

Page 1

Changed chart(s) since Disc 09-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 09-2011

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UWGG

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

For apch to rwy 36L w/o radar ctl: to NG, turn RIGHT onto track 180° and follow published IAP.

General Info

Nizhny Novgorod, RUS

N 56° 13.8' E 43° 47.0' Mag Var: 10.5°E

Elevation: 256'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 18L-36R 8232' x 148' asphalt

Runway 18R-36L 9203' x 148' asphalt

Runway 18L (180.0°M) TDZE 253'

Lights: Edge

Runway 18R (180.0°M) TDZE 256'

Lights: Edge, ALS

Runway 36L (360.0°M) TDZE 254'

Lights: Edge, ALS

Runway 36R (360.0°M) TDZE 253'

Lights: Edge

Communications Info

ATIS **127.8**

Nizhny Tower **120.4**

Nizhny Taxiing Ground Control **121.8**

Nizhny Approach Control **126.0**

Nizhny Approach Control **124.7**

Nizhny Radar **120.8**

Nizhny Transit Operations **131.7**

Notebook Info

UWGG/GOJ
STRIGINO

JEPPESSEN NIZHNY NOVGOROD, RUSSIA

8 OCT 10

10-2

Eff 21 Oct

STAR

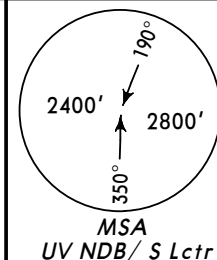
ATIS
127.8

Apt Elev
256'

Alt Set: MM (hPa on request) QNH on request (QFE)
Trans level: By ATC Trans alt: 2890' (2634')

OK 2A, OK 2B ②, RZ 2 ②
RWYS 18L/R ARRIVALS
FROM EAST

② By ATC



③ Intercept final at
2230' (1974')

SHARANGA
643 RZ
N57 11.0 E046 31.0

GILAM
N56 39.0 E044 56.0
Between
FL207 & FL177

N56 24.5 E043 52.5
(185° bgr to UV)
At 2560' (2304')

N56 24.6 E043 54.5
(191° bgr to UV)
At 2560' (2304')

N56 23.1 E044 06.7
(222° bgr to UV)
At 2560' (2304')

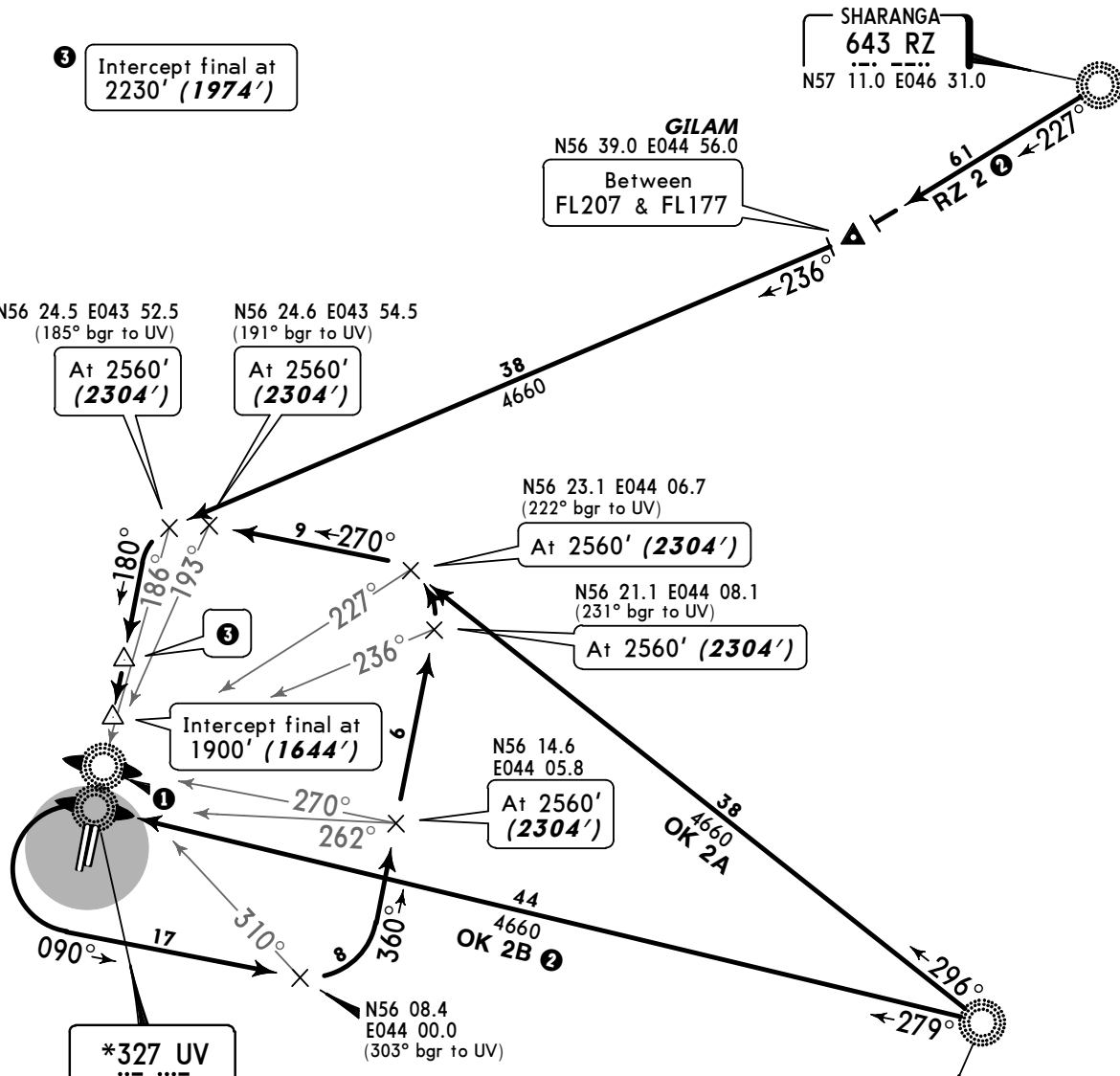
N56 21.1 E044 08.1
(231° bgr to UV)
At 2560' (2304')

N56 14.6 E044 05.8
At 2560' (2304')

*327 UV
N56 15.1 E043 47.6
*1030 S
N56 15.0 E043 47.4

①
*245 ST
N56 16.5 E043 47.9

LYSKOVO
564 OK
N56 00.0 E045 02.0
Between
FL207 & FL49



FL CONVERSION
FL207 FL6300m
FL177 FL5400m
FL49 FL1500m

ALT/HEIGHT CONVERSION
QNH (QFE)
2890' (2634' - 800m)
2560' (2304' - 700m)
2230' (1974' - 600m)
1900' (1644' - 500m)



UWGG/GOJ
STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
8 OCT 10 **(10-2A)** **Eff 21 Oct** **STAR**

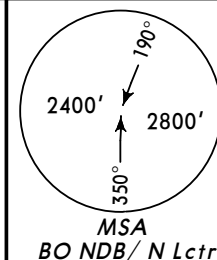
ATIS
127.8

Apt Elev
256'

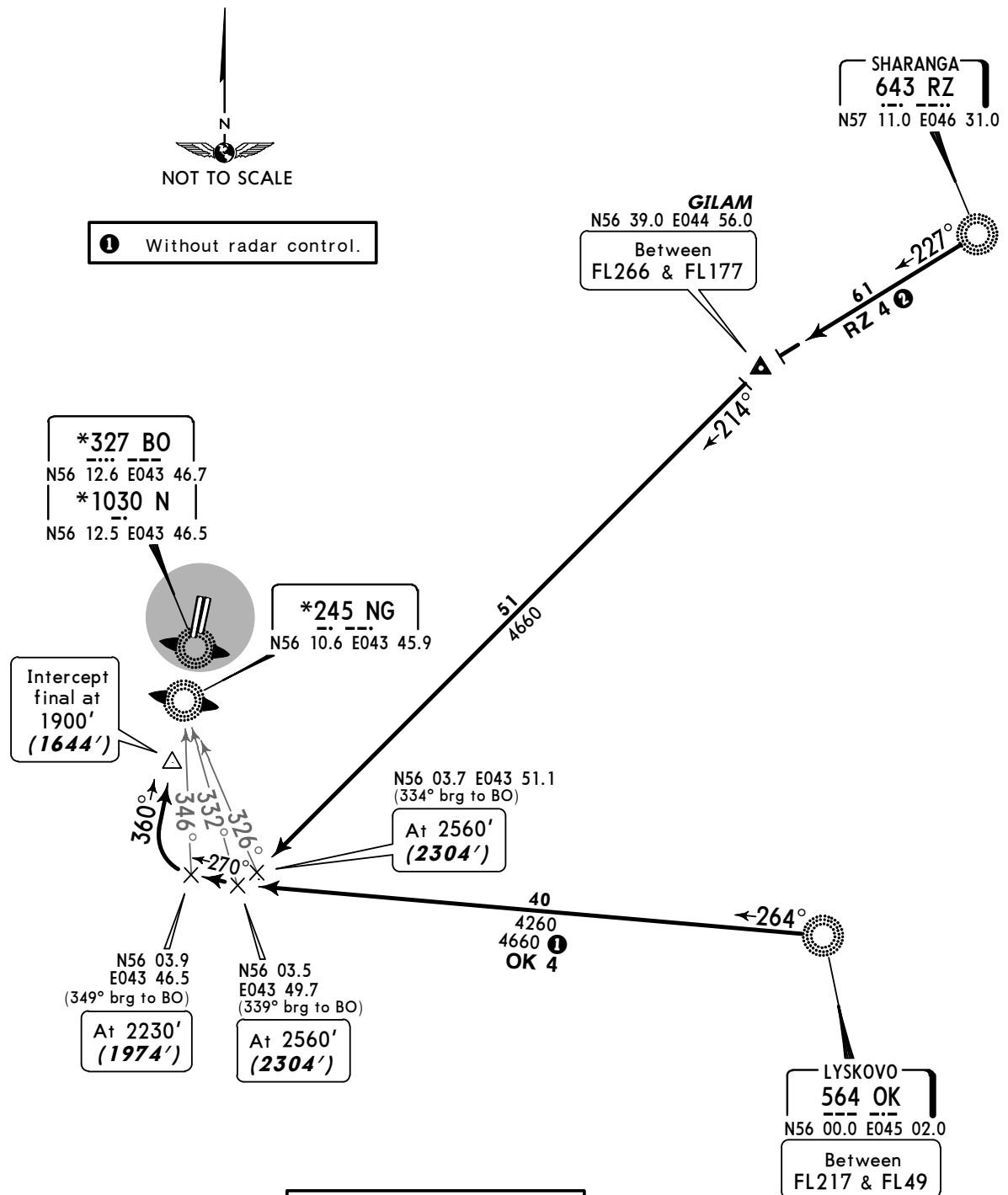
Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2890' **(2634')**

OK 4, RZ 4
RWYS 36L/R ARRIVALS
FROM EAST

2 By ATC



1 Without radar control.



FL CONVERSION		ALT/HEIGHT CONVERSION	
		QNH	(QFE)
FL266	FL8100m	2890'	(2634' - 800m)
FL217	FL6600m	2560'	(2304' - 700m)
FL177	FL5400m	2230'	(1974' - 600m)
FL49	FL1500m	1900'	(1644' - 500m)

UWGG/GOJ
STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA
8 OCT 10 **(10-2B)** **Eff 21 Oct** **STAR**

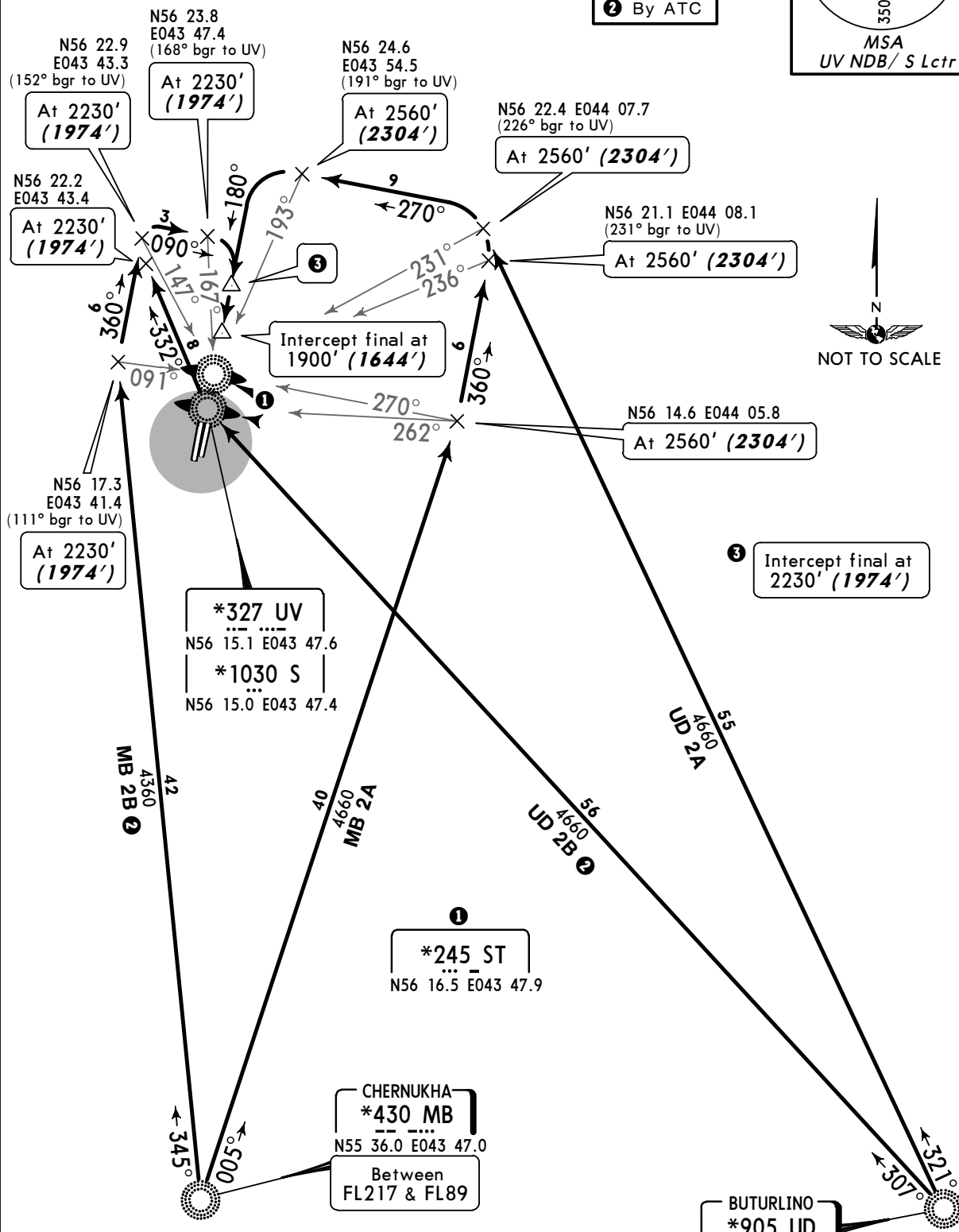
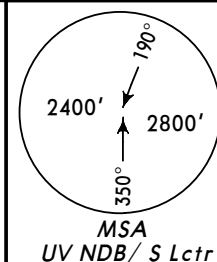
ATIS
127.8

Apt Elev
256'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2890' **(2634')**

MB 2A, MB 2B ②, UD 2A, UD 2B ②
RWYS 18L/R ARRIVALS
FROM SOUTH

② By ATC



FL CONVERSION	
FL282	FL8600m
FL217	FL6600m
FL89	FL2700m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
2890'	(2634' - 800m)
2560'	(2304' - 700m)
2230'	(1974' - 600m)
1900'	(1644' - 500m)

UWGG/GOJ
STRIGINO

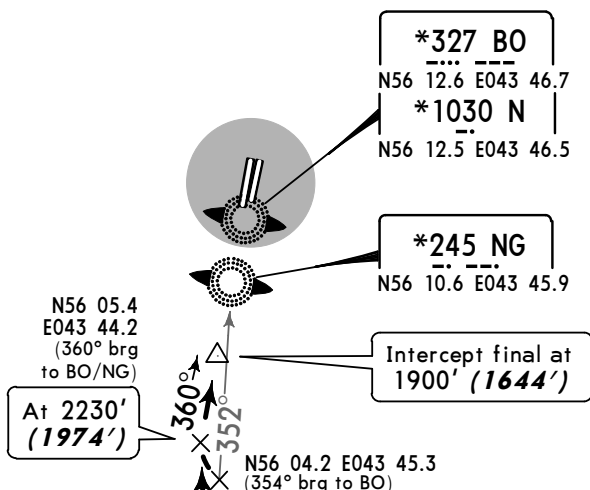
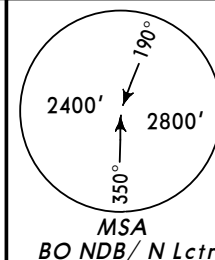
JEPPESEN NIZHNY NOVGOROD, RUSSIA
8 OCT 10 **(10-2C)** **Eff 21 Oct** **STAR**

ATIS
127.8

Apt Elev
256'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: By ATC Trans alt: 2890' **(2634')**

MB 4, UD 4
RWYS 36L/R ARRIVALS
FROM SOUTH

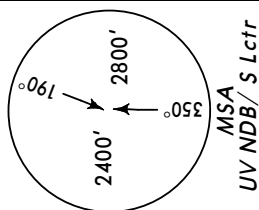


1 Without radar control.

UWGG/GOJ
STRIGINO

JEPPesen NIZHNY NOVGOROD, RUSSIA
 8 OCT 10 **10-3** **Eff 21 Oct** **SID**

Apt Elev
256' QNH on request **(QFE)** Trans level: By ATC Trans alt: 2890' **(2634')**
 Crossing at airway entry points by ATC.

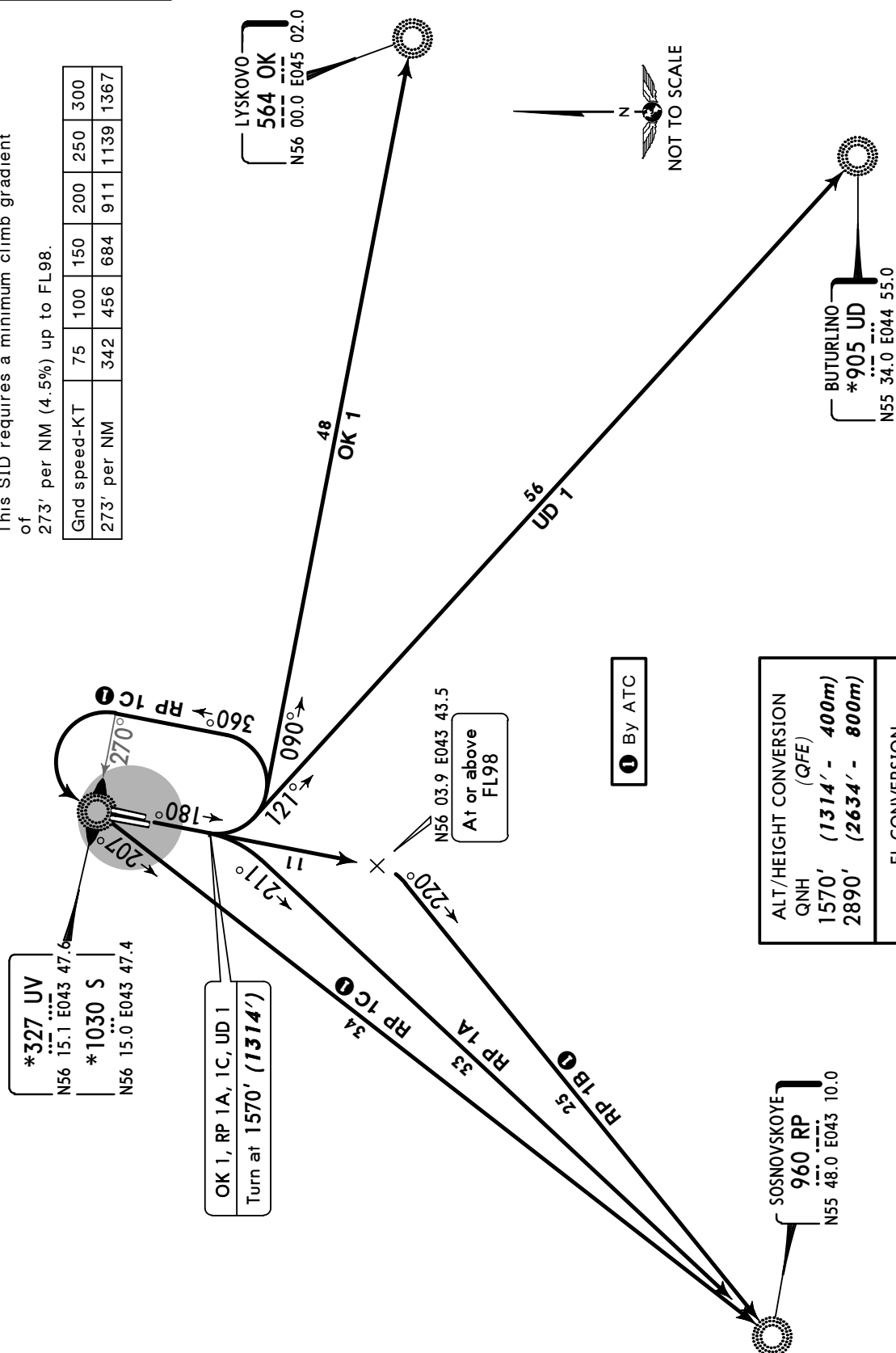


OK 1, RP 1A, RP 1B ①, RP 1C ①, UD 1
RWYS 18L/R DEPARTURES

RP 1B

This SID requires a minimum climb gradient of 273' per NM (4.5%) up to FL98.

Gnd speed-KT	75	100	150	200	250	300
273' per NM	342	456	684	911	1139	1367



① By ATC

ALT/HEIGHT CONVERSION	QNH (QFE)
1570' (1314' - 400m)	2890' (2634' - 800m)
FL98	FL3000m

UWGG/GOJ
STRIGINO

JEPPESEN NIZHNY NOVGOROD, RUSSIA
8 OCT 10 **(10-3A)** **Eff 21 Oct** **SID**

Apt Elev 256'	QNH on request (QFE)	Trans level: By ATC	Trans alt: 2890'	(2634')
	Crossing at airway entry points by ATC.			

OK 3A, OK 3B ❶, OK 3C ❶
 RP 3A, RP 3B ❶, RP 3C ❶
 RP 3D ❶, RP 3E ❶
 UD 3A, UD 3B ❶, UD 3C ❶
 RWYS 36L/R DEPARTURES

ALT/HEIGHT CONVERSION
QNH (QFE)

QNH (QFE)
920' (664' - 200m)
2890' (2634' - 800m)

FL CONVERSION
FL98 **FL3000**

FL98 FL3000m

1 By ATC

NOT TO SCALE

BUTURLINO
*905 UD
... ..
5 34.0 E044 55.0

5 34.0 E044 55.0

$$MSA / BO NDB / N Lctr$$

These SIDs require minimum climb gradients

of
RP 3B: 395' per NM (6.5%) up to FL98.

RP 3D: 407' per NM (6.7%) up to FL98.

Gnd speed-KT	75	100	150	200	250	300
395' per NM	494	658	987	1317	1646	1975
407' per NM	509	679	1018	1357	1696	2036

②

*327 B0	---
N56 12.6 E043 46.7	
*1030 N	--
N56 12.5 E043 46.5	

SOSNOVSKOYE
960 RP
N55 48.0 E043 10.0

UWGG/GOJ

Apt Elev **256'**
N56 13.8 E043 47.0



JEPPESEN

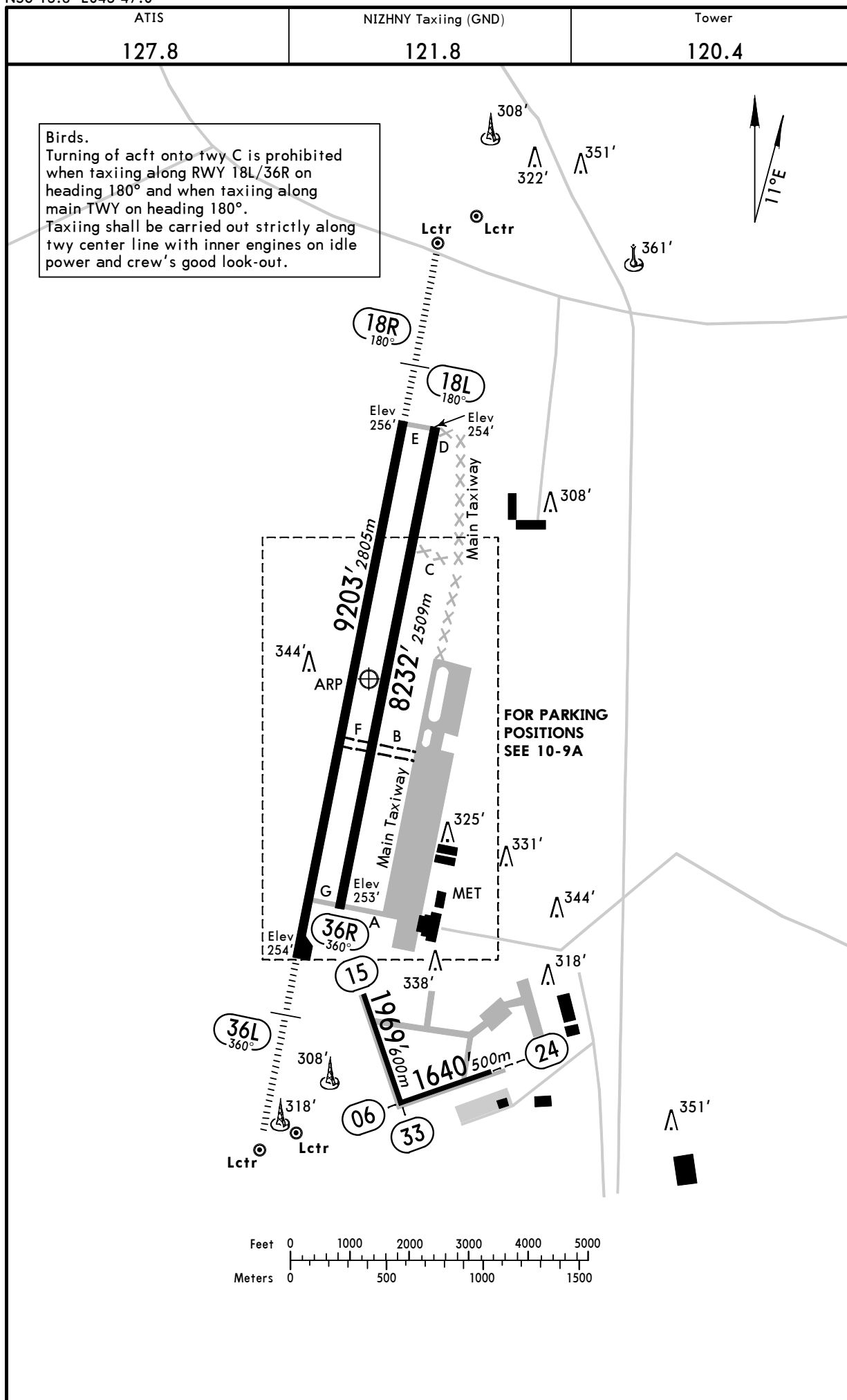
NIZHNY NOVGOROD, RUSSIA

8 OCT 10

(10-9)

Eff 21 Oct

STRIGINO



UWGG/GOJ


JEPPESEN
 8 OCT 10
 Eff 21 Oct 10-9S

Standard
NIZHNY NOVGOROD, RUSSIA
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB ①	700' (446')	700' (446')	700' (446')	700' (446')
	with FAF	R1500m	R1500m	C2100m	C2100m
	NDB	1250' (996')	1250' (996')	1250' (996')	1250' (996')
	w/o FAF	C4700m	C4700m	C4900m	C4900m
18R	ILS	456' (200')	456' (200')	456' (200')	456' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB	610' (354')	610' (354')	610' (354')	610' (354')
	ALS out	R900m R1500m	R900m R1500m	R900m R1600m	R900m R1600m
36L	ILS	454' (200')	454' (200')	454' (200')	454' (200')
	FULL	R550m	R550m	R550m	R550m
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	NDB ①	620' (366')	620' (366')	620' (366')	620' (366')
	with FAF	R1000m	R1000m	R1000m	R1000m
	ALS out	R1500m	R1500m	R1700m	R1700m
	NDB ①	830' (576')	830' (576')	830' (576')	830' (576')
	w/o FAF	R1900m	R1900m	R1900m	R1900m
	ALS out	C2600m	C2600m	C2600m	C2600m
36R	NDB ①	930' (677')	930' (677')	930' (677')	930' (677')
	with FAF	R1500m	R1500m	C2400m	C2400m
	NDB	1170' (917')	1170' (917')	1170' (917')	1170' (917')
	w/o FAF	C4500m	C4500m	C4700m	C4700m

① Continuous Descent Final Approach.

TAKE-OFF RWY 18L/R, 36L/R

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

UWGG/GOJ


JEPPESEN
 8 OCT 10
 Eff 21 Oct 10-9X
JAA MINIMUMS**NIZHNY NOVGOROD, RUSSIA**
STRIGINO

STRAIGHT-IN RWY		A	B	C	D
18L	NDB	700' (446')	700' (446')	700' (446')	700' (446')
	with FAF	R1500m	R1500m	R1800m	R2000m
	NDB	1250' (996')	1250' (996')	1250' (996')	1250' (996')
	w/o FAF	R1500m	R1500m	R2000m	R2000m
18R	ILS	456' (200')	456' (200')	456' (200')	456' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	600' (344')	600' (344')	600' (344')	600' (344')
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
36L	ILS	454' (200')	454' (200')	454' (200')	454' (200')
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED	NOT AUTHORIZED
	NDB	620' (366')	620' (366')	620' (366')	620' (366')
		R900m	R1000m	R1000m	R1400m
	with FAF	R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R1800m	R2000m
	NDB	830' (576')	830' (576')	830' (576')	830' (576')
		R1000m	R1200m	R1200m	R1600m
	w/o FAF	R1500m	R1500m	R2000m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
36R	NDB	930' (677')	930' (677')	930' (677')	930' (677')
		R1500m	R1500m	R2000m	R2000m
	with FAF	R1500m	R1500m	R2000m	R2000m
	NDB	1170' (917')	1170' (917')	1170' (917')	1170' (917')
	w/o FAF	R1500m	R1500m	R2000m	R2000m

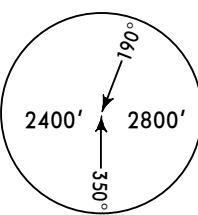
TAKE-OFF RWY 18L, 18R, 36L, 36R

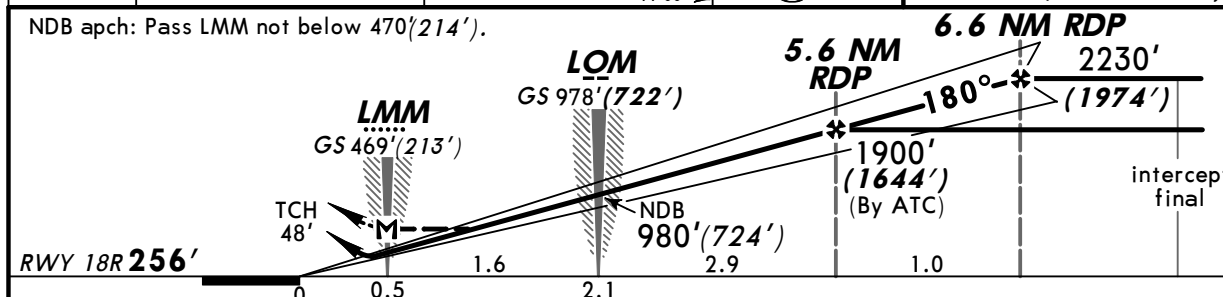
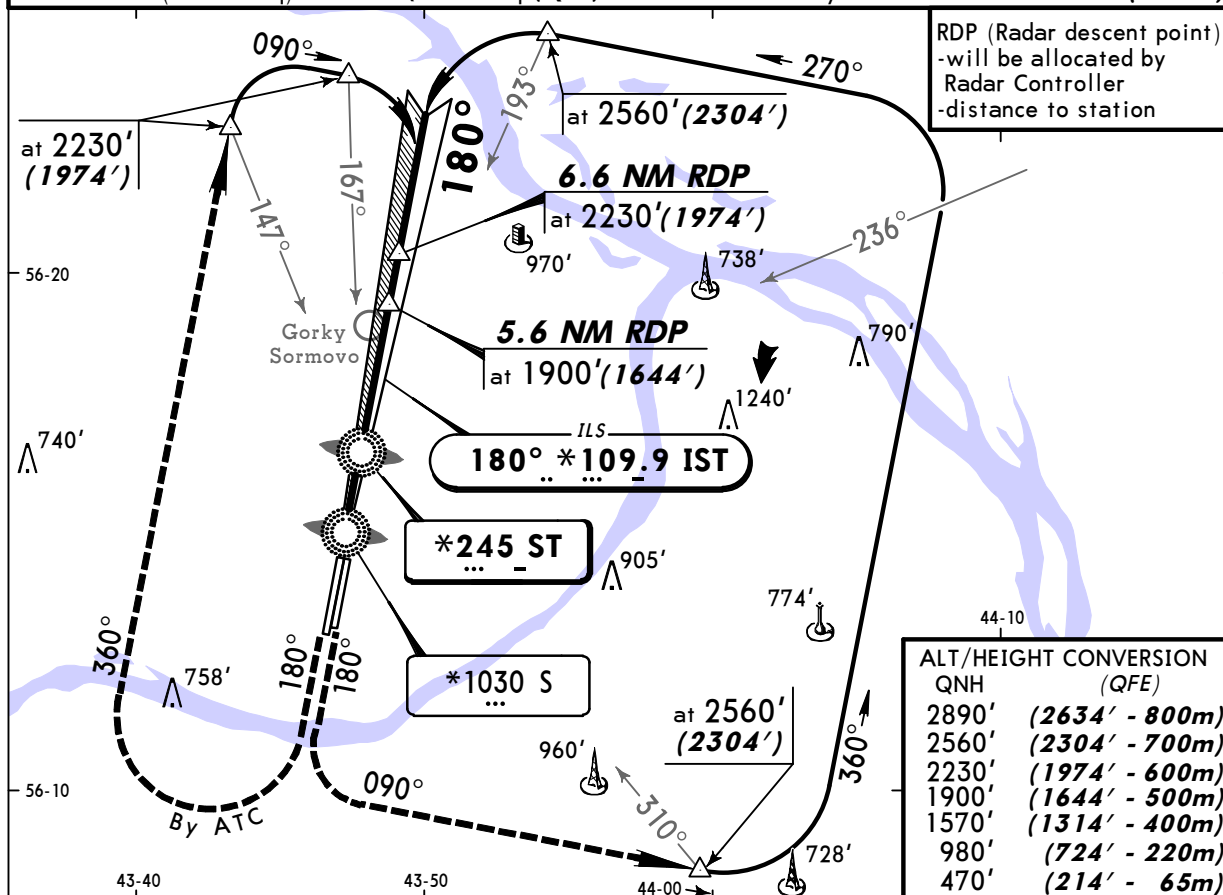
LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

UWGG/GOJ
STRIGINO

JEPPesen **NIZHNY NOVGOROD, RUSSIA**
8 OCT 10 **(11-1)** **Eff 21 Oct** **ILS or 2 NDB Rwy 18R**

BRIEFING STRIP

ATIS 127.8		NIZHNY Approach 124.7 126.0		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8			
LOC IST *109.9	Final Apch Crs 180°		GS LOM 978' (722')	ILS DA(H) 456' (200')		Apt Elev 256' RWY 256'					
NDB ST *245			Minimum Alt (CONDITIONAL) Refer to Profile		NDB MDA(H) 600' (344')						
MISSED APCH: LEFT HAND: Climb on 180° to 1570' (1314'), then turn LEFT onto 090° climbing to 2560' (2304'), then as directed. RIGHT HAND: Climb on 180° to 1570' (1314'), then turn RIGHT onto 360° climbing to 2230' (1974'), then as directed.										MSA S Lctr	
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: By ATC		Trans alt: 2890' (2634')					



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or	377	485	539	647	755	862
NDB Desc angle 3.00°						
MAP at LMM						

STRAIGHT-IN LANDING RWY 18R						
ILS		LOC (GS out)	NDB			
DA(H) 456'(200')			MDA(H) 600'(344')			
FULL	ALS out			ALS out		
A	800m	1200m	NOT AUTH	1200m	1600m	
B						
C						
D						1600m

PANS OPS

UWGG/GOJ
STRIGINO

8 OCT 10

(11-2)

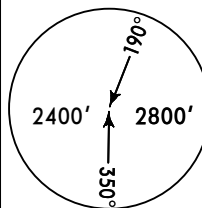
Eff 21 Oct

JEPPesen **NIZHNY NOVGOROD, RUSSIA**
ILS or 2 NDB Rwy 36L

BRIEFING STRIP

ATIS 127.8		NIZHNY Approach 124.7 126.0		NIZHNY Radar 120.8		NIZHNY Tower 120.4		Ground 121.8	
LOC ING *109.5		Final Apch Crs 360°		GS LOM 1074' (820')		ILS DA(H) 454' (200')		Apt Elev 256' RWY 254'	
NDB NG *245				Minimum Alt 6.0 NM RDP 1900' (1646')		NDB MDA(H) (CONDITIONAL) 620' (366')			
MISSED APCH: RIGHT HAND: Climb on 360° to 920'(666'), then turn RIGHT onto 180° climbing to 2560'(2306'), then as directed. LEFT HAND: Climb on 360° to 920'(666'), then turn LEFT onto 180° climbing to 2230'(1976'), then as directed.									

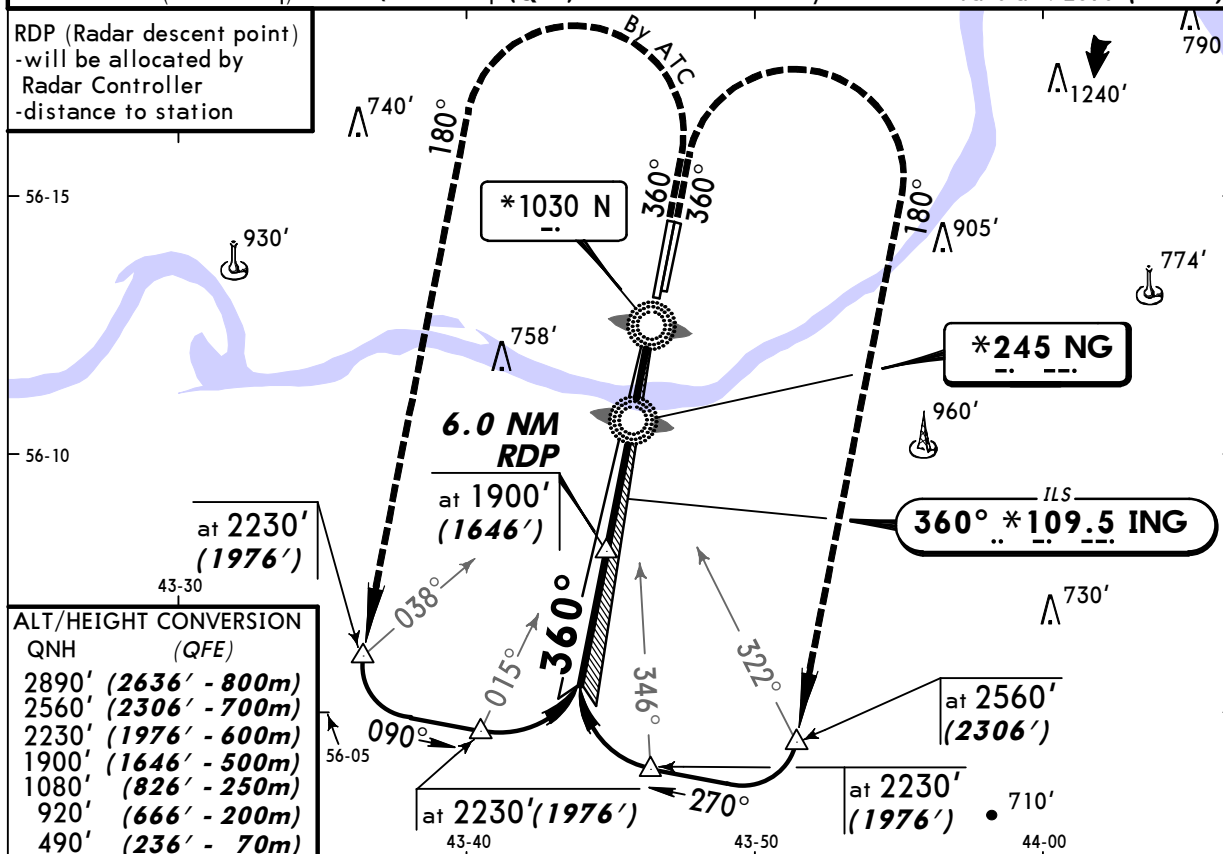
MSA
N Lctr



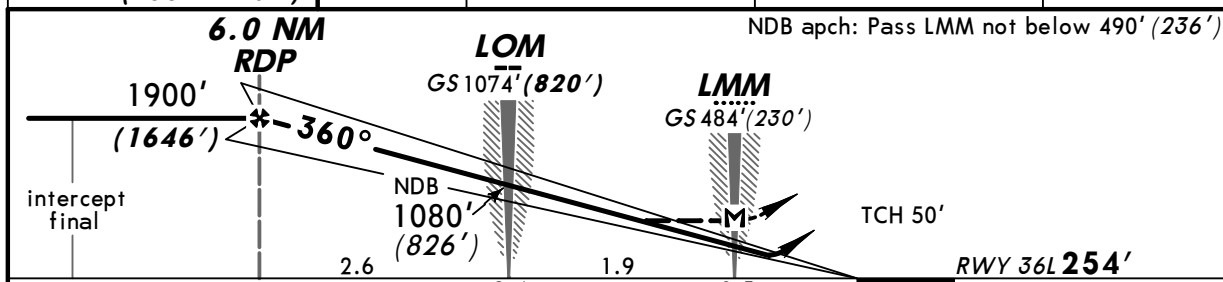
MSA
N Lctr

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890' (2636')

RDP (Radar descent point)
-will be allocated by
Radar Controller
-distance to station



ALT/HEIGHT CONVERSION	QNH	(QFE)
2890'	(2636' - 800m)	
2560'	(2306' - 700m)	
2230'	(1976' - 600m)	
1900'	(1646' - 500m)	
1080'	(826' - 250m)	
920'	(666' - 200m)	
490'	(236' - 70m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 920' (666') on 360°
ILS GS or NDB Descent angle 3.00°	377	485	539	647	755	862	
MAP at LMM							

ILS		LOC (GS out)		NDB		W/o FAF	
DA(H) 454' (200')		With FAF		MDA(H) 620' (366')		MDA(H) 830' (576')	
FULL		ALS out		ALS out		ALS out	
A							
B							
C	800m	1200m	NOT AUTH	1200m	1600m	1200m	1600m
D				1600m	2000m	2400m	2800m

UWGG/GOJ
STRIGINO

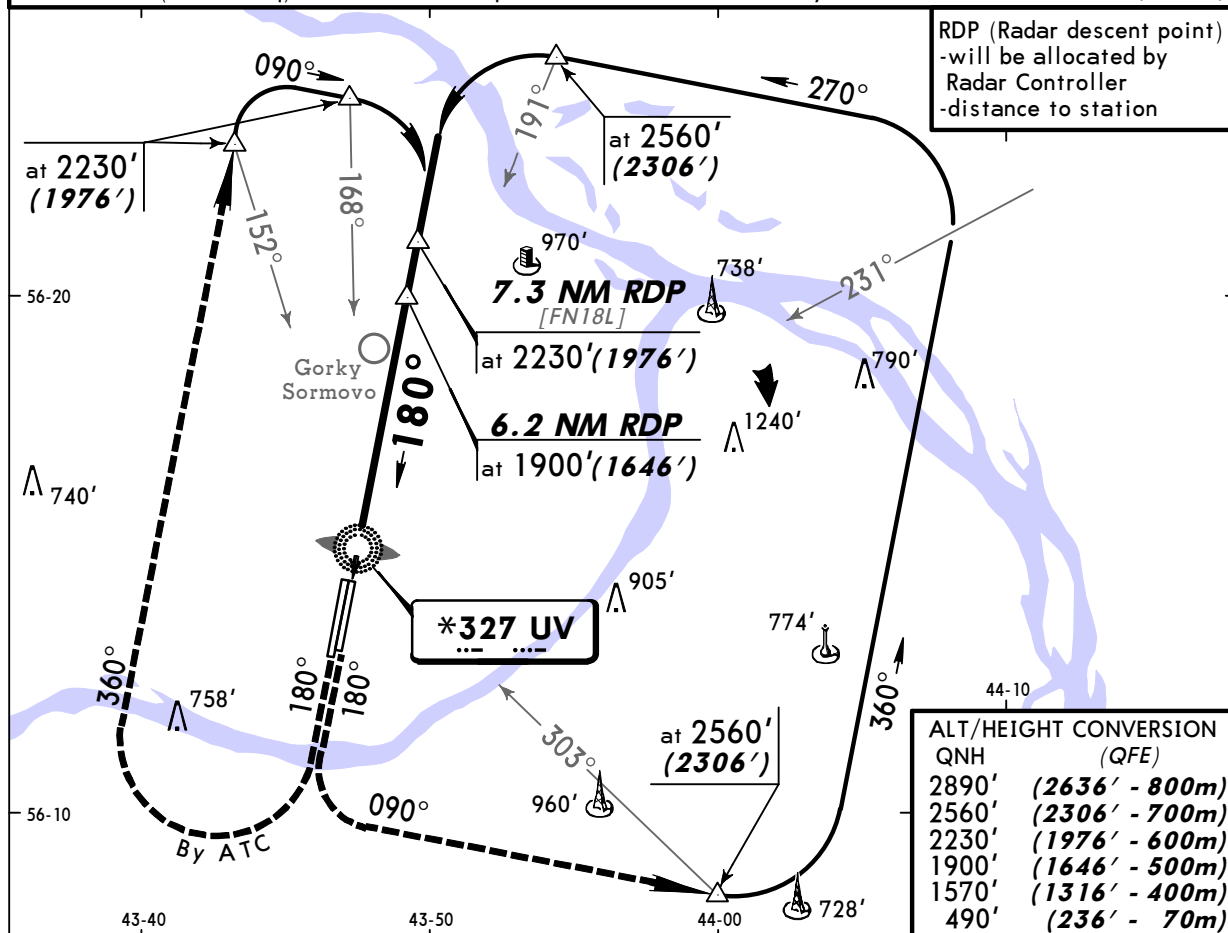
JEPPesen
8 OCT 10 **(16-1)**

Eff 21 Oct

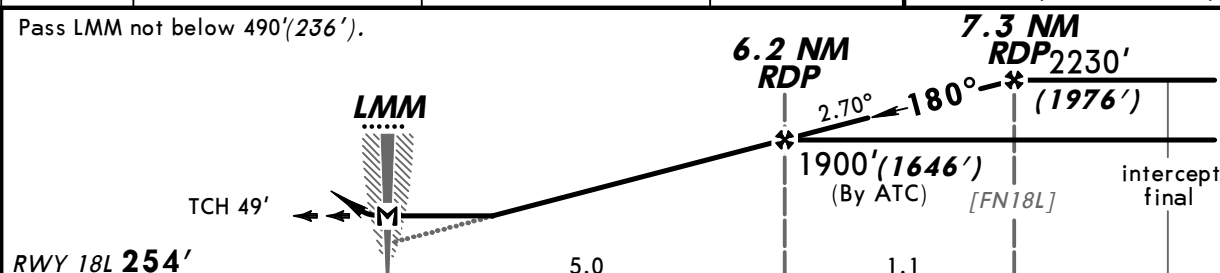
NIZHNY NOVGOROD, RUSSIA
NDB Rwy 18L

BRIEFING STRIP

ATIS		NIZHNY Approach		NIZHNY Radar	NIZHNY Tower	Ground	
127.8		124.7 126.0		120.8	120.4	121.8	
NDB UV *327	Final Apch Crs 180°	Minimum Alt (CONDITIONAL) Refer to Profile	MDA(H) (CONDITIONAL) 700'(446')	Apt Elev 256' RWY 254'		090° 2400' 2800' 350° MSA UV NDB	
MISSED APCH: LEFT HAND: Climb on 180° to 1570'(1316'), then turn LEFT onto 090° climbing to 2560'(2306'), then as directed. RIGHT HAND: Climb on 180° to 1570'(1316'), then turn RIGHT onto 360° climbing to 2230'(1976'), then as directed.							
Alt Set: MM (hPa on req)		QNH on req(QFE)		Trans level: By ATC		Trans alt: 2890'(2636')	



Pass LMM not below 490' (236').



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.70°	334	430	478	573	669	764
MAP at LMM						

1570' (1316')	on 180°
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PANS OPS

STRAIGHT-IN LANDING RWY 18L			
With FAF MDA(H) 700' (446')		W/o FAF MDA(H) 1250' (996')	
A	1600m	2000m	
B		2400m	
C	2000m		
D	2400m	4800m	

UWGG/GOJ
STRIGINO

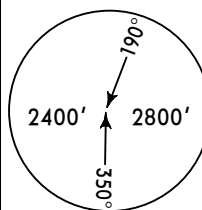
JEPPesen
8 OCT 10 **(16-2)**

Eff 21 Oct

NIZHNY NOVGOROD, RUSSIA
NDB Rwy 36R

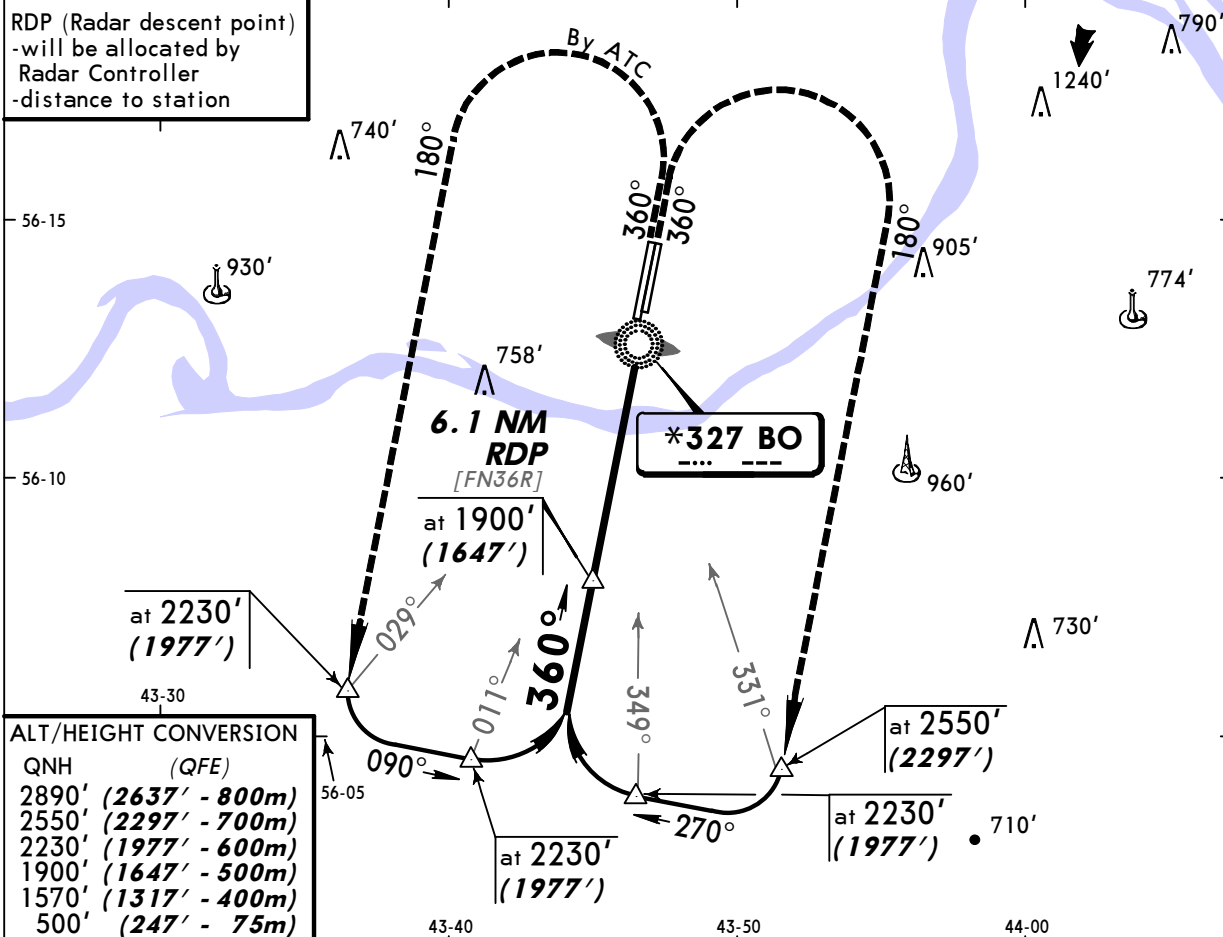
BRIEFING STRIP

ATIS	NIZHNY Approach	NIZHNY Radar	NIZHNY Tower	Ground
127.8	124.7 126.0	120.8	120.4	121.8
NDB BO * 327	Final Apch Crs 360°	Minimum Alt 6.1 NM RDP 1900' (1647')	MDA(H) (CONDITIONAL) 930' (677')	Apt Elev 256' RWY 253'
MISSED APCH: RIGHT HAND: Climb on 360° to 1570' (1317'), then turn RIGHT onto 180° climbing to 2550' (2297'), then as directed. LEFT HAND: Climb on 360° to 1570' (1317'), then turn LEFT onto 180° climbing to 2230' (1977'), then as directed.				
Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: By ATC Trans alt: 2890' (2637')				



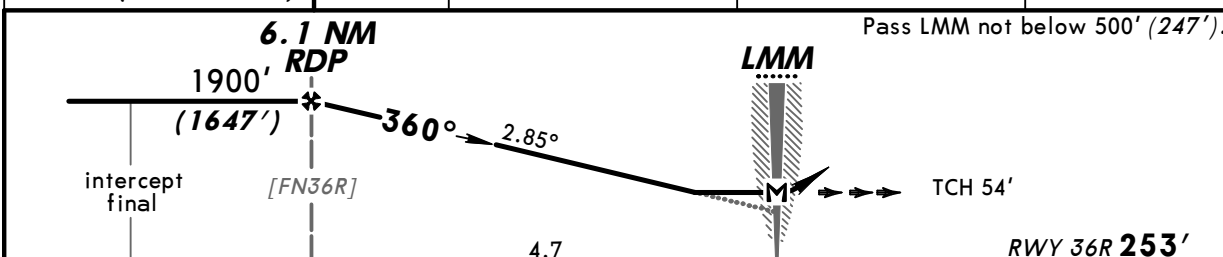
MSA BO NDB

RDP (Radar descent point)
-will be allocated by
Radar Controller
-distance to station



ALT/HEIGHT CONVERSION

QNH	(QFE)
2890' (2637' - 800m)	
2550' (2297' - 700m)	
2230' (1977' - 600m)	
1900' (1647' - 500m)	
1570' (1317' - 400m)	
500' (247' - 75m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 2.85°	353	454	504	605	706	807
MAP at LMM						

STRAIGHT-IN LANDING RWY 36R			
With FAF	W/o FAF		
MDA(H) 930' (677')	MDA(H) 1170' (917')		
A	1600m	2000m	
B			
C	3200m	4400m	
D	3600m	4800m	

PANS OPS