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Airport Information For URKK

Terminal Charts For URKK

Revision Letter For Cycle 08-2026

Change Notices

Notebook

General Information

Location: KRASNODAR RUS
ICAO/IATA: URKK / KRR
Lat/Long: N45° 02.08', E039° 10.22'
Elevation: 120 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: -3:00 = UTC
Magnetic Variation: 8.0° 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: 0208 Z
Sunset: 1633 Z

Runway Information

Runway: 05L
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 108 ft

Runway: 05R
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 118 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23L
Length x Width: 9846 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 23R
Length x Width: 7218 ft x 161 ft
Surface Type: asphalt
TDZ-Elev: 112 ft

Communication Information

ATIS: 122.450

ATIS: 121.800 Non-English

Krasnodar Tower: 118.200

Krasnodar Tower: 124.000 Secondary

Krasnodar Tower: 129.000 Secondary

Krasnodar Ground: 129.000 Secondary

Krasnodar Ground: 124.000 Secondary

Krasnodar Ground: 119.000

Krasnodar Apron Ramp/Taxi: 118.900

Krasnodar Approach: 124.000 Secondary

Krasnodar Approach: 129.600

Krasnodar Approach: 127.700

Krasnodar Approach: 129.000 Secondary

Krasnodar Radar: 129.000 Secondary

Krasnodar Radar: 124.000 Secondary

Krasnodar Radar: 121.300

Krasnodar Transit Operations: 131.800

URKK/KRR
PASHKOVSKIY

JEPPESEN

1 AUG 25

10-1P

Eff 7 Aug

KRASNODAR, RUSSIA

AIRPORT BRIEFING

1. GENERAL**1.1. ATIS**

ATIS 122.450
121.800 (Russian)

1.2. LOW VISIBILITY PROCEDURES (LVP)

ATS unit establishes provisions applicable to the start and continuation of precision approach CAT II operations as well as departure operations in RVR conditions less than a value of 550m.

Flight Control Officer initiates implementation and cancelation of LVP.

Flight crews are informed about LVP implementation by ATS or via ATIS using the following phrase: "Low Visibility Procedures in progress, check your minimum."

The following is prohibited during LVP:

- take-off not from RWY beginning;
- take-off without stop at line-up position.

1.3. TAXI PROCEDURES

For Taxi Routings refer to 10-9 charts.

GND controller controls taxiing and maneuvering on the apron.

Taxiing along apron shall be carried out under reduced engines power, with increased caution of the flight crew strictly along TWY guidance lines.

TWY A is 59'/18m wide and has no strengthened shoulders.

The radius of junction of TWY A and RWY 05L/23R is 131'/40m, instead of normative 164'/50m.

Taxiing via TWY A (from the apron to stand 5) shall be carried out at low speed, under increased caution, strictly along TWY centerline, after the Follow-me car.

In exceptional cases in DAYTIME taxiing along RWY 05L/23R from TWY C to TWYA and vice versa is allowed with Follow-me car.

Taxiing on TWY M segment from TWY D to TWY F shall be performed only after the Follow-me car, at reduced speed, with increased caution of the flight crew.

1.4. PARKING INFORMATION

The operational shift representative controls by visual signals parking (towing) onto stands directly.

Parking on stand 1 facing Northwest only.

Parking onto stand VIP3 shall be carried out by towing facing Northwest only.

Parking onto stands 6 thru 13 and 22 thru 26 shall be carried out facing Northwest only. Taxiing from these stands to start-up position, abeam these stands on the apron shall be carried out by towing.

Taxiing out of stand 28 by towing.

Stands 1, 5 thru 13, 18 thru 26B and 28 thru 38 available for helicopters.

Stand 27 available for de-icing.

1.5. COMMUNICATION FAILURE PROCEDURE

In case of radio communication failure, the pilot must:

- use mobile communication:
Flight Control Officer
Tel: +7 861-263-68-77;
- monitor KR NDB/Marker frequency for ATC instructions.

1.6. OTHER INFORMATION

Birds in vicinity of APT.

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1 AUG 25

10-1P1

Eff 7 Aug

KRASNODAR, RUSSIA
AIRPORT BRIEFING

2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURE

Radio Communication Failure on Arrival Route

Flight crew shall continue the flight along the assigned STAR at the flight level last assigned by the ATS unit, maintaining altitude restrictions published for STAR, joining the holding area over XT NDB.

After entering the holding area, ACFT shall burn out fuel, if necessary, then execute approach to the RWY in accordance with the approach procedure selected by the flight crew.

2.2. NOISE ABATEMENT PROCEDURES

It is recommended to use RWY 23L for landing. For optimization of ACFT flow, when RWY is dry, approach can be carried out with a tailwind above 3m/s. The final decision is made by the Flight Control officer taking into account air situation in CTR and weather conditions for the given landing direction.

It is recommended to use engine reverse thrust at idle power after landing in the NIGHTTIME, if it does not affect safety.

When executing take-off or landing, pilot-in-command may reject using the RWY proposed as noise preferential for safety reasons.

2.3. CAT II OPERATIONS

RWY 05R/23L is approved for CAT II operations, special aircrew and ACFT certification required.

2.4. OTHER INFORMATION

The main type of instrument approach is ILS Z approach procedure. If the flight crew intends to carry out an approach other than ILS approach, flight crew must inform ATS unit and obtain confirmation.

When executing GLS or RNP approach flight crew shall inform TWR controller about the basic and back-up approach procedures.

If unable to execute GLS approach, flight crew shall inform ATS unit providing approach surveillance control on the final approach segment about the decision to continue executing approach using a backup approach procedure or missed approach.

ATS unit informs the flight crew about changing of the RWY-in-use. In case of GNSS approach, the flight crew shall inform TWR controller of the basic and back-up approach systems.

If immediate landing is required to ACFT, executing flight in the holding area, the flight crew shall report it to ATS unit, which provides this ACFT with priority approach and informs the flight crew about descent and approach procedure.

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10 MAR 23

10-1P2

Eff 23 Mar

KRASNODAR, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.1. TAXI PROCEDURES

On initial contact with GND controller, flight crew must report the latest ATIS information code letter and stand number.

Engines start-up, towing and taxiing about the aerodrome shall be carried out by GND controller's clearance.

3.2. COMMUNICATION FAILURE PROCEDURE

When taking a decision to return to the aerodrome of departure:

After take-off ACFT shall climb to 3000' and proceed to the holding area over XT NDB.

After entering the holding area, ACFT shall burn out fuel, if necessary, and execute approach on the active RWY heading in accordance with the approach procedure selected by the flight crew.

Radio Communication Failure during Climb to Flight Level on Departure Route

When taking a decision to return to the aerodrome of departure, ACFT shall execute a 180° turn, join STAR of the active RWY direction, maintaining the published altitude restrictions, then proceed to the holding area to burn out fuel and execute the approach procedure selected by the flight crew.

When deciding to proceed to the destination aerodrome, ACFT shall continue the flight along the route indicated in the departure clearance, maintaining published altitude restrictions, then proceed along the route climbing to the flight level indicated in the flight plan.

3.3. NOISE ABATEMENT PROCEDURES

Noise abatement procedures during take-off and climbing phase shall be executed by flight crews of all ACFT.

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

Flight crews of departing ACFT shall strictly adhere to the established departure procedures.

Noise Abatement Procedure close to the Aerodrome

NADP 1 shall be applied (ICAO Doc 8168).

Noise abatement procedure is initiated at 1000' AAL or above.

The initial climbing speed to the noise abatement initiation point shall not be less than V_2+20 km/h (10 KT).

Upon reaching 1000' AAL or above, flight crew shall adjust and maintain engine power/thrust in accordance with the noise abatement power/thrust schedule provided in the Aeroplane Flight Manual. ACFT shall maintain a climb speed of $V_2+20-40$ km/h (10-20 KT) with flaps and slats in take-off configuration.

Upon reaching 3000' AAL, ACFT shall be accelerated, flaps/slats retracted on schedule while maintaining a positive rate of climb.

It is recommended to use RWY 05R for take-off in the DAYTIME and at NIGHT. For optimization of ACFT flow when RWY is dry, take-off can be carried out with a tailwind above 3m/s. The final decision is made by the Flight Control Officer taking into account air situation in CTR and weather conditions for the given take-off direction.

When executing take-off or landing, pilot-in-command may reject using the RWY proposed as noise preferential for safety reasons.

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10 MAR 23

10-1P3

Eff 23 Mar

KRASNODAR, RUSSIA
AIRPORT BRIEFING

3. DEPARTURE

3.4. RWY OPERATIONS

For the purpose of ACFT movement expediting, immediate take-off can be cleared before ACFT enters the RWY. When receiving such clearance ACFT shall taxi onto the RWY and take-off without stopping.

Take-off not from the RWY beginning is permitted only after flight crew requests clearance for such take-off and reports readiness to execute take-off not from RWY beginning. Pilot-in-command is responsible for making the decision to execute such take-off.

3.4.1. MINIMUM RWY OCCUPANCY TIME

In case of necessity for ACFT long RWY occupation (more than 1 minute), the flight crew, before entering the RWY, must report it to ATS unit, indicating time required to prepare for take-off.

If more than 1 minute has passed after issuance of take-off clearance, flight crew must request a new take-off clearance.

URKK/KRR PASHKOVSKIY



KRASNODAR, RUSSIA

1 AUG 25

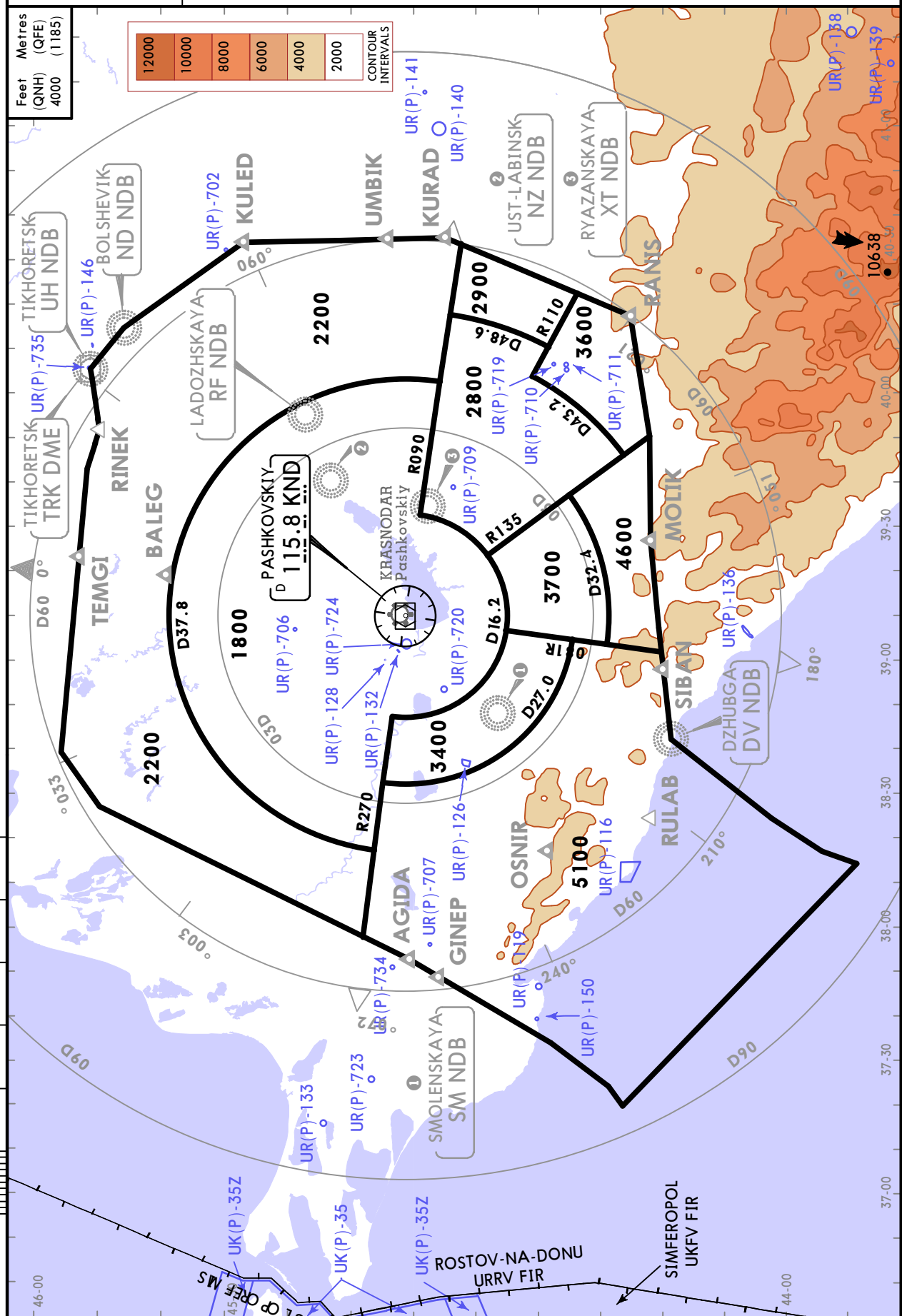
10-1R

Eff 7 Aug

RADAR MINIMUM ALTITUDES

KRASNODAR Radar (TWR) 121.3
Apt Elev 120

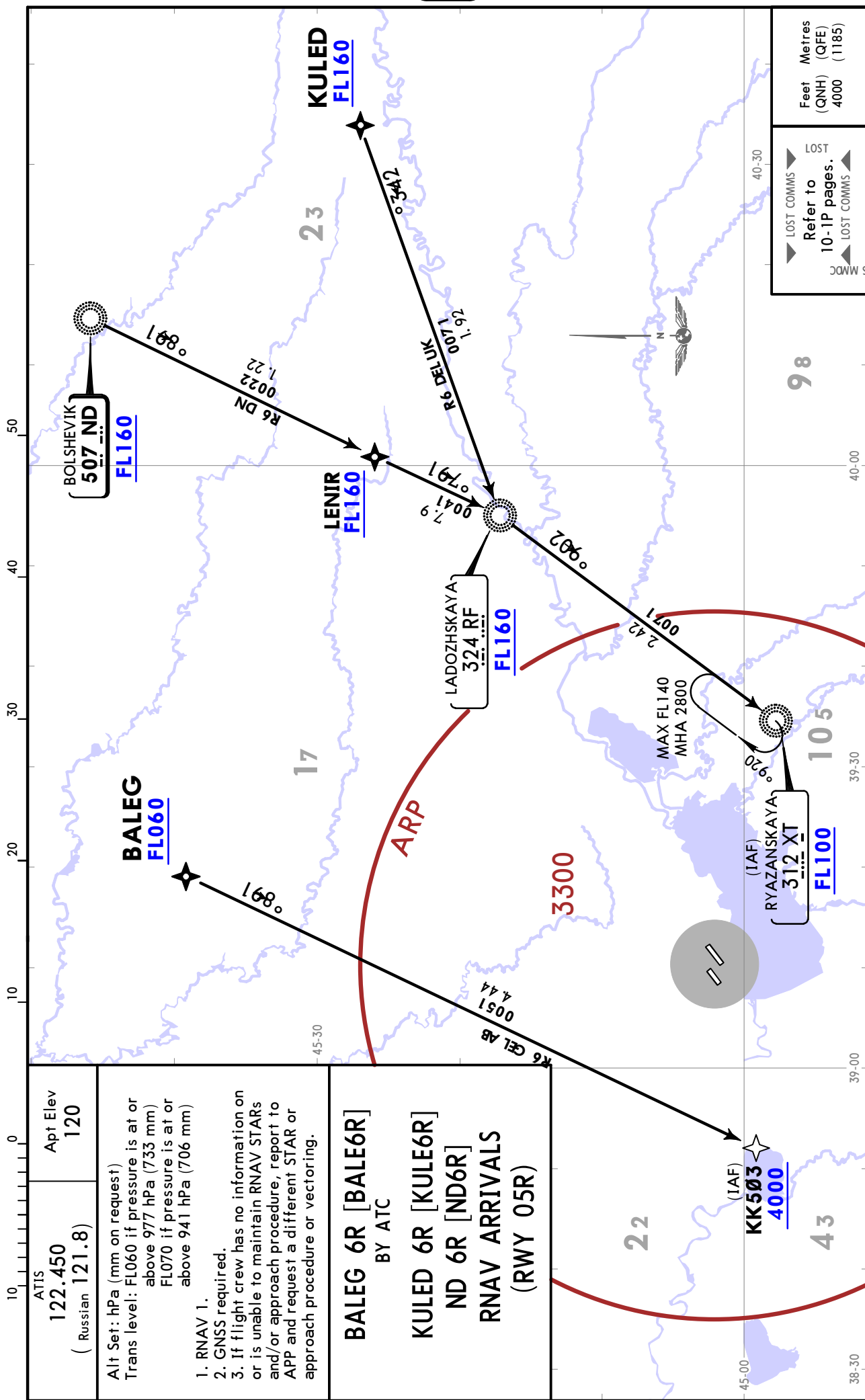
Alt Set: hPa (MM on request)
 Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
 FL070 if pressure is at or above 941 hPa (706 mm)
 Trans alt: 4000
 1. Chart only to be used for cross checking of altitudes assigned while under RADAR control.
 2. When vectoring is carried out under low temperature conditions, minimum vectoring altitudes must be temperature corrected.



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1 SEP 23 10-2

KRASNODAR, RUSSIA
RNAV STAR



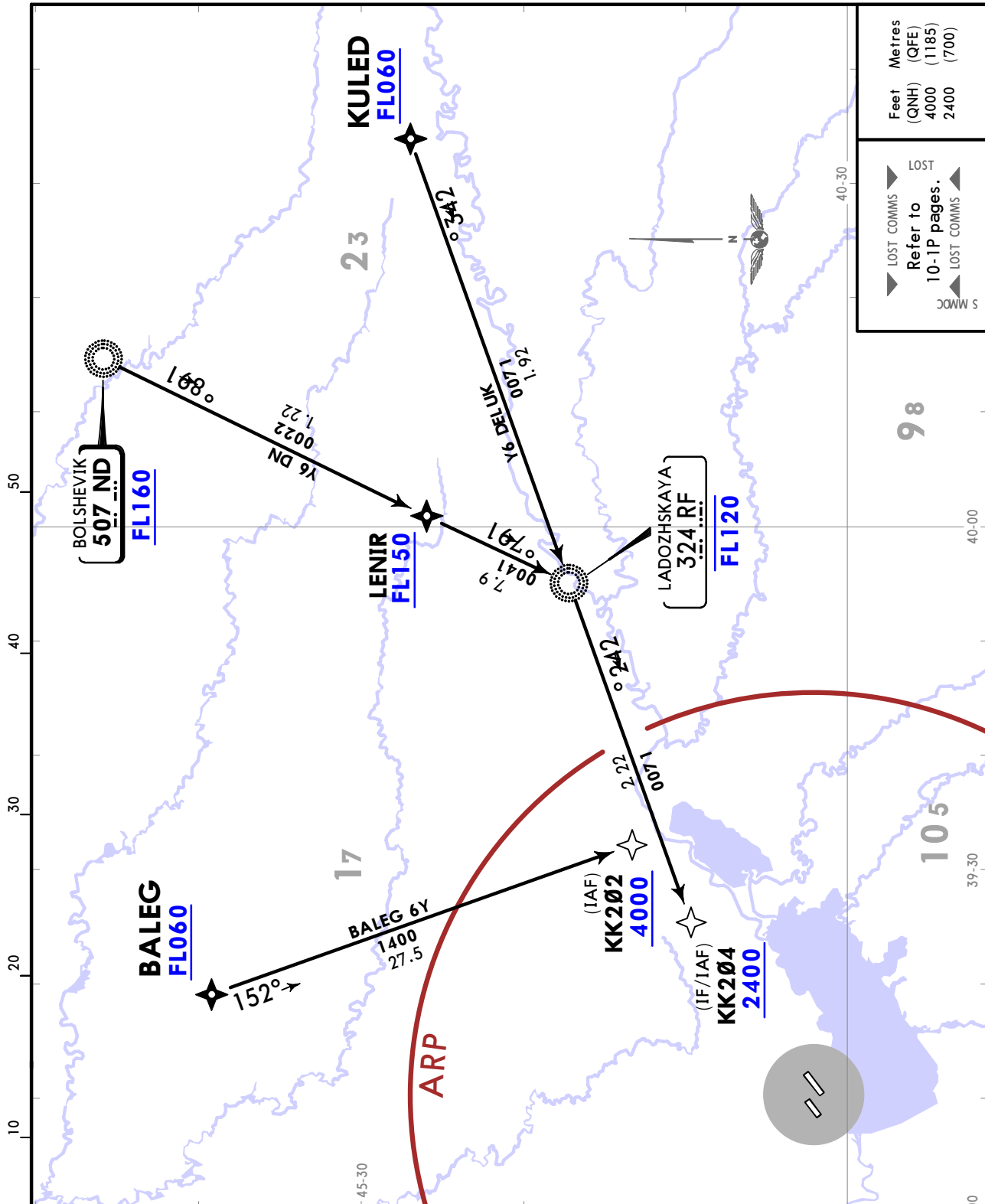
CHANGES: Crossings at KULED & LENIR.

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1 SEP 23 **10-2A**

KRASNODAR, RUSSIA
RNAV STAR



Feet (QNH)	4000
Metres (QFE)	1185
Feet (QNH)	2400
Metres (QFE)	700

Refer to 10-1P pages.

ATIS
122.450
(Russian 121.8)
Apt Elev 120

Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

- RNAV 1.
- GNSS required.
- If flight crew has no information on or is unable to maintain RNAV STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

BALEG 6Y [BALE6Y]
BY ATC

KULED 6Y [KULE6Y]
ND 6Y [ND6Y]
RNAV ARRIVALS
(RWY 23L)

22 **3300** **43**

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30 JUN 23 10-2B

KRASNODAR, RUSSIA
RNAV STAR

**KURAD 6R [KURA6R], RANIS 6R [RANI6R]
UMBBIK 6R [UMBI6R]
BY ATC**

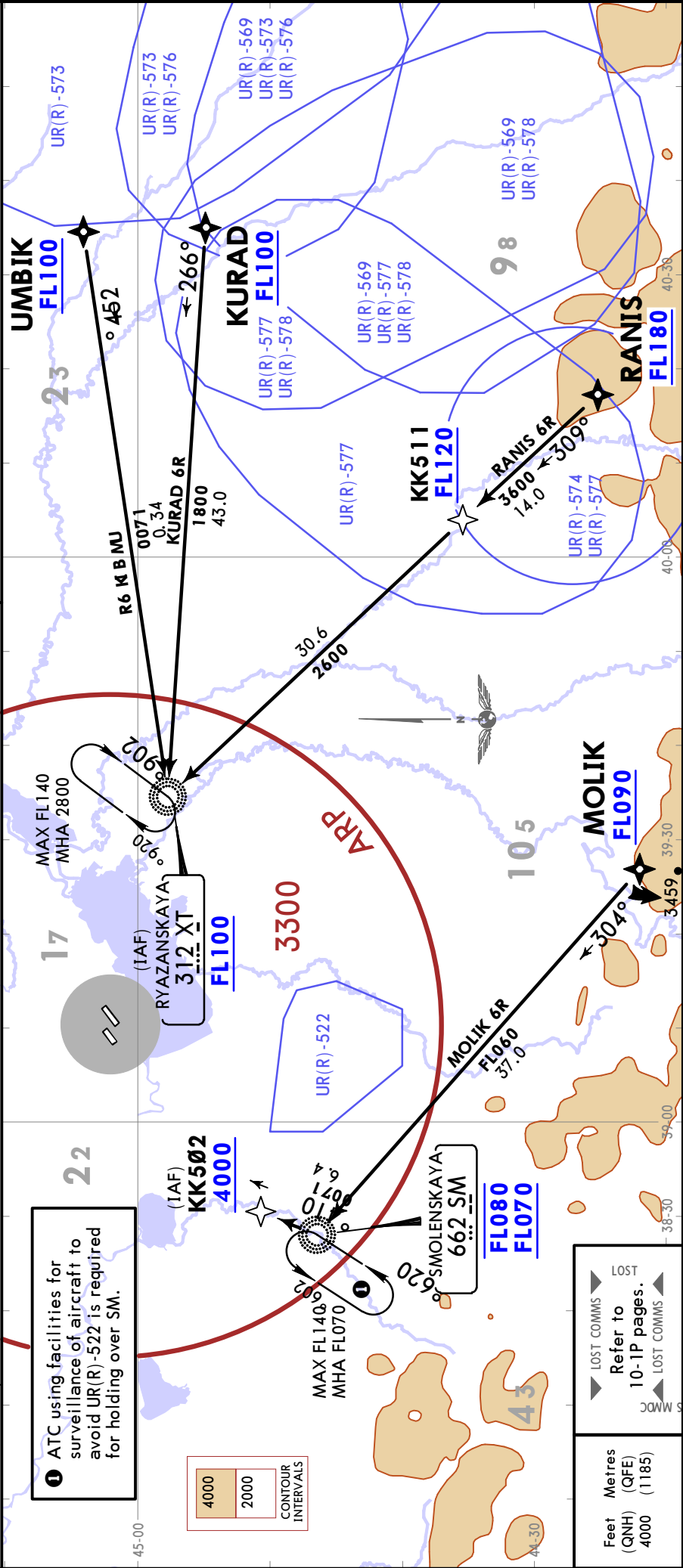
**MOLIK 6R [MOLI6R]
RNAV ARRIVALS
(RWY 05R)**

Alt Set: hPa (mm on request)
Trans level: FLO60 if pressure is at or above 977 hPa (733 mm)
FLO70 if pressure is at or above 941 hPa (706 mm)

1. RNAV 1.
2. GNSS required.
3. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STAR KURAD 6R is not available.
4. When UR(R)-569, UR(R)-574, UR(R)-577 are active, STAR RANIS 6R is not available.
5. When UR(R)-573, UR(R)-576, UR(R)-578 are active, STAR UMBBIK 6R is not available.
6. If flight crew has no information on or is unable to maintain RNAV STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

ATIS
122.450
(Russian 121.8)

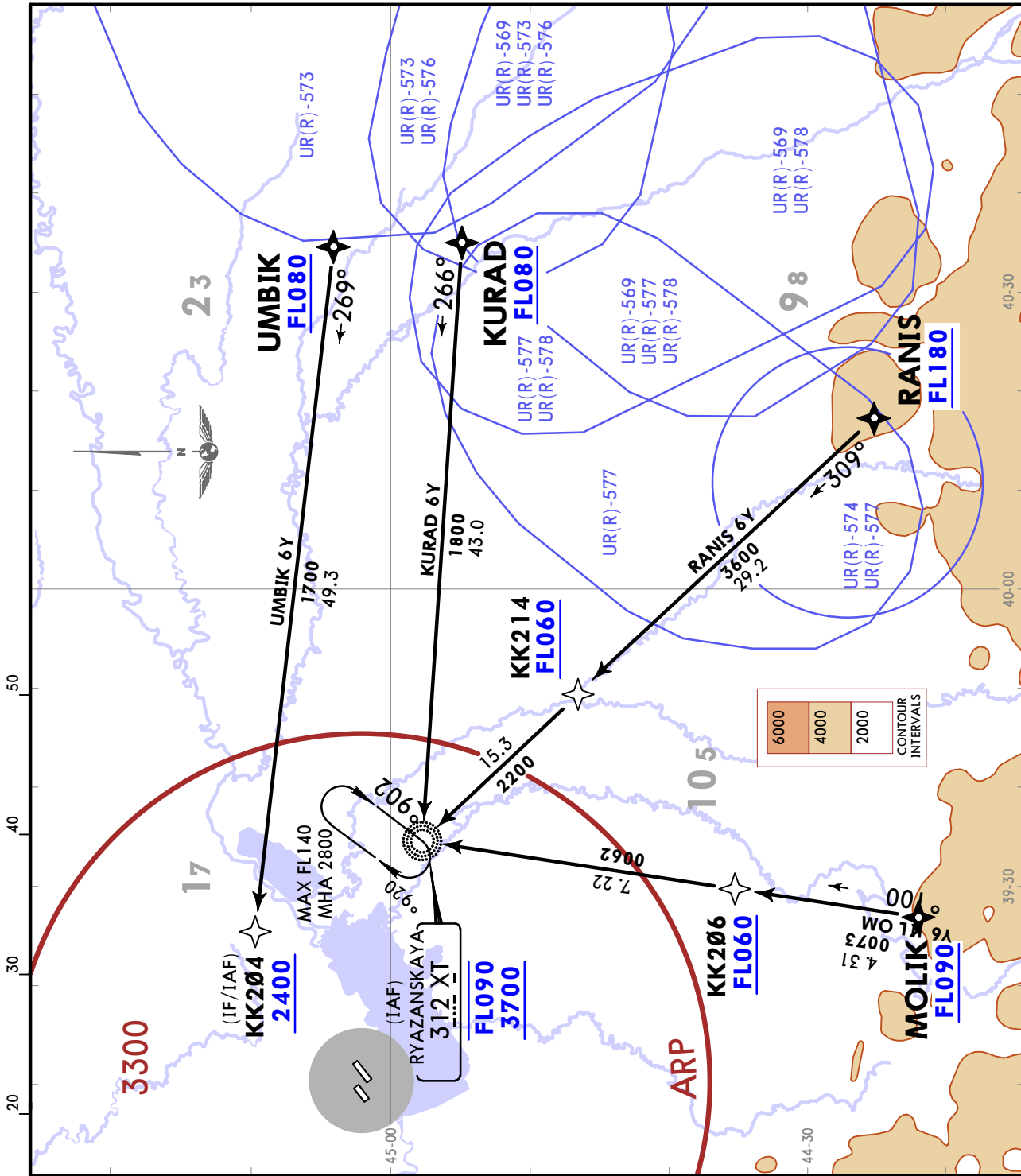
Apt Elev
120



URKK/KRR
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JEPPesen
30 JUN 23 **10-2C**

KRASNODAR, RUSSIA
RNAV STAR



ATIS
122.450 Apt Elev
120
(Russian **121.8**)

Alt Set: hPa (mm on request)
Trans level: FLO60 if pressure is at or above 977 hPa (733 mm)
FLO70 if pressure is at or above 941 hPa (706 mm)

1. RNAV 1.
2. GNSS required.
3. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STAR KURAD 6Y is not available.
4. When UR(R)-569, UR(R)-574, UR(R)-577 are active, STAR RANIS 6Y is not available.
5. When UR(R)-573 is active, STAR UMBIK 6Y is not available.
6. If flight crew has no information on or is unable to maintain RNAV STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

KURAD 6Y [KURA6Y]
MOLIK 6Y [MOLI6Y]
RANIS 6Y [RANI6Y]
UMBIK 6Y [UMBI6Y]
RNAV ARRIVALS
(RWY 23L)
BY ATC

Feet
(QNH) 3700 (1095)
2400 (700)

Metres
(QFE) 1095
(700)

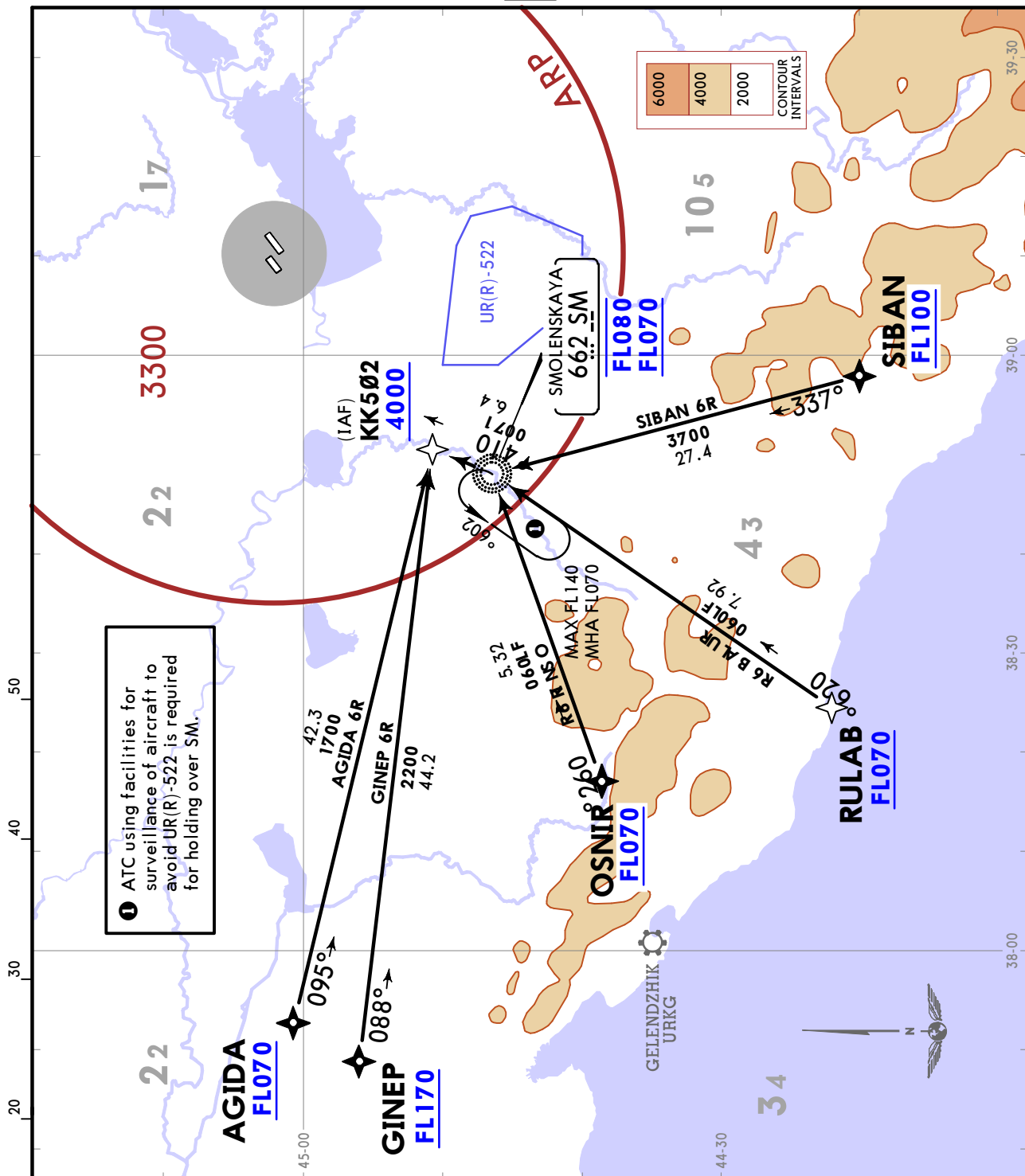
Refer to 10-1P pages.

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

URKK/KRR
PASHKOVSKIY

JEPPESEN
30 JUN 23 **10-2D**

KRASNODAR, RUSSIA
RNAV STAR



① ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for holding over SM.

ATIS
122.450
(Russian **121.8**)
Apt Elev
120

Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

1. RNAV 1.
2. GNSS required.
3. If flight crew has no information on or is unable to maintain RNAV STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

AGIDA 6R [AGID6R]
GINEP 6R [GINE6R]
OSNIR 6R [OSNI6R]
BY ATC

RULAB 6R [RULA6R]
SIBAN 6R [SIBA6R]
RNAV ARRIVALS
(RWY 05R)

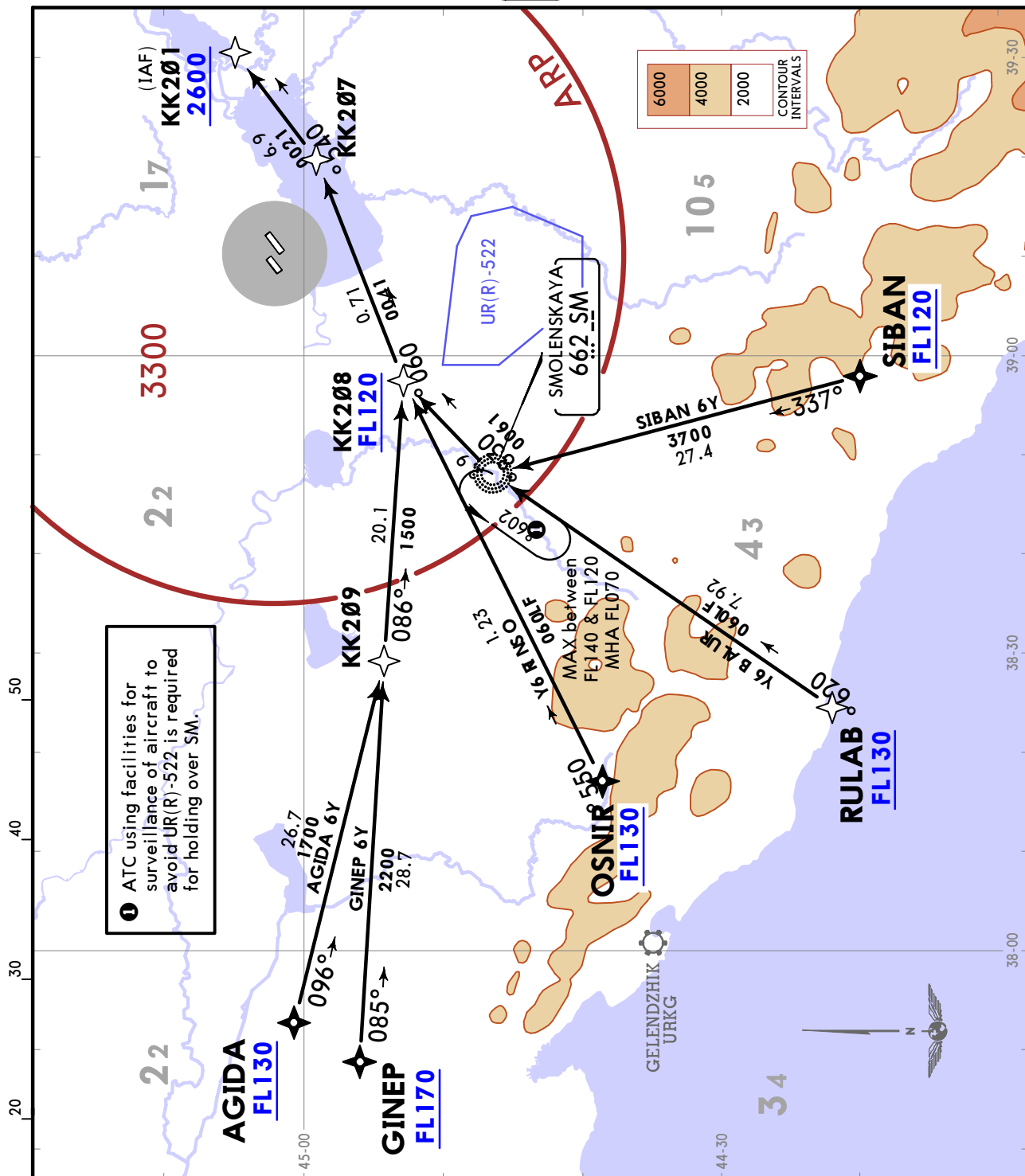
Feet
Metres
(QNH) (QFE)
4000 (1185)

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

URKK/KRR
PASHKOVSKIY

JEPPesen
30 JUN 23 10-2E

KRASNODAR, RUSSIA
RNAV STAR



ATIS 122.450 (Russian 121.8)	Apt Elev 120
Alt Set: hPa (mm on request) Trans level: FL060 if pressure is at or above 977 hPa (733 mm) FL070 if pressure is at or above 941 hPa (706 mm)	
<ol style="list-style-type: none"> 1. RNAV 1. 2. GNSS required. 3. If flight crew has no information on or is unable to maintain RNAV STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring. 	
AGIDA 6Y [AGID6Y] GINEP 6Y [GINE6Y] OSNIR 6Y [OSNI6Y] BY ATC	
RULAB 6Y [RULA6Y] SIBAN 6Y [SIBA6Y] RNAV ARRIVALS (RWY 23L)	
LOST COMMS LOST COMMS Refer to 10-1P pages. LOST COMMS LOST COMMS	
Feet (QNH) 2600 (760)	Metres (QFE) 760

URKK/KRR
PASHKOVSKIY



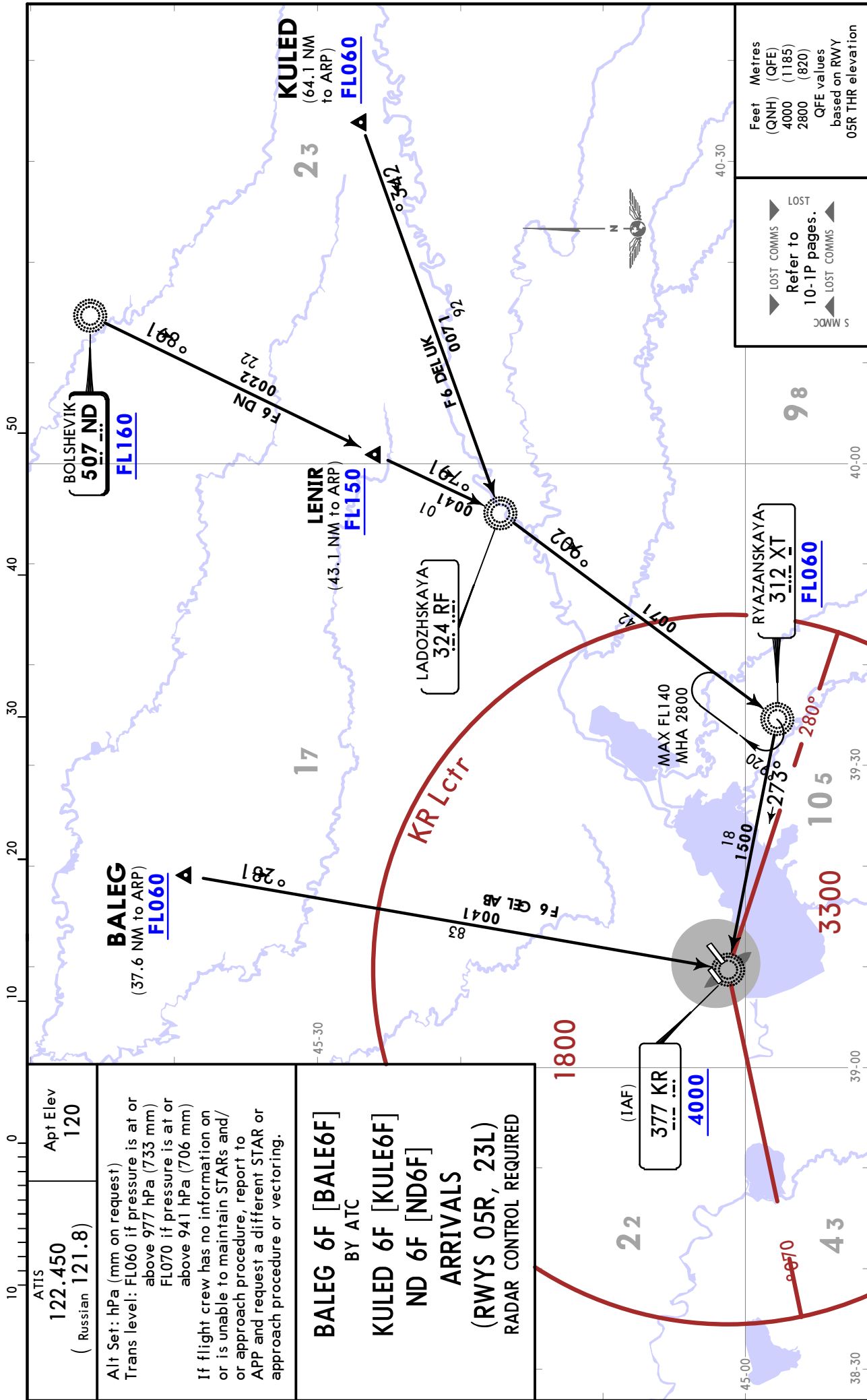
KRASNODAR, RUSSIA

1 AUG 25

10-2F

Eff 7 Aug

STAR



Feet (QNH) 4000 2800 QFE values based on RWY 05R THR elevation	Metres (QFE) 1185 (820)
LOST COMMS Refer to 10-IP pages. LOST COMMS	

CHANGES: New procedures at this airport.

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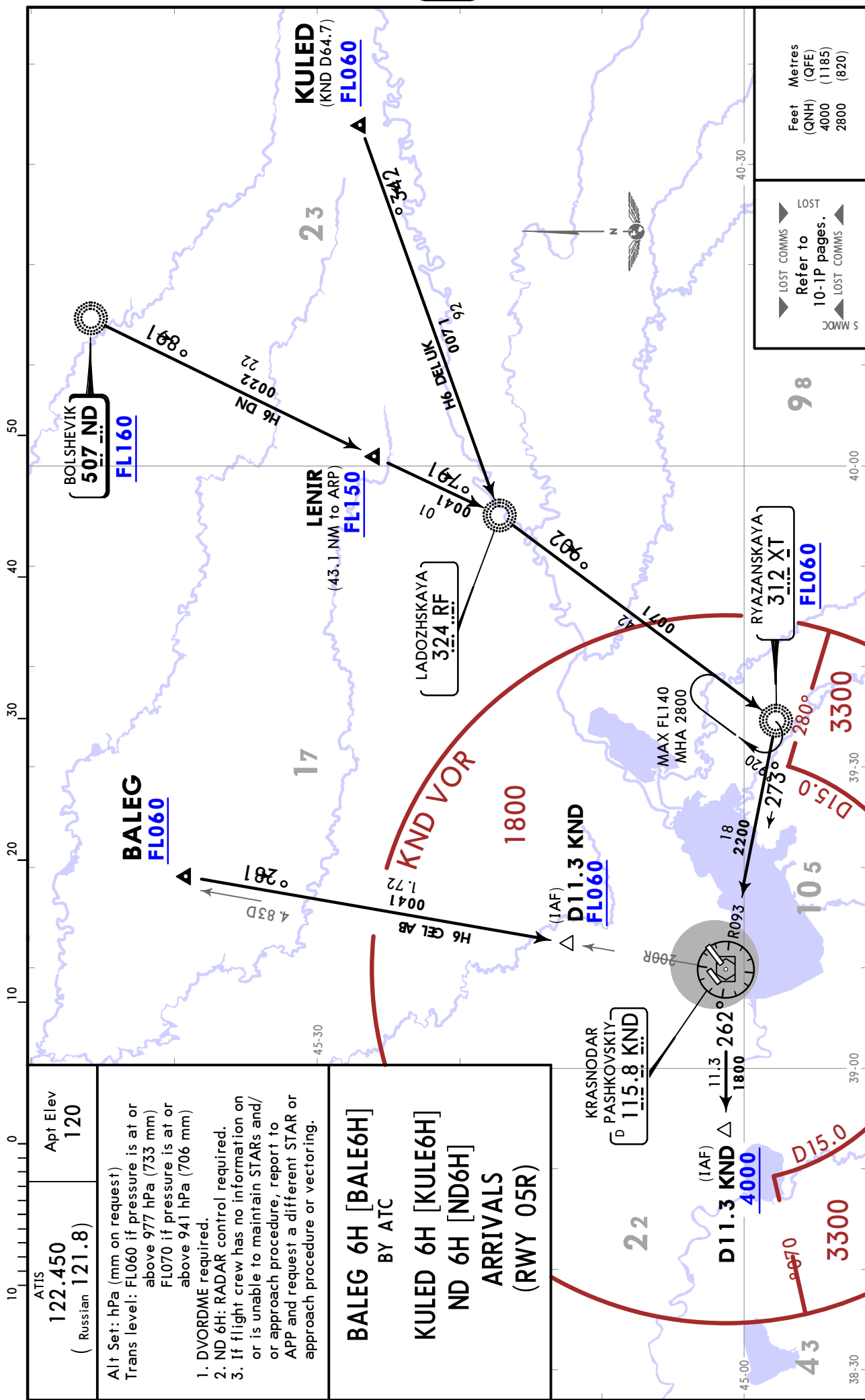
KRASNODAR, RUSSIA

1 AUG 25

10-2G

Eff 7 Aug

STAR



URKK/KRR
PASHKOVSKIY



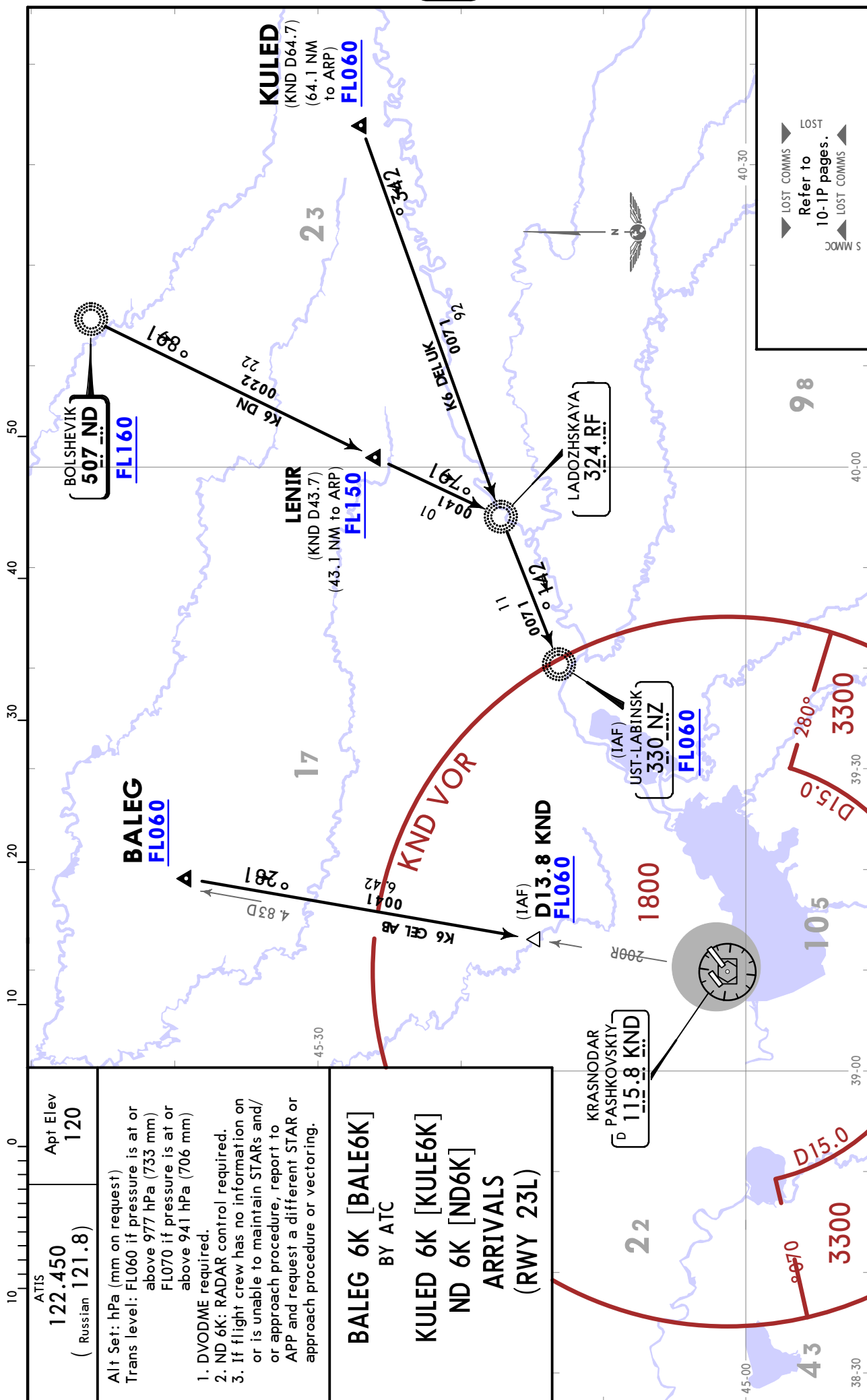
KRASNODAR, RUSSIA

1 AUG 25

10-2H

Eff 7 Aug

STAR



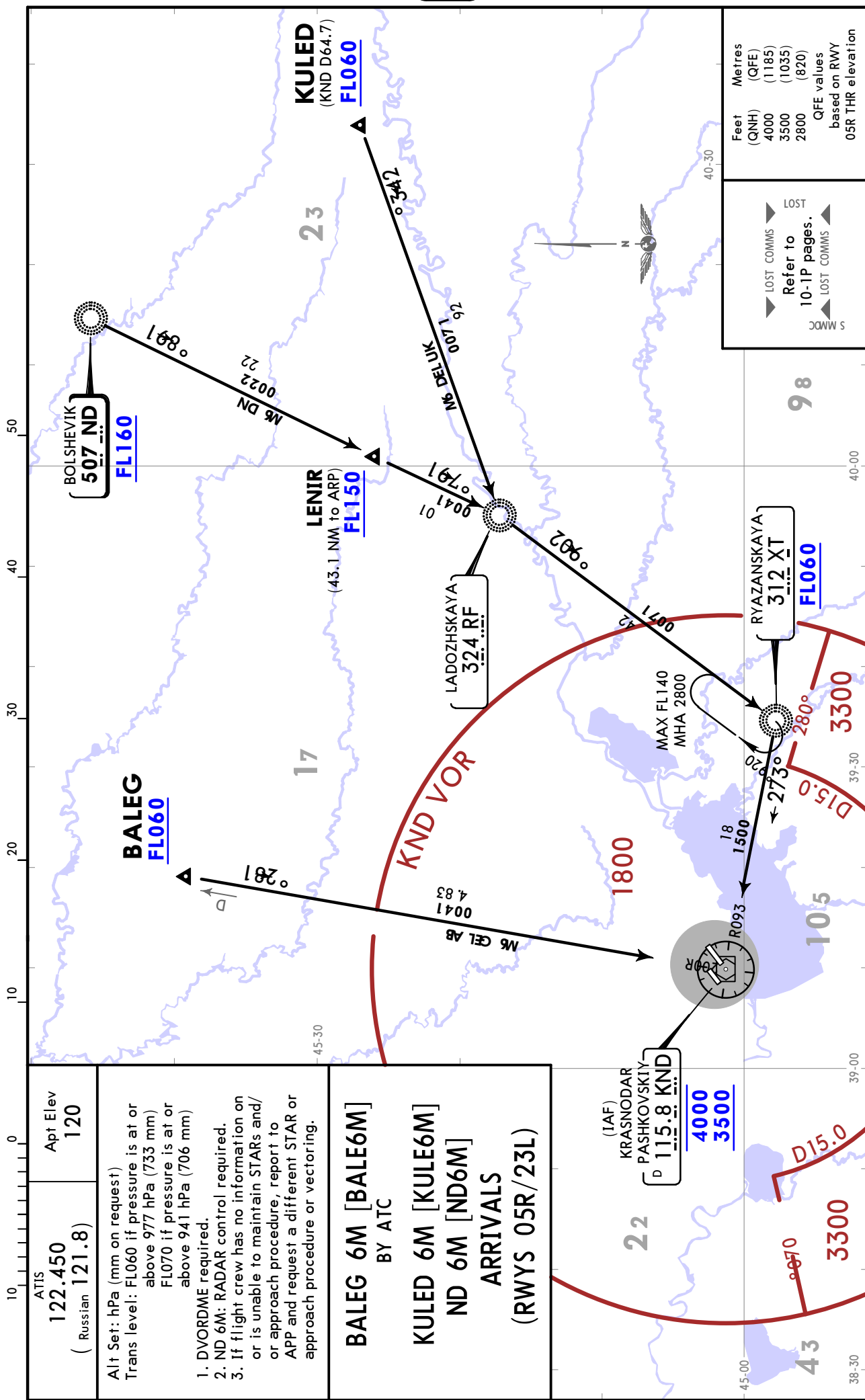
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PASHKOVSKIY

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KRASNODAR, RUSSIA

1 AUG 25 **10-2J** Eff 7 Aug

STAR



Feet (QNH)	Metres (QFE)
4000	(1185)
3500	(1035)
2800	(820)

QFE values based on RWY 05R THR elevation

ATIS
122.450
(Russian **121.8**)
Apt Elev **120**

Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

- DVORDME required.
- ND 6M: RADAR control required.
- If flight crew has no information on or is unable to maintain STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

BALEG 6M [BALE6M]
BY ATC

KULED 6M [KULE6M]
ND 6M [ND6M]
ARRIVALS
(RWYS 05R/23L)

(IAF)
KRASNODAR
PASHKOVSKIY
115.8 KND
4000
3500

URKK/KRR PASHKOVSKIY



KRASNODAR, RUSSIA

1 AUG 25

10-2K

Eff 7 Aug

STAR

KURAD 6F [KURA6F]
 MOLIK 6F [MOLI6F]
 RANIS 6F [RANI6F]
 UMBIK 6F [UMBI6F]

ARRIVALS (RWYS 05R, 23L)

BY ATC

RADAR CONTROL REQUIRED

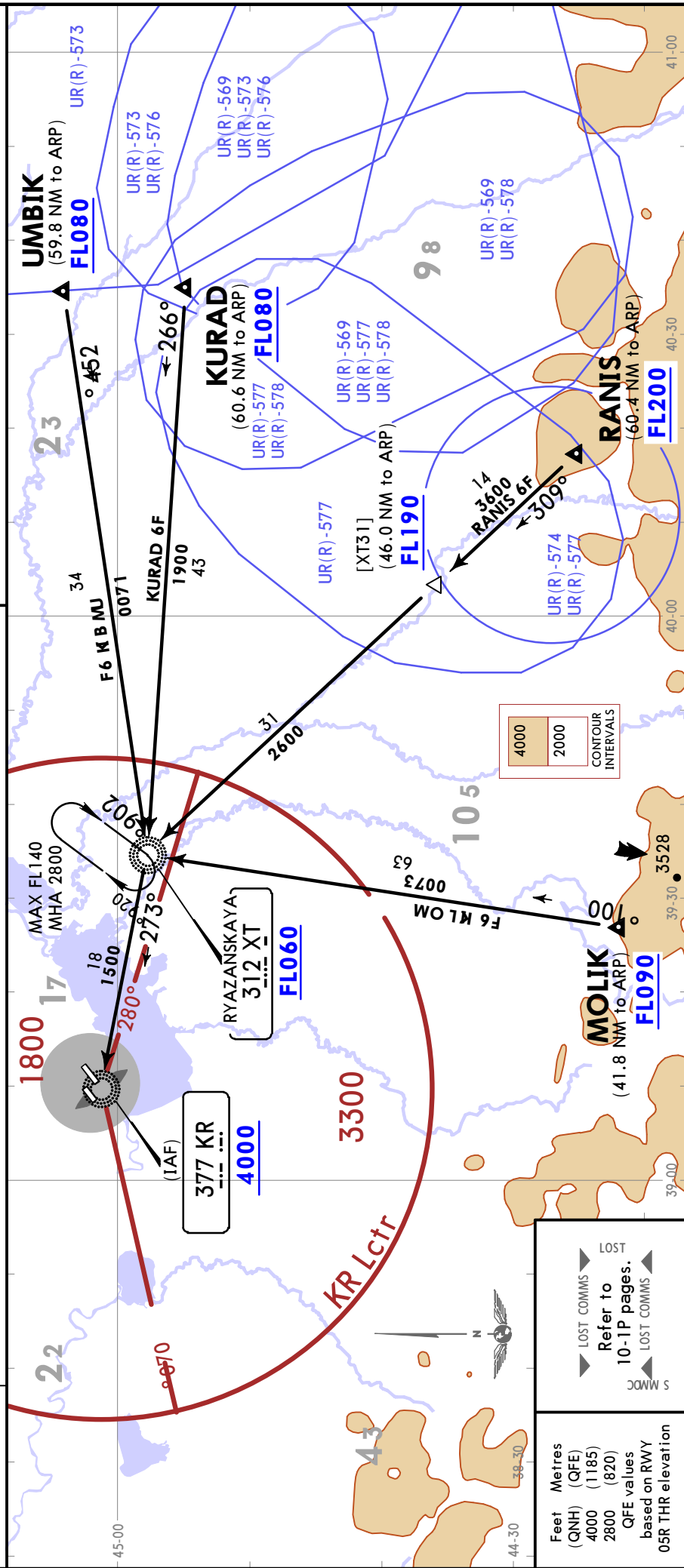
Alt Set: hPa (mm on request)

Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
 FL070 if pressure is at or above 941 hPa (706 mm)

1. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STARS KURAD 6F & UMBIK 6F are not available.
2. When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, STAR RANIS 6F is not available.
3. If flight crew has no information on or is unable to maintain STARS and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

ATIS
122.450
 (Russian 121.8)

Apt Elev
120



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

Feet Metres
 (QNH) (QFE)
 4000 (1185)
 2800 (820)
 QFE values
 based on RWY
 05R THR elevation

URKK/KRR
PASHKOVSKIY



KRASNODAR, RUSSIA

1 AUG 25

10-2L

Eff 7 Aug

STAR

KURAD 6H [KURA6H]
MOLIK 6H [MOLI6H]
RANIS 6H [RANI6H]
UMBIK 6H [UMBI6H]

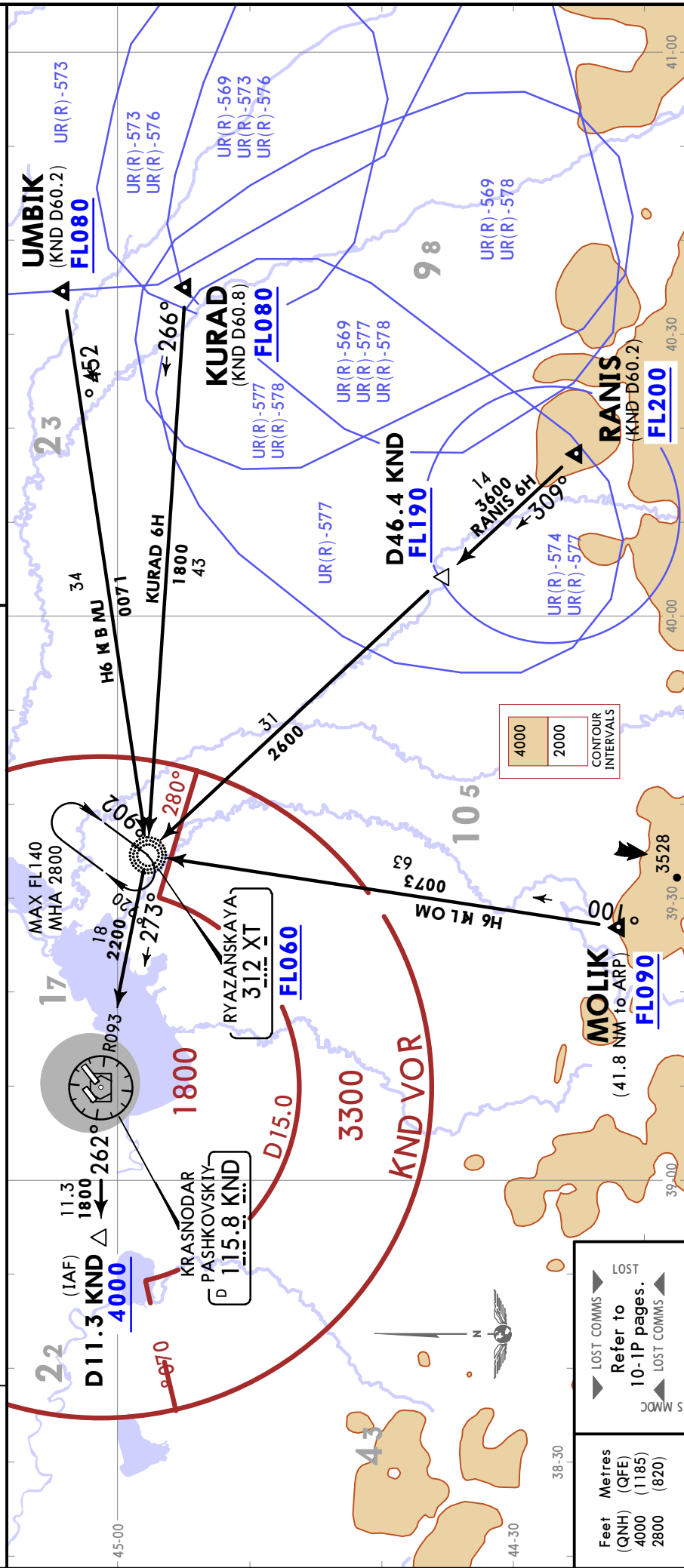
ARRIVALS
(RWY 05R)
BY ATC

Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

1. DVORDEME required.
2. MOLIK 6H: RADAR control required.
3. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STARS KURAD 6H & UMBIK 6H are not available.
4. When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, STAR RANIS 6H is not available.
5. If flight crew has no information on or is unable to maintain STARS and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

ATIS
122.450
(Russian 121.8)

Apt Elev
120



URKK/KRR
PASHKOVSKIY



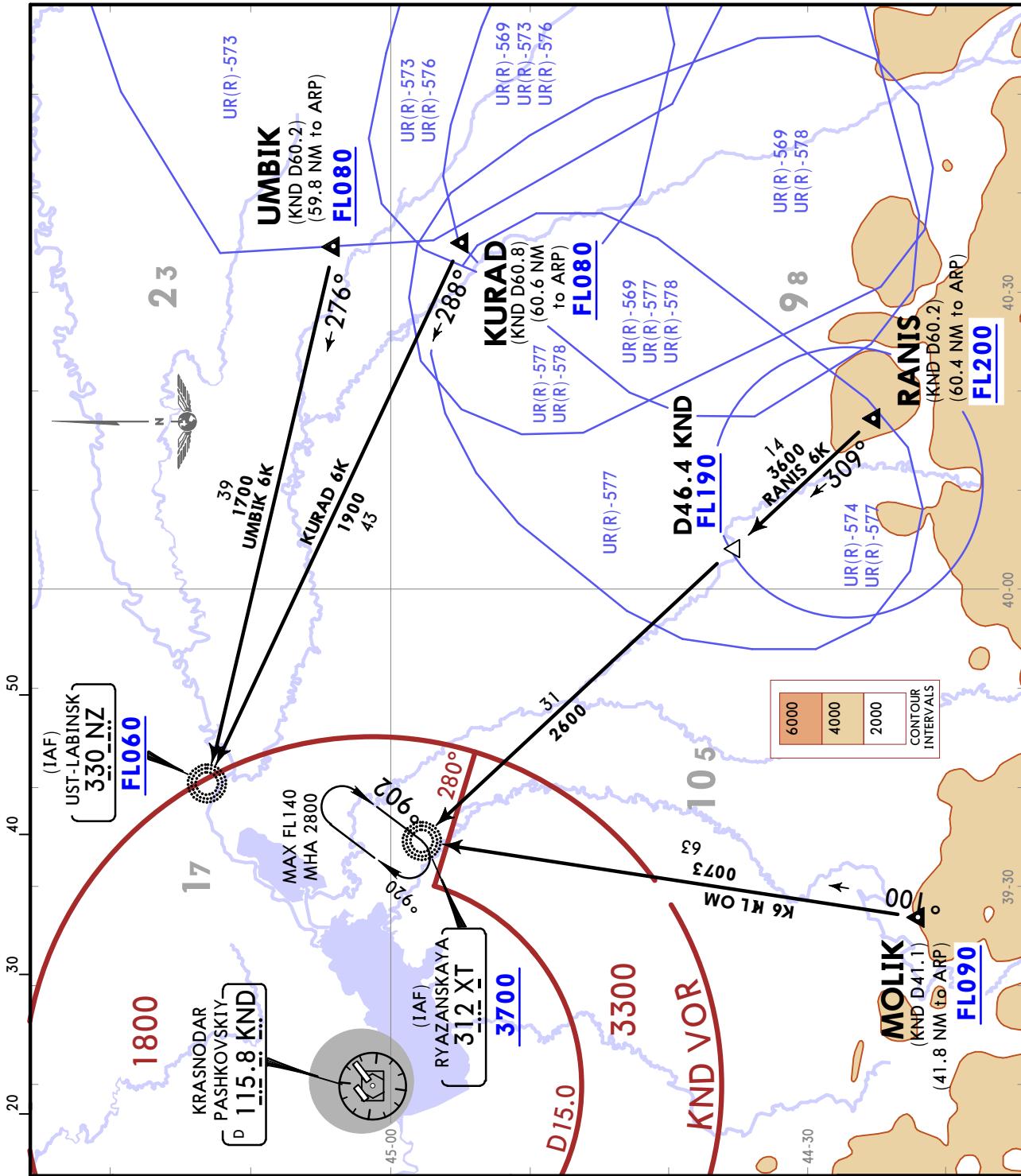
KRASNODAR, RUSSIA

1 AUG 25

10-2M

Eff 7 Aug

STAR



ATIS
122.450
(Russian **121.8**)
Apt Elev
120

- Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)
- DVORDME required.
 - MOLIK 6K: RADAR control required.
 - When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STARS KURAD 6K & UMBBIK 6K are not available.
 - When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, STAR RANIS 6K is not available.
 - If flight crew has no information on or is unable to maintain STARS and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

KURAD 6K [KURA6K]
MOLIK 6K [MOLI6K]
RANIS 6K [RANI6K]
UMBBIK 6K [UMBI6K]
ARRIVALS
(RWY 23L)
BY ATC

Feet (QNH) 3700 (1095)
Metres (QFE) 2800 (820)
Refer to 10-1P pages.
LOST COMMIS
LOST COMMIS

URKK/KRR
PASHKOVSKIY



KRASNODAR, RUSSIA

1 AUG 25

10-2N

Eff 7 Aug

STAR

KURAD 6M [KURA6M]
MOLIK 6M [MOLI6M]
RANIS 6M [RANI6M]
UMBIK 6M [UMBI6M]
ARRIVALS
(RWYS 05R/23L)
BY ATC

10 0 10 20 30 40 50

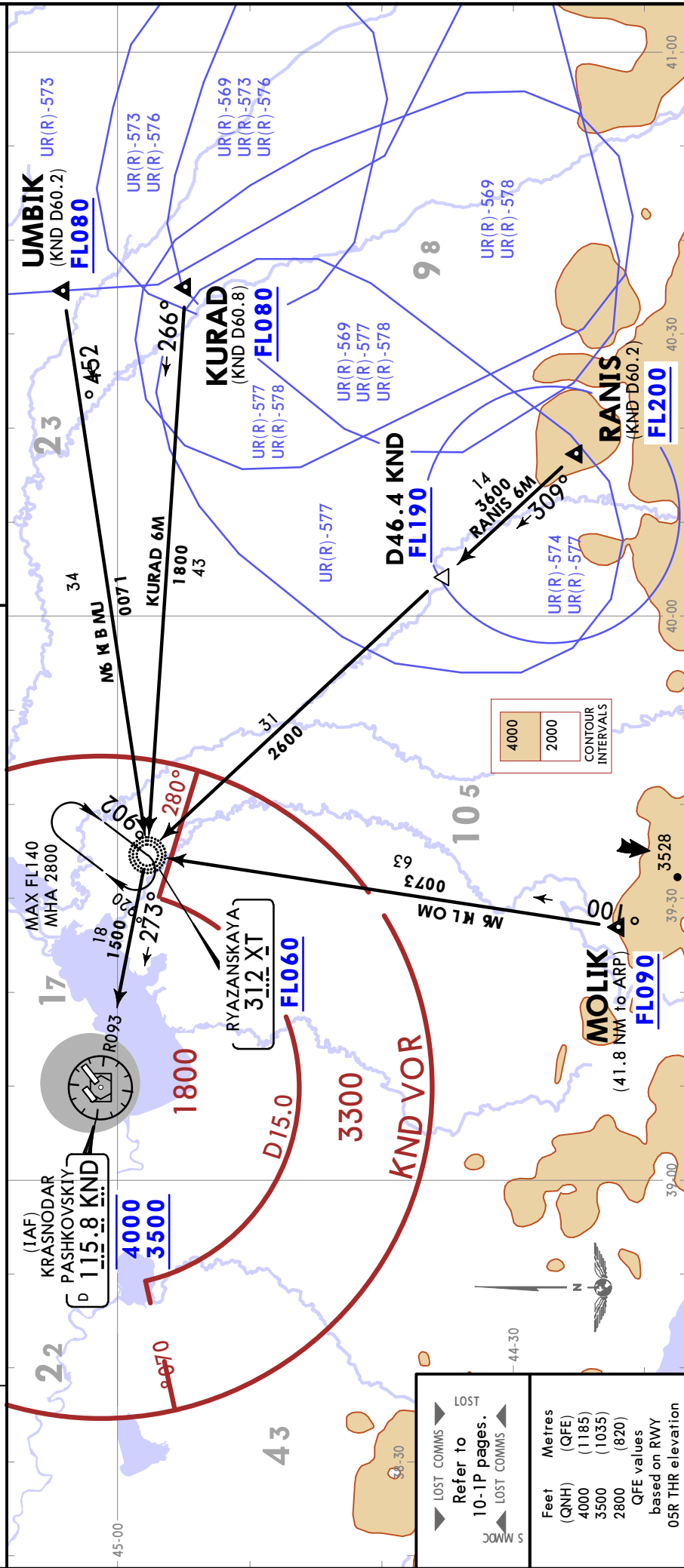
Alt Set: hPa (mm on request)

Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

1. DVORDME required.
2. MOLIK 6M: RADAR control required.
3. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, STARs KURAD 6M & UMBIK 6M are not available.
4. When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, STAR RANIS 6M is not available.
5. If flight crew has no information on or is unable to maintain STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

ATIS
122.450
(Russian 121.8)

Apt Elev
120



LOST COMMS > LOST
Refer to 10-1P pages.
LOST COMMS <

Feet	Metres
(QNH)	(QFE)
4000	(1185)
3500	(1035)
2800	(820)
QFE values based on RWY 05R THR elevation	

URKK/KRR
PASHKOVSKIY

JEPPesen

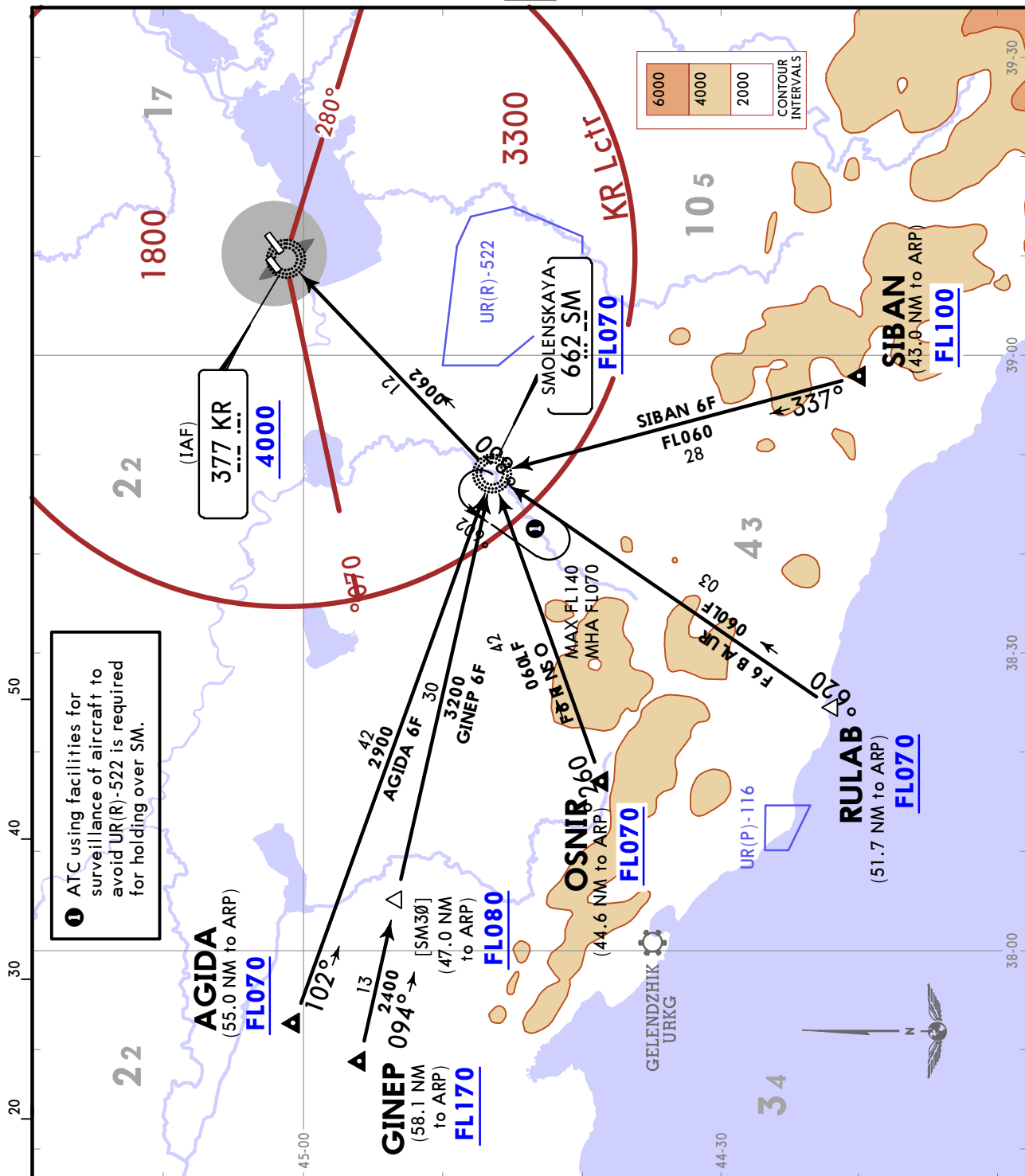
KRASnodAR, RUSSIA

1 AUG 25

10-2P

Eff 7 Aug

STAR



1 ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for holding over SM.

ATIS
122.450
(Russian 121.8)

Apt Elev
120

Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)

1 ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required.
2. ATC using facilities for surveillance of aircraft to avoid UR(P)-116 is required for STAR RULAB 6F.
3. If flight crew has no information on or is unable to maintain STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

AGIDA 6F [AGID6F]
GINEP 6F [GINE6F]
OSNIR 6F [OSNI6F]
BY ATC

RULAB 6F [RULA6F]
SIBAN 6F [SIBA6F]
ARRIVALS
(RWYS 05R, 23L)
RADAR CONTROL REQUIRED

Feet Metres
(QNH) (QFE)
4000 (1185)
QFE values
based on RWY
05R THR elevation

LOST COMMS
Refer to
10-IP pages.
LOST COMMS

URKK/KRR
PASHKOVSKIY

JEPPesen

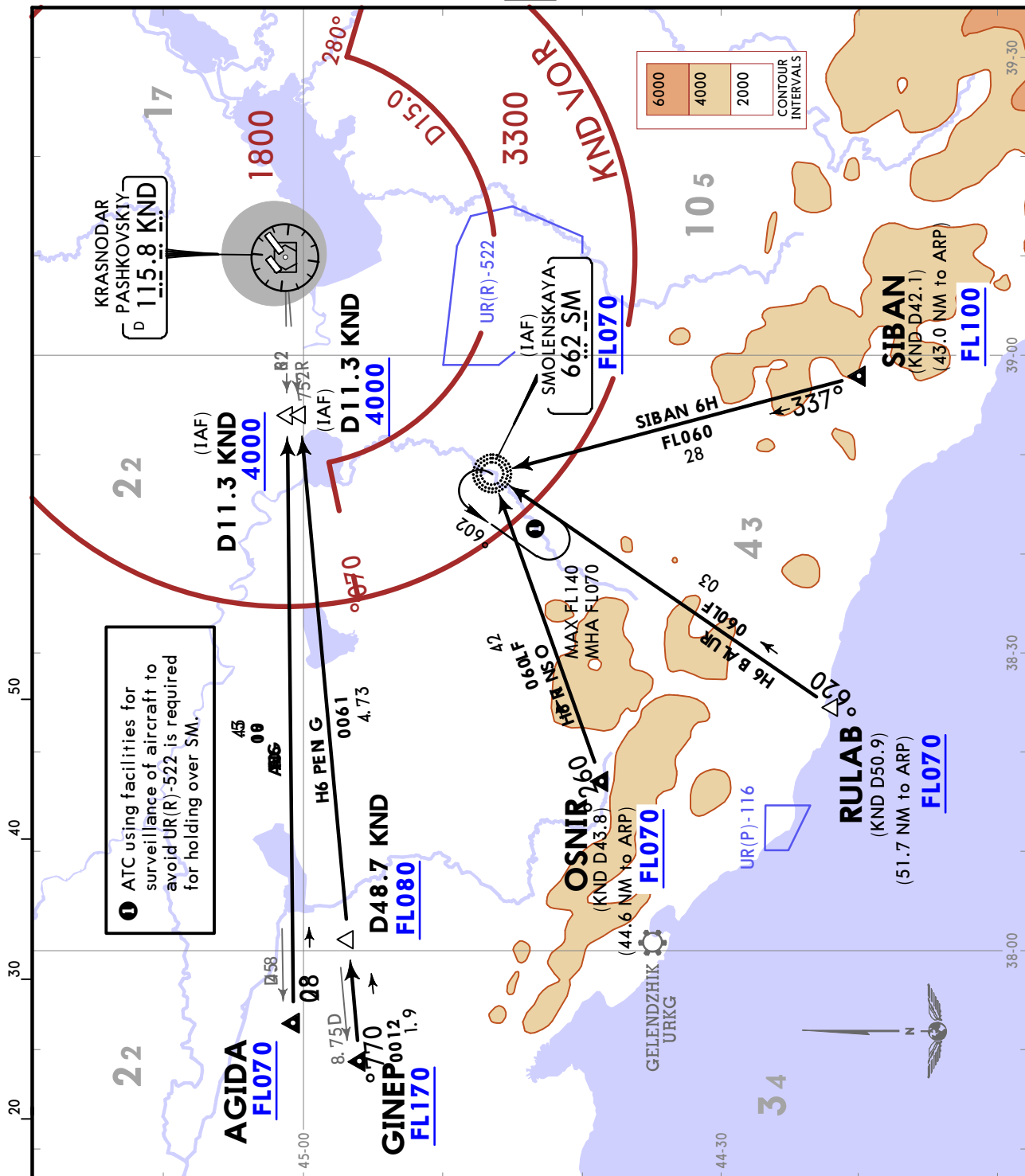
KRASNODAR, RUSSIA

1 AUG 25

10-2Q

Eff 7 Aug

STAR



① ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for holding over SM.

ATIS
122.450
(Russian **121.8**)
Apt Elev
120

- Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)
- DVORDME required.
 - SIBAN 6H: RADAR control required.
 - ATC using facilities for surveillance of aircraft to avoid UR(P)-116 is required for STAR RULAB 6H.
 - If flight crew has no information on or is unable to maintain STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

AGIDA 6H [AGID6H]
GINEP 6H [GINE6H]
OSNIR 6H [OSNI6H]
BY ATC
RULAB 6H [RULA6H]
SIBAN 6H [SIBA6H]
ARRIVALS
(RWY 05R)

Feet Metres
(QNH) (QFE)
4000 (1185)

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

URKK/KRR
PASHKOVSKIY



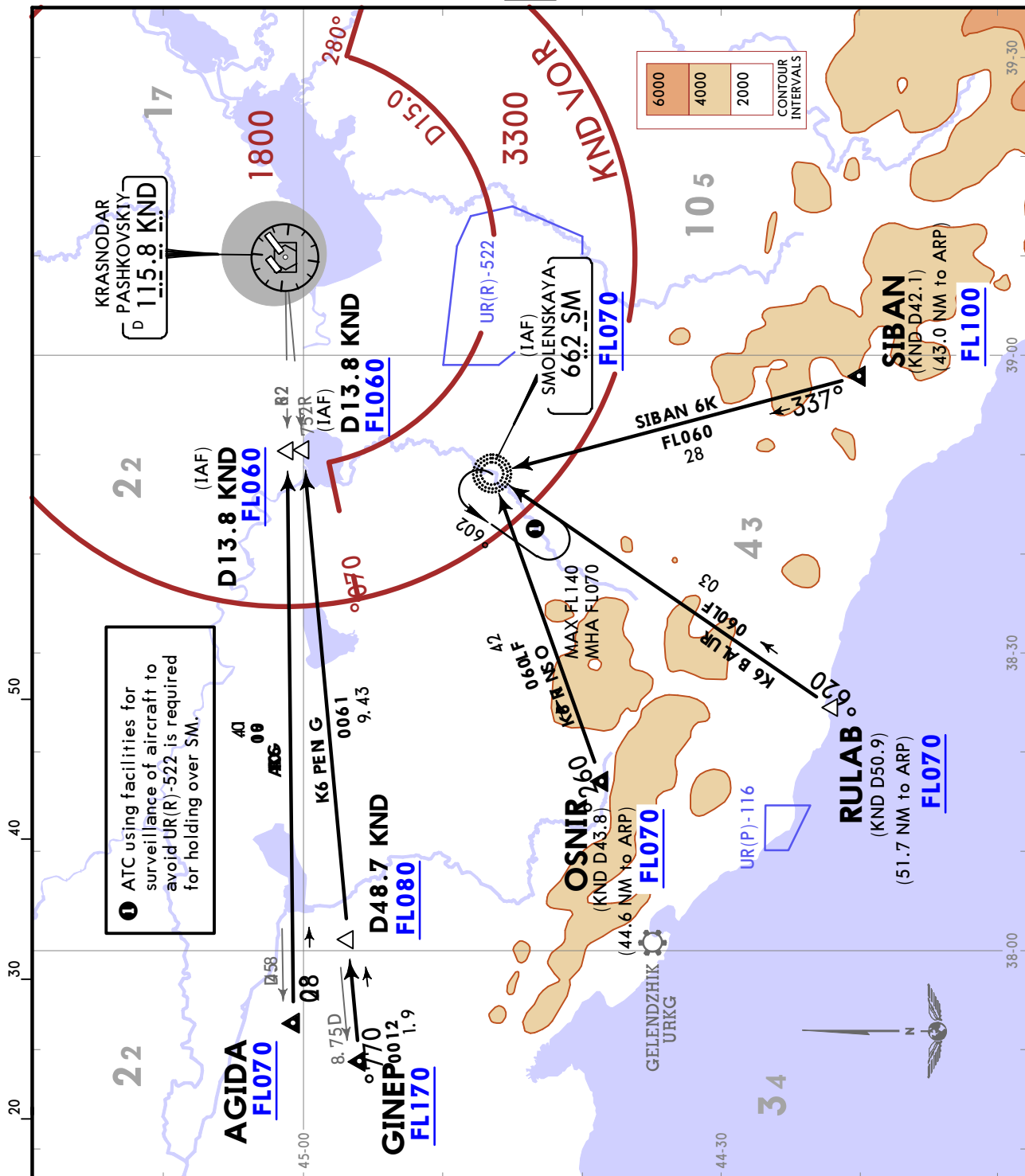
KRASNODAR, RUSSIA

1 AUG 25

10-25

Eff 7 Aug

STAR



① ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for holding over SM.

ATIS
122.450
(Russian **121.8**)
Apt Elev
120

- Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)
- DVORDME required.
 - SIBAN 6K: RADAR control required.
 - ATC using facilities for surveillance of aircraft to avoid UR(P)-116 is required for STAR RULAB 6K.
 - If flight crew has no information on or is unable to maintain STARs and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

AGIDA 6K [AGID6K]
GINEP 6K [GINE6K]
OSNIR 6K [OSNI6K]
BY ATC
RULAB 6K [RULA6K]
SIBAN 6K [SIBA6K]
ARRIVALS
(RWY 23L)

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

URKK/KRR PASHKOVSKIY

JEPPESSEN

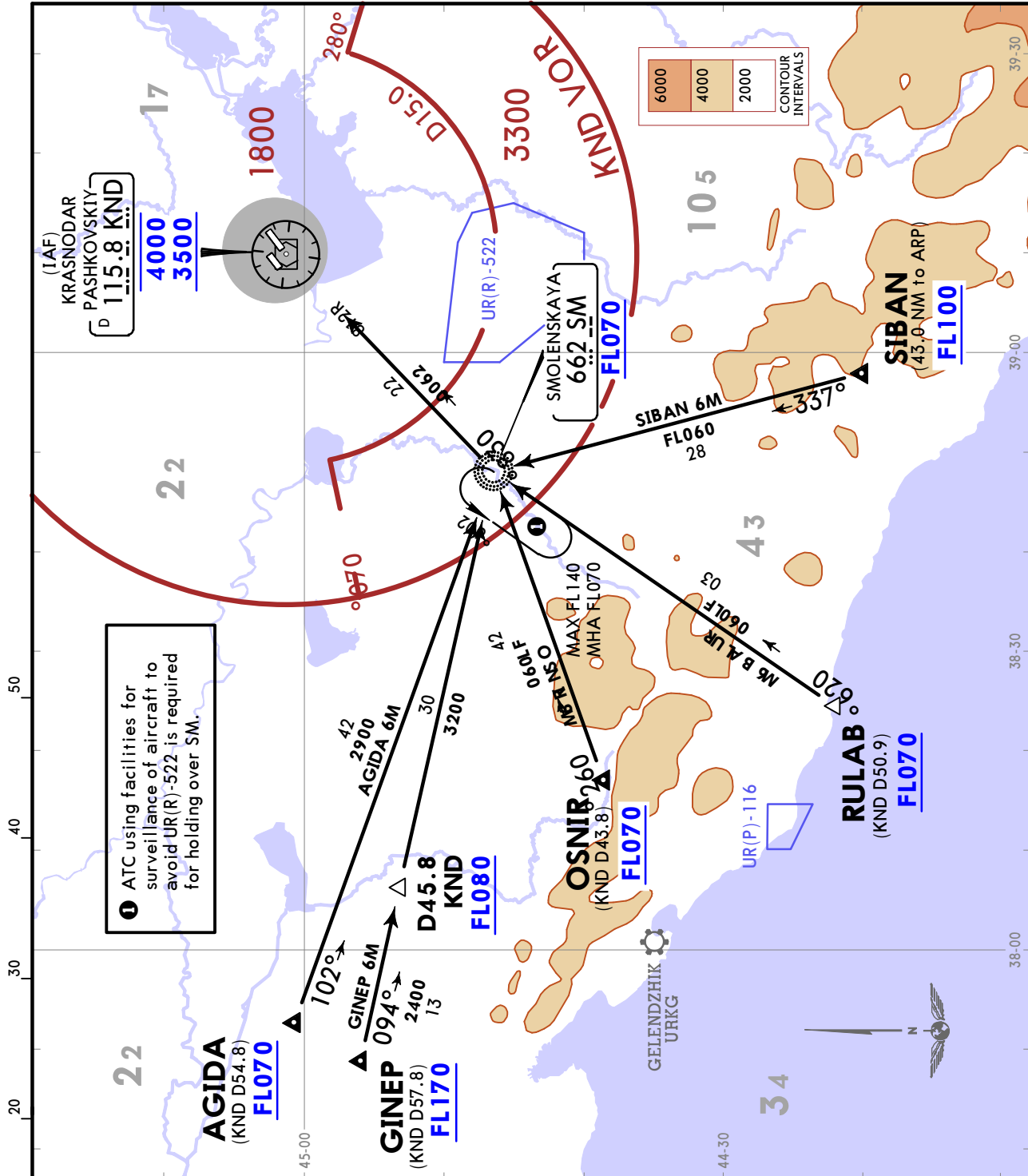
KRASNODAR, RUSSIA

1 AUG 25

10-2T

Eff 7 Aug

STAR



ATIS
122.450
(Russian **121.8**)
Apt Elev
120

- Alt Set: hPa (mm on request)
Trans level: FL060 if pressure is at or above 977 hPa (733 mm)
FL070 if pressure is at or above 941 hPa (706 mm)
- DVORDME required.
 - SIBAN 6M: RADAR control required.
 - ATC using facilities for surveillance of aircraft to avoid UR(P)-116 is required for STAR RULAB 6M.
 - ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for all STARS.
 - If flight crew has no information on or is unable to maintain STARS and/or approach procedure, report to APP and request a different STAR or approach procedure or vectoring.

AGIDA 6M [AGID6M]
GINEP 6M [GINE6M]
OSNIR 6M [OSNI6M]
BY ATC
RULAB 6M [RULA6M]
SIBAN 6M [SIBA6M]
ARRIVALS
(RWYS 05R/23L)

Feet Metres
(QNH) (QFE)
4000 (1185)
3500 (1035)
QFE values
based on RWY
05R THR elevation

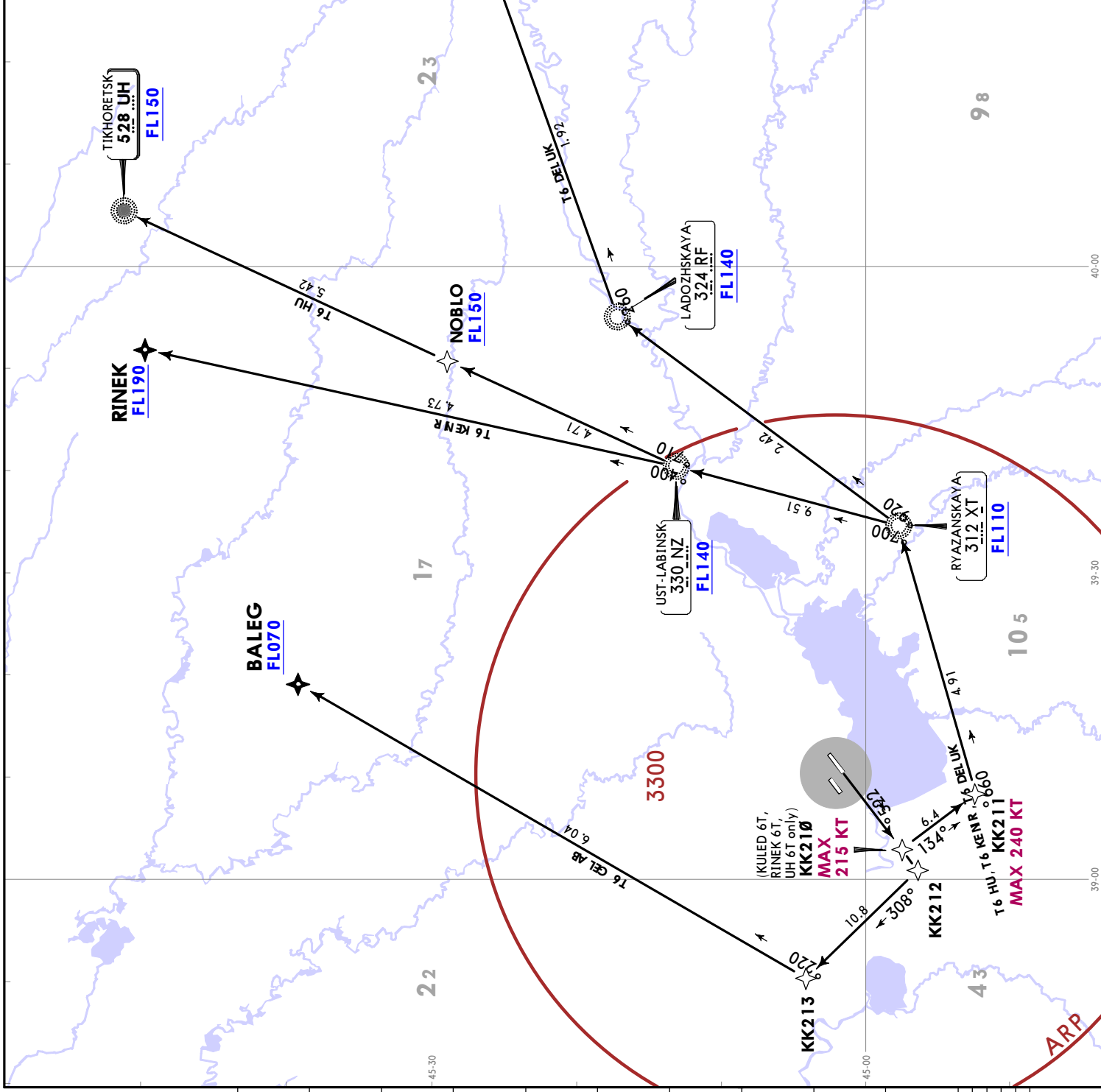
LOST COMMS
Refer to
10-1P pages.
LOST COMMS

JEPPESEN KRASNODAR, RUSSIA
 10 MAY 24 10-3 Eff: 16 May **RNAV SID**

KRASNODAR Radar (TWR)
 121.3
 Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)
 1. RNAV 1.
 2. GNSS required.
 3. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 4. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

**BALEG 6T [BALE6T]
 RINEK 6T [RINE6T]
 BY ATC
 KULED 6T [KULE6T]
 UH 6T [UH6T]
 RNAV DEPARTURES
 (RWY 23L)**



KULED 6T, RINEK 6T, UH 6T:
 These SIDs require a minimum climb gradient of 5.8% up to FL110 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Refer to 10-1P pages.

Feet	Metres
4000 (QNH)	1185 (QFE)

URKK/KRR
 PASHKOVSKIY

KRASNODAR Radar (TWR)
121.3

Apt Elev
120

Trans alt: 4000 QNH (QFE on request)

- RNAV 1.
- GNSS required.
- Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
- If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

BALEG 6V [BALE6V]
RINEK 6V [RINE6V]
BY ATC

KULED 6V [KULE6V]
KULED 6W [KULE6W]
UH 6V [UH6V]
UH 6X [UH6X]

RNAV DEPARTURES (RWY 05R)

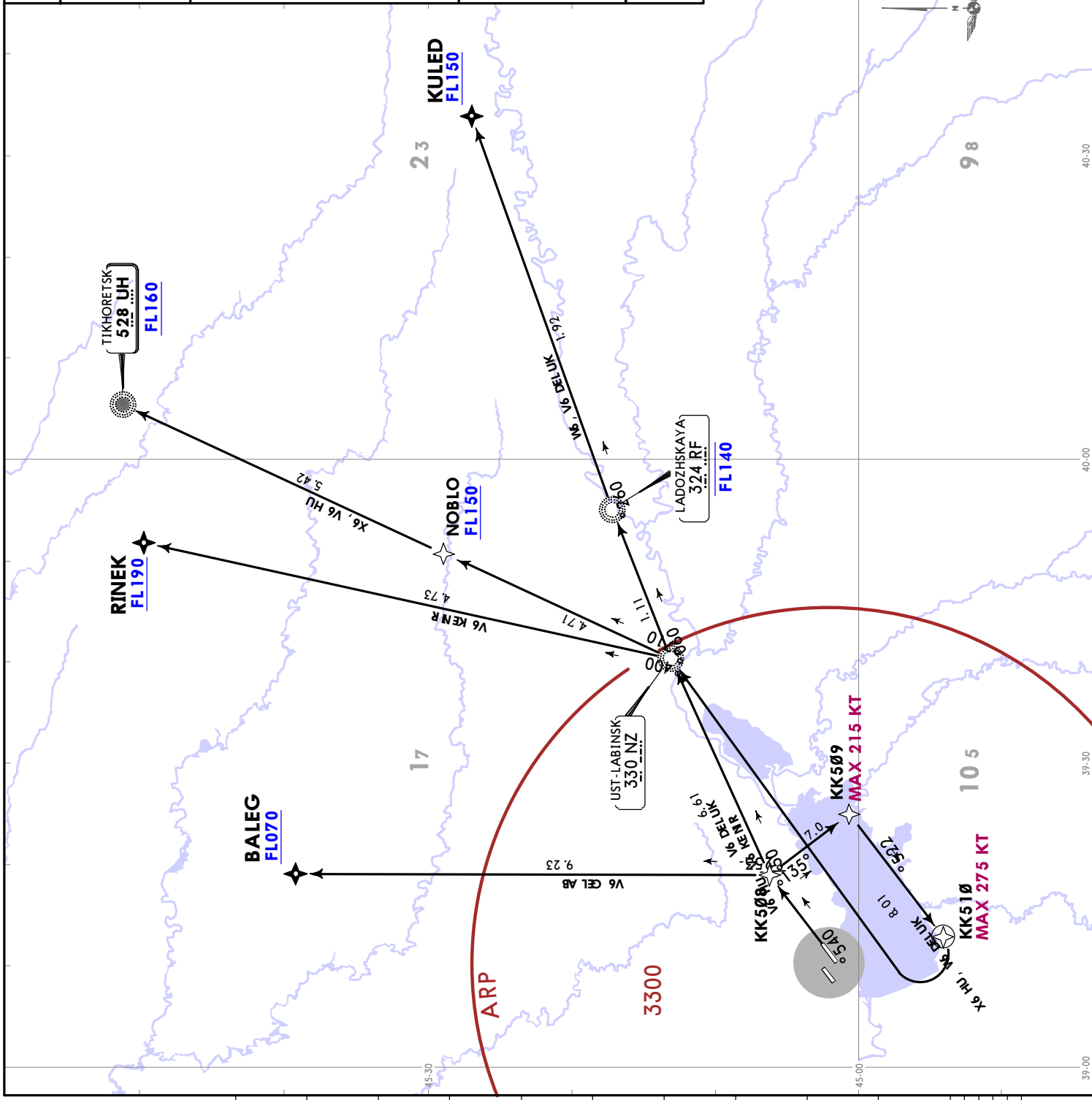
These SIDs require minimum climb gradients of
KULED 6V: 6.8% up to FL140 due to airspace structure.
RINEK 6V: 5.2% up to FL190 due to airspace structure.
UH 6V: 6.2% up to FL150 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.2% V/V (fpm)	395	527	790	1053	1316	1580
6.2% V/V (fpm)	471	628	942	1256	1570	1884
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

Feet (QNH) (QFE)
4000 (1185)

Refer to 10-IP pages.

LOST COMMS



URKK/KRR
PASHKOVSKIY

JEPPESSEN
17 DEC 21 **(10-3B)** Eff 30 Dec

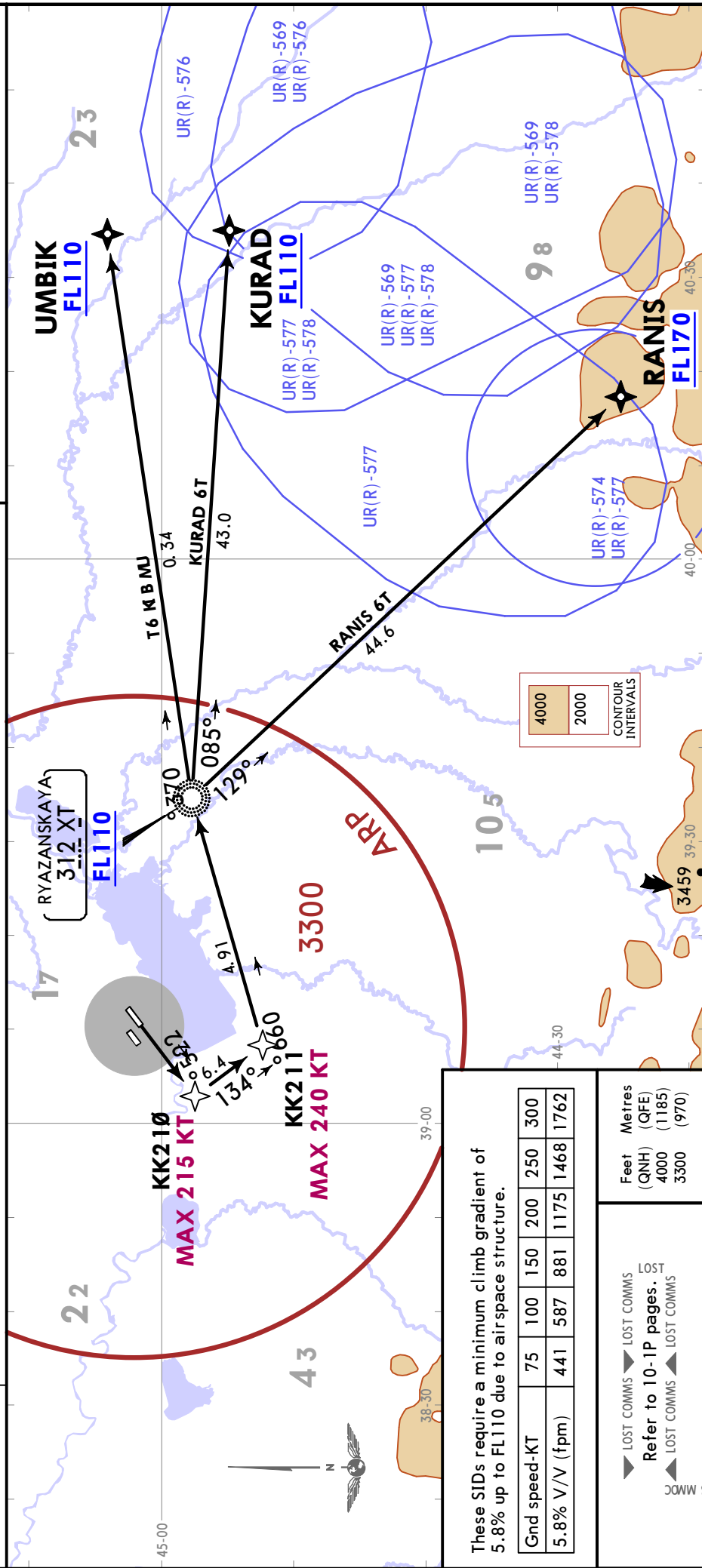
KRASNODAR, RUSSIA
RNAV SID

KURAD 6T [KURA6T]
RANIS 6T [RANI6T]
UMBIK 6T [UMBI6T]
RNAV DEPARTURES
(RWY 23L)
BY ATC

- Trans alt: 4000 QNH (QFE on request)
1. RNAV 1.
 2. GNSS required.
 3. When UR(R)-569, UR(R)-576, UR(R)-577, UR(R)-578 are active, SID KURAD 6T is not available.
 4. When UR(R)-574, UR(R)-577 are active, SID RANIS 6T is not available.
 5. When UR(R)-578 is active, SID UMBIK 6T is not available.
 6. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 7. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KRASNODAR
Radar (TWR)
121.3

Apt Elev
120



These SIDs require a minimum climb gradient of 5.8% up to FL110 due to airspace structure.

URKK/KRR
PASHKOVSKIY

JEPPESEN
17 DEC 21 **(10-3C)** Eff 30 Dec

KRASNODAR, RUSSIA
RNAV SID



KRASNODAR Radar (TWR)
121.3

Apt Elev
120

- Trans alt: 4000 QNH (QFE on request)
1. RNAV 1.
 2. GNSS required.
 3. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, SID KURAD 6V is not available.
 4. When UR(R)-569, UR(R)-574, UR(R)-577 are active, SID RANIS 6V is not available.
 5. When UR(R)-573 is active, SID UMBIK 6V is not available.
 6. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 7. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KURAD 6V [KURA6V]
RANIS 6V [RANI6V]
UMBIK 6V [UMBI6V]
RNAV DEPARTURES
(RWY 05R)
BY ATC

These SIDs require minimum climb gradients of KURAD 6V, UMBIK 6V: 6.5% up to FL090 due to airspace structure.
RANIS 6V: 6.5% up to FL090, then 4.8% up to FL190 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
6.5% V/V (fpm)	494	658	987	1316	1646	1975

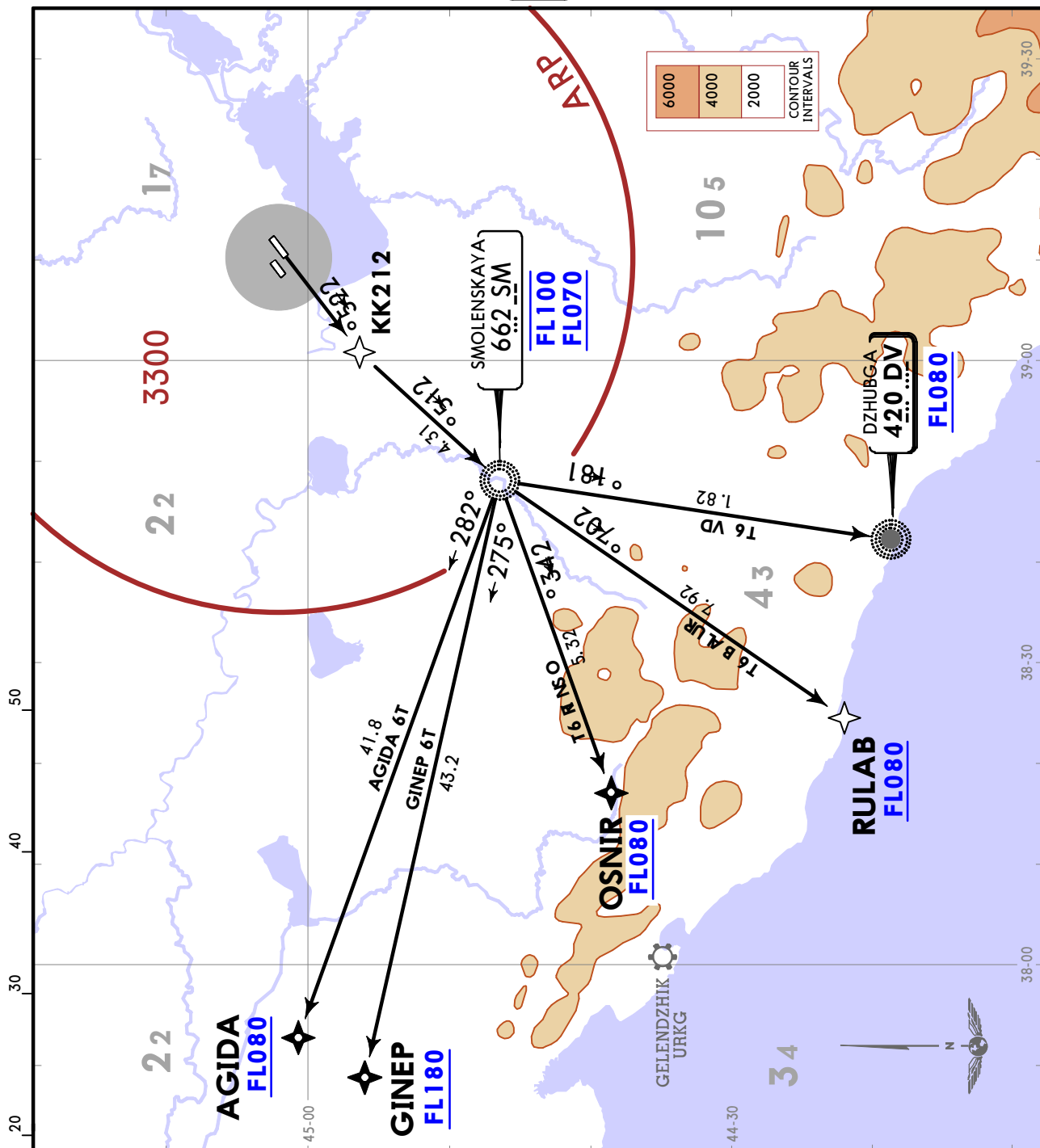
Feet (QNH)	Metres (QFE)
4000 (1185)	3300 (975)

Refer to 10-1P pages.

URKK/KRR
PASHKOVSKIY

JEPPESEN
17 DEC 21 **10-3D** Eff 30 Dec

KRASNODAR, RUSSIA
RNAV SID



KRASNODAR Radar (TWR)
121.3

Apt Elev
120

- Trans alt: 4000 QNH (QFE on request)
1. RNAV 1.
 2. GNSS required.
 3. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 4. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6T [AGID6T]
GINEP 6T [GINE6T]
OSNIR 6T [OSNI6T]
BY ATC

DV 6T [DV6T]
RULAB 6T [RULA6T]
RNAV DEPARTURES
(RWY 23L)

These SIDs require minimum climb gradients of
AGIDA 6T, DV 6T, OSNIR 6T, RULAB 6T:
5.2% up to FL070 due to airspace structure.
GINEP 6T: 5.2% up to FL070, then 4.2% up to FL180 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.2% V/V (fpm)	395	527	790	1053	1316	1580

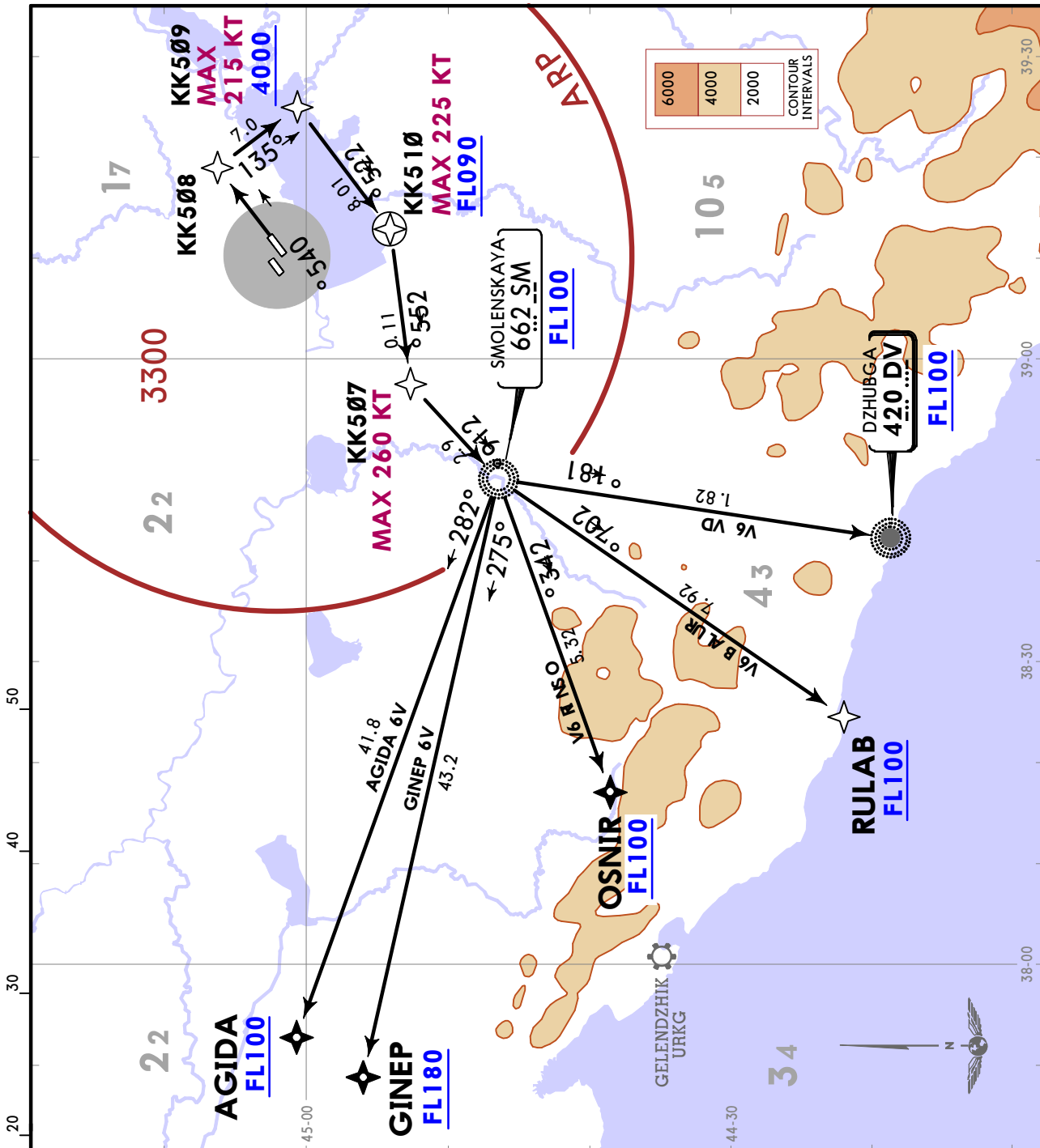
Feet Metres
(QNH) (QFE)
4000 (1185)
3300 (970)

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

URKK/KRR
PASHKOVSKIY

JEPPESSEN
17 DEC 21 10-3E Eff 30 Dec

KRASNODAR, RUSSIA
RNAV SID



KRASNODAR Radar (TWR)
121.3

Apt Elev
120

- Trans alt: 4000 QNH (QFE on request)
1. RNAV 1.
 2. GNSS required.
 3. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 4. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6V [AGID6V]
GINEP 6V [GINE6V]
OSNIR 6V [OSNI6V]
 BY ATC

DV 6V [DV6V]
RULAB 6V [RULA6V]
RNAV DEPARTURES (RWY 05R)

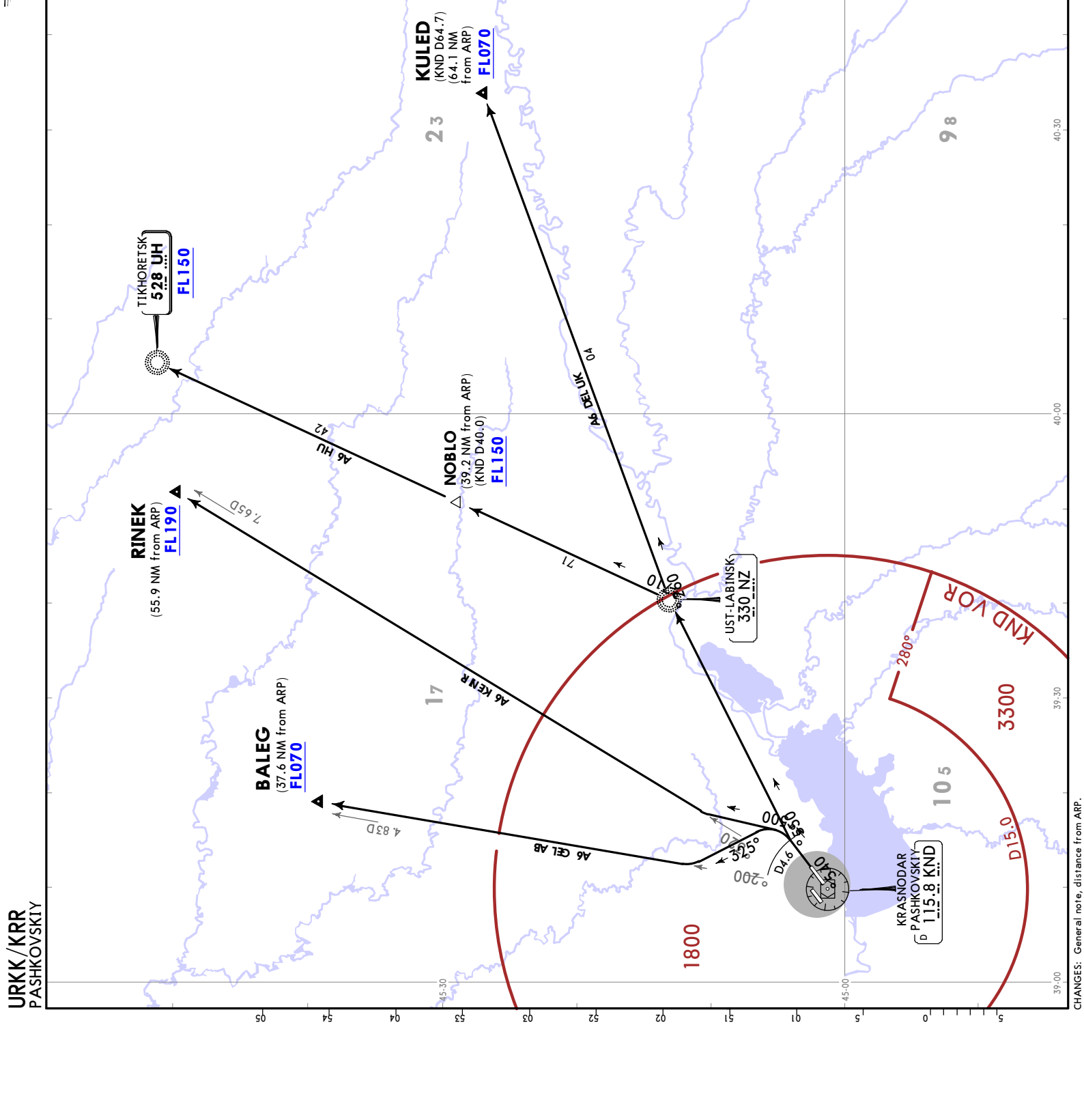
These SIDs require a minimum climb gradient of 7.0% up to FL090 due to airspace structure.

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

Feet Metres
(QNH) (QFE)
4000 (1185)
3300 (975)

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

KRASNODAR Radar (TWR) 121.3	Apt Elev 120																					
Trans alt: 4000 QNH (QFE on request) 1. DVORDME required. 2. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar. 3. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.																						
BALEG 6A [BALE6A] KULED 6A [KULE6A] RINEK 6A [RINE6A] UH 6A [UH6A] DEPARTURES (RWY 05R)																						
▼ LOST COMMS ▼ LOST COMMS Refer to 10-1P pages. ▲ LOST COMMS ▲ LOST COMMS	Feet (QNH) (QFE) 4000 (1185)																					
These SIDs require minimum climb gradients of RINEK 6A: 5.7% up to FL190 due to airspace structure. UH 6A: 6.2% up to FL150 due to airspace structure.																						
<table border="1"> <thead> <tr> <th>Gnd speed-KT</th> <th>75</th> <th>100</th> <th>150</th> <th>200</th> <th>250</th> <th>300</th> </tr> </thead> <tbody> <tr> <td>5.7% V/V (fpm)</td> <td>433</td> <td>577</td> <td>866</td> <td>1154</td> <td>1443</td> <td>1732</td> </tr> <tr> <td>6.2% V/V (fpm)</td> <td>471</td> <td>628</td> <td>942</td> <td>1256</td> <td>1570</td> <td>1884</td> </tr> </tbody> </table>		Gnd speed-KT	75	100	150	200	250	300	5.7% V/V (fpm)	433	577	866	1154	1443	1732	6.2% V/V (fpm)	471	628	942	1256	1570	1884
Gnd speed-KT	75	100	150	200	250	300																
5.7% V/V (fpm)	433	577	866	1154	1443	1732																
6.2% V/V (fpm)	471	628	942	1256	1570	1884																
SID ROUTING BALEG 6A By ATC Climb on 045° track to D4.6 KND, turn LEFT, 325° track, intercept KND R002 to BALEG.																						
KULED 6A Climb on 045° track to D4.6 KND, turn RIGHT, 055° bearing to NZ NDB, 062° bearing from NZ NDB to KULED.																						
RINEK 6A By ATC Climb on 045° track to D4.6 KND, turn LEFT, 005° track, intercept KND R023 to RINEK.																						
UH 6A Climb on 045° track to D4.6 KND, turn RIGHT, 055° bearing to NZ NDB, UH 017° bearing to NOBLO, then to UH NDB.																						



URKK/KRR
PASHKOVSKIY

JEPPesen KRASNODAR, RUSSIA

1 AUG 25 (10-3G) Eff 7 AUG

SID

KRASNODAR Radar (TWR)
121.3

Apt Elev
120

Trans alt: 4000 QNH (QFE on request)
1. DVORDEME required.
2. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
3. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

BALEG 6D [BALE6D]
KULED 6D [KULE6D]
RINEK 6D [RINE6D]
UH 6D [UH6D]
DEPARTURES
(RWY 23L)

Feet Metres
(QNH) (QFE)
4000 (1185)

These SIDs require minimum climb gradients of
RINEK 6D: 4.0% up to FL190 due to airspace structure.
UH 6D: 4.2% up to FL150 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.2% V/V (fpm)	319	425	638	851	1063	1276

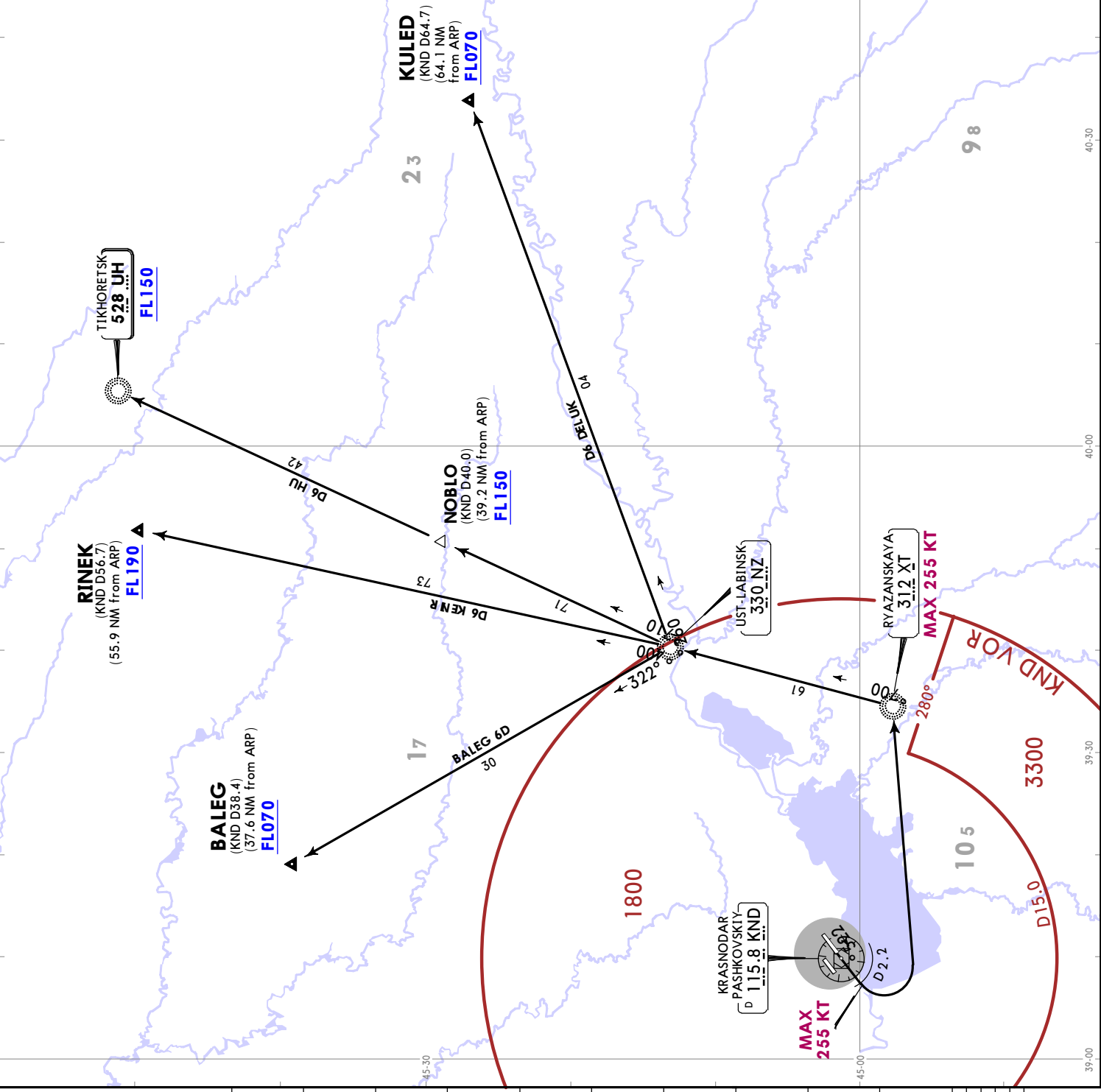
SID

BALEG 6D
By ATC
Climb on 225° track to D2.2 KIND, turn LEFT to XT NDB, 007° bearing to NZ NDB, 322° bearing from NZ NDB to BALEG.

KULED 6D
Climb on 225° track to D2.2 KIND, turn LEFT to XT NDB, 007° bearing to NZ NDB, 062° bearing from NZ NDB to KULED.

RINEK 6D
By ATC
Climb on 225° track to D2.2 KIND, turn LEFT to XT NDB, 007° bearing to NZ NDB, 004° bearing from NZ NDB to RINEK.

UH 6D
Climb on 225° track to D2.2 KIND, turn LEFT to XT NDB, 007° bearing to NZ NDB, UH 017° bearing to NOBLO, then to UH NDB.



JEYPESEN KRASNODAR, RUSSIA
SID
 1 AUG 25 (10-3H) Eff 7 Aug

KRASNODAR Radar (TWR)
121.3
 Apt Elev
120

Trans alt: 4000 QNH (QFE on request)
 1. DVORDEME required.
 2. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, SID KURAD 6A is not available.
 3. When UR(R)-569, UR(R)-574, UR(R)-577 are active, SID RANIS 6A is not available.
 4. When UR(R)-573, UR(R)-578 are active, SID UMBIK 6A is not available.
 5. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 6. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KURAD 6A [KURA6A]
RANIS 6A [RANI6A]
UMBK 6A [UMBI6A]
DEPARTURES
(RWY 05R)
BY ATC

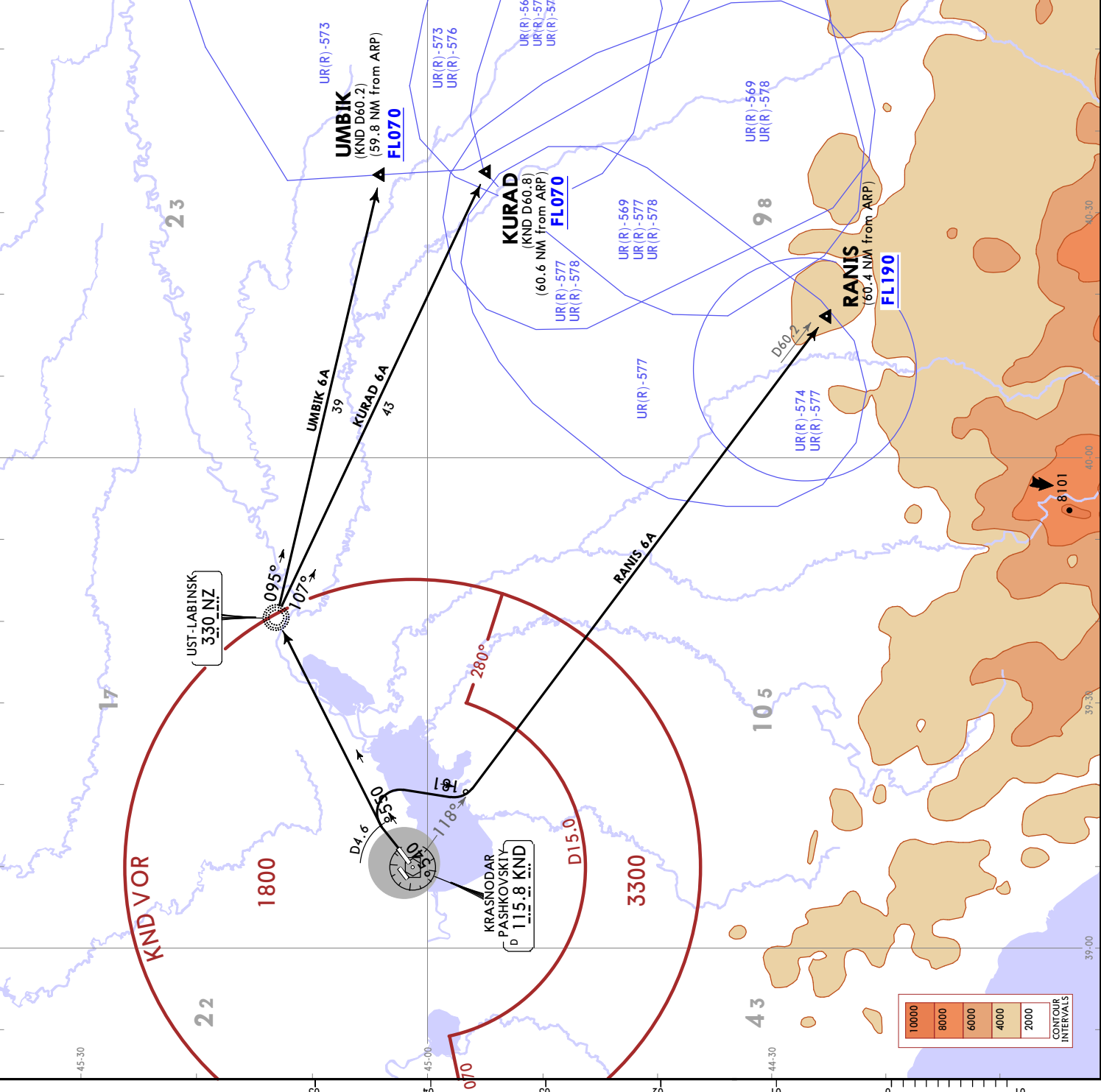
Feet Metres
 (QNH) (QFE)
 4000 (1185)

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

RANIS 6A:
 This SID requires a minimum climb gradient of 5.4% up to FL190 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

SID	ROUTING
KURAD 6A	Climb on 045° track to D4.6 KND, turn RIGHT, 055° bearing to NZ NDB, 107° bearing from NZ NDB to KURAD.
RANIS 6A	Climb on 045° track to D4.6 KND, turn RIGHT, 181° track, intercept KND R118 to RANIS.
UMBK 6A	Climb on 045° track to D4.6 KND, turn RIGHT, 055° bearing to NZ NDB, 095° bearing from NZ NDB to UMBIK.



URKK/KRR
PASHKOVSKIY

URKK/KRR
PASHKOVSKIY

1 AUG 25 (10-3J) Eff 7 Aug

SID

JEPPESEN KRASNODAR, RUSSIA

KRASNODAR Radar (TWR)
121.3

Apt Elev
120

Trans alt: 4000 QNH (QFE on request)

- DVORDME required.
- When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, SIDs KURAD 6D & UMBIK 6D are not available.
- When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, SID RANIS 6D is not available.
- Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
- If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KURAD 6D [KURA6D]
RANIS 6D [RANI6D]
UMBIK 6D [UMBI6D]

DEPARTURES
(RWY 23L)
BY ATC

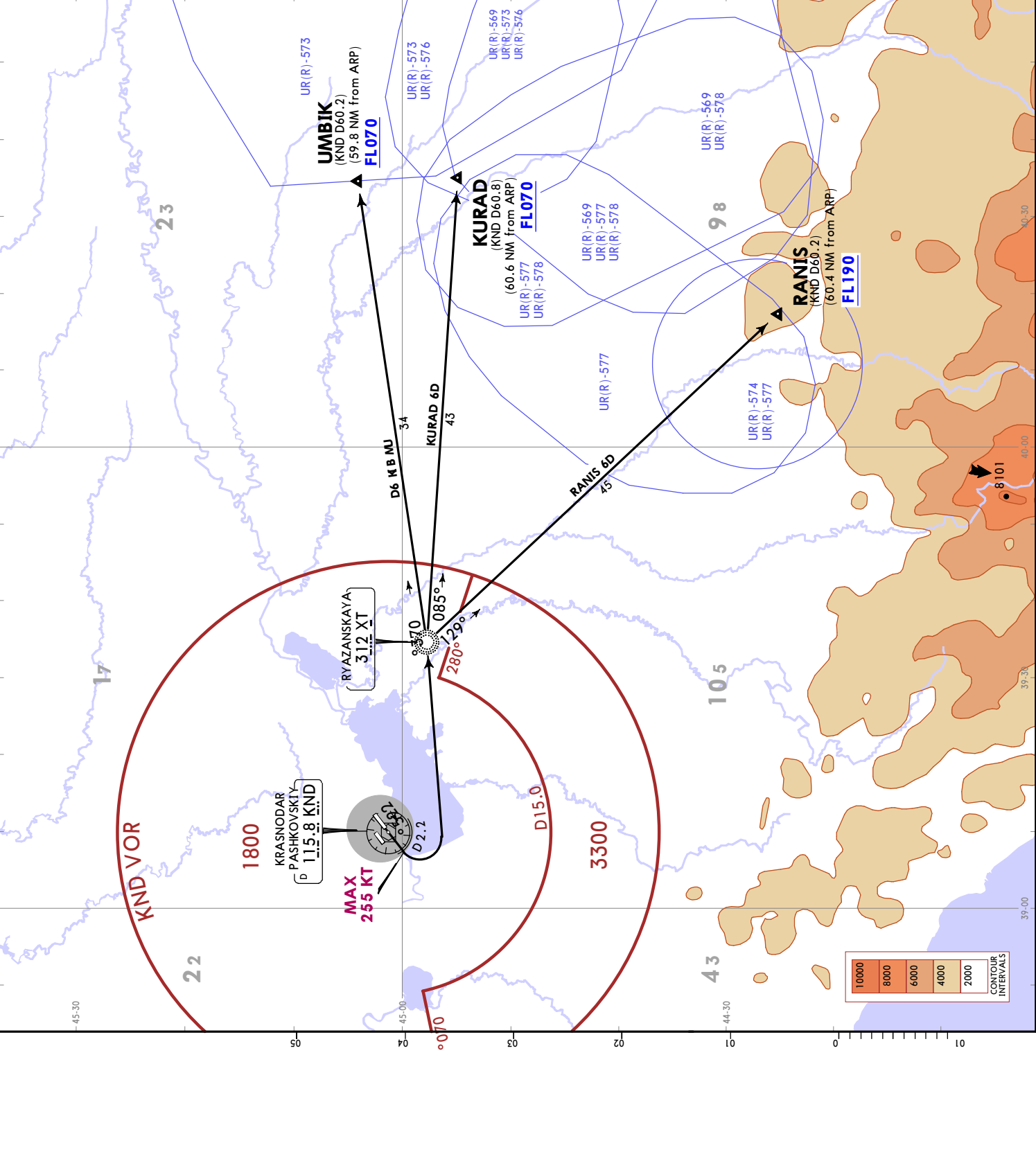
Feet Metres
(QNH) (QFE)
4000 (1185)

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

RANIS 6D:
This SID requires a minimum climb gradient of 5.1% up to FL190 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.1% V/V (fpm)	387	516	775	1033	1291	1549

SID	ROUTING
KURAD 6D	Climb on 225° track to D2.2 KND, turn LEFT to XT NDB, 085° bearing from XT NDB to KURAD.
RANIS 6D	Climb on 225° track to D2.2 KND, turn LEFT to XT NDB, 129° bearing from XT NDB to RANIS.
UMBIK 6D	Climb on 225° track to D2.2 KND, turn LEFT to XT NDB, 073° bearing from XT NDB to UMBIK.



SID

KRASNODAR Radar (TWR)
 121.3

Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)

1. DVORDME required.
2. ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for all STARS.
3. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
4. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6A [AGID6A]
DV 6A [DV6A]
GINEP 6A [GINE6A]
OSNIR 6A [OSNI6A]
RULAB 6A [RULA6A]

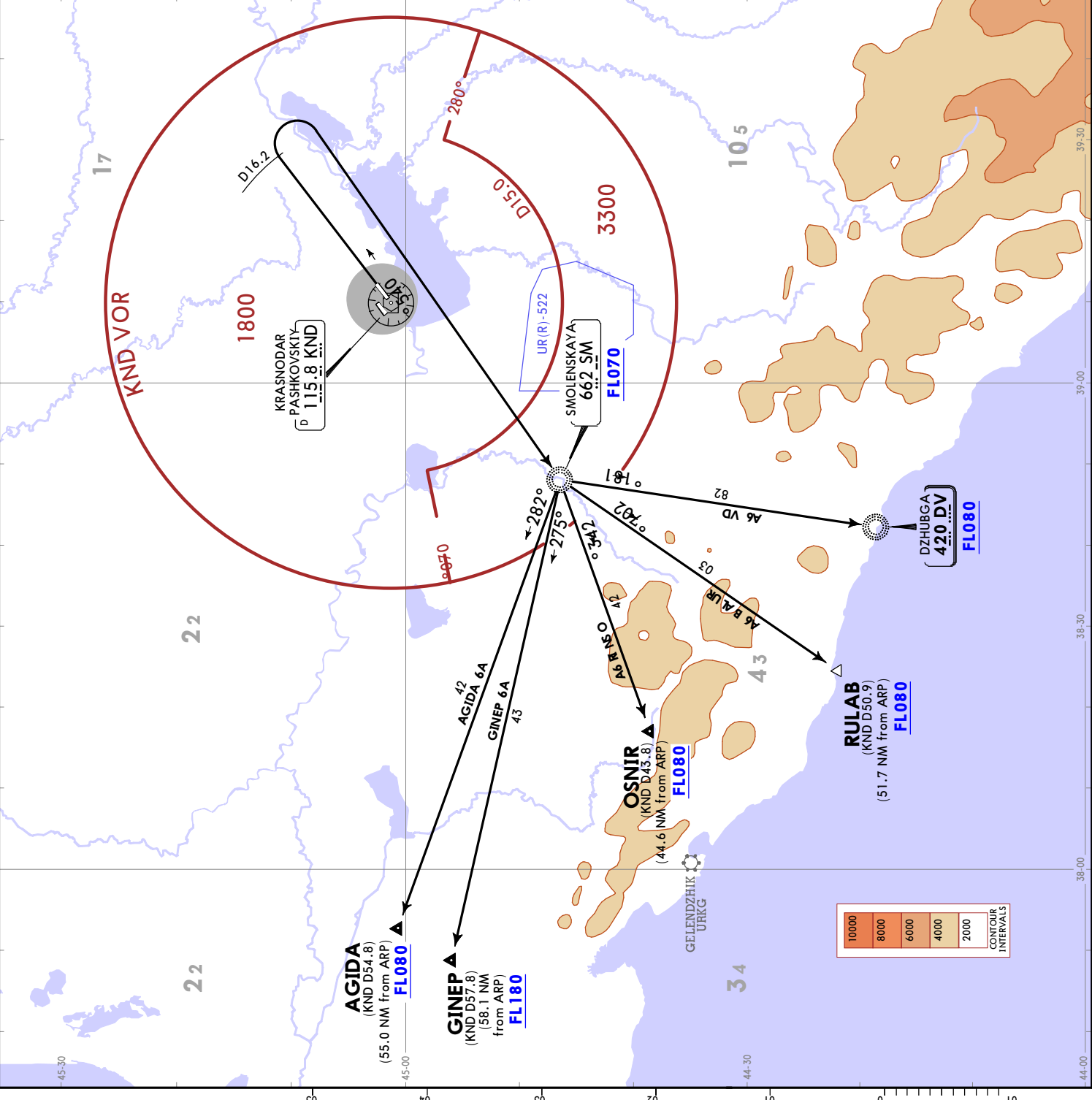
DEPARTURES
(RWY 05R)

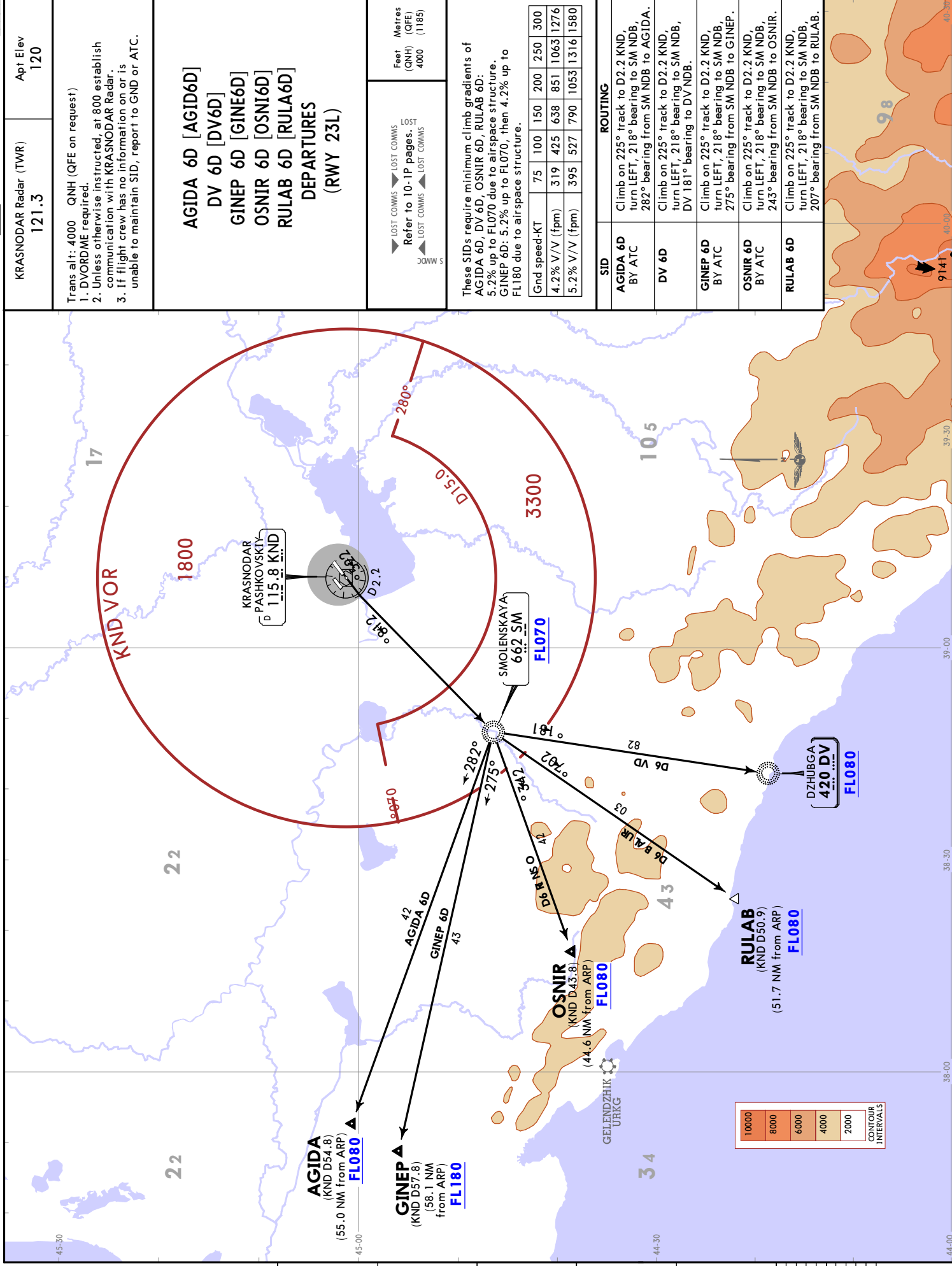
Feet
 (QNH)
 4000
 (1185)

Metres
 (QFE)
 4000
 (1185)

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

SID	ROUTING
AGIDA 6A BY ATC	Climb on 045° track to D16.2 KND, turn RIGHT to SM NDB, 282° bearing from SM NDB to AGIDA.
DV 6A	Climb on 045° track to D16.2 KND, turn RIGHT to SM NDB, DV 181° bearing to DV NDB.
GINEP 6A BY ATC	Climb on 045° track to D16.2 KND, turn RIGHT to SM NDB, 275° bearing from SM NDB to GINEP.
OSNIR 6A BY ATC	Climb on 045° track to D16.2 KND, turn RIGHT to SM NDB, 243° bearing from SM NDB to OSNIR.
RULAB 6A	Climb on 045° track to D16.2 KND, turn RIGHT to SM NDB, 207° bearing from SM NDB to RULAB.





KRASNODAR Radar (TWR)
121.3

Apt Elev
120

Trans alt: 4000 QNH (QFE on request)
1. DVOR/DME required.
2. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
3. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6D [AGID6D]
DV 6D [DV6D]
GINEP 6D [GINE6D]
OSNIR 6D [OSNI6D]
RULAB 6D [RULA6D]
DEPARTURES
(RWY 23L)

Feet Metres
(QNH) (QFE)
4000 (1185)

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

These SIDs require minimum climb gradients of AGIDA 6D, DV 6D, OSNIR 6D, RULAB 6D: 5.2% up to FLO70 due to airspace structure. GINEP 6D: 5.2% up to FLO70, then 4.2% up to FLO180 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.2% V/V (fpm)	395	527	790	1053	1316	1580

SID ROUTING

AGIDA 6D BY ATC
Climb on 225° track to D2.2 KND, turn LEFT, 218° bearing to SM NDB, 282° bearing from SM NDB to AGIDA.

DV 6D
Climb on 225° track to D2.2 KND, turn LEFT, 218° bearing to SM NDB, DV 181° bearing to DV NDB.

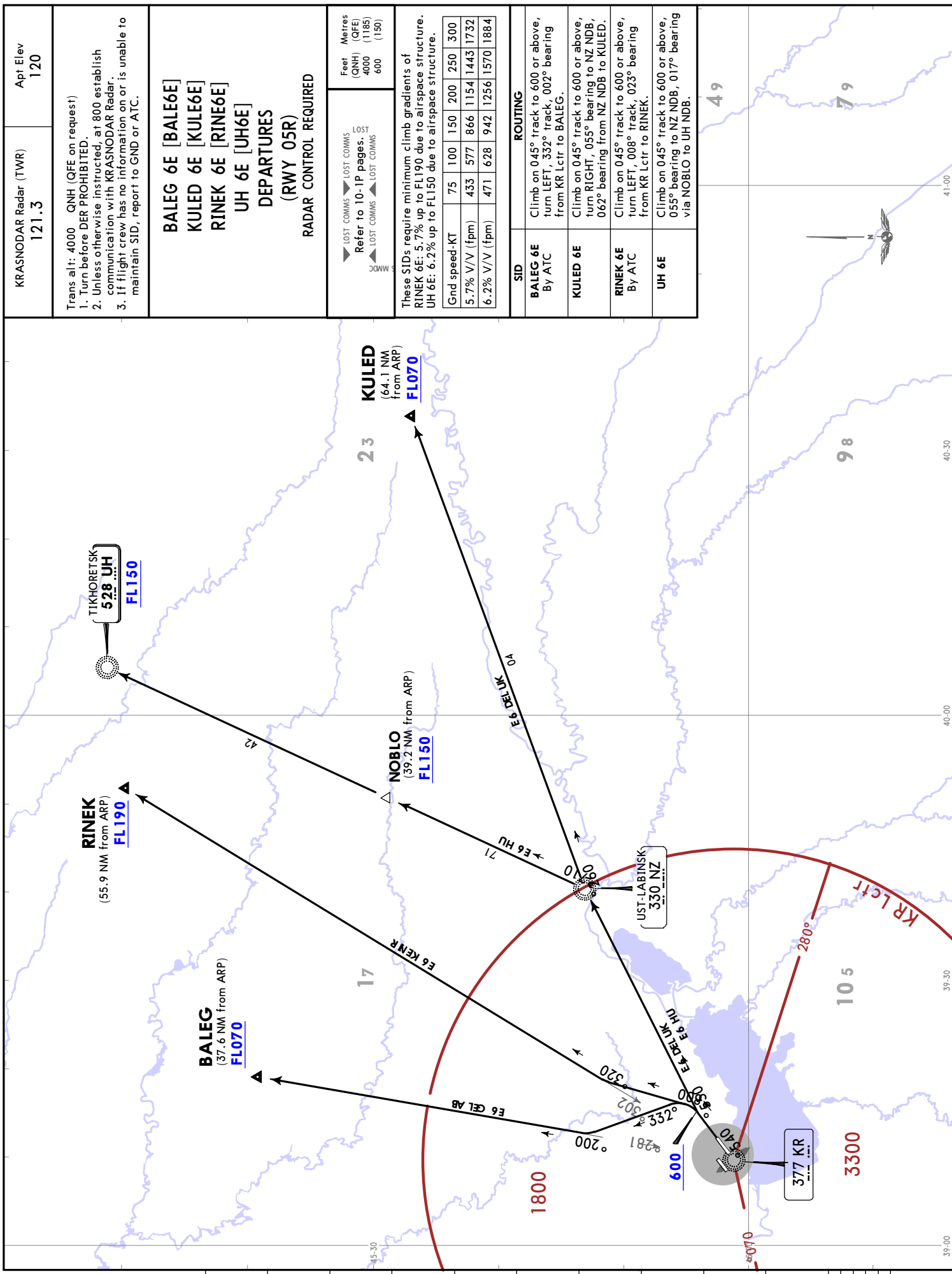
GINEP 6D BY ATC
Climb on 225° track to D2.2 KND, turn LEFT, 218° bearing to SM NDB, 275° bearing from SM NDB to GINEP.

OSNIR 6D BY ATC
Climb on 225° track to D2.2 KND, turn LEFT, 218° bearing to SM NDB, 243° bearing from SM NDB to OSNIR.

RULAB 6D
Climb on 225° track to D2.2 KND, turn LEFT, 218° bearing to SM NDB, 207° bearing from SM NDB to RULAB.

JEPPesen KRASNODAR, RUSSIA
 1 AUG 25 (10-3N) EFF 7 AUG SID

URKK/KRR
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KRASNODAR Radar (TWR)
 121.3

Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)
 1. Turn before DER PROHIBITED.
 2. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 3. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

BALEG 6E [BALE6E]
KULED 6E [KULE6E]
RINEK 6E [RINE6E]
UH 6E [UH6E]
DEPARTURES
(RWY 05R)
RADAR CONTROL REQUIRED

Feet (QNH) (QFE)	Metres (QNH) (QFE)
4000 (1185)	4000 (1185)
600 (150)	600 (150)

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

These SIDs require minimum climb gradients of
 RINEK 6E: 5.7% up to FL190 due to airspace structure.
 UH 6E: 6.2% up to FL150 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1154	1443	1732
6.2% V/V (fpm)	471	628	942	1256	1570	1884

SID	ROUTING
BALEG 6E By ATC	Climb on 045° track to 600 or above, turn LEFT, 332° track, 002° bearing from KR Lctr to BALEG.
KULED 6E	Climb on 045° track to 600 or above, turn RIGHT, 055° bearing to NZ NDB, 062° bearing from NZ NDB to KULED.
RINEK 6E By ATC	Climb on 045° track to 600 or above, turn LEFT, 008° track, 023° bearing from KR Lctr to RINEK.
UH 6E	Climb on 045° track to 600 or above, 055° bearing to NZ NDB, 017° bearing via NOBLO to UH NDB.

JEPESEN KRASNODAR, RUSSIA
 SID
 1 AUG 25 10-3P Eff 7 Aug

KRASNODAR Radar (TWR)
 121.3
 Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)
 1. Turn before DER PROHIBITED.
 2. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, SIDs KURAD 6C & UMBIK 6C are not available.
 3. When UR(R)-569, UR(R)-574, UR(R)-577, UR(R)-578 are active, SID RANIS 6C is not available.
 4. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 5. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KURAD 6C [KURA6C]
RANIS 6C [RANI6C]
UMBIK 6C [UMBI6C]
DEPARTURES
(RWY 23L)
BY ATC
RADAR CONTROL REQUIRED

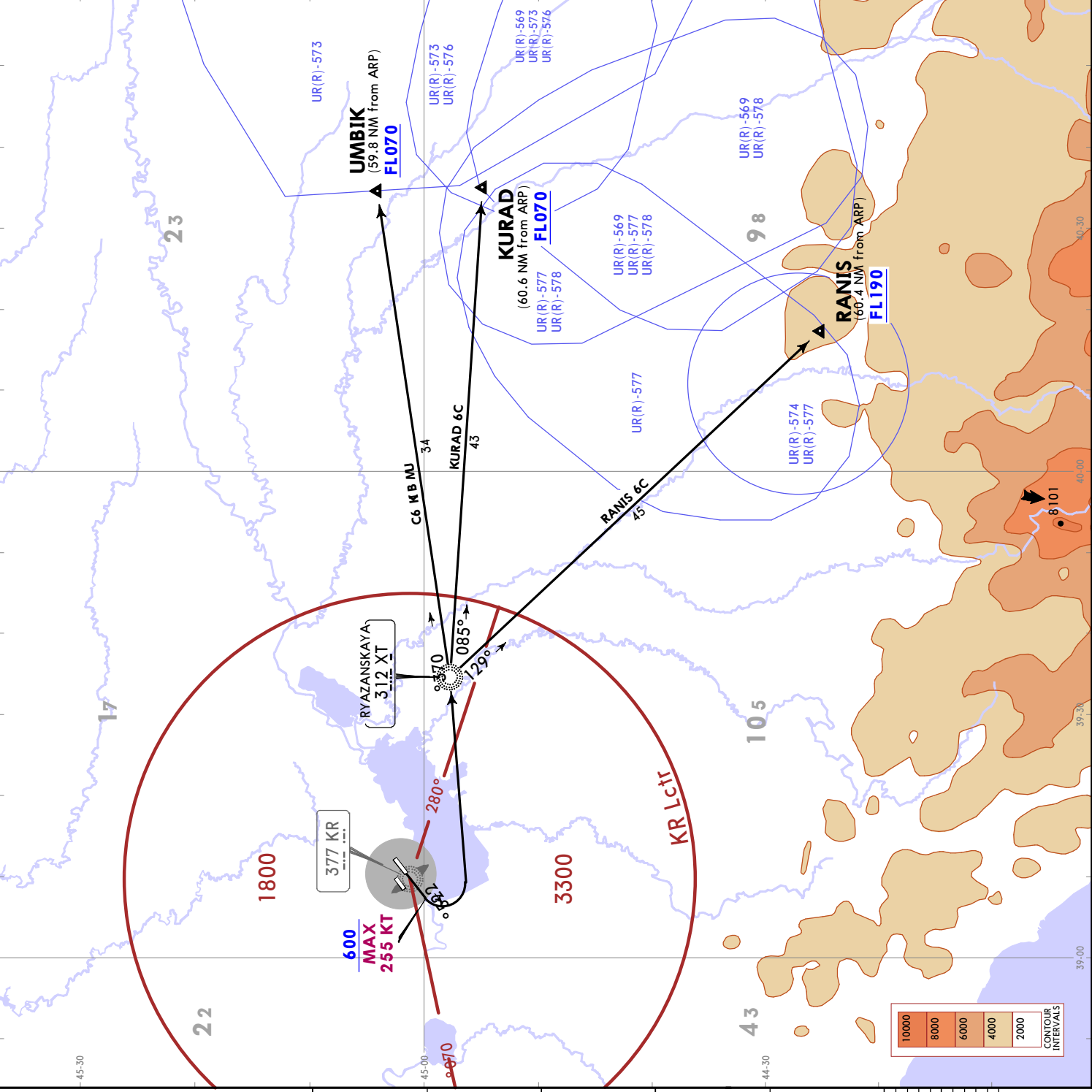
Feet	Metres
(QNH)	(QFE)
4000	1185
600	150

▶ LOST COMMS ◀ LOST COMMS
 Refer to 10-1P pages. LOST
 ◀ LOST COMMS ▶ LOST COMMS

RANIS 6C:
 This SID requires a minimum climb gradient of 5.3% up to FL 190 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SID	ROUTING
KURAD 6C	Climb on 225° track to 600 or above, turn LEFT to XT NDB, 085° bearing from XT NDB to KURAD.
RANIS 6C	Climb on 225° track to 600 or above, turn LEFT to XT NDB, 129° bearing from XT NDB to RANIS.
UMBIK 6C	Climb on 225° track to 600 or above, turn LEFT to XT NDB, 073° bearing from XT NDB to UMBIK.



10000	8000	6000	4000	2000
CONTOUR INTERVALS				

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KRASNODAR Radar (TWR)
 121.3
 Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)
 1. Turn before DER PROHIBITED.
 2. When UR(R)-569, UR(R)-573, UR(R)-576, UR(R)-577, UR(R)-578 are active, SID KURAD 6E is not available.
 3. When UR(R)-569, UR(R)-574, UR(R)-577 are active, SID RANIS 6E is not available.
 4. When UR(R)-573, UR(R)-578 are active, SID UMBIK 6E is not available.
 5. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 6. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

KURAD 6E [KURA6E]
RANIS 6E [RANI6E]
UMBIK 6E [UMBI6E]
DEPARTURES
(RWY 05R)
 BY ATC
RADAR CONTROL REQUIRED

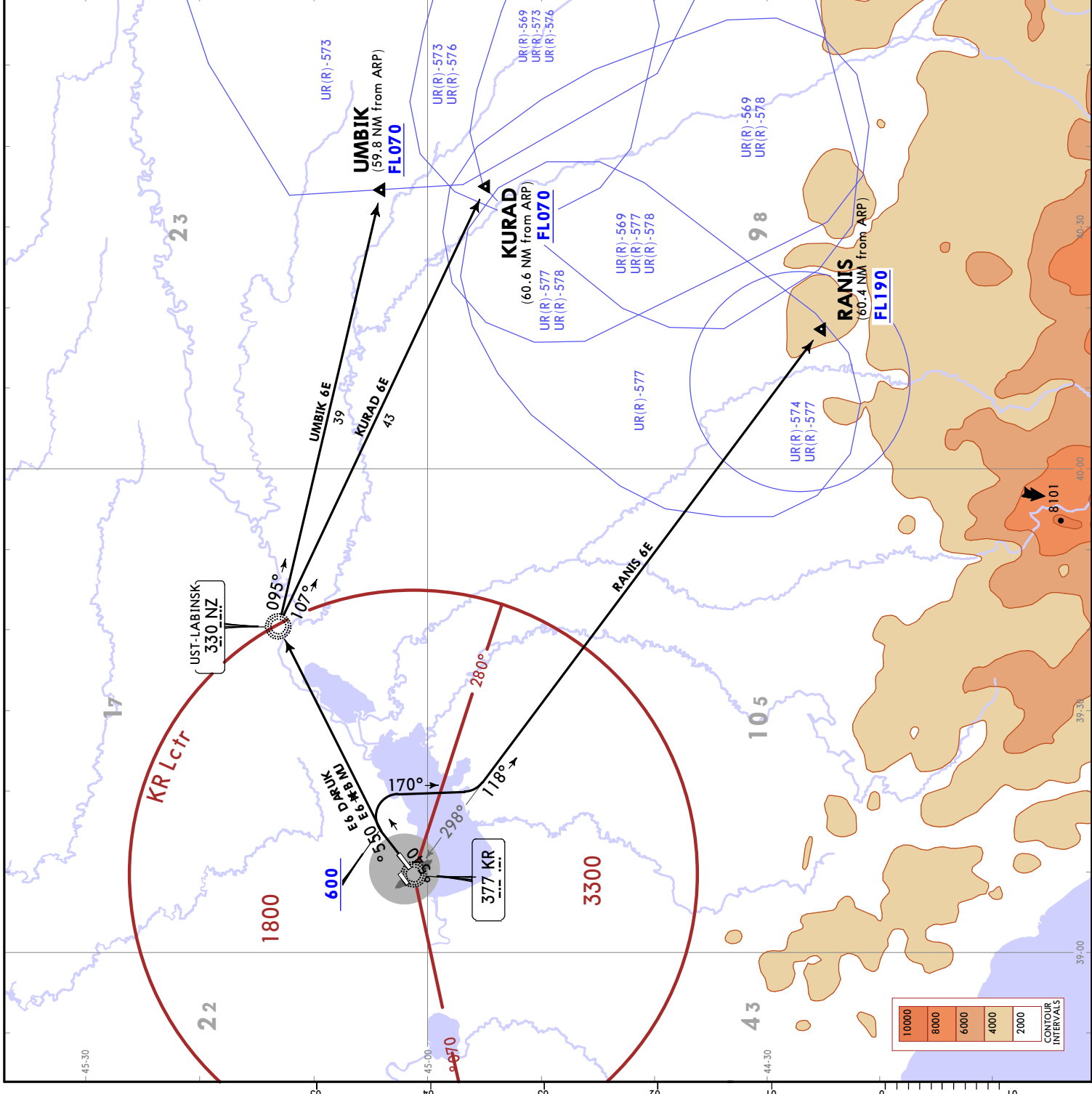
Feet Metres
 (QNH) (QFE)
 4000 (1185)
 600 (150)

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

RANIS 6E:
 This SID requires a minimum climb gradient of 5.6% up to FL190 due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

SID	ROUTING
KURAD 6E	Climb on 045° track to 600 or above, 055° bearing to NZ NDB, 107° bearing from NZ NDB to KURAD.
RANIS 6E	Climb on 045° track to 600 or a above, turn RIGHT, 170° track, 118° bearing from KR Lctr to RANIS.
UMBIK 6E	Climb on 045° track to 600 or above, 055° bearing to NZ NDB, 095° bearing from NZ NDB to UMBIK.



KRASNODAR Radar (TWR)
 121.3

Apt Elev
 120

Trans alt: 4000 QNH (QFE on request)
 1. Turn before DER PROHIBITED.
 2. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
 3. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6C [AGID6C]
DV 6C [DV6C]
GINEP 6C [GINE6C]
OSNIR 6C [OSNI6C]
RULAB 6C [RULA6C]

DEPARTURES
(RWY 23L)
RADAR CONTROL REQUIRED

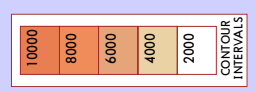
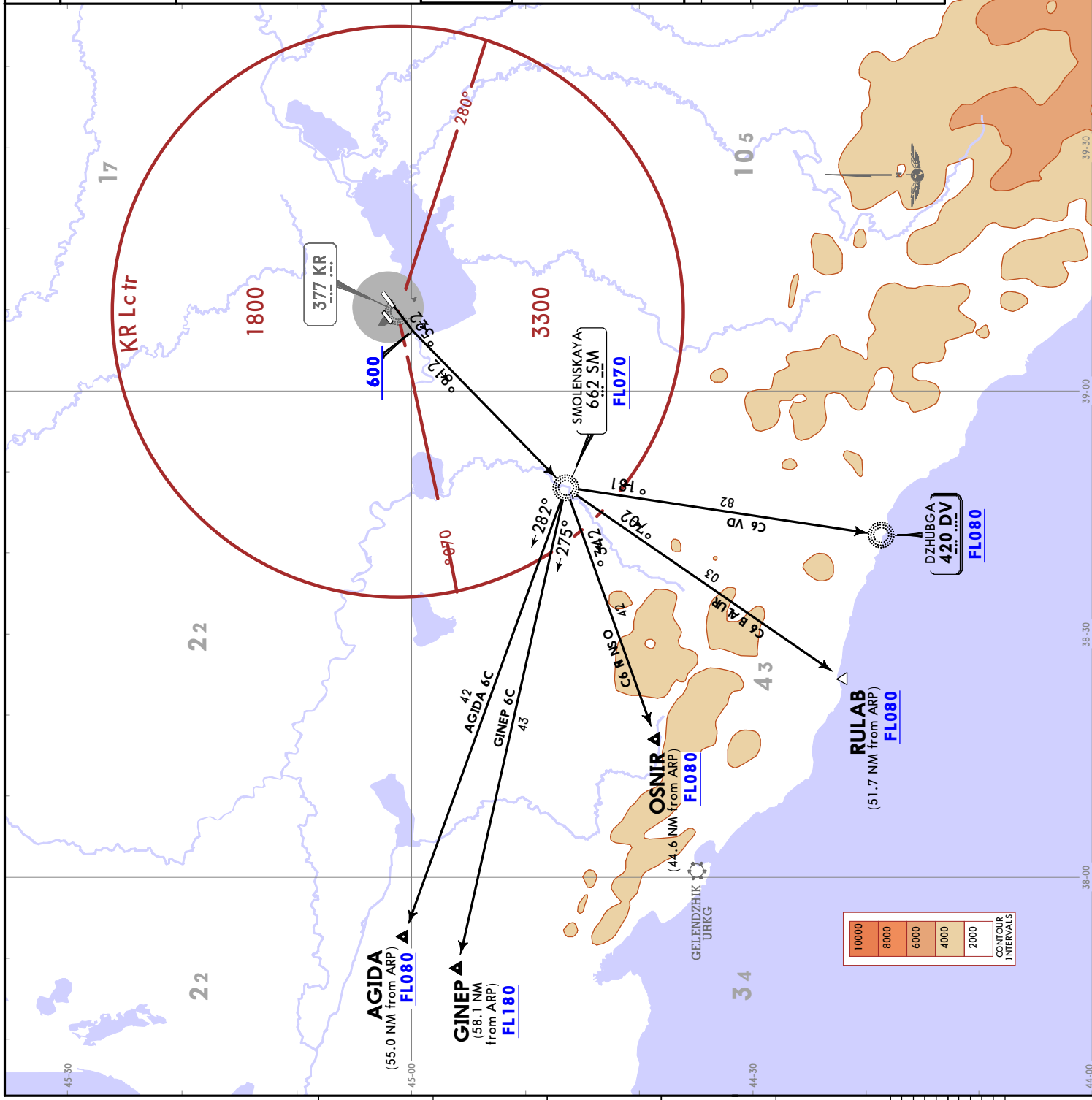
Feet (QFE)
 4000 (1185)
 600 (150)

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

These SIDs require minimum climb gradients of
 AGIDA 6C, DV 6C, OSNIR 6C, RULAB 6C:
 5.3% up to FL070 due to airspace structure.
 GINEP 6C: 5.3% up to FL070, then 4.2% up to
 FL180 due to airspace structure.

Grnd speed-KT	75	100	150	200	250	300
4.2% V/V (fpm)	319	425	638	851	1063	1276
5.3% V/V (fpm)	403	537	805	1073	1342	1610

SID	ROUTING
AGIDA 6C BY ATC	Climb on 225° track to 600 or above, 218° bearing to SM NDB, 282° bearing from SM NDB to AGIDA.
DV 6C	Climb on 225° track to 600 or above, 218° bearing to SM NDB, 181° bearing to DV NDB.
GINEP 6C BY ATC	Climb on 225° track to 600 or above, 218° bearing to SM NDB, 275° bearing from SM NDB to GINEP.
OSNIR 6C BY ATC	Climb on 225° track to 600 or above, 218° bearing to SM NDB, 243° bearing from SM NDB to OSNIR.
RULAB 6C	Climb on 225° track to 600 or above, 218° bearing to SM NDB, 207° bearing from SM NDB to RULAB.



JEPPESEN KRASNODAR, RUSSIA
1 AUG 25 (10-3T) Eff 7 Aug
SID

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KRASNODAR Radar (TWR)
121.3

Apt Elev
120

Trans alt: 4000 QNH (QFE on request)

1. Turn before DER PROHIBITED.
2. ATC using facilities for surveillance of aircraft to avoid UR(R)-522 is required for all STARs.
3. Unless otherwise instructed, at 800 establish communication with KRASNODAR Radar.
4. If flight crew has no information on or is unable to maintain SID, report to GND or ATC.

AGIDA 6E [AGID6E]
DV 6E [DV6E]
GINEP 6E [GINE6E]
OSNIR 6E [OSNI6E]
RULAB 6E [RULA6E]

DEPARTURES
(RWY 05R)

RADAR CONTROL REQUIRED

Feet (QNH) 4000 (1185)
 3000 (885)

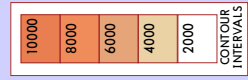
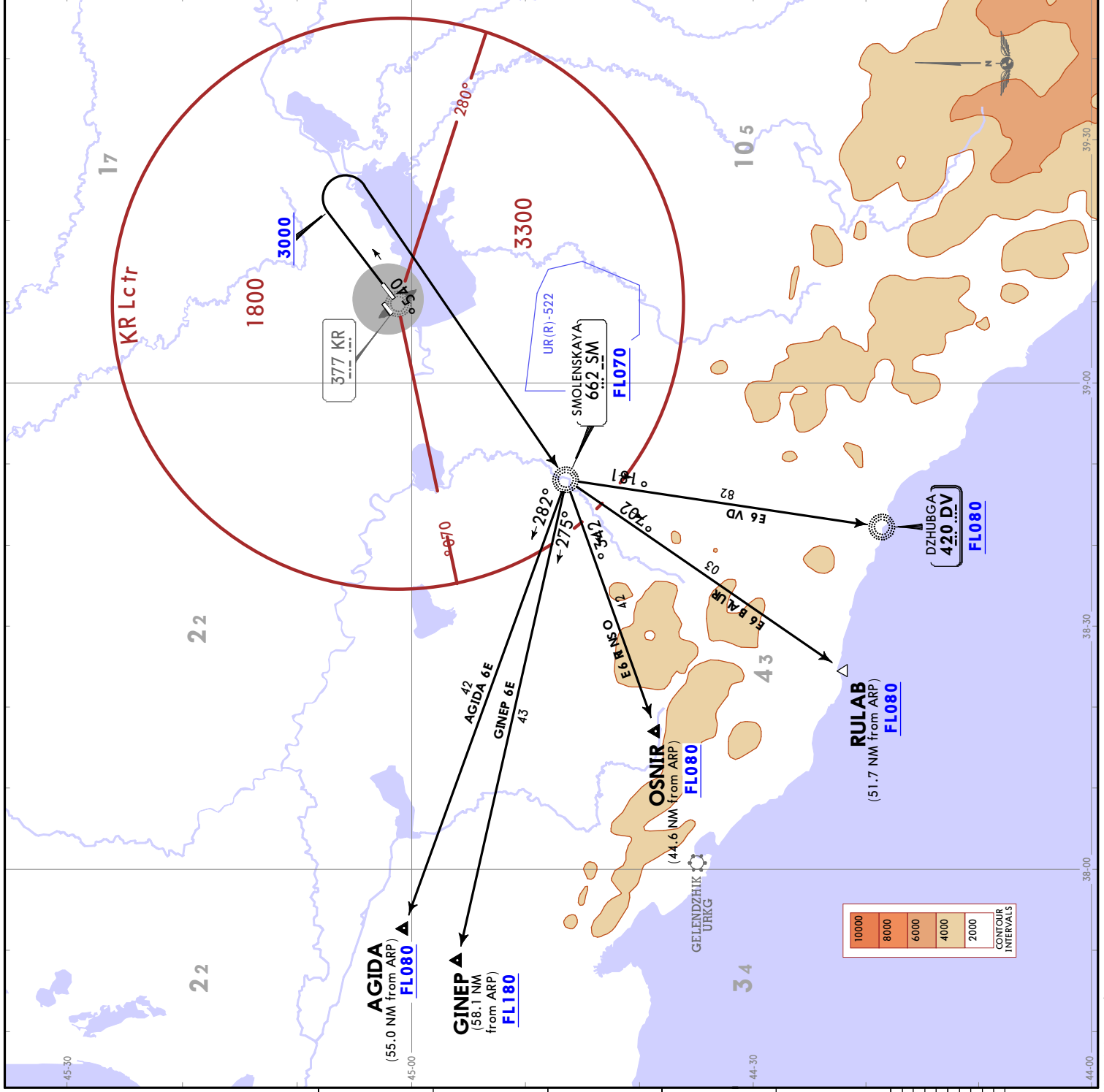
Metres (QFE) 4000 (1185)
 3000 (885)

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

GINEP 6E:
 This SID requires a minimum climb gradient of 3.4% up to FL180, due to airspace structure.

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

SID	ROUTING
AGIDA 6E BY ATC	Climb on 045° track to 3000 or above, turn RIGHT to SM NDB, 282° bearing from SM NDB to AGIDA.
DV 6E	Climb on 045° track to 3000 or above, turn RIGHT to SM NDB, 181° bearing to DV NDB.
GINEP 6E BY ATC	Climb on 045° track to 3000 or above, turn RIGHT to SM NDB, 275° bearing from SM NDB to GINEP.
OSNIR 6E BY ATC	Climb on 045° track to 3000 or above, turn RIGHT to SM NDB, 243° bearing from SM NDB to OSNIR.
RULAB 6E	Climb on 045° track to 3000 or above, turn RIGHT to SM NDB, 207° bearing from SM NDB to RULAB.



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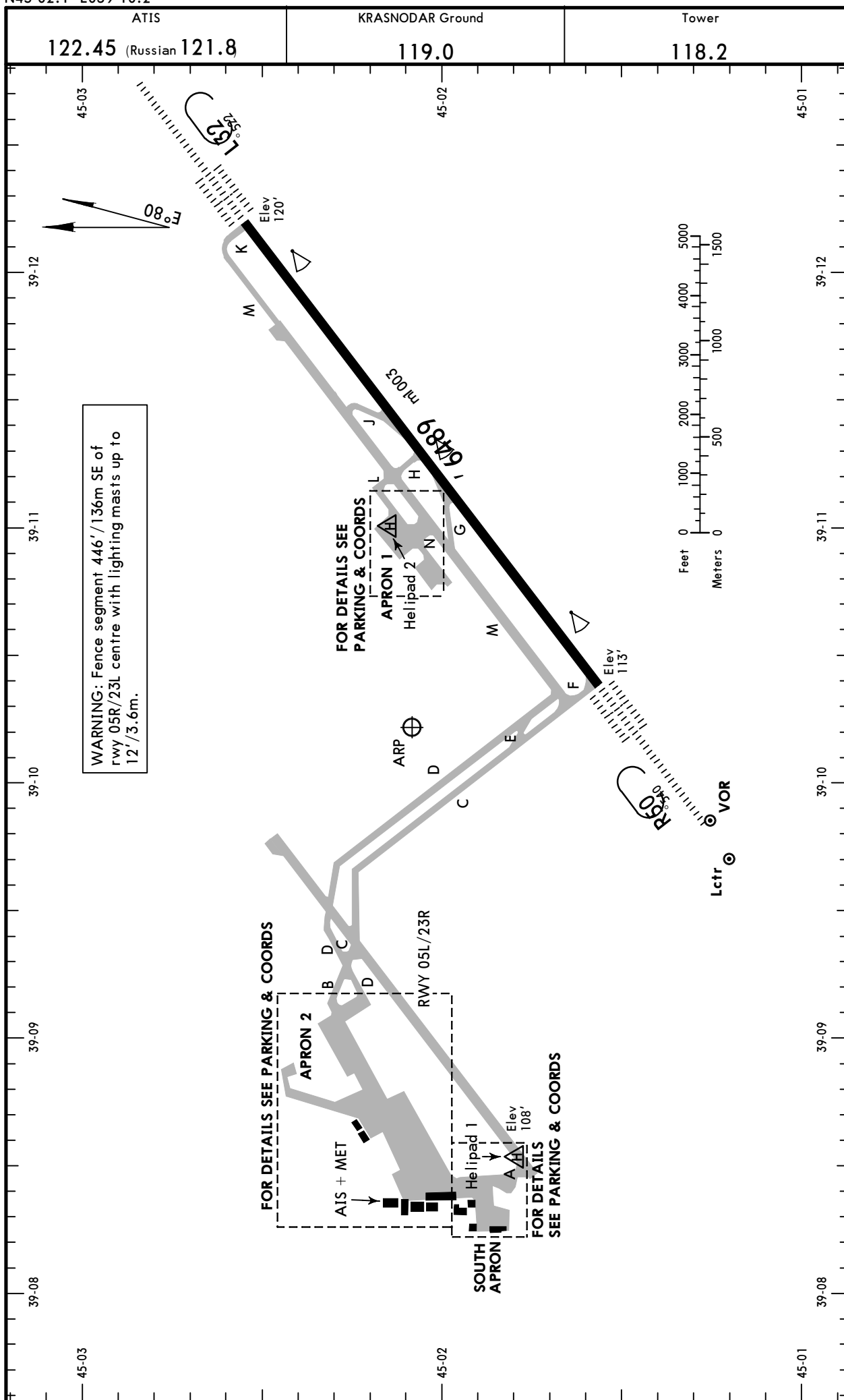
Apt Elev 120'
N45 02.1 E039 10.2

JEPPESSEN

1 AUG 25 10-9 Eff 7 Aug

KRASNODAR, RUSSIA

PASHKOVSKIY



WARNING: Fence segment 446' / 136m SE of rwy 05R/23L centre with lighting masts up to 12' / 3.6m.

FOR DETAILS SEE PARKING & COORDS

FOR DETAILS SEE PARKING & COORDS

URKK/KRR



KRASNODAR, RUSSIA

1 AUG 25 (10-9A) Eff 7 Aug

PASHKOVSKIY

RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		WIDTH	
					LANDING BEYOND			
					Threshold	Glide Slope		TAKE-OFF
05L ① 23R								161' 49m
05R 23L	HIRL (60m)	CL (15m)	ALSF-II	TDZ PAPI-L ②	RVR	8691' 2649m 8632' 2631m		148' 45m

① VFR runway helicopter only

② angle 2.67°

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	TDZ R150m	TDZ R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA
Mid R125m	Mid R150m	Mid R150m					
Rollout R125m	Rollout R150m	Rollout R150m					

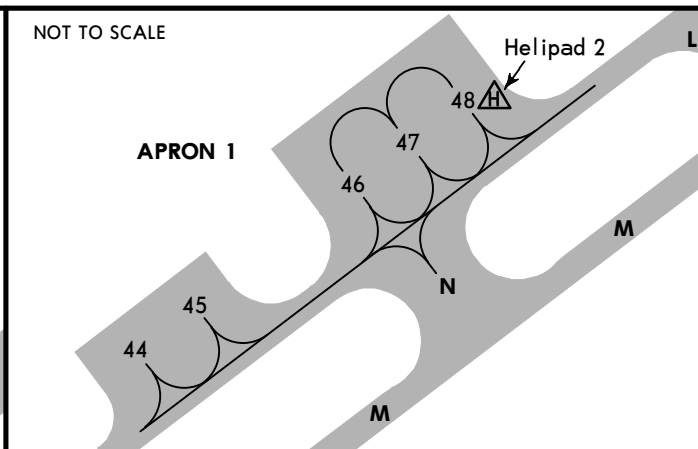
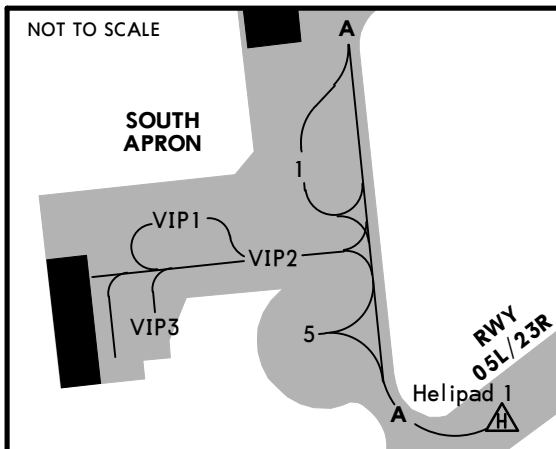
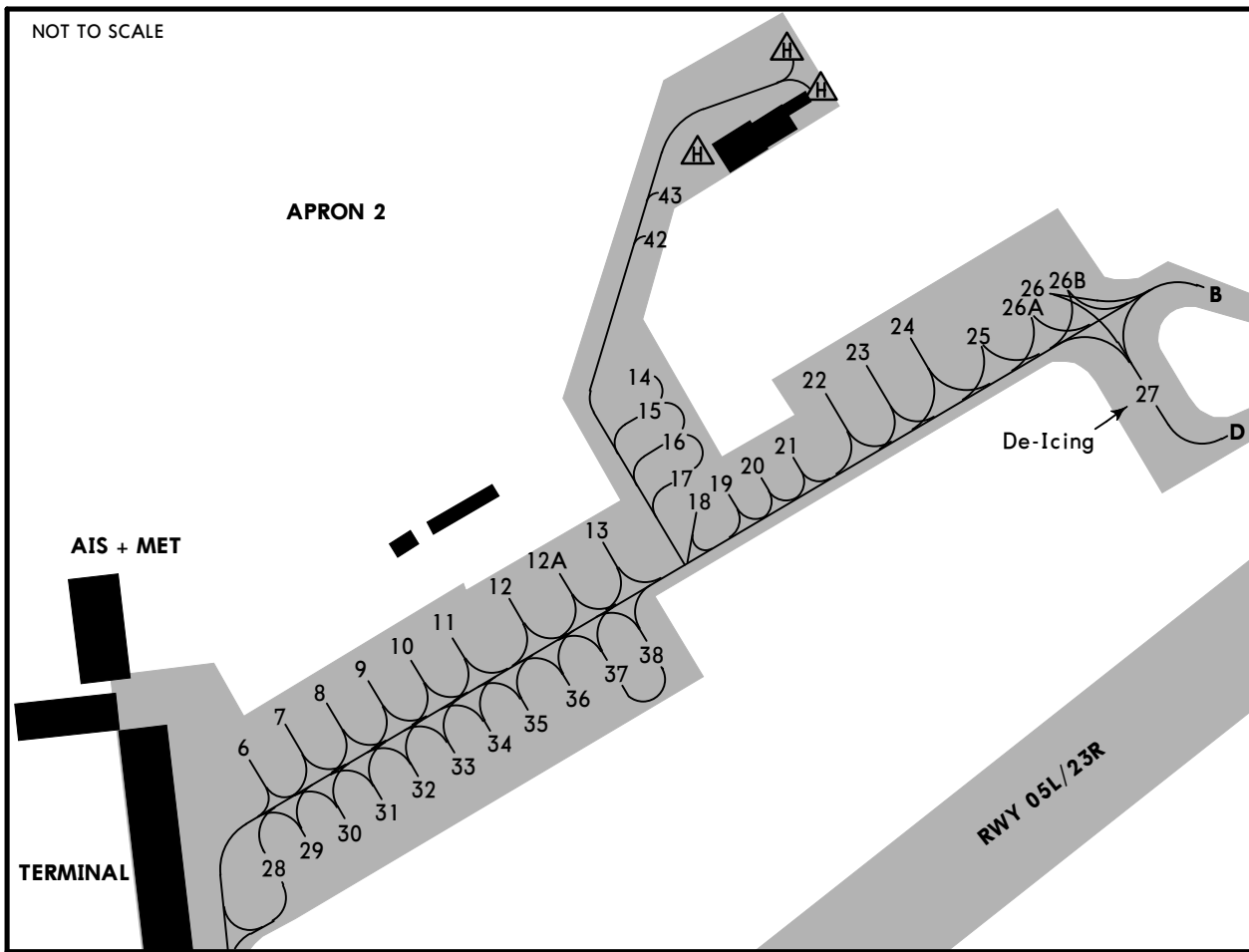
① For NIGHT operations, at least RL or CL and RENL are required.

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JEPESEN
1 AUG 25 (10-9B) Eff 7 Aug

KRASNODAR, RUSSIA

PASHKOVSKIY



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
VIP-1	N45 01.9 E039 08.3	26B	N45 02.3 E039 09.1
VIP-2	N45 01.9 E039 08.4	27	N45 02.2 E039 09.1
VIP-3	N45 01.8 E039 08.3	28 thru 30	N45 02.0 E039 08.5
1	N45 01.9 E039 08.4	31	N45 02.1 E039 08.5
5	N45 01.8 E039 08.4	32 thru 34	N45 02.1 E039 08.6
6	N45 02.1 E039 08.4	35 thru 38	N45 02.1 E039 08.7
7 thru 9	N45 02.1 E039 08.5	42	N45 02.4 E039 08.8
10, 11	N45 02.1 E039 08.6	43	N45 02.3 E039 08.8
12	N45 02.2 E039 08.6	44, 45	N45 02.0 E039 10.8
12A, 13	N45 02.2 E039 08.7	46	N45 02.1 E039 10.9
14	N45 02.3 E039 08.7	47	N45 02.1 E039 11.0
15	N45 02.2 E039 08.7	48	N45 02.2 E039 11.0
16 thru 21	N45 02.2 E039 08.8		
22 thru 24	N45 02.3 E039 08.9		
25 thru 26A	N45 02.3 E039 09.0		

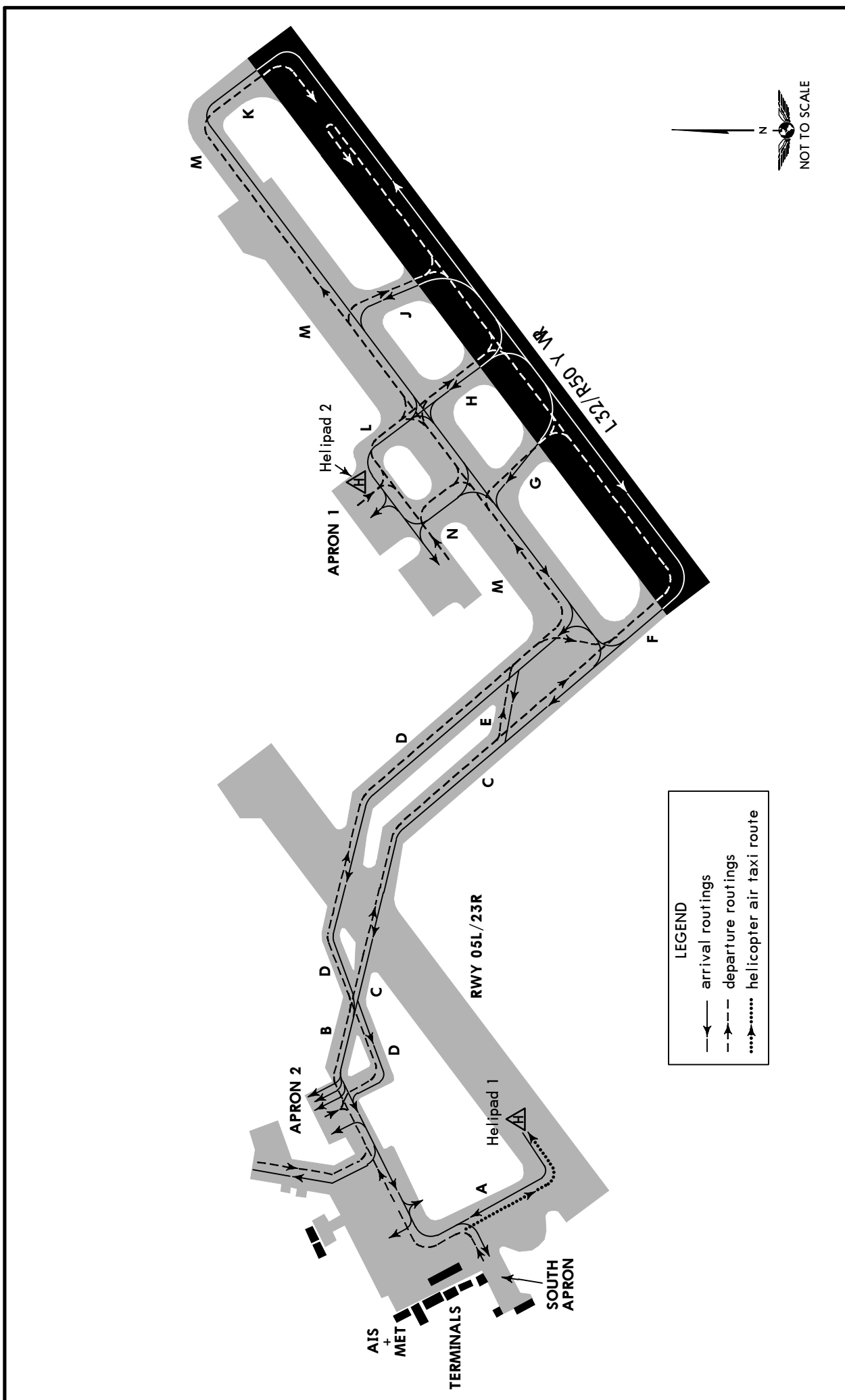
CHANGES: Helipad added.

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1 AUG 25 10-9C Eff 7 Aug

KRASNODAR, RUSSIA
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CHANGES: Helipad added.

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EASA AIR OPS

1 AUG 25

10-9S

Eff 7 Aug

**KRASNODAR, RUSSIA
PASHKOVSKIY**

STRAIGHT-IN RWY		A	B	C	D	
05R	CAT 2 ILS Z, Y or X	213' (100') RA104' R300m	213' (100') RA104' R300m	213' (100') RA104' R300m	①213' (100') RA104' ②R300m	
	ILS Z, Y or X FULL TDZ or CL out ALS out	313' (200') R550m ③R550m R1200m	313' (200') R550m ③R550m R1200m	313' (200') R550m ③R550m R1200m	①313' (200') R550m ③R550m R1200m	
	GLS FULL TDZ or CL out ALS out	313' (200') R550m ③R550m R1200m	313' (200') R550m ③R550m R1200m	313' (200') R550m ③R550m R1200m	313' (200') R550m ③R550m R1200m	
	④ LOC Z or Y with D1.6 KND	450' (337') R800m R1500m	450' (337') R800m R1500m	450' (337') R800m R1500m	⑤450' (337') R800m R1500m	
	④ LOC X with D1.6 KND	460' (347') R900m R1500m	460' (347') R900m R1500m	460' (347') R900m R1600m	460' (347') R900m R1600m	
	④ LOC Z, Y or X w/o D1.6 KND	480' (367') R1000m R1500m	480' (367') R1000m R1500m	480' (367') R1000m R1700m	①480' (367') R1000m R1700m	
	④ RNP LNAV/VNAV ALS out	413' (300') R750m R1400m	423' (310') R750m R1400m	433' (320') R750m R1400m	453' (340') R800m R1500m	
	④ RNP LNAV ALS out	460' (347') R900m R1500m	460' (347') R900m R1500m	470' (357') R900m R1600m	470' (357') R900m R1600m	
	④ VOR Z or Y with D1.6 KND ALS out	460' (347') R900m R1500m	460' (347') R900m R1500m	460' (347') R900m R1600m	460' (347') R900m R1600m	
	④ VOR Z or Y w/o D1.6 KND ALS out	530' (417') R1200m R1500m	530' (417') R1200m R1500m	530' (417') R1200m R1900m	530' (417') R1200m R1900m	
	④ VOR X ALS out	580' (467') R1500m R1500m	580' (467') R1500m R1500m	580' (467') R1500m R2200m	580' (467') R1500m R2200m	
	④ NDB Y ALS out	580' (467') R1500m R1500m	580' (467') R1500m R1500m	580' (467') R1500m R2200m	580' (467') R1500m R2200m	
	23L	CAT 2 ILS Z, Y, X or W	220' (100') RA102' R300m	220' (100') RA102' R300m	220' (100') RA102' R300m	⑥220' (100') RA102' ⑦R300m
		ILS Z, Y, X or W FULL TDZ or CL out ALS out	320' (200') R550m ③R550m R1200m	320' (200') R550m ③R550m R1200m	320' (200') R550m ③R550m R1200m	⑥320' (200') R550m ③R550m R1200m

- ① ILS Z or Y: Also valid for CAT D_L.
- ② ILS Z or Y: CAT D/D_L requires autoland or HUDLS, otherwise: R350m.
- ③ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ④ Continuous Descent Final Approach.
- ⑤ Also valid for CAT D_L.
- ⑥ ILS Z, Y or X: Also valid for CAT D_L.
- ⑦ ILS Z, Y or X: CAT D/D_L requires autoland or HUDLS, otherwise: R350m.

URKK/KRR

JEPPESEN

EASA AIR OPS

1 AUG 25

(10-9S1)

Eff 7 Aug

KRASNODAR, RUSSIA
PASHKOVSKIY

STRAIGHT-IN RWY	A	B	C	D
23L contd GLS FULL TDZ or CL out ALS out	320' (200') R550m ① R550m R1200m	320' (200') R550m ① R550m R1200m	320' (200') R550m ① R550m R1200m	320' (200') R550m ① R550m R1200m
② LOC Z, Y or X	520' (400') R1100m R1500m	520' (400') R1100m R1500m	520' (400') R1100m R1800m	③ 520' (400') R1100m R1800m
② LOC W with D3.8 KND	470' (350') R900m R1500m	470' (350') R900m R1500m	470' (350') R900m R1600m	470' (350') R900m R1600m
② LOC W w/o D3.8 KND	520' (400') R1100m R1500m	520' (400') R1100m R1500m	520' (400') R1100m R1800m	520' (400') R1100m R1800m
② RNP LNAV/VNAV ALS out	440' (320') R750m R1400m	450' (330') R800m R1500m	470' (350') R900m R1600m	490' (370') R1000m R1700m
② RNP LNAV ALS out	480' (360') R900m R1500m	480' (360') R900m R1500m	480' (360') R900m R1600m	480' (360') R900m R1600m
② VOR Z, Y or X ALS out	550' (430') R1300m R1500m	550' (430') R1300m R1500m	550' (430') R1300m R2000m	550' (430') R1300m R2000m
② VOR W ALS out	740' (620') R1500m R1500m	740' (620') R1500m R1500m	740' (620') R2100m R2400m	740' (620') R2100m R2400m
② NDB Y ALS out	740' (620') R1500m R1500m	740' (620') R1500m R1500m	740' (620') R2100m R2400m	740' (620') R2100m R2400m

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ Also valid for CAT D_L.

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	205 KT
After NDB Y 23L	680' (560') 740' (620') V1500m④	680' (560') 740' (620') V1600m④	780' (660') 780' (660') V2400m	⑤ 830' (710') 830' (710') V3600m

- ④ or higher minimums of preceding straight-in approach.
- ⑤ Rwy 05R ILS Z or Y and Rwy 23L ILS Z, Y or X: Also valid for CAT D_L.

TAKE-OFF

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

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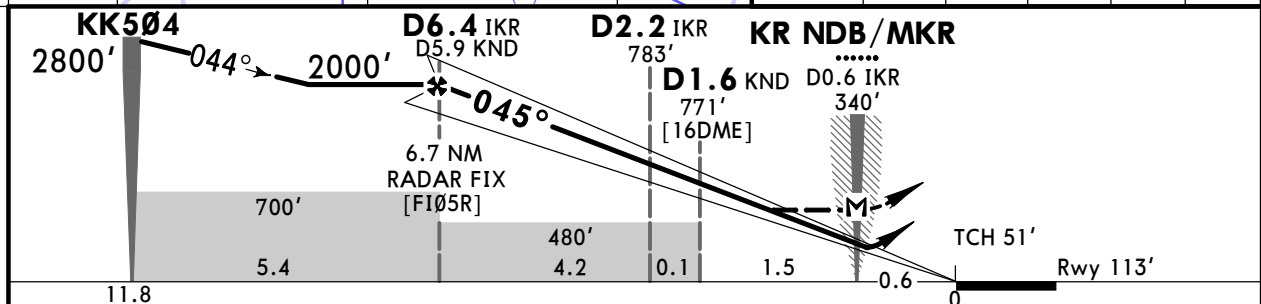
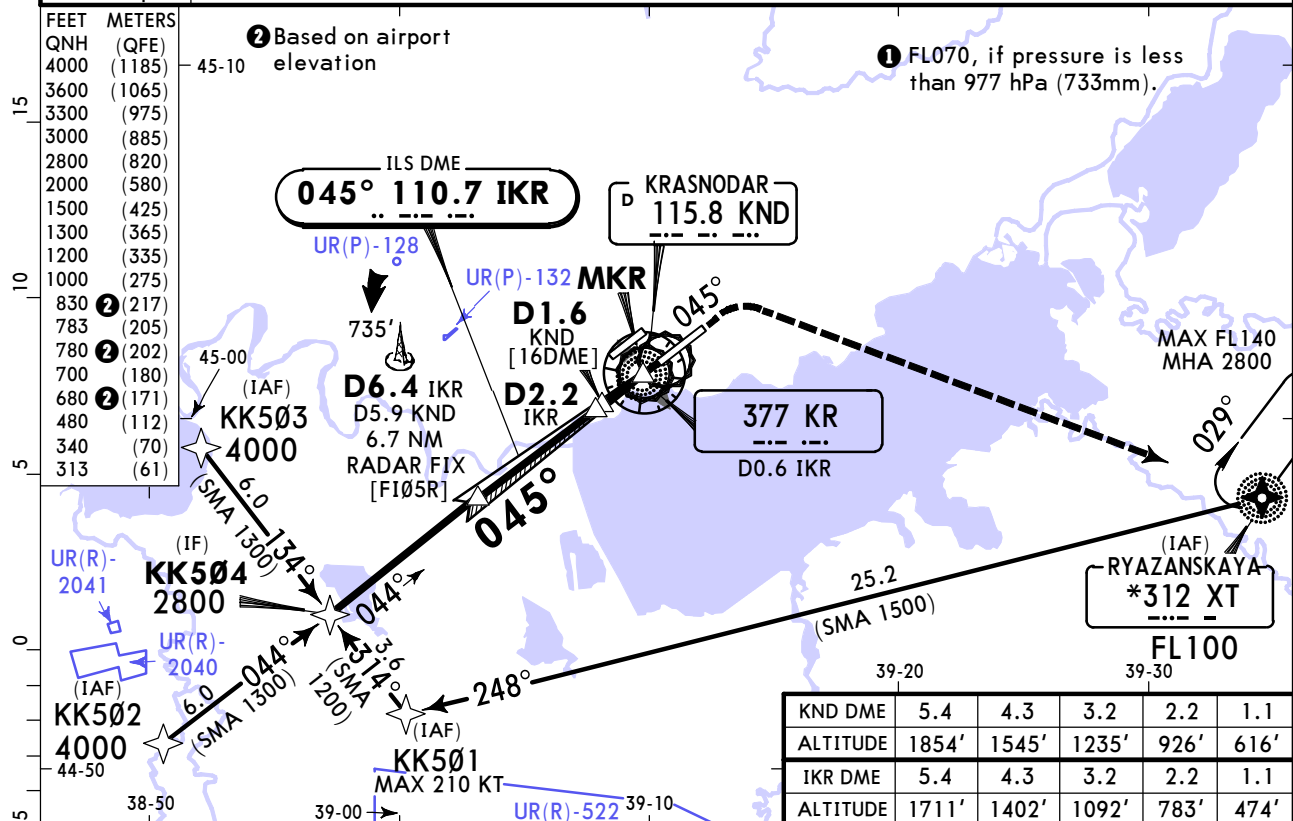
JEPPESEN
1 AUG 25
Eff 7 Aug (11-1)

KRASNODAR, RUSSIA
ILS Z or LOC Z Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	ILS DA(H) 313' (200')	Apt Elev 120' Rwy 113'	3300 MSA ARP
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to XT NDB climbing to 3000'. Do not turn before MAP.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'

RNAV 1 for initial and missed apch: 1. GNSS required. 2. Radar required for LOC apch. 3. ATC using facilities for surveillance of acft to avoid restricted area UR(R)-522 required. 4. Wind shear is expected. 5. ILS DME reads zero at rwy 05R threshold.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669	PAPI	1000'	312
MAP at KR NDB/MKR/D0.6 IKR								on 045°	RT

PANS OPS	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS		LOC (GS out)		w/o D1.6 KND		
	DA(H) 313' (200')		with D1.6 KND CDFA ② DA/MDA(H) 450' (337')		CDFA ② DA/MDA(H) 480' (367')		Max Kts
A							100
B							135
C	R550m	① R550m	R1200m	R800m	R1500m	R1000m	180
D							205
D _L							D _L

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

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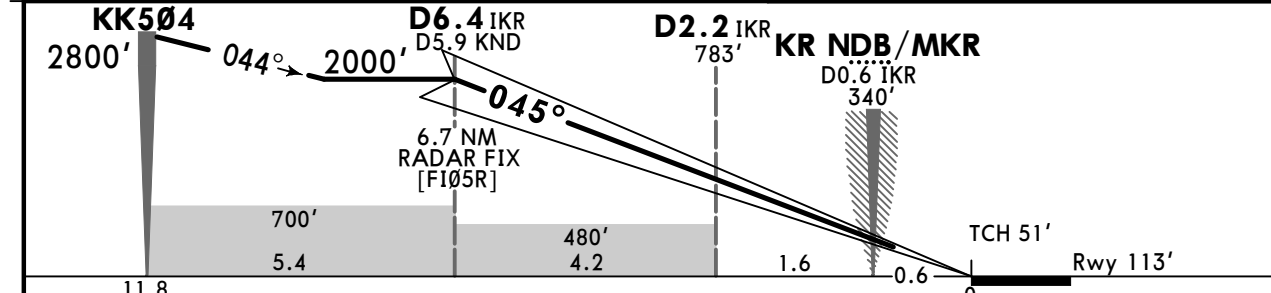
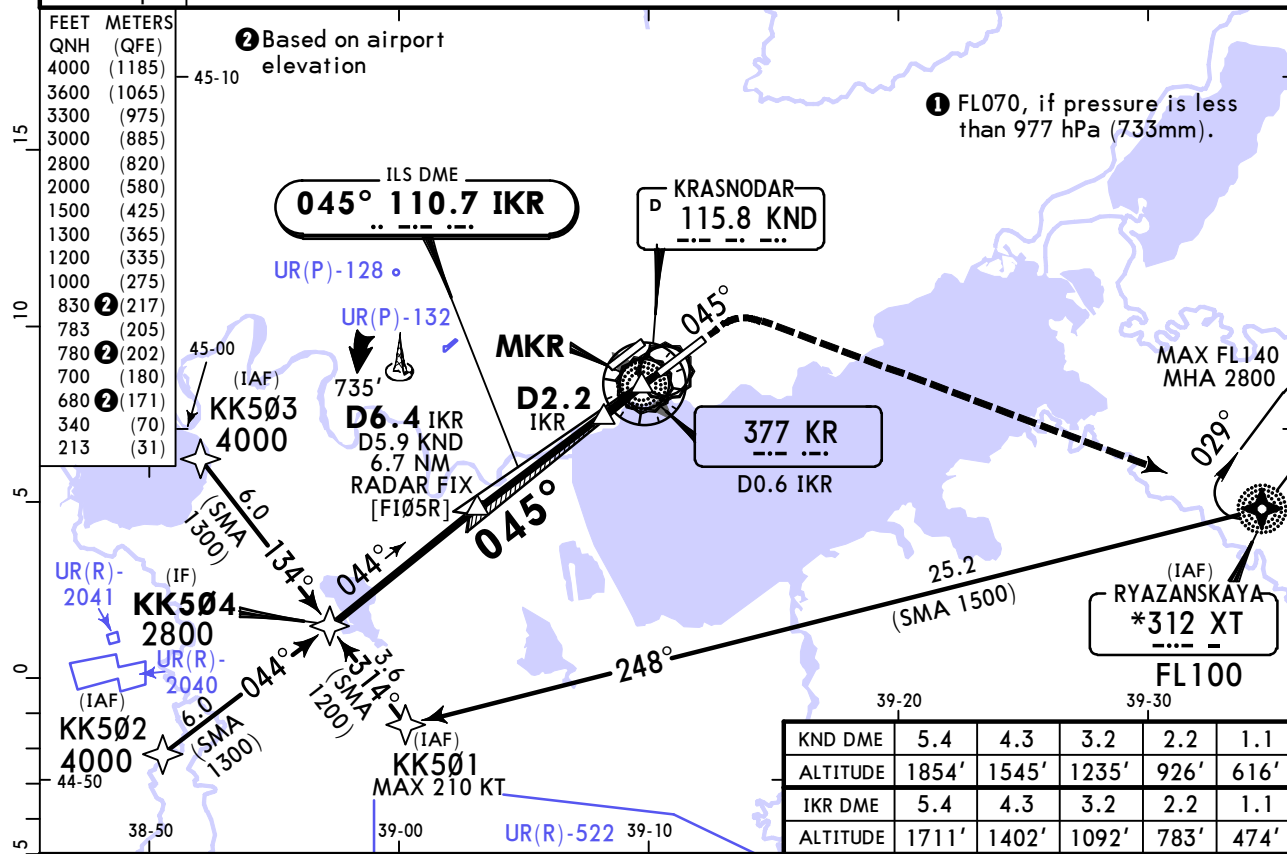
JEPPESEN
1 AUG 25
Eff 7 Aug **(11-1A)**

KRASNODAR, RUSSIA
CAT II ILS Z Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	CAT II ILS RA 104' DA(H) 213' (100')	Apt Elev 120' Rwy 113'	3300 MSA ARP
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to XT NDB climbing to 3000'. Do not turn before MAP.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'

RNAV 1 for initial and missed apch
1. GNSS required. 2. ATC using facilities for surveillance of acft to avoid restricted area U(R)-522 required. 3. Wind shear is expected. 4. ILS DME reads zero at rwy 05R threshold.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT
Gs	2.70°	334	430	478	573	669	764	1000'	312
								on 045°	RT
									3000'

Std STRAIGHT-IN LANDING
CAT II ILS
RA 104'
DA(H) **213'** (100')

R300m

CAT D/D_L without autoland: R350m.

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1 AUG 25
Eff 7 Aug (11-2)

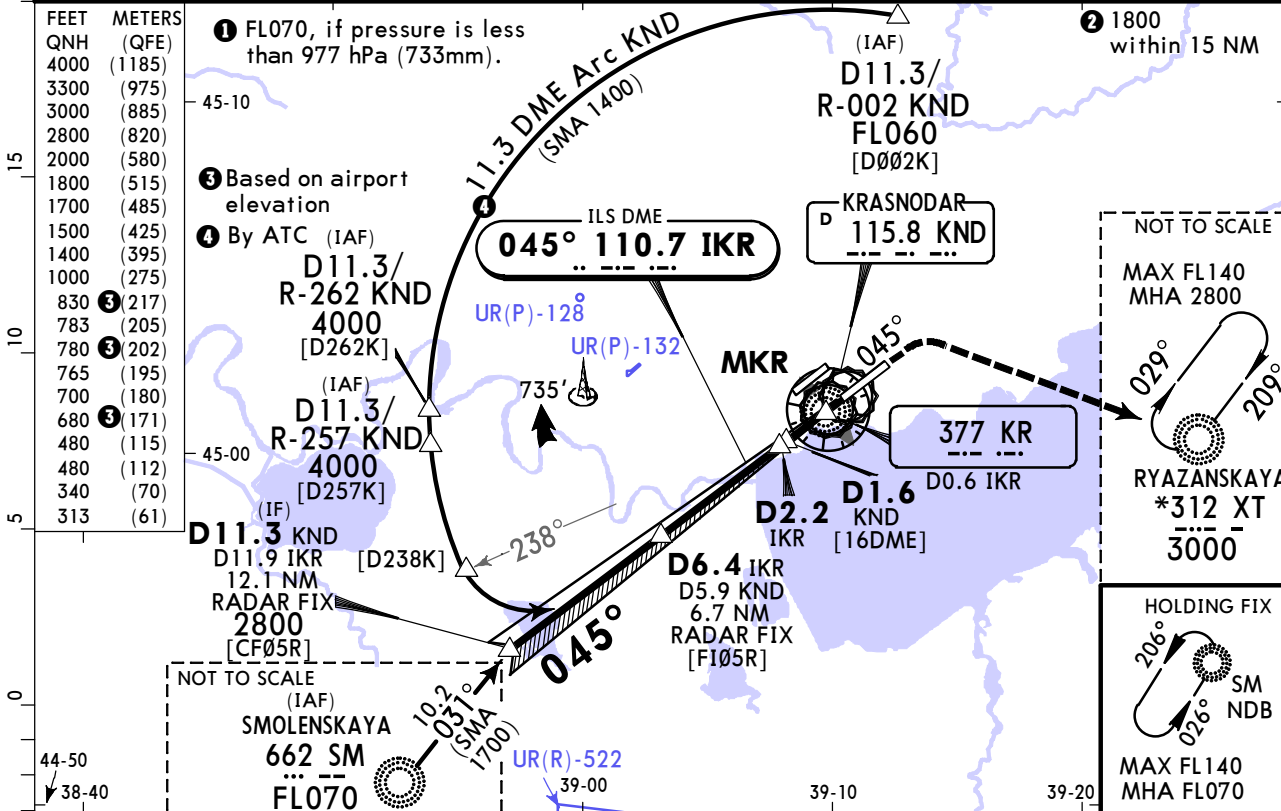
KRASNODAR, RUSSIA
ILS Y or LOC Y Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	ILS DA(H) 313' (200')	Apt Elev 120' Rwy 113'	1800 3300 MSA KND VOR

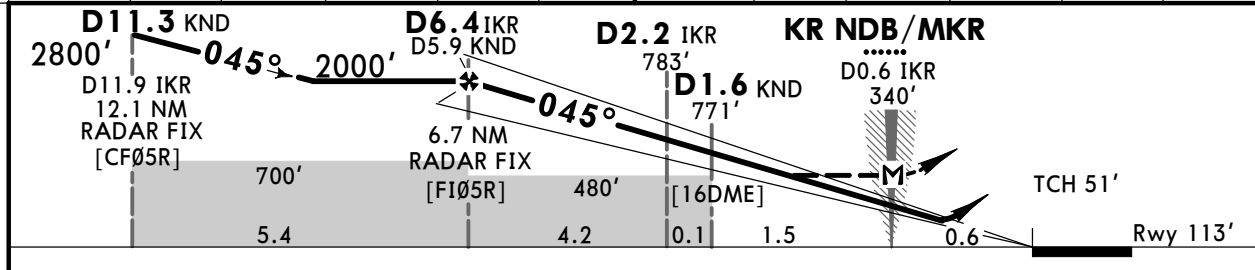
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FLO60 Trans alt: 4000'

1. VOR DME required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required. 3. Wind shear is expected. 4. ILS DME reads zero at rwy 05R threshold.



KND DME	5.4	4.3	3.2	2.2	1.1	IKR DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1854'	1545'	1235'	926'	616'	ALTITUDE	1711'	1402'	1092'	783'	474'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	MIN	XT	3000'
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	764	PAP	1000' on 045°	312	3000'
MAP at KR NDB/MKR/D0.6 IKR	MAP at KR NDB/MKR/D0.6 IKR									

PANS OPS	STRAIGHT-IN LANDING					CIRCLE-TO-LAND	
	ILS		LOC (GS out)			CIRCLE-TO-LAND	
	DA(H) 313' (200')		with D1.6 KND CDFA 450' (337')			w/o D1.6 KND CDFA 480' (367')	
A						Max Kts	MDA(H)
B						100	680'(560') V1500m
C	R550m	R550m	R1200m	R800m	R1500m	135	680'(560') V1600m
D						180	780'(660') V2400m
D _L						205	830'(710') V3600m

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

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1 AUG 25
Eff 7 Aug **11-2A**

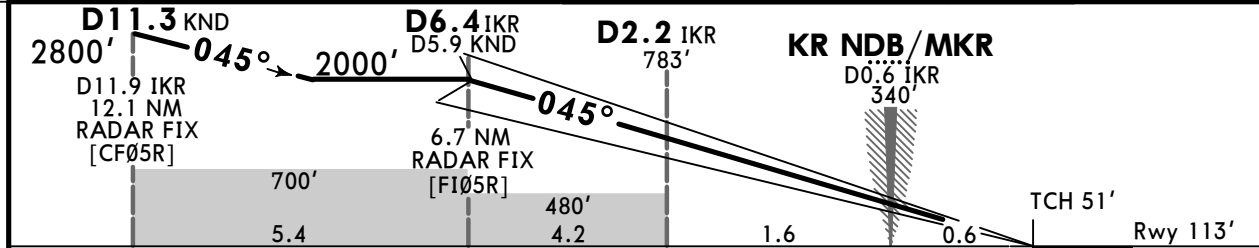
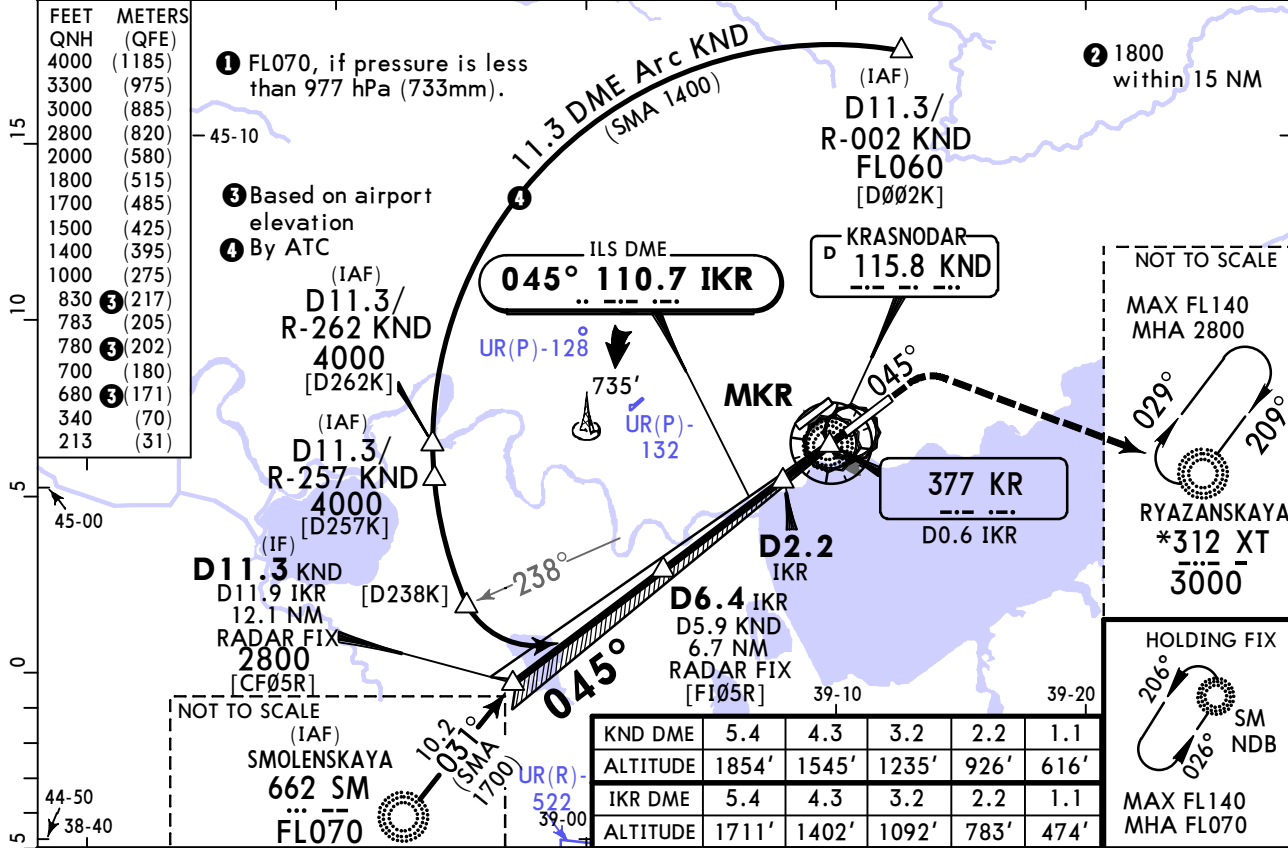
KRASNODAR, RUSSIA
CAT II ILS Y Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	CAT II ILS RA 104' DA(H) 213' (100')	Apt Elev 120' Rwy 113'	1800 070° ← → 280° 3300 ② MSA KND VOR

MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'

1. VOR DME required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required. 3. Wind shear is expected. 4. ILS DME reads zero at rwy 05R thresh.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
GS	2.70°	334	430	478	573	669	PAPI	1000' on 045°	312	↑

Std STRAIGHT-IN LANDING
CAT II ILS
RA 104'
DA(H) **213' (100')**

R300m

① CAT D/DL without autoland: R350m.

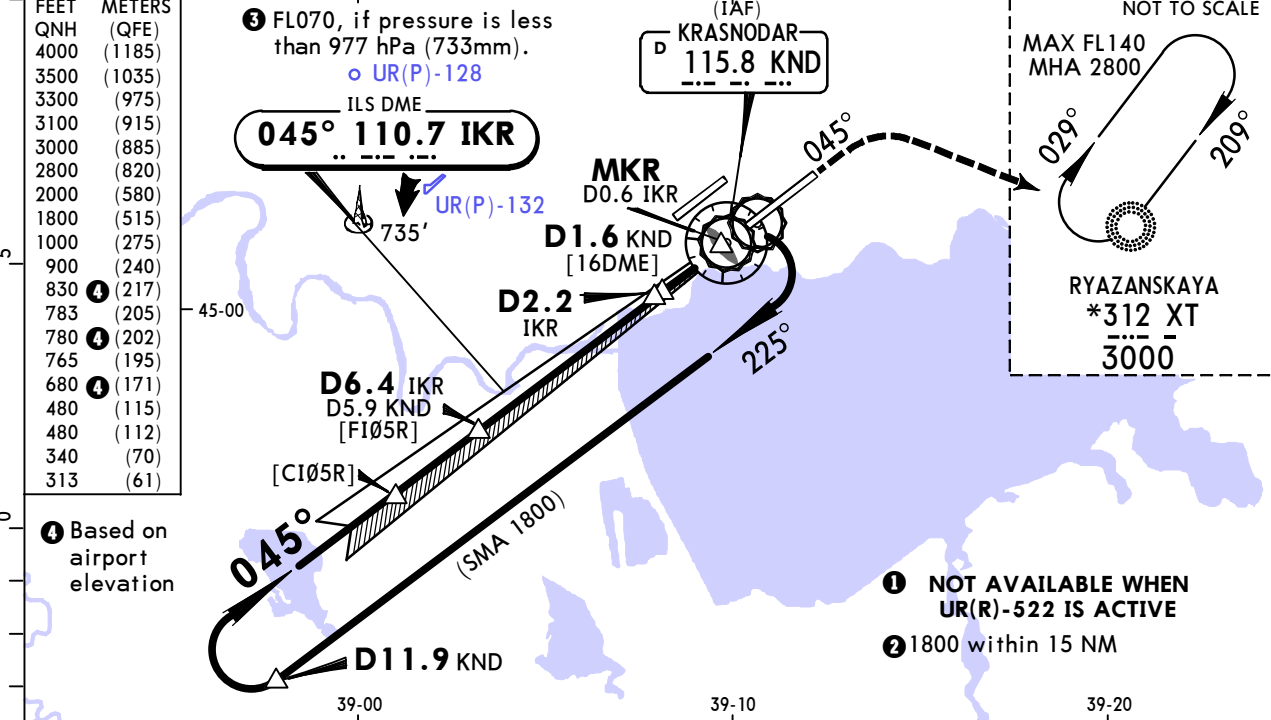
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1 AUG 25
Eff 7 Aug (11-3)

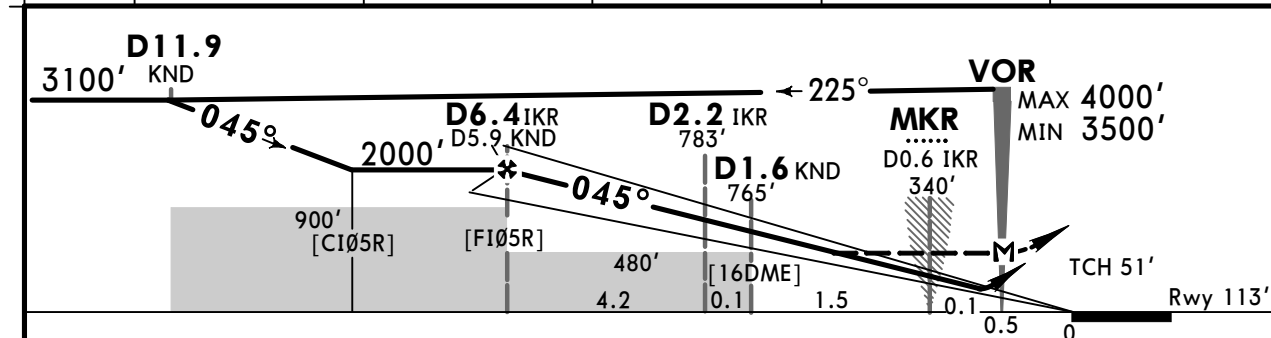
KRASNODAR, RUSSIA
ILS X or LOC X Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	ILS DA(H) 313' (200')	Apt Elev 120' Rwy 113'	
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'. Do not turn before MAP.					
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa	Trans level: FL060 ③	Trans alt: 4000'	

1. VOR DME required. 2. Wind shear is expected. 2. ILS DME reads zero at rwy 05R threshold.



KND DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1850'	1540'	1230'	920'	610'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	764	PAPI	1000'	045°	312
MAP at VOR								↑	RT	↑

PANS OPS	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ILS		LOC (GS out) with D1.6 KND		LOC (GS out) w/o D1.6 KND		Max Kts	MDA(H)
	DA(H) 313' (200')		CDFA ② DA/MDA(H) 460' (347')		CDFA ② DA/MDA(H) 480' (367')			
A	FULL	TDZ or CL out	ALS out	ALS out	ALS out	ALS out	100	680' (560') V1500m
B							135	680' (560') V1600m
C	R550m	① R550m	R1200m	R900m	R1600m	R1000m	180	780' (660') V2400m
D							205	830' (710') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Altitude ribbon, note. © JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.

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1 AUG 25
Eff 7 Aug **11-3A**

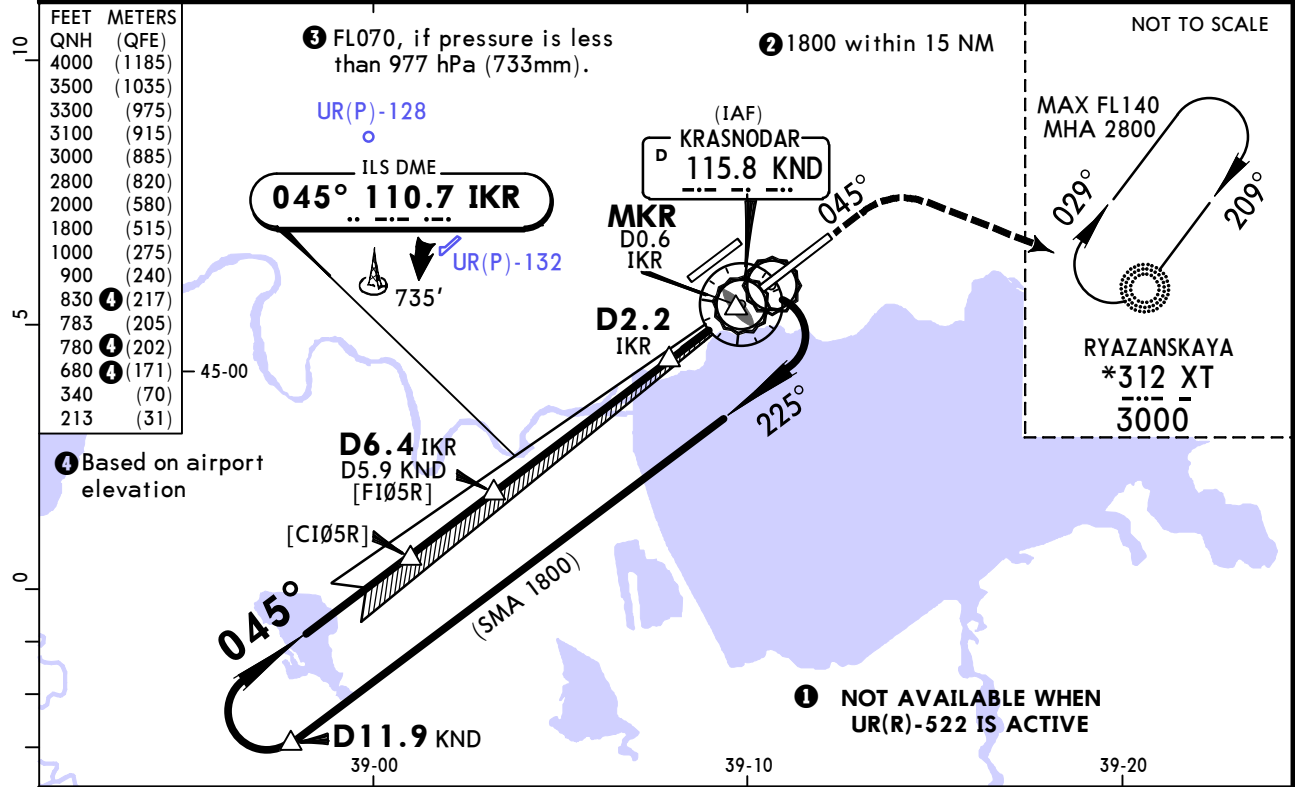
KRASNODAR, RUSSIA
CAT II ILS X Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC IKR 110.7	Final Apch Crs 045°	D6.4 IKR 2000' (1887')	CAT II ILS RA 104' DA(H) 213' (100')	Apt Elev 120' Rwy 113'	1800 3300 MSA KND VOR

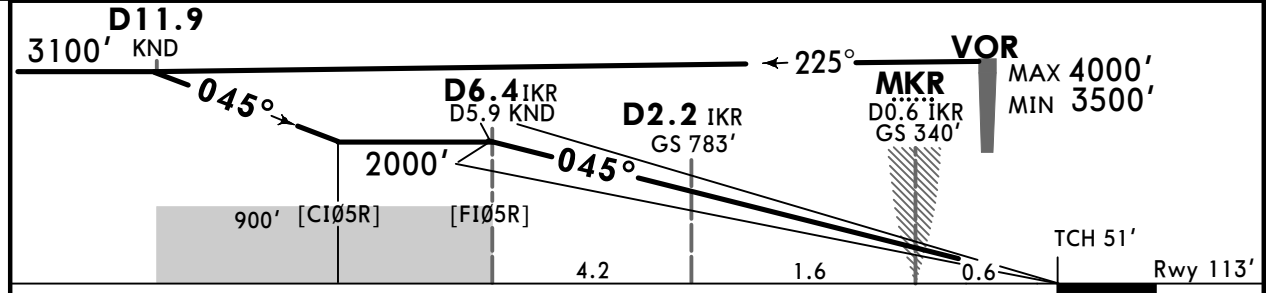
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 Trans alt: 4000'

1. VOR DME required. 2. Wind shear is expected.
3. ILS DME reads zero at rwy 05R threshold.



KND DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1850'	1540'	1230'	920'	610'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	MIN 1000'	on 045°	XT 312	RT ↑	3000'
GS	2.70°	334	430	478	573	669						

Std STRAIGHT-IN LANDING
CAT II ILS
RA 104'
DA(H) **213' (100')**

R300m

CAT D without autoland: R350m.

PANS OPS

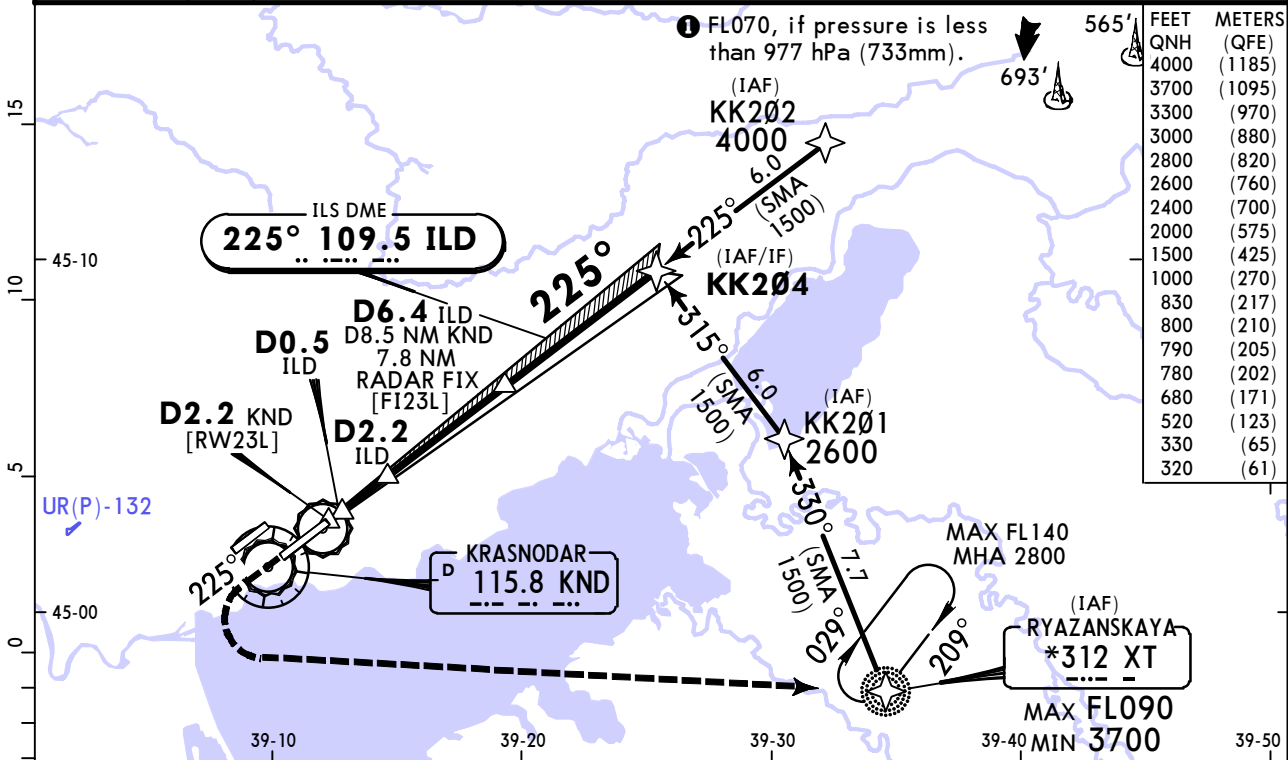
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1 AUG 25
Eff 7 Aug (11-4)

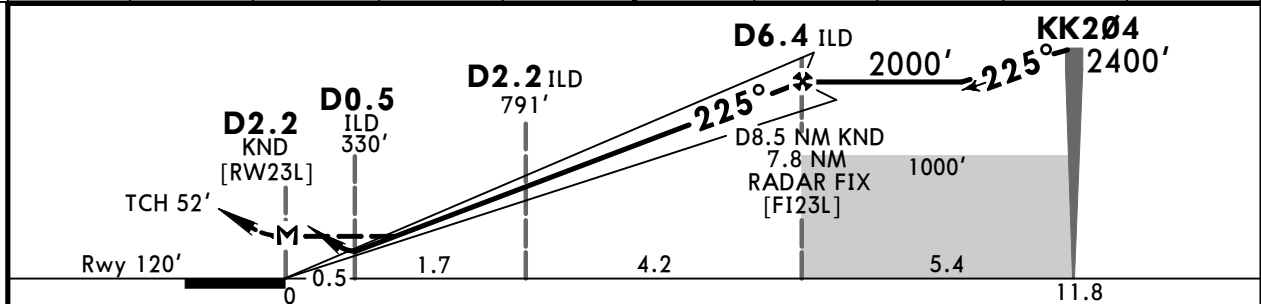
KRASNODAR, RUSSIA
ILS Z or LOC Z Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILD 2000' (1880')	ILS DA(H) 320' (200')	Apt Elev 120' Rwy 120'	3300 MSA ARP
MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'. Do not turn before MAP.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'
 RNAV 1 for initial and missed apch. 1. GNSS required. 2. DME required for LOC apch. 3. Radar required for LOC apch. 4. Wind shear is expected. 5. ILS DME reads zero at rwy 23L threshold.



KND DME	4.3	5.4	6.5	7.6	ILD DME	2.2	3.2	4.3	5.4
ALTITUDE	803'	1112'	1422'	1731'	ALTITUDE	791'	1100'	1410'	1719'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI MIN 800' on 225° XT 312 3000' ↑ ↓ ← ↑	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669		764
MAP at D2.2 KND								
D6.4 ILD to MAP	6.4	5:29	4:16	3:50	3:12	2:45		2:24

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND		
	ILS		LOC (GS out) CDFA		CIRCLE-TO-LAND		
	DA(H) 320' (200')		DA/MDA(H) 520' (400')		Max Kts	MDA(H)	
A					100	680' (560')	V1500m
B					135	680' (560')	V1600m
C	R550m	① R550m	R1200m	R1100m	180	780' (660')	V2400m
D					205		
D _L					D _L	830' (710')	V3600m

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

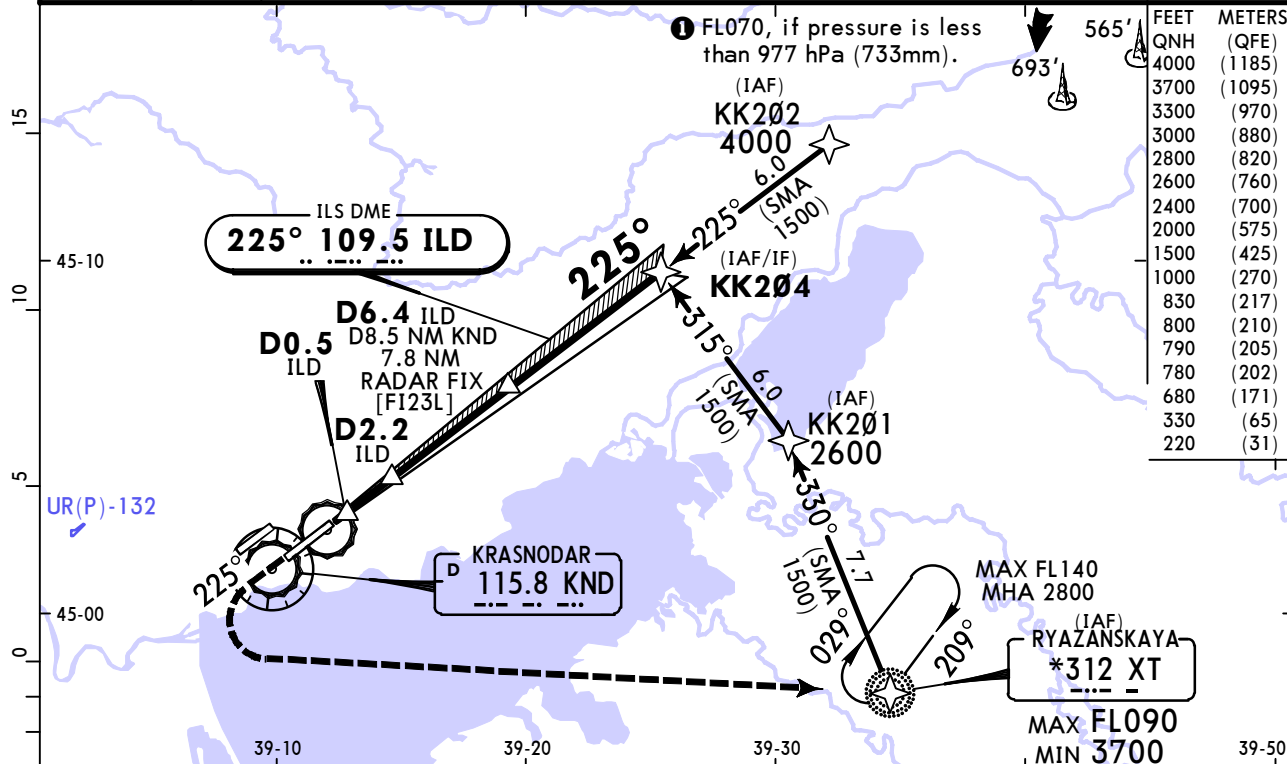
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1 AUG 25
Eff 7 Aug (11-4A)

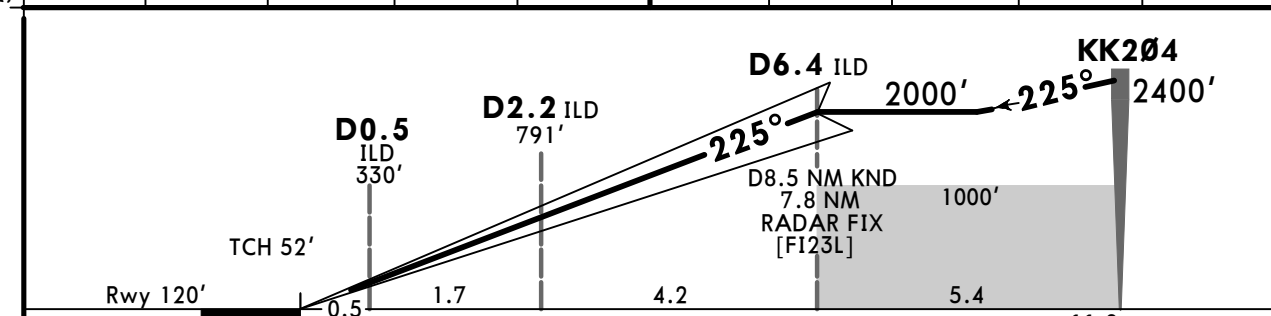
KRASNODAR, RUSSIA
CAT II ILS Z Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILS 2000' (1880')	CAT II ILS RA 102' DA(H) 220' (100')	Apt Elev 120' Rwy 120'	3300 MSA ARP
MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'. Do not turn before MAP.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'
 RNAV 1 for initial and missed apch. 1. GNSS required. 2. Wind shear is expected. 3. ILS DME reads zero at rwy 23L threshold.



KND DME	4.3	5.4	6.5	7.6	ILD DME	2.2	3.2	4.3	5.4
ALTITUDE	803'	1112'	1422'	1731'	ALTITUDE	791'	1100'	1410'	1719'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
GS	2.70°	334	430	478	573	669	764	800'	312	3000'

Std STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) 220' (100')
R300m

① CAT D/D_L without autoland: R350m.
CHANGES: Minimums, note. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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1 AUG 25
Eff 7 Aug (11-5)

KRASNODAR, RUSSIA
ILS Y or LOC Y Rwy 23L

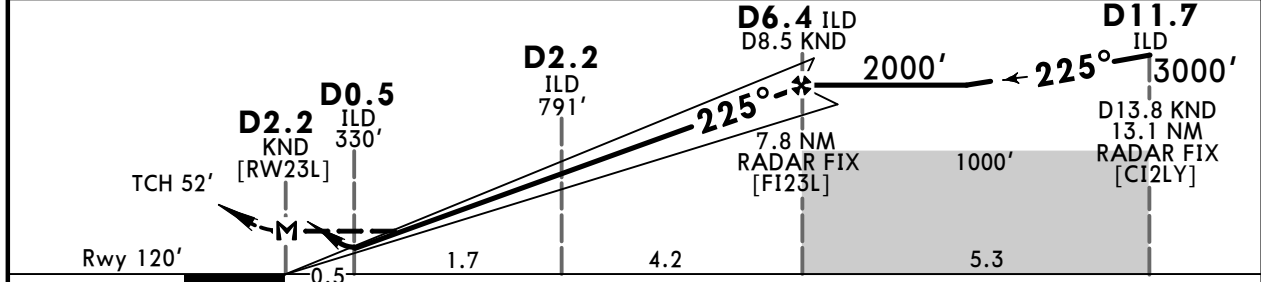
ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILD 2000' (1880')	ILS DA(H) 320' (200')	Apt Elev 120' Rwy 120'	1800 3300 MSA KND VOR

MISSED APCH: Climb on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ② Trans alt: 4000'
1. VOR DME required. 2. ATC using facilities for surveillance of ACFIT to avoid restricted area U(R)-513 required. 3. Wind shear is expected. 4. ILS DME reads zero at rwy 23L threshold.



KND DME	4.3	5.4	6.5	7.6	ILD DME	2.2	3.2	4.3	5.4
ALTITUDE	803'	1112'	1422'	1731'	ALTITUDE	791'	1100'	1410'	1719'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI	MIN 800'	XT 312	3000'		
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	764					225°	LT
MAP at D2.2 KND	6.4	5:29	4:16	3:50	3:12	2:45						
D6.4 ILS to MAP	6.4	5:29	4:16	3:50	3:12	2:45					2:24	

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS			LOC (GS out)		Max Kts
	FULL	TDZ or CL out	ALS out	ALS out	MDA(H)	
A						100
B					R1500m	135
C	R550m	① R550m	R1200m	R1100m		180
D					R1800m	205
D _L						D _L

① R750m when a Flight Director or Autopilot or HUD to DA is not used.
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Altitude ribbon, timing added, minimums, note. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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1 AUG 25
Eff 7 Aug **(11-5A)**

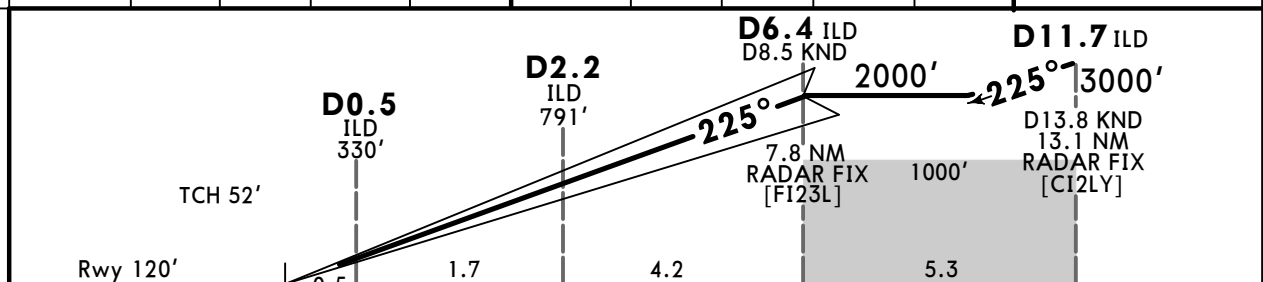
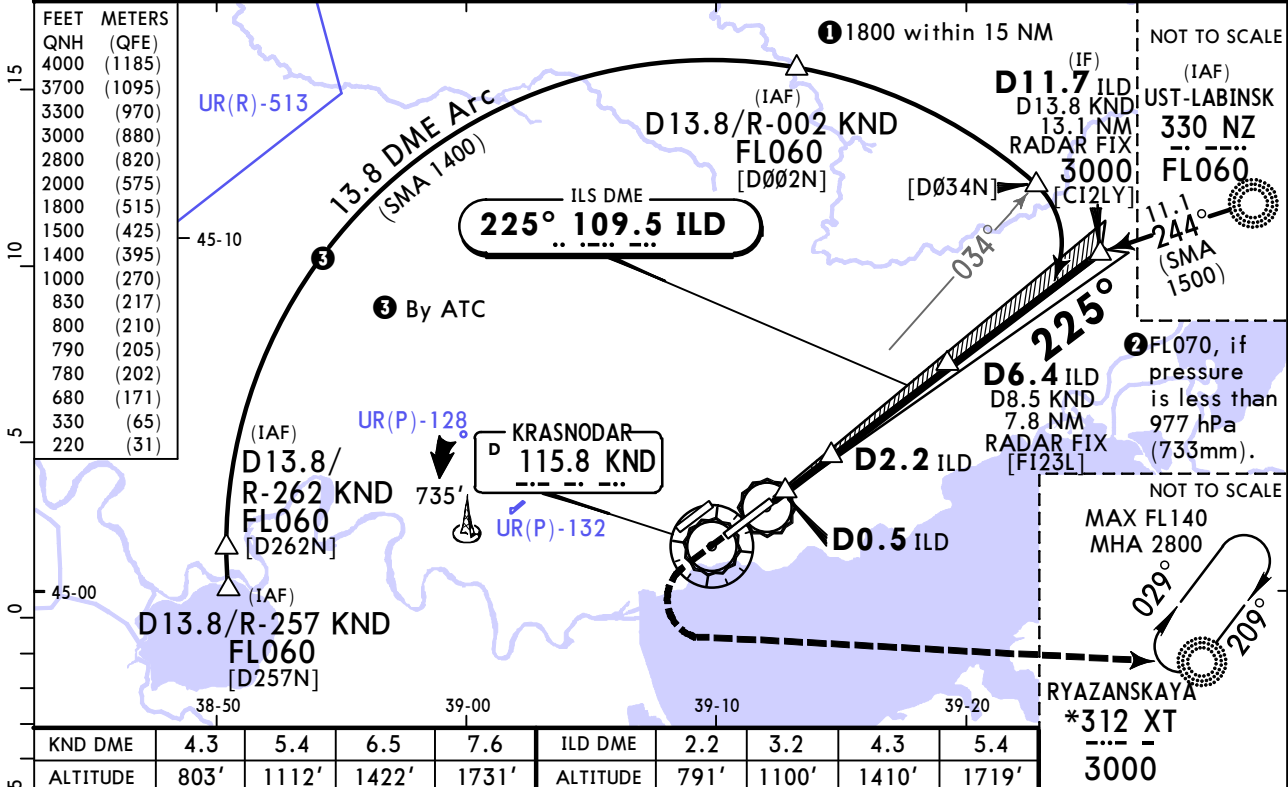
KRASNODAR, RUSSIA
CAT II ILS Y Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6		Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILS 2000' (1880')	CAT II ILS RA 102' DA(H) 220' (100')	Apt Elev 120' Rwy 120'		1800 3300 1 MSA KND VOR

MISSED APCH: Climb on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: **FL060** **2** Trans alt: 4000'

1. VOR DME required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-513 required. 3. Wind shear is expected. 4. ILS DME reads zero at rwy 23L threshold.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
GS	2.70°	334	430	478	573	669	PAPI	800'	312	3000'

Std STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) **220'** (100')

R300m

1 CAT D/D_L without autoland: R350m.
CHANGES: Altitude ribbon, minimums, note. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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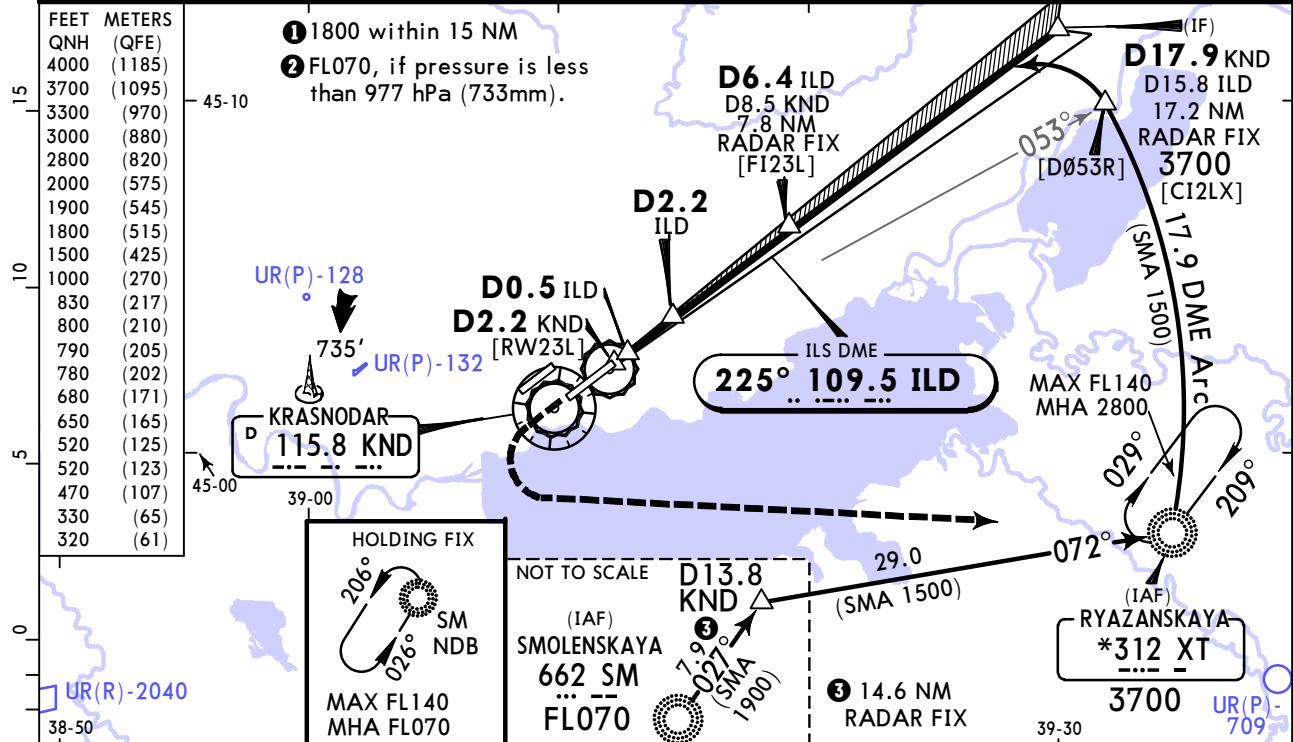
JEPPESEN
1 AUG 25
Eff 7 Aug **(11-6)**

KRASNODAR, RUSSIA
ILS X or LOC X Rwy 23L

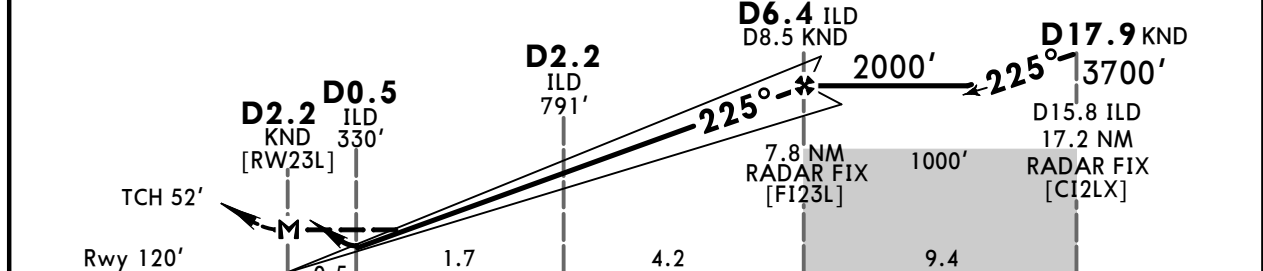
ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILD 2000' (1880')	ILS DA(H) 320' (200')	Apt Elev 120' Rwy 120'	<p>1800 070 ← → 280 3300 1 MSA KND VOR</p>
<p>MISSED APCH: Climb on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'. Do not turn before MAP.</p>					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 **2** Trans alt: 4000'

1. VOR DME required. 2. Wind shear is expected. 3. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required. 4. ILS DME reads zero at rwy 23L threshold.



KND DME	4.3	5.4	6.5	7.6	ILD DME	2.2	3.2	4.3	5.4
ALTITUDE	803'	1112'	1422'	1731'	ALTITUDE	791'	1100'	1410'	1719'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II 	MIN 800' on 225°	XT 312 LT	3000'	
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	669					764
MAP at D2.2 KND											
D6.4 ILD to MAP	6.4	5:29	4:16	3:50	3:12	2:45					2:24

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)
	FULL	TDZ or CL out	ALS out	ALS out		
A					100	680'(560') V1500m
B					135	680'(560') V1600m
C	R550m	1 R550m	R1200m	R1100m	180	780'(660') V2400m
D					205	
D _L					D _L	830'(710') V3600m

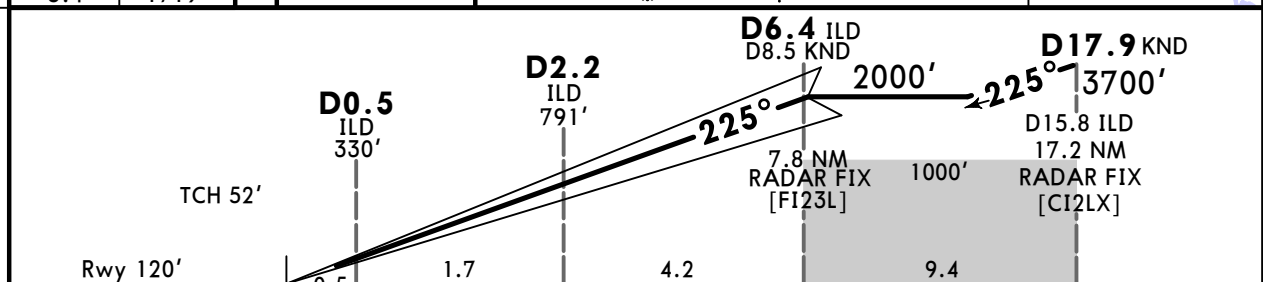
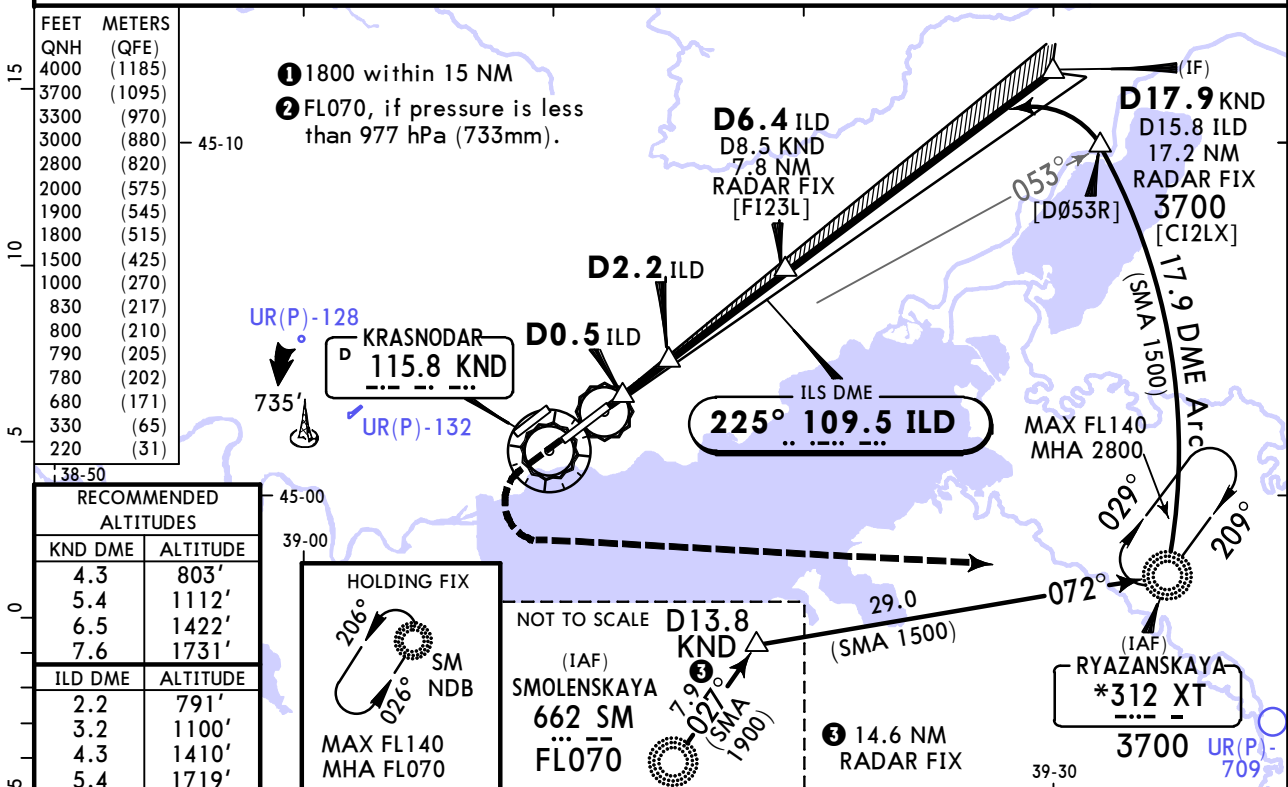
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Altitude ribbon, timing added, minimums, note. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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JEPPESEN
1 AUG 25
Eff 7 Aug **(11-6A)**

KRASNODAR, RUSSIA
CAT II ILS X Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6		Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILS 2000' (1880')	CAT II ILS RA 102' DA(H) 220' (100')	Apt Elev 120' Rwy 120'		
MISSED APCH: Climb on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'. Do not turn before MAP.						
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa	Trans level: FL060 2		Trans alt: 4000'	
1. VOR DME required. 2. Wind shear is expected. 3. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required. 4. ILS DME reads zero at rwy 23L threshold.						



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
GS	2.70°	334	430	478	573	669	PAPI	800'	312	
								on 225°	LT	

Std STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) **220'** (100')

R300m

1 CAT D/D_L without autoland: R350m.

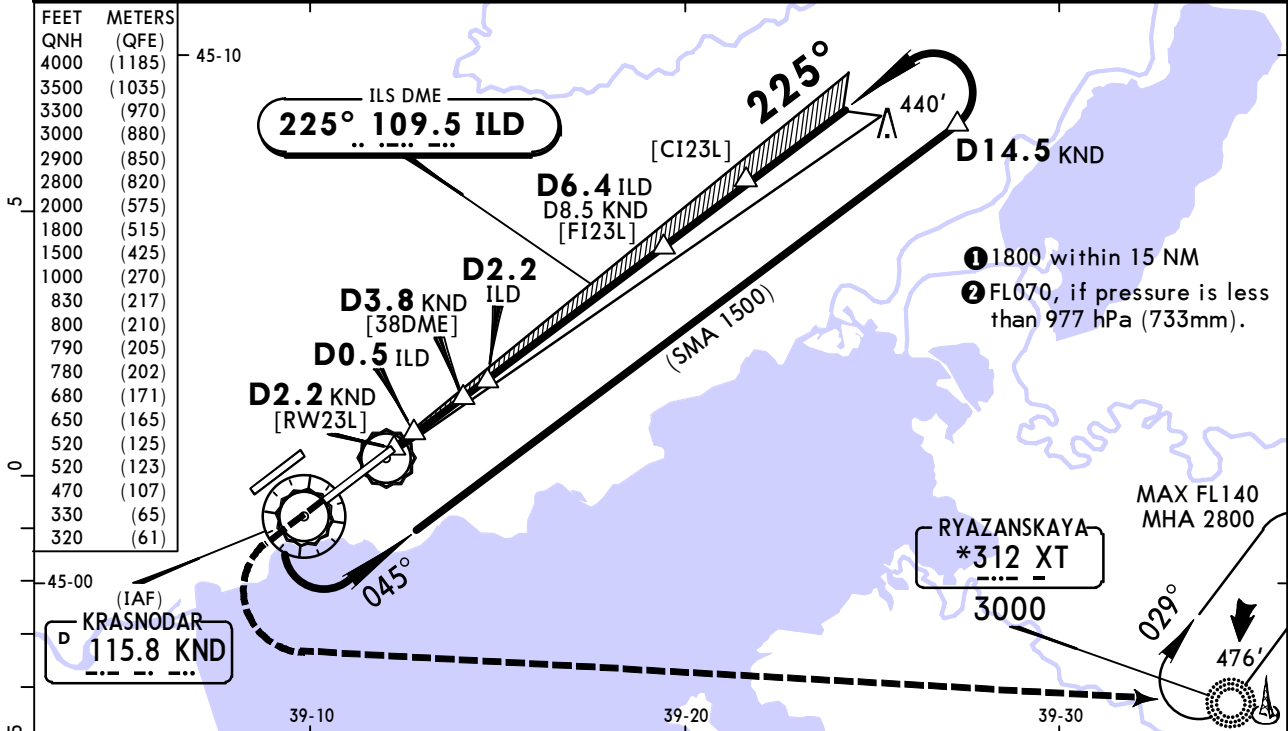
PANS OPS

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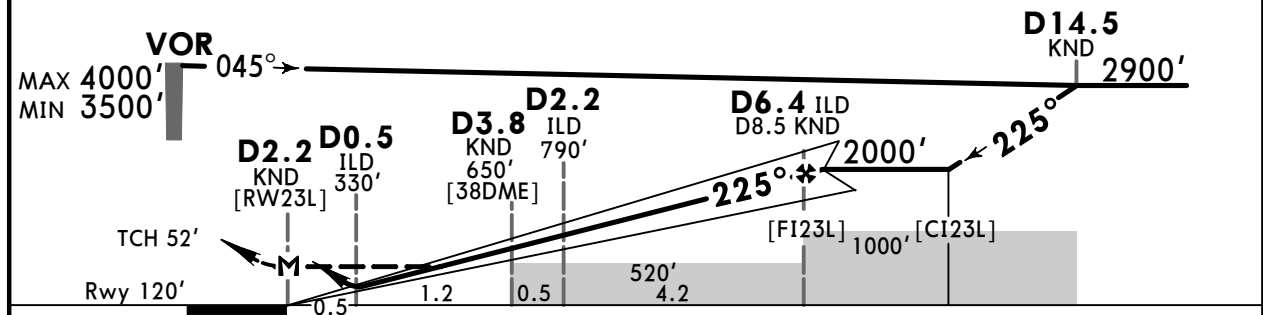
JEPPESEN
1 AUG 25
Eff 7 Aug (11-7)

KRASNODAR, RUSSIA
ILS W or LOC W Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILD 2000' (1880')	ILS DA(H) 320' (200')	Apt Elev 120' Rwy 120'	<p>1800 070 ← → 280 3300 ①</p> <p>MSA KND VOR</p>
<p>MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'. Do not turn before MAP.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa	Trans level: FL060 ②		Trans alt: 4000'
1. VOR DME required. 2. Wind shear is expected. 3. ILS DME reads zero at rwy 23L threshold.					



KND DME	4.3	5.4	6.5	7.6
ALTITUDE	800'	1100'	1420'	1730'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
ILS GS or LOC Descent Angle	2.70°	334	430	478	573	764	PAPI	800'	225°	312
MAP at D2.2 KND									LT	

	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		CIRCLE-TO-LAND	
	DA(H) 320' (200')		with D3.8 KND CDFA 2 DA/MDA(H) 470' (350')		w/o D3.8 KND CDFA 2 DA/MDA(H) 520' (400')	
	FULL	TDZ or CL out	ALS out	ALS out	ALS out	Max Kts, MDA(H)
A						100 680'(560') V1500m
B				R1500m	R1500m	135 680'(560') V1600m
C	R550m	1 R550m	R1200m	R900m	R1100m	180 780'(660') V2400m
D				R1600m	R1800m	205 830'(710') V3600m

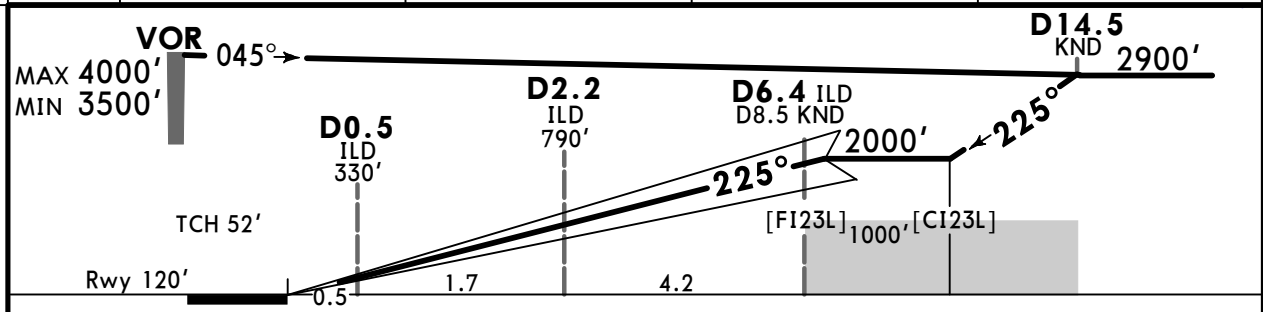
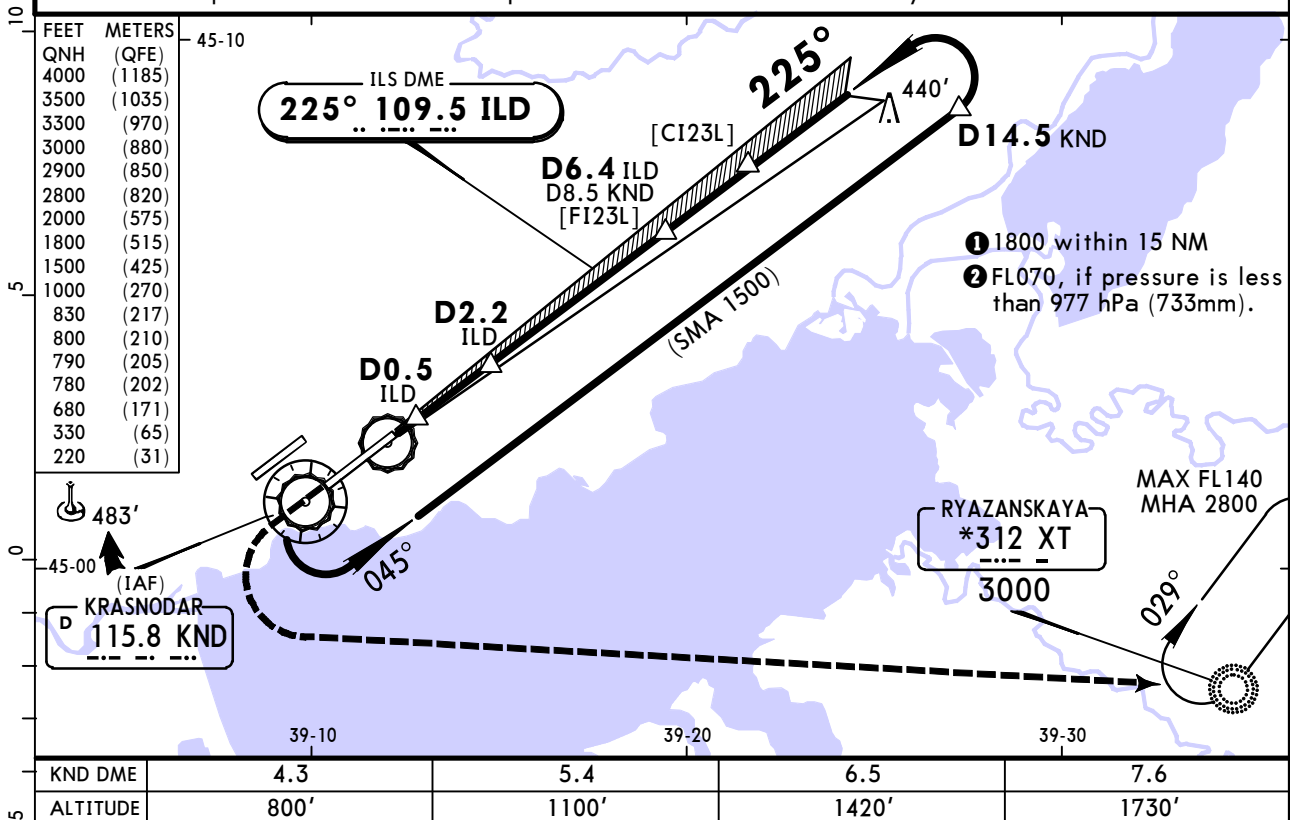
1 R750m when a Flight Director or Autopilot or HUD to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

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JEPPESEN
1 AUG 25
Eff 7 Aug (11-7A)

KRASNODAR, RUSSIA
CAT II ILS W Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
LOC ILD 109.5	Final Apch Crs 225°	D6.4 ILS 2000' (1880')	CAT II ILS RA 102' DA(H) 220' (100')	Apt Elev 120' Rwy 120'	<p>1800 070 ← → 280 3300 ① MSA KND VOR</p>
<p>MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'. Do not turn before MAP.</p>					
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa	Trans level: FL060 ②		Trans alt: 4000'
1. VOR DME required. 2. Wind shear is expected. 3. ILS DME reads zero at rwy 23L threshold.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
GS	2.70°	334	430	478	573	669	764	PAPI	800' on 225°	312 LT

Std STRAIGHT-IN LANDING
CAT II ILS
RA 102'
DA(H) **220'** (100')

① R300m

① CAT D without autoland: R350m.

PANS OPS

URKK/KRR PASHKOVSKIY

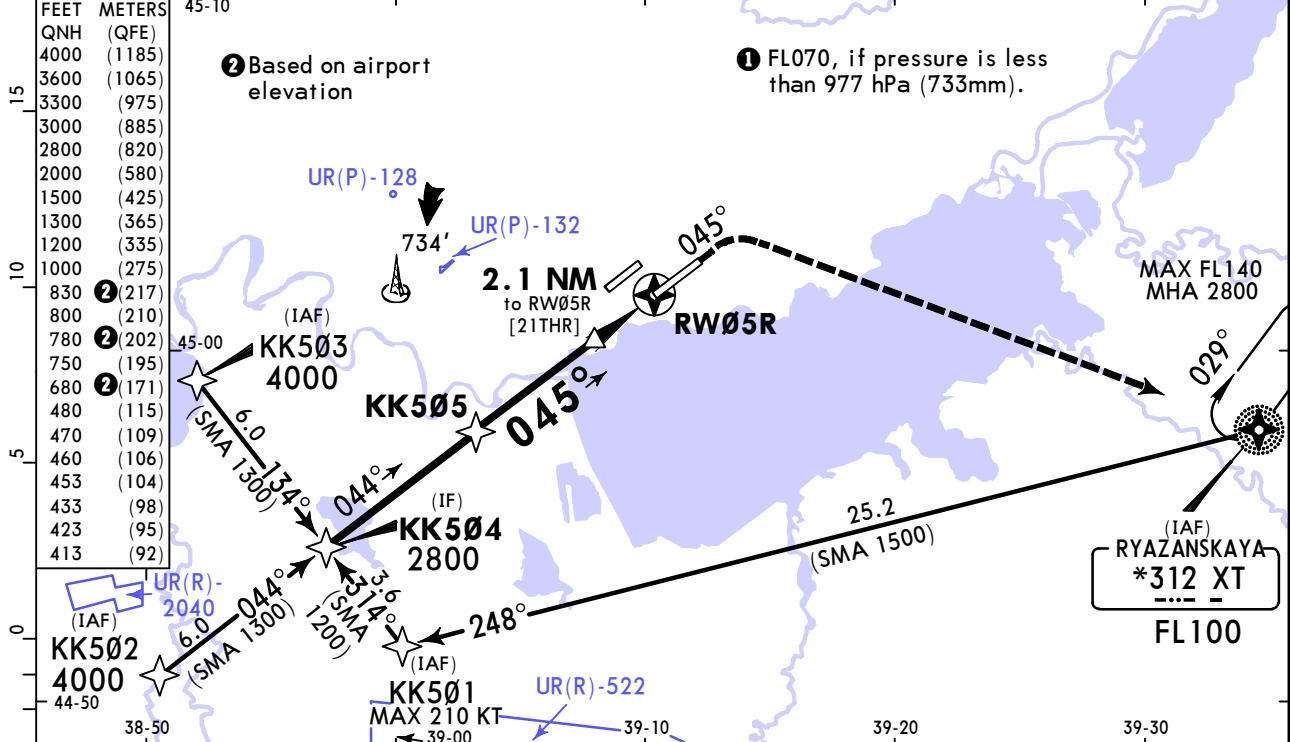


KRASNODAR, RUSSIA RNP Rwy 05R

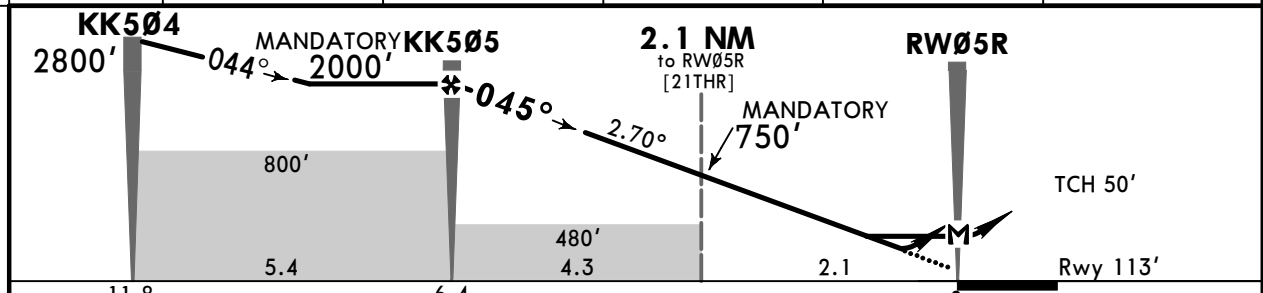
7 JUL 23 (12-1)

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
RNAV	Final Apch Crs 045°	KK505 MANDATORY 2000' (1887')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 120' Rwy 113'	3300 MSA ARP
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'
 RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C. 3. ATC using facilities for surveillance of acft to avoid restricted area UR(R)-522 required. 4. Wind shear is expected.



DIST to RW05R	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1700'	1400'	1090'	780'	470'

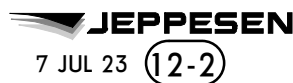


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Glide Path Angle	2.70°	334	430	478	573	669	764	1000'	045°	312
MAP at RW05R									RT	

Std	LNAV/VNAV		LNAV CDFA		CIRCLE-TO-LAND	
	DA(H) A: 413' (300') B: 423' (310')	C: 433' (320') D: 453' (340')	DA/MDA(H) AB: 460' (347')	CD: 470' (357')	Max Kts	MDA(H)
A				100	680' (560')	V1500m
B	R750m	R1400m	R900m	135	680' (560')	V1600m
C				180	780' (660')	V2400m
D	R800m	R1500m		205	830' (710')	V3600m

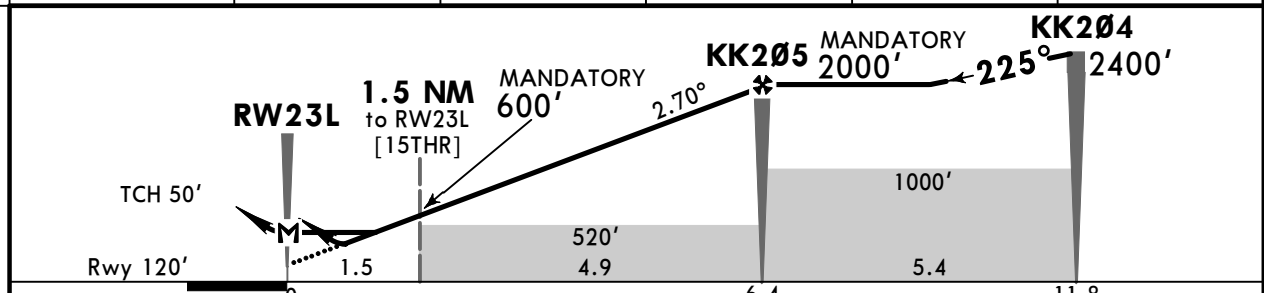
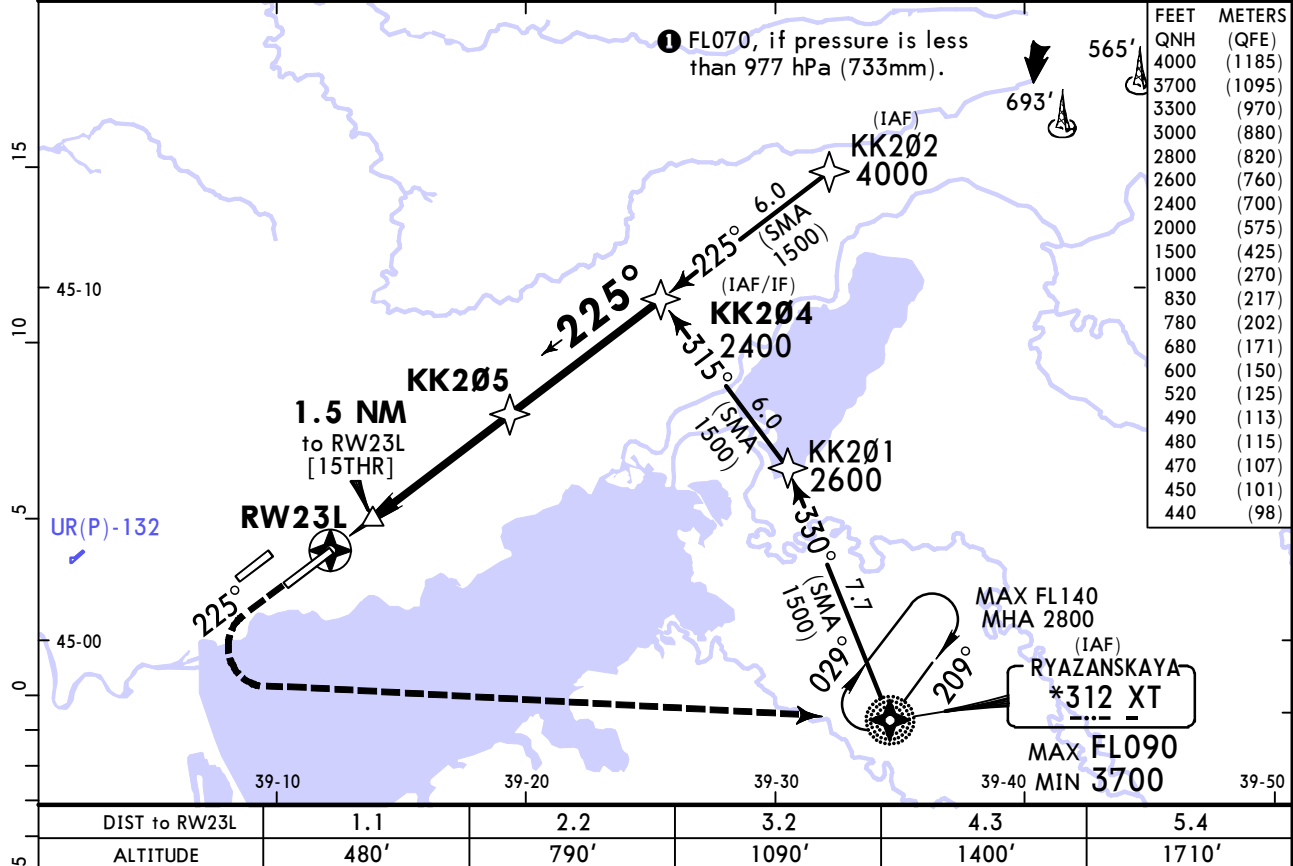
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
 CHANGES: IAF altitude. © JEPPESEN, 2017, 2023. ALL RIGHTS RESERVED.

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KRASNODAR, RUSSIA
RNP Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6		KRASNODAR Approach Sector West 127.7		KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
RNAV	Final Apch Crs 225°	KK205 MANDATORY 2000' (1880')	LNAV/VNAV DA(H) Refer to Minimums		Apt Elev 120' Rwy 120'		3300 MSA ARP
MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'.							
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa		Trans level: FL060 ①		Trans alt: 4000'	
RNP apch. 1. GNSS required. 2. Baro-VNAV not authorized below -5°C. 3. Wind shear is expected.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Glide Path Angle	2.70°	334	430	478	573	669	764	800'	225°	312
MAP at RW23L							PAPI	↑	←	↑

Std	LNAV/VNAV STRAIGHT-IN LANDING		LNAV CIRCLE-TO-LAND	
	DA(H)	ALS out	DA/MDA(H)	ALS out
A	A: 440'(320') C: 470'(350')	R1400m	DA/MDA(H) 480'(360')	R1500m
B	B: 450'(330') D: 490'(370')	R1500m		R1600m
C		R1600m		R1600m
D		R1700m		R1600m

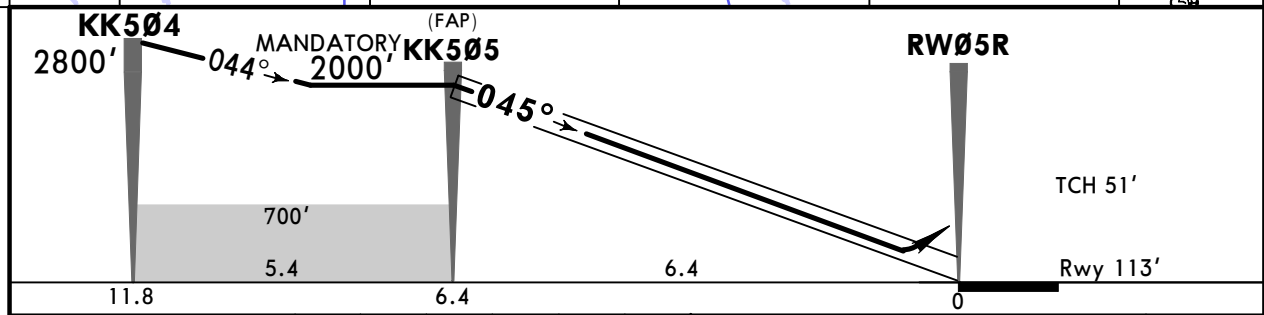
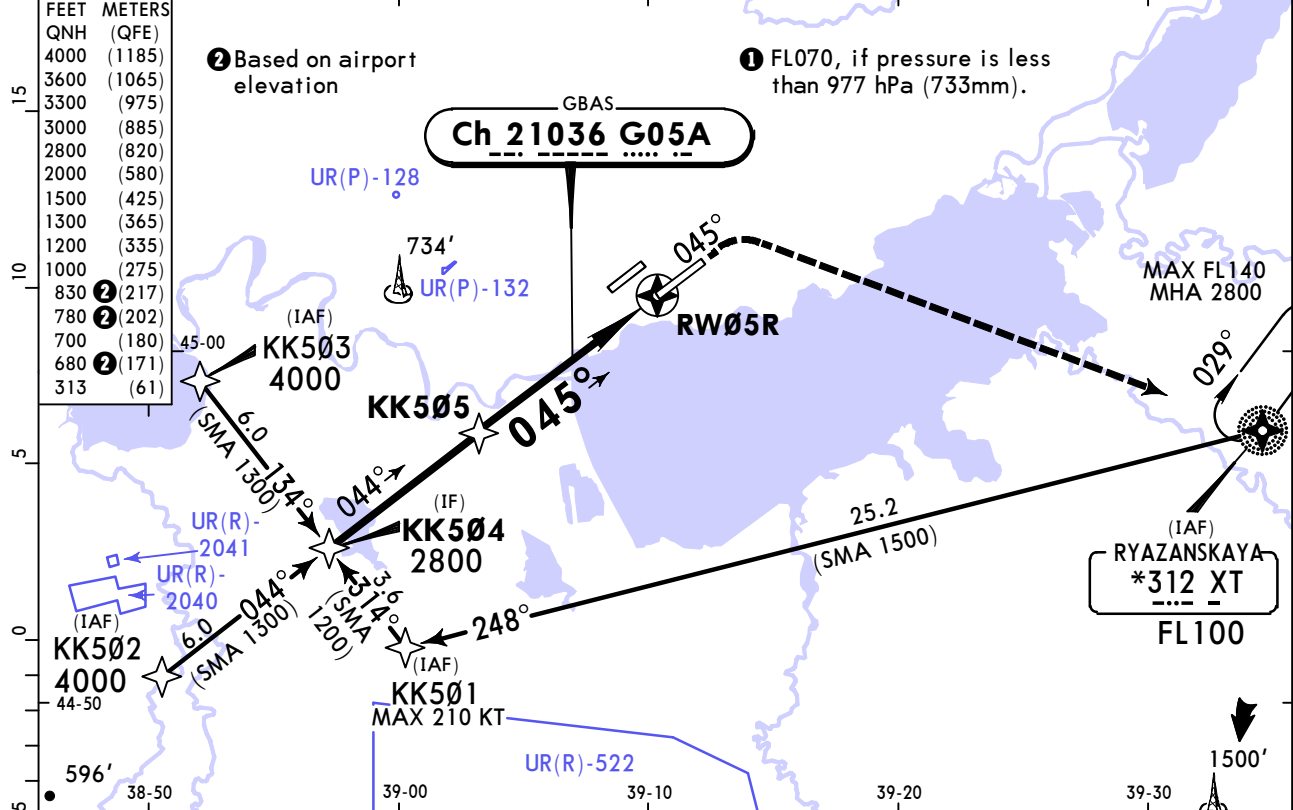
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JEPPESEN
1 AUG 25 **(12-40)** Eff 7 Aug

KRASNODAR, RUSSIA GLS Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
GBAS Ch 21036 G05A	Final Apch Crs 045°	KK505 MANDATORY 2000' (1887')	GLS DA(H) 313' (200')	Apt Elev 120' Rwy 113'	3300 MSA ARP
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'.					

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'
 RNAV 1 for initial and missed apch. 1. GNSS required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 required 3. Wind shear is expected.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Glide Path Angle	2.70°	334	430	478	573	669	PAPI	1000'	045°	312

Std	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	GLS				
	DA(H) 313' (200')				
		TDZ or CL out	ALS out	Max Kts	MDA(H)
A				100	680' (560') V1500m
B				135	680' (560') V1600m
C	R550m	① R550m	R1200m	180	780' (660') V2400m
D				205	830' (710') V3600m

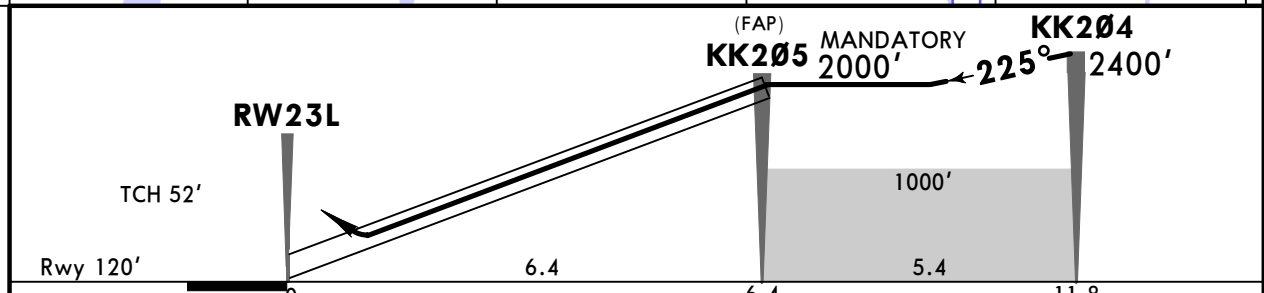
① R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: None. © JEPPESEN, 2017, 2023. ALL RIGHTS RESERVED.

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JEPPESEN
1 AUG 25 (12-41) Eff 7 Aug

KRASNODAR, RUSSIA GLS Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
GBAS Ch 20625 G23A	Final Apch Crs 225°	KK205 MANDATORY 2000' (1880')	GLS DA(H) 320' (200')	Apt Elev 120' Rwy 120'	3300 MSA ARP
MISSED APCH: Climb on 225° to 800' or above, turn LEFT to NDB climbing to 3000'.					
Alt Set: hPa (MM on req)		Rwy Elev: 4 hPa	Trans level: FL060 ①		Trans alt: 4000'
RNAV 1 for initial and missed apch.		1. GNSS required. 2. Wind shear is expected.			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Glide Path Angle	2.70°	334	430	478	573	669	764	800'	225°	312
								on	LT	

PANS OPS	STRAIGHT-IN LANDING			CIRCLE-TO-LAND	
	GLS	DA(H)	TDZ or CL out	ALS out	Max Kts
A		320' (200')			100
B					135
C	R550m	■ R550m		R1200m	180
D					205

■ R750m when a Flight Director or Autopilot or HUD to DA is not used.
 CHANGES: Airspace UR(P)-709 added. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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JEPPESSEN
1 AUG 25 (13-1) Eff 7 Aug

KRASNODAR, RUSSIA
VOR Z Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 045°	D5.9 MANDATORY 2000' (1887')	DA/MDA(H) (CONDITIONAL) 460' (347')	Apt Elev 120' Rwy 113'	1800 3300 ②

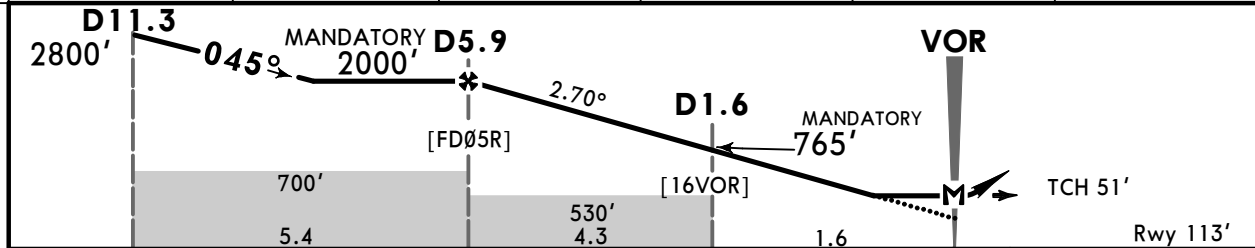
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'

1. VORDME required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required. 3. Wind shear is expected.



KND DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1840'	1540'	1230'	920'	610'



MAP at VOR	ALS-F-II	MIN 1000' on 045°	XT 312	3000'
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PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D1.6 CDFA ① DA/MDA(H) 460' (347')	w/o D1.6 CDFA ① DA/MDA(H) 530' (417')	Max Kts	MDA(H)
A	ALS out	ALS out	100	680' (560') V1500m
B	R1500m	R1500m	135	680' (560') V1600m
C	R900m	R1200m	180	780' (660') V2400m
D	R1600m	R1900m	205	830' (710') V3600m

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

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1 AUG 25 (13-2) Eff 7 Aug

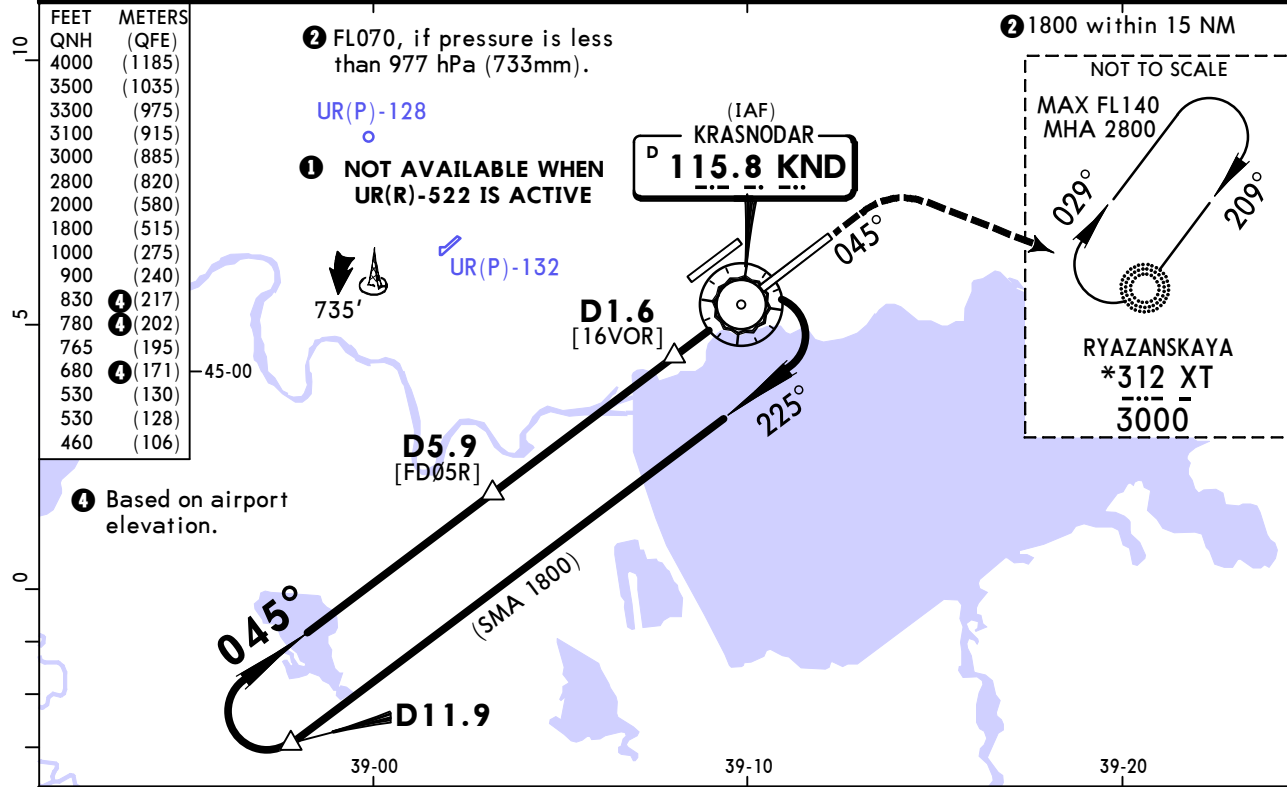
KRASNODAR, RUSSIA
VOR Y Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 045°	D5.9 MANDATORY 2000' (1887')	DA/MDA(H) (CONDITIONAL) 460' (347')	Apt Elev 120' Rwy 113'	1800 070° ← → 280° 3300 ② MSA KND VOR

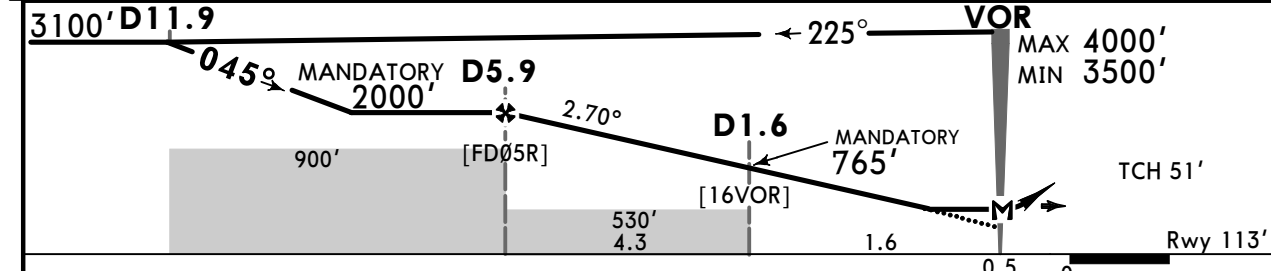
MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ③ Trans alt: 4000'

1. VORDME required. 2. Wind shear is expected.



KND DME	5.4	4.3	3.2	2.2	1.1
ALTITUDE	1840'	1540'	1230'	920'	610'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Descent Angle	2.70°	334	430	478	573	669	PAPI	1000'	045°	312

PANS OPS	Std				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	with D1.6 CDFA		w/o D1.6 CDFA					
	① DA/MDA(H)		① DA/MDA(H)					
	460' (347')		530' (417')					
	ALS out		ALS out					
A	R1500m		R1500m		Max Kts	MDA(H)		
B	R1500m		R1500m		100	680' (560') V1500m		
C	R900m	R1200m		R1900m		135	680' (560') V1600m	
D	R1600m		R1900m		180	780' (660') V2400m		
					205	830' (710') V3600m		

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

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JEPPESEN
1 AUG 25 **(13-3)** Eff 7 Aug

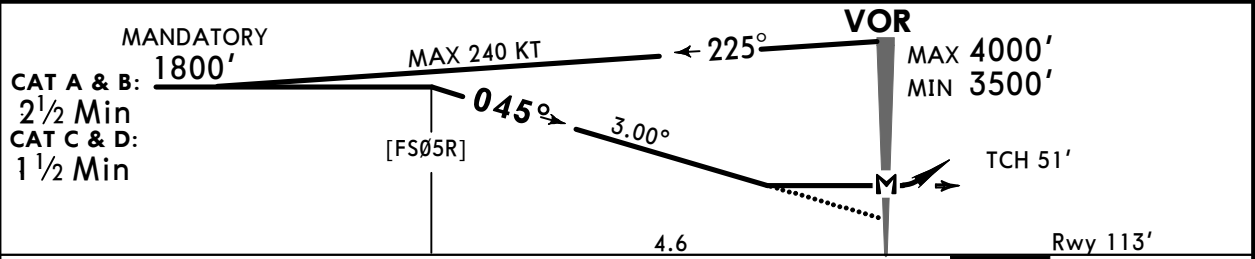
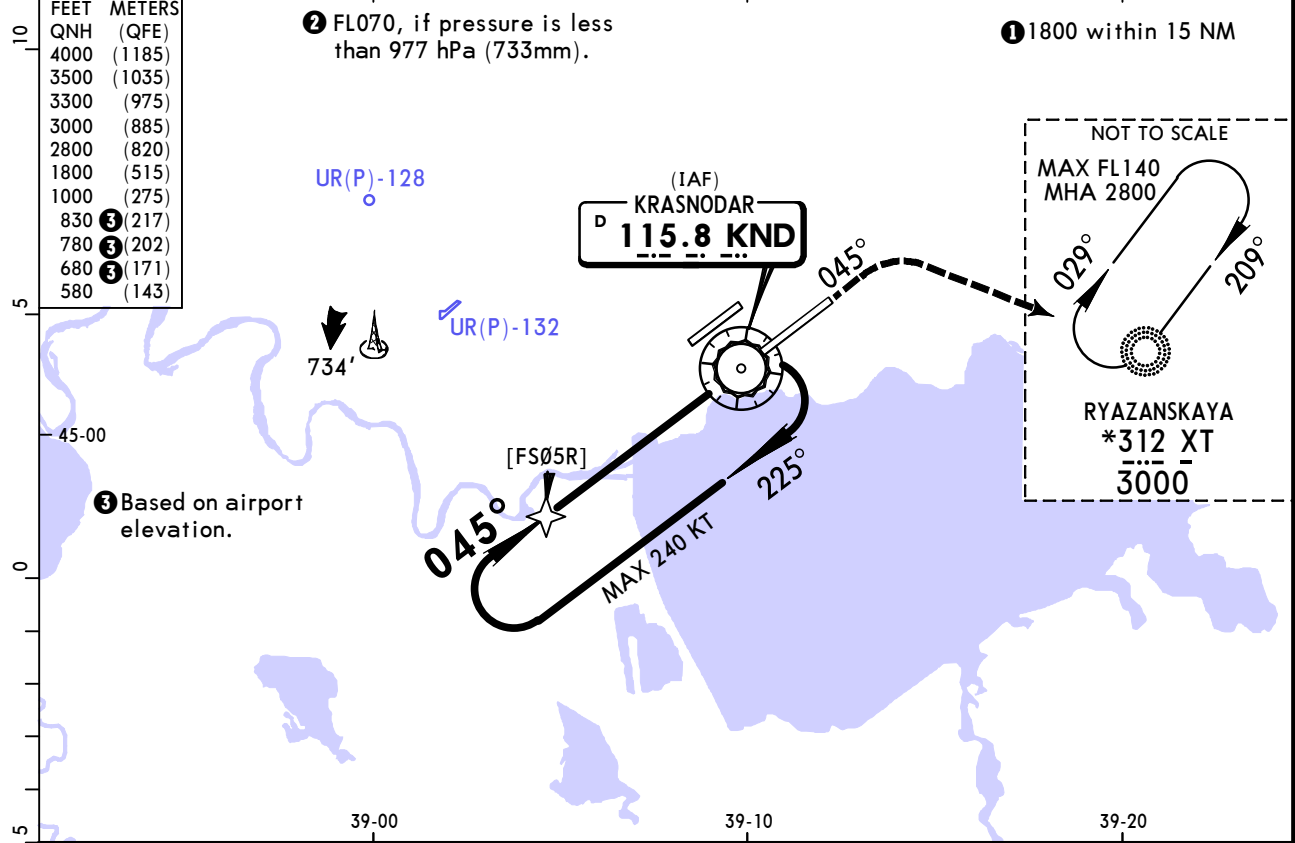
KRASNODAR, RUSSIA VOR X Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 045°	No FAF	DA/MDA(H) 580' (467')	Apt Elev 120' Rwy 113'	1800 3300 ① MSA KND VOR

BRIEFING STRIP™

MISSED APCH: Climb on 045° to 1000' or above, turn RIGHT to NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ② Trans alt: 4000'
1. ATC using facilities for surveillance of ACFT to avoid restricted area U(R)-522 and to avoid prohibited areas UR(P)-128, UR(P)-132 is required. 2. Wind shear is expected.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	3000'
Descent Angle	3.00°	372	478	531	637	743	849	1000'	045°	312
MAP at VOR									RT	

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Max Kts	
	① DA/MDA(H) 580' (467')			
A	R1500m	ALS out	100	680' (562') V1500m
B			135	680' (562') V1600m
C		R2200m	180	780' (662') V2400m
D			205	830' (712') V3600m

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

PANS OPS

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JEPPESEN
1 AUG 25 **13-4** Eff 7 Aug

KRASNODAR, RUSSIA
VOR Z Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 225°	D8.5 MANDATORY 2000' (1880')	DA/MDA(H) 550' (430')	Apt Elev 120'	1800 3300 1 MSA KND VOR

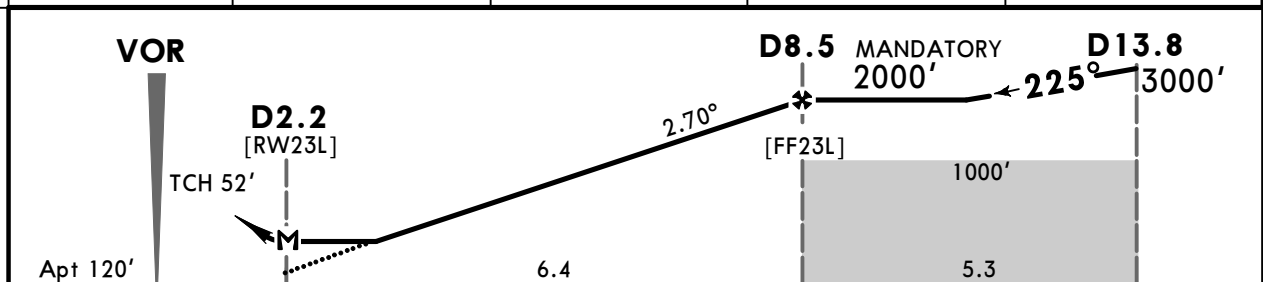
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Apt Elev: 4 hPa Trans level: FL060 **2** Trans alt: 4000'

1. VORDME required. 2. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-513 is required. 3. Wind shear is expected.



KND DME	4.3	5.4	6.5	7.6
ALTITUDE	800'	1110'	1420'	1720'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	KND	MIN	XT
Descent Angle	2.70°	334	430	478	573	764	PAPI	115.8	800'	312

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	1 DA/MDA(H) 550' (430')			
	ALS out		Max Kts	MDA(H)
	A	R1300m	R1500m	100 680'(560') V1500m
B	R1500m		135 680'(560') V1600m	
C	R2000m		180 780'(660') V2400m	
D	R2000m		205 830'(710') V3600m	

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

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KRASNODAR, RUSSIA
VOR Y Rwy 23L

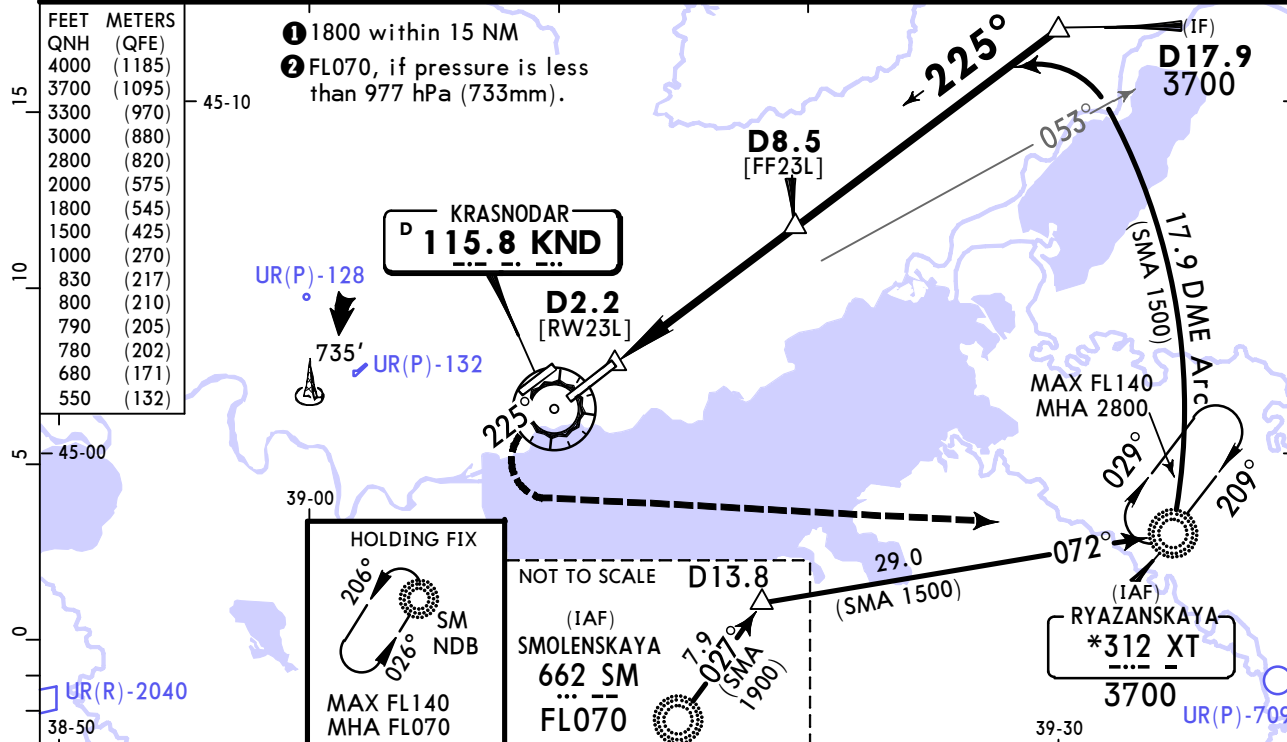
1 AUG 25 **13-5** Eff 7 Aug

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 225°	D8.5 MANDATORY 2000' (1880')	DA/MDA(H) 550' (430')	Apt Elev 120'	1800 3300 ① MSA KND VOR

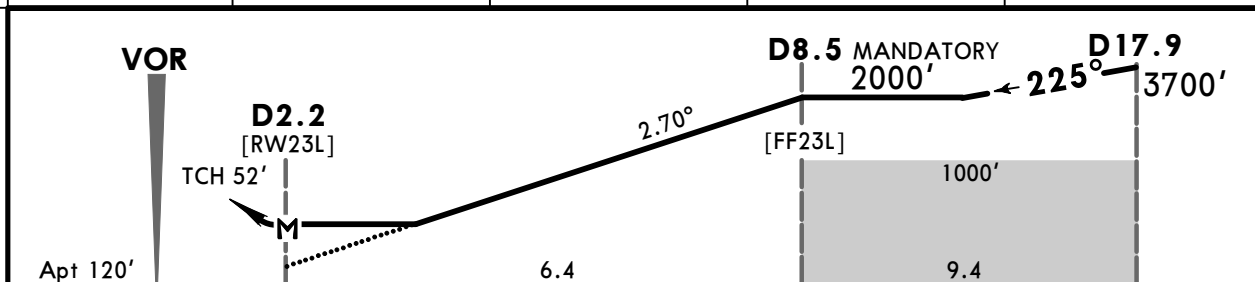
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on 225° to 800' or above, turn LEFT to XT NDB climbing to 3000'.
Do not turn before MAP.

Alt Set: hPa (MM on req) Apt Elev: 4 hPa Trans level: FL060 ② Trans alt: 4000'

1. VORDME required. 2. Wind shear is expected. 3. ATC using facilities for surveillance of ACFT to avoid restricted area UR(R)-522 is required.



KND DME	4.3	5.4	6.5	7.6
ALTITUDE	800'	1110'	1420'	1720'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	KND	MIN	XT
Descent Angle	2.70°	334	430	478	573	764	PAPI	115.8	800'	312
MAP at D2.2									on 225°	LT

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 550' (430')			
	ALS out		Max Kts	
	A	R1300m	R1500m	100 680' (560') V1500m
B			135 680' (560') V1600m	
C			180 780' (660') V2400m	
D			205 830' (710') V3600m	

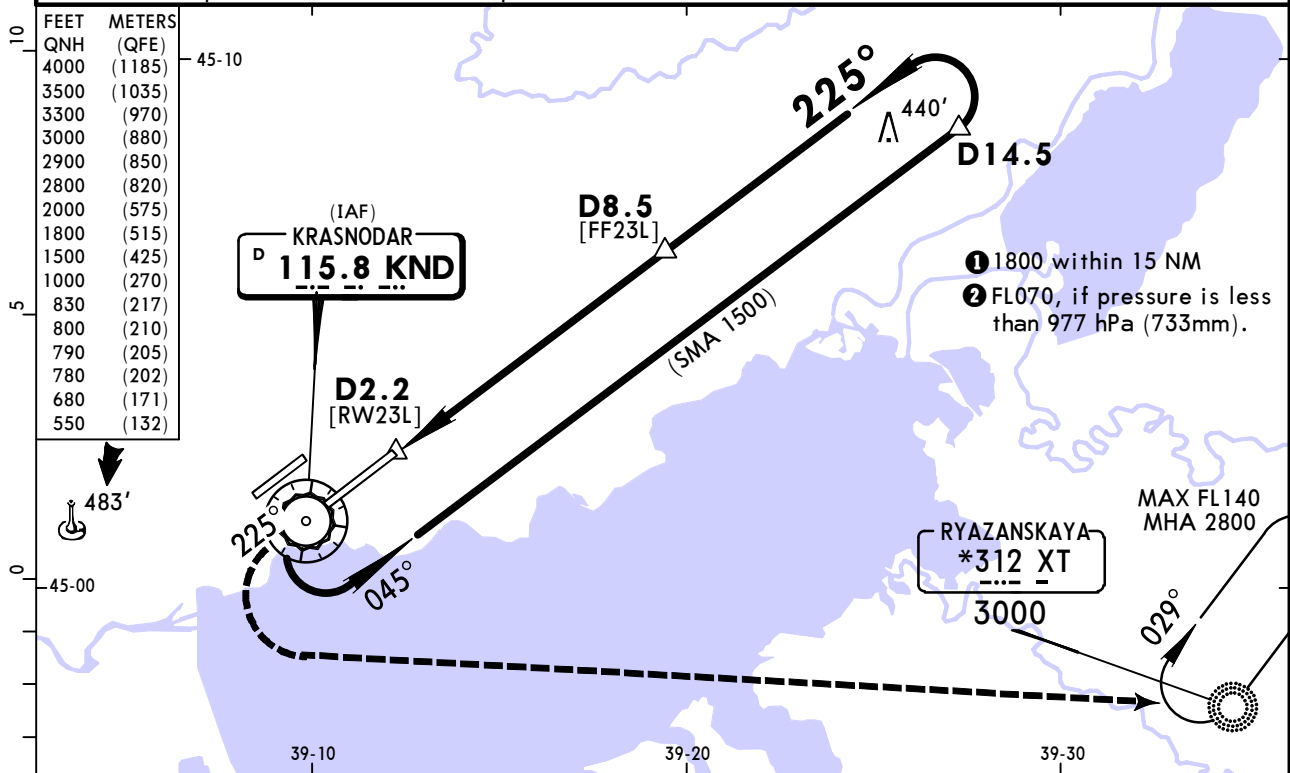
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URKK/KRR PASHKOVSKIY

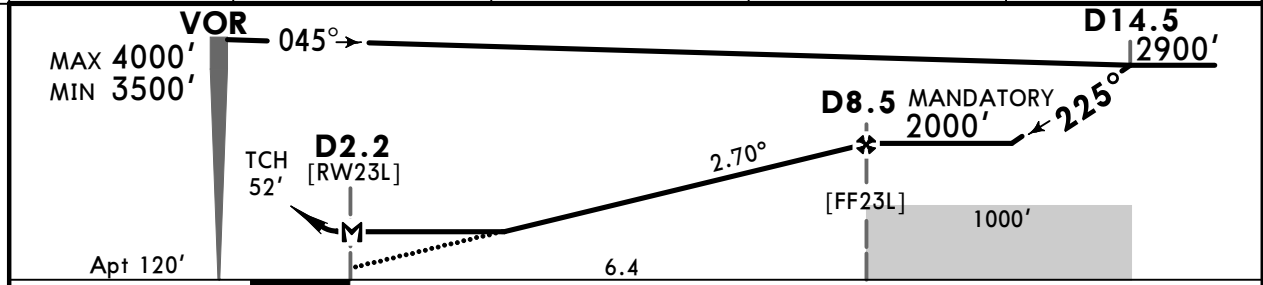
JEPPESEN
1 AUG 25 **13-6** Eff 7 Aug

KRASNODAR, RUSSIA VOR X Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 225°	D8.5 MANDATORY 2000' (1880')	DA/MDA(H) 550' (430')	Apt Elev 120'	1800 3300 ① MSA KND VOR
MISSED APCH: Climb STRAIGHT AHEAD to VOR, then on 225° to 800' or above, turn LEFT to NDB climbing to 3000'. Do not turn before MAP.					
Alt Set: hPa (MM on req)		Apt Elev: 4 hPa	Trans level: FL060 ②		Trans alt: 4000'
1. VORDME required. 2. Wind shear is expected.					



KND DME	4.3	5.4	6.5	7.6
ALTITUDE	800'	1110'	1420'	1720'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	KND	MIN	XT
Descent Angle	2.70°	334	430	478	573	669	764	115.8	800'	312
MAP at D2.2										

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 550' (430')		Max Kts	
A	R1300m	ALS out	100	680' (560') V1500m
B		R1500m	135	680' (560') V1600m
C		R2000m	180	780' (660') V2400m
D			205	830' (710') V3600m

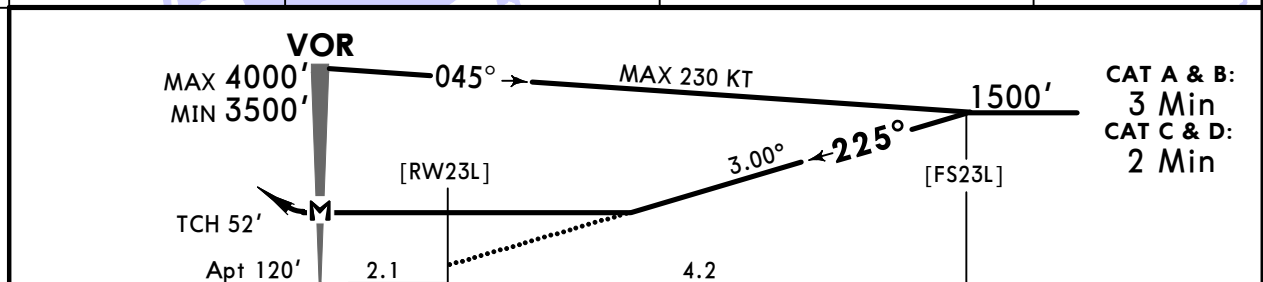
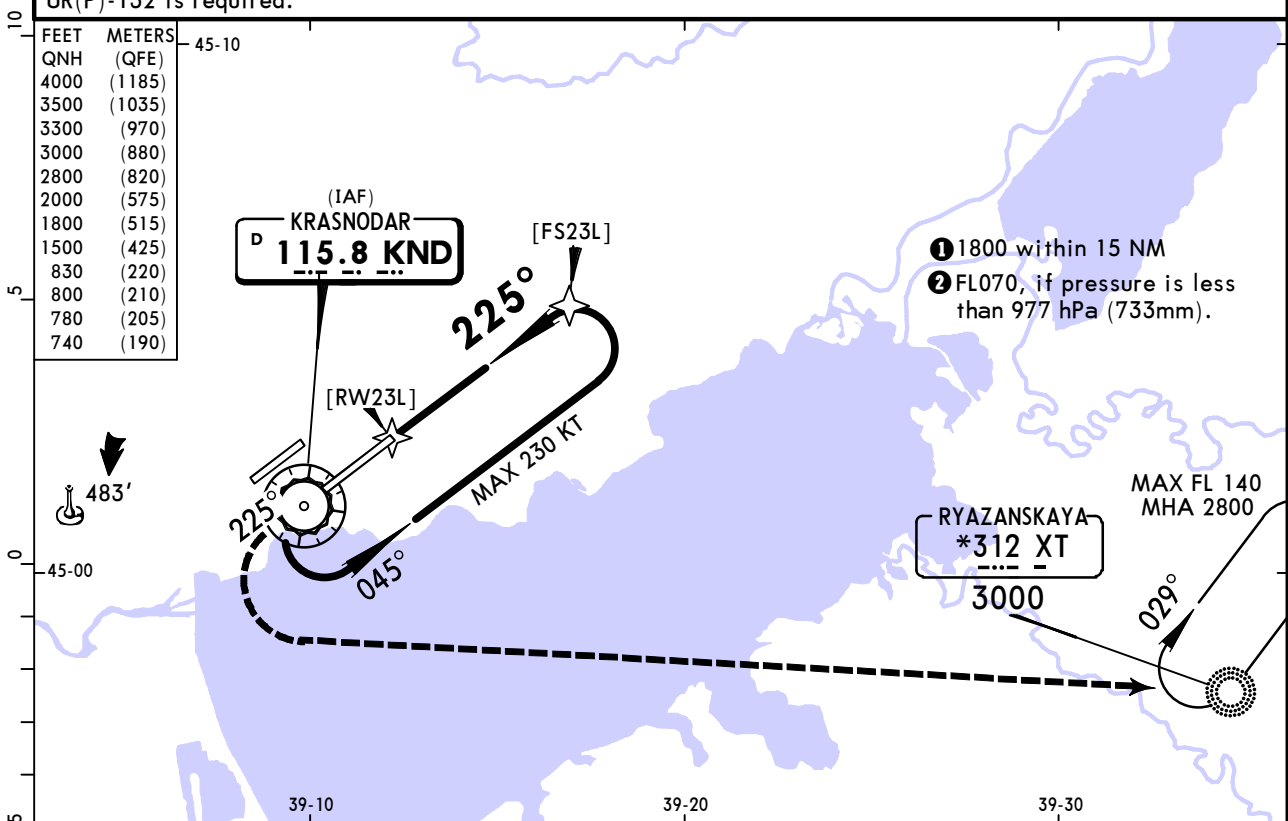
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.
CHANGES: Note. © JEPPESEN, 2017, 2025. ALL RIGHTS RESERVED.

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JEPPESEN
27 JAN 23 **(13-7)**

KRASNODAR, RUSSIA
VOR W Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
VOR KND 115.8	Final Apch Crs 225°	No FAF	DA/MDA(H) 740' (620')	Apt Elev 120'	<p>1800 070 ← → 280 3300 ① MSA KND VOR</p>
<p>MISSED APCH: Climb on track 225° to 800' or above, then turn LEFT to NDB climbing to 3000'. Turn before passing MAP prohibited.</p>					
Alt Set: hPa (MM on req)		Apt Elev: 4 hPa		Trans level: FL060 ②	
1. Wind shear is expected.		3. ATC using facilities for surveillance of ACFT to avoid restricted area		UR(P)-132 is required.	



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II PAPI	MIN 800' on 225°	XT 312 LT
Descent Angle	3.00°	372	478	531	637	743			
MAP at VOR									

PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA			
	① DA/MDA(H) 740' (620')			
	ALS out		Max Kts	MDA(H)
	A	R1500m		100 740' (620') V1500m
B	R1500m		135 740' (620') V1600m	
C	R2100m	R2400m	180 780' (660') V2400m	
D	R2100m	R2400m	205 830' (710') V3600m	

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

URKK/KRR PASHKOVSKIY

JEPPESEN
1 AUG 25 (16-1) Eff 7 Aug

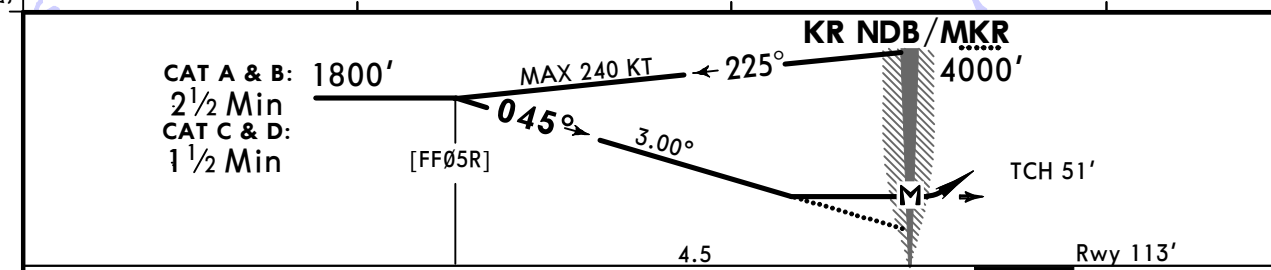
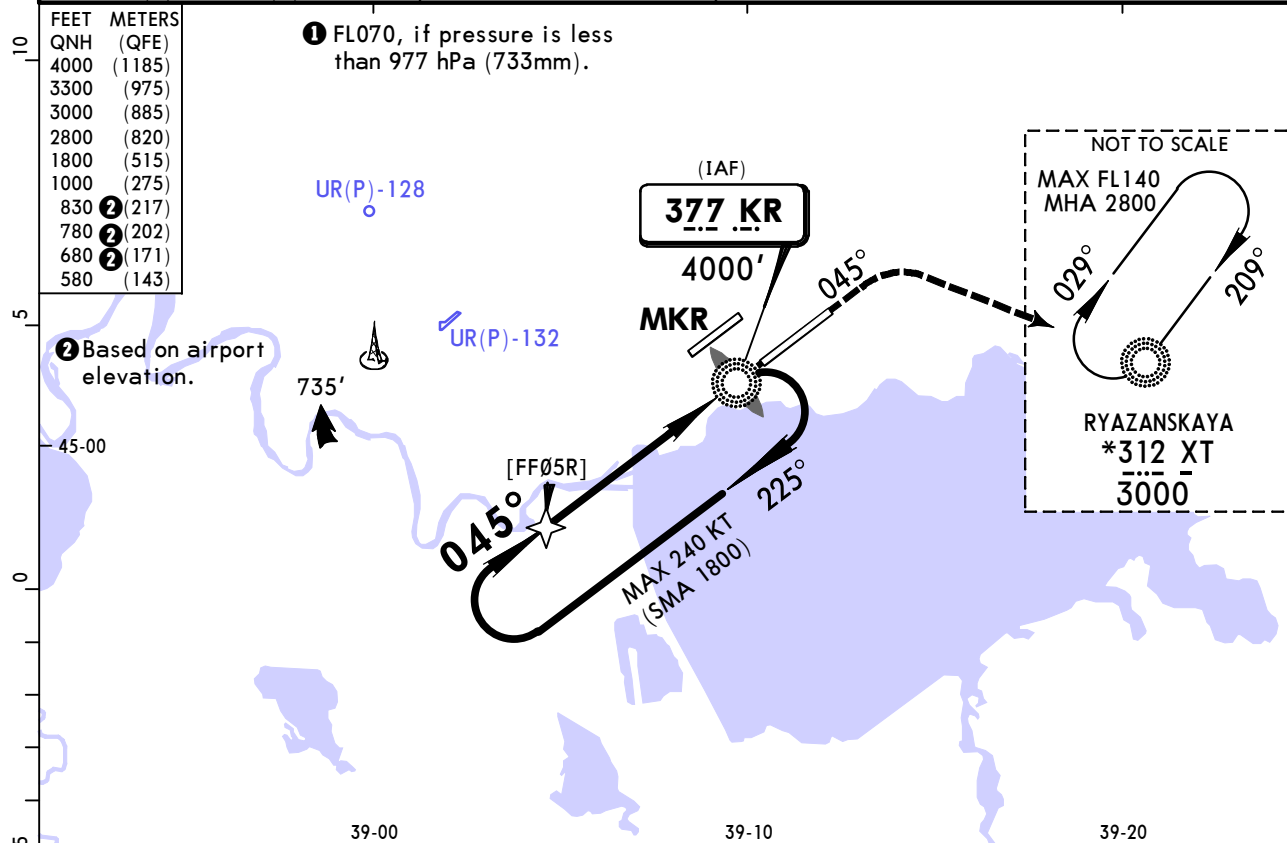
KRASNODAR, RUSSIA NDB Y Rwy 05R

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
NDB KR 377	Final Apch Crs 045°	[FF05R] 1800' (1687')	DA/MDA(H) 580' (467')	Apt Elev 120' Rwy 113'	1800 070° ← → 280° 3300 MSA KR NDB

MISSED APCH: Climb STRAIGHT AHEAD to 1000' or above, turn RIGHT to XT NDB climbing to 3000' or above.
Do not turn before MAP.

Alt Set: hPa (MM on req) Rwy Elev: 4 hPa Trans level: FL060 ① Trans alt: 4000'

1. ATC using facilities for surveillance of ACFT to avoid restricted area U(R)-522 and to avoid prohibited areas UR(P)-128, UR(P)-132 is required. 2. Wind shear is expected.



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	MIN	XT	MIN
Descent Angle	3.00°	372	478	531	637	849	PAPI	1000'	312	3000'
MAP at KR NDB/MKR								↑	RT	↑

Timing is not authorized for defining Map.

Std	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		CDFA	
	① DA/MDA(H) 580' (467')		① DA/MDA(H) 580' (467')	
		ALS out	Max KT	MDA(H)
A	R1500m	R1500m	100	680' (560') V1500m
B		R1500m	135	680' (560') V1600m
C		R2200m	180	780' (660') V2400m
D		R2200m	205	830' (710') V3600m

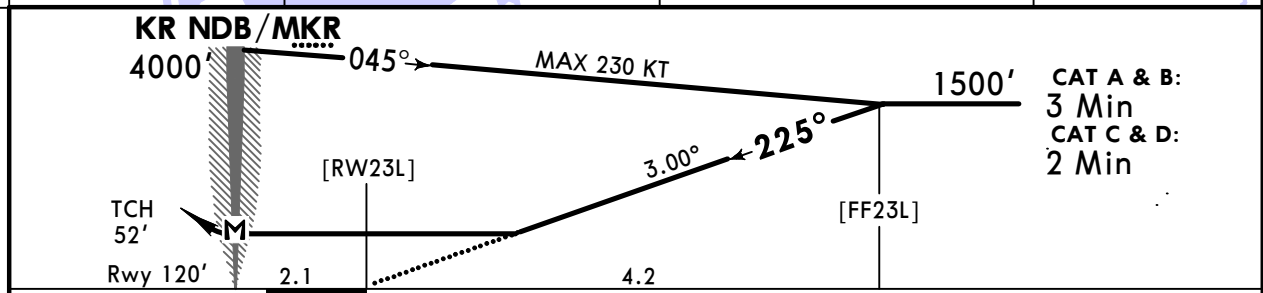
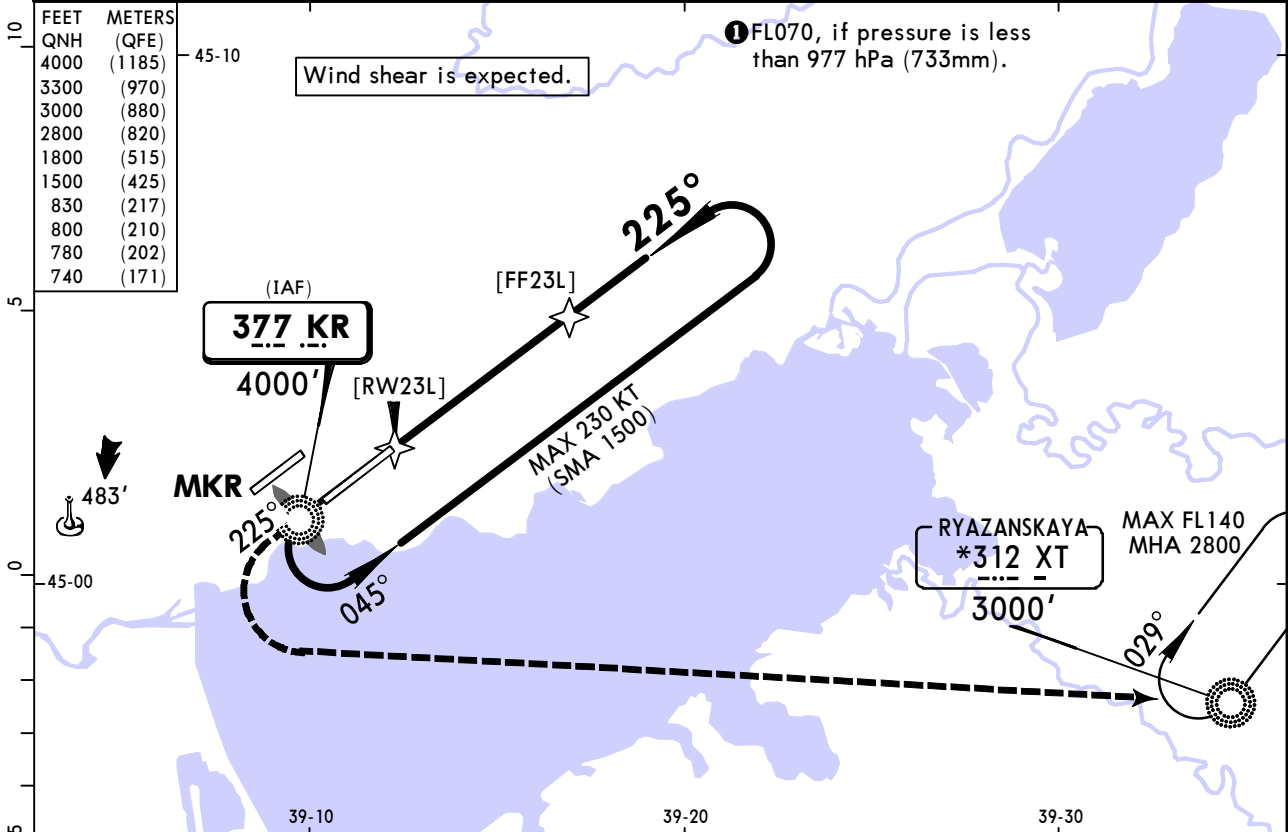
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.

URKK/KRR PASHKOVSKIY

JEPPESEN
1 AUG 25 **16-2** Eff 7 Aug

KRASNODAR, RUSSIA NDB Y Rwy 23L

ATIS 122.450 (Russian) (121.8)	KRASNODAR Approach Sector East 129.6	KRASNODAR Approach Sector West 127.7	KRASNODAR Radar (TWR) 121.3	KRASNODAR Tower 118.2	Ground 119.0
NDB KR 377	Final Apch Crs 225°	[FF23L] 1500' (1380')	DA/MDA(H) 740' (620')	Apt Elev 120' Rwy 120'	1800 3300 MSA KR NDB
MISSED APCH: Climb STRAIGHT AHEAD to 800' or above, turn LEFT to XT NDB climbing to 3000' or above. Do not turn before MAP.					
Alt Set: hPa (MM on req)		Apt Elev: 4 hPa		Trans level: FL060 ①	
				Trans alt: 4000'	
ATC using facilities for surveillance of ACFT to avoid prohibited area UR(P)-132 is required.					



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	MIN	XT	MIN
Descent Angle 3.00°	372	478	531	637	743	849	PAPI	800'	312	3000'
MAP at KR NDB/MKR								↑	↶	↑
Timing is not authorized for defining Map.										

PANS OPS	Std STRAIGHT-IN LANDING						CIRCLE-TO-LAND			
	CDFA									
	① DA/MDA(H) 740' (620')									
	ALS out						Max			
	A	R1500m					100	740' (620') V1500m		
B						135	740' (620') V1600m			
C	R2100m			R2400m			180	780' (660') V2400m		
D						205	830' (710') V3600m			

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

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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KRASNODAR, (PASHKOVSKIY - URKK)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport URKK

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Following procedures u/s: ILS Y or LOC Y RWY 05R (11-2), CAT II ILS Y RWY 05R (11-2A), ILS X or LOC X RWY 05R (11-3), CAT II ILS X RWY 05R (11-3A), ILS Y or LOC Y RWY 23L (11-5), CAT II ILS Y RWY 23L (11-5A), ILS X or LOC X RWY 23L (11-6), CAT II ILS X RWY 23L (11-6A), ILS W or LOC W RWY 23L (11-7), CAT II ILS W RWY 23L (11-7A), VOR Z RWY 05R (13-1), VOR Y RWY 05R (13-2), VOR X RWY 05R (13-3), VOR Z RWY 23L (13-4), VOR Y RWY 23L (13-5), VOR X RWY 23L (13-6), VOR W RWY 23L (13-7).