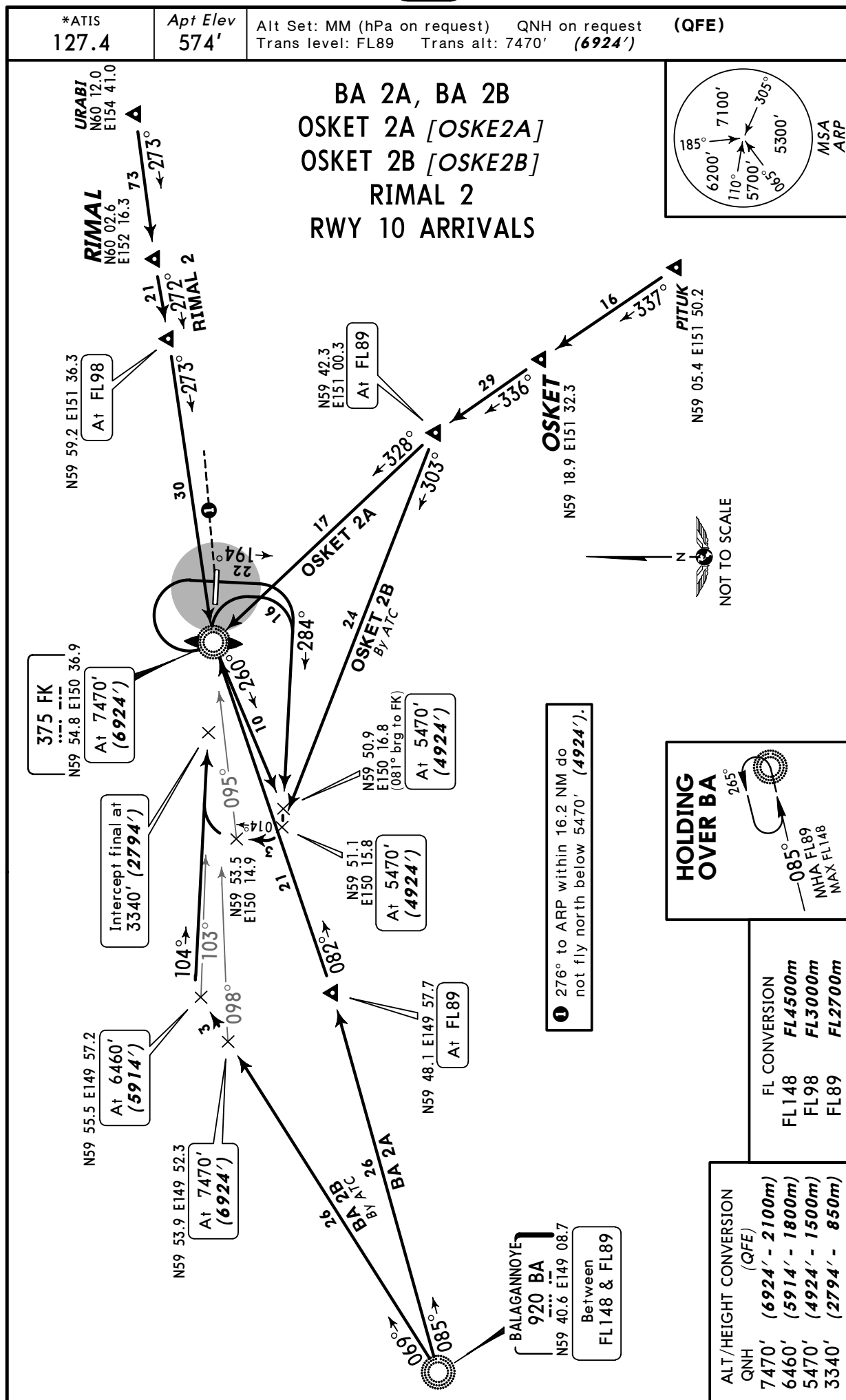


UHMM/GDX
 SOKOL

JEPPESSEN
 7 NOV 08 10-2 Eff 20 Nov

MAGADAN, RUSSIA
 STAR

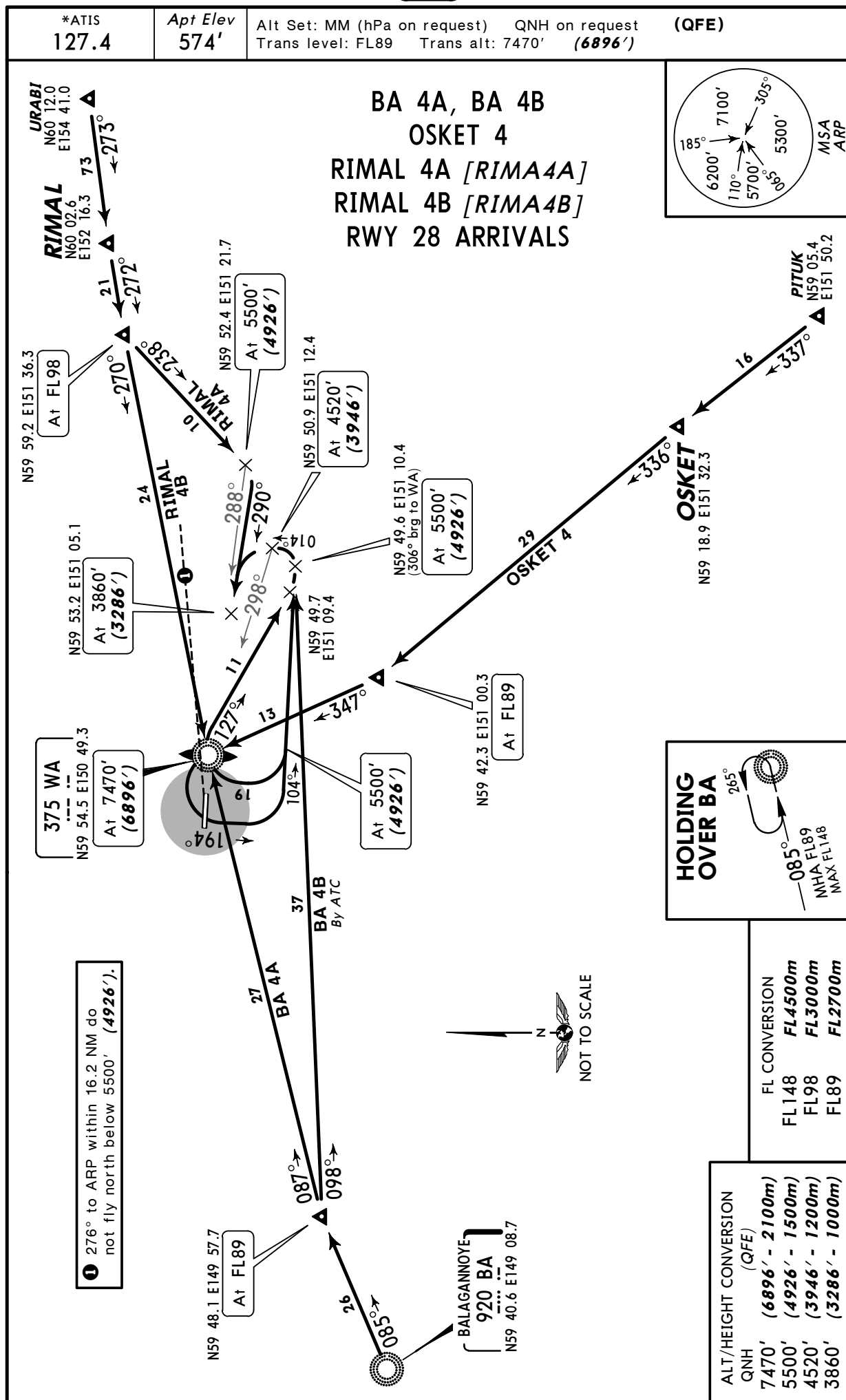


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7 NOV 08 **10-2A** Eff 20 Nov

MAGADAN, RUSSIA

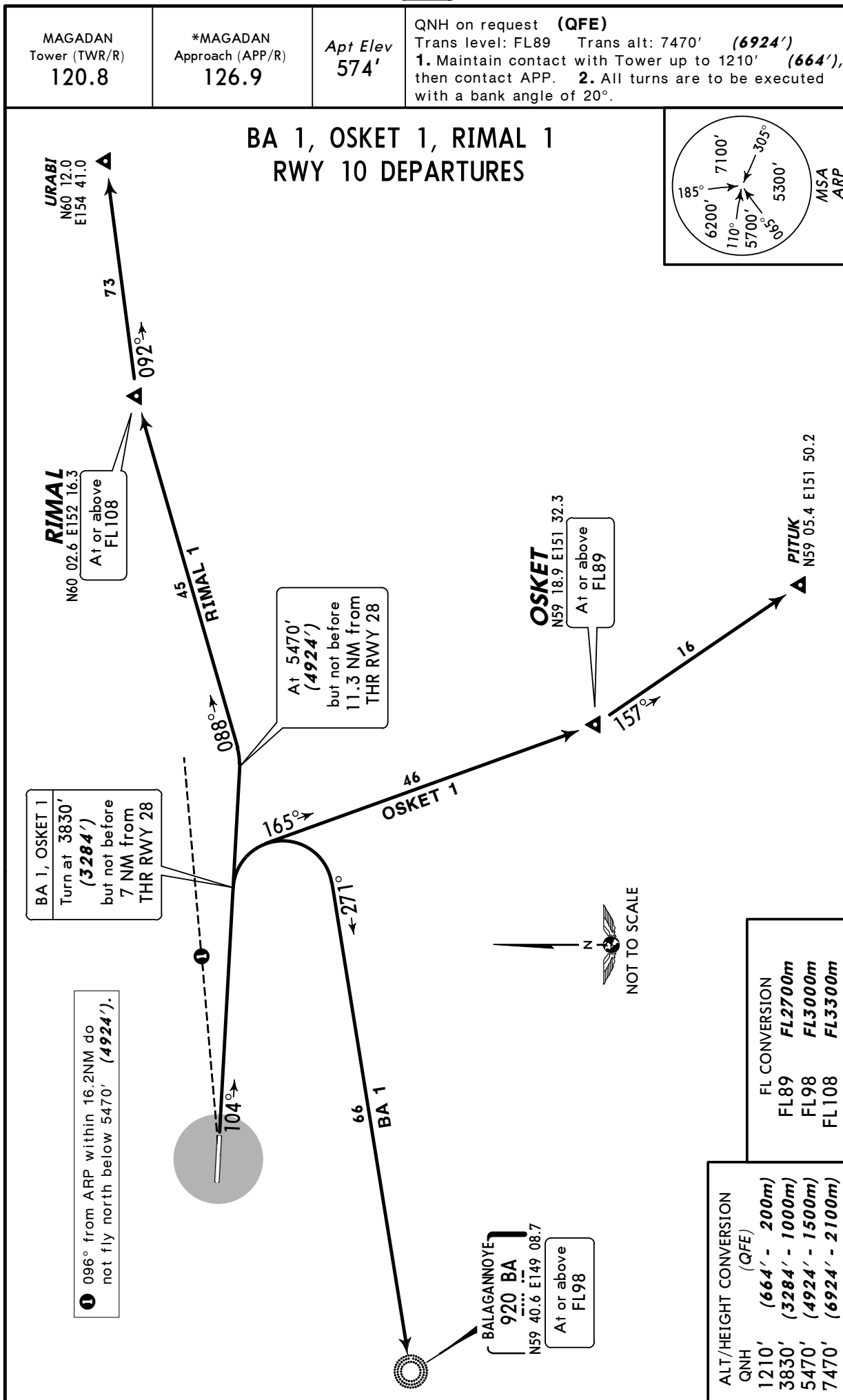
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UHMM/GDX
 SOKOL

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MAGADAN, RUSSIA
 SID



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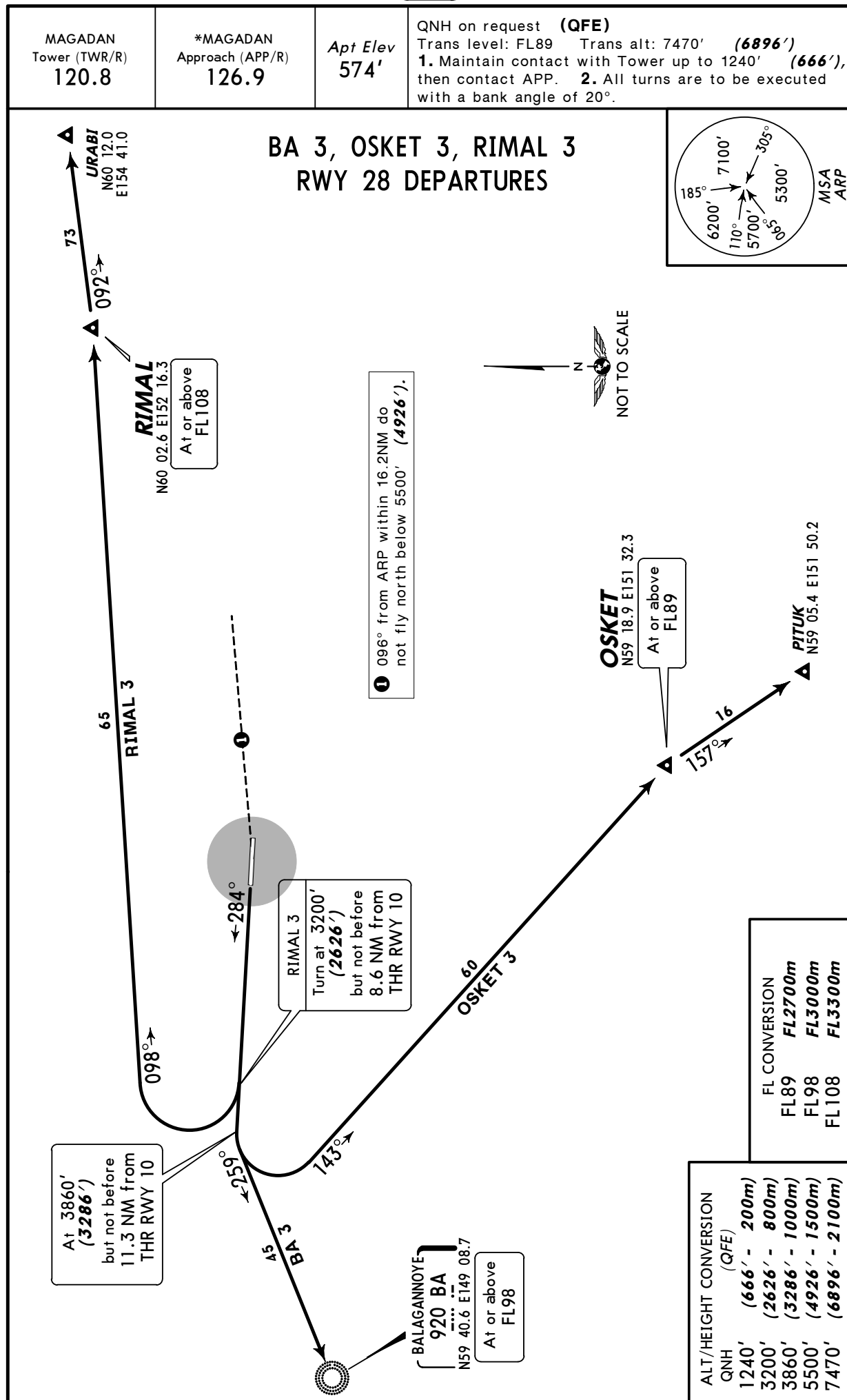
7 NOV 08

10-3A

Eff 20 Nov

MAGADAN, RUSSIA

SID



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Apt Elev **574'**
N59 54.6 E150 43.1

JEPPESEN

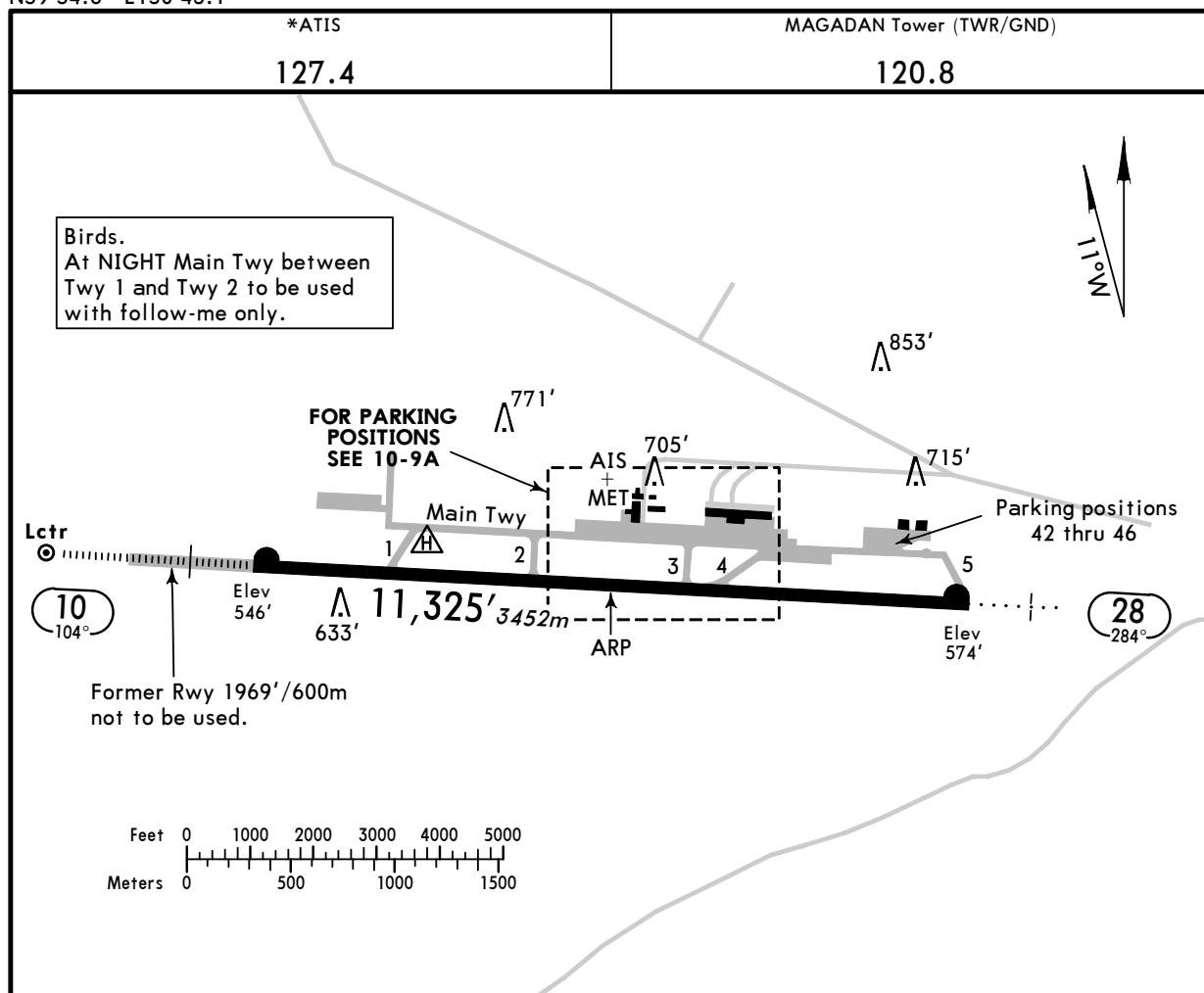
19 SEP 08

(10-9)

Eff 25 Sep

MAGADAN, RUSSIA

SOKOL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
10	HIRL (60m)	HIALS	PAPI-L (angle 2.83°)	RVR		11,161' (3402m)	1	195' 60m
28	HIRL (60m)	ALS	PAPI-L (angle 3.00°)	RVR				

1 TAKE-OFF RUN AVAILABLE

RWY 10:

from rwy head	11,325' (3452m)
twy 1 int	9226' (2812m)
twy 2 int	6929' (2112m)
twy 3 int	4501' (1372m)

RWY 28:

from rwy head	11,325' (3452m)
twy 3 int	6824' (2080m)

TAKE-OFF

AIR CARRIER (JAA)

All Rwys

LVP must be in force

RCLM (DAY only)
or RL

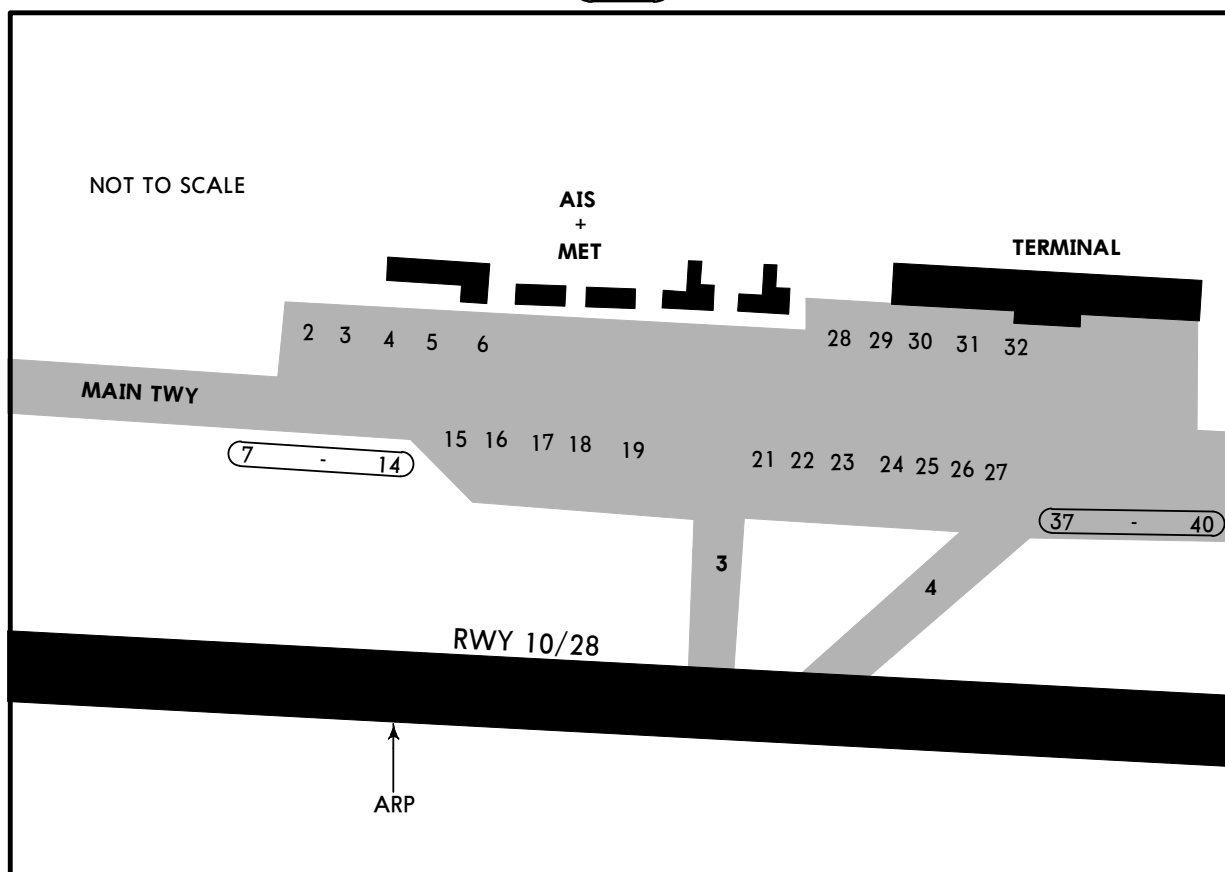
RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

UHMM/GDX

19 SEP 08 **10-9A** Eff 25 Sep

MAGADAN, RUSSIA
 SOKOL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
2	N59 54.8 E150 42.9	28 thru 30	N59 54.8 E150 43.7
3	N59 54.8 E150 43.0	31, 32	N59 54.8 E150 43.8
4, 5	N59 54.8 E150 43.1	37	N59 54.7 E150 43.9
6, 15	N59 54.8 E150 43.2	38	N59 54.7 E150 44.0
16, 17	N59 54.8 E150 43.3	39, 40	N59 54.7 E150 44.1
18, 19	N59 54.8 E150 43.4	42	N59 54.7 E150 44.3
21	N59 54.8 E150 43.5	43, 44	N59 54.7 E150 44.4
22, 23	N59 54.8 E150 43.6	45, 46	N59 54.7 E150 44.5
24 thru 26	N59 54.8 E150 43.7		
27	N59 54.8 E150 43.8		

Taxiing of acft with a wingspan of more than 105'/32m or main wheel track of more than 19'/6.0m on apron between Twy 3 and 4 is prohibited.
 Taxiing at reduced speed under inner engine power.

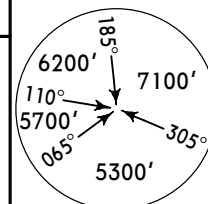
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JEPPESSEN
20 JAN 06 (11-1)

MAGADAN, RUSSIA
ILS or 2 NDB Rwy 10

BRIEFING STRIP

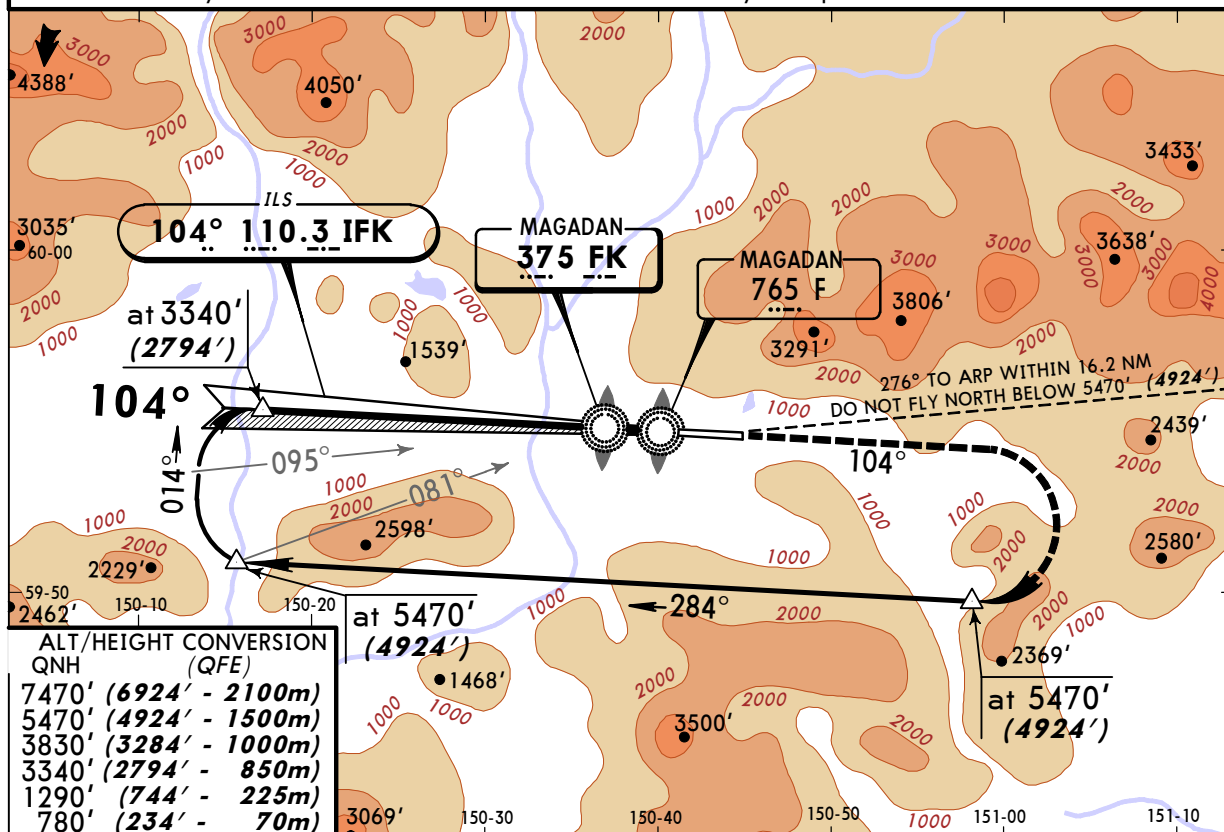
*ATIS 127.4	*MAGADAN Approach (APP/R) 126.9 124.0	MAGADAN Tower (TWR/R) 120.8		Ground 120.8
LOC IFK 110.3	Final Apch Crs 104°	GS LOM 1251' (705')	ILS DA(H) 746' (200')	Apt Elev 574' RWY 546'
NDB FK 375		NDB No FAF	NDB MDA(H) Refer to Minimums	



MSA
Airport

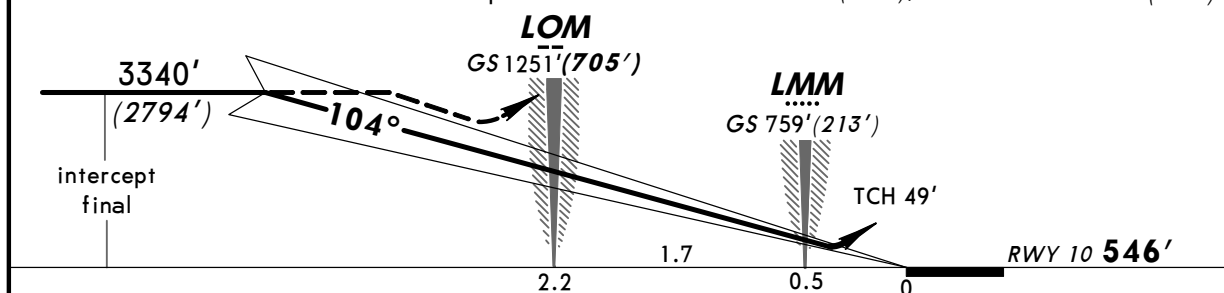
MISSED APCH: Climb on 104° to 3830' (3284'), then turn RIGHT onto 284° climbing to 5470' (4924'), then according to chart.

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 7470' (6924')
WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.



ALT/HEIGHT CONVERSION QNH (QFE)	
7470' (6924')	- 2100m
5470' (4924')	- 1500m
3830' (3284')	- 1000m
3340' (2794')	- 850m
1290' (744')	- 225m
780' (234')	- 70m

NDB apch: Pass LOM not below 1290' (744'), LMM not below 780' (234').



Gnd speed-Kts	70	90	100	120	140	160	HIALS	3830' (3284')	104°	284°	5470' (4924')
ILS GS	2.83°	356	458	509	611	712		↑	↑	↑	↑
NDB Desc Grad	5.2%	369	474	527	632	737		↑	↑	↑	↑

STRAIGHT-IN LANDING RWY 10		NDB	
ILS		LOC	
DA(H) 746' (200')		(GS out)	
FULL	ALS out	MDA(H) A: 1670' (1124') BCD: 2260' (1714')	
		ALS out	
A		3200m	
B			
C	RVR 720m VIS 800m	1200m	4000m
D		NOT AUTHORIZED	4800m

PANS OPS

CHANGES: Minimums.

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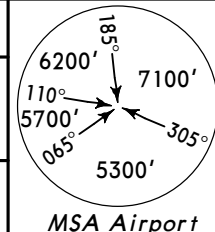
JEPPESEN
20 JAN 06 (16-1)

MAGADAN, RUSSIA
NDB Rwy 28

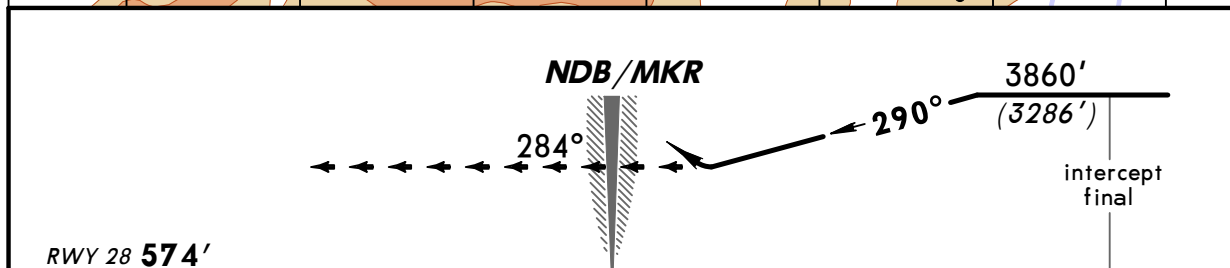
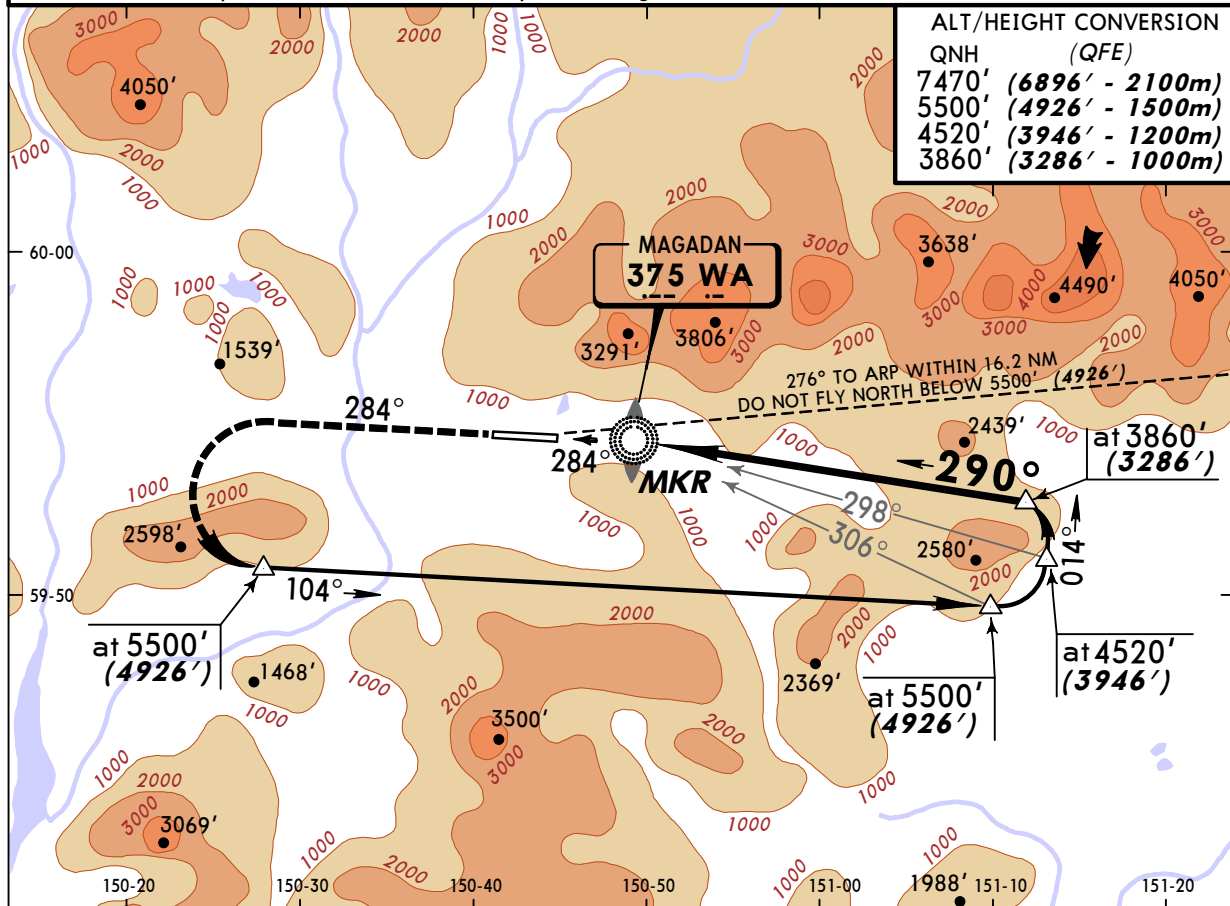
BRIEFING STRIP

*ATIS 127.4	*MAGADAN Approach (APP/R) 126.9 124.0	MAGADAN Tower (TWR/R) 120.8	Ground 120.8
NDB WA 375	Final Apch Crs 290°	No FAF	MDA(H) 3200'(2626')
			Apt Elev 574' RWY 574'

MISSED APCH: Climb on 284° to 3860' (3286'), then turn LEFT onto 104° climbing to 5500' (4926'), then according to chart.



Alt Set: MM(hPa on req) QNH on req (QFE) Trans level: FL 89 Trans alt: 7470' (6896')
 1. WARNING: Heavy turbulence with downdrafts and wind shear may be expected on final.
 2. Due to false indications on radar display in the final turn area, the crew shall control the beginning of turn and intercept the desired track 290° by acft navigation aids and VDF.



Gnd speed-Kts	70	90	100	120	140	160	ALS	3860' (3286') on 284°	104° LT	5500' (4926')
Descent Gradient 5.2%	369	474	527	632	737	843				

STRAIGHT-IN LANDING RWY 28		ALS out	
MDA(H) 3200'(2626')			
A	3200m		
B			
C	4800m		
D			

PANS OPS