

## Airport Information

**UMKK (Khrabrovo)**

**JEPPESEN**

*JeppView 3.6.1.0*

### General Info

Kaliningrad, RUS

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

Elevation: 43'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+2:00 uses DST

### Runway Info

Runway 06-24 8202' x 148' asphalt

Runway 06 (63.0°M) TDZE 43'

Lights: Edge, ALS

Runway 24 (243.0°M) TDZE 31'

Lights: Edge, ALS

### Communications Info

Kaliningrad Tower **128.5**

Kaliningrad Tower **126.0**

Kaliningrad Ground Control **129.425**

Kaliningrad Ground Control **128.5**

Kaliningrad Ground Control **126.0**

Kaliningrad Radar **128.5**

Kaliningrad Radar **126.0**

Kaliningrad Transit Operations **131.7**

Kaliningrad Control **123.7**

### Notebook Info





**NOISE ABATEMENT**

**GENERAL**

Noise abatement procedures shall be executed by crews of all aircraft.

**ARRIVALS**

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

- During instrument or visual approach it is not allowed to fly below the ILS glide path.
- Increase of IAS has to be envisaged during descent.
- In order not to distract the crew's attention during execution of noise abatement procedures, air-ground communication shall be reduced to a minimum.
- Landing of aircraft with a tail-wind component up to 5m/sec is allowed under the following conditions: runway is dry or damp, friction coefficient is 0.5 or more, cross-wind component is not more than 5 m/sec.

The procedures stated above shall not be observed when

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

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

**DEPARTURES**

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

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

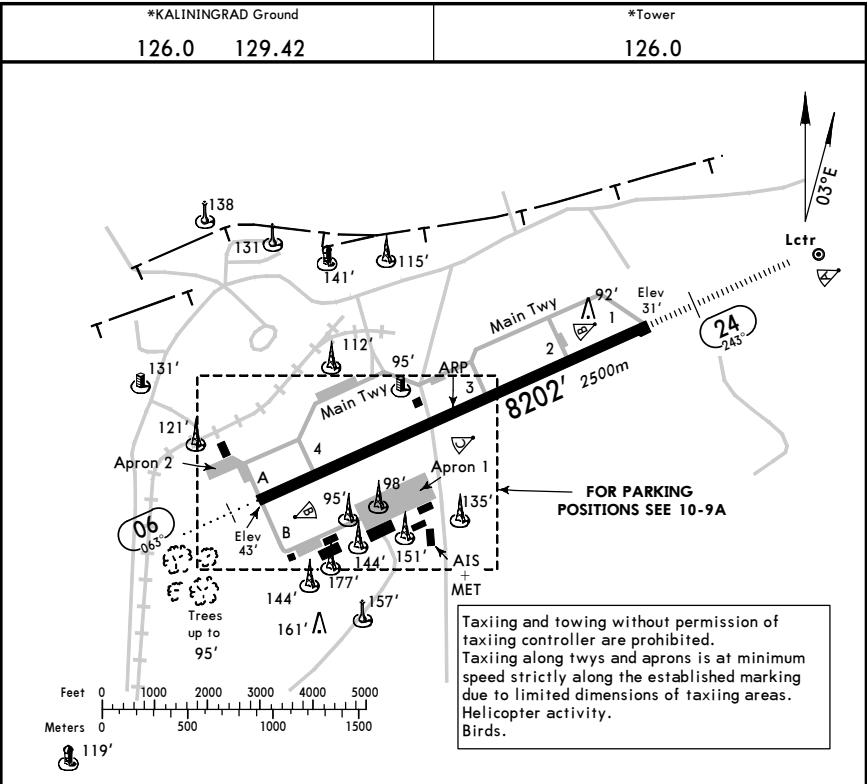
Maintaining the minimum IAS during climb is not required if it leads to exceeding the minimum permissible angle of attack.

The reduction of engine power shall not be applied until

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

**REVERSE THRUST**

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



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

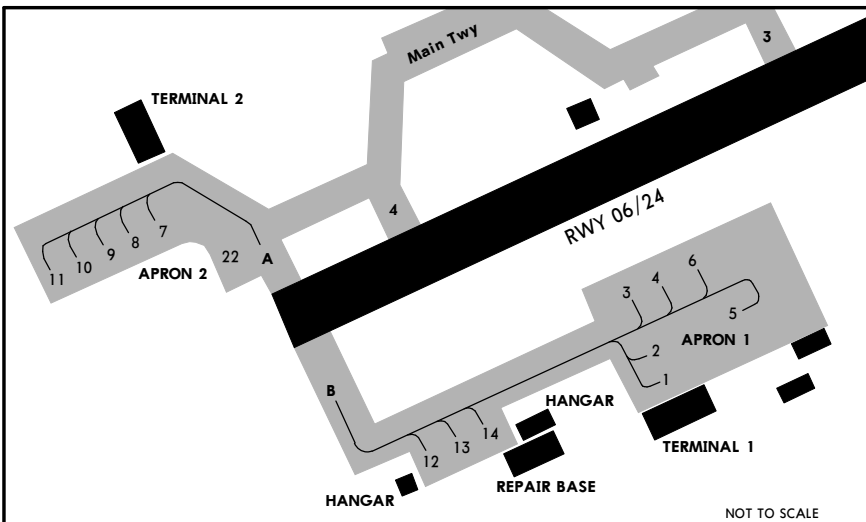
① Not available for landing.

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

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**JEPPESEN**  
 23 MAY 08 (10-9A) Eff 5 Jun

**KALININGRAD, RUSSIA**  
 KHRABROVO



**INS COORDINATES**

STAND No.	COORDINATES
1, 2	N54 53.0 E020 35.1
3, 4	N54 53.1 E020 35.0
5	N54 53.0 E020 35.1
6	N54 53.1 E020 35.1
7	N54 53.3 E020 34.3
8 thru 10	N54 53.3 E020 34.2
11	N54 53.3 E020 34.1
12 thru 14	N54 52.9 E020 34.8
22	N54 53.2 E020 34.4

Taxiing and towing without permission of taxiing controller are prohibited.

Stand 22 available for helicopter.

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**JAA MINIMUMS**  
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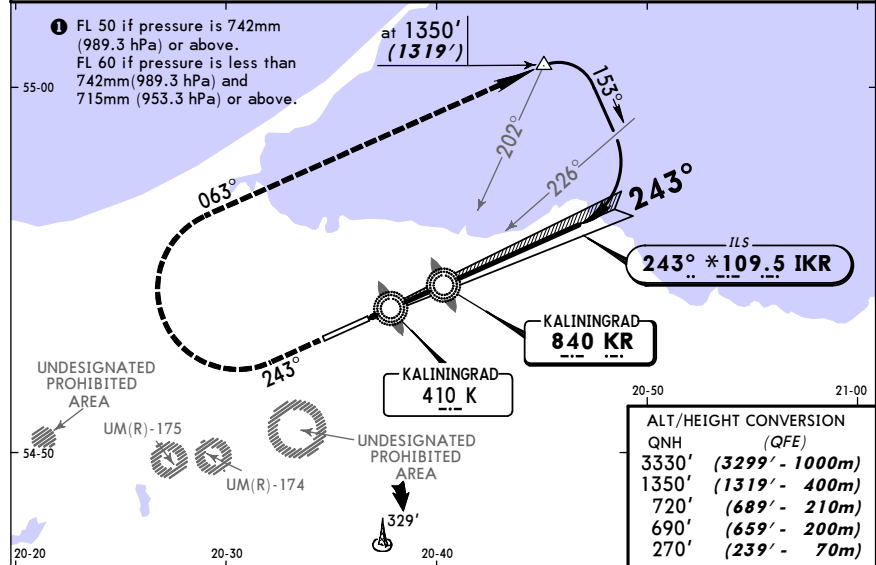
STRAIGHT-IN RWY		A	B	C	D
06	NDB	910' (867')	910' (867')	910' (867')	910' (867')
		R1500m	R1500m	R2000m	R2000m
24	ILS	231' (200')	231' (200')	231' (200')	231' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
NDB		350' (319')	350' (319')	350' (319')	350' (319')
	ALS out	R900m	R1000m	R1000m	R1400m
		R1500m	R1500m	R1800m	R2000m

**TAKE-OFF RWY 06, 24**

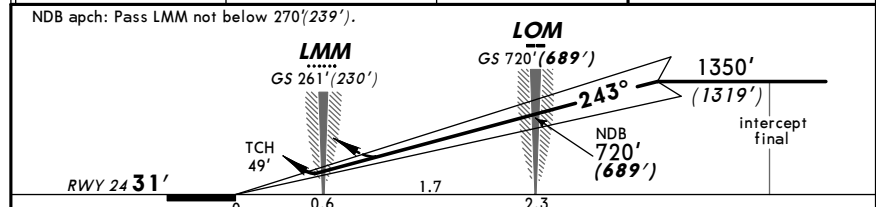
	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

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 23 MAY 08 (11-1) **Eff 5 Jun** ILS or 2 NDB Rwy 24

*KALININGRAD Control (APP) 123.7		*KALININGRAD Tower 126.0		*Ground 126.0 129.42	
LOC IKR *109.5	Final Apch Crs 243°	GS LOM 720' (689')	ILS DA(H) 231' (200')	Apt Elev 43'	MSA ARP 
NDB KR 840		Minimum Alt LOM 720' (689')	NDB MDA(H) 350' (319')		
<b>MISSED APCH:</b> Climb on 243° to 690' (659'), then turn RIGHT onto 063° climbing to 1350' (1319'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3299')					
CAT A & B acft arriving from corridor 3 shall land by ATC as follows: Proceed to KR NDB, then turn LEFT onto 045°. After 2 Min, turn RIGHT to intercept final.					



ALT/HEIGHT CONVERSION	
QNH	(QFE)
3330'	(3299' - 1000m)
1350'	(1319' - 400m)
720'	(689' - 210m)
690'	(659' - 200m)
270'	(239' - 70m)

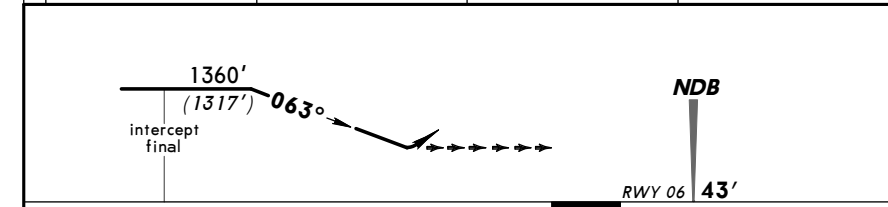
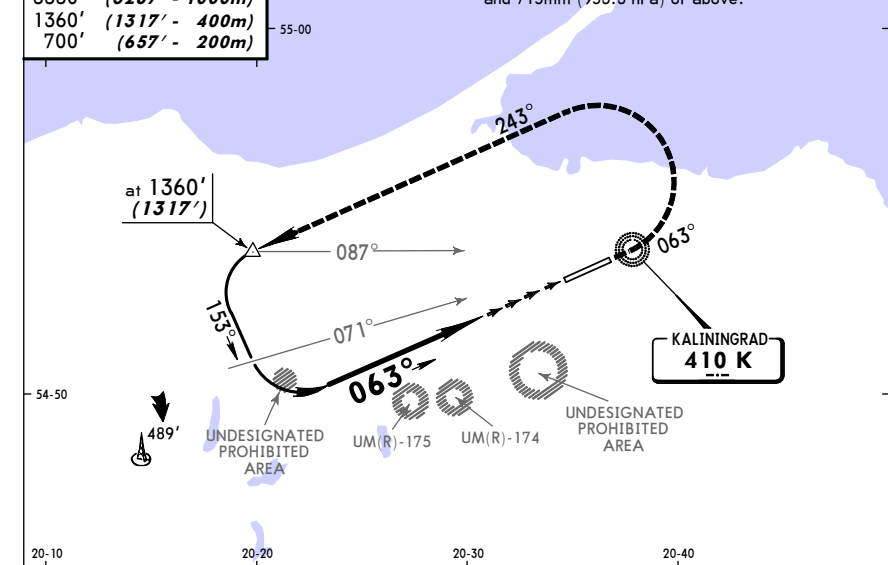


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	690' (659')	243°	063° RT	1350' (1319')
ILS GS 2.67° or NDB Desc Grad 4.7%	336	432	480	576	671	767					

STRAIGHT-IN LANDING RWY 24			
ILS		NDB	
DA(H) 231' (200')		MDA(H) 350' (319')	
FULL	ALS out	ALS out	
A			
B	RVR 720m VIS 800m	1200m	RVR 1500m VIS 1600m
C	1200m	NOT AUTH	
D		RVR 1500m VIS 1600m	

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**KHRABROVO** **JEPPESEN** **KALININGRAD, RUSSIA**  
 23 MAY 08 (16-1) **Eff 5 Jun** NDB Rwy 06

*KALININGRAD Control (APP) 123.7		*KALININGRAD Tower 126.0		*Ground 126.0 129.42	
Lctr K 410	Final Apch Crs 063°	Minimum Alt No FAF	MDA(H) 910' (867')	Apt Elev 43'	MSA ARP 
				RWY 43'	
<b>MISSED APCH:</b> Climb on 063° to 700' (657'), then turn LEFT onto 243° climbing to 1360' (1317'), then according to chart.					
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: 1 Trans alt: 3330' (3287')					
ALT/HEIGHT CONVERSION					
QNH (QFE)					
3330' (3287' - 1000m)					
1360' (1317' - 400m)					
700' (657' - 200m)					
1 FL 50 if pressure is 742mm (989.3 hPa) or above. FL 60 if pressure is less than 742mm (989.3 hPa) and 715mm (953.3 hPa) or above.					



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	700' (657')	063°	243° LT	1360' (1317')
Descent Gradient 4.7%	333	428	476	571	666	762					

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