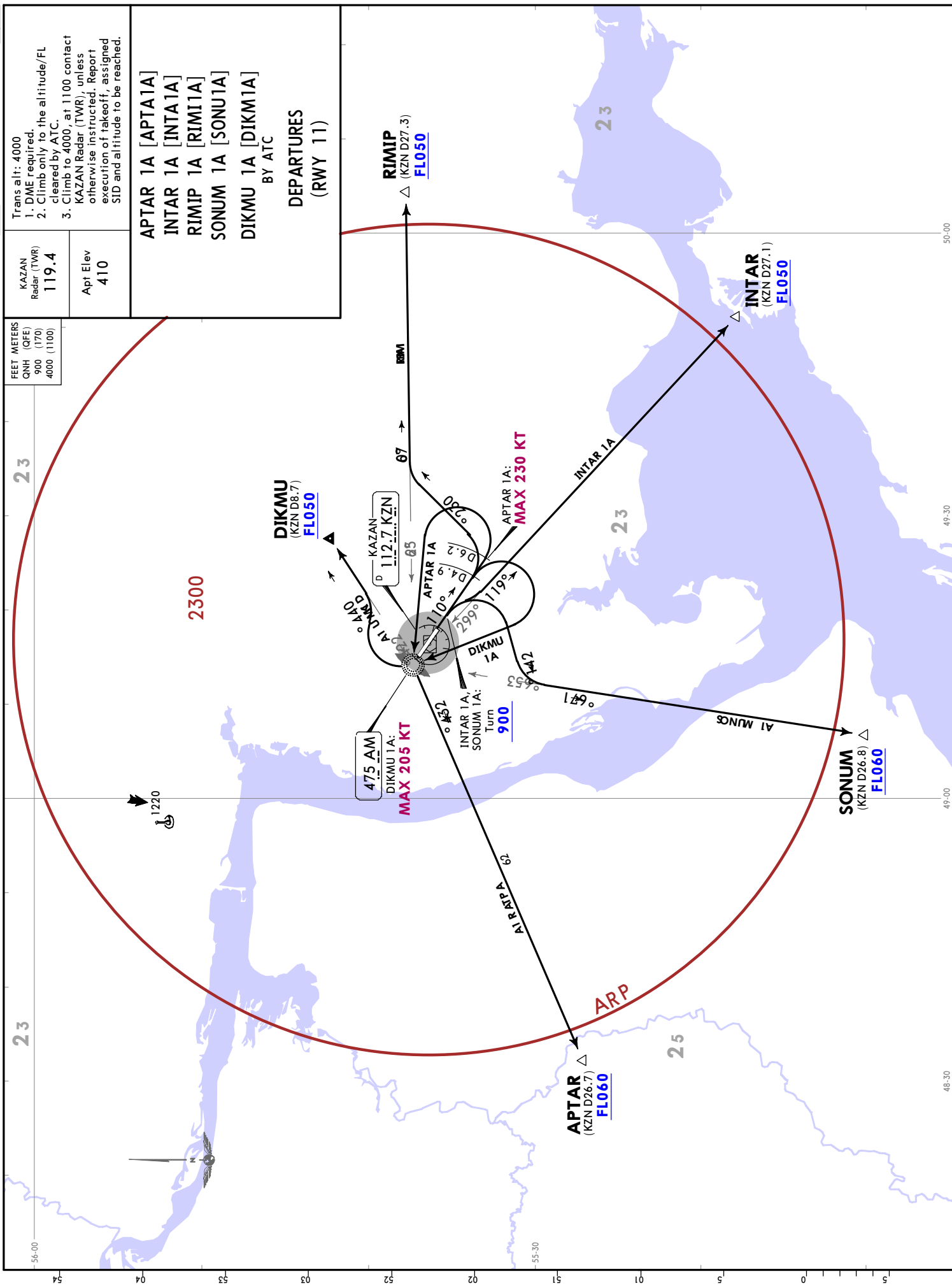
(RWY 11)

APTA1A

INTA1A

RIMI1A

SONU1A



UWKD /KZN
KAZAN

APTA1A

INTA1A

UWKD/KZN
KAZAN

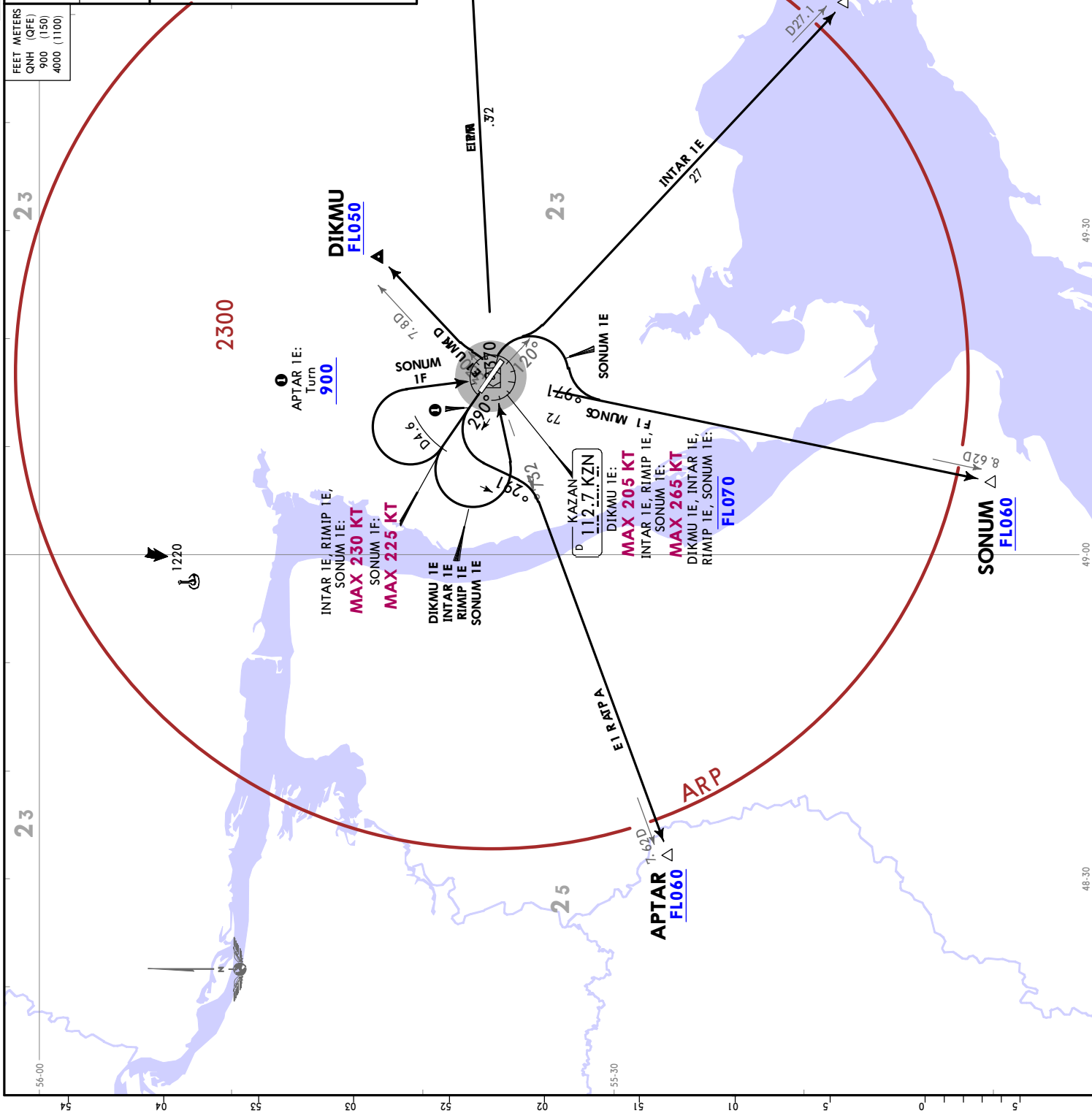
JEPPESSEN
30 JUN 23 (10-3G) Eff 13 Jul

KAZAN, RUSSIA
SID

FEET METERS	
QNH (QFE)	900 (150)
	4000 (11000)
KAZAN Radar (TWR)	119.4
Apt Elev	410

Trans alt: 4000
 1. DME required.
 2. Climb only to the altitude/FL cleared by ATC.
 3. Climb to 4000, at 1100 contact KAZAN Radar (TWR), unless otherwise instructed. Report execution of takeoff, assigned SID and altitude to be reached.

DEPARTURES (RWY 29)
 BY ATC
 APTAR 1E [APTA1E]
 INTAR 1E [INTA1E]
 RIMIP 1E [RIMI1E]
 SONUM 1E [SONU1E]
 DIKMU 1E [DIKM1E]
 SONUM 1F [SONU1F]



NOISE ABATEMENT

LT minus 3 HOURS = UTC(Z)

GENERAL

Noise abatement procedures shall not be executed at the expense of reduction of flight safety.

Maintain the assigned SID routes and STAR routes and - in case of deviation - join the assigned track immediately.

Use of the runway system in the day-time and night-time:

Conventional procedures are applied.

ARRIVALS

Noise abatement approach procedures shall be employed by flight crews of all aircraft.

If adverse weather conditions, such as strong wind, cumulonimbus clouds, etc. occur in arrival and approach sectors, ATS unit, at their own discretion or upon request of the pilot-in-command, can deviate from provisions below, if considered necessary for safety purposes.

If weather phenomena that can have a potentially adverse effect on safety of flight operations occur in arrival and approach sectors, flight crew can deviate from STAR route, report to ATS unit is mandatory.

Avoid (whenever possible) excessive rates of descent immediately prior to the final approach segment.

Change of flight configuration and aircraft speed within noise abatement procedures are permitted according to the requirements of the Airplane Flight Manual specific for the given ACFT type.

Flying below ILS glide path is prohibited, when executing instrument and visual approach.

Noise abatement procedures should not involve employment of speed greater than the indicated speed of descent.

A displaced runway threshold must not be used as a noise abatement measure.

DEPARTURES

Special take-off procedures for minimizing noise level in the overflow area conditioned by environmental protection shall be executed by crews of all ACFT.

RWY 11/29 TAKE-OFF PROCEDURES

During take-off and climb to 1900:

- establish take-off power;
- set flaps in take-off position;
- climb at $V_2 + 10-20$ KT;
- after reaching 1100 turn with 25° bank.

At 1900:

- reduce engine power to rated power while maintaining a positive rate of climb.

From 1900 to 3400:

- climb at $V_2 + 10-20$ KT.

At 3400:

- accelerate to speed of wing flaps retraction;
- retract wing flaps;
- continue climbing to flight level (altitude) at the speed recommended by the Airplane Flight Manual.

Noise abatement procedure during take-off shall not be carried out in the following cases that are to be reported to ATS:

- wind shear;
- moderate bumpiness;
- icing;
- failure of one of the ACFT engines during take-off.

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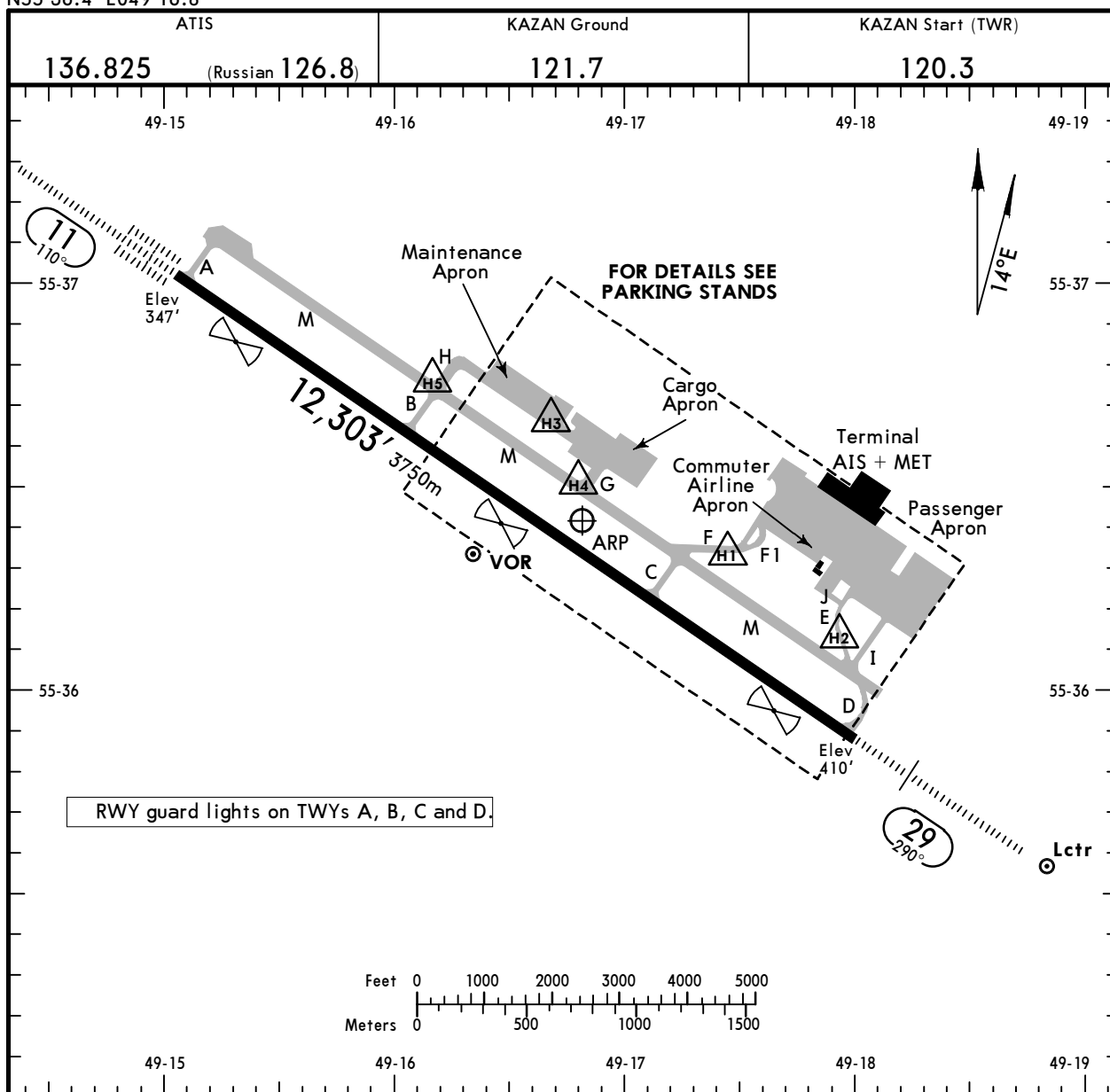
Apt Elev **410'**
N55 36.4 E049 16.8



6 JUN 25 **(10-9)** Eff 12 Jun

KAZAN, RUSSIA

KAZAN



RWY guard lights on TWYs A, B, C and D.

ADDITIONAL RUNWAY INFORMATION

RWY	HIRL(60m) CL(15m) PALS CAT II TDZ ① RVR	USABLE LENGTHS		TAKE-OFF ②	WIDTH
		Threshold	Glide Slope		
11	HIRL(60m) CL(15m) PALS CAT II TDZ ① RVR		11,391' 3472m	②	148'
29	HIRL(60m) CL(15m) PALS CAT I ① RVR		11,270' 3435m		45m

① PAPI-L (angle 3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 11:

From rwy head	12,303' (3750m)
twy B int	7841' (2390m)
twy C int	3675' (1120m)

RWY 29:

From rwy head	12,303' (3750m)
twy C int	8301' (2530m)
twy B int	4127' (1258m)

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 or RENL are required.

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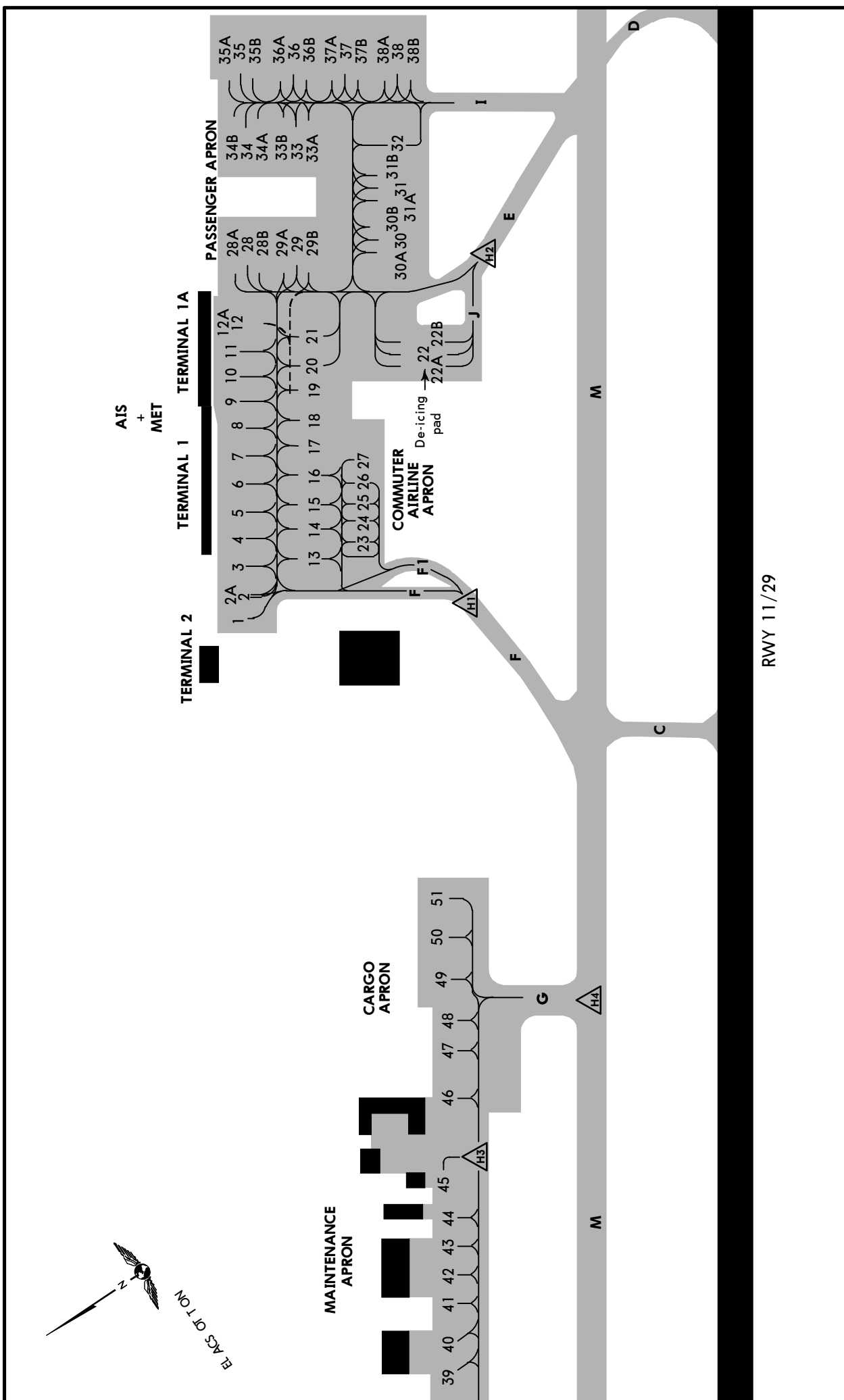
KAZAN, RUSSIA

6 JUN 25

10-9A

Eff 12 Jun

KAZAN



UWKD/KZN



KAZAN, RUSSIA

KAZAN

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 3	N55 36.5 E049 17.7	23 thru 26	N55 36.4 E049 17.7
4, 5	N55 36.5 E049 17.8	27	N55 36.4 E049 17.8
6, 7	N55 36.5 E049 17.9	28 thru 29B	N55 36.3 E049 18.2
8	N55 36.4 E049 17.9	30 thru 30B	N55 36.2 E049 18.0
9, 10	N55 36.4 E049 18.0	31 thru 31B	N55 36.2 E049 18.1
11, 12, 12A	N55 36.4 E049 18.1	32	N55 36.2 E049 18.2
13	N55 36.5 E049 17.7	33 thru 33B	N55 36.3 E049 18.2
14	N55 36.4 E049 17.7	34 thru 34B	N55 36.3 E049 18.3
15, 16	N55 36.4 E049 17.8	35 thru 35B	N55 36.3 E049 18.4
17 (facing N)	N55 36.4 E049 17.9	36 thru 38B	N55 36.2 E049 18.3
17 (facing S)	N55 36.4 E049 17.8	39, 40	N55 36.8 E049 16.5
18, 19	N55 36.4 E049 17.9	41	N55 36.8 E049 16.6
20	N55 36.4 E049 18.0	42, 43	N55 36.7 E049 16.6
21	N55 36.3 E049 18.0	44, 45	N55 36.7 E049 16.7
22 thru 22B	N55 36.3 E049 17.9	46	N55 36.6 E049 16.8
		47, 48	N55 36.6 E049 16.9
		49, 50	N55 36.6 E049 17.0
		51	N55 36.5 E049 17.1

UWKD/KZN



EASA AIR OPS

KAZAN, RUSSIA
KAZAN

STRAIGHT-IN RWY		A	B	C	D
11	ILS Z, Y or X	555' (208') R550m	565' (218') R550m	575' (228') R550m	585' (238') R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	555' (208') R550m	565' (218') R550m	575' (228') R550m	585' (238') R550m
	TDZ or CL out	① R550m	① R550m	① R550m	① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC Z or Y	680' (333') R800m	680' (333') R800m	680' (333') R800m	680' (333') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV LNAV/VNAV	637' (290') R650m	637' (290') R650m	637' (290') R650m	637' (290') R650m
	TDZ or CL out	① R650m	① R650m	① R650m	① R650m
ALS out	R1400m	R1400m	R1400m	R1400m	
29	② RNAV LNAV	620' (273') ③ R600m	620' (273') ③ R600m	620' (273') ③ R600m	620' (273') ③ R600m
	TDZ or CL out	① ③ R600m	① ③ R600m	① ③ R600m	① ③ R600m
	ALS out	R1300m	R1300m	R1300m	R1300m
	② VOR Z or Y	690' (343') R900m	690' (343') R900m	690' (343') R900m	690' (343') R900m
	ALS out	R1500m	R1500m	R1600m	R1600m
	② VOR X	1110' (763') R1500m	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
	② NDB Z	650' (303') ③ R700m	650' (303') ③ R700m	650' (303') ③ R700m	650' (303') ③ R700m
	TDZ or CL out	① ③ R700m	① ③ R700m	① ③ R700m	① ③ R700m
	ALS out	R1400m	R1400m	R1400m	R1400m
	② NDB Y	1110' (763') R1500m	1110' (763') R1500m	1110' (763') R2400m	1110' (763') R2400m
29	ILS Z, Y or X	620' (210') ① R550m	630' (220') ① R550m	640' (230') ① R550m	650' (240') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	GLS	620' (210') ① R550m	630' (220') ① R550m	640' (230') ① R550m	650' (240') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	② LOC Z or Y	740' (330') R800m	740' (330') R800m	740' (330') R800m	740' (330') R800m
	ALS out	R1500m	R1500m	R1500m	R1500m
	RNAV LNAV/VNAV	780' (370') R1000m	780' (370') R1000m	780' (370') R1000m	780' (370') R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ R750m for CDFA 2D operations.

UWKD/KZN



EASA AIR OPS

20 FEB 26 (10-9S1)

KAZAN, RUSSIA
KAZAN

STRAIGHT-IN RWY	A	B	C	D
29 (contd) ② RNAV LNAV	780' (370')	780' (370')	780' (370')	780' (370')
	R1000m	R1000m	R1000m	R1000m
ALS out	R1500m	R1500m	R1700m	R1700m
① VOR Z or Y	850' (440')	850' (440')	850' (440')	850' (440')
	R1300m	R1300m	R1300m	R1300m
ALS out	R1500m	R1500m	R2000m	R2000m
① VOR X	990' (580')	990' (580')	990' (580')	990' (580')
	R1500m	R1500m	R1900m	R1900m
ALS out	R1500m	R1500m	R2400m	R2400m
① VOR X UW(R)-703 active	1320' (920')	1320' (920')	1320' (920')	1320' (920')
	R1500m	R1500m	R2400m	R2400m
① NDB Z	720' (310')	720' (310')	720' (310')	720' (310')
	②③ R700m	②③ R700m	②③ R700m	②③ R700m
ALS out	R1400m	R1400m	R1400m	R1400m
① NDB Y	910' (500')	910' (500')	910' (500')	910' (500')
	R1500m	R1500m	R1500m	R1500m
ALS out	R1500m	R1500m	R2300m	R2300m
① NDB Y UW(R)-703 active	1200' (830')	1200' (830')	1200' (830')	1200' (830')
	R1500m	R1500m	R2400m	R2400m

- ① Continuous Descent Final Approach.
- ② R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ③ R750m for CDFA 2D operations.

CIRCLE-TO-LAND ④	100 KT	135 KT	180 KT	205 KT
	820' (410')	910' (500')	1010' (600')	1110' (700')
⑤ After VOR X 11	1110' (763')	NOT APPL	NOT APPL	NOT APPL
⑤ After NDB Y 11	1110' (763')	1110' (763')	1110' (763')	1110' (763')
After VOR Z or Y 29	850' (440')	910' (500')	1010' (600')	1110' (700')
After VOR X 29	990' (580')	990' (580')	1010' (600')	1110' (700')
	⑥ V1500m	⑥ V1600m	⑥ V2400m	⑥ V3600m

- ④ Prohibited North of airport.
- ⑤ Circling height based on rwy 11 thresh elev of 347'.
- ⑥ or higher minimums of preceding straight-in approach.

TAKE-OFF

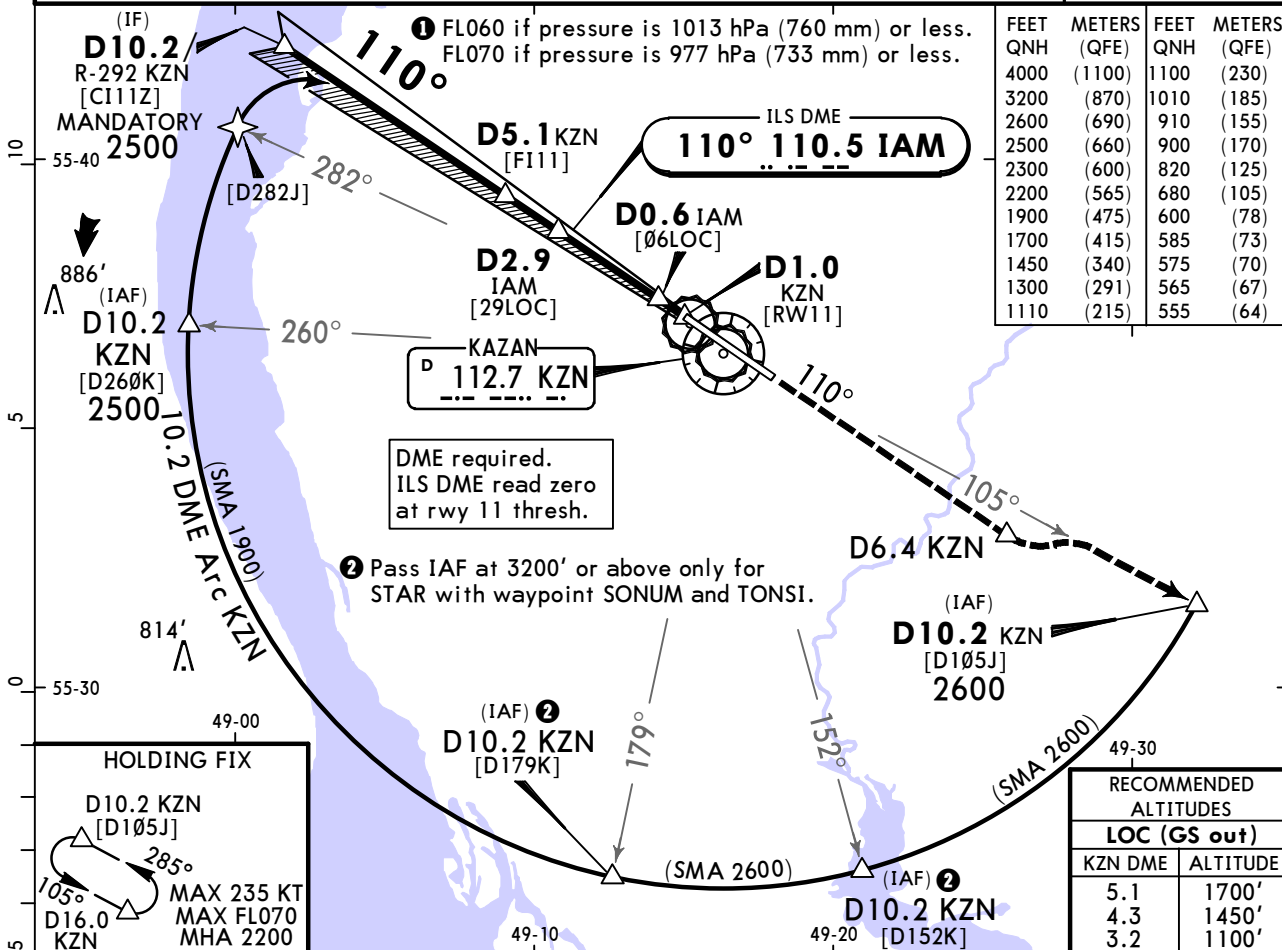
Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT		
R125m	R150m	R300m		R/V400m		R/V500m	NA

UWKD/KZN KAZAN

JEPPESSEN
20 FEB 26 (11-1)

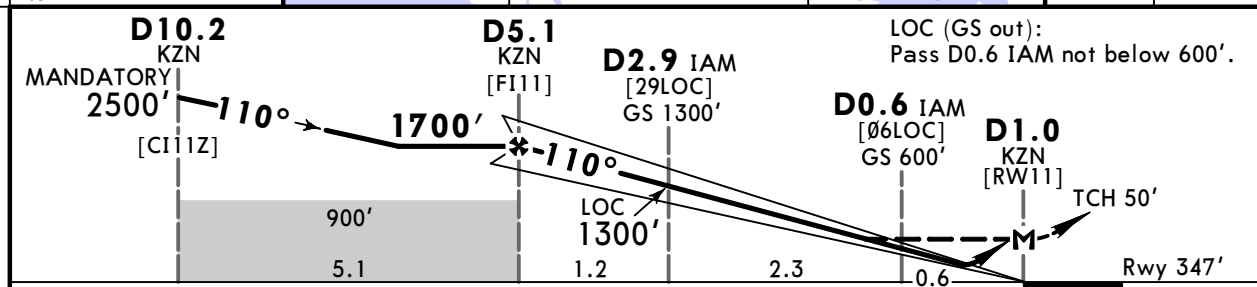
KAZAN, RUSSIA ILS Z or LOC Z Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IAM 110.5	Final Apch Crs 110°	D5.1 KZN 1700' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° to D6.4 KZN, then turn LEFT to intercept R-105 KZN climbing to 2200' or above to join holding, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 1 Trans alt: 4000'					



FEET	METERS	FEET	METERS
QNH	(QFE)	QNH	(QFE)
4000	(1100)	1100	(230)
3200	(870)	1010	(185)
2600	(690)	910	(155)
2500	(660)	900	(170)
2300	(600)	820	(125)
2200	(565)	680	(105)
1900	(475)	600	(78)
1700	(415)	585	(73)
1450	(340)	575	(70)
1300	(291)	565	(67)
1110	(215)	555	(64)

RECOMMENDED ALTITUDES	
LOC (GS out)	
KZN DME	ALTITUDE
5.1	1700'
4.3	1450'
3.2	1100'



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI	D6.4 KZN on 110°	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743			849
MAP at D1.0 KZN									

	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	TDZ or CL out	ALS out	CDFA	ALS out		
ILS DA(H)	A: 555' (208') C: 575' (228') B: 565' (218') D: 585' (238')		2 DA/MDA(H) 680' (333')		Prohibited North of airport Max KT MDA(H) 100 820' (410') V1500m 135 910' (500') V1600m 180 1010' (600') V2400m 205 1110' (700') V3600m	
A						
B	R550m	1 R550m	R1200m	R800m		R1500m
C						
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.

UWKD/KZN KAZAN

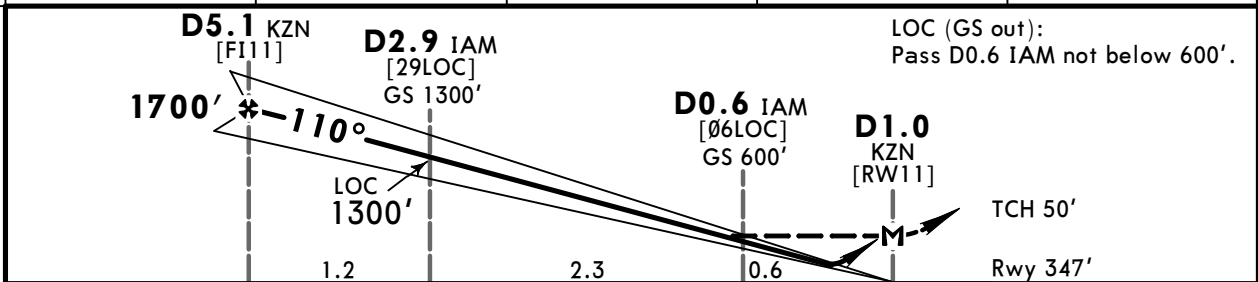
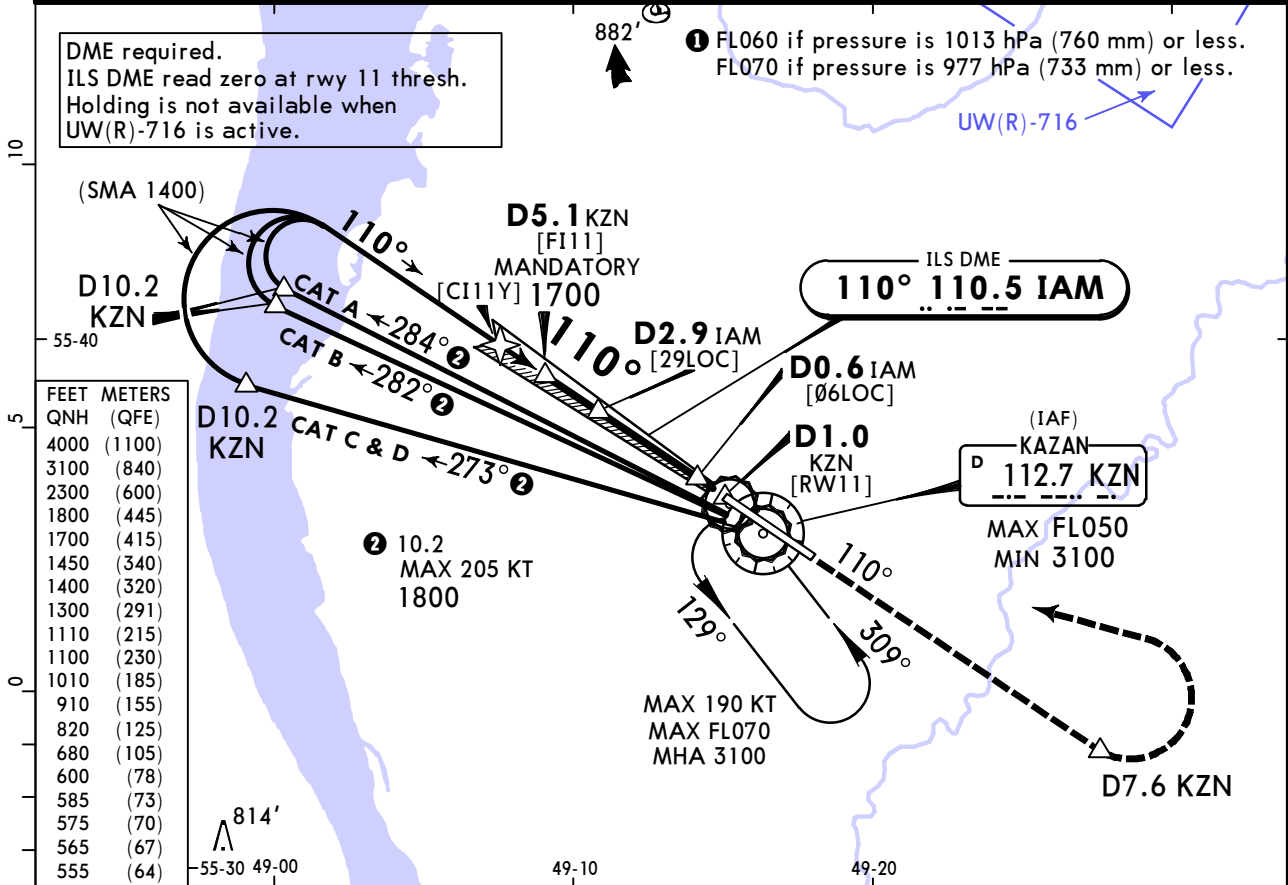
JEPPESSEN
20 FEB 26 **(11-2)**

KAZAN, RUSSIA ILS Y or LOC Y Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IAM 110.5	Final Apch Crs 110°	D5.1 KZN 1700' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° to D7.6 KZN (MAX 220 KT) to 3100' or below, then turn LEFT to VOR climbing to FL050 or below, then proceed according to chart or to holding, or as directed.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 1	Trans alt: 4000'	

DME required.
ILS DME read zero at rwy 11 thresh.
Holding is not available when UW(R)-716 is active.

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



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI D7.6 KZN on 110° 220 KT MAX
ILS GS or	3.00°						
LOC Descent Angle	372	478	531	637	743	849	

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) A: 555' (208') C: 575' (228') B: 565' (218') D: 585' (238')		LOC (GS out) CDFA 2 DA/MDA(H) 680' (333')		Prohibited North of airport	
	TDZ or CL out		ALS out		Max	MDA(H)
	A	R550m	1 R550m	R1200m	R800m	R1500m
B						100 820' (410') V1500m
C						135 910' (500') V1600m
D						180 1010' (600') V2400m
						205 1110' (700') V3600m

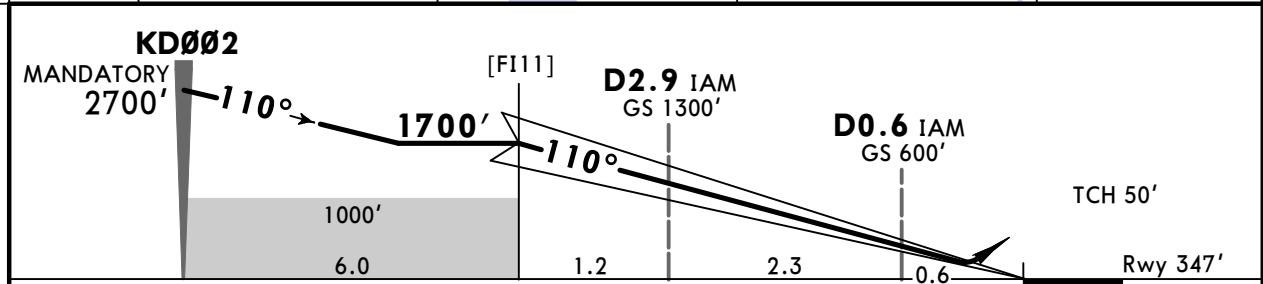
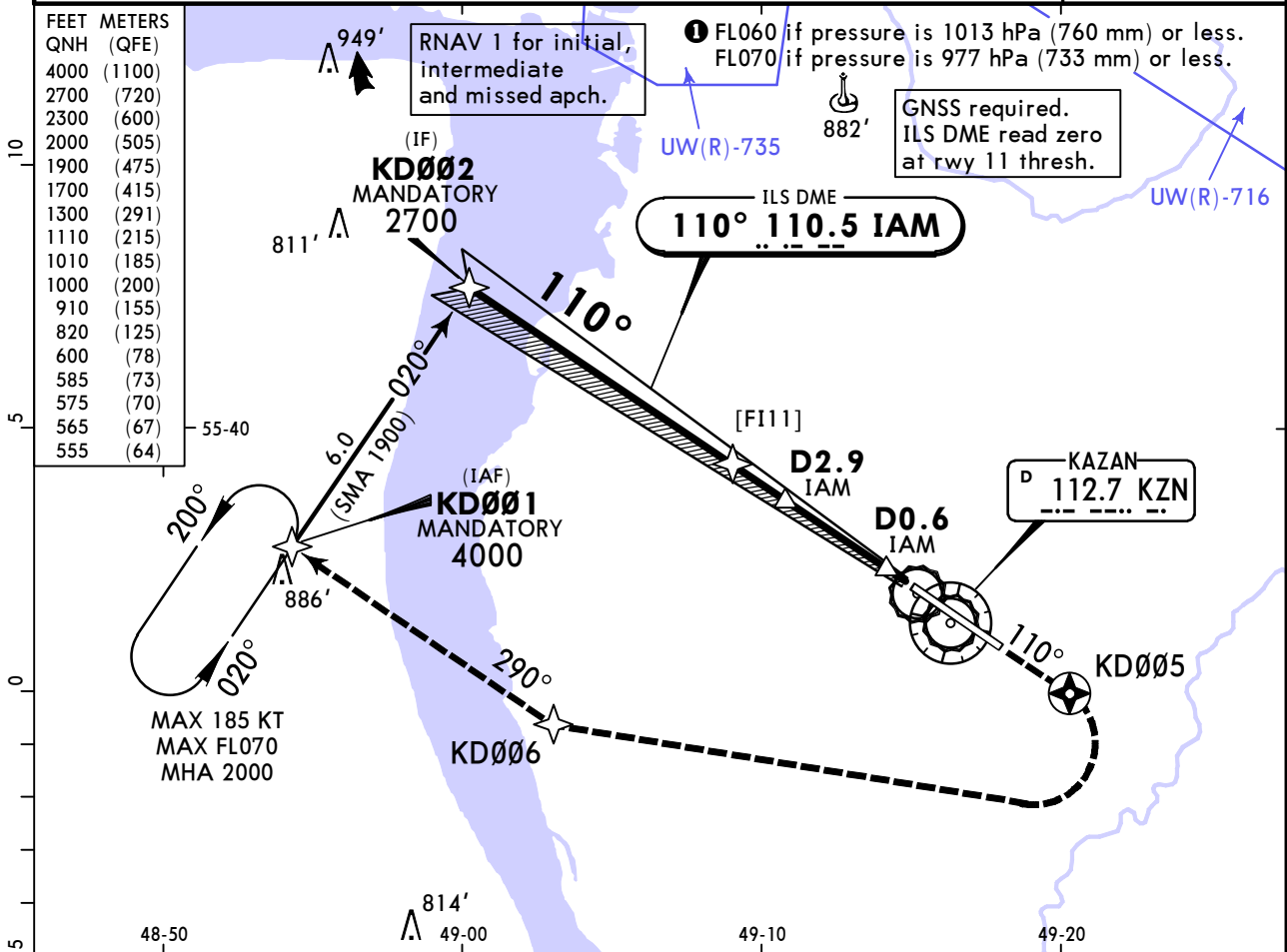
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

JEPPESSEN
20 FEB 26 **(11-3)**

KAZAN, RUSSIA ILS X Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) Sector (East) 135.225 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IAM 110.5	Final Apch Crs 110°	[F111] 1700' (1353')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° to KD005, then turn RIGHT to KD006, then to KD001 climbing to 2000' or above, then according to chart or to holding, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 1 Trans alt: 4000'					



Gnd speed-KT	70	90	100	120	140	160	PALS CAT-II PAPI KD005 on 110°
GS	3.00°	372	478	531	637	849	

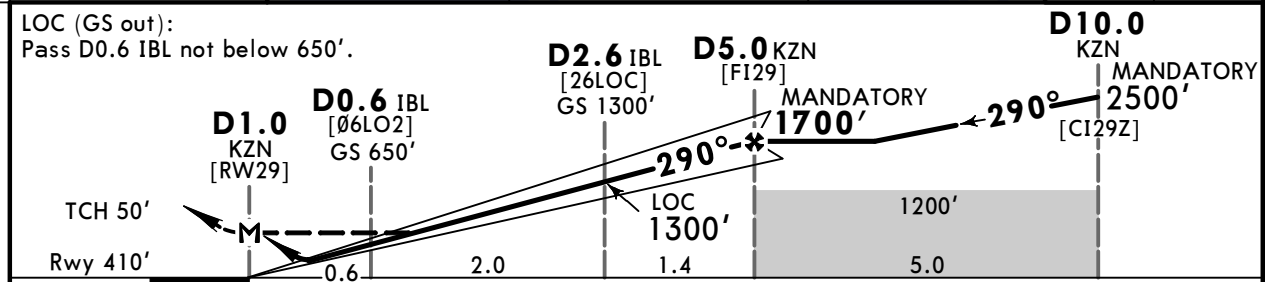
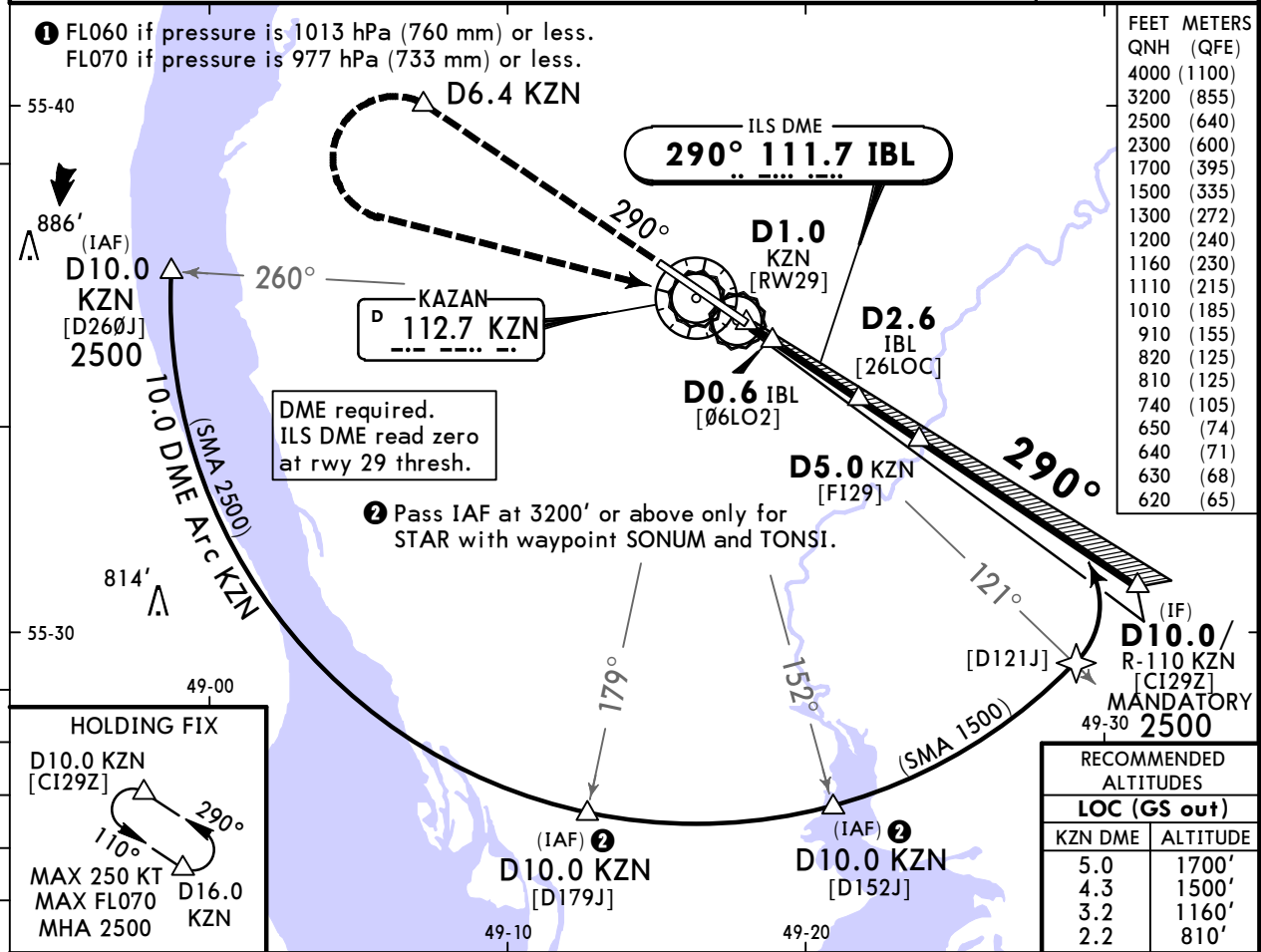
Std	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
	DA(H) A: 555' (208') C: 575' (228') B: 565' (218') D: 585' (238')		Prohibited North of airport	
		TDZ or CL out	ALS out	Max KT
	A	R550m	1 R550m	R1200m
B				135 910' (500') V1600m
C				180 1010' (600') V2400m
D				205 1110' (700') V3600m
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.				

UWKD/KZN KAZAN

JEPPESSEN
24 MAY 24 **(11-4)**

KAZAN, RUSSIA ILS Z or LOC Z Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IBL 111.7	Final Apch Crs 290°	D5.0 KZN MANDATORY 1700' (1290')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 410'	2300
MISSED APCH: Climb on 290° to D6.4 KZN (MAX 225 KT), then turn LEFT to VOR, then proceed on R-110 KZN to holding at D10.0 KZN climbing to 2500' or above, or as directed.					
Alt Set: hPa (mm on req)			Rwy Elev: 15 hPa	Trans level: FL050 1	Trans alt: 4000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI D6.4 KZN on 290° 225 KT MAX	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D1.0 KZN								

PANS OPS	STRAIGHT-IN LANDING		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) A: 620' (210') B: 630' (220')	ALS out	CDFA 2 DA/MDA(H) 740' (330')	ALS out	Prohibited North of airport	
A					Max Kts	MDA(H)
B	1 R550m	R1200m	R800m	R1500m	100	820' (410') V1500m
C					135	910' (500') V1600m
D					180	1010' (600') V2400m
					205	1110' (700') V3600m

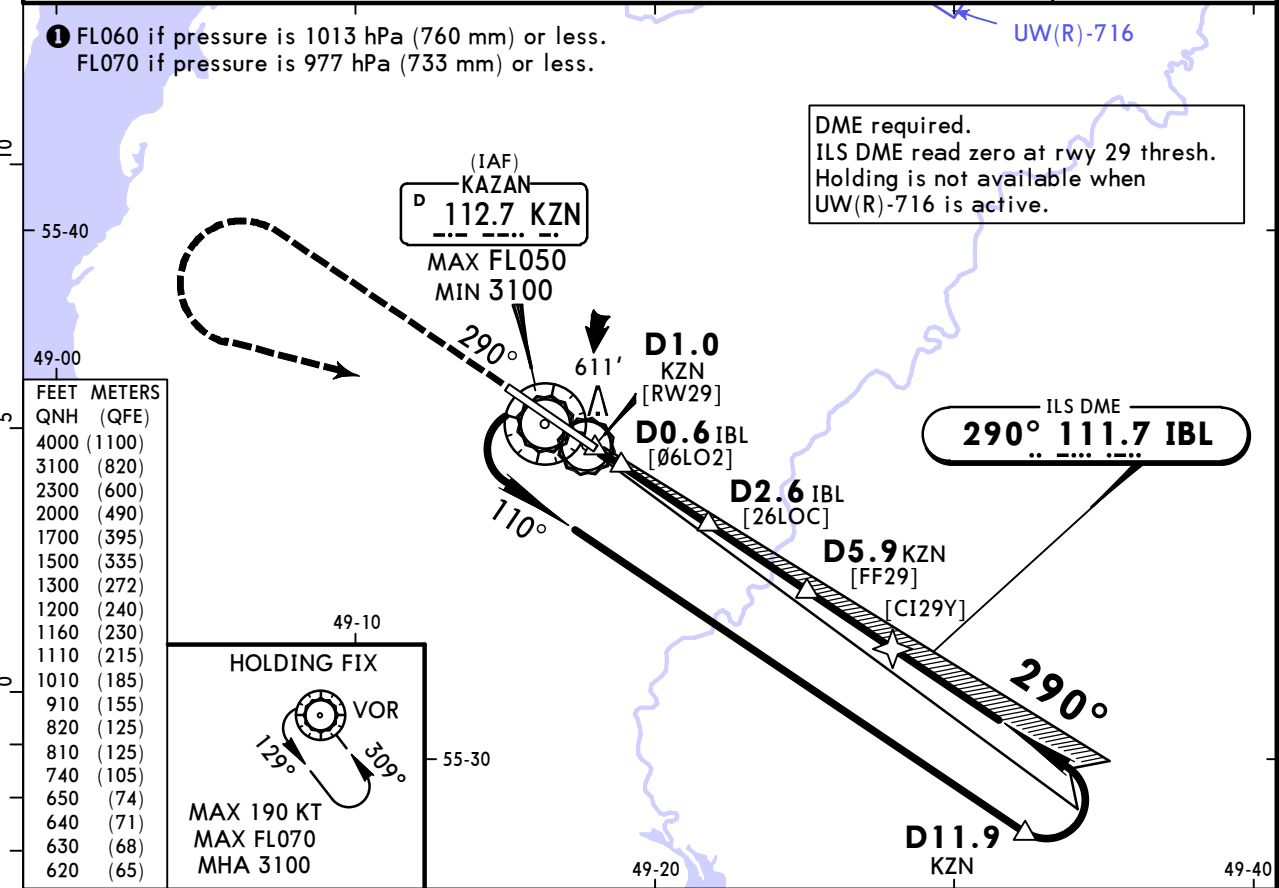
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

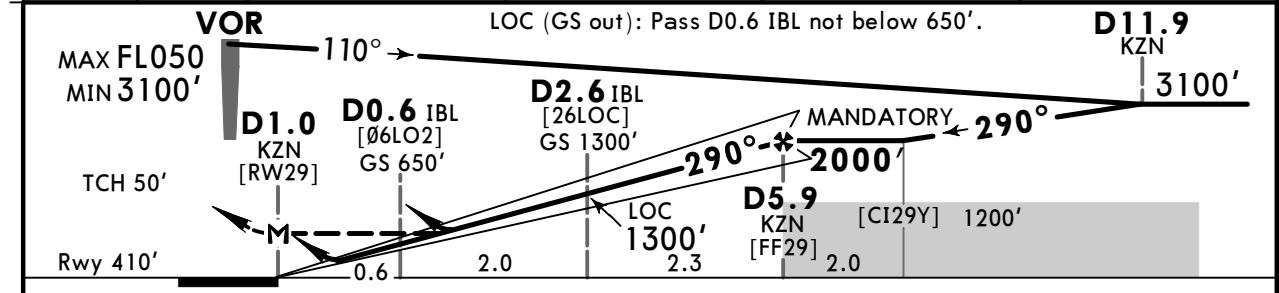
JEPESEN
24 MAY 24 **(11-5)**

KAZAN, RUSSIA ILS Y or LOC Y Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IBL 111.7	Final Apch Crs 290°	D5.9 KZN MANDATORY 2000' (1590')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to 2000', then turn LEFT to VOR climbing to 3100' or above, then proceed to holding, or according to chart or as directed. Turn before VOR prohibited.					
Alt Set: hPa (mm on req)		Rwy Elev: 15 hPa	Trans level: FL050 1	Trans alt: 4000'	



LOC (GS out)	KZN DME	2.2	3.2	4.3	5.0
	ALTITUDE	810'	1160'	1500'	1700'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 290°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D1.0 KZN							

Std	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H)		LOC (GS out) CDFA		Prohibited North of airport	
	A: 620' (210')	C: 640' (230')	2 DA/MDA(H) 740' (330')		Max Kts	MDA(H)
A	ALS out		ALS out		100	820' (410') V1500m
B	1 R550m	R1200m	R800m	R1500m	135	910' (500') V1600m
C					180	1010' (600') V2400m
D					205	1110' (700') V3600m

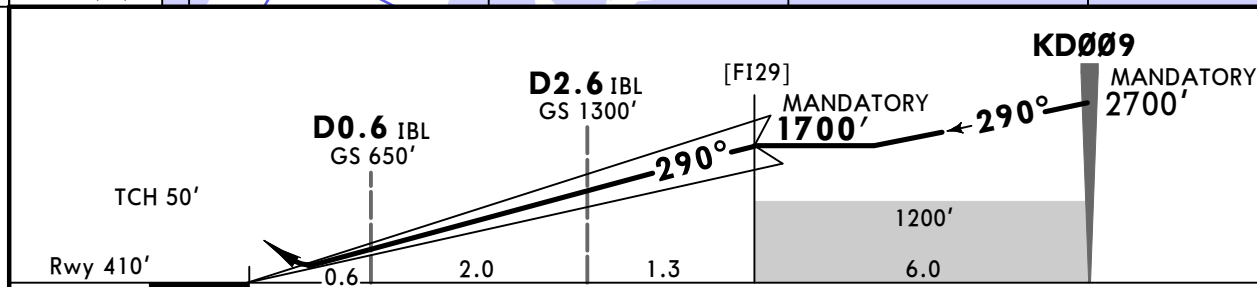
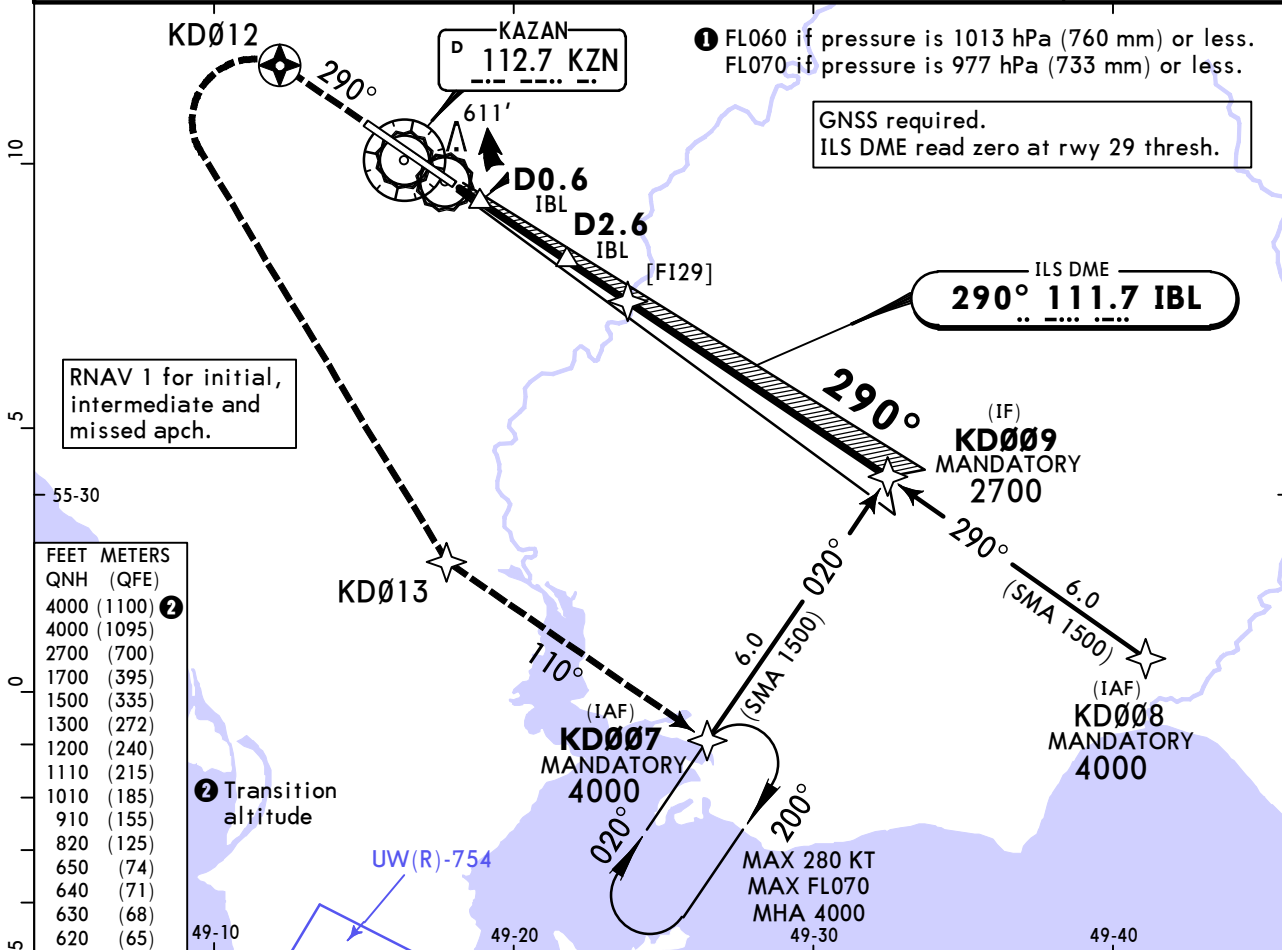
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

JEPESEN
23 FEB 24 **(11-6)**

KAZAN, RUSSIA ILS X Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
LOC IBL 111.7	Final Apch Crs 290°	[F129] MANDATORY 1700' (1290')	ILS DA(H) Refer to Minimums	Apt Elev 410' Rwy 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to KDØ12, then turn LEFT to KDØ13, then to KDØØ7 climbing to 4000' or above, then according to chart or to holding, or as directed.					
Alt Set: hPa (mm on req)		Rwy Elev: 15 hPa	Trans level: FL050 1	Trans alt: 4000'	



<table border="1"> <tr> <td>Gnd speed-Kts</td> <td>70</td> <td>90</td> <td>100</td> <td>120</td> <td>140</td> <td>160</td> </tr> <tr> <td>GS</td> <td>3.00°</td> <td>372</td> <td>478</td> <td>531</td> <td>637</td> <td>849</td> </tr> </table>						Gnd speed-Kts	70	90	100	120	140	160	GS	3.00°	372	478	531	637	849	HIALS PAPI KDØ12 on 290°
Gnd speed-Kts	70	90	100	120	140	160														
GS	3.00°	372	478	531	637	849														

PANS OPS	Std	STRAIGHT-IN LANDING ILS		CIRCLE-TO-LAND	
		DA(H) A: 620' (210') C: 640' (230') B: 630' (220') D: 650' (240')		Prohibited North of airport	
		ALS out		Max Kts	MDA(H)
	A	1 R550m	R1200m	100	820' (410') V1500m
B			135	910' (500') V1600m	
C			180	1010' (600') V2400m	
D			205	1110' (700') V3600m	

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

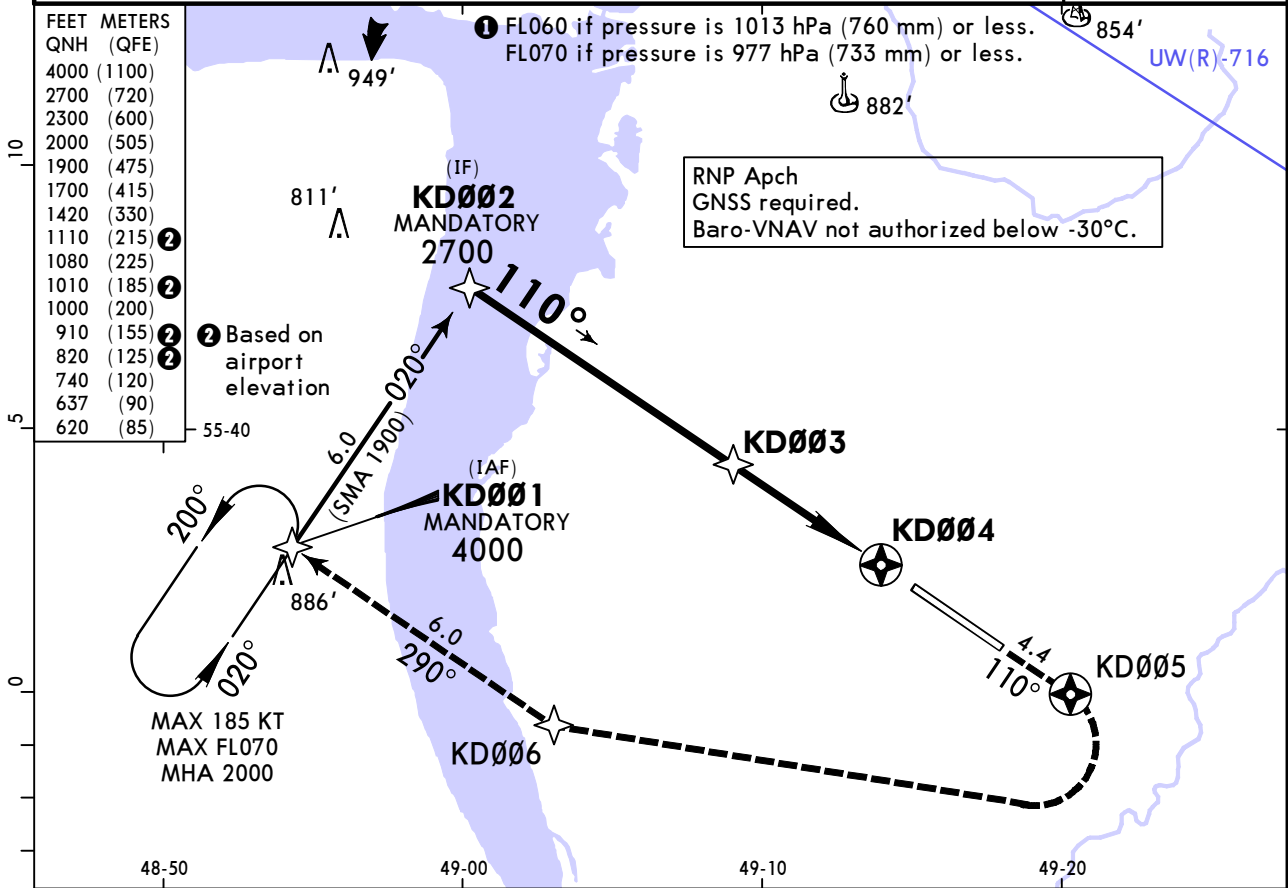
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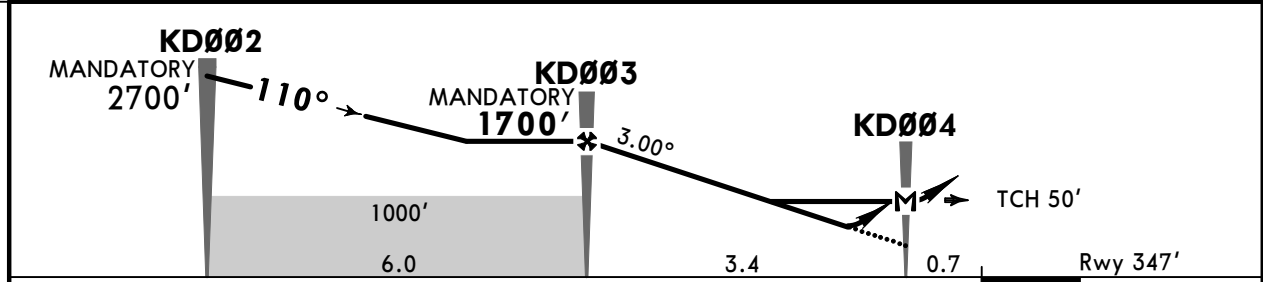
JEPPESSEN
23 FEB 24 (12-1)

KAZAN, RUSSIA RNAV Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
RNAV	Final Apch Crs 110°	KD003 MANDATORY 1700' (1353')	LNAV DA/MDA(H) 620' (273')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° to KD005, then turn RIGHT to KD006, then to KD001 climbing to 2000' or above, then proceed to holding, or according to chart, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 1 Trans alt: 4000'					



DIST to RW11	4.1	3.2	2.2	1.1
ALTITUDE	1700'	1420'	1080'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI KD005 on 110°
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at KD004							

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Prohibited North of airport		
	DA(H) 637' (290')		1 DA/MDA(H) 620' (273')				
	ALS out		ALS out		Max Kts	MDA(H)	
A				100	820' (410')	V1500m	
B	R750m	R1300m	R750m	R1400m	135	910' (500')	V1600m
C					180	1010' (600')	V2400m
D					205	1110' (700')	V3600m

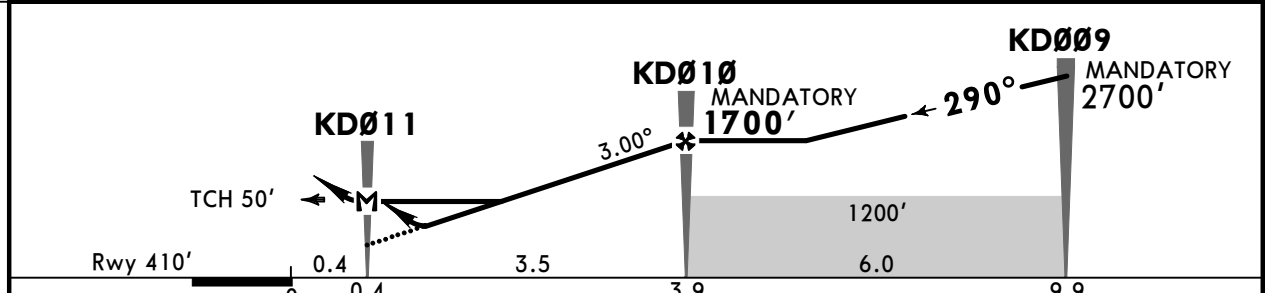
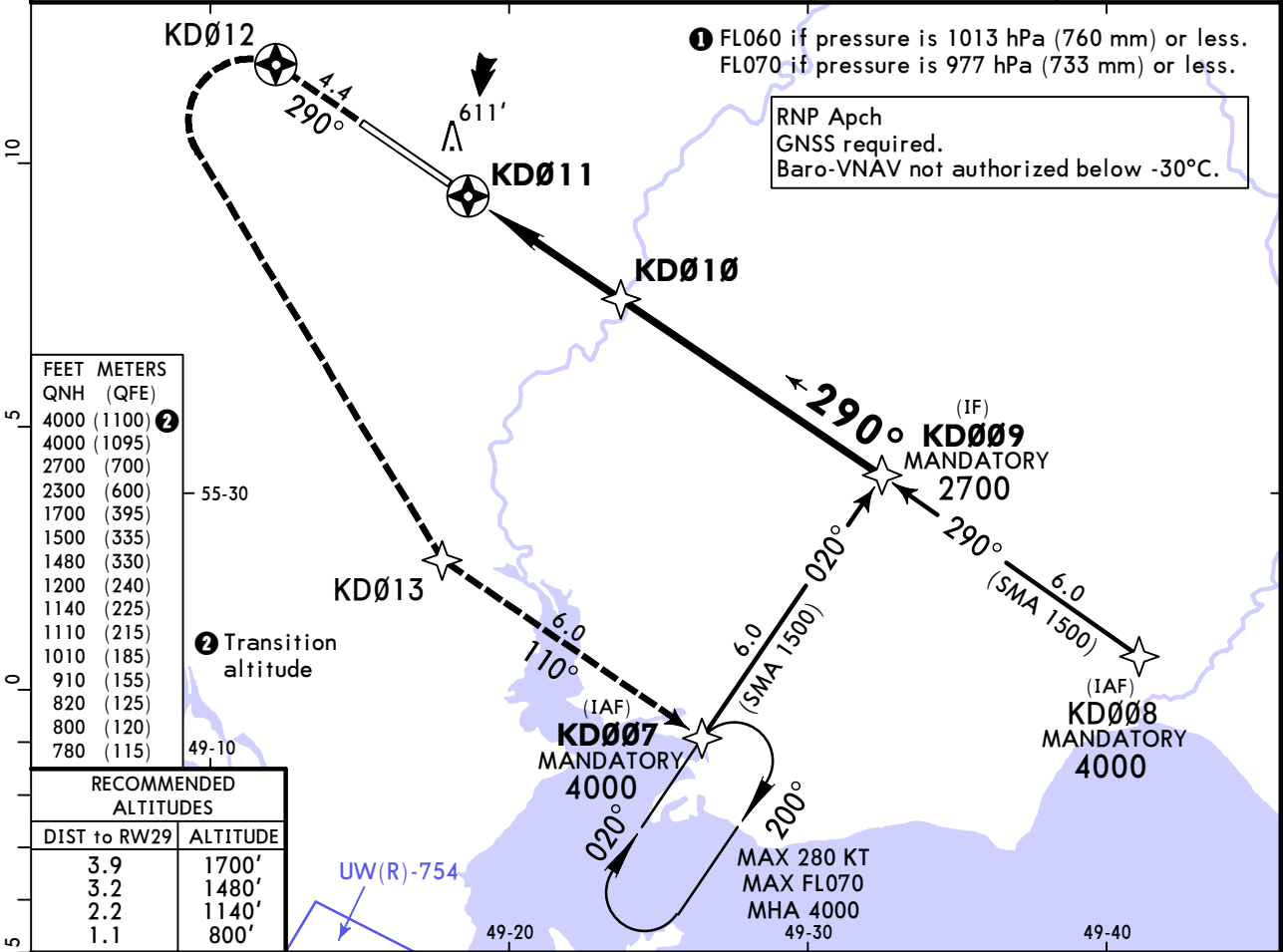
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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JEPESEN
23 FEB 24 (12-2)

KAZAN, RUSSIA RNAV Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
RNAV	Final Apch Crs 290°	KD010 MANDATORY 1700' (1290')	LNAV/VNAV DA(H) 780' (370')	Apt Elev 410' Rwy 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to KD012, then turn LEFT to KD013, then to KD007 climbing to 4000' or above, then proceed to holding, or according to chart, or as directed.					
Alt Set: hPa (mm on req)		Rwy Elev: 15 hPa	Trans level: FL050 ①	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI KD012 on 290°
Glide Path Angle	3.00°	372	478	531	637	743	
MAP at KD011							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	LNAV/VNAV		LNAV CDFA		Prohibited North of airport		
	DA(H) 780' (370')		① DA/MDA(H) 780' (370')		Max Kts	MDA(H)	
A	R1000m	ALS out	ALS out	100	820' (410')	V1500m	
B		R1500m	R1500m	135	910' (500')	V1600m	
C		R1700m	R1000m	R1700m	180	1010' (600')	V2400m
D					205	1110' (700')	V3600m

① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
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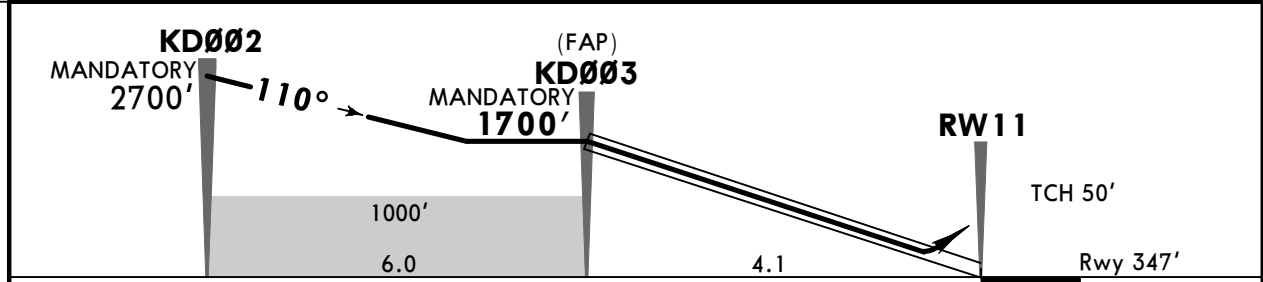
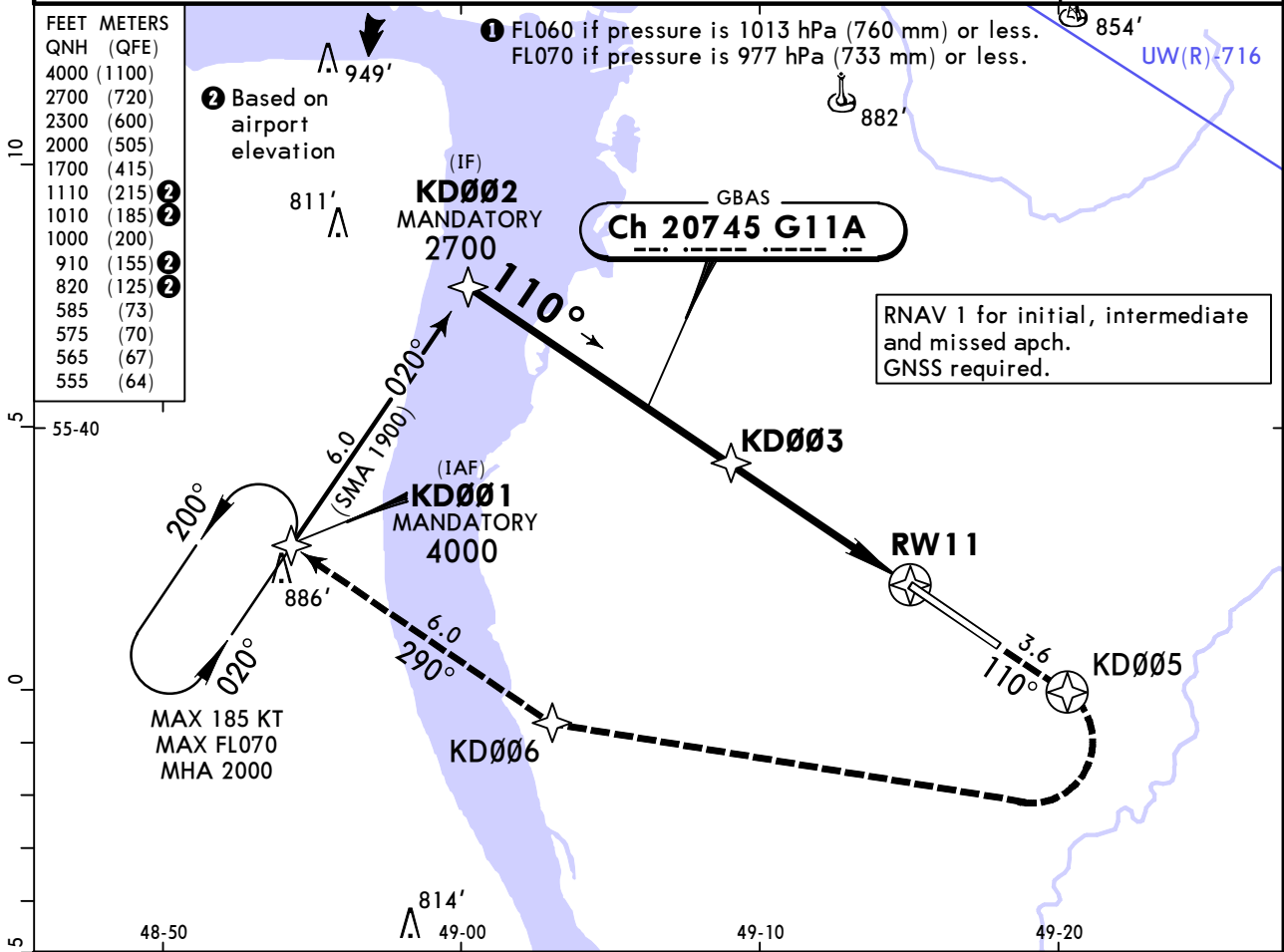
UWKD/KZN KAZAN



23 FEB 24 **12-40**

KAZAN, RUSSIA GLS Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
GBAS Ch 20745 G11A	Final Apch Crs 110°	KD003 MANDATORY 1700' (1353')	GLS DA(H) Refer to Minimums	Apt Elev 410' Rwy 347'	<p>2300 MSA ARP</p>
MISSED APCH: Climb on 110° to KD005, then turn RIGHT to KD006, then to KD001 climbing to 2000' or above, then proceed to holding, or according to chart, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 1 Trans alt: 4000'					



Gnd speed-Kts	70	90	100	120	140	160	<p>KD005 on 110°</p>
Glide Path Angle	3.00°	372	478	531	637	743	

PANS OPS	STRAIGHT-IN LANDING GLS			CIRCLE-TO-LAND	
	DA(H)	A: 555' (208') C: 575' (228') B: 565' (218') D: 585' (238')	Prohibited North of airport		
		TDZ or CL out	ALS out	Max Kts	MDA(H)
A	R550m	1 R550m	R1200m	100	820' (410') V1500m
B				135	910' (500') V1600m
C				180	1010' (600') V2400m
D				205	1110' (700') V3600m

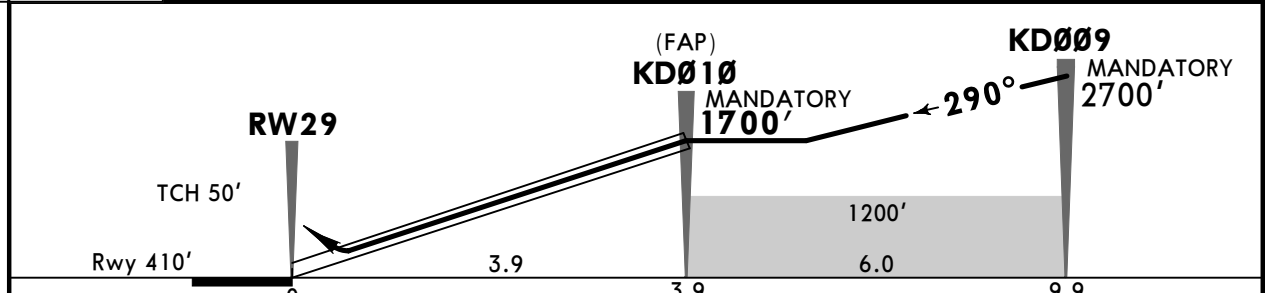
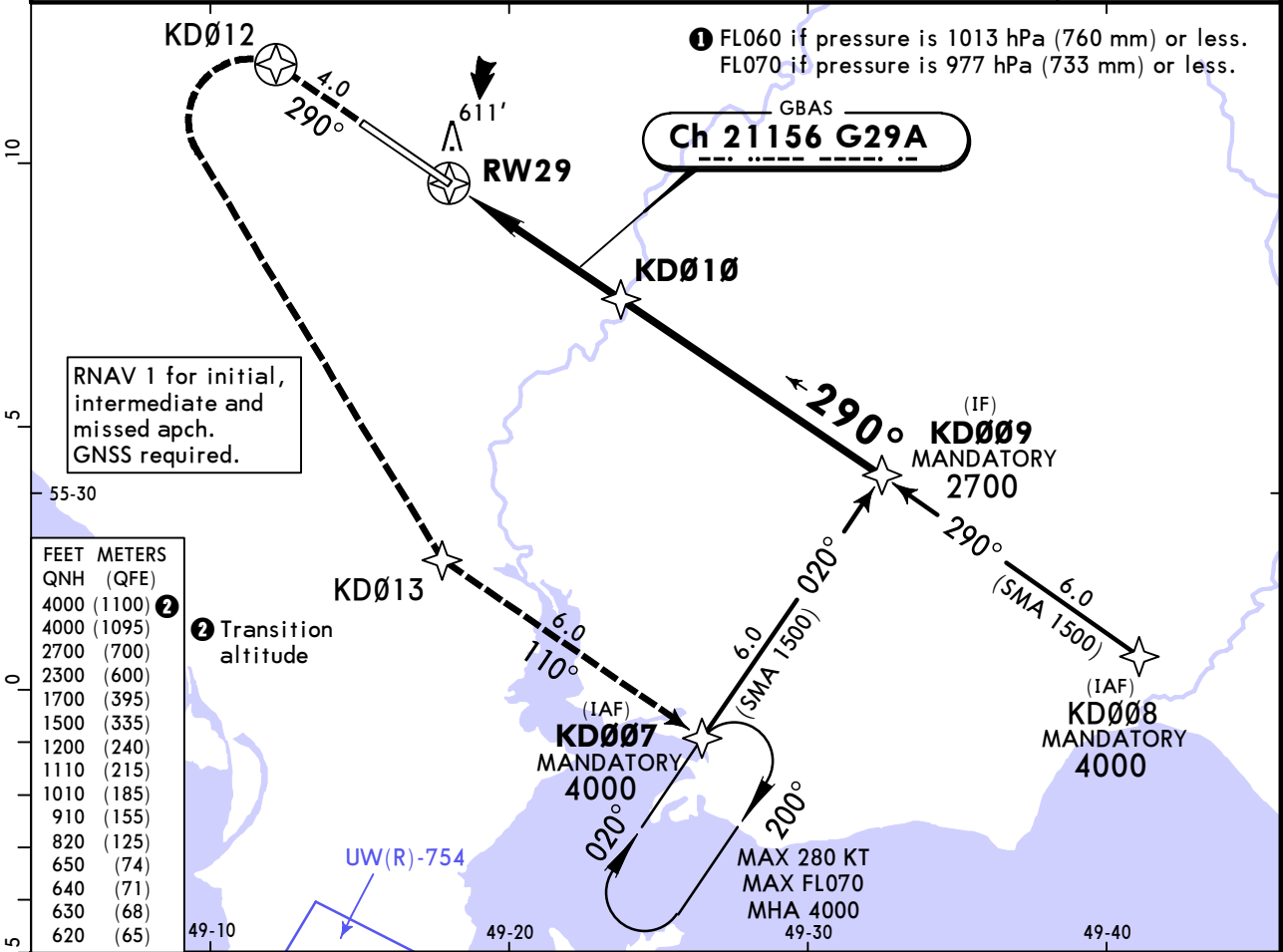
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
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UWKD/KZN KAZAN

JEPPESEN
23 FEB 24 **(12-41)**

KAZAN, RUSSIA
GLS Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
GBAS Ch 21156 G29A	Final Apch Crs 290°	KD010 MANDATORY 1700' (1290')	GLS DA(H) Refer to Minimums	Apt Elev 410' Rwy 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to KD012, then turn LEFT to KD013, then to KD007 climbing to 4000' or above, then proceed to holding, or according to chart, or as directed.					
Alt Set: hPa (mm on req)		Rwy Elev: 15 hPa	Trans level: FL050 1	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI KD012 on 290°
Glide Path Angle	3.00°	372	478	531	637	743	

Std		STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
		DA(H) A: 620' (210') C: 640' (230') B: 630' (220') D: 650' (240')		Prohibited North of airport	
		ALS out		Max Kts	MDA(H)
A	1 R550m	R1200m		100	820' (410') V1500m
B				135	910' (500') V1600m
C				180	1010' (600') V2400m
D				205	1110' (700') V3600m

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

CHANGES: Communications. © JEPPESEN, 2018, 2024. ALL RIGHTS RESERVED.

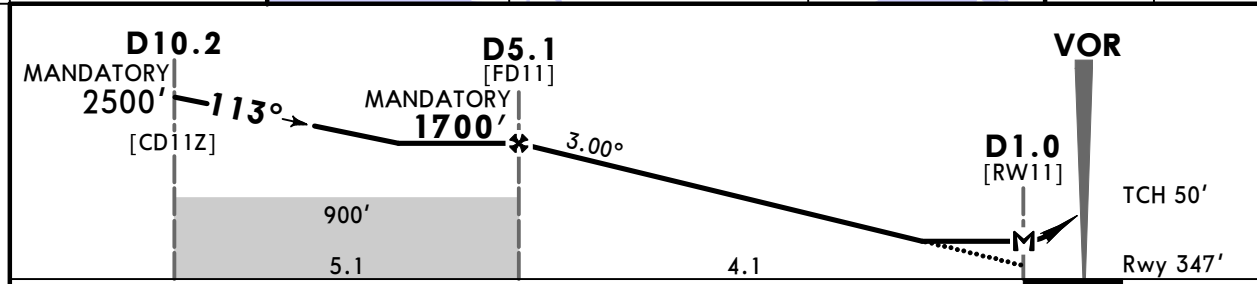
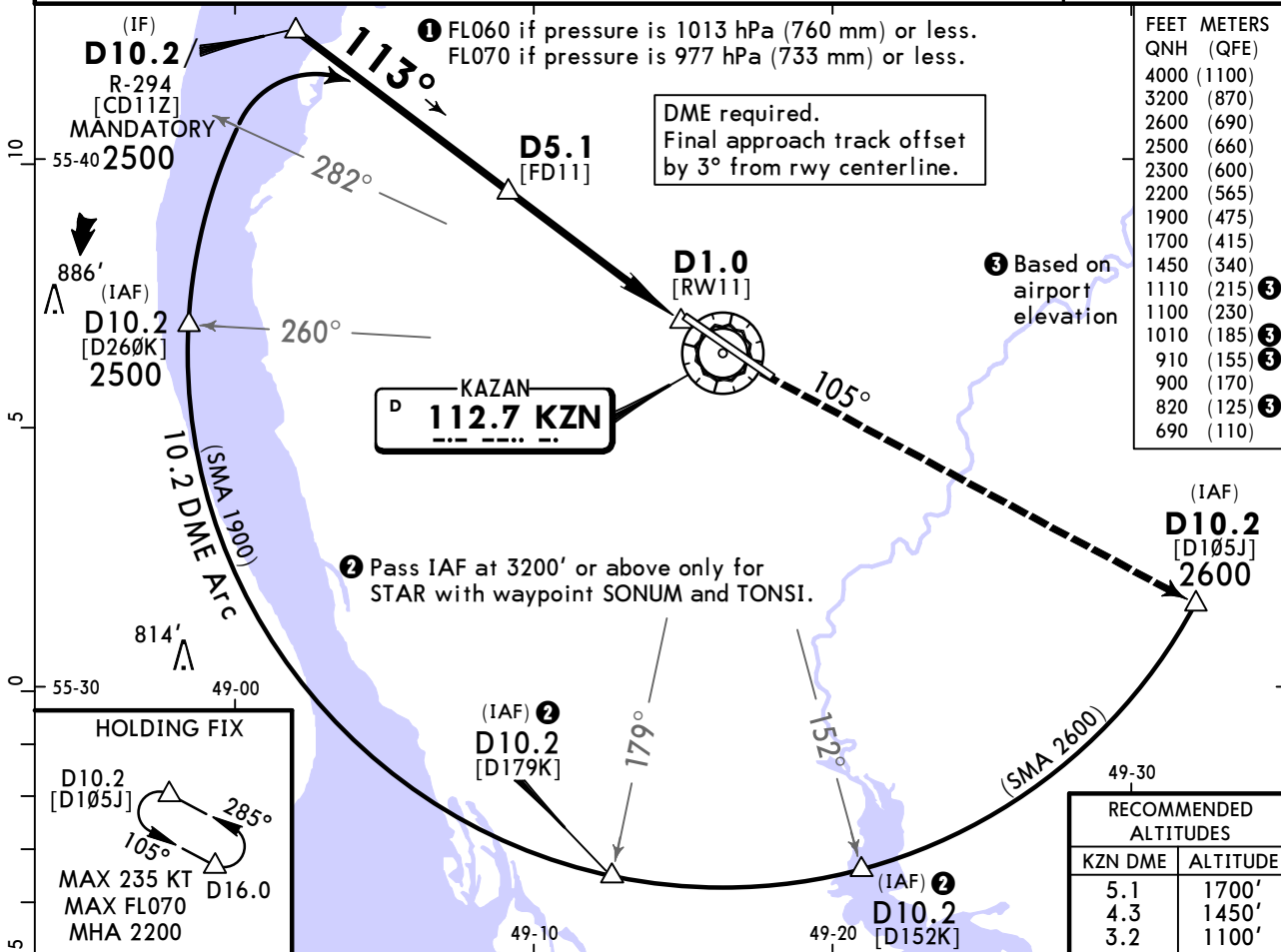
UWKD/KZN KAZAN



24 MAY 24 (13-1)

KAZAN, RUSSIA VOR Z Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 113°	D5.1 MANDATORY 1700' (1353')	DA/MDA(H) 690' (343')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 113°, after passing VOR turn to intercept R-105, then proceed on R-105 to holding climbing to 2200' or above, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 ① Trans alt: 4000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	743		
MAP at D1.0								

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited North of airport	
	① DA/MDA(H) 690' (343')			
A	R900m	ALS out		Max Kts MDA(H)
B		R1500m		100 820' (410') V1500m
C		R1600m		135 910' (500') V1600m
D		R1600m		180 1010' (600') V2400m
				205 1110' (700') V3600m

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

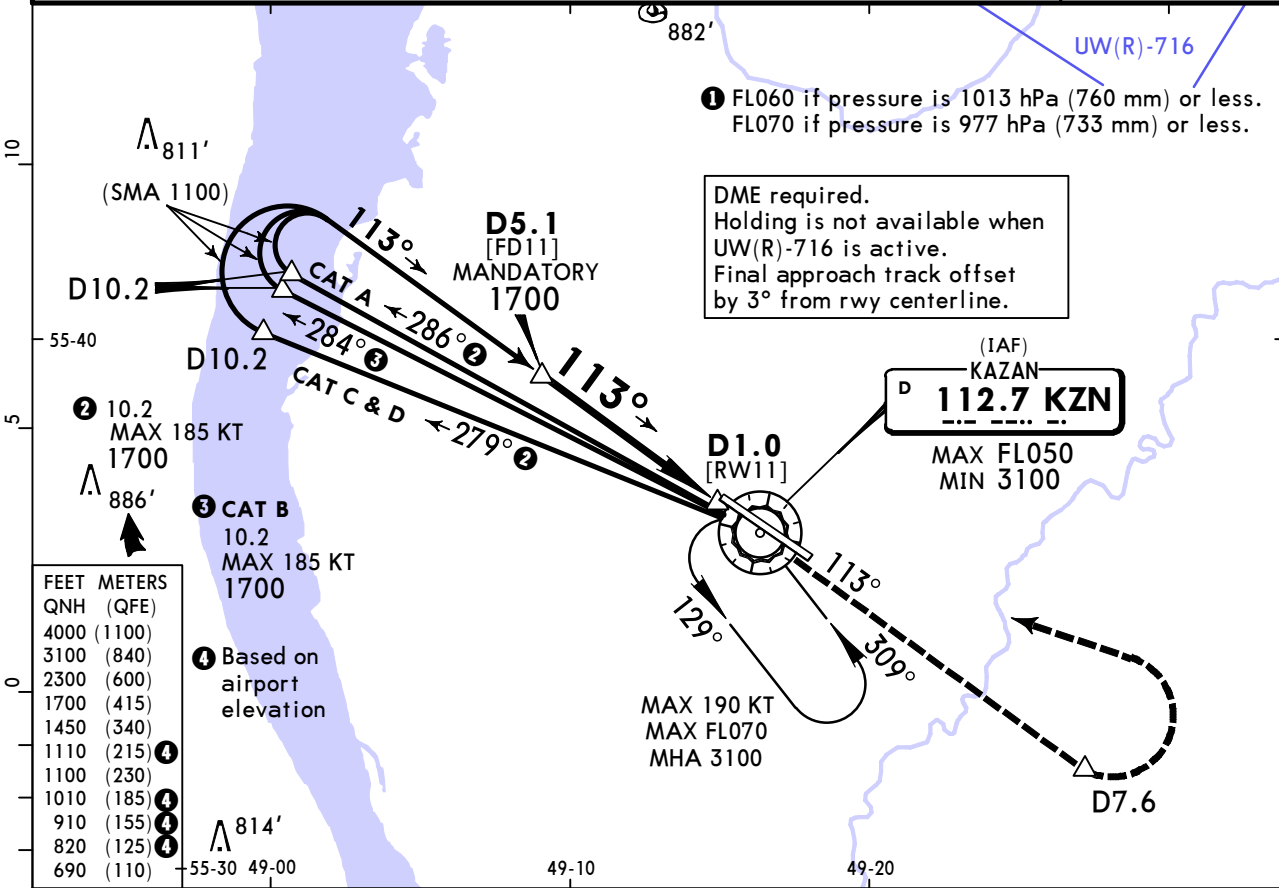
UWKD/KZN KAZAN



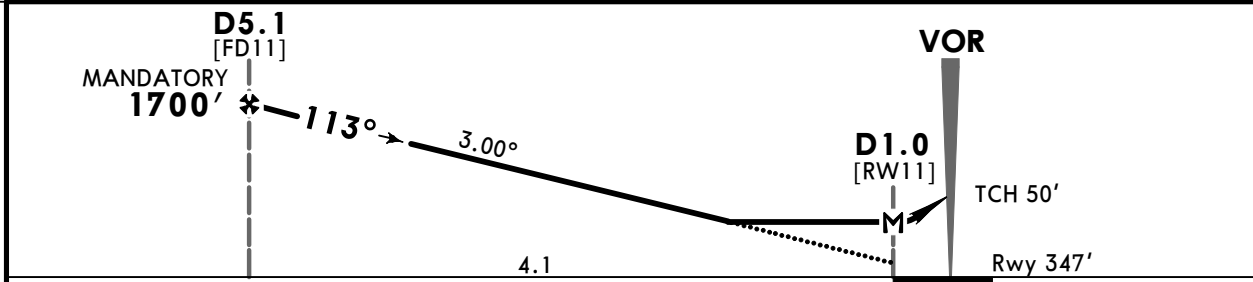
24 MAY 24 (13-2)

KAZAN, RUSSIA VOR Y Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 113°	D5.1 MANDATORY 1700' (1353')	DA/MDA(H) 690' (343')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 113° to D7.6 (MAX 215 KT), then turn LEFT to VOR climbing to 3100', then proceed to holding, or as directed.					
Alt Set: hPa (mm on req) Rwy Elev: 13 hPa Trans level: FL050 ① Trans alt: 4000'					



KZN DME	5.1	4.3	3.2
ALTITUDE	1700'	1450'	1100'



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	D7.6 on 113°	215 KT MAX
Descent Angle	3.00°	372	478	531	637	743			
MAP at D1.0									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited North of airport	
	① DA/MDA(H) 690' (343')			
	ALS out		Max Kts	MDA(H)
	A	R900m	100	820' (410') V1500m
B	R1500m	135	910' (500') V1600m	
C	R900m	180	1010' (600') V2400m	
D	R1600m	205	1110' (700') V3600m	

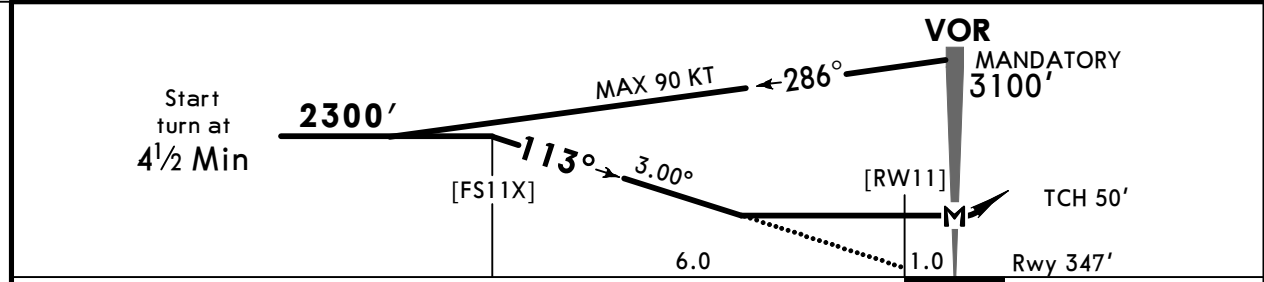
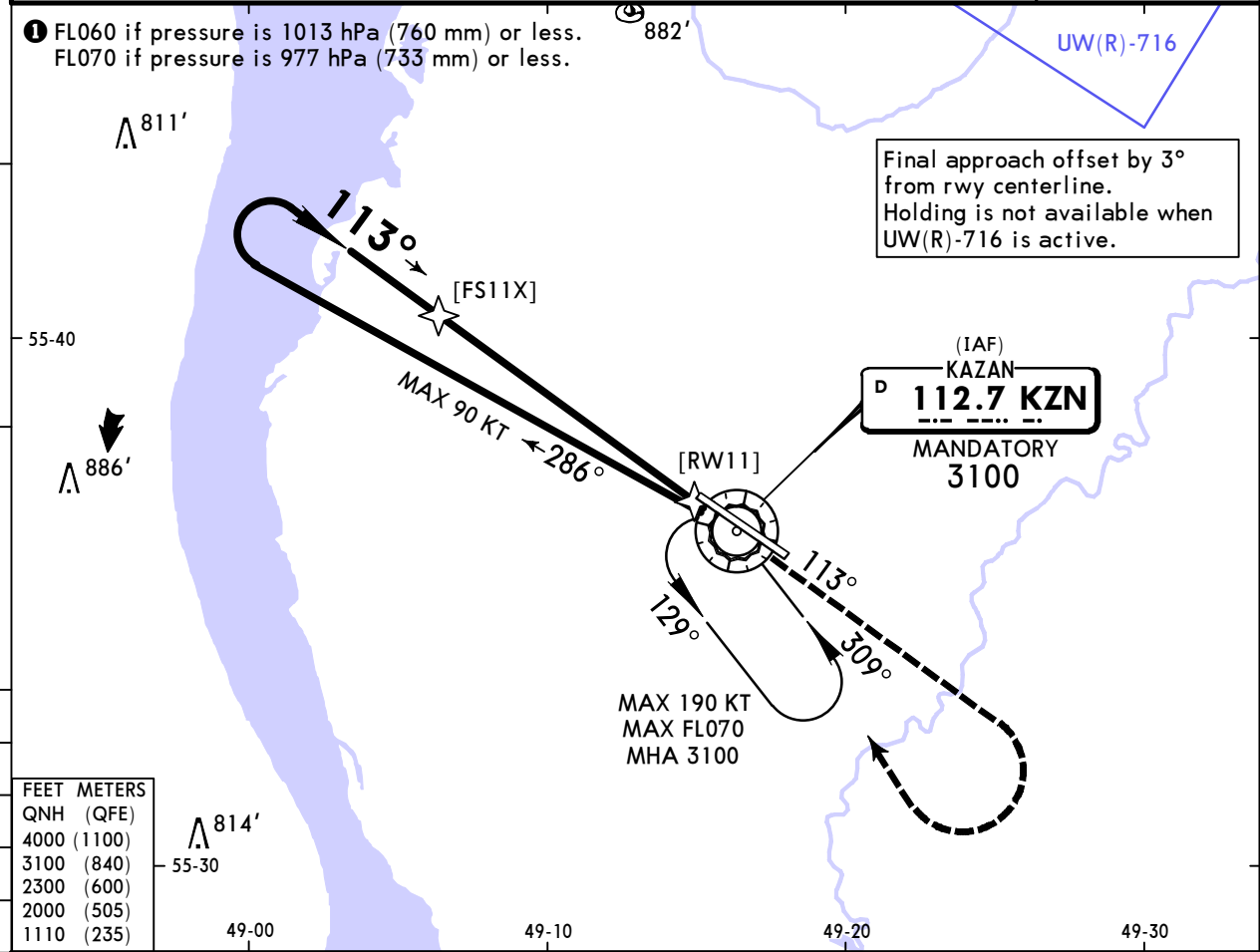
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

JEPPESSEN
24 MAY 24 **(13-3) CAT A**

KAZAN, RUSSIA VOR X Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 113°	[FS11X] 2300' (1953')	DA/MDA(H) 1110' (763')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 113° to 2000', then turn RIGHT to VOR climbing to 3100' or above, then proceed to holding or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 1	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	2000' on 113°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

PANS OPS	Std	STRAIGHT-IN LANDING		2	CIRCLE-TO-LAND
		CDFA		Prohibited North of airport	
		1 DA/MDA(H) 1110' (763')		Max Kts	MDA(H)
		ALS out		100	1110' (763') V1500m
		R1500m			

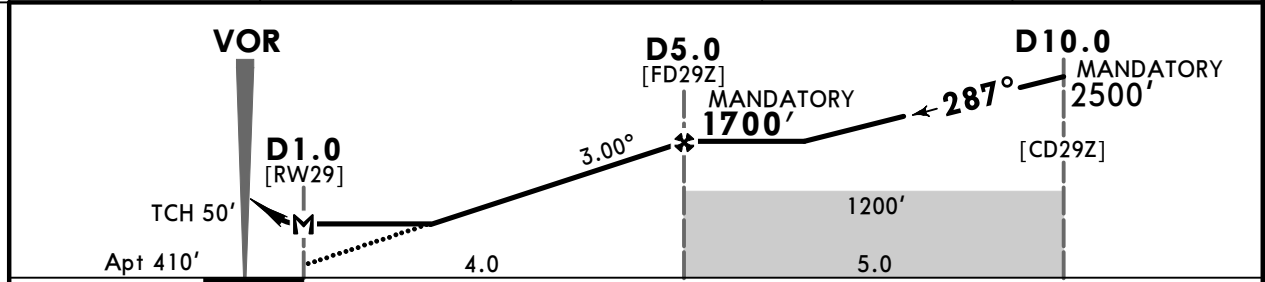
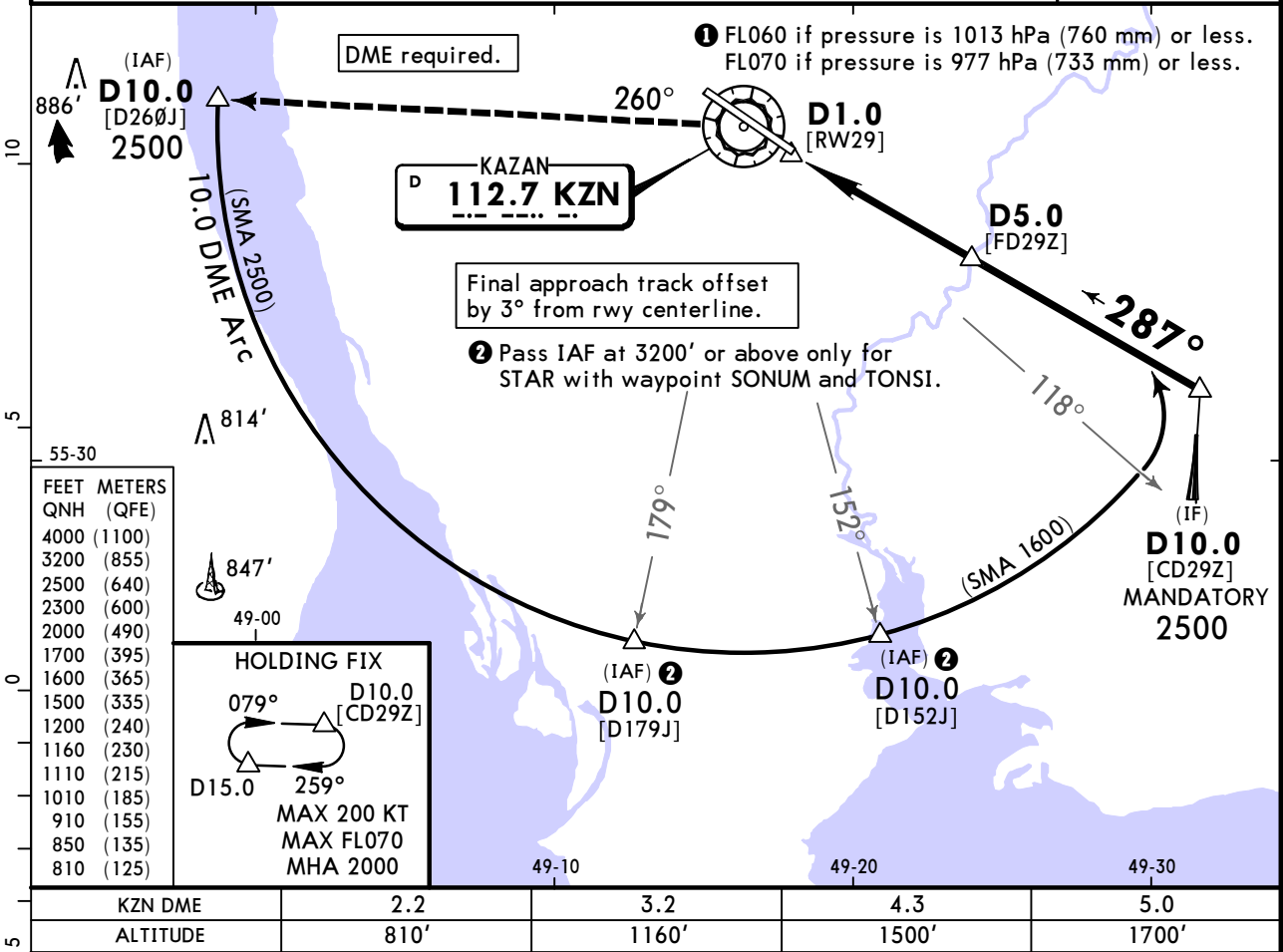
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** Circling height based on rwy 11 thresh elev of 347'.
CHANGES: None. © JEPPESSEN, 2020, 2024. ALL RIGHTS RESERVED.

UWKD/KZN KAZAN

JEPESEN
24 MAY 24 **(13-4)**

KAZAN, RUSSIA VOR Z Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 287°	D5.0 MANDATORY 1700' (1290')	DA/MDA(H) 850' (440')	Apt Elev 410'	
MISSED APCH: Climb on 287°. After passing VOR turn LEFT to intercept R-260, then proceed on R-260 to holding at D10.0 climbing to 2000' or above, or as directed.					
Alt Set: hPa (mm on req) Apt Elev: 15 hPa Trans level: FL050 ① Trans alt: 4000'					



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	Refer to Missed Apch above
Descent Angle	3.00°	372	478	531	637	849		
MAP at D1.0								

PANS OPS	Std STRAIGHT-IN LANDING CDFA ① DA/MDA(H) 850' (440')		CIRCLE-TO-LAND Prohibited North of airport	
	ALS out		Max Kts	MDA(H)
	A	R1300m	100	850' (440') V1500m
	B		135	910' (500') V1600m
	C	R2000m	180	1010' (600') V2400m
D	205		1110' (700') V3600m	

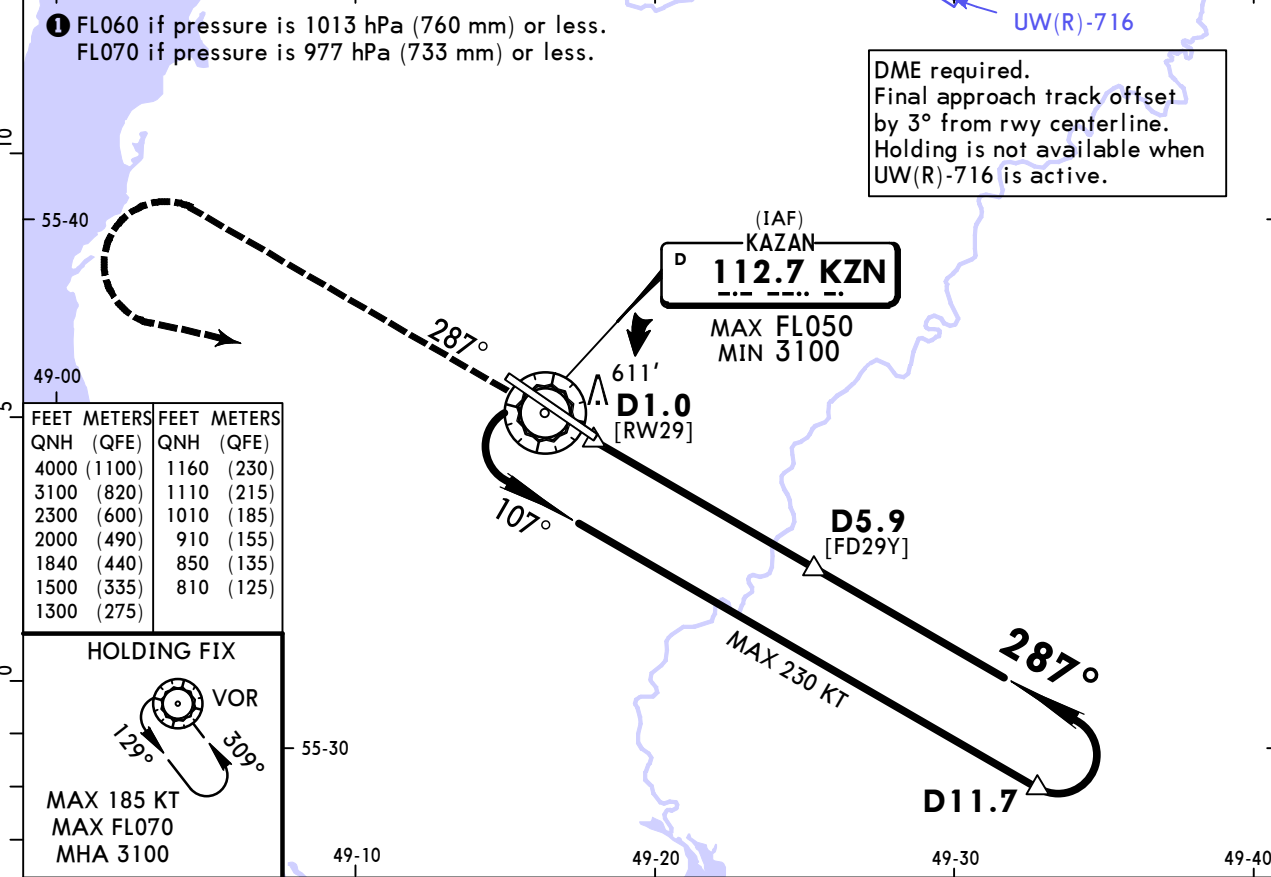
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: IAF note. © JEPESEN, 2013, 2024. ALL RIGHTS RESERVED.

UWKD/KZN KAZAN

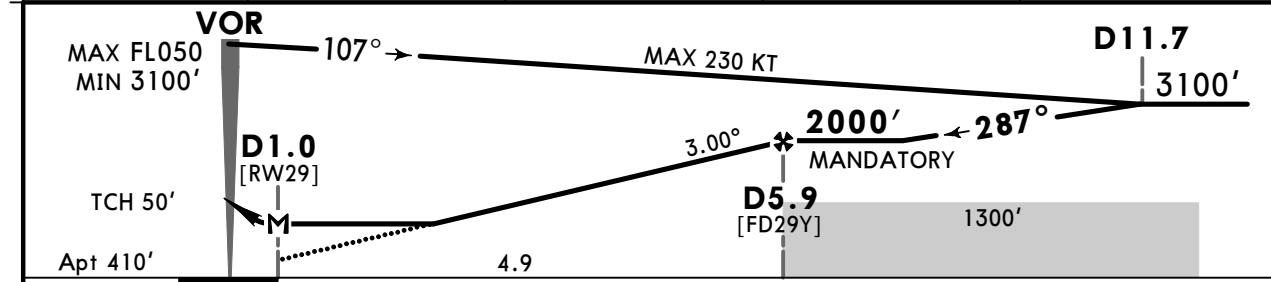
JEPPESEN
23 FEB 24 **(13-5)**

KAZAN, RUSSIA VOR Y Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 287°	D5.9 MANDATORY 2000' (1590')	DA/MDA(H) 850' (440')	Apt Elev 410'	
MISSED APCH: Climb on 287° to 2000', then turn LEFT to VOR climbing to 3100' or above, then according to chart or to holding, or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req) Apt Elev: 15 hPa Trans level: FL050 1 Trans alt: 4000'					



KZN DME	2.2	3.2	4.3	5.4
ALTITUDE	810'	1160'	1500'	1840'



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

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited North of airport	
	1 DA/MDA(H) 850' (440')			
	ALS out		Max Kts	MDA(H)
	A	R1300m	100	850' (440') V1500m
B	135		910' (500') V1600m	
C	180		1010' (600') V2400m	
D	205		1110' (700') V3600m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: Communications. © JEPPESEN, 2020, 2024. ALL RIGHTS RESERVED.

UWKD/KZN KAZAN

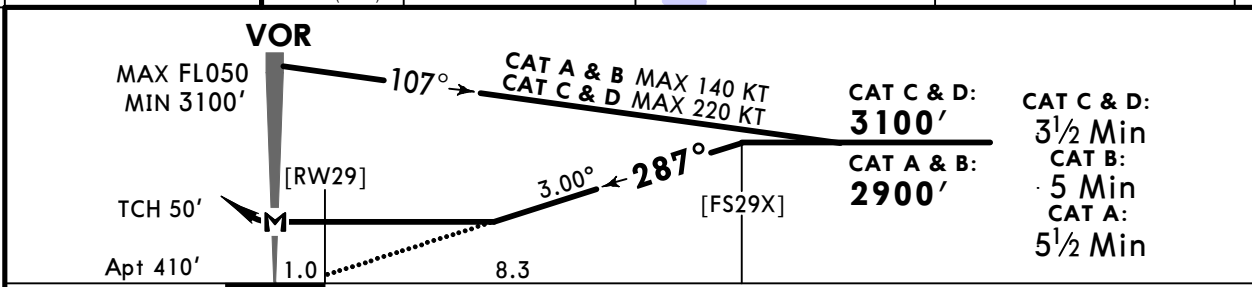
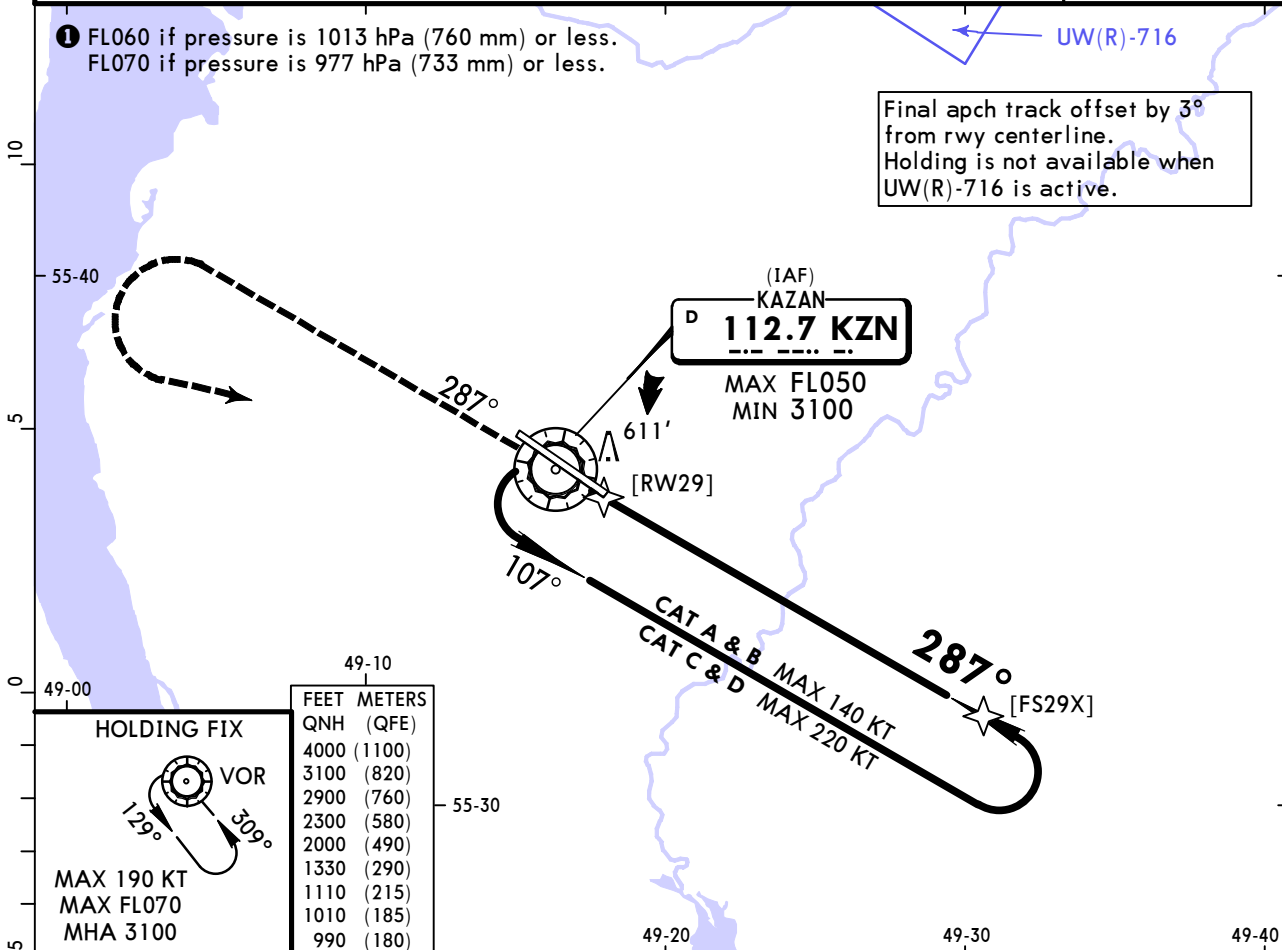
JEPESEN
23 FEB 24 **13-6**

KAZAN, RUSSIA VOR X Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
VOR KZN 112.7	Final Apch Crs 287°	[FS29X] Refer to Profile	DA/MDA(H) Refer to Minimums	Apt Elev 410'	2300 MSA ARP
MISSED APCH: Climb on 287° to 2000', then turn LEFT to VOR climbing to 3100' or above, then according to chart or to holding, or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req)		Apt Elev: 15 hPa		Trans level: FL050 1	Trans alt: 4000'

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

Final apch track offset by 3° from rwy centerline.
Holding is not available when UW(R)-716 is active.



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	2000' on 287°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at VOR								

	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA	During UW(R)-703 activity CDFA	Prohibited North of airport	
	1 DA/MDA(H) 990' (580')	1 DA/MDA(H) 1330' (920')		
	ALS out	ALS out	Max Kts	MDA(H)
A	R1500m	R1500m	100	990' (580') 2 V1500m
B	R1500m	R1500m	135	990' (580') 2 V1600m
C	R1900m	R2400m	180	1010' (600') 2 V2400m
D	R1900m	R2400m	205	1110' (700') 2 V3600m

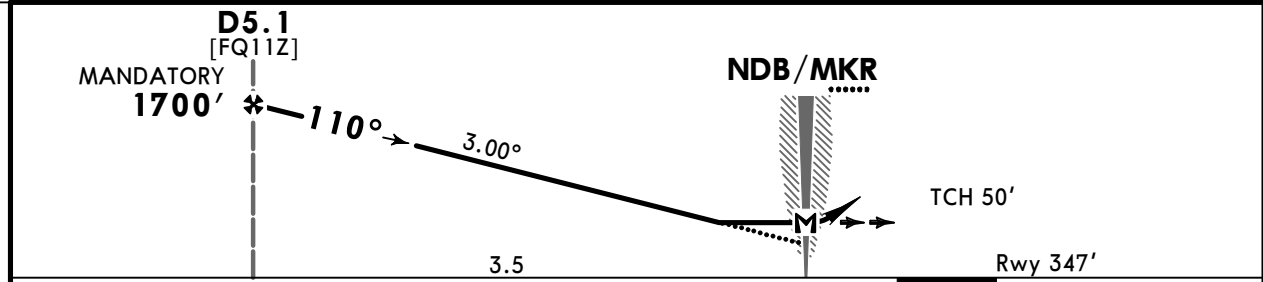
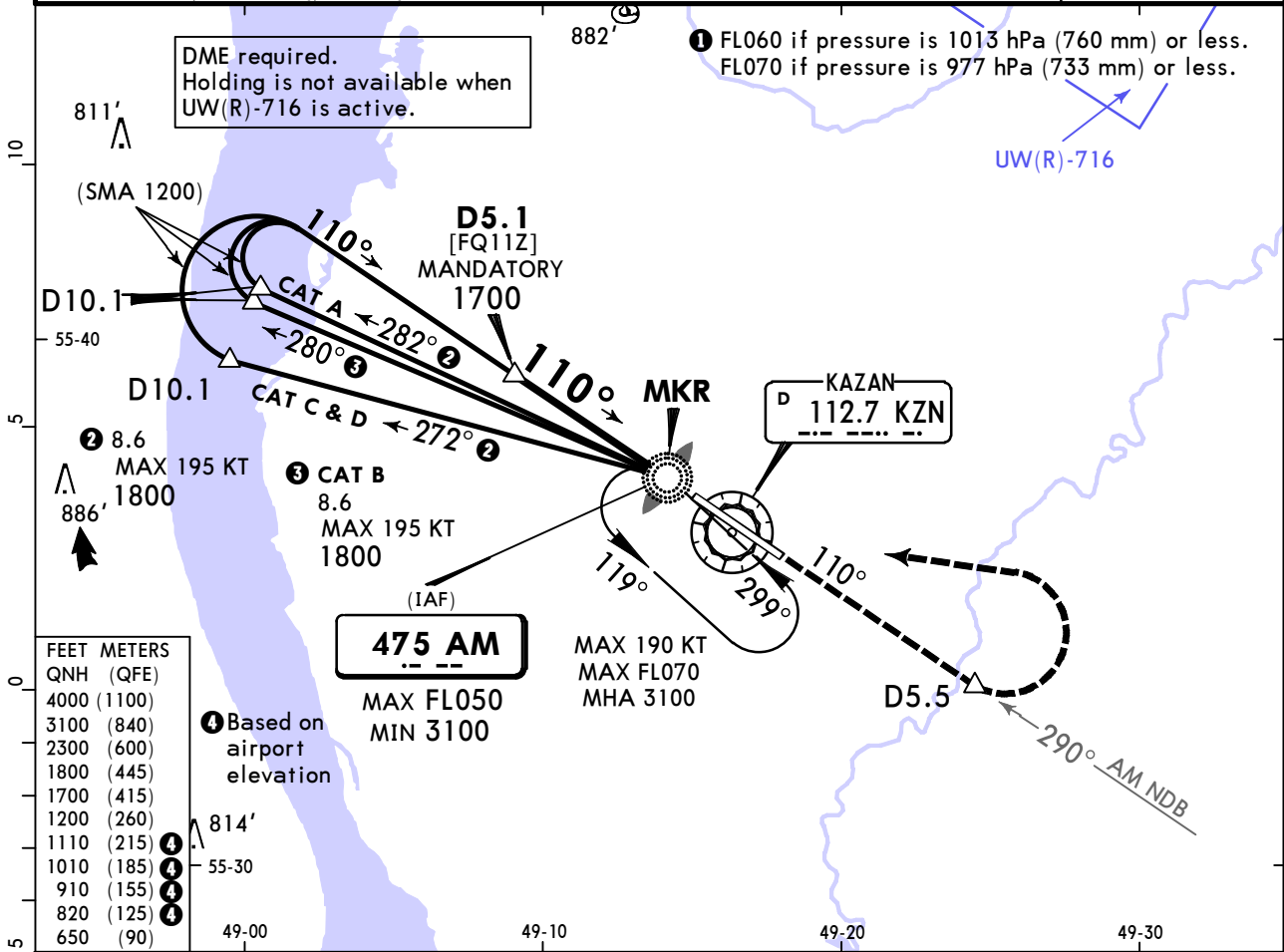
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums

UWKD/KZN KAZAN

JEPESEN
23 FEB 24 **(16-1)**

KAZAN, RUSSIA NDB Z Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
NDB AM 475	Final Apch Crs 110°	D5.1 MANDATORY 1700' (1353')	DA/MDA(H) 650' (303')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° from NDB to D5.5 (MAX 215 KT) to 3100' or below, then turn LEFT to NDB climbing to FL050 or below then proceed according to chart or to holding, or as directed.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 1	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HTALS-II PAPI	D5.5 on 110° from AM 475	215 KT MAX
Descent Angle	3.00°	372	478	531	637	849			
MAP at NDB/MKR									

PANS OPS	Std STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	CDFA								
	1 DA/MDA(H) 650' (303')								
	ALS out				Max Kts				
	A	R750m			R1400m			100	820' (410')
B							135	910' (500')	V1600m
C							180	1010' (600')	V2400m
D							205	1110' (700')	V3600m

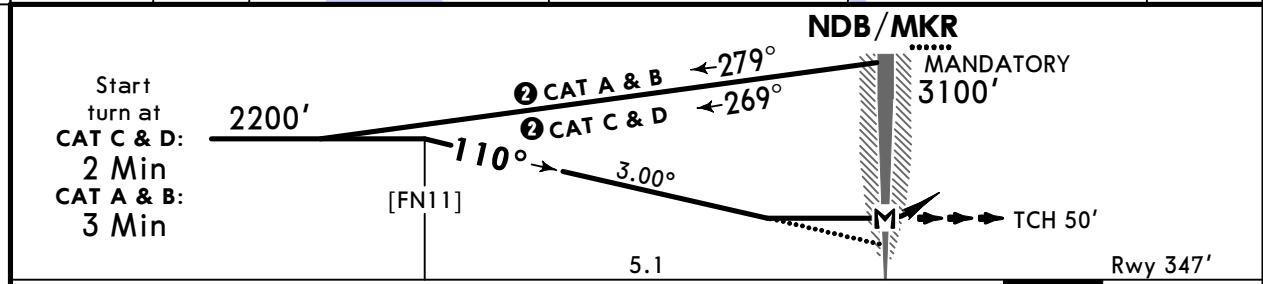
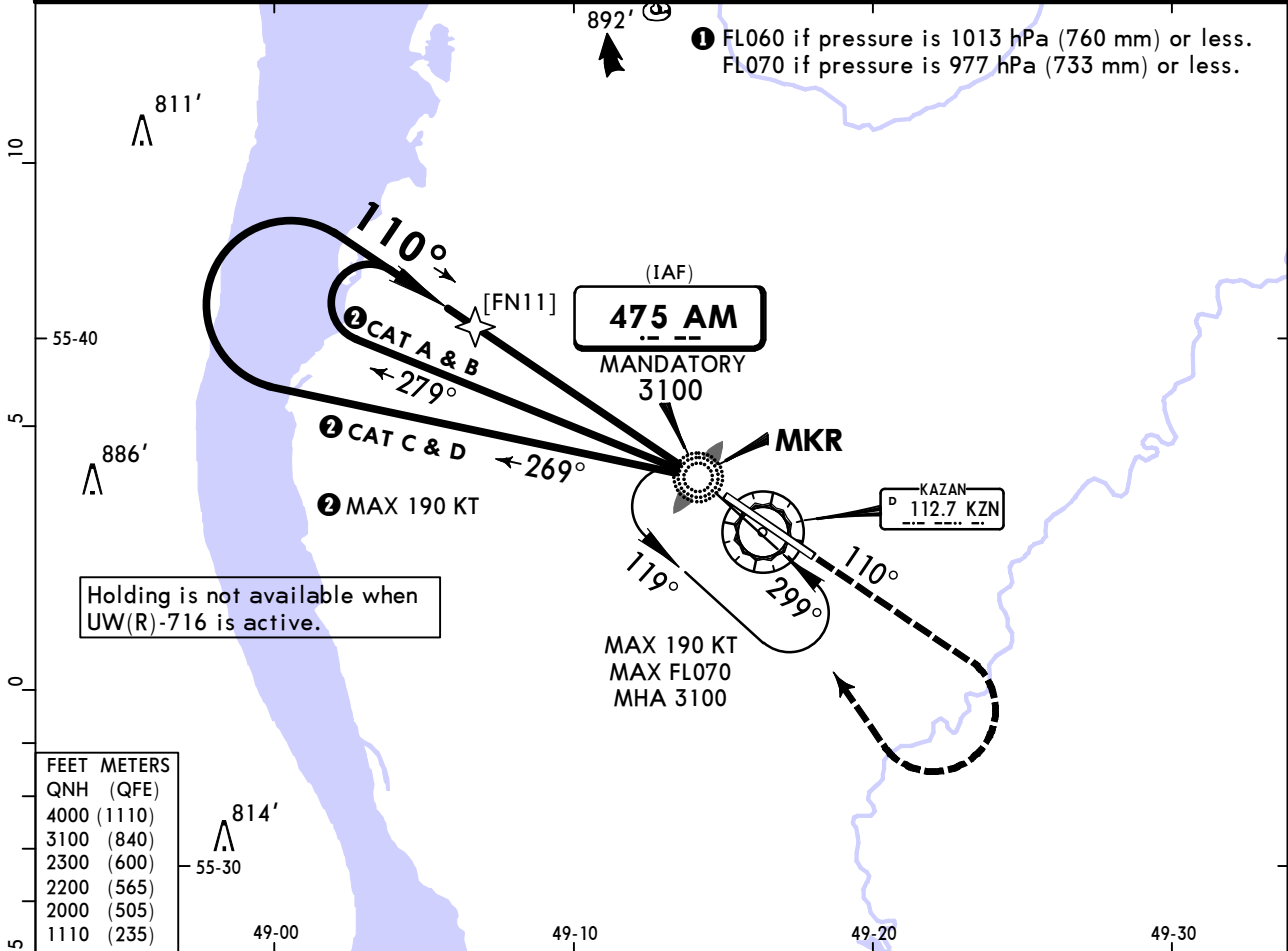
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

JEPESEN
23 FEB 24 **(16-2)**

KAZAN, RUSSIA NDB Y Rwy 11

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
NDB AM 475	Final Apch Crs 110°	[FN11] 2200' (1853')	DA/MDA(H) 1110' (763')	Apt Elev 410' Rwy 347'	2300 MSA ARP
MISSED APCH: Climb on 110° to 2000', then turn RIGHT to NDB climbing to 3100' or above, then proceed to holding, or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req)		Rwy Elev: 13 hPa	Trans level: FL050 ①	Trans alt: 4000'	



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI 2000' on 110°
Descent Angle 3.00°	372	478	531	637	743	849	
MAP at NDB/MKR							

PANS OPS	Std	STRAIGHT-IN LANDING		2 CIRCLE-TO-LAND
		CDFA		Prohibited North of airport
		① DA/MDA(H) 1110' (763')		
		ALS out		Max Kts
	A	R1500m		100 1110' (763') V1500m
B	R1500m		135 1110' (763') V1600m	
C	R2400m		180 1110' (763') V2400m	
D	R2400m		205 1110' (763') V3600m	

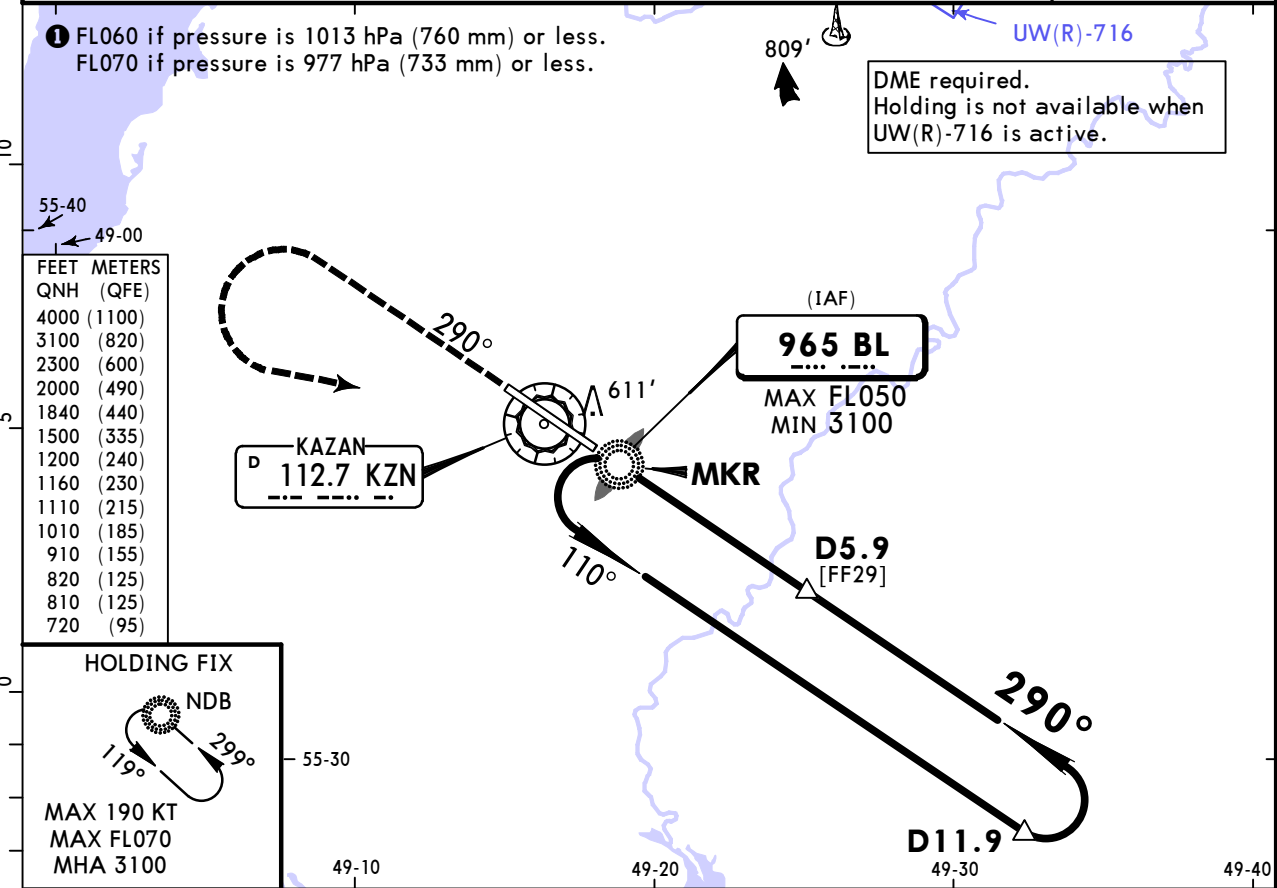
① VNAV DA(H) in lieu of MDA(H) depends on operator policy. ② Circling height based on rwy 11 thresh elev of 347'.

UWKD/KZN KAZAN

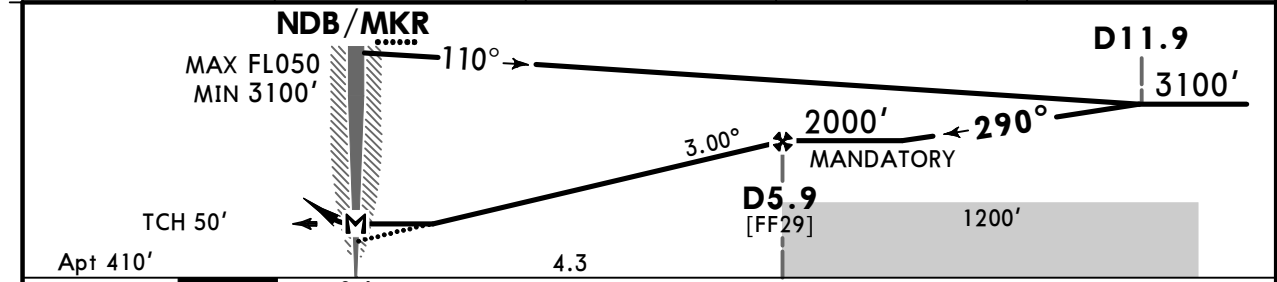
JEPPESSEN
23 FEB 24 (16-3)

KAZAN, RUSSIA NDB Z Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
NDB BL 965	Final Apch Crs 290°	D5.9 MANDATORY 2000' (1590')	DA/MDA(H) 720' (310')	Apt Elev 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to 2000', then turn LEFT to NDB climbing to 3100' or above, then proceed to holding, or according to chart, or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req)		Apt Elev: 15 hPa		Trans level: FL050 1	Trans alt: 4000'



KZN DME	2.2	3.2	4.3	5.4
ALTITUDE	810'	1160'	1500'	1840'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000' on 290°
Descent Angle	3.00°	372	478	531	637	743	
MAP at NDB/MKR							

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited North of airport	
	1 DA/MDA(H) 720' (310')			
	ALS out		Max Kts	MDA(H)
	A		100	820' (410') V1500m
B		135	910' (500') V1600m	
C	R750m		180	1010' (600') V2400m
D			205	1110' (700') V3600m

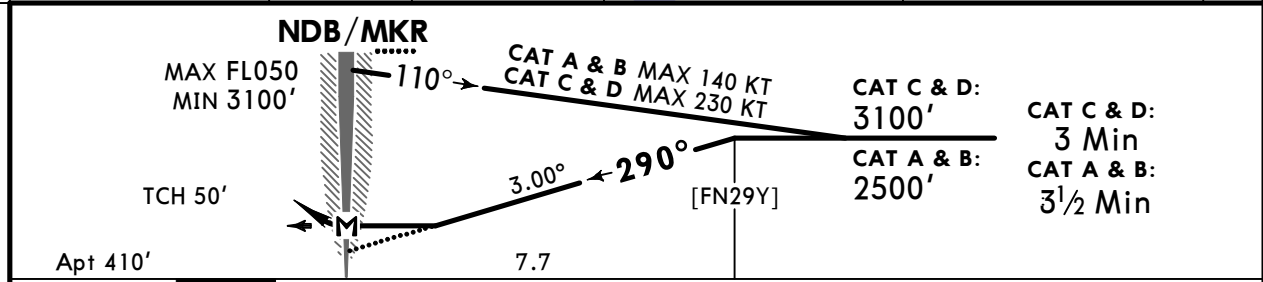
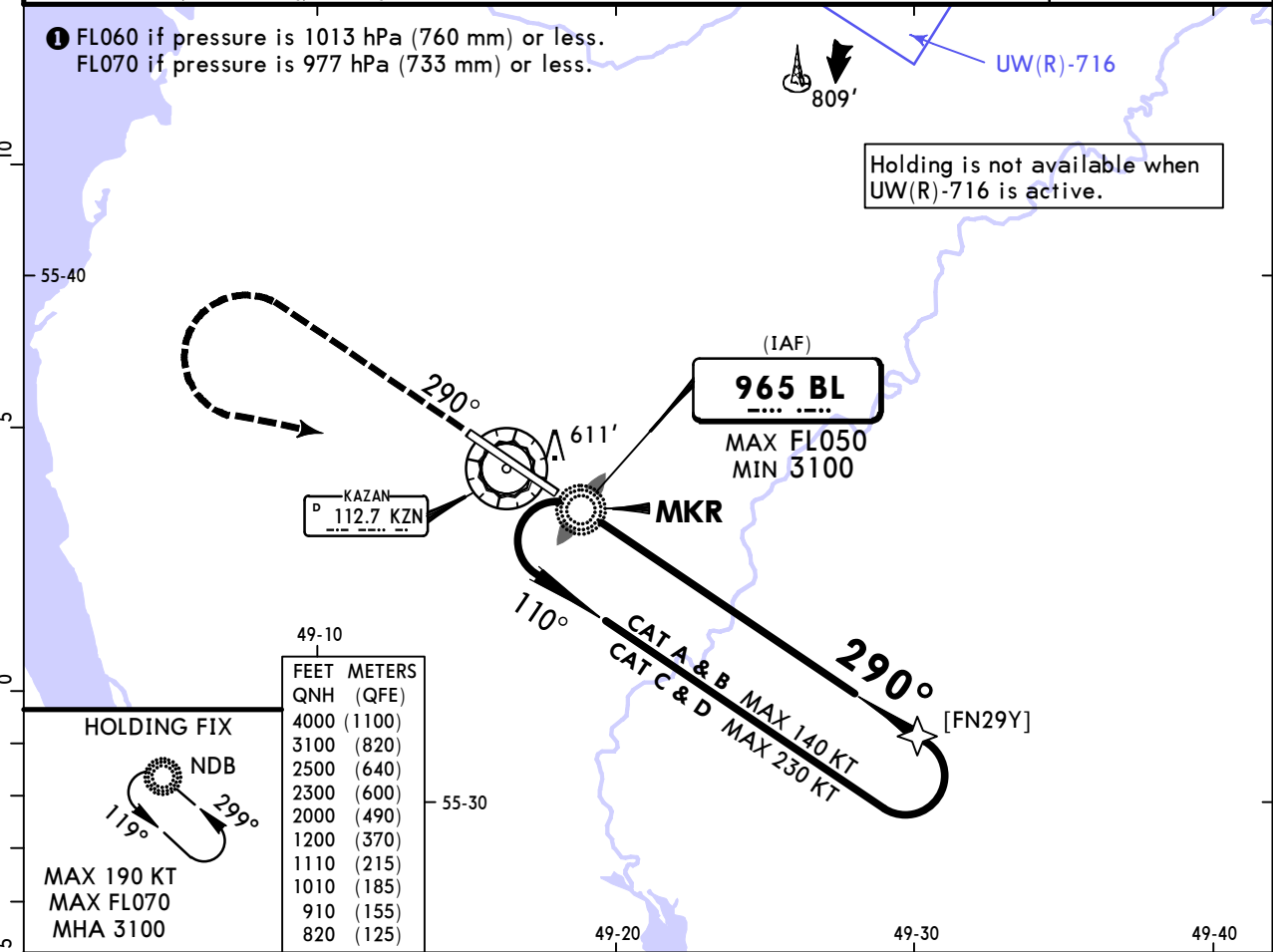
1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

UWKD/KZN KAZAN

JEPESEN
23 FEB 24 **(16-4)**

KAZAN, RUSSIA
NDB Y Rwy 29

ATIS 136.825 (Russian 126.8)		KAZAN Approach Sector (West) 135.225 Sector (East) 128.625		KAZAN Radar (TWR) 119.4	Ground 121.7
NDB BL 965	Final Apch Crs 290°	[FN29Y] Refer to Profile	DA/MDA(H) Refer to Minimums	Apt Elev 410'	2300 MSA ARP
MISSED APCH: Climb on 290° to 2000', then turn LEFT to NDB climbing to 3100' or above, then proceed to holding, or according to chart, or as directed. Turn before MAP prohibited.					
Alt Set: hPa (mm on req)		Apt Elev: 15 hPa	Trans level: FL050 1	Trans alt: 4000'	



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

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	During UW(R)-703 activity		Prohibited North of airport	
	CDFA 1 DA/MDA(H) 910' (500')	CDFA 1 DA/MDA(H) 1200' (790')		
	ALS out	ALS out	Max Kts	MDA(H)
A	R1500m	R1500m	100	820' (410') 2 V1500m
B	R1500m	R1500m	135	910' (500') 2 V1600m
C	R1500m	R2400m	180	1010' (600') 2 V2400m
D	R2300m	R2400m	205	1110' (700') 2 V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy. **2** or higher straight-in minimums

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KAZAN, (KAZAN - UWKD)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UWKD