

GENERAL**Operational Hours****ATS Hours / AD OPS Hours:** H24**AD ADMIN Hours:** MON-FRI 0630-1530, SAT, SUN and HOL CLSD**Airport Information****RFF:** CAT 7**Fuel:** TS-1**PCN:** RWY 06/24: 64/R/C/X/T**Operation****Low Visibility Procedures (LVP)**

LVP in force when VIS is 1000m or below.

Report landing and when leaving ILS sensitive area.

Follow-me is mandatory when VIS is 400m and below.

Taxi/Parking

Taxiing at night and in daytime when VIS is at or below 2000m shall be carried out with navigation and landing lights switched on.

Taxiing on APN shall be carried out at increased caution and at MNM speed.

Taxi guidelines may be invisible due to snow, follow-me AVBL O/R via TWR.

Follow-me is mandatory due to precipitation such as snow and slush

Follow-me AVBL O/R.

Warnings

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure:** See CRAR and in addition:

TWR: +7 (4012) 579 936

APP: +7 (4012) 579 931

Flight Control: +7 92 1850 0968 or +7 (4012) 579 930

RNAV

STAR assigned:

2min after setting 7600, continue flight on the last assigned HDG at the last assigned HGT (FL).

Proceed directly to IF and execute ILS or VOR APCH.

STAR not assigned:

Continue flight in accordance with FPL and execute ILS or VOR APCH.

MISAP COM Failure

Execute MISAP in accordance with published RNAV (GNSS) procedures.

Arrival Procedure**Visual APCH**

Visual APCH can be requested or will be initiated by ATC.

When executing visual APCH to RWY 06, do not mistake RWY of Chkalovsk AD located 10NM SW of AD.

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1-20

A01**DEPARTURE****Take-off Minima**

RWY		06/24	
All ACFT	ft - m/km	0 - 125R	-

Communication**COM Failure:** See CRAR and in addition.

TWR: +7 (4012) 579 936

APP: +7 (4012) 579 931

Flight Control: +7 92 1850 0968 or +7 (4012) 579 930

Continue flight along the assigned and acknowledged SID. 2min after setting 7600, climb to FL indicated in FPL. After terminating SID, proceed according to FPL.

During vectoring and 2min after setting 7600, continue flight on assigned HDG, then proceed to CTA exit point climbing to FL indicated in FPL. After leaving CTA proceed according to FPL.

Departure Procedure**Noise Abatement Procedure:** Use ICAO standard NADP 1 or NADP 2.**ATC Slot, Clearance**

Before ready for start-up/towing contact TWR for obtaining CLR and report:

- call sign
- stand
- DEST AD
- FL
- ATIS

De-icing

AVBL.

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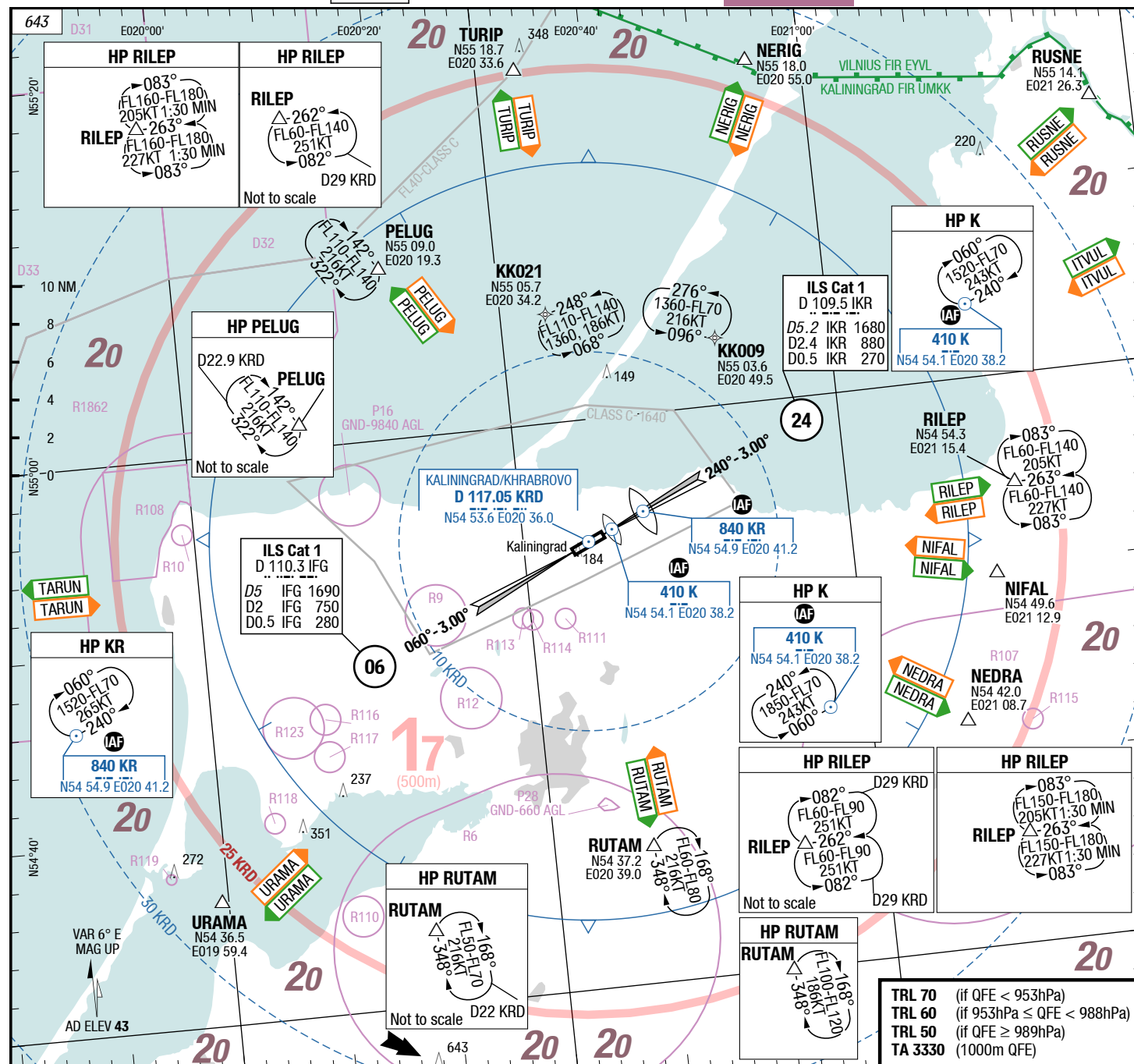
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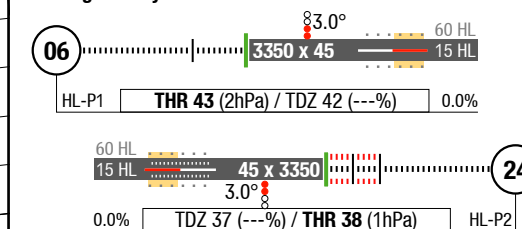
AFC

2-10



ATIS	122.475
APP	126.000
	128.500
TWR	127.200
	129.425
Transit	131.700
Reserve FREQ	129.000 for all ATC units

Landing RWY system:



Changes: Nil

Effective 16-AUG-2018

09-AUG-2018

KGD-UMKK

Russian Federation Kaliningrad Khrabrovo

AGC

AGC

AGC

Khrabrovo Kaliningrad Russian Federation

AGC

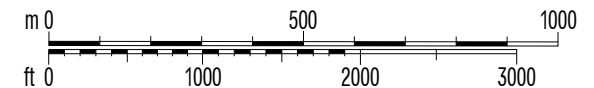
3-20

ATIS	122.475
TWR	127.200
	129.425
Reserve FREQ	129.000 for all ATC units

KALININGRAD/KHRABROVO
D 117.05 KRD

ARP
N 54 53.5
E 020 35.9

RWY	TORA	ASDA	TODA
06	3350	3350	3750
24	3350	3350	3550



Changes: Declared distances, APN, TKOF INT

Effective 04-JAN-2018

28-DEC-2017

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Russian Federation Kaliningrad Khrabrovo

NIL

APC

APC

APC

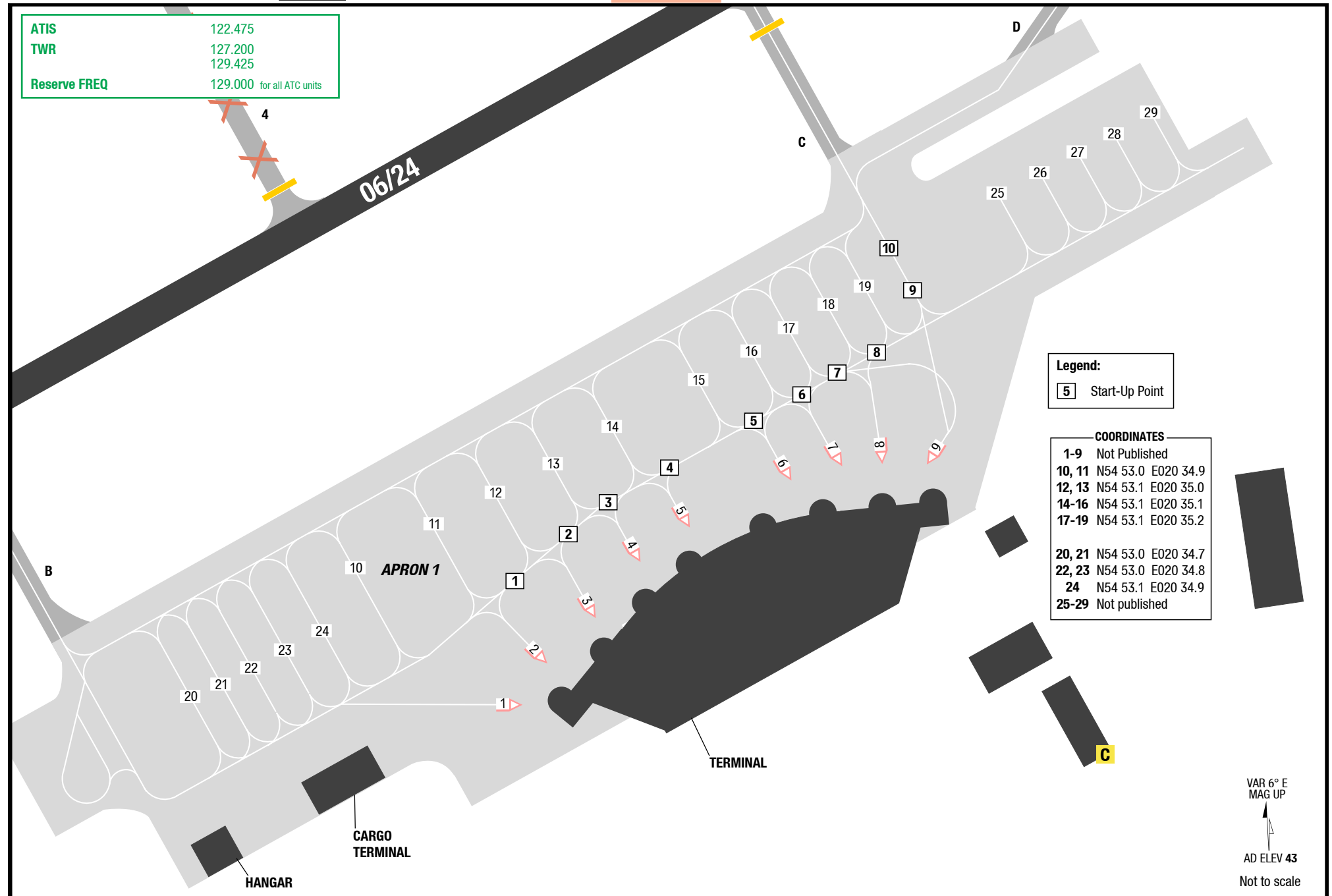
Khrabrovo Kaliningrad Russian Federation

NIL

APC

3-30

ATIS	122.475
TWR	127.200
	129.425
Reserve FREQ	129.000 for all ATC units



Changes: New

Effective 04-JAN-2018

28-DEC-2017

KGD-UMKK

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RNAV SIDs RWY 06 (ATC)

4-10

RNAV SIDs RWY 06

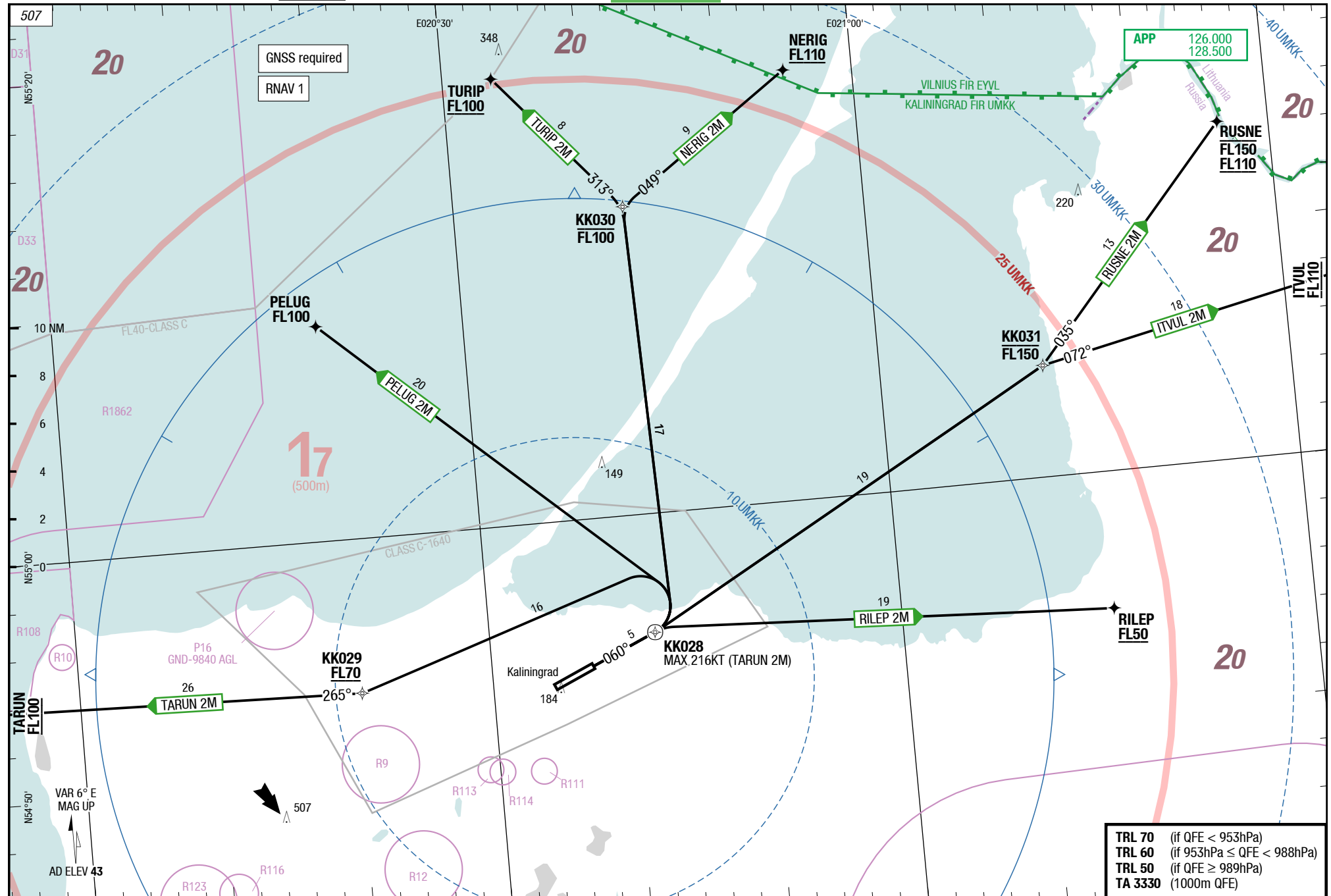
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RNAV SIDs RWY 06 (ATC)

RNAV SIDs RWY 06



TRL 70 (if QFE < 953hPa)
TRL 60 (if 953hPa ≤ QFE < 988hPa)
TRL 50 (if QFE ≥ 989hPa)
TA 3330 (1000m QFE)

Changes: new

Effective 04-JAN-2018
28-DEC-2017

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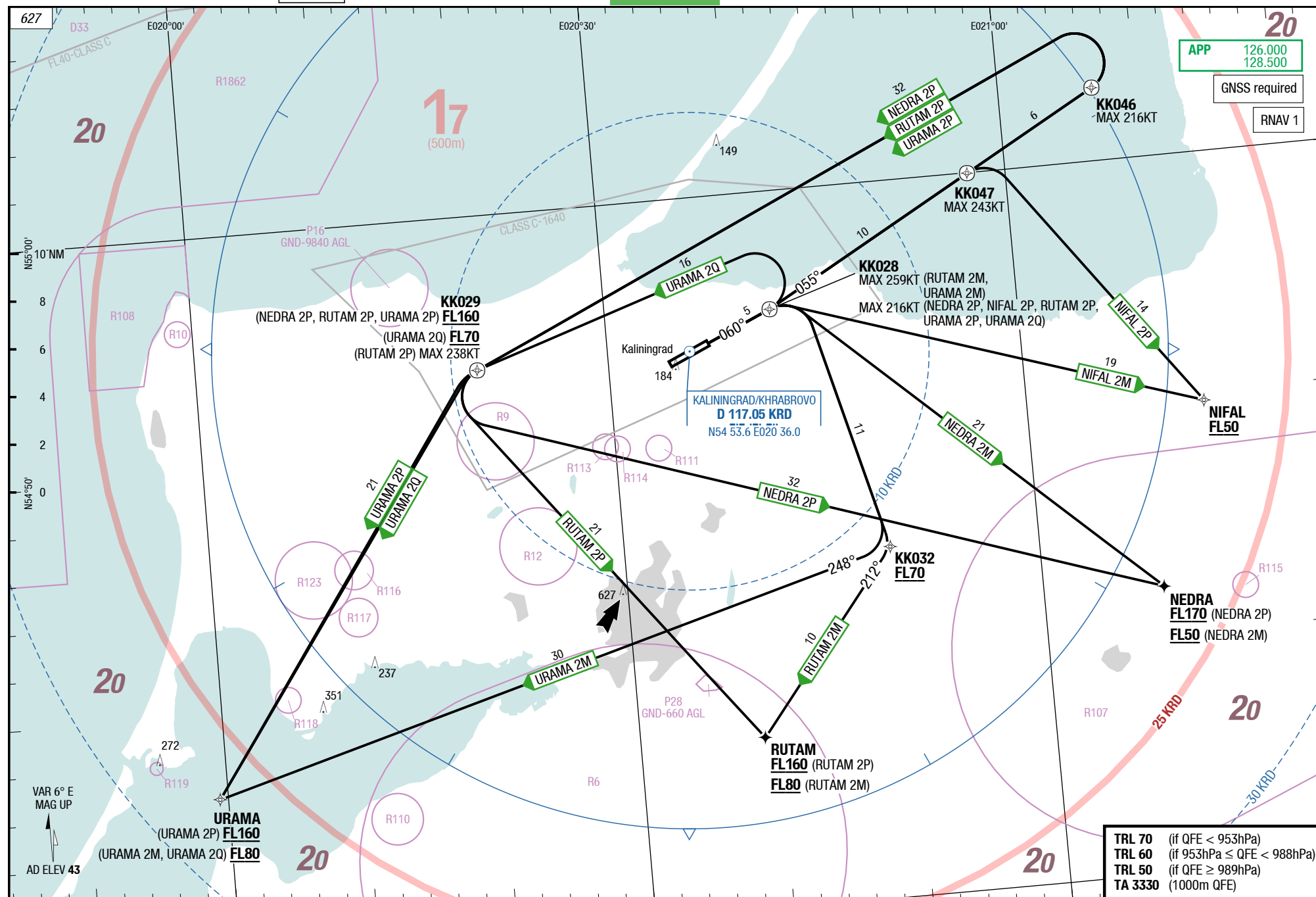
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4-20

RNAV SIDs RWY 06 (ATC)

RNAV SIDs RWY 06 (ATC)



Changes: new

Effective 16-AUG-2018

09-AUG-2018

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RNAV SIDs RWY 24 (ATC)

4-30

RNAV SIDs RWY 24

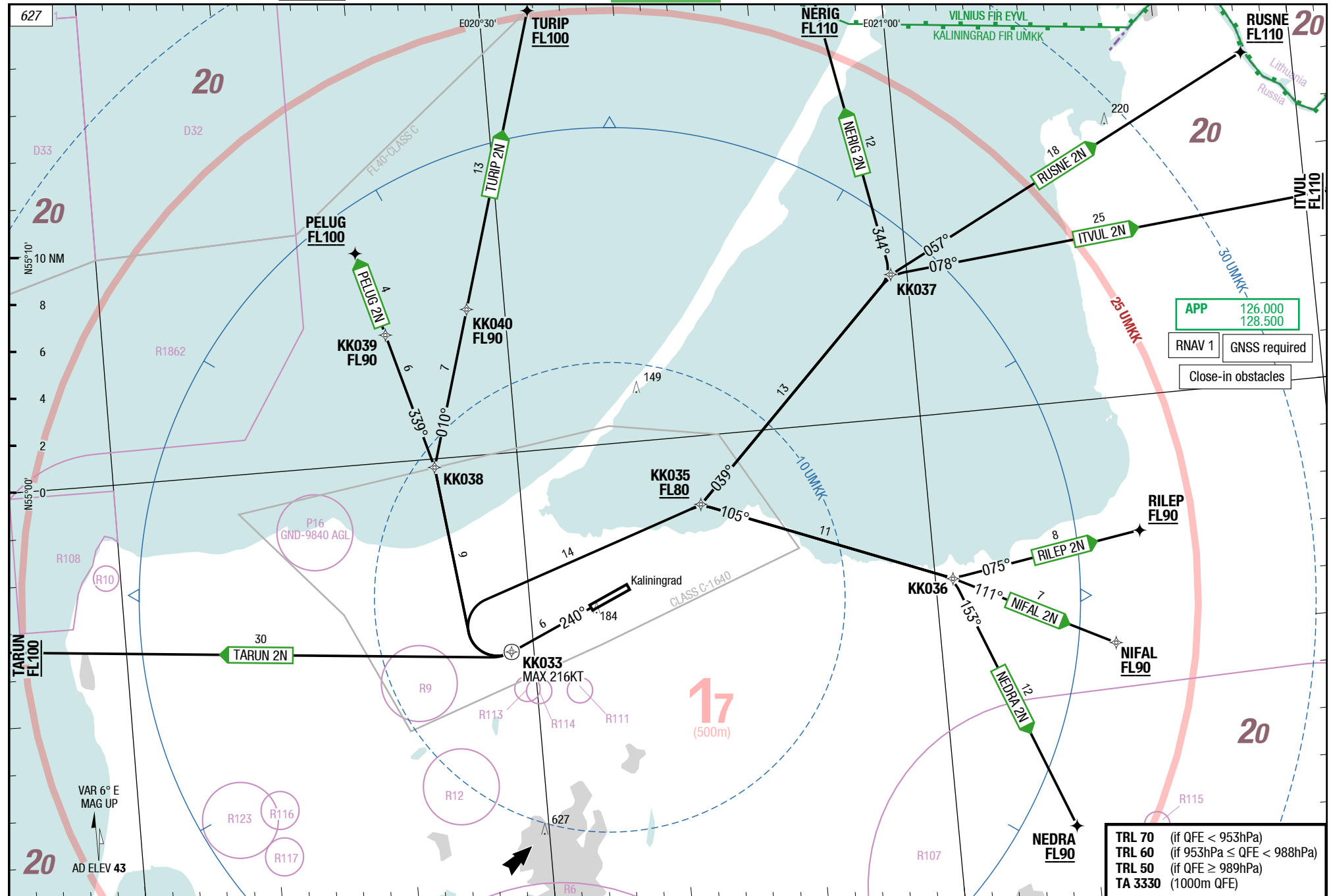
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RNAV SIDs RWY 24 (ATC)

RNAV SIDs RWY 24



Changes: Nil

09-AUG-2018

Russian Federation **Kaliningrad** Khrabrovo

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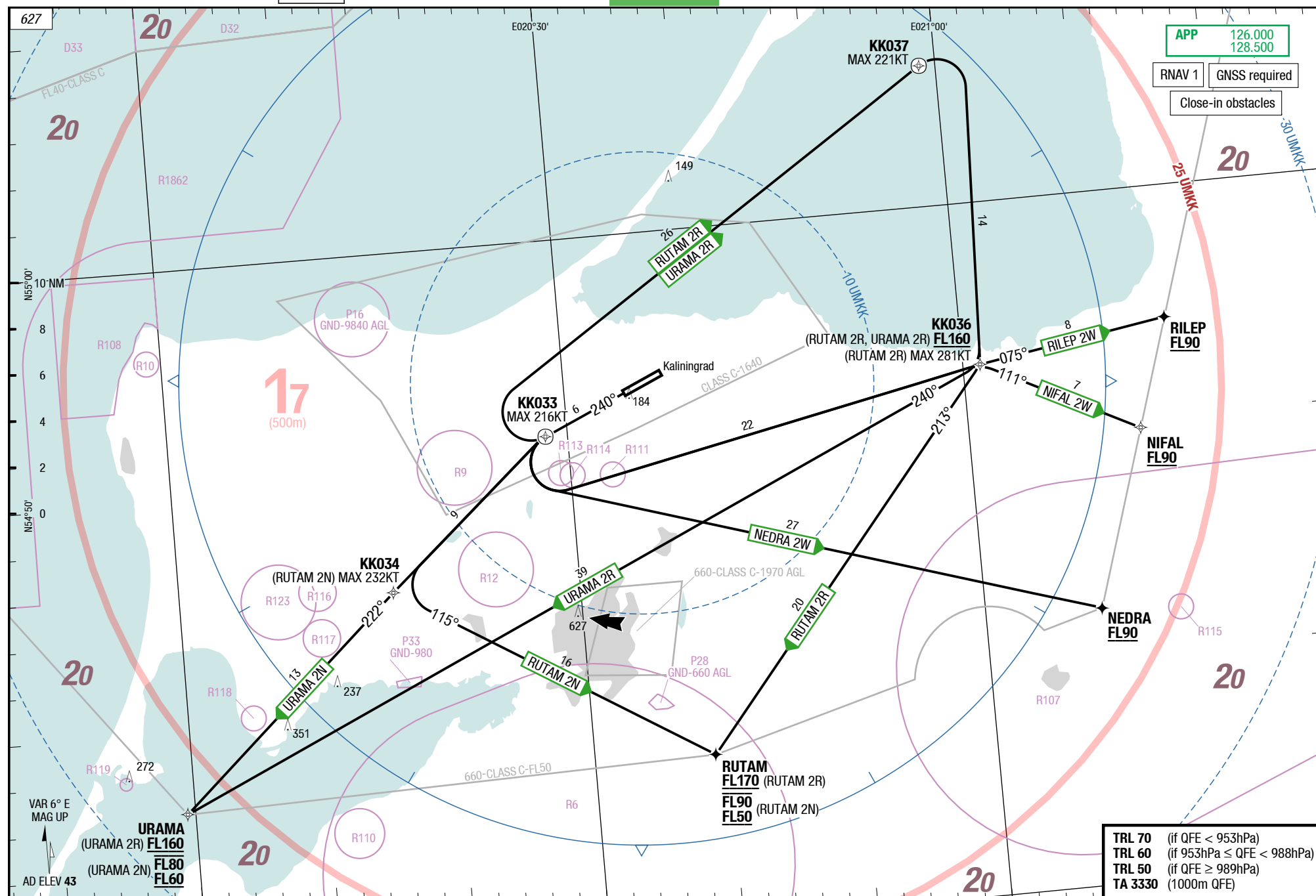
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4-40

RNAV SIDs RWY 24 (ATC)

RNAV SIDs RWY 24 (ATC)



Changes: ASP, Speed RESTR, SUAs

Effective 04-JAN-2018

28-DEC-2017

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SIDs RWY 06 (PROCs K)

4-50

SIDs RWY 06 PROCs H

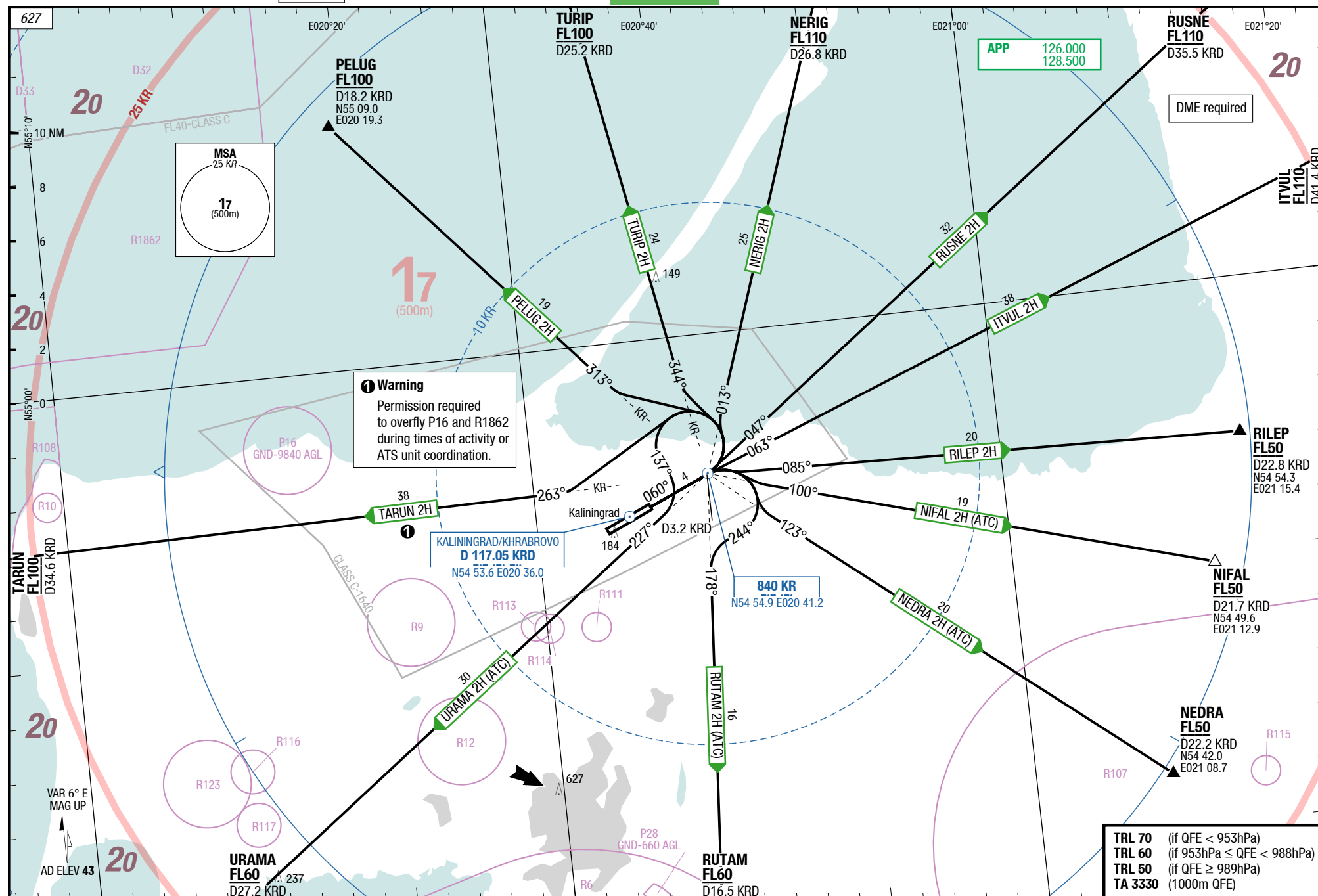
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SIDs RWY 06 (PROCs K)

SIDs RWY 06 PROCs H



Changes: new

28-DEC-2017

Russian Federation **Kaliningrad** KhrabrovoKhrabrovo **Kaliningrad** Russian Federation

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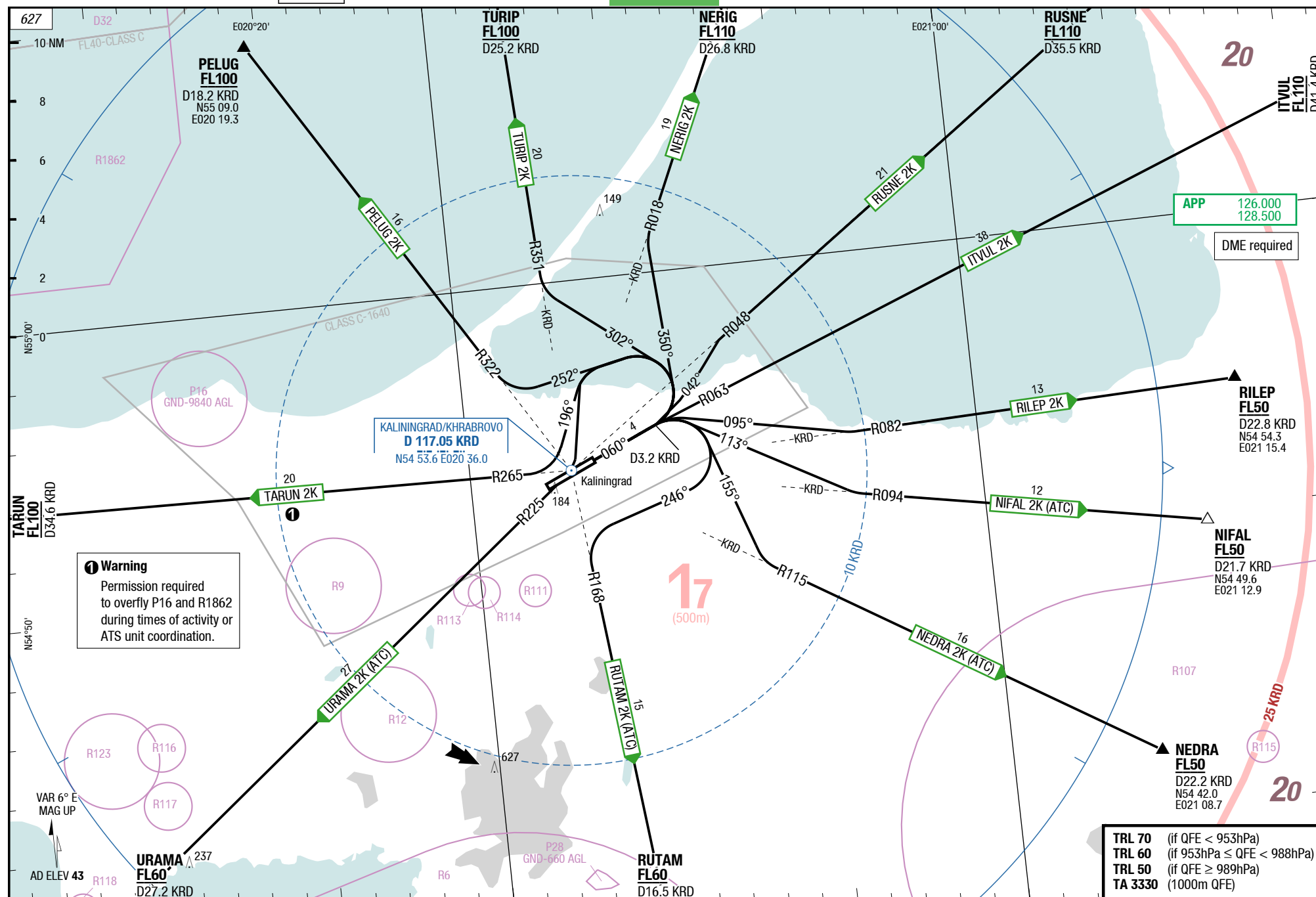
4-60

SIDs RWY 06 (PROCs K)

SID

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SIDs RWY 06 (PROCs K)



Changes: new

Effective 04-JAN-2018

28-DEC-2017

KGD-UMKK

Russian Federation Kaliningrad Khrabrovo

SIDs RWY 24 (PROCs J, X)

4-70

SIDs RWY 06 PROCs U

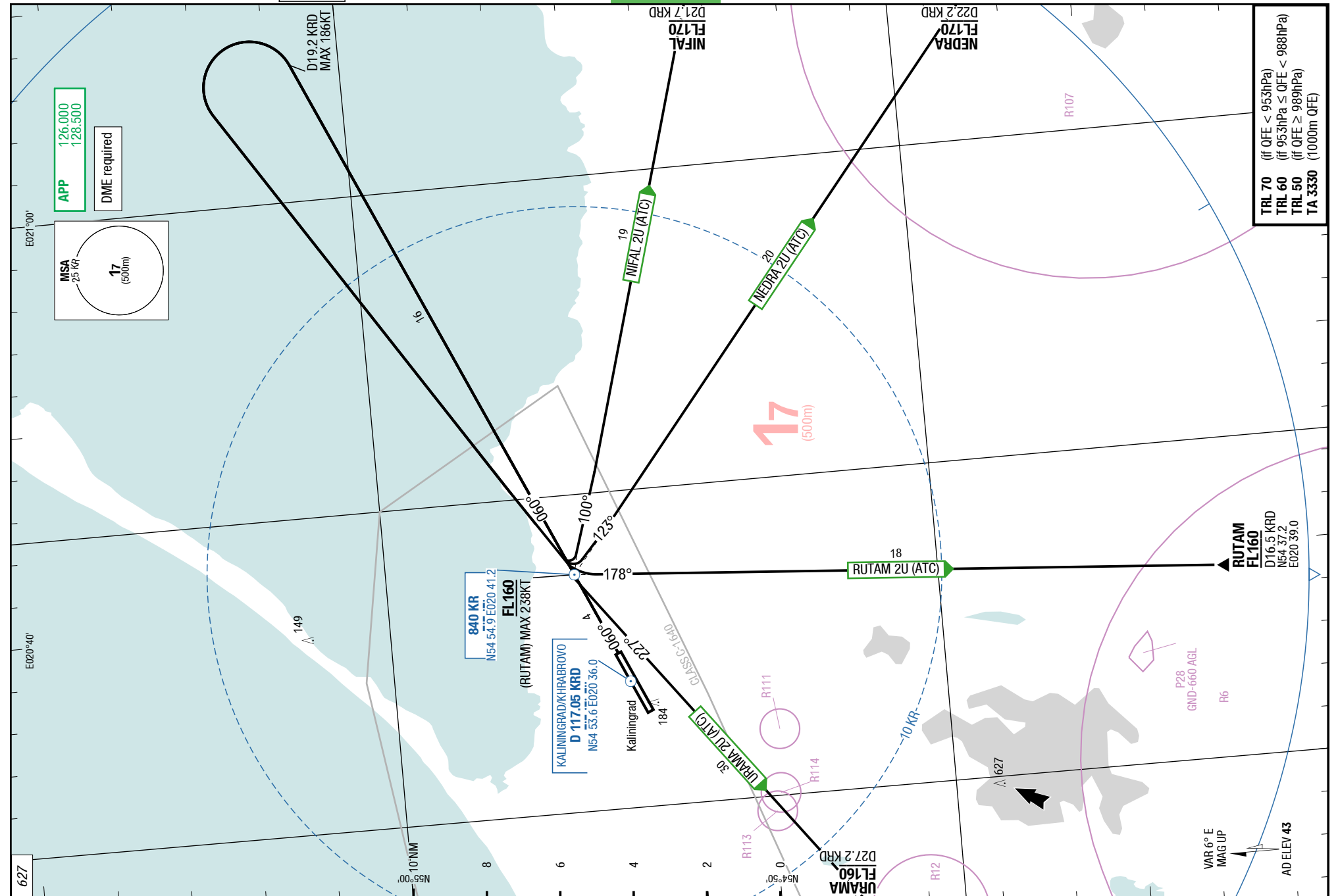
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SIDs RWY 24 (PROCs J, X)

SIDs RWY 06 PROCs U



Changes: New

Effective 04-JAN-2018

28-DEC-2017

Russian Federation Kaliningrad Khrabrovo

SID

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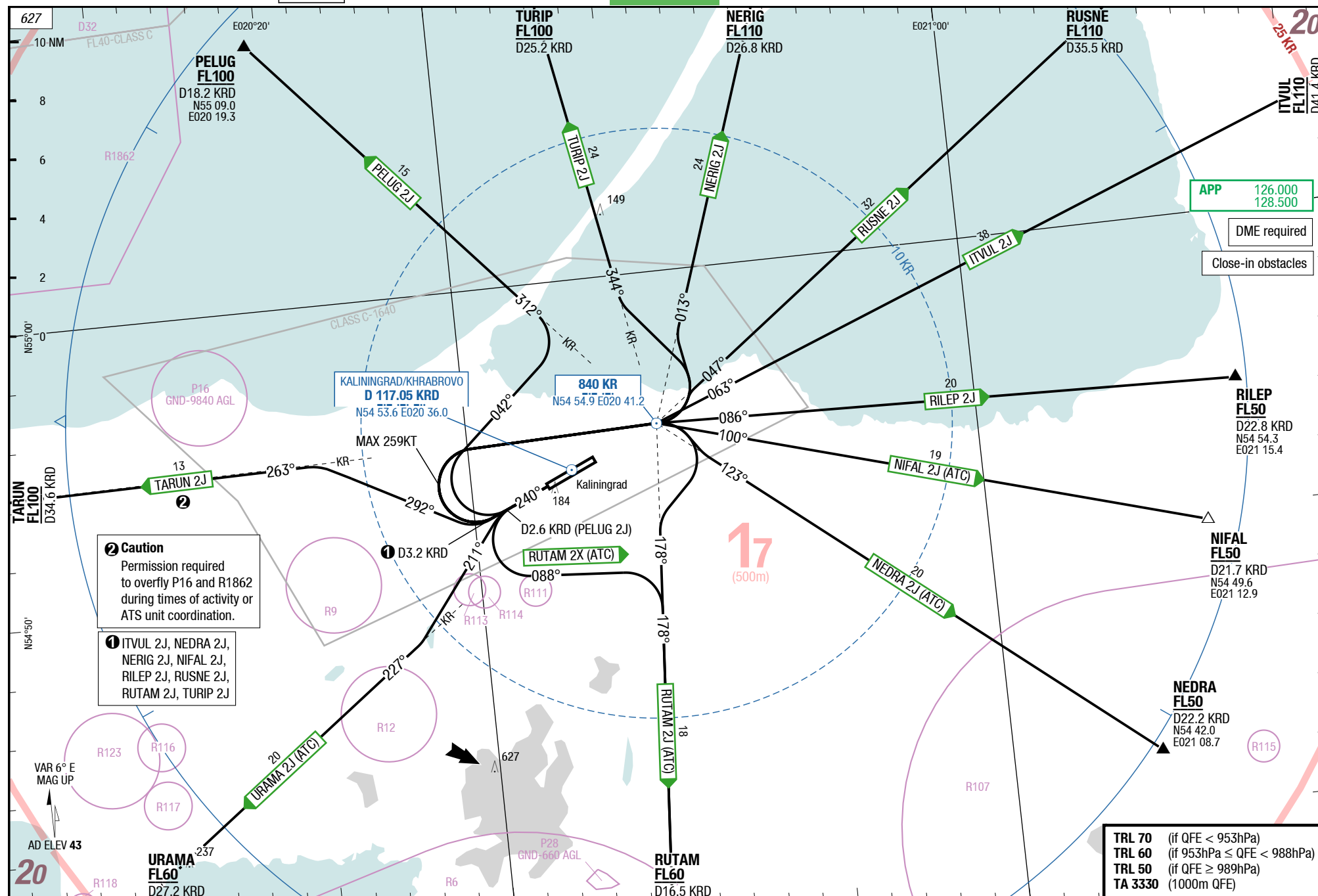
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4-80

SIDs RWY 24 (PROCs J, X)

SIDs RWY 24 (PROCs J, X)



Changes: new

Effective 04-JAN-2018

28-DEC-2017

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SIDs RWY 24 (PROC's T)

4-90

SIDs RWY 24 (PROC's L, Y)

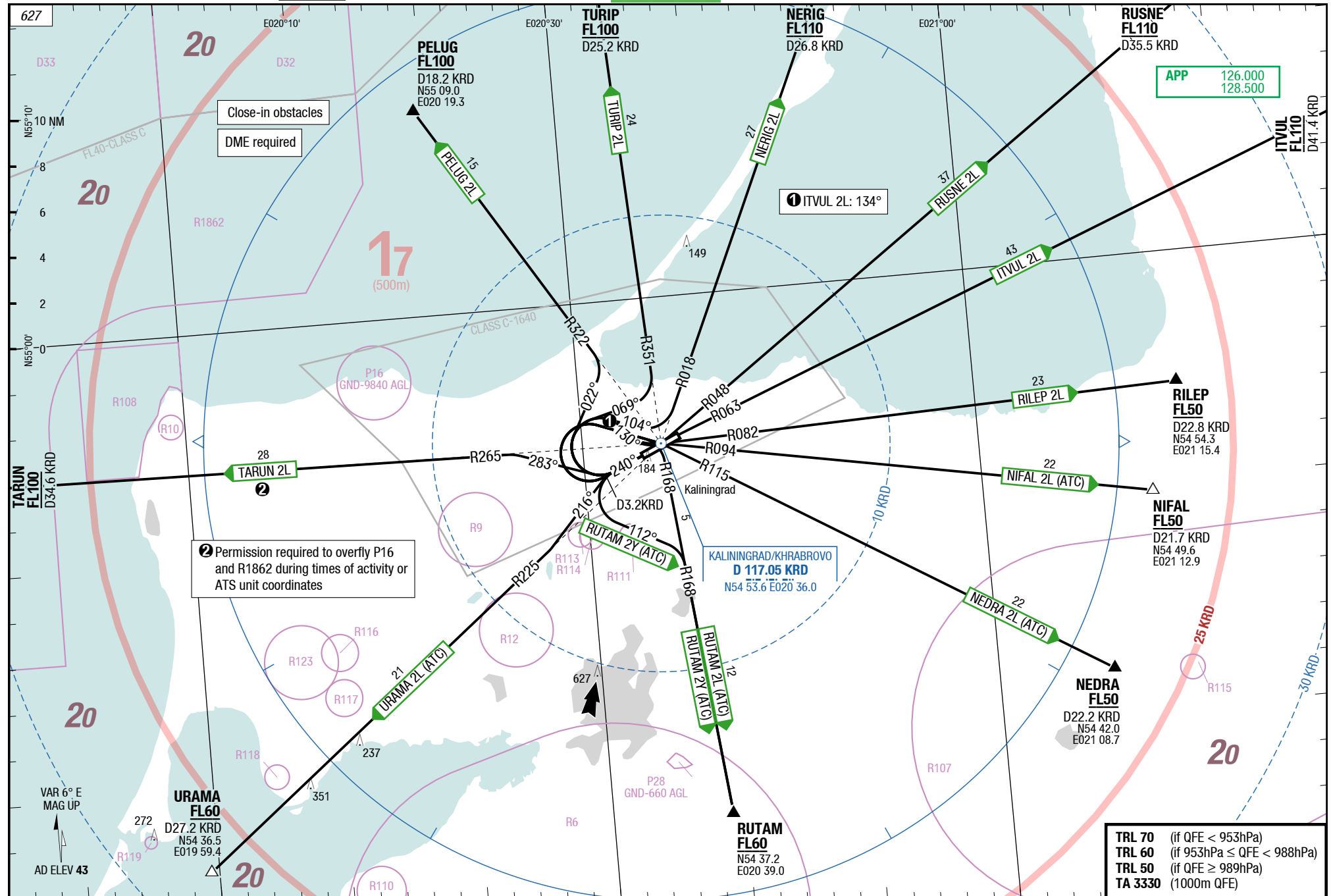
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SIDs RWY 24 (PROC's T)

SIDs RWY 24 (PROC's L, Y)



Effective 04-JAN-2018

28-DEC-2017

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4-100

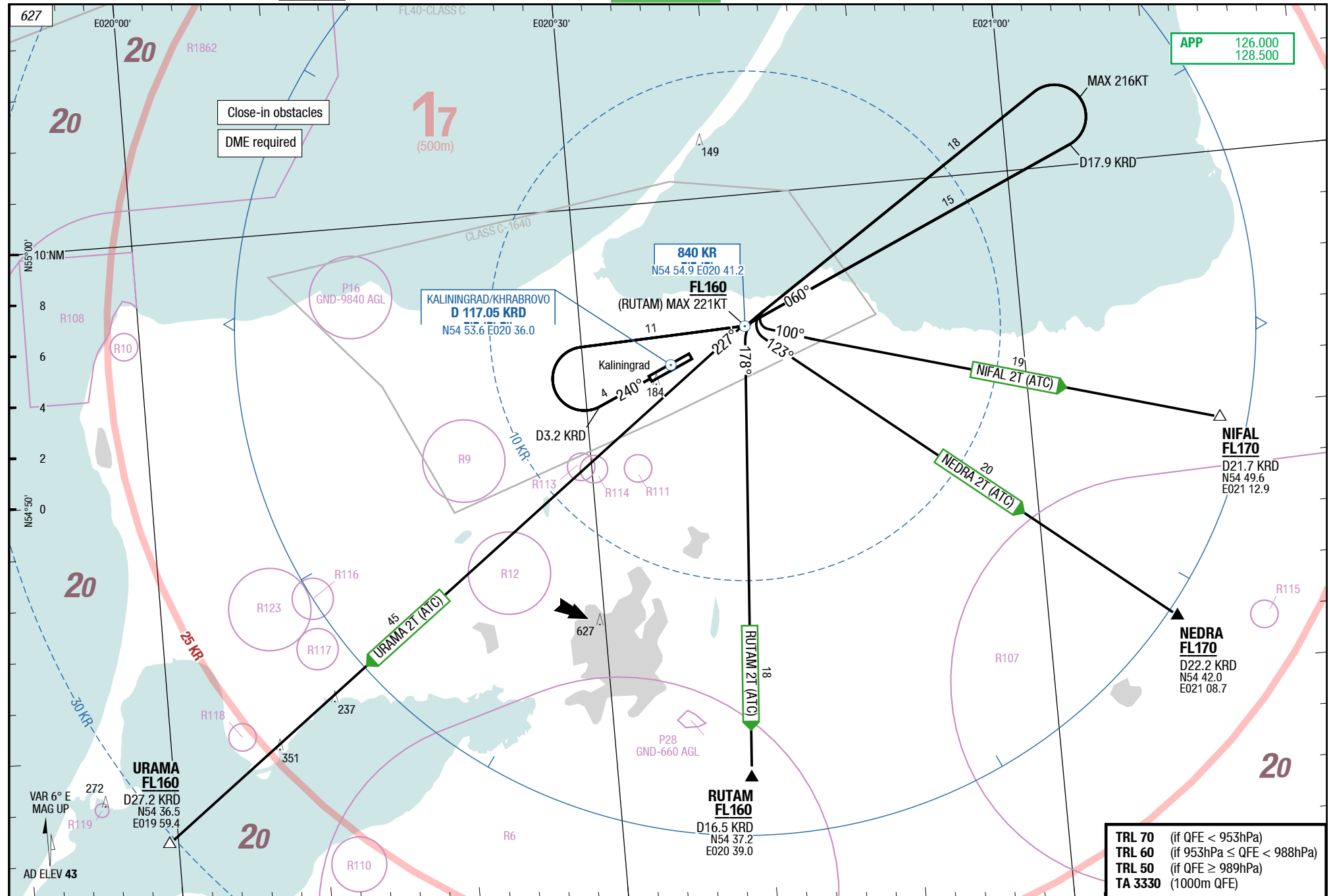
SIDs RWY 24 (PROCs T)

SID

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SIDs RWY 24 (PROCs T)



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5-10

RNAV SIDs RWY 06

ITVUL 2M / NERIG 2M / PELUG 2M / RILEP 2M / RUSNE 2M / TARUN 2M / TURIP 2M
RWY 06 (060°)

	GS	120	150	180	210	240	270
3.7%	ft/MIN	500	600	700	800	900	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ITVUL 2M 4.5% to FL110 126.000 ①	DCT <u>KK028</u> - DCT KK031 - ITVUL	KK031 MAX FL150 ITVUL MNM FL110
NERIG 2M 6.5% to FL100 126.000 ①	DCT <u>KK028</u> - DCT KK030 - NERIG	KK030 MAX FL100 NERIG MNM FL110
PELUG 2M 6.9% to FL100 126.000 ①	DCT <u>KK028</u> [L] - DCT PELUG	PELUG at FL100
RILEP 2M 3.7% to FL50 126.000 ①	DCT <u>KK028</u> - DCT RILEP	RILEP MNM FL50
RUSNE 2M 5.2% to FL110 126.000 ①	DCT <u>KK028</u> - DCT KK031 - RUSNE	KK031 MAX FL150 RUSNE between FL110 and FL150
TARUN 2M 5.6% to FL70 126.000 ①	DCT <u>KK028</u> [K216- ;L] - DCT KK029 - TARUN	KK029 MNM FL70 TARUN MNM FL100
TURIP 2M 126.000	DCT <u>KK028</u> - DCT KK030 - TURIP	KK030 MAX FL100 TURIP MNM FL100

① Climb gradient due to airspace limitations

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5-20

RNAV SIDs RWY 06 (ATC)**NEDRA 2M / NEDRA 2P / NIFAL 2M / NIFAL 2P / RUTAM 2M / RUTAM 2P / URAMA 2M / URAMA 2P**

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.5%	ft/MIN	1000	1200	1400	1600	1900	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
NEDRA 2M 3.5% to FL50 126.000 ①	DCT <u>KK028</u> - DCT NEDRA	NEDRA MNM FL50
NEDRA 2P 5.0% to FL160 126.000 ①	DCT <u>KK028</u> [K216-] - <u>KK046</u> [K216- ;L] - DCT <u>KK029</u> - DCT NEDRA	KK029 MNM FL160 NEDRA MNM FL170
NIFAL 2M 3.8% to FL50 126.000 ①	DCT <u>KK028</u> - DCT NIFAL	NIFAL MNM FL50
NIFAL 2P 126.000	DCT <u>KK028</u> [K216-] - <u>KK047</u> [K243-] - DCT NIFAL	NIFAL MNM FL50
RUTAM 2M 7.5% to FL70 126.000 ①	DCT <u>KK028</u> [K259-] - DCT KK032 - RUTAM	KK032 MNM FL70 RUTAM MNM FL80
RUTAM 2P 5.0% to FL160 126.000 ①	DCT <u>KK028</u> [K216-] - <u>KK046</u> [K216- ;L] - DCT <u>KK029</u> [K238-] - DCT RUTAM	KK029 MNM FL160 RUTAM MNM FL160
URAMA 2M 7.5% to FL70 126.000 ①	DCT <u>KK028</u> [K259-] - DCT KK032 - URAMA	KK032 MNM FL70 URAMA MNM FL80
URAMA 2P 5.0% to FL160 126.000 ①	DCT <u>KK028</u> [K216-] - <u>KK046</u> [K216- ;L] - DCT <u>KK029</u> - DCT URAMA	KK029 MNM FL160 URAMA MNM FL160

① Climb gradients due to ASP limitations

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5-30

RNAV SIDs RWY 06 (ATC)**URAMA 2Q**

RWY 06 (060°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
URAMA 2Q 5.0% to FL70 ①	DCT <u>KK028</u> [K216- ;L] - DCT <u>KK029</u> - DCT URAMA	KK029 MNM FL70 URAMA MNM FL80

① Climb gradients due to ASP limitations

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5-40

RNAV SIDs RWY 24

ITVUL 2N / NEDRA 2N / NERIG 2N / NIFAL 2N / PELUG 2N / RILEP 2N / RUSNE 2N
RWY 24 (240°)

	GS	120	150	180	210	240	270
6.4%	ft/MIN	800	1000	1200	1400	1600	1800
7.4%	ft/MIN	900	1200	1400	1600	1800	2100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ITVUL 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK037 - ITVUL	KK035 MNM FL80 ITVUL MNM FL110
NEDRA 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK036 - NEDRA	KK035 MNM FL80 NEDRA MNM FL90
NERIG 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK037 - NERIG	KK035 MNM FL80 NERIG MNM FL110
NIFAL 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK036 - NIFAL	KK035 MNM FL80 NIFAL MNM FL90
PELUG 2N 7.4% to FL90 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK038 - KK039 - PELUG	KK039 at FL90 PELUG MNM FL100
RILEP 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK036 - RILEP	KK035 MNM FL80 RILEP MNM FL90
RUSNE 2N 6.4% to FL80 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK035 - KK037 - RUSNE	KK035 MNM FL80 RUSNE MNM FL110

① Climb gradient due to airspace limitation.

② Close-in obstacles (trees) at DIST 0.23-0.24NM from DER, MAX ELEV is 62ft.

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5-50

RNAV SIDs RWY 24**TARUN 2N / TURIP 2N**

RWY 24 (240°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
TARUN 2N 4.9% to FL100 126.000 ①②	DCT <u>KK033</u> [K216-] - DCT TARUN	TARUN MNM FL100
TURIP 2N 7.2% to FL90 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT KK038 - KK040 - TURIP	KK040 at FL90 TURIP MNM FL100

① Climb gradient due to airspace limitation.

② Close-in obstacles (trees) at DIST 0.23-0.24NM from DER, MAX ELEV is 62ft.

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5-60

RNAV SIDs RWY 24 (ATC)

NEDRA 2W / NIFAL 2W / RILEP 2W / RUTAM 2N / RUTAM 2R / URAMA 2N / URAMA 2R
RWY 24 (240°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.2%	ft/MIN	600	700	800	900	1100	1200
4.6%	ft/MIN	600	700	900	1000	1200	1300
5.5%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
NEDRA 2W 4.6% to FL90 126.000 ①②	DCT <u>KK033</u> [K216- ;L] - DCT NEDRA	NEDRA MNM FL90
NIFAL 2W 4.2% to FL90 126.000 ①②	DCT <u>KK033</u> [K216- ;L] - DCT KK036 - NIFAL	NIFAL MNM FL90
RILEP 2W 4.1% to FL90 126.000 ①②	DCT <u>KK033</u> [K216- ;L] - DCT KK036 - RILEP	RILEP MNM FL90
RUTAM 2N 126.000 ②	DCT <u>KK033</u> [K216-] - DCT KK034 [K216-] - RUTAM	RUTAM between FL50 and FL90
RUTAM 2R 5.5% to FL160 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT <u>KK037</u> [K221- ;R] - DCT KK036 [K281-] - RUTAM	KK036 MNM FL160 RUTAM MNM FL170
URAMA 2N 126.000 ②	DCT <u>KK033</u> [K216-] - DCT KK034 - URAMA	URAMA between FL60 and FL80
URAMA 2R 5.5% to FL160 126.000 ①②	DCT <u>KK033</u> [K216- ;R] - DCT <u>KK037</u> [K221- ;R] - DCT KK036 - URAMA	KK036 MNM FL160 URAMA MNM FL160

① Climb gradient due to airspace limitation.

② Close-in obstacles (trees) at DIST 0.23-0.24NM from DER, MAX ELEV is 62ft.

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5-70

SIDs RWY 06 PROCs H**ITVUL 2H / NEDRA 2H / NERIG 2H / NIFAL 2H / PELUG 2H / RILEP 2H**

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
3.8%	ft/MIN	500	600	700	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.7%	ft/MIN	900	1100	1300	1500	1700	1900
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ITVUL 2H 4.5% to FL110 126.000 ①	at D3.2 KRD intercept QDR 063 KR to ITVUL	ITVUL MNM FL110
NEDRA 2H (ATC) 3.5% to FL50 126.000 ①	at D3.2 KRD RT intercept QDR 123 KR to NEDRA	NEDRA MNM FL50
NERIG 2H 6.7% to FL110 126.000 ①	at D3.2 KRD LT intercept QDR 013 KR to NERIG	NERIG MNM FL110
NIFAL 2H (ATC) 3.8% to FL50 126.000 ①	at D3.2 KRD RT intercept QDR 100 KR to NIFAL	NIFAL MNM FL50
PELUG 2H 6.9% to FL100 126.000 ①	at D3.2 KRD LT intercept QDR 313 KR to PELUG	PELUG MNM FL100
RILEP 2H 3.7% to FL50 126.000 ①	at D3.2 KRD RT intercept QDR 085 KR to RILEP	RILEP MNM FL50

① Climb gradient due to airspace structure

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5-80

SIDs RWY 06 PROCs H**RUSNE 2H / RUTAM 2H / TARUN 2H / TURIP 2H / URAMA 2H**

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
RUSNE 2H 5.3% to FL110 126.000 ①	at D3.2 KRD LT intercept QDR 047 KR to RUSNE	RUSNE MNM FL110
RUTAM 2H (ATC) 4.3% to FL60 126.000 ①	at D3.2 KRD RT 244° - intercept QDR 178 KR to RUTAM	RUTAM MNM FL60
TARUN 2H 3.6% to FL100 126.000 ①②	at D3.2 KRD LT intercept QDR 263 KR to TARUN	TARUN MNM FL100
TURIP 2H 6.0% to FL100 126.000 ①	at D3.2 KRD LT intercept QDR 344 KR to TURIP	TURIP MNM FL100
URAMA 2H (ATC) 126.000 ①	at D3.2 KRD LT 137° - intercept QDR 227 KR to URAMA	URAMA MNM FL60

① Climb gradient due to airspace structure

② Permission required to overfly P16 and R1862 during times of activity or ATS unit coordination

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5-90

SIDs RWY 06 (PROCs K)**ITVUL 2K / NEDRA 2K / NERIG 2K / NIFAL 2K / PELUG 2K / RILEP 2K**

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.7%	ft/MIN	500	600	700	800	900	1100
3.8%	ft/MIN	500	600	700	900	1000	1100
4.5%	ft/MIN	600	700	900	1000	1100	1300
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
6.7%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ITVUL 2K 4.5% to FL110 126.000 ①	at D3.2 KRD intercept R063 KRD to ITVUL	ITVUL MNM FL110
NEDRA 2K (ATC) 3.4% to FL50 126.000 ①	at D3.2 KRD RT 155° - intercept R115 KRD to NEDRA	NEDRA MNM FL50
NERIG 2K 6.7% to FL110 126.000 ①	at D3.2 KRD LT 350° - intercept R018 KRD to NERIG	NERIG MNM FL110
NIFAL 2K (ATC) 3.8% to FL50 126.000 ①	at D3.2 KRD RT 113° - intercept R094 KRD to NIFAL	NIFAL MNM FL50
PELUG 2K 6.3% to FL100 126.000 ①	at D3.2 KRD LT 252° - intercept R322 KRD to PELUG	PELUG MNM FL100
RILEP 2K 3.7% to FL50 126.000 ①	at D3.2 KRD RT 095° - intercept R082 KRD to RILEP	RILEP MNM FL50

① Climb gradient due to airspace limitations.

KGD-UMKK

5-100

SIDs RWY 06 (PROCs K)**RUSNE 2K / RUTAM 2K / TARUN 2K / TURIP 2K / URAMA 2K**

RWY 06 (060°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.9%	ft/MIN	500	600	800	900	1000	1100
5.3%	ft/MIN	700	900	1000	1200	1300	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
RUSNE 2K 5.3% to FL110 126.000 ②	at D3.2 KRD LT 042° - intercept R048 KRD to RUSNE	RUSNE MNM FL110
RUTAM 2K (ATC) 3.9% to FL60 126.000 ②	at D3.2 KRD RT 246° - intercept R168 KRD to RUTAM	RUTAM MNM FL60
TARUN 2K 3.4% to FL100 126.000 ①②	at D3.2 KRD LT 196° - intercept R265 KRD to TARUN	TARUN MNM FL100
TURIP 2K 5.7% to FL100 126.000 ②	at D3.2 KRD LT 302° - intercept R351 KRD to TURIP	TURIP MNM FL100
URAMA 2K (ATC) 126.000 ②	at D3.2 KRD LT to KRD - R225 KRD to URAMA	URAMA MNM FL60

① Permission required to overfly P16 and R1862 during times of activity or ATS unit coordination.

② Climb gradient due to airspace limitations.

KGD-UMKK

5-110

SIDs RWY 06 PROCs U**NEDRA 2U / NIFAL 2U / RUTAM 2U / URAMA 2U**

RWY 06 (060°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
NEDRA 2U (ATC) 7.0% to FL160 126.000 ①	at KR intercept QDR 060 KR to D19.2 KRD (MAX 186KT) - LT direct KR - LT QDR 123 KR to NEDRA	KR MNM FL160 NEDRA MNM FL170
NIFAL 2U (ATC) 7.0% to FL160 126.000 ①	at KR intercept QDR 060 KR to D19.2 KRD (MAX 186KT) - LT direct KR - LT QDR 100 KR to NIFAL	KR MNM FL160 NIFAL MNM FL170
RUTAM 2U (ATC) 7.0% to FL160 126.000 ①	at KR (MAX 238KT) intercept QDR 060 KR to D19.2 KRD (MAX 186KT) - LT direct KR - QDR 178 KR to RUTAM	KR MNM FL160 RUTAM MNM FL160
URAMA 2U (ATC) 7.0% to FL160 126.000 ①	at KR intercept QDR 060 KR to D19.2 KRD (MAX 186KT) - LT direct KR - QDR 227 KR to URAMA	KR MNM FL160 URAMA MNM FL160

① Climb gradient due to airspace limitations

KGD-UMKK**5-120****SIDs RWY 24 (PROCs J, X)****ITVUL 2J / NEDRA 2J / NERIG 2J / NIFAL 2J / PELUG 2J / RILEP 2J / RUSNE 2J / RUTAM 2J**

RWY 24 (240°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
6.8%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ITVUL 2J 126.000 ②	at D3.2 KRD RT (MAX 259KT) to KR - QDR 063 KR to ITVUL	ITVUL MNM FL110
NEDRA 2J (ATC) 126.000 ②	at D3.2 KRD RT (MAX 259KT) to KR - RT intercept QDR 123 KR to NEDRA	NEDRA MNM FL50
NERIG 2J 4.0% to FL110 126.000 ①②	at D3.2 KRD RT (MAX 259KT) to KR - LT intercept QDR 013 KR to NERIG	NERIG MNM FL110
NIFAL 2J (ATC) 126.000 ②	at D3.2 KRD RT (MAX 259KT) to KR - QDR 100 KR to NIFAL	NIFAL MNM FL50
PELUG 2J 6.8% to FL100 126.000 ①②	at D2.6 KRD RT 042° - intercept QDR 312 KR to PELUG	PELUG MNM FL100
RILEP 2J 126.000 ②	at D3.2 KRD RT (MAX 259KT) to KR - QDM 086 KR to RILEP	RILEP MNM FL50
RUSNE 2J 3.5% to FL110 126.000 ①②	at D3.2 KRD RT (MAX 259KT) to KR - LT intercept QDR 047 KR to RUSNE	RUSNE MNM FL110
RUTAM 2J (ATC) 126.000 ②	at D3.2 KRD RT (MAX 259KT) to KR - RT intercept QDR 178 KR to RUTAM	RUTAM MNM FL60

① Climb gradient required due to airspace limitations

② Close-in obstacles (trees) located to the left of QFU at distance 0.23NM-0.24NM from DER, MAX elevation 62ft.

Changes: New

KGD-UMKK**5-130****SIDs RWY 24 (PROCs J, X)****RUTAM 2X / TARUN 2J / TURIP 2J / URAMA 2J**

RWY 24 (240°)

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
RUTAM 2X (ATC) 4.6% to FL60 126.000 ②③	at D3.2 KRD LT 088° - intercept QDR 178 KR to RUTAM	RUTAM MNM FL60
TARUN 2J 4.8% to FL100 126.000 ①②③	at D3.2 KRD RT 292° - intercept QDR 263 KR to TARUN	TARUN MNM FL100
TURIP 2J 3.4% to FL100 126.000 ②③	at D3.2 KRD RT (MAX 259KT) to KR - LT intercept QDR 344 KR to TURIP	TURIP MNM FL100
URAMA 2J (ATC) 3.8% to FL60 126.000 ②③	at D3.2 KRD LT 211° - intercept QDR 227 KR to URAMA	URAMA MNM FL60

① Permission required to overfly P16 and R1862 during times of activity or ATS unit coordination.

② Climb gradient required due to airspace limitations

③ Close-in obstacles (trees) located to the left of QFU at distance 0.23NM-0.24NM from DER, MAX elevation 62ft.

KGD-UMKK**5-140****SIDs RWY 24 (PROCs L, Y)**

ITVUL 2L / NEDRA 2L / NERIG 2L / NIFAL 2L / PELUG 2L / RILEP 2L / RUSNE 2L
RWY 24 (240°)

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.6%	ft/MIN	600	700	900	1000	1200	1300
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
ITVUL 2L 126.000 ①	at D3.2 KRD RT 134° - intercept R063 KRD to ITVUL	ITVUL MNM FL110
NEDRA 2L (ATC) 126.000 ①	at D3.2 KRD RT direct KRD - R115 KRD to NEDRA	NEDRA MNM FL50
NERIG 2L 4.6% to FL110 126.000 ①②	at D3.2 KRD RT 104° - intercept R018 KRD to NERIG	NERIG MNM FL110
NIFAL 2L (ATC) 126.000 ①	at D3.2 KRD RT direct KRD - R094 KRD to NIFAL	NIFAL MNM FL50
PELUG 2L 7.0% to FL100 126.000 ①②	at D3.2 KRD RT 022° - intercept R322 KRD to PELUG	PELUG MNM FL100
RILEP 2L 126.000 ①	at D3.2 KRD RT direct KRD - R082 KRD to RILEP	RILEP MNM FL50
RUSNE 2L 3.6% to FL110 126.000 ①②	at D3.2 KRD RT 130° - intercept R048 KRD to RUSNE	RUSNE MNM FL110

① Close-in obstacles (trees) located to the left of take-off heading at DIST 0.23-0.24NM from DER with MAX elev 62ft.

② Climb gradient due to airspace limitations

KGD-UMKK

5-150

SIDs RWY 24 (PROCs L, Y)**RUTAM 2L / RUTAM 2Y / TARUN 2L / TURIP 2L / URAMA 2L**

RWY 24 (240°)

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.8%	ft/MIN	600	800	900	1100	1200	1400
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
RUTAM 2L (ATC) 126.000 ①	at D3.2 KRD RT direct KRD - R168 KRD to RUTAM	RUTAM MNM FL60
RUTAM 2Y (ATC) 4.9% to FL60 ①②	at D3.2 KRD LT 112° - intercept R168 KRD to RUTAM	RUTAM MNM FL60
TARUN 2L 4.9% to FL100 ①②③	at D3.2 KRD RT 283° - intercept R265 KRD to TARUN	TARUN MNM FL100
TURIP 2L 4.8% to FL100 ①②	at D3.2 KRD RT 069° - intercept R351 KRD to TURIP	TURIP MNM FL100
URAMA 2L (ATC) 3.8% to FL60 ①②	at D3.2 KRD LT 216° - intercept R225 KRD to URAMA	URAMA MNM FL60

- ① Close-in obstacles (trees) located to the left of take-off heading at DIST 0.23-0.24NM from DER with MAX elev 62ft.
- ② Climb gradient due to airspace limitations
- ③ Permission required to overfly P16 and R1862 during times of activity or ATS unit coordination

KGD-UMKK

5-160

SIDs RWY 24 (PROCs T)**NEDRA 2T / NIFAL 2T / RUTAM 2T / URAMA 2T**

RWY 24 (240°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
NEDRA 2T (ATC) 7.0% to FL160 126.000 ①②	at D3.2 KRD RT direct KR - QDR 060 KR to D17.9 KRD - LT (MAX 216KT) direct KR - QDR 123 KR to NEDRA	KR MNM FL160 NEDRA MNM FL170
NIFAL 2T (ATC) 7.0% to FL160 126.000 ①②	at D3.2 KRD RT direct KR - QDR 060 KR to D17.9 KRD - LT (MAX 216KT) direct KR - QDR 100 KR to NIFAL	KR MNM FL160 NIFAL MNM FL170
RUTAM 2T (ATC) 7.0% to FL160 126.000 ①②	at D3.2 KRD RT direct KR - QDR 060 KR to D17.9 KRD - LT (MAX 216KT) direct KR (MAX 221KT) - QDR 178 KR to RUTAM	KR MNM FL160 RUTAM MNM FL160
URAMA 2T (ATC) 7.0% to FL160 126.000 ①②	at D3.2 KRD RT direct KR - QDR 060 KR to D17.9 KRD - LT (MAX 216KT) direct KR - QDR 227 KR to URAMA	KR MNM FL160 URAMA MNM FL160

① Close-in obstacles (trees) located to the left of take-off heading at DIST 0.23NM-0.24NM from DER with MAX elev 62ft.

② Climb gradient due to airspace limitations

Effective 04-JAN-2018

28-DEC-2017

KGD-UMKK

Russian Federation Kaliningrad Khrabrovo

[RNAV STARs RWY 24]

6-10

RNAV STARs RWY 06

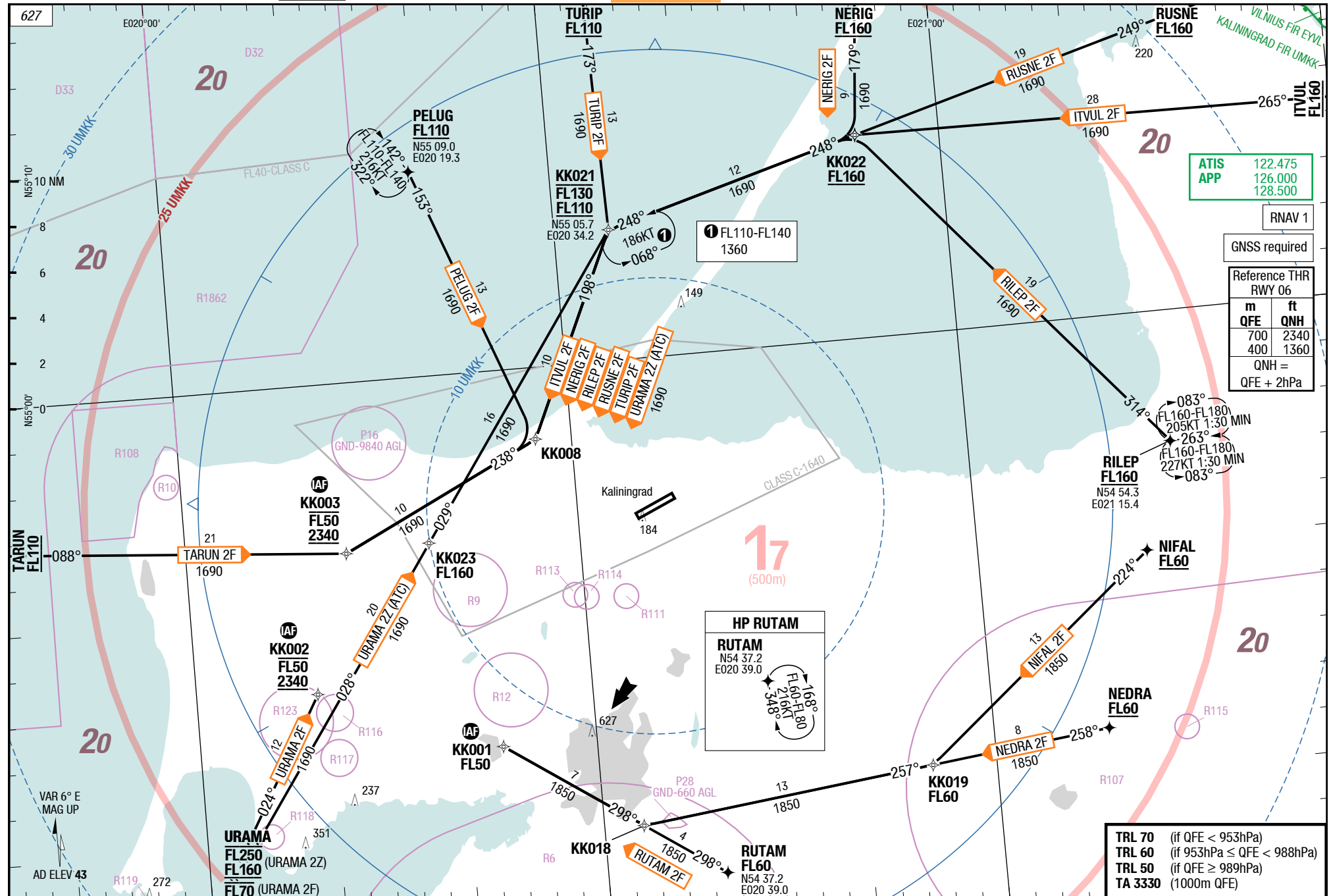
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Khrabrovo Kaliningrad Russian Federation

[RNAV STARs RWY 24]

RNAV STARs RWY 06



Changes: new

28-DEC-2017

Russian Federation **Kaliningrad** Khrabrovo

STAR

STAR

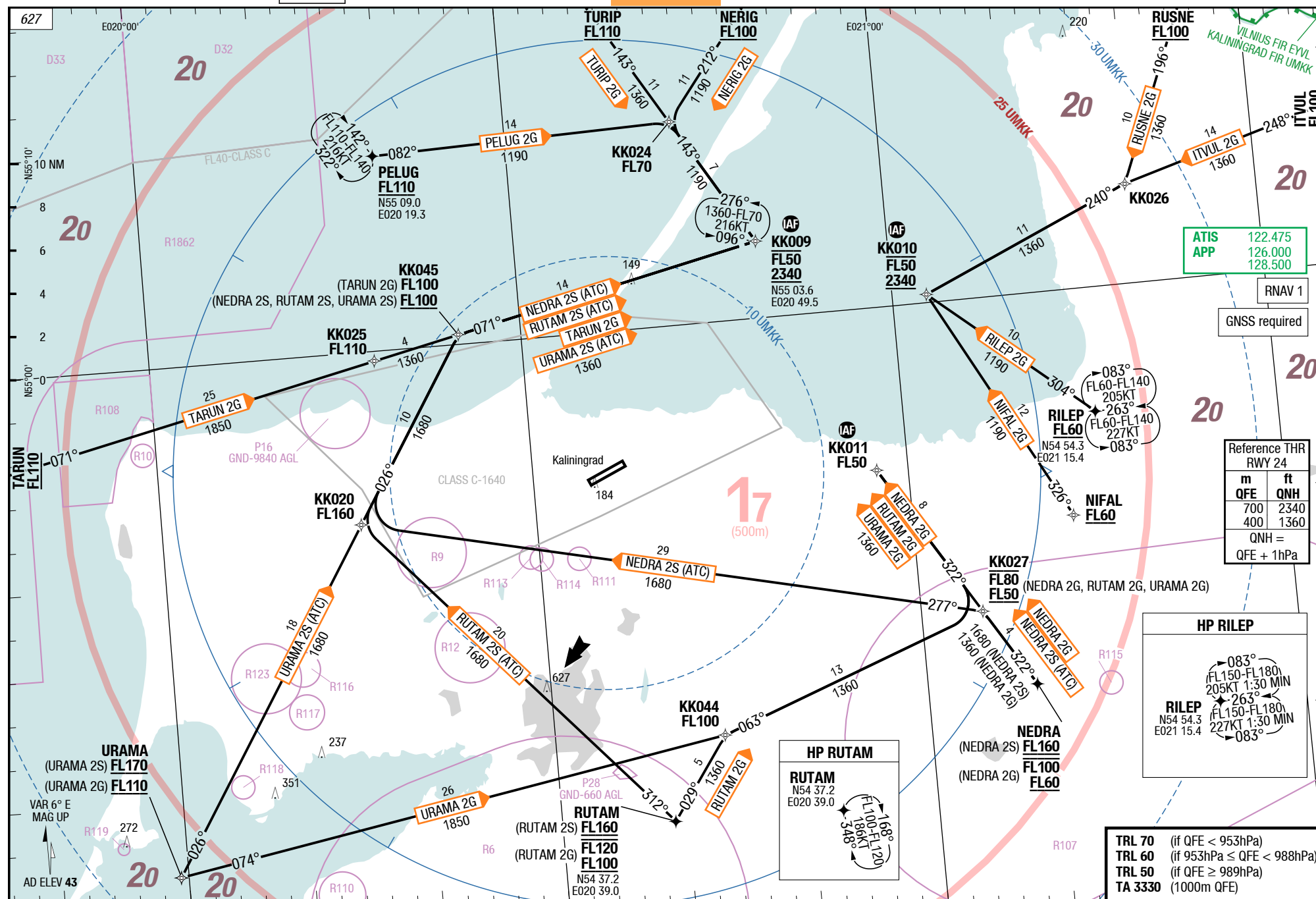
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6-20

RNAV STARs RWY 24

RNAV STARs RWY 24



Changes: new

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Effective 04-JAN-2018

28-DEC-2017

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STARs RWY 06 PROCs D

6-30

STARs RWY 06 PROCs A

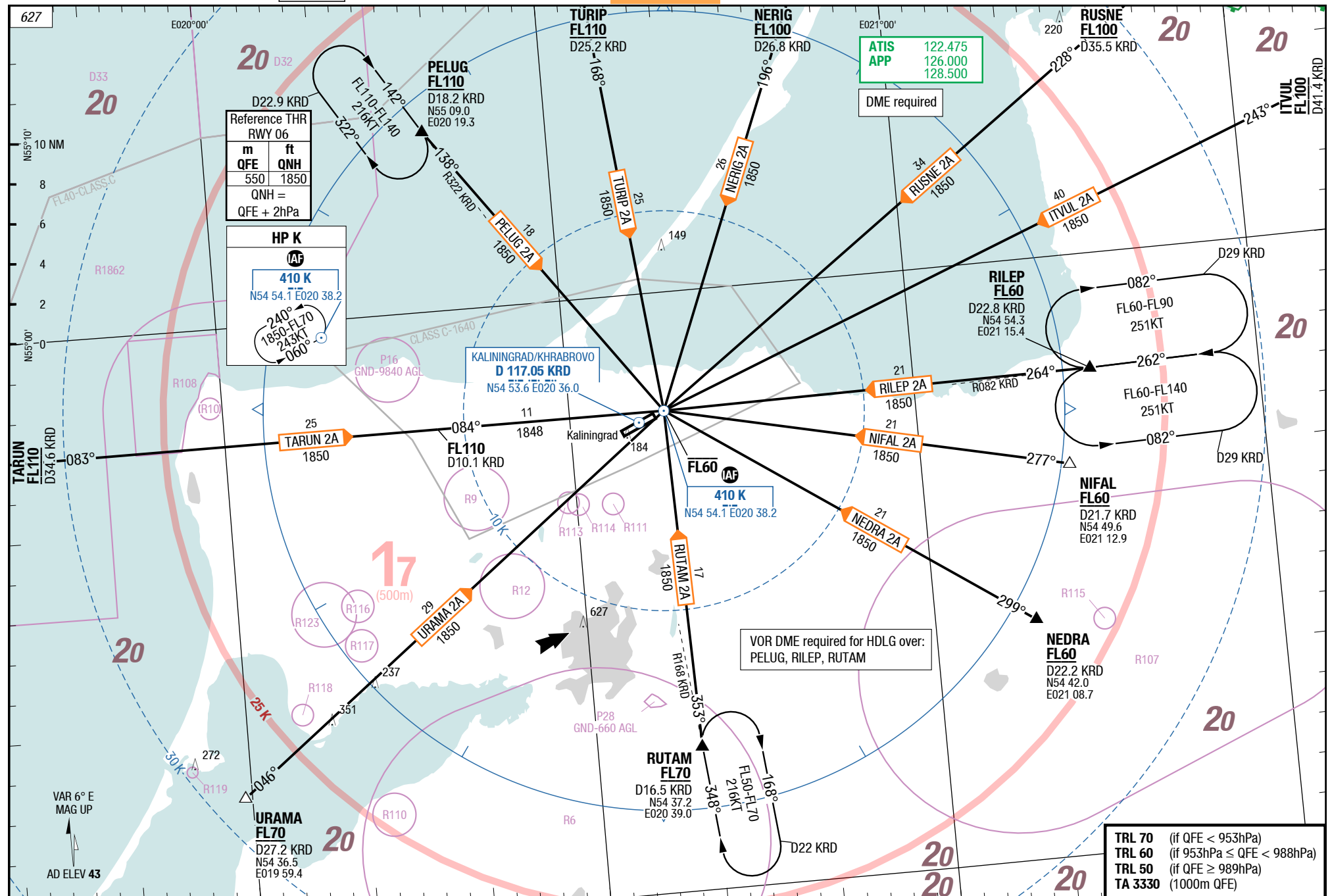
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Khrabrovo Kaliningrad Russian Federation

STARs RWY 06 PROCs D

STARs RWY 06 PROCs A



Changes: Completely revised

28-DEC-2017

STAR

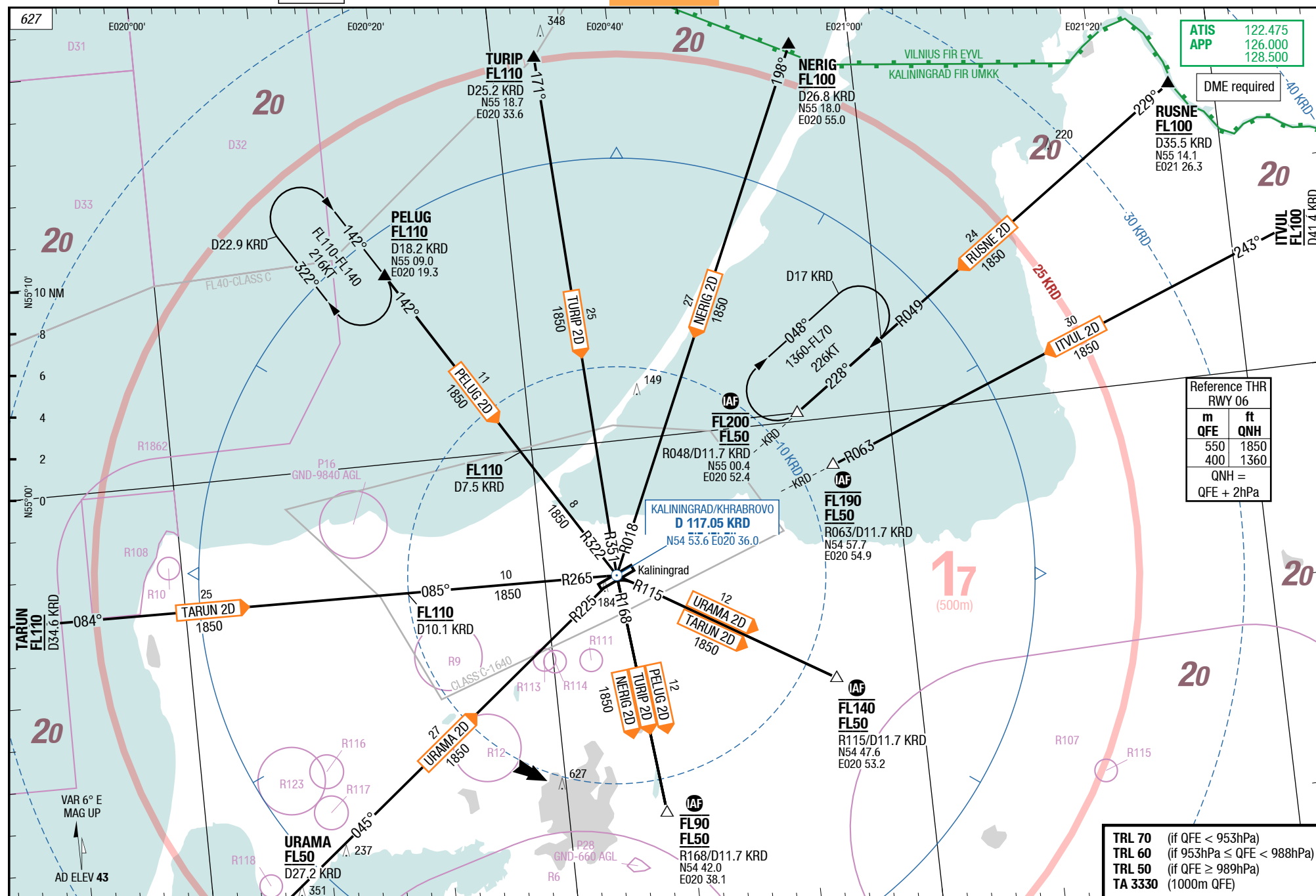
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STARs RWY 06 PROCs D

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6-40

STARs RWY 06 PROCs D



Changes: new

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Effective 04-JAN-2018

28-DEC-2017

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STARs RWY 24 PROCs C

6-50

STARs RWY 24 PROCs B

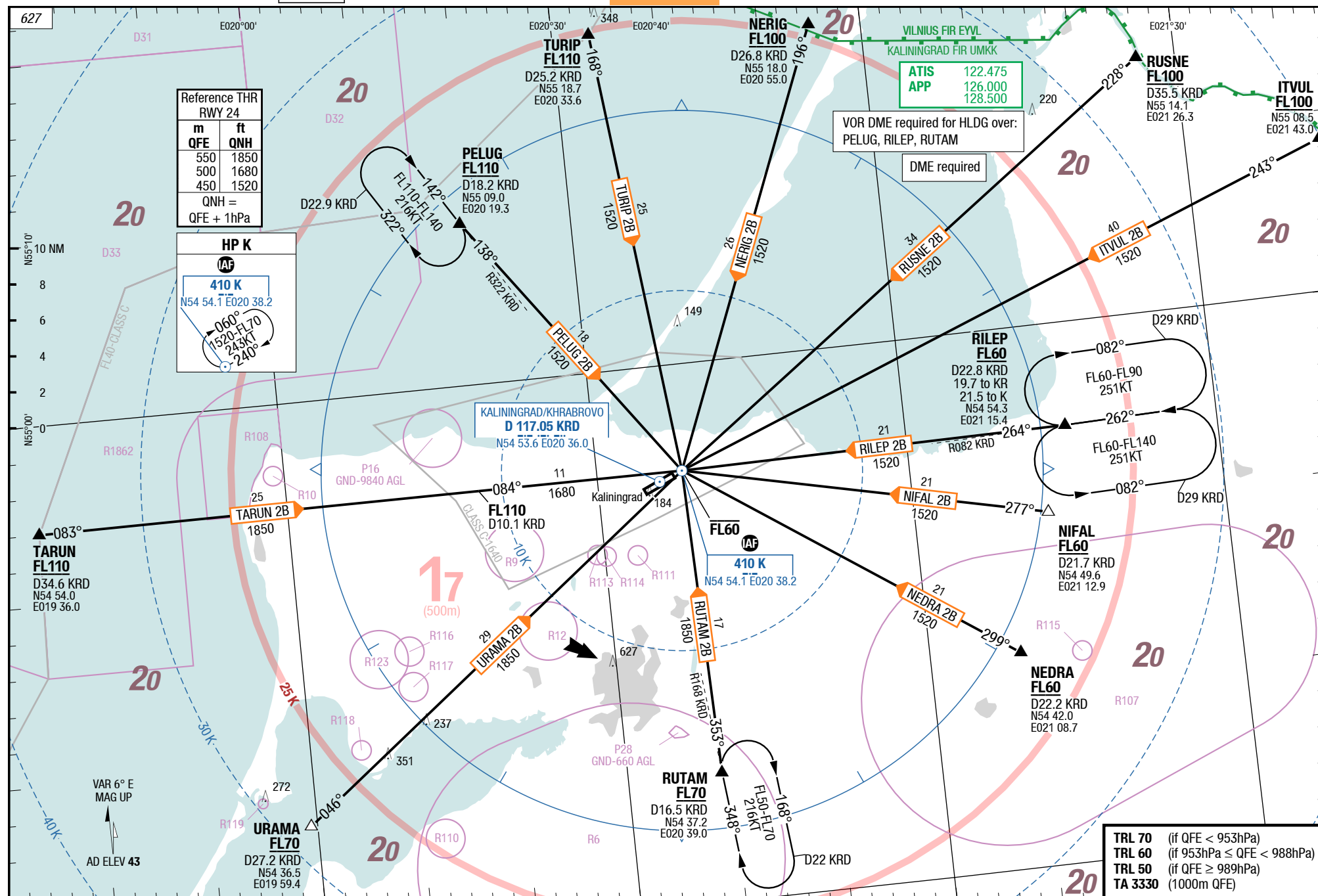
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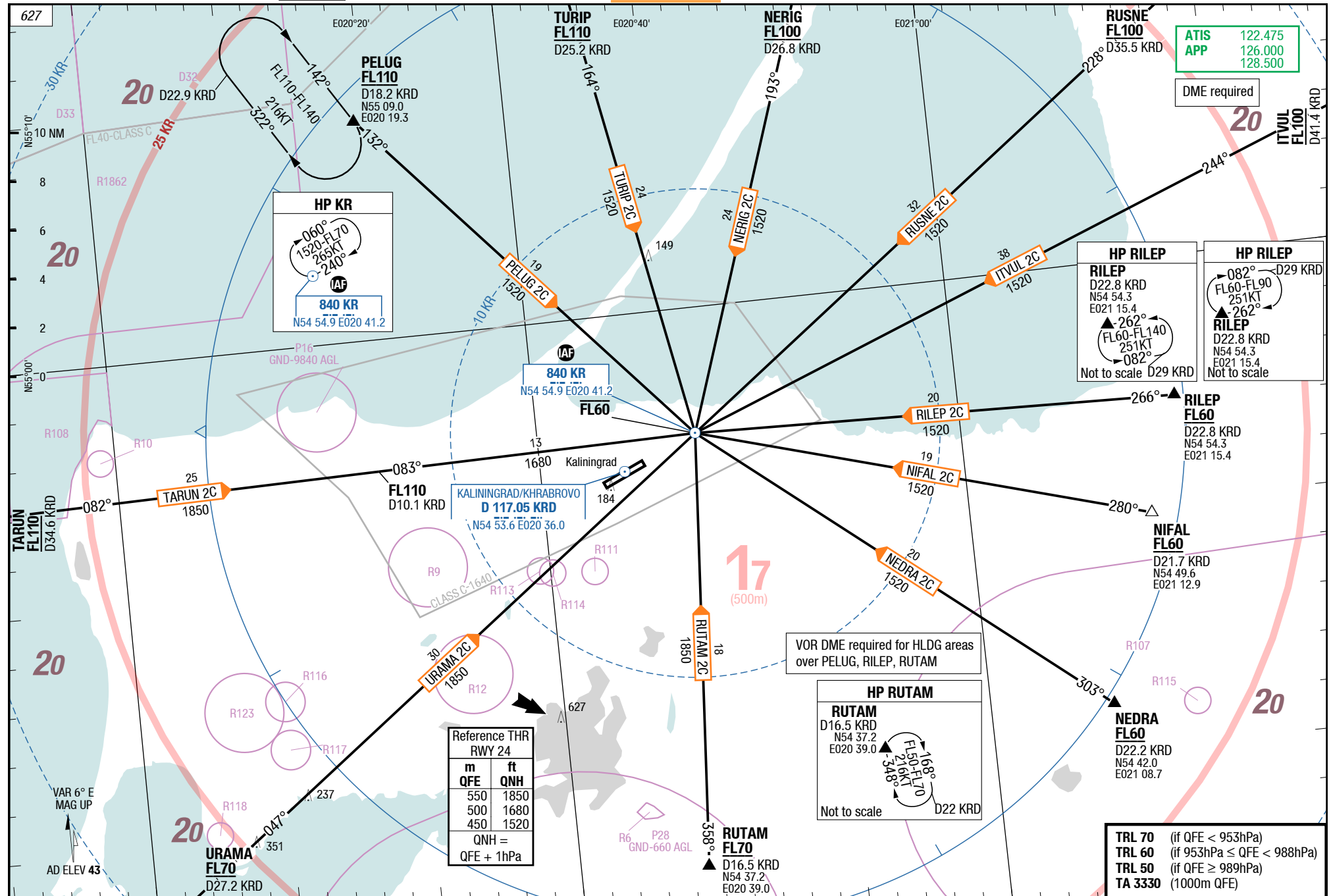
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STARs RWY 24 PROCs C

STARs RWY 24 PROCs B





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28-DEC-2017

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NIL

STAR

STAR

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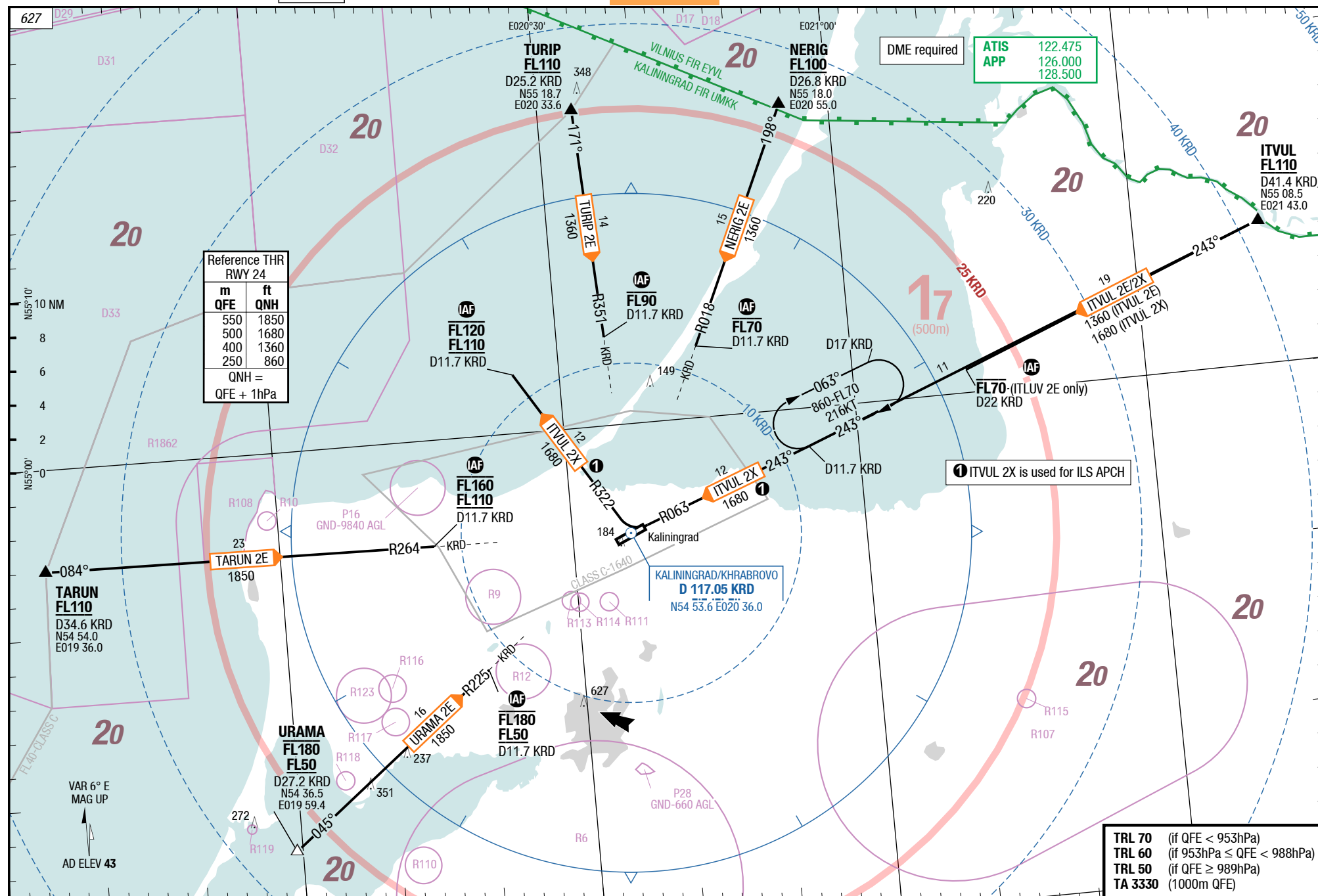
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KGD-UMKK

6-70

STARs RWY 24 PROCs E, X

STARs RWY 24 PROCs E, X

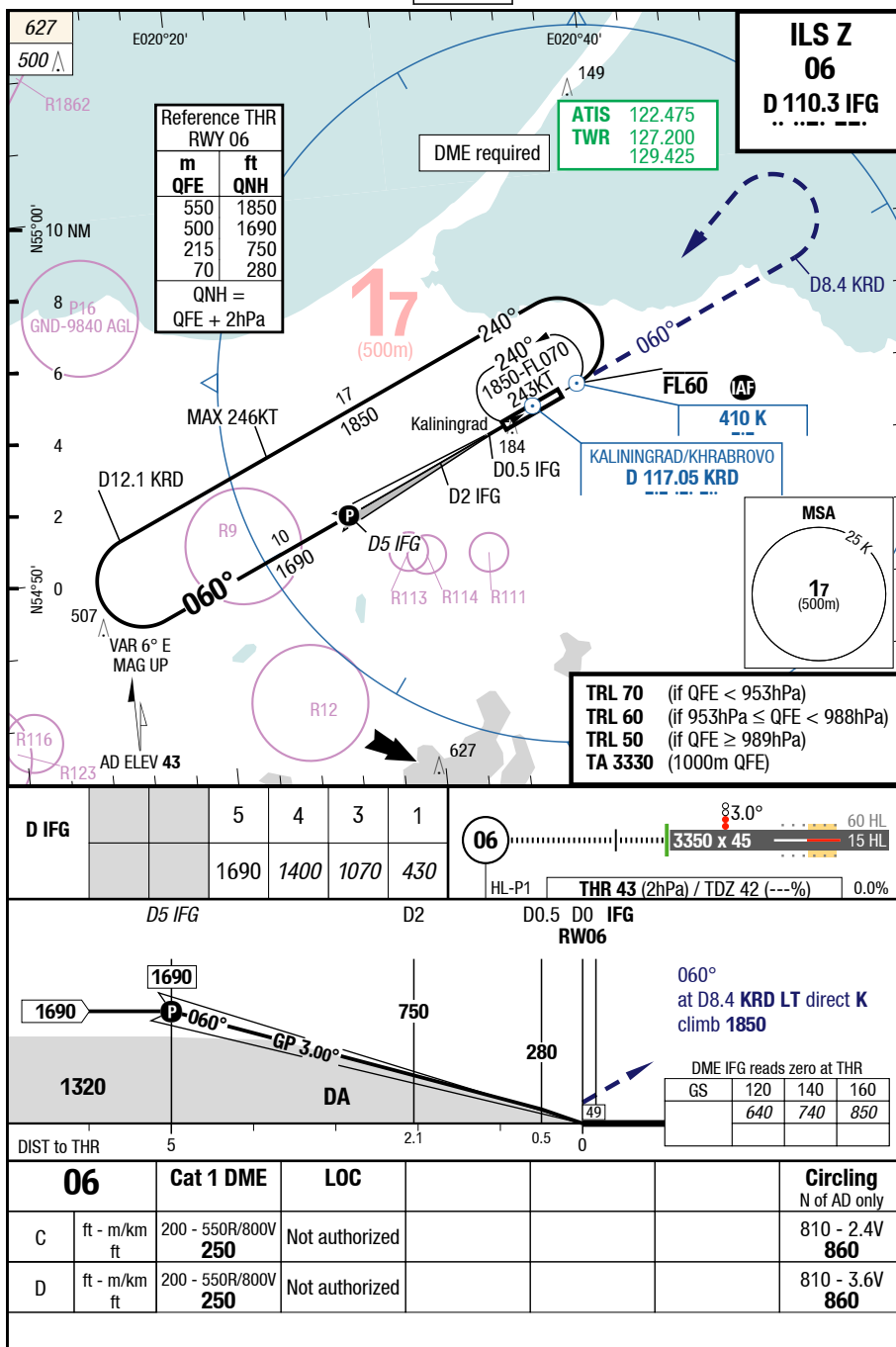


Changes: Completely revised

KGd-UMKK

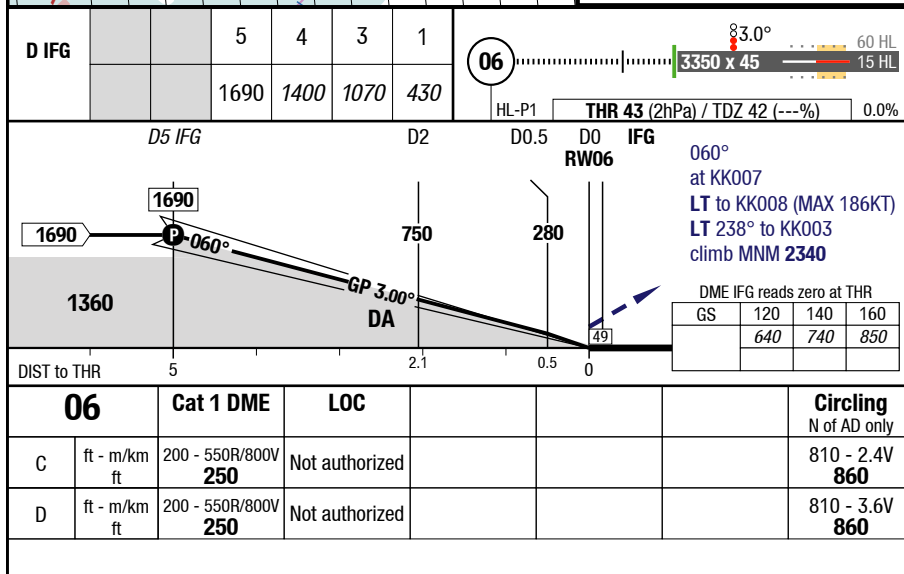
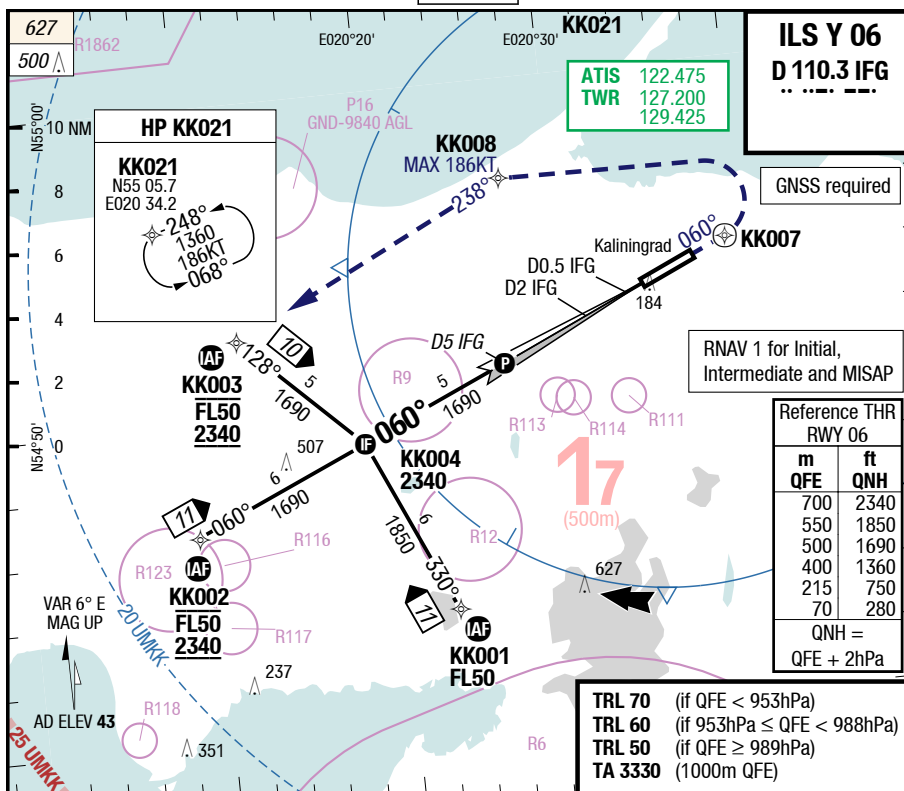
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ILS Z 06



KGD-UMKK

7-20

ILS Y 06

Effective 16-AUG-2018

09-AUG-2018

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Russian Federation Kaliningrad Khrabrovo

ILS Z 24, ILS Y 24

ILS X 06

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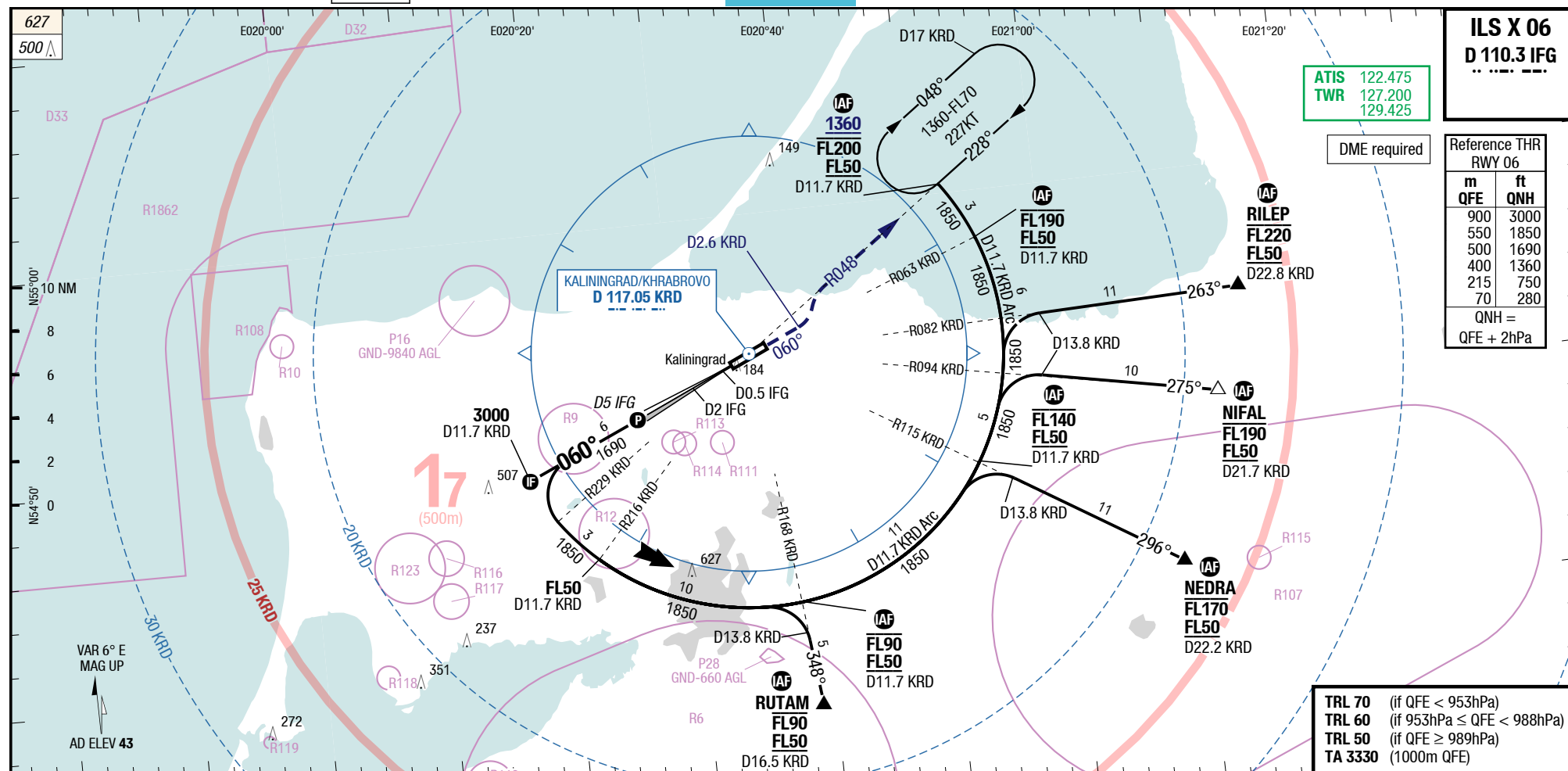
IAC

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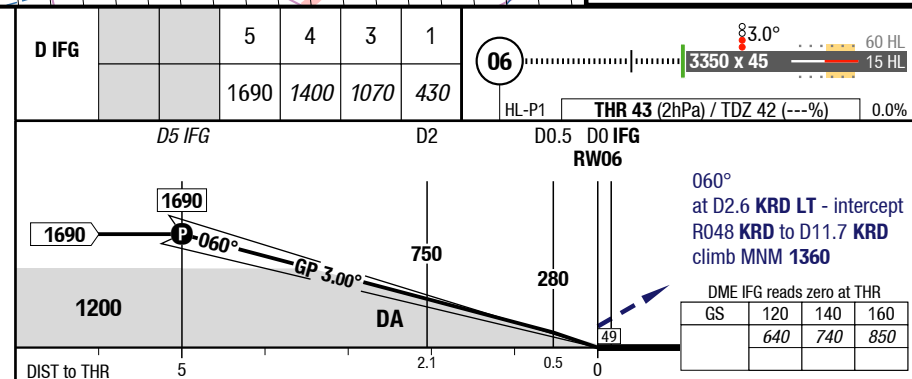
ILS Z 24, ILS Y 24

ILS X 06

7-30



06		Cat 1 DME	LOC	Circling	
C	ft - m/km ft	200 - 550R/800V 250	Not authorized	810 - 2.4V 860	
D	ft - m/km ft	200 - 550R/800V 250	Not authorized	810 - 3.6V 860	

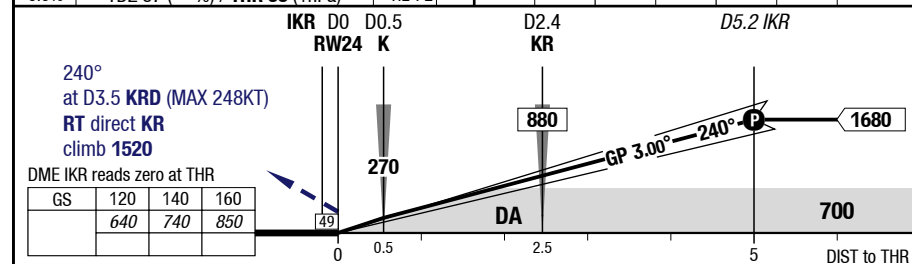
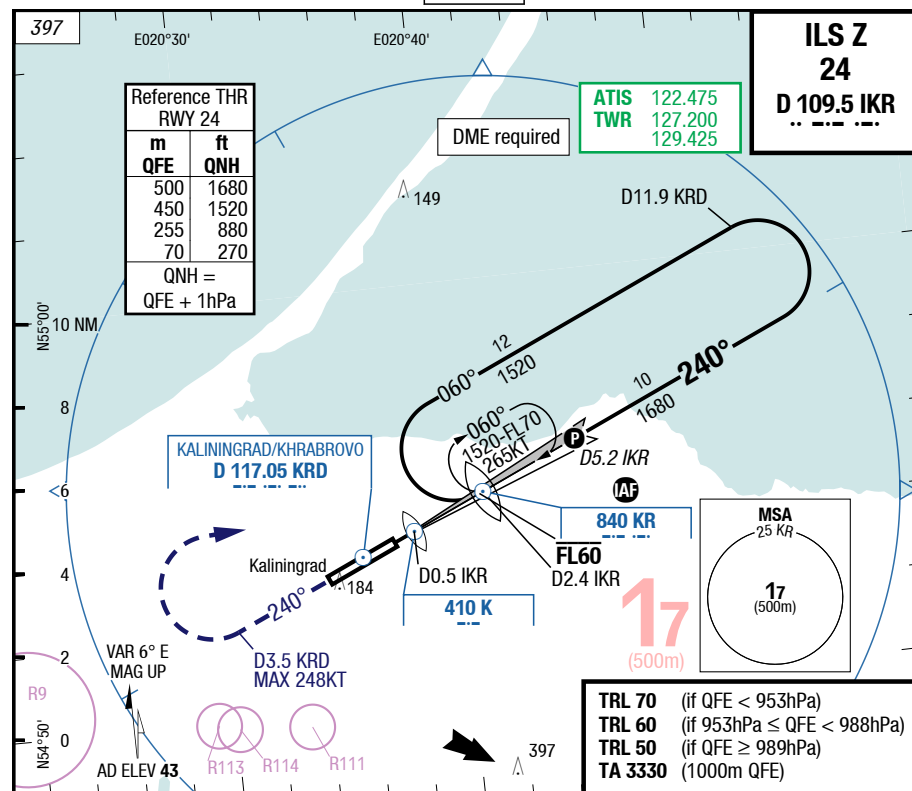


Changes: MISAP

KGD-UMKK

7-40

ILS Z 24



24	Cat 2	Cat 1	LOC	Circling
		1)		N of AD only
C	ft - m/km ft	100 - 300R 109 RA	200 - 550R/800V 240	Not authorized
D	ft - m/km ft	100 - 300R 109 RA 2)	200 - 550R/800V 240	Not authorized

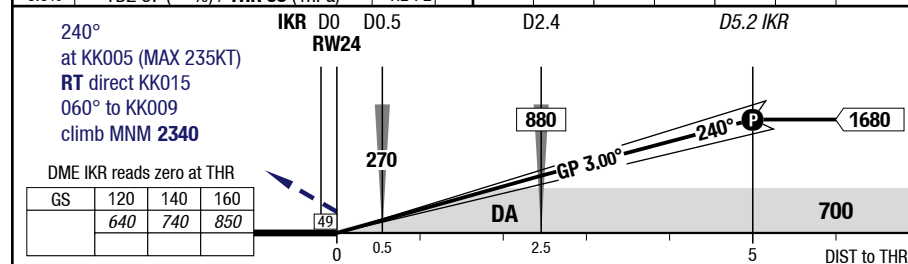
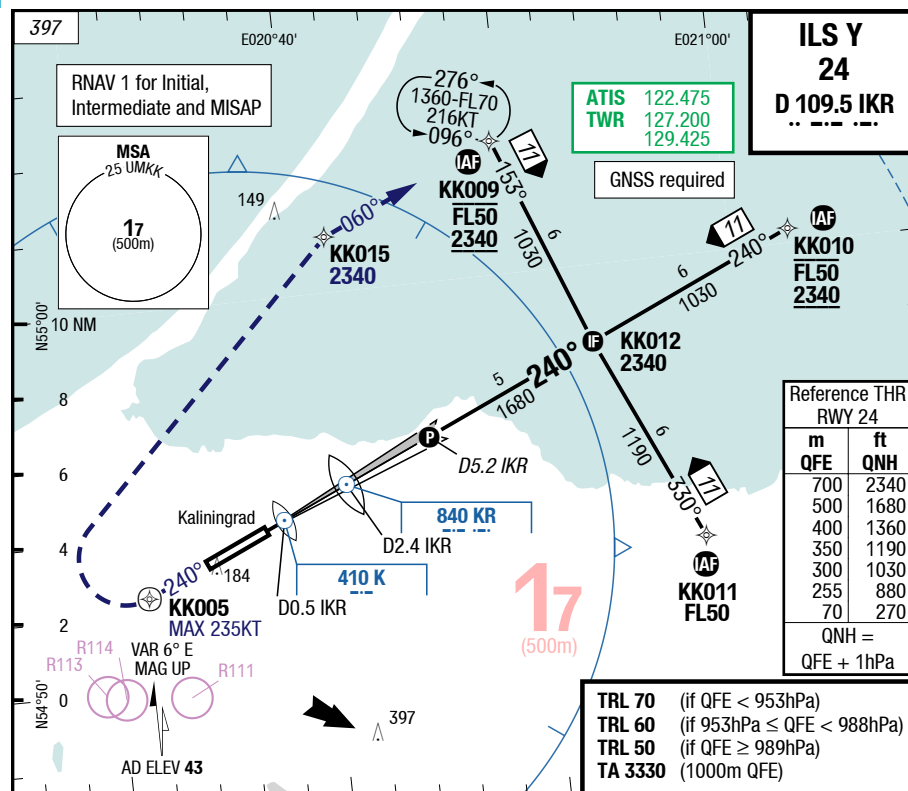
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: MIN

IAC

IAC

ILS Y 24



24	Cat 2	Cat 1	LOC	Circling
		1)		N of AD only
C	ft - m/km ft	100 - 300R 109 RA	200 - 550R/800V 240	Not authorized
D	ft - m/km ft	100 - 300R 109 RA 2)	200 - 550R/800V 240	Not authorized

1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: MIN

DIFFERENT SCALE

KGD-UMKK

ILS X 24

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ILS X 24

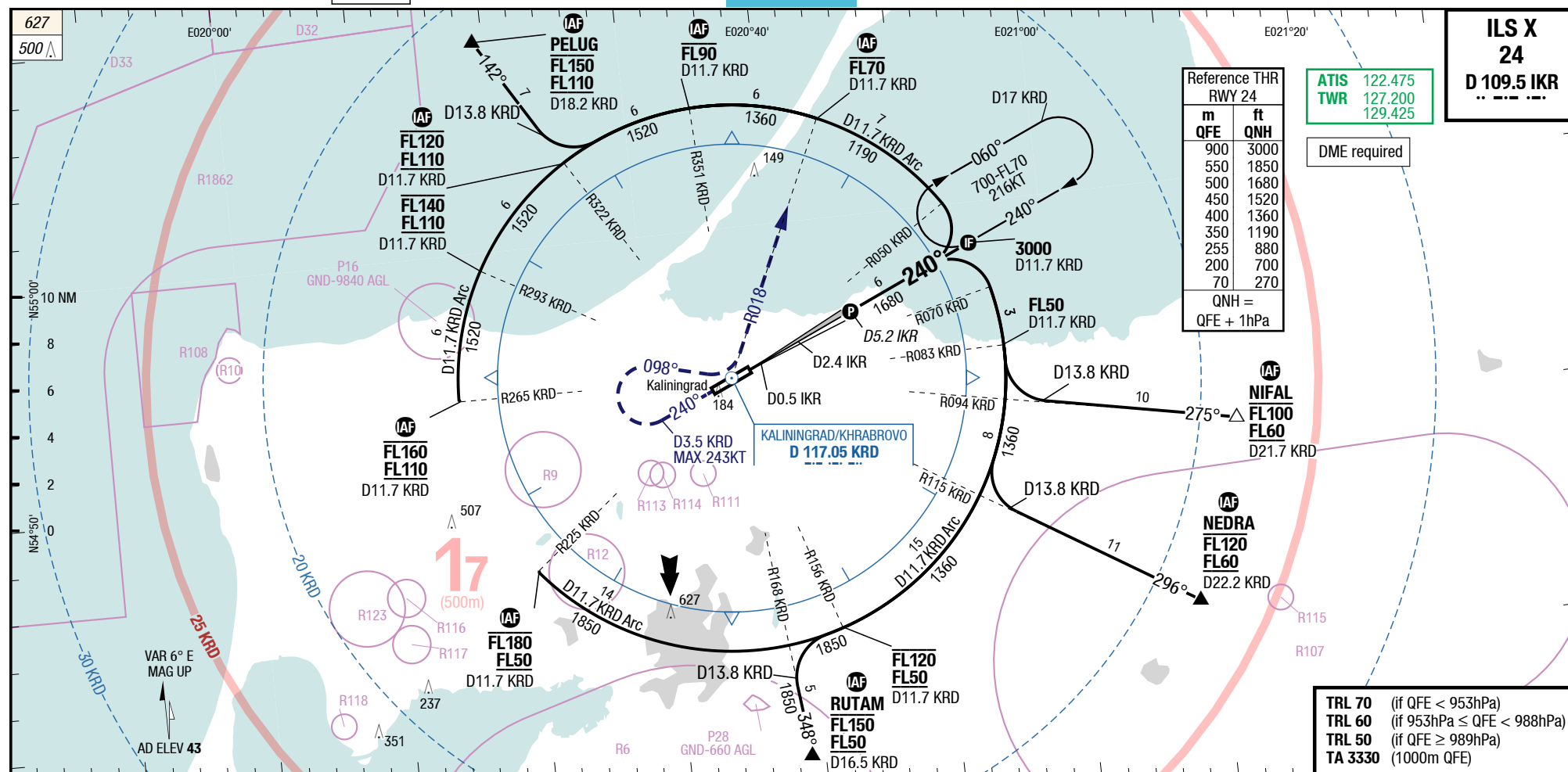
**ILS X
24
D 109.5 IKR**

Reference THR RWY 24	
m QFE	ft QNH
900	3000
550	1850
500	1680
450	1520
400	1360
350	1190
255	880
200	700
70	270
QNH = QFE + 1hPa	

ATIS	122.475
TWR	127.200
	129.425

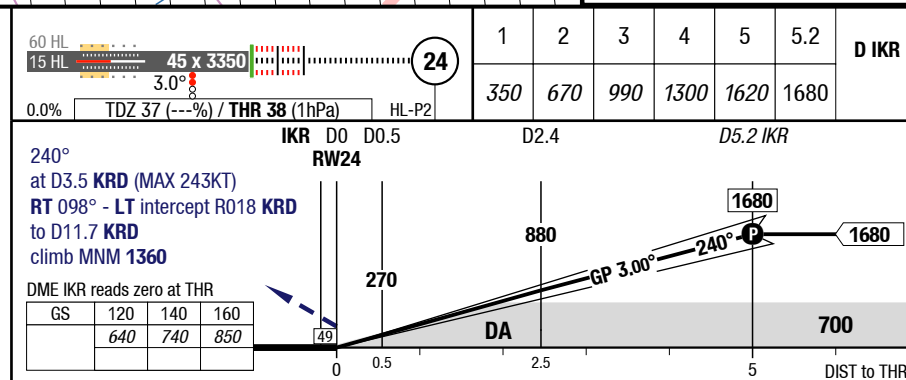
DME required

TRL 70	(if QFE < 953hPa)
TRL 60	(if 953hPa ≤ QFE < 988hPa)
TRL 50	(if QFE ≥ 989hPa)
TA 3330	(1000m QFE)



24		Cat 2 DME	Cat 1 DME 1)	LOC			Circling N of AD only
C	ft - m/km ft	100 - 300R 109 RA	200 - 550R/800V 240	Not authorized			810 - 2.4V 860
D	ft - m/km ft	100 - 300R 109 RA 2)	200 - 550R/800V 240	Not authorized			810 - 3.6V 860

1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required



Changes: MIN

KGD-UMKK

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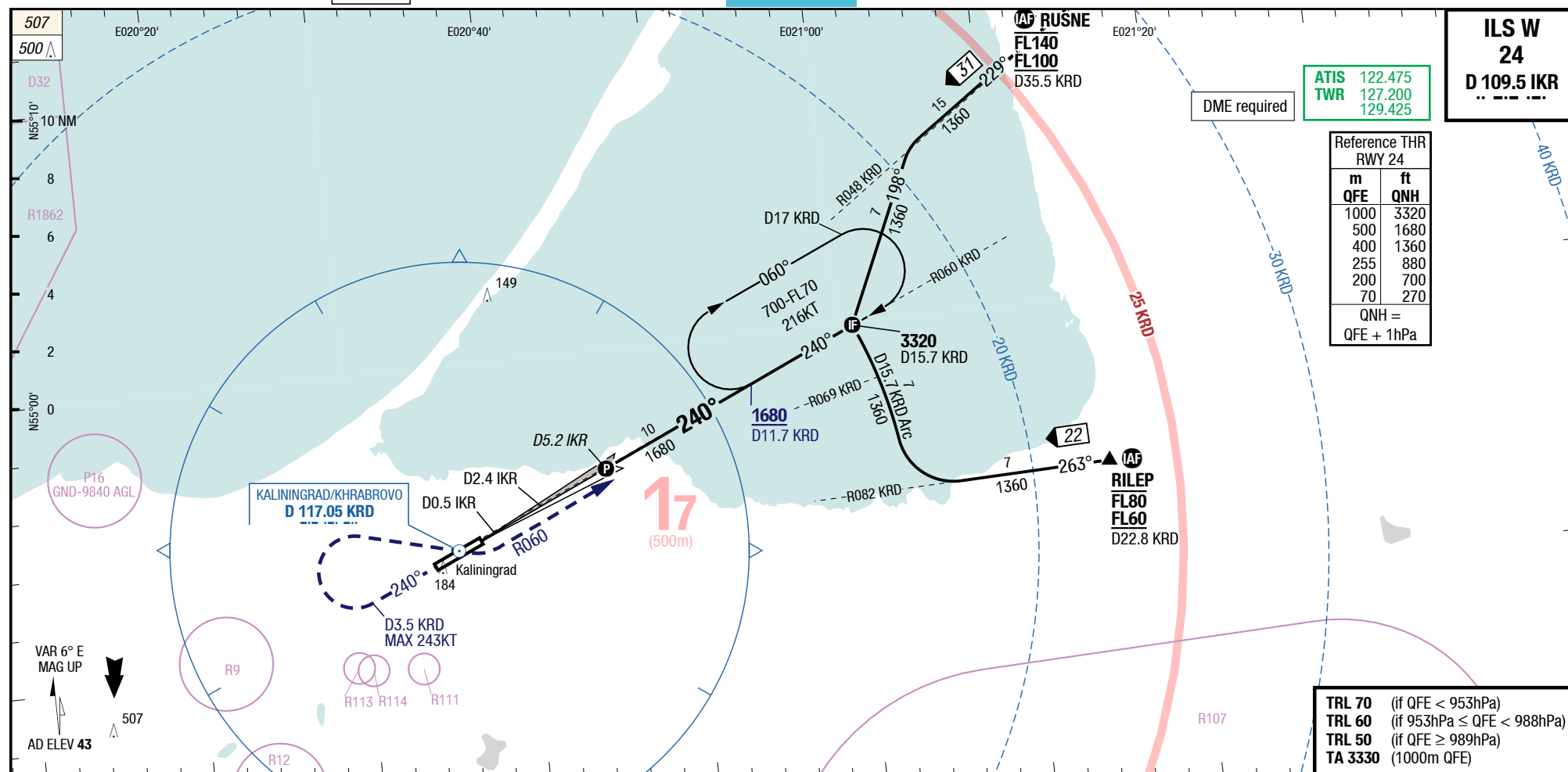
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ILS W 24

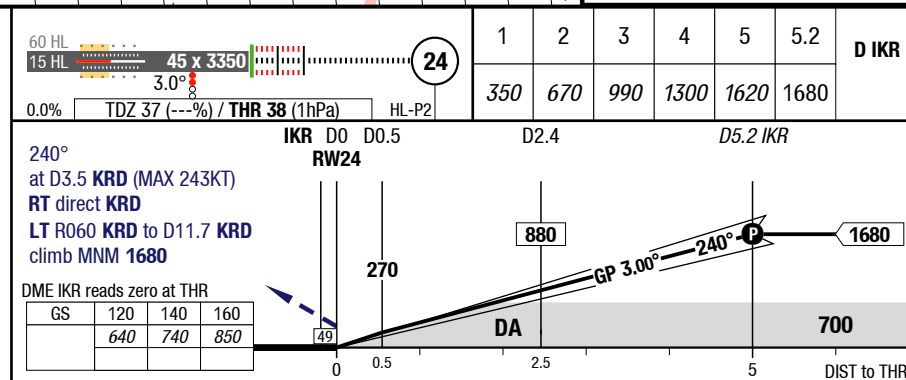
7-60

ILS W 24

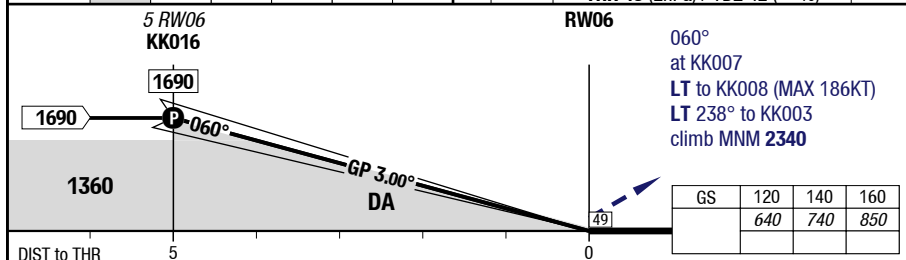
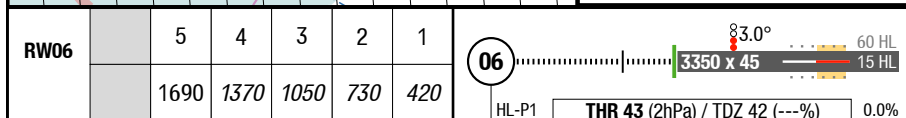
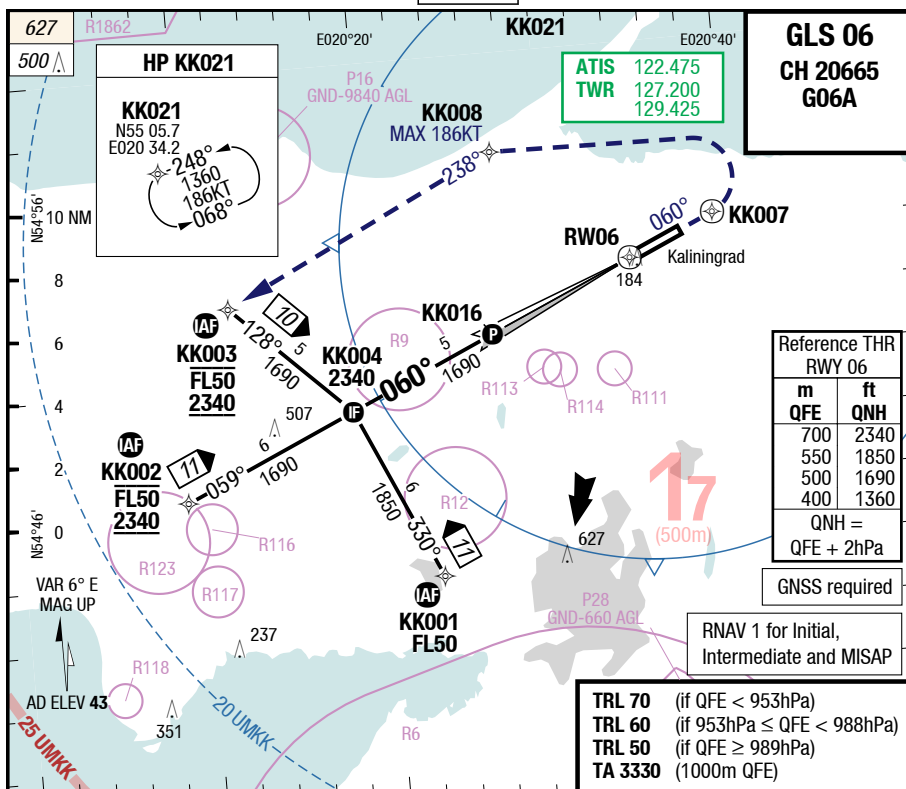


24		Cat 2 DME	Cat 1 DME 1)	LOC			Circling N of AD only
C	ft - m/km ft	100 - 300R 109 RA	200 - 550R/800V 240	Not authorized			810 - 2.4V 860
D	ft - m/km ft	100 - 300R 109 RA 2)	200 - 550R/800V 240	Not authorized			810 - 3.6V 860

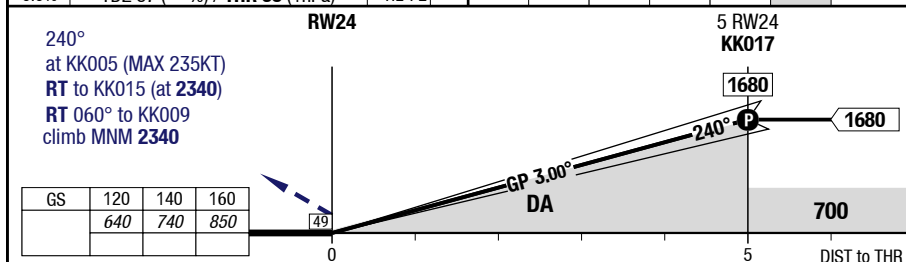
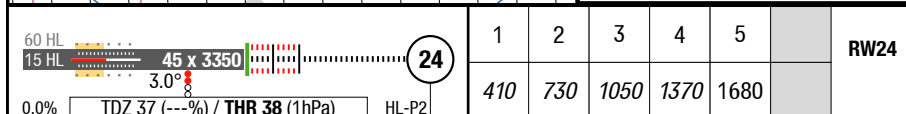
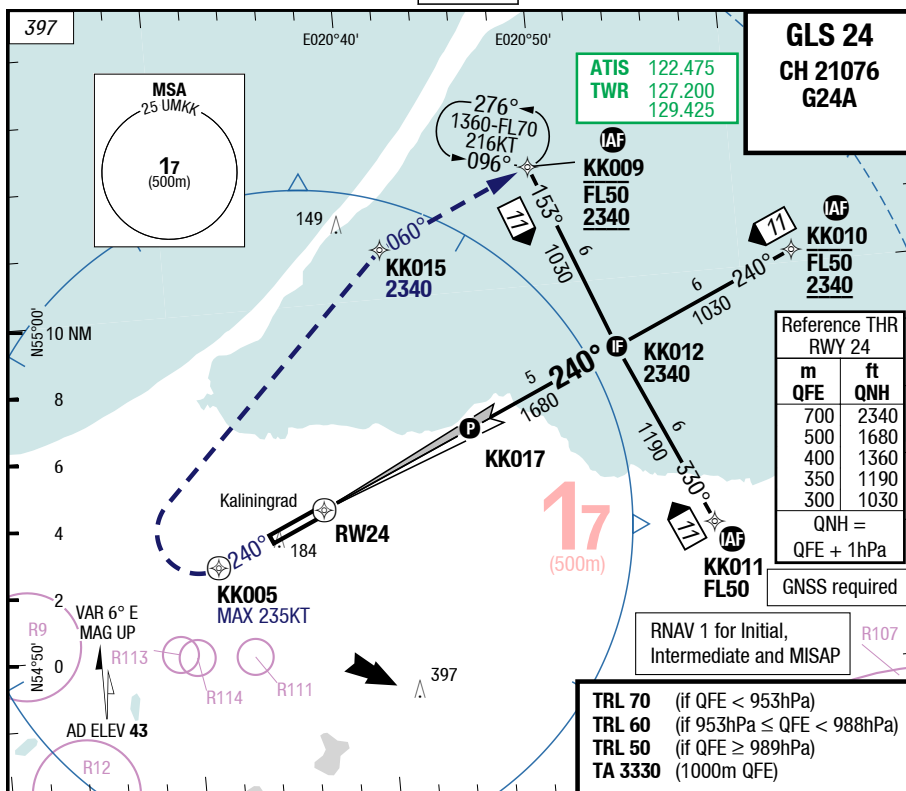
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required



Changes: MIN

KGD-UMKK**7-70****GLS 06**

06		Cat 1					Circling N of AD only
C	ft - m/km ft	200 - 550R/800V 250					810 - 2.4V 860
D	ft - m/km ft	200 - 550R/800V 250					810 - 3.6V 860

KGD-UMKK**7-80****GLS 24**

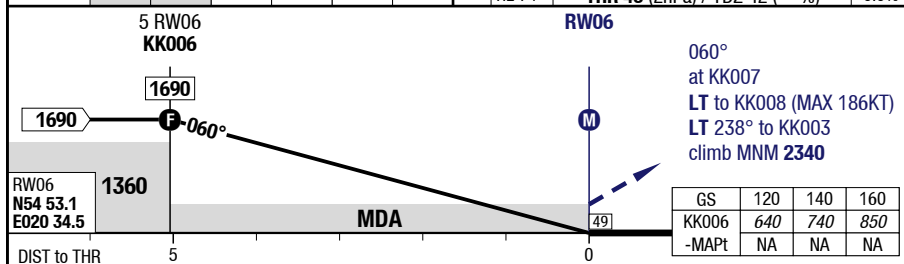
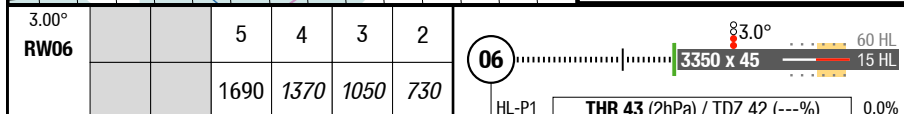
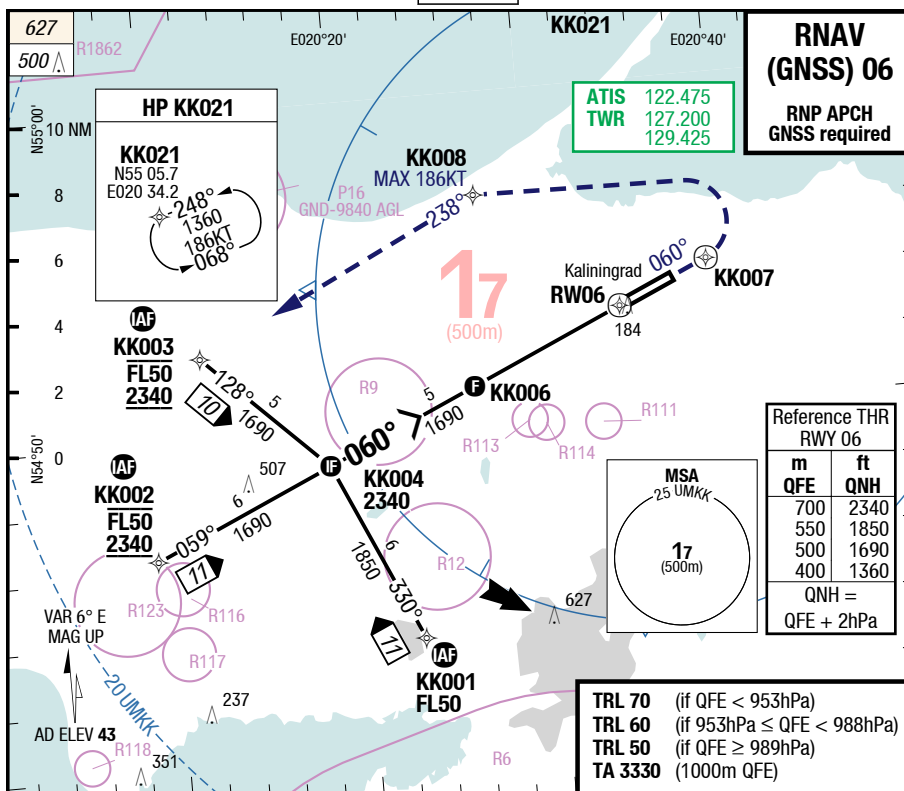
24		Cat 1 1)					Circling N of AD only
C	ft - m/km ft	200 - 550R/800V 240					810 - 2.4V 860
D	ft - m/km ft	200 - 550R/800V 240					810 - 3.6V 860

1) With EVS RVR 350m/ VIS 550m

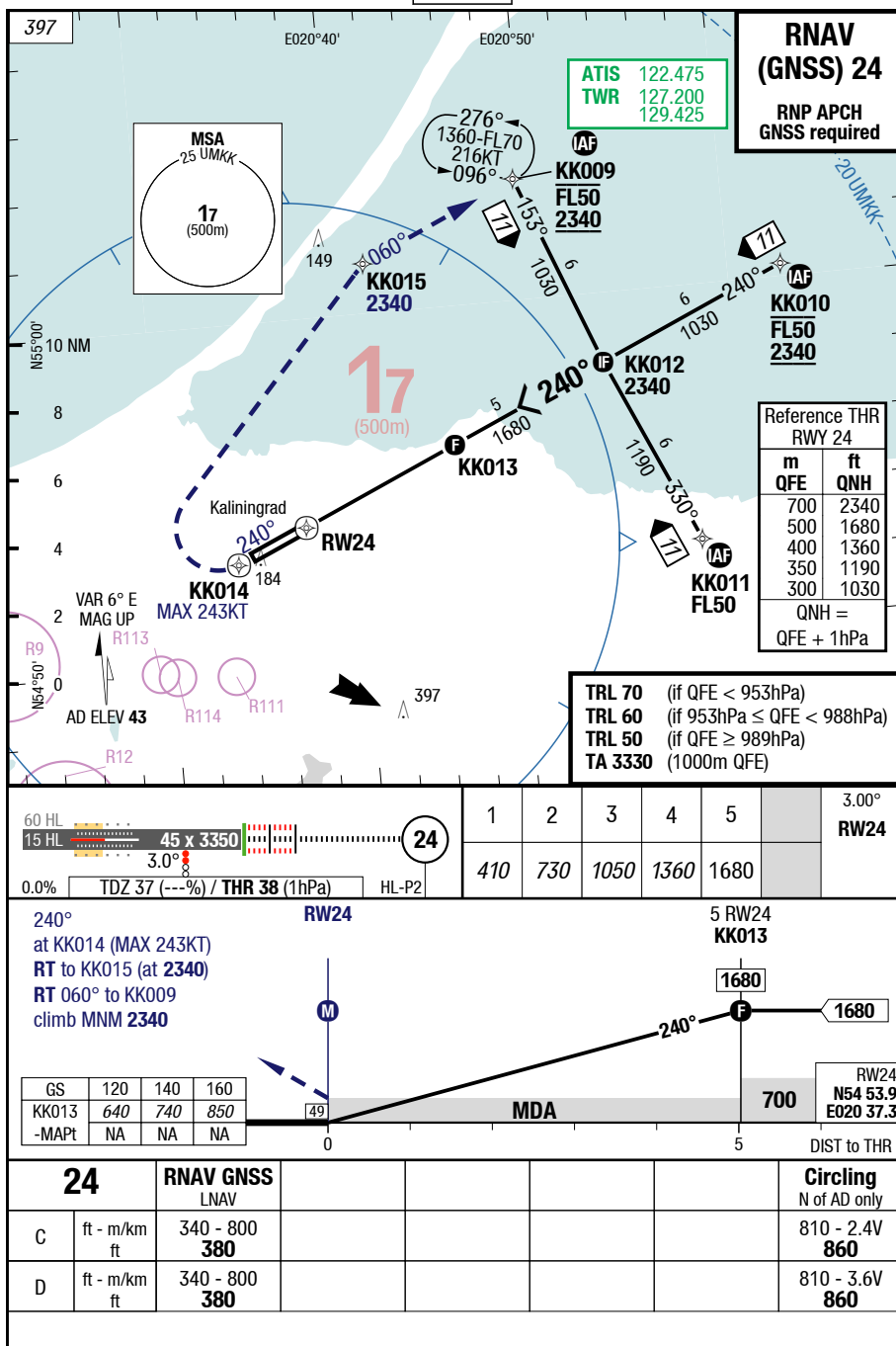
Changes: new

KGD-UMKK

7-90

RNAV (GNSS) 06

06		RNAV GNSS				Circling
		LNAV				N of AD only
C	ft - m/km ft	400 - 1.1 450				810 - 2.4V 860
D	ft - m/km ft	400 - 1.1 450				810 - 3.6V 860

KGD-UMKK**7-100****RNAV (GNSS) 24**

Changes: new

Effective 16-AUG-2018

09-AUG-2018

KGD-UMKK

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VOR X 06

VOR Z 06

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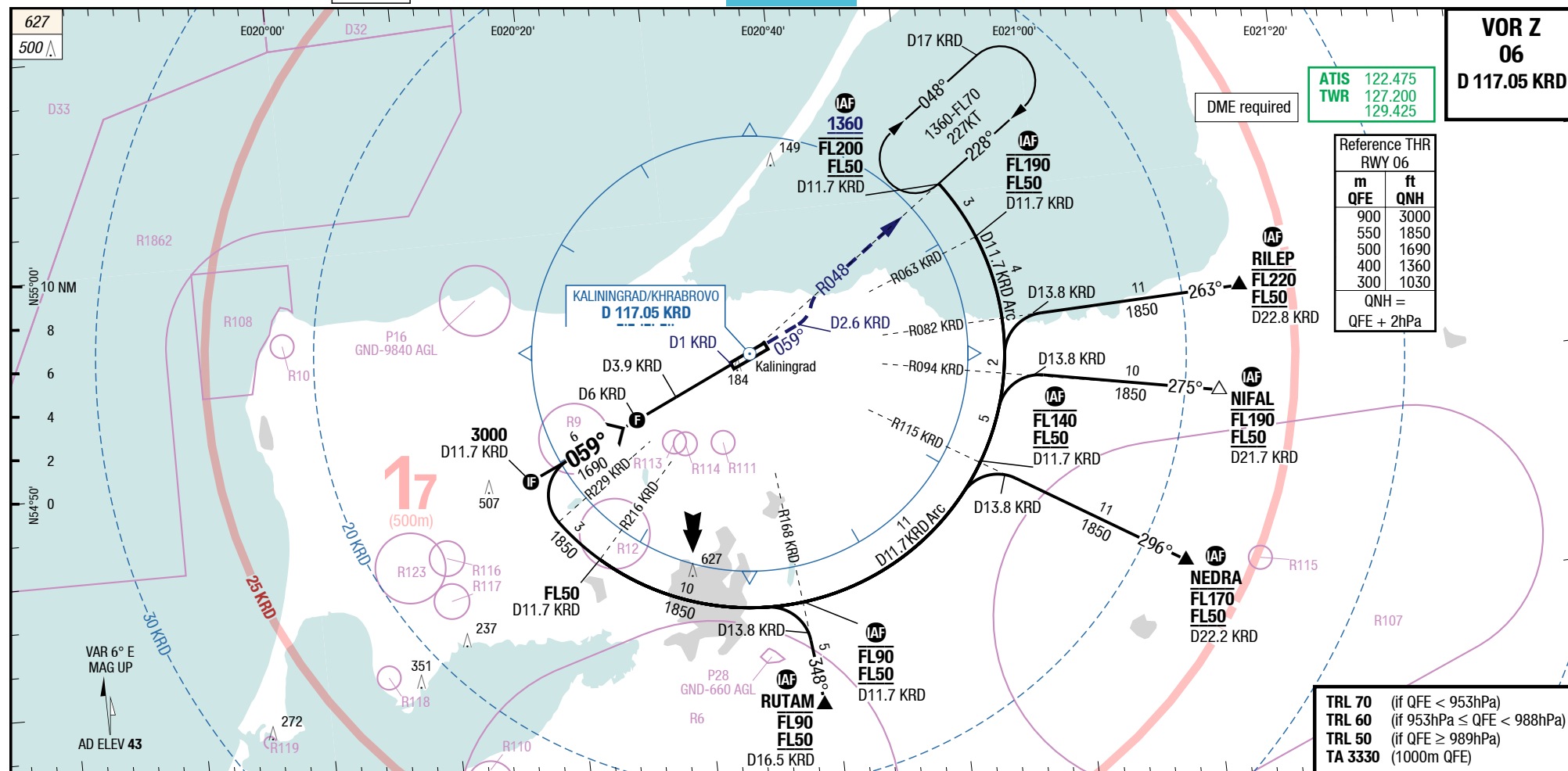
IAC

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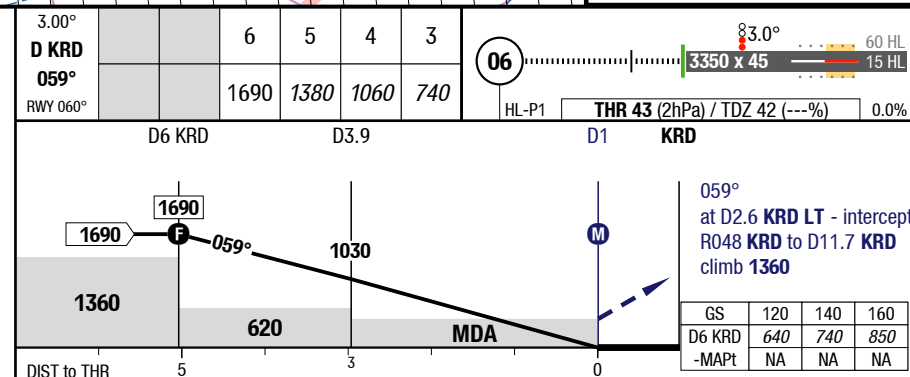
VOR X 06

VOR Z 06

7-110



06		VOR DME	VOR DME	Circling	
			wo D3.9 KRD	N of AD only	
C	ft - m/km	420 - 1.2	580 - 1.9	810 - 2.4V	
	ft	460	630	860	
D	ft - m/km	420 - 1.2	580 - 1.9	810 - 3.6V	
	ft	460	630	860	



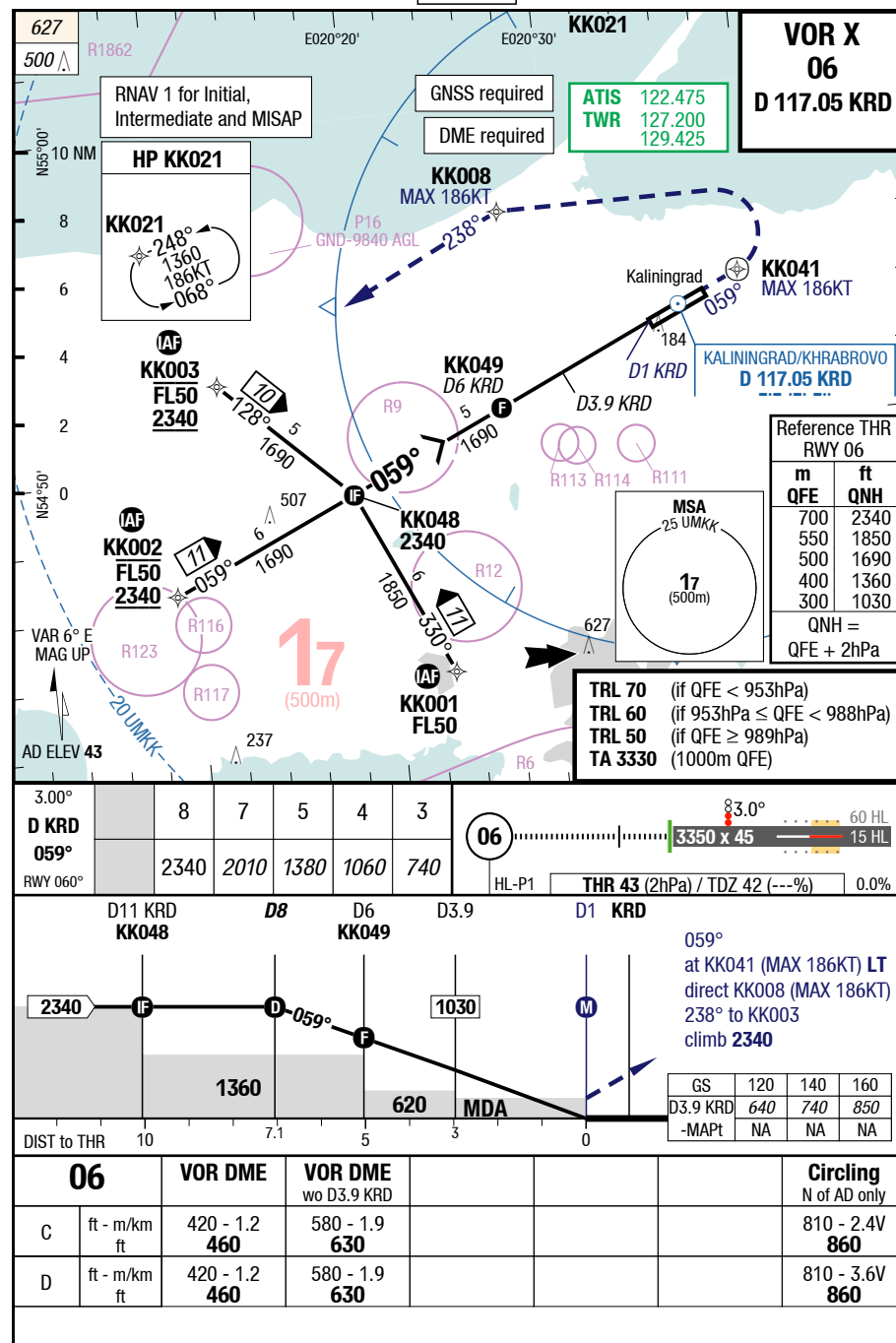
Changes: MISAP

KGD-UMKK

7-120

VOR X 06

VOR X 06



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28-DEC-2017

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VOR Y 24

VOR Z 24

IAF

IAF

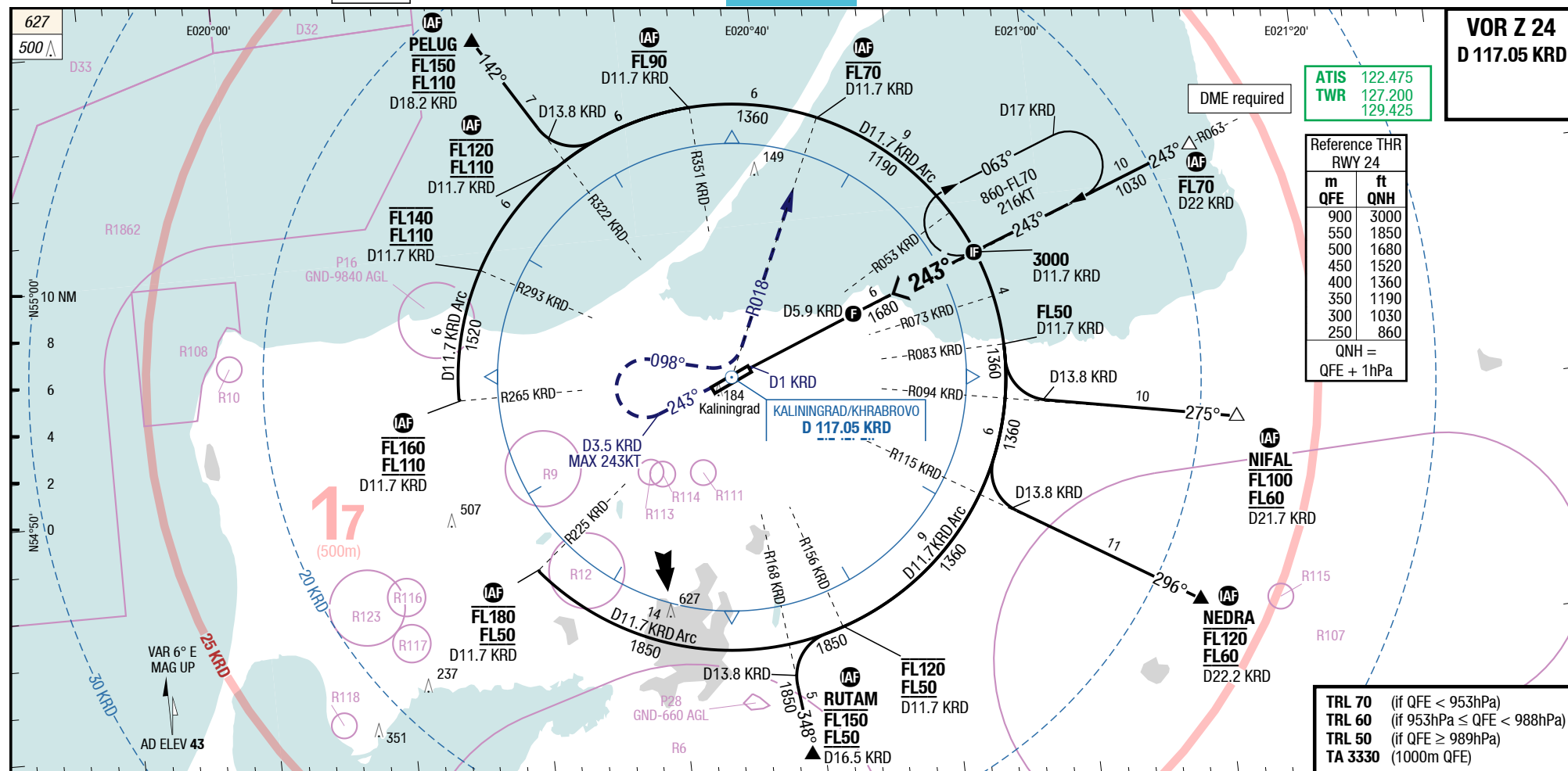
Khrabrovo Kaliningrad Russian Federation

VOR Y 24

VOR Z 24

7-130

VOR Z 24
D 117.05 KRD

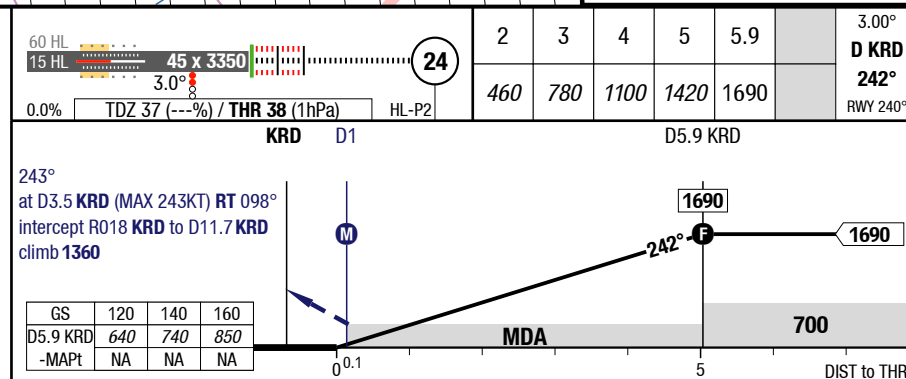


ATIS 122.475
TWR 127.200
129.425

Reference THR	
RWY 24	
m QFE	ft QNH
900	3000
550	1850
500	1680
450	1520
400	1360
350	1190
300	1030
250	860
QNH =	
QFE + 1hPa	

TRL 70	(if QFE < 953hPa)
TRL 60	(if 953hPa ≤ QFE < 988hPa)
TRL 50	(if QFE ≥ 989hPa)
TA 3330	(1000m QFE)

24		VOR DME					Circling N of AD only
C	ft - m/km ft	340 - 800 380					810 - 2.4V 860
D	ft - m/km ft	340 - 800 380					810 - 3.6V 860



Changes: new

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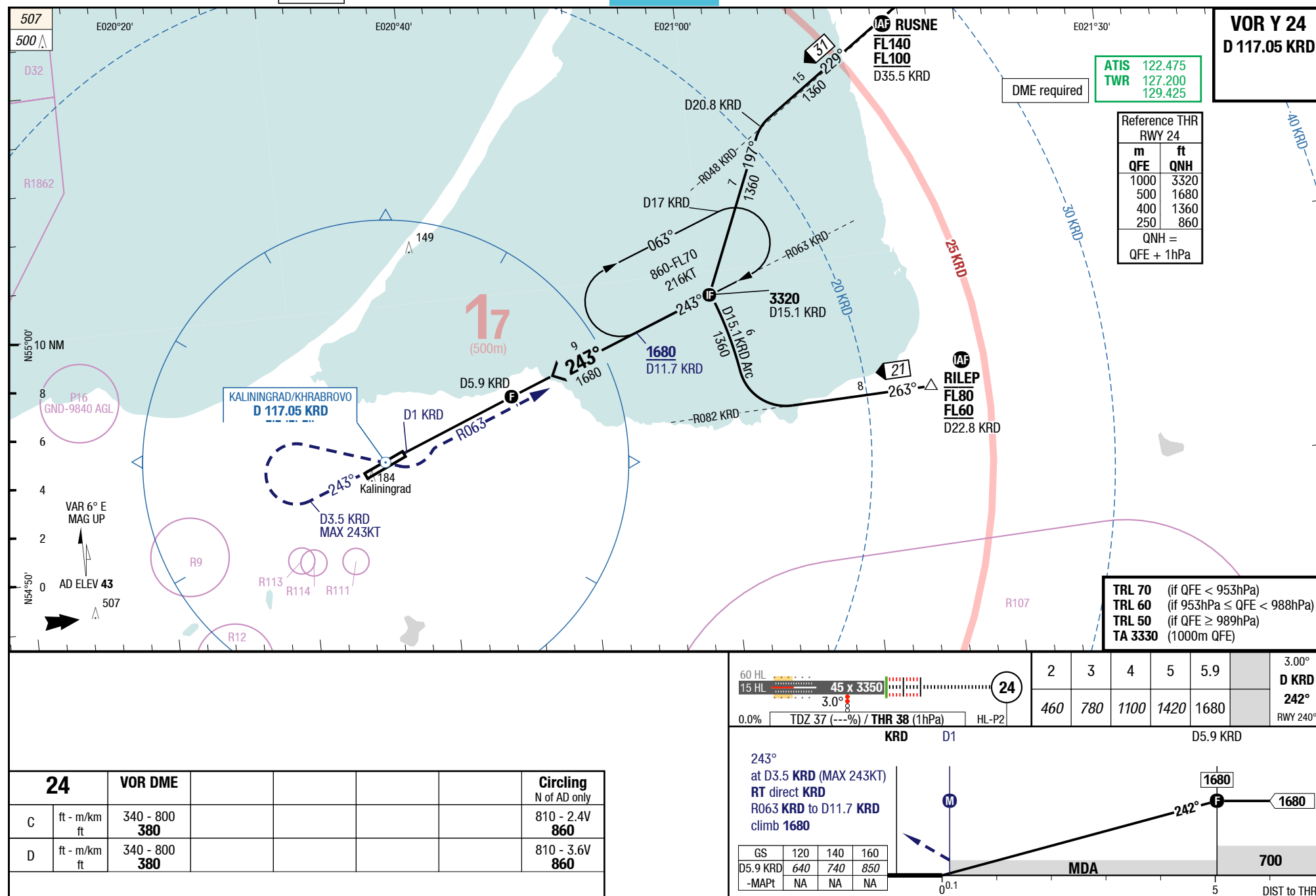
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KGD-UMKK

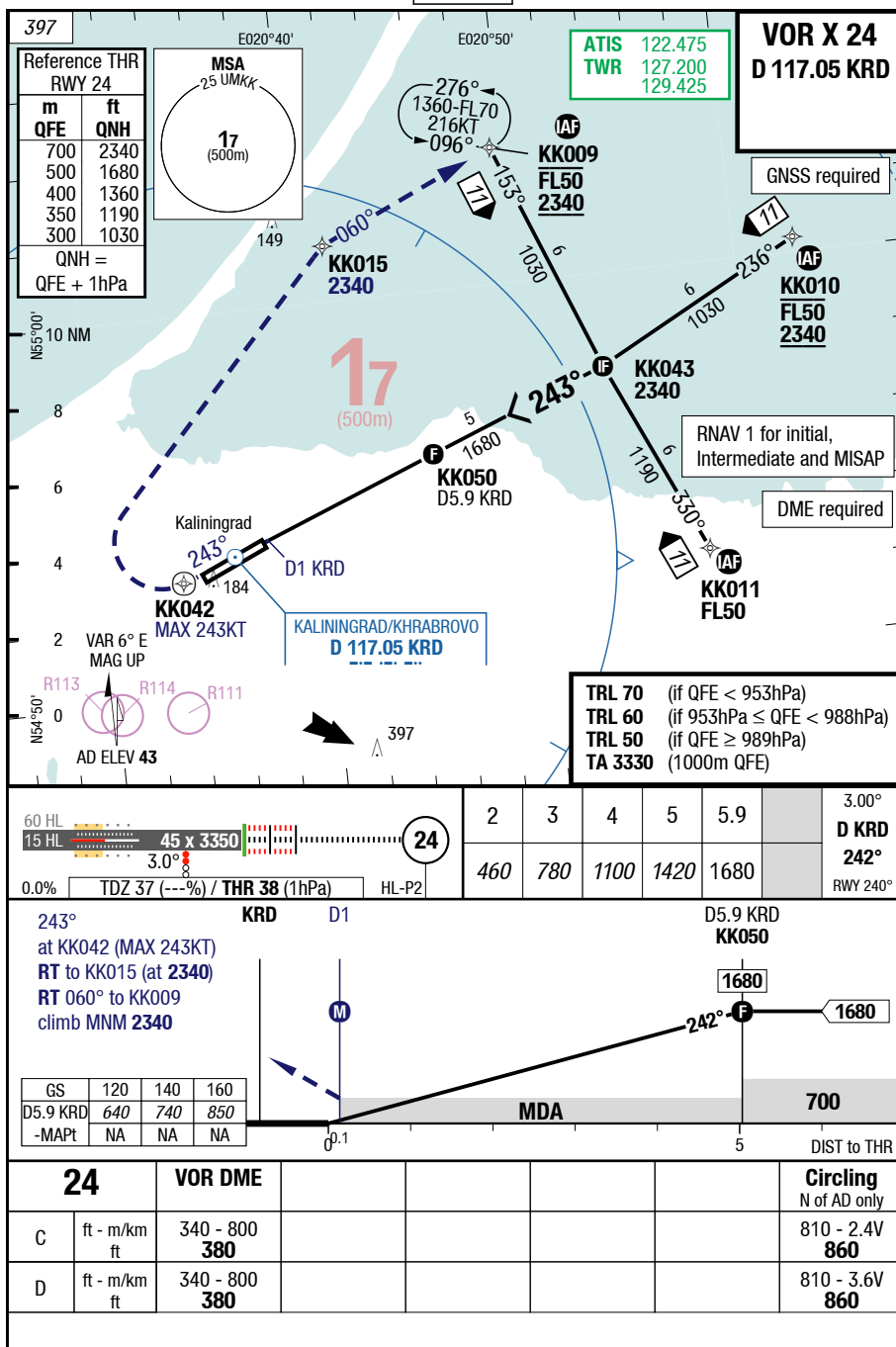
7-140

VOR Y 24

VOR Y 24



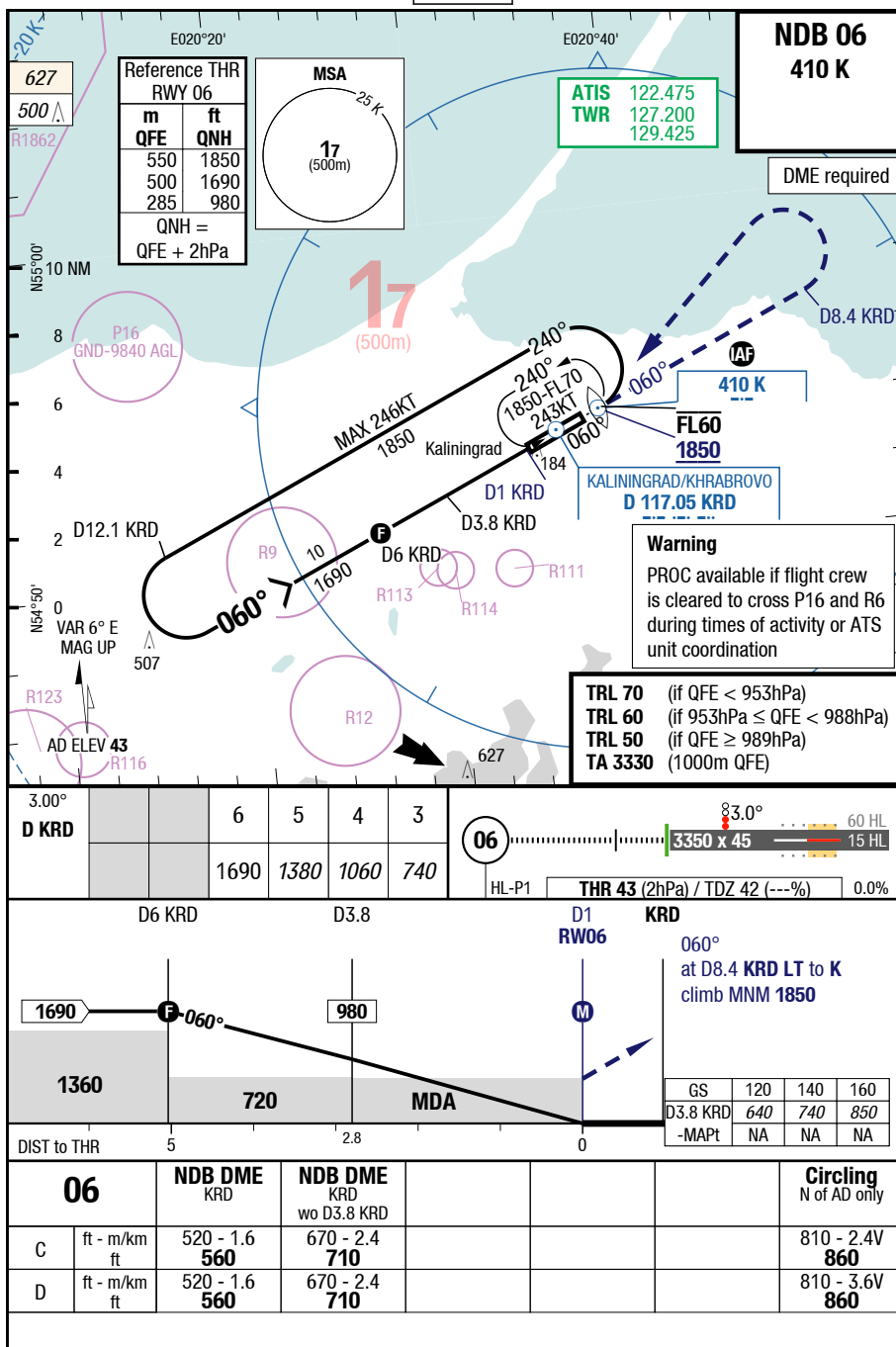
Changes: new

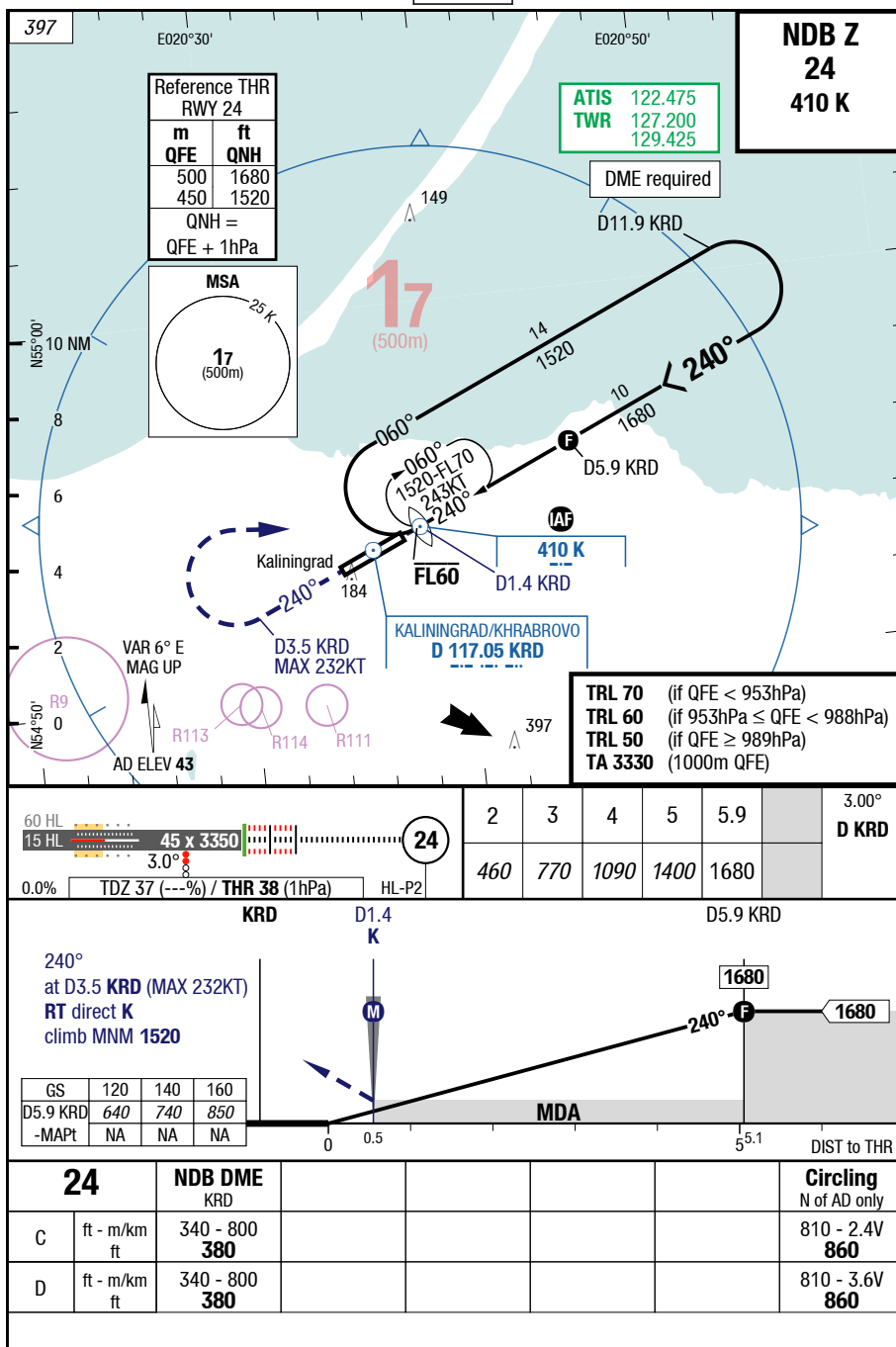
KGD-UMKK**7-150****VOR X 24**

KGd-UMKK

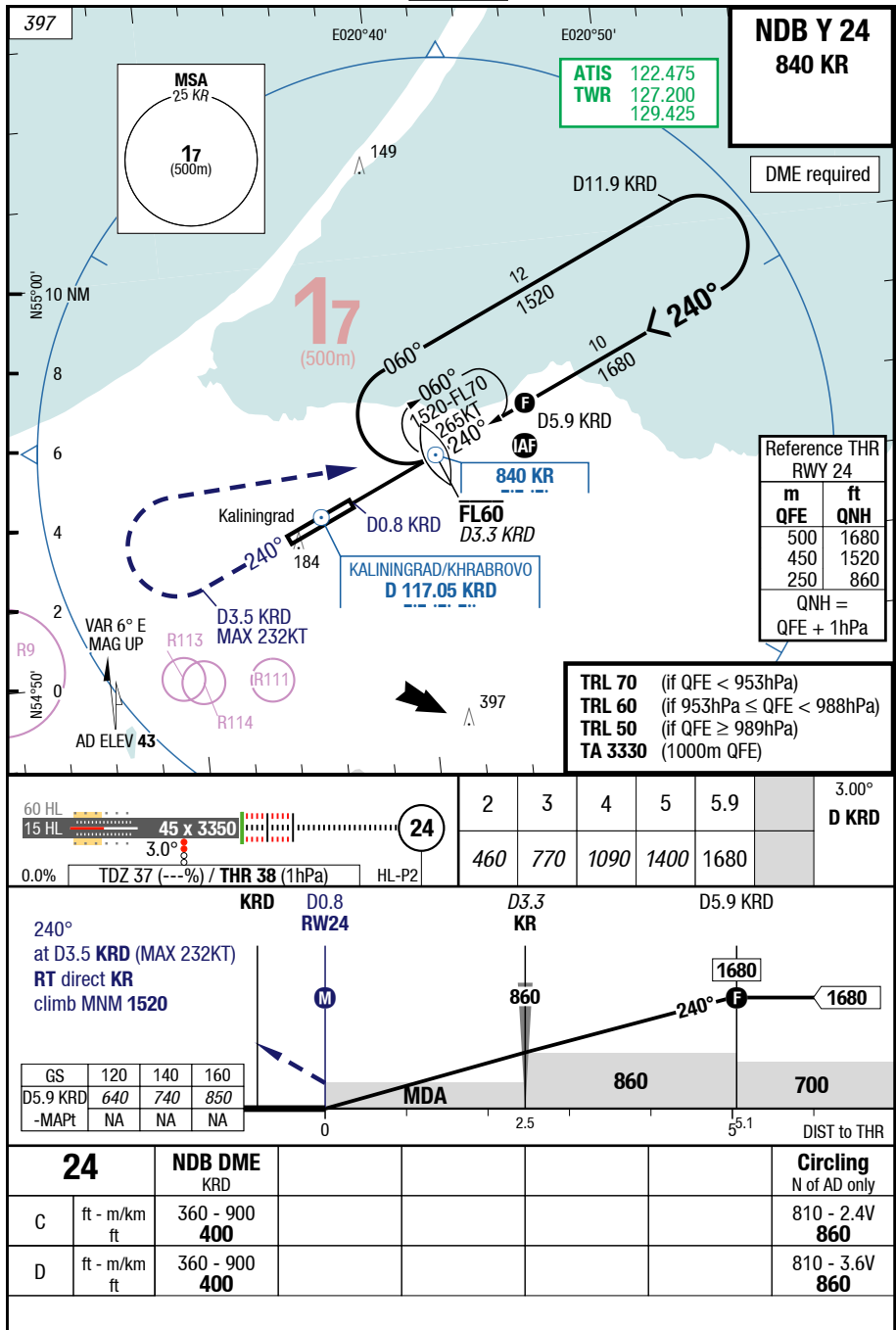
7-160

NDB 06



KGD-UMKK**7-170****NDB Z 24**

Changes: Completely revised

KGD-UMKK**7-180****NDB Y 24**

Changes: new

Effective 04-JAN-2018

28-DEC-2017

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NIL

MRC

MRC

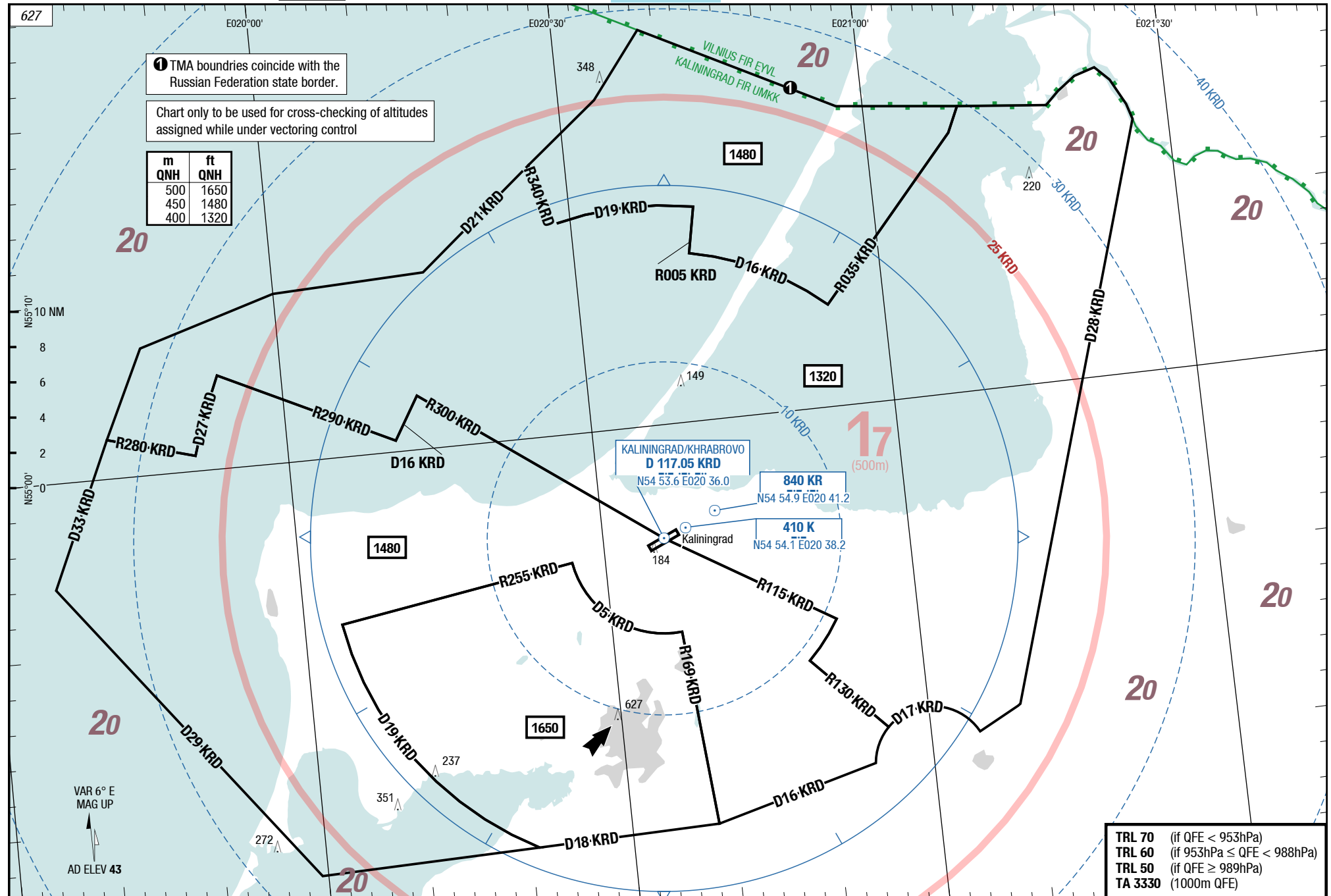
MRC

Khrabrovo Kaliningrad Russian Federation

NIL

MRC

8-10



Changes: new